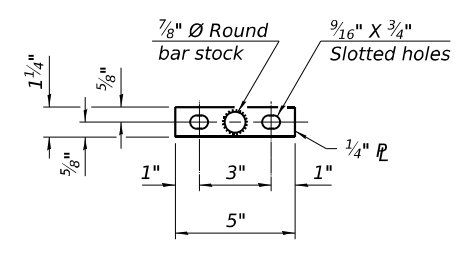


DETAIL A

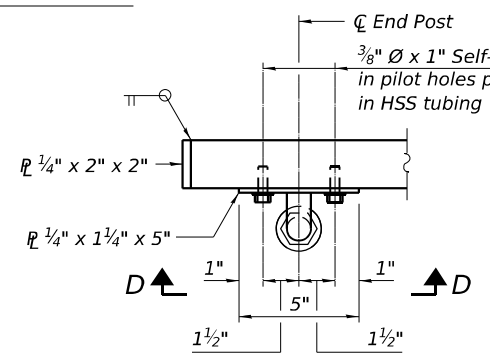
DETAIL B

DETAIL C

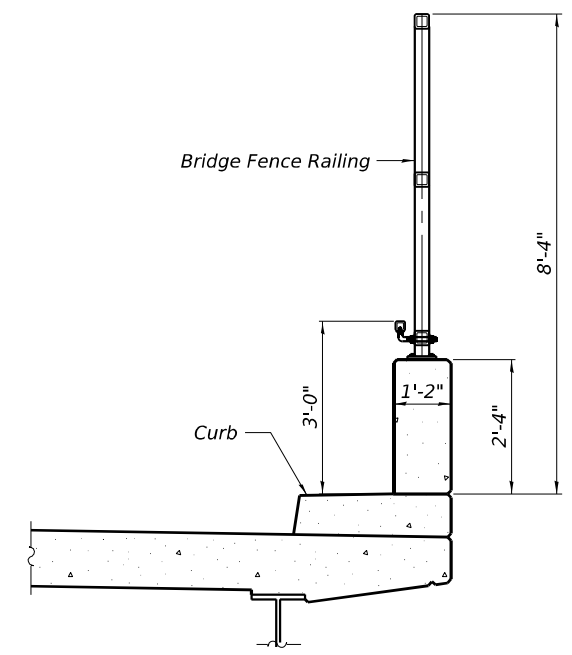
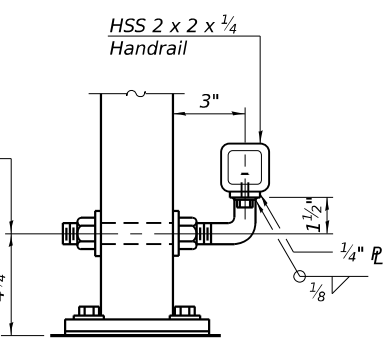
ELEVATION BRIDGE FENCE RAILING
(Inside face)



VIEW D-D
(Handrail)



HANDRAIL DETAIL



SECTION THRU DECK

RAILING CRITERIA

NCHRP 350 Test Level	4
Max Post Spacing	10'-0"
Railing Weight (plf)	50

Notes:
See sheet 33 of 66 for Sections A-A, B-B and C-C, Bill of Material, and additional details and notes.
See sheet 34 of 66 for Camera Access Detail and notes.

MODEL: Default
FILE NAME: p:\g\net-pw\benley.com\gnet-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016\2015\0162015-02R61-032-BFR1.dgn
3/17/2026 12:05:45 AM



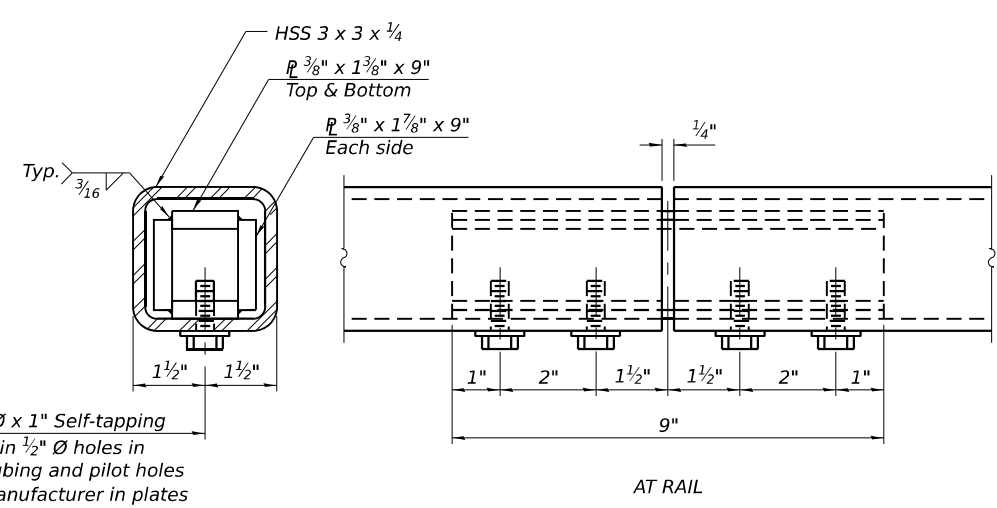
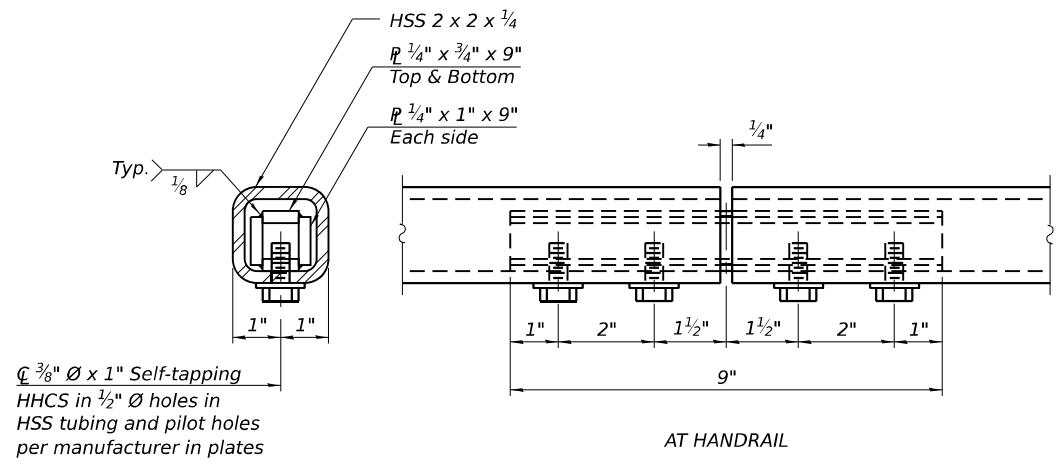
USER NAME = mzelsko	DESIGNED - MA	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

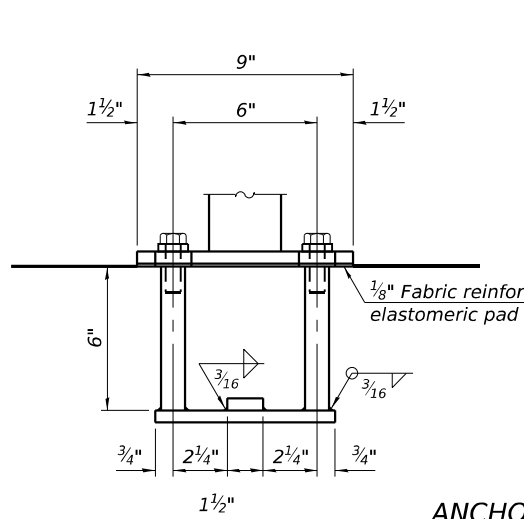
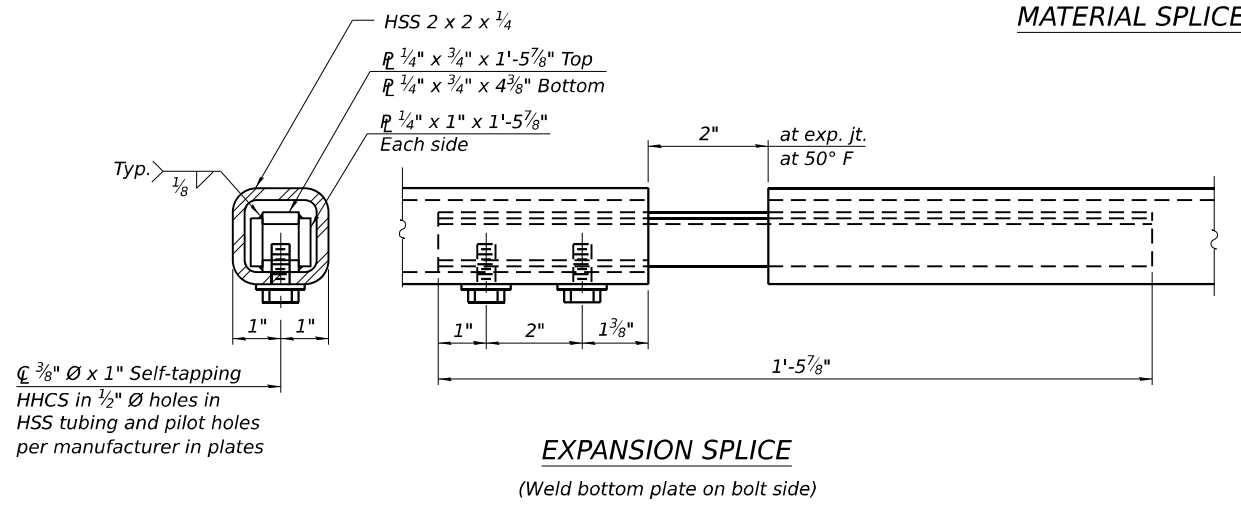
BRIDGE FENCE RAILING I
STRUCTURE NO. 016-2015

SHEET 32 OF 66 SHEETS

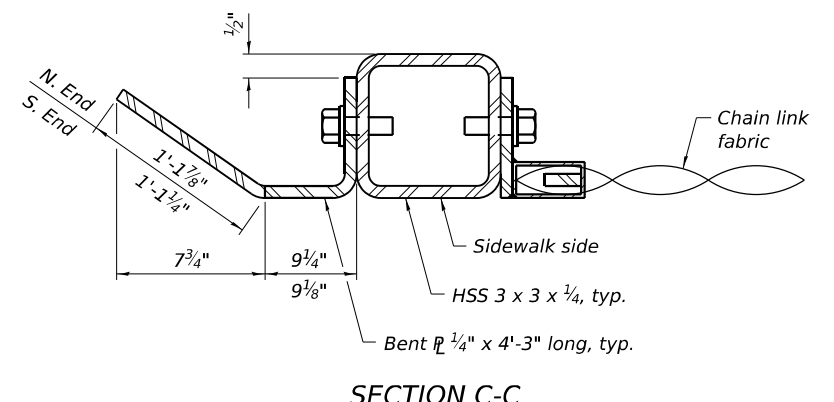
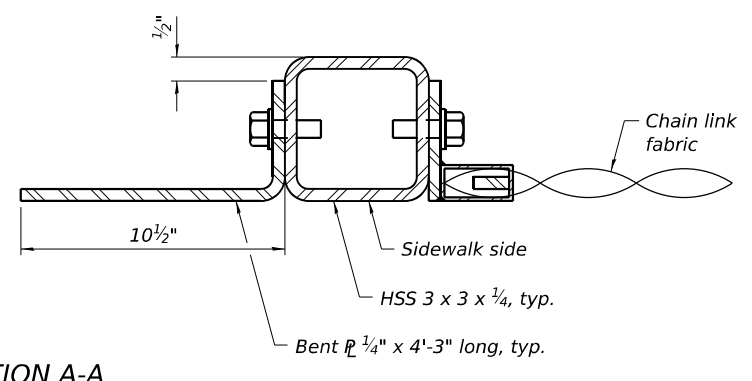
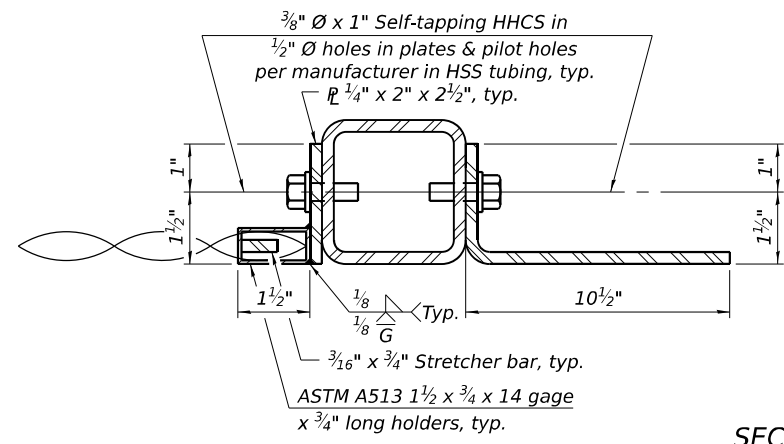
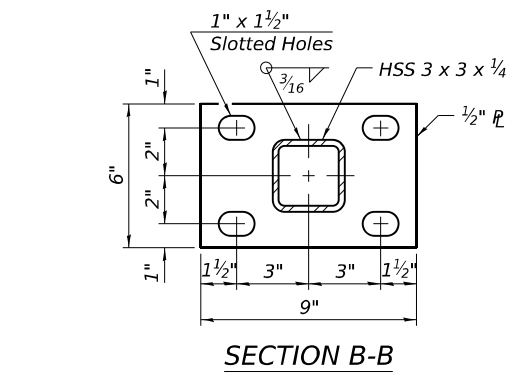
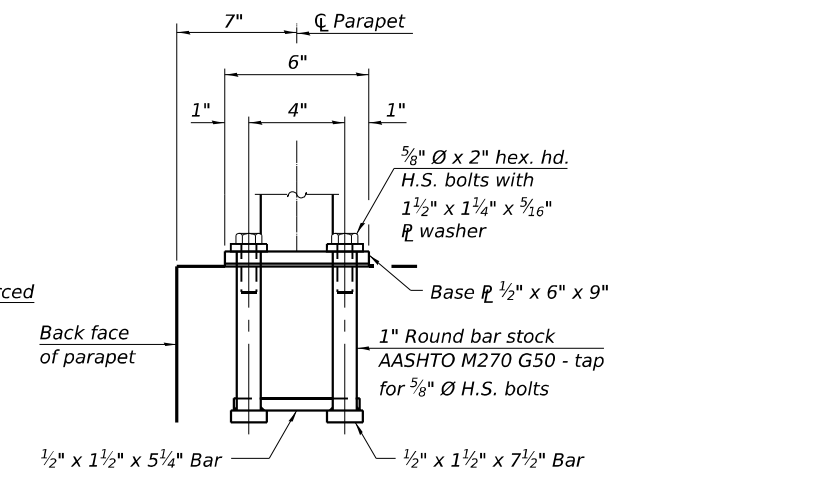
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	201
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Notes:
 Place reinforcement bars to miss anchor rod locations.
 CVN testing is not required for the HSS tubing used in the Bridge Fence Railing.
 All HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 All heavy hex nuts shall be according to ASTM A 563 grade DH.
 All fully threaded anchor rods shall be ASTM F1554 grade 105.
 The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
 Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
 All steel rail elements, including all posts, rail, splices, anchor devices and plates of the railing shall be galvanized according to Article 509.05 of the Standard Specifications.



The Bridge Fence Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications.
 Embedment shall be according to the manufacturer's specifications.



BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	274

MODEL: Default
 FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-033-BFR2.dgn
 3/17/2026 12:05:52 AM



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 -

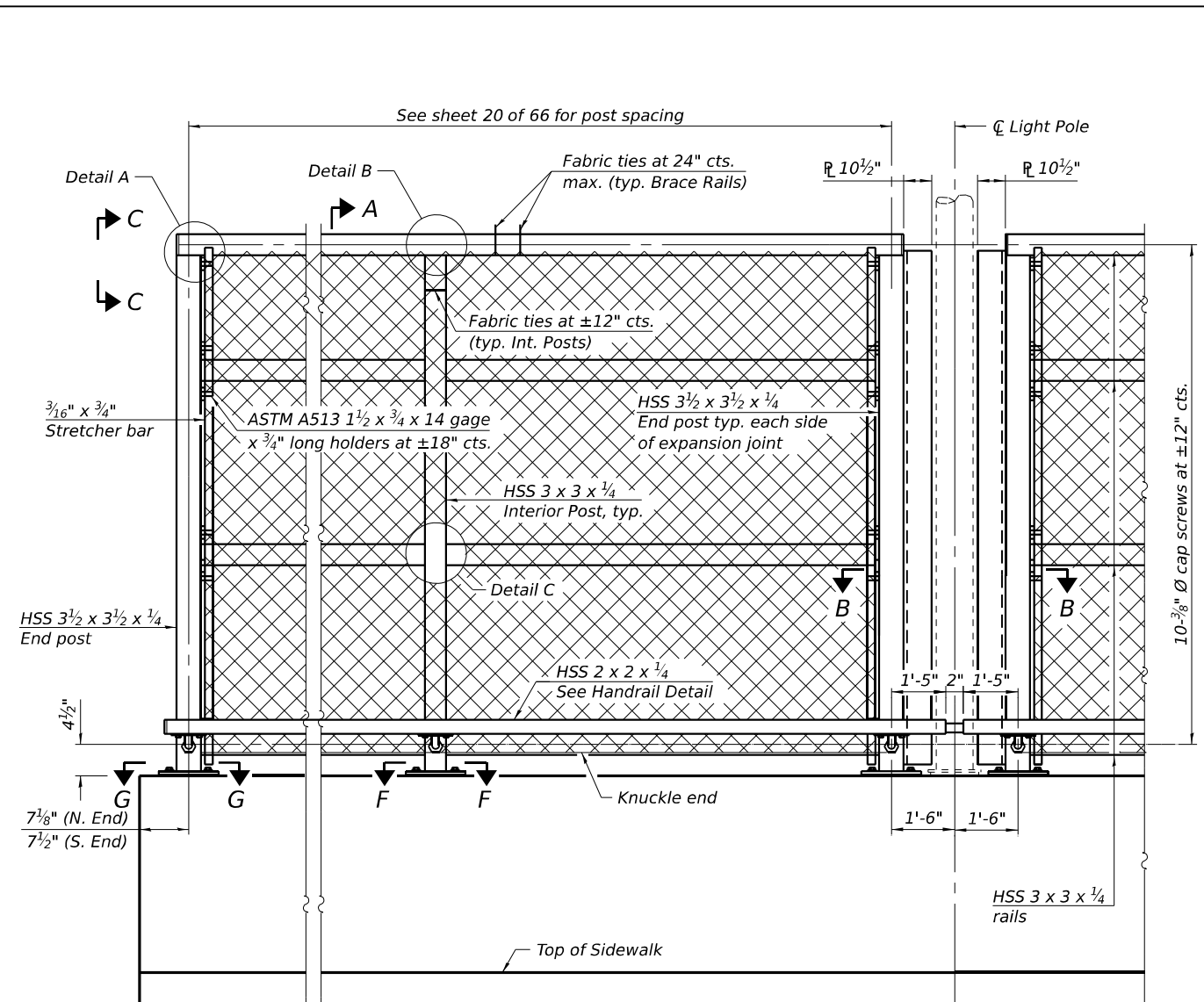
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE FENCE RAILING II
 STRUCTURE NO. 016-2015**

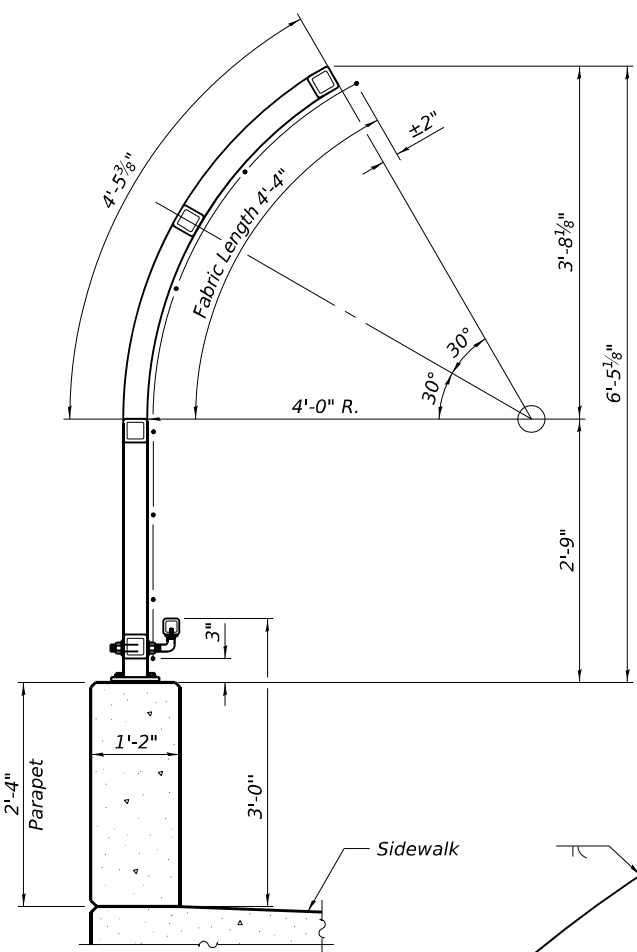
SHEET 33 OF 66 SHEETS

F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 202
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

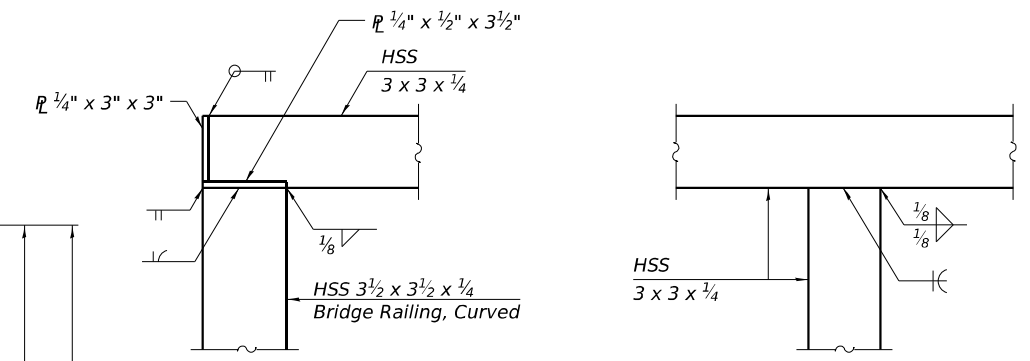
MODEL: Default
 FILE NAME: p:\g\net-pw\benfley.com\gnet-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\0162015-025R61-034-BFR3.dgn
 3/17/2026 12:05:59 AM



ELEVATION BRIDGE FENCE RAILING, CURVED
 (Inside face)

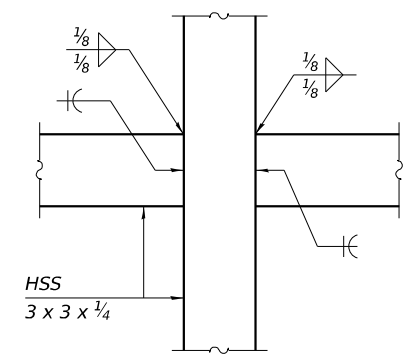


SECTION A-A

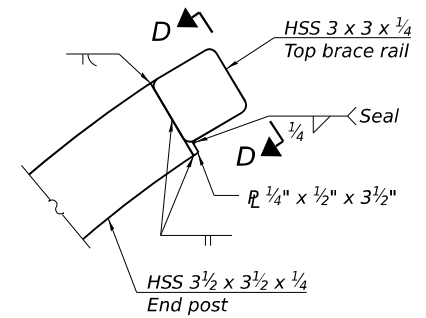


DETAIL A

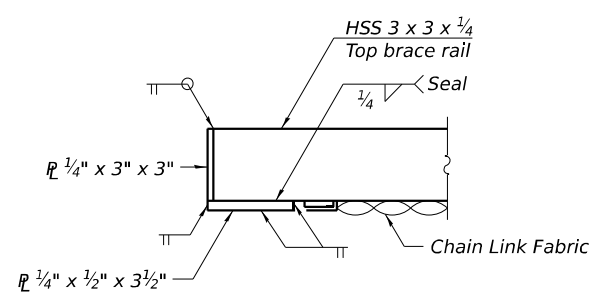
DETAIL B



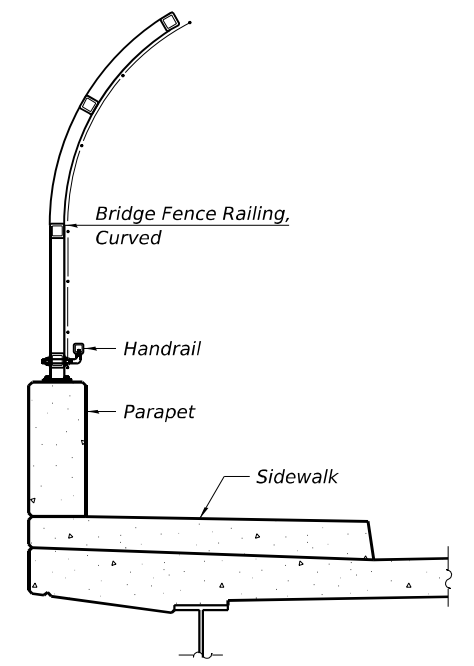
DETAIL C



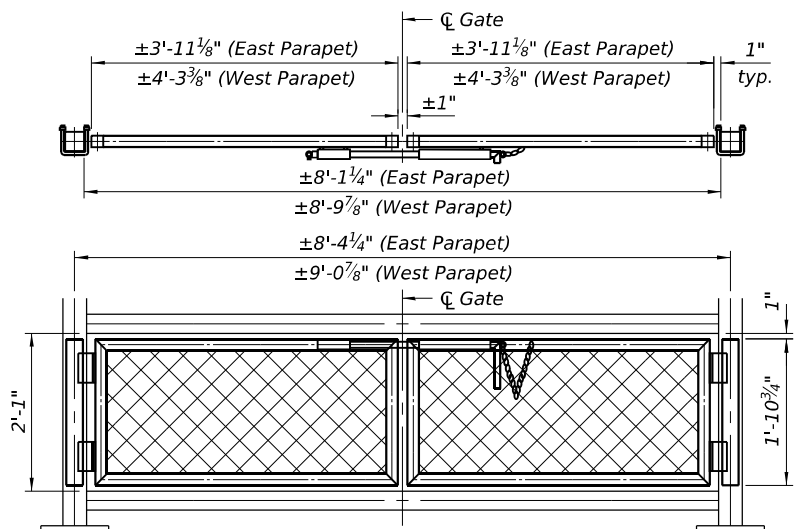
VIEW C-C



VIEW D-D



SECTION THRU DECK



CAMERA ACCESS GATE DETAIL

(2 locations)
 (East Parapet \bar{C} Gate at \bar{C} Laramie Sta. 1519+63.82)
 (West Parapet \bar{C} Gate at \bar{C} Laramie Sta. 1521+15.53)
 (Contractor to verify in field during construction)
 (Cost included in Bridge Fence Railing, Curved)

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	70
Max Post Spacing	10'-0"

Note:
 See sheet 35 of 66 for Sections B-B, F-F and G-G, Handrail Detail, Bill of Material, and additional details and notes.



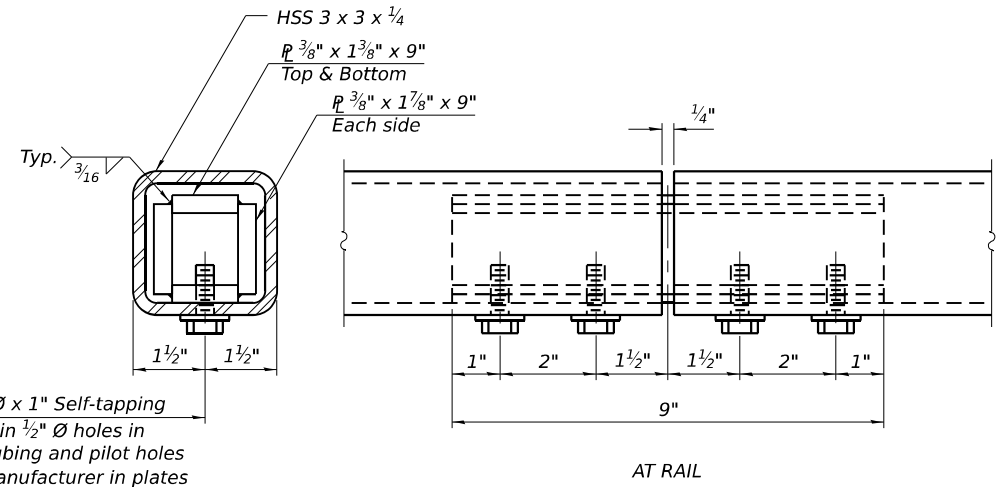
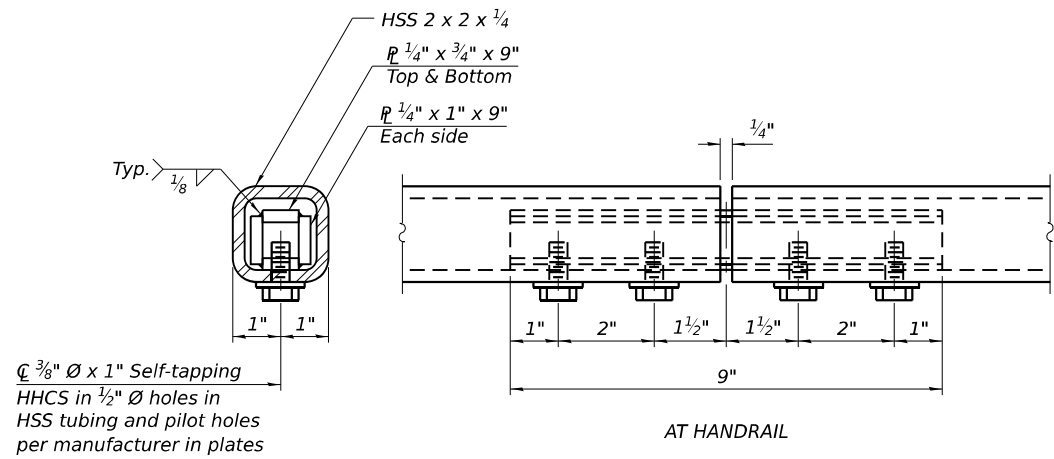
USER NAME = mzelsko	DESIGNED - MA	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

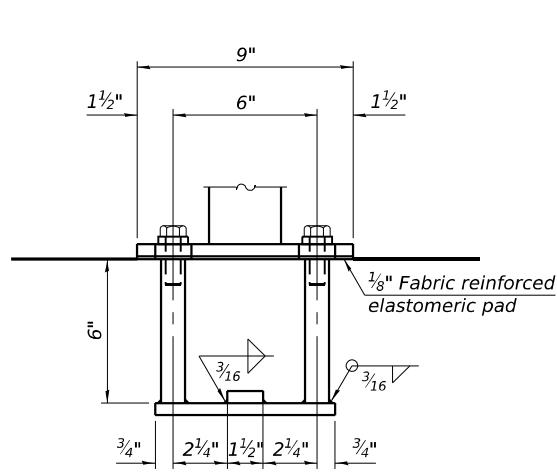
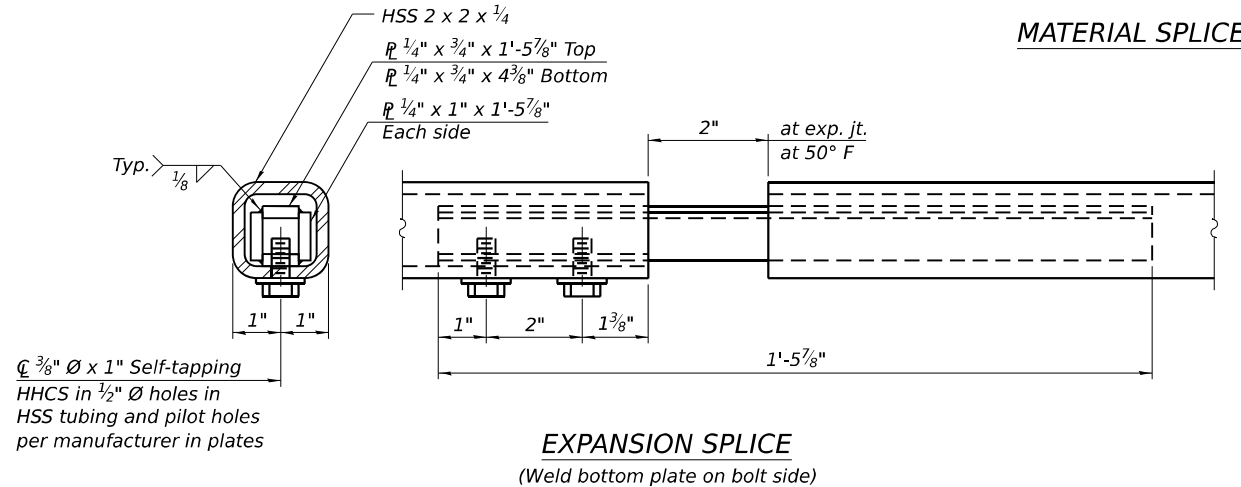
BRIDGE FENCE RAILING III
STRUCTURE NO. 016-2015

SHEET 34 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	203
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

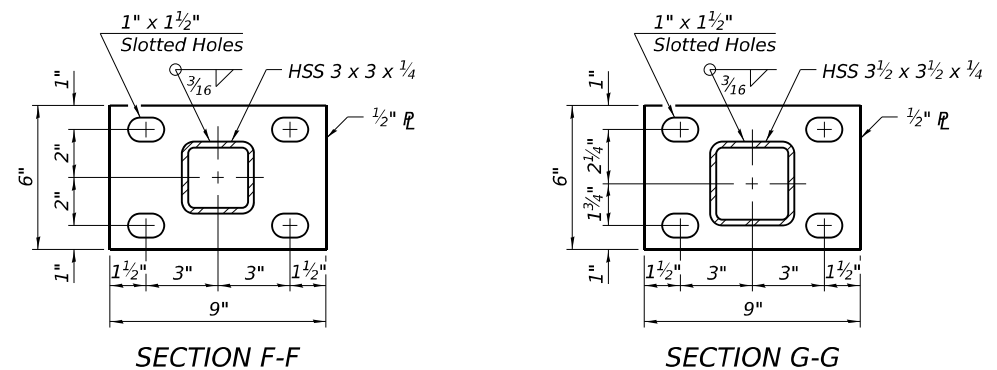


Notes:
 Place reinforcement bars to miss anchor rod locations. CVN testing is not required for the HSS tubing used in the Bridge Fence Railing, Curved.
 All HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 All heavy hex nuts shall be according to ASTM A 563 grade DH.
 All fully threaded anchor rods shall be ASTM F1554 grade 105.
 The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
 Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
 All steel rail elements, including all posts, rail, splices, anchor devices and plates of the railing shall be galvanized according to Article 509.05 of the Standard Specifications.



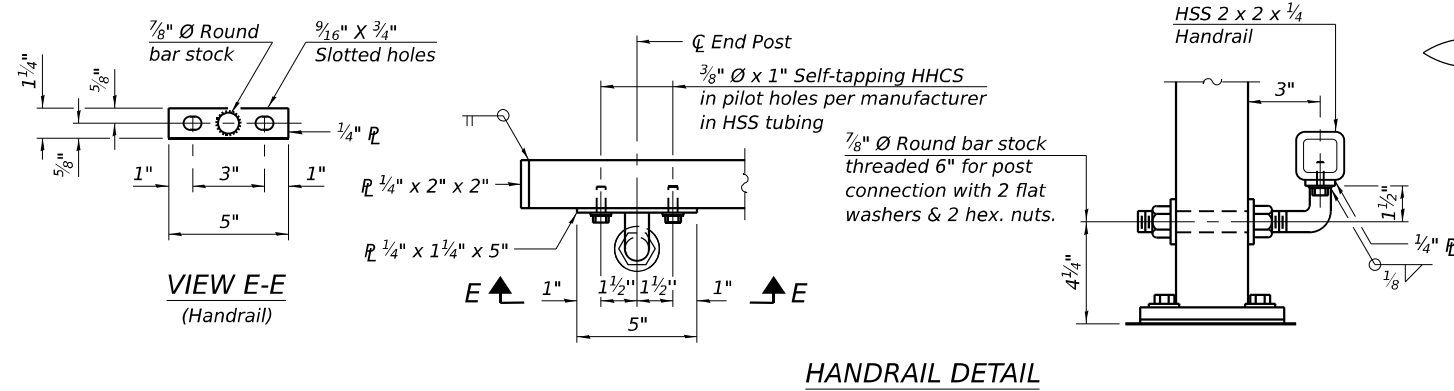
ANCHORAGE ASSEMBLY

The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



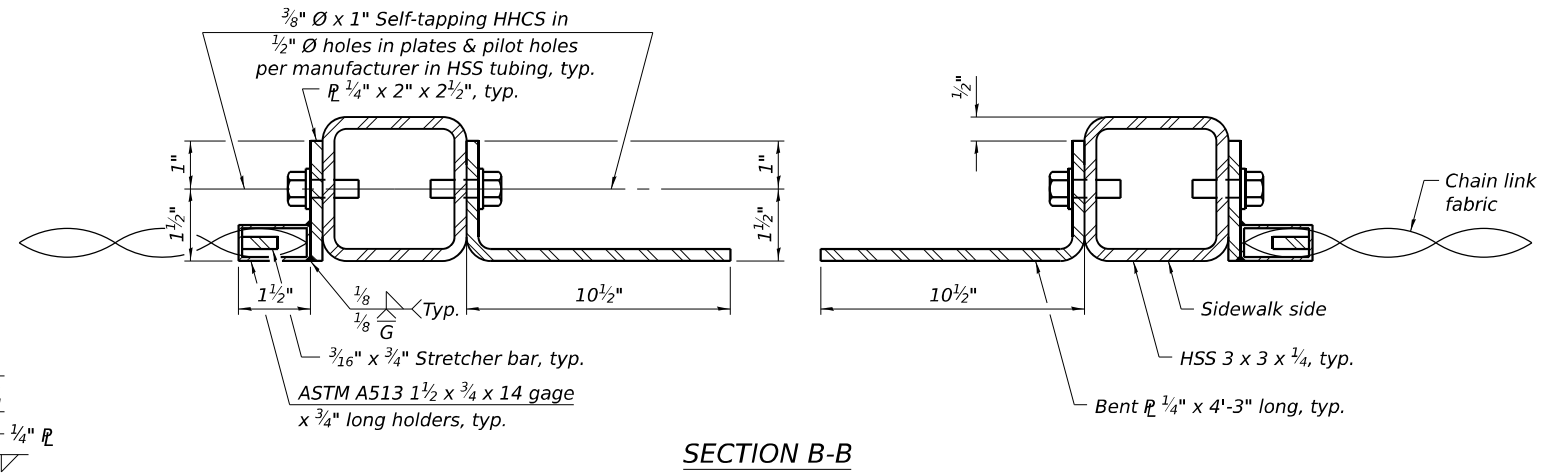
SECTION F-F

SECTION G-G



VIEW E-E
(Handrail)

HANDRAIL DETAIL



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	261

MODEL: Default
 FILE NAME: p:\g\ine-pw\benfley.com\gine-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-025R61-035-BFR4.dgn



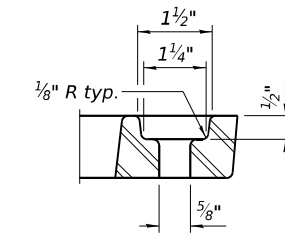
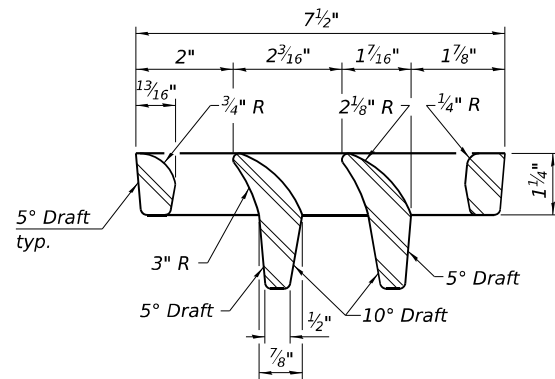
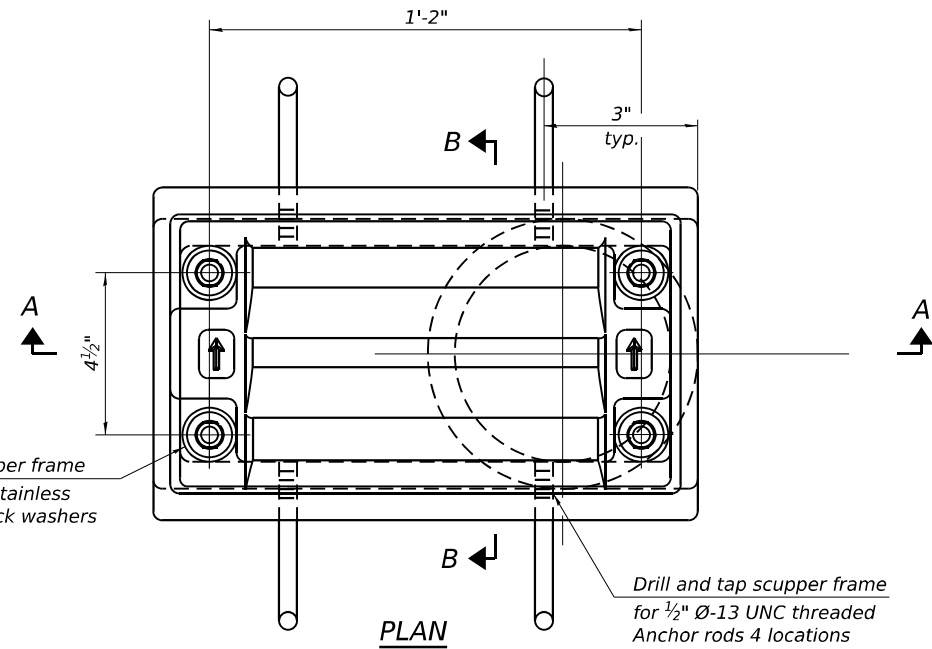
USER NAME = mzelsko	DESIGNED - MA	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

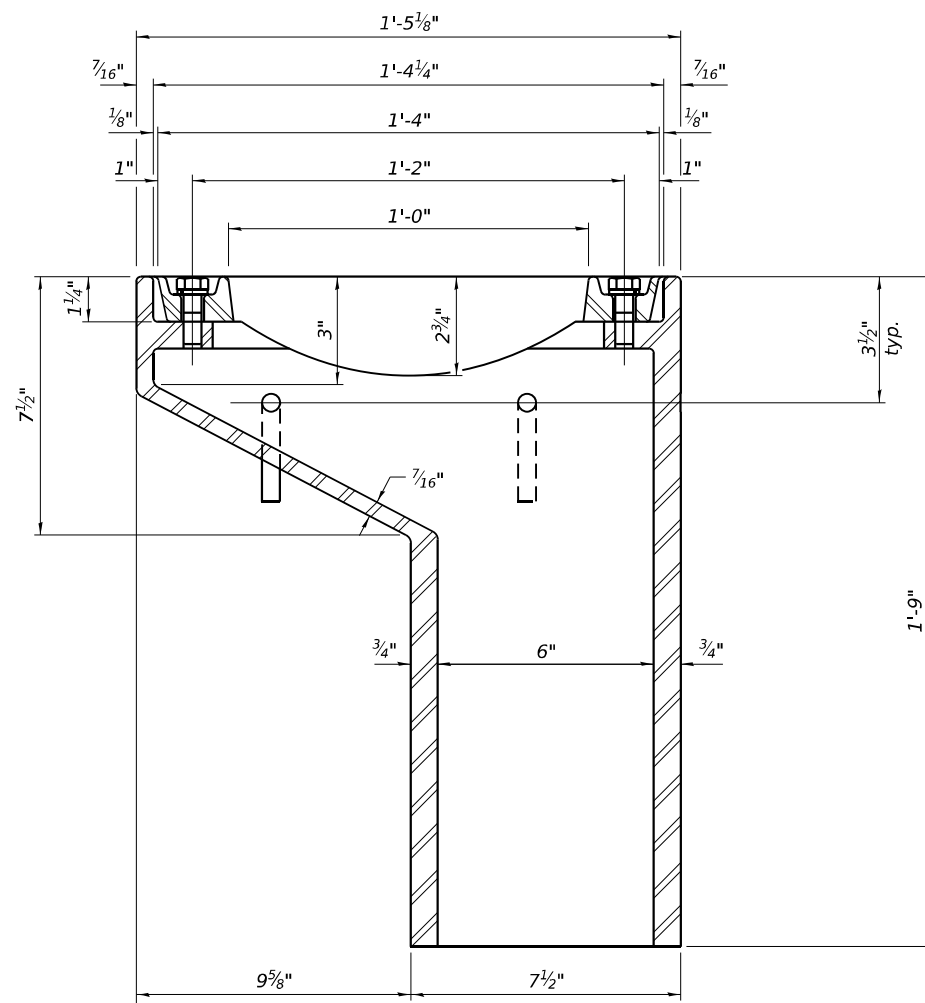
BRIDGE FENCE RAILING IV
 STRUCTURE NO. 016-2015

SHEET 35 OF 66 SHEETS

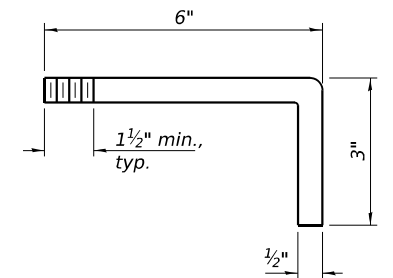
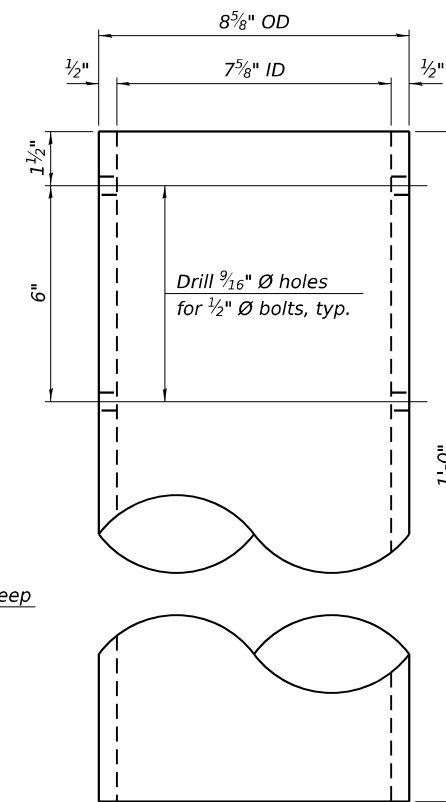
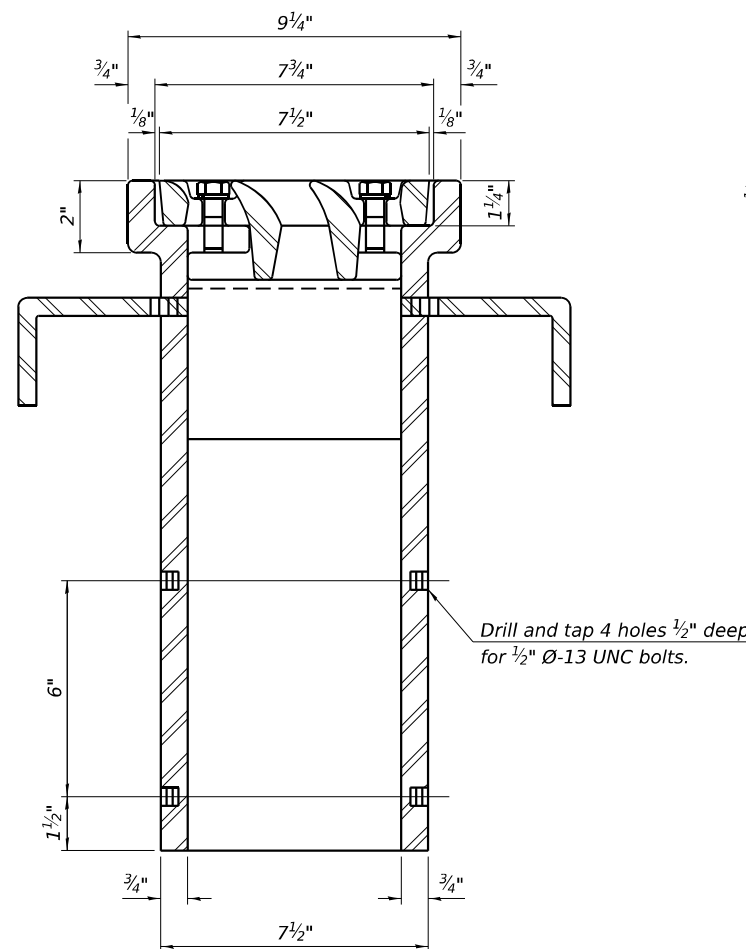
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	204
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306. Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used. Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.



SECTION A-A
 See sheet 22 of 66 for scupper location relative to parapet.



BILL OF MATERIAL

Item	Unit	Quantity
Drainage Scuppers, DS-11	Each	4

MODEL: Default
 FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-036-DS-11.dgn

DS-11

4-4-2025



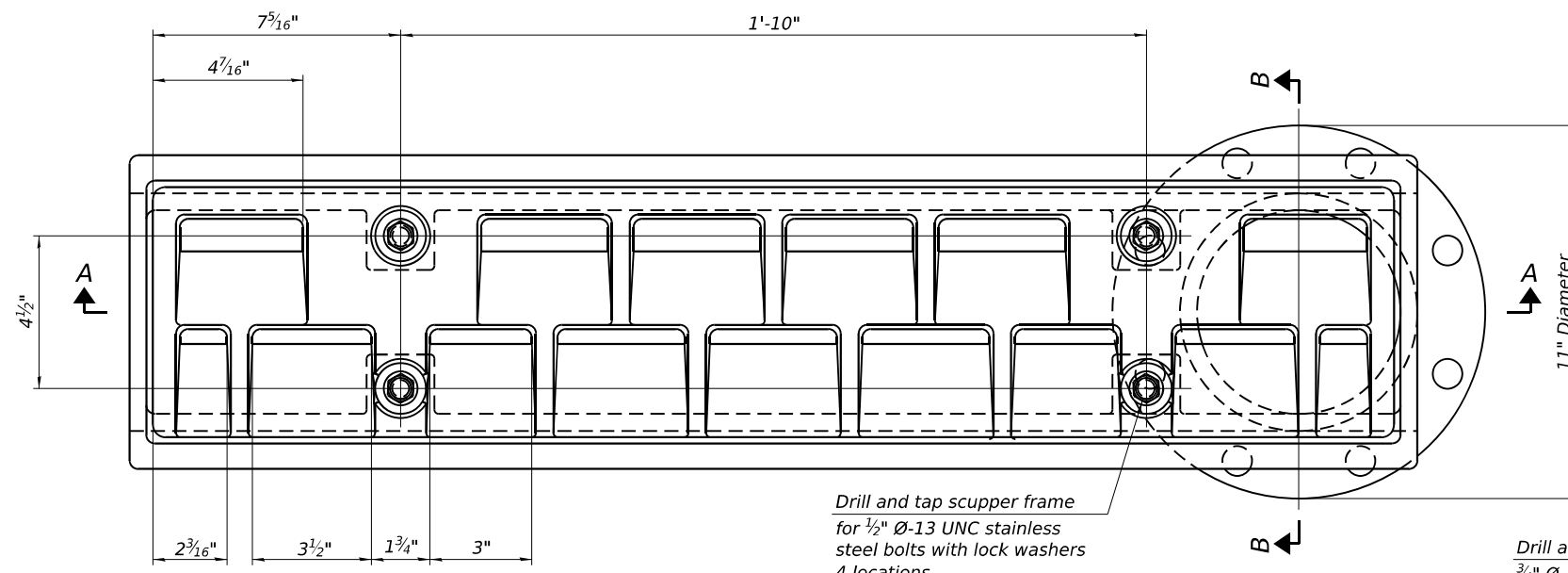
USER NAME = mzellisko	DESIGNED - MA	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
 STRUCTURE NO. 016-2015

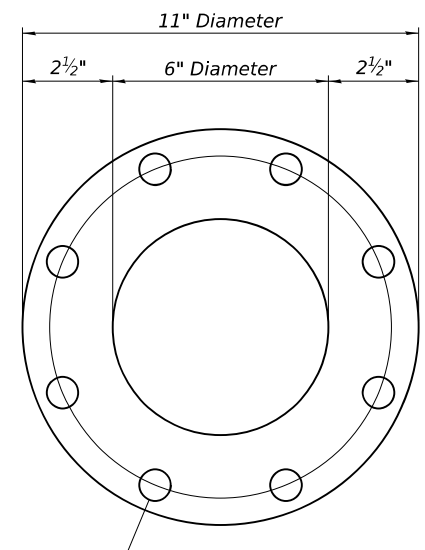
SHEET 36 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	205
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

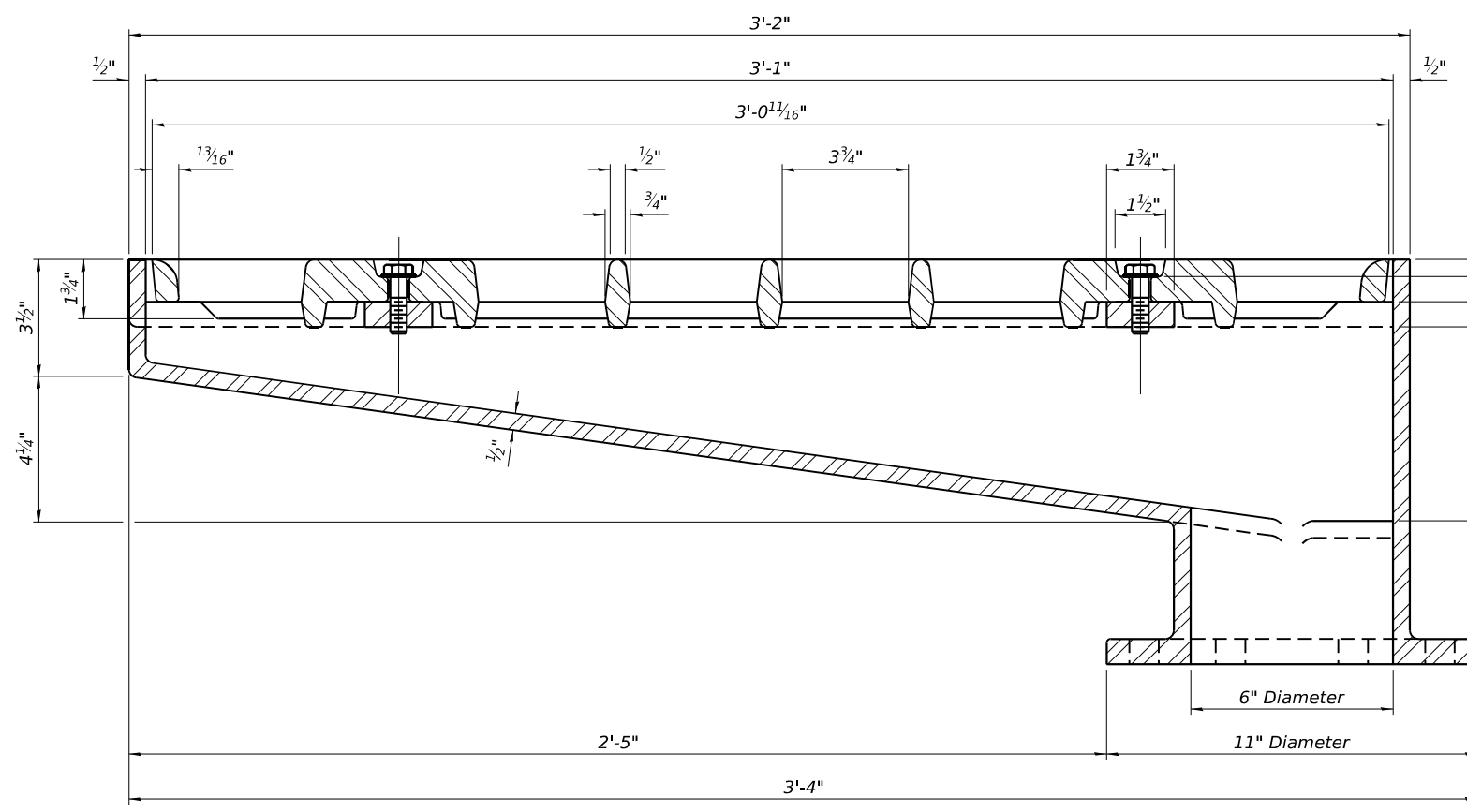
PLAN



Drill and tap 8 holes for 3/4" Ø-13 UNC bolts on 9¹/₂" Ø bolt circle.

BOTTOM VIEW OF FLANGE ONLY

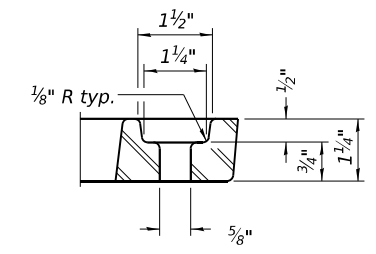
Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-33.



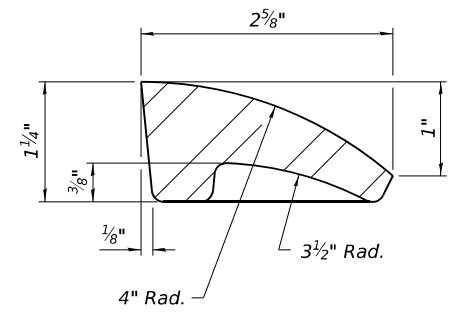
SECTION A-A
 See sheet 22 of 66 for scupper location relative to parapet.

BILL OF MATERIAL

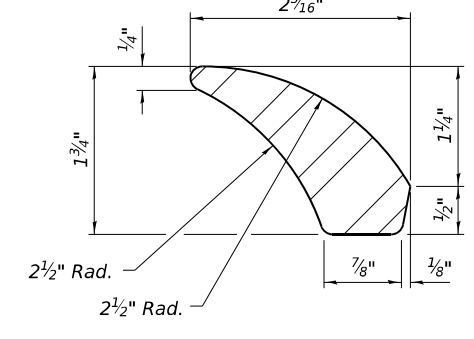
Item	Unit	Quantity
Drainage Scuppers, DS-33	Each	2



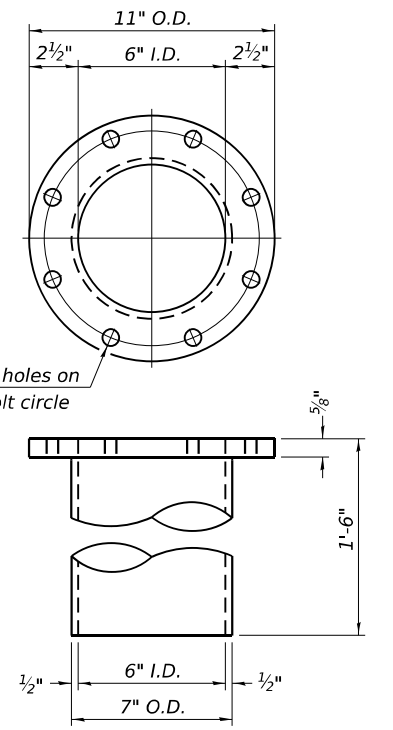
GRATE BOLT HOLE DETAIL



FIRST VANE DETAIL



SECOND VANE DETAIL



DOWNSPOUT

MODEL: Default
 FILE NAME: pwr\jline-pw-bentley.com\jline-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-025R61-037-DS2.dgn

DS-33

4-4-2025



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

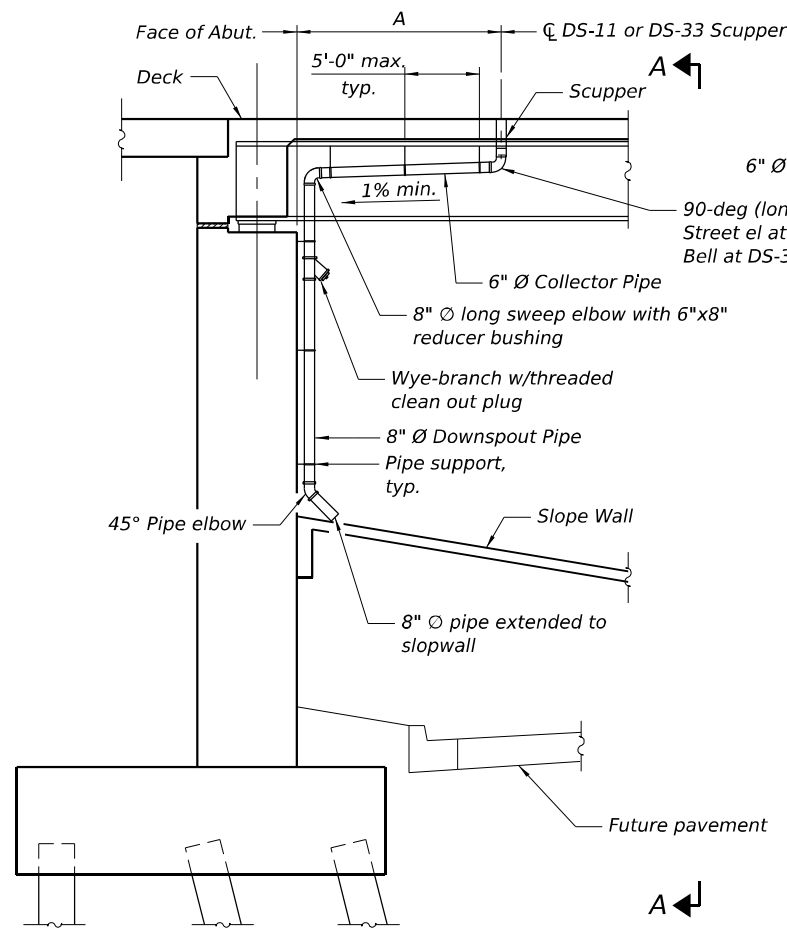
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-33
 STRUCTURE NO. 016-2015

SHEET 37 OF 66 SHEETS

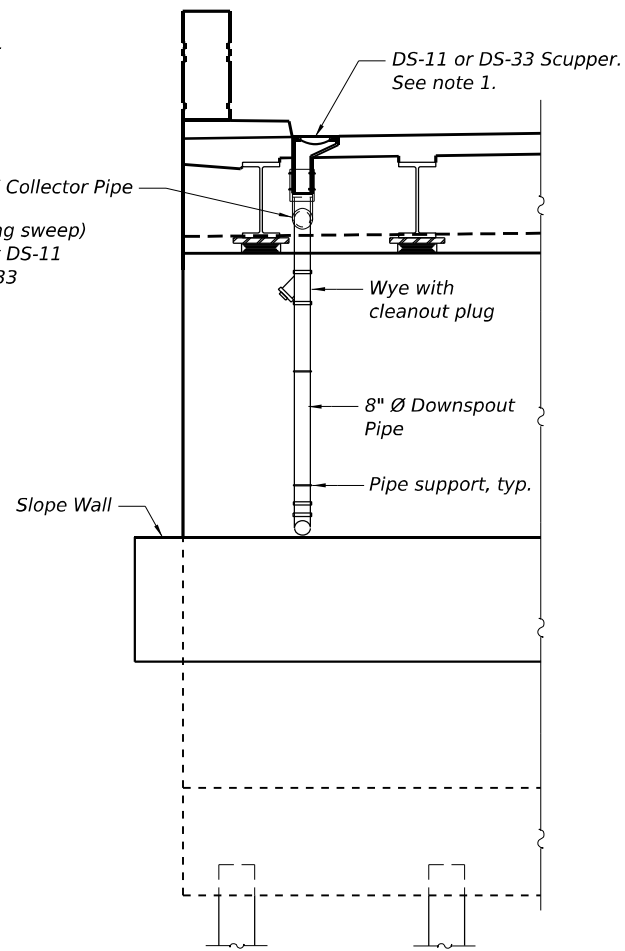
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	206
CONTRACT NO. 62R61				

ILLINOIS FED. AID PROJECT



SECTION THRU ABUTMENT

(Looking West S. Abut., Looking East N. Abut.)
(6 locations requiring closed drainage system for structures shown)

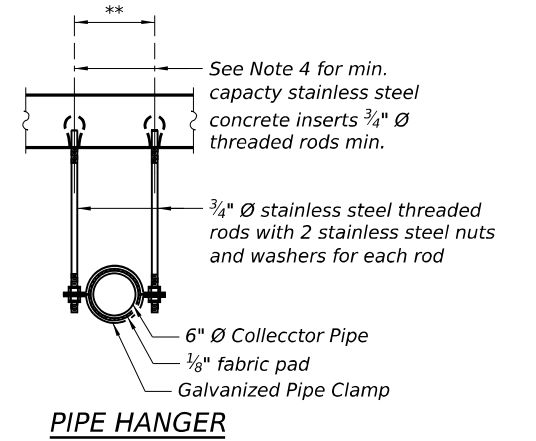


VIEW A-A

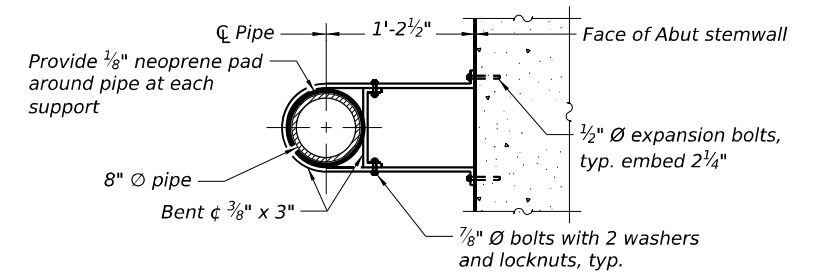
(6 locations requiring closed drainage system for structures shown)

CLOSED DRAINAGE DIMENSIONS

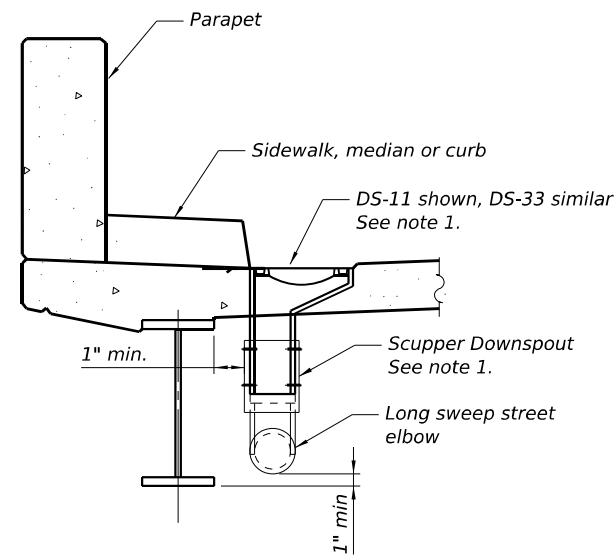
Location	S. Abut. Dim A	N. Abut. Dim A
West curb line (Laramie Bridge)	9'-11"	9'-11"
Median curb line (Laramie Bridge)	9'-11"	9'-11"
East curb line (U-Turn Bridge)	11'-8½"	11'-3¼"



PIPE HANGER



PIPE SUPPORT BRACKET FOR DOWNSPOUT PIPE



SECTION THRU SCUPPER

(See Scupper Locations Table on sheet 1 of 66 for location and scupper type)

NOTES

- For Drainage scupper details, see sheet 36 and 37 of 66.
- Pipe supports shall be provided on all horizontal pipes at each tee, elbow, or change in direction and at intermediate points not more than 5'-0" on centers.
- Collector pipe hangers shall have a load capacity of not less than 2,000 lbs. and shall be designed so as not to apply excessive compressive stress to the pipe.
- Pipe supports shall be provided on all vertical drain pipes at not more than 12'-0" on centers, or as approved by the Engineer.
- Reducers shall be sized to accommodate a longitudinal movement of 4" in each direction.

BILL OF MATERIAL

Item	Unit	Total
Drainage System For Structures	L. Sum	1.0

MODEL: Default
FILE NAME: pwr:\gline-pw-beantley.com\gline-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-62561-038-DSDD.dgn
3/17/2026 12:06:28 AM



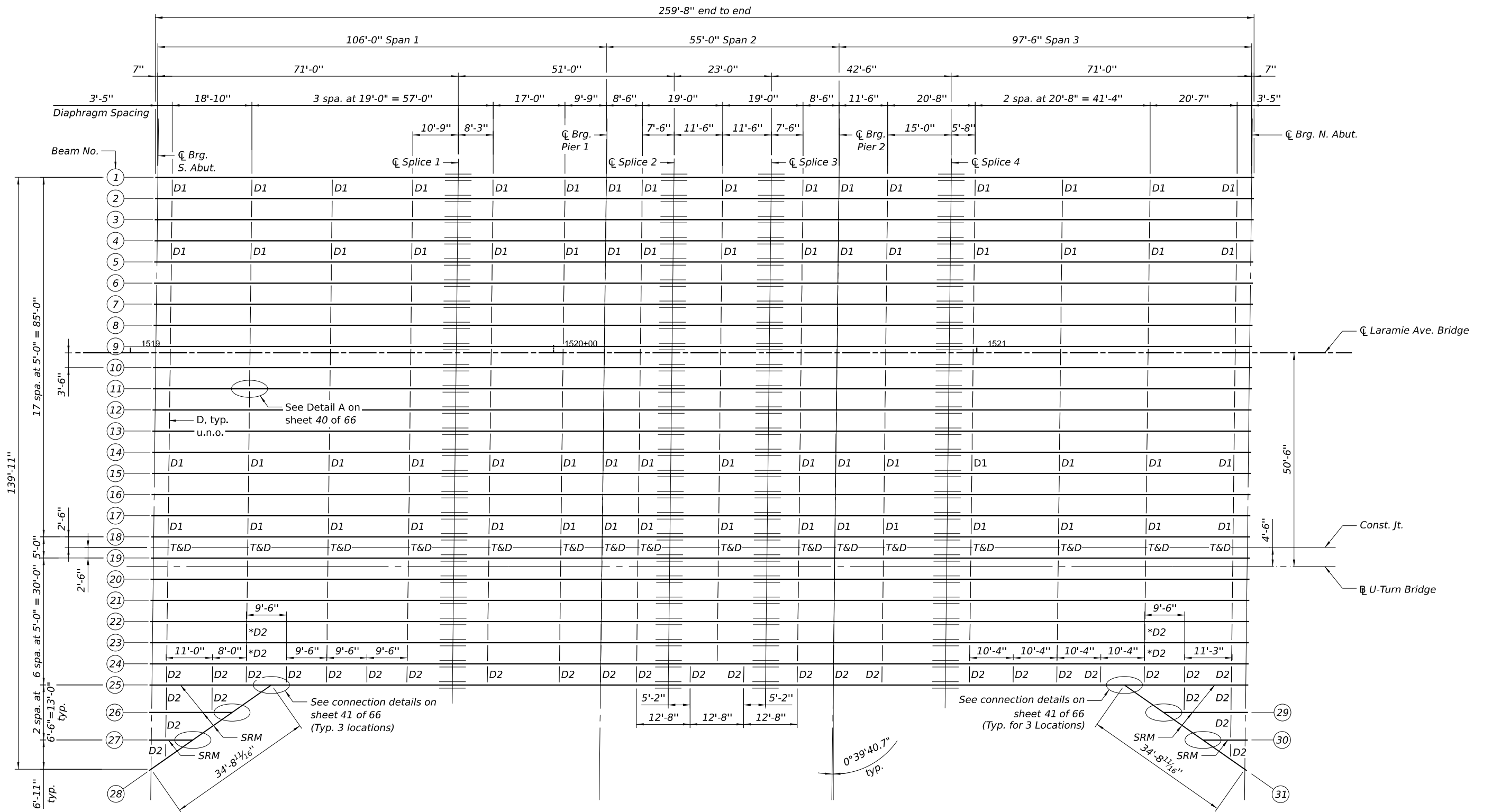
USER NAME = mzellisko	DESIGNED -	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED -	REVISED -
PLOT DATE = 03/16/2026	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 016-2015

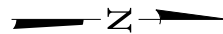
SHEET 38 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	207
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN

* D2 diaphragms without shear studs



NOTES:

1. See sheets 40 and 41 of 66 for notes and details.
2. All segments of Beams 25 thru 31 including all splice plates and connection plates and all D3 diaphragms including both connection plates are SRM.

MODEL: Default
 FILE NAME: p:\g\j\ne-pw\benley.com\g\ne-pw\01\Documents\Projects\7628\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-038-FP.dgn
 3/17/2026 12:06:36 AM



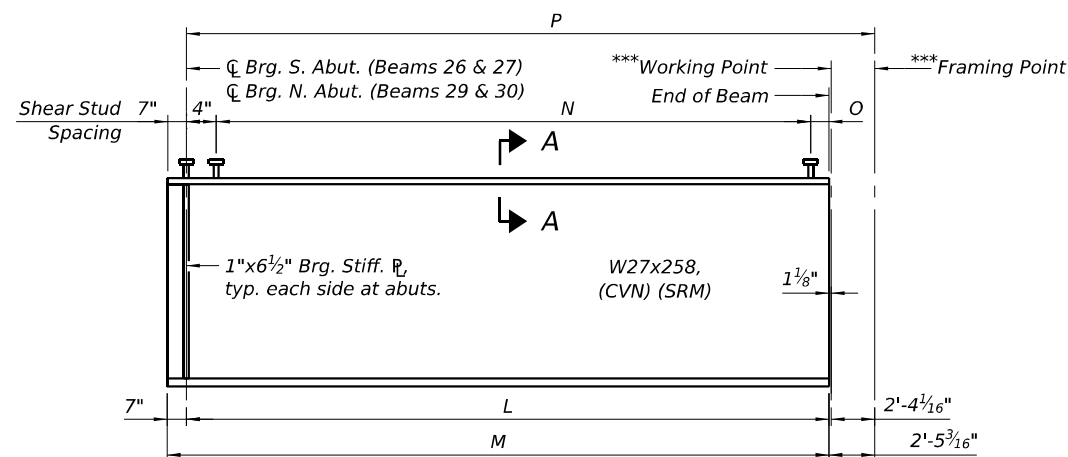
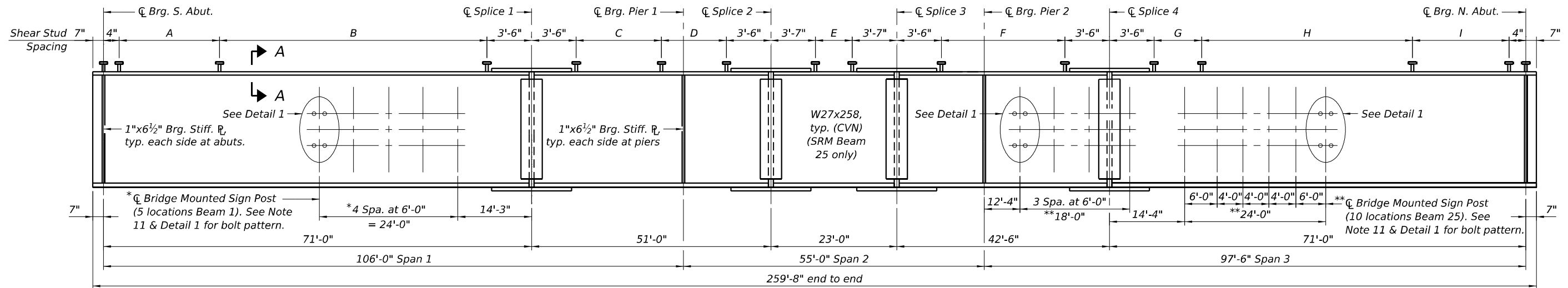
USER NAME = mzelsko	DESIGNED - SS	REVISED -
PLOT SCALE = 24,000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - SS	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN
STRUCTURE NO. 016-2015**

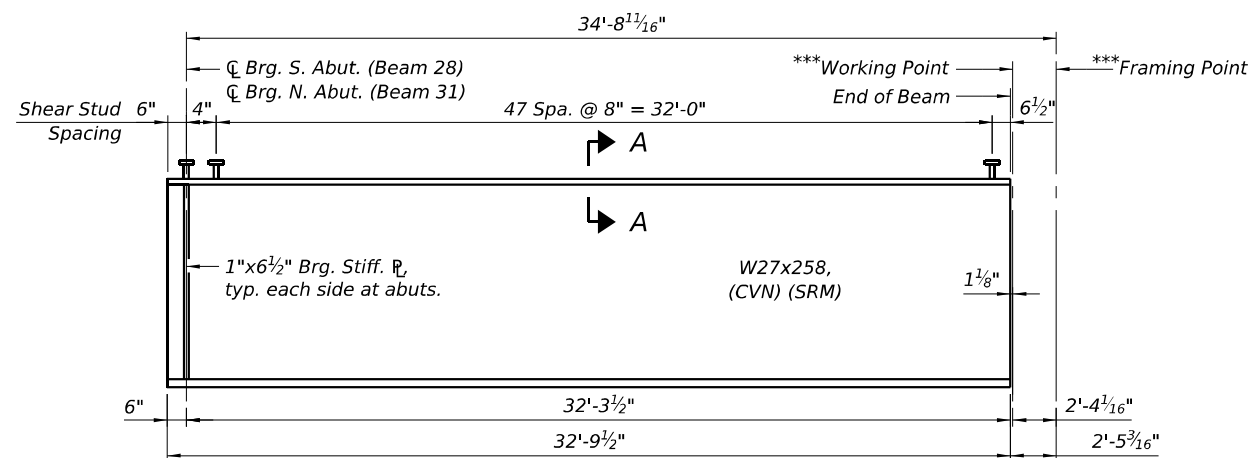
SHEET 39 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	208
CONTRACT NO. 62R61				
		ILLINOIS	FED. AID PROJECT	



BEAM ELEVATION
(Beams 26, 27 shown
Beams 29, 30 opp. hand)

***See Skewed Connection Details on Sheet 41 of 66.



BEAM ELEVATION
(Beam 28 shown
Beam 31 opp. hand)

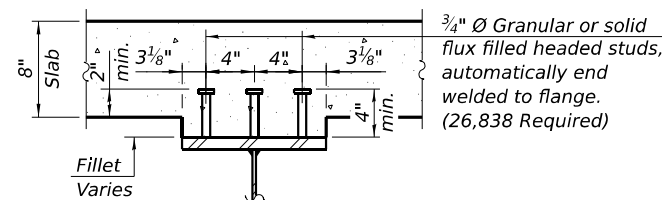
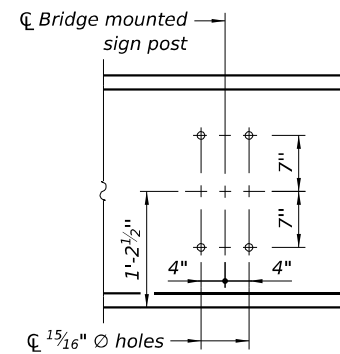
***See Skewed Connection Details on Sheet 41 of 66.

BEAM LENGTH AND SHEAR STUD TABLE

Beam No.	L	M	Stud Spacing (N)	O	P
26	16'-6 ⁷ / ₈ "	17'-1 ⁷ / ₈ "	24 Spa. @ 8" = 16'-8"	2 ⁷ / ₈ "	19'-0 ¹ / ₁₆ "
27	7'-4 ³ / ₈ "	7'-11 ³ / ₈ "	10 Spa. @ 8" = 7'-4"	4 ³ / ₈ "	9'-9 ⁹ / ₁₆ "
29	16'-10 ⁵ / ₈ "	17'-5 ⁵ / ₈ "	24 Spa. @ 8" = 16'-8"	6 ⁵ / ₈ "	19'-3 ¹ / ₁₆ "
30	7'-6 ⁵ / ₁₆ "	8'-1 ⁵ / ₁₆ "	10 Spa. @ 8" = 7'-4"	6 ⁵ / ₁₆ "	9'-11 ¹ / ₂ "

SHEAR STUD TABLE

Location	Stud Spacing
A	32 Spa. at 8" = 22'-0"
B	55 Spa. at 10" = 45'-10"
C	26 Spa. at 9" = 19'-6"
D	49 Spa. at 6" = 24'-6"
E	19 Spa. at 10" = 15'-10"
F	71 Spa. at 6" = 35'-6"
G	12 Spa. at 9" = 9'-0"
H	45 Spa. at 10" = 37'-6"
I	31 Spa. at 8" = 21'-4"



NOTES:

- Members designated as "SRM" are System Redundant Members.
- Members designated as "SRM" shall be fabricated to satisfy the provisions of Clause 12 of the AASHTO/AWS D1.5M/D1.5 Bridge Welding Code.
- Fabricated plate components of members noted as "SRM" shall satisfy the Fracture-Critical Tension Component Impact Testing Requirements, zone 2 specified in AASHTO M 270M/M270 (ASTM A709/A709M).
- Rolled section components of members noted as "SRM" shall satisfy the Non-Fracture-Critical Tension Component Impact Test Requirements, zone 2 specified in AASHTO M 270M/M270 (ASTM A709/A709M).
- All structural steel, including W & WT sections, splice & bent \bar{r} s, and bearing stiffeners shall be AASHTO M270, Grade 50.
- Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
- Two hardened washers required for each set of oversized holes.
- Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels if utilized, shall be provided at no additional cost to the Department.
- All diaphragms between beams shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
- Orient diaphragms in the direction that provides maximum clearance between diaphragms and adjacent splice plates.

MODEL: Default
FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-02R61-040-SS1.dgn



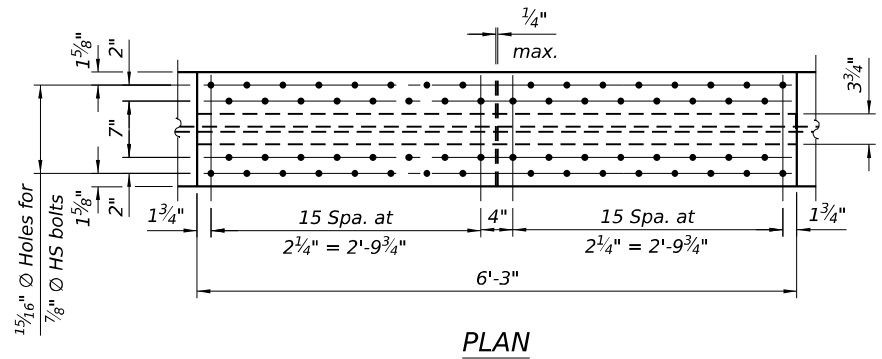
USER NAME = mzelsko	DESIGNED - SS	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - SS	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

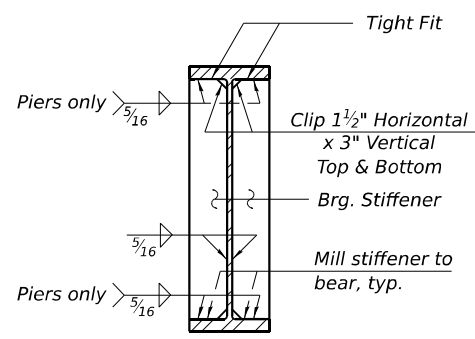
STRUCTURAL STEEL DETAILS I
STRUCTURE NO. 016-2015

SHEET 40 OF 66 SHEETS

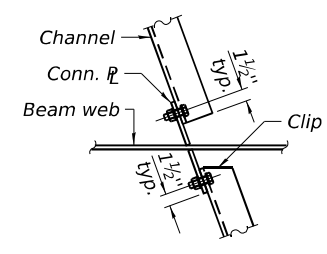
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	209
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



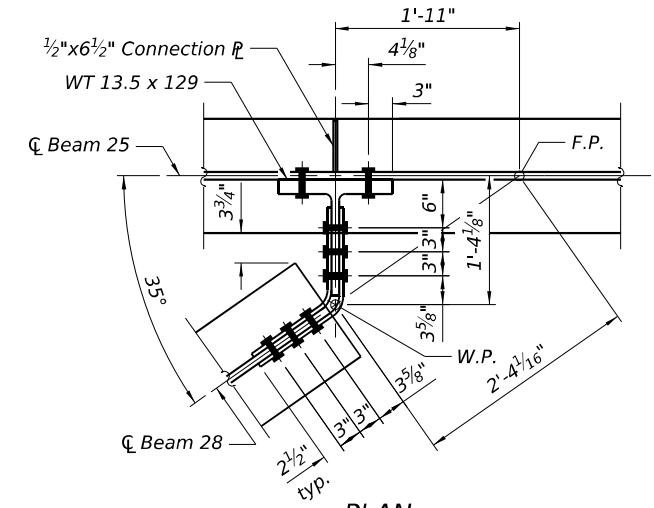
PLAN



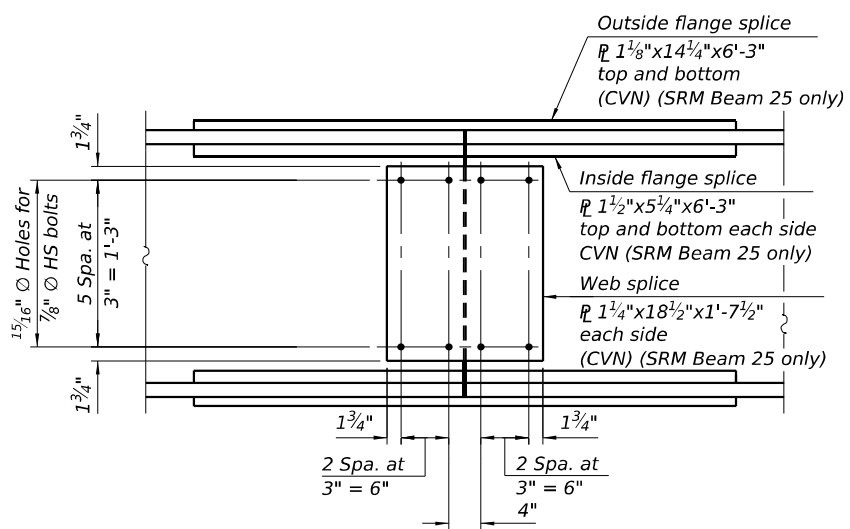
BEARING STIFFENER DETAIL



DETAIL A
See sheets 39 of 66 for location.



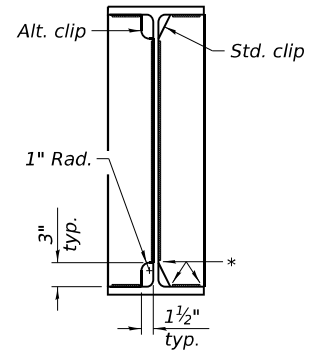
PLAN



ELEVATION

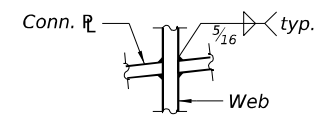
SPLICE DETAIL

(100 Required)
(All splice plates at Beam 25 are SRM)

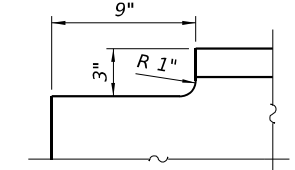


WELD LIMITS AND CLIP DETAILS

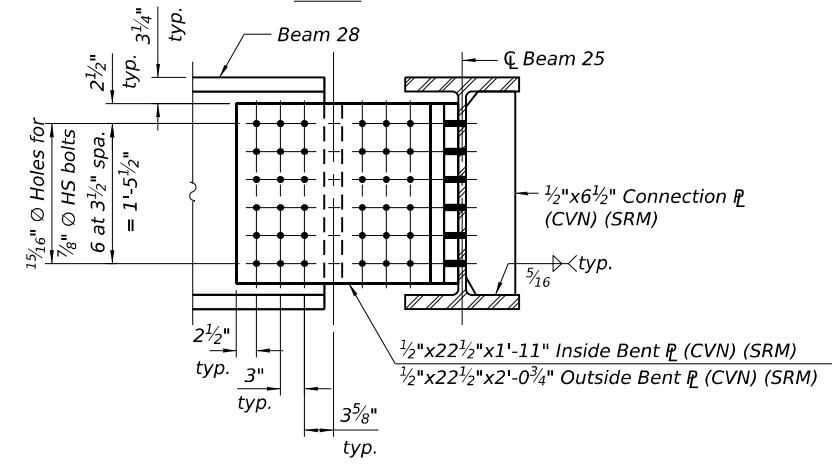
* Stop welds 1/4" (± 1/8") from edges as shown, typ.



