

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION


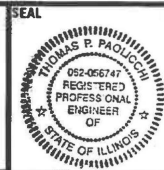


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	1
		ILLINOIS	CONTRACT NO. 62T46	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

# PROPOSED HIGHWAY PLANS

131ST. ST. OVER METRA RAILROAD  
FAU ROUTE 1593 (FAU 1593)  
SECTION FAU 1593 22 BJ  
PROJECT BR-A7AS(642)  
BRIDGE REPAIR AND DECK OVERLAY  
COOK COUNTY

D-91-300-22

	31/2026	
Thomas P. Paolicchi, P.E. Lic. No. 062.056747 Expires: 11/30/2027 ABNA ENGINEERING (SHTS 1-13, 29-34)	Date	REGISTERED PROFESSIONAL ENGINEER OF STATE OF ILLINOIS
	31/2026	
Junshan Liu, S.E. Lic. No. 081.008224 Expires: 11/30/2026 ACCURATE GROUP (SHTS 14-28)	Date	LICENSED STRUCTURAL ENGINEER OF STATE OF ILLINOIS

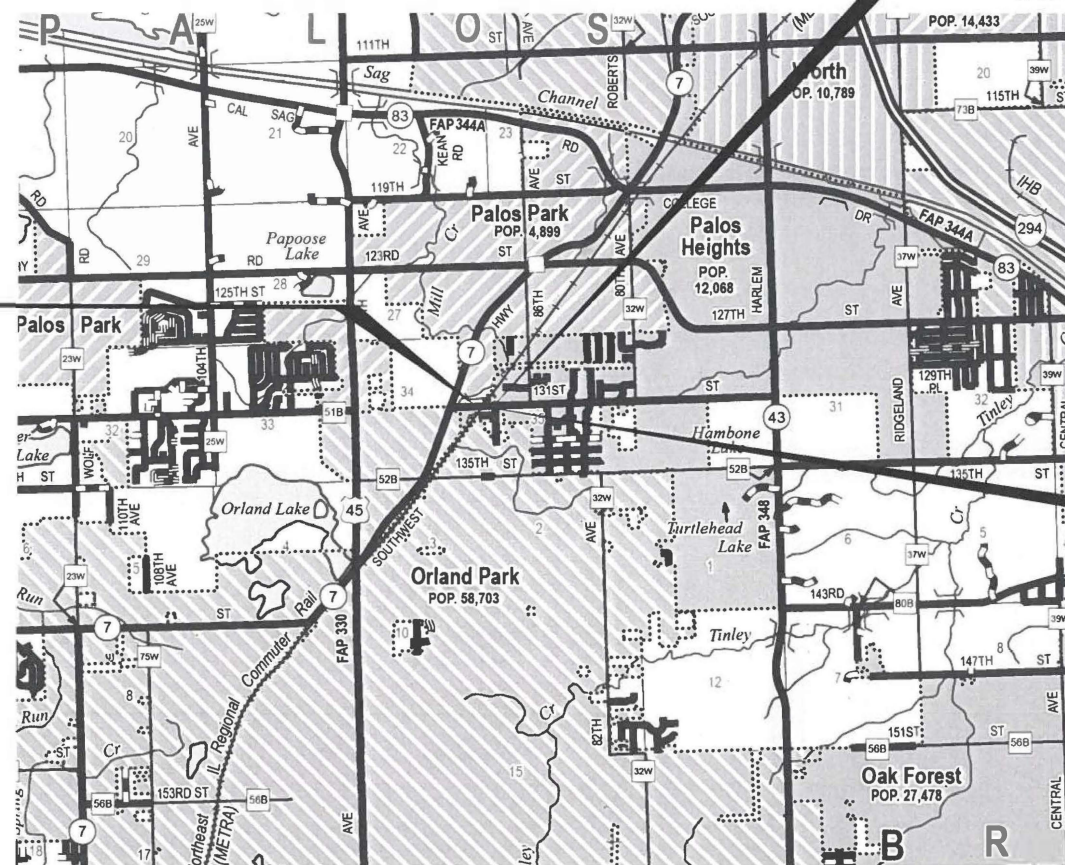


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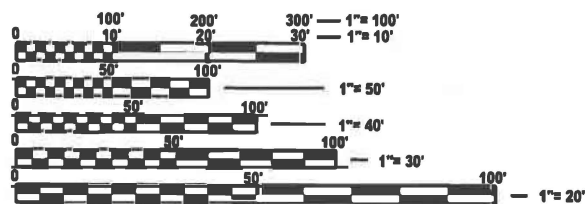
C-91-354-22

END IMPROVEMENT  
STA 24 + 02.55

BEGIN IMPROVEMENT  
STA 20 + 51.66



SN 016-2611



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

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

PROJECT ENGINEER: MR. RODRIGO LEDEZMA, P.E. 847-705-4580  
PROJECT MANAGER: J. ALAIN MIDY, PE 847-221-3056

CONTRACT NO. 62T46



GROSS LENGTH = 350.89 FT. = 0.066 MILE  
NET LENGTH = 350.89 FT. = 0.066 MILE



FUNCTIONAL CLASSIFICATION  
MAJOR COLLECTOR  
2023 ADT = 6,750  
P.V.=94.8% S.U.=4.2% M.U.=1.0%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 13<sup>th</sup> 2026  
[Signature]  
REGIONAL ENGINEER

May 8 2026  
[Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2026  
[Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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## HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
701006-05	OFF-RD OPERATIONS, 2L, 2 W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

## GENERAL NOTES

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
5. THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
6. COORDINATION WITH METRA IS REQUIRED WHEN PERFORMING ANY WORK WITHIN THE RAILROAD RIGHT OF WAY.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES AND CLOSURE WILL BE IN PLACE.
8. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO ENSURE THAT NO DEBRIS WILL ENDANGER OR INTERFERE WITH TRAFFIC ON THE ROADWAY (OR THE RAILROAD) BENEATH THE BRIDGE ACCORDING TO ARTICLE 107.12 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAY ITEM INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. CONCRETE SUPERSTRUCTURE (or CONCRETE WEARING SURFACE) SHALL HAVE A SEVEN DAY MINIMUM CURE.

## COMMITMENTS

\*NONE\*

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

131 ST. OVER METRA RAILROAD  
INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	2
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0059 016-2611
28000400	PERIMETER EROSION BARRIER	FOOT	225	225
28000500	INLET AND PIPE PROTECTION	EACH	8	8
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	348	348
40600370	LONGITUDINAL JOINT SEALANT	FOOT	335	335
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	237	237
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	75	75
45000110	RELIEF JOINT 2"	FOOT	102	102
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1	1
50102400	CONCRETE REMOVAL	CU YD	10.7	10.7
50157300	PROTECTIVE SHIELD	SQ YD	281	281
50300255	CONCRETE SUPERSTRUCTURE	CU YD	11.7	11.7
50300300	PROTECTIVE COAT	SQ YD	932	932
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1660	1660
52000110	PREFORMED JOINT STRIP SEAL	FOOT	104	104

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0059 016-2611
53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	24	24
53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	770	770
53101410	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	770	770
53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	15	15
58700300	CONCRETE SEALER	SQ FT	1036	1036
59000200	EPOXY CRACK INJECTION	FOOT	156	156
67100100	MOBILIZATION	L SUM	1	1
70102621	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	EACH	2	2
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1376	1376
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	20	20
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6
78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	479	479
* X0325748	ACRYLIC COATING	SQ YD	25	25

\* SPECIALITY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

131 ST. OVER METRA RAILROAD  
SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	3
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE BRIDGE 0059 016-2611
X0325749	FIBER WRAP	SQ FT	113	113
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	102	102
X2010516	SELECTIVE CLEARING	UNIT	7	7
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	462	462
X5030539	FLOOR DRAINS TO BE CLEANED	EACH	8	8
X5060700	CLEANING AND PAINTING BEARINGS	EACH	12	12
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	3	3
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4
* X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	9	9
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	1	1
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	715	715
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	10	10
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

\* SPECIALITY ITEM

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

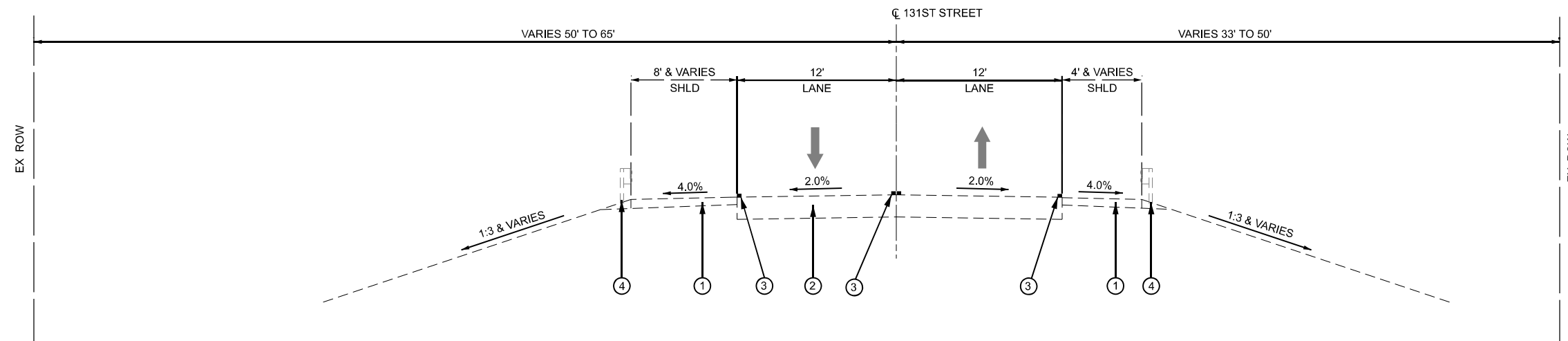
131 ST. OVER METRA RAILROAD  
SUMMARY OF QUANTITIES

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	4
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

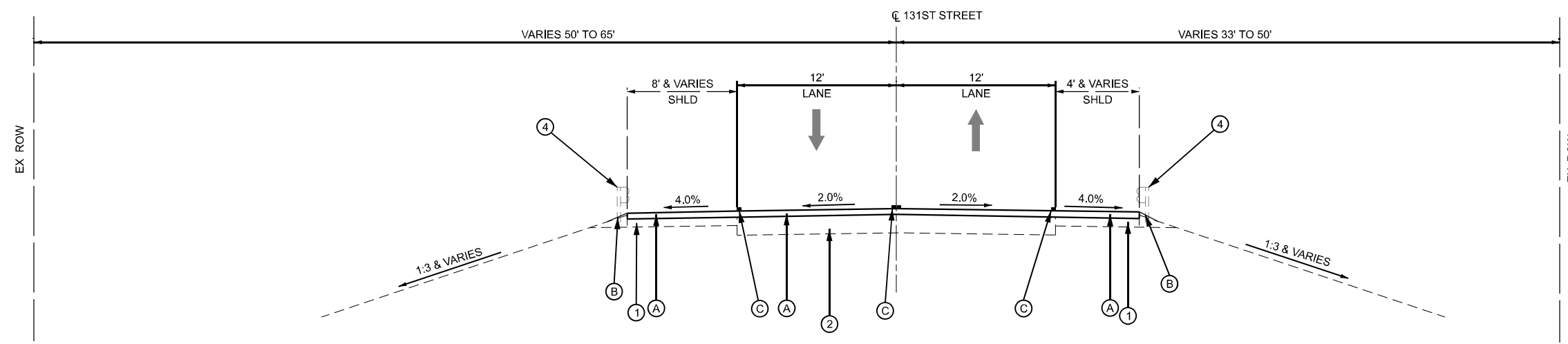
**LEGEND**

- ① EXISTING HMA SHOULDER, 8"
- ② EXISTING PAVEMENT
- ③ EXISTING PAVEMENT MARKING
- ④ EXISTING GUARDRAIL
- Ⓐ PROPOSED HMA SURFACE COURSE, MIX "D", IL-9.5, N70; 1.5" TO 2"
- Ⓑ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B (SEE NOTE 1)
- Ⓒ PROPOSED PAVEMENT MARKING - LINE 4"  
(DOUBLE YELLOW ALONG THE CL, WHITE FOR THE EDGELINES)



**EXISTING ROADWAY TYPICAL SECTION**

STA 20+51.66 TO STA 21+37.69  
 STA 23+14.82 TO STA 24+02.55  
 BRIDGE OMISSION : STA 21+37.69 TO STA 23+14.82



**PROPOSED ROADWAY TYPICAL SECTION**

STA 20+51.66 TO STA 21+37.69  
 STA 23+14.82 TO STA 24+02.55  
 BRIDGE OMISSION : STA 21+37.69 TO STA 23+14.82

**NOTE:**

1. PROVIDE AGGREGATE WEDGE SHOULDER TYPE B AS NEEDED TO MEET EDGE OF HMA OVERLAY

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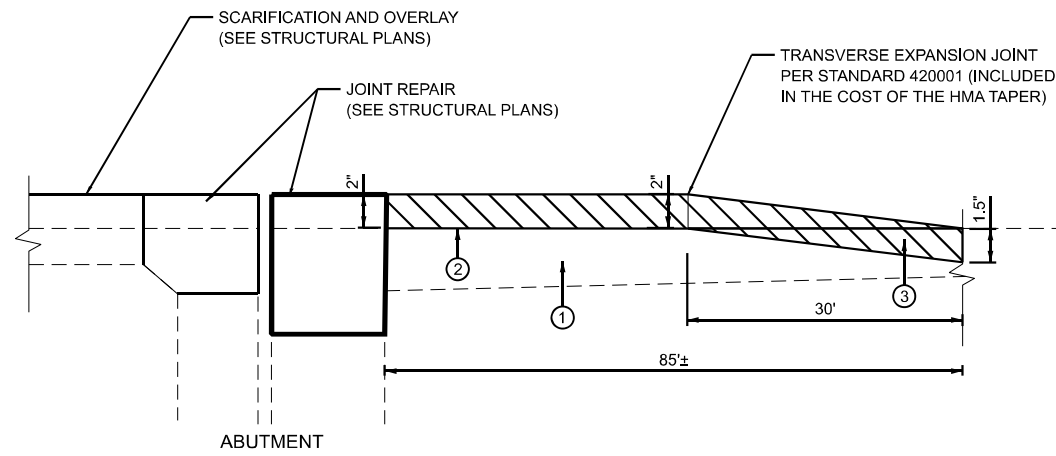
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

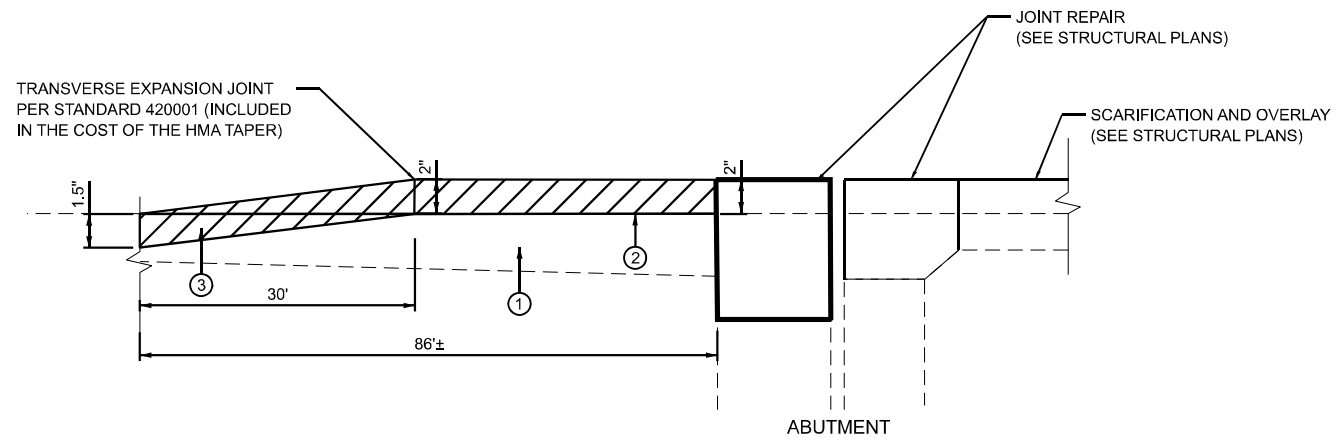
**131 ST. OVER METRA RAILROAD  
 TYPICAL SECTIONS**

SCALE: 1"=5' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	5
CONTRACT NO. 62T46			ILLINOIS FED. AID PROJECT	



**WEST APPROACH SLAB SECTION**



**EAST APPROACH SLAB SECTION**

**LEGEND**

- ① EXISTING HMA PAVEMENT
- ② PROPOSED HMA SURFACE COURSE IL-9.5 MIX D N70
- ③ BUTT JOINT

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS (%) AT N DES	QUALITY MANAGEMENT PROGRAM (QMP)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; (1.5" TO 2")	4.0% AT 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

- NOTES:
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ. YD./IN.
  - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22", AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
  - THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE LIFT.

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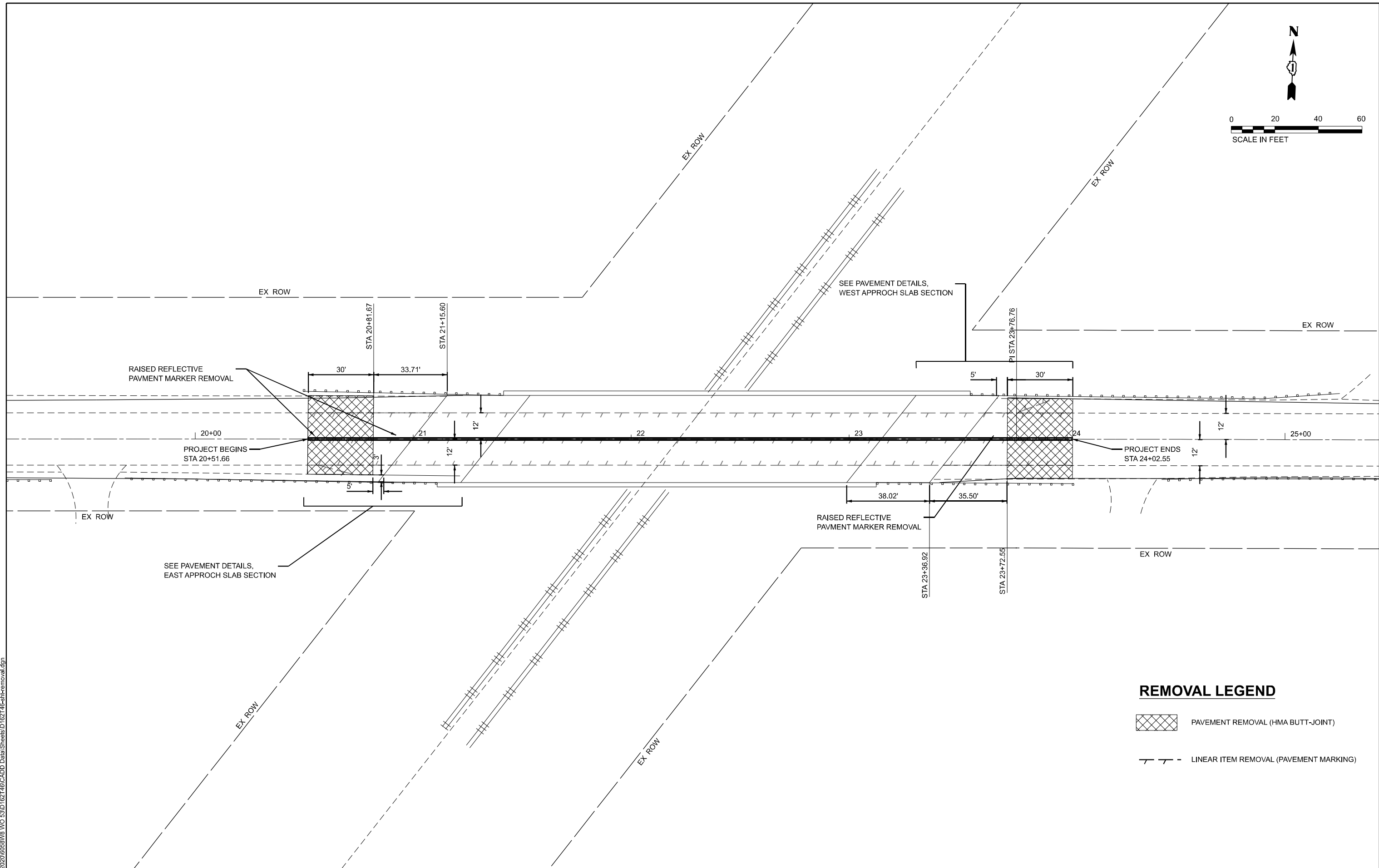
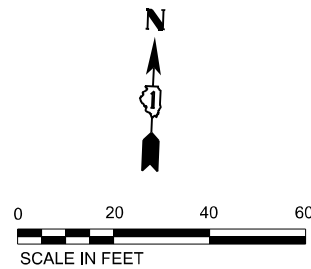
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
PAVEMENT DETAILS**

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	6
ILLINOIS FED. AID PROJECT CONTRACT NO. 62T46				



**REMOVAL LEGEND**

- PAVEMENT REMOVAL (HMA BUTT-JOINT)
- LINEAR ITEM REMOVAL (PAVEMENT MARKING)

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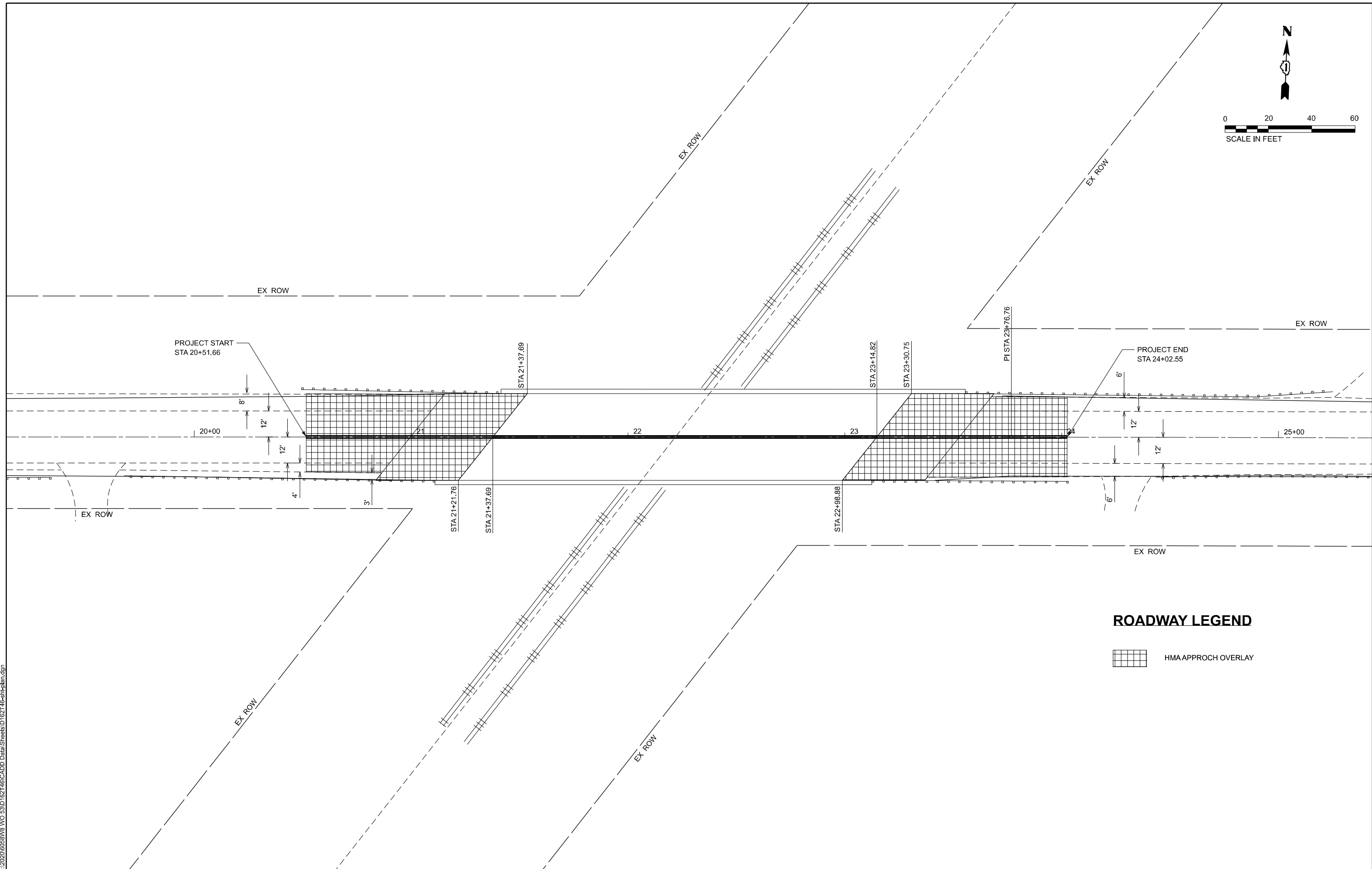
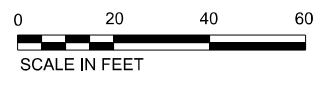
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
REMOVAL PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	7
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				



**ROADWAY LEGEND**



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

**131 ST. OVER METRA RAILROAD**  
**ROADWAY PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T46	

**SIGN LEGEND**

①		W20-2(0) 4848	⑧		M4-8A(0) 2418	⑮		M4-9R-3024
②		W20-3(0) 4848	⑨		M4-10L(0) 4818	⑯		M4-9L-3024
③		R11-2 4830	⑩		M4-10R(0) 4818	⑰		M3-2-2417
⑤		W20-3(0) 4848	⑫		M4-9R-3030	⑱		M3-4
⑥		CUSTOM ROAD NAME SIGN WITH 6" MINIMUM UPPERCASE BLACK LETTERS ON ORANGE BACKGROUND	⑬		M4-9L-3030	* FOR DETOURS OF UNMARKED ROUTES, SIGNS SHALL BE MODIFIED TO USE THE M4-9 SIGN SERIES.		
⑦		R11-4 6030	⑭		M4-9-3024	EX.		M3-2-2412
								CUSTOM ROAD NAME SIGN WITH 5" MINIMUM UPPERCASE BLACK LETTERS ON ORANGE BACKGROUND
								M4-9R-3030

**NOTES:**

1. USE BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND UNLESS NOTED.
2. SIGNS FOR THE DETOUR ARE INCLUDED IN THE CONTRACT LUMP SUM COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. SIGN PLACEMENT SHALL BE DONE ACCORDING TO DISTRICT STANDARD TC-21. SEE DISTRICT DETAIL SHEETS.
4. ALL TRAFFIC SIGNS SHALL MEET WITH THE APPROVAL OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SHALL MEET WITH THE APPROVAL OF THE ENGINEER REGARDING LOCATION, TYPE, SIZE, NUMBER, AND DURATION.
5. FOR TYPICAL SIGN INSTALLATION - SEE HIGHWAY STANDARD 701901.
6. APPROPRIATE IDOT TRAFFIC CONTROL STANDARDS SHALL BE USED TO INSTALL AND REMOVE TRAFFIC CONTROL AND PROTECTION DEVICES.

