

PROJECT LOCATED IN THE CITY OF CHICAGO

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	1
			ILLINOIS	CONTRACT NO. 62T47

\* 45 + 1 = 46 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION:

PULASKI ROAD = MINOR ARTERIAL

ADT: 2021

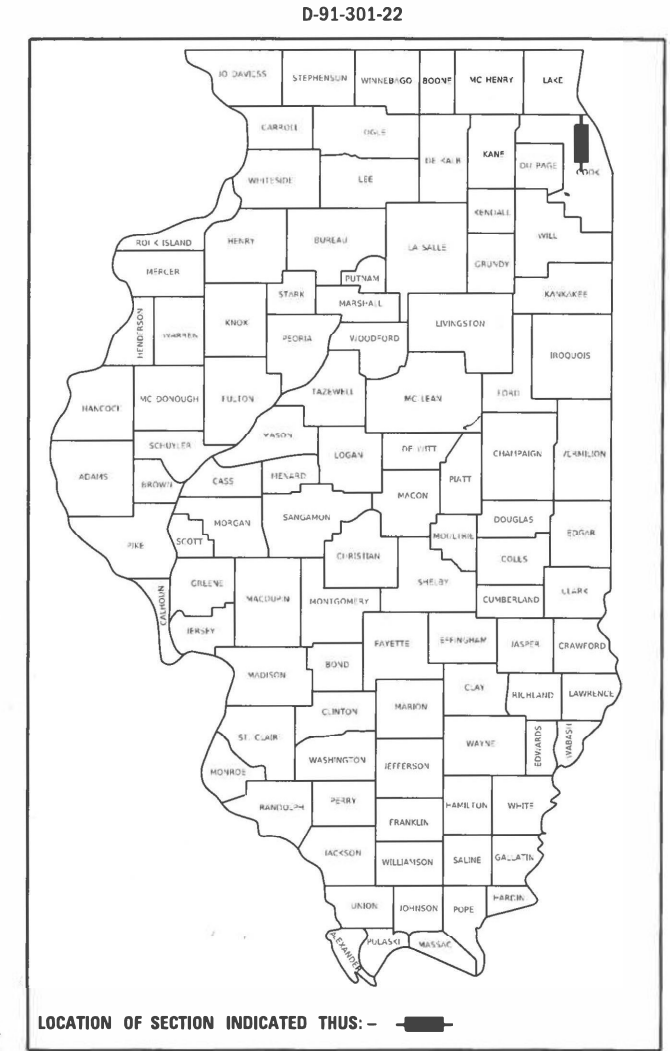
PULASKI ROAD = 15,500

POSTED SPEED:

PULASKI ROAD = 30 MPH

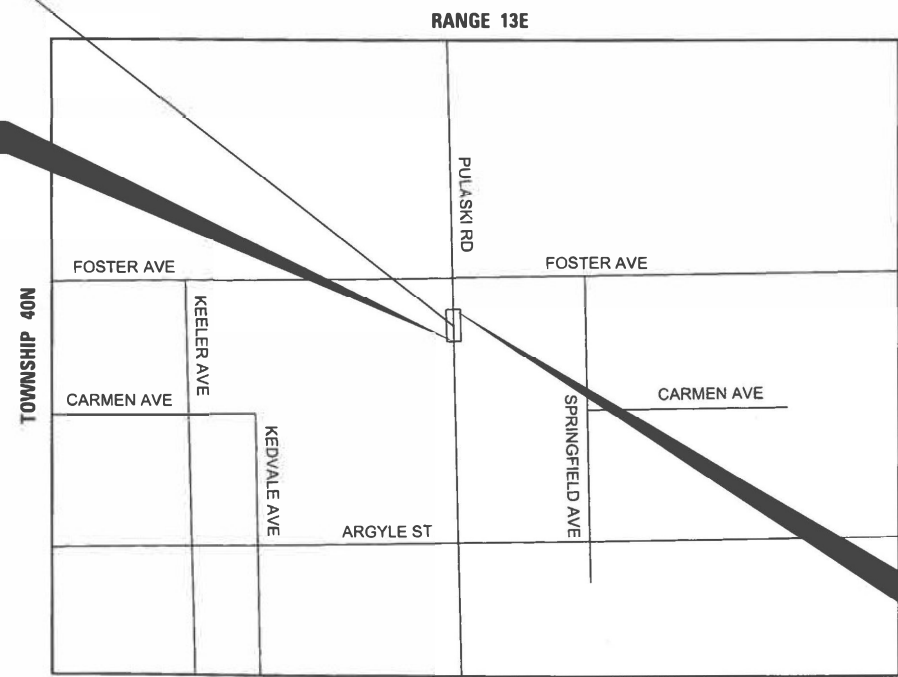
# PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 2812: PULASKI RD.  
OVER NORTH BRANCH CHICAGO RIVER  
SECTION FAU 2812 22 BJ  
PROJECT HBFP - YRPJ(969)  
BRIDGE DECK OVERLAY, BRIDGE JOINT  
REPLACEMENT AND REPAIR  
COOK COUNTY  
C-91-355-22

