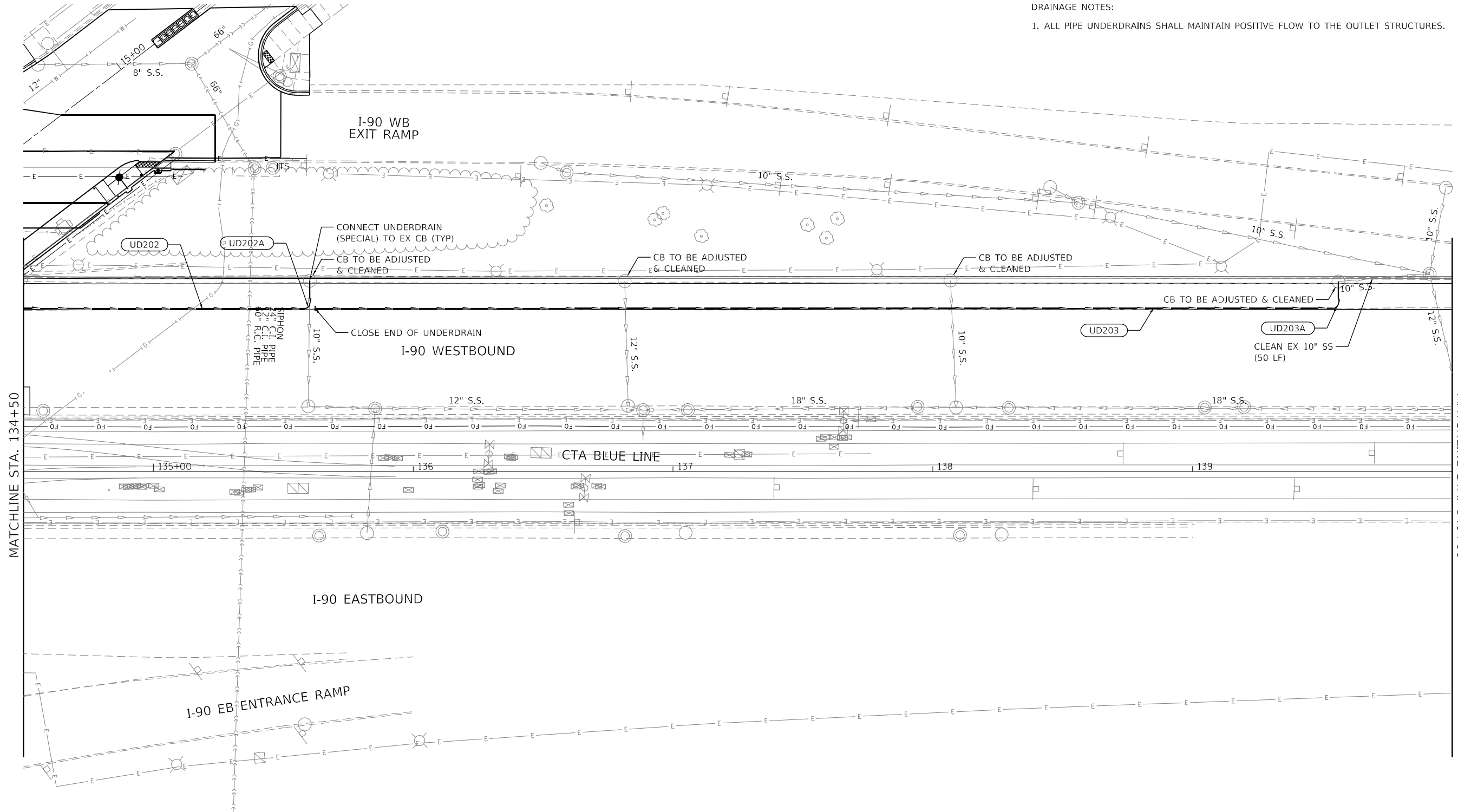


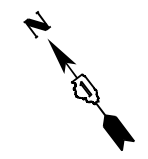
DRAINAGE NOTES:

1. ALL PIPE UNDERDRAINS SHALL MAINTAIN POSITIVE FLOW TO THE OUTLET STRUCTURES.



LEGEND

	EXISTING END SECTION		PROPOSED MANHOLE
	EXISTING HEADWALL		PROPOSED CATCH BASIN
	EXISTING SUMMIT		EXISTING S.S. TO BE ABANDONED
	EXISTING DITCH FLOW DIRECTION		EXISTING DITCH S.S. TO BE REMOVED
	EXISTING SHEET FLOW		EXISTING STORM SEWER
	DRAINAGE SEEPAGE MARKER		PROPOSED STORM SEWER
	EXISTING GUTTER FLOW		PIPE UNDERDRAINS
	EXISTING SWALE		PROPOSED DRAINAGE STRUCTURE
	EXISTING INLET		PROPOSED DRAINAGE PIPE
	EXISTING CATCH BASIN		PROPOSED UNDERDRAIN
	EXISTING MANHOLE		



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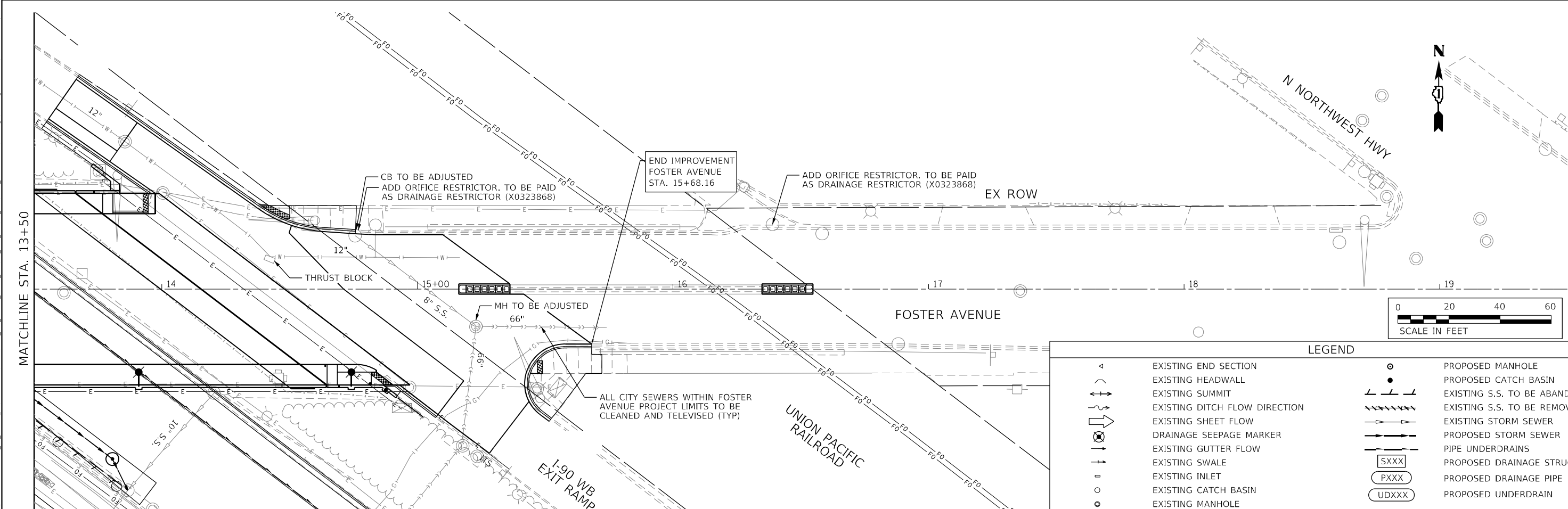
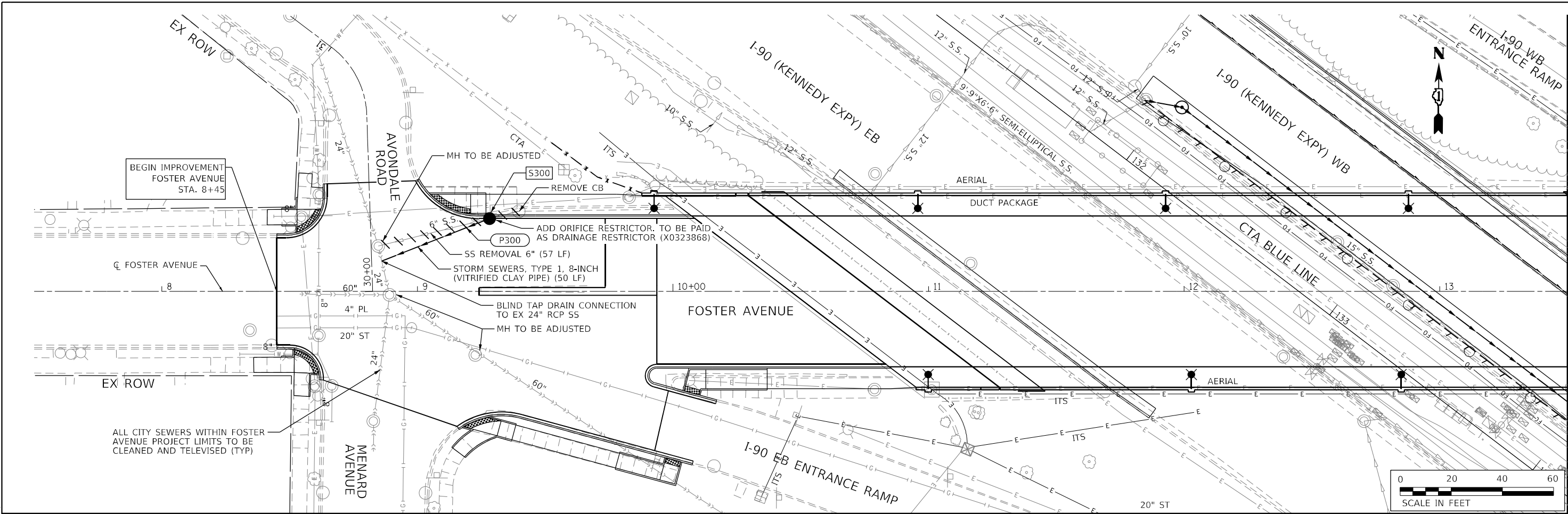
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE & UTILITY PLAN
I-90**

SCALE: 1" = 20' SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	101
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



LEGEND

	EXISTING END SECTION		PROPOSED MANHOLE
	EXISTING HEADWALL		PROPOSED CATCH BASIN
	EXISTING SUMMIT		EXISTING S.S. TO BE ABANDONED
	EXISTING DITCH FLOW DIRECTION		EXISTING S.S. TO BE REMOVED
	EXISTING SHEET FLOW		EXISTING STORM SEWER
	DRAINAGE SEEPAGE MARKER		PROPOSED STORM SEWER
	EXISTING GUTTER FLOW		PIPE UNDERDRAINS
	EXISTING SWALE		PROPOSED DRAINAGE STRUCTURE
	EXISTING INLET		PROPOSED DRAINAGE PIPE
	EXISTING CATCH BASIN		PROPOSED UNDERDRAIN
	EXISTING MANHOLE		

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PLOT DATE = 2/2/2024	CHECKED - JCE	REVISED -
	DATE - 01/09/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE & UTILITY PLAN
FOSTER AVENUE**

SCALE: 1" = 20' SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	102
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF(742)				

DRAINAGE PIPE SCHEDULE

PIPE NUM	STORM SEWERS, CLASS B, TYPE 1 12" 550B0050	STORM SEWERS, CLASS B, TYPE 2 12" 550B0340	STORM SEWERS, CLASS B, TYPE 1 15" 550B0070	STORM SEWERS, CLASS B, TYPE 2 15" 550B0360	STORM SEWERS, CLASS B, TYPE 2 18" 550B0380	STORM SEWERS, CLASS B, TYPE 2 24" 550B0410	STORM SEWERS JACKED IN PLACE, 15" 55200400	STORM SEWERS JACKED IN PLACE, 24" 55200900	STORM SEWER, TYPE 1 8-INCH (VITRIFIED CLAY PIPE) (CDOT) *****	PIPE SLOPE (%)	TRENCH BACKFILL CU YD	COMMENTS
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	(%)	CU YD		
P100		27.7								9.93%	2	
P101	23.0									9.78%	2	
P102	94.0									0.50%	13	
P104		30.8								5.80%	4	
P105							56.1			0.50%	3	
P106				6.6						0.50%	3	
P107		51.2								10.00%	4	
P108		36.1								7.50%	3	
P109			11.1							0.50%	2	
P110							54.6			0.50%	2	
P111		24.3								10.00%	0	
P113		44.0								10.00%	4	
P114		48.0								10.00%	4	
P115		46.9								10.00%	4	
P116		32.8								8.50%	3	
P117				16.9						0.59%	3	
P118				277.0						0.51%	0	
P119		19.3								1.04%	0	
P120				14.6						0.68%	3	
P121				116.4						0.52%	0	
P122				14.5						0.69%	3	
P123					129.7					0.50%	0	
P124		23.1								1.00%	0	
P125				10.0						1.00%	3	
P126				15.6						0.64%	4	
P127					94.3					0.50%	0	
P128		26.4								1.14%	0	
P129				14.2						0.99%	4	
P130						173.6				0.50%	0	
P131						15.1				0.66%	6	
P132			24.7							1.01%	5	
P133							104.3			0.48%	13	
P199				14.9						1.00%	11	USE TEMPORARY SOIL RETENTION SYSTEM
P200				228.3						0.93%	155	USE TEMPORARY SOIL RETENTION SYSTEM
P201				13.7						0.93%	10	USE TEMPORARY SOIL RETENTION SYSTEM
P300								50		1.00%	36	BLIND DROP CONNECTION TO EX 24 SS
TOTAL	117	411	36	743	224	189	111	105			309	

UNDERDRAIN PIPE SCHEDULE

U.DRAIN NUM	FROM STATION	TO STATION	OFFSET	PIPE UNDERDRAINS, TYPE 2, 4" 60108204	PIPE UNDERDRAINS, 4" (SPECIAL) 60108100	PIPE UNDERDRAINS, TYPE 2, 12" 60108212
				FOOT	FOOT	FOOT
UD100A	42+29.82	42+51.82	LT			25
UD100B	42+29.84	42+54.83	LT			28
UD101A	42+34.40	42+59.40	RT			25
UD101B	42+34.39	42+59.39	RT			28
UD102	98+64.86	100+64.80	LT			203
UD103A	101+74.60	102+59.21	LT			87
UD103B	103+72.38	106+47.32	LT			87
UD104	103+72.33	104+56.24	LT			275
UD105	104+67.07	106+47.45	LT			183
UD107A	106+57.22	108+57.81	LT			201
UD107B	108+57.81	109+28.16	LT			70
UD107C	106+57.29	108+57.73	LT			203
UD107D	108+57.73	109+28.14	LT			73
UD108A	107+46.37	108+56.76	RT			110
UD108B	107+46.34	108+56.71	RT			114
UD111A	111+25.22	111+35.22	LT			10
UD111B	111+35.22	111+45.22	LT			10
UD112A	111+35.19	112+10.80	LT			76
UD112B	110+22.10	111+35.19	LT			113
UD113A	113+35.38	113+58.65	LT			23
UD113B	112+20.81	113+58.58	LT			140
UD114A	114+98.84	115+59.42	LT			61
UD114B	115+59.42	117+52.75	LT			193
UD114C	114+98.65	115+59.35	LT			64
UD114D	115+59.35	117+52.83	LT			196
UD115A	117+61.13	119+33.99	LT			173
UD115B	117+61.06	119+33.81	LT			175
UD116A	117+29.15	117+59.30	RT			30
UD116B	117+29.13	117+59.30	RT			34
UD119	120+16.25	122+37.03	LT			221
UD121	120+16.11	122+37.00	LT			224
UD123	122+84.45	123+53.40	LT			72
UD124	122+84.61	124+83.21	LT			199
UD125	126+90.90	127+42.11	LT			53
UD128	125+78.48	126+56.60	LT			78
UD129	125+78.29	126+56.60	LT			80
UD133	123+58.44	124+83.03	LT			127
UD200	128+92.61	129+85.04	LT	92		
UD201	129+89.16	131+82.93	LT	194		
UD201A	131+82.93	131+84.93	LT		10	
UD202	131+86.96	135+58.20	LT	372		
UD202A	135+58.20	135+60.19	LT		12	
UD203	135+62.30	139+54.14	LT	392		
UD203A	139+54.14	139+56.14	LT		12	
TOTAL =				1,050	34	4,070

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

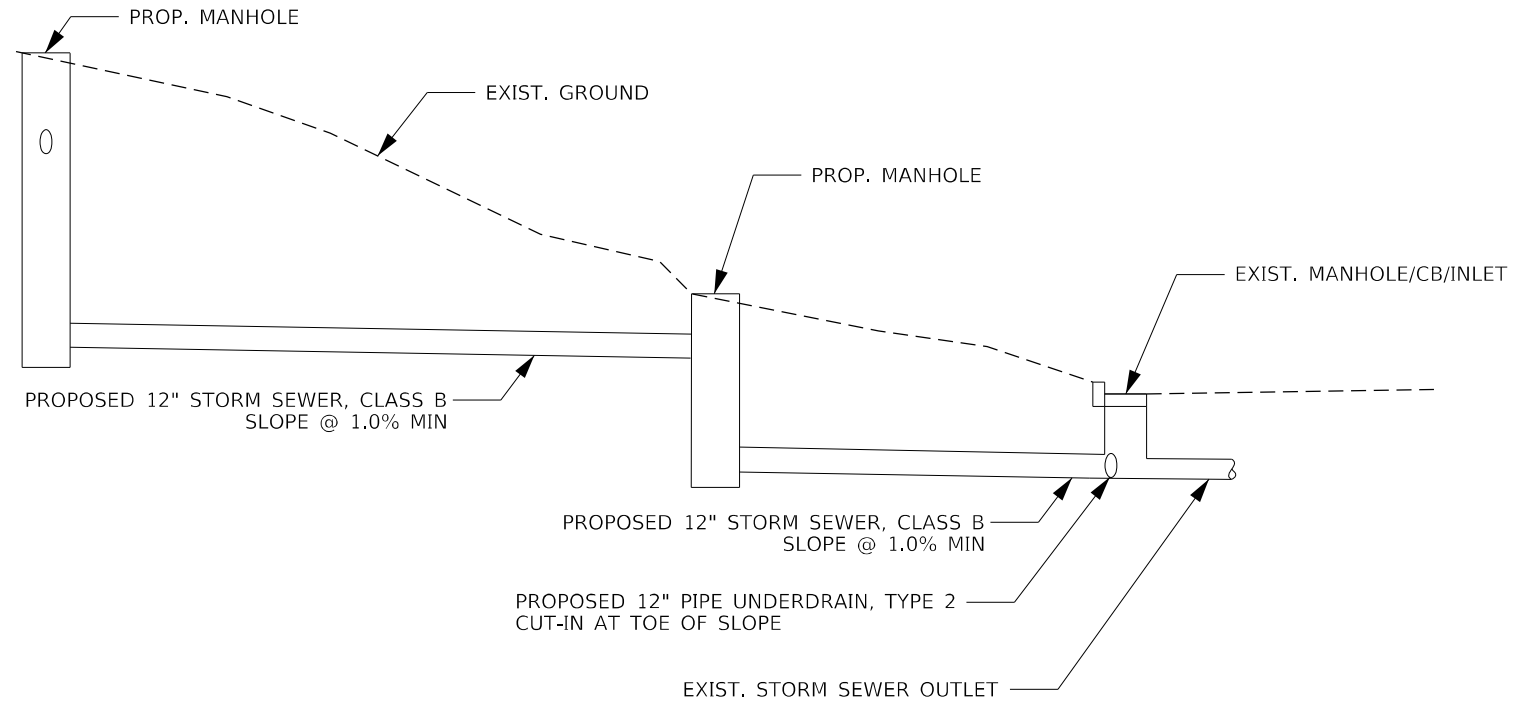
DRAINAGE SCHEDULES

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF1(742)				

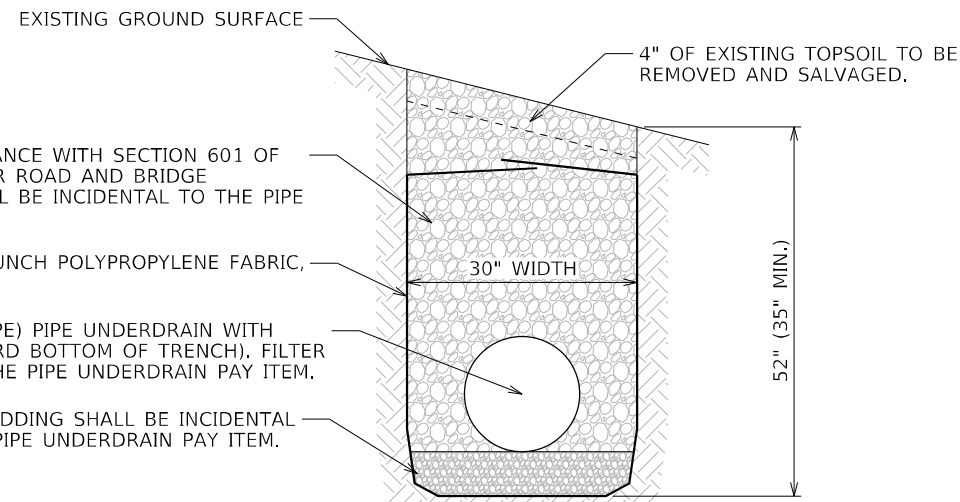
DRAINAGE GENERAL NOTES:

1. THE TYPE, SIZE, LOCATION AND INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN TAKEN FROM SURVEY AND AS-BUILT DRAWINGS AS AVAILABLE. THE CONTRACTOR SHALL VERIFY ALL INFORMATION FOR EXISTING PIPES IN THE FIELD PRIOR TO ORDERING MATERIALS SUCH AS PRECAST STRUCTURES AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
2. EXISTING DRAINAGE STRUCTURE LOCATIONS AND INVERTS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION AND INSTALLATION OF PROPOSED DRAINAGE ITEMS. GRADES OF SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED SEWERS CONNECTING TO EXISTING DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER.
3. OFFSETS AND TOP OF FRAME ELEVATIONS FOR STRUCTURES WHICH ARE LOCATED IN THE GUTTER ARE GIVEN AT THE EDGE OF PAVEMENT. OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR STRUCTURES NOT LOCATED IN THE GUTTER ARE GIVEN TO THE CENTER OF THE GRATE OR LID.
4. MAINTAINING DRAINAGE: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS TO BE USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCIDENTAL TO THE CONTRACT.
5. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORK DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATION, ALL DRAINAGE STRUCTURES ARE TO BE FREE FROM ALL DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER ITEMS.
6. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT THEIR EXPENSE DURING THE LIFE OF THE PROJECT UNTIL COMPLETION OF THE PROJECT.
7. EXISTING DRAINAGE STRUCTURES TO BE LEFT IN PLACE SHALL BE PROTECTED DURING CONSTRUCTION. MATERIALS, EQUIPMENT AND LABOR TO DO THIS WORK, AS DIRECTED BY THE ENGINEER, SHALL BE INCLUDED IN THE COST OF THE STORM SEWER PAY ITEMS. IF IN THE OPINION OF THE ENGINEER, THE DRAINAGE STRUCTURES ARE DAMAGED DUE TO THE CONTRACTOR'S OPERATION, THEY SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
8. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS, A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATIONS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.
9. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.
10. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c) OF THE SSRBC WILL NOT BE ALLOWED.
11. ALL DRAINAGE WORK ALONG THE I-90 CORRIDOR AND I-90 RAMPS SHALL FOLLOW IDOT STANDARD DETAILS FOR CATCH BASINS, MANHOLES, SEWER AND UNDERDRAINS. ALL DRAINAGE WORK ALONG FOSTER AVENUE SHALL FOLLOW CDOT AND CHICAGO DEPARTMENT OF WATER MANAGEMENT (CDWM) STANDARD DETAILS AND SPECIFICATIONS.



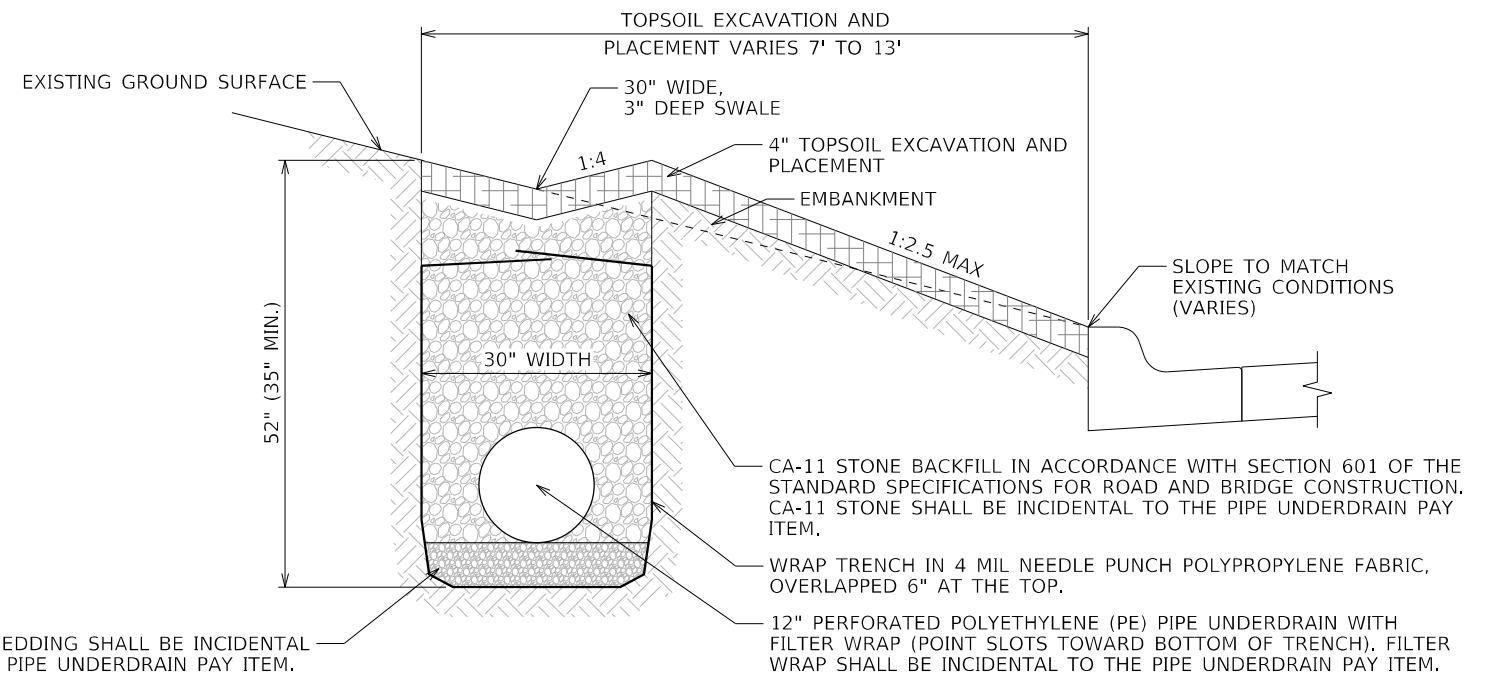
TYPICAL CROSS-SECTION DRAINAGE DETAIL

(NOT TO SCALE)



12" PIPE UNDERDRAIN DETAIL - MIDSLOPE

(NOT TO SCALE)



12" PIPE UNDERDRAIN DETAIL - WITHIN 10' OF ROADWAY

(NOT TO SCALE)

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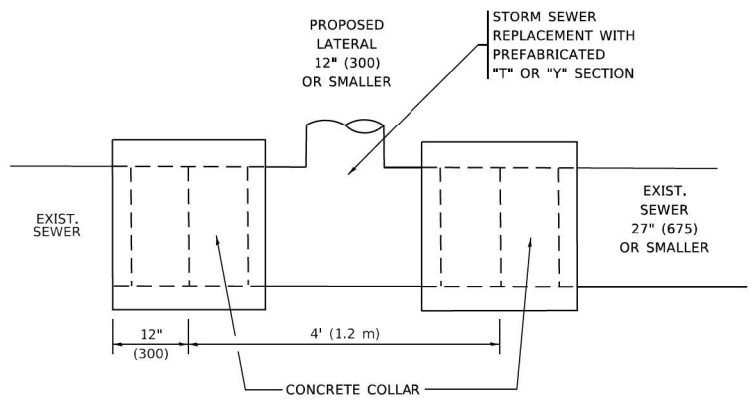
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE NOTES & DETAILS

SCALE: SHEET 1 OF 5 SHEETS STA. TO STA.

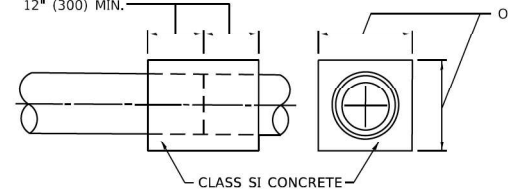
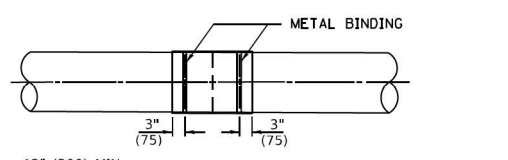
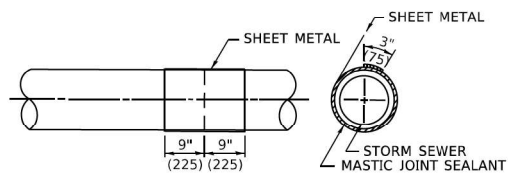
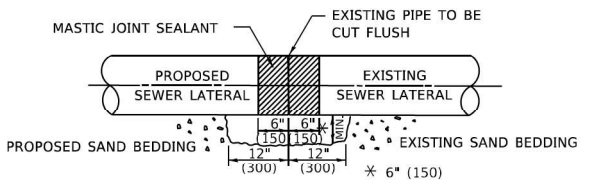
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	105
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF1E(742)				

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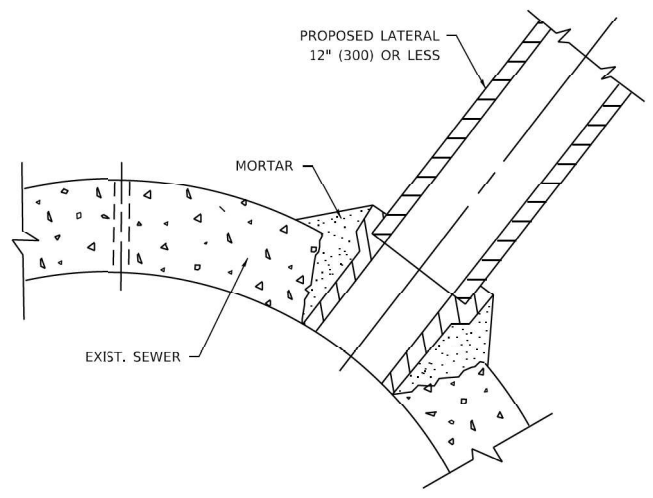
DETAIL "A"

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

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

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

GENERAL

1. 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.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. 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.



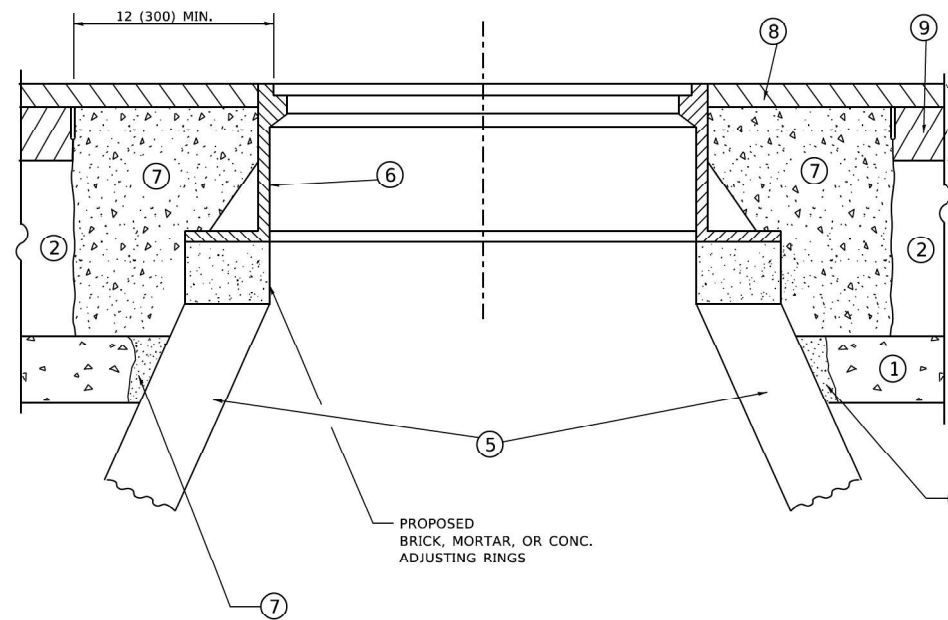
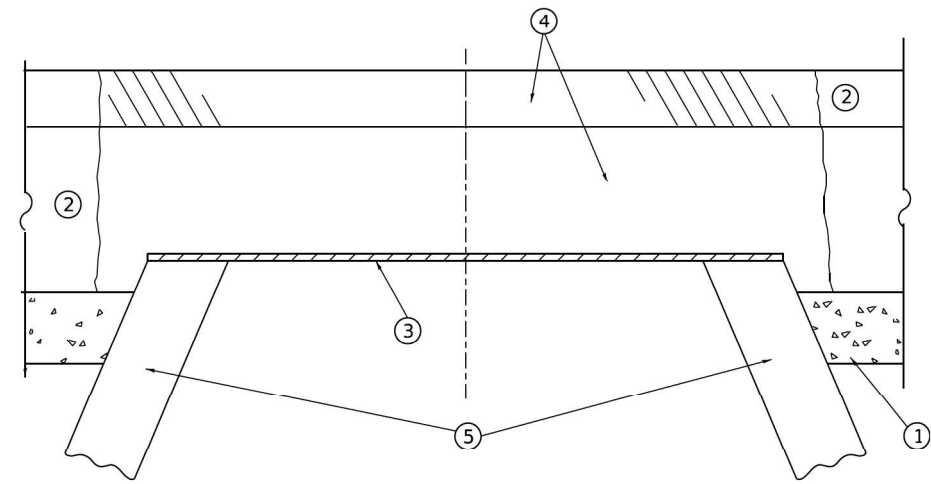
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PLOT DATE = 2/2/2024	DATE - 01/09/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT DISTRICT 1
STANDARD DETAILS

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	106
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF1(742)				



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

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

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 SHOW

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.

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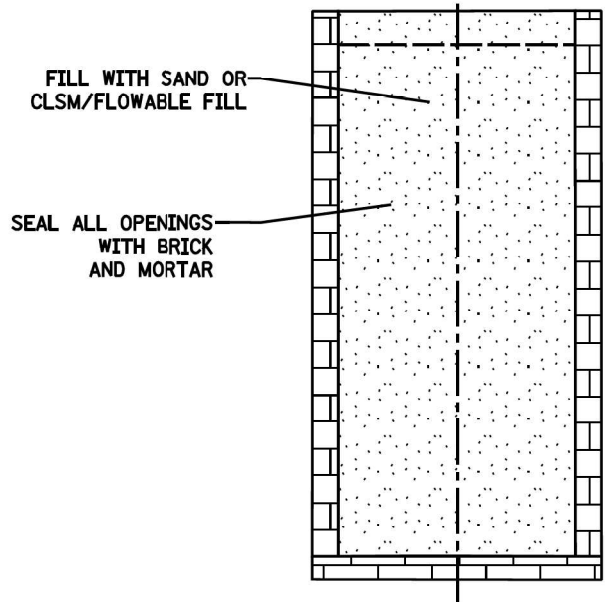
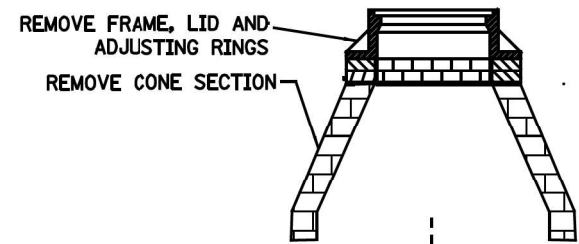
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

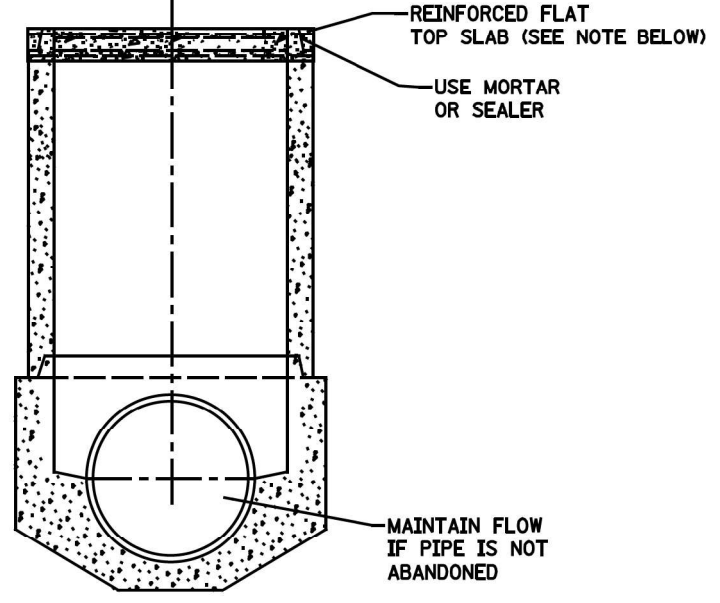
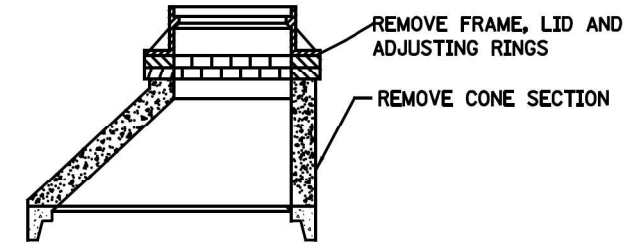
**IDOT DISTRICT 1
STANDARD DETAILS**

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

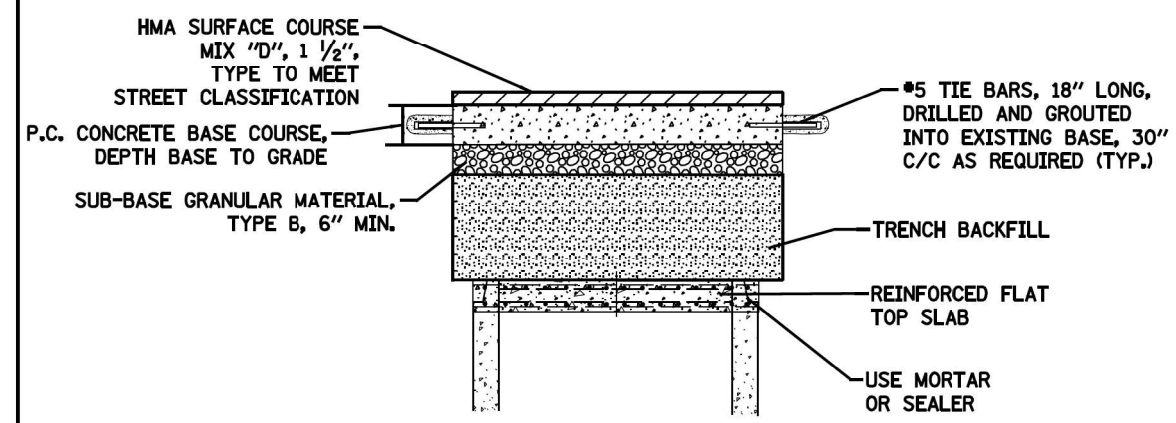
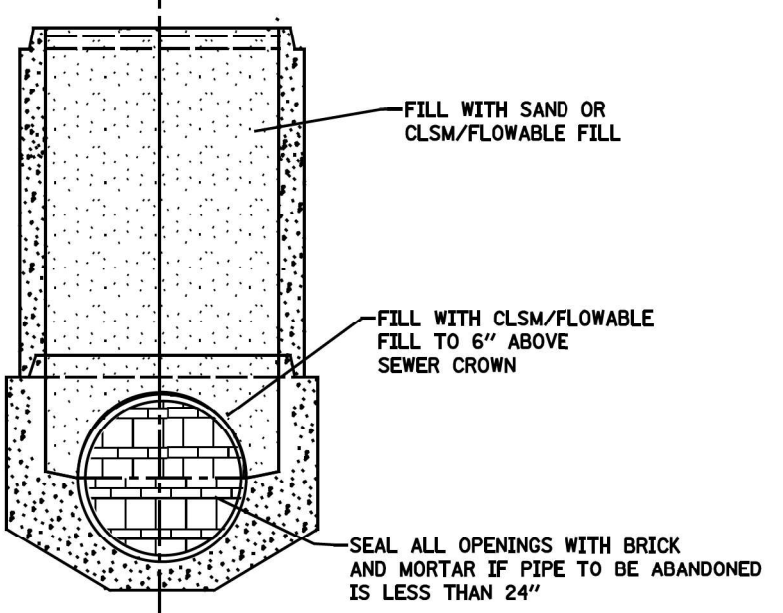
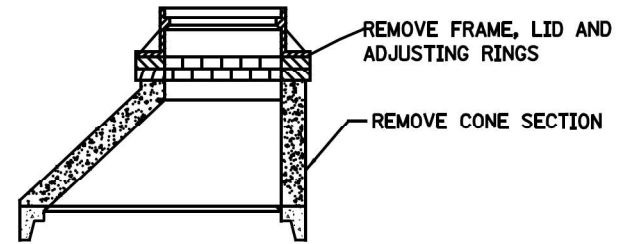
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CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF1E(742)				



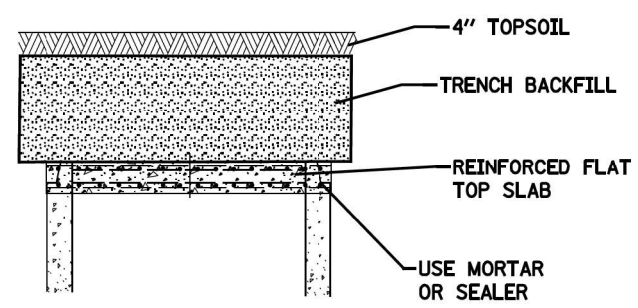
ABANDON CATCH BASIN



ABANDON MANHOLES



IN PAVEMENT AREA



IN LANDSCAPE AREA

NOTE
REINFORCED FLAT TOP SLAB. SEE IDOT STD. 602601-03 OR CURRENT MODIFIED WITH NO ACCESS HOLE

STANDARD REVISIONS		PERCENT COMPLETE	DATE	CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT BUREAU OF ENGINEERING SERVICES	DRAWN: CHECKED: REVIEWED:	SHEET NO. A.23
DATE	DESCRIPTION					
10/15/15	APPROVED PLAN	30		ABANDONED SEWER STRUCTURE DETAILS	OF	PN
		60				
		75				
		90				
		100				
		BULLETIN				

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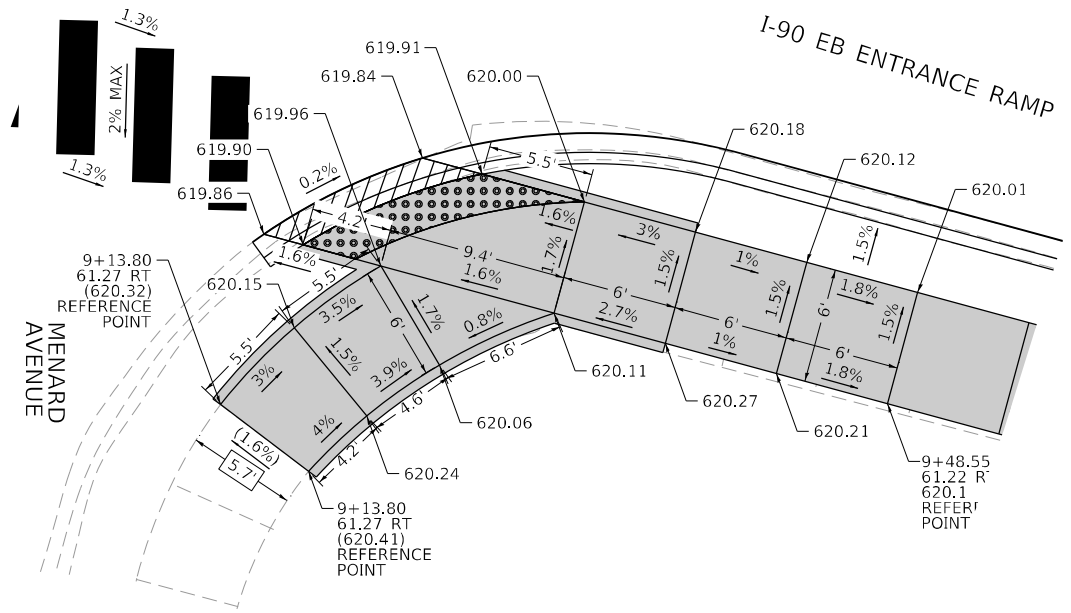
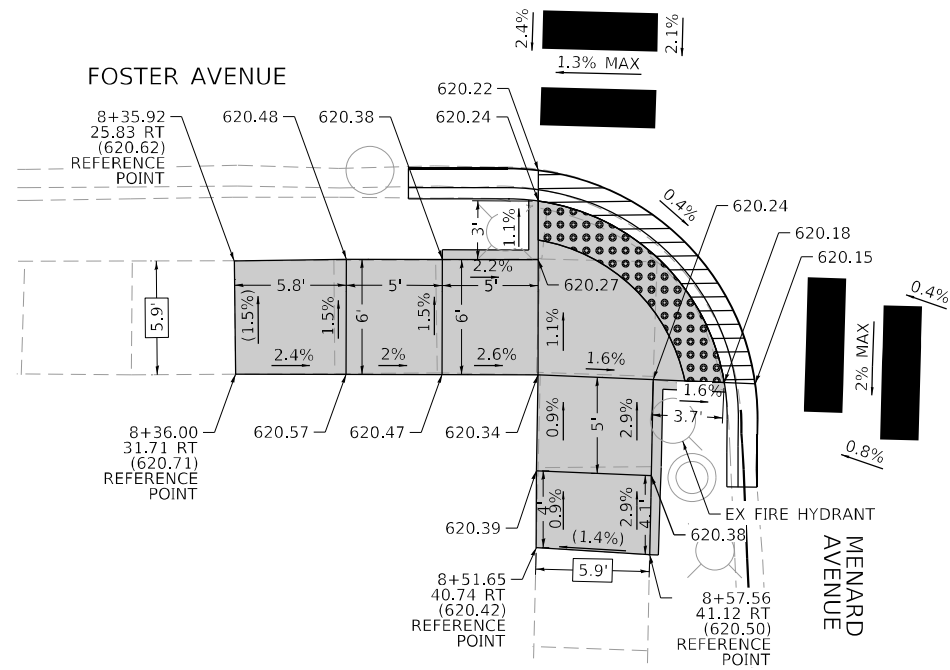
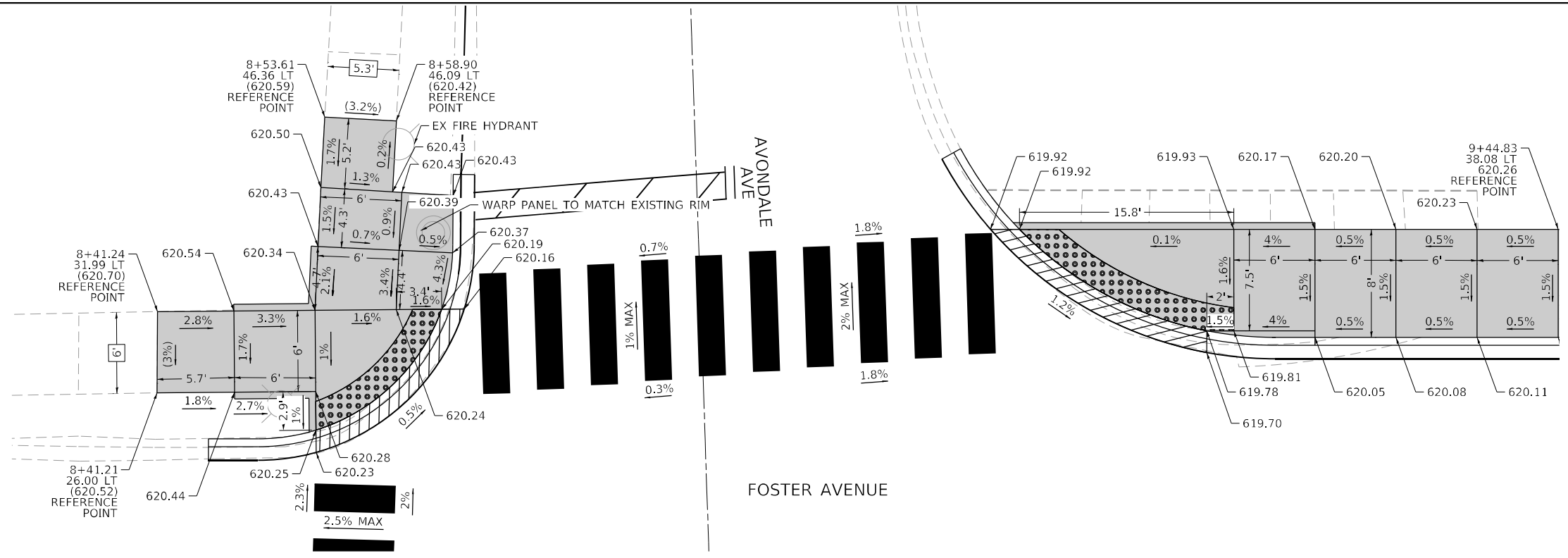
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PLOT DATE = 2/2/2024	DATE - 01/09/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT DRAINAGE DETAILS
CITY OF CHICAGO

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	109
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

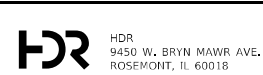


LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB & GUTTER
- EOP - EDGE OF PAVEMENT
- TOC - TOP OF CURB
- BOC - BOTTOM OF CURB



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USER NAME = YPARK	DESIGNED - NSA	REVISED -
	DRAWN - NSA	REVISED -
PLOT SCALE = 10,0000' / in.	CHECKED - DJP	REVISED -
PLOT DATE = 2/28/2024	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

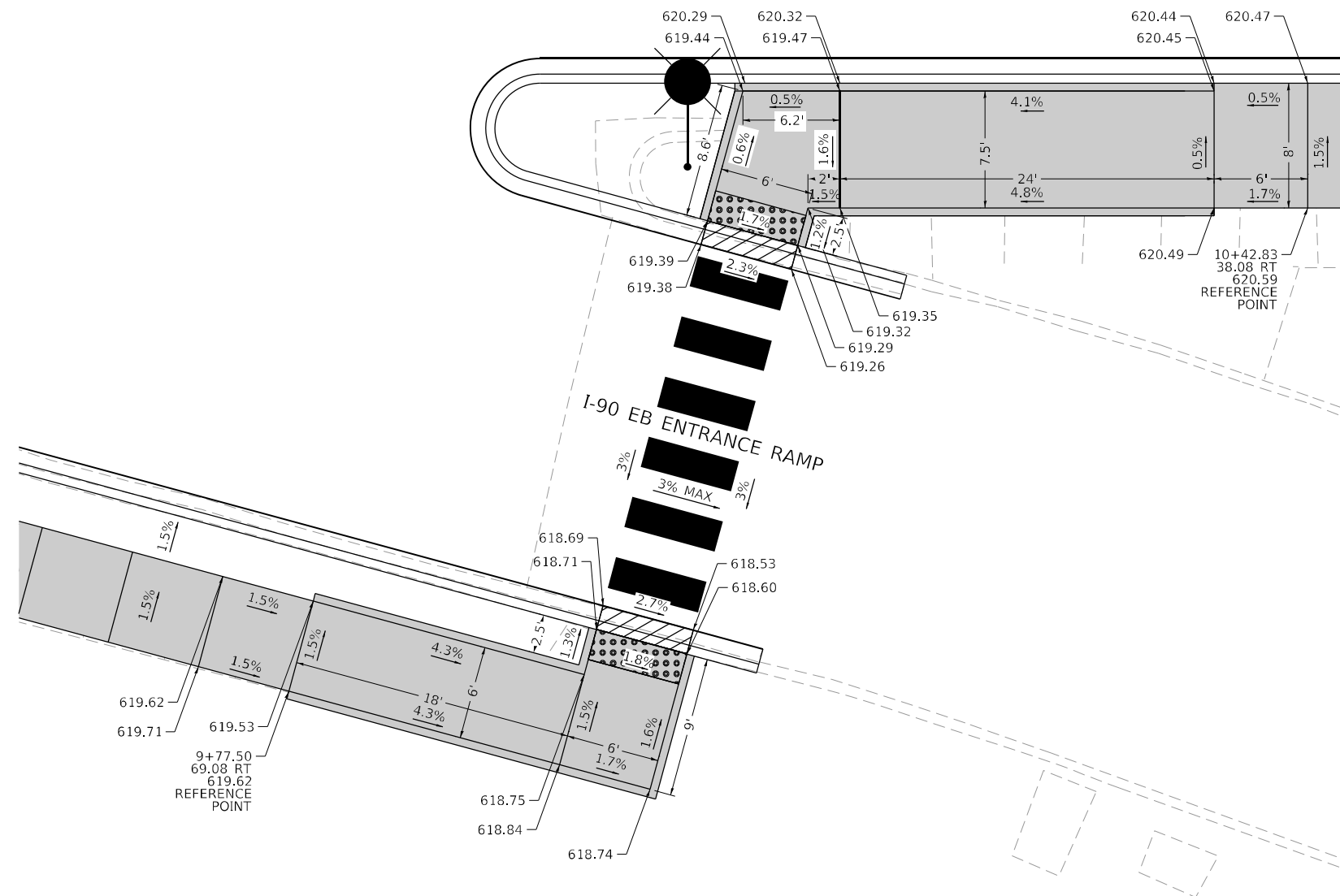
**ADA RAMP DETAILS
FOSTER AVENUE**

SCALE: 1"=5' SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	110
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



FOSTER AVENUE

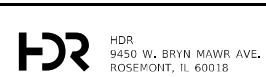


LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB & GUTTER
- EOP - EDGE OF PAVEMENT
- TOC - TOP OF CURB
- BOC - BOTTOM OF CURB



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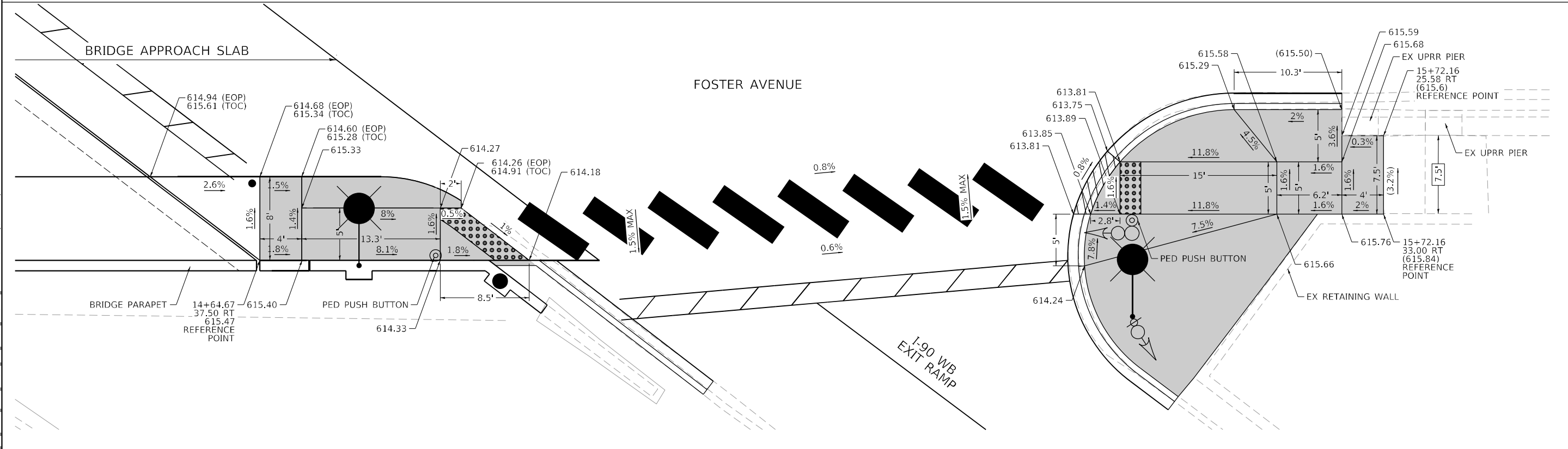
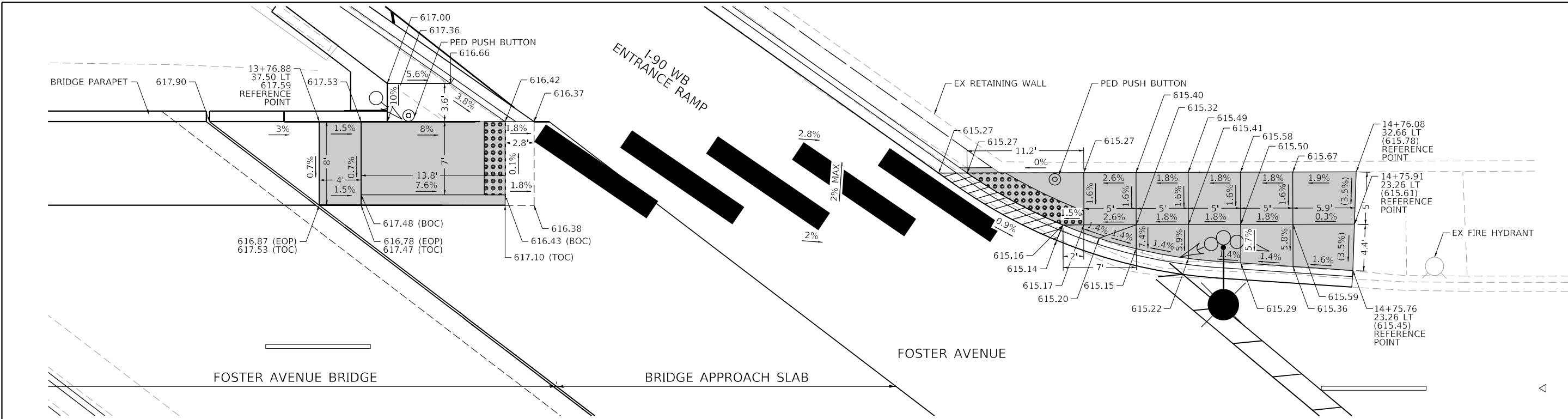
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DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS
FOSTER AVENUE**

SCALE: 1"=5' SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	111
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- DEPRESSED CURB & GUTTER
- EOP - EDGE OF PAVEMENT
- TOC - TOP OF CURB
- BOC - BOTTOM OF CURB



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
	DRAWN - NSA	REVISED -
PLOT SCALE = 10,0000' / in.	CHECKED - DJP	REVISED -
PLOT DATE = 2/2/2024	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

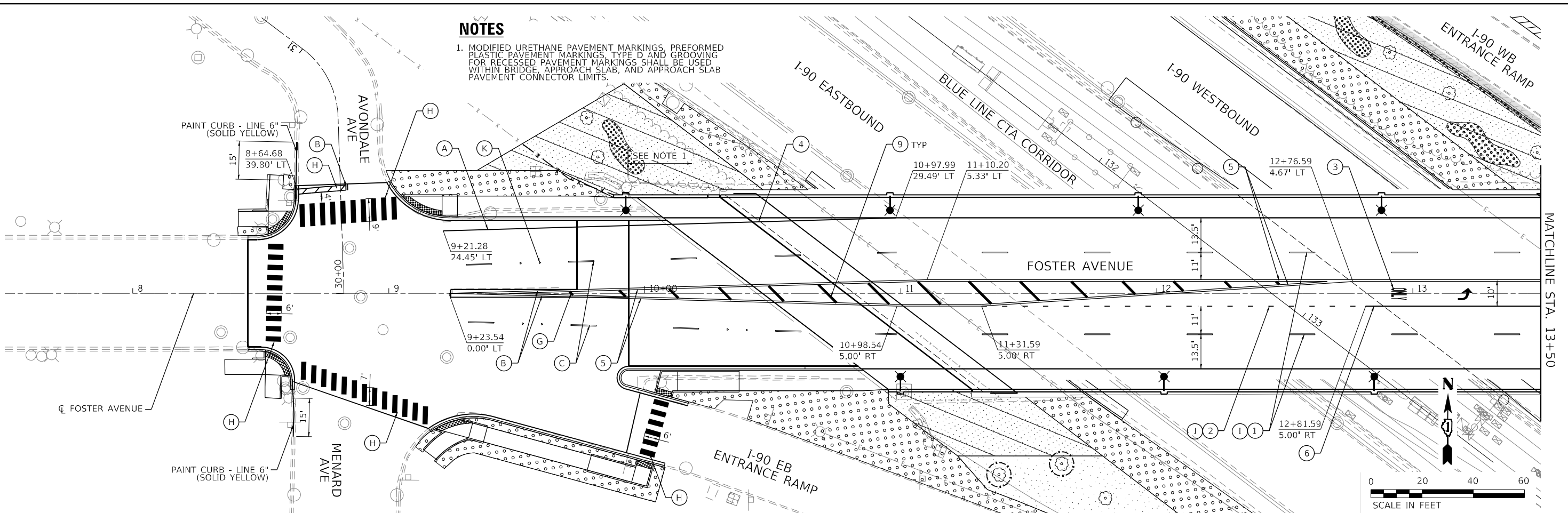
**ADA RAMP DETAILS
FOSTER AVENUE**

SCALE: 1"=5' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.1 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFF(742)				

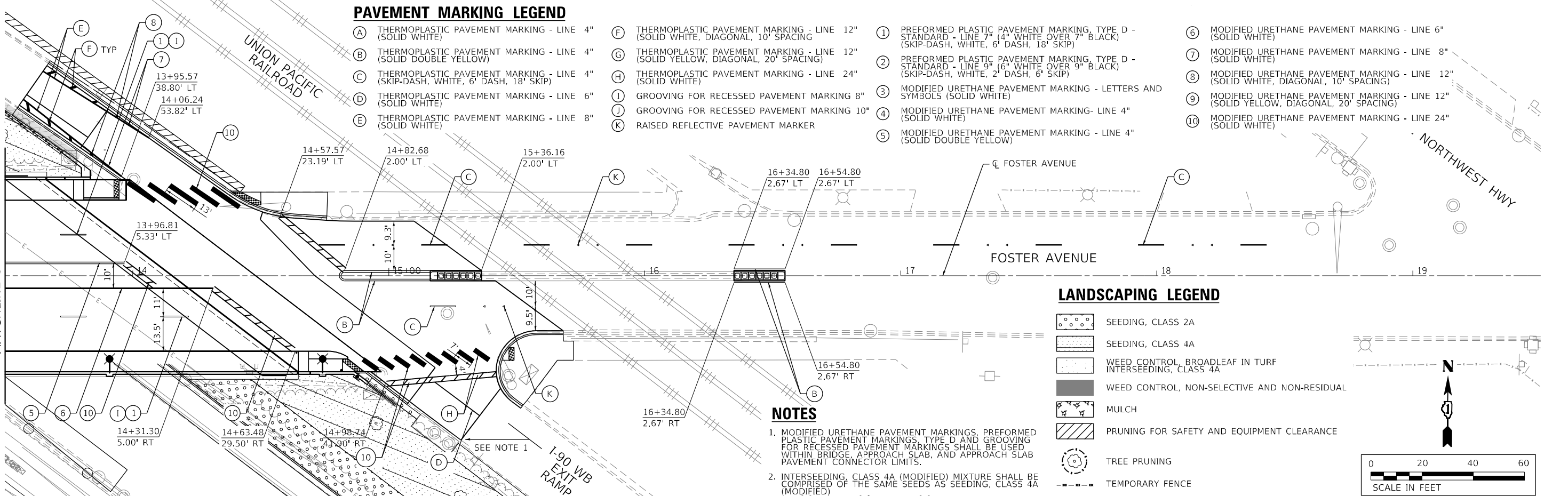
NOTES

1. MODIFIED URETHANE PAVEMENT MARKINGS, PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED WITHIN BRIDGE, APPROACH SLAB, AND APPROACH SLAB PAVEMENT CONNECTOR LIMITS.



PAVEMENT MARKING LEGEND

- | | | | |
|--|---|---|---|
| (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE) | (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 10' SPACING) | (1) PREFORMED PLASTIC PAVEMENT MARKING - LINE 7" (4" WHITE OVER 7" BLACK) (SKIP-DASH, WHITE, 6" DASH, 18" SKIP) | (6) MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SOLID WHITE) |
| (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW) | (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID YELLOW, DIAGONAL, 20' SPACING) | (2) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 9" (6" WHITE OVER 9" BLACK) (SKIP-DASH, WHITE, 2" DASH, 6" SKIP) | (7) MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (SOLID WHITE) |
| (C) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE, 6" DASH, 18" SKIP) | (H) THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE) | (3) MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (SOLID WHITE) | (8) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 10' SPACING) |
| (D) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE) | (I) GROOVING FOR RECESSED PAVEMENT MARKING 8" | (4) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID WHITE) | (9) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID YELLOW, DIAGONAL, 20' SPACING) |
| (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE) | (J) GROOVING FOR RECESSED PAVEMENT MARKING 10" | (5) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW) | (10) MODIFIED URETHANE PAVEMENT MARKING - LINE 24" (SOLID WHITE) |
| | (K) RAISED REFLECTIVE PAVEMENT MARKER | | |



LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- MULCH
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING
- TEMPORARY FENCE

NOTES

1. MODIFIED URETHANE PAVEMENT MARKINGS, PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED WITHIN BRIDGE, APPROACH SLAB, AND APPROACH SLAB PAVEMENT CONNECTOR LIMITS.

2. INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)

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PLOT SCALE = 40,0000' / in.	DRAWN - NSA	REVISED -
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	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

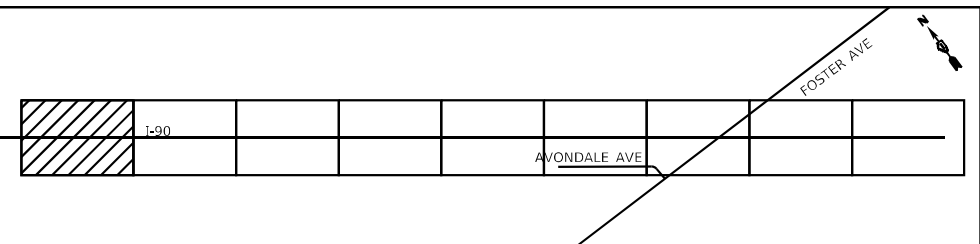
**PAVEMENT MARKING AND LANDSCAPING PLAN
FOSTER AVENUE**

SCALE: 1"=20' SHEET 1 OF 12 SHEETS STA. 7+50 TO STA. 19+50

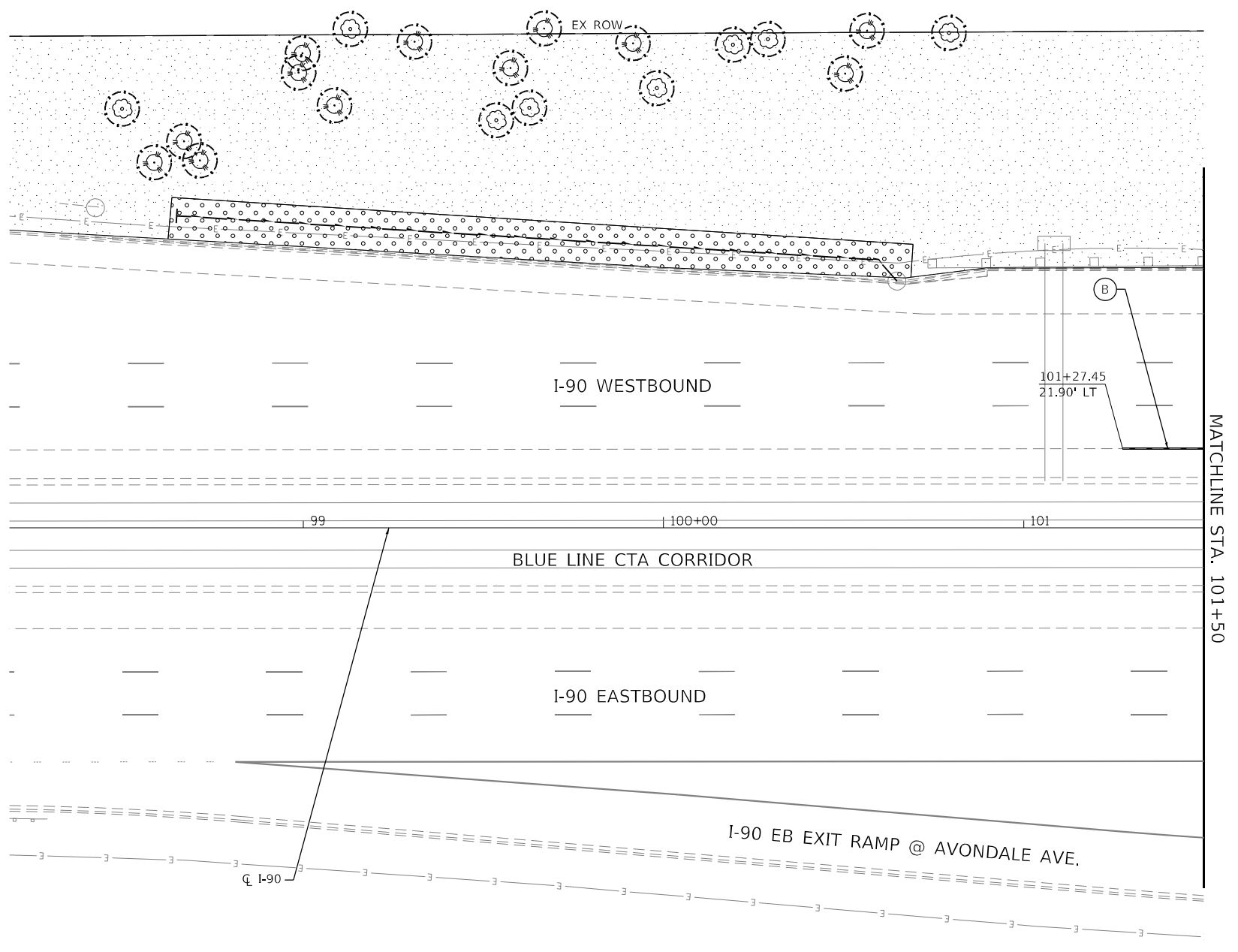
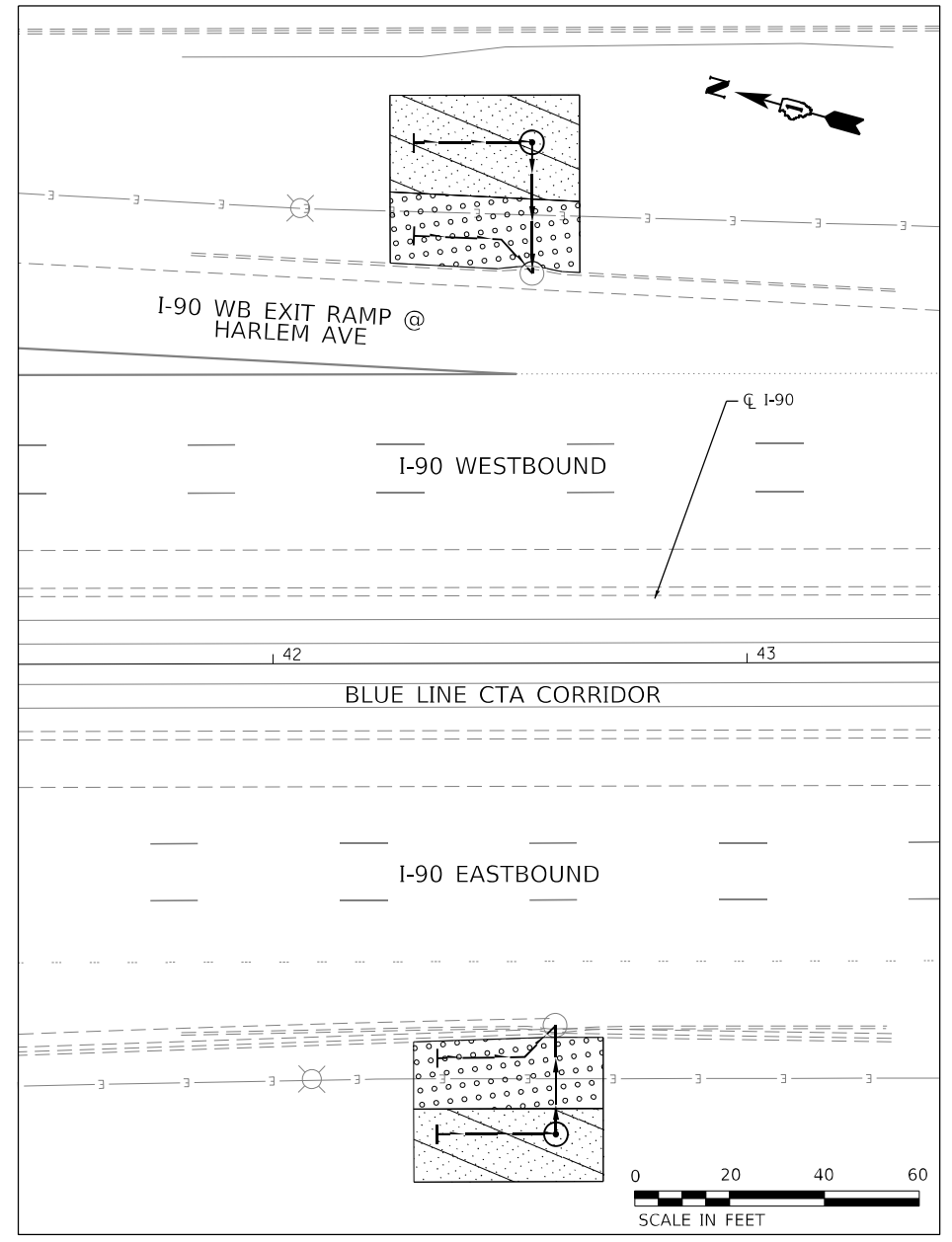
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	113
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF(742)				

NOTES

- INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



AT PROPOSED DRAINAGE WORK 300' WEST OF SAYRE AVE

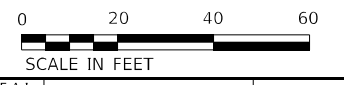


LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000 * / in.	DRAWN - NSA	REVISED -
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	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

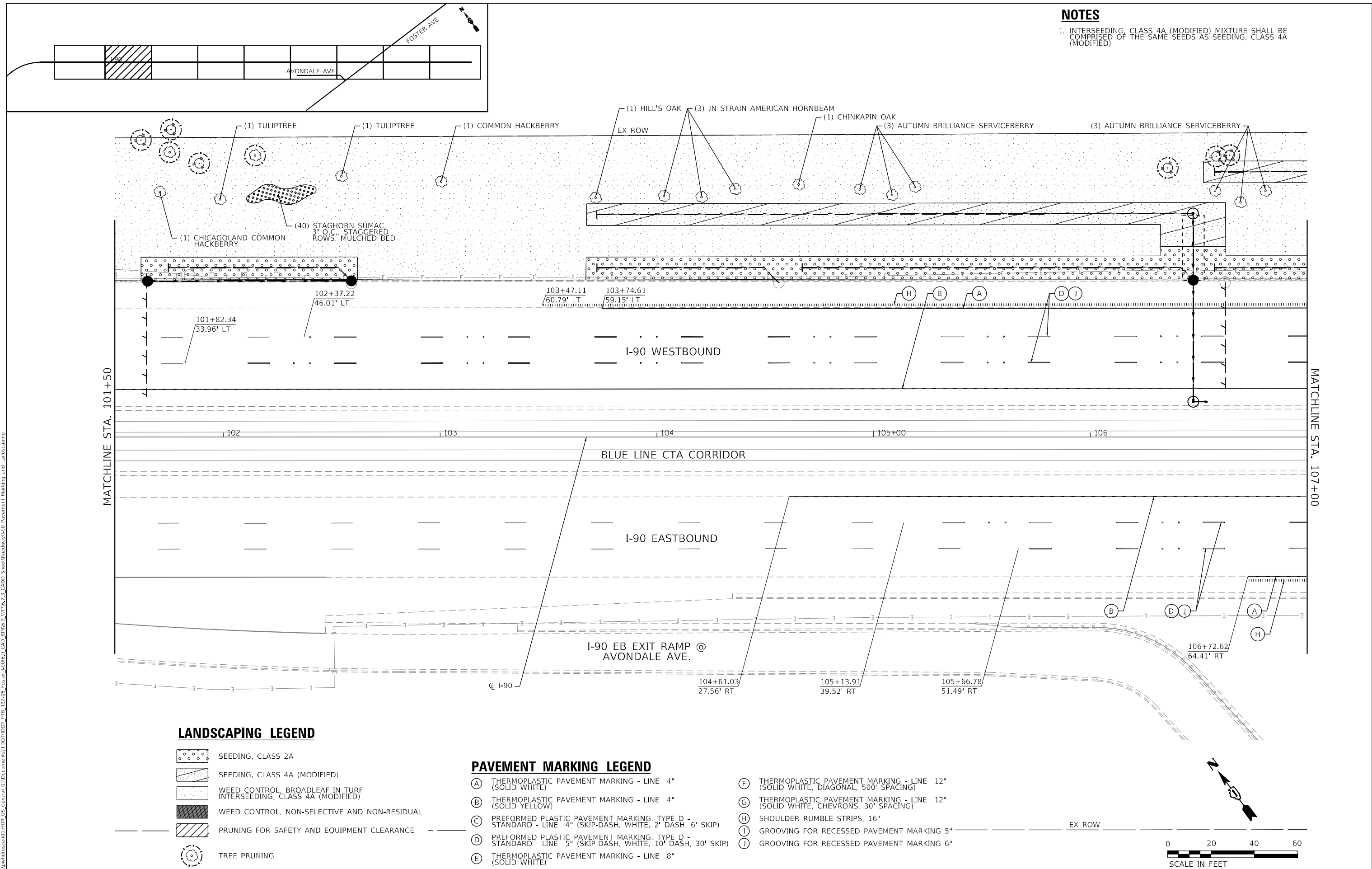
**PAVEMENT MARKING AND LANDSCAPING PLAN
 I-90**

SCALE: 1"=20' SHEET 2 OF 11 SHEETS STA. 41+50 TO STA. 101+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	114
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

1. INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



MATCHLINE STA. 101+50

MATCHLINE STA. 107+00

LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000 */ in.	DRAWN - NSA	REVISED -
PLOT DATE = 2/15/2024	CHECKED - DJP	REVISED -
	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

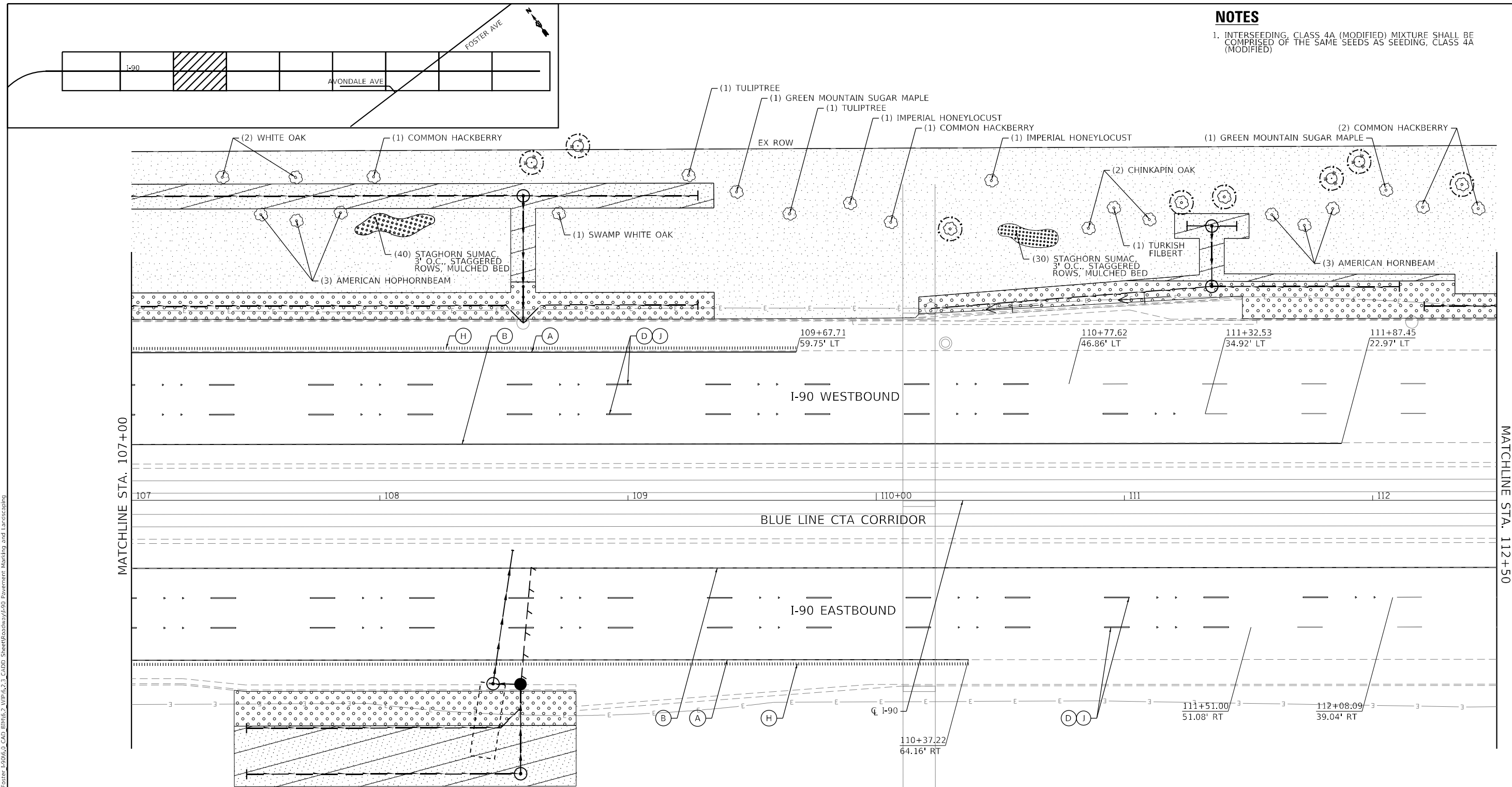
PAVEMENT MARKING AND LANDSCAPING PLAN
I-90

SCALE: 1"=20' SHEET 3 OF 11 SHEETS STA. 101+50 TO STA. 107+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	115
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

- INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



MATCHLINE STA. 107+00

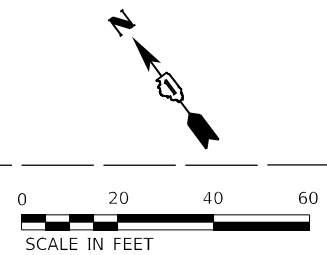
MATCHLINE STA. 112+50

LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000 * / in.	DRAWN - NSA	REVISED -
PLOT DATE = 2/15/2024	CHECKED - DJP	REVISED -
	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

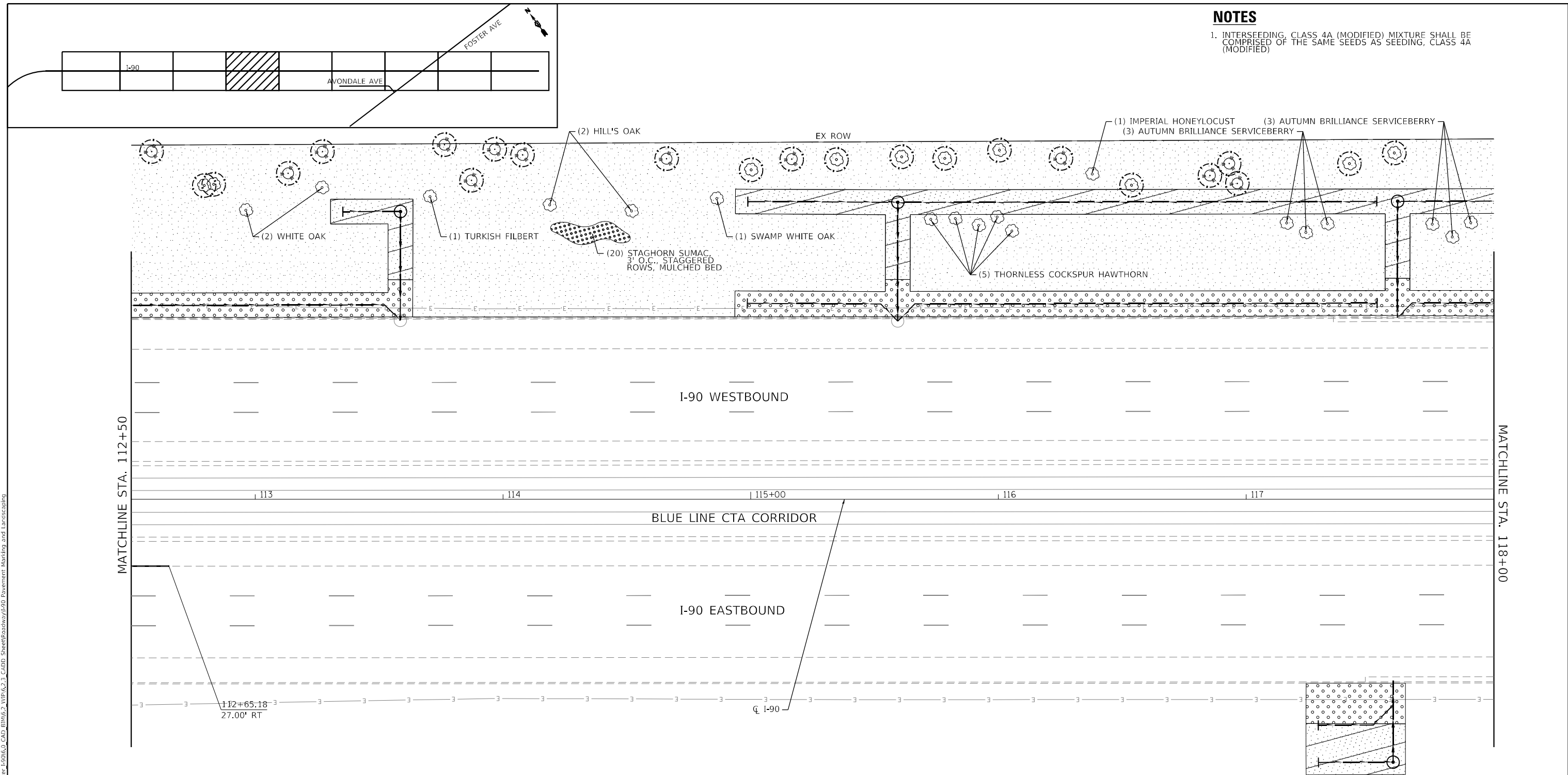
**PAVEMENT MARKING AND LANDSCAPING PLAN
I-90**

SCALE: 1"=20' SHEET 4 OF 11 SHEETS STA. 107+00 TO STA. 112+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	116
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

- INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



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MATCHLINE STA. 112+50

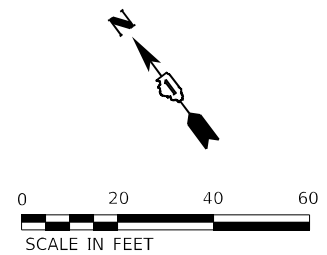
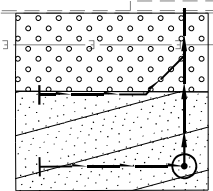
MATCHLINE STA. 118+00

LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000 * / in.	DRAWN - NSA	REVISED -
PLOT DATE = 2/15/2024	CHECKED - DJP	REVISED -
	DATE - 06/20/2022	REVISED -

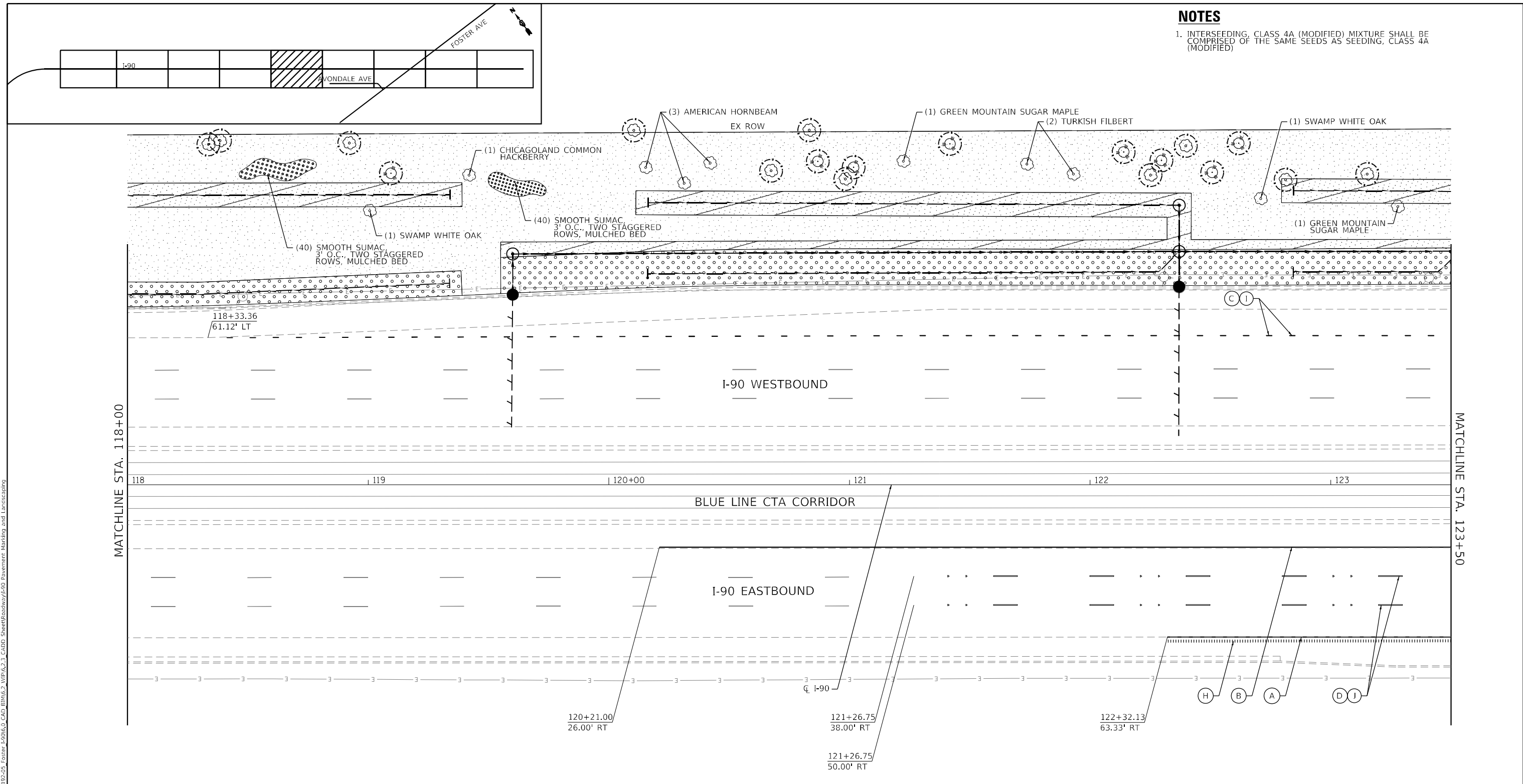
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND LANDSCAPING PLAN			
I-90			
SCALE: 1"=20'	SHEET 5 OF 11 SHEETS	STA. 112+50 TO STA. 118+00	

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	117
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

- INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



MATCHLINE STA. 118+00

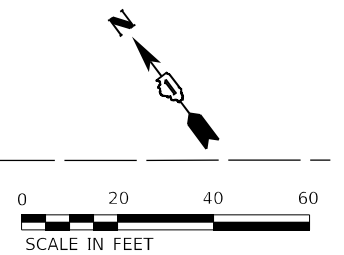
MATCHLINE STA. 123+50

LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
	DRAWN - NSA	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED - DJP	REVISED -
PLOT DATE = 2/15/2024	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

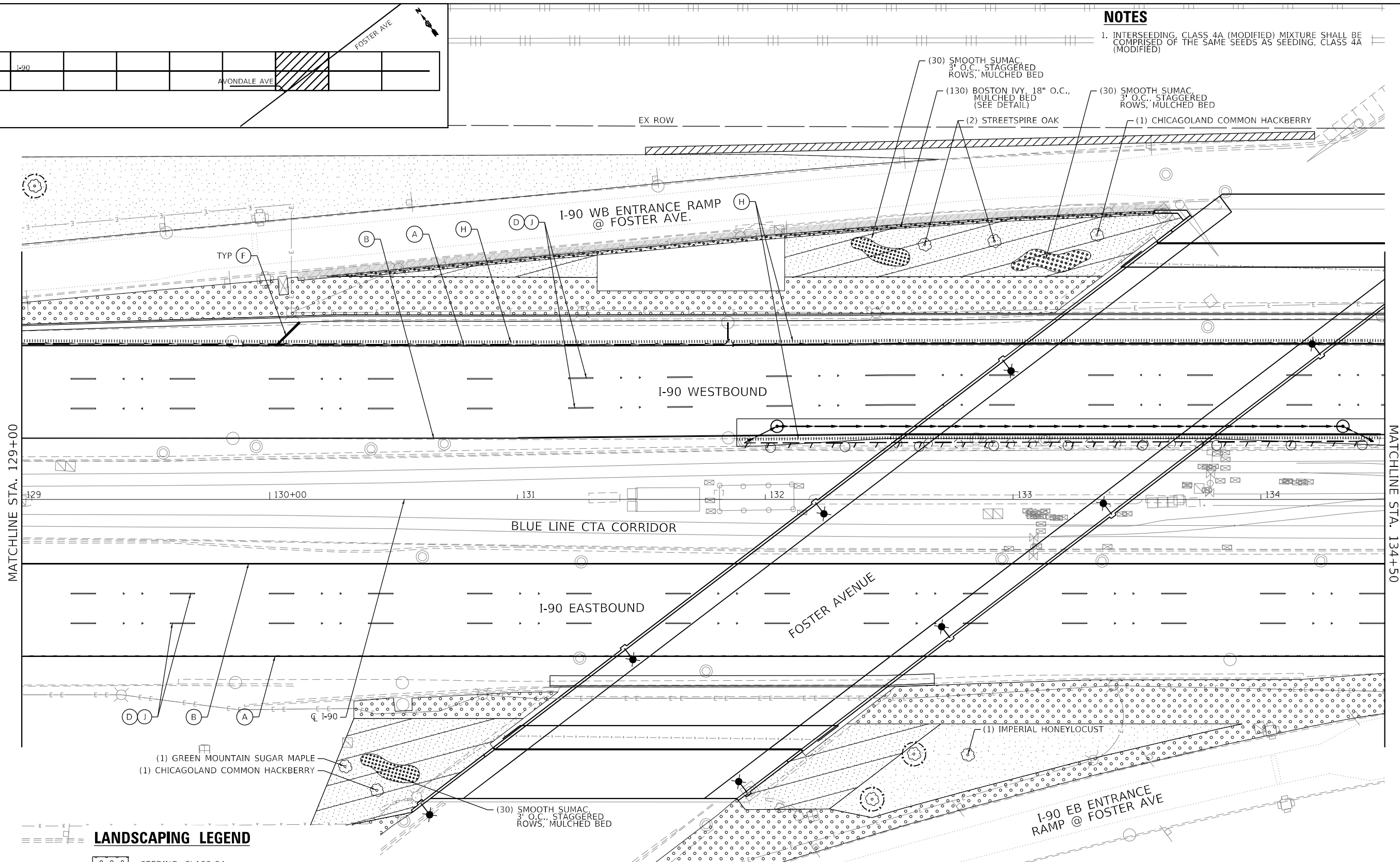
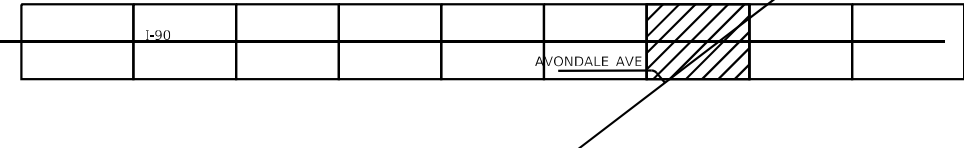
**PAVEMENT MARKING AND LANDSCAPING PLAN
I-90**

SCALE: 1"=20' SHEET 6 OF 11 SHEETS STA. 118+00 TO STA. 123+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	118
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

1. INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



MATCHLINE STA. 129+00

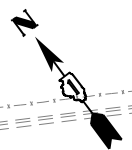
MATCHLINE STA. 134+50

LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
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- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN - NSA	REVISED -
PLOT DATE = 2/15/2024	CHECKED - DJP	REVISED -
	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

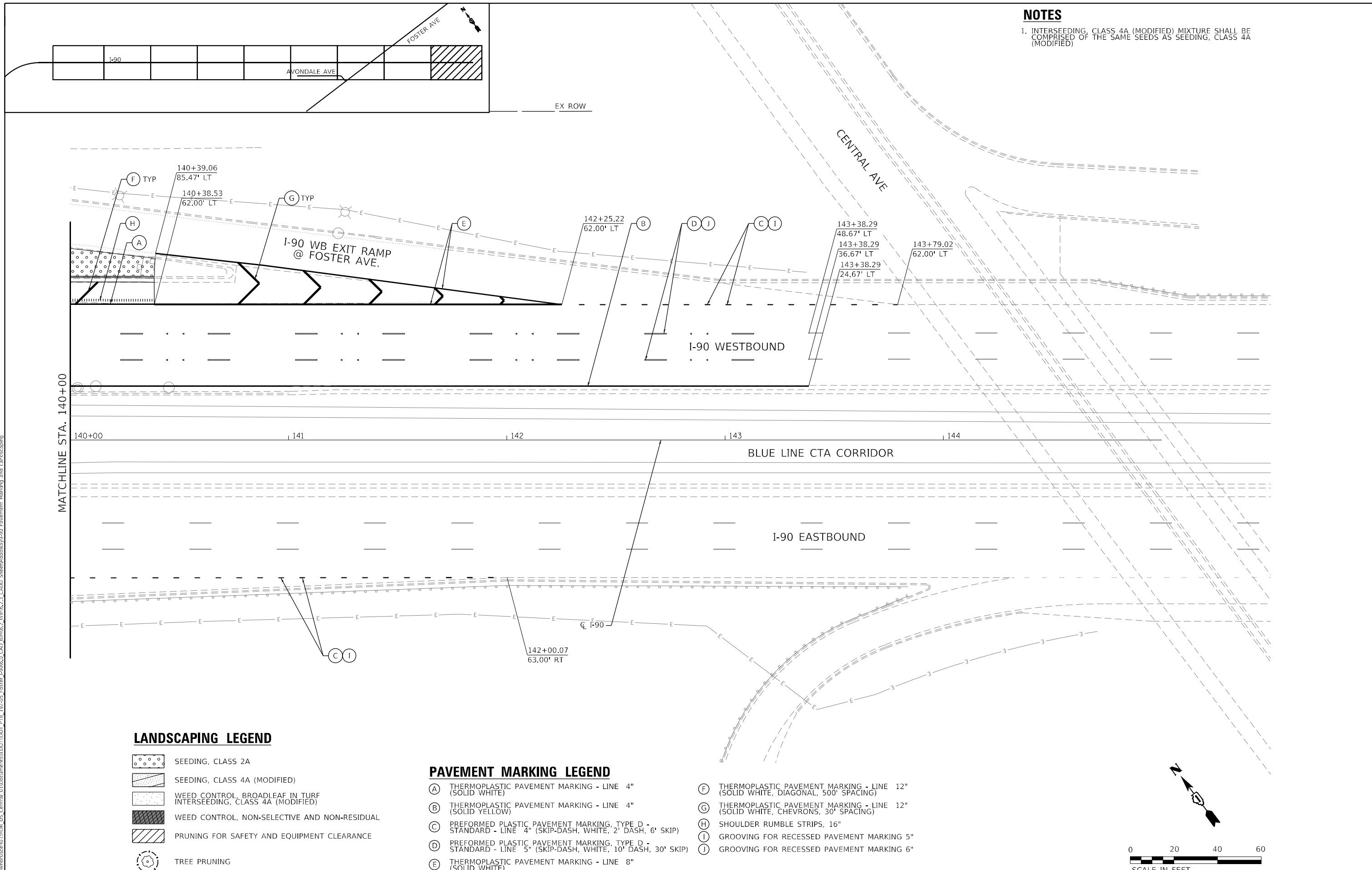
**PAVEMENT MARKING AND LANDSCAPING PLAN
I-90**

SCALE: 1"=20' SHEET 8 OF 11 SHEETS STA. 129+00 TO STA. 134+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	120
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

1. INTERSEEDING, CLASS 4A (MODIFIED) MIXTURE SHALL BE COMPRISED OF THE SAME SEEDS AS SEEDING, CLASS 4A (MODIFIED)



LANDSCAPING LEGEND

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, BROADLEAF IN TURF INTERSEEDING, CLASS 4A (MODIFIED)
- WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL
- PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
- TREE PRUNING

PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID WHITE)
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- (C) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" (SKIP-DASH, WHITE, 2' DASH, 6' SKIP)
- (D) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 5" (SKIP-DASH, WHITE, 10' DASH, 30' SKIP)
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, DIAGONAL, 500' SPACING)
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID WHITE, CHEVRONS, 30' SPACING)
- (H) SHOULDER RUMBLE STRIPS, 16"
- (I) GROOVING FOR RECESSED PAVEMENT MARKING 5"
- (J) GROOVING FOR RECESSED PAVEMENT MARKING 6"



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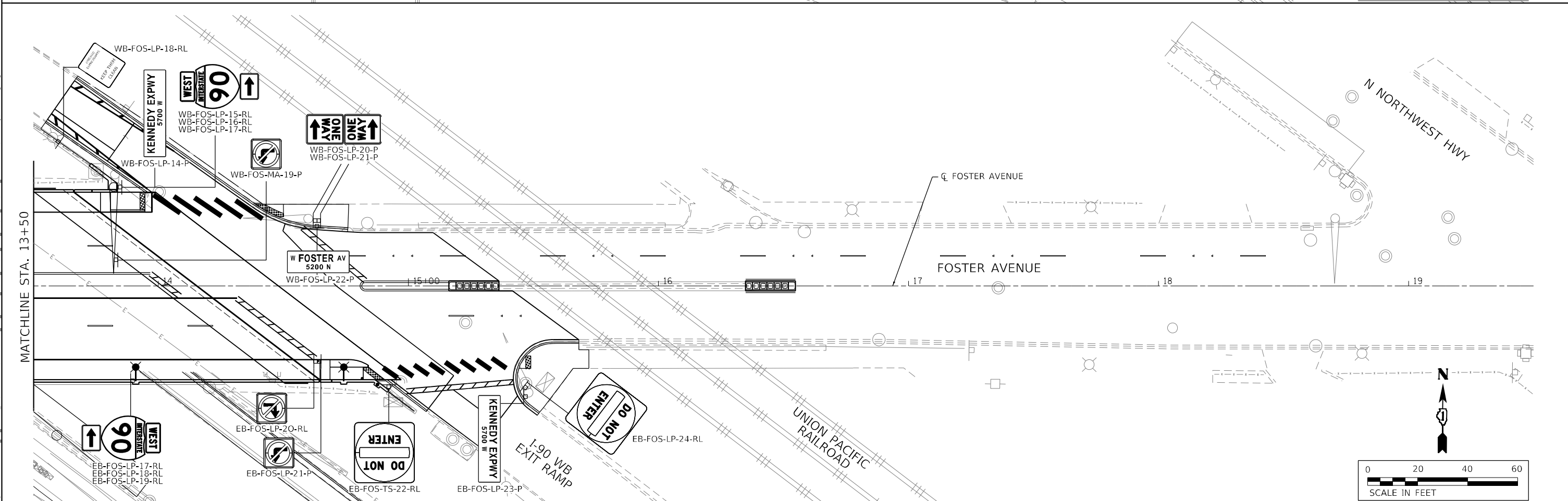
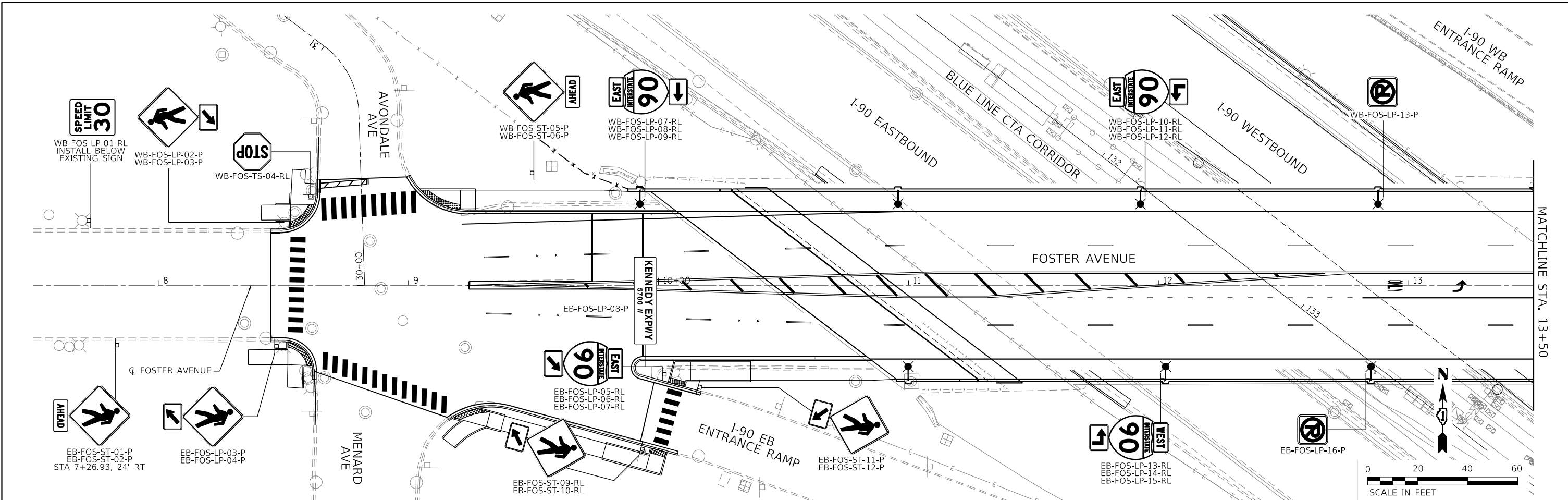
USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN - NSA	REVISED -
PLOT DATE = 2/15/2024	CHECKED - DJP	REVISED -
	DATE - 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND LANDSCAPING PLAN
I-90**

SCALE: 1"=20' SHEET 10 OF 11 SHEETS STA. 140+00 TO STA. 145+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	122
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



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

USER NAME = YPARK	DESIGNED - NSA	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN - NSA	REVISED -
PLOT DATE = 2/28/2024	CHECKED - DJP	REVISED -
	DATE - 06/20/2022	REVISED -

WB-FOS-LP-18-RL	WB-FOS-LP-15-RL	WB-FOS-LP-16-RL	WB-FOS-LP-17-RL	WB-FOS-LP-20-P	WB-FOS-LP-21-P
WB-FOS-LP-14-P	WB-FOS-LP-22-P	WB-FOS-LP-20-RL	WB-FOS-LP-21-P	WB-FOS-TS-22-RL	WB-FOS-LP-23-P

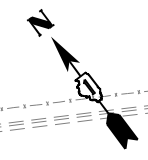
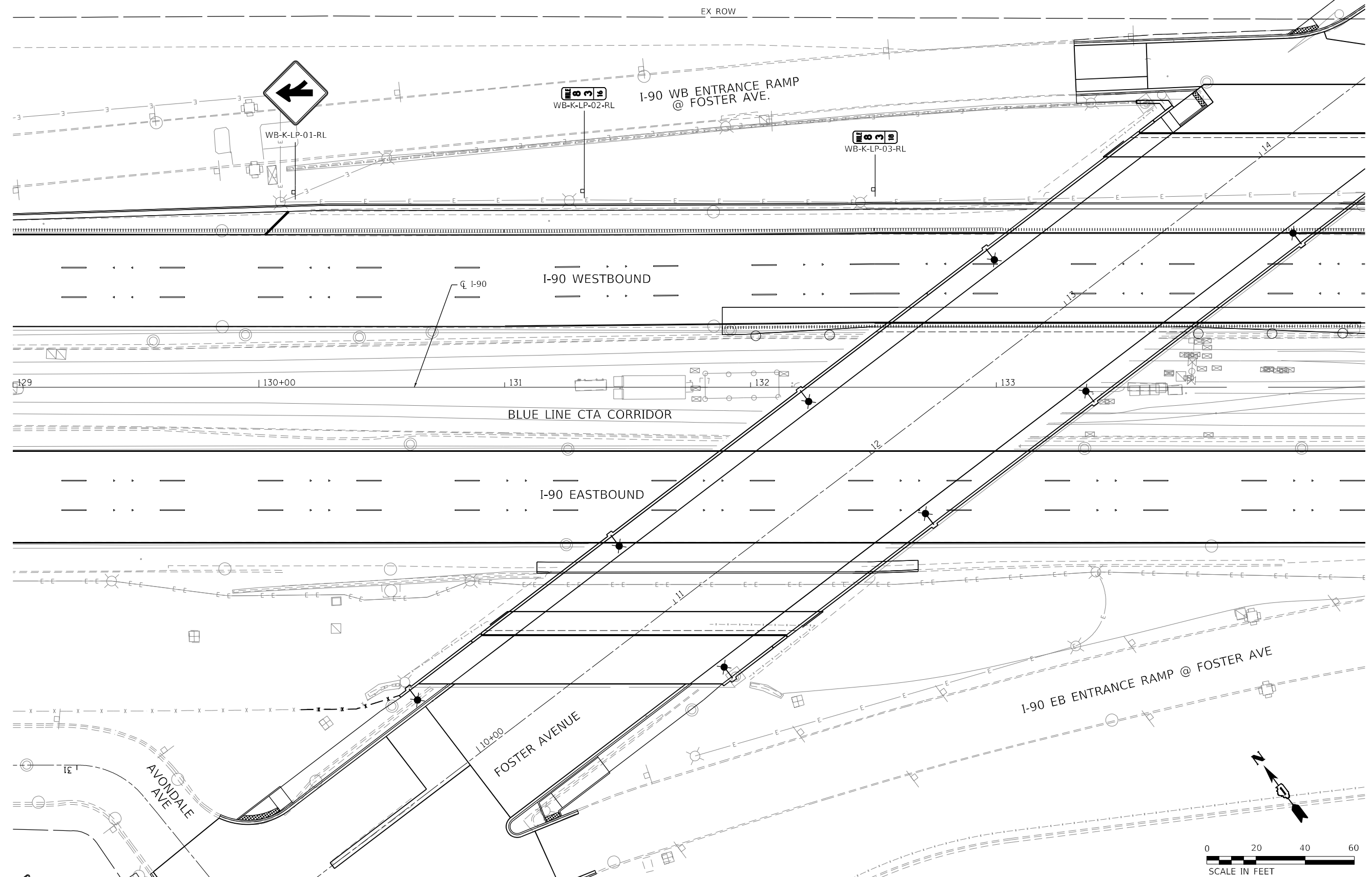
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=20'		SHEET 2 OF 3 SHEETS		STA. 7+50 TO STA. 19+50	
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SIGNING PLAN
FOSTER AVENUE

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	125
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

MODEL: Default
 FILE NAME: p:\projects\62123\62123_01\Documents\11\DOT\11DOT_PTB_192-05_Foster-LP016.0_CAD_BIM6.2_VIP6.2_3_CADD_SheetBoards\190_Signing



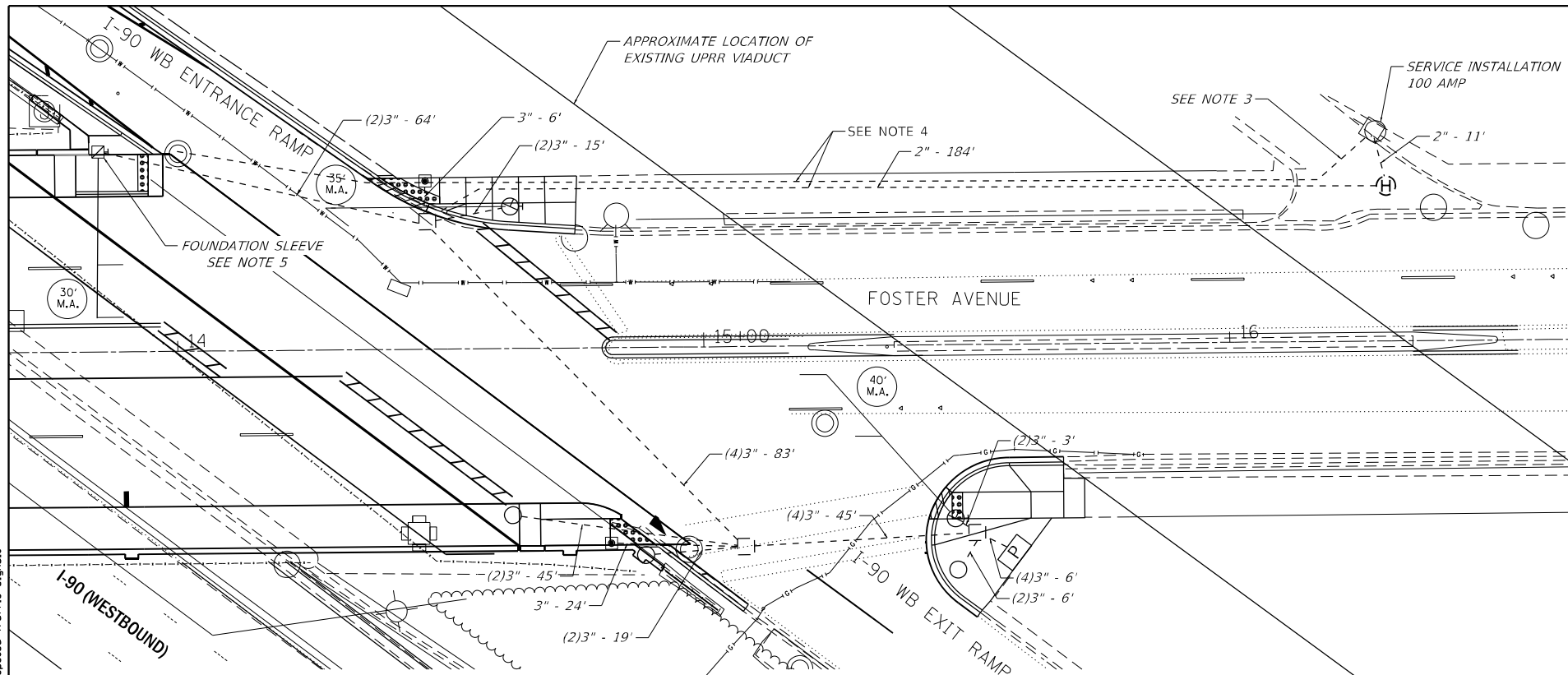
USER NAME = YPARK	DESIGNED - NSA	REVISD -
DRAWN - NSA	REVISD -	
PLOT SCALE = 40,0000 * / in.	CHECKED - DJP	REVISD -
PLOT DATE = 2/2/2024	DATE - 06/20/2022	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN
I-90

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 129+00 TO STA. 134+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	126
CONTRACT NO. 62123				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



FOUNDATION AND CONDUIT PLAN
1" = 30'

NOTES:

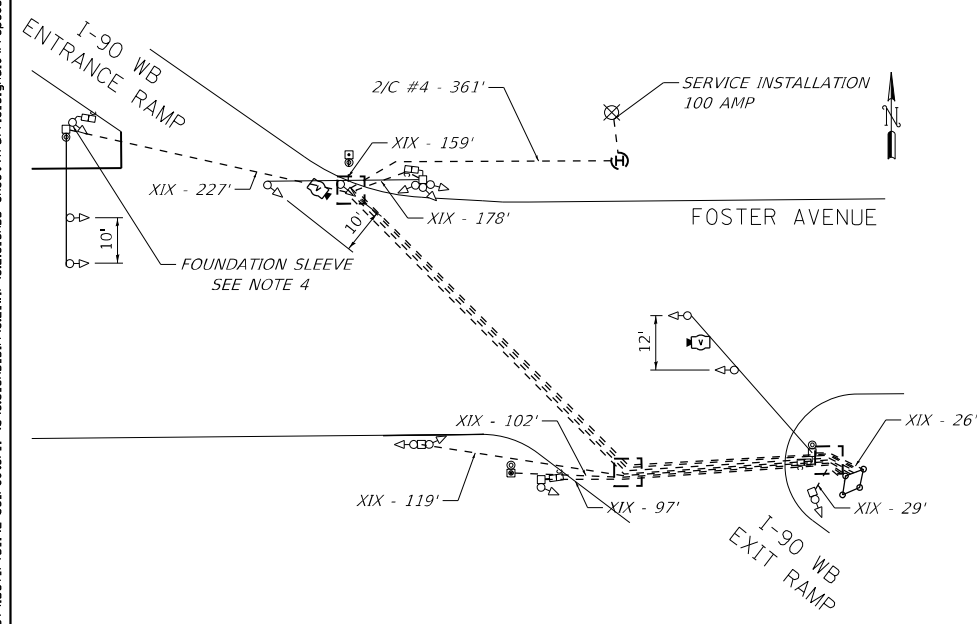
- VERTICAL CLEARANCE TO EXISTING WATERMAIN CROSSING SHALL BE A 18" MINIMUM.
- FOR ADDITIONAL MANHOLE AND CONDUIT DETAILS, SEE LIGHTING CONDUIT PLAN.
- EXISTING ELECTRICAL SERVICES NORTH OF FOSTER AVE. CABLE TO BE REMOVED AND CONDUIT TO BE ABANDONED. SEE LIGHTING PLANS FOR PROPOSED CONDUIT MODIFICATIONS. CABLE TO BE INSTALLED BY OTHERS.
- OPEN CUT IS PROHIBITED WHEN UNDERGROUND SERVICES AND/ OR EQUIPMENT IN THIS AREA.
- A FOUNDATION SLEEVE CONSISTING OF STEEL CORRUGATED METAL PIPE (10 GA. MIN.) SHALL BE PLACED WITHIN THE EAST ABUTMENT GRANULAR BACKFILL AT THE LOCATION SHOWN ON THE PLANS. THE DIAMETER OF THE FOUNDATION SLEEVE SHALL BE THE DESIGN DIAMETER OF THE TRAFFIC SIGNAL FOUNDATION. THE FOUNDATION SLEEVE SHALL BE SET WITHIN THE REQUIRED POSITION INDICATED ON THE PLANS PRIOR TO PLACING THE GRANULAR BACKFILL. TOP OF FOUNDATION SLEEVE SHALL BE 6" BELOW FINISHED GRADE. BRACE FOUNDATION SLEEVE AS NECESSARY TO MAINTAIN REQUIRED POSITION AND TO PREVENT EXCESSIVE DISTORTION OF SHAPE WHILE BACKFILLING AND COMPACTING AROUND THE FOUNDATION SLEEVE. A CAPPING APPARATUS CAPABLE OF PREVENTING INFILTRATION OF MATERIAL INTO THE VOID SPACE WITHIN THE FOUNDATION SLEEVE SHALL BE INSTALLED PRIOR TO GRADING THE SITE TO FINISHED GRADE. CONDUIT FOR TRAFFIC SIGNAL SHALL BE INSTALLED IN HOLES CUT OR DRILLED THROUGH THE FOUNDATION SLEEVE. AFTER COMPLETION OF GRADING A TRAFFIC SIGNAL FOUNDATION SHALL BE CONSTRUCTED WITHIN THE FOUNDATION SLEEVE ACCORDING TO THE DETAILS SHOWN ON THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TRAFFIC SIGNAL FOUNDATION.
- CONTRACTOR SHALL NOTIFY COMED A MINIMUM OF TWO WEEKS IN ADVANCE TO REQUEST DE-ENERGIZING. EXISTING TRAFFIC SIGNALS SHALL NOT BE DE-ENERGIZED PRIOR TO TRAFFIC DETOUR BEING IN PLACE.
- THE CONTRACTOR SHALL COORDINATE WITH IDOT ITS WHEN REMOVING AND REINSTALLING THE WIRELESS TRANSMITTER.

REMOVAL LEGEND

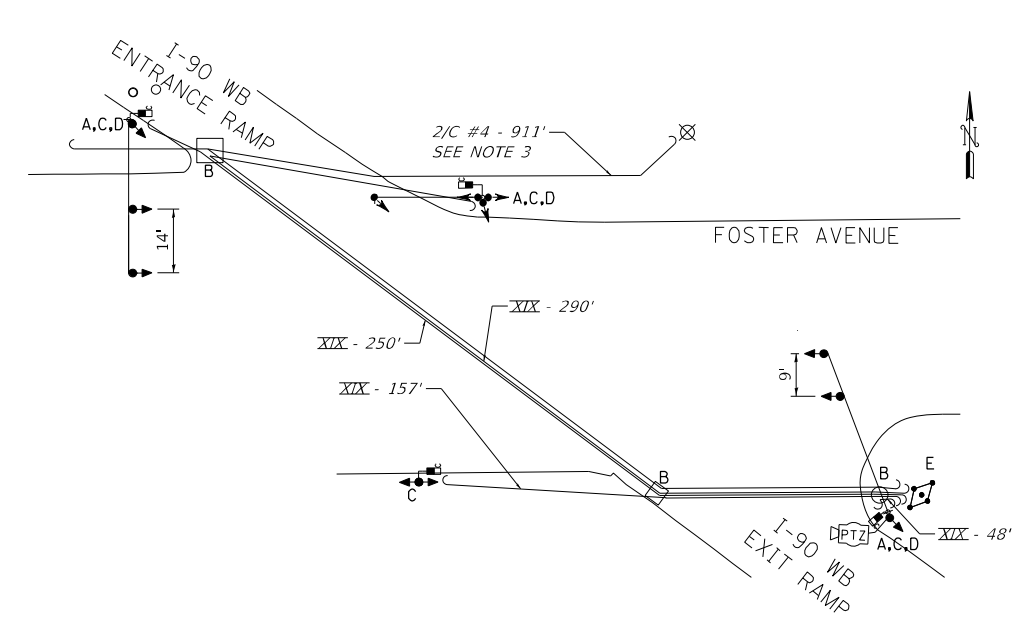
- A - REMOVE TRAFFIC SIGNAL FOUNDATION
- B - BREAKDOWN EXISTING MANHOLE/HANDHOLE
- C - REMOVE EXISTING TRAFFIC SIGNAL(S), PEDESTRIAN SIGNAL HEAD(S), AND POST OR POLE
- D - REMOVE EXISTING MAST ARM
- E - REMOVE EXISTING TRAFFIC CONTROLLER AND CABINET
- F - REMOVE EXISTING SERVICE INSTALLATION
- - REMOVE EXISTING CABLE

LEGEND

- C COUNTDOWN SIGNAL
- △ PROPOSED TRAFFIC SIGNAL
- PUSH BUTTON POST
- ⊙ APS PEDESTRIAN PUSH BUTTON
- Ⓜ PTZ PAN, ZOOM, TILT CAMERA



SIGNAL AND CABLE PLAN
NOT TO SCALE



SIGNAL AND CABLE REMOVAL PLAN
NOT TO SCALE

NO.	DATE	REVISION
SUPERSEDES DRAWING NO. :		DATED:
OUC NO. _____		DATE _____
APPROX. ADDRESS _____		
WORK ORDER NO. _____		DATE _____
COST ALLOCATION ACCOUNT _____		
APPROPRIATION ACCOUNT _____		MATERIAL _____
		LABOR _____
<p>TRAFFIC SIGNALS WB I-90 (KENNEDY EXPWY.) AT FOSTER AVE.</p>		
<p>DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING ELECTRICAL SECTION</p>		
DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		
SUPT. OF CONSTRUCTION:		
DEPUTY COMMISSIONER:		
SIZE: 22" 34"	SCALE: AS NOTED	DATE:

TS SHEET NO. 2



USER NAME = YPARK	DESIGNED DH	REVISED -
DRAWN DW	REVISED -	
PLOT SCALE = 30.0000' / in.	CHECKED JJD	REVISED -
PLOT DATE = 2/2/2024	DATE 06/20/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL PLAN
FOSTER AVENUE**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	128
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

DIAL	CYCLE LENGTH	OFFSET	TIMES OF OPERATION	FLASH OPERATION
1	105"	45"	ALL OTHER TIMES	RØ2, RØ4, RØ8
2	105"	41"	6:00 AM TO 10:00 AM MONDAY - FRIDAY	Ø7 ARROWS AND WALK/DON'T WALK OFF
3	105"	45"	3:00 PM TO 7:00 PM MONDAY - FRIDAY	
4				

DIAL 1

PHASE NUMBER	PHASE			
	2	4	7	8
DIRECTION	NB	EB	EBLT	WB
MIN GREEN	10		6	
VEHICLE EXT.	5		3	
MAX GREEN	15	80	9	68
TRAILING GREEN				
YELLOW CHANGE	3	3	3	3
RED CLEARANCE	2	2		2
WALK		67		55
PED CLEARANCE		13		13
SPLITS	20	85	12	73
SEQUENCE			LEAD	
ADVANCE PED(LPI)				
HOLDING PED(LAG PED)				
RECALL	MIN	COORD		COORD
FORCE MODE	FLOATING			

DIAL 2

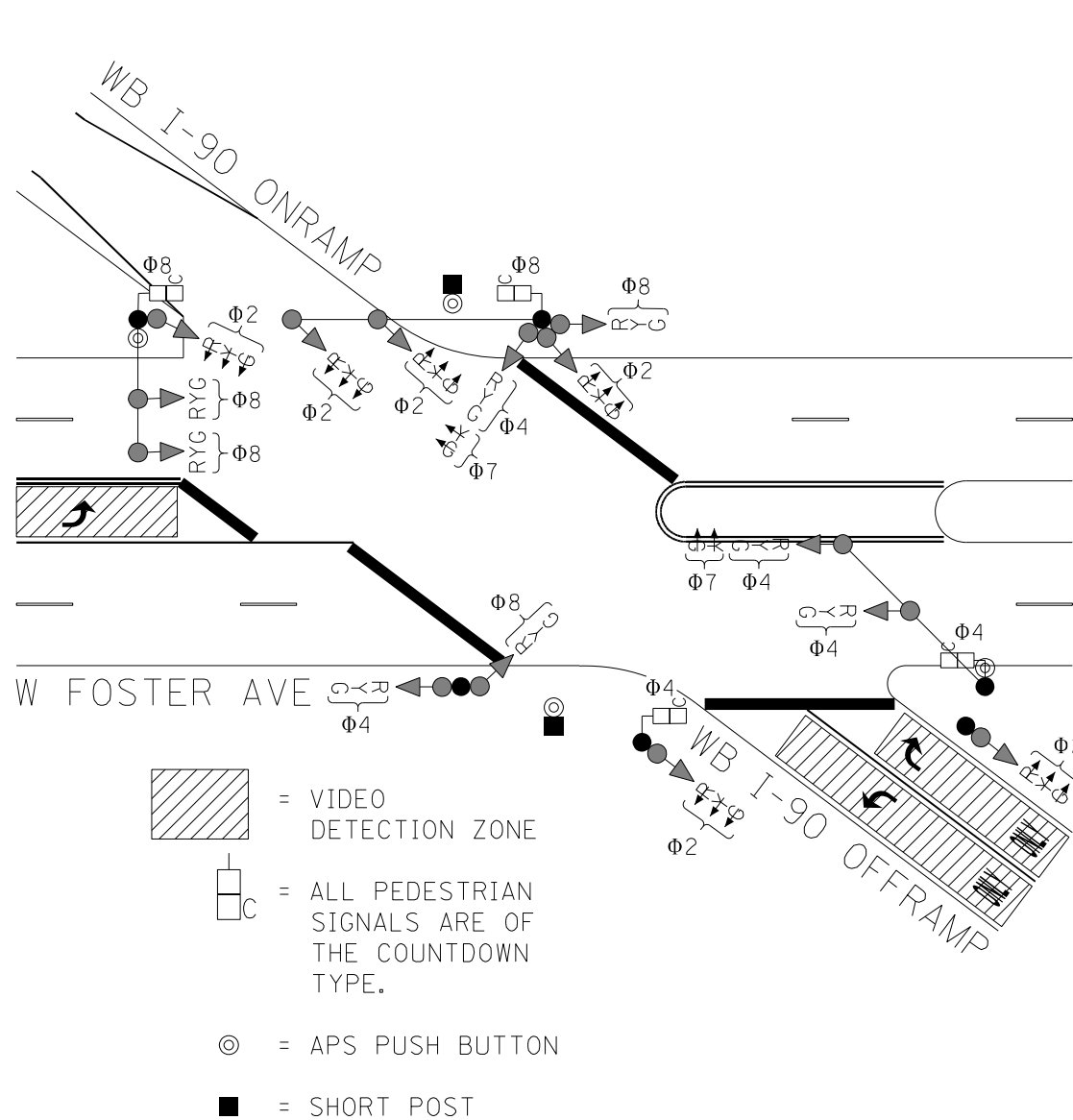
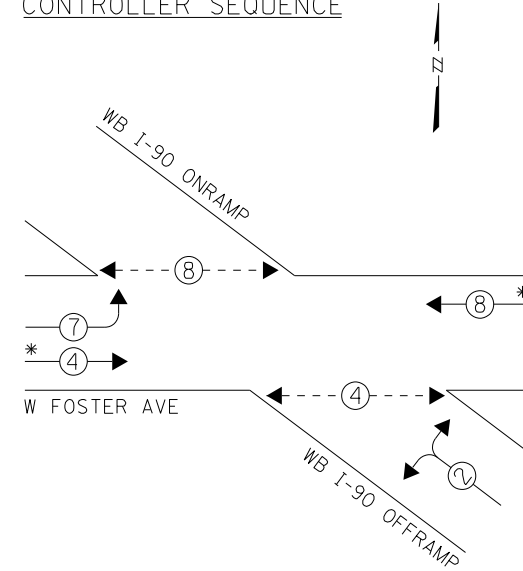
PHASE NUMBER	PHASE			
	2	4	7	8
DIRECTION	NB	EB	EBLT	WB
MIN GREEN	10		6	
VEHICLE EXT.	5		3	
MAX GREEN	10	85	9	73
TRAILING GREEN				
YELLOW CHANGE	3	3	3	3
RED CLEARANCE	2	2		2
WALK		72		60
PED CLEARANCE		13		13
SPLITS	15	90	12	78
SEQUENCE			LEAD	
ADVANCE PED(LPI)				
HOLDING PED(LAG PED)				
RECALL	MIN	COORD		COORD
FORCE MODE	FLOATING			

DIAL 3

PHASE NUMBER	PHASE			
	2	4	7	8
DIRECTION	NB	EB	EBLT	WB
MIN GREEN	10		6	
VEHICLE EXT.	5		3	
MAX GREEN	15	80	9	68
TRAILING GREEN				
YELLOW CHANGE	3	3	3	3
RED CLEARANCE	2	2		2
WALK		67		55
PED CLEARANCE		13		13
SPLITS	20	85	12	73
SEQUENCE			LEAD	
ADVANCE PED(LPI)				
HOLDING PED(LAG PED)				
RECALL	MIN	COORD		COORD
FORCE MODE	FLOATING			

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC SAFETY	
TRAFFIC SIGNAL TIMING SCHEDULE	
WB I-90 (KENNEDY EXPWY) RAMPS AT FOSTER AVE	
CONSULTANT FIRM NAME/ ADDRESS	5200 N./5700 W.
DESIGNED BY:	
TRAFFIC ENGINEER	
REVIEWED BY:	
DANIEL WOJCIK	TRAFFIC ENGINEER
APPROVED BY:	APPROVED BY:
JHAMAL DAVIS	TRAFFIC ENGINEER
DATE: 06-20-2022	DATE:
SHEET: 1 OF 1	SENT: INSTALLED:

CONTROLLER SEQUENCE



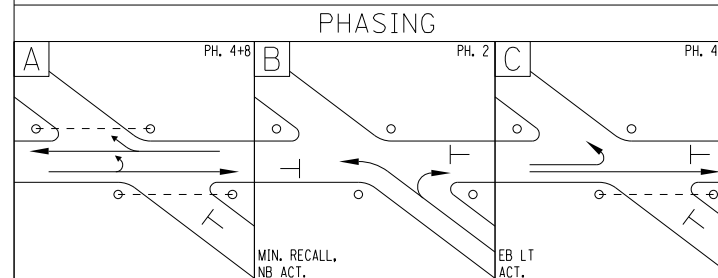
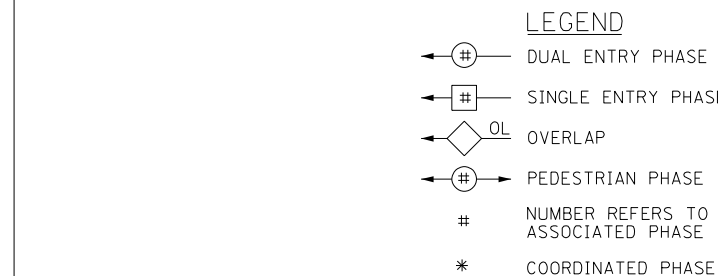
= VIDEO DETECTION ZONE

= ALL PEDESTRIAN SIGNALS ARE OF THE COUNTDOWN TYPE.

= APS PUSH BUTTON

= SHORT POST

WB I-90 (KENNEDY EXPWY) RAMPS AT FOSTER AVE



TS SHEET NO. 3

DEO Drwg No: 22349



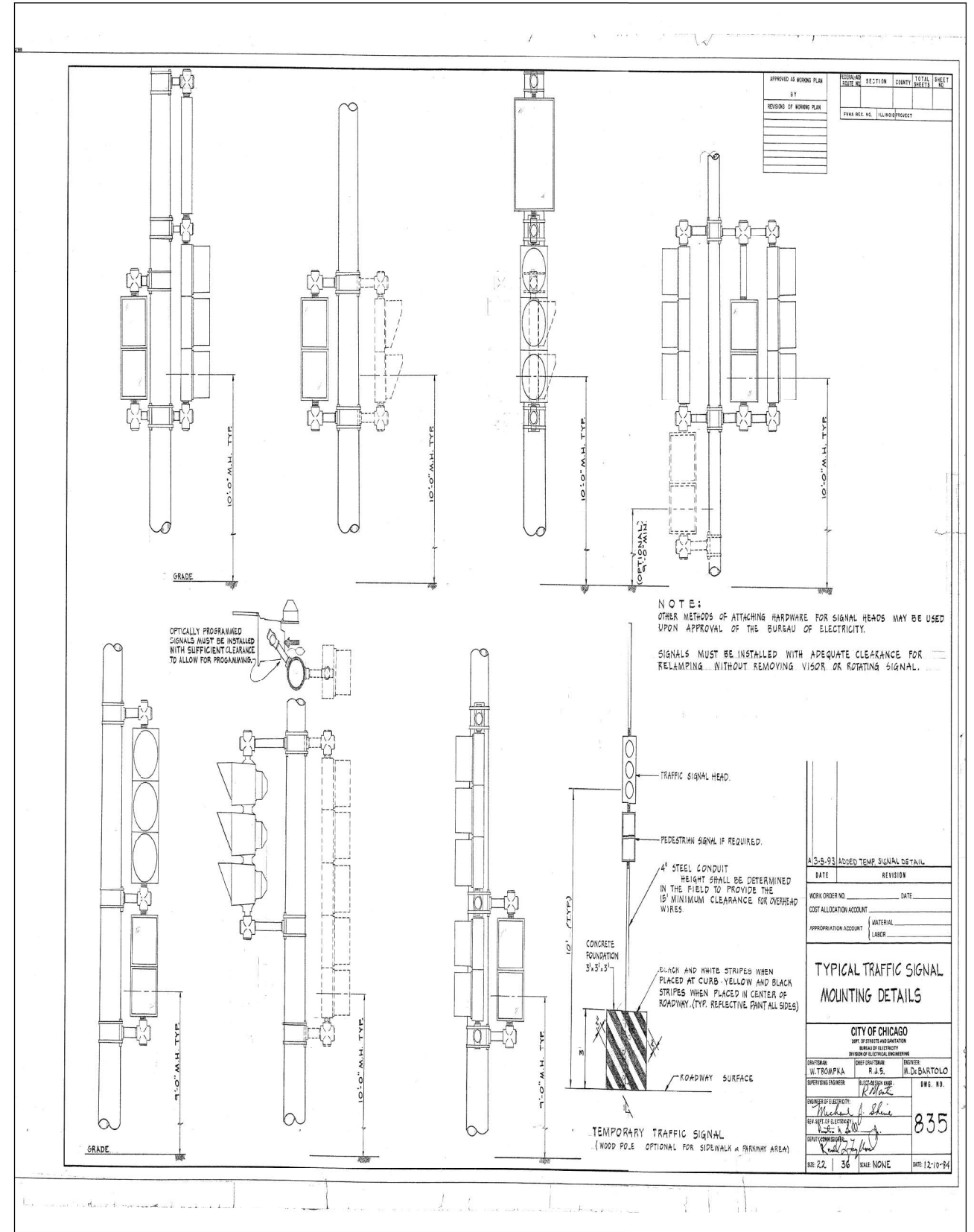
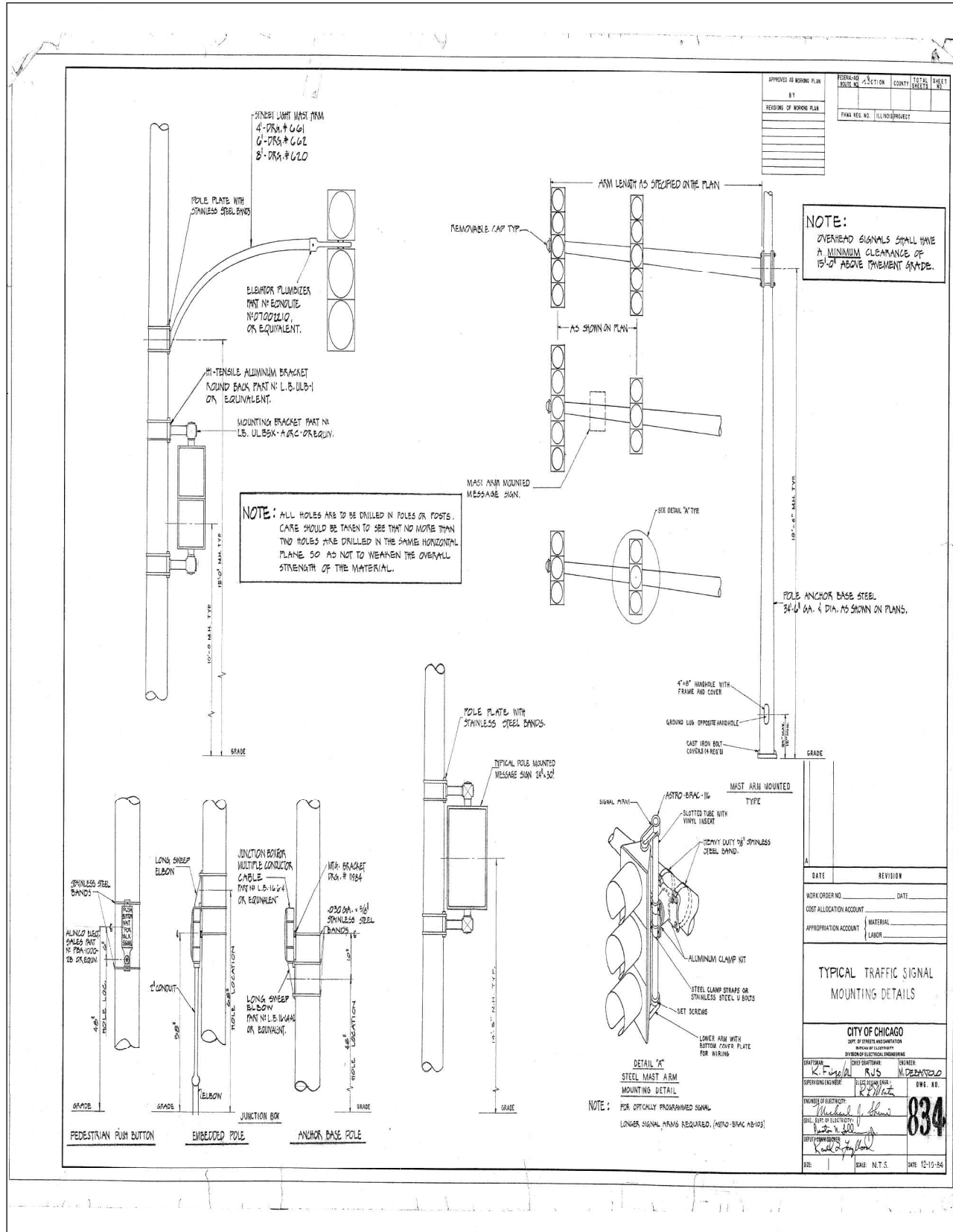
USER NAME = YPARK	DESIGNED DW	REVISED -
	DRAWN DW	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED JJD	REVISED -
PLOT DATE = 2/2/2024	DATE 06/20/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL TIMING SCHEDULE
FOSTER AVENUE

SCALE: NONE SHEET 3 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	129
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



USER NAME = YPARK	DESIGNED	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN	REVISED -
PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DETAILS FOR TRAFFIC SIGNALS		90	2019-045-BR&T	COOK	280	133
SCALE: 1"=20'	SHEET 6 OF 20 SHEETS	STA.	TO STA.	CONTRACT NO. 62J23		

ILLINOIS	FED. AID PROJECT NO. NHPF-XFIF(742)
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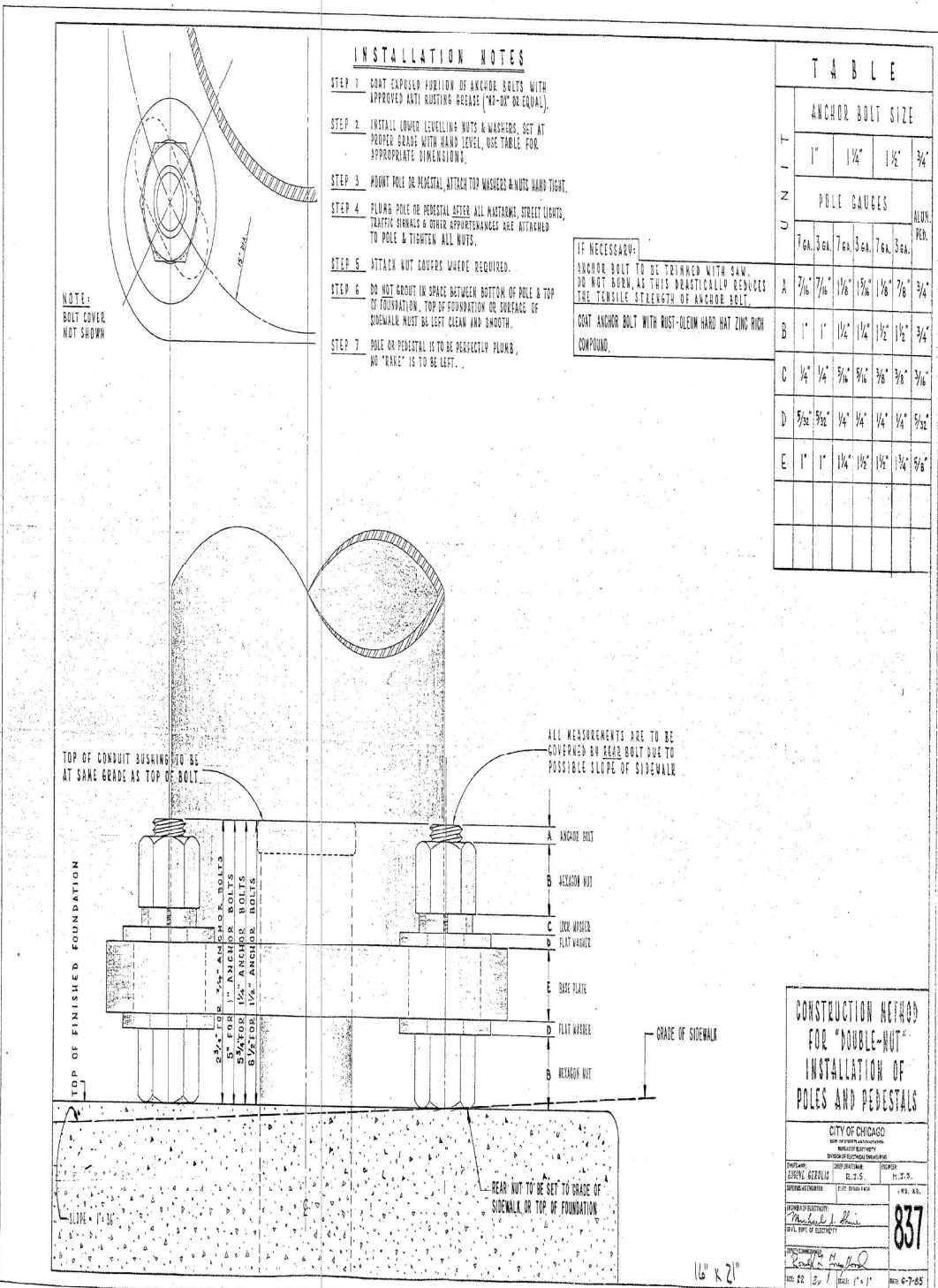
USER NAME = YPARK	DESIGNED	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN	REVISED -
PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=20' SHEET 7 OF 20 SHEETS STA. TO STA.

