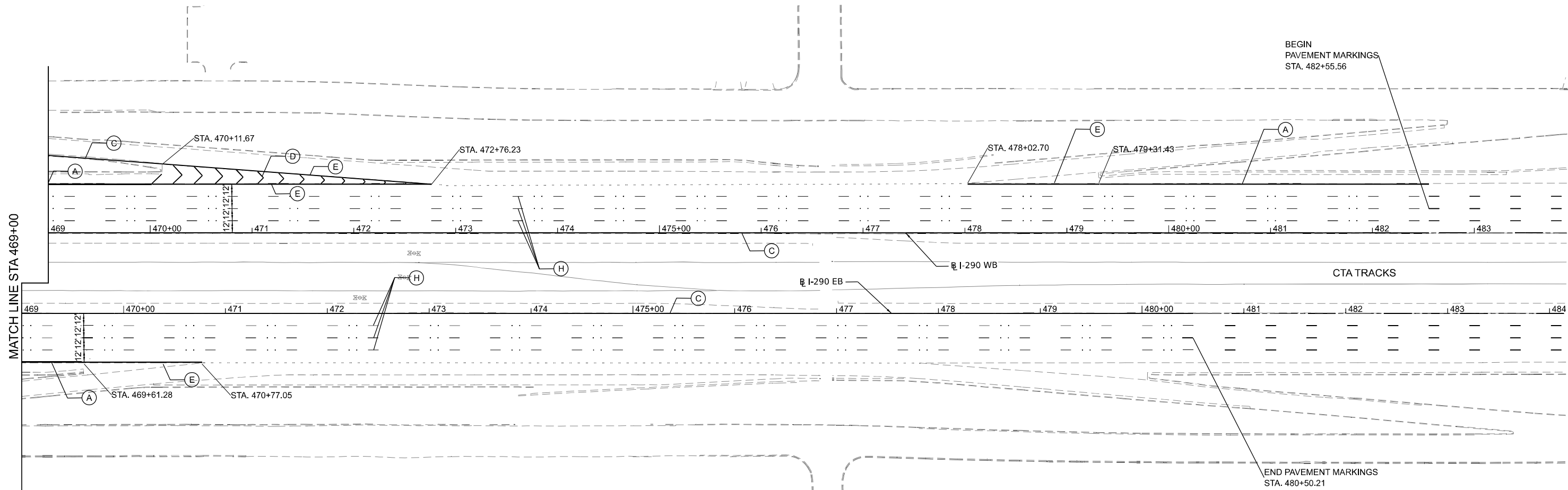
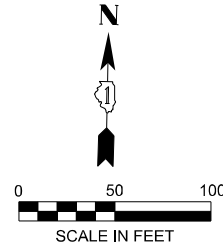


LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) THERMOPLASTIC PAVEMENT MARKING - (LETTERS & SYMBOLS)
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- (D) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID YELLOW)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE)
- (H) THERMOPLASTIC PAVEMENT MARKING - LINE 5" (WHITE 10FT DASH 30FT SKIP)
- (I) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE 2FT DASH 6FT SKIP)



NOTES

1. REFLECTORS REMOVED FOR MOT PURPOSES TO BE REINSTALLED. EB I-290 FROM STA 440+50 TO STA 480+50. WB I-290 FROM STA 450+80 TO STA 482+50.
2. PAVEMENT MARKINGS TO BE PLACED IN SAME LOCATIONS AS EXISTING MARKING ALONG I-290.

MODEL: Pr_Markings I-290 sht 3
FILE NAME: D:\62R61-sht-plan-pmk-290.dgn



USER NAME = jstarzyk	DESIGNED - KB	REVISED -
DRAWN - KB	REVISIONS -	
PLOT SCALE = 0.16666667 / in.	CHECKED - MW	REVISED -
PLOT DATE = 03/16/2026	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
PROPOSED PAVEMENT MARKING I-290**

SCALE: 1"=50' SHEET 3 OF 3 STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	101
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

ALIGNMENT	STATION	SIGN NUMBER	LEGEND	M.U.T.C.D. SIGN NUMBER	EXISTING SIGN (SHEET 41)					PROPOSED SIGN (SHEET 42)					SUPPORT OFFSET		TELESCOPING STEEL SUPPORT LENGTH		WOOD SUPPORT LENGTH			
					W	X	H	AREA			W	X	H	AREA			P1	P2	P1	P2	P1	P2
								TYPE 1	TYPE 2	TYPE 3				TYPE 1	TYPE 2	TYPE 3						
					(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	P1	P2	(L.F.)	(L.F.)	(L.F.)	(L.F.)		
LARAMIE AVE	1516+09	SB - LAR - LP - 11 - E	SL 30	R2-1	2.00	X	2.50	5.00							41.25		LT.					
	1518+33	SB - LAR - MA - 12 - RR	W LEX. ST, 728 S	D3-2	5.50	X	1.50	8.25				6.00	X	1.50	9.00			LT.				
		SB - LAR - MA - 13 - RR	LT ON GREEN ARROW ONLY	R10-5	2.50	X	3.00	7.50				2.50	X	3.00	7.50			LT.				
	1518+34	SB - LAR - LP - 14 - RR	SEC. OF STATE, ARROW (RT)	D9	2.00	X	1.50	3.00				2.00	X	1.50	3.00			LT.				
		NB - LAR - LP - 18 - RR	SEC. OF STATE, ARROW (LT)	D9	2.00	X	1.50	3.00				2.00	X	1.50	3.00			LT.				
	1518+43	SB - LAR - TS - 29 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			LT.				
	1518+37	SB - LAR - TS - 11 - RR	CROSS ONLY ON SIGNAL	R10-2	0.75	X	1.25	0.94				0.75	X	1.25	0.94			LT.				
	1519+02	SB - LAR - TS - 30 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			LT.				
	1519+11	SB - LAR - LP - 15 - RR	EAST	M3-2	2.00	X	1.00	2.00				2.00	X	1.00	2.00			LT.				
		SB - LAR - LP - 16 - RR	I-290 SHIELD	M1-1	3.00	X	3.00	9.00				3.00	X	3.00	9.00			LT.				
		SB - LAR - LP - 17 - RR	ARROW (LT)	M6-1	1.75	X	1.00	1.75				1.75	X	1.00	1.75			LT.				
		NB - LAR - LP - 21 - RR	ON. TRAFFIC HAS EXT. GREEN	W25-1	2.00	X	2.50	5.00				2.00	X	2.50	5.00			LT.				
	1521+82	SB - LAR - MA - 19 - RR	W FLOUR. ST, 700 S	D3-2	5.50	X	1.50	8.25				6.00	X	1.50	9.00			LT.				
		SB - LAR - MA - 29 - P	ARROW (NO LT)	R3-2	2.00	X	2.00	4.00				2.00	X	2.00	4.00			LT.				
		SB - LAR - MA - 31 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			LT.				
	1522+29	SB - LAR - TS - 32 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			LT.				
	1522+38	SB - LAR - TS - 33 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			LT.				
	1522+50	SB - LAR - TC - 21 - RR	EAST	M3-2	2.00	X	1.00	2.00				2.00	X	1.00	2.00			LT.				
		SB - LAR - TC - 23 - SP	I-290 SHIELD	M1-1								3.00	X	3.00	9.00			LT.				
		SB - LAR - TC - 24 - SP	ARROW (LT TURN)	M5-1								1.75	X	1.00	1.75			LT.				
1525+37	SB - LAR - MA - 25 - E	W HAR. ST, 600 S	D3-2	5.50	X	1.50	8.25										LT.					
1526+18	SB - LAR - TS - 26 - E	BUS STOP									1.50	X	2.00	3.00			LT.					
1518+98	SB - LAR - TS - 27 - P	STOP	R1-1								2.50	X	2.50	6.25			RT.	10.50				
	SB - LAR - TS - 28 - P	ONE WAY ARROW (LT)	R6-2L								1.50	X	2.00	3.00			RT.					
SUBTOTAL 1								70.94	0.00	0.00				69.88	0.00	0.00			10.50	0.00	0.00	0.00
LARAMIE AVE	1517+09	NB - LAR - LP - 11 - E	NO STANDING, ARROW (DBL)	R7-4	1.00	X	1.50	1.50							38.23		RT.					
	1518+18	NB - LAR - TS - 12 - RR	BUS STOP		1.50	X	2.00	3.00				1.50	X	2.00	3.00			RT.	9.00			
	1518+27	NB - LAR - LP - 13 - RR	EAST	M3-2	2.00	X	1.00	2.00				2.00	X	1.00	2.00			RT.				
		NB - LAR - LP - 14 - RR	I-290 SHIELD	M1-1	3.00	X	3.00	9.00				3.00	X	3.00	9.00			RT.				
	1518+42	NB - LAR - LP - 15 - RR	ARROW (RT)	M6-1	1.75	X	1.00	1.75				1.75	X	1.00	1.75			RT.				
		NB - LAR - TS - 29 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			RT.				
	1518+43	NB - LAR - TS - 30 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			RT.				
	1518+95	NB - LAR - LP - 16 - RR	SEC. OF STATE, ARROW (LT)	D9	2.00	X	1.50	3.00				2.00	X	1.50	3.00			RT.				
		NB - LAR - LP - 17 - RR	ONE WAY ARROW (RT)	R6-2R	3.00	X	1.00	3.00				1.50	X	2.00	3.00			RT.				
	1518+95	SB - LAR - LP - 18 - RR	ONE WAY ARROW (LT)	R6-2L	3.00	X	1.00	3.00				1.50	X	2.00	3.00			RT.				
NB - LAR - MA - 19 - RR		ON. TRAFFIC HAS EXT. GREEN	W25-1	2.00	X	2.50	5.00				2.00	X	2.50	5.00			RT.					
1518+95	NB - LAR - MA - 20 - RR	W LEX. ST, 728 S	D3-2	5.50	X	1.50	8.25				6.00	X	1.50	9.00			RT.					
	NB - LAR - TS - 31 - P	CROSS ONLY ON SIGNAL	R10-2								0.75	X	1.25	0.94			RT.					

MODEL: Default
FILE NAME: D:\62R61-ehf-sign-schedule.dgn



USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 18.333' / in.	DRAWN -	REVISED -
PLOT DATE = 04/24/2026	CHECKED -	REVISED -
	DATE = 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
SIGN SCHEDULE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	102
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

ALIGNMENT	STATION	SIGN NUMBER						LEGEND	M.U.T.C.D. SIGN NUMBER	EXISTING SIGN (SHEET 41)					PROPOSED SIGN (SHEET 42)					SUPPORT OFFSET		TELESCOPING STEEL SUPPORT LENGTH		WOOD SUPPORT LENGTH							
										W X H		AREA			W X H		AREA														
										(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)							P1	P2	(L.F.)	(L.F.)	(L.F.)	(L.F.)
																												72800100		73000100	
LARAMIE AVE	1521+73	NB - LAR - TC - 22 - RR	ARROW (NO RT)	R3-1	2.00	X	2.00	4.00			2.00	X	2.00	4.00			39.86	RT.													
		SB - LAR - TC - 20 - RR	ARROW (NO LT)	R3-2	2.00	X	2.00	4.00			2.00	X	2.00	4.00																	
	1521+81	NB - LAR - TS - 32 - P	CROSS ONLY ON SIGNAL	R10-2							0.75	X	1.25	0.94			43.53	RT.													
	1522+37	NB - LAR - TS - 33 - P	CROSS ONLY ON SIGNAL	R10-2							0.75	X	1.25	0.94			41.44	RT.													
	1522+41	NB - LAR - TS - 34 - P	CROSS ONLY ON SIGNAL	R10-2							0.75	X	1.25	0.94			38.68	RT.													
	1522+42	NB - LAR - MA - 23 - RR	W. FLOUR. ST, 700 S	D3-2	5.50	X	1.50	8.25			6.00	X	1.50	9.00			23.48	RT.													
		NB - LAR - MA - 28 - P	ARROW (NO RT)	R3-1	2.00	X	2.00	4.00			2.00	X	2.00	4.00																	
	1523+98	NB - LAR - LP - 24 - RR	SNOW TOW ZONE	R7-210-1	1.50	X	1.50	2.25			1.50	X	1.50	2.25			23.48	RT.													
1524+39	NB - LAR - TS - 25 - SP	PEDESTRIAN CROSSING	W11-2							2.00	X	2.00	4.00			23.48	RT.	10.00													
	NB - LAR - TS - 26 - RR	SENIOR CITIZENS	W11-2-6	1.50	X	1.00	1.50			1.50	X	1.00	1.50																		
1526+03	NB - LAR - MA - 27 - E	W HAR. ST, 600 S	D3-2	5.50	X	1.50	8.25									25.55	RT.														
SUBTOTAL 2									71.75	0.00	0.00	73.13	0.00	0.00	19.00	0.00	0.00	0.00	0.00												
LEXINGTON ST	3712+63	EB - LEX - MA - 11 - RR	S LAR. AVE, 5200 W	D3-2	5.50	X	1.50	8.25			6.00	X	1.50	9.00			29.87	RT.													
	3713+70	EB - LEX - TS - 12 - RR	BUS STOP		1.50	X	2.00	3.00			1.50	X	2.00	3.00			22.63	RT.													
	SUBTOTAL 3									11.25	0.00	0.00	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
LEXINGTON ST	3711+63	WB - LEX - TS - 11 - RR	NO OUTLET	W14-2	2.50	X	2.50	6.25			2.50	X	2.50	6.25			12.05	LT.	9.50												
SUBTOTAL 4									6.25	0.00	0.00	6.25	0.00	0.00	9.50	0.00	0.00	0.00													
FLOURNOY ST	4711+67	WB - FLR - LP - 11 - RR	NO TRUCKS OVER 5 TONS	R5-2-2	2.00	X	2.00	4.00			2.00	X	2.00	4.00			23.15	RT.													
		WB - FLR - LP - 12 - RR	SEC. OF STATE, ARROW (LT)	D9	2.00	X	1.50	3.00			2.00	X	1.50	3.00																	
	4711+49	WB - FLR - LP - 13 - RR	NO TRUCKS OVER 5 TONS	R5-2-2	2.00	X	2.00	4.00			2.00	X	2.00	4.00			22.4	LT.													
	4711+49	WB - FLR - MA - 14 - RR	S LAR. AVE, 5200 W	D3-2	5.50	X	1.50	8.25			6.00	X	1.50	9.00			11.12	LT.													
	4713+81	WB - FLR - LP - 15 - RR	SCHOOL	S1-1	3.00	X	3.00	9.00			3.00	X	3.00	9.00			25.58	LT.													
		WB - FLR - LP - 16 - RR	AHEAD	W16-9P	2.00	X	1.00	2.00			2.00	X	1.00	2.00																	
4714+01	WB - FLR - TS - 17 - RR	HAW. RACE TRACK, ARROW (LT)	RS	2.00	X	2.00	4.00			2.00	X	2.00	4.00			22.89	RT.	9.00													
4715+81	WB - FLR - LP - 18 - E	NO PARKING	R7-1-1	1.50	X	1.50	2.25									25.58	LT.														
SUBTOTAL 5									36.50	0.00	0.00	35.00	0.00	0.00	9.00	0.00	0.00	0.00													
HARRISON ST	1525+42	EB - HAR - TS - 11 - E	SCHOOL	S1-1	3.00	X	3.00	9.00								121.81	LT.														
		EB - HAR - TS - 12 - E	AHEAD	W16-9P	2.00	X	1.00	2.00																							
	1525+36	EB - HAR - LP - 13 - E	NO TURN ON RED	R10-11a	2.00	X	2.50	5.00								29.55	LT.														
	1526+03	EB - HAR - LP - 14 - E	NO TURN ON RED	R10-11a	2.00	X	2.50	5.00								22.55	RT.														
1525+41	EB - HAR - MA - 15 - E	S LAR. AVE, 5200 W	D3-2	5.50	X	1.50	8.25									38.10	LT.														
SUBTOTAL 6									29.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00													
HARRISON ST	1525+88	WB - HAR - MA - 11 - E	S LAR. AVE, 5200 W	D3-2	5.50	X	1.50	8.25								41.77	LT.														
	1525+36	WB - HAR - LP - 12 - E	NO TURN ON RED	R10-11a	2.00	X	2.50	5.00								29.55	LT.														
	1526+03	WB - HAR - LP - 13 - E	NO TURN ON RED	R10-11a	2.00	X	2.50	5.00								22.55	RT.														
	1525+95	WB - HAR - TS - 14 - E	BUS STOP		1.50	X	2.00	3.00								55.51	RT.														
SUBTOTAL 7									21.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00													

MODEL: Default
FILE NAME: D:\62R61-ehit-sgn-schedule.dgn



USER NAME = jslarzyk	DESIGNED JAS JAS	REVISED -
	DRAWN JAS JAS	REVISED -
PLOT SCALE = 18.333' / in.	CHECKED RR DF	REVISED -
PLOT DATE = 04/24/2026	DATE 01/08/2026 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
SIGN SCHEDULE**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	103
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

ALIGNMENT	STATION	SIGN NUMBER						LEGEND	M.U.T.C.D. SIGN NUMBER	EXISTING SIGN (SHEET 41)					PROPOSED SIGN (SHEET 42)					SUPPORT OFFSET			TELESCOPING STEEL SUPPORT LENGTH				WOOD SUPPORT LENGTH									
										W X H			AREA			W X H			AREA																	
										TYPE 1		TYPE 2	TYPE 3	TYPE 1		TYPE 2	TYPE 3	P1													P2		P1	P2	P1	P2
										(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)												(L.F.)	(L.F.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(L.F.)
															72800100		73000100																			
I-290	460+18	EB	-	290	-	LP	-	11	-	RL	SL 55	R2-1	4.00	X	5.00		20.00		4.00	X	5.00		20.00		43.28		RT.									
	460+83	EB	-	290	-	BR	-	12	-	RL	EXIT 24B, IL CICERO, 1/4 MI	E	17.00	X	9.00			153.00	17.00	X	9.00			153.00		44.74		RT.								
	460+83	EB	-	290	-	WP	-	13	-	RL	S LAR. AVE, 5200 W	D3-2	5.50	X	1.50	8.25			6.00	X	1.50	9.00			42.65	47.15	LT.			11.50	11.50					
	SUBTOTAL 8											8.25		20.00		153.00		9.00		20.00		153.00		0.00		0.00		11.50	11.50							
I-290	462+20	WB	-	290	-	BR	-	11	-	RL	EXIT 23A, AUSTIN BLVD, 3/4 MI	E	15.00	X	11.00			165.00	15.00	X	11.00			165.00		83.14		RT.								
	462+20	WB	-	290	-	BR	-	12	-	RL	EXIT 25B, CENTRAL AVE, 1/4 MI	E	15.00	X	9.00			135.00	15.00	X	9.00			135.00		6.56		LT.								
	462+36	WB	-	290	-	WP	-	13	-	RL	S LAR. AVE, 5200 W	D3-2	5.50	X	1.50	8.25			6.00	X	1.50	9.00			47.57	52.07	LT.			11.50	11.50					
	465+39	WB	-	290	-	WP	-	14	-	RL	HOSPITAL	D9-2	3.00	X	3.00	9.00			3.00	X	3.00	9.00			44.64		LT.			14.50	14.50					
		WB	-	290	-	WP	-	15	-	RL	EXIT 23B	D3-2	3.50	X	1.50	5.25			4.00	X	1.50	6.00														
SUBTOTAL 9											22.50		0.00		300.00		24.00		0.00		300.00		0.00		0.00		26.00	26.00								
TOTALS											277.94		20.00		473.00		229.25		20.00		453.00		48.00		0.00		37.50	37.50								

MODEL: Default
FILE NAME: D:\62R61-shit-sign-schedule.dgn



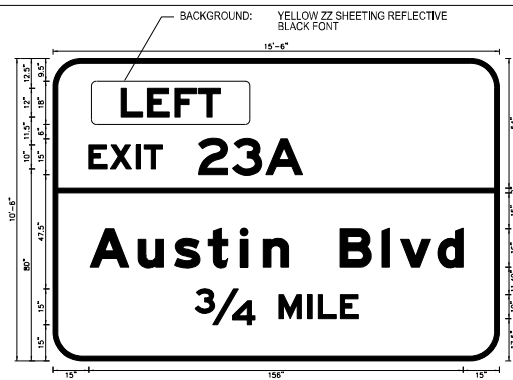
USER NAME = jstarzyk	DESIGNED JAS JAS	REVISED -
	DRAWN JAS JAS	REVISED -
PLOT SCALE = 1/8.333" = 1 in.	CHECKED RR DF	REVISED -
PLOT DATE = 04/24/2026	DATE 01/08/2026 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
SIGN SCHEDULE**

SCALE: NTS SHEET 2A OF 2 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	103A
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



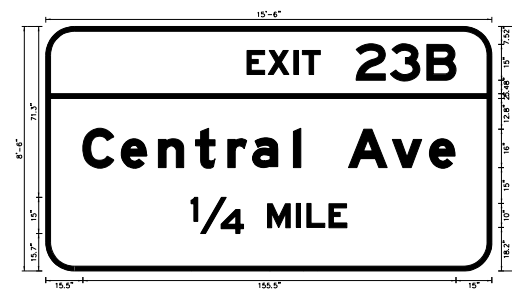
SIGN NUMBER	WB- I-290 - BR - XX - P
WIDTH x HIGHT.	15'-6" x 10'-6"
BORDER WIDTH	1.8"
CORNER RADIUS	12"
MOUNTING	BRIDGE MOUNTED
BACKGROUND	TYPE: ZZ SHEETING REFLECTIVE COLOR: Green
LEGEND/BORDER	TYPE: BRIDGE MOUNTED COLOR: YellowWhite

SYMBOL	ROT	X	Y	WID	HT

Panel Style: guide_exp_advance_b.ssi
Dimensions are in inches, tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)															LENGTH	SERIES/SIZE
E	X	I	T	2	3	A										E 2000
15	23.9	34.6	36.1	60.6	74.65	88.65										88.95 10.15
A	u	s	t	i	n	B	i	v	e							EM 2000
15.48	35.48	50.68	64.6	78.04	87.64	101.4	119.64	137.08	144.92	160.44						155.52 1612
34	M	I	L	E												E 2000
59.2	94.18	106.18	110.58	119.78												68.08 15.10



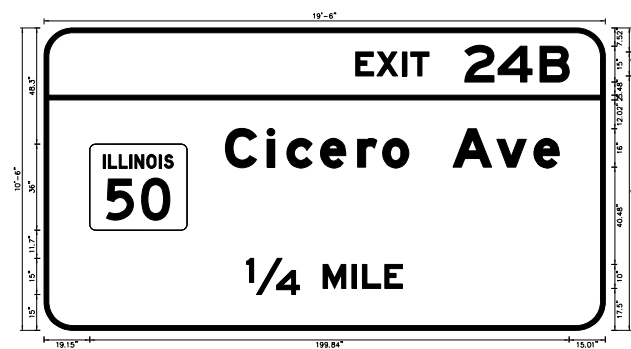
SIGN NUMBER	WB- I-290 - BR - XX - P
WIDTH x HIGHT.	15'-6" x 10'-6"
BORDER WIDTH	1.8"
CORNER RADIUS	12"
MOUNTING	BRIDGE MOUNTED
BACKGROUND	TYPE: ZZ SHEETING REFLECTIVE COLOR: Green
LEGEND/BORDER	TYPE: BRIDGE MOUNTED COLOR: YellowWhite

SYMBOL	ROT	X	Y	WID	HT

Panel Style: guide_exp_advance_b.ssi
Dimensions are in inches, tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)															LENGTH	SERIES/SIZE
E	X	I	T	2	3	B										E 2000
83.84	92.74	103.44	106.94	129.44	143.69	156.84										87.15 10.15
C	e	n	t	r	a	i	A	v	e							EM 2000
15.48	31.48	47	62.36	75.8	86.2	103.16	109.56	126.2	144.44	159.96						155.04 1612
14	M	I	L	E												E 2000
60.46	92.44	104.44	108.84	118.04												65.08 15.10



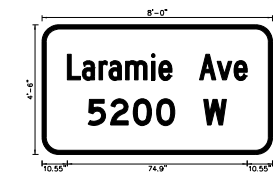
SIGN NUMBER	EB- I-290 - BR - XX - P
WIDTH x HIGHT.	19'-6" x 10'-6"
BORDER WIDTH	1.8"
CORNER RADIUS	12"
MOUNTING	BRIDGE MOUNTED
BACKGROUND	TYPE: ZZ SHEETING REFLECTIVE COLOR: Green
LEGEND/BORDER	TYPE: BRIDGE MOUNTED COLOR: YellowWhite

SYMBOL	ROT	X	Y	WID	HT
M1-I100A-2-32-151		19.15	41.7	40.5	36

Panel Style: guide_exp_advance_b.ssi
Dimensions are in inches, tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)															LENGTH	SERIES/SIZE
E	X	I	T	2	4	B										E 2000
129.89	138.79	149.49	152.99	175.49	189.29	206.84										89.1 10.15
C	i	c	e	r	o	A	v	e								EM 2000
75.61	93.05	101.21	115.29	130.81	141.21	153.85	170.49	188.73	204.25							139.2 1612
14	M	I	L	E												E 2000
84.46	116.44	128.44	132.84	142.04												65.08 15.10



SIGN NUMBER	WB- I-290 - BR - XX - P EB- I-290 - BR - XX - P
WIDTH x HIGHT.	8'-0" x 4'-6"
BORDER WIDTH	1.58"
CORNER RADIUS	12"
MOUNTING	BRIDGE MOUNTED
BACKGROUND	TYPE: ZZ SHEETING REFLECTIVE COLOR: Green
LEGEND/BORDER	TYPE: BRIDGE MOUNTED COLOR: YellowWhite

SYMBOL	ROT	X	Y	WID	HT

Panel Style: guide_exp_advance_minor.ssi
Dimensions are in inches, tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)															LENGTH	SERIES/SIZE
L	a	r	a	m	i	e	A	v	e							C 2000
10.55	16.74	23.67	27.83	34.77	45.55	48.64	54.51	65.5	72.86	80.01						74.9 10.678
5	2	0	0	W												D 2000
19.19	28.58	37.97	47.68	56.32	67.31											57.62 10.67

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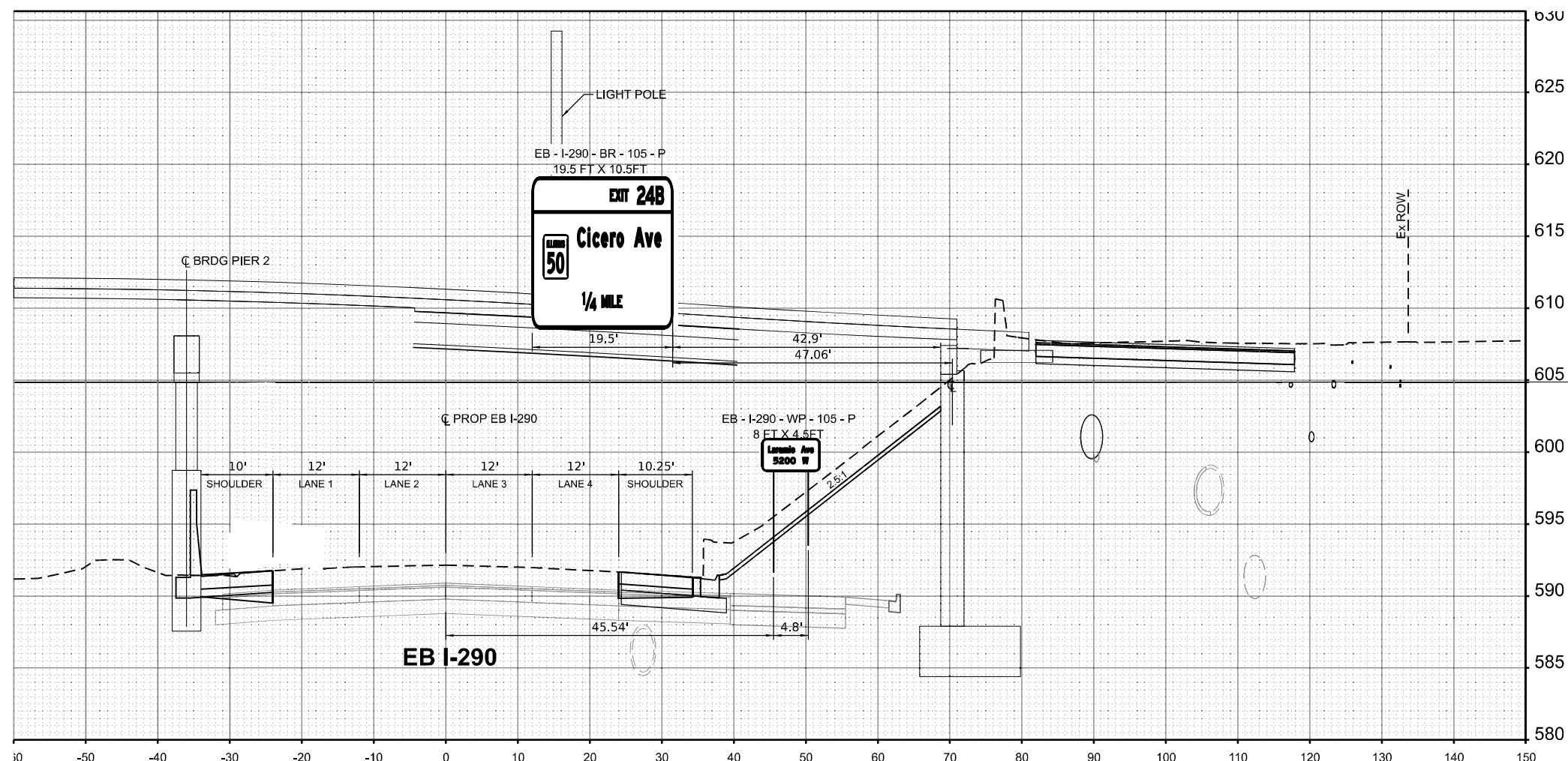
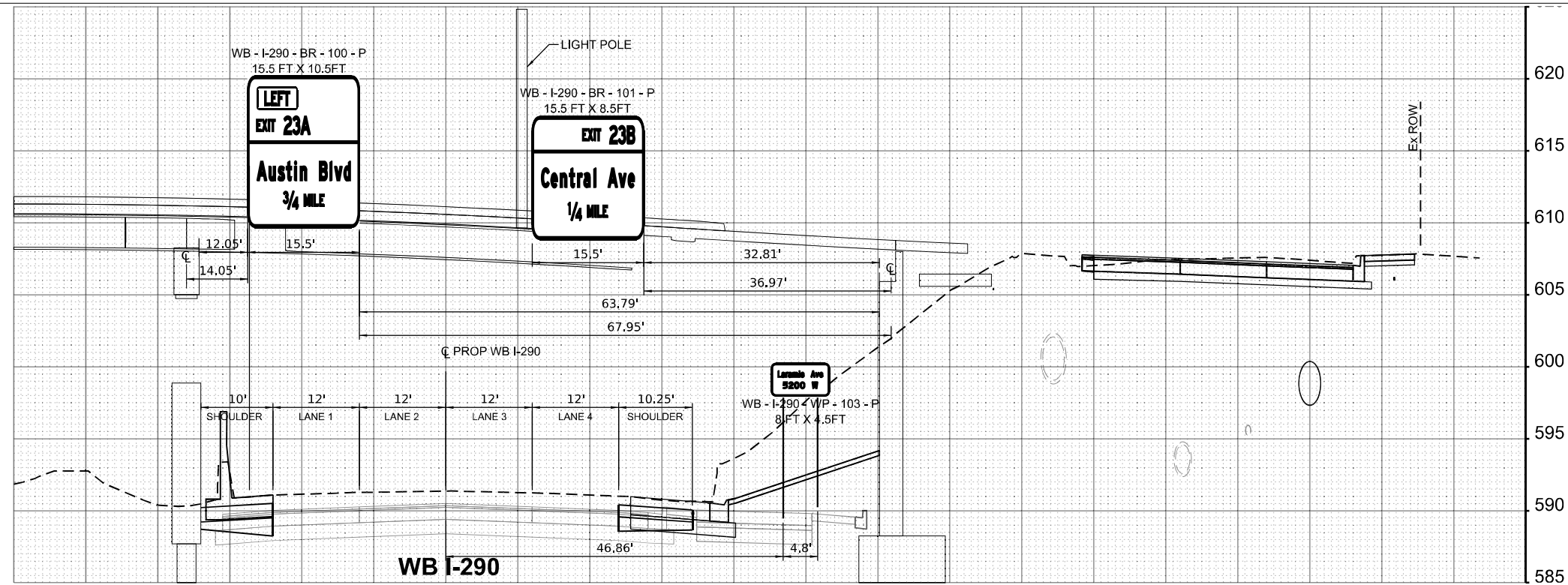
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	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
SIGNING PANEL DETAILS

SCALE: NTS SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	104
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
SIGN PLACEMENT DETAILS**

SCALE: NTS SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	105
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

DIRECTION OF TRAFFIC FACING
 EB - EASTBOUND
 WB - WESTBOUND
 NB - NORTHBOUND
 SB - SOUTHBOUND

ROADWAY
 LAR - LARAMIE AVENUE
 FLR - FLOURNOY STREET
 LEX - LEXINGTON STREET
 HAR - HARRISON STREET
 I-290 - I-290

WORK TYPE
 E - EXISTING (NO WORK PROPOSED)
 R - REMOVE EXISTING SIGN PANEL
 RR - REMOVE AND REPLACE EXISTING SIGN PANEL
 SP - PROPOSED SIGN PANEL ON EXISTING SUPPORT
 RL - RELOCATE SIGN PANEL
 P - PROPOSED SIGN PANEL AND SUPPORT

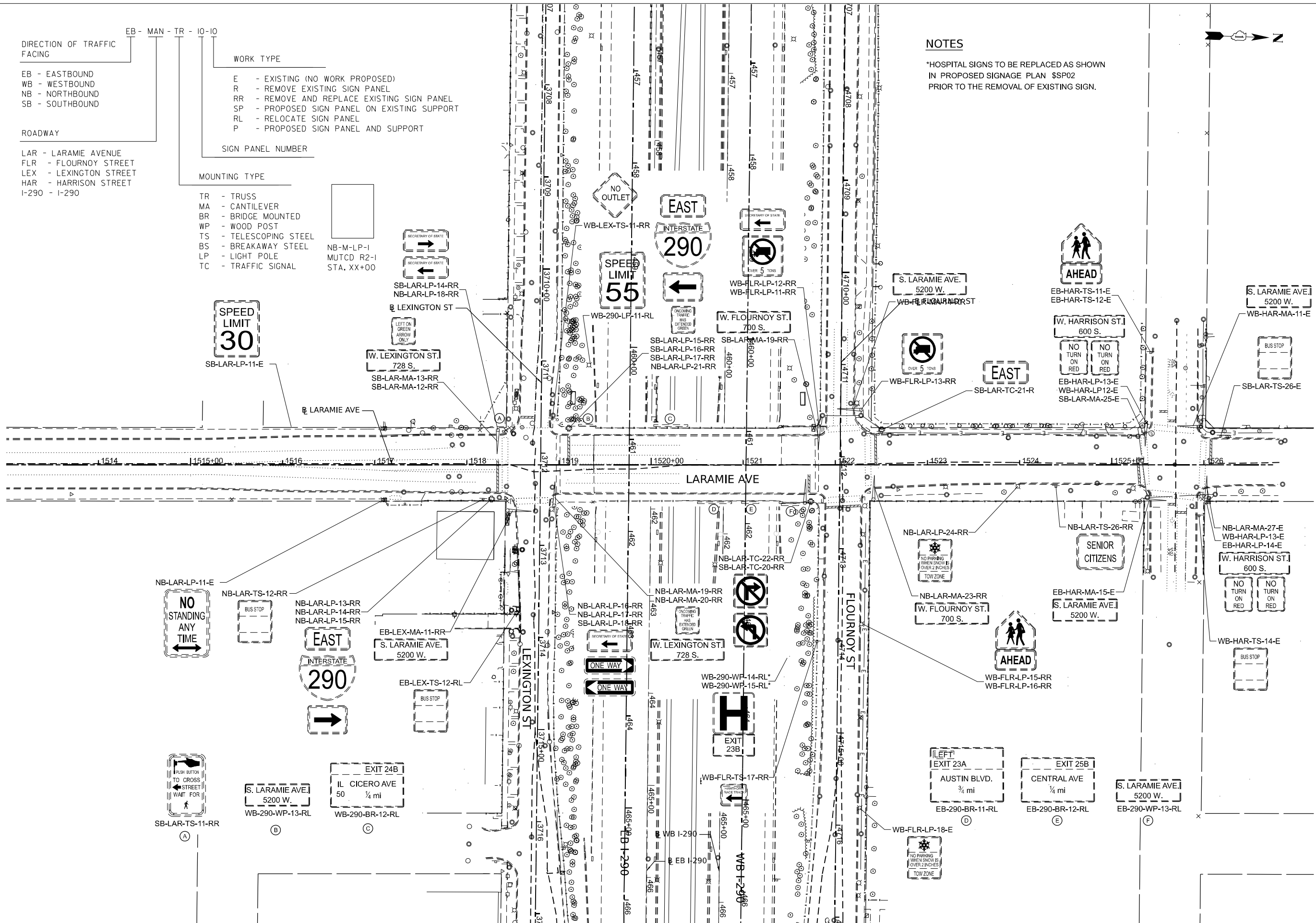
SIGN PANEL NUMBER

MOUNTING TYPE
 TR - TRUSS
 MA - CANTILEVER
 BR - BRIDGE MOUNTED
 WP - WOOD POST
 TS - TELESCOPING STEEL
 BS - BREAKAWAY STEEL
 LP - LIGHT POLE
 TC - TRAFFIC SIGNAL

NB-M-LP-1
 MUTCD R2-1
 STA. XX+00

NOTES

*HOSPITAL SIGNS TO BE REPLACED AS SHOWN IN PROPOSED SIGNAGE PLAN SSP02 PRIOR TO THE REMOVAL OF EXISTING SIGN.



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 EXISTING SIGNAGE PLAN

SCALE: 1"=50' SHEET SSE01\$ OF STA. 1513+00.00 TO STA. 1520+39.50

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	106
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

DIRECTION OF TRAFFIC FACING
 EB - EASTBOUND
 WB - WESTBOUND
 NB - NORTHBOUND
 SB - SOUTHBOUND

ROADWAY
 LAR - LARAMIE AVENUE
 FLR - FLOURNOY STREET
 LEX - LEXINGTON STREET
 HAR - HARRISON STREET
 I-290 - I-290

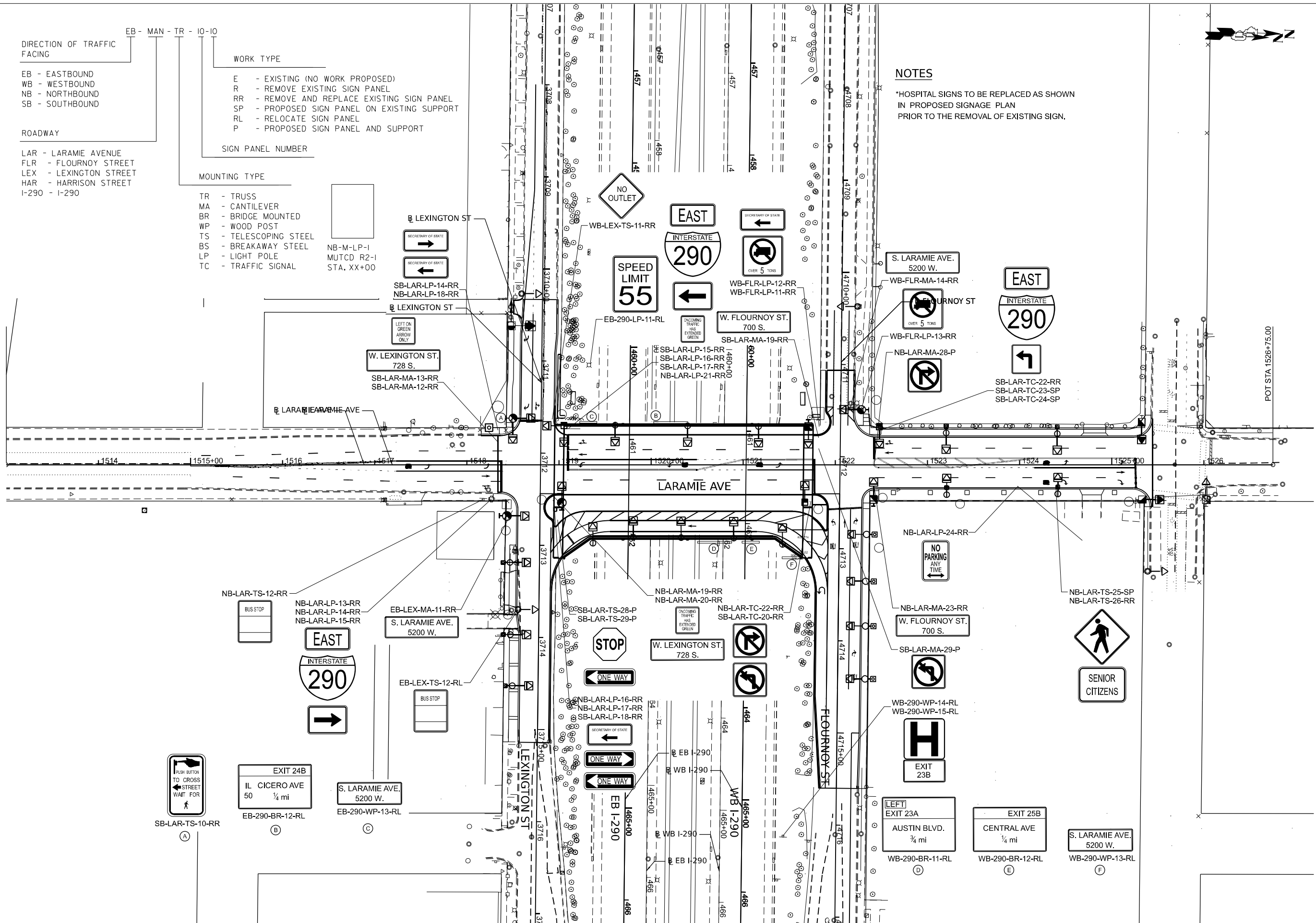
WORK TYPE
 E - EXISTING (NO WORK PROPOSED)
 R - REMOVE EXISTING SIGN PANEL
 RR - REMOVE AND REPLACE EXISTING SIGN PANEL
 SP - PROPOSED SIGN PANEL ON EXISTING SUPPORT
 RL - RELOCATE SIGN PANEL
 P - PROPOSED SIGN PANEL AND SUPPORT

SIGN PANEL NUMBER

MOUNTING TYPE
 TR - TRUSS
 MA - CANTILEVER
 BR - BRIDGE MOUNTED
 WP - WOOD POST
 TS - TELESCOPING STEEL
 BS - BREAKAWAY STEEL
 LP - LIGHT POLE
 TC - TRAFFIC SIGNAL

NB-M-LP-1
 MUTCD R2-1
 STA. XX+00

NOTES
 *HOSPITAL SIGNS TO BE REPLACED AS SHOWN
 IN PROPOSED SIGNAGE PLAN
 PRIOR TO THE REMOVAL OF EXISTING SIGN.



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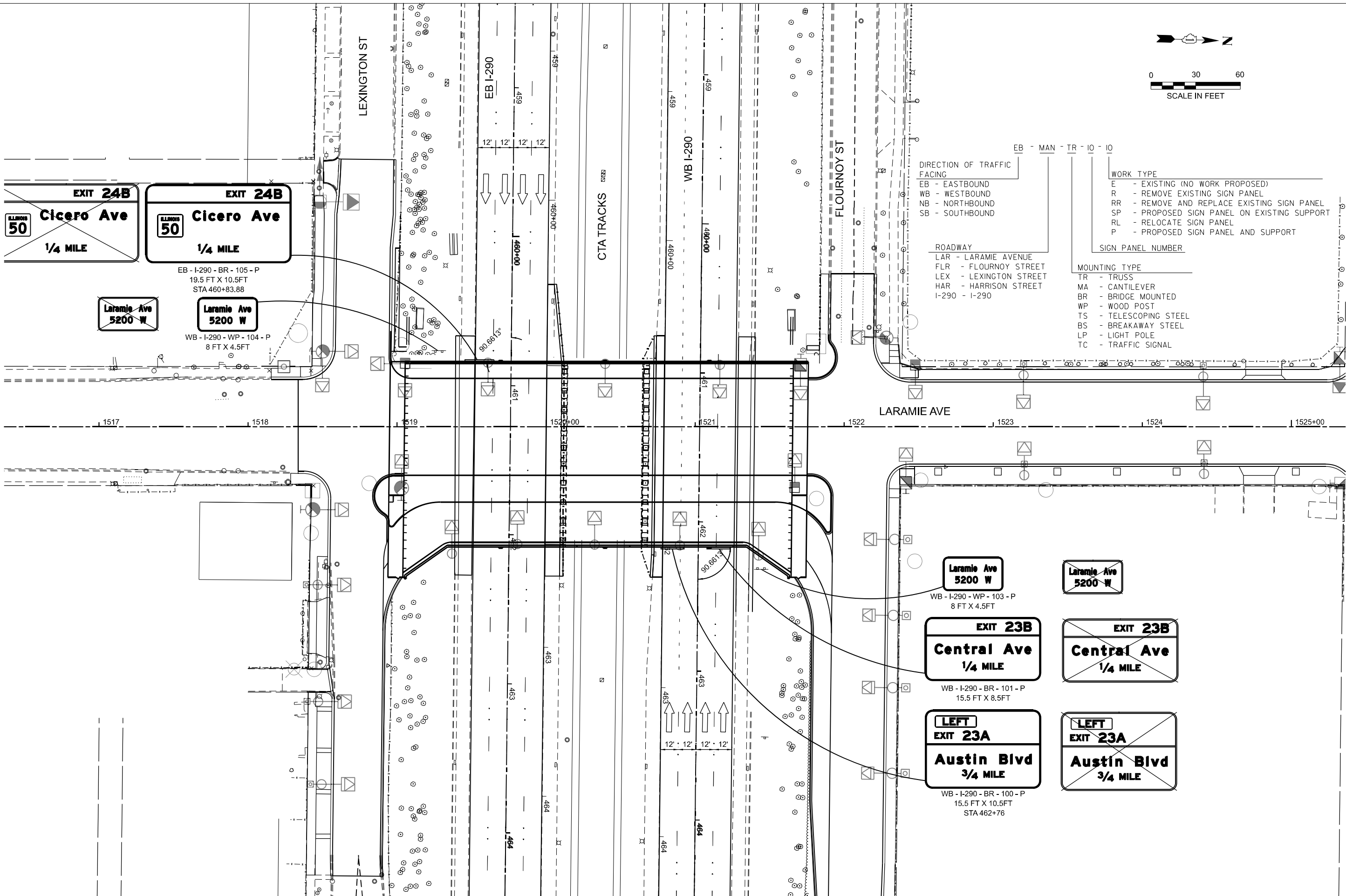
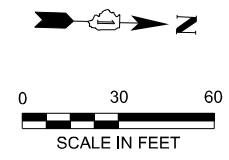
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 PROPOSED LARAMIE SIGNAGE PLAN

SCALE: 1"=50' SHEET OF STA. 1513+00.00 TO STA. 1520+39.50

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	107
CONTRACT NO. 62R61				
		ILLINOIS FED.AID PROJECT		



- DIRECTION OF TRAFFIC FACING**
 EB - EASTBOUND
 WB - WESTBOUND
 NB - NORTHBOUND
 SB - SOUTHBOUND
- ROADWAY**
 LAR - LARAMIE AVENUE
 FLR - FLOURNOY STREET
 LEX - LEXINGTON STREET
 HAR - HARRISON STREET
 I-290 - I-290
- WORK TYPE**
 E - EXISTING (NO WORK PROPOSED)
 R - REMOVE EXISTING SIGN PANEL
 RR - REMOVE AND REPLACE EXISTING SIGN PANEL
 SP - PROPOSED SIGN PANEL ON EXISTING SUPPORT
 RL - RELOCATE SIGN PANEL
 P - PROPOSED SIGN PANEL AND SUPPORT
- SIGN PANEL NUMBER**
- MOUNTING TYPE**
 TR - TRUSS
 MA - CANTILEVER
 BR - BRIDGE MOUNTED
 WP - WOOD POST
 TS - TELESCOPING STEEL
 BS - BREAKAWAY STEEL
 LP - LIGHT POLE
 TC - TRAFFIC SIGNAL

EXIT 24B
Cicero Ave
 1/4 MILE

EB - I-290 - BR - 105 - P
 19.5 FT X 10.5FT
 STA 460+83.88

Laramie Ave 5200 W

WB - I-290 - WP - 104 - P
 8 FT X 4.5FT

Laramie Ave 5200 W

WB - I-290 - WP - 103 - P
 8 FT X 4.5FT

EXIT 23B
Central Ave
 1/4 MILE

WB - I-290 - BR - 101 - P
 15.5 FT X 8.5FT

LEFT EXIT 23A
Austin Blvd
 3/4 MILE

WB - I-290 - BR - 100 - P
 15.5 FT X 10.5FT
 STA 462+76

Laramie Ave 5200 W

EXIT 23B
Central Ave
 1/4 MILE

LEFT EXIT 23A
Austin Blvd
 3/4 MILE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
PROPOSED I-290 SIGNAGE PLAN

SCALE: SHEET OF STA. 1513+00.00 TO STA. 1520+39.50

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	108
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

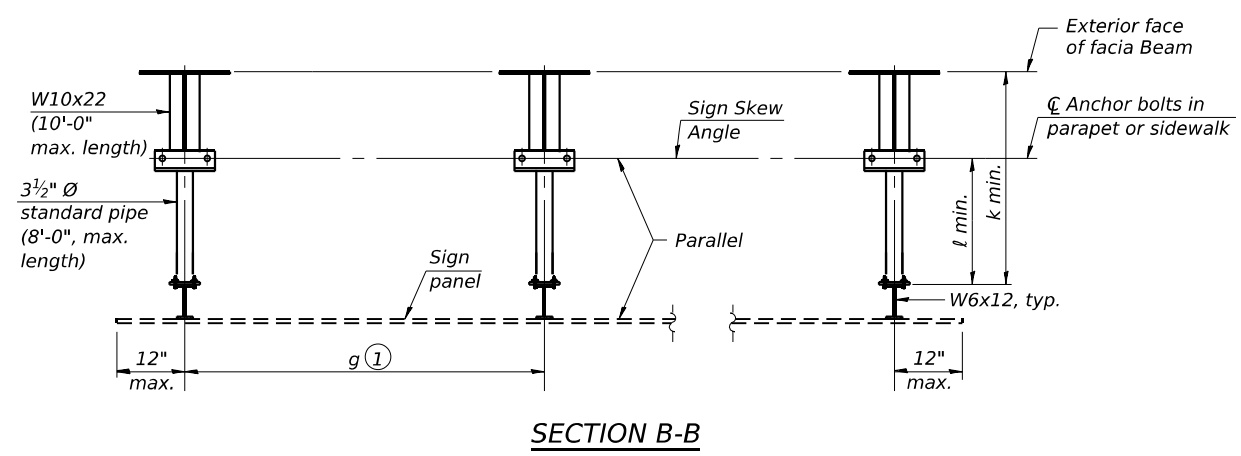
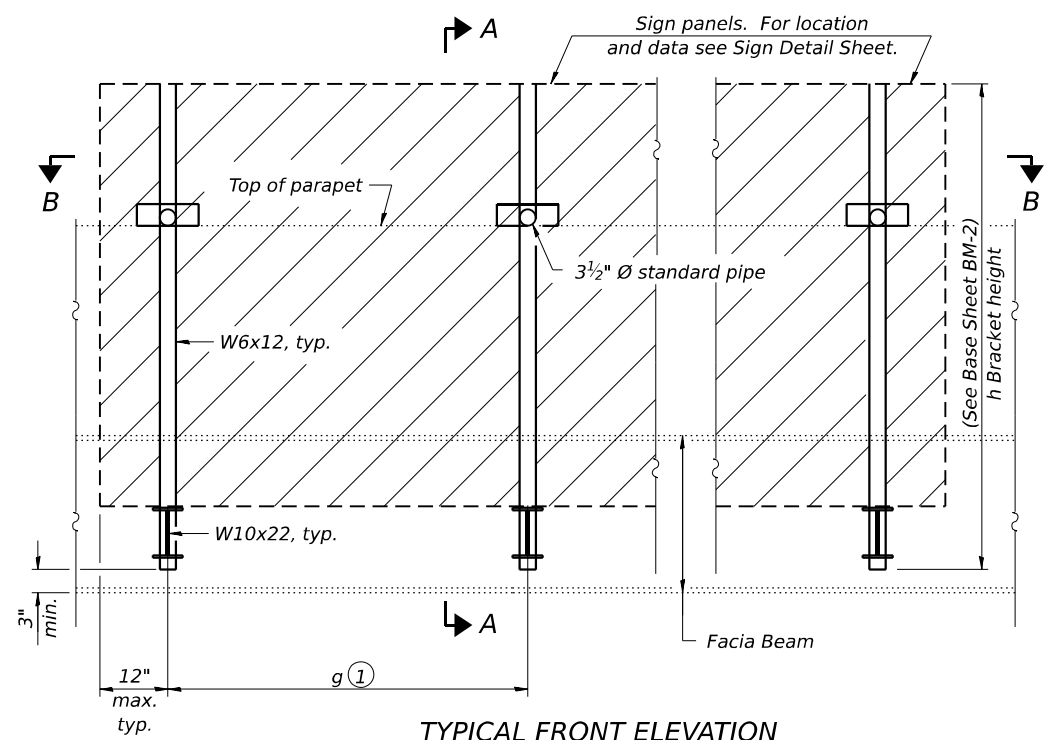
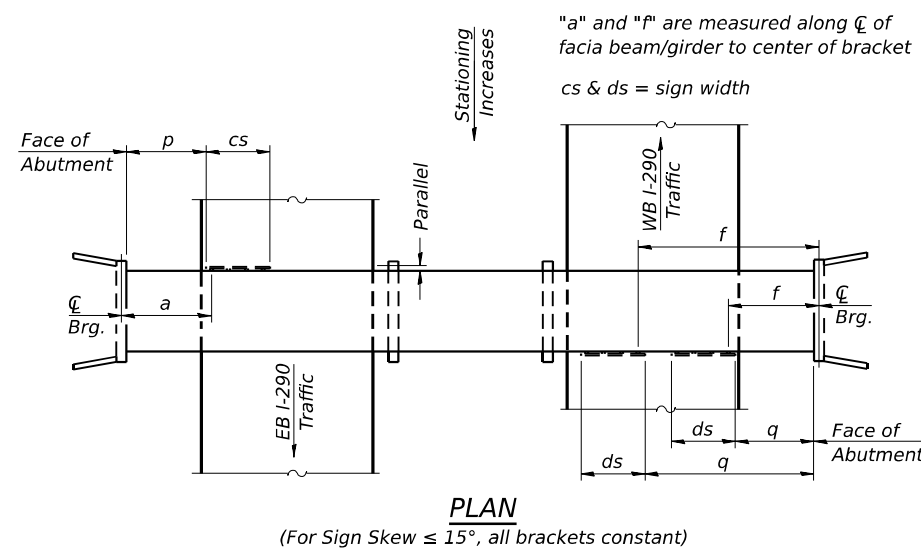
MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

- ① Bracket spacing $g \leq 6'-0"$, max. Spacing shall be uniform if possible but may vary $\pm 6"$ to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- ② Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
- ③ Unit price includes brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items.



Structure Number	Sign Skew Angle (L) or (R)	* Bridge Station	Bridge Structure Number	Contract Route Designation	a	cs	ds	f	g	No. of Brackets (Total)	p	q
1B016I290R024.2-000	R 00°39'40.7"	1519+63.29	016-2015	I-290	48.06	19.50			**6.00	4	42.90	
1B016I290L024.2-001	R 00°39'40.7"	1521+18.87	016-2015	I-290			15.50	37.97	4.50	4		32.81
1B016I290L024.2-000	R 00°39'40.7"	1520+87.89	016-2015	I-290			15.50	68.95	4.50	4		63.79

Dimensions a, f & g may vary as approved by the Engineer, see ①.
 * Station along \bar{C} Laramie Ave. at center of Bridge Mounted Sign Structure
 ** Varies 6.00, 5.50, 6.00

TOTAL BILL OF MATERIAL

③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	51
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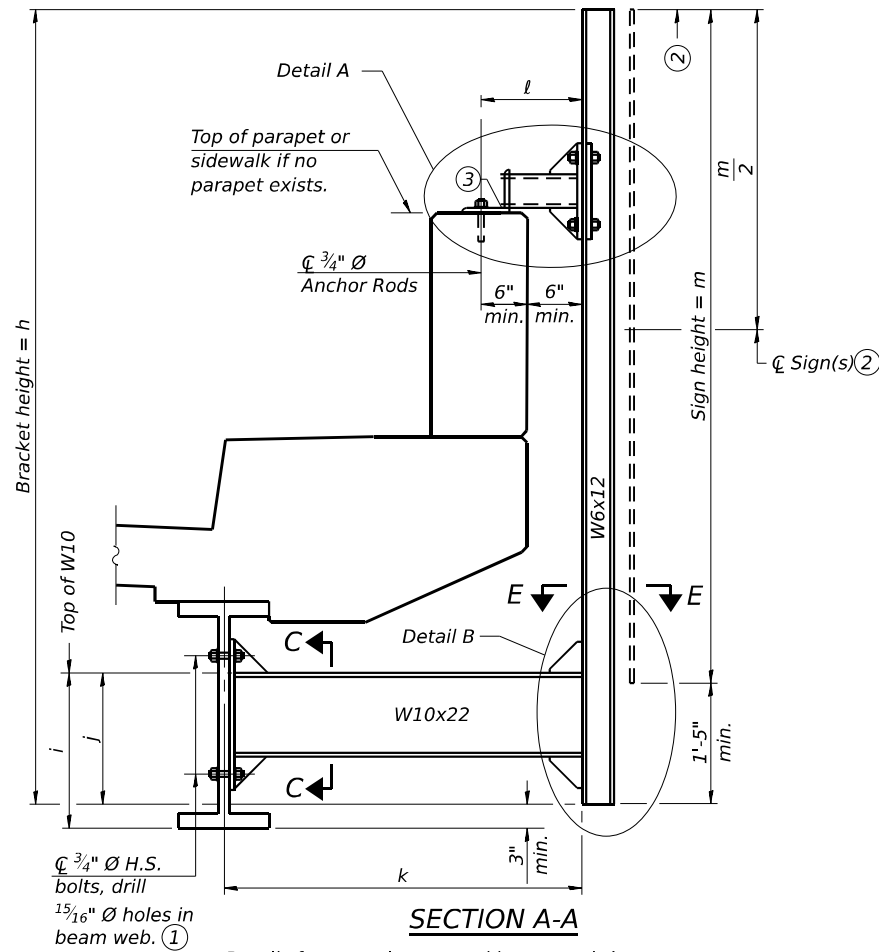
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
 BRIDGE MOUNT SIGN STRUCTURES**

SCALE: NTS SHEET 1 OF 4 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	109
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



SECTION A-A
 Details for mounting to steel beam or girder
 & Details for mounting with existing parapet mounted rail
 Bridge fence railing and light pole details not shown for clarity

- ① Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- ② Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- ③ For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Notes:
 Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.
 Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.
 All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. Proposed exceptions must be approved by the Bureau of Bridges and Structures.
 The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.
 For Details A & B, Sections C-C and E-E, see Base Sheet BM-3.

Structure Number	* Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
1B0161290R024.2-000	1519+63.29	12'	19.6"	16.6"	3'-6"	1'-0"	10.5'
1B0161290L024.2-001	1521+18.87	10'	19.6"	16.6"	3'-6"	** 1'-11"	8.5'
1B0161290L024.2-000	1520+87.89	12'	19.6"	16.6"	3'-6"	1'-0"	10.5'

* Station along \bar{C} Laramie Ave. at center of Bridge Mounted Sign Structure
 ** Extended for light pole bump out (see bridge plans)

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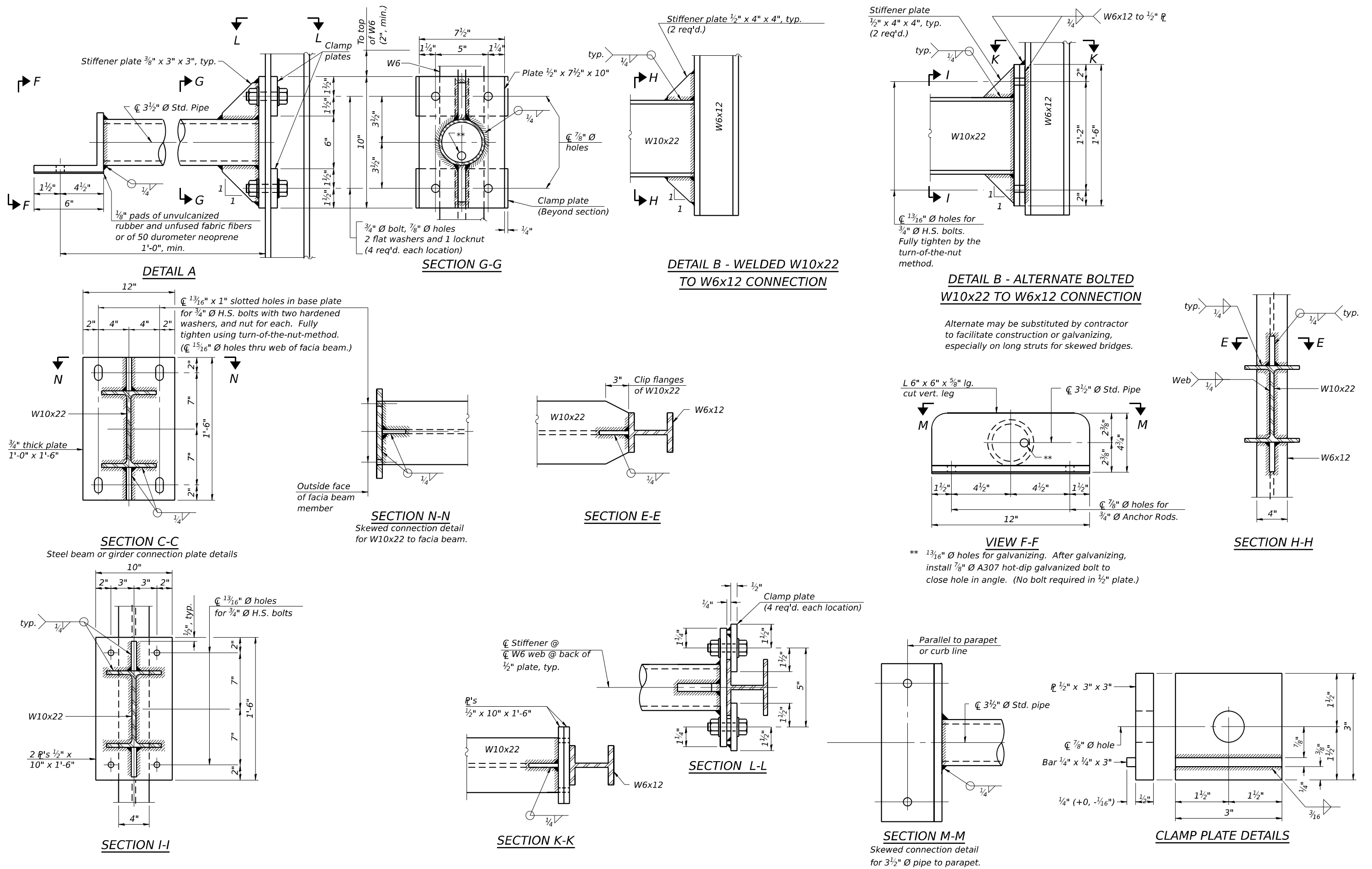
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	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
 BRIDGE MOUNT SIGN STRUCTURES**

SCALE: NTS SHEET 2 OF 4 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	110
CONTRACT NO. 62R61				
		ILLINOIS	FED. AID PROJECT	



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 BRIDGE MOUNT SIGN STRUCTURES

SCALE: NTS SHEET 3 OF 4 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	111
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

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PLOT DATE = 03/16/2026	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
BRIDGE MOUNT SIGN STRUCTURES

SCALE: NTS SHEET 4 OF 4 STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	112
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

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PROPOSED	PRESENT	
		SIGNAL, TRAFFIC 3 SECTION 1-WAY ADJUSTABLE, 12" OR AS NOTED
		SIGNAL, TRAFFIC 3 SECTION 2-WAY ADJUSTABLE, 12" OR AS NOTED
		SIGNAL OPTICALLY PROGRAMMED
		SIGNAL, PEDESTRIAN, COUNTDOWN
		SIGNAL, PEDESTRIAN, DON'T WALK/WALK
		SIGNAL FACE ARROW, 12" COLOR AS NOTED
		SIGNAL FACE, 1 SECTION YELLOW/GREEN ARROW DUAL INDICATION
		PUSH BUTTON, PEDESTRIAN
		SIGN, ILLUMINATED, WITH MESSAGE OR SYMBOL AS INDICATED
		MAST ARM, MONOTUBE, STEEL. SIZE AS INDICATED (SEE DWG. #870)
		MAST ARM, TRUSS, ALUMINUM. SIZE AS INDICATED
		CONTROLLER, TRAFFIC SIGNAL. PEDESTAL OR BASE MOUNTED AS INDICATED
		CONTROLLER, STREET LIGHTING. PEDESTAL OR BASE MOUNTED. (DWG. 876 or 880)
		CONTROLLER, STREET LIGHTING. POLE MOUNTED (DWG. #11940)
		POLE, WOOD. COMMONWEALTH EDISON COMPANY, SERVICE
		POLE, CITY STEEL, ANCHOR BASE, 34'6", 7 GA. 10" DI A. AND 15" B.C. 24"x7" FND. W/1 1/4" ANCHOR RODS DRG. #818.
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA. 10" DIA. AND 15" B.C. 24"x9" FND. W/1 1/4" ANCHOR RODS DRG. #818 (16', 20' or 26' M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3GA., 11" DIA. AND 17 1/4" B.C. 30"x9" FND. W/1 1/4" ANCHOR RODS DRG. #816. (30' M.A.)
		POLE, CITY STEEL, ANCHOR BASE 34'-6", 3 GA. 12 1/2" DIA. AND 16 1/2" B.C. 30"x11" FND. W/1 1/2" ANCHOR RODS DRG. #817. (35', 40' or 44' M.A.)
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA. 10" DIA., WITH 3 GA. BAL. HSG. BASE AND 17 1/4" B. C. ON 30"x9" FND. W/ 11/4" ANCHOR RODS DRG. #816.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 7 GA. WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #716.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6", 3 GA., WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DRG. #719.
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6" 7 GA., AND ALUMINUM RESIDENTIAL DAVIT AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DWG. #565 (CONCRETE) OR DWG. #936 (HELIX).
		POLE, CITY STEEL, ANCHOR BASE, 20', 27'-6", 29'-6" 3 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DWG. #565 (CONCRETE) OR DWG. #936 (HELIX).
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DWG. #753.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DWG. #753.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6" 7 GA., ALUM. BHB AND FND. WITH 15" B.C.-24"x7" WITH 1" ANCHOR RODS DRG. #691.
		POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., ALUM. BHB AND FND. WITH 15" B.C. 24"x7" WITH 1" ANCHOR RODS DWG. #691.
		POLE, CITY ALUMINUM, WITH ROUND BAL. HSG. BASE, 25', 28', or 30' ON FND. WITH 14" B.C., ACQUIRED FROM CHICAGO PARK DISTRICT.
		POLE, CITY STEEL, EMBEDDED, 4" X 9" X 35' 7 GA., TAPERED TUBULAR. (DWG. #658)
		POLE, CITY STEEL, EMBEDDED, 4" X 9" X 35' 3 GA., TAPERED TUBULAR. (DWG. #658)
		POLE, CITY STEEL, EMBEDDED. (ACQUIRED FROM CTA)
		COLUMN, ELEVATED STRUCTURE
		POLE, WOOD. (SIZE AS NOTED)
		POLE, FOUNDATION WITH ELBOWS AS INDICATED. (SIZE AS NOTED)
		POLE, ORNAMENTAL OR OTHER, AS INDICATED ON THE PLANS
		RESIDENTIAL STREET LIGHTING CONTROLLER

PROPOSED	PRESENT	
		MANHOLE, 3'X4'X4' 24" F & C (DWG.#730) (A) 30" F & C (DWG.#729) (B)
		MANHOLE, 4'X6'X6' 24" F & C (DWG.#732) (C) 30" F & C (DWG.#733) (D)
		HANDHOLE, HEAVY DUTY, 36" I.D. (DWG.#866) 24" F & C (E). (DWG.#871) 30" F & C (F)
		HANDHOLE, CIRCULAR WITH 24" FRAME & COVER, 30" I.D. (#867) (G)
		FOUNDATION, CONTROLLER OR PEDESTAL, 13" B.C., 20" X 5" (DWG. #709)
		FOUNDATION, TRAFFIC CONTROLLER DWG. #854. F.A. TERMINAL FND. DWG. #11972
		FOUNDATION, TRAFFIC TYPE "P", BASE MOUNT. (DWG. #888)
		FOUNDATION, CONTROLLER STREET LIGHT, SPECIAL, 100A & 200A. (DWG.#876 & #880)
		FOUNDATION, TRANSCLOSURE; TRANSCLOSURE HOUSING. (DWG.# 583 & #891)
		CONTROLLER, UNDERPASS LIGHTING 120V. & 240V. (DWG. #860 & #861)
		MANHOLE, UTILITY, E=COMMONWEALTH EDISON; T=ILL BELL TEL; G=PEOPLES GAS; W=CITY WATER; P=CHGO PARK DISTRICT; CTA=C.T.A.; S= SEWER JUNCTION BOX, IN PAVEMENT (DWG. #815)
		DETECTOR LOOP IN PAVEMENT
		CONDUIT or P.V.C., NUMBER, SIZE & TYPE. (AS NOTED)
		CONDUIT or P.V.C. ENCASED IN CONCRETE. (SECTION or NUMBER OF CONDUIT INDICATED)
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, SEMI-CUTOFF
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, CUTOFF
		LUMINAIRE, H.P.S.V. 310W LAMP, 240V
		LUMINAIRE, H.P.S.V. 310W LAMP 240V, CUTOFF
		LUMINAIRE, H.P.S.V. 150W LAMP, 240V
		LUMINAIRE, H.P.S.V. 150W LAMP, 120V
		LUMINAIRE, H.P.S.V. 250W LAMP, 120V, (ALLEY LIGHT)
		LUMINAIRE, H.P.S.V. 250W LAMP, 120V
		LUMINAIRE, H.P.S.V. 400W LAMP, 240V, (FLOOD LIGHT)
		TERMINAL, CABINET F.A. & P.C.
		FIRE ALARM BOX, MOUNTED
		FIRE ALARM BOX, POLE MOUNTED
		CABLE, TRAFFIC SIGNAL, COMMUNICATION, 1-PAIR #14 SHIELDED, IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C- #4, 600 V. EPR. IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2 1/C-#2 or #1/0 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C-#10 or #6, 600V NSRI, IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 7/C-#12 or #14, 600V, EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 10/C-#12 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 14/C-#14, 600V. EPR IN CONDUIT
		CABLE, TRAFFIC SIGNAL, 19/C-#12 600V, EPR IN CONDUIT
		CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN PARKWAY
		CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN CONDUIT
		CABLE, STREET LIGHT, 2 1/C-#6 EPRN 600V. & 1 1/C-#8 GREEN, TRIPLEXED, IN CONDUIT
		CABLE, STREET LIGHT, 3 1/C-#1/0, or #2/0, or #4, 600V. EPR IN CONDUIT
		WIRE, STREET LIGHT, 2 1/C-#6, HDNS. AERIAL
		WIRE, STREET LIGHT, 2 1/C-#6 & 1 1/C #8, HDNS. AERIAL
		CABLE, STREET LIGHT AERIAL, 3 1/C-#4 or #2 SELF SUPPORTING, 600V EPR
		WIRE, F.A. & P.C. AERIAL, 1/C-#10, NUMERAL DENOTES QUANTITY
		CABLE, F.A. & P.C. AERIAL, W/ MESSENGER #19-(NUMBER OF PAIRS AS INDICATED)
		CABLE, F.A. & P.C. AERIAL, SELF SUPPORTING, #19-(NUMBER OF PAIRS AS INDICATED)
		CABLE, F.A. & P.C., IN CONDUIT, #19-(NUMBER OF PAIRS AS INDICATED)
		DOWNLIGHT ASSEMBLY. (DWG. #850)
		LIGHT, TRAFFIC SAFETY ISLAND
		FLASHING BEACON & DOWNLIGHT

C.M.H. LUMINAIRES		
PROPOSED	PRESENT	
		LUMINAIRE, C.M.H. 315W LAMP, 240V
		LUMINAIRE, C.M.H. 315W LAMP, 240V, (FLOOD)
		LUMINAIRE, C.M.H. 210W LAMP, 240V
		LUMINAIRE, C.M.H. 140W LAMP, 240V
		LUMINAIRE, C.M.H. 140W LAMP, 120V, (ALLEY)
		LUMINAIRE, C.M.H. 90W LAMP, 240V
		LUMINAIRE, C.M.H. 90W LAMP, 240V (ACORN)
		LUMINAIRE, C.M.H. 60W LAMP, 240V (ACORN)

H.P.S.V. ORNAMENTAL LUMINAIRES		
PROPOSED	PRESENT	
		310W PENDANT (240V)
		400W PENDANT (240V)
		250W PENDANT (240V)
		150W ACORN (120V)
		150W ACORN (240V)
		50W ACORN (240V)
		100W ACORN (240V)
		150W GLOBE (240V)
		100W GLOBE (240V)
		50W GLOBE (240V)

L.E.D. LUMINAIRES		
PROPOSED	PRESENT	
		(400W HPSV EQUIVALENT), 240V
		(100W HPSV EQUIVALENT), 240V, ACORN
		(310W HPSV EQUIVALENT), 240V
		(100/150W HPSV EQUIVALENT), 240V ACORN
		(250W HPSV EQUIVALENT), 240V
		(50W HPSV EQUIVALENT), 240V, ACORN

F 01-08-14	ADDED LED LUMINAIRES	A.VIEU
E 09-19-13	ADDED CMH LUMINAIRES	A.VIEU
D 02-06-04	REVISED/REDRAW	R.POOL/B.I.
C 04-01-02	REVISED/REDRAW	R.POOL/B.I.
B 12-4-01	ADDED ORNAMENTAL SYMBOLS	
A 8-6-96	REDRAWN	
DATE	REVISION	
SUPERSEDES DWG. #		
WORK ORDER NO. _____ DATE _____		
COST ALLOCATION ACCOUNT _____		
APPROPRIATION ACCOUNT { MATERIAL _____ LABOR _____		
STANDARD CODE FOR TRAFFIC SIGNALS/ STREET LIGHTING		
CITY OF CHICAGO DEPT. OF TRANSPORTATION DIVISION OF ENGINEERING ELECTRICAL SECTION		
DRAFTSMAN: R. IVY	CHIEF DRAFTSMAN: R. CARTER	ENGINEER: R. POOL/R.C/W.T.
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		826
GEN'L SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		
SIZE: 22" 36"	SCALE: NONE	DATE: 09-19-13



USER NAME = jslarzyk	DESIGNED - SMA	REVISED -
	DRAWN - SMA	REVISED -
PLOT SCALE = 0.5529' / in.	CHECKED - G.J.G	REVISED -
PLOT DATE = 01/08/2026	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

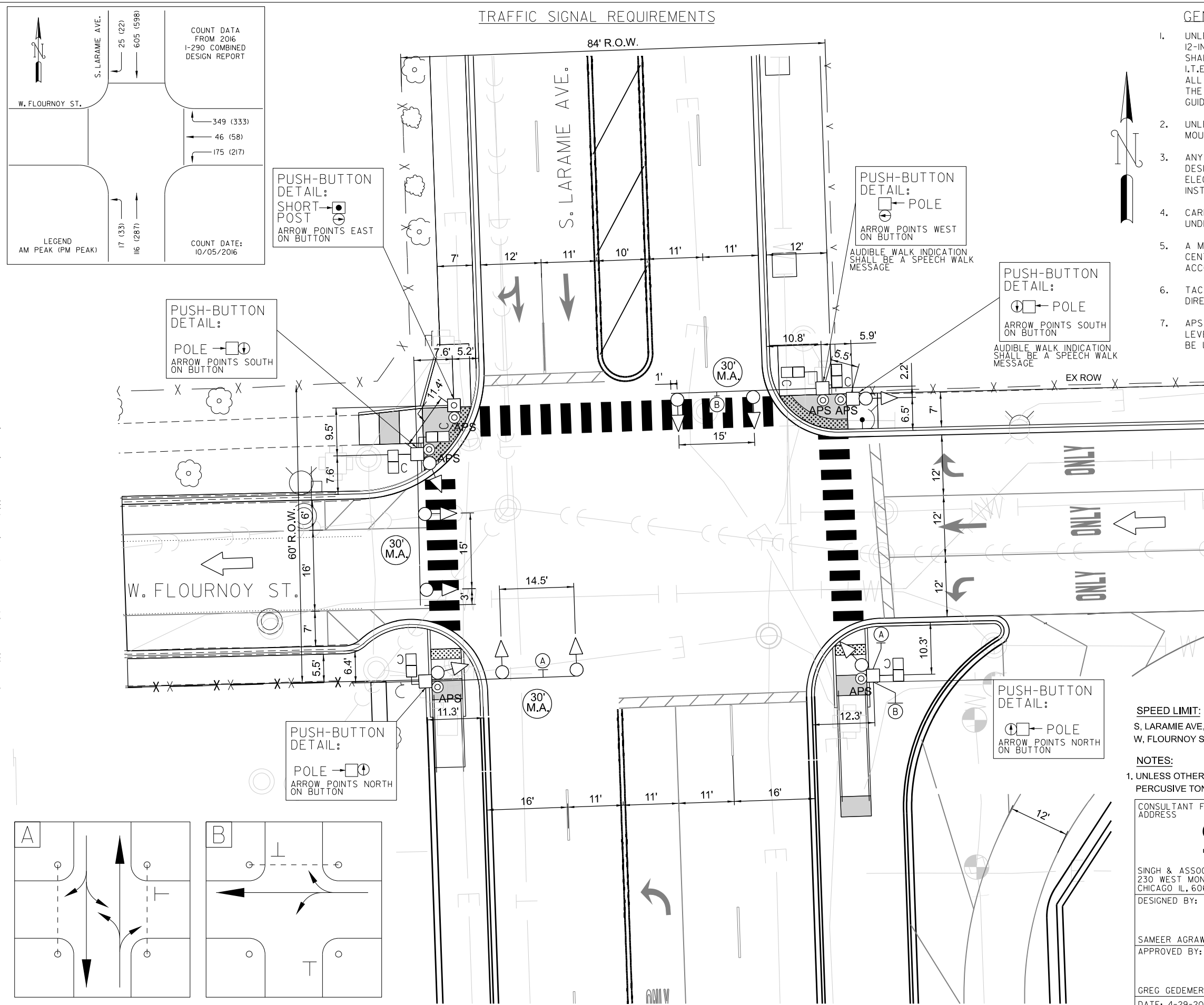
SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	113
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-01

TRAFFIC SIGNAL REQUIREMENTS

GENERAL NOTES, TRAFFIC SIGNAL REQUIREMENTS



- UNLESS OTHERWISE NOTED ALL VEHICULAR SIGNALS SHALL BE STANDARD 12-INCH DIA., ADJUSTABLE 3-SECTION UNITS, AND ALL PEDESTRIAN SIGNALS SHALL BE STANDARD 16-INCH, ADJUSTABLE, 1-SECTION UNITS WITH I.T.E.-SPECIFICATION ('HAND-MAN') SYMBOLIC LENSES AND COUNTDOWN TIMERS. ALL OPTICALLY PROGRAMMABLE SHALL BE DENOTED BY AN ASTERISK (*), OR BY THE DESIGNATION '3M', AND SHALL BE AIMED AND PROGRAMMED WITH THE GUIDANCE OF THE DESIGNING TRAFFIC ENGINEER.
- UNLESS OTHERWISE NOTED, ALL MAST ARMS SHOWN SHALL BE CANTILEVER MOUNTED, TAPERED STEEL, MONOTUBE ARM.
- ANY SIGNAL MOUNTING SHOWN LABELED IS THE RECOMMENDATION OF THE DESIGNING TRAFFIC ENGINEER, AND SHALL BE FINALIZED BY THE DIVISION OF ELECTRICAL OPERATIONS. ALL SIGNAL HARDWARE SHALL PREFERABLY BE INSTALLED ON THE SIDE OF POLE/PEDESTAL AWAY FROM THE TRAVELED WAY.
- CARE SHALL BE TAKEN DURING CONSTRUCTION TO ACCOMMODATE ANY UNDERGROUND STRUCTURES ENCOUNTERED (VAULTS, MANHOLES, CONDUITS, ETC.).
- A MINIMUM DISTANCE OF 3 FEET FROM CURB FACE TO POLE/PEDESTAL CENTERLINE IS DESIRABLE, BUT MAY BE CHANGED FOR THE ABOVE MENTIONED ACCOMMODATION, UPON CONSULTING WITH THE DESIGNING TRAFFIC ENGINEER.
- TACTILE ARROW FOR APS PUSH BUTTONS SHALL BE ALIGNED PARALLEL TO THE DIRECTION OF TRAVEL ON THE ASSOCIATED CROSSWALK.
- APS PUSH BUTTONS IN PARKWAY OR ON LEDGE SHALL BE EITHER FLUSH WITH LEVEL ACCESSIBLE PATH OR LESS THAN 10" FROM IT. APS EXTENSIONS SHALL BE USED TO SATISFY THE REQUIREMENT.

LEGEND

- PROPOSED TRAFFIC SIGNAL HEAD
- PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED TRAFFIC SIGNAL POLE OR POST
- PROPOSED TRAFFIC SIGNAL MAST ARM
- ACCESSIBLE PEDESTRIAN PUSH BUTTON
- PEDESTRIAN PUSH BUTTON SHORT POST
- ONE WAY TRAFFIC
- PROPOSED LEVEL LANDING AREA

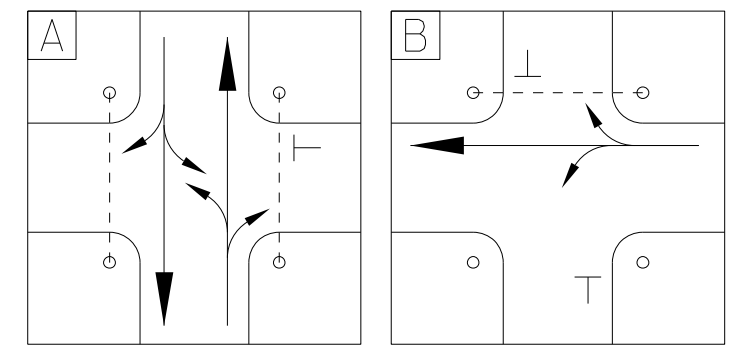


SPEED LIMIT:
 S, LARAMIE AVE, = 30 MPH
 W, FLOURNOY ST, = 30 MPH

NOTES:
 1. UNLESS OTHERWISE NOTED, APS TO BE INSTALLED USING PERCUSIVE TONE DURING WALK INTERVAL.

TS-02

CONSULTANT FIRM NAME/ ADDRESS SINGH	CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY		
	TRAFFIC SIGNAL REQUIREMENT PLAN		
SINGH & ASSOCIATES, INC. 230 WEST MONROE STREET, SUITE 1400 CHICAGO IL, 60606	S. LARAMIE AVE. & W. FLOURNOY ST.		
DESIGNED BY: SAMEER AGRAWAL, P.E.	REVIEWED BY:		
APPROVED BY: GREG GEDEMER, P.E.	TRAFFIC ENGINEER APPROVED BY:		
DATE: 4-29-2026	DATE:	SCALE: 1"=20'	SHEET 1 OF 1



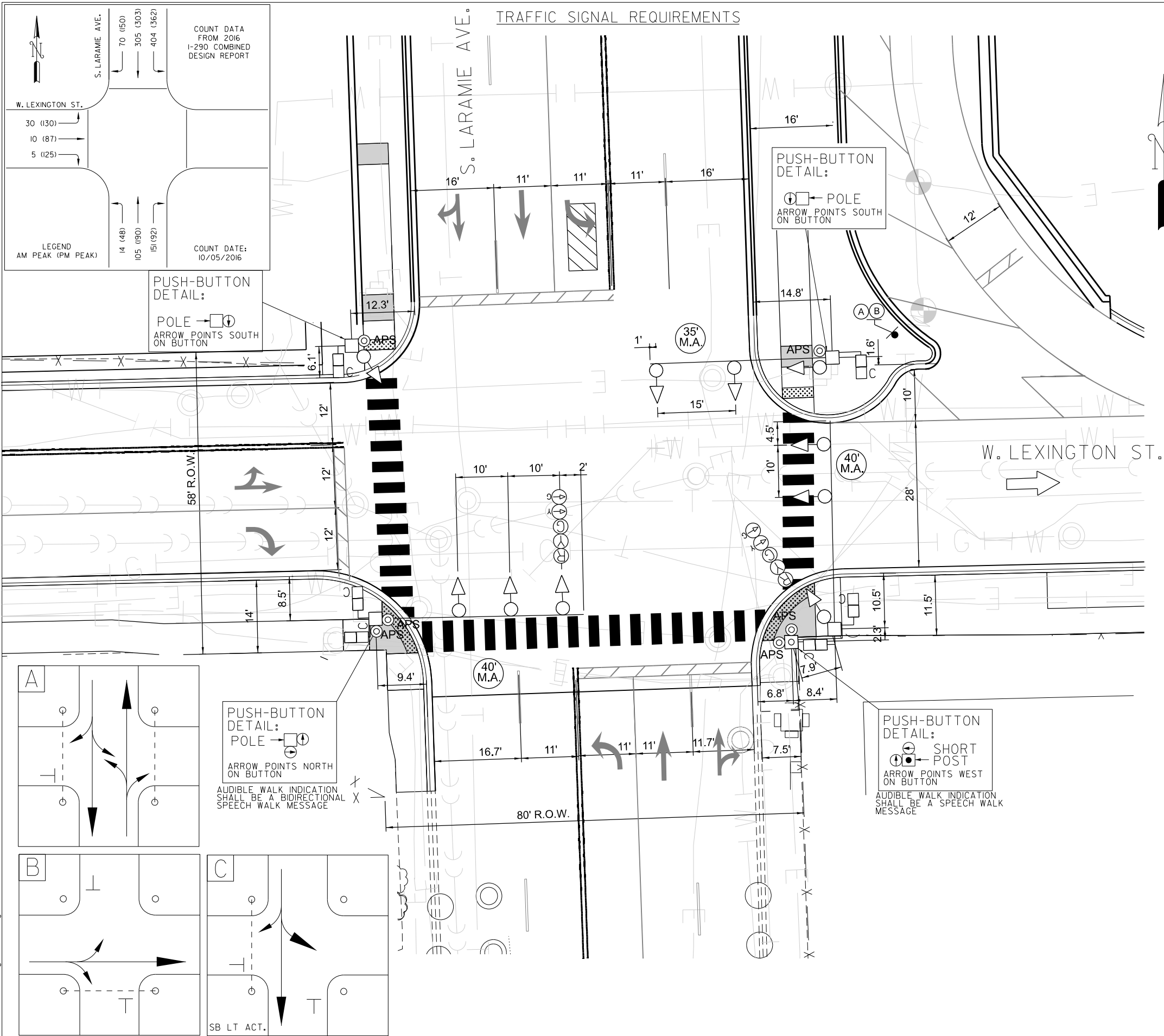
SINGH SINGH & ASSOCIATES INC. CONSULTING ENGINEERS	USER NAME = satkinson	DESIGNED - SA	REVISED -
	PLOT SCALE = 20,000,000.000 1/In.	DRAWN - SA	REVISED -
	PLOT DATE = 04/24/2026	CHECKED - G.J.G	REVISED -
		DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
TRAFFIC SIGNAL REQUIREMENTS: S. LARAMIE AVE. & W. FLOURNOY ST.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	114
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

MODEL: P_LAR-P_LAR_Plan [Sheet]
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GENERAL NOTES, TRAFFIC SIGNAL REQUIREMENTS

- UNLESS OTHERWISE NOTED ALL VEHICULAR SIGNALS SHALL BE STANDARD 12-INCH DIA., ADJUSTABLE 3-SECTION UNITS, AND ALL PEDESTRIAN SIGNALS SHALL BE STANDARD 16-INCH, ADJUSTABLE, 1-SECTION UNITS WITH I.T.E.-SPECIFICATION ("HAND-MAN") SYMBOLIC LENSES AND COUNTDOWN TIMERS. ALL OPTICALLY PROGRAMMABLE SHALL BE DENOTED BY AN ASTERISK (*), OR BY THE DESIGNATION "3M", AND SHALL BE AIMED AND PROGRAMMED WITH THE GUIDANCE OF THE DESIGNING TRAFFIC ENGINEER.
- UNLESS OTHERWISE NOTED, ALL MAST ARMS SHOWN SHALL BE CANTILEVER MOUNTED, TAPERED STEEL, MONOTUBE ARM.
- ANY SIGNAL MOUNTING SHOWN LABELED IS THE RECOMMENDATION OF THE DESIGNING TRAFFIC ENGINEER, AND SHALL BE FINALIZED BY THE DIVISION OF ELECTRICAL OPERATIONS. ALL SIGNAL HARDWARE SHALL PREFERABLY BE INSTALLED ON THE SIDE OF POLE/PEDESTAL AWAY FROM THE TRAVELED WAY.
- CARE SHALL BE TAKEN DURING CONSTRUCTION TO ACCOMMODATE ANY UNDERGROUND STRUCTURES ENCOUNTERED (VAULTS, MANHOLES, CONDUITS, ETC.).
- A MINIMUM DISTANCE OF 3 FEET FROM CURB FACE TO POLE/PEDESTAL CENTERLINE IS DESIRABLE, BUT MAY BE CHANGED FOR THE ABOVE MENTIONED ACCOMMODATION, UPON CONSULTING WITH THE DESIGNING TRAFFIC ENGINEER.
- TACTILE ARROW FOR APS PUSH BUTTONS SHALL BE ALIGNED PARALLEL TO THE DIRECTION OF TRAVEL ON THE ASSOCIATED CROSSWALK.
- APS PUSH BUTTONS IN PARKWAY OR ON LEDGE SHALL BE EITHER FLUSH WITH LEVEL ACCESSIBLE PATH OR LESS THAN 10" FROM IT. APS EXTENSIONS SHALL BE USED TO SATISFY THE REQUIREMENT.