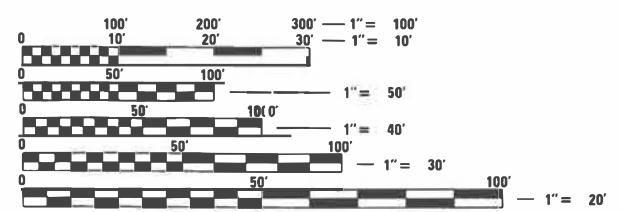


SN 016-2612  
STA. 854+77.86

BEGIN IMPROVEMENTS  
PULASKI ROAD  
STA. 853+55.00



BY Daniel Probst DATE: 03/03/2023  
HDR, INC.  
LICENSE EXPIRES NOV. 30, 2023



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

CHICAGO UTILITY ALERT NETWORK (CUAN)  
1-312-774-7000

END IMPROVEMENTS  
PULASKI ROAD  
STA. 856+00.72

LOCATION MAP  
SCALE = N.T.S.

GROSS LENGTH = 245.72 FT. = 0.05 MILE  
NET LENGTH = 245.72 FT. = 0.05 MILE

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

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705-4255  
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62T47

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 20, 2023

Jose Probst  
REGIONAL ENGINEER

May 12, 2023 [Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2023 [Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**INDEX OF SHEETS**

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1	COVER SHEET
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6	TYPICAL SECTIONS
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12	ROADWAY REMOVAL PLAN
13	ROADWAY PROPOSED PLAN
14	CONSTRUCTION DETAILS
15 TO 16	PAVEMENT MARKING PLAN
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36	DETAILS FOR FRAMES AND LIDS TO ADJUSTMENT WITH MILLING (BD-08)
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**HIGHWAY STANDARDS**

STANDARD NO.	TITLE
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS


**GENERAL NOTES**

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF CHICAGO.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV, A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV AT LEAST TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.
- ANY SIGNAGE, PAVEMENT MARKINGS, AND REFLECTORS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE THROUGHOUT THE DURATION OF THE CONTRACT AND MAINTAIN ALL PUBLIC AND PRIVATE DRAINS. TEMPORARY DRAINAGE STRUCTURES MAY BE REQUIRED AND SHALL BE CONSTRUCTED AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE CONTRACT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
- SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312)744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- THE CITY OF CHICAGO IS TO MAKE ADJUSTMENTS TO THEIR STREET LIGHTING AND/OR TRAFFIC SIGNAL FACILITIES. THE CONTRACTOR SHALL COORDINATE HIS WORK AND COOPERATE WITH THE CITY OF CHICAGO IN THESE ADJUSTMENTS. THIS COORDINATION AND COOPERATION BY THE CONTRACTOR WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE CONTRACT.
- PERMITS FROM THE DEPARTMENT OF SEWERS ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR RESURFACING WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF SEWERS' PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY OF CHICAGO AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- CONTRACTOR SHALL USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND DIG OR NON-INVASIVE EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS FACILITIES PRIOR TO CROSSING AND WORKING WITHIN 3 FEET OF ALL GAS FACILITIES. A MINIMUM OF 3' HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS FACILITIES WITH DIAMETERS OF 16" OR SMALLER, AND 5' EDGE TO EDGE CLEARANCE FOR GAS FACILITIES WITH 18" DIAMETERS AND LARGER. MAINTAIN A MINIMUM OF 18" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING GAS FACILITIES 16" OR LESS IN DIAMETER, AND 24" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING 18" AND LARGER DIAMETER GAS FACILITIES. CONTACT 811 CHICAGO/DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION.
- THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24 INCHES OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. A BUFFER OF 24" SAND IS TO BE USED BETWEEN FLOW FILL AND ALL GAS FACILITIES. A MINIMUM OF 6" FA-02 OR FM-02 SAND SHALL BE USED WHEN BACKFILLING OTHER MATERIALS AROUND ANY EXPOSED GAS FACILITY. CONTRACTOR EXPOSING GAS FACILITY IS RESPONSIBLE FOR PROVIDING THE SAND. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S). CALL 866-566-6002 IMMEDIATELY FOR ANY DAMAGES TO THE GAS FACILITIES. VERTICAL ADJUSTMENTS REQUIRED FOR VALVE BASIN FRAMES, COVERS, GAS SHUT-OFF VALVES, ROADWAY BOXES SHALL BE COMMUNICATED TO TAD EATON, GAS OPERATIONS, TAD.EATON@PEOPLES GASDELIVERY.COM, 4 WEEKS PRIOR TO THE START OF RESTORATION FOR PLANNING AND SCHEDULING. ALL GAS FACILITIES ARE TO BE MAINTAINED.
- FOR WORK WITHIN 5 FEET OF WATERMANS, THE CONTRACTOR SHALL SEND AN E-MAIL DESCRIBING THE WORK AND SCHEDULE, TO THE CDWN-WATER CTR GENERAL EMAIL FACM@CTRWATER.NET AND CARBON COPY JASON MCCUBBIN AT JASON.MCCUBBIN@CTRWATER.NET AT LEAST 3 DAYS PRIOR TO NEEDING A CDWM-WATER INSPECTOR ON SITE. JASON MCCUBBIN CAN BE CONTACTED DIRECTLY BY TELEPHONE AT (312) 217-7928.