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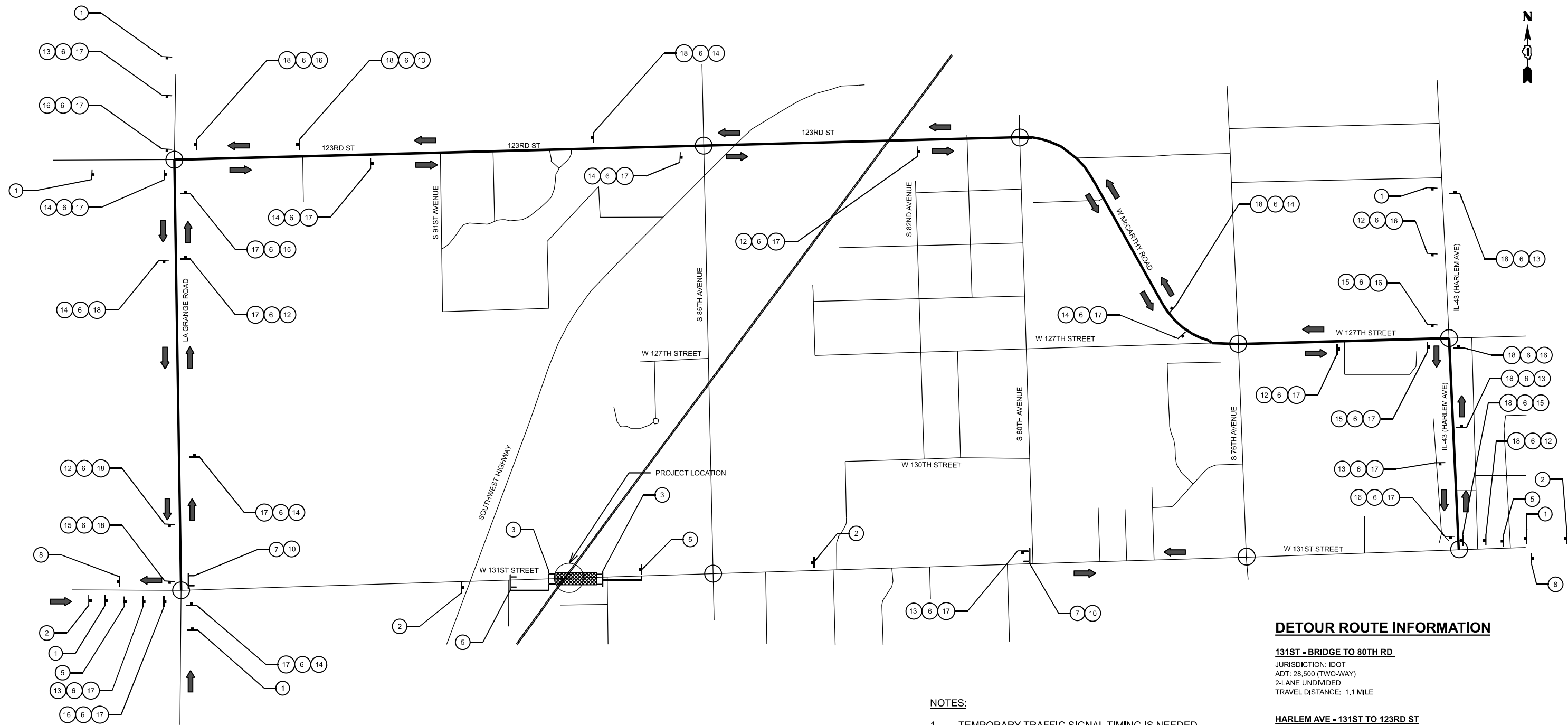
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
MAINTENANCE OF TRAFFIC - DETOUR SIGNS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	9
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				



**DETOUR PLAN LEGEND**

- PROJECT AREA FOR DETOUR
- SIGN POST MOUNTED
- DETOUR SIGN TYPE
- DETOUR ROUTE
- TYPE III BARRICADES WITH TWO FLASHING LIGHTS
- DIRECTION OF TRAFFIC
- TEMPORARY TRAFFIC SIGNAL TIMING

**NOTES:**

1. TEMPORARY TRAFFIC SIGNAL TIMING IS NEEDED FOR THIS DETOUR AT TWO (2) STATE SIGNALIZED LOCATIONS, TO BE COORDINATED WITH THE ENGINEER.
2. THE CONTRACTOR SHALL FOLLOW STANDARD (TC-21) FOR SIGN SPACING DETAIL

**DETOUR ROUTE INFORMATION**

- 131ST - BRIDGE TO 80TH RD**  
 JURISDICTION: IDOT  
 ADT: 28,500 (TWO-WAY)  
 2-LANE UNDIVIDED  
 TRAVEL DISTANCE: 1.1 MILE
- HARLEM AVE - 131ST TO 123RD ST**  
 JURISDICTION: IDOT  
 ADT: 28,500 (TWO-WAY)  
 2-LANE UNDIVIDED  
 TRAVEL DISTANCE: 1.0 MILES
- 123RD ST - 80TH ST TO S LA GRANGE RD**  
 JURISDICTION: IDOT & COOK COUNTY  
 ADT: 7,650 (TWO-WAY)  
 2-LANE UNDIVIDED  
 TRAVEL DISTANCE: 2.0 MILES
- LA GRANGE RD - 131ST STREET TO 123RD ST**  
 JURISDICTION: MUNICIPALITY  
 ADT: 31,300 (TWO-WAY)  
 4-LANE DIVIDED  
 TRAVEL DISTANCE: 1.0 MILES
- 131ST - LA GRANGE RD TO BRIDGE**  
 JURISDICTION: MUNICIPALITY  
 ADT: 9700 (TWO-WAY)  
 2-LANE UNDIVIDED  
 TRAVEL DISTANCE: 0.9 MILE

MODEL: detour02 (Sheet)  
FILE NAME: J:\2020\6581\WB WO 63\1627146\CADD Data\Sheets\1627146-SHT-DETOUR.DGN



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PLOT DATE = 11/27/2024	DATE - 12/13/2024	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
MAINTENANCE OF TRAFFIC - DETOUR PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	10
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

# EROSION AND SEDIMENT CONTROL NOTES

- ALL CONTROL MEASURES NECESSARY MUST MEET THE MINIMUM REQUIREMENTS AS DESCRIBED IN THE LATEST EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. ADDITIONAL DETAILS AND BMPs ARE ALSO AVAILABLE AND CAN BE UTILIZED AS SHOWN IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).
- ALL THE SOIL EROSION AND SEDIMENT CONTROL FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND THE INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER, WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
- ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITIES.
- DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION ACTIVITY, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN ONE (1) CALENDAR DAY.
- THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF THE ENGINEER OR AUTHORIZED IDOT PERSONNEL.
- STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10-FT VERTICALLY OR THE FINISHED SLOPE EQUALS 30-FT, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.
- THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES TO BE RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS THROUGHOUT THE PROJECT.
- THE CONTRACTOR'S REPRESENTATIVE HAS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES AND HAVE TAKEN AN ILLINOIS DEPARTMENT OF TRANSPORTATION OR APPROVED EQUAL EROSION AND SEDIMENT CONTROL COURSE. THIS PERSON SHALL HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTION CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN PROVIDED BY THE ENGINEER. THIS INDIVIDUAL AND THE ENGINEER MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING:
  - DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED.
  - STRUCTURAL CONTROL MEASURES (SUCH AS PERIMETER EROSION BARRIER, ETC.)
  - LOCATIONS WHERE VEHICLES ENTER OR EXIT THE PROJECT SITE.
  - AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE WITHIN 24-HOURS AFTER A 24-HOUR RAINFALL OR EQUIVALENT SNOWFALL EVENT GREATER THAN 0.5-INCH. DURING WINTER MONTHS, ALL MEASURES MUST BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
- ALL THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON, AS WELL AS OVER THE WINTER SHUTDOWN PERIOD AND OTHER PERIODS WHEN THE PROJECT IS CLOSED DOWN FOR A LONGER DURATION. ANY CONTROL MEASURES FILLED MORE THAN 75% OF CAPACITY MUST BE CLEANED AND RESET AND THESE SPOILS REMOVED TO AN APPROVED SITE.
- SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND ACTIVE DRAINAGE PATHS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE. IMMEDIATELY AFTER THE FINAL SHAPING OF THE STOCKPILE, THE TOPSOIL WILL BE STABILIZED IN ACCORDANCE WITH THE METHOD APPROVED BY IDOT. THE CONTRACTOR WILL PROVIDE ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
- EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR, THE COST OF THE CONTROLS WILL BE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER, THE DEPARTMENT WILL ASSUME THE COST OF INSTALLING AND MAINTAINING THE CONTROLS.
- IF AND/OR WHEN THE CONTRACTOR REQUESTS CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH 25 FEET AWAY FROM THE SHOULDER OF THE ROAD PROVIDED THE FOLLOWING CONDITIONS ARE MET:
  - ALL AREAS BEING STABILIZED ARE 1:3 SLOPES OR FLATTER
  - THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH MULCH METHOD 3.
  - ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.
- TOPSOIL PLACEMENT: TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE NOR ON TEMPORARY STEEP SLOPES.
- IN AREAS WHERE A PERMANENT VEGETATIVE COVER IS PRACTICABLE AND INCLUDED IN THE CONTRACT DOCUMENTS, A SPECIAL EFFORT SHOULD BE MADE TO ESTABLISH A COVER AS SOON AS A DISTURBED AREA IS BROUGHT TO FINAL GRADE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
- THE CONTRACTOR'S REPRESENTATIVE AND THE ENGINEER MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTIONS. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORTS MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.
- ANY SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING CONTROL MEASURE PRIOR TO RELEASE FROM THE PROJECT SITE.
- NO WORK IS ALLOWED BEYOND THE PERMITTED AREA. ANY WORK WITHIN A CREEK OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BYPASS PUMP OR DEWATER ANY AREAS IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DEWATERING IS NOT POSSIBLE OR PRACTICAL, SILT FENCE OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW. DEWATERING MUST BE DISCHARGED TO A STABLE, NON-ERODIBLE SURFACE AND IN-STREAM WORK BARRIERS MUST BE COMPOSED OF NON-ERODIBLE MATERIAL.
- SEEDING USAGE
 

CLASS 2A:  
USED ON FINAL DISTURBED CONSTRUCTION AREAS INDICATED ON THE PLANS.

CLASS 4:  
USED ON FINAL DISTURBED CONSTRUCTION AREAS INDICATED ON THE PLANS.

TEMPORARY EROSION CONTROL SEEDING:  
USED IN AREAS REQUIRING SHORT TERM TEMPORARY SEEDING DURING CONSTRUCTION.
- THE CONTRACTOR MUST COOPERATE WITH THE ENGINEER AND HIS/HER REPRESENTATIVE WHO WILL MAKE SITE VISITS TO REVIEW THE COMPLIANCE OF THE PLANS IN THE FIELD AND AUDIT IF NECESSARY. THE CONTRACTOR MUST PREPARE THE LOGS AND RECORDS WHEN REQUIRED AND SUBMIT TO IDOT AND/OR APPROPRIATE AGENCIES.
- THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR PERIMETER EROSION BARRIER. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION CONTROL BARRIER MUST BE RESTORED TO THEIR ORIGINAL CONDITION.
- THE CONTRACTOR WILL PROVIDE THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THIS IS IMPORTANT WHERE NEW STORM SEWER CONNECTS TO EXISTING STORM SEWERS/CULVERTS. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECAST, SO THAT FLOW WILL NOT BE EROSIIVE. THE LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.

- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC., WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORK DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- STABILIZATION MEASURES SHALL BE INITIATED IMMEDIATELY WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN ONE (1) DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF FOURTEEN (14) OR MORE CALENDAR DAYS.
- EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER, THE McHENRY-LAKE COUNTY SOIL & WATER CONSERVATION DISTRICT AND/OR THE US ARMY CORPS OF ENGINEERS.
- THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES TO COMPLY WITH EROSION CONTROL PERMITS.
- THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES AND STABILIZED CONSTRUCTION ENTRANCES TO COMPLY WITH THE EROSION CONTROL REQUIREMENTS.
- THE CONTRACTOR SHOULD PROVIDE TO THE RE A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.

## SOIL PROTECTION SCHEDULE

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
PERMANENT SEEDING						→					→	
DORMANT SEEDING		→										→
TEMPORARY SEEDING										→		
EROSION BLANKET / HYDROMULCH											→	

## EROSION AND SEDIMENT CONTROL STRATEGY

- ERECT PERIMETER EROSION BARRIERS AND TEMPORARY FENCES AS SHOWN ON PLANS.
- INSTALL INLET FILTERS AS SHOWN ON THE PLANS AS NECESSARY.
- CLEAR AND GRUB, REMOVE EXISTING TREES AND BUSHES AS NECESSARY.
- INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES FOR THE DURATION OF CONSTRUCTION.
- STABILIZE DISTURBED AREAS WITH TEMPORARY EROSION CONTROL MEASURES. USE THE PERMANENT SEEDING WITH EROSION CONTROL BLANKET FOR PERMANENT STABILIZATION AS SHOWN ON THE PLANS.
- WHEN THE PERMANENT STABILIZATION IS ESTABLISHED, REMOVE ALL REMAINING TEMPORARY EROSION CONTROL MEASURES.

## HIGHWAY STANDARDS

280001-07 TEMPORARY EROSION CONTROL SYSTEM

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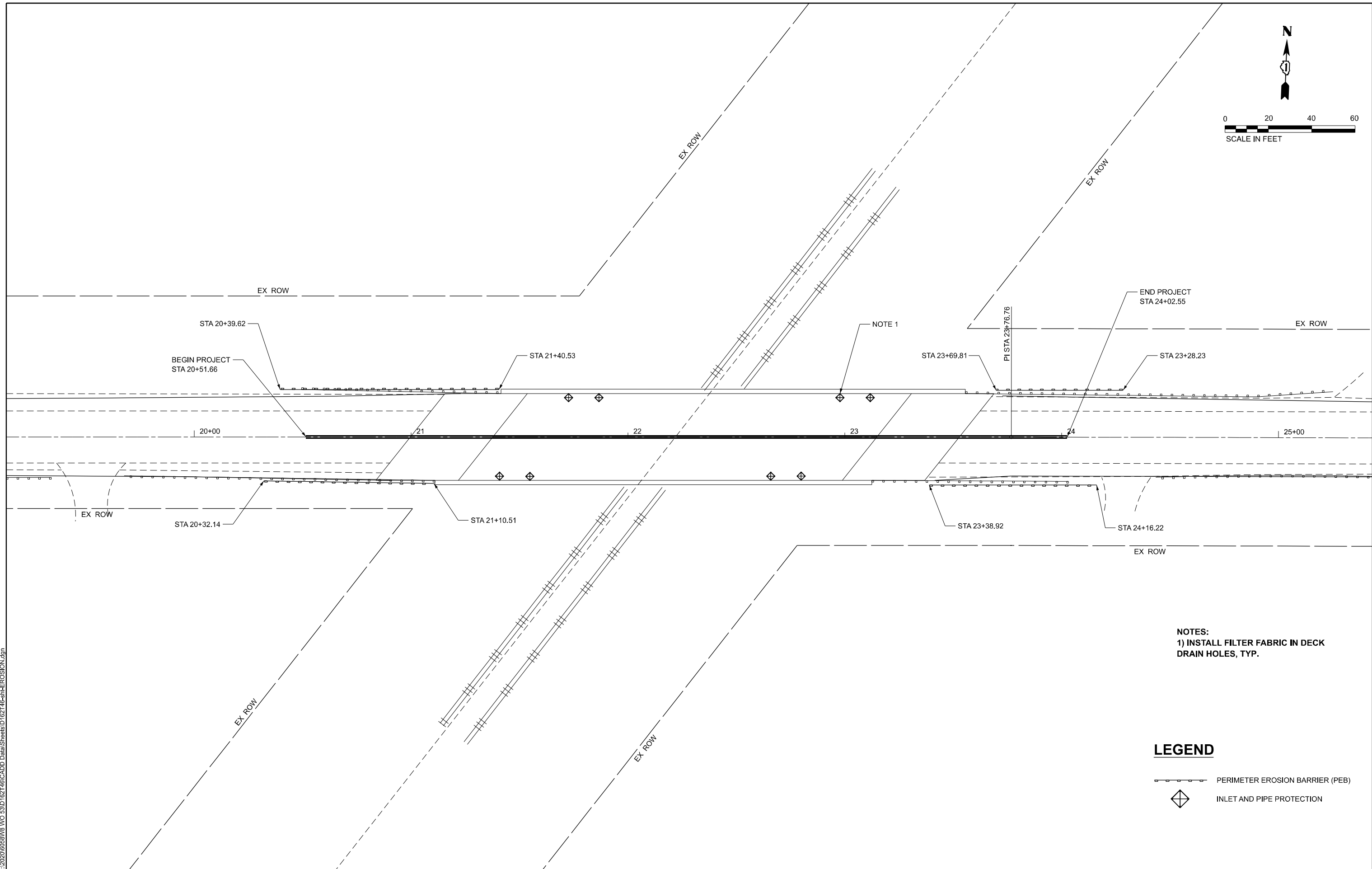
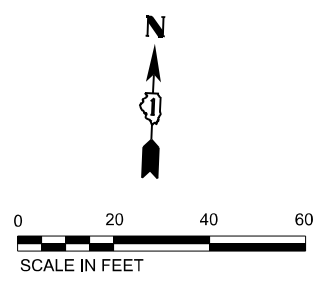
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	DATE - 12/13/2024	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

131 ST. OVER METRA RAILROAD  
EROSION AND SEDIMENT CONTROL GENERAL NOTES

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	11
CONTRACT NO. 62746				
ILLINOIS FED. AID PROJECT				



**NOTES:**  
 1) INSTALL FILTER FABRIC IN DECK DRAIN HOLES, TYP.

**LEGEND**

- PERIMETER EROSION BARRIER (PEB)
- INLET AND PIPE PROTECTION

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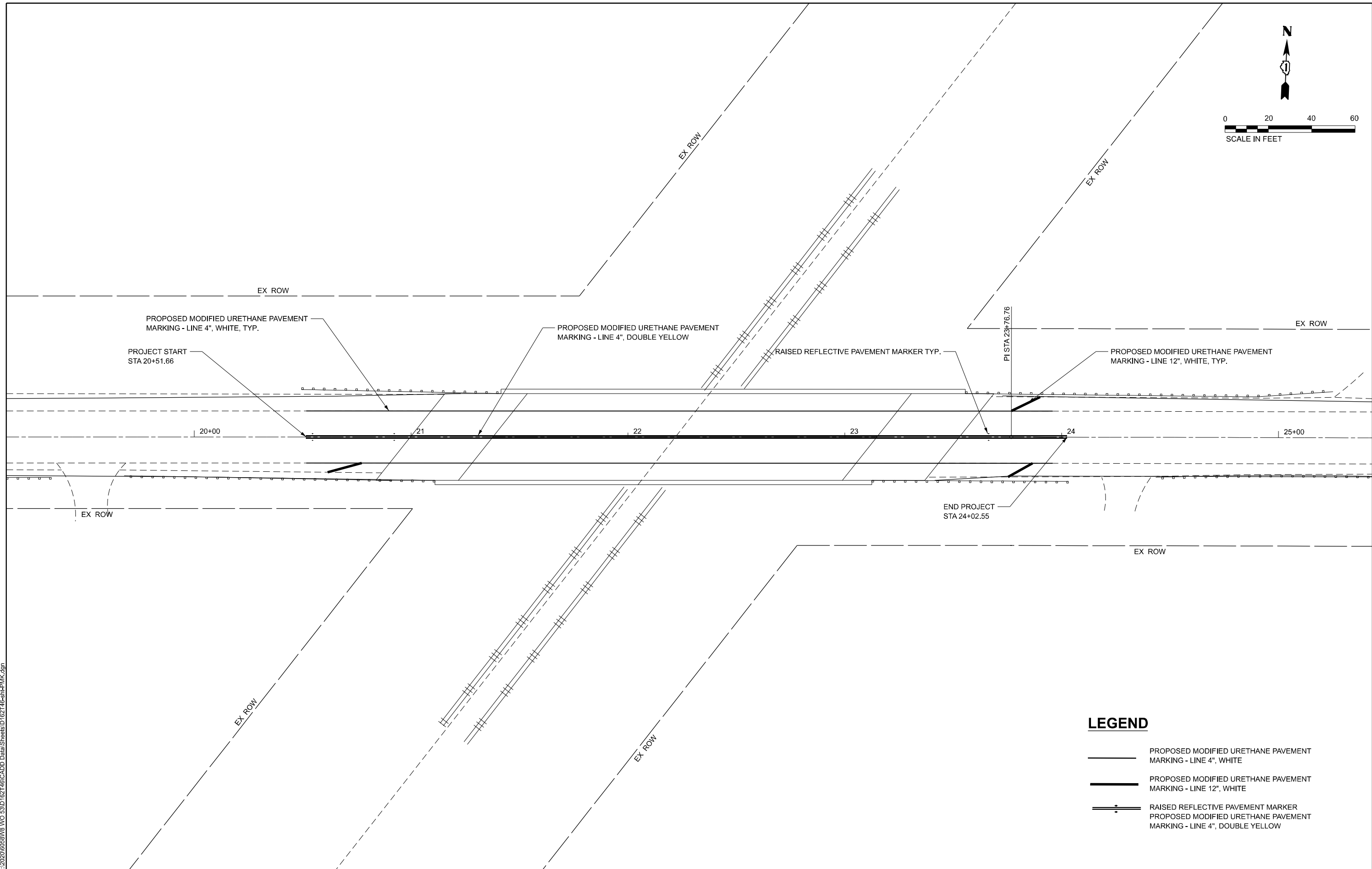
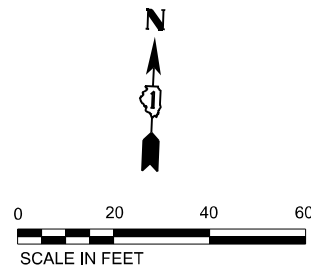
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
 EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1"=20'      SHEET 2 OF 2 SHEETS      STA.      TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	12
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				



**LEGEND**

- PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", WHITE
- PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 12", WHITE
- RAISED REFLECTIVE PAVEMENT MARKER  
PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

MODEL: PMK-1 [Sheet]  
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PLOT DATE = 11/27/2024	CHECKED - TPP	REVISED -
	DATE - 12/13/2024	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
PAVEMENT MARKING PLAN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	13
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

Existing Structure: The existing Structure No. 016-2611, 131st Street over Metra Railroad, was built in 1995. The structure is a simple three span bridge with a total length of 180'-0" from back-to-back of abutments. The 7½" deck has an out-to-out width of 43'-2". The substructure is composed of two Abutments supported with concrete piles and two Piers supported on spread footings.