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

F.A.J. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 134
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



- INSTALLATION NOTES**
- STEP 1 COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING GREASE ("NO-DUST" OR EQUAL).
 - STEP 2 INSTALL LOWER LEVELLING NUTS & WASHERS, SET AT PROPER GRADE WITH HAND LEVEL, USE TABLE FOR APPROPRIATE DIMENSIONS.
 - STEP 3 MOUNT POLE OR PEDISTAL, ATTACH TOP WASHERS & NUTS HARD TIGHT.
 - STEP 4 PLUMB POLE OR PEDISTAL AFTER ALL MATERIALS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.
 - STEP 5 ATTACK NUT COVERS WHERE REQUIRED.
 - STEP 6 DO NOT GROUT IN SPACE BETWEEN BOTTOM OF POLE & TOP OF FOUNDATION, TOP OF FOUNDATION OR SURFACE OF SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.
 - STEP 7 POLE OR PEDISTAL IS TO BE PERFECTLY PLUMB, NO "RAKE" IS TO BE LEFT.

TABLE

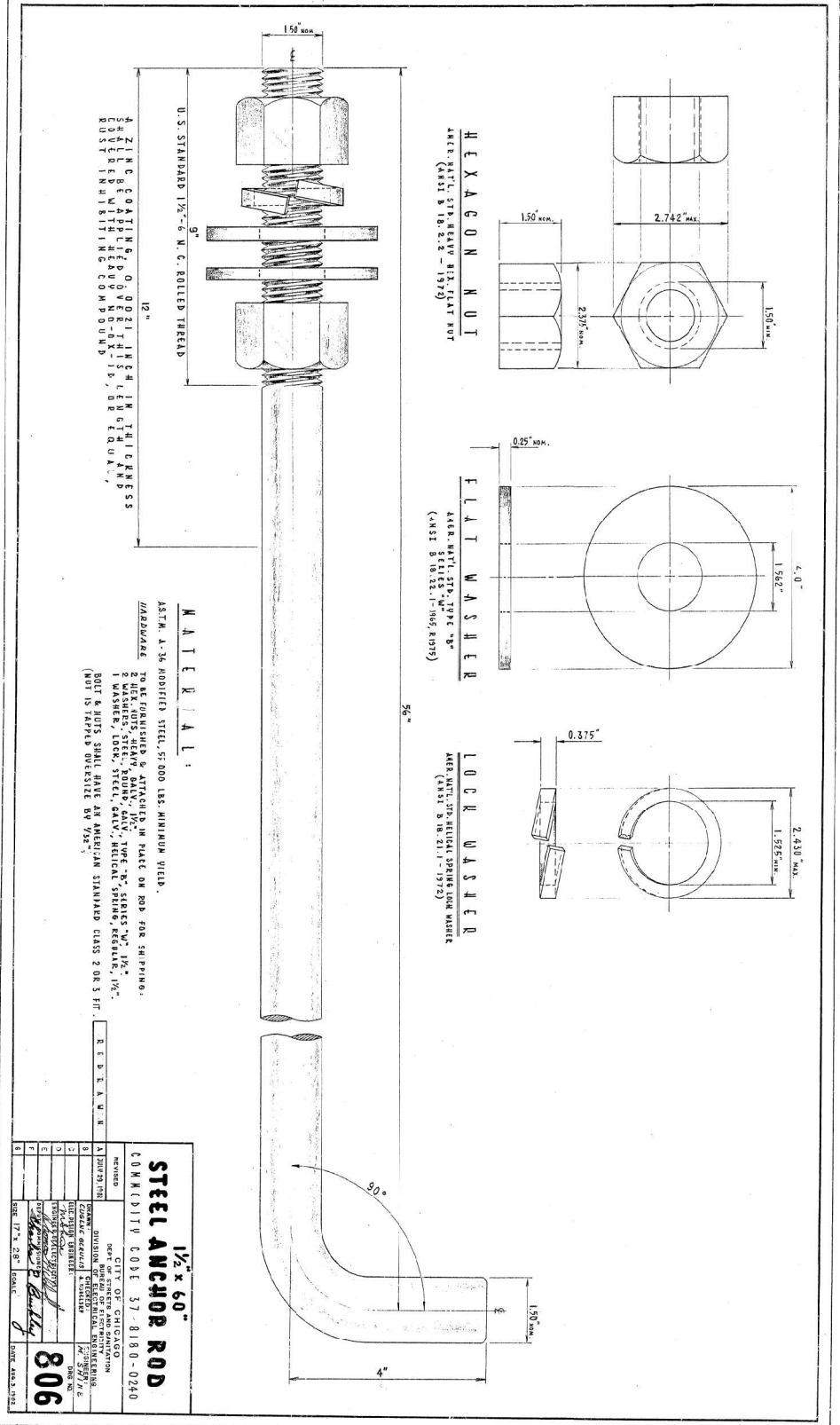
UNIT	ANCHOR BOLT SIZE				ALUM. PER.		
	1"	1 1/4"	1 1/2"	3/4"			
IF NECESSARY: ANCHOR BOLT TO BE TRIMMED WITH SAW, DO NOT BURN, AS THIS ELASTICALLY REDUCES THE TENSILE STRENGTH OF ANCHOR BOLT. COAT ANCHOR BOLT WITH RUST-OLEUM HARD HAT ZINC RICH COMPOUND.	A	7/8"	7/8"	1 1/8"	1 1/8"	7/8"	3/4"
	B	1"	1"	1 1/4"	1 1/4"	1 1/2"	3/4"
	C	1 1/4"	1 1/4"	5/8"	5/8"	5/8"	5/8"
	D	5/8"	5/8"	1/4"	1/4"	1/4"	1/4"
	E	1"	1"	1 1/4"	1 1/4"	1 1/2"	5/8"

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

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SIGNALS

PROJECT NO.	DESCRIPTION	DATE
837	INSTALLATION OF TRAFFIC SIGNALS	11/23/16

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: 11/23/16



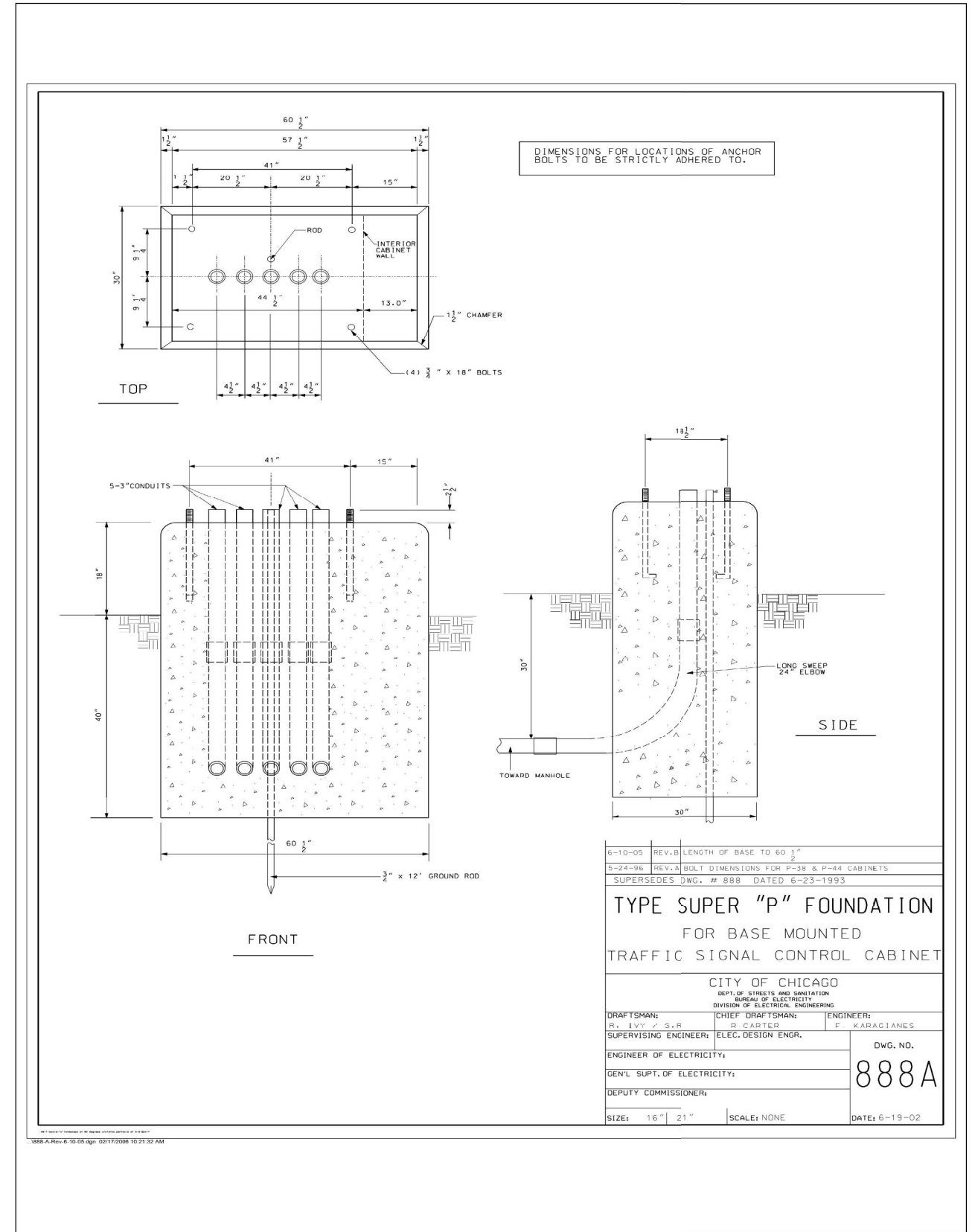
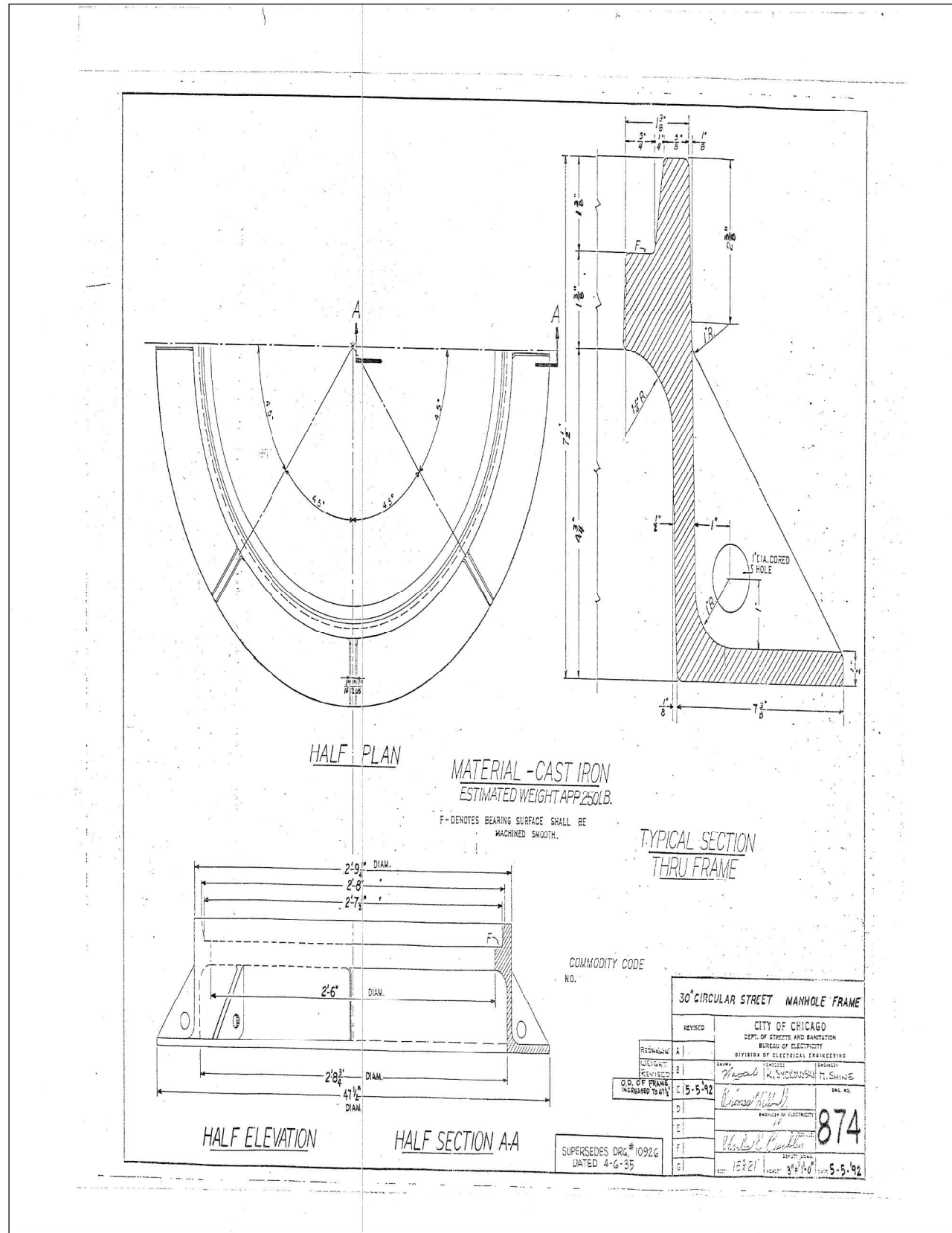
1/2" x 60" STEEL ANCHOR ROD

COMMODITY CODE 37-880-0240

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC SIGNALS

PROJECT NO.	DESCRIPTION	DATE
806	INSTALLATION OF TRAFFIC SIGNALS	11/23/16

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DATE: 11/23/16



USER NAME = YPARK	DESIGNED	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN	REVISED -
PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

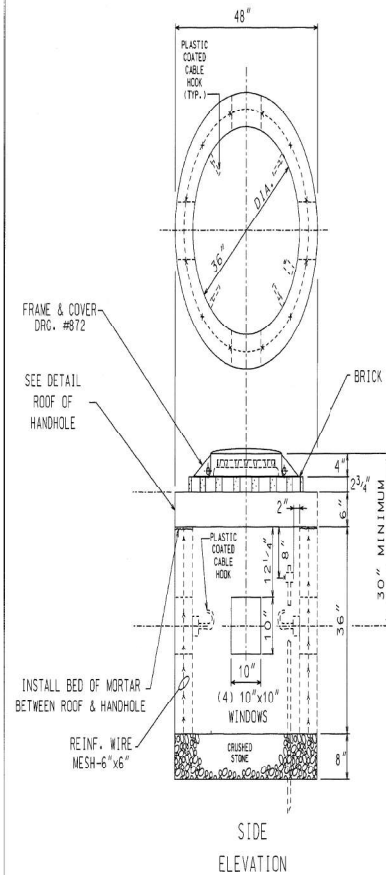
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20' SHEET 8 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	135
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

TOP VIEW
FRAME, COVER & TOP
OF HANDHOLE REMOVED



SIDE ELEVATION

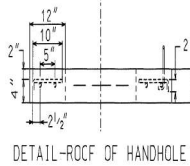
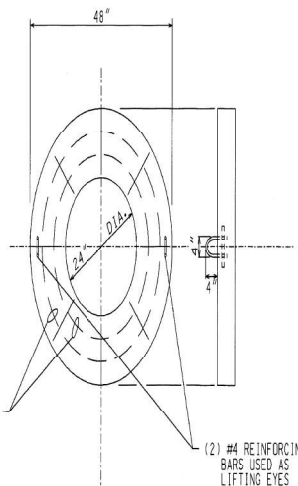
COMPLETE COMMODITY CODE NO. 05-6610-5310M

CODE NO.	MATERIALS	SIZE	QUAN.
(1) 05-6610-5312	PRE-CAST HANDHOLE	36" X 36"	
(2) 05-6610-5312	PRE-CAST ROOF	SEE DETAIL	1
05-9075-5470	STONE 3/4" CRUSHED SCREENINGS	BAG	5
05-1452-9(20)	BRICK		24
02-4299-5524	FRAME, MANHOLE	24"	1
02-4574-5624	COVER, MANHOLE	24"	1
09-7796-9312	GROUND ROD	3/4" X 12'	1
09-2636-3240	GROUND CLAMP		1
(3) 05-5082-5330	SONO TUBE	36"	1
(3) 05-5082-5342	SONO TUBE	48"	1
(3) 05-3267-2940	CONC. RED-1-MIX	CJ. YD.	3/4
(3) 20-5472-9630	REINFORCING BAR	#3 (3/8")	20'
(3) 20-5472-9630	REINFORCING BAR	#3 (3/8")	8'
(3) 20-5472-9640	REINFORCING BAR	#4 (1/2")	4'
(3) 57-0770-0000	(MESH (6" X 6"))	36" X 11'	1

- (1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOPS AND CONDUIT KNOCK-OUTS.
 (2) PRE-CAST ROOF SHALL INCLUDE LIFTING EYES.
 (3) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

CONSTRUCTION NOTFS:

- 1 - 8" BED OF STONE FOR DRAINAGE.
 2 - ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1" & MAX. OF 3" INSIDE INNER WALL & BE EQUIPPED WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.



DATE	REVISION
8-22-80	ADD CABLE HOOP FOR CONCRETE MURPHY (REV. #1)
A	REPAIR (CAG.)

36" DIA. HEAVY DUTY CONCRETE HANDHOLE WITH 24" FRAME & COVER

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

DESIGNED BY: N. PATTON
 CHECKED BY: B. CARTER
 SUPERVISING ENGINEER: R. IVY
 PROJECT NO.: 866
 DATE: 1-12-96

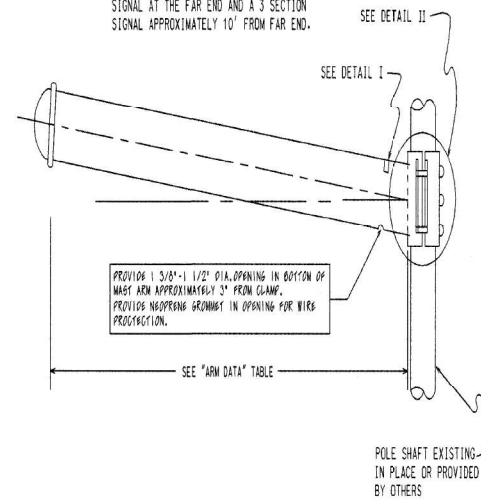
ARM DATA

CLAMP RANGE (INCHES)	POLE DIA. (INCHES)	SIGNAL DIA. (INCHES)	LENGTH (FEET)	GAWGE	WEIGHT (POUNDS)	TEST LOAD (POUNDS)	MAX. DEFLECTION (INCHES)
7.45-7.95	7.0	4.76	16	7	241	1700	6.5
7.45-7.95	7.0	4.20	20	7	274	1300	12.0
7.45-7.95	7.0	3.76	26	7	315	1000	24.0
8.45-8.95	8.0	3.80	30	7	409	1100	29.0
8.95-10.45	9.0	4.10	35	7	529	1200	36.0
8.95-10.45	9.0	3.40	40	7	559	1000	52.0
8.95-10.45	10.0	3.84	44	7		1200	57.0

NOTES:

- TRAFFIC SIGNAL ARM SHAFT ASTM DESIGNATION: A595 GRADE C, 60,000 PSI MINIMUM YIELD STRENGTH WITH A LINEAR TAPER -0.14"/FT.
- TRAFFIC SIGNAL ARM END CAP SECURED IN PLACE WITH 3 SET SCREWS AND 1 THRU ARM END BOLT. (PLATED HARDWARE)
- ALL THREADED FASTENERS TO BE GALVANIZED TO ASTM DESIGNATION: A153
- ALL VEHICULAR AND/OR PEDESTRIAN SIGNAL LIGHTS AND NECESSARY HARDWARE FOR ATTACHMENT TO BE FIELD LOCATED AND FURNISHED BY OTHERS.
- ALL ARM END CAPS AND ARM CLAMPS TO BE FULLY ASSEMBLED AND ATTACHED TO THE ARM PRIOR TO SHIPPING.
- ARM ASSEMBLY TO BE DEGREASED, CLEANED, CHEMICALLY PRETREATED, GIVEN AN EXTERIOR THERMOSETTING POLYESTER POWDER COAT; AND AN INTERIOR THERMOPLASTIC HYDROCARBON RESIN POWDER COAT. ALL PAINTING TO BE IN ACCORDANCE WITH SPECIFICATION 1454, SECTION 8, "PAINTING".
- MAST ARM SHALL BE TESTED IN ACCORDANCE WITH SPECIFICATION 1454, SECTION 9 WITH TEST VALUES AS SHOWN ON THE "ARM DATA" TABLE.
- HOLE IN CLAMP TO BE 4.0" (MIN.), HOLE TO BE GROUND SMOOTH AND DEBURRED TO PROVIDE A SMOOTH WIRE ENTRY FROM POLE TO MAST ARM.

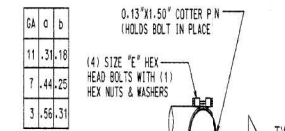
PROVIDE SUFFICIENT MAST ARM RISE (3" MIN.) SO THAT MAST ARM REMAINS SLIGHTLY ABOVE HORIZONTAL WHEN LOADED WITH A 5 SECTION SIGNAL AT THE FAR END AND A 3 SECTION SIGNAL APPROXIMATELY 10' FROM FAR END.



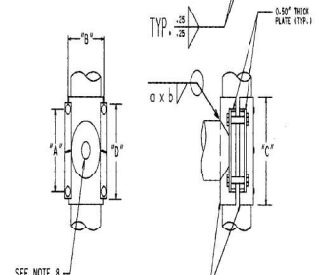
TOP
 0.00 - 0.00
 INDICATES MAX. AND MIN. I. D. RANGE FOR ARM CLAMP

1. D. TAG TO BE MOUNTED ON THE TOP OF THE POLE AS INDICATED, USING 2 "GRIP-NAIL" FASTENERS.

DETAIL I
1. D. TAG



HOLE IN POLE FIELD DRILLED FOR 0.63" X 2" HEX BOLT



DETAIL II
ARM ATTACHMENT

SIGNAL ARM ATTACHMENT DATA

CLAMP RANGE	"a"	"b"	"c"	"d"	"e"
7.45" - 7.95"	7.25"	9.92"	10.80"	10.32"	1.00" X 7.50"
8.45" - 8.95"	9.00"	10.66"	13.06"	12.50"	1.00" X 8.00"
8.95" - 10.45"	10.25"	12.66"	15.30"	13.50"	1.25" X 8.50"

9 10-25-02 REFERENCES SPEC. 1454

A 6-6-93 WIRE OPENING ON MAST ARM

DATE REVISION

SUPERVISOR: MICHAEL WATSON

STEEL TRAFFIC SIGNAL
MAST ARM-MONOTUBE

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

DESIGNED BY: R. IVY

CHECKED BY: ROBERT CARTER

DATE: 1-12-96

PROJECT NO.: 870

SCALE: 3/8"

DATE: DEC. 96

TOP VIEW
FRAME, COVER & TOP OF HANDHOLE REMOVED

SIDE ELEVATION

DETAIL-ROOF & FLOOR OF HANDHOLE

COMPLETE COMMODITY CODE NO. 05-6610-5310M

CODE NO.	MATERIALS	SIZE	QUAN.
(1) 05-6610-5312	PRE-CAST HANDHOLE	36" X 36"	1
(2) 05-6610-5312	PRE-CAST ROOF & FLOOR	SEE DETAIL	2
05-9075-5470	STONE 3/4" CRUSHED	EAG	5
05-1452-9720	BRICK		24
02-4299-5524	FRAME, MANHOLE	30"	1
02-4574-5624	COVER, MANHOLE	30"	1
09-7196-9312	GROUND ROD	3/4" X 12'	1
09-2636-3240	GROUND CLAMP		1
(3) 05-5082-5330	SOND TUBE	36"	1
(3) 05-5082-5342	SOND TUBE	48"	1
(3) 05-3267-2940	CONC. REFT-MIX	CU. YD.	1
(3) 20-5472-9630	REINFORCING BAR	#3 (3/8")	40'
(3) 20-5472-9630	REINFORCING BAR	#3 (3/8")	16'
(3) 20-5472-9640	REINFORCING BAR	#4 (1/2")	8'
(3) 57-0770-0000	(MESH (6" X 6"))	36" X 11'	1

(1) PRE-CAST HANDHOLE SHALL INCLUDE CABLE HOOPS AND CONDUIT KNOCK-OUTS.
 (2) PRE-CAST ROOF & FLOOR SHALL INCLUDE LIFTING EYES.
 (3) THESE ITEMS ARE FOR POURED-IN-PLACE HANDHOLES ONLY.

CONSTRUCTION NOTES:

- 1 - 8" BED OF STONE FOR DRAINAGE.
- 2 - ALL METALLIC CONDUIT(S) ENTERING HANDHOLE SHALL EXTEND MIN. 1" & MAX. OF 3" INSIDE INNER WALL & BE EQUIPPED WITH AN APPROVED TYPE THREADED GROUNDING BUSHING.

(2) #3 REINFORCING BARS WITH (8) #3 CROSS TIES

(2) #4 REINFORCING BARS USED AS LIFTING EYES

DATE: 11/22/2024

SECTION A-A

SECTION C-C

SECTION D-D

SECTION E-E

FRAME (QUARTER PLAN)
CAST GRAY IRON ASTM A-48, CLASS 35 B
APPROX. WEIGHT 205 LBS.

24" DIA. CIRCULAR MANHOLE FRAME & COVER WITH 4 1/2" O.D. FRAME

COVER (PLAN)
CAST IRON
APPROX. WEIGHT 20 LBS.

COMMODITY CODE
FRAME COVER - 02 4574-5040

CITY OF CHICAGO
DEPT. OF STREET LIGHTING & SIGNALS
DIVISION OF ELECTRICAL ENGINEERING

ENGINEER: A. JOHNSON, C. RESPINO, M. DEBARTOLO

DESIGNED BY: A. JOHNSON

DATE: 1-12-95

871

872

4 24 92

NOTE: GRID CHECKINGS TO RUN ENTIRELY AROUND THE COVER.

NOTE: SURFACES OF THE 3 ANGLES AND ALL OF THE LETTERS TO BE RAISED 1/4" ABOVE THE SURFACE WITHIN THE 3" DIAMETER WITH THE DRAFT ANGLE.



USER NAME = YPARK	DESIGNED	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN	REVISED -
PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

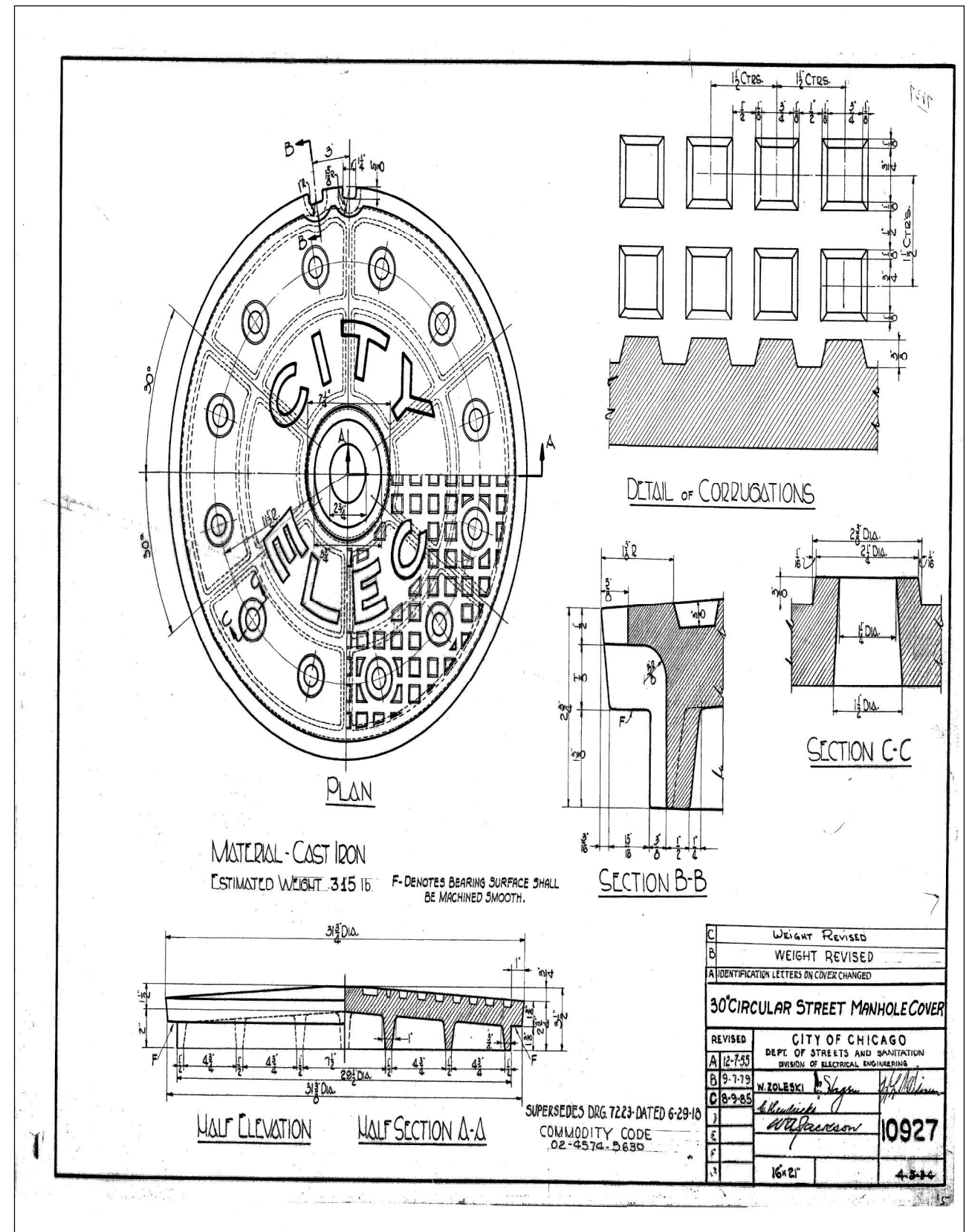
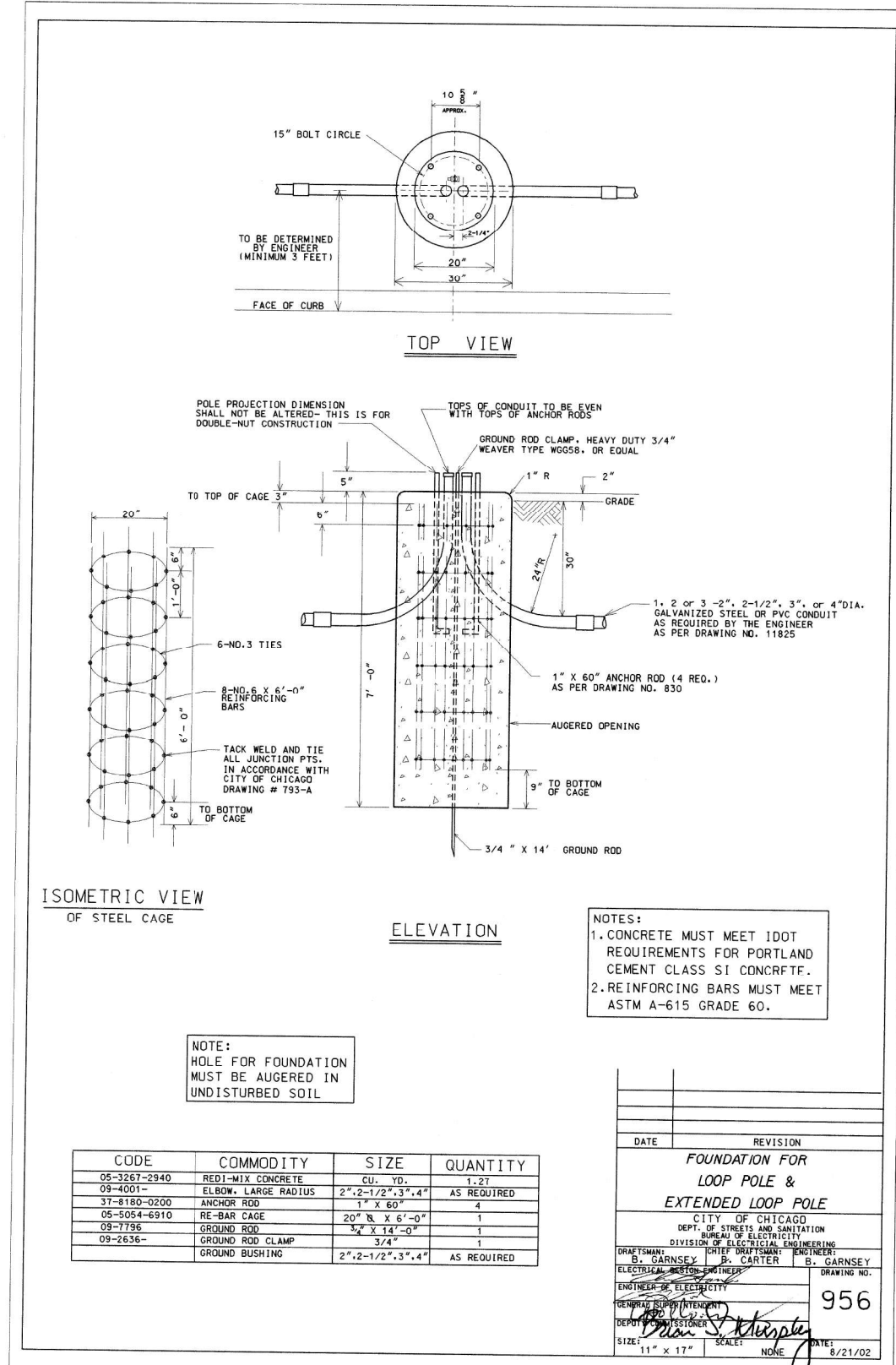
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20'

SHEET 10 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	137
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



USER NAME	DESIGNED	REVISED
yPARK		-
	DRAWN	REVISED -
	CHECKED	REVISED -
	DATE	REVISED -

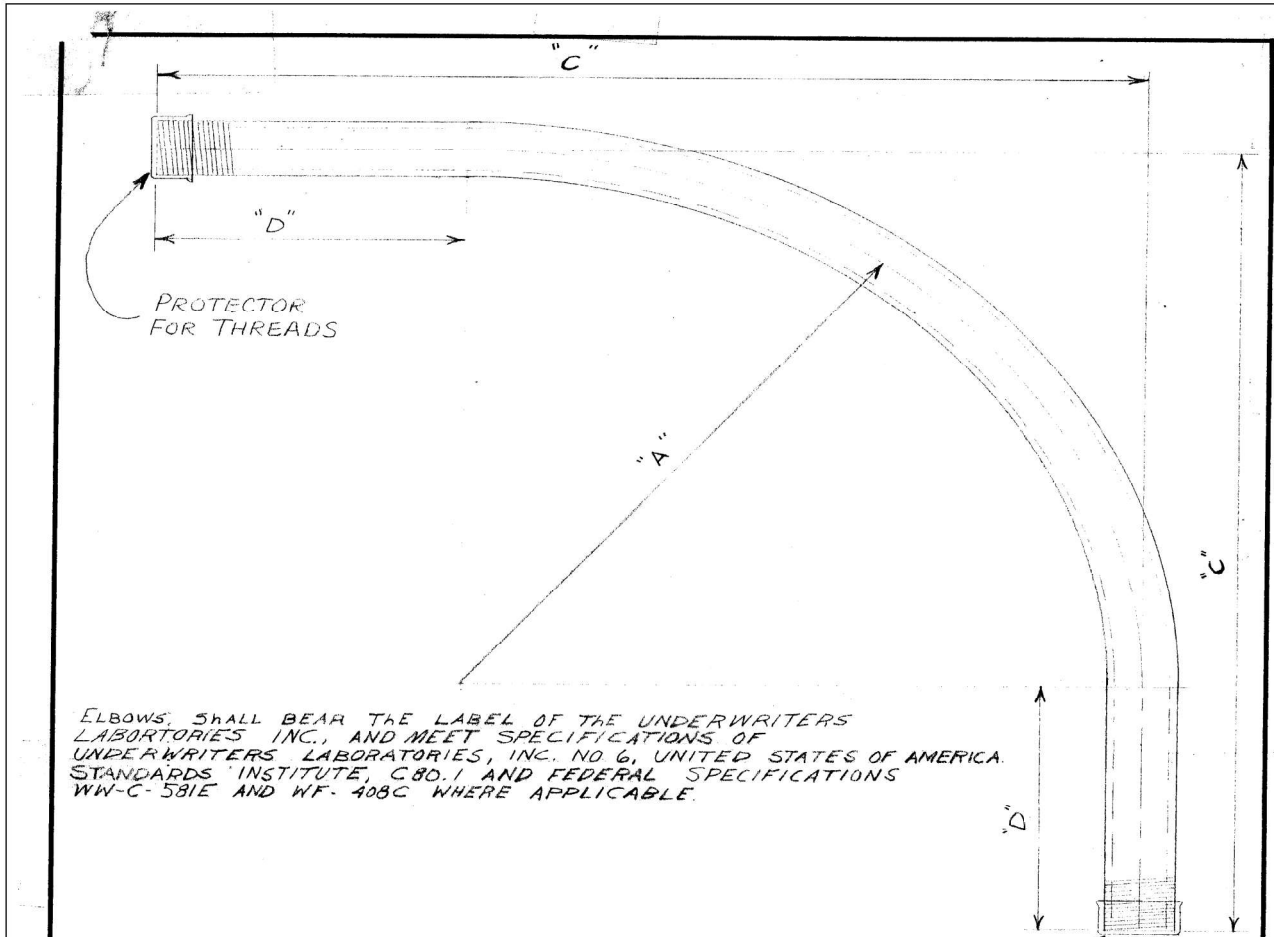
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20' SHEET 11 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	138
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

TS SHEET NO. 12
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ELBOWS SHALL BEAR THE LABEL OF THE UNDERWRITERS LABORATORIES INC., AND MEET SPECIFICATIONS OF UNDERWRITERS LABORATORIES, INC. NO 6, UNITED STATES OF AMERICA STANDARDS INSTITUTE, C80.1 AND FEDERAL SPECIFICATIONS WW-C-581E AND WF-408C WHERE APPLICABLE.

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

REAM BOTH ENDS TO REMOVE BURRS

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

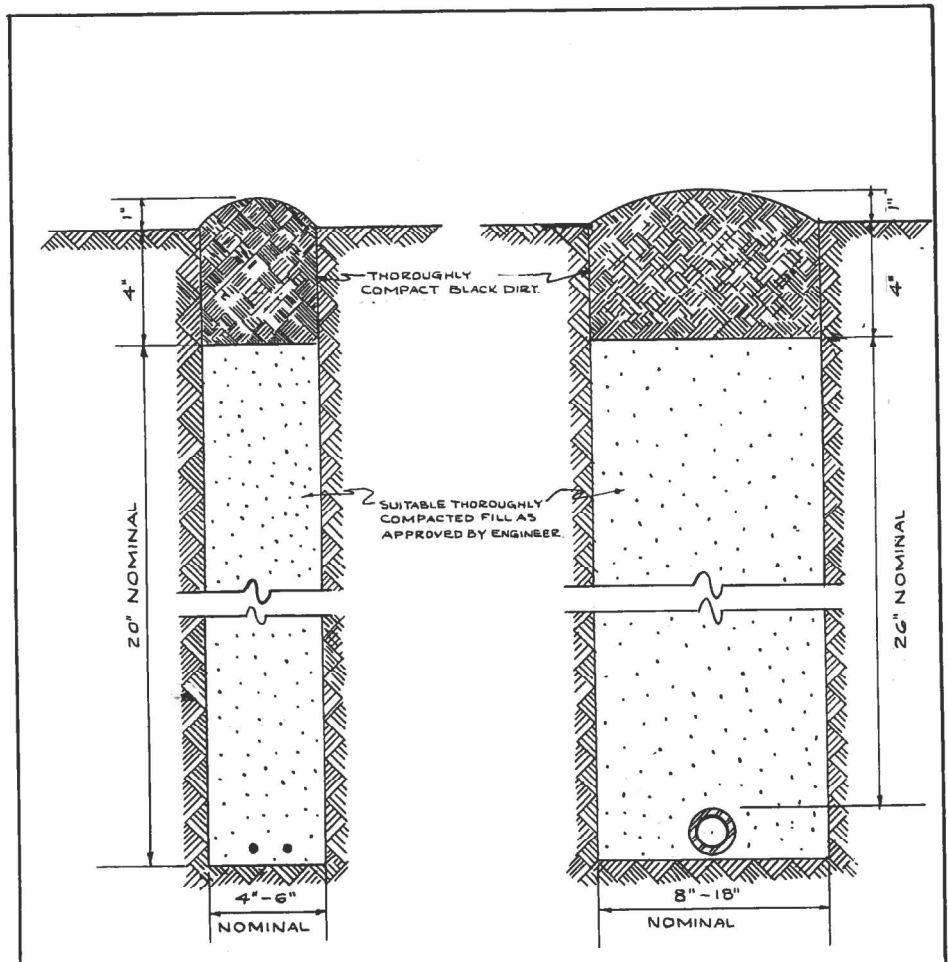
B SPECIFICATIONS REVISED
A REVISED DIMENSIONS ON 3" x 4" CONDUIT L.P.

ELBOW, CONDUIT, RIGID GALVANIZED STEEL, LARGE RADIUS

REVISED	CITY OF CHICAGO		
	DRAWN	CHECKED	ENGINEER
A 7-22-71	LON BURDY	M.S.	M. SHINE
B 4-3-79			
C			
D			
E			
F			
G			

DEPT. OF STREETS AND SANITATION
 BUREAU OF ELECTRICITY
 DIVISION OF ELECTRICAL ENGINEERING

DRG. NO. 11825
 DEPUTY COMM. SCALE: 3/16" DATE 6-2-71



CABLE TRENCH

CONDUIT TRENCH

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

STANDARD METHOD FOR BACKFILLING CABLE & CONDUIT TRENCHES IN SODDED PARKWAY & LAWNS

REVISION	CITY OF CHICAGO		
	DRAWN	CHECKED	ENGINEER
A	W. E. HAEP	M. Shine	J. O'CONNOR
B			
C			
D			
E			
F			
G			
H			

DEPT. OF STREETS & SANITATION
 DIVISION OF ELECTRICAL ENGINEERING

ENGR. IN CHARGE: *John P. Kelly* DRG. NO. 579
 Supt. of Const. *John P. Kelly*
 DEPUTY COMM. *John P. Kelly*
 DATE: 7-14-61



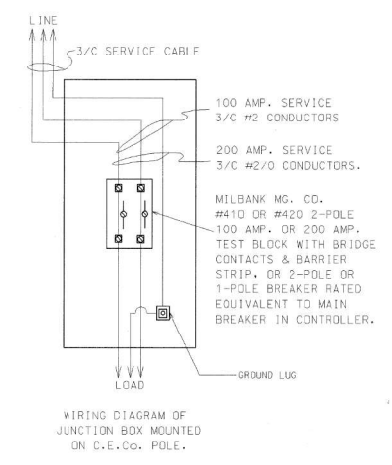
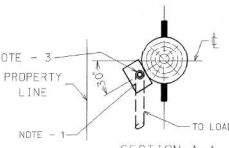
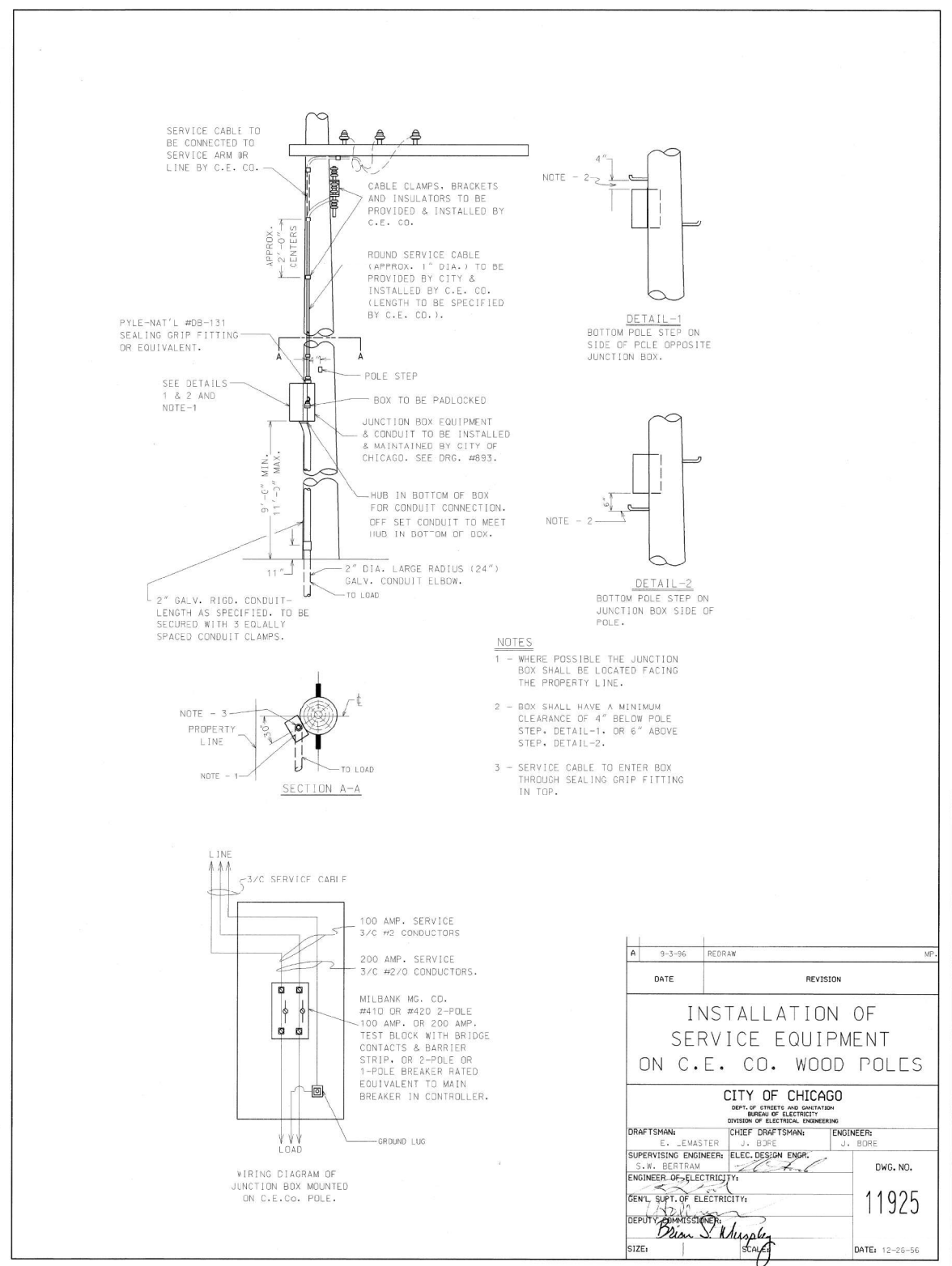
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	DATE	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
 DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20' SHEET 12 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	139
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



A	9-3-96	REDRAW	MP.
DATE	REVISION		
INSTALLATION OF SERVICE EQUIPMENT ON C.E. CO. WOOD POLES			
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICAL ENGINEERING			
DRAFTSMAN:	E. MASTER	CHIEF DRAFTSMAN:	J. BORE
SUPERVISING ENGINEER:	S.W. BERTRAM	ELEC. DESIGN ENGR.:	J. BORE
ENGINEER OF ELECTRICITY:	DWG. NO.		11925
DEPUTY COMMISSIONER:	DATE:		12-26-96

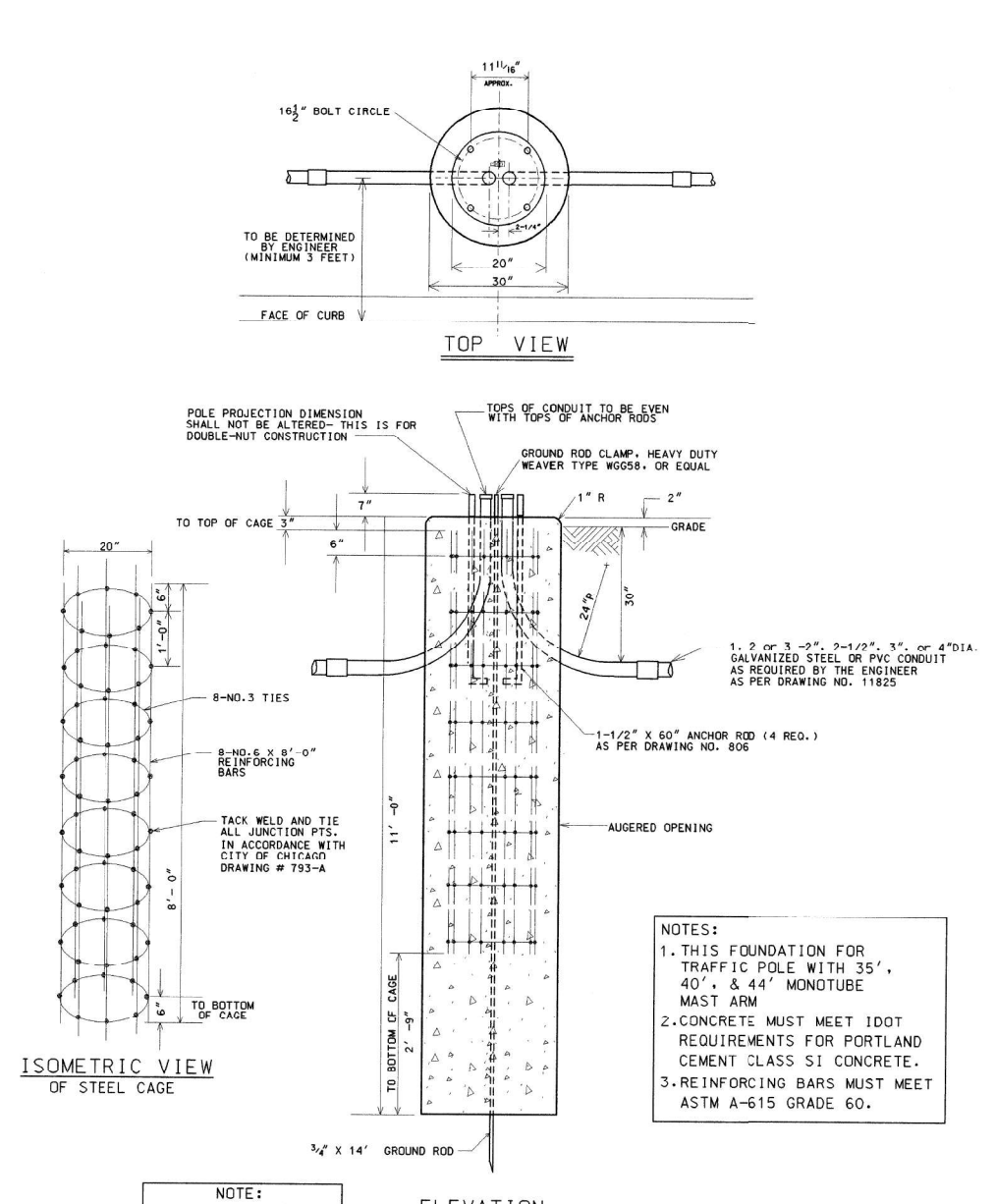


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PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20' SHEET 13 OF 20 SHEETS STA. TO STA.

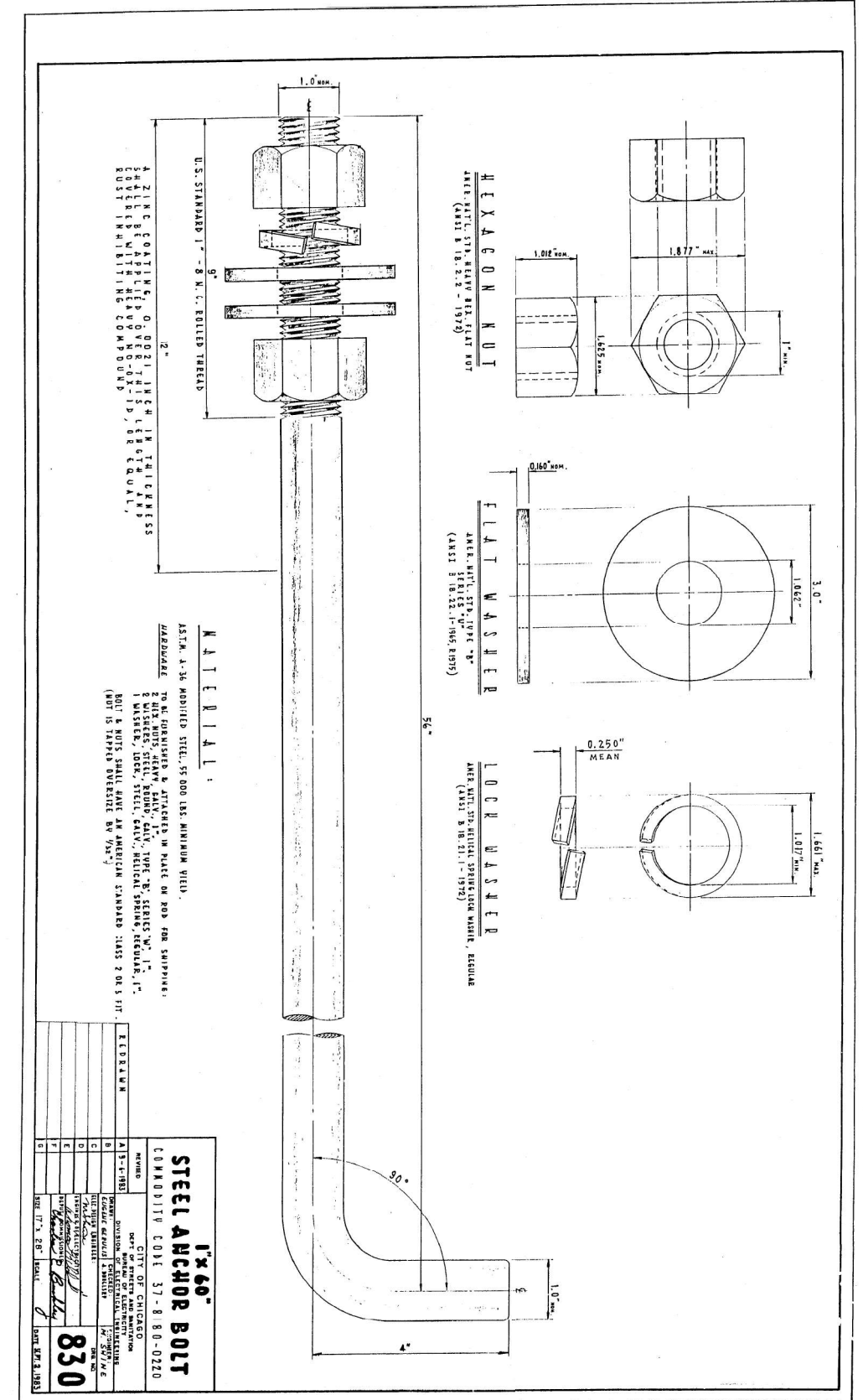
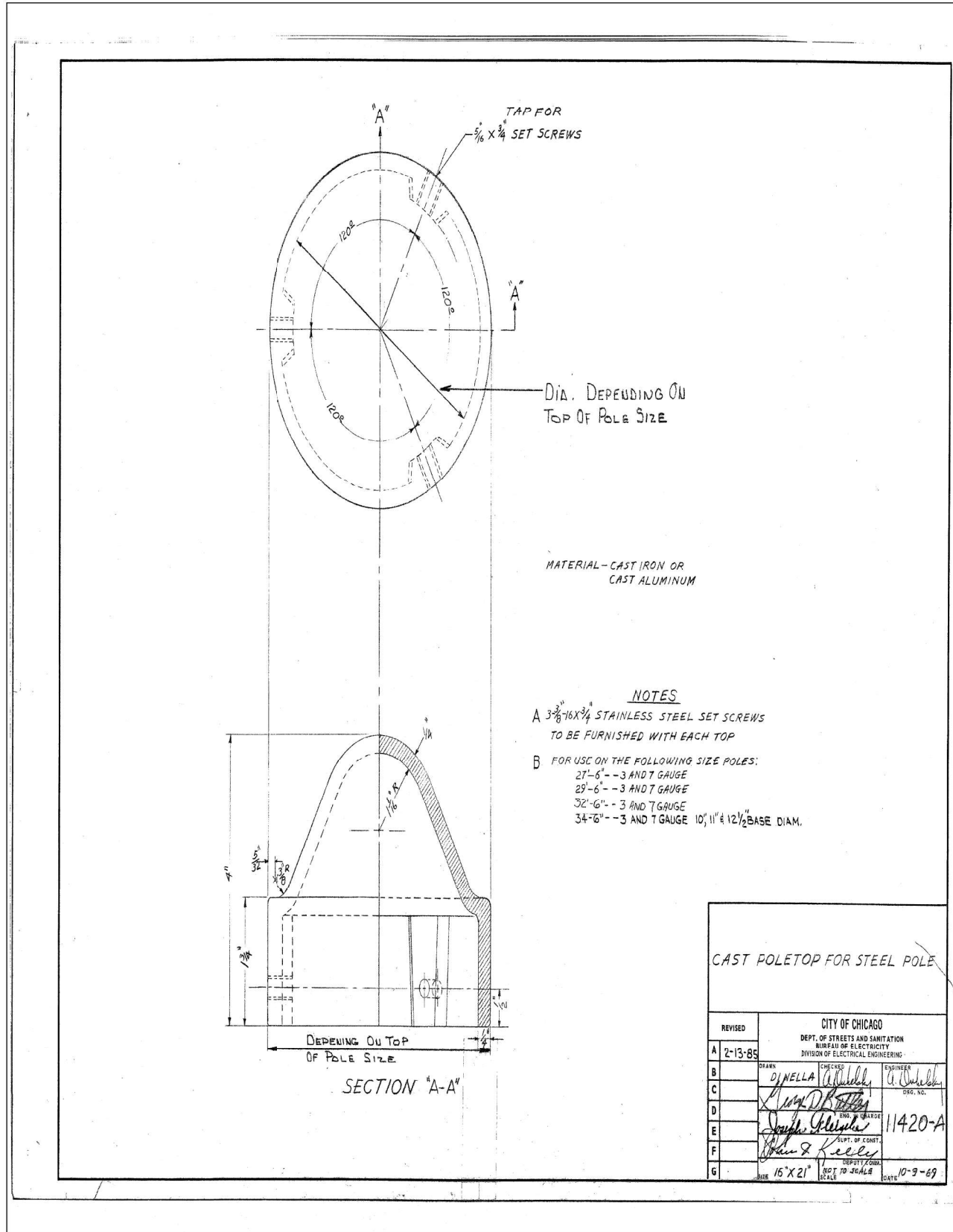


CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REB-MIX CONCRETE	CU. YD.	2.20
09-4001-	ELBOW, LARGE RADIUS	2", 2-1/2", 3", 4"	AS REQUIRED
37-8180-0200	ANCHOR ROD	1-1/2" X 60"	4
05-5054-6910	RE-BAR CAGE	20" R X 8'-0"	1
09-7796	GROUND ROD	3/4" X 14'-0"	1
09-2636-	GROUND ROD CLAMP	3/4"	1
09-2092-	GROUND BUSHING	2", 2-1/2", 3", 4"	AS REQUIRED

- NOTES:
1. THIS FOUNDATION FOR TRAFFIC POLE WITH 35', 40', & 44' MONOTUBE MAST ARM
 2. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
 3. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

8/21/02	SUPERCEDES DWG #817 DRAWN 4/20/81
DATE	REVISION
FOUNDATION FOR 34'-6" TRAFFIC SIGNAL POLE WITH 16 1/2 BOLT CIRCLE	
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICAL ENGINEERING	
DRAFTSMAN:	B. GARNSEY
CHIEF DRAFTSMAN:	R. CARTER
ENGINEER OF ELECTRICITY:	B. GARNSEY
DRAWING NO.	817
DATE:	8/21/02

F.A.J RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	140
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

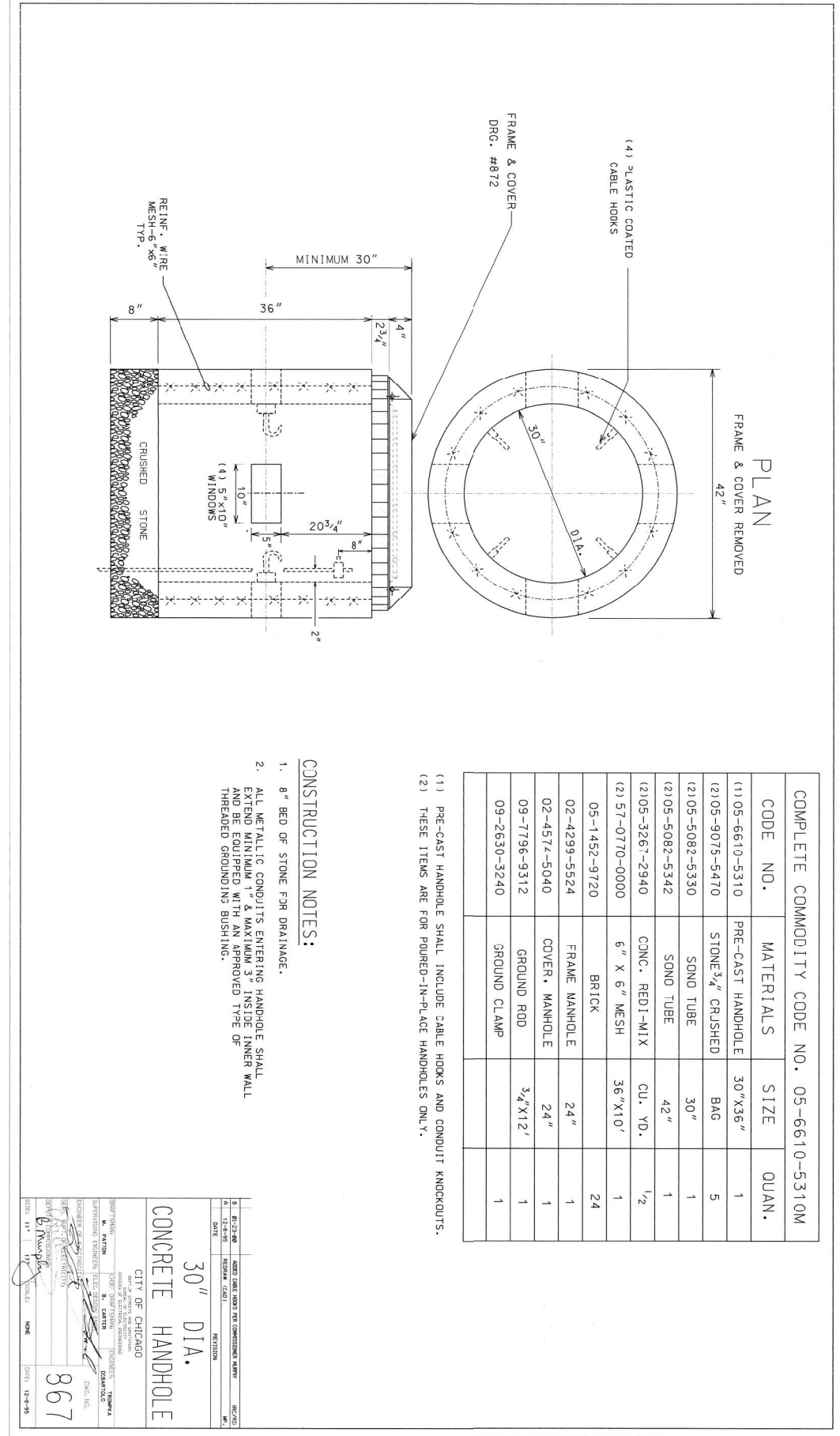
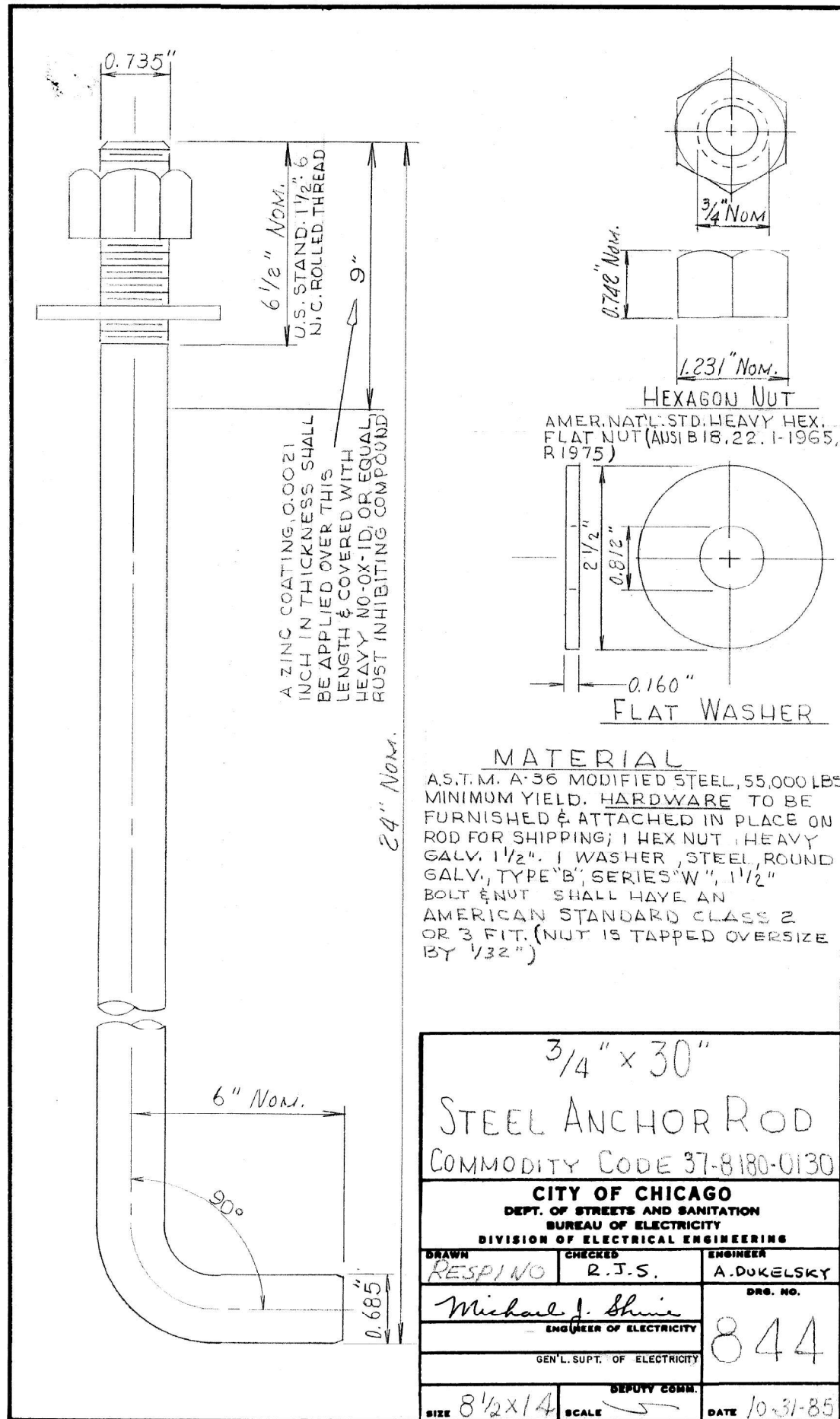


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	DATE	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO DETAILS FOR TRAFFIC SIGNALS	
SCALE: 1"=20'	SHEET 14 OF 20 SHEETS STA. TO STA.

F.A.J. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 141
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



USER NAME = YPARK	DESIGNED	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN	REVISED -
PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20'

SHEET 15 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	142
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



USER NAME = YPARK	DESIGNED	REVISED -
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PLLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

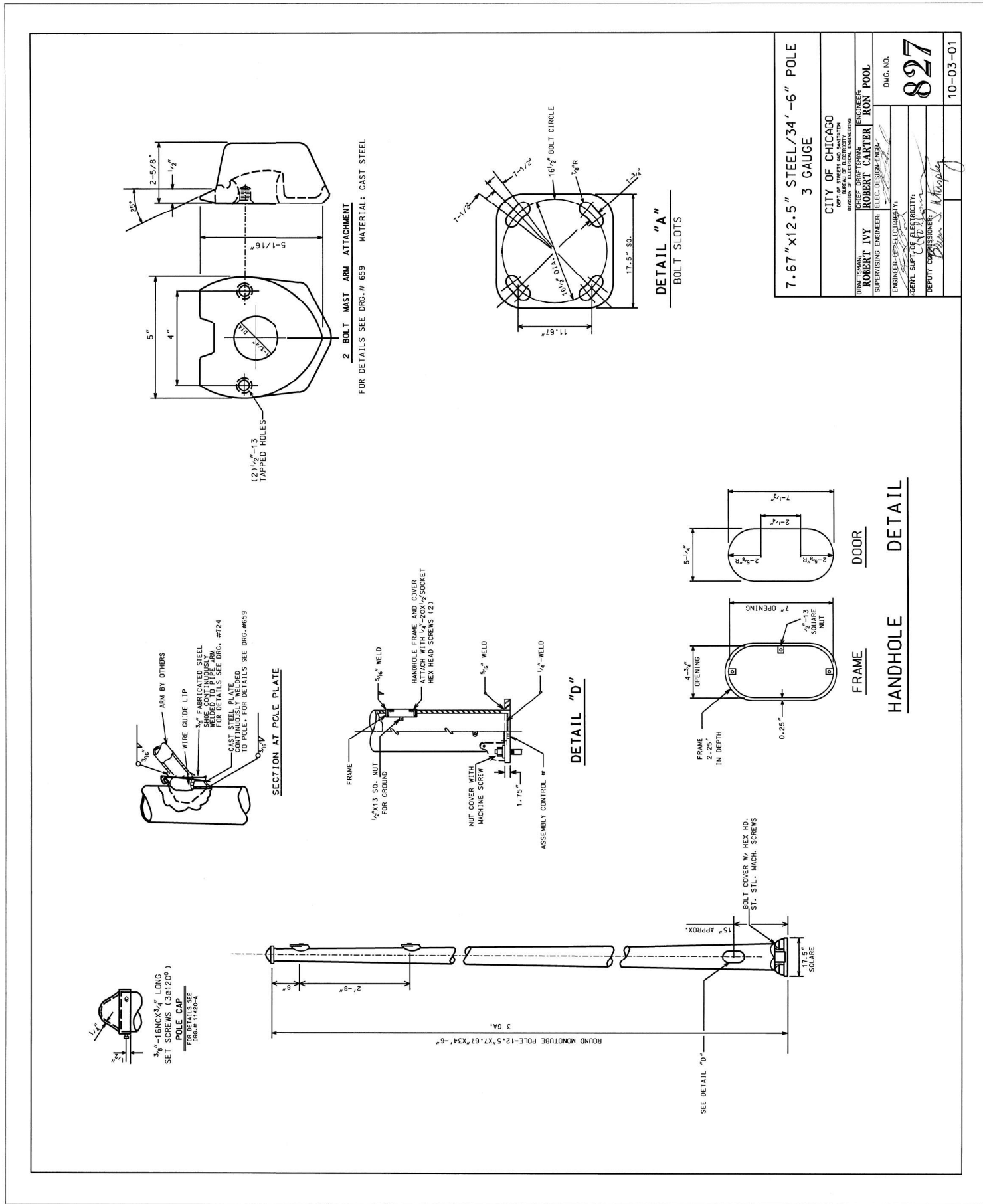
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=20'

SHEET 16 OF 20 SHEETS STA. TO STA.