WEB WELD DETAIL



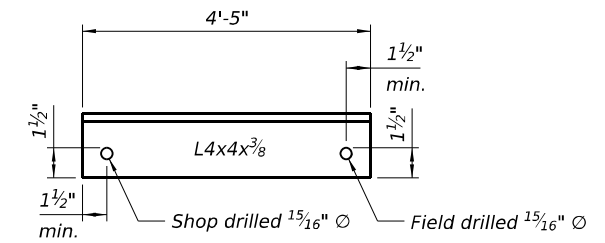
COPING DETAIL



ELEVATION

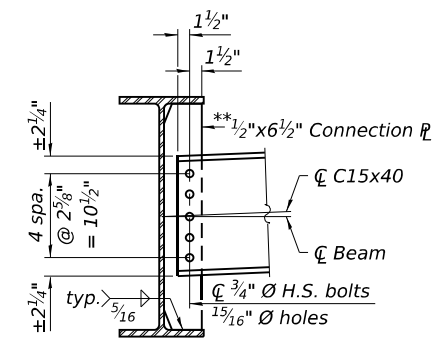
SKEWED CONNECTION DETAIL B

(Beam 28 connection to Beam 25 and Beams 26 & 27 connections to Beam 28)
(Beam 31 to Beam 25 and Beams 29 & 30 connections to Beam 31 opposite hand)
(Unfolded)



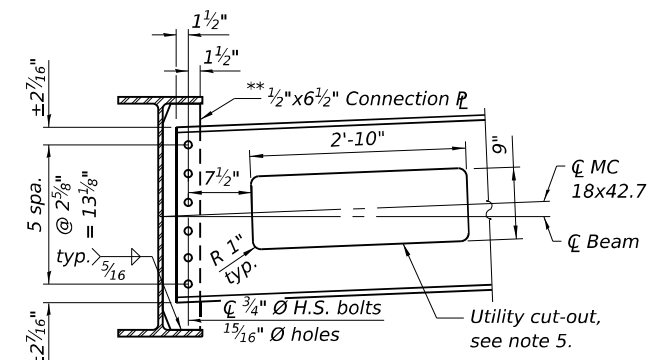
TYPICAL BRACING ANGLE

(Top angle shown, bott. angle similar)



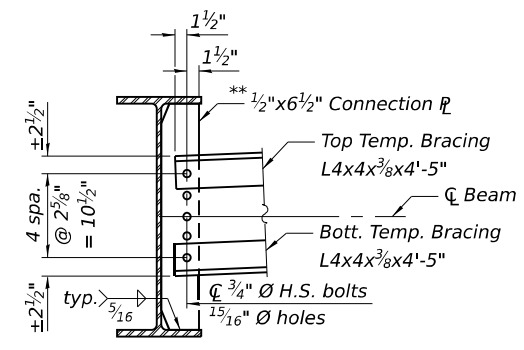
INTERIOR DIAPHRAGM - D

(304 Required)
** Brg. Stiff. shall be used in lieu of Connection R at piers



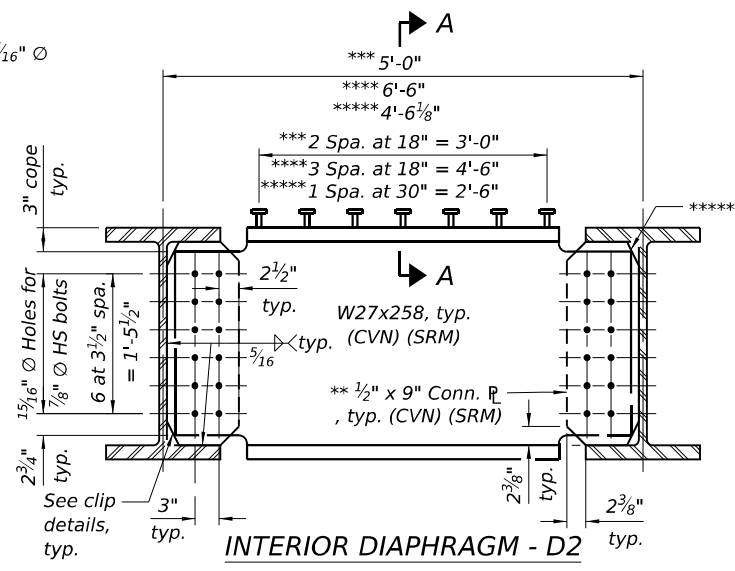
INTERIOR DIAPHRAGM - D1

(64 Required in bays having utilities)
** Brg. Stiff. shall be used in lieu of Connection R at piers



TEMPORARY BRACING - T

(16 Required Along Construction Joint)
** Brg. Stiff. shall be used in lieu of Connection R at piers



INTERIOR DIAPHRAGM - D2

(See sheet 40 of 66 for Section A-A)
(35 Required, 4 without shear studs)
** Brg. Stiff. shall be used in lieu of Connection R at piers
*** Btwn. Bms. 24 & 25
**** Btwn. Bms. 25 thru 27 & Bms. 25, 29 & 30
***** Btwn. Bms. 27 & 28 & Bms. 30 & 31,
Skew connection R perp. to diaphragm at Bms. 28 & 31

NOTES:

- See sheet 40 of 66 for Section A-A and additional notes.
- F.P. denotes Framing Point.
- W.P. denotes Working Point.
- Complete erection of all temporary lateral bracing (top and bott.) prior to the deck pour for the U-Turn Bridge. Angle lengths to be field verified.
- Standard holes 15/16" Ø on temporary bracing L4x4x3/8 shall be shop drilled at one end and field drilled at the opposite end to connect holes on the connection plate as shown in the temporary bracing detail.
- Temporary Bracing shall be removed after the completion of the deck pour for the U-Turn Bridge and replaced with permanent Interior Diaphragms - D.
- Cost of furnishing, erecting, removal and disposal of temporary bracing shall be included with the cost of Furnishing and Erecting Structural Steel.
- Contractor shall coordinate with the utility companies for the exact location of the conduits.

MODEL: Default
FILE NAME: p:\g\nel-pw-bentley.com\g\nel-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-041-SS2.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS II
STRUCTURE NO. 016-2015

SHEET 41 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	210
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

INTERIOR BEAM MOMENT TABLE					
	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in ⁴) 10,800	10,800	10,800	10,800	10,800
I_c (n)	(in ⁴) 23,503	-	-	-	23,503
I_c (3n)	(in ⁴) 17,366	-	-	-	17,366
I_c (cr)	(in ⁴) -	12,596	12,596	12,596	-
S_s	(in ³) 745	745	745	745	745
S_c (n)	(in ³) 1,010	-	-	-	1,010
S_c (3n)	(in ³) 910	-	-	-	910
S_c (cr)	(in ³) -	799	799	799	-
S_x	(in ³) 907	783	791	786	921
DC1	(k/ft) 0.81	0.81	0.81	0.81	0.81
M_{DC1}	(k) 786	748	362	585	682
DC2	(k/ft) 0.40	0.40	0.40	0.40	0.40
M_{DC2}	(k) 392	372	177	283	332
DW	(k/ft) 0.18	0.18	0.18	0.18	0.18
M_{DW}	(k) 177	168	82	132	154
LLDF	0.452	0.473	0.477	0.477	0.458
$M_{\xi + IM}$	(k) 1,033	936	469	838	944
f_t (Strength I)	(ksi) -	-	-	-	-
$M_u + \frac{1}{3} f_t S_x$	(k) 3,544	3,291	1,617	2,750	3,152
$\Phi_f M_n$	(k) 4,518	4,004	4,004	4,004	4,518
f_s DC1	(ksi) 12.66	12.06	5.83	9.43	10.99
f_s DC2	(ksi) 5.17	5.58	2.66	4.25	4.39
f_s DW	(ksi) 2.33	2.53	1.23	1.98	2.03
f_s ($\xi + IM$)	(ksi) 12.27	14.06	7.04	12.59	11.23
f_t (Service II)	(ksi) -	-	-	-	-
$f_s + f_t/2$ (Service II)	(ksi) 36.12	38.45	18.87	32.03	32.00
Service II Resistance	(ksi) 47.50	47.50	47.50	47.50	47.50
$f_s + f_t/3$ (Strength I)	(ksi) -	-	-	-	-
$\Phi_f F_n$	(ksi) -	-	-	-	-
Vf	(k) 18.90	28.26	16.30	28.75	18.13

INTERIOR BEAM REACTION TABLE				
	S. Abut.	Pier 1	Pier 2	N. Abut.
LLDF	0.598	0.596	0.596	0.598
OCF	1.002	-	-	1.002
R_{DC1}	(k) 47.2	75.1	64.6	44.8
R_{DC2}	(k) 17.4	36.8	31.0	16.0
R_{DW}	(k) 8.0	16.8	14.5	7.5
R_{ξ}	(k) 56.1	97.6	90.5	54.6
R_{IM}	(k) 12.5	19.4	18.0	12.4
R_{Total} (Strength I) (Impact)	(k) 212.8	369.8	331.1	204.5
R_{Total} (Strength I) (No Impact)	(k) 190.9	335.9	299.6	182.8

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

I_c (n), S_c (n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

I_c (3n), S_c (3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

I_c (cr), S_c (cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

EXTERIOR BEAM 25 MOMENT TABLE					
	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in ⁴) 10,800	10,800	10,800	10,800	10,800
I_c (n)	(in ⁴) 23,004	-	-	-	23,004
I_c (3n)	(in ⁴) 16,961	-	-	-	16,961
I_c (cr)	(in ⁴) -	12,422	12,422	12,422	-
S_s	(in ³) 745	745	745	745	745
S_c (n)	(in ³) 1,003	-	-	-	1,003
S_c (3n)	(in ³) 902	-	-	-	902
S_c (cr)	(in ³) -	794	794	794	-
S_x	(in ³) 902	780	787	783	913
DC1	(k/ft) 1.03	0.92	1.03	0.92	1.03
M_{DC1}	(k) 991	841	472	680	901
DC2	(k/ft) 0.28	0.28	0.28	0.28	0.28
M_{DC2}	(k) 254	235	123	217	254
DW	(k/ft) 0.19	0.19	0.19	0.19	0.19
M_{DW}	(k) 188	179	87	141	164
LLDF	0.398	0.416	0.420	0.420	0.403
$M_{\xi + IM}$	(k) 914	824	412	738	831
f_t (Strength I)	(ksi) -	-	-	-	-
$M_u + \frac{1}{3} f_t S_x$	(k) 3,439	3,056	1,596	2,624	3,145
$\Phi_f M_n$	(k) 4,451	3,959	3,959	3,959	4,451
f_s DC1	(ksi) 15.97	13.55	7.60	10.96	14.52
f_s DC2	(ksi) 3.38	3.56	1.86	3.28	3.39
f_s DW	(ksi) 2.51	2.71	1.31	2.12	2.18
f_s ($\xi + IM$)	(ksi) 10.94	12.45	6.23	11.15	9.94
f_t (Service II)	(ksi) -	-	-	-	-
$f_s + f_t/2$ (Service II)	(ksi) 36.08	36.00	18.88	30.86	33.02
Service II Resistance	(ksi) 47.50	47.50	47.50	47.50	47.50
$f_s + f_t/3$ (Strength I)	(ksi) -	-	-	-	-
$\Phi_f F_n$	(ksi) -	-	-	-	-
Vf	(k) 13.50	20.19	11.65	20.54	12.95

EXTERIOR BEAM 25 REACTION TABLE				
	S. Abut.	Pier 1	Pier 2	N. Abut.
LLDF	0.418	0.417	0.417	0.418
OCF	1.002	-	-	1.002
R_{DC1}	(k) 58.4	77.2	67.6	55.6
R_{DC2}	(k) 11.3	23.2	22.7	11.4
R_{DW}	(k) 8.5	17.9	15.5	8.0
R_{ξ}	(k) 39.5	68.6	63.6	38.5
R_{IM}	(k) 8.8	13.6	12.6	8.7
R_{Total} (Strength I) (Impact)	(k) 184.3	296.2	269.3	178.2
R_{Total} (Strength I) (No Impact)	(k) 169.0	272.4	247.3	163.0

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

$M_{\xi + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u : Strength I load combination of factored design moments (kip-ft.). $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi + IM}$

f_t : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

M_{DC1} / S_s

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

M_{DC2} / S_c (3n) or M_{DC2} / S_c (cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.

f_s ($\xi + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_{\xi + IM} / S_c$ (n) or $M_{\xi + IM} / S_c$ (cr) as applicable.

*Top of Beam Elevations								
Beam No.	¢ Brg. S. Abut.	¢ Splice 1	¢ Pier 1	¢ Splice 2	¢ Splice 3	¢ Pier 2	¢ Splice 4	¢ Brg. N. Abut.
1	607.80	610.05	610.31	610.43	610.45	610.35	610.20	608.13
2	607.72	609.97	610.24	610.36	610.37	610.28	610.12	608.06
3	607.67	609.93	610.19	610.31	610.33	610.24	610.08	608.02
4	607.75	610.00	610.27	610.39	610.41	610.31	610.16	608.09
5	607.82	610.07	610.34	610.46	610.48	610.39	610.23	608.17
6	607.89	610.15	610.42	610.54	610.56	610.46	610.31	608.25
7	607.97	610.22	610.49	610.61	610.63	610.54	610.38	608.32
8	608.04	610.29	610.56	610.69	610.71	610.61	610.46	608.40
9	608.11	610.37	610.64	610.76	610.78	610.69	610.54	608.47
10	608.08	610.34	610.61	610.73	610.75	610.66	610.51	608.45
11	608.01	610.26	610.53	610.66	610.68	610.59	610.43	608.37
12	607.93	610.18	610.46	610.58	610.60	610.51	610.36	608.30
13	607.85	610.11	610.38	610.51	610.53	610.44	610.29	608.23
14	607.78	610.03	610.30	610.43	610.45	610.36	610.21	608.15
15	607.70	609.95	610.23	610.36	610.38	610.29	610.14	608.08
16	607.66	609.91	610.19	610.31	610.34	610.25	610.10	608.04
17	607.77	610.02	610.30	610.42	610.45	610.36	610.21	608.15
18	607.88	610.13	610.41	610.53	610.56	610.47	610.32	608.26
19	608.02	610.27	610.55	610.68	610.70	610.61	610.47	608.41
20	608.08	610.33	610.61	610.74	610.76	610.67	610.53	608.47
21	608.00	610.25	610.53	610.66	610.69	610.60	610.45	608.39
22	607.92	610.18	610.46	610.59	610.61	610.52	610.38	608.32
23	607.85	610.13	610.39	610.50	610.53	610.45	610.33	608.25
24	607.77	610.06	610.31	610.43	610.45	610.38	610.26	608.17
25	607.70	609.98	610.23	610.35	610.38	610.30	610.18	608.10

* For fabrication only.

*Top of Beam Elevations		
Beam No.	¢ Brg. S. Abut.	¢ Beam 28
26	607.60	608.21
27	607.50	607.81
28	607.39	-

*Top of Beam Elevations		
Beam No.	¢ Brg. N. Abut.	¢ Beam 31
29	608.00	608.57
30	607.91	608.20
31	607.81	-

INTERIOR BEAM DEFLECTION TABLE			
	0.4 Span 1	0.5 Span 2	0.6 Span 3
Δ_{ALLOW}	(in) 1.27	0.66	1.17
$\Delta_{\xi + IM}$	(in) 0.97	0.17	0.76

$f_s + f_t / 2$ (Service II): Sum of stresses as computed below (ksi).

f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s ($\xi + IM$) + $f_t / 2$

Service II Resistance: Composite (0.95 $R_h F_y$) or noncomposite (0.80 $R_h F_y$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_t / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).

1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s ($\xi + IM$) + $f_t / 3$

$\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1} : Un-factored reaction due to non-composite dead load (kip).

R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_{ξ} : Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

R_{Total} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).

1.25 ($R_{DC1} + R_{DC2}$) + 1.5 R_{DW} + 1.75 ($R_{\xi} + R_{IM}$)

R_{Total} (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).

1.25 ($R_{DC1} + R_{DC2}$) + 1.5 R_{DW} + 1.75 (R_{ξ})

Δ_{ALLOW} : Maximum allowable Service I live load plus impact deflection according to AASHTO LRFD Bridge Design Specifications 9.5.2.

$\Delta_{\xi + IM}$: Calculated value Service I live load plus impact deflection.

MODEL: Default
FILE NAME: p:\g\j\p\w\benfley\com\g\p\w\01\Documents\Projects\0162015-025216-042-SS3.dgn



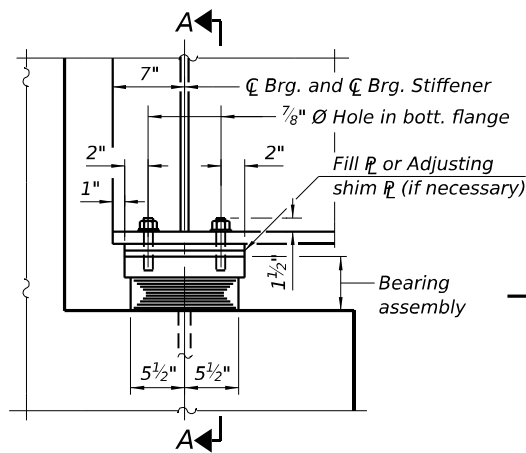
USER NAME = mzelsko	DESIGNED - SS	REVISED -
	CHECKED - MZ	REVISED -
PLOT SCALE = 2.000' / in.	DRAWN - SS	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

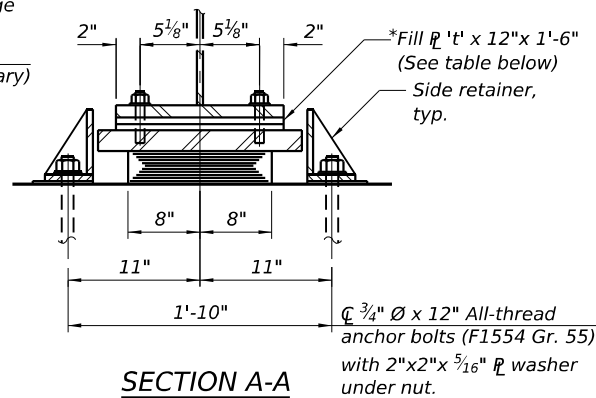
STRUCTURAL STEEL DETAILS III
STRUCTURE NO. 016-2015

SHEET 42 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	211
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

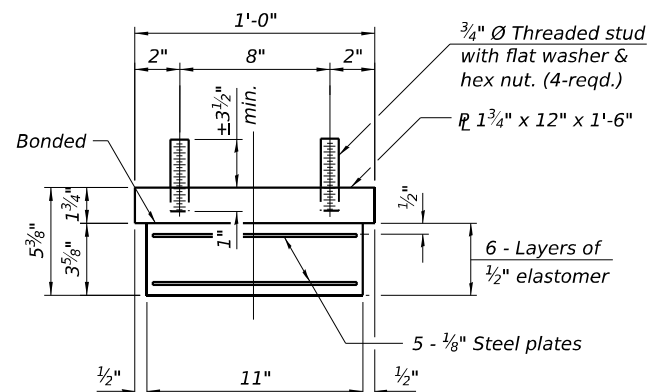


ELEVATION AT ABUT.

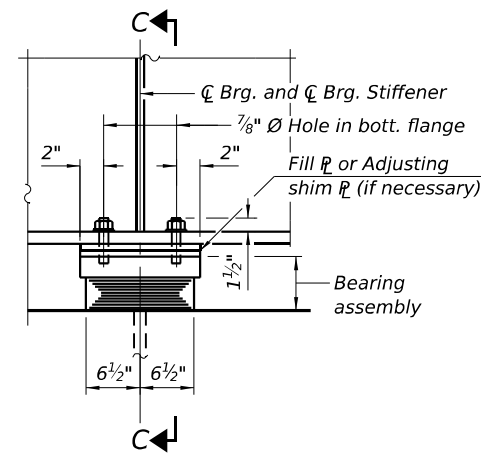


SECTION A-A

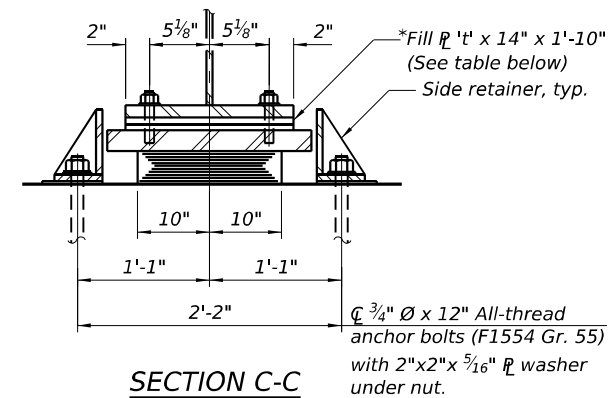
TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS (BEAMS 1-27 AND 29-30) (54 Required)



BEARING ASSEMBLY

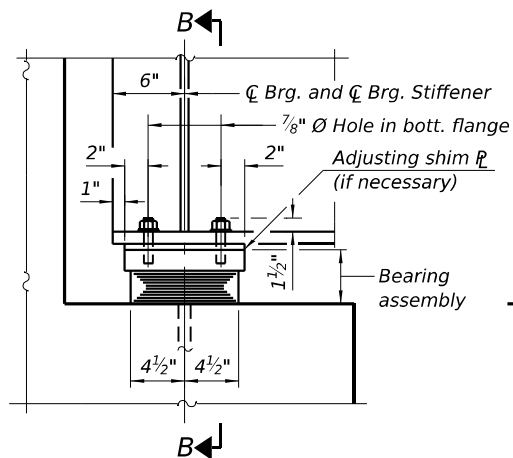


ELEVATION AT PIER

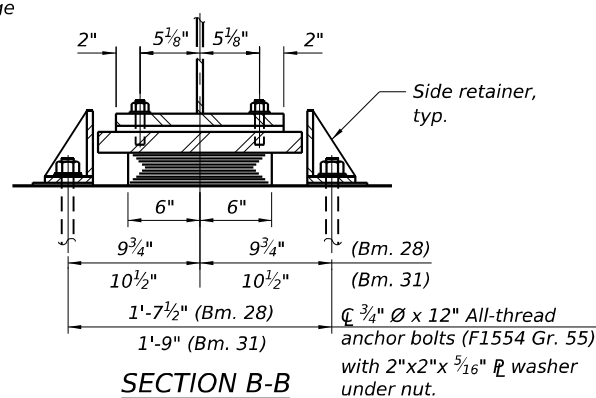


SECTION C-C

TYPE I ELASTOMERIC EXP. BRG. AT PIER 2 (25 Required)

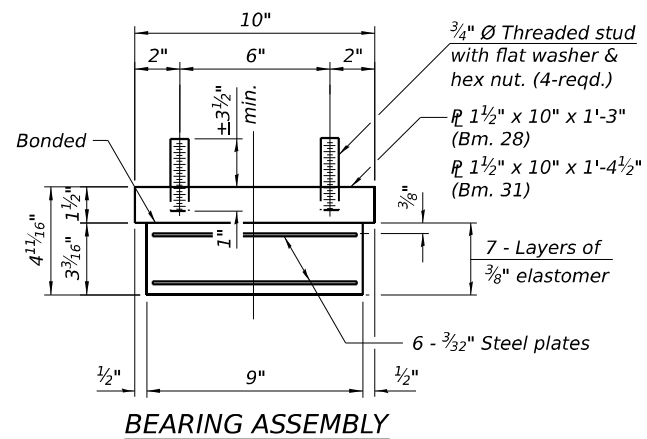


ELEVATION AT ABUT.

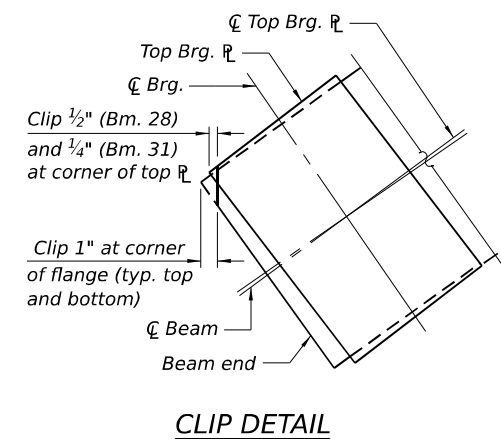


SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS (BEAMS 28 AND 31) (2 Required)

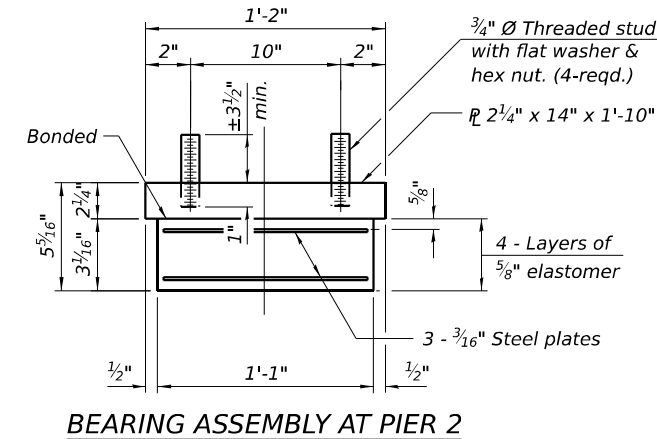


BEARING ASSEMBLY



CLIP DETAIL

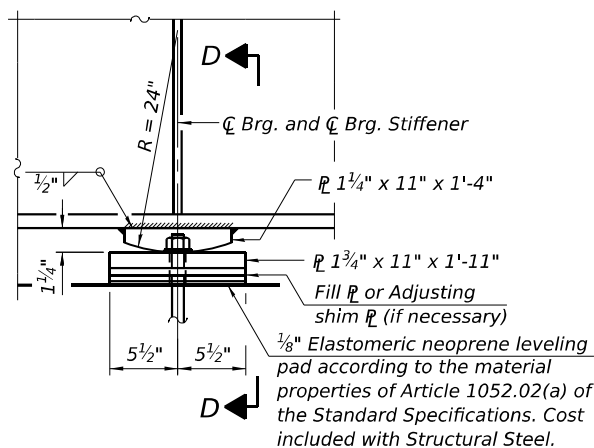
(Beam 28 shown, Beam 31 similar, opposite hand) (See Sheet 28 of 66 for angle between C top P and C beam)



BEARING ASSEMBLY AT PIER 2

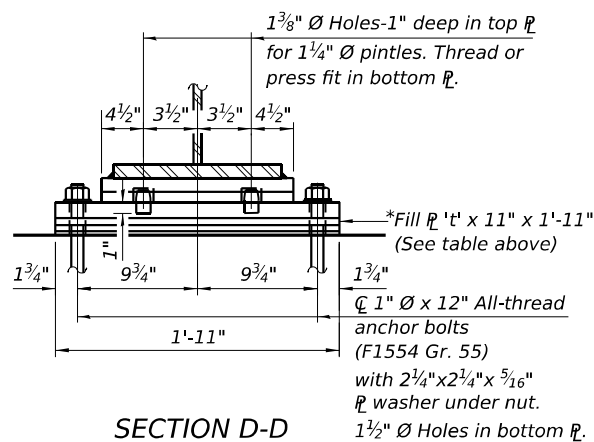
NOTES:

- Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details, except for Beams 28 & 31 where four 1/8" adjusting shims shall be provided for each bearing.
- Shim plates shall not be placed under bearing assembly.
- The structural steel plates of the bearing assembly, fixed bearing plates and pintles shall conform to the requirements of AASHTO M270, Grade 50.
- The cost for fabricating and installing the fixed bearing assembly and shim plates will be paid for as Furnishing and Erecting Structural Steel.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- The fixed bearing top plate shall be metalized. All other (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.



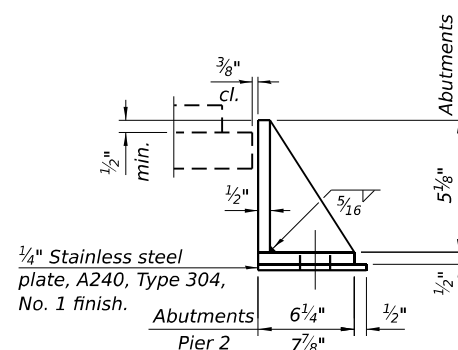
ELEVATION AT PIER

FIXED BEARING AT PIER 1 (25 Required)



SECTION D-D

PINTLE



SIDE RETAINER

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

*FILL PLATE DIMENSIONS 't'

	BM 2	BM 8	BM 9	BM 10	BM 11	BM 15	BM 19	BM 20
South Abutment	1/2"	7/8"	3/8"	-	-	1/2"	1/4"	7/8"
Pier 1	1/2"	-	7/8"	1/2"	7/8"	1/2"	1/4"	7/8"
Pier 2	1/2"	7/8"	3/8"	-	-	1/2"	-	-
North Abutment	1/2"	-	7/8"	5/8"	7/8"	1/2"	-	-

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	81
Anchor Bolts, 3/4"	Each	162
Anchor Bolts, 1"	Each	50

MODEL: Default FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\0162015\0162015-025R61-043-BRG1.dgn



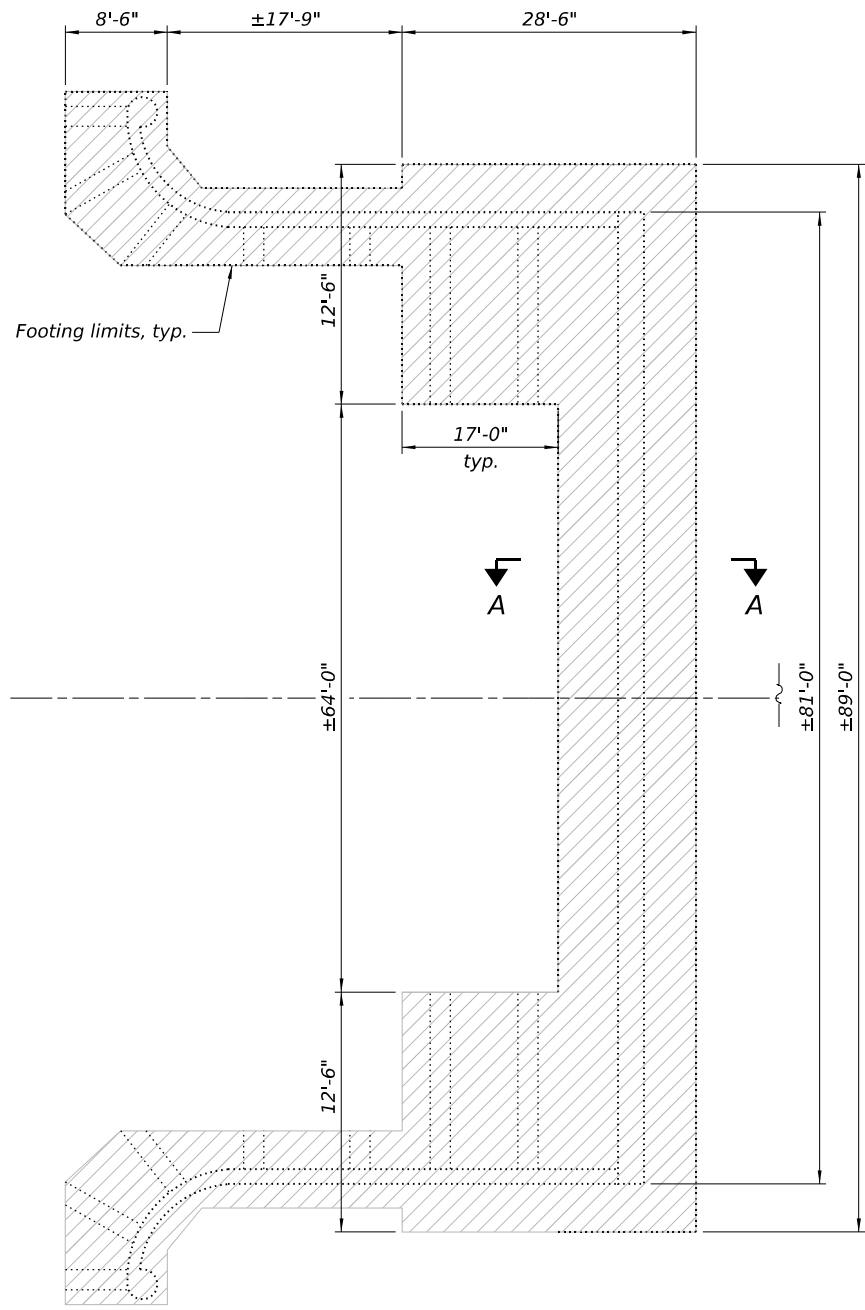
USER NAME = mzelsko	DESIGNED - SS	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - SS	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

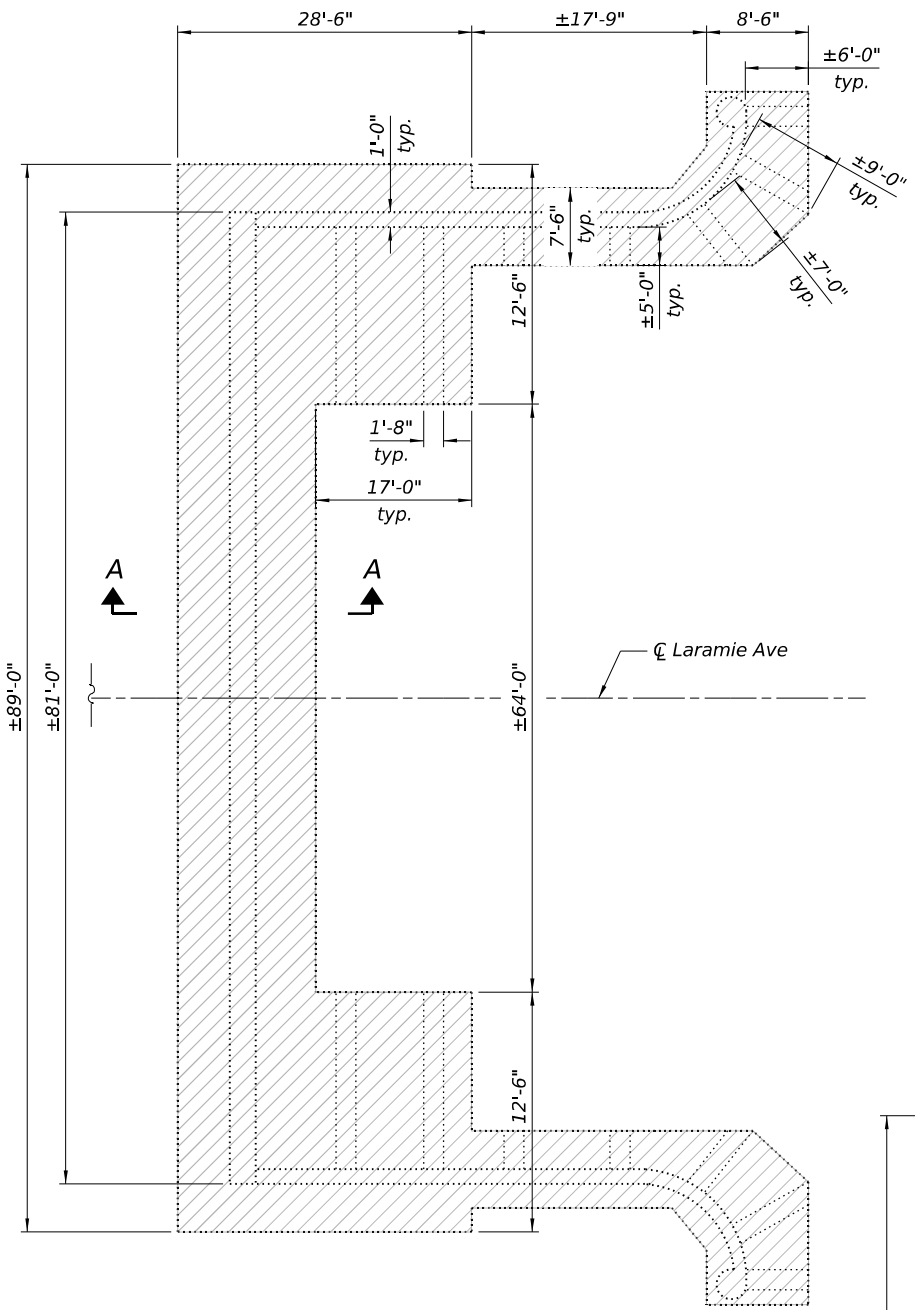
BEARING DETAILS
STRUCTURE NO. 016-2015

SHEET 43 OF 66 SHEETS

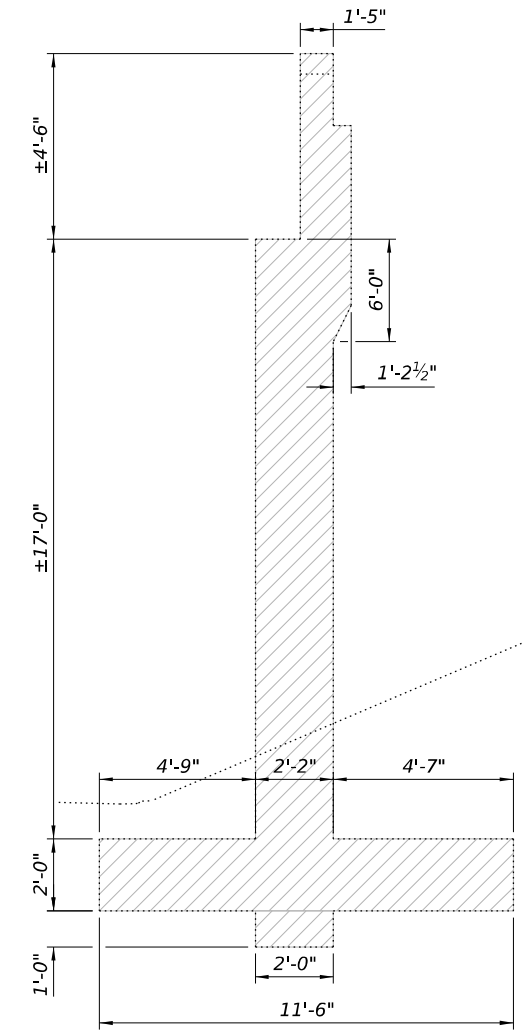
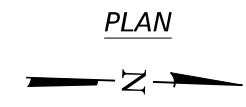
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	212
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



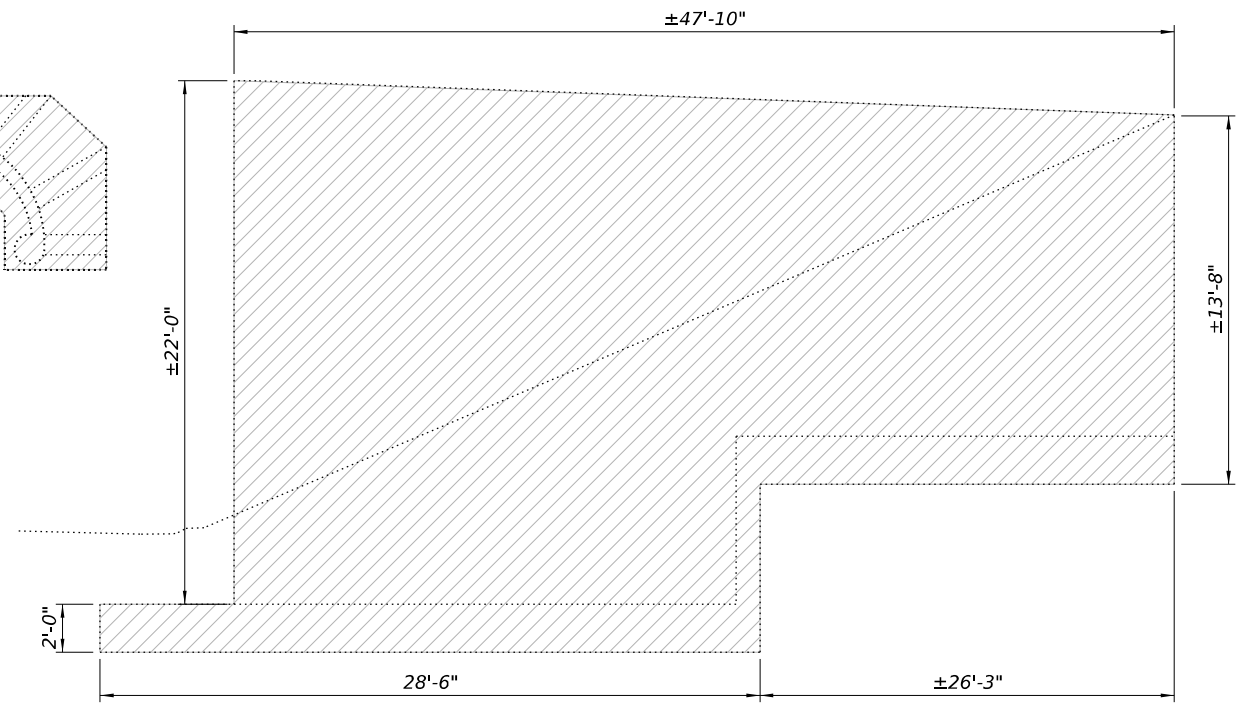
SOUTH ABUTMENT



NORTH ABUTMENT



SECTION A-A



WINGWALL ELEVATION

LEGEND

Removal of Existing Structures

NOTES:

1. The abutment removal limits shown hatched are included with the cost of Removal of Existing Structures.
2. Dimensions shown are estimates and taken from existing plans. These are provided for the Contractor's convenience and may not represent actual field conditions. Contractor shall confirm dimensions shown prior to bidding.
3. For superstructure removal, see existing plans.

MODEL: Default
FILE NAME: pww/gline-pw-bentley.com/gline-pw-01/Documents/Projects/7628/Project Working/A_CADD/Sheets/016-2015/0162015-62R61-044-AR.dgn
3/17/2026 12:07:14 AM



USER NAME = mzellisko	DESIGNED - MA	REVISED -
PLOT SCALE = 16,000' / in.	CHECKED - DF	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - DF	REVISED -

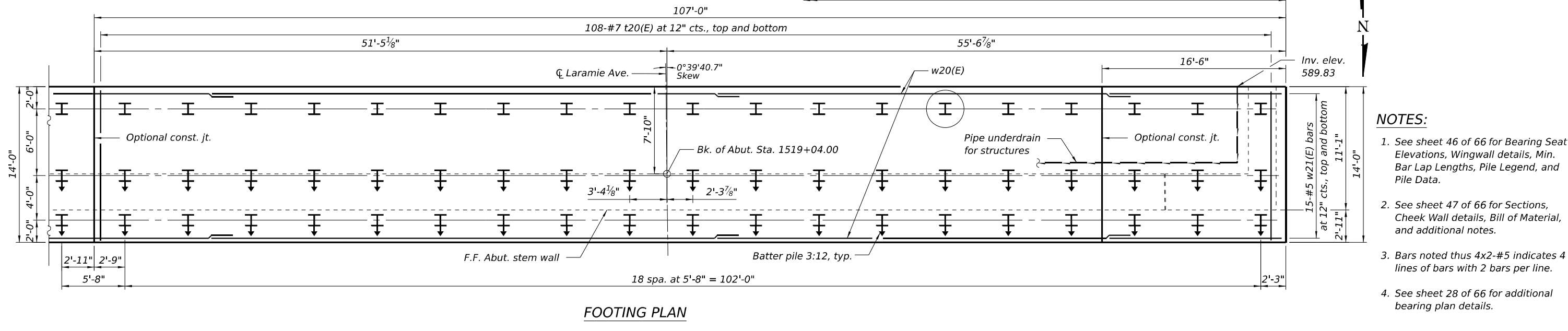
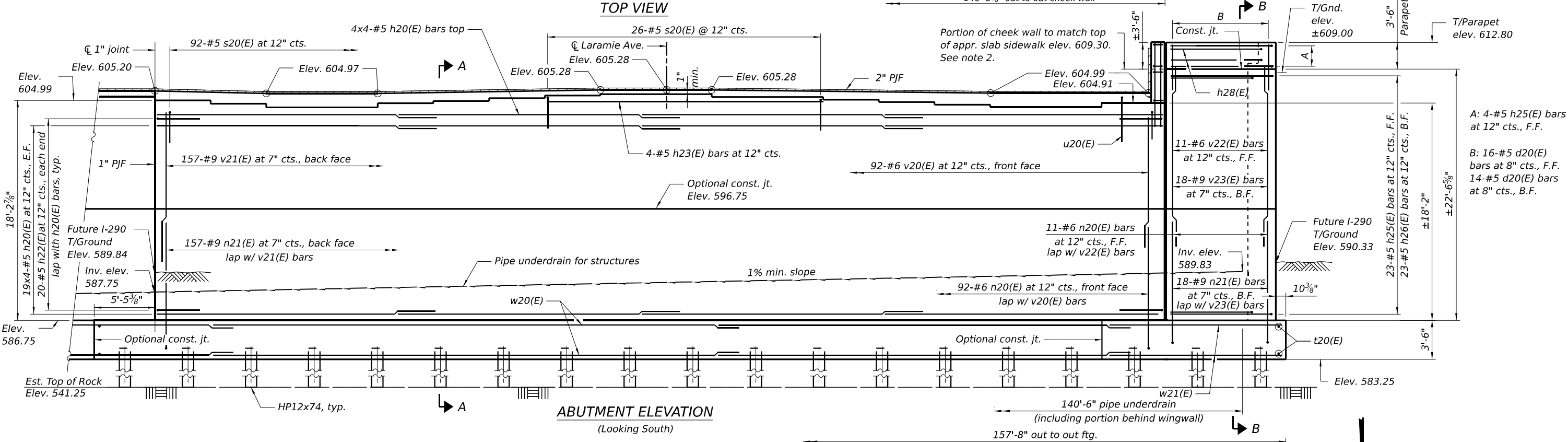
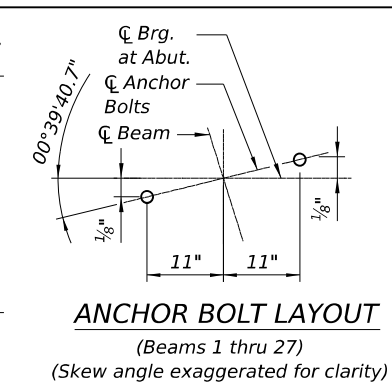
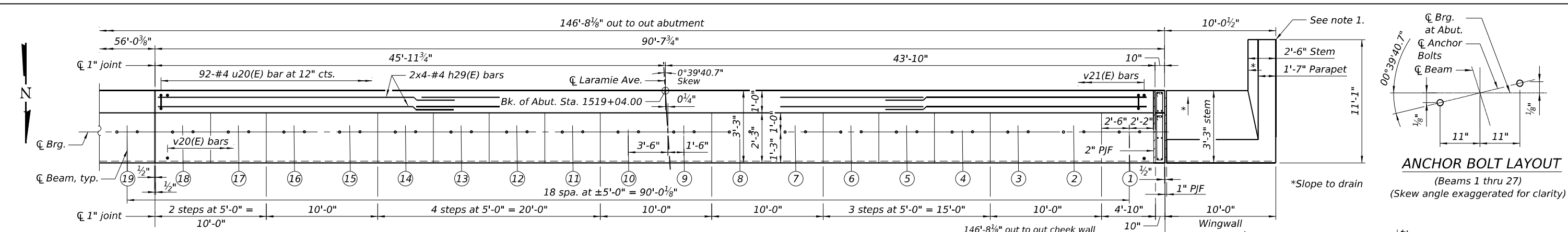
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 016-2015**

SHEET 44 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	213
CONTRACT NO. 62R61				

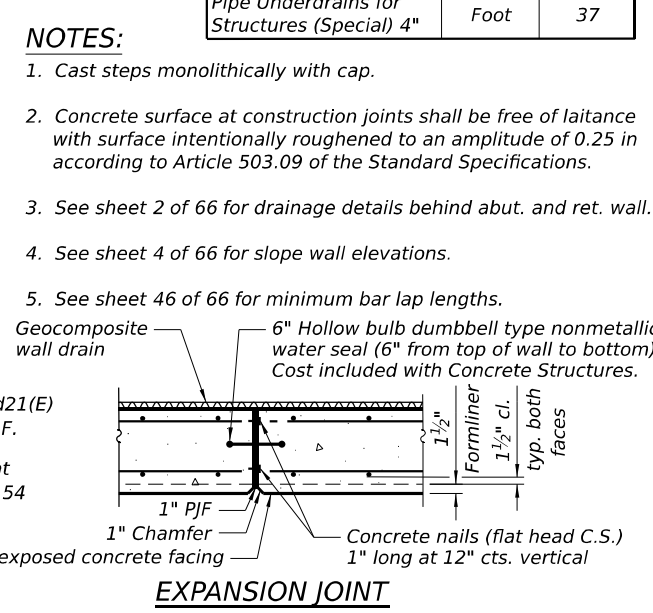
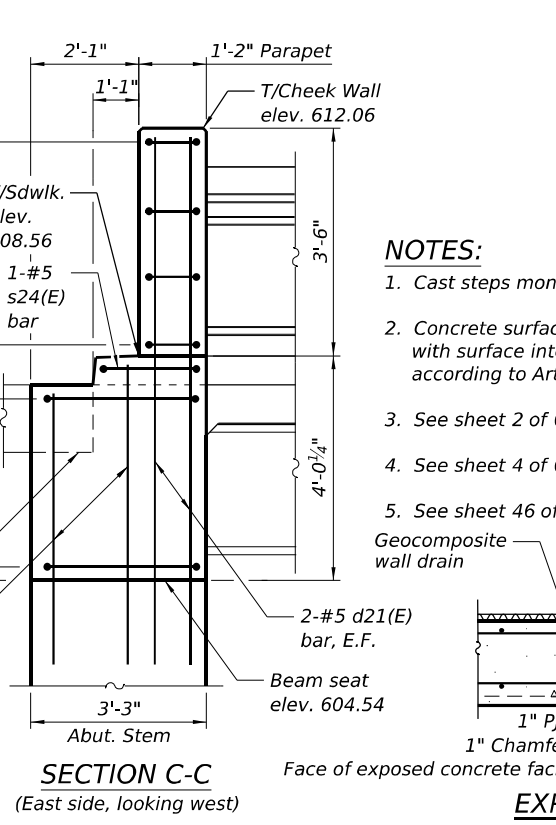
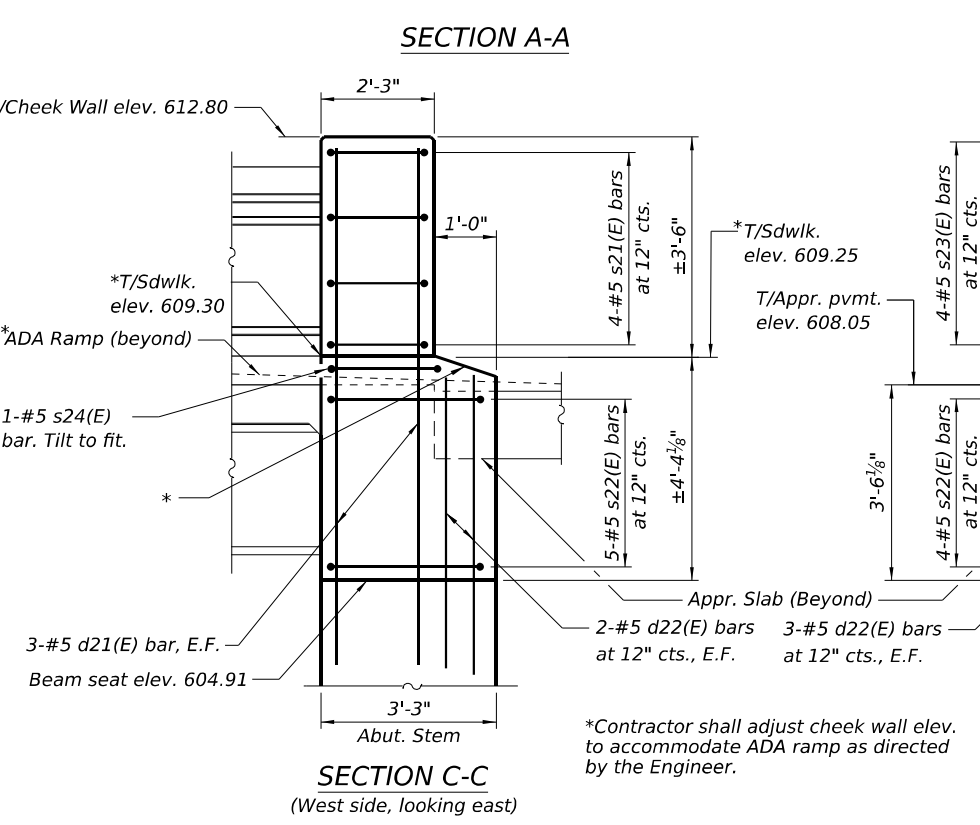
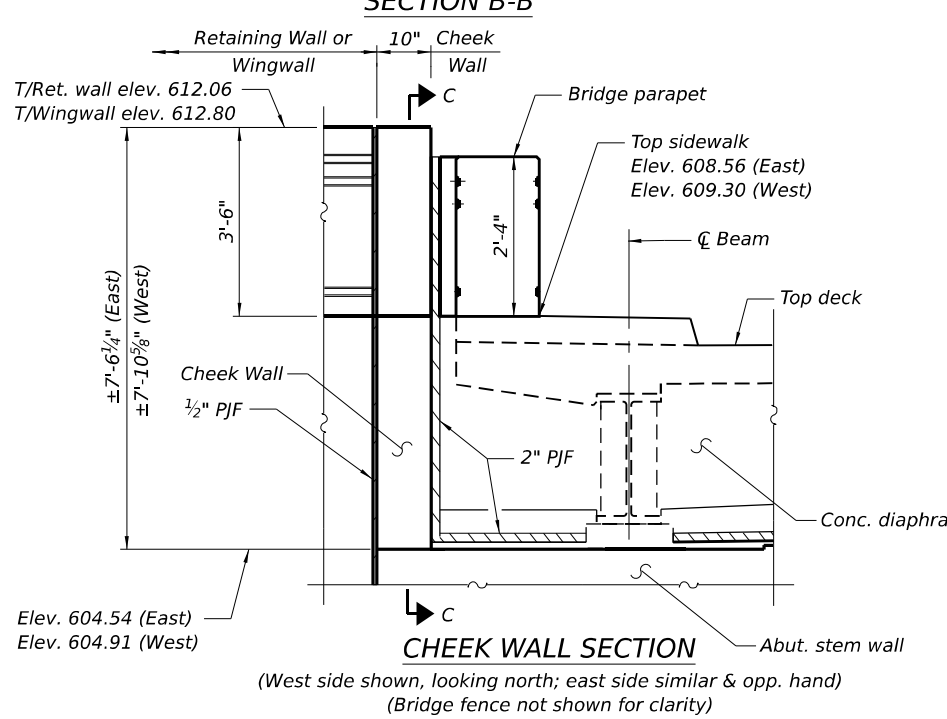
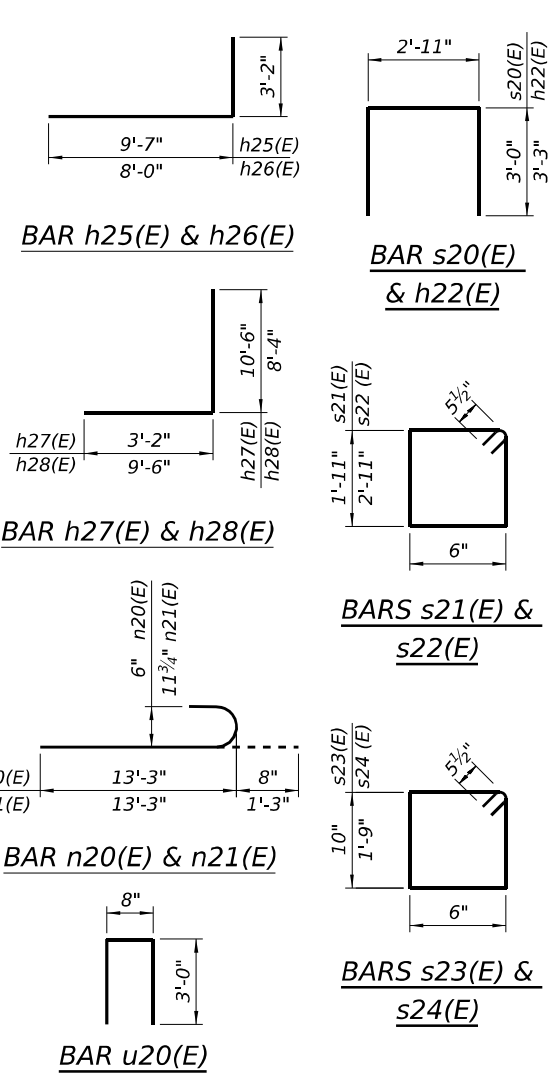
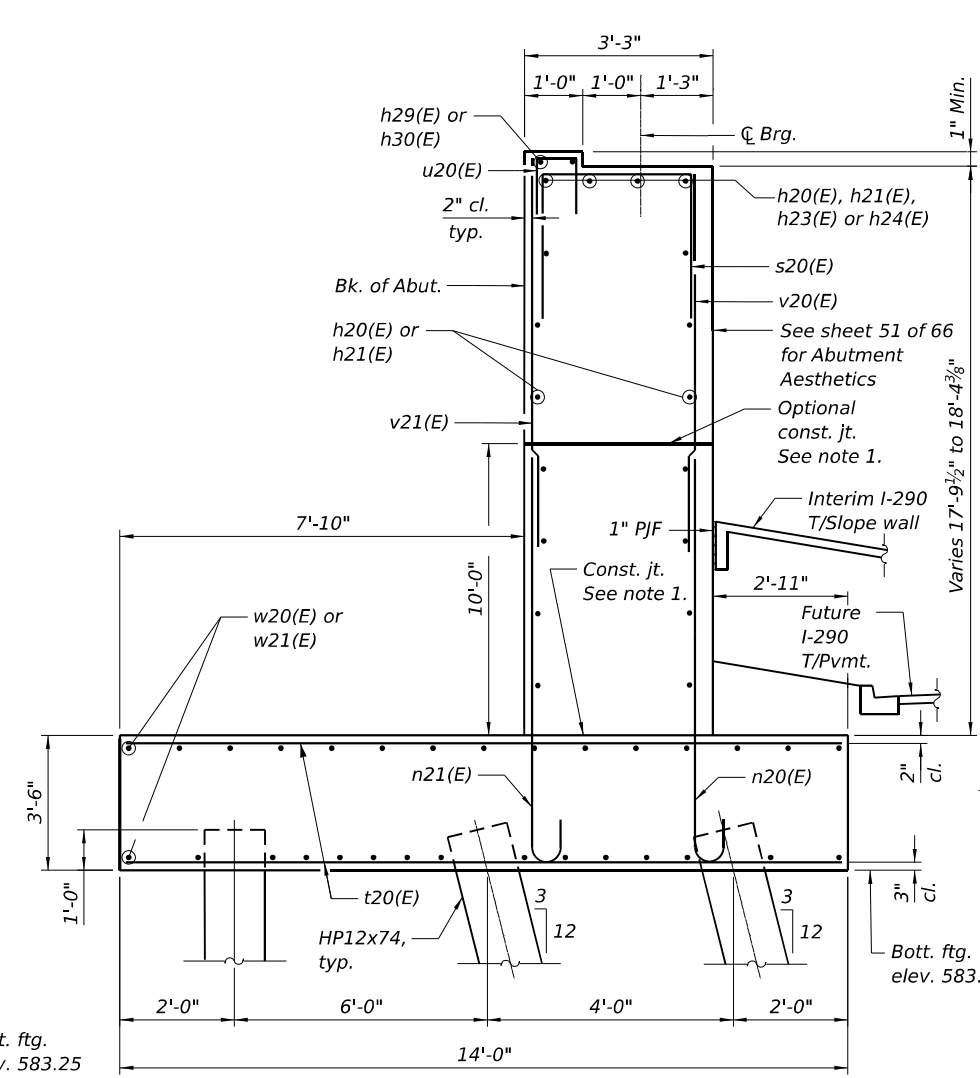
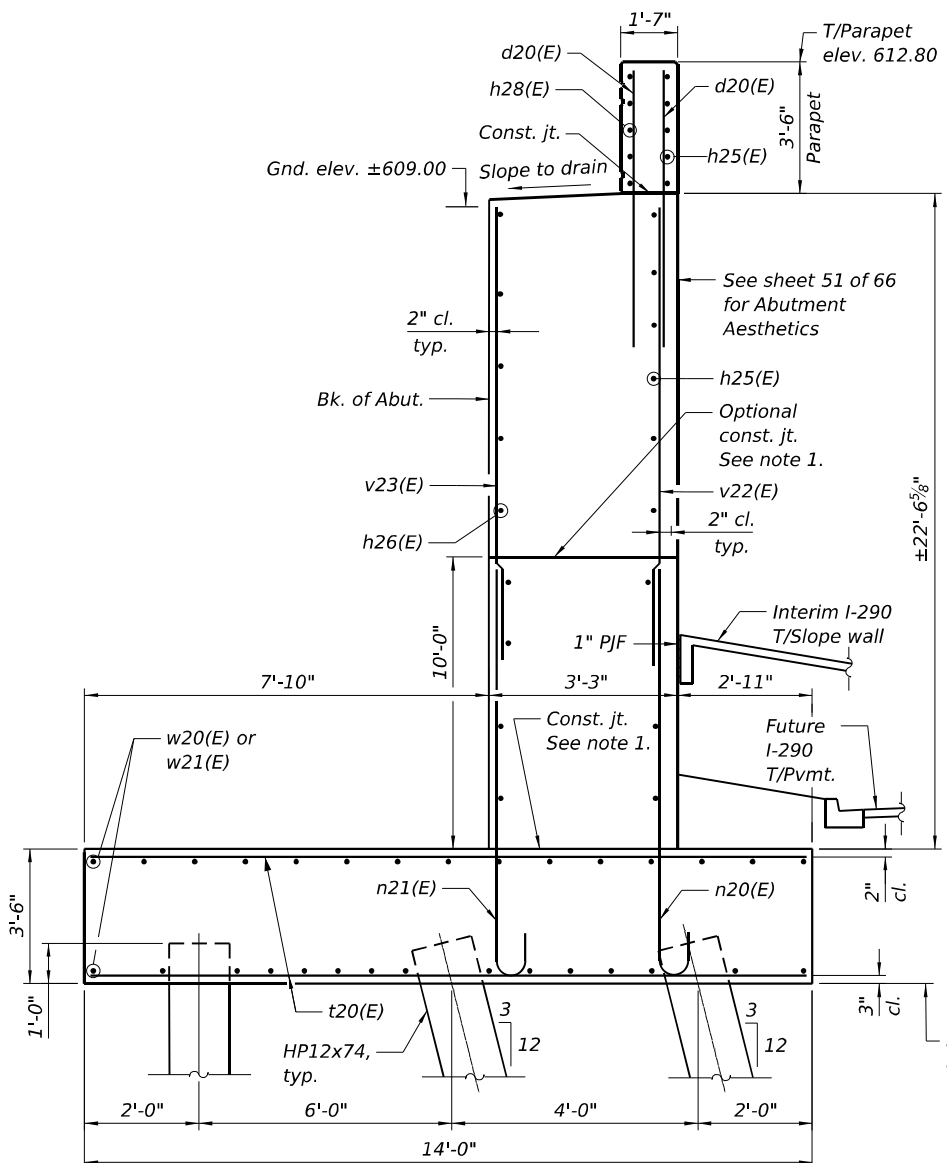
ILLINOIS FED. AID PROJECT



- NOTES:**
1. See sheet 46 of 66 for Bearing Seat Elevations, Wingwall details, Min. Bar Lap Lengths, Pile Legend, and Pile Data.
 2. See sheet 47 of 66 for Sections, Cheek Wall details, Bill of Material, and additional notes.
 3. Bars noted thus 4x2-#5 indicates 4 lines of bars with 2 bars per line.
 4. See sheet 28 of 66 for additional bearing plan details.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d20(E)	63	#5	8'-6"	
d21(E)	10	#5	10'-11"	
d22(E)	10	#5	7'-4"	
h20(E)	168	#5	25'-0"	
h21(E)	80	#5	29'-5"	
h22(E)	78	#5	9'-5"	
h23(E)	4	#5	24'-8"	
h24(E)	4	#5	29'-8"	
h25(E)	27	#5	12'-9"	
h26(E)	23	#5	11'-2"	
h27(E)	50	#5	12'-6"	
h28(E)	4	#5	17'-10"	
h29(E)	8	#4	24'-7"	
h30(E)	4	#4	29'-2"	
h32(E)	16	#5	2'-0"	
n20(E)	172	#6	13'-11"	
n21(E)	286	#9	14'-6"	
s20(E)	206	#5	8'-11"	
s21(E)	4	#5	5'-9"	
s22(E)	9	#5	7'-9"	
s23(E)	4	#5	3'-7"	
s24(E)	1	#5	5'-5"	
t20(E)	320	#7	13'-8"	
u20(E)	149	#4	6'-8"	
v20(E)	149	#6	12'-6"	
v21(E)	254	#9	14'-11"	
v22(E)	23	#6	17'-9"	
v23(E)	32	#9	19'-1"	
w20(E)	120	#5	39'-8"	
w21(E)	30	#5	16'-4"	
Structure Excavation		Cu. Yd.	2,672.9	
Concrete Structures		Cu. Yd.	653.3	
Reinforcement Bars, Epoxy Coated		Pound	63,350	
Furnishing Steel Piles HP 12X74		Foot	3,526	
Driving Piles		Foot	3,526	
Test Pile Steel HP 12X74		Each	2	
Pile Shoes		Each	84	
Granular Backfill for Structures		Cu. Yd.	1,631.0	
Concrete Sealer		Sq. Ft.	3,268	
Pipe Underdrains for Structures 4"		Foot	162	
Pipe Underdrains for Structures (Special) 4"		Foot	37	



- NOTES:**
- Cast steps monolithically with cap.
 - Concrete surface at construction joints shall be free of laitance with surface intentionally roughened to an amplitude of 0.25 in according to Article 503.09 of the Standard Specifications.
 - See sheet 2 of 66 for drainage details behind abut. and ret. wall.
 - See sheet 4 of 66 for slope wall elevations.
 - See sheet 46 of 66 for minimum bar lap lengths.

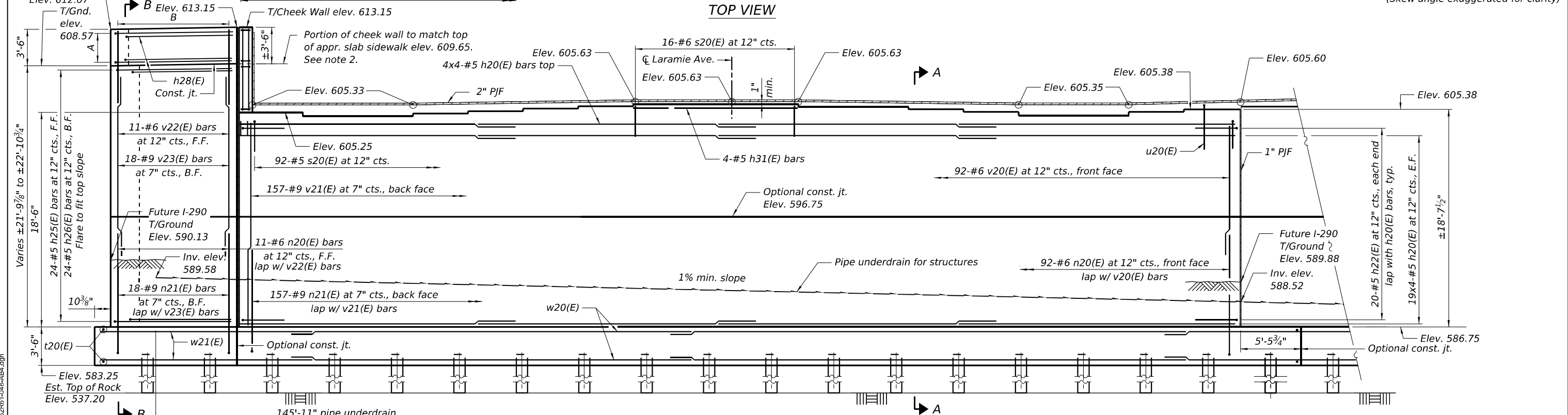
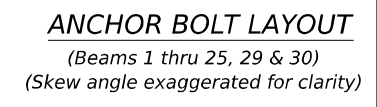
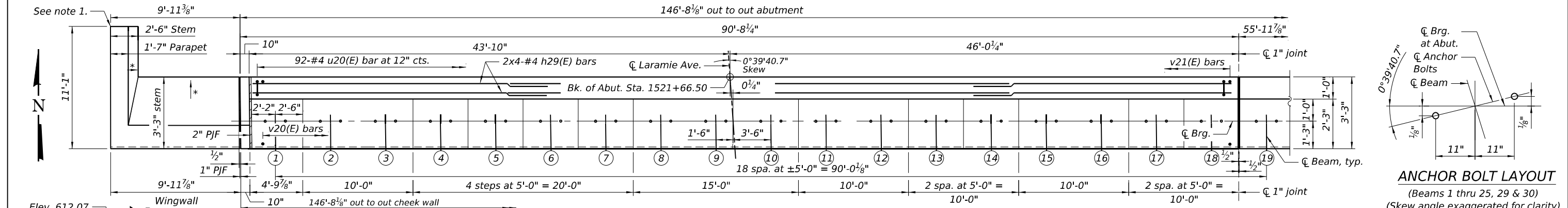


USER NAME =	mzellisko	DESIGNED -	JC	REVISED -	
CHECKED -	RZ	REVISIONS -			
PLOT SCALE =	8,000' / in.	DRAWN -	AB	REVISED -	
PLOT DATE =	03/16/2026	CHECKED -	DF	REVISED -	

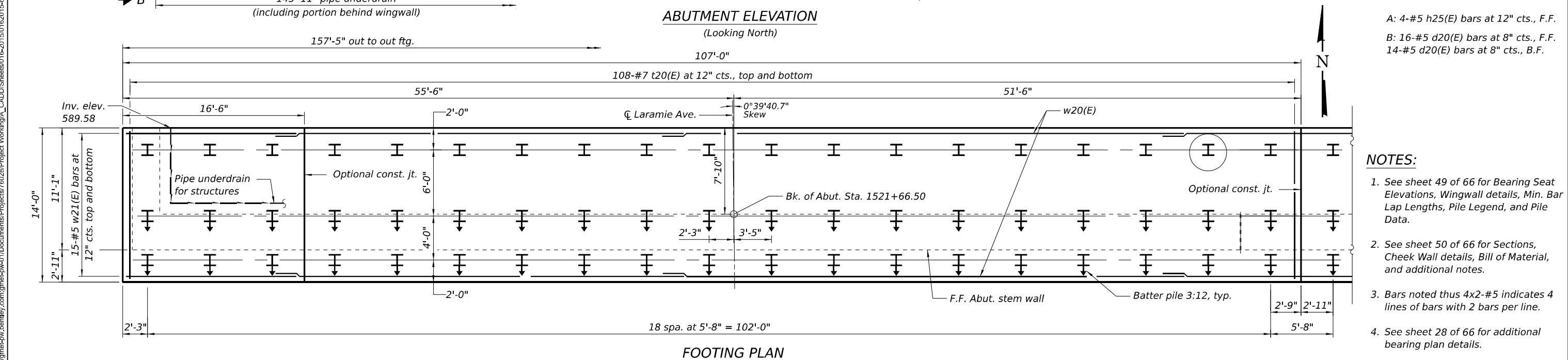
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT DETAILS
STRUCTURE NO. 016-2015**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	216
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



A: 4-#5 h25(E) bars at 12" cts., F.F.
 B: 16-#5 d20(E) bars at 8" cts., F.F.
 14-#5 d20(E) bars at 8" cts., B.F.



- NOTES:**
- See sheet 49 of 66 for Bearing Seat Elevations, Wingwall details, Min. Bar Lap Lengths, Pile Legend, and Pile Data.
 - See sheet 50 of 66 for Sections, Cheek Wall details, Bill of Material, and additional notes.
 - Bars noted thus 4x2-#5 indicates 4 lines of bars with 2 bars per line.
 - See sheet 28 of 66 for additional bearing plan details.



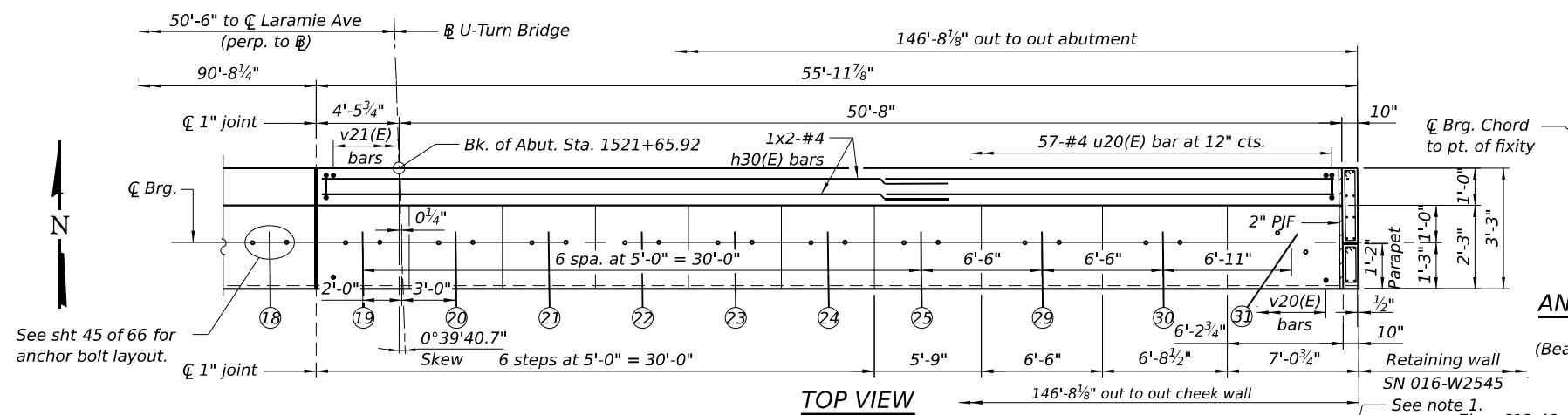
USER NAME = mzelsisko	DESIGNED - JC	REVISIONS
CHECKED - RZ	CHECKED - RZ	REVISIONS
DRAWN - AB	DRAWN - AB	REVISIONS
CHECKED - DF	CHECKED - DF	REVISIONS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

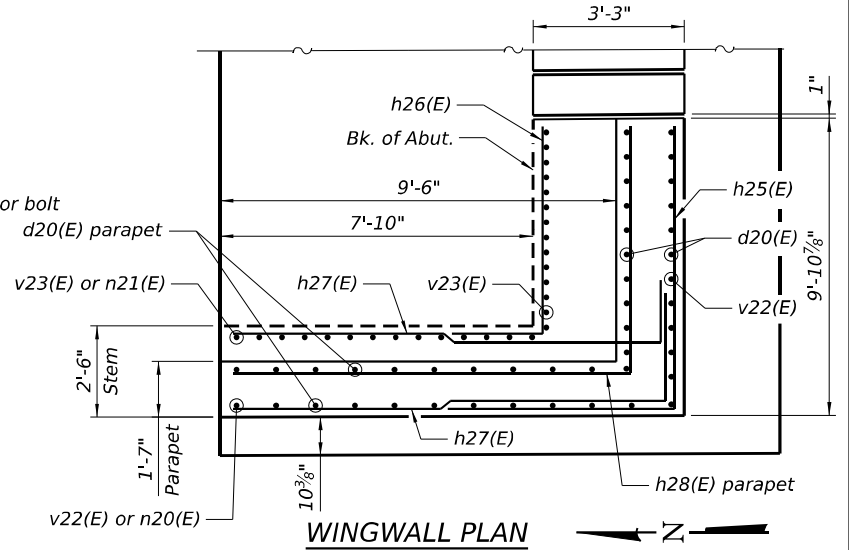
**NORTH ABUTMENT PLAN AND ELEVATION I
STRUCTURE NO. 016-2015**

SHEET 48 OF 66 SHEETS

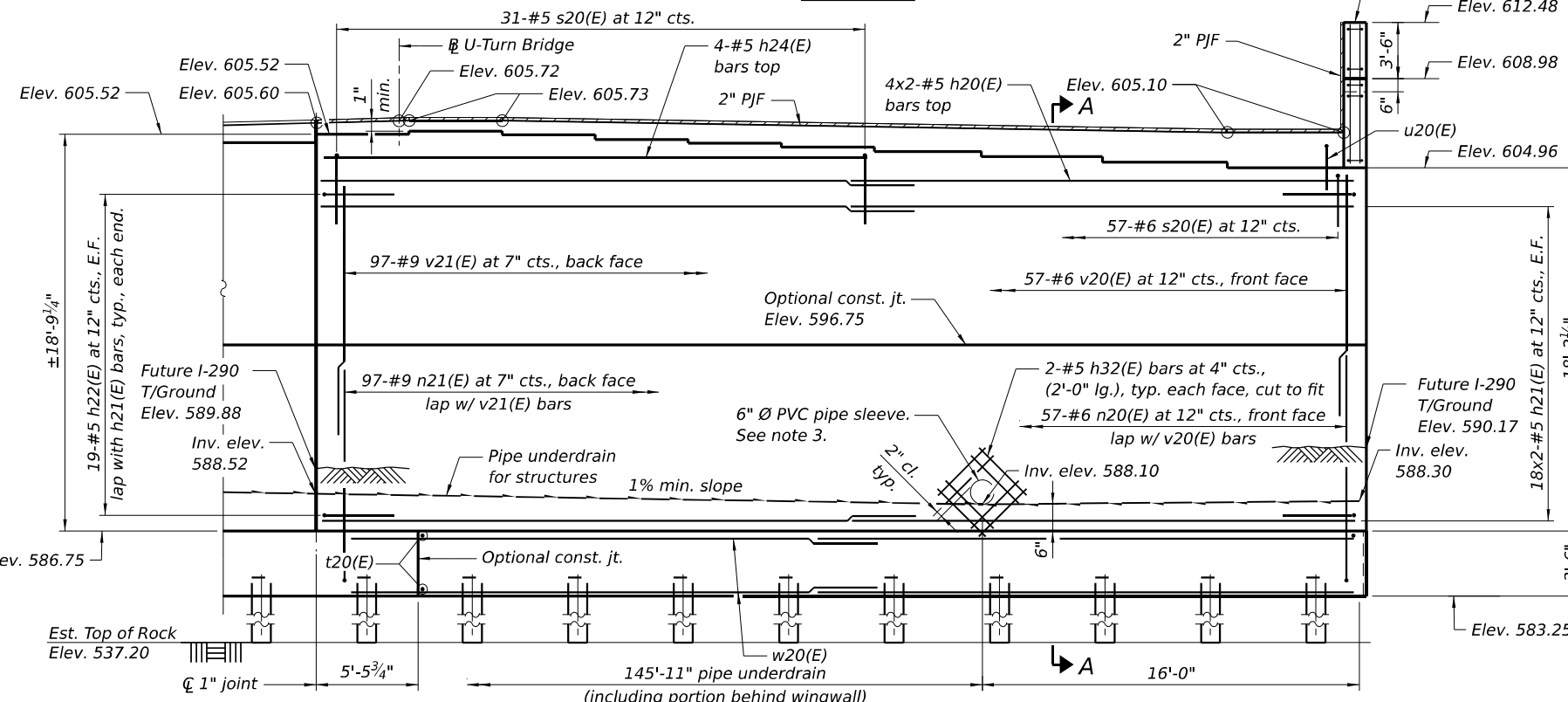
F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 217
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



ANCHOR BOLT LAYOUT
(Beam 31 only)
(Beam skew not shown for clarity)



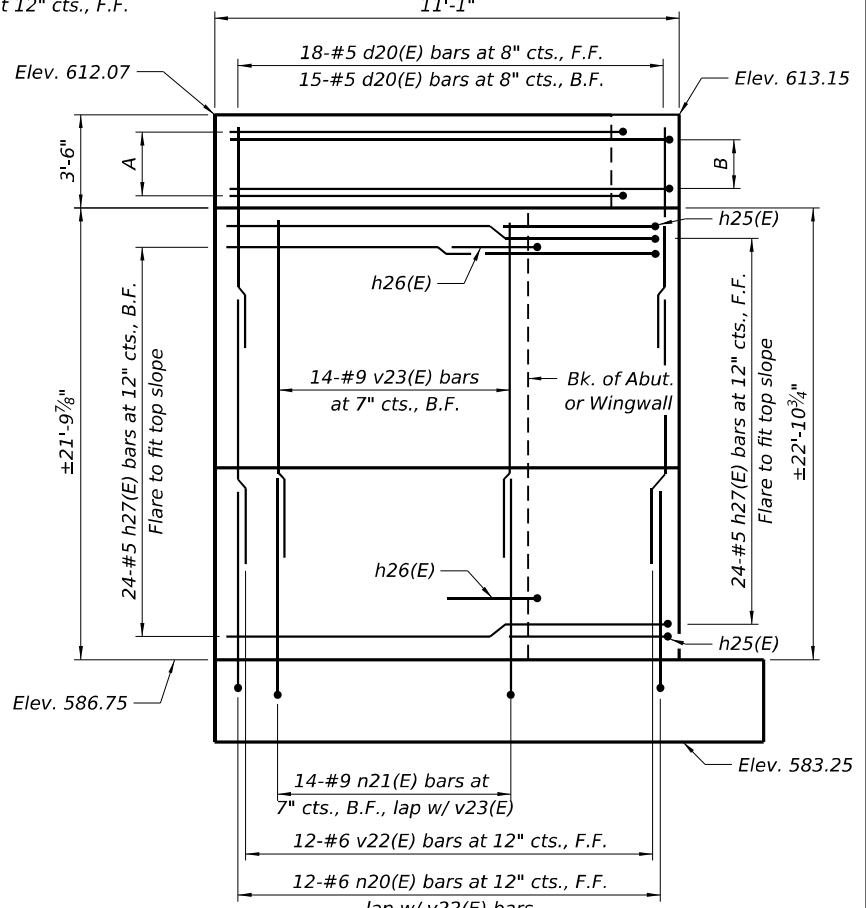
WINGWALL PLAN



ABUTMENT ELEVATION
(Looking North)

BEARING SEAT ELEVATIONS

Beam	Elevation	Step
1	605.25	7"
2	605.13	1 1/2"
3	605.13	0"
4	605.21	7/8"
5	605.28	7/8"
6	605.36	7/8"
7	605.44	7/8"
8	605.51	7/8"
9	605.51	0"
10	605.51	0"
11	605.41	1 1/4"
12	605.41	0"
13	605.34	7/8"
14	605.27	7/8"
15	605.15	1 3/8"
16	605.15	0"
17	605.26	1 3/8"
18	605.38	1 3/8"
19	605.52	1 3/4"
20	605.58	3/4"
21	605.51	7/8"
22	605.44	7/8"
23	605.36	7/8"
24	605.29	7/8"
25	605.22	1 1/8"
29	605.12	1 1/8"
30	605.02	1 1/8"
31	604.96	3/4"



WINGWALL ELEVATION
(Looking East)

PILE LEGEND

⊕ Denotes Test Pile

⊕ Denotes battered pile

PILE DATA

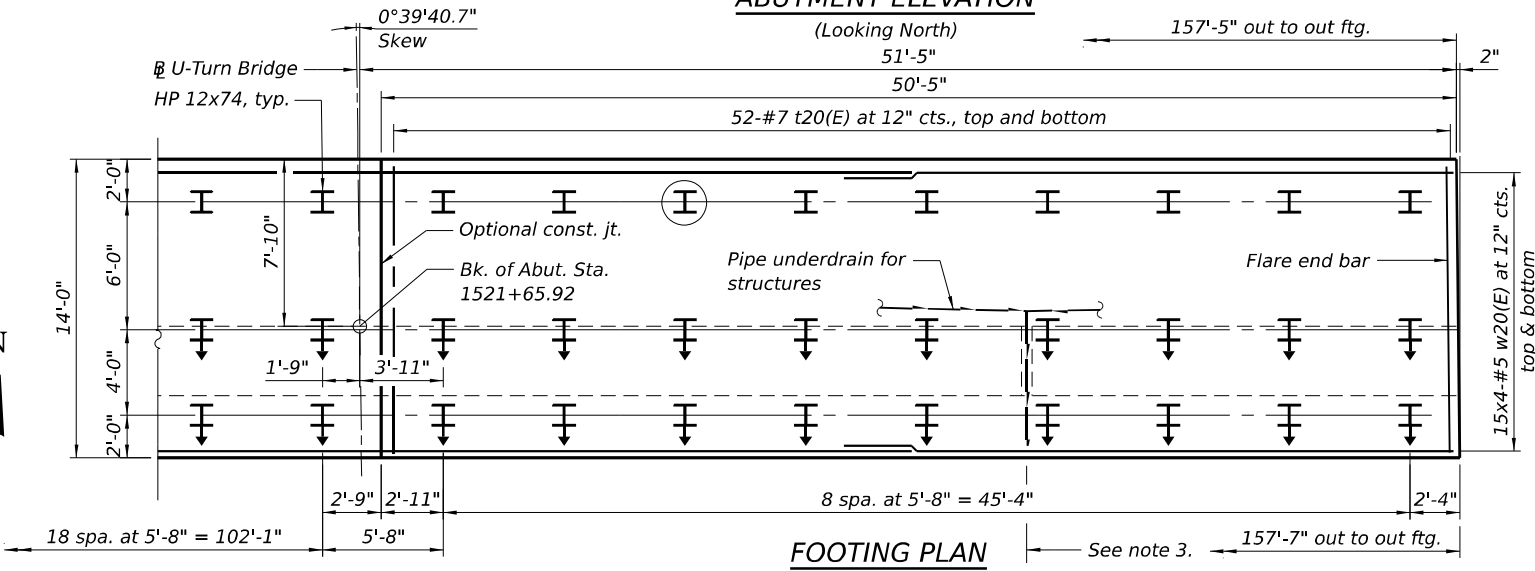
Type: Steel HP 12x74 with shoes
Nominal Required Bearing: 589 kip
Factored Resistance Available: 320 kip
Estimated Length: 48 ft
No. Production Piles: 82
No. Test Piles: 2

MINIMUM BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-2"
#6 bar = 3'-10"
#9 bar = 6'-3"

NOTES:

- See sheet 47 of 66 for Section, cheek wall details, Bill of Material, and additional notes.
- See sheet 4 of 66 for slope wall layout and elevations.
- Provide 6" Ø PVC pipe sleeve for 4" Ø pipe underdrain. Extend pipe underdrain outlet 29'-0" and core 5" dia hole to existing drainage structure. Cost for this work shall be included in the cost of Pipe Underdrains for Structures (Special) 4". Underdrain to be re-routed to future drainage structure near face of abutment (by others).
- See sheet 28 of 66 for additional bearing plan details.