Traffic will be detoured during construction.

No Salvage of Bridge Components

**LOADING HS 20-44**

No Future Wearing Surface Allowed

**DESIGN SPECIFICATIONS**

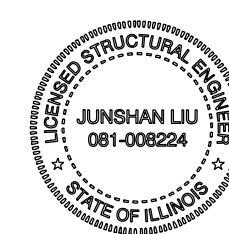
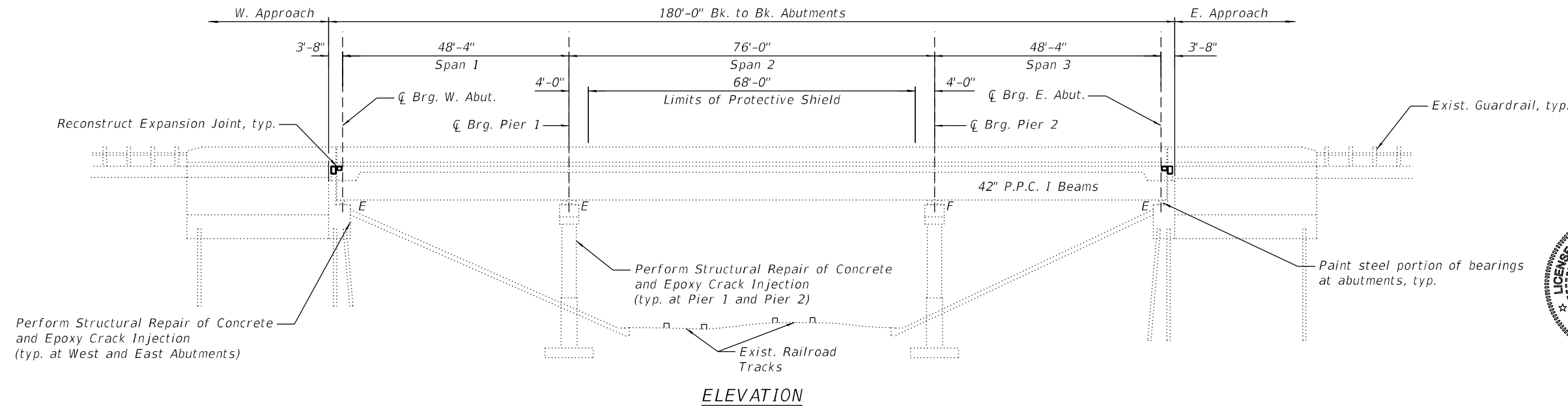
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

**EXISTING DESIGN STRESSES (CONSTRUCTION 1995)**

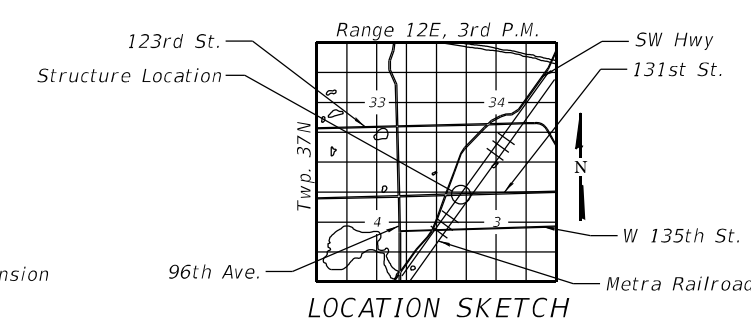
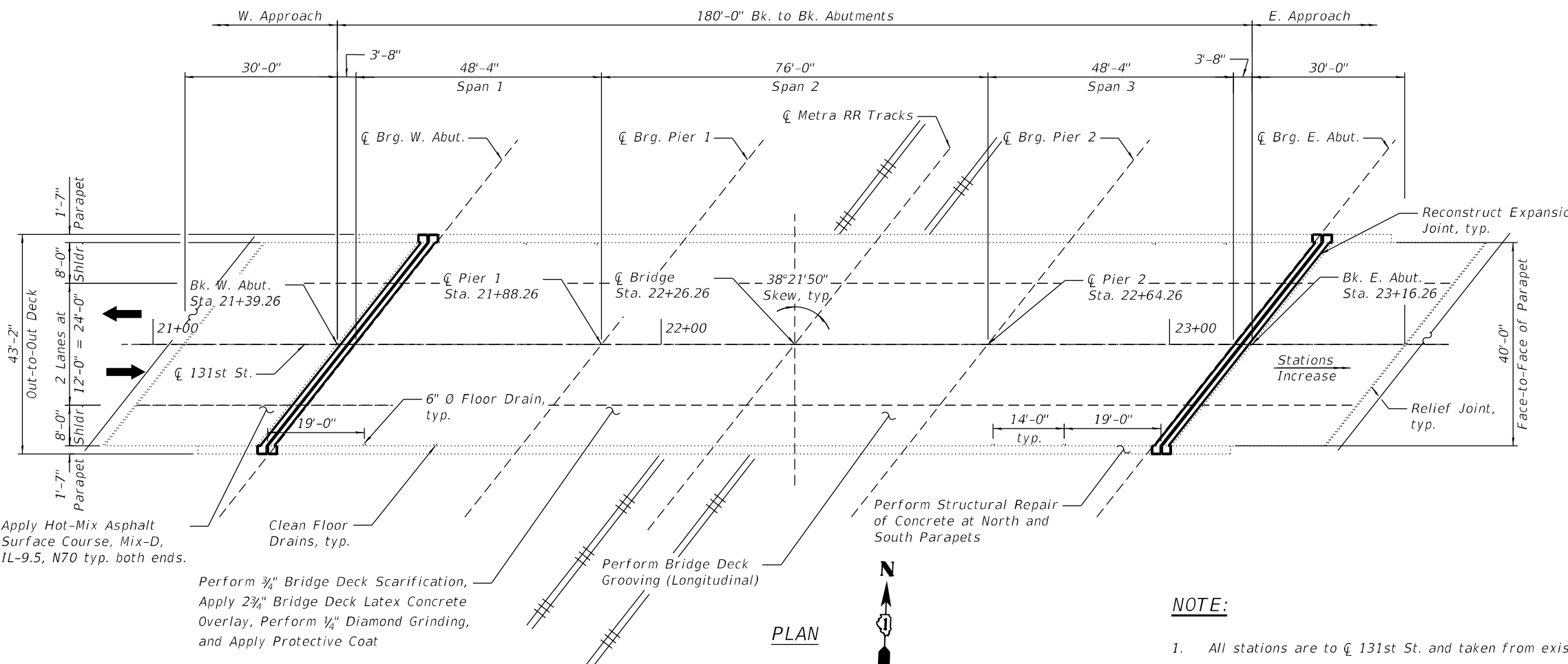
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 $f_y = 60,000$  psi

**PROPOSED DESIGN STRESSES**

$f'_c = 4,000$  psi  
 $f_y = 60,000$  psi



Signed: \_\_\_\_\_  
Date: \_\_\_\_\_  
Expires: 11/30/2026



**NOTE:**  
1. All stations are to  $\phi$  131st St. and taken from existing plans.

**GENERAL PLAN AND ELEVATION  
131st STREET OVER METRA RR  
SECTION FAU 1593-22-BJ  
COOK COUNTY  
STATION: 22+26.26  
S.N. 016-2611**

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURE NO. 016-2611**  
SHEET SA-01 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	14
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

**GENERAL NOTES**

- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bars indicated thus, 3x2-#5, indicates 3 lines of #5 bars with 2 lengths of bar per line.
- All exposed concrete edges shall have a 3/4"x45° chamfer, except where shown otherwise.
- Existing reinforcement extended into the removal area shall be cleaned, straightened and incorporated into the new construction cost is included with concrete removal. Any reinforcement bars that are damaged during concrete removal operations shall be replaced using an approved bar splicer or anchorage system at the Contractor's expense.
- For overlay on Approach slabs, see Roadway plans.
- Protective Coat shall be applied to the top and inside face of parapets, reconstructed transverse Expansion Joints and to the surface of the new Latex Concrete overlay.
- Joint openings shall be adjusted according to Article 520.04 of the Standard Specification when the deck is poured at an ambient temperature other than 50°F.
- The Contractor shall exercise extreme caution during concrete removal to avoid damaging P.P.C. beams and diaphragms to remain. Any damage to the existing P.P.C. beams and/or diaphragms to remain caused by the contractor in the performance of his/her work shall be repaired by the contractor, to the satisfaction of the engineer at no cost to the Department.
- Concrete Sealer shall be applied to the designated areas of the abutments.
- Any adjustment done to the Protective Shield System must not change the load carrying capacity (or containment specifications) as indicated in the Std. Specs. Cost of adjusting shielding is included in the cost of Protective Shield.
- Prior to the application of the Concrete Sealer, the Contractor shall clean all existing debris from the abutment seats. The method of debris removal shall not damage the existing concrete and shall be approved by the Engineer. The debris shall be disposed of according to Art 202.03 of the Std. Specs. The cost of cleaning is included in the cost of Concrete Sealer.

**RAILROAD COORDINATION**

- The contractor shall prepare a separate agreement with the Railroad to build temporary grade crossing(s) as necessary to perform the work at the underside of the bridge per article 107.10 of the standard specifications.
- The contractor shall procure all permits, permissions, and licenses, and pay all charges and fees, prior to entering the Railroad right of way. During their work at the underside of the bridge, The Contractor shall also confer with the Railroad Engineer relative to their specific requirements for clearances, operation, and general safety regulation.
- Per Article 107.10, The cost of temporary at-grade crossings shall be included in the contract unit prices bid for the various items of work involved, and no additional compensation will be allowed.

**INDEX OF SHEETS**

SA-01	General Plan & Elevation
SA-02	General Notes, Index of Sheets & TBOM
SA-03	Deck Repair Plan
SA-04	E. and W. Abut. Joint Removal & Replacement (Sheet 1 of 2)
SA-05	E. and W. Abut. Joint Removal & Replacement (Sheet 2 of 2)
SA-06	Preformed Joint Strip Seal
SA-07	Framing Plan
SA-08	PPC I-Beam Repairs
SA-09	East Abutment Repairs
SA-10	West Abutment Repairs
SA-11	Pier 1 Repairs
SA-12	Pier 2 Repairs
SA-13	Existing Plans (Sheet 1 of 3)
SA-14	Existing Plans (Sheet 2 of 3)
SA-15	Existing Plans (Sheet 3 of 3)

**SCOPE OF WORK**

- Provide Protective Shield within limits indicated on the plans.
- Scarify 3/4" from the bridge deck slab.
- Perform Deck Slab Repairs.
- Remove and Reconstruct Expansion joints at East and West abutments and install new Preformed Joint Strip Seals.
- Apply 2 3/4" Bridge Deck Latex Concrete Overlay on Bridge Deck, and Hot-Mix Asphalt Surface Course, Mix-D, IL-9.5, N70 on the Approach Pavement (See roadway plans).
- Perform 1/4" Diamond Grinding to top of bridge deck and abutment hatched block.
- Perform Bridge Deck Grooving (Longitudinal) on traffic lanes.
- Apply Protective Coat to the top and inside faces of parapets, reconstructed transverse Expansion Joints and to the surface of Latex Concrete Overlay.
- Perform Structural Concrete Repairs to abutments and piers as noted on plans.
- Clean Floor Drains.
- Paint steel portion of bearings at abutments.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Relief Joint 2"	Foot	102	-	102
Concrete Removal	Cu Yd	10.7	-	10.7
Protective Shield	Sq Yd	281	-	281
Concrete Superstructure	Cu Yd	11.7	-	11.7
Protective Coat	Sq Yd	932	-	932
Reinforcement Bars, Epoxy Coated	Pound	1,660	-	1,660
Preformed Joint Strip Seal	Foot	104	-	104
Concrete Sealer	Sq Ft	-	1,036	1,036
Epoxy Crack Injection	Foot	-	156	156
Acrylic Coating	Sq Yd	25.0	-	25.0
Fiber Wrap	Sq Ft	113	-	113
Clean & Reseal Relief Joint	Foot	102	-	102
Bridge Deck Grooving (Longitudinal)	Sq Yd	462	-	462
Floor Drains to be Cleaned	Each	8.0	-	8.0
Cleaning and Painting Bearings	Each	-	12.0	12.0
Approach Slab Repair (Partial Depth)	Sq Yd	1.0	-	1.0
Bridge Deck Latex Concrete Overlay, 2 3/4"	Sq Yd	770	-	770
Bridge Deck Scarification 3/4"	Sq Yd	770	-	770
Structural Repair of Concrete (Depth Greater than 5")	Sq Ft	-	15.0	15.0
Deck Slab Repair (Full Depth, Type II)	Sq Yd	24.0	-	24.0
Diamond Grinding (Bridge Section)	Sq Yd	715	-	715
Precast Prestressed Concrete I-Beam Repair	Sq Ft	10.0	-	10.0

MODEL: Default  
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PLOT DATE =	CHECKED - JL	REVISED -

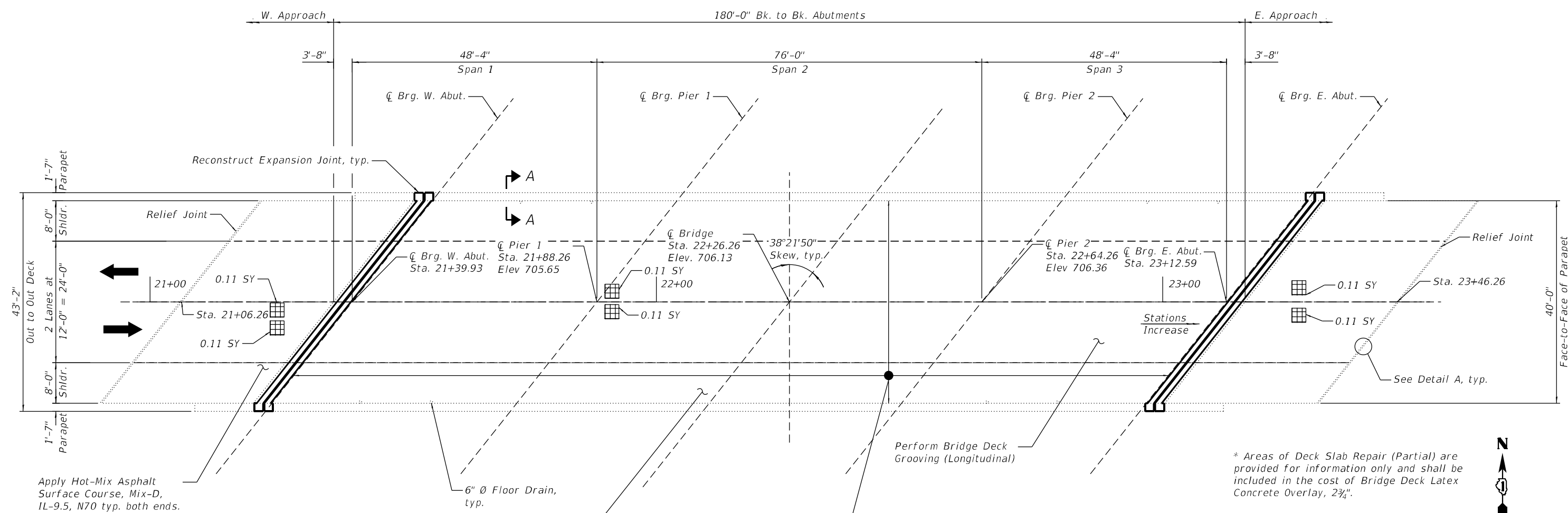
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, INDEX OF SHEETS & TBOM  
STRUCTURE NO. 016-2611**

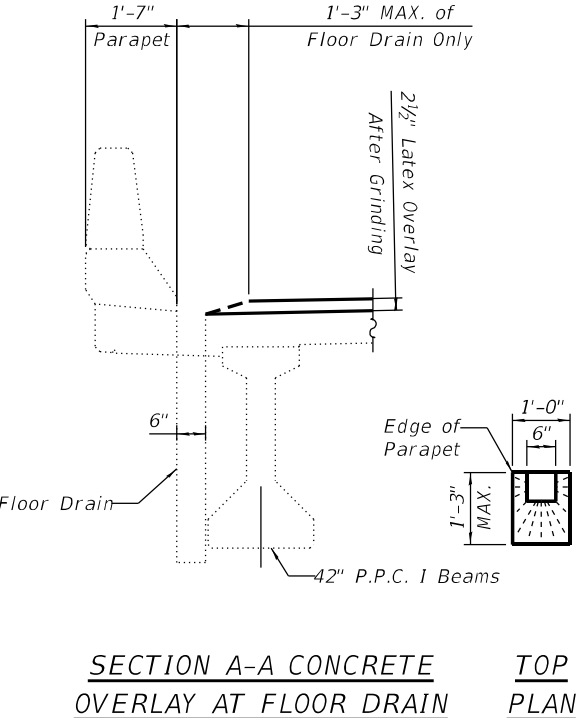
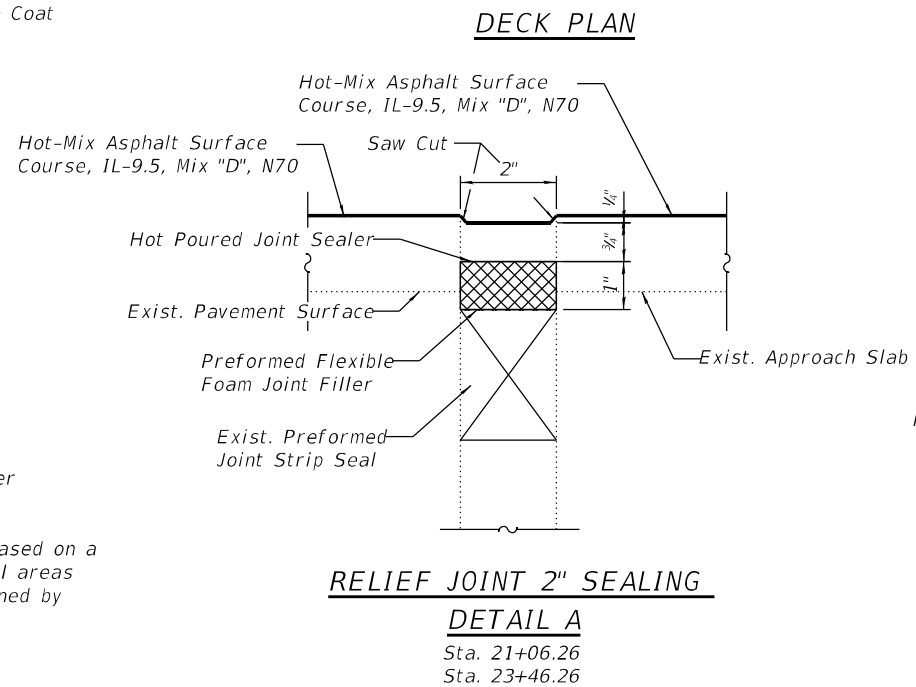
SHEET SA-02 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	15
CONTRACT NO. 62T46				
ILLINOIS		FED. AID PROJECT		

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- NOTES:**
- Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs at the time of construction.
  - For East and West transverse joint removal and reconstruction, see Sheets SA-04 through SA-05.
  - Perform Bridge Deck Grooving (Longitudinal) on traffic lanes.
  - Perform 1/4" Diamond Grinding to top of bridge deck and abutment hatched block.
  - Protective Coat shall be applied to top and inside face of parapets, the reconstructed transverse expansion joint areas and top of Latex Concrete Overlay.
  - Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to Concrete Removal.
  - Deck Slab Repair (Full Depth, Type II) quantity has been estimated (based on a nominal 3% of bridge deck area) for bidding purposes only. The actual areas to be repaired, and the type(s) of repairs to be used, will be determined by the Engineer in the field at the time of construction.



\* Areas of Deck Slab Repair (Partial) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 3/4".

**LEGEND**

	*Deck Slab Repair (Partial Depth)
	Approach Slab Repair (Partial Depth)
SY	Square Yard

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Relief Joint 2"	Foot	102
Protective Coat	Sq Yd	903.4
Clean & Reseal Relief Joint	Foot	102
Bridge Deck Grooving (Longitudinal)	Sq Yd	462
Floor Drains to be Cleaned	Each	8
Approach Slab Repair (Partial Depth)	Sq Yd	1.0
Bridge Deck Latex Concrete Overlay, 2 3/4" Inches	Sq Yd	769.9
Bridge Deck Scarification 3/4"	Sq Yd	769.9
Deck Slab Repair (Full Depth, Type II)	Sq Yd	24.0
Diamond Grinding (Bridge Section)	Sq Yd	715



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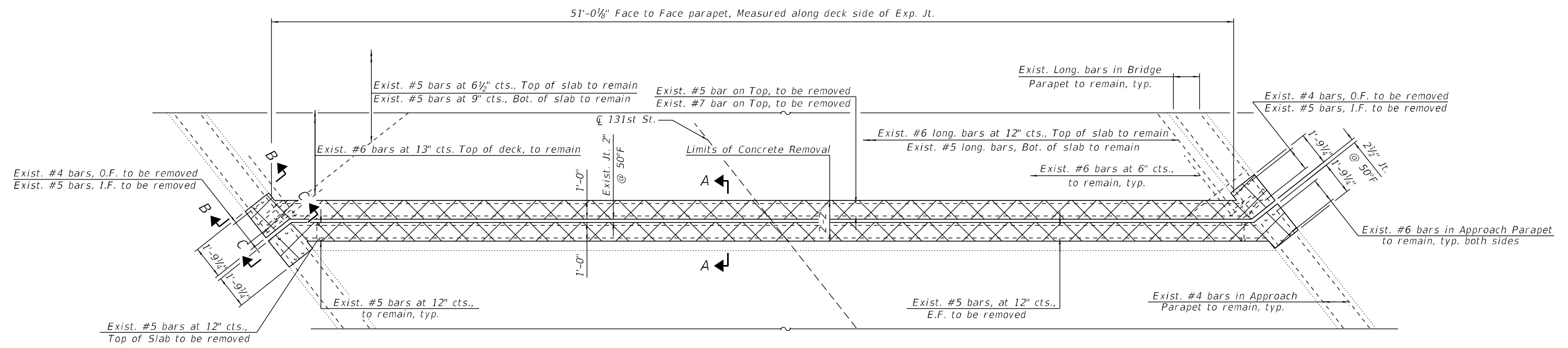
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DECK REPAIR PLAN  
 STRUCTURE NO. 016-2611**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	16
CONTRACT NO. 62T46			ILLINOIS FED. AID PROJECT	

SHEET SA-03 OF SA-15 SHEETS

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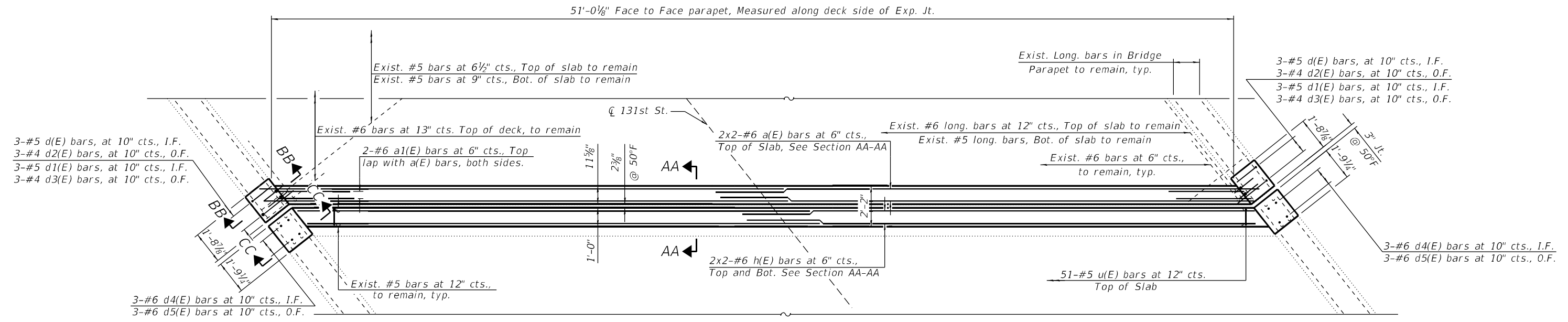
**NOTES:**

- Horizontal bars in deck parapets and approach parapets shall be cleaned, straightened, and reused in new construction.
- For Sections A-A, B-B, C-C, AA-AA, BB-BB, and CC-CC, additional notes, bar diagrams and Bill of Material see Sheet SA-05.