LEGEND

- [Symbol] PROPOSED TRAFFIC SIGNAL HEAD
- [Symbol] PROPOSED LEFT TURN TRAFFIC SIGNAL HEAD
- [Symbol] PROPOSED COUNTDOWN PEDESTRIAN SIGNAL
- [Symbol] PROPOSED TRAFFIC SIGNAL POLE OR POST
- [Symbol] PROPOSED TRAFFIC SIGNAL MAST ARM
- APS [Symbol] ACCESSIBLE PEDESTRIAN PUSH BUTTON
- [Symbol] PEDESTRIAN PUSH BUTTON SHORT POST
- [Symbol] ONE WAY TRAFFIC
- [Symbol] VIDEO DETECTION ZONE
- [Symbol] PROPOSED LEVEL LANDING AREA
- [Symbol] (A) PR STOP SIGN - (R1-1)
- [Symbol] (B) PR ONE WAY LEFT - (R6-2L)

SPEED LIMIT:

S. LARAMIE AVE. = 30 MPH
W. LEXINGTON ST. = 30 MPH

NOTES:

- UNLESS OTHERWISE NOTED, APS TO BE INSTALLED USING PERCUSIVE TONE DURING WALK INTERVAL.

TS-03

CONSULTANT FIRM NAME/ ADDRESS SINGH	CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY
SINGH & ASSOCIATES, INC. 230 WEST MONROE STREET, SUITE 1400 CHICAGO IL, 60606	TRAFFIC SIGNAL REQUIREMENT PLAN
DESIGNED BY: SAMEER AGRAWAL, P.E.	S. LARAMIE AVE. & W. LEXINGTON ST.
APPROVED BY: GREG GEDEMER, P.E.	REVIEWED BY:
DATE: 4-29-2026	TRAFFIC ENGINEER APPROVED BY:
	TRAFFIC ENGINEER DATE:
	SCALE: 1"=20'
	SHEET 1 OF 1

MODEL: P-LAR-P-LAR Plan (Sheet)
FILE NAME: D:\2026\sh-TSR Lexington Laramie.dgn



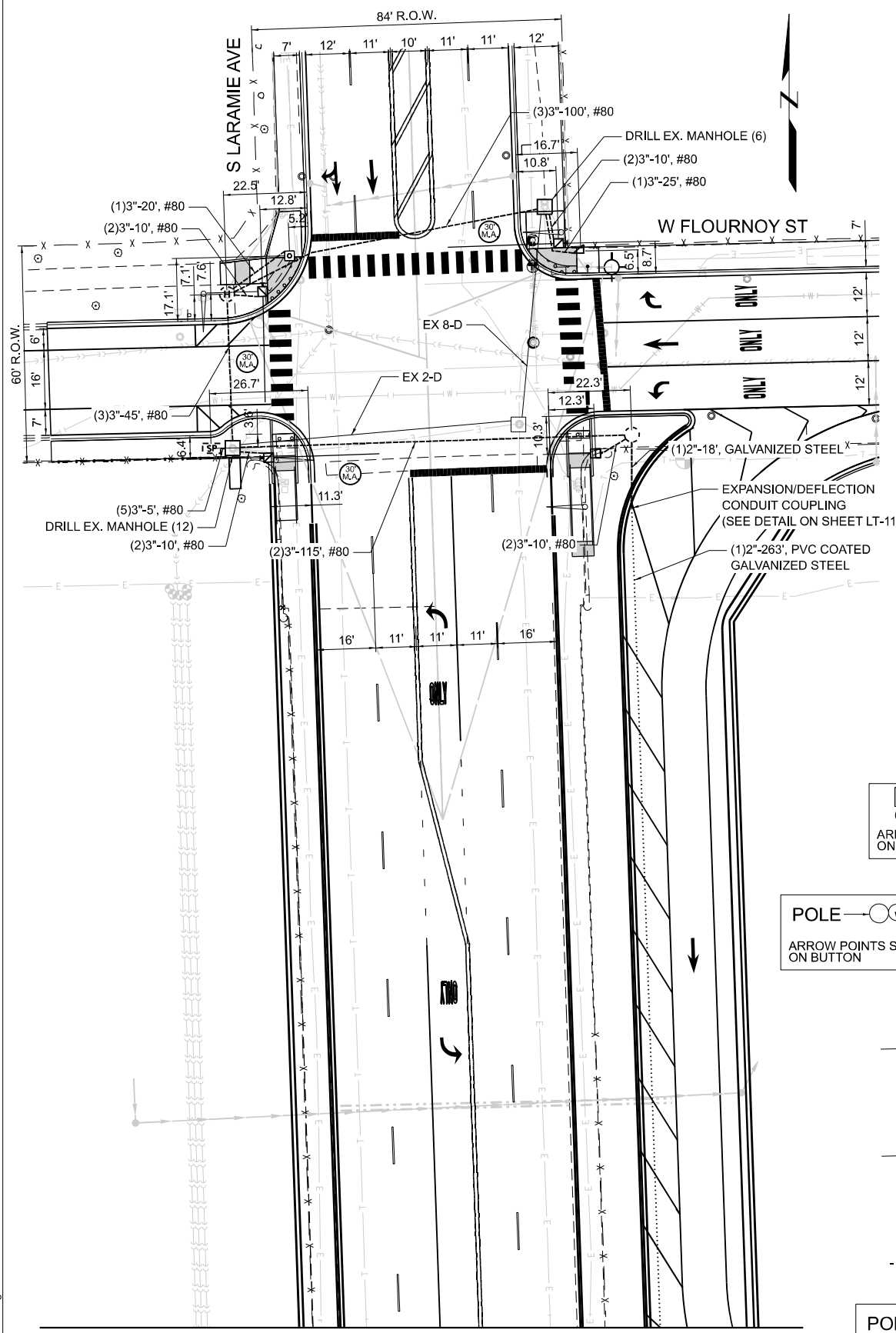
USER NAME = satkinson	DESIGNED - SA	REVISED -
PLOT SCALE = 20,000,000000 "/in.	DRAWN - SA	REVISED -
PLOT DATE = 04/24/2026	CHECKED - G/JG	REVISED -
	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

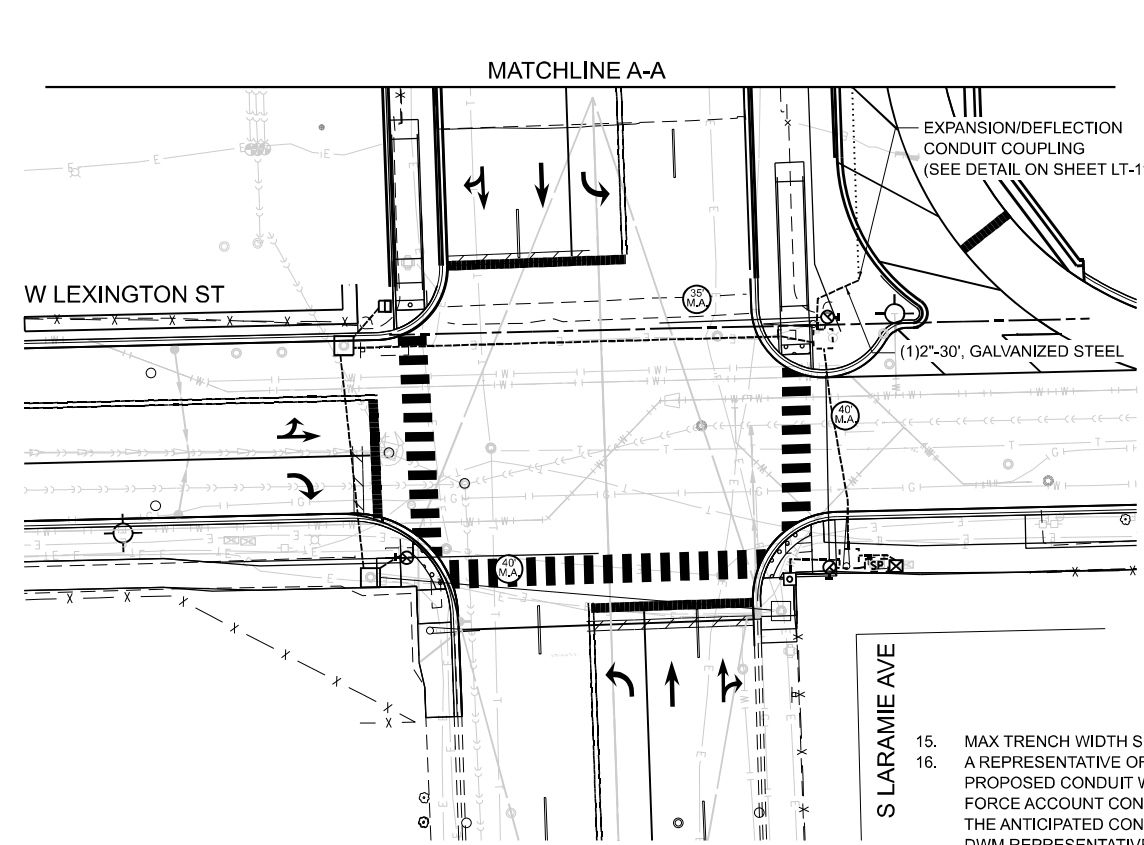
**LARAMIE AVENUE OVER I-290
TRAFFIC SIGNAL REQUIREMENTS: S. LARAMIE AVE. & W. LEXINGTON ST.**

SCALE: SHEET OF STA. TO STA.

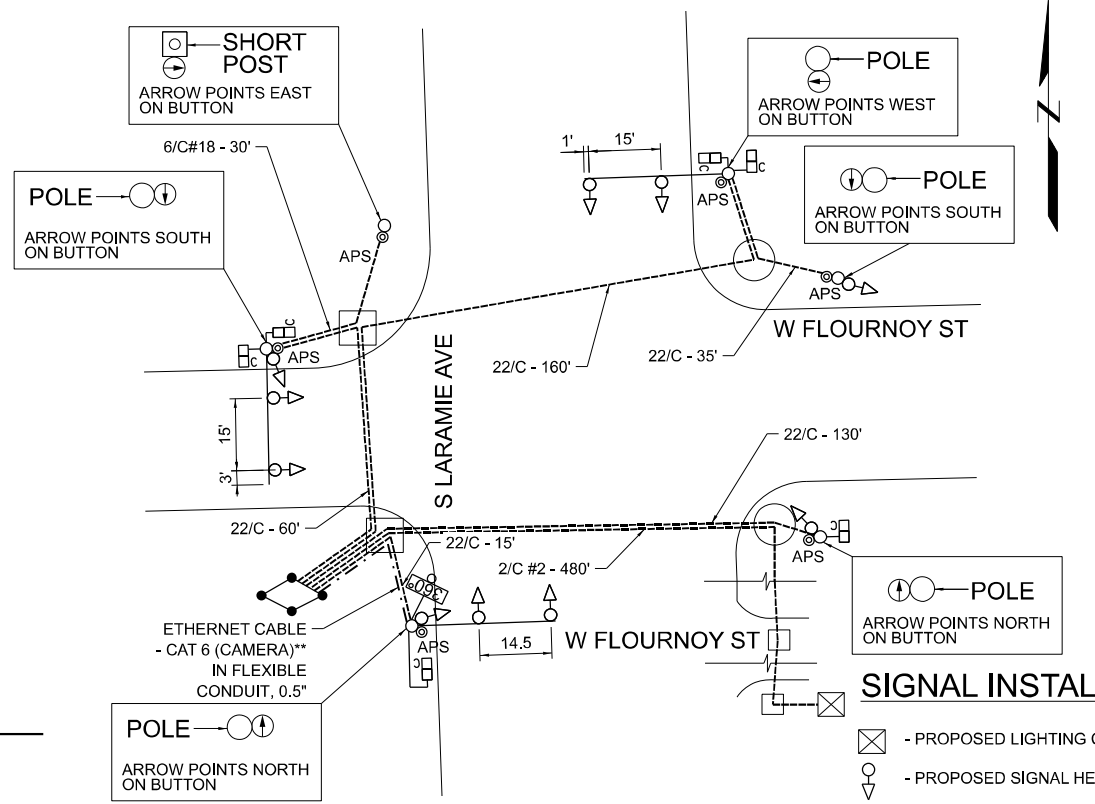
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	115
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



FOUNDATION AND CONDUIT PLAN
SCALE: 1"=20'



FOUNDATION AND CONDUIT PLAN
SCALE: 1"=20'



SIGNAL AND CABLE PLAN
NOT TO SCALE

SIGNAL INSTALLATION LEGEND:

- PROPOSED LIGHTING CONTROLLER
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN COUNTDOWN SIGNAL
- INSTALL 360 DEGREE VIDEO DETECTION CAMERA
- ** - PAID FOR AS PART OF INTERSECTION TECHNOLOGY ENHANCEMENTS

NOTES:

1. INSTALL ATC CONTROLLER, TRAFFIC, 16 LOAD BAY, "SUPER P" CABINET, UPS, FIELD CABINET INTEGRATION EQUIPMENT, AND DETECTION PROCESSOR WITH VIDEO CAMERA.
2. INSTALL CONCRETE FOUNDATION FOR BASE MOUNTED "SUPER P" CABINET (DWG 888A)
3. FOR CODE SHEET SEE DRAWING #826.
4. CONDUITS SHALL BE SCHEDULE 80 UNLESS OTHERWISE SPECIFIED.
5. ALL UNDERGROUND UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL CALL DIGGER AT (312)744-7000 48 HOURS BEFORE STARTING ANY EXCAVATION. ALL CONDUITS ARE LAID AT 30" BELOW THE GROUND LEVEL EXCEPT AT LOCATIONS INDICATED IN THE PLAN.
6. ALL FIELD LAYOUTS TO POLE AND STRUCTURE LAYOUTS MUST BE COORDINATED WITH CDOT DIVISION OF ENGINEERING. ALL SIGNAL POSTS TO BE 17 FEET.
7. TRAFFIC SIGNALS MOUNTED ON MAST ARMS SHALL BE 15 FEET ABOVE THE TRAVELED ROADWAY WHEN MEASURED TO THE BOTTOM OF THE SIGNAL HOUSING.
8. CLEAN ALL EXISTING HANDHOLES/MANHOLES.
9. ROD AND CLEAN ALL EXISTING CONDUITS.
10. CONDUITS INSTALLED UNDER PARKWAY OR CROSSING UTILITIES SHALL BE OPEN TRENCH PER DRAWING #579. CONDUITS INSTALLED UNDER EXISTING SIDEWALK SHALL BE DIRECTIONALLY BORED, AND DISTURBED SIDEWALK PANELS SHALL BE RESTORED.
11. CONDUIT FOR CONNECTION TO BUS SHELTERS TO BE INSTALLED BY OTHERS. THE CONTRACTOR SHALL COORDINATE WORK WITH JCDECAUX.
12. CONTRACTOR SHALL COORDINATE WITH TIM KING FOR THE RELOCATION OF DAS EQUIPMENT IN THE NORTHEAST CORNER AT LEAST 2 MONTHS PRIOR TO BREAKING GROUND. TIM'S CONTACT INFORMATION IS PROVIDED BELOW.
TIM KING, (630)-699-0408, TKING@SPAANTECH.COM
13. MAX TRENCH WIDTH SHALL NOT EXCEED 3 FT WHEN CROSSING THE EXISTING DWM WATER FACILITY.
14. A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES ABOVE THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO AN ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY SINGH ASSOCIATES, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS. AT A MINIMUM, THE CONTRACTOR IS REQUIRED TO DO THE FOLLOWING UNLESS CDOT'S REQUIREMENTS ARE MORE STRINGENT: THE MAXIMUM DIAMETER OF THE DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT OR CONDUIT PACKAGE SHALL NOT EXCEED SIX INCHES (6"). IF A LARGER DIAMETER BORE HEAD OR BACK-REAMER IS NECESSARY, CONTRACTOR MUST STOP WORK AND CONTACT THE DWM FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@DWMPMO.NET. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ALL SERVICES THAT ARE TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PROPOSED FACILITY INSTALLATION. TO VALIDATE THAT THE TEST HOLE IS BEING COMPLETED, 4 PICTURES PER BLOCK ARE TO BE TAKEN (APPROXIMATELY EVERY 150 FEET) OF DIRECTIONAL BORING LENGTH DISPLAYING THE TEST HOLE. IF WATER FACILITY IS EXPOSED DURING THIS PROCESS, THE PICTURE IS TO INCLUDE BOTH EXPOSED WATER FACILITY ALONG WITH EITHER THE BORE ROD, BORE HEAD OR INSTALLED CONDUIT. IMAGES SHOULD CLEARLY INDICATE THE DATE, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PHOTOGRAPH. THESE PHOTOGRAPHS AND OTHER SUPPORTING INFORMATION MUST BE RETAINED AND ARCHIVED. AS-BUILTS AND PHOTOGRAPHS MUST BE STORED INDEFINITELY. DWM MAY REQUEST THIS INFORMATION BE SUBMITTED FOR VERIFICATION OR INVESTIGATION OF DAMAGE TO INFRASTRUCTURE, AND THE INFORMATION MUST BE SUBMITTED TO DWM EXPEDITIOUSLY, BUT NO LONGER THAN 30 DAYS AFTER THE REQUEST. DWM MAY REQUIRE ADDITIONAL PHOTOS IF DEEMED NECESSARY.

TS-04

A	
DATE	REVISION
SUPERSEDES DWG. #	
TRAFFIC CONTROL SIGNALS S. LARAMIE AVE. & W. FLOURNOY AVE.	
CITY OF CHICAGO DEPT. OF TRANSPORTATION DIVISION OF ELECTRICAL OPERATIONS	
DRAFTSMAN: SMA	CHIEF DRAFTSMAN: ENGINEER: SMA
SUPERVISING ENGINEER: GJG	ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY:	DWG. NO. 14807
GEN'L SUPT. OF CONSTRUCTION:	
DEPUTY COMMISSIONER:	
SIZE:	SCALE: AS NOTED DATE: 4/29/2026

MODEL: Default
FILE NAME: D:\62R61\shh\TCS Flournoy Laramie.dgn



USER NAME = satkinson	DESIGNED - SMA	REVISED -
	DRAWN - SMA	REVISED -
PLOT SCALE = 40,000''/in.	CHECKED - GJG	REVISED -
PLOT DATE = 04/24/2026	DATE = 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

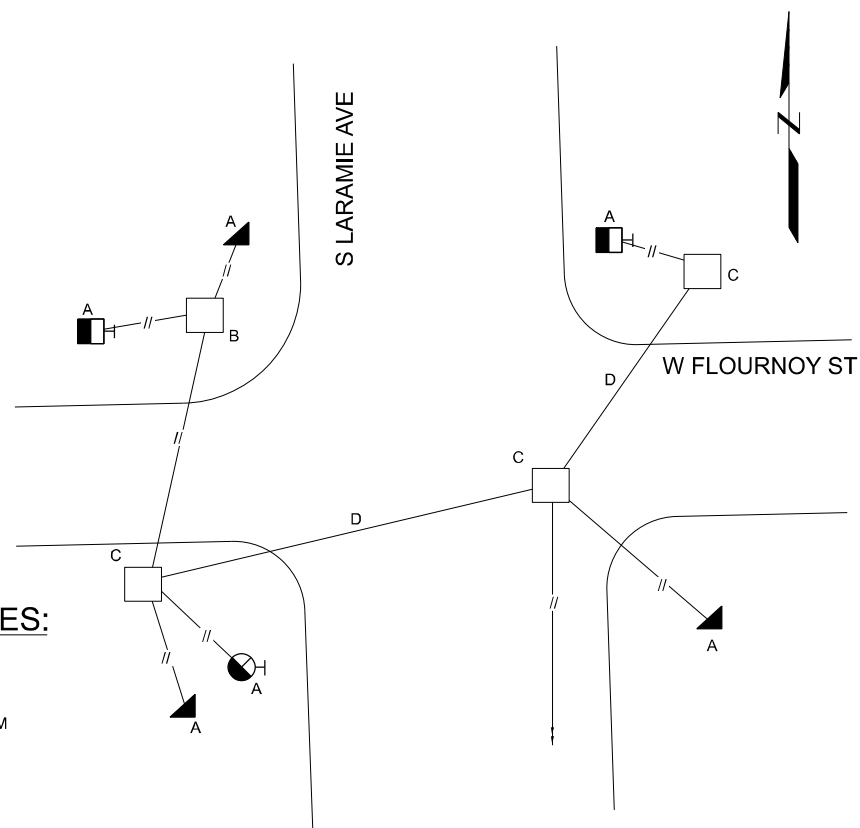
LARAMIE AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS:
S. LARAMIE AVE. & W. FLOURNOY AVE.

SCALE: SHEET OF STA. TO STA.

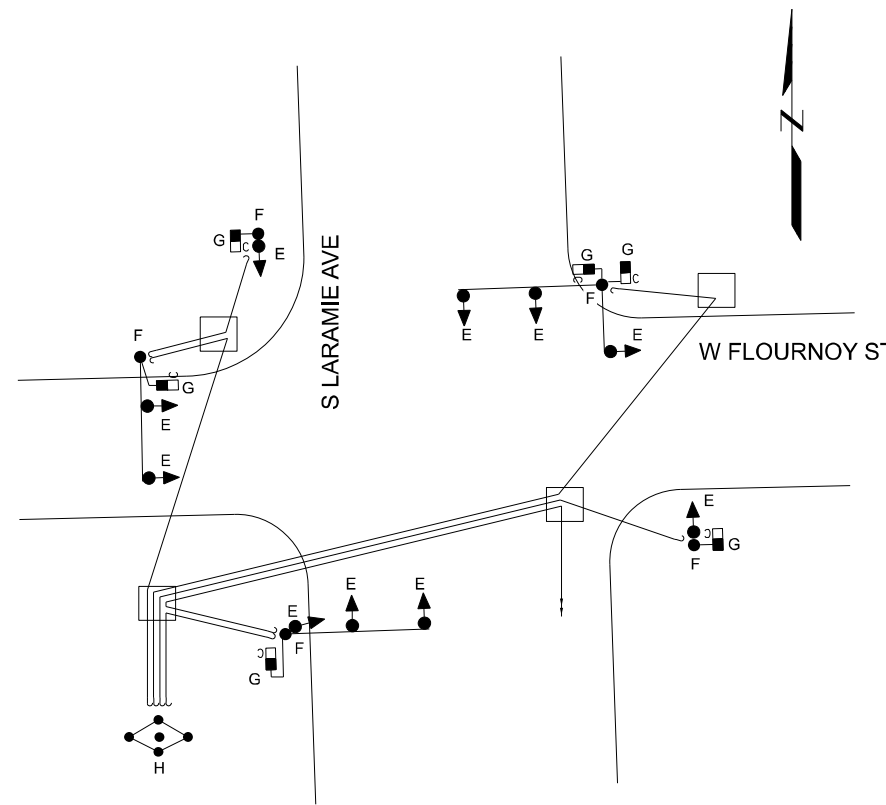
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	116
CONTRACT NO. 62R61				
		ILLINOIS	FED. AID PROJECT	

NOTES:

1. REMOVALS OF FOUNDATIONS WILL NOT GO BELOW 3' CORING INTO THE FOUNDATIONS. SEE BREAKDOWN CONCRETE FOUNDATION (CDOT) SPEC. PROPOSED WATERMAIN WILL BE INSTALLED PRIOR TO CONDUIT WORK, DURING WHICH EXISTING WILL BE PROTECTED WITH TSR.



FOUNDATION REMOVAL PLAN
NOT TO SCALE



SIGNAL AND CABLE REMOVAL PLAN
NOT TO SCALE

FOUNDATION REMOVAL NOTES:

- A - BREAKDOWN FOUNDATION
- B - BREAKDOWN MANHOLE/HANDHOLE
- C - CLEAN EXISTING HANDHOLE/MANHOLE
- D - ROD AND CLEAN DUCT IN EXISTING CONDUIT SYSTEM
- // - ABANDON CONDUIT

SIGNAL AND CABLE REMOVAL NOTES:

- E - REMOVE TRAFFIC SIGNAL HEAD
- F - REMOVE TRAFFIC SIGNAL POST OR POLE (WITH ARM WHERE APPLICABLE)
- G - REMOVE PEDESTRIAN SIGNAL HEAD
- H - REMOVE TRAFFIC SIGNAL CONTROLLER AND CABINET
- I - RELOCATE EXISTING DAS EQUIPMENT (BY OTHERS) COORDINATE WITH CDOT DAS GROUP FOR RELOCATION

TS-05

A	
DATE	REVISION
SUPERSEDES DWG. #	
TRAFFIC CONTROL SIGNALS S. LARAMIE AVE. & W. FLOURNOY AVE.	
CITY OF CHICAGO <small>DEPT. OF TRANSPORTATION DIVISION OF ELECTRICAL OPERATIONS</small>	
DRAFTSMAN: SMA	ENGINEER: SMA
SUPERVISING ENGINEER: GJG	CHIEF DRAFTSMAN: ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY:	DWG. NO. 14807A
GEN'L SUPT. OF CONSTRUCTION:	
DEPUTY COMMISSIONER:	
SIZE:	SCALE: AS NOTED
	DATE: 4/29/2026

MODEL: Default
FILE NAME: D:\62R61\shh\TCS Flournoy Laramie2.dgn



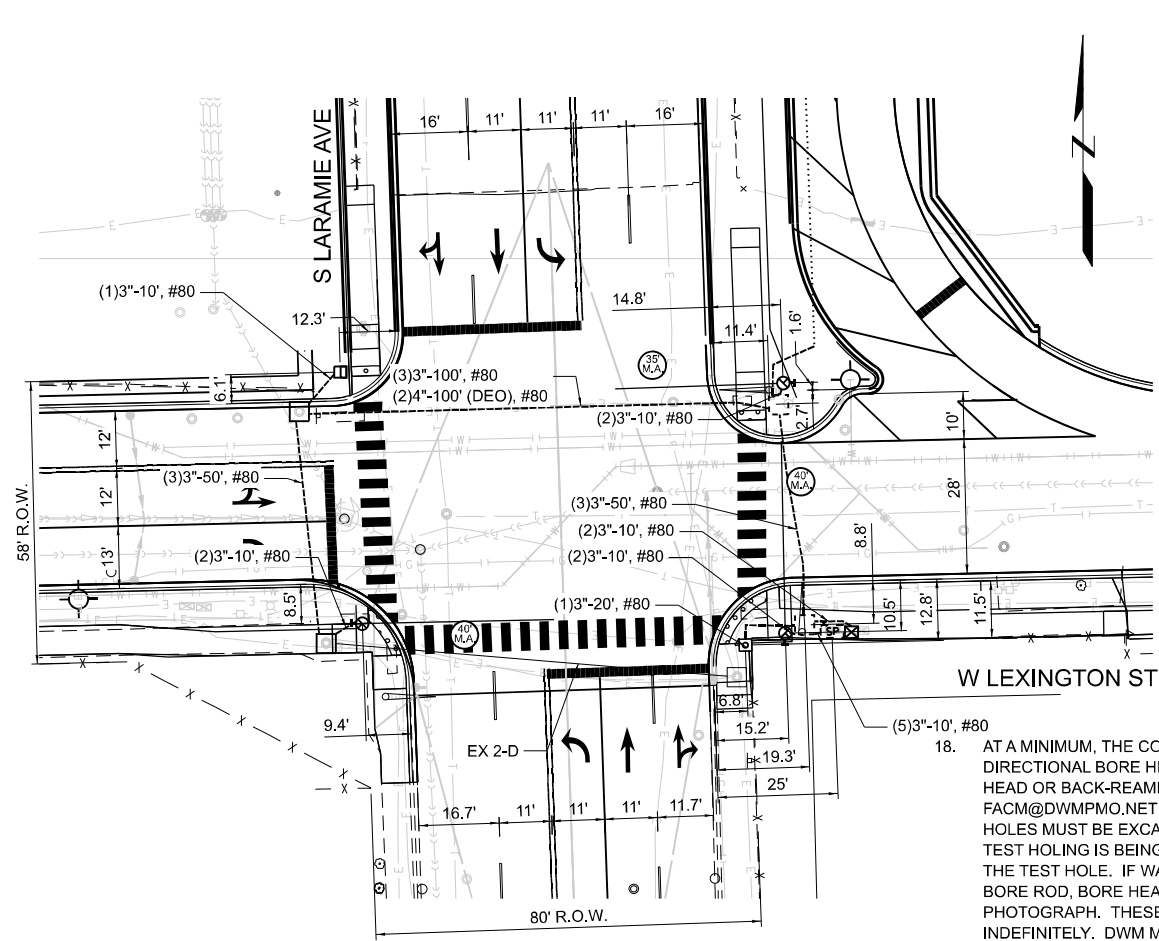
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	DRAWN - SMA	REVISED -
PLOT SCALE = 40,000'"/in.	CHECKED - GJG	REVISED -
PLOT DATE = 04/24/2026	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

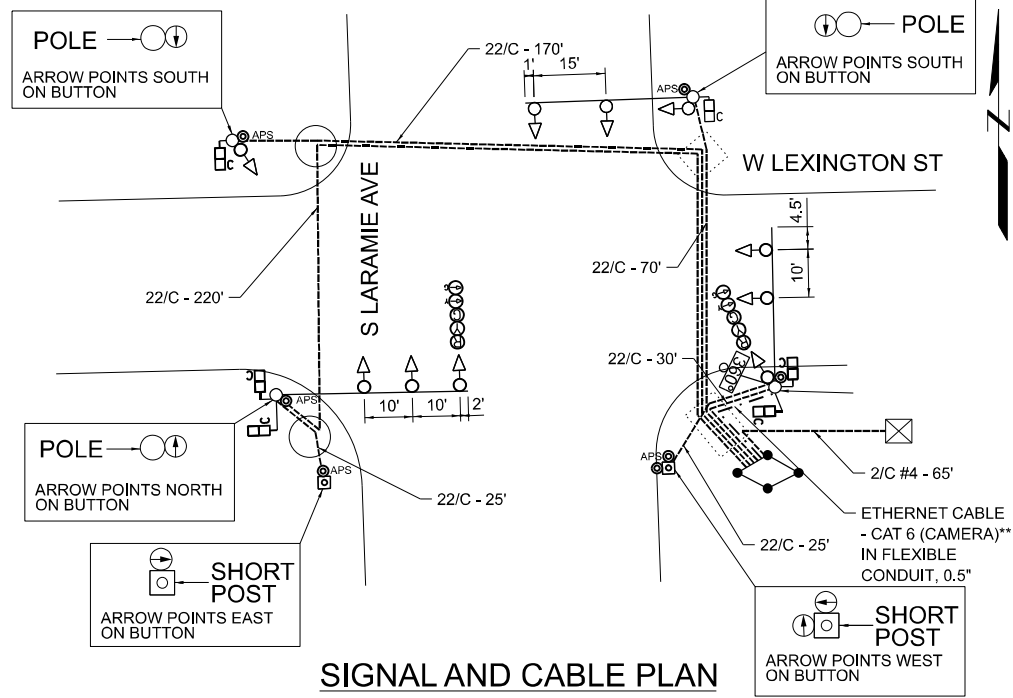
LARAMIE AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS:
S. LARAMIE AVE. & W. FLOURNOY AVE.

SCALE: SHEET OF STA. TO STA.

F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	117
			CONTRACT NO. 62R61	
		ILLINOIS	FED. AID PROJECT	



FOUNDATION AND CONDUIT PLAN
SCALE: 1"=20'



SIGNAL AND CABLE PLAN
NOT TO SCALE

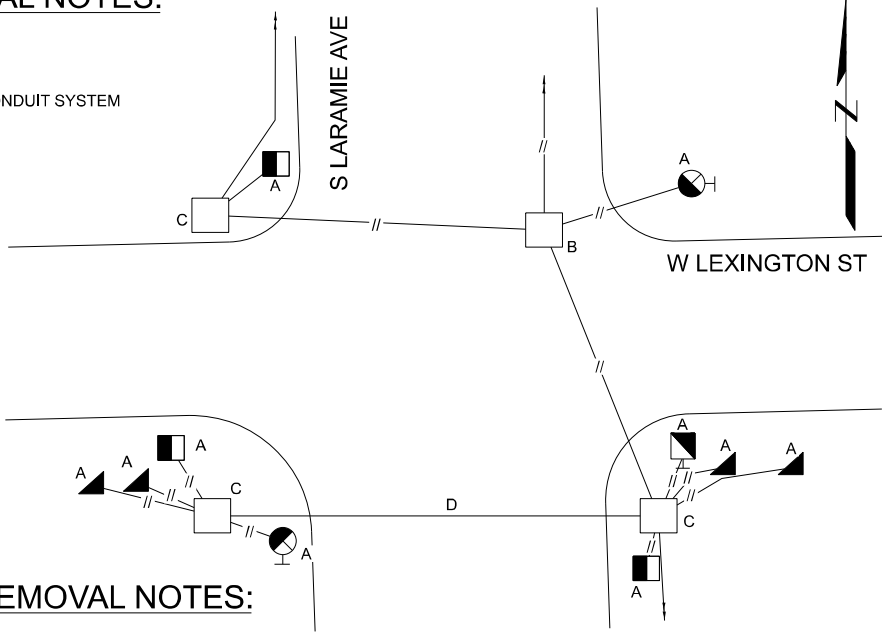
NOTES:

- INSTALL ATC CONTROLLER, TRAFFIC, 16 LOAD BAY, "SUPER P" CABINET, UPS, FIELD CABINET INTEGRATION EQUIPMENT, AND DETECTION PROCESSOR WITH VIDEO CAMERA.
- INSTALL CONCRETE FOUNDATION FOR BASE MOUNTED "SUPER P" CABINET (DWG 888A)
- FOR CODE SHEET SEE DRAWING #826.
- CONDUITS SHALL BE SCHEDULE 80 UNLESS OTHERWISE SPECIFIED.
- ALL UNDERGROUND UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL CALL DIGGER AT (312)744-7000 48 HOURS BEFORE STARTING ANY EXCAVATION. ALL CONDUITS ARE LAID AT 30" BELOW THE GROUND LEVEL EXCEPT AT LOCATIONS INDICATED IN THE PLAN.
- ALL FIELD CHANGES TO POLE AND STRUCTURE LAYOUTS MUST BE COORDINATED WITH CDOT DIVISION OF ENGINEERING.
- ALL SIGNAL POSTS TO BE 17 FEET.
- TRAFFIC SIGNALS MOUNTED ON MAST ARMS SHALL BE 15 FEET ABOVE THE TRAVELED ROADWAY WHEN MEASURED TO THE BOTTOM OF THE SIGNAL HOUSING.
- CLEAN ALL EXISTING HANDHOLES/MANHOLES.
- ROD AND CLEAN ALL EXISTING CONDUITS.
- CONDUITS INSTALLED UNDER PARKWAY OR CROSSING UTILITIES SHALL BE OPEN TRENCH PER DRAWING #579. CONDUITS INSTALLED UNDER EXISTING SIDEWALK SHALL BE DIRECTIONALLY BORED, AND DISTURBED SIDEWALK PANELS SHALL BE RESTORED.
- CONDUIT FOR CONNECTION TO BUS SHELTERS TO BE INSTALLED BY OTHERS. THE CONTRACTOR SHALL COORDINATE WORK WITH JCDECAUX.
- CONTRACTOR SHALL COORDINATE WITH TIM KING FOR THE RELOCATION OF DAS EQUIPMENT IN THE NORTHEAST CORNER AT LEAST 2 MONTHS PRIOR TO BREAKING GROUND. TIM'S CONTACT INFORMATION IS PROVIDED BELOW.
TIM KING, (630)-699-0408, TKING@SPAANTECH.COM
- MAX TRENCH WIDTH SHALL NOT EXCEED 3 FT WHEN CROSSING THE EXISTING DWM WATER FACILITY.
- A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES ABOVE THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO AN ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY SINGH ASSOCIATES, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.
- REMOVALS OF FOUNDATIONS WILL NOT GO BELOW 3' CORING INTO THE FOUNDATIONS. SEE BREAKDOWN CONCRETE FOUNDATION (CDOT) SPEC. PROPOSED WATERMAIN WILL BE INSTALLED PRIOR TO CONDUIT WORK, DURING WHICH EXISTING WILL BE PROTECTED WITH TSR.

- AT A MINIMUM, THE CONTRACTOR IS REQUIRED TO DO THE FOLLOWING UNLESS CDOT'S REQUIREMENTS ARE MORE STRINGENT: THE MAXIMUM DIAMETER OF THE DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT OR CONDUIT PACKAGE SHALL NOT EXCEED SIX INCHES (6"). IF A LARGER DIAMETER BORE HEAD OR BACK-REAMER IS NECESSARY, CONTRACTOR MUST STOP WORK AND CONTACT THE DWM FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@DWMPMO.NET. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ALL SERVICES THAT ARE TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PROPOSED FACILITY INSTALLATION. TO VALIDATE THAT THE TEST HOLE IS BEING COMPLETED, 4 PICTURES PER BLOCK ARE TO BE TAKEN (APPROXIMATELY EVERY 150 FEET) OF DIRECTIONAL BORING LENGTH DISPLAYING THE TEST HOLE. IF WATER FACILITY IS EXPOSED DURING THIS PROCESS, THE PICTURE IS TO INCLUDE BOTH EXPOSED WATER FACILITY ALONG WITH EITHER THE BORE ROD, BORE HEAD OR INSTALLED CONDUIT. IMAGES SHOULD CLEARLY INDICATE THE DATE, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PHOTOGRAPH. THESE PHOTOGRAPHS AND OTHER SUPPORTING INFORMATION MUST BE RETAINED AND ARCHIVED. AS-BUILTS AND PHOTOGRAPHS MUST BE STORED INDEFINITELY. DWM MAY REQUEST THIS INFORMATION BE SUBMITTED FOR VERIFICATION OR INVESTIGATION OF DAMAGE TO INFRASTRUCTURE, AND THE INFORMATION MUST BE SUBMITTED TO DWM EXPEDITIOUSLY, BUT NO LONGER THAN 30 DAYS AFTER THE REQUEST. DWM MAY REQUIRE ADDITIONAL PHOTOS IF DEEMED NECESSARY.
- REMOVALS OF FOUNDATIONS WILL NOT GO BELOW 3' CORING INTO THE FOUNDATIONS. SEE BREAKDOWN CONCRETE FOUNDATION (CDOT) SPEC. PROPOSED WATERMAIN WILL BE INSTALLED PRIOR TO CONDUIT WORK, DURING WHICH EXISTING WILL BE PROTECTED WITH TSR.
- TRAFFIC SIGNAL HEADS AND INTERSECTION TECHNOLOGY ENHANCEMENT EQUIPMENT TO BE TRANSFERRED TO THE DIVISION OF ELECTRICAL OPERATIONS 2451 S. ASHLAND AVE. 60608.

FOUNDATION REMOVAL NOTES:

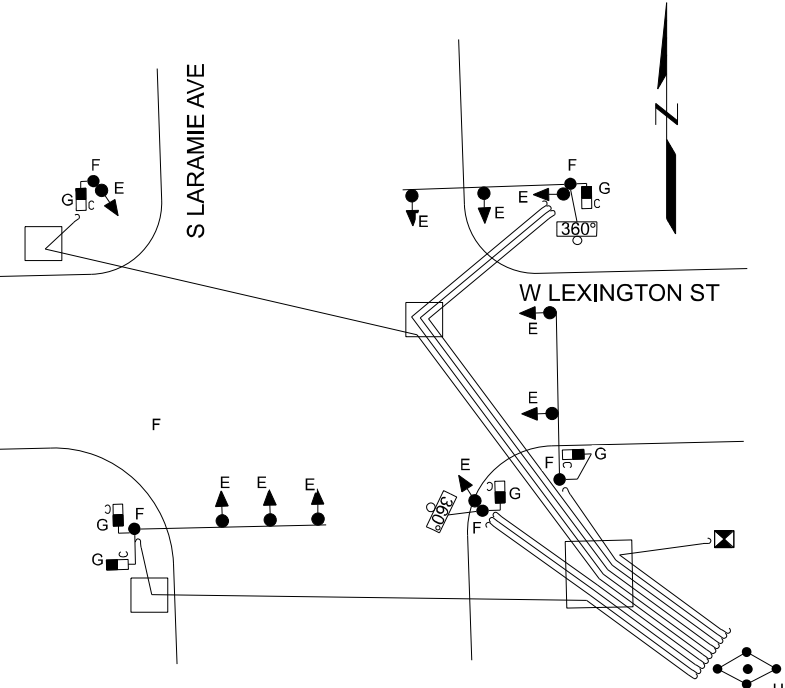
- A - BREAKDOWN FOUNDATION
- B - BREAKDOWN MANHOLE/HANDHOLE
- C - CLEAN EXISTING HANDHOLE/MANHOLE
- D - ROD AND CLEAN DUCT IN EXISTING CONDUIT SYSTEM
- // - ABANDON CONDUIT



FOUNDATION REMOVAL PLAN
NOT TO SCALE

SIGNAL AND CABLE REMOVAL NOTES:

- E - REMOVE TRAFFIC SIGNAL HEAD
- F - REMOVE TRAFFIC SIGNAL POST OR POLE (WITH ARM WHERE APPLICABLE)
- G - REMOVE PEDESTRIAN SIGNAL HEAD
- H - REMOVE TRAFFIC SIGNAL CONTROLLER AND CABINET
- I - RELOCATE EXISTING DAS EQUIPMENT (BY OTHERS) COORDINATE WITH CDOT DAS GROUP FOR RELOCATION



SIGNAL AND CABLE REMOVAL PLAN
NOT TO SCALE

SIGNAL INSTALLATION LEGEND:

- ☒ - PROPOSED LIGHTING CONTROLLER
- ⏏ - PROPOSED SIGNAL HEAD
- ⏏ - PROPOSED PEDESTRIAN COUNTDOWN SIGNAL
- 360° - INSTALL 360 DEGREE VIDEO DETECTION CAMERA
- ** - PAID FOR AS PART OF INTERSECTION TECHNOLOGY ENHANCEMENTS

TS-06

A	
DATE	REVISION
SUPERSEDES DWG. #	
TRAFFIC CONTROL SIGNALS S. LARAMIE AVE. & W. LEXINGTON ST.	
CITY OF CHICAGO DEPT. OF TRANSPORTATION DIVISION OF ELECTRICAL OPERATIONS	
DRAFTSMAN: SMA	CHIEF DRAFTSMAN: ENGINEER: SMA
SUPERVISING ENGINEER: GJG	ELEC. DESIGN ENGR.
ENGINEER OF ELECTRICITY:	DWG. NO. 14806
GEN'L SUPT. OF CONSTRUCTION:	
DEPUTY COMMISSIONER:	
SIZE:	SCALE: AS NOTED DATE: 4/29/2026

MODEL: Default
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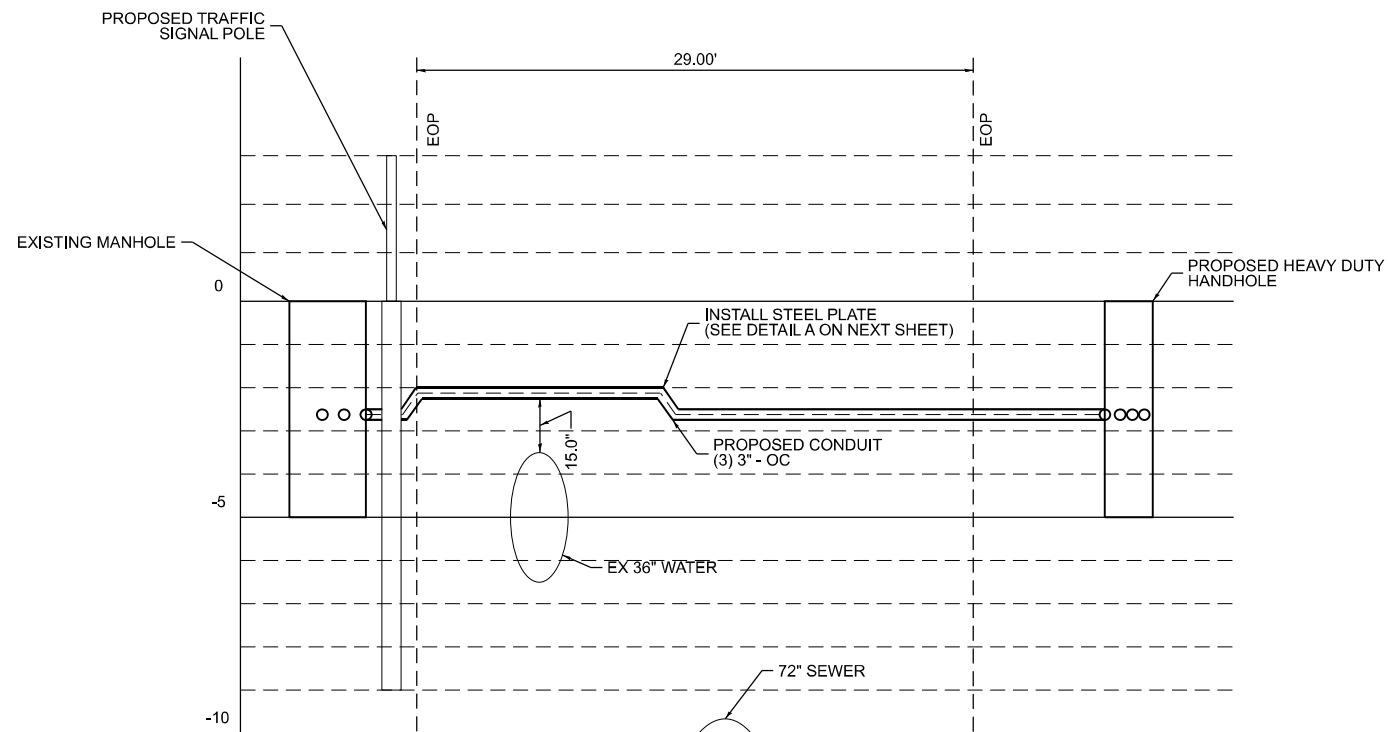
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PLOT SCALE = 40,000''/in.	DRAWN - SMA	REVISED -
PLOT DATE = 04/24/2026	CHECKED - GJG	REVISED -
	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS:
S. LARAMIE AVE. & W. LEXINGTON AVE.**

SCALE: SHEET OF STA. TO STA.

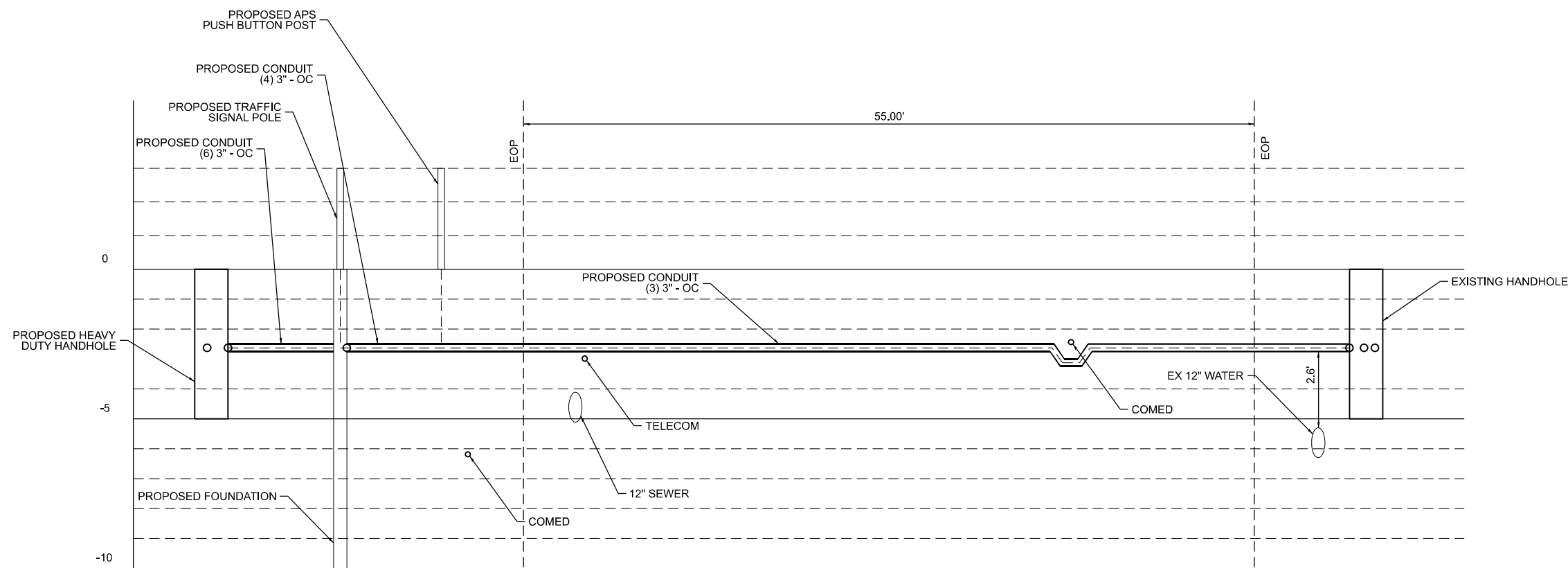
F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	118
CONTRACT NO. 62R61				
		ILLINOIS	FED. AID PROJECT	



PROPOSED CONDUIT PROFILE ON LARAMIE AVE AT W FLOURNOY AVE
LOOKING WEST (WEST LEG)

NOTES:

1. A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES ABOVE THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO AN ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY SINGH ASSOCIATES, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.
2. AT A MINIMUM, THE CONTRACTOR IS REQUIRED TO DO THE FOLLOWING UNLESS CDOT'S REQUIREMENTS ARE MORE STRINGENT: THE MAXIMUM DIAMETER OF THE DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT OR CONDUIT PACKAGE SHALL NOT EXCEED SIX INCHES (6"). IF A LARGER DIAMETER BORE HEAD OR BACK-REAMER IS NECESSARY, CONTRACTOR MUST STOP WORK AND CONTACT THE DWM FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@DWMPMO.NET. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ALL SERVICES THAT ARE TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PROPOSED FACILITY INSTALLATION. TO VALIDATE THAT THE TEST HOLE IS BEING COMPLETED, 4 PICTURES PER BLOCK ARE TO BE TAKEN (APPROXIMATELY EVERY 150 FEET) OF DIRECTIONAL BORING LENGTH DISPLAYING THE TEST HOLE. IF WATER FACILITY IS EXPOSED DURING THIS PROCESS, THE PICTURE IS TO INCLUDE BOTH EXPOSED WATER FACILITY ALONG WITH EITHER THE BORE ROD, BORE HEAD OR INSTALLED CONDUIT. IMAGES SHOULD CLEARLY INDICATE THE DATE, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PHOTOGRAPH. THESE PHOTOGRAPHS AND OTHER SUPPORTING INFORMATION MUST BE RETAINED AND ARCHIVED. AS-BUILTS AND PHOTOGRAPHS MUST BE STORED INDEFINITELY. DWM MAY REQUEST THIS INFORMATION BE SUBMITTED FOR VERIFICATION OR INVESTIGATION OF DAMAGE TO INFRASTRUCTURE, AND THE INFORMATION MUST BE SUBMITTED TO DWM EXPEDITIOUSLY, BUT NO LONGER THAN 30 DAYS AFTER THE REQUEST. DWM MAY REQUIRE ADDITIONAL PHOTOS IF DEEMED NECESSARY.



PROPOSED CONDUIT PROFILE ON LARAMIE AVE AT W FLOURNOY AVE
LOOKING NORTH (NORTH LEG)

MODEL: Default
FILE NAME: D:\62R61\shh\TCS\Typical\Section1.dgn



USER NAME = satkinson	DESIGNED - SMA	REVISED -
	DRAWN - SMA	REVISED -
PLOT SCALE = 10,000' / 1" =	CHECKED - G.J.G	REVISED -
PLOT DATE = 04/24/2026	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS
PROFILES

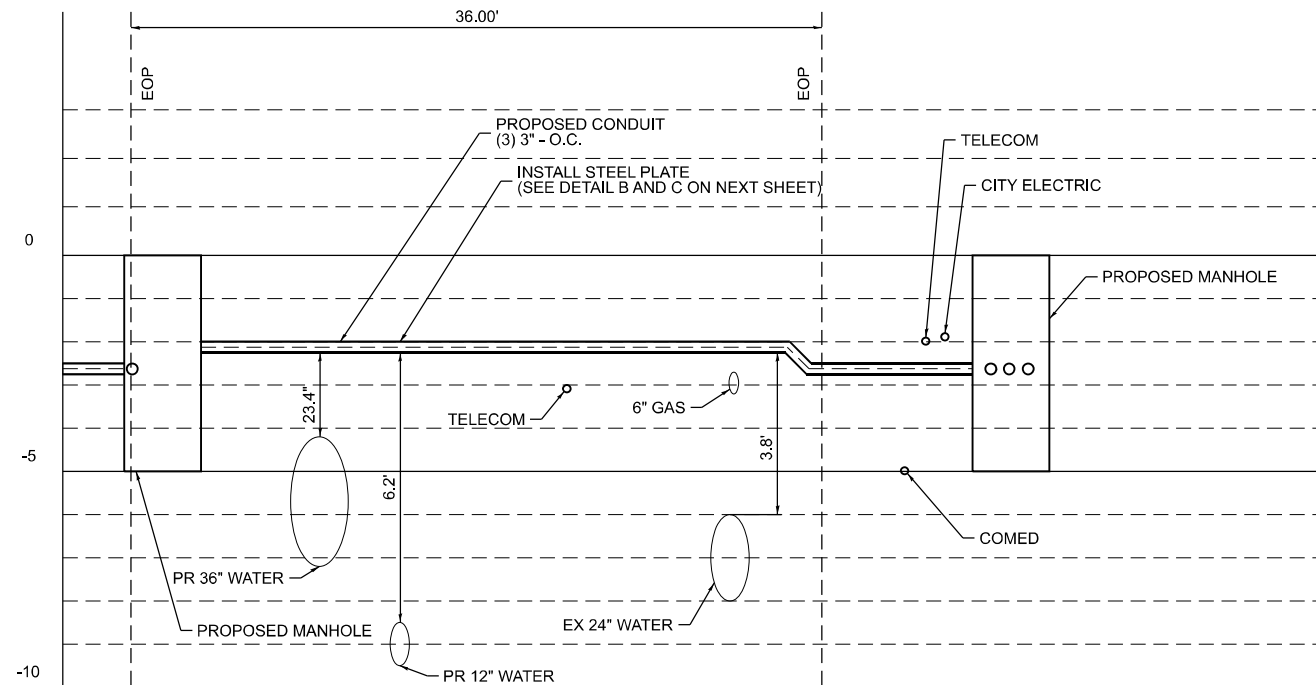
SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	119
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

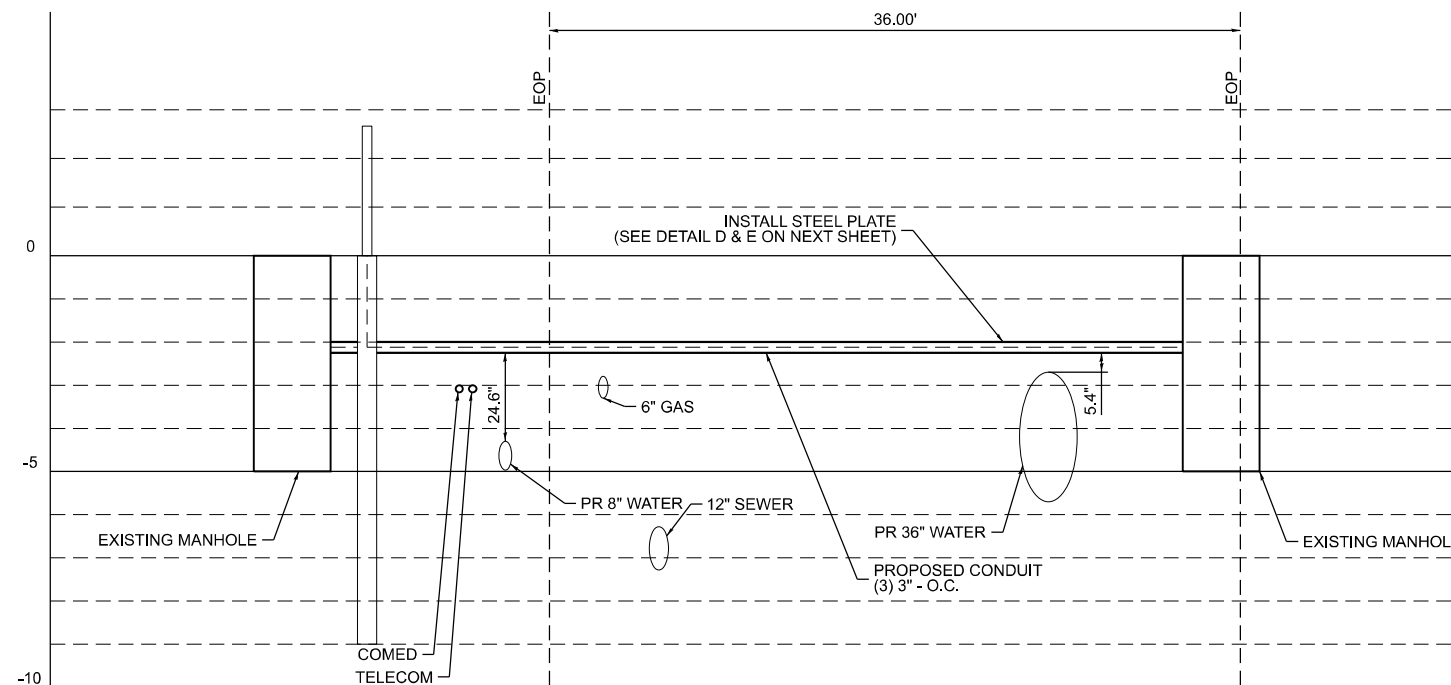
TS-07

NOTES:

1. A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES ABOVE THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO AN ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY SINGH ASSOCIATES, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.
2. AT A MINIMUM, THE CONTRACTOR IS REQUIRED TO DO THE FOLLOWING UNLESS CDOT'S REQUIREMENTS ARE MORE STRINGENT: THE MAXIMUM DIAMETER OF THE DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT OR CONDUIT PACKAGE SHALL NOT EXCEED SIX INCHES (6"). IF A LARGER DIAMETER BORE HEAD OR BACK-REAMER IS NECESSARY, CONTRACTOR MUST STOP WORK AND CONTACT THE DWM FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@DWMPMO.NET. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ALL SERVICES THAT ARE TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PROPOSED FACILITY INSTALLATION. TO VALIDATE THAT THE TEST HOLING IS BEING COMPLETED, 4 PICTURES PER BLOCK ARE TO BE TAKEN (APPROXIMATELY EVERY 150 FEET) OF DIRECTIONAL BORING LENGTH DISPLAYING THE TEST HOLE. IF WATER FACILITY IS EXPOSED DURING THIS PROCESS, THE PICTURE IS TO INCLUDE BOTH EXPOSED WATER FACILITY ALONG WITH EITHER THE BORE ROD, BORE HEAD OR INSTALLED CONDUIT. IMAGES SHOULD CLEARLY INDICATE THE DATE, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PHOTOGRAPH. THESE PHOTOGRAPHS AND OTHER SUPPORTING INFORMATION MUST BE RETAINED AND ARCHIVED. AS-BUILTS AND PHOTOGRAPHS MUST BE STORED INDEFINITELY. DWM MAY REQUEST THIS INFORMATION BE SUBMITTED FOR VERIFICATION OR INVESTIGATION OF DAMAGE TO INFRASTRUCTURE, AND THE INFORMATION MUST BE SUBMITTED TO DWM EXPEDITIOUSLY, BUT NO LONGER THAN 30 DAYS AFTER THE REQUEST. DWM MAY REQUIRE ADDITIONAL PHOTOS IF DEEMED NECESSARY.



**PROPOSED CONDUIT PROFILE ON LARAMIE AVE AT W LEXINGTON AVE
LOOKING EAST (EAST LEG)**



**PROPOSED CONDUIT PROFILE ON LARAMIE AVE AT W LEXINGTON AVE
LOOKING WEST (WEST LEG)**

MODEL: Default
FILE NAME: D:\62R61\seth\TCS_Typical\Section2.dgn



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	DRAWN - SMA	REVISED -
PLOT SCALE = 10,000' / in.	CHECKED - G.J.G	REVISED -
PLOT DATE = 04/24/2026	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

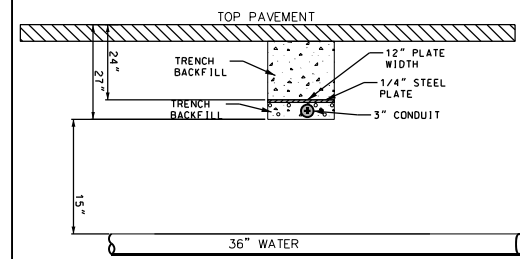
**LARAMIE AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS
PROFILES**

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	120
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

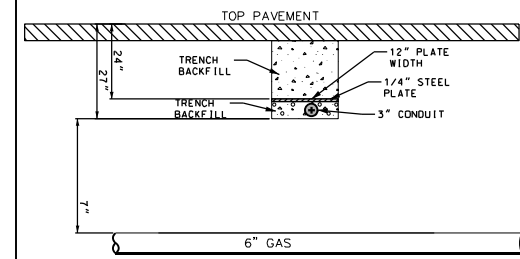
TS-08

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN 9" SEPARATION TO OBTAIN 2' COVER



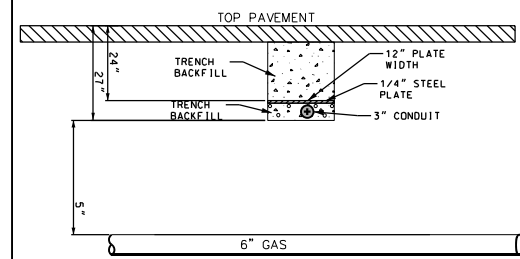
CONSTRUCTION DETAIL "A"
(NOT TO SCALE)

CDOT REQUEST PGL A WAIVER TO INSTALL A STEEL PLATE AS SHOWN 9" SEPARATION TO OBTAIN 2' COVER



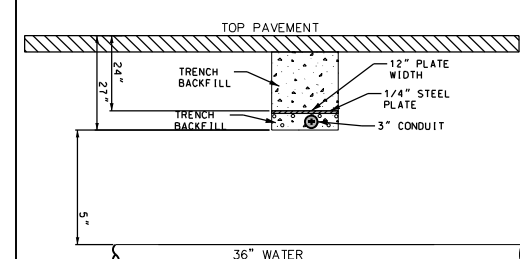
CONSTRUCTION DETAIL "D"
(NOT TO SCALE)

CDOT REQUEST PGL A WAIVER TO INSTALL A STEEL PLATE AS SHOWN 9" SEPARATION TO OBTAIN 2' COVER



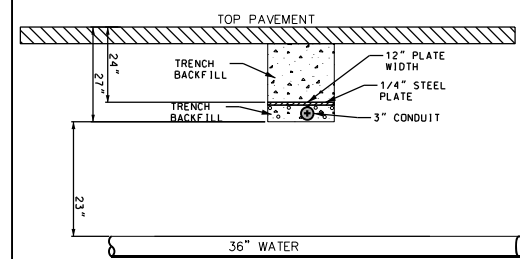
CONSTRUCTION DETAIL "B"
(NOT TO SCALE)

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN 5" SEPARATION TO OBTAIN 2' COVER



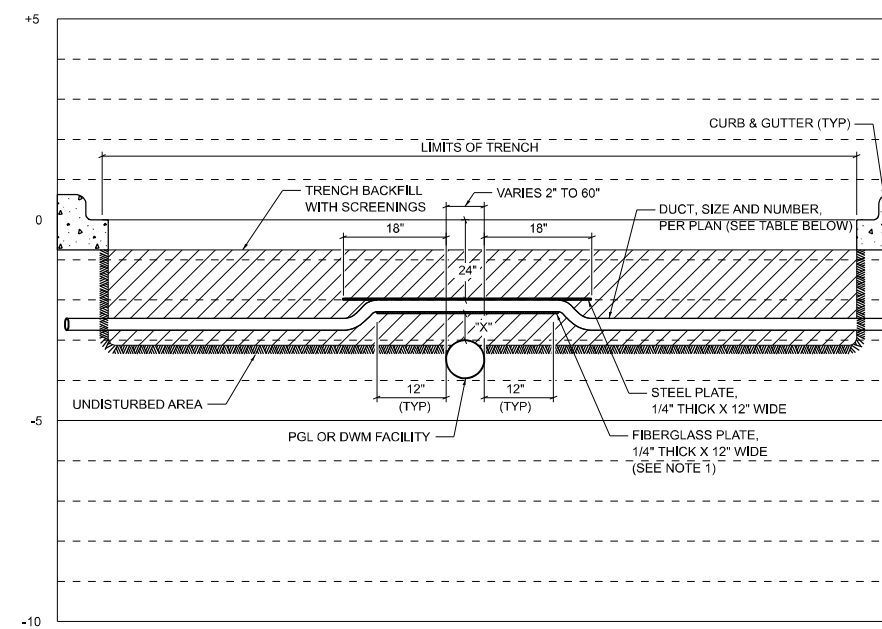
CONSTRUCTION DETAIL "E"
(NOT TO SCALE)

CDOT REQUEST DWM A WAIVER TO INSTALL A STEEL PLATE AS SHOWN 23" SEPARATION TO OBTAIN 2' COVER

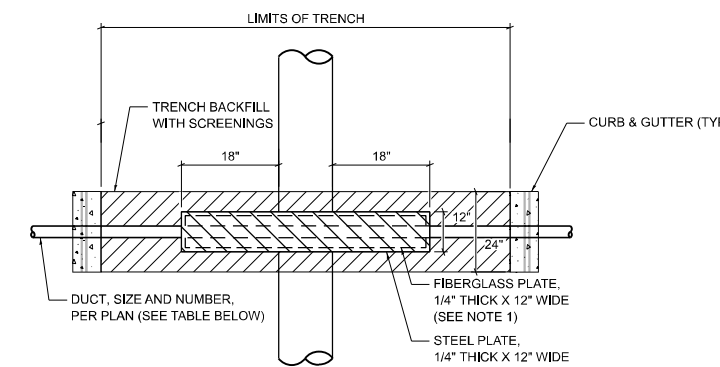


CONSTRUCTION DETAIL "C"
(NOT TO SCALE)

SHALLOW CONDUIT PROTECTION DETAIL



PROFILE VIEW
NOT TO SCALE



PLAN VIEW
NOT TO SCALE

SIZE	OUTSIDE DIAMETER	VERTICAL CLEARANCE (X) CONDUIT OVER METALLIC GAS MAINS (TWO PLATE)	VERTICAL CLEARANCE (X) CONDUIT OVER PLASTIC GAS MAINS & DWM MAINS (ONE PLATE)
1-1/4"	1.66"	9.84"	10.09"
2"	2.375"	9.13"	9.38"
3"	3.5"	8"	8.25"

NOTES:

- FIBERGLASS PLATE TO BE PROVIDED ONLY WHEN CROSSING METALLIC GAS MAINS OF ANY SIZE.
- INSTALLATION PROCEDURE:
 - ALL WORK SHALL BE COMPLETED IN THE PRESENCE OF A CDOT AND UTILITY INSPECTOR.
 - EXPOSE UTILITY BY HAND DIGGING AND/OR VACUUM EXCAVATOR.
 - BACKFILL UTILITY AS REQUIRED.
 - INSTALL FIBERGLASS PLATE (IF REQUIRED).
 - INSTALL DUCT.
 - BACKFILL TO TOP OF DUCT.
 - INSTALL STEEL PLATE.
 - BACKFILL TO BOTTOM OF PAVEMENT STRUCTURE.
 - CONCRETE OR ASPHALT RESTORATION.

NOTES

- ELEVATIONS SHOWN FOR EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT DEPTH AND LOCATION IN THE FIELD DURING CONSTRUCTION.
- MAXIMUM TRENCH WIDTH SHALL NOT EXCEED 3' WHEN CROSSING BELOW DWM FACILITIES.

MODEL: Default
FILE NAME: D:\62R61\shl-TCS_Typical\Section3.dgn



USER NAME = satkinson	DESIGNED - SMA	REVISED -
PLOT SCALE = 10,000' / in.	DRAWN - SMA	REVISED -
PLOT DATE = 04/24/2026	CHECKED - G.J.G.	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
TRAFFIC CONTROL SIGNALS
PROFILES

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	121
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-09

DIAL	CYCLE LENGTH	OFFSET	TIMES OF OPERATION	FLASH OPERATION
1	65"	0"	ALL OTHER TIMES	Φ2, Φ6, Φ8
2	85"	1"	6:00 AM TO 9:30 AM MONDAY - FRIDAY	WALK/DON'T WALK OFF
3	85"	82"	3:00 PM TO 6:30 PM MONDAY - FRIDAY	STARTUP FROM FLASH: 6" ALL-RED THEN GREEN FOR Φ2 AND Φ6
4				

DIAL 1

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN		27				27		30
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		1				1		1
WALK		20				20		17
PED CLEARANCE		7				7		13
SPLITS		31				31		34
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL		COORD				COORD		MAX
DET. NON-LOCK								
FORCE MODE	FIXED							

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY

TRAFFIC SIGNAL TIMING SCHEDULE

S. LARAMIE AVENUE AT W. FLOURNOY STREET

SINGH AND ASSOCIATES, INC.
230 W. MONROE ST CHICAGO, IL 60606

SINGH

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

700 S./5200 W.

DESIGNED BY:

TRAFFIC ENGINEER

REVIEWED BY:

TRAFFIC ENGINEER

APPROVED BY:

TRAFFIC ENGINEER

APPROVED BY:

TRAFFIC ENGINEER

GREG GEDEMER

DATE: 4-28-2026

DATE:

SHEET: 1 OF 1

SENT:

INSTALLED:

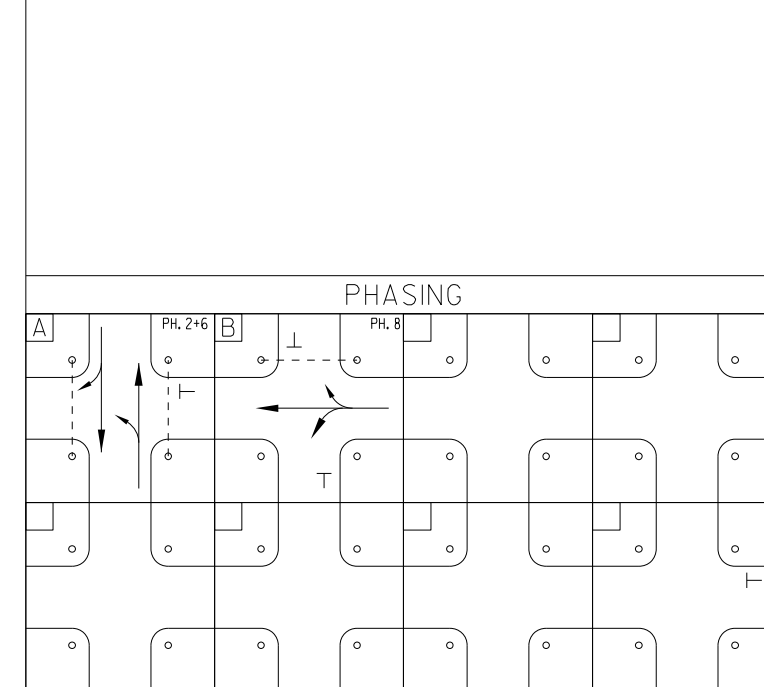
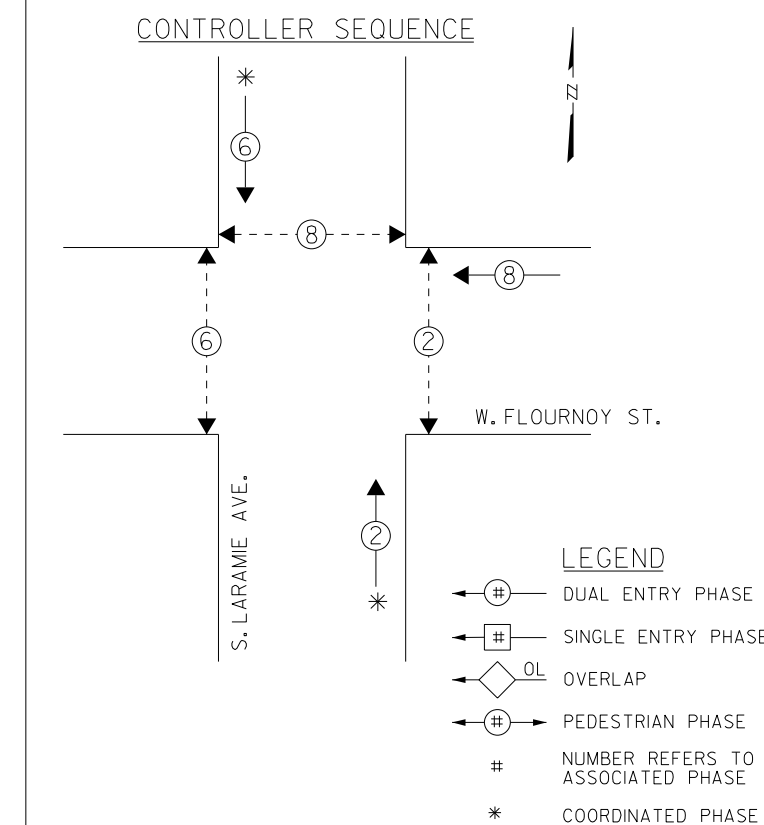


DIAL 2

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN		49				49		28
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		1				1		1
WALK		42				42		15
PED CLEARANCE		7				7		13
SPLITS		53				53		32
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL		COORD				COORD		MAX
DET. NON-LOCK								
FORCE MODE	FIXED							

DIAL 3

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN								
VEHICLE EXT.								
MAX GREEN		40				40		37
TRAILING GREEN								
YELLOW CHANGE		3				3		3
RED CLEARANCE		1				1		1
WALK		33				33		24
PED CLEARANCE		7				7		13
SPLITS		44				44		41
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL		COORD				COORD		MAX
DET. NON-LOCK								
FORCE MODE	FIXED							



DEO Drwg No: 14807

S. LARAMIE AVE. & W.
FLOURNOY ST.

DIAL	CYCLE LENGTH	OFFSET	TIMES OF OPERATION	FLASH OPERATION
1	65"	34"	ALL OTHER TIMES	$\Phi 2, \Phi 4, \Phi 6$
2	85"	35"	6:00 AM TO 9:30 AM MONDAY - FRIDAY	WALK/DON'T WALK & ARROWS OFF
3	85"	45"	3:00 PM TO 6:30 PM MONDAY - FRIDAY	STARTUP FROM FLASH: 6" ALL-RED THEN GREEN FOR $\Phi 2$ AND $\Phi 6$
4				

DIAL 1

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN	7	20						
VEHICLE EXT.	4							
MAX GREEN	11			22		34		
TRAILING GREEN								
YELLOW CHANGE	3	3		3		3		
RED CLEARANCE		1		2		1		
WALK		12		7		27		
PED CLEARANCE		8		15		7		
SPLITS	14	24		27		38		
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL		COORD		MAX		COORD		
DET. NON-LOCK								
FORCE MODE	FLOATING							

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SAFETY

TRAFFIC SIGNAL TIMING SCHEDULE

S. LARAMIE AVENUE AT W. LEXINGTON STREET

SINGH AND ASSOCIATES, INC.
230 W. MONROE ST CHICAGO, IL 60606

SINGH

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

728 S./5200 W.

DESIGNED BY:

TRAFFIC ENGINEER

REVIEWED BY:

TRAFFIC ENGINEER

APPROVED BY:

TRAFFIC ENGINEER

DATE: 4-28-2026

DATE:

SENT:

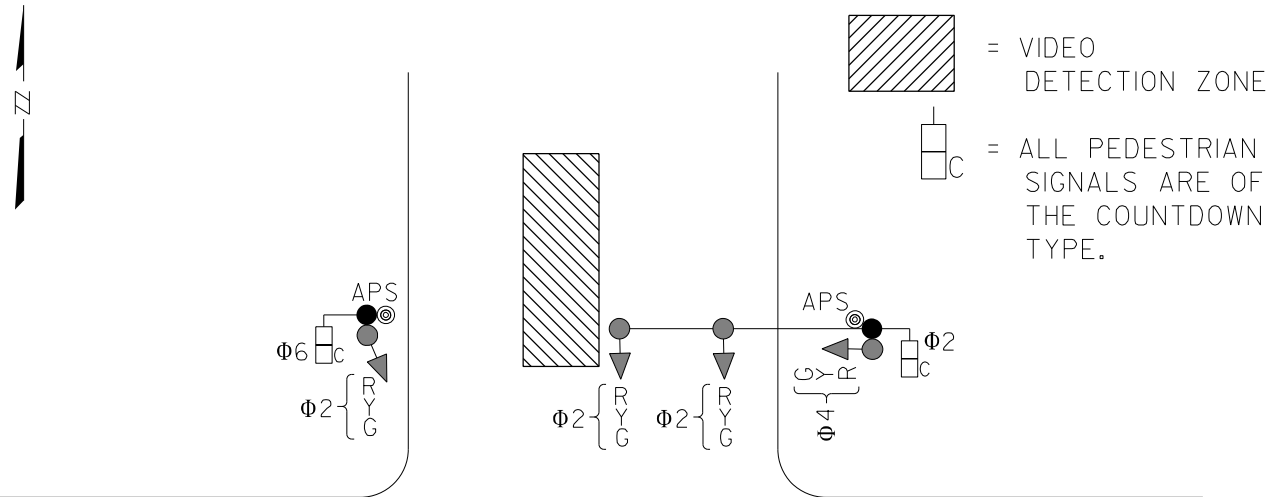
INSTALLED:

DESIGNED BY: JOEL TURK

APPROVED BY: GREG GEDEMER

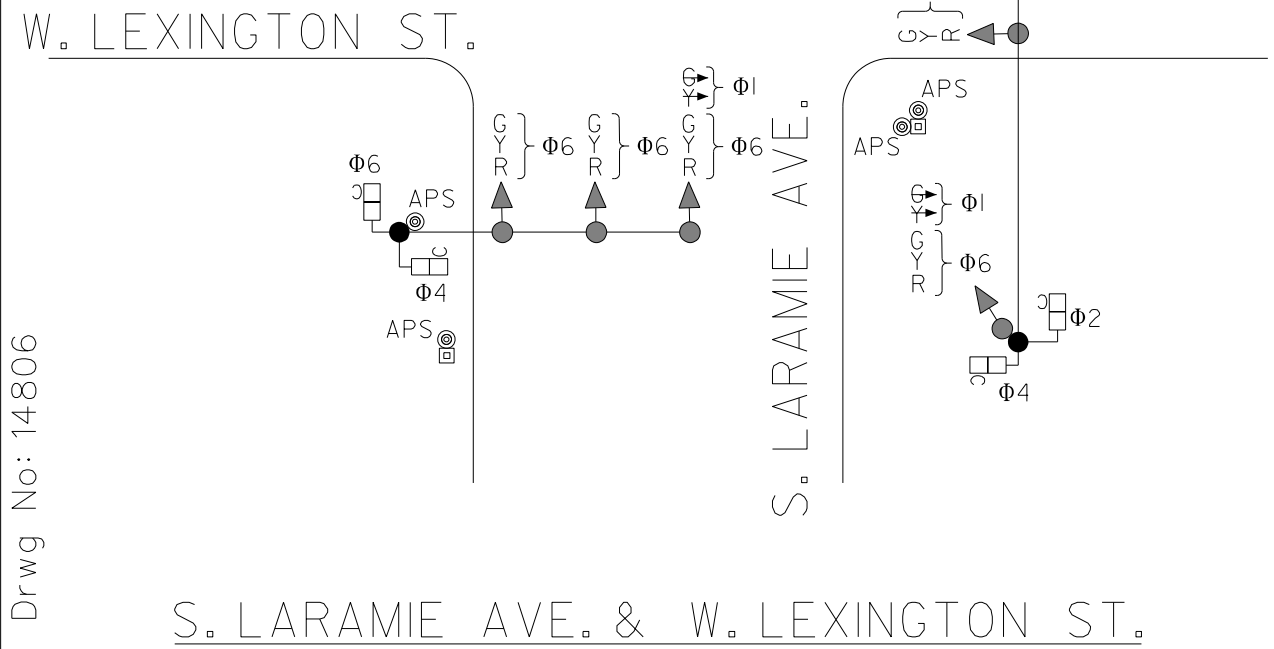
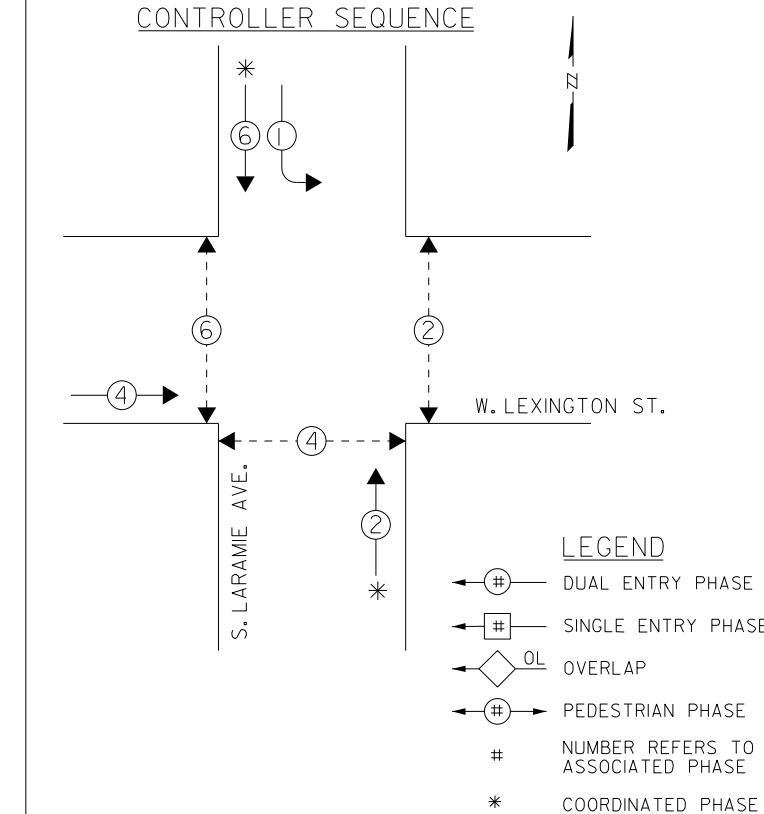
DATE: 4-28-2026

SHEET: 1 OF 1



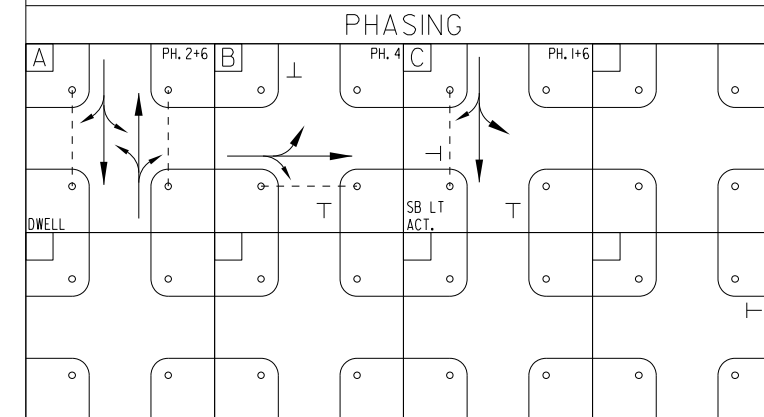
DIAL 2

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN	7	22						
VEHICLE EXT.	4							
MAX GREEN	29			22		54		
TRAILING GREEN								
YELLOW CHANGE	3	3		3		3		
RED CLEARANCE		1		2		1		
WALK		14		7		47		
PED CLEARANCE		8		15		7		
SPLITS	32	26		27		58		
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL		COORD		MAX		COORD		
DET. NON-LOCK								
FORCE MODE	FLOATING							

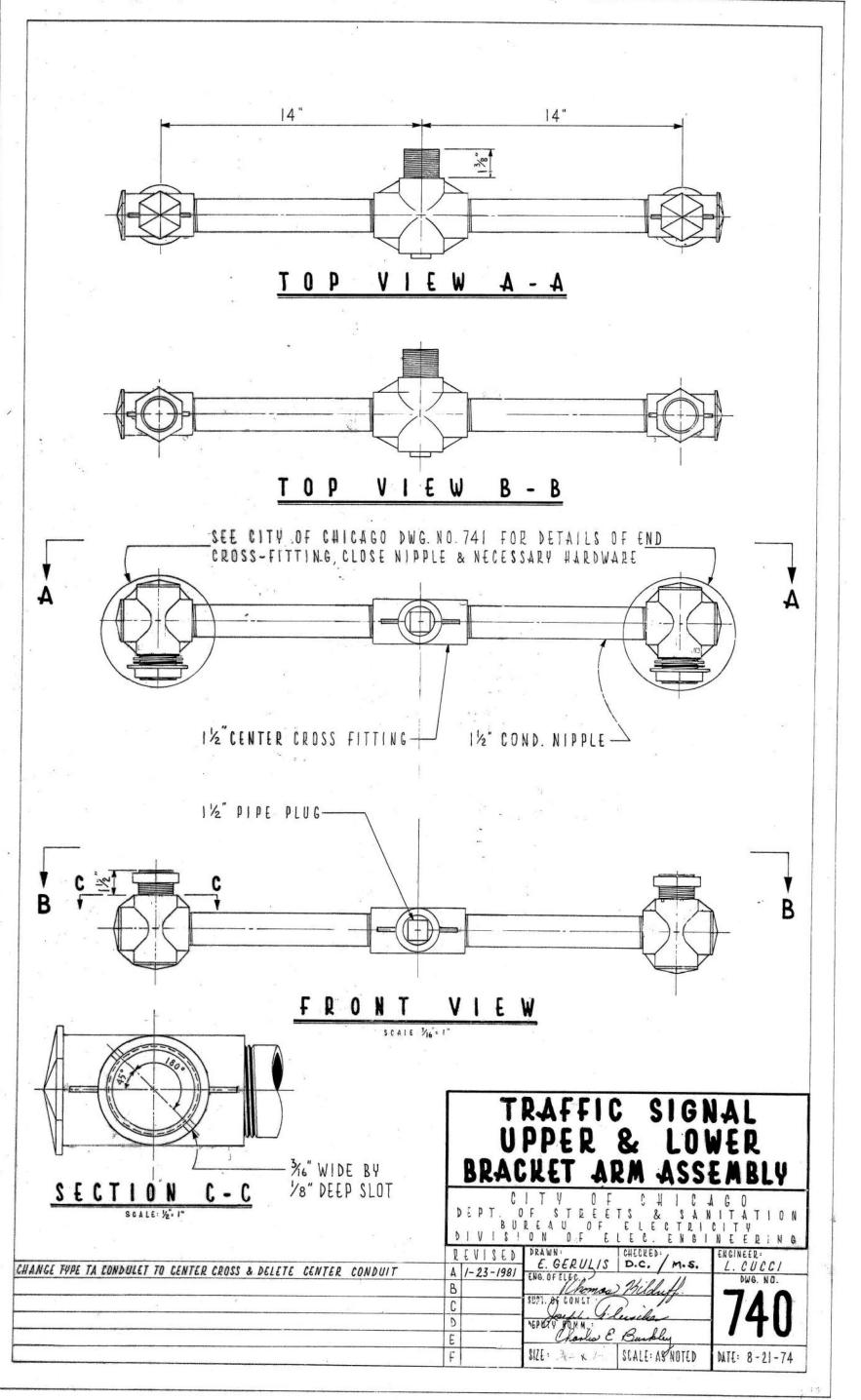
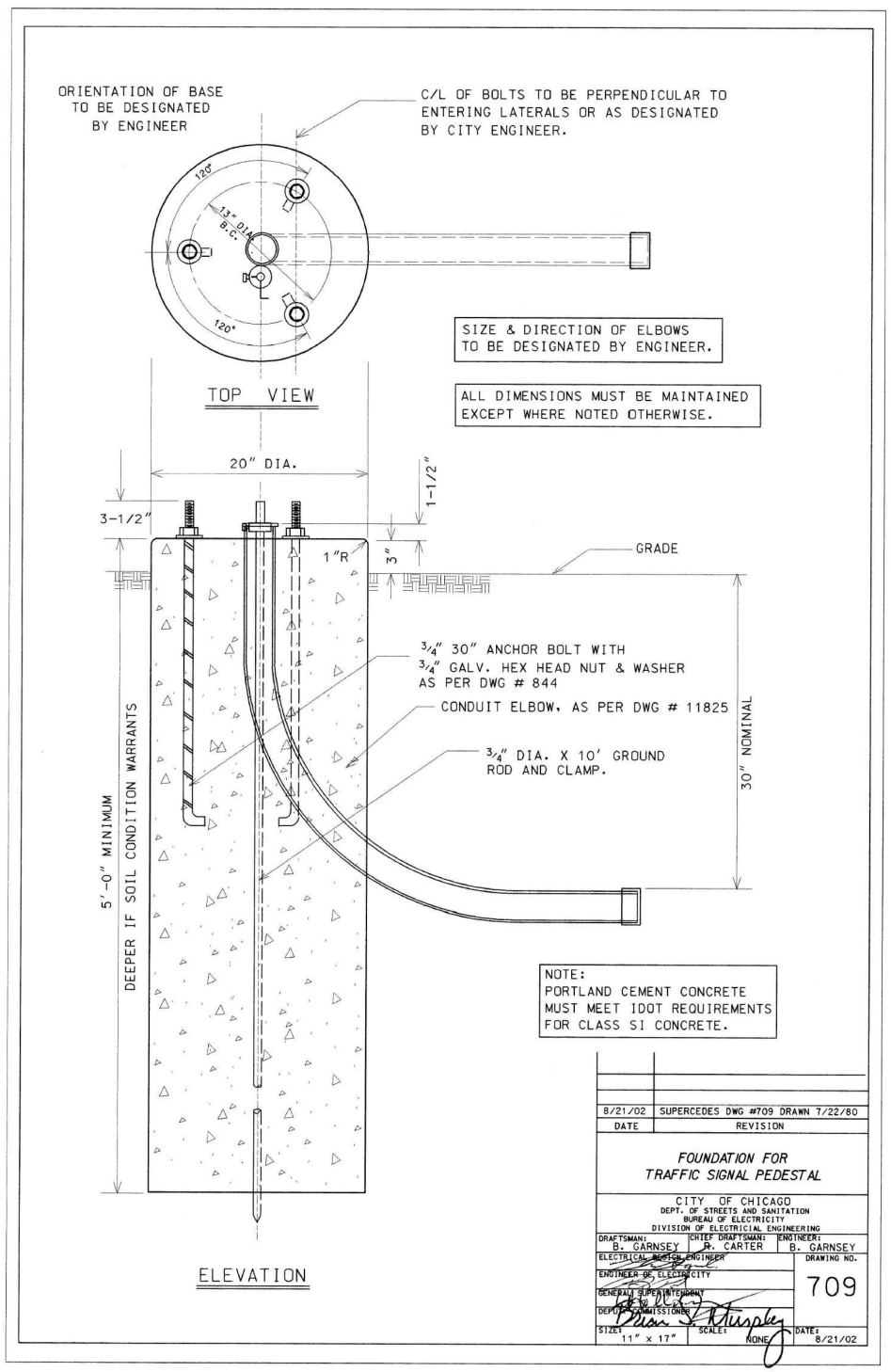
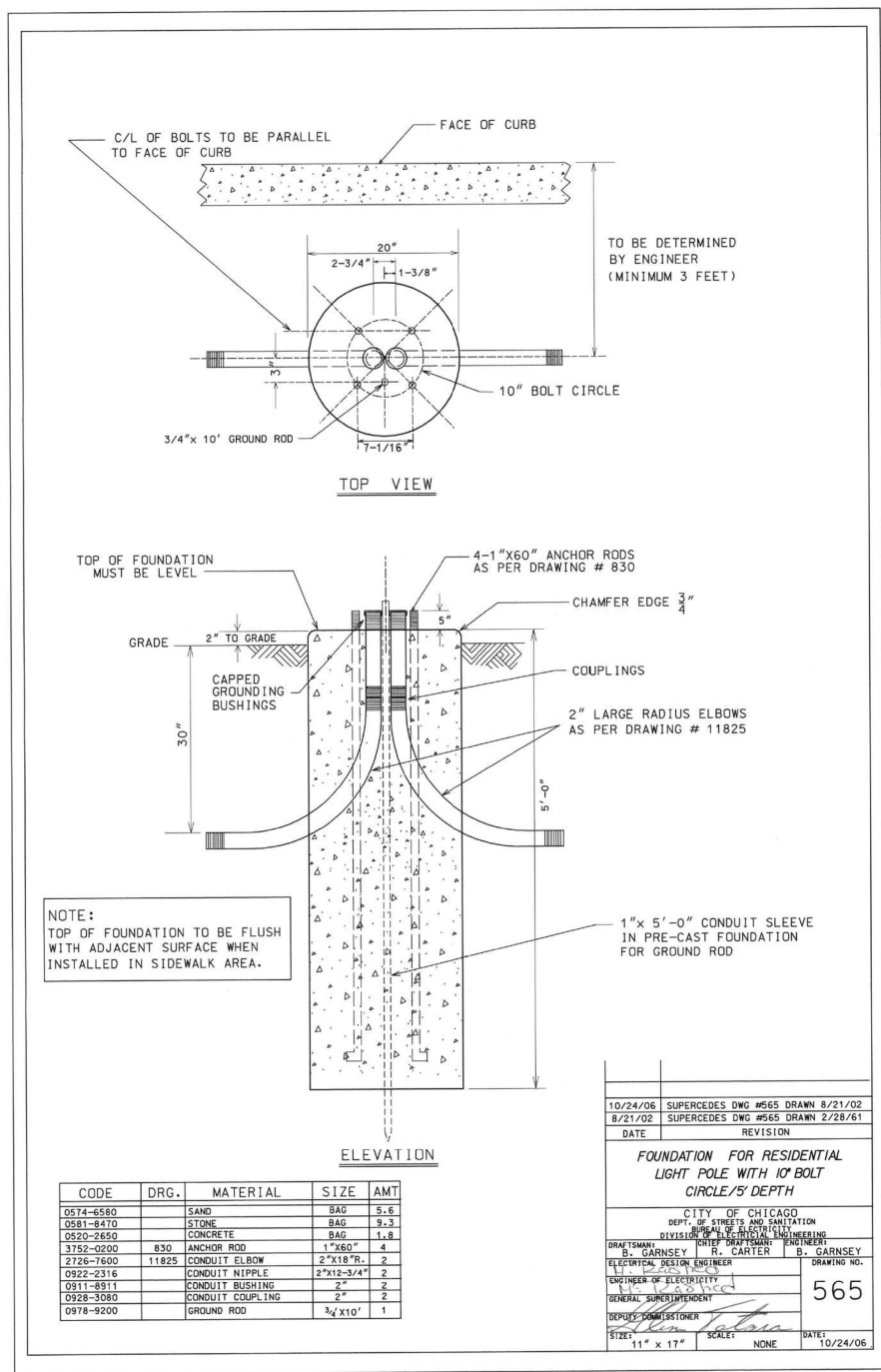