FOOTING PLAN

MODEL: Default
FILE NAME: p:\g\j\p\w\benley\com\g\h\p\w\01\Documents\Projects\7628\Project Working\A_CADD\Sheets\0162015-02515-0162015-02515-02515-049-AB5.dgn
3/17/2026 12:07:53 AM



USER NAME = mzelsko	DESIGNED - JC	REVISED -
PLOT SCALE = 9.000' / in.	CHECKED - RZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AB	REVISED -
	CHECKED - DF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

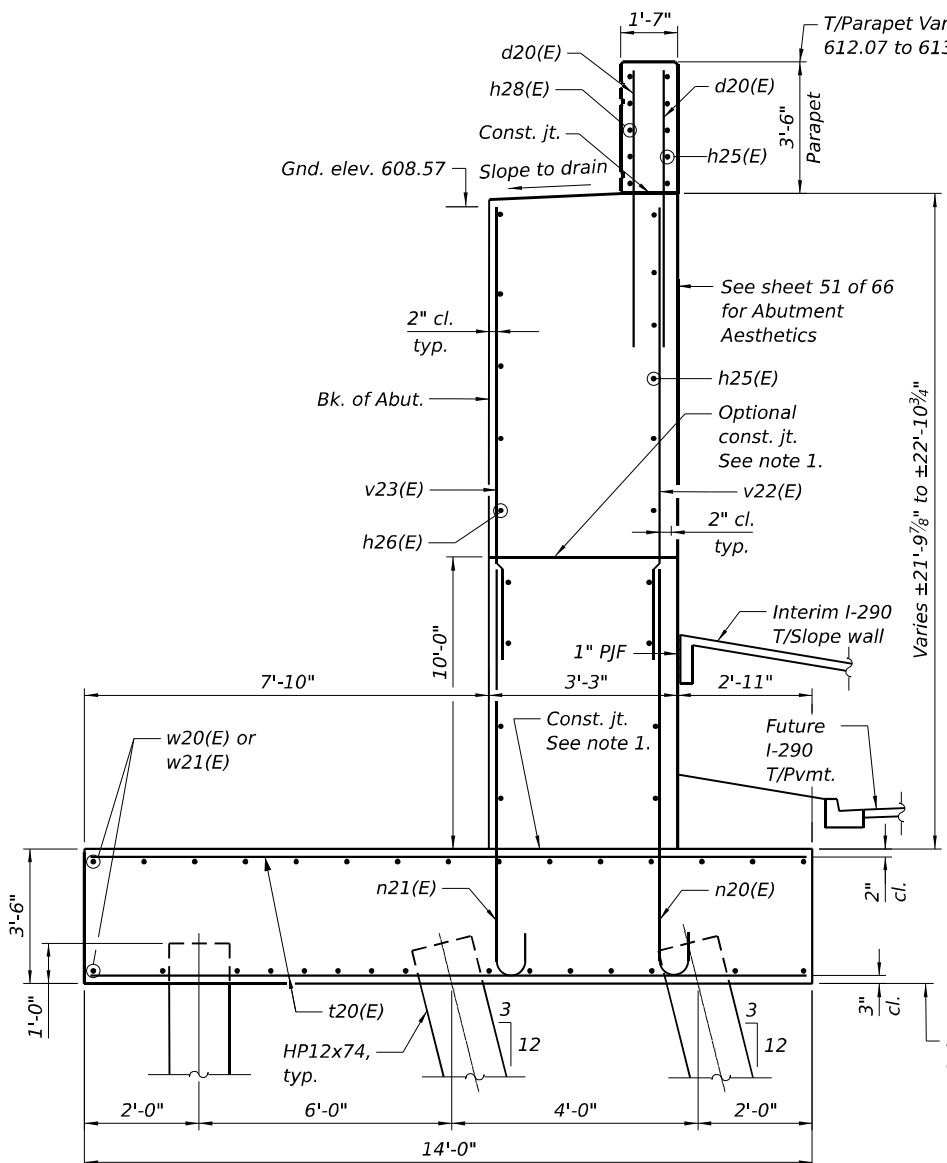
NORTH ABUTMENT PLAN AND ELEVATIONS II
STRUCTURE NO. 016-2015

SHEET 49 OF 66 SHEETS

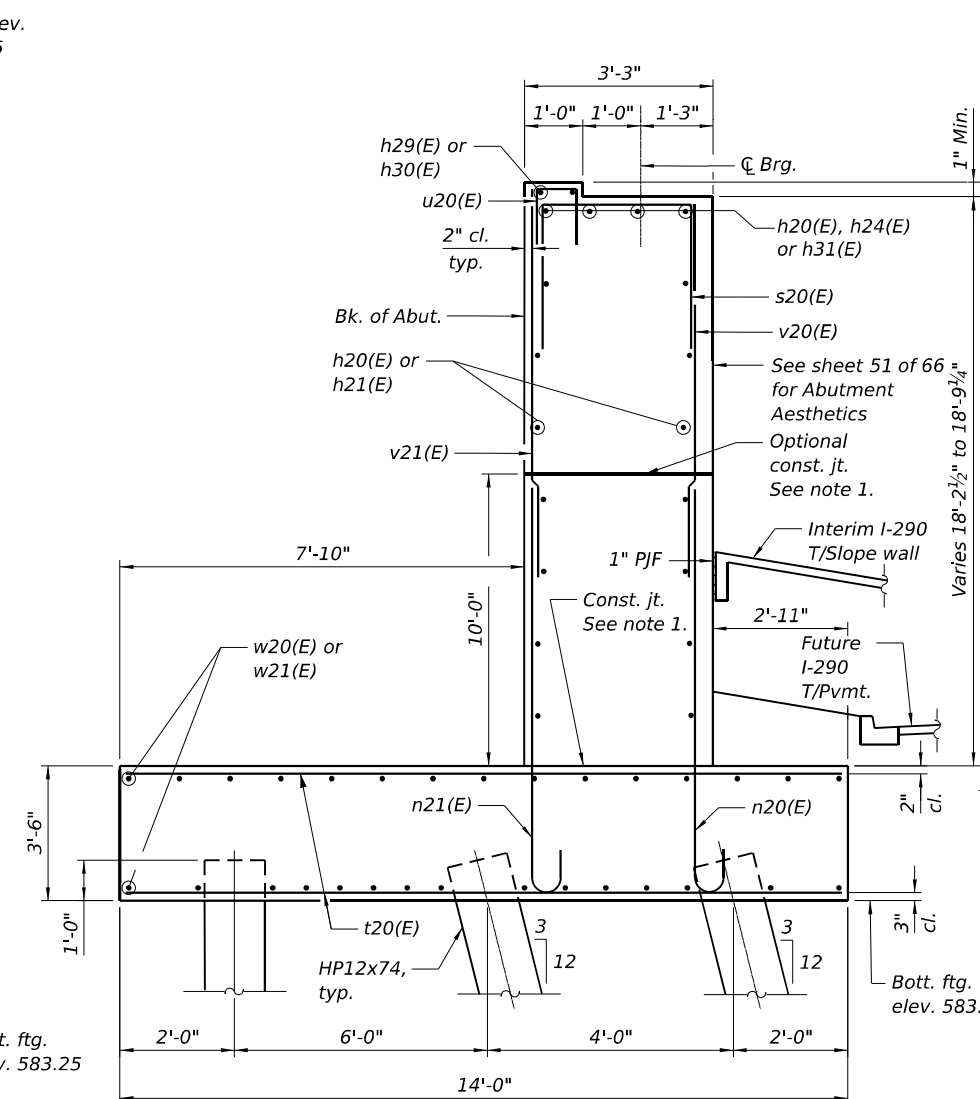
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	218
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIAL

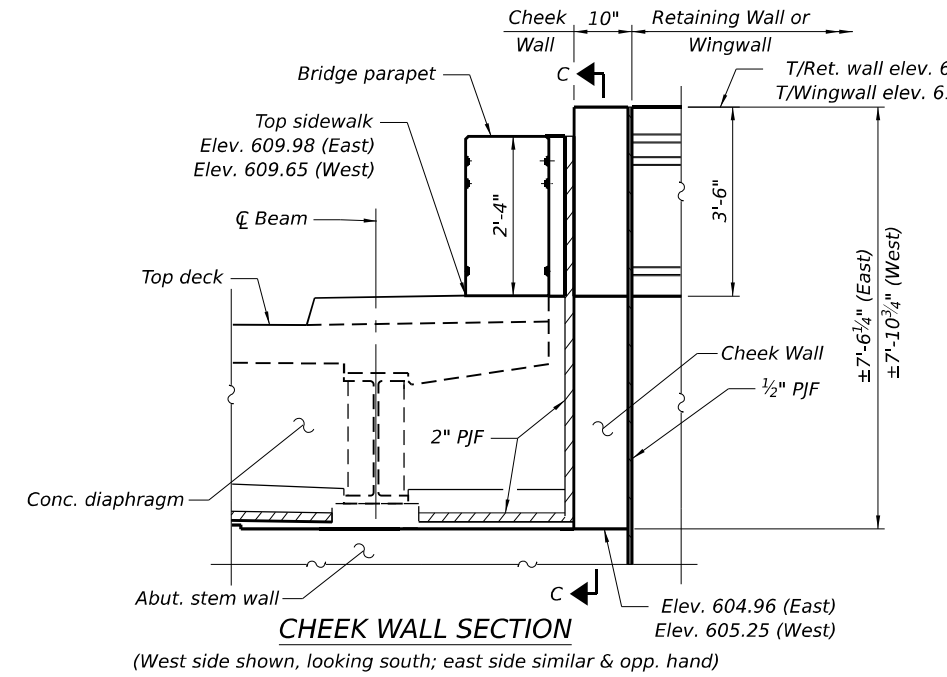
Bar	No.	Size	Length	Shape
d20(E)	63	#5	8'-6"	—
d21(E)	10	#5	10'-11"	—
d22(E)	10	#5	7'-4"	—
h20(E)	168	#5	25'-0"	—
h21(E)	80	#5	29'-5"	—
h22(E)	78	#5	9'-5"	—
h24(E)	4	#5	29'-8"	—
h25(E)	28	#5	12'-9"	—
h26(E)	24	#5	11'-2"	—
h27(E)	52	#5	12'-6"	—
h28(E)	4	#5	17'-10"	—
h29(E)	8	#4	24'-7"	—
h30(E)	4	#4	29'-2"	—
h31(E)	4	#5	14'-8"	—
h32(E)	16	#5	2'-0"	—
n20(E)	172	#6	13'-11"	—
n21(E)	286	#9	14'-6"	—
s20(E)	206	#5	8'-11"	—
s21(E)	4	#5	5'-9"	—
s22(E)	9	#5	7'-9"	—
s23(E)	4	#5	3'-7"	—
s24(E)	1	#5	5'-5"	—
t20(E)	320	#7	13'-8"	—
u20(E)	149	#4	6'-8"	—
v20(E)	149	#6	12'-6"	—
v21(E)	254	#9	14'-11"	—
v22(E)	23	#6	16'-8"	—
v23(E)	32	#9	18'-0"	—
w20(E)	120	#5	39'-8"	—
w21(E)	30	#5	16'-4"	—
Structure Excavation		Cu. Yd.	2,691.7	
Concrete Structures		Cu. Yd.	662.2	
Reinforcement Bars, Epoxy Coated		Pound	63,210	
Furnishing Steel Piles HP 12X74		Foot	3,936	
Driving Piles		Foot	3,936	
Test Pile Steel HP 12X74		Each	2	
Pile Shoes		Each	84	
Granular Backfill for Structures		Cu. Yd.	1,657.3	
Concrete Sealer		Each	3,322	
Pipe Underdrains for Structures 4"		Foot	162	
Pipe Underdrains for Structures (Special) 4"		Foot	29	



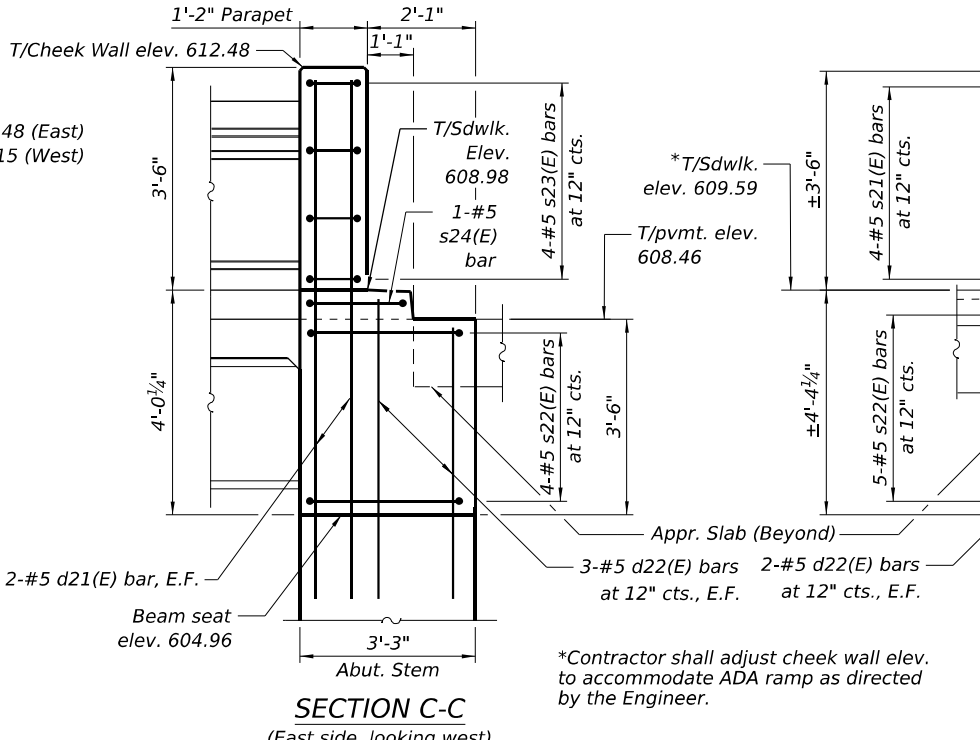
SECTION B-B



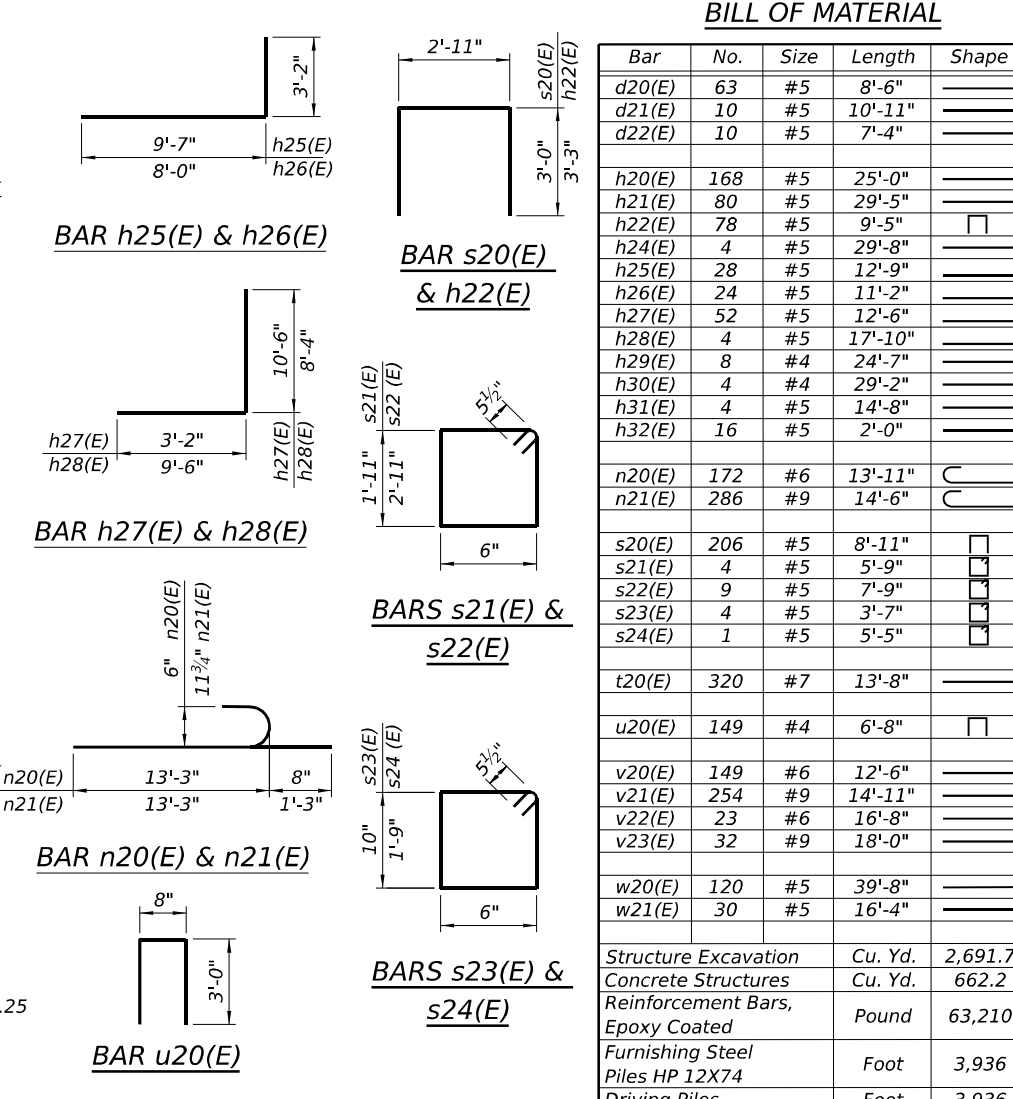
SECTION A-A



CHEEK WALL SECTION

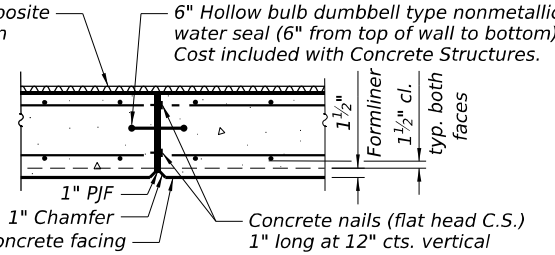


SECTION C-C



NOTES:

1. Cast steps monolithically with cap.
2. Concrete surface at construction joints shall be free of laitance with surface intentionally roughened to an amplitude of 0.25 in according to Article 503.09 of the Standard Specifications.
3. See sheet 2 of 66 for drainage details behind abut. and ret. wall.
4. See sheet 4 of 66 for slope wall elevations.
5. See sheet 46 of 66 for minimum bar lap lengths.



EXPANSION JOINT



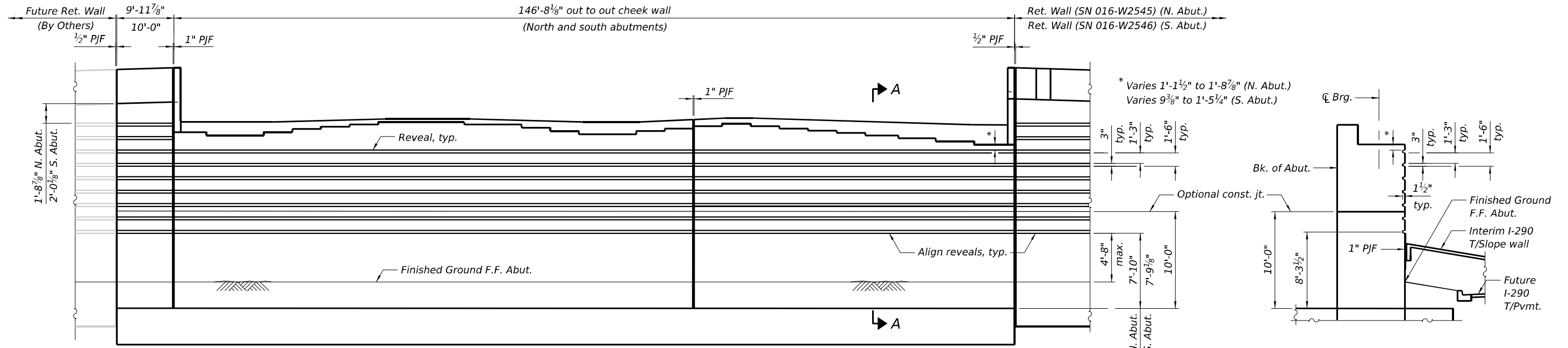
USER NAME =	mzelsko	DESIGNED -	JC	REVISED -	
CHECKED -	RZ	REVISED -			
PLOT SCALE =	8,000' / in.	DRAWN -	AB	REVISED -	
PLOT DATE =	03/16/2026	CHECKED -	DF	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT DETAILS
STRUCTURE NO. 016-2015**

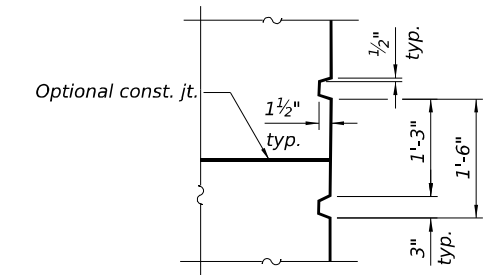
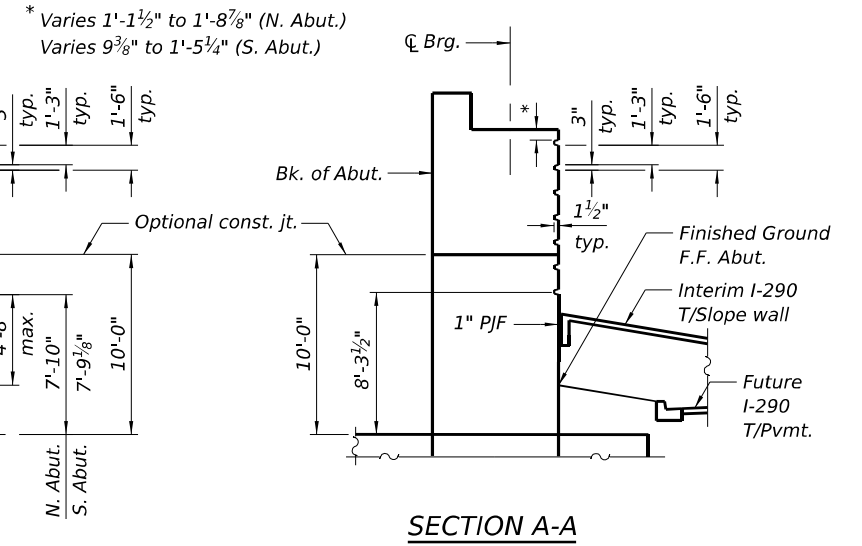
SHEET 50 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	219
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

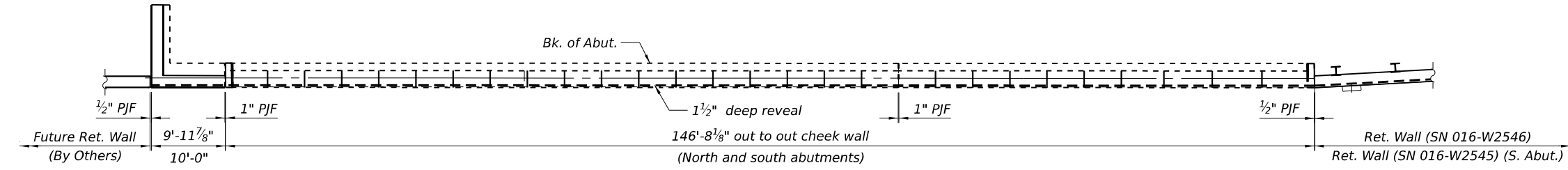


ELEVATION

(North Abutment shown; South Abutment similar, opposite hand)
 (Piles not shown for clarity)
 (See sheets 45 thru 50 of 66 for finished ground elevations at F.F. Abut.)



REVEAL DETAIL



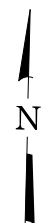
PLAN

(North Abutment shown; South Abutment similar, opposite hand)
 (Piles not shown for clarity)

BILL OF MATERIAL

Item	Unit	Quantity
Form Liner Textured Surface	Sq Ft	2,959

MODEL: Default
 FILE NAME: p:\g\j\ne-pw-bentley.com\g\ne-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-625R61-051-AB7.dgn



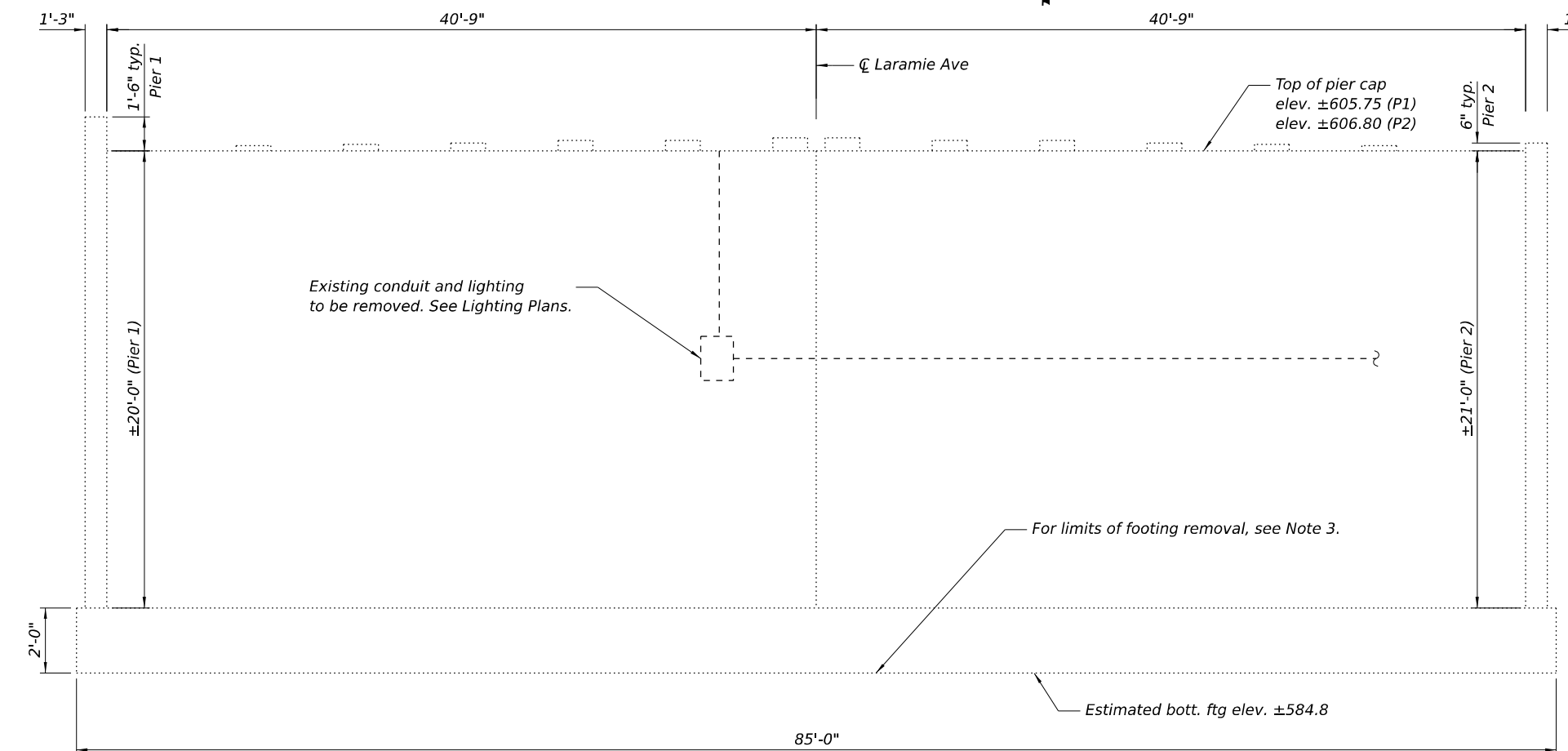
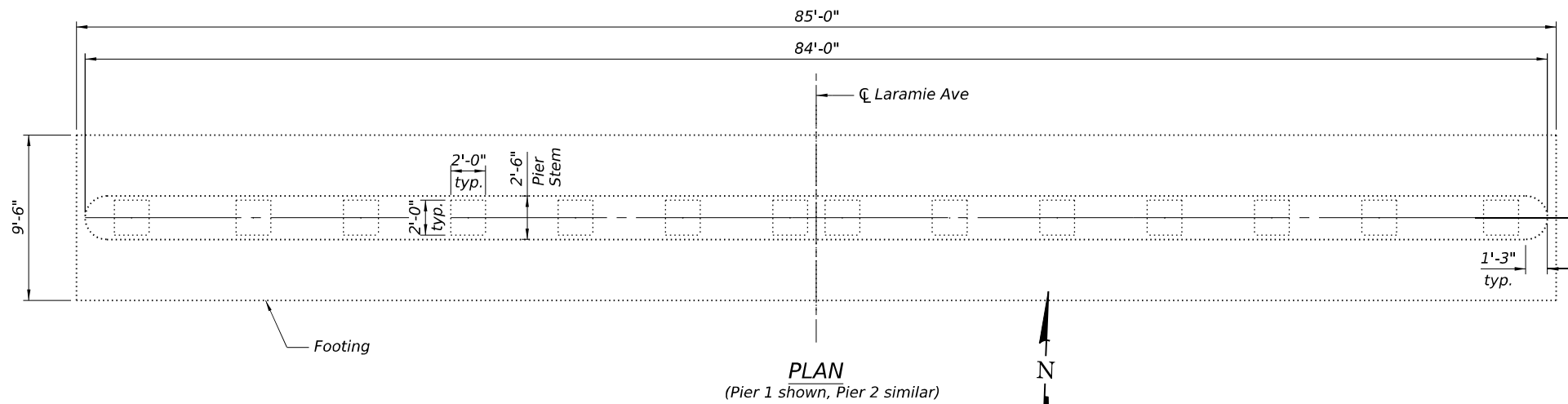
USER NAME = mzelsko	DESIGNED - MK	REVISED -
PLOT SCALE = 18,000' / in.	CHECKED - MZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MK	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ABUTMENT AESTHETIC DETAILS
 STRUCTURE NO. 016-2015

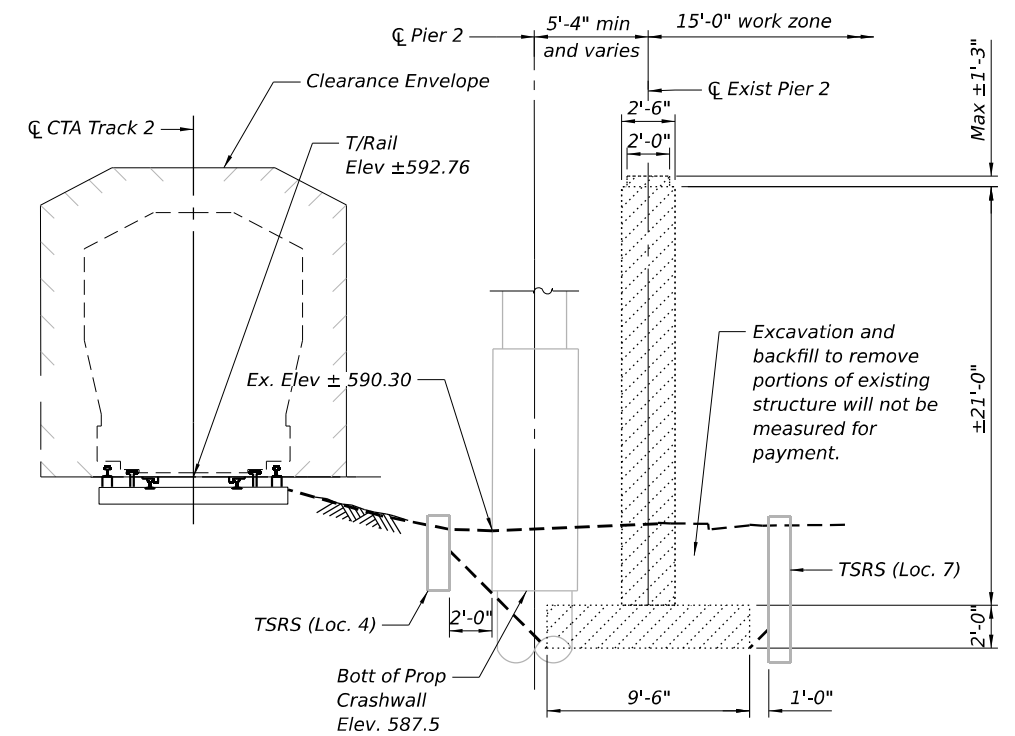
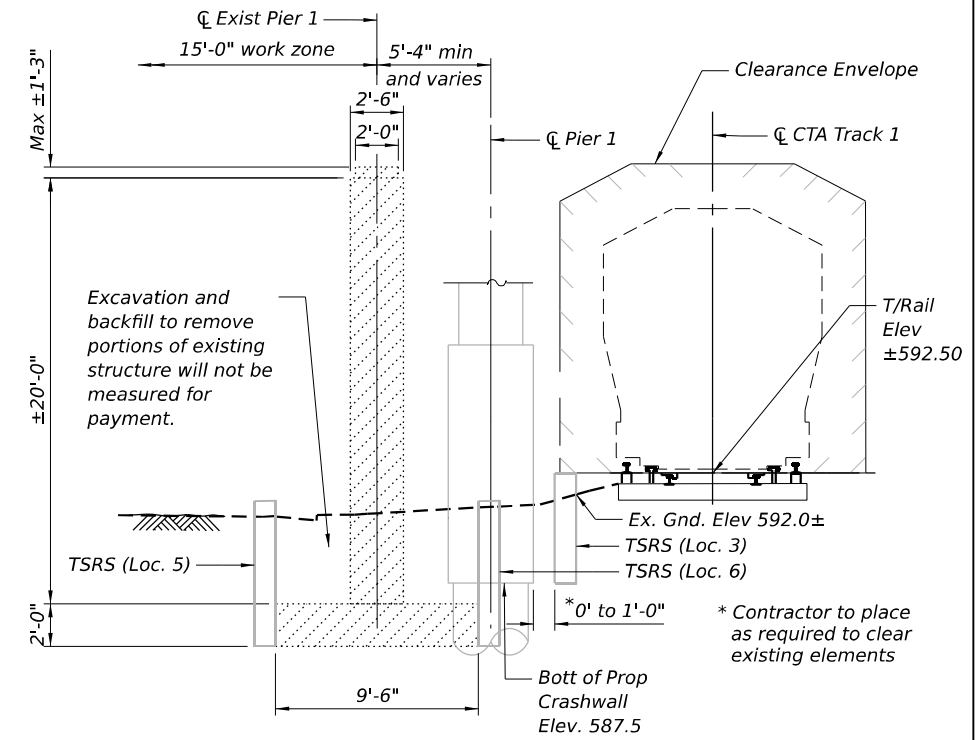
SHEET 51 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	220
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



NOTES

1. The pier removal limits are shown hatched in Section Thru Existing Pier 1 and 2. Removal cost included with Removal of Existing Structures.
2. See sheet 6 of 66 for TSRS details at Pier 1 and 2. Contractor may adjust TSRS for removal operations but will not be measured for additional payment.
3. The existing footing depth is unknown. The Contractor shall support the CTA embankment during removal operations, and cost will not be measured for payment but shall be included with Removal of Existing Structures.
4. Portions of the existing pier that do not interfere with the proposed pier work may be removed 2-ft below bottom of prop pier crashwall elevation and as approved by the Engineer.
5. Dimensions shown are estimates and taken from existing plans. These are provided for the Contractor's convenience and may not represent actual field conditions. Contractor shall confirm dimensions shown prior to bidding.



LEGEND

Removal of Existing Structures

MODEL: Default
FILE NAME: p:\g\line-pw-beentley.com\g\line-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\016-2015-62R61-052-PR.dgn



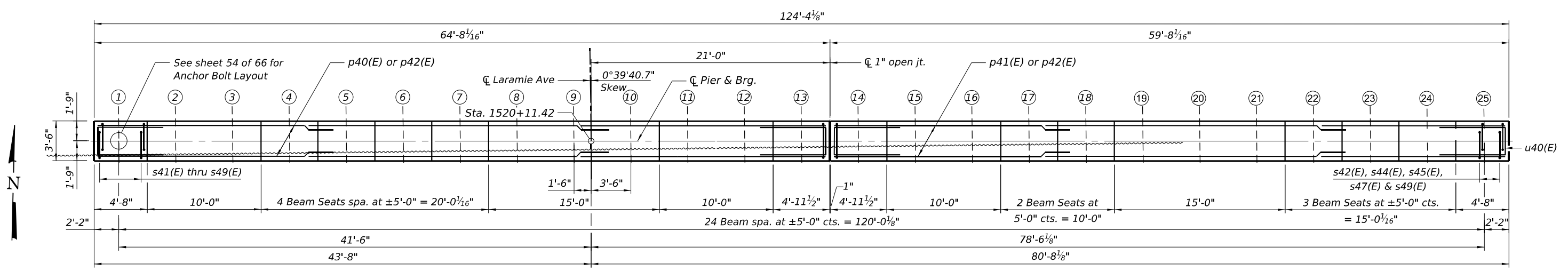
USER NAME = mzellisko	DESIGNED - MA	REVISED -
PLOT SCALE = 9.000' / in.	CHECKED - DF	REVISED -
PLOT DATE = 03/16/2026	DRAWN - MA	REVISED -
	CHECKED - DF	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

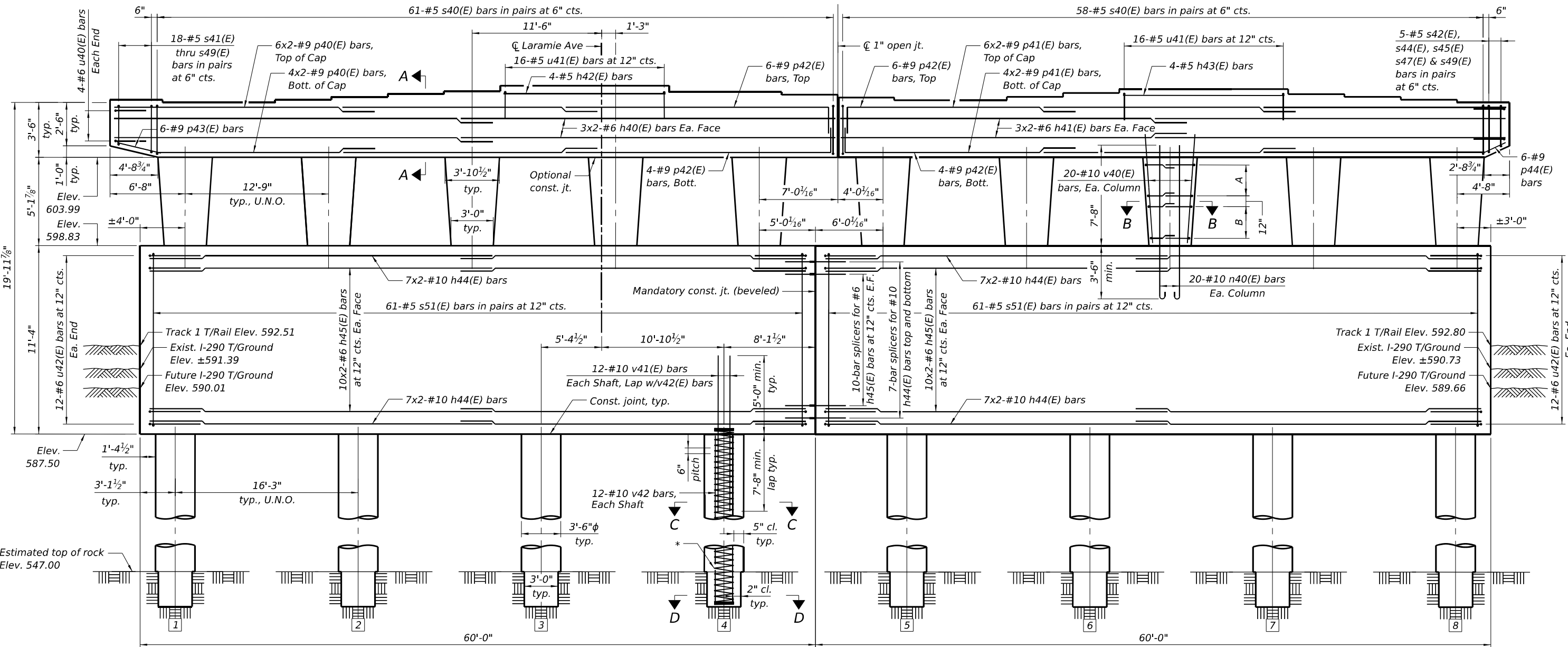
**PIER REMOVAL DETAILS
STRUCTURE NO. 016-2015**

SHEET 52 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	221
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



TOP PLAN



ELEVATION

A: 3-pairs #4 s50(E) bars at 12" cts. Ea. Column
 B: 3-pairs #4 s52(E) bars at 12" cts. Ea. Column

NOTE:
 1. See sheet 54 of 66 for end view, Section A-A, B-B, C-C, D-D, Bill of Material, bearing seat elevations, and anchor bolt layout.

MODEL: Default
 FILE NAME: p:\g\j\p\w\benfley\com\g\h\p\w\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015-0226-053-PP1.dgn
 3/17/2026 12:08:24 AM



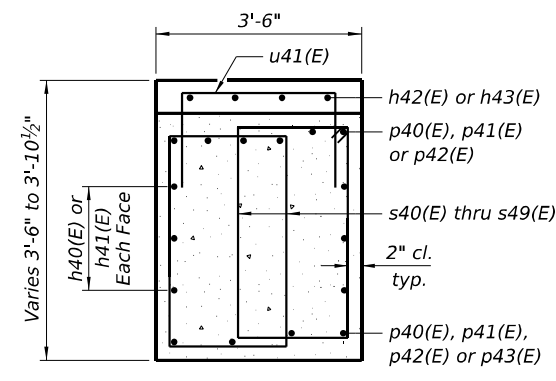
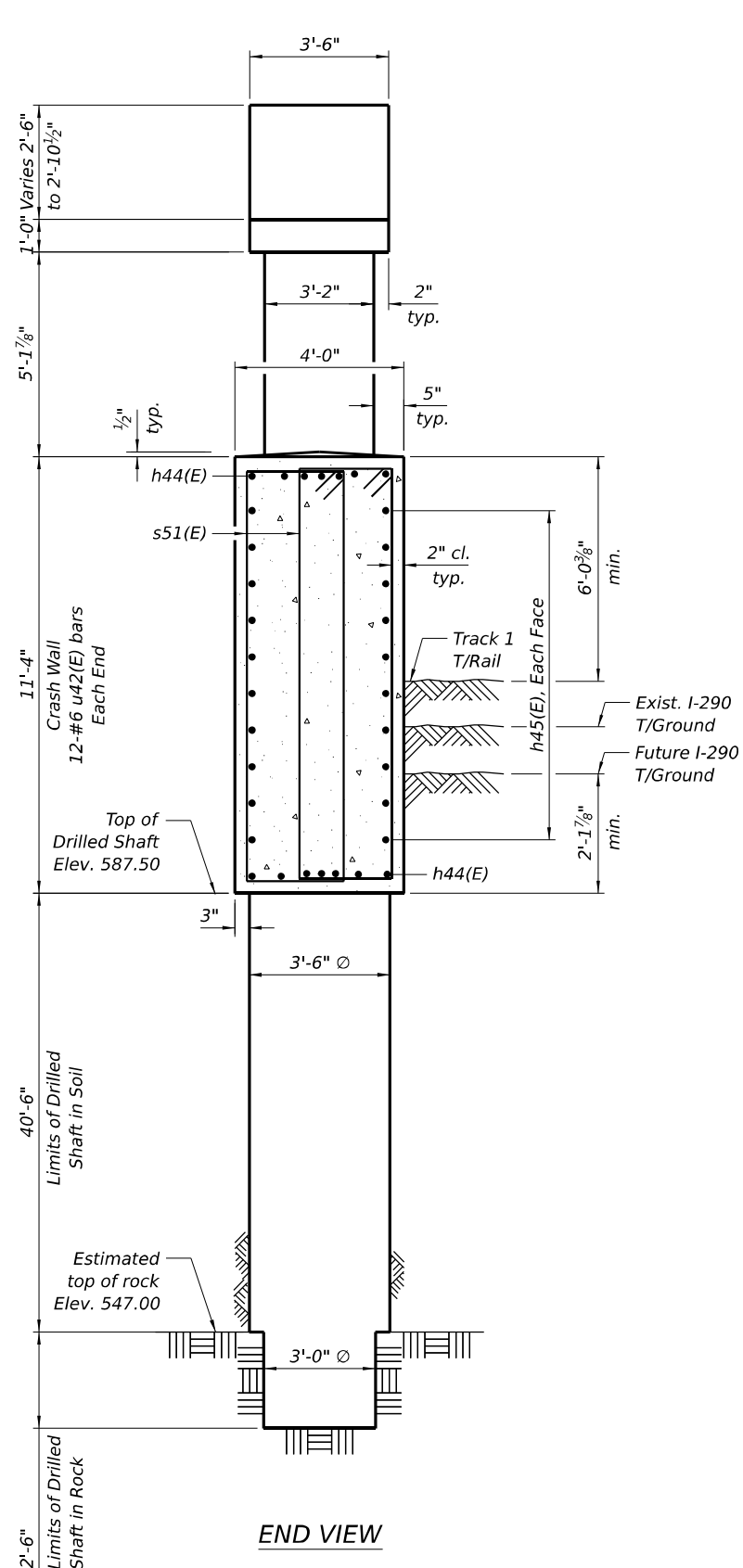
USER NAME = mzelsko	DESIGNED - JC	REVISED -
CHECKED - RZ	CHECKED - RZ	REVISED -
PLOT SCALE = 9.000' / in.	DRAWN - AB	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

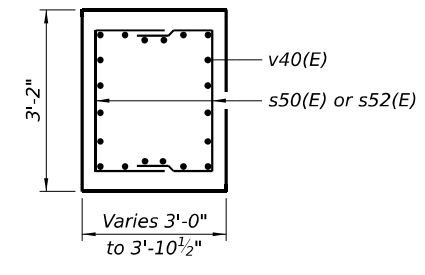
PIER 1 PLAN AND ELEVATION
 STRUCTURE NO. 016-2015

SHEET 53 OF 66 SHEETS

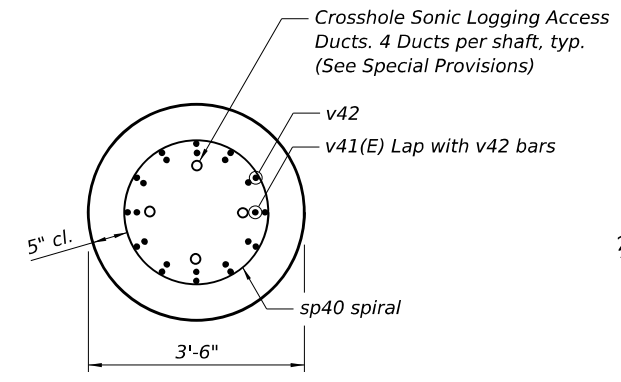
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	222
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



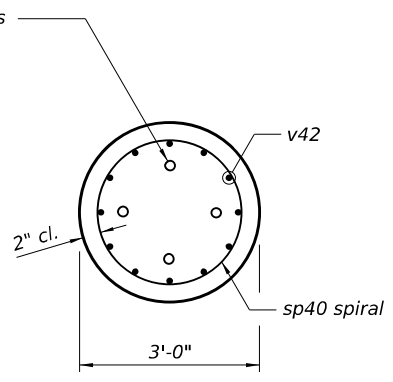
SECTION A-A



SECTION B-B

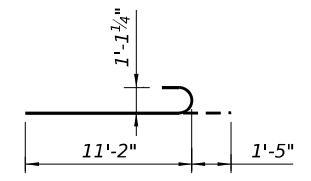


SECTION C-C

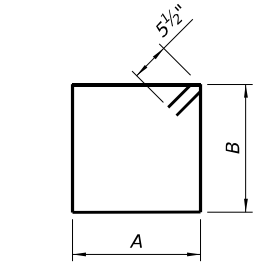


SECTION D-D

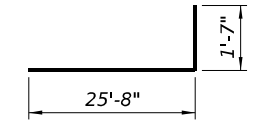
Note: Position v41(E) bars so crash wall h44(E) and s51(E) bars are able to be threaded through.



BAR n40(E)



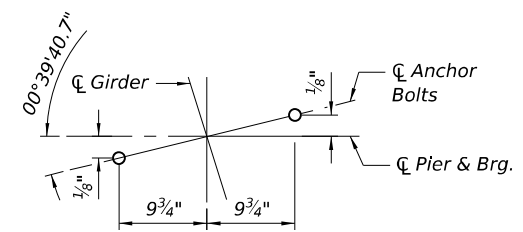
BARS s40(E) THRU s49(E) & s51(E)



BAR p42(E)

A & B DIMENSIONS

Bar	A	B
s40(E)	3'-2"	3'-2"
s41(E)	3'-2"	3'-0 1/2"
s42(E)	3'-2"	2'-11 1/2"
s43(E)	3'-2"	2'-10"
s44(E)	3'-2"	2'-9"
s45(E)	3'-2"	2'-7 1/2"
s46(E)	3'-2"	2'-6 1/2"
s47(E)	3'-2"	2'-5"
s48(E)	3'-2"	2'-4"
s49(E)	3'-2"	2'-2 1/2"
s51(E)	2'-8"	11'-0"



ANCHOR BOLT LAYOUT
(Skew angle exaggerated for clarity)

BEARING SEAT ELEVATIONS

Beam	Elevation	Step
1	607.62	1 1/2"
2	607.49	0"
3	607.49	7/8"
4	607.57	7/8"
5	607.64	7/8"
6	607.72	7/8"
7	607.79	7/8"
8	607.87	0"
9	607.87	0"
10	607.87	1 1/4"
11	607.76	0"
12	607.76	7/8"
13	607.68	7/8"
14	607.61	1 3/8"
15	607.49	0"
16	607.49	1 3/4"
17	607.60	1 3/4"
18	607.71	1 1/2"
19	607.83	0"
20	607.83	0"
21	607.83	0"
22	607.76	7/8"
23	607.69	7/8"
24	607.61	7/8"
25	607.54	7/8"

MINIMUM BAR LAP

#6 bar = 4'-4"
#9 bar = 6'-3"
#10 bar = 7'-8"

BAR s50(E), u40(E), u41(E) & u42(E)

C & D DIMENSIONS

Bar	C	D
s50(E)	2'-8"	3'-0"
s52(E)	2'-8"	2'-8"
u40(E)	3'-0"	4'-4"
u41(E)	3'-2"	2'-1"
u42(E)	3'-6"	4'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	12	#6	34'-4"	—
h41(E)	12	#6	31'-10"	—
h42(E)	4	#5	19'-8"	—
h43(E)	4	#5	14'-8"	—
h44(E)	56	#10	33'-8"	—
h45(E)	80	#6	32'-0"	—
n40(E)	200	#10	12'-7"	C
p40(E)	20	#9	25'-8"	—
p41(E)	20	#9	24'-0"	—
p42(E)	20	#9	27'-3"	L
p43(E)	6	#9	5'-0"	—
p44(E)	6	#9	3'-0"	—
s40(E)	238	#5	13'-7"	□
s41(E)	2	#5	13'-4"	□
s42(E)	4	#5	13'-2"	□
s43(E)	2	#5	12'-11"	□
s44(E)	4	#5	12'-9"	□
s45(E)	4	#5	12'-6"	□
s46(E)	2	#5	12'-4"	□
s47(E)	4	#5	12'-1"	□
s48(E)	2	#5	11'-11"	□
s49(E)	4	#5	11'-8"	□
s50(E)	60	#4	8'-4"	□
s51(E)	244	#5	28'-3"	□
s52(E)	60	#4	8'-0"	□
sp40	8	#5	43'-2"	Λ
u40(E)	8	#6	11'-8"	□
u41(E)	37	#5	7'-4"	□
u42(E)	48	#6	12'-2"	□
v40(E)	200	#10	7'-0"	—
v41(E)	96	#10	12'-8"	—
v42	96	#10	40'-2"	—
Structure Excavation		Cu. Yd.	128.8	
Concrete Structures		Cu. Yd.	338.4	
Reinforcement Bars, Epoxy Coated		Pound	53,660	
Reinforcement Bars		Pound	22,860	
Drilled Shaft In Soil		Cu. Yd.	115.5	
Drilled Shaft in Rock		Cu. Yd.	5.3	
Concrete Sealer		Sq. Ft.	4,916	
Crosshole Sonic Logging Access Ducts		Foot	344	
Crosshole Sonic Logging Testing		Each	2	

* Minimum lap for spirals = 3'-7"
* Length is height of spiral.

NOTES:

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Contractor to space drilled shaft and column rebar so as not to interfere with crashwall and cap reinforcement.
- The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

MODEL: Default
FILE NAME: p:\g\inet-pw\benfley.com\g\inet-pw\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-054-PP2.dgn



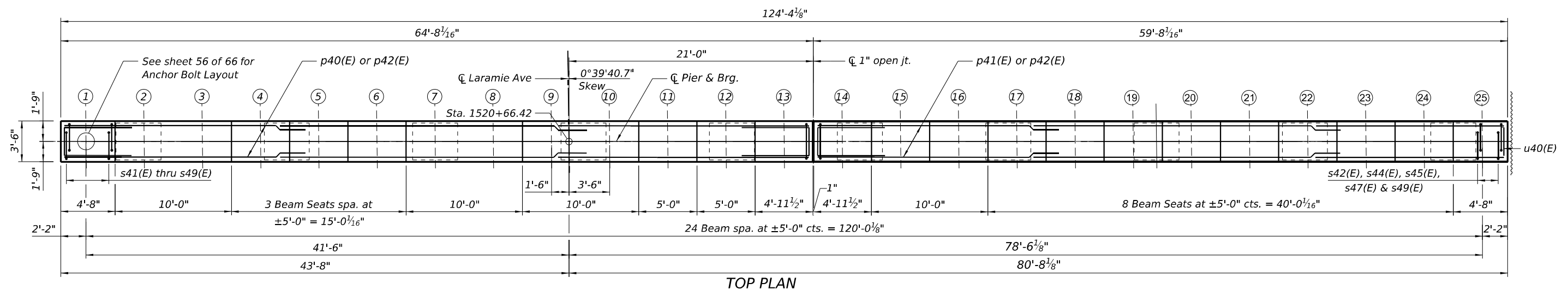
USER NAME = mzelsko	DESIGNED - JC	REVISED -
PLOT SCALE = 8,000' / in.	CHECKED - RZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AB	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

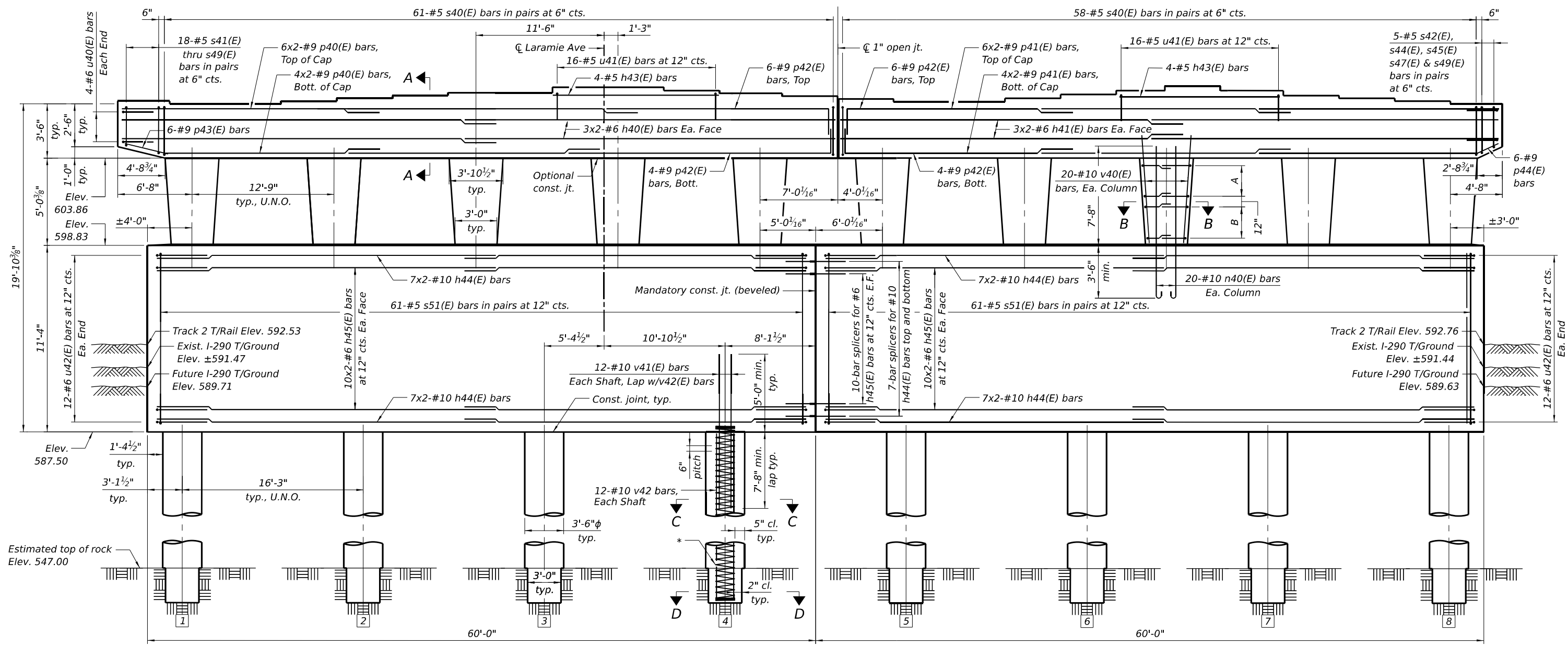
**PIER 1 DETAILS
STRUCTURE NO. 016-2015**

SHEET 54 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	223
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



TOP PLAN



ELEVATION

* #5 sp40 spiral Each Shaft - Provide 1 1/2 extra turns top and bottom. Extend spiral 2" into crash wall. Provide 4-#4 spacers or equivalent.

A: 3-pairs #4 s50(E) bars at 12" cts. Ea. Column
 B: 3-pairs #4 s52(E) bars at 12" cts. Ea. Column

NOTE:
 1. See sheet 56 of 66 for end view, Section A-A, B-B, C-C, D-D, Bill of Material, bearing seat elevations, and anchor bolt layout.

MODEL: Default
 FILE NAME: p:\g\j\ne-pw\benfley\com\g\ne-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-02R61-055-PP3.dgn
 3/17/2026 12:08:39 AM



USER NAME = mzelsko	DESIGNED - JC	REVISED -
PLOT SCALE = 9,000' / in.	CHECKED - RZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AB	REVISED -
	CHECKED - MZ	REVISED -

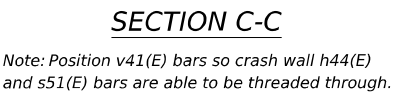
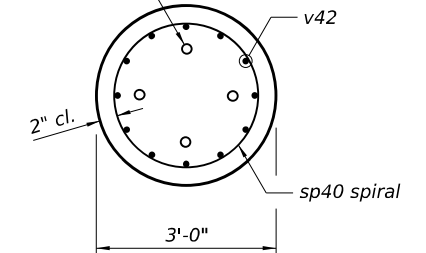
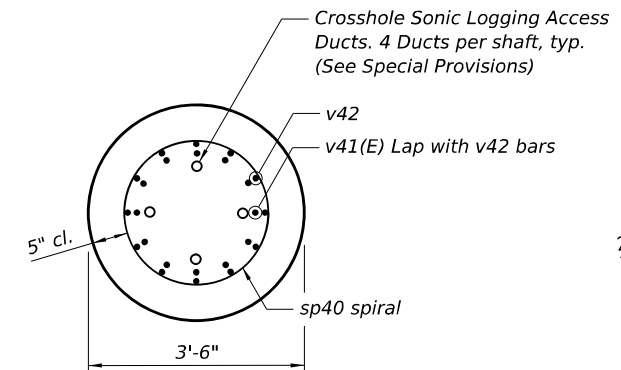
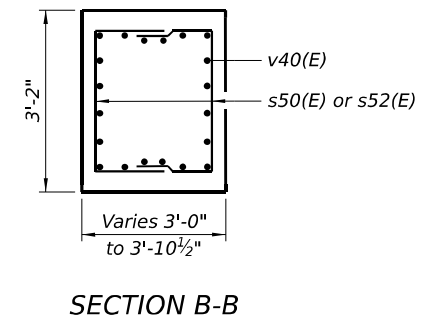
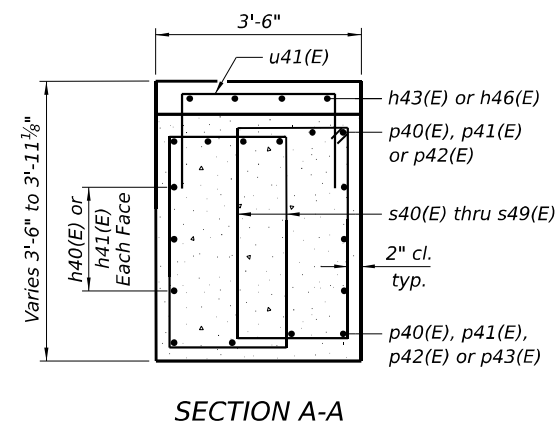
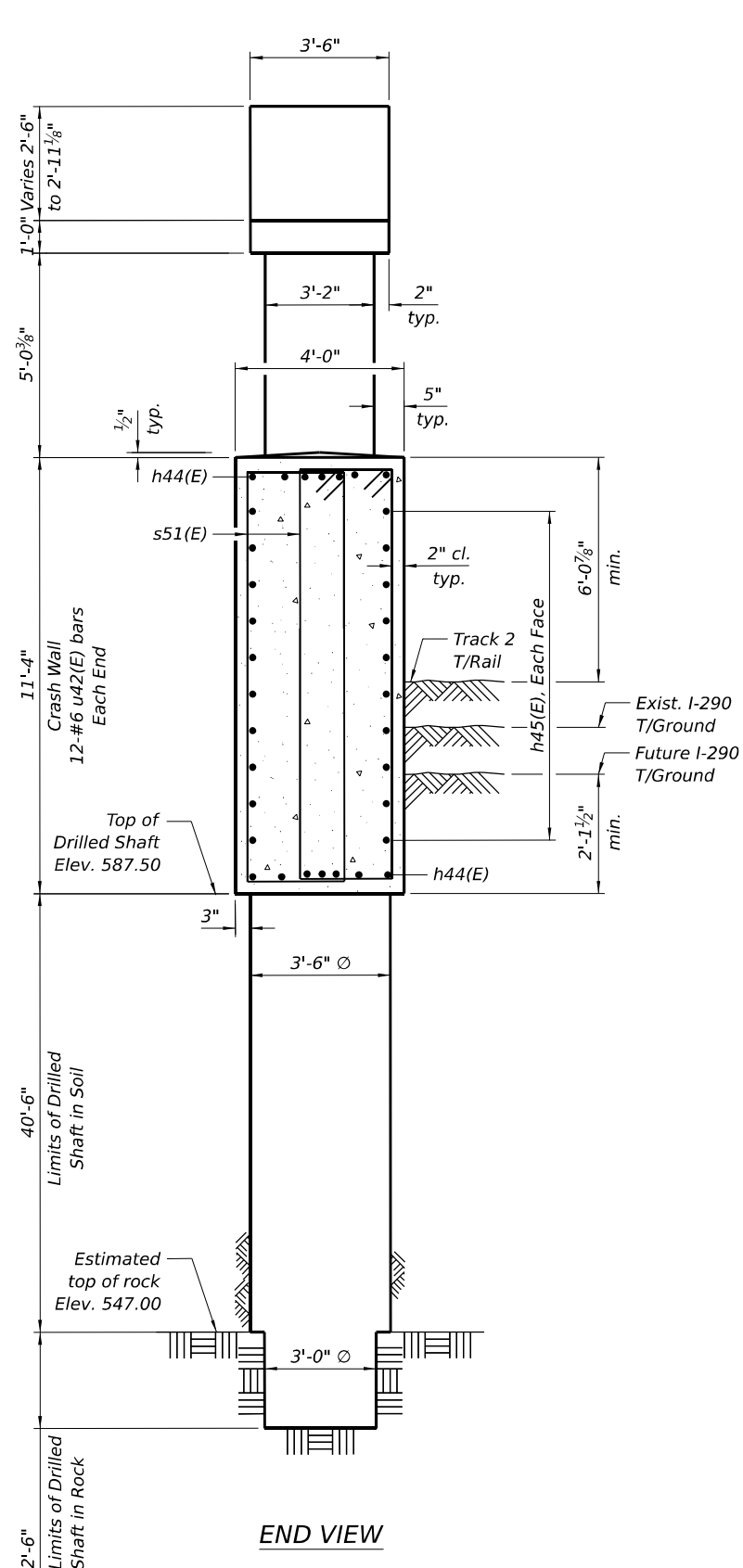
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 2 PLAN AND ELEVATION
 STRUCTURE NO. 016-2015

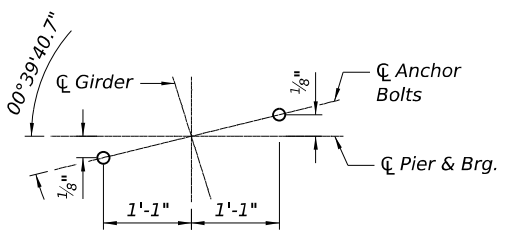
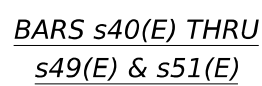
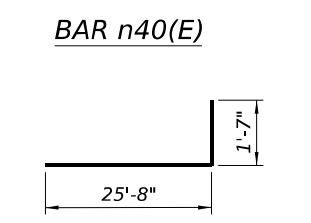
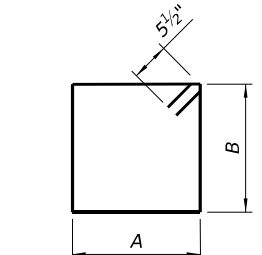
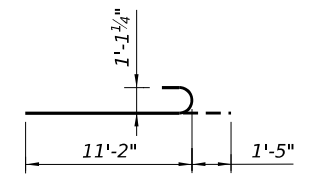
SHEET 55 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	224
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: p:\g\net-pw-bentley.com\gnet-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-625616-056-PP4.dgn



Note: Position v41(E) bars so crash wall h44(E) and s51(E) bars are able to be threaded through.

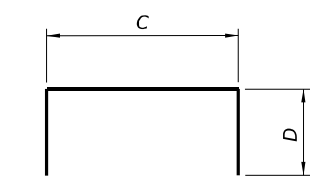


BEARING SEAT ELEVATIONS

Beam	Elevation	Step
1	607.47	1 3/8"
2	607.36	0"
3	607.36	7/8"
4	607.43	7/8"
5	607.51	7/8"
6	607.58	7/8"
7	607.66	0"
8	607.66	1 1/2"
9	607.78	0"
10	607.78	7/8"
11	607.70	7/8"
12	607.63	7/8"
13	607.56	7/8"
14	607.48	1 3/8"
15	607.37	0"
16	607.37	1 3/8"
17	607.48	1 3/8"
18	607.59	1 3/4"
19	607.73	3/4"
20	607.79	7/8"
21	607.72	7/8"
22	607.64	7/8"
23	607.57	7/8"
24	607.50	7/8"
25	607.42	7/8"

MINIMUM BAR LAP

#6 bar = 4'-4"
 #9 bar = 6'-3"
 #10 bar = 7'-8"



C & D DIMENSIONS

Bar	C	D
s50(E)	2'-8"	3'-0"
s52(E)	2'-8"	2'-8"
u40(E)	3'-0"	4'-4"
u41(E)	3'-2"	2'-1"
u42(E)	3'-6"	4'-4"

A & B DIMENSIONS

Bar	A	B
s40(E)	3'-2"	3'-2"
s41(E)	3'-2"	3'-0 1/2"
s42(E)	3'-2"	2'-11 1/2"
s43(E)	3'-2"	2'-10"
s44(E)	3'-2"	2'-9"
s45(E)	3'-2"	2'-7 1/2"
s46(E)	3'-2"	2'-6 1/2"
s47(E)	3'-2"	2'-5"
s48(E)	3'-2"	2'-4"
s49(E)	3'-2"	2'-2 1/2"
s51(E)	2'-8"	11'-0"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	12	#6	34'-4"	—
h41(E)	12	#6	31'-10"	—
h43(E)	8	#5	14'-8"	—
h44(E)	56	#10	33'-8"	—
h45(E)	80	#6	32'-0"	—
n40(E)	200	#10	12'-7"	C
p40(E)	20	#9	25'-8"	—
p41(E)	20	#9	24'-0"	—
p42(E)	20	#9	27'-3"	L
p43(E)	6	#9	5'-0"	—
p44(E)	6	#9	3'-0"	—
s40(E)	238	#5	13'-7"	□
s41(E)	2	#5	13'-4"	□
s42(E)	4	#5	13'-2"	□
s43(E)	2	#5	12'-11"	□
s44(E)	4	#5	12'-9"	□
s45(E)	4	#5	12'-6"	□
s46(E)	2	#5	12'-4"	□
s47(E)	4	#5	12'-1"	□
s48(E)	2	#5	11'-11"	□
s49(E)	4	#5	11'-8"	□
s50(E)	60	#4	8'-4"	□
s51(E)	244	#5	28'-3"	□
s52(E)	60	#4	8'-0"	□
sp40	8	#5	43'-2"	~
u40(E)	8	#6	11'-8"	□
u41(E)	37	#5	7'-5"	□
u42(E)	48	#6	12'-2"	□
v40(E)	200	#10	7'-0"	—
v41(E)	96	#10	12'-8"	—
v42	96	#10	40'-2"	—
Structure Excavation		Cu. Yd.	110.5	
Concrete Structures		Cu. Yd.	338.1	
Reinforcement Bars, Epoxy Coated		Pound	53,640	
Reinforcement Bars		Pound	22,860	
Drilled Shaft In Soil		Cu. Yd.	115.5	
Drilled Shaft in Rock		Cu. Yd.	5.3	
Concrete Sealer		Sq. Ft.	4,961	
Crosshole Sonic Logging Access Ducts		Foot	344	
Crosshole Sonic Logging Testing		Each	2	

Minimum lap for spirals = 3'-7"
 * Length is height of spiral.

NOTES:

- Cast steps monolithically with cap.
- Space cap reinforcement to miss anchor bolts.
- Contractor to space drilled shaft and column rebar so as not to interfere with crashwall and cap reinforcement.
- The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

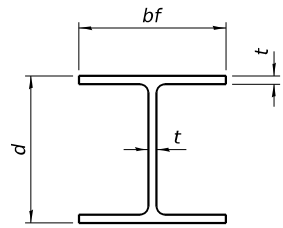


USER NAME = mzellisko	DESIGNED - JC	REVISED -
PLOT SCALE = 8.005' / in.	CHECKED - RZ	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AB	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

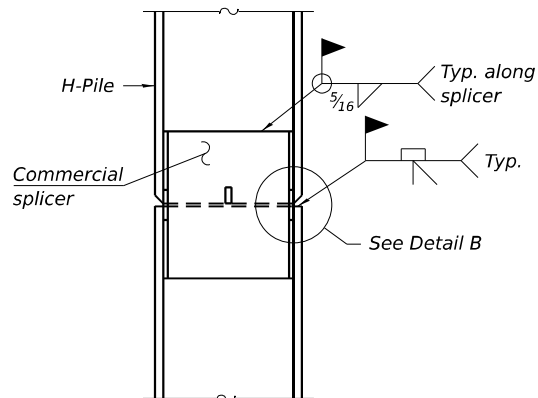
PIER 2 DETAILS
STRUCTURE NO. 016-2015

F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 225
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

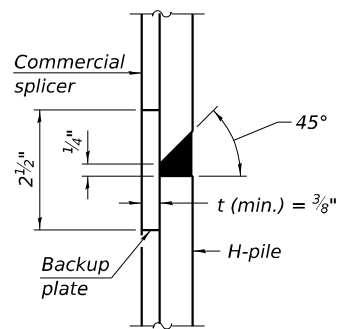


STEEL PILE TABLE

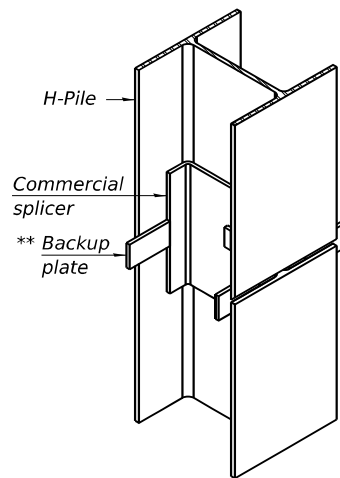
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 ³ / ₄ "	17 ⁷ / ₈ "	7/8"	36"
x135	17 ¹ / ₂ "	17 ³ / ₄ "	3/4"	36"
HP 16x183	16 ¹ / ₂ "	16 ¹ / ₂ "	1 ¹ / ₈ "	36"
x162	16 ¹ / ₄ "	16 ¹ / ₈ "	1"	36"
x141	16	16	7/8"	36"
x121	15 ³ / ₄ "	15 ⁷ / ₈ "	3/4"	36"
HP 14x117	14 ¹ / ₄ "	14 ⁷ / ₈ "	13/16"	30"
x102	14"	14 ³ / ₄ "	11/16"	30"
x89	13 ⁷ / ₈ "	14 ³ / ₄ "	5/8"	30"
x73	13 ⁵ / ₈ "	14 ⁵ / ₈ "	1/2"	30"
HP 12x84	12 ¹ / ₄ "	12 ¹ / ₄ "	11/16"	24"
x74	12 ¹ / ₈ "	12 ¹ / ₄ "	5/8"	24"
x63	12"	12 ¹ / ₈ "	1/2"	24"
x53	11 ³ / ₄ "	12"	7/16"	24"
HP 10x57	10"	10 ¹ / ₄ "	9/16"	24"
x42	9 ³ / ₄ "	10 ¹ / ₈ "	7/16"	24"
HP 8x36	8"	8 ¹ / ₈ "	7/16"	18"



ELEVATION

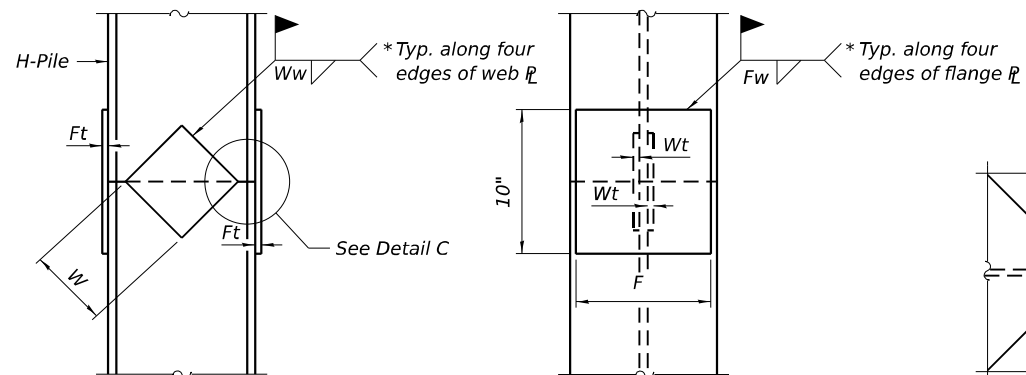


DETAIL B



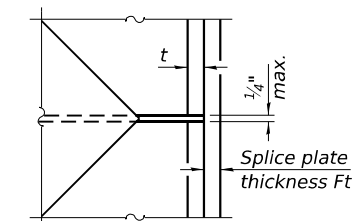
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

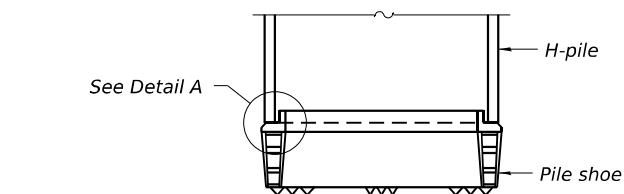
END VIEW



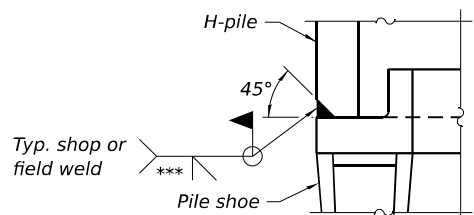
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 ¹ / ₂ "	1 ¹ / ₂ "	1"	9 ¹ / ₂ "	7/8"	3/4"
x157	15 ¹ / ₄ "	1 ¹ / ₄ "	1"	9 ¹ / ₂ "	7/8"	3/4"
x135	15 ¹ / ₄ "	1 ¹ / ₄ "	1"	9 ¹ / ₂ "	7/8"	3/4"
HP 16x183	13 ³ / ₄ "	1 ¹ / ₂ "	1"	8 ¹ / ₄ "	7/8"	3/4"
x162	13 ¹ / ₂ "	1 ¹ / ₂ "	1"	8 ¹ / ₄ "	3/4"	5/8"
x141	13 ¹ / ₂ "	1 ¹ / ₄ "	7/8"	8 ¹ / ₄ "	3/4"	5/8"
x121	13 ¹ / ₂ "	1 ¹ / ₄ "	7/8"	8 ¹ / ₄ "	3/4"	5/8"
HP 14x117	12 ¹ / ₂ "	1 ¹ / ₄ "	7/8"	7 ³ / ₄ "	5/8"	1/2"
x102	12 ¹ / ₂ "	1"	3/4"	7 ³ / ₄ "	5/8"	1/2"
x89	12 ¹ / ₂ "	7/8"	11/16"	7 ³ / ₄ "	5/8"	1/2"
x73	12 ¹ / ₂ "	3/4"	9/16"	7 ³ / ₄ "	5/8"	1/2"
HP 12x84	10"	1"	11/16"	6 ¹ / ₂ "	5/8"	1/2"
x74	10"	7/8"	11/16"	6 ¹ / ₂ "	5/8"	1/2"
x63	10"	3/4"	1/2"	6 ¹ / ₂ "	1/2"	3/8"
x53	10"	3/4"	1/2"	6 ¹ / ₂ "	1/2"	3/8"
HP 10x57	8"	7/8"	9/16"	5 ¹ / ₄ "	1/2"	3/8"
x42	8"	3/4"	9/16"	5 ¹ / ₄ "	1/2"	3/8"
HP 8x36	6 ³ / ₄ "	5/8"	7/16"	4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE



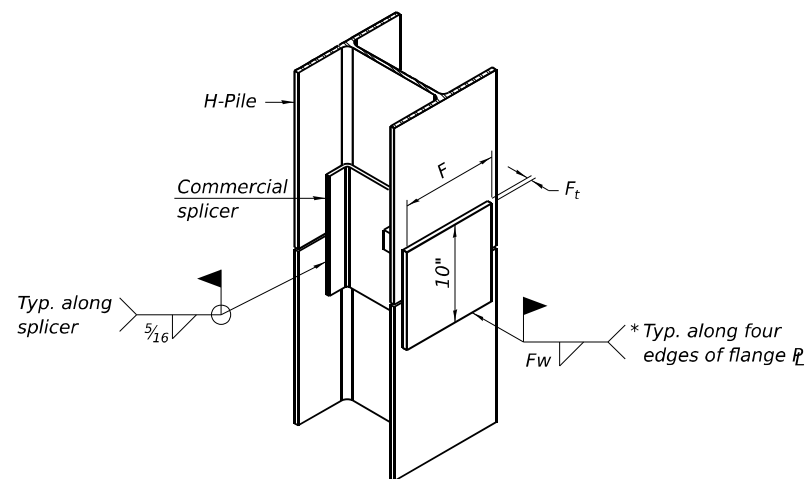
ELEVATION



DETAIL A

SHOE ATTACHMENT

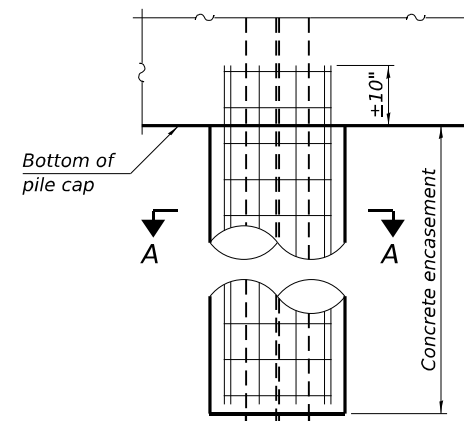
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



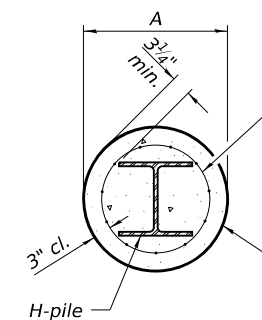
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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



ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)

Welded wire fabric 6 x 6- W4.0 x W4.0 weighing 58#/100 sq. ft. Bend as required to fit into wall. Reinforcement for encasements at abutments is included with Concrete Encasement according to Article 503.13 of the Standard Specifications.

Forms for encasement may be omitted when soil conditions permit.

MODEL: Default
FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-625R61-057-HP.dgn



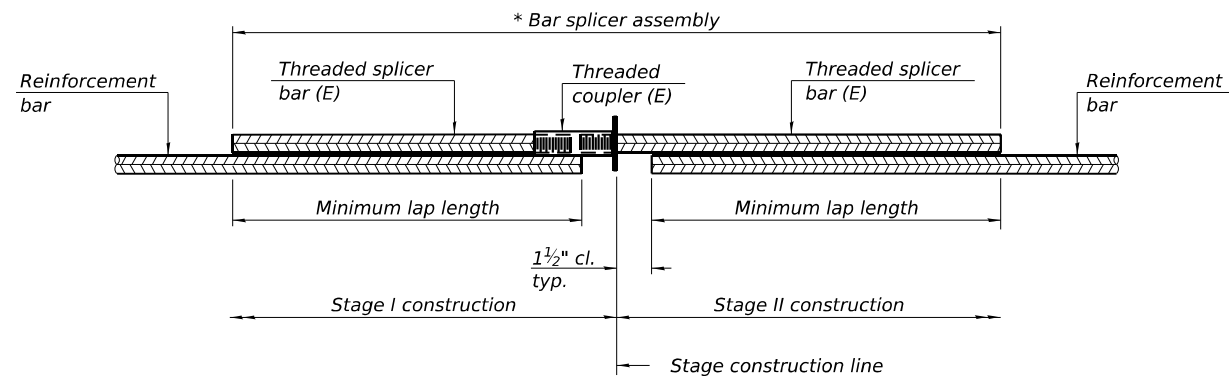
4-4-2025	DESIGNED - SS	REvised -
USER NAME = mzelsko	CHECKED - MZ	REvised -
PLOT SCALE = 2.000' / in.	DRAWN - SS	REvised -
PLOT DATE = 03/16/2026	CHECKED - MZ	REvised -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 016-2015

SHEET 57 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	226
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY PLAN

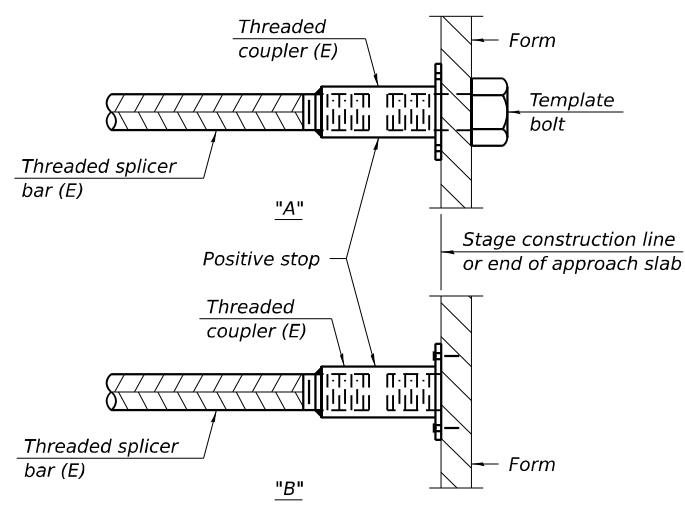
Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

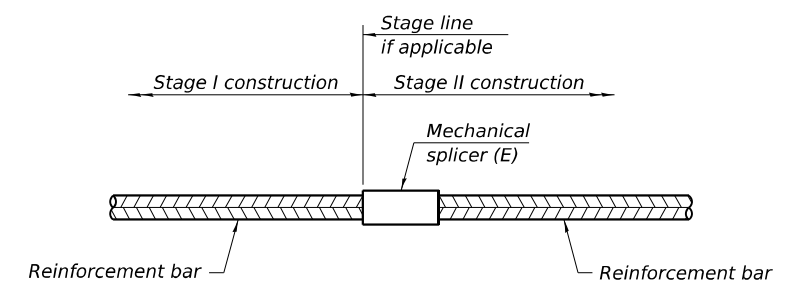
Location	Bar size	No. assemblies required	Minimum lap length
Top of Deck	#5	443	3'-6"
Bottom of Deck	#5	313	3'-6"
S. Approach Slab	#5	11	3'-6"
S. Approach Slab	#8	14	7'-10"
S. Approach Footing	#5	4	3'-6"
N. Approach Slab	#5	16	3'-6"
N. Approach Slab	#8	21	7'-10"
N. Approach Footing	#5	30	3'-6"
S. Diaphragm	#4	2	2'-8"
** S. Diaphragm	#6	9	4'-0"
** N. Diaphragm	#4	2	2'-8"
** N. Diaphragm	#6	9	4'-0"
Pier 1 Crashwall	#6	20	4'-4"
Pier 1 Crashwall	#10	14	8'-9"
Pier 2 Crashwall	#6	20	4'-4"
Pier 2 Crashwall	#10	14	8'-9"

** 2 modified bar splicers shall be used in place of m11(E) bars and 2 modified bar splicers with 4-#6 Bar Terminators shall be used in place of m12(E) bars. Modified bar splicers shall extend 2'-4" beyond the stage construction joint on either side and consist of only the bar splicer assembly without lapping with any other reinforcement bars.



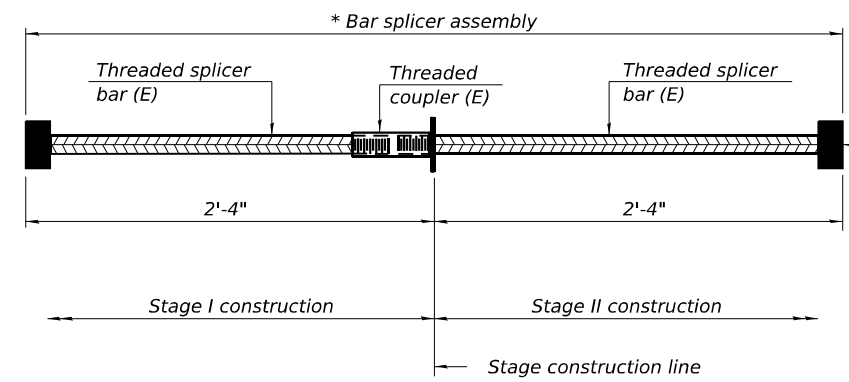
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



**** MODIFIED BAR SPLICER ASSEMBLY PLAN**

Bar Terminators provided for threaded splicer bars used in place of m12(E) bars only, typ. ea. side

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

MODEL: Default
 FILE NAME: p:\j\ine-pw-bentley.com\mghe-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-02R61-058-BSD.dgn
 3/17/2026 12:09:03 AM



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

BAR SPLICER DETAILS
 STRUCTURE NO. 016-2015

SHEET 58 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	227
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 10/3/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DF

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG Latitude Longitude D-50 HSA HAMMER TYPE Auto HSA HAMMER EFF (%) 95.5

STRUCT. NO. SN 016-2064
Station N/A
BORING NO. BSB-02
Station 1521+92.47
Offset 86.15ft RT
Ground Surface Elev. 607.55 ft

DEPTH (ft)	BULGE (in)	SHEAR (tsf)	PENETROMETER (blows)	DESCRIPTION	DEPTH (ft)	BULGE (in)	SHEAR (tsf)	PENETROMETER (blows)
0				2 inches of Asphalt				
0				12 inches of Concrete				
0				4 inches of Aggregate Base				
4				Dark Brown, Moist FILL: SILTY CLAY, trace gravel	12			19
5	3.3		19		18			
5	P				22			
604.55				Brown, Wet FILL: SAND	10			
2					8	4.2		12
3					10	B		
4				Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)	9			
583.05					10			17
0				Medium Dense Gray, Moist SILTY LOAM, trace gravel (ML)	10			
0					10			
1					10			
599.05				Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)	4			
0					5			18
1	3.8		20		15			
3	B			Medium Dense Gray, Wet SANDY LOAM, trace gravel (SM)	7			
4					8	6.7		15
5	4.2		19		13	B		
8				Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)	13			
30	3.3		19		13			
50/1	B				13			
590.55				Medium Dense to Dense Gray, Moist SILTY LOAM (ML)	10			
9	3.8		20		12			19
14				Dense Gray, Wet SANDY LOAM, trace gravel (SM)	12			
7					24			
11					24			
22					24			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-02



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 10/3/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DF

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG Latitude Longitude D-50 HSA HAMMER TYPE Auto HSA HAMMER EFF (%) 95.5

STRUCT. NO. SN 016-2064
Station N/A
BORING NO. BSB-02
Station 1521+92.47
Offset 86.15ft RT
Ground Surface Elev. 607.55 ft

DEPTH (ft)	BULGE (in)	SHEAR (tsf)	PENETROMETER (blows)	DESCRIPTION	DEPTH (ft)	BULGE (in)	SHEAR (tsf)	PENETROMETER (blows)
				Dense Gray, Wet SANDY LOAM, trace gravel (SM) (continued)				
					Extremely Dense Gray, Moist SANDY LOAM, trace gravel (SM) (continued)			
564.05				Very Hard Gray, Moist SILTY CLAY, with sand, trace gravel (CL/ML)	544.05			
16					WEATHERED LIMESTONE	50/6"		10
19	9.4		12					
34	B							
45								
10								2
18	9.4		14					50/4"
25	B							14
50								
536.55					Auger Refusal at 71 feet End of Boring			
554.05				Extremely Dense Gray, Moist SANDY LOAM, trace gravel (SM)				
17								
17								
50/6"			14					
55								
33								
50/4:			12					
60								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-02 (continued)

NOTE:

- Boring log stations and offsets measured from the structure stationing along Q Laramie Ave.

