04-23-2021 LETTING ITEM 137

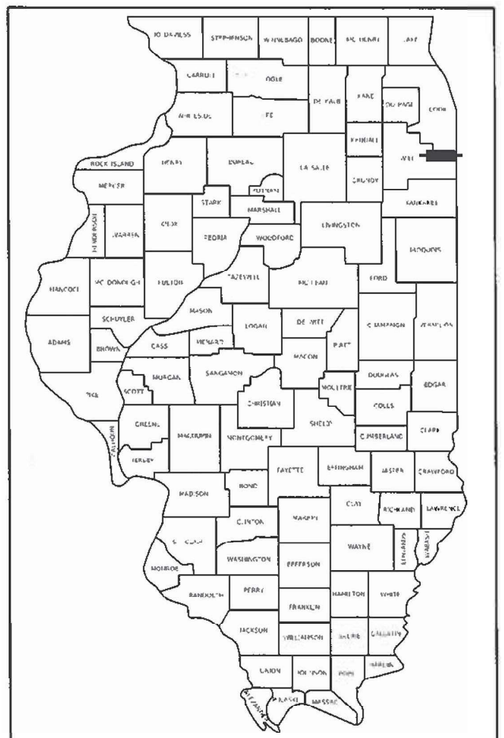
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	1
	ILLINOIS	CONTRACT NO. 62K80		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-91-392-20



LOCATION OF SECTION INDICATED THUS: –

FAI ROUTE 57 (I–57) AT STEGER ROAD
SECTION 2020–009–BR
PROJECT NHPP–NSII(653)
BRIDGE NEW DECK
COOK AND WILL COUNTIES

C–91–198–20

DESIGN DESIGNATION:

STEGER ROAD	=	MAJOR COLLECTOR

ADT:	2014	2032
STEGER ROAD =	1,850	2,833

DESIGN SPEED:

STEGER ROAD	=	45 MPH

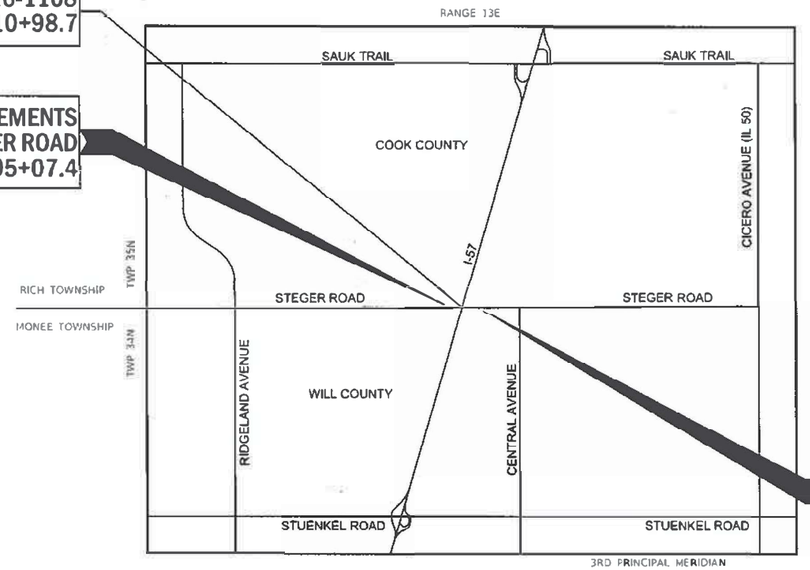
POSTED SPEED:

STEGER ROAD	=	45 MPH

PROJECT LOCATED IN
UNINCORPORATED COOK/WILL COUNTIES

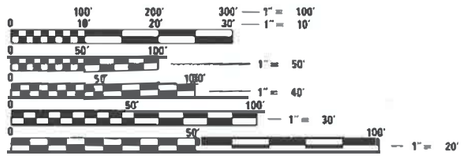
SN 016-1108
℄ STA. 110+98.7

BEGIN IMPROVEMENTS
STEGER ROAD
STA. 105+07.4



LOCATION MAP
SCALE = N.T.S.

END IMPROVEMENTS
STEGER ROAD
STA. 116+77.9



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 EXCAVATORS
1–800–892–0123
OR 811

PROJECT LENGTH (GROSS/NET) = 1,170.5 FT (0.2 MILES)

BY: Eric Neubauer DATE: 03-01-2021
HDR, INC.
DWGS, 1-16, 51-71
LICENSE EXPIRES NOV. 30, 2021

BY: _____ DATE: 03-01-2021
KASKASKIA ENGINEERING GROUP LLC
DWGS, 17-18
LICENSE EXPIRES NOV. 30, 2021

BY: _____ DATE: 03-01-2021
HDR, INC.
DWGS, 34-42
LICENSE EXPIRES NOV. 30, 2022

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 9 20 21
_____
REGIONAL ENGINEER

March 19, 2021
_____
ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2021
_____
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROJECT ENGINEER: PRAVEEN KAINI, PE (847) 705–4237
PROJECT MANAGER: J ALAIN MIDY, PE (847) 221–3056

CONTRACT NO. 62K80

HDR
9450 W. Bryn Mawr Ave., Suite 400
Chicago, IL 60018
773-380-7900
HDR, Inc.
DESIGN FIRM REGISTRATION NUMBER 184.001070

INDEX OF SHEETS

DRAWING NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS AND HIGHWAY STANDARDS
3	GENERAL NOTES
4 TO 8	SUMMARY OF QUANTITIES
9 TO 10	SCHEDULE OF QUANTITIES
11	TYPICAL SECTIONS
12	ALIGNMENT, TIES, AND BENCHMARKS
13	ROADWAY REMOVAL PLAN
14	PROPOSED ROADWAY PLAN AND PROFILE
15 TO 16	MAINTENANCE OF TRAFFIC - DETOUR
17	EROSION CONTROL AND PAVEMENT MARKING PLAN
18	DRAINAGE PLAN
19 TO 42	STRUCTURAL PLANS
43	BD-7 DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER TREATMENT AT TBT TY 1 SPL
44	BD-32 BUTT JOINT AND HMA TAPER DETAILS
45	TC-11 TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
46	TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
47	TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
48	TC-21 DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
49	TC-22 ARTERIAL ROAD INFORMATION SIGN
50	GUARDRAIL STABILIZATION - CCDOTH STANDARD C-009
51 TO 71	CROSS SECTIONS

HIGHWAY STANDARDS

STANDARD NO.	TITLE
0000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND A FOOT
2800001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGES
604091-04	FRAME AND GRATE, TYPE 24
610001-09	SHOULDER INLET WITH CURB
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631033-08	TRAFFIC BARRIER TERMINAL, TYPE 6B
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701400-10	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

REV-SEP

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - MMO	REVISED -
	DRAWN - NSA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EN	REVISED -
PLOT DATE = 3/5/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS
STEGER ROAD

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	2
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2021; THE "DETAILS" IN THE PLANS, AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD. SHOULD A REVISED STANDARD EXIST THAT SUPERCEDES STANDARDS REFERENCED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR IS RESPONSIBLE FOR SEEKING CLARIFICATION FROM THE ENGINEER BEFORE PROCEEDING WITH THE ORDERING OF MATERIALS, SCHEDULING OF PERSONNEL, PERFORMING THE WORK OR ANY OTHER ACTIVITY RELATED TO THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE CORRECT STANDARD BEFORE PERFORMING WORK.

2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY OR COUNTY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

4. THE CONTRACTOR SHALL CONTACT THE AREA TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HODADURGA@ILLINOIS.GOV AND THE EXPRESSWAY FIELD ENGINEER AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO START.

5. FULL DEPTH SAW CUTS SHALL BE MADE AS DIRECTED BY THE ENGINEER TO REMOVE THE SHOULDER AND PAVEMENT. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR THE ITEMS BEING REMOVED.

6. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SAND BAGS PER BARRICADE.

8. PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL, AND UNSUITABLE MATERIAL SHALL BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS AND STANDARD BD-51.

9. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

10. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHOULD BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. ANY MATERIAL NOT NEEDED FOR UNDERCUT REPLACEMENT AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.

11. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

12. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

13. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE THROUGHOUT THE DURATION OF THE CONTRACT AND MAINTAIN ALL PUBLIC AND PRIVATE DRAINS. TEMPORARY DRAINAGE STRUCTURES MAY BE REQUIRED AND SHALL BE CONSTRUCTED AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE CONTRACT.

14. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

15. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, COOK COUNTY AND WILL COUNTY.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

17. DO NOT SCALE THE PLANS FOR CONSTRUCTION DIMENSIONS.

18. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHOULD BE NOTIFIED BY THE CONTRACTOR AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

19. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

20. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

21. ALL ELEVATIONS ARE BASED ON A LIMITED SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD ADJUST THE PROPOSED ELEVATIONS TO MATCH THE EXISTING SURFACE. POSITIVE DRAINAGE SHALL BE MAINTAINED. SHOULDER ELEVATION ADJUSTMENTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE CONSTRUCTION OF THESE ITEMS.

COMMITMENTS

1. NONE

MODEL: 2D MODEL
FILE NAME: pw:\\pwhdruscen01:HDR_US_Central_01\Documents\268714\10222295\6.0_CAD_BIM\6.2_WIP\6.2.3_CADD Sheets\Roadway\D162K80-Sht- Gen Notes.dgn

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - MMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES STEGER ROAD
		DRAWN - NSA	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - EN	REVISED -		
	PLOT DATE = 3/5/2021	DATE - 03/08/2021	REVISED -		SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	3
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

	PAT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	0006 RESTORATION AND REHABILITATION 90% FED/10% STATE		0013 BRIDGE REHABILITATION 90% FED/10% STATE		0021 SAFETY 90% FED/10% STATE		0031 LANDSCAPE 90% FED/10% STATE			
				URBAN	COOK	WILL	COOK	WILL	COOK	WILL	COOK	WILL		
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	25							12	13		
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	25							12	13		
	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	10	10									
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5									
	20200100	EARTH EXCAVATION	CU YD	673	337	336								
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	50	25	25								
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	50	25	25								
*	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	669							321	348		
*	25000210	SEEDING, CLASS 2A	ACRE	0.1							0.1			
*	25000300	SEEDING, CLASS 3	ACRE	0.7							0.3	0.4		
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	65							31	34		
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	65							31	34		
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	65							31	34		
*	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	3,415	1,634	1,781								
*	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	213	102	111								
*	28000400	PERIMETER EROSION BARRIER	FOOT	2,068	1,052	1,016								
*	28000510	INLET FILTERS	EACH	4	2	2								
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	50	25	25								

LEGEND

* - DENOTES SPECIALTY ITEM

REV-SEP

PAT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	0006 RESTORATION AND REHABILITATION 90% FED/10% STATE		0013 BRIDGE REHABILITATION 90% FED/10% STATE		0021 SAFETY 90% FED/10% STATE		0031 LANDSCAPE 90% FED/10% STATE			
			URBAN	COOK	WILL	COOK	WILL	COOK	WILL	COOK	WILL		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,438	733	705								
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3,294	1,746	1,548								
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	744	391	353								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	214			107	107						
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	24	12	12								
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	143	72	71								
44000100	PAVEMENT REMOVAL	SQ YD	451	235	216								
48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	90	46	44								
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	482	246	236								
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	1,239	631	608								
50102400	CONCRETE REMOVAL	CU YD	12.6			6.3	6.3						
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1			1							
50157300	PROTECTIVE SHIELD	SQ YD	430			215	215						
50300225	CONCRETE STRUCTURES	CU YD	51.0			25.5	25.5						
50300255	CONCRETE SUPERSTRUCTURE	CU YD	439.9			220.0	219.9						
50300260	BRIDGE DECK GROOVING	SQ YD	1,243			622	621						
50300300	PROTECTIVE COAT	SQ YD	1,556			778	778						
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	117.0			58.5	58.5						

LEGEND

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ROSEMONT, IL 60018

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PLOT DATE = 3/8/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STEGER ROAD

SCALE: NTS | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	5
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		

PAT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	0006 RESTORATION AND REHABILITATION 90% FED/10% STATE		0013 BRIDGE REHABILITATION 90% FED/10% STATE		0021 SAFETY 90% FED/10% STATE		0031 LANDSCAPE 90% FED/10% STATE			
			URBAN	COOK	WILL	COOK	WILL	COOK	WILL	COOK	WILL		
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	7,740			3,870	3,870						
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	156,080			78,040	78,040						
51500100	NAME PLATES	EACH	1			1							
52000110	PREFORMED JOINT STRIP SEAL	FOOT	86.0			43.0	43.0						
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12			6	6						
52100520	ANCHOR BOLTS, 1"	EACH	24			12	12						
58700300	CONCRETE SEALER	SQ FT	490			245	245						
60500060	REMOVING INLETS	EACH	4	2	2								
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	4	2	2								
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1,025					525	500				
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	4					2	2				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4					2	2				
63200310	GUARDRAIL REMOVAL	FOOT	1,272					667	605				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12									
67100100	MOBILIZATION	L SUM	1	1									
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	500					250	250				
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2					1	1				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	550					275	275				

LEGEND

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STEGER ROAD

SCALE: NTS | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	6
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

	PAT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	0006 RESTORATION AND REHABILITATION 90% FED/10% STATE		0013 BRIDGE REHABILITATION 90% FED/10% STATE		0021 SAFETY 90% FED/10% STATE		0031 LANDSCAPE 90% FED/10% STATE			
				URBAN	COOK	WILL	COOK	WILL	COOK	WILL	COOK	WILL		
*	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	7.5		7.5								
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4					2	2				
	72900100	METAL POST - TYPE A	FOOT	27		27								
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	4,440	2,401	2,039								
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	15					8	7				
*	78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	8					4	4				
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	44					22	22				
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	28					28					
	X0322916	PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER	EACH	4	2	2								
□	X0325893	CLEAN EXISTING END SECTION	EACH	8	5	3								
	X0326664	CURED-IN-PLACE PIPE LINER, 36"	FOOT	128	62	66								
	X0327123	CURED-IN-PLACE PIPE LINER, 8"	FOOT	183	94	89								
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,150	575	575								
	X0900027	PROTECTIVE SHIELD (PERMANENT) REMOVAL	SQ FT	2,556			1,278	1,278						
□	X5420624	PIPE CULVERTS TO BE CLEANED 24"	FOOT	686	686									
□	X5420630	PIPE CULVERTS TO BE CLEANED 30"	FOOT	72	34	38								
□	X5420636	PIPE CULVERTS TO BE CLEANED 36"	FOOT	192	94	98								
□	X5537600	STORM SEWERS TO BE CLEANED 8"	FOOT	183	94	89								

LEGEND

* - DENOTES SPECIALTY ITEM

□ NON-PART 100% STATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STEGER ROAD

SCALE: NTS | SHEET 4 OF 5 SHEETS | STA. | TO STA.

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

PAT ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	0006 RESTORATION AND REHABILITATION 90% FED/10% STATE		0013 BRIDGE REHABILITATION 90% FED/10% STATE		0021 SAFETY 90% FED/10% STATE		0031 LANDSCAPE 90% FED/10% STATE			
			URBAN	COOK	WILL	COOK	WILL	COOK	WILL	COOK	WILL		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1									
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1									
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	30	15	15								
X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	28	12	16								
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	12			6	6						
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	7,390			3,695	3,695						
Z0004552	APPROACH SLAB REMOVAL	SQ YD	238	121	117								
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1			0.5	0.5						
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1			0.5	0.5						
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	386			193	193						
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	5			3	2						
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	250	125	125								
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1									
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	52	51								

LEGEND

* - DENOTES SPECIALTY ITEM

REV-SEP

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - SED	REVISED -
	DRAWN - SED	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - EN	REVISED -
PLOT DATE = 3/8/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STEGER ROAD

SCALE: NTS | SHEET 5 OF 5 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	8
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		

EARTHWORK TABLE

LOCATION	EARTH EXCAVATION	**SUITABLE EXCAVATION	EMBANKMENT	***EARTHWORK BALANCE	TOPSOIL EXCAVATION AND PLACEMENT	****REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
	20200100	---	---	---	21101505	20201200
Steger Road	673	572	419	153	669	50
PROJECT TOTAL	673	573	419	153	669	50

** THE SUITABLE EXCAVATION VALUES TO BE USED FOR EMBANKMENT NEEDS INCLUDE EARTH EXCAVATION AND OTHER AVAILABLE EXCAVATION MINUS THE TOPSOIL EXCAVATION; REDUCED BY A SHRINKAGE FACTOR OF 15%.

*** EARTHWORK BALANCE WASTE [+] OR SHORTAGE [-]

**** REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AREAS SHALL BE BACKFILLED WITH AGGREGATE SUBGRADE IMPROVEMENT. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER.

30300112 — AGGREGATE SUBGRADE IMPROVEMENT 12"

STA	STA	LT / RT	LENGTH	AVE WIDTH	AREA (SF)	UNIT CONV.	SQ YD
105+87.3	109+54.8	LT	367.5	7.8	2855.6	1/9	317.3
105+25.9	109+45.1	RT	419.2	7.8	3273.09	1/9	363.7
109+32.7	109+48.7	BOTH	16.0	40.0	639.76	1/9	71.1
112+48.7	112+64.7	BOTH	16.0	40.0	639.76	1/9	71.1
112+52.3	116+46.8	LT	394.5	7.8	3074.51	1/9	341.6
112+42.5	115+60.8	RT	318.3	7.7	2458.01	1/9	273.1
TOTAL							1,438

40604060 — HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50

STA	STA	LENGTH	AVE. WIDTH	AREA (SF)	AREA (SY)	THICK. (IN.)	RATE	TON
108+92.7	109+32.7	40.0	24.0	960.0	106.7	1.5	112	9.0
112+64.7	113+04.7	40.0	24.0	960.0	106.7	1.5	112	9.0
TOTAL								18

42000070 — PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

STA	STA	LT / RT	LENGTH	AVE WIDTH	AREA (SF)	UNIT CONV.	SQ YD
109+32.7	109+48.7	BOTH	16.0	40.0	639.76	1/9	71.1
112+48.7	112+64.7	BOTH	16.0	40.0	639.76	1/9	71.1
TOTAL							143

48101620 — AGGREGATE SHOULDERS, TYPE B 10"

STA	STA	LT / RT	LENGTH	AVE WIDTH	AREA (SF)	UNIT CONV.	SQ YD
105+69.0	106+30.8	LT	61.8	2.8	170.47	1/9	18.9
105+07.4	105+68.8	RT	61.4	2.8	169.04	1/9	18.8
116+03.6	116+77.9	LT	74.3	3.0	222.08	1/9	24.7
115+16.6	115+95.1	RT	78.5	3.1	243.00	1/9	27.0
TOTAL							90

48203029 — HOT-MIX ASPHALT SHOULDERS, 8"

STA	STA	LT / RT	LENGTH	AVE WIDTH	AREA (SF)	UNIT CONV.	SQ YD
106+30.8	109+32.7	LT	301.9	3.5	1065.28	1/9	118.4
105+06.8	109+32.7	RT	425.9	2.9	1216.59	1/9	135.2
112+64.7	116+03.6	LT	338.9	3.4	1140.63	1/9	126.7
112+64.7	115+16.6	RT	251.9	3.6	913.32	1/9	101.5
TOTAL							482

48203045 — HOT-MIX ASPHALT SHOULDERS, 12"

STA	STA	LT / RT	LENGTH	AVE WIDTH	AREA (SF)	UNIT CONV.	SQ YD
105+87.3	109+32.7	LT	345.4	7.8	2689.29	1/9	298.8
105+25.9	109+32.7	RT	406.8	7.8	3183.50	1/9	353.7
112+64.7	116+46.8	LT	382.1	7.8	2984.92	1/9	331.7
112+64.7	115+60.0	RT	295.3	7.8	2291.69	1/9	254.6
TOTAL							1,239

63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS			
STA	O/S (R+, L-)	STA	O/S (R+, L-)	FOOT
106+82.8	-20.0	109+32.8	-20.0	250.0
106+20.8	20.0	109+20.8	20.0	300.0
112+76.6	-20.0	115+51.6	-20.0	275.0
112+64.6	20.0	114+64.6	20.0	200.0
TOTAL				1,025

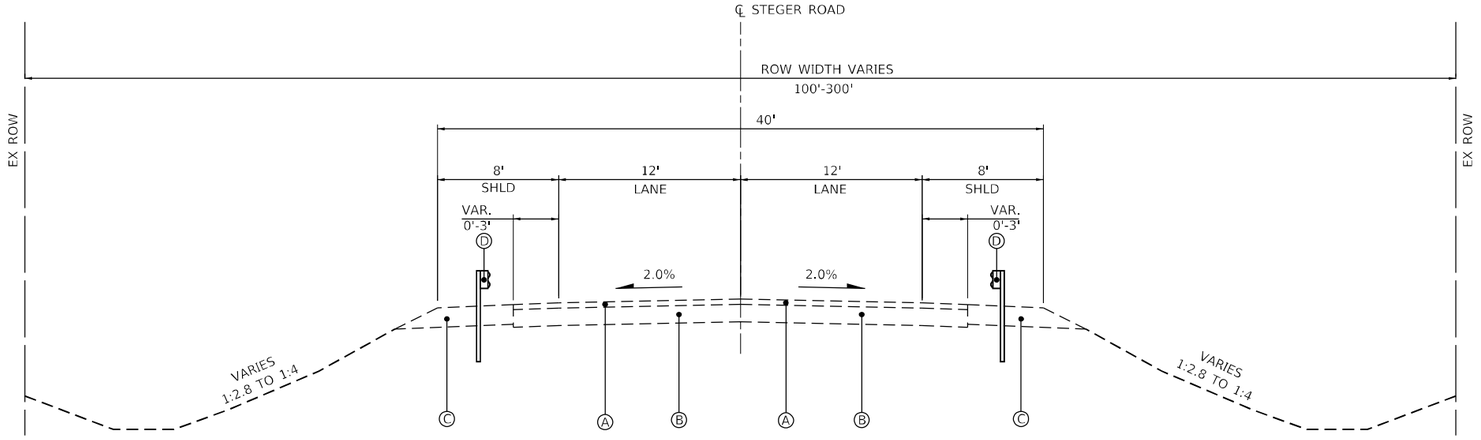
63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B		
STA	OFFSET	LT / RT	EACH
109+32.8	20.0	LT	1
109+20.8	20.0	RT	1
112+76.6	20.0	LT	1
112+64.6	20.0	RT	1
TOTAL			4

63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT		
STA	OFFSET	LT / RT	EACH
105+82.8	20.0	LT	1
106+20.8	20.0	RT	1
116+01.6	20.0	LT	1
115+39.6	20.0	RT	1
TOTAL			4

70400100	TEMPORARY CONCRETE BARRIER	
LOCATION		FOOT
EB STEGER		25.0
WB STEGER		25.0
NB I-57		250.0
SB I-57		250.0
TOTAL		550

70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3		
LOCATION			EACH
NB I-57			1
SB I-57			1
TOTAL			2

Z0013797	STABILIZED CONSTRUCTION ENTRANCE					
LOCATION	LENGTH	WIDTH	AREA (SF)	UNIT CONV.	AREA (SF)	SQ YD
SB I-57	150.0	15.0	2250.00	1/9	250.00	250.0
TOTAL						250



EXISTING TYPICAL SECTION

STA. 105+07.4 TO STA. 109+53.5
STA. 109+53.5 TO STA. 112+44.1 - BRIDGE OMISSION
STA. 112+44.1 TO STA. 116+77.9

EXISTING LEGEND

- Ⓐ HMA SURFACE COURSE (2 1/4" AND VARIES)
- Ⓑ PCC PAVEMENT (10" AND VARIES)
- Ⓒ AGGREGATE SHOULDER (8" AND VARIES)
- Ⓓ GUARDRAIL

PROPOSED TYPICAL SECTION

STA. 105+07.4 TO STA. 109+48.7
STA. 109+48.7 TO STA. 112+48.7 - BRIDGE OMISSION
STA. 112+48.7 TO STA. 116+77.9

*PAVEMENT RESURFACING TO BE PERFORMED AT THE FOLLOWING STATION RANGES:

STA. 108+93.7 TO STA. 109+32.7
STA. 112+64.7 TO STA. 113+04.7

PROPOSED LEGEND

1. ① HOT-MIX ASPHALT SHOULDERS, 12"
2. ② AGGREGATE SUBGRADE IMPROVEMENT, 12"
3. ③ HOT-MIX ASPHALT SHOULDERS, 8"
4. ④ STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
5. ⑤ SEEDING, CLASS 2A
   SEEDING, CLASS 3
   TOPSOIL EXCAVATION AND PLACEMENT, 6"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ NDES	QMP
HOT-MIX ASPHALT PAVEMENT CONNECTOR		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIES	4% @ 50 GYR.	QC/QA
PAVEMENT RESURFACING - STEGER ROAD		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT SHOULDERS, 8"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, IL-9.5, 1½"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6½"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT SHOULDERS, 12"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, IL-9.5, 1½"	4% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 10½"	4% @ 50 GYR.	QC/QA

NOTES FOR HMA MIXTURE REQUIREMENTS:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - MMO	REVISED -
	DRAWN - NSA	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
PLOT DATE = 3/4/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
STEGER ROAD

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	11
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	

LEGEND

= BENCH MARK (BM) LOCATION

= HORIZONTAL CONTROL POINT (HCP) LOCATION

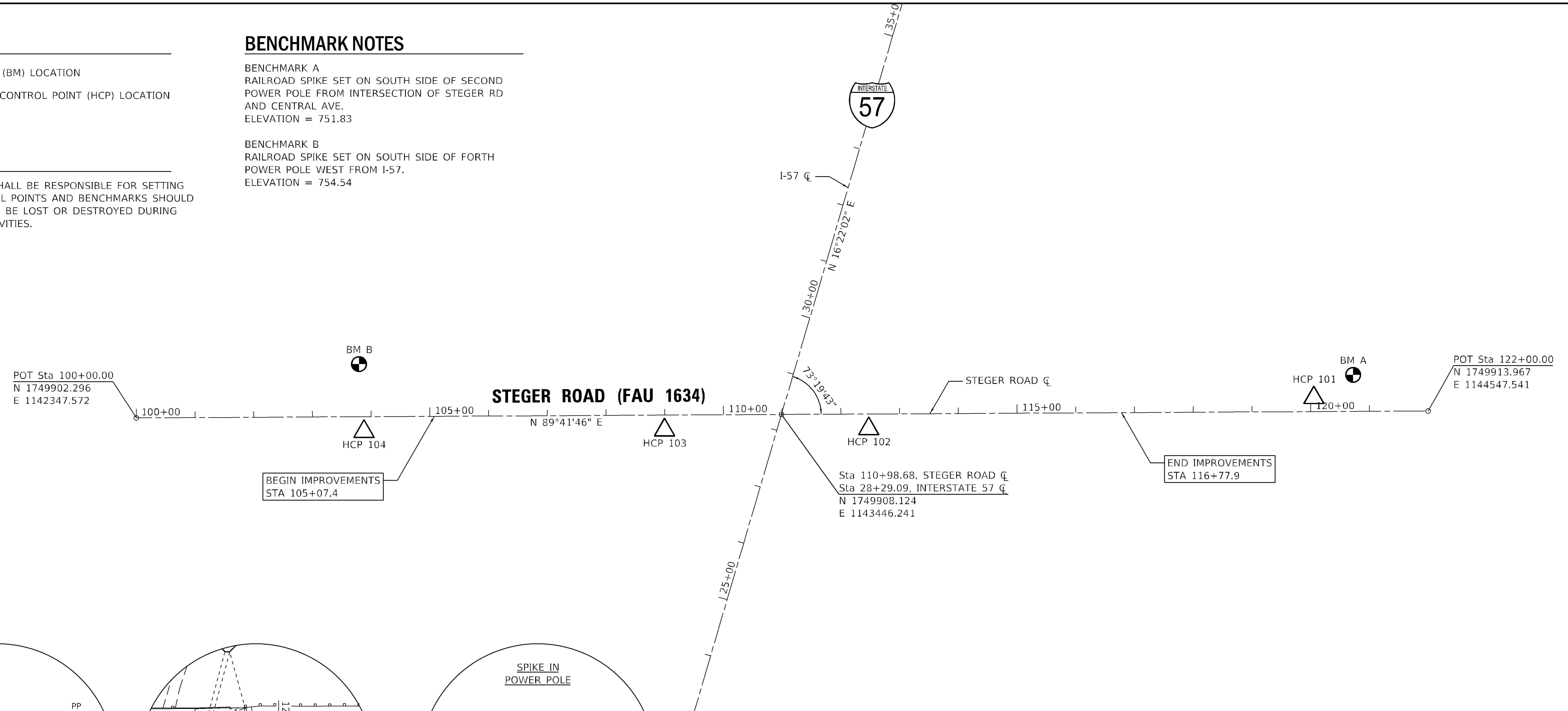
NOTES

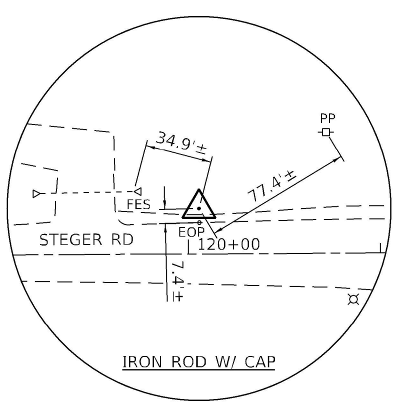
THE CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING ADDITIONAL CONTROL POINTS AND BENCHMARKS SHOULD THE ONES PROVIDED BE LOST OR DESTROYED DURING CONSTRUCTION ACTIVITIES.

BENCHMARK NOTES

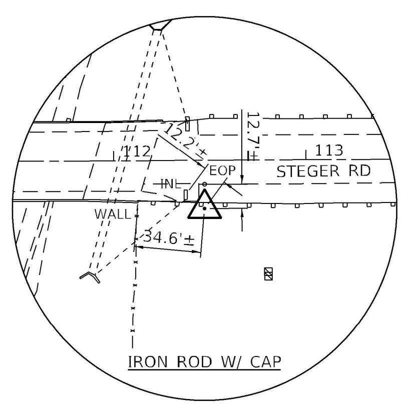
BENCHMARK A
RAILROAD SPIKE SET ON SOUTH SIDE OF SECOND POWER POLE FROM INTERSECTION OF STEGER RD AND CENTRAL AVE.
ELEVATION = 751.83

BENCHMARK B
RAILROAD SPIKE SET ON SOUTH SIDE OF FORTH POWER POLE WEST FROM I-57.
ELEVATION = 754.54

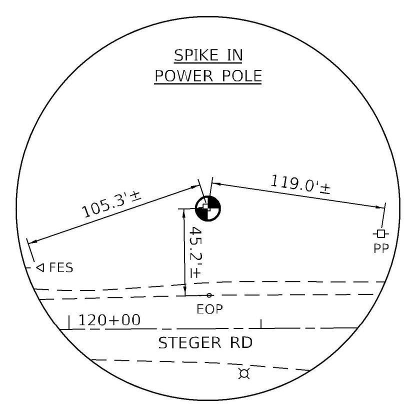




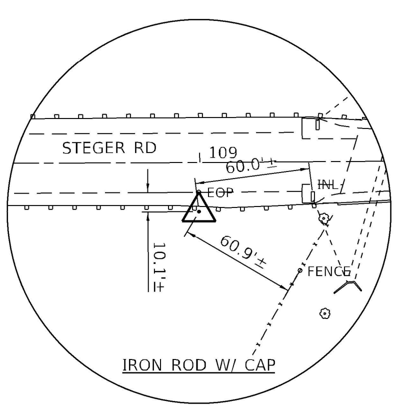
CONTROL POINT 101



CONTROL POINT 102



BENCHMARK A



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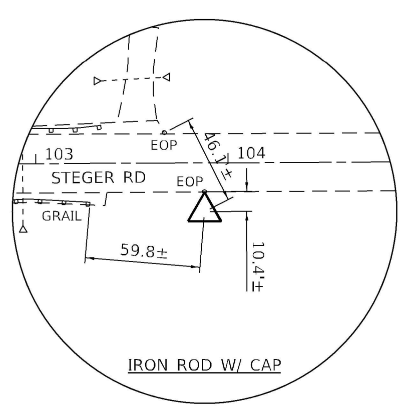

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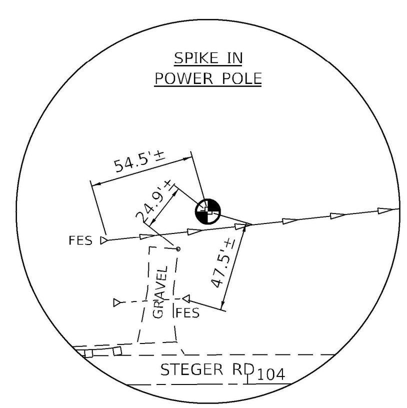

BENCHMARK B

HORIZONTAL CONTROL POINTS (NAD 83)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
101	1749936.591	1144352.979	750.33	STE-E-C-000	120+05.56	23.66' LT	SET IRON ROD WITH YELLOW CAP
102	1749883.826	1143594.895	772.60	STE-E-C-000	112+47.21	25.09' RT	SET IRON ROD WITH RED CAP
103	1749881.435	1143247.106	773.16	STE-E-C-000	108+99.41	25.63' RT	SET IRON ROD WITH YELLOW CAP
104	1749878.993	1142735.364	755.91	STE-E-C-000	103+87.66	25.36' RT	SET IRON ROD WITH YELLOW CAP

BENCHMARKS (NAVD 88)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
A	1749976.096	1149419.913	751.83	STE-E-C-000	120+72.70	62.84' LT	RR SPIKE SET IN POWER POLE
B	1749994.638	1142726.886	754.54	STE-E-C-000	103+79.79	90.06' LT	RR SPIKE SET IN POWER POLE

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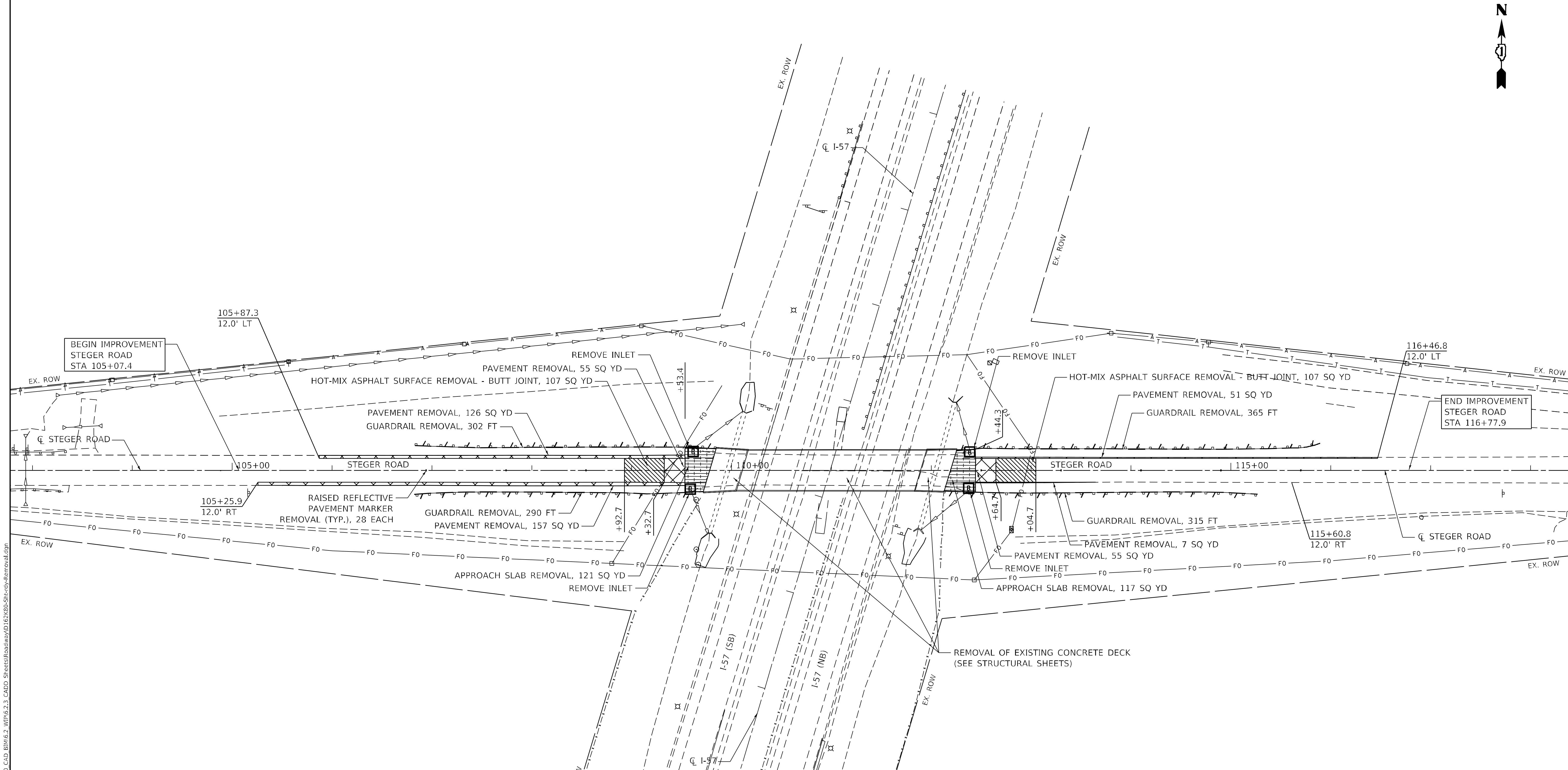
Kaskaskia Engineering Group, LLC 477 South Third Street, Suite 270, Geneva, Illinois 60134 630.332.9157 phone www.kaskaskiaeng.com PROFESSIONAL REGISTRATIONS / LICENSE NO. Illinois Professional Design Firm 184.004773 Professional Engineering Group 20-5080586	USER NAME = MANDRUSHKO	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - NDP	REVISED -	
	PLOT SCALE = 200.0000 ' / in.	CHECKED - PJF	REVISED -	
	PLOT DATE = 3/4/2021	DATE - 3/8/2021	REVISED -	

ALIGNMENT, TIES & BENCHMARKS
STEGER ROAD

SCALE: 1"=100' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	12
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		



REMOVAL LEGEND

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT *
- APPROACH SLAB REMOVAL
- LINEAR ITEM REMOVAL
- R — STRUCTURE TO BE REMOVED

* HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT WILL BE USED FROM STATION 108+92.7 TO STATION 109+32.7 AND STATION 112+64.7 TO STATION 113+04.7. THE DEPTH SHALL VARY BETWEEN 2" AND 1/4" AS REQUIRED TO MEET THE FINAL RESURFACING ELEVATION.

NOTE:
ALL EXISTING PAVEMENT MARKINGS WILL BE REMOVED AND REPLACED BETWEEN STATION 105+07.4 AND STATION 116+77.9. THE EXISTING EDGE LINES AND CENTERLINE MARKINGS WILL BE REMOVED AS PAVEMENT MARKING REMOVAL - WATERBLASTING.

PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER SHALL INCLUDE THE REMOVAL OF AN ESTIMATED 8 LINEAR FEET OF 8" CMP NECESSARY FOR THE CONNECTION. THIS SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER. SEE NOTE 2 ON THE DRAINAGE PLAN FOR MORE DETAILS.

0 50 100 150
SCALE IN FEET

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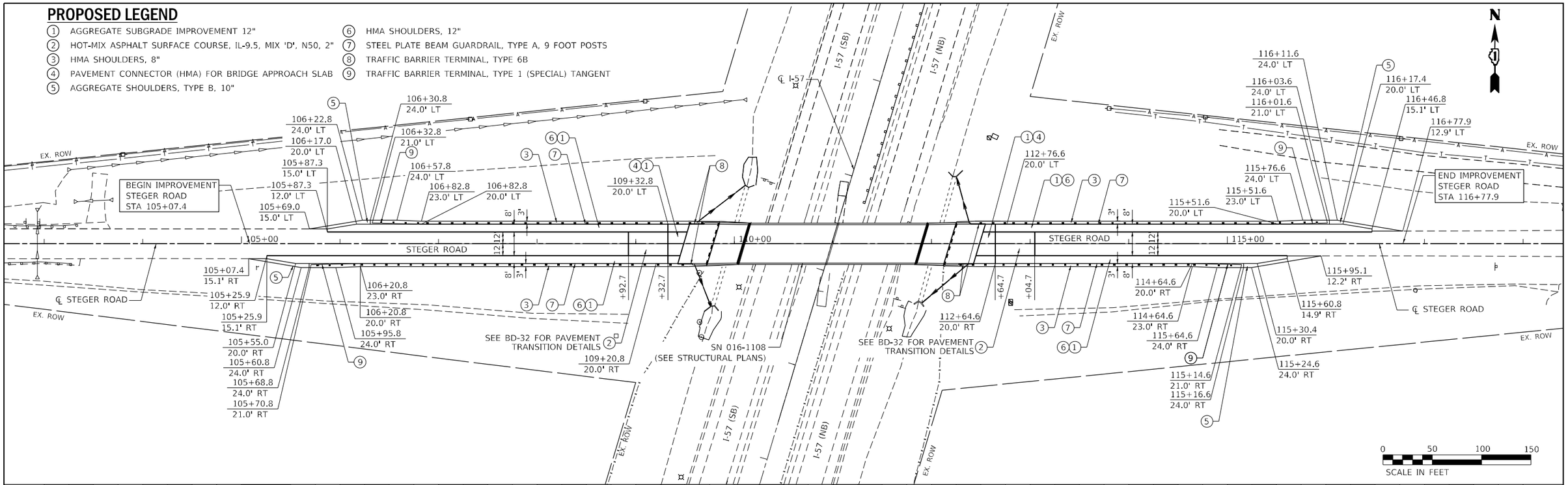
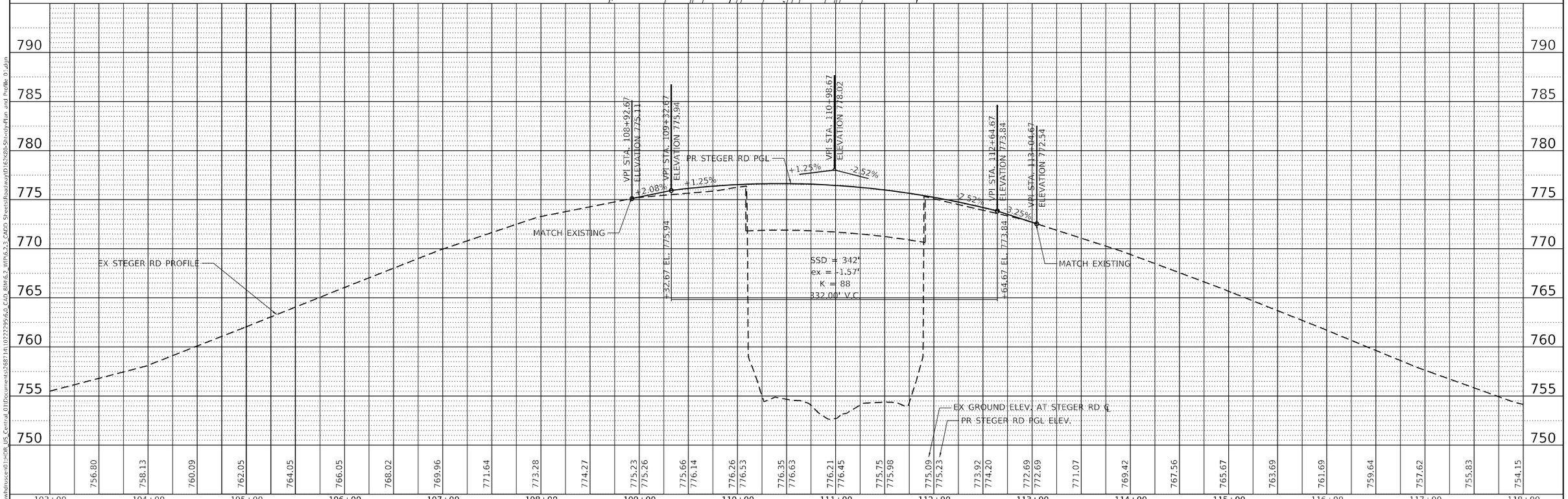
HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - MMO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY REMOVAL PLAN STEGER ROAD
		DRAWN - NSA	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - EN	REVISED -		
	PLOT DATE = 3/4/2021	DATE - 03/08/2021	REVISED -		SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 105+25.9 TO STA. 116+46.8

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	13
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		

PROPOSED LEGEND

1. AGGREGATE SUBGRADE IMPROVEMENT 12"
2. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX 'D', N50, 2"
3. HMA SHOULDERS, 8"
4. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
5. AGGREGATE SHOULDERS, TYPE B, 10"
6. HMA SHOULDERS, 12"
7. STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
8. TRAFFIC BARRIER TERMINAL, TYPE 6B
9. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT





HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - MMO	REVISED -
		DRAWN - NSA	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - EN	REVISED -
	PLOT DATE = 3/4/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ROADWAY PLAN AND PROFILE
STEGER ROAD

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 105+07.4 | TO STA. 116+77.9

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	14
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	

PLAN: SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE: SURVEYED; PLOTTED; GRADES CHECKED; B.M. NOTED; STRUCTURE NOTATIONS CHKD; NOTE BOOK; NO.; BY; DATE

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DETOUR PLAN GENERAL NOTES

1. LOCATIONS SHOWN ARE APPROXIMATE. LOCATION TO BE DETERMINED BY ENGINEER TO BE BASED UPON FIELD CONDITIONS.
2. SEE STANDARDS 701901 AND TC-21 FOR ADDITIONAL INFORMATION.
3. ACCESS TO ALL DRIVEWAYS WITHIN THE PROJECT LIMITS WILL BE MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION.
4. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. PRIOR TO INSTALLING POST-MOUNTED SIGNS.
5. THE TEMPORARY INFORMATION SIGNS WILL BE PROVIDED 10 DAYS IN ADVANCE AND THROUGHOUT THE DURATION OF CONSTRUCTION.
6. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
7. A QUANTITY OF 50 FEET OF TEMPORARY CONCRETE BARRIER HAS BEEN PROVIDED TO CLOSE THE STEGER ROAD BRIDGE AT THE DIRECTION OF THE ENGINEER.