DIAL 3

PHASE NUMBER	PHASE							
	1	2	3	4	5	6	7	8
DIRECTION	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB
MIN GREEN	7	26						
VEHICLE EXT.	4							
MAX GREEN	25			22		54		
TRAILING GREEN								
YELLOW CHANGE	3	3		3		3		
RED CLEARANCE		1		2		1		
WALK		18		7		47		
PED CLEARANCE		8		15		7		
SPLITS	28	30		27		58		
SEQUENCE								
ADVANCE PED(LPI)								
HOLDING PED(LAG PED)								
RECALL		COORD		MAX		COORD		
DET. NON-LOCK								
FORCE MODE	FLOATING							



DEO Drwg No: 14806



J:\ALL_2\STANDARD\565.DGN 12/11/2006 10:56:45 AM

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FILE NAME: D:\62R61-CDOT-TS_01.dgn



USER NAME = jslarzyk	DESIGNED - SMA	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - SMA	REVISED -
PLOT DATE = 01/08/2026	CHECKED - G.JG	REVISED -
	DATE - 01/08/2026	REVISED -

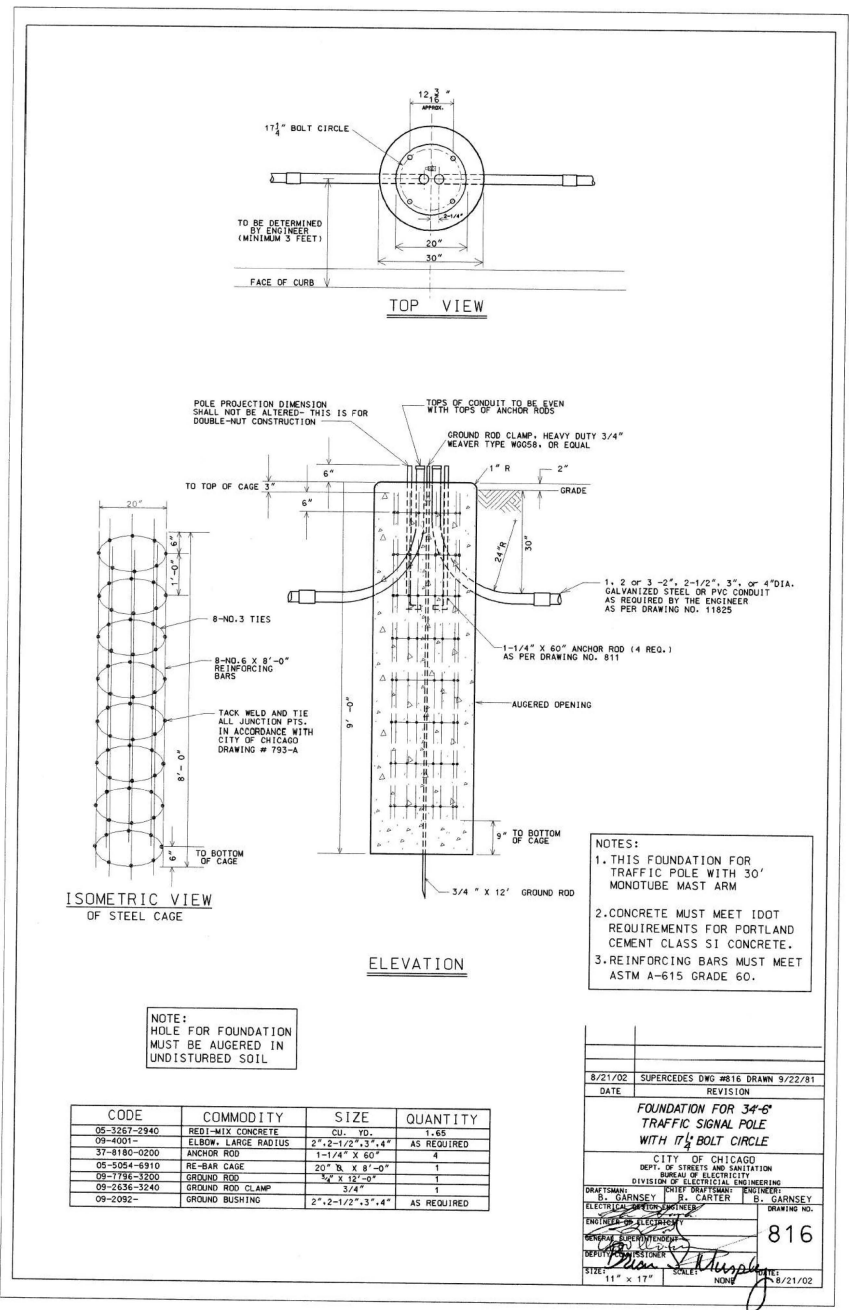
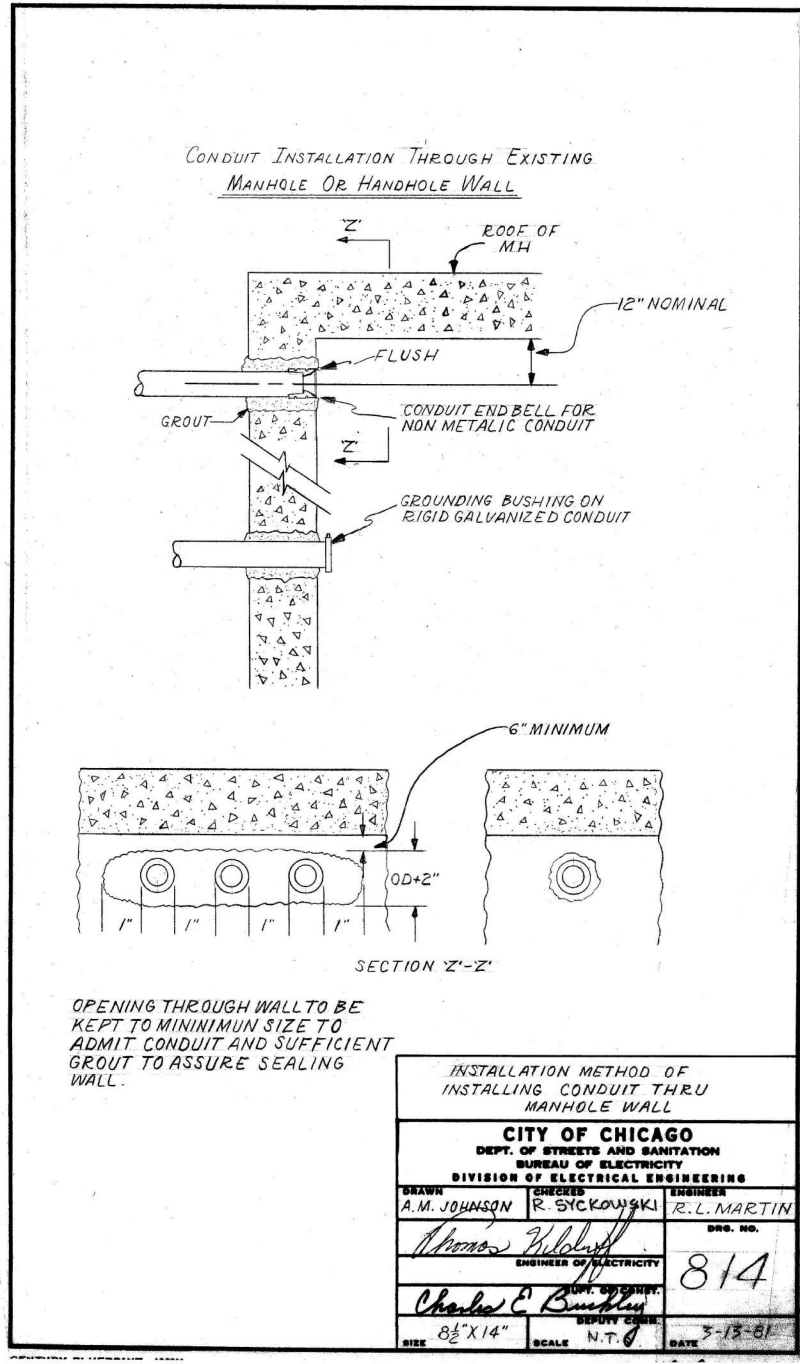
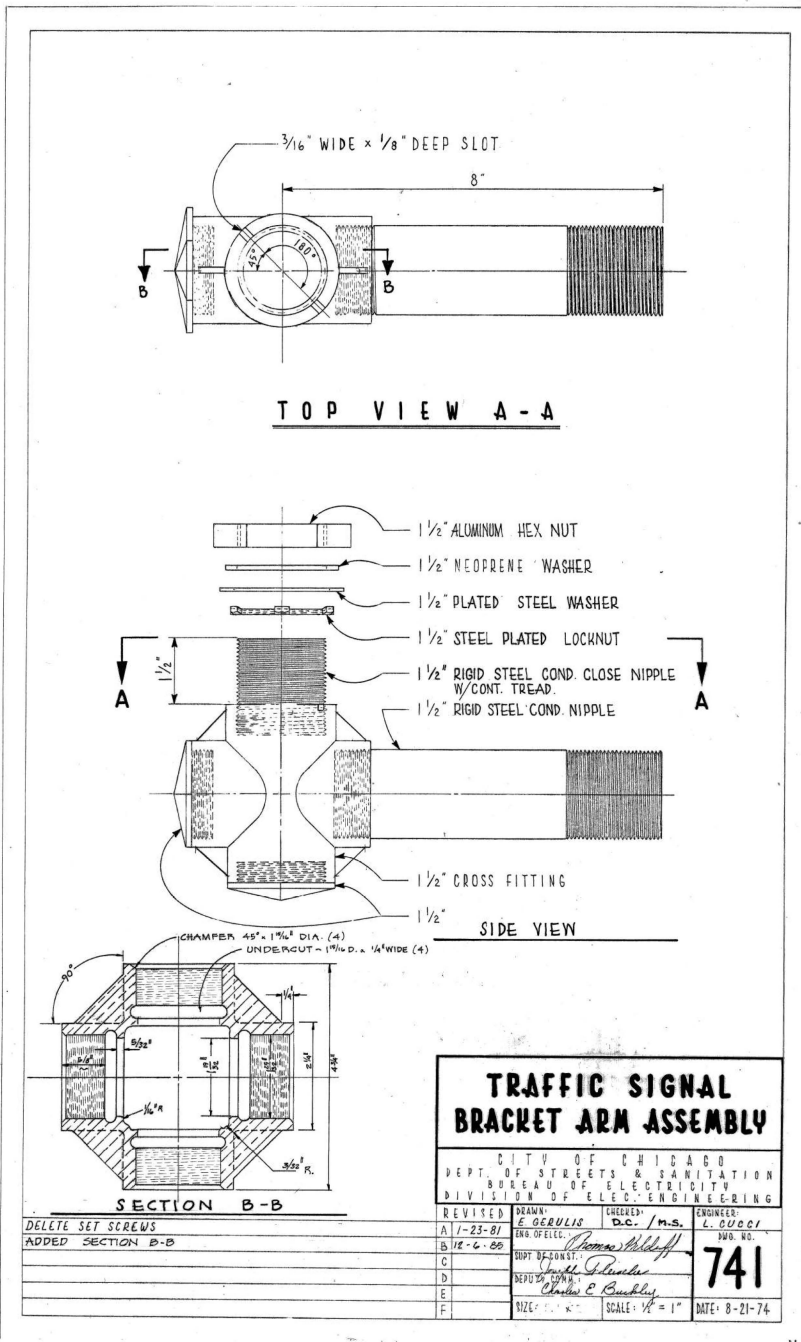
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 124
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

TS-12



MODEL: D:\default
FILE NAME: D:\62R61-CDOT-TS_02.dgn

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME	= jslarzyk
DESIGNED	- SMA
DRAWN	- SMA
PLOT SCALE	= 0.5529' / in.
PLOT DATE	= 01/08/2026
CHECKED	- G.JG
DATE	- 01/08/2026

REVISED	-
REVISED	-
REVISED	-
REVISED	-

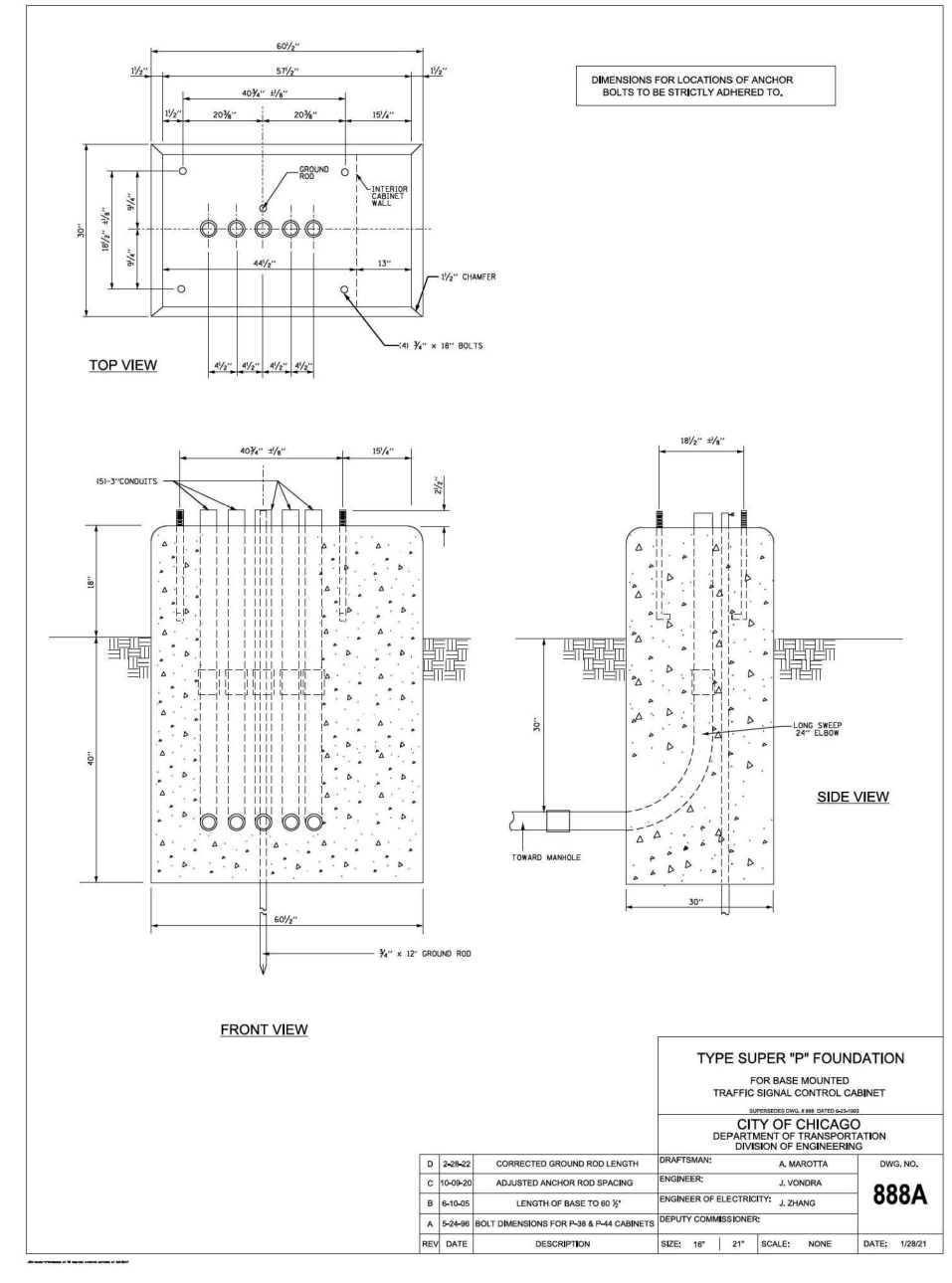
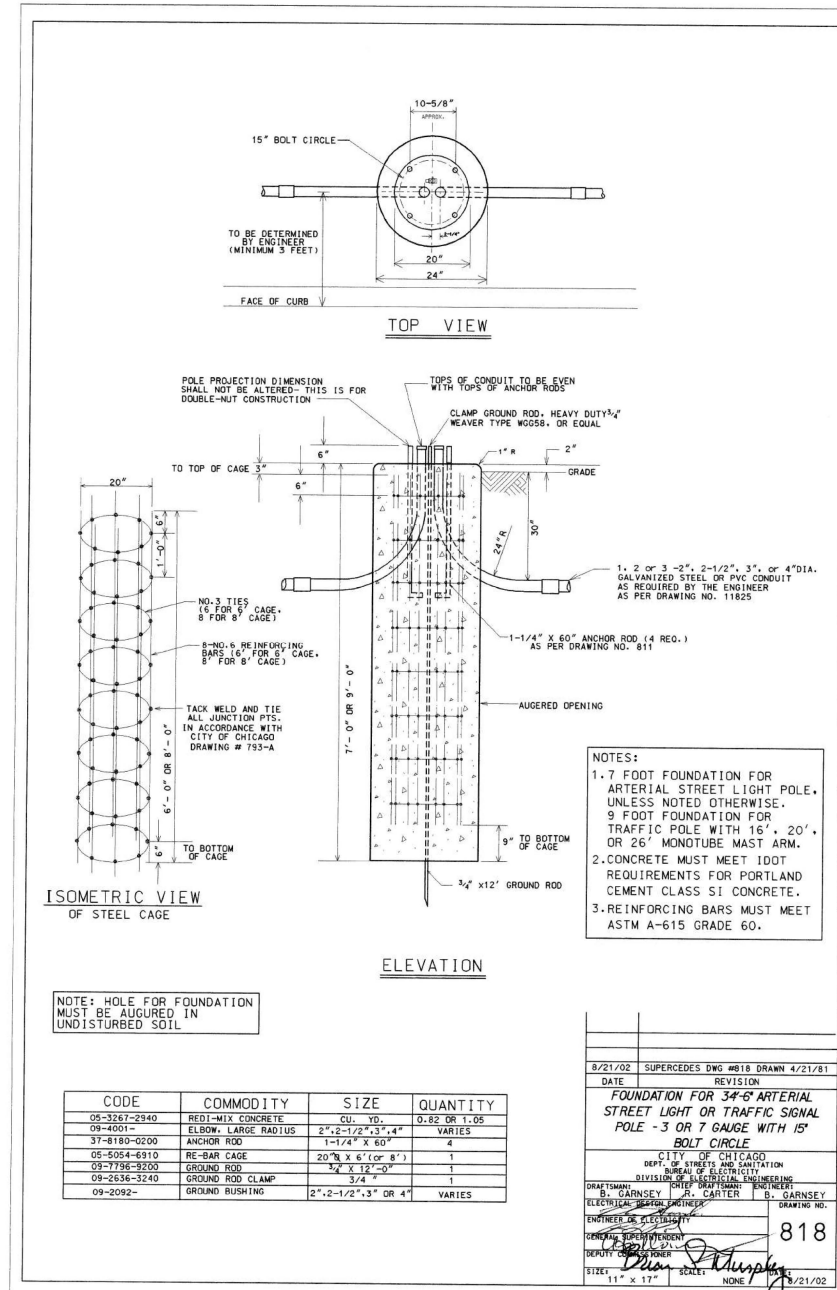
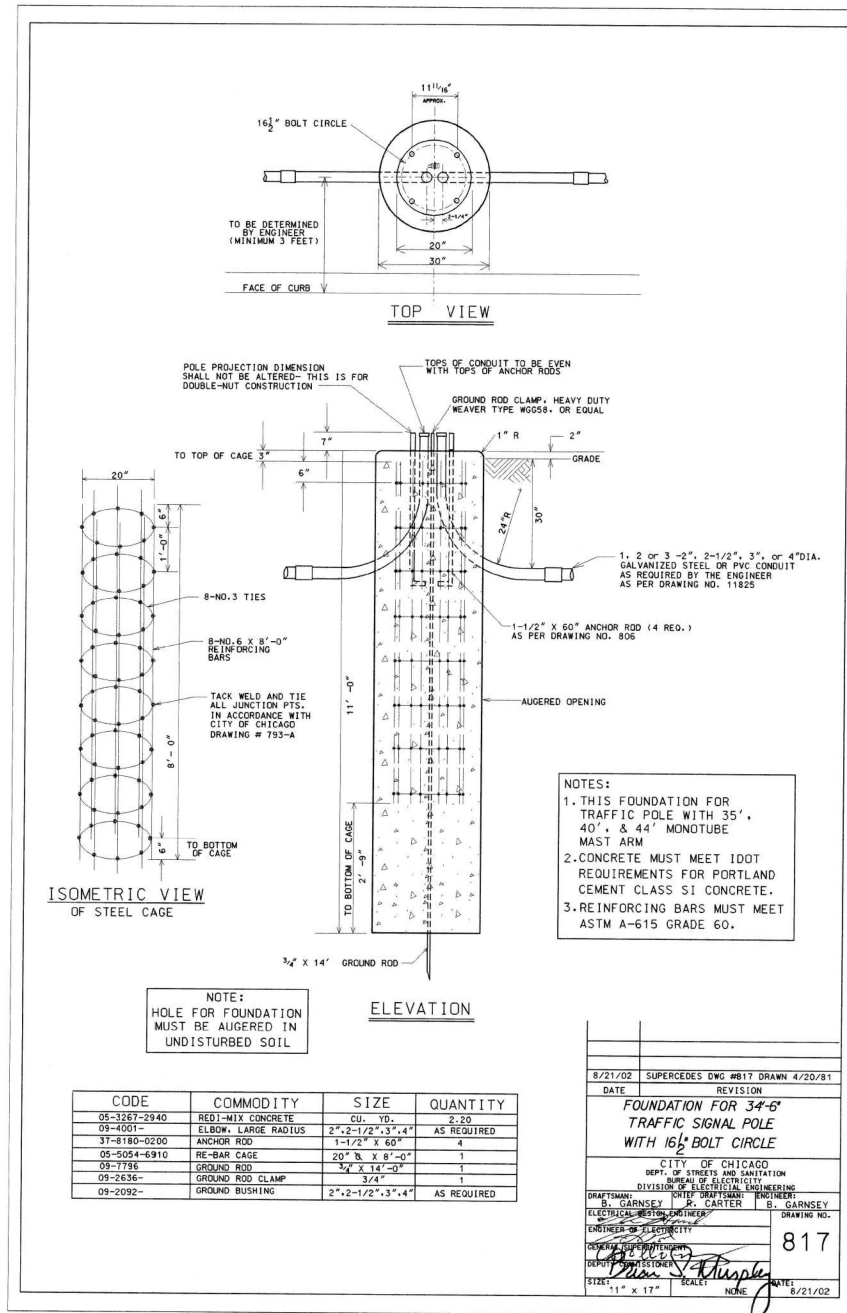
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

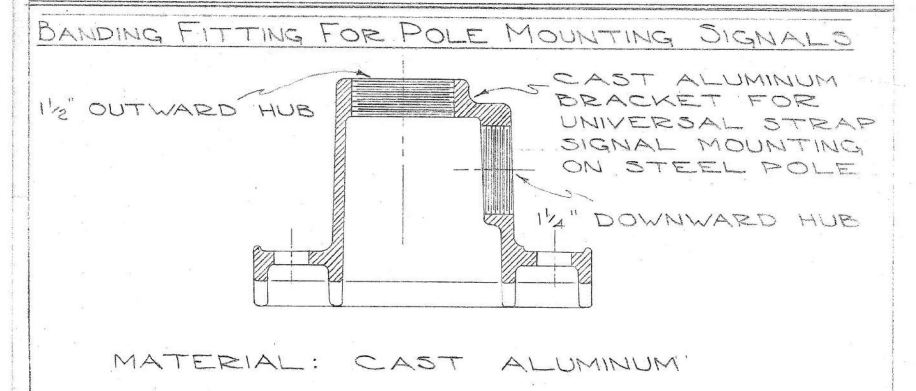
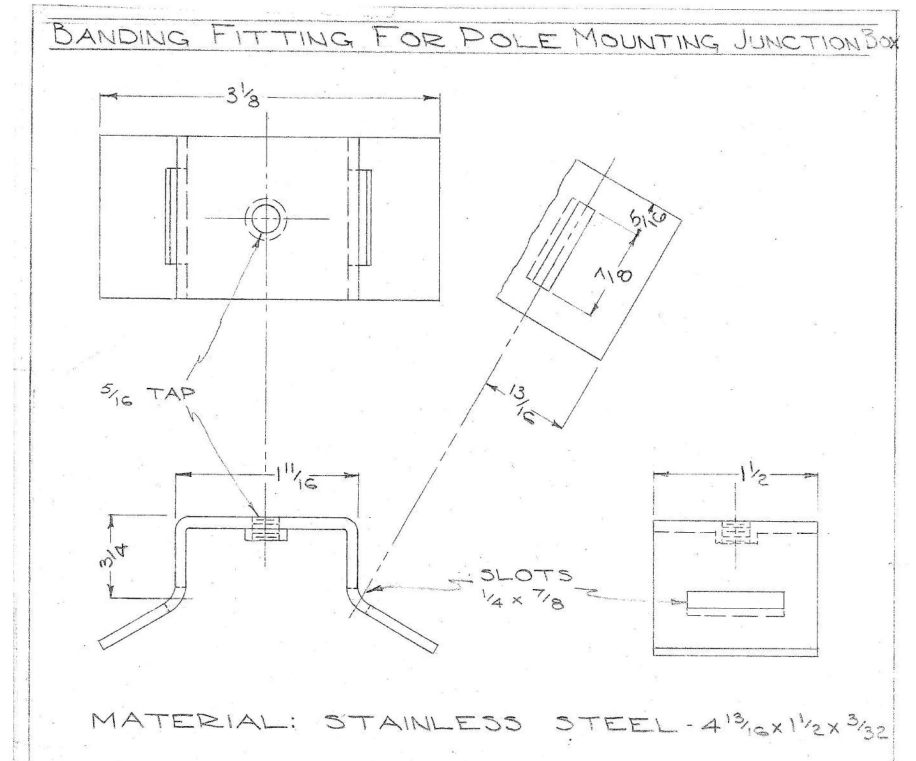
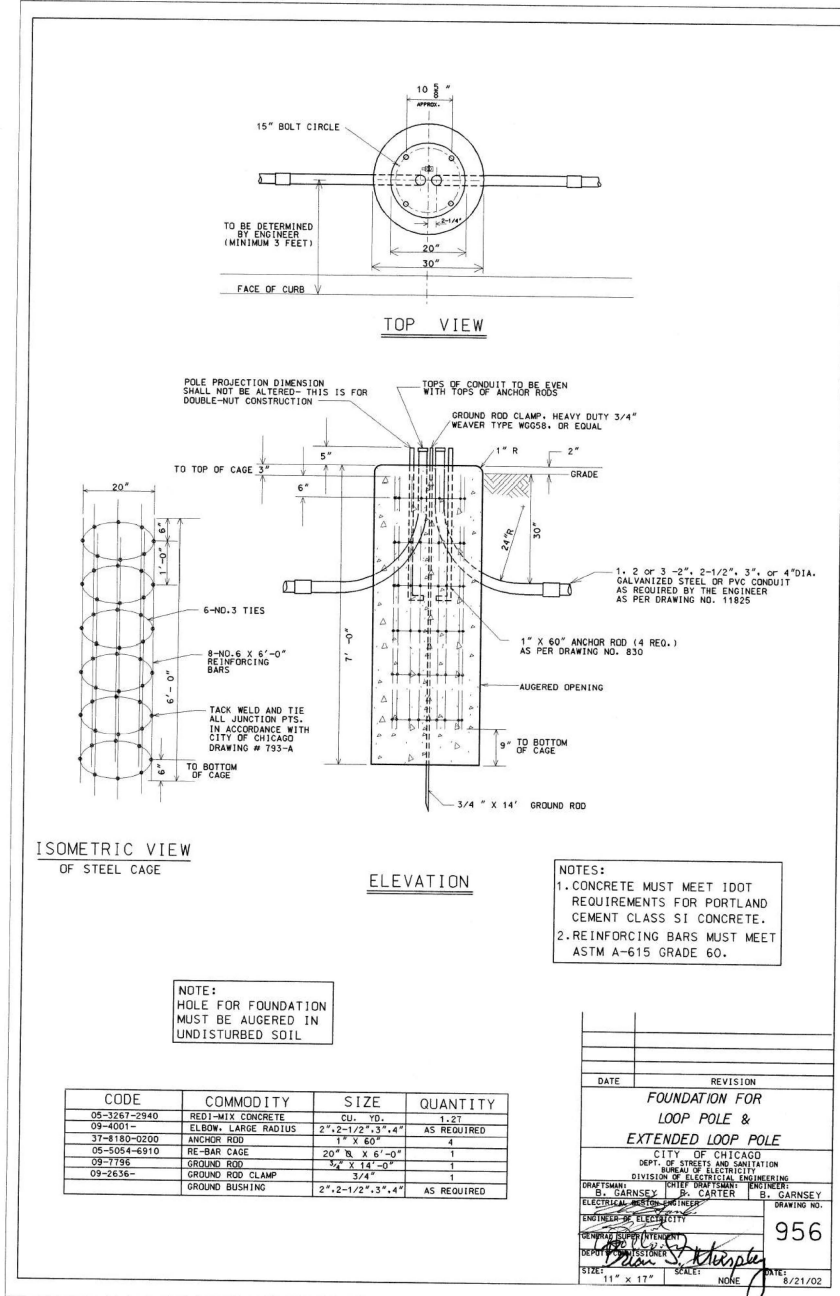
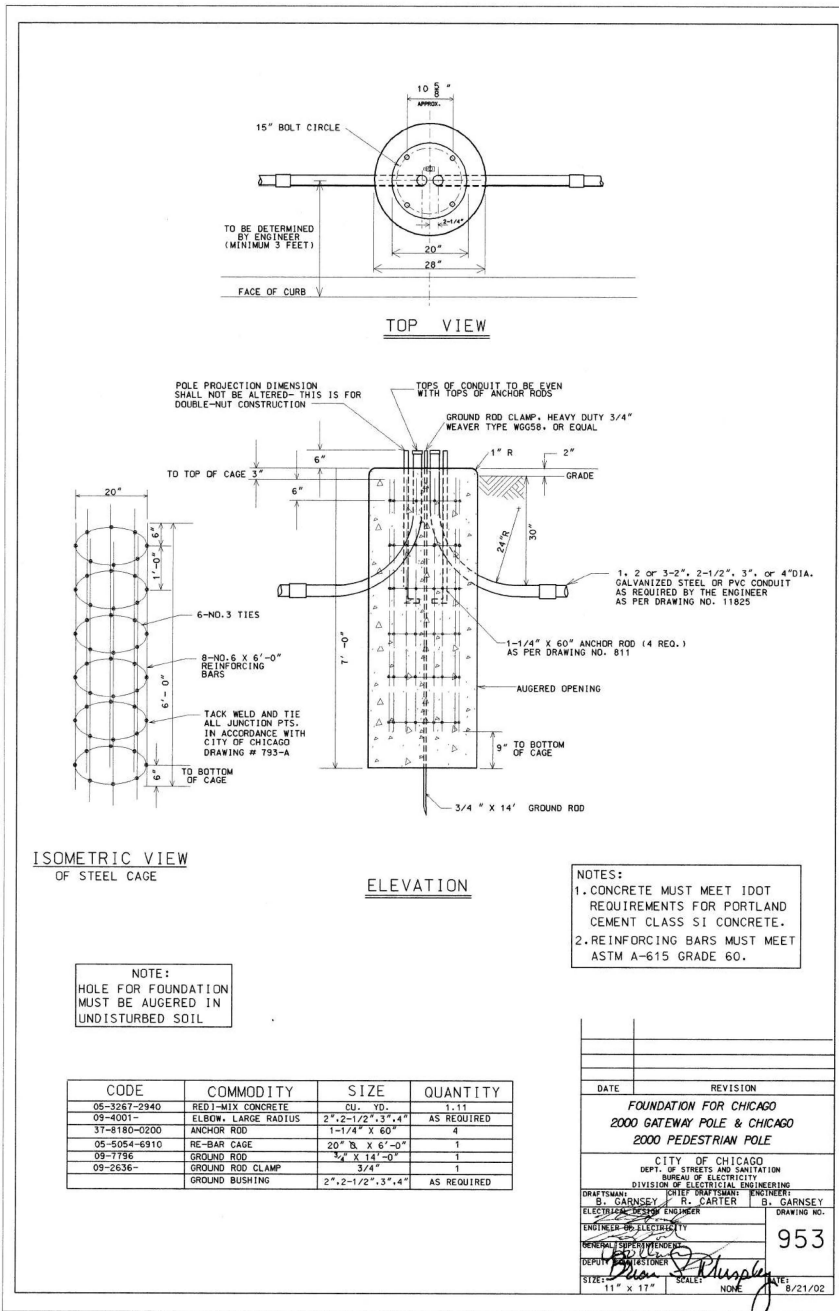
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	125
ILLINOIS			CONTRACT NO. 62R61	
FED. AID PROJECT				

TS-13



REV	DATE	DESCRIPTION	SIZE: 16" 21"	SCALE: NONE	DATE: 1/28/21
D	2-28-21	CORRECTED GROUND ROD LENGTH			
C	10-09-20	ADJUSTED ANCHOR ROD SPACING			
B	6-10-05	LENGTH OF BASE TO 60 1/2"			
A	5-24-86	BOLT DIMENSIONS FOR P-38 & P-44 CABINETS			

888A



BANDING FITTINGS FOR POLE MOUNTING TRAFFIC SIGNAL

CROUSE HINDS
 TL-3301-WITHOUT DOWNWARD HUB
 TL-3302 WITH 1/4" DOWNWARD HUB

CITY OF CHICAGO
 DEPT. OF STREETS AND SANITATION
 DIVISION OF ELECTRICAL ENGINEERING

CHARLES MONTGOMERY
 DEPUTY COMM. ENGINEER

11984

MODEL: D:\default
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USER NAME = jslarzyk	DESIGNED - SMA	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - SMA	REVISED -
PLOT DATE = 01/08/2026	CHECKED - GJG	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	127
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

TS-15

MODEL: D:\default
FILE NAME: D:\62R61-CDOT-TS_05.dgn



USER NAME = jslarzyk
PLOT SCALE = 0.5529' / in.
PLOT DATE = 01/08/2026

DESIGNED - SMA
DRAWN - SMA
CHECKED - G.J.G.
DATE - 01/08/2026

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	128
ILLINOIS			CONTRACT NO. 62R61	

TS-16

EXCAVATION (CONSTRUCTION INFORMATION)

COMPLETE MANHOLE 5.0 CU. YDS.
NEW ROOF ONLY 2.0 CU. YDS.
SHEETING MANHOLE 150.0 SQ. FT.

#5 REINFORCING BARS

BAR	LENGTH	NO. OF BARS	TOTAL FT.
A	3'-4"	4	13'-4"
B	4'-0"	10	40'-0"

MATERIALS FOR ROOF ONLY

CONCRETE 0.45 CU. YDS.
REINFORCING BARS #5 54'

DRG. MATERIAL CODE SIZE

DRG.	MATERIAL	CODE	SIZE	QTY
	FORM FOR MANHOLE	17-661-8000	24x4x4	1
	CONDUIT END BELL	17-668-8300	4x4	1
	TILE, SEWER	39-4038-3200	24"x24"	1
	SLAB BOLSTER	27	20"	1
	BAR, REINFORCING	20-5472-9650	1/2" # 54	1
	TIE WIRE	13-9938-4108	16GA	25
	PULLING IRON	02-4483-4910	1/2" # 2	2
	CONCRETE	05-5247-2940	3 CU. YDS	1
	SEWER BRICK	05-1402-9700	30"	10
	GRATE FOR SUMP	02-4368-1100	15" # 1	1
	GROUND ROD	09-7796-9000	2x10	1
	GROUND ROD CLAMP	09-2836-3240	1/2"	1
	CRUSHED STONE	05-9057-5471	1/2"	100
	MANHOLE FRAME	02-4299-5524	24"	1
	MANHOLE COVER	02-4574-5040	24"	1
	CONC. CHANNEL INSERT	02-4574-5040	3"	8

NOTES:

1. PRECAST MANHOLES MUST BE PROVIDED WITH CHANNEL INSERTS, PULLING IRONS, AND CONDUIT KNOCK-OUTS.
2. ALL CONCRETE MUST BE PORTLAND CEMENT CONCRETE MEETING (DOT) REQUIREMENTS FOR CLASS PC CONCRETE FOR PRE-CAST STRUCTURES, OR CLASS S1 CONCRETE FOR CAST-IN-PLACE STRUCTURES.
3. REINFORCING BARS MUST MEET ASTM A615 GRADE 60.

8/21/02 SUPERCEDES DWG. 729 DATED JAN 12, 1996
1/12/98 SUPERCEDES DWG. 730 DATED NOV. 21, 1973
DATE REVISION
3' x 4' x 4' CONCRETE MANHOLE WITH 24" FRAME AND COVER
CITY OF CHICAGO
DEPT. OF PUBLIC UTILITIES
ASSISTANT CITY ENGINEER
DRAWING NO. 730
DRAWN BY B. GARNSEY
CHECKED BY B. CARTER
ELECTRICAL DESIGN DIVISION
TITLE: 3' x 4' x 4' CONCRETE MANHOLE WITH 24" FRAME AND COVER
DATE: 8/21/02
SCALE: 1" = 22"

EXCAVATION (CONSTRUCTION INFORMATION)

COMPLETE MANHOLE 5.0 CU. YDS.
NEW ROOF ONLY 2.0 CU. YDS.
SHEETING MANHOLE 150.0 SQ. FT.

#5 REINFORCING BARS

BAR	LENGTH	NO. OF BARS	TOTAL FT.
A	2'-4"	4	10'-0"
B	4'-0"	8	32'-0"

MATERIALS FOR ROOF ONLY

CONCRETE 0.5 CU. YDS.
REINFORCING BARS #5 38'

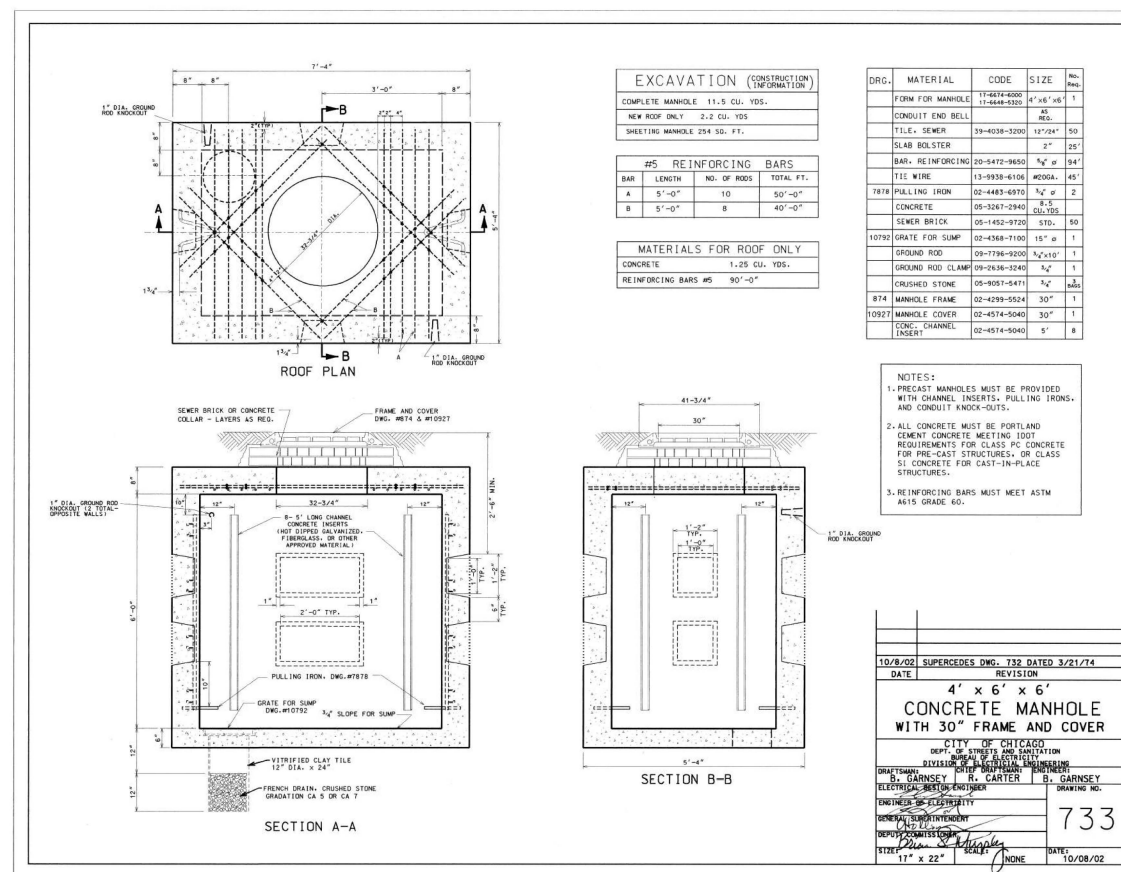
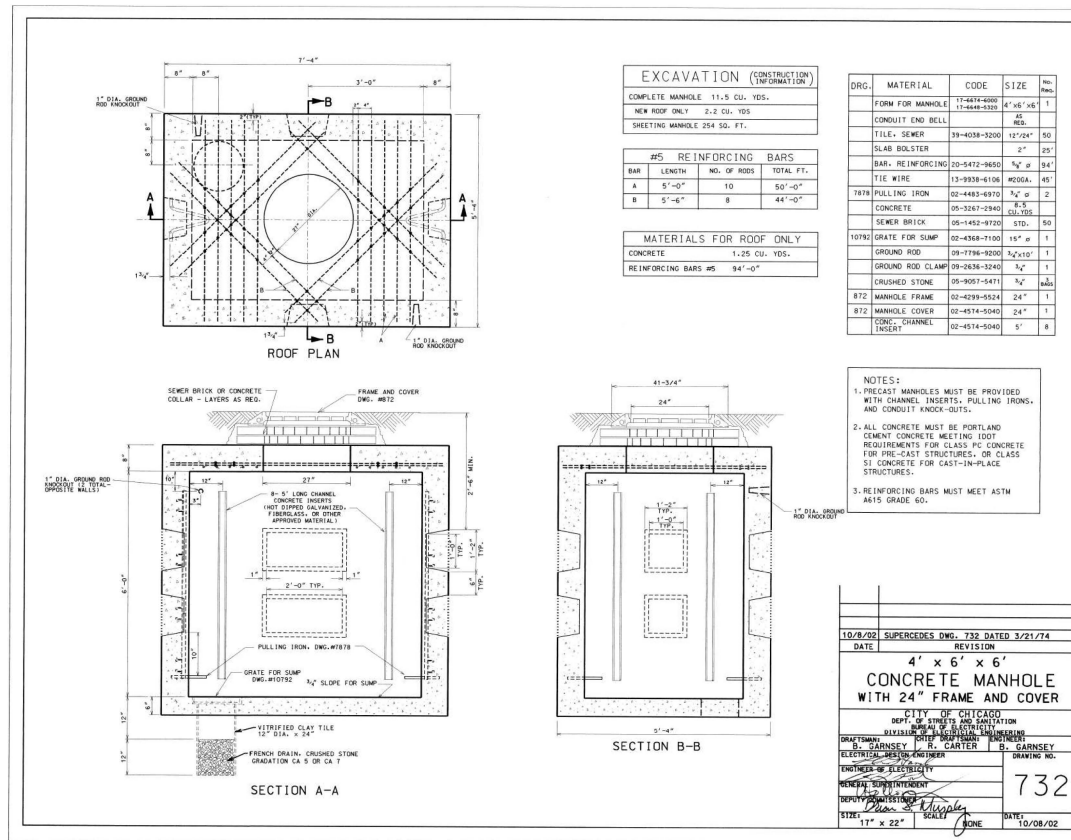
DRG. MATERIAL CODE SIZE

DRG.	MATERIAL	CODE	SIZE	QTY
	FORM FOR MANHOLE	17-661-8000	24x4x4	1
	CONDUIT END BELL	17-668-8300	4x4	1
	TILE, SEWER	39-4038-3200	24"x24"	1
	SLAB BOLSTER	27	20"	1
	BAR, REINFORCING	20-5472-9650	1/2" # 38	1
	TIE WIRE	13-9938-4108	16GA	25
	PULLING IRON	02-4483-4910	1/2" # 2	2
	CONCRETE	05-5247-2940	3 CU. YDS	1
	SEWER BRICK	05-1402-9700	30"	10
	GRATE FOR SUMP	02-4368-1100	15" # 1	1
	GROUND ROD	09-7796-9000	2x10	1
	GROUND ROD CLAMP	09-2836-3240	1/2"	1
	CRUSHED STONE	05-9057-5471	1/2"	100
	MANHOLE FRAME	02-4299-5524	30"	1
	MANHOLE COVER	02-4574-5040	30"	1
	CONC. CHANNEL INSERT	02-4574-5040	3"	8

NOTES:

1. PRECAST MANHOLES MUST BE PROVIDED WITH CHANNEL INSERTS, PULLING IRONS, AND CONDUIT KNOCK-OUTS.
2. ALL CONCRETE MUST BE PORTLAND CEMENT CONCRETE MEETING (DOT) REQUIREMENTS FOR CLASS PC CONCRETE FOR PRE-CAST STRUCTURES, OR CLASS S1 CONCRETE FOR CAST-IN-PLACE STRUCTURES.
3. REINFORCING BARS MUST MEET ASTM A615 GRADE 60.

8/21/02 SUPERCEDES DWG. 729 DATED JAN 12, 1996
1/12/98 SUPERCEDES DWG. 730 DATED NOV. 21, 1973
DATE REVISION
3' x 4' x 4' CONCRETE MANHOLE WITH 30" FRAME AND COVER
CITY OF CHICAGO
DEPT. OF PUBLIC UTILITIES
ASSISTANT CITY ENGINEER
DRAWING NO. 729
DRAWN BY B. GARNSEY
CHECKED BY B. CARTER
ELECTRICAL DESIGN DIVISION
TITLE: 3' x 4' x 4' CONCRETE MANHOLE WITH 30" FRAME AND COVER
DATE: 8/21/02
SCALE: 1" = 22"



MODEL: D:\default
FILE NAME: D:\62R61-CDOT-ITS_06.dgn

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME	= jslarzyk	DESIGNED	- SMA	REVISED	-
PLOT SCALE	= 0.5529' / in.	DRAWN	- SMA	REVISED	-
PLOT DATE	= 01/08/2026	CHECKED	- G.J.G.	REVISED	-
		DATE	- 01/08/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

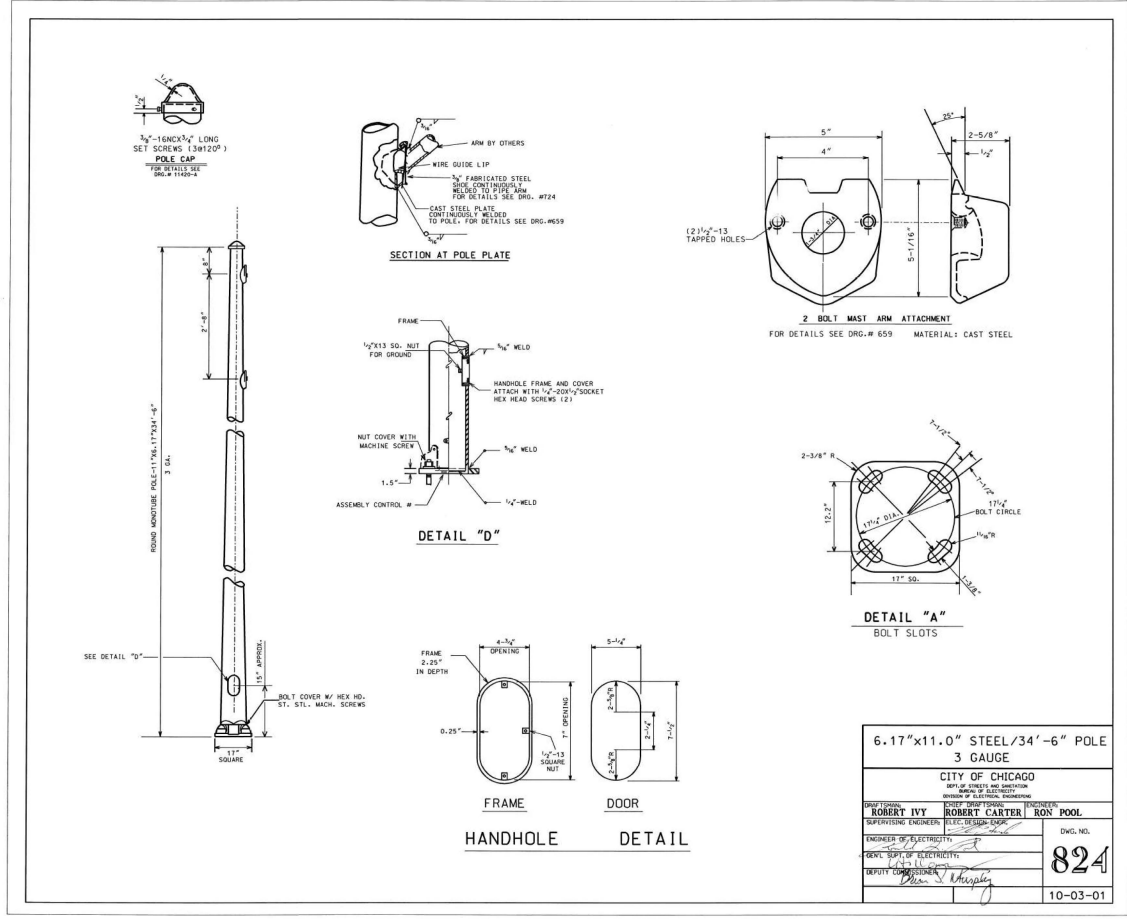
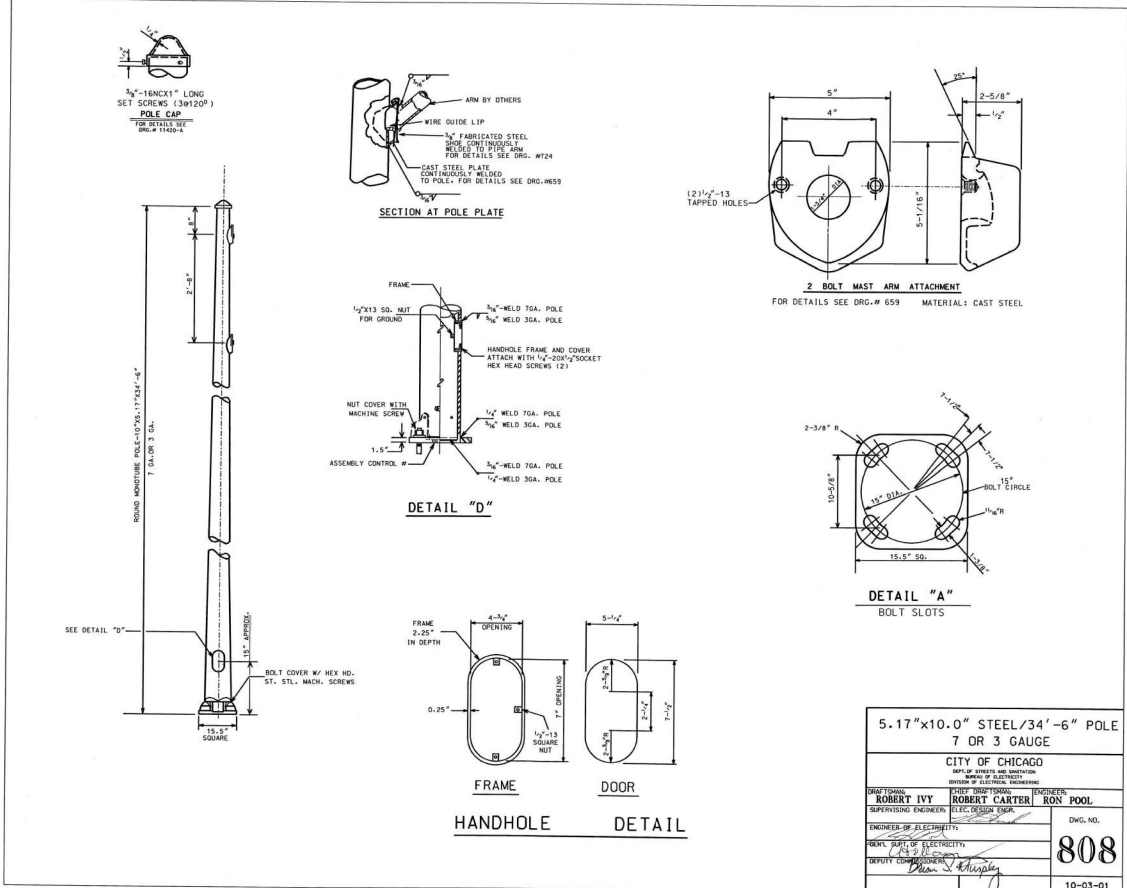
LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	129
			CONTRACT NO. 62R61	
		ILLINOIS	FED. AID PROJECT	

TS-17

MODEL: Default
FILE NAME: D:\62R61-CDOT-TS_07.dgn



USER NAME = jstarzyk	DESIGNED - SMA	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - SMA	REVISED -
PLOT DATE = 01/08/2026	CHECKED - GJG	REVISED -
	DATE - 01/08/2026	REVISED -

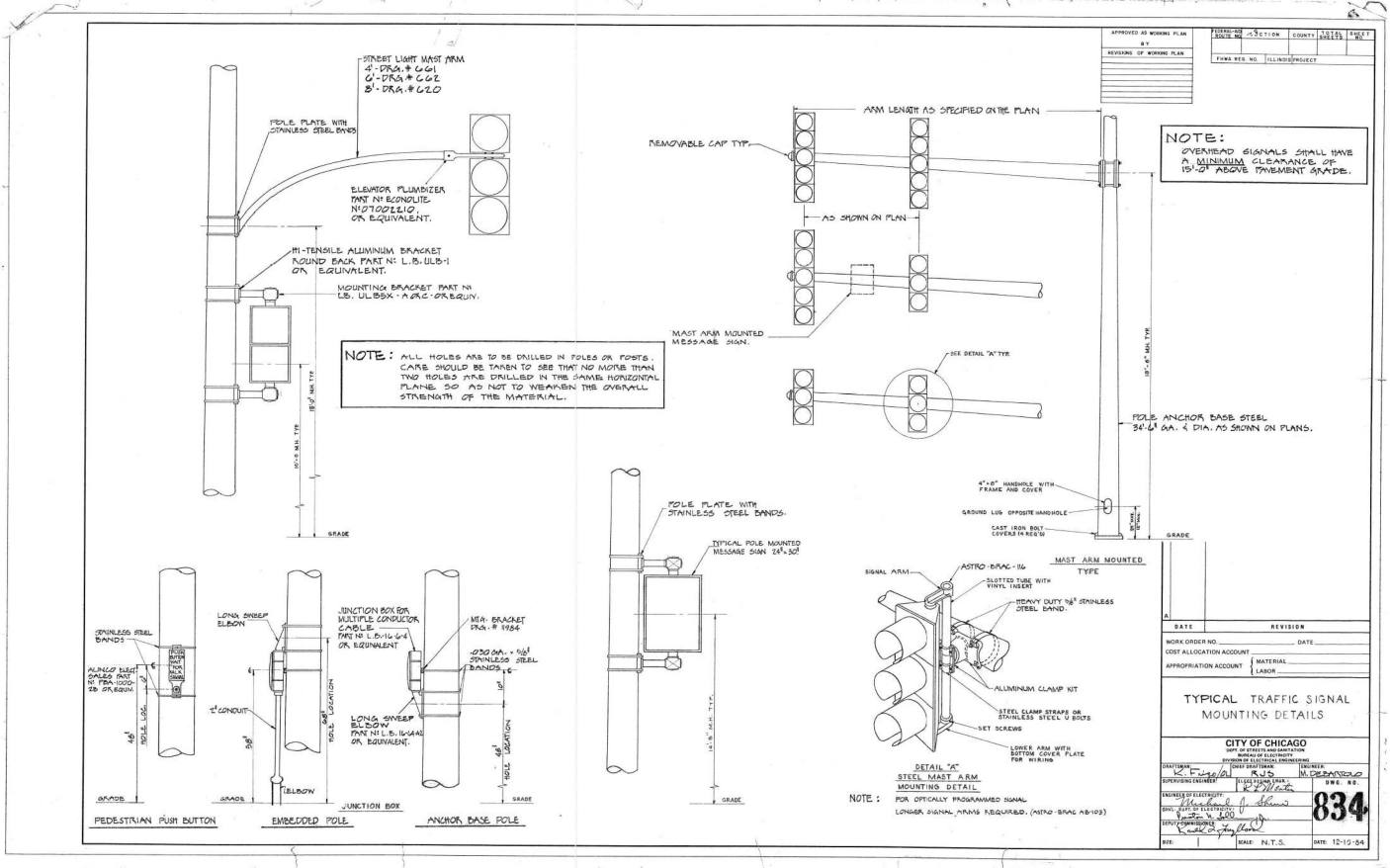
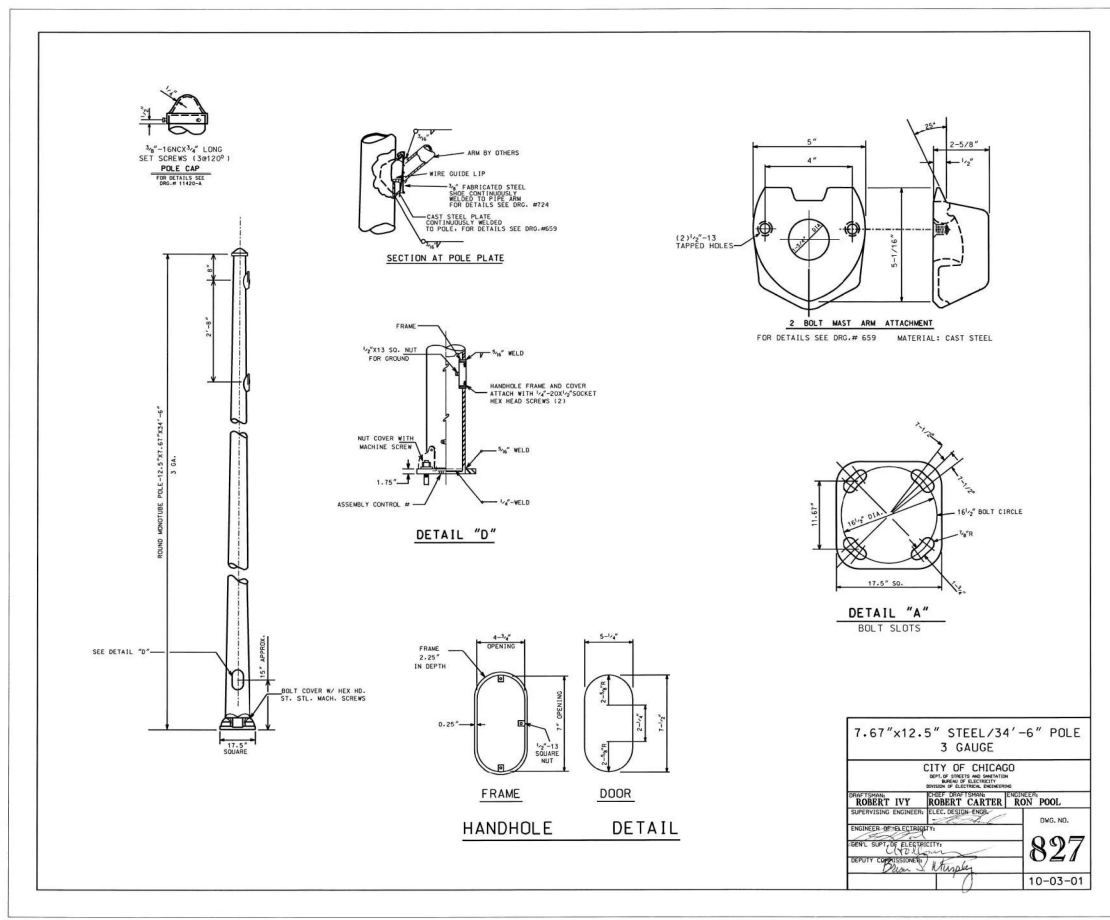
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	130
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-18



MODEL: Default
FILE NAME: D:\62R61-CDOT-TS_08.dgn



USER NAME = jstarzyk	DESIGNED - SMA	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - SMA	REVISED -
PLOT DATE = 01/08/2026	CHECKED - G.J.G.	REVISED -
	DATE - 01/08/2026	REVISED -

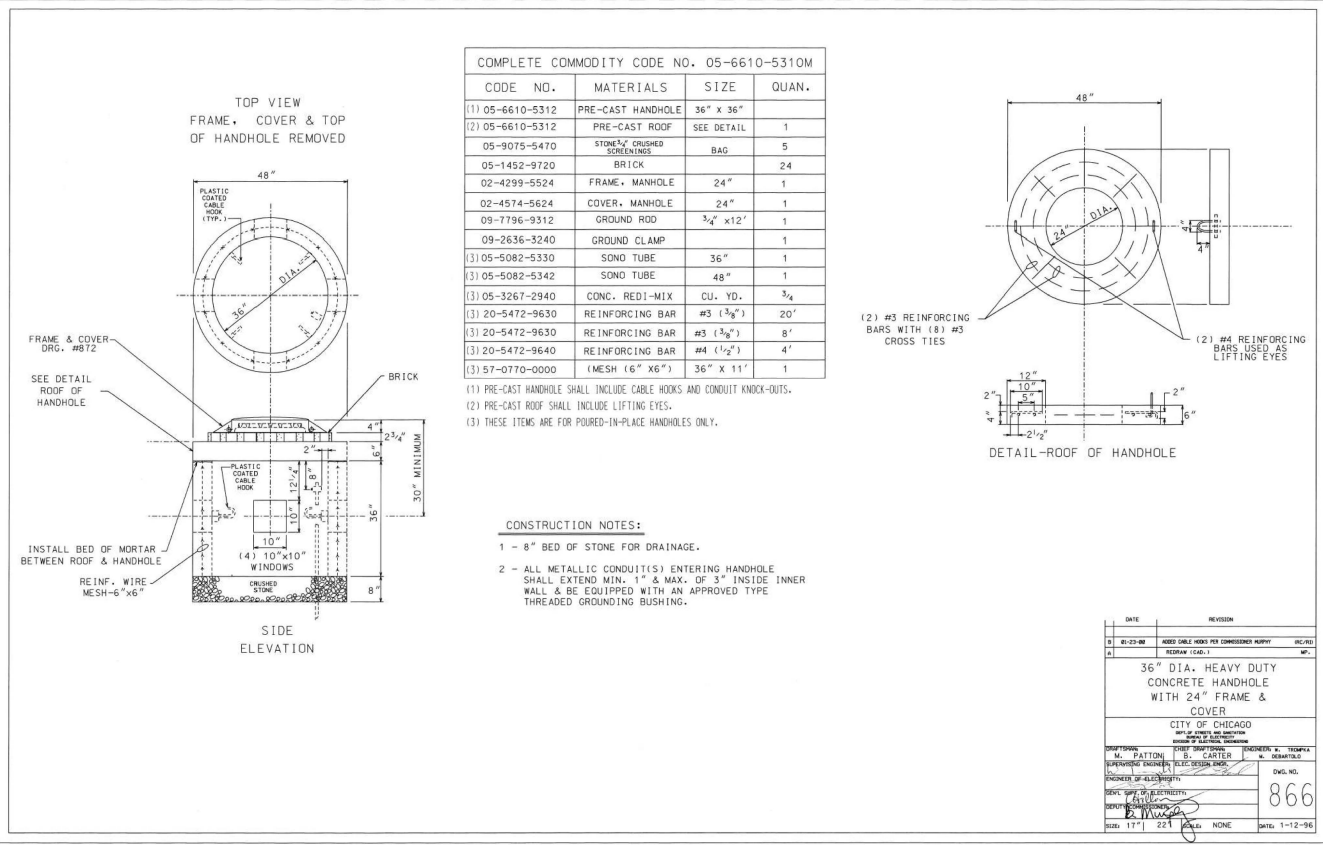
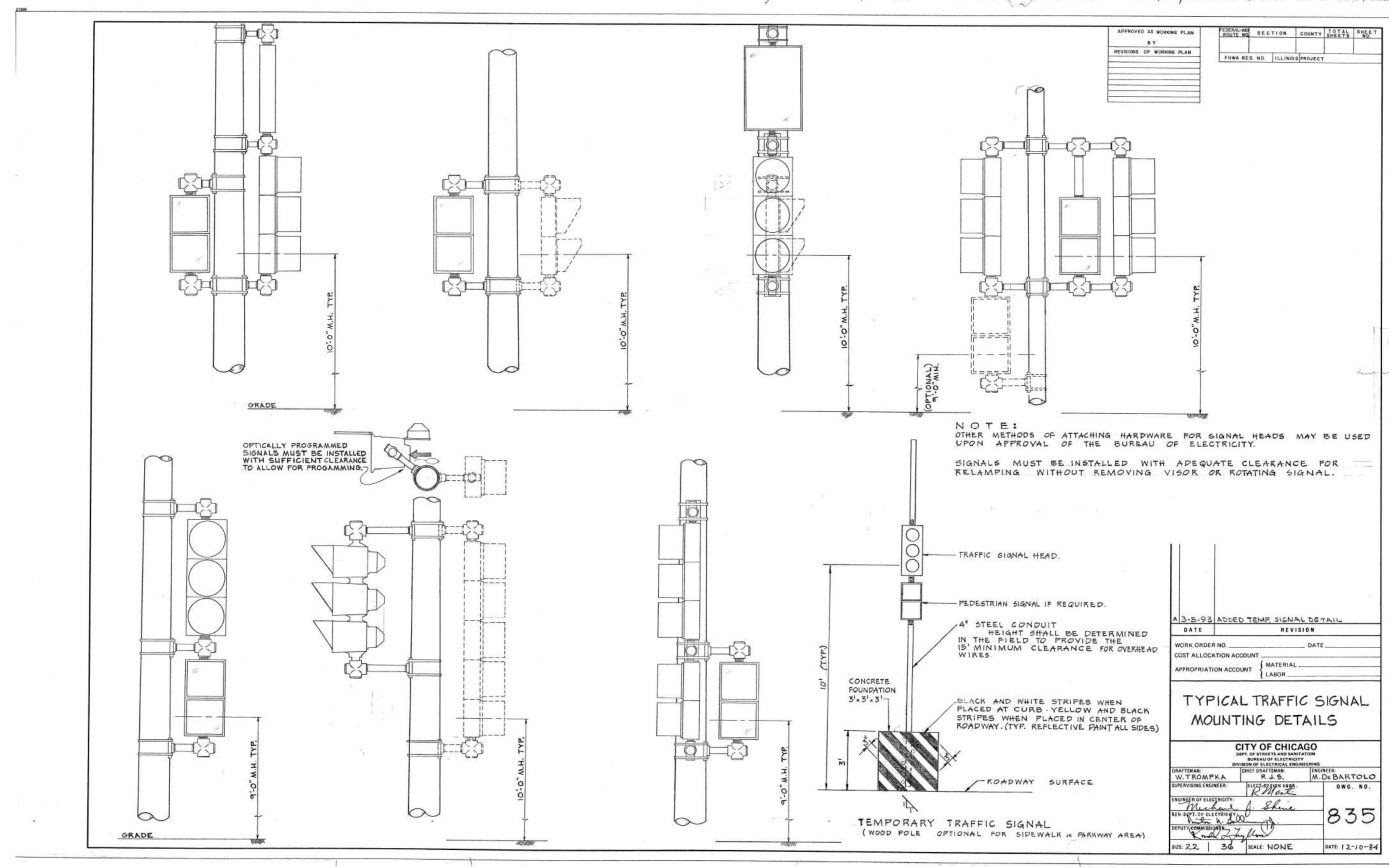
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	131
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

TS-19



MODEL: D:\default
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USER NAME = jstarzyk	DESIGNED - SMA	REVISED -
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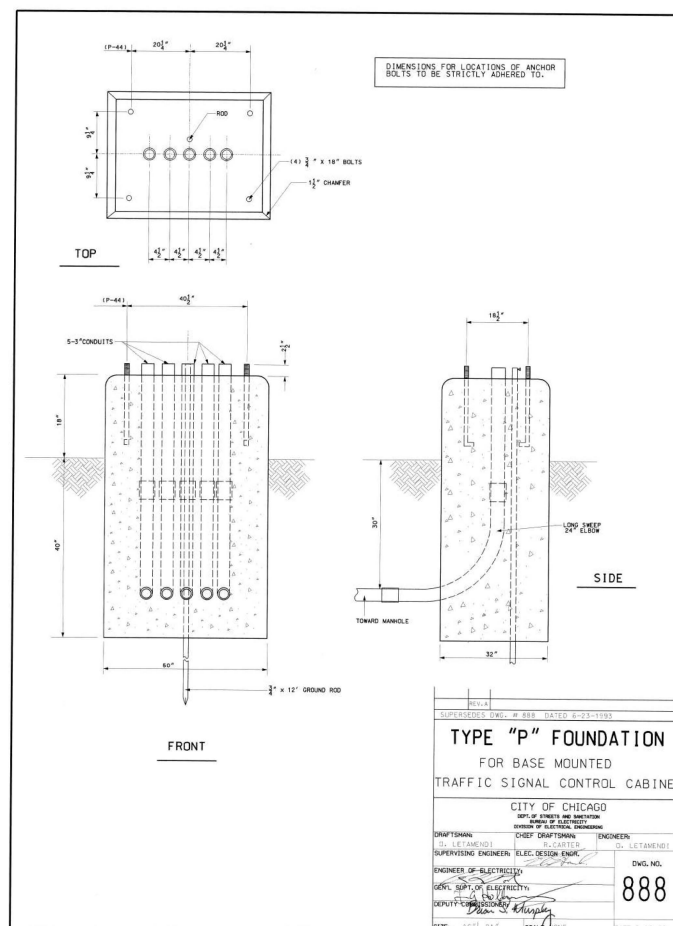
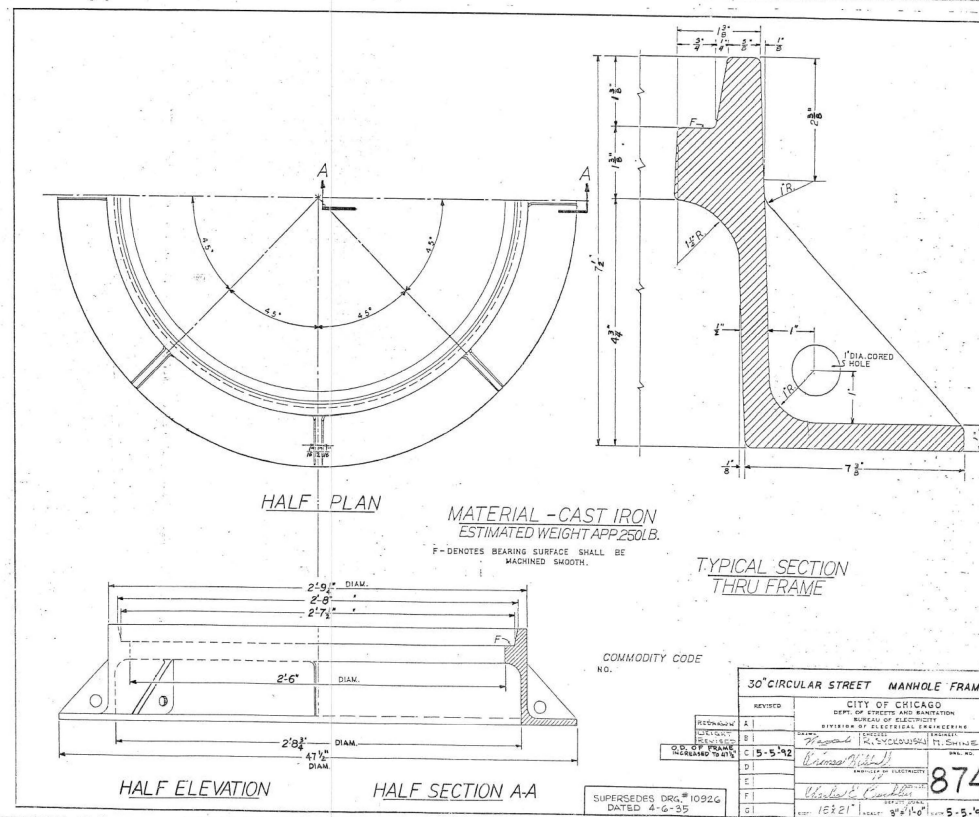
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	132
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-20



MODEL: Default
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	DATE - 01/08/2026	REVISED -

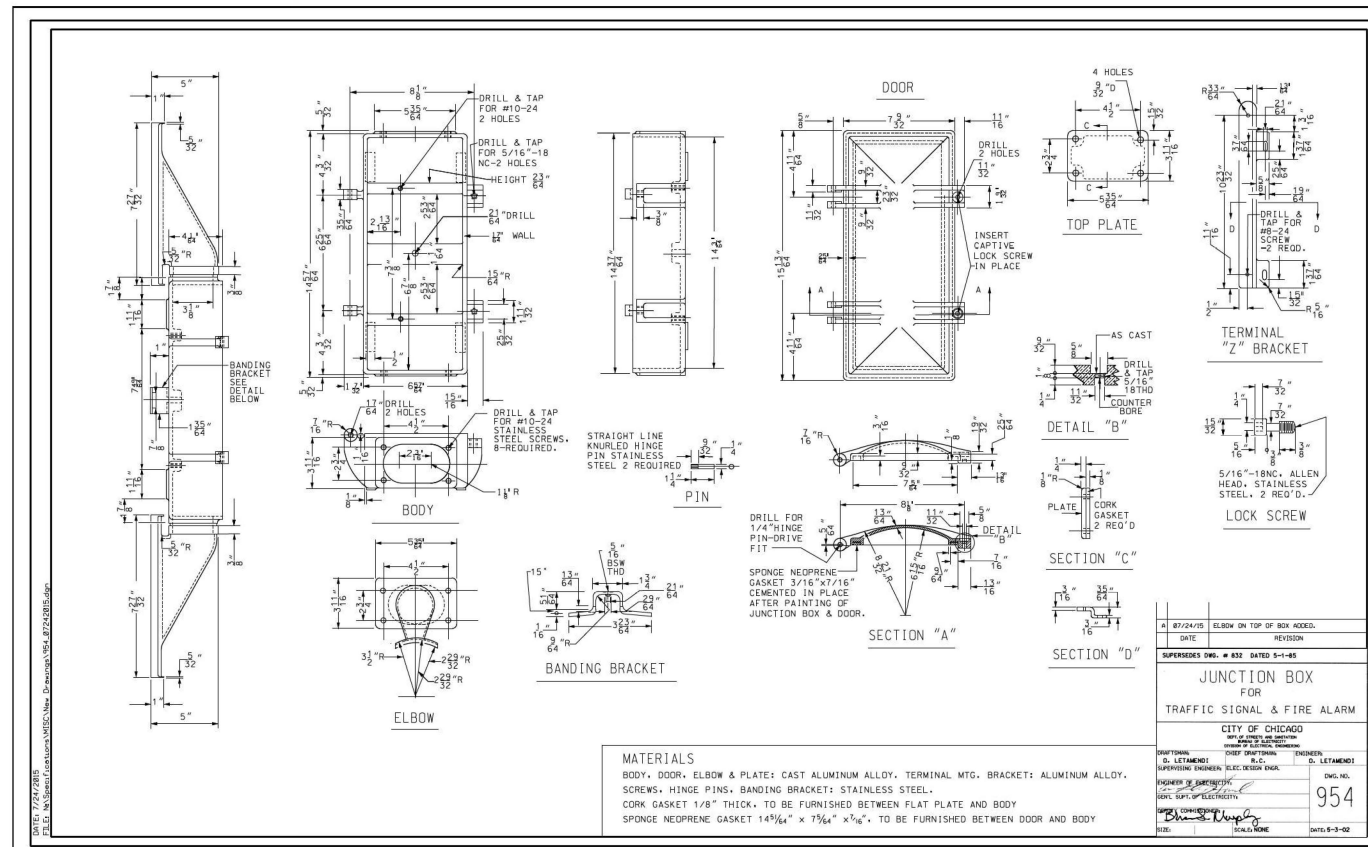
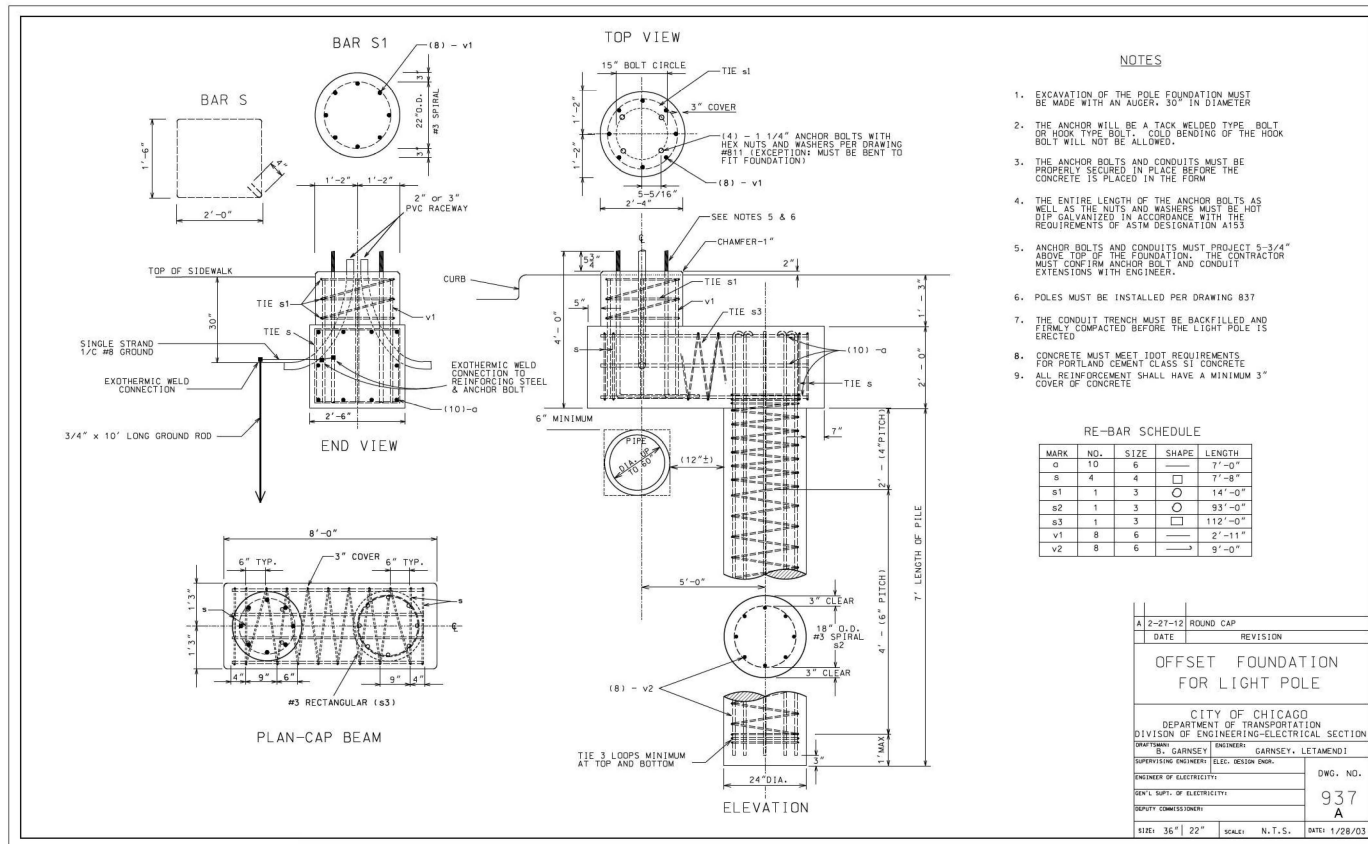
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	134
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-22



MODEL: Default
FILE NAME: D:\62R61-CDOT-TS 12.dgn



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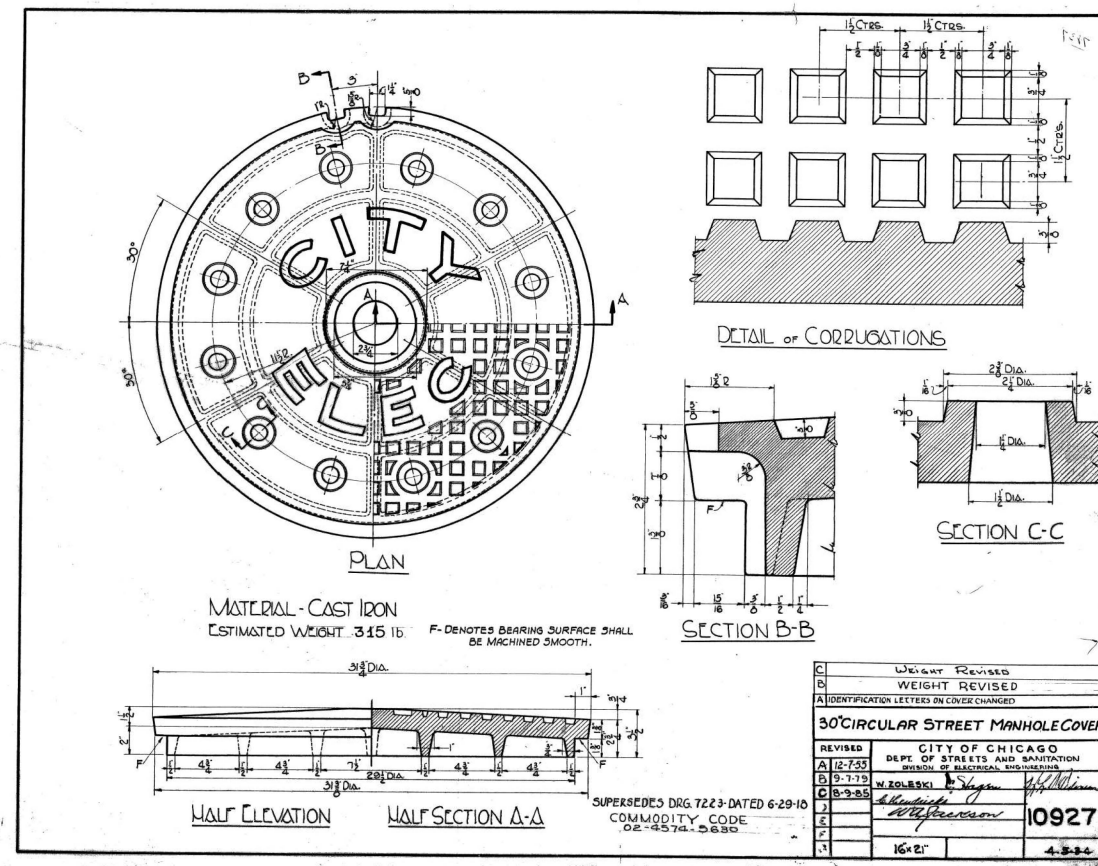
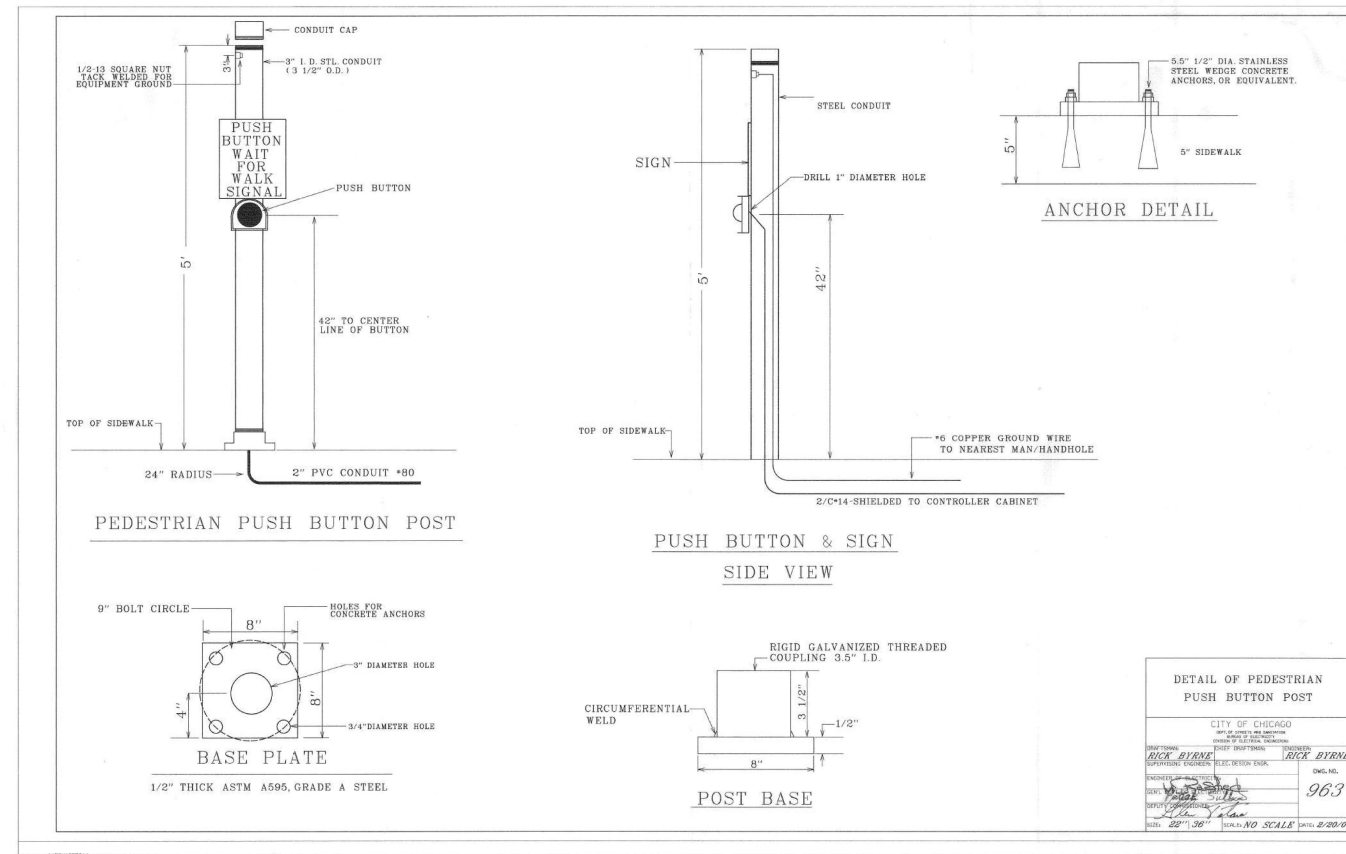
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.AI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	135
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-23



MODEL: Default
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	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

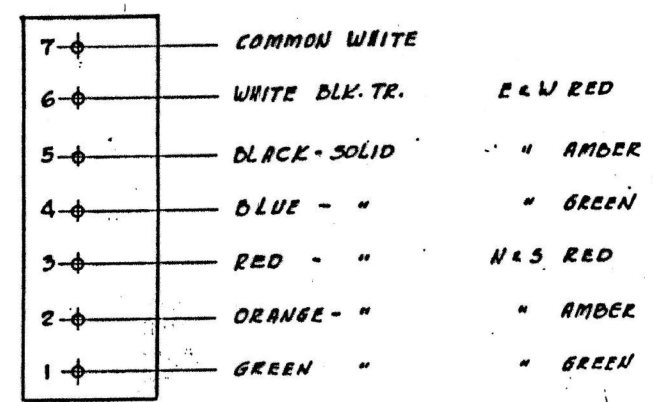
**LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS**

SCALE: SHEET OF STA. TO STA.