**EAST ABUTMENT JOINT REMOVAL PLAN**  
 (West Abutment Joint is Symmetrical by Rotation)

**LEGEND**

	Concrete Removal
E.F.	Each Face
I.F.	Inside Face
O.F.	Outside Face

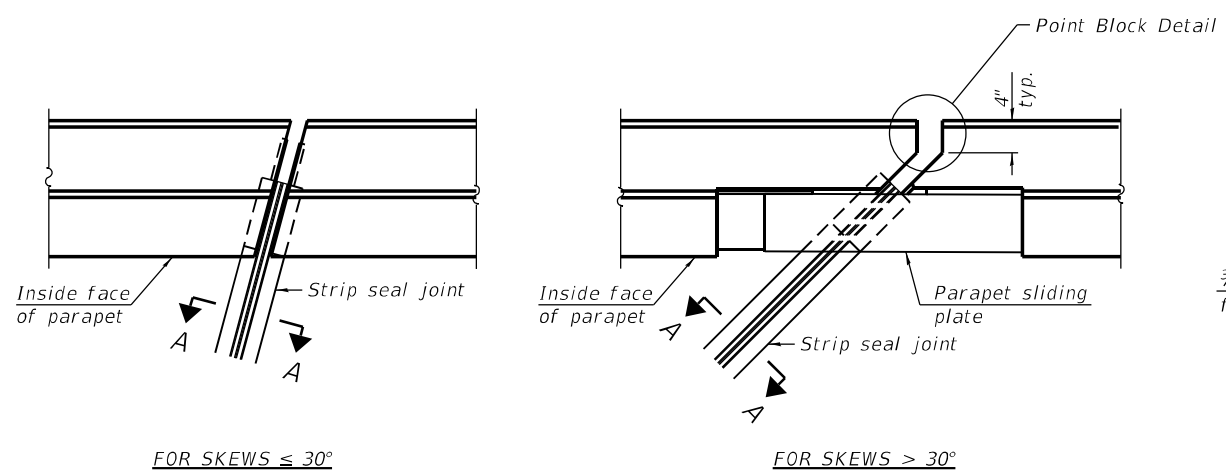


**EAST ABUTMENT JOINT CONSTRUCTION PLAN**  
 (West Abutment Joint is Symmetrical by Rotation)

	USER NAME =	DESIGNED - ME	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>E. AND W. ABUT. JOINT REMOVAL AND REPLACEMENT (SHEET 1 OF 2)</b> <b>STRUCTURE NO. 016-2611</b>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED - JL	REVISED -			SHEET SA-04 OF SA-15 SHEETS				

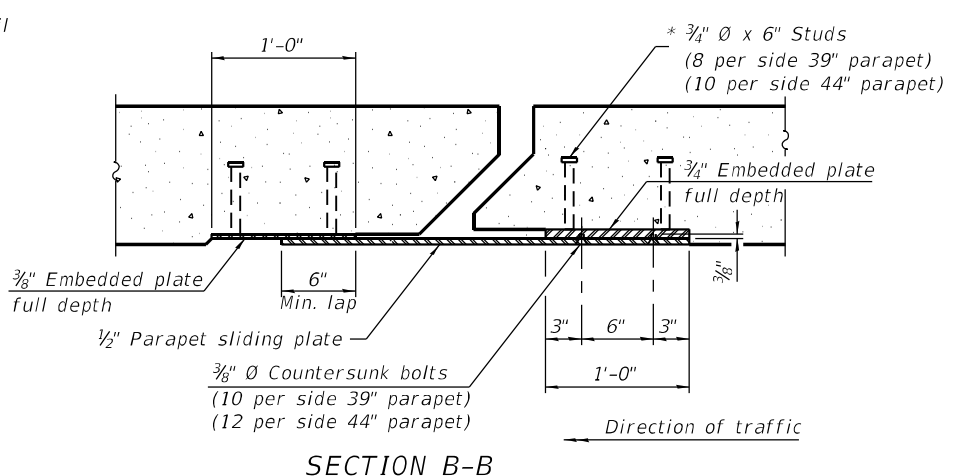


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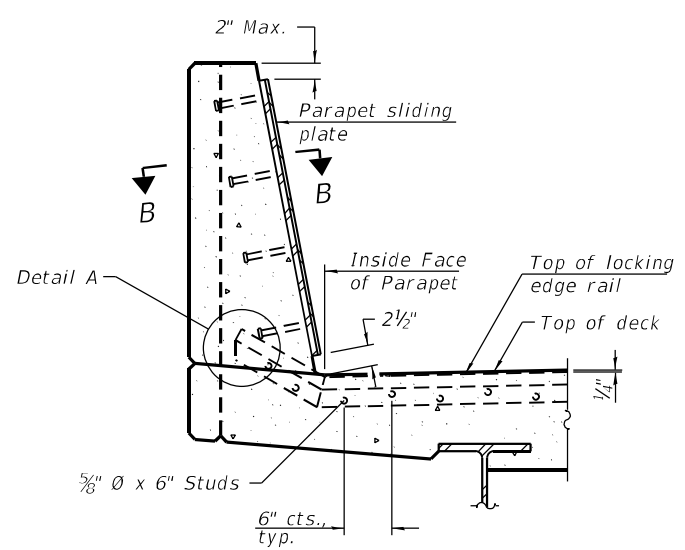


FOR SKEWS  $\leq 30^\circ$

PLAN AT PARAPET

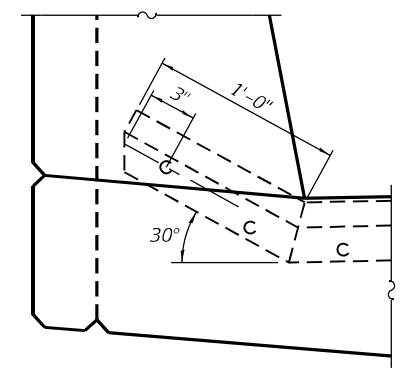


SECTION B-B

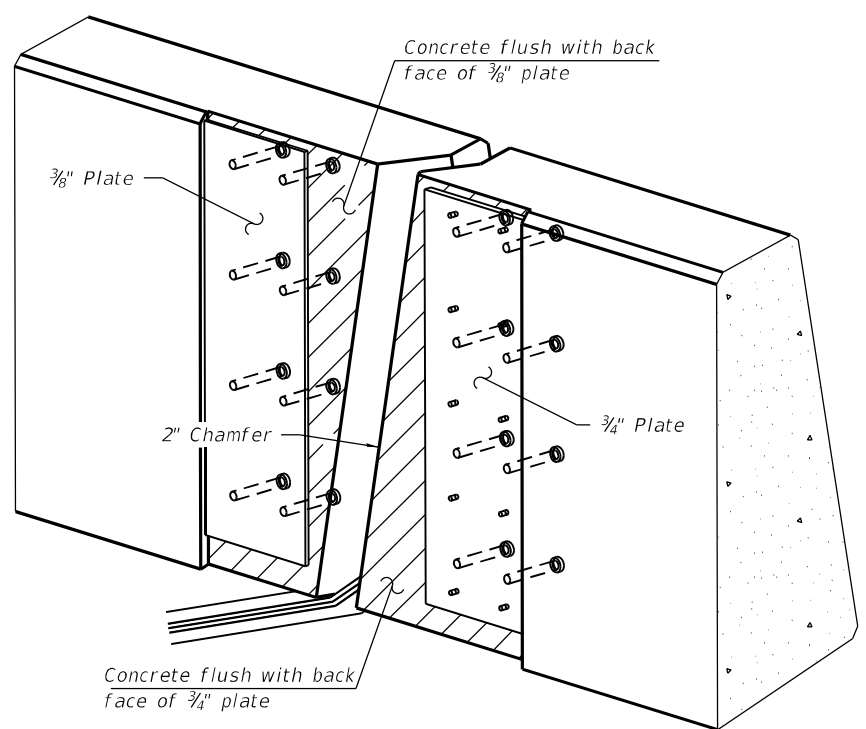


SECTION AT PARAPET

(Skews  $> 30^\circ$  shown. Skews  $\leq 30^\circ$  similar except as shown in plan view.)

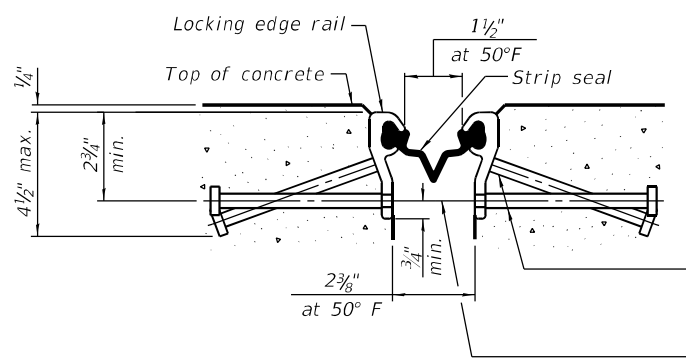


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



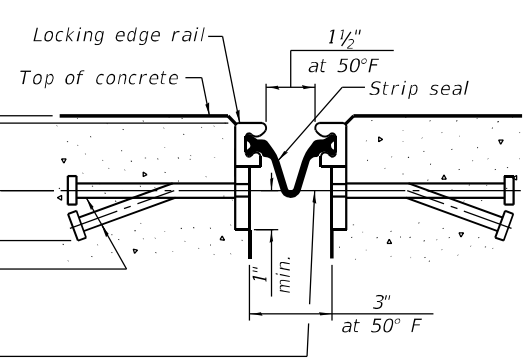
SHOWING ROLLED RAIL JOINT

\*  $3/8$  inch diameter x 6 inch studs @ 6 inch cts. (alternate angled/bent studs with horizontal studs)

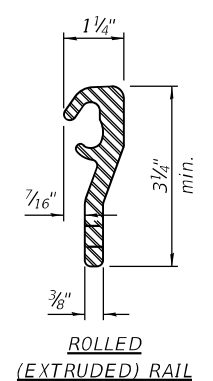
$3/8$  inch diameter threaded rods in  $1/16$  inch diameter holes at  $\pm 4$ -0 inch cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

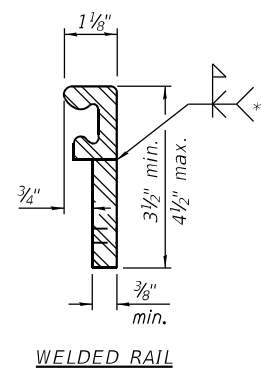
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SHOWING WELDED RAIL JOINT



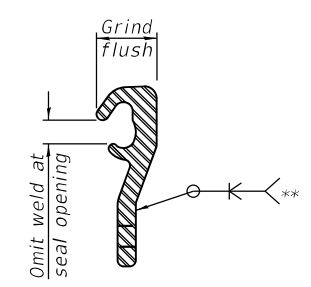
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	104

EJ-SS-S

05-15-2023



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PLOT DATE =	CHECKED - JL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

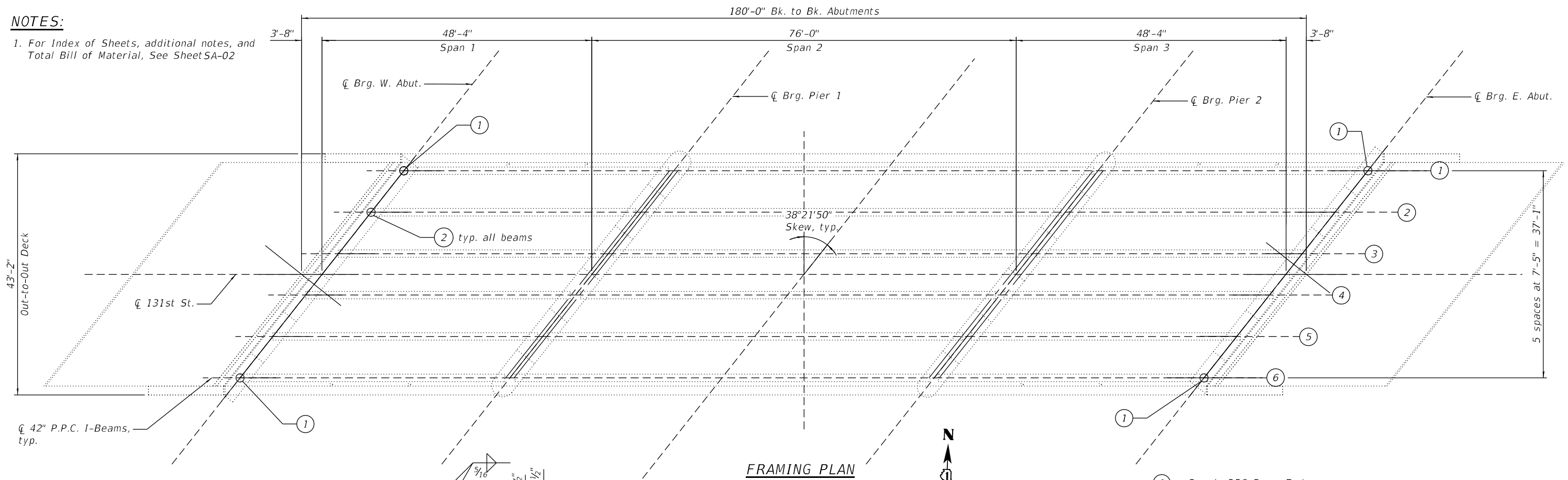
PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 016-2611

SHEET SA-06 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	19
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

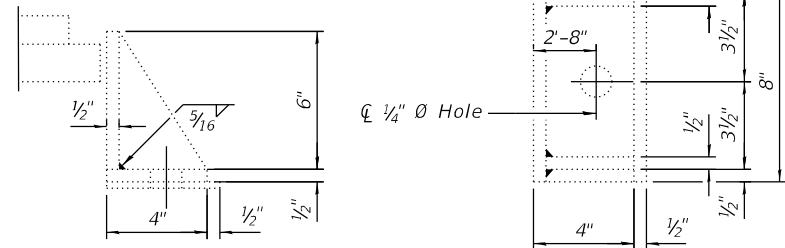
**NOTES:**

1. For Index of Sheets, additional notes, and Total Bill of Material, See Sheet SA-02



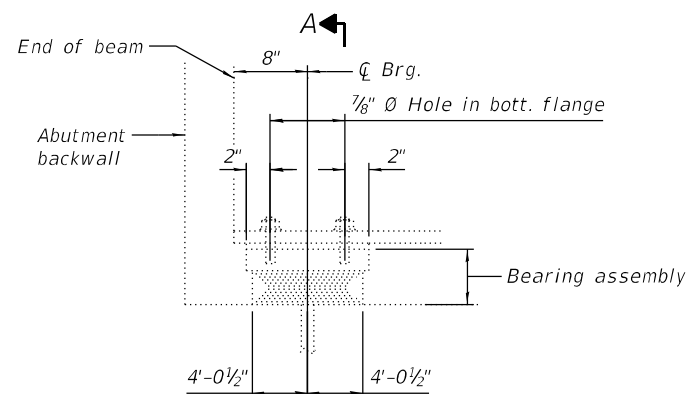
**FRAMING PLAN**

- ① : Repair PPC Beam Ends
- ② : Clean and Paint Steel Portions of Bearings (See Details A, B and C)

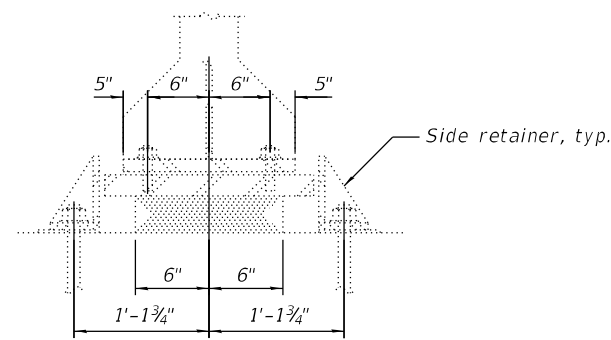


**DETAIL A**

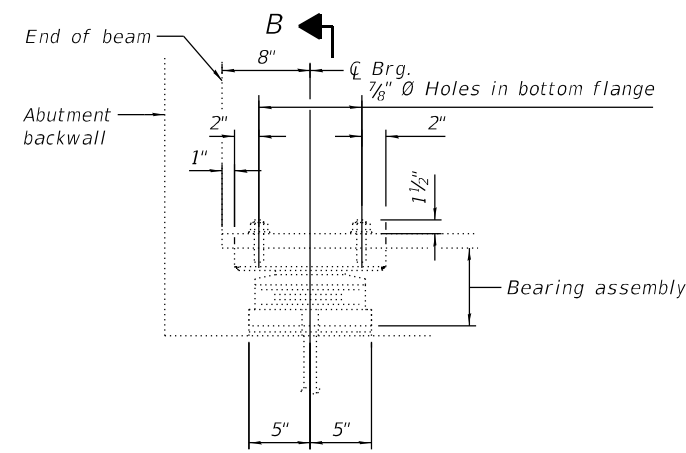
(Side Retainer to be Painted)



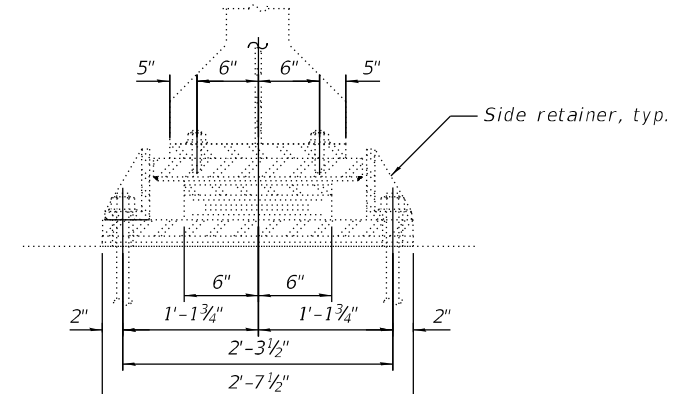
**ELEVATION AT EAST ABUTMENT**



**SECTION A-A**



**ELEVATION AT WEST ABUTMENT**



**SECTION B-B**

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Cleaning and Painting Bearings	Each	12.0
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	10.0

**DETAIL B**  
(Existing Type I Elastomeric Bearing at East Abutment to be Cleaned and Painted)

**DETAIL C**  
(Existing Type II Elastomeric Bearing at West Abutment to be Cleaned and Painted)

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN  
STRUCTURE NO. 016-2611**

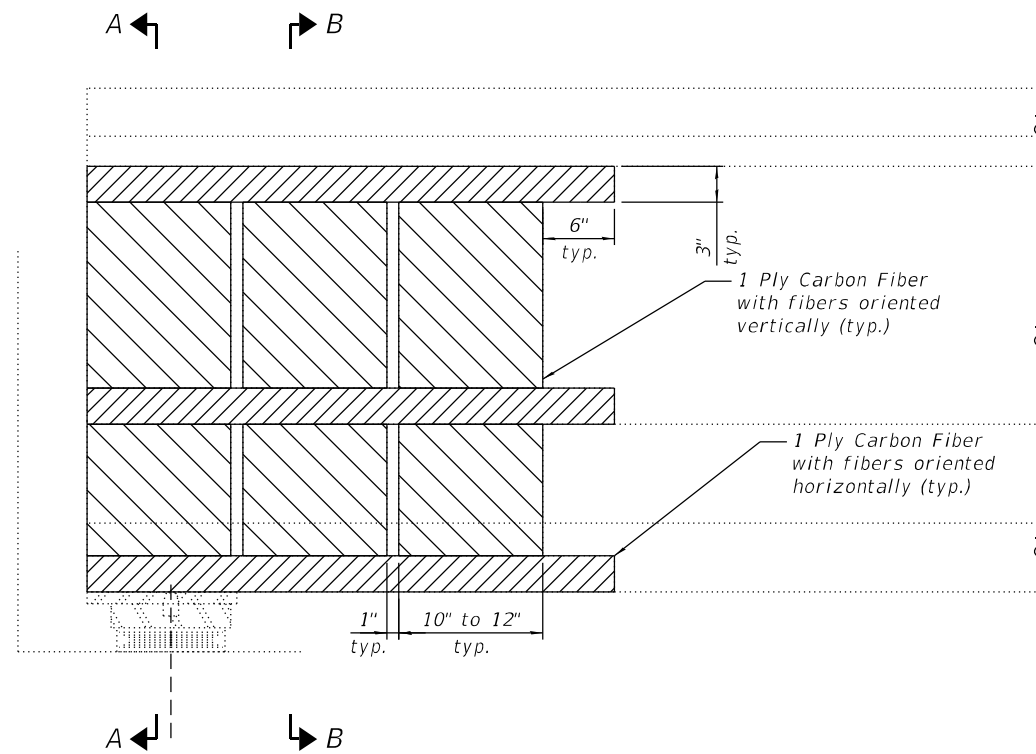
SHEET SA-07 OF SA-15 SHEETS

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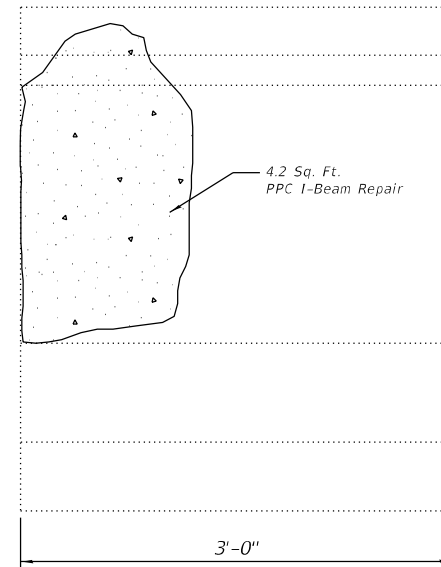
CONTRACT NO. 62T46  
ILLINOIS FED. AID PROJECT



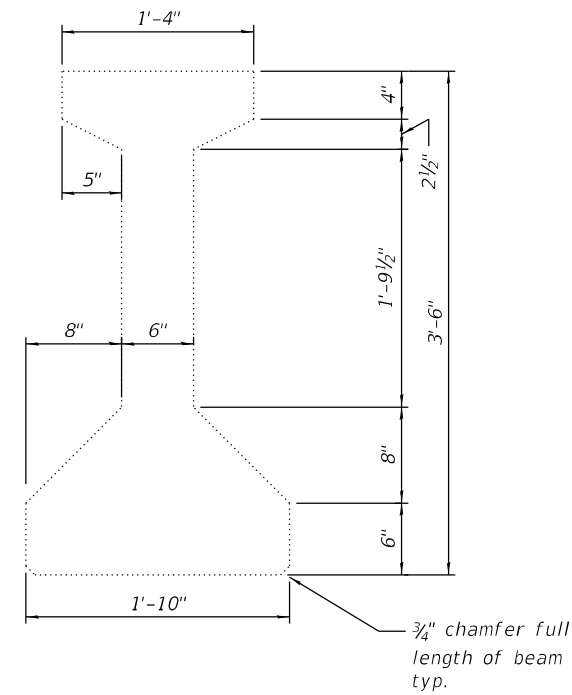
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**ELEVATION OF BEAM 6 AT EAST ABUTMENT**