DETOUR PLAN DESCRIPTION

EASTBOUND STEGER ROAD TRAFFIC TO BE REROUTED ALONG NORTHBOUND RIDGELAND AVENUE, EASTBOUND SAUK TRAIL, SOUTHBOUND CICERO AVENUE TO STEGER ROAD

NORTHBOUND CICERO AVENUE TRAFFIC TRYING TO USE WESTBOUND STEGER ROAD WILL BE REROUTED ALONG NORTHBOUND CICERO AVENUE, WESTBOUND SAUK TRAIL, SOUTHBOUND RIDGELAND AVENUE TO STEGER ROAD

SOUTHBOUND CICERO AVENUE TRAFFIC WILL BE ROUTED ALONG WESTBOUND SAUK TRAIL, SOUTHBOUND RIDGELAND AVENUE TO STEGER ROAD

DETOUR ROUTE INFORMATION

CICERO AVENUE
JURISDICTION: IDOT
ADT: 7,950
4-LANE DIVIDED
MAXIMUM TRAVEL DISTANCE: 1.0 MILES
POSTED SPEED: 45MPH

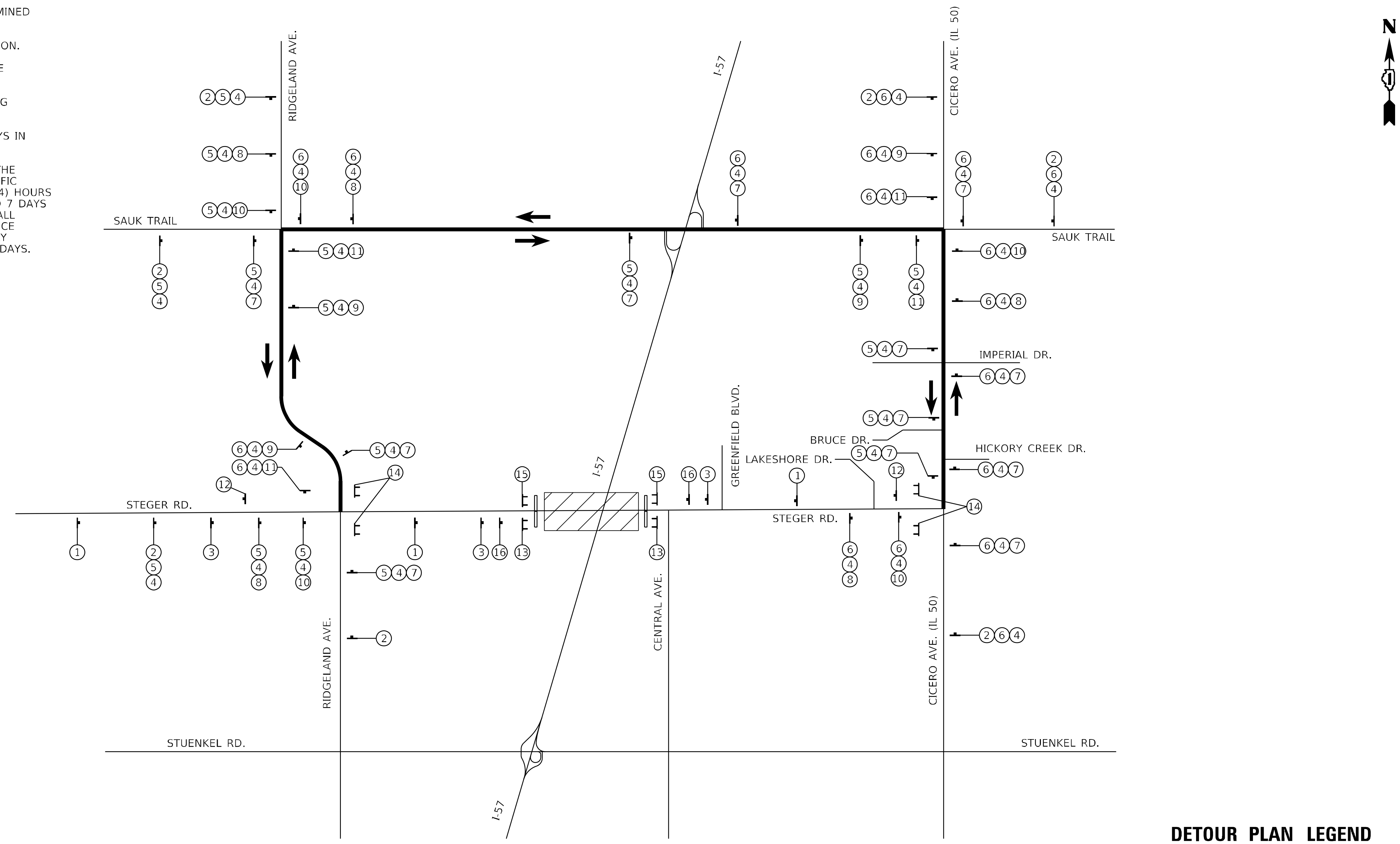
SAUK TRAIL
JURISDICTION: COOK COUNTY
ADT: 10,800 (WEST OF I-57); 22,200 (EAST OF I-57)
4-LANE DIVIDED
MAXIMUM TRAVEL DISTANCE: 2.0 MILES
POSTED SPEED: 45MPH

RIDGELAND AVENUE
JURISDICTION: COOK COUNTY
ADT: 1,950
2-LANE 2-WAY
MAXIMUM TRAVEL DISTANCE: 1.1 MILES
POSTED SPEED: 45MPH

I–57 MAINTENANCE OF TRAFFIC

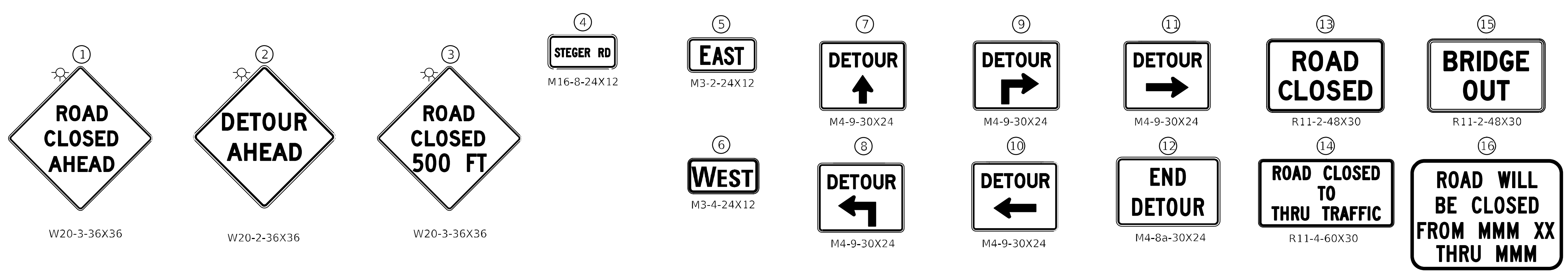
UTILIZE STANDARDS LISTED IN THE INDEX OF SHEETS FOR I-57 SHOULDER CLOSURES NEEDED TO PERFORM MEDIAN PIER REPAIRS.

ABUTMENT REPAIRS, BRIDGE DECK REPLACEMENT, AND STRUCTURAL STEEL PAINTING SHALL USE STANDARDS LISTED IN THE INDEX OF SHEETS FOR OFF-PEAK HOUR DAYTIME AND OVERNIGHT SHOULDER AND LANE CLOSURES.



DETOUR PLAN LEGEND

WORK ZONE
TEMPORARY SIGN POST MOUNTED
TYPE III BARRICADE
TEMPORARY TRAFFIC BARRIER
DETOUR ROUTE
DIRECTION OF REROUTED TRAFFIC
① DETOUR SIGN TYPE



* CONTRACTOR SHALL WORK WITH THE ENGINEER TO DETERMINE THE START AND END DATES FOR SIGN SN01

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HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - MMO	REVISED -
		DRAWN - NSA	REVISED -
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	PLOT DATE = 3/5/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – DETOUR PLAN
STEGER ROAD

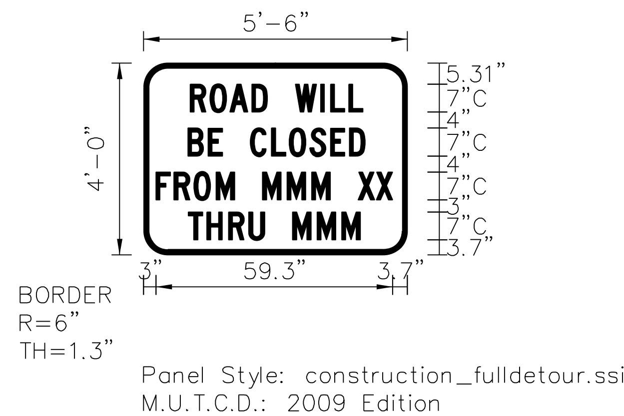
SCALE: NTS | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	15

CONTRACT NO. 62K80
ILLINOIS FED. AID PROJECT

SIGN DETAIL

1:50



SIGN NUMBER	SN01
WIDTH x HGHT.	5'–6" x 4'–0"
BORDER WIDTH	1.3"
CORNER RADIUS	6"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black /Black

SYMBOL	ROT	X	Y	WID	HT

Panel Style: construction_fulldetour.ssi

Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																					LENGTH	SERIES/SIZE
R	O	A	D		W	I	L	L														C 2000
11.6	16.6	21.6	27	30.9	37.9	44.2	46.8	51.3													43.3	7
B	E		C	L	O	S	E	D														C 2000
11	16.1	19.7	26.7	32	36.4	41.6	46.7	51.5													44.4	7
F	R	O	M		M	M	M		X	X												C 2000
3	7.6	12.6	18.1	22.7	29.7	35.9	42	46.7	53.7	58.2											59.3	7
T	H	R	U		M	M	M															C 2000
11.2	15.8	21.2	26.3	30.2	37.2	43.4	49.6														43	7

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - MSM	REVISED -
	DRAWN - EN	REVISED -
PLOT SCALE = 4.0000 ' / in.	CHECKED - EN	REVISED -
PLOT DATE = 3/4/2021	DATE - 03/08/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – DETOUR SIGN DETAIL
STEGER ROAD

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	16
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- (A1) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
  (SOLID YELLOW - STA 105+07.4 TO 109+50.00 RT)
  (DOUBLE SOLID YELLOW - STA 109+50.00 TO 116+77.9 ON CTR)
- (A2) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
  (SOLID WHITE - STA 105+07.4 TO 116+77.9 RT/LT)
- (A3) MODIFIED URETHANE PAVEMENT MARKING - LINE 4"
  (10' DASH, 30' SKIP YELLOW - STA 105+07.4 TO 109+50.00 ON CTR)
- (B) TERMINAL MARKER - DIRECT APPLIED
- (C) GUARDRAIL REFLECTORS, TYPE A
- (D) BARRIER WALL REFLECTORS, TYPE B
- (E) RECESSED REFLECTIVE PAVEMENT MARKER
  (BIDIRECTIONAL, AMBER)
- (F) RECESSED REFLECTIVE PAVEMENT MARKER
  (MONODIRECTIONAL, AMBER)
- (G) RELOCATE SIGN PANEL - TYPE 1 &
  METAL POST - TYPE A

PAVEMENT MARKING NOTES

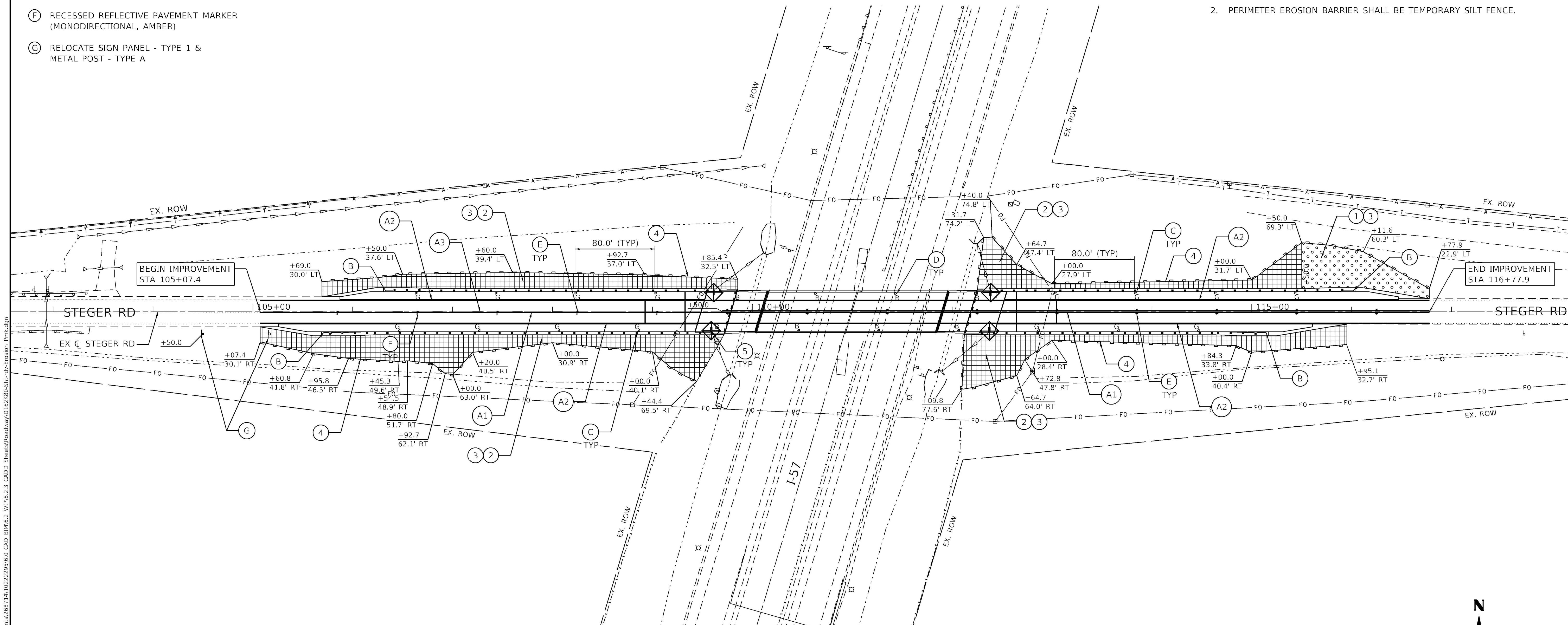
1. ALL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE OF THE SIZE AND COLOR SPECIFIED AND SHALL BE PLACED PER IDOT STD 780001.
2. ALL GUARDRAIL AND BARRIER WALL REFLECTORS SHALL BE INSTALLED PER IDOT STD 782006 WITH A SPACING OF 80 FT.
3. ALL RECESSED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED WITH A SPACING OF 80 FT.
4. THE RELOCATED SIGN (R2-1, SPEED LIMIT 45 MPH) SHALL BE INSTALLED WITH NEW METAL POSTS PER IDOT STD 720006, 720011, AND 729001.

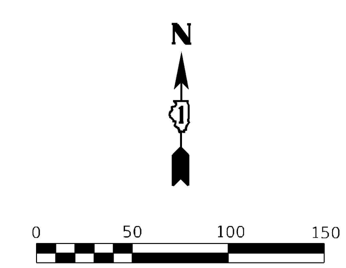
EROSION CONTROL LEGEND

- (1) SEEDING, CLASS 2A
- (2) SEEDING, CLASS 3
- (3) HEAVY DUTY EROSION CONTROL BLANKET
- (4) PERIMETER EROSION BARRIER (SEE NOTES)
- (5) INLET FILTERS (SEE NOTES)

EROSION CONTROL NOTES

1. INLET FILTERS SHALL BE TEMPORARY AND REMAIN IN PLACE DURING CONSTRUCTION ACTIVITIES. UPON COMPLETION OF THE PROJECT THE INLET FILTERS SHALL BE REMOVED.
2. PERIMETER EROSION BARRIER SHALL BE TEMPORARY SILT FENCE.





USER NAME = MANDRUSHKO	DESIGNED - NDP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE = 100.0000 ' / in.	CHECKED - PJF	REVISED -	
PLOT DATE = 3/4/2021	DATE - 3/8/2021	REVISED -	

EROSION CONTROL & PAVEMENT MARKING PLAN
STEGER ROAD

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 105+07.4 TO STA. 116+77.9

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	17
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		

Kaskaskia Engineering Group, LLC

DRAINAGE LEGEND

(1A) TYPE E INLET BOX, STANDARD 610001
STA 109+61.3, 17.8' LT (AT CTR)
RIM 775.78
INV 773.11

(1B) TYPE E INLET BOX, STANDARD 610001
STA 109+58.9, 17.8' RT (AT CTR)
RIM 775.76
INV 773.09

(1C) TYPE E INLET BOX, STANDARD 610001
STA 112+34.4, 17.8' RT (AT CTR)
RIM 774.01
INV 771.34

(1D) TYPE E INLET BOX, STANDARD 610001
STA 112+38.7, 17.8' LT (AT CTR)
RIM 773.98
INV 771.31

(2) PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER (SEE NOTE 2)

(3) STORM SEWERS TO BE CLEANED 8"

(4) CURED-IN-PLACE PIPE LINER, 8"

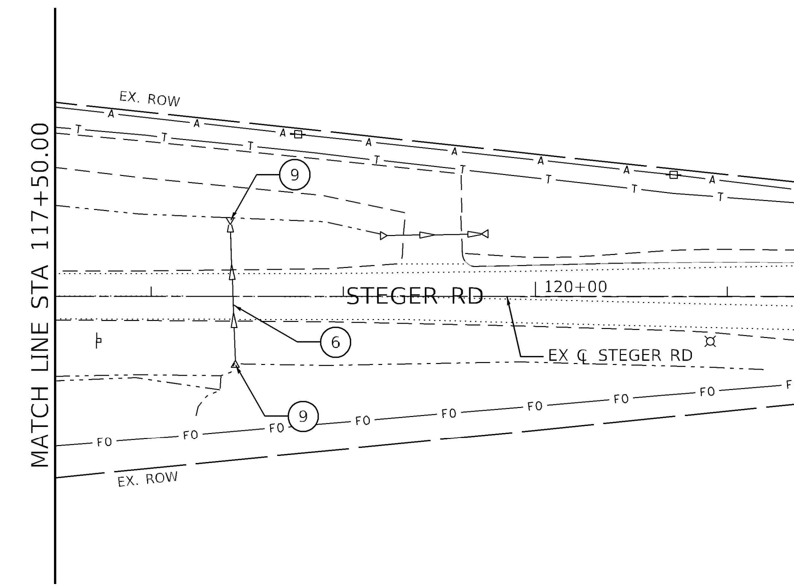
(5) PIPE CULVERT TO BE CLEANED 24"

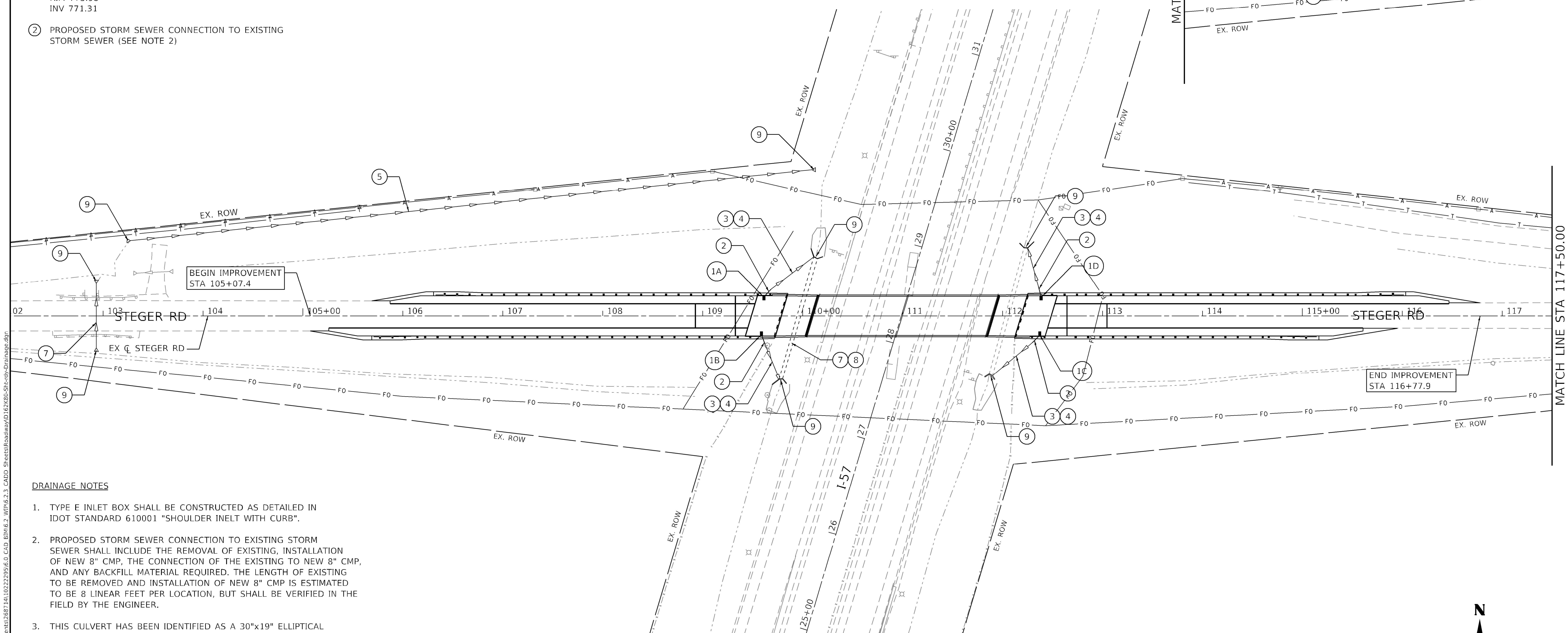
(6) PIPE CULVERT TO BE CLEANED 30" (SEE NOTE 3)

(7) PIPE CULVERT TO BE CLEANED 36"

(8) CURED-IN-PLACE PIPE LINER, 36"

(9) CLEAN EXISTING END SECTION





DRAINAGE NOTES

1. TYPE E INLET BOX SHALL BE CONSTRUCTED AS DETAILED IN IDOT STANDARD 610001 "SHOULDER INELT WITH CURB".

2. PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER SHALL INCLUDE THE REMOVAL OF EXISTING, INSTALLATION OF NEW 8" CMP, THE CONNECTION OF THE EXISTING TO NEW 8" CMP, AND ANY BACKFILL MATERIAL REQUIRED. THE LENGTH OF EXISTING TO BE REMOVED AND INSTALLATION OF NEW 8" CMP IS ESTIMATED TO BE 8 LINEAR FEET PER LOCATION, BUT SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

3. THIS CULVERT HAS BEEN IDENTIFIED AS A 30"x19" ELLIPTICAL PIPE DURING THE FIELD SURVEY. CLEANING OF THIS PIPE SHALL BE PAID FOR AS "PIPE CULVERT TO BE CLEANED 30".

N

0 50 100 150
SCALE IN FEET

Benchmark: Benchmark B. Railroad spike set on south side of power pole. Sta. 103+79.79, Offset 90.06' Lt, Elev. 754.54 (NAVD 88)

Existing Structure: S.N. 016-1108 carrying Steger Road over I-57 was built in 1966 under Contract 24627 as Project I-57-7(142) 340, Section 0101-1000 HB. The structure consists of two 89'-3" continuous steel plate girder composite interior spans and vaulted approach span lengths of 28'-6" and 30'-11". The structure is skewed 16°41'00" and is 242'-1" back to back of the vaulted approach span bents. The existing structure is 42'-0" wide. Abutment wall concrete repairs, installation of vaulted abutment access doors, regrading of vaulted abutment interior slopes, structural steel painting, and approach slab repairs were completed in 1996 under Contract 80901. Permanent protective shielding was installed in 2016 under Contract 62B23. A 1½" microsilica concrete overlay and preformed joint seals were added at an unknown date prior to 1996.

Traffic will be detoured.

Salvage: Aluminum Handrail. See General Notes on Sheet S-2.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient = 0.04g
Site Coefficient (S) = 1.2

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (New Const.)

f'c = 4,000 psi (Superstructure Concrete)
f'c = 3,500 psi (Substructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)

FIELD UNITS (Exist. Struct. 1966)

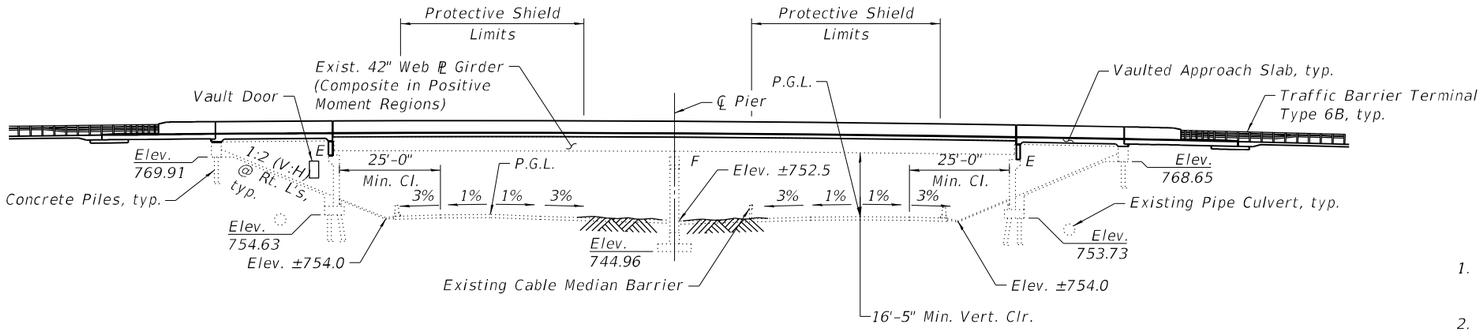
fc = 1,400 psi
fs = 20,000 psi (Reinforcement)
fs = 20,000 psi (ASTM A36)

LOADING HS 20 - 44

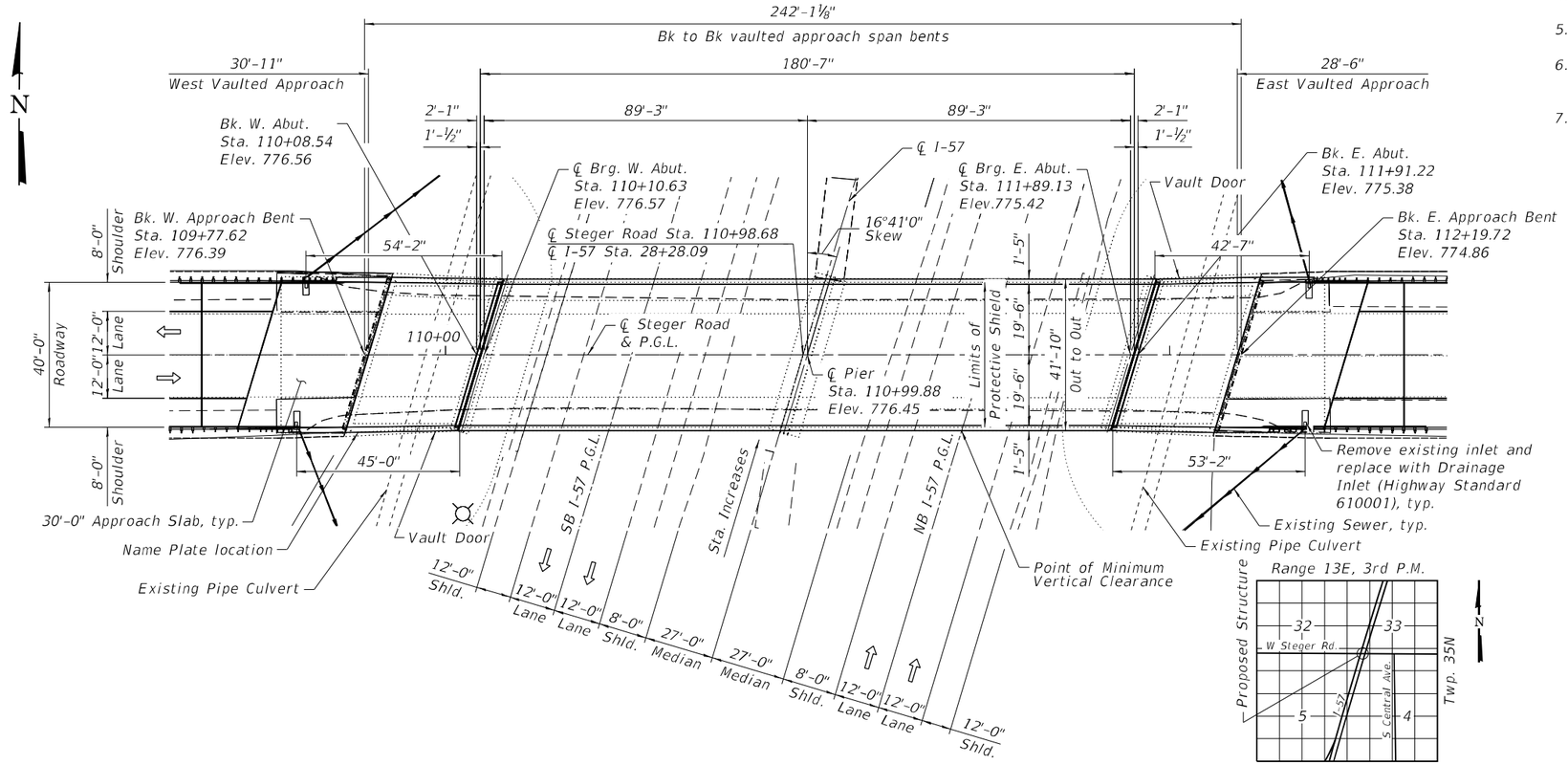
Allow 25#/sq. ft. for future wearing surface.

SCOPE OF WORK

1. Remove and replace existing concrete deck, vaulted approach spans and approach slabs.
2. Replace rocker bearings at abutments.
3. Repair steel girders and diaphragms as necessary, based on the most current inspections.
4. Replace abutment backwalls.
5. Formed concrete repair to be performed on the substructure units.
6. The existing vaulted span access panels to be removed and replaced with aluminum hinged access doors in wingwalls.
7. Clean and paint all new and existing structural steel.



ELEVATION



PLAN

LOCATION SKETCH

BRIAN H. SAYERS
062-060267
LICENSED STRUCTURAL ENGINEER OF ILLINOIS

BY: _____ DATE: 2/16/2021
HDR, INC.
DWGS. S-1 TO S-24
LICENSE EXPIRES NOV. 30, 2022

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION
STEGER ROAD OVER I-57
F.A.I. 57
SEC. 2020-009-BR
COOK/WILL COUNTY
STATION 110+98.68
STRUCTURE NO. 016-1108

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - BHS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 016-1108
		CHECKED - SA	REVISED -		
	PLOT SCALE =	DRAWN - AMN	REVISED -		SHEET S- 1 OF 24 SHEETS
	PLOT DATE = 2/18/2021	CHECKED - BHS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	19
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

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2/18/2021 3:46:08 PM

INDEX OF SHEETS

S-1	General Plan and Elevation
S-2	General Notes, Index of Sheets, and Total Bill of Material
S-3	Top of Deck Elevations (1 of 2)
S-4	Top of Deck Elevations (2 of 2)
S-5	Top of West Approach Elevations
S-6	Top of East Approach Elevations
S-7	Superstructure
S-8	Superstructure Details
S-9	Preformed Joint Strip Seal
S-10	West Vaulted Abutment Approach Span
S-11	East Vaulted Abutment Approach Span
S-12	Vaulted Abutment Approach Span Details
S-13	Bridge Approach Slabs
S-14	Bridge Appoach Slab Details
S-15	Framing Plan and Girder Elevation
S-16	Structural Steel Details
S-17	Bearing Details
S-18	West Abutment Repair
S-19	West Abutment Backwall Reconstruction
S-20	East Abutment Repair
S-21	East Abutment Backwall Reconstruction
S-22	Interior of Vaulted Abutments Repair
S-23	Access Door Replacement
S-24	Pier Plan and Elevation

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ∅, holes $\frac{15}{16}$ in. ∅, unless otherwise noted.

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

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

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

   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspection weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

5. 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 variation 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.

6. Concrete Sealer shall be applied to the front face of the new abutment backwalls.

7. The Contractor shall make allowance 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 bridge approach slabs.

8. The Contractor shall mark the top surface of the existing deck to identify the location and limits of the top flanges of the girders prior to commencement of deck removal operation. Care shall be taken not to damage the existing girders and shear studs. When a girder or shear studs are damaged by deck removal operations, it is the Contractor's responsibility to repair the damage at his/her own expense, as approved by the Engineer.

9. Areas of the existing bridge have permanent protective shield in place. If any part of the existing permanent protective shield system is to be re-used as temporary protective shield, the Contractor shall submit design calculations to the Engineer proving the system meets the requirement of Article 501.03 of the Standard Specifications. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer.

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

11. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

12. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

13. Cleaning and painting of the existing and new structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures." All beams, bearings and other structural steel shall be cleaned per Near White Blast Cleaning (SSPC-SP10).

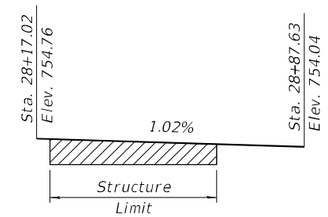
    The designated areas cleaned per Near White Blast Cleaning (SSPC-SP10) shall be painted according to the requirements of the Organic Zinc-Rich/ Epoxy/ Urethane paint system. The color of the final coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

14. Slipforming is not allowed.

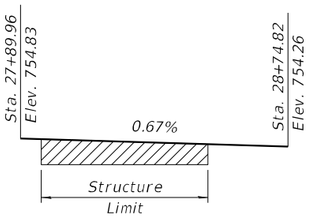
15. Existing aluminum handrail shall be delivered to the District Maintenace Yard as directed by the Engineer. Cost included with Removal of Existing Concrete Deck.

TOTAL BILL OF MATERIAL

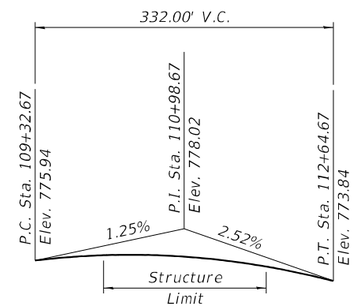
ITEM	ITEM	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	–	12.6	12.6
Removal of Existing Concrete Deck	Each	1	–	1
Protective Shield	Sq. Yd.	430	–	430
Concrete Structures	Cu. Yd.	–	51.0	51.0
Concrete Superstructure	Cu. Yd.	439.9	–	439.9
Bridge Deck Grooving	Sq. Yd.	1,243	–	1,243
Protective Coat	Sq. Yd.	1,556	–	1,556
Concrete Superstructure (Approach Slab)	Cu. Yd.	117.0	–	117.0
Furnishing and Erecting Structural Steel	Pound	7740	–	7740
Reinforcement Bars, Epoxy Coated	Pound	147,650	8430	156,080
Name Plates	Each	1	–	1
Preformed Joint Strip Seal	Foot	86.0	–	86.0
Elastomeric Bearing Assembly, Type 1	Each	12	–	12
Anchor Bolt, 1"	Each	–	24	24
Concrete Sealer	Sq. Ft.	–	490	490
Protective Shield (Permanent) Removal	Sq. Ft.	2556	–	2556
Jack and Remove Existing Bearings	Each	12	–	12
Structural Steel Removal	Pound	7390	–	7390
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum	1	–	1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1	–	1
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	–	386	386
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.	–	5	5



EXISTING PROFILE
(Along NB I-57 P.G.L.)



EXISTING PROFILE
(Along SB I-57 P.G.L.)



PROPOSED PROFILE
(Along Steger P.G.L)

STATION 110+98.68
RE-BUILT 202- BY
STATE OF ILLINOIS
F.A.I. RTE. 57
SEC 2020-009-BR
LOADING HS 20
STRUCTURE NO. 016-1108

NAME PLATE
See Std. 515001

One existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates. See Sheet S-1 for proposed Name Plate location.

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

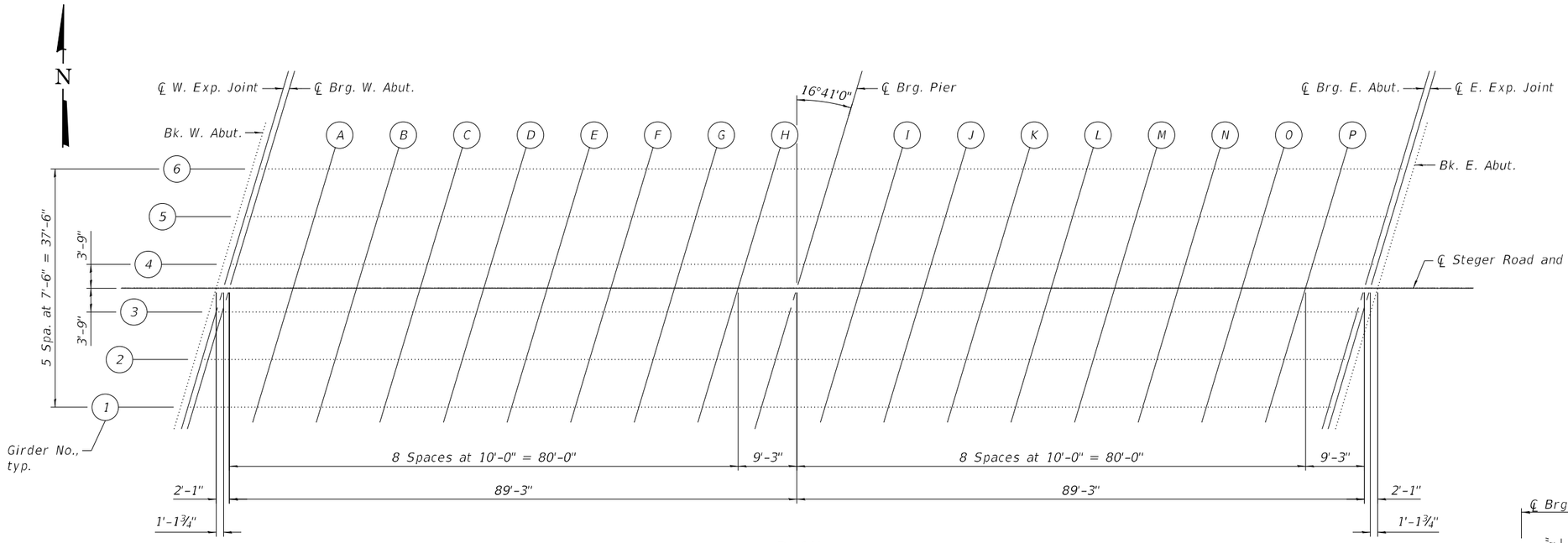
USER NAME =	DESIGNED – BHS	REVISED –	
	CHECKED – SA	REVISED –	
PLOT SCALE =	DRAWN – AMN	REVISED –	
PLOT DATE = 3/18/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS, AND TOTAL BILL OF MATERIAL
STRUCTURE NO. 016-1108

SHEET S-2 OF 24 SHEETS

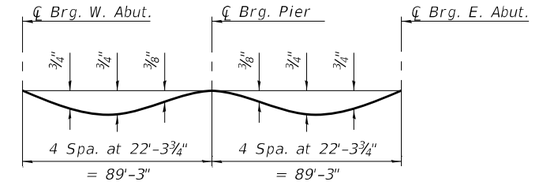
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	20
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			



PLAN

GIRDER 1

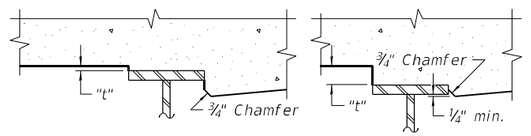
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+02.92	18.75	776.23	776.23
CL W. Exp. Joint	110+04.07	18.75	776.23	776.23
CL Brg. W. Abut.	110+05.01	18.75	776.24	776.24
A	110+15.01	18.75	776.27	776.30
B	110+25.01	18.75	776.30	776.35
C	110+35.01	18.75	776.31	776.38
D	110+45.01	18.75	776.32	776.39
E	110+55.01	18.75	776.31	776.37
F	110+65.01	18.75	776.29	776.33
G	110+75.01	18.75	776.26	776.28
H	110+85.01	18.75	776.22	776.22
CL Brg. Pier	110+94.26	18.75	776.17	776.17
I	111+04.26	18.75	776.10	776.11
J	111+14.26	18.75	776.03	776.05
K	111+24.26	18.75	775.94	775.99
L	111+34.26	18.75	775.84	775.91
M	111+44.26	18.75	775.74	775.81
N	111+54.26	18.75	775.61	775.68
O	111+64.26	18.75	775.48	775.53
P	111+74.26	18.75	775.34	775.37
CL Brg. E. Abut.	111+83.51	18.75	775.20	775.20
CL E. Exp. Joint	111+84.45	18.75	775.18	775.18
Bk. E. Abut.	111+85.60	18.75	775.16	775.16



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 this sheet and Sheet S-4.