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	143
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				
CONTRACT NO. 62J23				



DETAIL OF PEDESTRIAN PUSH BUTTON POST

CITY OF CHICAGO
 DEPT. OF TRANSPORTATION
 DIVISION OF TRAFFIC SIGNALS

DESIGNED BY: **ROBERT IVY**
 SUPERVISING ENGINEER
 ELEC. DESIGN ENGR.

DWG. NO. **963**

DATE: **2/2/2024**

SCALE: **AS SHOWN**

PROJECT: **2019-045-BR&T**

CONTRACT NO. **62J23**

ILLINOIS FED. AID PROJECT NO. **NHPP-XFIF(742)**



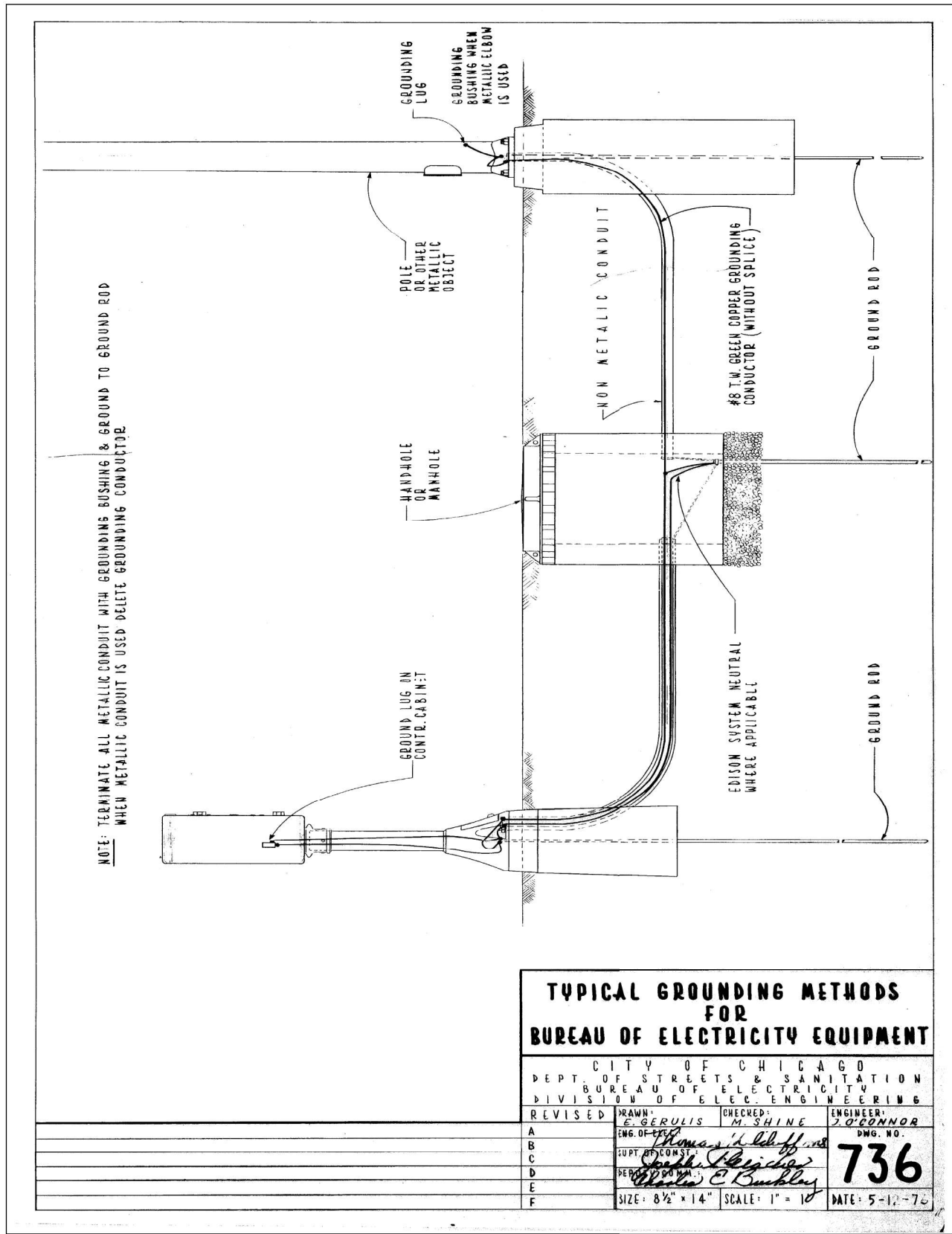
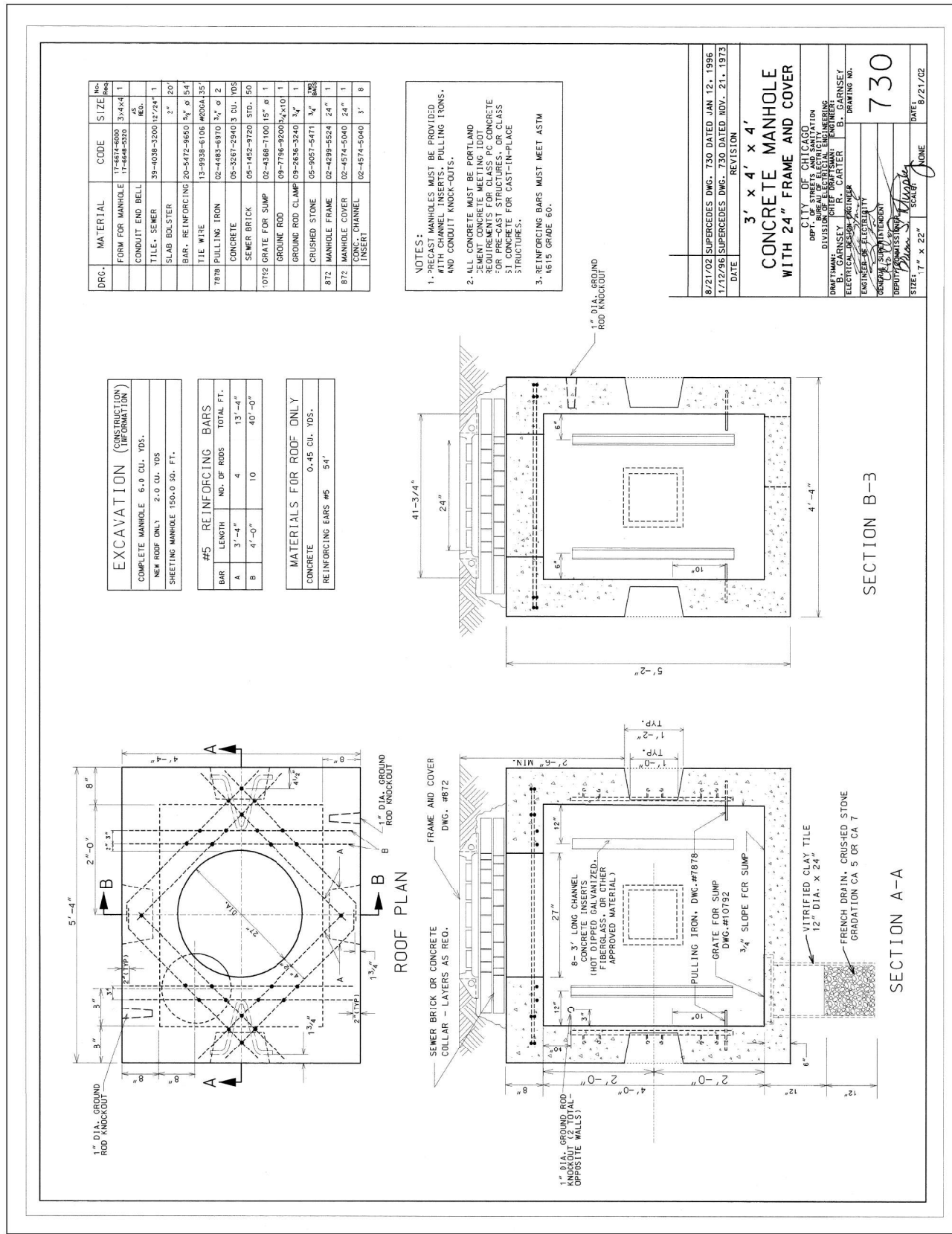
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	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

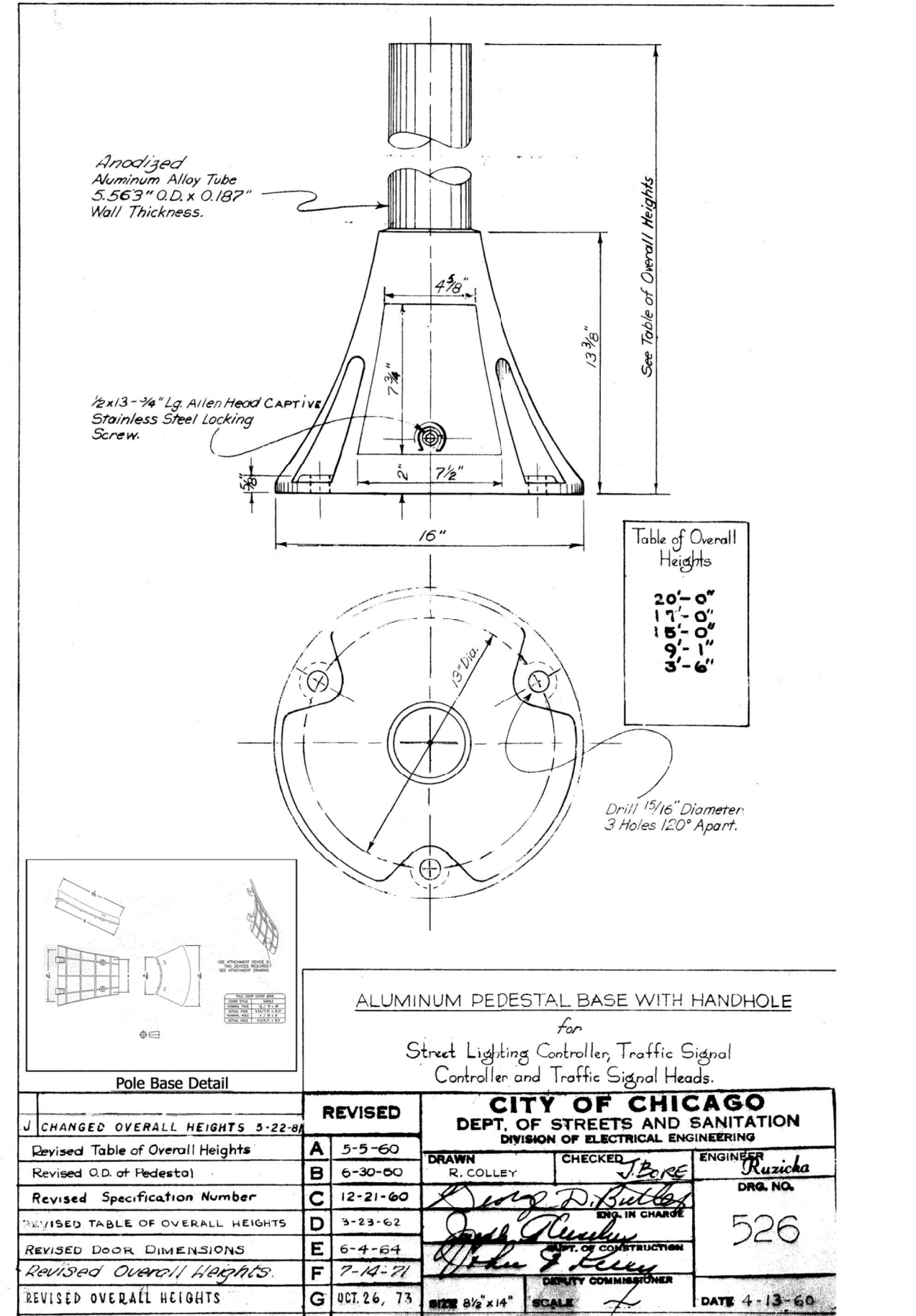
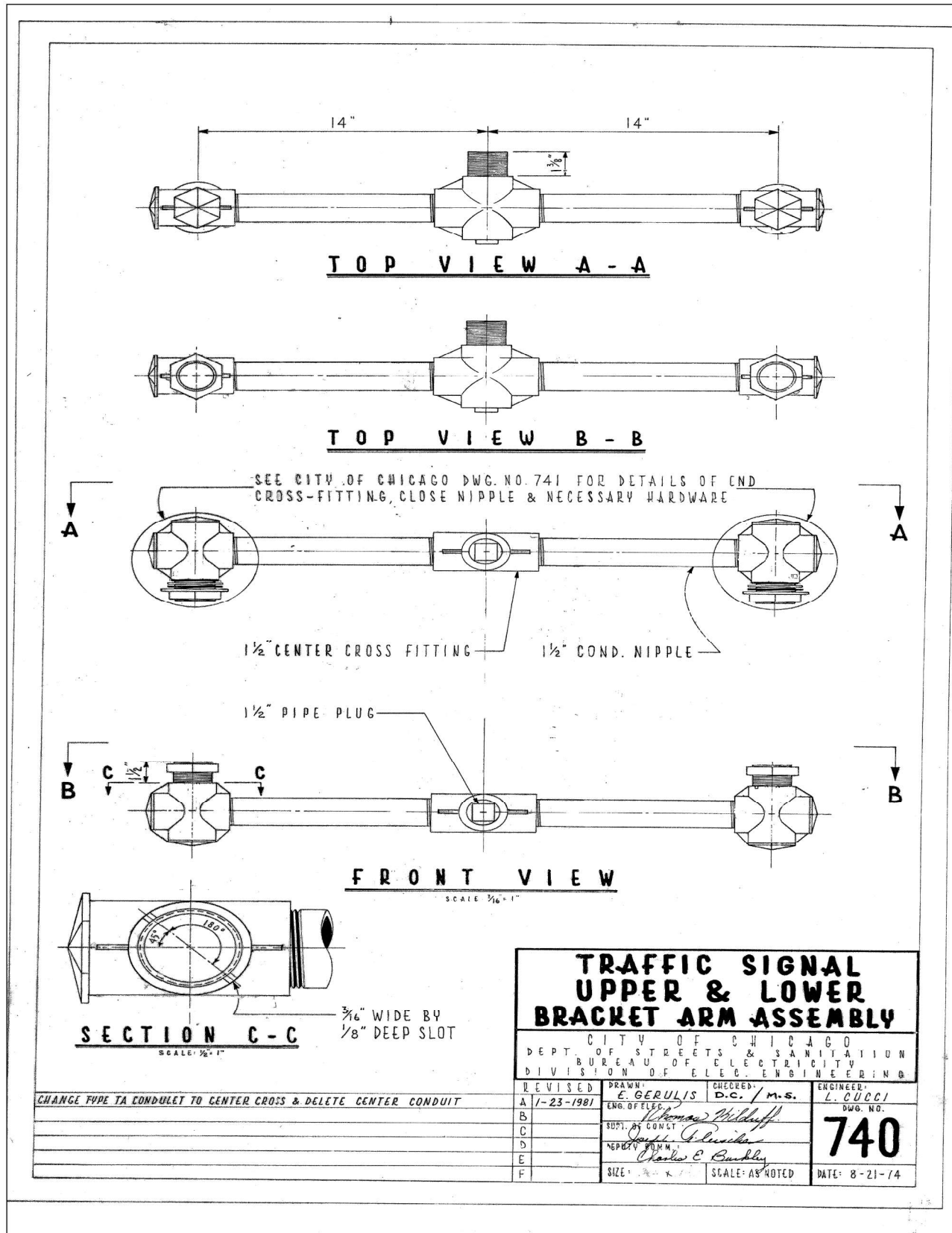
CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20' SHEET 17 OF 20 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	144
ILLINOIS			CONTRACT NO. 62J23	
FED. AID PROJECT NO. NHPF-XF(742)				



TS SHEET NO. 18
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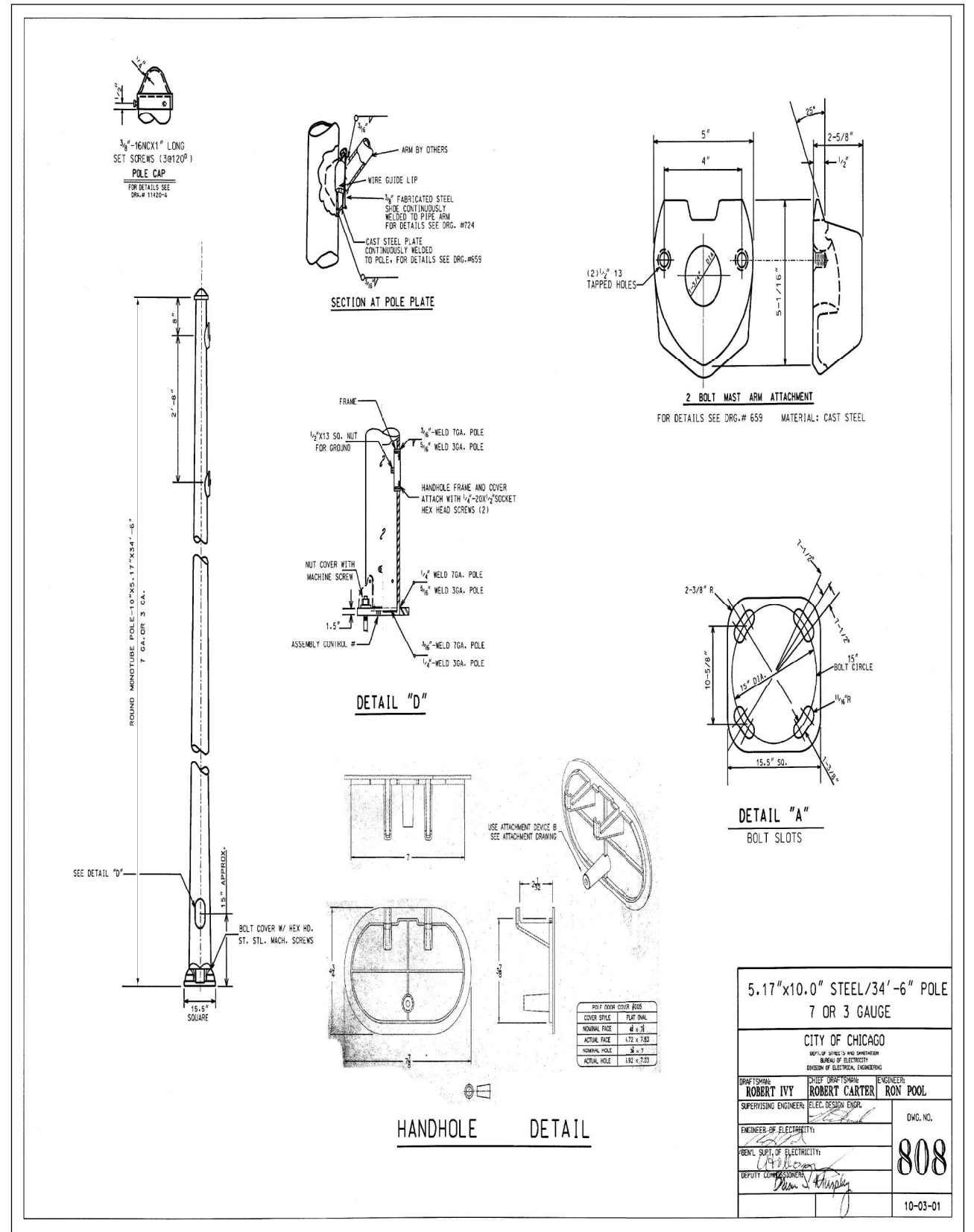
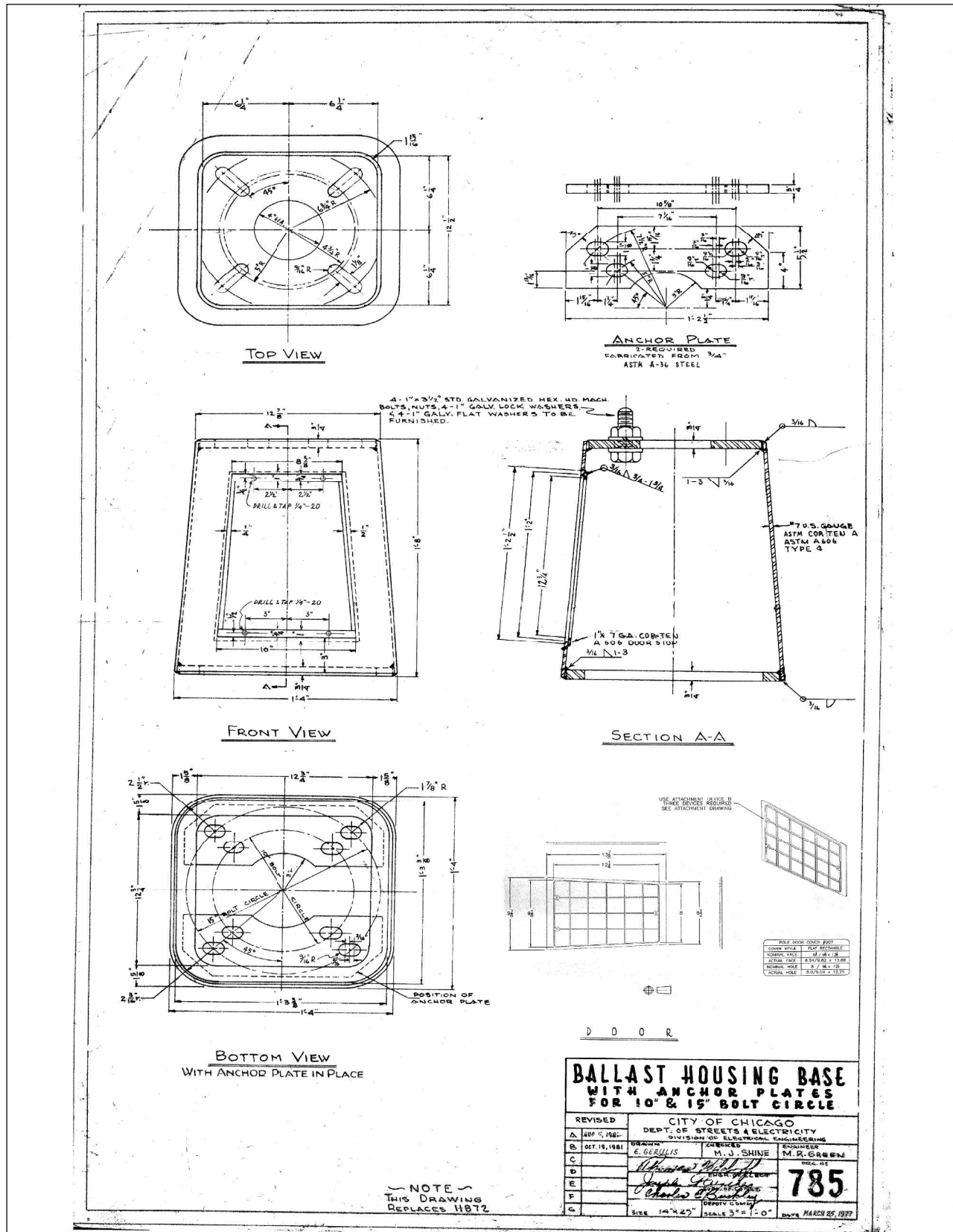
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=20"	SHEET 18 OF 20 SHEETS	STA. TO STA.
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CITY OF CHICAGO
 DETAILS FOR TRAFFIC SIGNALS

F.A.J. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 145
CONTRACT NO. 62J23				ILLINOIS FED. AID PROJECT NO. NHPF-XFIF(742)



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PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
DETAILS FOR TRAFFIC SIGNALS

SCALE: 1"=20' SHEET 19 OF 20 SHEETS STA. TO STA.

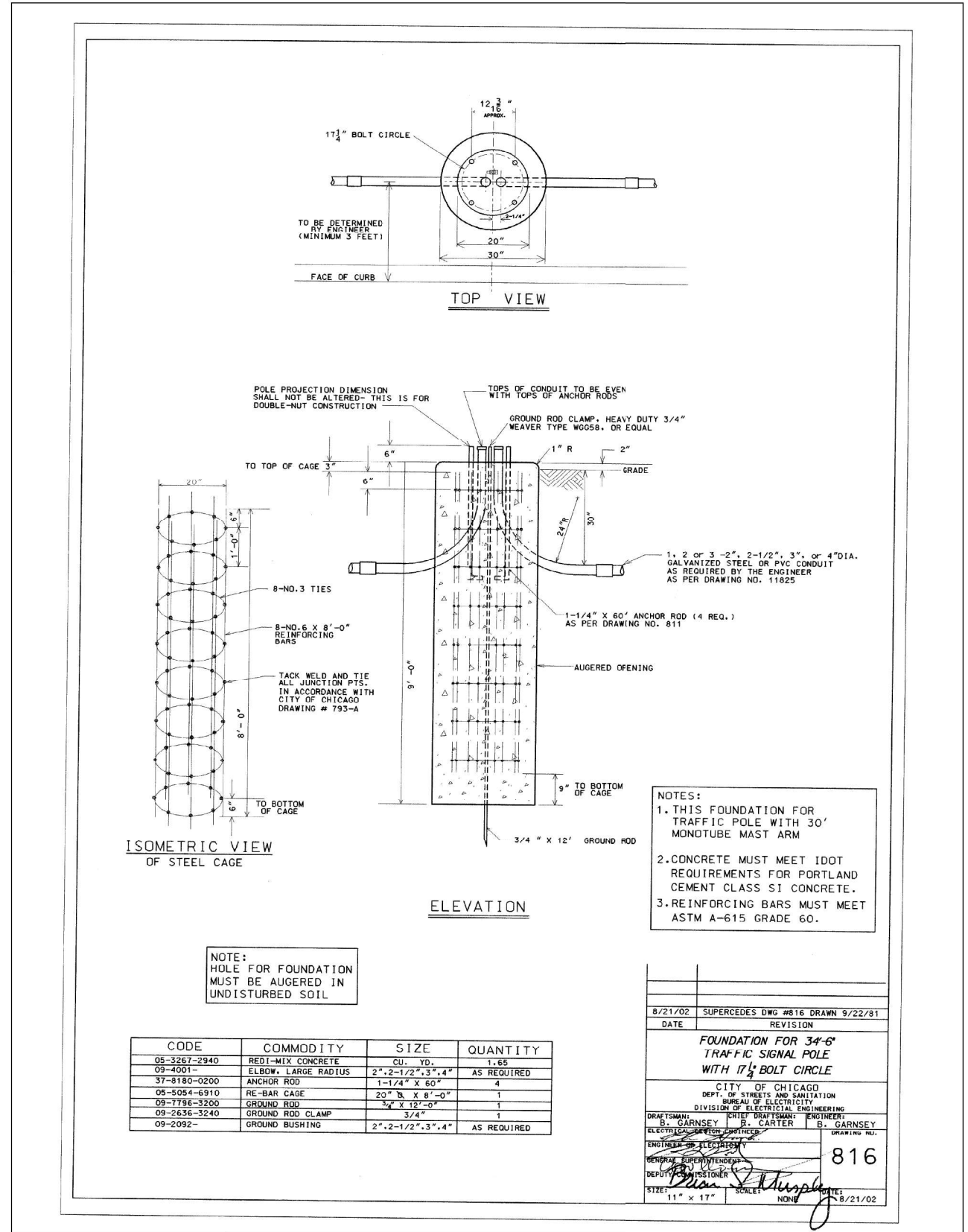
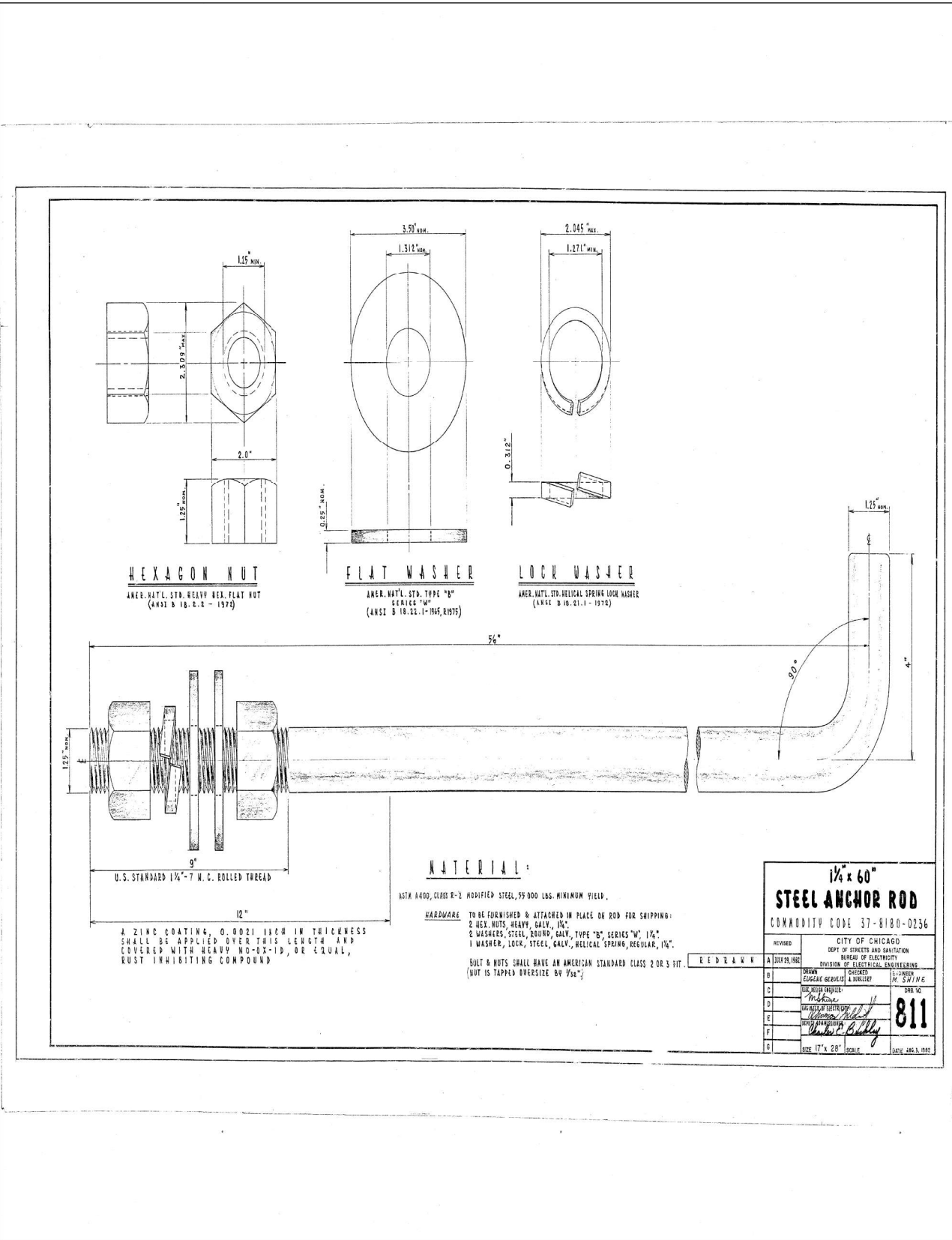
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	146
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



USER NAME = YPARK	DESIGNED	REVISED -
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PLOT DATE = 2/2/2024	CHECKED	REVISED -
	DATE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=20'		SHEET 20 OF 20 SHEETS		CITY OF CHICAGO DETAILS FOR TRAFFIC SIGNALS		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						90	2019-045-BR&T	COOK	280	147
						CONTRACT NO. 62J23				
						ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



PROPOSED PRESENT

- ⊙ ⊙ POLE, CITY STEEL, ANCHOR BASE, 32'6", 7 GA. AND FND. WITH 1 1/2" B.C. AND 1" ANCHOR RODS DRG. #762
- ⊙+ ⊙+ POLE, CITY STEEL, ANCHOR BASE 34'-6", 3 GA. 12 1/2" DIA. AND 16 1/2" B.C. 30"x11' FND. W/1 1/2" ANCHOR RODS DRG.#817. (35',40'or 44' M.A.)
- □ MANHOLE, WITH 30" FRAME & COVER
- () ○ HANDHOLE, CIRCULAR WITH 24"FRAME & COVER,30" I.D. (#867) (G)
- 3TC- -3TC- CABLE, STREET LIGHT, 2 1/C-#6 EPRN 600V. & 1 1/C-#8 GREEN, TRIPLEXED,IN CONDUIT
- - - - CONDUIT SIZE & TYPE AS SPECIFIED
- ☑ ☑ L.E.D. LUMINAIRE (310W HPSV EQUIVALENT), 240V
- ⊙ ⊙ STAINLESS STEEL JUNCTION BOX, ATTACHED TO STRUCTURE (SIZE AS SPECIFIED)

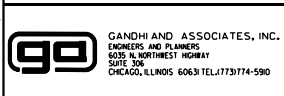
GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CDOT SPECIFICATIONS.
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRES IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 33" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
9. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND ITEM. REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
10. ALL NEW LIGHT POLES TO BE FURNISHED BY CDOT.

SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
TRENCH AND BACKFILL WITH SCREENINGS	FOOT	585
ADJUST FRAME & LID	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA. (CDOT)	FOOT	1191
UNDERGROUND CONDUIT, PVC, 4" DIA. (CDOT)	FOOT	240
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	792
CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	2472
UNDERGROUND CONDUIT, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	292
UNDERGROUND CONDUIT, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	353
CONDUIT EMBEDDED IN STRUCTURE 2" DIA. (CDOT)	FOOT	1100
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 36" X 24" X 16"	EACH	1
AERIAL CABLE, 2-1/C NO. 6 WITH MESSENGER WIRE (CDOT)	FOOT	582
REMOVAL OF LIGHTING UNIT SALVAGE (CDOT)	EACH	12
REMOVE ELECTRIC CABLE FROM CONDUIT (CDOT)	FOOT	2964
REMOVE EXISTING HANDHOLE (CDOT)	EACH	3
ROADWAY LIGHT POLE, INSTALL ONLY (CDOT)	EACH	10
RACK SEC. 2 WIRE (CDOT)	EACH	14
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12
CABLE IN CONDUIT, TRIPLEX, 2-1/C NO.6 AND 1-1/C NO.8 GROUND (CDOT)	FOOT	3003
MAST ARM STEEL 12", INSTALL ONLY (CDOT)	EACH	12
ELECTRIC HANDHOLE, 30" X 36", 24" FRAME AND LID (CDOT)	EACH	1
MANHOLE WITH 30" FRAME AND COVER (CDOT)	EACH	5
GE LED ERLH014B3 3000K COBRAHEAD LUMINAIRE, INSTALL ONLY (CDOT)	EACH	12
LIGHT POLE FOUNDATION 32'6" POLE (CDOT)	FOOT	7

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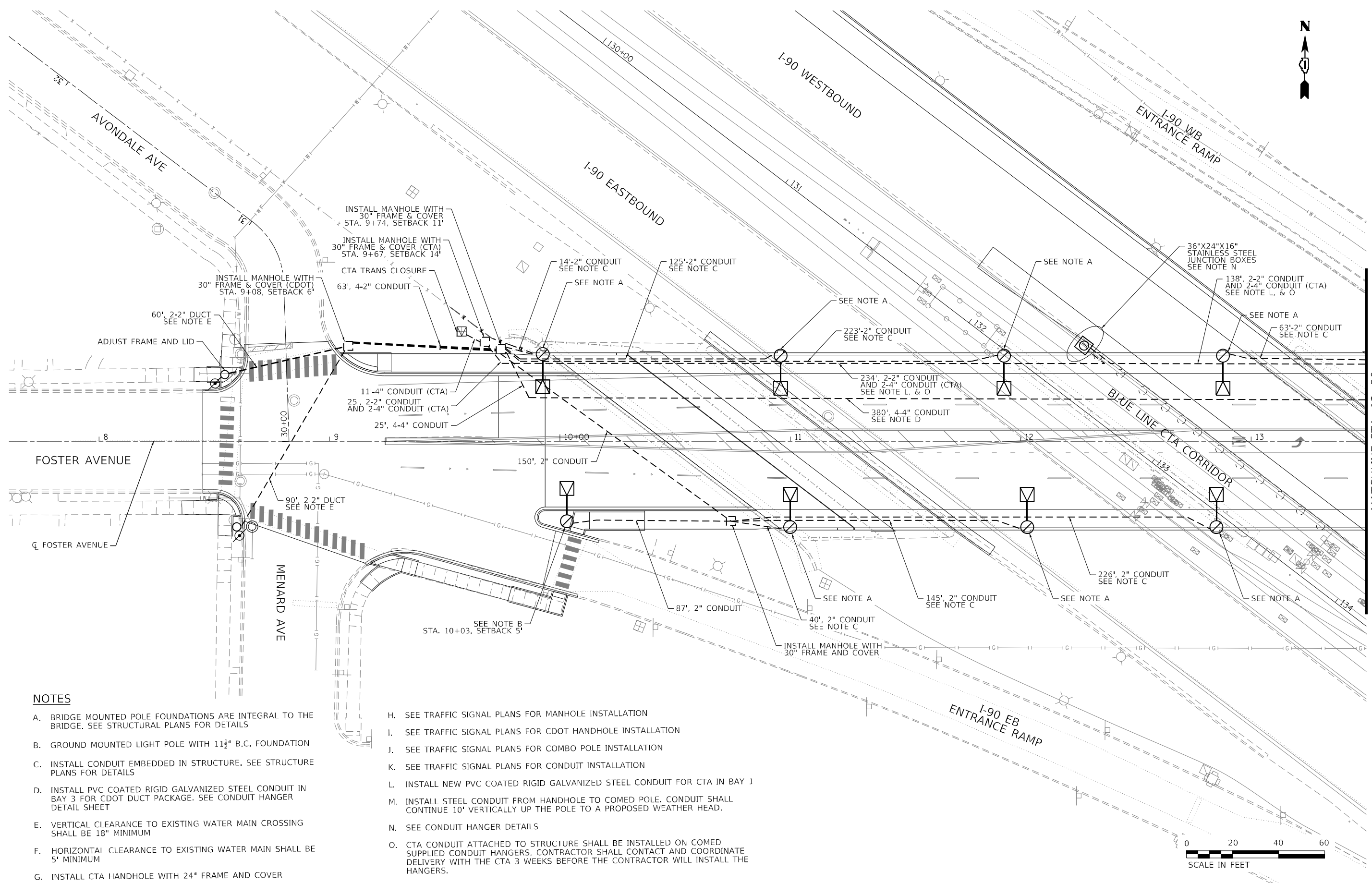
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CDOT LIGHTING LEGEND AND GENERAL NOTES
FOSTER AVENUE**

SCALE: NONE SHEET 1 OF 11 SHEETS STA. TO STA.

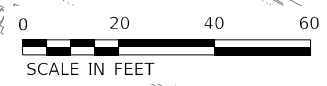
F.A.J RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	148
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



MATCHLINE STA. 13+50

NOTES

- A. BRIDGE MOUNTED POLE FOUNDATIONS ARE INTEGRAL TO THE BRIDGE. SEE STRUCTURAL PLANS FOR DETAILS
- B. GROUND MOUNTED LIGHT POLE WITH 11½" B.C. FOUNDATION
- C. INSTALL CONDUIT EMBEDDED IN STRUCTURE. SEE STRUCTURE PLANS FOR DETAILS
- D. INSTALL PVC COATED RIGID GALVANIZED STEEL CONDUIT IN BAY 3 FOR CDOT DUCT PACKAGE. SEE CONDUIT HANGER DETAIL SHEET
- E. VERTICAL CLEARANCE TO EXISTING WATER MAIN CROSSING SHALL BE 18" MINIMUM
- F. HORIZONTAL CLEARANCE TO EXISTING WATER MAIN SHALL BE 5' MINIMUM
- G. INSTALL CTA HANDHOLE WITH 24" FRAME AND COVER
- H. SEE TRAFFIC SIGNAL PLANS FOR MANHOLE INSTALLATION
- I. SEE TRAFFIC SIGNAL PLANS FOR CDOT HANDHOLE INSTALLATION
- J. SEE TRAFFIC SIGNAL PLANS FOR COMBO POLE INSTALLATION
- K. SEE TRAFFIC SIGNAL PLANS FOR CONDUIT INSTALLATION
- L. INSTALL NEW PVC COATED RIGID GALVANIZED STEEL CONDUIT FOR CTA IN BAY 1
- M. INSTALL STEEL CONDUIT FROM HANDHOLE TO COMED POLE. CONDUIT SHALL CONTINUE 10' VERTICALLY UP THE POLE TO A PROPOSED WEATHER HEAD.
- N. SEE CONDUIT HANGER DETAILS
- O. CTA CONDUIT ATTACHED TO STRUCTURE SHALL BE INSTALLED ON COMED SUPPLIED CONDUIT HANGERS, CONTRACTOR SHALL CONTACT AND COORDINATE DELIVERY WITH THE CTA 3 WEEKS BEFORE THE CONTRACTOR WILL INSTALL THE HANGERS.



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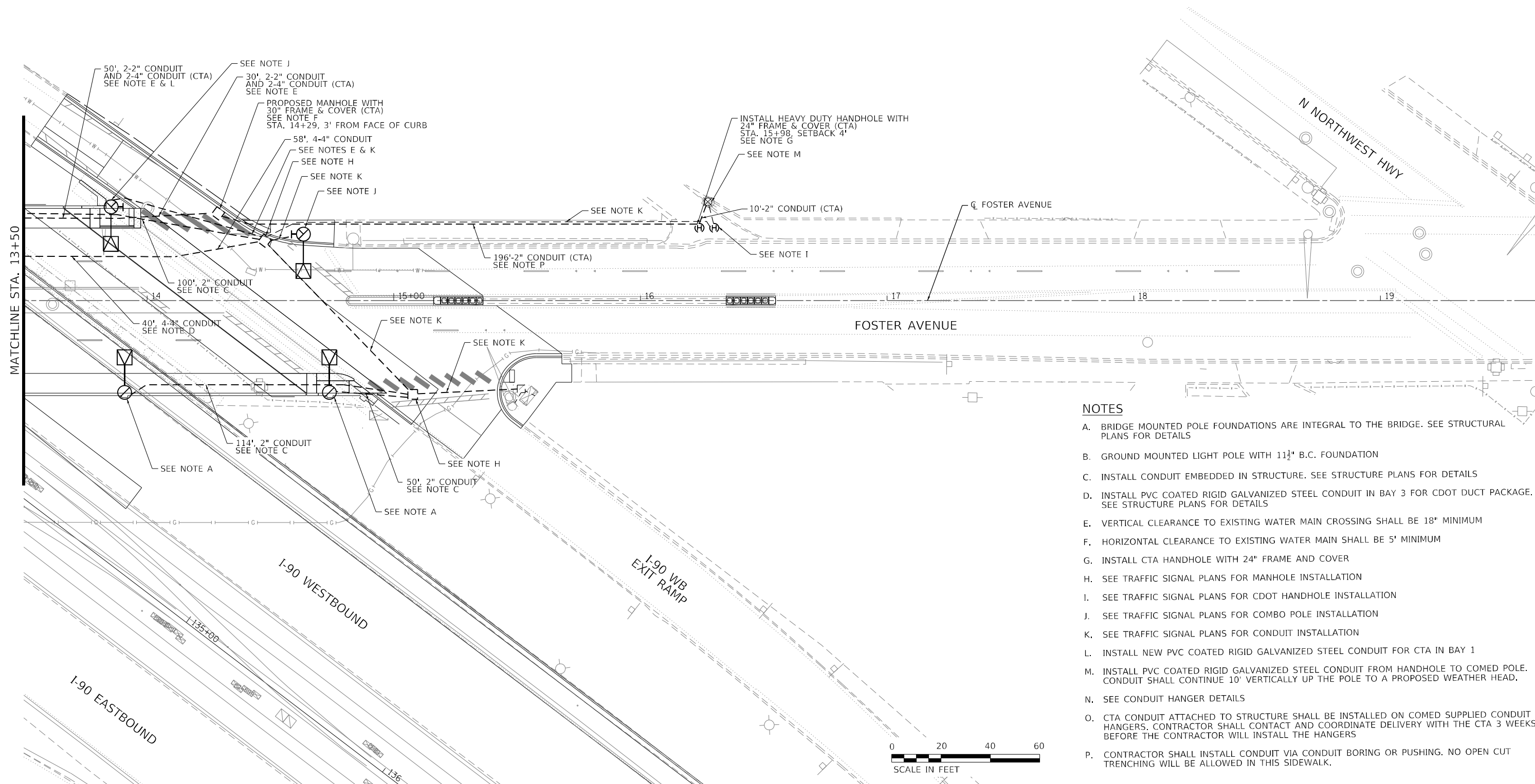
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	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CDOT PROPOSED LIGHTING CONDUIT PLAN
FOSTER AVENUE**

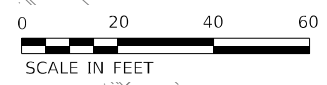
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	149
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPXRF(742)				



NOTES

- A. BRIDGE MOUNTED POLE FOUNDATIONS ARE INTEGRAL TO THE BRIDGE. SEE STRUCTURAL PLANS FOR DETAILS
- B. GROUND MOUNTED LIGHT POLE WITH 11 1/2" B.C. FOUNDATION
- C. INSTALL CONDUIT EMBEDDED IN STRUCTURE. SEE STRUCTURE PLANS FOR DETAILS
- D. INSTALL PVC COATED RIGID GALVANIZED STEEL CONDUIT IN BAY 3 FOR CDOT DUCT PACKAGE. SEE STRUCTURE PLANS FOR DETAILS
- E. VERTICAL CLEARANCE TO EXISTING WATER MAIN CROSSING SHALL BE 18" MINIMUM
- F. HORIZONTAL CLEARANCE TO EXISTING WATER MAIN SHALL BE 5' MINIMUM
- G. INSTALL CTA HANDHOLE WITH 24" FRAME AND COVER
- H. SEE TRAFFIC SIGNAL PLANS FOR MANHOLE INSTALLATION
- I. SEE TRAFFIC SIGNAL PLANS FOR CDOT HANDHOLE INSTALLATION
- J. SEE TRAFFIC SIGNAL PLANS FOR COMBO POLE INSTALLATION
- K. SEE TRAFFIC SIGNAL PLANS FOR CONDUIT INSTALLATION
- L. INSTALL NEW PVC COATED RIGID GALVANIZED STEEL CONDUIT FOR CTA IN BAY 1
- M. INSTALL PVC COATED RIGID GALVANIZED STEEL CONDUIT FROM HANDHOLE TO COMED POLE. CONDUIT SHALL CONTINUE 10' VERTICALLY UP THE POLE TO A PROPOSED WEATHER HEAD.
- N. SEE CONDUIT HANGER DETAILS
- O. CTA CONDUIT ATTACHED TO STRUCTURE SHALL BE INSTALLED ON COMED SUPPLIED CONDUIT HANGERS. CONTRACTOR SHALL CONTACT AND COORDINATE DELIVERY WITH THE CTA 3 WEEKS BEFORE THE CONTRACTOR WILL INSTALL THE HANGERS
- P. CONTRACTOR SHALL INSTALL CONDUIT VIA CONDUIT BORING OR PUSHING. NO OPEN CUT TRENCHING WILL BE ALLOWED IN THIS SIDEWALK.



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USER NAME = YPARK	DESIGNED - MAA	REVISED -
PLOT SCALE = 40,0000 * / in.	DRAWN - SK	REVISED -
PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT PROPOSED LIGHTING CONDUIT PLAN FOSTER AVENUE			
SCALE: 1"=20'	SHEET 2	OF 2 SHEETS	STA. 13+50 TO STA. 19+50

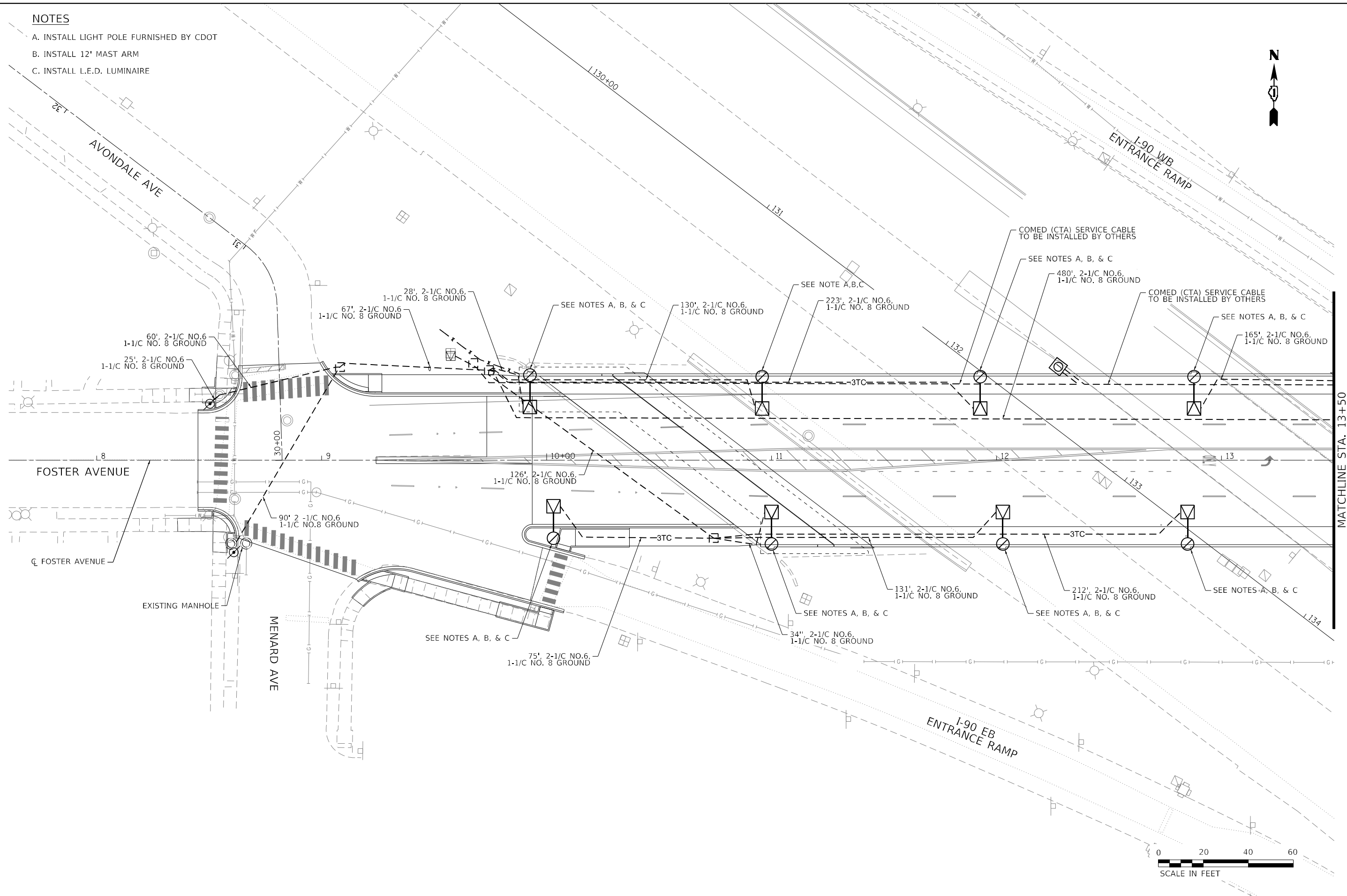
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	150
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

NOTES

- A. INSTALL LIGHT POLE FURNISHED BY CDOT
- B. INSTALL 12' MAST ARM
- C. INSTALL L.E.D. LUMINAIRE



MODEL: Default
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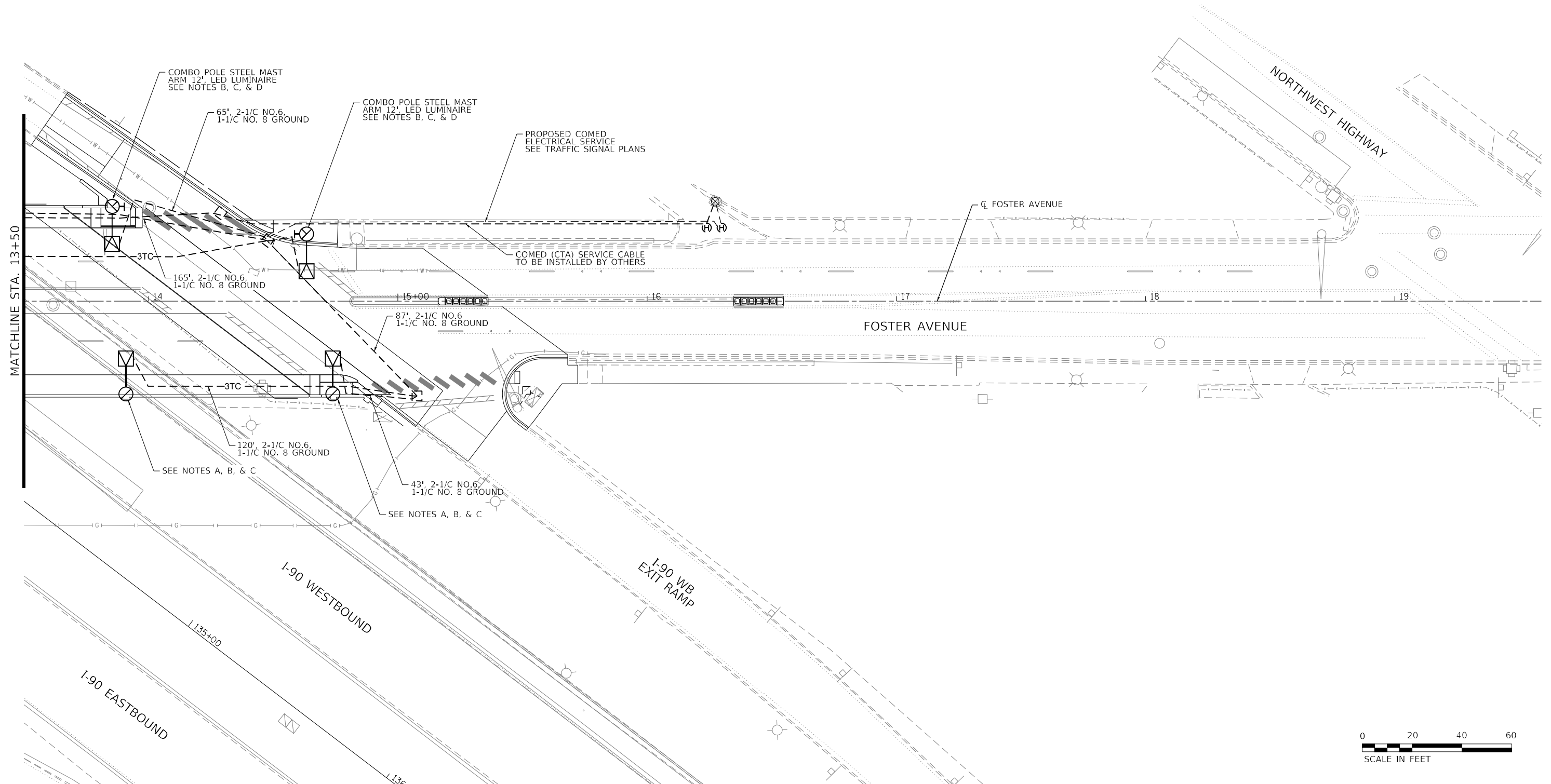
MATCHLINE STA. 13+50

	USER NAME = YPARK PLOT SCALE = 40,0000 * / in. PLOT DATE = 2/2/2024	DESIGNED - MAA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT PROPOSED LIGHTING CABLE PLAN FOSTER AVENUE	F.A.J RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 151
		CHECKED - SM DATE - 01/14/2022	REVISED -			SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 7+61 TO STA. 13+50	CONTRACT NO. 62J23 <small>ILLINOIS FED. AID PROJECT NO. NHPP-XRF(742)</small>			

NOTES

- A. INSTALL LIGHT POLE FURNISHED BY CDOT
- B. INSTALL 12' MAST ARM
- C. INSTALL L.E.D. LUMINAIRE
- D. SEE TRAFFIC PLANS FOR POLE INSTALLATION

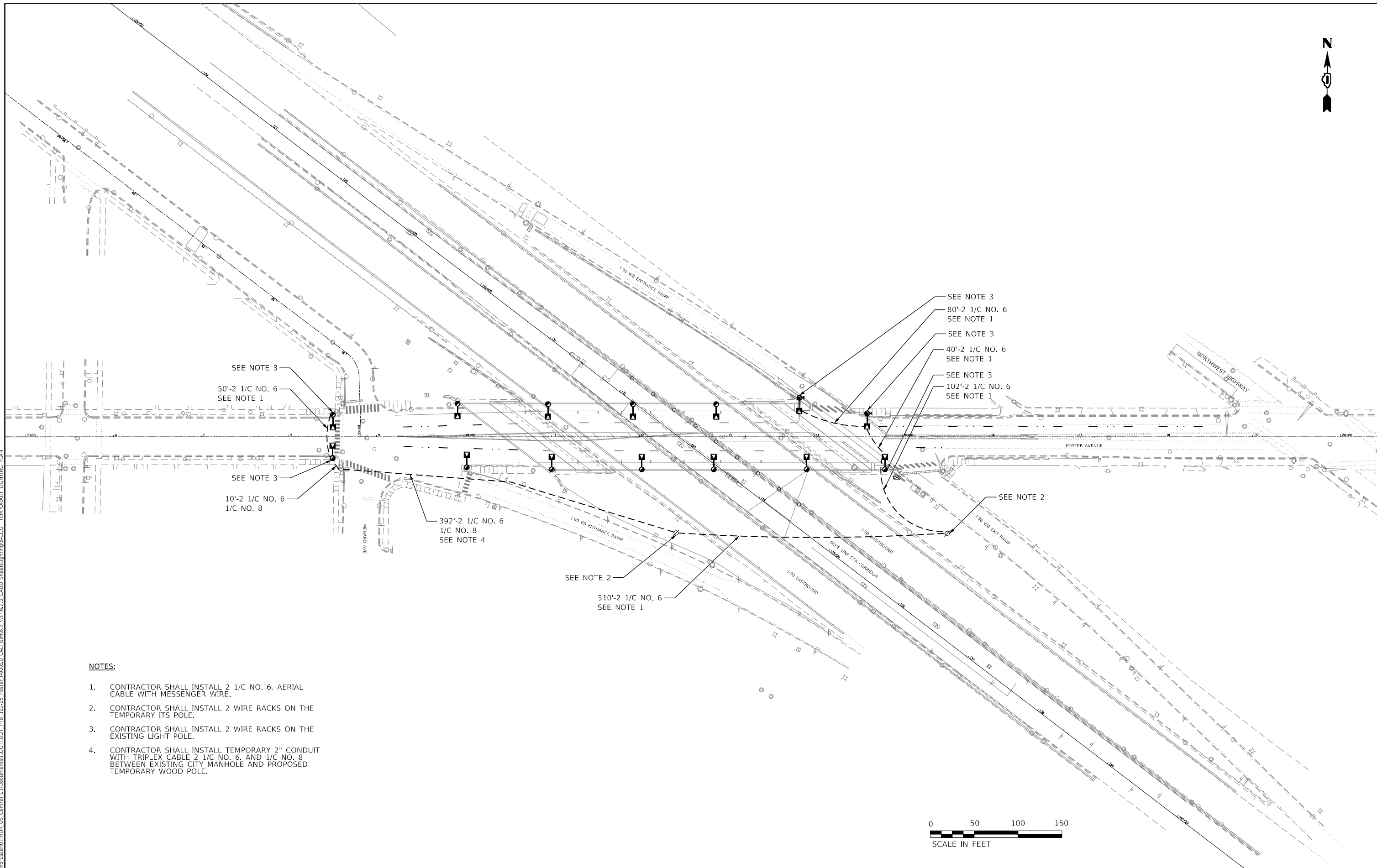
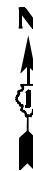
ITEMS	QUANTITIES
LIGHT POLES	10
MAST ARMS	12
LUMINAIRES	12



MODEL: Default
 FILE NAME: p:\projects\192-05 Foster-190616.0_CADD_BIM\6.2_VIP\6.2.3_CADD_SheetLighting\CDOT_PROPOSED_LIGHTING_CABLE_PLAN

	USER NAME = YPARK	DESIGNED - MAA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CDOT PROPOSED LIGHTING CABLE PLAN FOSTER AVENUE	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,0000 * / in. PLOT DATE = 2/2/2024	DRAWN - SK CHECKED - SM DATE - 01/14/2022	REVISED - REVISED - REVISED -			90 2019-045-BR&T COOK 280 152	CONTRACT NO. 62J23 ILLINOIS FED. AID PROJECT NO. NHPP-XF1(742)			

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 13+50 TO STA. 19+50



NOTES:

1. CONTRACTOR SHALL INSTALL 2 1/C NO. 6. AERIAL CABLE WITH MESSENGER WIRE.
2. CONTRACTOR SHALL INSTALL 2 WIRE RACKS ON THE TEMPORARY ITS POLE.
3. CONTRACTOR SHALL INSTALL 2 WIRE RACKS ON THE EXISTING LIGHT POLE.
4. CONTRACTOR SHALL INSTALL TEMPORARY 2" CONDUIT WITH TRIPLEX CABLE 2 1/C NO. 6. AND 1/C NO. 8 BETWEEN EXISTING CITY MANHOLE AND PROPOSED TEMPORARY WOOD POLE.

MODEL: Default; FILE NAME: \\p:\projects\2019\045-BR&T\CDOT_TEMPORARY_LIGHTING_PLAN.dwg; USER: ypark; DATE: 2/2/2024

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 300
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900

USER NAME = YPARK	DESIGNED - MAA	REVISED -
	DRAWN - SK	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - SM	REVISED -
PLOT DATE = 2/2/2024	DATE - 01/14/2022	REVISED -

DESIGNED - MAA	REVISED -
DRAWN - SK	REVISED -
CHECKED - SM	REVISED -
DATE - 01/14/2022	REVISED -

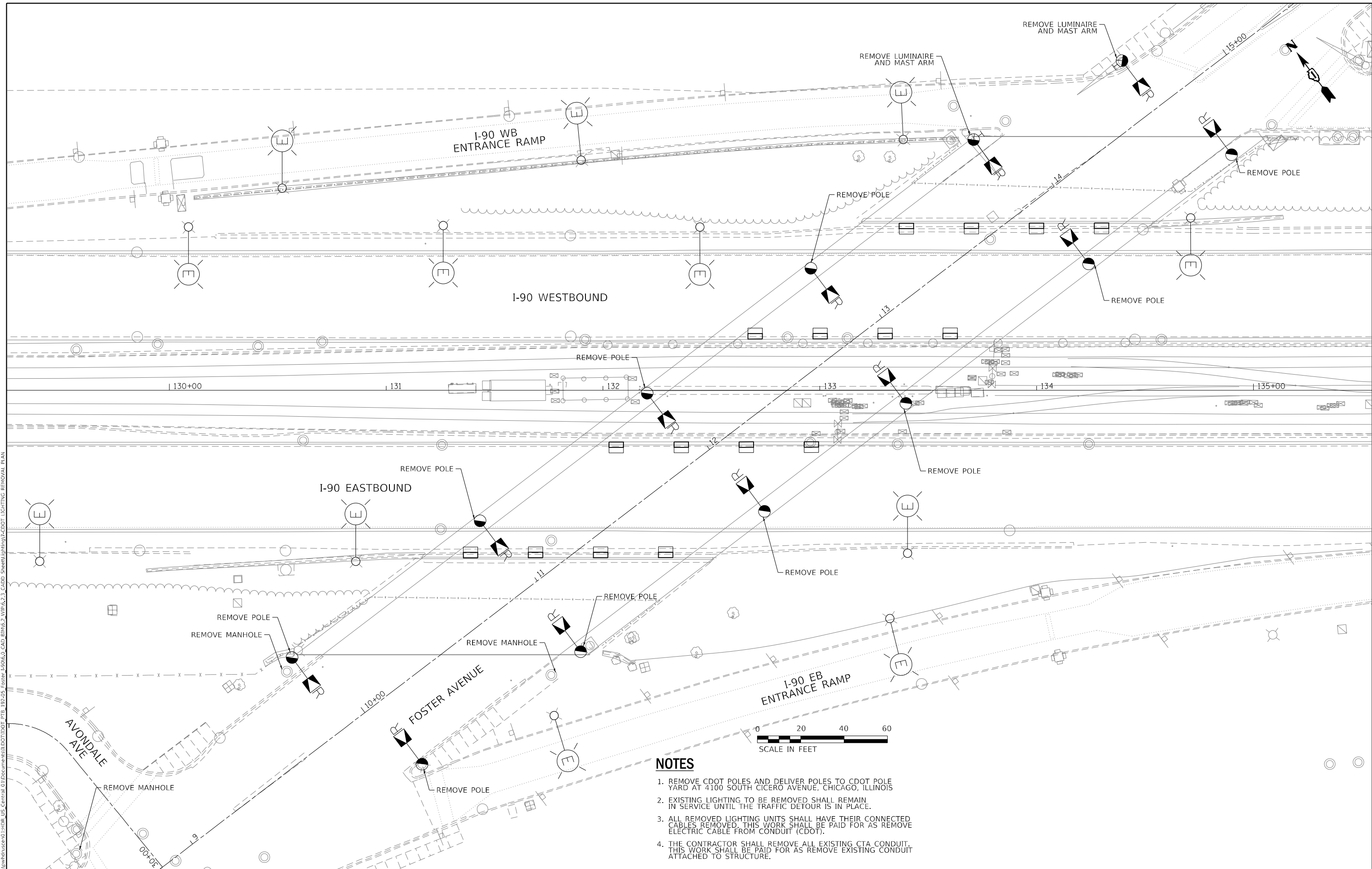
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CDOT TEMPORARY LIGHTING PLAN
FOSTER AVE**

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 125+00 TO STA. 135+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	153
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

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NOTES

1. REMOVE CDOT POLES AND DELIVER POLES TO CDOT POLE YARD AT 4100 SOUTH CICERO AVENUE, CHICAGO, ILLINOIS
2. EXISTING LIGHTING TO BE REMOVED SHALL REMAIN IN SERVICE UNTIL THE TRAFFIC DETOUR IS IN PLACE.
3. ALL REMOVED LIGHTING UNITS SHALL HAVE THEIR CONNECTED CABLES REMOVED. THIS WORK SHALL BE PAID FOR AS REMOVE ELECTRIC CABLE FROM CONDUIT (CDOT).
4. THE CONTRACTOR SHALL REMOVE ALL EXISTING CTA CONDUIT. THIS WORK SHALL BE PAID FOR AS REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE.



GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 100
 CHICAGO, ILLINOIS 60630 TEL: (773) 774-5900

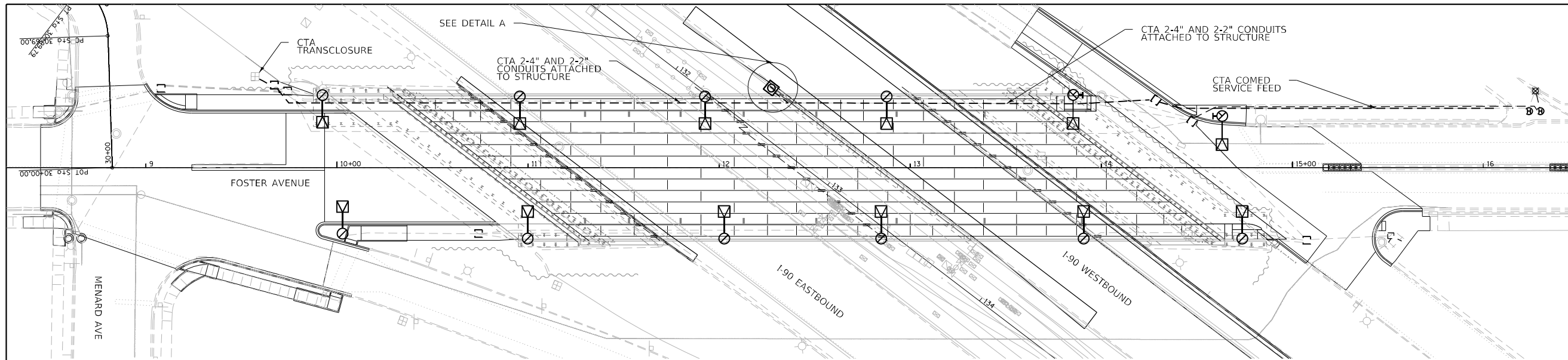
DESIGNED -	MAA	REVISED -	
DRAWN -	SK	REVISED -	
CHECKED -	SM	REVISED -	
DATE -	01/14/2022	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

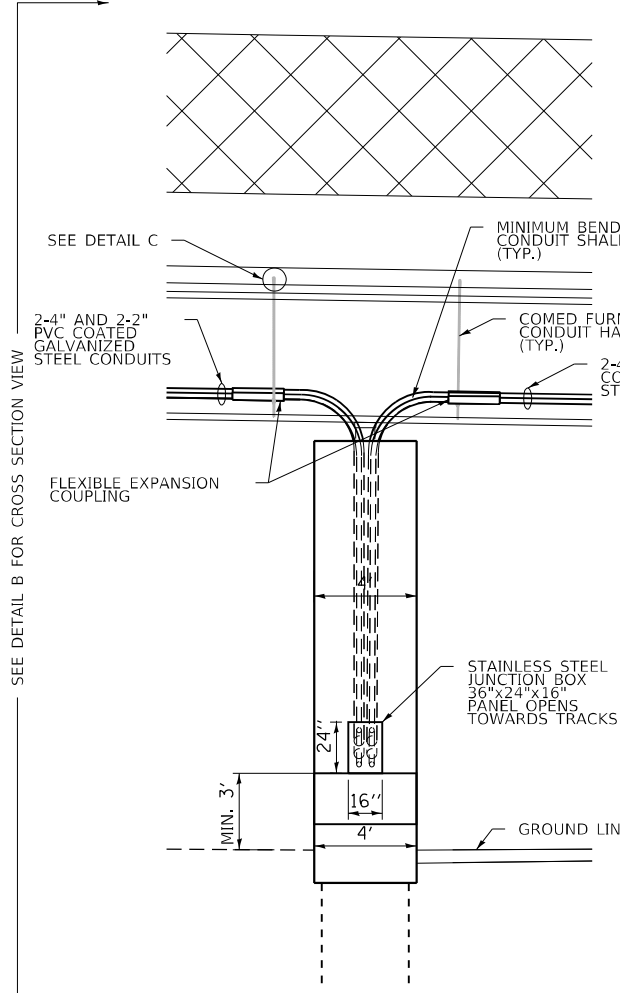
**CDOT LIGHTING REMOVAL PLAN
 I-90**

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

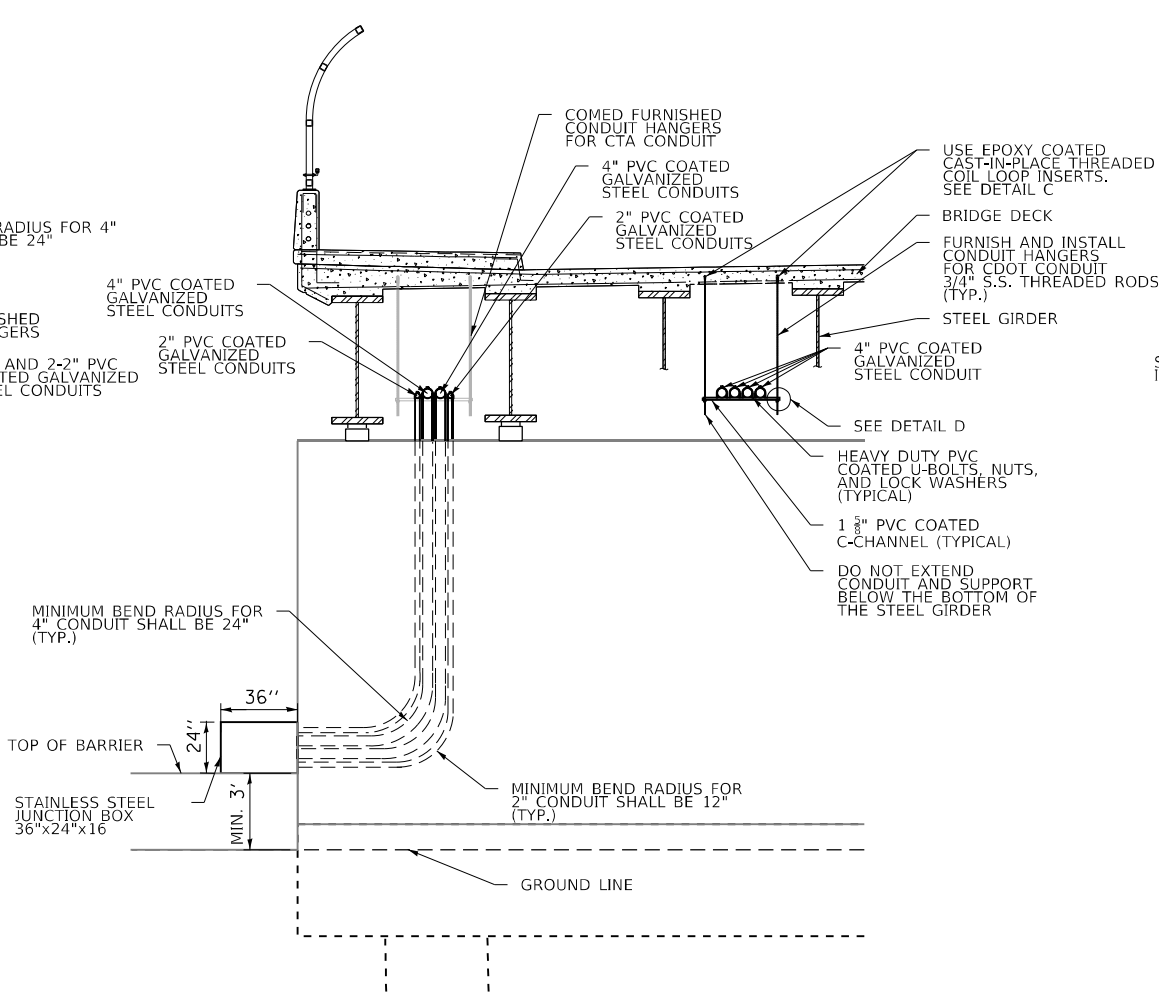
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	154
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF(742)				



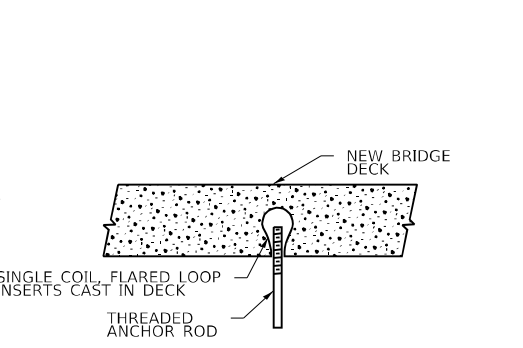
PLAN



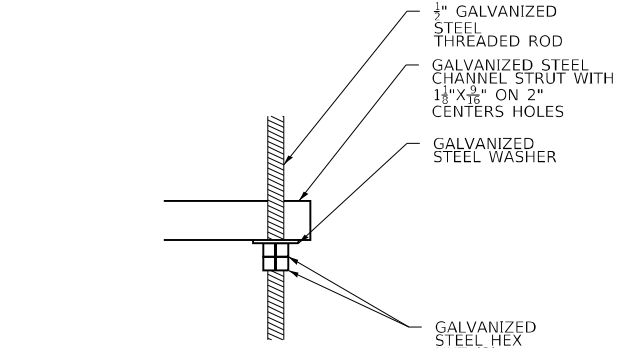
DETAIL A: FOSTER AVENUE BRIDGE:
CTA CONDUIT FEED FROM BRIDGE
ELEVATION VIEW



DETAIL B: CROSS SECTION - FOSTER AVENUE BRIDGE:
CTA CONDUIT FEED FROM BRIDGE CROSS SECTION



DETAIL C: INSERTS CAST IN DECK



DETAIL D: CDOT CONDUIT HANGER DETAIL

NOTES:

1. ANCHOR RODS, WASHERS AND NUTS SHALL BE IN ACCORDANCE WITH ARTICLE 1006.08 AND ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR CONDUIT HANGER SUPPORTS FOR CTA REVIEW.
3. ALL MOUNTING HARDWARE, CONDUIT HANGERS, AND RELATED ITEMS SHALL BE INCIDENTAL TO THE CONDUIT ATTACHED TO STRUCTURE PAY ITEMS UNLESS SPECIFIED OTHERWISE.

MODEL: Default
 FILE NAME: p:\supp\redusece01\HDBR_US_Central_01\Documents\11\DOT\DOT_PTB_192-05_Foster-19016.0_CAD_BIM\6.2_VIP\6.2.3_CADD_SheetLighting&CDOT_LIGHTING_DETAILS



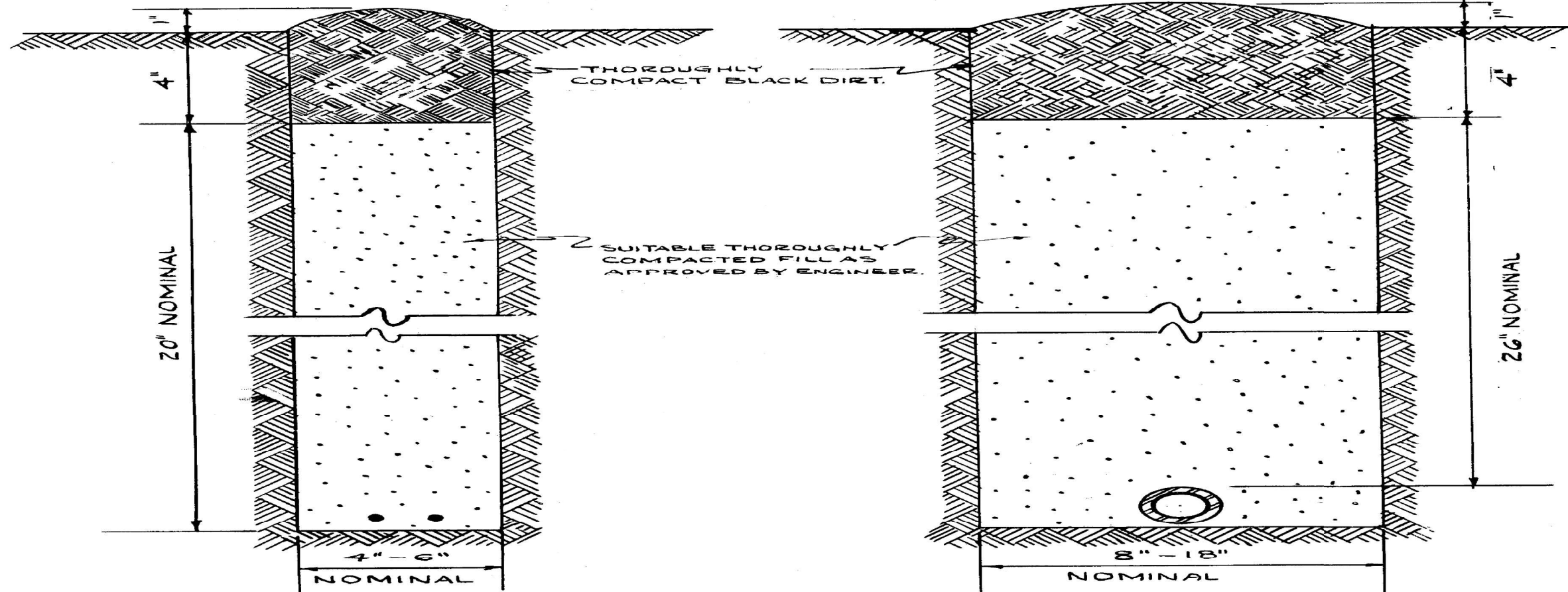
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PLOT SCALE = 60,0000 * / in.	DRAWN - SK	REVISED -
PLOT DATE = 2/8/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONDUIT HANGER
DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	155
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF1(742)				



CABLE TRENCH

CONDUIT TRENCH

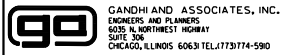
NOTE

EXCESS SOIL FROM TRENCH TO BE COMPLETELY REMOVED FROM SITE AS SOON AS PRACTICABLE.

BLACK DIRT TO BE TAMPED & THOROUGHLY COMPACTED AS SHOWN.

STANDARD METHOD FOR BACKFILLING CABLE & CONDUIT TRENCHES IN SODDED PARKWAY & LAWNS			
CITY OF CHICAGO			
DEPT. OF STREETS & SANITATION DIVISION OF ELECTRICAL ENGINEERING.			
REVISION	DRAWN	CHECKED	ENGINEER.
A	W. E. HARR	M. J. [Signature]	J. O'CONNOR.
B			DRG. NO.
C			579
D			
E			
F			
G			
H	SIZE 8 1/2" x 14"	SCALE: N	DATE: 7-14-61

MODEL DOUBLE PLAN BORDER
FILE NAME: p:\projects\62123\CDOT\CDOT\DOT\DOT_PTB_192-05_Foster-L9016.0_CAD_BIM\6.2_VIP\6.2.3_CADD_SheetLighting&CDOT_LIGHTING_DETAILS



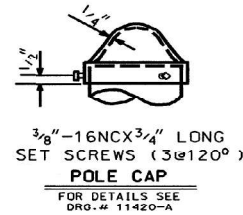
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PLOT SCALE = 100,0000' / 1in.	DRAWN - SK	REVISED -
DATE = 2/2/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

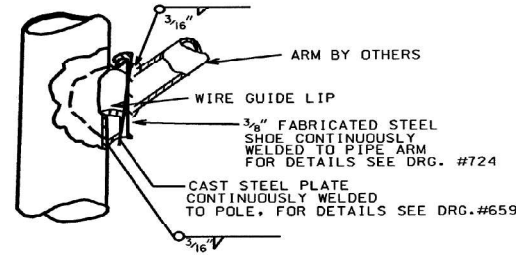
CDOT LIGHTING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

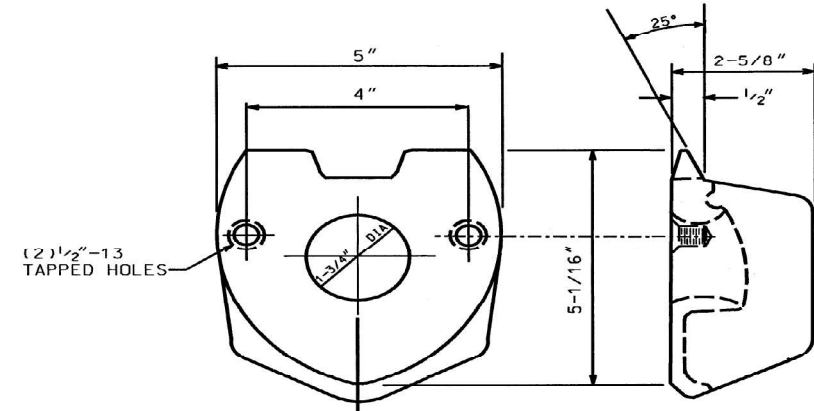
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	156
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



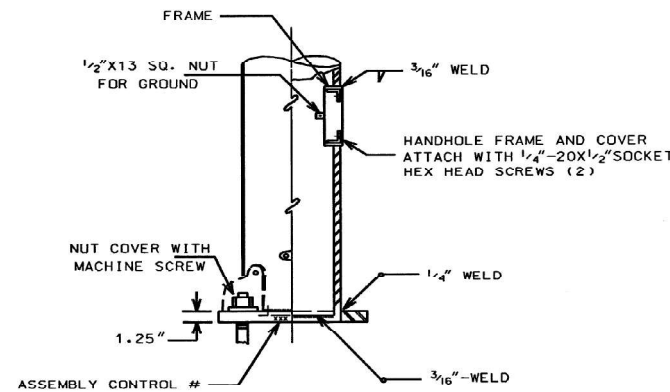
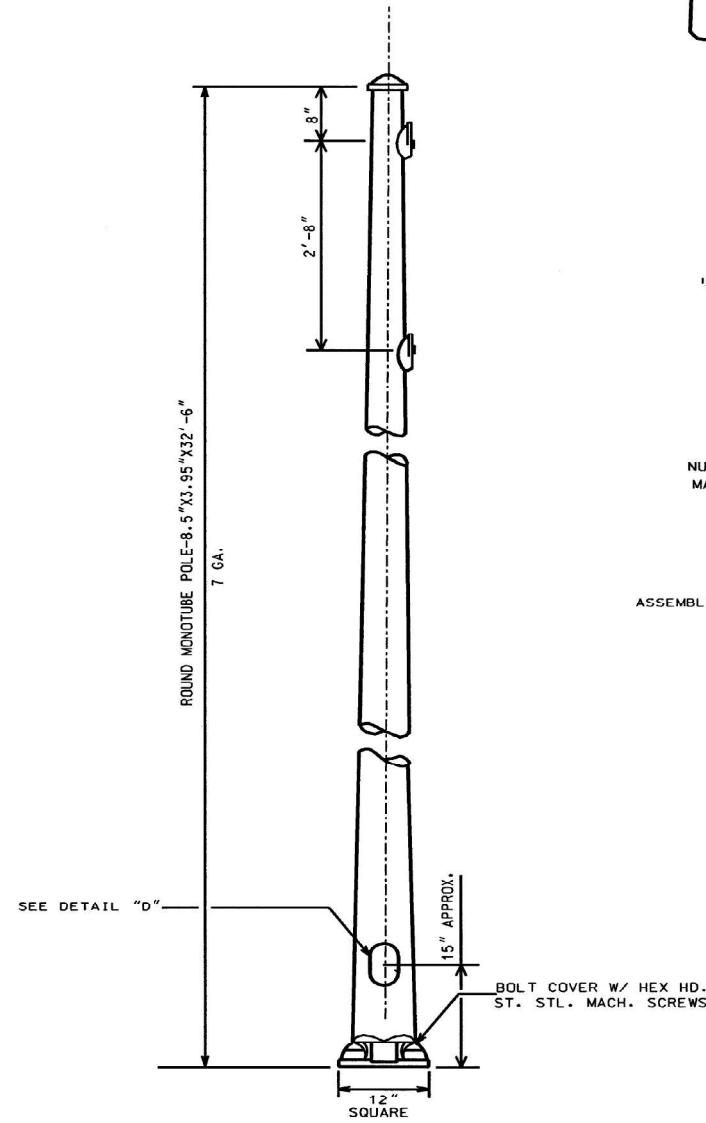
3/8" - 16NCX3/4" LONG
SET SCREWS (3@120°)
POLE CAP
FOR DETAILS SEE
DRG.# 11420-A



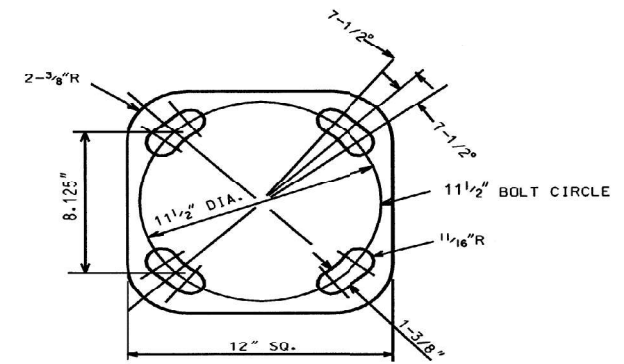
SECTION AT POLE PLATE



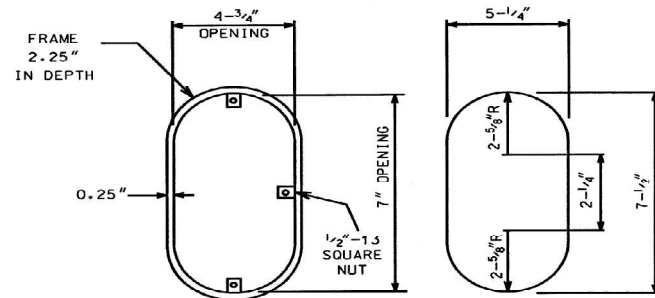
2 BOLT MAST ARM ATTACHMENT
FOR DETAILS SEE DRG.# 659 MATERIAL: CAST STEEL



DETAIL "D"



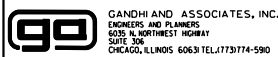
DETAIL "A"
BOLT SLOTS



HANDHOLE **DOOR**
DETAIL

3.95" x 8.5" STEEL / 32'-6" POLE 7 GAUGE		
CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAFTSMAN: ROBERT IVY	CHIEF DRAFTSMAN: ROBERT CARTER	ENGINEER: RON POOL
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR:	DWG. NO. 762
ENGINEER OF ELECTRICITY:	GEN'L SUPT. OF ELECTRICITY:	10-03-01
DEPUTY COMMISSIONER:		

MODEL DOUBLE PLAN BOARD
FILE NAME: P:\PROJECTS\CDOT\11420-A.DWG
US Central O:\Documents\11420-A.DWG_PTB_192-05_Foster-L9016.0_CAD_BIM\6.2_VIP\6.2.3_CADD_SheetLighting\11420-CDDOT_LIGHTING_DETAILS



USER NAME = YPARK	DESIGNED - MAA	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - SK	REVISED -
PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT LIGHTING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	157
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

PROPOSED PRESENT

Table listing proposed and present symbols and descriptions for various lighting fixtures, including traffic signals, pedestrian signals, poles, and controllers.

PROPOSED PRESENT

Table listing proposed and present symbols and descriptions for manholes, handholes, foundations, conduits, and various types of luminaires.

C.M.H. LUMINAIRES

Table listing proposed and present symbols and descriptions for C.M.H. luminaires, including 315W, 210W, 140W, and 90W lamps.

H.P.S.V. ORNAMENTAL LUMINAIRES

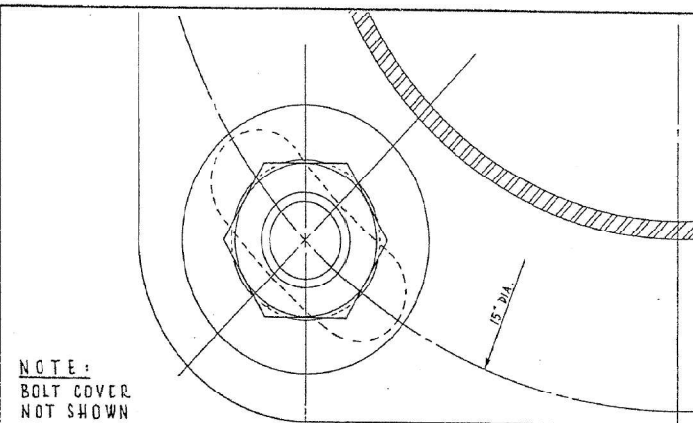
Table listing proposed and present symbols and descriptions for H.P.S.V. ornamental luminaires, including 310W, 400W, and 250W pendant lamps.

L.E.D. LUMINAIRES

Table listing proposed and present symbols and descriptions for L.E.D. luminaires, including 400W HPSV equivalent and 100W/150W HPSV equivalent lamps.

Revision table and project information block including: STANDARD CODE FOR TRAFFIC SIGNALS/STREET LIGHTING, CITY OF CHICAGO, DEPT. OF TRANSPORTATION, DRAFTSMAN: R. IVY, CHIEF DRAFTSMAN: R. CARTER, ENGINEER: R. POOL/R.C./W.T., SHEET NO. 826, DATE: 09-19-13.

MODEL DOUBLE PLAN BORDER
FILE NAME: I:\Projects\2013\2013045 CDOT Lighting\CDOT Lighting Details



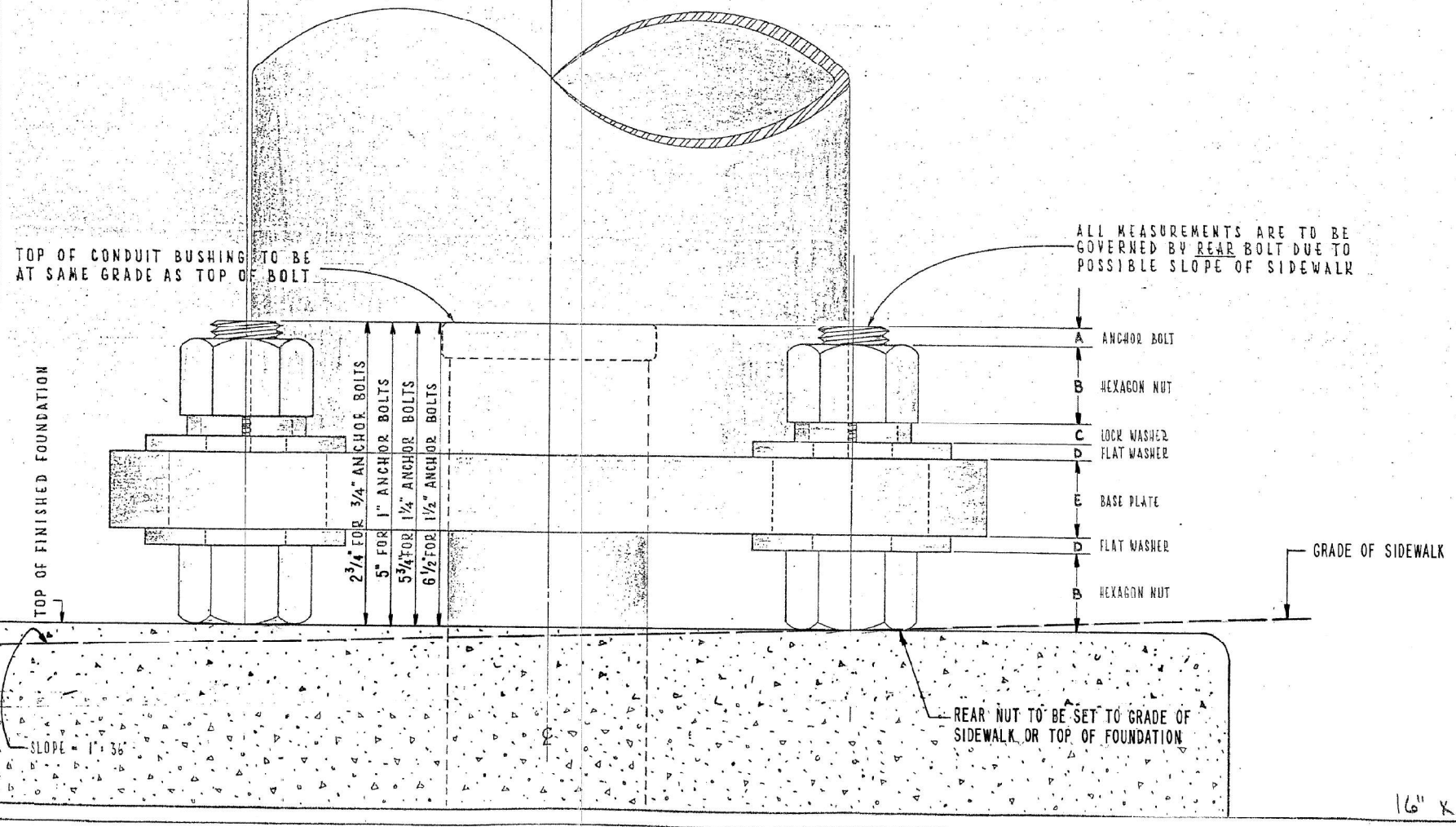
NOTE:
BOLT COVER
NOT SHOWN

INSTALLATION NOTES

- STEP 1 COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING GREASE ("NO-DX" OR EQUAL).
- STEP 2 INSTALL LOWER LEVELLING NUTS & WASHERS. SET AT PROPER GRADE WITH HAND LEVEL, USE TABLE FOR APPROPRIATE DIMENSIONS.
- STEP 3 MOUNT POLE OR PEDESTAL, ATTACH TOP WASHERS & NUTS HAND TIGHT.
- STEP 4 PLUMB POLE OR PEDESTAL AFTER ALL MASTARMS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.
- STEP 5 ATTACH NUT COVERS WHERE REQUIRED.
- STEP 6 DO NOT GROUT IN SPACE BETWEEN BOTTOM OF POLE & TOP OF FOUNDATION. TOP OF FOUNDATION OR SURFACE OF SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.
- STEP 7 POLE OR PEDESTAL IS TO BE PERFECTLY PLUMB, NO "RAKE" IS TO BE LEFT.

IF NECESSARY:
ANCHOR BOLT TO BE TRIMMED WITH SAW. DO NOT BURN, AS THIS DRASTICALLY REDUCES THE TENSILE STRENGTH OF ANCHOR BOLT.
COAT ANCHOR BOLT WITH RUST-OLEUM HARD HAT ZINC RICH COMPOUND.

T A B L E							
U N I T	ANCHOR BOLT SIZE						
	1"	1 1/4"	1 1/2"	3/4"			
	POLE GAUGES						
7 GA.	3 GA.	7 GA.	3 GA.	7 GA.	3 GA.		
A	7/16"	7/16"	1/8"	1 5/16"	1 1/8"	7/8"	3/4"
B	1"	1"	1/4"	1 1/4"	1 1/2"	1 1/2"	3/4"
C	1/4"	1/4"	5/16"	5/16"	3/8"	3/8"	3/16"
D	5/32"	5/32"	1/4"	1/4"	1/4"	1/4"	5/32"
E	1"	1"	1/4"	1 1/2"	1 1/2"	1 3/4"	5/8"



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

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

DRAFTSMAN: EUGENE GERULIS	CHIEF DRAFTSMAN: R. J. S.	ENGINEER: M. J. S.
SUPERVISING ENGINEER:	ELEC. DESIGN LEAD:	H.W.G. M.D.
ENGINEER OF ELECTRICITY: Michael J. Shive	837	
GEN'L. SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER: Randy A. Frydland	DATE: 6-7-85	
SIZE: 22 1/2	SCALE: 1" = 1'	

MODEL: DOUBLE PLAN BORDER; FILE NAME: P:\PROJECTS\CDOT\CDOT\US_Central_01\Documents\11\DOT\DOT_PTB_192-05_Poster_L9016.0_CAD_BIM6.2_VIP6.2_3_CADD_SheetLighting\12-CDOT_LIGHTING_DETAILS

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 300
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900

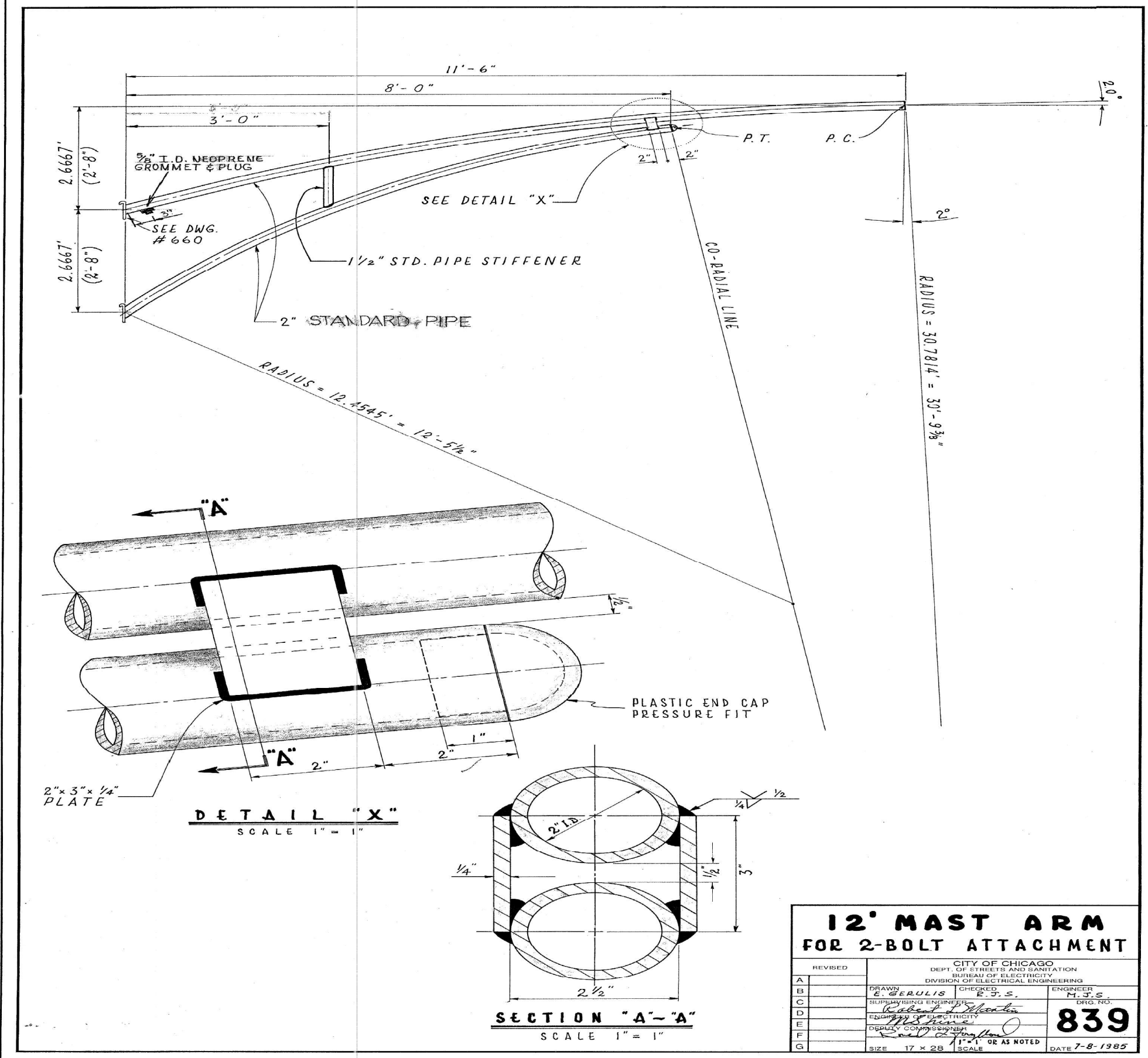
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PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CDOT LIGHTING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	159
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-FRF(742)				



MODEL DOUBLE PLAN BOARD
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 US Central 01\Documents\11001\11001.PTB 192-05 Foster L9016.0 CAD BIM6.2 VIP6.2.3 CADD SheetLighting\13-CDOT LIGHTING DETAILS

GO GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 300
 CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900

USER NAME = YPARK	DESIGNED - MAA	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - SK	REVISED -
PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CDOT LIGHTING DETAIL			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	160
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

12' MAST ARM FOR 2-BOLT ATTACHMENT
 CITY OF CHICAGO
 DEPT. OF STREETS AND SANITATION
 BUREAU OF ELECTRICITY
 DIVISION OF ELECTRICAL ENGINEERING

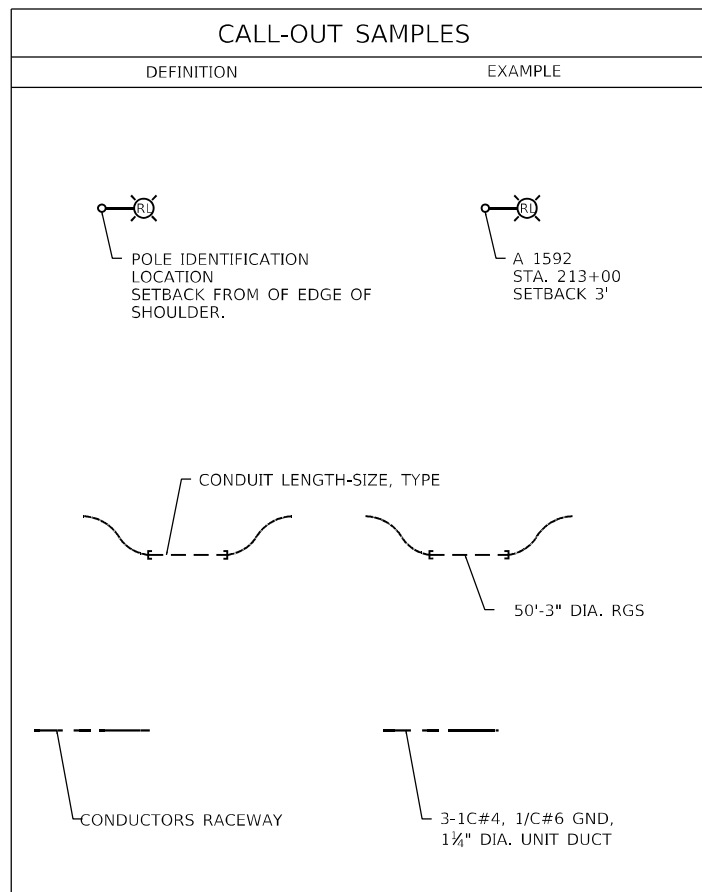
REVISIONS	DRAWN	CHECKED	ENGINEER
A	E. GERULIS	E. J. S.	M. J. S.
B			
C			
D			
E			
F			
G			

DATE 7-8-1985
 SCALE 1" = 1" OR AS NOTED
 SIZE 17 x 28

LEGEND

Legend symbols and descriptions including: RELOCATED POLE, 47.5' MH, 15' MA, AND EXISTING LUMINAIRE; EXISTING LIGHT POLE; EXISTING LIGHT POLE TO BE RELOCATED; PROPOSED LED UNDERPASS LUMINAIRE, OUTPUT DESIGNATION E (9,450 LUMENS MIN.); EXISTING UNDERPASS LUMINAIRE TO BE REMOVED AND SALVAGED; EXISTING LIGHTING CONTROLLER; EXISTING LIGHTING CABLES IN UNDERGROUND DUCT TO REMAIN IN PLACE; UNIT DUCT, SIZE AS INDICATED ON THE PLANS; EXISTING CONDUIT, SIZE AS INDICATED ON THE PLANS; PROPOSED CONDUIT, SIZE AS INDICATED ON THE PLANS; AERIAL CABLE SIZE AS INDICATED ON THE PLANS.

CALL-OUT SAMPLES



ABBREVIATIONS

Table mapping symbols to descriptions for abbreviations such as AC (ALTERNATING CURRENT), A/C (AERIAL CABLE), AFG (ABOVE FINISHED GRADE), etc.

GENERAL NOTES:

- 1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION).
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRES IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
9. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND ITEM. REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EXISTING LIGHTING CIRCUITS DURING CONSTRUCTION AND UNTIL THE WORK IS COMPLETED AND THE LIGHT POLES ARE RELOCATED AND OPERATIONAL.
11. ALL POLE SETBACK ARE MEASURED FROM THE EDGE OF SHOULDER UNLESS OTHERWISE NOTED.
12. PROVIDE EXPANSION/DEFLECTION FITTINGS FOR ALL CONDUITS AT BRIDGE ABUTMENT AND EXPANSION JOINTS IN ACCORDANCE WITH DETAILS SHOWN ON HIGHWAY STANDARD 812001. EXPANSION/DEFLECTION FITTINGS ARE INCLUDED IN THE COST OF CONDUIT AND WILL NOT BE PAID FOR SEPERATELY.

LIGHTING REMOVAL GENERAL NOTES:

- 1. WIRING FOR EXISTING EQUIPMENT TO BE REMOVED SHALL BE DISCONNECTED AT THE BASE OF THE NEAREST ABOVE GROUND JUNCTION BOX OR LIGHT POLE BASE. REMOVAL OF EXISTING WIRING IS PAID FOR AS REMOVE ELECTRIC CABLE FROM CONDUIT.
2. ALL EXISTING EQUIPMENT THAT ARE TO BE REMOVED SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE.
3. EXISTING LIGHT POLES SHALL BE MAINTAINED AND REMAIN OPERATIONAL UNTIL NEW FOUNDATIONS AND CABLES ARE INSTALLED. THE CONTRACTOR SHALL RELOCATE THE EXISTING LIGHT POLES DURING A SINGLE DAYTIME OPERATION.

SUMMARY OF QUANTITIES table with columns: DESCRIPTION, UNIT, QUANTITY. Includes items like CONDUIT ATTACHED TO STRUCTURE, JUNCTION BOX, UNIT DUCT, LUMINAIRE, etc.

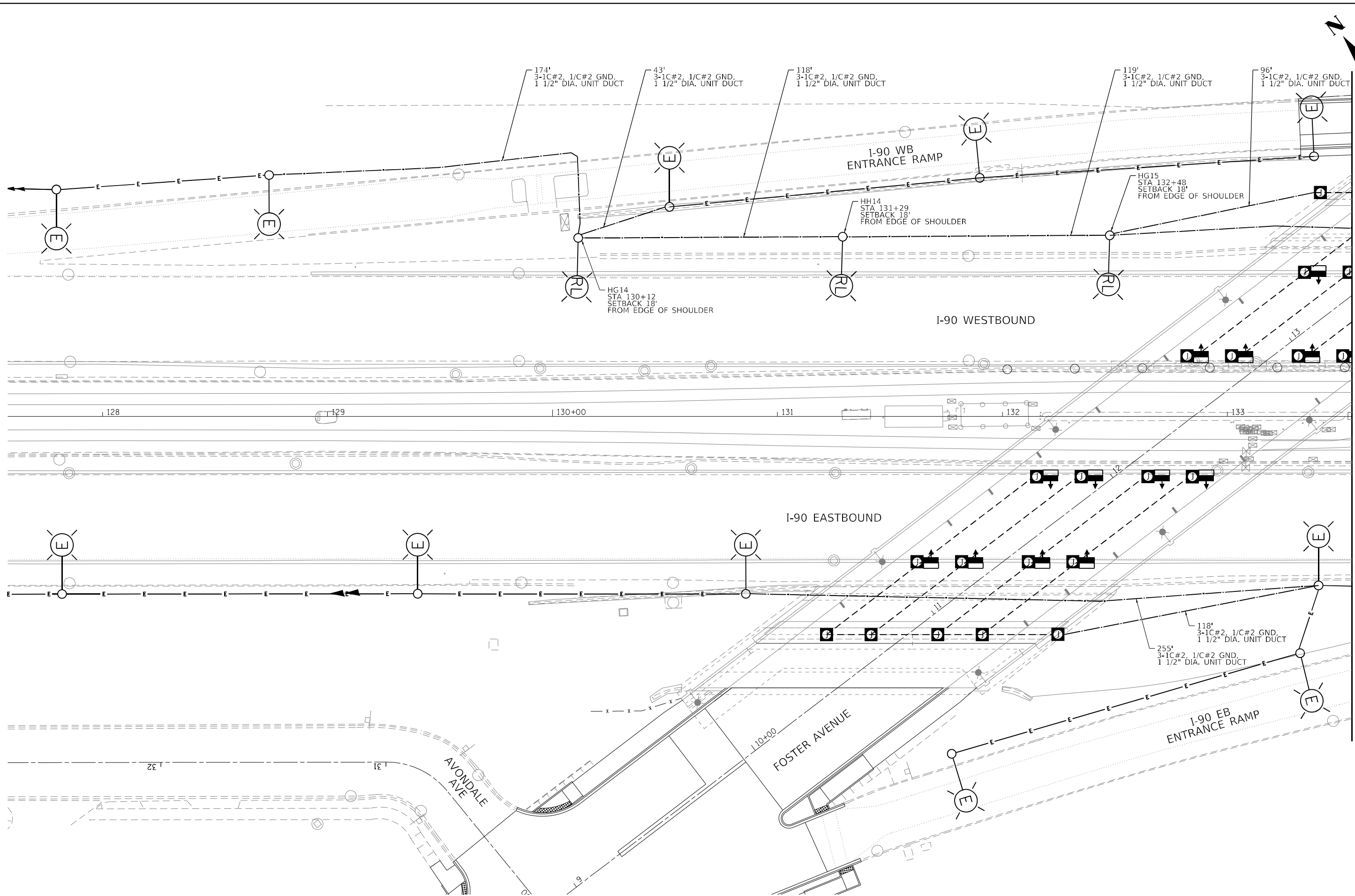
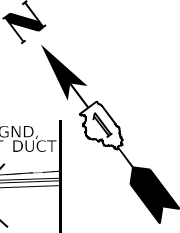
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

IDOT LIGHTING LEGEND AND GENERAL NOTES I-90

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

Table with columns: F.A.J RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. 62J23, ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)

MODEL: Default; FILE NAME: ...; GANDHI AND ASSOCIATES, INC. ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SUITE 300 CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900



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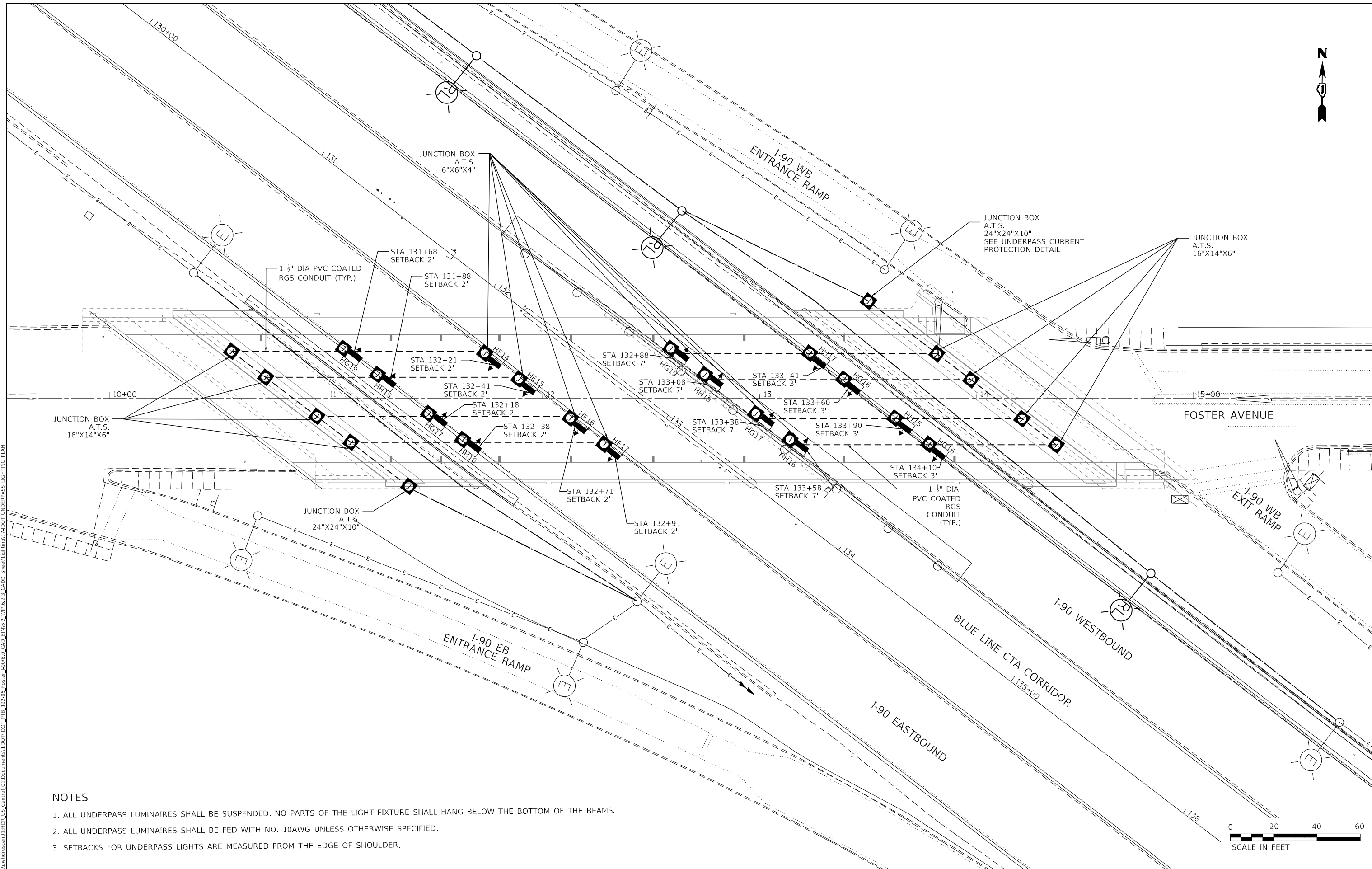


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DATE - 01/14/2022	REVISOR -	REVISOR -
PLOT SCALE = 40,0000 * / in.		
PLOT DATE = 2/2/2024		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IDOT PROPOSED LIGHTING PLAN	
I-90 (SHEET 1 OF 2)	
SCALE: 1"=20'	TO STA.
SHEET 1	OF 1 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	162
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



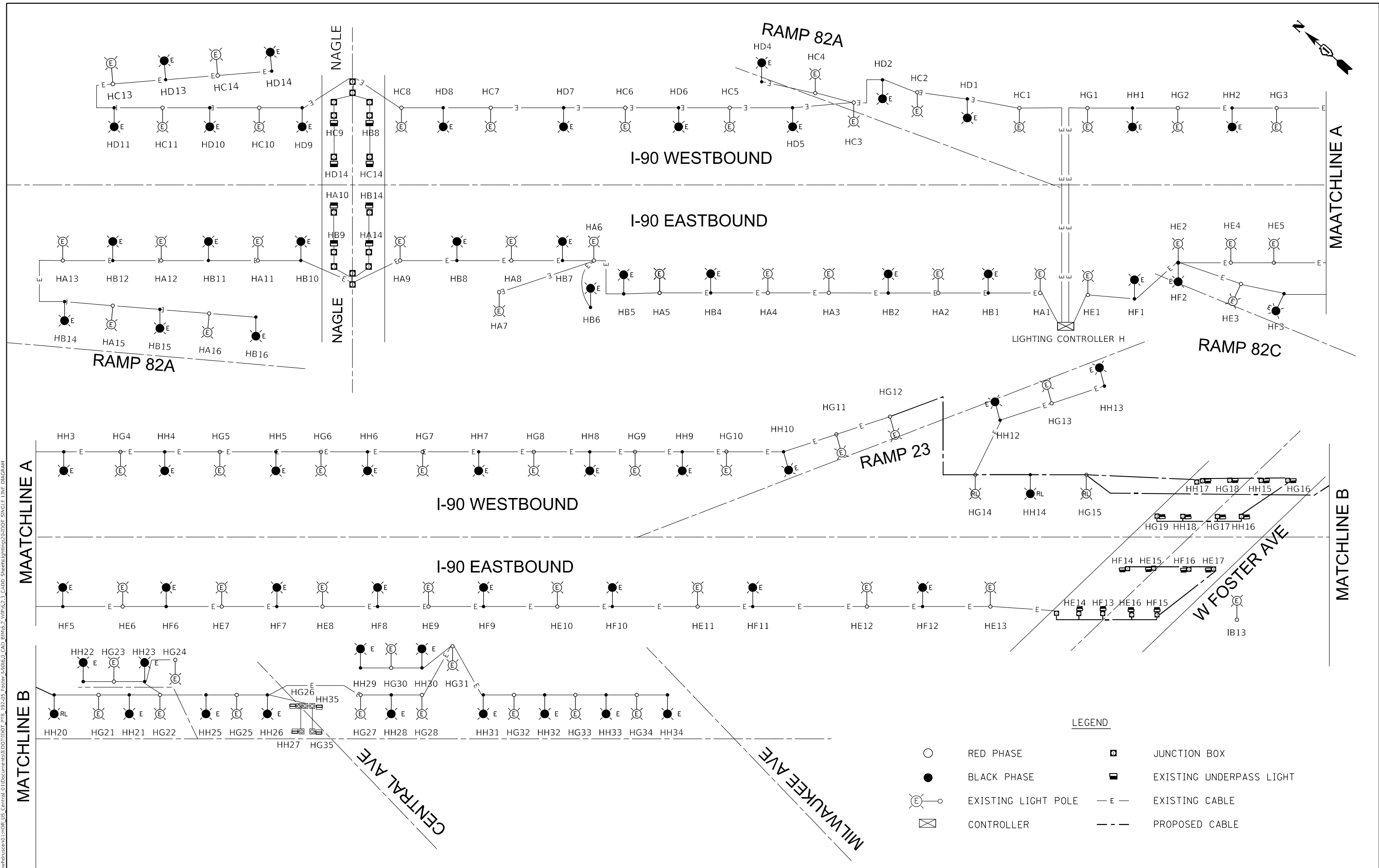
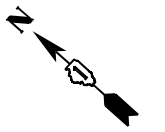
NOTES

1. ALL UNDERPASS LUMINAIRES SHALL BE SUSPENDED. NO PARTS OF THE LIGHT FIXTURE SHALL HANG BELOW THE BOTTOM OF THE BEAMS.
2. ALL UNDERPASS LUMINAIRES SHALL BE FED WITH NO. 10AWG UNLESS OTHERWISE SPECIFIED.
3. SETBACKS FOR UNDERPASS LIGHTS ARE MEASURED FROM THE EDGE OF SHOULDER.



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	USER NAME = YPARK	DESIGNED - MAA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT PROPOSED UNDERPASS LIGHTING PLAN I-90			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,0000 * / in.	CHECKED - SM	DATE - 01/14/2022		REVISED -	SCALE: 1"=20'	SHEET 1 OF 1 SHEETS	STA.	TO STA.	90	2019-045-BR&T	COOK
PLOT DATE = 2/2/2024	DATE - 01/14/2022	REVISED -	REVISED -				CONTRACT NO. 62J23			ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)		

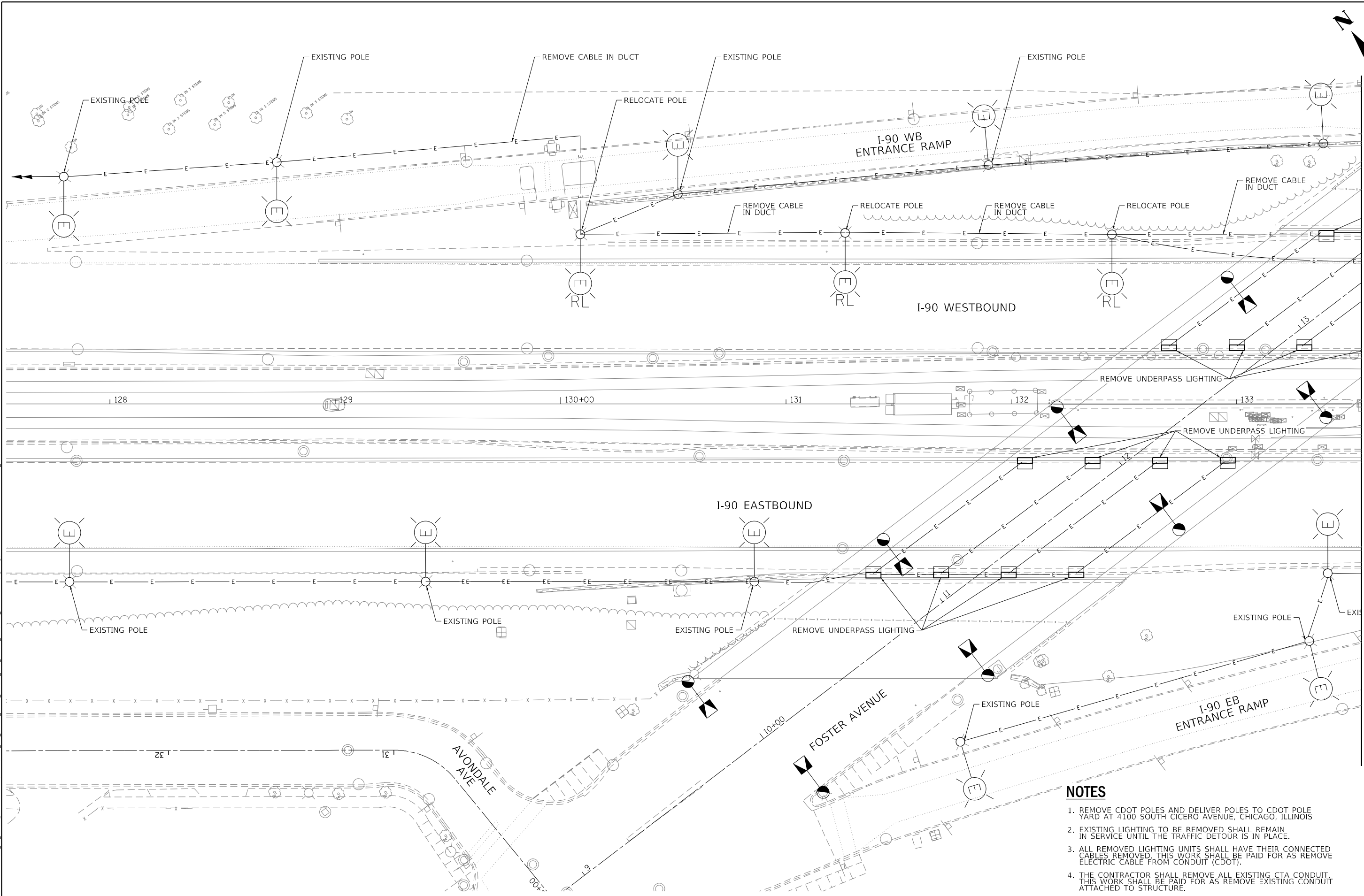


LEGEND

- RED PHASE
- BLACK PHASE
- ⊗ EXISTING LIGHT POLE
- ⊠ CONTROLLER
- ◻ JUNCTION BOX
- ▣ EXISTING UNDERPASS LIGHT
- E — EXISTING CABLE
- - - PROPOSED CABLE

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	USER NAME = YPARK PLOT SCALE = 40,0000 * / in. PLOT DATE = 2/2/2024	DESIGNED - MAA DRAWN - SK CHECKED - SM DATE - 01/14/2022	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT PROPOSED SINGLE LINE DIAGRAM I-90	SCALE: N.T.S. SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A.J. RTE. 90 SECTION 2019-045-BR&T COUNTY COOK TOTAL SHEETS 280 SHEET NO. 165 CONTRACT NO. 62J23 <small>ILLINOIS FED. AID PROJECT NO. NHPP-XRF(742)</small>
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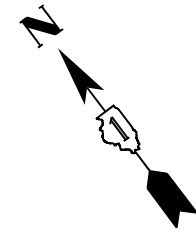


MATCHLINE STA. 133+55

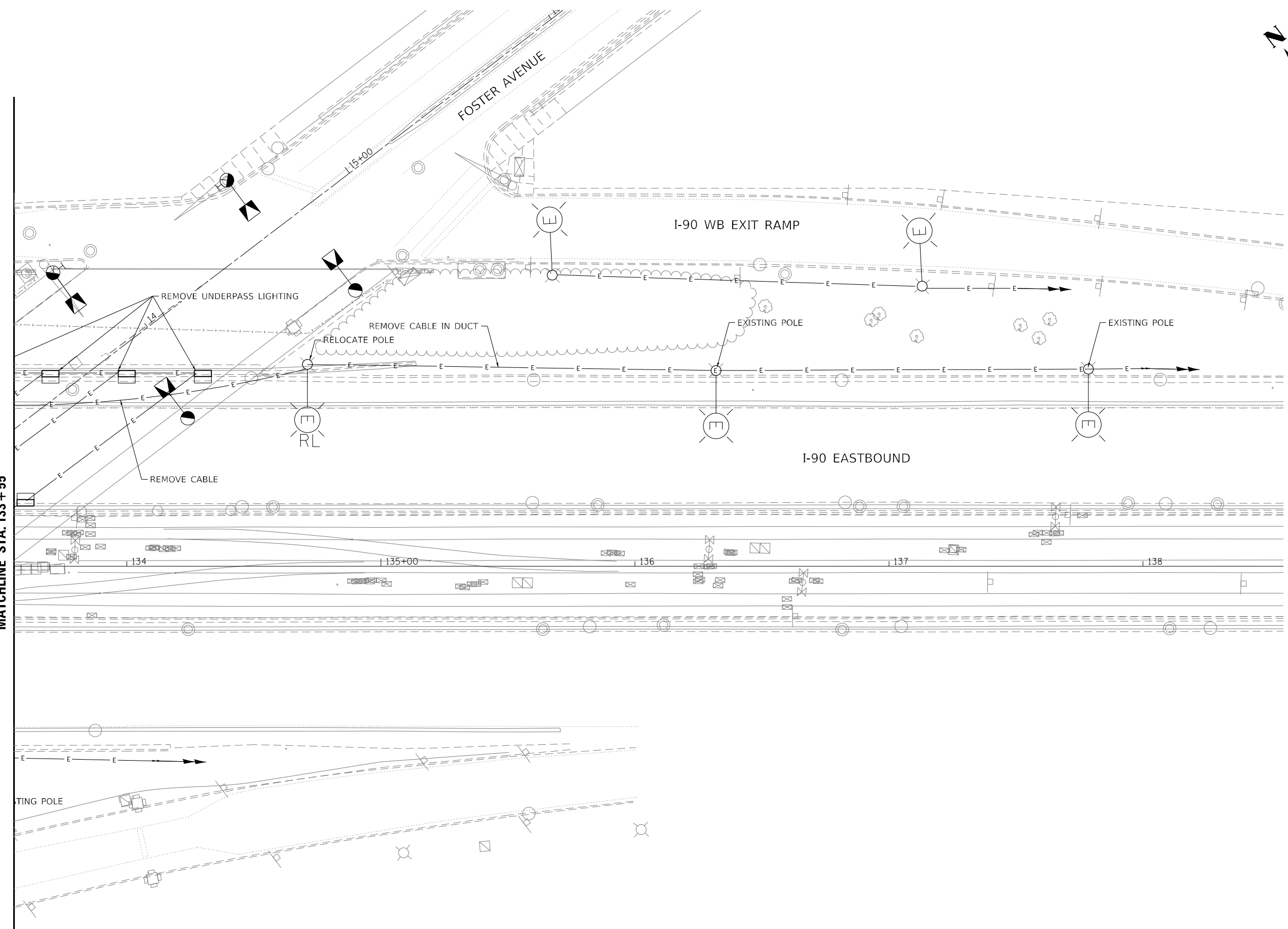
- NOTES**
1. REMOVE CDOT POLES AND DELIVER POLES TO CDOT POLE YARD AT 4100 SOUTH CICERO AVENUE, CHICAGO, ILLINOIS
 2. EXISTING LIGHTING TO BE REMOVED SHALL REMAIN IN SERVICE UNTIL THE TRAFFIC DETOUR IS IN PLACE.
 3. ALL REMOVED LIGHTING UNITS SHALL HAVE THEIR CONNECTED CABLES REMOVED. THIS WORK SHALL BE PAID FOR AS REMOVE ELECTRIC CABLE FROM CONDUIT (CDOT).
 4. THE CONTRACTOR SHALL REMOVE ALL EXISTING CTA CONDUIT. THIS WORK SHALL BE PAID FOR AS REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE.

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 GANDHI AND ASSOCIATES, INC. ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SUITE 300 CHICAGO, ILLINOIS 60630 TEL: (773) 774-5900	USER NAME = YPARK	DESIGNED - MAA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT LIGHTING REMOVAL PLAN I-90 (SHEET 1 OF 2)			F.A.J. RTE. = 90	SECTION = 2019-045-BR&T	COUNTY = COOK	TOTAL SHEETS = 280	SHEET NO. = 166
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	PLOT DATE = 2/2/2024	DATE = 01/14/2022	REVISED -		ILLINOIS FED. AID PROJECT NO. NHPP-XRF(742)							



MATCHLINE STA. 133 + 55



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GA GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 300
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900

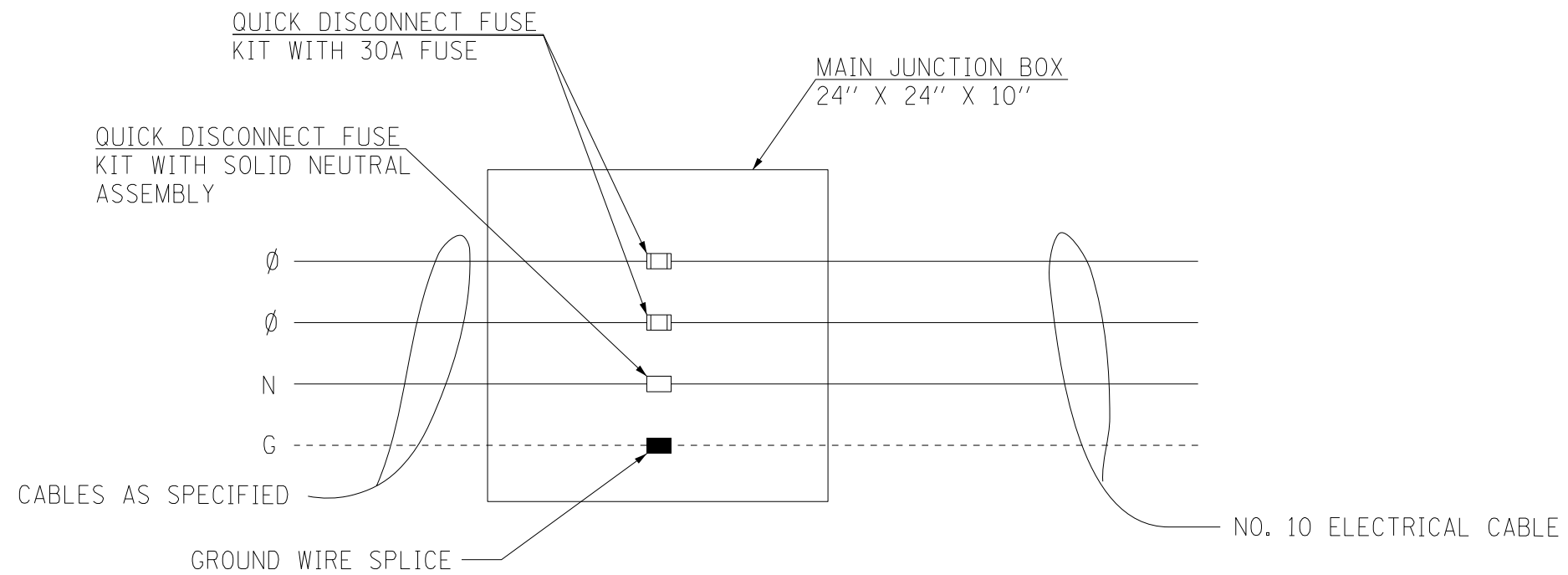
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PLOT DATE = 2/2/2024		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT LIGHTING REMOVAL PLAN
I-90 (SHEET 2 OF 2)**

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

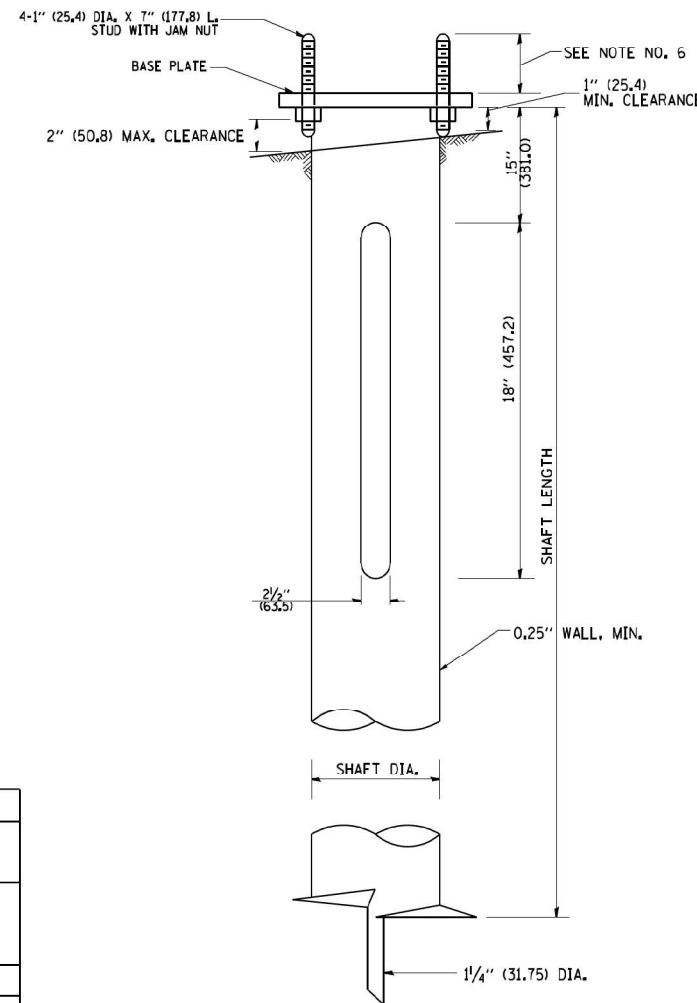
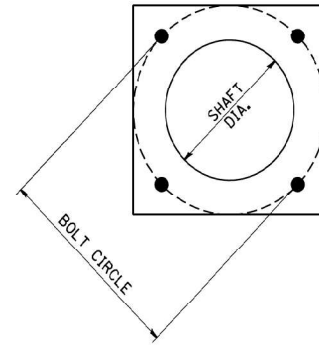
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	167
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



DETAIL "A"
UNDERPASS OVERCURRENT PROTECTION

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 GANDHI AND ASSOCIATES, INC. ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SUITE 300 CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900	USER NAME = YPARK	DESIGNED - MAA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT LIGHTING DETAIL			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000' / in.	DRAWN - SK	REVISED -		90	2019-045-BR&T	COOK	280	168			
PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -	CONTRACT NO. 62J23				ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)					
DATE - 01/14/2022	REVISIED -	REVISED -	SCALE:		SHEET	OF	SHEETS	STA.	TO STA.			



HELIX FOUNDATION SIZE

POLE MOUNTING HEIGHT	BOLT CIRCLE	SHAFT DIAMETER	SHAFT LENGTH	BASEPLATE
30 FT.	11 1/2"	8 5/8"	6 FT.	12"x12"x1"
31 FT.-35 FT.	11 1/2"	8 5/8"	6 FT.	12"x12"x1"
36 FT.-40 FT.	15"	8 5/8"	6 FT.	15"x15"x1 1/4"
41 FT.-45 FT.	15"	8 5/8"	6 FT.	15"x15"x1 1/4"
46 FT.-50 FT.	15"	10"	8 FT.	15"x15"x1 1/4"

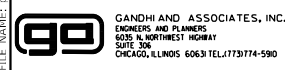
METAL HELIX FOUNDATION MATERIALS

ITEM	MATERIAL REQUIREMENT
BASEPLATE	AASHTO M 270M, GRADE 36 (M270M, GRADE 250)
SHAFT	ASTM A 252, GRADE 2 (PHOSPHOROUS 0.04% MAXIMUM, SULFUR 0.05% MAXIMUM)
HELIX SCREW	AASHTO M 183 (ASTM A 635)
PILOT POINT	AASHTO M 270 (ASTM A 575)
ANCHOR RODS/STUDS	AASHTO M 314 (ASTM F 1554)
HEXAGON NUTS	AASHTO M 291M (ASTM A 563) GRADE DH, OR AASHTO M 292 (ASTM A 194) GRADE 2H
WASHERS	AASHTO M 293 (ASTM F 436)

NOTES:

- ALL DIMENSION IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- ALL MATERIAL SHALL BE GALVINIZED ACCORDING TO AASHTO M111, UNLESS OTHERWISE SPECIFIED.
- ALL WELDS SHALL BE CONTINUOUS AND NOT LESS THAN 1/4" (6,35 mm) FILLET WELDS. THE WELDED FOUNDATION SHALL BE CAPABLE OF WITHSTANDING 10,000 FT/LBS (13558.18 n.m) OF INSTALLATION TORQUE APPLIED ABOUT THE AXIS OF THE FOUNDATION.
- THE HELIX FOUNDATION SHAFT SHALL BE INSTALLED VERTICAL AND THE BASE PLATE SHALL BE IN LEVEL. THE BREAKAWAY COUPLINGS AND HARDWARE SHALL NOT BE USED TO ALIGN THE POLE INSTALLATION.
- THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE INSTALLATION OF THE LIGHT POLE.
- THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF THE BASE PLATE WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS.
- ANY VOIDS WITHIN THE METAL FOUNDATION SHALL BE FILLED WITH FINE AGGREGATE.
- METAL FOUNDATIONS SHALL BE INSTALLED IN UNDISTURBED SOIL. PREDRILLING A PILOT HOLE AND/OR BACKFILLING AROUND THE FOUNDATION IS NOT ALLOWED.
- THE METAL FOUNDATION SHALL NOT BE INSTALLED TO A TORQUE WHICH EXCEEDS THE MANUFACTURER'S MAXIMUM TORQUE RATING NOR SHALL IT BE INSTALLED TO AN INSTALLATION TORQUE VALUE OF LESS THAN 3,500 FT LB (4,750 KNM). METAL FOUNDATIONS THAT ARE NOT INSTALLED TO FULL INSTALLATION DEPTH OR DO NOT ACHIEVE THE MINIMUM INSTALLATION TORQUE SHALL BE REMOVED AND REPLACED WITH A CONCRETE FOUNDATION AT NO ADDITIONAL COST.
- THE BASEPLATE SHALL BE PERPENDICULAR TO THE SHAFT AXIS ($\pm 1^\circ$) AND THE HOLE CENTERLINE SHALL BE CONCENTRIC (± 0.188) TO THE SHAFT AXIS.
- THE PILOT POINT AND SHAFT AXIS SHALL BE CONCENTRIC (± 0.125) AND IN LINE ($\pm 2^\circ$).
- THE BASEPLATE SHALL BE STAMPED WITH THE MANUFACTURERS NAME AND DATE OF MANUFACTURE.

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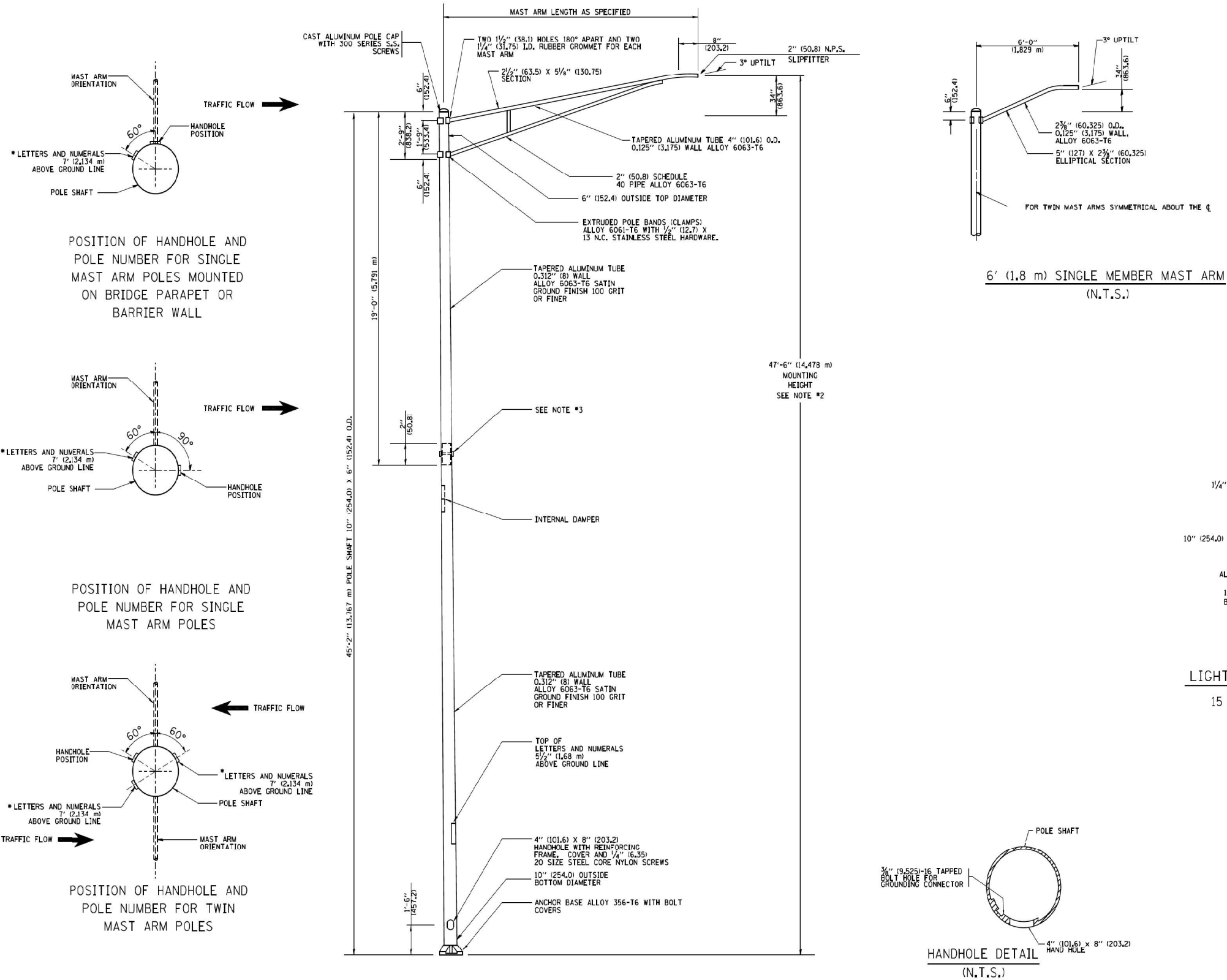
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	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IDOT LIGHTING DETAIL LIGHT POLE FOUNDATION, METAL			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	169
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XF(742)				

MODEL DOUBLE PLAN BOARD
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- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TEMON TO THE BOTTOM OF THE ANCHOR BASE.
 3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
 4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.