MODEL: Default
FILE NAME: p:\gline-pw-bentley.com\gline-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-060-SB2.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

SOIL BORING LOGS II
STRUCTURE NO. 016-2015

SHEET 60 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	229
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/24/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG Mobile B-57 HSA HAMMER TYPE Auto 89.0
DRILLING METHOD HSA HAMMER EFF (%)

STRUCT. NO. SN 016-2064
Station N/A
BORING NO. BSB-05
Station 4628+34.71
Offset 14.53ft LT
Ground Surface Elev. 592.00 ft

DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (U)	MOISTURE CONTENT (%) (M)	DESCRIPTION	DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (U)	MOISTURE CONTENT (%) (M)
591.50				6 inches of Asphalt				
590.67	13			10 inches of Reinforced Concrete				
	4	3.8	20	Gray, Moist FILL: SILTY CLAY, trace gravel	11	6.0	24	
	4	B			12	B		
				Push Rock at 3.5 feet				
	5				18			
	5			Very Stiff to Hard Gray, Moist	28	2.5	13	
	5			SILTY CLAY LOAM, trace gravel (ML/CL)	33	S		
586.00				Push Rock at 26 feet				
	3				13			
	7	4.6	15	Very Stiff to Hard Gray, Moist	22	6.7	14	
	7	S		SILTY CLAY LOAM, trace gravel (ML/CL)	23	B		
				Push Rock at 26 feet				
	2				12			
	7	2.1	19	Hard to Very Hard Gray, Moist	18		21	
	7	S		SILTY CLAY, trace gravel (CL/ML)	26			
581.00				Hard Gray, Moist				
	4			SILTY CLAY, trace gravel (CL/ML)				
	6	6.0	17					
	9	B						
	8				7			
	8	5.0	13		9	8.8	19	
	10	S			19	B		
	4							
	8	5.6	18					
	11	B						
	5				5			
	9	6.7	22		8	4.6		
	12	S			13	B		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-05



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/24/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG Mobile B-57 HSA HAMMER TYPE Auto 89.0
DRILLING METHOD HSA HAMMER EFF (%)

STRUCT. NO. SN 016-2064
Station N/A
BORING NO. BSB-05
Station 4628+34.71
Offset 14.53ft LT
Ground Surface Elev. 592.00 ft

DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (U)	MOISTURE CONTENT (%) (M)	DESCRIPTION	DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (U)	MOISTURE CONTENT (%) (M)
				Hard to Very Hard Gray, Moist				
				SILTY CLAY, trace gravel (CL/ML) (continued)				
					548.00	50/1"		
				WEATHERED LIMESTONE				
					-45			
					546.00			
				Auger Refusal at 46 feet				
				End of Boring				
					-50			
					-55			
					-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-05 (continued)

NOTE:

- Boring log stations and offsets measured from the structure stationing along Q Flournoy Ave.

MODEL: Default
FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76228\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-063-SB5.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

SOIL BORING LOGS V
STRUCTURE NO. 016-2015

SHEET 63 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	232
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/24/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DD

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HSA HAMMER TYPE Auto 79.8

STRUCT. NO. SN 016-2064 Station N/A
BORING NO. BSB-06 Station 3710+26.55 Offset 15.15ft RT Ground Surface Elev. 591.00 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER	TEMP	U	B	S	P	N
0		8 inches of Asphalt							
14		12 inches of reinforced concrete							
589.33		Brown and Gray, Moist FILL: SAND, with gravel							
587.50		Gray, Moist FILL: SILTY CLAY LOAM, trace gravel, wood							
582.50		Very Stiff to Hard Gray, Moist SILTY CLAY, trace sand, gravel (CL/ML)							
572.00									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-06



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/24/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DD

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HSA HAMMER TYPE Auto 79.8

STRUCT. NO. SN 016-2064 Station N/A
BORING NO. BSB-06 Station 3710+26.55 Offset 15.15ft RT Ground Surface Elev. 591.00 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER	TEMP	U	B	S	P	N
547.50		Hard to Very Hard Gray, Moist SILTY CLAY LOAM, trace gravel, sand (ML/CL) (continued)							
547.00		Extremely Dense Gray, Moist SILTY LOAM, with gravel (ML)							
542.50		Light Gray LIMESTONE, moderately weathered, lightly fractured, occasional vugs							
532.50		Run 1: 48.5' - 58.5' Recovery: 100% RQD: 72.9% (Fair)							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-06 (continued)

NOTE:

- Boring log stations and offsets measured from the structure stationing along Lexington Ave.

MODEL: Default
FILE NAME: p:\gline-pw-bentley.com\gline-pw-01\Documents\Projects\76228\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-064-BSB.dgn



USER NAME = mzellisko	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

SOIL BORING LOGS VI
STRUCTURE NO. 016-2015

SHEET 64 OF 66 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	233
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation

SOIL BORING LOG

Date 10/16/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG DIEDRICH D-50 HSA HAMMER TYPE Auto 99.5

STRUCT. NO. SN 016-2064 Station N/A BORING NO. BSB-08 Station 1518+80.63 Offset 79.31ft RT Ground Surface Elev. 607.49 ft

Table with columns for Depth (ft), Blows (B), Penetration (P), Soil Type, and SPT (N). Includes soil descriptions like 'Very Stiff to Hard Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL)' and 'WEATHERED LIMESTONE'.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOG BSB-08



Illinois Department of Transportation

SOIL BORING LOG

Date 10/16/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG DIEDRICH D-50 HSA HAMMER TYPE Auto 99.5

STRUCT. NO. SN 016-2064 Station N/A BORING NO. BSB-08 Station 1518+80.63 Offset 79.31ft RT Ground Surface Elev. 607.49 ft

Continuation of the soil boring log table from page 1, showing further depth and soil descriptions.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOG BSB-08 (continued)



Illinois Department of Transportation

SOIL BORING LOG

Date 10/16/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG DIEDRICH D-50 HSA HAMMER TYPE Auto 99.5

STRUCT. NO. SN 016-2064 Station N/A BORING NO. BSB-08 Station 1518+80.63 Offset 79.31ft RT Ground Surface Elev. 607.49 ft

Final continuation of the soil boring log table, ending with 'End of Boring' at 526.49 ft.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOG BSB-08 (continued)

NOTE:

- 1. Boring log stations and offsets measured from the structure stationing along Q Laramie Ave.

MODEL: Default FILE NAME: p:\g\inet-pw-bentley.com\gnet-pw-01\Documents\Projects\7628\Project Working\A_CADD\Sheets\016-2015\0162015-62R61-086-SB8.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, and CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS VIII STRUCTURE NO. 016-2015 SHEET 66 OF 66 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

Bench Mark: BM 741: Aluminum disk on top of retaining wall at NW Corner of Laramie Bridge. Elev. 612.20.
 Existing Structure: None
 One lane of Flournoy St. traffic will be maintained using stage construction. Traffic along I-290 will be maintained utilizing stage construction.
 No Salvage

SEQUENCE OF CONSTRUCTION

1. Locate existing utilities. Contractor to coordinate with utility owners as necessary prior to beginning the work.
2. Remove part of the TSRS required for the Laramie Ave. Bridge (SN 016-2015) construction. The intent is for the abutment to be constructed before this wall. Contractor shall provide supports for the timber lagging on the side of the abutment. Cost shall be included with Untreated Timber Lagging. See Bridge Plans for TSRS and Abutment details.
3. Install driven soldier piles and TSRS.
4. Remove only earth as necessary to install timber lagging to the level of Permanent Ground Anchors.
5. Install Permanent Ground Anchors. 9'-0" maximum excavation height without anchors.
6. Complete remaining earth excavation.
7. Install concrete facing.
8. Backfill in front of wall to proposed finished grade for interim condition.

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

DESIGN STRESSES

FIELD UNITS

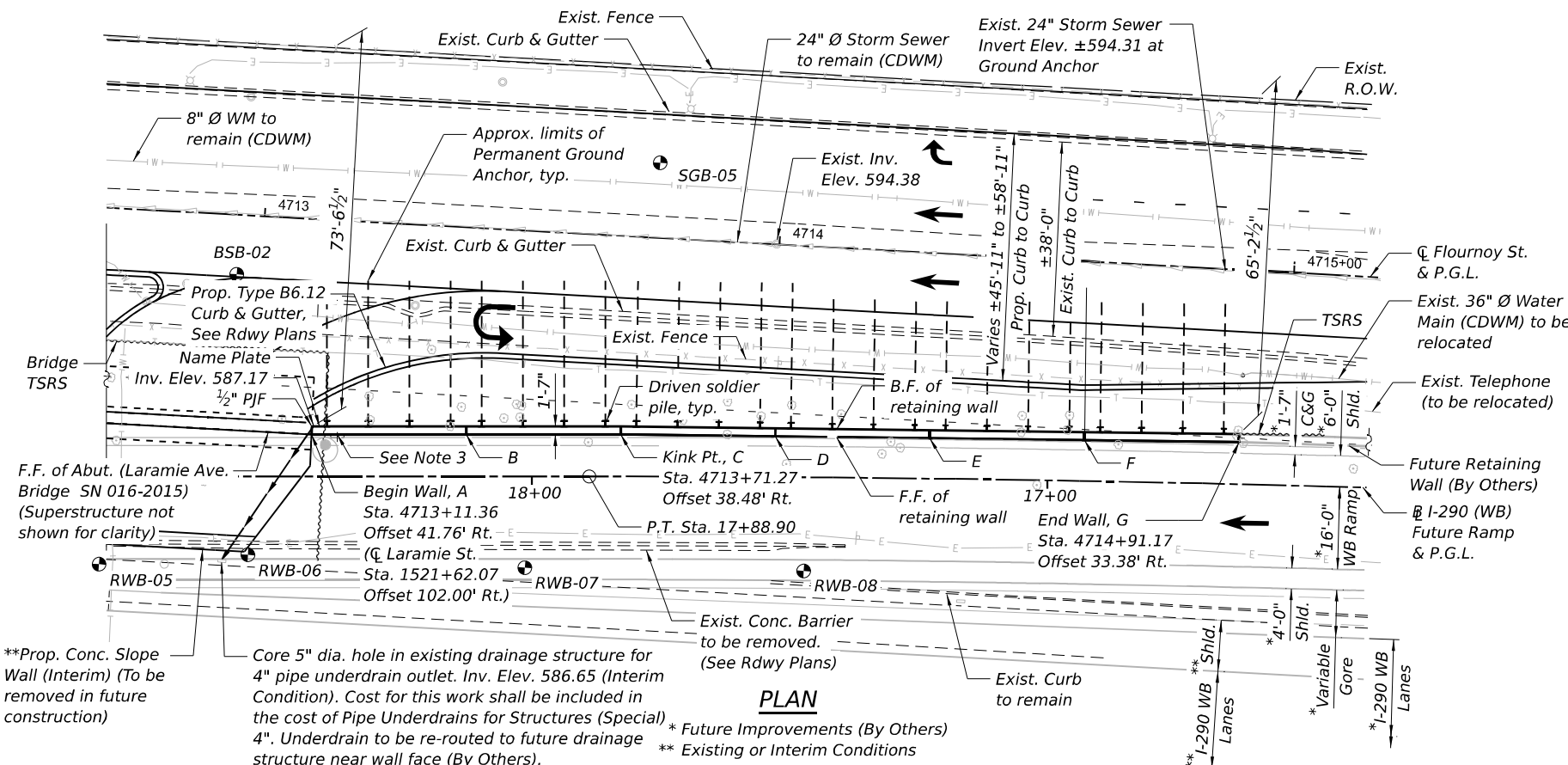
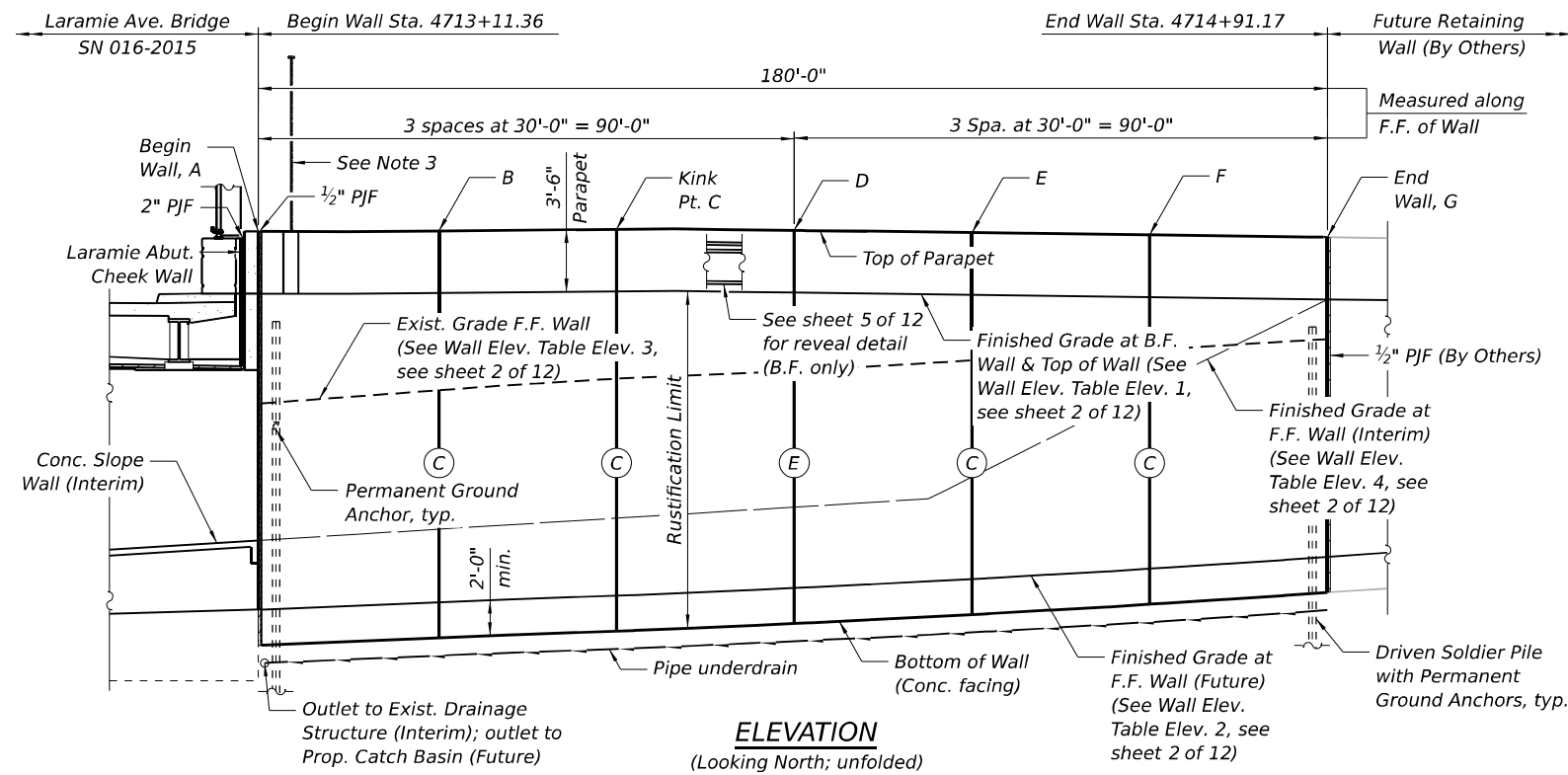
f'c = 4,000 psi (Parapet)
 f'c = 3,500 psi (Wall Facing)
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M270 Grade 50)

LEGEND

- Exist. Storm Sewer
- Exist. Water Main
- Exist. Electric
- Exist. Telephone
- Exist. Fence
- Prop. Storm Sewer (Interim)
- Soil Boring Location
- Exist. Manhole
- Exist. Light Pole
- Exist. Sign
- Exist. Drainage Structure
- Prop. Catch Basin (Future)
- Exist. Vegetation

NOTES:

1. Wall stations are measured from \bar{C} Flournoy St. unless noted otherwise. All offsets are measured to the front face of retaining wall.
2. F.F. denotes Front Face.
 B.F. denotes Back Face.
 (C) denotes Construction Joint.
 (E) denotes Expansion Joint.
 (CDWM) denotes City of Chicago Department of Water Management.
3. Prop. Light Pole mounted on Concrete Parapet at Sta. 4713+16.36 and Offset 41.49' Rt.



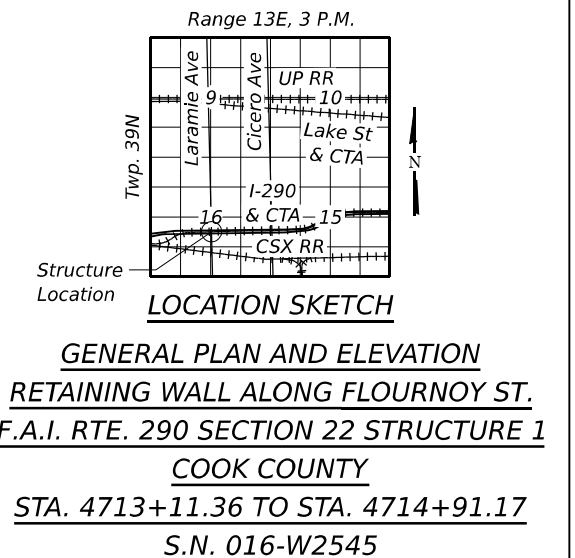
APPROVED
 For Structural Adequacy Only

 Engineer of Bridges & Structures



Michael M. Zelisko
 SIGNATURE:

DATE: **March 16, 2026**
 EXPIRES: November 30, 2026
 SHEETS:



MODEL: Default
 FILE NAME: p:\g\j\p\w\benfley\com\p\w\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2545\016-W2545_62R61-401-GPE.dgn
 3/17/2026 12:17:48 AM



USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 32,000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 01/08/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

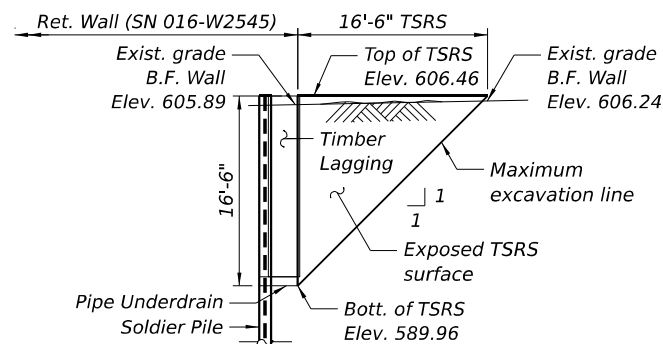
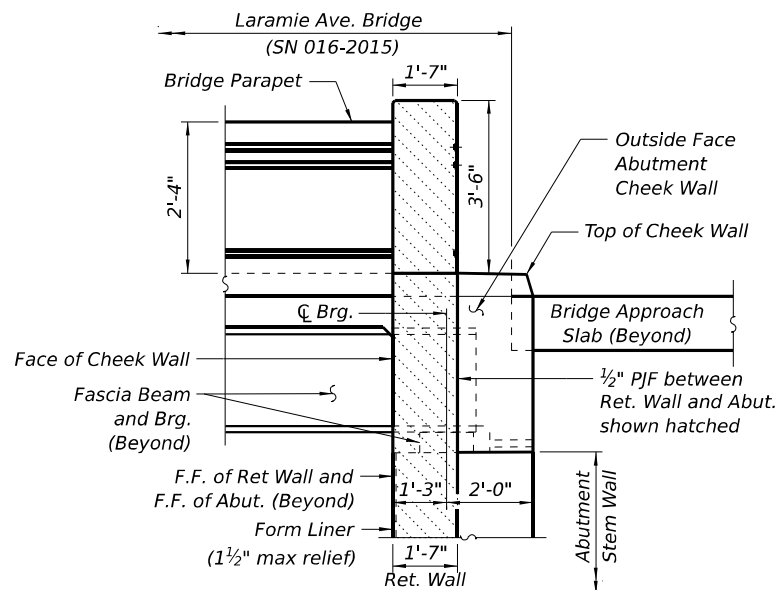
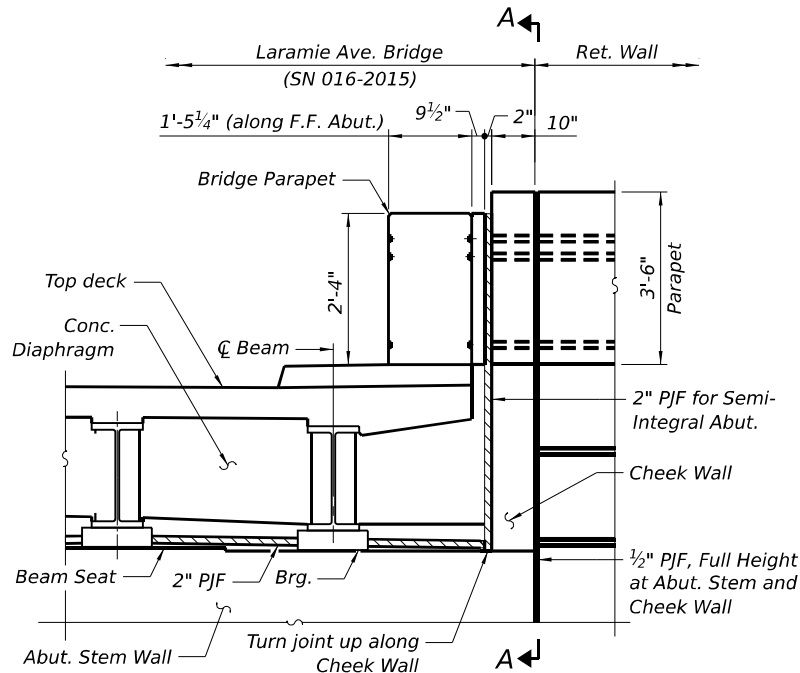
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	236
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- The existing utilities in conflict with the retaining wall construction shall be relocated according to directions given on the Civil Plans.
- Wall to be built along straight chords between construction and expansion joints.
- Soldier piles, sleeves, and plates shall be cleaned and given one shop coat of Inorganic Zinc Rich Primer per AASHTO M 300, Type 1. Cost included with Furnishing Soldier Piles (HP Section).
- All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.
- All structural steel shall be AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Protective Coat shall be applied to the top and inside vertical faces of the parapet, and concrete sealer shall be applied to exposed surfaces of the facing and back of parapet. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.
- Slipforming of parapet is not allowed.



(A cantilever sheet piling wall does not appear feasible and additional members or retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.)
(Timber Lagging to be supported by TSRS)

INDEX OF SHEETS

- General Plan & Elevation
- General Data
- Wall Facing Plan & Elevation I
- Wall Facing Plan & Elevation II
- Wall Details I
- Wall Details II
- Wall Aesthetic Details
- Soil Boring Logs I
- Soil Boring Logs II
- Soil Boring Logs III
- Soil Boring Logs IV
- Soil Boring Logs V

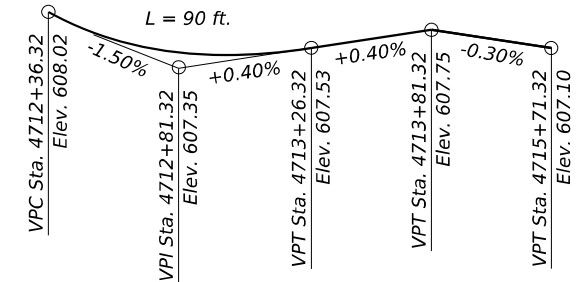
STA. 4713+11.36 TO STA. 4714+91.17
BUILT 20__ BY
STATE OF ILLINOIS
F.A.I. RTE. 290 SEC. 22 STRUCTURE 1
LOADING HL-93
STR. NO. 016-W2545

NAME PLATE
See Std. 515001

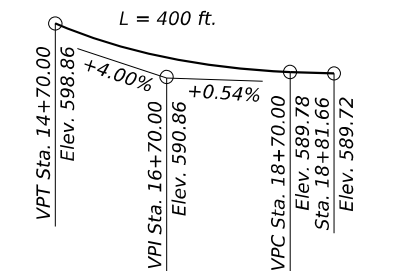
CURVE DATA
(@ I-290 (WB) Future Ramp)
P.I. Sta. = 16+43.84
Δ = 03°08'13" (LT)
D = 01°04'52"
R = 5,300.00'
T = 145.13'
L = 290.18'
E = 1.99'
e = NC
T.R. = N/A
S.E. = N/A
P.C. Sta. = 14+98.72
P.T. Sta. = 17+88.90

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	387.5
Concrete Structures	Cu. Yd.	196.9
Concrete Superstructure	Cu. Yd.	37.2
Form Liner Textured Surface	Sq. Ft.	1,971
Protective Coat	Sq. Yd.	102
Stud Shear Connectors	Each	424
Reinforcement Bars, Epoxy Coated	Pound	19,430
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	137
Furnishing Soldier Piles (HP Section)	Foot	1,200
Driving Soldier Piles	Foot	1,200
Untreated Timber Lagging	Sq. Ft.	2,786
Concrete Sealer	Sq. Ft.	4,058
Geocomposite Wall Drain	Sq. Yd.	225
Pipe Underdrains For Structures 4"	Foot	180
Pipe Underdrains For Structures (Special) 4"	Foot	31
Permanent Ground Anchor	Each	24



PROFILE GRADE - FLOURNOY STREET



PROFILE GRADE - FUTURE I-290 (WB) RAMP

I-290 (WB) Future Ramp & P.G.L.

(For Information Only)

Location	Station	Offset
Pt. A	18+42.77	8.14
Pt. B	18+12.77	8.14
Kink Pt. C	17+82.78	8.14
Pt. D	17+52.82	7.90
Pt. E	17+22.87	7.82
Pt. F	16+92.91	7.91
Pt. G	16+62.96	8.17

WALL ELEVATIONS TABLE

Location	Station	Offset	Elev. 1	Elev. 2	Elev. 3	Elev. 4
Pt. A	4713+11.36	41.76	608.98	590.17	601.63	593.88
Pt. B	4713+41.32	40.12	608.26	590.44	602.37	594.31
Kink Pt. C	4713+71.27	38.48	608.17	590.79	603.02	594.83
Pt. D	4714+01.25	37.20	607.90	591.21	603.47	595.60
Pt. E	4714+31.22	35.93	607.73	591.72	604.05	596.03
Pt. F	4714+61.19	34.65	607.59	592.30	604.64	600.23
Pt. G	4714+91.17	33.38	607.50	592.96	605.25	605.12

Elev. 1 - Finished grade at B.F. of wall
Elev. 2 - Finished grade at F.F. of wall (Future Condition)
Elev. 3 - Existing grade at F.F. of wall
Elev. 4 - Finished grade at F.F. of wall (Interim Condition)

MODEL: Default
FILE NAME: p:\g\j\ne-pw-beantley.com\ghe-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2545\016-W2545_62R61-402-5D.dgn



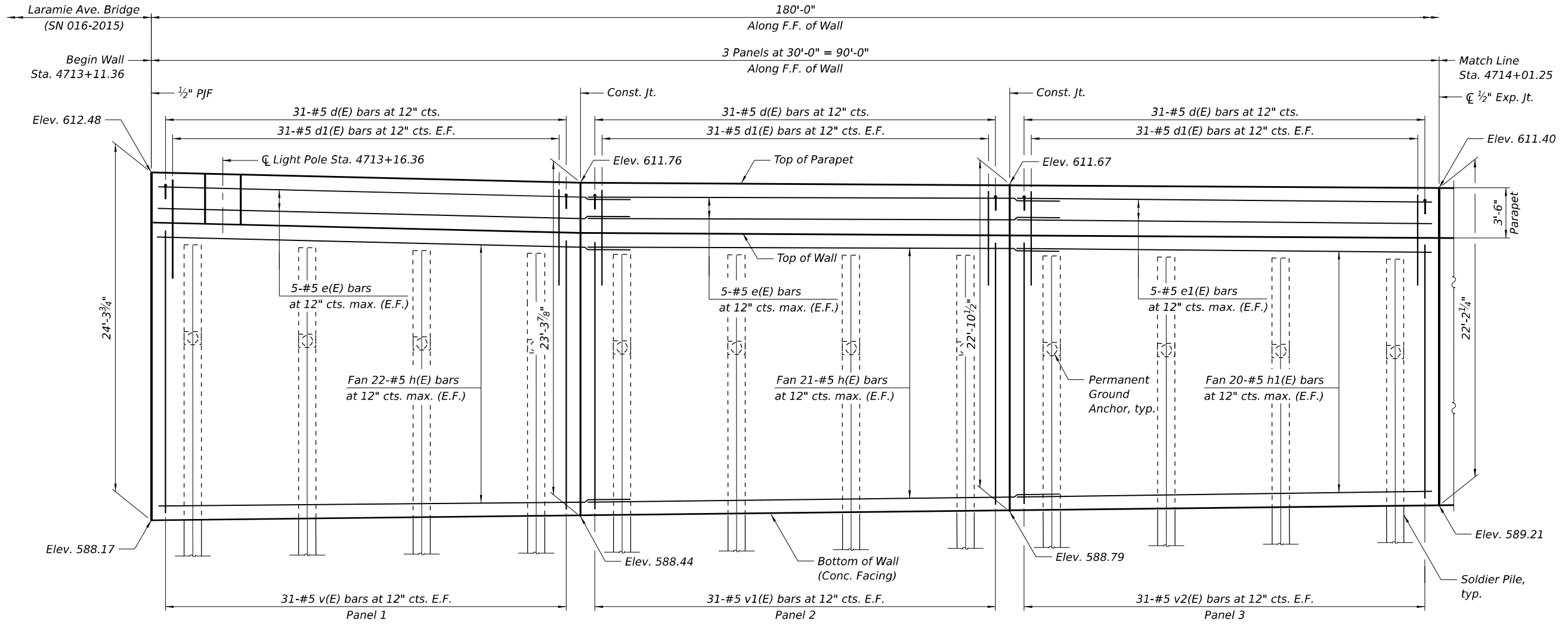
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-W2545**

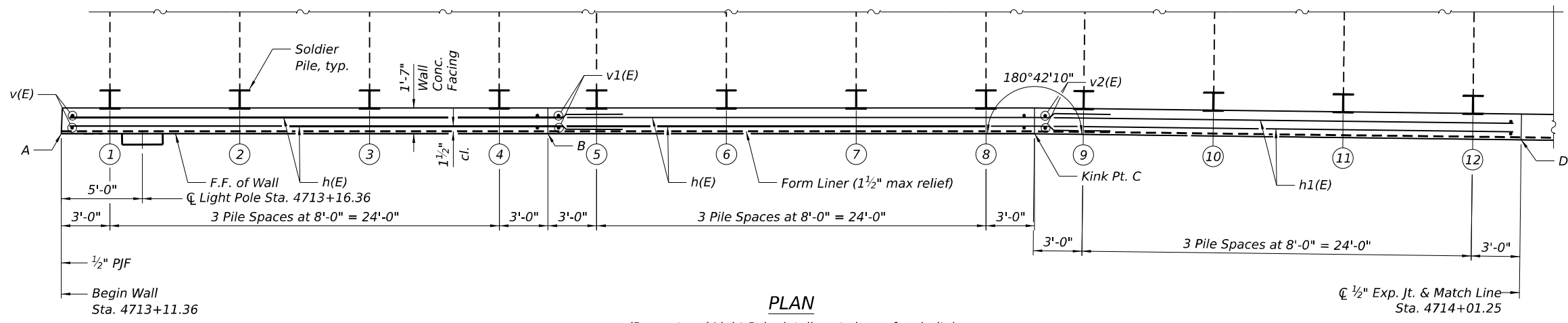
SHEET 2 OF 12 SHEETS

F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 237
CONTRACT NO. 62R61			ILLINOIS FED. AID PROJECT	



ELEVATION

(Light Pole details not shown for clarity)
(Looking North)



PLAN

(Parapet and Light Pole details not shown for clarity)

LEGEND **MIN. BAR LAP**

E.F. - Each Face #5 - 3'-5"
F.F. - Front Face
B.F. - Back Face

NOTES:

1. Stations are relative to C Flourney St. at the F.F. of wall.
2. For wall section and details, soldier pile schedule, light pole details, and Bill of Material, see sheets 5 and 6 of 12.
3. For wall aesthetic details, see sheet 7 of 12.

MODEL: Default
 FILE NAME: p:\g\ine-pw\benfley.com\gine-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2545\016-W2545_62R61-403-FE1.dgn
 3/17/2026 12:18:03 AM



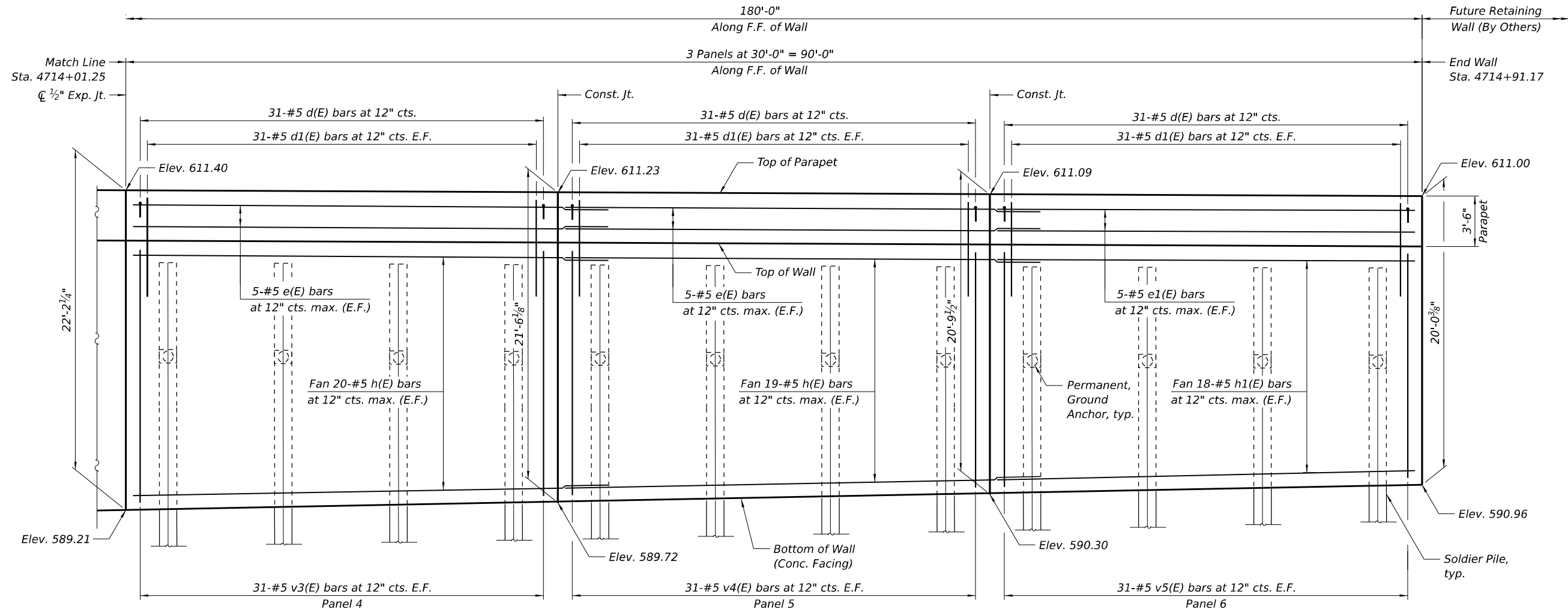
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
CHECKED - IS	REVISOR -	
PLOT SCALE = 8,000' / in.	DRAWN - AT	REVISOR -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

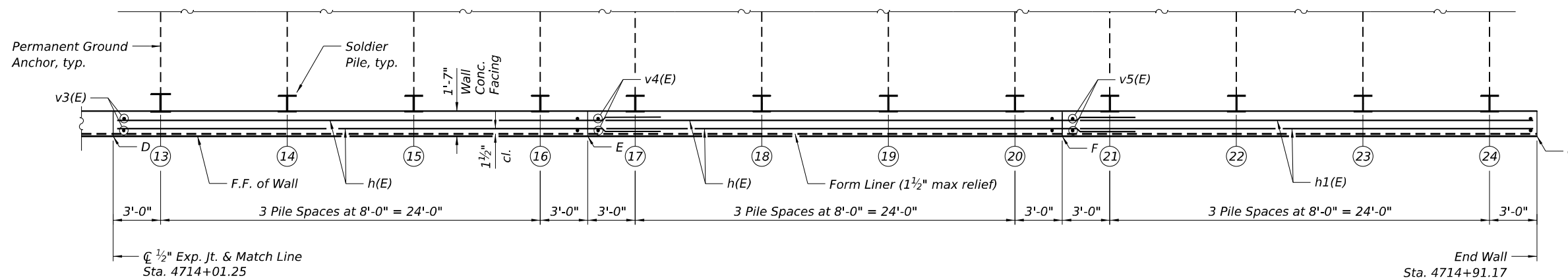
WALL FACING PLAN & ELEVATION I
STRUCTURE NO. 016-W2545

SHEET 3 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	238
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking North)



PLAN
(Parapet not shown for clarity)

LEGEND		MIN. BAR LAP
E.F. - Each Face		#5 - 3'-5"
F.F. - Front Face		
B.F. - Back Face		

- NOTES:**
- Stations are relative to \bar{C} Flourney St. at the F.F. of wall.
 - For wall section and details, soldier pile schedule and Bill of Material, see sheets 5 and 6 of 12.
 - For wall aesthetic details, see sheet 7 of 12.

MODEL: Default
FILE NAME: p:\g\j\ne-pw\benfley.com\g\ne-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2545\016W2545_62R61-404-FE2.dgn
3/17/2026 12:18:11 AM



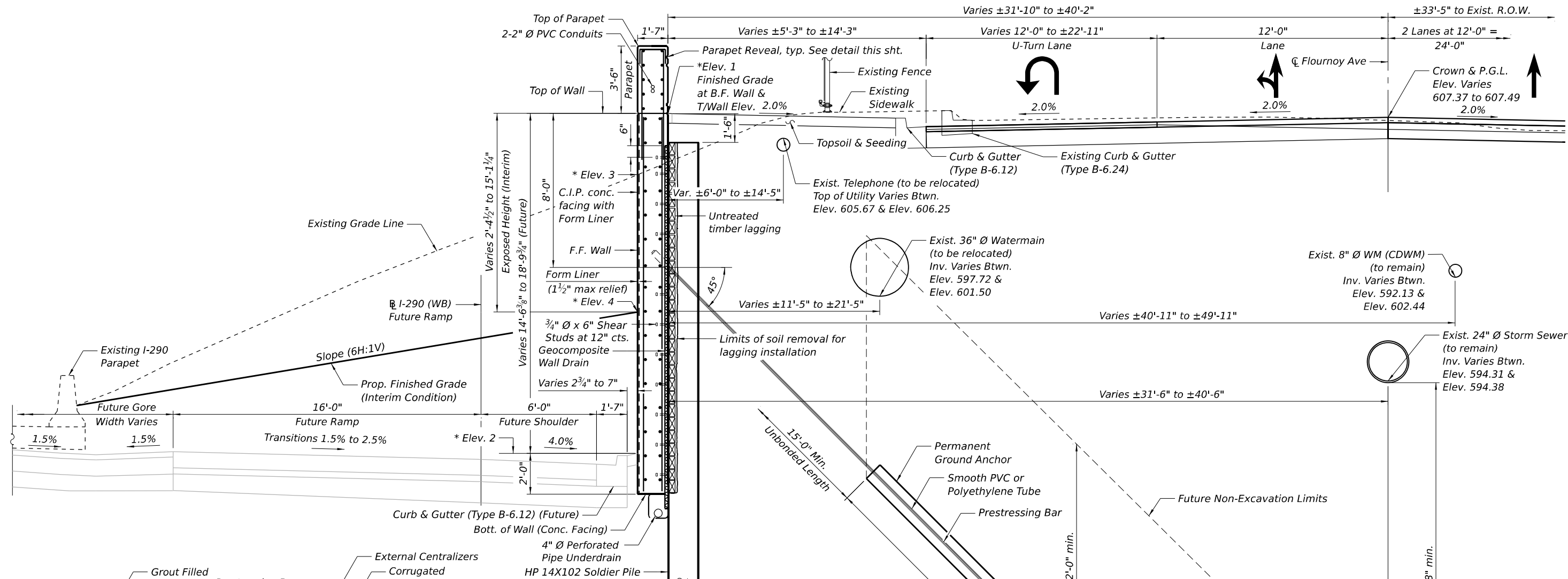
USER NAME = mzellisko	DESIGNED - MZ	REVISED -
PLOT SCALE = 8,000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

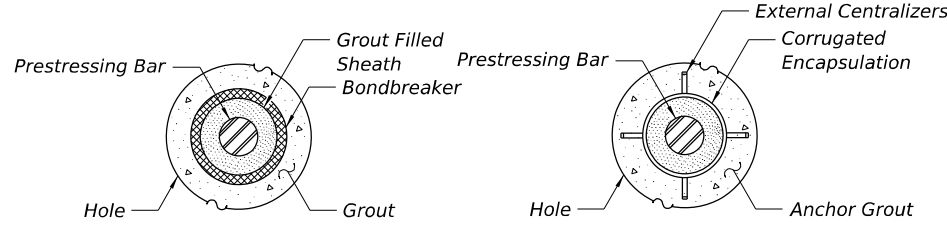
WALL FACING PLAN & ELEVATION II
STRUCTURE NO. 016-W2545

SHEET 4 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	239
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

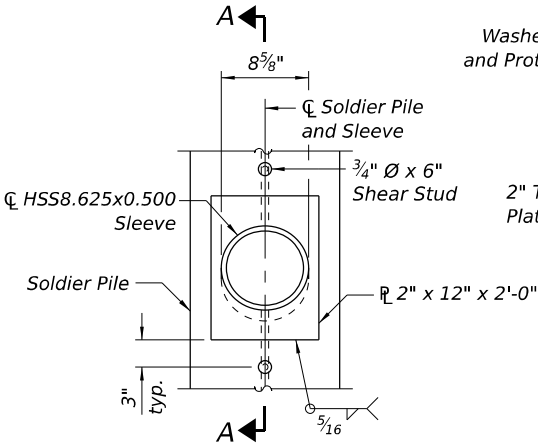


SECTION THRU SOLDIER PILE WALL
(Light Pole not shown for clarity)

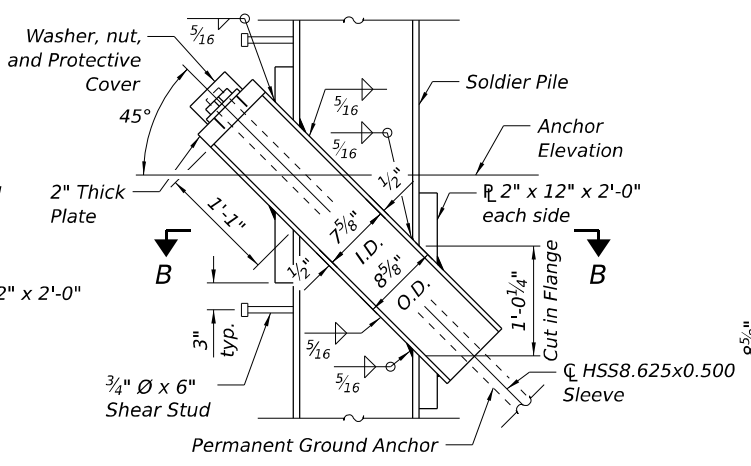


BAR TENDON DETAIL (Unbonded)
BAR TENDON DETAIL (Bonded)

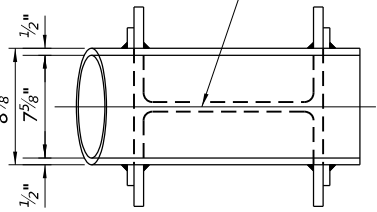
* See Sheet 2 of 12 for "Wall Elevation Table" and Elevation point descriptions.



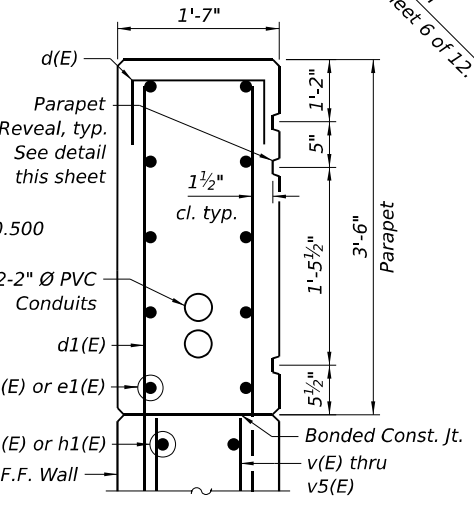
SOLDIER PILE ELEVATION AT ANCHOR



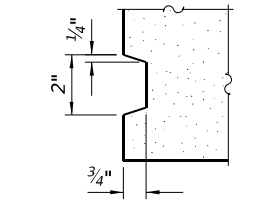
SECTION A-A
(See Note 1)



SECTION B-B
(Ground anchor not shown for clarity)



SECTION THRU PARAPET & WALL
(Light Pole not shown for clarity)



PARAPET REVEAL DETAIL

- NOTES:**
1. Sleeve to pile welding shall be performed per IDOT Standard Specifications for Road and Bridge Construction Article 522.08(a).
 2. For wall details, soldier pile schedule and Bill of Material, see sheet 6 of 12.
 3. For wall aesthetic details, see sheet 7 of 12.
 4. Reveals in Parapet will not be paid separately and will be included in the cost of Concrete Superstructure.

MODEL: Default
FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2545\016-W2545_62R61-405-DT1.dgn



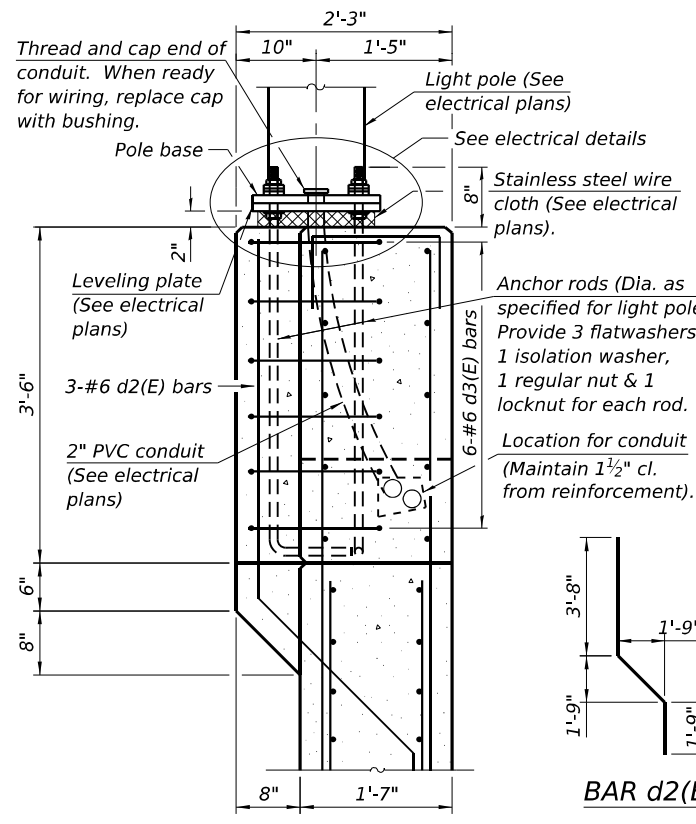
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 5.333' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

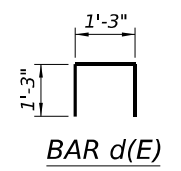
WALL DETAILS I
STRUCTURE NO. 016-W2545

SHEET 5 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	240
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

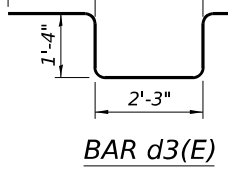


SECTION A-A

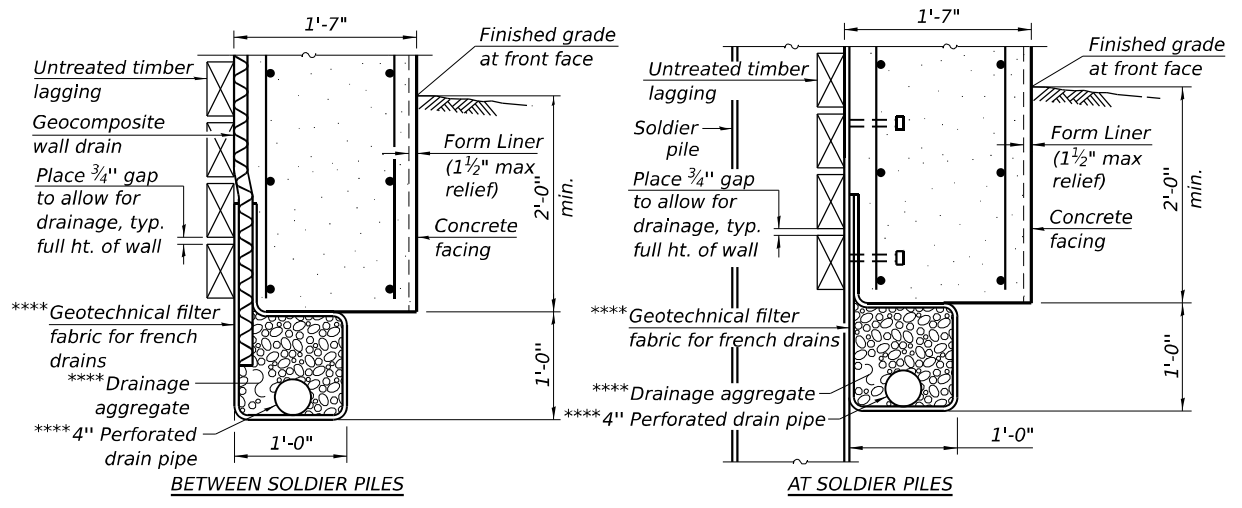


BAR d(E)

BAR d2(E)

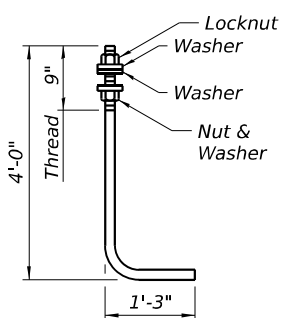


BAR d3(E)



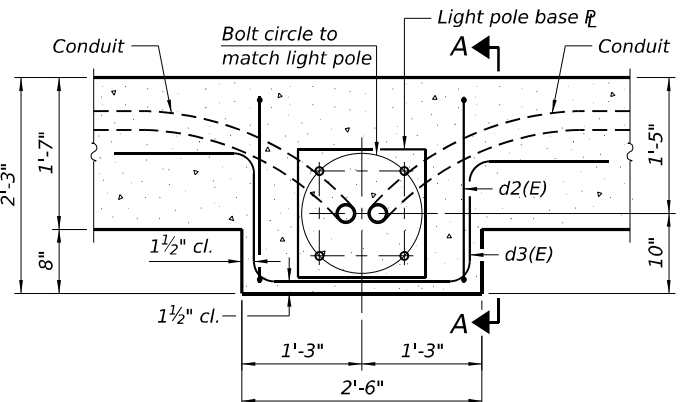
UNDERDRAIN DETAILS FOR SOLDIER PILE WALL

**** Included in cost of Pipe Underdrains for Structures.



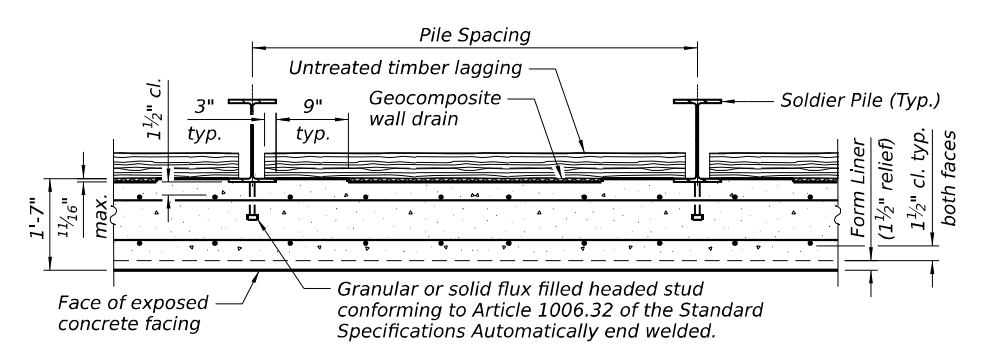
ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized.



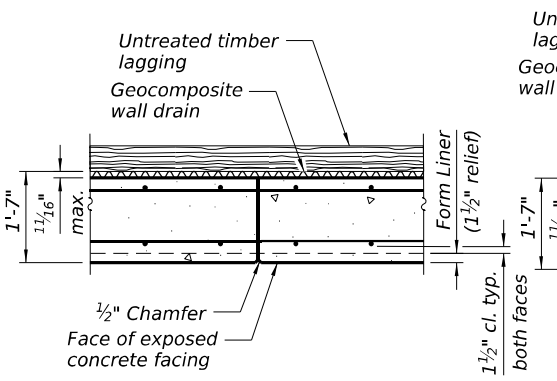
PLAN DETAIL AT LIGHT POLE

(Cost of anchor rods is included with Concrete Superstructure)

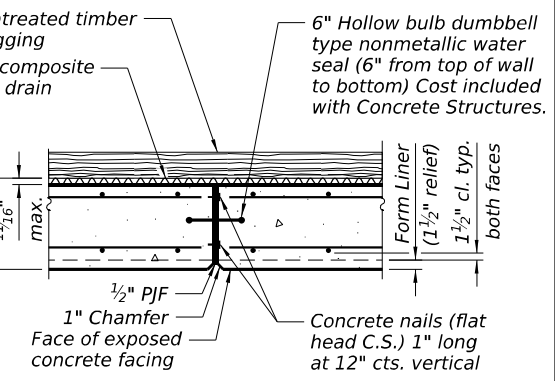


SECTION THRU DRIVEN SOLDIER PILE WALL

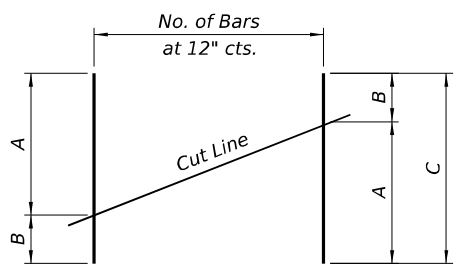
(Ground Anchors not shown for clarity)



CONSTRUCTION JOINT



EXPANSION JOINT



BAR FIELD CUTTING DIAGRAM

(Order bars full length, cut as shown and use remainder at 12 inch cts. in back face)

Bar	A	B	C
v(E)	20'-8"	19'-8"	40'-4"
v1(E)	19'-8"	19'-3"	38'-11"
v2(E)	19'-3"	18'-6"	37'-9"
v3(E)	18'-6"	17'-10"	36'-4"
v4(E)	17'-10"	17'-2"	35'-0"
v5(E)	17'-2"	16'-5"	33'-7"

NOTES:

- The Contractor is responsible for the design and performance of the Lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi. The Contractor shall submit design calculations and details prepared by an Illinois Licensed Structural Engineer for approval by the Engineer.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	186	#5	3'-9"	
d1(E)	186	#5	6'-9"	
d2(E)	3	#6	7'-11"	
d3(E)	6	#6	8'-11"	
e(E)	40	#5	33'-6"	
e1(E)	20	#5	29'-8"	
h(E)	164	#5	33'-6"	
h1(E)	76	#5	29'-8"	
v(E)	31	#5	40'-4"	
v1(E)	31	#5	38'-11"	
v2(E)	31	#5	37'-9"	
v3(E)	31	#5	36'-4"	
v4(E)	31	#5	35'-0"	
v5(E)	31	#5	33'-7"	
Structure Excavation		Cu. Yd.	387.5	
Concrete Structures		Cu. Yd.	196.9	
Concrete Superstructure		Cu. Yd.	37.2	
Protective Coat		Sq. Yd.	102	
Stud Shear Connectors		Each	424	
Reinforcement Bars, Epoxy Coated		Pound	19,430	
Temporary Soil Retention System		Sq. Ft.	137	
Furnishing Soldier Piles (HP Section)		Foot	1,200	
Driving Soldier Piles		Foot	1,200	
Untreated Timber Lagging		Sq. Ft.	2,786	
Concrete Sealer		Sq. Ft.	4,058	
Geocomposite Wall Drain		Sq. Yd.	225	
Pipe Underdrains For Structures, 4"		Foot	180	
Pipe Underdrains For Structures (Special) 4"		Foot	31	
Permanent Ground Anchor		Each	24	

Pile No.	*Station	*Offset	Pile Size	Pile Cutoff Elevation	Pile Tip Elevation	Pile Length (feet)	No. of Shear Studs	Anchor Elev.	Service Design Loads (kips)	Factored Design Loads (kips)**	Strength I	Extreme II	Min. Unbonded Length (feet)	Estimated Bonded Length (feet)***
1	4713+14.24	39.49' RT.	HP14X102	607.41	557.41	50	20	600.91	62	97	130	15	25	
2	4713+22.23	39.05' RT.	HP14X102	607.22	557.22	50	19	600.72	62	97	130	15	25	
3	4713+30.22	38.62' RT.	HP14X102	607.02	557.02	50	19	600.52	62	97	130	15	25	
4	4713+38.21	38.18' RT.	HP14X102	606.83	556.83	50	19	600.33	62	97	130	15	25	
5	4713+44.20	37.85' RT.	HP14X102	606.75	556.75	50	19	600.25	62	97	130	15	25	
6	4713+52.19	37.41' RT.	HP14X102	606.73	556.73	50	19	600.23	62	97	130	15	25	
7	4713+60.17	36.97' RT.	HP14X102	606.70	556.70	50	19	600.20	62	97	130	15	25	
8	4713+68.16	36.54' RT.	HP14X102	606.68	556.68	50	18	600.18	62	97	130	15	25	
9	4713+74.18	36.24' RT.	HP14X102	606.64	556.64	50	18	600.14	62	97	130	15	25	
10	4713+82.17	35.90' RT.	HP14X102	606.57	556.57	50	18	600.07	62	97	130	15	25	
11	4713+90.17	35.56' RT.	HP14X102	606.50	556.50	50	18	600.00	62	97	130	15	25	
12	4713+98.16	35.22' RT.	HP14X102	606.43	556.43	50	18	599.93	62	97	130	15	25	
13	4714+04.15	34.97' RT.	HP14X102	606.38	556.38	50	18	599.88	48	80	110	15	21	
14	4714+12.15	34.68' RT.	HP14X102	606.34	556.34	50	17	599.84	48	80	110	15	21	
15	4714+20.14	34.34' RT.	HP14X102	606.29	556.29	50	17	599.79	48	80	110	15	21	
16	4714+28.14	34.00' RT.	HP14X102	606.24	556.24	50	17	599.74	48	80	110	15	21	
17	4714+34.13	33.75' RT.	HP14X102	606.21	556.21	50	17	599.71	48	80	110	15	21	
18	4714+42.12	33.41' RT.	HP14X102	606.18	556.18	50	17	599.68	48	80	110	15	21	
19	4714+50.12	33.07' RT.	HP14X102	606.14	556.14	50	17	599.64	48	80	110	15	21	
20	4714+58.11	32.73' RT.	HP14X102	606.10	556.10	50	16	599.60	48	80	110	15	21	
21	4714+64.10	32.47' RT.	HP14X102	606.08	556.08	50	16	599.58	48	80	110	15	21	
22	4714+72.10	32.13' RT.	HP14X102	606.06	556.06	50	16	599.56	48	80	110	15	21	
23	4714+80.09	31.79' RT.	HP14X102	606.03	556.03	50	16	599.53	48	80	110	15	21	
24	4714+88.08	31.45' RT.	HP14X102	606.01	556.01	50	16	599.51	48	80	110	15	21	

* Pile stations and offsets are relative to C Flournoy St. at the center of the pile.
 ** Maximum Test Load = 1.00 times Extreme II Factored Design Loads.
 *** Based on a 8" diameter bulb and a Presumptive Ultimate Unit Bond Stress = 3.5 ksf with a resistance factor of 0.65 for Strength I Factored Design Loads.

MODEL: Default
 FILE NAME: p:\j\j\p\w\beentley.com\ghe-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2545\016-W2545_62R61-406-DT2.dgn
 3/17/2026 12:18:27 AM

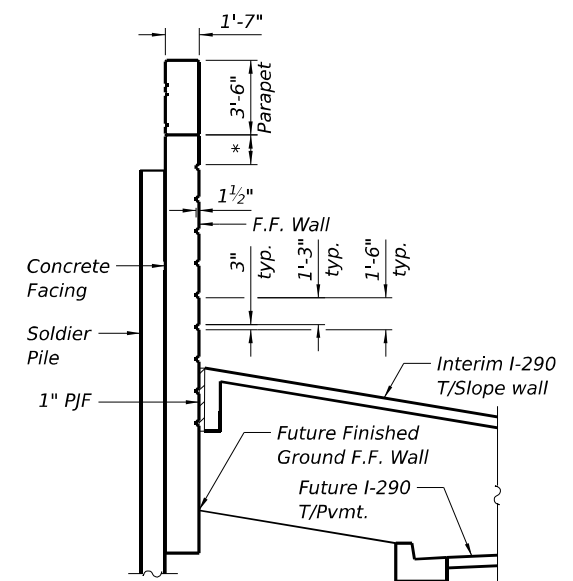
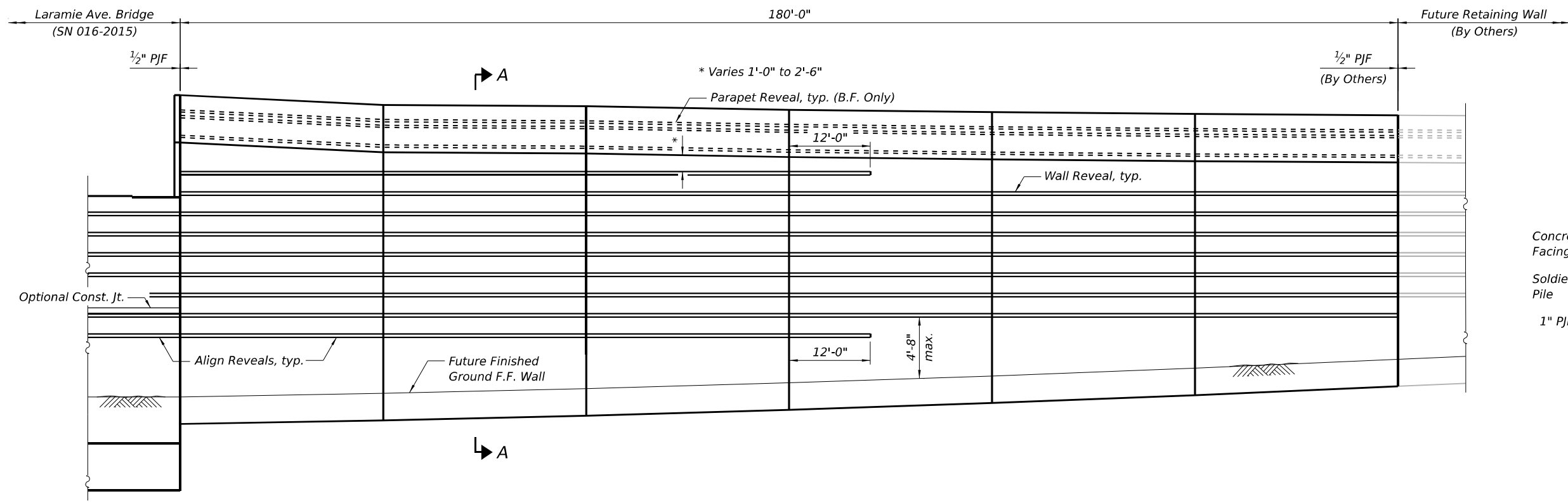


USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 2.000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

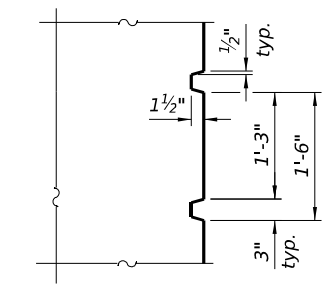
WALL DETAILS II
 STRUCTURE NO. 016-W2545
 SHEET 6 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	241
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

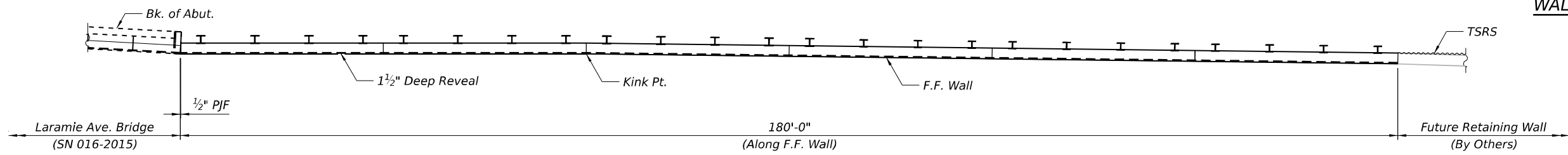


SECTION A-A

ELEVATION
(Looking North; unfolded)
(Anchors, light pole, and slope wall not shown for clarity)
(See sheet 2 of 12 for finished ground elevations at F.F. Wall)



WALL REVEAL DETAIL



PLAN
(Anchors, light pole, and slope wall not shown for clarity)

BILL OF MATERIAL

Item	Unit	Quantity
Form Liner Textured Surface	Sq Ft	1,971

MODEL: Default
 FILE NAME: p:\g\line-pw-bentley.com\gline-pw-01\Documents\Projects\7628\Project Working\A_CADD\Sheets\016-W2545\016-W2545_62R61-407-4T13.dgn
 3/17/2026 12:18:34 AM



USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 18,000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WALL AESTHETIC DETAILS
STRUCTURE NO. 016-W2545**

SHEET 7 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	242
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/20/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HAMAER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 79.8

STRUCT. NO. N/A
Station N/A
BORING NO. RWB-05
Station 461+97.71
Offset 32.84ft LT
Ground Surface Elev. 590.83 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)	DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)
0	12 inches of Asphalt			0	Hard to Very Hard Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL) (continued)		
589.83				20			
13	Light Gray, Moist FILL: GRAVEL, with sand	1.5	22	34		7.5	14
588.83				50/4"			
11	Stiff to Very Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)			25			
5				21		10.8	10
5		4.0	19	36		B	
9		B		25			
-5				13			
6	Sand Seam at 6.5 feet			17		10.8	13
12		5.2	15	20		B	
10		B		10			
4				17		10.4	14
6		5.4	21	21		B	
10		B		-30			
-10							
5							
8		5.5	13				
9		B					
572.33				557.33			
4				10			
7		8.5	22	14		6.5	15
13		B		17		B	
-15				-35			
5							
6		3.8	22				
12		B					
572.33							
7				50/1"			
11		6.0	14			4.5	19
14		B				P	
-20				-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-05



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/20/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HAMAER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 79.8

STRUCT. NO. N/A
Station N/A
BORING NO. RWB-05
Station 461+97.71
Offset 32.84ft LT
Ground Surface Elev. 590.83 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)	DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)
547.33	Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) (continued)			35			
35				46		4.0	13
547.33				50/3		S	
46	Hard Gray, Moist SILTY CLAY LOAM, with gravel (ML/CL)			-45			
5							
5				50/1"			
6							
10							
540.83							
-50							
End of Boring							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-05 (continued)

NOTE:

- Boring log stations and offsets measured from Exist. R 1-290 (WB). The equivalent location relative to C Flournoy St. is Sta. 4712+71.57 and Offset 69.16' RT.

MODEL: Default
FILE NAME: pw://gine-pw.bentley.com/gine-pw-01/Documents/Projects/76128/Project Working/A_CADD/Sheets/016-W2545/016-W2545-02R61-008-SB1.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS I
STRUCTURE NO. 016-W2545

SHEET 8 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	243
			CONTRACT NO. 62R61	
			ILLINOIS FED. AID PROJECT	



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/20/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HSA HAMMER TYPE Auto HAMMER EFF (%) 79.8

STRUCT. NO. N/A Station N/A
BORING NO. RWB-06 Station 462+26.45 Offset 36.24ft LT Ground Surface Elev. 588.35 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UNIFIED CLASSIFICATION	DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UNIFIED CLASSIFICATION
0-12		12 inches of Asphalt							
12-587.35	7	Gray and Brown, Dry FILL: GRAVEL, with sand, trace debris		Very Stiff to Very Hard Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL) (continued)	12	36	4.0	13	S
587.35-584.85	8	Hard to Very Hard Gray, Moist SILTY CLAY, trace gravel, sand (CL/ML)	6.0		24	26	7.3	13	S
584.85-569.85	8				25	25			
569.85-554.85	8				15	19	10.8	13	B
554.85-538.35	8				22	13	10.4	16	S
538.35-523.35	10		7.3		10	13			
523.35-508.35	9		S		17	17	B		
508.35-504.85	8								
504.85-500.85	10		7.9		9	13	9.3	19	B
500.85-485.85	9		B		24	24	B		
485.85-470.85	6								
470.85-455.85	9		6.9						
455.85-440.85	11		B						
440.85-425.85	8				29	50/5"	2.9	12	S
425.85-410.85	12		6.9						
410.85-400.85	11		S						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-06



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/20/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HSA HAMMER TYPE Auto HAMMER EFF (%) 79.8

STRUCT. NO. N/A Station N/A
BORING NO. RWB-06 Station 462+26.45 Offset 36.24ft LT Ground Surface Elev. 588.35 ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UNIFIED CLASSIFICATION	DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UNIFIED CLASSIFICATION
0-587.35		Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL) (continued)							
587.35-544.85	50/4"	WEATHERED LIMESTONE			17				
544.85-538.35	50/2"								
538.35-500.85		End of Boring							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-06 (continued)

NOTE:

- Boring log stations and offsets measured from Exist. R 1-290 (WB). The equivalent location relative to C Flournoy St. is Sta. 4713+00.30 and Offset 65.76' RT.

MODEL: Default
FILE NAME: pw://gline-pw.bentley.com/gline-pw-01/Documents/Projects/76128/Project Working/A_CADD/Sheets/016-W2545/016-W2545_62R61-009-SB2.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS II
STRUCTURE NO. 016-W2545

SHEET 9 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	244
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	



Illinois Department
of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/20/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY AA

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG Latitude Longitude DIEDRICH D-50 HSA HAMMER TYPE Auto HAMMER EFF (%) 99.5

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elev.:		D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)		
						N/A	ft	N/A	ft	None	ft					N/A	ft
						2 inches of Asphalt	591.62										
						10 inches of Aggregate Base	590.78										
						Gray, Moist FILL: SILTY CLAY LOAM, trace gravel		5		4.5	18		23		50/3"	4.0	17
								6		P							
							588.28										
						Hard Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL)		4		5.2	20		26		27		12
								5		B			27		-25		
							585.78										
						Medium Dense Gray, Moist SILTY LOAM, trace gravel (ML)		5					23				
								11			16		23				14
								9					22				
							583.28										
						Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL)		4		4.2	20		11		18	9.4	14
								4		B			23		-30		
								6									
								7		4.6	20						
								12		B							
								6					8				
								8		3.5	20		13		7.3	20	
								13		B			20		B		
								-15					-35				
								6									
								7		5.0	21						
								12		B							
								6									
								9		5.2	20		10		26		20
								14		B			38		-40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-08



Illinois Department
of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/20/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY AA

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG Latitude Longitude DIEDRICH D-50 HSA HAMMER TYPE Auto HAMMER EFF (%) 99.5

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elev.:		D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)		
						N/A	ft	N/A	ft	None	ft					N/A	ft
						Cobbles at 39.5 feet Very Dense Gray, Wet SANDY LOAM, trace gravel (SM) (continued)											
							548.28										
						Hard Gray, Moist SILTY CLAY, with gravel (CL/ML)		50/4"		4.5	15		26		27		12
										P			27		-45		
						WEATHERED LIMESTONE											
							544.78										
						End of Boring											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-08 (continued)

NOTE:

- Boring log stations and offsets measured from Exist. R 1-290 (WB). The equivalent location relative to C Flournoy St. is Sta. 4714+08.16 and Offset 62.99' RT.

MODEL: Default
FILE NAME: pw://gline-pw.bentley.com/gline-pw-01/Documents/Projects/76128/Project Working/A_CADD/Sheets/016-W2545/016-W2545-011-SB4.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS IV
STRUCTURE NO. 016-W2545

SHEET 11 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	246

CONTRACT NO. 62R61
ILLINOIS FED. AID PROJECT



Illinois Department
of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 10/3/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DF

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG Latitude Longitude
Diedrich D-50 HSA HAMMER TYPE Auto
HAMMER EFF (%) 95.5

STRUCT. NO. SN 016-2064
Station N/A
BORING NO. BSB-02
Station 1521+92.47
Offset 86.15ft RT
Ground Surface Elev. 607.55 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	
(ft)	(/6")	(tsf)	(%)	(%)	ft	ft	ft	ft	ft	ft		(ft)	(/6")	(tsf)	(%)	
0	2 inches of Asphalt				N/A	N/A										
0	12 inches of Concrete				N/A	N/A										
0	4 inches of Aggregate Base															
0	Dark Brown, Moist															
0	FILL: SILTY CLAY, trace gravel															
0	Brown, Wet															
0	FILL: SAND															
0	Hard															
0	Gray, Moist															
0	SILTY CLAY, trace gravel															
0	(CL/ML)															
0	Medium Dense															
0	Gray, Moist															
0	SILTY LOAM, trace gravel (ML)															
0	Very Stiff to Hard															
0	Gray, Moist															
0	SILTY CLAY, trace gravel															
0	(CL/ML)															
0	Medium Dense															
0	Gray, Wet															
0	SANDY LOAM, trace gravel (SM)															
0	Hard															
0	Gray, Moist															
0	SILTY CLAY, trace gravel															
0	(CL/ML)															
0	Medium Dense to Dense															
0	Gray, Moist															
0	SILTY LOAM (ML)															
0	Dense															
0	Gray, Wet															
0	SANDY LOAM, trace gravel (SM)															

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-02



Illinois Department
of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 10/3/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DF

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG Latitude Longitude
Diedrich D-50 HSA HAMMER TYPE Auto
HAMMER EFF (%) 95.5

STRUCT. NO. SN 016-2064
Station N/A
BORING NO. BSB-02
Station 1521+92.47
Offset 86.15ft RT
Ground Surface Elev. 607.55 ft

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	D	B	U	M
(ft)	(/6")	(tsf)	(%)	(%)	ft	ft	ft	ft	ft	ft		(ft)	(/6")	(tsf)	(%)
0	Dense														
0	Gray, Wet														
0	SANDY LOAM, trace gravel (SM)														
0	(continued)														
0	Very Hard														
0	Gray, Moist														
0	SILTY CLAY, with sand, trace														
0	gravel (CL/ML)														
0	WEATHERED LIMESTONE														
0	Auger Refusal at 71 feet														
0	End of Boring														
0	Extremely Dense														
0	Gray, Moist														
0	SANDY LOAM, trace gravel (SM)														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG BSB-02 (continued)

NOTE:

- Boring log stations and offsets measured from CL Laramie Ave. The equivalent location relative to CL Flournoy St. is Sta. 4712+95.16 and Offset 11.55' RT.

MODEL: Default
FILE NAME: pw://gine-pw.bentley.com/gine-pw-01/Documents/Projects/76128/Project Working/A_CADD/Sheets/016-W2545/016-W2545_62R61-012-SBS.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS V
STRUCTURE NO. 016-W2545

SHEET 12 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	247
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	

Bench Mark: BM 728: Aluminum disk in parapet wall near SE Abutment. Elev. 612.28.

Existing Structure: None

One lane of Lexington St. traffic will be maintained using stage construction. Traffic along I-290 will be maintained utilizing stage construction.

No Salvage

SEQUENCE OF CONSTRUCTION

1. Locate existing utilities. Contractor to coordinate with utility owners as necessary prior to beginning the work.
2. Remove part of the TSRS required for the Laramie Ave. Bridge (SN 016-2015) construction. The intent is for the abutment to be constructed before this wall. Contractor shall provide supports for the timber lagging on the side of the abutment. Cost shall be included with Untreated Timber Lagging. See Bridge Plans for TSRS and Abutment details.
3. Install driven soldier piles and TSRS.
4. Remove only earth as necessary to install timber lagging to the level of Permanent Ground Anchors.
5. Install Permanent Ground Anchors. 9'-0" maximum excavation height without anchors.
6. Complete remaining earth excavation.
7. Install concrete facing.
8. Backfill in front of wall to proposed finished grade for interim condition.

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

DESIGN STRESSES

FIELD UNITS

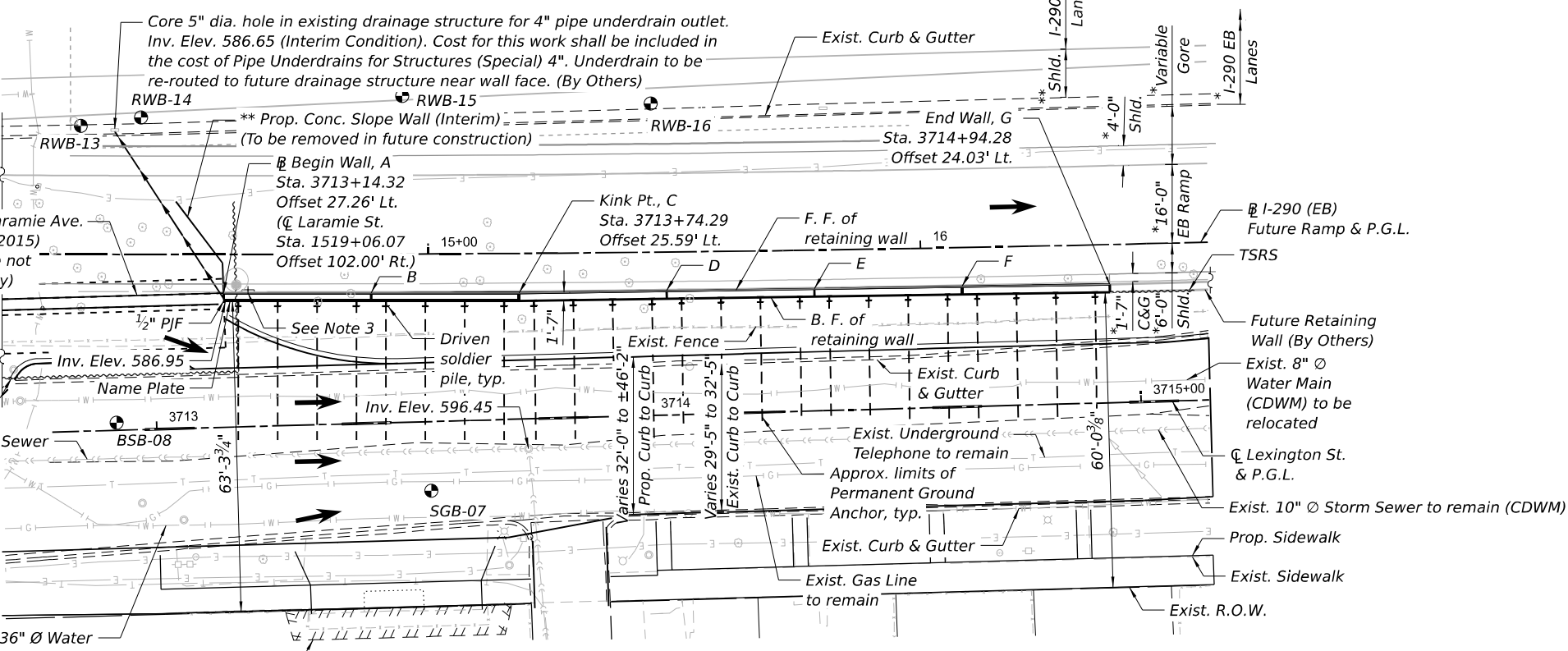
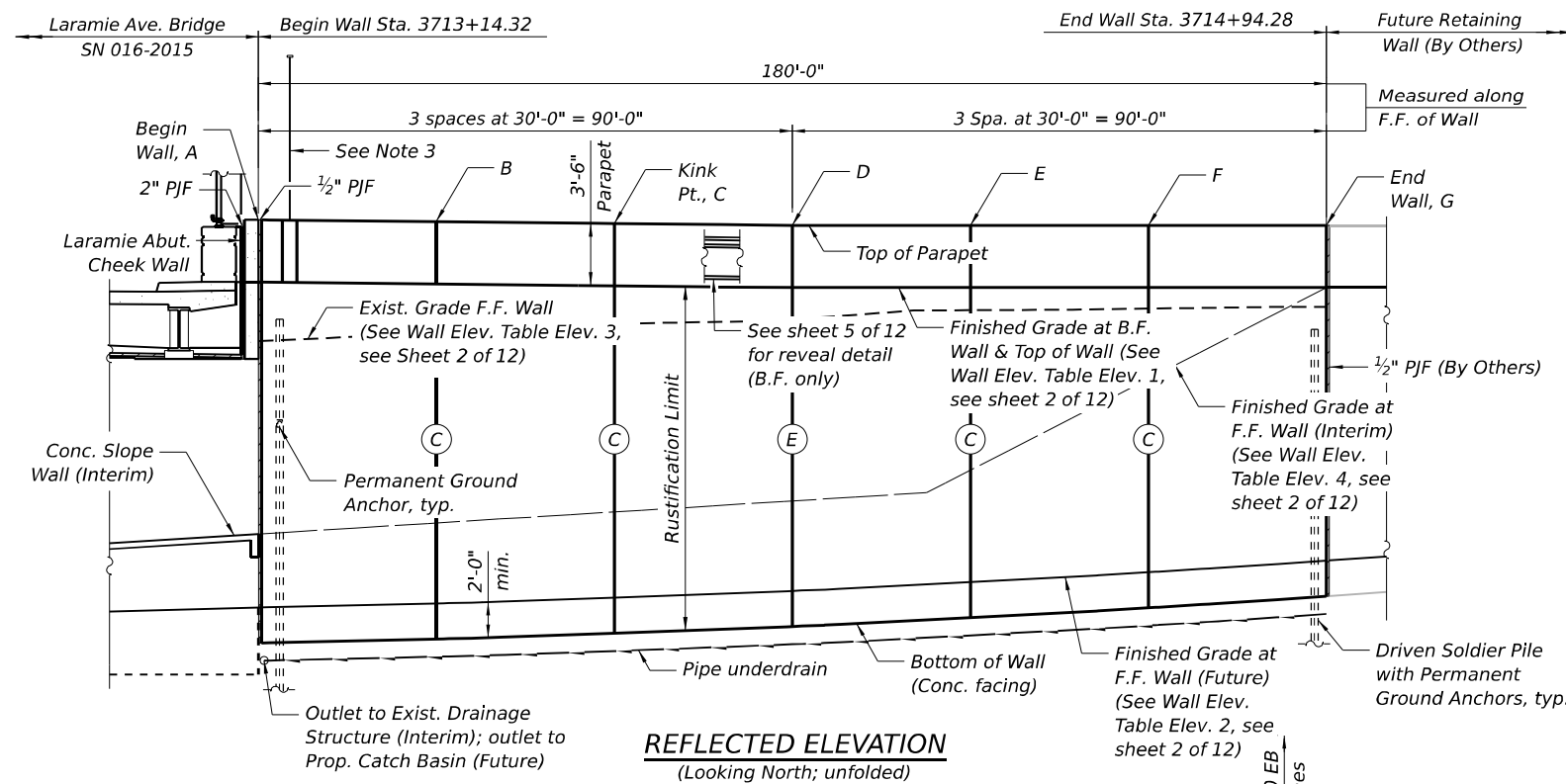
$f'_c = 4,000$ psi (Parapet)
 $f'_c = 3,500$ psi (Wall Facing)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

LEGEND

- Exist. Storm Sewer
- Exist. Telephone
- Exist. Electric
- Exist. Water Main
- Exist. Fence
- Prop. Storm Sewer (Interim)
- Soil Boring Location
- Exist. Manhole
- Exist. Light Pole
- Exist. Sign
- Exist. Drainage Structure
- Prop. Catch Basin (Future)
- Exist. Vegetation

NOTES:

1. Wall stations are measured from \bar{C} Lexington St. unless noted otherwise. All offsets are measured to the front face of retaining wall.
2. F.F. denotes Front Face.
B.F. denotes Back Face.
C denotes Construction Joint.
E denotes Expansion Joint.
(CDWM) denotes City of Chicago Department of Water Management.
3. Prop. Light Pole mounted on Concrete Parapet at Sta. 3713+19.32 and Offset 27.12' Lt.



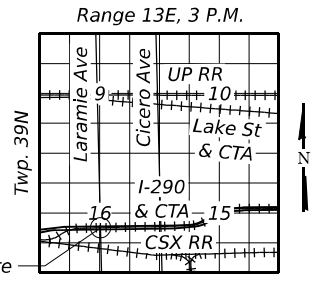
PLAN

* Future Improvements (By Others)
 ** Existing or Interim Conditions

APPROVED
 For Structural Adequacy Only
Justin Mann
 Engineer of Bridges & Structures



Michael M. Zelisko
 SIGNATURE:
 DATE: **March 16, 2026**
 EXPIRES: November 30, 2026
 SHEETS:



**GENERAL PLAN AND ELEVATION
 RETAINING WALL ALONG LEXINGTON ST.
 F.A.I. RTE. 290 SECTION 22 STRUCTURE 1
 COOK COUNTY
 STA. 3713+14.32 TO STA. 3714+94.28
 S.N. 016-W2546**

MODEL: Default
 FILE NAME: p:\g\ine-pw\benfley.com\gine-pw-01\Documents\Projects\762828\Project Working\A_CADD\Sheets\016-W2546\016-W2546_62R61-401-GPE.dgn
 3/17/2026 12:23:04 AM



USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 32,000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 01/08/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHEET 1 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	248
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- The existing utilities in conflict with the retaining wall construction shall be relocated according to directions given on the Civil Plans.
- Wall to be built along straight chords between construction and expansion joints.
- Soldier piles, sleeves, and plates shall be cleaned and given one shop coat of Inorganic Zinc Rich Primer per AASHTO M 300, Type 1. Cost included with Furnishing Soldier Piles (HP Section).
- All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.
- All structural steel shall be AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Protective Coat shall be applied to the top and inside vertical faces of the parapet, and concrete sealer shall be applied to exposed surfaces of the facing and back of parapet. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.
- Slipforming of parapet is not allowed.