**BEAM 6 (EAST END) REPAIR DETAIL**



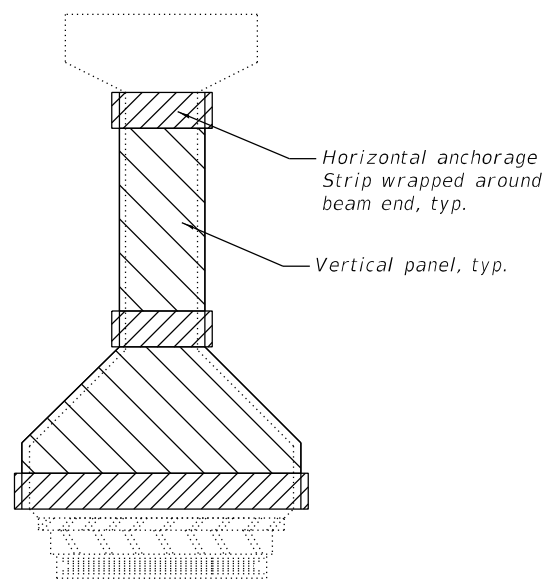
**CROSS SECTION**

**PPC I-BEAM REPAIR**

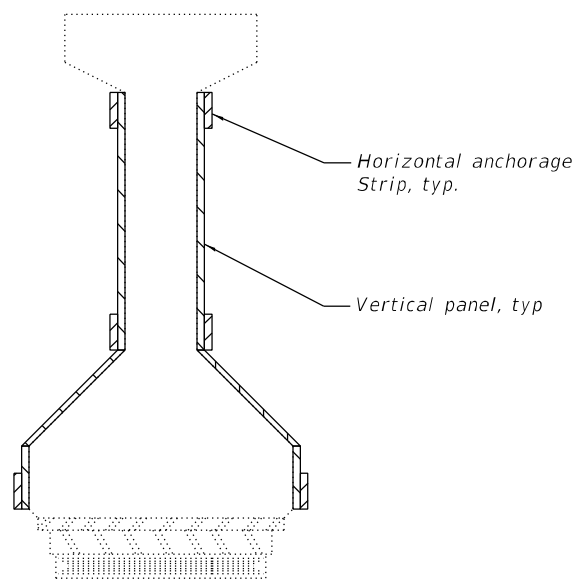
Location	Sq. Ft.
Beam 1 West End	2.6
Beam 1 East End	1.4
Beam 6 West End	1.1
Beam 6 East End	4.2

**LEGEND**

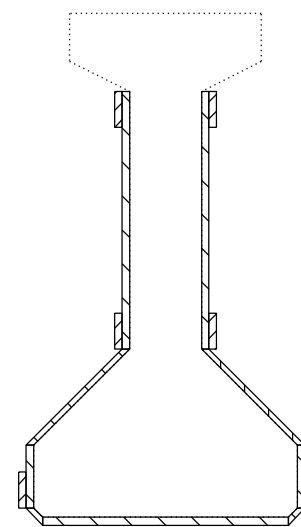
- Vertical Panel
- PPC I-Beam Repair
- Horizontal Anchorage Strip



**BEAM 6 END VIEW**



**SECTION A-A**



**SECTION B-B**

**NOTES:**

- Vertical panels must be between 10" and 12". The space between each vertical panel shall be 1". Vertical panels shall extend beyond the repair zone by a minimum of 3". Vertical panels located above the bearing location shall be placed in two pieces as shown in Section A-A. At locations in front of the bearing, the vertical panels shall be one continuous strip wrapping beneath the bottom flange as shown in Section B-B.
- Horizontal anchorage strips shall be 3" wide and extend a minimum of 6" beyond the vertical panels. The horizontal anchorage strips shall be placed on top of the vertical panels. In areas where deterioration occurs in the ends of beams, the anchorage strip shall wrap around the beam end in one continuous strip.
- Spalled concrete and exposed reinforcement shall be repaired according to the special provision "PRECAST PRESTRESSED CONCRETE I-BEAM REPAIRS".
- Acrylic coating shall be placed over fiber wrap repairs.
- See special provisions for "FRP STRENGTHENING FOR PCC I-BEAM REPAIRS".

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Acrylic Coating	Sq Yd	25.0
Fiber Wrap	Sq Ft	113
Precast Prestressed Concrete I-Beam Repair	Sq Ft	10.0



USER NAME =	DESIGNED - ME	REVISED -
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PLOT DATE =	CHECKED - JL	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

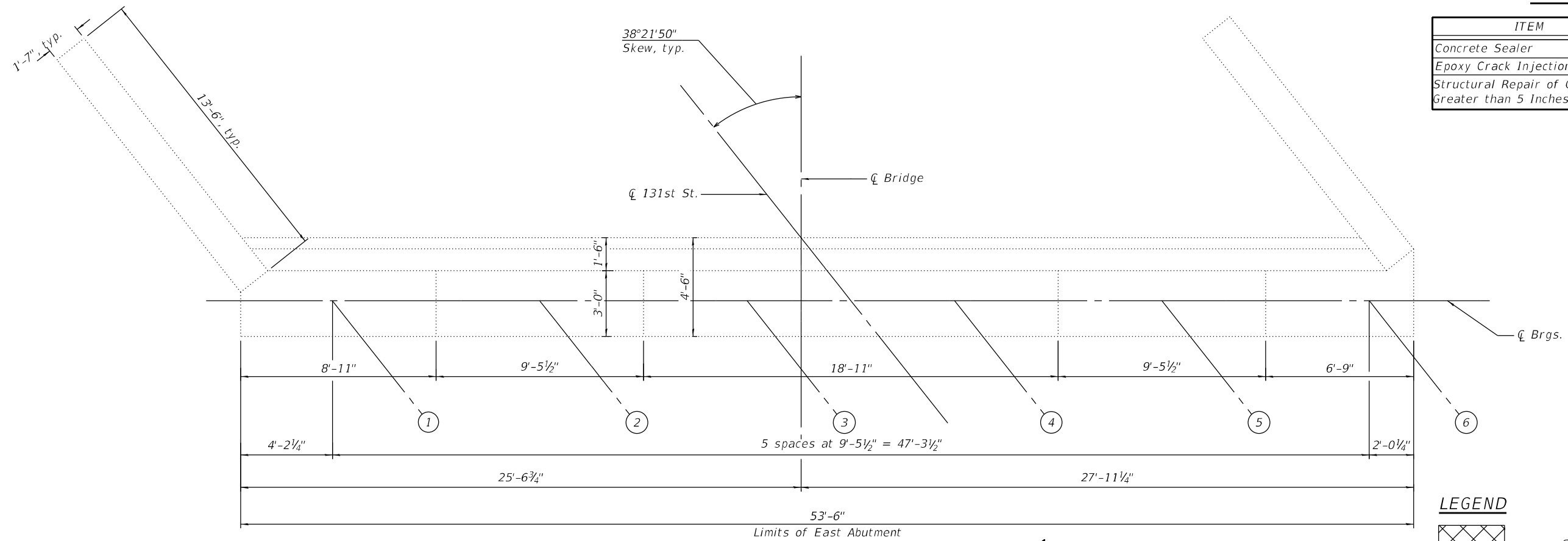
**PPC I-BEAM REPAIRS  
 STRUCTURE NO. 016-2611**

SHEET SA-08 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	21
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq Ft	513
Epoxy Crack Injection	Foot	24
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq Ft	15





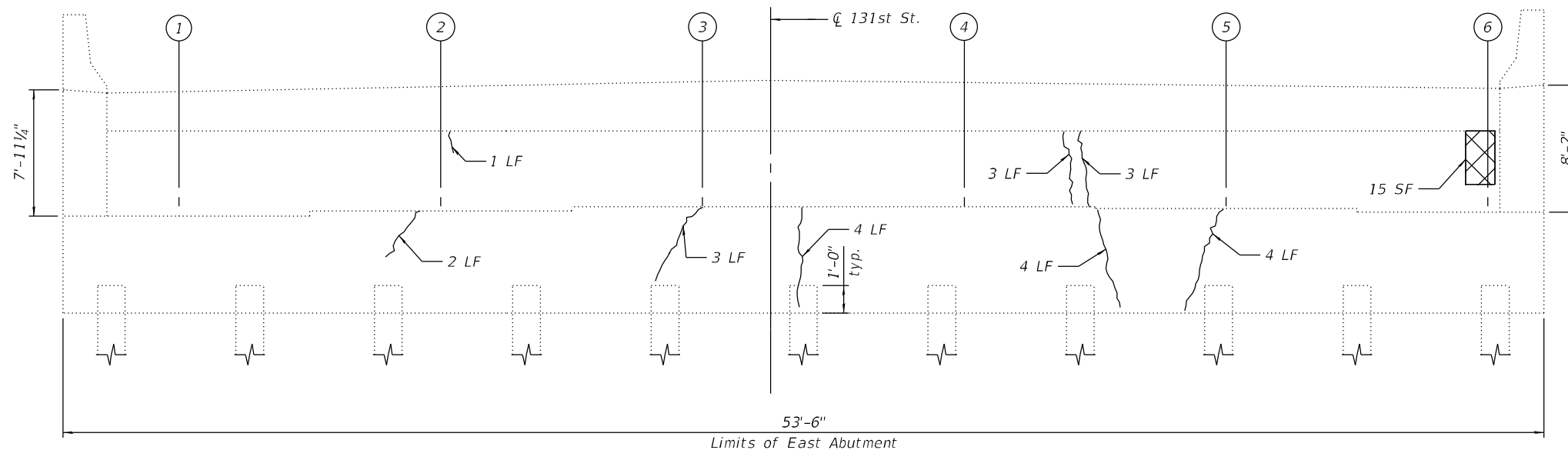
**EAST ABUTMENT PLAN**

**NOTES:**

- Quantities and limits shown are estimated for bidding purpose only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction.
- Concrete Sealer is to be applied to the abutment seats, abutment backwall, and front face of abutment stem.

**LEGEND**

-  Structural Repair of Concrete (Depth Greater than 5")
-  Epoxy Crack Injection (width > 0.06")
- SF Square Foot
- LF Linear Foot



**EAST ABUTMENT ELEVATION**

MODEL: Default  
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PLOT DATE =	CHECKED - JL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

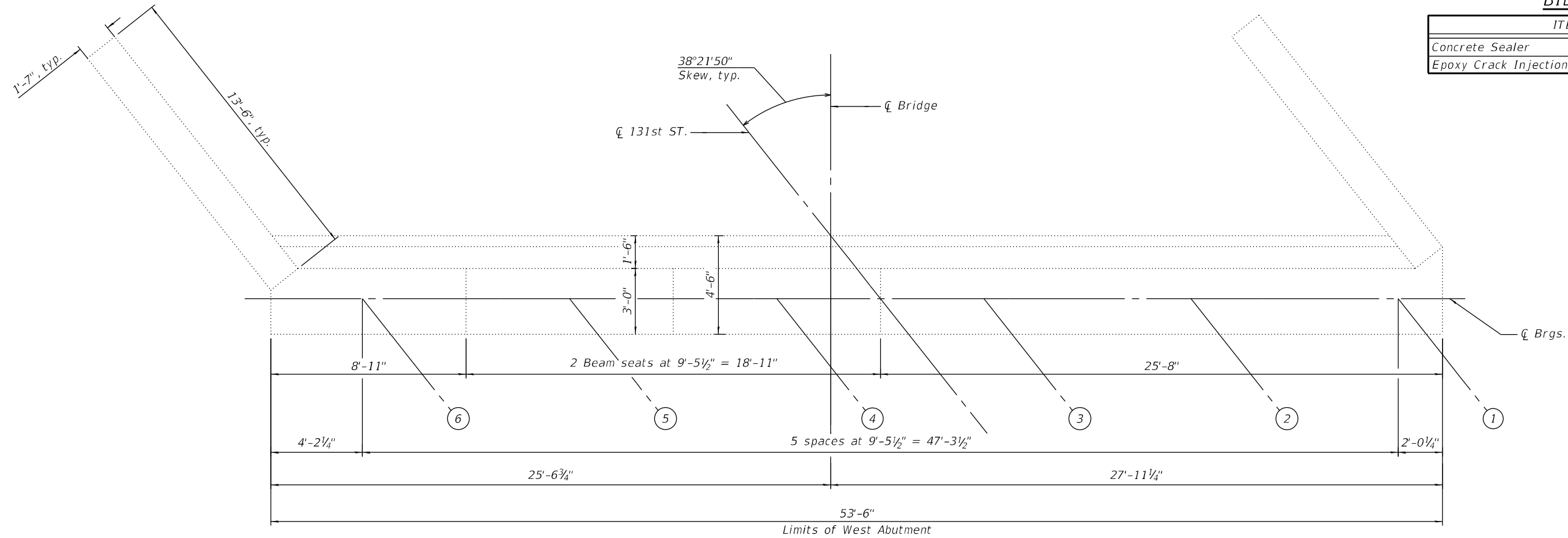
**EAST ABUTMENT REPAIRS  
STRUCTURE NO. 016-2611**

SHEET SA-09 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	22
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Sealer	Sq Ft	523
Epoxy Crack Injection	Foot	20



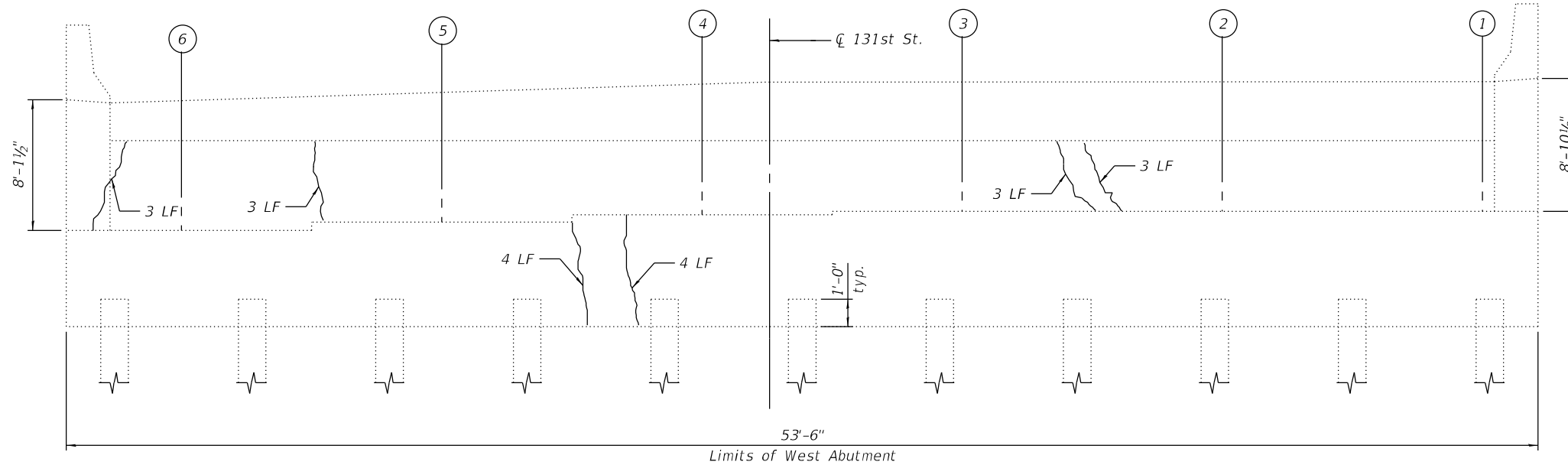
**WEST ABUTMENT PLAN**

**LEGEND**

- Epoxy Crack Injection (width > 0.06")
- Linear Foot

**NOTES:**

1. Quantities and limits shown are estimated for bidding purpose only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction.
2. Concrete Sealer is to be applied to the abutment seats, abutment backwall, and front face of abutment stem.



**WEST ABUTMENT ELEVATION**

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PLOT DATE =	CHECKED - JL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT REPAIRS  
STRUCTURE NO. 016-2611**

SHEET SA-10 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

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PLOT DATE =	CHECKED - JL	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER 1 REPAIRS  
 STRUCTURE NO. 016-2611**

SHEET SA-11 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T46				
ILLINOIS		FED. AID PROJECT		

BILL OF MATERIAL

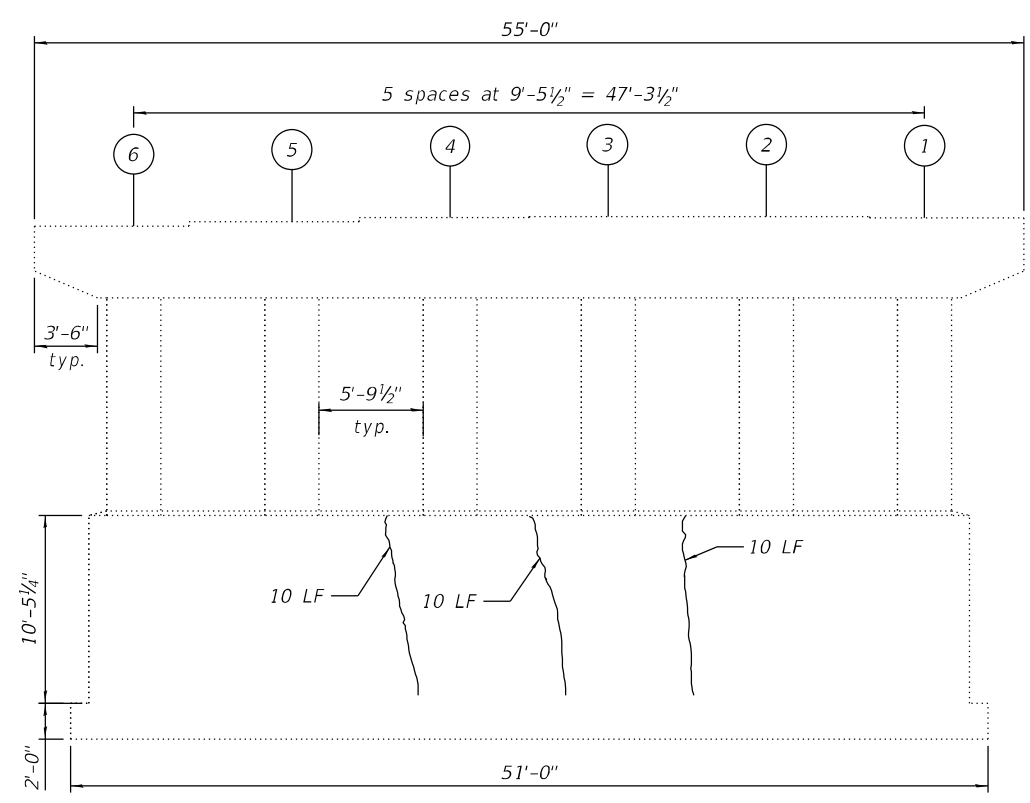
ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	60

LEGEND

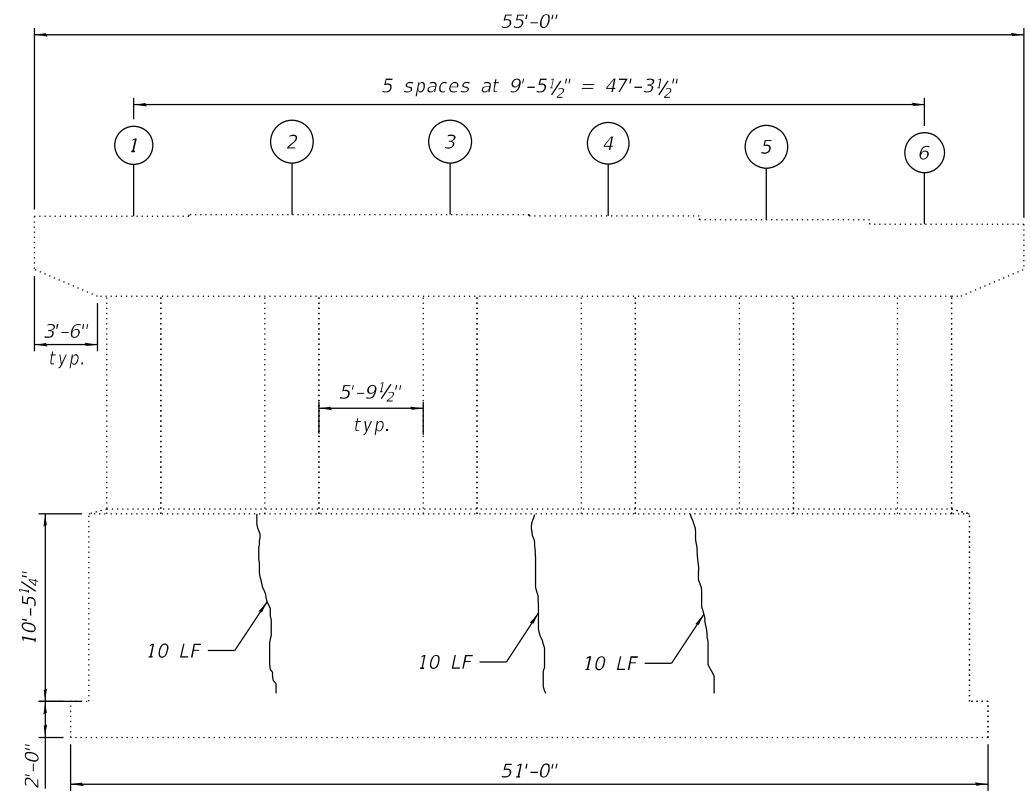
- Epoxy Crack Injection (width > 0.06")
- LF Linear Foot

NOTES:

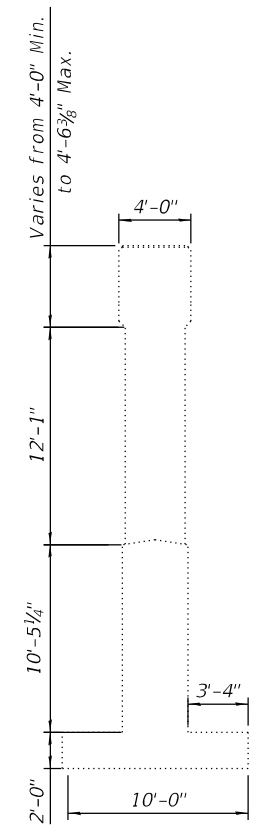
- Quantities and limits shown are estimated for bidding purpose only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction.