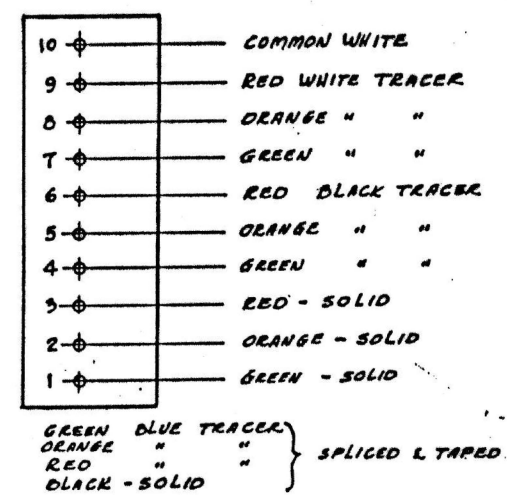
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	136
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

TS-24

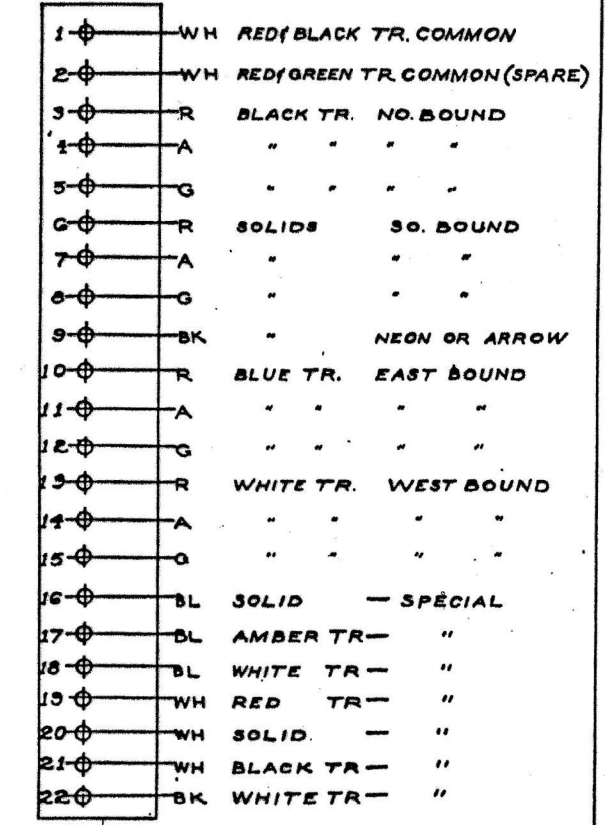
• 7 CONDUCTOR - 7 POINT STRIP •



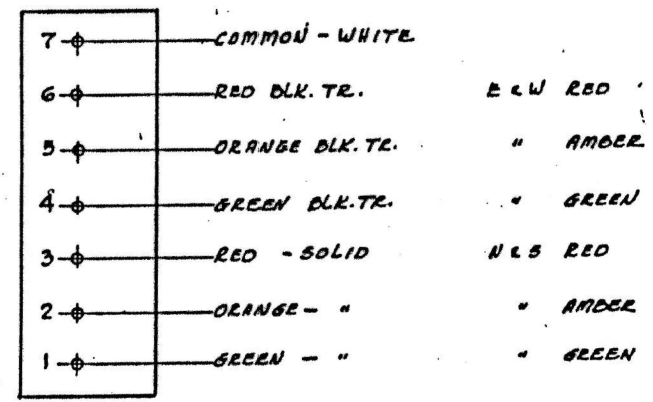
• 14 CONDUCTOR - 10 POINT STRIP •



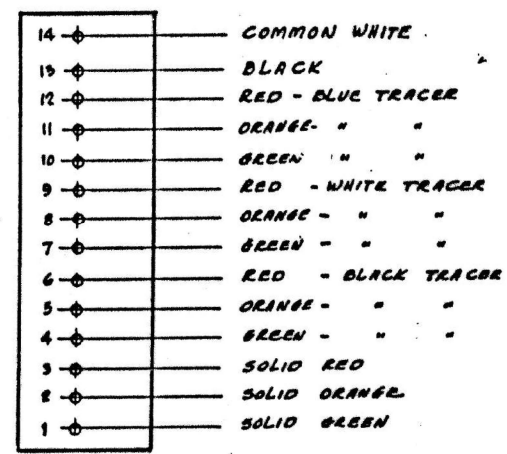
• 22 CONDUCTOR - CODE •
• 19/2 CODE - OMIT "19" "21" "22" •



• 10 CONDUCTOR - 7 POINT STRIP •

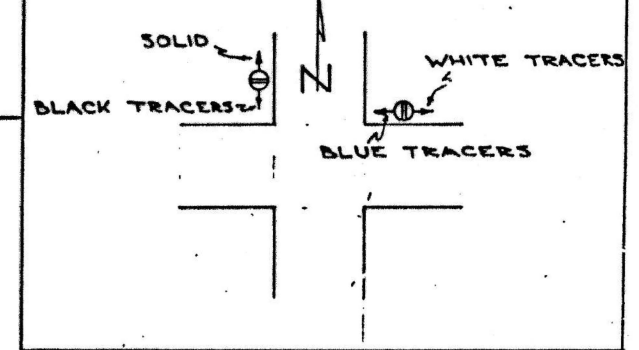


• 14 CONDUCTOR - 14 POINT STRIP •

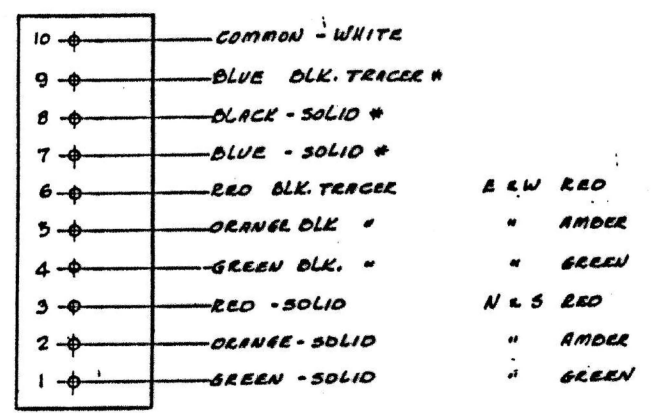


SOLID BLUE }
SOLID BLACK } SPLICED & TAPED
BLUE BLK. TR }

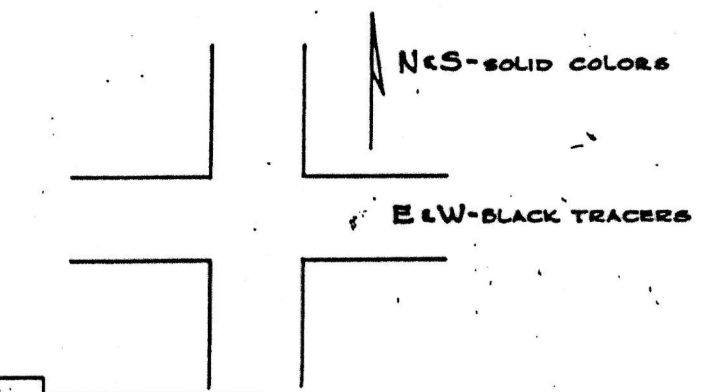
• SPLIT CORNER •



• 10 CONDUCTOR - 10 POINT STRIP •



• STRAIGHT CORNER •



* - SOLID BLUE - GREEN LIGHT }
* - SOLID BLACK - AMBER " } IF USED
* - BLUE BLACK TR. RED " }

NOTE:
CONDUCTORS FOR
WALK SIGNALS &
VARIOUS MESSAGE
SIGNS AT DISCRETION
OF INSTALLER

**TRAFFIC CONTROL SIGNALS
STRIP WIRING LAYOUT**

REVISED	CITY OF CHICAGO		
	DEPT. OF STREETS AND SANITATION		
	DIVISION OF ELECTRICAL OPERATION		
A	5-4-61	DRAWN	ENGINEER
B	11-10-64	N.E.G.	R.H. Jones
C		CHECKED	DEG. NO.
D		J.H. [Signature]	12268-A
E		SUPV. IN CHARGE	
F		SUPERINTENDENT	
G		COMMISSIONER	
	SEE 16"x21"		DATE 11-8-56

MODEL: Default
FILE NAME: D:\62R61-CDOT-TS-14.dgn



USER NAME	= jslarzyk	DESIGNED	- SMA	REVISED	-
		DRAWN	- SMA	REVISED	-
PLOT SCALE	= 0.5529' / in.	CHECKED	- GJG	REVISED	-
PLOT DATE	= 01/08/2026	DATE	- 01/08/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	137
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

TS-25

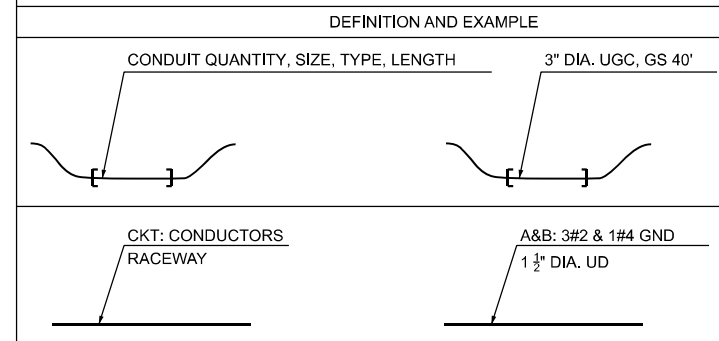
IDOT LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	EXISTING BARRIER MOUNTED LIGHTING UNIT TO REMAIN
	EXISTING GROUND MOUNTED LIGHTING UNIT TO REMAIN
	EXISTING UNDERPASS LUMINAIRE TO BE REMOVED, NO SALVAGE
	PROPOSED UNDERPASS LED LUMINAIRE, SUSPENDED MOUNT, OUTPUT DESIGNATION E
	EXISTING JUNCTION BOX TO BE REMOVED
	PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
ATS	ATTACHED TO STRUCTURE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
COMED	COMMONWEALTH EDISON COMPANY
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
EX.	EXISTING
ECA	ELECTRIC CABLE ASSEMBLY
EIS	EMBEDDED IN STRUCTURE
E.O.P.	EDGE OF PAVEMENT
F.O.C.	FACE OF CURB
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
LED	LIGHT EMITTING DIODE
LP	LIGHT POLE
M	METER
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NESC	NATIONAL ELECTRIC SAFETY CODE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
ROW	RIGHT OF WAY
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T/F	TOP OF FOUNDATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
UGC, GS	UNDERGROUND CONDUCT, GALVANIZED STEEL
VAC	VOLTS, ALTERNATING CURRENT
W	WATTS
WP	WOOD POLE
XFMR	TRANSFORMER
HPS	HIGH PRESSURE SODIUM
LPS	LOW PRESSURE SODIUM
LTFM	LIQUID TIGHT FLEXIBLE METALLIC

CALL-OUT SAMPLE



GENERAL NOTES

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2024, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

IDOT-D1 HIGHWAY STANDARDS:

812001 RACEWAYS EMBEDDED IN STRUCTURE

IDOT-D1 STANDARDS:

STANDARD NO. TITLE

BE-702	MISCELLANEOUS ELECTRICAL DETAILS (SHEET A)
BE-703	MISCELLANEOUS ELECTRICAL DETAILS (SHEET B)
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-901	SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS

IDOT INDEX OF DRAWINGS:

DRAWING NO. TITLE

LT-01	LARAMIE AVENUE OVER I-290 IDOT LIGHTING LEGEND, ABBREVIATIONS, GENERAL NOTES AND INDEX
LT-02	LARAMIE AVENUE OVER I-290 EXISTING UNDERPASS AND LIGHTING
LT-03	LARAMIE AVENUE OVER I-290 MEDIAN BARRIER TEMPORARY LIGHTING AND PROPOSED ELECTRIC CABLE & CONDUIT
LT-04	LARAMIE AVENUE OVER I-290 PROPOSED UNDERPASS LIGHTING
LT-05	LARAMIE AVENUE OVER I-290 MODIFIED RECORD DRAWING CONTRACT 36630
LT-06	LARAMIE AVENUE OVER I-290 IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-702)
LT-07	LARAMIE AVENUE OVER I-290 IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-703)
LT-08	LARAMIE AVENUE OVER I-290 IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-800)
LT-09	LARAMIE AVENUE OVER I-290 IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-901)

CDOT INDEX OF DRAWINGS:

DRAWING NO. TITLE

LT-10	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL GENERAL NOTES
LT-11	LARAMIE AVENUE OVER I-290 UNDERGROUND CONDUIT FACILITIES PLAN
LT-12	LARAMIE AVENUE OVER I-290 LIGHTING REMOVAL AND INSTALLATION PLAN
LT-13	LARAMIE AVENUE OVER I-290 LIGHTING PROFILES
LT-14	LARAMIE AVENUE OVER I-290 JUNCTION BOX AND CONDUIT TRANSITION DETAILS
LT-15	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-16	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-17	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-18	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-19	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-20	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-21	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-22	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-23	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-24	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-25	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL STANDARD DETAILS
LT-26	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING
LT-27	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING
LT-28	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING
LT-29	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING
LT-30	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING
LT-31	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING
LT-32	LARAMIE AVENUE OVER I-290 CDOT ELECTRICAL RECORD DRAWING

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	DRAWN - VN
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REVISED -
REVISED -
REVISED -
REVISED -

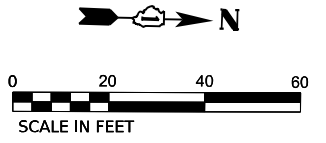
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
IDOT LIGHTING LEGEND, ABBREVIATIONS, GENERAL NOTES AND INDEX**

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	138
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

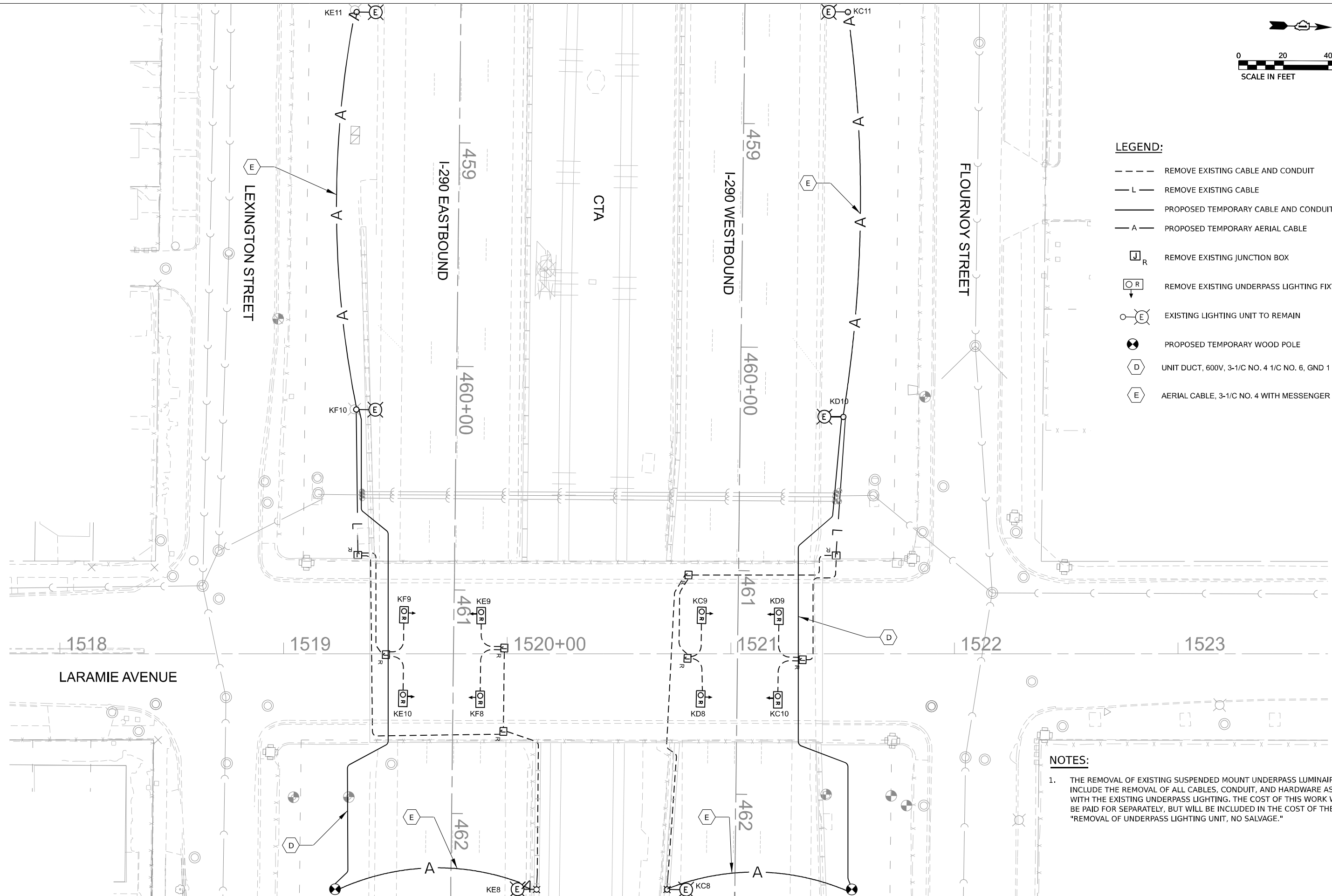
LT-01



- LEGEND:**
- - - REMOVE EXISTING CABLE AND CONDUIT
 - L - REMOVE EXISTING CABLE
 - PROPOSED TEMPORARY CABLE AND CONDUIT
 - A - PROPOSED TEMPORARY AERIAL CABLE
 - ⌋_R REMOVE EXISTING JUNCTION BOX
 - ⌋_R REMOVE EXISTING UNDERPASS LIGHTING FIXTURE
 - ⊙_E EXISTING LIGHTING UNIT TO REMAIN
 - ⊙_R PROPOSED TEMPORARY WOOD POLE
 - ⬡_D UNIT DUCT, 600V, 3-1/C NO. 4 1/C NO. 6, GND 1 1/4" DIA. (TYP.)
 - ⬡_E AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE

NOTES:

- THE REMOVAL OF EXISTING SUSPENDED MOUNT UNDERPASS LUMINAIRES MUST INCLUDE THE REMOVAL OF ALL CABLES, CONDUIT, AND HARDWARE ASSOCIATED WITH THE EXISTING UNDERPASS LIGHTING. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ITEM "REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE."



MODEL: Defult
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	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
EXISTING UNDERPASS AND TEMPORARY LIGHTING**

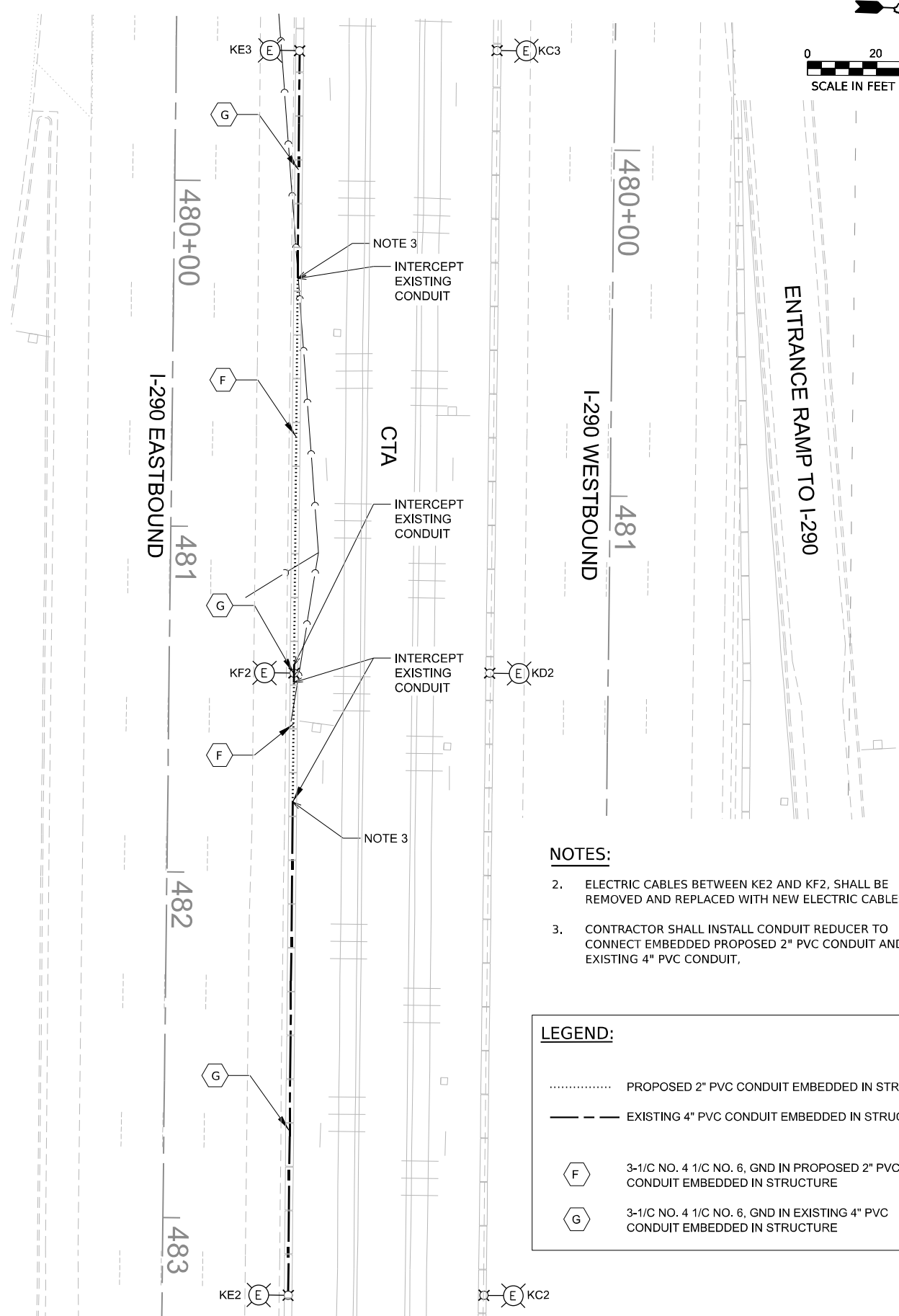
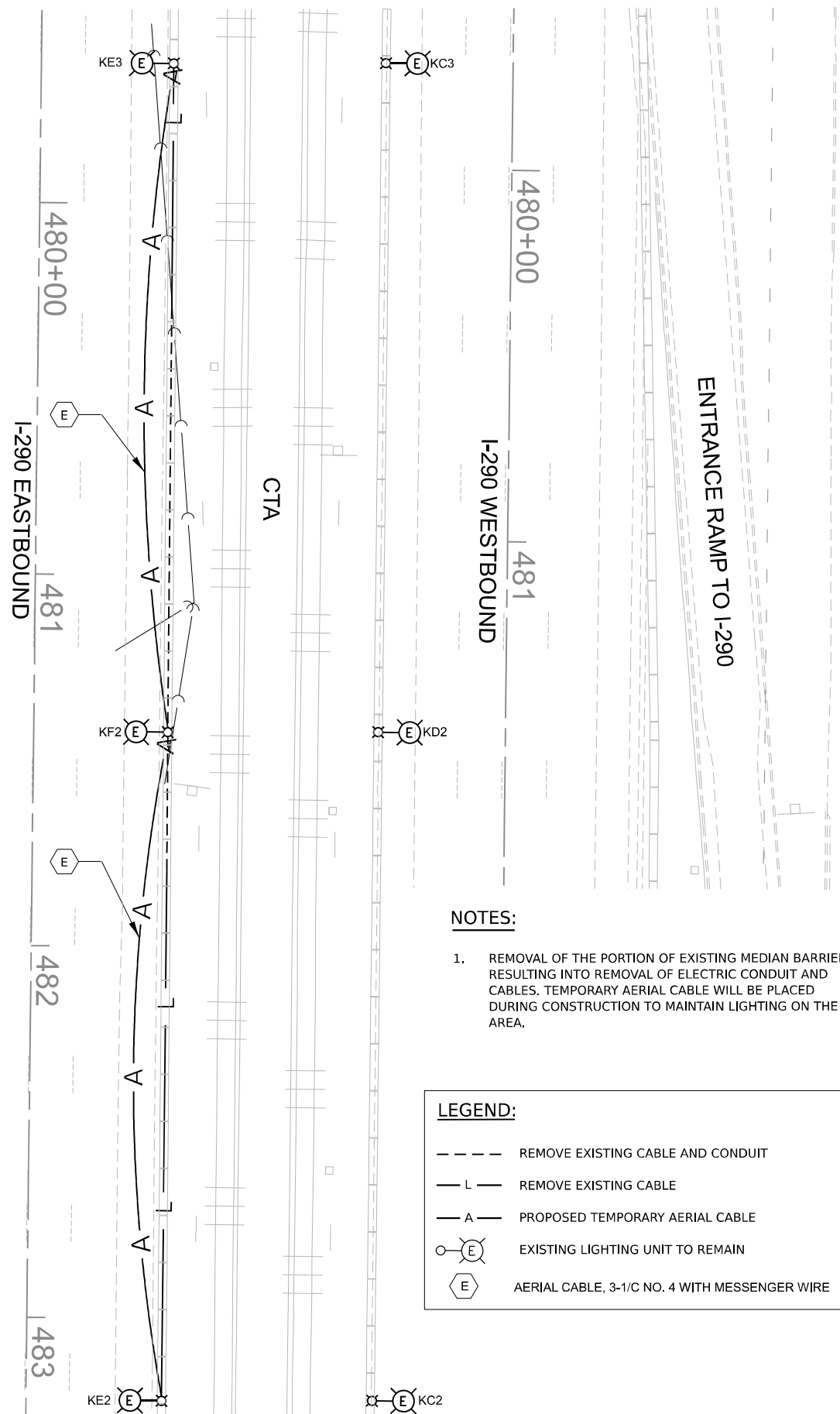
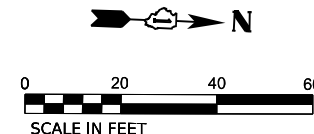
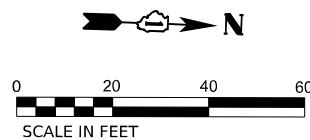
SCALE: 1" = 20' SHEET 1 OF 1 STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	139
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		

LT-02

MEDIAN BARRIER REMOVAL AND TEMPORARY LIGHTING

MEDIAN BARRIER PROPOSED ELECTRIC CABLE & CONDUIT



- NOTES:**
- REMOVAL OF THE PORTION OF EXISTING MEDIAN BARRIER RESULTING INTO REMOVAL OF ELECTRIC CONDUIT AND CABLES. TEMPORARY AERIAL CABLE WILL BE PLACED DURING CONSTRUCTION TO MAINTAIN LIGHTING ON THE AREA.

- NOTES:**
- ELECTRIC CABLES BETWEEN KE2 AND KF2, SHALL BE REMOVED AND REPLACED WITH NEW ELECTRIC CABLES.
 - CONTRACTOR SHALL INSTALL CONDUIT REDUCER TO CONNECT EMBEDDED PROPOSED 2" PVC CONDUIT AND EXISTING 4" PVC CONDUIT.

LEGEND:

---	REMOVE EXISTING CABLE AND CONDUIT
-L-	REMOVE EXISTING CABLE
-A-	PROPOSED TEMPORARY AERIAL CABLE
⊙(E)	EXISTING LIGHTING UNIT TO REMAIN
⊙(E)	AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE

LEGEND:

.....	PROPOSED 2" PVC CONDUIT EMBEDDED IN STRUCTURE
---	EXISTING 4" PVC CONDUIT EMBEDDED IN STRUCTURE
⊙(F)	3-1/C NO. 4 1/C NO. 6, GND IN PROPOSED 2" PVC CONDUIT EMBEDDED IN STRUCTURE
⊙(G)	3-1/C NO. 4 1/C NO. 6, GND IN EXISTING 4" PVC CONDUIT EMBEDDED IN STRUCTURE

MODEL: Defult
FILE NAME: D:\62R61\DOT-eh-light-02a.dgn



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PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
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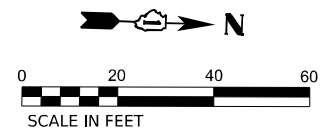
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
MEDIAN BARRIER TEMPORARY LIGHTING AND
PROPOSED ELECTRIC CABLE AND CONDUIT

SCALE: 1" = 20' SHEET 1 OF 1 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	140
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

LT-03



PROPOSED LEGEND

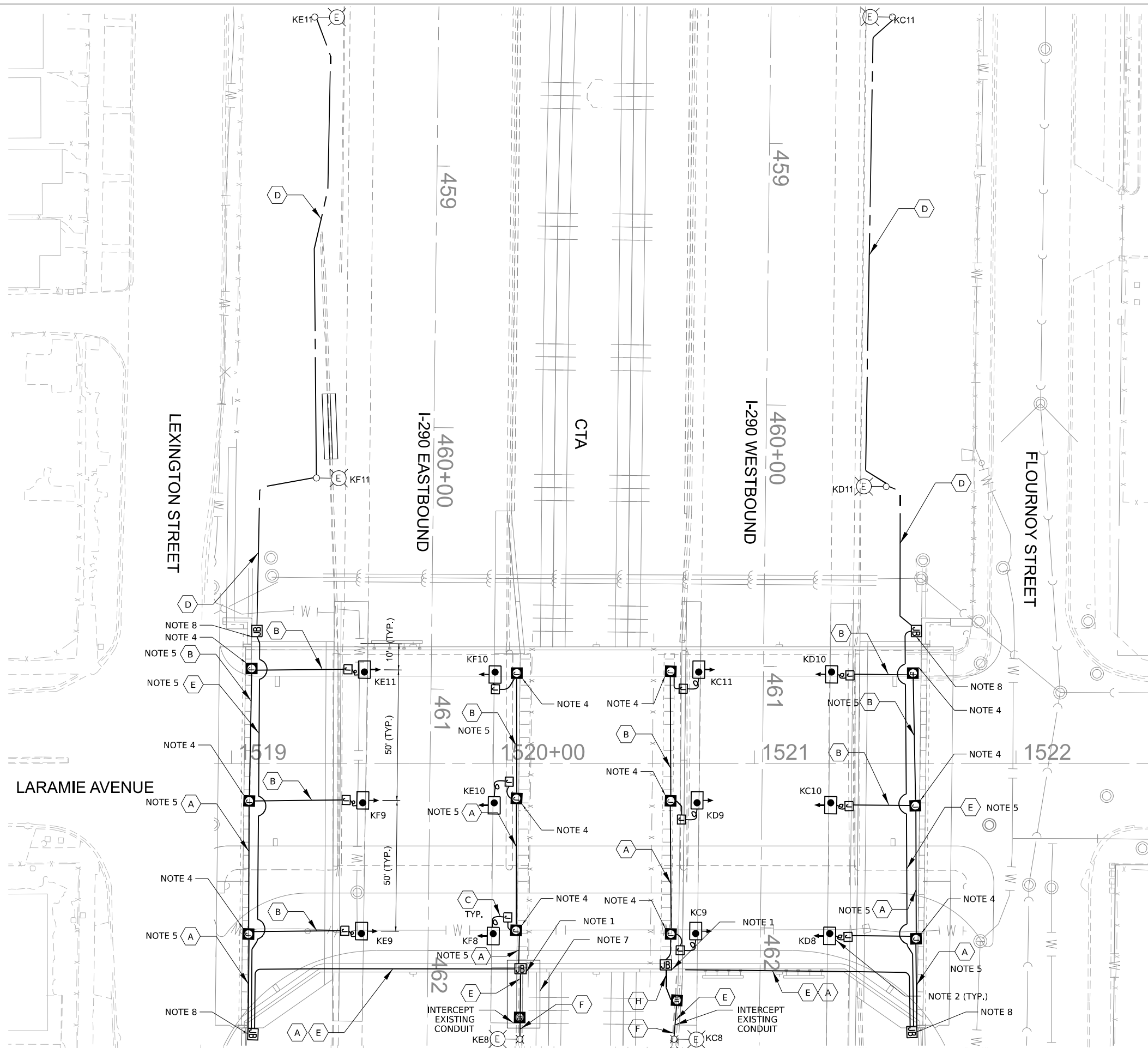
- LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E (14.5-FT M.H.)
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"X6"X4"
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"
- JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN BARRIER WALL, 21" X 11" X 8"

PROPOSED CABLE LEGEND

- 3-1/C NO.10 AND 1/C NO.10 GND IN 1" PVCC RGC ATTACHED TO STRUCTURE
- 2-1/C NO.10 AND 1/C NO.10 GND IN 1"PVCC RGC ATTACHED TO STRUCTURE
- 2-1/C NO.10 AND 1-1/C NO.10 GND IN 3/4" LIQUID-TIGHT FLEXIBLE CONDUIT
- UNIT DUCT, 600V, 3-1/C NO. 4 1/C NO. 6, GND 1 1/2" DIA. (TYP.)
- 3-1/C NO.4 AND 1/C NO.6 GND. IN 2" PVCC RGC ATTACHED TO STRUCTURE
- 3-1/C NO.4 AND 1/C NO.6 GND. IN EXISTING CONDUIT EMBEDDED IN STRUCTURE
- 3-1/C NO.4 AND 1/C NO.6 GND. IN 2" PVC CONDUIT EMBEDDED IN STRUCTURE
- 3-1/C NO.4 AND 1/C NO.6 GND. IN 2" PVC UNDERGROUND CONDUIT

NOTES:

1. INSTALL FUSEHOLDER WITH 30 AMP FUSES AND NEUTRAL SLUG INSIDE THE JUNCTION BOX. JUNCTION BOX SHALL BE INSTALLED 13'-6" ABOVE GROUND
2. PROPOSED UNDERPASS LUMINAIRE SUSPENDED FROM THE BRIDGE DECK. LUMINAIRE SHALL BE CENTERED IN THE BEAM SPACE AND SHALL BE POSITIONED AT 3 FT SET BACK FROM EXISTING EDGE OF SHOULDER.
3. A REPRESENTATIVE OF THE DWM MUST BE ON SITE DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES THE EXISTING 36-INCH FEEDER MAIN. PLEASE CONTACT THE FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@CTR.WATER.NET TWO (2) WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A DWM RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY IDOT, UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM STANDARDS. HAND EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 36-INCH FEEDER MAIN PRIOR TO CONSTRUCTION.
4. JUNCTION BOX SHALL BE INSTALLED ON THE BRIDGE ABUTMENT SEAT OR PIER SEAT, AS APPLICABLE.
5. CONDUITS SHALL BE INSTALLED ON THE FACE OF THE ABUTMENT WALL OR THE FACE OF THE PIER. CONTRACTOR SHALL ENSURE THAT THE CONDUITS AND CONDUIT CLAMPS ARE NOT LOCATED WITHIN THE REVEAL.
6. REFER TO DETAIL BE-901 FOR UNDERPASS LUMINAIRE INSTALLATION DETAILS
7. REFER TO DETAIL BE-703 FOR ELECTRIC CONNECTION TO UNDERPASS LIGHTING
8. SEE SHEET LT-14 FOR JUNCTION BOX PLACEMENT DETAILS



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PLOT SCALE = 40,000 ft / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
PROPOSED UNDERPASS LIGHTING

SCALE: 1" = 20' SHEET 1 OF 1 STA. TO STA.

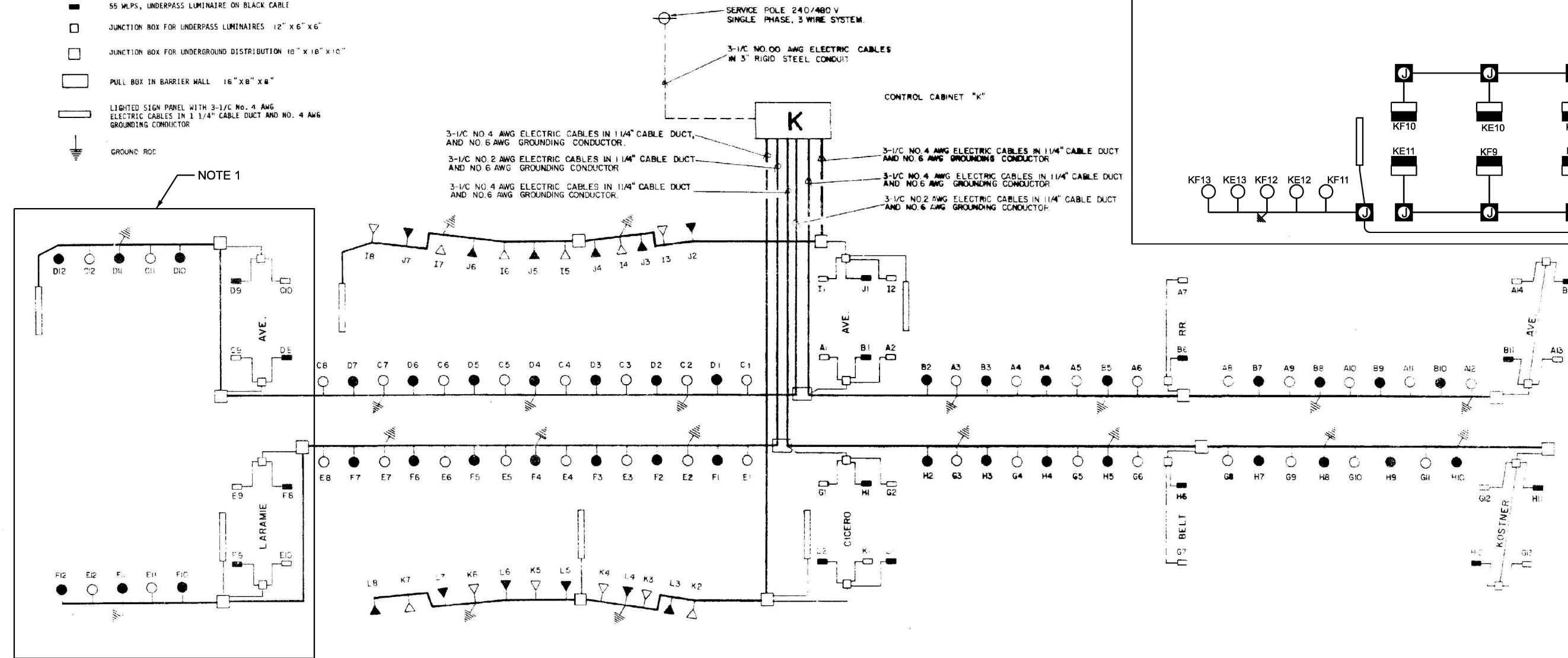
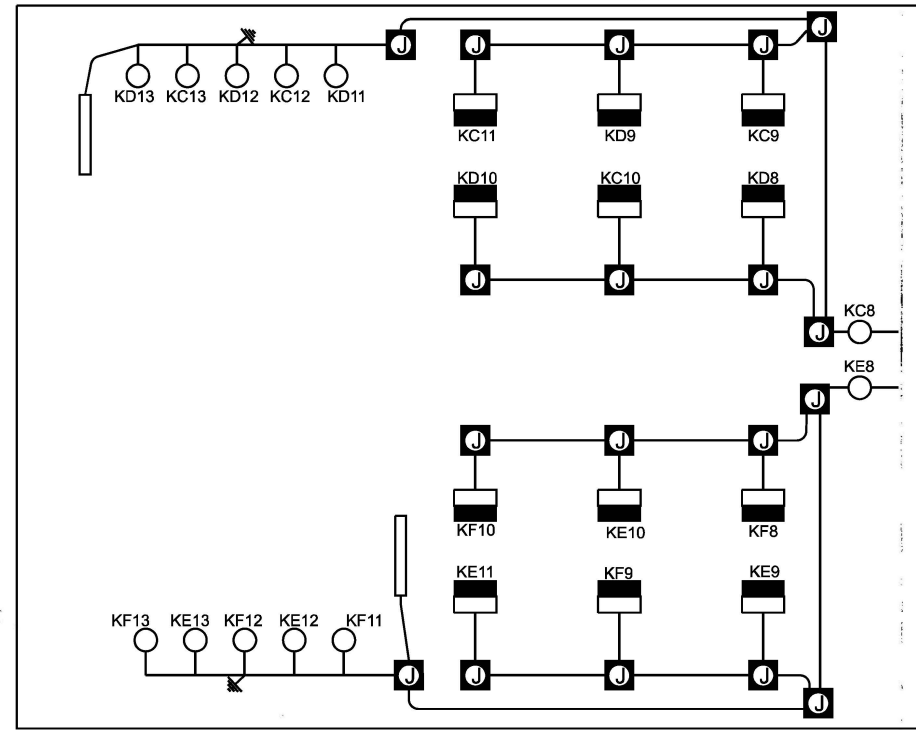
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290	FAI 290 22 STRUCTURE 1	COOK	330	141
CONTRACT NO. 62R61				
		ILLINOIS	FED. AID PROJECT	

LT-04

ROUTE NO	SEC	COUNTY	TOTAL SHEETS	SHEET NO
FAI 290	1	COOK	246	154
STA	TO STA			
FED ROAD DIST NO 7	ILLINOIS	PROJECT	18-4-29-4	
+ 2631-R(80)				

- SYMBOLS**
- 3-1/2" No. 4 AWG ELECTRIC CABLES IN 1 1/4" CABLE DUCT AND NO. 6 AWG GROUNDING CONDUCTOR (OR AS NOTED OTHERWISE)
 - 3-1/2" No. 10 AWG ELECTRIC CABLES IN 1" CONDUIT
 - 400 MHPS, M-C-111, LUMINAIRE ON RED CABLE
 - 400 MHPS, M-C-111, LUMINAIRE ON BLACK CABLE
 - △ 200 MHPS, M-C-111, LUMINAIRE ON RED CABLE
 - ▲ 200 MHPS, M-C-111, LUMINAIRE ON BLACK CABLE
 - 55 WLPS, UNDERPASS LUMINAIRE ON RED CABLE
 - 55 WLPS, UNDERPASS LUMINAIRE ON BLACK CABLE
 - JUNCTION BOX FOR UNDERPASS LUMINAIRES 12" x 6" x 6"
 - JUNCTION BOX FOR UNDERGROUND DISTRIBUTION 18" x 18" x 10"
 - PULL BOX IN BARRIER WALL 18" x 8" x 8"
 - LIGHTED SIGN PANEL WITH 3-1/2" No. 4 AWG ELECTRIC CABLES IN 1 1/4" CABLE DUCT AND NO. 4 AWG GROUNDING CONDUCTOR
 - ⏏ GROUND ROD

MODIFIED WIRING DIAGRAM S LARAMIE AVE WITH LED LUMINAIRES



NOTE 1

NOTE:
 1. THESE UNDERPASS ARE BEING UPGRADED AS PART OF THIS CONTRACT. REFER TO MODIFIED WIRING DIAGRAM ON THIS SHEET.

REVISIONS	
NAME	DATE
C.D.C	10/83

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EISENHOWER EXPRESSWAY
 LIGHTING
 WIRING DIAGRAM FOR CONTROL CABINET "K" AT CICERO AVENUE
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 DATE: CHECKED BY RLF

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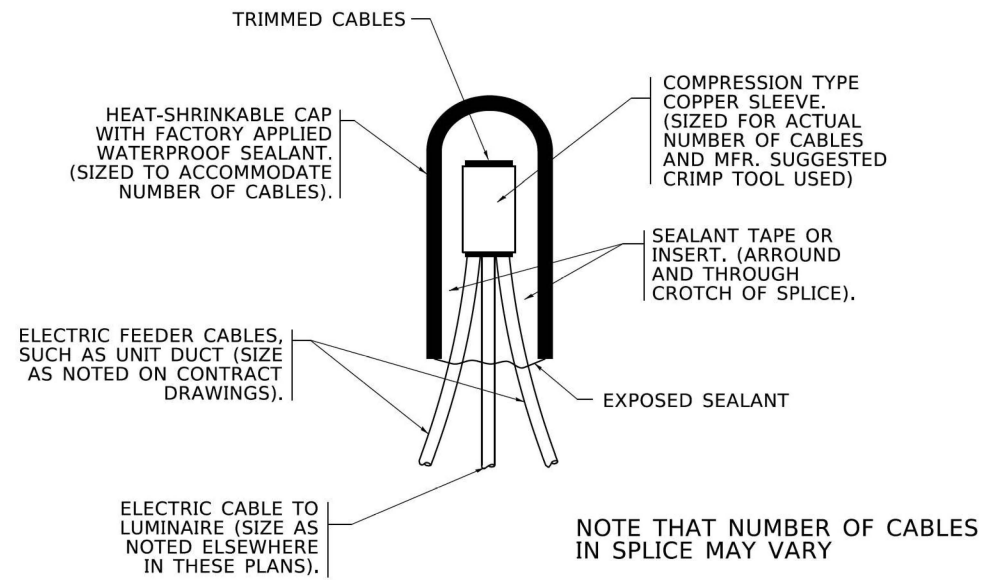
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

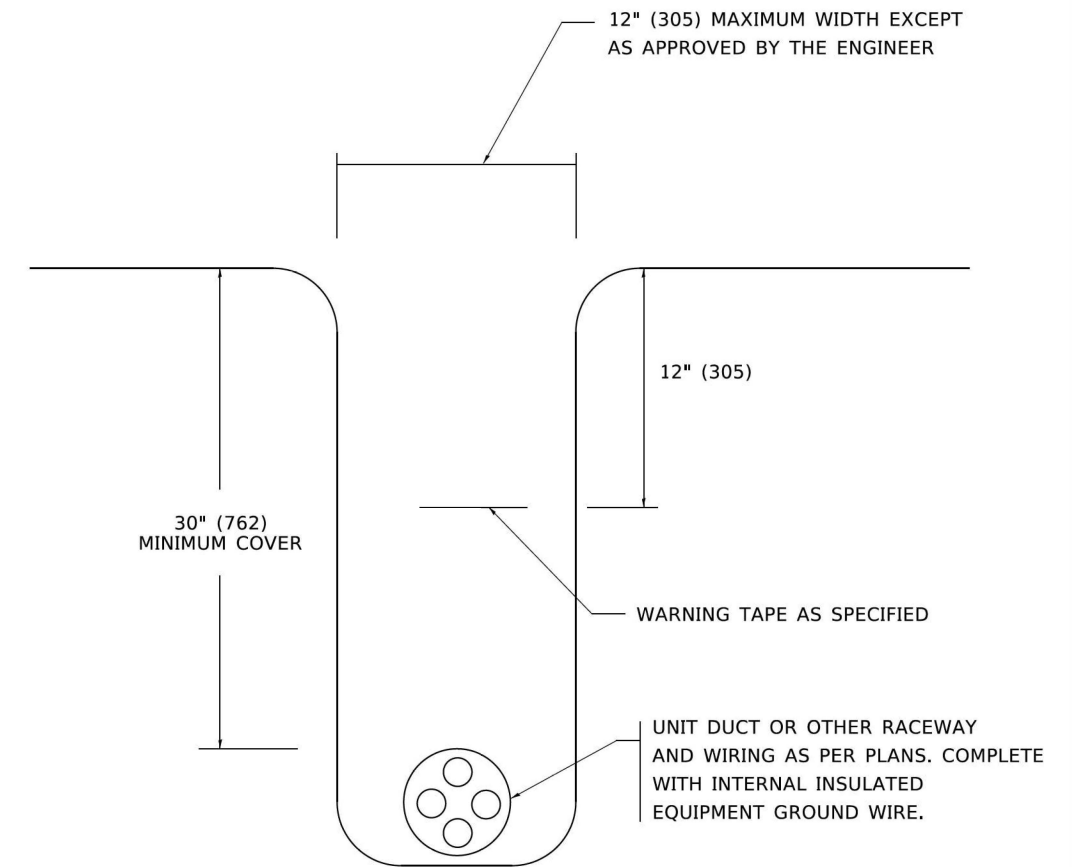
LARAMIE AVENUE OVER I-290
 MODIFIED RECORD DRAWING CONTRACT 36630
 SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

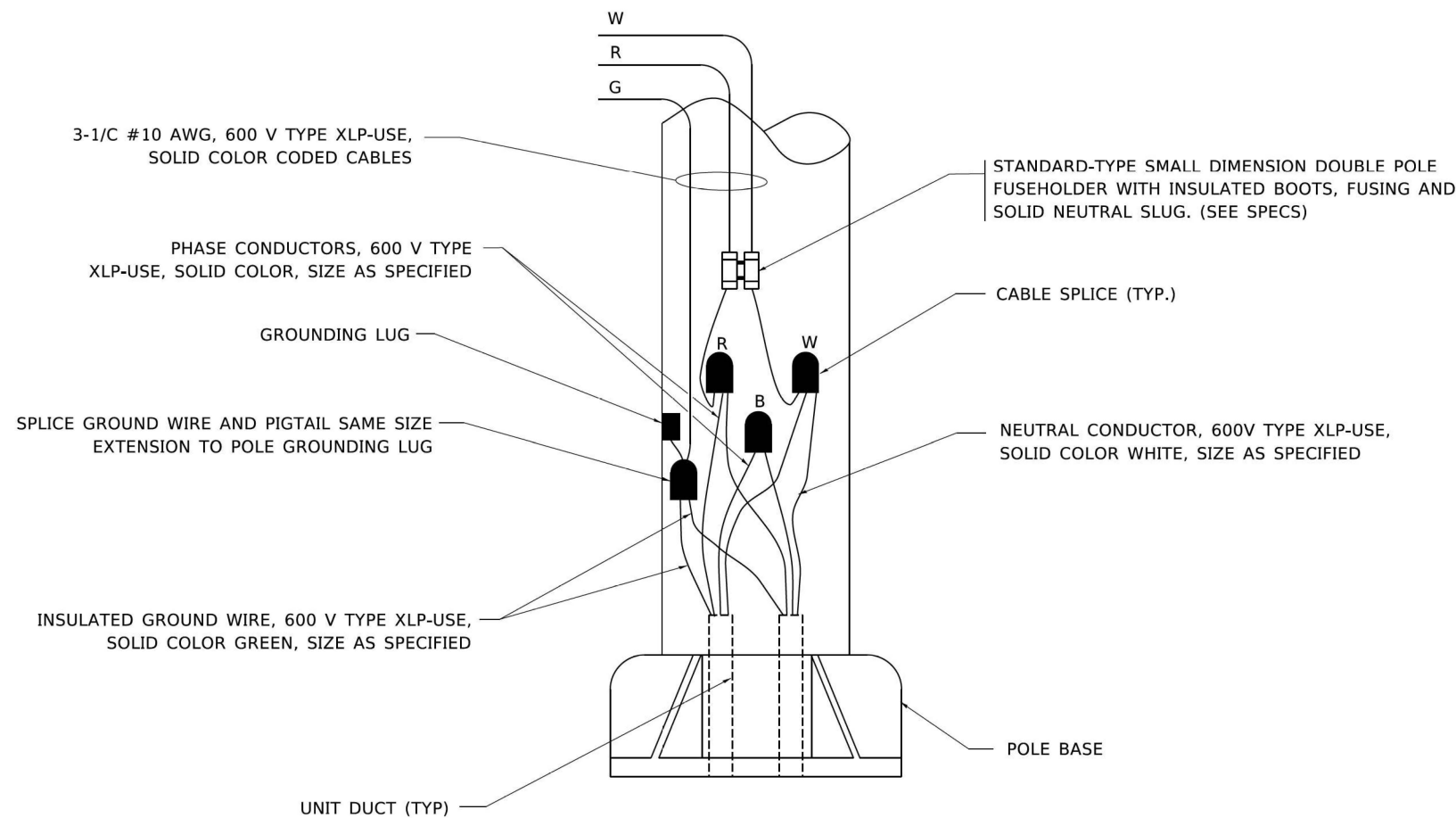
LT-05



TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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USER NAME = Ieysa	DESIGNED -	REVISED - 02/04/2020
PLOT SCALE = 50,0000 ' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2020	CHECKED -	REVISED -
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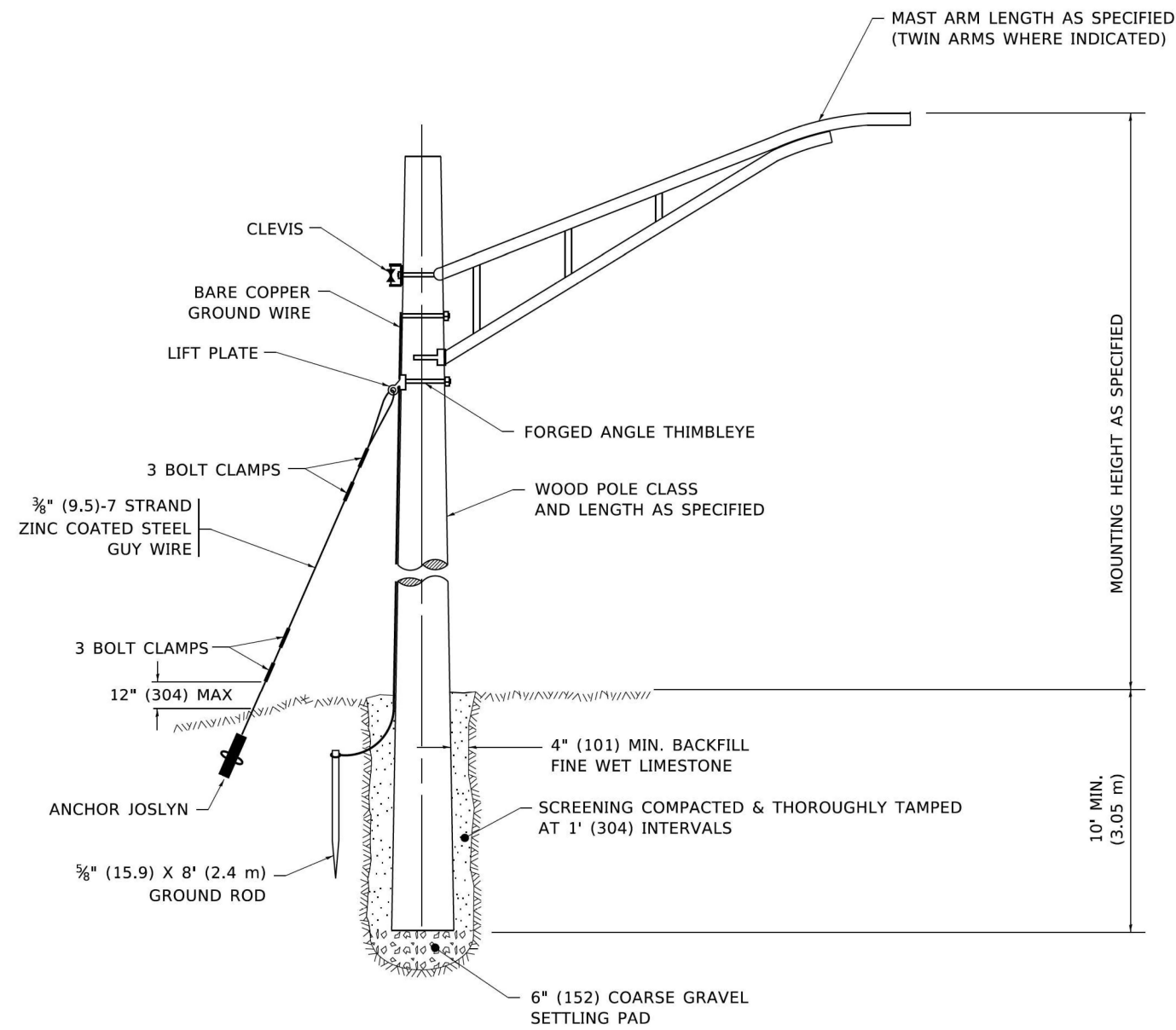
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS
SHEET A

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-702		CONTRACT NO.	62R61	
ILLINOIS FED. AID PROJECT				

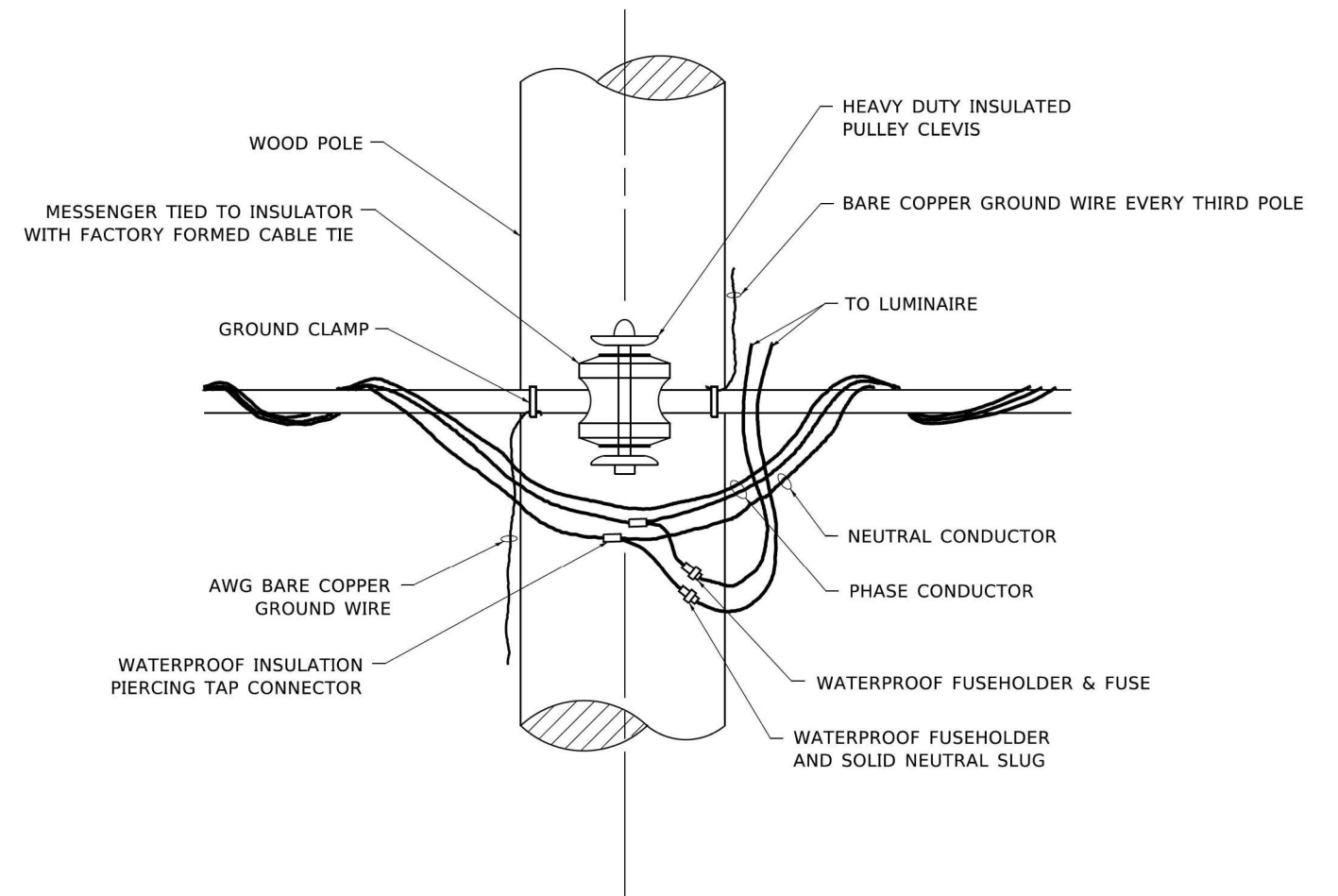
LT-06



TEMPORARY LIGHT POLE DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

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USER NAME = foote[m]	DESIGNED -	REVISED - 08-08-03
PLOT SCALE = 50.0010' / in.	DRAWN -	REVISED - R.T. 07-26-16
PLOT DATE = 4/19/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY LIGHT POLE DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	145
BE-800		CONTRACT NO.	62R61	
ILLINOIS FED. AID PROJECT				

LT-08

ELECTRICAL GENERAL NOTES

1. ALL WORK FOR THIS CONTRACT SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC), CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS STANDARDS (DEO), CHICAGO ELECTRICAL CODE, IDOT STANDARD SPECIFICATIONS ADOPTED APRIL 1, 2016, AND NEMA.
2. THE CONTRACTOR SHALL PREPARE A PRELIMINARY SCHEDULE WHEN THE CONTRACT COMMENCES WHICH ESTABLISHES THE PROJECT DATES WHEN THE EXISTING AND TEMPORARY ELECTRICAL SERVICES WILL BE TRANSFERRED TO THE NEW PERMANENT SERVICES AS SHOWN ON THE DRAWINGS. THIS SCHEDULE SHALL BE APPROVED BY THE CONTRACTOR AND RESIDENT ENGINEER, THEN FORWARDED IN WRITING TO THE CITY OF CHICAGO, DIVISION OF ELECTRICAL OPERATIONS (DEO), AND COMED. SUBSEQUENT UPDATING OF THE SCHEDULE MUST BE FORWARDED TO THE ABOVE LISTED ENTITIES AS CHANGES OCCUR IN THE DATES, AT LEAST FIVE (5) WORKING DAYS BEFORE THE ELECTRICAL SERVICES ARE SCHEDULED TO BE TRANSFERRED. THE CONTRACTOR SHALL NOTIFY THE CITY OF CHICAGO DEO AND COMED BY PHONE AND CONFIRM THE REQUEST IN WRITING. ALL ELECTRICAL SERVICE WORK DOCUMENTATION MUST BE FORWARDED TO THE CITY FOR REVIEW AND APPROVAL. THE CONTRACTOR SHALL CONTACT THE FOLLOWING PERSONNEL PRIOR TO STARTING ANY WORK ON THE PRIMARY ELECTRICAL SERVICE EQUIPMENT:

 INSPECTIONAL SERVICES, CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS
 312-746-5048,
 MR. STEVE TRIBUZZI, COMED MODIFICATIONS
 773-682-1521
 MR. STEVE BYSTRIANSKY, JC DECAUX
 773-410-6200
 MR. JEFF CAIRNS, OFFICE OF PUBLIC SAFETY ADMINISTRATION
 312-746-9840
3. THE CONTRACTOR SHALL HANDLE COORDINATION OF ALL PROPOSED ELECTRICAL CONNECTIONS, LIGHTING UNITS, CONTROL EQUIPMENT, AND/OR ANY OTHER WORK DEEMED NECESSARY BY THE COMMISSIONER TO ASSURE THAT ANY FUTURE OR CONCURRENT CONTRACT WORK PROCEEDS AS SCHEDULED AND WITHOUT DELAY.
4. THE CONTRACTOR SHALL COORDINATE ALL WORK AND MATERIALS WITH SPECIAL ATTENTION TO ALL OTHER CONSTRUCTION CONTRACTS.
5. THE CONTRACTOR SHALL REFER TO THE CIVIL DRAWINGS FOR LOCATIONS OF EXISTING EQUIPMENT AND UTILITIES NOT SPECIFICALLY SHOWN ON ELECTRICAL DRAWINGS.
6. THE CONTRACTOR SHALL REFER TO THE TRAFFIC CONTROL DRAWINGS AND STATE STANDARDS FOR TRAFFIC CONTROL RELATED TO STREET LIGHTING AND TRAFFIC SIGNAL WORK.
7. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE GENERAL CIVIL, SEWER AND GENERAL TRAFFIC CONTROL NOTES ON DRAWINGS AND/OR SPECIFICATIONS.
8. THE CONTRACTOR SHALL COORDINATE WITH ROADWAY, BRIDGE, SEWER, PIPING, AND TRAFFIC CONTROL CONTRACTORS FOR STAGING AND SEQUENCE OF INSTALLATIONS, BACKFILL, AND/OR CONSTRUCTION SCHEDULING.
9. ALL CITY OF CHICAGO LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT WILL REMAIN THE PROPERTY OF THE CITY AND SHALL BE DELIVERED TO CITY'S STORAGE FACILITY LOCATED WITHIN THE CITY LIMITS IN ACCORDANCE WITH THE CONTRACT SPECIFICATION, UNLESS NOTED OTHERWISE.
10. RECORD DRAWINGS SHOWING EXISTING STREET LIGHTING INSTALLATIONS AND CABINET LOCATIONS, ARE AVAILABLE FOR THE CONTRACTOR'S INFORMATION AT THE OFFICES OF CDOT, DIVISION OF ELECTRICAL OPERATIONS.
11. ALL EXISTING AREAS THAT ARE DAMAGED AS A PART OF THIS WORK, INCLUDING BUT NOT LIMITED TO FENCING, CURBS AND GUTTERS, AND SIDEWALKS, WHERE RESTORATION IS NOT COVERED BY THE APPLICABLE CONTRACT PAY ITEMS, SHALL BE RESTORED TO THE SATISFACTION OF THE COMMISSIONER AND SEPARATE PAYMENT WILL NOT BE MADE.
12. ALL NEW ELECTRICAL EQUIPMENT INSTALLED UNDER THIS CONTRACT SHALL BE DONE IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING LANDSCAPE (TREES, BUSHES, ETC.) DURING THE PROGRESSION OF WORK. IF THE CONTRACTOR HAS A CONFLICT WITH THE EXISTING LANDSCAPE HE SHALL STOP THE WORK, IMMEDIATELY NOTIFY THE RESIDENT ENGINEER, AND WAIT FOR RESOLUTION.
13. THE EXISTING ROADWAY LIGHTING SYSTEM WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT SHALL REMAIN IN OPERATION FOR THE DURATION OF THIS PROJECT UNTIL SUCH TIME THAT THE NEW LIGHTING SYSTEM HAS BEEN INSTALLED, ENERGIZED, TESTED, ADJUSTED, AND ACCEPTED BY THE COMMISSIONER. THE COST OF THIS WORK WILL BE INCLUDED AS PART OF THE MAINTAIN EXISTING LIGHTING SYSTEM PAY ITEM AND SEPARATE PAYMENT WILL NOT BE MADE.
14. WORK FOR ELECTRICAL SYSTEMS SHALL BE COMPLETED, APPROVED, AND FULLY OPERATIONAL BEFORE A FINAL ACCEPTANCE INSPECTION FOR THE WHOLE PROJECT CAN BE SCHEDULED. LIGHTING CONTROLLERS MAY NOT BE TRANSFERRED IN GROUPS OR INDIVIDUALLY TO THE CITY FOR MAINTENANCE PURPOSES PRIOR TO CONTRACT COMPLETION UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.
15. AT THE COMMENCEMENT OF CONTRACTOR ACTIVITIES, ELECTRICAL OR OTHERWISE, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROPER OPERATION AND MAINTENANCE OF ALL EXISTING LIGHTING AND POWER SYSTEMS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.
16. ALL PROPOSED DUCT BANKS, CONDUITS, JUNCTION BOXES, AND APPURTENANCES ARE ILLUSTRATED DIAGRAMMATICALLY. THE ACTUAL LOCATIONS IN THE FIELD SHALL BE APPROVED BY THE COMMISSIONER.
17. DE-ENERGIZING OF EXISTING LIGHTING UNITS WILL BE INCLUDED IN THE COST OF THE REMOVE EXISTING STREET LIGHTING EQUIPMENT PAY ITEM WORK. SEPARATE PAYMENT WILL NOT BE MADE.
18. DISCONNECTION AND REMOVAL OF EXISTING BEAM CLAMPS, HANGERS, BRACKETS, CONDUITS, WIRES IN CONDUIT, AND AERIAL CABLES ATTACHED TO STRUCTURE AND TO EXISTING LIGHTING UNITS WILL BE INCLUDED IN THE COST OF REMOVE EXISTING STREET LIGHTING EQUIPMENT, SEPARATE PAYMENT WILL NOT BE MADE.
19. REMOVAL OF EXISTING ELECTRICAL CABLES FEEDING EACH OF THE EXISTING LIGHTING/SIGNAL UNITS WILL BE INCLUDED IN THE COST OF REMOVE EXISTING STREET LIGHTING EQUIPMENT AND SEPARATE PAYMENT WILL NOT BE MADE.
20. EXISTING EMBEDDED AND UNDERGROUND RACEWAYS BETWEEN EXISTING LIGHTING UNITS OR EXISTING EQUIPMENT SHALL BE ABANDONED, UNLESS NOTED OTHERWISE.
21. THE CONTRACTOR SHALL COORDINATE WITH THE COMMISSIONER AND ALL CONCERNED ORGANIZATIONS AS TO POSSIBLE REMOVAL, REPLACEMENT, DISPLACEMENT, AND/OR METHOD OF AVOIDANCE OF EXISTING OBSTRUCTIONS OR PROPOSED CONSTRUCTION ELEMENTS REQUIRED BY NEW INSTALLATIONS.
22. THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY ADDITIONAL TEMPORARY ELECTRICAL EQUIPMENT CONNECTIONS AS NECESSARY TO MAINTAIN EXISTING LIGHTING CONTINUITY AS THE PROPOSED WORK FOR INSTALLATION AND REMOVAL OF EXISTING LIGHTING EQUIPMENT PROGRESSES. THE COST OF THIS WORK WILL BE INCLUDED IN MAINTAIN EXISTING LIGHTING SYSTEM.
23. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION OR EXISTING FOUNDATION. THE CONTRACTOR MUST NOTIFY THE COMMISSIONER FOR DIRECTION IN WRITING PRIOR TO FURTHER EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE COMMISSIONER. THIS WORK WILL BE INCLUDED IN THE APPROPRIATE EXCAVATION PAY ITEM.
24. THE CONTRACTOR SHALL REFER TO ALL CITY OF CHICAGO EDISON SERVICE ATLAS DRAWINGS, CHICAGO PARK DISTRICT DRAWINGS, COMED DRAWINGS, AND AT&T DRAWINGS FOR POSSIBLE UNDERGROUND WIRES, CABLES, CONDUITS, DUCT RUNS, EQUIPMENT, OR DEVICES.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MARKING THE PROPOSED LOCATION OF ALL CITY LIGHT POLES, LUMINAIRES, CABINETS, JUNCTION BOXES, CONDUIT ROUTES, AND OTHER EQUIPMENT AND ITEMS FOR A CONTRACTOR REQUESTED PRE-CONSTRUCTION INSPECTION BY THE COMMISSIONER, CDOT DIVISION OF ELECTRICAL OPERATIONS. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE APPROVED BY CDOT DIVISION OF ELECTRICAL OPERATIONS PRIOR TO STARTING WORK. ANY WORK INSTALLED WITHOUT LOCATION APPROVAL FROM CDOT DIVISION OF ELECTRICAL OPERATIONS WILL BE SUBJECT TO CORRECTIVE ACTION AT THE CONTRACTOR'S EXPENSE.
26. THE CONTRACTOR SHALL IDENTIFY EACH ELECTRIC CABLE ASSEMBLY FOR STREET LIGHTING. CABLES SHALL BE TAGGED IN ALL HANDHOLES, MANHOLES, CONTROLLER CABINETS, AND LIGHT POLE BASES.
27. CONDUIT STUBOUTS IN EQUIPMENT FOUNDATIONS WILL NOT BE MEASURED FOR PAYMENT, BUT WILL BE CONSIDERED AS PART OF THE APPLICABLE FOUNDATION PAY ITEM. REFER TO SPECIFICATIONS.
28. THE QUANTITIES OF RIGID GALVANIZED STEEL CONDUIT AND PVC, WHERE INDICATED ON THESE PLAN DRAWINGS, ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
29. THE ELECTRIC CABLE PHASE AND NEUTRAL CONDUCTORS SHALL BE RUN CONTINUOUS WITHOUT ANY UNDERGROUND SPLICES, JUNCTION BOX SPLICES, PULL BOX SPLICES, HANDHOLE SPLICES, OR MANHOLE SPLICES. SPLICES OF ELECTRIC CABLE PHASE AND NEUTRAL CONDUCTORS WILL BE PERMITTED ONLY IN THE BASE OF THE PROPOSED LIGHT POLES AND CONTROLLERS UNLESS NOTED OTHERWISE. THIS WORK WILL BE INCLUDED IN THE ELECTRIC CABLE PAY ITEM AND SEPARATE PAYMENT WILL NOT BE MADE.
30. WHERE DUCT RUN OR EMBEDDED CONDUIT INSTALLATIONS MUST DEVIATE FROM THAT SHOWN ON DRAWINGS AND DEVIATIONS INCREASE DUCT LENGTH OR ADD BENDS BETWEEN MANHOLES/HANDHOLES OR DEVICES, THE CONTRACTOR SHALL NOTIFY THE COMMISSIONER AND PRODUCE EVIDENCE THAT CABLES CAN BE PULLED THROUGH THE EXISTING OR PROPOSED DUCT WITHOUT EXCEEDING MAXIMUM ALLOWABLE CABLE PULLING TENSION.
31. THE CONTRACTOR SHALL SCHEDULE A FINAL ACCEPTANCE INSPECTION WITH THE COMMISSIONER, CDOT DIVISION OF ELECTRICAL OPERATIONS, UPON COMPLETION OF ALL PROPOSED STREET LIGHTING WORK. UPON FINAL ACCEPTANCE BY THE DEO, AND THE COMMISSIONER, THE CONTRACTOR SHALL TRANSFER ALL STREET LIGHTING, AND POWER DISTRIBUTION INSTALLATIONS TO CDOT DEO FOR MAINTENANCE PURPOSES.
32. ALL EMPTY CONDUIT FOR FUTURE USE SHALL HAVE A PULL STRING OR CABLE INSTALLED TO ASSIST IN FUTURE CABLING. THE COST OF THE CABLE OR STRING WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONDUIT.
33. THE CONTRACTOR IS RESPONSIBLE TO VERIFY CONDUIT INSTALLATION AGAINST EXISTING AND PROPOSED UNDERGROUND UTILITIES. THE MINIMUM HORIZONTAL CLEARANCE OF 3FT FOR WATERMANS LESS THAN 16" DIAMETER, 4FT FOR WATERMANS 16" DIAMETER AND OVER, MUST BE PROVIDED BETWEEN THE PROPOSED UNDERGROUND CONDUIT AND THE EXISTING OR PROPOSED WATERMAIN. THE CONDUIT INSTALLATION MUST MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 18 INCHES WHERE IT CROSSES THE WATERMAIN.
34. CITY CONTRACTORS ARE REQUESTED TO TAKE EXTRA PRECAUTIONS WHEN WORKING NEAR COMED OVERHEAD WIRES. THESE WIRES ARE NOT INSULATED. WHEN FIELD CONDITIONS REQUIRE COMED ASSISTANCE (SUCH AS MANHOLE FRAME & COVER ADJUSTMENTS), PLEASE CONTACT COMED, PROJECT ENGINEER, CAITLIN BALL, 773-838-2905, 6-WEEKS PRIOR TO START OF WORK.
35. A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF LIGHT POLES NEAR THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWM.PMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY CDOT, UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS. HAND EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 36-INCH FEEDER MAIN PRIOR TO CROSSING.
36. SITE COORDINATION WITH PEOPLES GAS REPRESENTATIVE IS REQUIRED FOR PLACING THE LIGHT POLE FOUNDATIONS. CONTACT CENTRAL SHOP ENGINEERING SUPERVISOR, ERNEST CRAFTON, 733-475-3774, A MINIMUM OF 5 BUSINESS DAYS PRIOR TO EXCAVATION TO SET UP ON-SITE INSPECTION DURING EXCAVATION. AT NO POINT SHALL LIGHT POLE FOUNDATIONS BE IN CONTACT WITH GAS MAIN. INSPECTION BY PEOPLES GAS IS REQUIRED PRIOR TO BACK FILL.
37. UTILITY COORDINATION: THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE RECEPTACLE ELECTRIC SERVICE, INCLUDING ACCOUNT INITIATION FOR PROPER BILLING CHARGES TO SSA AND/OR ALDERMAN, WITH THE CDOT DIVISION OF ELECTRICAL OPERATIONS AND ComEd. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ELECTRICAL SERVICE CHARGES UNTIL THE CONTROLLER IS ACCEPTED BY THE CITY OF CHICAGO, DIVISION OF ENGINEERING.

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	DRAWN - VN	REVISED -
PLOT SCALE = 0.5529' / in.	CHECKED - MG	REVISED -
PLOT DATE = 01/08/2026	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL GENERAL NOTES**

SCALE: SHEET OF STA. TO STA.

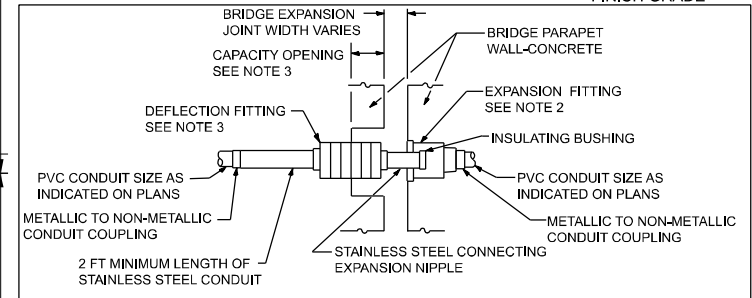
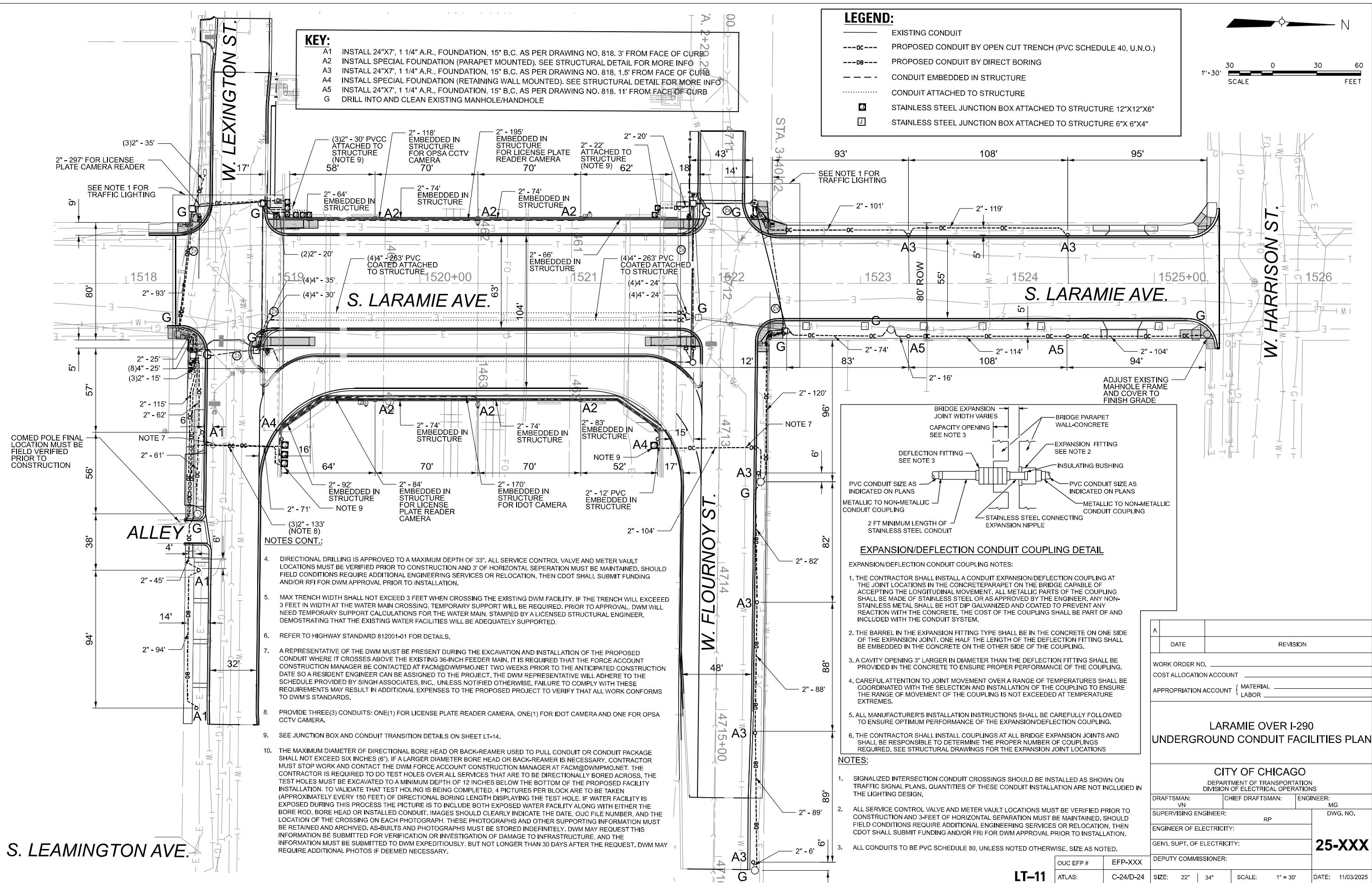
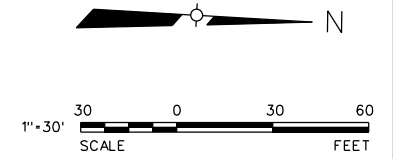
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	290 FAI 290 22 STRUCTURE 1	COOK	330	147
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		

LT-10

- KEY:**
- A1 INSTALL 24"x7", 1 1/4" A.R., FOUNDATION, 15" B.C. AS PER DRAWING NO. 818. 3' FROM FACE OF CURB
 - A2 INSTALL SPECIAL FOUNDATION (PARAPET MOUNTED). SEE STRUCTURAL DETAIL FOR MORE INFO
 - A3 INSTALL 24"x7", 1 1/4" A.R., FOUNDATION, 15" B.C. AS PER DRAWING NO. 818. 1.5' FROM FACE OF CURB
 - A4 INSTALL SPECIAL FOUNDATION (RETAINING WALL MOUNTED). SEE STRUCTURAL DETAIL FOR MORE INFO
 - A5 INSTALL 24"x7", 1 1/4" A.R., FOUNDATION, 15" B.C. AS PER DRAWING NO. 818. 11' FROM FACE OF CURB
 - G DRILL INTO AND CLEAN EXISTING MANHOLE/HANDHOLE

LEGEND:

- oc--- EXISTING CONDUIT
- oc--- PROPOSED CONDUIT BY OPEN CUT TRENCH (PVC SCHEDULE 40, U.N.O.)
- ob--- PROPOSED CONDUIT BY DIRECT BORING
- --- CONDUIT EMBEDDED IN STRUCTURE
- CONDUIT ATTACHED TO STRUCTURE
- ☐ STAINLESS STEEL JUNCTION BOX ATTACHED TO STRUCTURE 12"x12"x6"
- ☐ STAINLESS STEEL JUNCTION BOX ATTACHED TO STRUCTURE 6"x6"x4"



- EXPANSION/DEFLECTION CONDUIT COUPLING DETAIL**
- EXPANSION/DEFLECTION CONDUIT COUPLING NOTES:
- THE CONTRACTOR SHALL INSTALL A CONDUIT EXPANSION/DEFLECTION COUPLING AT THE JOINT LOCATIONS IN THE CONCRETE PARAPET ON THE BRIDGE CAPABLE OF ACCEPTING THE LONGITUDINAL MOVEMENT. ALL METALLIC PARTS OF THE COUPLING SHALL BE MADE OF STAINLESS STEEL OR AS APPROVED BY THE ENGINEER. ANY NON-STAINLESS METAL SHALL BE HOT DIP GALVANIZED AND COATED TO PREVENT ANY REACTION WITH THE CONCRETE. THE COST OF THE COUPLING SHALL BE PART OF AND INCLUDED WITH THE CONDUIT SYSTEM.
 - THE BARREL IN THE EXPANSION FITTING TYPE SHALL BE IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE COUPLING.
 - A CAVITY OPENING 3" LARGER IN DIAMETER THAN THE DEFLECTION FITTING SHALL BE PROVIDED IN THE CONCRETE TO ENSURE PROPER PERFORMANCE OF THE COUPLING.
 - CAREFUL ATTENTION TO JOINT MOVEMENT OVER A RANGE OF TEMPERATURES SHALL BE COORDINATED WITH THE SELECTION AND INSTALLATION OF THE COUPLING TO ENSURE THE RANGE OF MOVEMENT OF THE COUPLING IS NOT EXCEEDED AT TEMPERATURE EXTREMES.
 - ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE CAREFULLY FOLLOWED TO ENSURE OPTIMUM PERFORMANCE OF THE EXPANSION/DEFLECTION COUPLING.
 - THE CONTRACTOR SHALL INSTALL COUPLINGS AT ALL BRIDGE EXPANSION JOINTS AND SHALL BE RESPONSIBLE TO DETERMINE THE PROPER NUMBER OF COUPLINGS REQUIRED. SEE STRUCTURAL DRAWINGS FOR THE EXPANSION JOINT LOCATIONS

- NOTES:**
- SIGNALIZED INTERSECTION CONDUIT CROSSINGS SHOULD BE INSTALLED AS SHOWN ON TRAFFIC SIGNAL PLANS. QUANTITIES OF THESE CONDUIT INSTALLATION ARE NOT INCLUDED IN THE LIGHTING DESIGN.
 - ALL SERVICE CONTROL VALVE AND METER VAULT LOCATIONS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND 3-FOOT OF HORIZONTAL SEPARATION MUST BE MAINTAINED. SHOULD FIELD CONDITIONS REQUIRE ADDITIONAL ENGINEERING SERVICES OR RELOCATION, THEN CDOT SHALL SUBMIT FUNDING AND/OR FRI FOR DWM APPROVAL PRIOR TO INSTALLATION.
 - ALL CONDUITS TO BE PVC SCHEDULE 80, UNLESS NOTED OTHERWISE, SIZE AS NOTED.

- NOTES CONT.:**
- DIRECTIONAL DRILLING IS APPROVED TO A MAXIMUM DEPTH OF 33". ALL SERVICE CONTROL VALVE AND METER VAULT LOCATIONS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND 3' OF HORIZONTAL SEPARATION MUST BE MAINTAINED. SHOULD FIELD CONDITIONS REQUIRE ADDITIONAL ENGINEERING SERVICES OR RELOCATION, THEN CDOT SHALL SUBMIT FUNDING AND/OR FRI FOR DWM APPROVAL PRIOR TO INSTALLATION.
 - MAX TRENCH WIDTH SHALL NOT EXCEED 3 FEET WHEN CROSSING THE EXISTING DWM FACILITY. IF THE TRENCH WILL EXCEED 3 FEET IN WIDTH AT THE WATER MAIN CROSSING, TEMPORARY SUPPORT WILL BE REQUIRED. PRIOR TO APPROVAL, DWM WILL NEED TEMPORARY SUPPORT CALCULATIONS FOR THE WATER MAIN, STAMPED BY A LICENSED STRUCTURAL ENGINEER, DEMONSTRATING THAT THE EXISTING WATER FACILITIES WILL BE ADEQUATELY SUPPORTED.
 - REFER TO HIGHWAY STANDARD 812001-01 FOR DETAILS.
 - A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES ABOVE THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWMPMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY SINGH ASSOCIATES, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.
 - PROVIDE THREE(3) CONDUITS: ONE(1) FOR LICENSE PLATE READER CAMERA, ONE(1) FOR IDOT CAMERA AND ONE FOR OPSA CCTV CAMERA.
 - SEE JUNCTION BOX AND CONDUIT TRANSITION DETAILS ON SHEET LT-14.
 - THE MAXIMUM DIAMETER OF DIRECTIONAL BORE HEAD OR BACK-REAMER USED TO PULL CONDUIT OR CONDUIT PACKAGE SHALL NOT EXCEED SIX INCHES (6"). IF A LARGER DIAMETER BORE HEAD OR BACK-REAMER IS NECESSARY, CONTRACTOR MUST STOP WORK AND CONTACT THE DWM FORCE ACCOUNT CONSTRUCTION MANAGER AT FACM@DWMPMO.NET. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ALL SERVICES THAT ARE TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PROPOSED FACILITY INSTALLATION. TO VALIDATE THAT TEST HOLES IS BEING COMPLETED, 4 PICTURES PER BLOCK ARE TO BE TAKEN (APPROXIMATELY EVERY 150 FEET) OF DIRECTIONAL BORING LENGTH DISPLAYING THE TEST HOLE. IF WATER FACILITY IS EXPOSED DURING THIS PROCESS THE PICTURE IS TO INCLUDE BOTH EXPOSED WATER FACILITY ALONG WITH EITHER THE BORE ROD, BORE HEAD OR INSTALLED CONDUIT. IMAGES SHOULD CLEARLY INDICATE THE DATE, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PHOTOGRAPH. THESE PHOTOGRAPHS AND OTHER SUPPORTING INFORMATION MUST BE RETAINED AND ARCHIVED, AS-BUILTS AND PHOTOGRAPHS MUST BE STORED INDEFINITELY. DWM MAY REQUEST THIS INFORMATION BE SUBMITTED FOR VERIFICATION OR INVESTIGATION OF DAMAGE TO INFRASTRUCTURE, AND THE INFORMATION MUST BE SUBMITTED TO DWM EXPEDITIOUSLY, BUT NOT LONGER THAN 30 DAYS AFTER THE REQUEST. DWM MAY REQUIRE ADDITIONAL PHOTOS IF DEEMED NECESSARY.