INDEX OF SHEETS

- General Plan & Elevation
- General Data
- Wall Facing Plan & Elevation I
- Wall Facing Plan & Elevation II
- Wall Details I
- Wall Details II
- Wall Aesthetic Details
- Soil Boring Logs I
- Soil Boring Logs II
- Soil Boring Logs III
- Soil Boring Logs IV
- Soil Boring Logs V

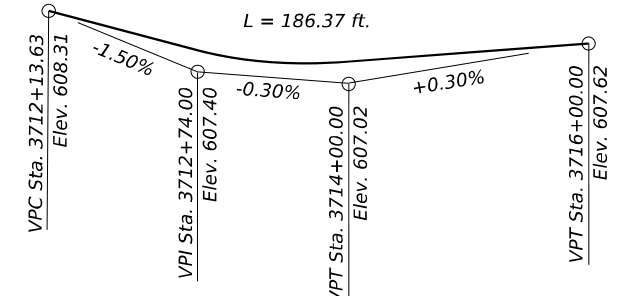
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	449.3
Concrete Structures	Cu. Yd.	196.1
Concrete Superstructure	Cu. Yd.	37.2
Form Liner Textured Surface	Sq. Ft.	1,884
Protective Coat	Sq. Yd.	102
Stud Shear Connectors	Each	422
Reinforcement Bars, Epoxy Coated	Pound	19,340
Name Plates	Each	1
Temporary Soil Retention System	Sq. Ft.	151
Furnishing Soldier Piles (HP Section)	Foot	960
Driving Soldier Piles	Foot	960
Untreated Timber Lagging	Sq. Ft.	2,774
Concrete Sealer	Sq. Ft.	4,037
Geocomposite Wall Drain	Sq. Yd.	224
Pipe Underdrains For Structures 4"	Foot	180
Pipe Underdrains For Structures (Special) 4"	Foot	41
Permanent Ground Anchor	Each	24

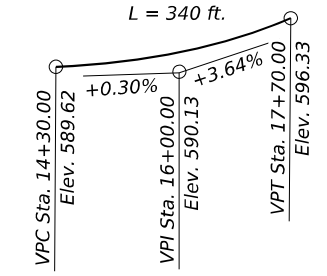
STA. 3713+14.32 TO STA. 3714+94.28
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.I. RTE. 290 SEC. 22 STRUCTURE 1
 LOADING HL-93
 STR. NO. 016-W2546

NAME PLATE
 See Std. 515001

CURVE DATA
 (B I-290 (EB) Future Ramp)
 P.I. Sta. = 14+01.40
 Δ = 04°00'00" (LT)
 D = 00°42'58"
 R = 8,000.00'
 T = 279.37'
 L = 558.51'
 E = 4.88'
 e = N/A
 T.R. = N/A
 S.E. = N/A
 P.C. Sta. = 11+22.03
 P.T. Sta. = 16+80.54



PROFILE GRADE - LEXINGTON STREET



PROFILE GRADE - FUTURE I-290 (EB) RAMP

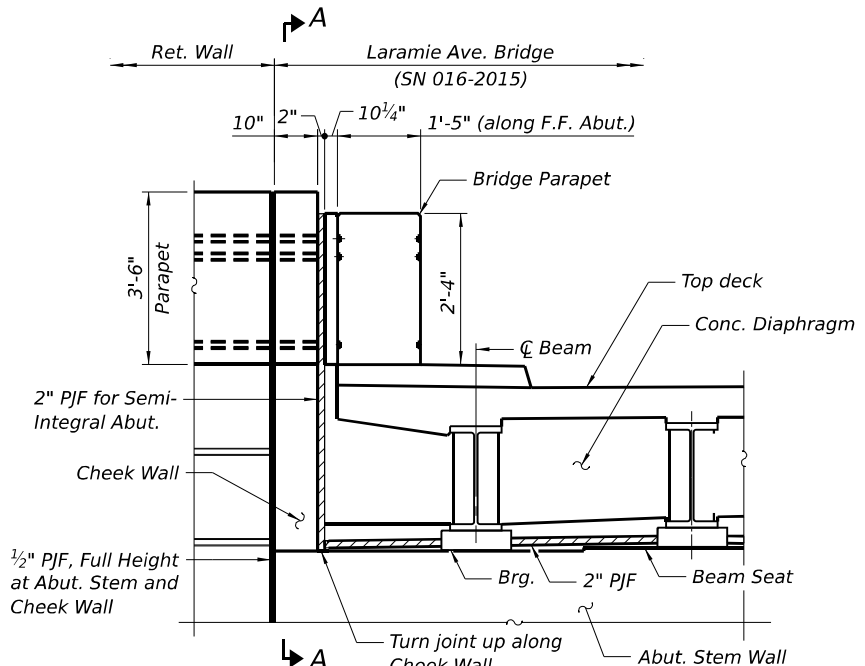
B I-290 (EB) Future Ramp & P.G.L.
 (For Information Only)

Location	Station	Offset
Pt. A	14+58.44	7.83
Pt. B	14+88.41	7.89
Kink Pt. C	15+18.38	8.06
Pt. D	15+48.35	7.90
Pt. E	15+78.32	7.85
Pt. F	16+08.29	7.91
Pt. G	16+38.26	8.08

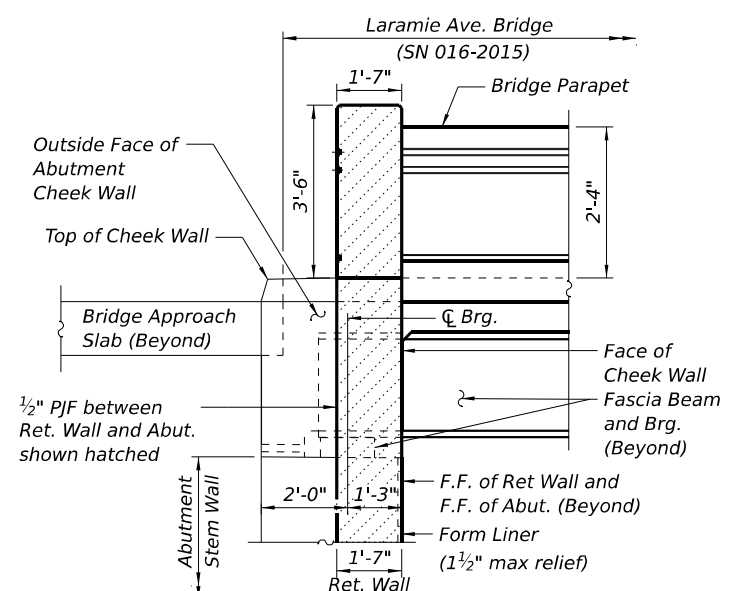
WALL ELEVATIONS TABLE

Location	Station	Offset	Elev. 1	Elev. 2	Elev. 3	Elev. 4
Pt. A	3713+14.32	27.26	608.56	589.95	604.40	596.48
Pt. B	3713+44.31	26.42	607.64	590.17	604.86	596.86
Kink Pt. C	3713+74.29	25.59	607.51	590.48	605.34	597.30
Pt. D	3714+04.29	25.20	607.42	590.87	605.60	598.00
Pt. E	3714+34.29	24.81	607.43	591.35	606.13	600.71
Pt. F	3714+64.29	24.82	607.45	591.92	606.23	603.55
Pt. G	3714+94.28	24.03	607.46	592.59	606.33	606.37

Elev. 1 - Finished grade at B.F. of wall
 Elev. 2 - Finished grade at F.F. of wall (Future Condition)
 Elev. 3 - Existing grade at F.F. of wall
 Elev. 4 - Finished grade at F.F. of wall (Interim Condition)

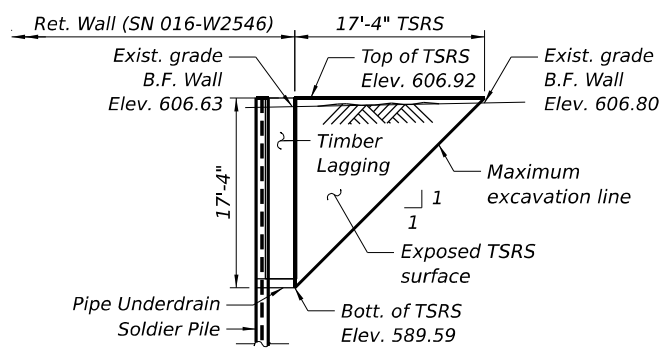


ELEVATION VIEW - RETAINING WALL/ABUT. INTERFACE



SECTION A-A

(Dim. at Rt. L to Retaining wall)
 (Soldier Pile not shown for clarity)



TSRS REFLECTED ELEVATION

(Looking North)

(A cantilever sheet piling wall does not appear feasible and additional members or retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.)
 (Timber Lagging to be supported by TSRS)

MODEL: Default
 FILE NAME: p:\g\j\p\w\benfley.com\g\p\w\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2546\016-W2546_62R61-402-5D.dgn
 3/17/2026 12:23:12 AM



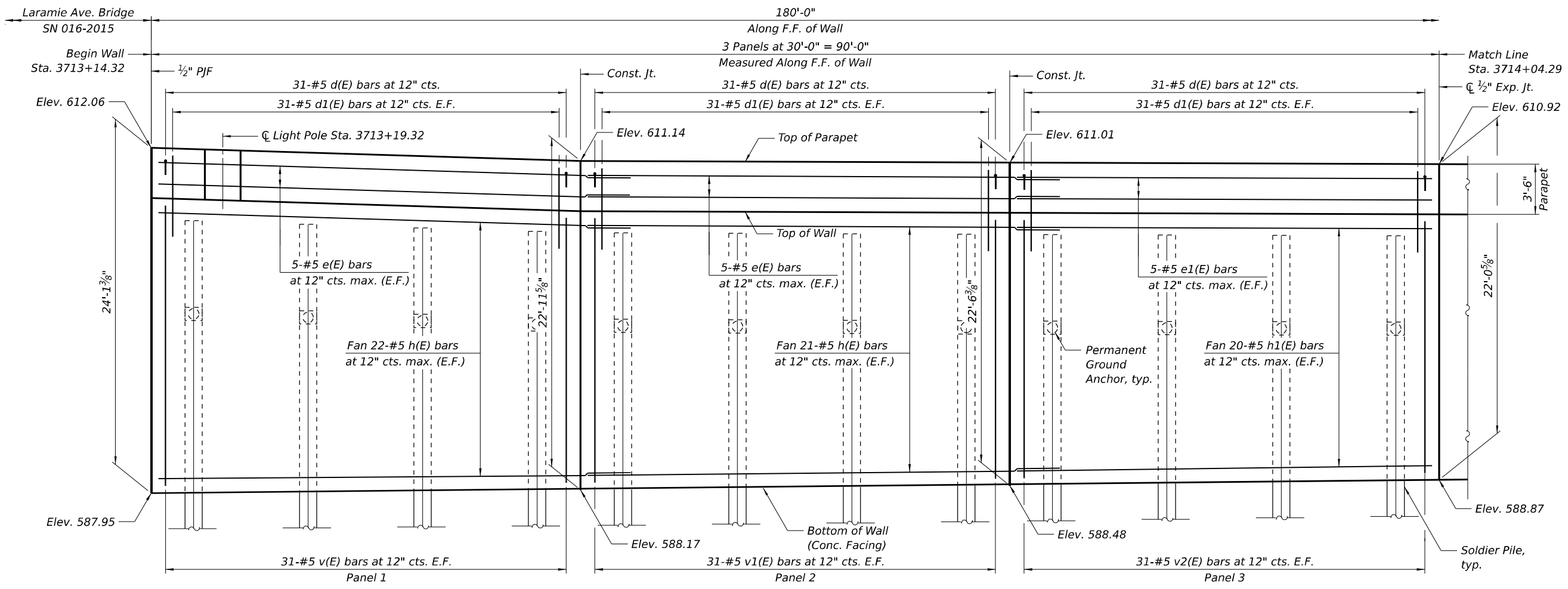
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
CHECKED - IS	REVISIONS -	
PLOT SCALE = 2.000' / in.	DRAWN - AT	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

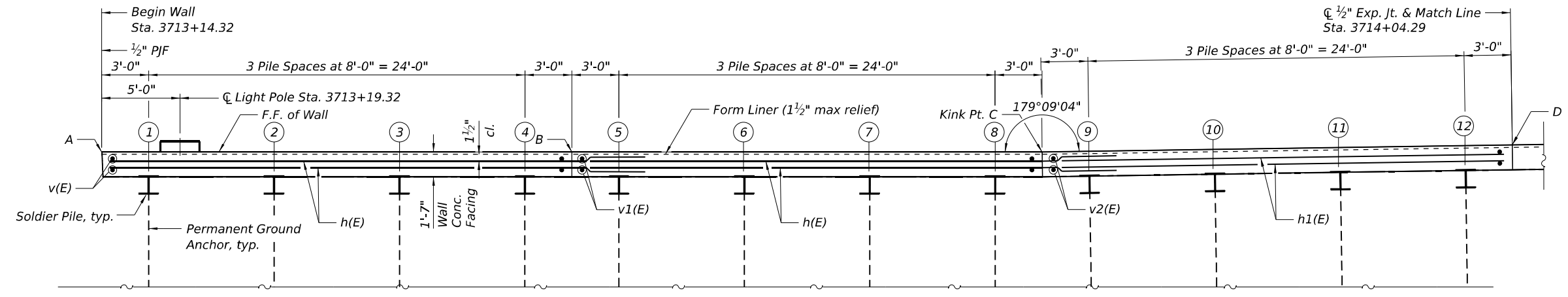
**GENERAL DATA
 STRUCTURE NO. 016-W2546**

SHEET 2 OF 12 SHEETS

F.A.I. RTE. 290	SECTION 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 249
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	



ELEVATION
 (Reflected Elevation)
 (Light Pole details not shown for clarity)
 (Looking North)



PLAN
 (Parapet and Light Pole details not shown for clarity)

LEGEND **MIN. BAR LAP**

E.F. - Each Face
 F.F. - Front Face
 B.F. - Back Face

#5 - 3'-5"

NOTES:

1. Stations are relative to $\text{\textcircled{C}}$ Lexington St. at the F.F. of wall.
2. For wall section and details, soldier pile schedule, light pole details, and Bill of Material, see sheets 5 and 6 of 12.
3. For wall aesthetic details, see sheet 7 of 12.

MODEL: Default
 FILE NAME: p:\jline-pw\benley.com\gline-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2546\016W2546_62R61-403-FE1.dgn
 3/17/2026 12:23:20 AM



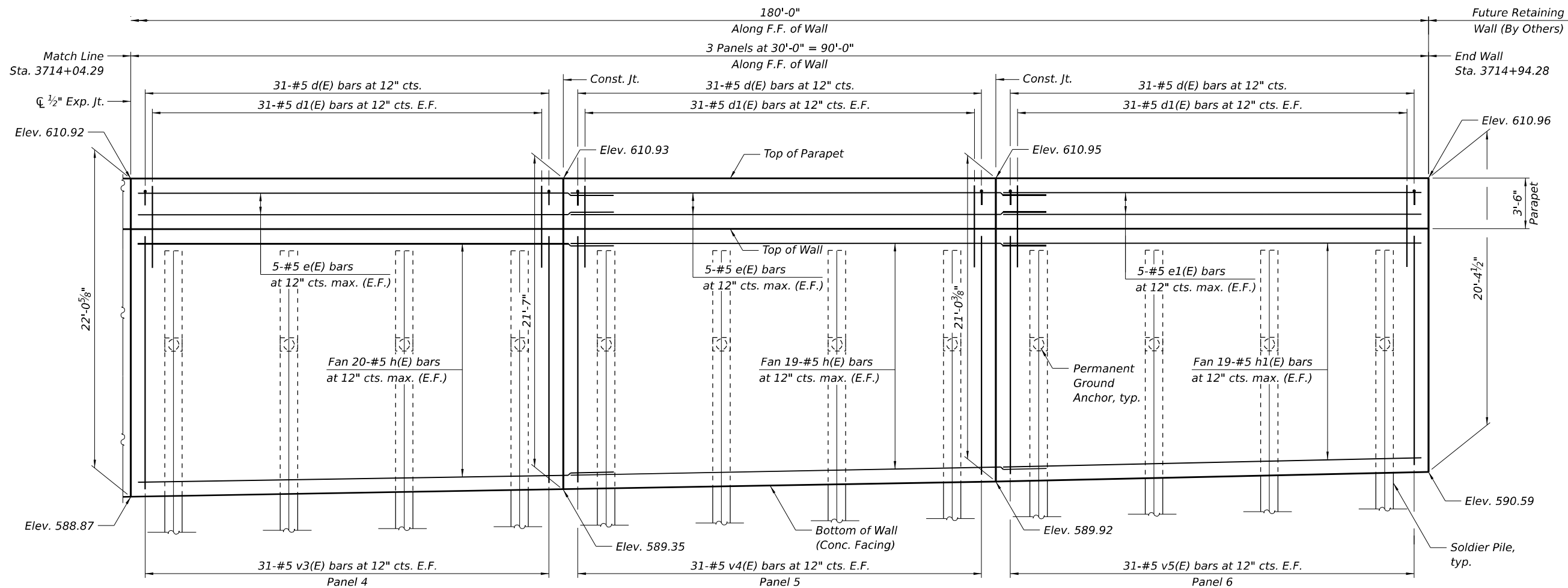
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 8,000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

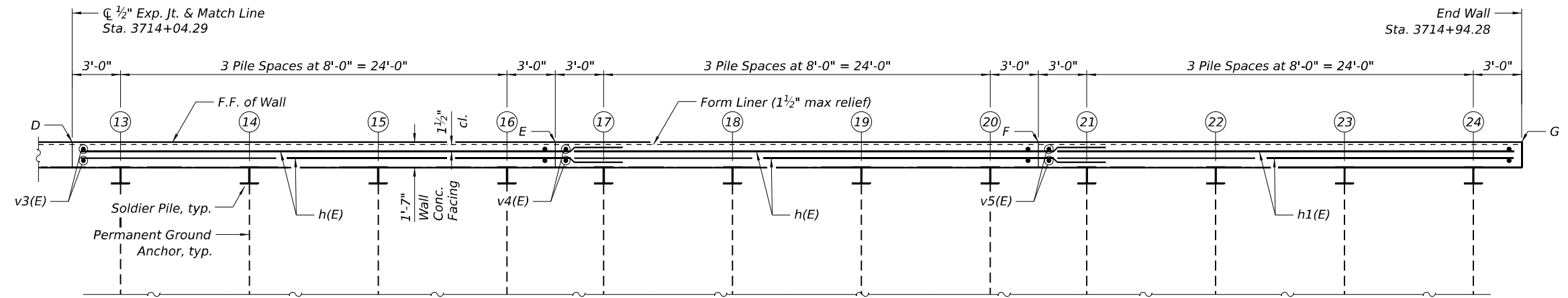
WALL FACING PLAN & ELEVATION I
STRUCTURE NO. 016-W2546

SHEET 3 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	250
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



ELEVATION
(Reflected Elevation)
(Looking North)



PLAN
(Parapet not shown for clarity)

LEGEND **MIN. BAR LAP**
 E.F. - Each Face #5 - 3'-5"
 F.F. - Front Face
 B.F. - Back Face

- NOTES:**
1. Stations are relative to CL Lexington St. at the F.F. of wall.
 2. For wall section and details, soldier pile schedule, and Bill of Material, see sheets 5 and 6 of 12.
 3. For wall aesthetic details, see sheet 7 of 12.

MODEL: Default
 FILE NAME: p:\j\g\ne-pw\benfley.com\g\ne-pw\01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2546\016W2546_62R61-404-FE2.dgn
 3/17/2026 12:23:27 AM



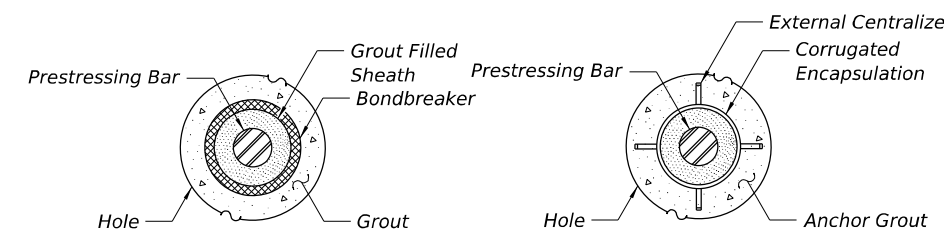
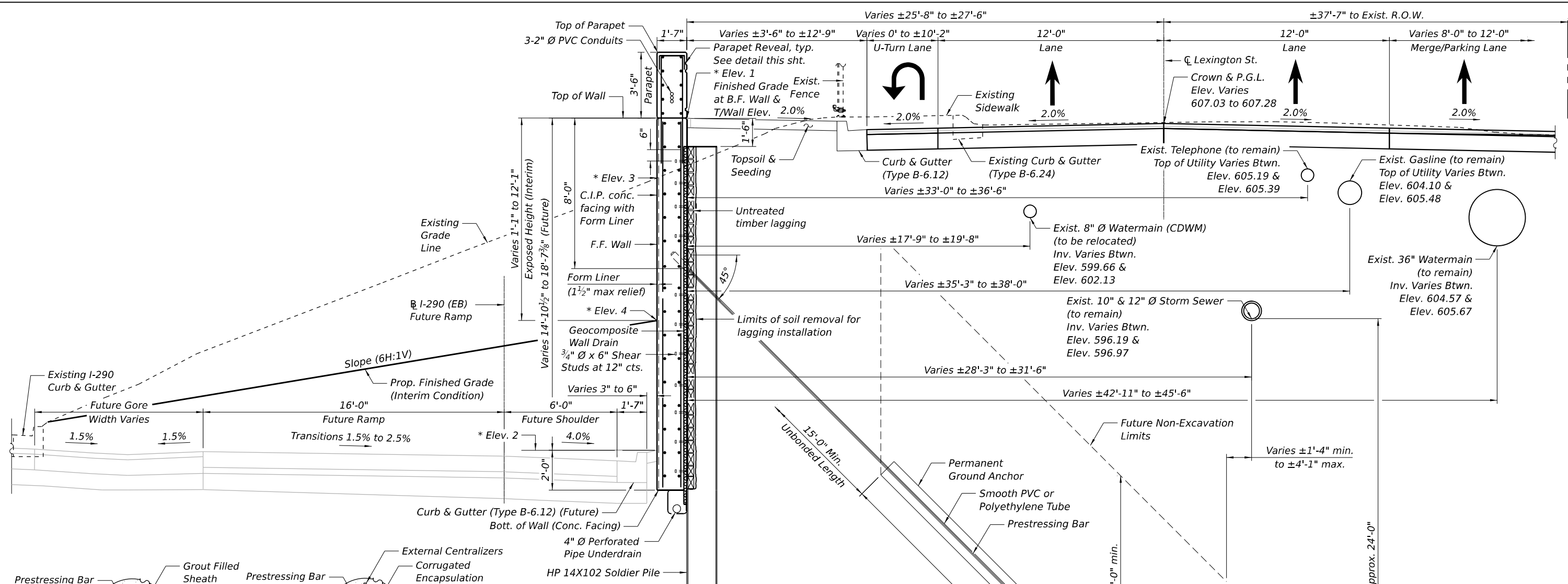
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
	CHECKED - IS	REVISED -
PLOT SCALE = 8,000' / in.	DRAWN - AT	REVISED -
PLOT DATE = 03/16/2026	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL FACING PLAN & ELEVATION II
STRUCTURE NO. 016-W2546

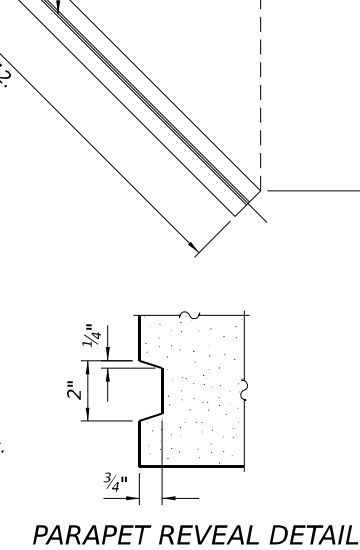
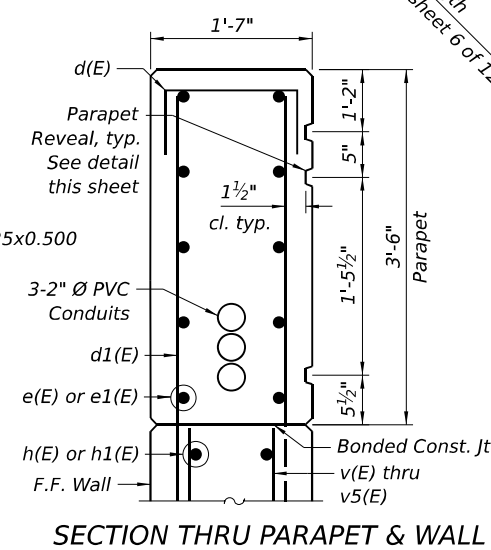
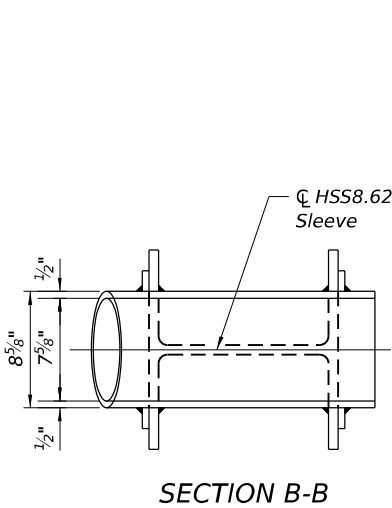
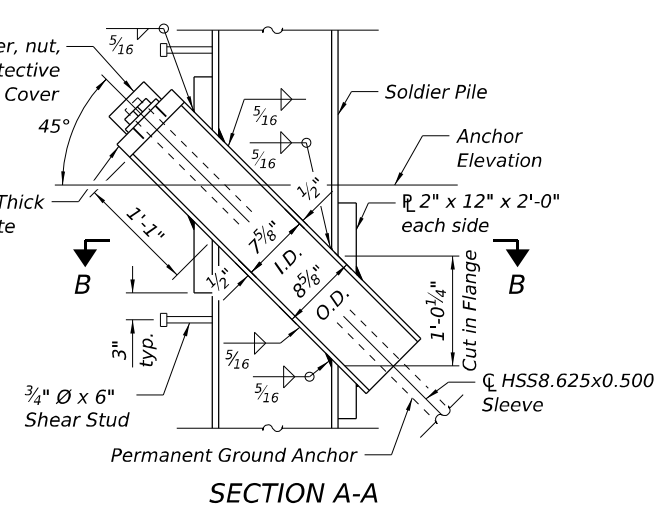
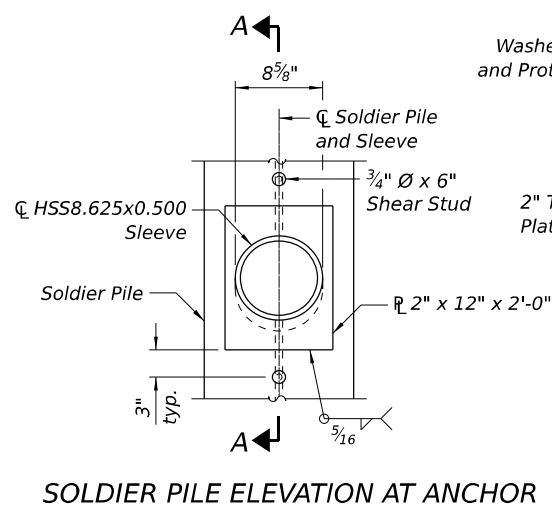
SHEET 4 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	251
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



SECTION THRU SOLDIER PILE WALL
(Light Pole not shown for clarity)

* See Sheet 2 of 12 for "Wall Elevation Table" and Elevation point descriptions.



- NOTES:**
1. Sleeve to pile welding shall be performed per IDOT Standard Specifications for Road and Bridge Construction Article 522.08(a).
 2. For wall details, soldier pile schedule and Bill of Material, see sheet 6 of 12.
 3. For wall aesthetic details, see sheet 7 of 12.
 4. Reveals in Parapet will not be paid separately and will be included in the cost of Concrete Superstructure.

MODEL: Default
FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76028\Project Working\A_CADD\Sheets\016-W2546\016W2546_62R61-405-DT1.dgn



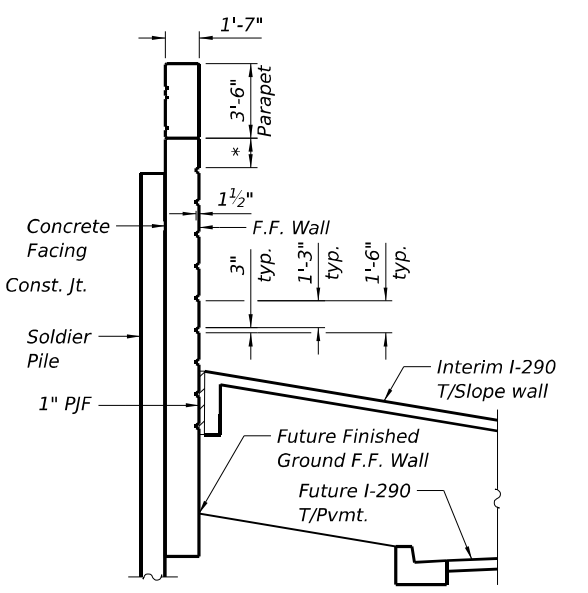
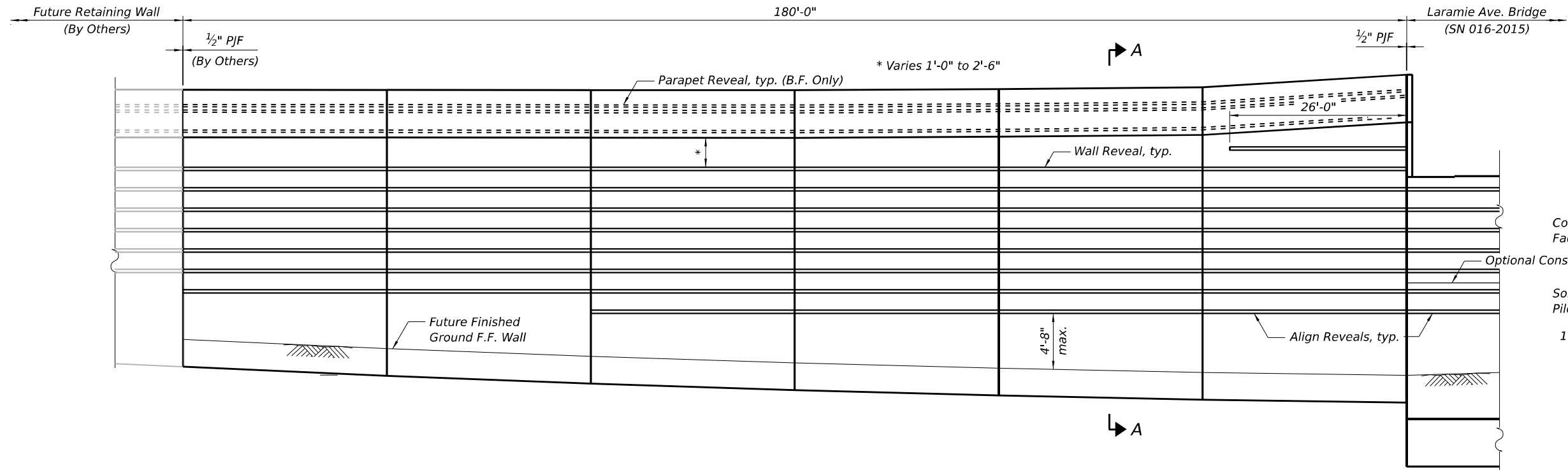
USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 5.333' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

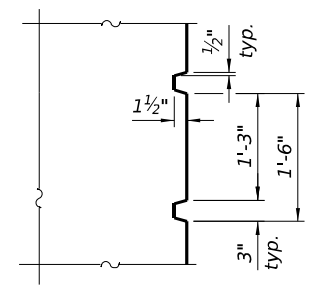
WALL DETAILS I
STRUCTURE NO. 016-W2546

SHEET 5 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	252
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

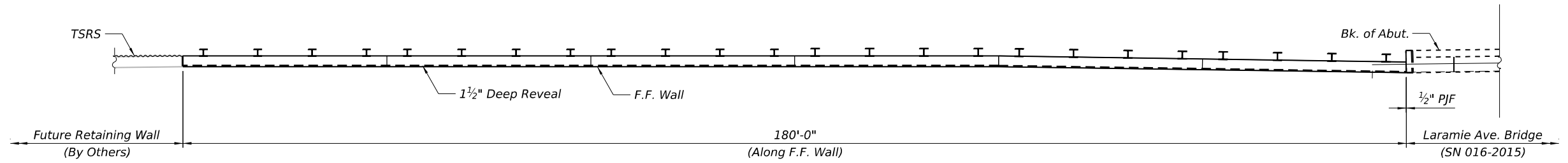


SECTION A-A



WALL REVEAL DETAIL

ELEVATION
(Looking South; unfolded)
(Piles, light pole, and slope wall not shown for clarity)
(See sheet 2 of 12 for finished ground elevations at F.F. Wall)



PLAN
(Anchors, light pole, and slope wall not shown for clarity)

BILL OF MATERIAL

Item	Unit	Quantity
Form Liner Textured Surface	Sq Ft	1,884

MODEL: Default
 FILE NAME: p:\g\ine-pw-bentley.com\gine-pw-01\Documents\Projects\76228\Project Working\A_CADD\Sheets\016-W2546\016-W2546_62R61-407-4T13.dgn
 3/17/2026 12:23:51 AM



USER NAME = mzelsko	DESIGNED - MZ	REVISED -
PLOT SCALE = 18,000' / in.	CHECKED - IS	REVISED -
PLOT DATE = 03/16/2026	DRAWN - AT	REVISED -
	CHECKED - MZ	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WALL AESTHETIC DETAILS
STRUCTURE NO. 016-W2546**

SHEET 7 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	254
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/26/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY TS

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG Mobile B-57 LOCATION Latitude Longitude HSA HAMMER TYPE Auto HAMMER EFF (%) 89.0

STRUCT. NO. N/A Station N/A
BORING NO. RWB-13 Station 462+2.37 Offset 33.98ft RT Ground Surface Elev. 591.81 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)	DRILLING METHOD	DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)
0-12	12 inches of Asphalt				0-5	Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) (continued)		
590.81					5		5	14
590.31	Gray and Brown, Moist FILL: SAND, with gravel	5	2.3	10	7		32	S
	Stiff to Very Stiff Gray, Moist SILTY CLAY, trace gravel (CL/ML)				1		33	
568.31					2	Dense to Extremely Dense Gray, Moist SILTY LOAM, trace gravel (ML)	50/5"	10
					3		16	
					6		18	14
564.81					6	Dense Gray, Moist SANDY LOAM, trace gravel (SM)	19	
583.31					13		13	
582.31	Medium Dense Gray, Wet SAND, trace gravel (SP)	5	6.3	15	15	Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	15	6.8
	Very Stiff to Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)				18		18	S
					7			
					10			
					4			
					11			
					10			
					8			
					9			
					10			
					9			
					13			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-13



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/26/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY TS

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG Mobile B-57 LOCATION Latitude Longitude HSA HAMMER TYPE Auto HAMMER EFF (%) 89.0

STRUCT. NO. N/A Station N/A
BORING NO. RWB-13 Station 462+2.37 Offset 33.98ft RT Ground Surface Elev. 591.81 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)
549.81	Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML) (continued)		
548.31	WEATHERED LIMESTONE		
End of Boring			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-13 (continued)

NOTE:
1. Boring log stations and offsets measured from Exist. R 1-290 (EB). The equivalent location relative to C Lexington St. is Sta. 3712+86.34 and Offset 62.02' LT.

MODEL: Default
FILE NAME: pw://gline-pw.bentley.com/gline-pw-01/Documents/Projects/76128/Project Working/A_CADD/Sheets/016-W2546/016-W2546_62R61-008-SB1.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS I
STRUCTURE NO. 016-W2546

SHEET 8 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	255
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/26/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HSA HAMMER TYPE Auto HAMMER EFF (%) 79.8

STRUCT. NO. N/A Station N/A
BORING NO. RWB-15 Station 462+29.77 Offset 29.77ft RT
Ground Surface Elev. 591.14 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)	DEPTHS (ft)	U (tsf)	M (%)
0	10 inches of Asphalt					
590.31	Light Gray, Wet FILL: SILTY SAND, with gravel	5	16	12	10.6	15
589.14	Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	4		21		
		6	16	50/6"	3.3	17
		7		33		
		5	22	44	2.9	13
		8		34		
		3		17		
		5	30	21	10.2	12
		8		31		
580.14	Very Stiff to Very Hard Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL)	4	20			
		8		11		
		5	22	14	10.4	16
		8		18		
		11				
		4	25			
		6				
		14				
		6	18	8		
		9		12	7.3	22
		14		15		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-15



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/26/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E

COUNTY Cook DRILLING RIG CME-75 HSA HAMMER TYPE Auto HAMMER EFF (%) 79.8

STRUCT. NO. N/A Station N/A
BORING NO. RWB-15 Station 462+29.77 Offset 29.77ft RT
Ground Surface Elev. 591.14 ft

DEPTH (ft)	SOIL DESCRIPTION	U (tsf)	M (%)	DEPTHS (ft)	U (tsf)	M (%)
	Very Stiff to Very Hard Gray, Moist SILTY CLAY LOAM, trace gravel (ML/CL) (continued)					
		32				
		32	12			
		34				
		34	3.8			
		45				
542.64	WEATHERED LIMESTONE	50/1"				
541.14	End of Boring					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-15 (continued)

NOTE:
1. Boring log stations and offsets measured from Exist. CL I-290 (EB). The equivalent location relative to CL Lexington St. is Sta. 3713+51.71 and Offset 66.23' LT.

MODEL: Default
FILE NAME: pw://gline-pw.bentley.com/gline-pw-01/Documents/Projects/76128/Project Working/A_CADD/Sheets/016-W2546/016-W2546_62R61-010-SB3.dgn



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS III
STRUCTURE NO. 016-W2546

SHEET 10 OF 12 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	22 STRUCTURE 1	COOK	330	257
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R61	



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 1 of 2

Date 9/26/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG CME-75 HAMMER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 79.8

STRUCT. NO. N/A DEPTWHS Qu T
Station N/A
BORING NO. RWB-16
Station 463+18.18
Offset 32.66ft RT
Ground Surface Elev. 591.51 ft (ft) ((6") (tsf) (%)

Depth (ft)	Soil Description	U (tsf)	S (%)	P (blows)	T (blows)
0 - 10	10 inches of Asphalt				
10.00 - 10.68	Light Gray, Wet FILL: SAND, with gravel	7			
10.68 - 12.00	Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)	4	4.8	16	
12.00 - 18.00	Dense Gray, Moist SILTY LOAM, trace gravel (ML)	18			
18.00 - 20.00		23		15	
20.00 - 25.51		-5			
25.51 - 27.00	Very Stiff to Hard Gray, Moist to Very Moist SILTY CLAY, trace gravel (CL/ML)	7			
27.00 - 28.00		8	5.0	19	
28.00 - 31.00	Very Dense Gray, Moist SILTY LOAM, trace gravel (ML)	10	B		
31.00 - 35.00		5			
35.00 - 37.00	Hard to Very Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML)	7	5.8	12	
37.00 - 40.00		10	B		
40.00 - 42.00		6			
42.00 - 44.00		6	5.6	20	
44.00 - 45.00		4			
45.00 - 46.00		5	2.9	19	
46.00 - 47.00		6	B		
47.00 - 48.00		2			
48.00 - 49.00		4	3.3	25	
49.00 - 50.00		5	B		
50.00 - 51.00		4			
51.00 - 52.00		6	3.1	25	
52.00 - 53.00		8	B		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOG RWB-16



Illinois Department of Transportation
Division of Highways
GSG Consultants, Inc.

SOIL BORING LOG

Page 2 of 2

Date 9/26/23

ROUTE FAI 290 DESCRIPTION Retaining Wall Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG CME-75 HAMMER TYPE Auto
DRILLING METHOD HSA HAMMER EFF (%) 79.8

STRUCT. NO. N/A DEPTWHS Qu T
Station N/A
BORING NO. RWB-16
Station 463+18.18
Offset 32.66ft RT
Ground Surface Elev. 591.51 ft (ft) ((6") (tsf) (%)

Depth (ft)	Soil Description	U (tsf)	S (%)	P (blows)	T (blows)
53.00 - 54.00	Hard to Very Hard Gray, Moist SILTY CLAY, trace gravel (CL/ML) (continued)				
54.00 - 54.44		44			
54.44 - 54.80	Extremely Hard Gray, Moist SILTY LOAM, with gravel (ML)	43		11	
54.80 - 55.00		40			
55.00 - 56.00					
56.00 - 57.00					
57.00 - 58.00					
58.00 - 59.00					
59.00 - 60.00					
60.00 - 61.00					
61.00 - 62.00					
62.00 - 63.00					
63.00 - 64.00					
64.00 - 65.00					
65.00 - 66.00					
66.00 - 67.00					
67.00 - 68.00					
68.00 - 69.00					
69.00 - 70.00					
70.00 - 71.00					
71.00 - 72.00					
72.00 - 73.00					
73.00 - 74.00					
74.00 - 75.00					
75.00 - 76.00					
76.00 - 77.00					
77.00 - 78.00					
78.00 - 79.00					
79.00 - 80.00					
80.00 - 81.00					
81.00 - 82.00					
82.00 - 83.00					
83.00 - 84.00					
84.00 - 85.00					
85.00 - 86.00					
86.00 - 87.00					
87.00 - 88.00					
88.00 - 89.00					
89.00 - 90.00					
90.00 - 91.00					
91.00 - 92.00					
92.00 - 93.00					
93.00 - 94.00					
94.00 - 95.00					
95.00 - 96.00					
96.00 - 97.00					
97.00 - 98.00					
98.00 - 99.00					
99.00 - 100.00					
100.00 - 101.00					
101.00 - 102.00					
102.00 - 103.00					
103.00 - 104.00					
104.00 - 105.00					
105.00 - 106.00					
106.00 - 107.00					
107.00 - 108.00					
108.00 - 109.00					
109.00 - 110.00					
110.00 - 111.00					
111.00 - 112.00					
112.00 - 113.00					
113.00 - 114.00					
114.00 - 115.00					
115.00 - 116.00					
116.00 - 117.00					
117.00 - 118.00					
118.00 - 119.00					
119.00 - 120.00					
120.00 - 121.00					
121.00 - 122.00					
122.00 - 123.00					
123.00 - 124.00					
124.00 - 125.00					
125.00 - 126.00					
126.00 - 127.00					
127.00 - 128.00					
128.00 - 129.00					
129.00 - 130.00					
130.00 - 131.00					
131.00 - 132.00					
132.00 - 133.00					
133.00 - 134.00					
134.00 - 135.00					
135.00 - 136.00					
136.00 - 137.00					
137.00 - 138.00					
138.00 - 139.00					
139.00 - 140.00					
140.00 - 141.00					
141.00 - 142.00					
142.00 - 143.00					
143.00 - 144.00					
144.00 - 145.00					
145.00 - 146.00					
146.00 - 147.00					
147.00 - 148.00					
148.00 - 149.00					
149.00 - 150.00					
150.00 - 151.00					
151.00 - 152.00					
152.00 - 153.00					
153.00 - 154.00					
154.00 - 155.00					
155.00 - 156.00					
156.00 - 157.00					
157.00 - 158.00					
158.00 - 159.00					
159.00 - 160.00					
160.00 - 161.00					
161.00 - 162.00					
162.00 - 163.00					
163.00 - 164.00					
164.00 - 165.00					
165.00 - 166.00					
166.00 - 167.00					
167.00 - 168.00					
168.00 - 169.00					
169.00 - 170.00					
170.00 - 171.00					
171.00 - 172.00					
172.00 - 173.00					
173.00 - 174.00					
174.00 - 175.00					
175.00 - 176.00					
176.00 - 177.00					
177.00 - 178.00					
178.00 - 179.00					
179.00 - 180.00					
180.00 - 181.00					
181.00 - 182.00					
182.00 - 183.00					
183.00 - 184.00					
184.00 - 185.00					
185.00 - 186.00					
186.00 - 187.00					
187.00 - 188.00					
188.00 - 189.00					
189.00 - 190.00					
190.00 - 191.00					
191.00 - 192.00					
192.00 - 193.00					
193.00 - 194.00					
194.00 - 195.00					
195.00 - 196.00					
196.00 - 197.00					
197.00 - 198.00					
198.00 - 199.00					
199.00 - 200.00					
200.00 - 201.00					
201.00 - 202.00					
202.00 - 203.00					
203.00 - 204.00					
204.00 - 205.00					
205.00 - 206.00					
206.00 - 207.00					
207.00 - 208.00					
208.00 - 209.00					
209.00 - 210.00					
210.00 - 211.00					
211.00 - 212.00					
212.00 - 213.00					
213.00 - 214.00					
214.00 - 215.00					
215.00 - 216.00					
216.00 - 217.00					
217.00 - 218.00					
218.00 - 219.00					
219.00 - 220.00					
220.00 - 221.00					
221.00 - 222.00					
222.00 - 223.00					
223.00 - 224.00					
224.00 - 225.00					
225.00 - 226.00					
226.00 - 227.00					
227.00 - 228.00					
228.00 - 229.00					
229.00 - 230.00					
230.00 - 231.00					
231.00 - 232.00					
232.00 - 233.00					



Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 3

Date 10/16/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG DRILLING METHOD HSA HAMMER TYPE Auto 99.5

STRUCT. NO. SN 016-2064 Station N/A BORING NO. BSB-08 Station 1518+80.63 Offset 79.31ft RT Ground Surface Elev. 607.49 ft

Table with columns for Depth (ft), Blows (B), Unconfined Compressive Strength (UCS) (tsf), Moisture Content (M), Soil Description, and SPT (N) values.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOG BSB-08



Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 3

Date 10/16/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG DRILLING METHOD HSA HAMMER TYPE Auto 99.5

STRUCT. NO. SN 016-2064 Station N/A BORING NO. BSB-08 Station 1518+80.63 Offset 79.31ft RT Ground Surface Elev. 607.49 ft

Continuation of the soil boring log table from page 1, showing soil layers like WEATHERED LIMESTONE and SILTY CLAY LOAM.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOG BSB-08 (continued)



Illinois Department of Transportation

SOIL BORING LOG

Page 3 of 3

Date 10/16/23

ROUTE FAI 290 DESCRIPTION Bridge Boring LOGGED BY DV

SECTION FAI 290 22 LOCATION SEC. 16, TWP. 39N, RNG. 13E,

COUNTY Cook DRILLING RIG DRILLING METHOD HSA HAMMER TYPE Auto 99.5

STRUCT. NO. SN 016-2064 Station N/A BORING NO. BSB-08 Station 1518+80.63 Offset 79.31ft RT Ground Surface Elev. 607.49 ft

Final continuation of the soil boring log table, ending with 'End of Boring' at 526.49 ft.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOG BSB-08 (continued)

NOTE:

- 1. Boring log stations and offsets measured from C Laramie Ave. The equivalent location relative to C Lexington St. is Sta. 3712+91.93 and Offset 01.56' LT.

MODEL: Default FILE NAME: pw://gine-pw.bentley.com/gine-pw-01/Documents/Projects/7628/Project Working/A_CADD/Sheets/016-W2546/016-W2546_62R61-012-SBS.dgn



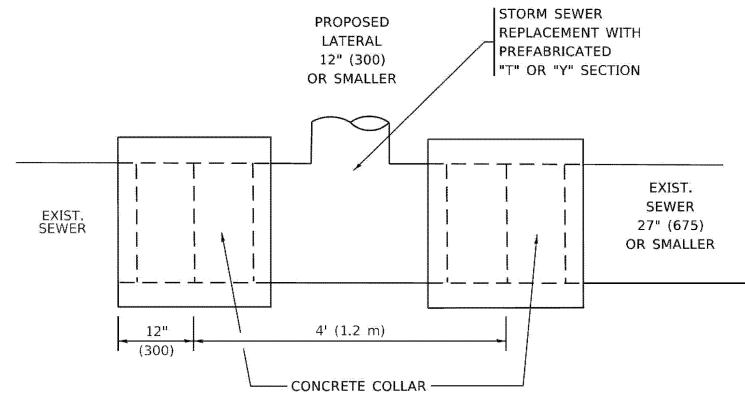
Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, and their respective values.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS V STRUCTURE NO. 016-W2546

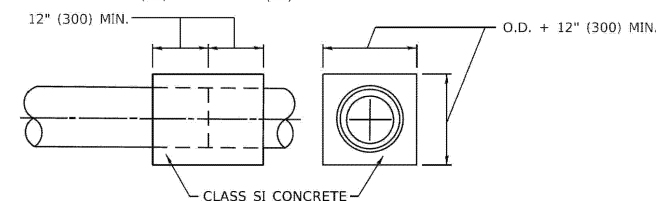
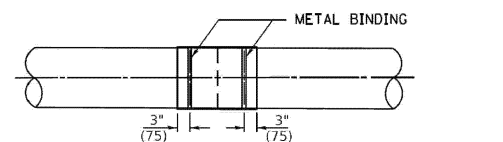
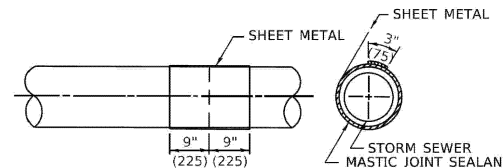
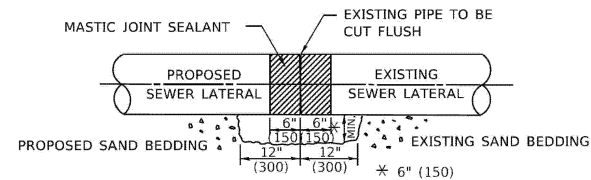
SHEET 12 OF 12 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



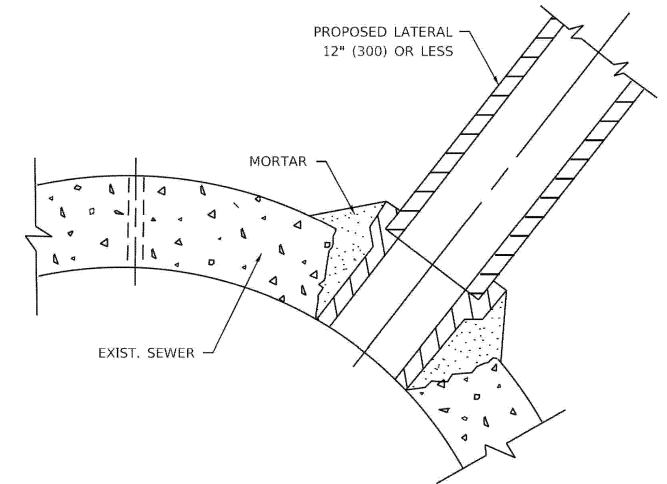
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

CONSTRUCTION SEQUENCE

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

NOTES:

MATERIAL

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

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

- CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
- CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

- TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
- REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
- TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
- CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

MODEL: Default FILE NAME: p:\projects\paw_bentley.com\PWDOT\Documents\DOT Offices\District 1\Projects\Dist1\2223\ACAD\Detail\CADsheets\2807.dgn



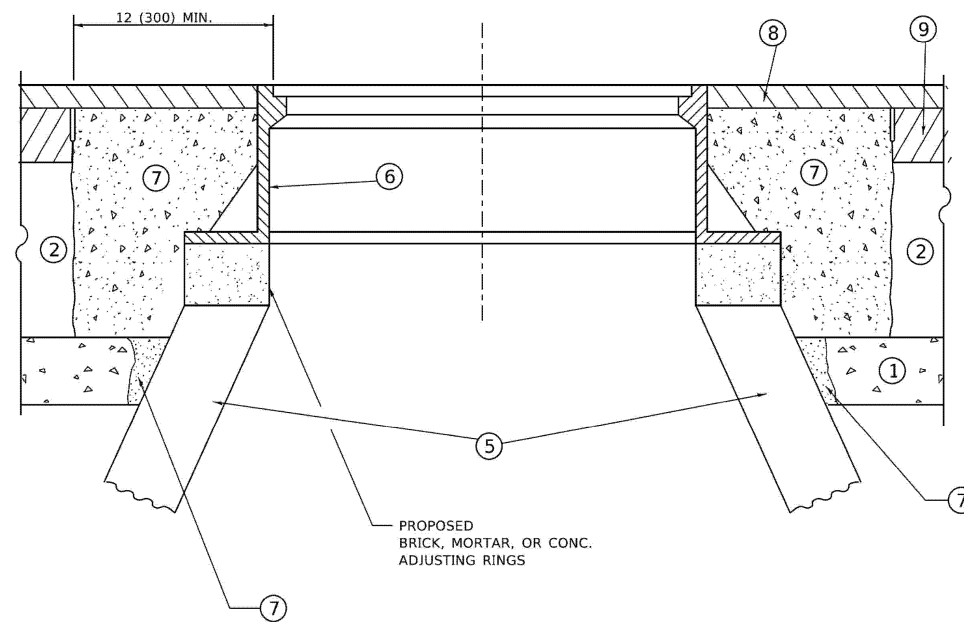
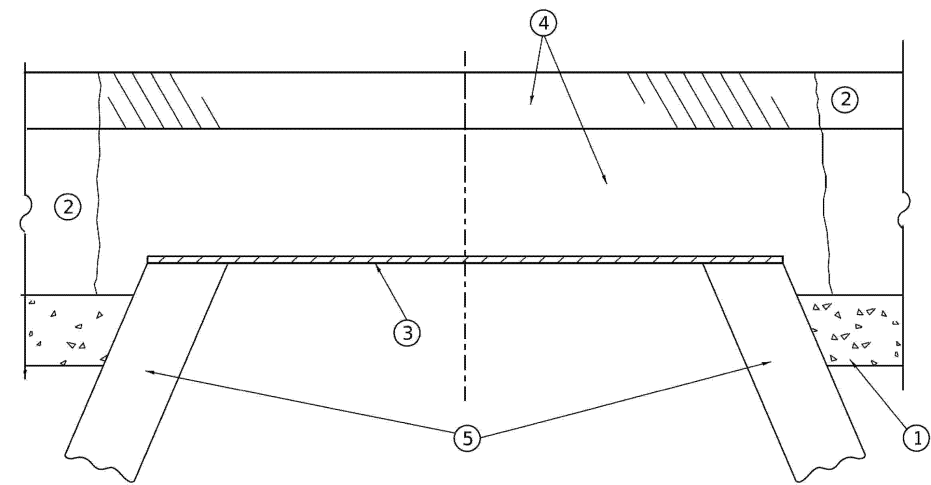
USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94
	DRAWN -	REVISED - R. SHAH 10-25-94
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. SHAH 06-12-96
PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

SCALE: NONE SHEET 1 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	280
BD500-01 (BD-07)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-2* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: Default
FILE NAME: W:\distr02\234\bd08.dgn



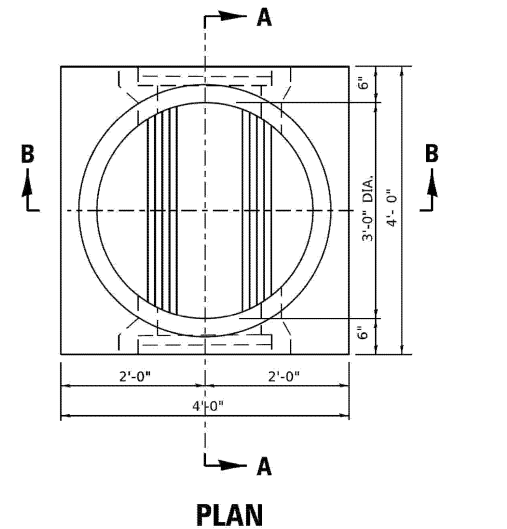
USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

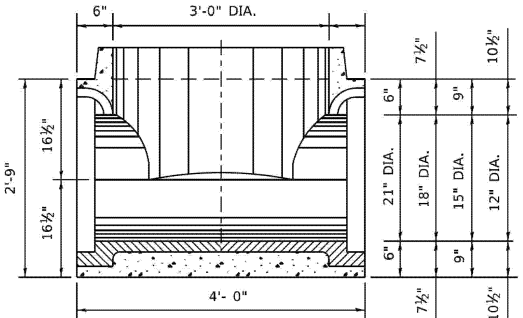
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET 2 OF 32 SHEETS STA. TO STA.

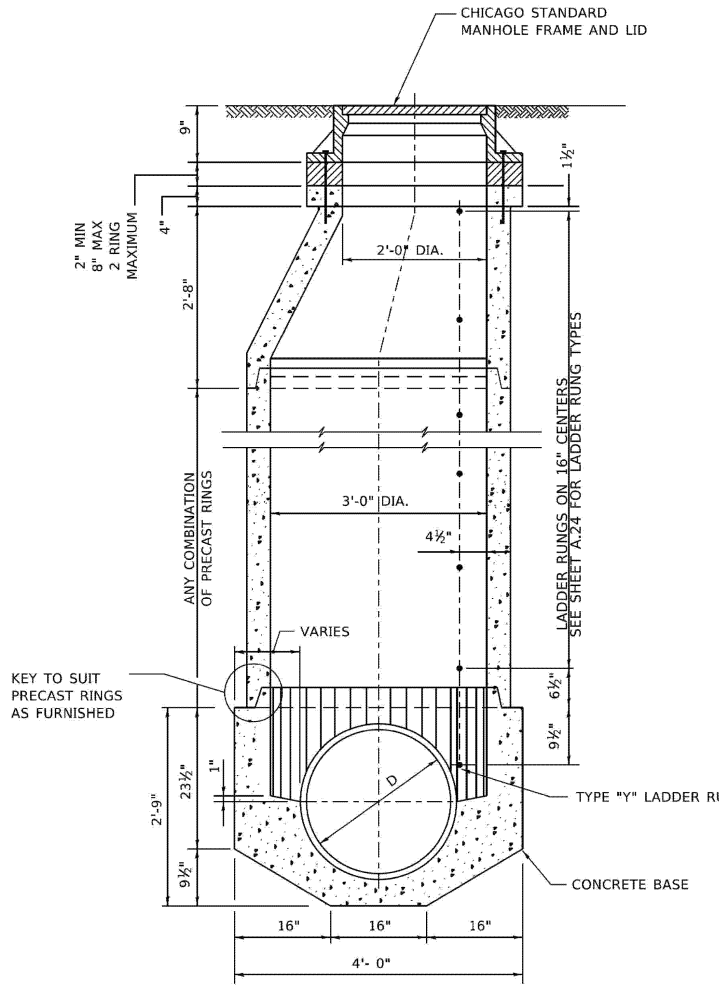
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	261
BD600-03 (BD-08)			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				



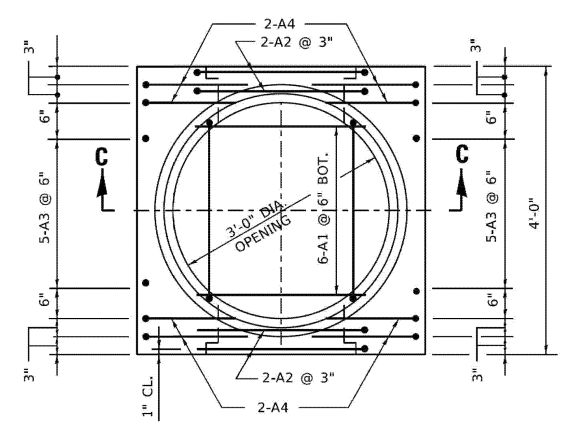
PLAN



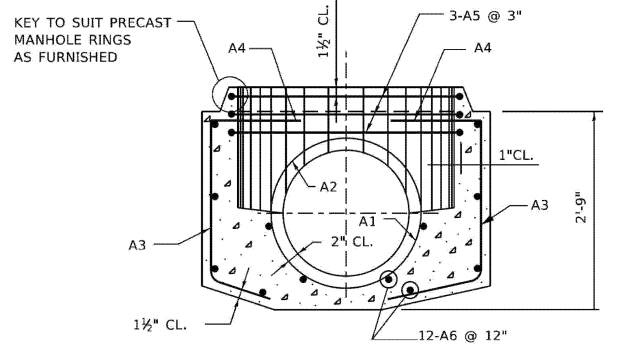
SECTION A-A



SECTION B-B



PLAN
PRECAST BASE



SECTION C-C

NOTE:
6" MINIMUM GRANULAR EMBEDMENT
UNDER ALL PRECAST MANHOLE BASES

SCHEDULE OF REINFORCEMENT																							
STRUCTURE	REINFORCEMENT BAR							BENDING DIMENSIONS															
	MARK	SIZE NO.	TYPE	LENGTH	NO. REQD.	WEIGHT - LBS EACH	TOTAL	A	B	C	D	E	F	G	H	J	K	O	R				
BASES FOR TYPE "A" MANHOLES (PRECAST)	21" DIA.	21A1	6	9	3'-1"	6	4.63	28		3'-1"								11 1/4"		2'-1"	12 3/4"		
		21A2	6	T3	8'-8"	4	13.02	52												2'-0"	2'-1 1/2"		
		21A3	5	12	3'-3"	10	3.39	34			22"	17"								14 1/2"	8 3/4"		
		21A4	5	12	4'-6"	8	4.69	38		15"	22"	17"								14 1/2"	8 3/4"		
		21A5	5	T3	11'-11"	3	12.43	37														3'-3 3/4"	
		21A6	4	STR	3'-8"	12	2.45	30															
			TOTAL					219															
	18" DIA.	18A1	6	9	2'-8 1/2"	6	4.07	24		2'-8 1/2"										9 3/4"	22"	11 1/4"	
		18A2	6	T3	7'-10 1/2"	4	11.83	47													2'-0"	22 1/2"	
		18A3	5	12	3'-3"	10	3.39	34			22"	17"								14 1/2"	8 3/4"		
		18A4	5	12	4'-6"	8	4.69	38		15"	22"	17"								14 1/2"	8 3/4"		
		18A5	5	T3	11'-11"	3	12.43	37													2'-0"	3'-3 3/4"	
		18A6	4	STR	3'-8"	12	2.45	30															
			TOTAL					202															
	15" DIA.	15A1	6	9	2'-3 1/2"	6	3.44	21		23 1/2"										8 1/2"		19"	9 3/4"
		15A2	6	T3	7'-1"	4	10.64	42													2'-0"	19 1/2"	
		15A3	5	12	3'-3"	10	3.39	34			22"	17"									8 3/4"		
		15A4	5	12	4'-6"	8	4.69	38		15"	22"	17"								14 1/2"	8 3/4"		
		15A5	5	T3	11'-11"	3	12.43	37													14 1/2"	20"	3'-3 3/4"
		15A6	4	STR	3'-8"	12	2.45	30															
			TOTAL					202															
	12" DIA.	12A1	6	9	1'-11"	6	2.88	17		23"										6 3/4"		16"	8 1/4"
		12A2	6	T3	6'-1"	4	9.14	37													2'-0"	16 1/2"	
		12A3	5	12	3'-3"	10	3.39	34			22"	17"								14 1/2"	8 3/4"		
12A4		5	12	4'-6"	8	4.69	38			22"	17"								14 1/2"	8 3/4"			
12A5		5	T3	11'-11"	3	12.43	37													14 1/2"	20"	3'-3 3/4"	
12A6		4	STR	3'-8"	12	2.45	30																
		TOTAL					193																



USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 09-22-90
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	CHECKED -	REVISED -
	DATE - 06-18-82	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

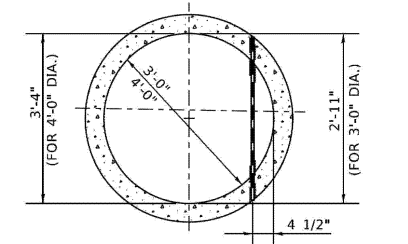
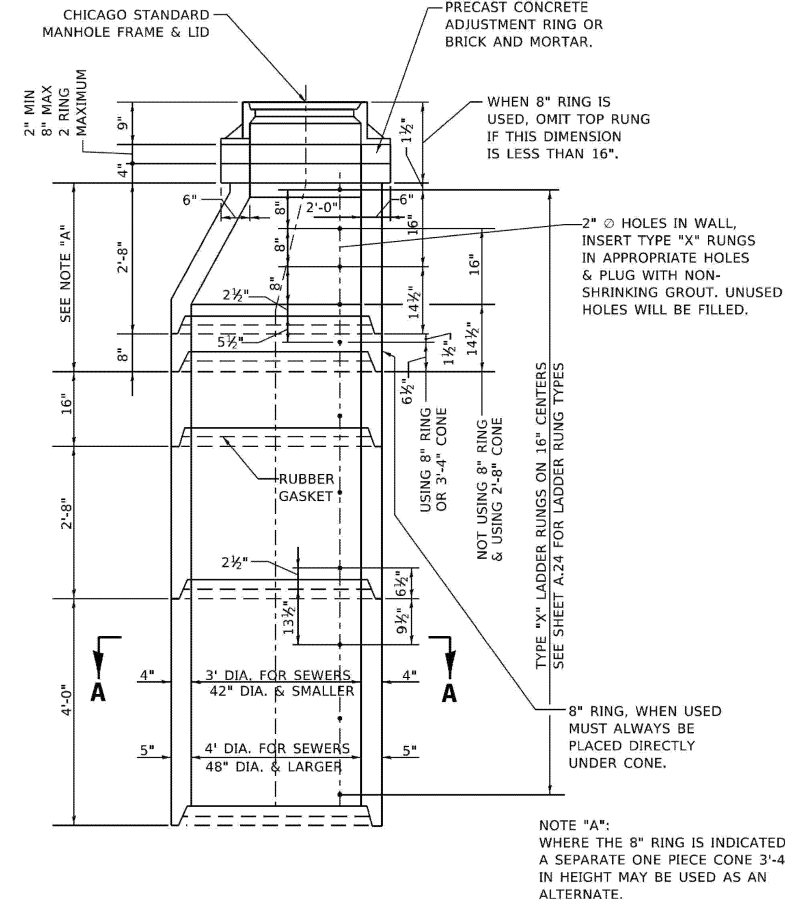
CITY OF CHICAGO DRAINAGE DETAILS
TYPE "A" PRECAST MANHOLE FOR SEWERS 21" DIA. AND SMALLER

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	262
BD600-12 (BD-09)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET 3 OF 32 SHEETS STA. TO STA.

NUMBER OF PRECAST RINGS REQUIRED FOR MANHOLES OF VARIOUS HEIGHTS

TOTAL HEIGHT "H"	9" FRAME + 2'-8" CORBEL = 3'-5"					9" FRAME + 2'-8" CORBEL = 3'-5"					TOTAL HEIGHT "H"	9" FRAME + 2'-8" CORBEL = 3'-5"					TOTAL HEIGHT "H"	9" FRAME + 2'-8" CORBEL = 3'-5"					BRICK AND/OR MORTAR
	4'-0"	2'-8"	1'-4"	8"	4"	4'-0"	2'-8"	1'-4"	8"	4"		4'-0"	2'-8"	1'-4"	8"	4"		4'-0"	2'-8"	1'-4"	8"	4"	
5'-0"	3'-5"				3"	12'-0"	3'-5"				3"	19'-0"	3'-5"				3"					3"	
1"					4"	1"				1"	4"	1"				1"	4"					4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	2"				3"	3"						2"	
4"					1"	4"				4"	2"				4"	4"						3"	
5"					1"	5"				5"	2"				5"	5"						4"	
6"					1"	6"				6"	2"				6"	6"						1"	
7"					1"	7"				7"	2"				7"	7"						2"	
8"					1"	8"				8"	2"				8"	8"						3"	
9"					1"	9"				9"	2"				9"	9"						4"	
10"					1"	10"				10"	2"				10"	10"						1"	
11"					1"	11"				11"	2"				11"	11"						2"	
6'-0"	3'-5"				3"	13'-0"	3'-5"				3"	20'-0"	3'-5"				3"					3"	
1"					4"	1"				4"	1"				4"	1"						4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	1"				3"	3"						2"	
4"					1"	4"				4"	1"				4"	4"						3"	
5"					1"	5"				5"	1"				5"	5"						4"	
6"					1"	6"				6"	1"				6"	6"						1"	
7"					1"	7"				7"	1"				7"	7"						2"	
8"					1"	8"				8"	1"				8"	8"						3"	
9"					1"	9"				9"	1"				9"	9"						4"	
10"					1"	10"				10"	1"				10"	10"						1"	
11"					1"	11"				11"	1"				11"	11"						2"	
7'-0"	3'-5"				3"	14'-0"	3'-5"				3"	21'-0"	3'-5"				3"					3"	
1"					4"	1"				4"	1"				4"	1"						4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	1"				3"	3"						2"	
4"					1"	4"				4"	1"				4"	4"						3"	
5"					1"	5"				5"	1"				5"	5"						4"	
6"					1"	6"				6"	1"				6"	6"						1"	
7"					1"	7"				7"	1"				7"	7"						2"	
8"					1"	8"				8"	1"				8"	8"						3"	
9"					1"	9"				9"	1"				9"	9"						4"	
10"					1"	10"				10"	1"				10"	10"						1"	
11"					1"	11"				11"	1"				11"	11"						2"	
8'-0"	3'-5"				3"	15'-0"	3'-5"				3"	22'-0"	3'-5"				3"					3"	
1"					4"	1"				4"	1"				4"	1"						4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	1"				3"	3"						2"	
4"					1"	4"				4"	1"				4"	4"						3"	
5"					1"	5"				5"	1"				5"	5"						4"	
6"					1"	6"				6"	1"				6"	6"						1"	
7"					1"	7"				7"	1"				7"	7"						2"	
8"					1"	8"				8"	1"				8"	8"						3"	
9"					1"	9"				9"	1"				9"	9"						4"	
10"					1"	10"				10"	1"				10"	10"						1"	
11"					1"	11"				11"	1"				11"	11"						2"	
9'-0"	3'-5"				3"	16'-0"	3'-5"				3"	23'-0"	3'-5"				3"					3"	
1"					4"	1"				4"	1"				4"	1"						4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	1"				3"	3"						2"	
4"					1"	4"				4"	1"				4"	4"						3"	
5"					1"	5"				5"	1"				5"	5"						4"	
6"					1"	6"				6"	1"				6"	6"						1"	
7"					1"	7"				7"	1"				7"	7"						2"	
8"					1"	8"				8"	1"				8"	8"						3"	
9"					1"	9"				9"	1"				9"	9"						4"	
10"					1"	10"				10"	1"				10"	10"						1"	
11"					1"	11"				11"	1"				11"	11"						2"	
10'-0"	3'-5"				3"	17'-0"	3'-5"				3"	24'-0"	3'-5"				3"					3"	
1"					4"	1"				4"	1"				4"	1"						4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	1"				3"	3"						2"	
4"					1"	4"				4"	1"				4"	4"						3"	
5"					1"	5"				5"	1"				5"	5"						4"	
6"					1"	6"				6"	1"				6"	6"						1"	
7"					1"	7"				7"	1"				7"	7"						2"	
8"					1"	8"				8"	1"				8"	8"						3"	
9"					1"	9"				9"	1"				9"	9"						4"	
10"					1"	10"				10"	1"				10"	10"						1"	
11"					1"	11"				11"	1"				11"	11"						2"	
11'-0"	3'-5"				3"	18'-0"	3'-5"				3"	25'-0"	3'-5"				3"					3"	
1"					4"	1"				4"	1"				4"	1"						4"	
2"					1"	2"				2"	1"				2"	2"						1"	
3"					1"	3"				3"	1"				3"	3"						2"	
4"					1"	4"				4"	1"				4"	4"						3"	
5"					1"	5"				5"	1"				5"	5"						4"	
6"					1"	6"				6"	1"				6"	6"						1"	
7"					1"	7"				7"	1"				7"	7"						2"	
8"					1"	8"				8"	1"				8"	8"						3"	
9"					1"	9"				9"	1"				9"	9"						4"	
10"					1"	10"				10"	1"				10"	10"						1"	
11"					1"	11"				11"	1"				11"	11"						2"	



1" ϕ LADDER RUNG, TYPE "X", LENGTH 2'-11" OR 3'-4" INSERTED INTO 2" ϕ HOLE IN WALL & PLUGGED BY MANUFACTURER WITH NON-SHRINKING GROUT.

SECTION A-A

DETAIL OF PRECAST RINGS

NOTES:
 PRECAST CONCRETE RINGS MUST CONFORM TO A.S.T.M. DESIGNATION C76 FOR "REINFORCED CONCRETE CULVERT STORM DRAIN, AND SEWER PIPE." WALL B.
 STANDARD LENGTHS OF RINGS ARE: 4'-0", 2'-8", 1'-4", 0'-8" AND 0'-4" COLLAR.
 ALL REINFORCEMENT STEEL REQUIRED FOR PRECAST RINGS MUST BE INCLUDED IN THE PRICE BID FOR ALL MANHOLE ITEMS.
 ALL PIPE AND FITTINGS 24 INCHES IN DIAMETER AND LARGER MUST BE CLASS III, IV AND V.
 REINFORCED CONCRETE PIPE AS SPECIFIED IN THE SPECIFICATIONS FOR "REINFORCED CONCRETE CULVERT STORM DRAIN, AND SEWER PIPE." A.S.T.M. DESIGNATION C76, TABLE III, IV AND V, WALL B OR WALL C WITH CIRCULAR OR ELLIPTICAL REINFORCEMENT

MODEL: D:\dfl\... FILE NAME: ... PROJECTS\BIDS\2022\31\CAD\DATA\CAD\DWG\2022\2022.dwg



USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 09-22-90
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	CHECKED -	REVISED -
	DATE - 06-18-82	REVISED -

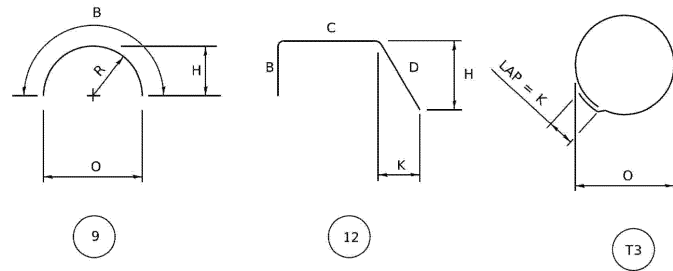
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO DRAINAGE DETAILS
TYPE "A" MANHOLE PRECAST RISERS, AND RINGS 24" AND LARGER**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	263
BD600-12 (BD-09)		CONTRACT NO. 62R61		
ILLINOIS		FED. AID PROJECT		

SCALE: NONE SHEET 4 OF 32 SHEETS STA. TO STA.

STRUCTURE	REINFORCEMENT BAR						BENDING DIMENSIONS													
	MARK	SIZE	TYPE	LENGTH	NO. EACH	WEIGHT - LBS	A	B	C	D	E	F	G	H	J	K	O	R		
36" DIA.	36A1	6	T3	12'-7"	6	18.90										2'-0"	3'-4 1/2"			
	36A2	5	9	6'-0"	4	6.26		6'-0"								2'-2"	3'-0"	20"		
	36A3	5	12	4'-6"	4	4.69										18"	10 3/4"			
	36A4	5	12	5'-0"	5	5.22										18"	8 3/4"			
	36A5	5	12	5'-9"	5	6.00										18"	10 3/4"			
	36A6	5	T3	11'-11"	3	12.43										20"	3'-3 3/4"			
	36A7	5	12	5'-8"	5	5.91										14 3/4"				
	36A8	4	STR.	4'-8"	18	3.12														
TOTAL						336														
30" DIA.	30A1	6	T3	11'-1"	6	16.65										2'-0"	2'-10 3/4"			
	30A2	5	9	4'-4"	4	4.52		4'-4"								18"	2'-10"	17"		
	30A3	5	12	4'-0"	4	4.17										18"	10 3/4"			
	30A4	5	12	3'-10"	5	4.00										12 3/4"	7 3/4"			
	30A5	5	12	5'-3"	5	5.48										18"	10 3/4"			
	30A6	5	T3	11'-11"	3	12.43										20"	3'-3 3/4"			
	30A7	5	12	5'-1"	5	5.30										12 3/4"	7 3/4"			
	30A8	4	STR.	4'-8"	15	3.12														
TOTAL						292														
24" DIA.	24A1	6	9	3'-5"	6	5.13										13"	2'-3 3/4"	14 3/4"		
	24A2	6	T3	9'-4"	3	14.02										7"	14 3/4"	98"		
	24A3	5	12	2'-5"	10	3.85										14 3/4"	8 3/4"			
	24A4	5	12	4'-9"	10	4.96										15"	2'-1"	17"		
	24A5	5	T3	11'-11"	3	12.43										14 3/4"	8 3/4"			
	24A6	4	STR.	4'-8"	12	3.12											20"	3'-3 3/4"		
TOTAL						290														



NOTES:
 ALL DIMENSIONS ARE OUT TO OUT OF BAR.
 BENDING RADII "R" TO OUTSIDE OF BAR.
 NUMBERS IN CIRCLES DENOTE BAR TYPE.

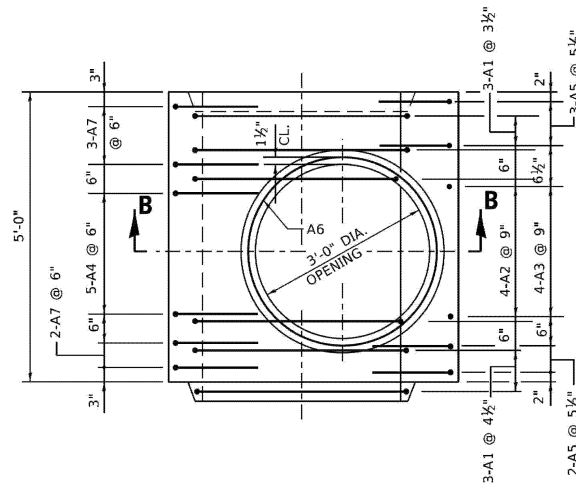
PLACING OF CONCRETE- CONCRETE MUST BE PLACED IN ACCORDANCE WITH THE METHOD OUTLINED IN THE CITY OF CHICAGO STANDARD SPECIFICATIONS.
 CONSTRUCTION JOINTS - JOINTS NOT INDICATED ON THE DRAWINGS MUST BE SO MADE AND LOCATED AS NOT TO IMPAIR THE STRENGTH OF THE STRUCTURE AND MUST BE APPROVED BY THE COMMISSIONER. JOINTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE METHOD OUTLINED IN THE SPECIFICATIONS.

CONCRETE PROTECTION FOR REINFORCEMENT- ALL REINFORCING STEEL MUST HAVE CLEAR CONCRETE COVERING AS FOLLOWS (UNLESS OTHERWISE NOTED) :
 3" AT EXTERIOR SURFACES WHERE CONCRETE IS DEPOSITED AGAINST THE GROUND;
 2.5" AT SURFACES WHERE CONCRETE IS FORMED BUT SUBSEQUENTLY WILL BE IN CONTACT WITH SEWAGE; 2" AT ALL OTHER SURFACES.

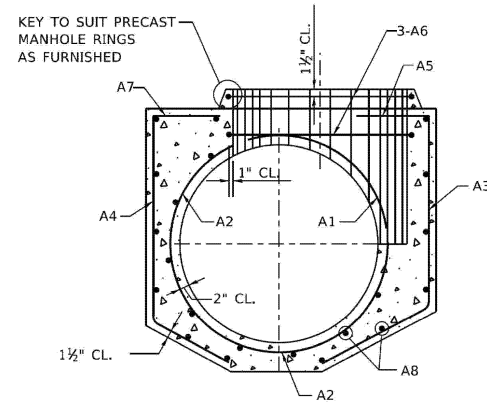
REINFORCING STEEL- ALL REINFORCING BARS MUST BE ACCURATELY PLACED AND SECURELY SUPPORTED BY BAR SUPPORTS, SPACERS OR HIGH CHAIRS.
 ALL LAPS IN REINFORCING STEEL MUST BE BASED UPON THE 1989, ACI BUILDING CODE.
 UNLESS OTHERWISE NOTED. HOOKS AND BENDS ON BARS MUST CONFORM TO RECOMMENDED DETAILS AS GIVEN IN THE "MANUAL OF STANDARD PRACTICE", C.R.S.I. 1990.

THE FOLLOWING ABBREVIATIONS ARE USED TO INDICATE THE LOCATION OF REINFORCING BARS:
 T. DENOTES TOP
 BOT. DENOTES BOTTOM
 I.F. DENOTES INSIDE FACE
 O.F. DENOTES OUTSIDE FACE
 N.F. DENOTES NEAR FACE
 F.F. DENOTES FAR FACE
 E.F. DENOTES EACH FACE
 E.W. DENOTES EACH WAY

PLACING BAR SUPPORTS- ALL REINFORCING BARS MUST BE SUPPORTED, ANCHORED AND TIED AND MUST CONFORM TO THE "RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS", 1986, PREPARED BY THE CONCRETE REINFORCING STEEL INSTITUTE.

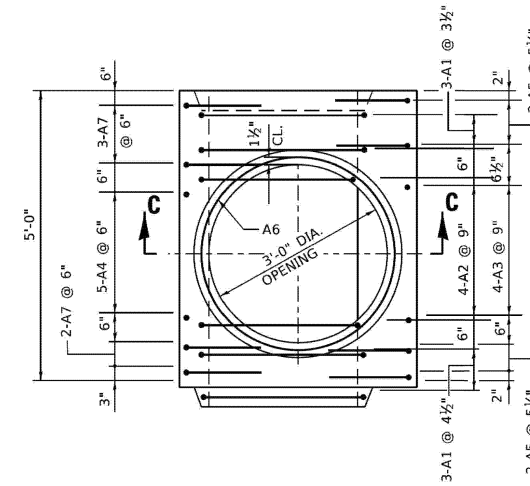


PLAN

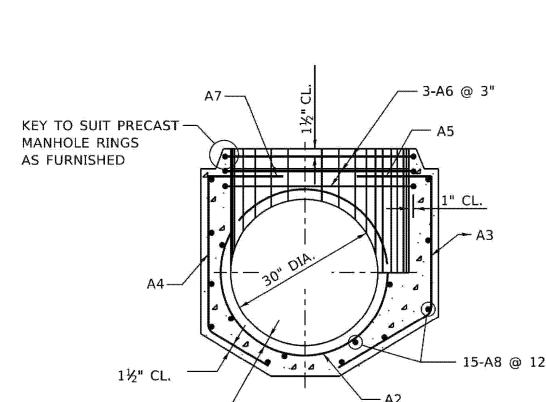


SECTION B-B

MANHOLE BASE FOR SEWERS
 36" DIA.

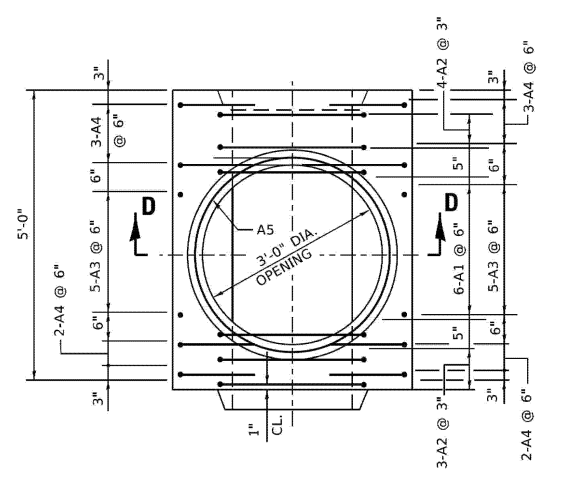


PLAN

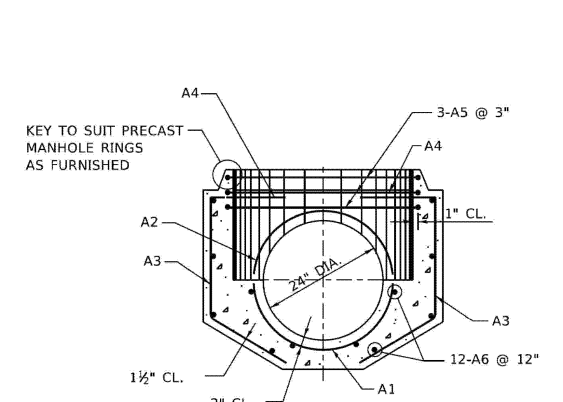


SECTION C-C

MANHOLE BASE FOR 30" DIA. SEWERS



PLAN



SECTION D-D

MANHOLE BASE FOR 24" DIA. SEWERS

MODEL: D:\efn\...
 FILE NAME: ...
 PROJECT: ...
 DATE: 11/18/2022

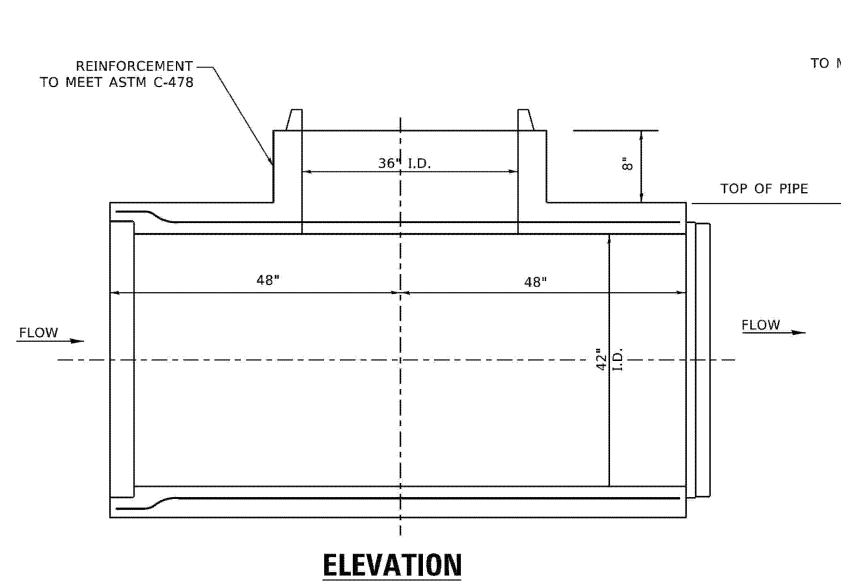


USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 09-22-90
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	CHECKED -	REVISED -
	DATE - 06-18-82	REVISED -

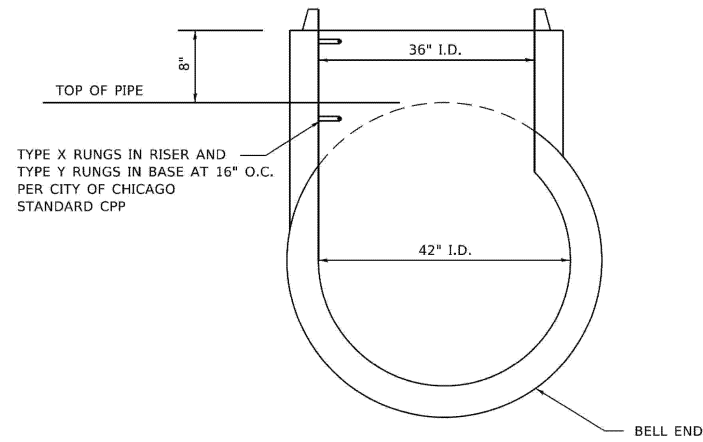
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO DRAINAGE DETAILS			
REINFORCEMENT FOR TYPE "A" PRECAST BASES AND RINGS 24" TO 36"			
SCALE: NONE	SHEET 5	OF 32 SHEETS	STA. TO STA.