At Minimum Fillet

At Maximum Fillet

To determine "t": Elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet and on Sheet S-4, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME =	DESIGNED – BHS	REVISED –	
	CHECKED – SA	REVISED –	
PLOT SCALE =	DRAWN – AMN	REVISED –	
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS (1 OF 2)
STRUCTURE NO. 016–1108

SHEET S-3 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	21
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+05.17	11.25	776.38	776.38
CL W. Exp. Joint	110+06.32	11.25	776.39	776.39
CL Brg. W. Abut.	110+07.26	11.25	776.39	776.39
A	110+17.26	11.25	776.43	776.46
B	110+27.26	11.25	776.45	776.50
C	110+37.26	11.25	776.46	776.53
D	110+47.26	11.25	776.46	776.53
E	110+57.26	11.25	776.45	776.51
F	110+67.26	11.25	776.43	776.47
G	110+77.26	11.25	776.40	776.42
H	110+87.26	11.25	776.35	776.36
CL Brg. Pier	110+96.51	11.25	776.30	776.30
I	111+06.51	11.25	776.23	776.24
J	111+16.51	11.25	776.16	776.18
K	111+26.51	11.25	776.07	776.11
L	111+36.51	11.25	775.97	776.03
M	111+46.51	11.25	775.86	775.93
N	111+56.51	11.25	775.73	775.80
O	111+66.51	11.25	775.60	775.65
P	111+76.51	11.25	775.45	775.48
CL Brg. E. Abut.	111+85.76	11.25	775.31	775.31
CL E. Exp. Joint	111+86.70	11.25	775.29	775.29
Bk. E. Abut.	111+87.85	11.25	775.27	775.27

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+07.42	3.75	776.50	776.50
CL W. Exp. Joint	110+08.56	3.75	776.51	776.51
CL Brg. W. Abut.	110+09.51	3.75	776.51	776.51
A	110+19.51	3.75	776.54	776.57
B	110+29.51	3.75	776.57	776.62
C	110+39.51	3.75	776.58	776.64
D	110+49.51	3.75	776.57	776.64
E	110+59.51	3.75	776.56	776.62
F	110+69.51	3.75	776.54	776.58
G	110+79.51	3.75	776.50	776.52
H	110+89.51	3.75	776.45	776.46
CL Brg. Pier	110+98.76	3.75	776.40	776.40
I	111+08.76	3.75	776.33	776.34
J	111+18.76	3.75	776.25	776.28
K	111+28.76	3.75	776.16	776.20
L	111+38.76	3.75	776.06	776.12
M	111+48.76	3.75	775.94	776.01
N	111+58.76	3.75	775.82	775.88
O	111+68.76	3.75	775.68	775.73
P	111+78.76	3.75	775.53	775.56
CL Brg. E. Abut.	111+88.01	3.75	775.38	775.38
CL E. Exp. Joint	111+88.95	3.75	775.37	775.37
Bk. E. Abut.	111+90.09	3.75	775.35	775.35

℄ STEGER ROAD AND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+08.54	0.00	776.56	776.56
CL W. Exp. Joint	110+09.69	0.00	776.57	776.57
CL Brg. W. Abut.	110+10.63	0.00	776.57	776.57
A	110+20.63	0.00	776.60	776.63
B	110+30.63	0.00	776.62	776.68
C	110+40.63	0.00	776.63	776.70
D	110+50.63	0.00	776.63	776.70
E	110+60.63	0.00	776.61	776.68
F	110+70.63	0.00	776.59	776.63
G	110+80.63	0.00	776.55	776.58
H	110+90.63	0.00	776.50	776.51
CL Brg. Pier	110+99.88	0.00	776.45	776.45
I	111+09.88	0.00	776.38	776.39
J	111+19.88	0.00	776.30	776.32
K	111+29.88	0.00	776.20	776.25
L	111+39.88	0.00	776.10	776.16
M	111+49.88	0.00	775.98	776.05
N	111+59.88	0.00	775.86	775.92
O	111+69.88	0.00	775.72	775.77
P	111+79.88	0.00	775.57	775.60
CL Brg. E. Abut.	111+89.13	0.00	775.42	775.42
CL E. Exp. Joint	111+90.07	0.00	775.40	775.40
Bk. E. Abut.	111+91.22	0.00	775.38	775.38

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+09.67	-3.75	776.51	776.51
CL W. Exp. Joint	110+10.81	-3.75	776.52	776.52
CL Brg. W. Abut.	110+11.75	-3.75	776.52	776.52
A	110+21.75	-3.75	776.55	776.58
B	110+31.75	-3.75	776.57	776.62
C	110+41.75	-3.75	776.58	776.64
D	110+51.75	-3.75	776.57	776.64
E	110+61.75	-3.75	776.56	776.62
F	110+71.75	-3.75	776.53	776.57
G	110+81.75	-3.75	776.49	776.51
H	110+91.75	-3.75	776.44	776.45
CL Brg. Pier	111+01.00	-3.75	776.39	776.39
I	111+11.00	-3.75	776.31	776.32
J	111+21.00	-3.75	776.23	776.26
K	111+31.00	-3.75	776.14	776.18
L	111+41.00	-3.75	776.03	776.09
M	111+51.00	-3.75	775.91	775.98
N	111+61.00	-3.75	775.79	775.85
O	111+71.00	-3.75	775.65	775.70
P	111+81.00	-3.75	775.49	775.52
CL Brg. E. Abut.	111+90.25	-3.75	775.34	775.34
CL E. Exp. Joint	111+91.19	-3.75	775.33	775.33
Bk. E. Abut.	111+92.34	-3.75	775.31	775.31

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+11.91	-11.25	776.41	776.41
CL W. Exp. Joint	110+13.06	-11.25	776.41	776.41
CL Brg. W. Abut.	110+14.00	-11.25	776.42	776.42
A	110+24.00	-11.25	776.44	776.47
B	110+34.00	-11.25	776.46	776.51
C	110+44.00	-11.25	776.46	776.53
D	110+54.00	-11.25	776.46	776.53
E	110+64.00	-11.25	776.44	776.50
F	110+74.00	-11.25	776.41	776.45
G	110+84.00	-11.25	776.37	776.39
H	110+94.00	-11.25	776.32	776.32
CL Brg. Pier	111+03.25	-11.25	776.26	776.26
I	111+13.25	-11.25	776.18	776.19
J	111+23.25	-11.25	776.10	776.12
K	111+33.25	-11.25	776.00	776.05
L	111+43.25	-11.25	775.89	775.96
M	111+53.25	-11.25	775.77	775.84
N	111+63.25	-11.25	775.64	775.71
O	111+73.25	-11.25	775.50	775.55
P	111+83.25	-11.25	775.35	775.37
CL Brg. E. Abut.	111+92.50	-11.25	775.19	775.19
CL E. Exp. Joint	111+93.44	-11.25	775.18	775.18
Bk. E. Abut.	111+94.59	-11.25	775.16	775.16

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Defelction
Bk. W. Abut.	110+14.16	-18.75	776.27	776.27
CL W. Exp. Joint	110+15.31	-18.75	776.27	776.27
CL Brg. W. Abut.	110+16.25	-18.75	776.28	776.28
A	110+26.25	-18.75	776.30	776.33
B	110+36.25	-18.75	776.31	776.37
C	110+46.25	-18.75	776.32	776.38
D	110+56.25	-18.75	776.31	776.38
E	110+66.25	-18.75	776.29	776.35
F	110+76.25	-18.75	776.25	776.30
G	110+86.25	-18.75	776.21	776.23
H	110+96.25	-18.75	776.16	776.16
CL Brg. Pier	111+05.50	-18.75	776.10	776.10
I	111+15.50	-18.75	776.02	776.03
J	111+25.50	-18.75	775.93	775.96
K	111+35.50	-18.75	775.83	775.88
L	111+45.50	-18.75	775.72	775.78
M	111+55.50	-18.75	775.60	775.67
N	111+65.50	-18.75	775.46	775.53
O	111+75.50	-18.75	775.32	775.37
P	111+85.50	-18.75	775.16	775.19
CL Brg. E. Abut.	111+94.75	-18.75	775.01	775.01
CL E. Exp. Joint	111+95.69	-18.75	774.99	774.99
Bk. E. Abut.	111+96.84	-18.75	774.97	774.97

INSIDE FACE OF NORTH PARAPET

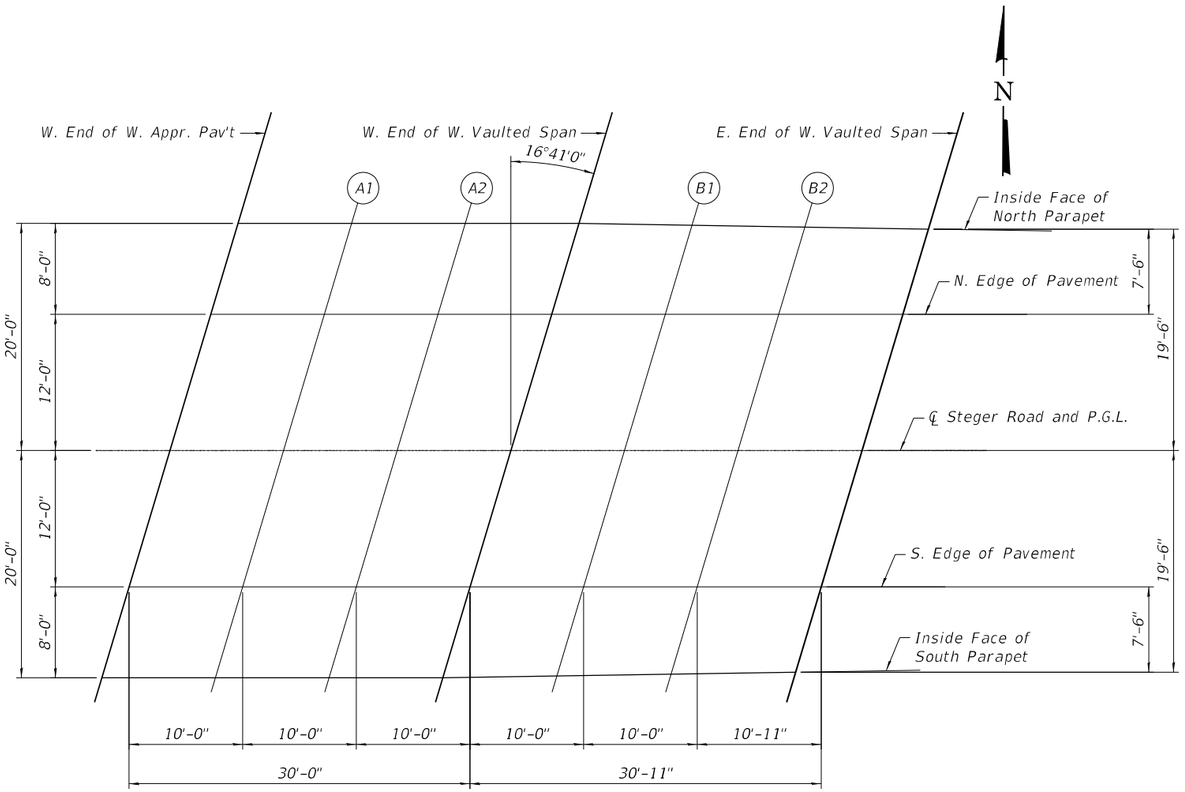
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	109+54.66	-20.00	775.85
A1	109+64.66	-20.00	775.94
A2	109+74.66	-20.00	776.03
W. End of W. Vaulted Span	109+84.66	-20.00	776.10
B1	109+94.61	-19.84	776.16
B2	110+04.57	-19.68	776.21
E. End of W. Vaulted Span	110+15.43	-19.50	776.26

N. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	109+52.26	-12.00	775.98
A1	109+62.26	-12.00	776.08
A2	109+72.26	-12.00	776.17
W. End of W. Vaulted Span	109+82.26	-12.00	776.24
B1	109+92.26	-12.00	776.31
B2	110+02.26	-12.00	776.36
E. End of W. Vaulted Span	110+13.18	-12.00	776.40

℄ STEGER ROAD AND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	109+48.67	0.00	776.13
A1	109+58.67	0.00	776.23
A2	109+68.67	0.00	776.32
W. End of W. Vaulted Span	109+78.67	0.00	776.40
B1	109+88.67	0.00	776.46
B2	109+98.67	0.00	776.52
E. End of W. Vaulted Span	110+09.59	0.00	776.57



PLAN

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	109+45.07	12.00	775.91
A1	109+55.07	12.00	776.01
A2	109+65.07	12.00	776.11
W. End of W. Vaulted Span	109+75.07	12.00	776.19
B1	109+85.07	12.00	776.26
B2	109+95.07	12.00	776.32
E. End of W. Vaulted Span	110+05.99	12.00	776.37

INSIDE FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	109+42.67	20.00	775.72
A1	109+52.67	20.00	775.83
A2	109+62.67	20.00	775.93
W. End of W. Vaulted Span	109+72.67	20.00	776.01
B1	109+82.72	19.84	776.09
B2	109+92.77	19.68	776.16
E. End of W. Vaulted Span	110+03.74	19.50	776.21

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME =	DESIGNED - BHS	REVISED -	
	CHECKED - SA	REVISED -	
PLOT SCALE =	DRAWN - AMN	REVISED -	
PLOT DATE = 2/16/2021	CHECKED - BHS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH ELEVATIONS
STRUCTURE NO. 016-1108
SHEET S-5 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	23
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

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INSIDE FACE OF NORTH PARAPET

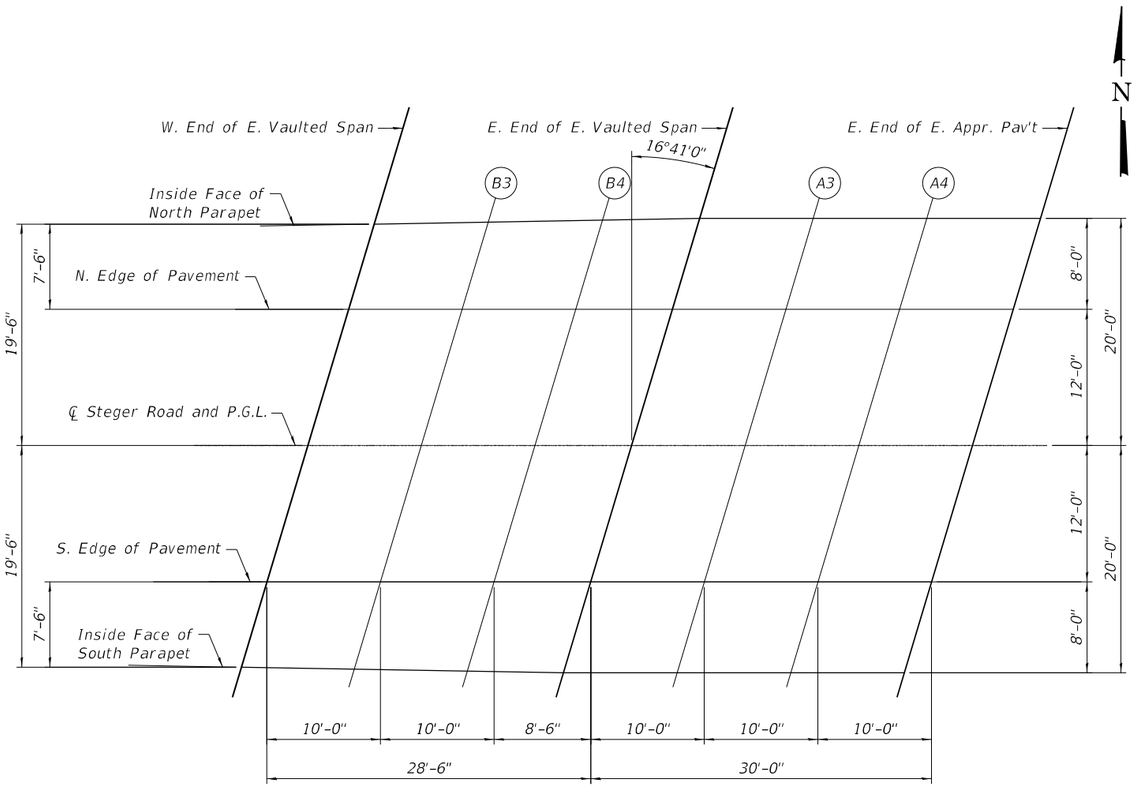
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Vaulted Span	111+96.02	-19.50	774.97
B3	112+06.07	-19.68	774.79
B4	112+16.12	-19.85	774.59
E. End of E. Vaulted Span	112+24.67	-20.00	774.42
A3	112+34.67	-20.00	774.20
A4	112+44.67	-20.00	773.98
E. End of E. Appr. Pav't	112+54.67	-20.00	773.75

N. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Vaulted Span	111+93.77	-12.00	775.16
B3	112+03.77	-12.00	774.98
B4	112+13.77	-12.00	774.80
E. End of E. Vaulted Span	112+22.27	-12.00	774.63
A3	112+32.27	-12.00	774.42
A4	112+42.27	-12.00	774.20
E. End of E. Appr. Pav't	112+52.27	-12.00	773.96

℄ STEGER ROAD AND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Vaulted Span	111+90.17	0.00	775.40
B3	112+00.17	0.00	775.23
B4	112+10.17	0.00	775.04
E. End of E. Vaulted Span	112+18.67	0.00	774.88
A3	112+28.67	0.00	774.67
A4	112+38.67	0.00	774.46
E. End of E. Appr. Pav't	112+48.67	0.00	774.23



PLAN

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Vaulted Span	111+86.58	12.00	775.28
B3	111+96.58	12.00	775.11
B4	112+06.58	12.00	774.93
E. End of E. Vaulted Span	112+15.08	12.00	774.77
A3	112+25.08	12.00	774.57
A4	112+35.08	12.00	774.36
E. End of E. Appr. Pav't	112+45.08	12.00	774.13

INSIDE FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Vaulted Span	111+84.33	19.50	775.17
B3	111+94.28	19.68	775.00
B4	112+04.22	19.85	774.82
E. End of E. Vaulted Span	112+12.68	20.00	774.66
A3	112+22.68	20.00	774.46
A4	112+32.68	20.00	774.25
E. End of E. Appr. Pav't	112+42.68	20.00	774.03

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

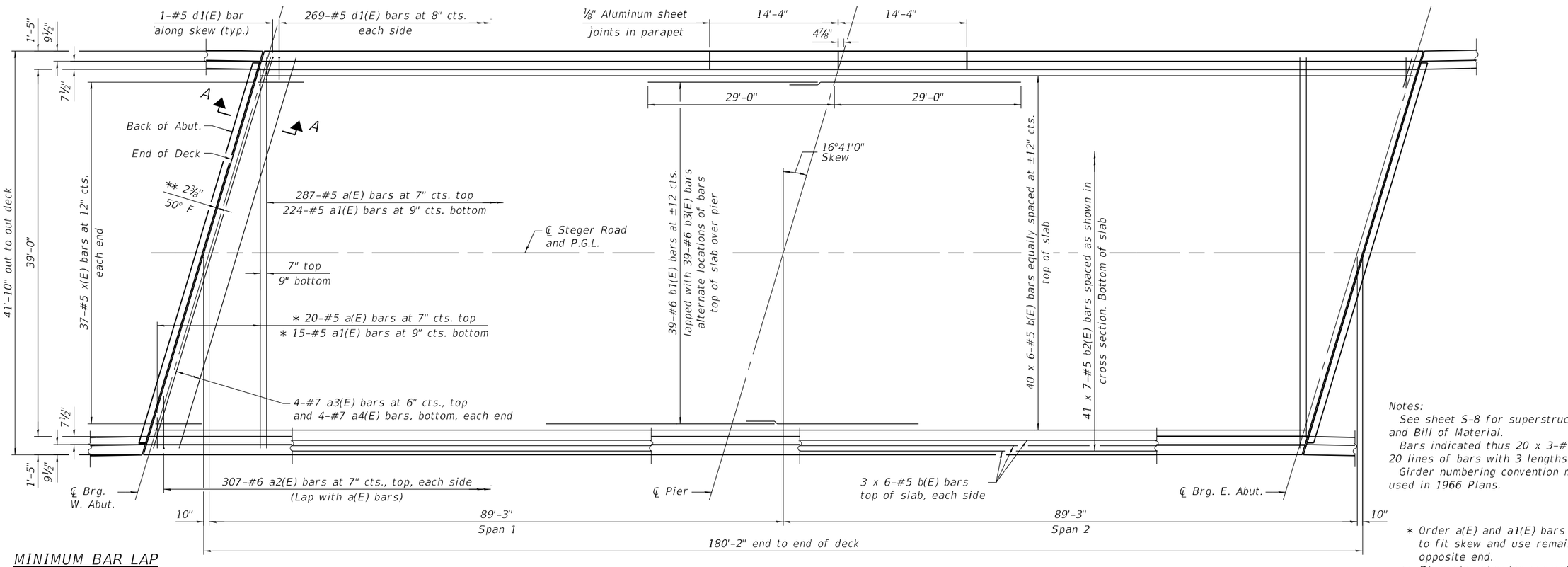
USER NAME =	DESIGNED - BHS	REVISED -	
	CHECKED - SA	REVISED -	
PLOT SCALE =	DRAWN - AMN	REVISED -	
PLOT DATE = 2/16/2021	CHECKED - BHS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH ELEVATIONS
STRUCTURE NO. 016-1108

SHEET S-6 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	24
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		



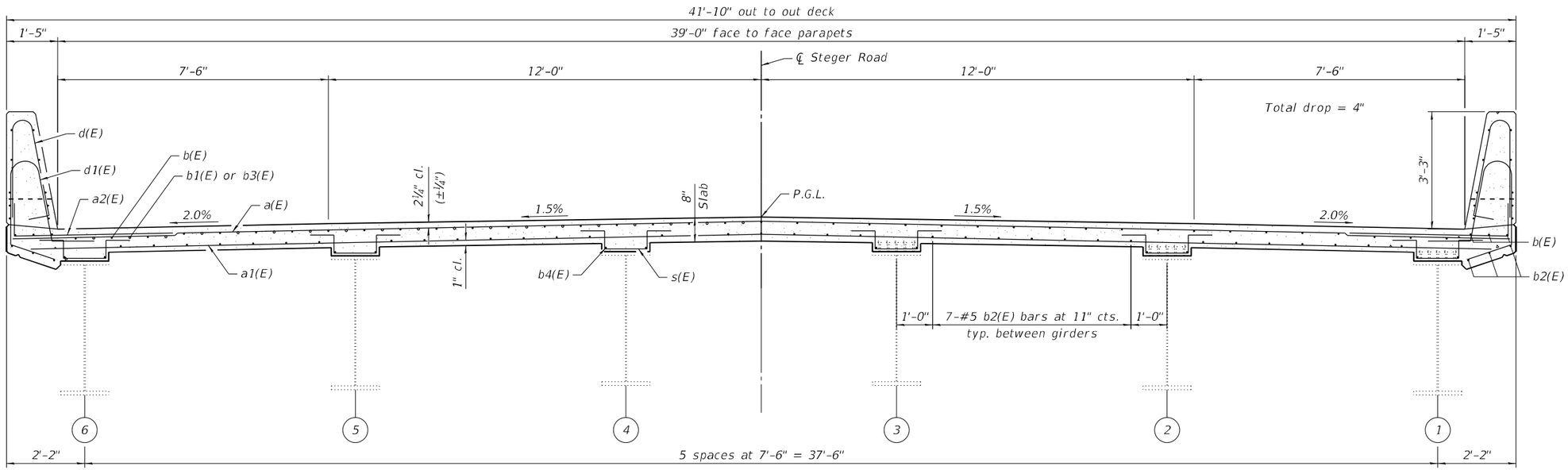
Notes:
See sheet S-8 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Girder numbering convention matches that used in 1966 Plans.

* Order a(E) and a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
** Dimension showing concrete opening. For joint opening see sheet S-9.

MINIMUM BAR LAP

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

PLAN



NEAR PIER

CROSS SECTION

(Looking East)

NEAR MIDSPAN

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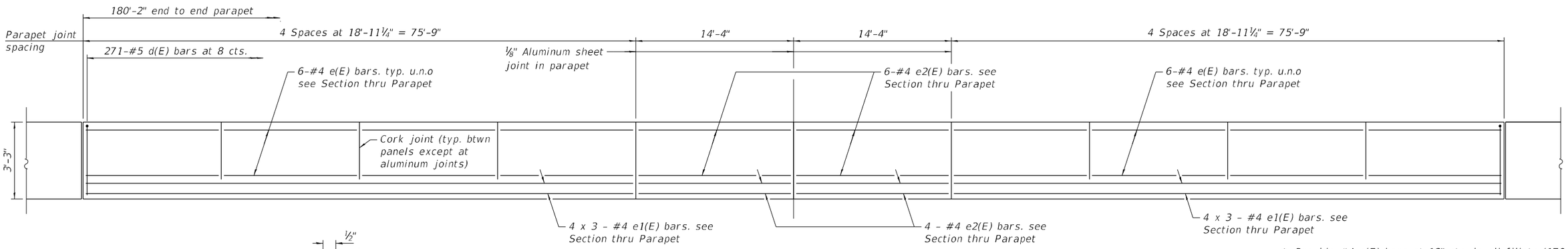
ROSEMONT, IL 60018

USER NAME =	DESIGNED – BHS	REVISED –	
	CHECKED – SA	REVISED –	
PLOT SCALE =	DRAWN – AMN	REVISED –	
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

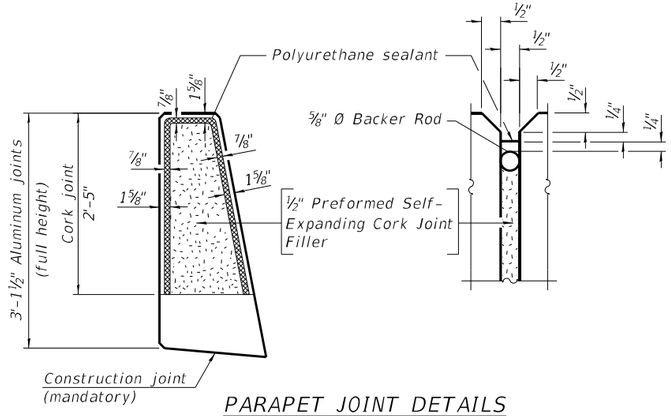
SUPERSTRUCTURE
STRUCTURE NO. 016-1108
SHEET S-7 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	25
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET

(South Parapet similar)

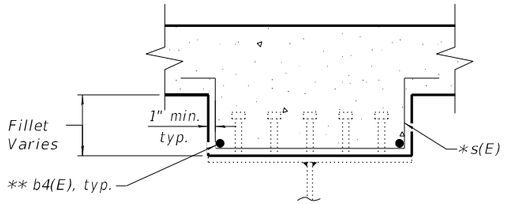


PARAPET JOINT DETAILS

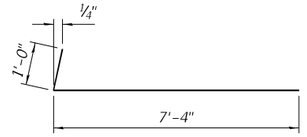
Notes:

The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

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



FILLET DETAIL



BAR a2(E)

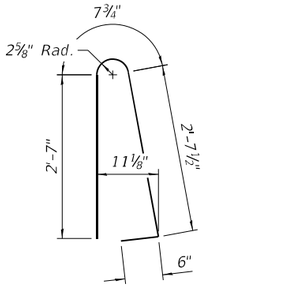
* Provide #4 s(E) bars at 12" cts. in all fillets (179 per girder). Bars may be omitted if fillet height is less than 2" and shear studs extend at least 2" into the proposed deck. To be verified in field by Contractor.

** Provide 2x6-#4 b4(E) bars in fillets where s(E) bars are provided. The b4(E) bars may be placed inside the shear studs when minimum clearances cannot be satisfied.

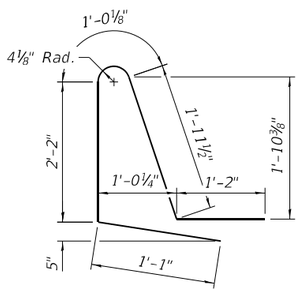
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	307	#5	41'-6"	
a1(E)	239	#5	40'-10"	
a2(E)	614	#6	8'-4"	
a3(E)	8	#7	43'-3"	
a4(E)	8	#7	38'-9"	
b(E)	276	#5	32'-11"	
b1(E)	39	#6	36'-0"	
b2(E)	287	#5	28'-9"	
b3(E)	39	#6	26'-5"	
b4(E)	72	#4	32'-0"	
d(E)	542	#5	6'-5"	
d1(E)	542	#5	7'-5"	
e(E)	96	#4	18'-7"	
e1(E)	48	#4	26'-10"	
e2(E)	40	#4	14'-0"	
s(E)	1074	#4	3'-7"	
x(E)	74	#5	6'-3"	
Reinforcement Bars, Epoxy Coated		Pound	69,070	
Concrete Superstructure		Cu. Yd.	264.2	

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

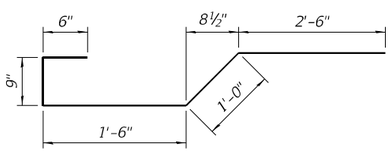


BAR d(E)



BAR d1(E)

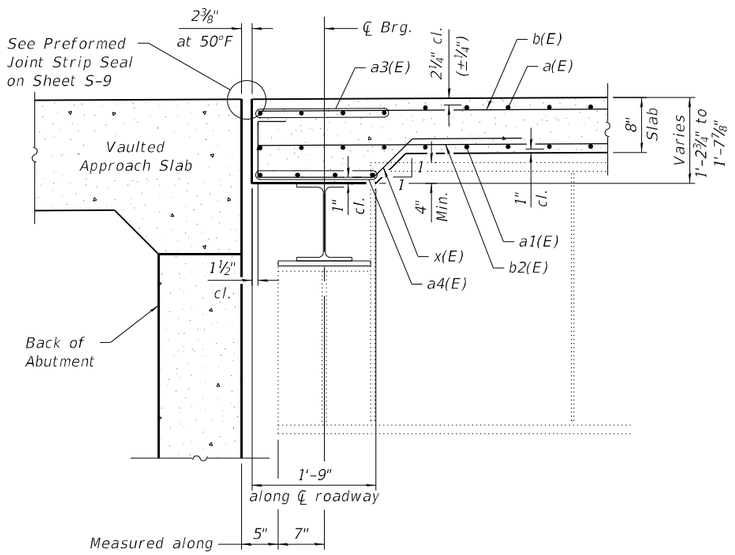
BAR s(E)



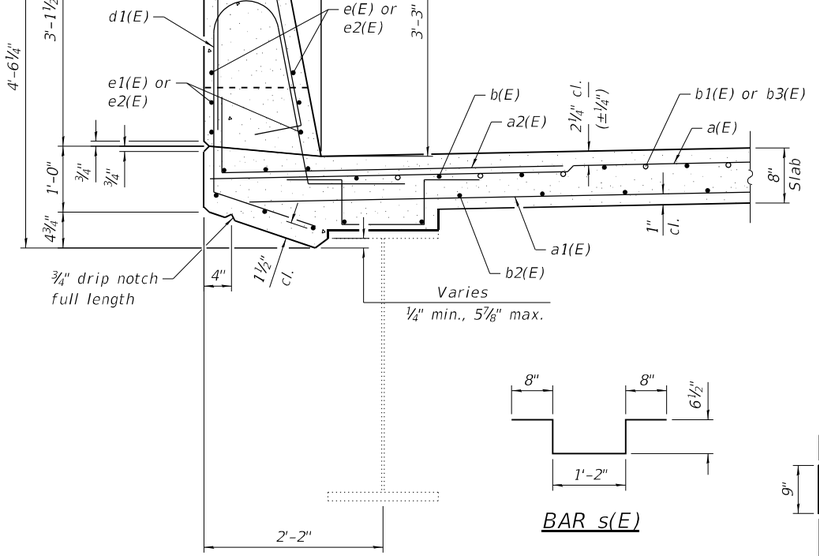
BAR x(E)

MINIMUM BAR LAP

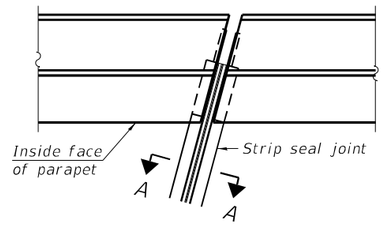
#4 bar = 2'-5"



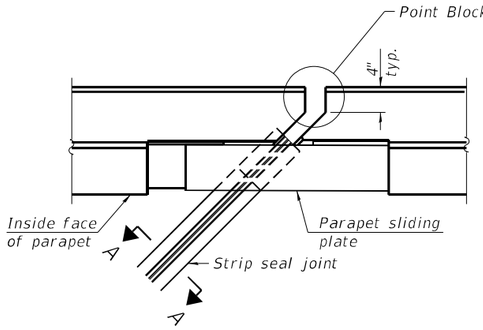
SECTION A-A



SECTION THRU PARAPET

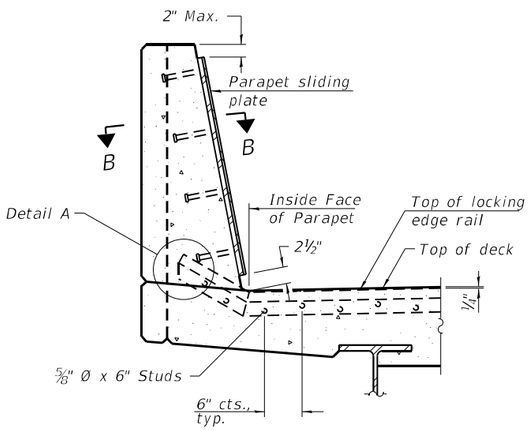


FOR SKEWS ≤ 30°



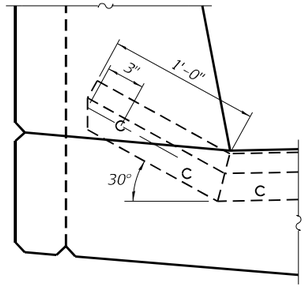
FOR SKEWS > 30°

PLAN AT PARAPET

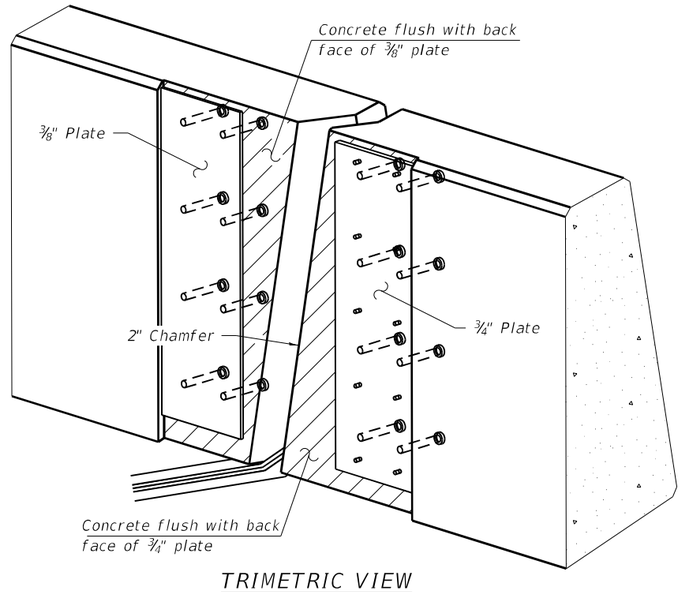


SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)

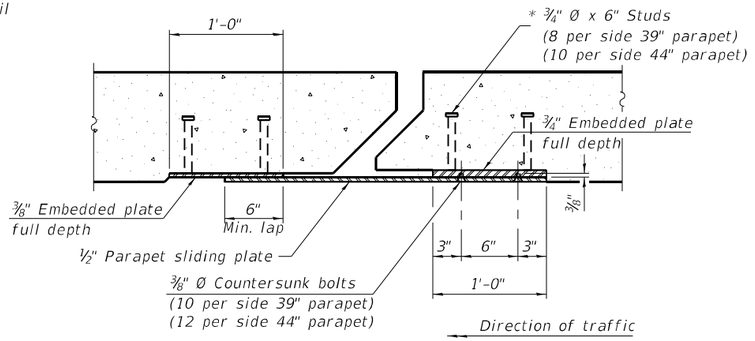


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



SECTION B-B

Notes:

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

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

The manufacturer's recommended installation methods shall be followed.

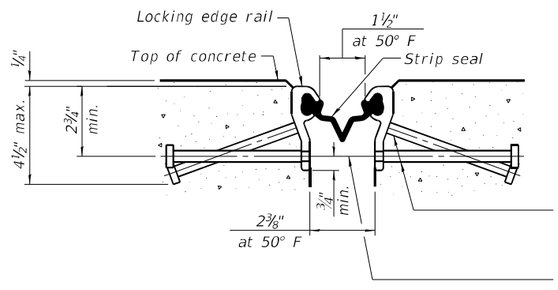
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

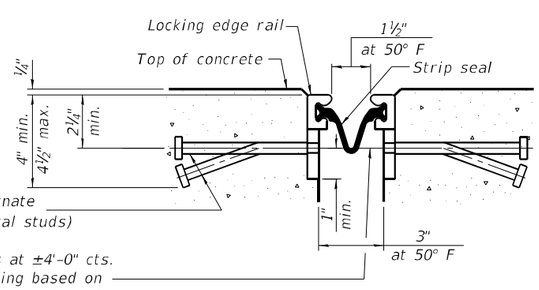
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

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

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



SHOWING ROLLED RAIL JOINT



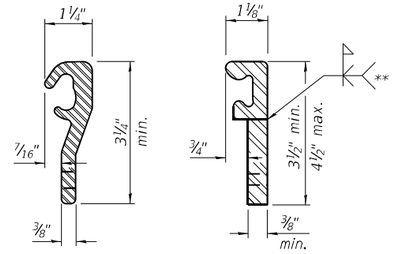
SHOWING WELDED RAIL JOINT

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

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

SECTION A-A

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

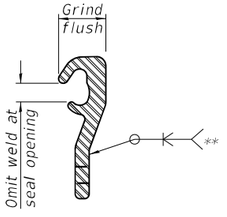


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	86.0

EJ-SS

1-1-2020

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME =	DESIGNED – BHS	REVISED –	
	CHECKED – SA	REVISED –	
PLOT SCALE =	DRAWN – AMN	REVISED –	
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 016-1108
SHEET S-9 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	27
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

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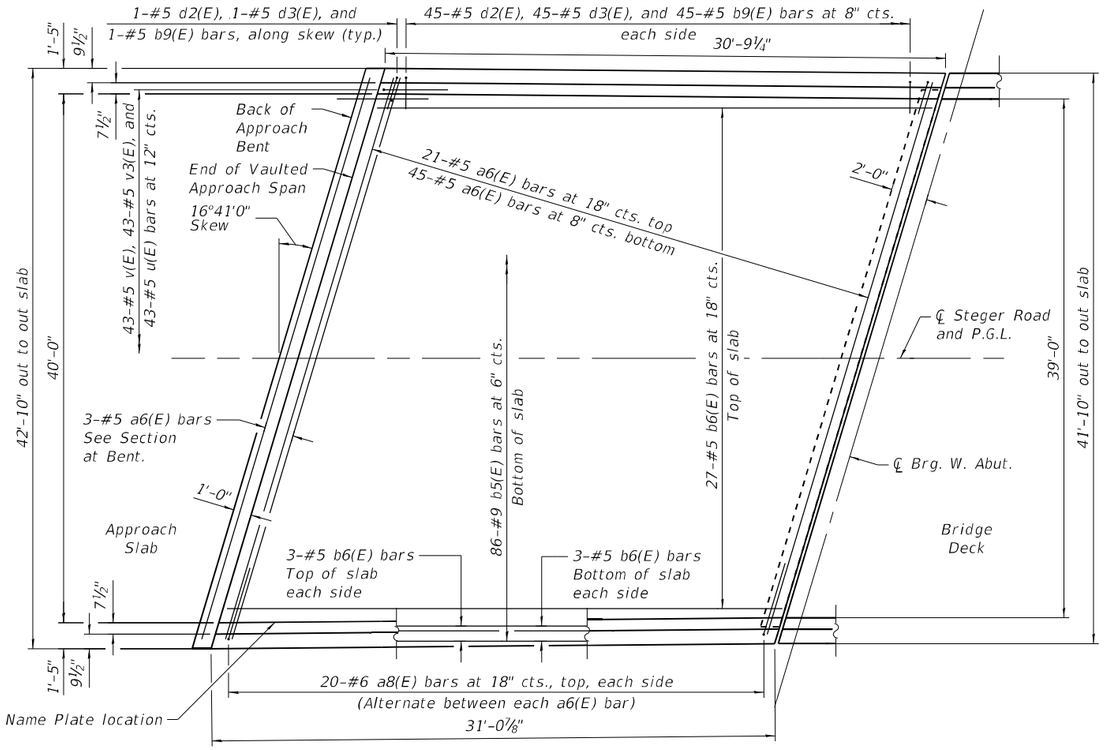
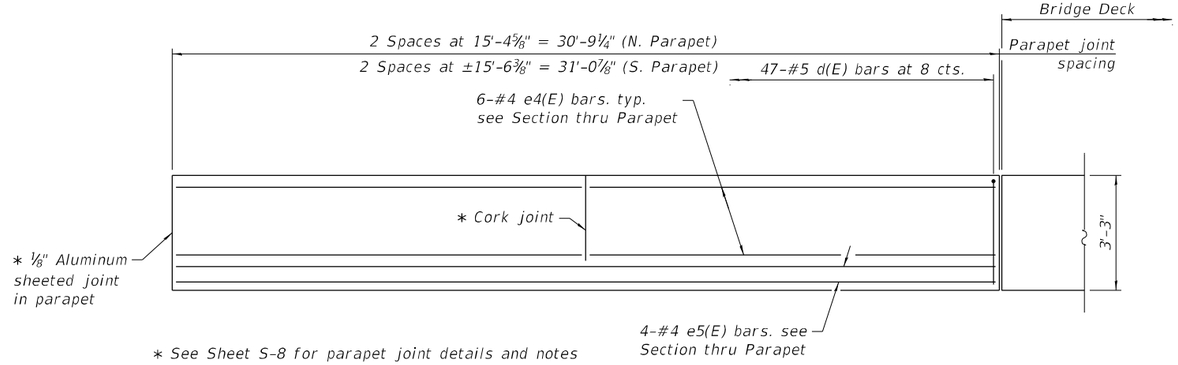
2/16/2021 3:16:24 PM



WEST VAULTED SPAN

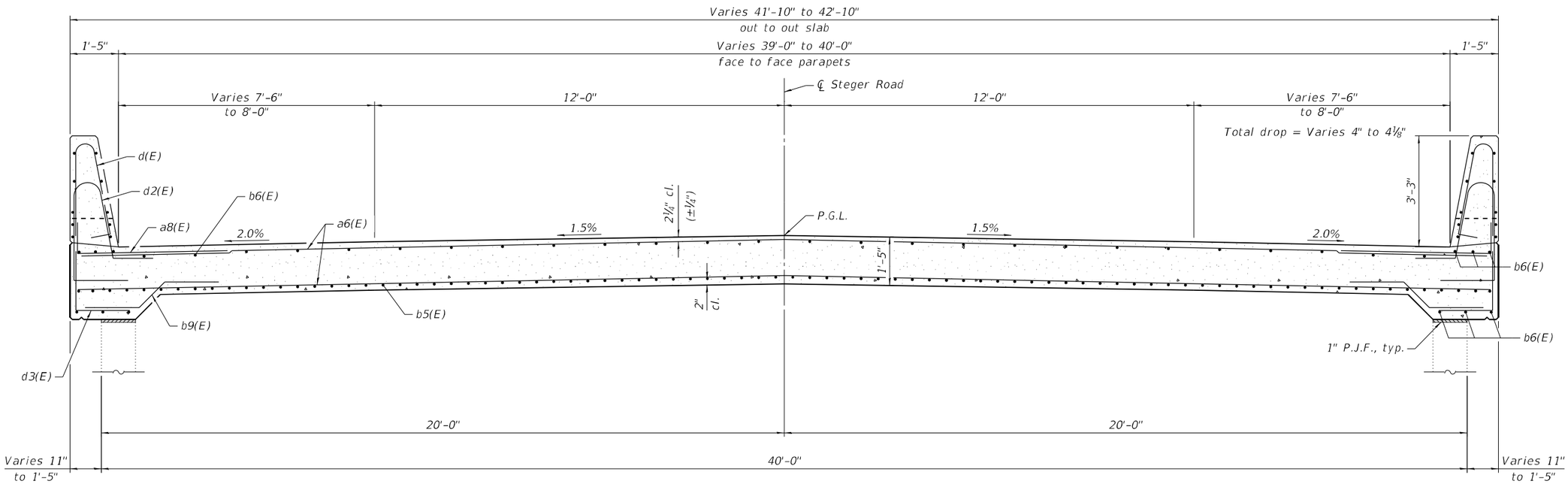


∗ See Sheet S-8 for parapet joint details and notes

INSIDE ELEVATION OF PARAPET

(North Parapet shown, South Parapet similar)

Notes:
See Sheet S-12 for Vaulted Abutment Approach Span details and Bill of Material.