A	DATE	REVISION

WORK ORDER NO. _____
 COST ALLOCATION ACCOUNT _____
 APPROPRIATION ACCOUNT { MATERIAL _____
 LABOR _____

**LARAMIE OVER I-290
UNDERGROUND CONDUIT FACILITIES PLAN**

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ELECTRICAL OPERATIONS

DRAFTSMAN: VN	CHIEF DRAFTSMAN:	ENGINEER: MG
SUPERVISING ENGINEER:	RP	DWG. NO. 25-XXX
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER:		

SIZE: 22" | 34" SCALE: 1" = 30' DATE: 11/03/2025

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	148

CONTRACT NO. 62R61



USER NAME = satkinson	DESIGNED - VN	REVISED -
PLOT SCALE = 60,0027' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE = 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

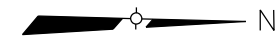
**LARAMIE AVENUE OVER I-290
UNDERGROUND CONDUIT FACILITIES PLAN**

SCALE: SHEET OF STA. TO STA.

LT-11

OUC EFP #	EFP-XXX
ATLAS:	C-24/D-24

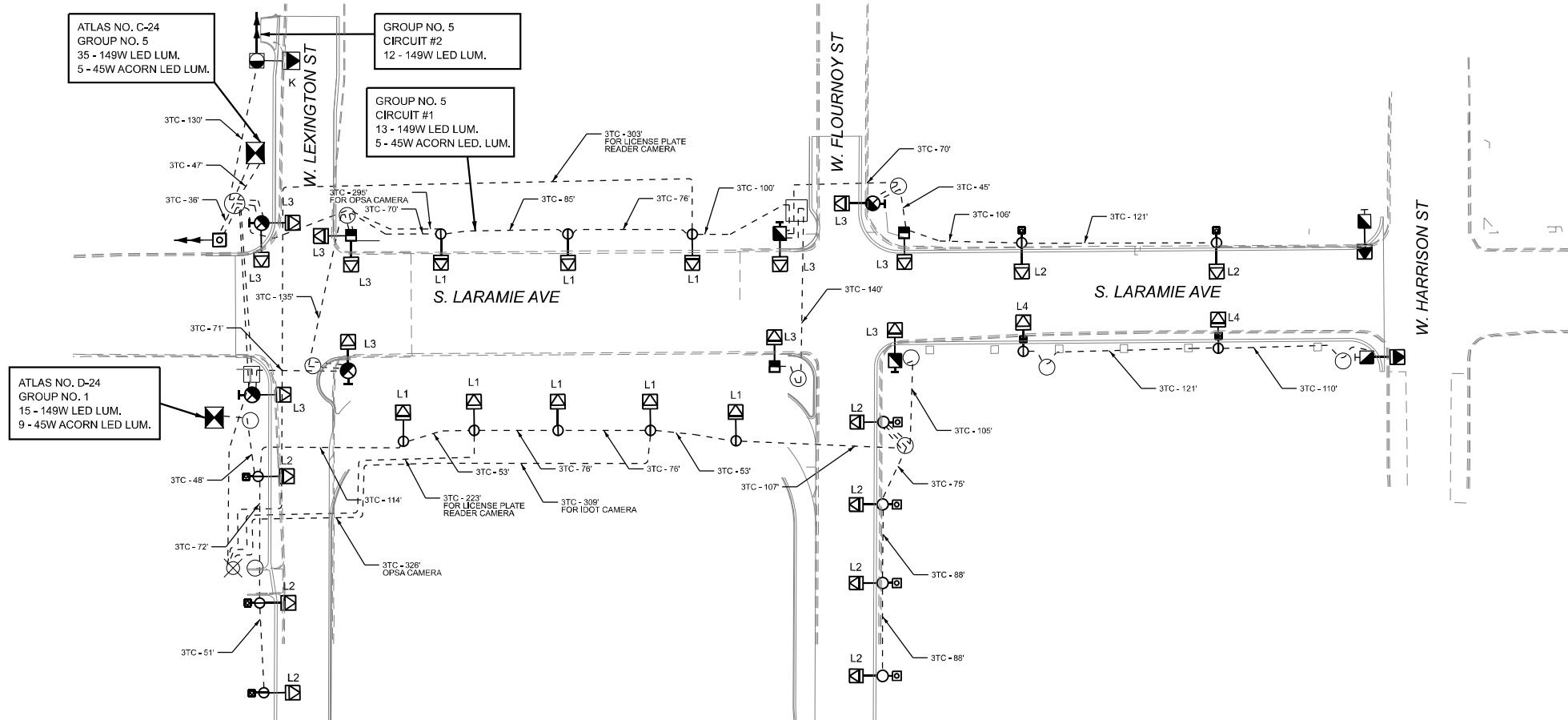
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N.T.S.

INSTALLATION NOTES:

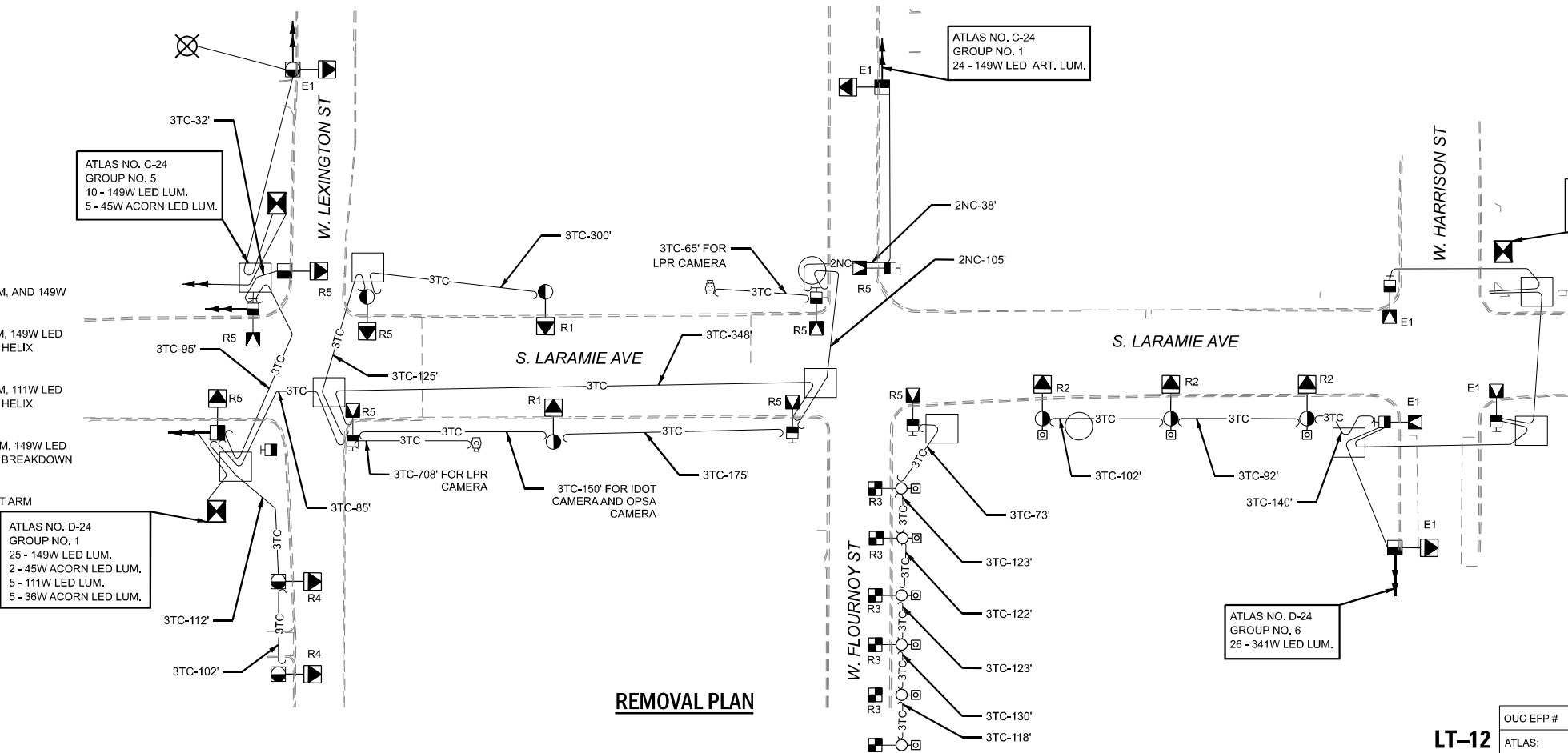
- L1- INSTALL POLE, STREET LIGHTING, ALUMINUM, 12" BOLT CIRCLE, 27" ARTERIAL WITH 12" DAVIT ARM AS PER CDOT DWG NO. 975, 946; INSTALL 149W, 240V LED CUT-OFF STREET LIGHTING LUMINAIRE WITH NODE (35' MOUNTING HEIGHT).
- L2- INSTALL POLE, STREET LIGHTING, ALUMINUM, 15" BOLT CIRCLE, 29.5" ARTERIAL WITH 12" DAVIT ARM AS PER CDOT DWG NO. 971, 949; INSTALL 149W, 240V LED CUT-OFF STREET LIGHTING LUMINAIRE WITH NODE (35' MOUNTING HEIGHT) AND 45W LED ACORN LUMINAIRE WITH NODE AS PER DWG NO 989.
- L3- INSTALL 149W, 240V LED CUT-OFF STREET LIGHTING LUMINAIRE WITH NODE (35' MOUNTING HEIGHT WITH 12" STEEL MAST ARM AS PER CDOT DWG NO. 839) TO PROPOSED POLE.
- L4- INSTALL POLE, STREET LIGHTING, ALUMINUM, 15" BOLT CIRCLE, 29.5" ARTERIAL WITH 12" DAVIT ARM AS PER CDOT DWG NO. 971, 949; INSTALL 149W, 240V LED CUT-OFF STREET LIGHTING LUMINAIRE WITH NODE (35' MOUNTING HEIGHT) AND 45W LED ACORN LUMINAIRE IN FRONT OF POLE WITH NODE AS PER DWG NO 989.



INSTALLATION PLAN

CONSTRUCTION NOTES:

- R1- REMOVE ANCHOR BASE POLE, MAST ARM, AND 149W LED LUMINAIRE
- R2- REMOVE ANCHOR BASE POLE, MAST ARM, 149W LED LUMINAIRE, ACORN LED LUMINAIRE AND HELIX FOUNDATION
- R3- REMOVE ANCHOR BASE POLE, MAST ARM, 111W LED LUMINAIRE, ACORN LED LUMINAIRE AND HELIX FOUNDATION
- R4- REMOVE BALLAST BASE POLE, MAST ARM, 149W LED LUMINAIRE, ACORN LED LUMINAIRE AND BREAKDOWN FOUNDATION
- R5- REMOVE 149W LED LUMINAIRE AND MAST ARM
- E1- EXISTING LIGHTING UNIT TO REMAIN



REMOVAL PLAN

A	DATE	REVISION
WORK ORDER NO. _____		
COST ALLOCATION ACCOUNT _____		
APPROPRIATION ACCOUNT { MATERIAL _____		
LABOR _____		

**LARAMIE AVENUE OVER I-290
LIGHTING REMOVAL AND INSTALLATION**

CITY OF CHICAGO		
DEPARTMENT OF TRANSPORTATION DIVISION OF ELECTRICAL OPERATIONS		
DRAFTSMAN: VN	CHIEF DRAFTSMAN:	ENGINEER: MG
SUPERVISING ENGINEER:	DWG. NO.	
ENGINEER OF ELECTRICITY: RP	25-XXX	
GEN'L SUPT. OF ELECTRICITY:	DEPUTY COMMISSIONER:	

LT-12

OUCEFP #	EFP-XXX
ATLAS:	C-24/D-24

SIZE: 22" 34"	SCALE: 1" = 30'	DATE: 11/03/2025
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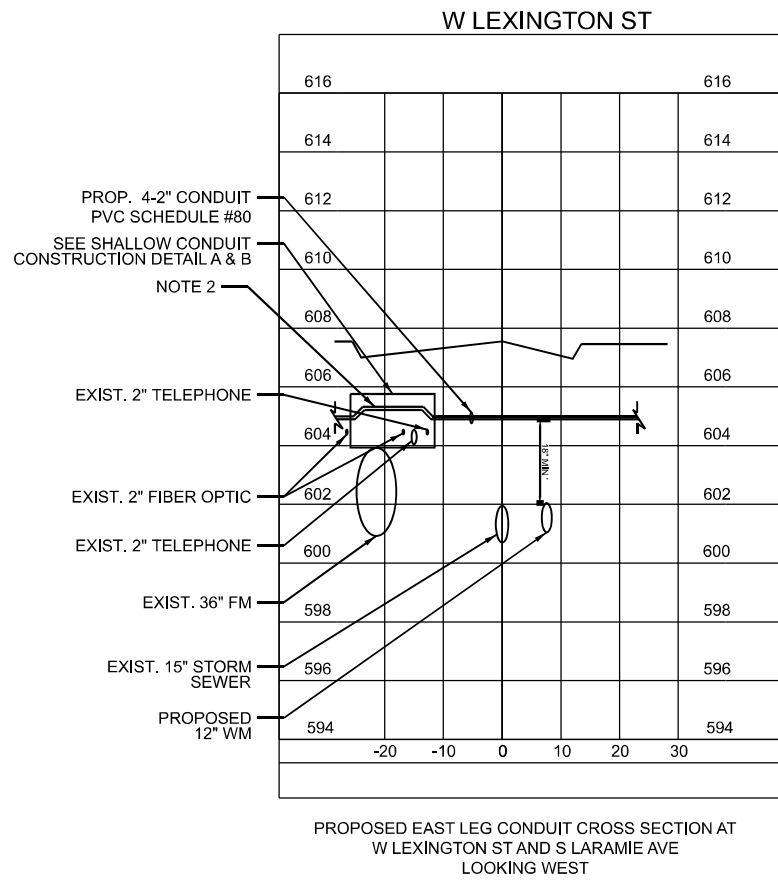
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PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

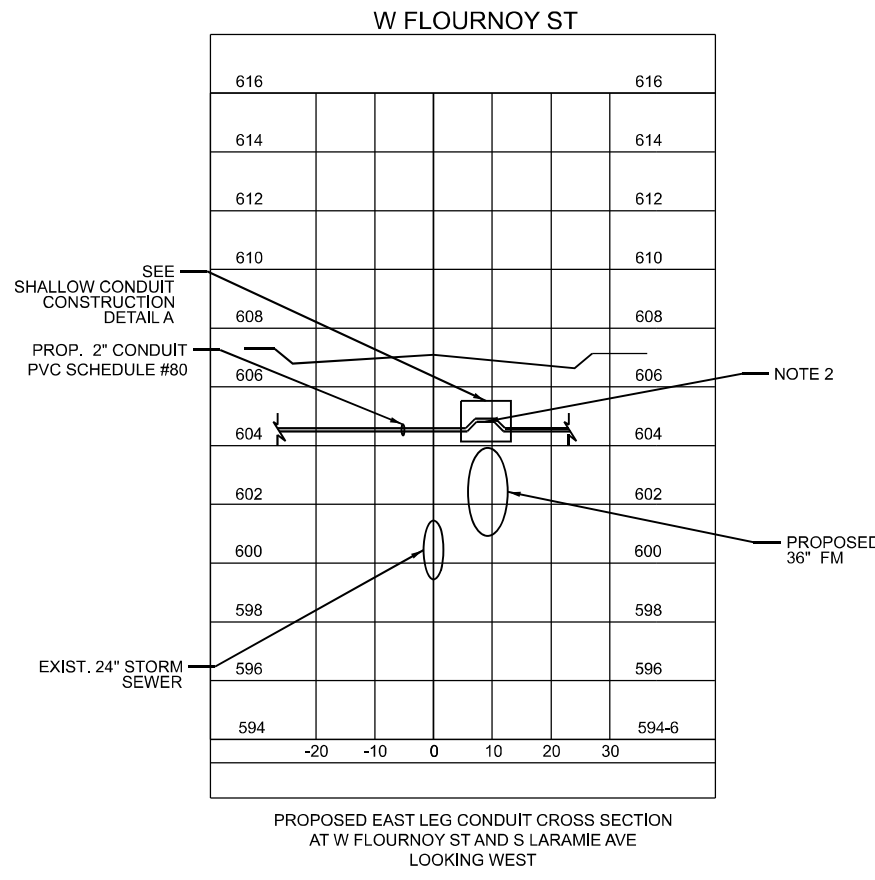
**LARAMIE AVENUE OVER I-290
LIGHTING REMOVAL AND INSTALLATION PLAN**

SCALE:	SHEET	OF	STA.	TO STA.
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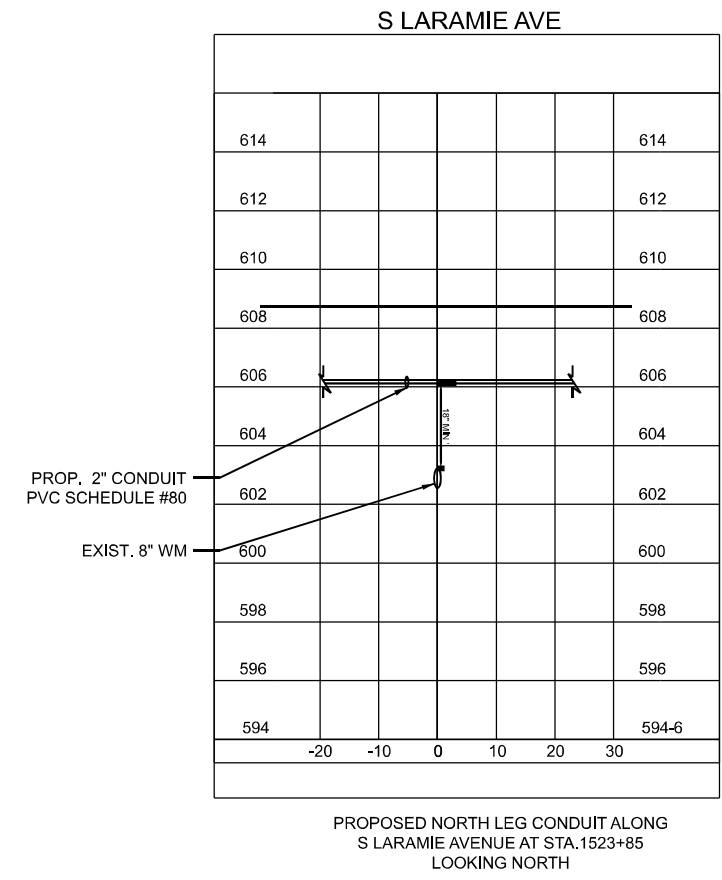
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	149
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



PROPOSED EAST LEG CONDUIT CROSS SECTION AT W LEXINGTON ST AND S LARAMIE AVE LOOKING WEST



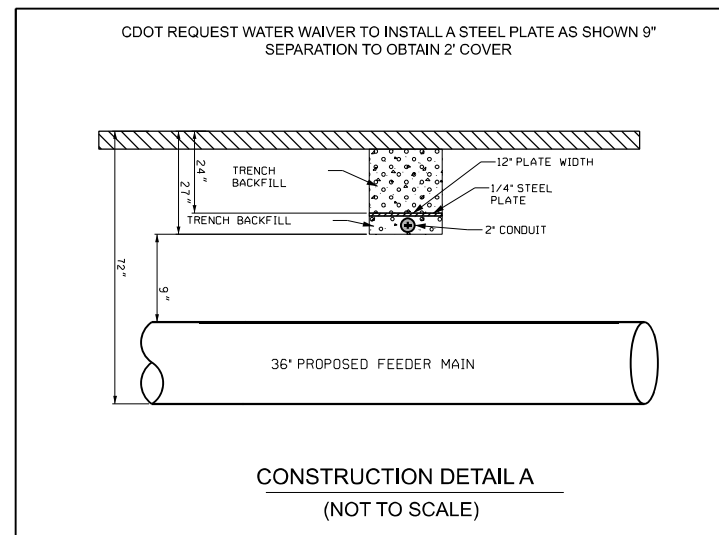
PROPOSED EAST LEG CONDUIT CROSS SECTION AT W FLOURNOY ST AND S LARAMIE AVE LOOKING WEST



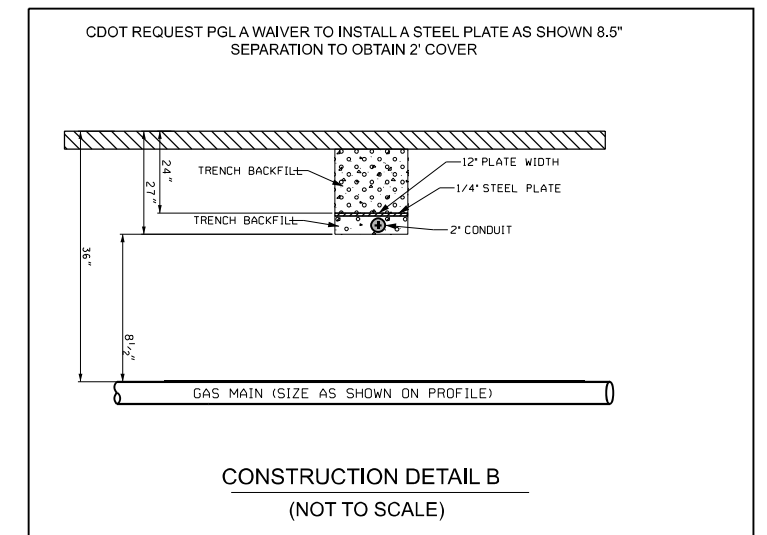
PROPOSED NORTH LEG CONDUIT ALONG S LARAMIE AVENUE AT STA. 1523+85 LOOKING NORTH

NOTES:

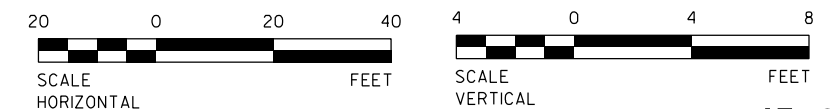
1. ALL CONDUIT CONSTRUCTION ILLUSTRATED WILL UTILIZE OPEN-CUT TRENCH METHODS.
2. A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION OF THE PROPOSED CONDUIT WHERE IT CROSSES ABOVE THE EXISTING 36-INCH FEEDER MAIN. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACM@DWM.PMO.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY SINGH ASSOCIATES, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS.



CONSTRUCTION DETAIL A (NOT TO SCALE)



CONSTRUCTION DETAIL B (NOT TO SCALE)



MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-04.dgn



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PLOT SCALE = 65.3563' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

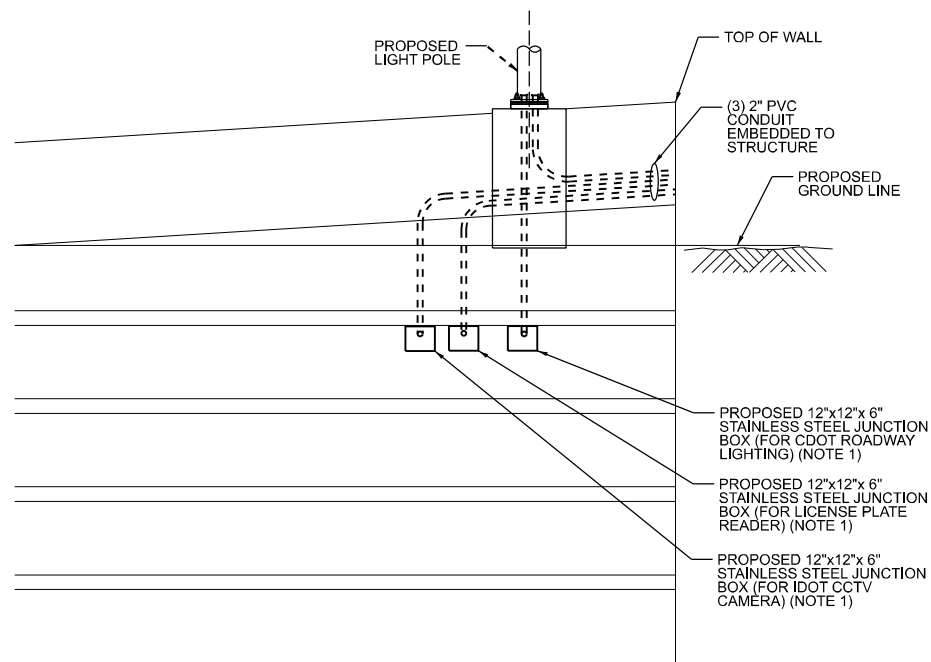
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
LIGHTING PROFILES

SCALE: SHEET OF STA. TO STA.

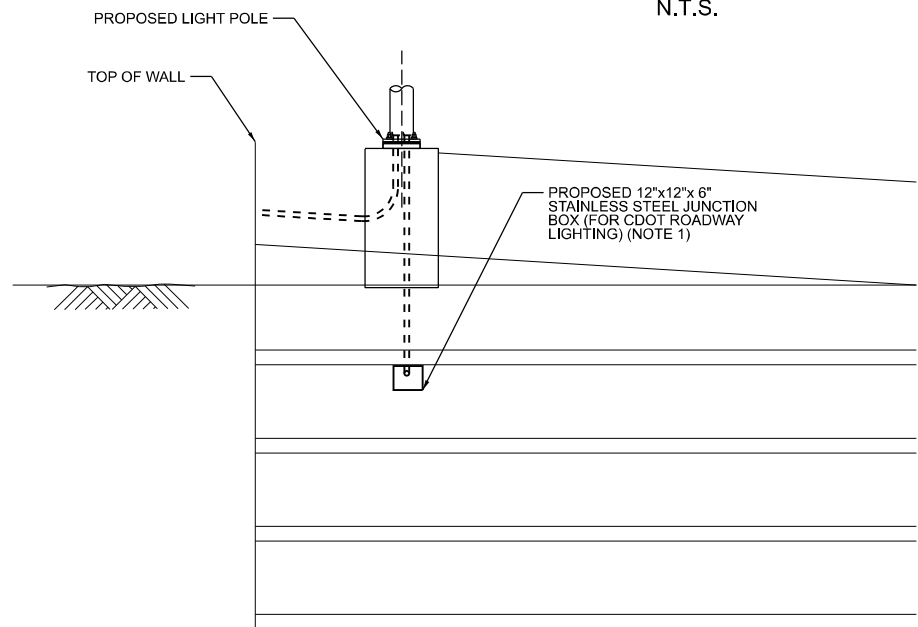
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	150
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

LT-13



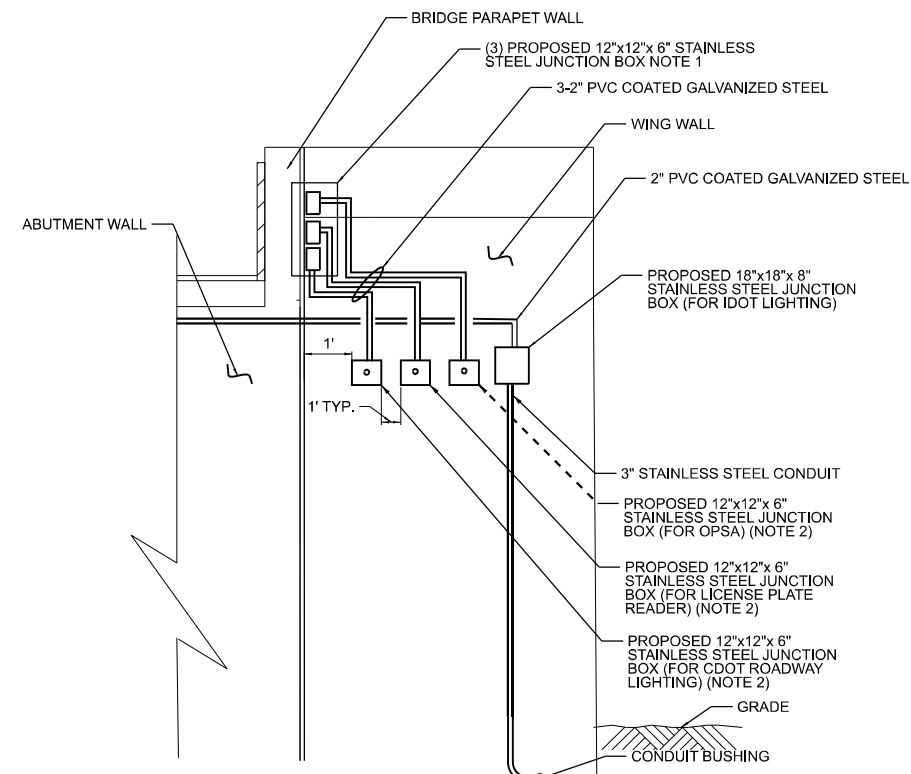
1. CONTRACTOR SHALL INSTALL THE CENTER OF THE JUNCTION BOX 30" BELOW THE PROPOSED GRADE ALONG LEXINGTON TO ENSURE THE UNDERGROUND CONDUIT ALIGNS PROPERLY WITH THE PROPOSED JUNCTION BOX.
2. CONTRACTOR SHALL NOT INSTALL ANCHOR BOLTS WITHIN THE REVEAL AREA FOR MOUNTING OF JUNCTION BOXES OR CONDUITS.

JUNCTION BOX DETAIL AT SOUTH RETAINING WALL SN 016-W2546 - DETAIL 1
(ELEVATION VIEW, LOOKING SOUTH)
N.T.S.



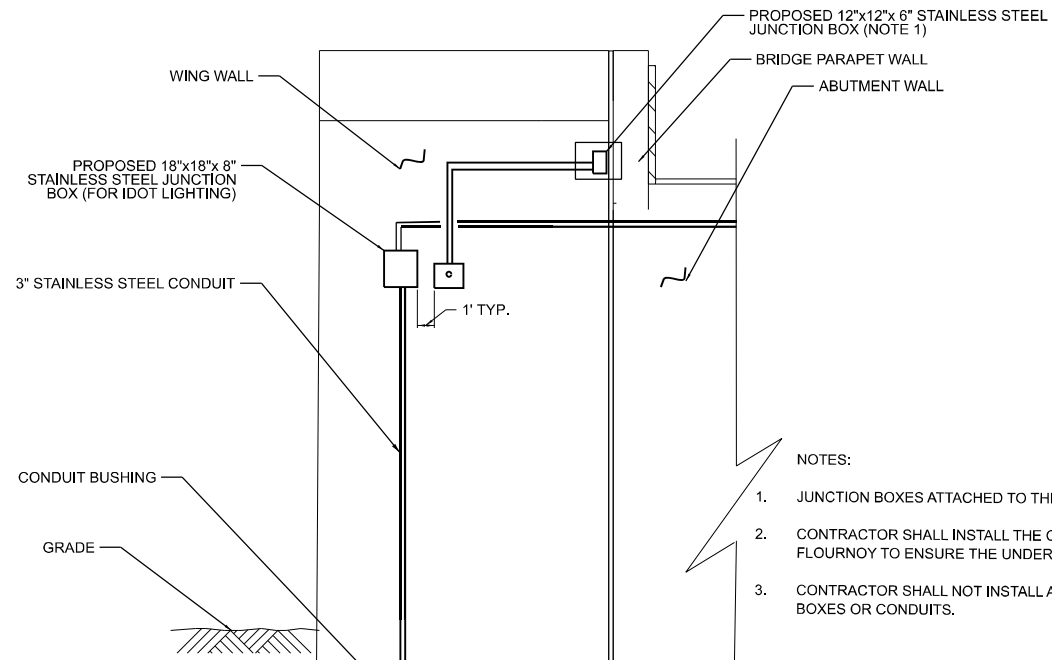
- NOTES:
1. CONTRACTOR SHALL INSTALL THE CENTER OF THE JUNCTION BOX 30" BELOW THE PROPOSED GRADE ALONG FLOURNOY TO ENSURE THE UNDERGROUND CONDUIT ALIGNS PROPERLY WITH THE PROPOSED JUNCTION BOX.
 2. CONTRACTOR SHALL NOT INSTALL ANCHOR BOLTS WITHIN THE REVEAL AREA FOR MOUNTING OF JUNCTION BOXES OR CONDUITS.

JUNCTION BOX DETAIL AT NORTH RETAINING WALL SN 016-W2545 - DETAIL 3
(ELEVATION VIEW, LOOKING NORTH)
N.T.S.



- NOTES:
1. JUNCTION BOXES ATTACHED TO THE PARAPET WALL SHALL BE INSTALLED AT THE SAME ELEVATION (APPROX. 18" FROM LARAMIE GRADE) AND NOT AS SHOWN ON THIS DETAIL. THE VARYING HEIGHTS ARE SHOWN FOR CLARITY ONLY TO ILLUSTRATE CONDUITS ENTERING DIFFERENT JUNCTION BOXES.
 2. CONTRACTOR SHALL INSTALL THE CENTER OF THE JUNCTION BOX 30" BELOW THE PROPOSED GRADE ALONG LEXINGTON TO ENSURE THE UNDERGROUND CONDUIT ALIGNS PROPERLY WITH THE PROPOSED JUNCTION BOX.
 3. CONTRACTOR SHALL NOT INSTALL ANCHOR BOLTS WITHIN THE REVEAL AREA FOR MOUNTING OF JUNCTION BOXES OR CONDUITS.

JUNCTION BOX DETAIL AT SOUTH ABUTMENT WING WALL- DETAIL 2
(ELEVATION VIEW, LOOKING SOUTH)
N.T.S.



- NOTES:
1. JUNCTION BOXES ATTACHED TO THE PARAPET WALL (APPROX. 18" FROM LARAMIE GRADE).
 2. CONTRACTOR SHALL INSTALL THE CENTER OF THE JUNCTION BOX 30" BELOW THE PROPOSED GRADE ALONG FLOURNOY TO ENSURE THE UNDERGROUND CONDUIT ALIGNS PROPERLY WITH THE PROPOSED JUNCTION BOX.
 3. CONTRACTOR SHALL NOT INSTALL ANCHOR BOLTS WITHIN THE REVEAL AREA FOR MOUNTING OF JUNCTION BOXES OR CONDUITS.

JUNCTION BOX DETAIL AT NORTH ABUTMENT WING WALL- DETAIL 4
(ELEVATION VIEW, LOOKING NORTH)
N.T.S.

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FILE NAME: D162R61-CDOT-Light-04b.dgn



USER NAME = jstarzyk	DESIGNED - VN	REVISED -
	DRAWN - VN	REVISED -
PLOT SCALE = 65.3563' / in.	CHECKED - MG	REVISED -
PLOT DATE = 01/08/2026	DATE - 01/08/2026	REVISED -

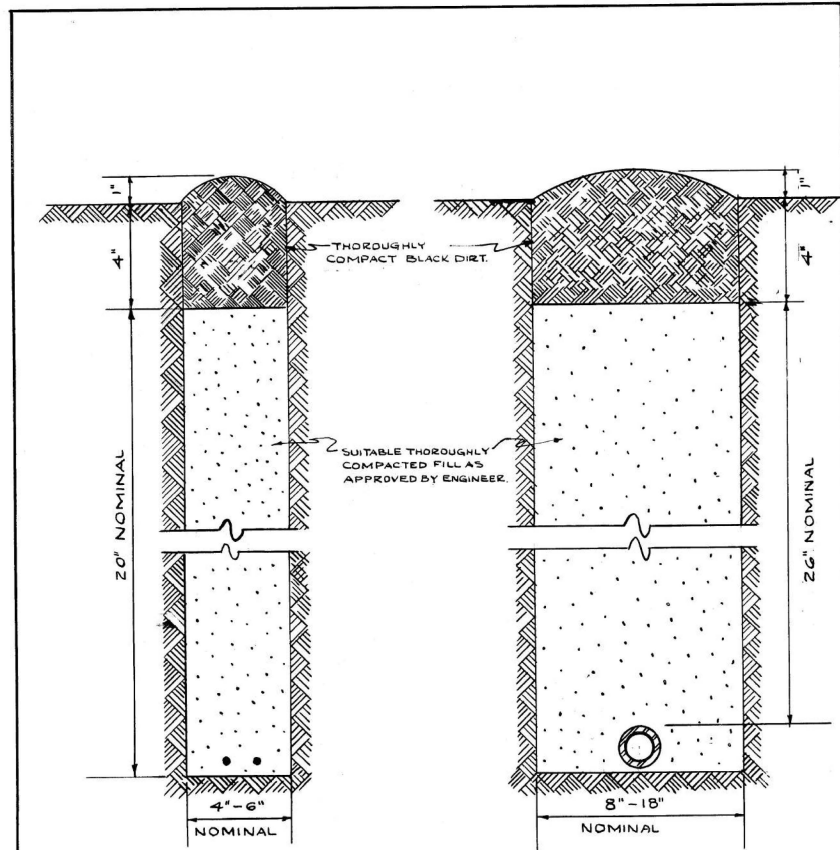
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
JUNCTION BOX AND CONDUIT TRANSITION DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	151
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-14

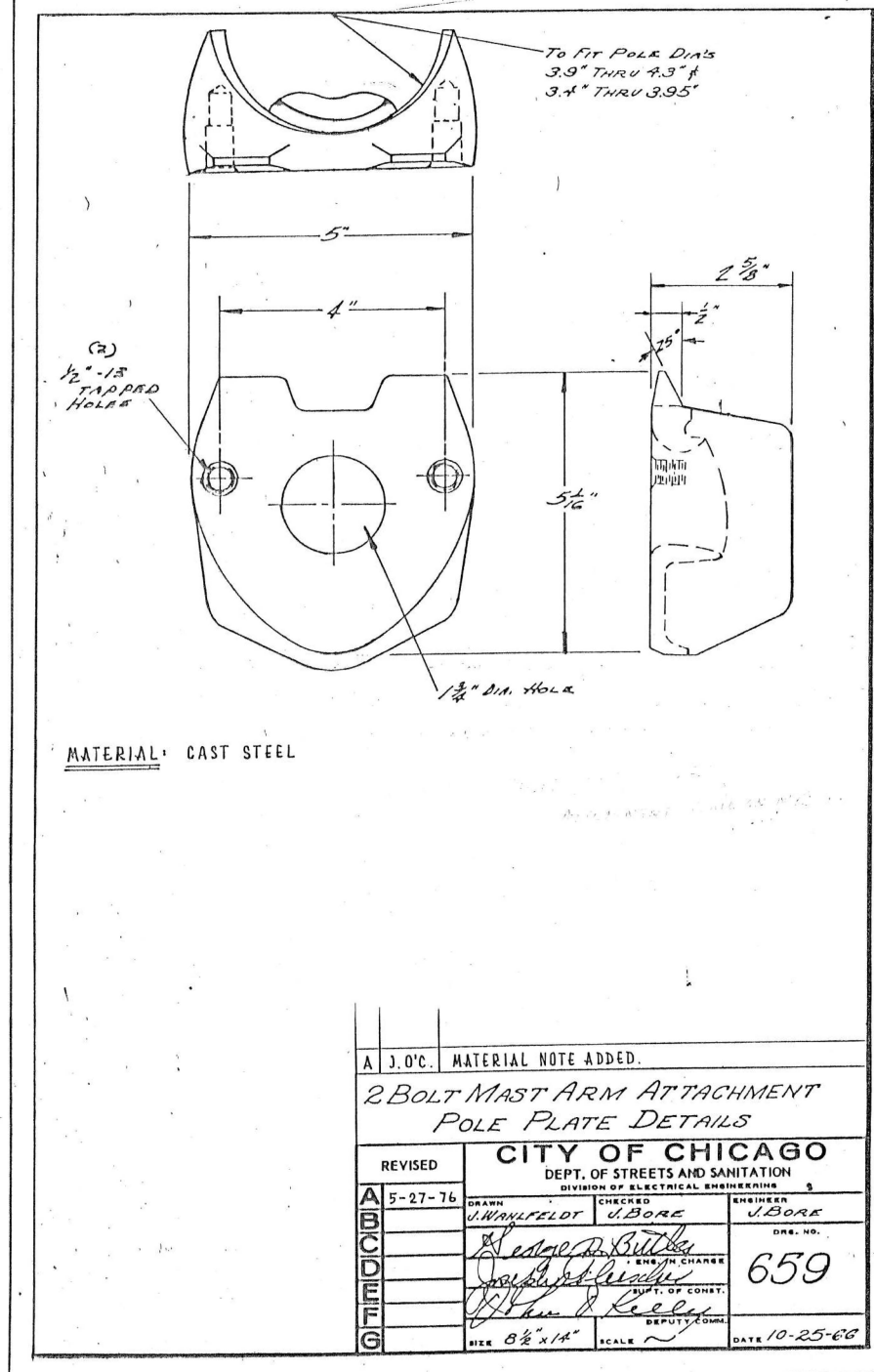


CABLE TRENCH

CONDUIT TRENCH

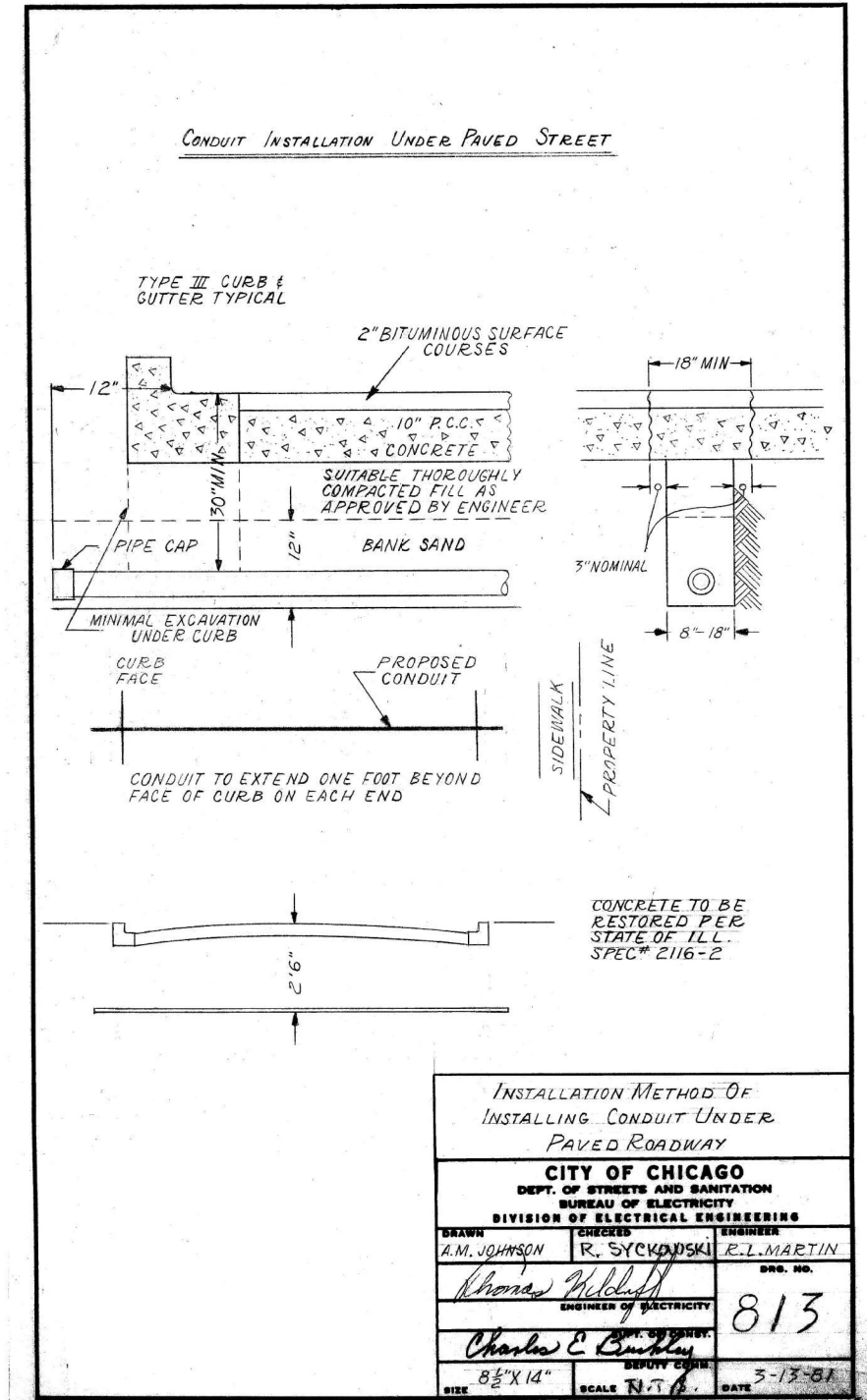
NOTE
 EXCESS SOIL FROM TRENCH TO BE COMPLETELY REMOVED FROM SITE AS SOON AS PRACTICABLE.
 BLACK DIRT TO BE TAMPED & THOROUGHLY COMPACTED AS SHOWN.

STANDARD METHOD FOR BACKFILLING CABLE & CONDUIT TRENCHES IN SODDED PARKWAY & LAWNS			
CITY OF CHICAGO DEPT. OF STREETS & SANITATION DIVISION OF ELECTRICAL ENGINEERING			
REVISION	DRAWN	CHECKED	ENGINEER
A	W. E. HAEP	M. J. HINE	J. O'CONNOR
B			
C			
D			
E			
F			
G			
ENGINE CHARGE		DRG. NO.	
Supt. of Const.		579	
DEPUTY COMM.			
SIZE 8 1/2" X 14"		SCALE	DATE 7-14-61



MATERIAL: CAST STEEL

A J.O.C. MATERIAL NOTE ADDED.			
2 BOLT MAST ARM ATTACHMENT POLE PLATE DETAILS			
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION DIVISION OF ELECTRICAL ENGINEERING			
REVISED	DRAWN	CHECKED	ENGINEER
A 5-27-76	J. WANKFELDT	J. BORE	J. BORE
B			
C			
D			
E			
F			
G			
ENGINE CHARGE		DRG. NO.	
Supt. of Const.		659	
DEPUTY COMM.			
SIZE 8 1/2" X 14"		SCALE	DATE 10-25-66



INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAWN	CHECKED	ENGINEER
A.M. JOHANSON	R. SYCKOWSKI	R.L. MARTIN
ENGINE CHARGE		DRG. NO.
Charles E. Bradley		813
DEPUTY COMM.		DATE
SIZE 8 1/2" X 14"		3-13-81

MODEL: D:\dwg\...
 FILE NAME: D:\62R61-CDOT-light-05.dgn



USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	152
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-08.dgn



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PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

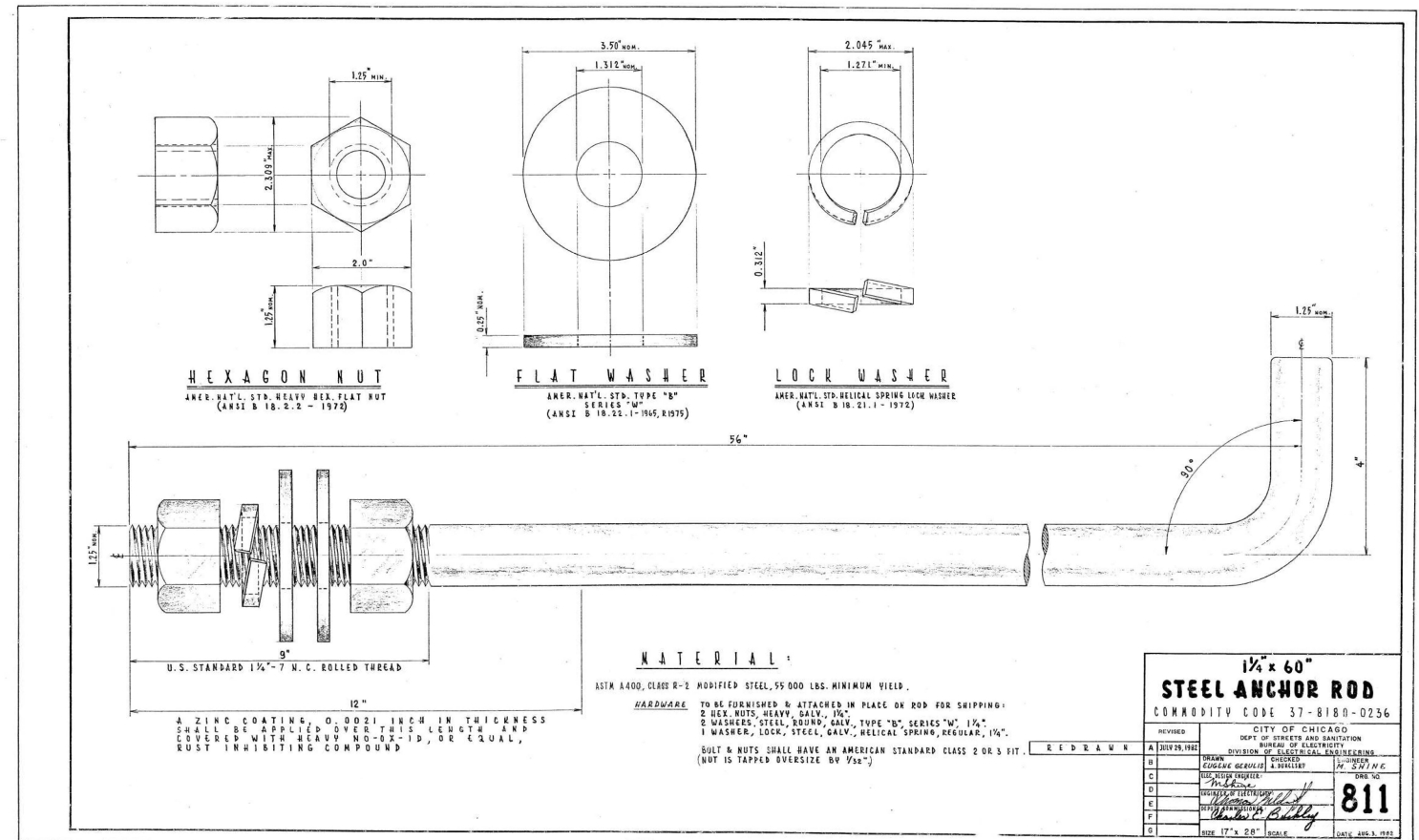
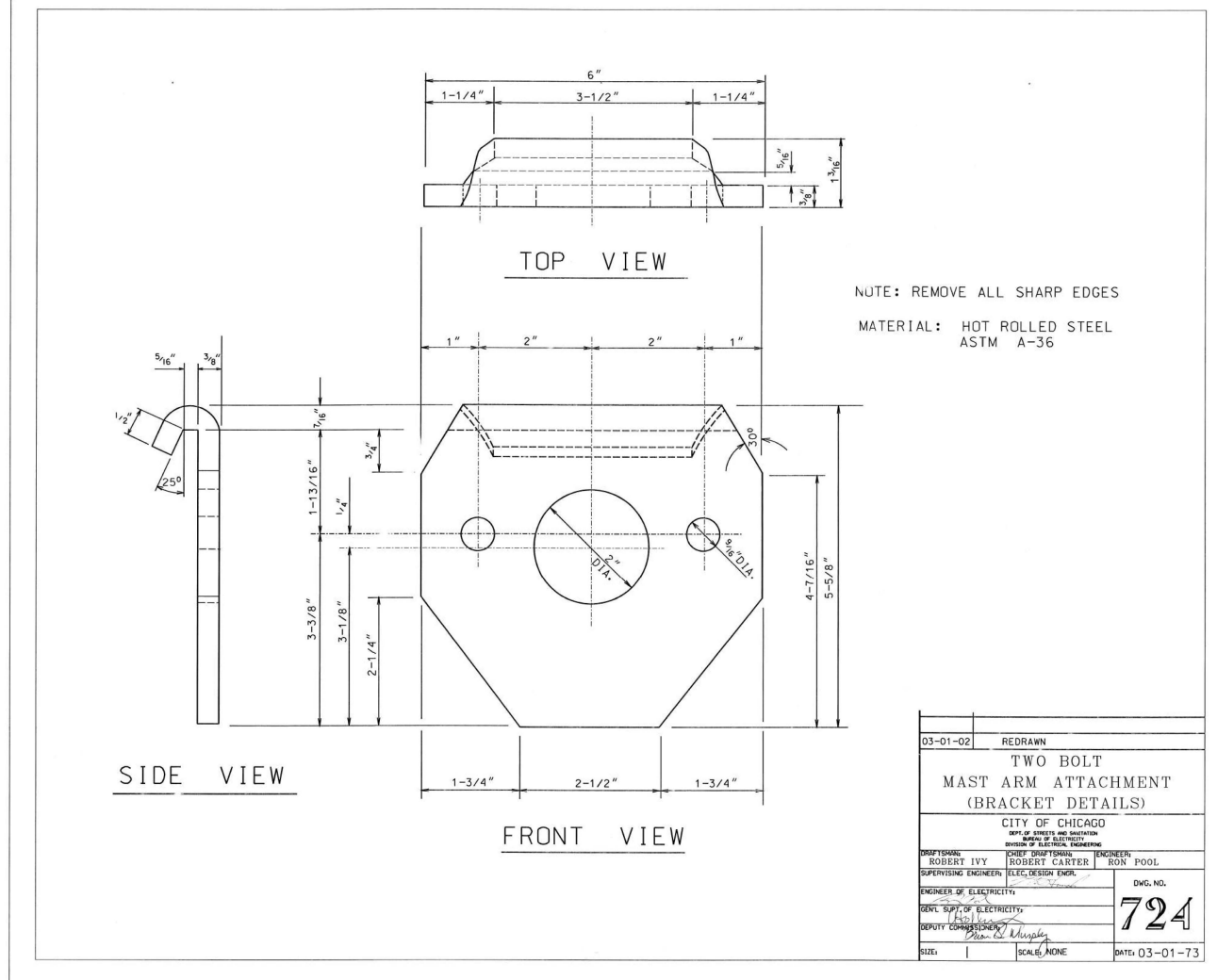
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	153
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-16



MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-07.dgn



USER NAME = jslarzyk
PLOT SCALE = 0.5529' / in.
PLOT DATE = 01/08/2026

DESIGNED - VN
DRAWN - VN
CHECKED - MG
DATE - 01/08/2026

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	154
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-17

NOTE: BOLT COVER NOT SHOWN

INSTALLATION NOTES

STEP 1. COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING OILS (40-60" OR EQUAL).

STEP 2. INSTALL LOWER LEVELLING NUTS & WASHERS SET AT PROPER GRADE WITH HAND LEVEL, USE TABLE FOR APPROPRIATE DIMENSIONS.

STEP 3. MOUNT POLE OR PEDESTAL, ATTACH TOP WASHERS & NUTS HAND TIGHT.

STEP 4. PLUMB POLE OR PEDESTAL AFTER ALL WASTERS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.

STEP 5. ATTACH NUT COVERS WHERE REQUIRED.

STEP 6. DO NOT CRACK IN SPACE BETWEEN BOTTOM OF POLE & TOP OF FOUNDATION. TOP OF FOUNDATION OR SURFACE OF SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.

STEP 7. POLE OR PEDESTAL IS TO BE PERFECTLY PLUMB, NO "RAKE" IS TO BE LEFT.

TABLE

UNIT	ANCHOR BOLT SIZE				ALUM. PLD.
	1"	1 1/4"	1 1/2"	3/4"	
	7 ca.	3 ca.	7 ca.	3 ca.	7 ca.
A	7/16"	7/16"	1/2"	1/2"	7/8"
B	1"	1"	1 1/4"	1 1/4"	1 1/2"
C	3/4"	3/4"	3/4"	3/4"	3/4"
D	5/8"	5/8"	1/4"	1/4"	5/8"
E	1"	1"	1 1/4"	1 1/4"	5/8"

TOP OF CONDUIT BUSHING TO BE AT SAME GRADE AS TOP OF BOLT

TOP OF FINISHED FOUNDATION

ALL MEASUREMENTS ARE TO BE COVERED BY REAR BOLT DUE TO POSSIBLE SLOPE OF SIDEWALK

ANCHOR BOLT

HEXAGON NUT

LOCK WASHER

FLAT WASHER

BASE PLATE

FLAT WASHER

HEXAGON NUT

GRADE OF SIDEWALK

REAR NUT TO BE SET TO GRADE OF SIDEWALK OR TOP OF FOUNDATION

16" x 21"

CONSTRUCTION METHOD FOR "DOUBLE-NUT" INSTALLATION OF POLES AND PEDESTALS

CITY OF CHICAGO
DEPT. OF STREET AND SANITATION
BUREAU OF ELECTRICAL UTILITIES

NO. 837

HEXAGON NUT
AMER. NAT'L. STD. HEAVY HEX. FLAT NUT (ANSI B 18.2.2 - 1975)

FLAT WASHER
AMER. NAT'L. STD. TYPE "B" SERIES "M" (ANSI B 18.22.1 - 1975)

LOCK WASHER
AMER. NAT'L. STD. HELICAL SPRING LOCK WASHER, REGULAR (ANSI B 18.21.1 - 1975)

56"

12"

9"

D.S. STANDARD 1" - 8 N.C. ROLLED THREAD

MATERIAL:

ASTM A-36 MODIFIED STEEL, 55 000 LBS. MINIMUM YIELD.

HARDWARE:

TO BE FURNISHED & ATTACHED IN PLACE ON ROD FOR SHIPPING:

- 2 NUTS, HEAVY, GALV., 1"
- 2 WASHERS, STEEL, ROUND, GALV., TYPE "B", SERIES "M", 1"
- 1 WASHER, LOCK, STEEL, GALV., HELICAL SPRING, REGULAR, 1"

BOLT & NUTS SHALL HAVE AN AMERICAN STANDARD CLASS 2 OR 5 FIT (NUT IS TAPER OVERSIZE BY 1/64").

1" x 60" STEEL ANCHOR BOLT
CONMODITY CODE 37-8150-0220

CITY OF CHICAGO
DEPT. OF STREET AND SANITATION
BUREAU OF ELECTRICAL UTILITIES

NO. 830

MODEL: D:\default
FILE NAME: D:\62R61-CDOT-1-light-08.dgn

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

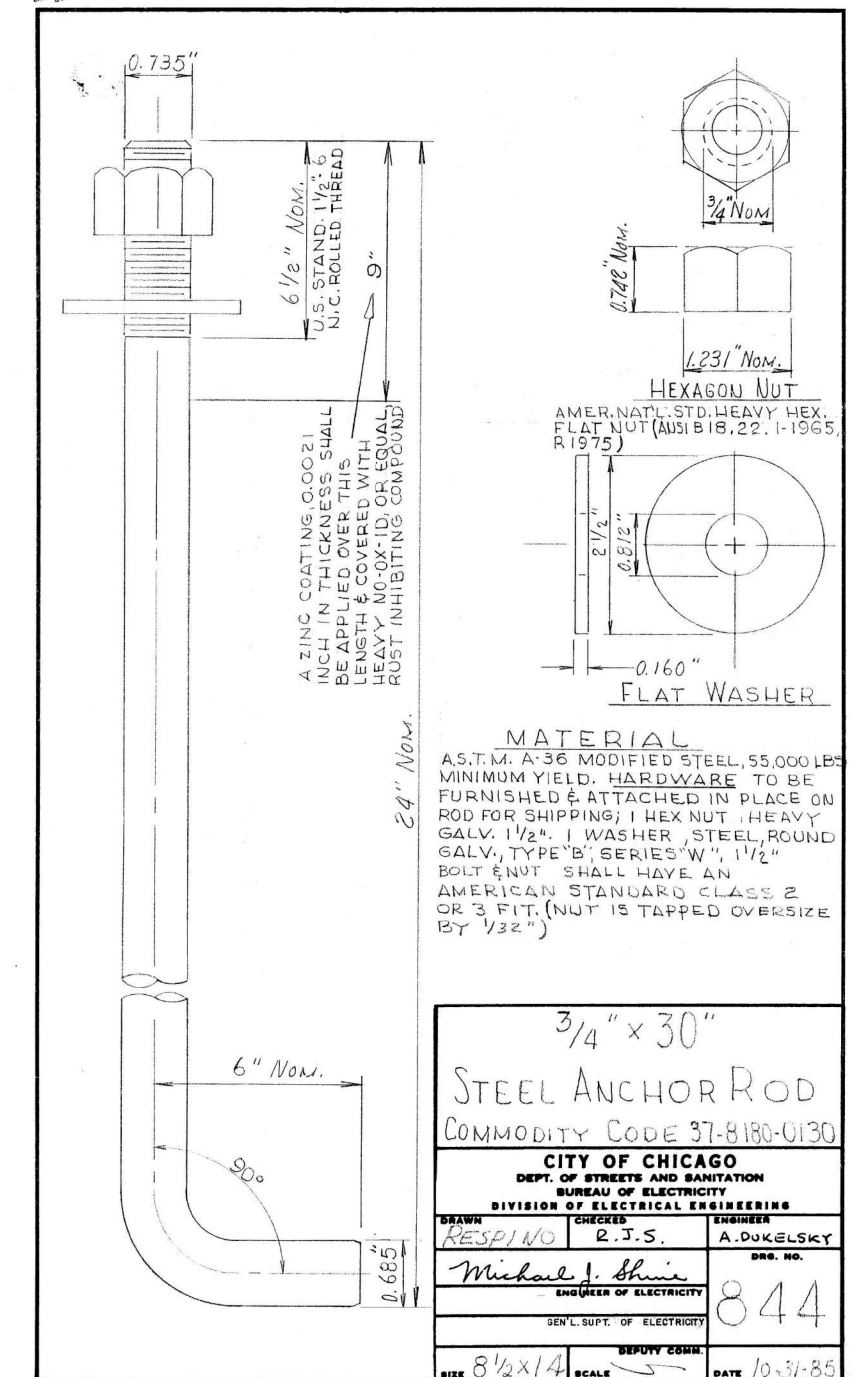
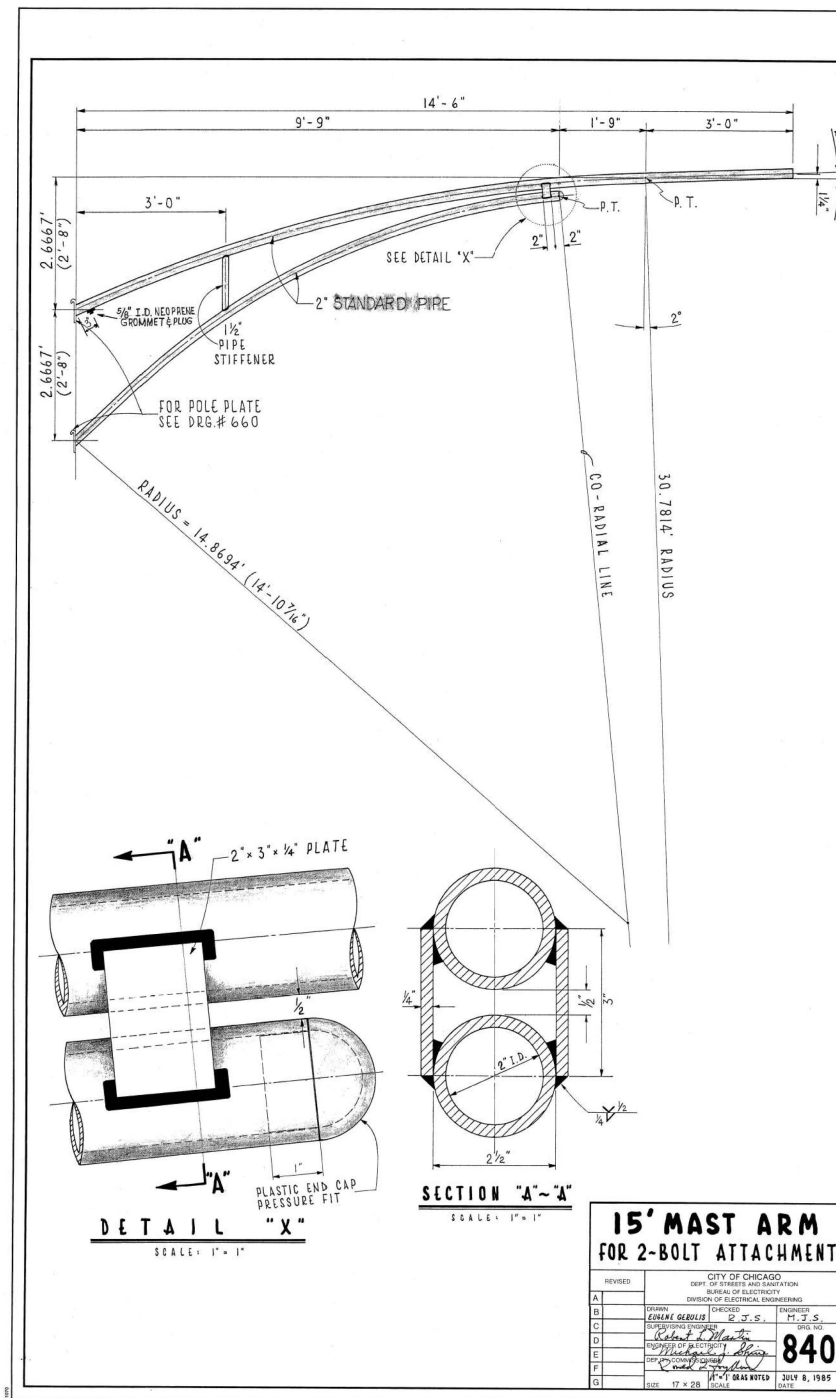
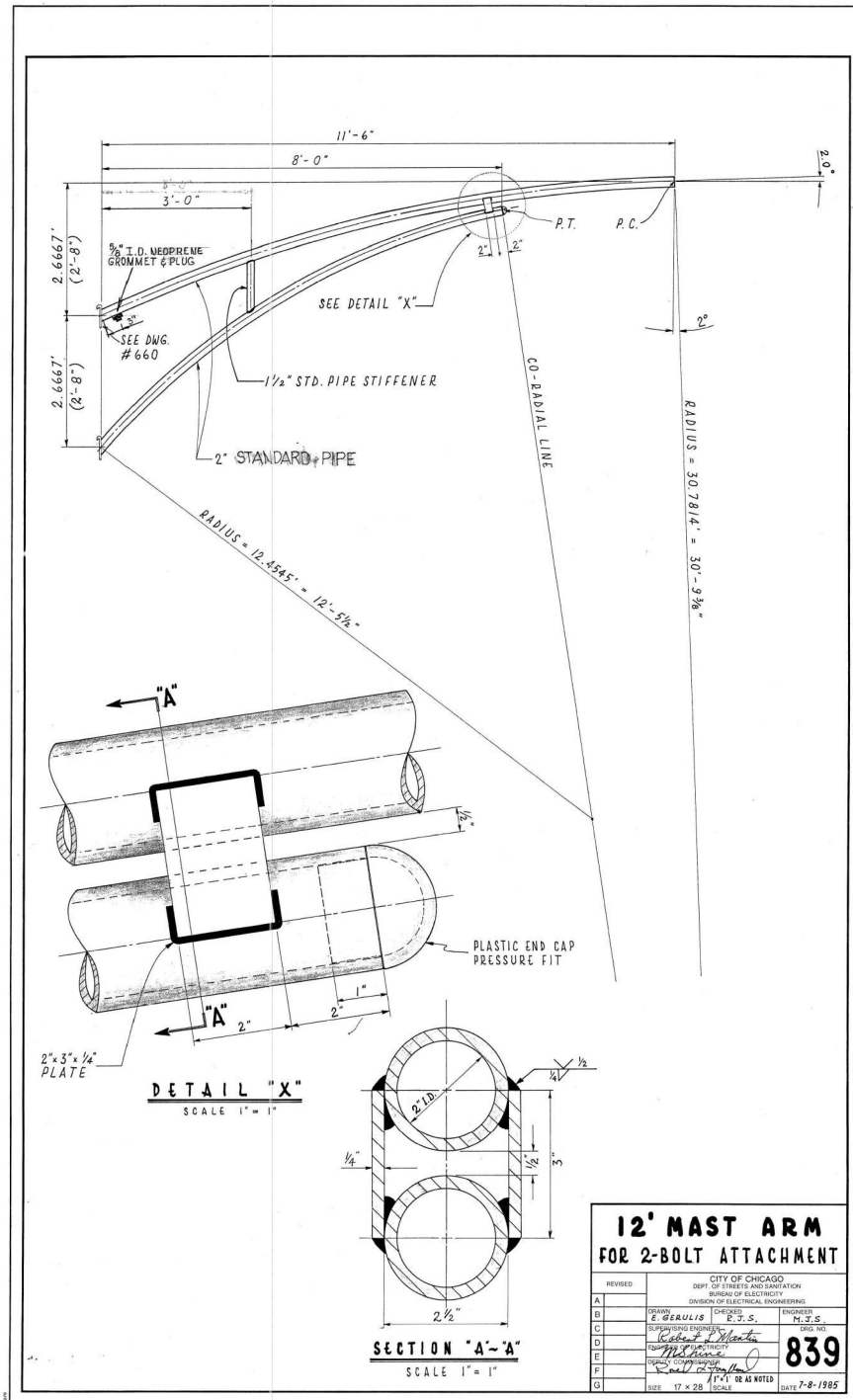
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	155
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-18



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FILE NAME: D:\62R61-CDOT-Light-09.dgn



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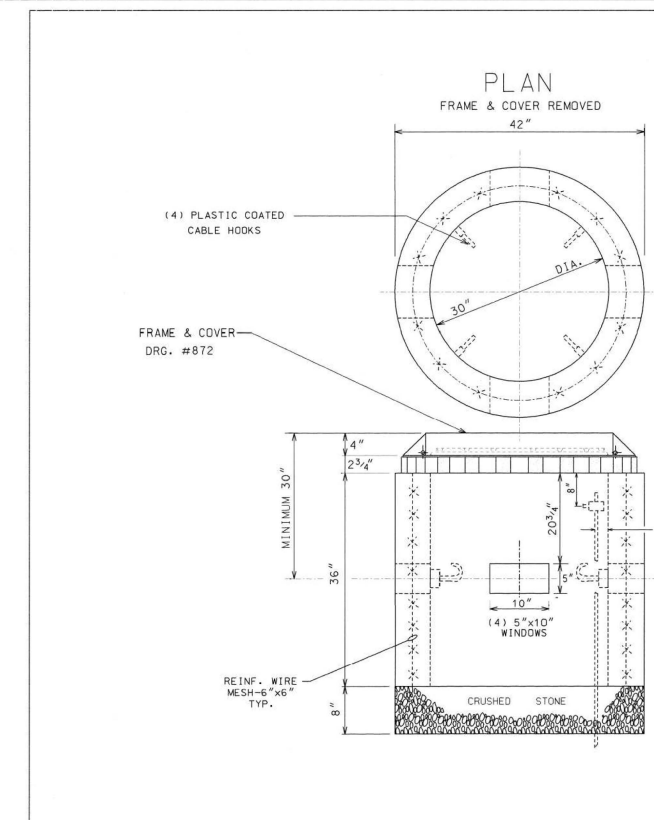
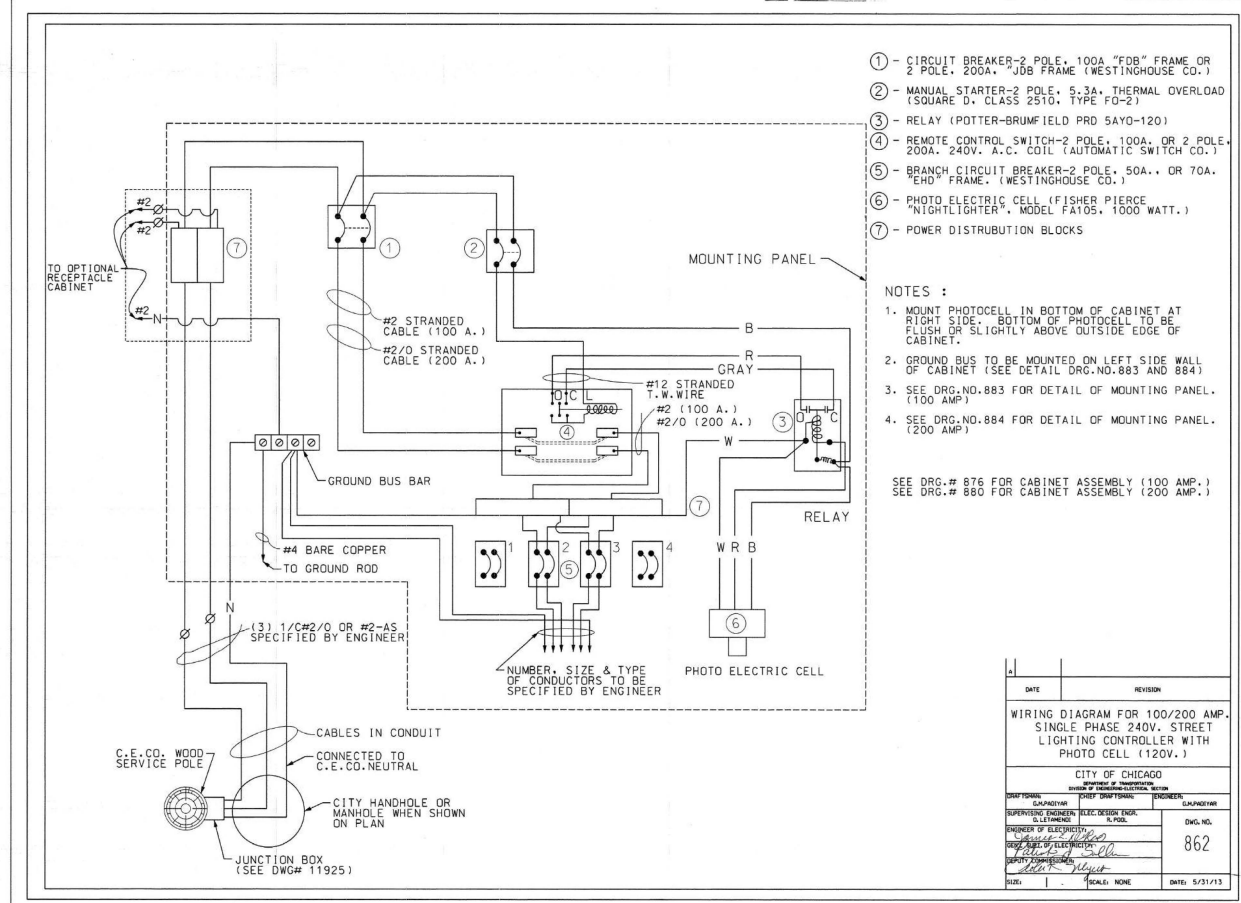
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	166
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-19



COMPLETE COMMODITY CODE NO. 05-6610-5310M

CODE NO.	MATERIALS	SIZE	QUAN.
(1) 05-6610-5310	PRE-CAST HANDHOLE	30"X36"	1
(2) 05-9075-5470	STONE 3/4" CRJSHED	BAG	5
(2) 05-5082-5330	SOND TUBE	30"	1
(2) 05-5082-5342	SOND TUBE	42"	1
(2) 05-3267-2940	CONC. RED1-MIX	CU. YD.	1/2
(2) 57-0770-0000	6" X 6" MESH	36"X10'	1
05-1452-9720	BRICK		24
02-4299-5524	FRAME MANHOLE	24"	1
02-4574-5040	COVER, MANHOLE	24"	1
09-7796-9312	GROUND ROD	3/4"X12'	1
09-2630-3240	GROUND CLAMP		1

- (1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOKS AND CONDUIT KNOCKOUTS.
 (2) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

CONSTRUCTION NOTES:

- 8" BED OF STONE FOR DRAINAGE.
- ALL METALLIC CONDUITS ENTERING HANDHOLE SHALL EXTEND MINIMUM 1" & MAXIMUM 3" INSIDE INNER WALL AND BE EQUIPPED WITH AN APPROVED TYPE OF THREADED GROUNDING BUSHING.

862-00	862-00	862-00	862-00
DATE	REVISION	DATE	REVISION
30" DIA. CONCRETE HANDHOLE			
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ELECTRICAL SYSTEM			
DESIGNED BY	ENGINEER	IN CHARGE	DRAWN BY
SUPERVISING ENGINEER	PROJECT NO.	862	DATE
DATE	SCALE	NONE	DATE
11/17			12-4-98

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-10.dgn



USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

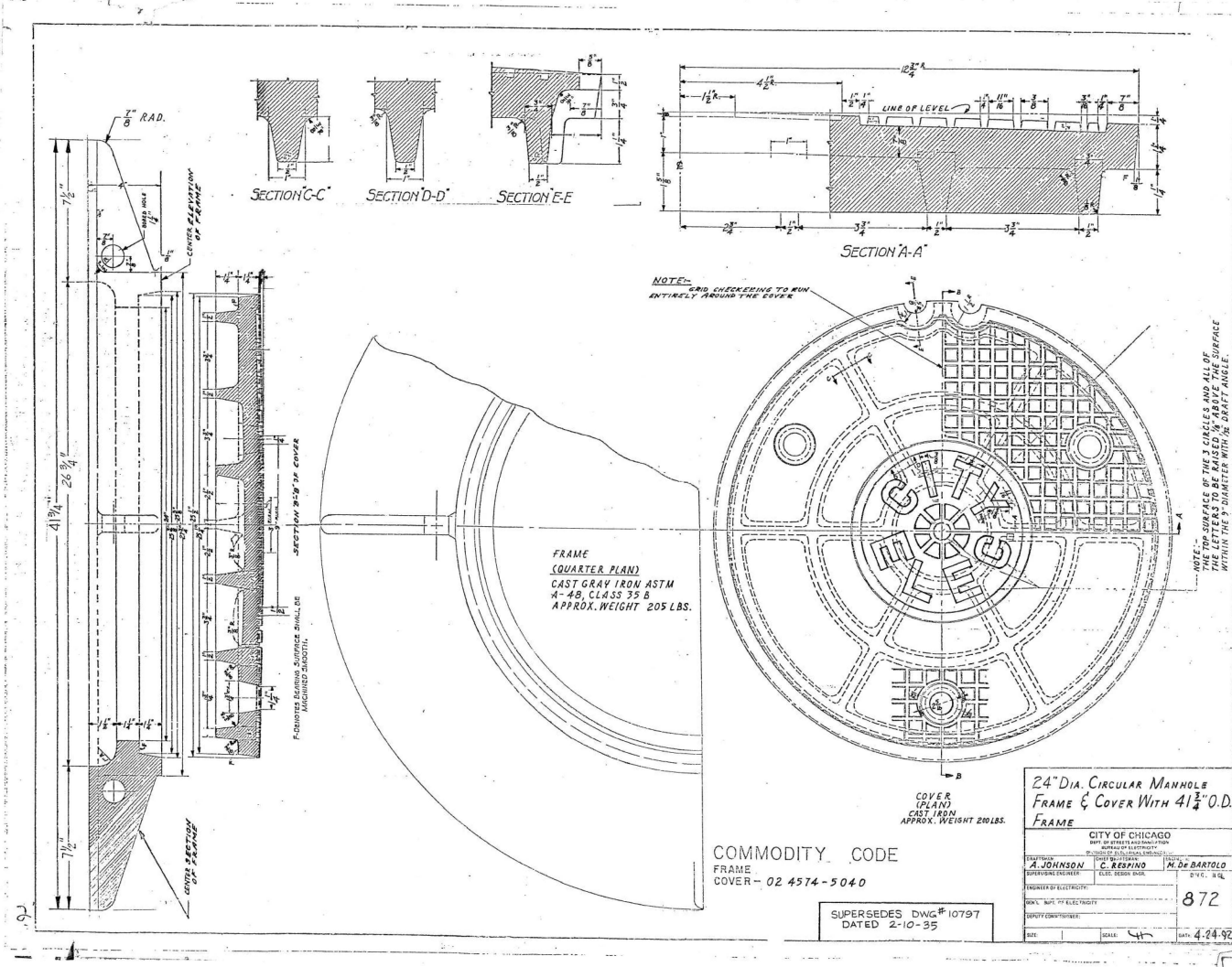
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	157
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

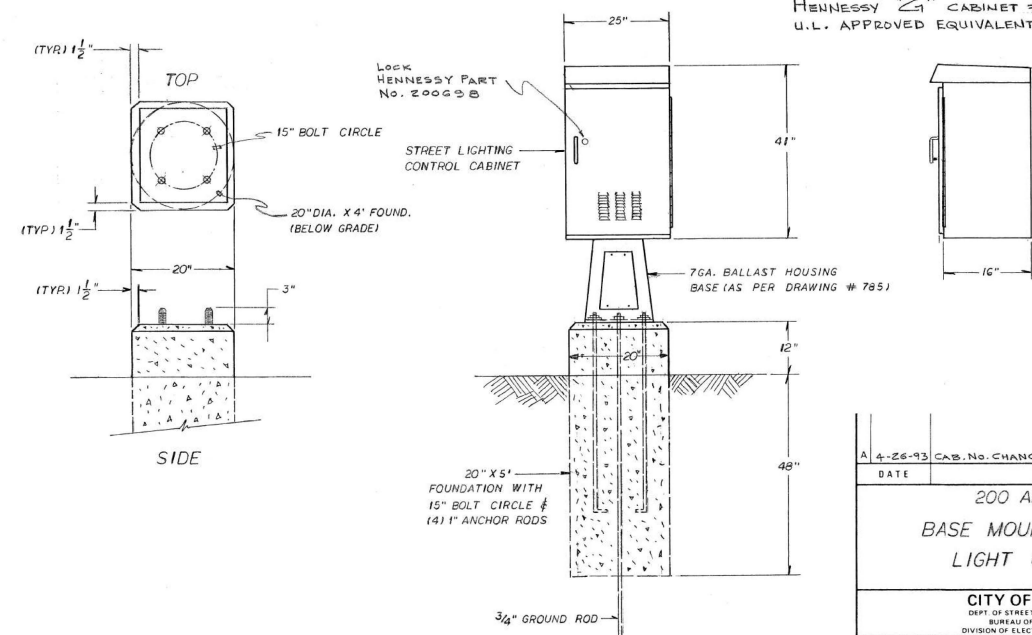
LT-20



- DRILL (4) 1/2" DIA. HOLES IN BOTTOM OF CABINET & TOP OF BALLAST HOUSING BASE. BOLT CABINET TO B.H.B. USING (4) 3/8" X 2 1/2" BOLTS.
- OPENINGS IN BOTTOM OF CABINET & TOP OF B.H.B. MAY BE ENLARGED TO A MAX. OF 5" X 10" TO FACILITATE ADDITIONAL CABLE.
- NUMBER & SIZE OF CONDUITS TO BE SHOWN ON CONSTRUCTION DRAWINGS.
- SEE DRAWING # 884 FOR ELECTRICAL PANEL DETAILS.
- SEE DRAWINGS # 862 & 864 FOR WIRING DIAGRAM.

CODE	DRWG.	MATERIAL	SIZE	QUANT.
05-5082-5324	—	FIBER FORM	20" #	4'
05-3267-2940	—	CONCRETE	CALL YD.	0.7
37-8180-3536	811	ANCHOR ROD	1" X 40"	4
09-1796-9200	—	GROUND ROD	3/4" X 10'	1
09-2636-3240	—	CLAMP, GROUND ROD	3/4"	1
09-3332-7850	—	CABINET ALUMINUM	41" X 25" X 16"	1
37-2130-4280	785	BALLAST HOUSING BS	12" X 11" X 8"	1

NOTE:
HENNESSY "C" CABINET # 212374 OR
U.L. APPROVED EQUIVALENT.