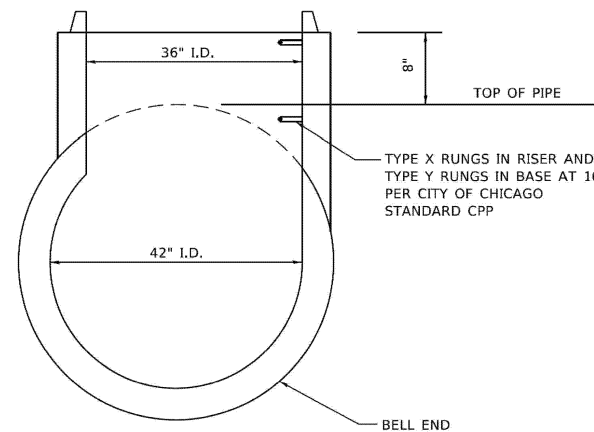
F.A.I. RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 264
BD600-12 (BD-09)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



ELEVATION

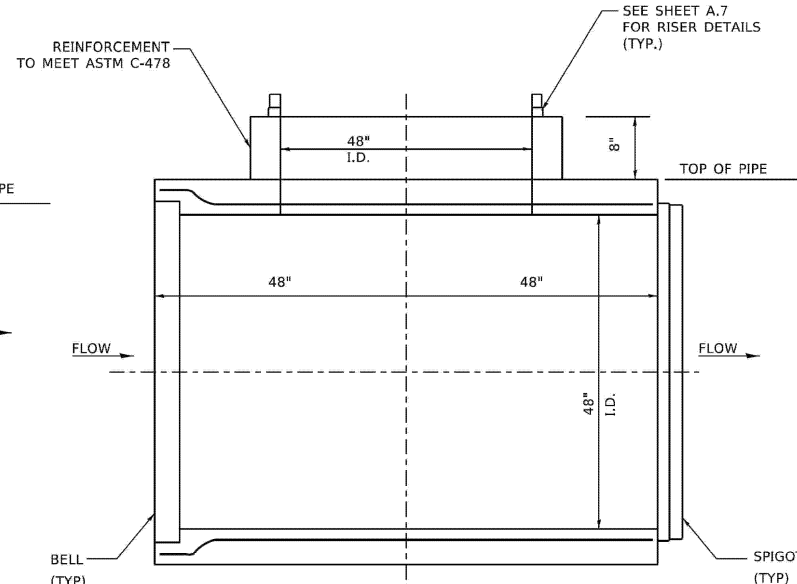


STANDARD (LEFT) RISER

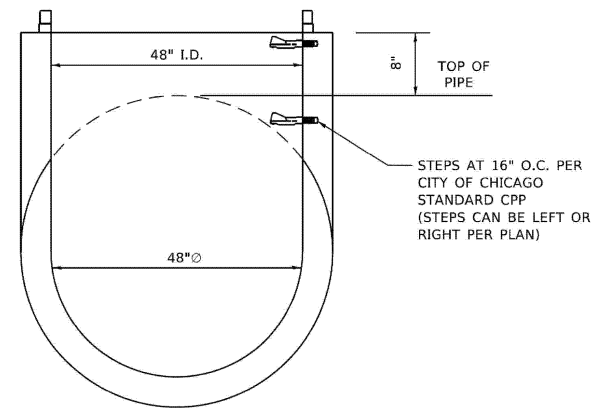


OPTIONAL (RIGHT) RISER

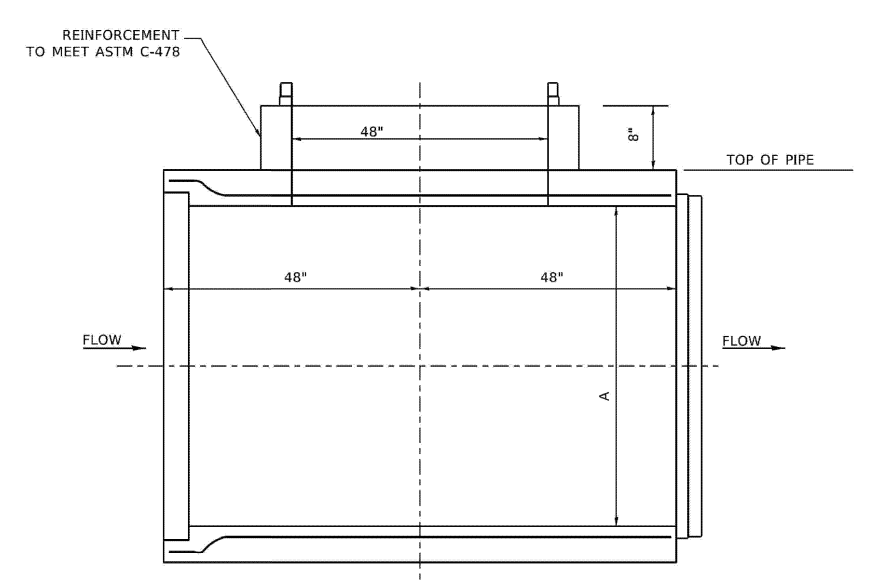
42" x 36" RCP BASE TEE



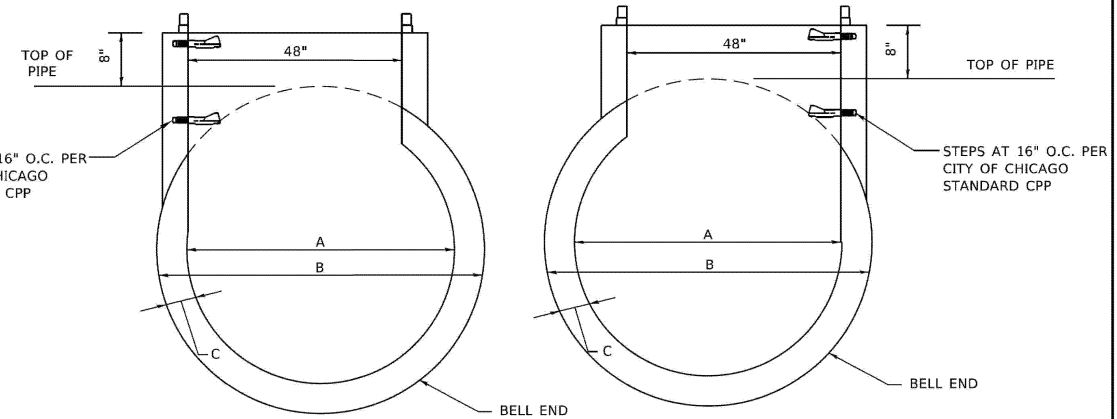
ELEVATION



48" x 48" RCP BASE TEE



ELEVATION



STANDARD (LEFT) RISER

OPTIONAL (RIGHT) RISER

> 54" x 48" RCP BASE TEE

NOTES:

1. FOR LADDER DETAILS, SEE DETAIL SHEET A.24
2. FOR RISER DETAILS, SEE DETAIL SHEET A.7
3. ALL BASE TEES SHALL BE ASTM C76 CLASS V.
4. THE BASE TEE MUST BE COMPATIBLE WITH THE ADJOINING PIPE, AND GASKET JOINTS COMPLYING WITH ASTM C-76 AND C-443, RESPECTIVELY.
5. ALL PIPE AND FITTINGS 24 INCHES IN DIAMETER AND LARGER MUST BE CLASS III, IV AND V REINFORCED CONCRETE PIPE AS SPECIFIED IN THE SPECIFICATIONS FOR "REINFORCED CONCRETE CULVERT STORM DRAIN, AND SEWER PIPE." A.S.T.M. DESIGNATION C76, TABLE III, IV AND V, WALL B OR WALL C WITH CIRCULAR OR ELLIPTICAL REINFORCEMENT.

DIMENSIONS OF PRECAST MANHOLE BASE			
A	B	C	RUNGS
120"	142"	11"	6
108"	128"	10"	6
96"	114"	9"	5
84"	101½"	8¾"	4
78"	94½"	8¾"	4
72"	87½"	7¾"	4
66"	80½"	7¾"	3
60"	73½"	6¾"	3
54"	66½"	6¾"	3
48"	59½"	5¾"	3
42"	52½"	5¾"	3

MODEL: D:\default... FILE NAME: ...



USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 09-22-90
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	CHECKED -	REVISED -
	DATE - 06-18-82	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO DRAINAGE DETAILS
TYPE "A" BASE TEE MANHOLE BASES 42" AND LARGER**

SCALE: NONE SHEET 6 OF 32 SHEETS STA. TO STA.

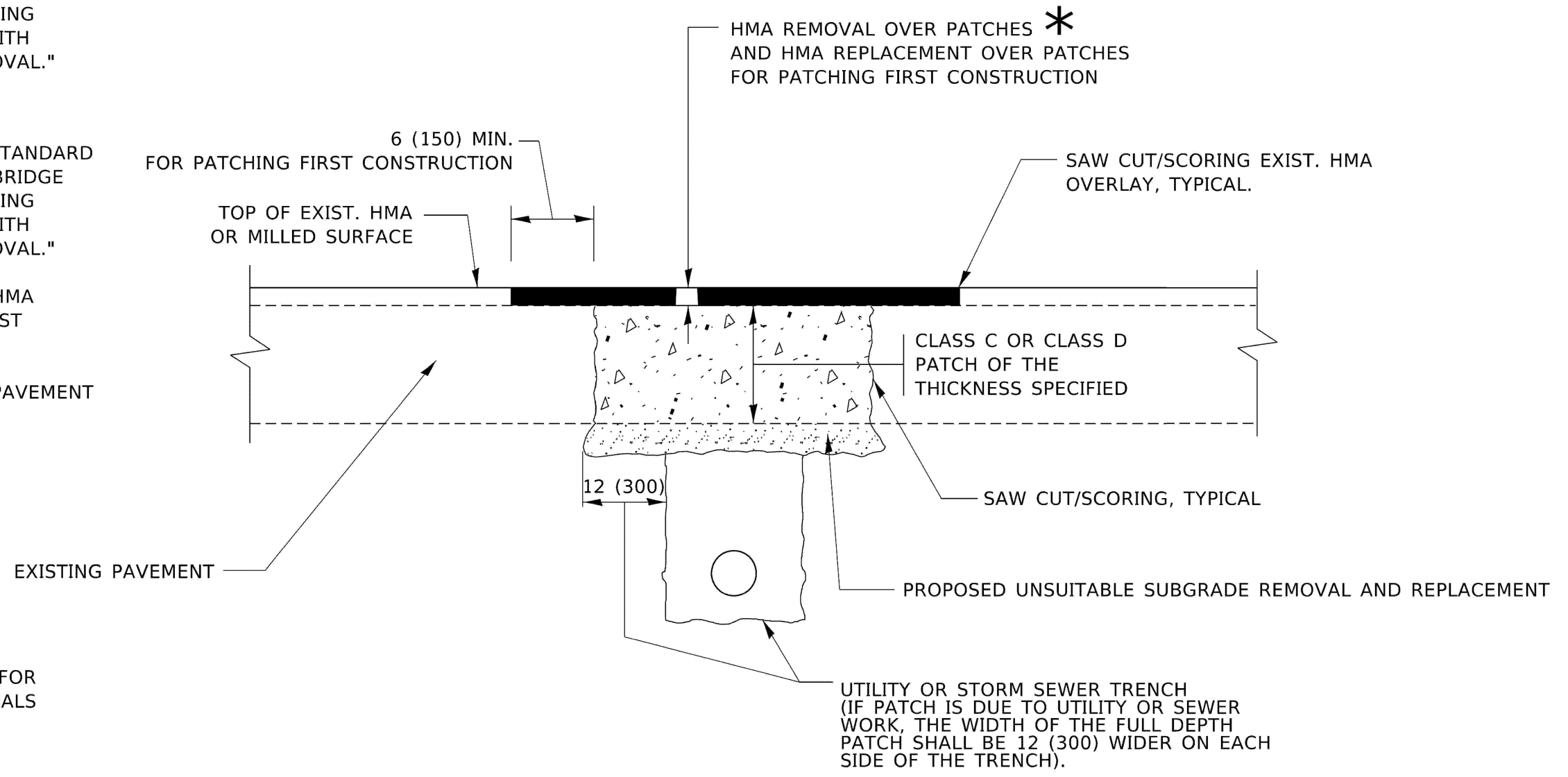
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	265
BD600-12 (BD-09)		CONTRACT NO. 62R61		
ILLINOIS		FED. AID PROJECT		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

MODEL: Default FILE: \\paw.fleming.com\paw\DOT\Documents\DOT_Offices\Bartlett_T\Projects\21854273\21854273\CADD\04\04\CAD\Sheets\0422.dgn



USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-04-07
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

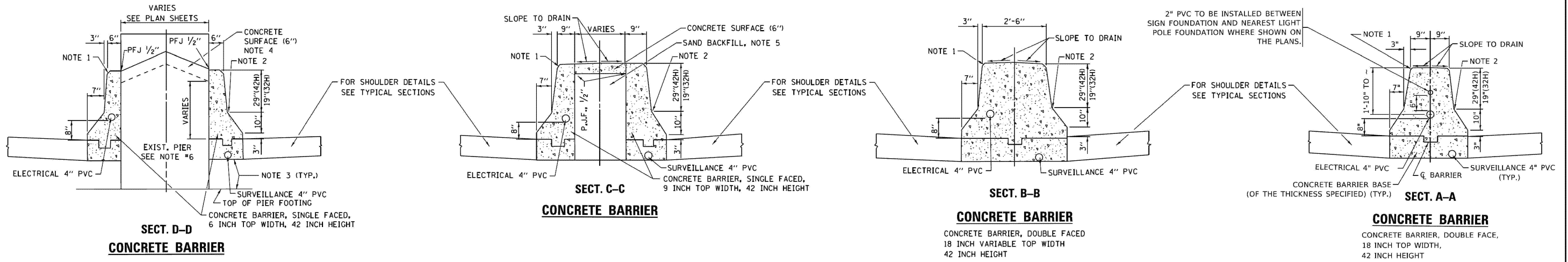
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

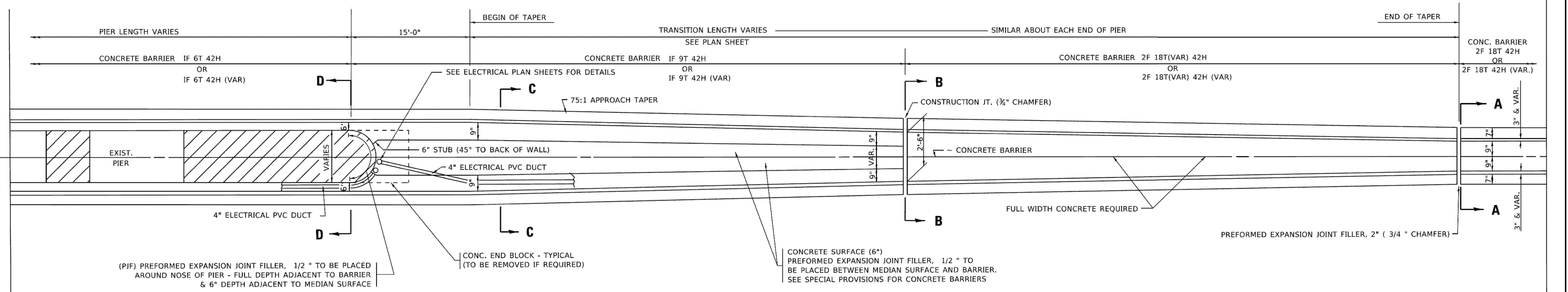
SCALE: NONE SHEET 7 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	266
BD400-04 (BD-22)		CONTRACT NO. 62R61		
ILLINOIS		FED. AID PROJECT		

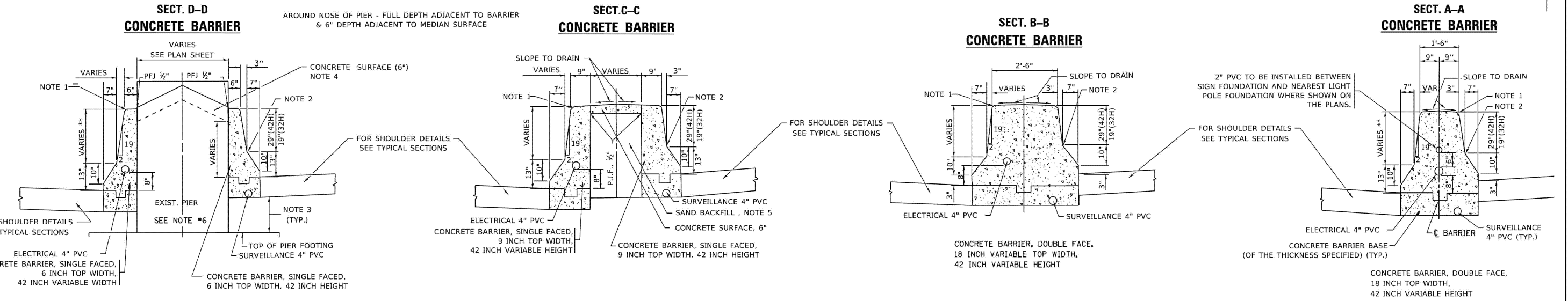
TANGENT CONDITION



PLAN VIEW OF CONCRETE BARRIER TRANSITION



(SUPER ELEVATION CONDITION)



GENERAL NOTES

- FOR UNDERDRAIN DETAILS SEE TYPICAL SECTIONS.
- FOR KEYWAY (F) DIMENSIONS, SEE TYPICAL SECTIONS.
- IF USING JOINTED CONCRETE BARRIER BASE, CONTRACTORS WILL HAVE THE OPTION OF USING A KEYWAY OR #___TIE BARS AT ___ O.C.
- MAINTAIN SLOPE OF FACE AS SHOWN ON DETAIL. HEIGHT AND WIDTH OF BARRIER INCREASE WHERE A DIFFERENCE IN MEDIAN EDGE-OF-PAVEMENT GRADE ELEVATION EXISTS.

NOTES:

- 3/4" CHAMFER OR 1" RADIUS (OPTIONAL)
- 10" RADIUS (OPTIONAL)
- EXTEND BOTTOM OF BARRIER TO FOOTING ONLY WHEN DEPTH IS 6" OR LESS, OTHERWISE MAINTAIN SAME DEPTH AS BOTTOM OF SHOULDER
- PIER FILLER MATERIAL TO BE CONCRETE IF MINIMUM 6" THICKNESS WILL BE MAINTAINED. IF 6" THICKNESS CANNOT BE MAINTAINED USE ASPHALT FILLER MATERIAL AS DIRECTED BY THE ENGINEER.
- SAND BACKFILL AND CONCRETE SURFACE WILL BE REQUIRED. FILLING WITH CONCRETE WILL NOT BE ALLOWED.
- IF PIER IS NEW CONSTRUCTION BARRIER WALL MAY BE MONOLITHIC

BASIS OF PAYMENT

- COST OF SAND BACKFILL, CONCRETE SURFACE (6"), AND PIER FILLER MATERIAL WILL BE PAID FOR SEPERATELY.
- PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE UNIT COST FOR THE CONCRETE BARRIER OF THE TYPE INVOLVED.
- CONCRETE BARRIER BASE PAY ITEM IS TO BE INCLUDED IF THE BARRIER IS CONSTRUCTED MONOLITHIC OR JOINTED TO BASE. #___TIE BARS AT ___ O.C.
- REMOVAL OF CONCRETE BLOCK SHALL BE INCLUDED IN THE UNIT COST OF CONCRETE BARRIER.

MODEL: D:\efm\... FILE NAME: ...

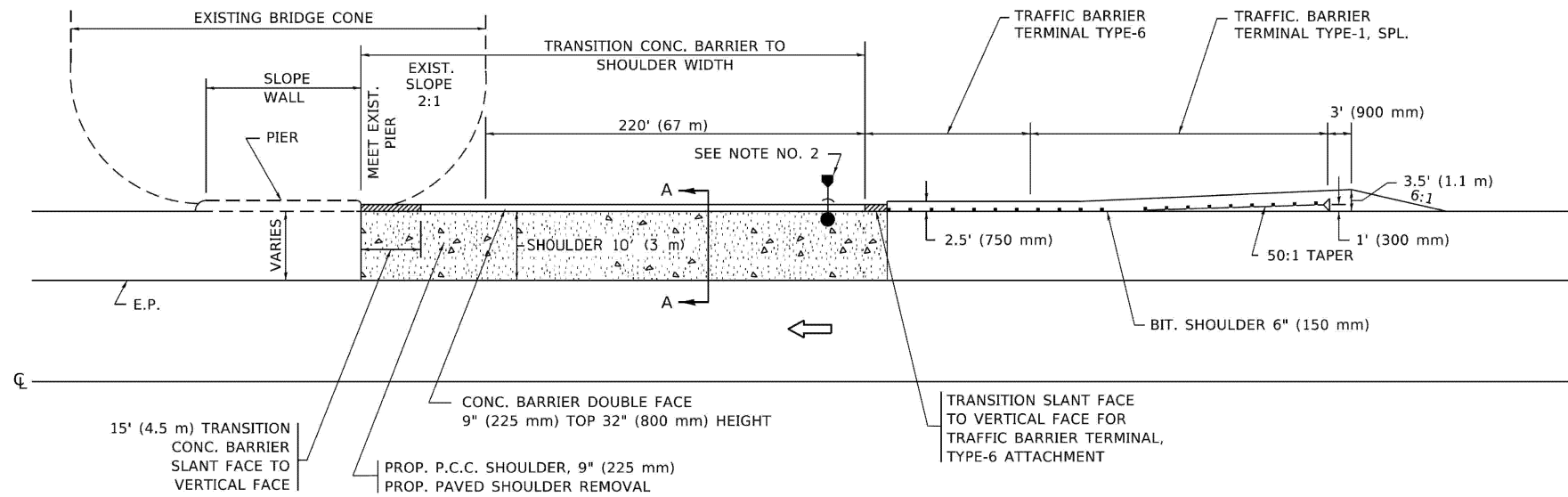


USER NAME = Lawrence.DeManche	DESIGNED - FORD	REVISED - FORD 12-06-88
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	CHECKED -	REVISED -
	DATE - 09-09-88	REVISED -

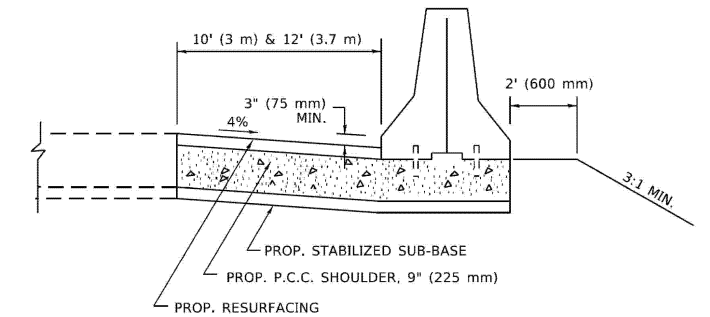
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE BARRIER TRANSITION & GENERAL DETAILS, CONCRETE BARRIER BASE			
SCALE: NONE	SHEET 8	OF 32 SHEETS	STA. TO STA.

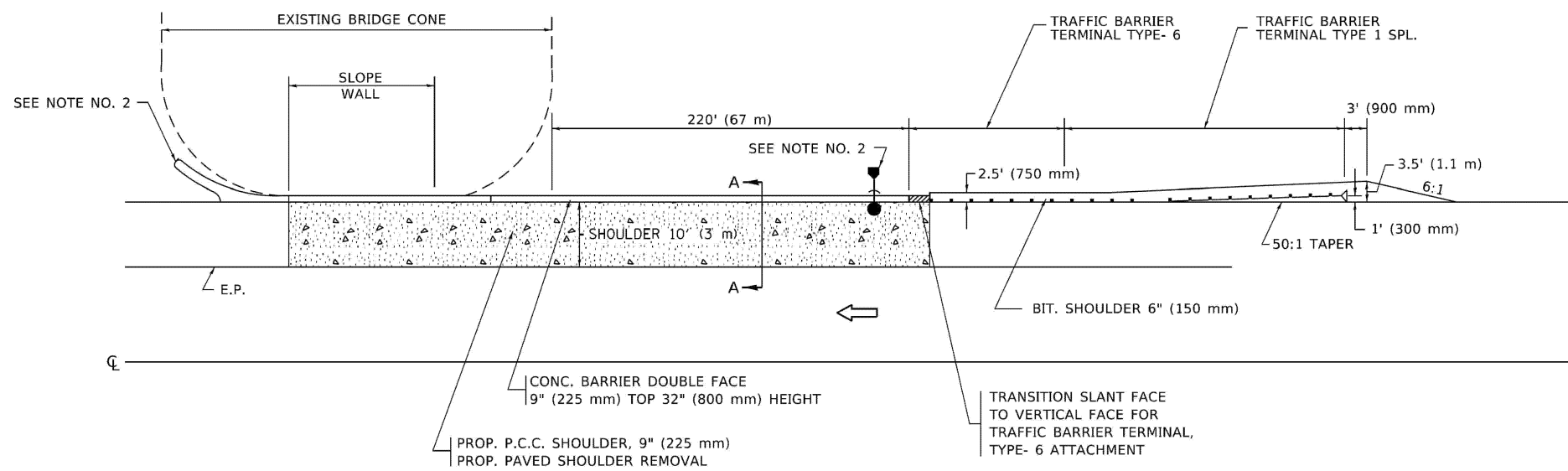
F.AJ RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 267
BD-27			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				



**CONC. BARRIER ADJACENT
TO SLOPE WALL WITH PIER
(DITCH SECTION)**



SECTION A-A



**CONC. BARRIER ADJACENT
TO SLOPE WALL WITHOUT PIER
(DITCH SECTION)**

GENERAL NOTES:

1. SEE STATE STANDARD 630201 FOR STABILIZATION FOR GUARDRAIL.
- *2. THE GUTTER OUTLET AND CATCH BASIN LOCATION IS DEPENDENT ON DIRECTION OF FLOW.
3. USE CONC. BARRIER SINGLE FACE IF CLEARANCE BETWEEN PIER AND SHOULDER IS LESS THAN 27" (685 mm).
4. SEE STATE STANDARD 637001 FOR CONCRETE BARRIER.

- * { CATCH BASIN TYPE C, TYPE 24 FRAME AND GRATE
- * { STORM SEWERS, 12" (300 mm) END SECTIONS, 12" (300 mm)

MODEL: Default
 FILE NAME: p:\w\ddr-cw-bentley.com\p\w\dot\Documents\DOT_Offices\District_11\Projects\BIS502\23\ACADD\BIS\CAD\Sheet\329.dgn



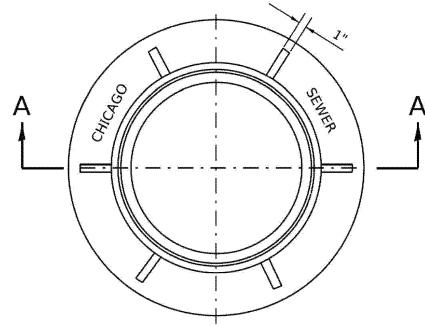
USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/18/2022	DATE - 10-18-02	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

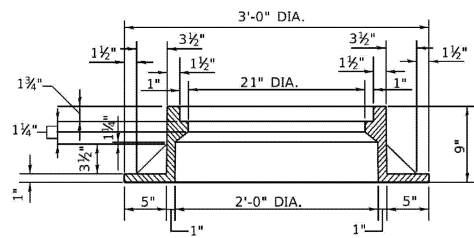
**CONCRETE BARRIER PIER AND
SLOPE WALL PROTECTION DETAIL**

SCALE: NONE SHEET 9 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	268
BD600-08 (BD-29)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



PLAN

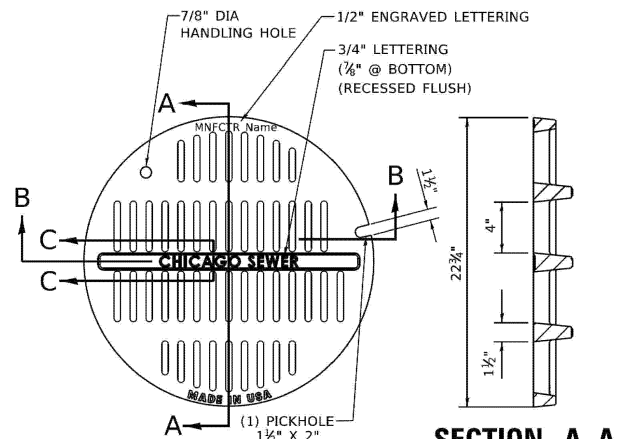


SECTION A-A

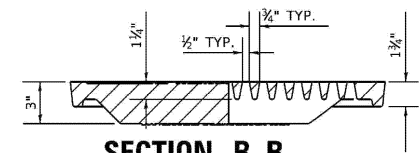
NOTE: METAL PLATES MUST BE FURNISHED FOR PERFORATED LIDS ON MANHOLES.

HEAVYWEIGHT MANHOLE FRAME

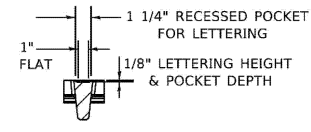
MATERIAL: CAST IRON



SECTION A-A



SECTION B-B



SECTION C-C

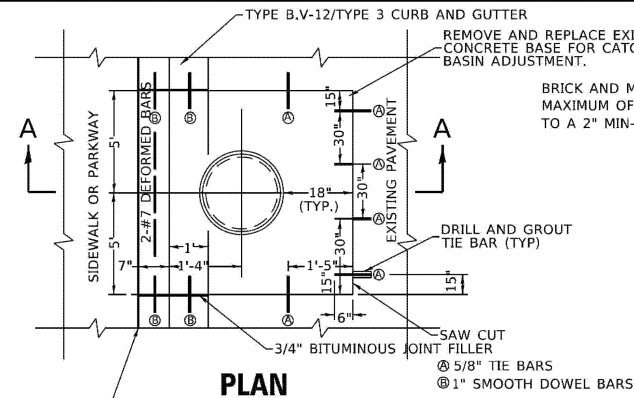
MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B

DESIGN LOAD
HEAVY DUTY

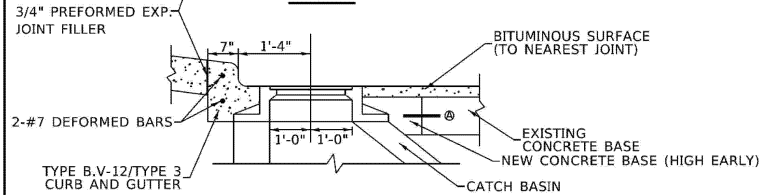
COATING
UNDIPPED

OPEN AREA
85.6 SQ. IN.

STANDARD CB / MH LID



PLAN



SECTION A-A

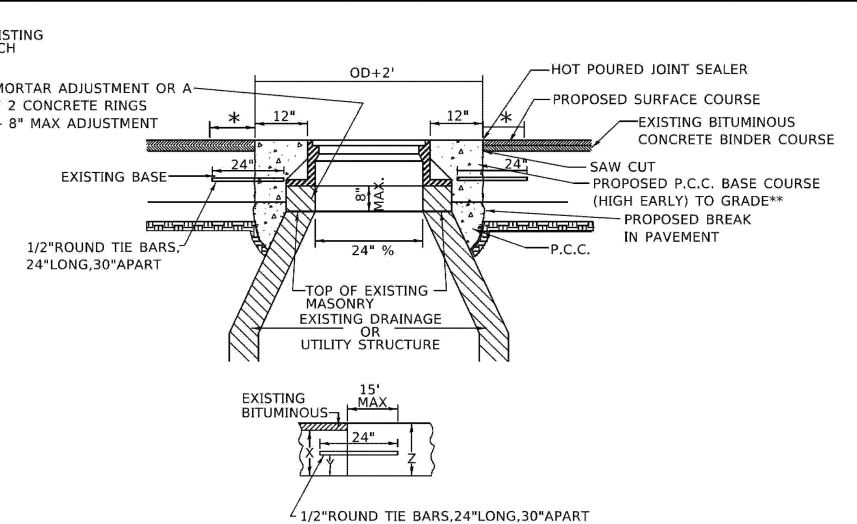
NOTES:

IF THE ADJUSTMENT EXCEEDS AN 8" HEIGHT, THE CONE MUST BE REMOVED AND THE BARREL SECTION MUST BE ADJUSTED.

THE CONTRACTOR IS REQUIRED TO REPLACE ANY BROKEN FRAMES AND LIDS OF SEWER STRUCTURES WITH STANDARD FRAMES AND LIDS OF THE DWM. IN ADJUSTMENT OR RECONSTRUCTION OF SEWER STRUCTURES, ANY NON-STANDARD FRAMES AND LIDS MUST BE REPLACED WITH STANDARD FRAMES AND LIDS. IN ADJUSTMENT OR RECONSTRUCTION OF INLETS, ANY NON-STANDARD INLETS (GUTTER BOXES) MUST BE REPLACED WITH DWM STANDARD INLETS.

THE FRAMES AND LIDS OF SEWER STRUCTURES TO BE ABANDONED, REMOVED, OR FILLED MUST BE SALVAGED AND THE DWM NOTIFIED FOR PICK UP.

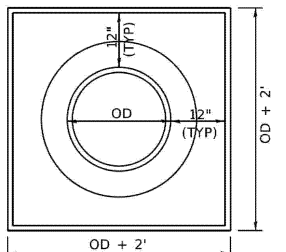
MANHOLES, CATCH BASINS AND INLETS MUST BE PROTECTED FROM THE ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR MUST MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING.



SEE CONSTRUCTION DETAILS (FOR MISCELLANEOUS STRUCTURES)
X = THICKNESS OF PAVEMENT
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE.
Z = 10" OR THICKNESS OF PROPOSED PAVEMENT - WHICHEVER IS GREATER

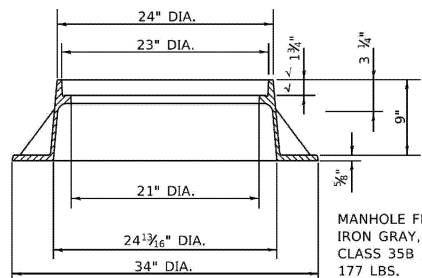
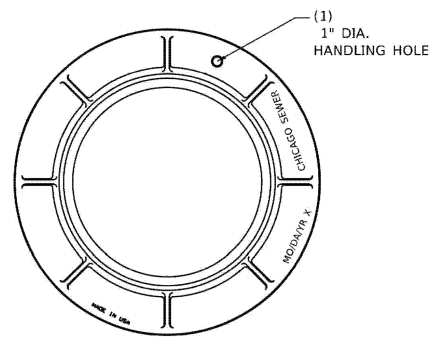
* REFER TO CDOT FOR ASPHALT RESTORATION EQUIRE MENRS & CRACK SEAL.

**ON NON-MORATORIUM STREETS, FULL DEPTH. PCC BASE COURSE MAY BE UTILIZED. ON MORATORIUM STREETS, PAVEMENT RESTORATION SHALL ADORE TO CDOT REQUIREDMWNTS.



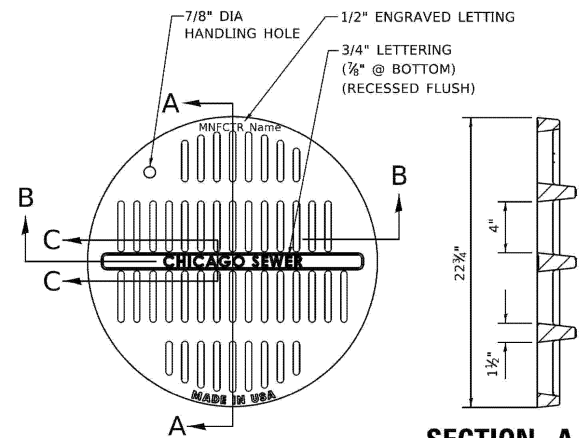
PLAN VIEW (BASE TO GRADE)

DETAIL OF FRAME ADJUSTMENT

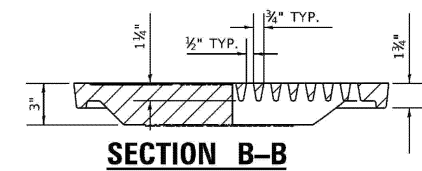


MANHOLE FRAME CAST IRON GRAY, ASTM A-48 CLASS 35B NO PAINT 177 LBS.

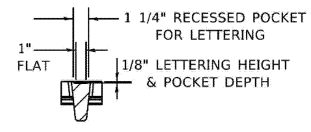
LIGHTWEIGHT MANHOLE FRAME



SECTION A-A



SECTION B-B



SECTION C-C

MATERIALS
GRATE-GRAY IRON
ASTM A48 CL35B

DESIGN LOAD
HEAVY DUTY

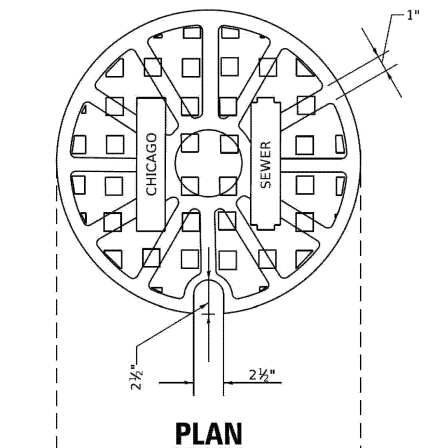
COATING
UNDIPPED

OPEN AREA
85.6 SQ. IN.

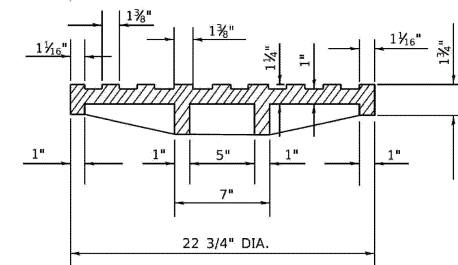
ADA COMPLIANT CATCH BASIN / MANHOLE LID

NOTE:
NOT TO BE USED WITHOUT PRIOR APPROVAL OF CDWM

SOLID LID FOR MANHOLES



PLAN



SECTION

MODEL: Default
FILE NAME: p:\projects\dw\bencler.com\p\1101\Documents\DOT_Offices\District_11\Projects\DESIGN\233\ACADD\18\CAD\sheet\3047.dgn



USER NAME = Lawrence.DeManche
PLOT SCALE = 100.0000' / in.
PLOT DATE = 11/18/2022

DESIGNED - M. GOMEZ
DRAWN -
CHECKED -
DATE - 01-25-01

REVISED - K. SMITH 11-18-22
REVISED -
REVISED -
REVISED -

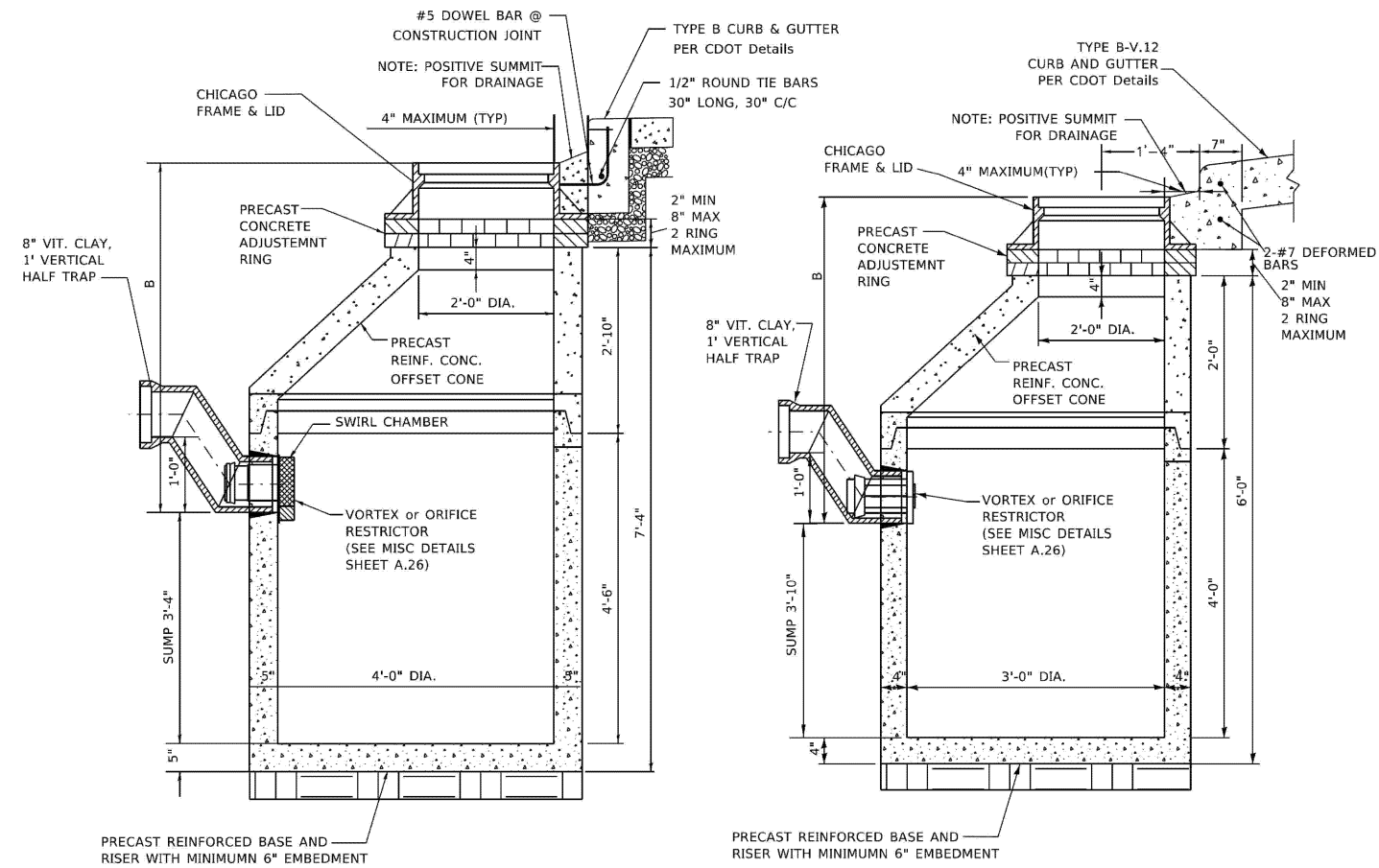
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
MANHOLE LIDS AND FRAMES

SCALE: NONE SHEET 11 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	270
BD600-13 (BD-47)		CONTRACT NO. 62R61		
ILLINOIS		FED. AID PROJECT		

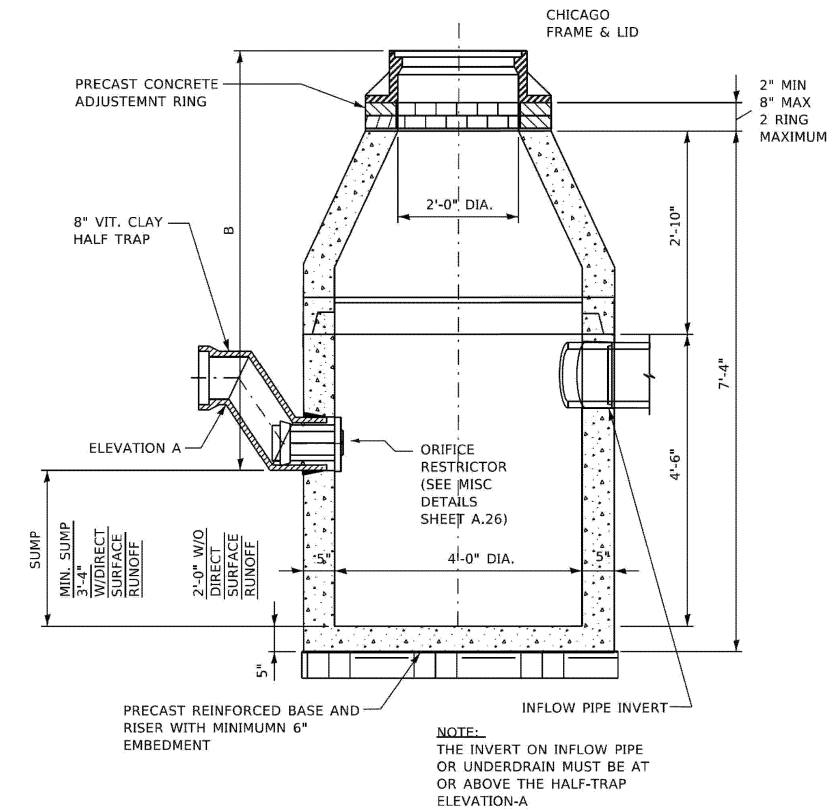
**STANDARD DRAINAGE STRUCTURES
FOR PUBLIC STREETS**



STANDARD CATCH BASIN-4' DIA.

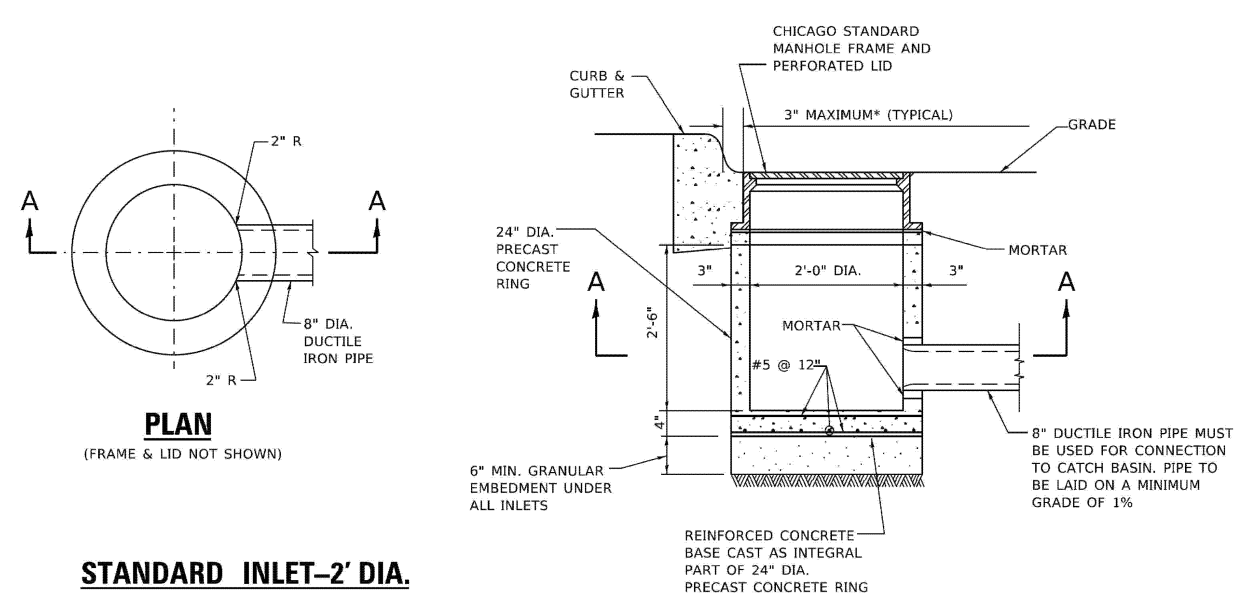
STANDARD CATCH BASIN-3' DIA.

**STANDARD DRAINAGE STRUCTURES
FOR PUBLIC ALLEYS**



CATCH BASIN-ORIFICE RESTRICTOR

N.T.S.



STANDARD INLET-2' DIA.

GENERAL NOTES:

- CATCH BASIN TO CATCH BASIN CONNECTIONS ARE ALLOWED IN PRIVATE SITES & ALLEYS. ONLY THE DOWNSTREAM CATCH BASIN IS REQUIRED TO HAVE A HALF-TRAP.
- IF B < 4 FEET, THEN USE A FLAT TOP SLAB CATCH BASIN AS NECESSARY.
- FOR TRENCH BACKFILL, REFER TO IDOT SSRBC, ARTICLE 1003.04.
- FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.
- FOR STABILIZATION STONE, 12" OF CA-1 STONE IS ONLY REQUIRED WHEN UNSTABLE MATERIAL IS ENCOUNTERED AT TRENCH BOTTOM.
- INLETS AND 3' DIAMETER CATCH BASINS ARE TO BE USED ONLY WITH PRIOR APPROVAL OF THE DEPT. OF WATER MANAGEMENT- ENGINEERING SERVICES, SEWER SECTION, AND THE DEPT. OF BUILDINGS STORMWATER REVIEWER.
- IF COVER OVER VCP IS LESS THAN 3', USE 45 DEGREE DIP BENDS WITH 1 FOOT DROP AS HALF TRAPS AS NEEDED FOR IEPA CLEARANCE REQUIREMENTS

MODEL: Default
FILE NAME: p:\projects\dw\benley.com\p\idoc\documents\DOT_Offices\District_11\Projects\BIS\0223\3\ACADD\BIB\CAD\sheet\3047.dgn

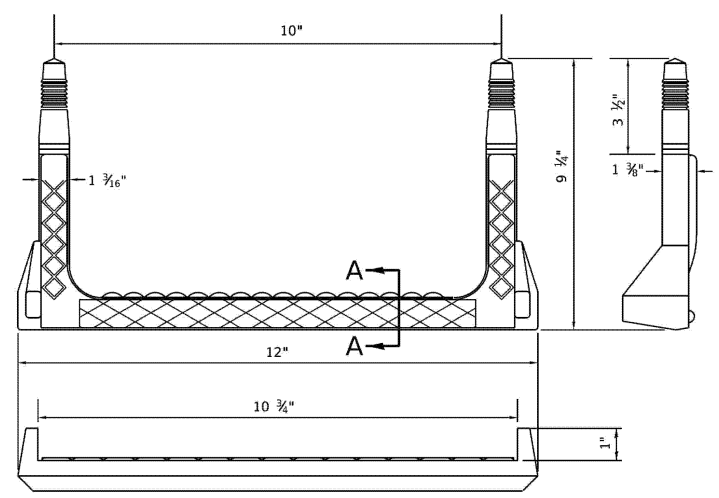


USER NAME = Lawrence.DeManche	DESIGNED - M. GOMEZ	REVISED - K. SMITH 11-18-22
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/18/2022	CHECKED -	REVISED -
	DATE - 01-25-01	REVISED -

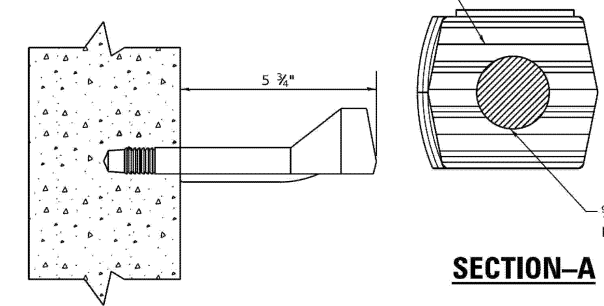
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CITY OF CHICAGO DRAINAGE STRUCTURE DETAILS	
SCALE: NONE	SHEET 12 OF 32 SHEETS STA. TO STA.

F.A.I. RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 271
BD600-13 (BD-47)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



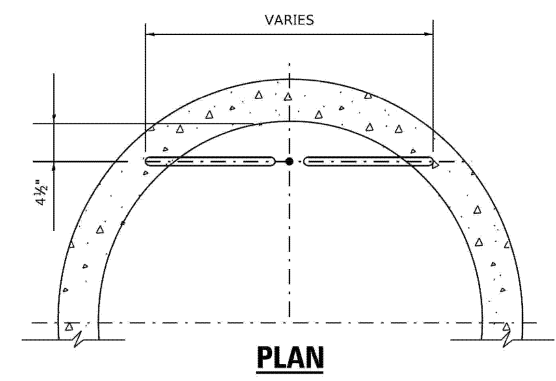
COPOLYMER POLYPROPYLENE PLASTIC



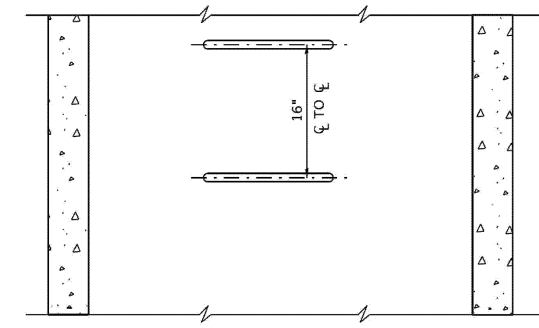
SECTION-A

RECTANGULAR STEP LADDER RUNG

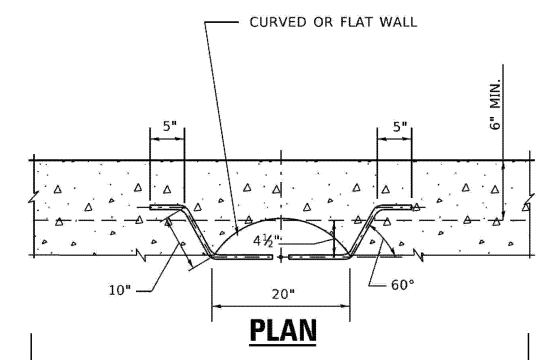
FOR USE ONLY IN 48" DIAMETER AND LARGER MANHOLES.



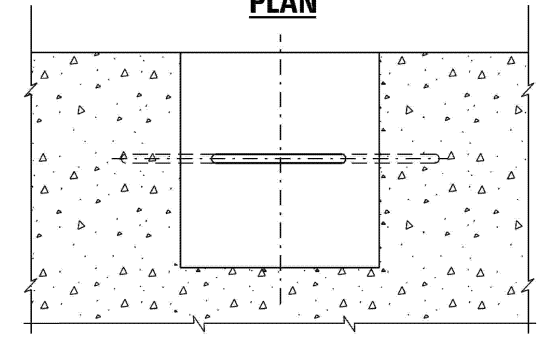
PLAN



ELEVATION TYPE X RISER



PLAN



ELEVATION TYPE Y BASE

NOTES:

1. VERTICAL SPACING = 16" O.C., ON VERTICAL WALL ONLY.
2. STEPS SHALL MEET THE REQUIREMENTS OF ASTM C478 IN ADDITION TO A HORIZONTAL PULL-OUT LOAD OF 1000 LBS. WHEN INSTALLED.
3. ALL STEPS SHALL BE VERTICALLY ALIGNED IN A STRAIGHT LINE.
4. MINIMUM CONCRETE STRENGTH MUST BE 3000 PSI
5. HOLES- PREFORMED/DRILLED
 - A. HOLES MUST BE PARALLEL
 - B. HOLES MUST BE 10" CENTERED, 1" DIAMETER
 - C. MINIMUM DEPTH- 3 1/2" TO 3 3/4"

MODEL: Default; FILE NAME: p:\wilde-cw-bentley.com\pwwd\Documents\DOT_Offices\District_11\Projects\BIS422\3\1\CAD\01a\CAD\sheet\1347.dgn



USER NAME = Lawrence.DeManche	DESIGNED - M. GOMEZ	REVISED - K. SMITH 11-18-22
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/18/2022	DATE - 01-25-01	REVISED -

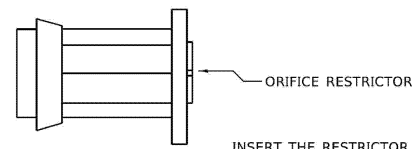
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
LADDER RUNGS**

SCALE: NONE SHEET 13 OF 32 SHEETS STA. TO STA.

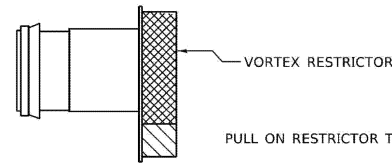
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	272
BD600-13 (BD-47)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				

DRAINAGE STRUCTURES
RESTRICTORS



ORIFICE RESTRICTOR

INSERT THE RESTRICTOR INTO THE HALF-TRAP. UPON TIGHTENING OF THE CENTER NUT ON THE FACE OF THE RESTRICTOR, THE RUBBER O-RINGS WILL EXPAND INSIDE THE HALF TRAP, PROVIDING A WATER-TIGHT SEAL. PULL ON RESTRICTOR TO VERIFY THAT A TIGHT FIT IS MADE.



VORTEX RESTRICTOR

PULL ON RESTRICTOR TO VERIFY THAT A TIGHT FIT IS MADE. INSERT THE RESTRICTOR WITH THE OPENING DOWN. UPON TIGHTENING OF THE 2 BOLTS ON THE FACE OF THE RESTRICTOR, THE RUBBER O-RINGS WILL PROVIDE A WATER-TIGHT SEAL.

GENERAL NOTES:

1. CATCH BASIN TO CATCH BASIN CONNECTIONS ARE ALLOWED IN PRIVATE SITES & ALLEYS. ONLY THE DOWNSTREAM CATCH BASIN IS REQUIRED TO HAVE A HALF-TRAP.
2. IF B < 4 FEET, THEN USE A DUCTILE IRON PIPE HALF TRAP AND FLAT TOP SLAB CATCH BASIN AS NECESSARY.
3. INLETS AND 3' DIAMETER CATCH BASINS ARE TO BE USED ONLY WITH PRIOR APPROVAL OF DWM FIELD INSPECTOR.

RESTRICTOR NOTES:

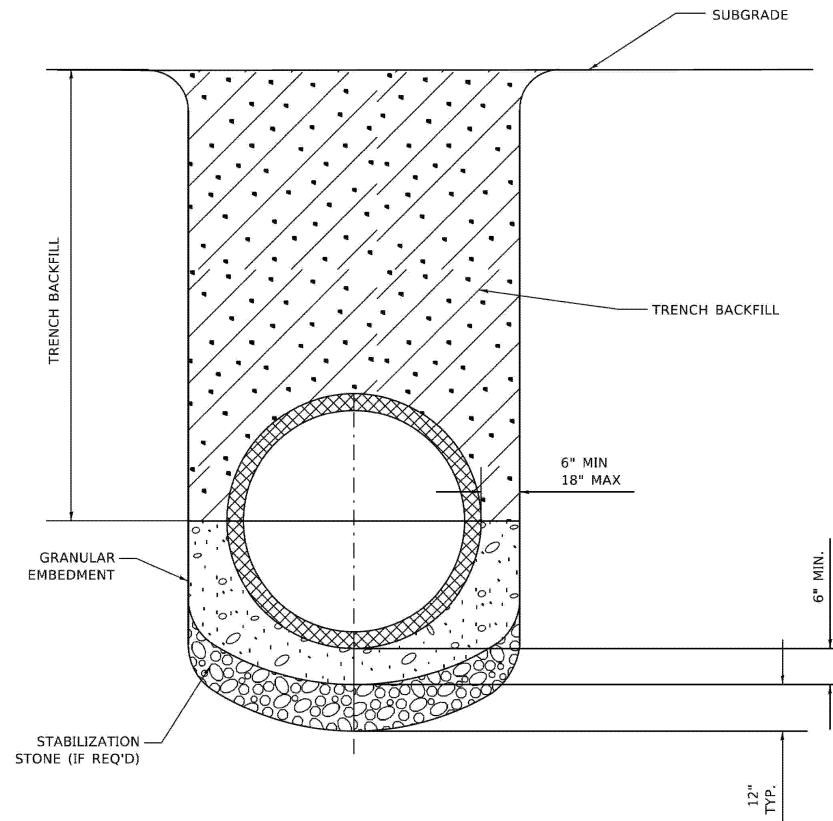
THE DWM'S RAIN BLOCKER RESTRICTOR PROGRAM MUST BE MAINTAINED WITH ANY ROADWAY IMPROVEMENT.

THE DESIGN OF ANY ROADWAY IMPROVEMENT MUST CONSIDER LIMITING THE NUMBER OF CATCH BASINS TO THE EXTENT PRACTICAL. THE NUMBER OF EXISTING STRUCTURES SHOULD NOT BE INCREASED.

THE RESTRICTORS CAN BE OBTAINED FROM DWM CENTRAL DISTRICT AT 3901 S. ASHLAND AVE. THE CONTRACTOR SHOULD ARRANGE FOR PICK UP BY CONTACTING 312-747-8736 (7AM TO 3PM, M-F). CONTRACTOR MUST CALL 48 HOURS IN ADVANCE OF PICK UP DATE AND TIME.

FLOW RESTRICTORS MUST BE INSTALLED IN ALL CATCH BASINS OUTSIDE OF THE CENTRAL BUSINESS DISTRICT (LIMITS: NORTH AVE, CERMAK AVE, HALSTED AVE, LAKE MICHIGAN). RESTRICTORS MUST NOT BE INSTALLED IN CATCH BASINS IN CLOSE PROXIMITY TO VIADUCT AREAS, BUS STOPS, OR EMERGENCY ENTRANCES. THE DWM MUST APPROVE THE NON-INSTALLATION OR REMOVAL OF ANY RESTRICTOR. REQUIREMENTS FOR RESTRICTOR INSTALLATION ARE AS FOLLOWS:

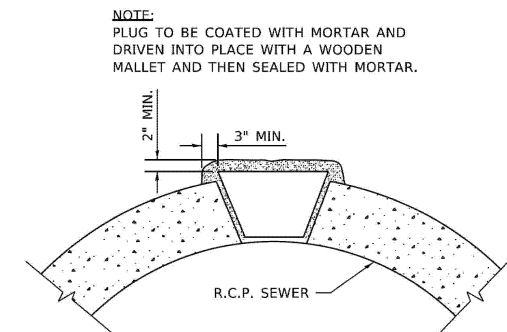
- *ARTERIAL STREETS: 3-INCH ORIFICE RESTRICTOR
- *BUS ROUTES: 3-INCH ORIFICE RESTRICTOR
- *RESIDENTIAL STREETS: 3-INCH VORTEX RESTRICTOR
- *ALLEYS: 3-INCH ORIFICE RESTRICTOR IN THE LAST CB.
- *CLOSED LIDS ARE REQUIRED ON ALL MANHOLES EXCEPT AT INTERSECTIONS WHERE A PERFORATED LID SHALL BE USED.



NOTE:

1. FOR TRENCH BACKFILL, REFER TO IDOT SSRBC, ARTICLE 1003.04.
2. FOR GRANULAR EMBEDMENT, USE CA-11, CRUSHED GRAVEL, CRUSHED STONE, OR CRUSHED CONCRETE.
3. FOR STABILIZATION STONE, 12" OF CA-1 STONE IS ONLY REQUIRED WHEN UNSTABLE MATERIAL IS ENCOUNTERED AT TRENCH BOTTOM.
4. AGGREGATE PLACED FOR TEMPORARY SURFACE RESTORATION WILL NOT BE PAID SEPARATELY AND SHALL BE INCIDENTAL TO THE CONTRACT.

SEWER TRENCH DETAIL



NOTE:
PLUG TO BE COATED WITH MORTAR AND DRIVEN INTO PLACE WITH A WOODEN MALLET AND THEN SEALED WITH MORTAR.

LIFTING HOLE PLUG DETAIL FOR CONCRETE PIPE

NOTE:

1. ALL PLUG MATERIALS MUST COMPLY WITH 1042.16 OF THE IDOT SSRBC.
2. LIFT HOLES ON COMBINED SEWERS ARE PROHIBITED WHEN THE WATER TABLE IS WITHIN 2 FEET OF THE PIPE INVERT, OR IF THE PIPE IS FULLY SUBMERGED UNDER NORMAL CONDITIONS.

MODEL: Default
FILE NAME: \\pww\dw-bentley.com\pww\DOT\Documents\DOT_Offices\District_11\Projects\DESIGN\23\3\ACAD\DWG\CAD\Restrictor3047.dwg



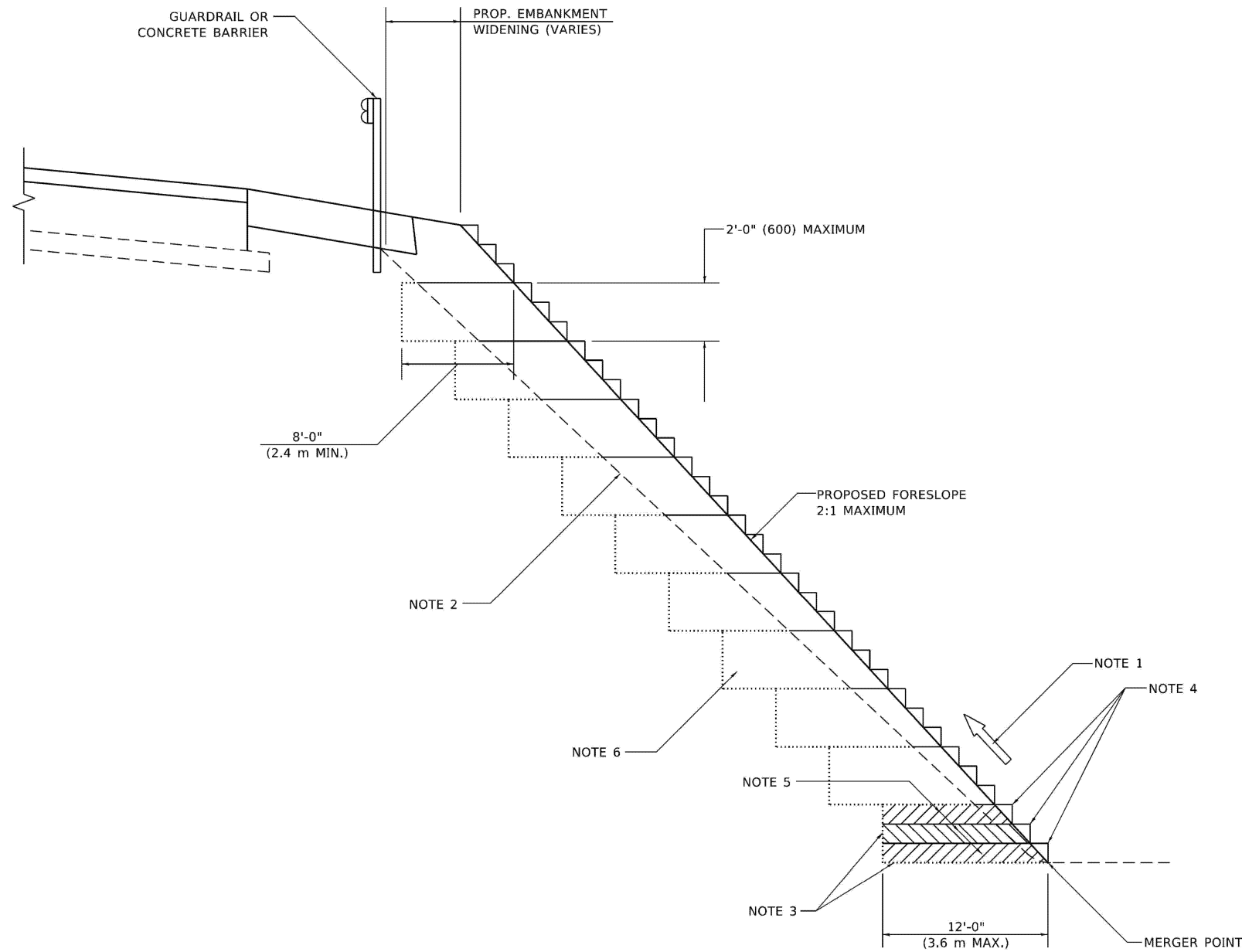
USER NAME = Lawrence.DeManche	DESIGNED - M. GOMEZ	REVISED - K. SMITH 11-18-22
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/18/2022	DATE - 01-25-01	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
MISCELLANEOUS DETAILS

SCALE: NONE SHEET 14 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	273
BD600-13 (BD-47)		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

MODEL: D:\default... FILE NAME: ...



USER NAME = Lawrence.DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22
	DRAWN - CADD	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - S.E.B.	REVISED -
PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -

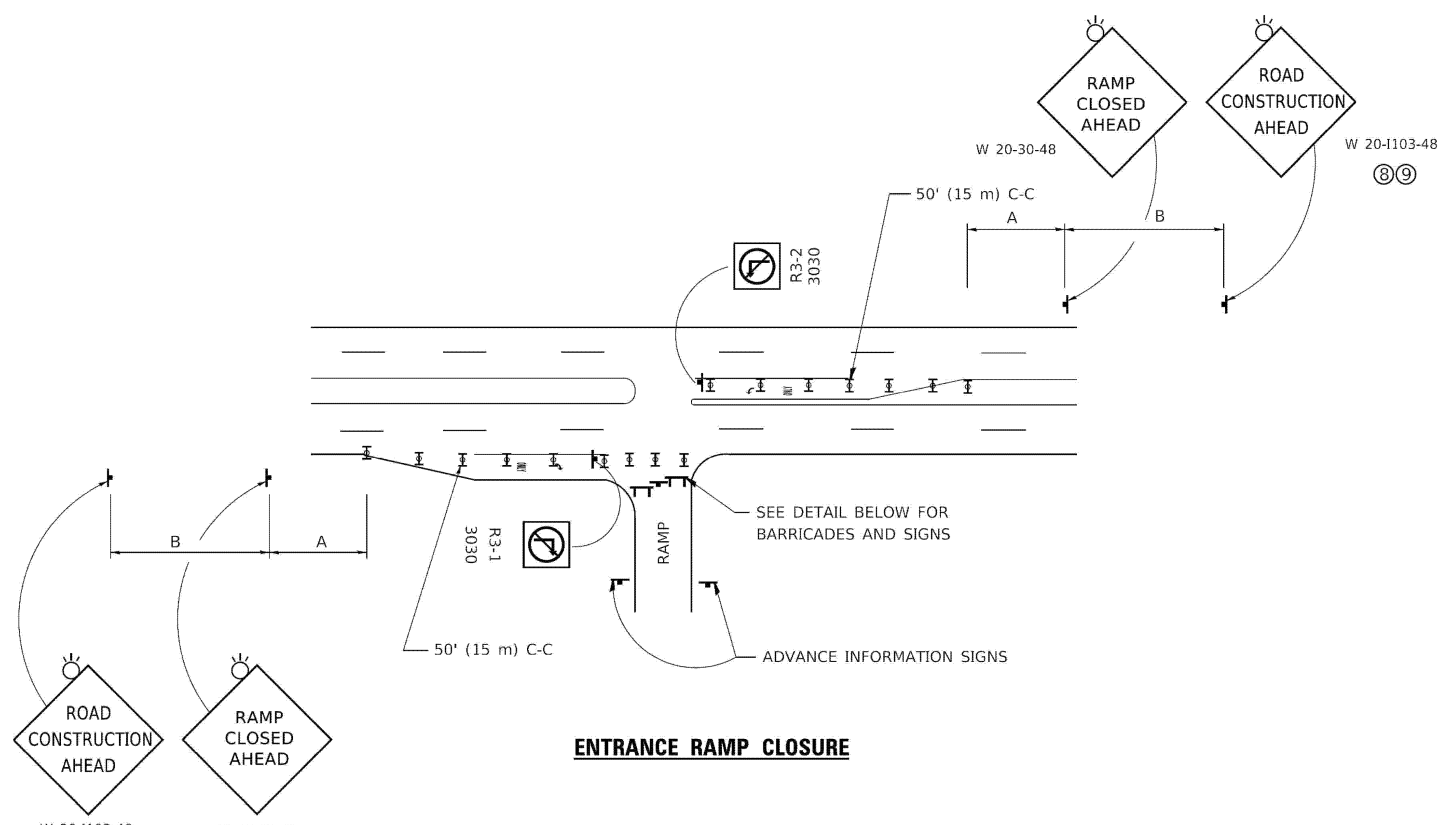
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENCHING DETAIL
FOR EMBANKMENT WIDENING**

SCALE: NONE SHEET 15 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	274
BD-51			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				

MODEL: D:\draft\FILE: NAME: P:\ILLINOIS\BIDDING\TEG\Illinois\pwr\DOT\Documents\DOT Office\Bldg\1\Projects\1545422\234\CAD\Drawn\CAD\Sheet\108.dwg



ENTRANCE RAMP CLOSURE

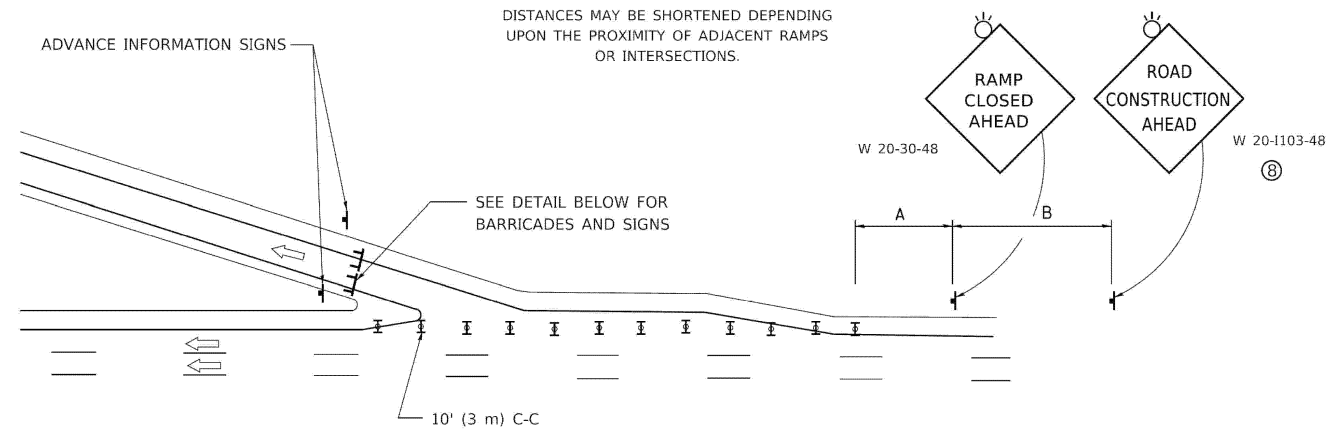
SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

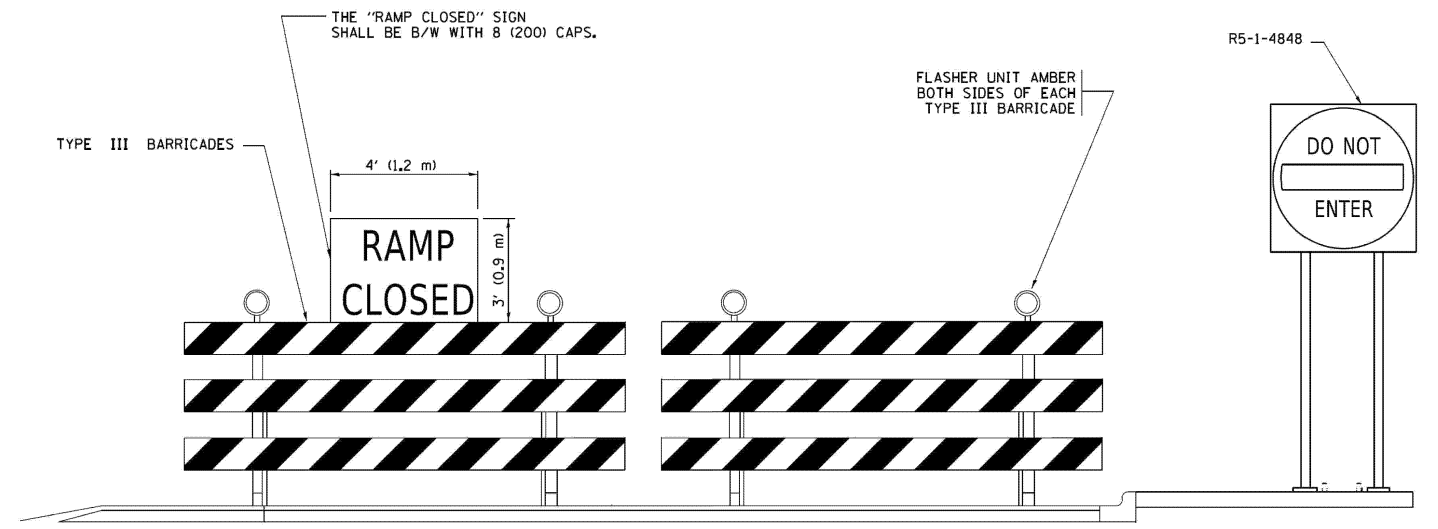
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

⑧⑨

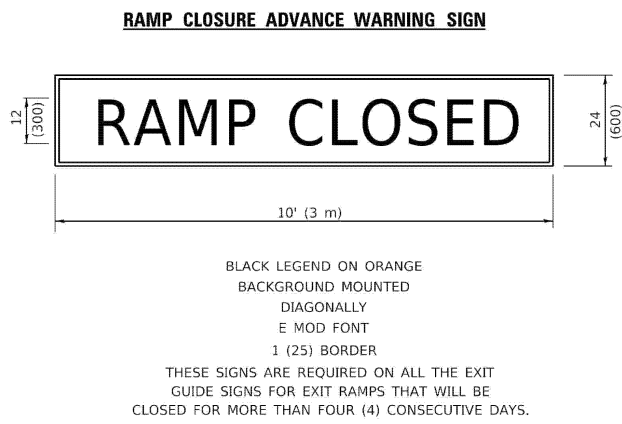
- SYMBOLS**
- ▬ TYPE II BARRICADE OR DRUM
 - ⌈ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



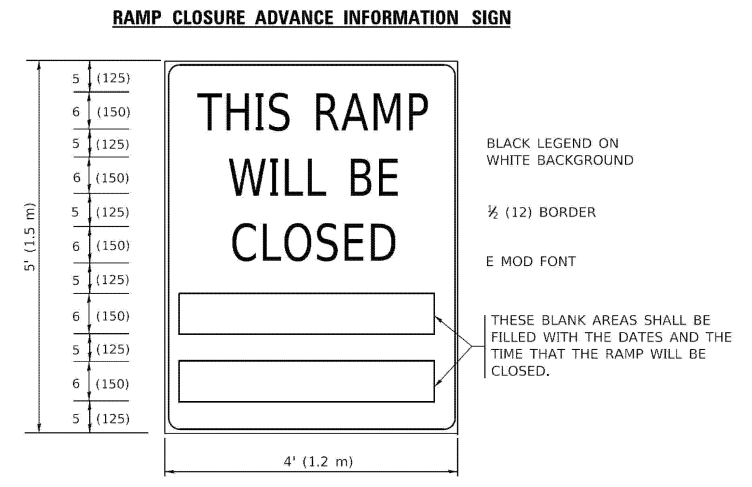
EXIT RAMP CLOSURE



DETAIL FOR REQUIRED BARRICADES & SIGNS



THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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



USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B._01-07
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - S.P.B._12-09
PLOT DATE = 3/4/2019	CHECKED -	REVISED - M.D._06-13
	DATE - 02-83	REVISED - M.D._01-18

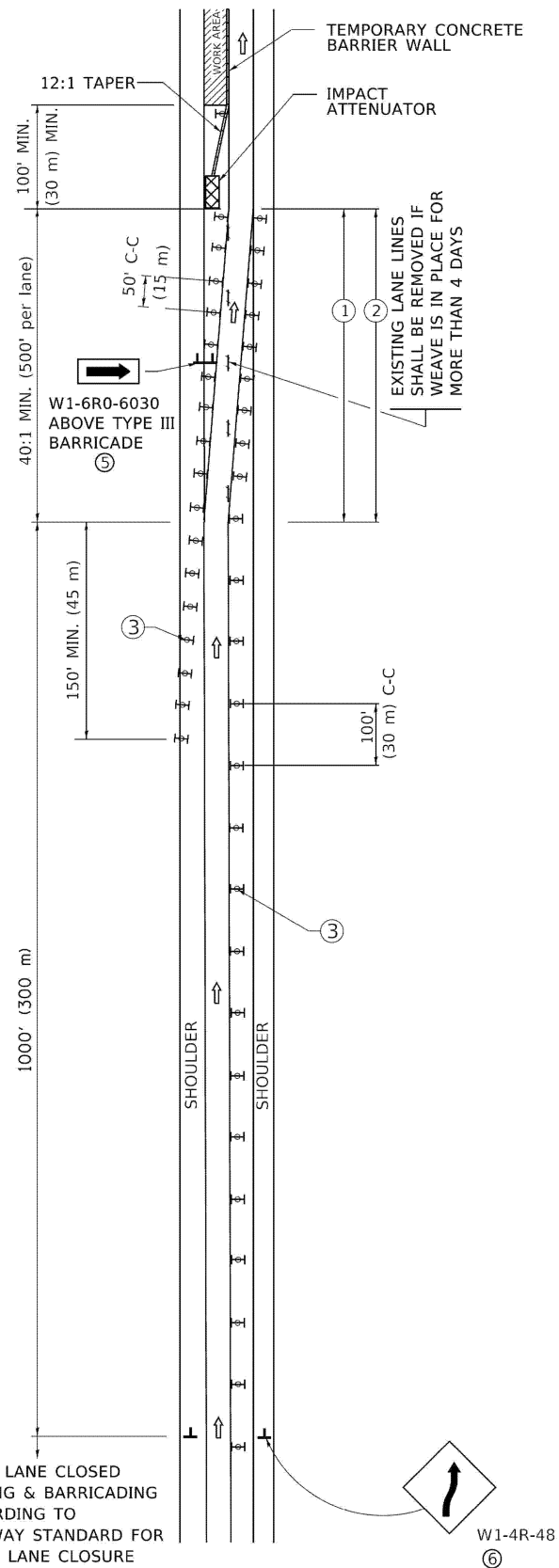
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

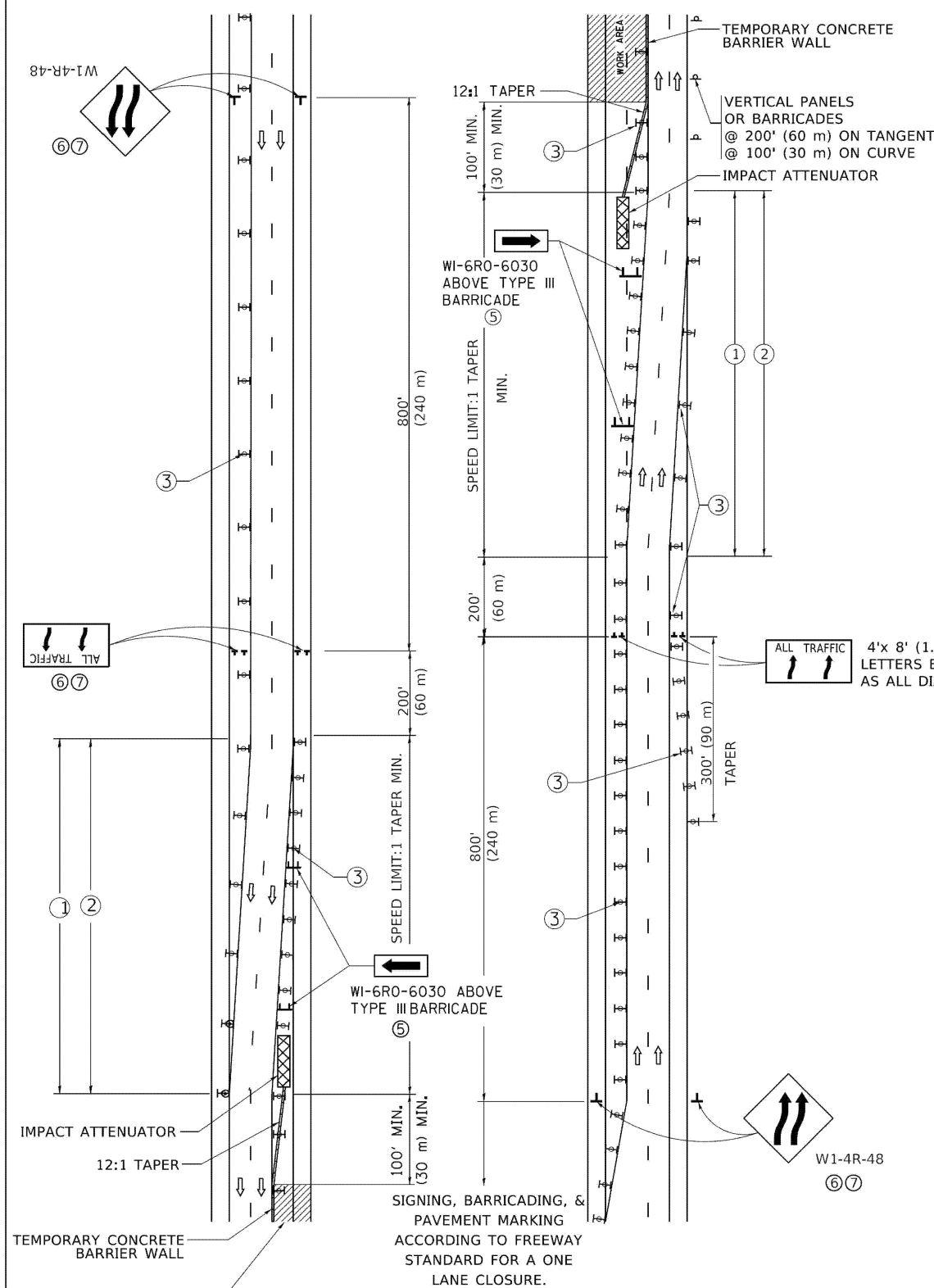
SCALE: NONE SHEET 16 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	275
TC-08			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE

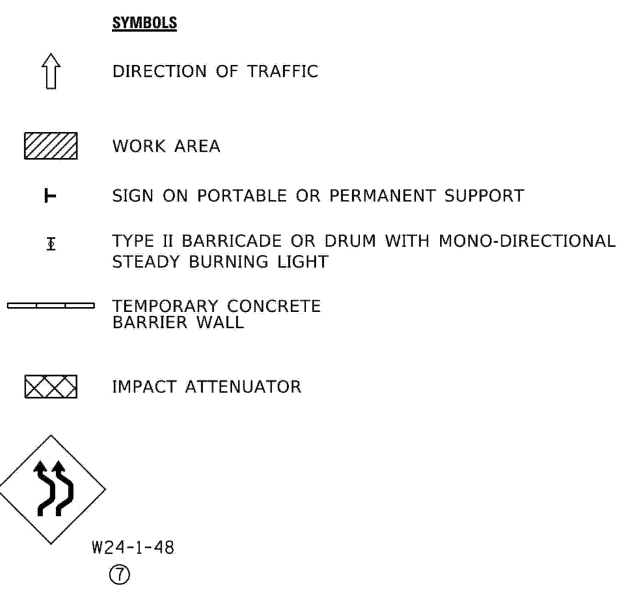


MULTI-LANE WEAVE



GENERAL NOTES:

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: D:\draft\... FILE NAME: P:\ILLINOIS\BIDDING\... OFFICE: D:\draft\... PROJECT: ILLINOIS STATE HIGHWAY 222-340 CAD\DMA\CAD\sheet\TC09.dgn



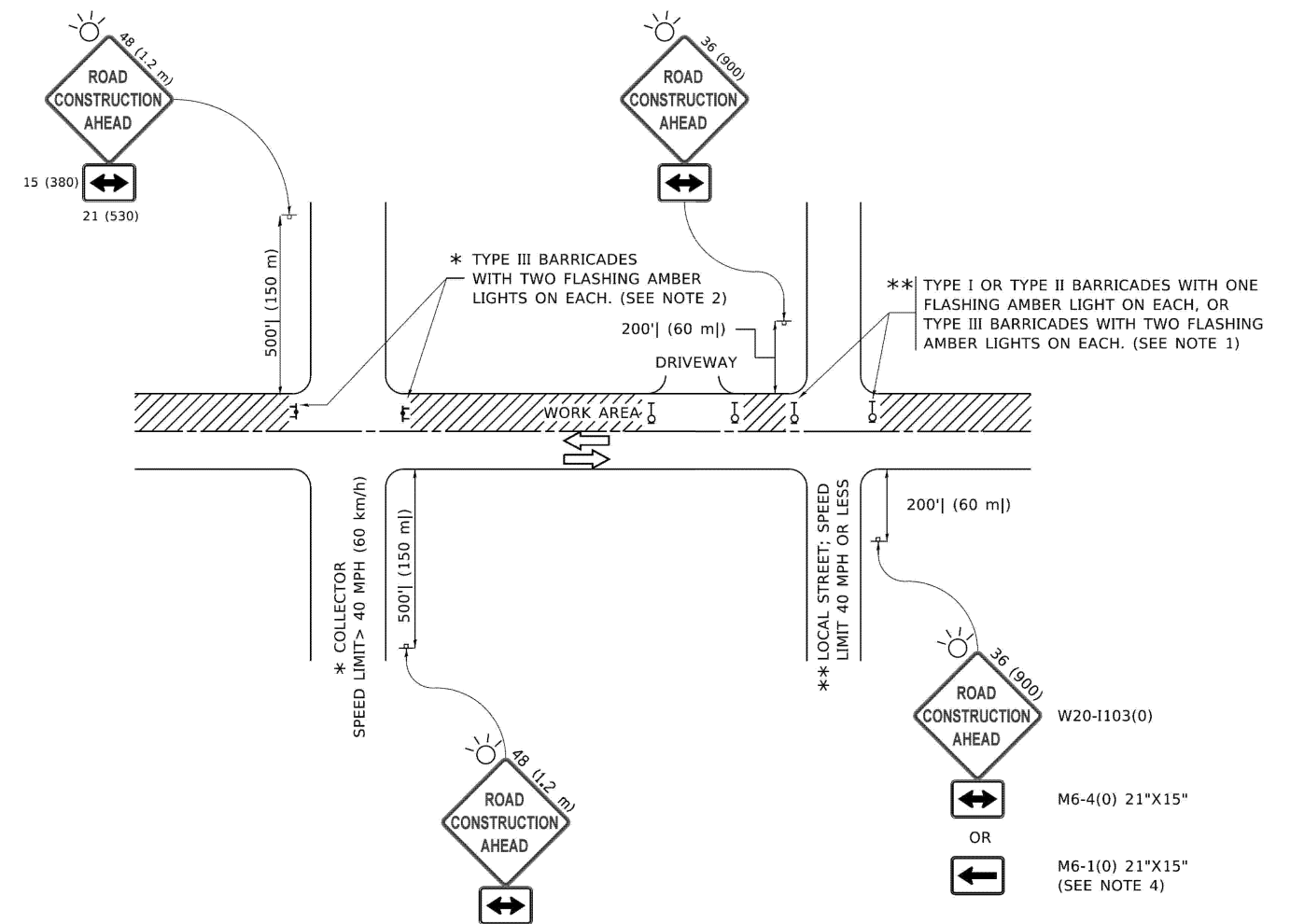
USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
PLOT SCALE = 50.0000" / in.	DRAWN -	REVISED - S.P.B. 01-07
PLOT DATE = 3/4/2019	CHECKED -	REVISED - S.P.B. 12-09
	DATE - 02-87	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR
FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: NONE SHEET 17 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	276
TC-09		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

MODEL: D:\draft FILE NAME: P:\ILLINOIS\BID\NTEG\Illinois.gov\FWID\DOT\Documents\DOT Office\Bldg\1\Projects\2015\22-34\CADD\N\CAD\Bldg\CAD\Bldg\TC10.dgn



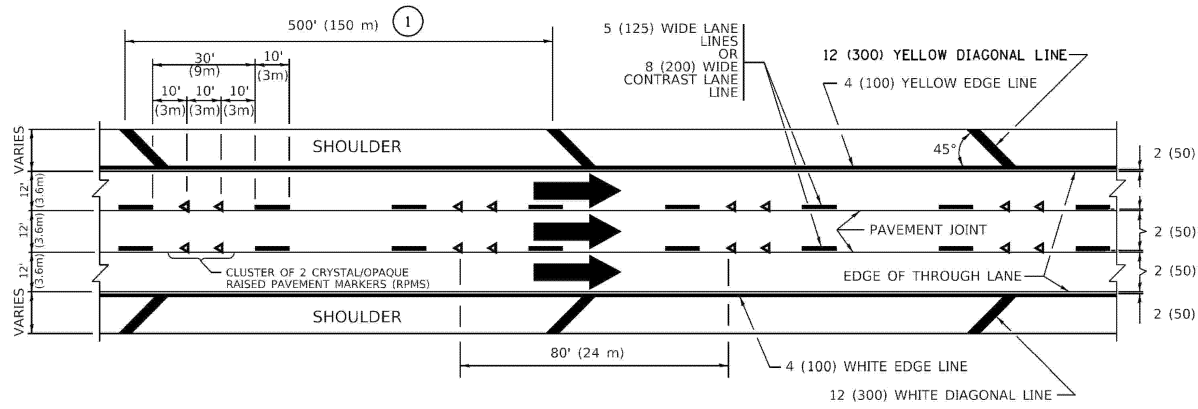
USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET 18 OF 32 SHEETS STA. TO STA.