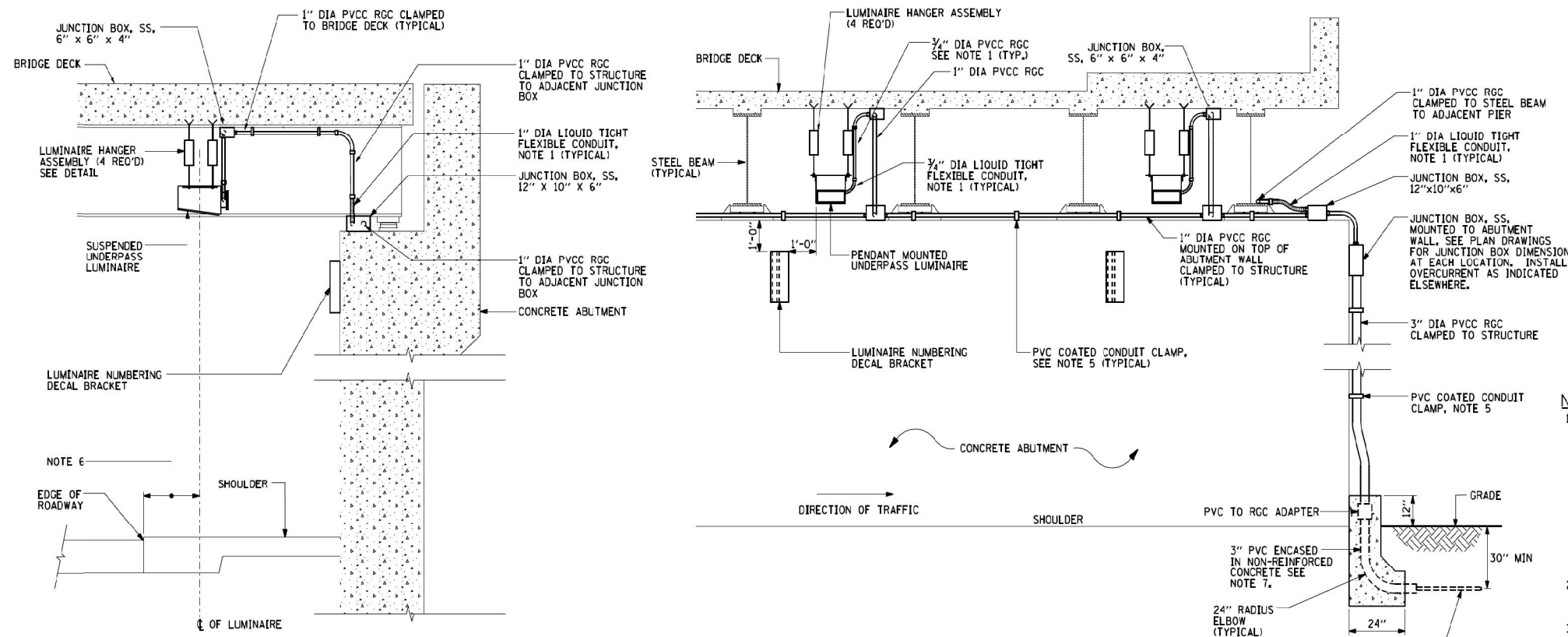
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PLOT DATE = 2/2/2024	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IDOT LIGHTING DETAIL
ALUMINUM LIGHT POLE, 47'-6" (14.478 m) MOUNTING HEIGHT

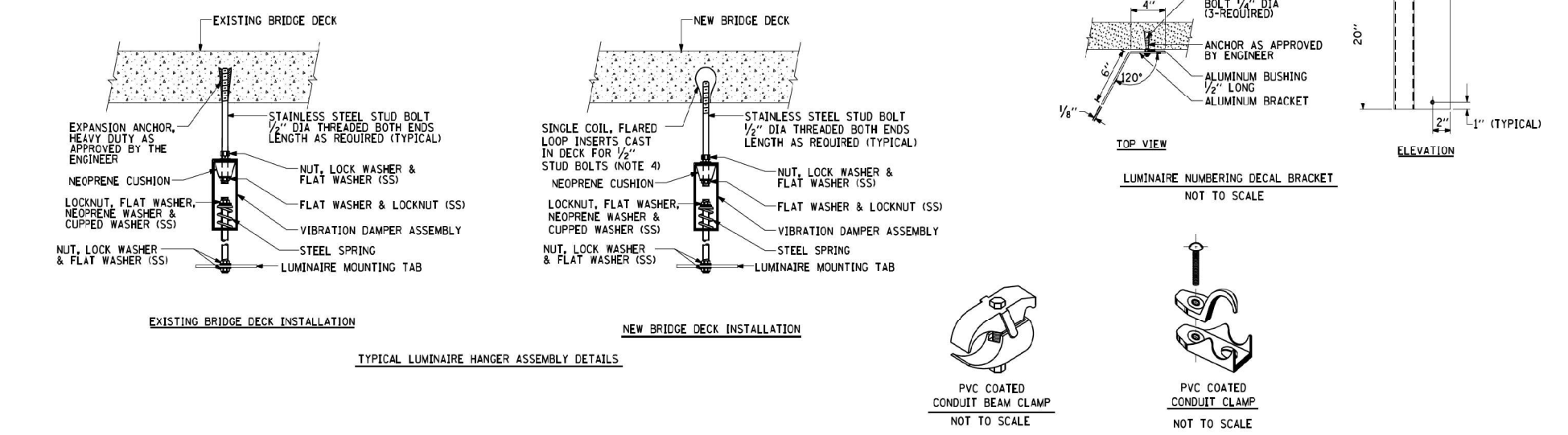
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F.A.J RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	170
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				



NOTES:

- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN, PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT 3/4" DIA. CONDUIT AND 1/2" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
- SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRE.
- THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
- THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
- SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
- ALL UNDERPASS LUMINAIRE MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS.
- THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
- ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



EXISTING BRIDGE DECK INSTALLATION

NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS

PVC COATED CONDUIT BEAM CLAMP NOT TO SCALE

PVC COATED CONDUIT CLAMP NOT TO SCALE

MODEL DOUBLE PLAN BORFER
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GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 100
CHICAGO, ILLINOIS 60630 TEL: 773/774-5900

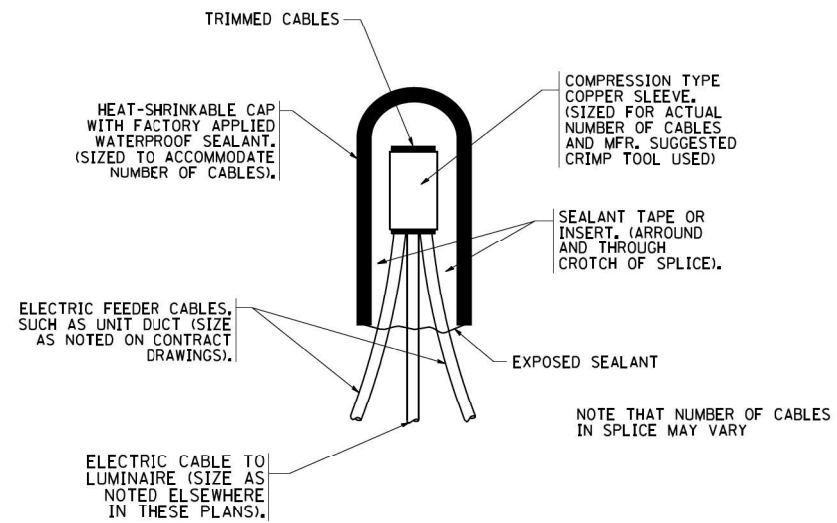
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	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT LIGHTING DETAIL
SUSPENDED MOUNT UNDERPASS, LUMINAIRE INSTALLATION DETAILS**

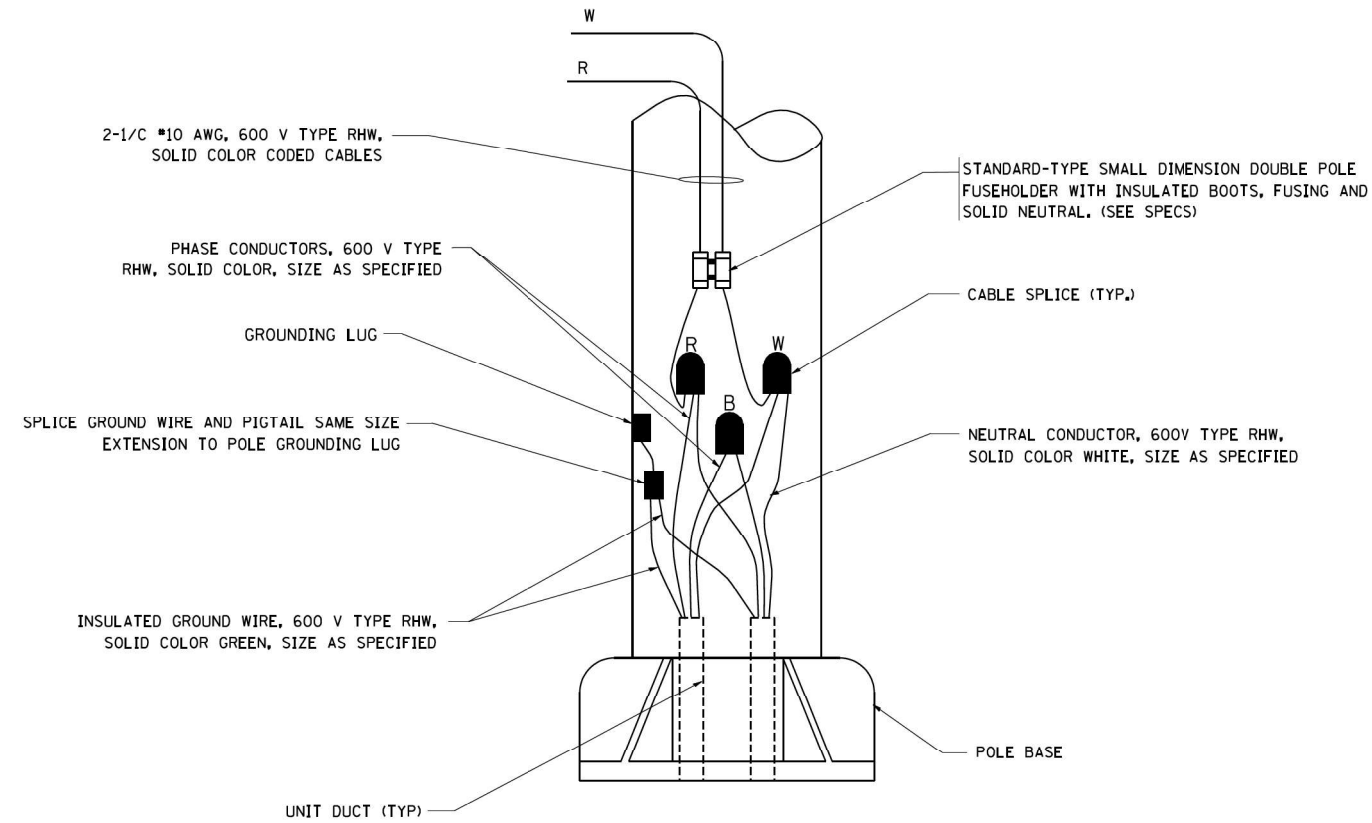
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	171
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XRIF(742)				



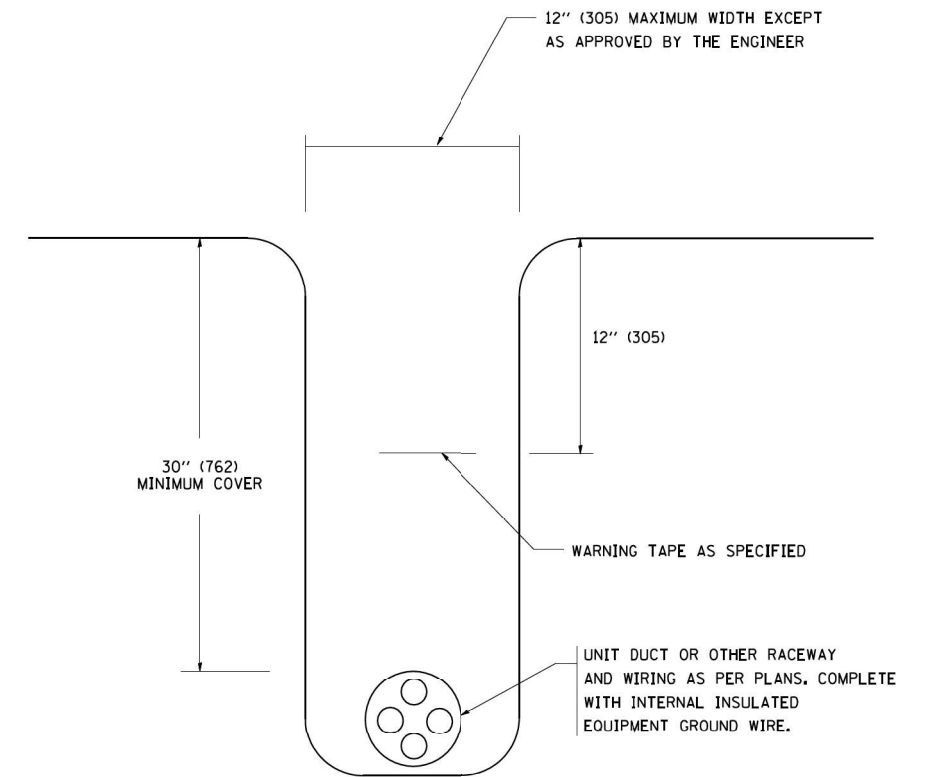
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

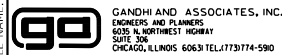
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.

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DRAWN - SK	REVISIONS -	
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PLOT DATE = 2/2/2024	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT LIGHTING DETAIL
MISC. ELECTRICAL DETAILS, SHEET A

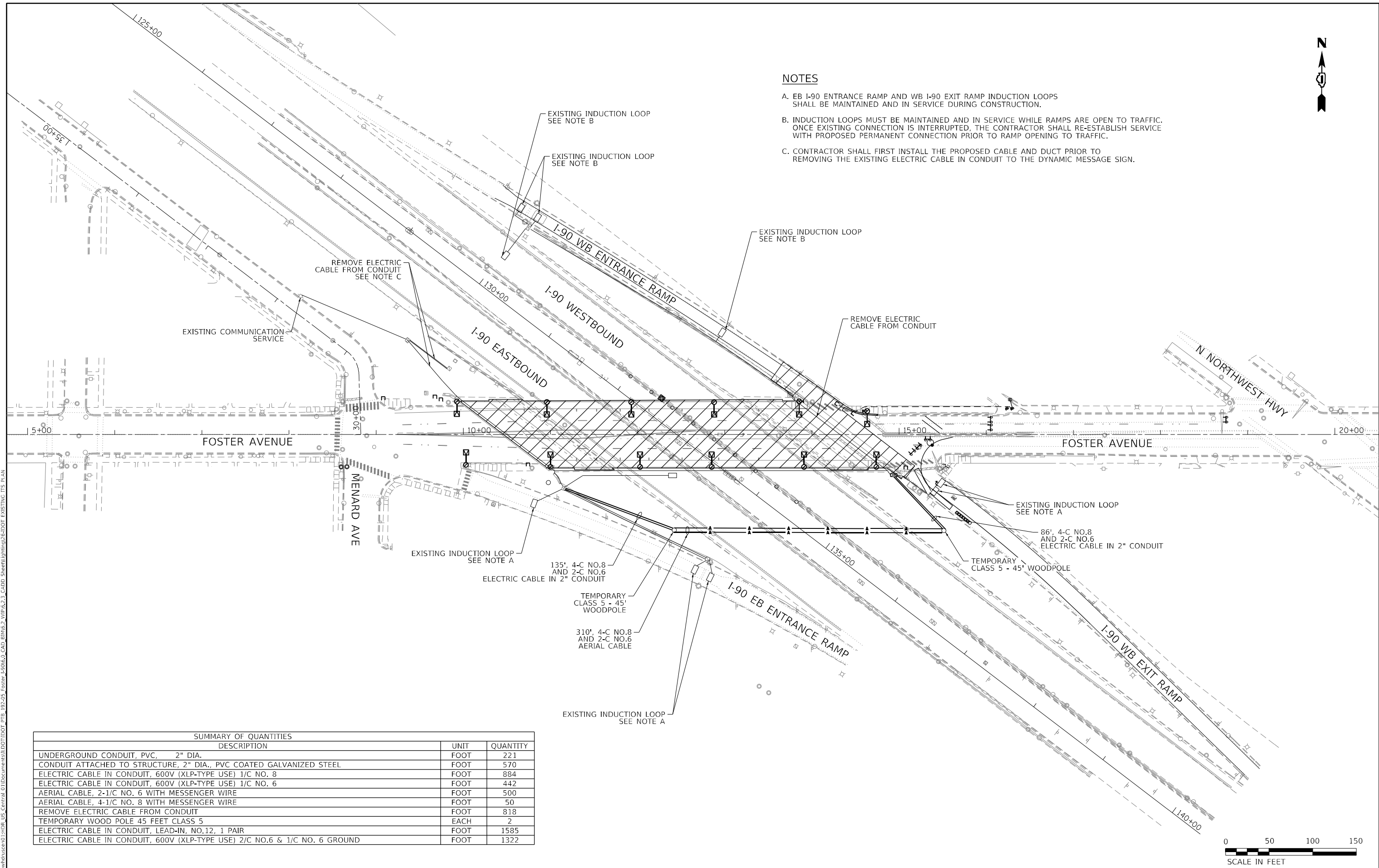
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	172
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

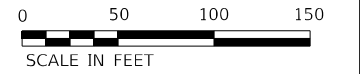


NOTES

- A. EB I-90 ENTRANCE RAMP AND WB I-90 EXIT RAMP INDUCTION LOOPS SHALL BE MAINTAINED AND IN SERVICE DURING CONSTRUCTION.
- B. INDUCTION LOOPS MUST BE MAINTAINED AND IN SERVICE WHILE RAMPS ARE OPEN TO TRAFFIC. ONCE EXISTING CONNECTION IS INTERRUPTED, THE CONTRACTOR SHALL RE-ESTABLISH SERVICE WITH PROPOSED PERMANENT CONNECTION PRIOR TO RAMP OPENING TO TRAFFIC.
- C. CONTRACTOR SHALL FIRST INSTALL THE PROPOSED CABLE AND DUCT PRIOR TO REMOVING THE EXISTING ELECTRIC CABLE IN CONDUIT TO THE DYNAMIC MESSAGE SIGN.



SUMMARY OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	221
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	570
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	884
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	442
AERIAL CABLE, 2-1/C NO. 6 WITH MESSENGER WIRE	FOOT	500
AERIAL CABLE, 4-1/C NO. 8 WITH MESSENGER WIRE	FOOT	50
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	818
TEMPORARY WOOD POLE 45 FEET CLASS 5	EACH	2
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.12, 1 PAIR	FOOT	1585
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2/C NO.6 & 1/C NO. 6 GROUND	FOOT	1322



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	PLOT SCALE = 100,0000' / in.	DRAWN - SK	REVISED -
	PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT REMOVAL AND TEMPORARY ITS PLAN
I-90

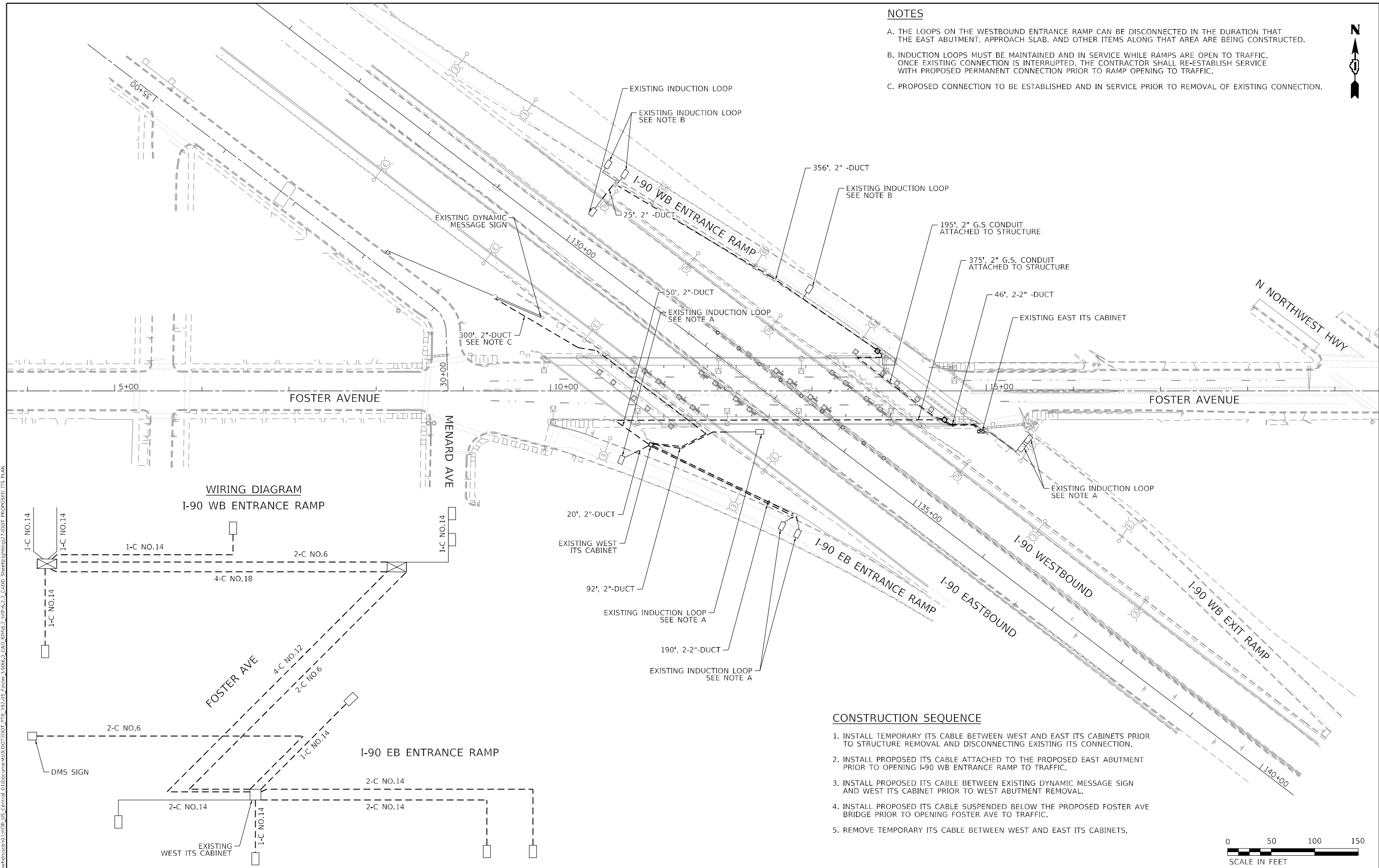
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	173
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

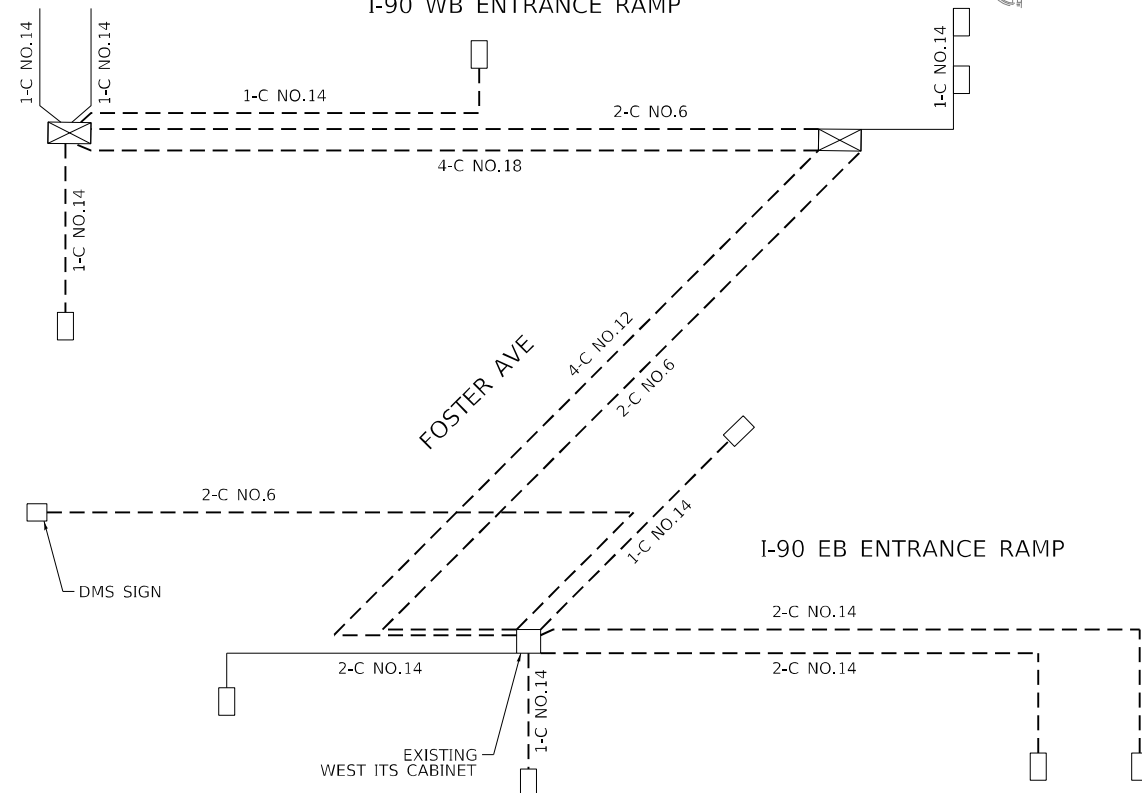


NOTES

- A. THE LOOPS ON THE WESTBOUND ENTRANCE RAMP CAN BE DISCONNECTED IN THE DURATION THAT THE EAST ABUTMENT, APPROACH SLAB, AND OTHER ITEMS ALONG THAT AREA ARE BEING CONSTRUCTED.
- B. INDUCTION LOOPS MUST BE MAINTAINED AND IN SERVICE WHILE RAMPS ARE OPEN TO TRAFFIC. ONCE EXISTING CONNECTION IS INTERRUPTED, THE CONTRACTOR SHALL RE-ESTABLISH SERVICE WITH PROPOSED PERMANENT CONNECTION PRIOR TO RAMP OPENING TO TRAFFIC.
- C. PROPOSED CONNECTION TO BE ESTABLISHED AND IN SERVICE PRIOR TO REMOVAL OF EXISTING CONNECTION.

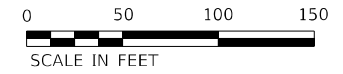


WIRING DIAGRAM
I-90 WB ENTRANCE RAMP



CONSTRUCTION SEQUENCE

1. INSTALL TEMPORARY ITS CABLE BETWEEN WEST AND EAST ITS CABINETS PRIOR TO STRUCTURE REMOVAL AND DISCONNECTING EXISTING ITS CONNECTION.
2. INSTALL PROPOSED ITS CABLE ATTACHED TO THE PROPOSED EAST ABUTMENT PRIOR TO OPENING I-90 WB ENTRANCE RAMP TO TRAFFIC.
3. INSTALL PROPOSED ITS CABLE BETWEEN EXISTING DYNAMIC MESSAGE SIGN AND WEST ITS CABINET PRIOR TO WEST ABUTMENT REMOVAL.
4. INSTALL PROPOSED ITS CABLE SUSPENDED BELOW THE PROPOSED FOSTER AVE BRIDGE PRIOR TO OPENING FOSTER AVE TO TRAFFIC.
5. REMOVE TEMPORARY ITS CABLE BETWEEN WEST AND EAST CABINETS.



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	USER NAME = YPARK	DESIGNED - MAA	REVISED -
		DRAWN - SK	REVISED -
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	PLOT DATE = 2/2/2024	DATE - 01/14/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT PROPOSED ITS PLAN
I-90

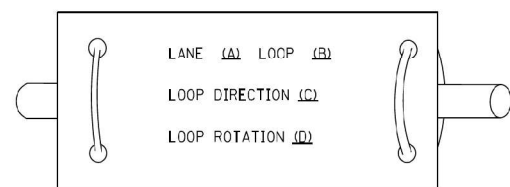
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 125+00 TO STA. 135+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	174
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

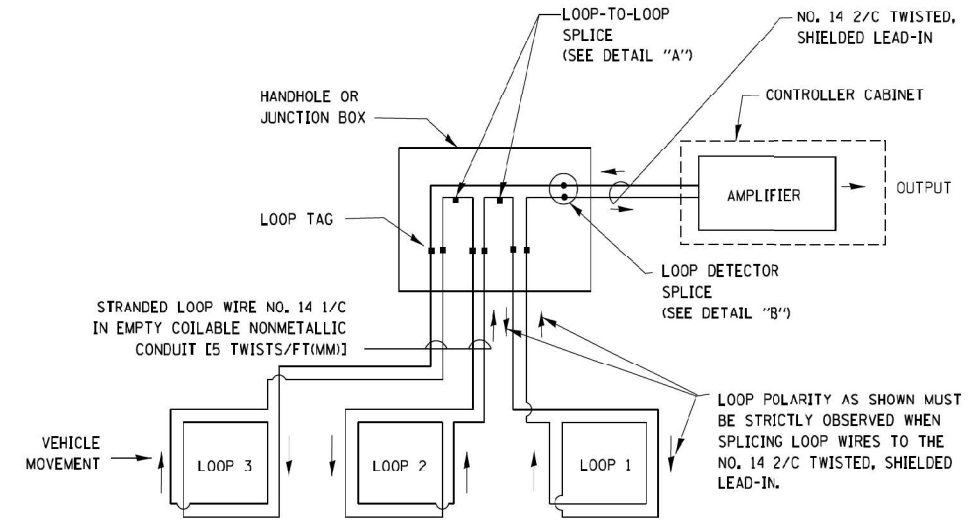
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON, BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PERFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

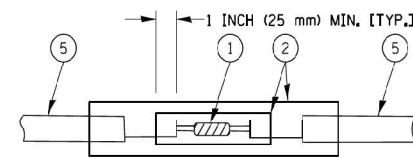


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

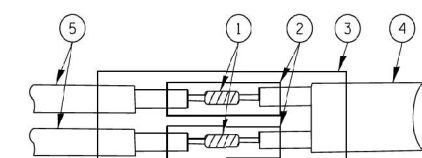


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

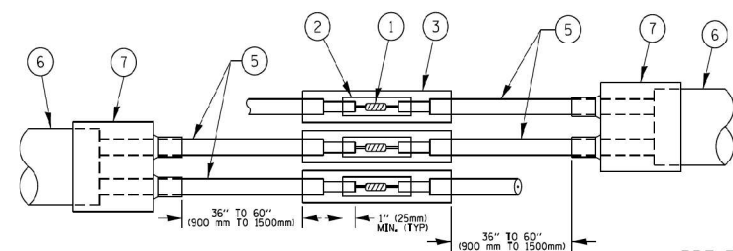


DETAIL "A"
LOOP-TO-LOOP SPLICE

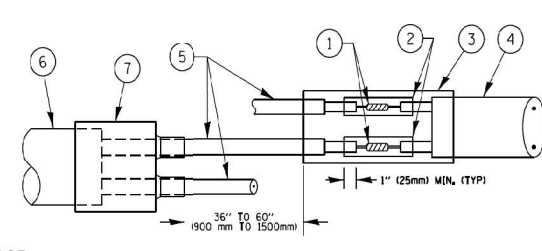


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

MODEL DOUBLE PLAN BORDER
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USER NAME = YPARK	DESIGNED - MAA	REVISED -
PLOT SCALE = 100,0045' / in.	DRAWN - SK	REVISED -
PLOT DATE = 2/2/2024	CHECKED - SM	REVISED -
	DATE - 01/14/2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	175
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

Benchmark: Fire hydrant at Northeast corner of Foster Ave and I-90 WB Entrance Ramp.
Top of chain bolt, Elev. 616.92.

Existing Structure: S.N. 016-1100 Built as FA-173 in 1958 under Sec. 267-1313.1-15D. The structure consists of four simple spans with a 6" reinforced concrete deck resting on 60" built-up steel plate girders in spans 2 and 3, and 36WF steel beams in spans 1 and 4. Span lengths are 61'-7", 127'-9", 127'-9" and 69'-6". The structure is skewed 52°41'30" and is 395'-4 1/2" long x 83'-0" wide. Substructure consists of closed abutments and column piers supported on spread footings. Microsilica concrete overlay, concrete repairs and joint repairs were completed in 1992 under Sec. 1313.1-I(90). Substructure concrete repairs were completed in 2002 under Sec. 2002-052 BR. Permanent protective shielding was installed in 2011 under Sec. 2010-064-I.

Traffic along Foster Ave to be detoured during bridge reconstruction.

Salvage: The Contractor shall salvage the existing aluminum Bridge Railing including all posts, railings, and all attachments. The aluminum Bridge Railing shall be transported and unloaded by the Contractor to the District Bridge Yard in Elk Grove Village at 1101 Biesterfield Road during the week days Monday-Friday, and between the hours of 8am and 2pm. The Contractor shall notify the District Bridge Office 48 hours in advance of the delivery at (847) 956-1444. Cost included in Removal of Existing Structures.

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.059g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.107g
Soil Site Class = C

Notes:
No freefall deck drains will be permitted in the span over the tracks.

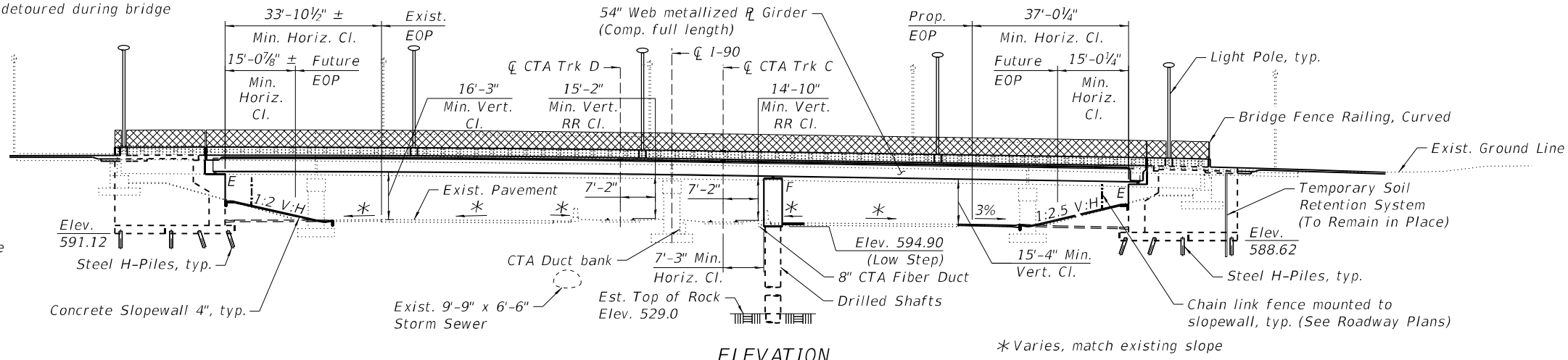
DESIGN STRESSES

EXISTING UNITS

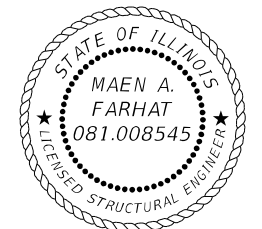
f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)

FIELD UNITS

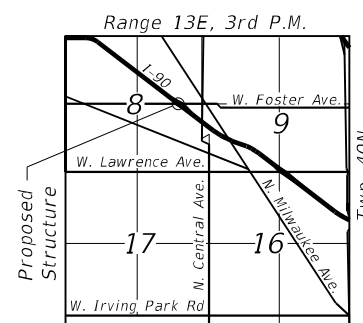
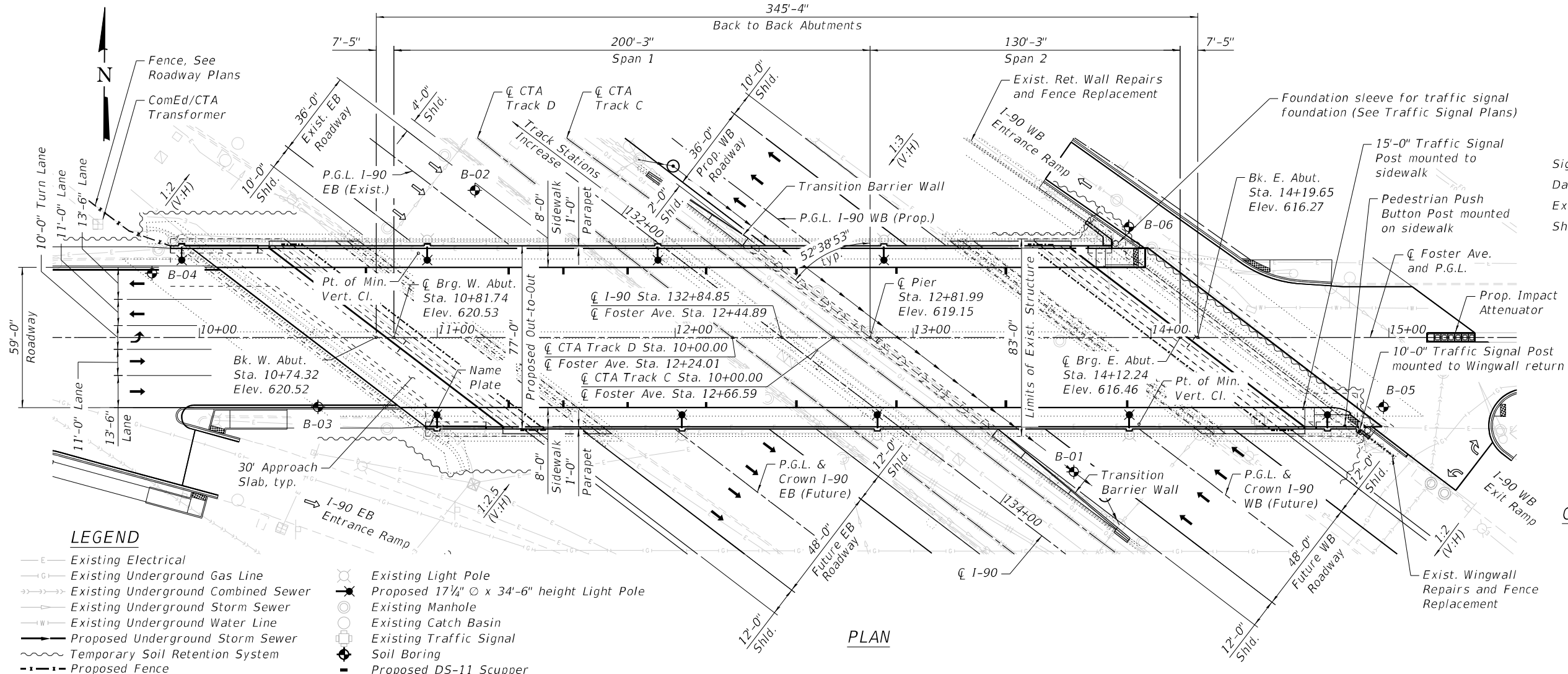
f'c = 4,000 psi (Superstructure and Drilled Shaft Concrete)
f'c = 3,500 psi (Substructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)



Signed: *Michael B. Quirin*
Date: 3/11/2024
Expires: 11/30/2024
Sheets: 176-230, 234-236, 239-241, 244-252



Signed: *Maen A. Farhat*
Date: 3/11/2024
Expires: 11/30/2024
Sheets: 231-233, 237-238, 242-243



**GENERAL PLAN AND ELEVATION
FOSTER AVE OVER I-90
F.A.I. RTE. 90
SEC. 2019-045-BR&T
COOK COUNTY
STATION 12+44.89
STRUCTURE NO. 016-1669**

LEGEND

- Existing Electrical
- Existing Underground Gas Line
- Existing Underground Combined Sewer
- Existing Underground Storm Sewer
- Existing Underground Water Line
- Proposed Underground Storm Sewer
- Temporary Soil Retention System
- Proposed Fence
- Existing Light Pole
- Proposed 17 1/4" Ø x 34'-6" height Light Pole
- Existing Manhole
- Existing Catch Basin
- Existing Traffic Signal
- Soil Boring
- Proposed DS-11 Scupper

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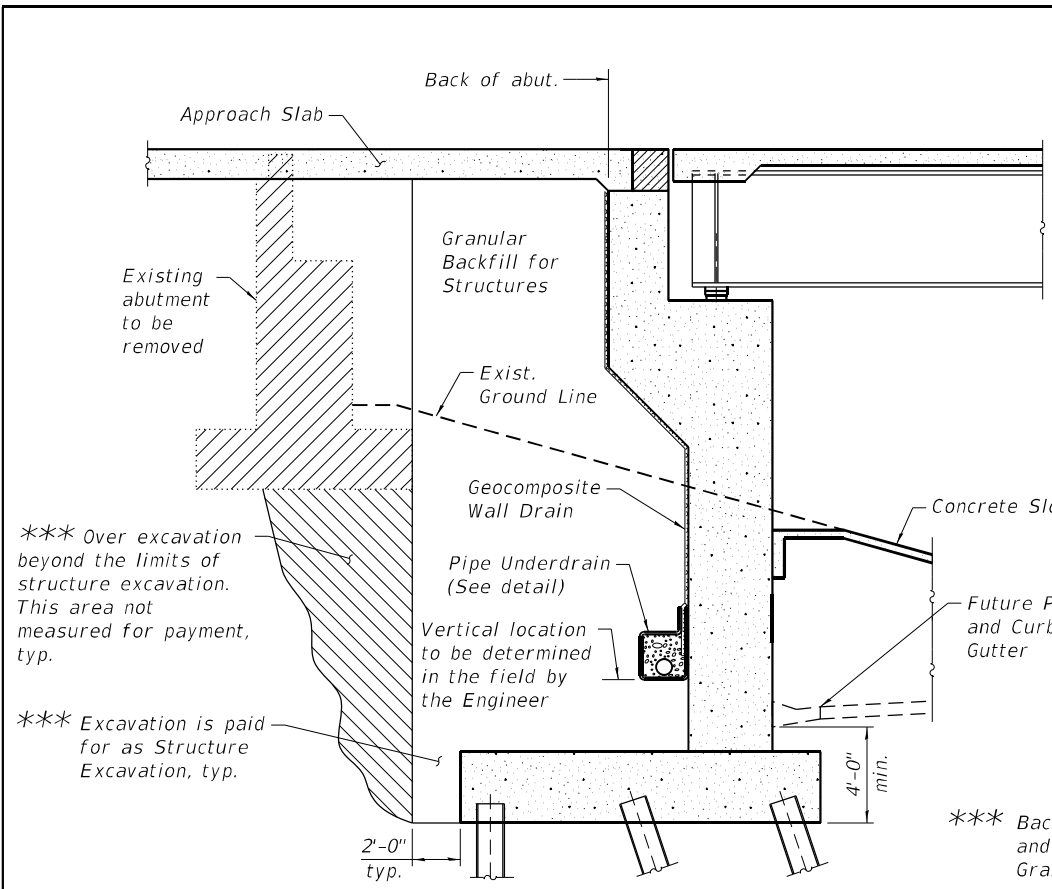


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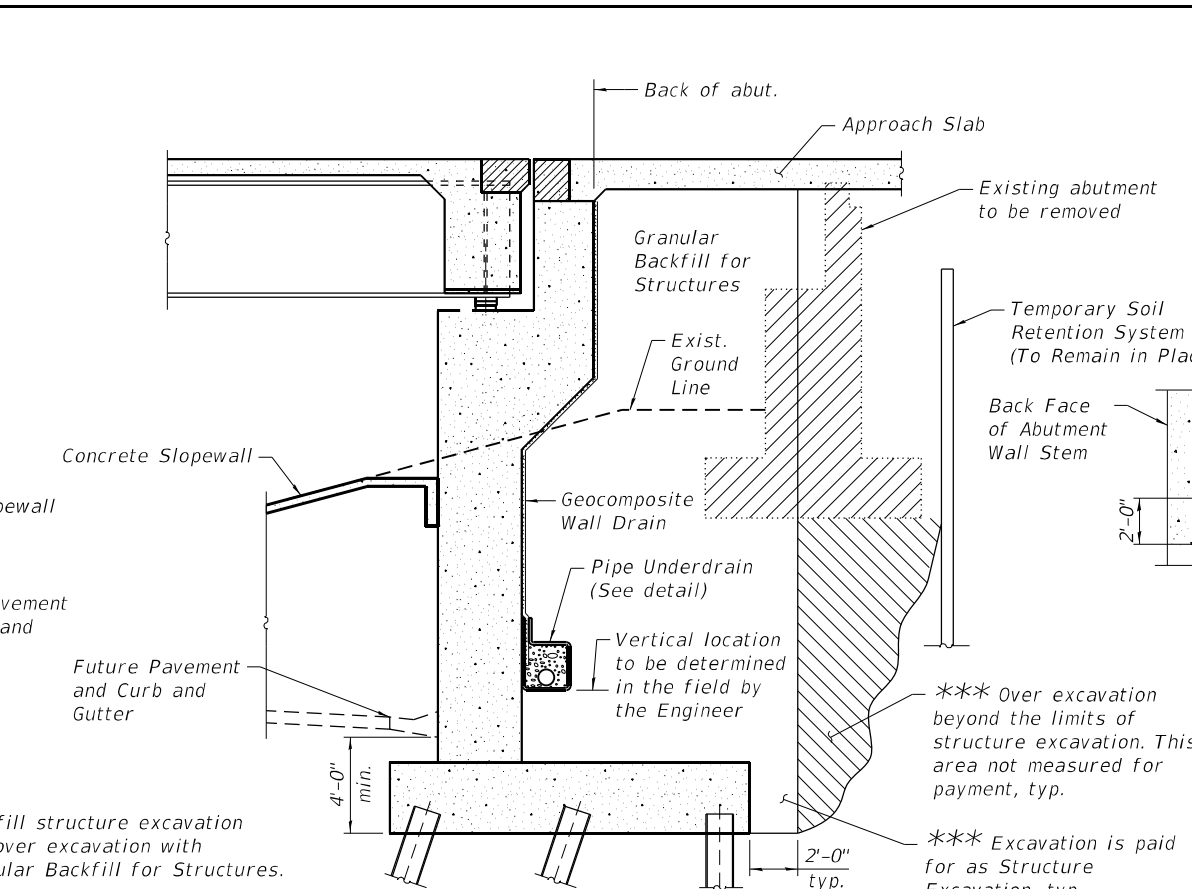
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.I. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 176
			CONTRACT NO. 62123	
ILLINOIS FED. AID PROJECT NO. NHPF-XF1742				

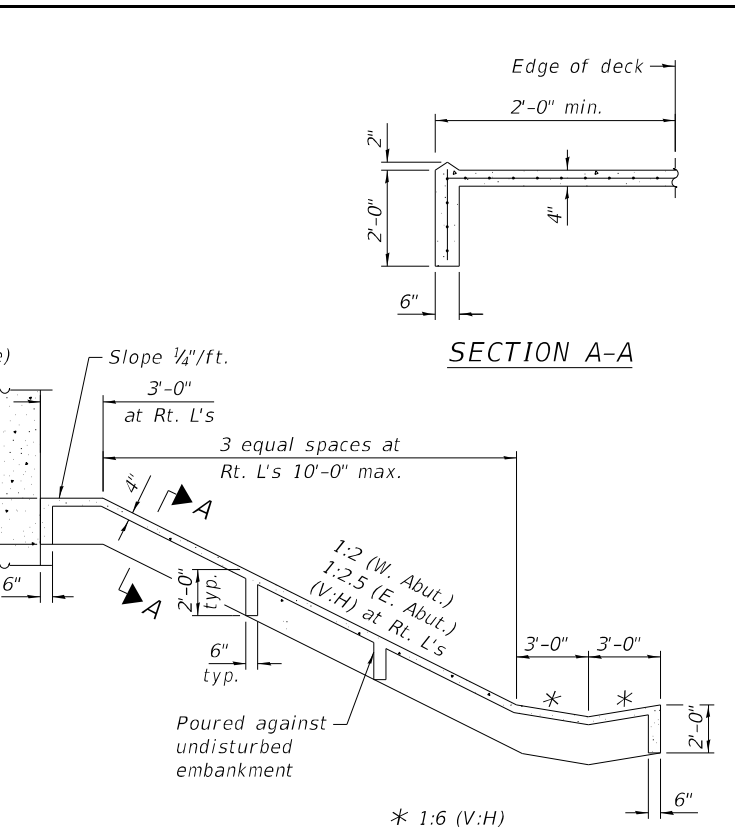
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BACKFILL AND DRAINAGE DETAILS AT WEST ABUTMENT

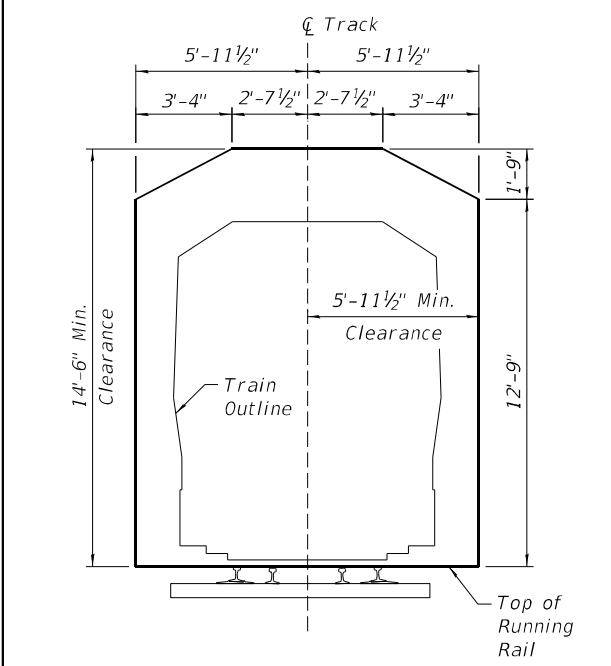


BACKFILL AND DRAINAGE DETAILS AT EAST ABUTMENT

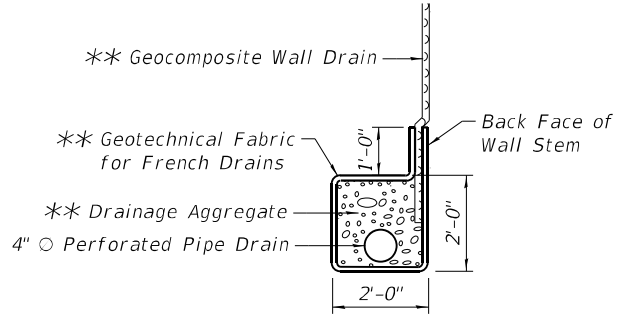
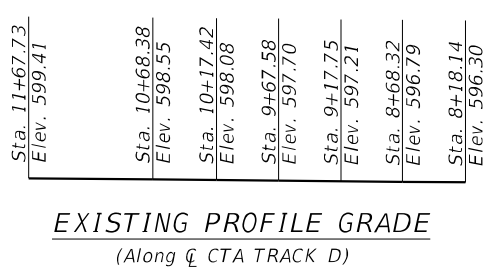
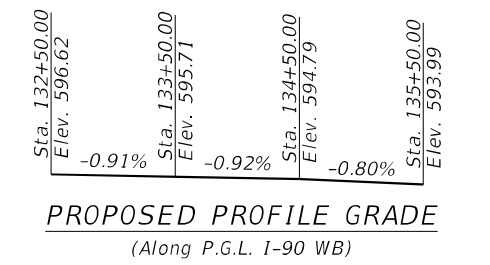
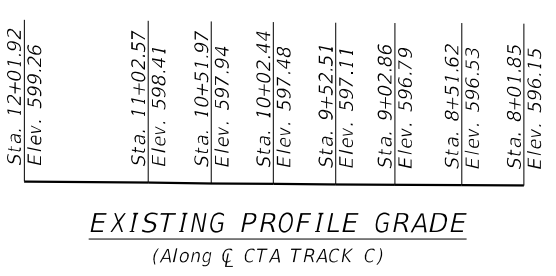
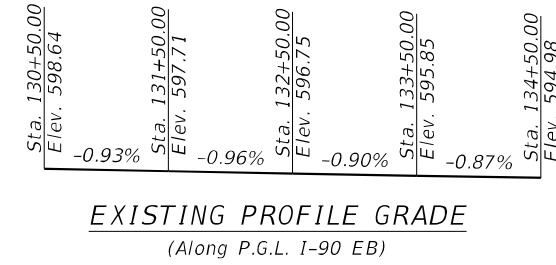
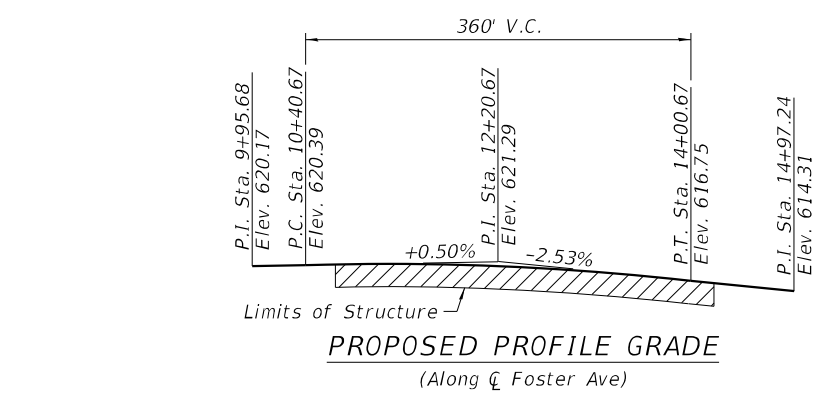


SECTION THRU CONCRETE SLOPEWALL

Note:
 Slopewall shall be reinforced with welded wire fabric, 6in. x 6in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq.ft.



MINIMUM CTA CONSTRUCTION CLEARANCE



PIPE UNDERDRAIN DETAIL

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

Note:
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 12+44.89
 BUILT 202 BY
 STATE OF ILLINOIS
 F.A.I. RTE. 90
 SEC. 2019-045-BR&T
 LOADING HL-93
 STR. NO. 016-1669

NAME PLATE
 See Std. 515001

<p>HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018</p>	USER NAME =	DESIGNED - MBO	REVISIONS -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">GENERAL DETAILS STRUCTURE NO. 016-1669</p>	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
	PLOT SCALE =	DRAWN - JM	REVISIONS -			90	2019-045-BR&T	COOK	280	177
	PLOT DATE = 03/11/2024	CHECKED - RGB	REVISIONS -			CONTRACT NO. 62J23			ILLINOIS FED. AID PROJECT NO. NHPX-XF1742	

GENERAL NOTES

1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts 1/8 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel = 1,990,170 lbs. (AASHTO M270 GR 50).
3. All structural steel girders shall be metallized. All remaining structural steel shall be hot dip galvanized or metallized. Cost included in Furnishing and Erecting Structural Steel. See Special Provision for Metallizing of Structural Steel and Special Provision for Hot Dip Galvanizing For Structural Steel.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to nominal construction variation. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Concrete Sealer shall be applied to the designated areas of the abutments and pier.
9. Slip forming of parapets will not be allowed.
10. The calculated deflections of the primary girders using steel dead load fit shall be used to detail diaphragm and cross frame connections, and to erect structural steel such that the girders will be plumb within a tolerance of +/- 1/8 inch per vertical foot throughout.
11. The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along the centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
12. In addition to the requirements of Article 501.03 in the Standard Specifications, the Contractor shall evaluate the condition of the existing protective shield. Such evaluation shall be performed by an Illinois Licensed Structural Engineer. The cost of this evaluation is included with Protective Shield. If structurally adequate, the existing protective shield shall remain in place for the demolition of the existing bridge deck. The Contractor shall be paid for this work based on the total quantity of existing and new protective shield actually required at the Contract unit price per square yard for Protective Shield.
13. All work to be done on or adjacent to the CTA's right-of-way will require a work plan submitted by the Contractor to the CTA for review and approval prior to the start of work. The Contractor must provide a five (5) week look-ahead schedule to the CTA Rail Operations Department. Shoring or Temporary Soil Retention System (TSRS) adjacent to the CTA right-of-way shall be designed by an Illinois Licensed Structural Engineer (S.E.). Contractor to submit signed and sealed TSRS drawings and calculations to the CTA for review and approval prior to the start of work. See the special provision "CTA Flagging and Coordination."
14. Contractor shall monitor the CTA tracks during construction operations and comply with the requirements in the special provision "Track Monitoring".
15. The Erection Contractor shall retain the services of an Illinois Licensed Structural Engineer, experienced in the analysis and preparation of steel girder erection plans, for the completion of a project specific erection plan. The structural engineer, herein referred to as the Erection Engineer, shall sign and seal the erection plan, drawings and calculations for the proposed erection of the structural steel. See the special provision "Bridge Erection Plan."
16. For Conduit Attached to Structure quantities and details, see Lighting, Electrical and ITS Plans.


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- 2 General Details
- 3 General Notes, Index of Sheets & Total Bill of Materials
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- 6 Removal Details 2
- 7 Substructure Layout
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TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Structures	Each	1	-	1
Concrete Removal	Cu Yd	-	23.2	23.2
Protective Shield	Sq Yd	2,357	-	2,357
Structure Excavation	Cu Yd	-	4,647	4,647
Concrete Structures	Cu Yd	76.1	2,335.5	2,411.6
Concrete Superstructure	Cu Yd	1,040.2	-	1,040.2
Bridge Deck Grooving	Sq Yd	2,549	-	2,549
Protective Coat	Sq Yd	3,635	179	3,814
Concrete Superstructure (Approach Slab)	Cu Yd	220.7	-	220.7
Furnishing And Erecting Structural Steel	L Sum	1	-	1
Stud Shear Connectors	Each	13,728	-	13,728
Reinforcement Bars, Epoxy Coated	Pound	322,110	285,580	607,690
Mechanical Splicers	Each	-	288	288
Bridge Fence Railing	Foot	17	-	17
Bridge Fence Railing, Curved	Foot	784	-	784
Slope Wall 4 Inch	Sq Yd	-	734	734
Furnishing Steel Piles HP12X53	Foot	-	11,657	11,657
Driving Piles	Foot	-	11,657	11,657
Test Pile Steel HP12X53	Each	-	4	4
Pile Shoes	Each	-	234	234
Name Plates	Each	1	-	1
Permanent Casing	Foot	-	795	795
Drilled Shaft In Soil	Cu Yd	-	283.2	283.2
Drilled Shaft In Rock	Cu Yd	-	9.5	9.5
Preformed Joint Strip Seal	Foot	247.5	-	247.5
Anchor Bolts, 1"	Each	104	-	104
Anchor Bolts, 1 1/2"	Each	52	-	52
Temporary Soil Retention System	Sq Ft	-	3,641	3,641
Drainage System For Structures	L Sum	1	-	1
Granular Backfill For Structures	Cu Yd	-	3,454	3,454
Concrete Sealer	Sq Ft	-	15,813	15,813
Epoxy Crack Injection	Foot	-	245	245
Geocomposite Wall Drain	Sq Yd	-	985	985
Pipe Underdrains For Structures 4"	Foot	-	533	533
Crosshole Sonic Logging Access Ducts	Foot	-	831	831
Crosshole Sonic Logging Testing	Each	-	2	2
Weep Holes Cored	Each	-	46	46
Foundation Construction At Existing Obstructions	Each	-	12	12
High Load Multi-Rotational Bearings, Disc, Fixed-600K	Each	9	-	9
High Load Multi-Rotational Bearings, Disc, Guided Expansion-200K	Each	9	-	9
High Load Multi-Rotational Bearings, Disc, Guided Expansion-300K	Each	9	-	9
High Load Multi-Rotational Bearings, Disc, Non-Guided Expansion-200K	Each	4	-	4
High Load Multi-Rotational Bearings, Disc, Non-Guided Expansion-300K	Each	4	-	4
High Load Multi-Rotational Bearings, Disc, Non-Guided Expansion-600K	Each	4	-	4
Temporary Soil Retention System (To Remain In Place)	Sq Ft	-	4,154	4,154
Chain Link Fence Removal	Foot	-	361	361
Chain Link Fence, 4' Attached To Structure	Foot	-	360	360
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	-	57	57
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	-	31	31
Drainage Scuppers, DS-11	Each	16	-	16

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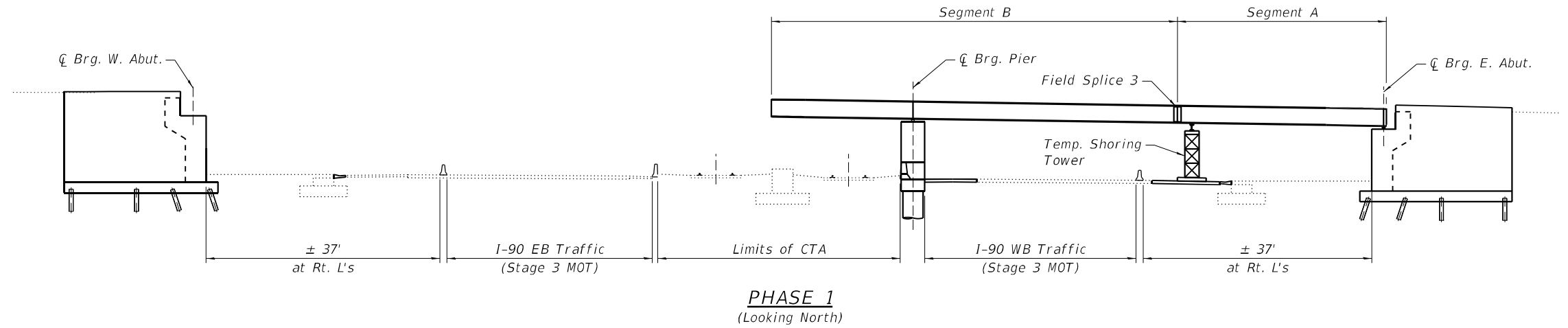
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SHEET 3 OF 77 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	178
CONTRACT NO. 62J23			ILLINOIS FED. AID PROJECT NO. NHPX-F17(42)	

ERECTION SEQUENCE

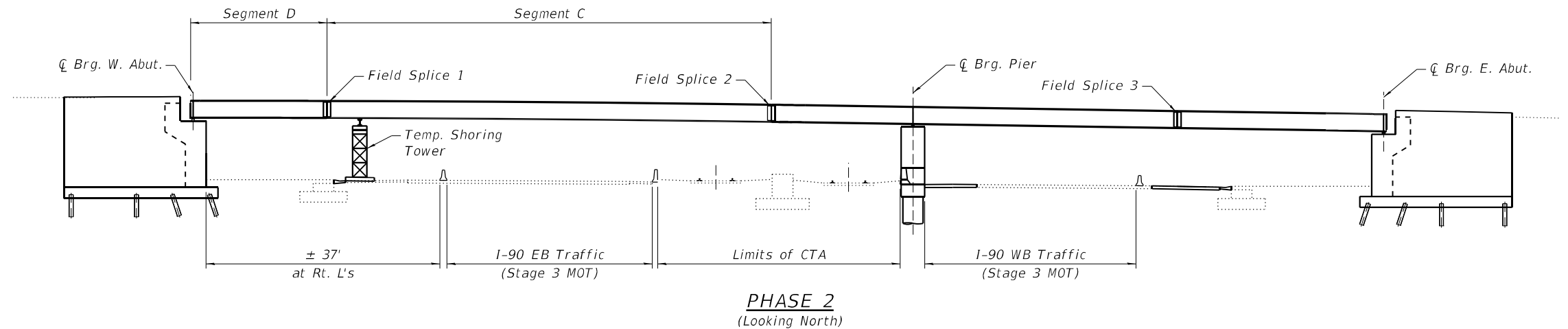
PHASE 1

1. Position crane as required for Segment A and Segment B erection.
2. Erect Temporary Shoring Tower for Segment A, Girder Lines 1-3.
3. Erect Segment A and B for Girder Lines 1-3. Provide adequate blocking, bracing and tie-downs for the temporary condition.
4. Repeat steps 1 thru 3 for Girder Lines 4-6, 7-9, 10-13.



PHASE 2

1. Position crane as required for Segment C and Segment D erection.
2. Erect Temporary Shoring Tower for Segment C, Girder Lines 1-3.
3. Erect Segment C and D for Girder Lines 1-3. Provide adequate blocking, bracing and tie-downs for the temporary condition.
4. Repeat steps 1 thru 3 for Girder Lines 4-6, 7-9, 10-13.



Notes:

1. The Erection Sequence is presented only as a Conceptual Erection Procedure. The Procedure is provided for information only and does not relieve the Contractor of the requirement to submit a Bridge Erection Plan prepared and sealed by an Illinois Licensed Structural Engineer.
2. The temporary soil retention system (TSRS) locations shown in the plans are approximated. It is the Contractor's responsibility to determine the exact limits and location of the TSRS to suit erection means and methods.
3. The Contractor must submit for approval a Bridge Erection Plan which shall detail the proposed methods and procedures for erection of the structural steel. Bridge Erection shall comply with the requirements in the CTA Adjacent Construction Manual. All bridges above CTA tracks shall be considered as Class B bridges per NHI Publication No. FHWA-NHI-15-044 Engineering for Structural Stability in Bridge Construction. Copies of the Erection Plan shall be sent to the Engineer and the CTA for review and acceptance. These plans shall be received at least 60 days prior to the proposed beginning of Erection. See the special provision "CTA Flagging and Coordination."
4. Lane closures shall be in accordance with the "Keeping the Expressway Open to Traffic Special Provision."
5. For Stage 3 MOT lane configuration, see I-90 Traffic Control drawings in the Roadway plans.

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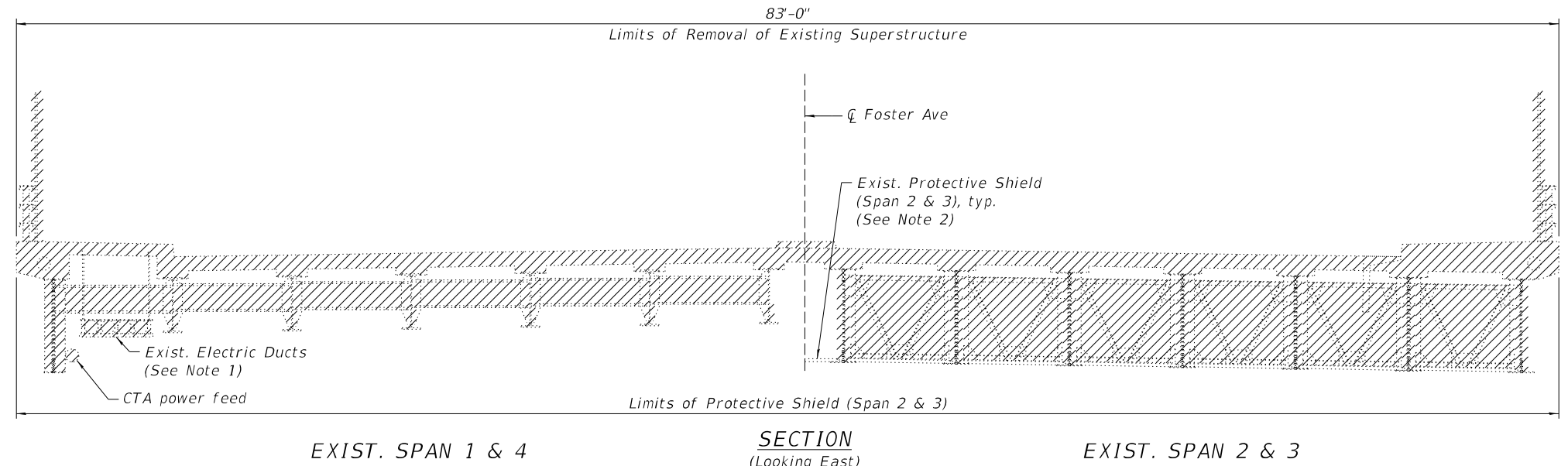
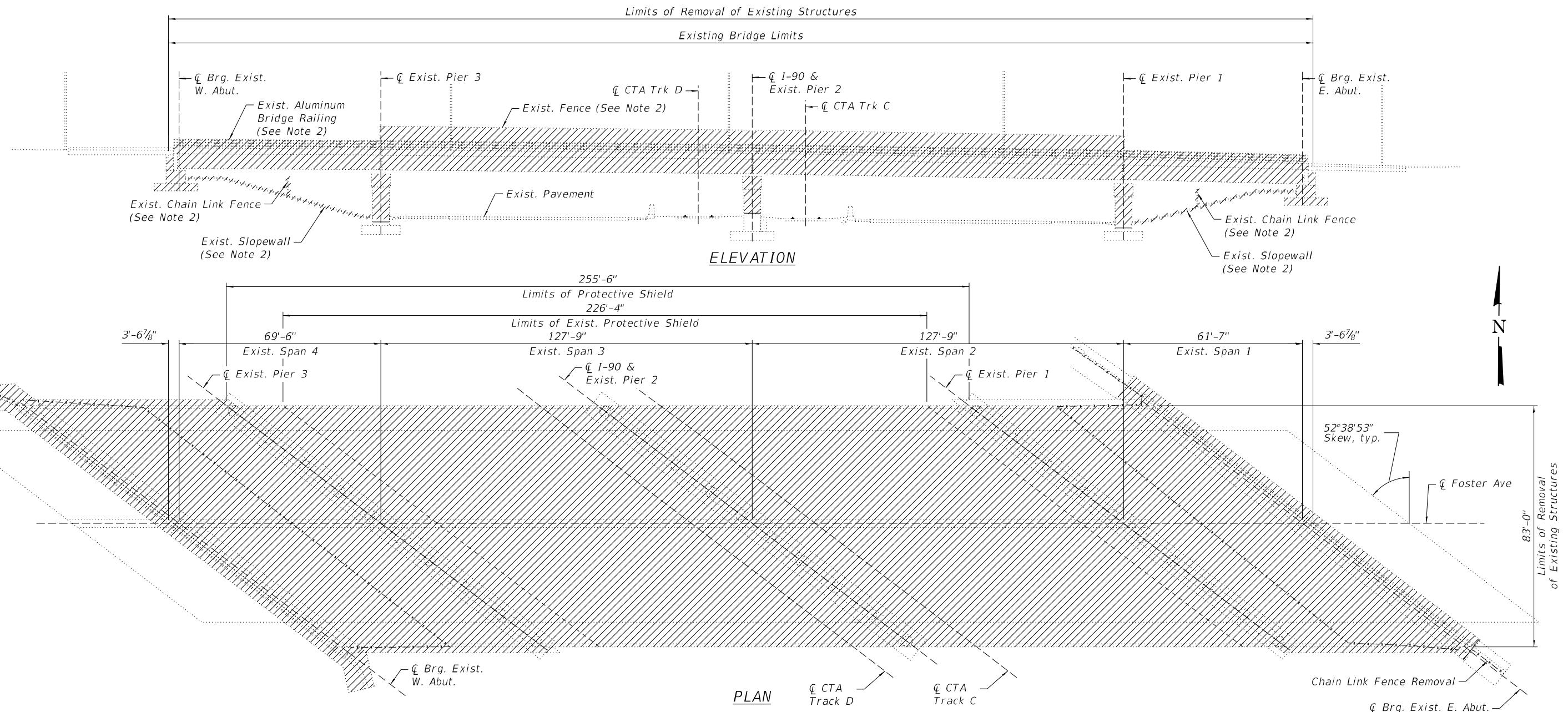
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DEPARTMENT OF TRANSPORTATION**

**SUGGESTED ERECTION PLAN
STRUCTURE NO. 016-1669**

SHEET 4 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	179
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPF-XFIF(742)				



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing Structures	Each	1
Protective Shield	Sq Yd	2,357
Chain Link Fence Removal	Foot	14

- LEGEND**
- Structure Removal
- Notes:
- Existing ducts may contain asbestos. See the special provision "Removal of Asbestos Cement Conduits".
 - The removal of existing fence, aluminum bridge railing, slopewall, chain link fence attached to slopewall, and protective shield is included with "Removal of Existing Structures".
 - CTA power feed to be relocated by others prior to construction.