A 4-26-93 CAB. NO. CHANGED CITY NAME REMOVED	
DATE	REVISION
200 AMP. BASE MOUNTED STREET LIGHT CONTROLLER	
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICAL ENGINEERING DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN: ARMANDO VIVIANO	ENGINEER: CARLOS REBING
SUPERVISING ENGINEER: D. Carlson	ELEC. DESIGN ENGR. M. DeBartolo
ENGINEER OF ELECTRICITY: A. Dubelsky	DWG. NO. 880
SEN. L. SUPT. OF ELECTRICITY: Ronald	DATE:
DEPUTY COMMISSIONER:	SCALE:
SIZE: 16 21	DATE:

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-1.dgn



USER NAME = jslarzyk
DESIGNED - VN
DRAWN - VN
PLOT SCALE = 0.5529' / in.
CHECKED - MG
PLOT DATE = 01/08/2026
DATE - 01/08/2026

DESIGNED - VN
DRAWN - VN
CHECKED - MG
DATE - 01/08/2026

REVISED -
REVISED -
REVISED -
REVISED -

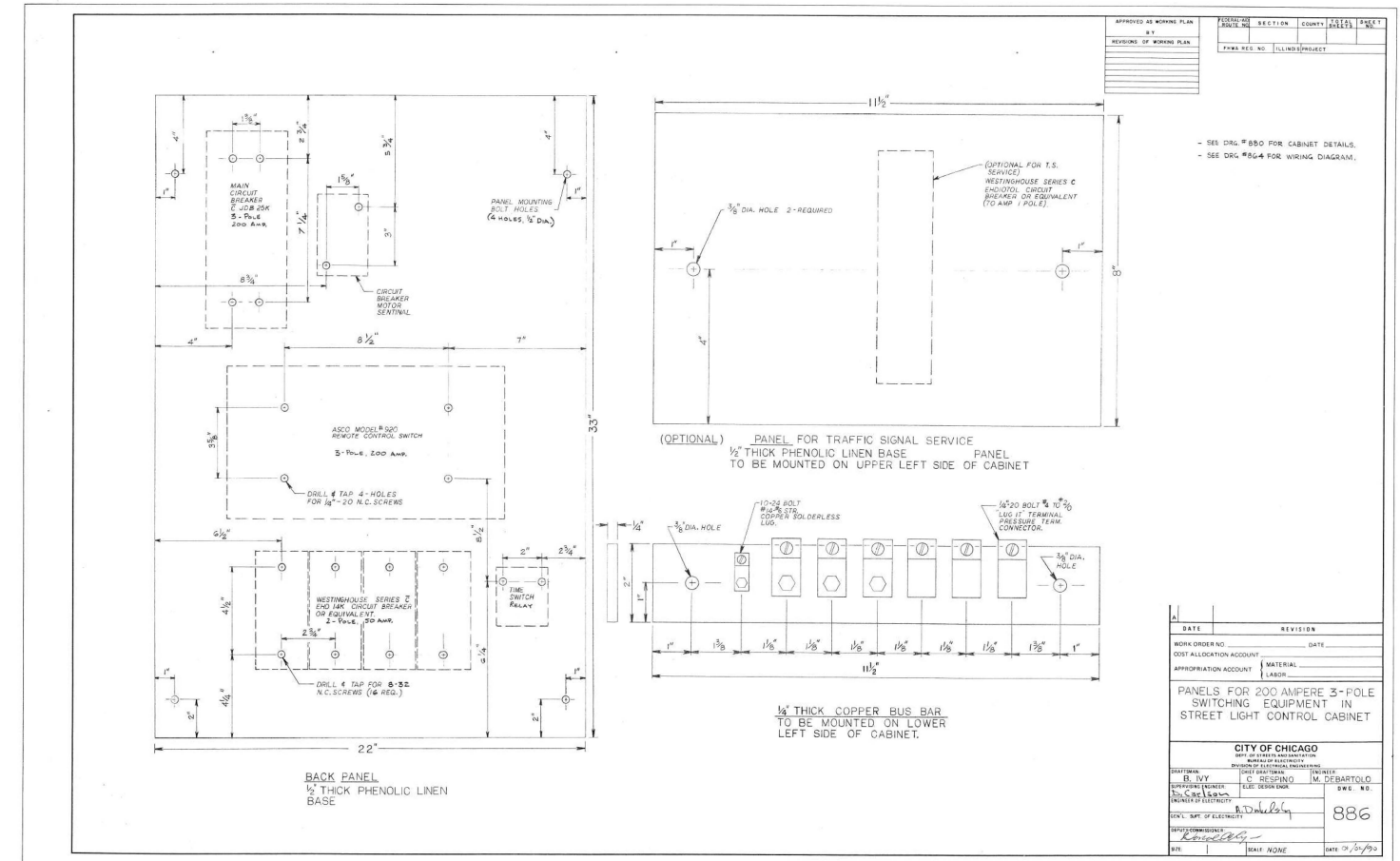
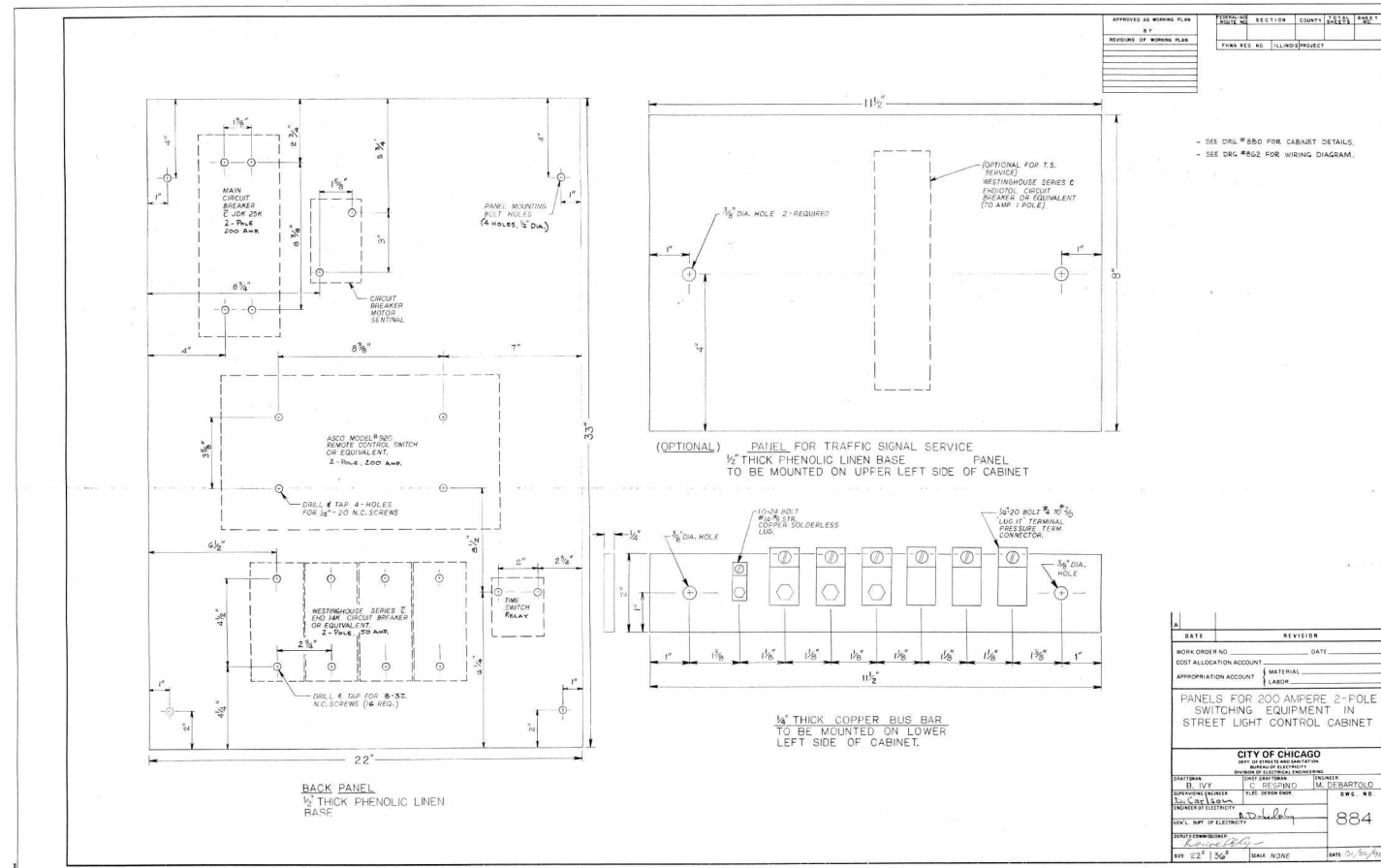
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

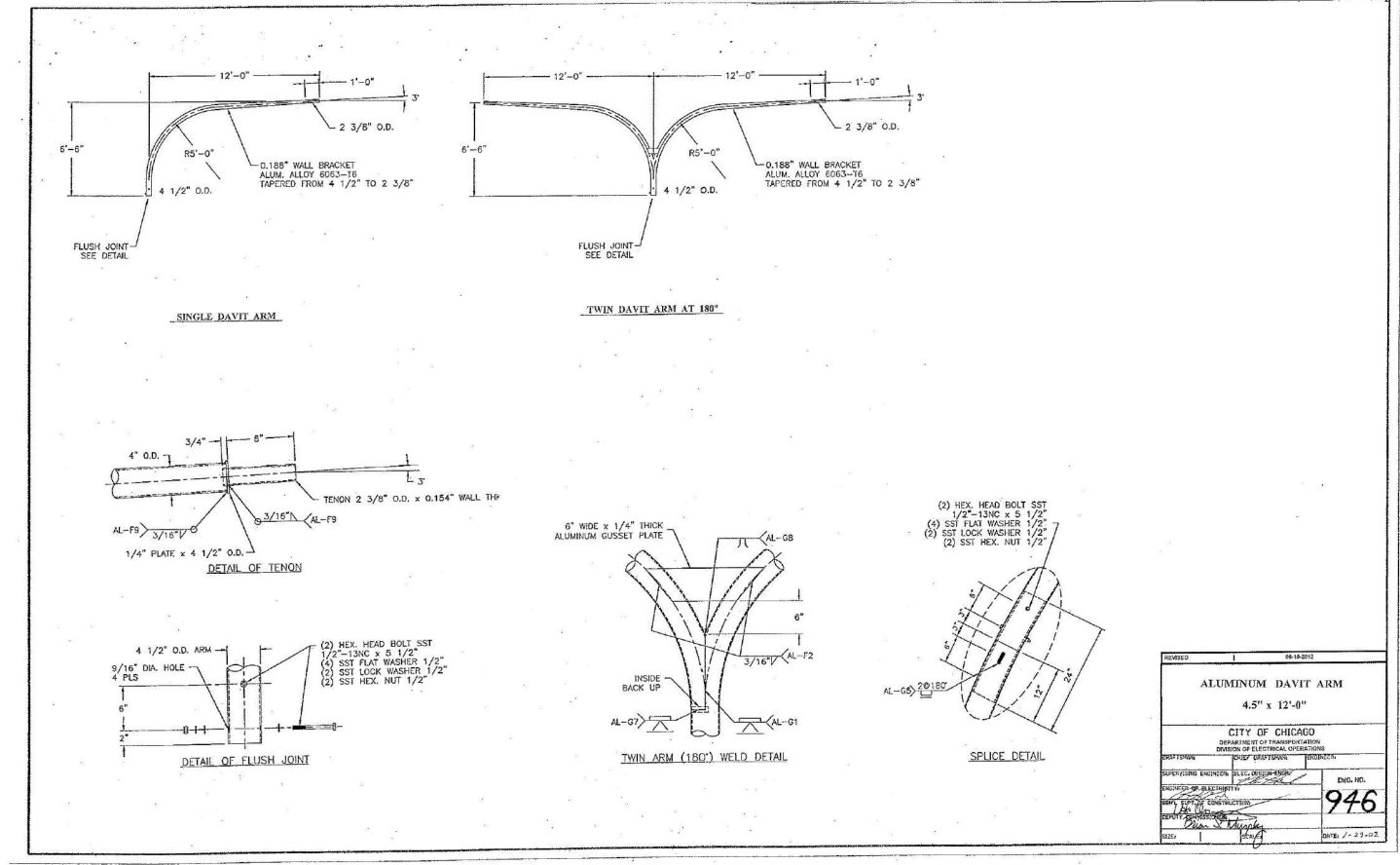
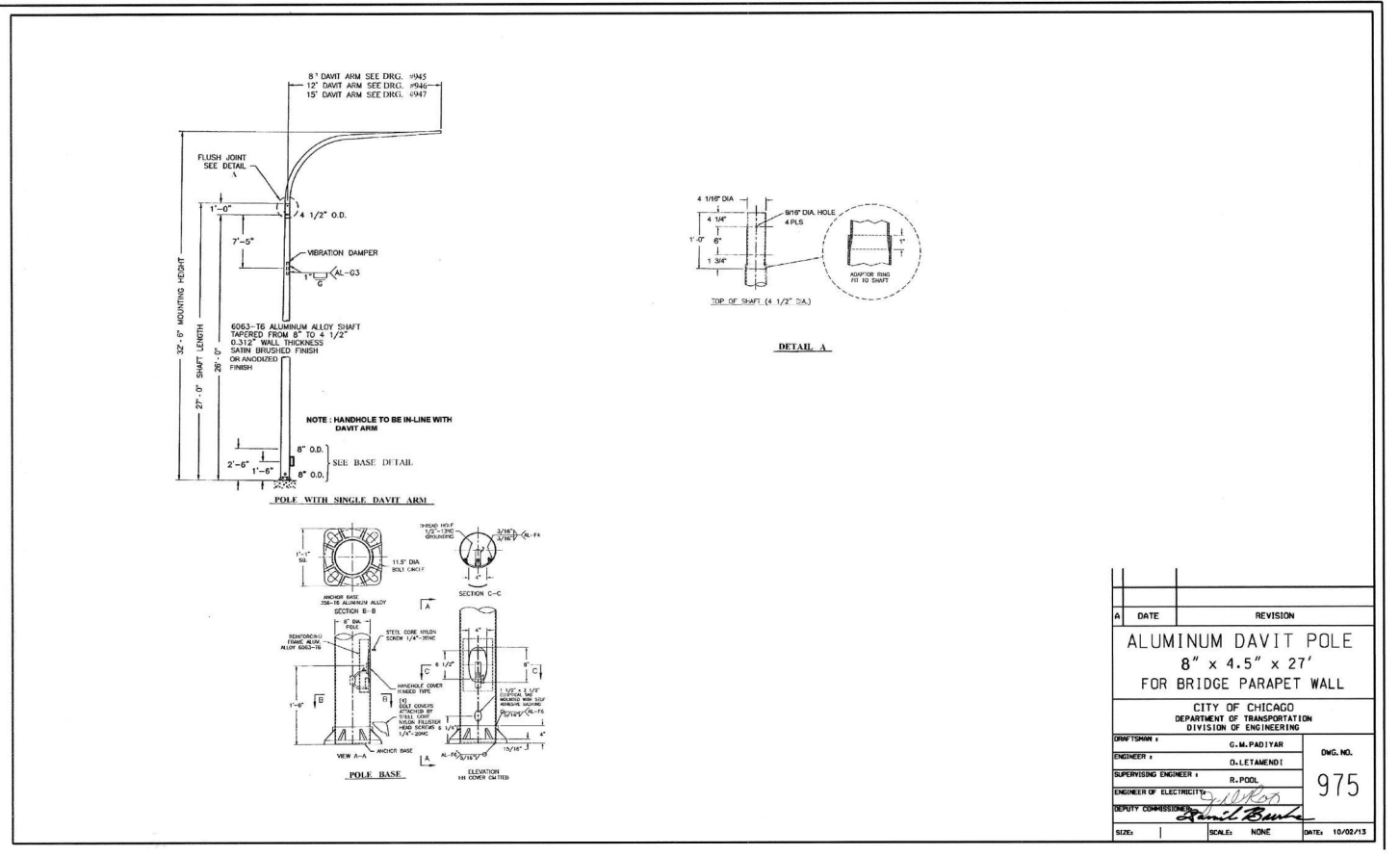
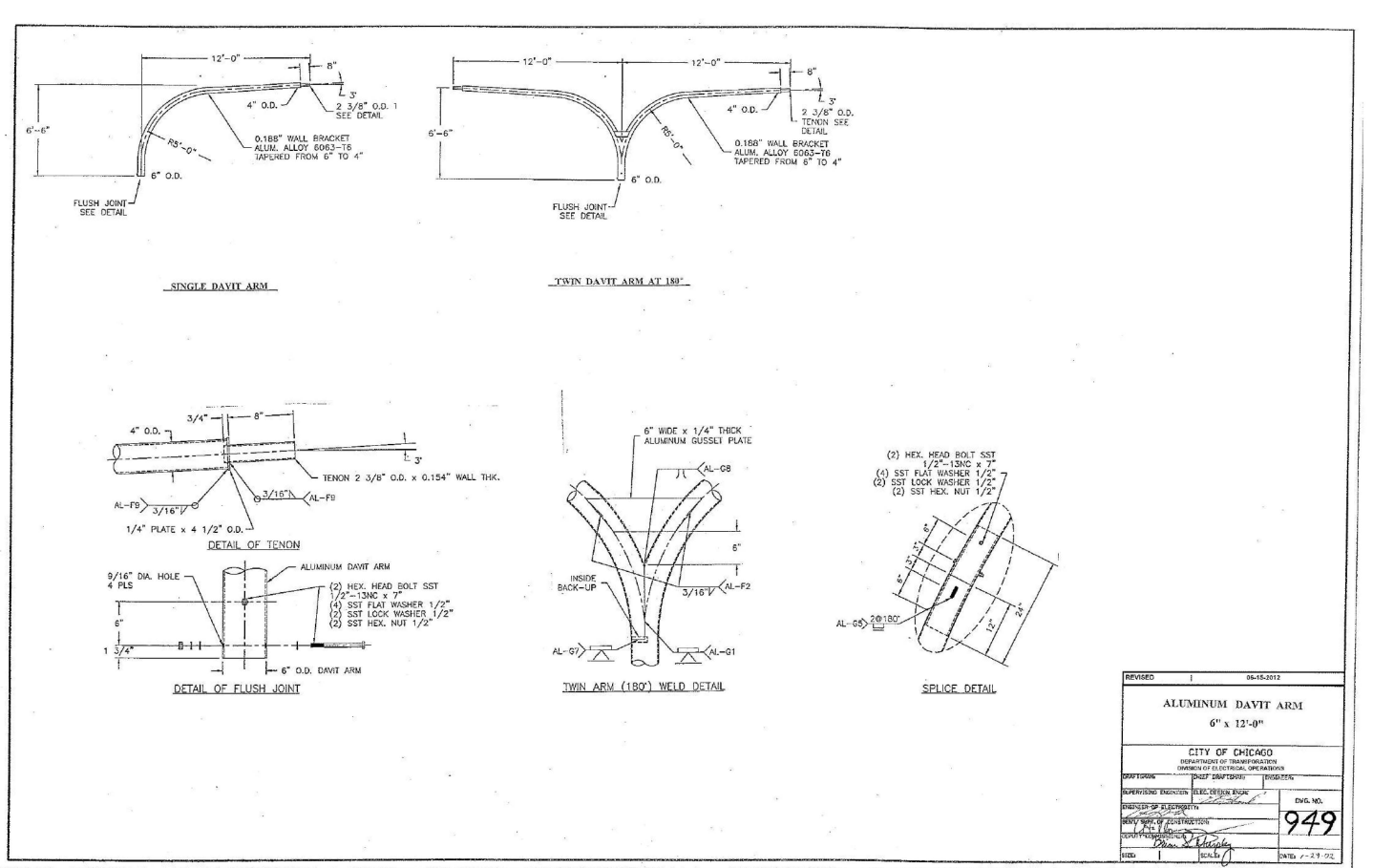
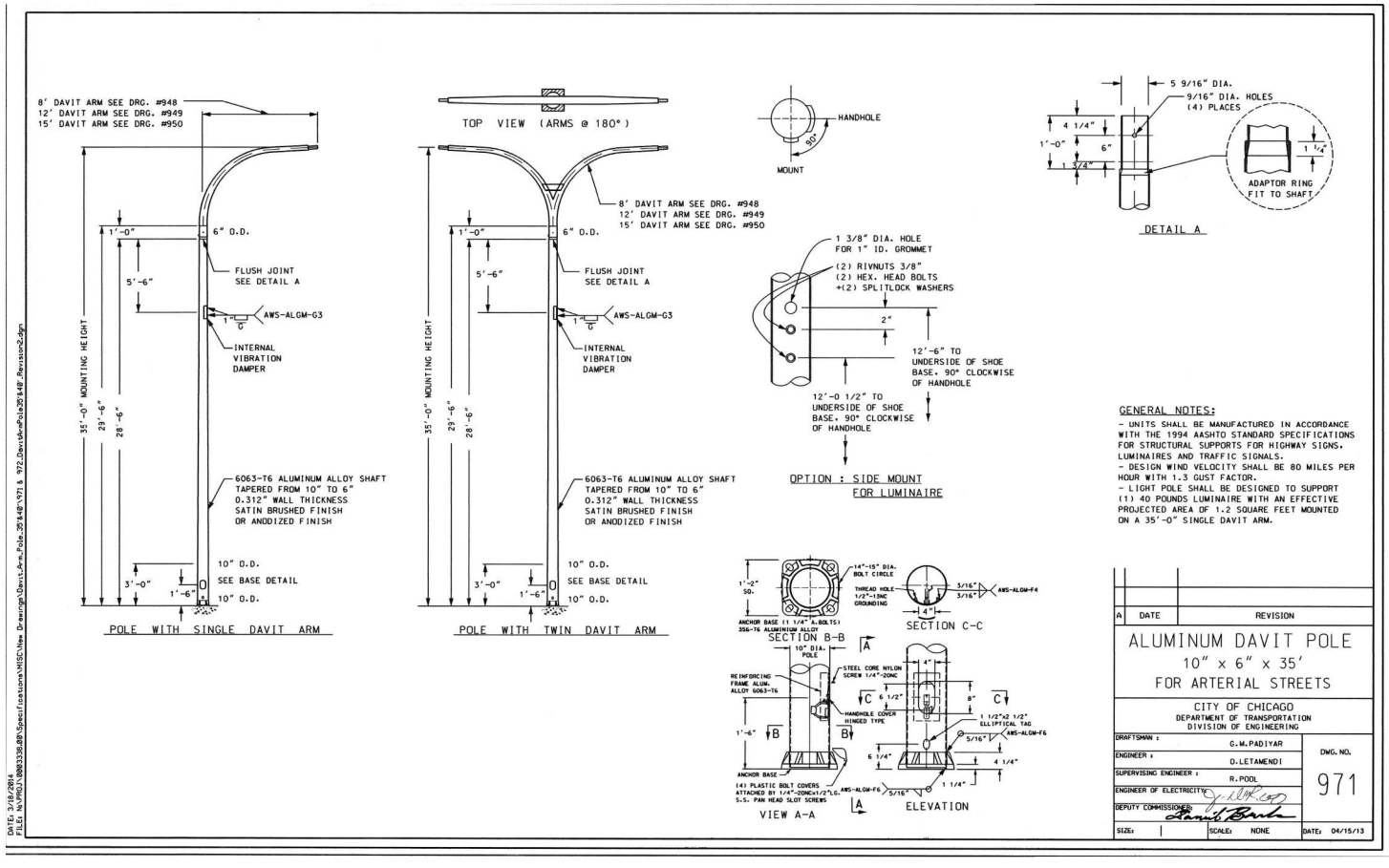
LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	168
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-21





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PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE = 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	160
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-23

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-1.dgn



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PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

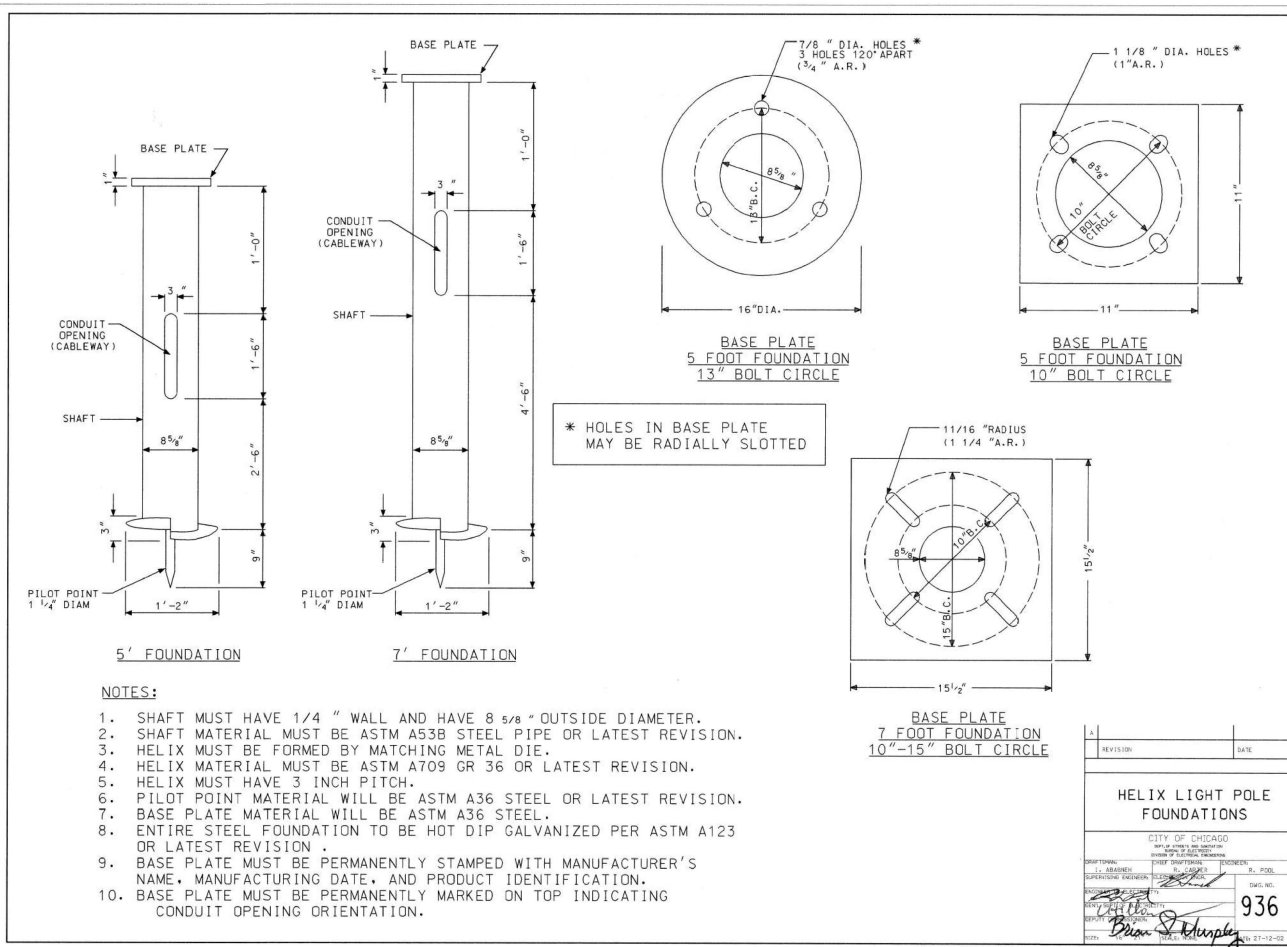
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL STANDARD DETAILS

SCALE: SHEET OF STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	161
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-24

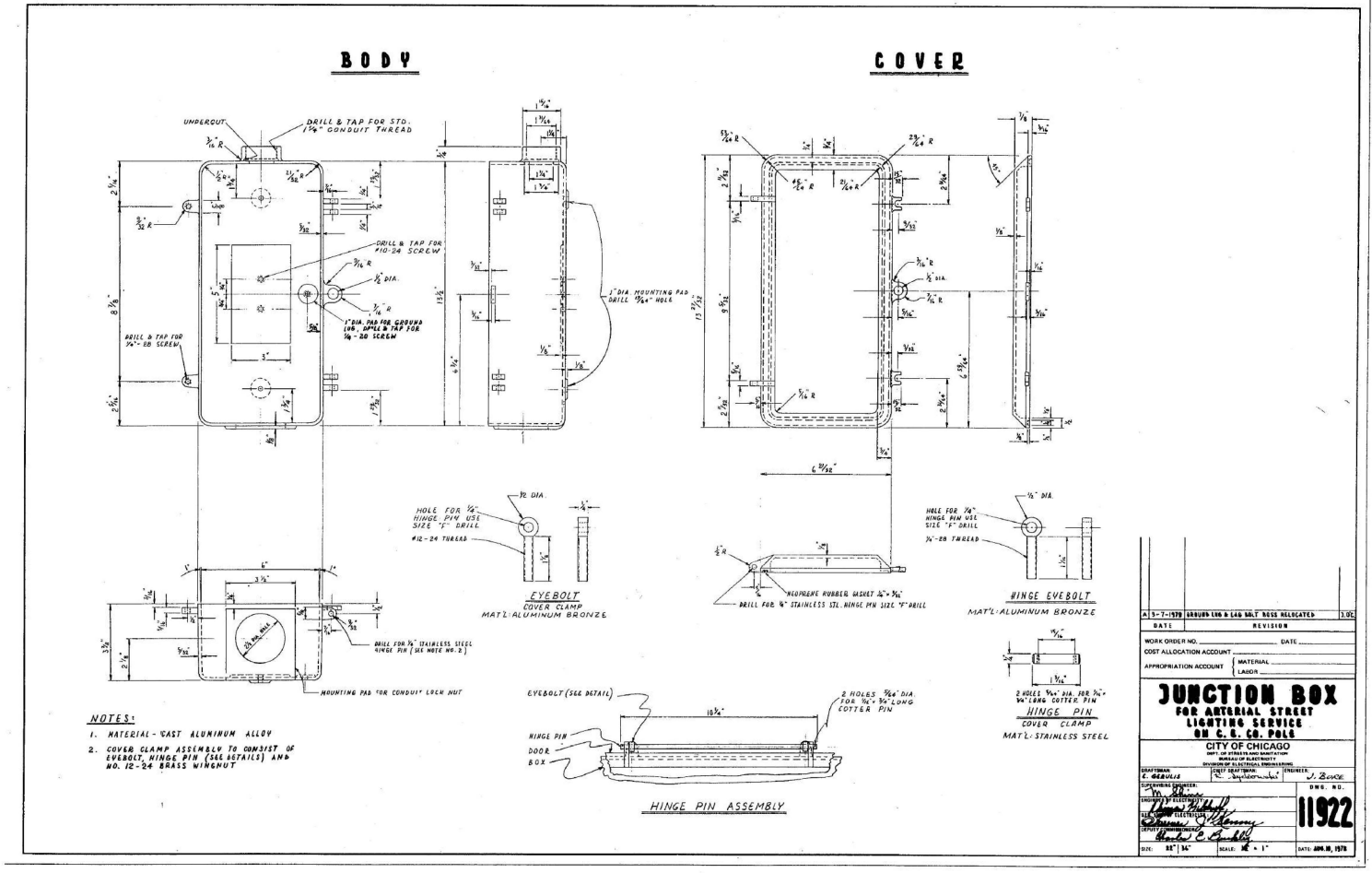


REVISION	DATE

HELIX LIGHT POLE FOUNDATIONS

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DESIGNED: J. S. LARZYK
DRAWN: J. S. LARZYK
CHECKED: M. G. GARDNER
DATE: 01-10-20

936

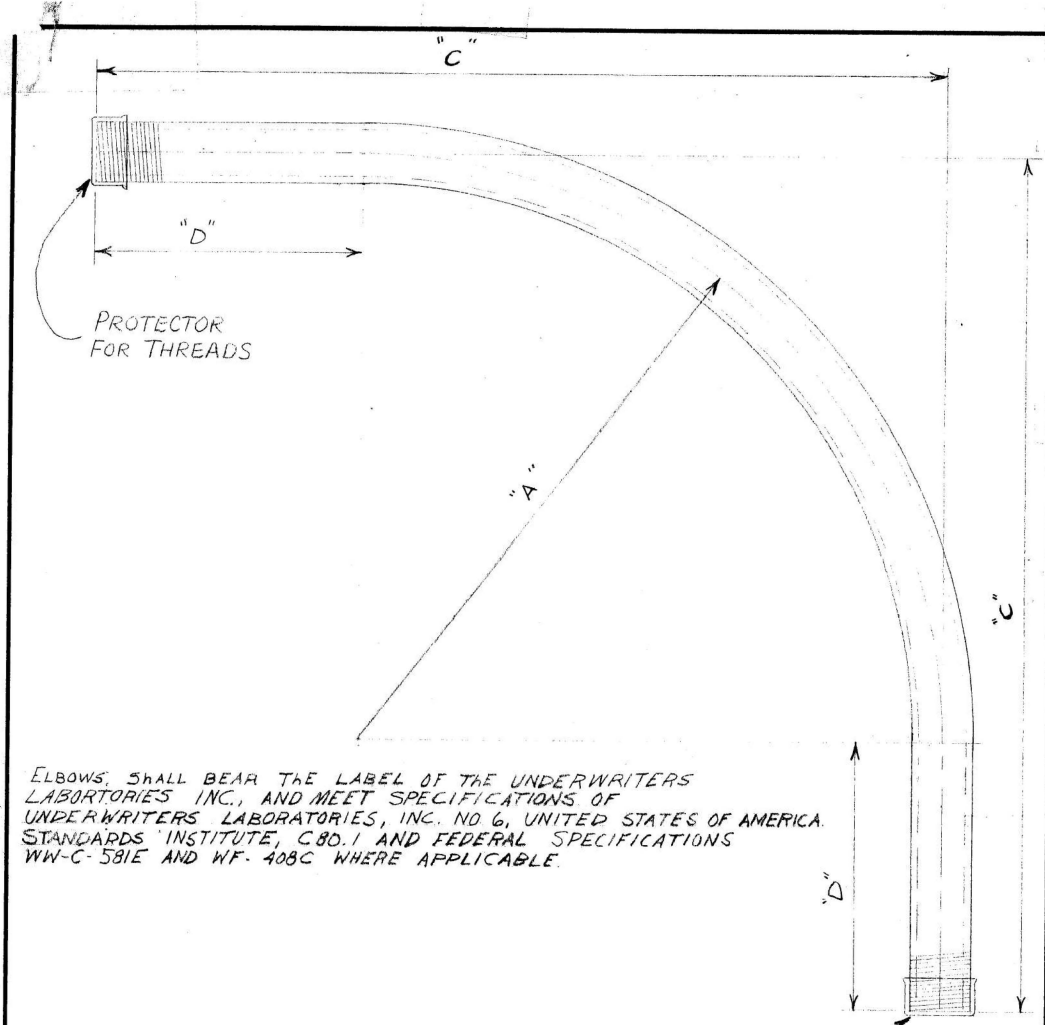


WORK ORDER NO.	DATE
COST ALLOCATION ACCOUNT	
APPROPRIATION ACCOUNT	
MATERIAL	
LABOR	

JUNCTION BOX FOR ARTERIAL STREET LIGHTING SERVICE ON C. C. POLE

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DESIGNED: J. S. LARZYK
DRAWN: J. S. LARZYK
CHECKED: M. G. GARDNER
DATE: 01-10-20

11922



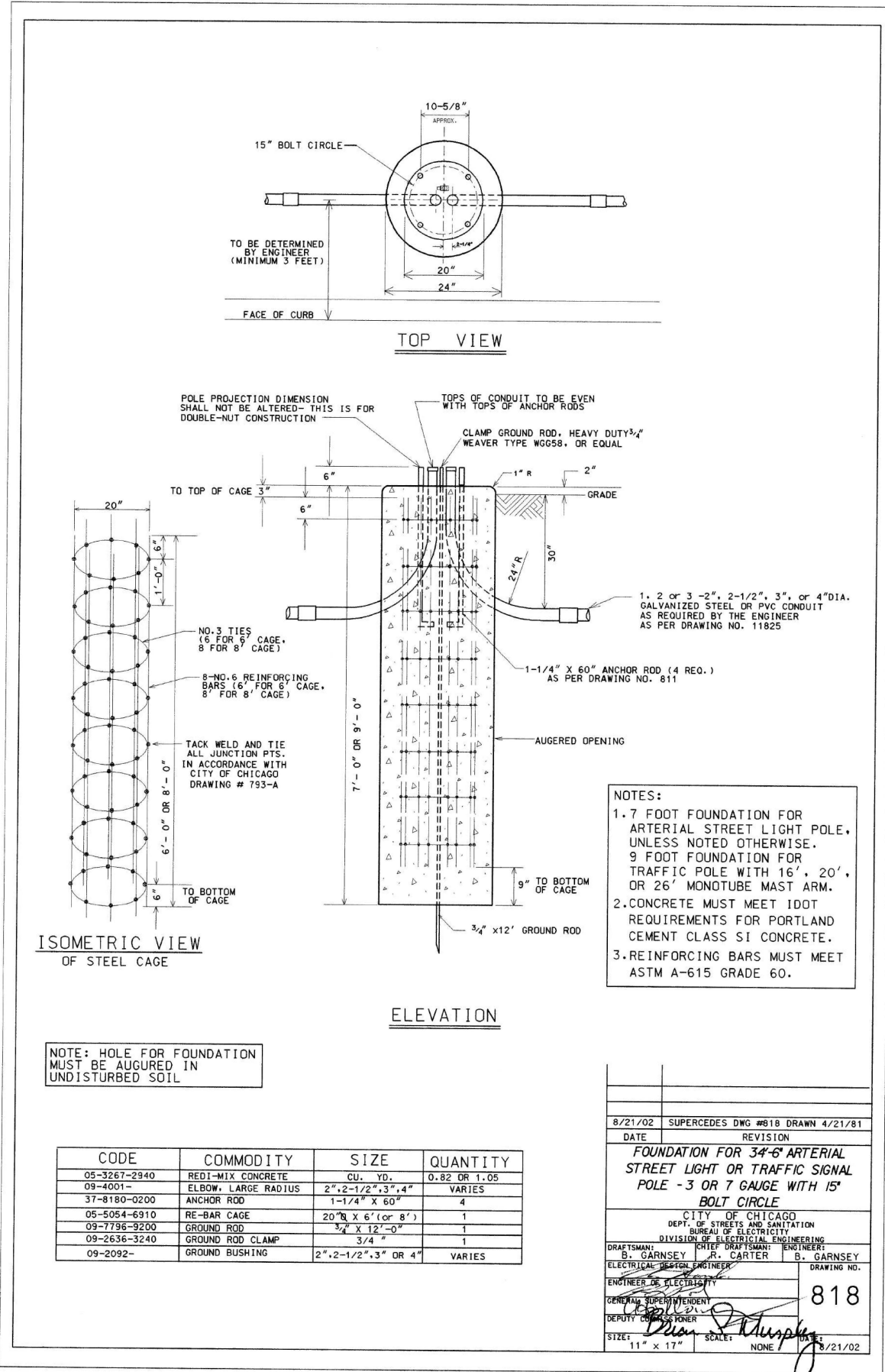
ELBOWS SHALL BEAR THE LABEL OF THE UNDERWRITERS LABORATORIES INC., AND MEET SPECIFICATIONS OF UNDERWRITERS LABORATORIES, INC. NO. 6, UNITED STATES OF AMERICA. STANDARDS INSTITUTE, C80.1 AND FEDERAL SPECIFICATIONS WW-C-581E AND WF-408C WHERE APPLICABLE.

NOTE: TWO THREAD PROTECTORS TO BE FURNISHED ON EACH ELBOW, PROTECTOR TO COVER A MINIMUM OF TEN THREADS.

REAM BOTH ENDS TO REMOVE BURRS

TABLE OF DIMENSIONS				
CONDUIT SIZE	DIMENSIONS			COMMODITY CODE
	"A"	"C"	"D"	
1 1/4"	24"	35"	11"	09-4001-0510
1 1/2"	24"	35"	11"	09-4001-0520
2"	24"	35"	11"	09-4001-4126
2 1/2"	24"	35"	11"	09-4001-4128
3"	24"	35"	11"	09-4001-4230
4"	24"	35"	11"	09-4001-0000

B SPECIFICATIONS REVISED			
A REVISED DIMENSIONS ON 3" & 4" CONDUIT L.P.			
ELBOW, CONDUIT, RIGID GALVANIZED STEEL, LARGE RADIUS			
CITY OF CHICAGO			
DEPT. OF STREETS AND SANITATION			
BUREAU OF ELECTRICITY			
DIVISION OF ELECTRICAL ENGINEERING			
REVISED	DRAWN	CHECKED	ENGINEER
A 7-22-71	LON BURDY	M.S.	M. SHINE
B 4-3-73			
C			
D			
E			
F			
G			
SIZE 8 1/2" X 14"		DEPT. COMM. SCALE: 3/16"	DATE 6-2-71



NOTE: HOLE FOR FOUNDATION MUST BE AUGURED IN UNDISTURBED SOIL

CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REDI-MIX CONCRETE	CU. YD.	0.82 OR 1.05
09-4001-	ELBOW, LARGE RADIUS	2", 2-1/2", 3", 4"	VARIES
37-8180-0200	ANCHOR ROD	1-1/4" X 60"	4
05-5054-6910	RE-BAR CAGE	20" X 6' (or 8')	1
09-7796-9200	GROUND ROD	3/4" X 12'-0"	1
09-2636-3240	GROUND ROD CLAMP	3/4"	1
09-2092-	GROUND BUSHING	2", 2-1/2", 3" OR 4"	VARIES

NOTES:
 1. 7 FOOT FOUNDATION FOR ARTERIAL STREET LIGHT POLE, UNLESS NOTED OTHERWISE.
 9 FOOT FOUNDATION FOR TRAFFIC POLE WITH 16', 20', OR 26' MONOTUBE MAST ARM.
 2. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
 3. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

8/21/02	SUPERCEDES DWG #818 DRAWN 4/21/81
DATE	REVISION
FOUNDATION FOR 34-6' ARTERIAL STREET LIGHT OR TRAFFIC SIGNAL POLE - 3 OR 7 GAUGE WITH 15" BOLT CIRCLE	
CITY OF CHICAGO	
DEPT. OF STREETS AND SANITATION	
BUREAU OF ELECTRICITY	
DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN	ENGINEER
B. GARNSEY	B. GARNSEY
ELECTRICAL DESIGN ENGINEER	DRAWING NO.
	818
ENGINEER OF ELECTRICITY	DATE
GENERAL SUPERVISOR	8/21/02
DEPUTY SUPERVISOR	
SIZE: 11" X 17"	SCALE: NONE

MODEL: D:\default
 FILE NAME: D:\62R61-CDOT-Light-15.dgn

SINGH
 SINGH & ASSOCIATES INC.
 CONSULTING ENGINEERS

USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

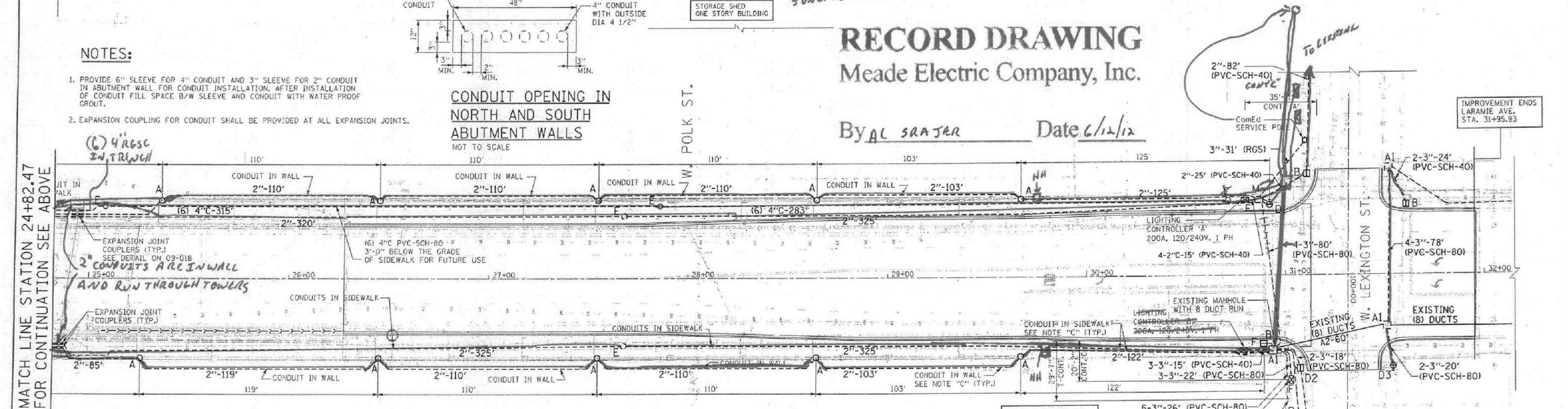
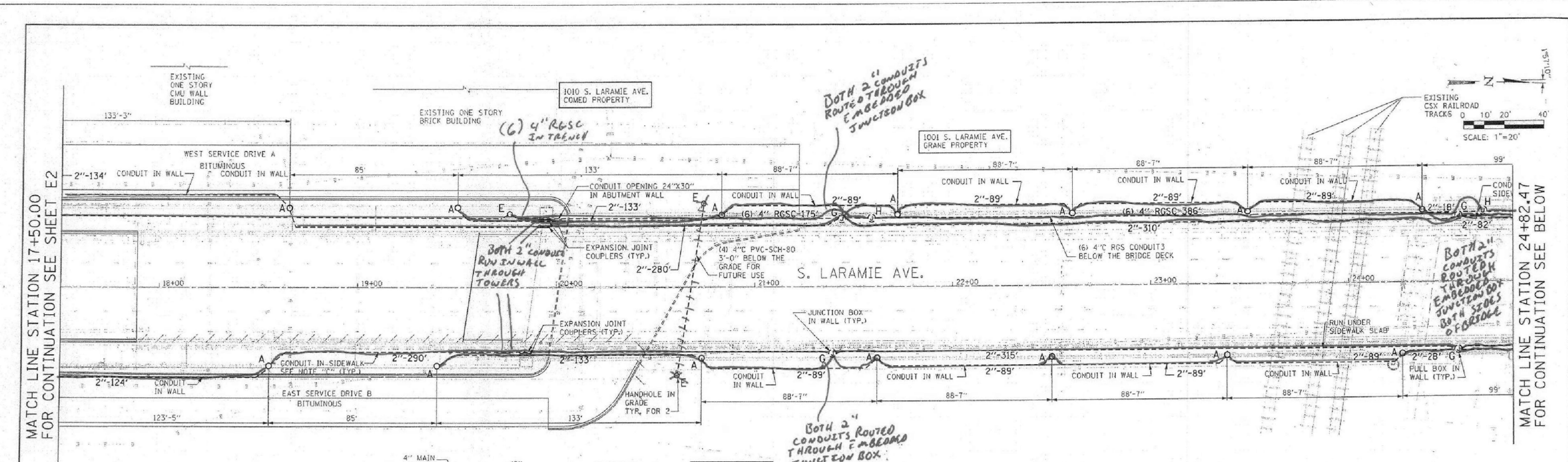
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL STANDARD DETAILS

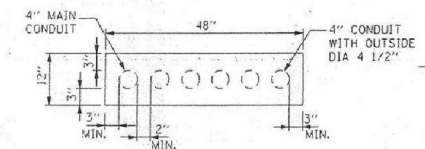
SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	162
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-25



- NOTES:**
1. PROVIDE 6" SLEEVE FOR 4" CONDUIT AND 3" SLEEVE FOR 2" CONDUIT IN ABUTMENT WALL FOR CONDUIT INSTALLATION. AFTER INSTALLATION OF CONDUIT FILL SPACE B/W SLEEVE AND CONDUIT WITH WATER PROOF GROUT.
 2. EXPANSION COUPLING FOR CONDUIT SHALL BE PROVIDED AT ALL EXPANSION JOINTS.



CONDUIT OPENING IN NORTH AND SOUTH ABUTMENT WALLS
NOT TO SCALE

RECORD DRAWING
Meade Electric Company, Inc.

By AL SAJJAR Date 6/12/12

- INSTALLATION NOTES:**
- A INSTALL FOUNDATION IN BRIDGE WALL WITH FOUR 1-1/4" ANCHOR RODS SET IN 15" DIAMETER BOLT CIRCLE.
 - B INSTALL 24" CONCRETE FOUNDATION, 7" DEEP WITH FOUR 1-1/4" ANCHOR RODS SET IN 15" DIAMETER BOLT CIRCLE. FOUNDATION PER STANDARD DRAWING #818.
 - C ALL CONDUIT FOR STREET LIGHTING MUST BE 2" P.V.C. SCHEDULE 40 IF EMBEDDED IN BRIDGE WALL / PARAPET WALL. CONDUIT EMBEDDED IN SIDE WALK SHALL BE PVC SCH-40 AND CONDUIT UNDER BRIDGE DECK SHALL BE RGS. UNLESS NOTED OTHERWISE.
 - D1 INSTALL 30" DIA. 11" DEEP CONCRETE FOUNDATION WITH 4-1/2" DIA ANCHOR RODS SET IN 16 1/2" DIA BOLT CIRCLE WITH ITS CENTER 22.5" SOUTH OF SOUTH CURB LINE AND 4" WEST OF WEST OF WEST CURB LINE. FOUNDATION PER STANDARD DRAWING #817.
 - D2 INSTALL 24" DIA. 9" DEEP CONCRETE FOUNDATION WITH 4-1/4" DIA ANCHOR RODS SET IN 15" DIA BOLT CIRCLE WITH ITS CENTER 6.2" EAST OF EAST PROPERTY LINE AND 3.9" SOUTH OF SOUTH CURB LINE. FOUNDATION PER STANDARD DRAWING #818.
 - E PROPOSED HANDHOLE, 30" WITH 24" FRAME AND LID PER STANDARD DRAWING #867.
 - F STREET LIGHTING CONTROLLER, FOUNDATION PER STANDARD DRAWING #980. FOUNDATION SHALL BE 3'-0" AWAY FROM THE FACE OF THE CURB.
 - A1 ADJUST MANHOLE/ HEAVY DUTY HANDHOLE ELEVATION AND COVER.
 - A2 MAINTAIN EXISTING DUCTS.
 - X INSTALL TRAFFIC CONTROLLER FOUNDATION PER DRAWING 888, EXACT LOCATION TO BE DETERMINED IN FIELD.
 - G PROPOSED JUNCTION BOX EMBEDDED IN STRUCTURE. 18" X 12" X 6". NEMA 4X.
 - H PROPOSED JUNCTION BOX ATTACHED TO STRUCTURE 36"x24"x16". NEMA 4X.
 - M ELECTRICAL MANHOLE, 3'x4'x4' WITH 24" FRAME AND LID.

- D3 INSTALL 30" DIA. 11" DEEP CONCRETE FOUNDATION WITH 4-1/2" DIA ANCHOR RODS SET IN 16 1/2" DIA BOLT CIRCLE. FOUNDATION PER STANDARD DRAWING #817.
- E PROPOSED HANDHOLE, 30" WITH 24" FRAME AND LID PER STANDARD DRAWING #867.
- F STREET LIGHTING CONTROLLER, FOUNDATION PER STANDARD DRAWING #980. FOUNDATION SHALL BE 3'-0" AWAY FROM THE FACE OF THE CURB.
- A1 ADJUST MANHOLE/ HEAVY DUTY HANDHOLE ELEVATION AND COVER.
- A2 MAINTAIN EXISTING DUCTS.
- X INSTALL TRAFFIC CONTROLLER FOUNDATION PER DRAWING 888, EXACT LOCATION TO BE DETERMINED IN FIELD.
- G PROPOSED JUNCTION BOX EMBEDDED IN STRUCTURE. 18" X 12" X 6". NEMA 4X.
- H PROPOSED JUNCTION BOX ATTACHED TO STRUCTURE 36"x24"x16". NEMA 4X.
- M ELECTRICAL MANHOLE, 3'x4'x4' WITH 24" FRAME AND LID.

Delta Engineering, Inc.
CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS
111 W. Jackson Blvd. Suite 110 Chicago, IL 60604-2008

NO.	BY	DATE	DESCRIPTION

LARAMIE AVENUE VIADUCT
ROOSEVELT ROAD TO LEXINGTON STREET
ELECTRICAL CONDUIT AND FOUNDATION PLAN
LARAMIE AVENUE
STA 17+50.00 TO STA 31+95.93
PB Americas, Inc.
750 WEST WINDING STREET,
SUITE 300
CHICAGO, IL 60606

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING
DRAWN: WS
CHECKED: HS
APPROVED: HS
DATE: 01-29-2010
SCALE: 1" = 20'
CONTRACT NO.
DRAWING NO. FILE NO.

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL RECORD DRAWING

SCALE: SHEET OF STA. TO STA.

FAI RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 163
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

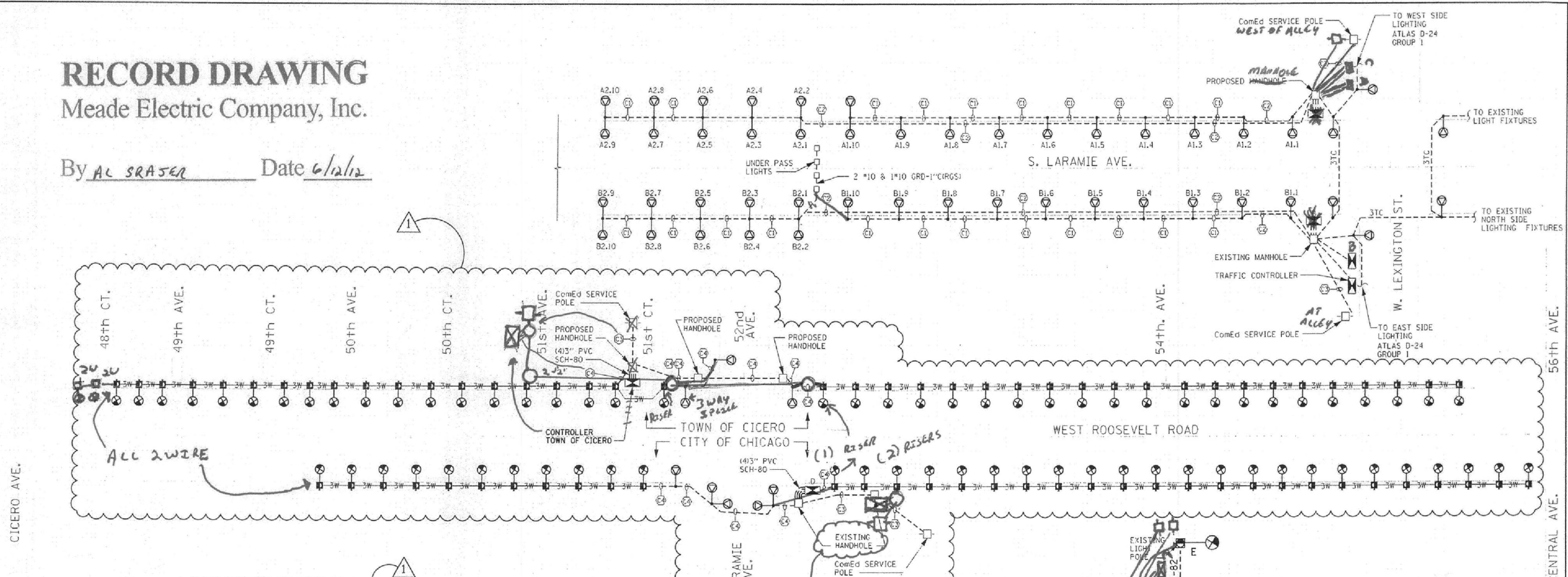
LT-26

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-16.dgn

RECORD DRAWING

Meade Electric Company, Inc.

By AL SRAJER Date 6/12/12



LOAD TABLE "A"

CONTROLLER "A" LARAMIE AVE.
200A, 240V, SINGLE PHASE

CIRCUIT NO.	BREAKER SIZE	LOAD
A1	50A/ 2P	21.50A
A2	50A/ 2P	19.45A
TOTAL		40.95A

LOAD TABLE "D"

CONTROLLER "D" ROOSEVELT RD.
200A, 240V, SINGLE PHASE

CIRCUIT NO.	BREAKER SIZE	LOAD
D1	50A/ 2P	25.63A
D2	50A/ 2P	38.42A
TOTAL		64.05A

VOLTAGE DROP TABLE "A"

CONTROLLER "A" LARAMIE AVE.	CIRCUIT VOLTAGE DROP	
	A1	A2
200A, 240V, SINGLE PHASE	4.12%	5.35%

LOAD TABLE "B"

CONTROLLER "B" LARAMIE AVE.
200A, 240V, SINGLE PHASE

CIRCUIT NO.	BREAKER SIZE	LOAD
B1	50A/ 2P	19.45A
B2	50A/ 2P	19.45A
TOTAL		39.00A

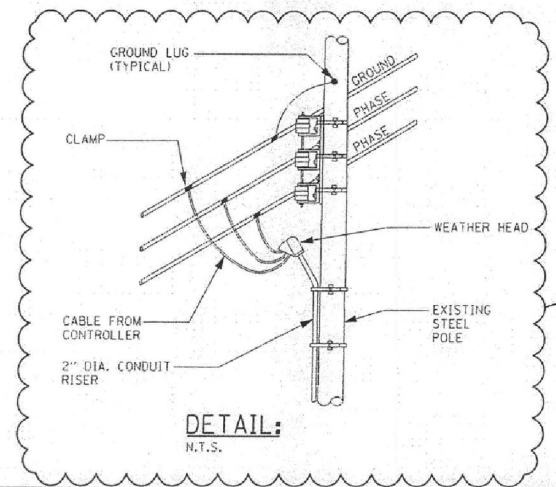
VOLTAGE DROP TABLE "B"

CONTROLLER "B" LARAMIE AVE.	CIRCUIT VOLTAGE DROP	
	B1	B2
200A, 240V, SINGLE PHASE	3.51%	5.40%

LOAD TABLE "C"

CONTROLLER AT INTERSECTION OF
ROOSEVELT RD. AND 51ST CT.
200A, 240V, SINGLE PHASE

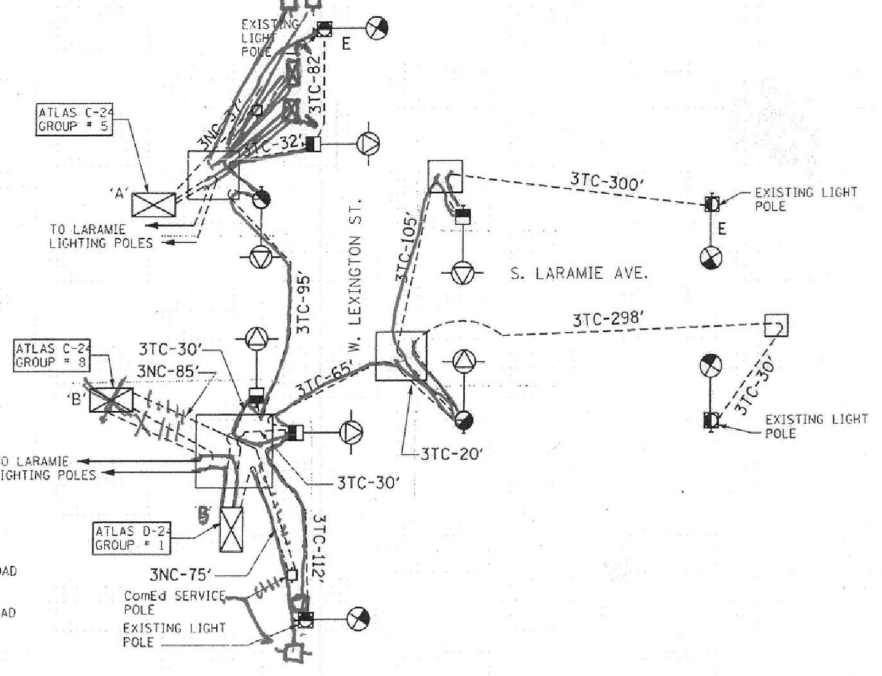
CIRCUIT NO.	BREAKER SIZE	LOAD
C1	50A/ 2P	31.84A
C2	50A/ 2P	35.26A
TOTAL		67.10A



THESE DO NOT EXIST
IDOT FIBER OPTIC
INTERCONNECT AND
TRAFFIC I WHAT
THEY ARE. NO CITY
HANDHOLES OR MANHOLES
WERE FOUND WEST OF
LARAMIE AVENUE

- CABLE LEGEND:**
- C1 - CABLE STREET LIGHTING
2-1/2" C#4 EPR 600V AND 1-1/2" C#6 GREEN
 - C2 - CABLE STREET LIGHTING
2-1/2" C#2 EPR 600V AND 1-1/2" C#4 GREEN
 - C3 - 3-1/2" C#2/D, 600V EPR FOR ComEd SERVICE
 - C4 - 3TC - CABLE STREET LIGHTING
2-1/2" C#6 EPR 600V AND 1-1/2" C#8 GREEN

- NOTES:**
- CONNECT LIGHTING ON WEST SIDE OF LARAMIE AVENUE BETWEEN ROOSEVELT ROAD AND LEXINGTON STREET INTERSECTION TO CONTROLLER "A".
 - CONNECT LIGHTING ON EAST SIDE OF LARAMIE AVENUE BETWEEN ROOSEVELT ROAD AND LEXINGTON STREET INTERSECTION TO CONTROLLER "B".
 - LIGHTING AT LEXINGTON STREET INTERSECTION AND EAST, WEST, NORTH OF INTERSECTION SHALL BE CONNECTED TO CONTROLLER "C".
 - CHICAGO ELECTRICAL CODE ALLOWS MAXIMUM VOLTAGE DROP OF 6% IN BRANCH CIRCUITS 3% (ARTICLE 210.19) AND IN FEEDER 3% (ARTICLE 215.2).



CABLING INTERCONNECTION DETAIL

DEO.DWG: 12-061

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-17.dgn



USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Delta Engineering, Inc.
CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS
111 N. Jackson Blvd, Suite 519 Chicago, IL 60604-2061

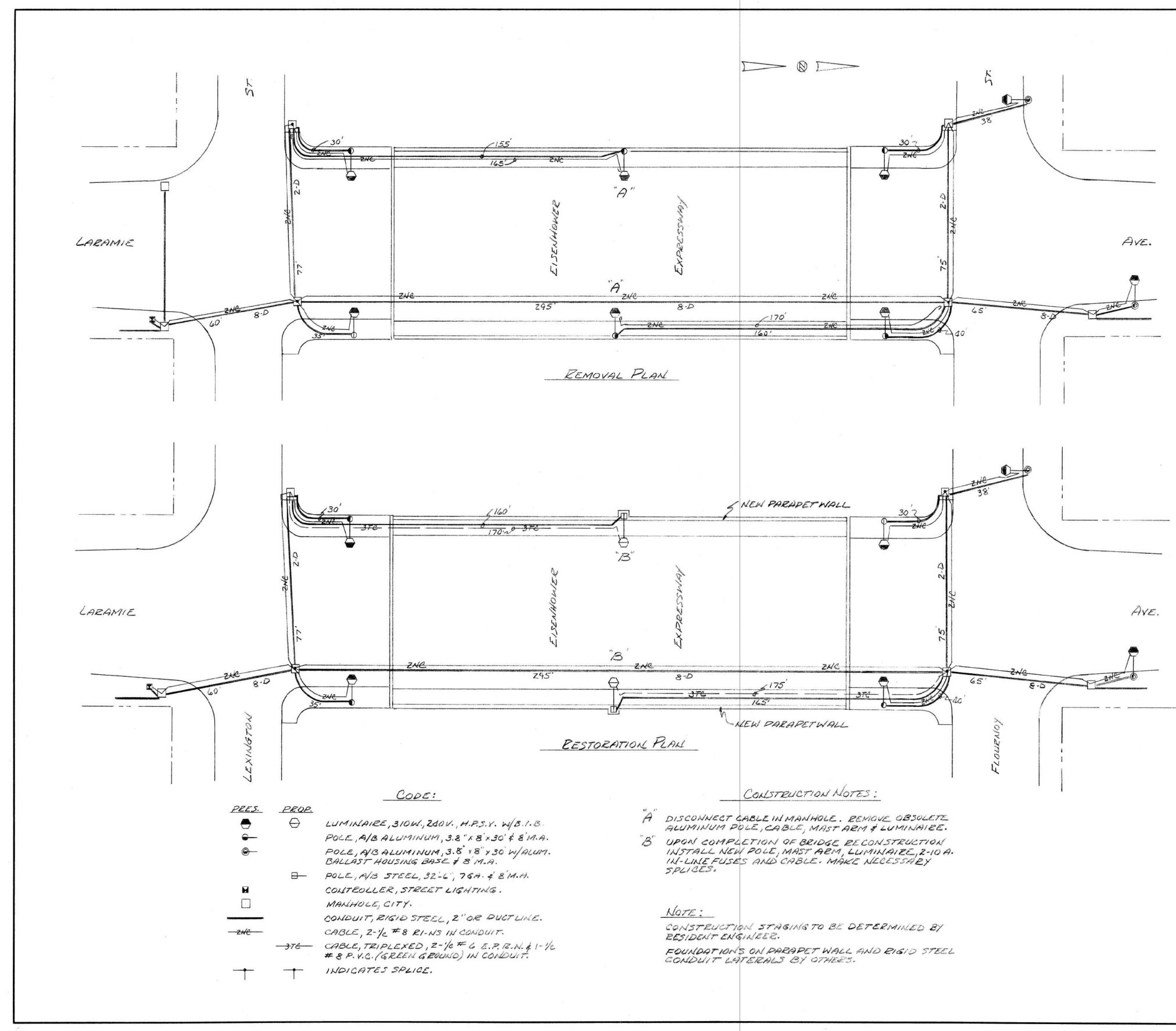
LARAMIE AVENUE VIADUCT ROOSEVELT ROAD TO LEXINGTON STREET		CITY OF CHICAGO	
ELECTRICAL LIGHTING SINGLE LINE DIAGRAM		DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING	
PB Americas, Inc. 230 WEST MONROE STREET, SUITE 900 CHICAGO, IL 60606		DRAWN: HS CHECKED: HS APPROVED: HS DATE: 01-08-2020 SCALE: 1" = 20' CONTRACT NO. PROJECT NO. DRAWING NO. FILE NO.	
REVISIONS		E6	

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL RECORD DRAWING

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	164
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

APPROVED AS WORKING PLAN	FEDERAL-ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BY					
REVISIONS OF WORKING PLAN	FHWA REG. NO.	ILLINOIS PROJECT			



CODE:

	PROP.	LUMINAIRE, 310W, 200V, M.P.S.V. w/8.1.8.
	PROP.	POLE, A/B ALUMINUM, 3.8' x 8' x 30' & 8'M.A.
	PROP.	POLE, A/B ALUMINUM, 3.8' x 8' x 30' w/ALUM. BALLAST HOUSING BASE & 8'M.A.
	PROP.	POLE, A/B STEEL, 32'-6", 76A, & 8'M.A.
	PROP.	CONTROLLER, STREET LIGHTING.
	PROP.	MANHOLE, CITY.
	PROP.	CONDUIT, RIGID STEEL, 2" OR DUCTLINE.
	PROP.	CABLE, 2-1/2" # 8 R.I.N.S IN CONDUIT.
	PROP.	CABLE, TRIPLEXED, 2-1/2" # 6 E.P.R.N. & 1-1/2" # 8 P.V.C. (GREEN GROUND) IN CONDUIT.
	PROP.	INDICATES SPLICE.

CONSTRUCTION NOTES:

"A" DISCONNECT CABLE IN MANHOLE. REMOVE OBSOLETE ALUMINUM POLE, CABLE, MAST ARM & LUMINAIRE.

"B" UPON COMPLETION OF BRIDGE RECONSTRUCTION INSTALL NEW POLE, MAST ARM, LUMINAIRE, 2-10 A. IN-LINE FUSES AND CABLE. MAKE NECESSARY SPLICES.

NOTE:
CONSTRUCTION STAGING TO BE DETERMINED BY RESIDENT ENGINEER.
FOUNDATIONS ON PARAPET WALL AND RIGID STEEL CONDUIT LATERALS BY OTHERS.

DATE	REVISION
WORK ORDER NO. 1110058	DATE
COST ALLOCATION ACCOUNT	
APPROPRIATION ACCOUNT	MATERIAL
	LABOR
F.A.I. RTE 290 SEC. 3030.2B2 (80) LARAMIE AVE OVER EISENHOWER X-WAY MAINTAINING STREET LIGHTING EQUIPMENT DURING BRIDGE RECONSTRUCTION	
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING	
DRAFTSMAN: S.K.	ENGINEER: S.KHARJIN
SUPERVISING ENGINEER:	DWG. NO. 29746
ENGINEER OF ELECTRICITY:	
SUPT. OF CONSTRUCTION:	
DEPUTY COMMISSIONER:	
SIZE: 22136	SCALE: 1"=20'
	DATE: 4-9-84

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-18.dgn



USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL RECORD DRAWING

SCALE: SHEET OF STA. TO STA.

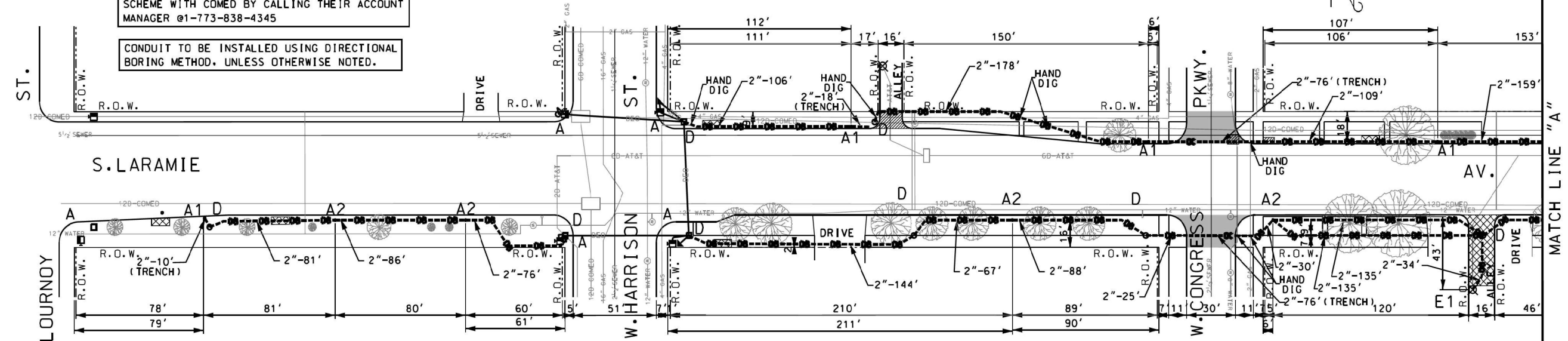
F.A.I. RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 165
ILLINOIS			CONTRACT NO. 62R61	
FED. AID PROJECT				

LT-28

CITY CONSTRUCTION DEPARTMENT OR ITS CONTRACTOR MUST COORDINATE THE LIGHTING SCHEME WITH COMED BY CALLING THEIR ACCOUNT MANAGER @1-773-838-4345

CONDUIT TO BE INSTALLED USING DIRECTIONAL BORING METHOD, UNLESS OTHERWISE NOTED.

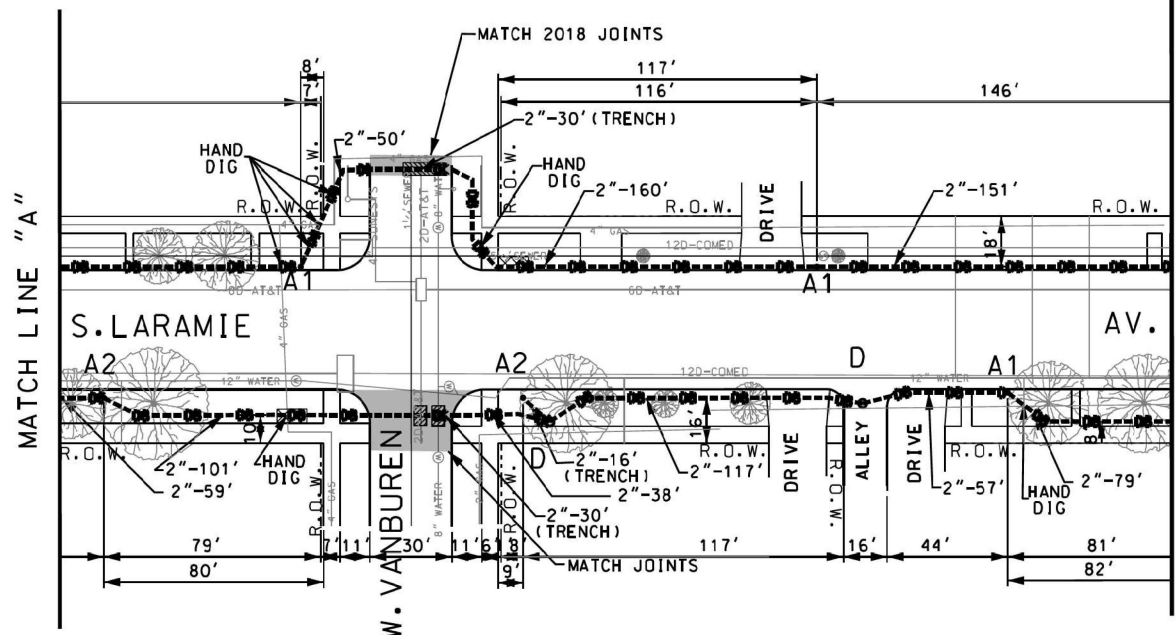
VANBUREN CROSSING CUTS TO MATCH 2018 PAVEMENT JOINTS



- NOTES:**
- "A" - EXISTING FOUNDATION
 - "A1" - INSTALL 10" B.C. x 5' HELIX FOUNDATION AS PER DRAWING NO. 936, 1.2' OFF FACE OF CURB UNLESS NOTED OTHERWISE
 - "A2" - INSTALL 10" B.C. x 5' HELIX FOUNDATION AS PER DRAWING NO. 936, 3' OFF FACE OF CURB UNLESS NOTED OTHERWISE
 - "D" - DRILL INTO & CLEAN EXISTING HANDHOLE/MANHOLE
 - "E1" - INSTALL 2" ELBOW & RISER
 - [Hatched Box] - REMOVE AND REPLACE PAVEMENT
 - [Cross-hatched Box] - REMOVE FOR BORING PIT
 - [Solid Grey Box] - REMOVE AND REPLACE ASPHALT

"AT A MINIMUM THE CONTRACTOR IS REQUIRED TO DO THE FOLLOWING UNLESS CDDT'S REQUIREMENT IS MORE STRINGENT. THE CONTRACTOR IS REQUIRED TO DO TEST HOLES OVER ANY WATER MAIN OR SERVICE THAT IS TO BE DIRECTIONALLY BORED ACROSS. THE TEST HOLES MUST BE EXCAVATED TO A MINIMUM DEPTH OF THE PROPOSED FACILITY INTALLATION. A PICTURE OF THE INSTALLED FACILITY AT EACH CROSSING MUST BE SUBMITTED TO THE DWM THAT CLEARLY INDICATE THE DATE, DEPTH OF THE FACILITY, OUC FILE NUMBER, AND THE LOCATION OF THE CROSSING ON EACH PICTURE. ALL PICTURES OF THE CROSSINGS ARE TO BE SUBMITTED TOGETHER (AT ONE TIME) TO FACM@CTR.WATER.NET. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS"

CITY CONTRACTORS ARE REQUESTED TO TAKE EXTRA PRECAUTION WHEN WORKING NEAR COMED OVERHEAD WIRES. THESE WIRES ARE NOT INSULATED. TO HAVE THEM INSULATED CALL 1-800-EDISON-1 AND CONNECT WITH 'FACILITY PROTECTION' TO PUT IN A SERVICE REQUEST PRIOR TO CONSTRUCTION START. COMED REQUEST THAT CITY CONTRACTORS PROTECT ALL EXISTING COMED MANHOLES AND CONDUITS WHEN CROSSING ADJACENT TO OR IN NEAR VICINITY DURING THE DIRECTIONAL BORING OR EXCAVATION PROCESS. DIG TEST HOLES AND HAND DIG WHEN WITHIN 5 FEET OR COROSSING FACILITIES TO ASSURE COMED FACILITIES ARE NOT DAMAGED. ASSUME ALL CONDUITS ARE LIVE. ANY ISSUES OR WORK NEEDED WHEN CROSSING OR ADJACENT TO ANY COMED ASSETS. PLEASE CONTACT EMILY CRAVEN@ 312.718.8391 OR VIA EMAIL AT EMILY.CRAVEN@EXELONCORP.COM ATLEAST 6 WEEKS PRIOR TO CONSTRUCTION START.



CONTRACTOR TO CONTACT D.I.G.G.E.R @ 312-744-7000 ALL UTILITY COMPANIES TO LOCATE EXISTING UNDERGROUND UTILITY LINES PRIOR TO COMMENCEMENT OF WORK.

ALL CONCRETE SIDEWALKS AND ADA RAMPS MUST BE RESTORED TO ITS ORIGINAL CONDITION

SEE DWG. NO. 19-044

DATE	REVISION
05/07/2019	ADDED COMED HAND DIGS AND REVISED RESTORATION
04/05/2019	ADDED COMED NOTES
04/05/2019	ADDED WATER NOTE
04/05/2019	REVISED INSTALLATION METHOD AND RESTORATION

WORK ORDER NO. 11882863
 COST ALLOCATION ACCOUNT _____
 APPROPRIATION ACCOUNT (MATERIAL _____)
 (LABOR _____)

ARTERIAL STREET LIGHTING
 UNDERGROUND CONDUIT FACILITIES
 S. LARAMIE AV.
 W. ADAMS ST. TO W. FLUORNOY ST.

CITY OF CHICAGO
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF ENGINEERING

DRAFTSMAN/ENGINEER :	R. SCARIA	DWG. NO. 19-043
SUP. ENGINEER/PM :	M. RASHED	
PROFESSIONAL ENGINEER :	M. RASHED	
ENGINEER OF ELECTRICITY:		
DEPUTY COMMISSIONER:		

SIZE: 22" x 36" SCALE: 1" = 30' DATE: 5/7/2019

ATLAS# C-23

MODEL: D:\default
 FILE NAME: D:\62R61-CDOT-Light-19.dgn



USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

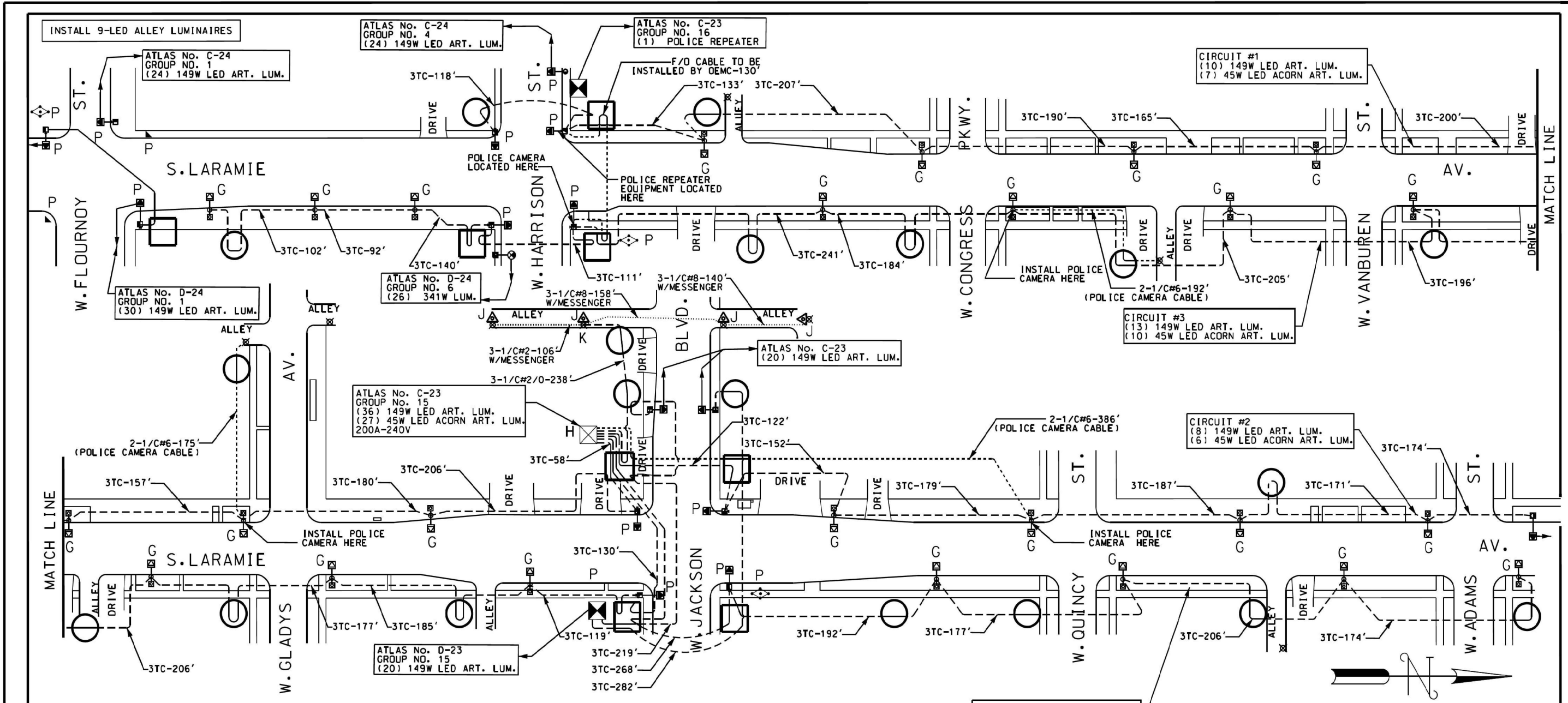
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL RECORD DRAWING

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	166
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-29



NOTES:

"G"--- INSTALL POLE, STREET LIGHTING, ALUMINUM, 29.5' ARTERIAL WITH 12' DAVIT ARM AS PER DRAWING 971& 948
 INSTALL 400W HPSV EQUIVALENT, 149W LED ARTERIAL STREET LIGHTING LUMINAIRE/NODE AND 100W HPSV EQUIVALENT, 45W, 240V LED ACORN LUMINAIRE/NODE (35' MOUNTING HEIGHT), ANODIZED

"H"--- INSTALL BASE MOUNTED STREET LIGHTING CONTROLLER CONSTANT POWER PER DRAWING NO. 983, 984 SINGLE PHASE, 200A, 240V, 4-2P-50A, ANODIZED

"J"--- INSTALL LED ALLEY LUMINAIRE W/1' MAST ARM.

"K"--- INSTALL SERVICE EQUIPMENT AS PER DWG# 11925

"P"--- PAINT CONTROLLER/POLE COMPLETE

A	DATE	REVISION			
WORK ORDER NO. 11882863					
COST ALLOCATION ACCOUNT					
APPROPRIATION ACCOUNT (MATERIAL)					
LABOR					
ARTERIAL STREET LIGHTING INSTALLATION PLAN S. LARAMIE AV. W. ADAMS ST. TO W. FLUORNOY ST.					
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING					
DRAFTSMAN/ENGINEER :	R. SCARIA	DWG. NO. 19-045			
SUP. ENGINEER/PM :	M. RASHED				
PROFESSIONAL ENGINEER :	M. RASHED				
ENGINEER OF ELECTRICITY:					
DEPUTY COMMISSIONER:					
SIZE:	22" 36"	SCALE:	NONE	DATE:	3/7/2019

ATLAS# C-23

MODEL: Default
 FILE NAME: D:\62R61-CDOT-Light-20.dgn
 DATE: 3/7/2019
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USER NAME = jslarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

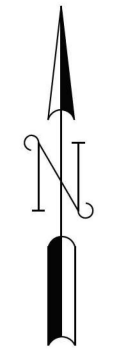
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL RECORD DRAWING**

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	167
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

LT-30



CONTRACTOR TO CONTACT D.I.G.G.E.R @ 312-744-7000 ALL UTILITY COMPANIES TO LOCATE EXISTING UNDERGROUND UTILITY LINES PRIOR TO COMMENCEMENT OF WORK.

CITY CONSTRUCTION DEPARTMENT OR ITS CONTRACTOR MUST COORDINATE THE LIGHTING SCHEME WITH COMED BY CALLING THEIR ACCOUNT MANAGER @1-773-838-4345

CONDUIT TO BE INSTALLED USING DIRECTIONAL BORING METHOD, UNLESS OTHERWISE NOTED.

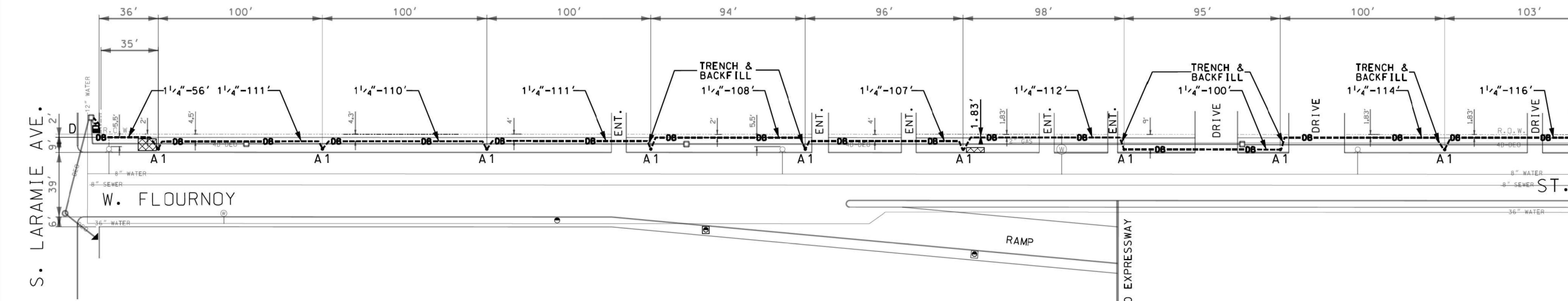
ALL CONCRETE SIDEWALKS AND ADA RAMP MUST BE RESTORED TO ITS ORIGINAL CONDITION

ANTICIPATED CONSTRUCTION DATE: 09/13/2021
ANTICIPATED CONSTRUCTION DURATION : 1 MONTH

NOTE:
"A1"-INSTALL 10" B.C. x 5' HELIX FOUNDATION AS PER DRAWING NO. 936. 2' OFF FACE OF CURB UNLESS NOTED OTHERWISE
"D"-DRILL INTO & CLEAN EXISTING HANDHOLE/MANHOLE
⊗-REMOVE AND REPLACE FOR BORING PIT

DIRECTIONAL DRILLING IS APPROVED TO A MAXIMUM DEPTH OF 33 INCHES. ALL SERVICE CONTROL VALVE AND METER VAULT LOCATIONS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND 3 FEET OF HORIZONTAL SEPERATION MUST BE MAINTAINED. SHOULD FIELD CONDITIONS REQUIRE ADDITIONAL ENGINEERING SERVICES OR RELOCATION, THEN CDOT SHALL SUBMIT FUNDING AND/OR RFI FOR DWM APPROVAL PRIOR TO INSTALLATION.

THIS OUC IS APPROVED WITH A (1) TIME SPECIAL VARIANCE OF NO LESS THAN 2.84' EDGE TO EDGE HORIZONTAL CLEARANCE FROM THE 2" PL GAS MAIN LOCATED AT THE EAST SIDE S. LAVERGNE AV. 5' WEL OF S. LAVERGNE AV.
HAND EXCAVATION IS REQUIRED TO LOCATE AND EXPOSE GAS MAIN(S) PRIOR TO CROSSING AND WORKING WITHIN 3 FEET OF ALL GAS FACILITIES. WHEN FIELD CONDITIONS ALLOW FOR GREATER THAN 2.84' EDGE TO EDGE HORIZONTAL CLEARANCE, THE MAXIMUM AMOUNT OF CLEARANCE SHOULD BE ACHIEVED. CONTACT CENTRAL SHOP ENGINEERING SUPERVISOR, ERNEST CRAFTON, 773-542-7867 A MINIMUM OF 5 BUSINESS DAYS PRIOR TO EXCAVATION TO SET UP ON-SITE INSPECTION. INSPECTION BY PEOPLE GAS IS REQUIRED PRIOR TO BACK FILL.



MATCH LINE "A"
SEE DWG 20-071

A	DATE	REVISION
WORK ORDER NO. 11992956		
COST ALLOCATION ACCOUNT		
APPROPRIATION ACCOUNT MATERIAL LABOR		
RESIDENTIAL STREET LIGHTING UNDERGROUND CONDUIT FACILITIES W. FLOURNOY ST. S. LARAMIE AV. TO S. CICERO AV.		
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING		
DRAFTSMAN/ENGINEER : R. GOMEZ		DWG. NO. 20-070
SUP. ENGINEER/PM : N. JONES		
PROFESSIONAL ENGINEER : M. RASHED		
ENGINEER OF ELECTRICITY :		
DEPUTY COMMISSIONER :		
ATLAS# D-24		DATE: \$DATE\$

MODEL: Default
FILE NAME: D:\62R61-CDOT-Light-21.dgn



USER NAME = jstarzyk	DESIGNED - VN	REVISED -
PLOT SCALE = 0.5529' / in.	DRAWN - VN	REVISED -
PLOT DATE = 01/08/2026	CHECKED - MG	REVISED -
	DATE - 01/08/2026	REVISED -

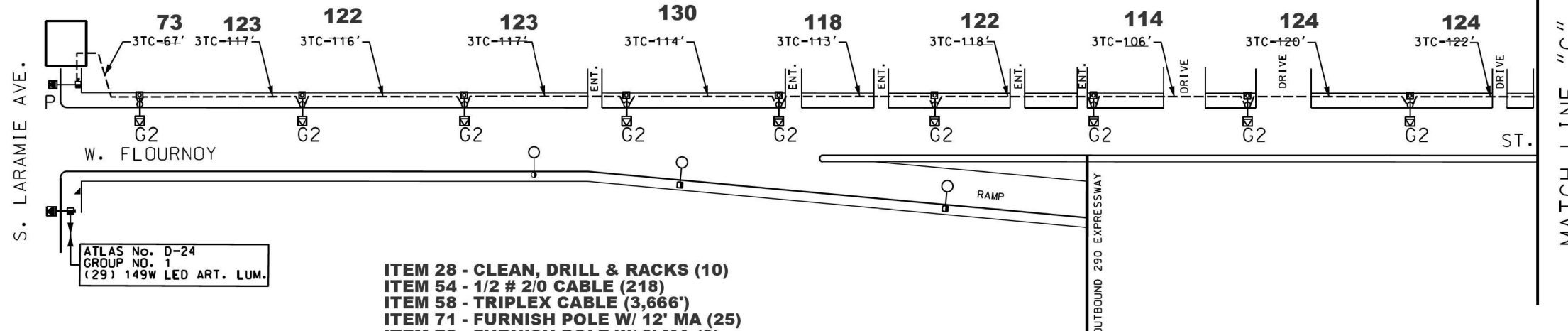
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ELECTRICAL RECORD DRAWING

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	168
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

LT-31



- ITEM 28 - CLEAN, DRILL & RACKS (10)
- ITEM 54 - 1/2 # 2/0 CABLE (218)
- ITEM 58 - TRIPLEX CABLE (3,666')
- ITEM 71 - FURNISH POLE W/ 12' MA (25)
- ITEM 72 - FURNISH POLE W/ 8' MA (3)
- ITEM 77 - FURNISH RESI. FIX. (28)
- ITEM 79 - FURNISH ACORN (28)
- ITEM 86 - INSTALL POLE W/ 12' MA (25)
- ITEM 87 - INSTALL POLE W/ 8' MA (3)
- ITEM 92 - INSTALL RESI. LUM. (28)
- ITEM 93 - INSTALL ACORN (28)
- ITEM 97 - EXTERNAL NODE (28)
- ITEM 98 - INTERNAL NODE (28)

ATLAS No. D-24
GROUP NO. 1
(29) 149W LED ART. LUM.

NOTES:
 "G1"--INSTALL POLE, STREET LIGHTING, ALUMINUM, 12.5' RESIDENTIAL WITH 8' DAVIT ARM AS PER DRAWING 940 & 945
 INSTALL 111W RESIDENTIAL STREET LIGHTING LUMINAIRE W/NODE AND 36W LED ACORN LUMINAIRE W/NODE
 "G2"--INSTALL POLE, STREET LIGHTING, ALUMINUM, 12.5' RESIDENTIAL WITH 12' DAVIT ARM AS PER DRAWING 940 & 946
 INSTALL 111W LED RESIDENTIAL STREET LIGHTING LUMINAIRE W/NODE AND 36W LED RESIDENTIAL ACORN LUMINAIRE W/NODE
 "H"--INSTALL BASE MOUNTED STREET LIGHTING CONTROLLER CONSTANT POWER PER DRAWING NO. 983, 984, SINGLE PHASE, 200A, 240V, 4-2P-50A.
 "K"--INSTALL SERVICE EQUIPMENT AS PER DRAWING #11925

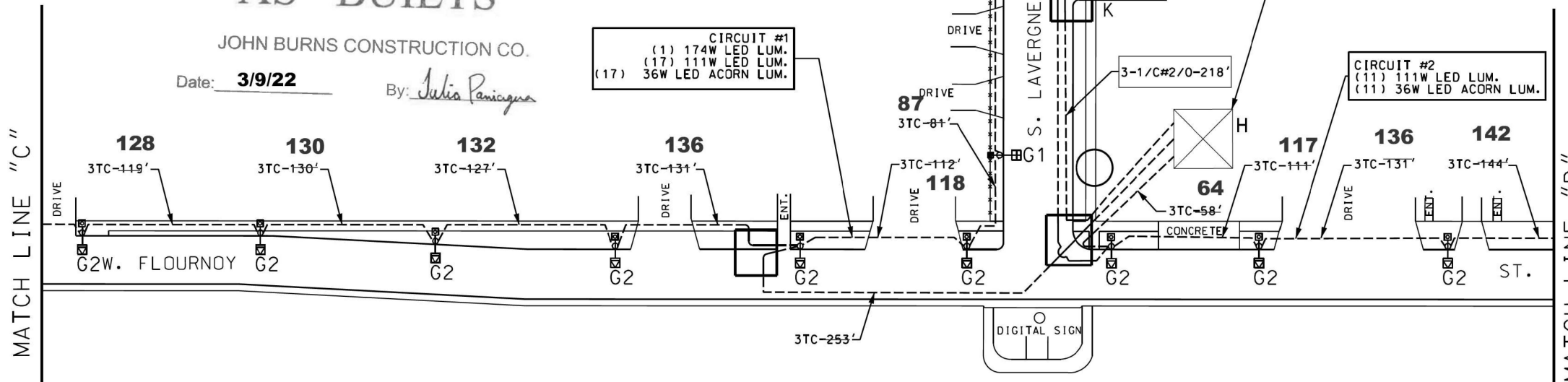
AS - BUILTS

JOHN BURNS CONSTRUCTION CO.
 Date: **3/9/22** By: *Julia Panigra*

CIRCUIT #1
 (1) 174W LED LUM.
 (17) 111W LED LUM.
 (17) 36W LED ACORN LUM.

ATLAS No. D-24
 GROUP NO. 3
 (1) 174W LED LUM.
 (28) 111W LED LUM.
 (28) 36W LED ACORN LUM.
 240V-200A

CIRCUIT #2
 (11) 111W LED LUM.
 (11) 36W LED ACORN LUM.



A	DATE	REVISION
WORK ORDER NO. 11992956		
COST ALLOCATION ACCOUNT		
APPROPRIATION ACCOUNT { MATERIAL LABOR		
RESIDENTIAL STREET LIGHTING INSTALLATION PLAN W. FLOURNOY ST. S. LARAMIE AV. TO S. CICERO AV.		
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING		
DRAFTSMAN/ENGINEER :	R. GOMEZ	DWG. NO. 20-073
SUP. ENGINEER/PM :	N. JONES	
PROFESSIONAL ENGINEER :	M. RASHED	
ENGINEER OF ELECTRICITY:		
DEPUTY COMMISSIONER:		
SIZE: 22" 36"	SCALE: NONE	DATE: \$DATE\$

DATE: 06/20/2018
 FILE: #FILES

MODEL: Default
 FILE NAME: D:\62R61-CDOT-Light-22.dgn



USER NAME	DESIGNED	REVISION
= jstarzyk	- VN	-
	DRAWN - VN	REVISION -
	CHECKED - MG	REVISION -
	DATE - 01/08/2026	REVISION -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ELECTRICAL RECORD DRAWING

SCALE: SHEET OF STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	169
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

LT-32

Bench Mark: BM 728: Aluminum disk in parapet wall near SE Abutment. Elev. 612.28, and BM 741: Aluminum disk on top of retaining wall at NW Corner of Laramie Bridge. Elev. 612.20.

Existing Structure: SN 016-2064 carrying Laramie Avenue over I-290 was originally constructed in 1954 as F.A. Route 131, Section 062-3030-2-MFT. In 1987 the bridge was rehabilitated including replacement of the deck, exp jts, bearings, parapets, and approach slabs, substructure repairs, and steel beam painting. The structure consists of a three span continuous non-composite steel beam bridge supported on closed abutments founded on spread footings, and concrete wall piers founded on spread footings. The overall structure is 204'-6" back to back of abutments with a 0° skew (relative to I-290 skew of 0°-37'), with an out to out structure width of 81'-0".

Laramie Avenue will be closed to traffic during construction.
I-290 traffic lanes will be maintained utilizing stage construction.

No Salvage

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.086g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.148g
Soil Site Class = D

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.
Live Load Max. Deflections = L/1000 (Laramie Bridge)

APPROVED

For Structural Adequacy Only

Justin Mann
Engineer of Bridges & Structures



Michael M. Zelisko
SIGNATURE:

DATE: **March 16, 2026**

EXPIRES: November 30, 2026

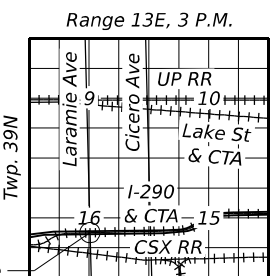
SHEETS:

Notes:

- See Roadway details for alignment geometry.
- Bridge mounted sign structure required to accommodate current lane configuration. Future signing locations are not known and may require future field retrofit of the beams to support future bridge mounted sign structures or removal of mounted signs.
- Future retaining walls shall be constructed from end of prop. wingwalls.
- All structural steel metalized.
- Protective Shield requirements over the CTA tracks are required during removal and erecting operations as noted in the CTA Special Provisions. The quantity of Protective Shield required for the proposed structure over the CTA tracks will be included in the cost of Protective Shield.