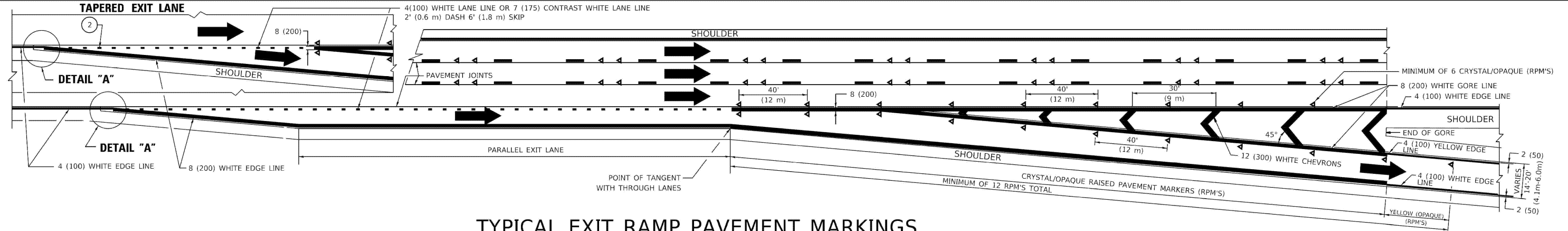
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	277
TC-10			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				



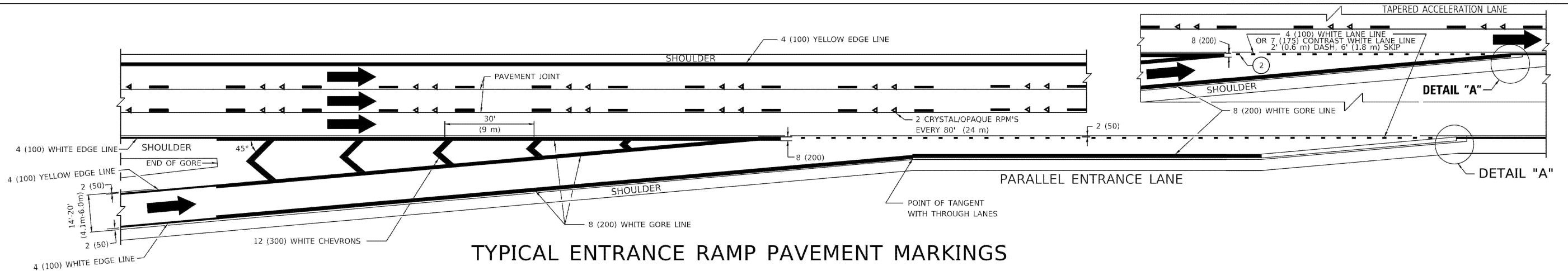
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

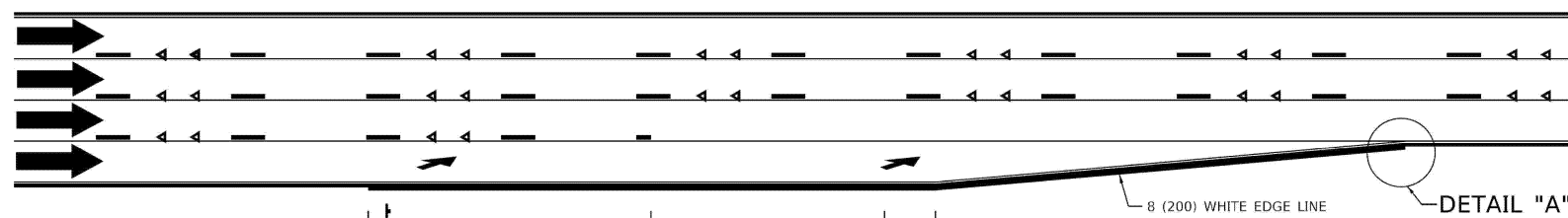
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE D, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

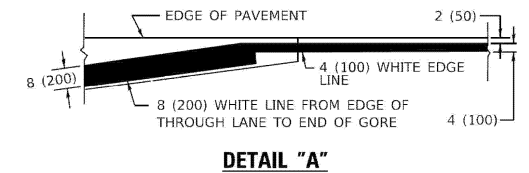


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



NOTES:

1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
2. 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

MODEL: Default
 FILE NAME: p:\projects\paw_bentley.com\p\1101\Documents\1101_Offices\District_1\Projects\1101\1101\1101\CADD\1101\CAD\Sheet112.dwg
 PROJECT: 1101



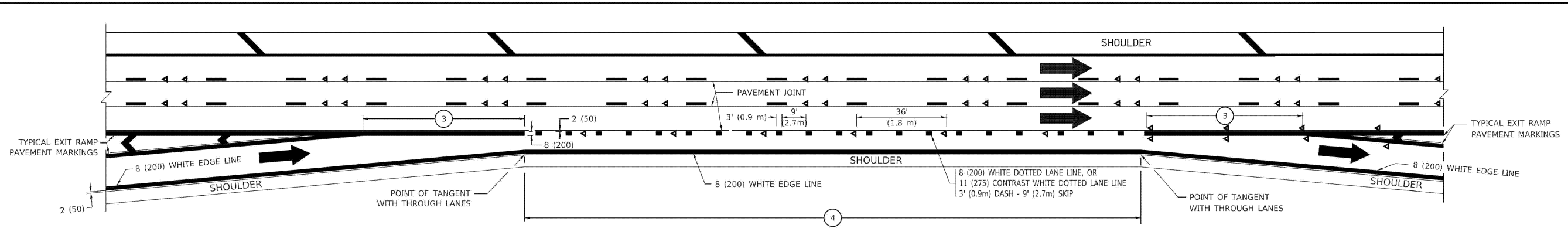
USER NAME = Lawrence, DeManche	DESIGNED - D.W.S.	REVISED - S.P.B. 01-10
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - M.D. 05-13
PLOT DATE = 11/18/2022	CHECKED -	REVISED - M.D. 09-17
	DATE - 01-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

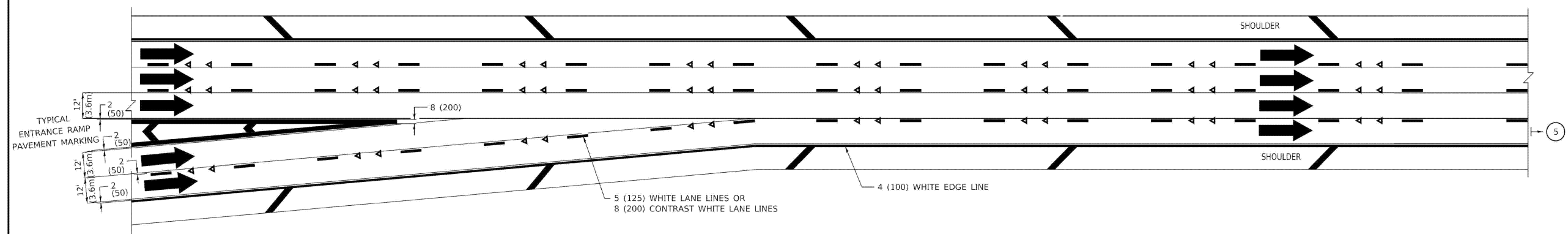
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE SHEET 19 OF 32 SHEETS STA. TO STA.

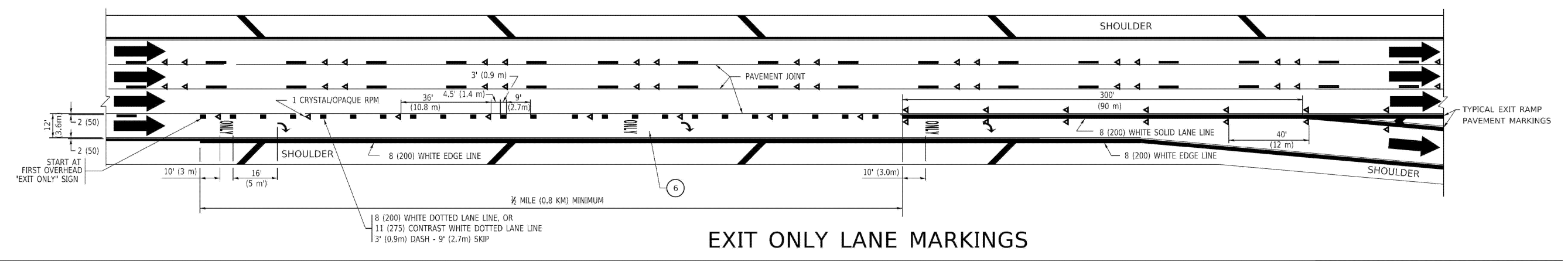
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	278
TC-12			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				



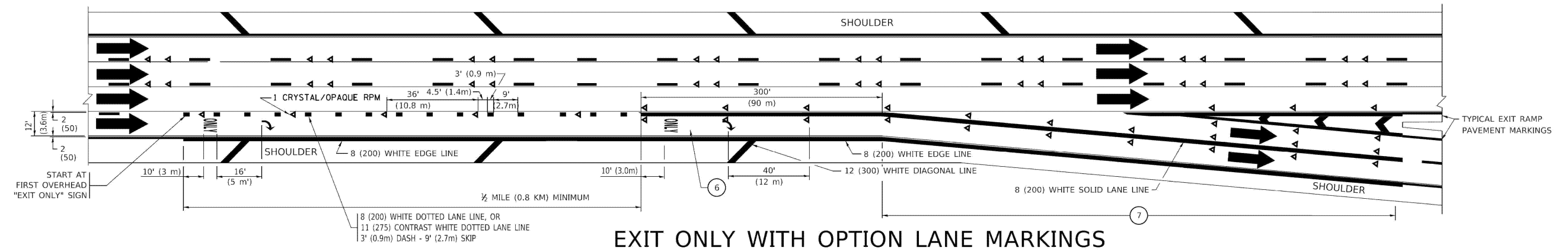
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES:**
- 3 OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - 4 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - 5 FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - 6 ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - 7 CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

MODEL: D:\draft...
 FILE: NAME: P:\ILLINOIS\BAREID\NITEE\Illinois.gov\PIV\DOT\Documents\DOT_Offices\Illinois\2223\CAAD\Drawings\CAAD\Sheet\12.dwg



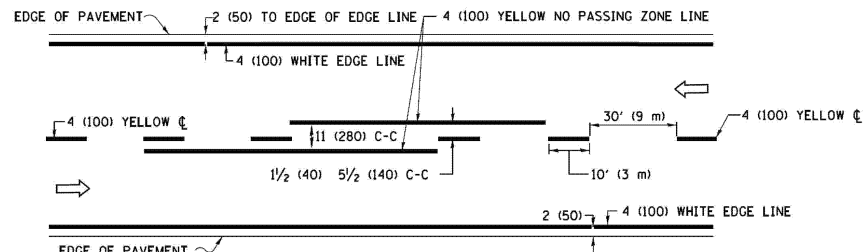
USER NAME = foatemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - S.P.B. 01-07
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - S.P.B. 01-10
		REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

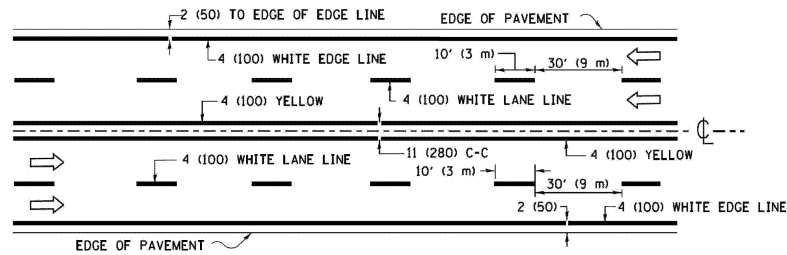
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE SHEET 20 OF 32 SHEETS STA. TO STA.

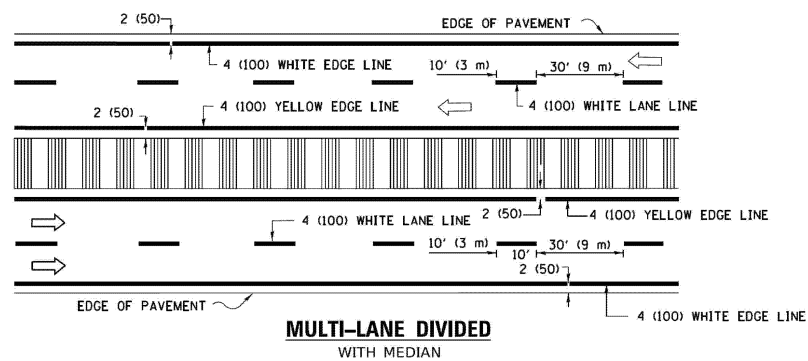
F.A.I. RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 279
TC-12		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

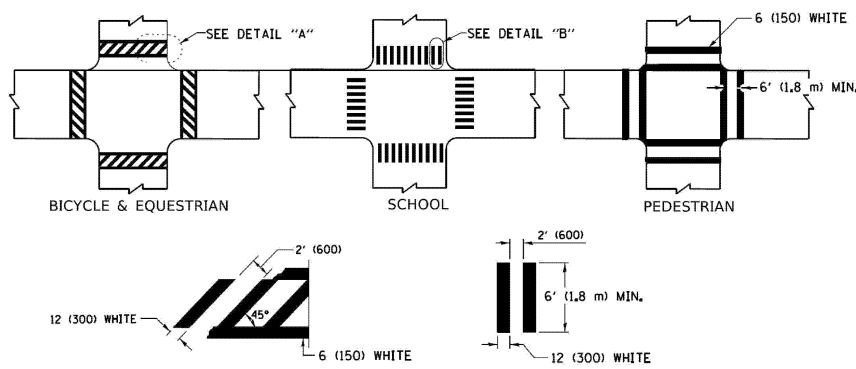


MULTI-LANE UNDIVIDED



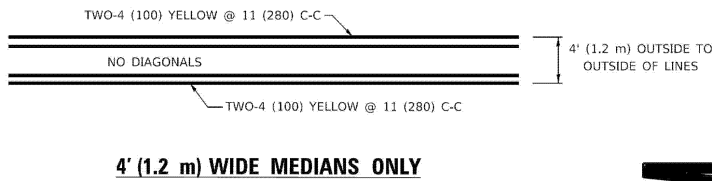
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

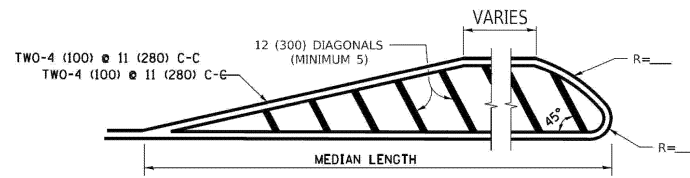


TYPICAL CROSSWALK MARKING

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

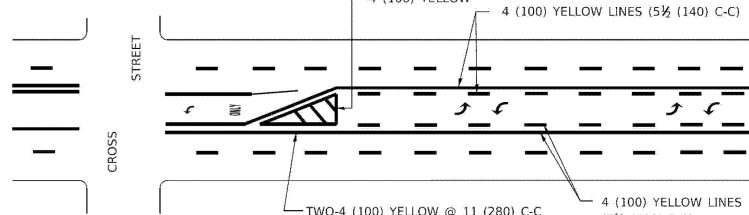


4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

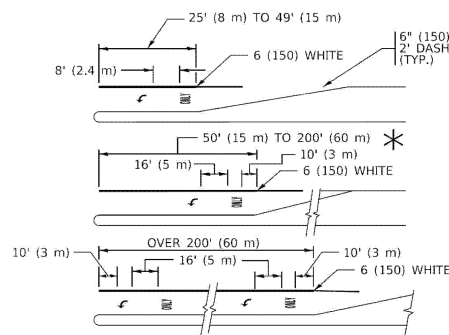
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

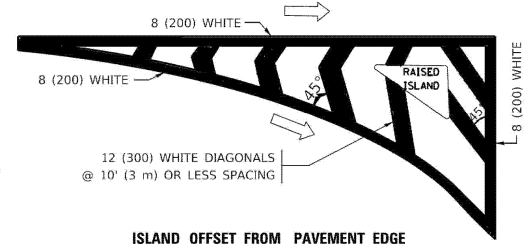
TYPICAL PAINTED MEDIAN MARKING



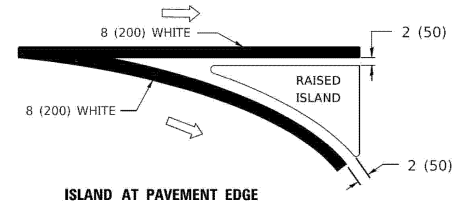
FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - *ONLY* INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - *ONLY*.

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

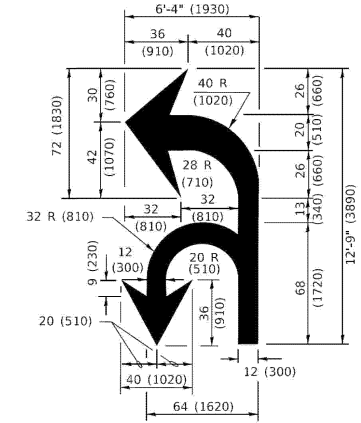


ISLAND OFFSET FROM PAVEMENT EDGE

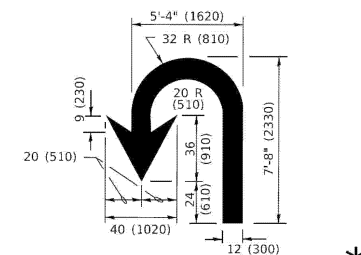


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

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

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

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

MODEL: Default
FILE NAME: p:\11\08\BIDD\ITEG\Illinois\gov\p\W\DOT\Documents\DOT - Office\Bldg\11\22\23\CAD\Draws\CAD\Sheet\13.dwg



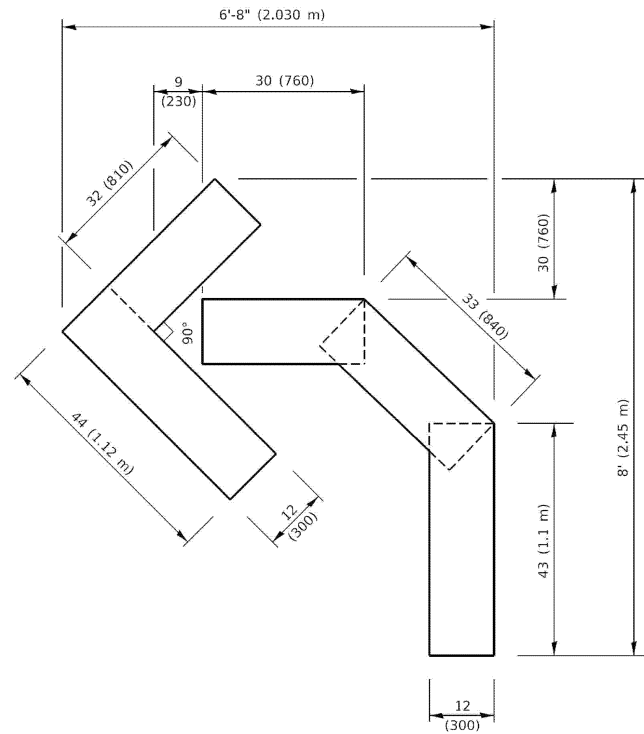
USER NAME = footernj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	CHECKED -	REVISED - C. JUCIUS 12-21-15
	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

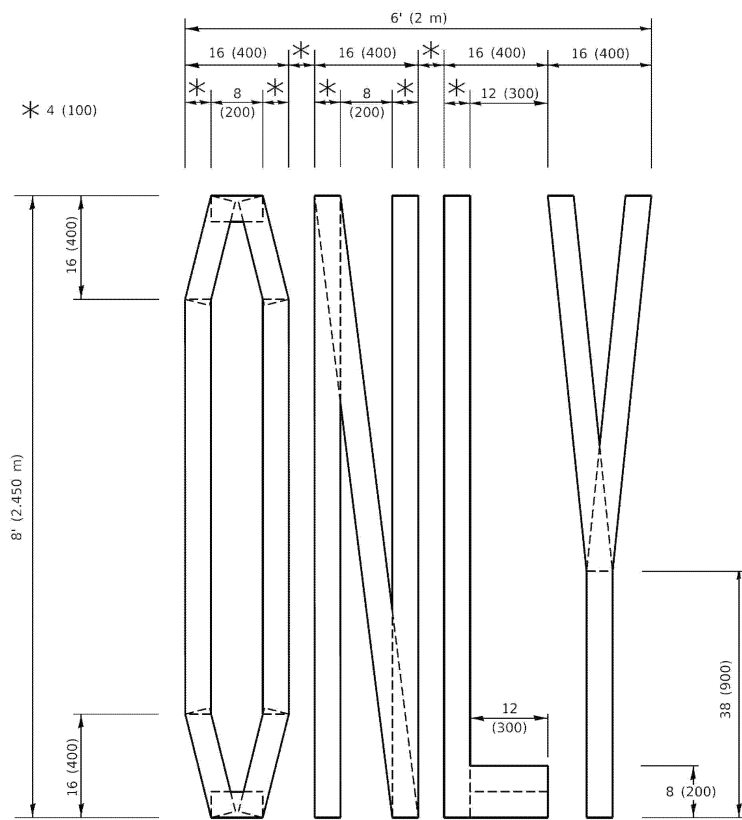
SCALE: NONE SHEET 21 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	280
TC-13		CONTRACT NO. 62R61		
ILLINOIS / FED. AID PROJECT				



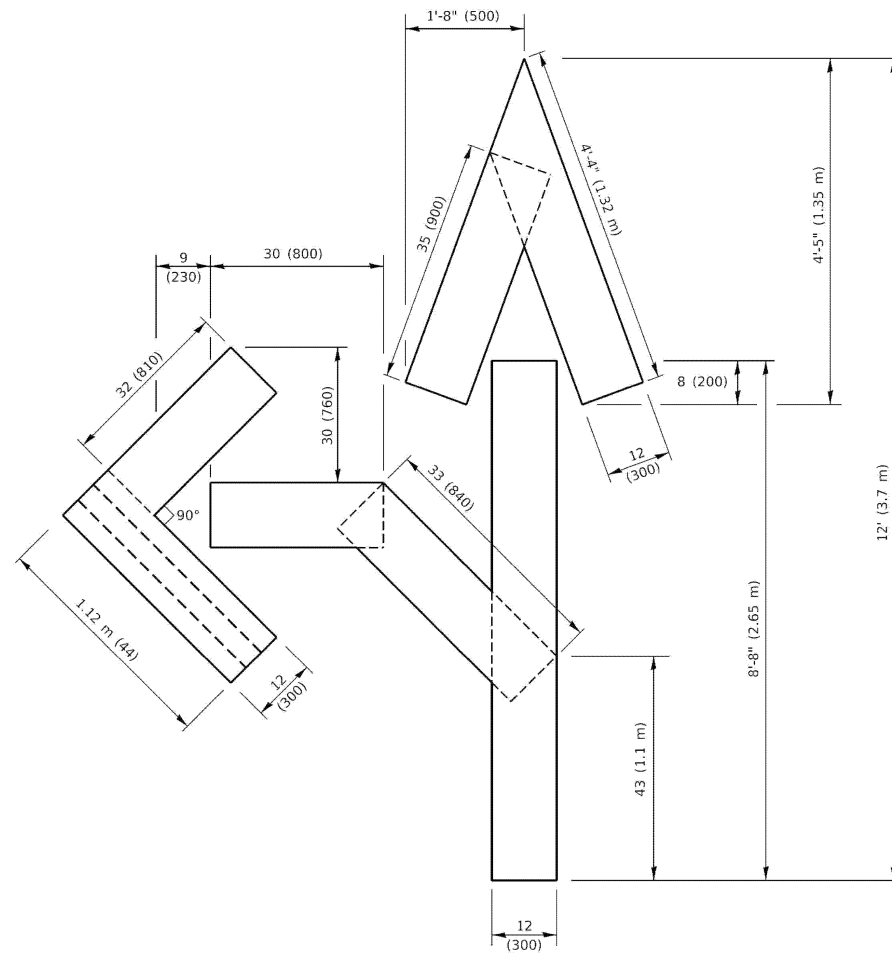
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

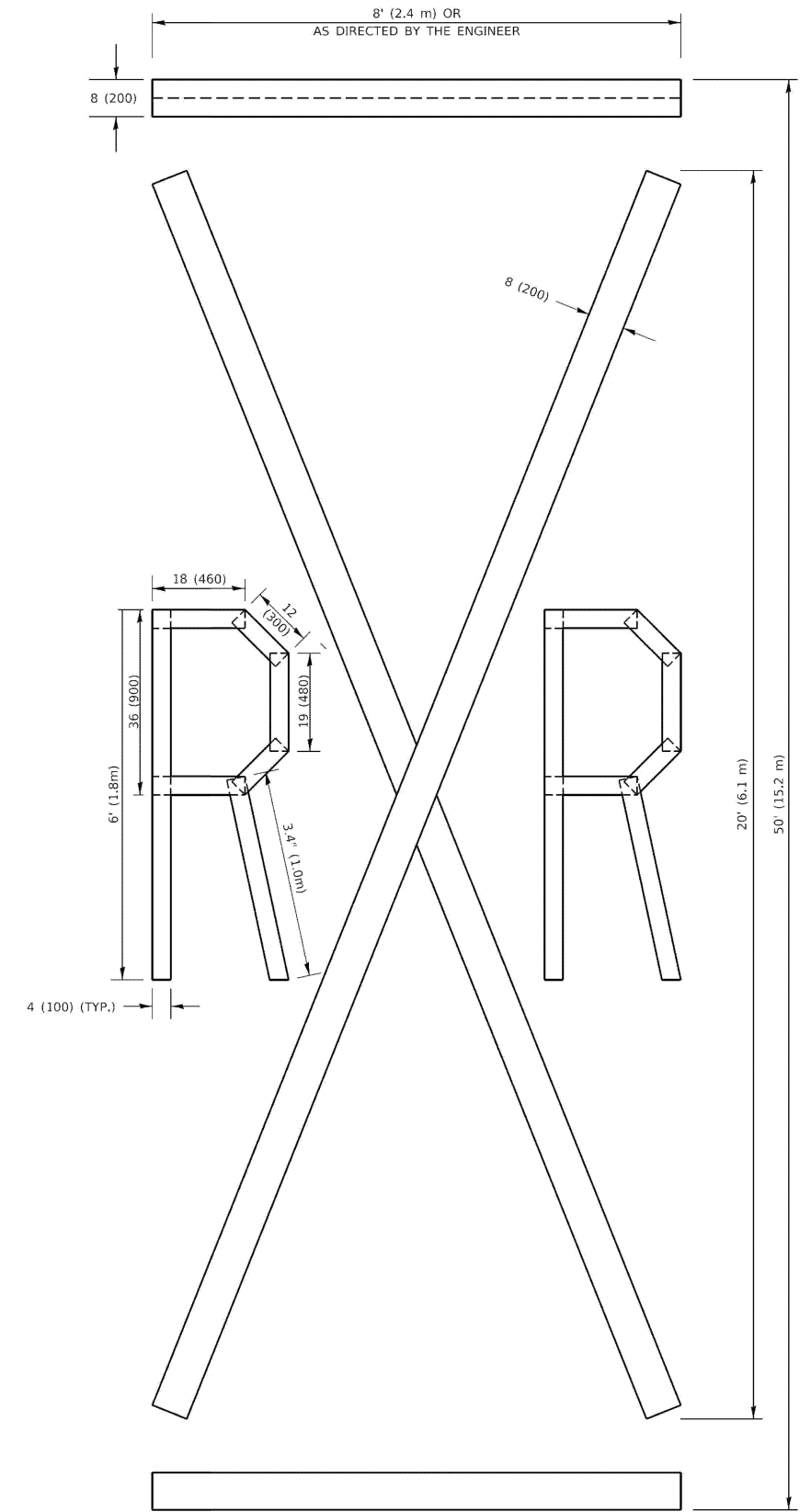


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

MODEL: Default
FILE NAME: P:\ILLINOIS\B4E\BID\NTEG\Illinois.gov\RW\DOT\Documents\DOT_Offices\District_1\Projects\SHS\22\22-24\CADD\Drawings\CAD\Sheets\16.dgn



USER NAME = footerm	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
PLOT SCALE = 50.0068' / in.	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	CHECKED -	REVISED - E. GOMEZ 08-28-00
	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

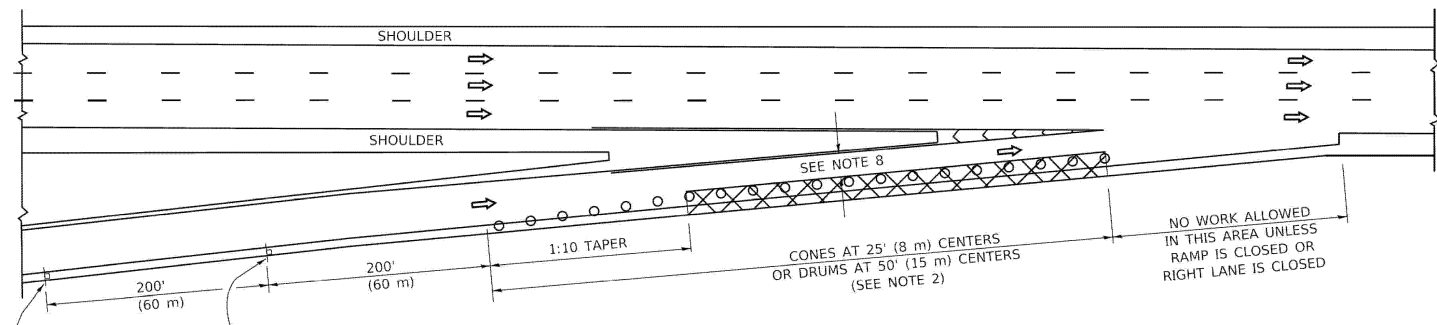
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 22 OF 32 SHEETS STA. TO STA.

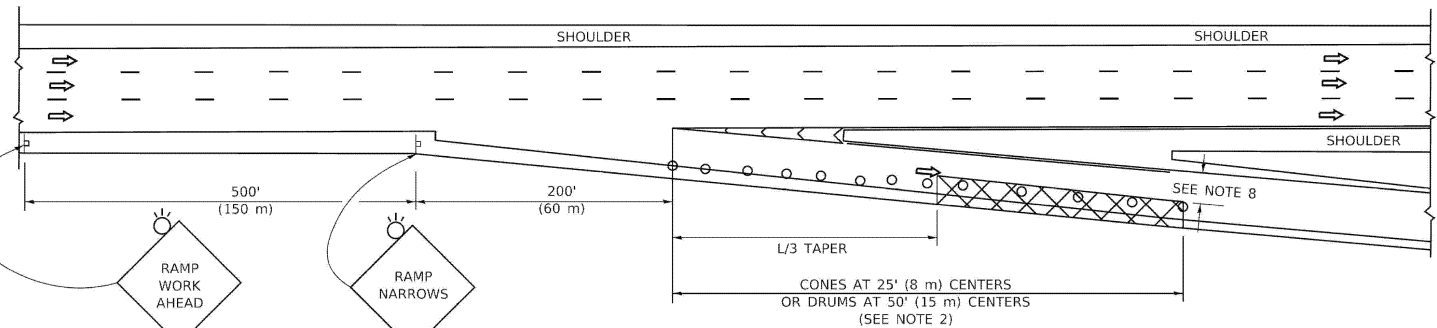
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	281
TC-16			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

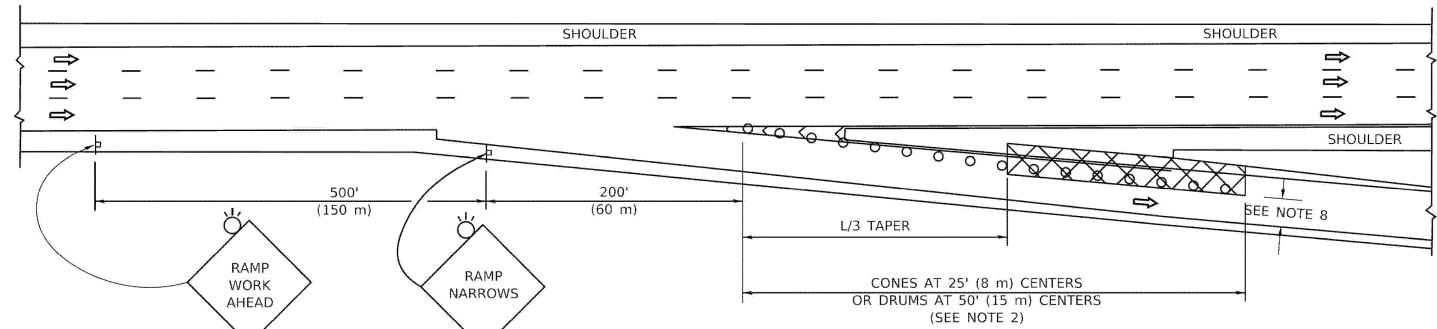
SHOULDER CLOSURE DETAILS



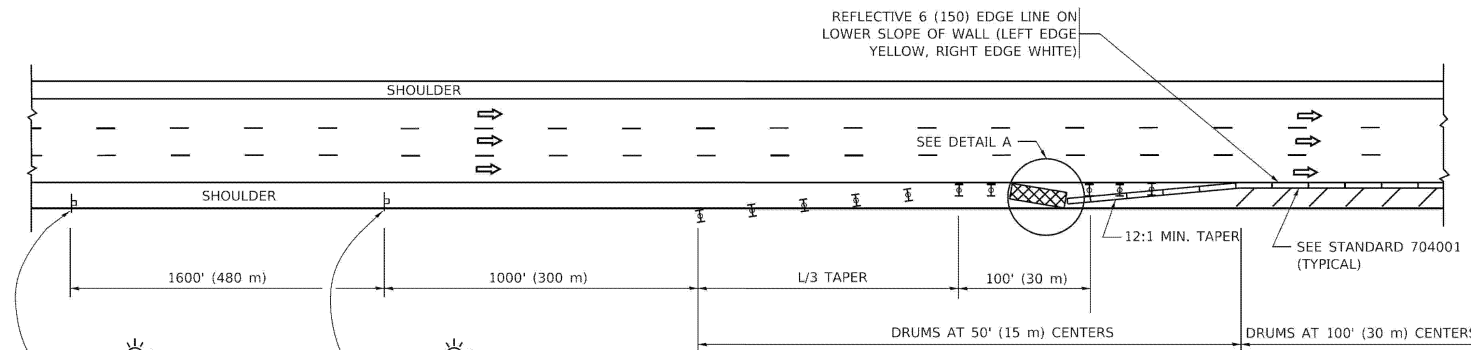
TYPICAL ENTRANCE RAMP



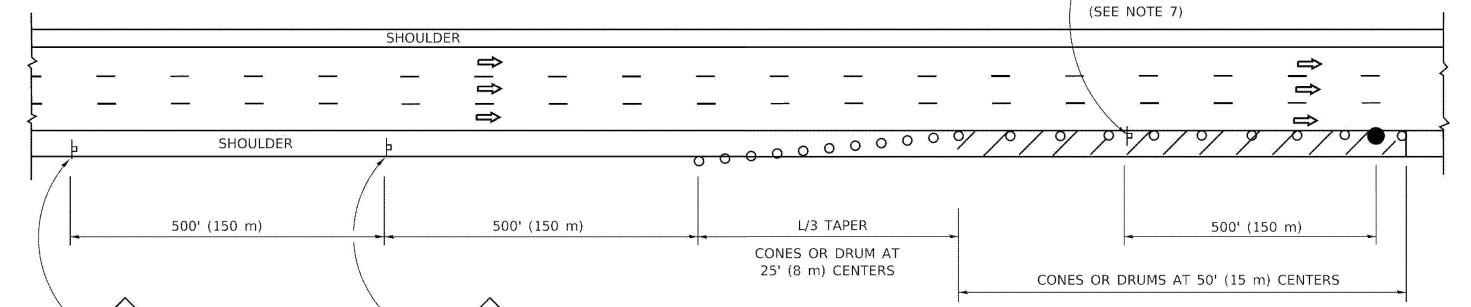
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

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

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	L=0.65(W/S) L=(W/S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350/MASH COMPLIANT.

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

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

MODEL: D:\draft\... FILE NAME: P:\ILLINOIS\DOT\Documents\DOT OFFICE\SHR\1103\2234\CAD\DWG\CADSheet17.dwg



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

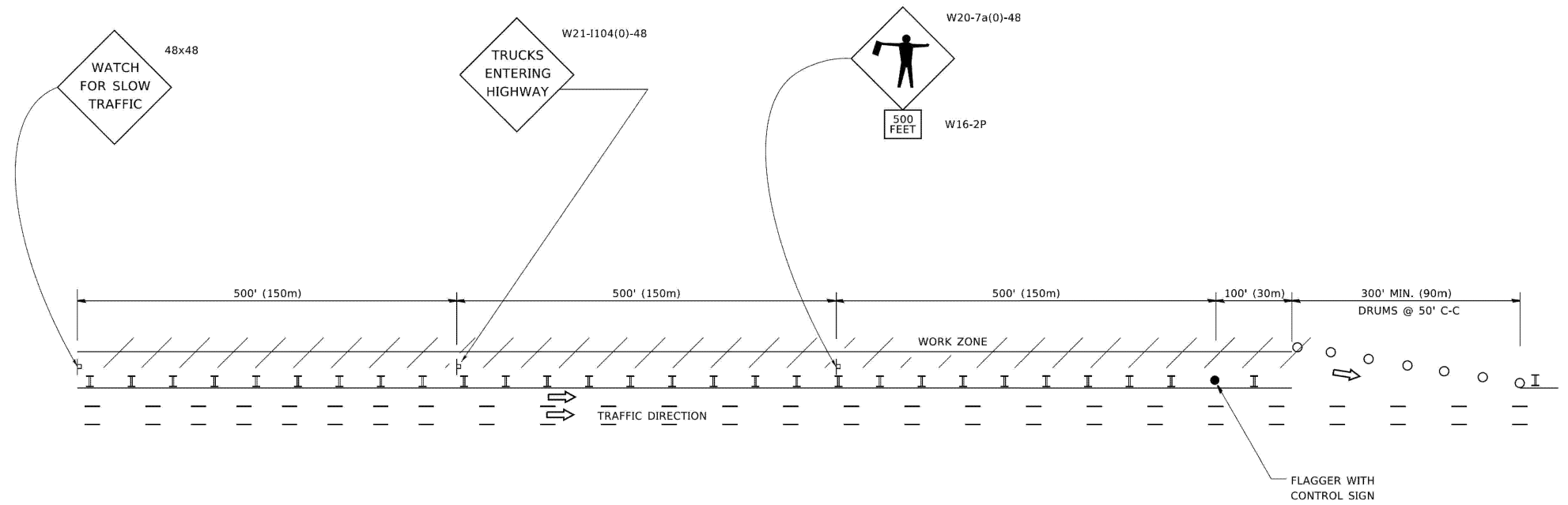
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET 23	OF 32 SHEETS	STA. TO STA.

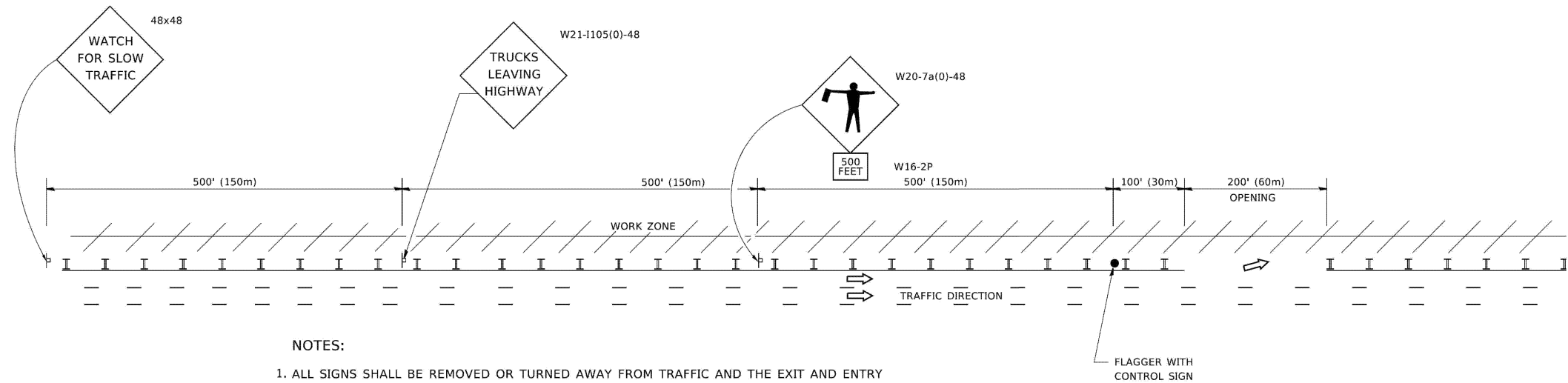
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	282
TC-17		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: D:\draft FILE NAME: P:\IL08A\BEN\INTEG_IL\inois.gov\FWIDOT\Documents\DOT_office\SHR\1\proj\cts\SHR\22\34\CADD\ba\CAD\sheet\18.dgn



USER NAME = foatemj	DESIGNED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -
PLOT DATE = 3/4/2019	DATE -

REVISED - J.A.F. 02-06
REVISED - S.P.B. 01-07
REVISED - S.P.B. 12-09
REVISED - M.D.06-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FREEWAY /EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS ON FREEWAYS /EXPRESSWAYS**

SCALE: NONE SHEET 24 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	283
TC-18			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: P:\ILLINOIS\BARRIERS\ILLINOIS\gov\FW\DOT\Documents\DOT - Office\Signs\11-18-02\23-34\CAD\Draw\CADSheet\TC21.dwg

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-2-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

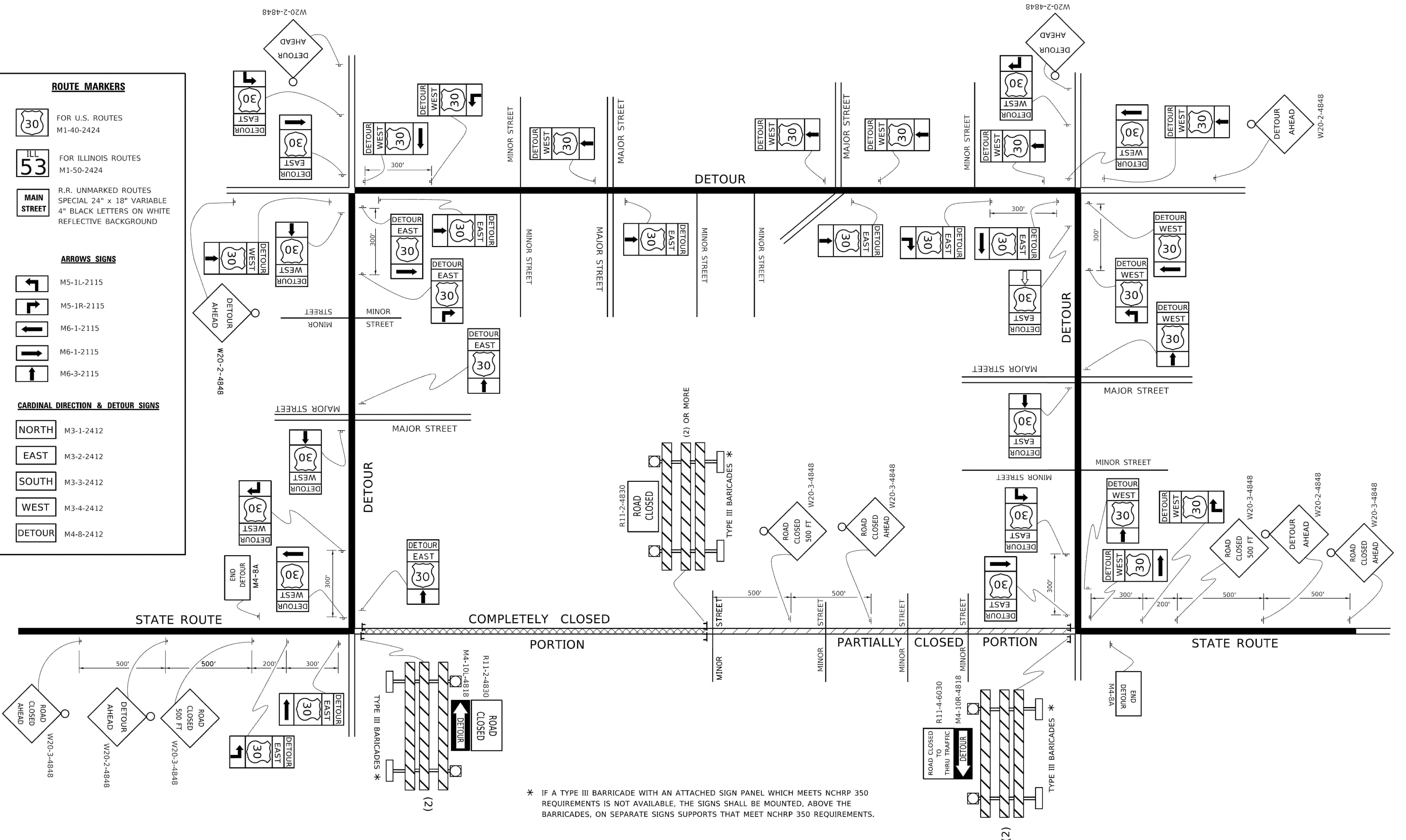
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



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



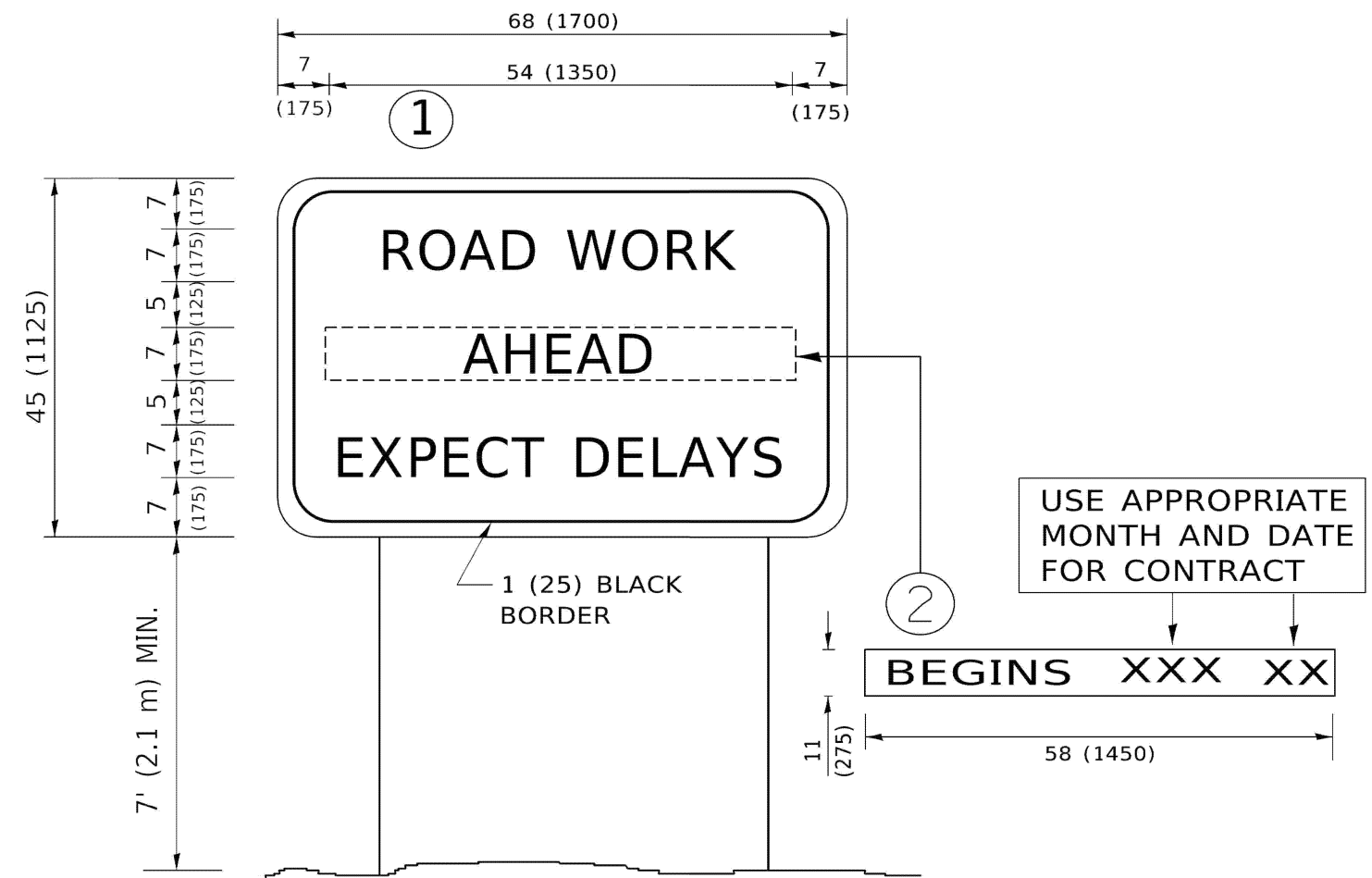
USER NAME = footemj	DESIGNED -	REVISED - 10-18-02
	DRAWN -	REVISED - R. BORO 09-14-09
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING
 FOR CLOSING STATE HIGHWAYS**

SCALE: NONE SHEET 25 OF 32 SHEETS STA. TO STA.

F.A.I. RTE. 290	SECTION FAI 290 22 STRUCTURE 1	COUNTY COOK	TOTAL SHEETS 330	SHEET NO. 284
TC-21		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

MODEL: D:\draft\ GANNETT FLEMING\PROJECTS\DOT\Documents\DOT_Offices\Bierfeldt\Projects\1015\22-314\CAD\Drawings\CAD\sheet122.dwg



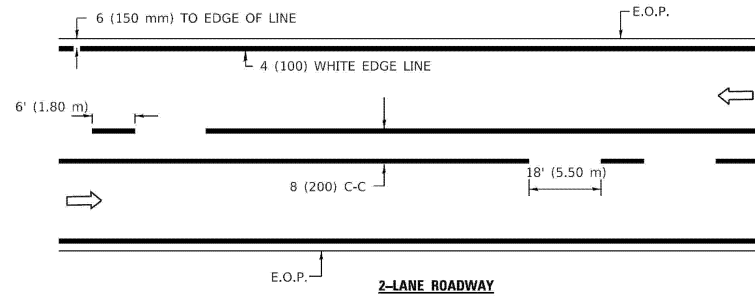
USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97
PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT DATE = 3/4/2019	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

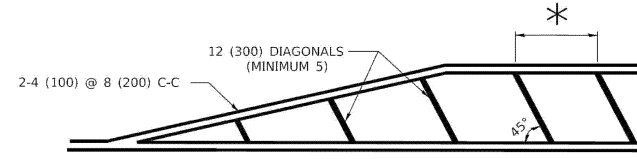
ARTERIAL ROAD
INFORMATION SIGN

SCALE: NONE SHEET 26 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	286
TC-22			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				

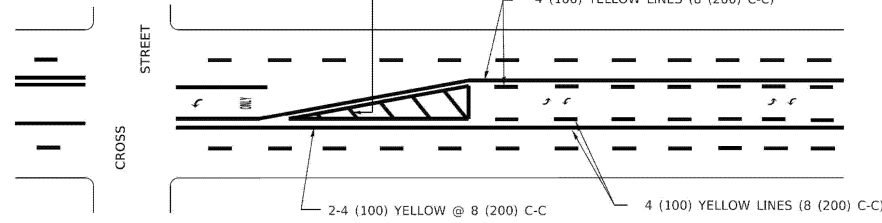


2-LANE ROADWAY



* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

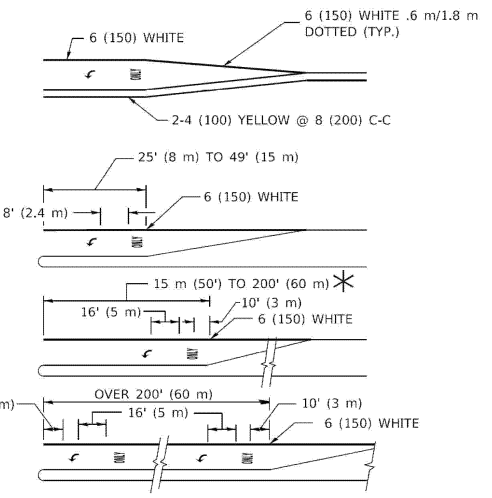


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

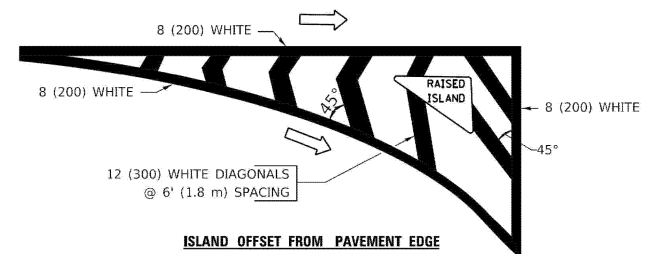
TYPICAL PAINTED MEDIAN MARKING



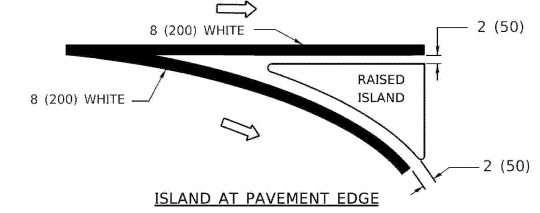
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - *ONLY* INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - *ONLY*.

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



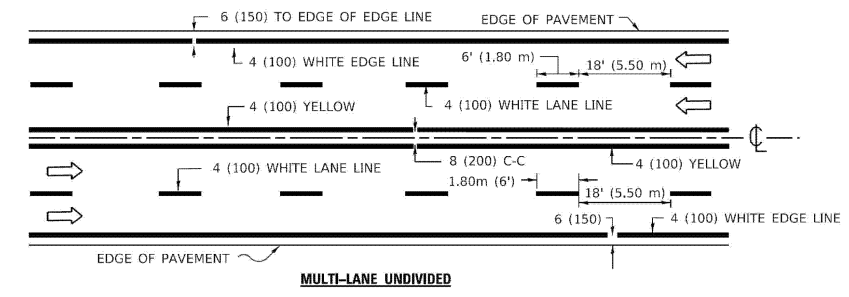
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

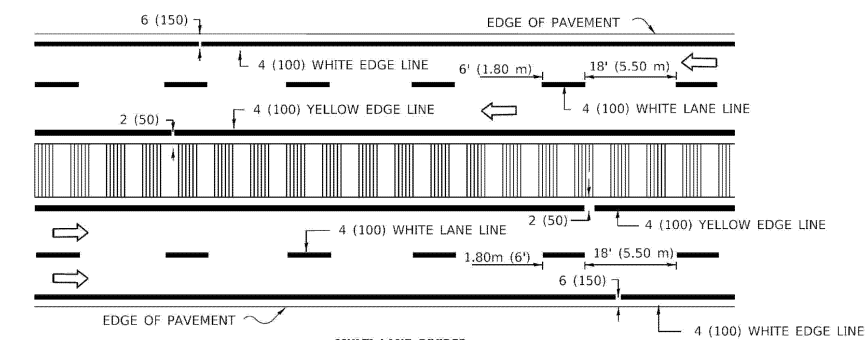
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK. IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0.33m ²) EACH "X"=54,0 SQ. FT. (5,0 m ²)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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



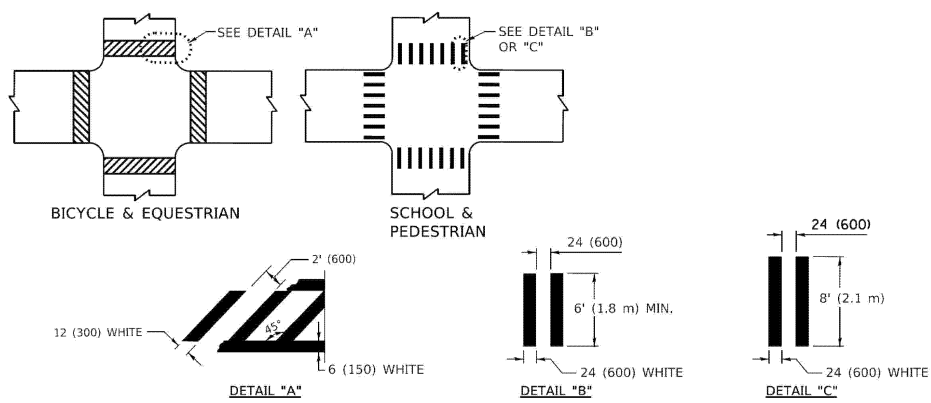
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

MODEL: Default FILE NAME: p:\110484E\BID\NTEG\Illinois\gov\PW\DOT\Documents\BID1\Office\BID\refrct_1\Projects\BID\52523\34\CAD\Drawn\CAD\Sheet\CS24.dwg

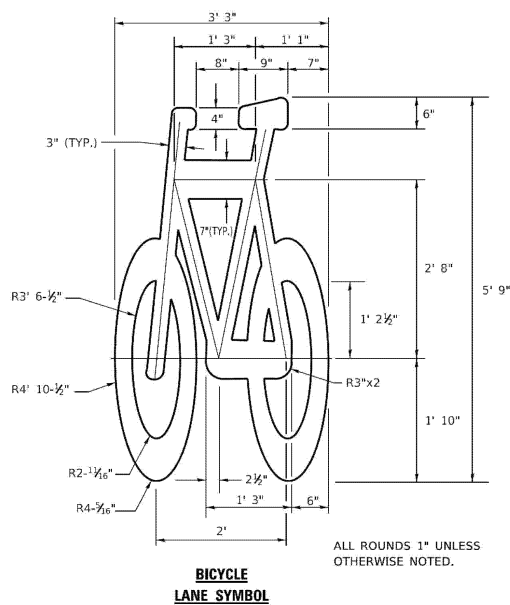
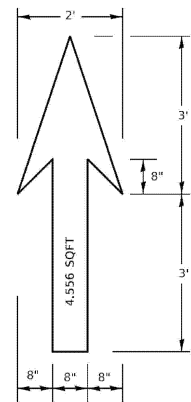
	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
	PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - K. ENG 02-28-12
	PLOT DATE = 3/4/2019	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 27 OF 32 SHEETS STA. TO STA.

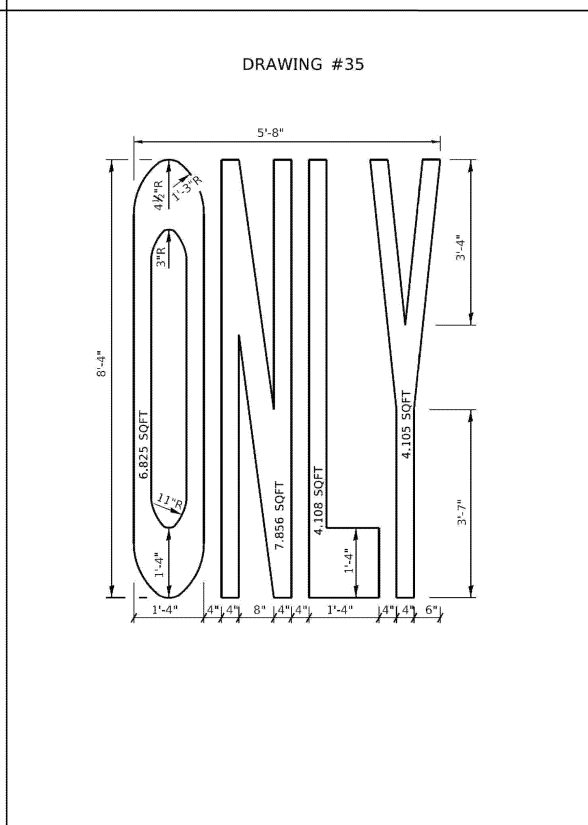
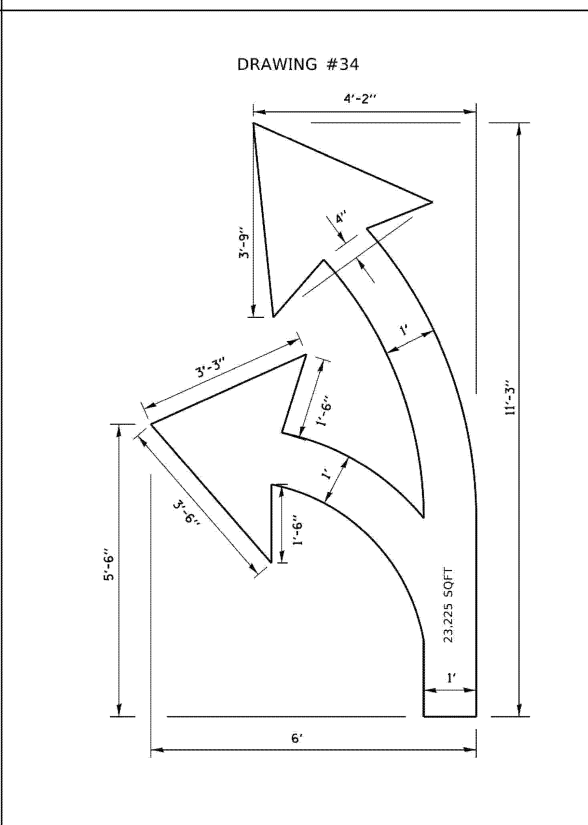
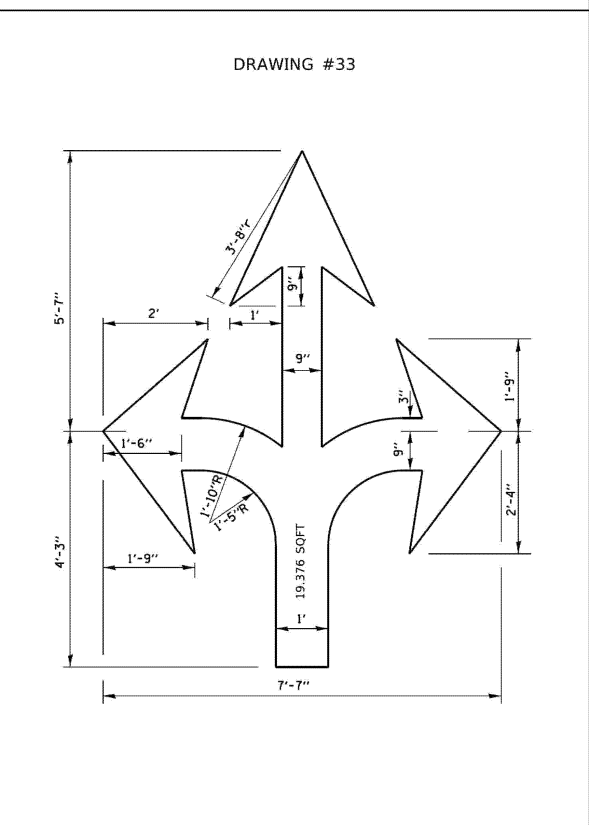
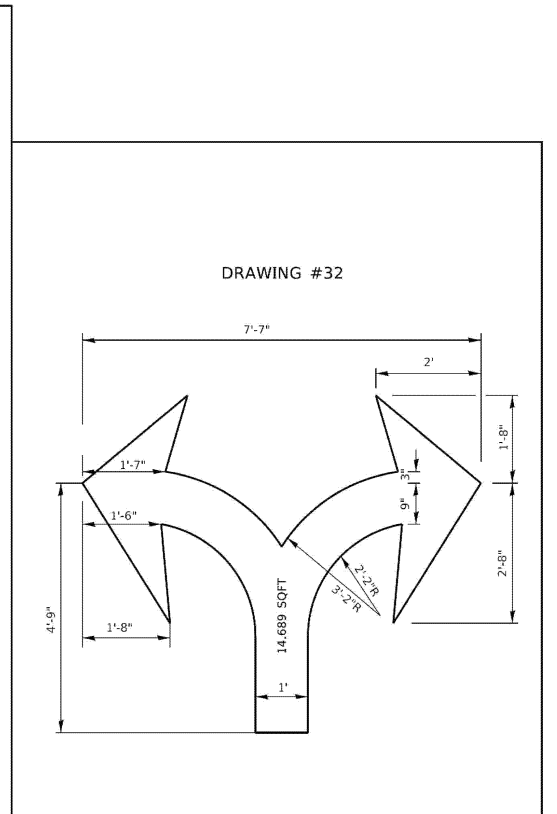
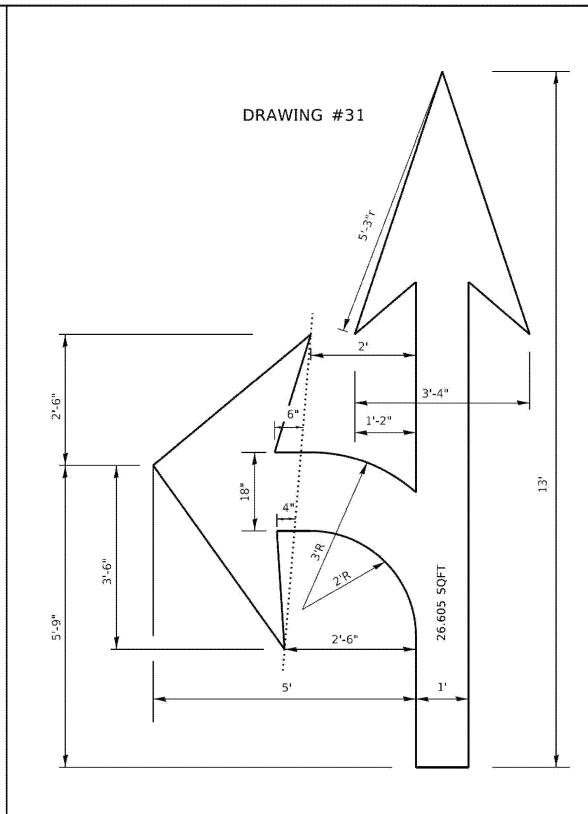
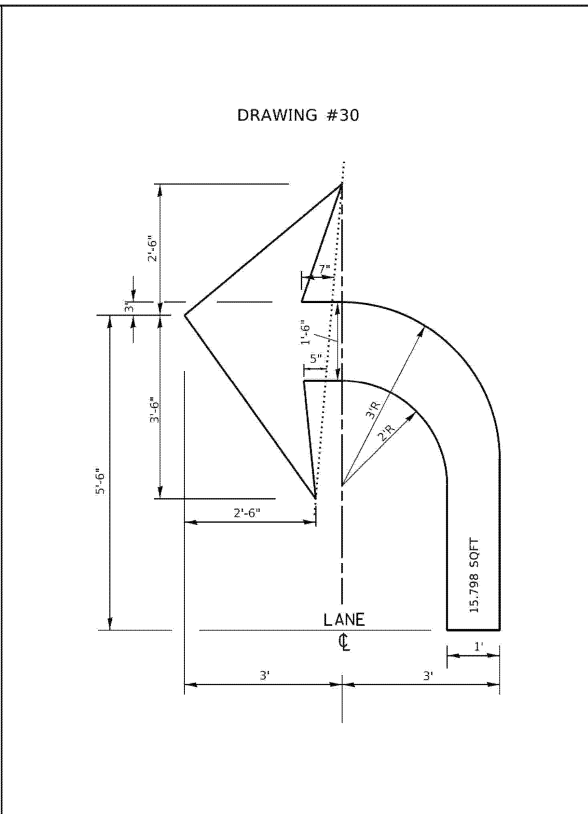
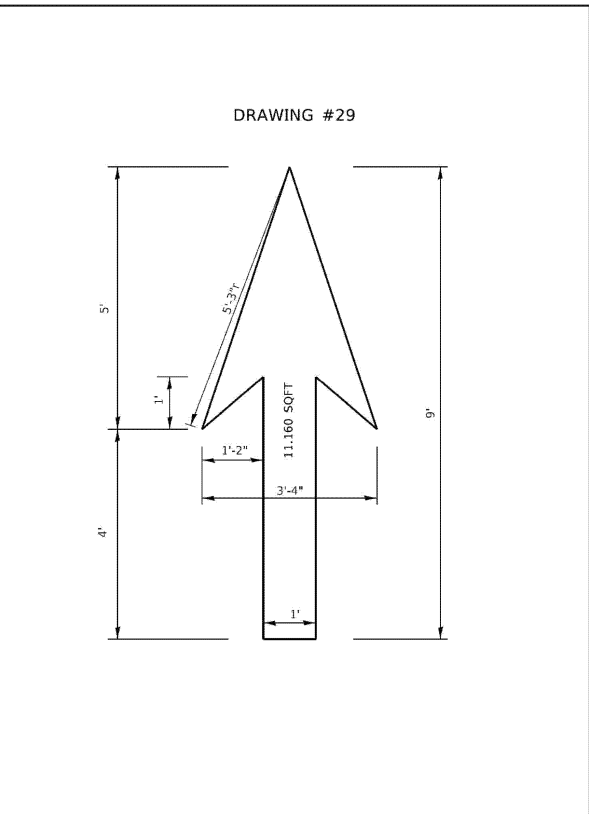
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	286
TC-24		CONTRACT NO. 62R61		
ILLINOIS / FED. AID PROJECT				



NOTE:

1. FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
2. THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

MODEL: D:\draft FILE NAME: P:\1108\BAREN\INTEG\Illinois.gov\PIV\DOT\Documents\DOT Office\SH\frct_1\Projects\SH\SH22\24\CADD\Draw\CAD\sheet\24.dgn



USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

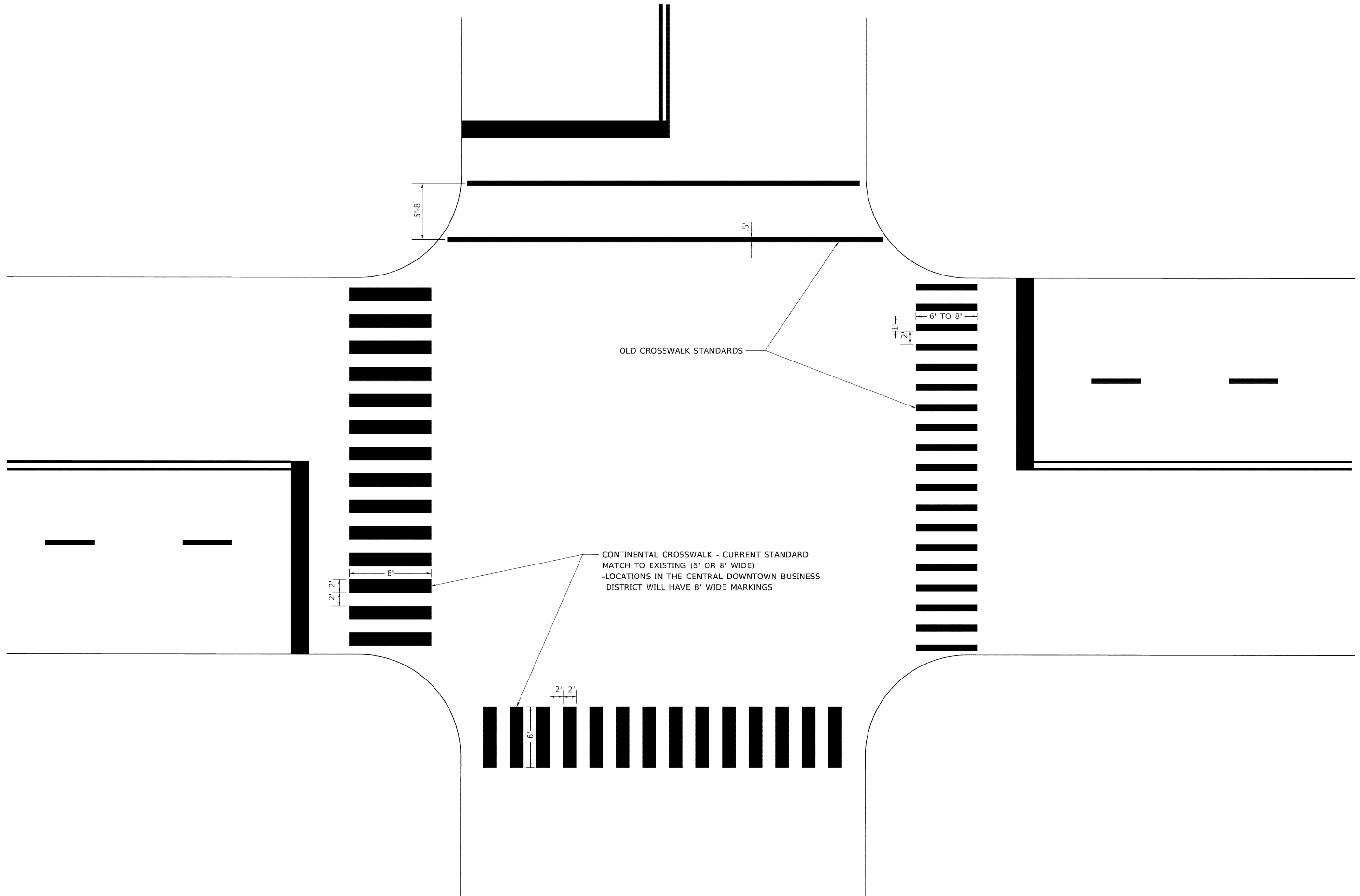
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 28 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	287
TC-24		CONTRACT NO. 62R61		
ILLINOIS FED. AID PROJECT				

MODEL: D:\draft
 FILE NAME: P:\CADD\BAREID\NTEG_IL\roads\pwr\WIDOT\Documents\DOT_Offices\Dir\ct 1\Projects\0615\022\31\CADD\BareID\CAD\Sheet\TC24.dgn



OLD CROSSWALK STANDARDS

CONTINENTAL CROSSWALK - CURRENT STANDARD
 MATCH TO EXISTING (6' OR 8' WIDE)
 -LOCATIONS IN THE CENTRAL DOWNTOWN BUSINESS
 DISTRICT WILL HAVE 8' WIDE MARKINGS



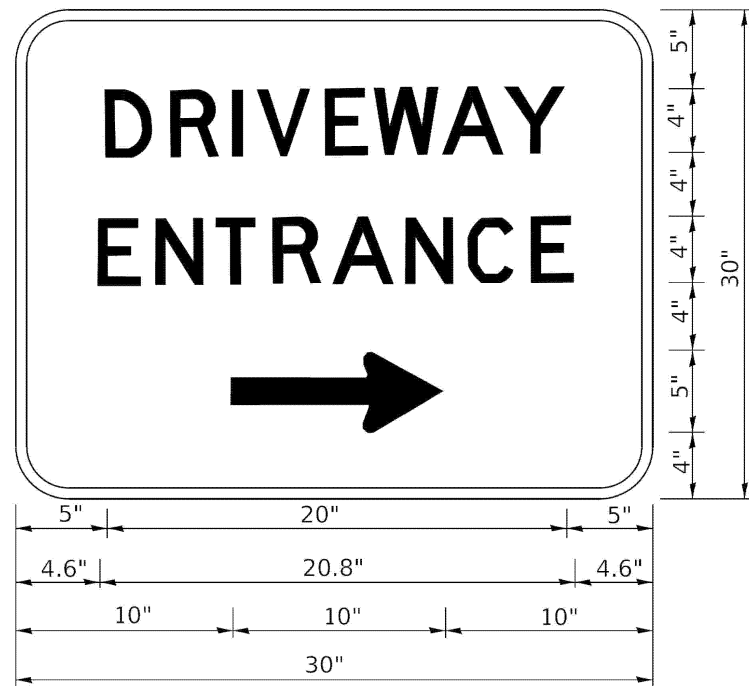
USER NAME = foatemj	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 29 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	288
TC-24			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

MODEL: D:\draft\...
 FILE NAME: p:\110848\BID\NTEG Illinois.gov\PIV\DOT\Documents\DOT Offices\Bierfeld 1\Projects\BHS22\234\CA\Drawn\CADsheet\TC26.dgn



USER NAME = footemj	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET 30 OF 32 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	289
TC-26			CONTRACT NO. 62R61	
ILLINOIS FED. AID PROJECT				

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION

APPENDIX B REQUIREMENTS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY

ADA STANDARDS



Department of Transportation

REVISION		REVISION	
1.	DATE - 02/20/2007	5.	DATE - 08/10/2012
2.	DATE - 11/15/2007	6.	DATE - 01/01/14
3.	DATE - 11/14/2008		
4.	DATE - 11/02/2009		



APPENDIX B - ADA STANDARDS TABLE OF CONTENTS

SECTION 1 - PLAN SHEETS

SHEET#	SHEET NAME
B-1-1	TYPICAL CORNER RAMP LAYOUTS
B-1-2	2 PERPENDICULAR RAMP AT CORNER
B-1-3	2 PERPENDICULAR RAMP AT CORNER WITH RAMP IN CURB RADIUS
B-1-4	PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH SINGLE CROSSING
B-1-5	PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH DETECTABLE WARNING SETBACK GREATER THAN 5'
B-1-6	COMBINATION RAMP AT CORNER (PARALLEL AND PERPENDICULAR RAMP)
B-1-7	BLENDED TRANSITION AT CORNER
B-1-8	BLENDED TRANSITION AT CORNER WITH SINGLE CROSSING
B-1-9	FLUSH TRANSITION AT CORNER
B-1-10	SHARED (DIAGONAL) PERPENDICULAR RAMP AT CORNER
B-1-11	RAMP AT CORNER WITH DIFFERENT SIDEWALK WIDTHS
B-1-12	PERPENDICULAR RAMP AT CORNER WITH LARGE CURB RADIUS
B-1-13	BLENDED TRANSITION AT CORNER WITH LARGE CURB RADIUS
B-1-14	RAMP THAT DO NOT ALIGN WITH CROSSWALK
B-1-15	PERPENDICULAR RAMP AT MID-BLOCK LOCATION
B-1-16	PARALLEL RAMP AT MID-BLOCK LOCATION
B-1-17	PARALLEL RAMP (ONE DIRECTION) AT MID-BLOCK LOCATION
B-1-18	COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMP) AT MID-BLOCK LOCATION
B-1-19	MEDIAN PASS-THROUGH
B-1-20	MEDIAN PASS-THROUGH WITH RAMP
B-1-21	ON-GRADE RAMP AT BRIDGE OR OVERPASS

SECTION 2 - ALLEY AND DRIVEWAY SHEETS

SHEET#	SHEET NAME
B-2-1	ALLEY RETURN PLAN VIEW
B-2-2	ALLEY RETURN SECTIONS
B-2-3	DRIVEWAY CONSTRUCTION PLAN VIEWS
B-2-4	DRIVEWAY CONSTRUCTION SECTIONS
B-2-5	ALLEY & DRIVEWAY DETAIL FOR REDUCED WIDTH PEDESTRIAN ACCESS ROUTE

SECTION 3 - NOTES

SHEET#	SHEET NAME
B-3-1	CONVERSION CHARTS
B-3-2	GENERAL NOTES
B-3-3	GENERAL NOTES (CONTINUED)
B-3-4	ADA COMPLIANCE AND TRANSITION GUIDELINES
B-3-5	SEAL

SECTION 4 - DETAILS

SHEET#	SHEET NAME
B-4-1	DETECTABLE WARNING UNIT SIZES
B-4-2	DETECTABLE WARNING DETAILS
B-4-3	CURB & GUTTER DETAILS

APPROVED DETECTABLE WARNING PRODUCTS



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO TABLE OF CONTENTS

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM

NOTES:

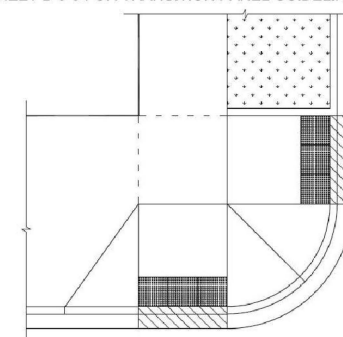
CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMP ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.

CURB RAMP PLACEMENT SHALL BE COORDINATED AS REQUIRED TO ALLOW FOR A 4' MINIMUM WIDTH SIDEWALK AROUND EACH CORNER OF INTERSECTION, SIDEWALK NOT TO BE OBSTRUCTED BY CURB RAMP OR OTHER BARRIERS AND SHALL HAVE A CROSS SLOPE OF 1:64 MAXIMUM.

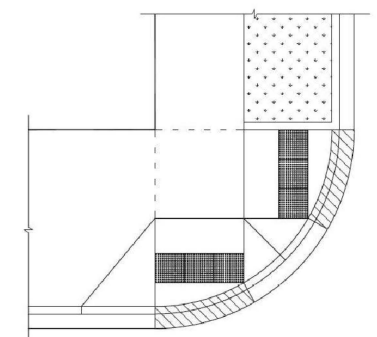
THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMP ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

THE SHARED PERPENDICULAR RAMP AT CORNER LAYOUT B-1-10 IS NOT PREFERRED AND MAY ONLY BE USED WITH PERMISSION FROM THE COMMISSIONER.

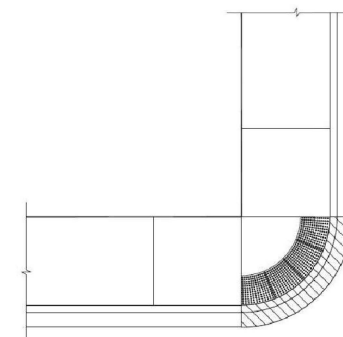
SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.