CROSS SECTION

(Looking East)

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED – BHS	REVISED –	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST VAULTED ABUTMENT APPROACH SPAN STRUCTURE NO. 016-1108
		CHECKED – SA	REVISED –		
	PLOT SCALE =	DRAWN – AMN	REVISED –		
	PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –		SHEET S-10 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	28
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

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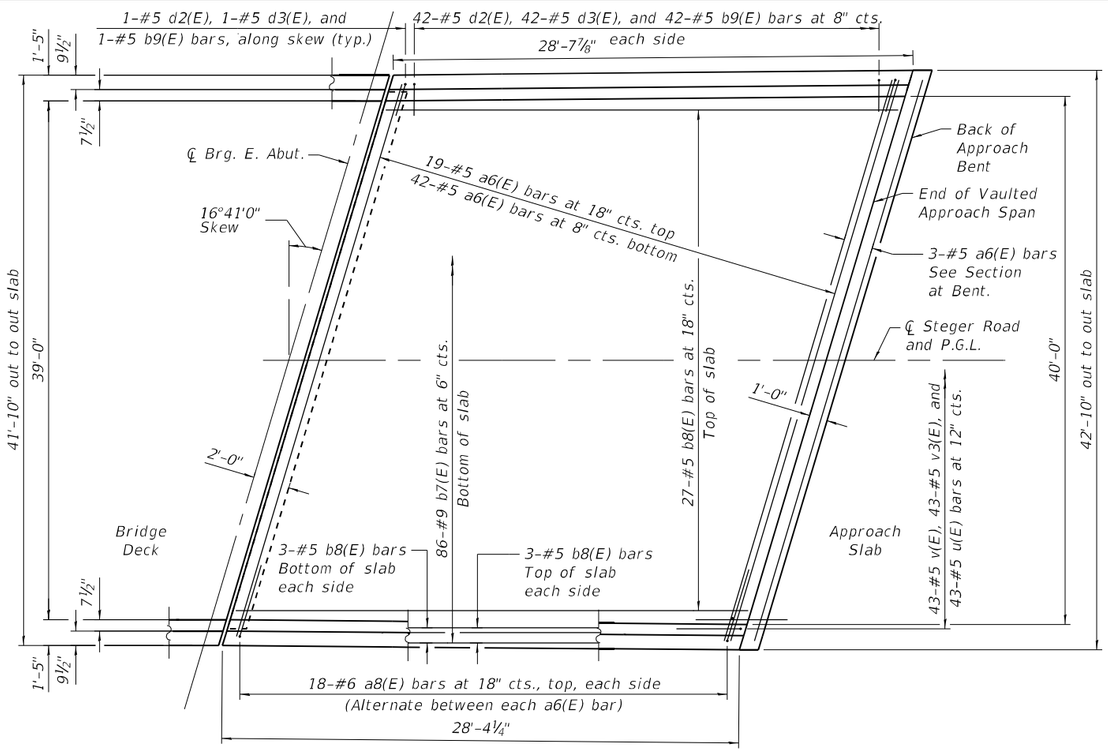
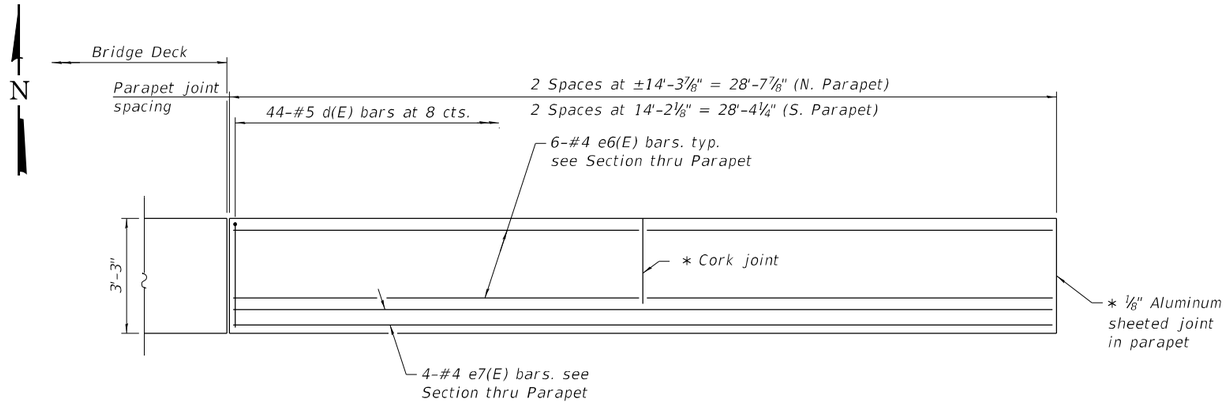


EAST VAULTED SPAN

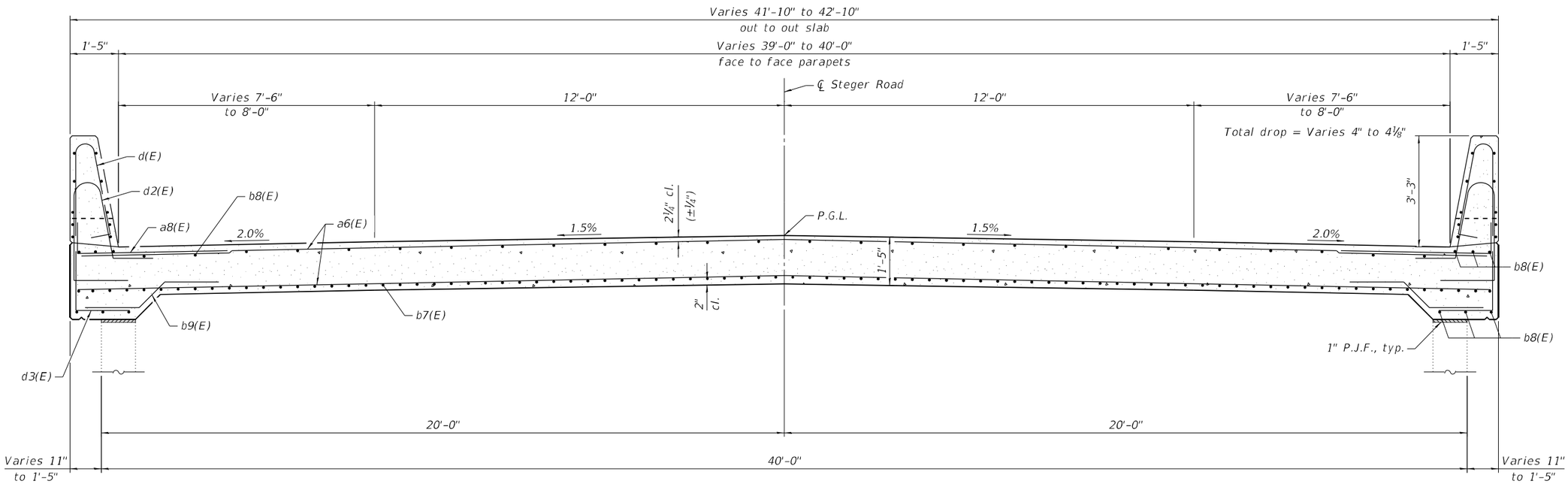


* See Sheet S-8 for parapet joint details and notes

INSIDE ELEVATION OF PARAPET

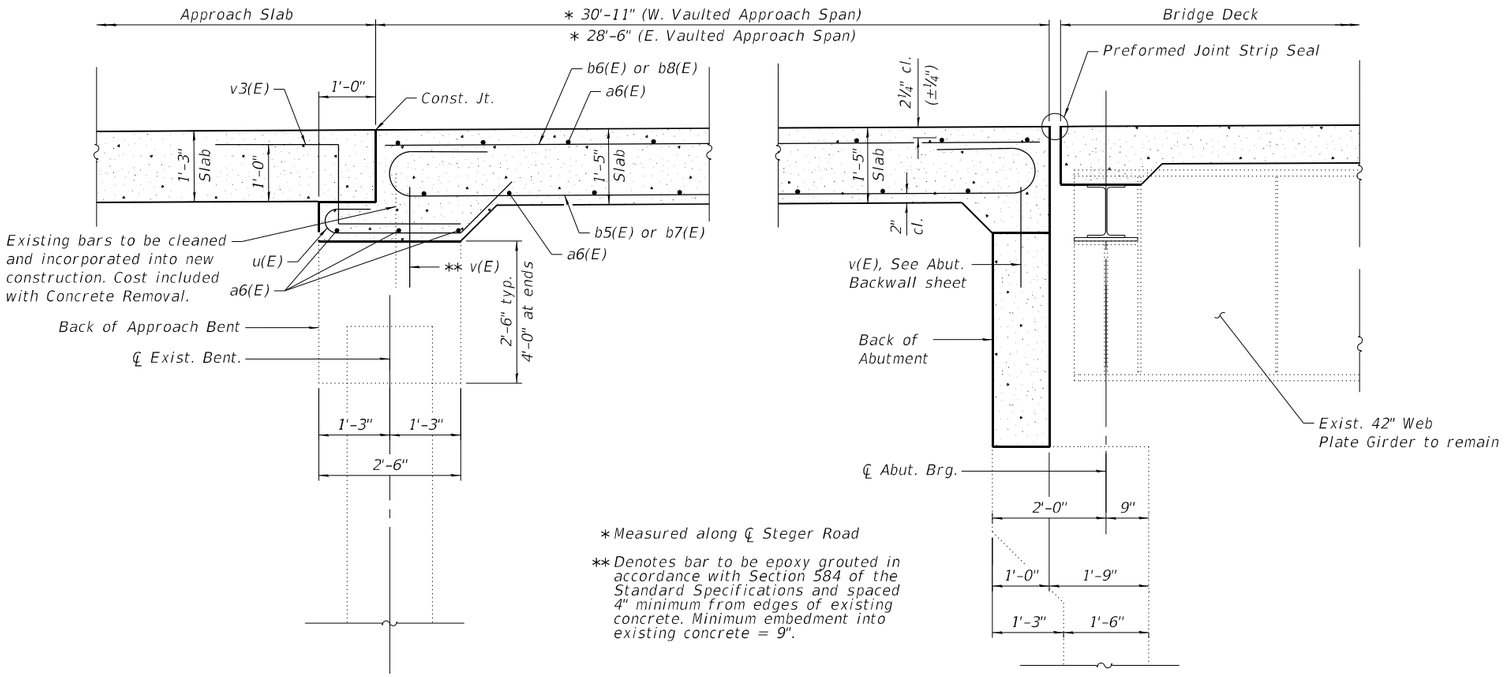
(North Parapet shown, South Parapet similar)

Notes:
See Sheet S-12 for Vaulted Abutment Approach Span details and Bill of Material.



CROSS SECTION

(Looking East)



∗ Measured along ℄ Steger Road

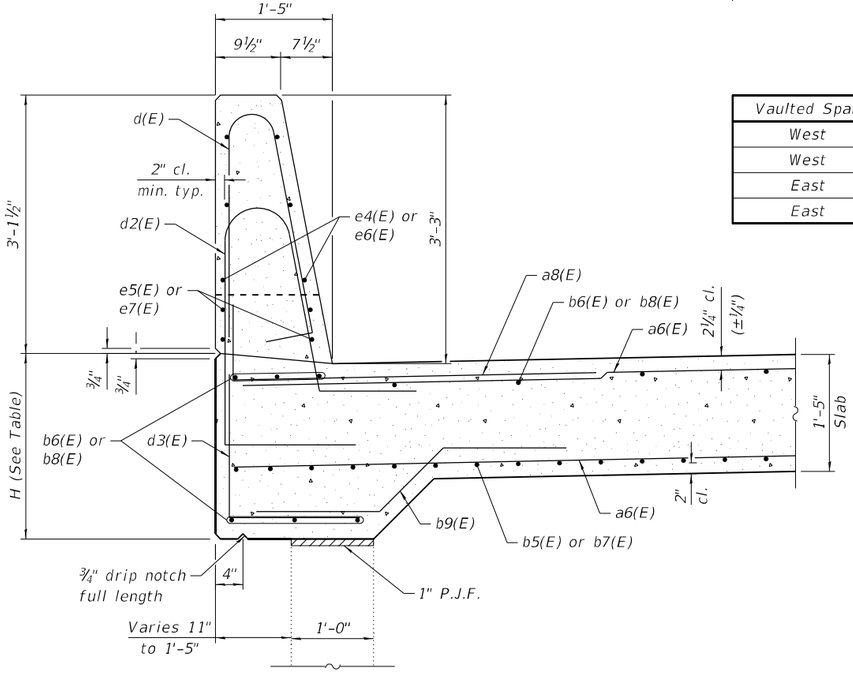
∗∗ Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from edges of existing concrete. Minimum embedment into existing concrete = 9".

SECTION AT BENT

SECTION AT ABUTMENT

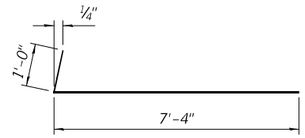
VAULTED APPROACH SPAN

Horizontal dimensions at Rt. L's, except as noted

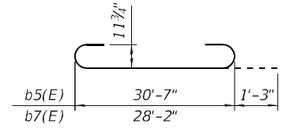


SECTION THRU PARAPET

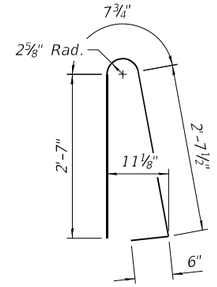
Vaulted Span	Parapet	H, At Backwall	H, At Approach Bent
West	North	26"	26⅞"
West	South	25⅜"	25¾"
East	North	22"	21¾"
East	South	24½"	24⅝"



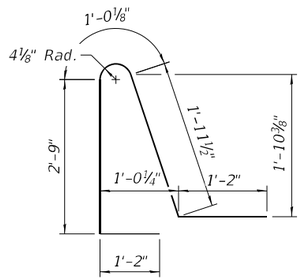
BAR a8(E)



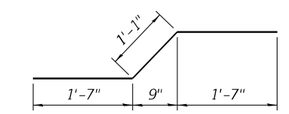
BARS b5(E) and b7(E)



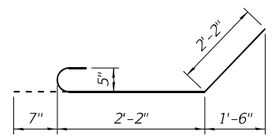
BAR d(E)



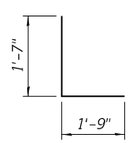
BAR d2(E)



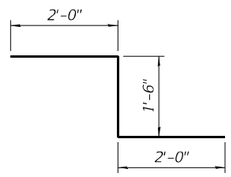
BAR b9(E)



BAR u(E)



BAR d3(E)



BAR v3(E)

TWO VAULTED APPROACH SPANS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a6(E)	133	#5	43'-4"	
a8(E)	76	#6	8'-4"	
b5(E)	86	#9	33'-1"	
b6(E)	39	#5	30'-7"	
b7(E)	86	#9	30'-8"	
b8(E)	39	#5	28'-2"	
b9(E)	182	#5	4'-3"	
d(E)	182	#5	6'-5"	
d2(E)	182	#5	8'-1"	
d3(E)	182	#5	3'-4"	
e4(E)	24	#4	15'-0"	
e5(E)	8	#4	30'-5"	
e6(E)	24	#4	13'-10"	
e7(E)	8	#4	28'-0"	
u(E)	86	#5	4'-11"	
v(E)	86	#5	3'-0"	
v3(E)	86	#5	5'-6"	
Concrete Superstructure			Cu. Yd.	167.9
Reinforcement Bars, Epoxy Coated			Pound	34,170

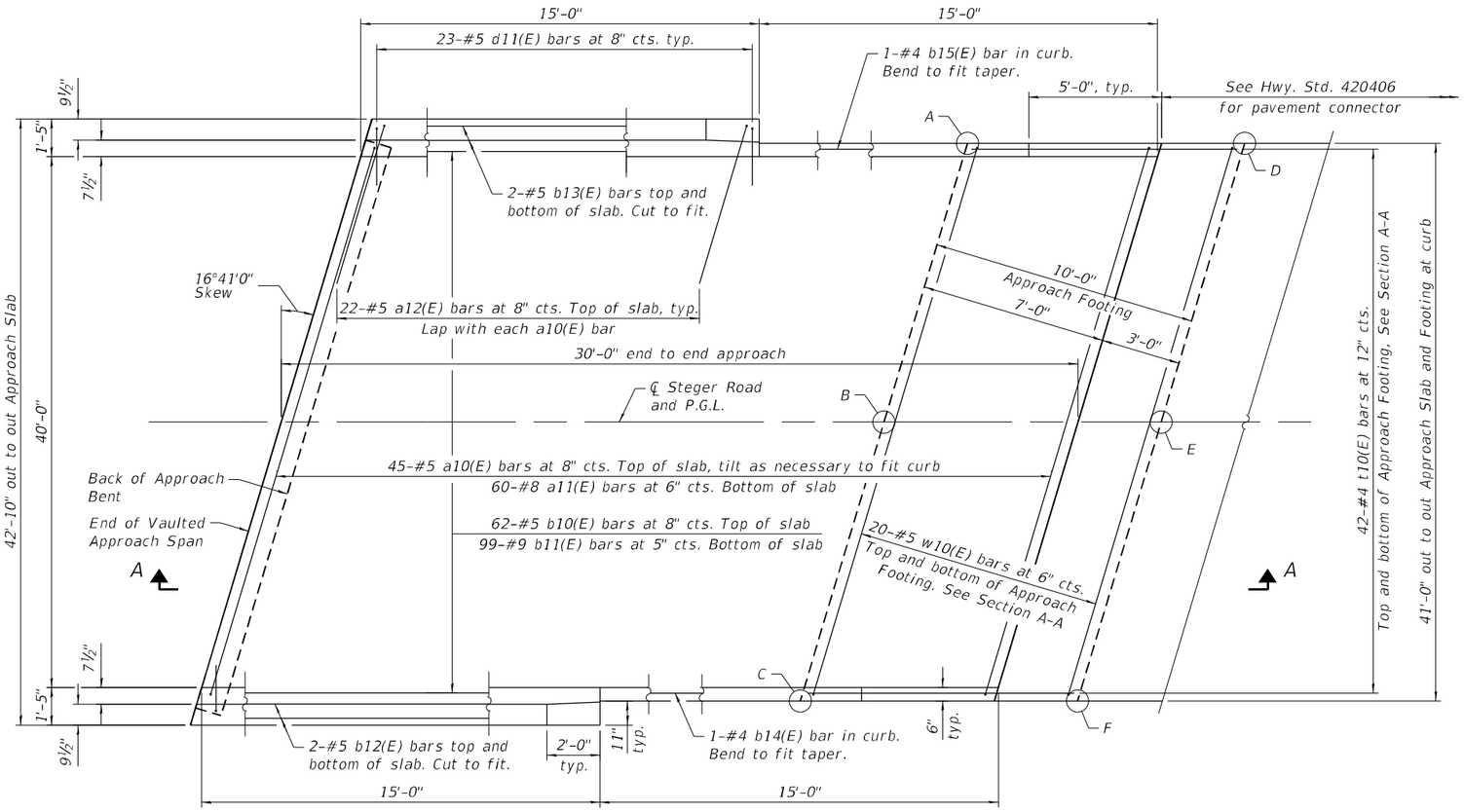
HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME =	DESIGNED – BHS	REVISED –	
	CHECKED – SA	REVISED –	
PLOT SCALE =	DRAWN – AMN	REVISED –	
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED ABUTMENT APPROACH SPAN DETAILS
STRUCTURE NO. 016–1108
SHEET S-12 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	30
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	



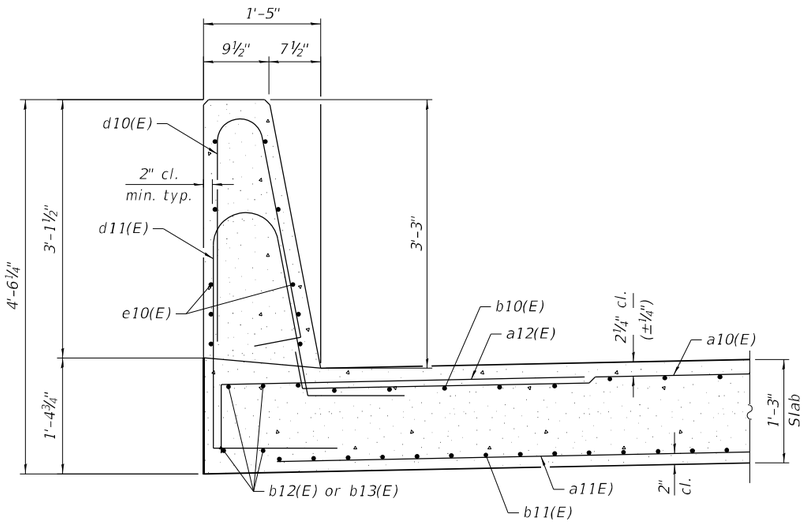
PLAN

(East Approach Slab shown, West Approach Slab similar)

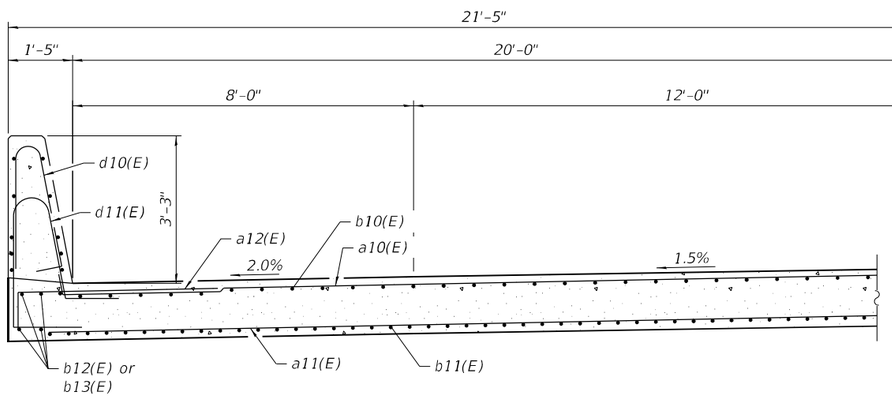
N

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

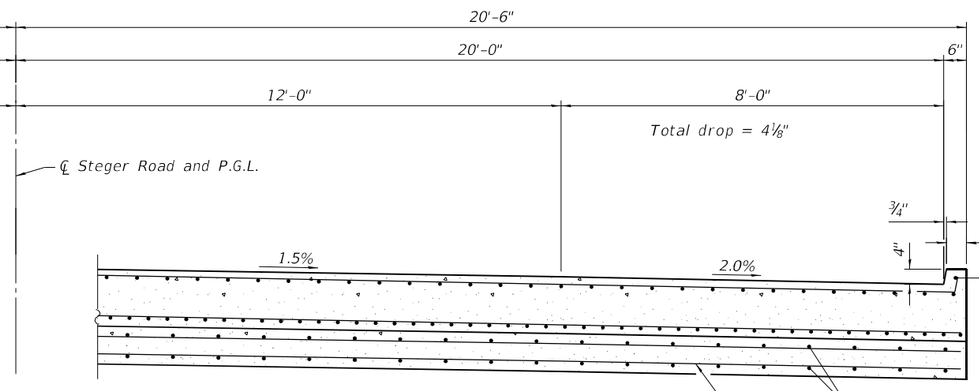
	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A	774.66	773.83	772.66	771.82
B	774.95	774.12	773.15	772.31
C	774.54	773.71	772.93	771.10
D	774.56	773.72	772.41	771.57
E	774.84	774.01	772.90	772.07
F	774.42	773.59	772.70	771.87



SECTION THRU PARAPET



NEAR ABUTMENT



CROSS SECTION

(Looking East)
(East Approach Slab shown, West Approach Slab similar)

AT APPROACH FOOTING

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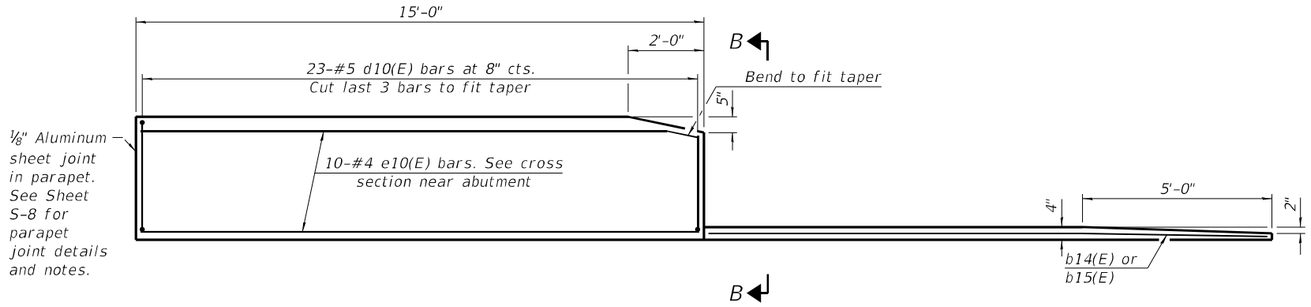
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

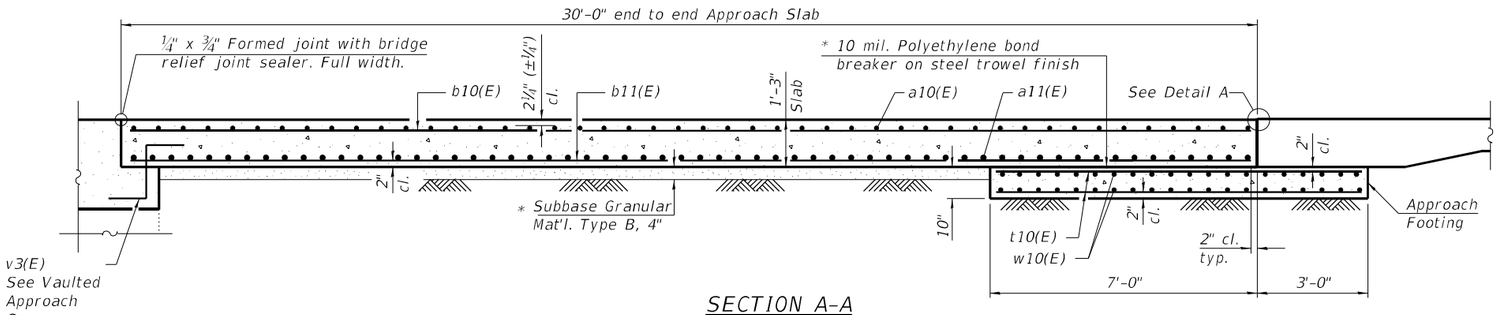
BRIDGE APPROACH SLABS
STRUCTURE NO. 016–1108

SHEET S-13 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	31
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

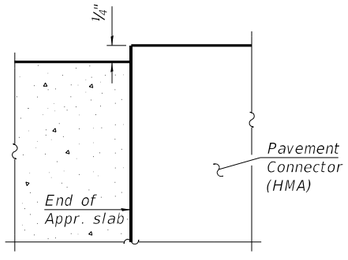


INSIDE ELEVATION OF PARAPET AND CURB



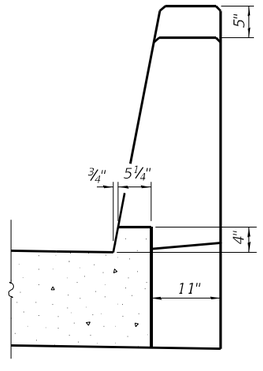
SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab)



DETAIL A

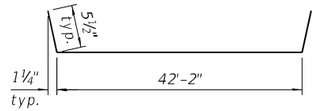
(@ Rt. ℄'s)



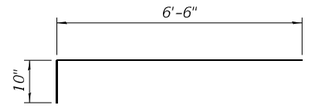
VIEW B-B

Notes:

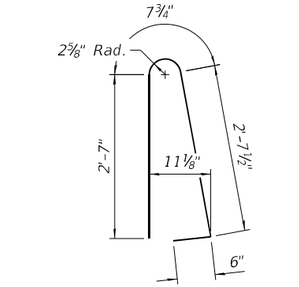
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
Formed joint with Bridge Relief Joint Sealer to be constructed in accordance with Article 588 of the Standard Specifications. Cost included with Concrete Superstructure (Approach Slab).



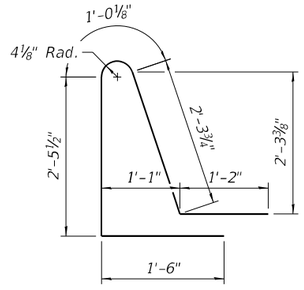
BAR a10(E)



BAR a12(E)



BAR d10(E)



BAR d11(E)

TWO APPROACH SLABS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	90	#5	43'-1"	
a11(E)	120	#8	43'-0"	
a12(E)	88	#5	7'-4"	
b10(E)	124	#5	29'-8"	
b11(E)	198	#9	29'-8"	
b12(E)	8	#5	15'-1"	
b13(E)	8	#5	14'-8"	
b14(E)	2	#4	14'-6"	
b15(E)	2	#4	14'-9"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	168	#4	10'-1"	
w10(E)	80	#5	42'-5"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	117.0
Concrete Structures			Cu. Yd.	26.5
Reinforcement Bars, Epoxy Coated			Pound	49,090

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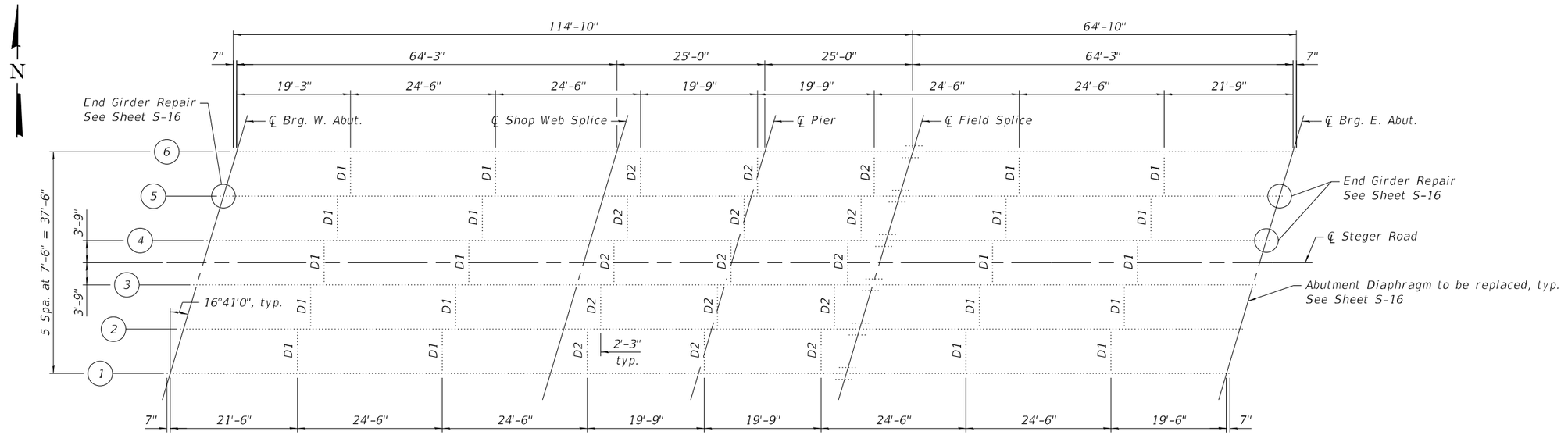
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

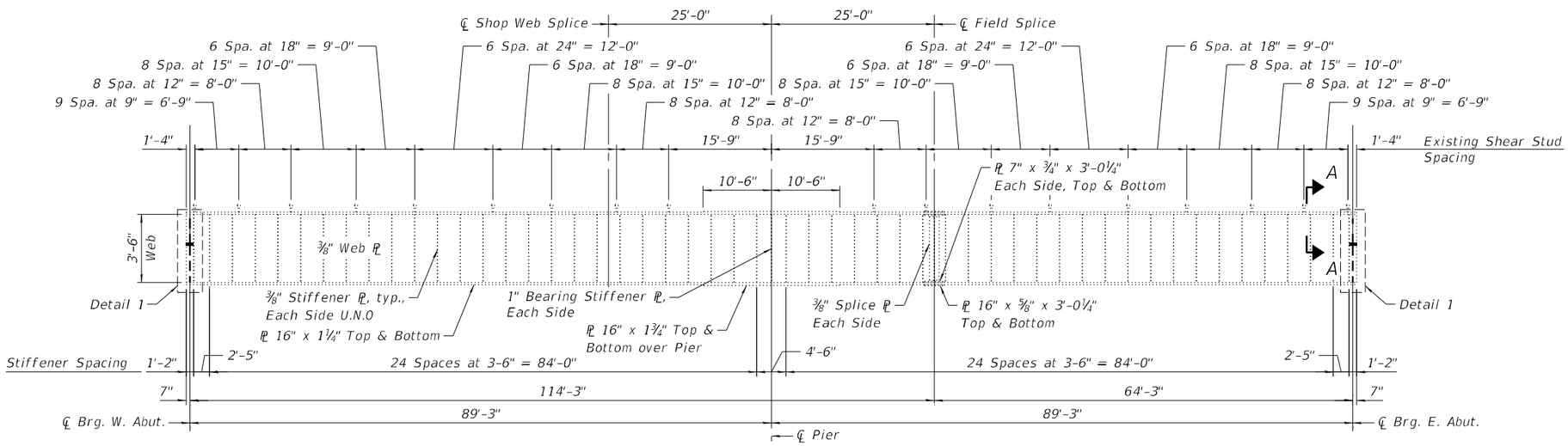
BRIDGE APPOACH SLAB DETAILS
STRUCTURE NO. 016-1108

SHEET S-14 OF 24 SHEETS

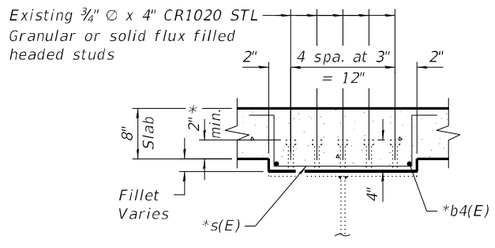
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	32
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	



FRAMING PLAN
Existing

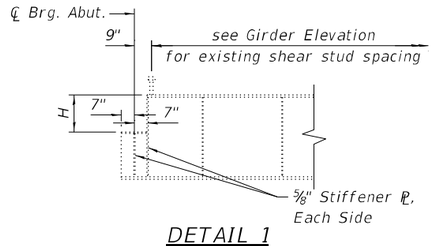


GIRDER ELEVATION
Existing
Girder 1 & 6 shown
Other girders similar, except as shown on Detail 1



SECTION A-A

* See Sheet S-8 for fillet reinforcement details.



DETAIL 1
End of Girder, typical for Girders 2 thru 5
Girder 1 and 6 similar, without web cut-out

Notes:
Girder numbering convention matches that used in 1966 Plans.

TABLE OF "H" HEIGHTS

Girder	1	2	3	4	5	6
℄ Brg. W. Abut.	1'-3"	1'-4⅛"	1'-4½"	1'-4⅛"	1'-3"	1'-3"
℄ Brg. E. Abut.	1'-5⅛"	1'-6¼"	1'-6¾"	1'-6¼"	1'-5"	1'-3"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND GIRDER ELEVATION
STRUCTURE NO. 016-1108
SHEET S-15 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	33
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

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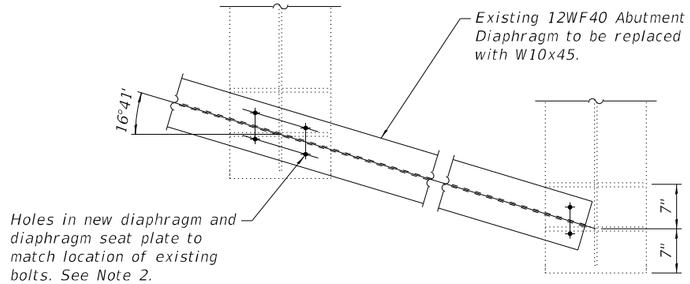
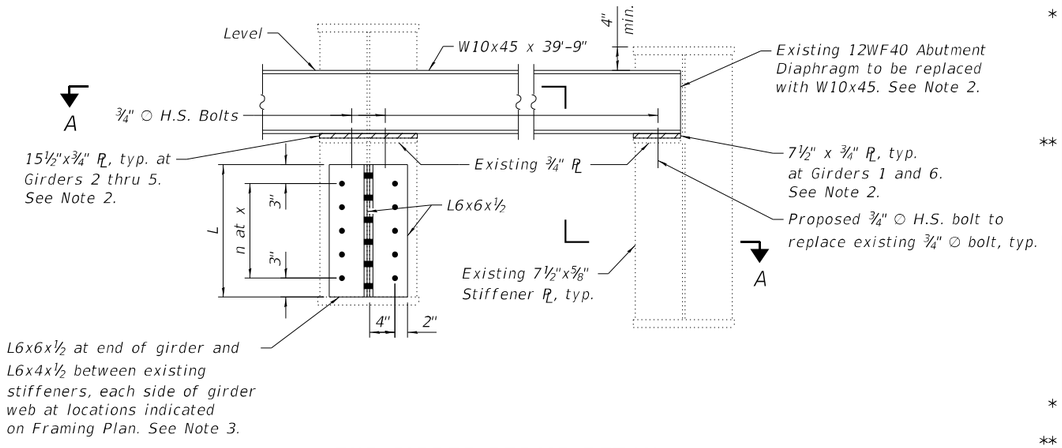
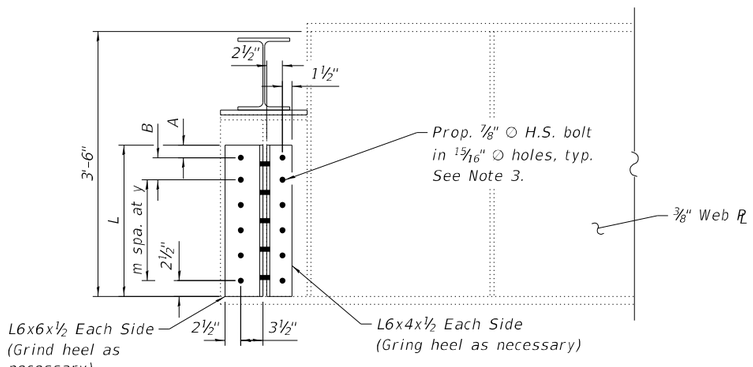


SECTION A-A



END GIRDER REPAIR DETAIL



END GIRDER REPAIR ELEVATION

Typ. at both abutments

INTERIOR GIRDER MOMENT TABLE				
			0.4 Sp. 1 or 0.6 Sp. 2	Pier
	I_S	(in^4)	21,026	29,126
	$I_C(n)$	(in^4)	44,672	–
	$I_C(3n)$	(in^4)	34,210	–
	S_S	(in^3)	945	1,280
	$S_C(n)$	(in^3)	1,170	–
	$S_C(3n)$	(in^3)	1,096	–
	M_D	('k)	559	1,451
	M_{SD}	('k)	194	–
	M_L	('k)	752	564
	MI	('k)	176	132
	$\frac{5}{3}[M_L + MI]$	('k)	1,550	1,162
	M_a	('k)	2,993	3,397
*	M_U	('k)	3,905	–
	f_S D (non-comp)	(ksi)	7.1	13.6
	f_S D (comp)	(ksi)	2.1	–
	$f_S \frac{5}{3}$ [M_L + MI]	(ksi)	15.9	10.9
	f_S(Overload)	(ksi)	25.1	24.5
**	f_S(Total)	(ksi)	–	31.8
	VR	(k)	64.6	–

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_D	(k)	47.0	158.2
R_L	(k)	47.8	65.2
RI	(k)	11.2	10.7
R_{Total}	(k)	106.0	234.1

∗ Compact section

∗∗ Braced non-compact and partially braced section

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 $in.^3$).

$I_S(n)$, $S_S(n)$: 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 $in.^3$).

$I_S(3n)$, $S_S(3n)$: 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 $in.^3$).

D: 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.).

MI: Un-factored moment due to impact (kip-ft.).

M_a: Factored design moment (kip-ft.).
$1.3\ [(M_D + M_{SD} + \frac{5}{3}(M_L + MI)]$

M_U: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft).

f_S(Overload): Sum of stresses as computed from the moments below (ksi):
$M_D + M_{SD} + \frac{5}{3}(M_L + MI)$

f_S(Total): Sum of stresses as computed from the moments below on non-compact section (ksi):
$1.3\ [(M_D + M_{SD} + \frac{5}{3}(M_L + MI)]$

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

Location	West Abutment	East Abutment	East Abutment
Existing Girder	5	4	5
L	2'-2"	1'-11"	2'-0"
n	5	4	4
x	4"	4 1/4"	4 1/2"
A	2 1/2"	2"	2"
B	3 1/2"	3 1/2"	3 1/2"
m	5	4	4
y	3 1/2"	3 3/4"	4"

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel Removal	Pound	3,180
Furnishing and Erecting Structural Steel	Pound	4,490

Notes:

1. Prior to ordering any material, the Contractor shall verify in the field all existing dimensions.
2. Diaphragm connection holes shall be 15/16" ○ for 3/4" ○ bolts. Holes in new diaphragms and diaphragm seat plates will be field drilled to match locations of existing bolts. Two hardened washers shall be required at diaphragm connections. Cost included with Furnishing and Erecting Structural Steel.
3. For the End Girder Repairs, holes in existing girder will be field drilled, using the holes in new angles as a template. Cost included with Furnishing and Erecting Structural Steel.

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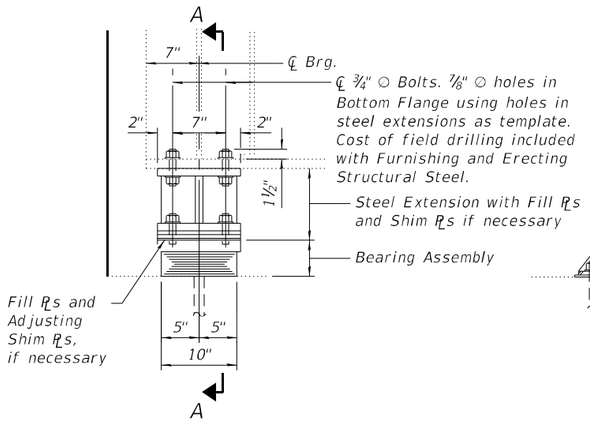
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

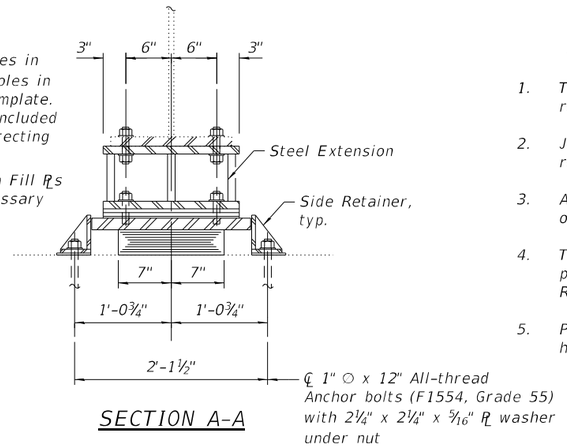
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 016-1108
SHEET S-16 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	34
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		



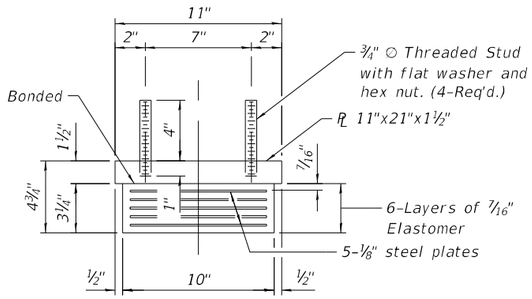
ELEVATION AT ABUT.

(Number of bearings required is 12)



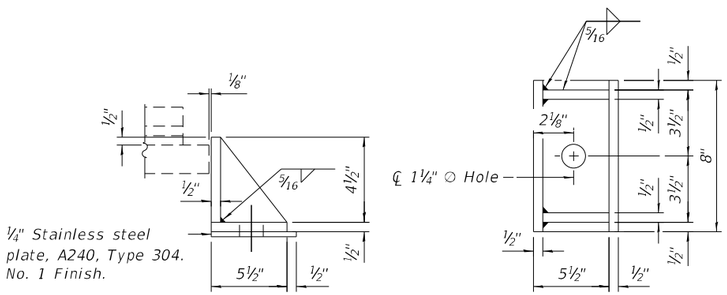
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Notes:
Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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

Notes:
Anchor bolts shall be ASTM F1554 all threaded (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

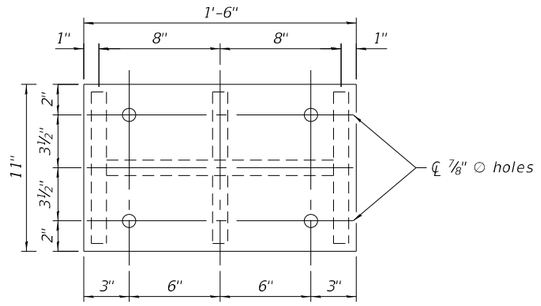
The Steel Extension shall be paid for as Furnishing and Erecting Structural Steel.

Provide 2 Fill Plates as shown with Steel Extension, paid for as Furnishing and Erecting Structural Steel. Fill plates are to be installed with the Steel Extensions as shown. Fill plates may only be omitted at bearing locations where including them would result in a negative fillet over the top flange. To be verified in field by Contractor.

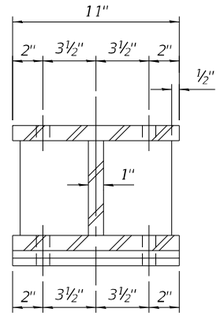
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates and placed as shown on bearing details.