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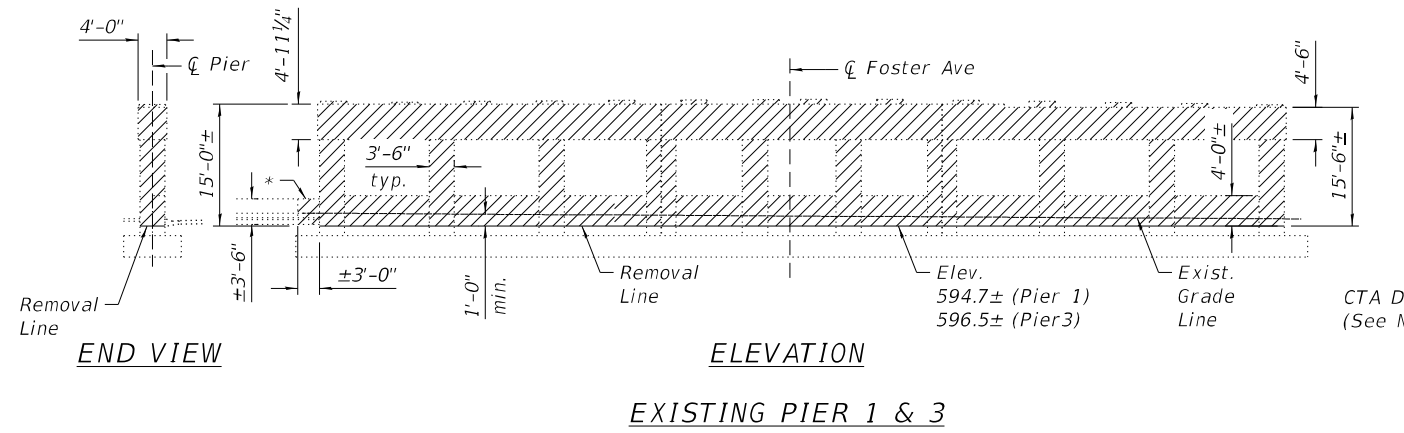
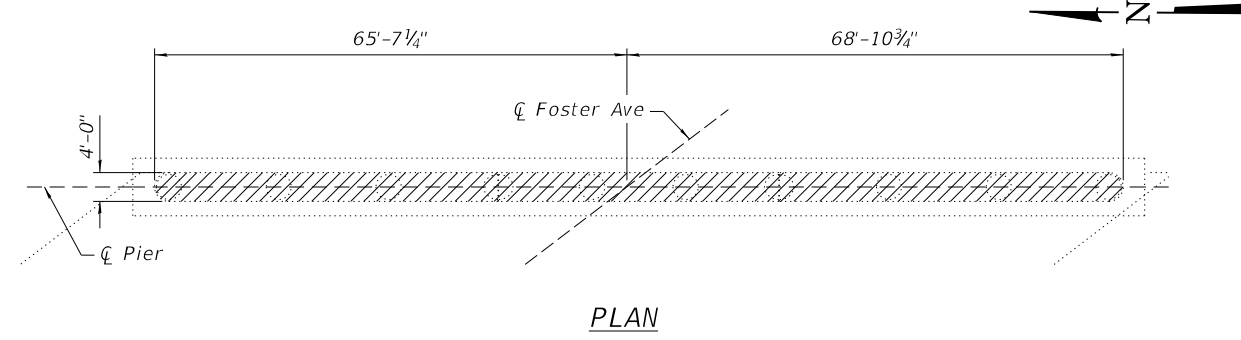
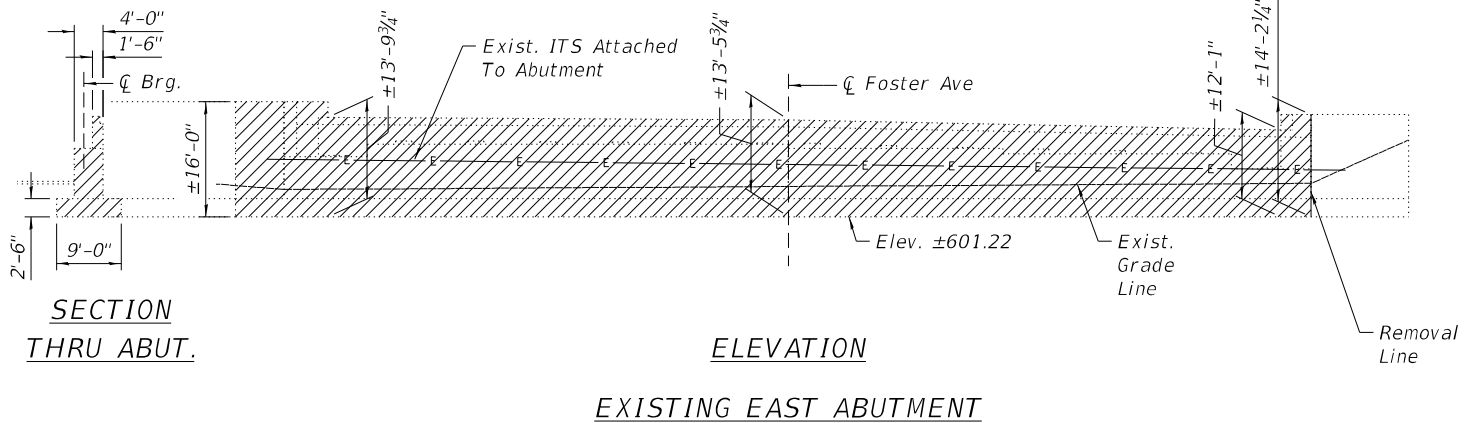
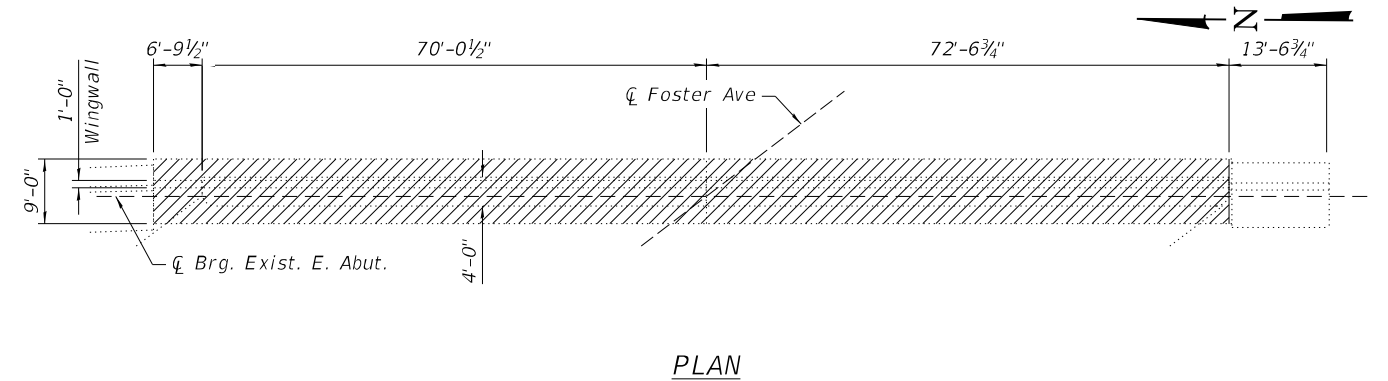
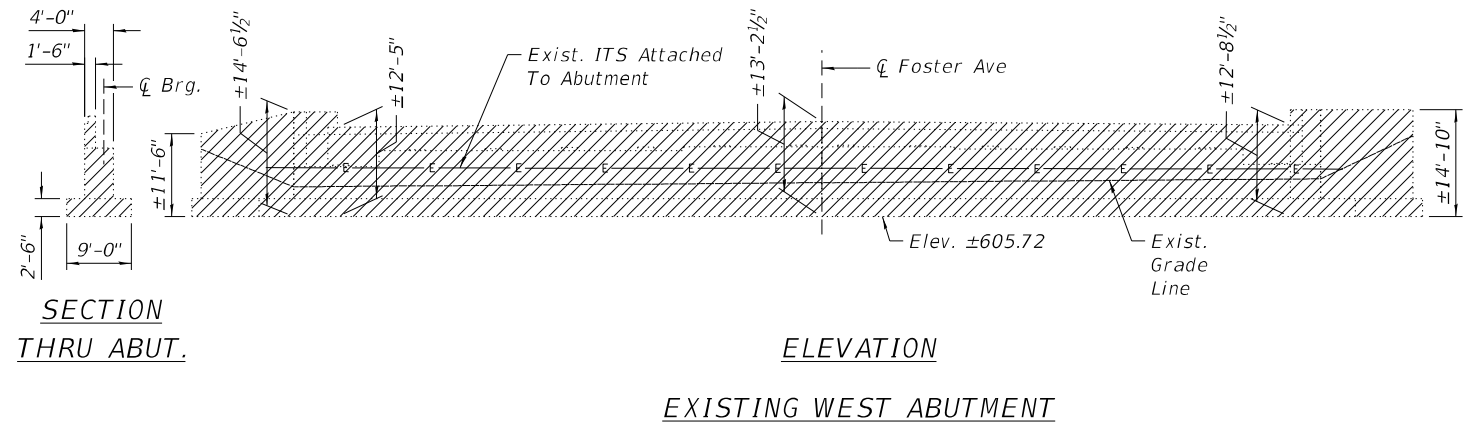
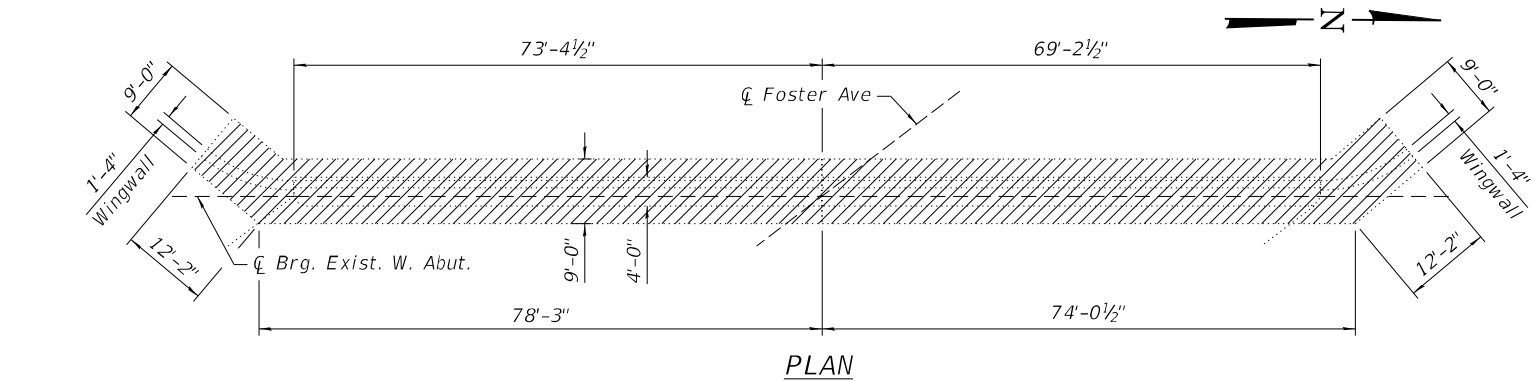
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DEPARTMENT OF TRANSPORTATION**

**REMOVAL DETAILS 1
STRUCTURE NO. 016-1669**

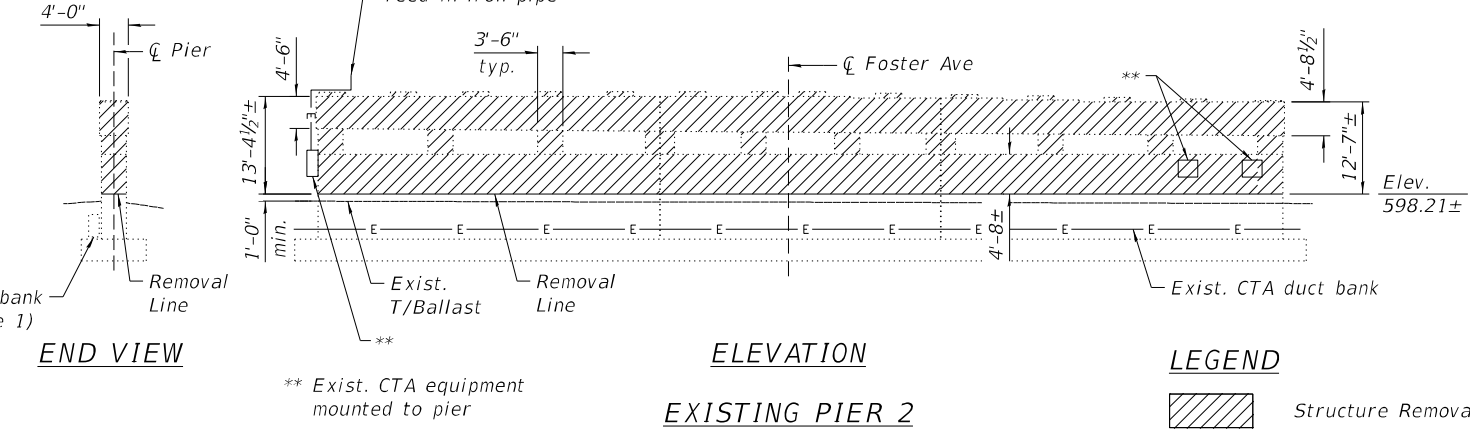
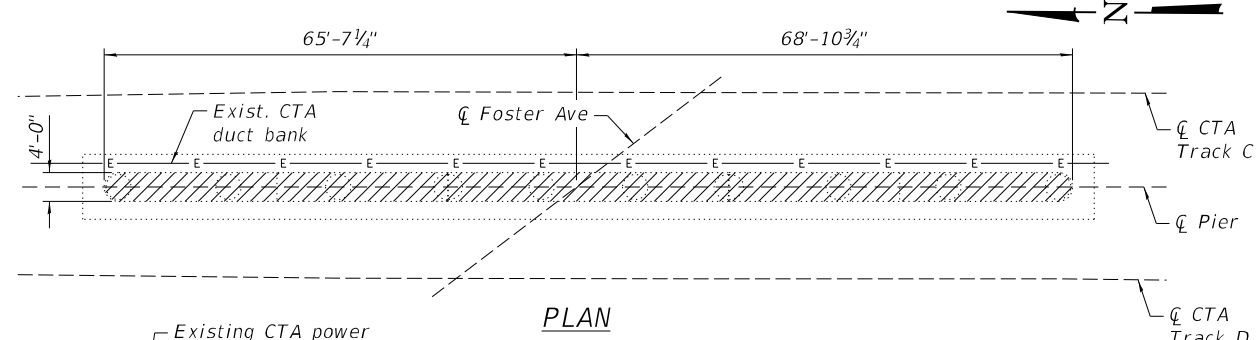
SHEET 5 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62123				
ILLINOIS FED. AID PROJECT NO. NHP-XX(742)				

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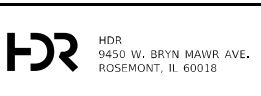


* Barrier removal at upstream end
 Included in the cost of "Removal of Existing Structures".



** Exist. CTA equipment mounted to pier

- Notes:**
- The existing center pier (Pier 2) shall be removed to 1'-0" above top of ballast. The existing CTA track components and duct bank shall be protected.
 - CTA equipment and power feed mounted to existing center pier (Pier 2) to be relocated by others prior to construction.
 - The Contractors attention is directed to Tree Clearing restrictions in the Special Provisions. No allowance for delay will be made due to Tree Clearing restrictions.



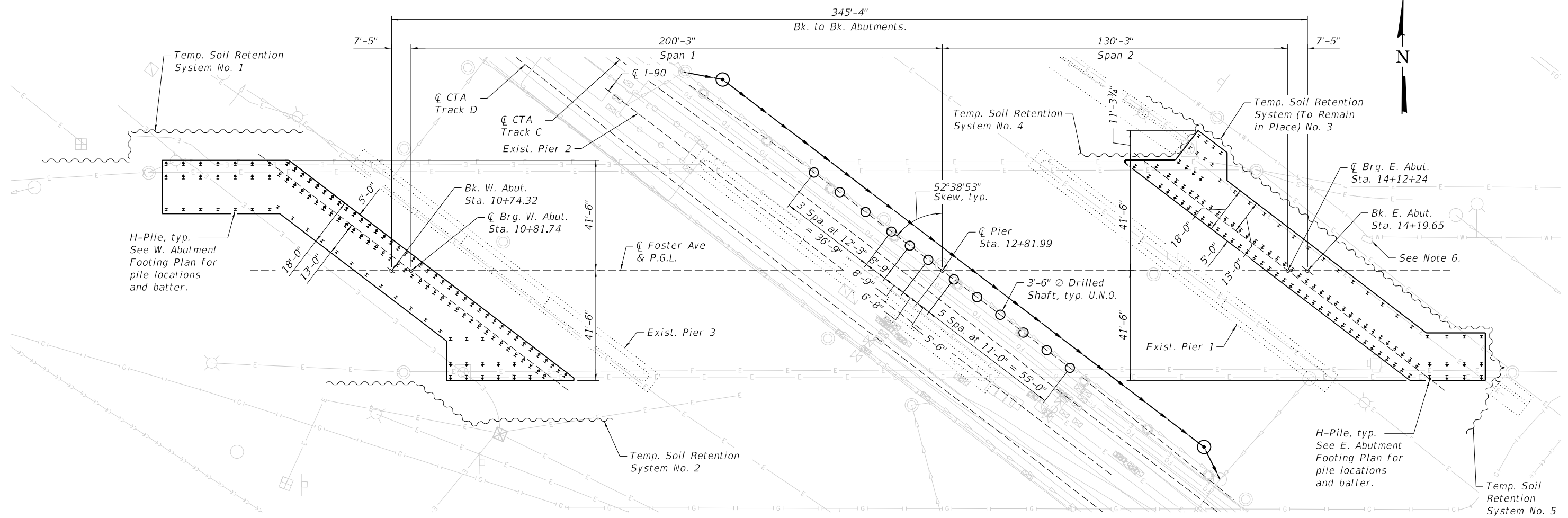
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS 2
 STRUCTURE NO. 016-1669

SHEET 6 OF 77 SHEETS

F.A.I. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 181
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPX-XFIF(742)				



PLAN

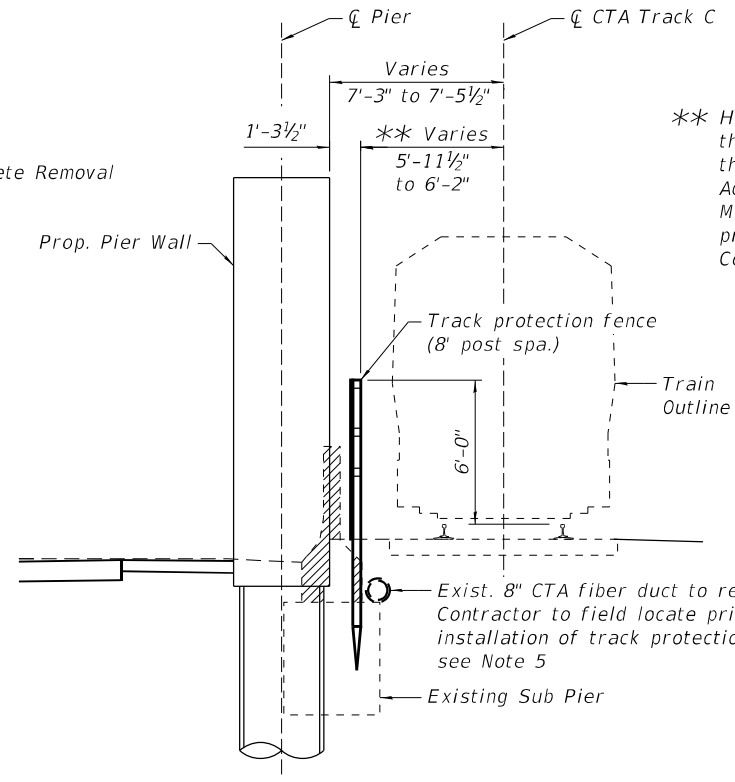
LEGEND

- FO— Existing Fiber Optic Duct
- E— Existing Electrical
- G— Existing Underground Gas Line
- CS— Existing Underground Combined Sewer
- SS— Existing Underground Storm Sewer
- W— Existing Underground Water Line
- P— Proposed Underground Storm Sewer
- TSRS— Temporary Soil Retention System (TSRS)
- Existing Manhole
- Existing Catch Basin
- Existing Sub Pier

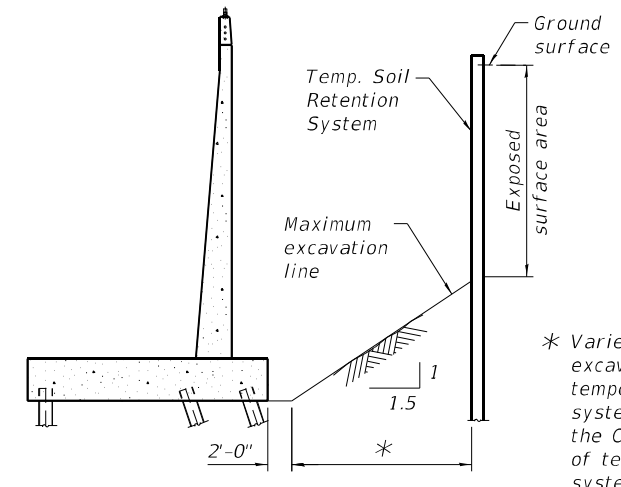
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Soil Retention System	Sq Ft	3,641
Temporary Soil Retention System (To Remain in Place)	Sq Ft	4,154

LEGEND



SECTION THRU CTA TRACKS



TYPICAL SECTION
(Showing excavation limits assumed at TSRS)

Notes:

1. A cantilevered sheet piling design does not appear feasible and additional members or other 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.
2. For details of Temporary Soil Retention System, see sheets 8 and 9 of 77.
3. Temporary Soil Retention Systems exposed to railroad surcharge shall be designed per the requirements in the CTA Adjacent Construction Manual. See the special provision "CTA Flagging and Coordination."
4. Track protection fence shall be provided per the requirements in the CTA Adjacent Construction Manual. See the special provision "CTA Flagging and Coordination."
5. Exist. Barrier and sub piers to be removed as required to install track protection fence, pier wall, and drilled shafts. Remaining portions of existing barrier and sub piers shall be left in place to retain ballast and protect the 8" CTA fiber duct.
6. Contractor shall hand excavate to field verify horizontal and vertical location of existing water main bend and associated thrust block prior to installing Temporary Soil Retention System.

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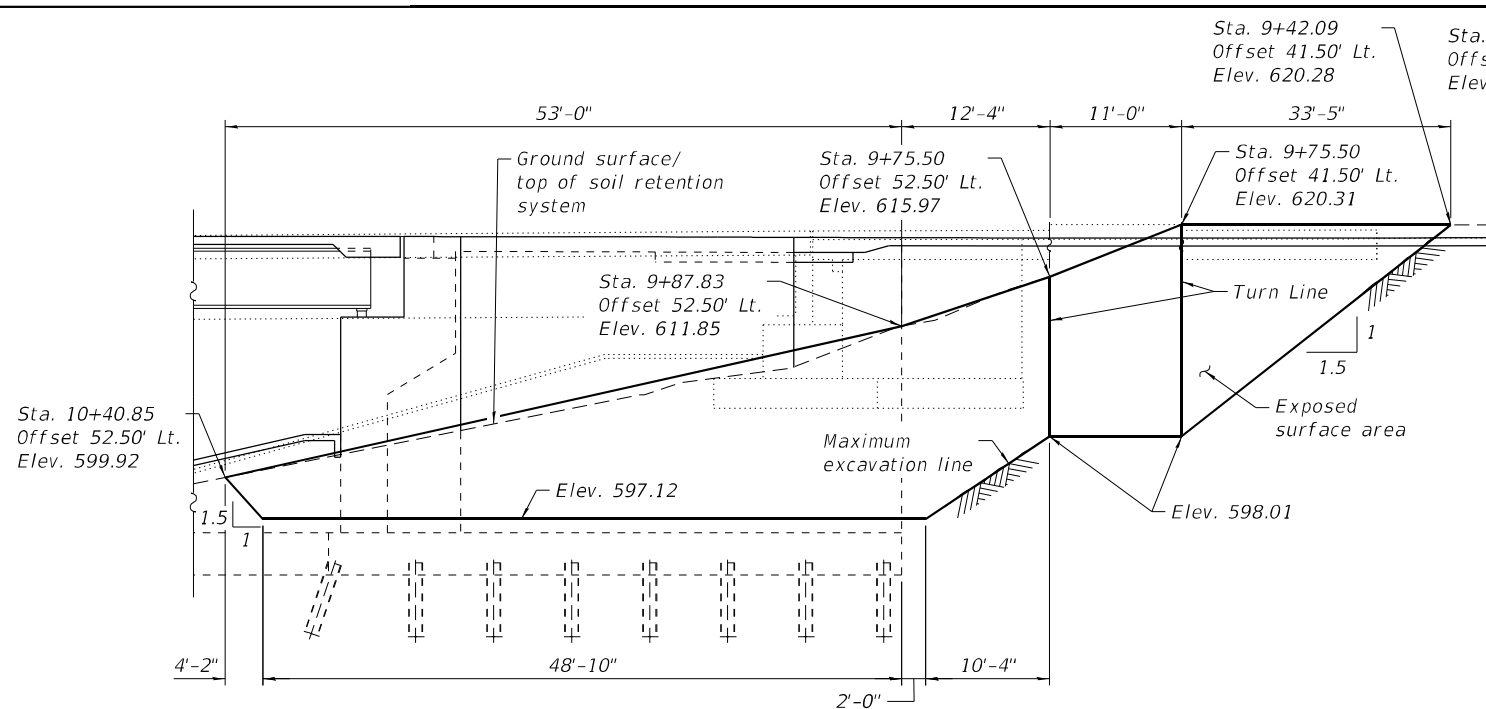
**STATE OF ILLINOIS
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**SUBSTRUCTURE LAYOUT
 STRUCTURE NO. 016-1669**

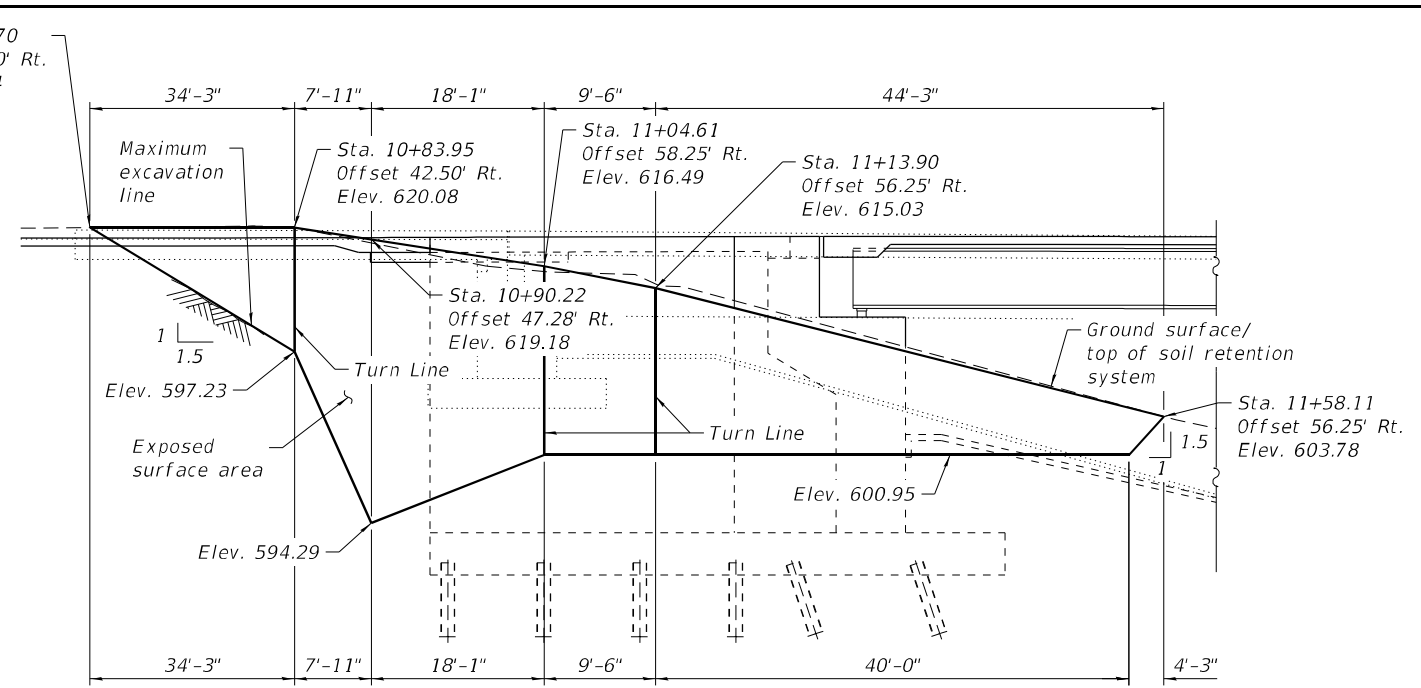
SHEET 7 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62J23				

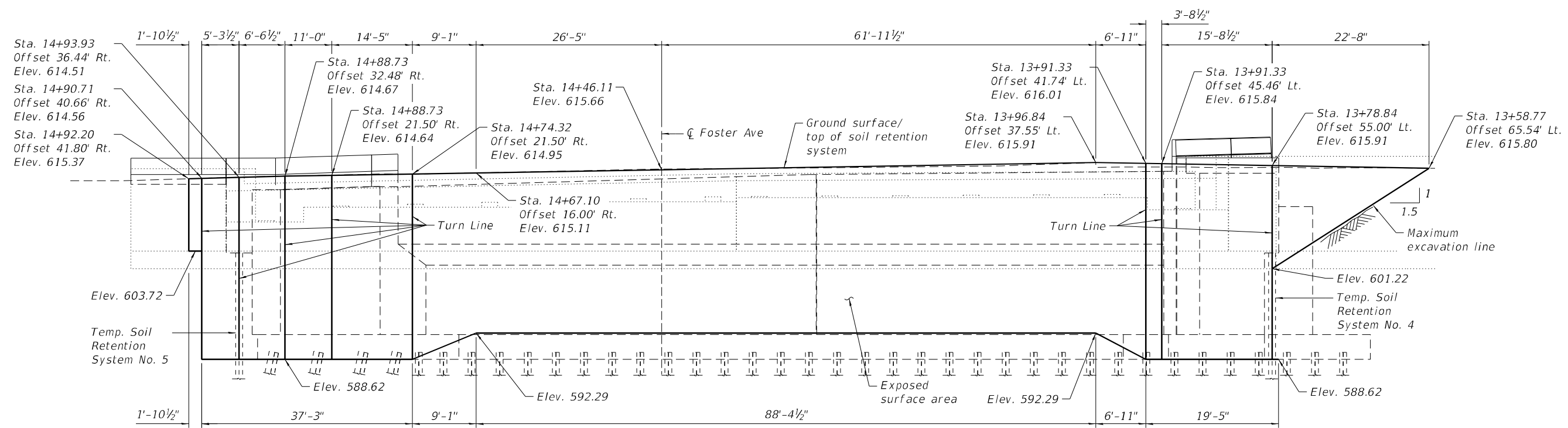
ILLINOIS FED. AID PROJECT NO. NHPX-FIF(742)



TEMP. SOIL RETENTION SYSTEM NO. 1
(Developed Elevation - Looking South)



TEMP. SOIL RETENTION SYSTEM NO. 2
(Developed Elevation - Looking North)



TEMP. SOIL RETENTION SYSTEM (TO REMAIN IN PLACE) NO. 3
(Developed Elevation - Looking Southwest)

Note:
For location of Temporary Soil Retention Systems, additional notes and Bill of Material, see sheet 7 of 77.

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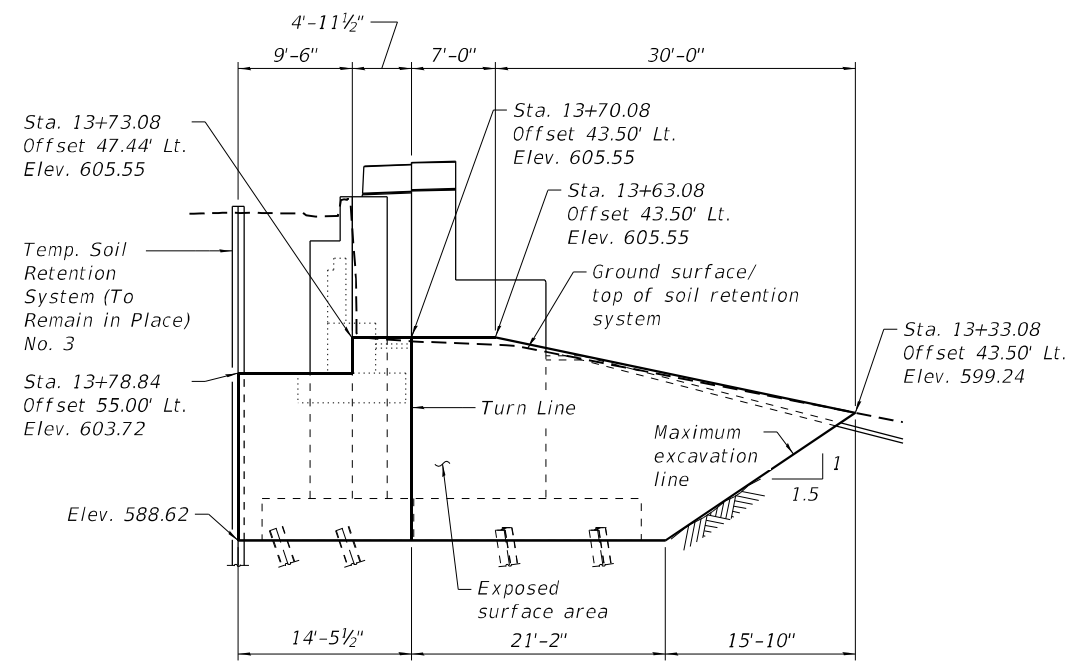
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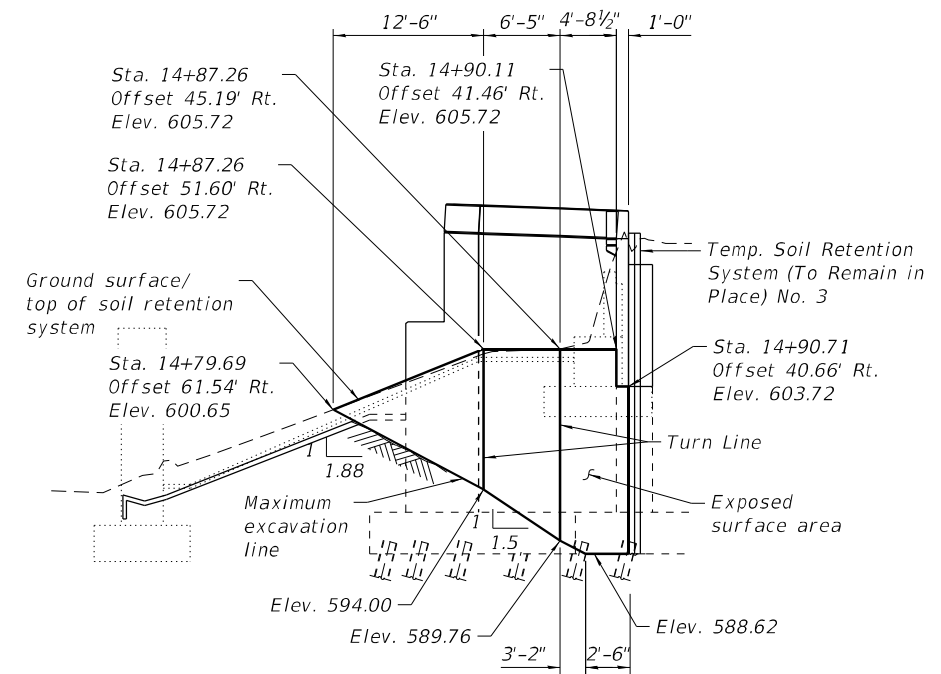
TEMPORARY SOIL RETENTION SYSTEM 1
STRUCTURE NO. 016-1669

F.A.I. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 183
CONTRACT NO. 62123				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

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TEMP. SOIL RETENTION SYSTEM NO. 4
 (Developed Elevation - Looking South)



TEMP. SOIL RETENTION SYSTEM NO. 5
 (Developed Elevation - Looking Northwest)

Note:
 For location of Temporary Soil Retention Systems, additional notes and Bill of Material, see sheet 7 of 77.



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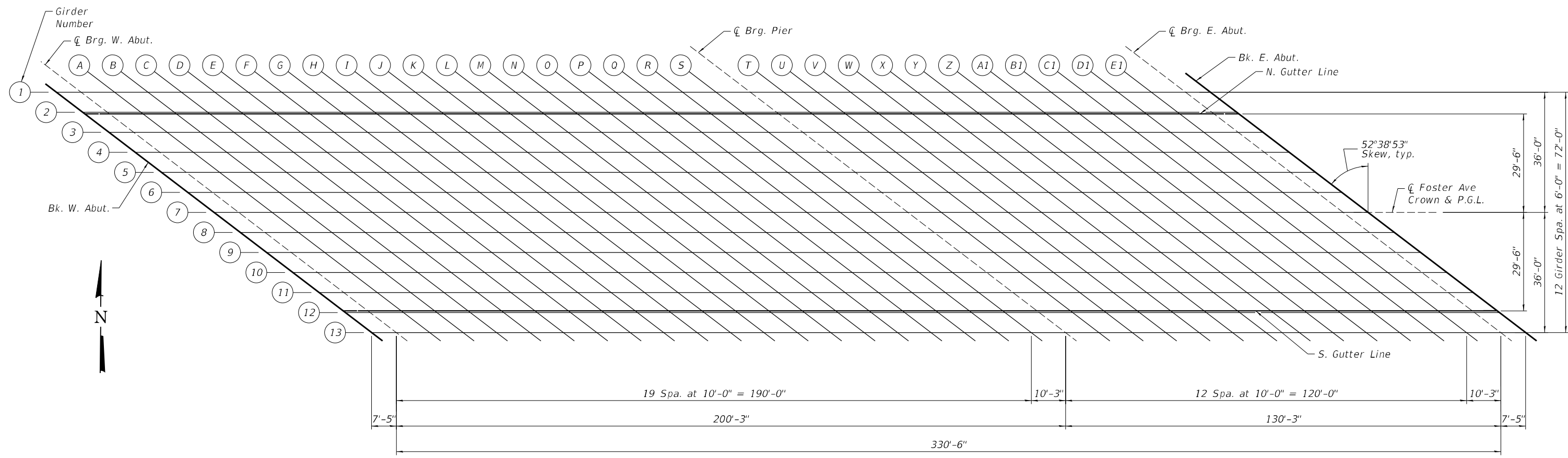
**STATE OF ILLINOIS
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**TEMPORARY SOIL RETENTION SYSTEM 2
 STRUCTURE NO. 016-1669**

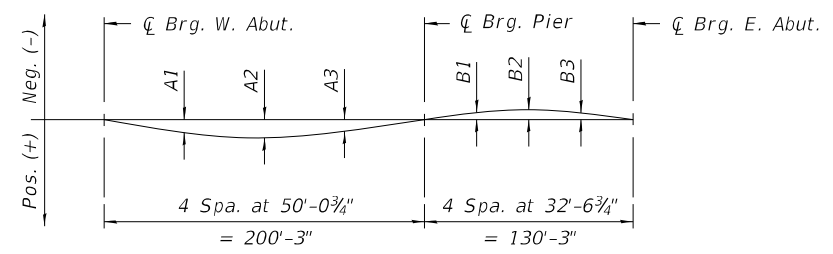
SHEET 9 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62J23			ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)	

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PLAN



DEAD LOAD DEFLECTION DIAGRAM
 (Includes weight of concrete and railing only.)

DEAD LOAD DEFLECTIONS

Girder No.	A1	A2	A3	B1	B2	B3
1, 13	8	9 ⁷ / ₈	5 ³ / ₈	-1 ¹ / ₈	- ³ / ₄	- ¹ / ₈
2, 12	6 ³ / ₈	8 ¹ / ₄	4 ¹ / ₂	- ⁷ / ₈	- ⁵ / ₈	- ¹ / ₈
3, 11	6 ³ / ₈	7 ⁷ / ₈	4 ¹ / ₄	- ⁷ / ₈	- ³ / ₈	- ¹ / ₈
4 thru 10	4 ¹ / ₂	5 ¹ / ₂	3	- ⁵ / ₈	- ¹ / ₂	- ¹ / ₈

Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 11 thru 15 of 77.



USER NAME =	DESIGNED - JM	REVISED -
PLOT SCALE =	CHECKED - RGB	REVISED -
PLOT DATE = 03/11/2024	DRAWN - JM	REVISED -
	CHECKED - RGB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION LAYOUT
 STRUCTURE NO. 016-1669

SHEET 10 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	185
CONTRACT NO. 62J23				

ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)

GIRDER 1

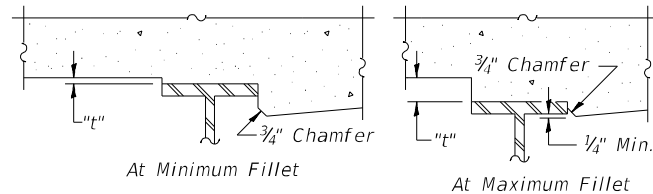
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+27.15	-36.00	619.76	619.76
CL. BRG. W. ABUT.	10+34.57	-36.00	619.80	619.80
A	10+44.57	-36.00	619.85	620.01
B	10+54.57	-36.00	619.90	620.20
C	10+64.57	-36.00	619.93	620.37
D	10+74.57	-36.00	619.96	620.52
E	10+84.57	-36.00	619.97	620.64
F	10+94.57	-36.00	619.98	620.73
G	11+04.57	-36.00	619.98	620.79
H	11+14.57	-36.00	619.98	620.81
I	11+24.57	-36.00	619.96	620.80
J	11+34.57	-36.00	619.93	620.76
K	11+44.57	-36.00	619.90	620.68
L	11+54.57	-36.00	619.86	620.58
M	11+64.57	-36.00	619.81	620.45
N	11+74.57	-36.00	619.75	620.30
O	11+84.57	-36.00	619.68	620.13
P	11+94.57	-36.00	619.61	619.95
Q	12+04.57	-36.00	619.53	619.77
R	12+14.57	-36.00	619.43	619.58
S	12+24.57	-36.00	619.33	619.40
CL. BRG. PIER	12+34.82	-36.00	619.22	619.22
T	12+44.82	-36.00	619.10	619.06
U	12+54.82	-36.00	618.98	618.91
V	12+64.82	-36.00	618.85	618.76
W	12+74.82	-36.00	618.70	618.61
X	12+84.82	-36.00	618.55	618.47
Y	12+94.82	-36.00	618.39	618.32
Z	13+04.82	-36.00	618.22	618.17
A1	13+14.82	-36.00	618.05	618.01
B1	13+24.82	-36.00	617.86	617.84
C1	13+34.82	-36.00	617.67	617.66
D1	13+44.82	-36.00	617.47	617.47
E1	13+54.82	-36.00	617.26	617.26
CL. BRG. E. ABUT.	13+65.07	-36.00	617.04	617.04
BK. E. ABUT.	13+72.49	-36.00	616.87	616.87

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+35.01	-30.00	619.90	619.90
CL. BRG. W. ABUT.	10+42.43	-30.00	619.94	619.94
A	10+52.43	-30.00	619.98	620.11
B	10+62.43	-30.00	620.02	620.27
C	10+72.43	-30.00	620.05	620.41
D	10+82.43	-30.00	620.06	620.53
E	10+92.43	-30.00	620.08	620.63
F	11+02.43	-30.00	620.08	620.70
G	11+12.43	-30.00	620.07	620.74
H	11+22.43	-30.00	620.06	620.75
I	11+32.43	-30.00	620.03	620.74
J	11+42.43	-30.00	620.00	620.69
K	11+52.43	-30.00	619.96	620.62
L	11+62.43	-30.00	619.91	620.52
M	11+72.43	-30.00	619.86	620.40
N	11+82.43	-30.00	619.79	620.25
O	11+92.43	-30.00	619.72	620.09
P	12+02.43	-30.00	619.64	619.92
Q	12+12.43	-30.00	619.55	619.75
R	12+22.43	-30.00	619.45	619.57
S	12+32.43	-30.00	619.34	619.40
CL. BRG. PIER	12+42.68	-30.00	619.22	619.22
T	12+52.68	-30.00	619.10	619.06
U	12+62.68	-30.00	618.97	618.91
V	12+72.68	-30.00	618.83	618.75
W	12+82.68	-30.00	618.68	618.60
X	12+92.68	-30.00	618.52	618.45
Y	13+02.68	-30.00	618.36	618.30
Z	13+12.68	-30.00	618.18	618.14
A1	13+22.68	-30.00	618.00	617.97
B1	13+32.68	-30.00	617.81	617.79
C1	13+42.68	-30.00	617.61	617.60
D1	13+52.68	-30.00	617.40	617.40
E1	13+62.68	-30.00	617.18	617.18
CL. BRG. E. ABUT.	13+72.93	-30.00	616.95	616.95
BK. E. ABUT.	13+80.35	-30.00	616.78	616.78

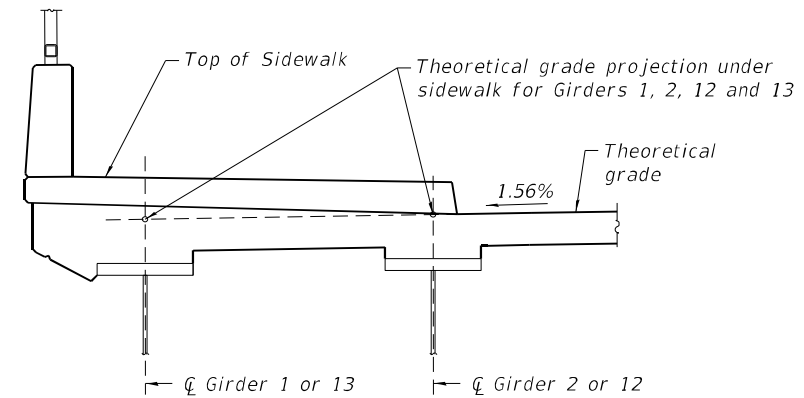
N. GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+35.67	-29.50	619.91	619.91
CL. BRG. W. ABUT.	10+43.09	-29.50	619.95	619.95
A	10+53.09	-29.50	619.99	620.12
B	10+63.09	-29.50	620.03	620.28
C	10+73.09	-29.50	620.05	620.42
D	10+83.09	-29.50	620.07	620.54
E	10+93.09	-29.50	620.08	620.64
F	11+03.09	-29.50	620.09	620.71
G	11+13.09	-29.50	620.08	620.75
H	11+23.09	-29.50	620.06	620.76
I	11+33.09	-29.50	620.04	620.74
J	11+43.09	-29.50	620.01	620.69
K	11+53.09	-29.50	619.97	620.62
L	11+63.09	-29.50	619.92	620.52
M	11+73.09	-29.50	619.86	620.40
N	11+83.09	-29.50	619.80	620.25
O	11+93.09	-29.50	619.72	620.10
P	12+03.09	-29.50	619.64	619.93
Q	12+13.09	-29.50	619.55	619.75
R	12+23.09	-29.50	619.45	619.57
S	12+33.09	-29.50	619.34	619.40
CL. BRG. PIER	12+43.34	-29.50	619.22	619.22
T	12+53.34	-29.50	619.10	619.06
U	12+63.34	-29.50	618.97	618.90
V	12+73.34	-29.50	618.83	618.75
W	12+83.34	-29.50	618.68	618.60
X	12+93.34	-29.50	618.52	618.45
Y	13+03.34	-29.50	618.35	618.29
Z	13+13.34	-29.50	618.18	618.13
A1	13+23.34	-29.50	617.99	617.96
B1	13+33.34	-29.50	617.80	617.78
C1	13+43.34	-29.50	617.60	617.59
D1	13+53.34	-29.50	617.39	617.39
E1	13+63.34	-29.50	617.18	617.18
CL. BRG. E. ABUT.	13+73.59	-29.50	616.95	616.95
BK. E. ABUT.	13+81.00	-29.50	616.77	616.77



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

FILLET HEIGHTS



PROJECTION UNDER SIDEWALK
(Typ. both sides)

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

USER NAME =	DESIGNED - CHP	REVISED -
CHECKED - RGB	REVISED -	
PLOT SCALE =	DRAWN - JM	REVISED -
PLOT DATE = 03/11/2024	CHECKED - RGB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 1
STRUCTURE NO. 016-1669

SHEET 11 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	186
				CONTRACT NO. 62J23
ILLINOIS FED. AID PROJECT NO. NHPX-XFIF(742)				

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+42.87	-24.00	620.03	620.03
CL. BRG. W. ABUT.	10+50.29	-24.00	620.07	620.07
A	10+60.29	-24.00	620.10	620.23
B	10+70.29	-24.00	620.13	620.38
C	10+80.29	-24.00	620.15	620.51
D	10+90.29	-24.00	620.17	620.62
E	11+00.29	-24.00	620.17	620.70
F	11+10.29	-24.00	620.17	620.76
G	11+20.29	-24.00	620.15	620.80
H	11+30.29	-24.00	620.13	620.80
I	11+40.29	-24.00	620.10	620.78
J	11+50.29	-24.00	620.07	620.73
K	11+60.29	-24.00	620.02	620.65
L	11+70.29	-24.00	619.96	620.54
M	11+80.29	-24.00	619.90	620.42
N	11+90.29	-24.00	619.83	620.27
O	12+00.29	-24.00	619.75	620.11
P	12+10.29	-24.00	619.66	619.94
Q	12+20.29	-24.00	619.56	619.76
R	12+30.29	-24.00	619.46	619.58
S	12+40.29	-24.00	619.35	619.40
CL. BRG. PIER	12+50.54	-24.00	619.22	619.22
T	12+60.54	-24.00	619.09	619.05
U	12+70.54	-24.00	618.95	618.89
V	12+80.54	-24.00	618.80	618.73
W	12+90.54	-24.00	618.65	618.58
X	13+00.54	-24.00	618.48	618.42
Y	13+10.54	-24.00	618.31	618.26
Z	13+20.54	-24.00	618.13	618.09
A1	13+30.54	-24.00	617.94	617.91
B1	13+40.54	-24.00	617.74	617.73
C1	13+50.54	-24.00	617.54	617.53
D1	13+60.54	-24.00	617.32	617.32
E1	13+70.54	-24.00	617.10	617.10
CL. BRG. E. ABUT.	13+80.79	-24.00	616.86	616.86
BK. E. ABUT.	13+88.21	-24.00	616.69	616.69


GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+50.74	-18.00	620.16	620.16
CL. BRG. W. ABUT.	10+58.15	-18.00	620.19	620.19
A	10+68.15	-18.00	620.22	620.31
B	10+78.15	-18.00	620.24	620.41
C	10+88.15	-18.00	620.26	620.50
D	10+98.15	-18.00	620.26	620.58
E	11+08.15	-18.00	620.26	620.63
F	11+18.15	-18.00	620.25	620.67
G	11+28.15	-18.00	620.23	620.68
H	11+38.15	-18.00	620.20	620.67
I	11+48.15	-18.00	620.17	620.64
J	11+58.15	-18.00	620.12	620.58
K	11+68.15	-18.00	620.07	620.51
L	11+78.15	-18.00	620.01	620.41
M	11+88.15	-18.00	619.94	620.30
N	11+98.15	-18.00	619.86	620.17
O	12+08.15	-18.00	619.77	620.02
P	12+18.15	-18.00	619.68	619.87
Q	12+28.15	-18.00	619.58	619.71
R	12+38.15	-18.00	619.46	619.54
S	12+48.15	-18.00	619.34	619.38
CL. BRG. PIER	12+58.40	-18.00	619.21	619.21
T	12+68.40	-18.00	619.08	619.05
U	12+78.40	-18.00	618.93	618.89
V	12+88.40	-18.00	618.78	618.73
W	12+98.40	-18.00	618.61	618.56
X	13+08.40	-18.00	618.44	618.40
Y	13+18.40	-18.00	618.26	618.22
Z	13+28.40	-18.00	618.08	618.04
A1	13+38.40	-18.00	617.88	617.86
B1	13+48.40	-18.00	617.68	617.66
C1	13+58.40	-18.00	617.46	617.45
D1	13+68.40	-18.00	617.24	617.24
E1	13+78.40	-18.00	617.01	617.01
CL. BRG. E. ABUT.	13+88.65	-18.00	616.77	616.77
BK. E. ABUT.	13+96.07	-18.00	616.59	616.59

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+58.60	-12.00	620.29	620.29
CL. BRG. W. ABUT.	10+66.01	-12.00	620.31	620.31
A	10+76.01	-12.00	620.33	620.42
B	10+86.01	-12.00	620.35	620.52
C	10+96.01	-12.00	620.36	620.60
D	11+06.01	-12.00	620.36	620.67
E	11+16.01	-12.00	620.35	620.72
F	11+26.01	-12.00	620.33	620.75
G	11+36.01	-12.00	620.30	620.75
H	11+46.01	-12.00	620.27	620.73
I	11+56.01	-12.00	620.23	620.70
J	11+66.01	-12.00	620.18	620.63
K	11+76.01	-12.00	620.12	620.55
L	11+86.01	-12.00	620.05	620.45
M	11+96.01	-12.00	619.97	620.33
N	12+06.01	-12.00	619.89	620.19
O	12+16.01	-12.00	619.79	620.04
P	12+26.01	-12.00	619.69	619.88
Q	12+36.01	-12.00	619.58	619.72
R	12+46.01	-12.00	619.46	619.54
S	12+56.01	-12.00	619.34	619.37
CL. BRG. PIER	12+66.26	-12.00	619.20	619.20
T	12+76.26	-12.00	619.06	619.03
U	12+86.26	-12.00	618.90	618.86
V	12+96.26	-12.00	618.74	618.69
W	13+06.26	-12.00	618.57	618.52
X	13+16.26	-12.00	618.40	618.35
Y	13+26.26	-12.00	618.21	618.17
Z	13+36.26	-12.00	618.02	617.98
A1	13+46.26	-12.00	617.81	617.79
B1	13+56.26	-12.00	617.60	617.59
C1	13+66.26	-12.00	617.38	617.38
D1	13+76.26	-12.00	617.16	617.15
E1	13+86.26	-12.00	616.92	616.92
CL. BRG. E. ABUT.	13+96.51	-12.00	616.67	616.67
BK. E. ABUT.	14+03.93	-12.00	616.48	616.48

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 HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - CHP	REVISED -
	PLOT SCALE =	CHECKED - RGB	REVISED -
	PLOT DATE = 03/11/2024	DRAWN - JM	REVISED -
		CHECKED - RGB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2
STRUCTURE NO. 016-1669
 SHEET 12 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	187
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+66.46	-6.00	620.40	620.40
CL. BRG. W. ABUT.	10+73.88	-6.00	620.42	620.42
A	10+83.88	-6.00	620.44	620.53
B	10+93.88	-6.00	620.45	620.62
C	11+03.88	-6.00	620.45	620.70
D	11+13.88	-6.00	620.44	620.76
E	11+23.88	-6.00	620.43	620.80
F	11+33.88	-6.00	620.40	620.82
G	11+43.88	-6.00	620.37	620.82
H	11+53.88	-6.00	620.33	620.80
I	11+63.88	-6.00	620.28	620.75
J	11+73.88	-6.00	620.22	620.68
K	11+83.88	-6.00	620.16	620.59
L	11+93.88	-6.00	620.08	620.48
M	12+03.88	-6.00	620.00	620.36
N	12+13.88	-6.00	619.91	620.21
O	12+23.88	-6.00	619.81	620.06
P	12+33.88	-6.00	619.70	619.89
Q	12+43.88	-6.00	619.58	619.72
R	12+53.88	-6.00	619.46	619.54
S	12+63.88	-6.00	619.33	619.36
CL. BRG. PIER	12+74.13	-6.00	619.18	619.18
T	12+84.13	-6.00	619.03	619.01
U	12+94.13	-6.00	618.87	618.83
V	13+04.13	-6.00	618.70	618.65
W	13+14.13	-6.00	618.53	618.48
X	13+24.13	-6.00	618.35	618.30
Y	13+34.13	-6.00	618.15	618.11
Z	13+44.13	-6.00	617.95	617.92
A1	13+54.13	-6.00	617.74	617.72
B1	13+64.13	-6.00	617.53	617.51
C1	13+74.13	-6.00	617.30	617.29
D1	13+84.13	-6.00	617.07	617.06
E1	13+94.13	-6.00	616.82	616.82
CL. BRG. E. ABUT.	14+04.38	-6.00	616.57	616.57
BK. E. ABUT.	14+11.79	-6.00	616.38	616.38


GIRDER 7, Ç FOSTER AVE, CROWN & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+74.32	0.00	620.52	620.52
CL. BRG. W. ABUT.	10+81.74	0.00	620.53	620.53
A	10+91.74	0.00	620.54	620.63
B	11+01.74	0.00	620.55	620.71
C	11+11.74	0.00	620.54	620.79
D	11+21.74	0.00	620.53	620.84
E	11+31.74	0.00	620.50	620.87
F	11+41.74	0.00	620.47	620.89
G	11+51.74	0.00	620.43	620.88
H	11+61.74	0.00	620.39	620.85
I	11+71.74	0.00	620.33	620.80
J	11+81.74	0.00	620.27	620.72
K	11+91.74	0.00	620.19	620.63
L	12+01.74	0.00	620.11	620.51
M	12+11.74	0.00	620.02	620.38
N	12+21.74	0.00	619.92	620.23
O	12+31.74	0.00	619.82	620.07
P	12+41.74	0.00	619.70	619.89
Q	12+51.74	0.00	619.58	619.71
R	12+61.74	0.00	619.45	619.53
S	12+71.74	0.00	619.31	619.35
CL. BRG. PIER	12+81.99	0.00	619.16	619.16
T	12+91.99	0.00	619.00	618.97
U	13+01.99	0.00	618.83	618.79
V	13+11.99	0.00	618.66	618.61
W	13+21.99	0.00	618.48	618.43
X	13+31.99	0.00	618.29	618.24
Y	13+41.99	0.00	618.09	618.05
Z	13+51.99	0.00	617.88	617.85
A1	13+61.99	0.00	617.67	617.64
B1	13+71.99	0.00	617.44	617.43
C1	13+81.99	0.00	617.21	617.20
D1	13+91.99	0.00	616.97	616.96
E1	14+01.99	0.00	616.72	616.72
CL. BRG. E. ABUT.	14+12.24	0.00	616.46	616.46
BK. E. ABUT.	14+19.65	0.00	616.27	616.27

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+82.18	6.00	620.44	620.44
CL. BRG. W. ABUT.	10+89.60	6.00	620.45	620.45
A	10+99.60	6.00	620.45	620.54
B	11+09.60	6.00	620.45	620.62
C	11+19.60	6.00	620.44	620.68
D	11+29.60	6.00	620.42	620.73
E	11+39.60	6.00	620.39	620.76
F	11+49.60	6.00	620.35	620.76
G	11+59.60	6.00	620.30	620.75
H	11+69.60	6.00	620.25	620.71
I	11+79.60	6.00	620.19	620.65
J	11+89.60	6.00	620.12	620.57
K	11+99.60	6.00	620.04	620.47
L	12+09.60	6.00	619.95	620.35
M	12+19.60	6.00	619.85	620.21
N	12+29.60	6.00	619.75	620.05
O	12+39.60	6.00	619.64	619.88
P	12+49.60	6.00	619.51	619.70
Q	12+59.60	6.00	619.38	619.52
R	12+69.60	6.00	619.25	619.33
S	12+79.60	6.00	619.10	619.14
CL. BRG. PIER	12+89.85	6.00	618.94	618.94
T	12+99.85	6.00	618.78	618.75
U	13+09.85	6.00	618.61	618.56
V	13+19.85	6.00	618.43	618.37
W	13+29.85	6.00	618.24	618.18
X	13+39.85	6.00	618.04	617.99
Y	13+49.85	6.00	617.83	617.79
Z	13+59.85	6.00	617.62	617.59
A1	13+69.85	6.00	617.40	617.37
B1	13+79.85	6.00	617.17	617.15
C1	13+89.85	6.00	616.93	616.92
D1	13+99.85	6.00	616.68	616.68
E1	14+09.85	6.00	616.43	616.43
CL. BRG. E. ABUT.	14+20.10	6.00	616.17	616.17
BK. E. ABUT.	14+27.52	6.00	615.98	615.98

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 HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - CHP	REVISED -
		CHECKED - RGB	REVISED -
	PLOT SCALE =	DRAWN - JM	REVISED -
	PLOT DATE = 03/11/2024	CHECKED - RGB	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 3
 STRUCTURE NO. 016-1669

SHEET 13 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	188
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+90.04	12.00	620.35	620.35
CL. BRG. W. ABUT.	10+97.46	12.00	620.36	620.36
A	11+07.46	12.00	620.36	620.44
B	11+17.46	12.00	620.35	620.51
C	11+27.46	12.00	620.33	620.57
D	11+37.46	12.00	620.30	620.61
E	11+47.46	12.00	620.26	620.63
F	11+57.46	12.00	620.22	620.64
G	11+67.46	12.00	620.17	620.61
H	11+77.46	12.00	620.11	620.57
I	11+87.46	12.00	620.04	620.51
J	11+97.46	12.00	619.96	620.42
K	12+07.46	12.00	619.87	620.31
L	12+17.46	12.00	619.78	620.18
M	12+27.46	12.00	619.68	620.03
N	12+37.46	12.00	619.57	619.87
O	12+47.46	12.00	619.45	619.70
P	12+57.46	12.00	619.32	619.51
Q	12+67.46	12.00	619.18	619.32
R	12+77.46	12.00	619.04	619.12
S	12+87.46	12.00	618.88	618.92
CL. BRG. PIER	12+97.71	12.00	618.72	618.72
T	13+07.71	12.00	618.55	618.52
U	13+17.71	12.00	618.37	618.33
V	13+27.71	12.00	618.18	618.13
W	13+37.71	12.00	617.99	617.94
X	13+47.71	12.00	617.79	617.74
Y	13+57.71	12.00	617.57	617.53
Z	13+67.71	12.00	617.35	617.32
A1	13+77.71	12.00	617.12	617.10
B1	13+87.71	12.00	616.89	616.87
C1	13+97.71	12.00	616.64	616.63
D1	14+07.71	12.00	616.39	616.38
E1	14+17.71	12.00	616.14	616.13
CL. BRG. E. ABUT.	14+27.96	12.00	615.88	615.88
BK. E. ABUT.	14+35.38	12.00	615.69	615.69

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	10+97.90	18.00	620.26	620.26
CL. BRG. W. ABUT.	11+05.32	18.00	620.26	620.26
A	11+15.32	18.00	620.26	620.34
B	11+25.32	18.00	620.24	620.41
C	11+35.32	18.00	620.21	620.46
D	11+45.32	18.00	620.18	620.49
E	11+55.32	18.00	620.14	620.51
F	11+65.32	18.00	620.09	620.50
G	11+75.32	18.00	620.03	620.47
H	11+85.32	18.00	619.96	620.42
I	11+95.32	18.00	619.88	620.35
J	12+05.32	18.00	619.80	620.26
K	12+15.32	18.00	619.71	620.14
L	12+25.32	18.00	619.61	620.01
M	12+35.32	18.00	619.50	619.85
N	12+45.32	18.00	619.38	619.68
O	12+55.32	18.00	619.25	619.50
P	12+65.32	18.00	619.12	619.31
Q	12+75.32	18.00	618.98	619.11
R	12+85.32	18.00	618.82	618.90
S	12+95.32	18.00	618.67	618.70
CL. BRG. PIER	13+05.57	18.00	618.49	618.49
T	13+15.57	18.00	618.32	618.29
U	13+25.57	18.00	618.13	618.09
V	13+35.57	18.00	617.94	617.89
W	13+45.57	18.00	617.74	617.68
X	13+55.57	18.00	617.53	617.48
Y	13+65.57	18.00	617.31	617.27
Z	13+75.57	18.00	617.08	617.05
A1	13+85.57	18.00	616.84	616.82
B1	13+95.57	18.00	616.60	616.58
C1	14+05.57	18.00	616.35	616.34
D1	14+15.57	18.00	616.10	616.09
E1	14+25.57	18.00	615.84	615.84
CL. BRG. E. ABUT.	14+35.82	18.00	615.59	615.59
BK. E. ABUT.	14+43.24	18.00	615.40	615.40

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	11+05.77	24.00	620.17	620.17
CL. BRG. W. ABUT.	11+13.18	24.00	620.16	620.16
A	11+23.18	24.00	620.15	620.27
B	11+33.18	24.00	620.13	620.37
C	11+43.18	24.00	620.09	620.45
D	11+53.18	24.00	620.05	620.50
E	11+63.18	24.00	620.00	620.54
F	11+73.18	24.00	619.95	620.54
G	11+83.18	24.00	619.88	620.52
H	11+93.18	24.00	619.81	620.48
I	12+03.18	24.00	619.73	620.40
J	12+13.18	24.00	619.63	620.29
K	12+23.18	24.00	619.54	620.16
L	12+33.18	24.00	619.43	620.01
M	12+43.18	24.00	619.31	619.83
N	12+53.18	24.00	619.19	619.63
O	12+63.18	24.00	619.05	619.41
P	12+73.18	24.00	618.91	619.19
Q	12+83.18	24.00	618.76	618.96
R	12+93.18	24.00	618.61	618.72
S	13+03.18	24.00	618.44	618.49
CL. BRG. PIER	13+13.43	24.00	618.26	618.26
T	13+23.43	24.00	618.08	618.04
U	13+33.43	24.00	617.89	617.83
V	13+43.43	24.00	617.69	617.61
W	13+53.43	24.00	617.48	617.41
X	13+63.43	24.00	617.26	617.20
Y	13+73.43	24.00	617.04	616.98
Z	13+83.43	24.00	616.80	616.76
A1	13+93.43	24.00	616.56	616.53
B1	14+03.43	24.00	616.31	616.29
C1	14+13.43	24.00	616.06	616.05
D1	14+23.43	24.00	615.81	615.80
E1	14+33.43	24.00	615.55	615.55
CL. BRG. E. ABUT.	14+43.68	24.00	615.29	615.29
BK. E. ABUT.	14+51.10	24.00	615.11	615.11

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 HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED -- CHP	REVISED --
		CHECKED -- RGB	REVISED --
	PLOT SCALE =	DRAWN -- JM	REVISED --
	PLOT DATE = 03/11/2024	CHECKED -- RGB	REVISED --

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 4
 STRUCTURE NO. 016-1669

SHEET 14 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	189
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

S. GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	11+12.97	29.50	620.08	620.08
CL. BRG. W. ABUT.	11+20.39	29.50	620.07	620.07
A	11+30.39	29.50	620.05	620.18
B	11+40.39	29.50	620.02	620.27
C	11+50.39	29.50	619.98	620.35
D	11+60.39	29.50	619.93	620.40
E	11+70.39	29.50	619.88	620.43
F	11+80.39	29.50	619.81	620.44
G	11+90.39	29.50	619.74	620.41
H	12+00.39	29.50	619.66	620.36
I	12+10.39	29.50	619.57	620.28
J	12+20.39	29.50	619.48	620.16
K	12+30.39	29.50	619.37	620.03
L	12+40.39	29.50	619.26	619.86
M	12+50.39	29.50	619.14	619.67
N	12+60.39	29.50	619.01	619.47
O	12+70.39	29.50	618.87	619.24
P	12+80.39	29.50	618.72	619.01
Q	12+90.39	29.50	618.57	618.77
R	13+00.39	29.50	618.40	618.52
S	13+10.39	29.50	618.23	618.29
CL. BRG. PIER	13+20.64	29.50	618.04	618.04
T	13+30.64	29.50	617.85	617.82
U	13+40.64	29.50	617.66	617.60
V	13+50.64	29.50	617.45	617.38
W	13+60.64	29.50	617.24	617.16
X	13+70.64	29.50	617.01	616.95
Y	13+80.64	29.50	616.78	616.73
Z	13+90.64	29.50	616.54	616.50
A1	14+00.64	29.50	616.29	616.26
B1	14+10.64	29.50	616.04	616.02
C1	14+20.64	29.50	615.79	615.78
D1	14+30.64	29.50	615.54	615.53
E1	14+40.64	29.50	615.29	615.28
CL. BRG. E. ABUT.	14+50.89	29.50	615.03	615.03
BK. E. ABUT.	14+58.31	29.50	614.84	614.84


GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	11+13.63	30.00	620.07	620.07
CL. BRG. W. ABUT.	11+21.04	30.00	620.06	620.06
A	11+31.04	30.00	620.04	620.17
B	11+41.04	30.00	620.01	620.26
C	11+51.04	30.00	619.97	620.34
D	11+61.04	30.00	619.92	620.39
E	11+71.04	30.00	619.87	620.42
F	11+81.04	30.00	619.80	620.43
G	11+91.04	30.00	619.73	620.40
H	12+01.04	30.00	619.65	620.35
I	12+11.04	30.00	619.56	620.26
J	12+21.04	30.00	619.46	620.15
K	12+31.04	30.00	619.36	620.01
L	12+41.04	30.00	619.24	619.85
M	12+51.04	30.00	619.12	619.66
N	12+61.04	30.00	618.99	619.45
O	12+71.04	30.00	618.85	619.23
P	12+81.04	30.00	618.70	618.99
Q	12+91.04	30.00	618.55	618.75
R	13+01.04	30.00	618.38	618.50
S	13+11.04	30.00	618.21	618.27
CL. BRG. PIER	13+21.29	30.00	618.02	618.02
T	13+31.29	30.00	617.83	617.80
U	13+41.29	30.00	617.64	617.57
V	13+51.29	30.00	617.43	617.35
W	13+61.29	30.00	617.21	617.14
X	13+71.29	30.00	616.99	616.92
Y	13+81.29	30.00	616.76	616.70
Z	13+91.29	30.00	616.52	616.47
A1	14+01.29	30.00	616.27	616.24
B1	14+11.29	30.00	616.02	616.00
C1	14+21.29	30.00	615.77	615.76
D1	14+31.29	30.00	615.51	615.51
E1	14+41.29	30.00	615.26	615.26
CL. BRG. E. ABUT.	14+51.54	30.00	615.00	615.00
BK. E. ABUT.	14+58.96	30.00	614.82	614.82

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	11+21.49	36.00	619.96	619.96
CL. BRG. W. ABUT.	11+28.90	36.00	619.95	619.95
A	11+38.90	36.00	619.92	620.08
B	11+48.90	36.00	619.88	620.19
C	11+58.90	36.00	619.84	620.28
D	11+68.90	36.00	619.79	620.35
E	11+78.90	36.00	619.72	620.39
F	11+88.90	36.00	619.65	620.40
G	11+98.90	36.00	619.57	620.38
H	12+08.90	36.00	619.49	620.32
I	12+18.90	36.00	619.39	620.23
J	12+28.90	36.00	619.29	620.11
K	12+38.90	36.00	619.18	619.96
L	12+48.90	36.00	619.05	619.78
M	12+58.90	36.00	618.93	619.57
N	12+68.90	36.00	618.79	619.34
O	12+78.90	36.00	618.64	619.09
P	12+88.90	36.00	618.49	618.83
Q	12+98.90	36.00	618.33	618.56
R	13+08.90	36.00	618.15	618.30
S	13+18.90	36.00	617.97	618.04
CL. BRG. PIER	13+29.15	36.00	617.78	617.78
T	13+39.15	36.00	617.59	617.54
U	13+49.15	36.00	617.38	617.31
V	13+59.15	36.00	617.17	617.08
W	13+69.15	36.00	616.95	616.86
X	13+79.15	36.00	616.72	616.63
Y	13+89.15	36.00	616.48	616.41
Z	13+99.15	36.00	616.23	616.18
A1	14+09.15	36.00	615.98	615.94
B1	14+19.15	36.00	615.73	615.70
C1	14+29.15	36.00	615.47	615.46
D1	14+39.15	36.00	615.22	615.22
E1	14+49.15	36.00	614.97	614.97
CL. BRG. E. ABUT.	14+59.40	36.00	614.71	614.71
BK. E. ABUT.	14+66.82	36.00	614.52	614.52

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 HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - CHP	REVISED -
	PLOT SCALE =	CHECKED - RGB	REVISED -
	PLOT DATE = 03/11/2024	DRAWN - JM	REVISED -
		CHECKED - RGB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 5
STRUCTURE NO. 016-1669

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	190
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

N. EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. END W. APPR. SLAB	09+96.83	-37.50	619.97
A	10+06.83	-37.50	620.02
B	10+16.83	-37.50	620.07
E. END W. APPR. SLAB	10+26.83	-37.50	620.12

N. GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
W. END W. APPR. SLAB	10+07.32	-29.50	619.77
A	10+17.32	-29.50	619.82
B	10+27.32	-29.50	619.87
E. END W. APPR. SLAB	10+37.32	-29.50	619.92

CL FOSTER AVE, CROWN & P.G.L.