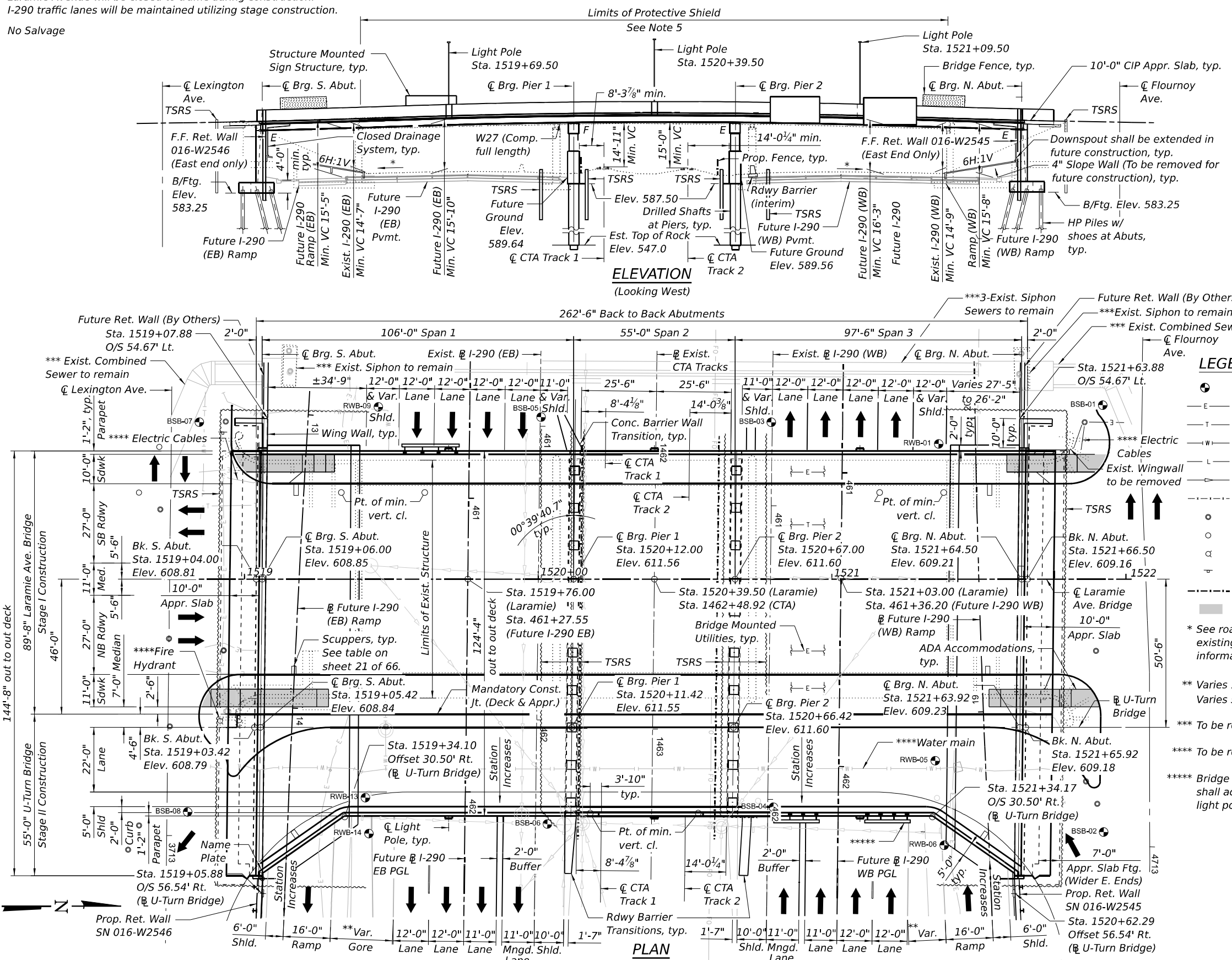
LEGEND

- ⊙ Soil Boring
 - E— Exist. Electric
 - T— Exist. Telephone
 - W— Exist. Water Main
 - L— Exist. Buried Cable
 - S— Exist. Storm Sewer
 - Exist. Fence
 - ⊙ Exist. Manhole
 - Exist. Catch Basin
 - ⊕ Exist. Fire Hydrant
 - ⊕ Exist. Sign
 - Prop. Fence
 - ▭ Prop. ADA Ramp
- * See roadway typical section for existing and future cross slope information
- ** Varies 15'-5 7/8" to 20'-3 3/8" (EB)
Varies 5'-4 1/8" to 10'-11 1/8" (WB)
- *** To be removed in future construction
- **** To be relocated by others
- ***** Bridge mounted sign structure, typ., shall accommodate wider parapet at light pole foundations



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
F.A.U. 2803 (LARAMIE AVENUE) OVER
F.A.I. RTE. 290 (EISENHOWER EXPWY) AND CTA
SECTION 22 STRUCTURE 1
COOK COUNTY
STATION 1520+39.50
S.N. 016-2015



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	170
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

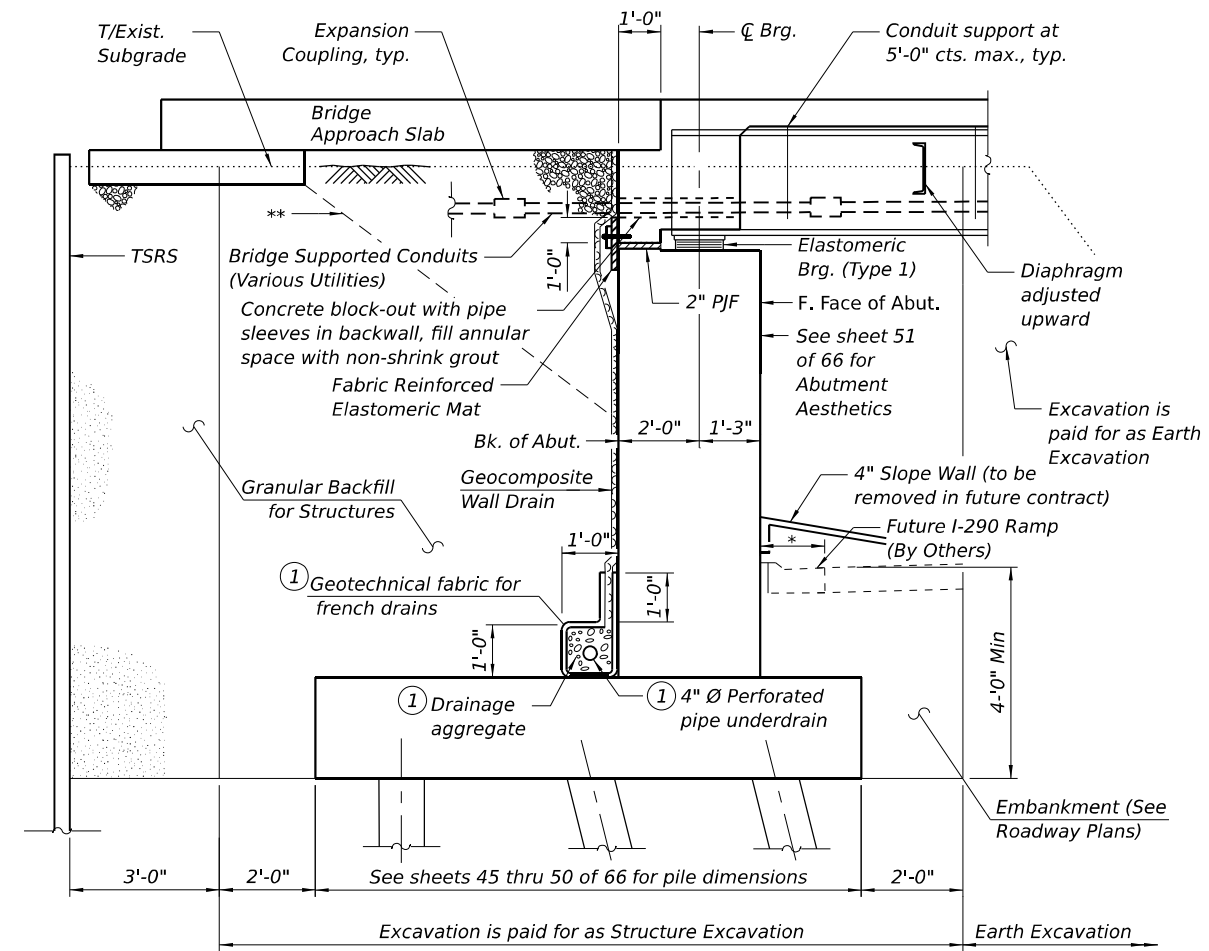
- Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dip galvanized bolts in uncoated metallized areas. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted. See special provision for "Metalizing of Structural Steel".
- Calculated weight of Structural Steel = 1,937,910 Gr. 50 ksi
= 110,170 Gr. 36 ksi
- All structural steel shall be metalized. See Special Provision for "Metalizing of Structural Steel."
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.
- Slipforming of the parapets is not allowed.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Film forming concrete sealer shall be applied on horizontal surfaces and penetrating concrete sealer on vertical surfaces. Concrete sealer shall be applied to the abutment beam seats, front face of abutments and wingwalls, and exposed surfaces of piers prior to setting bearings or structural steel.
- The existing structural steel coating constrains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
- The existing bearings contain lead plates. The Contractor shall take precautions to deal with the presence of lead on this project.
- The existing conduits may contain asbestos. See the special provision "Removal of Asbestos Cement Conduits".
- For Conduit Attached to Structure quantities and details, see Electrical Plans.
- Contractor shall coordinate with utility companies to determine number, size and location of conduits supported by the bridge.

INDEX OF SHEETS

- General Plan and Elevation
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- General Data II
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- Miscellaneous Details II
- Miscellaneous Details III
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- Top of Slab Elevations I
- Top of Slab Elevations II
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- Top of Slab Elevations VI
- Top of South Approach Slab Elevations
- Top of North Approach Slab Elevations
- Superstructure Plan
- Superstructure Cross Section
- Superstructure Details I
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- Concrete Diaphragms II
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- Drainage Scuppers, DS-11
- Drainage Scuppers, DS-33
- Drainage System Details
- Framing Plan
- Structural Steel Details I
- Structural Steel Details II
- Structural Steel Details III
- Bearing Details
- Abutment Removal Details
- South Abutment Plan and Elevation I
- South Abutment Plan and Elevation II
- South Abutment Details
- North Abutment Plan and Elevation I
- North Abutment Plan and Elevation II
- North Abutment Details
- Abutment Aesthetic Details
- Pier Removal Details
- Pier 1 Plan and Elevation
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- Pier 2 Plan and Elevation
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- HP Pile Details
- Bar Splicer Details
- Soil Boring Logs I
- Soil Boring Logs II
- Soil Boring Logs III
- Soil Boring Logs IV
- Soil Boring Logs V
- Soil Boring Logs VI
- Soil Boring Logs VII
- Soil Boring Logs VIII

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1	-	1
Protective Shield	Sq. Yd.	1,799	-	1,799
Structure Excavation	Cu. Yd.	-	5,603.9	5,603.9
Concrete Structures	Cu. Yd.	-	2,054.8	2,054.8
Concrete Superstructure	Cu. Yd.	1,282.8	-	1,282.8
Bridge Deck Grooving	Sq. Yd.	2,839	-	2,839
Form Liner Textured Surface	Sq. Ft.	-	2,959	2,959
Protective Coat	Sq. Yd.	4,212	-	4,212
Concrete Superstructure (Approach Slab)	Cu. Yd.	153.5	-	153.5
Furnishing And Erecting Structural Steel	L. Sum	1.0	-	1.0
Stud Shear Connectors	Each	26,838	-	26,838
Reinforcement Bars	Pound	-	45,720	45,720
Reinforcement Bars, Epoxy Coated	Pound	315,260	246,230	561,490
Bar Splicers	Each	942	-	942
Bridge Fence Railing	Foot	274	-	274
Bridge Fence Railing, Curved	Foot	261	-	261
Slope Wall 4 Inch	Sq. Yd.	-	870	870
Furnishing Steel Piles HP12x74	Foot	-	7,462	7,462
Driving Piles	Foot	-	7,462	7,462
Test Pile Steel HP12x74	Each	-	4	4
Pile Shoes	Each	-	168	168
Name Plates	Each	1	-	1
Drilled Shaft In Soil	Cu. Yd.	-	231.0	231.0
Drilled Shaft In Rock	Cu. Yd.	-	10.6	10.6
Elastomeric Bearing Assembly, Type I	Each	81	-	81
Anchor Bolts, 3/4"	Each	162	-	162
Anchor Bolts, 1"	Each	50	-	50
Temporary Soil Retention System	Sq. Ft.	-	15,300	15,300
Drainage System For Structures	L. Sum	-	1.0	1.0
Granular Backfill For Structures	Cu. Yd.	-	3,288.4	3,288.4
Concrete Sealer	Sq. Ft.	-	16,467	16,467
Geocomposite Wall Drain	Sq. Yd.	-	738	738
Pipe Underdrains For Structures 4"	Foot	-	324	324
Pipe Underdrains For Structures (Special) 4"	Foot	-	66	66
Crosshole Sonic Logging Access Ducts	Foot	-	688	688
Crosshole Sonic Logging Testing	Each	-	4	4
Bar Terminators	Each	1,010	-	1,010
Drainage Scuppers, DS-11	Each	4	-	4
Drainage Scuppers, DS-33	Each	2	-	2



SECTION THRU ABUTMENT
(Dim. at Rt. L to C Abut.)

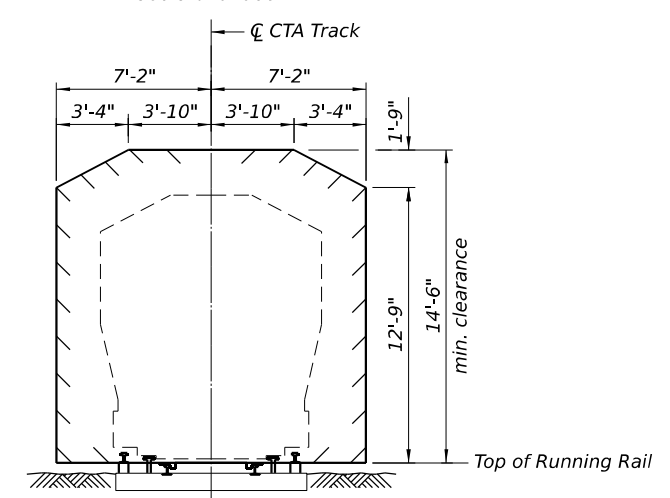
① Included in the cost of Pipe Underdrains for Structures, 4"

* 1'-10" min. at S. Abut.
2'-1 3/4" min. at N. Abut.

** Backfill below 1H:1V limit shown shall be compacted per Section 205.06 of the Standard Specifications. Backfill above limit shall be compacted per Section 586 of the Standard Specifications.

STA. 1520+39.50
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 290 SEC. 22 STRUCTURE 1
LOADING HL-93
STR. NO. 016-2015

NAME PLATE
See Std. 515001



MINIMUM CTA CONSTRUCTION CLEARANCES

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA I
STRUCTURE NO. 016-2015**

SHEET 2 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	171
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



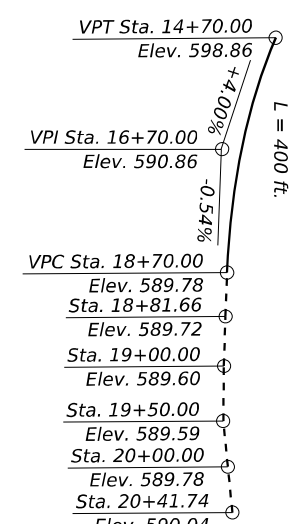
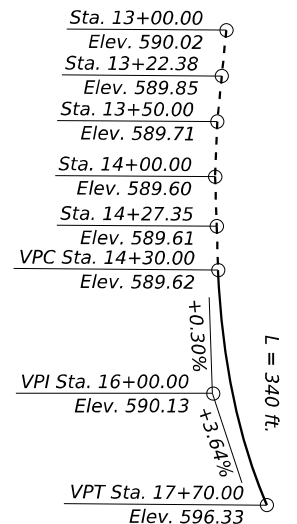
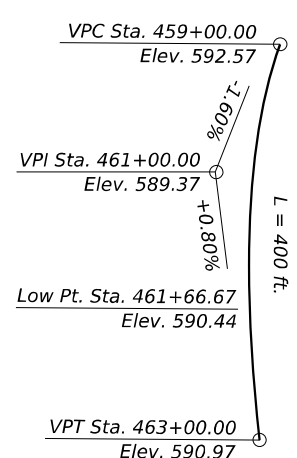
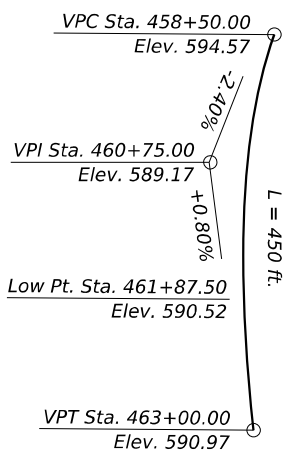
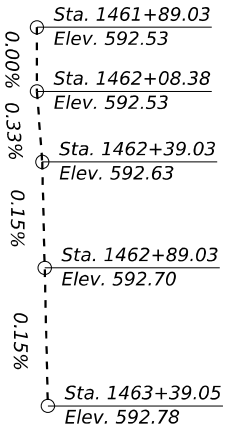
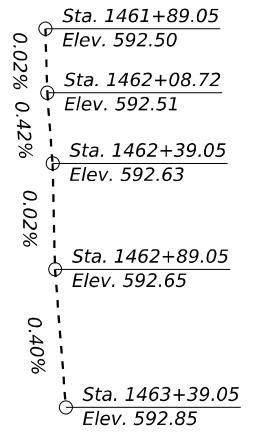
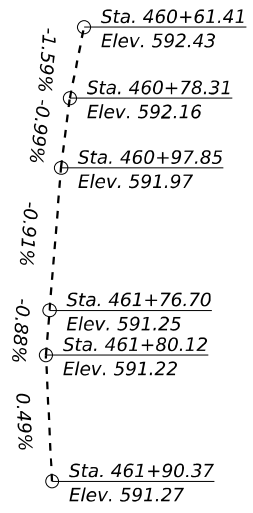
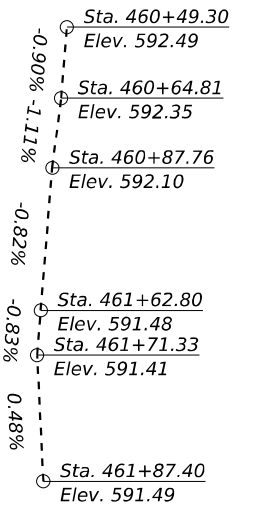
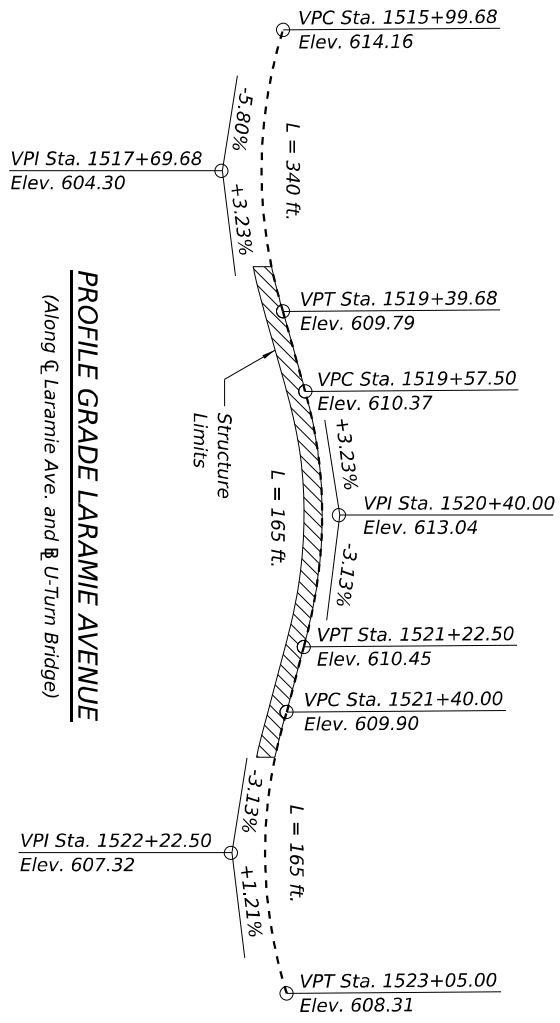
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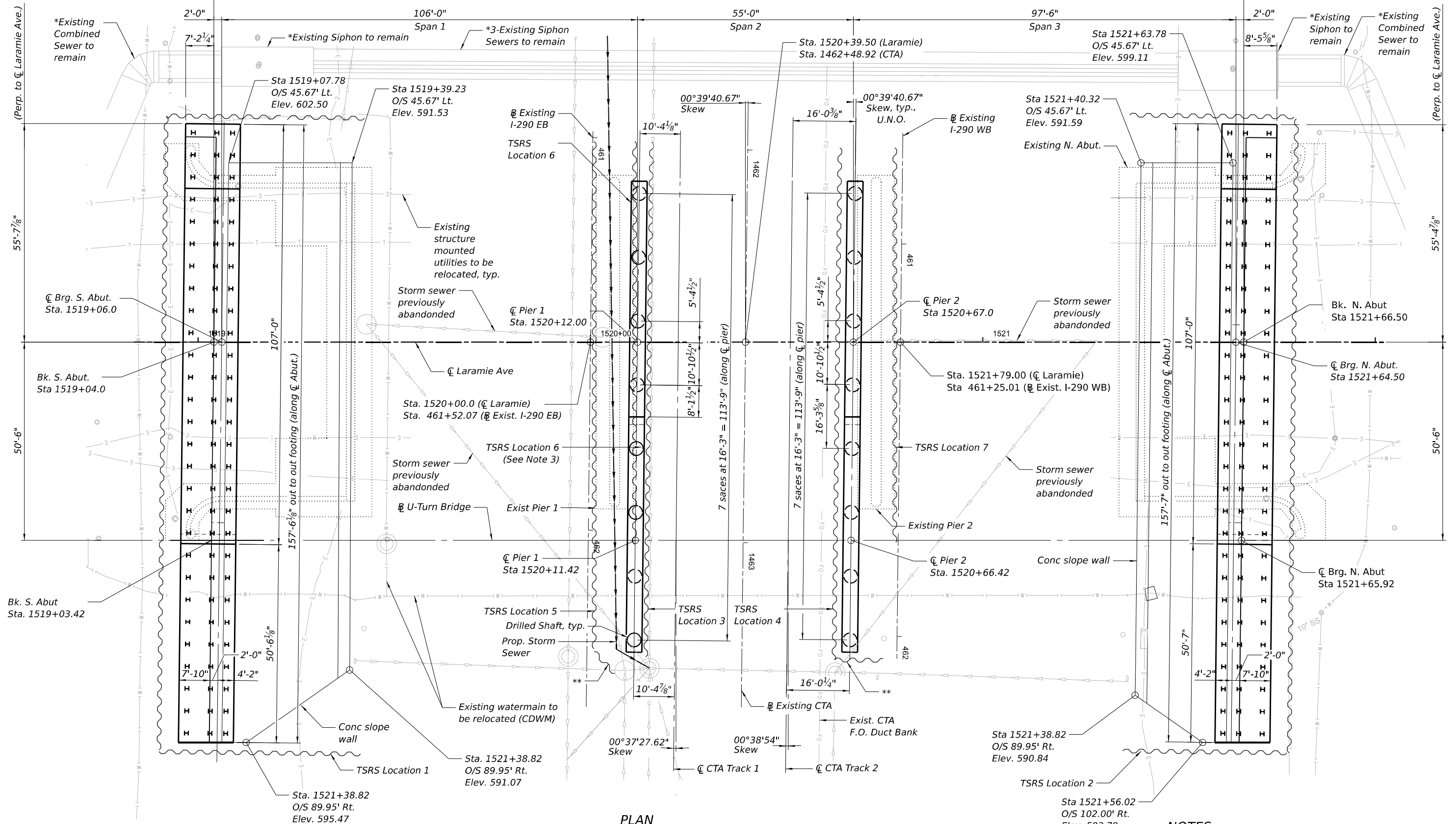
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA II
STRUCTURE NO. 016-2015

SHEET	3	OF	66	SHEETS			
FAL RTE.	290	SECTION	22 STRUCTURE 1	COUNTY	COOK	TOTAL SHEETS	330
						SHEET NO.	172
						CONTRACT NO.	62R61

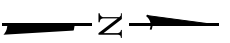


262'-6" Bk. to Bk. Abut.



PLAN

* To be removed in future construction
 ** Contractor to design and place as required around existing elements



NOTES:

1. See sheets 5 thru 7 of 66 for TSRS and slope wall details.
2. See sheets 44 and 52 of 66 for substructure removal sheets.
3. TSRS Location 6 is required for the removal of the existing footing and installation of the relocated drainage pipe. This TSRS shall be removed in its entirety prior to installation of TSRS Location 3 and installation of drilled shafts.

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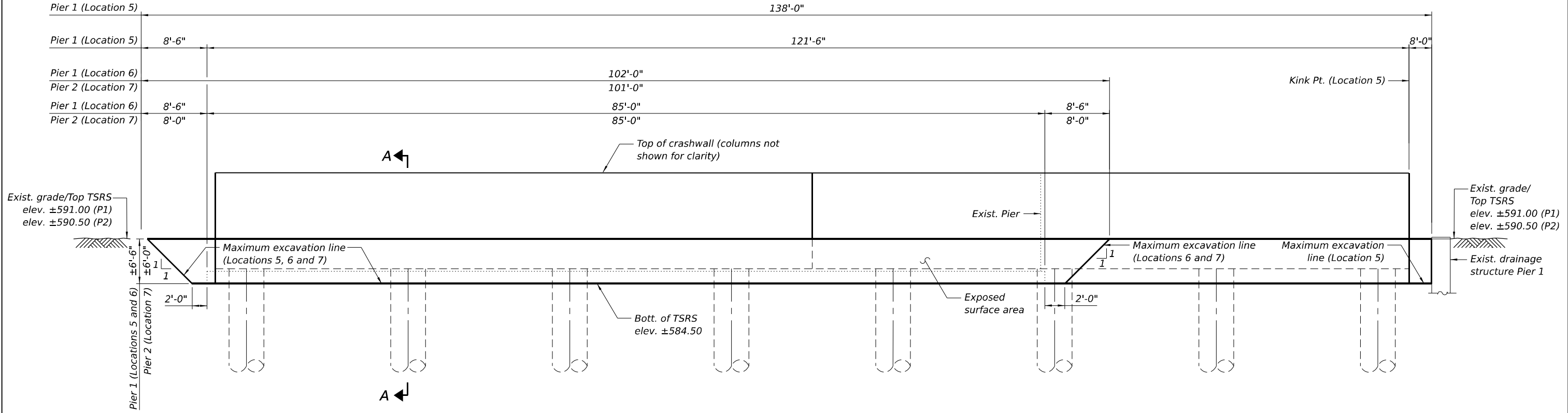
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT AND EXISTING UTILITY PLAN
 STRUCTURE NO. 016-2015

SHEET 4 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	173
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



TSRS LOCATIONS 5, 6 AND 7 - ELEVATION VIEW
 (Location 5 and 6 shown (Pier 1), Location 7 (Pier 2) opposite hand)

NOTES:
 1. See sheet 6 of 66 for Section A-A, additional details and notes.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Soil Retention System	Sq. Ft.	2,067

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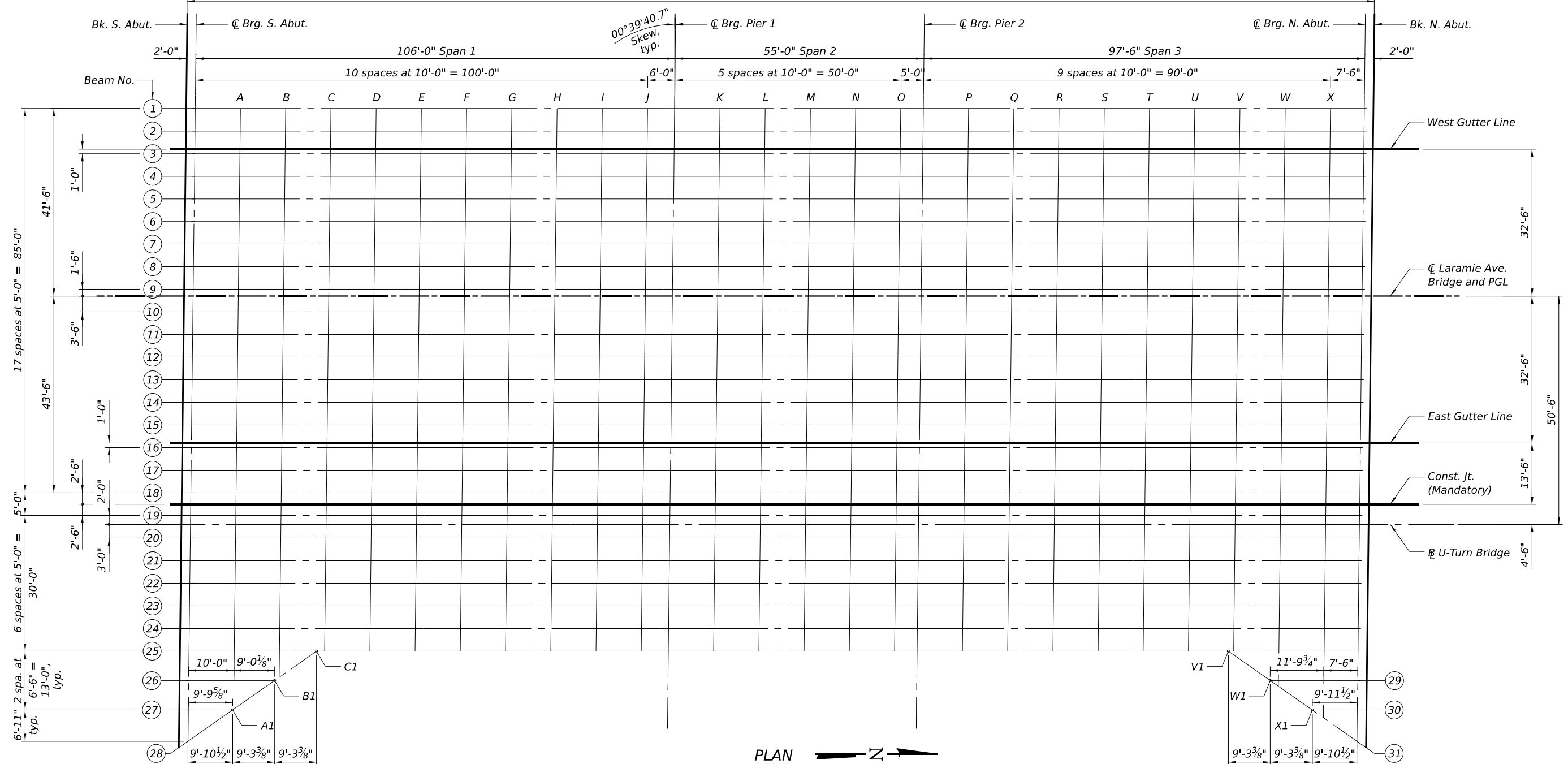
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS III
 STRUCTURE NO. 016-2015**

SHEET 7 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	176
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		

262'-6" back to back abutments

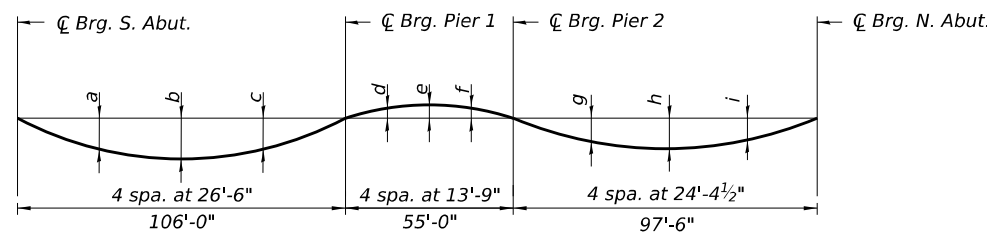


PLAN

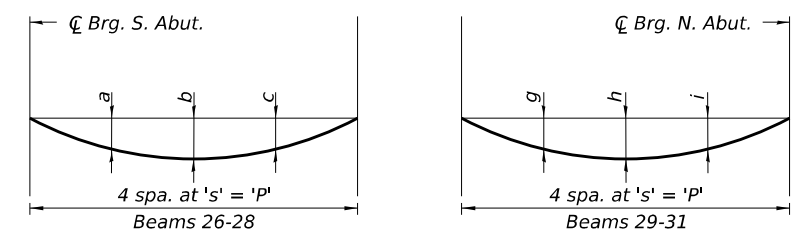
DEAD LOAD DEFLECTION TABLE

Beam No.	a	b	c	d	e	f	g	h	i
1 thru 6	2 7/8"	3 3/4"	2 1/4"	5/8"	3/4"	1/2"	1 3/4"	2 7/8"	2 1/8"
7 thru 22	2 7/8"	3 3/4"	2 1/4"	5/8"	3/4"	1/2"	1 3/4"	2 3/4"	2 1/8"
23 thru 25	3 1/2"	4 3/8"	2 3/8"	3/4"	7/8"	5/8"	2 1/8"	3 1/2"	2 3/4"
26 & 29	3/4"	1 3/8"	2 1/8"	-	-	-	1 3/4"	1 1/4"	5/8"
27 & 30	3/8"	3/4"	1 1/8"	-	-	-	1"	5/8"	3/8"
28 & 31	1 1/8"	2 1/8"	3"	-	-	-	2 1/2"	1 3/4"	7/8"

Beam No.	's'	'P'
26	±4'-9"	19'-0 1/16"
27	±2'-5 3/8"	9'-9 9/16"
28	±8'-8 1/8"	34'-8 1 1/16"
29	±4'-10"	19'-3 3/16"
30	2'-5 7/8"	9'-11 1/2"
31	±8'-8 1/8"	34'-8 1 1/16"



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)
(Beams 1-25)



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)
(Beams 26-31)

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 sheets 9 to 14 of 66.

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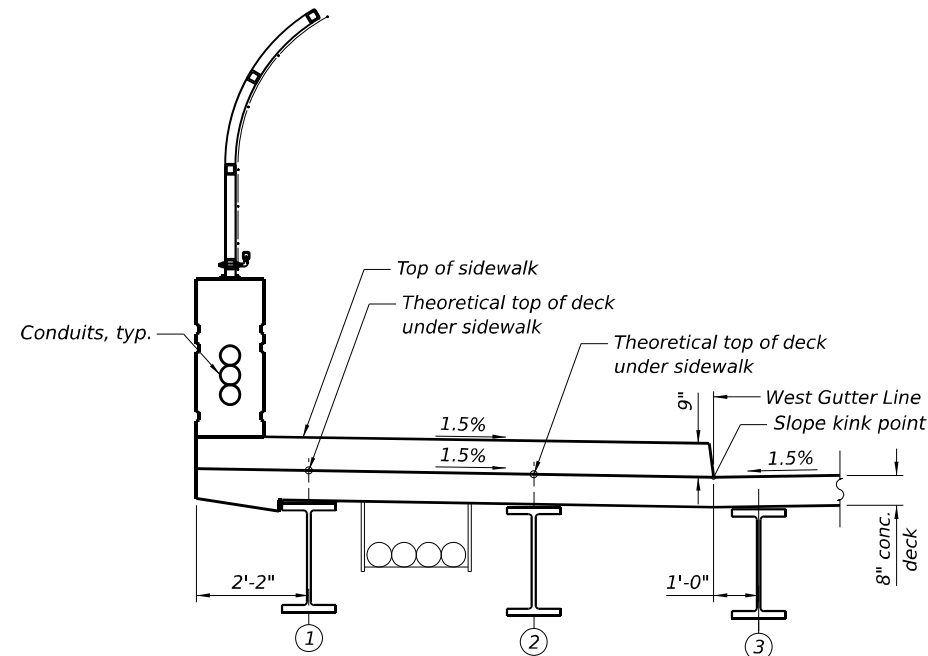
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 016-2015

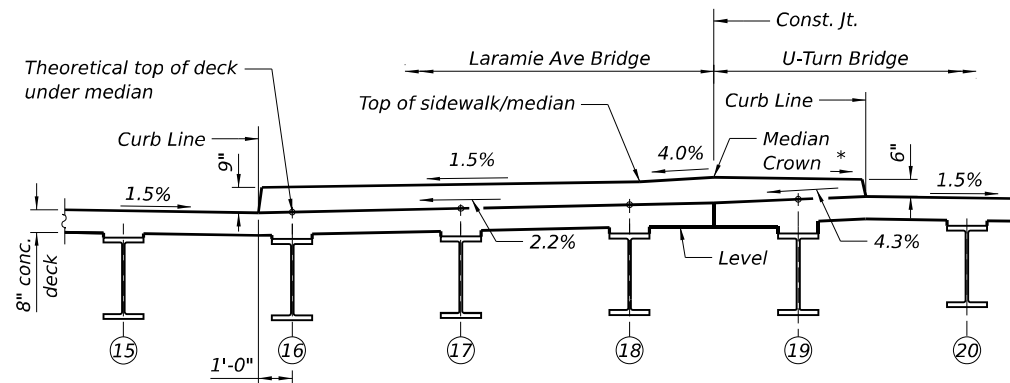
SHEET 8 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R61				

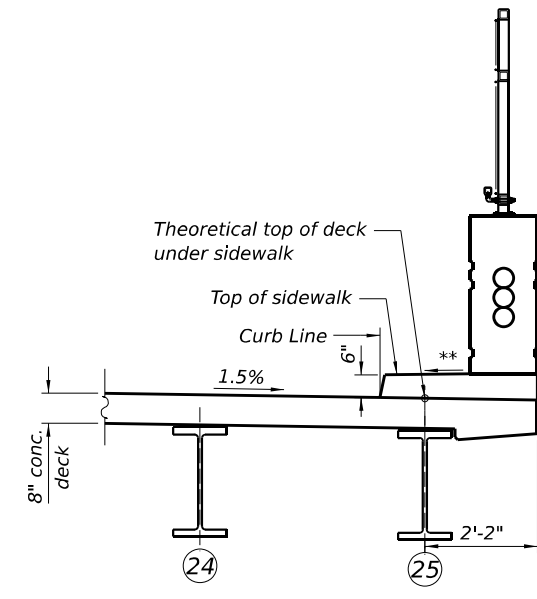
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SECTION THRU WEST SIDEWALK
(Looking North)



SECTION THRU MEDIAN
(Between Bridges)
* 0.5% slope



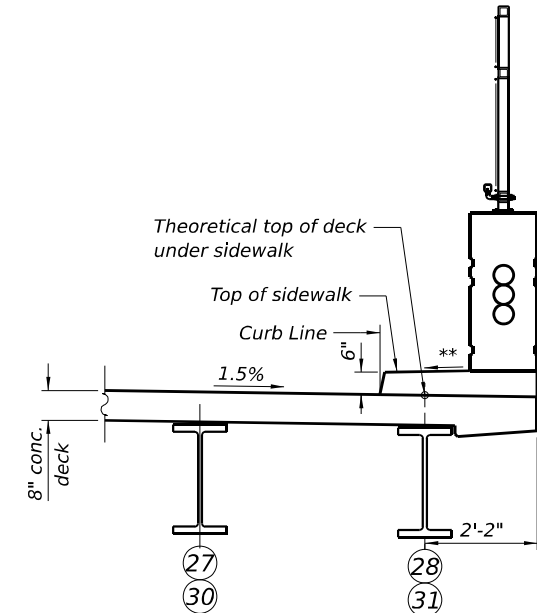
SECTION THRU EAST SIDEWALK
(Looking North near Piers)
** 1.5% slope

BEAM 1

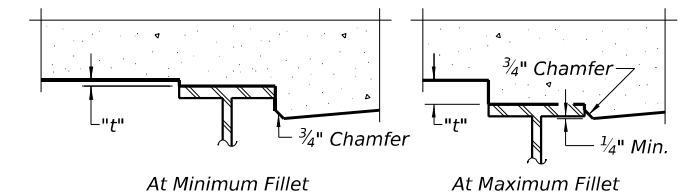
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.48	-41.50	608.47	608.47
☐ Brg. S. Abut.	1519+06.48	-41.50	608.51	608.51
A	1519+16.48	-41.50	608.76	608.86
B	1519+26.48	-41.50	609.04	609.23
C	1519+36.48	-41.50	609.34	609.60
D	1519+46.48	-41.50	609.66	609.97
E	1519+56.48	-41.50	609.98	610.30
F	1519+66.48	-41.50	610.29	610.59
G	1519+76.48	-41.50	610.56	610.81
H	1519+86.48	-41.50	610.79	610.98
I	1519+96.48	-41.50	610.98	611.09
J	1520+06.48	-41.50	611.14	611.17
☐ Brg. Pier 1	1520+12.48	-41.50	611.21	611.21
K	1520+22.48	-41.50	611.30	611.26
L	1520+32.48	-41.50	611.36	611.30
M	1520+42.48	-41.50	611.37	611.31
N	1520+52.48	-41.50	611.35	611.30
O	1520+62.48	-41.50	611.28	611.26
☐ Brg. Pier 2	1520+67.48	-41.50	611.24	611.24
P	1520+77.48	-41.50	611.12	611.17
Q	1520+87.48	-41.50	610.96	611.08
R	1520+97.48	-41.50	610.76	610.94
S	1521+07.48	-41.50	610.53	610.74
T	1521+17.48	-41.50	610.25	610.49
U	1521+27.48	-41.50	609.94	610.17
V	1521+37.48	-41.50	609.63	609.82
W	1521+47.48	-41.50	609.32	609.46
X	1521+57.48	-41.50	609.04	609.11
☐ Brg. N. Abut.	1521+64.98	-41.50	608.85	608.85
Bk. N. Abut.	1521+66.98	-41.50	608.80	608.80

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.42	-36.50	608.39	608.39
☐ Brg. S. Abut.	1519+06.42	-36.50	608.44	608.44
A	1519+16.42	-36.50	608.68	608.79
B	1519+26.42	-36.50	608.96	609.15
C	1519+36.42	-36.50	609.26	609.52
D	1519+46.42	-36.50	609.58	609.89
E	1519+56.42	-36.50	609.91	610.22
F	1519+66.42	-36.50	610.21	610.51
G	1519+76.42	-36.50	610.48	610.74
H	1519+86.42	-36.50	610.71	610.90
I	1519+96.42	-36.50	610.91	611.02
J	1520+06.42	-36.50	611.06	611.10
☐ Brg. Pier 1	1520+12.42	-36.50	611.13	611.13
K	1520+22.42	-36.50	611.23	611.19
L	1520+32.42	-36.50	611.28	611.22
M	1520+42.42	-36.50	611.30	611.23
N	1520+52.42	-36.50	611.27	611.22
O	1520+62.42	-36.50	611.21	611.19
☐ Brg. Pier 2	1520+67.42	-36.50	611.16	611.16
P	1520+77.42	-36.50	611.04	611.10
Q	1520+87.42	-36.50	610.89	611.00
R	1520+97.42	-36.50	610.69	610.86
S	1521+07.42	-36.50	610.45	610.67
T	1521+17.42	-36.50	610.18	610.41
U	1521+27.42	-36.50	609.87	610.10
V	1521+37.42	-36.50	609.56	609.75
W	1521+47.42	-36.50	609.25	609.39
X	1521+57.42	-36.50	608.97	609.03
☐ Brg. N. Abut.	1521+64.92	-36.50	608.78	608.78
Bk. N. Abut.	1521+66.92	-36.50	608.73	608.73



SECTION THRU EAST SIDEWALK
(Looking North near Abutments)
** 1.5% slope



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 8 thru 14 o66. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 9 thru 14 o66, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

MODEL: Default
FILE NAME: pww/gf/ine-pw-beantley.com/gf/ine-pw-01/Documents/Projects/76028/Project Working/A_CADD/Sheets/016-2015/0162015-02R61-009-SE1.dgn



USER NAME = mzelsko	DESIGNED - SS	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - SS	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 016-2015**

SHEET 9 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	178
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.38	-32.50	608.33	608.33
☐ Brg. S. Abut.	1519+06.38	-32.50	608.38	608.38
A	1519+16.38	-32.50	608.62	608.73
B	1519+26.38	-32.50	608.90	609.09
C	1519+36.38	-32.50	609.20	609.46
D	1519+46.38	-32.50	609.52	609.83
E	1519+56.38	-32.50	609.84	610.16
F	1519+66.38	-32.50	610.15	610.45
G	1519+76.38	-32.50	610.42	610.68
H	1519+86.38	-32.50	610.65	610.84
I	1519+96.38	-32.50	610.85	610.96
J	1520+06.38	-32.50	611.00	611.04
☐ Brg. Pier 1	1520+12.38	-32.50	611.07	611.07
K	1520+22.38	-32.50	611.17	611.13
L	1520+32.38	-32.50	611.22	611.16
M	1520+42.38	-32.50	611.24	611.17
N	1520+52.38	-32.50	611.21	611.16
O	1520+62.38	-32.50	611.15	611.13
☐ Brg. Pier 2	1520+67.38	-32.50	611.10	611.10
P	1520+77.38	-32.50	610.98	611.04
Q	1520+87.38	-32.50	610.83	610.94
R	1520+97.38	-32.50	610.63	610.80
S	1521+07.38	-32.50	610.39	610.61
T	1521+17.38	-32.50	610.12	610.36
U	1521+27.38	-32.50	609.81	610.04
V	1521+37.38	-32.50	609.50	609.69
W	1521+47.38	-32.50	609.19	609.33
X	1521+57.38	-32.50	608.91	608.97
☐ Brg. N. Abut.	1521+64.88	-32.50	608.72	608.72
Bk. N. Abut.	1521+66.88	-32.50	608.67	608.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.36	-31.50	608.34	608.34
☐ Brg. S. Abut.	1519+06.36	-31.50	608.39	608.39
A	1519+16.36	-31.50	608.64	608.74
B	1519+26.36	-31.50	608.91	609.11
C	1519+36.36	-31.50	609.21	609.48
D	1519+46.36	-31.50	609.54	609.84
E	1519+56.36	-31.50	609.86	610.18
F	1519+66.36	-31.50	610.17	610.47
G	1519+76.36	-31.50	610.44	610.69
H	1519+86.36	-31.50	610.67	610.86
I	1519+96.36	-31.50	610.86	610.97
J	1520+06.36	-31.50	611.01	611.05
☐ Brg. Pier 1	1520+12.36	-31.50	611.09	611.09
K	1520+22.36	-31.50	611.18	611.14
L	1520+32.36	-31.50	611.23	611.18
M	1520+42.36	-31.50	611.25	611.19
N	1520+52.36	-31.50	611.23	611.18
O	1520+62.36	-31.50	611.16	611.14
☐ Brg. Pier 2	1520+67.36	-31.50	611.12	611.12
P	1520+77.36	-31.50	611.00	611.06
Q	1520+87.36	-31.50	610.84	610.96
R	1520+97.36	-31.50	610.64	610.82
S	1521+07.36	-31.50	610.41	610.63
T	1521+17.36	-31.50	610.14	610.37
U	1521+27.36	-31.50	609.83	610.06
V	1521+37.36	-31.50	609.51	609.71
W	1521+47.36	-31.50	609.21	609.34
X	1521+57.36	-31.50	608.93	608.99
☐ Brg. N. Abut.	1521+64.86	-31.50	608.73	608.73
Bk. N. Abut.	1521+66.86	-31.50	608.68	608.68

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.31	-26.50	608.42	608.42
☐ Brg. S. Abut.	1519+06.31	-26.50	608.46	608.46
A	1519+16.31	-26.50	608.71	608.81
B	1519+26.31	-26.50	608.99	609.18
C	1519+36.31	-26.50	609.29	609.55
D	1519+46.31	-26.50	609.61	609.92
E	1519+56.31	-26.50	609.93	610.25
F	1519+66.31	-26.50	610.24	610.54
G	1519+76.31	-26.50	610.51	610.76
H	1519+86.31	-26.50	610.74	610.93
I	1519+96.31	-26.50	610.93	611.05
J	1520+06.31	-26.50	611.09	611.13
☐ Brg. Pier 1	1520+12.31	-26.50	611.16	611.16
K	1520+22.31	-26.50	611.26	611.22
L	1520+32.31	-26.50	611.31	611.25
M	1520+42.31	-26.50	611.33	611.26
N	1520+52.31	-26.50	611.30	611.25
O	1520+62.31	-26.50	611.24	611.22
☐ Brg. Pier 2	1520+67.31	-26.50	611.20	611.20
P	1520+77.31	-26.50	611.08	611.13
Q	1520+87.31	-26.50	610.92	611.04
R	1520+97.31	-26.50	610.72	610.90
S	1521+07.31	-26.50	610.49	610.70
T	1521+17.31	-26.50	610.21	610.45
U	1521+27.31	-26.50	609.90	610.13
V	1521+37.31	-26.50	609.59	609.78
W	1521+47.31	-26.50	609.28	609.42
X	1521+57.31	-26.50	609.00	609.07
☐ Brg. N. Abut.	1521+64.81	-26.50	608.81	608.81
Bk. N. Abut.	1521+66.81	-26.50	608.76	608.76

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.25	-21.50	608.49	608.49
☐ Brg. S. Abut.	1519+06.25	-21.50	608.54	608.54
A	1519+16.25	-21.50	608.79	608.89
B	1519+26.25	-21.50	609.06	609.25
C	1519+36.25	-21.50	609.36	609.62
D	1519+46.25	-21.50	609.68	609.99
E	1519+56.25	-21.50	610.01	610.32
F	1519+66.25	-21.50	610.31	610.61
G	1519+76.25	-21.50	610.58	610.84
H	1519+86.25	-21.50	610.82	611.00
I	1519+96.25	-21.50	611.01	611.12
J	1520+06.25	-21.50	611.16	611.20
☐ Brg. Pier 1	1520+12.25	-21.50	611.24	611.24
K	1520+22.25	-21.50	611.33	611.29
L	1520+32.25	-21.50	611.38	611.33
M	1520+42.25	-21.50	611.40	611.34
N	1520+52.25	-21.50	611.38	611.33
O	1520+62.25	-21.50	611.32	611.30
☐ Brg. Pier 2	1520+67.25	-21.50	611.27	611.27
P	1520+77.25	-21.50	611.15	611.21
Q	1520+87.25	-21.50	610.99	611.11
R	1520+97.25	-21.50	610.80	610.97
S	1521+07.25	-21.50	610.56	610.78
T	1521+17.25	-21.50	610.29	610.52
U	1521+27.25	-21.50	609.98	610.21
V	1521+37.25	-21.50	609.67	609.86
W	1521+47.25	-21.50	609.36	609.50
X	1521+57.25	-21.50	609.08	609.14
☐ Brg. N. Abut.	1521+64.75	-21.50	608.89	608.89
Bk. N. Abut.	1521+66.75	-21.50	608.84	608.84

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.19	-16.50	608.56	608.56
☐ Brg. S. Abut.	1519+06.19	-16.50	608.61	608.61
A	1519+16.19	-16.50	608.86	608.96
B	1519+26.19	-16.50	609.13	609.33
C	1519+36.19	-16.50	609.43	609.70
D	1519+46.19	-16.50	609.75	610.06
E	1519+56.19	-16.50	610.08	610.40
F	1519+66.19	-16.50	610.39	610.69
G	1519+76.19	-16.50	610.66	610.91
H	1519+86.19	-16.50	610.89	611.08
I	1519+96.19	-16.50	611.08	611.19
J	1520+06.19	-16.50	611.24	611.27
☐ Brg. Pier 1	1520+12.19	-16.50	611.31	611.31
K	1520+22.19	-16.50	611.40	611.36
L	1520+32.19	-16.50	611.46	611.40
M	1520+42.19	-16.50	611.48	611.41
N	1520+52.19	-16.50	611.45	611.40
O	1520+62.19	-16.50	611.39	611.37
☐ Brg. Pier 2	1520+67.19	-16.50	611.35	611.35
P	1520+77.19	-16.50	611.23	611.28
Q	1520+87.19	-16.50	611.07	611.19
R	1520+97.19	-16.50	610.87	611.05
S	1521+07.19	-16.50	610.64	610.86
T	1521+17.19	-16.50	610.37	610.60
U	1521+27.19	-16.50	610.06	610.29
V	1521+37.19	-16.50	609.74	609.94
W	1521+47.19	-16.50	609.44	609.57
X	1521+57.19	-16.50	609.16	609.22
☐ Brg. N. Abut.	1521+64.69	-16.50	608.96	608.96
Bk. N. Abut.	1521+66.69	-16.50	608.91	608.91

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.13	-11.50	608.64	608.64
☐ Brg. S. Abut.	1519+06.13	-11.50	608.68	608.68
A	1519+16.13	-11.50	608.93	609.03
B	1519+26.13	-11.50	609.21	609.40
C	1519+36.13	-11.50	609.51	609.77
D	1519+46.13	-11.50	609.83	610.13
E	1519+56.13	-11.50	610.15	610.46
F	1519+66.13	-11.50	610.46	610.76
G	1519+76.13	-11.50	610.73	610.98
H	1519+86.13	-11.50	610.96	611.15
I	1519+96.13	-11.50	611.16	611.27
J	1520+06.13	-11.50	611.31	611.35
☐ Brg. Pier 1	1520+12.13	-11.50	611.39	611.39
K	1520+22.13	-11.50	611.48	611.44
L	1520+32.13	-11.50	611.53	611.48
M	1520+42.13	-11.50	611.55	611.49
N	1520+52.13	-11.50	611.53	611.48
O	1520+62.13	-11.50	611.47	611.45
☐ Brg. Pier 2	1520+67.13	-11.50	611.42	611.42
P	1520+77.13	-11.50	611.30	611.36
Q	1520+87.13	-11.50	611.15	611.26
R	1520+97.13	-11.50	610.95	611.12
S	1521+07.13	-11.50	610.72	610.93
T	1521+17.13	-11.50	610.44	610.68
U	1521+27.13	-11.50	610.13	610.36
V	1521+37.13	-11.50	609.82	610.01
W	1521+47.13	-11.50	609.51	609.65
X	1521+57.13	-11.50	609.23	609.30
☐ Brg. N. Abut.	1521+64.63	-11.50	609.04	609.04
Bk. N. Abut.	1521+66.63	-11.50	608.99	608.99

MODEL: Default
FILE NAME: p:\g\line-pw-bentley.com\gline-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\016-2015-02R61-010-SE2.dgn



USER NAME = mzelsko	DESIGNED - SS	REVISED -
CHECKED - MZ	REVISIONS -	
PLOT SCALE = 2.000' / in.	DRAWN - SS	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 016-2015

SHEET 10 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	179
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.08	-6.50	608.71	608.71
☐ Brg. S. Abut.	1519+06.08	-6.50	608.76	608.76
A	1519+16.08	-6.50	609.01	609.11
B	1519+26.08	-6.50	609.28	609.47
C	1519+36.08	-6.50	609.58	609.84
D	1519+46.08	-6.50	609.90	610.20
E	1519+56.08	-6.50	610.22	610.54
F	1519+66.08	-6.50	610.53	610.83
G	1519+76.08	-6.50	610.80	611.05
H	1519+86.08	-6.50	611.04	611.22
I	1519+96.08	-6.50	611.23	611.34
J	1520+06.08	-6.50	611.39	611.42
☐ Brg. Pier 1	1520+12.08	-6.50	611.46	611.46
K	1520+22.08	-6.50	611.55	611.51
L	1520+32.08	-6.50	611.61	611.55
M	1520+42.08	-6.50	611.63	611.57
N	1520+52.08	-6.50	611.60	611.55
O	1520+62.08	-6.50	611.54	611.52
☐ Brg. Pier 2	1520+67.08	-6.50	611.50	611.50
P	1520+77.08	-6.50	611.38	611.43
Q	1520+87.08	-6.50	611.22	611.34
R	1520+97.08	-6.50	611.03	611.20
S	1521+07.08	-6.50	610.79	611.01
T	1521+17.08	-6.50	610.52	610.75
U	1521+27.08	-6.50	610.21	610.44
V	1521+37.08	-6.50	609.90	610.09
W	1521+47.08	-6.50	609.59	609.73
X	1521+57.08	-6.50	609.31	609.37
☐ Brg. N. Abut.	1521+64.58	-6.50	609.12	609.12
Bk. N. Abut.	1521+66.58	-6.50	609.07	609.07

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.02	-1.50	608.79	608.79
☐ Brg. S. Abut.	1519+06.02	-1.50	608.83	608.83
A	1519+16.02	-1.50	609.08	609.18
B	1519+26.02	-1.50	609.35	609.54
C	1519+36.02	-1.50	609.65	609.91
D	1519+46.02	-1.50	609.97	610.28
E	1519+56.02	-1.50	610.30	610.61
F	1519+66.02	-1.50	610.61	610.90
G	1519+76.02	-1.50	610.88	611.13
H	1519+86.02	-1.50	611.11	611.30
I	1519+96.02	-1.50	611.30	611.41
J	1520+06.02	-1.50	611.46	611.50
☐ Brg. Pier 1	1520+12.02	-1.50	611.53	611.53
K	1520+22.02	-1.50	611.63	611.59
L	1520+32.02	-1.50	611.68	611.63
M	1520+42.02	-1.50	611.70	611.64
N	1520+52.02	-1.50	611.68	611.63
O	1520+62.02	-1.50	611.62	611.60
☐ Brg. Pier 2	1520+67.02	-1.50	611.57	611.57
P	1520+77.02	-1.50	611.45	611.51
Q	1520+87.02	-1.50	611.30	611.42
R	1520+97.02	-1.50	611.10	611.28
S	1521+07.02	-1.50	610.87	611.08
T	1521+17.02	-1.50	610.60	610.83
U	1521+27.02	-1.50	610.29	610.51
V	1521+37.02	-1.50	609.97	610.17
W	1521+47.02	-1.50	609.67	609.80
X	1521+57.02	-1.50	609.39	609.45
☐ Brg. N. Abut.	1521+64.52	-1.50	609.19	609.19
Bk. N. Abut.	1521+66.52	-1.50	609.14	609.14

☐ LARAMIE AVE. BRIDGE AND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+04.00	0.00	608.81	608.81
☐ Brg. S. Abut.	1519+06.00	0.00	608.85	608.85
A	1519+16.00	0.00	609.10	609.20
B	1519+26.00	0.00	609.37	609.57
C	1519+36.00	0.00	609.67	609.94
D	1519+46.00	0.00	610.00	610.30
E	1519+56.00	0.00	610.32	610.63
F	1519+66.00	0.00	610.63	610.92
G	1519+76.00	0.00	610.90	611.15
H	1519+86.00	0.00	611.13	611.32
I	1519+96.00	0.00	611.33	611.44
J	1520+06.00	0.00	611.48	611.52
☐ Brg. Pier 1	1520+12.00	0.00	611.56	611.56
K	1520+22.00	0.00	611.65	611.61
L	1520+32.00	0.00	611.71	611.65
M	1520+42.00	0.00	611.72	611.66
N	1520+52.00	0.00	611.70	611.65
O	1520+62.00	0.00	611.64	611.62
☐ Brg. Pier 2	1520+67.00	0.00	611.60	611.60
P	1520+77.00	0.00	611.48	611.53
Q	1520+87.00	0.00	611.32	611.44
R	1520+97.00	0.00	611.12	611.30
S	1521+07.00	0.00	610.89	611.11
T	1521+17.00	0.00	610.62	610.85
U	1521+27.00	0.00	610.31	610.54
V	1521+37.00	0.00	610.00	610.19
W	1521+47.00	0.00	609.69	609.83
X	1521+57.00	0.00	609.41	609.47
☐ Brg. N. Abut.	1521+64.50	0.00	609.22	609.22
Bk. N. Abut.	1521+66.50	0.00	609.17	609.17

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.96	3.50	608.75	608.75
☐ Brg. S. Abut.	1519+05.96	3.50	608.80	608.80
A	1519+15.96	3.50	609.05	609.15
B	1519+25.96	3.50	609.32	609.51
C	1519+35.96	3.50	609.62	609.88
D	1519+45.96	3.50	609.94	610.24
E	1519+55.96	3.50	610.27	610.58
F	1519+65.96	3.50	610.58	610.87
G	1519+75.96	3.50	610.85	611.10
H	1519+85.96	3.50	611.08	611.26
I	1519+95.96	3.50	611.27	611.38
J	1520+05.96	3.50	611.43	611.47
☐ Brg. Pier 1	1520+11.96	3.50	611.50	611.50
K	1520+21.96	3.50	611.60	611.56
L	1520+31.96	3.50	611.65	611.60
M	1520+41.96	3.50	611.67	611.61
N	1520+51.96	3.50	611.65	611.60
O	1520+61.96	3.50	611.59	611.57
☐ Brg. Pier 2	1520+66.96	3.50	611.54	611.54
P	1520+76.96	3.50	611.43	611.48
Q	1520+86.96	3.50	611.27	611.39
R	1520+96.96	3.50	611.07	611.25
S	1521+06.96	3.50	610.84	611.05
T	1521+16.96	3.50	610.57	610.80
U	1521+26.96	3.50	610.26	610.49
V	1521+36.96	3.50	609.95	610.14
W	1521+46.96	3.50	609.64	609.78
X	1521+56.96	3.50	609.36	609.42
☐ Brg. N. Abut.	1521+64.46	3.50	609.16	609.16
Bk. N. Abut.	1521+66.46	3.50	609.11	609.11

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.90	8.50	608.68	608.68
☐ Brg. S. Abut.	1519+05.90	8.50	608.72	608.72
A	1519+15.90	8.50	608.97	609.07
B	1519+25.90	8.50	609.24	609.44
C	1519+35.90	8.50	609.54	609.81
D	1519+45.90	8.50	609.87	610.17
E	1519+55.90	8.50	610.19	610.50
F	1519+65.90	8.50	610.50	610.79
G	1519+75.90	8.50	610.77	611.02
H	1519+85.90	8.50	611.00	611.19
I	1519+95.90	8.50	611.20	611.31
J	1520+05.90	8.50	611.35	611.39
☐ Brg. Pier 1	1520+11.90	8.50	611.43	611.43
K	1520+21.90	8.50	611.52	611.48
L	1520+31.90	8.50	611.58	611.52
M	1520+41.90	8.50	611.60	611.54
N	1520+51.90	8.50	611.57	611.53
O	1520+61.90	8.50	611.51	611.49
☐ Brg. Pier 2	1520+66.90	8.50	611.47	611.47
P	1520+76.90	8.50	611.35	611.41
Q	1520+86.90	8.50	611.19	611.31
R	1520+96.90	8.50	611.00	611.17
S	1521+06.90	8.50	610.77	610.98
T	1521+16.90	8.50	610.49	610.73
U	1521+26.90	8.50	610.19	610.41
V	1521+36.90	8.50	609.87	610.07
W	1521+46.90	8.50	609.57	609.70
X	1521+56.90	8.50	609.28	609.35
☐ Brg. N. Abut.	1521+64.40	8.50	609.09	609.09
Bk. N. Abut.	1521+66.40	8.50	609.04	609.04

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.84	13.50	608.60	608.60
☐ Brg. S. Abut.	1519+05.84	13.50	608.65	608.65
A	1519+15.84	13.50	608.89	609.00
B	1519+25.84	13.50	609.17	609.36
C	1519+35.84	13.50	609.47	609.73
D	1519+45.84	13.50	609.79	610.09
E	1519+55.84	13.50	610.11	610.43
F	1519+65.84	13.50	610.42	610.72
G	1519+75.84	13.50	610.69	610.94
H	1519+85.84	13.50	610.93	611.11
I	1519+95.84	13.50	611.12	611.23
J	1520+05.84	13.50	611.28	611.31
☐ Brg. Pier 1	1520+11.84	13.50	611.35	611.35
K	1520+21.84	13.50	611.45	611.41
L	1520+31.84	13.50	611.50	611.45
M	1520+41.84	13.50	611.52	611.46
N	1520+51.84	13.50	611.50	611.45
O	1520+61.84	13.50	611.44	611.42
☐ Brg. Pier 2	1520+66.84	13.50	611.39	611.39
P	1520+76.84	13.50	611.28	611.33
Q	1520+86.84	13.50	611.12	611.24
R	1520+96.84	13.50	610.93	611.10
S	1521+06.84	13.50	610.69	610.91
T	1521+16.84	13.50	610.42	610.65
U	1521+26.84	13.50	610.11	610.34
V	1521+36.84	13.50	609.80	609.99
W	1521+46.84	13.50	609.49	609.63
X	1521+56.84	13.50	609.21	609.27
☐ Brg. N. Abut.	1521+64.34	13.50	609.02	609.02
Bk. N. Abut.	1521+66.34	13.50	608.97	608.97

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USER NAME = mzelsko	DESIGNED - SS	REVISED -
CHECKED - MZ	REVISIONS -	
PLOT SCALE = 2.000' / in.	DRAWN - SS	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 016-2015

SHEET 11 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	180
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.79	18.50	608.53	608.53
☐ Brg. S. Abut.	1519+05.79	18.50	608.57	608.57
A	1519+15.79	18.50	608.82	608.92
B	1519+25.79	18.50	609.09	609.28
C	1519+35.79	18.50	609.39	609.65
D	1519+45.79	18.50	609.71	610.01
E	1519+55.79	18.50	610.04	610.35
F	1519+65.79	18.50	610.35	610.64
G	1519+75.79	18.50	610.62	610.87
H	1519+85.79	18.50	610.85	611.04
I	1519+95.79	18.50	611.05	611.15
J	1520+05.79	18.50	611.20	611.24
☐ Brg. Pier 1	1520+11.79	18.50	611.28	611.28
K	1520+21.79	18.50	611.37	611.33
L	1520+31.79	18.50	611.43	611.37
M	1520+41.79	18.50	611.45	611.39
N	1520+51.79	18.50	611.42	611.38
O	1520+61.79	18.50	611.36	611.34
☐ Brg. Pier 2	1520+66.79	18.50	611.32	611.32
P	1520+76.79	18.50	611.20	611.26
Q	1520+86.79	18.50	611.05	611.16
R	1520+96.79	18.50	610.85	611.03
S	1521+06.79	18.50	610.62	610.83
T	1521+16.79	18.50	610.35	610.58
U	1521+26.79	18.50	610.04	610.27
V	1521+36.79	18.50	609.73	609.92
W	1521+46.79	18.50	609.42	609.56
X	1521+56.79	18.50	609.14	609.20
☐ Brg. N. Abut.	1521+64.29	18.50	608.94	608.94
Bk. N. Abut.	1521+66.29	18.50	608.89	608.89

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.73	23.50	608.45	608.45
☐ Brg. S. Abut.	1519+05.73	23.50	608.50	608.50
A	1519+15.73	23.50	608.74	608.84
B	1519+25.73	23.50	609.01	609.21
C	1519+35.73	23.50	609.31	609.57
D	1519+45.73	23.50	609.64	609.94
E	1519+55.73	23.50	609.96	610.27
F	1519+65.73	23.50	610.27	610.56
G	1519+75.73	23.50	610.54	610.79
H	1519+85.73	23.50	610.77	610.96
I	1519+95.73	23.50	610.97	611.08
J	1520+05.73	23.50	611.13	611.16
☐ Brg. Pier 1	1520+11.73	23.50	611.20	611.20
K	1520+21.73	23.50	611.30	611.26
L	1520+31.73	23.50	611.35	611.29
M	1520+41.73	23.50	611.37	611.31
N	1520+51.73	23.50	611.35	611.30
O	1520+61.73	23.50	611.29	611.27
☐ Brg. Pier 2	1520+66.73	23.50	611.25	611.25
P	1520+76.73	23.50	611.13	611.18
Q	1520+86.73	23.50	610.97	611.09
R	1520+96.73	23.50	610.78	610.95
S	1521+06.73	23.50	610.55	610.76
T	1521+16.73	23.50	610.27	610.51
U	1521+26.73	23.50	609.97	610.19
V	1521+36.73	23.50	609.65	609.85
W	1521+46.73	23.50	609.35	609.48
X	1521+56.73	23.50	609.06	609.13
☐ Brg. N. Abut.	1521+64.23	23.50	608.87	608.87
Bk. N. Abut.	1521+66.23	23.50	608.82	608.82

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.67	28.50	608.37	608.37
☐ Brg. S. Abut.	1519+05.67	28.50	608.42	608.42
A	1519+15.67	28.50	608.67	608.77
B	1519+25.67	28.50	608.94	609.13
C	1519+35.67	28.50	609.24	609.50
D	1519+45.67	28.50	609.56	609.86
E	1519+55.67	28.50	609.88	610.19
F	1519+65.67	28.50	610.19	610.49
G	1519+75.67	28.50	610.46	610.71
H	1519+85.67	28.50	610.70	610.88
I	1519+95.67	28.50	610.89	611.00
J	1520+05.67	28.50	611.05	611.09
☐ Brg. Pier 1	1520+11.67	28.50	611.13	611.13
K	1520+21.67	28.50	611.22	611.18
L	1520+31.67	28.50	611.28	611.22
M	1520+41.67	28.50	611.30	611.24
N	1520+51.67	28.50	611.27	611.23
O	1520+61.67	28.50	611.22	611.19
☐ Brg. Pier 2	1520+66.67	28.50	611.17	611.17
P	1520+76.67	28.50	611.05	611.11
Q	1520+86.67	28.50	610.90	611.02
R	1520+96.67	28.50	610.70	610.88
S	1521+06.67	28.50	610.47	610.69
T	1521+16.67	28.50	610.20	610.43
U	1521+26.67	28.50	609.89	610.12
V	1521+36.67	28.50	609.58	609.77
W	1521+46.67	28.50	609.27	609.41
X	1521+56.67	28.50	608.99	609.05
☐ Brg. N. Abut.	1521+64.17	28.50	608.80	608.80
Bk. N. Abut.	1521+66.17	28.50	608.75	608.75

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.62	32.50	608.31	608.31
☐ Brg. S. Abut.	1519+05.62	32.50	608.36	608.36
A	1519+15.62	32.50	608.60	608.71
B	1519+25.62	32.50	608.88	609.07
C	1519+35.62	32.50	609.18	609.44
D	1519+45.62	32.50	609.50	609.80
E	1519+55.62	32.50	609.82	610.13
F	1519+65.62	32.50	610.13	610.43
G	1519+75.62	32.50	610.40	610.65
H	1519+85.62	32.50	610.64	610.82
I	1519+95.62	32.50	610.83	610.94
J	1520+05.62	32.50	610.99	611.03
☐ Brg. Pier 1	1520+11.62	32.50	611.07	611.07
K	1520+21.62	32.50	611.16	611.12
L	1520+31.62	32.50	611.22	611.16
M	1520+41.62	32.50	611.24	611.18
N	1520+51.62	32.50	611.21	611.17
O	1520+61.62	32.50	611.16	611.14
☐ Brg. Pier 2	1520+66.62	32.50	611.11	611.11
P	1520+76.62	32.50	610.99	611.05
Q	1520+86.62	32.50	610.84	610.96
R	1520+96.62	32.50	610.65	610.82
S	1521+06.62	32.50	610.41	610.63
T	1521+16.62	32.50	610.14	610.38
U	1521+26.62	32.50	609.84	610.06
V	1521+36.62	32.50	609.52	609.72
W	1521+46.62	32.50	609.21	609.35
X	1521+56.62	32.50	608.93	608.99
☐ Brg. N. Abut.	1521+64.12	32.50	608.74	608.74
Bk. N. Abut.	1521+66.12	32.50	608.69	608.69

BEAM 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.61	33.50	608.33	608.33
☐ Brg. S. Abut.	1519+05.61	33.50	608.38	608.38
A	1519+15.61	33.50	608.63	608.73
B	1519+25.61	33.50	608.90	609.09
C	1519+35.61	33.50	609.20	609.46
D	1519+45.61	33.50	609.52	609.82
E	1519+55.61	33.50	609.84	610.16
F	1519+65.61	33.50	610.15	610.45
G	1519+75.61	33.50	610.42	610.67
H	1519+85.61	33.50	610.66	610.84
I	1519+95.61	33.50	610.85	610.96
J	1520+05.61	33.50	611.01	611.05
☐ Brg. Pier 1	1520+11.61	33.50	611.09	611.09
K	1520+21.61	33.50	611.18	611.14
L	1520+31.61	33.50	611.24	611.18
M	1520+41.61	33.50	611.26	611.20
N	1520+51.61	33.50	611.24	611.19
O	1520+61.61	33.50	611.18	611.16
☐ Brg. Pier 2	1520+66.61	33.50	611.13	611.13
P	1520+76.61	33.50	611.02	611.07
Q	1520+86.61	33.50	610.86	610.98
R	1520+96.61	33.50	610.67	610.84
S	1521+06.61	33.50	610.44	610.65
T	1521+16.61	33.50	610.16	610.40
U	1521+26.61	33.50	609.86	610.08
V	1521+36.61	33.50	609.54	609.74
W	1521+46.61	33.50	609.24	609.37
X	1521+56.61	33.50	608.95	609.02
☐ Brg. N. Abut.	1521+64.11	33.50	608.76	608.76
Bk. N. Abut.	1521+66.11	33.50	608.71	608.71

BEAM 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.56	38.50	608.44	608.44
☐ Brg. S. Abut.	1519+05.56	38.50	608.49	608.49
A	1519+15.56	38.50	608.73	608.84
B	1519+25.56	38.50	609.01	609.20
C	1519+35.56	38.50	609.31	609.57
D	1519+45.56	38.50	609.63	609.93
E	1519+55.56	38.50	609.95	610.26
F	1519+65.56	38.50	610.26	610.56
G	1519+75.56	38.50	610.53	610.78
H	1519+85.56	38.50	610.77	610.95
I	1519+95.56	38.50	610.96	611.07
J	1520+05.56	38.50	611.12	611.16
☐ Brg. Pier 1	1520+11.56	38.50	611.20	611.20
K	1520+21.56	38.50	611.29	611.25
L	1520+31.56	38.50	611.35	611.29
M	1520+41.56	38.50	611.37	611.31
N	1520+51.56	38.50	611.35	611.30
O	1520+61.56	38.50	611.29	611.27
☐ Brg. Pier 2	1520+66.56	38.50	611.24	611.24
P	1520+76.56	38.50	611.13	611.18
Q	1520+86.56	38.50	610.97	611.09
R	1520+96.56	38.50	610.78	610.95
S	1521+06.56	38.50	610.55	610.76
T	1521+16.56	38.50	610.28	610.51
U	1521+26.56	38.50	609.97	610.20
V	1521+36.56	38.50	609.66	609.85
W	1521+46.56	38.50	609.35	609.48
X	1521+56.56	38.50	609.07	609.13
☐ Brg. N. Abut.	1521+64.06	38.50	608.87	608.87
Bk. N. Abut.	1521+66.06	38.50	608.82	608.82

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USER NAME = mzelsko	DESIGNED - SS	REVISED -
CHECKED - MZ	REVISIONS -	
PLOT SCALE = 2.000' / in.	DRAWN - SS	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 016-2015**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	181
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

BEAM 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.50	43.50	608.55	608.55
☐ Brg. S. Abut.	1519+05.50	43.50	608.60	608.60
A	1519+15.50	43.50	608.84	608.94
B	1519+25.50	43.50	609.11	609.31
C	1519+35.50	43.50	609.41	609.67
D	1519+45.50	43.50	609.73	610.04
E	1519+55.50	43.50	610.06	610.37
F	1519+65.50	43.50	610.37	610.66
G	1519+75.50	43.50	610.64	610.89
H	1519+85.50	43.50	610.88	611.06
I	1519+95.50	43.50	611.07	611.18
J	1520+05.50	43.50	611.23	611.27
☐ Brg. Pier 1	1520+11.50	43.50	611.31	611.31
K	1520+21.50	43.50	611.40	611.36
L	1520+31.50	43.50	611.46	611.40
M	1520+41.50	43.50	611.48	611.42
N	1520+51.50	43.50	611.46	611.41
O	1520+61.50	43.50	611.40	611.38
☐ Brg. Pier 2	1520+66.50	43.50	611.36	611.36
P	1520+76.50	43.50	611.24	611.29
Q	1520+86.50	43.50	611.08	611.20
R	1520+96.50	43.50	610.89	611.06
S	1521+06.50	43.50	610.66	610.87
T	1521+16.50	43.50	610.39	610.62
U	1521+26.50	43.50	610.08	610.31
V	1521+36.50	43.50	609.77	609.96
W	1521+46.50	43.50	609.46	609.60
X	1521+56.50	43.50	609.18	609.24
☐ Brg. N. Abut.	1521+64.00	43.50	608.98	608.98
Bk. N. Abut.	1521+66.00	43.50	608.93	608.93

CONSTRUCTION JT. (MANDATORY)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.47	46.00	608.61	608.61
☐ Brg. S. Abut.	1519+05.47	46.00	608.65	608.65
A	1519+15.47	46.00	608.90	609.00
B	1519+25.47	46.00	609.17	609.36
C	1519+35.47	46.00	609.47	609.73
D	1519+45.47	46.00	609.79	610.09
E	1519+55.47	46.00	610.11	610.43
F	1519+65.47	46.00	610.42	610.72
G	1519+75.47	46.00	610.70	610.95
H	1519+85.47	46.00	610.93	611.12
I	1519+95.47	46.00	611.13	611.24
J	1520+05.47	46.00	611.28	611.32
☐ Brg. Pier 1	1520+11.47	46.00	611.36	611.36
K	1520+21.47	46.00	611.46	611.42
L	1520+31.47	46.00	611.51	611.46
M	1520+41.47	46.00	611.53	611.47
N	1520+51.47	46.00	611.51	611.46
O	1520+61.47	46.00	611.45	611.43
☐ Brg. Pier 2	1520+66.47	46.00	611.41	611.41
P	1520+76.47	46.00	611.29	611.35
Q	1520+86.47	46.00	611.14	611.26
R	1520+96.47	46.00	610.95	611.12
S	1521+06.47	46.00	610.71	610.93
T	1521+16.47	46.00	610.44	610.68
U	1521+26.47	46.00	610.14	610.36
V	1521+36.47	46.00	609.82	610.02
W	1521+46.47	46.00	609.52	609.65
X	1521+56.47	46.00	609.23	609.29
☐ Brg. N. Abut.	1521+63.97	46.00	609.04	609.04
Bk. N. Abut.	1521+65.97	46.00	608.99	608.99

BEAM 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.44	48.50	608.71	608.71
☐ Brg. S. Abut.	1519+05.44	48.50	608.76	608.76
A	1519+15.44	48.50	609.00	609.10
B	1519+25.44	48.50	609.27	609.46
C	1519+35.44	48.50	609.57	609.83
D	1519+45.44	48.50	609.89	610.19
E	1519+55.44	48.50	610.22	610.53
F	1519+65.44	48.50	610.53	610.82
G	1519+75.44	48.50	610.80	611.05
H	1519+85.44	48.50	611.03	611.22
I	1519+95.44	48.50	611.23	611.34
J	1520+05.44	48.50	611.39	611.42
☐ Brg. Pier 1	1520+11.44	48.50	611.46	611.46
K	1520+21.44	48.50	611.56	611.52
L	1520+31.44	48.50	611.62	611.56
M	1520+41.44	48.50	611.64	611.58
N	1520+51.44	48.50	611.62	611.57
O	1520+61.44	48.50	611.56	611.54
☐ Brg. Pier 2	1520+66.44	48.50	611.52	611.52
P	1520+76.44	48.50	611.40	611.45
Q	1520+86.44	48.50	611.24	611.36
R	1520+96.44	48.50	611.05	611.23
S	1521+06.44	48.50	610.82	611.03
T	1521+16.44	48.50	610.55	610.78
U	1521+26.44	48.50	610.24	610.47
V	1521+36.44	48.50	609.93	610.12
W	1521+46.44	48.50	609.62	609.76
X	1521+56.44	48.50	609.34	609.40
☐ Brg. N. Abut.	1521+63.94	48.50	609.14	609.14
Bk. N. Abut.	1521+65.94	48.50	609.09	609.09

U-TURN BRIDGE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.42	50.50	608.79	608.79
☐ Brg. S. Abut.	1519+05.42	50.50	608.84	608.84
A	1519+15.42	50.50	609.09	609.19
B	1519+25.42	50.50	609.36	609.55
C	1519+35.42	50.50	609.66	609.92
D	1519+45.42	50.50	609.98	610.28
E	1519+55.42	50.50	610.30	610.61
F	1519+65.42	50.50	610.61	610.91
G	1519+75.42	50.50	610.89	611.14
H	1519+85.42	50.50	611.12	611.30
I	1519+95.42	50.50	611.32	611.43
J	1520+05.42	50.50	611.47	611.51
☐ Brg. Pier 1	1520+11.42	50.50	611.55	611.55
K	1520+21.42	50.50	611.65	611.61
L	1520+31.42	50.50	611.70	611.65
M	1520+41.42	50.50	611.72	611.66
N	1520+51.42	50.50	611.70	611.66
O	1520+61.42	50.50	611.64	611.62
☐ Brg. Pier 2	1520+66.42	50.50	611.60	611.60
P	1520+76.42	50.50	611.49	611.54
Q	1520+86.42	50.50	611.33	611.45
R	1520+96.42	50.50	611.14	611.31
S	1521+06.42	50.50	610.91	611.12
T	1521+16.42	50.50	610.64	610.87
U	1521+26.42	50.50	610.33	610.56
V	1521+36.42	50.50	610.02	610.21
W	1521+46.42	50.50	609.71	609.84
X	1521+56.42	50.50	609.42	609.49
☐ Brg. N. Abut.	1521+63.92	50.50	609.23	609.23
Bk. N. Abut.	1521+65.92	50.50	609.18	609.18

BEAM 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.38	53.50	608.75	608.75
☐ Brg. S. Abut.	1519+05.38	53.50	608.79	608.79
A	1519+15.38	53.50	609.04	609.14
B	1519+25.38	53.50	609.31	609.50
C	1519+35.38	53.50	609.61	609.87
D	1519+45.38	53.50	609.93	610.23
E	1519+55.38	53.50	610.25	610.57
F	1519+65.38	53.50	610.57	610.86
G	1519+75.38	53.50	610.84	611.09
H	1519+85.38	53.50	611.07	611.26
I	1519+95.38	53.50	611.27	611.38
J	1520+05.38	53.50	611.43	611.46
☐ Brg. Pier 1	1520+11.38	53.50	611.51	611.51
K	1520+21.38	53.50	611.60	611.56
L	1520+31.38	53.50	611.66	611.60
M	1520+41.38	53.50	611.68	611.62
N	1520+51.38	53.50	611.66	611.61
O	1520+61.38	53.50	611.60	611.58
☐ Brg. Pier 2	1520+66.38	53.50	611.56	611.56
P	1520+76.38	53.50	611.44	611.50
Q	1520+86.38	53.50	611.29	611.40
R	1520+96.38	53.50	611.09	611.27
S	1521+06.38	53.50	610.86	611.08
T	1521+16.38	53.50	610.59	610.83
U	1521+26.38	53.50	610.29	610.51
V	1521+36.38	53.50	609.97	610.17
W	1521+46.38	53.50	609.66	609.80
X	1521+56.38	53.50	609.38	609.44
☐ Brg. N. Abut.	1521+63.88	53.50	609.19	609.19
Bk. N. Abut.	1521+65.88	53.50	609.14	609.14

BEAM 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1519+03.32	58.50	608.67	608.67
☐ Brg. S. Abut.	1519+05.32	58.50	608.72	608.72
A	1519+15.32	58.50	608.96	609.07
B	1519+25.32	58.50	609.24	609.43
C	1519+35.32	58.50	609.53	609.79
D	1519+45.32	58.50	609.85	610.16
E	1519+55.32	58.50	610.18	610.49
F	1519+65.32	58.50	610.49	610.78
G	1519+75.32	58.50	610.76	611.01
H	1519+85.32	58.50	611.00	611.18
I	1519+95.32	58.50	611.19	611.30
J	1520+05.32	58.50	611.35	611.39
☐ Brg. Pier 1	1520+11.32	58.50	611.43	611.43
K	1520+21.32	58.50	611.53	611.49
L	1520+31.32	58.50	611.58	611.53
M	1520+41.32	58.50	611.60	611.54
N	1520+51.32	58.50	611.58	611.54
O	1520+61.32	58.50	611.53	611.50
☐ Brg. Pier 2	1520+66.32	58.50	611.48	611.48
P	1520+76.32	58.50	611.37	611.42
Q	1520+86.32	58.50	611.21	611.33
R	1520+96.32	58.50	611.02	611.19
S	1521+06.32	58.50	610.79	611.00
T	1521+16.32	58.50	610.52	610.75
U	1521+26.32	58.50	610.21	610.44
V	1521+36.32	58.50	609.90	610.09
W	1521+46.32	58.50	609.59	609.73
X	1521+56.32	58.50	609.31	609.37
☐ Brg. N. Abut.	1521+63.82	58.50	609.11	609.11
Bk. N. Abut.	1521+65.82	58.50	609.06	609.06

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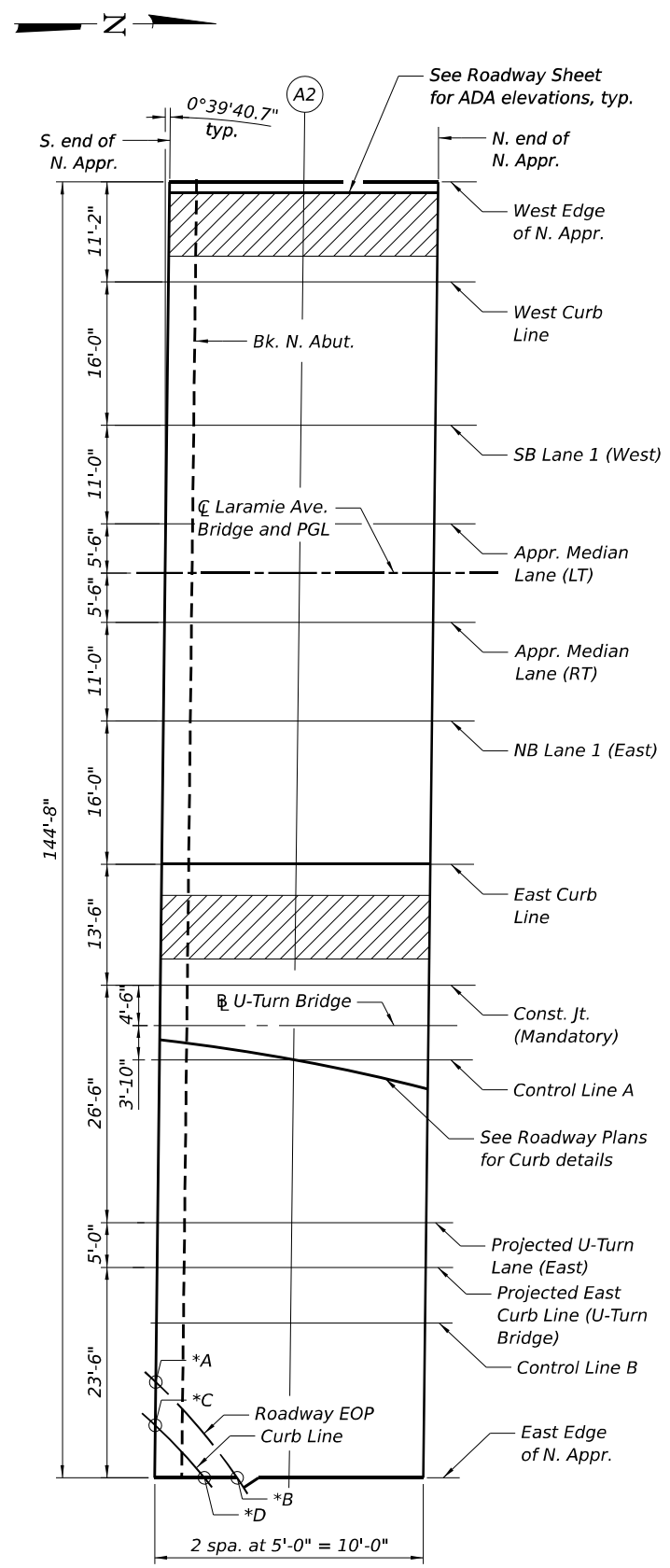
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS V
STRUCTURE NO. 016-2015

SHEET 13 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	182
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



PLAN
(North Approach)

WEST EDGE OF NORTH APPROACH

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+66.00	-43.67	608.52
A2	1521+71.00	-43.67	608.40
N. end of N. Appr.	1521+76.00	-43.67	608.29

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.88	-32.50	608.69
A2	1521+70.88	-32.50	608.57
N. end of N. Appr.	1521+75.88	-32.50	608.46

SB LANE 1 (WEST)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.69	-16.50	608.94
A2	1521+70.69	-16.50	608.82
N. end of N. Appr.	1521+75.69	-16.50	608.70

APPROACH MEDIAN LANE (LT)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.56	-5.50	609.10
A2	1521+70.56	-5.50	608.98
N. end of N. Appr.	1521+75.56	-5.50	608.87

CL LARAMIE AVE. BRIDGE AND PGL

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.50	0.00	609.19
A2	1521+70.50	0.00	609.07
N. end of N. Appr.	1521+75.50	0.00	608.96

APPROACH MEDIAN LANE (RT)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.44	5.50	609.11
A2	1521+70.44	5.50	608.99
N. end of N. Appr.	1521+75.44	5.50	608.87

NB LANE 1 (EAST)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.31	16.50	608.94
A2	1521+70.31	16.50	608.83
N. end of N. Appr.	1521+75.31	16.50	608.71

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+65.12	32.50	608.71
A2	1521+70.12	32.50	608.59
N. end of N. Appr.	1521+75.12	32.50	608.48

CONST. JT. (MANDATORY)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.97	46.00	609.01
A2	1521+69.97	46.00	608.89
N. end of N. Appr.	1521+74.97	46.00	608.78

U-TURN BRIDGE

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.92	50.50	609.20
A2	1521+69.92	50.50	608.08
N. end of N. Appr.	1521+74.92	50.50	608.97

***ADDITIONAL CONTROL POINTS**

Location	Station	Offset	Theoretical Grade Elevations
A	1521+64.39	95.93	608.52
B	1521+68.21	101.00	608.17
C	1521+64.37	97.88	608.49
D	1521+66.99	101.00	608.14

CONTROL LINE A

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.88	54.00	609.15
A2	1521+69.88	54.00	608.86
N. end of N. Appr.	1521+74.88	54.00	608.76

PROJECTED U-TURN LANE (EAST)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.66	72.50	608.87
A2	1521+69.66	72.50	608.69
N. end of N. Appr.	1521+74.66	72.50	608.48

PROJECTED EAST CURB LINE (U-TURN BRIDGE)

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.61	77.50	608.80
A2	1521+69.61	77.50	608.64
N. end of N. Appr.	1521+74.61	77.50	608.44

CONTROL LINE B

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.53	83.73	608.70
A2	1521+69.53	83.73	608.74
N. end of N. Appr.	1521+74.53	83.73	608.45

EAST EDGE OF NORTH APPROACH

Location	Station	Offset	Theoretical Grade Elevations
S. end of N. Appr.	1521+64.33	101.00	608.46
A2	1521+69.33	101.00	608.16
N. end of N. Appr.	1521+74.33	101.00	608.11

NOTE:
1. See sheet 30 of 66 for sections and cross slopes.