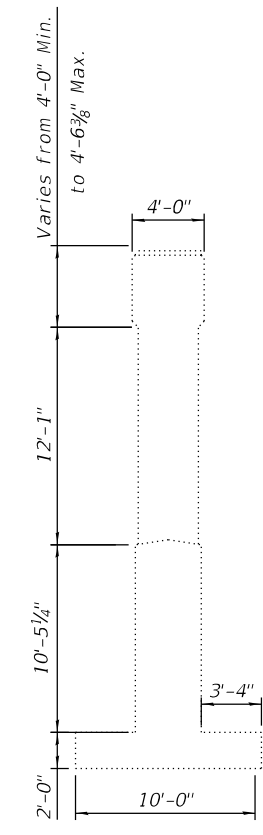
PIER 1 ELEVATION  
 (Looking West)



PIER 1 ELEVATION  
 (Looking East)

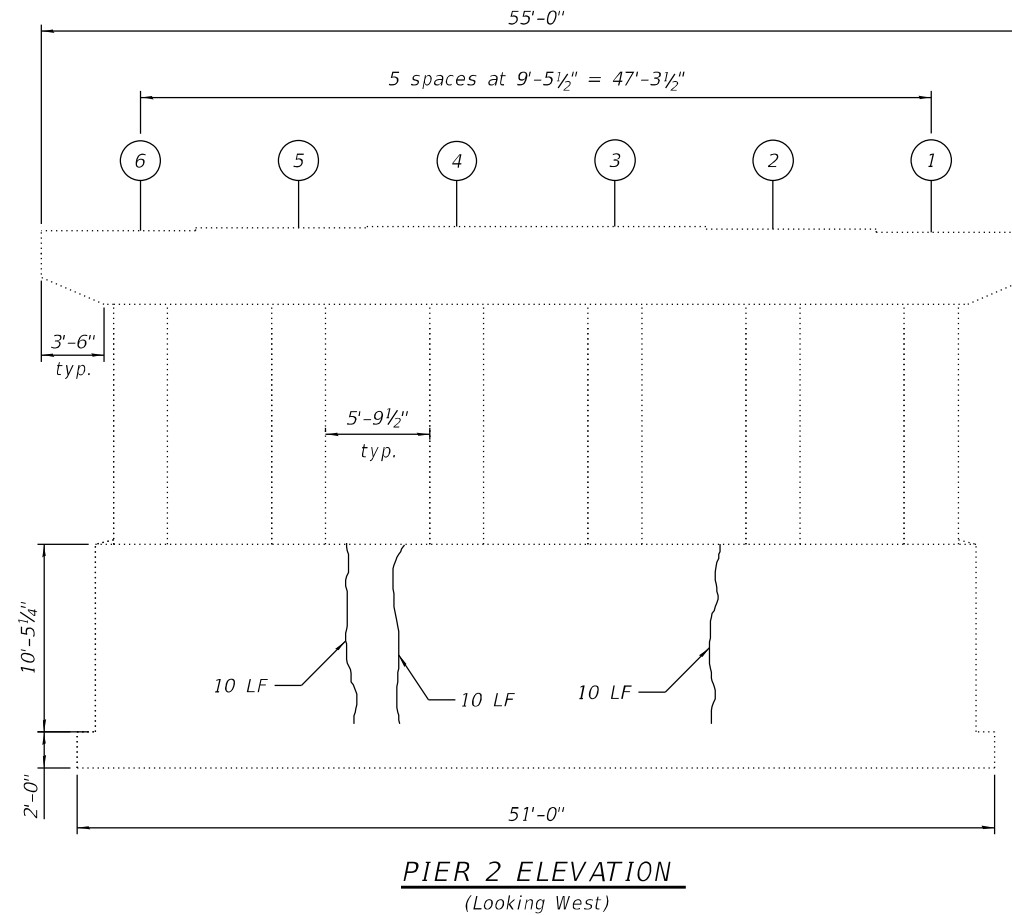
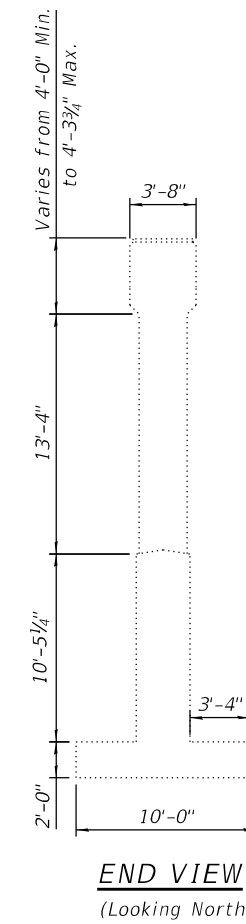
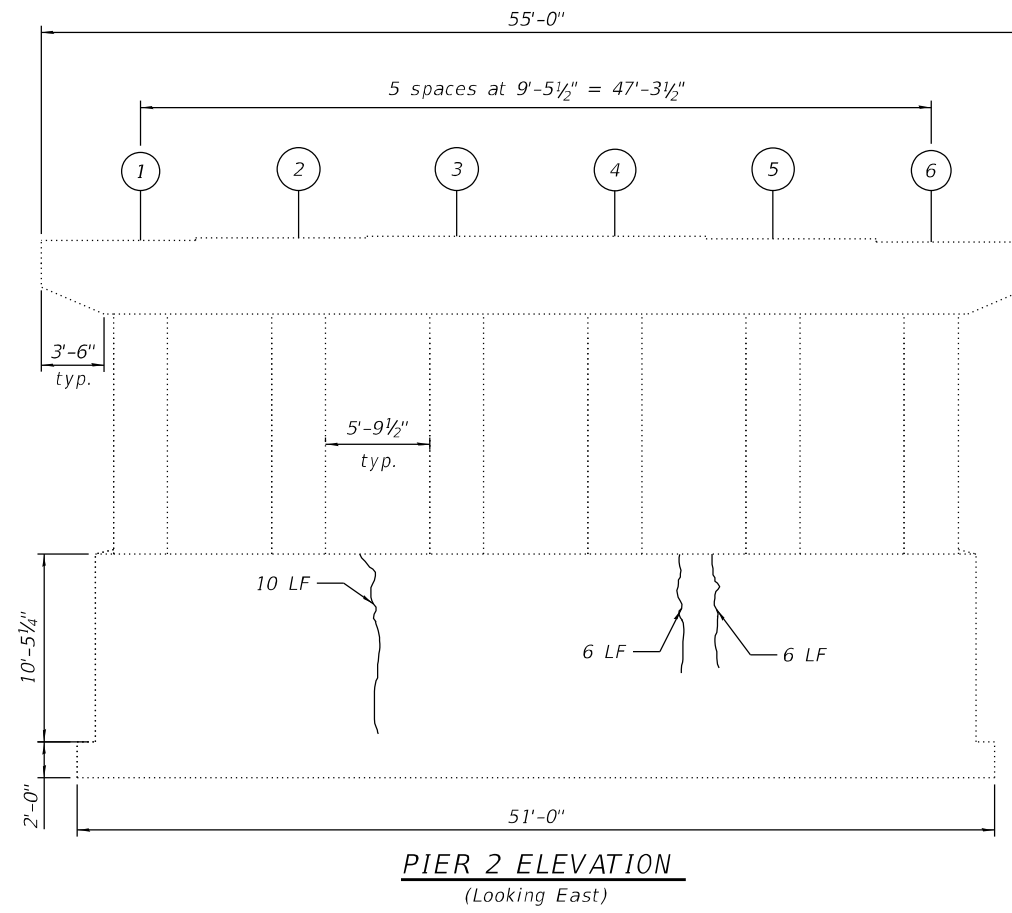
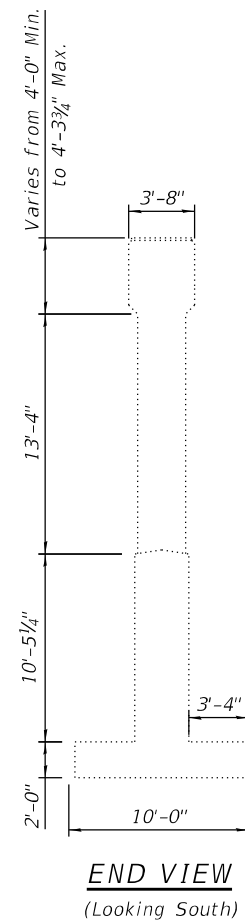


END VIEW  
 (Looking South)



END VIEW  
 (Looking North)

MODEL: Default  
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**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	52

**LEGEND**

- Epoxy Crack Injection (width > 0.06")
- LF Linear Foot

**NOTES:**

1. Quantities and limits shown are estimated for bidding purpose only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction.



USER NAME =	DESIGNED - ME	REVISED -
CHECKED - JL	DRAWN - NM	REVISED -
PLOT SCALE =	CHECKED - JL	REVISED -
PLOT DATE =		

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

**PIER 2 REPAIRS**  
**STRUCTURE NO. 016-2611**  
 SHEET SA-12 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	25
CONTRACT NO. 62T46			ILLINOIS FED. AID PROJECT	

Benchmark: Cut 'X' on West End of Headwall  
Sta 84+48, 24' Rt., Elev. 703.31

Sht. 1 of 24

Route	Section	County	Sheet No.	Sheet
1342 SB-90	COOK	47	18	
Station 82+10.13				
FWA	Region	Illinois	Proj.	

J-91-439-90

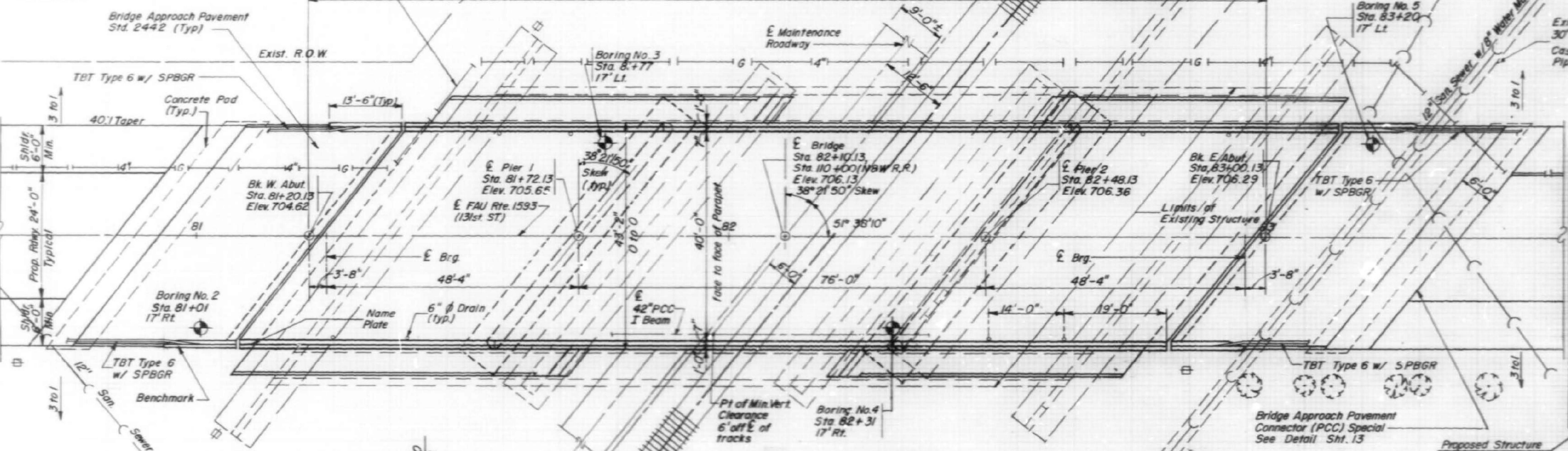
NOTE: No deck drains will be permitted in the span over tracks or within 10 feet of cross arms of a railroad pole line.

Existing Structure 5' x 016-0912

The existing three span bridge is 150'-0" long back to back of abutments. The original center portion of the bridge is 20'-2 1/2" out to out and was built in 1915. This portion of the bridge consists of reinforced concrete deck on simple span steel girders. The bridge was widened in 1930 to 56'-6" out to out with the addition of a concrete deck on simple span reinforced concrete T-beams. The existing bridge will be replaced with a three span structure with spill thru abutments.

Traffic: The new Structure will be built with the road closed. A detour will be provided during construction.

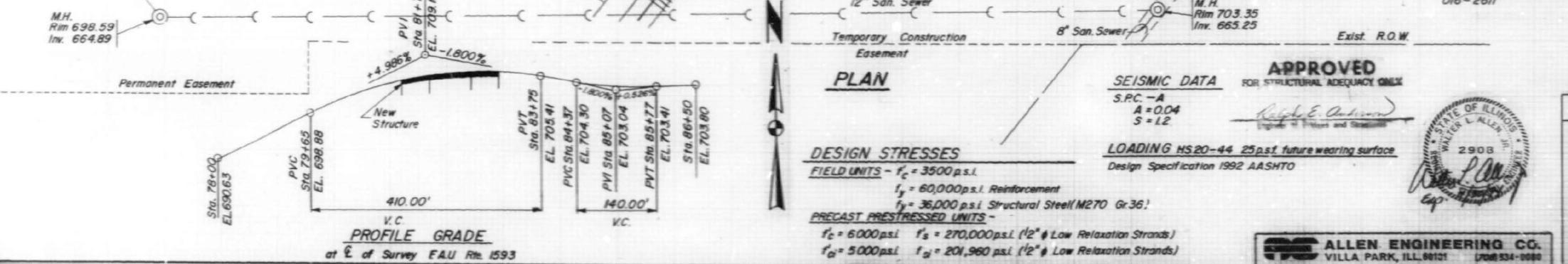
No Salvage



TOP OF TRACK ELEVATION

Station	West Rail Elevation (FT.)	East Rail Elevation (FT.)
109+00	678.48	678.52
109+68	678.42	678.44
110+00	678.35	678.37
110+33.6	678.27	678.22
111+00	678.13	678.14

ELEVATION



PLAN

DESIGN STRESSES

FIELD UNITS -  $f_c = 3500$  p.s.i.  
 $f_y = 60,000$  p.s.i. Reinforcement  
 $f_y = 36,000$  p.s.i. Structural Steel (M270 Gr.36)  
 PRECAST PRESTRESSED UNITS -  
 $f_c = 6000$  p.s.i.  $f_s = 270,000$  p.s.i. (1/2" # Low Relaxation Strands)  
 $f_c = 5000$  p.s.i.  $f_s = 201,960$  p.s.i. (1/2" # Low Relaxation Strands)

SEISMIC DATA

S.P.C. - A  
 $A = 0.04$   
 $S = 1.2$

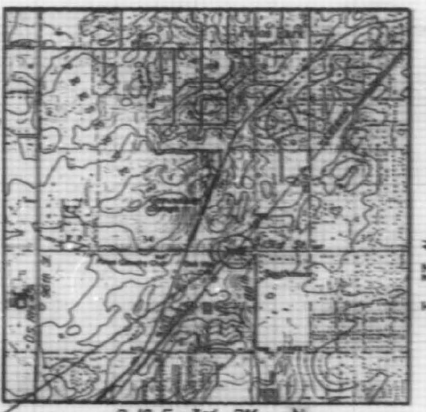
LOADING HS20-44 25psf future wearing surface  
 Design Specification 1992 AASHTO

APPROVED FOR STRUCTURAL ADEQUACY ONLY

*Richard E. Anderson*  
 Engineer of Professional and Structural



ALLEN ENGINEERING CO.  
 VILLA PARK, ILL. 60131 (708) 534-0888



LOCATION MAP

GENERAL PLAN AND ELEVATION

F.A.U. Rte. 1593 (131st Street)  
 OVER THE NORFOLK AND WESTERN RAILROAD  
 SECTION 1342 SB-90  
 COOK COUNTY  
 STA. 82+10.13  
 S.N. 016-2611

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PLOT DATE =	CHECKED - JL	REVISOR -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

For Information Purpose Only

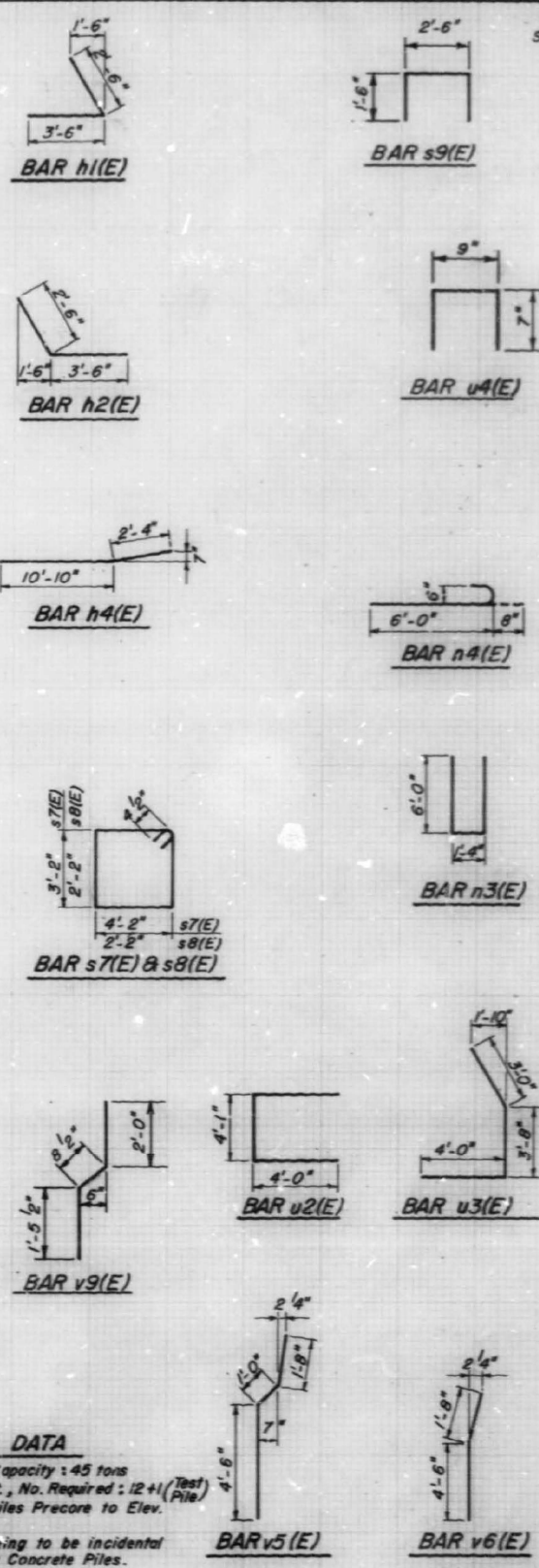
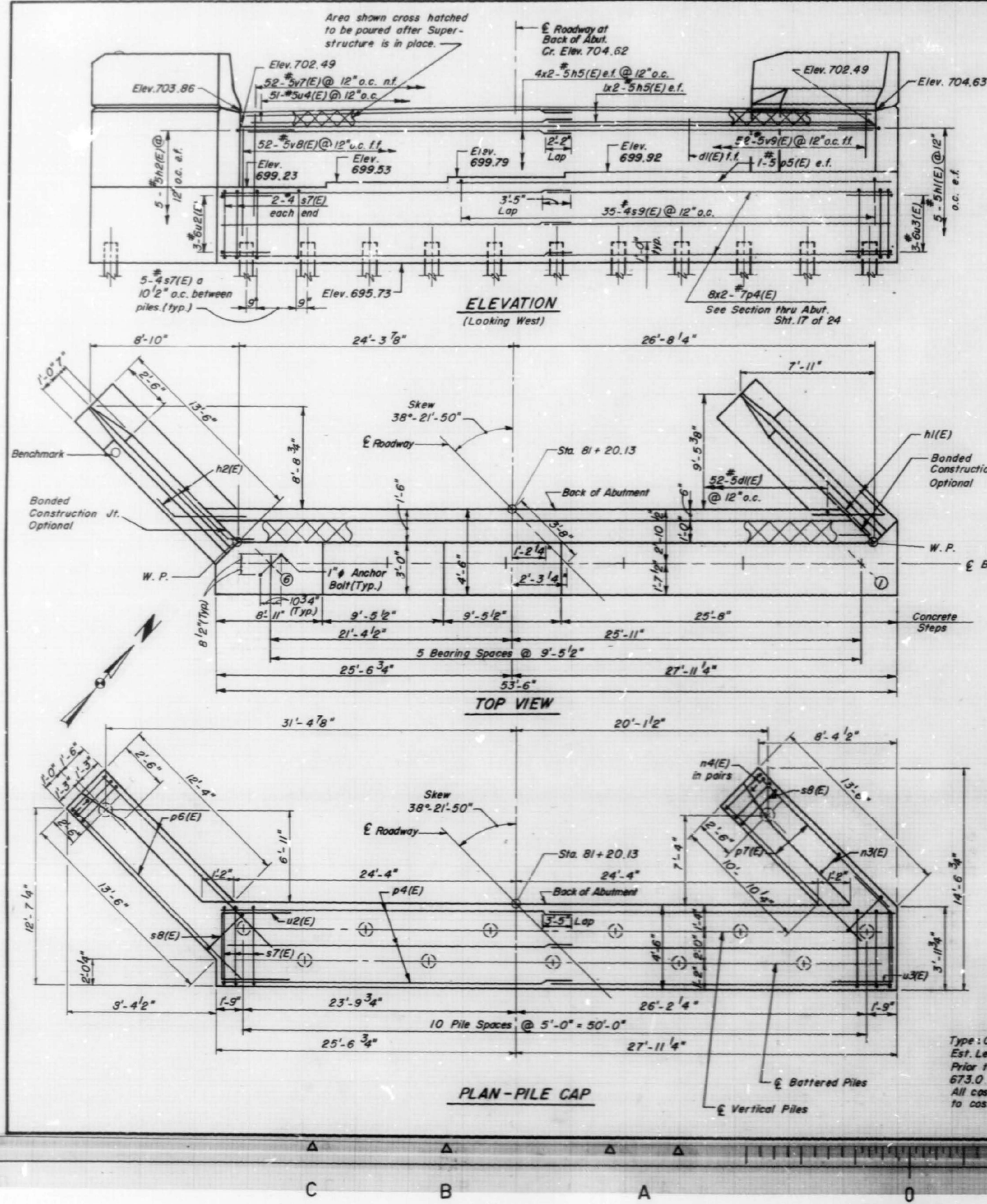
EXISTING PLANS (SHEET 1 OF 3)

STRUCTURE NO. 016-2611

SHEET SA-13 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	26
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

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**PILE DATA**  
 Type: Concrete, Capacity: 45 tons  
 Est. Length: 64 Ft., No. Required: 12+(Test Pile)  
 Prior to Driving Piles Precure to Elev. 673.0  
 All cost of Precuring to be incidental to cost of Driving Concrete Piles.

Sheet	Section	County	Sheet Total	Sheet No.
016261-1	1593-22-BJ	COOK	47	27

**WEST ABUTMENT**  
**BILL OF MATERIALS**

Bar	No.	Size	Length	Shape
d1(E)	52	#5	3'-3"	
n1(E)	5	#5	6'-0"	
n2(E)	5	#5	6'-0"	
n3(E)	22	#4	13'-2"	
n4(E)	14	#4	13'-2"	
n5(E)	24	#5	26'-5"	
n3(E)	22	#6	13'-4"	
n4(E)	12	#6	6'-8"	
p4(E)	16	#7	28'-5"	
p5(E)	2	#5	34'-6"	
p6(E)	6	#7	15'-6"	
p7(E)	6	#7	13'-2"	
s7(E)	54	#4	15'-5"	
s8(E)	28	#4	9'-5"	
s9(E)	35	#4	5'-6"	
u2(E)	3	#6	12'-1"	
u3(E)	3	#6	10'-8"	
u4(E)	51	#5	1'-11"	
u4(E)	28	#6	7'-0"	
v5(E)	22	#6	7'-2"	
v6(E)	6	#6	6'-2"	
v7(E)	52	#5	7'-6"	
v8(E)	52	#5	5'-3"	
v9(E)	52	#5	4'-2"	
Structure Elevation	Qty	Vol	157.0	
Class II Cast-In-Place	Qty	Vol	61.0	
Reinforcement Bars (Epoxy Coated)	Lbs.	5700		
Furnishing Concrete Piles	Lin. Ft.	768		
Driving Concrete Piles	Lin. Ft.	768		
Test Pile Concrete	Each	1		

- Notes:**
1. Space reinforcement in cap to miss anchor bolts.
  2. Pour epoxy monolithically with cap.
  3. e.f. = each face, o.c. = on center, f.f. = far face, n.f. = near face.
  4. Bars indicated thus 8x2-#7 etc. indicated 8 lines of bars with 2 lengths per line.
  5. All edges to have 3/4" chamfer unless noted otherwise.
  6. For Section Thru Abut. and Wingwall details see sht. 17 of 24.