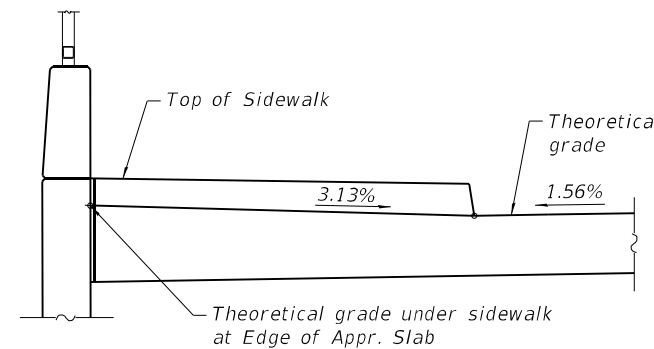
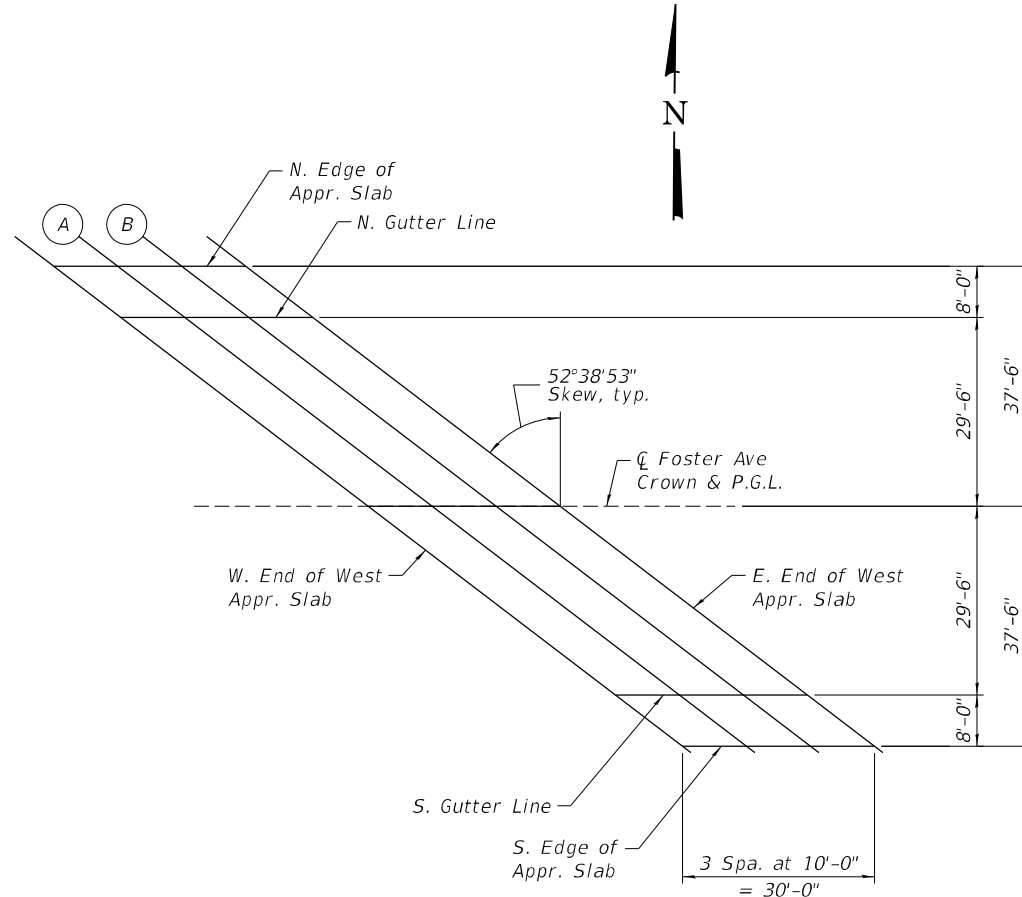
Location	Station	Offset	Theoretical Grade Elevations
W. END W. APPR. SLAB	10+45.97	0.00	620.42
A	10+55.97	0.00	620.46
B	10+65.97	0.00	620.50
E. END W. APPR. SLAB	10+75.97	0.00	620.52

S. GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
W. END W. APPR. SLAB	10+84.62	29.50	620.08
A	10+94.62	29.50	620.08
B	11+04.62	29.50	620.08
E. END W. APPR. SLAB	11+14.62	29.50	620.08

S. EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. END W. APPR. SLAB	10+95.10	37.50	620.33
A	11+05.10	37.50	620.33
B	11+15.10	37.50	620.33
E. END W. APPR. SLAB	11+25.10	37.50	620.31



PROJECTION UNDER SIDEWALK
(Typ. both sides)

PLAN

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USER NAME =	DESIGNED - CHP	REVISED -
	CHECKED - RGB	REVISED -
PLOT SCALE =	DRAWN - JM	REVISED -
PLOT DATE = 03/11/2024	CHECKED - RGB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-1669

SHEET 16 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	191
			CONTRACT NO. 62J23	
ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

N. EDGE OF APPR. SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. END E. APPR. SLAB	13+68.87	-37.50	616.93
C	13+78.87	-37.50	616.70
D	13+88.87	-37.50	616.46
E. END E. APPR. SLAB	13+98.87	-37.50	616.33

N. GUTTER LINE AND CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations
W. END E. APPR. SLAB	13+79.35	-29.50	616.81
C	13+89.35	-29.50	616.57
D	13+99.35	-29.50	616.33
E. END E. APPR. SLAB	14+09.35	-29.50	616.07

CL FOSTER AVE, CROWN & P.G.L.

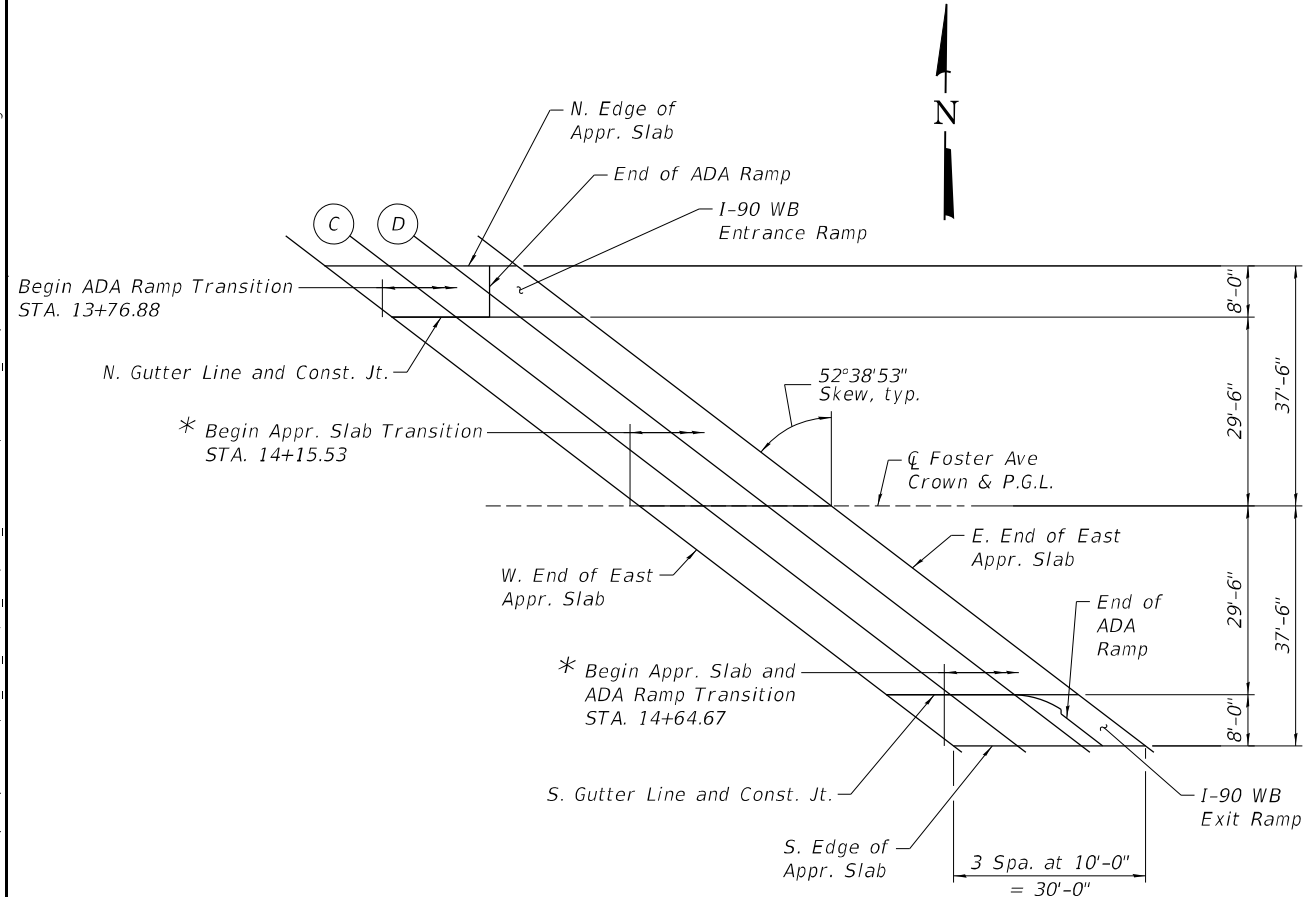
Location	Station	Offset	Theoretical Grade Elevations
W. END E. APPR. SLAB	14+18.01	0.00	616.32
C	14+28.01	0.00	616.06
D	14+38.01	0.00	615.81
E. END E. APPR. SLAB	14+48.01	0.00	615.56

S. GUTTER LINE AND CONST. JT.

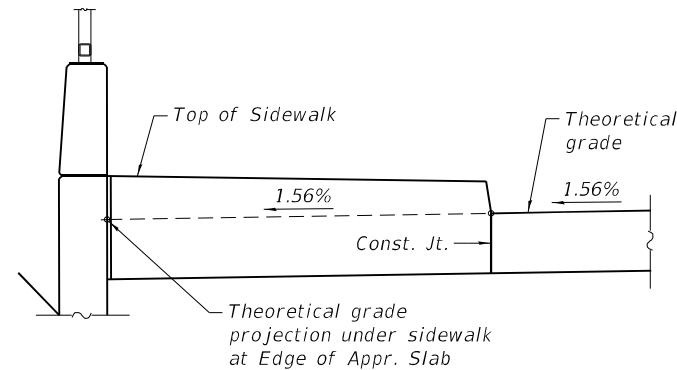
Location	Station	Offset	Theoretical Grade Elevations
W. END E. APPR. SLAB	14+56.66	29.50	614.88
C	14+66.66	29.50	614.63
D	14+76.66	29.50	614.41
E. END E. APPR. SLAB	14+86.66	29.50	614.35

S. EDGE OF APPR. SLAB

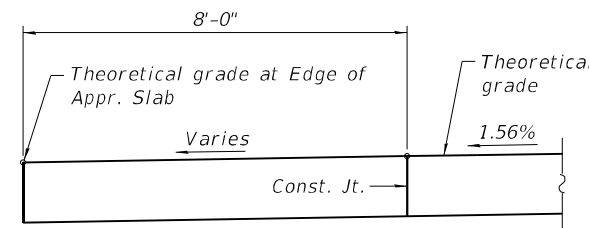
Location	Station	Offset	Theoretical Grade Elevations
W. END E. APPR. SLAB	14+67.14	37.50	614.49
C	14+77.14	37.50	614.24
D	14+87.14	37.50	613.99
E. END E. APPR. SLAB	14+97.14	37.50	614.04



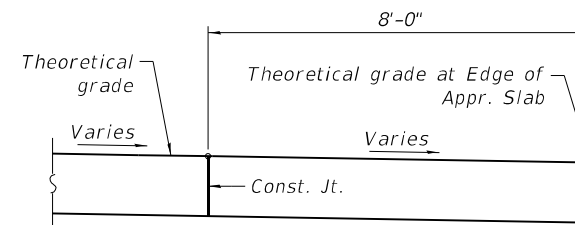
* See Roadway ADA Details and Roadway Pavement Connector Details for ADA ramp geometric information, pavement connector elevations, and additional details.



PROJECTION UNDER SIDEWALK NEAR W. END
(Typ. both sides)



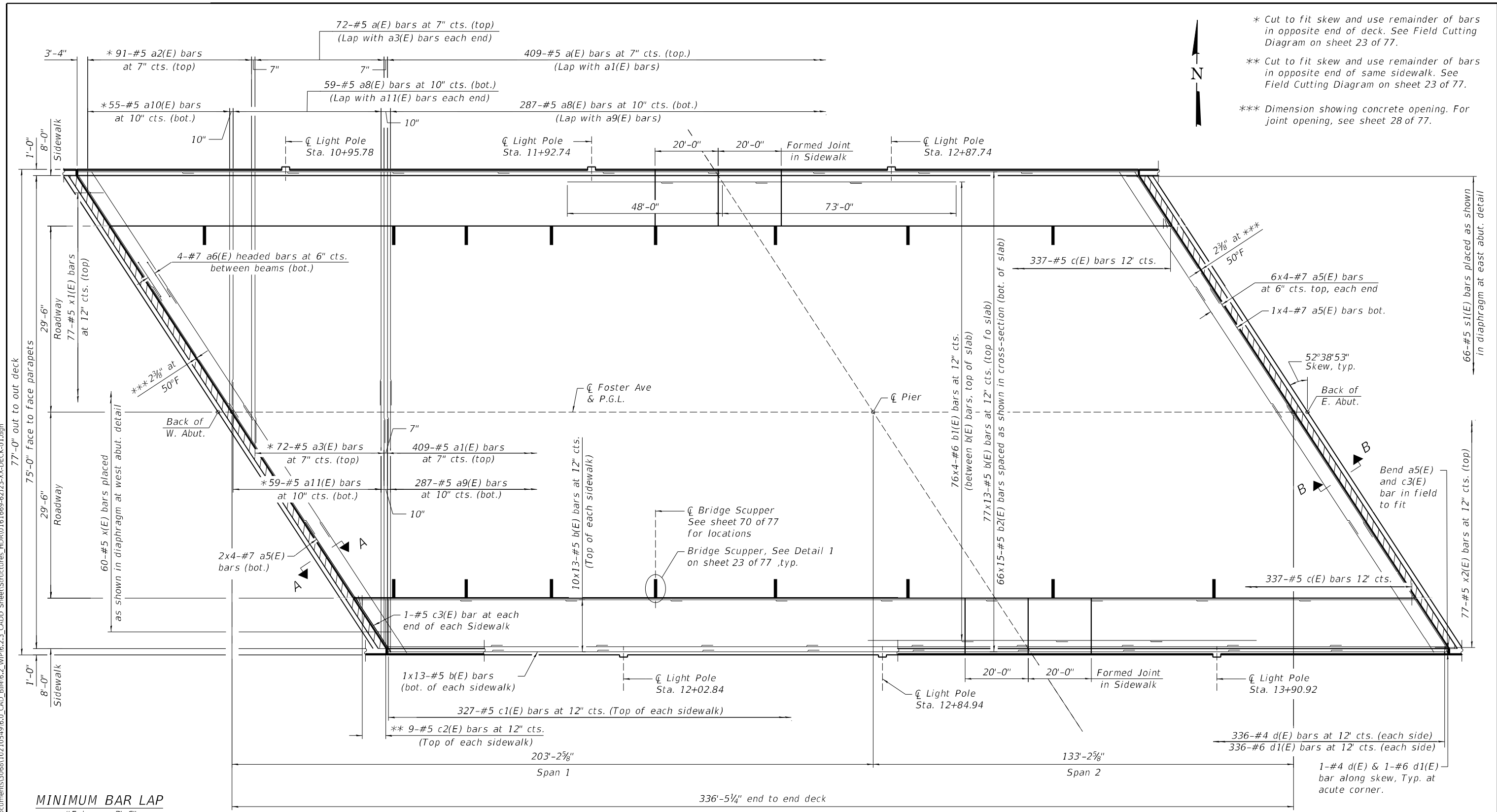
TOP OF APPROACH SLAB AT I-90 WB ENTRANCE RAMP



TOP OF APPROACH SLAB AT I-90 WB EXIT RAMP

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* Cut to fit skew and use remainder of bars in opposite end of deck. See Field Cutting Diagram on sheet 23 of 77.
 ** Cut to fit skew and use remainder of bars in opposite end of same sidewalk. See Field Cutting Diagram on sheet 23 of 77.
 *** Dimension showing concrete opening. For joint opening, see sheet 28 of 77.

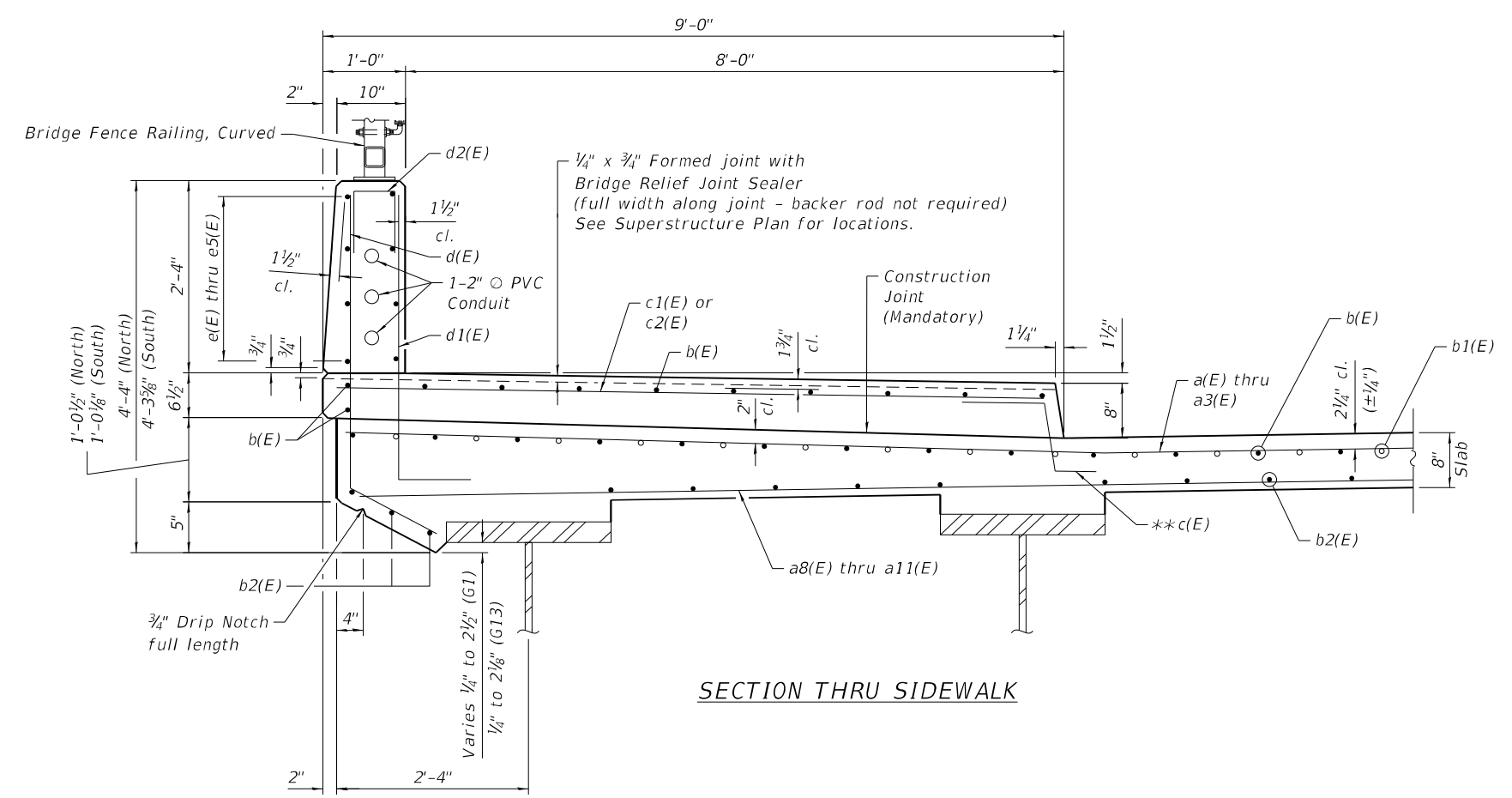
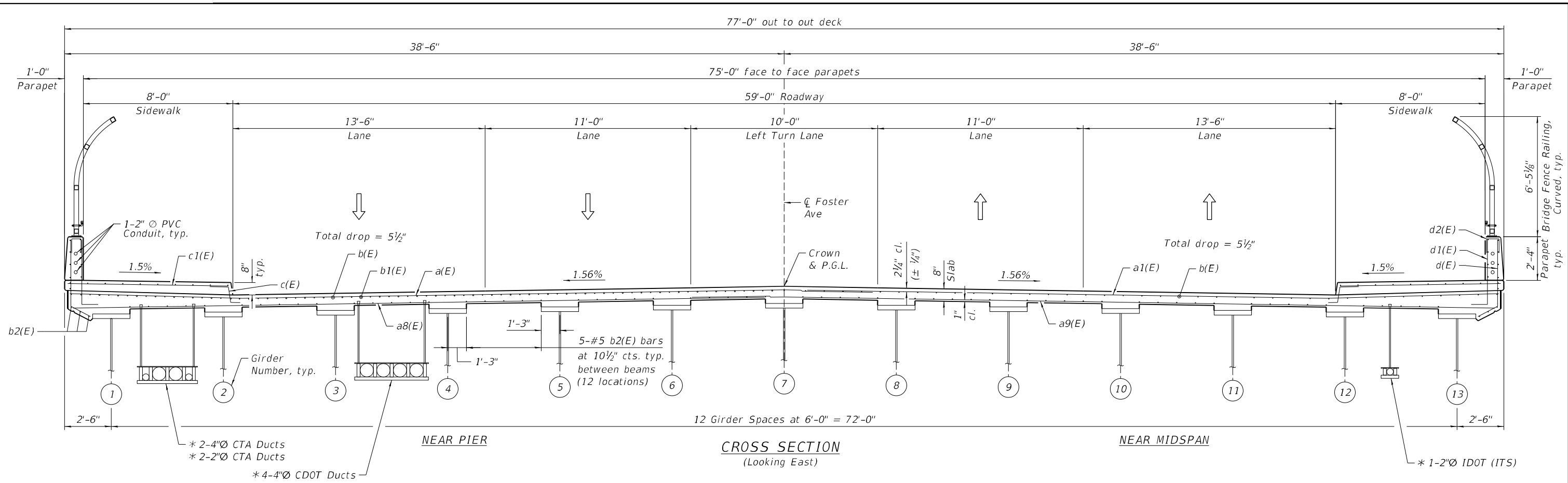
MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 3'-7"
 #7 bar = 4'-2"

PLAN

- Notes:**
1. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 2. For deck cross section and section thru sidewalk, see Sheet 19 of 77.
 3. For Section A-A and Section B-B, see Sheet 22 of 77.
 4. For Bill of Material, see Sheet 23 of 77.
 5. For parapet reinforcement, see Sheet 20 of 77.
 6. For light pole base reinforcement details, see Sheet 21 of 77.
 7. For deck pouring sequence, see Sheet 21 of 77.
 8. Deck construction shall comply with the requirements in the CTA Adjacent Construction Manual. See the special provision "CTA Flagging and Coordination".

<p>HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018</p>	USER NAME =	DESIGNED - MBQ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE PLAN AND CROSS SECTION 1 STRUCTURE NO. 016-1669	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
	PLOT SCALE =	DRAWN - CHP	REVISED -			90	2019-045-BR&T	COOK	280	193
	PLOT DATE = 03/11/2024	CHECKED - RGB	REVISED -			CONTRACT NO. 62J23				
						ILLINOIS FED. AID PROJECT NO. NHPF-XFIF(742)				

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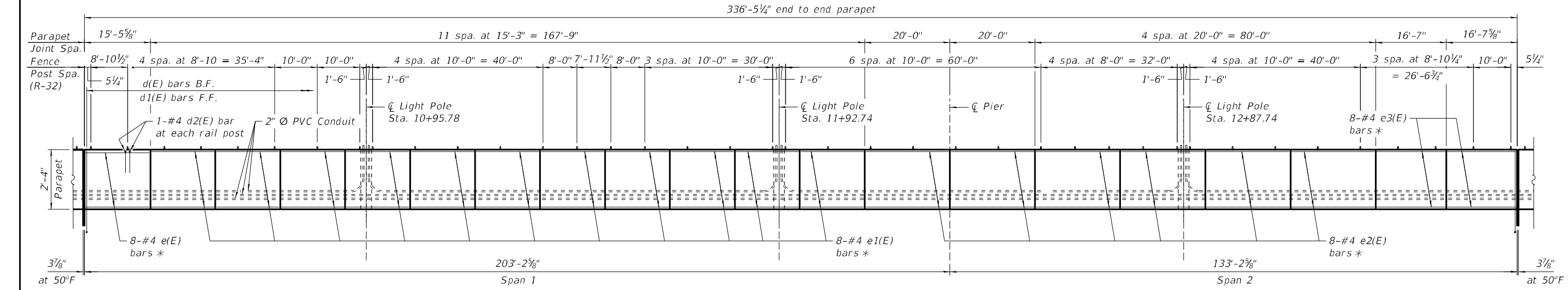


* Details for the proposed duct support system are shown on the Lighting, Electrical and ITS Plans. CTA duct support system will be furnished by the CTA and installed by the Contractor. The installation location of the CTA, CDOT & IDOT conduit support system concrete inserts will be coordinated and determined in the field by the Contractor. Do not extend below bottom of main girder steel. Cost included with Concrete Superstructure.

** In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".

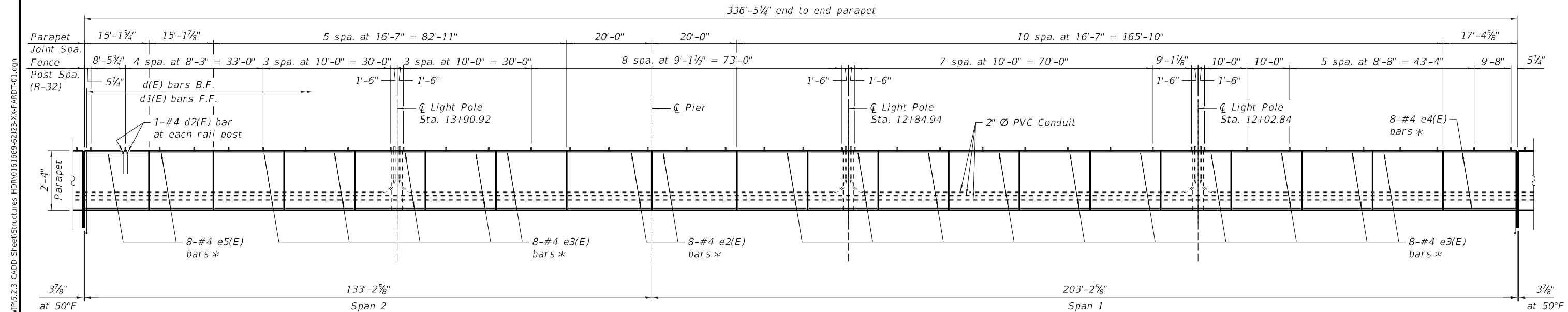
<p>HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018</p>	USER NAME =	DESIGNED - MBQ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE PLAN AND CROSS SECTION 2 STRUCTURE NO. 016-1669	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
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	PLOT DATE = 03/11/2024	DRAWN - CHP	REVISED -			CONTRACT NO. 62123				
		CHECKED - RGB	REVISED -			ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				

SHEET 19 OF 77 SHEETS

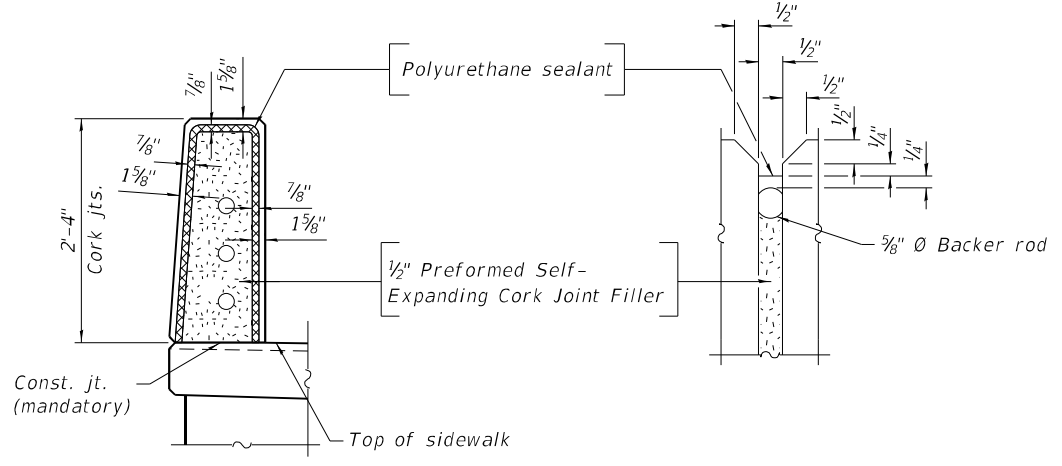


INSIDE ELEVATION OF NORTH PARAPET
(Looking North)

* See Section thru Parapet



INSIDE ELEVATION OF SOUTH PARAPET
(Looking South)

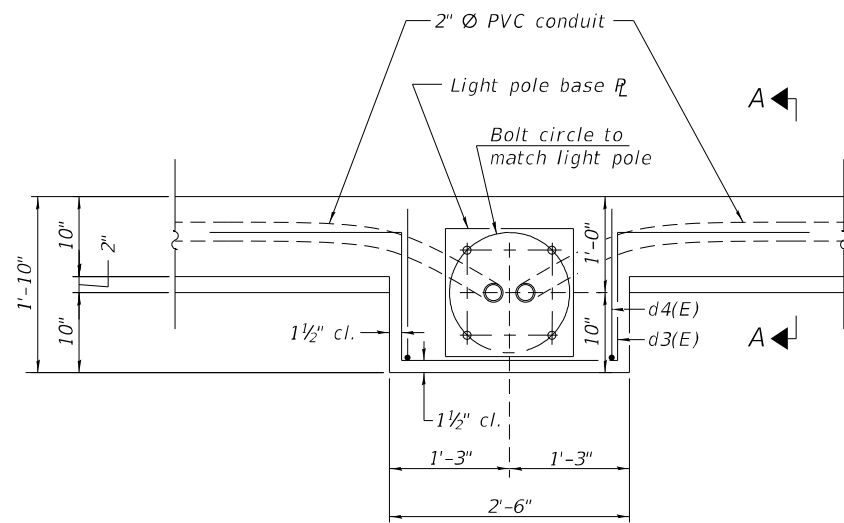


PARAPET JOINT DETAILS

- Notes:
1. For Bill of Material, see Sheet 23 of 77.
 2. For Section thru Parapet, see Sheet 19 of 77.
 3. For Bridge Fence Railing, Curved, see Sheet 66 of 77.

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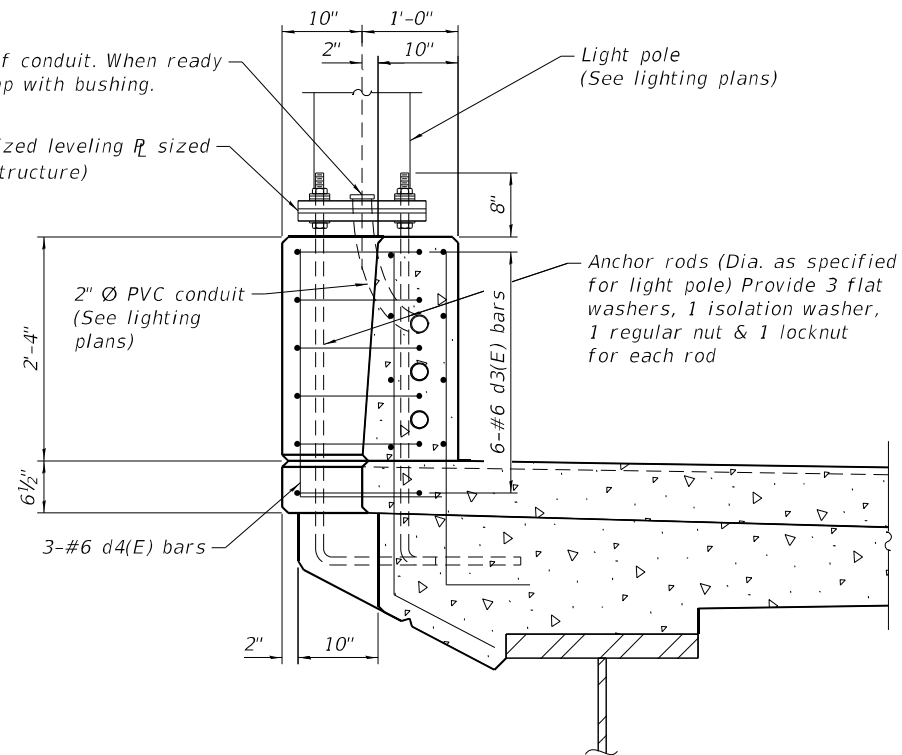
HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - MBQ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS STRUCTURE NO. 016-1669	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =
	PLOT SCALE =	CHECKED - WL	REVISED -			90	2019-045-BR&T	COOK	280	195
	PLOT DATE = 03/11/2024	DRAWN - CHP	REVISED -			CONTRACT NO. 62J23				
		CHECKED - RGB	REVISED -			ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)				
SHEET 20 OF 77 SHEETS										



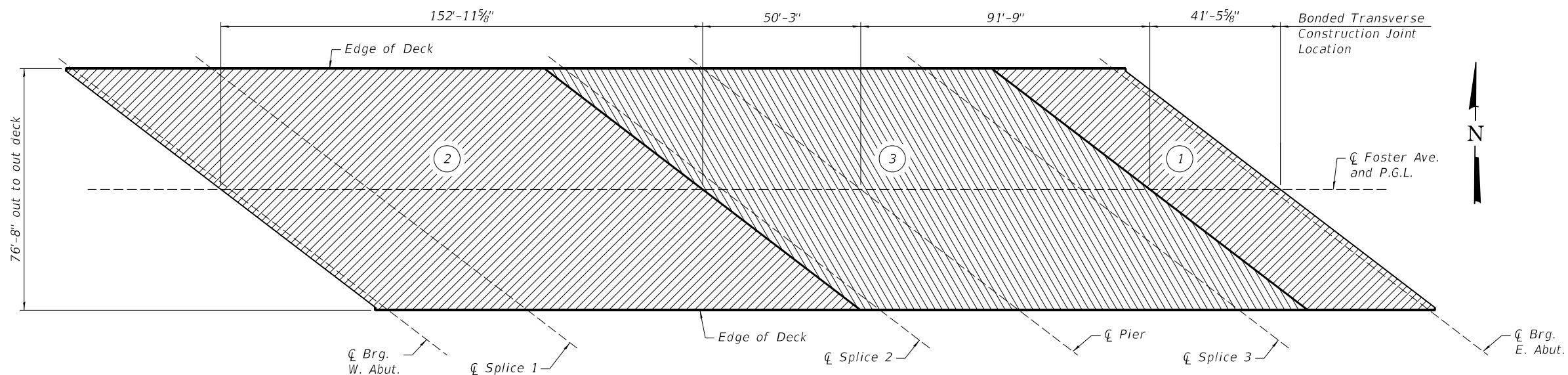
PARAPET DETAIL AT LIGHTPOLE

Note:
1. For rebar details and Bill of Material, see sheet 23 of 77.

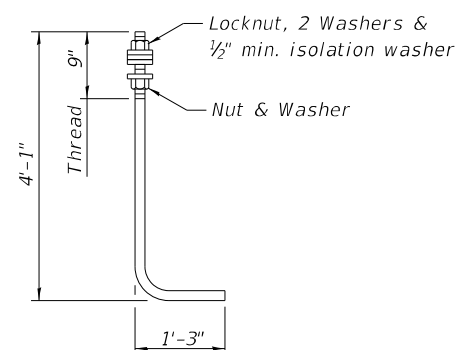
1/2" min. Vibration isolation pad and 1/2" min. hot dipped galvanized leveling R_L sized to match Light pole base (Cost included with Concrete Superstructure)



SECTION A-A



DECK POURING SEQUENCE



ANCHOR ROD

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

LEGEND

- Pour Limits
- 1 Pour Sequence Number

Deck Pouring Sequence Notes:

1. When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - A. At least 72 hours shall have elapsed from the end of the previous pour.
 - B. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4,000 psi.
2. Camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown here. Any deviation from this pouring sequence will result in changes to camber and Theoretical grade elevations adjusted for dead load deflection. If Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The plan and calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.

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

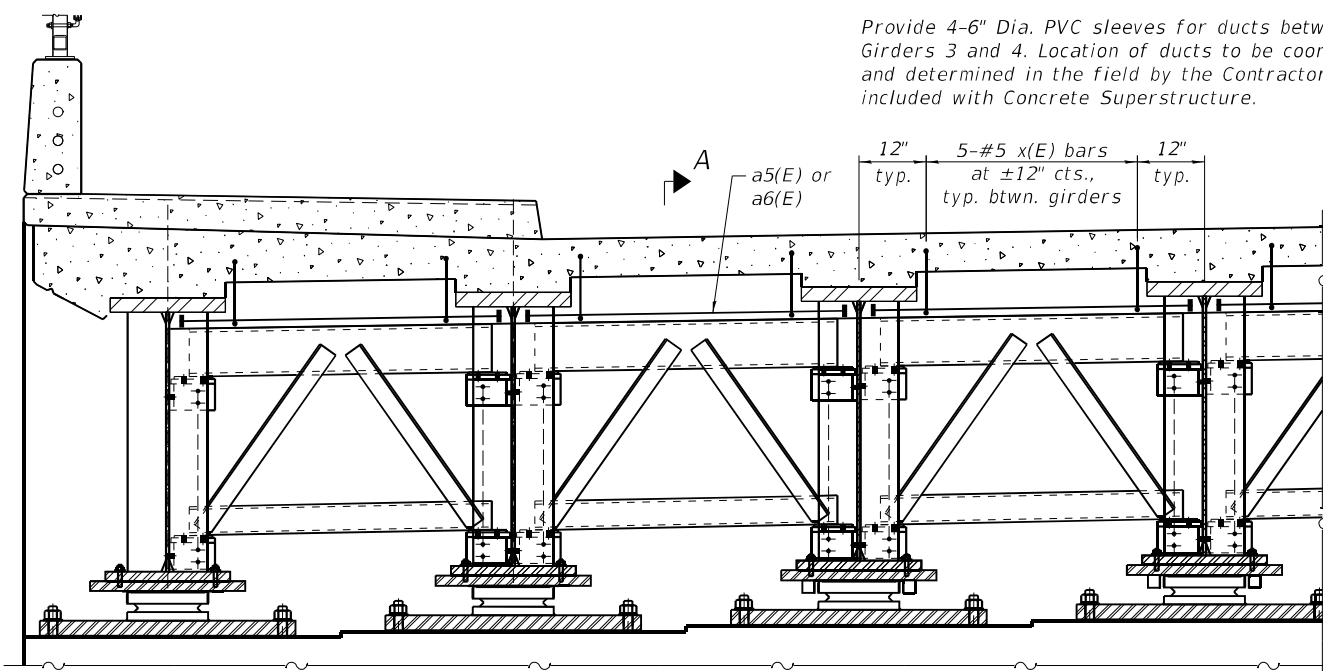
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	CHECKED - RGB	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

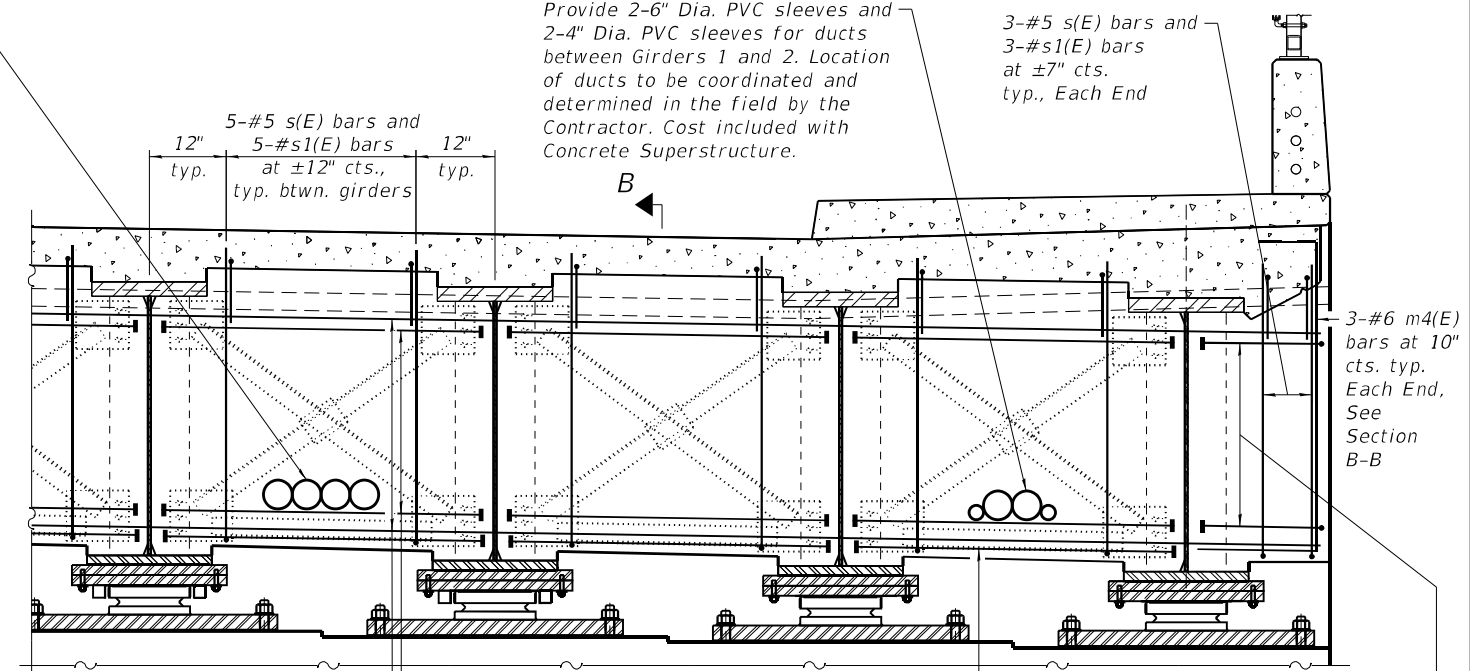
**SUPERSTRUCTURE DETAILS 1
STRUCTURE NO. 016-1669**

SHEET 21 OF 77 SHEETS

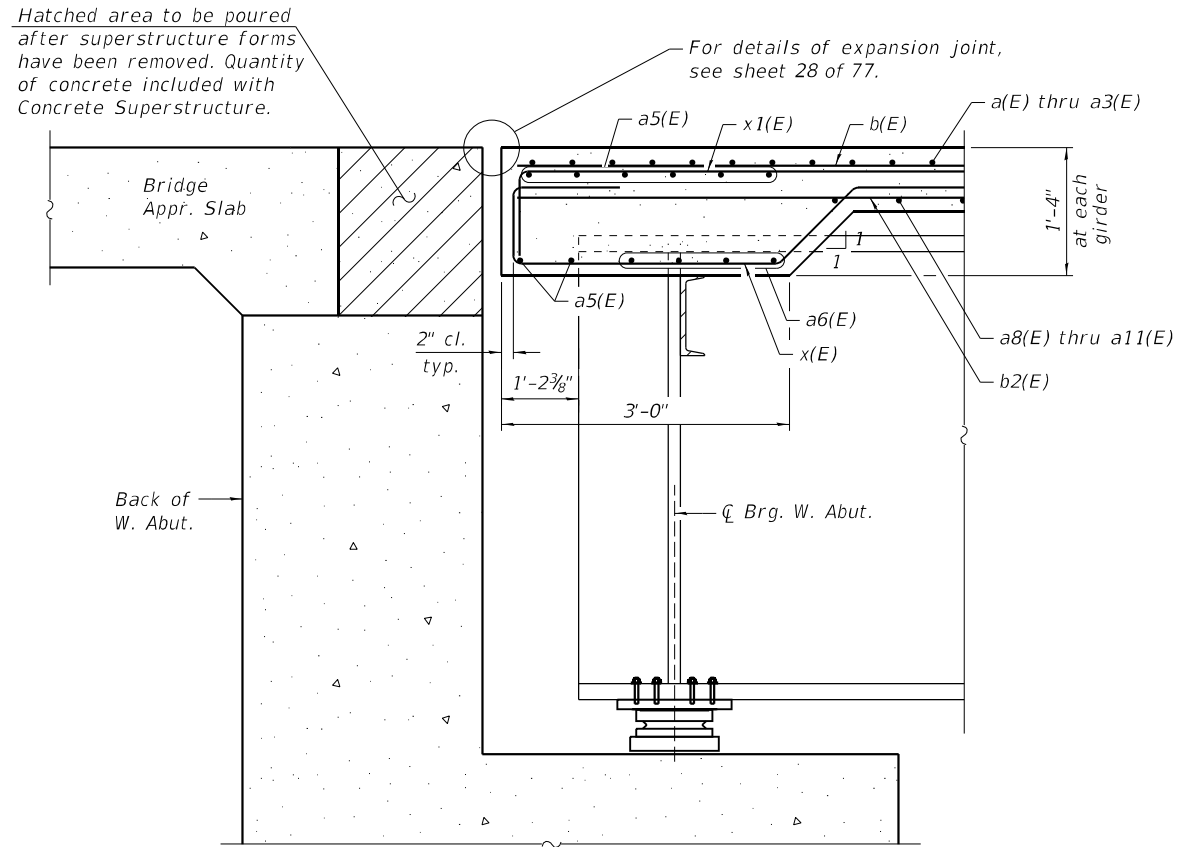
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	196
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPX-FIF(742)				



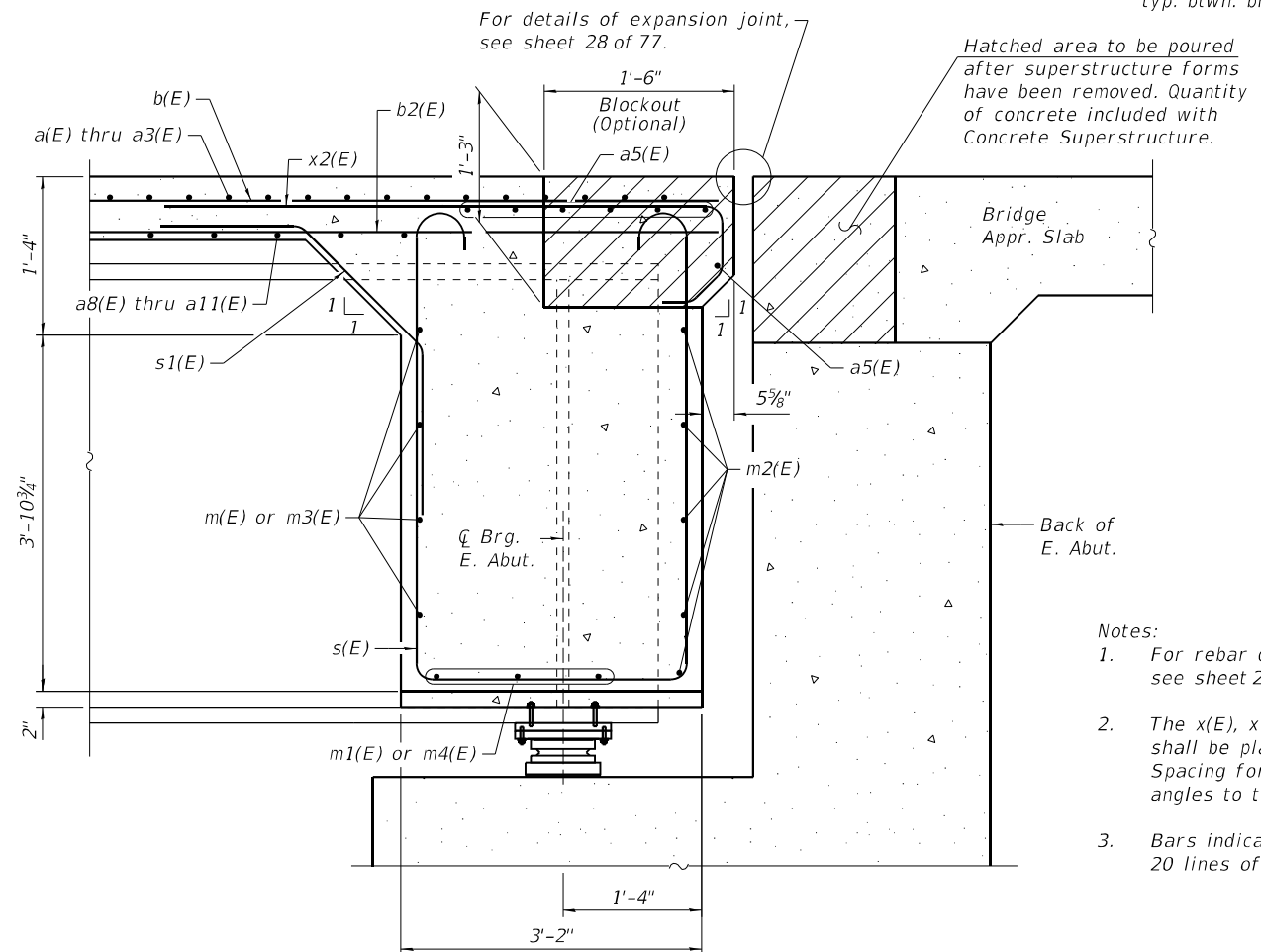
DIAPHRAGM AT WEST ABUTMENT
(Looking West)



DIAPHRAGM AT EAST ABUTMENT
(Looking East)



SECTION A-A
(at Rt. L's)
(Full cross frame not shown for clarity)



SECTION B-B
(at Rt. L's)
(Full cross frame not shown for clarity)

MINIMUM BAR LAP
#6 bar = 3'-7"

- Notes:
1. For rebar details and Bill of Material, see sheet 23 of 77.
 2. The x(E), x1(E), x2(E), s(E) and s1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
 3. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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ROSEMONT, IL 60018

USER NAME =	DESIGNED - MBQ	REVISED -
CHECKED - WL	REVISIONS -	
PLOT SCALE =	DRAWN - CHP	REVISED -
PLOT DATE = 03/11/2024	CHECKED - RGB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS 2
STRUCTURE NO. 016-1669

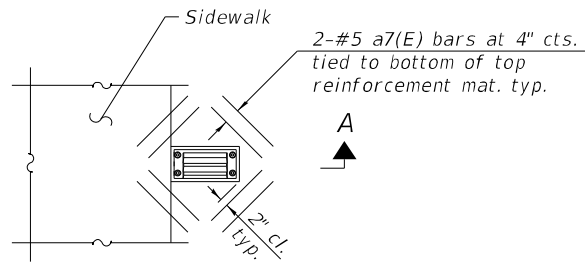
SHEET 22 OF 77 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	197
CONTRACT NO. 62123				
ILLINOIS FED. AID PROJECT NO. NHPX-XFIF(742)				

**SUPERSTRUCTURE
BILL OF MATERIAL**

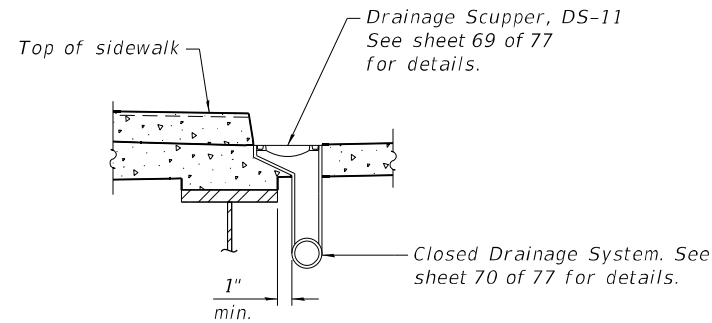
Bar	No.	Size	Length	Shape
a(E)	553	#5	43'-0"	—
a1(E)	409	#5	37'-0"	—
a2(E)	91	#5	46'-1"	—
a3(E)	72	#5	39'-9"	—
a5(E)	60	#7	34'-9"	—
a6(E)	48	#7	9'-4"	—
a7(E)	128	#5	1'-6"	—
a8(E)	405	#5	37'-0"	—
a9(E)	287	#5	43'-0"	—
a10(E)	55	#5	40'-4"	—
a11(E)	59	#5	46'-3"	—
b(E)	1287	#5	29'-1"	—
b1(E)	304	#6	33'-0"	—
b2(E)	990	#5	25'-8"	—
c(E)	674	#5	2'-4"	—
c1(E)	654	#5	8'-7"	—
c2(E)	18	#5	8'-9"	—
c3(E)	4	#5	13'-8"	—
d(E)	674	#4	4'-9"	—
d1(E)	674	#6	4'-5"	—
d2(E)	156	#4	2'-0"	—
d3(E)	36	#6	8'-11"	—
d4(E)	18	#6	4'-7"	—
e(E)	8	#4	15'-2"	—
e1(E)	88	#4	14'-11"	—
e2(E)	64	#4	19'-8"	—
e3(E)	136	#4	16'-3"	—
e4(E)	8	#4	17'-1"	—
e5(E)	16	#4	14'-10"	—
m(E)	48	#6	9'-4"	—
m1(E)	36	#6	9'-4"	—
m2(E)	20	#6	34'-6"	—
m3(E)	8	#6	10'-9"	—
m4(E)	6	#6	9'-2"	—
s(E)	66	#5	15'-3"	—
s1(E)	66	#5	6'-7"	—
x(E)	60	#5	9'-8"	—
x1(E)	77	#5	4'-4"	—
x2(E)	77	#5	7'-2"	—
Item		Units	Qty.	
Reinforcement Bars, Epoxy Coated		Lbs.	191,720	
Concrete Superstructure		Cu. Yds.	1,028.6	
Bridge Deck Grooving		Sq. Yds.	2,129	
Protective Coat		Sq. Yds.	3,085	

Note:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

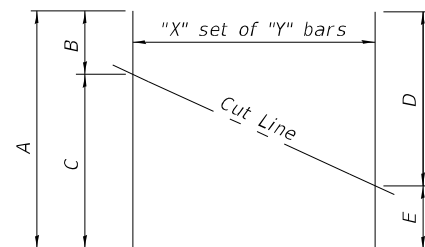


**DETAIL 1
PLAN AT SCUPPER**

Drainage Scupper Note:
Cut longitudinal reinforcement to clear drainage scuppers.



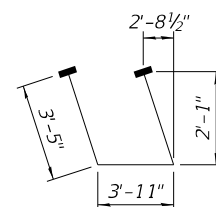
SECTION A-A



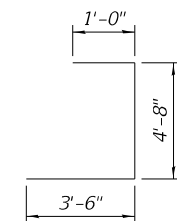
FIELD CUTTING DIAGRAM

Order a2(E), a3(E), a10(E), a11(E) and c2(E) bars full length.
Cut as shown and use remainder of bars as shown in plans.

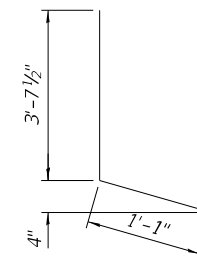
FIELD CUTTING DIAGRAM TABLE							
Bars	X	Y	A	B	C	D	E
a2(E)	1	91	46'-1"	3'-0"	43'-1"	43'-1"	3'-0"
a3(E)	1	72	39'-9"	4'-1"	35'-8"	35'-8"	4'-1"
a10(E)	1	55	40'-4"	3'-0"	37'-4"	37'-4"	3'-0"
a11(E)	1	59	46'-3"	4'-8"	41'-7"	41'-7"	4'-8"
c2(E)	2	9	8'-9"	9 1/2"	7'-11 1/2"	6'-10 1/2"	1'-10 1/2"



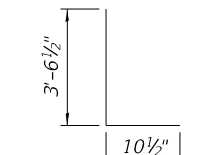
**BAR m3(E)
(Headed)**



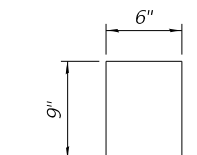
BAR m4(E)



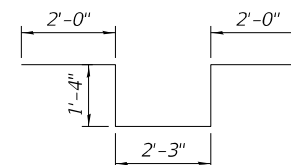
BAR d(E)



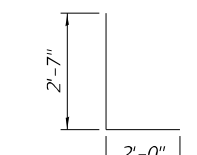
BAR d1(E)



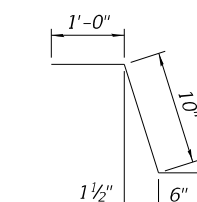
BAR d2(E)



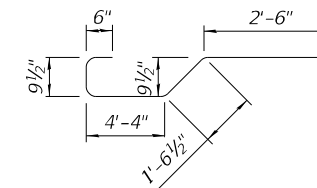
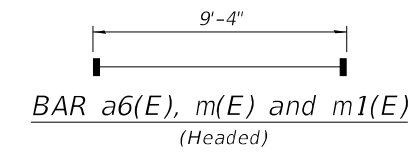
BAR d3(E)



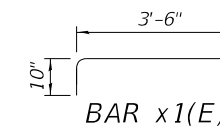
BAR d4(E)



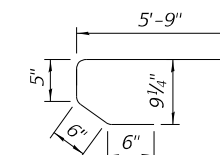
BAR c(E)



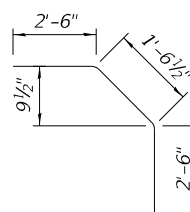
BAR x(E)



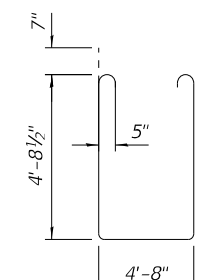
BAR x1(E)



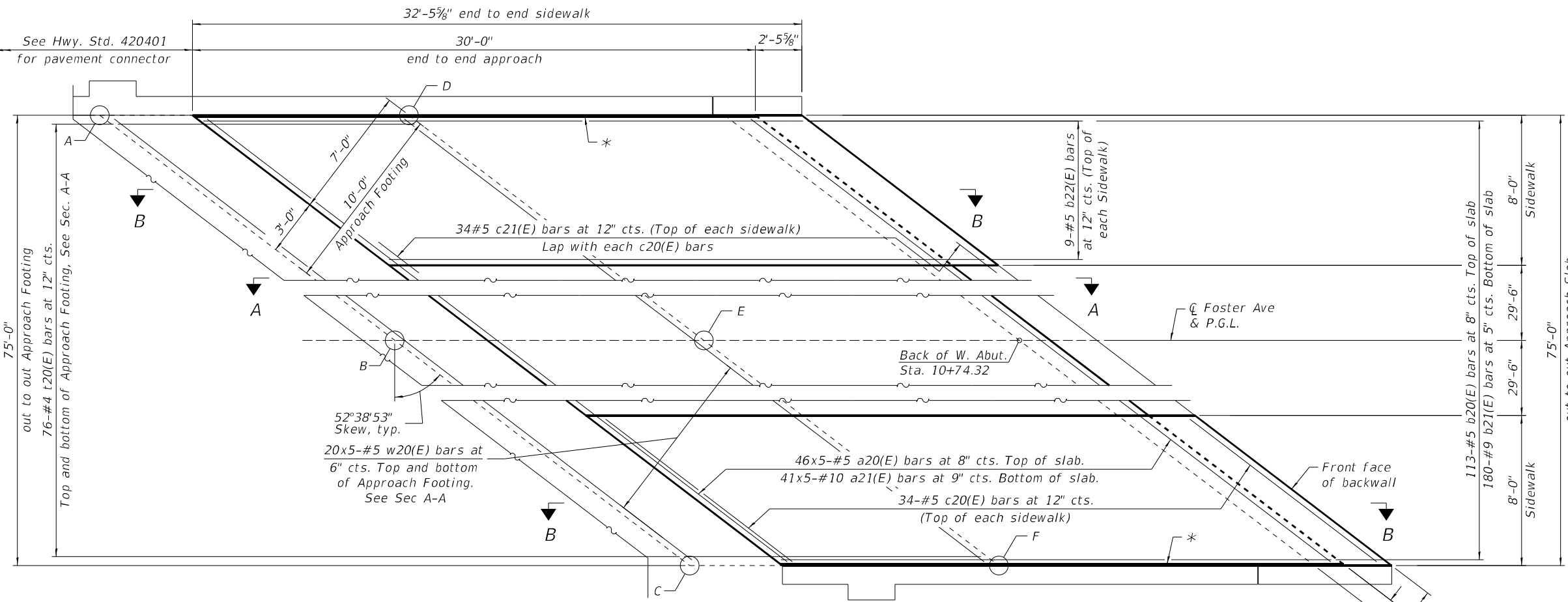
BAR x2(E)



BAR s1(E)



BAR s(E)



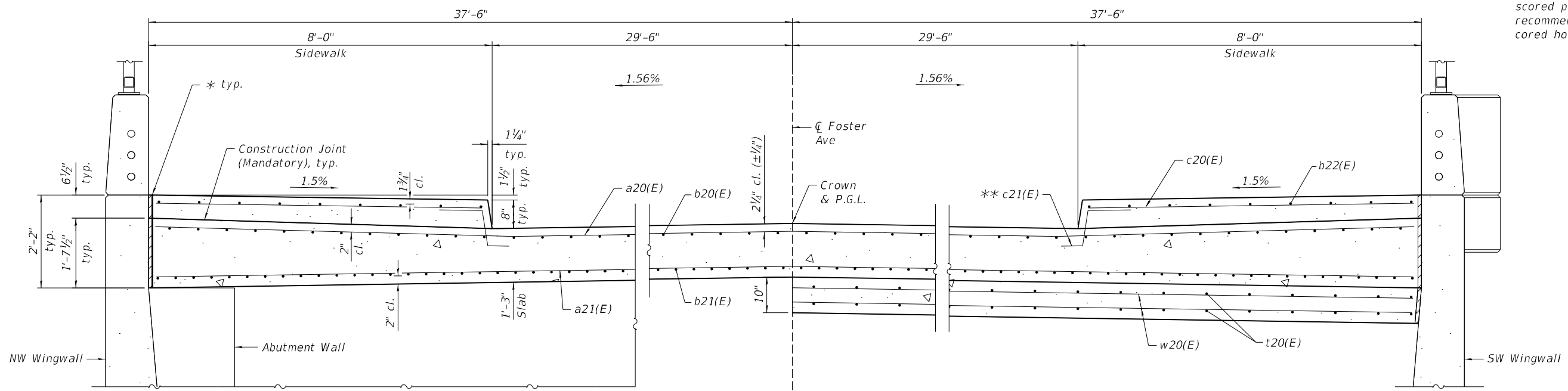
PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	Top	Bottom
A	618.32	617.49
B	619.15	618.32
C	618.71	617.87
D	618.40	617.57
E	619.22	618.39
F	618.71	617.88

* 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slabs, full length of parapet. Typ., each parapet.

** In lieu of bottom leg, c21(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



CROSS SECTION (Looking East)

MINIMUM BAR LAP

#5 bar = 3'-1"
#10 bar = 9'-6"

- Notes:
1. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 2. For Section A-A, B-B, rebar details and Bill of Material, see sheet 25 of 77.

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

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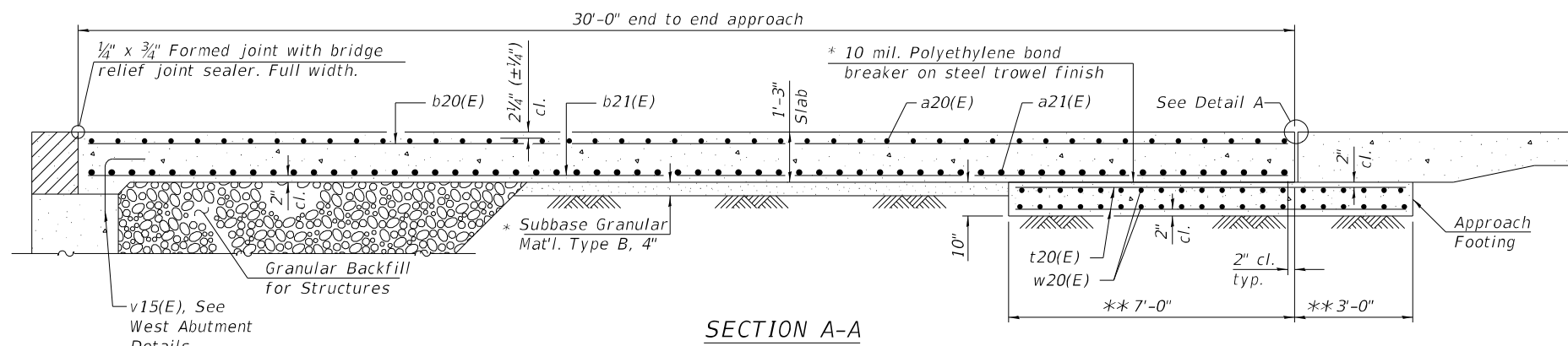
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS 1
STRUCTURE NO. 016-1669

F.A.I. RTE. 90	SECTION 2019-045-BR&T	COUNTY COOK	TOTAL SHEETS 280	SHEET NO. 199
CONTRACT NO. 62J23				ILLINOIS FED. AID PROJECT NO. NHPP-XFIF(742)

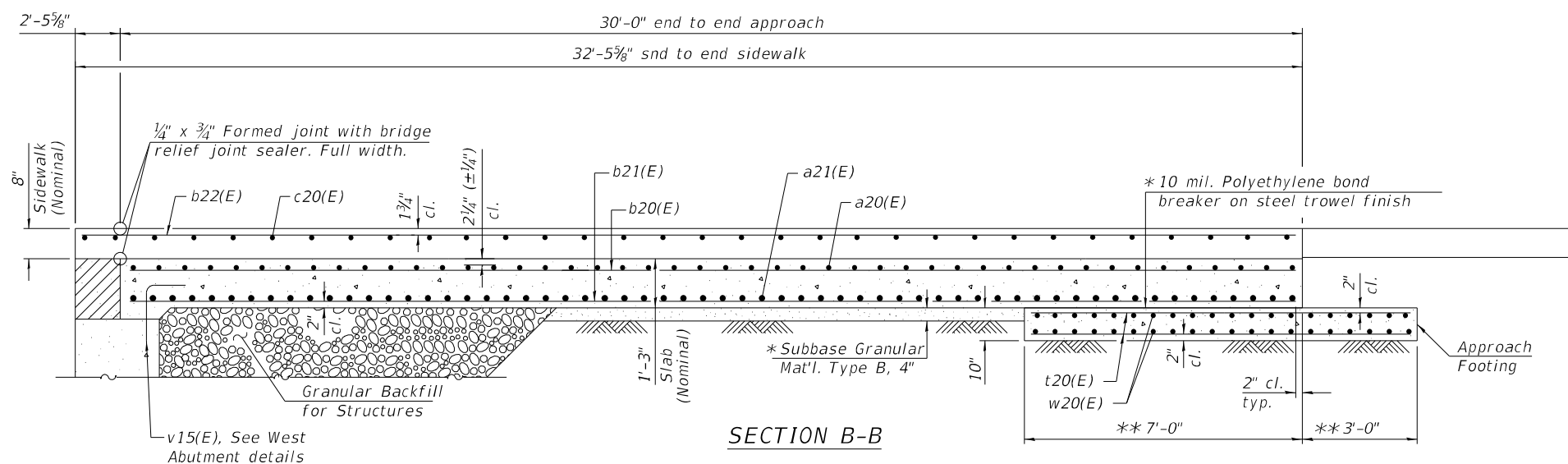
WEST APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	230	#5	27'-2"	—
a21(E)	205	#10	32'-3"	—
b20(E)	113	#5	29'-8"	—
b21(E)	180	#9	29'-8"	—
b22(E)	18	#5	32'-0"	—
c20(E)	68	#5	12'-8"	—
c21(E)	68	#5	2'-4"	~
t20(E)	152	#4	16'-1"	—
w20(E)	200	#5	27'-2"	—
Protective Coat		Sq. Yd.	275	
Concrete Superstructure		Cu. Yd.	11.6	
Concrete Superstructure (Approach Slab)		Cu. Yd.	107.5	
Concrete Structures		Cu. Yd.	38.2	
Reinforcement Bars, Epoxy Coated		Pound	65,590	
Bridge Deck Grooving		Sq. Yd.	205	

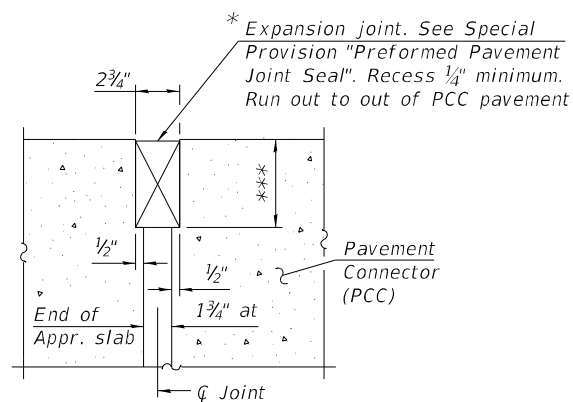
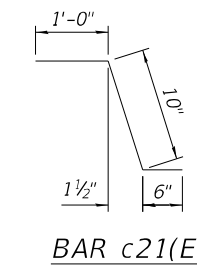


SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab).
** At right angles to the end of Approach Slab
*** Per manufacturer recommendations



SECTION B-B



DETAIL A

- Notes:
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 - Approach footing concrete shall be paid for as Concrete Structures.
 - The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 - Cost of excavation for approach footing included with Concrete Structures.
 - For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 77.
 - Sidewalk concrete shall be paid for as Concrete Superstructure.

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PLOT DATE = 03/11/2024	DRAWN - JM	REVISED -
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2019-045-BR&T	COOK	280	200
CONTRACT NO. 62J23				
ILLINOIS FED. AID PROJECT NO. NHPX-XFIF(742)				