JACK AND REMOVE EXISTING BEARINGS PROCEDURE

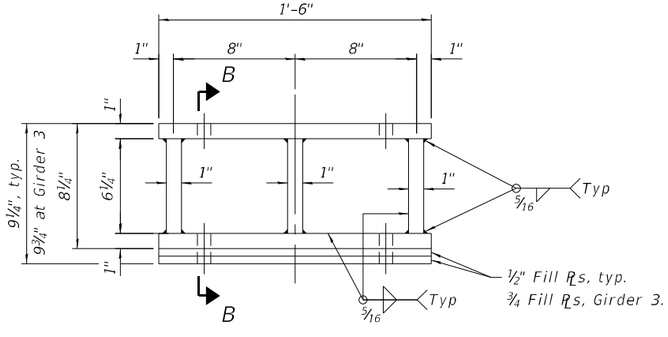
1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the Abutments prior to jacking existing girders.
2. Jacking and removal of existing bearing shall be done after the existing deck is removed and before the new deck is poured.
3. At the bearings to be removed, the maximum dead load reaction per beam (weight of steel only) is 7.3 kips. The minimum jack capacity is 11.0 kips.
4. The new bearings and steel extensions shall be in place and the jacks lowered prior to pouring the new concrete deck. See Special Provisions for Jack and Remove Existing Bearings.
5. Prior to ordering any material, the Contractor shall verify the steel extension height required at each bearing.



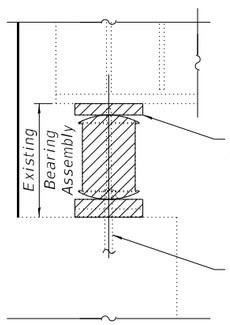
PLAN TOP AND BOTTOM STEEL EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL



Existing top bearing plate welded to the existing beam must be removed. Contractor must exercise caution as to not damage the bottom flange. Existing top Pl to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange.

Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy.

EXISTING BEARING REMOVAL DETAIL

Cost included with Structural Steel Removal.

BEARINGS BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	3,250
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1"	Each	24
Jack and Remove Existing Bearings	Each	12
Structural Steel Removal	Pound	4,210

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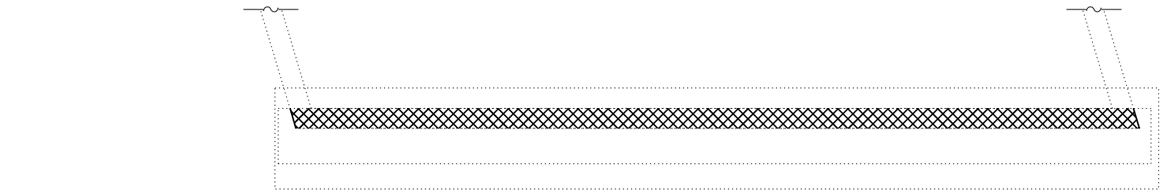
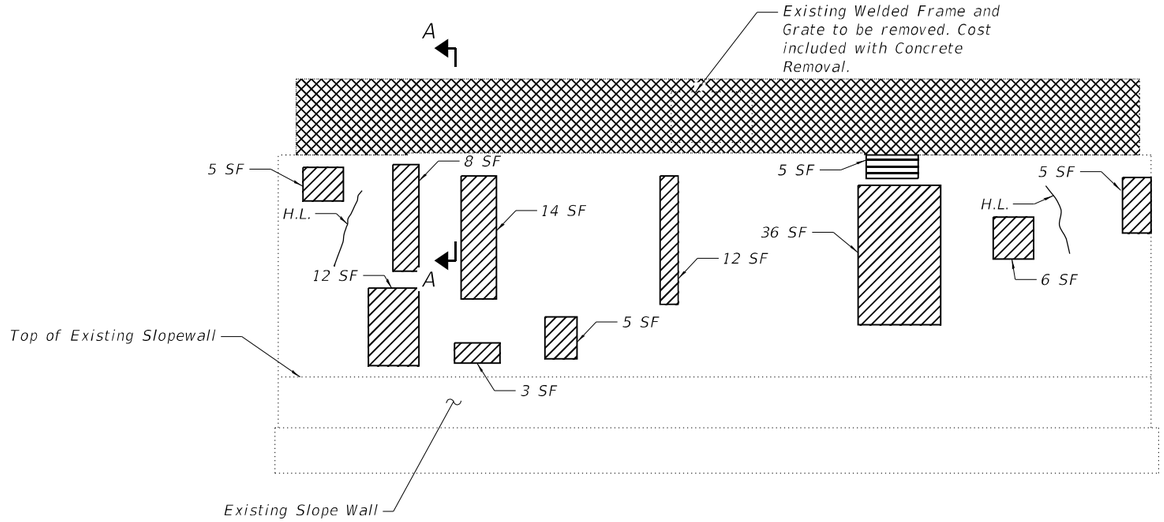
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 016-1108
SHEET S-17 OF 24 SHEETS

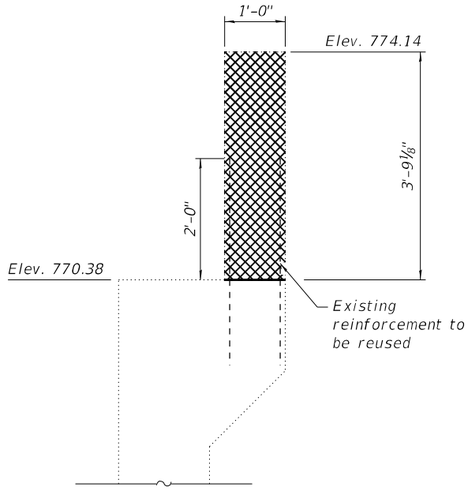
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	35
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			



WEST ABUTMENT PLAN



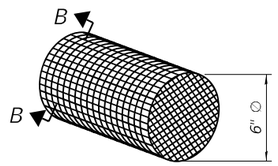
WEST ABUTMENT ELEVATION
(Looking West)



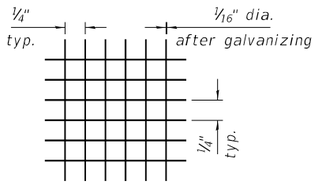
SECTION A-A

LEGEND

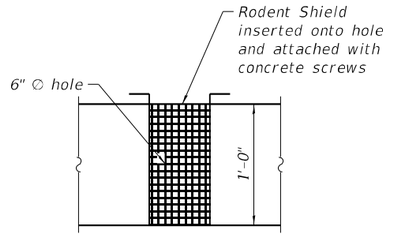
- Concrete Removal
- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- H.L. Hairline Crack - Not to be Sealed
- Structural Repair of Concrete (Depth greater than 5 inches)



RODENT SHIELD DETAIL

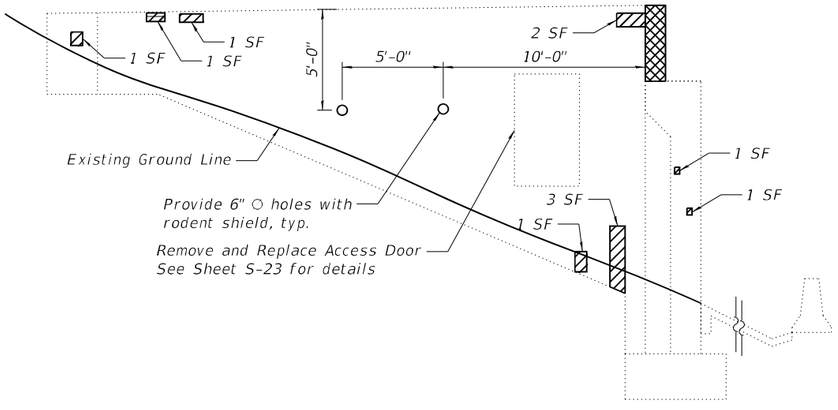


SECTION B-B

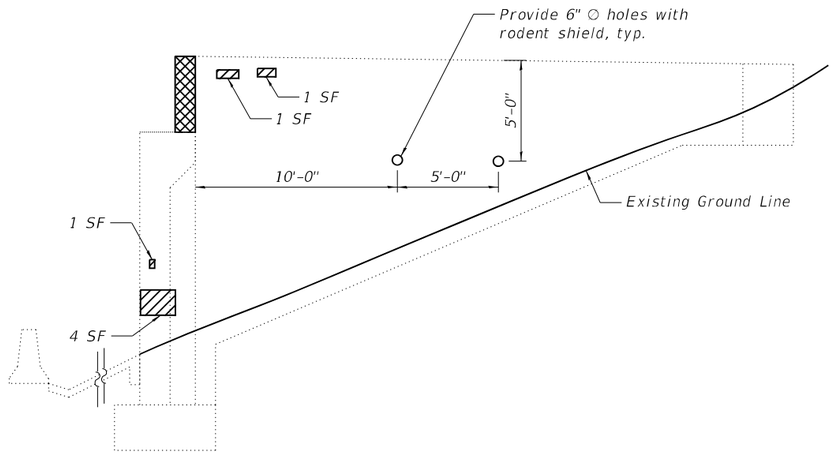


RODENT SHIELD PLACEMENT

Note:
Cost of rodent shield and drilling holes is included with Concrete Removal.



SOUTHWEST CURTAIN WALL ELEVATION
(Looking North)



NORTHWEST CURTAIN WALL ELEVATION
(Looking South)

WEST ABUTMENT REPAIR
BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	5.6
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	124
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.	5

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

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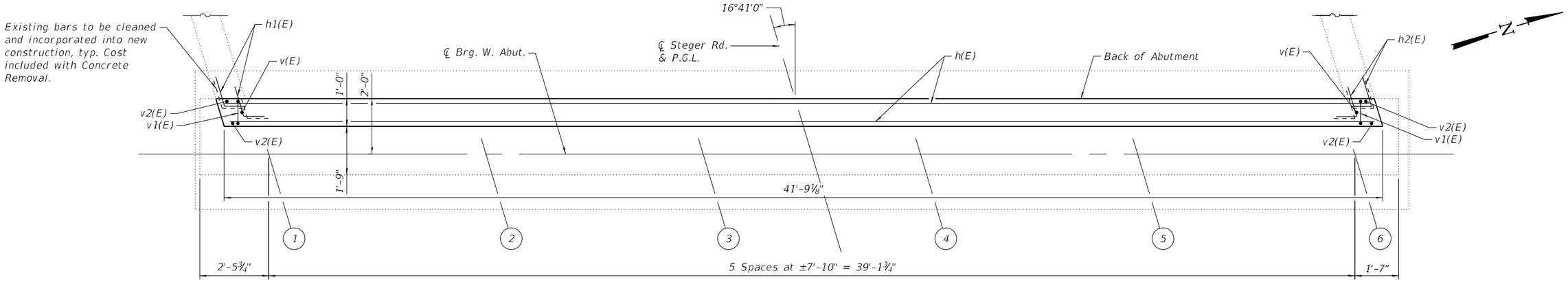
PLOT DATE = 2/16/2021	CHECKED - BHS	REVISED -	

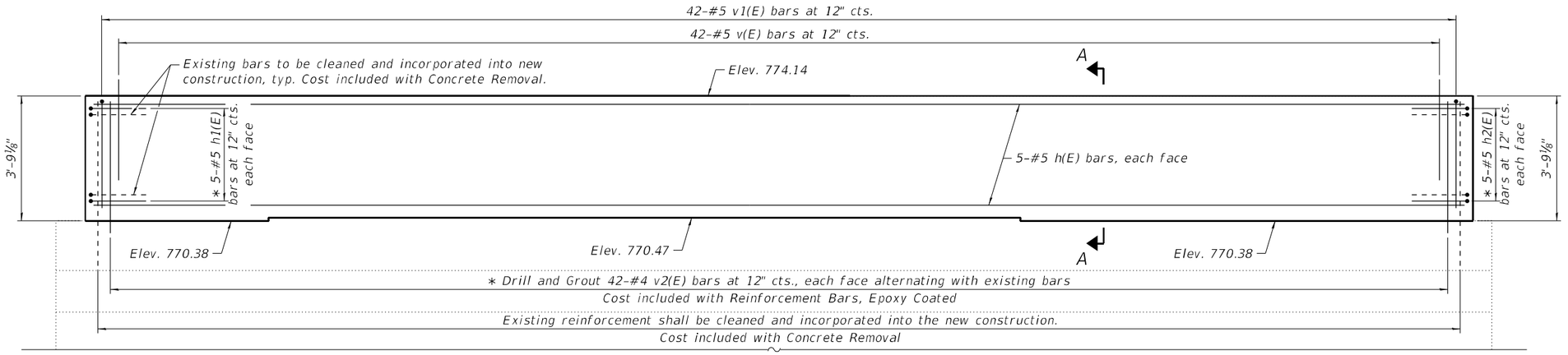
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REPAIR
STRUCTURE NO. 016-1108
SHEET S-18 OF 24 SHEETS

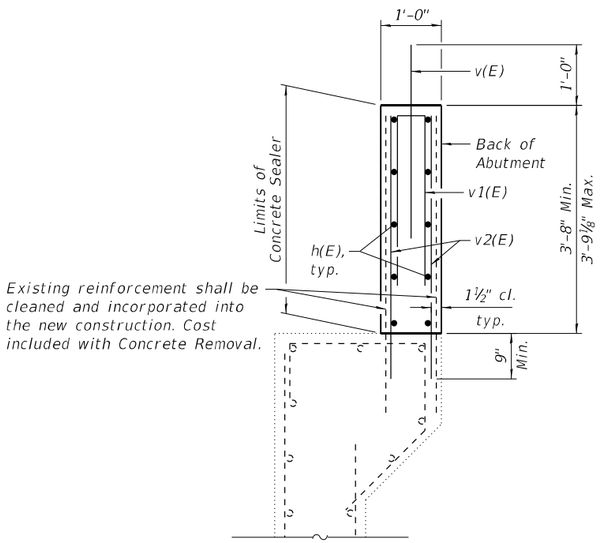
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	36
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		



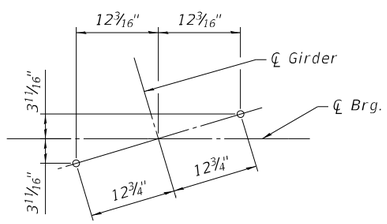
WEST ABUTMENT PLAN



ELEVATION

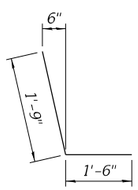


SECTION A-A

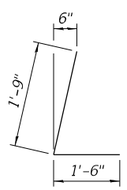


ANCHOR BOLT PLAN

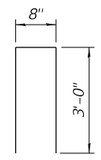
∗ Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from the edges of existing concrete. Minimum embedment = 9".



BAR h1(E)



BAR h2(E)



BAR v1(E)

WEST ABUTMENT BACKWALL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	10	#5	41'-5"	
h1(E)	10	#5	3'-3"	
h2(E)	10	#5	3'-3"	
v(E)	42	#5	3'-0"	
v1(E)	42	#5	6'-8"	
v2(E)	84	#4	4'-3"	
Reinforcement Bars Epoxy Coated			Pound	1,170
Concrete Structures			Cu. Yd.	5.8
Concrete Sealer			Sq. Ft.	156

HDR
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ROSEMONT, IL 60018

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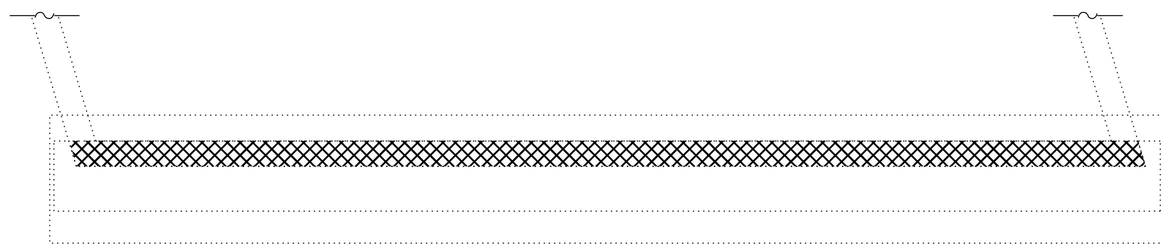
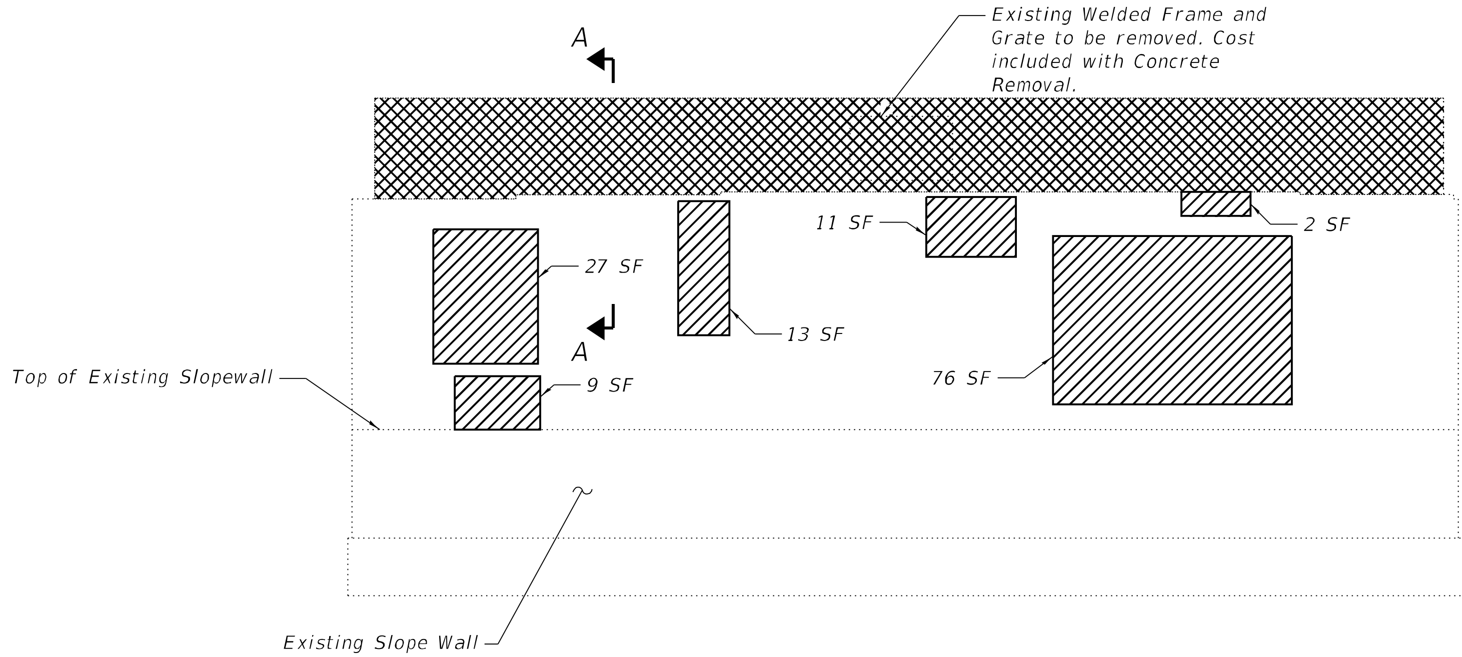
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

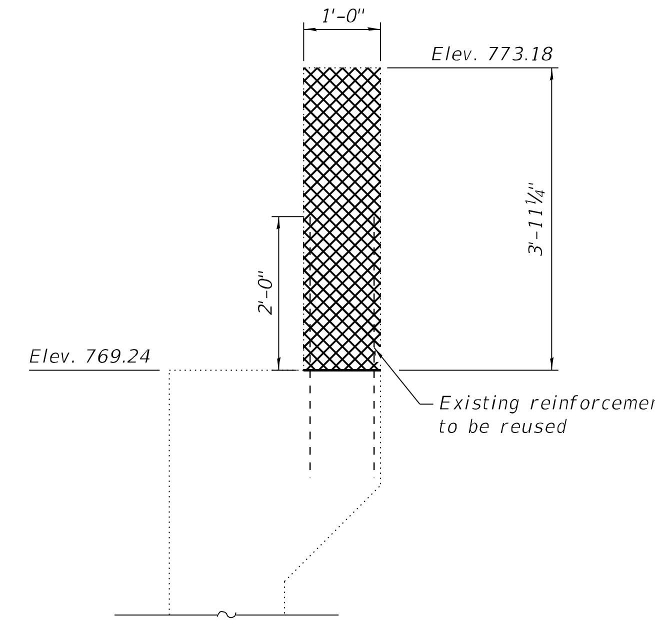
WEST ABUTMENT BACKWALL RECONSTRUCTION
STRUCTURE NO. 016-1108
SHEET S-19 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	37
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		





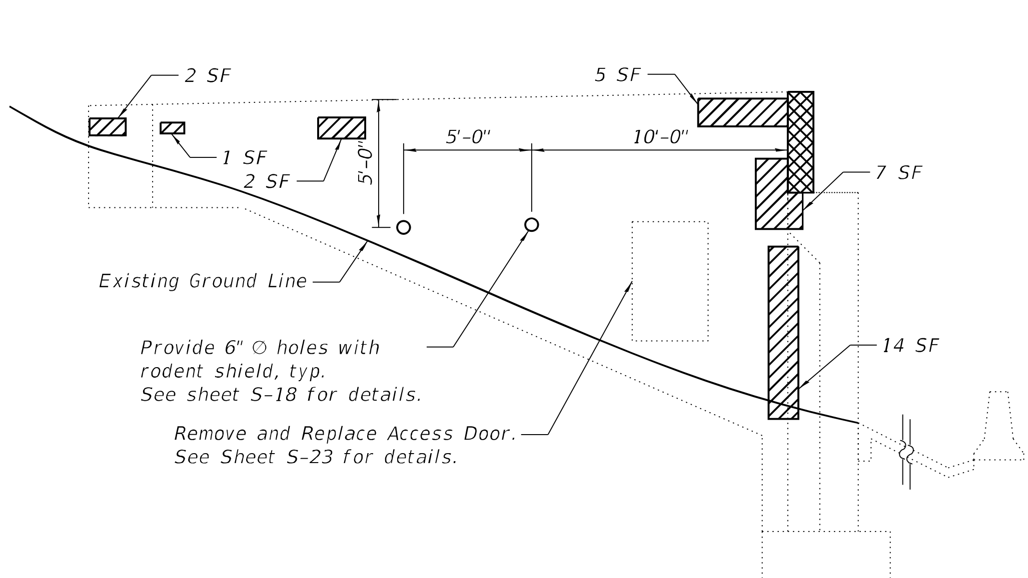
EAST ABUTMENT ELEVATION
(Looking East)



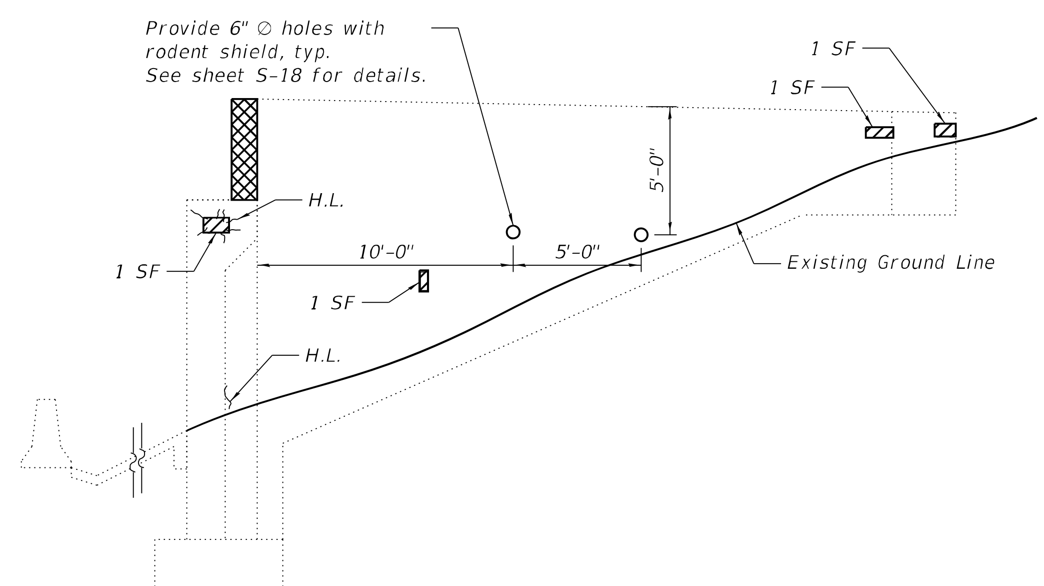
SECTION A-A

LEGEND

- Concrete Removal
- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Hairline Crack - Not to be Sealed (H.L.)



NORTHEAST CURTAIN WALL ELEVATION
(Looking South)



SOUTHEAST CURTAIN WALL ELEVATION
(Looking North)

EAST ABUTMENT REPAIR BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	5.6
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	173

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - BHS	REVISED -
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	PLOT DATE = 2/16/2021	CHECKED - BHS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REPAIR
STRUCTURE NO. 016-1108

SHEET S-20 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	38

CONTRACT NO. 62K80

ILLINOIS FED. AID PROJECT

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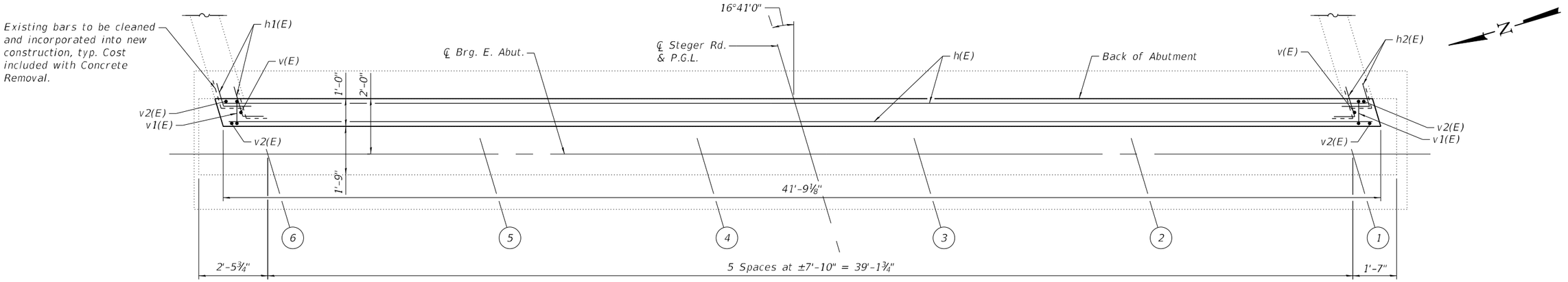
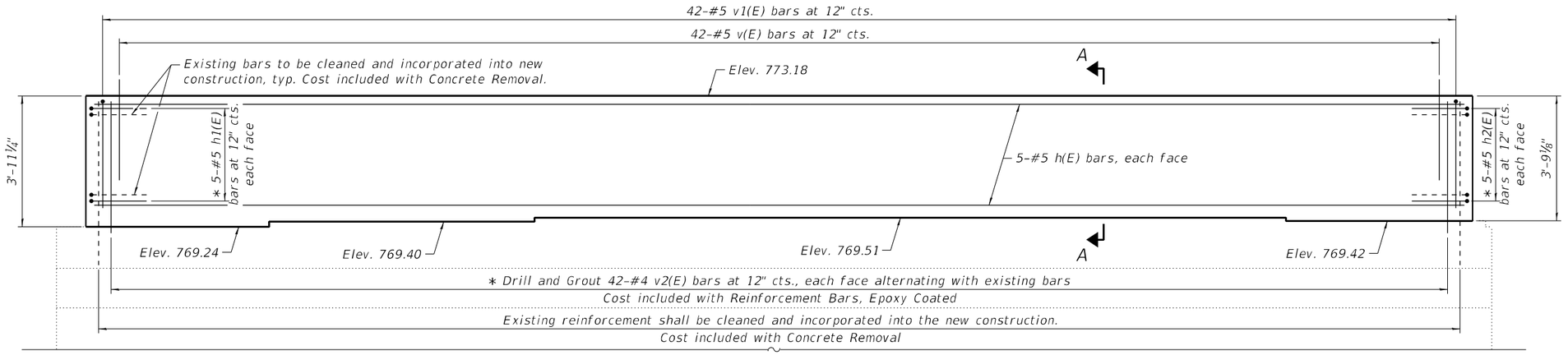
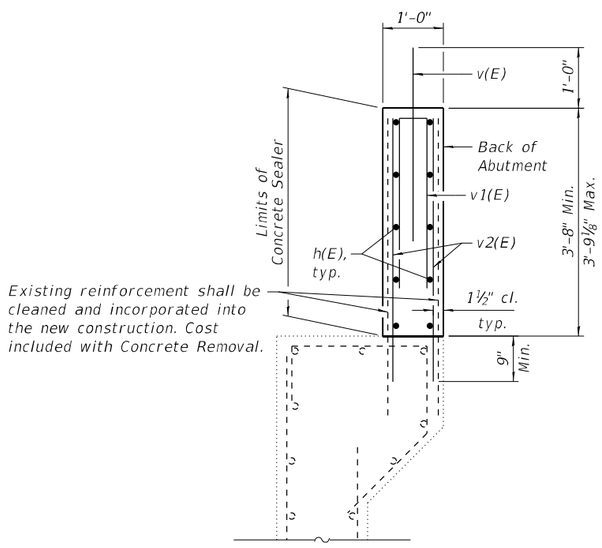
2/16/2021 3:17:09 PM



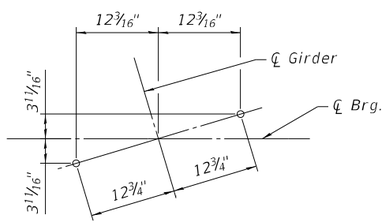
EAST ABUTMENT PLAN



ELEVATION

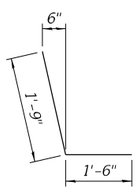


SECTION A-A

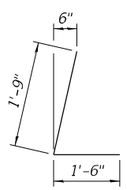


ANCHOR BOLT PLAN

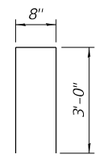
∗ Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from the edges of existing concrete. Minimum embedment = 9".



BAR h1(E)



BAR h2(E)



BAR v1(E)

EAST ABUTMENT BACKWALL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	10	#5	41'-5"	
h1(E)	10	#5	3'-3"	
h2(E)	10	#5	3'-3"	
v(E)	42	#5	3'-0"	
v1(E)	42	#5	6'-8"	
v2(E)	84	#4	4'-3"	
Reinforcement Bars Epoxy Coated			Pound	1,170
Concrete Structures			Cu. Yd.	5.8
Concrete Sealer			Sq. Ft.	157

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

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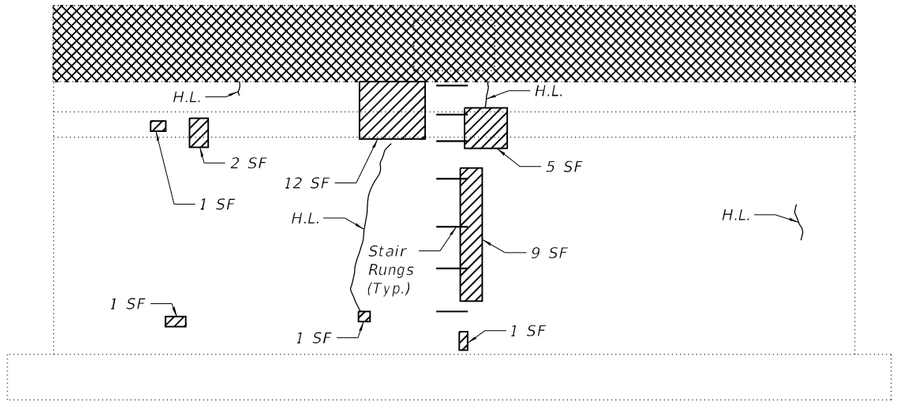
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

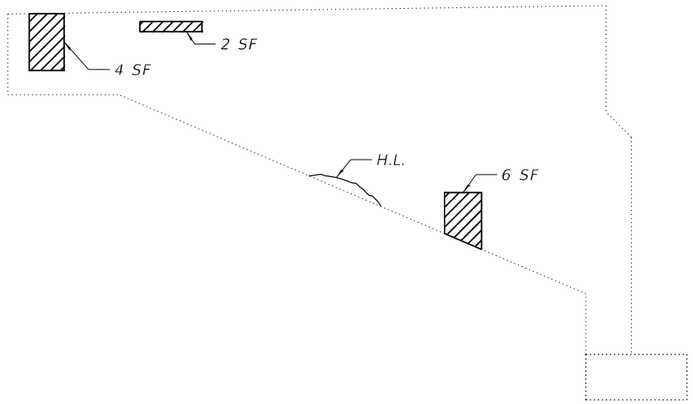
EAST ABUTMENT BACKWALL RECONSTRUCTION
STRUCTURE NO. 016-1108

SHEET S-21 OF 24 SHEETS

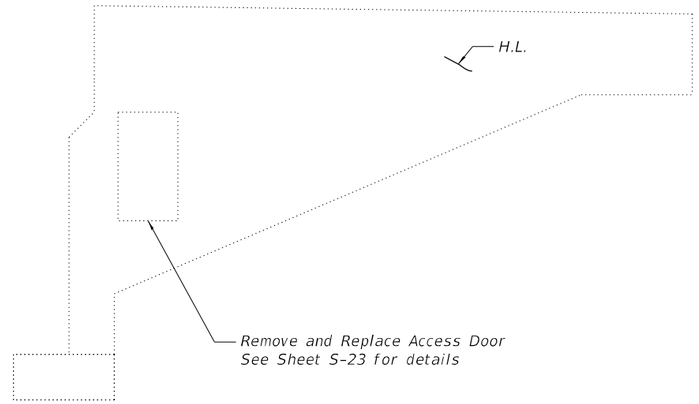
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	39
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		



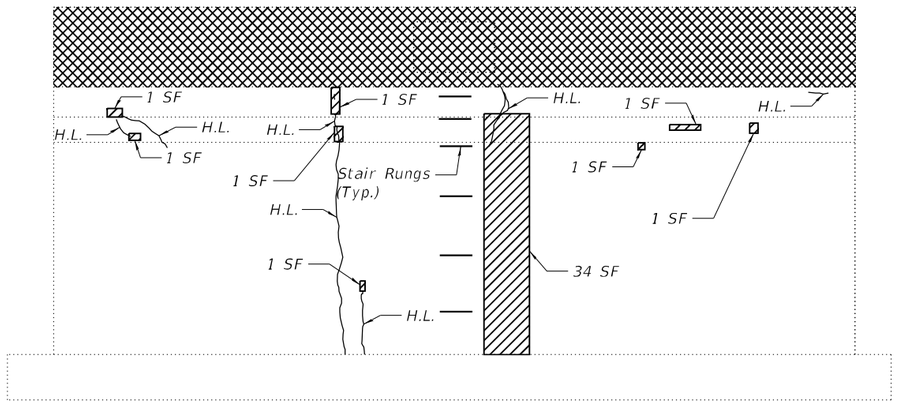
INTERIOR FACE OF WEST VAULTED ABUTMENT
(Looking East)



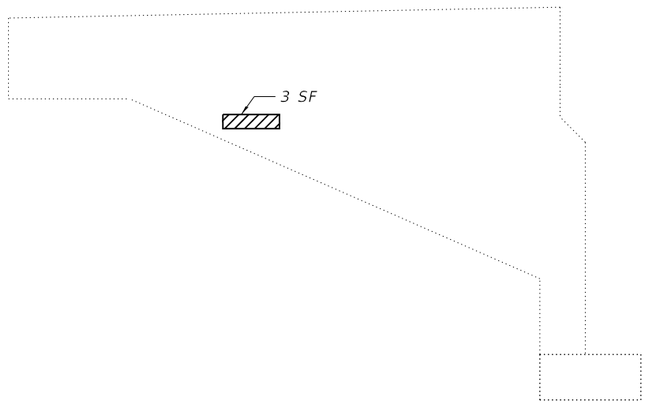
INTERIOR FACE OF NORTHWEST CURTAIN WALL
(Looking North)



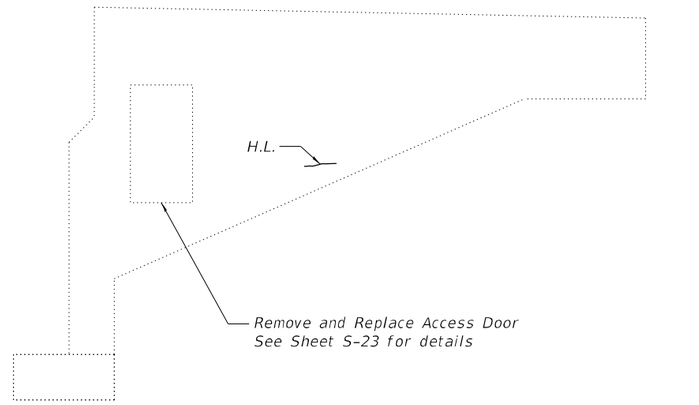
INTERIOR FACE OF SOUTHWEST CURTAIN WALL
(Looking South)



INTERIOR FACE OF EAST VAULTED ABUTMENT
(Looking West)



INTERIOR FACE OF SOUTHEAST CURTAIN WALL
(Looking South)



INTERIOR FACE OF NORTHEAST CURTAIN WALL
(Looking North)

LEGEND

Concrete Removal

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

H.L. Hairline Crack - Not to be Sealed

INTERIOR OF VAULTED ABUTMENTS
BILL OF MATERIAL

Item Description	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	89

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ROSEMONT, IL 60018

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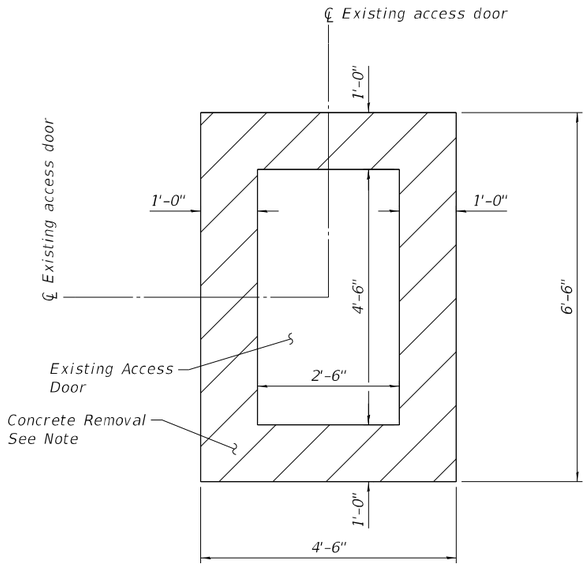
PLOT DATE = 2/16/2021	CHECKED - BHS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

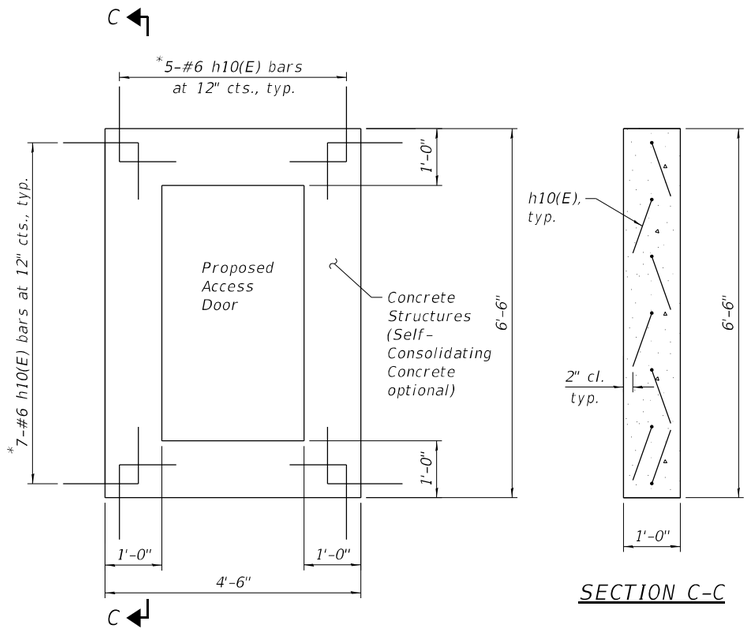
INTERIOR OF VAULTED ABUTMENTS REPAIR
STRUCTURE NO. 016-1108
SHEET S-22 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	40
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			



CONCRETE REMOVAL DETAIL

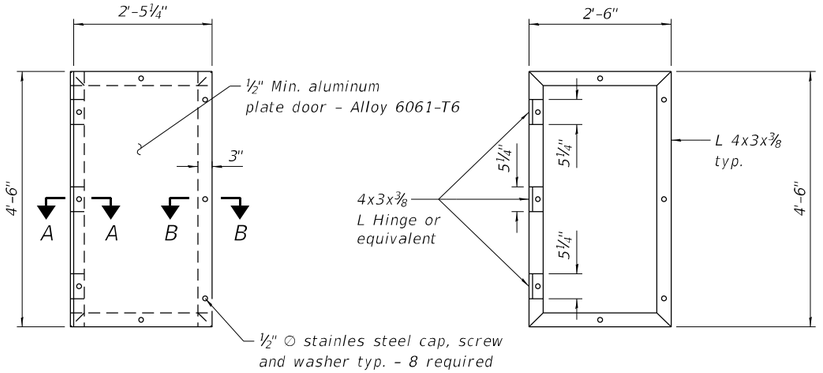
Note:
Existing reinforcement extended into removal areas shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.



CONCRETE FILL AT ACCESS HOLE

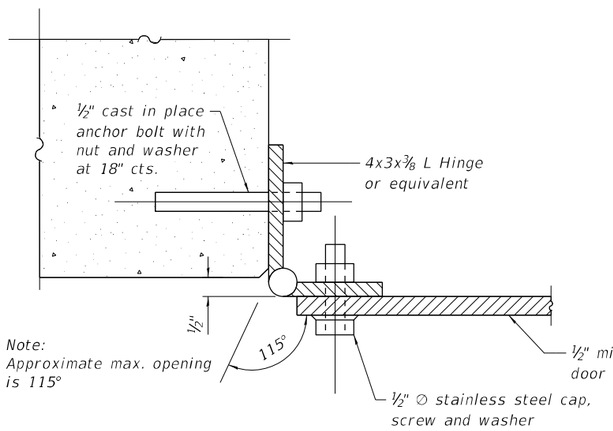
SECTION C-C

* Denotes bars to be epoxy grouted in accordance with Section 584 of the Standard Specifications and spaced 4" minimum from the edge of the existing concrete. Minimum embedment = 9" into existing concrete. Cost included with Reinforcement Bars, Epoxy Coated.

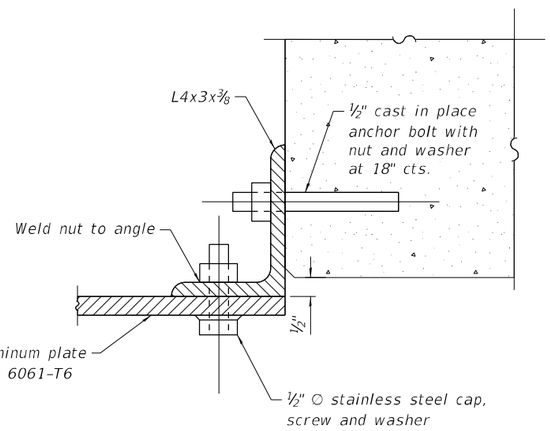


ACCESS DOOR

ACCESS DOOR FRAME

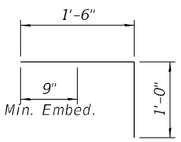


SECTION A-A



SECTION B-B

Notes:
Cost of Access Door and Access Door Frame are included in cost of "Concrete Structures". (2 Doors Total)
Paint all aluminum surfaces in contact with concrete with epoxy paint. Cost included with "Concrete Structures".