**WEST ABUTMENT**  
 FAU. Rte. 1593 (131st Street)  
 OVER THE NORFOLK AND  
 WESTERN RAILROAD  
 SECTION 1342 SB-90  
 COOK COUNTY  
 STA. 82+10.13  
 S.N. 016-261

For Information Purpose Only

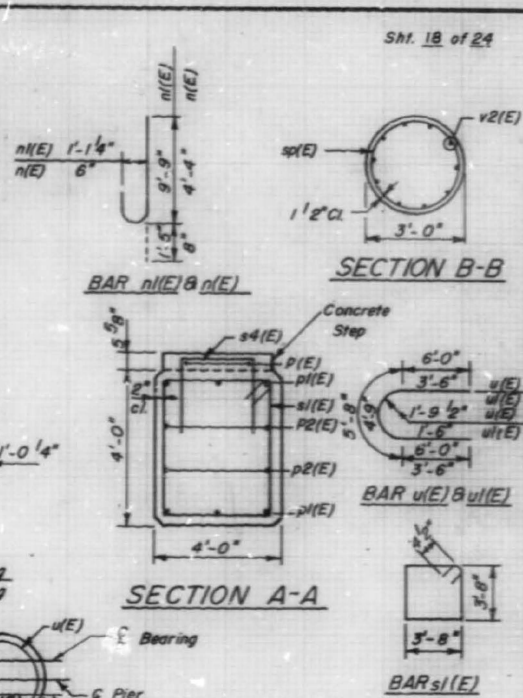
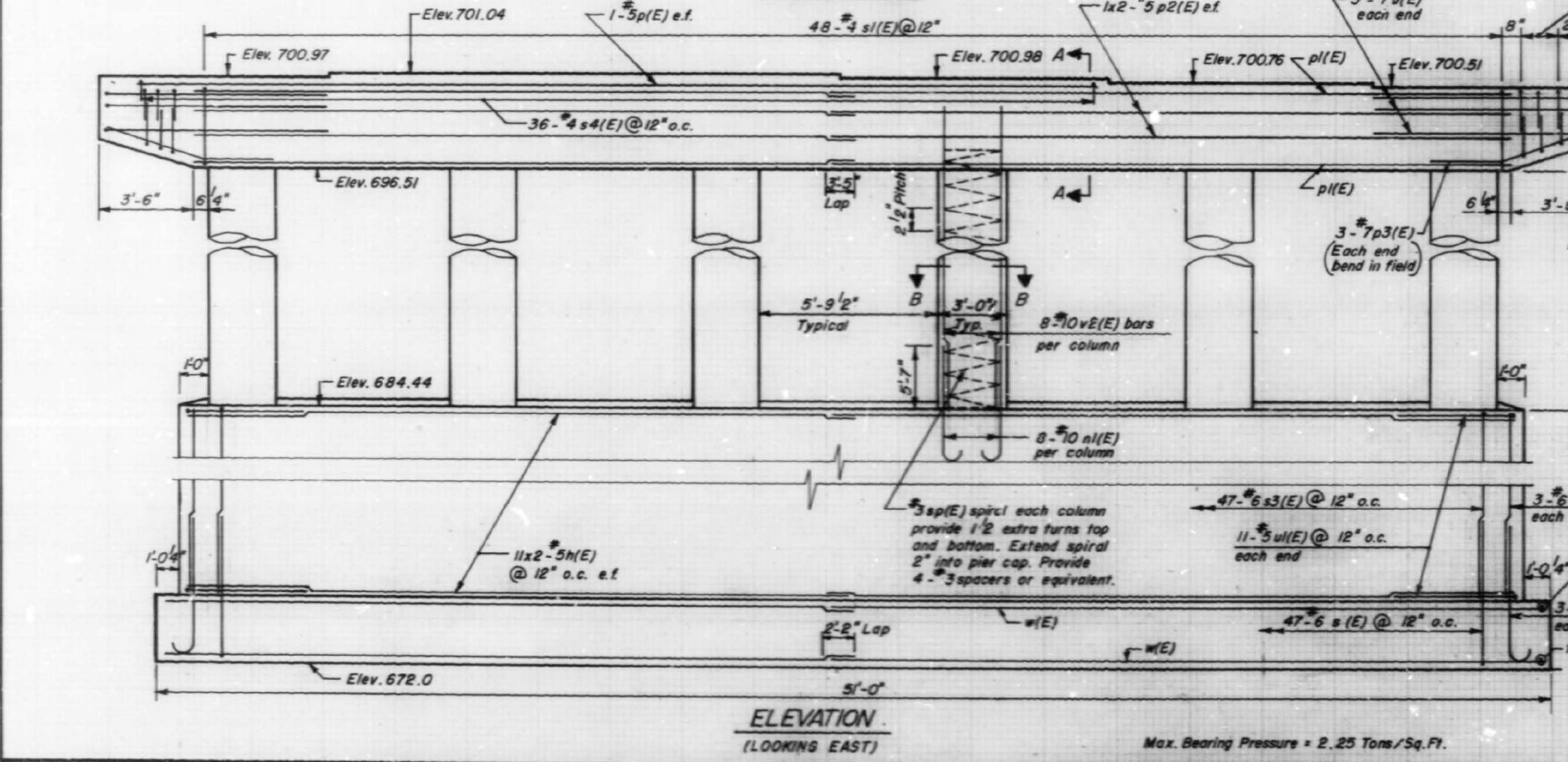
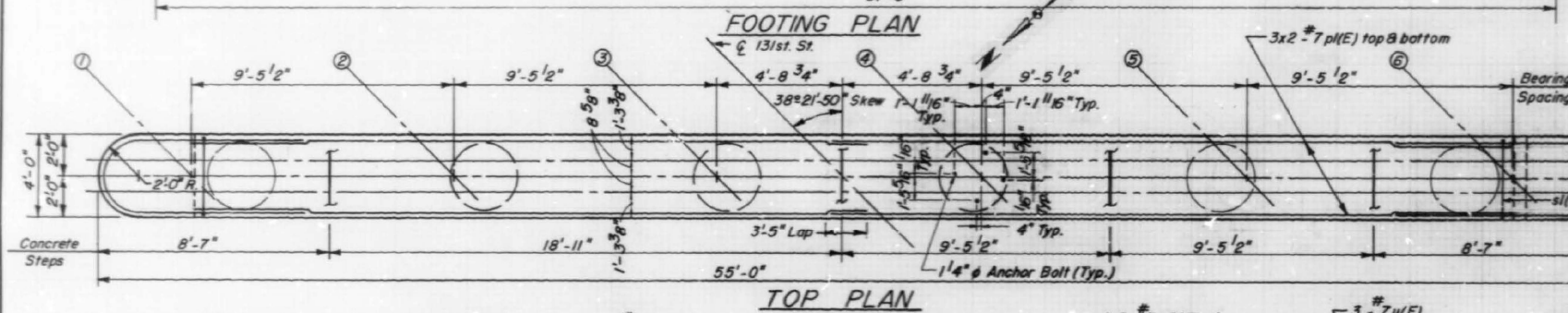
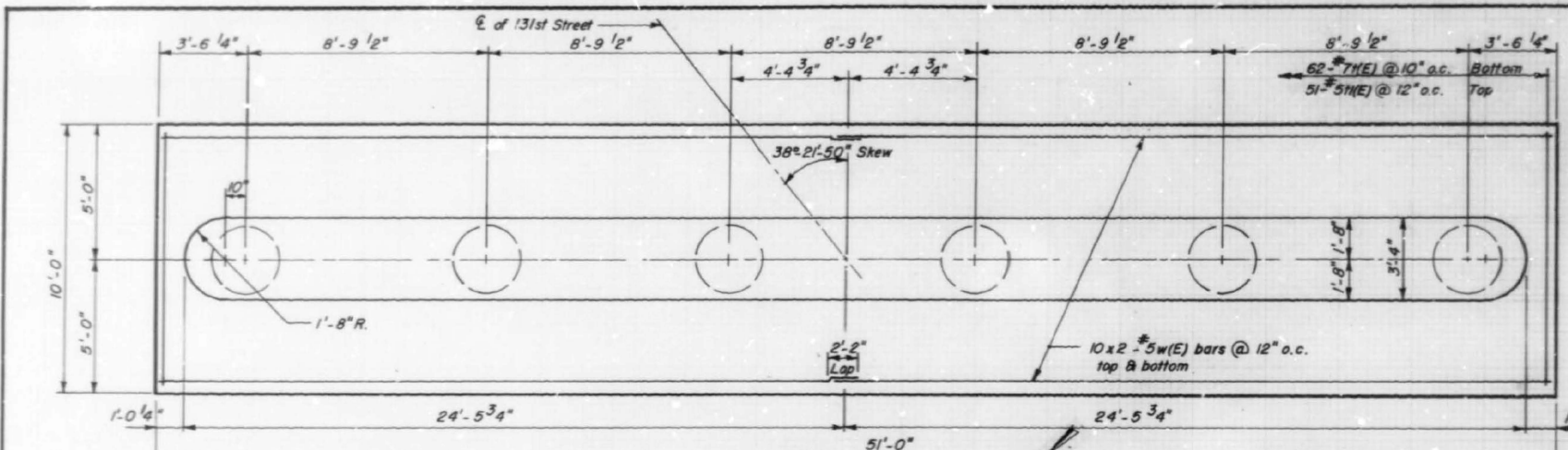
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PLOT DATE =	DRAWN - NM	REVISED -
	CHECKED - JL	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (SHEET 2 OF 3)  
 STRUCTURE NO. 016-2611  
 SHEET SA-14 OF SA-15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	1593-22-BJ	COOK	33	27
CONTRACT NO. 62T46			ILLINOIS FED. AID PROJECT	

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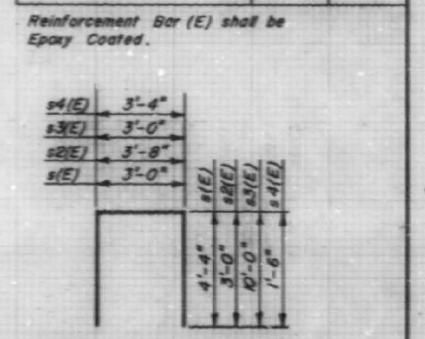
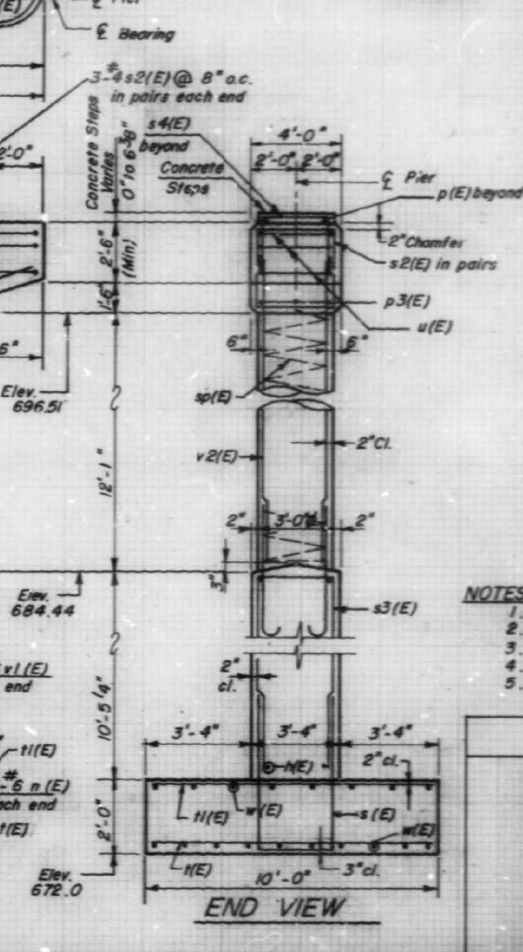


Route	Section	County	Sheet	Sheet
1593	1342 SB-90	Cook	47	25
Station	82 + 10.13			
Job No.	1593-1013			
Drawn	11/20/90			
Checked	11/20/90			
Scale	1" = 10'-0"			

**BILL OF MATERIALS**  
(Pier 1 Only)

Bar	No.	Size	Length	Shape
n(E)	44	5	23'-11"	—
n(E)	6	6	6'-0"	—
n(E)	48	10	11'-2"	—
p(E)	2	5	35'-0"	—
p1(E)	12	7	25'-6"	—
p2(E)	8	5	25'-6"	—
p3(E)	6	7	8'-0"	—
s(E)	47	6	11'-8"	—
s1(E)	48	4	15'-3"	—
s2(E)	12	4	3'-8"	—
s3(E)	47	6	23'-0"	—
s4(E)	36	4	6'-4"	—
sp(E)	6	3	530'-0"	—
1(E)	62	7	9'-8"	—
11(E)	51	5	9'-8"	—
u(E)	6	7	17'-8"	—
u1(E)	22	5	11'-9"	—
v1(E)	6	6	10'-1"	—
v2(E)	48	10	15'-1"	—
w(E)	40	5	26'-5"	—

Item Unit Quantity  
 Class X Concrete Super- Cu Yds 196.0  
 Structure Excavation Cu Yds 221.0  
 Reinforcement Bars Lbs. 15,370  
 Epoxy Coated



- NOTES:**
- e.f. = each face, o.c. = on center.
  - All edges to have 3/4" chamfer unless noted otherwise.
  - Space reinforcement in cap to miss anchor bolts.
  - Four steps monolithically with cap.
  - Min. spiral Lap = 1 1/2 turns.

**PIER 1**  
 F.A.U. Rte. 1593 (131st Street)  
 OVER THE NORFOLK AND  
 WESTERN RAILROAD  
 SECTION 1342 SB-90  
 COOK COUNTY  
 STA. 82 + 10.13  
 S.N. 016 - 2611

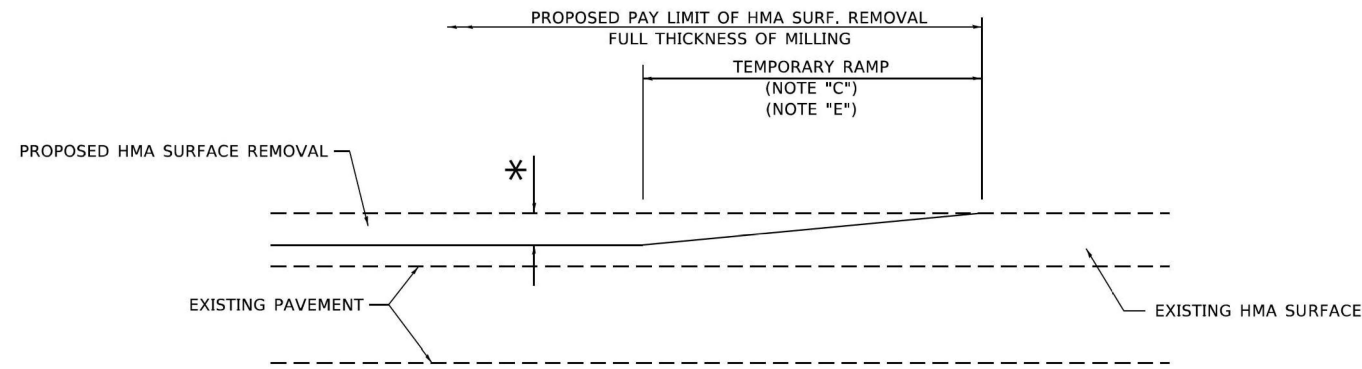
For Information Purpose Only

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (SHEET 3 OF 3)  
 STRUCTURE NO. 016-2611  
 SHEET SA-15 OF SA-15 SHEETS

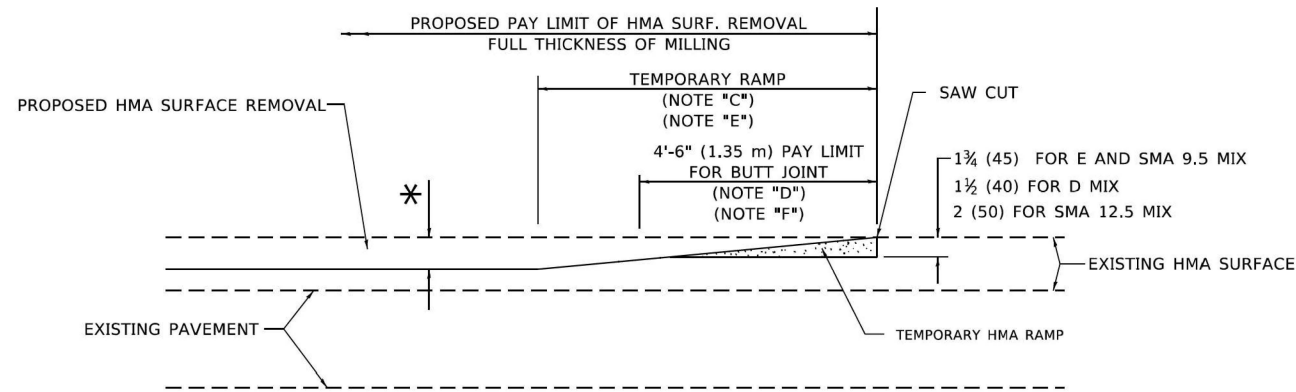
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XXXX	1593-22-BJ	COOK	33	28
CONTRACT NO. 62T46			ILLINOIS FED. AID PROJECT	



**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

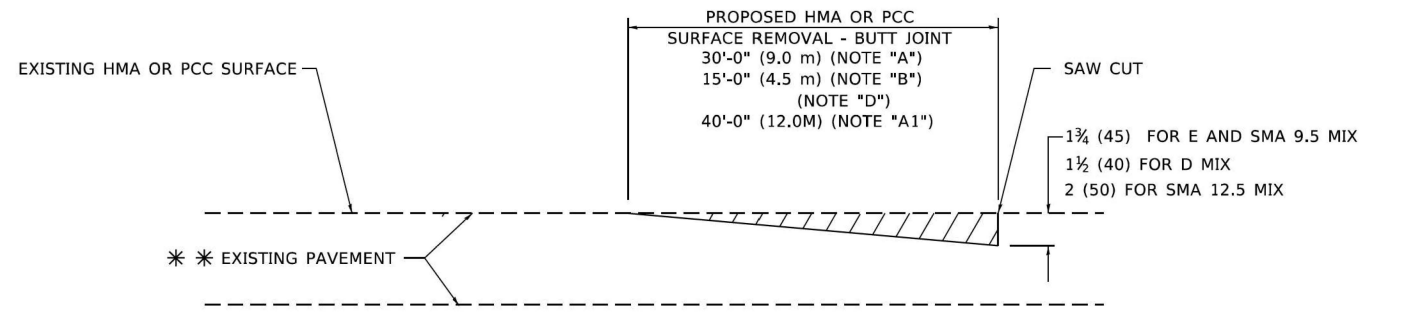


**HMA CONSTRUCTED TEMPORARY RAMP**

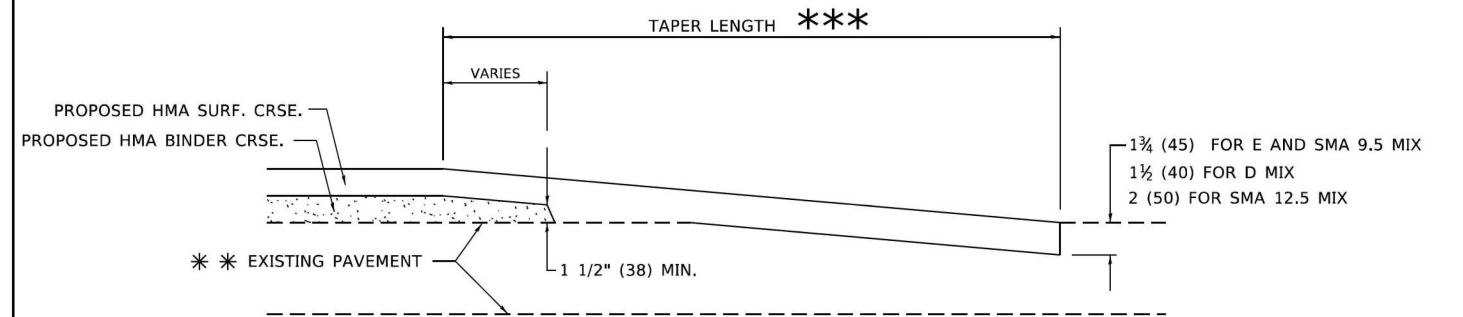
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

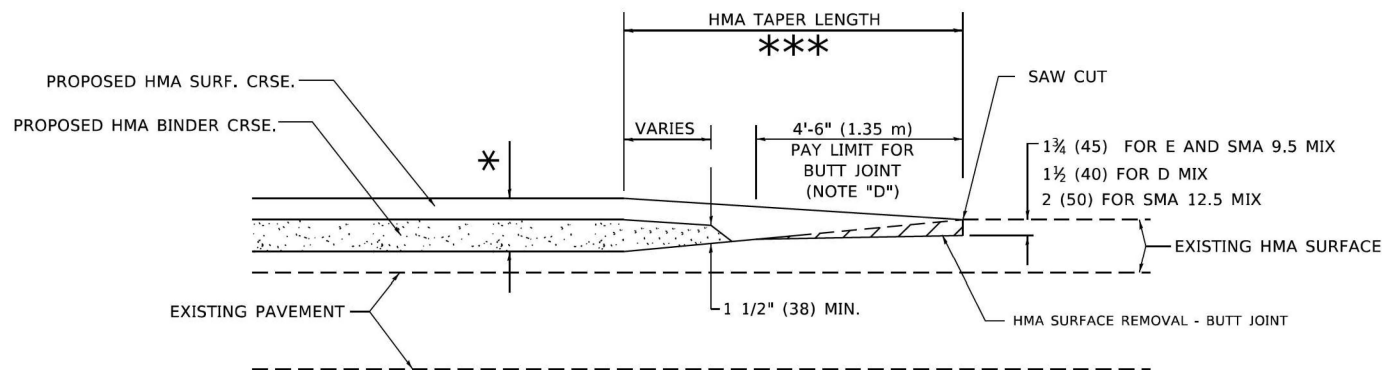
**GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.  
\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".  
\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT**

- 1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



**BUTT JOINT AND HMA TAPER**

**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

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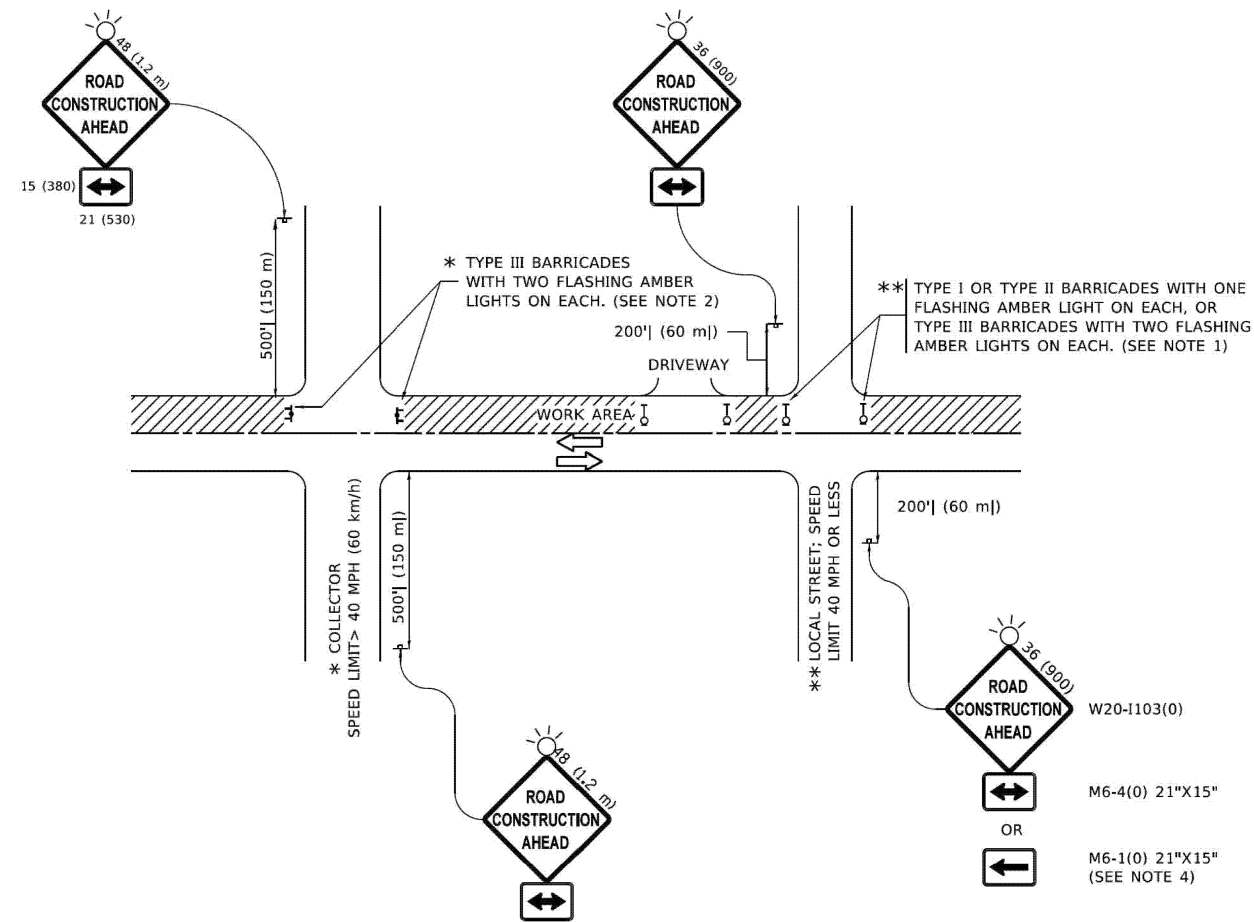
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	DATE - 12/13/2024	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

131 ST. OVER METRA RAILROAD  
D1 STANDARDS (BD-32)

SCALE: 1"=1'-0" SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	29
CONTRACT NO. 62T46				
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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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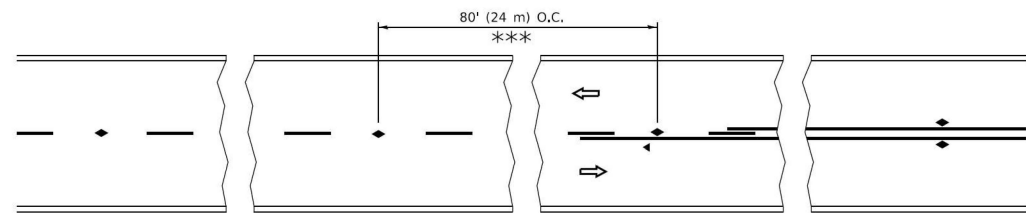
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
D1 STANDARDS (TC-10)**