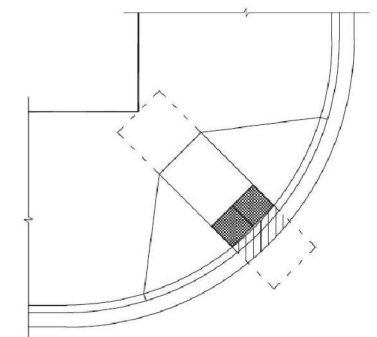
SHEET B-1-2: 2 PERPENDICULAR RAMP



SHEET B-1-3: 2 RAMP IN RADIUS



SHEET B-1-7: BLENDED TRANSITION



SHEET B-1-10: SHARED PERPENDICULAR RAMP AT CORNER



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

SCALE: NOT TO SCALE
DATE: 10/23/2006

CITY OF CHICAGO TYPICAL CORNER RAMP LAYOUTS SHEET B-1-1

DRAWN BY: CDOT
CHECKED BY: LCM

MODEL: Default
FILE NAME: D:\62R61-shit-Cdot-Standards.dgn



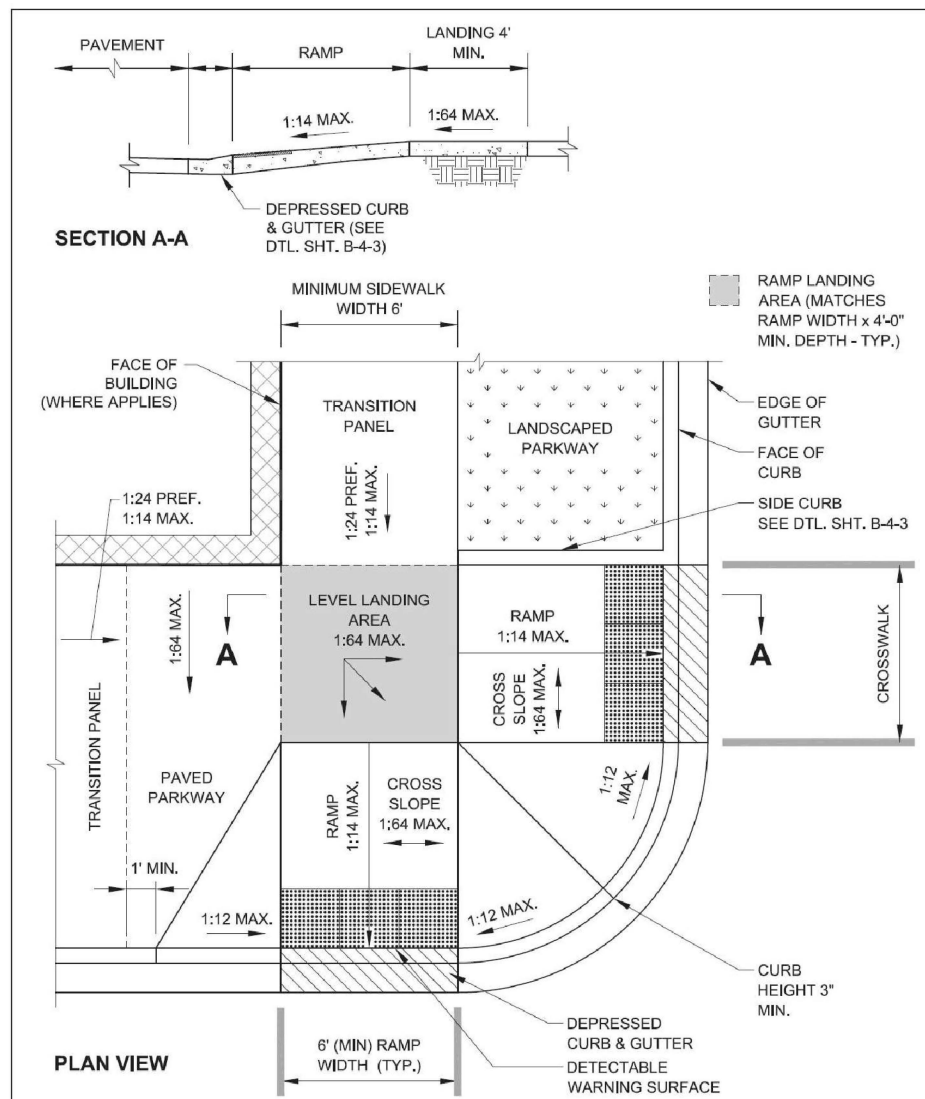
USER NAME = jslarzyk	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,000' / in.	CHECKED -	REVISED -
PLOT DATE = 03/16/2026	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

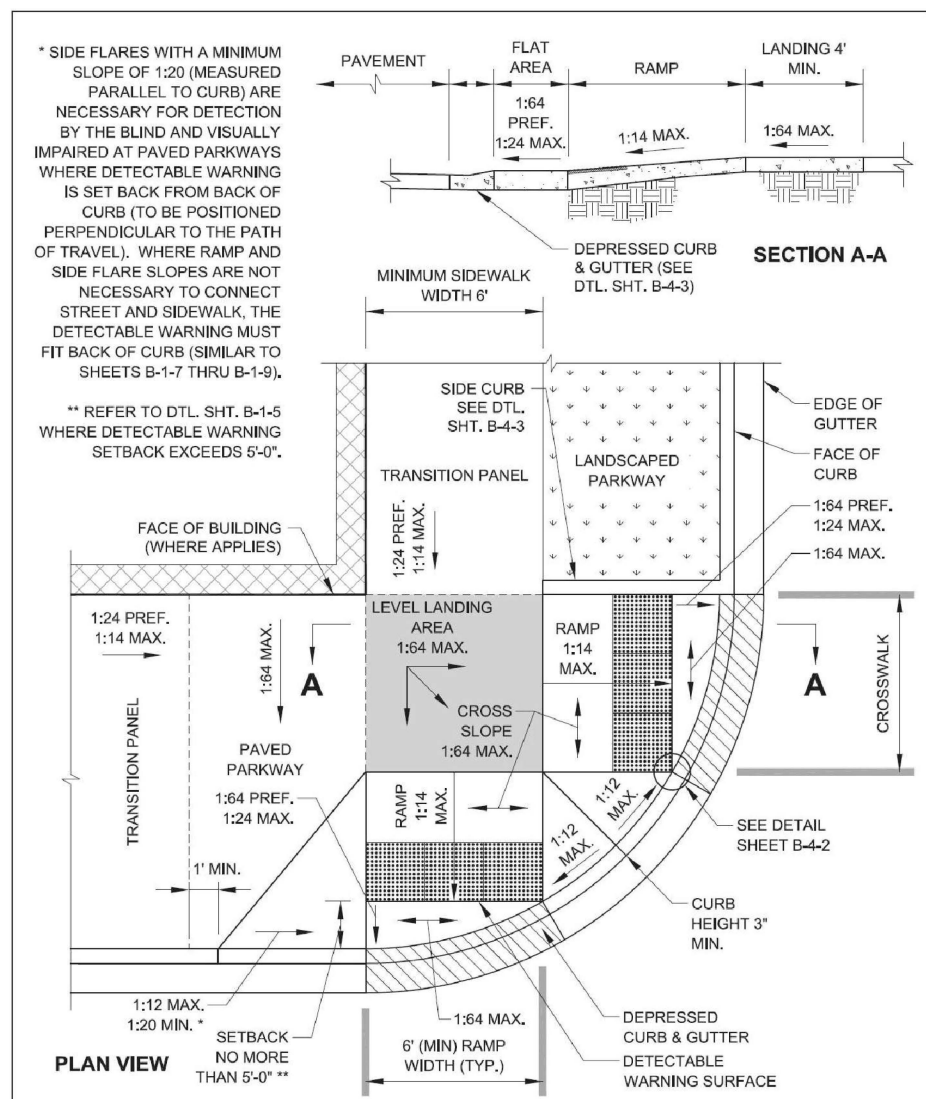
LARAMIE AVENUE OVER I-290 CDOT ADA STANDARDS

SCALE: NTS SHEET 1 OF 10 STA. TO STA.

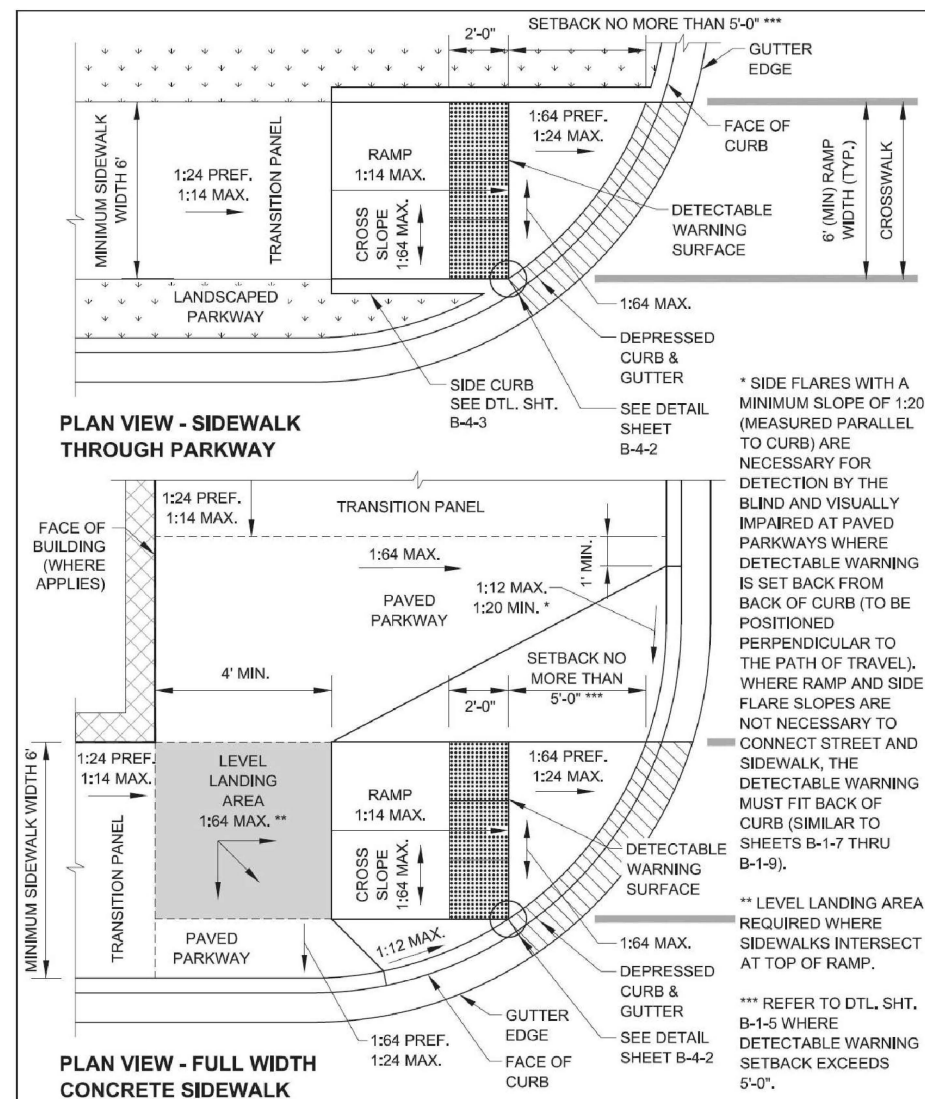
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	290
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO 2 PERPENDICULAR RAMPS AT CORNER SHEET B-1-2 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO 2 PERPENDICULAR RAMPS AT CORNER WITH RAMPS IN CURB RADIUS SHEET B-1-3 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH SINGLE CROSSING SHEET B-1-4 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	

MODEL: Default
FILE NAME: D:\62R61-sht-Cdot-Standards.dgn



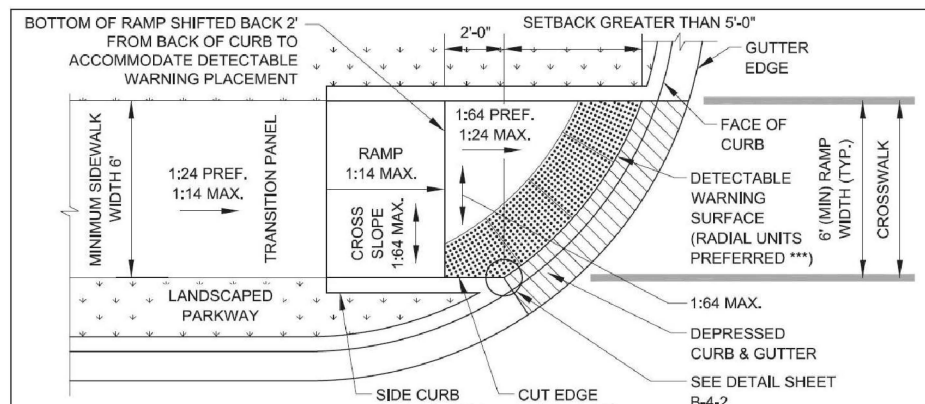
USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20,000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE = 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

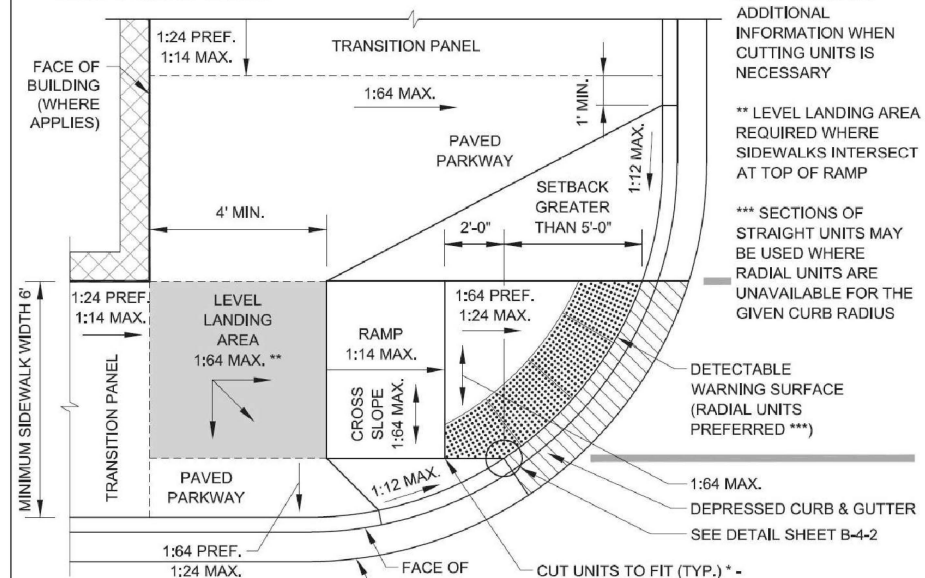
LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS

SCALE: NTS SHEET 2 OF 10 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	291
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		

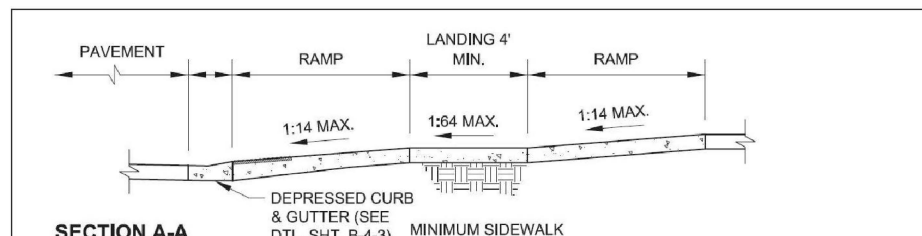


PLAN VIEW - SIDEWALK THROUGH PARKWAY

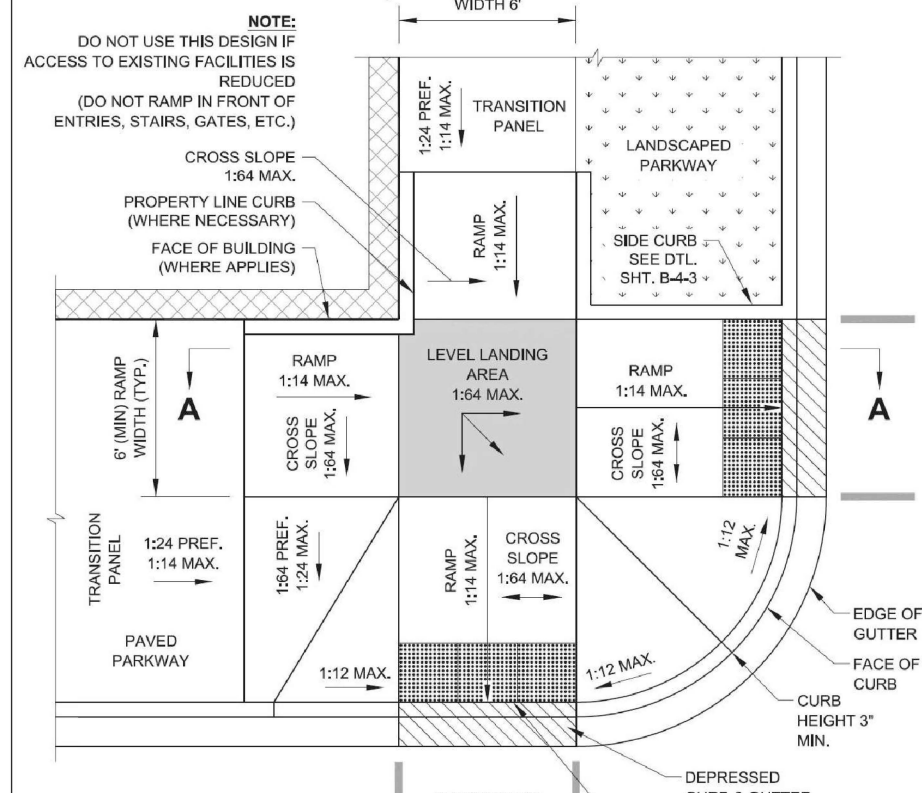


PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PERPENDICULAR RAMP AT CORNER IN CURB RADIUS WITH DETECTABLE WARNING SETBACK GREATER THAN 5' SHEET B-1-5 SCALE: NOT TO SCALE DATE: 10/23/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
09/10/12	REVISION 5		

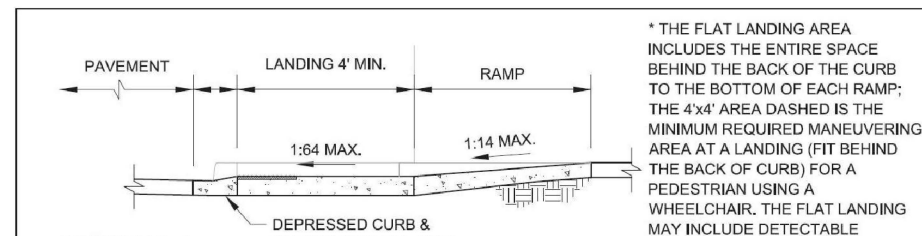


SECTION A-A

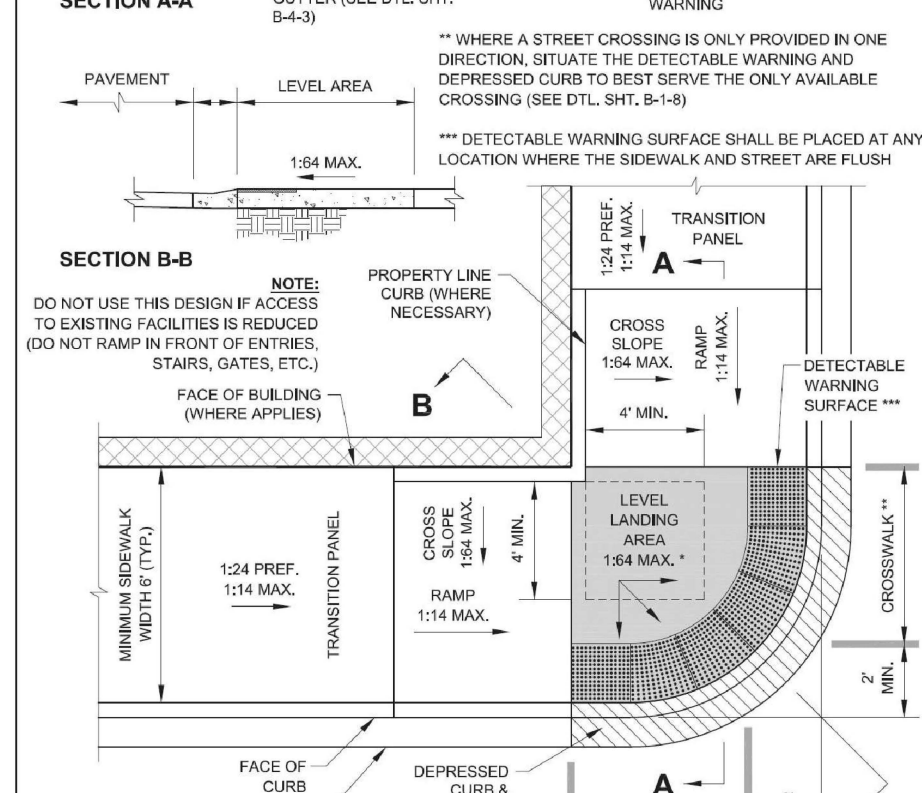


PLAN VIEW

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO COMBINATION RAMP AT CORNER (PARALLEL AND PERPENDICULAR RAMPS) SHEET B-1-6 SCALE: NOT TO SCALE DATE: 10/23/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
08/10/12	REVISION 5		



SECTION A-A



PLAN VIEW

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO BLENDED TRANSITION AT CORNER SHEET B-1-7 SCALE: NOT TO SCALE DATE: 10/23/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
08/10/12	REVISION 5		

MODEL: Default
FILE NAME: D:\62R61-sht-Cdot-Standards.dgn



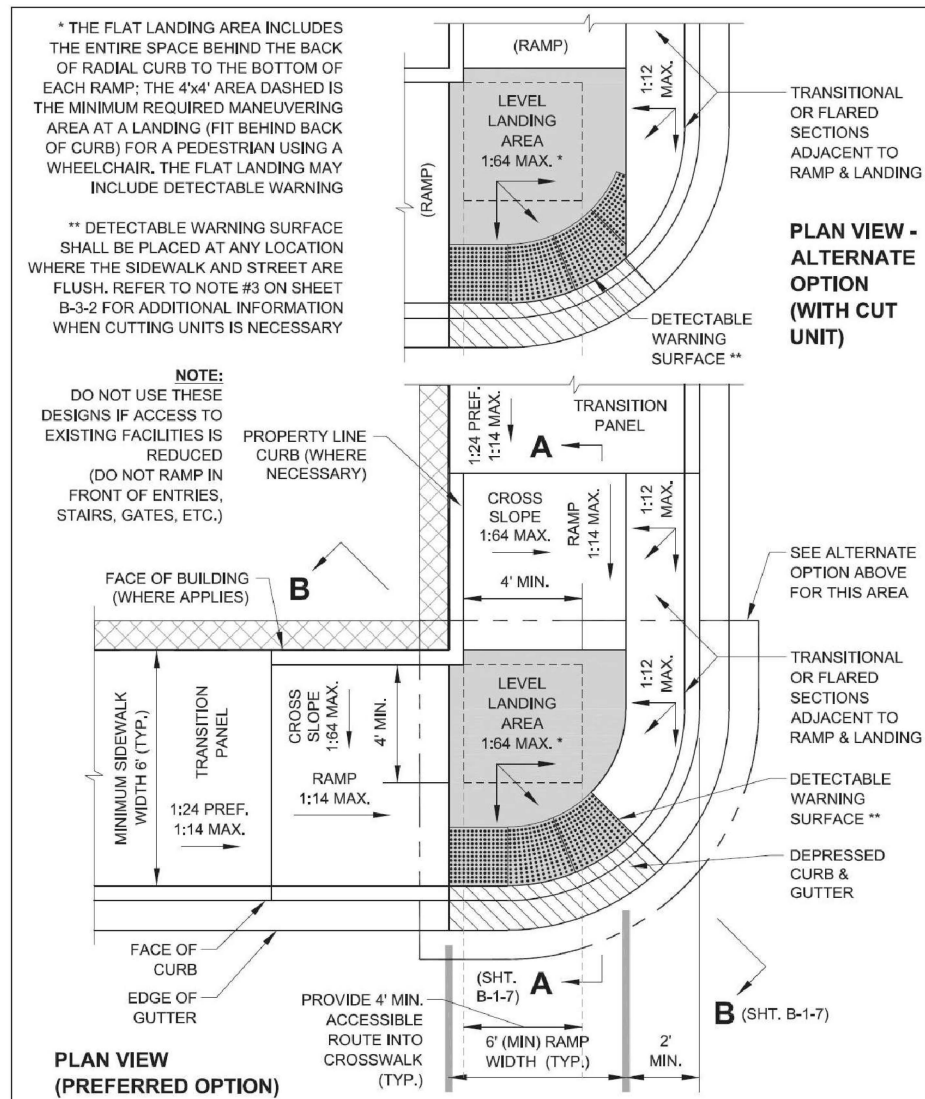
USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20.000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS**

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	292
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

SCALE: NTS SHEET 3 OF 10 STA. TO STA.

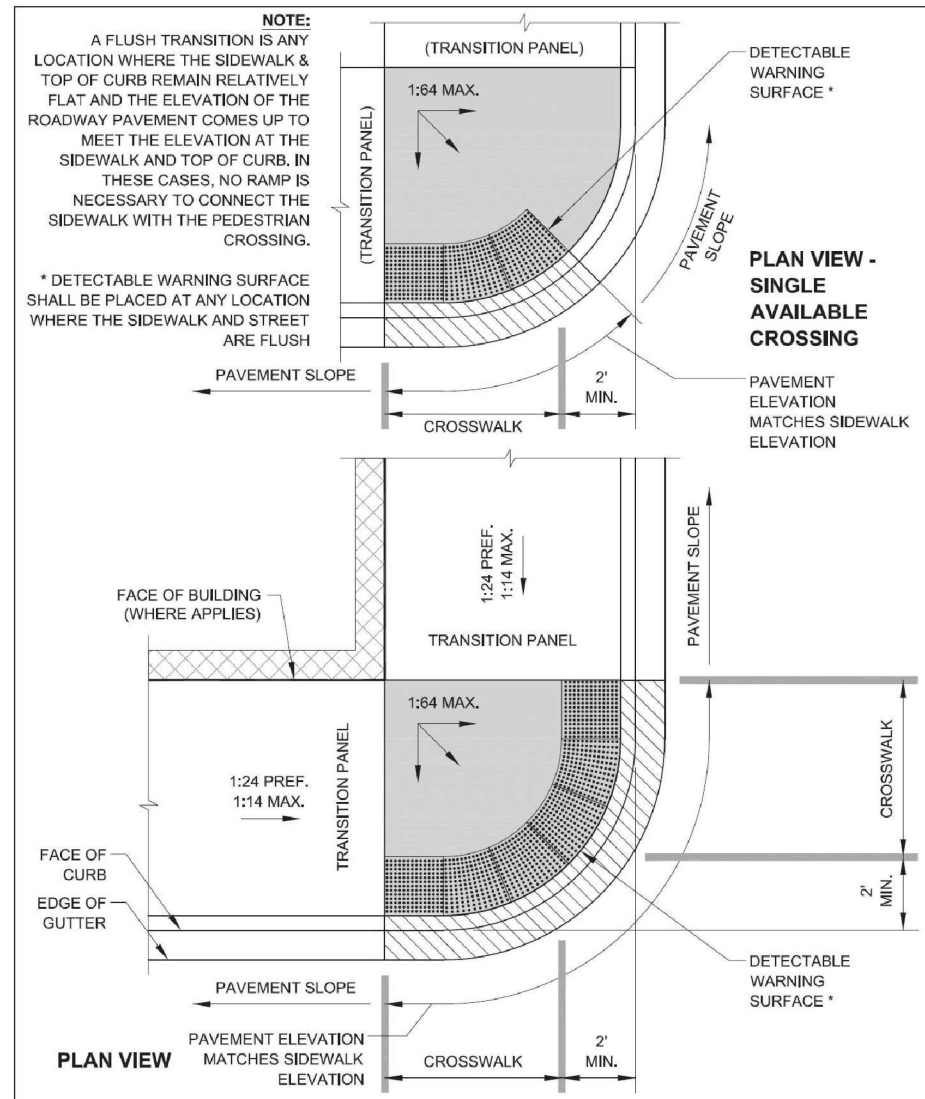


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
Blended Transition at Corner
WITH SINGLE CROSSING
SHEET B-1-8

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM

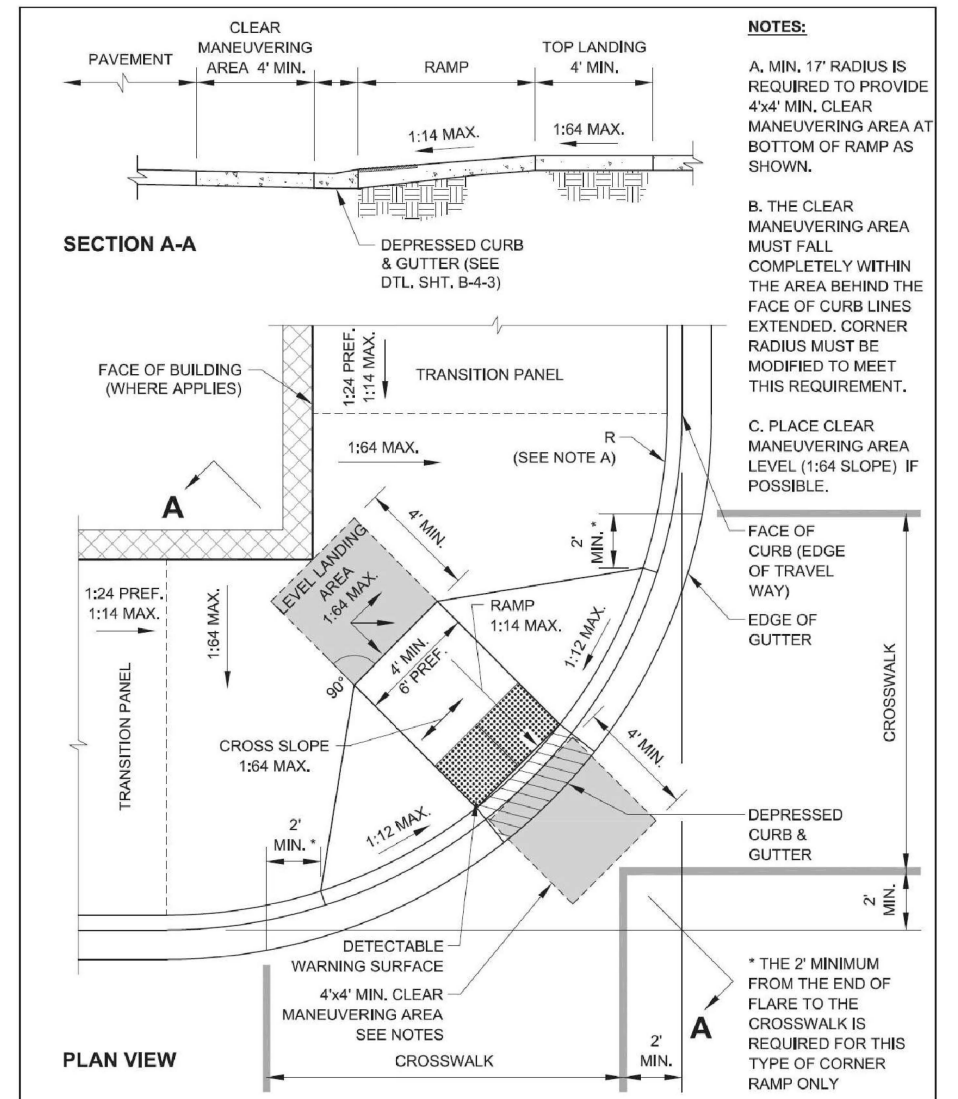


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
Flush Transition at Corner
SHEET B-1-9

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
Shared (Diagonal) Perpendicular Ramp
at Corner
SHEET B-1-10

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM

MODEL: Default
FILE NAME: D:\62R61-sht-Cdot-Standards.dgn



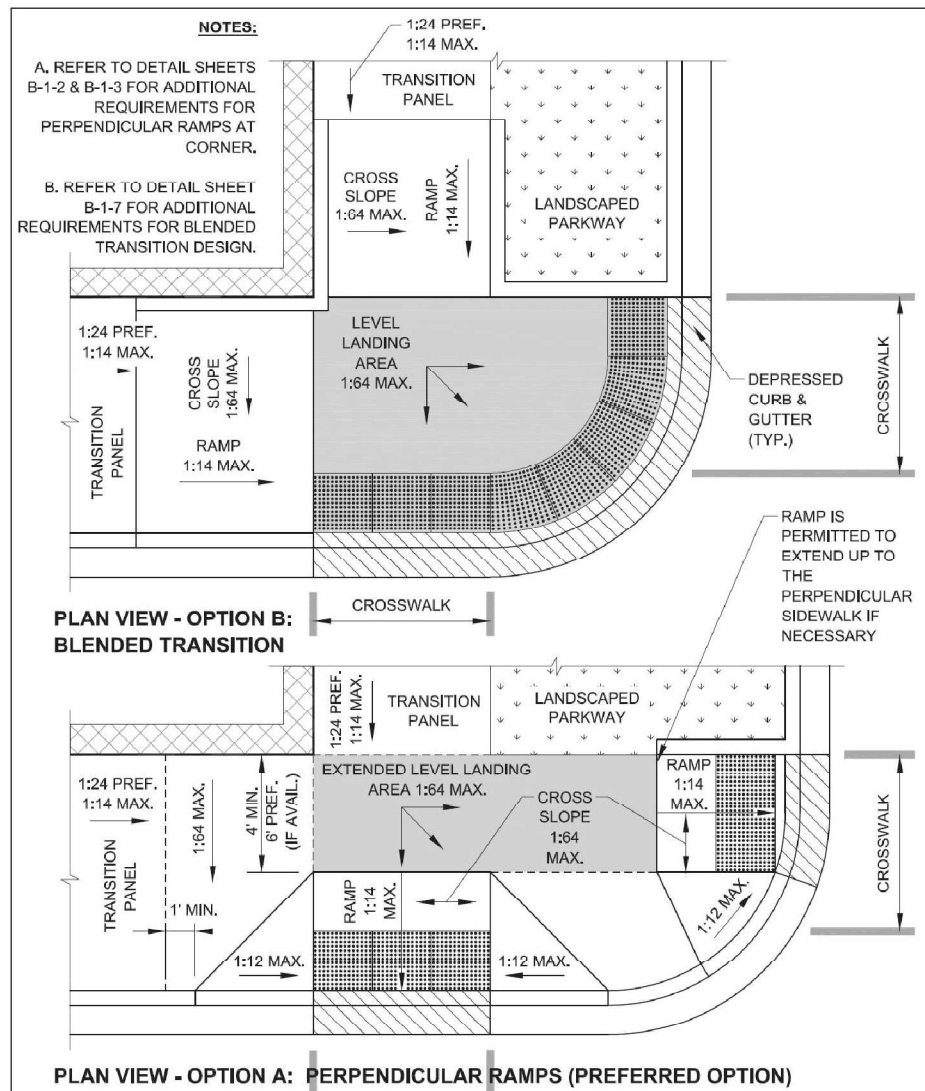
USER NAME	DESIGNED	REVISED
= jslarzyk	-	-
	DRAWN	REVISED
	-	-
PLOT SCALE = 20.000' / in.	CHECKED	REVISED
	-	-
PLOT DATE = 03/16/2026	DATE	REVISED
	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

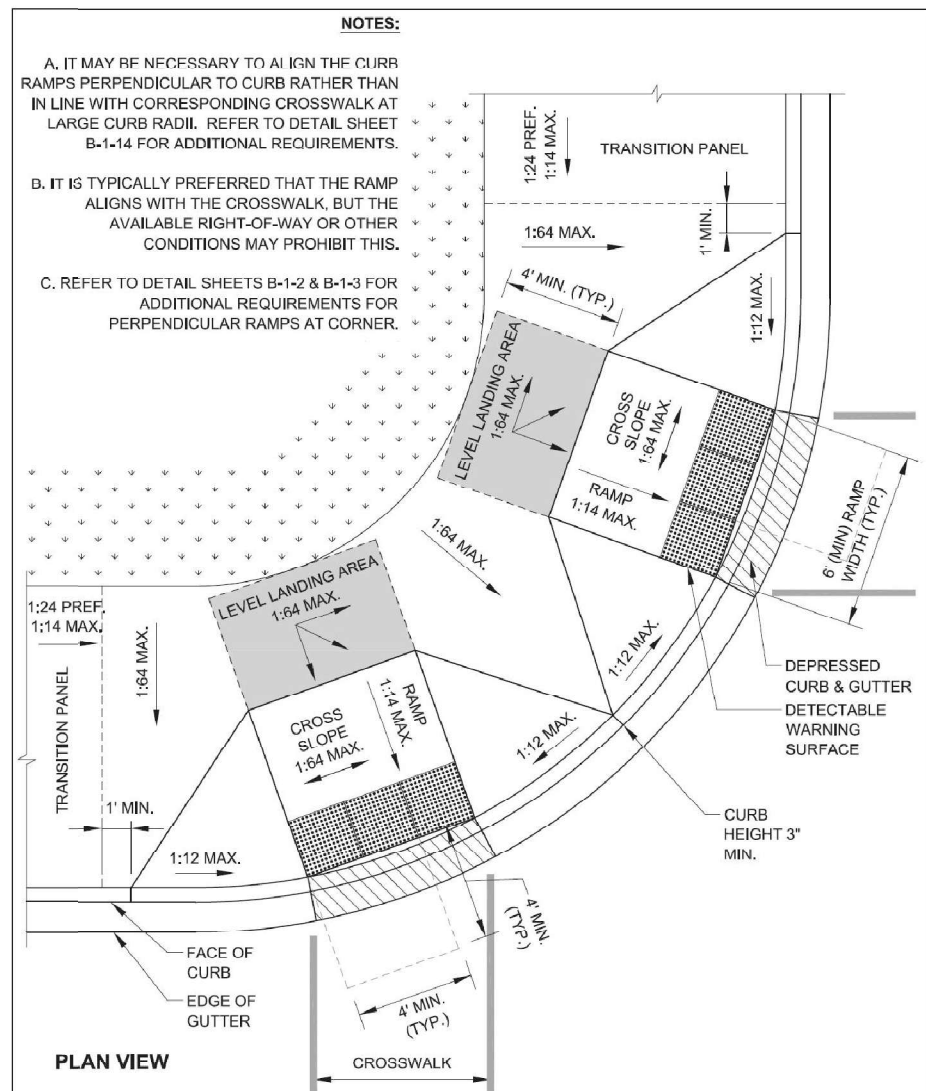
LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS

SCALE: NTS SHEET 4 OF 10 STA. TO STA.

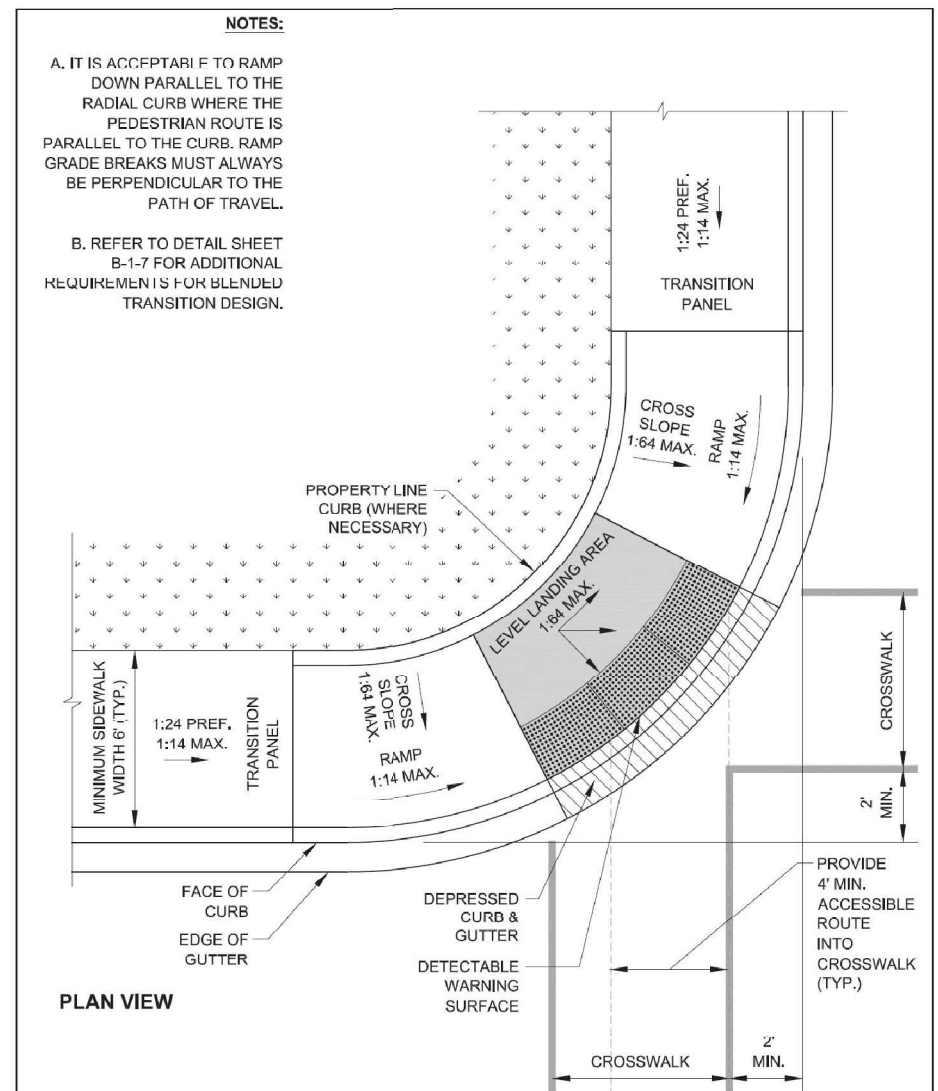
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	293
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO RAMPS AT CORNER WITH DIFFERENT SIDEWALK WIDTHS SHEET B-1-11 SCALE: NOT TO SCALE DATE: 10/23/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PERPENDICULAR RAMPS AT CORNER WITH LARGE CURB RADIUS SHEET B-1-12 SCALE: NOT TO SCALE DATE: 10/23/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO BLENDED TRANSITION AT CORNER WITH LARGE CURB RADIUS SHEET B-1-13 SCALE: NOT TO SCALE DATE: 10/23/2008 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	

MODEL: Default
 FILE NAME: D:\62R61-veh-Cdot-Standards.dgn



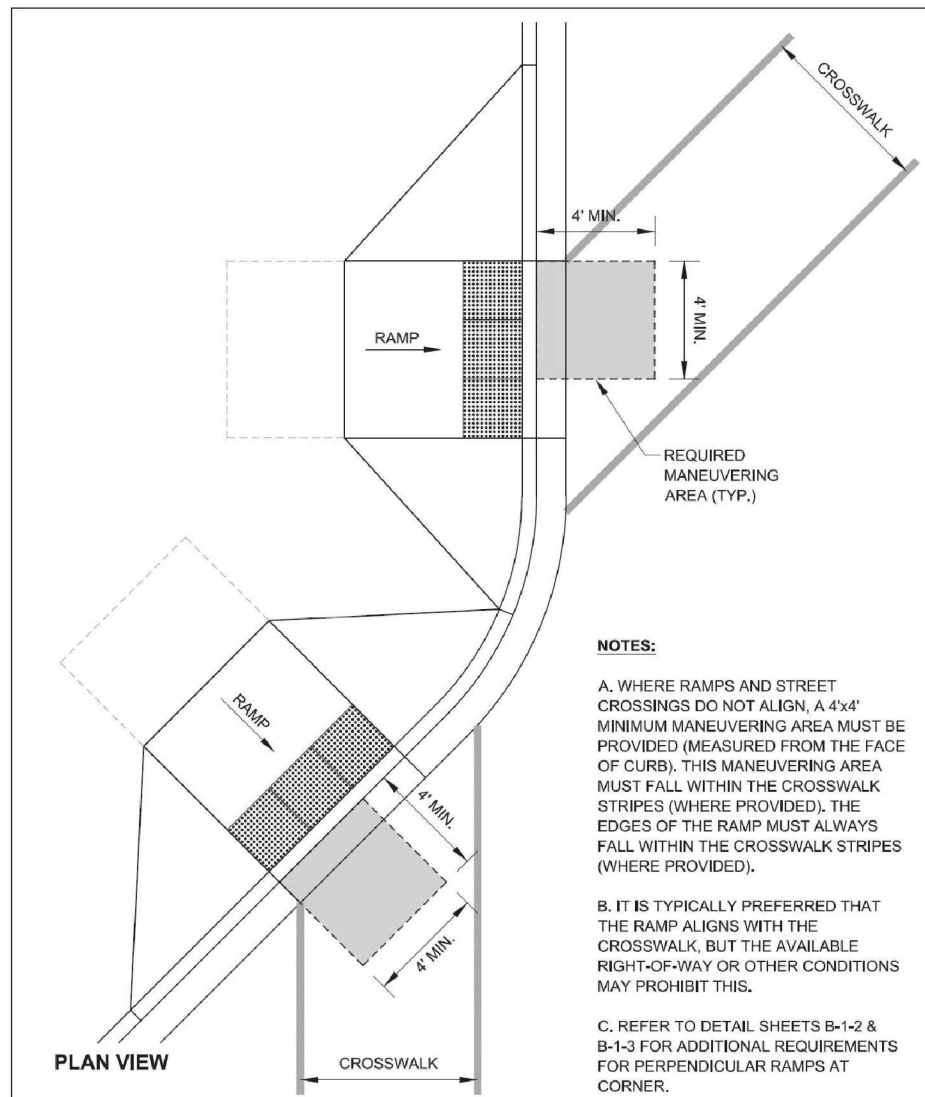
USER NAME = jstarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20,000' = 1" = 1'	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE = 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS

SCALE: NTS SHEET 5 OF 10 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	294
CONTRACT NO. 62R61				
ILLINOIS		FED. AID PROJECT		



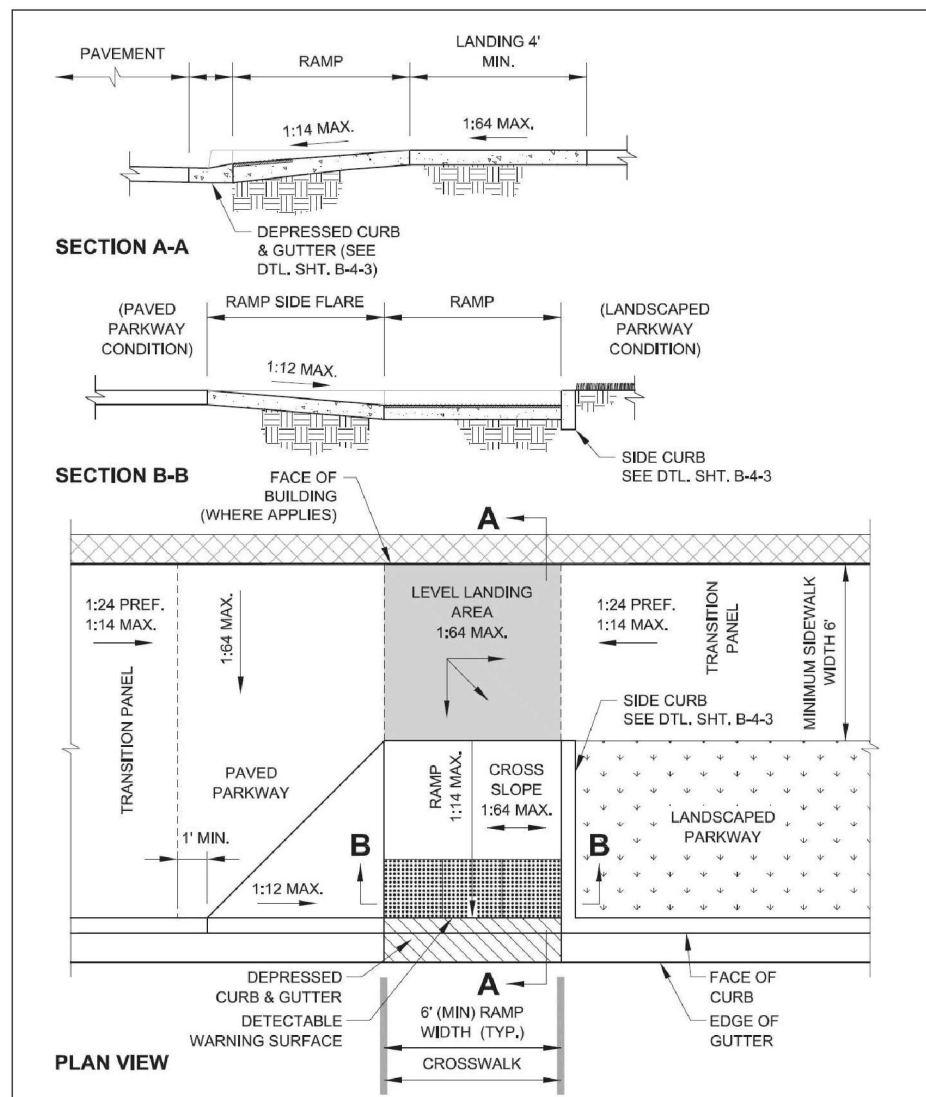
NOTES:

A. WHERE RAMPS AND STREET CROSSINGS DO NOT ALIGN, A 4'x4' MINIMUM MANEUVERING AREA MUST BE PROVIDED (MEASURED FROM THE FACE OF CURB). THIS MANEUVERING AREA MUST FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED). THE EDGES OF THE RAMP MUST ALWAYS FALL WITHIN THE CROSSWALK STRIPES (WHERE PROVIDED).

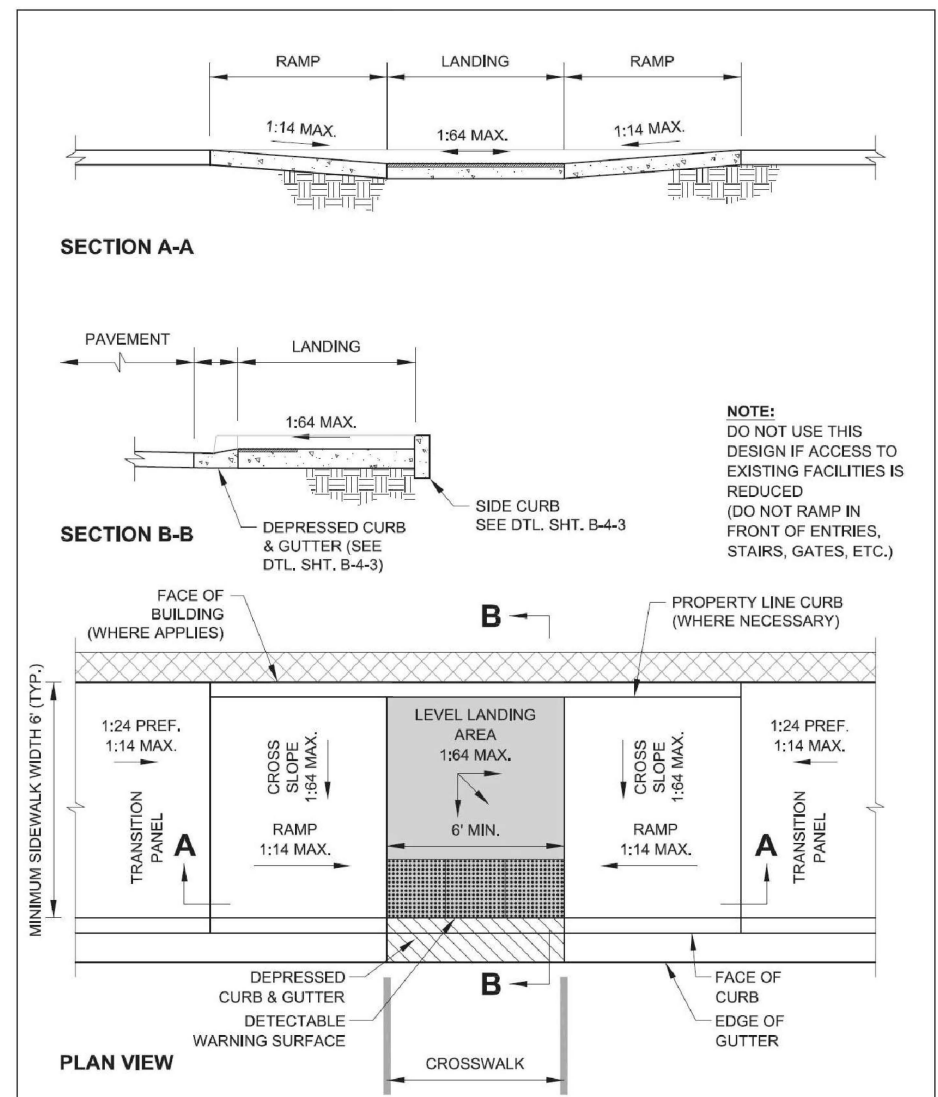
B. IT IS TYPICALLY PREFERRED THAT THE RAMP ALIGNS WITH THE CROSSWALK, BUT THE AVAILABLE RIGHT-OF-WAY OR OTHER CONDITIONS MAY PROHIBIT THIS.

C. REFER TO DETAIL SHEETS B-1-2 & B-1-3 FOR ADDITIONAL REQUIREMENTS FOR PERPENDICULAR RAMPS AT CORNER.

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO RAMPS THAT DO NOT ALIGN WITH CROSSWALK SHEET B-1-14 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PERPENDICULAR RAMP AT MID-BLOCK LOCATION SHEET B-1-15 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	



NOTE:
DO NOT USE THIS DESIGN IF ACCESS TO EXISTING FACILITIES IS REDUCED (DO NOT RAMP IN FRONT OF ENTRIES, STAIRS, GATES, ETC.)

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PARALLEL RAMP AT MID-BLOCK LOCATION SHEET B-1-16 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	08/10/12	REVISION 5	

MODEL: Default
FILE NAME: D:\62R61-ehh-Cdot-Standards.dgn



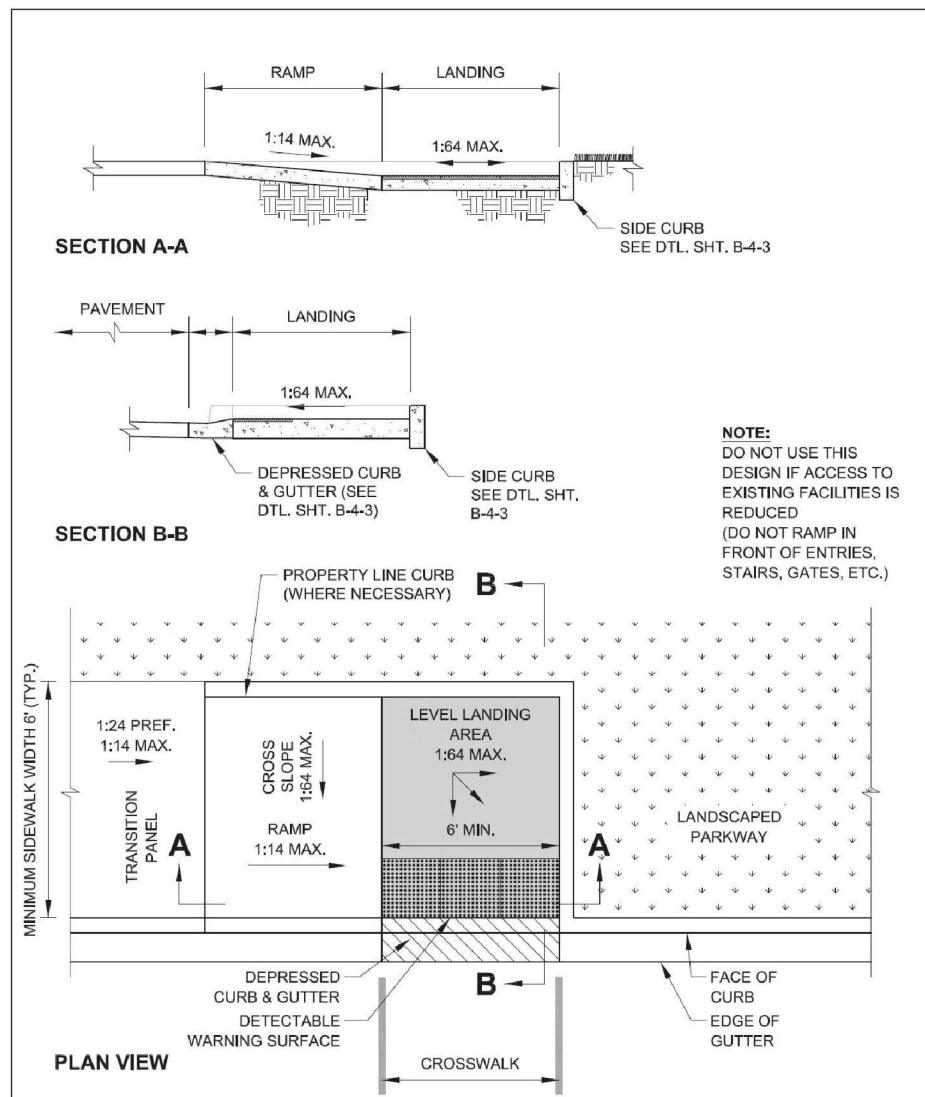
USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20,000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

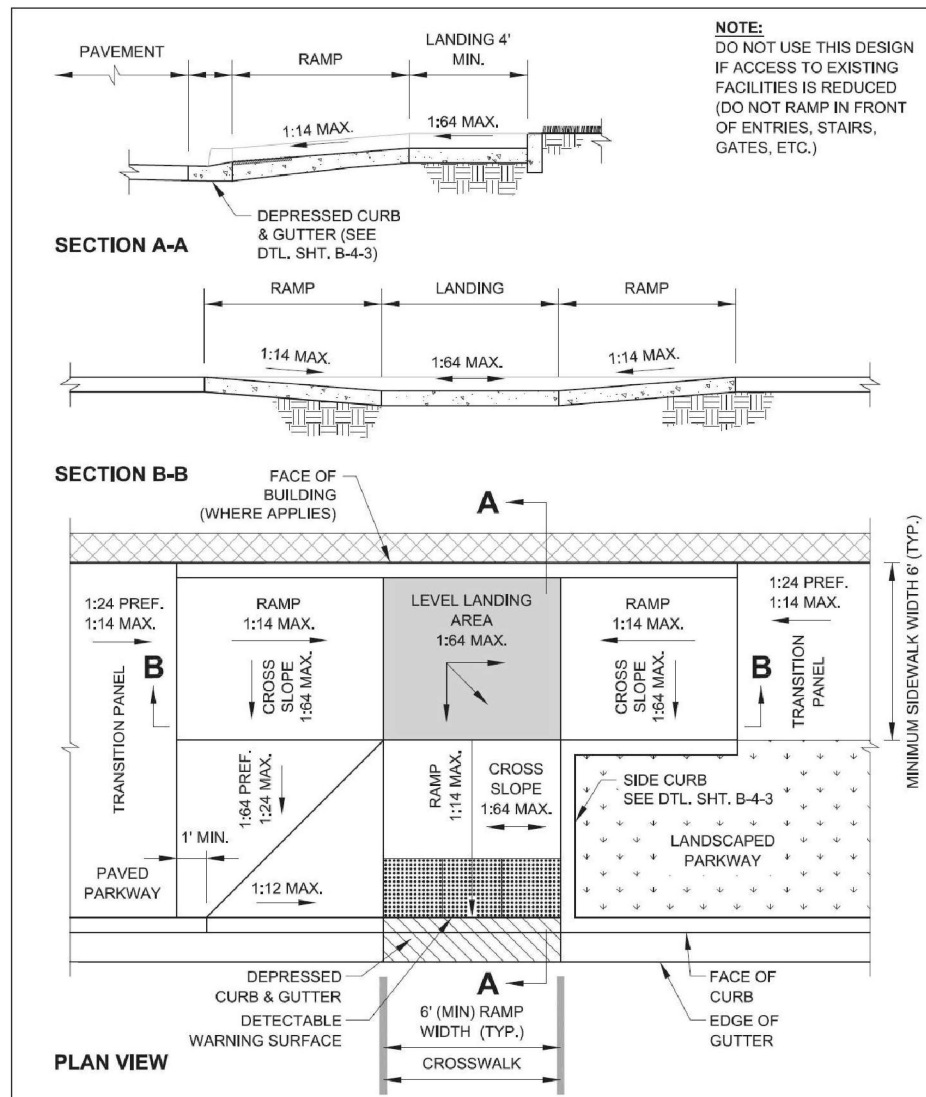
**LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS**

SCALE: NTS SHEET 6 OF 10 STA. TO STA.

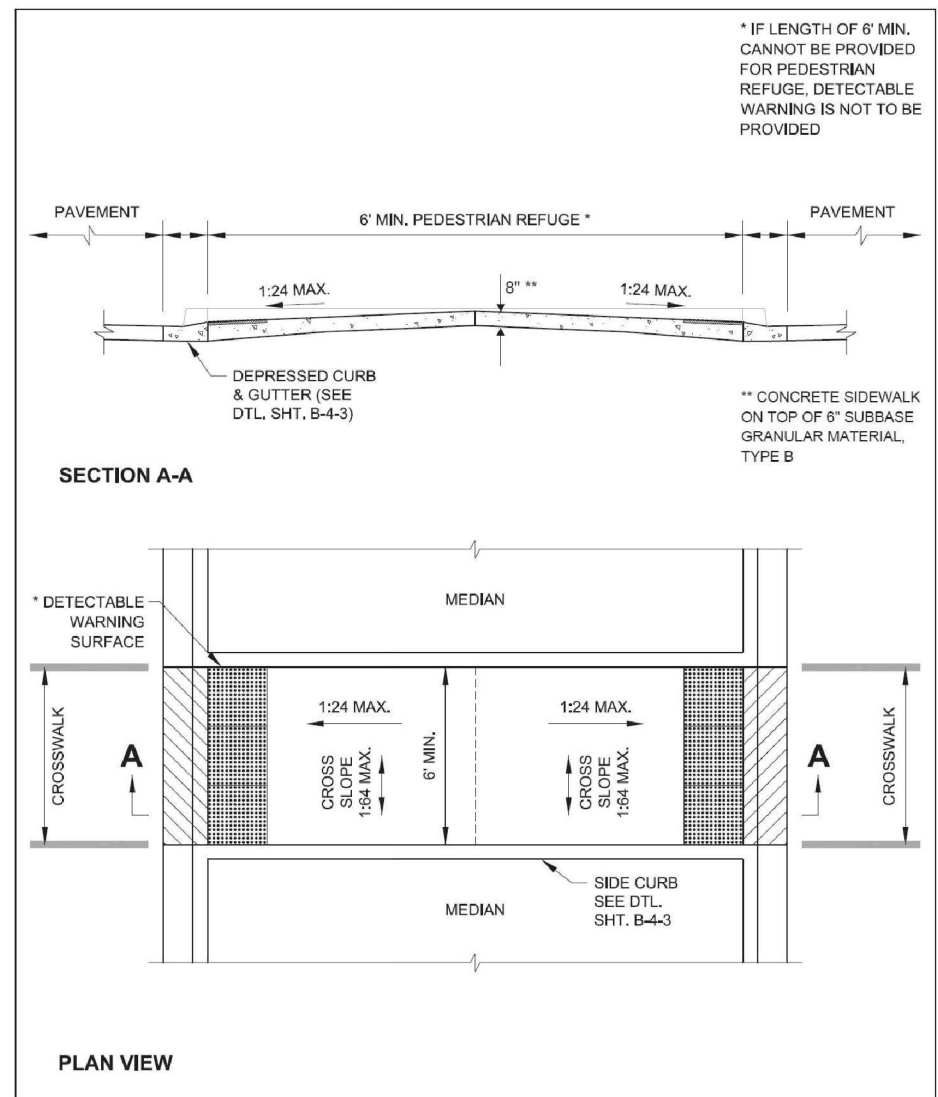
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	295
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO PARALLEL RAMP (ONE DIRECTION) AT MID-BLOCK LOCATION SHEET B-1-17 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
08/10/12	REVISION 5		



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO COMBINATION RAMP (PARALLEL AND PERPENDICULAR RAMP) AT MID-BLOCK LOCATION SHEET B-1-18 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
08/10/12	REVISION 5		



 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO MEDIAN PASS-THROUGH SHEET B-1-19 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: GK
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
08/10/12	REVISION 5		
01/01/14	REVISION 6		

MODEL: Default
 FILE NAME: D:\62R61-sht-Cdot-Standards.dgn



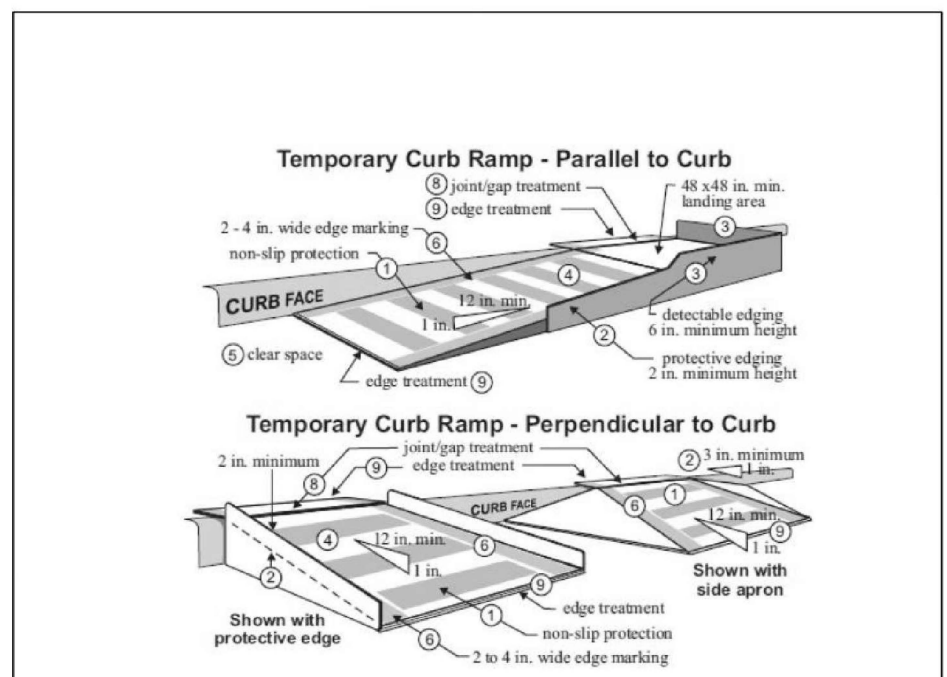
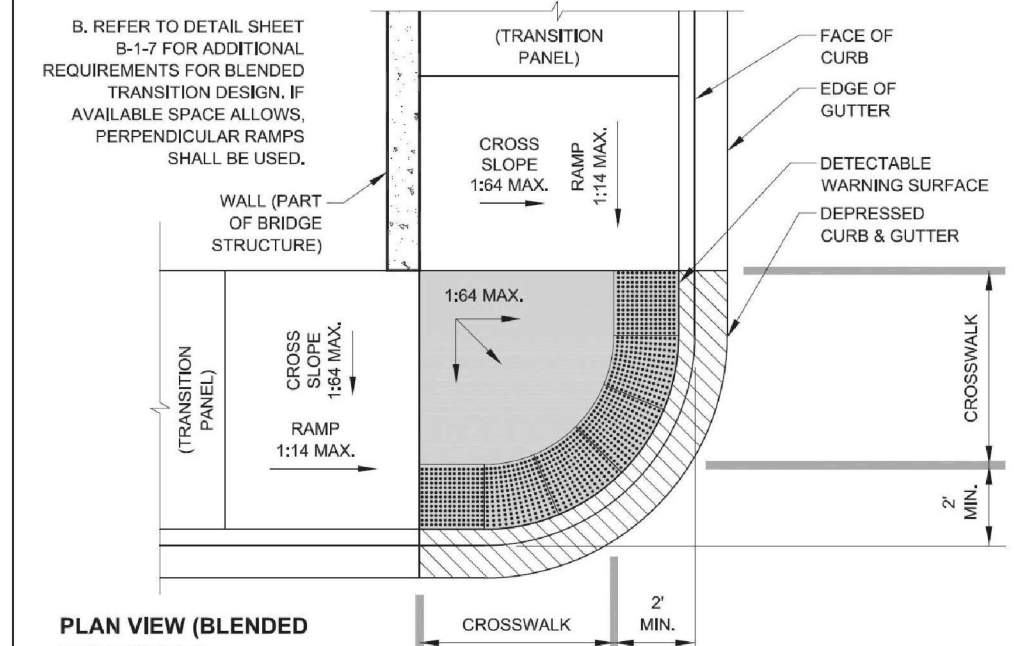
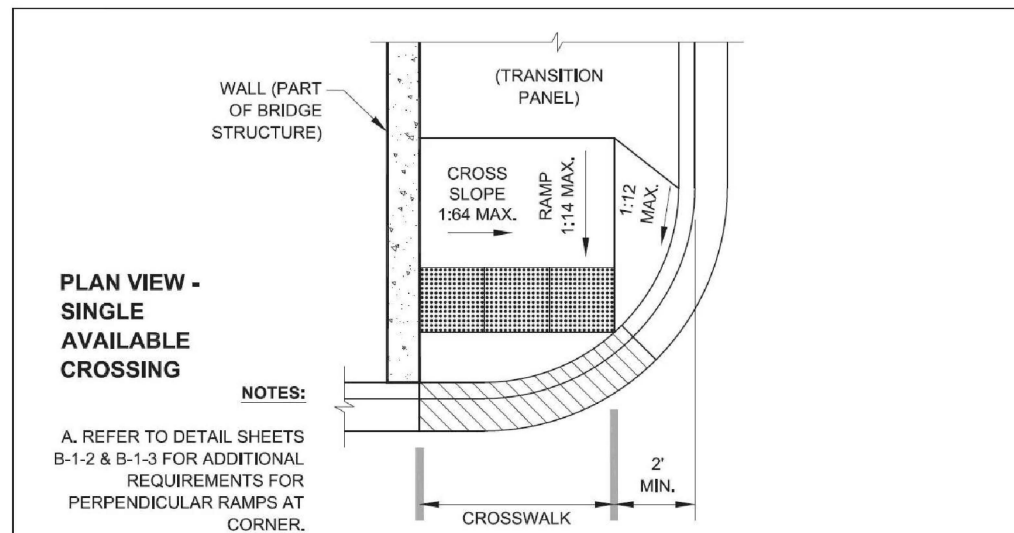
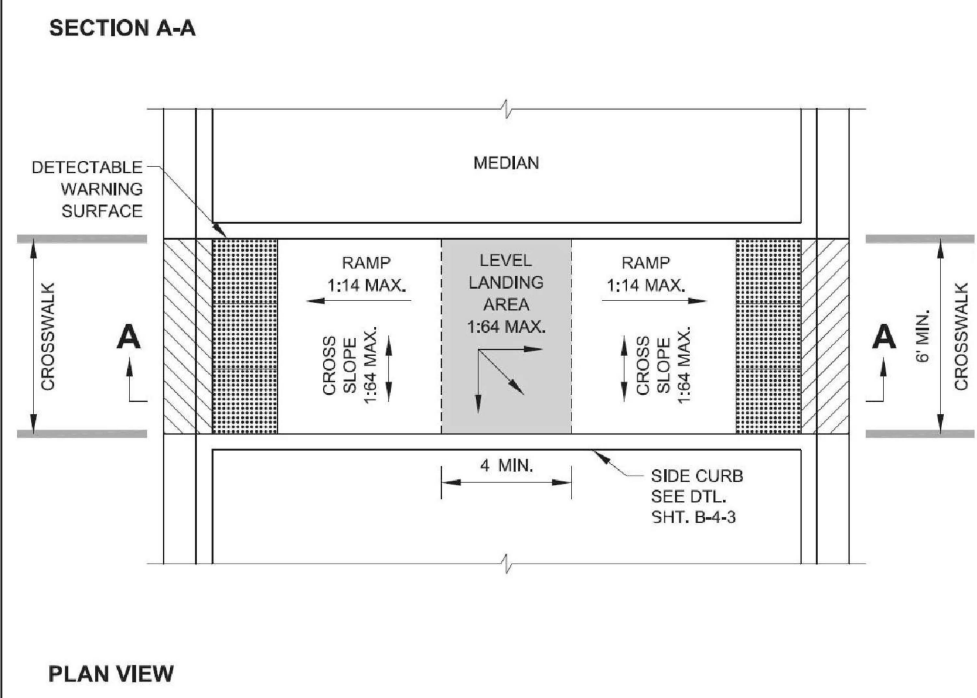
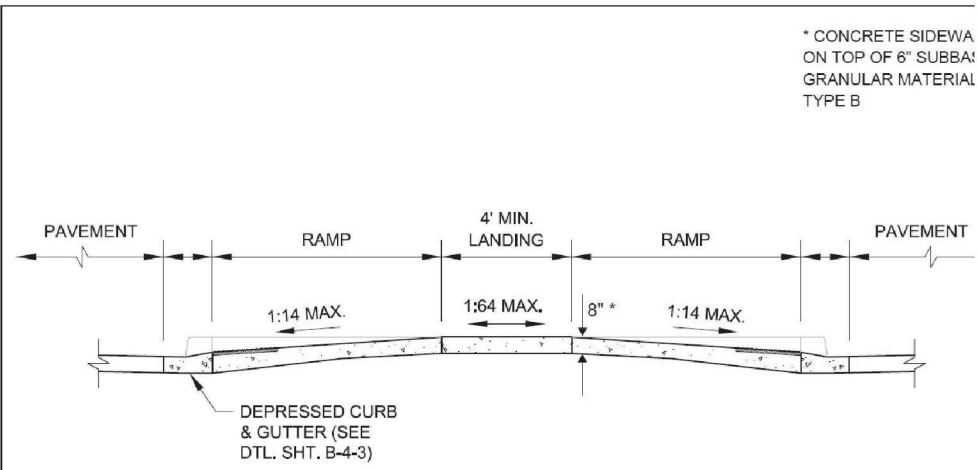
USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20.000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE = 01/08/2026	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
 CDOT ADA STANDARDS

SCALE: NTS SHEET 7 OF 10 STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	296
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



- NOTES:
1. Curb ramps shall be 48 in. minimum width with a firm, stable and non-slip surface.
 2. Protective edging with a 2 in. minimum height shall be installed when the curb ramp or landing platform has a vertical drop of 6 in. or greater or has a side apron slope steeper than 1:3 (33%). Protective edging should be considered when curb ramps or landing platforms have a vertical drop of 3 in. or more.
 3. Detectable edging with 6 in. minimum height and contrasting color shall be installed on all curb ramp landings where the walkway changes direction (turns).
 4. Curb ramps and landings should have a 1:50 (2%) max cross-slope.
 5. Clear space of 48 x 48 in. minimum shall be provided above and below the curb ramp.
 6. The curb ramp walkway edge shall be marked with a contrasting color 2 to 4 in. wide marking. The marking is optional where color contrasting edging is used.
 7. Water flow in the gutter system shall have minimal restriction.
 8. Lateral joints or gaps between surfaces shall be less than 0.5 in. width.
 9. Changes between surface heights should not exceed 0.5 in. Lateral edges should be vertical up to 0.25 in. high, and beveled at 1:2 between 0.25 in. and 0.5 in. height.

City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO MEDIAN PASS-THROUGH WITH RAMPS SHEET B-1-20 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CHECKED BY:
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	

City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO ON-GRADE RAMP AT BRIDGE OR OVERPASS SHEET B-1-21 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	

CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO	
			TYPICAL TEMPORARY ADA RAMP	
	01/01/14		SHEET A-6-3	DRAWN BY CDOT



USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20,000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS

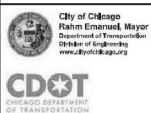
SCALE: NTS SHEET 8 OF 10 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	297
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

MODEL: Default FILE NAME: D:\62R61-ehi-Cdot-Standards.dgn

GENERAL NOTES:

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).
3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.
6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.
7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0". EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".
8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.
11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

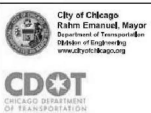
CITY OF CHICAGO
GENERAL NOTES
SHEET B-3-2

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: LCM

GENERAL NOTES (CONTINUED):

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.
13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.
14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.
15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).
16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).
17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.
18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.
19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.
20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.
21. CURB RAMPS AND LANDING (KEystone) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.
22. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.
23. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS.
24. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO
GENERAL NOTES (CONTINUED)
SHEET B-3-3

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: GK

ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

I. STREET/ALLEY RESTORATION

FOR ANY PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

WHEN A PROJECT CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

WHEN WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION (SEE APPENDIX A.)

WHEN ADA WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE ADJACENT PAVEMENT MUST BE RESTORED (SEE APPENDIX A.)

FOR ANY CONSTRUCTION WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP, KEYSTONE, TRANSITION PANEL, AND/OR LANDING AREA (THIS TOTAL LENGTH INCLUDES THE PRIOR ELEMENTS), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64 (SEE APPENDIX A.)

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):

IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

CURB RAMP REPLACEMENTS

WHEN REPLACING AN ADA RAMP, THE SIDEWALK REPLACEMENT MUST EXTEND BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" A MINIMUM OF AN ADDITIONAL FIVE FEET (5') ON EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION PANEL SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION PANEL DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5
01/01/14	REVISION 6

CITY OF CHICAGO
ADA COMPLIANCE AND TRANSITION GUIDELINES
SHEET B-3-4

SCALE: NOT TO SCALE
DATE: 10/23/2006

DRAWN BY: CDOT
CHECKED BY: GK

MODEL: Default
FILE NAME: D:\62R61-seht-Cdot-Standards.dgn



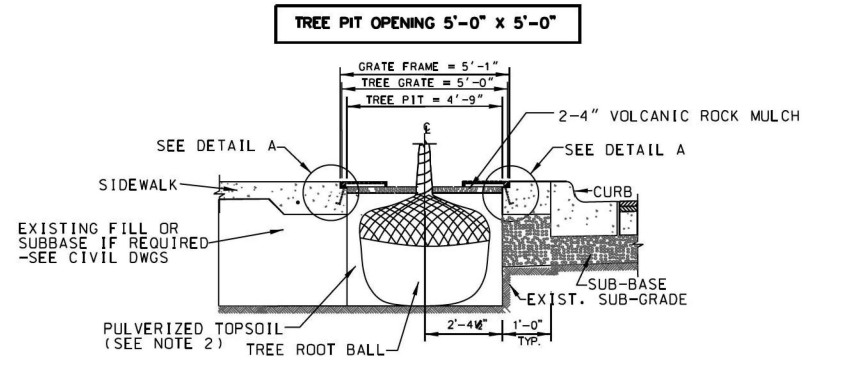
USER NAME	DESIGNED	REVISED
= jslarzyk	-	-
	DRAWN	REVISED
	-	-
PLOT SCALE = 20.000' / in.	CHECKED	REVISED
	-	-
PLOT DATE = 03/16/2026	DATE	REVISED
	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

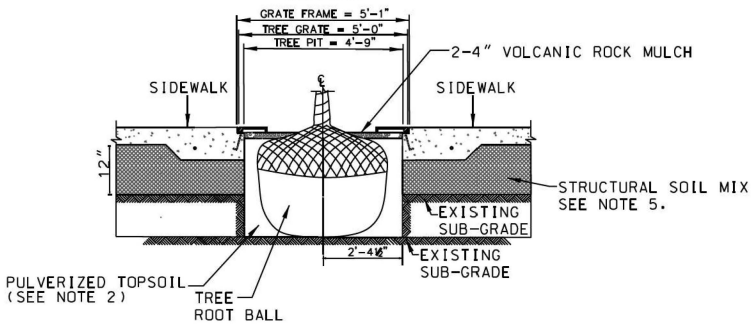
LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS

SCALE: NTS SHEET 9 OF 10 STA. TO STA.

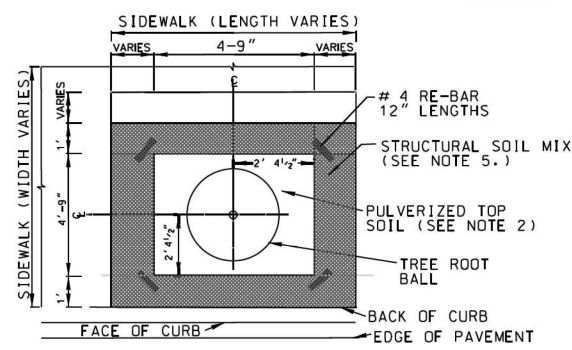
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	298
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				



**TREE PIT - CROSS SECTION
(WITH STEEL TREE GRATE FRAME)**
N.T.S.



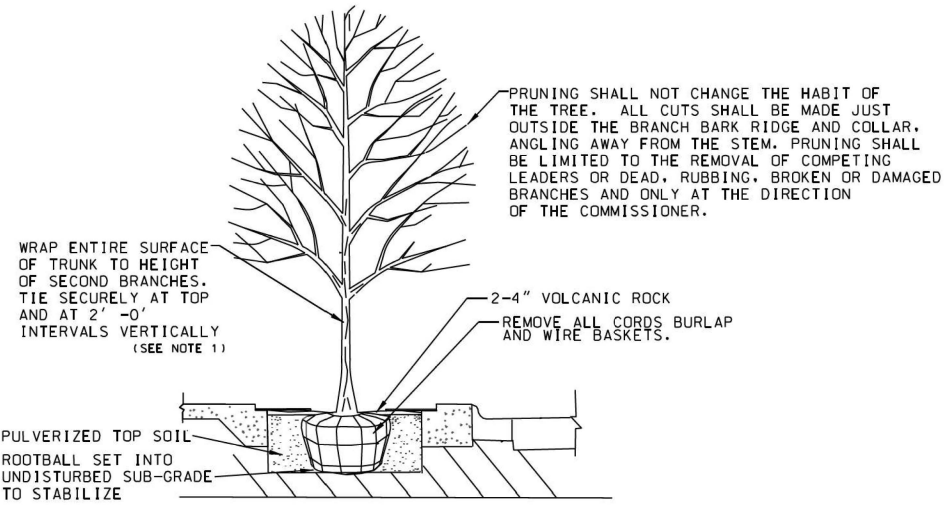
**TREE PIT - LONGITUDINAL SECTION
(WITH STEEL TREE GRATE FRAME)**
N.T.S.



TREE PIT - PLAN VIEW STRUCTURAL SOIL
N.T.S.

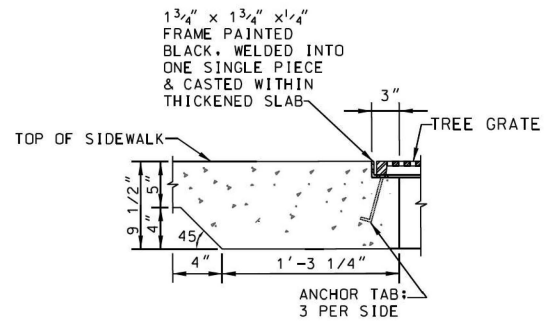
- NOTES:**
1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING: ACER, POPULAS, TILIA, LIRIODENDRON AND FRAXINUS AMERICANA.
 2. SEE PLANTING SPECIFICATION FOR BACKFILL MATERIAL.
 3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.
 4. VOLCANIC ROCK MULCH AND PULVERIZED TOPSOIL ARE ALL INCIDENTAL TO TREE (IN PARKWAY OR TREEPIT).
 5. STRUCTURAL SOIL IS TO BE PLACED ON EXISTING SUBGRADE AT 12" THICK BELOW THE PROPOSED SIDEWALK. IT SHALL BE PLACED IN 5' BANDS BETWEEN A GROUPING OF TREE PITS ENDING 6' PAST THE CENTER OF THE LAST TREES IN THE GROUP.
 6. HAND EXCAVATION IS REQUIRED AT LEAST 18 INCHES ON EITHER SIDE OF A MARKED FACILITY. CONTRACTOR/EXCAVATOR IS EXPECTED TO HONOR ALL TIME/MARKING REQUIREMENTS AND DIG IN A REASONABLE AND PRUDENT MANNER, TAKING ALL REASONABLE AND REQUIRED PRECAUTIONS TO AVOID DAMAGING UNDERGROUND FACILITIES. IF DAMAGE TO AN UNDERGROUND FACILITY SHOULD OCCUR, IMMEDIATELY CALL CUAN AT (312) 744-7000 TO REPORT THE DAMAGE. THE CONTRACTOR MUST ALSO IMMEDIATELY NOTIFY THE OWNER OF THE DAMAGED FACILITY.

TREE PIT OPENING 5'-0" x 10'-0"



TREE PLANTING - CROSS SECTION
N.T.S.

- NOTES:**
1. TREE WRAP SHOULD ONLY BE INSTALLED DURING THE FALL PLANTING SEASON ON SPECIES SUSCEPTIBLE TO FROST, CRACKING OR SUN SCALD SUCH AS, BUT NOT LIMITED TO, THE FOLLOWING: ACER, POPULAS, TILIA, LIRIODENDRON AND FRAXINUS AMERICANA.
 2. SEE PLANTING SPECIFICATION FOR BACKFILL MATERIAL.
 3. CONTRACTOR SHALL NOT LIFT TREE BY WIRE BASKET OR TRUNK.
 4. VOLCANIC ROCK MULCH AND PULVERIZED TOPSOIL ARE ALL INCIDENTAL TO TREE (IN PARKWAY OR TREEPIT).
 5. STRUCTURAL SOIL IS TO BE PLACED ON EXISTING SUBGRADE AT 12" THICK BELOW THE PROPOSED SIDEWALK. IT SHALL BE PLACED IN 5' BANDS BETWEEN A GROUPING OF TREE PITS ENDING 6' PAST THE CENTER OF THE LAST TREES IN THE GROUP.
 6. HAND EXCAVATION IS REQUIRED AT LEAST 18 INCHES ON EITHER SIDE OF A MARKED FACILITY. CONTRACTOR/EXCAVATOR IS EXPECTED TO HONOR ALL TIME/MARKING REQUIREMENTS AND DIG IN A REASONABLE AND PRUDENT MANNER, TAKING ALL REASONABLE AND REQUIRED PRECAUTIONS TO AVOID DAMAGING UNDERGROUND FACILITIES. IF DAMAGE TO AN UNDERGROUND FACILITY SHOULD OCCUR, IMMEDIATELY CALL CUAN AT (312) 744-7000 TO REPORT THE DAMAGE. THE CONTRACTOR MUST ALSO IMMEDIATELY NOTIFY THE OWNER OF THE DAMAGED FACILITY.



DETAIL A - GRATE FRAME AT THICKENED SLAB
N.T.S.

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	TREE PIT DETAIL		
	DATE	SHEET	DRAWN BY		
	01/03/07	A-5-2A	CDOT		

	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	TREE PIT DETAIL		
	DATE	SHEET	DRAWN BY		
	01/03/07	A-5-2B	CDOT		

MODEL: Default
FILE NAME: D:\62R61-ehf-Cdot-Standards.dgn



USER NAME = jslarzyk	DESIGNED -	REVISED -
PLOT SCALE = 20.000' / in.	DRAWN -	REVISED -
PLOT DATE = 03/16/2026	CHECKED -	REVISED -
	DATE - 01/08/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

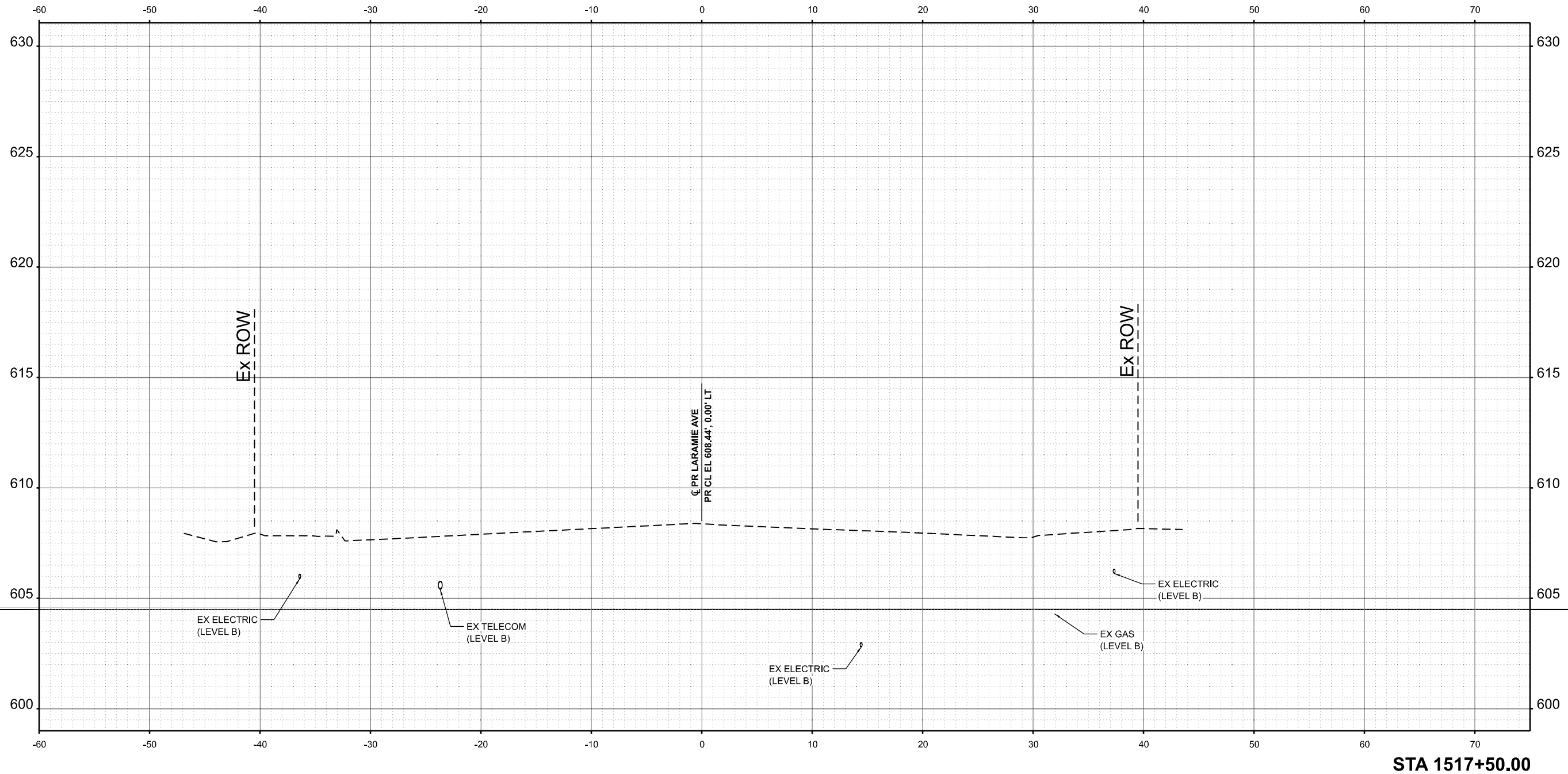
LARAMIE AVENUE OVER I-290
CDOT ADA STANDARDS

SCALE: NTS SHEET 10 OF 10 STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FAI 290 22 STRUCTURE 1	COOK	330	299
CONTRACT NO. 62R61				
ILLINOIS FED. AID PROJECT				

EXISTING LEGEND

- EXISTING
- PROPOSED
- FUTURE (BY OTHERS)



MODEL: SMODELNAMIES
FILE NAME: \$FILES\$



USER NAME = jstarzyk	DESIGNED - JAS	REVISED -
	DRAWN - JAS	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - DF	REVISED -
PLOT DATE = 01/08/2026	DATE - 01/08/2026	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LARAMIE AVENUE OVER I-290
PROPOSED LARAMIE AVENUE CROSS SECTIONS**

SCALE: 1"=5' SHEET OF STA. 1517+50.00 TO STA. 1517+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	FA 290 22 STRUCTURE 1	COOK	330	300
CONTRACT NO. 62R61				
		ILLINOIS	FED. AID PROJECT	