BAR h10(E)

ACCESS DOOR REPAIRS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	48	#6	2'-6"	⌐
Reinforcement Bars, Epoxy Coated			Pound	100
Concrete Removal			Cu. Yd.	1.4
Concrete Structures			Cu. Yd.	1.4

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2/16/2021 3:17:21 PM

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ROSEMONT, IL 60018

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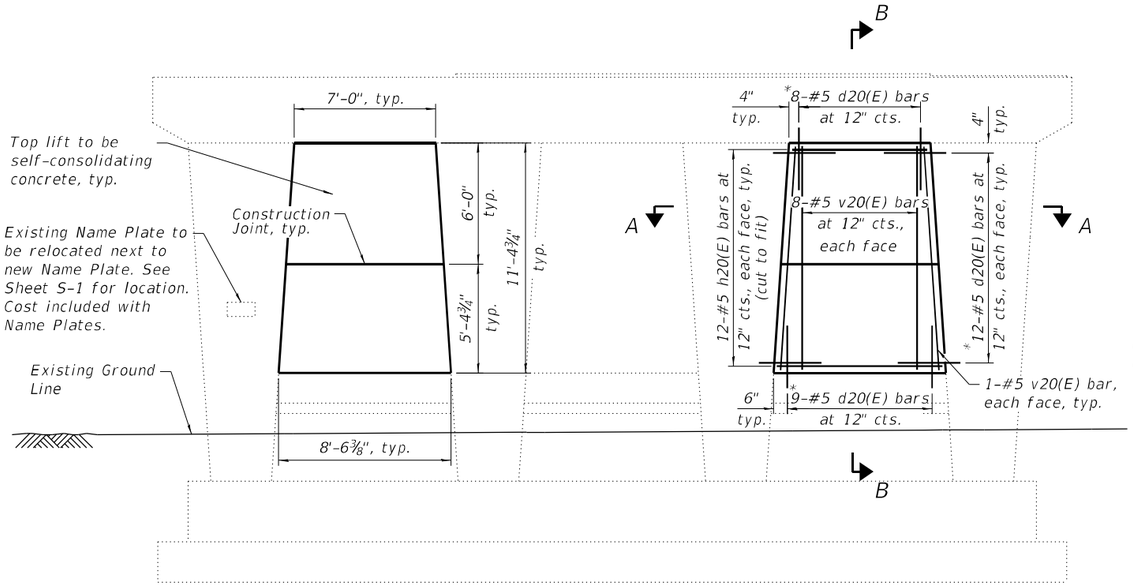
		CHECKED -	SA	REVISED -	
PLOT SCALE =		DRAWN -	AMN	REVISED -	
PLOT DATE =	2/16/2021	CHECKED -	BHS	REVISED -	

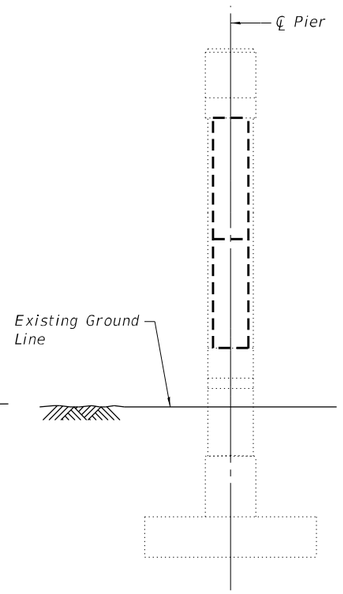
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ACCESS DOOR REPLACEMENT
STRUCTURE NO. 016-1108
SHEET S-23 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	41
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

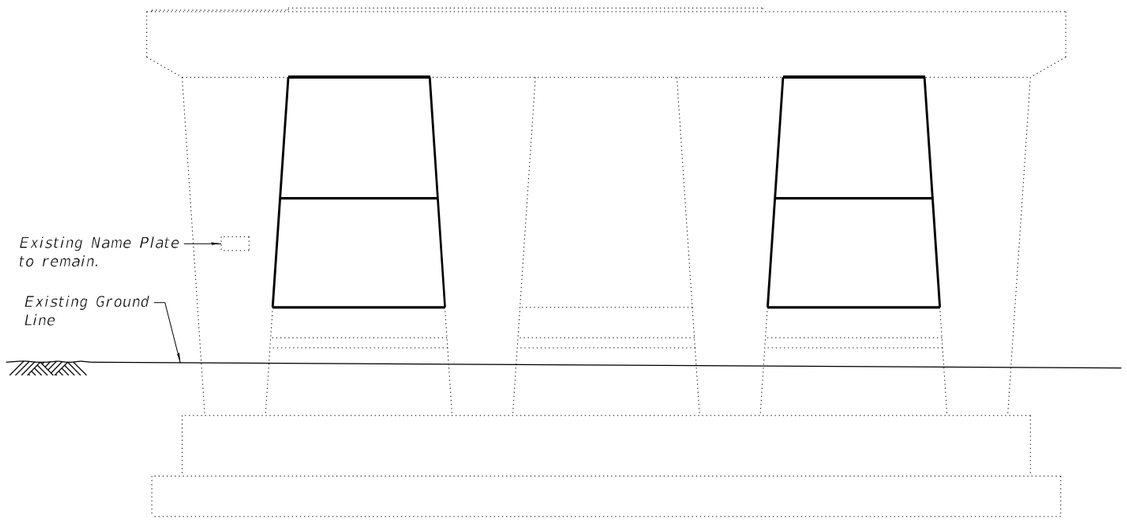


WEST ELEVATION
(Looking East)

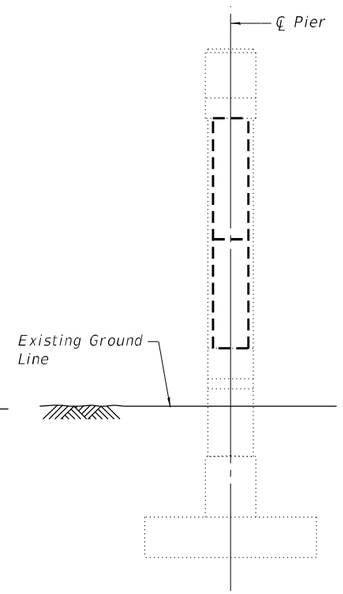


END VIEW
(Looking South)

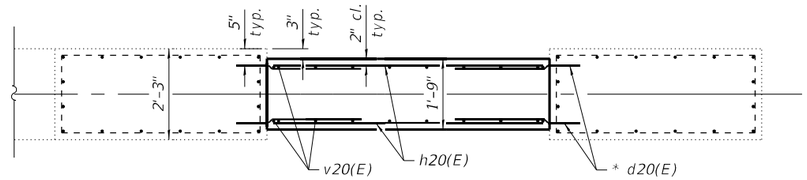
* Denotes bar to be epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment = 9". Cost included with Reinforcement Bars, Epoxy Coated.



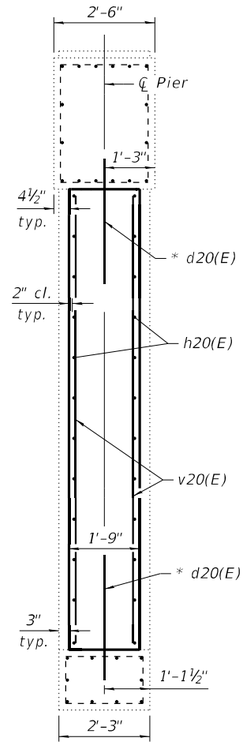
EAST ELEVATION
(Looking West)



END VIEW
(Looking North)



SECTION A-A
Typical at exterior bays



SECTION B-B
Typical at exterior bays

Note:
Apply Concrete Sealer to both faces of new pier infill walls.

PIER BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d20(E)	130	#5	3'-3"	—
h20(E)	48	#5	8'-2"	—
v20(E)	40	#5	11'-0"	—
Concrete Structures			Cu. Yd.	11.5
Reinforcement Bars, Epoxy Coated			Pound	1310
Concrete Sealer			Sq. Ft.	177

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME =	DESIGNED – BHS	REVISED –	
	CHECKED – SA	REVISED –	
PLOT SCALE =	DRAWN – AMN	REVISED –	
PLOT DATE = 2/16/2021	CHECKED – BHS	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PLAN AND ELEVATION
STRUCTURE NO. 016-1108
SHEET S-24 OF 24 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	42
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

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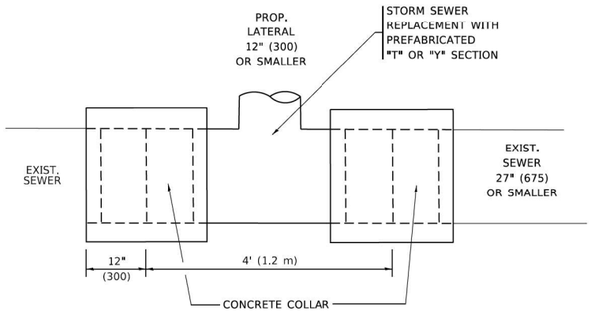
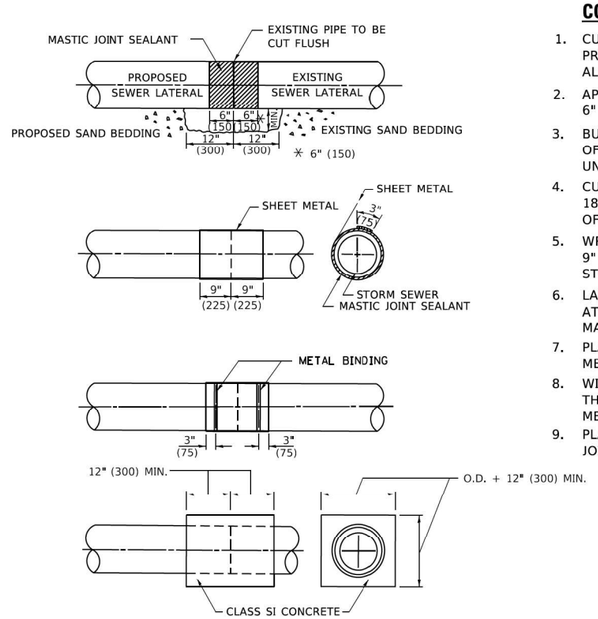


DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER



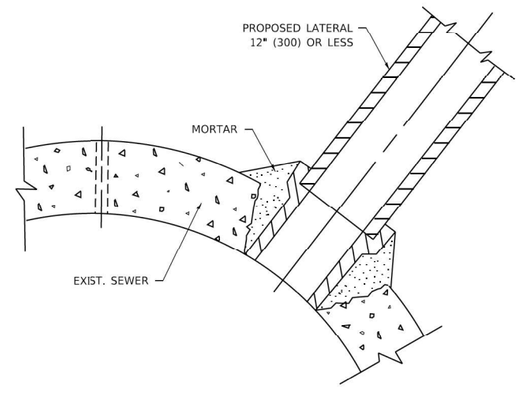
DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES:

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
- A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
- B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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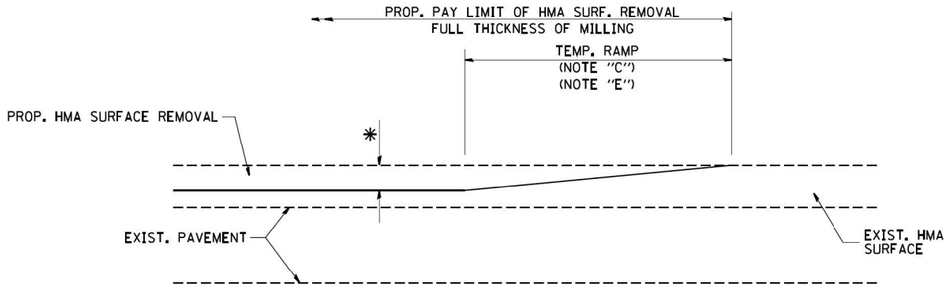
	DRAWN -	REVISED - R. SHAH 09-09-94			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. SHAH 10-25-94			
PLOT DATE = 3/27/2019	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	43
	BD500-01 (BD-7)	CONTRACT NO. 62K80		
	ILLINOIS | FED. AID PROJECT			

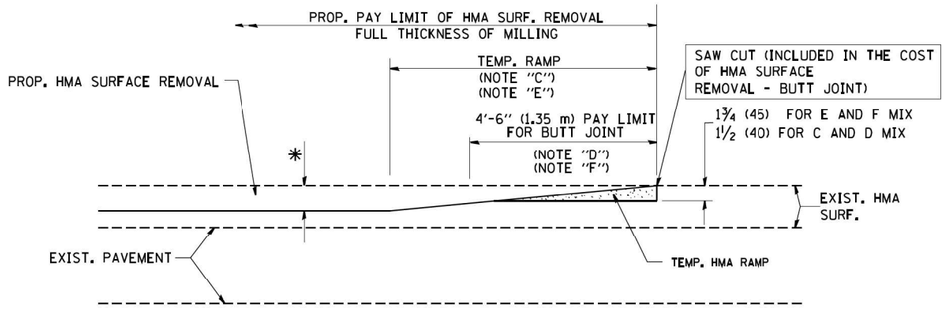
bd07.dgn 3/27/2019 7:49:15 AM User:footemj



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

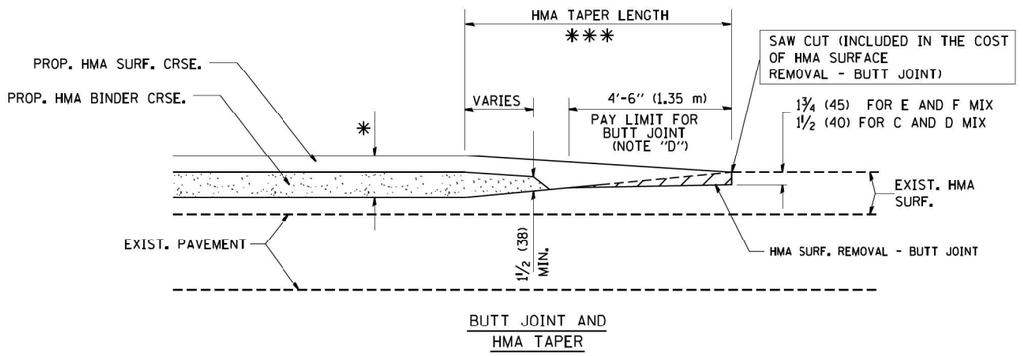


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

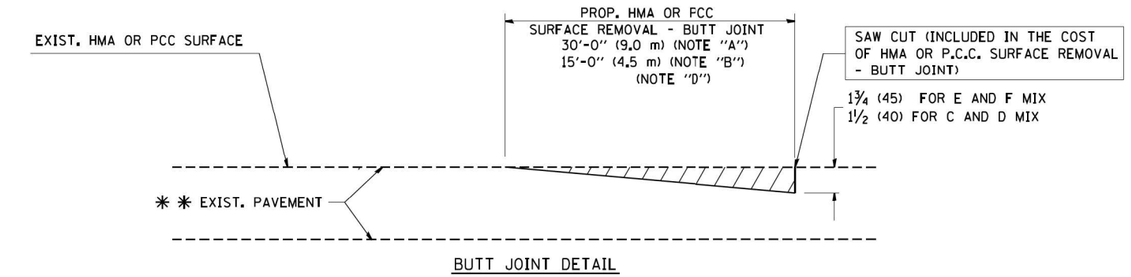
OPTION 2

TYPICAL TEMPORARY RAMP

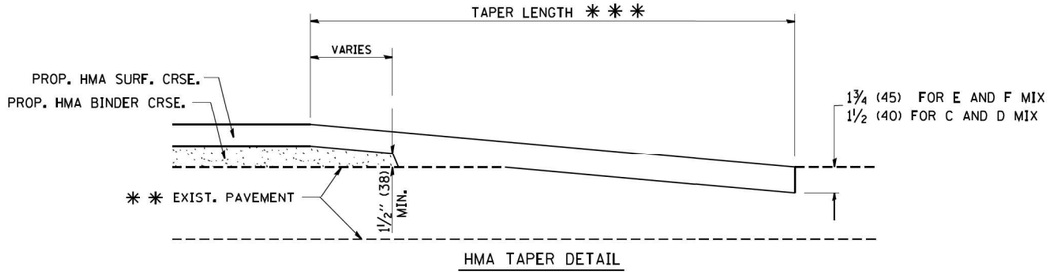


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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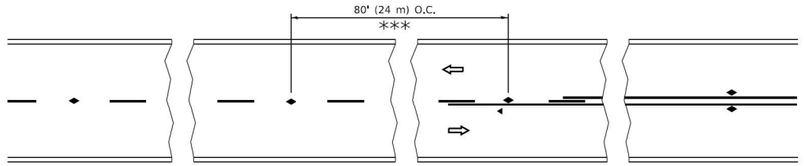
		DRAWN -	REVISED - A. ABBAS 03-21-97		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07		

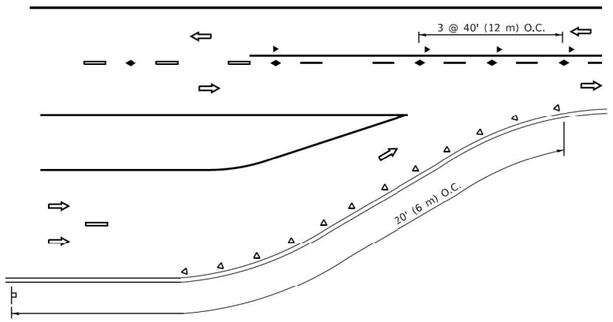
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	44
	BD400-05 BD32	CONTRACT NO. 62K80		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



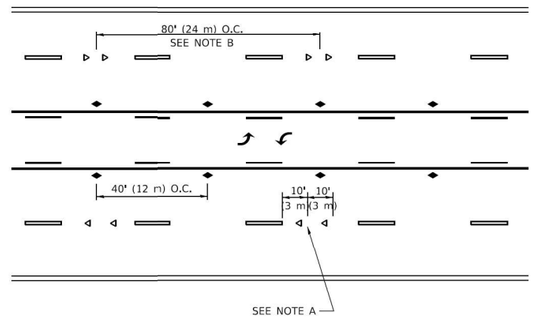
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

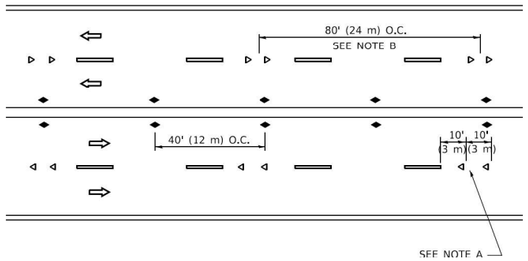
SEE FIGURE 3B-14 MUTCD



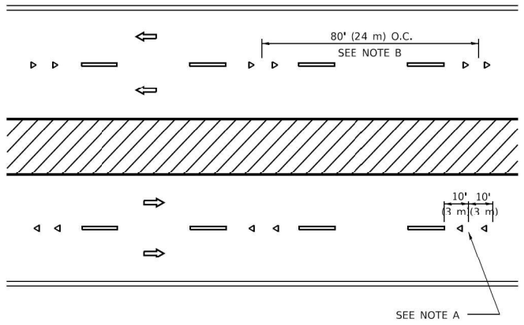
LANE REDUCTION TRANSITION



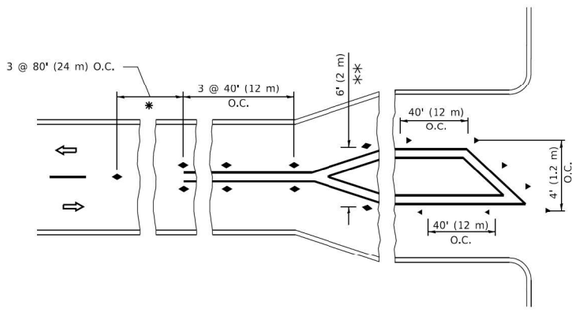
TWO–WAY LEFT TURN

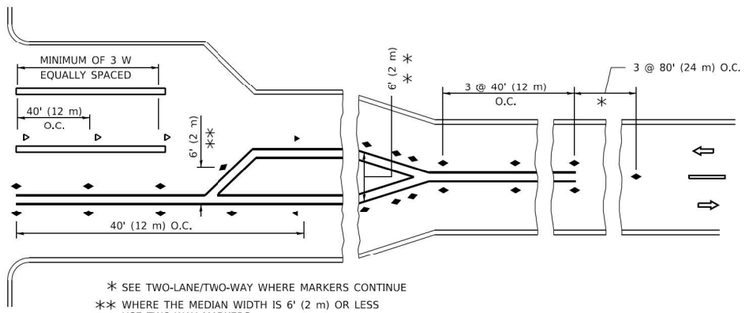


MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED





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

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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

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

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	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

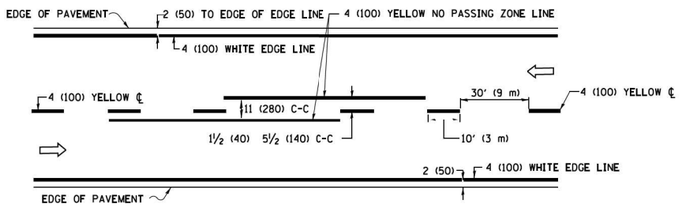
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

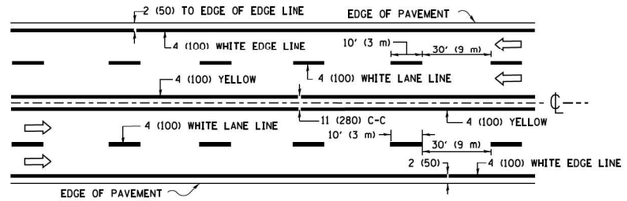
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	45
	TC-11	CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

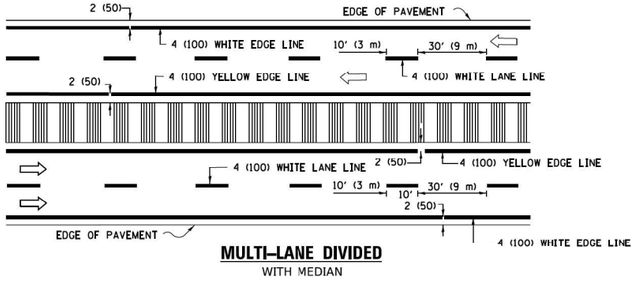
tc11.dgn 3/4/2019 10:29:08 AM User:rfootemj



2–LANE ROADWAY

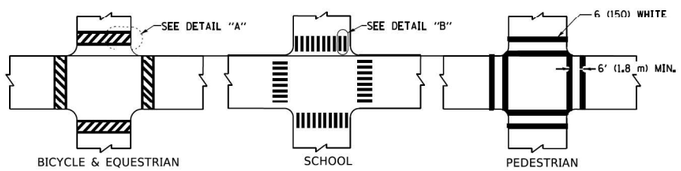


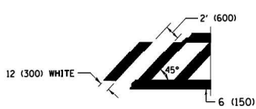
MULTI–LANE UNDIVIDED



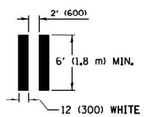
MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING





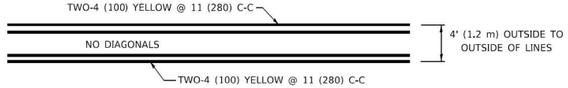
DETAIL "A"



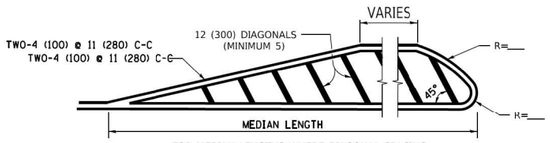
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



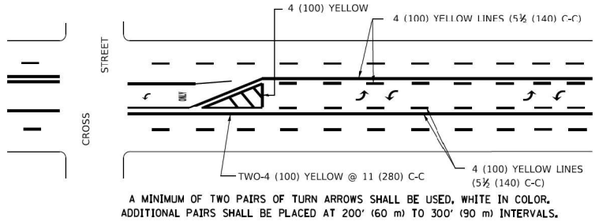
4' (1.2 m) WIDE MEDIANS ONLY



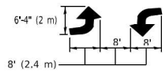
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

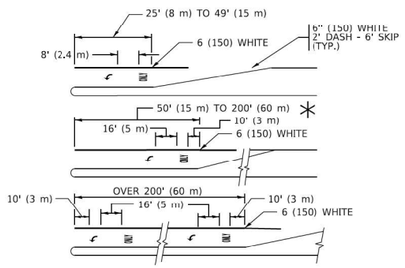


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

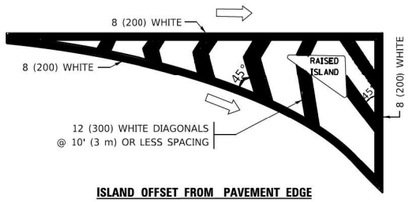


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

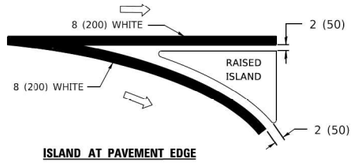
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

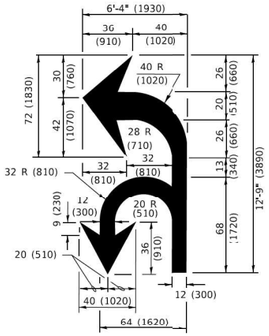


ISLAND OFFSET FROM PAVEMENT EDGE

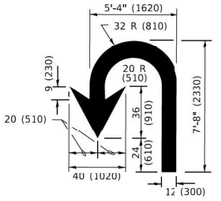


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

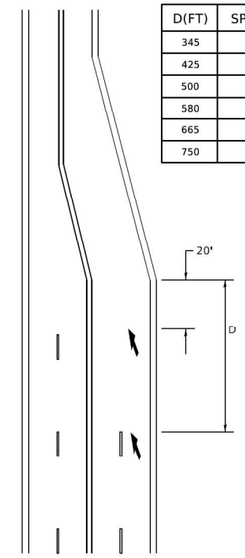


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

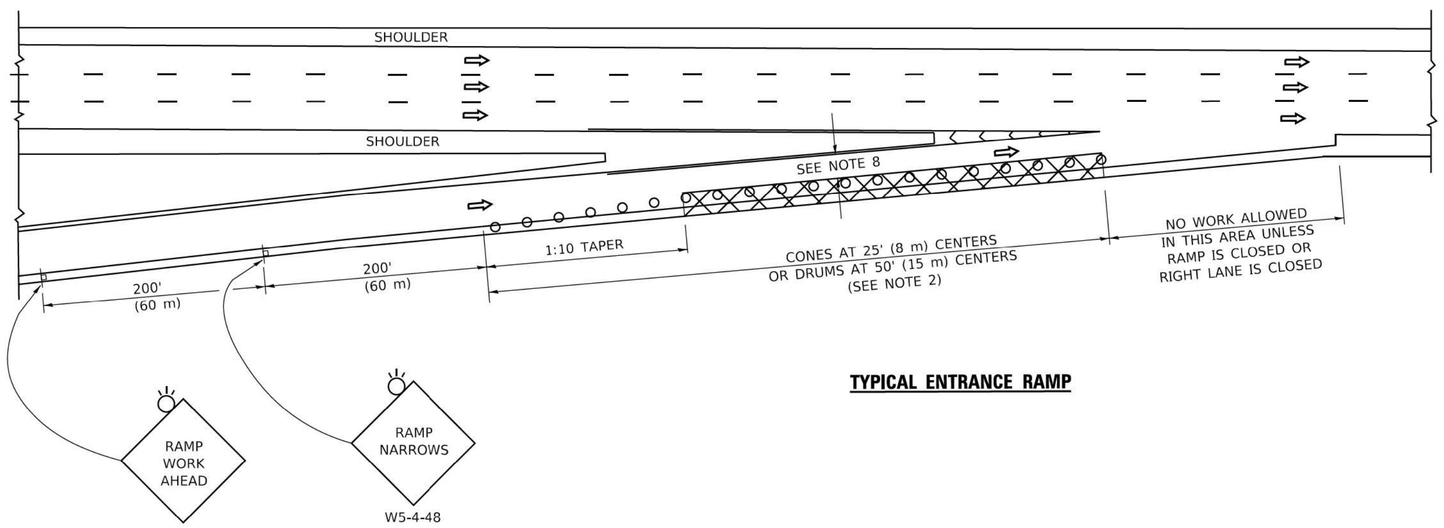
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

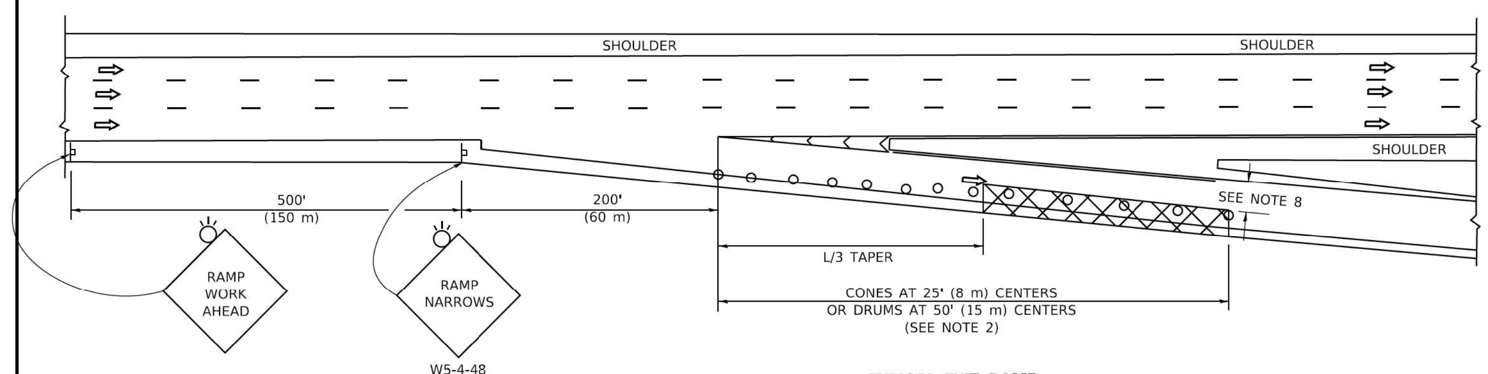
SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	46
	TC–13	CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

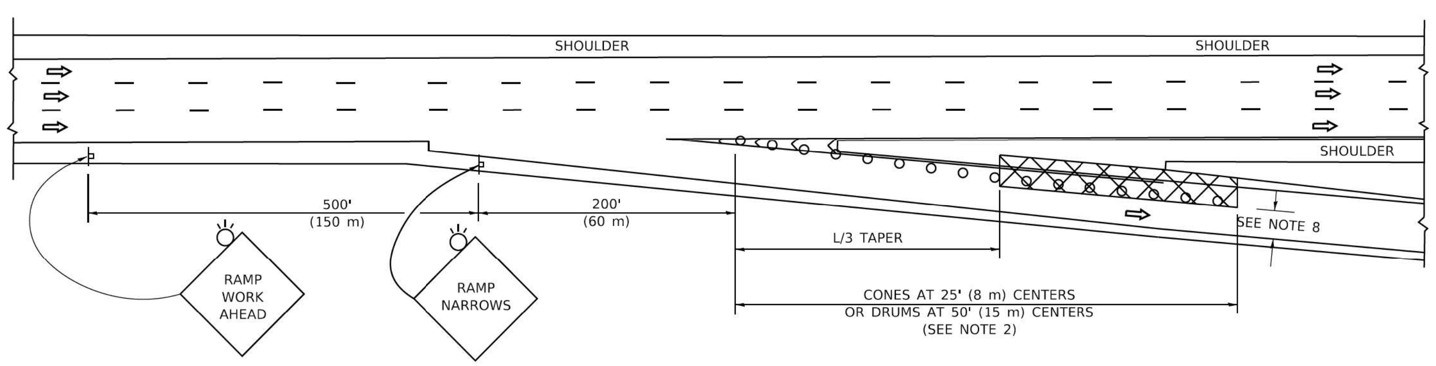
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

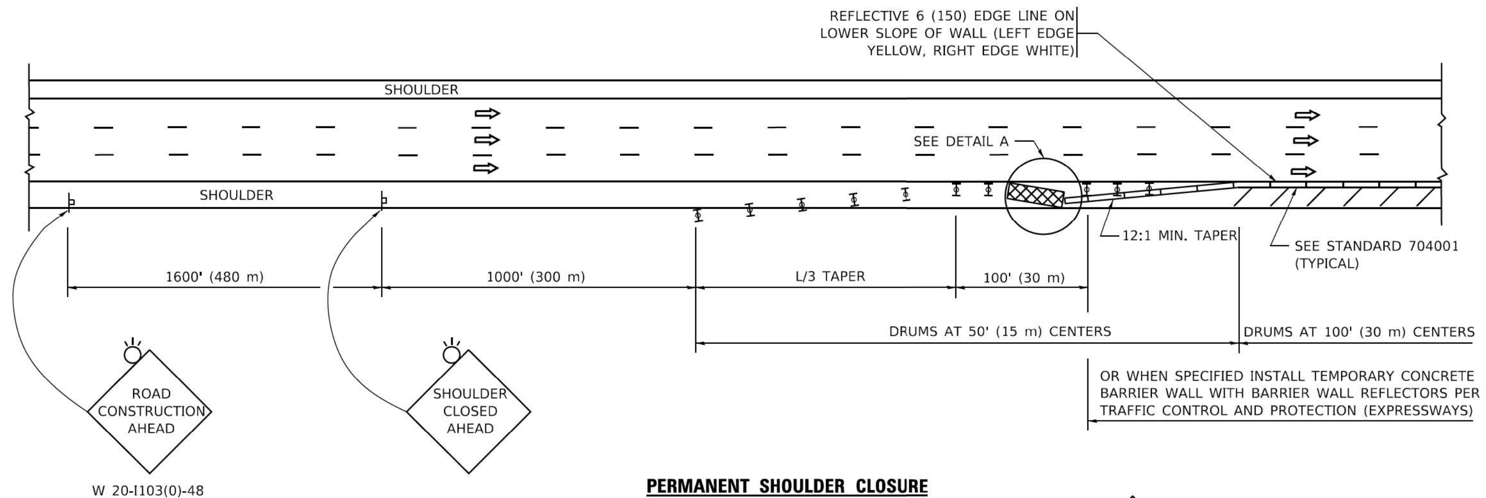


TYPICAL EXIT RAMP

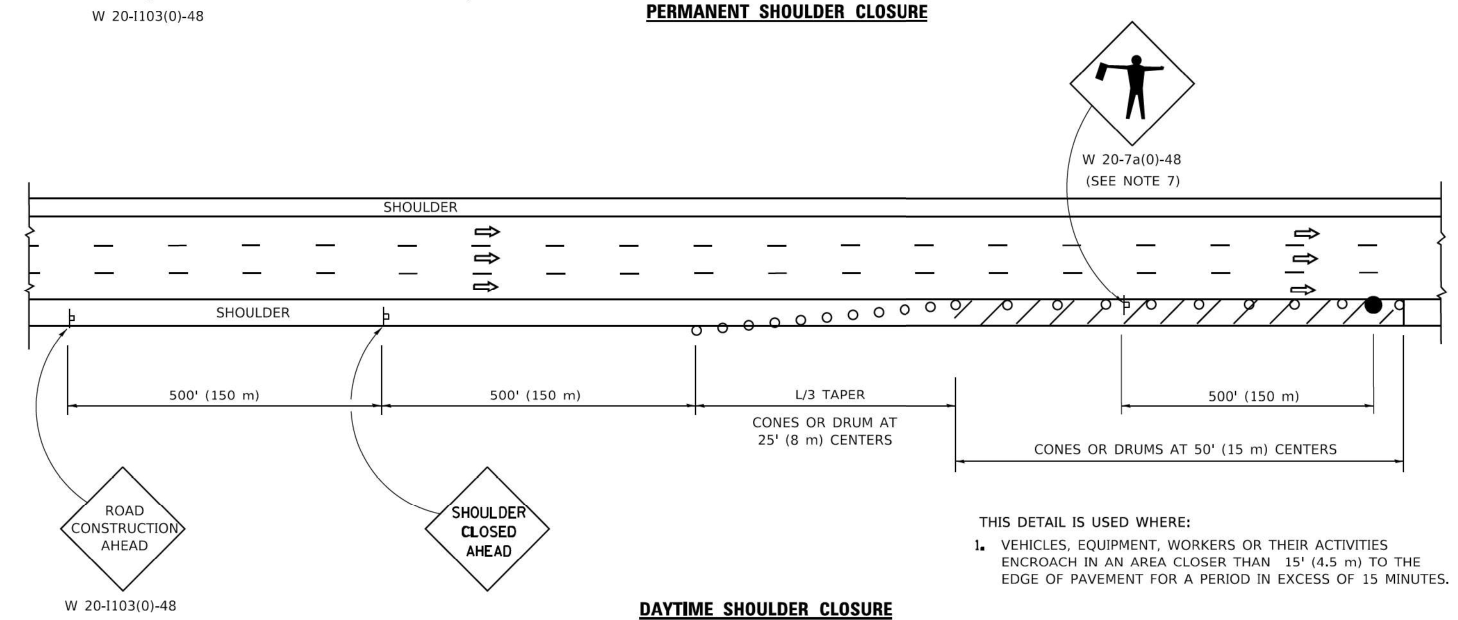


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



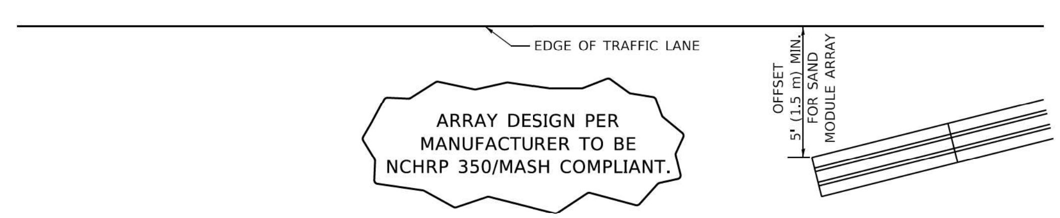
PERMANENT SHOULDER CLOSURE



THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

DAYTIME SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS METRIC	ENGLISH
45 mph (80 km/h) OR GREATER:	L=0.65(W)(S)	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

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

USER NAME = footemj	DESIGNED -	REVISED - S.P.B. 01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - D.W.S.	REVISED - S.P.B. 12-09	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D. 06-13	
PLOT DATE = 3/4/2019	DATE - 11-96	REVISED - M.D. 01-18	

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	47
TC-17		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
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tc17.dgn 3/4/2019 10:41:43 AM User=footemj

ROUTE MARKERS

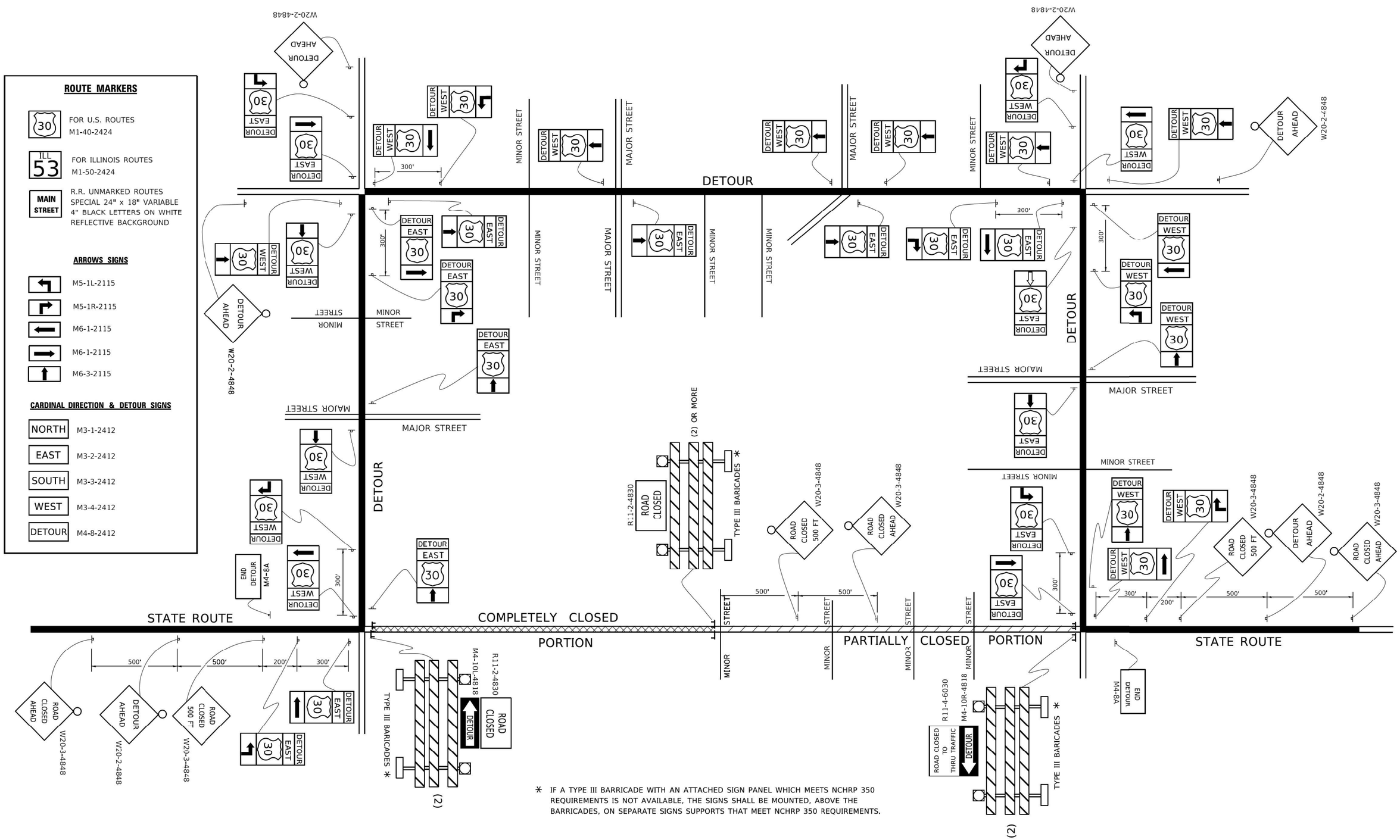
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

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.

USER NAME = footemj	DESIGNED -	REVISED - 10-18-02	
	DRAWN -	REVISED - R. BORO 09-14-09	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	48
	TC-21	CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

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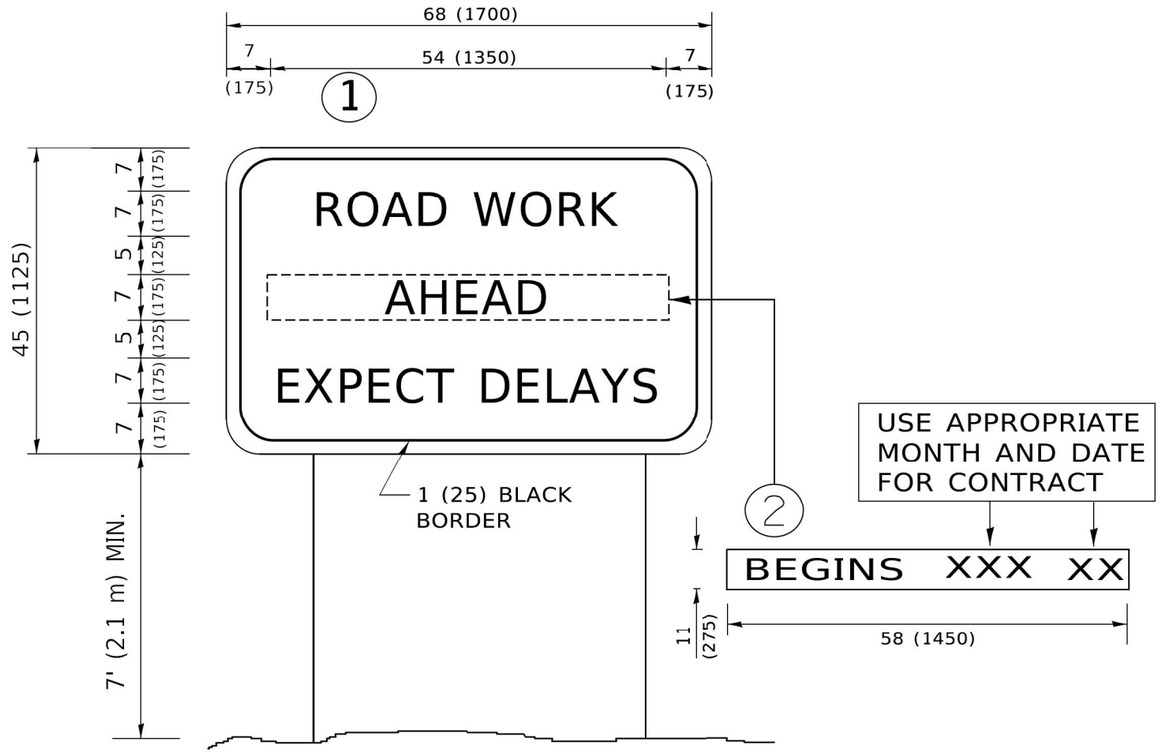


NOTES:

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.