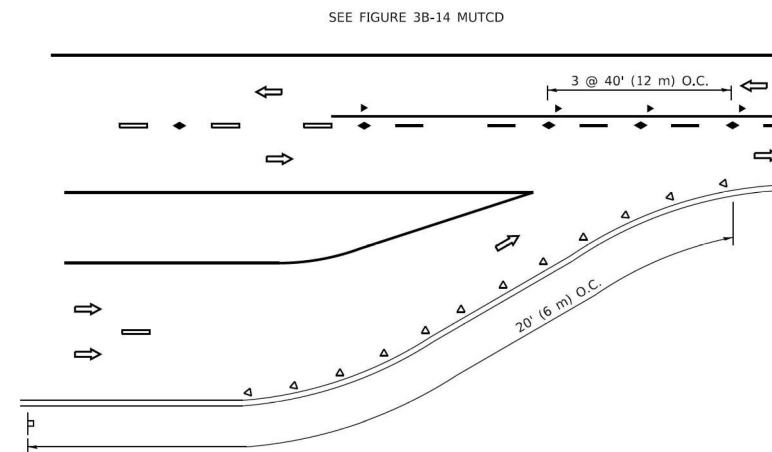
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	30
CONTRACT NO. 62T46			ILLINOIS FED. AID PROJECT	

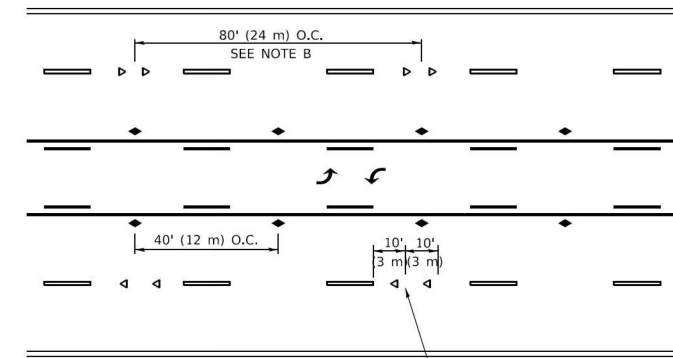


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

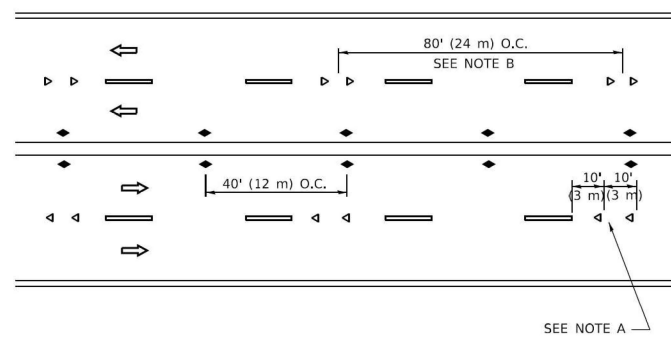
**TWO-LANE/TWO-WAY**



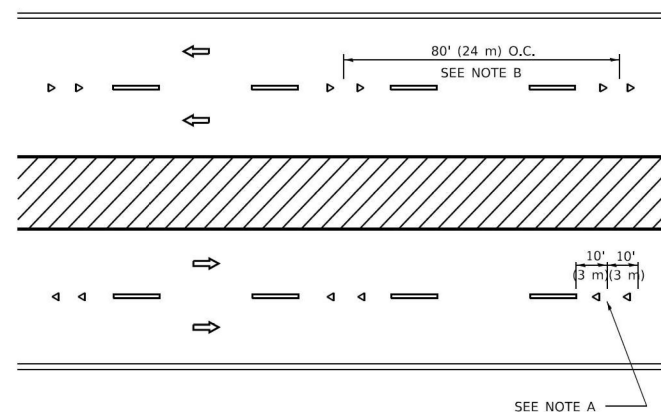
**LANE REDUCTION TRANSITION**



**TWO-WAY LEFT TURN**



**MULTI-LANE/UNDIVIDED**



**MULTI-LANE/DIVIDED**

**GENERAL NOTES**

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

**SYMBOLS**

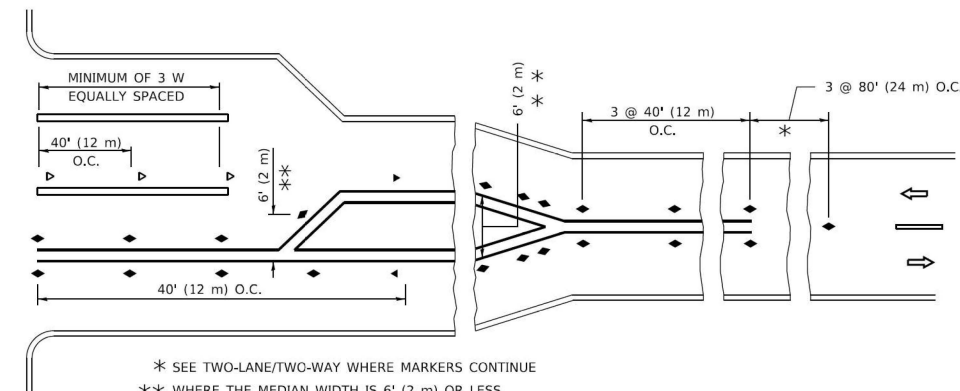
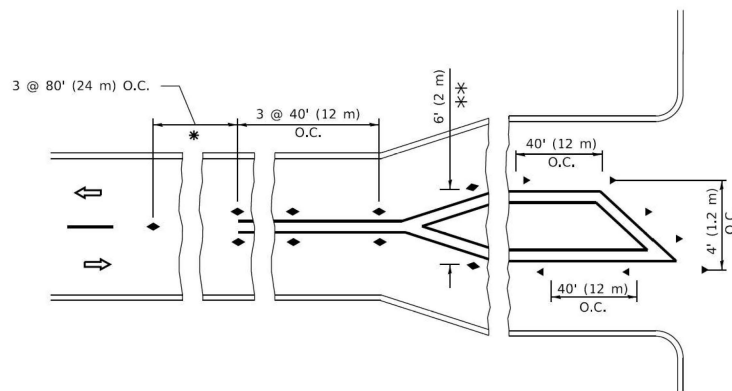
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

**LANE MARKER NOTES**

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

**DESIGN NOTES**

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



**TURN LANES**

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

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

MODEL: D1\_TC-11 (Sheet) FILE NAME: J:\2020\605918\18 WO E31D\62146\CADD\_Data\Sheets\182146-std-D1 STANDARDS.dgn



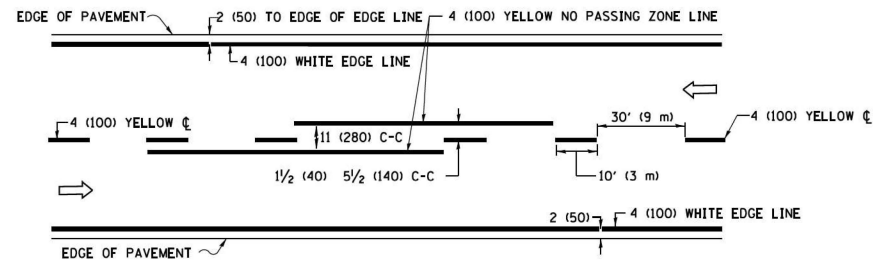
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	DATE - 12/13/2024	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

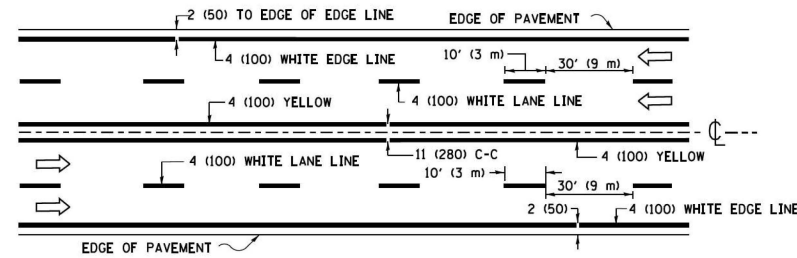
**131 ST. OVER METRA RAILROAD  
D1 STANDARDS (TC-11)**

SCALE: 1"=1'-0" SHEET 3 OF 6 SHEETS STA. TO STA.

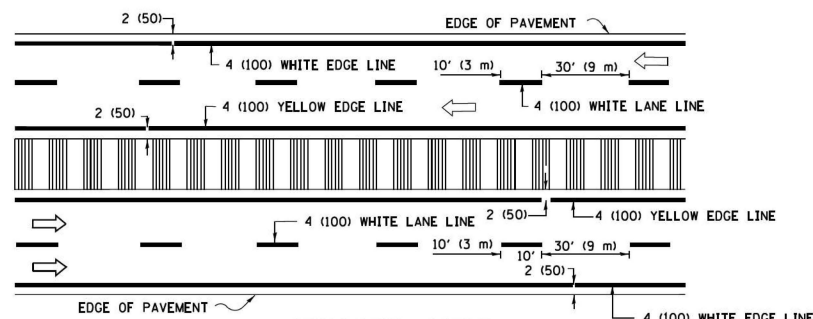
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	31
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

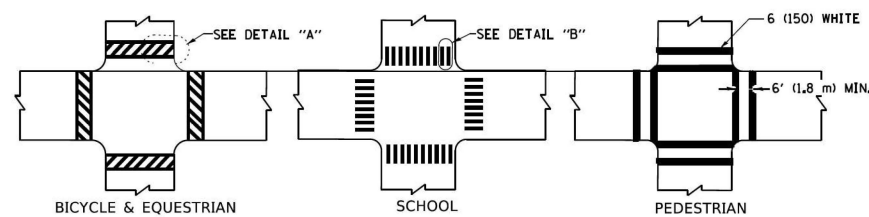


**MULTI-LANE UNDIVIDED**



**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

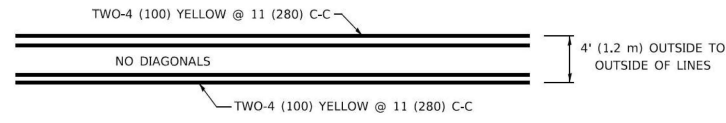


**DETAIL "A"**

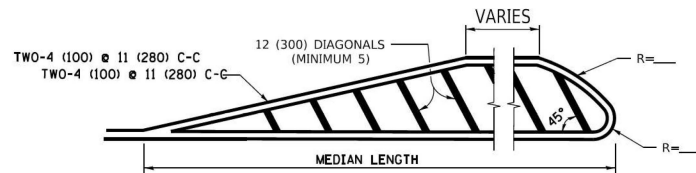
**DETAIL "B"**

**TYPICAL CROSSWALK MARKING**

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

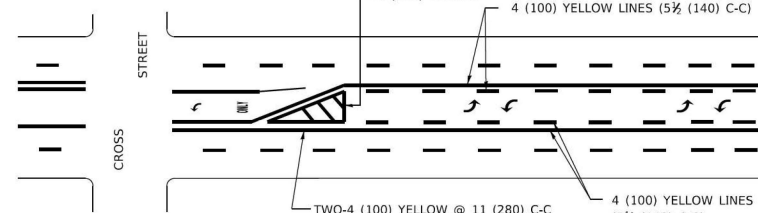


**4' (1.2 m) WIDE MEDIANS ONLY**

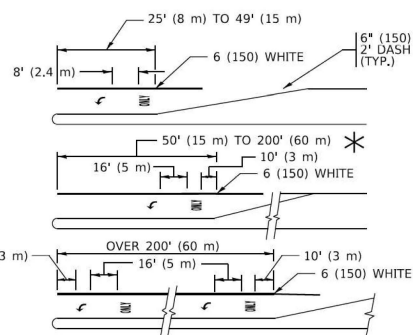


**MEDIANS OVER 4' (1.2 m) WIDE**

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



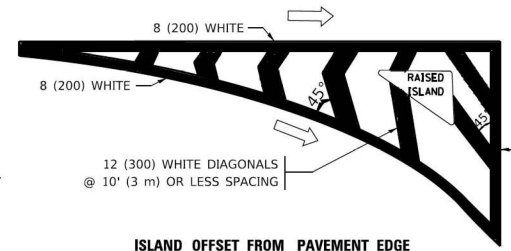
**MEDIAN WITH TWO-WAY LEFT TURN LANE  
TYPICAL PAINTED MEDIAN MARKING**



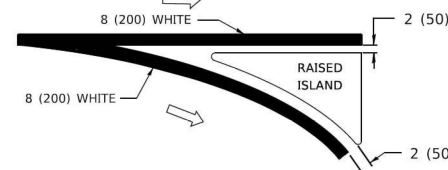
**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

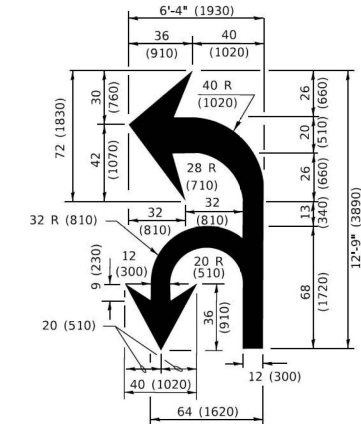


**ISLAND OFFSET FROM PAVEMENT EDGE**

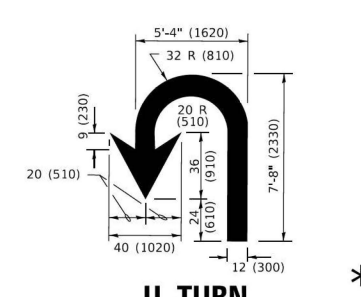


**ISLAND AT PAVEMENT EDGE**

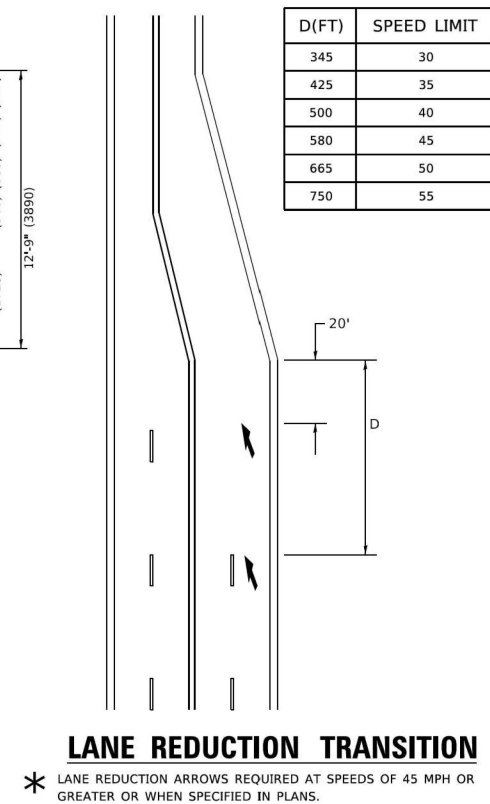
**TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**



**LANE REDUCTION TRANSITION**

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

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) 2' (600) APART 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 <sup>2</sup> ) EACH "X"=34.0 SQ. FT. (3.0 m <sup>2</sup> )
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: D1 TC-13 (Sheet)  
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USER NAME = galsallani	DESIGNED - CT	REVISED -
PLOT SCALE = 0.16666633 / in.	DRAWN - GA	REVISED -
PLOT DATE = 11/27/2024	CHECKED - TPP	REVISED -
	DATE - 12/13/2024	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
D1 STANDARDS (TC-13)**

SCALE: 1"=1'-0" SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	32
CONTRACT NO. 62T46				
ILLINOIS FED. AID PROJECT				

MODEL: D1 TC-21 (Sheet)  
 FILE NAME: J:\2020\605918\WO 53\162746\CADD\_Data\Sheets\162746-std-D1 STANDARDS.dgn

**ROUTE MARKERS**

FOR U.S. ROUTES  
M1-40-2424

FOR ILLINOIS ROUTES  
M1-50-2424

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

**ARROWS SIGNS**

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

**CARDINAL DIRECTION & DETOUR SIGNS**

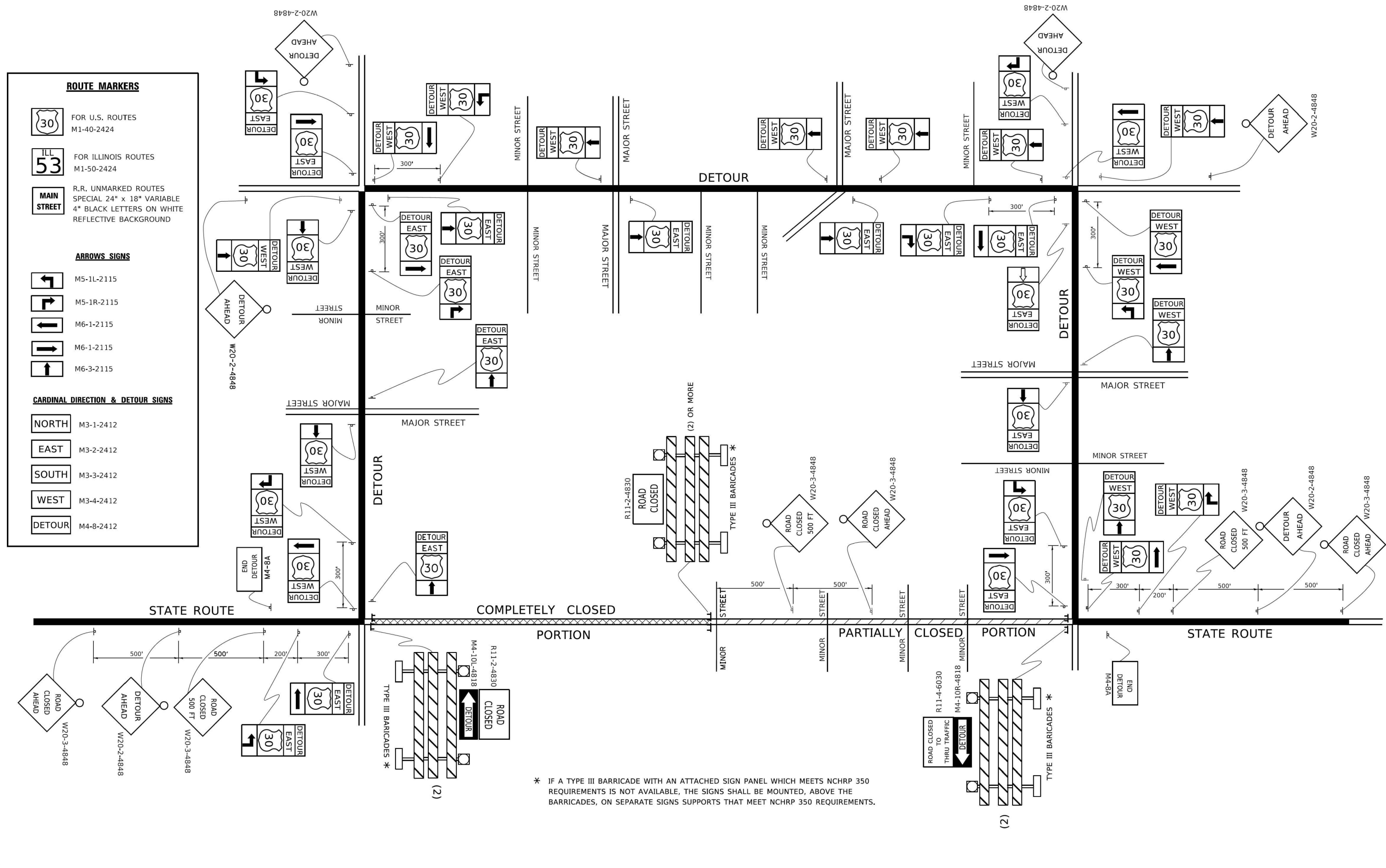
**NORTH** M3-1-2412

**EAST** M3-2-2412

**SOUTH** M3-3-2412

**WEST** M3-4-2412

**DETOUR** M4-8-2412



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



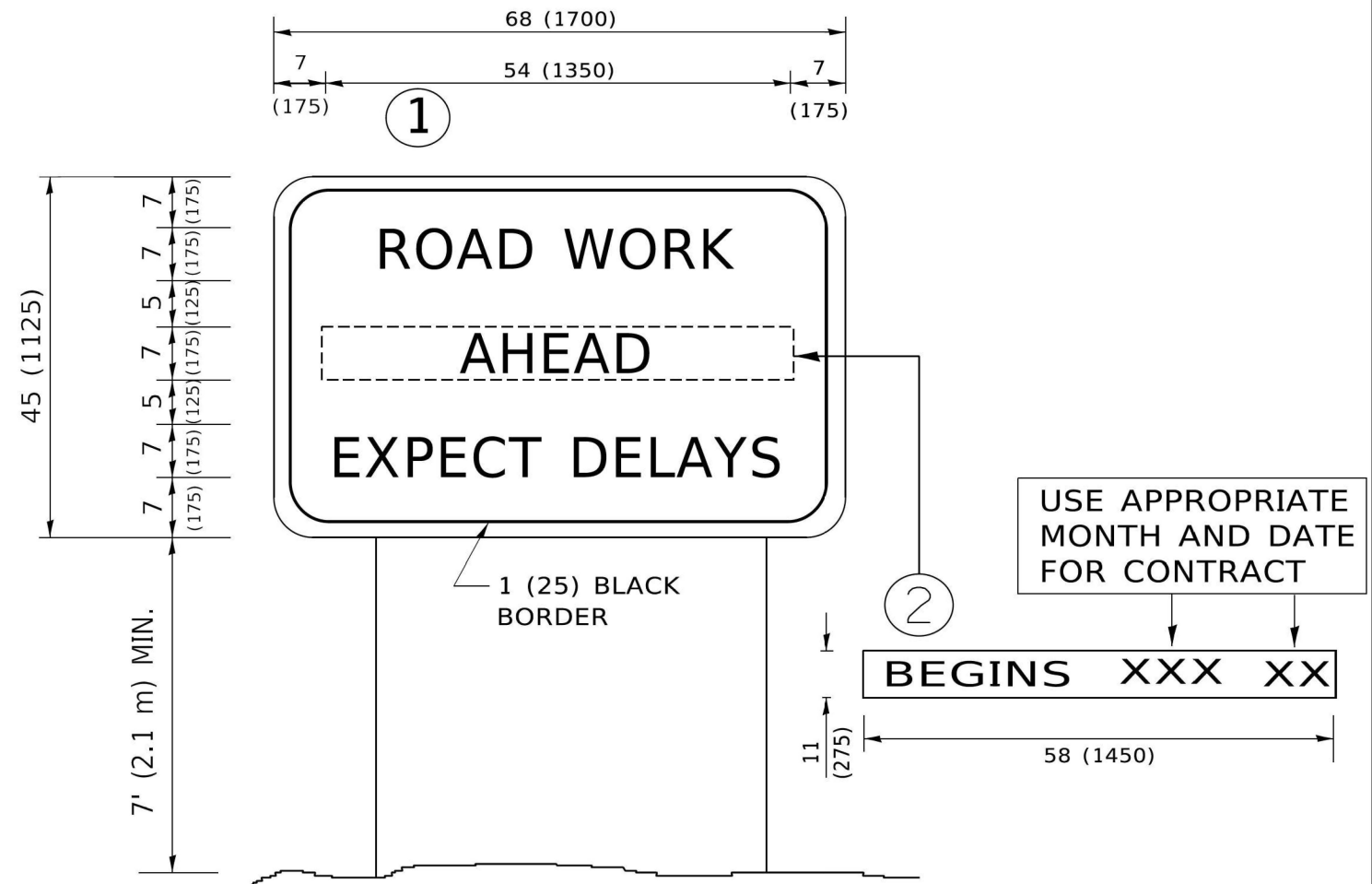
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	DATE - 12/13/2024	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**131 ST. OVER METRA RAILROAD  
 D1 STANDARDS (TC-21)**

SCALE: 1"=1'-0" SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	33
CONTRACT NO. 62746				
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: D1 TC-22 [Sheet] FILE NAME: J:\2020\605918\WO 631D\62146\CADD Data\Sheets\162146-std-D1 STANDARDS.dgn



USER NAME = galsallani	DESIGNED - CT	REVISED -
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	DATE - 12/13/2024	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

131 ST. OVER METRA RAILROAD  
D1 STANDARDS (TC-22)

SCALE: 1"=1'-0" SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1593	FAU 1593 22 BJ	COOK	34	34
ILLINOIS			FED. AID PROJECT	