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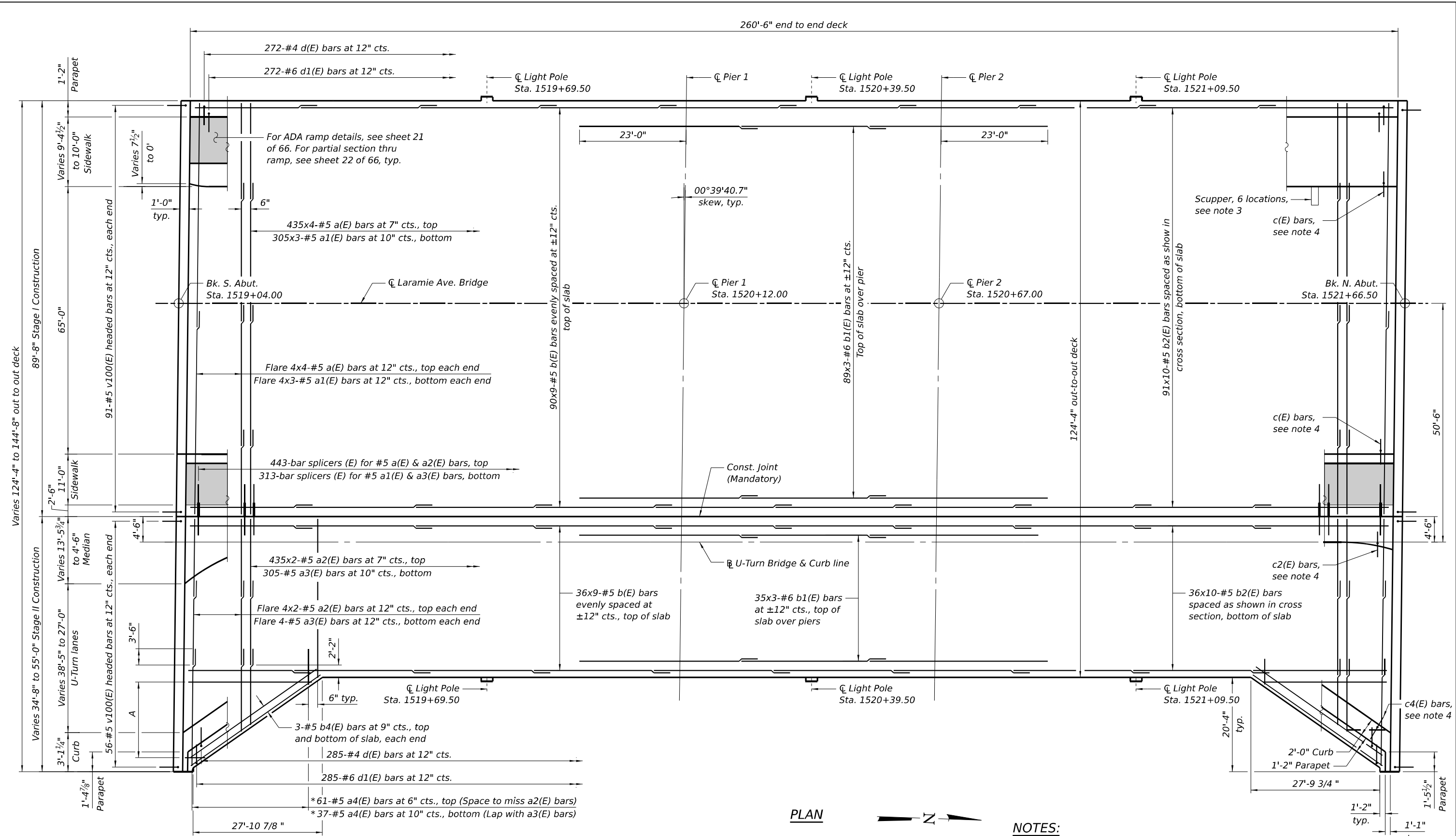
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-2015**

SHEET 16 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	185
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

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PLAN

MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 4'-5"

- NOTES:**
1. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 2. See sheet 18 of 66 for deck cross section.
 3. See sheets 19 and 20 of 66 for fence and parapet spacing and details, scupper type and locations.
 4. See sheet 21 of 66 for sidewalk, median, and curb reinforcement details.
 5. See sheets 22 and 23 of 66 for superstructure details and Bill of Material.

* A - 21-#5 b3(E) bars, evenly spaced at ±12" cts., top of slab
 18-#5 b3(E) bars, spaced as shown in cross section, bottom of slab

* Order bars a4(E), and b3(E) full length. Field cut to fit skew. Use remainder in same level at opposite corner. See sheet 23 of 66 for cutting diagram.



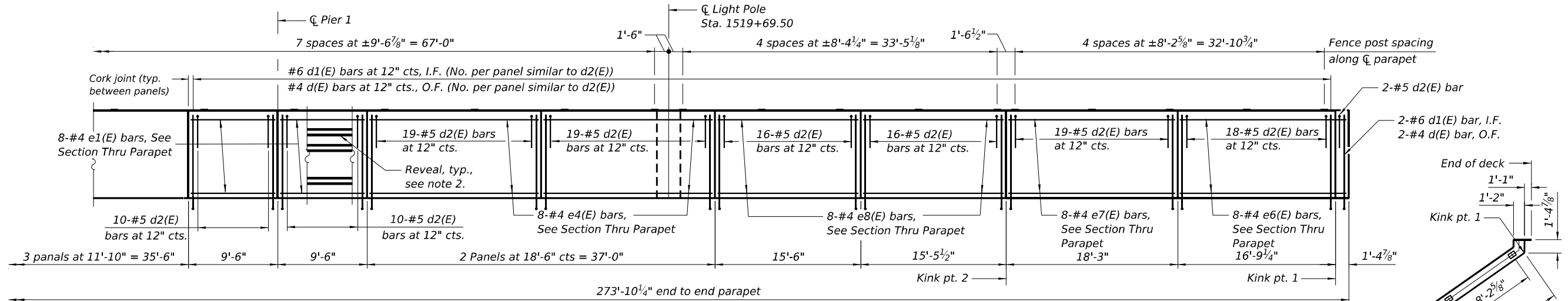
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

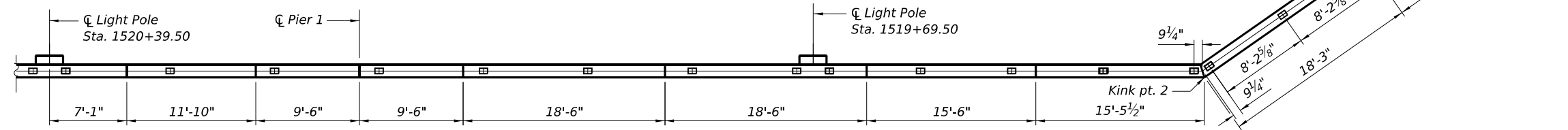
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 STRUCTURE NO. 016-2015**

SHEET 17 OF 66 SHEETS

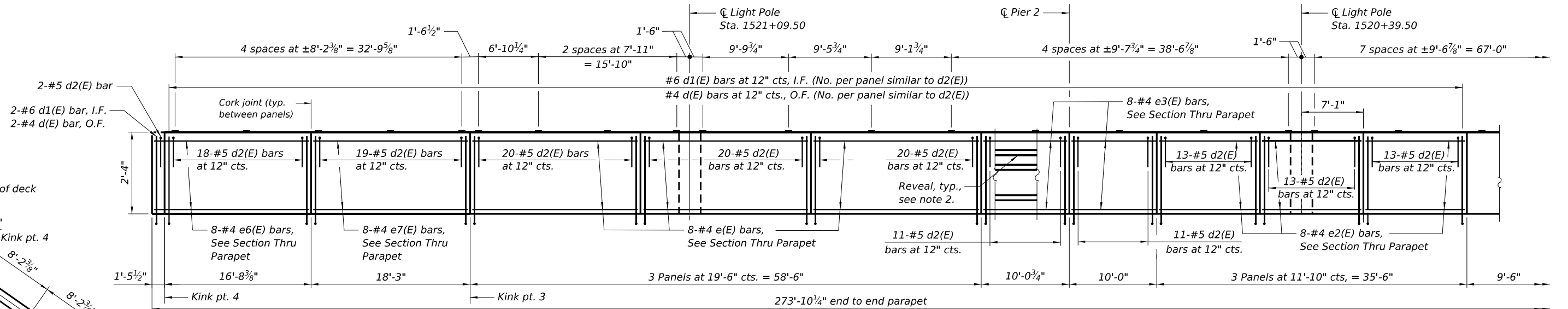
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290	22 STRUCTURE 1	COOK	330	186
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



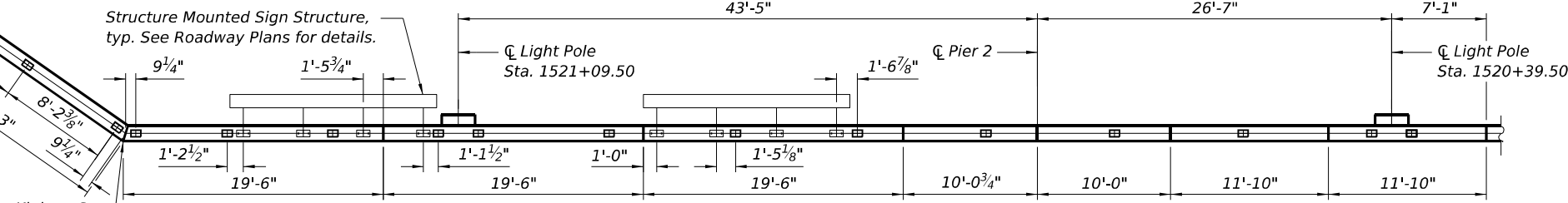
PARTIAL INSIDE ELEVATION OF EAST PARAPET
(Unfolded; Looking East)



PARTIAL PLAN OF EAST PARAPET



PARTIAL INSIDE ELEVATION OF EAST PARAPET
(Unfolded; Looking East)



PARTIAL PLAN OF EAST PARAPET

NOTES:

1. All edges shall be chamfered 3/4".
2. The reveal on the "Chicago Wall" parapet will not be paid separately and shall be included in the cost of pay item Concrete Superstructure. See sheets 22 and 25 of 66 for reveal details.
3. For Section Thru Parapet, bar diagrams, and Bill of Material, see sheet 23 of 66.
4. For Bridge Fence Railing and details, see sheets 32 thru 35 of 66.
5. For light pole details see Electrical plans.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

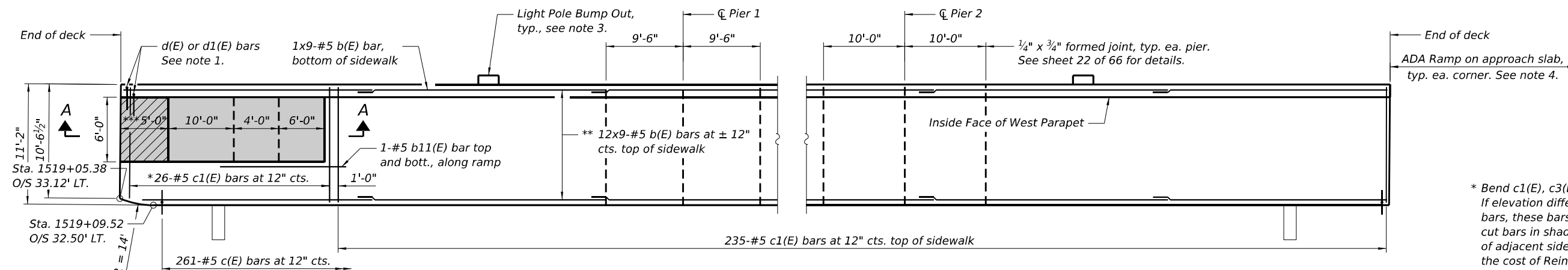
SUPERSTRUCTURE DETAILS II
STRUCTURE NO. 016-2015

SHEET 20 OF 66 SHEETS

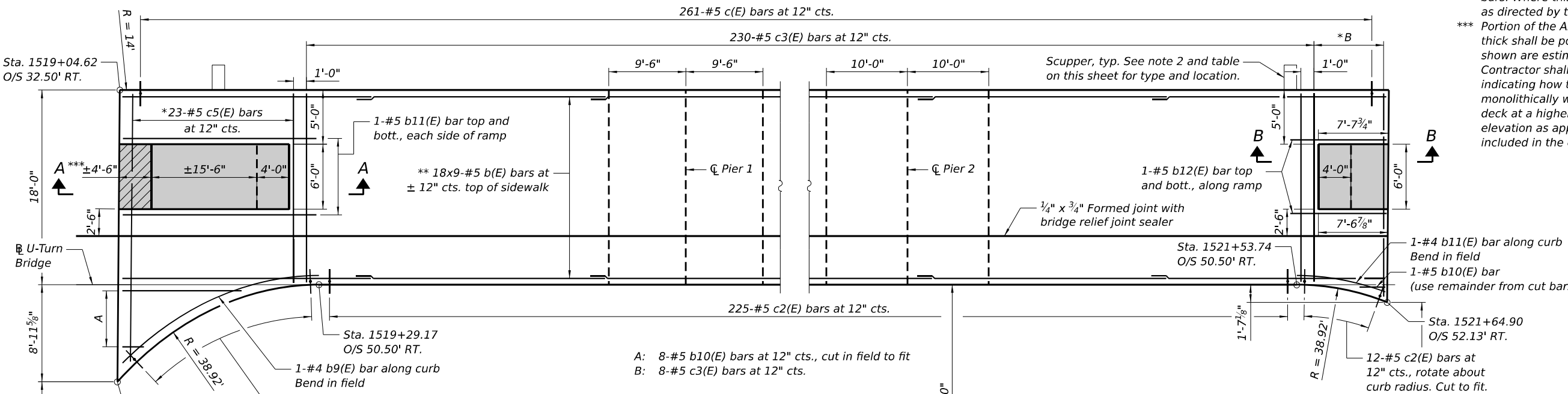
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

MINIMUM BAR LAP

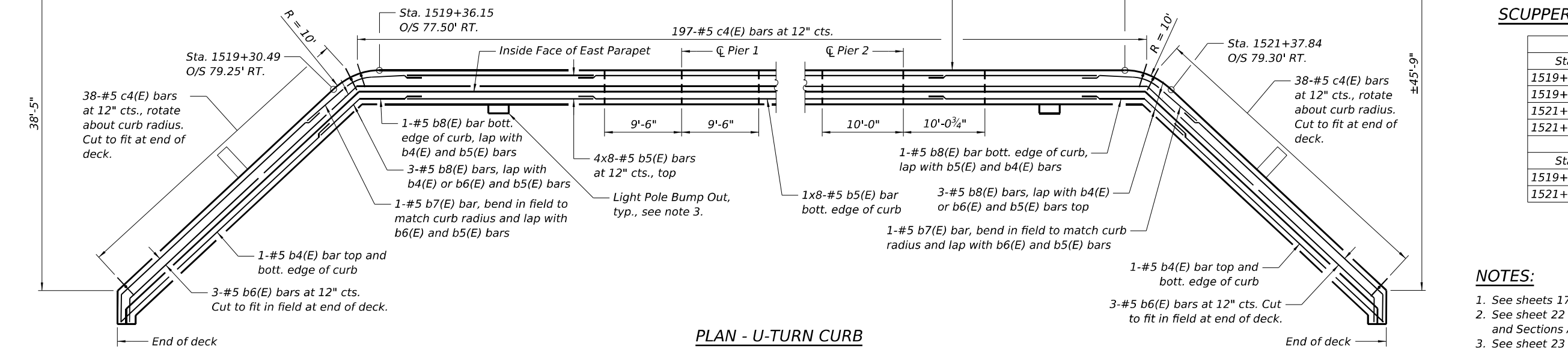
#5 bar = 3'-6"



PLAN - WEST SIDEWALK



PLAN - MEDIAN



PLAN - U-TURN CURB

- * Bend c1(E), c3(E) or c5(E) bars to fit ramp geometry. If elevation difference does not permit bending of bars, these bars may be cut in the field to fit. Place cut bars in shaded area and remainder of bars at top of adjacent sidewalk. This work shall be included in the cost of Reinforcement Bars, Epoxy Coated.
- ** Bend b(E) bars within shaded area to match top of ADA ramp slope and provide 1.75" clearance for c1(E) bars. Where this is not feasible, cut b(E) bars in field as directed by the Engineer.
- *** Portion of the ADA ramp which is less than 4-inches thick shall be poured with the deck. The dimension shown are estimated and should be field verified. The Contractor shall submit a plan to the Engineer indicating how this portion will be poured monolithically with the deck. Contractor may pour the deck at a higher elevation and grind the ramp to final elevation as approved by the Engineer. This work is included in the cost of Concrete Superstructure.

LEGEND:

- ADA Ramp
- Area of ADA Ramp poured with deck

SCUPPER TYPE AND LOCATIONS

Laramie Ave. Bridge		
Sta.	Offset	Type
1519+17.50	32.50' Lt.	DS-33
1519+16.80	32.50' Rt.	DS-11
1521+53.70	32.50' Lt.	DS-33
1521+52.90	32.50' Rt.	DS-11
U-Turn Bridge		
Sta.	Offset	Type
1519+18.00	88.00' Rt.	DS-11
1521+50.95	88.48' Rt.	DS-11

NOTES:

1. See sheets 17 and 18 of 66 for deck reinforcement.
2. See sheet 22 of 66 for scupper reinforcement details, and Sections A-A and B-B.
3. See sheet 23 of 66 for light pole reinforcement details.
4. See sheet 29 of 66 for approach slab ADA ramp details.

MODEL: Default
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USER NAME = mzelsko	DESIGNED - MA	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

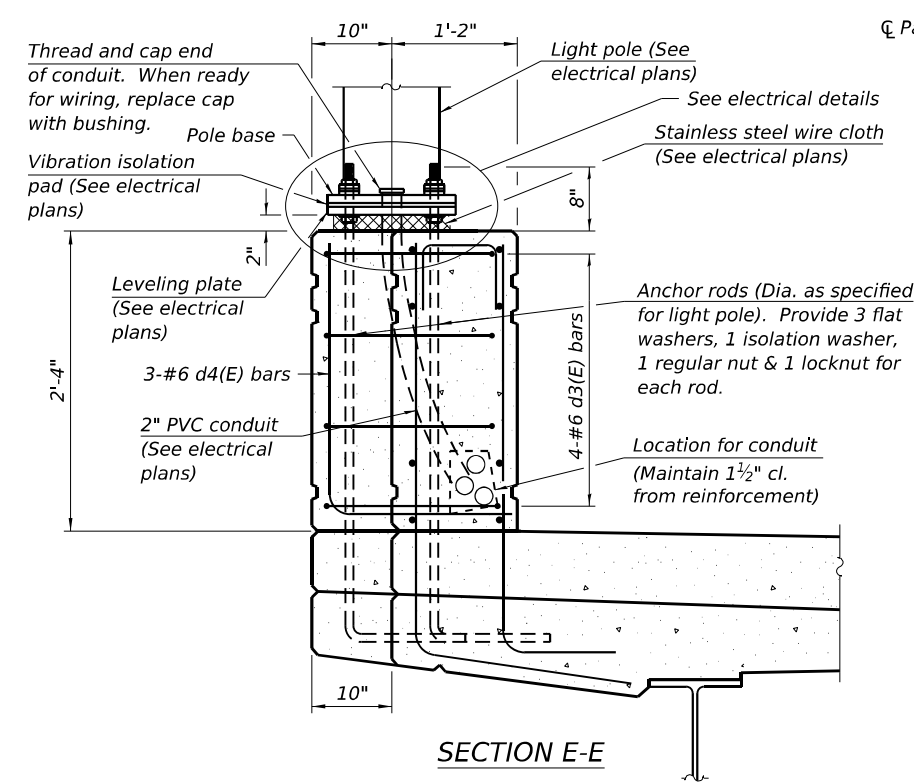
**SUPERSTRUCTURE DETAILS III
STRUCTURE NO. 016-2015**

SHEET 21 OF 66 SHEETS

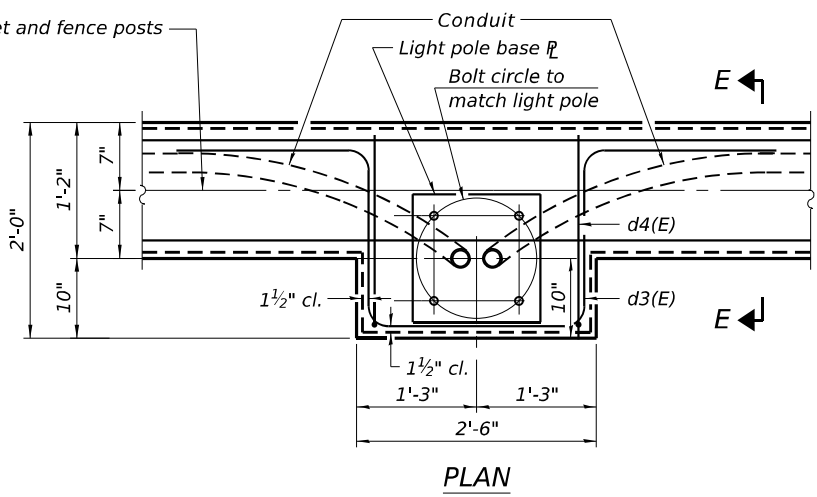
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	190
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

**SUPERSTRUCTURE
BILL OF MATERIAL**

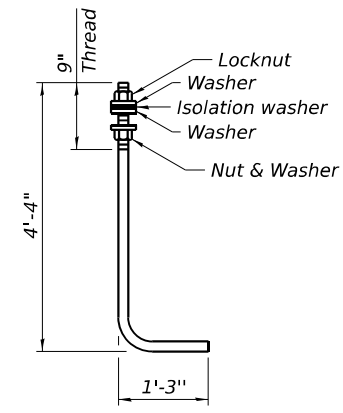
Bar	No.	Size	Length	Shape
a(E)	1772	#5	25'-0"	—
a1(E)	1252	#5	32'-2"	—
a2(E)	886	#5	18'-11"	—
a3(E)	443	#5	34'-4"	—
a4(E)	98	#5	31'-10"	—
a5(E)	32	#5	1'-6"	—
a6(E)	16	#5	2'-0"	—
b(E)	1422	#5	32'-3"	—
b1(E)	372	#6	36'-8"	—
b2(E)	1160	#5	29'-2"	—
b3(E)	39	#5	33'-6"	—
b4(E)	16	#5	38'-0"	—
b5(E)	40	#5	28'-2"	—
b6(E)	6	#5	37'-3"	—
b7(E)	2	#5	12'-11"	—
b8(E)	8	#5	12'-4"	—
b9(E)	1	#5	26'-0"	—
b10(E)	9	#5	16'-7"	—
b11(E)	7	#5	29'-5"	—
b12(E)	4	#5	12'-11"	—
c(E)	522	#5	2'-5"	—
c1(E)	261	#5	10'-10"	—
c2(E)	263	#5	2'-2"	—
c3(E)	238	#5	17'-8"	—
c4(E)	273	#5	4'-0"	—
c5(E)	23	#5	26'-2"	—
d(E)	559	#4	5'-1"	—
d1(E)	559	#6	4'-4"	—
d2(E)	559	#5	2'-4"	—
d3(E)	24	#6	9'-5"	—
d4(E)	18	#6	3'-7"	—
e(E)	64	#4	19'-2"	—
e1(E)	32	#4	9'-2"	—
e2(E)	48	#4	11'-6"	—
e3(E)	32	#4	9'-6"	—
e4(E)	40	#4	18'-2"	—
e5(E)	16	#4	16'-2"	—
e6(E)	16	#4	16'-4"	—
e7(E)	16	#4	17'-11"	—
e8(E)	16	#4	15'-2"	—
m10(E)	30	#6	32'-6"	—
m11(E)	92	#6	4'-8"	—
m12(E)	92	#6	4'-8"	—
m13(E)	12	#4	31'-7"	—
m14(E)	8	#6	2'-3"	—
m15(E)	4	#6	1'-10"	—
m16(E)	20	#6	29'-4"	—
m17(E)	8	#4	28'-8"	—
m18(E)	12	#6	6'-7"	—
m19(E)	8	#6	6'-2"	—
m20(E)	4	#6	6'-7"	—
m21(E)	4	#6	2'-3"	—
s10(E)	238	#5	7'-1"	—
s11(E)	238	#5	7'-5"	—
s12(E)	4	#5	8'-7"	—
s13(E)	4	#5	7'-11"	—
u10(E)	238	#4	3'-10"	—
u11(E)	4	#4	4'-0"	—
v100(E)	294	#5	3'-1"	—
Concrete Superstructure	Cu. Yd.		1,281.7	
Bridge Deck Grooving	Sq. Yd.		2,604	
Protective Coat	Sq. Yd.		3,885	
Reinforcement Bars, Epoxy Coated	Pound		263,170	



PARAPET DETAIL AT LIGHTPOLE
(6 Locations)

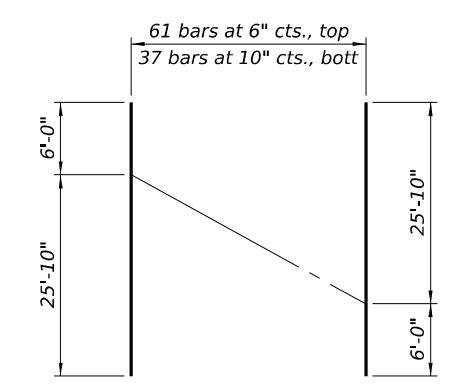


PLAN

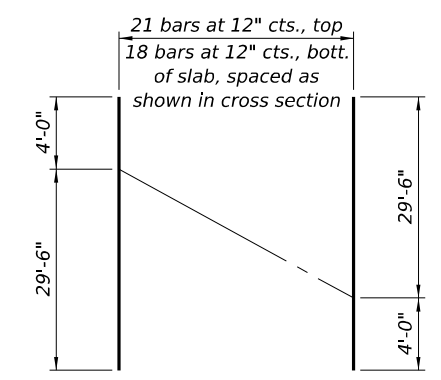


ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized. Cost of anchor rods is included with Concrete Superstructure.



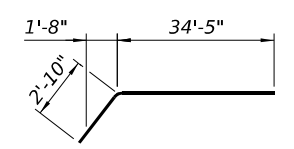
BAR a4(E)



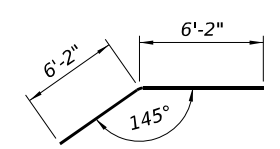
BAR b3(E)

BAR CUTTING DIAGRAM

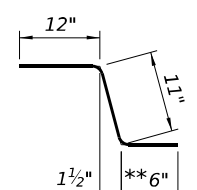
Order bars full length. Cut as shown, use remainder in same level at opposite corner



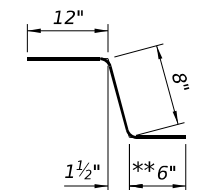
BAR b6(E)



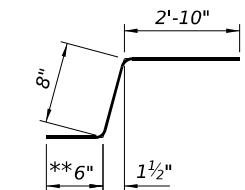
BAR b8(E)



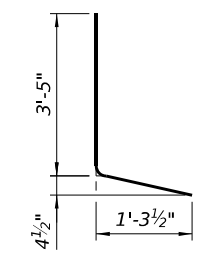
BAR c(E)



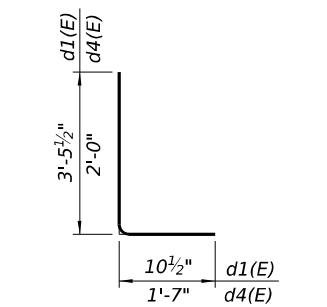
BAR c2(E)



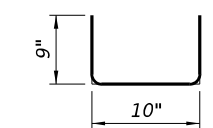
BAR c4(E)



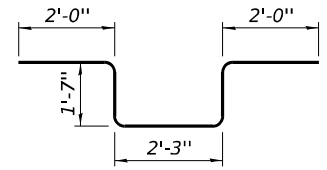
BAR d(E)



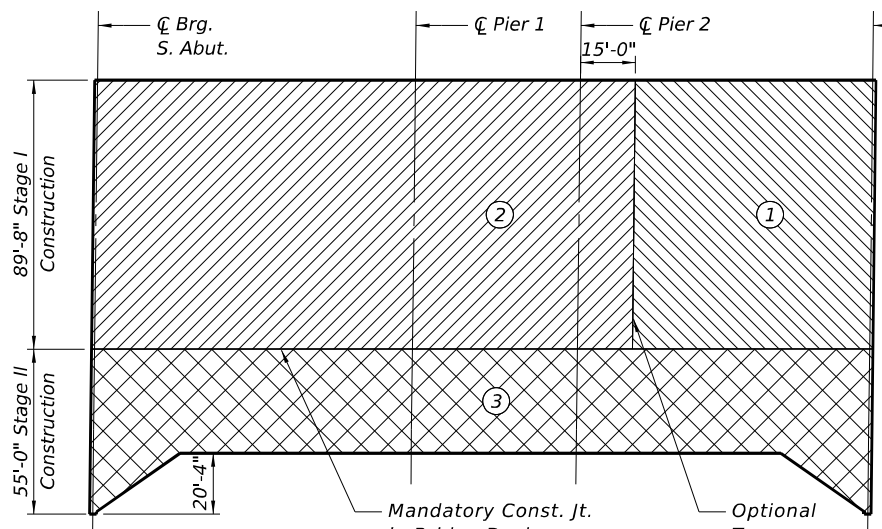
BAR d1(E) & d4(E)



BAR d2(E)



BAR d3(E)



DECK POUR SEQUENCE

DECK POUR NOTES SEQUENCE 1 AND 2

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

DECK POUR NOTES SEQUENCE 3

The deck pour noted as sequence 3 shall not be made until 4 months duration has elapsed from the end of pour sequence 2. This is required to allow creep and shrinkage to occur between the deck pours.

The entire sidewalk/median shall be poured after the deck constructed in sequence 3 has cured per Article 503.17 of the standard specifications.

*Contractor may fabricate curved bar or bend bar in field to match curb radius.

**In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

MODEL: Default
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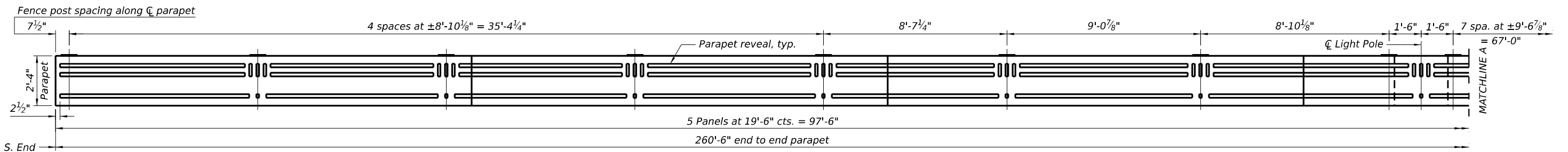
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PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

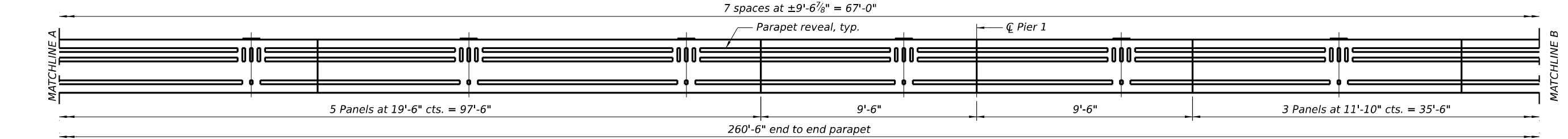
**SUPERSTRUCTURE DETAILS V
STRUCTURE NO. 016-2015**

SHEET 23 OF 66 SHEETS

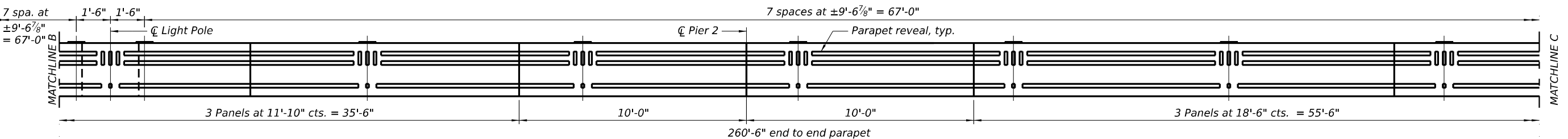
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	192
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		



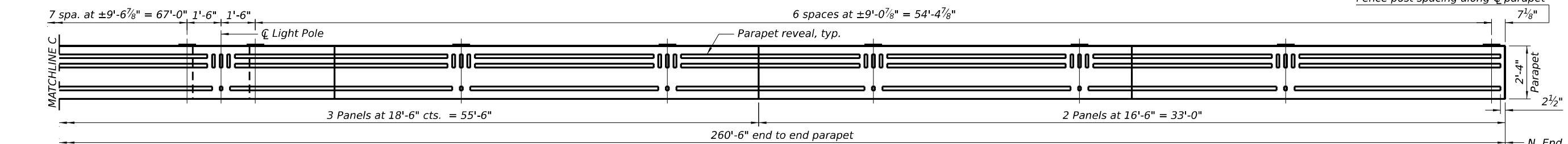
PARTIAL INSIDE ELEVATION OF WEST PARAPET
(Looking West)



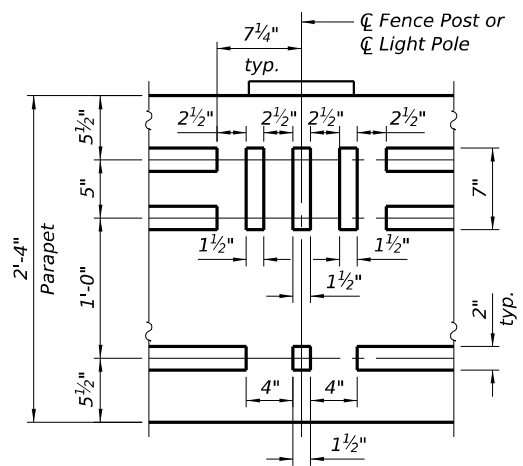
PARTIAL INSIDE ELEVATION OF WEST PARAPET
(Looking West)



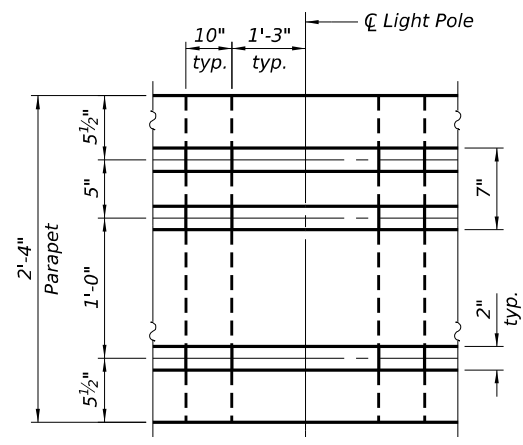
PARTIAL INSIDE ELEVATION OF WEST PARAPET
(Looking West)



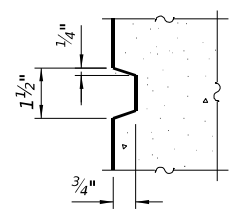
PARTIAL INSIDE ELEVATION OF WEST PARAPET
(Looking West)



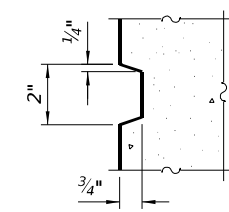
TYPICAL DETAIL
(At Light Poles, inside face parapet only)



OUTSIDE FACE PARAPET DETAIL AT LIGHT POLES
(Unfolded)



1 1/2" REVEAL DETAIL



2" REVEAL DETAIL

- NOTES:**
- Rustication details shown above shall be applied to both sides of the parapet except at light poles, see detail this sheet.
 - See sheets 19, 22, 23 of 66 for additional parapet details.
 - Cost of rustication included in Concrete Superstructure.
 - Contractor shall submit shop drawings for the rustication details to be reviewed by the Engineer.

MODEL: Default
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DESIGNED - MA
CHECKED - MZ
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DRAWN - MA
PLOT DATE = 03/16/2026
CHECKED - MZ
REVISED -

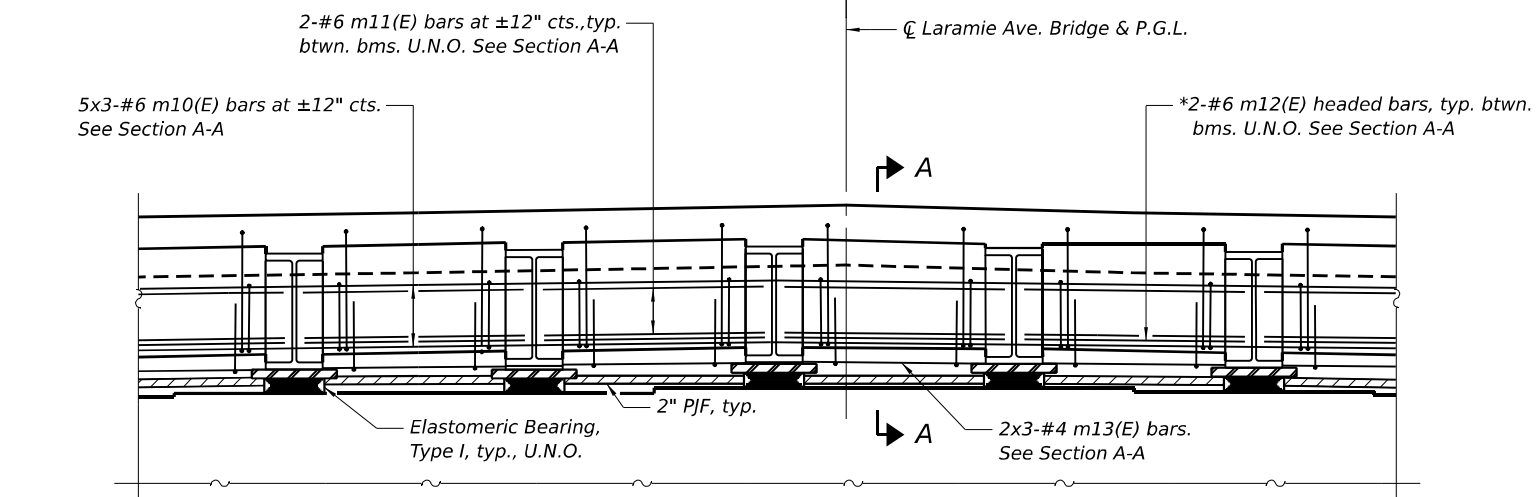
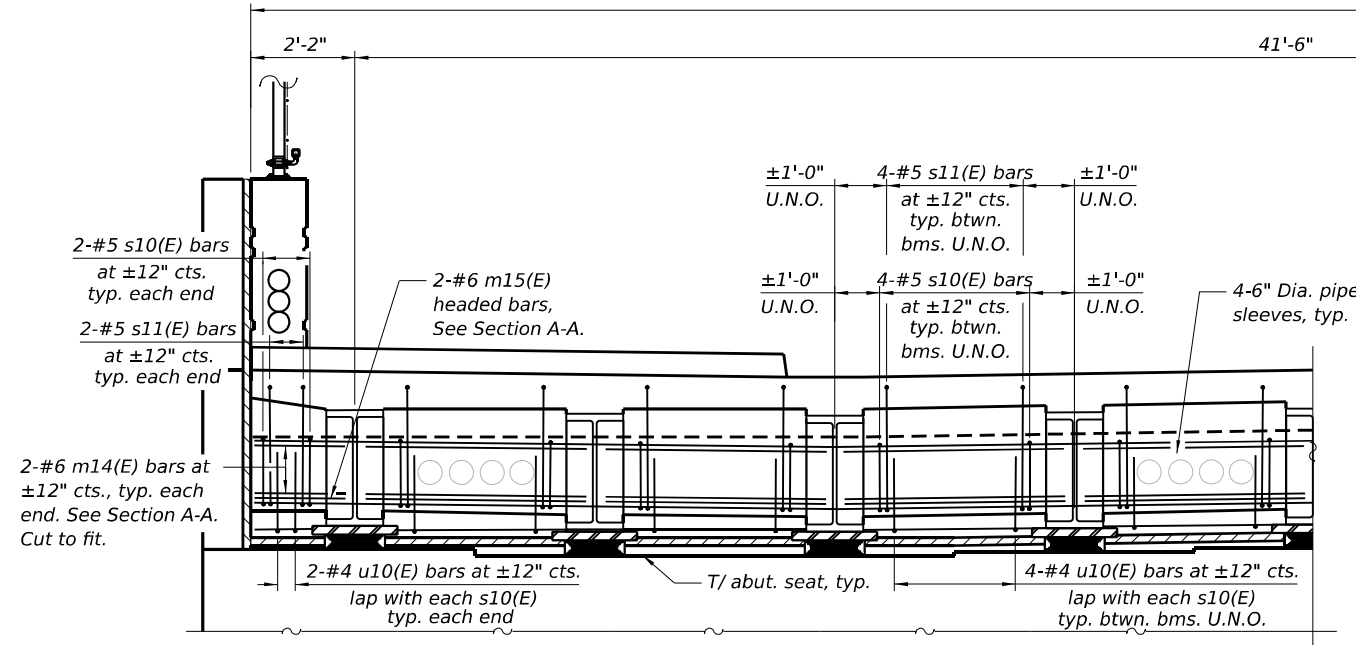
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECORATIVE PARAPET DETAILS I
STRUCTURE NO. 016-2015**

SHEET 24 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	193
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

89'-8" Stage I Construction



MINIMUM BAR LAP

#4 bar = 2'-8"
#6 bar = 4'-0"

PARTIAL DIAPHRAGM AT ABUTMENT

(Looking North at N. Abut., S. Abut. similar)
(Conduits and Hanger Assemblies not shown for clarity)

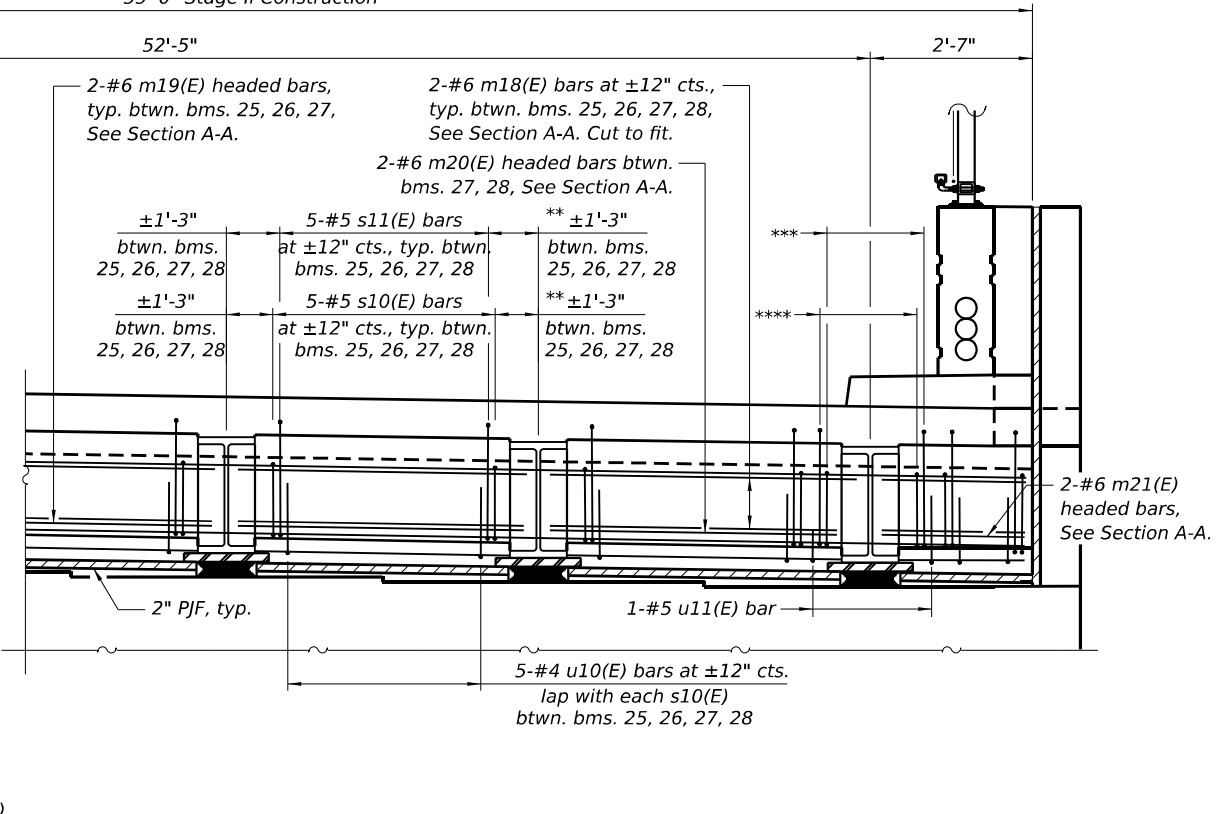
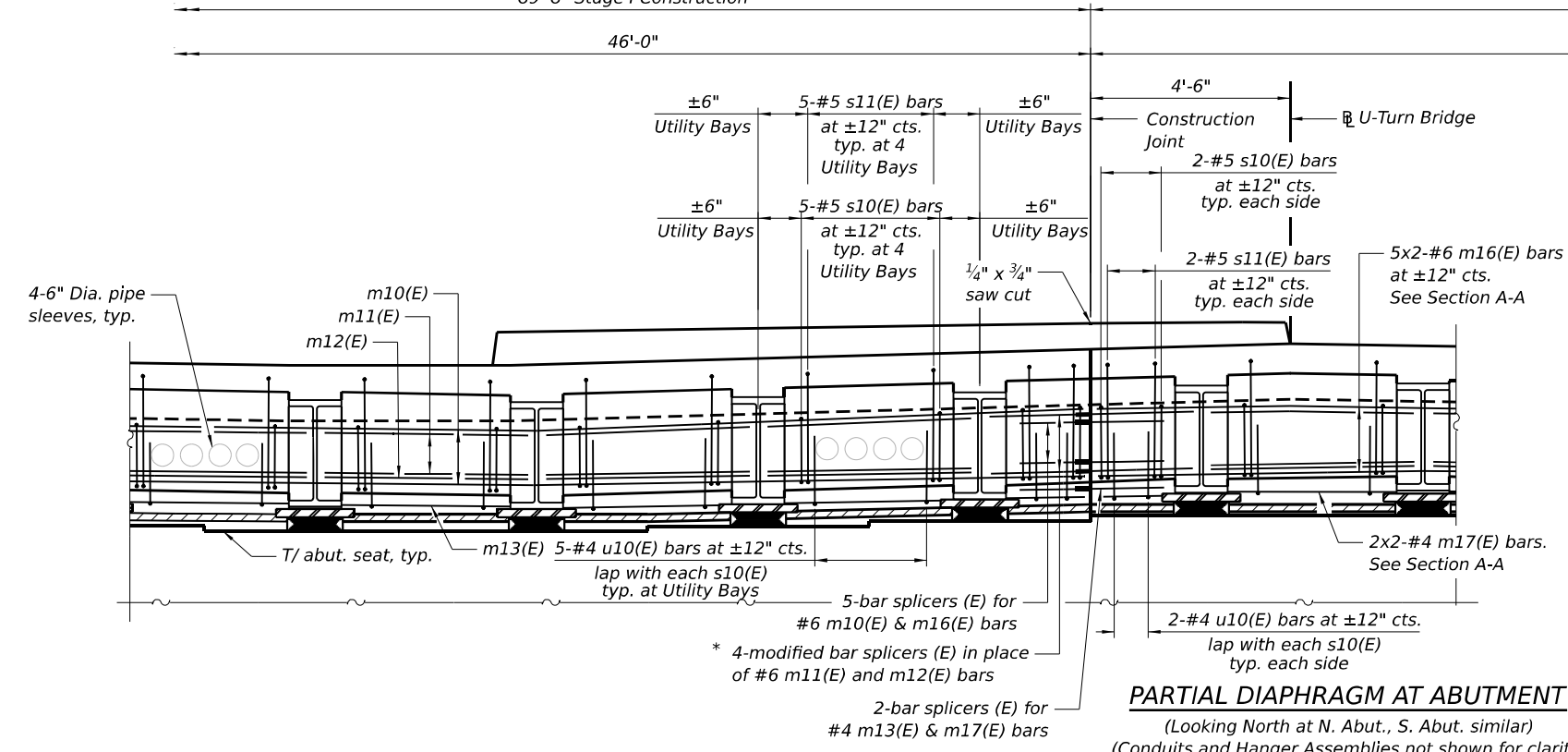
NOTES:

1. Bars indicated thus 5x2-#4 etc. indicates 5 lines of bars with 2 lengths per line.
2. See sheet 23 of 66 for Bill of Material.
3. See sheets 27 and 28 of 66 for Section A-A, View B-B, details and notes.
4. See sheet 58 of 66 for Bar Splicer Assembly Details.

- * Modified bar splicers to be furnished by bar splicer supplier and cost included with the Bar Splicers instead of m11(E) and m12(E) bars at construction joint or bay 18. See sheet 58 of 66.
- ** ±1'-8" left of bm. 28.
- *** 1-#5 s12(E) bar
- **** 1-#5 s13(E) bar

89'-8" Stage I Construction

55'-0" Stage II Construction



PARTIAL DIAPHRAGM AT ABUTMENT

(Looking North at N. Abut., S. Abut. similar)
(Conduits and Hanger Assemblies not shown for clarity)

MODEL: Default
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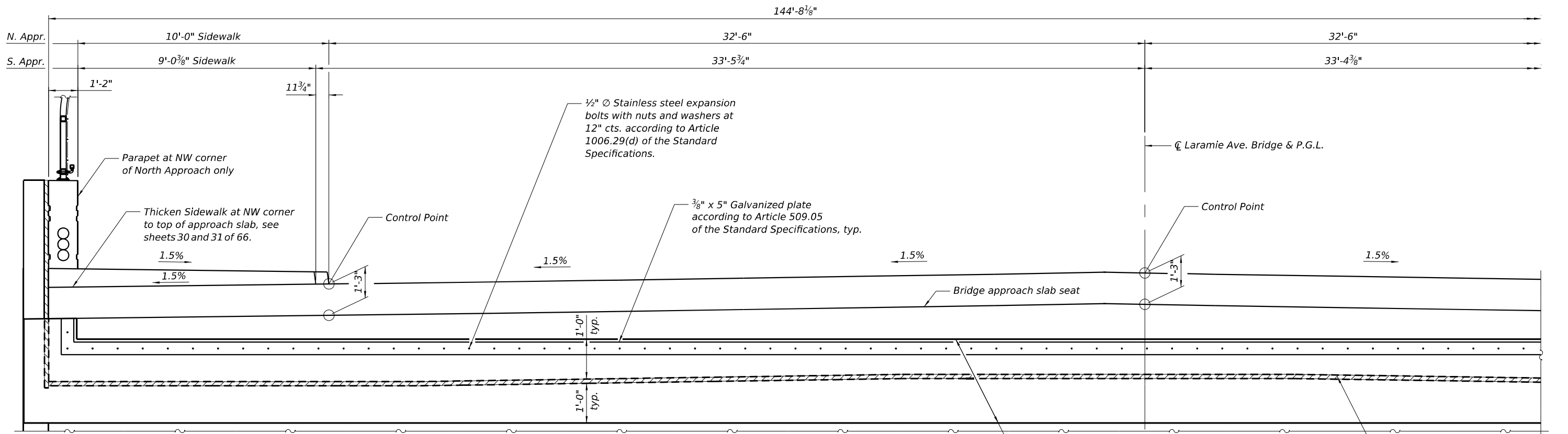
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PLOT SCALE = 4.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - SS	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE DIAPHRAGMS I
STRUCTURE NO. 016-2015**

SHEET 26 OF 66 SHEETS

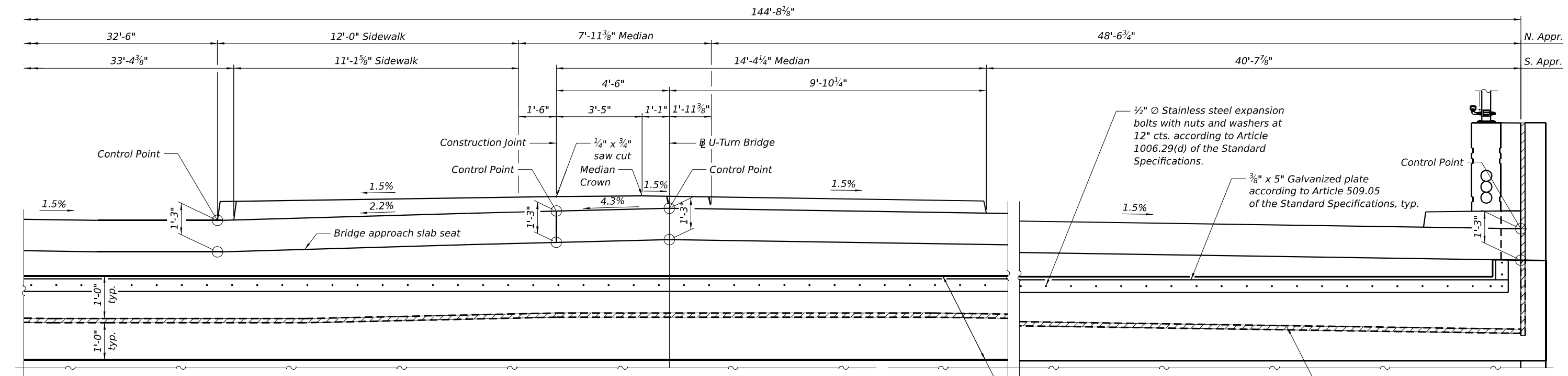
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	195
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



PARTIAL VIEW B-B
 (Looking North at back of S. Abut.)
 (N. Abut. opposite hand)
 (Dimensions measured along Bk. Abut. skew)

Limits of fabric reinforced elastomeric mat according to Section 1028 of the Standard Specifications and installed according to applicable requirements of Article 520.09 of the Standard Specifications.

2" PJF (per Article 1051.09 of the Standard Specifications) bonded to abutment and cheek wall with suitable adhesive as recommended by supplier.



PARTIAL VIEW B-B
 (Looking North at back of S. Abut.)
 (N. Abut. opposite hand)
 (Dimensions measured along Bk. Abut. skew)

Limits of fabric reinforced elastomeric mat according to Section 1028 of the Standard Specifications and installed according to applicable requirements of Article 520.09 of the Standard Specifications.

2" PJF (per Article 1051.09 of the Standard Specifications) bonded to abutment and cheek wall with suitable adhesive as recommended by supplier.

MODEL: Default
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PLOT DATE = 03/16/2026	DRAWN - SS	REVISED -
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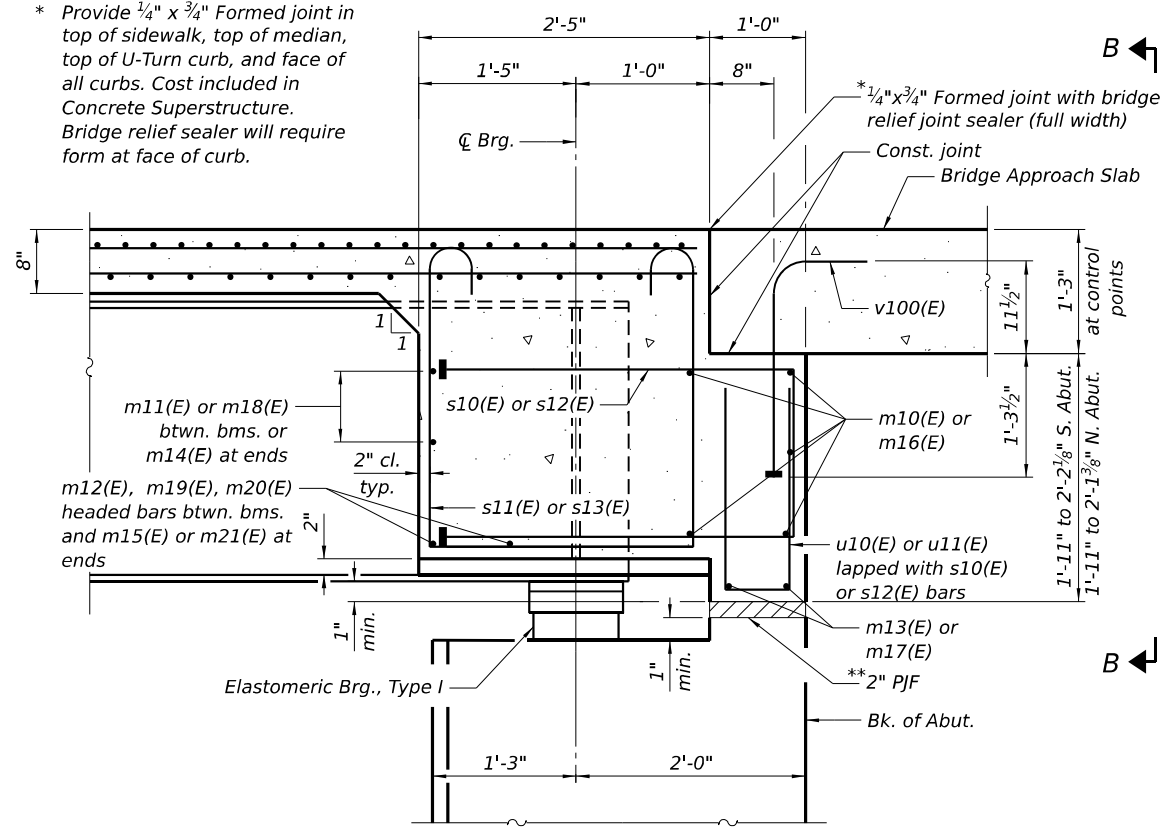
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE DIAPHRAGMS II
 STRUCTURE NO. 016-2015**

SHEET 27 OF 66 SHEETS

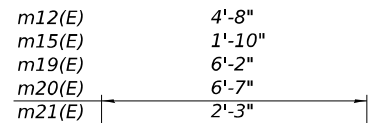
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	196
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

* Provide 1/4" x 3/4" Formed joint in top of sidewalk, top of median, top of U-Turn curb, and face of all curbs. Cost included in Concrete Superstructure. Bridge relief sealer will require form at face of curb.



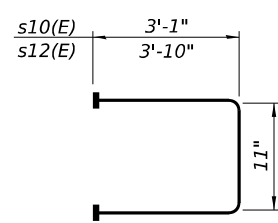
SECTION A-A

Dimensions at right angles to abutment, unless noted otherwise. Conduits and Hanger Assemblies not shown for clarity. ** Cost included with Concrete Superstructure



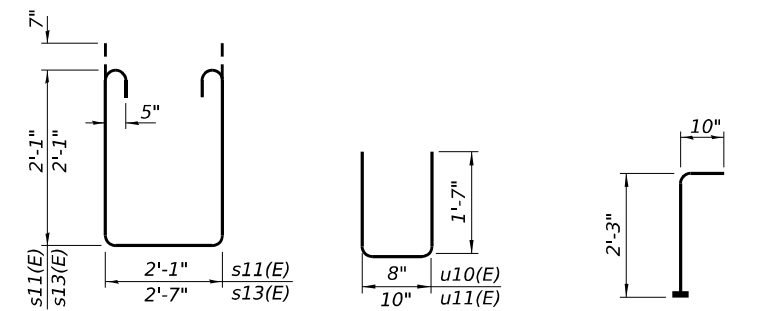
BAR m12(E), m15(E), m19(E), m20(E) or m21(E)

(Headed)
 (192 - #6 Bar Terminators - m12(E))
 (8 - #6 Bar Terminators - m15(E))
 (16 - #6 Bar Terminators - m19(E))
 (8 - #6 Bar Terminators - m20(E))
 (8 - #6 Bar Terminators - m21(E))



BAR s10(E) or s12(E)

(Headed)
 (476 - #5 Bar Terminators - s10(E))
 (8 - #5 Bar Terminator - s12(E))

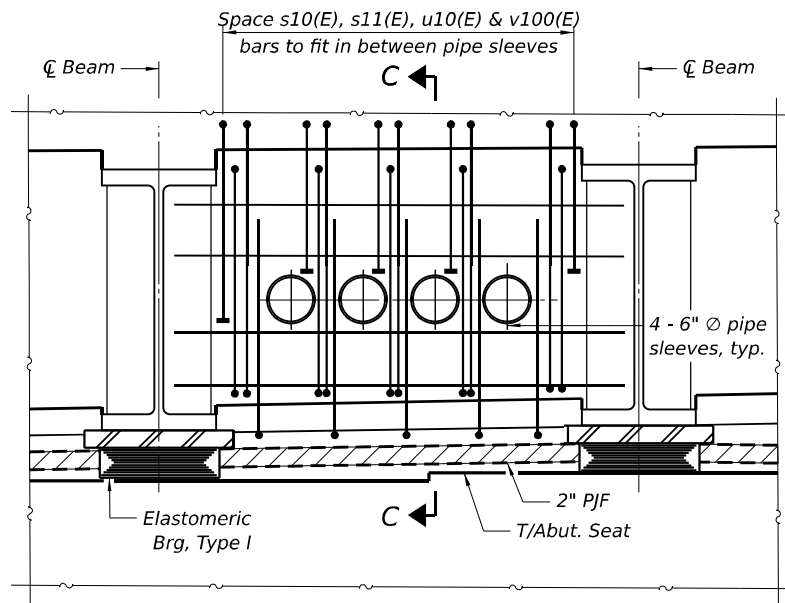


BAR s11(E) or s13(E)

BAR u10(E) or u11(E)

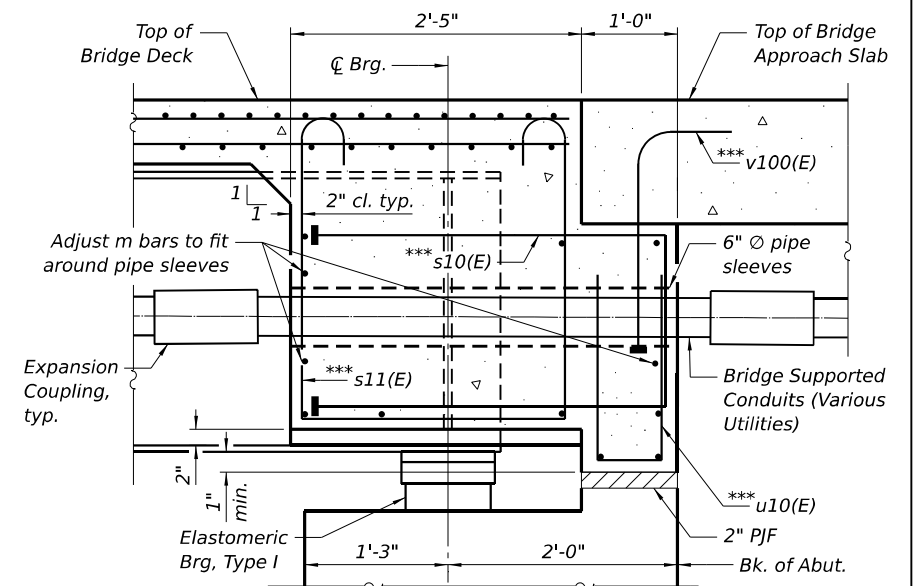
BAR v100(E)

(Headed)
 (294 - #5 Bar Terminators)



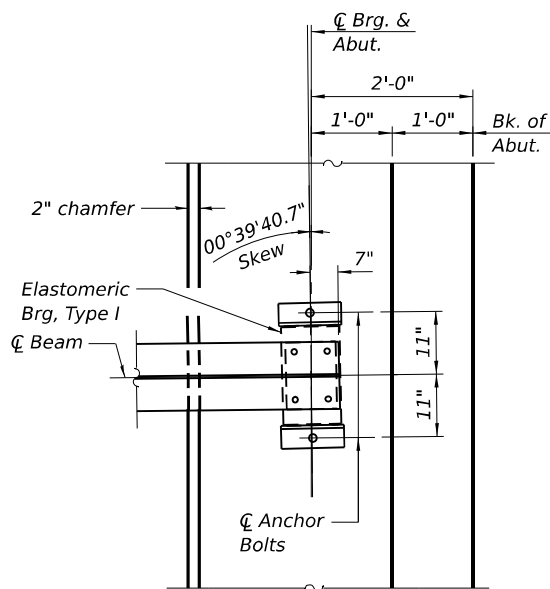
SECTION THRU UTILITIES

(Four bays)

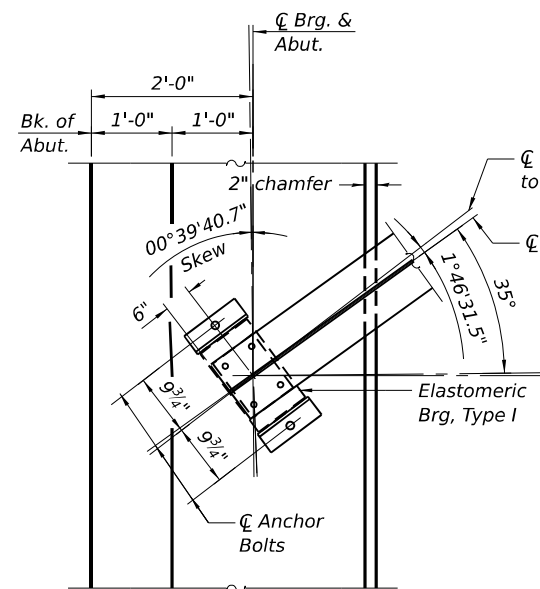


SECTION C-C

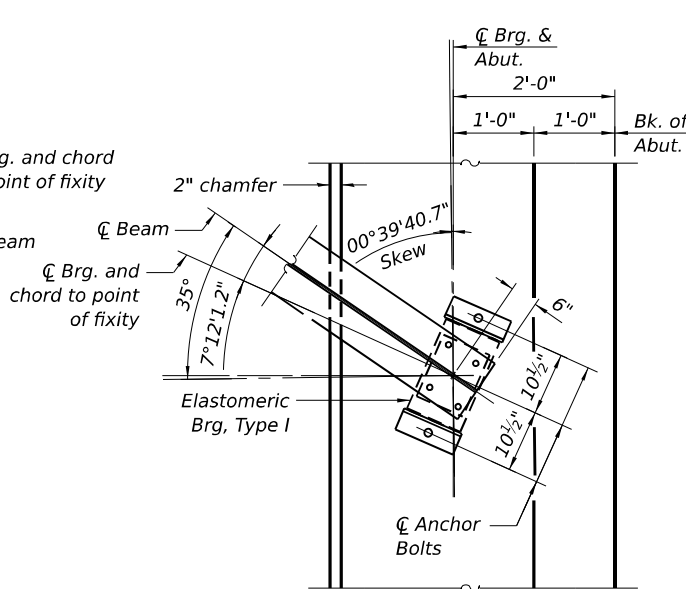
*** Space to fit between pipe sleeves



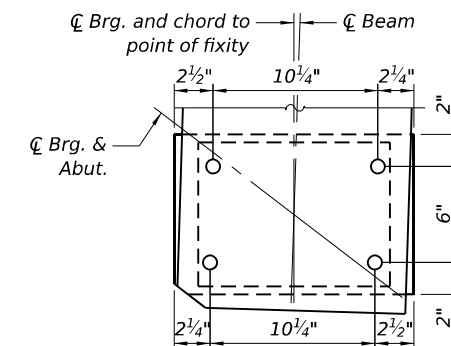
**PLAN AT ABUTMENT
 BEAMS 1-27, 29 AND 30**
 (Showing bottom flange of beam)



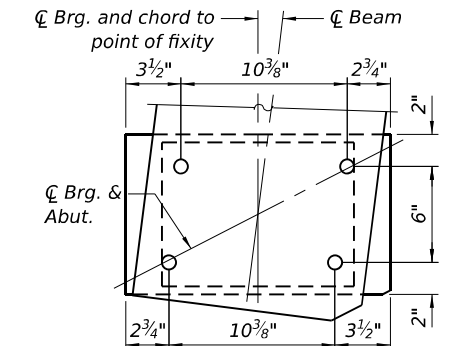
**PLAN AT ABUTMENT
 BEAM 28**
 (Showing bottom flange of beam)



**PLAN AT ABUTMENT
 BEAM 31**
 (Showing bottom flange of beam)



**TOP BEARING PLAN
 BEAM 28**



**TOP BEARING PLAN
 BEAM 31**

NOTES:

1. See sheet 23 of 66 for Bill of Material.
2. See sheet 27 of 66 for View B-B.
3. Bar terminators will be paid for separately. See Total Bill of Material on sheet 2 of 66.
4. The s10(E) and s11(E), u10(E) and v100(E) bars shall be placed parallel to the beams. The s12(E), s13(E) and u11(E) bars shall be placed parallel to the flared beams. Spacing for these bars shall be at right angles to the beams.
5. The approach slab seat shall have a constant slope determined from the control points shown.
6. Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

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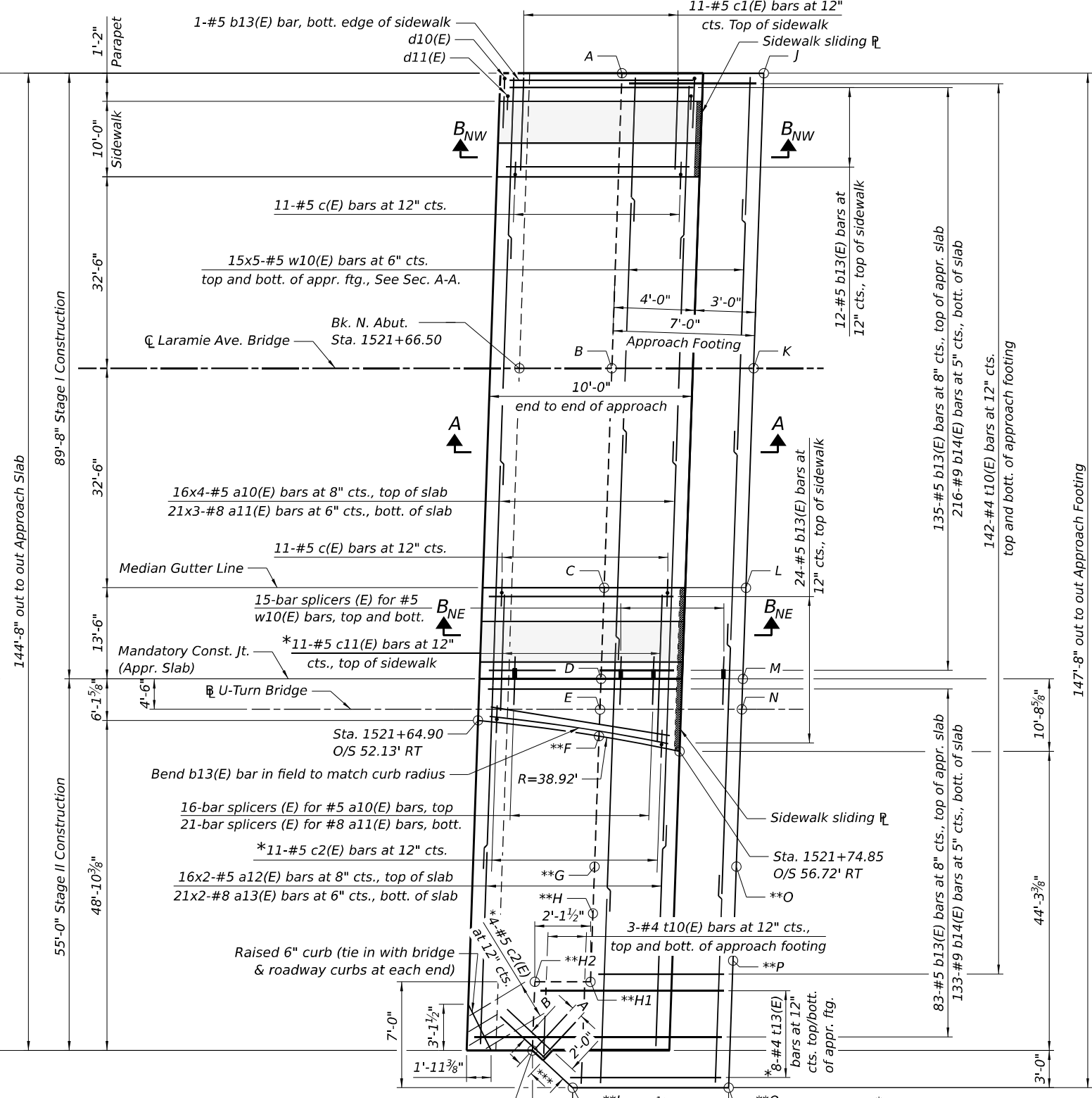
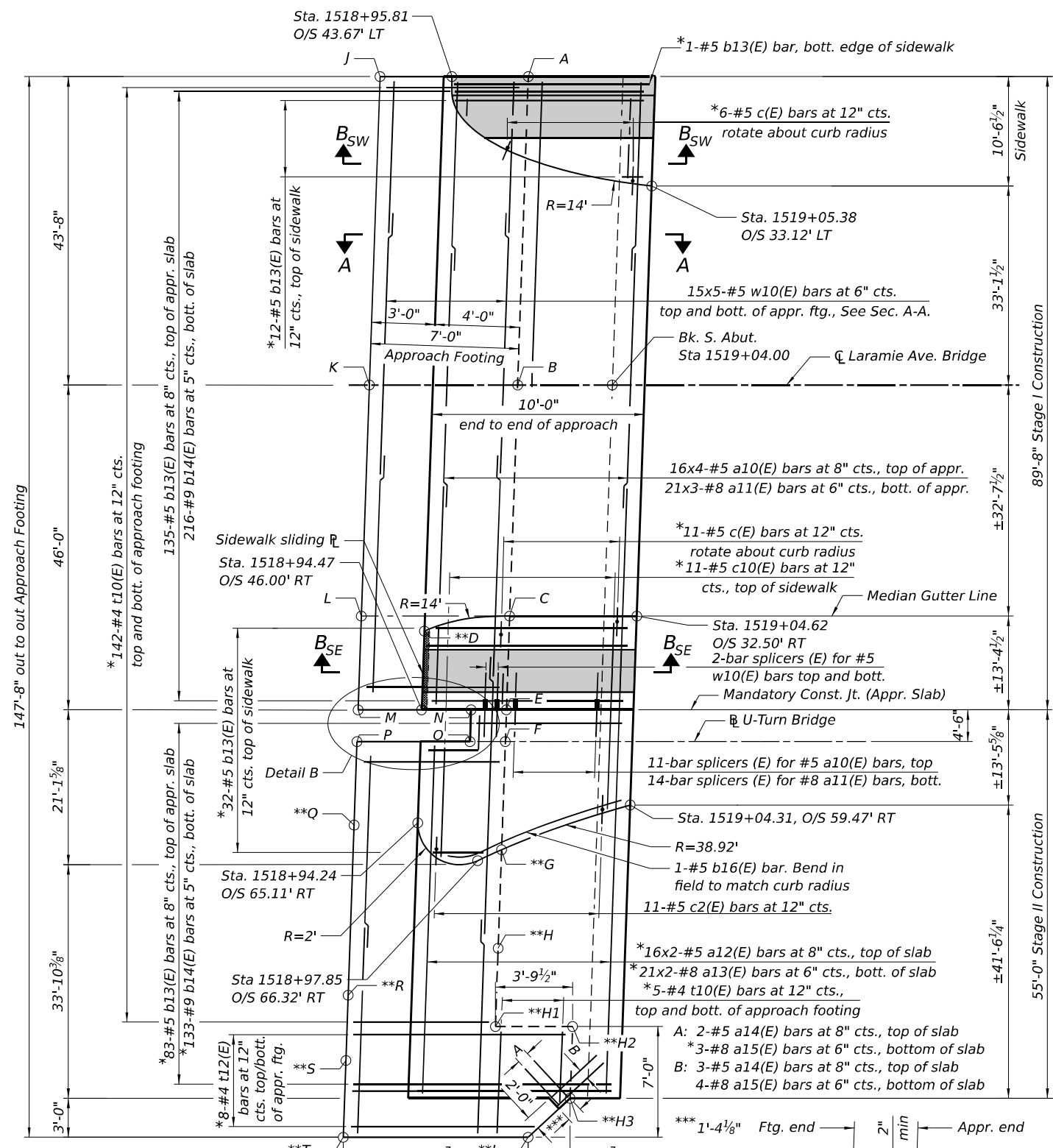
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
 STRUCTURE NO. 016-2015**

SHEET 28 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	197
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

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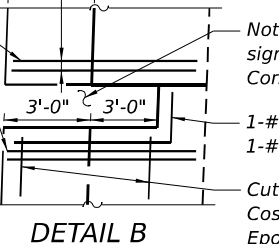


**** SOUTH APPROACH CONTROL POINTS**

Control Point	Station	Offset
D	1518+94.62	33.05' RT
G	1518+98.24	65.80' RT
H	1518+98.00	86.18' RT
H1	1518+97.88	97.00' RT
H2	1519+01.67	97.00' RT
H3	1519+01.63	101.00' RT

Control Point	Station	Offset
I	1518+99.71	104.00' RT
Q	1518+91.25	64.53' RT
R	1518+90.96	90.04' RT
S	1518+90.90	95.47' RT
T	1518+90.96	104.00' RT

MINIMUM BAR LAP
 #5 bar = 3'-6"
 #8 bar = 4'-9"



NOTES:

- Bars indicated thus 16 x 4 - #5 etc. indicate 16 lines of bars with 4 lengths per line.
- See sheets 30 and 31 of 66 for sections, footing elevations, Bill of Material, notes, and sidewalk sliding R, ADA and other details.

**** NORTH APPROACH CONTROL POINTS**

Control Point	Station	Offset
F	1521+70.87	54.47' RT
G	1521+70.66	72.50' RT
H	1521+70.52	84.76' RT
H1	1521+70.38	97.00' RT
H2	1521+77.30	97.00' RT

Control Point	Station	Offset
H3	1521+68.25	101.00' RT
I	1521+70.12	104.00' RT
O	1521+77.66	72.50' RT
P	1521+77.43	93.23' RT
Q	1521+77.30	104.00' RT



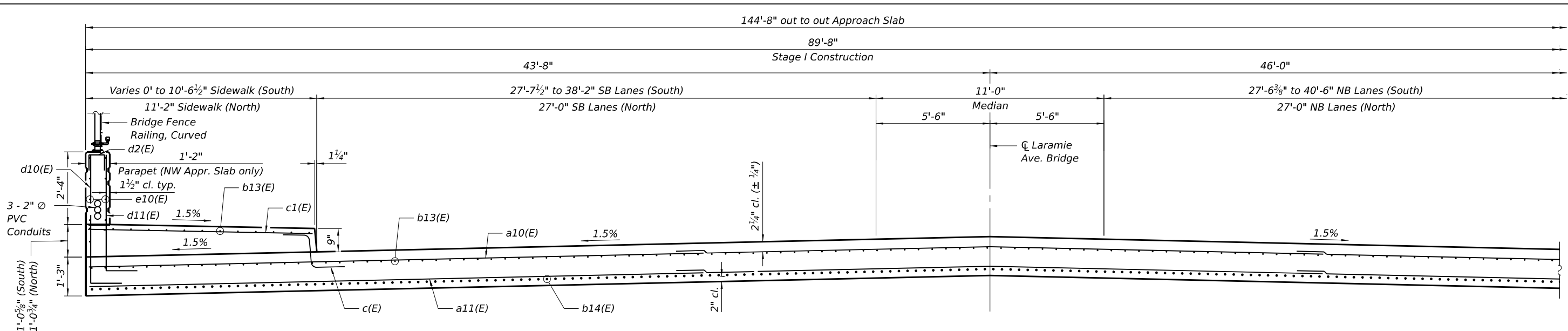
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB PLAN
 STRUCTURE NO. 016-2015**

SHEET 29 OF 66 SHEETS

F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 198
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

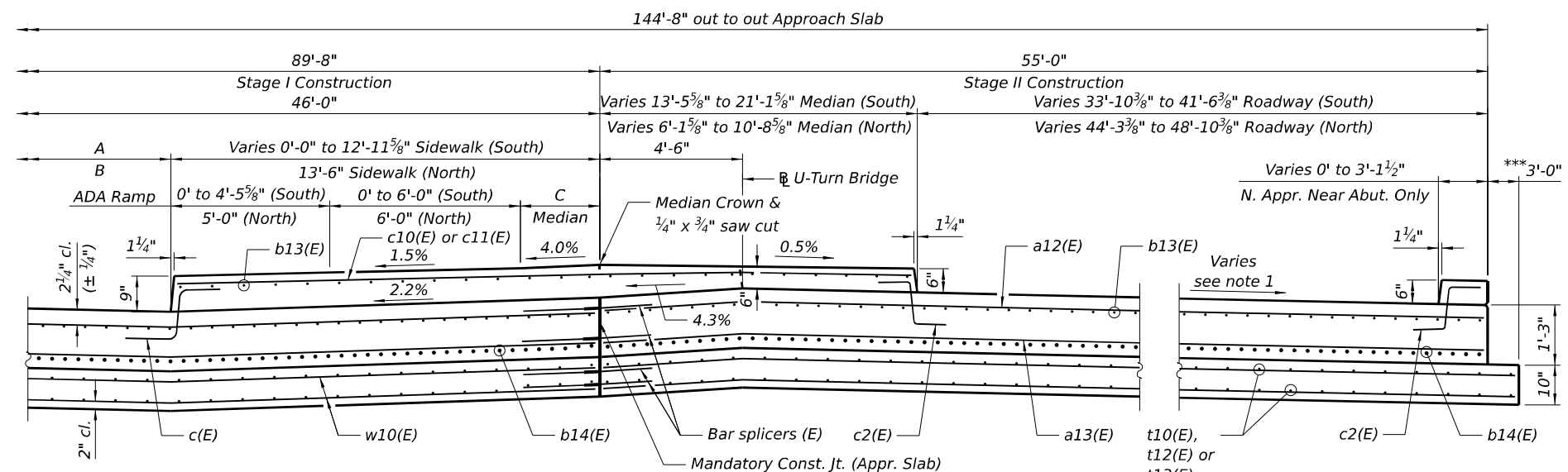


CROSS-SECTION NEAR ABUTMENT
(Looking North)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach			North Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - W. Edge of Appr.	606.80	605.97	A - W. Edge of Appr.	607.13	606.30
B - \bar{C} Laramie Ave. Bridge	607.45	606.61	B - \bar{C} Laramie Ave. Bridge	607.80	606.96
C - Median Gutter Line	606.94	606.11	C - Median Gutter Line	607.32	606.48
D - Control Pt.	606.85	606.02	D - Const. Jt.	607.62	606.78
E - Const. Jt.	606.90	606.07	E - \bar{B} U-Turn Bridge	607.81	606.98
F - \bar{B} U-Turn Bridge	606.95	606.12	F - Control Pt.	607.58	606.74
G - Control Pt.	606.77	605.94	G - Control Pt.	607.40	606.57
H - Control Pt.	606.66	605.83	H - Control Pt.	607.35	606.52
H1 - Corner Control Pt.	606.45	605.61	H1 - Corner Control Pt.	607.07	606.23
H2 - Corner Control Pt.	606.59	605.76	H2 - Corner Control Pt.	607.11	606.27
H3 - Corner Control Pt.	606.54	605.71	H3 - Corner Control Pt.	606.92	606.09
I - E. Edge of Appr. Ftg.	606.26	605.43	I - E. Edge of Appr. Ftg.	606.77	605.93
J - W. Edge of Appr.	606.66	605.82	J - W. Edge of Appr.	606.97	606.14
K - \bar{C} Laramie Ave. Bridge	607.30	606.47	K - \bar{C} Laramie Ave. Bridge	607.64	606.81
L - Median Gutter Line	606.81	605.98	L - Median Gutter Line	607.12	606.29
M - Const. Jt.	606.62	605.79	M - Const. Jt.	607.46	606.63
N - Const. Jt. Notch	606.82	605.99	N - \bar{B} U-Turn Bridge	607.65	606.82
O - \bar{B} U-Turn Bridge Notch	606.85	606.02	O - Control Pt.	607.10	606.27
P - \bar{B} U-Turn Bridge	606.56	605.73	P - Control Pt.	607.15	606.31
Q - Control Pt.	606.39	605.56	Q - E. Edge of Appr. Ftg.	606.77	605.93
R - Control Pt.	606.15	605.32			
S - Control Pt.	606.10	605.27			
T - E. Edge of Appr. Ftg.	606.01	605.18			

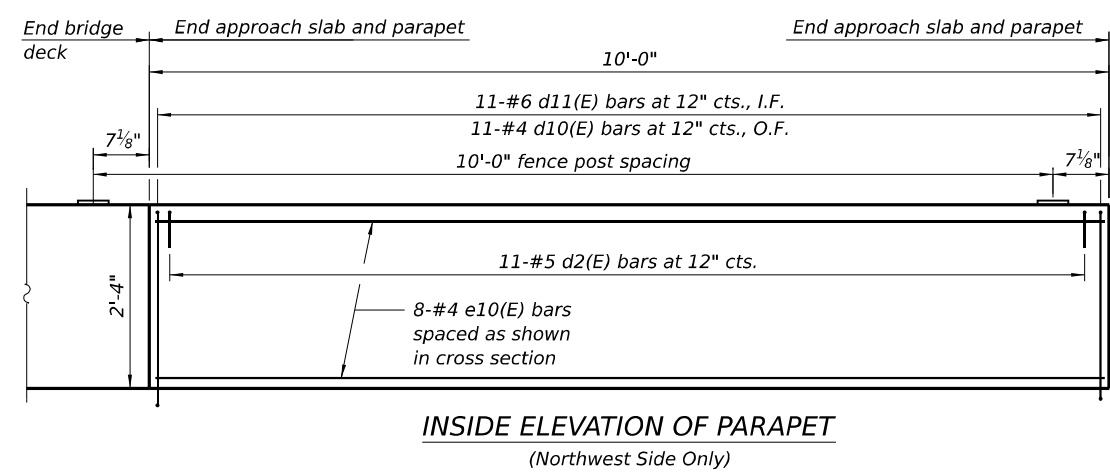
NOTES:
 1. See roadway sheets for varying cross slope elevations over the U-Turn approach slabs.
 2. See sheet 31 of 66 for Bill of Material, notes, and sidewalk sliding \bar{P} , ADA and other details.
 3. Detail A shall also be constructed along the entire length of the east side of both approach slabs.



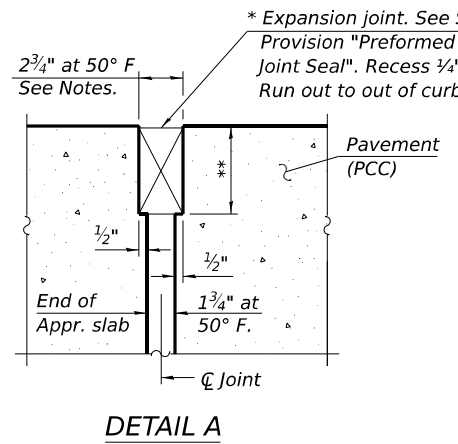
CROSS-SECTION NEAR FOOTING
(Looking North)

A: 27'-6 3/8" to 40'-6" NB Lanes (South)
 B: 27'-0" NB Lanes (North)
 C: 0' to 2'-6" (South); 2'-6" (North)

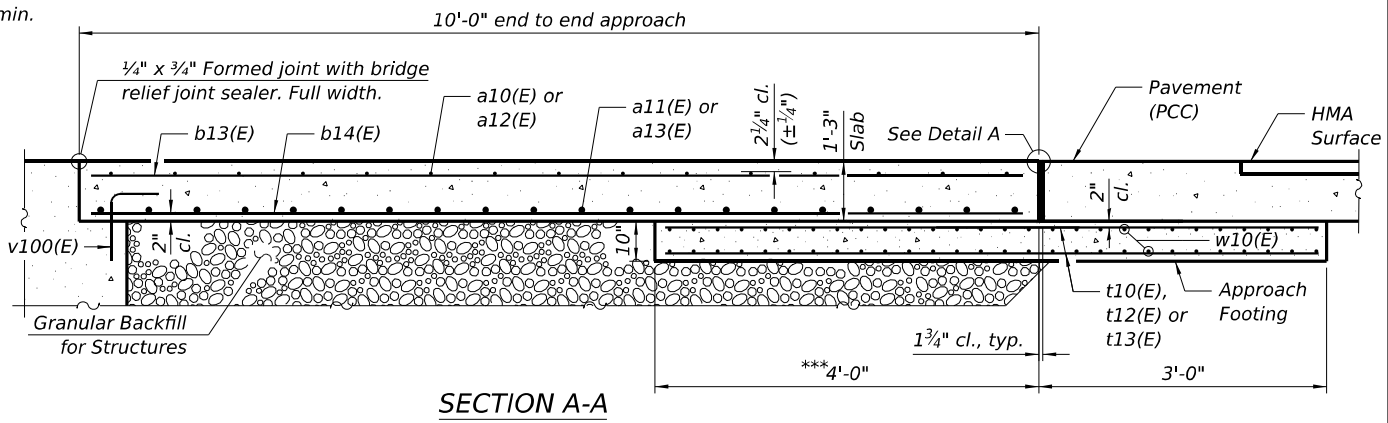
* Cost included with Concrete Superstructure (Approach Slab).
 ** Per manufacturer recommendations.
 *** See sheet 29 of 66 for additional details.



INSIDE ELEVATION OF PARAPET
(Northwest Side Only)



DETAIL A



SECTION A-A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB SECTION
STRUCTURE NO. 016-2015

SHEET 30 OF 66 SHEETS

F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 199
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