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

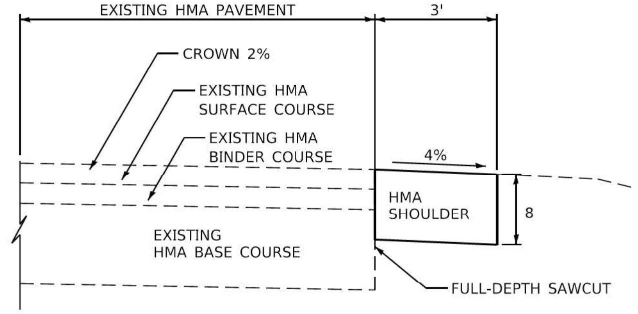
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

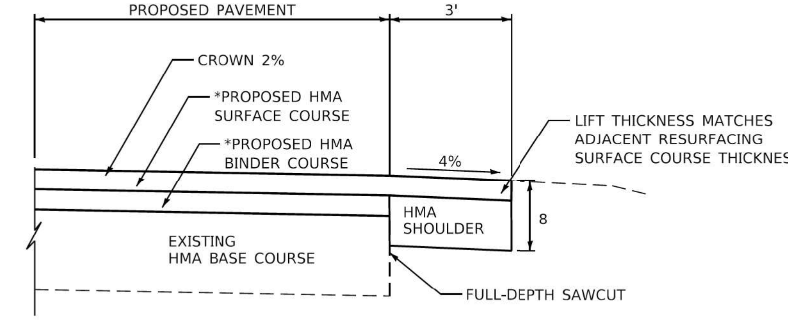
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	49
	TC-22	CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			

EXISTING HMA PAVEMENT



TYPICAL HOT-MIX ASPHALT SHOULDER



TYPICAL HOT-MIX ASPHALT SHOULDER

(CONSTRUCTED SIMULTANEOUSLY WITH PAVEMENT RESURFACING)

NOTES:

HOT-MIX ASPHALT SHOULDERS, 8" SHALL BE PLACED UNDERNEATH THE ENTIRE LENGTH OF ALL PROPOSED GUARDRAIL AND TRAFFIC BARRIER TERMINALS AND EXTEND 2 FEET BEYOND THE TERMINAL ENDS. THE WIDTH OF THE SHOULDER SHALL EXTEND ONE FOOT BEYOND EITHER SIDE OF THE POSTS FOR THE GUARDRAIL AND TRAFFIC BARRIER TERMINALS AND AS SHOWN ON THE PLANS. ~~EARTH EXCAVATION NECESSARY FOR PLACEMENT OF THE SHOULDER SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SHOULDERS, 8".~~

THE METHOD OF COMPACTION SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER.

AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PROTECT THE SHOULDER AREA WITH SUITABLE SAFETY DEVICES AS WORK PROGRESSES TO PREVENT VEHICULAR USE UNTIL THE AREA HAS COOLED SUFFICIENTLY TO PREVENT DEFORMATION OF THE SHOULDER SLOPE.

WHEN CONSTRUCTED ADJACENT TO EXISTING HMA PAVEMENT, THE EXISTING PAVEMENT SHALL BE SAW CUT TO PROVIDE A STRAIGHT EDGE FOR COMPACTION. SAWCUTTING AND MATERIAL NECESSARY FOR THE SHOULDER AREA CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS, 8".

WHEN CONSTRUCTED SIMULTANEOUSLY WITH THE HMA SURFACE COURSE, THE MATERIALS NECESSARY FOR THE SHOULDER AREA CONSTRUCTION INCLUDING THE PROPOSED HMA SURFACE COURSE IN THE AREA OF HOT-MIX ASPHALT SHOUDER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS, 8".

A SEPARATE TANDEM ROLLER MAY BE USED IN THE CONSTRUCTION OF THE HOT-MIX ASPHALT SHOULDER.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

MUNICIPALITY, IL MUNICIPALITY, IL NAME TOWNSHIP	COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX SECTION: XX-XXXXX-XX-XX	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED: XXX DRAWN: XXX CHECKED: XXX	REVISIONS: GENERAL	DATE: 1/1/20	GUARDRAIL STABILIZATION COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STANDARD C-009

C-XXX

NOT TO SCALE SHEET X

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HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/16/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

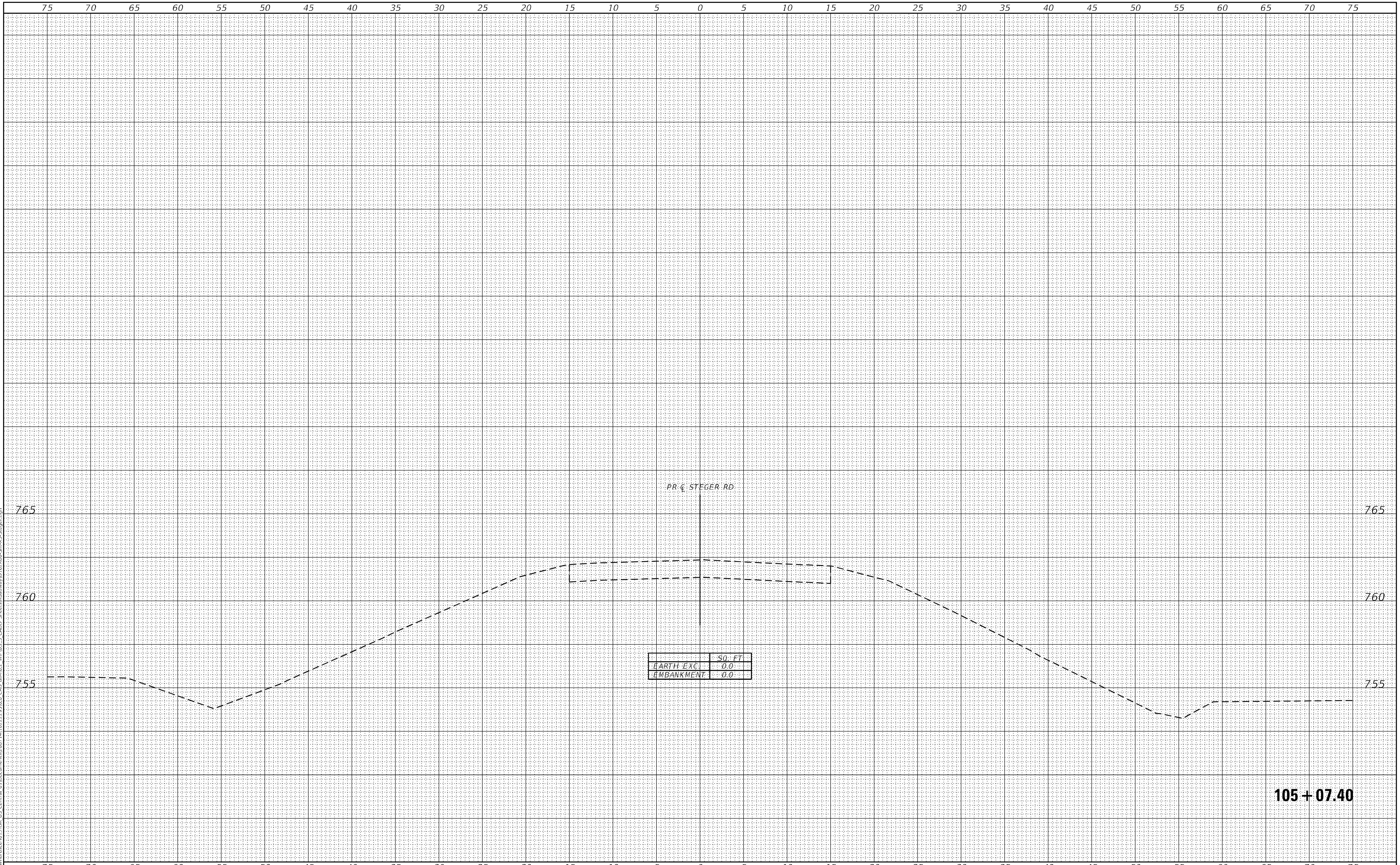
COOK COUNTY DEPARTMENT OF TRANSPORTATION DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	50

CONTRACT NO. 62K80

ILLINOIS FED. AID PROJECT



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

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

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

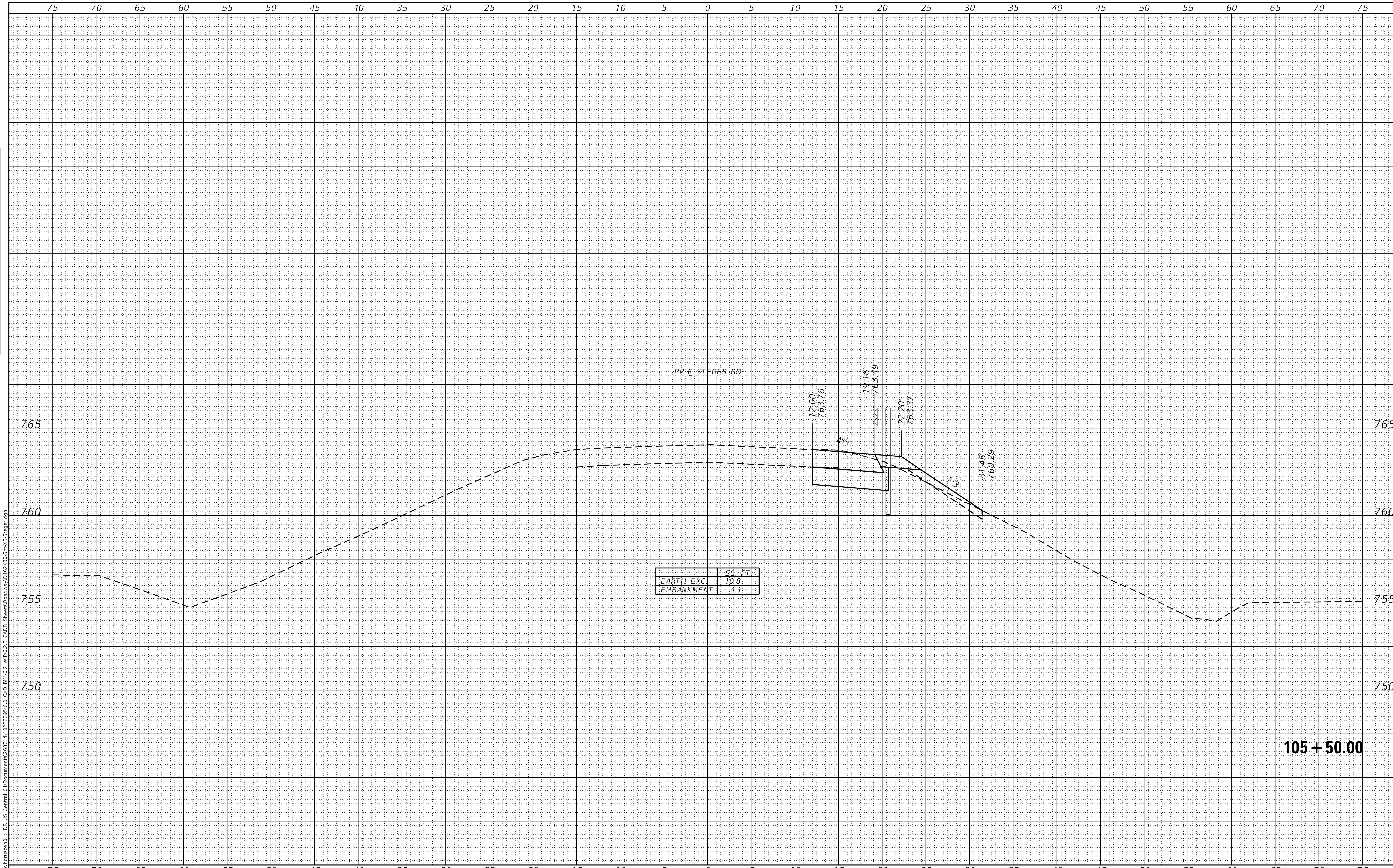
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 1 OF 21 SHEETS | STA. 105+07.40 TO STA. 105+07.40

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	51

CONTRACT NO. 62K80
ILLINOIS | FED. AID PROJECT



	SQ. FT.
EARTH EXC.	10.8
EMBANKMENT	4.1

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' SHEET 2 OF 21 SHEETS STA. 105+50.00 TO STA. 105+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	52

CONTRACT NO. 62K80

ILLINOIS FED. AID PROJECT

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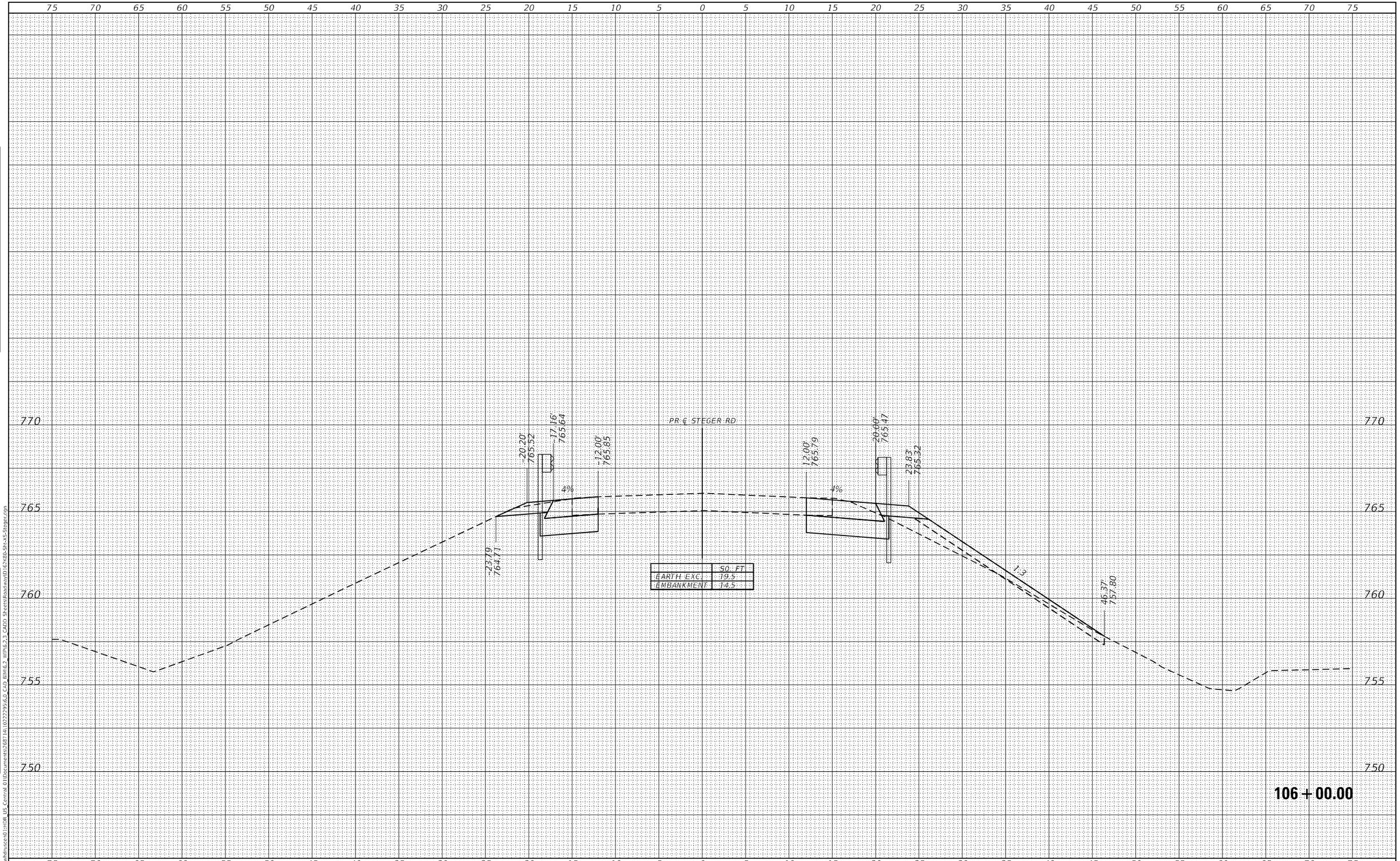
ORIGINAL SURVEY NOTE BOOK NO. — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — BY — DATE

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

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

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



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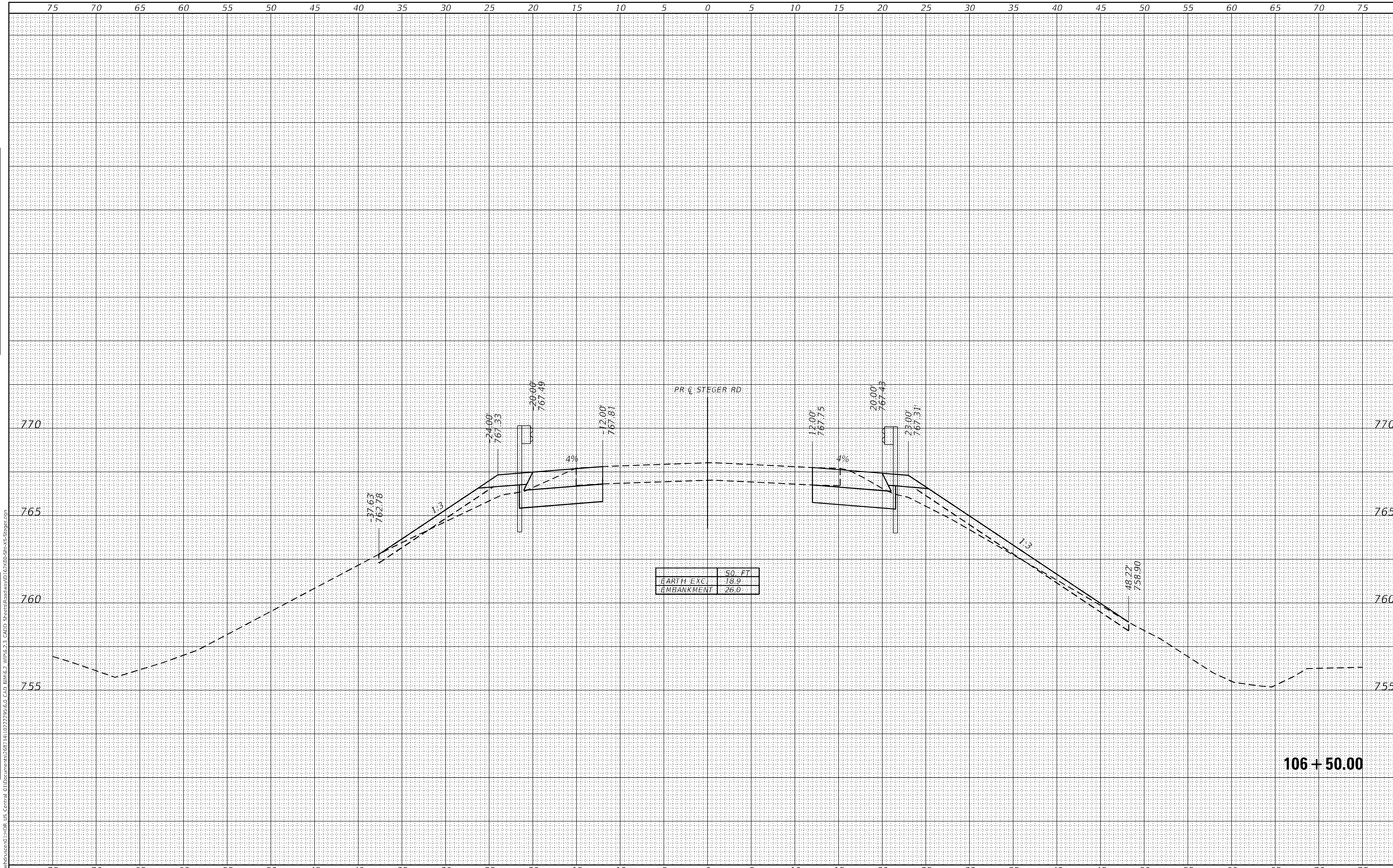
HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 3 OF 21 SHEETS | STA. 106+00.00 TO STA. 106+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	53
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	



	SQ. FT.
EARTH EXC.	18.9
EMBANKMENT	26.0

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

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

MODEL: Default
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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

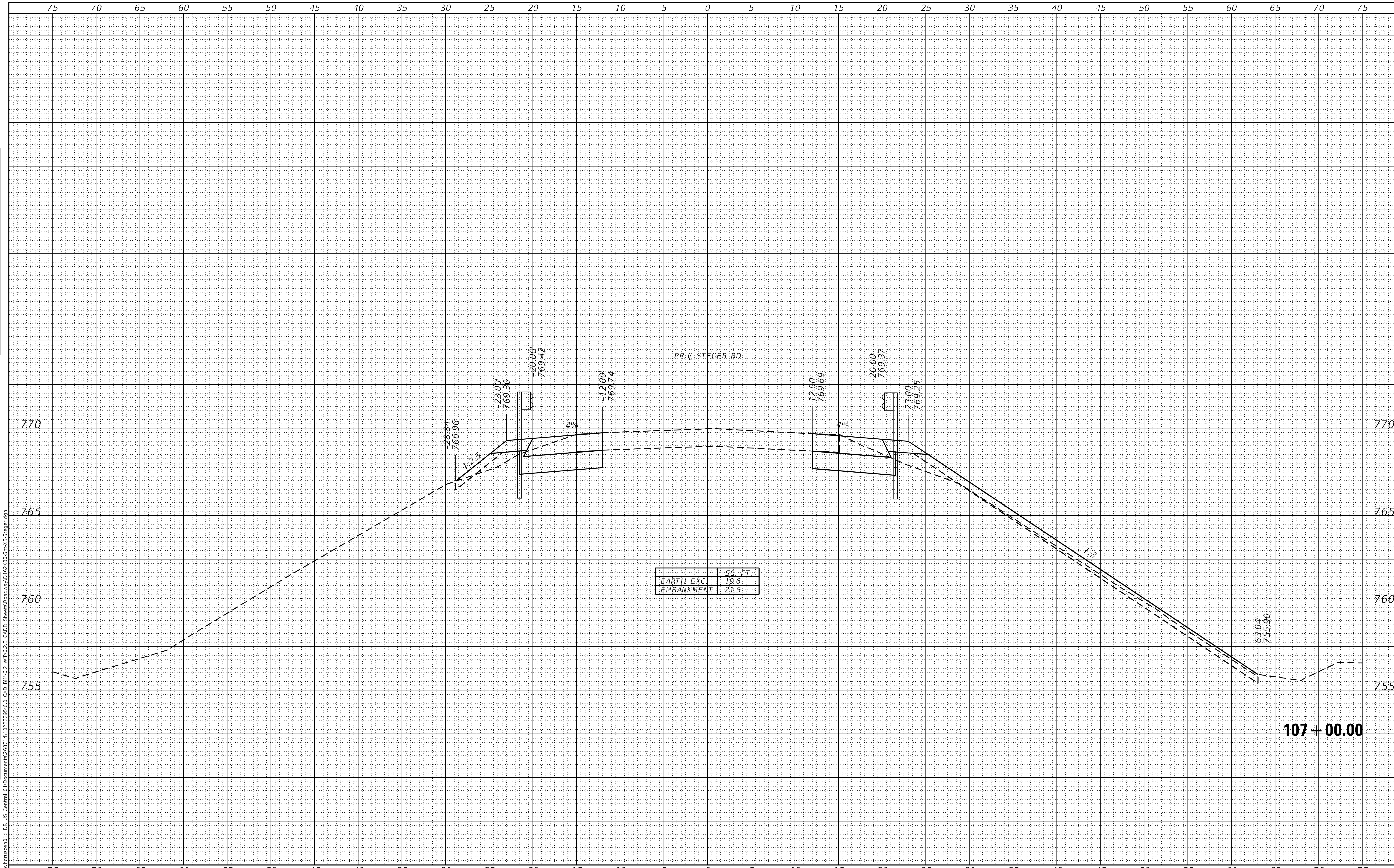
USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 4 OF 21 SHEETS | STA. 106+50.00 TO STA. 106+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	54
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		



	SQ. FT
EARTH EXC.	19.6
EMBANKMENT	21.5

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

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

MODEL: Default

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

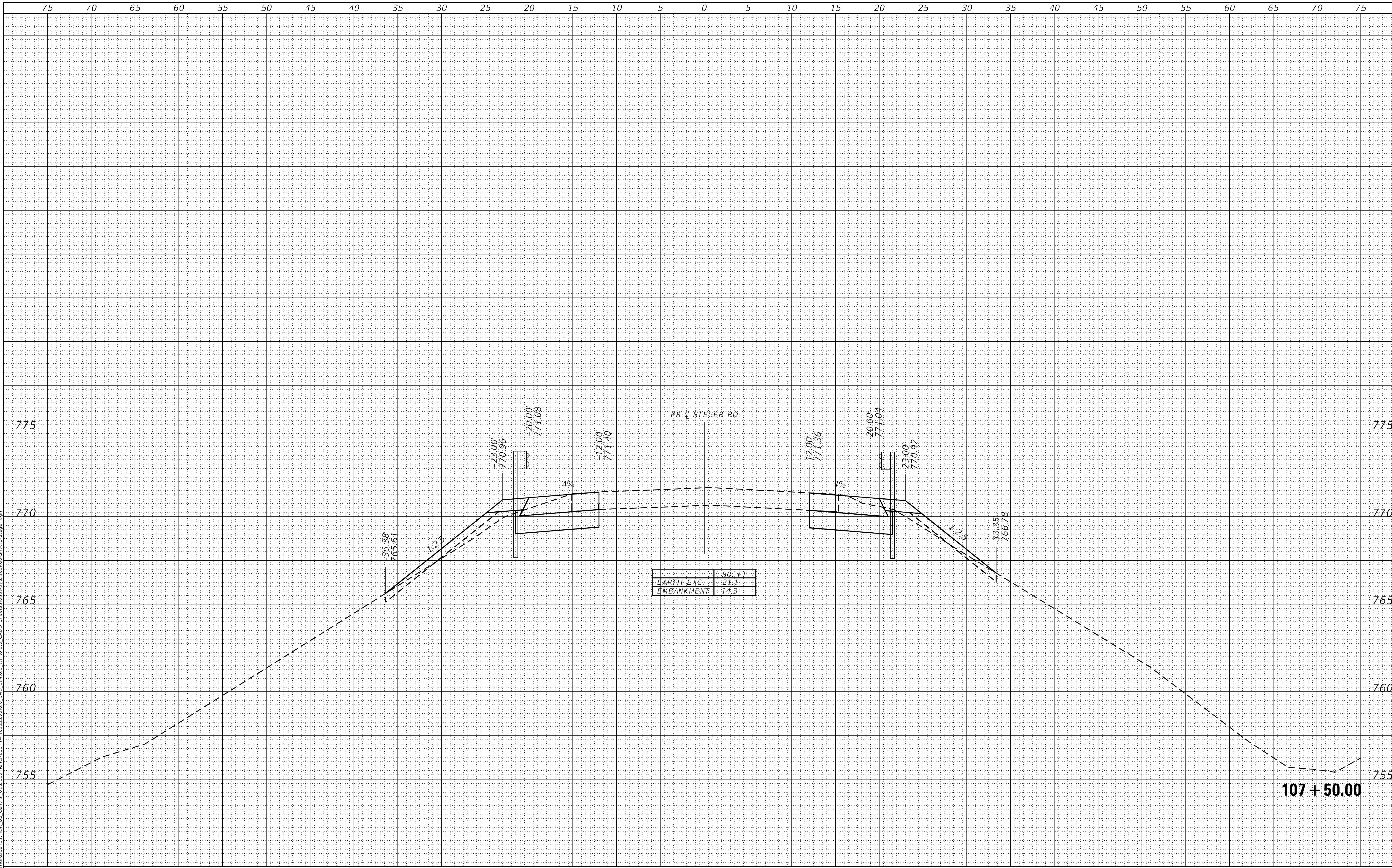
USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 5 OF 21 SHEETS | STA. 107+00.00 TO STA. 107+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	55
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		



	50 FT
EARTH EXC.	21.1
EMBANKMENT	14.3

MODEL: Default
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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

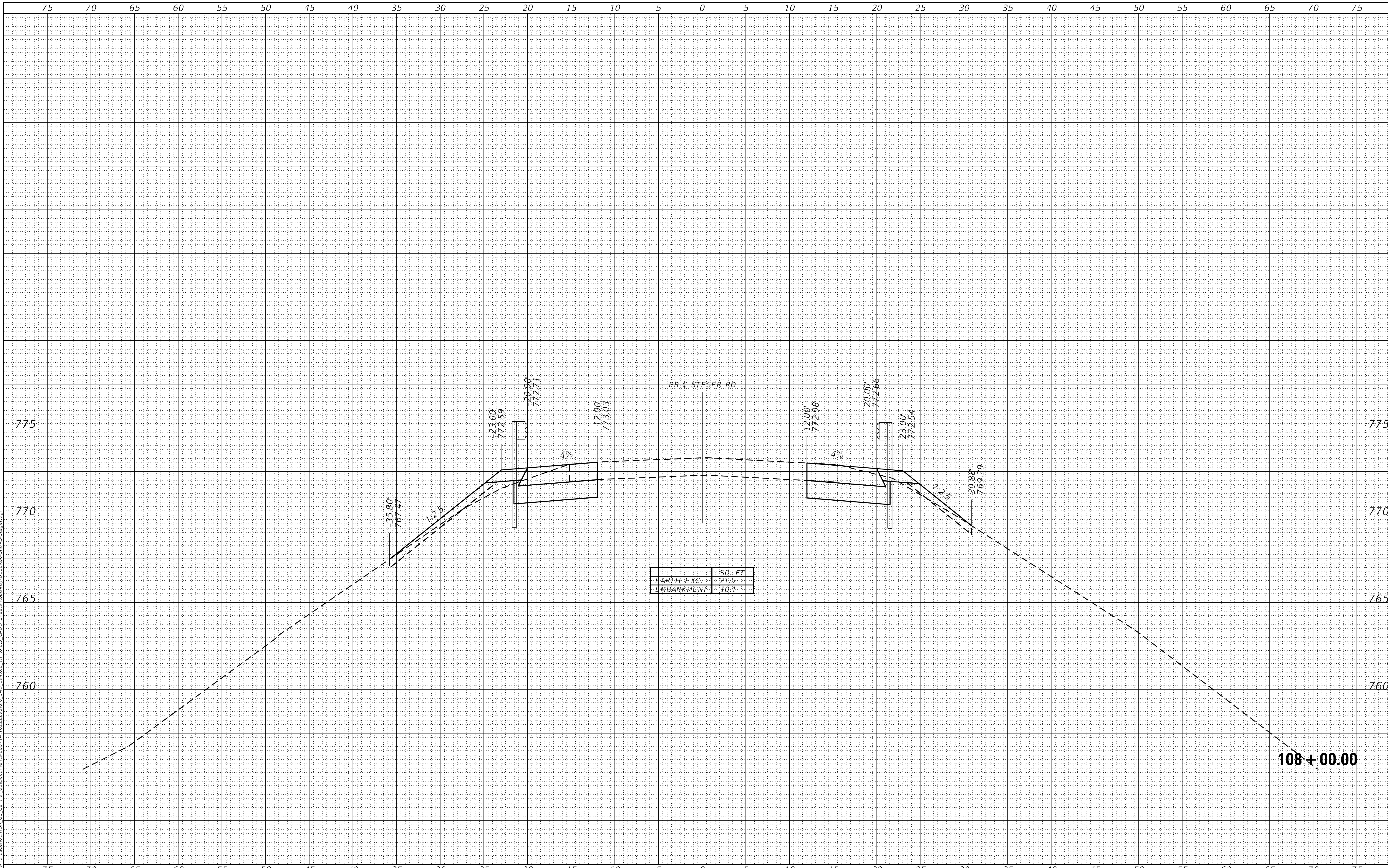
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 6 OF 21 SHEETS | STA. 107+50.00 TO STA. 107+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	56
		CONTRACT NO. 62K80		

ILLINOIS | FED. AID PROJECT



	50. FT
EARTH EXC.	21.5
EMBANKMENT	10.1

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 7 OF 21 SHEETS | STA. 108+00.00 TO STA. 108+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	57

CONTRACT NO. 62K80
ILLINOIS | FED. AID PROJECT

MODEL: Default
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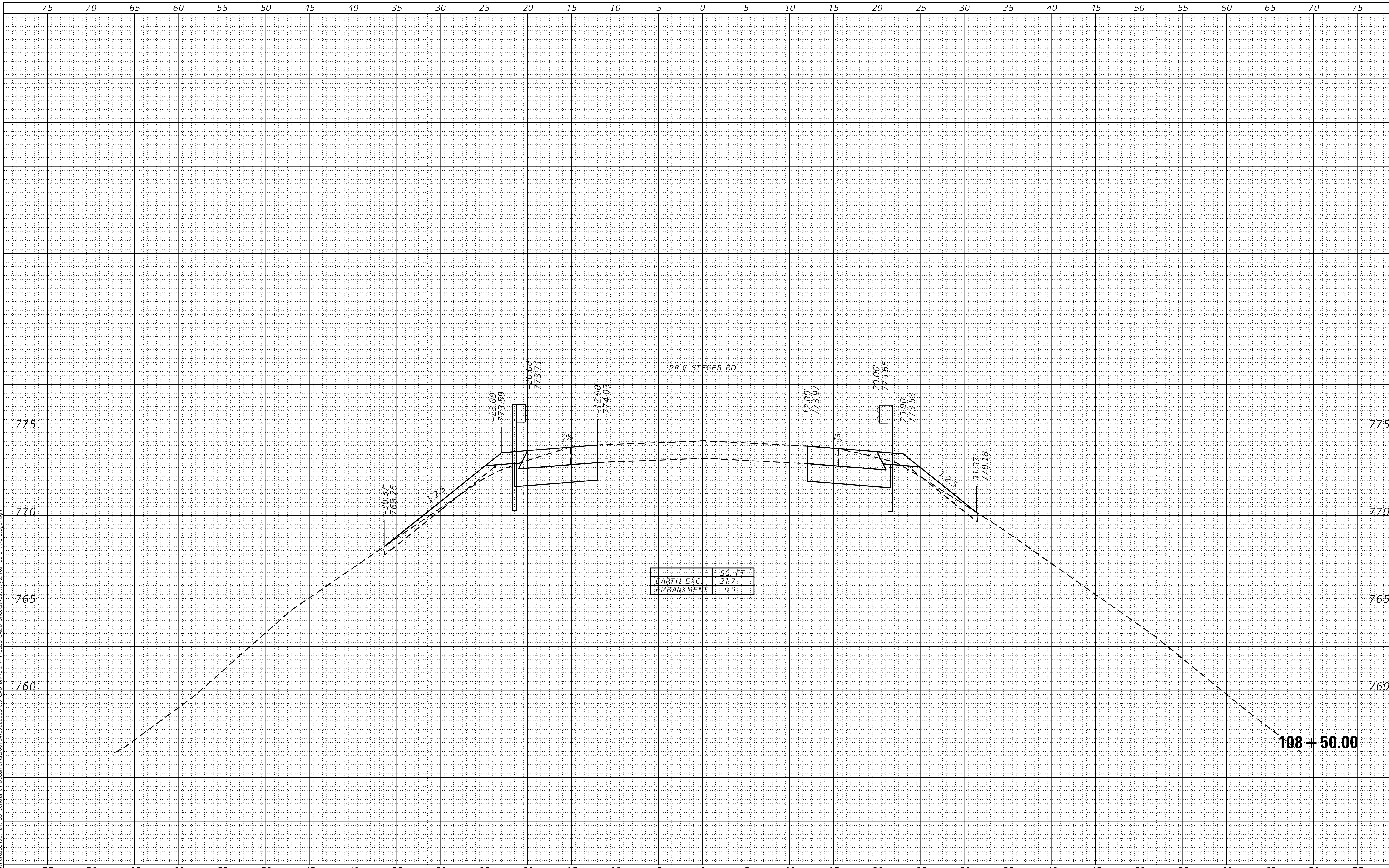
ORIGINAL SURVEY
NOTE BOOK NO.___ SURVEYED PLOTTED TEMPLATE AREAS AREAS CHECKED | BY | DATE

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



	50. FT
EARTH EXC.	21.7
EMBANKMENT	9.9

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' SHEET 8 OF 21 SHEETS STA. 108+50.00 TO STA. 108+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	58

CONTRACT NO. 62K80

ILLINOIS FED. AID PROJECT

MODEL: Default
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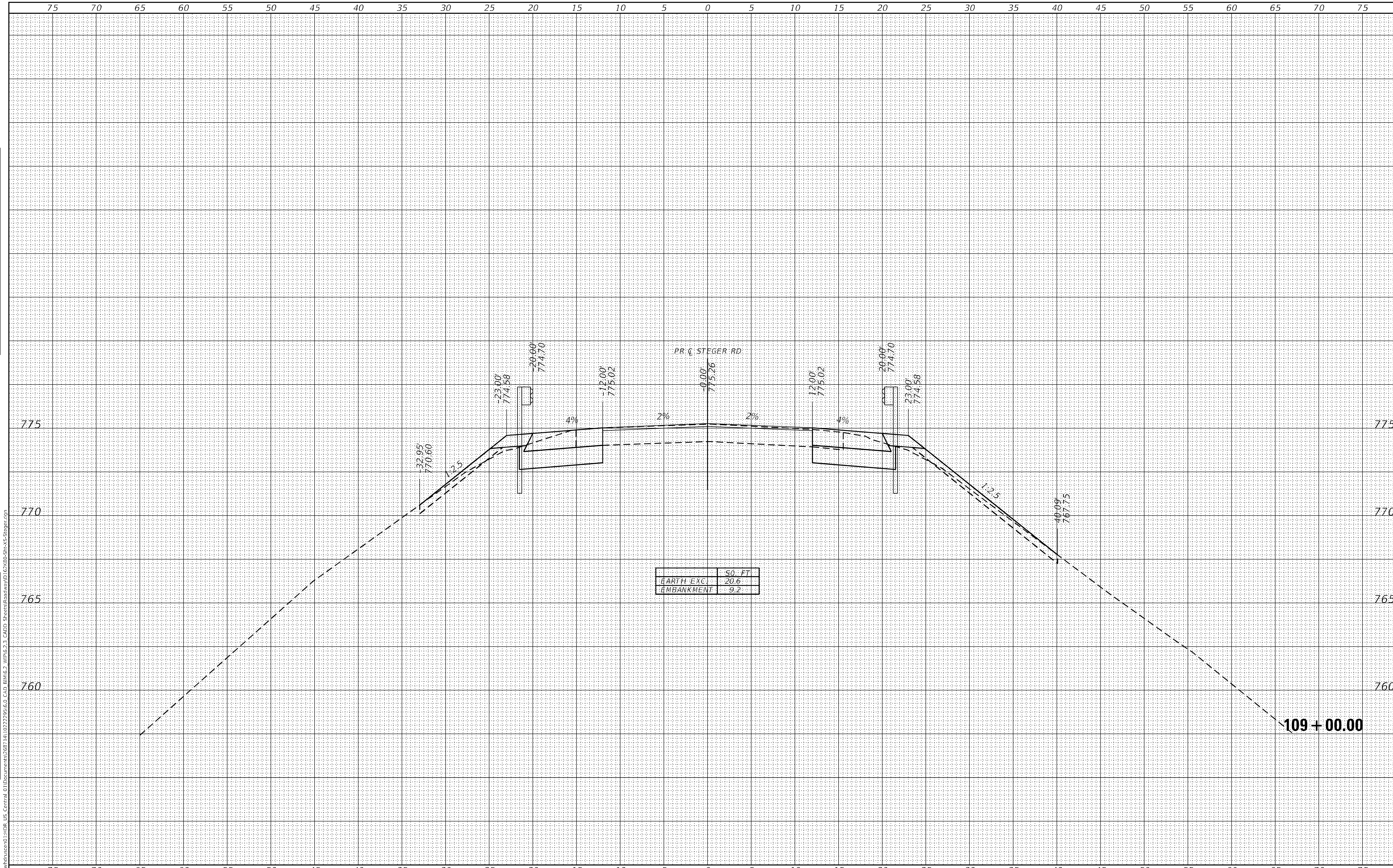

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' SHEET 9 OF 21 SHEETS STA. 109+00.00 TO STA. 109+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	59

CONTRACT NO. 62K80
ILLINOIS FED. AID PROJECT

MODEL: Default
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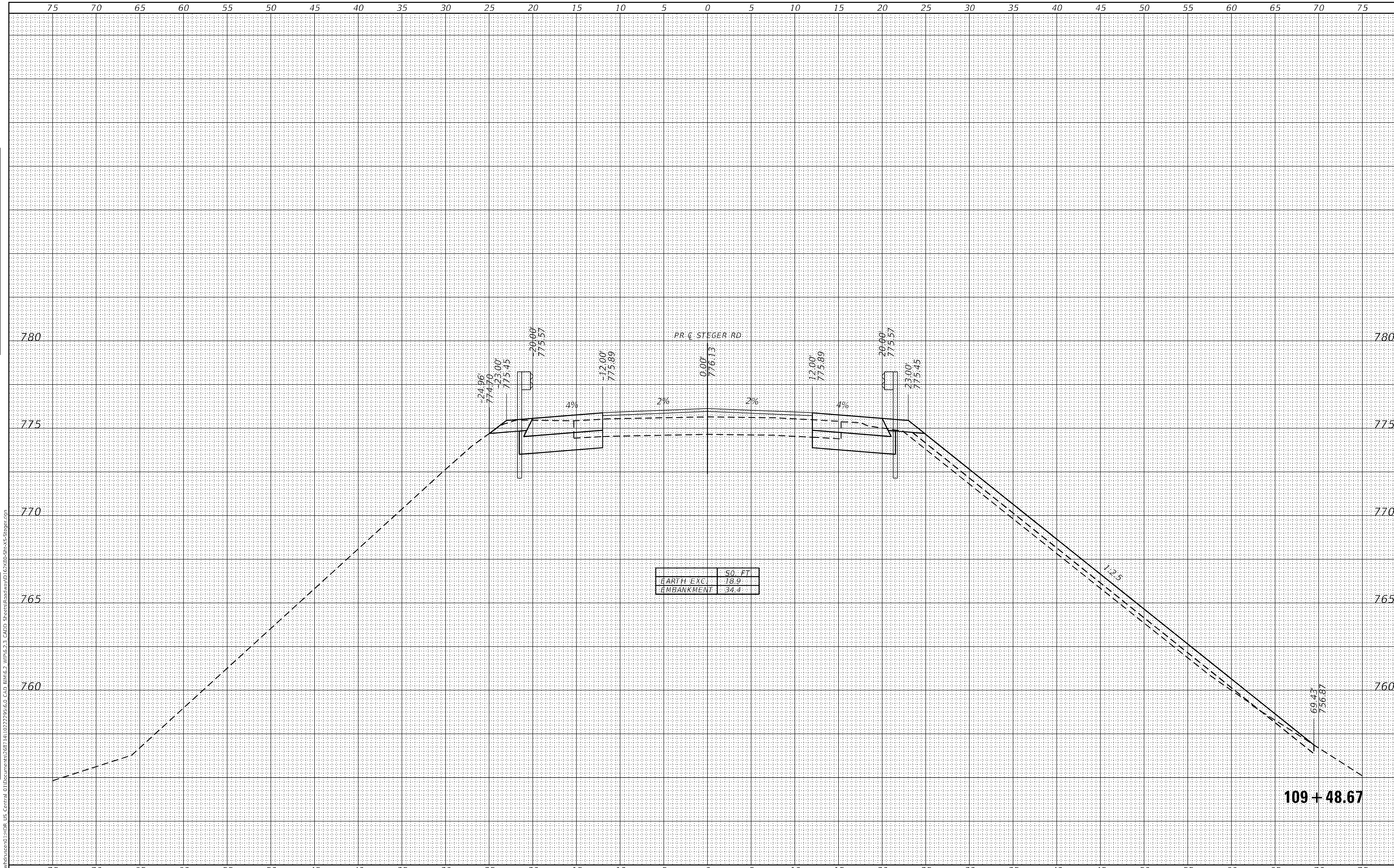

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' SHEET 10 OF 21 SHEETS STA. 109+48.67 TO STA. 109+48.67

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	60
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

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

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

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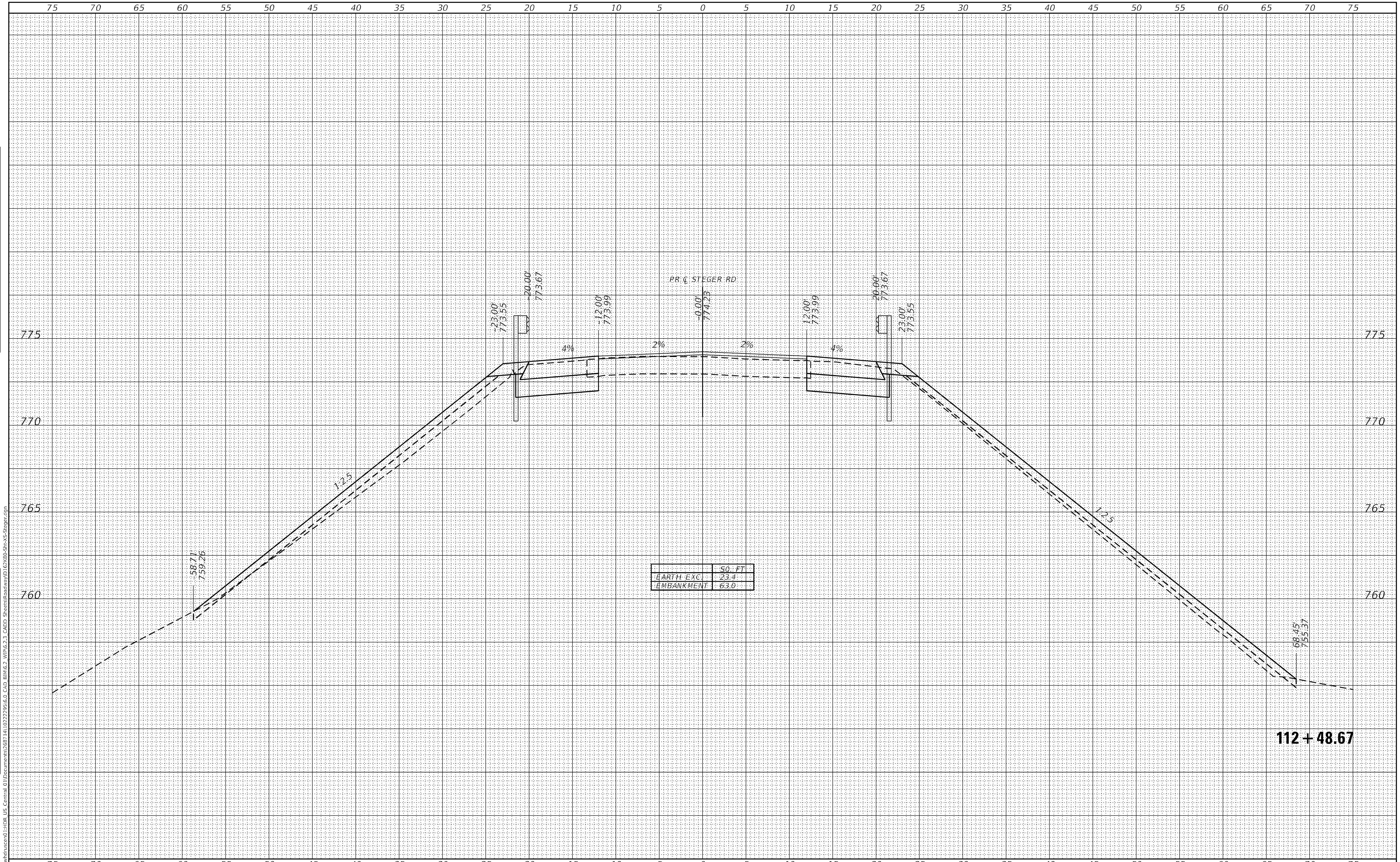

	50 FT
EARTH EXC.	23.4
EMBANKMENT	63.0

112+48.67

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 11 OF 21 SHEETS | STA. 112+48.67 TO STA. 112+48.67

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	61

CONTRACT NO. 62K80

ILLINOIS FED. AID PROJECT

MODEL: Default
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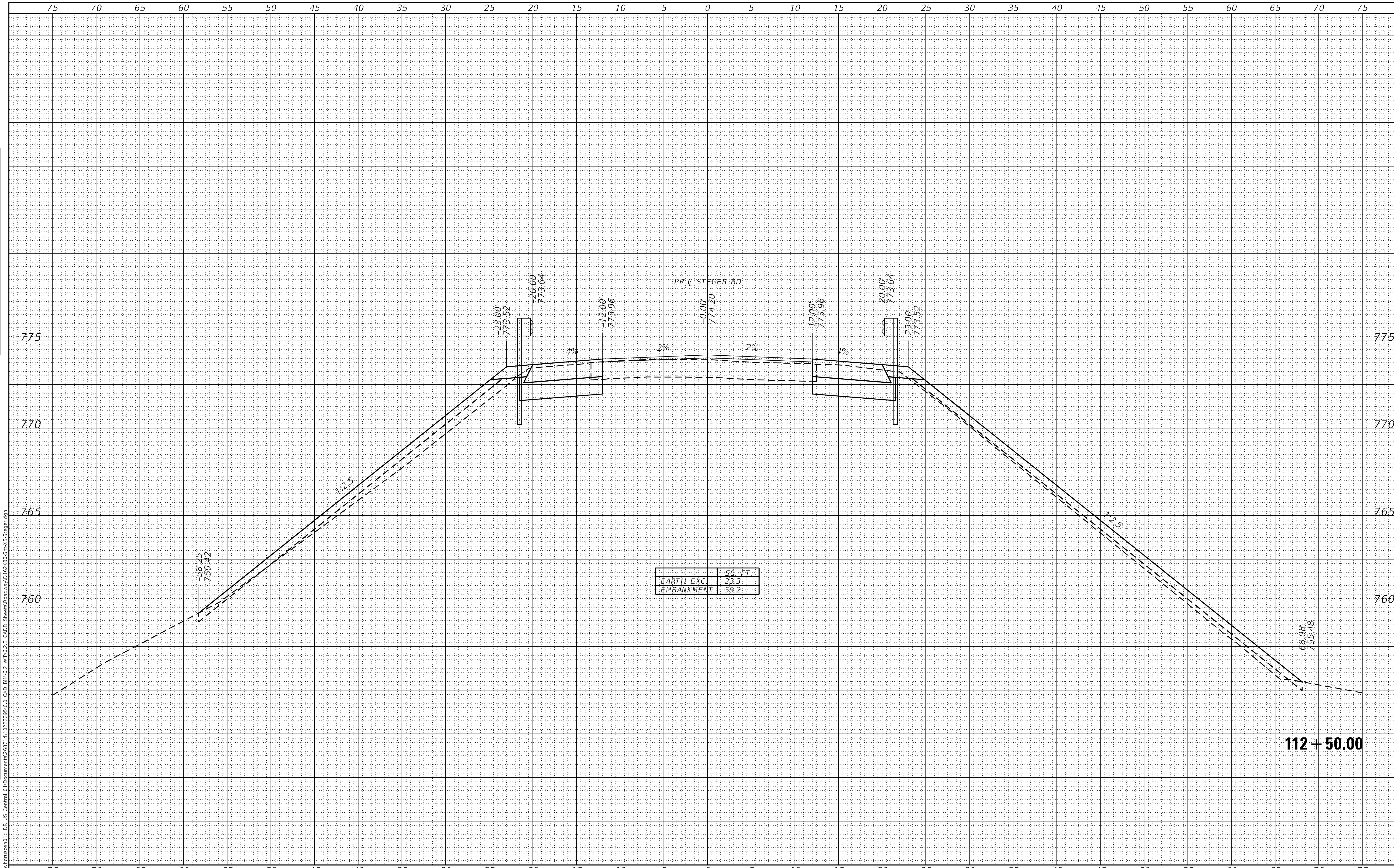

FINAL SURVEY	NOTE BOOK NO. ___ SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE
ORIGINAL SURVEY	NOTE BOOK NO. ___ SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — BY — DATE

HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' SHEET 12 OF 21 SHEETS STA. 112+50.00 TO STA. 112+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	62
		CONTRACT NO. 62K80		
		ILLINOIS FED. AID PROJECT		

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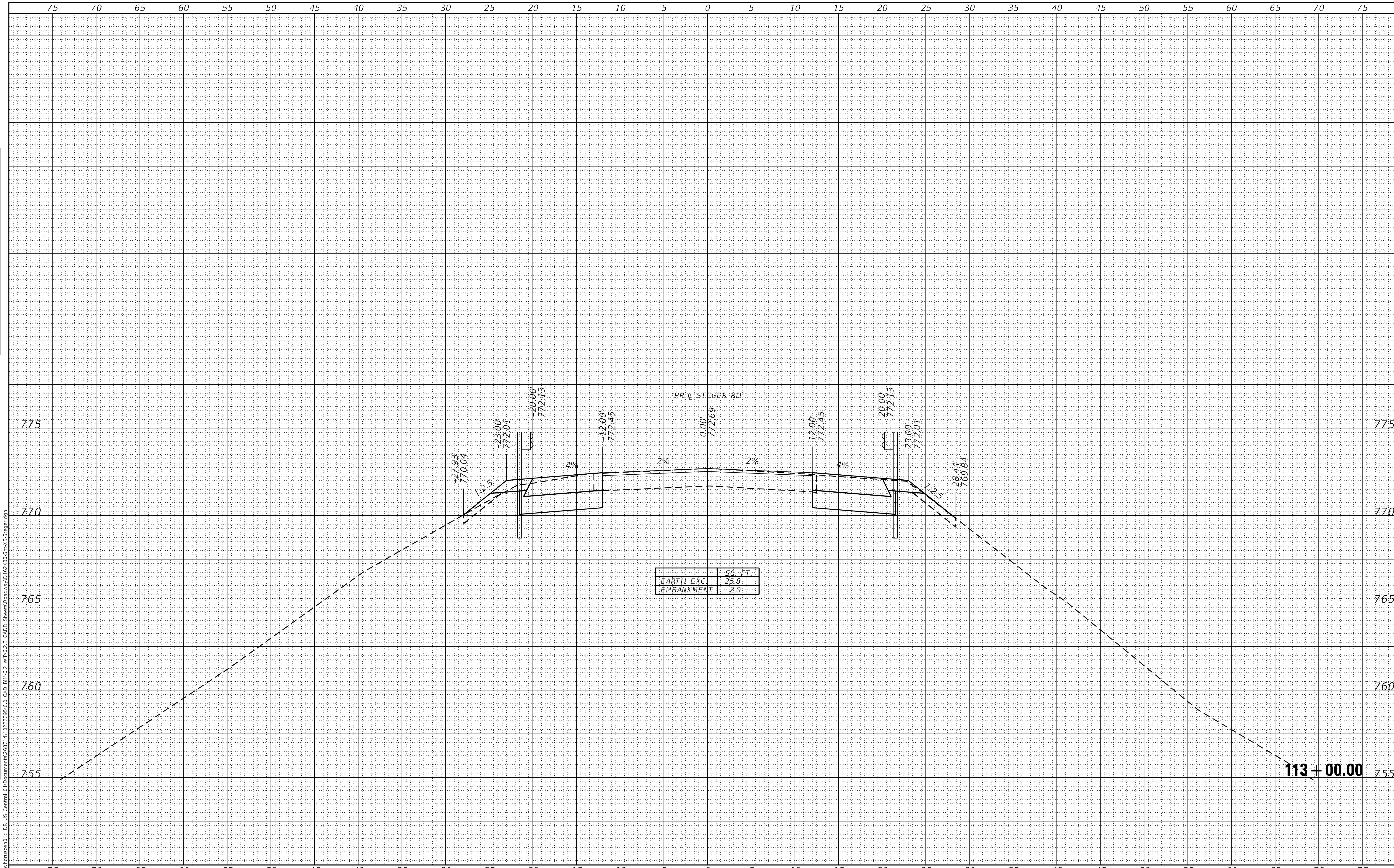

	50 FT
EARTH EXC.	25.8
EMBANKMENT	2.0

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 13 OF 21 SHEETS | STA. 113+00.00 TO STA. 113+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	63
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

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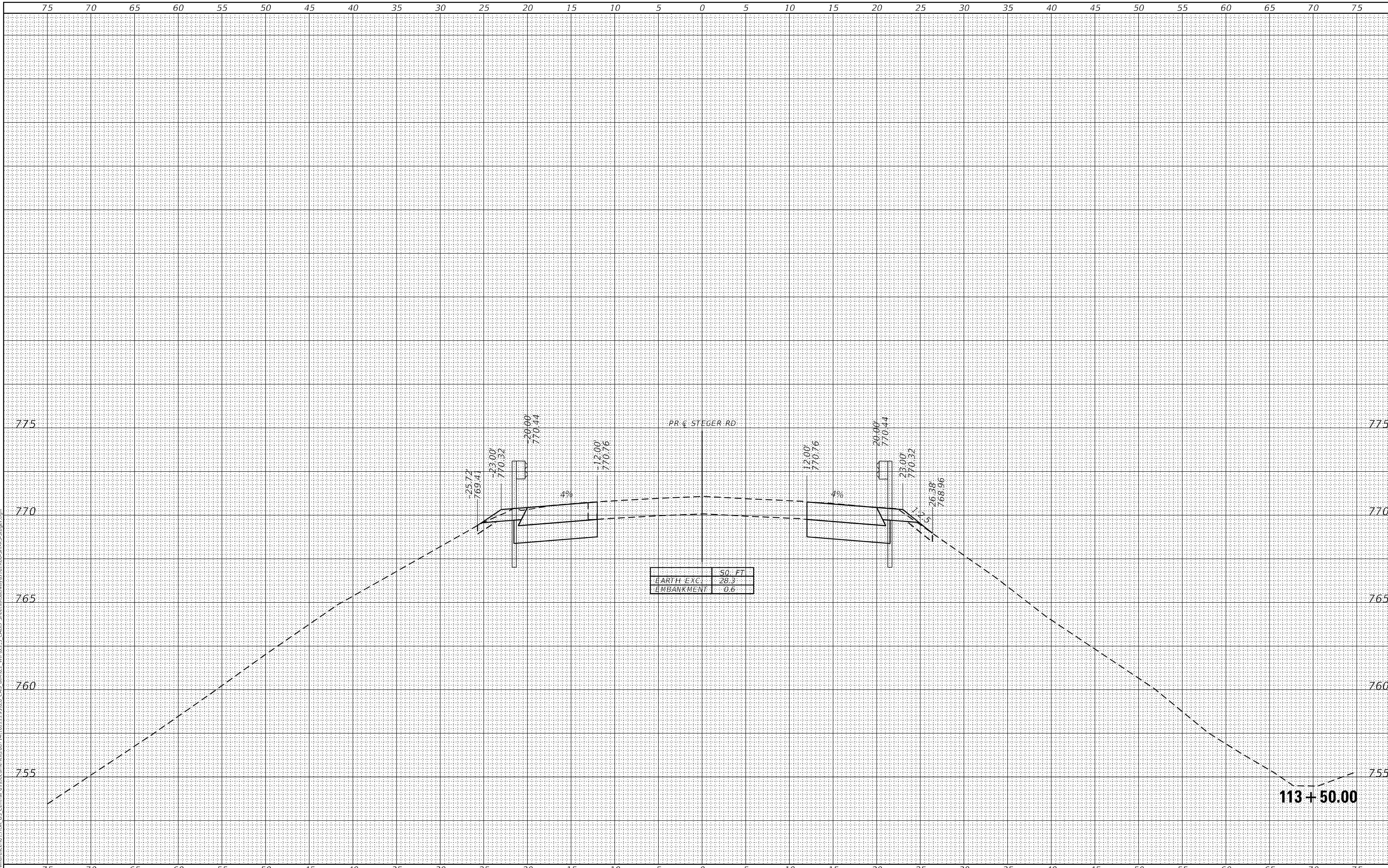

	50. FT
EARTH EXC.	28.3
EMBANKMENT	0.6

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

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

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
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PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

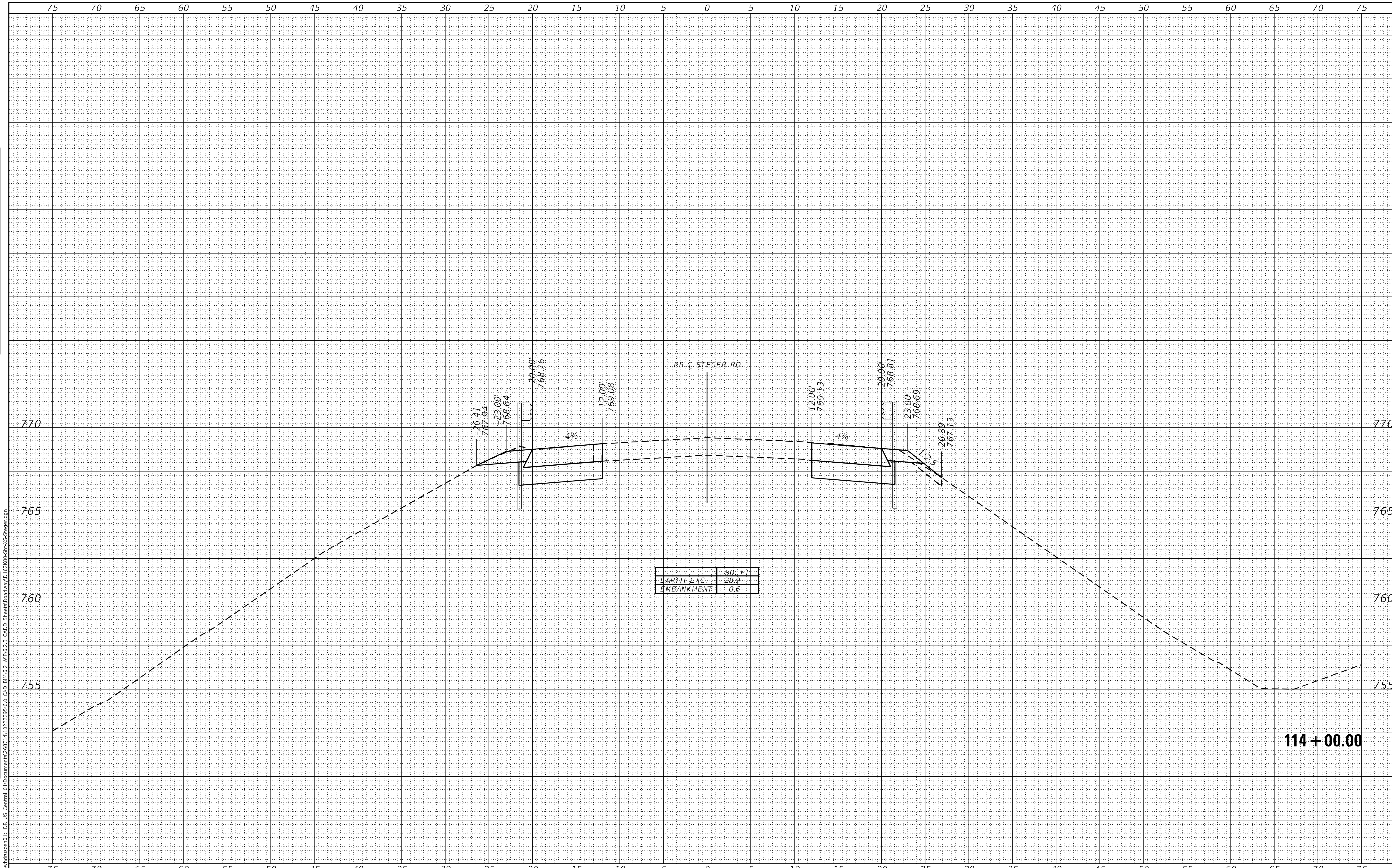
CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 14 OF 21 SHEETS | STA. 113+50.00 TO STA. 113+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	64

CONTRACT NO. 62K80

ILLINOIS | FED. AID PROJECT



	50 FT
EARTH EXC.	28.9
EMBANKMENT	0.6

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

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

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

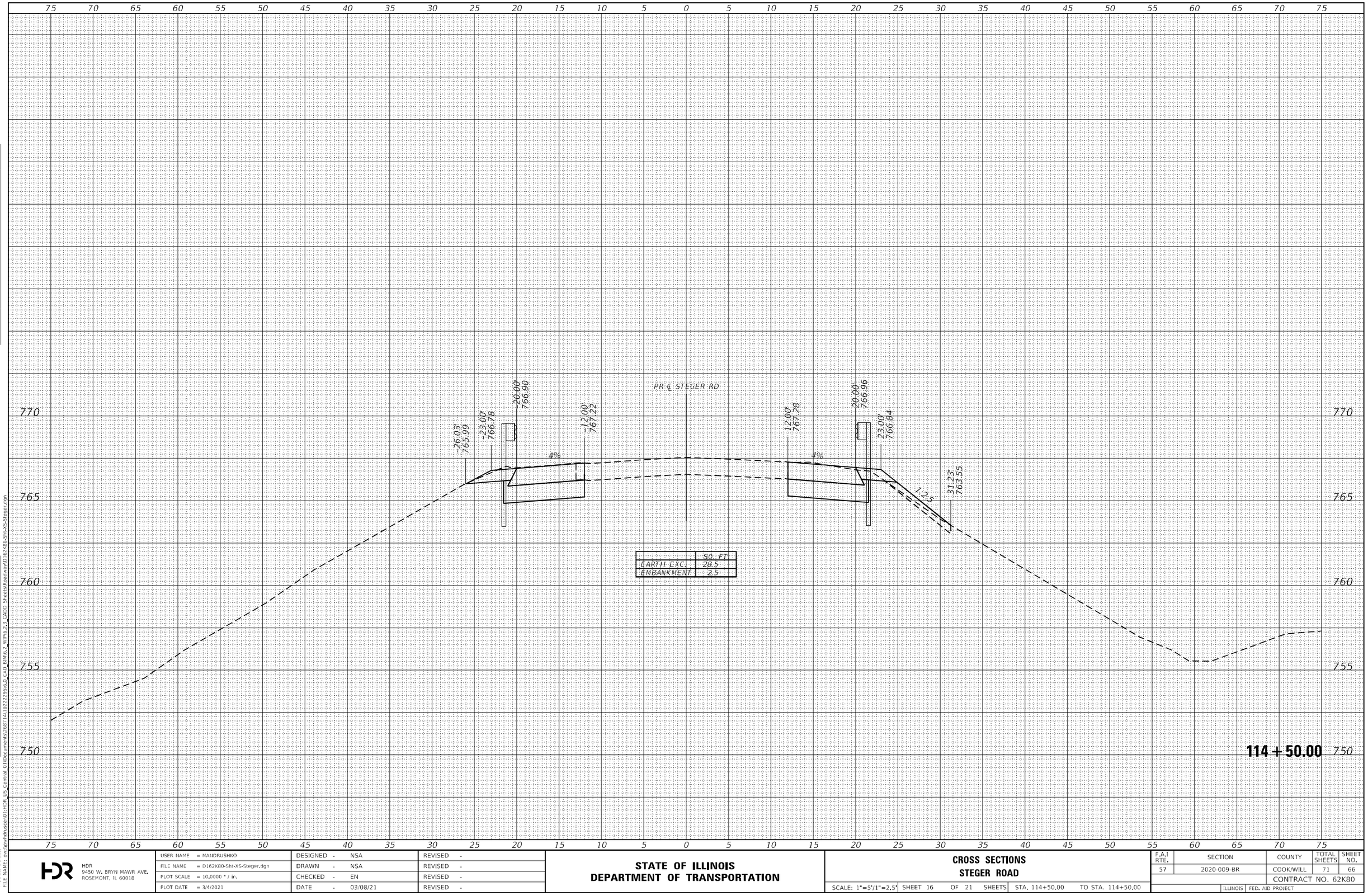
USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 15 OF 21 SHEETS | STA. 114+00.00 TO STA. 114+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	65
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	



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

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

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

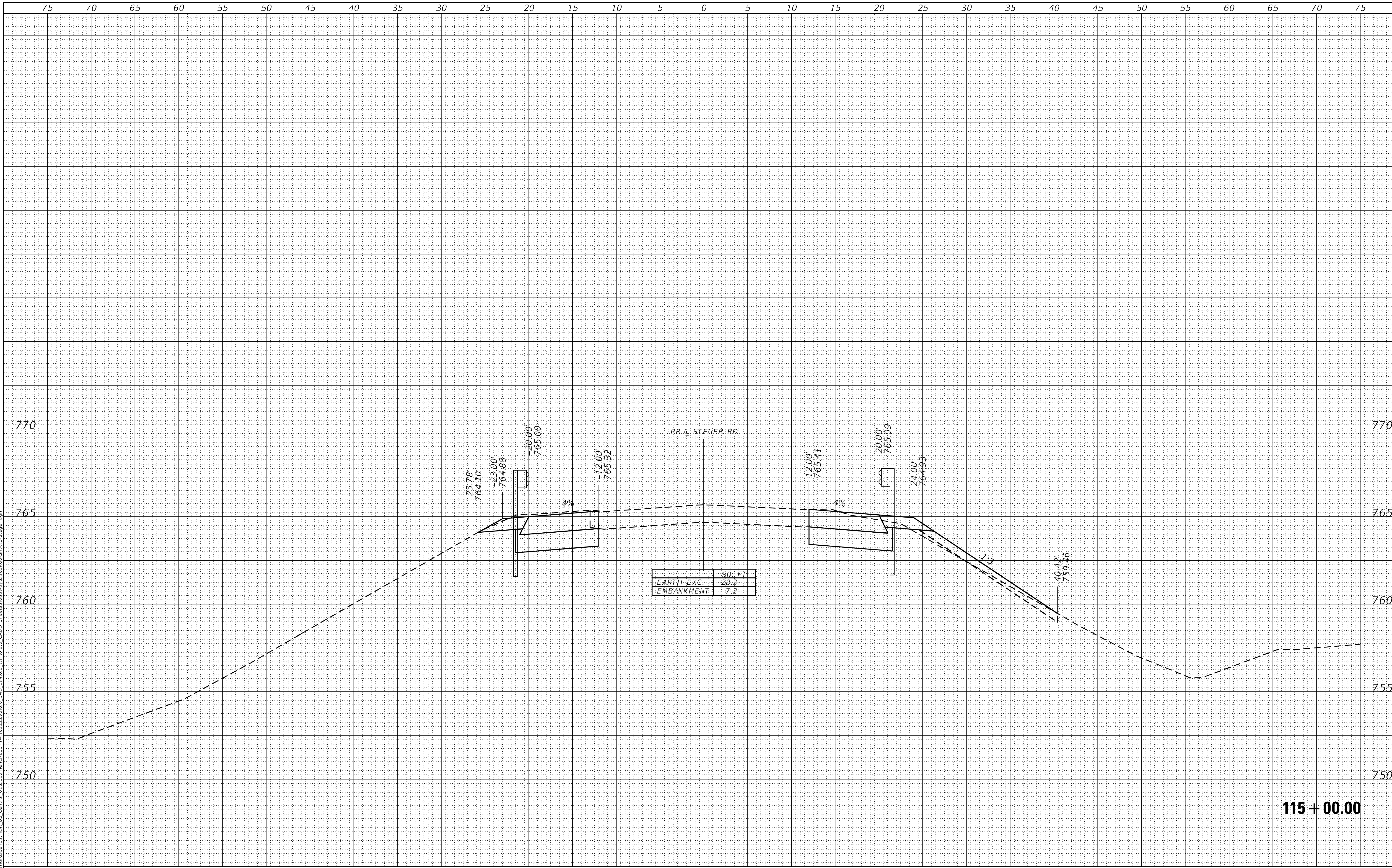
USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 16 OF 21 SHEETS | STA. 114+50.00 | TO STA. 114+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	66
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		



	50' FT
EARTH EXC.	28.3
EMBANKMENT	7.2

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

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

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HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
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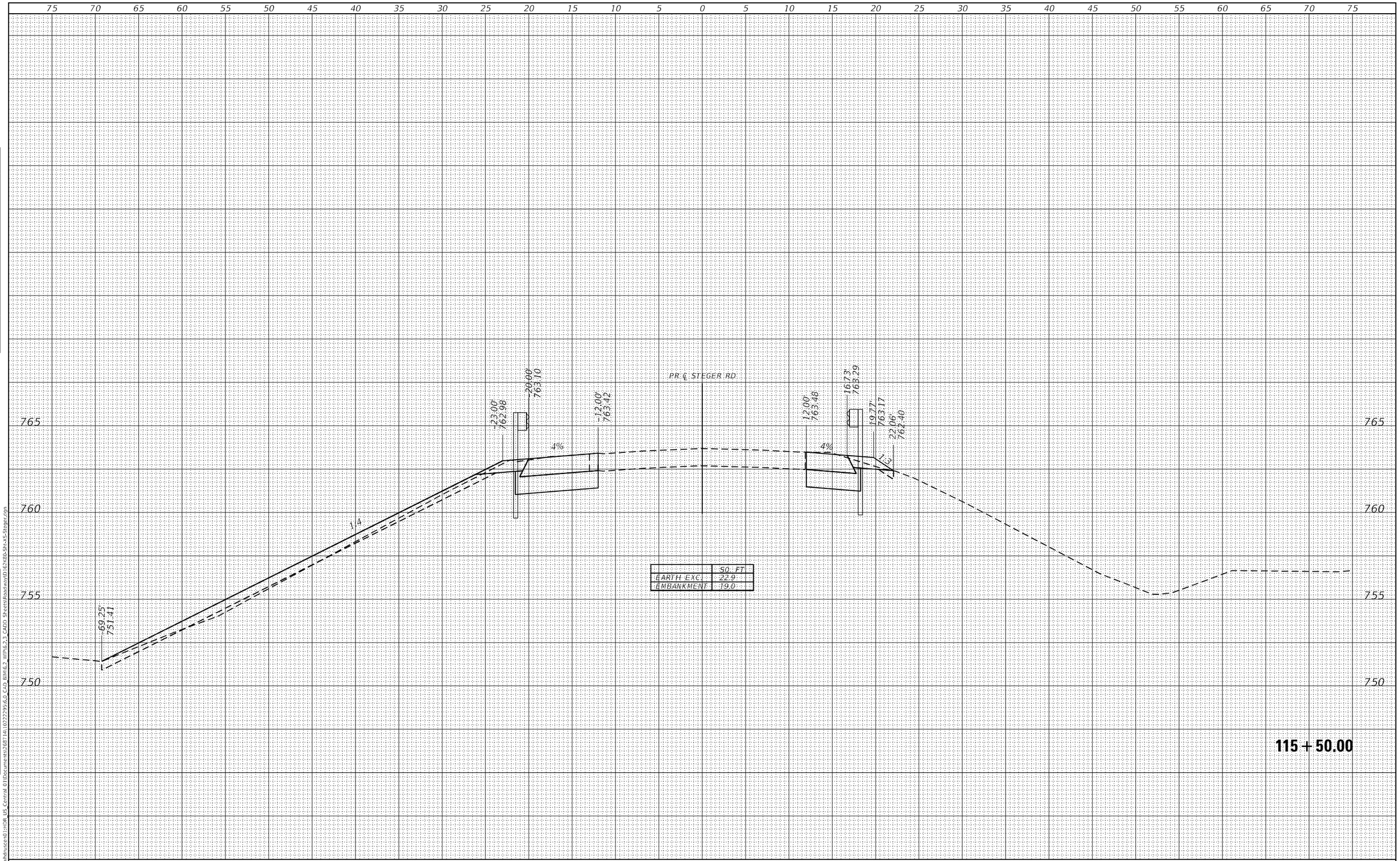
PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 17 OF 21 SHEETS | STA. 115+00.00 TO STA. 115+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	67
		CONTRACT NO. 62K80		
		ILLINOIS	FED. AID PROJECT	



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

BY	DATE

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

BY	DATE

MODEL: Default
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HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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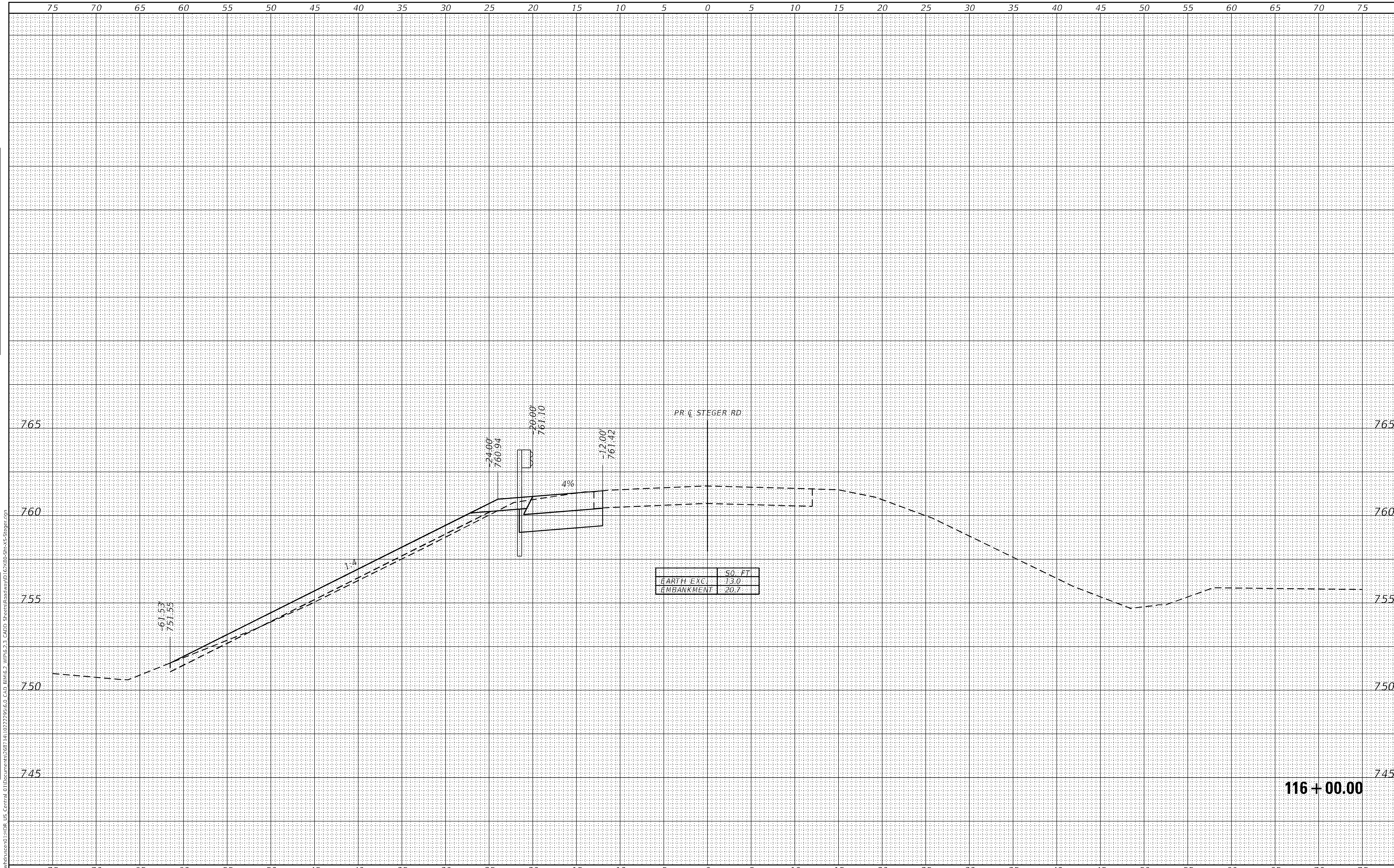
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 18 OF 21 SHEETS | STA. 115+50.00 | TO STA. 115+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	68
		CONTRACT NO. 62K80		
	ILLINOIS FED. AID PROJECT			



	50 FT
EARTH EXC.	13.0
EMBANKMENT	20.7

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	
USER NAME = MANDRUSHKO	DESIGNED - NSA
FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA
PLOT SCALE = 10.0000 ' / in.	CHECKED - EN
PLOT DATE = 3/4/2021	DATE - 03/08/21

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 19 OF 21 SHEETS | STA. 116+00.00 TO STA. 116+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	69

CONTRACT NO. 62K80

ILLINOIS | FED. AID PROJECT

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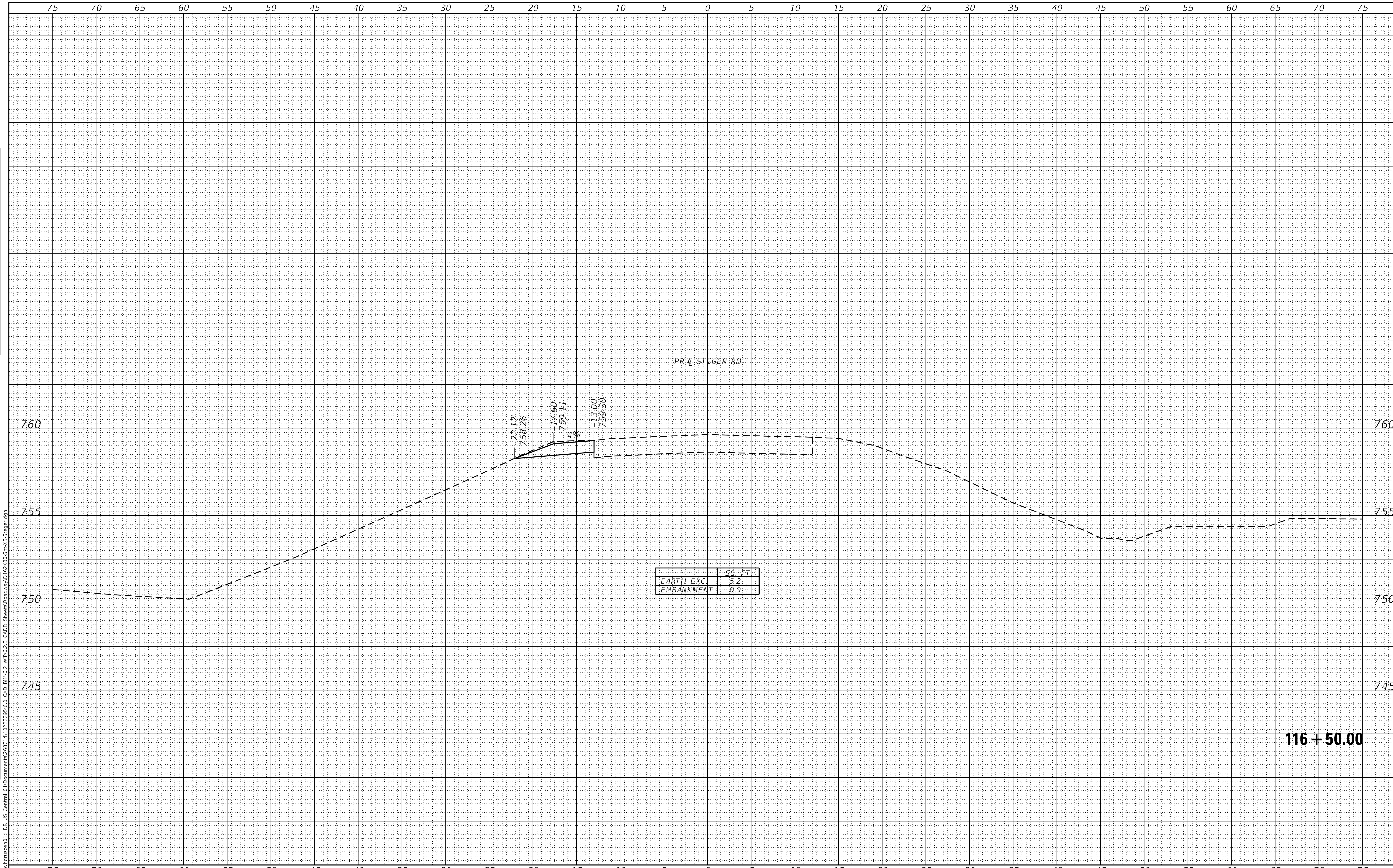

	50 FT
EARTH EXC.	5.2
EMBANKMENT	0.0

116 + 50.00

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -	
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -	
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -	
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 20 OF 21 SHEETS | STA. 116+50.00 TO STA. 116+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	70

CONTRACT NO. 62K80

ILLINOIS | FED. AID PROJECT

MODEL: Default
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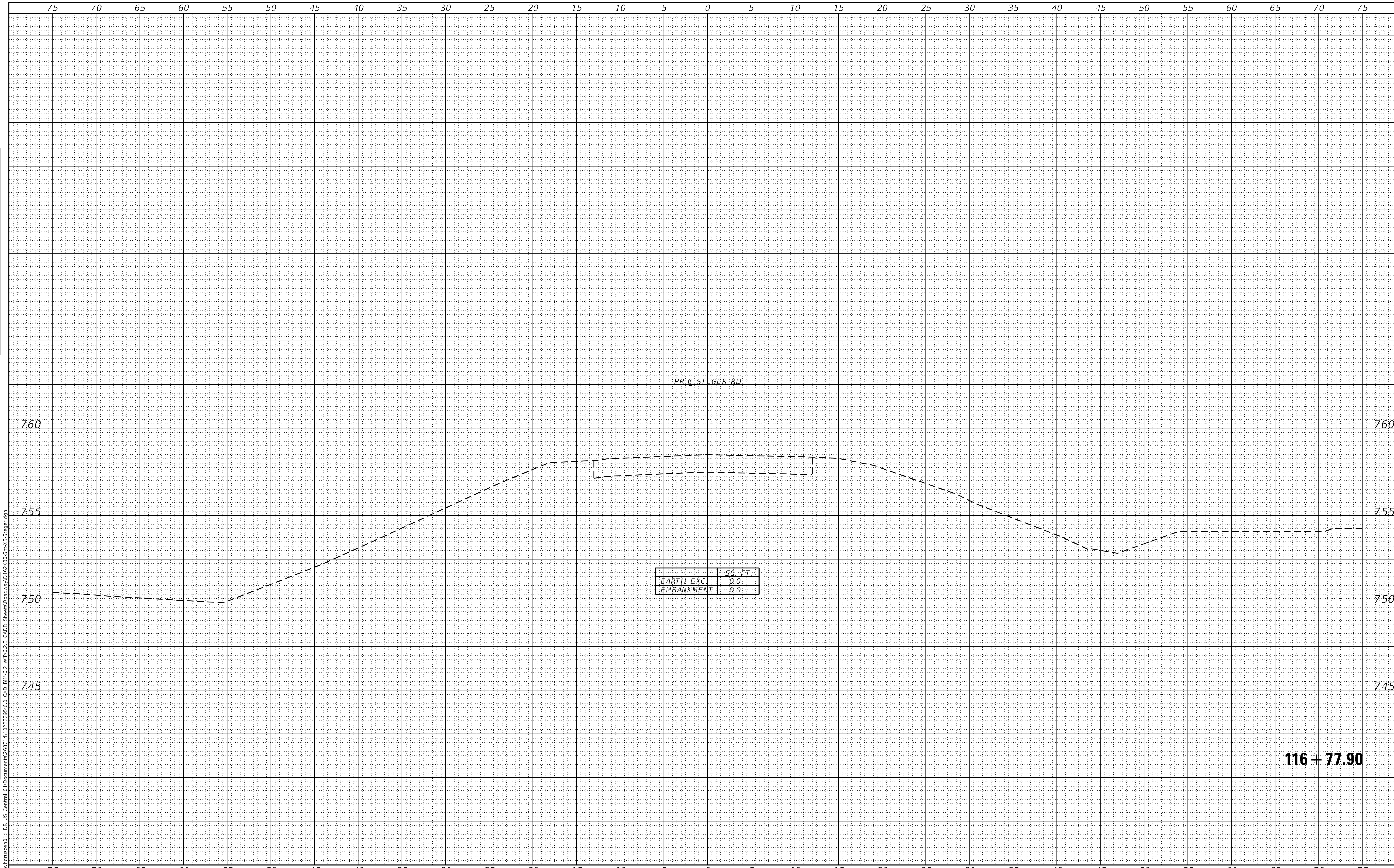

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = MANDRUSHKO	DESIGNED - NSA	REVISED -
	FILE NAME = D162K80-Sht-XS-Steger.dgn	DRAWN - NSA	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - EN	REVISED -
	PLOT DATE = 3/4/2021	DATE - 03/08/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STEGER ROAD

SCALE: 1"=5'/1"=2.5' | SHEET 21 OF 21 SHEETS | STA. 116+77.90 TO STA. 116+77.90

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-009-BR	COOK/WILL	71	71
		CONTRACT NO. 62K80		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\pwhdruscen01:HDR_US_Central_01\Documents\...\D162K80-Sht-XS-Steger.dgn