**COMMITMENTS**

NONE

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

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PLOT DATE = 03/06/2023	DATE - 03/03/2023	REVISED -

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

**INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES**  
**PULASKI ROAD**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	2
			CONTRACT NO. 62T47	
		ILLINOIS FED. AID PROJECT		

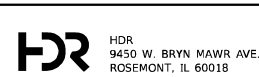
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CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0047 BRIDGE RESURFACING 80% FED/ 20% STATE
20200100	EARTH EXCAVATION	CU YD	22	22
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5	5
28000510	INLET FILTERS	EACH	4	4
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	73	73
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	412	412
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	439	439
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	12	12
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	90	90
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	16	16
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	514	514
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	16	16
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	165	165
44000600	SIDEWALK REMOVAL	SQ FT	514	514
50102400	CONCRETE REMOVAL	CU YD	24.8	24.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	27.2	27.2
50300260	BRIDGE DECK GROOVING	SQ YD	675	675

CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0047 BRIDGE RESURFACING 80% FED/ 20% STATE
50300300	PROTECTIVE COAT	SQ YD	966	966
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	3,970	3,970
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,800	2,800
50800515	BAR SPLICERS	EACH	24	24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	152	152
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	165	165
66400305	CHAIN LINK FENCE, 6'	FOOT	148	148
66402700	CHAIN LINK GATES, 6' X 4' SINGLE	EACH	2	2
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	22	22
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5
67100100	MOBILIZATION	L SUM	1	1
X7010238	CHANGEABLE MESSAGE SIGN (SPECIAL)	CAL MO	8	8
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2,155	2,155

**LEGEND**

- \* - DENOTES SPECIALTY ITEM
- \*\* - DENOTES 100% STATE



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PLOT DATE = 03/06/2023	CHECKED - DP	REVISED -
	DATE - 03/03/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
PULASKI ROAD**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	3
CONTRACT NO. 62T47			ILLINOIS FED. AID PROJECT	

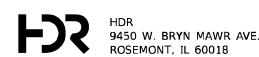
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CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0047 BRIDGE RESURFACING 80% FED/ 20% STATE
70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	146	146
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	5,143	5,143
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	364	364
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	23	23
70400100	TEMPORARY CONCRETE BARRIER	FOOT	337.5	337.5
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	96	96
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	287.5	287.5
70600241	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
70600341	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,956	1,956
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	174	174
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	39	39
* 78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7"	FOOT	52	52
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	208	208

CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0047 BRIDGE RESURFACING 80% FED/ 20% STATE
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	68	68
* 78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	260	260
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,009	1,009
K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1
X0322102	TEMPORARY SIDEWALK RAMP	EACH	1	1
** X0322215	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	4	4
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	127	127
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	22	22
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	23	23
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	3,000	3,000
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	671	671
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	671	671
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	87	87
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	12	12
Z0015550	DEBRIS REMOVAL	CU YD	20	20
Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	4	4

**LEGEND**

- \* - DENOTES SPECIALTY ITEM
- \*\* - DENOTES 100% STATE



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	DATE - 03/03/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
PULASKI ROAD**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	4
CONTRACT NO. 62T47			ILLINOIS FED. AID PROJECT	

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 USER: razevedo  
 PROJECT: 2812 - Pulaski Roadway  
 SHEET: 0042 - SUMMARY OF QUANTITIES  
 CONTRACT: 62T47

CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0047 BRIDGE RESURFACING 80% FED/ 20% STATE
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	3	3
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	58	58
Z0062458	TEMPORARY PAVEMENT (VARIABLE DEPTH)	TON	4	4
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1
Ø Z0076600	TRAINEES	HOURS	500	500
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500

**LEGEND**

\* - DENOTES SPECIALTY ITEM  
 \*\* - DENOTES 100% STATE

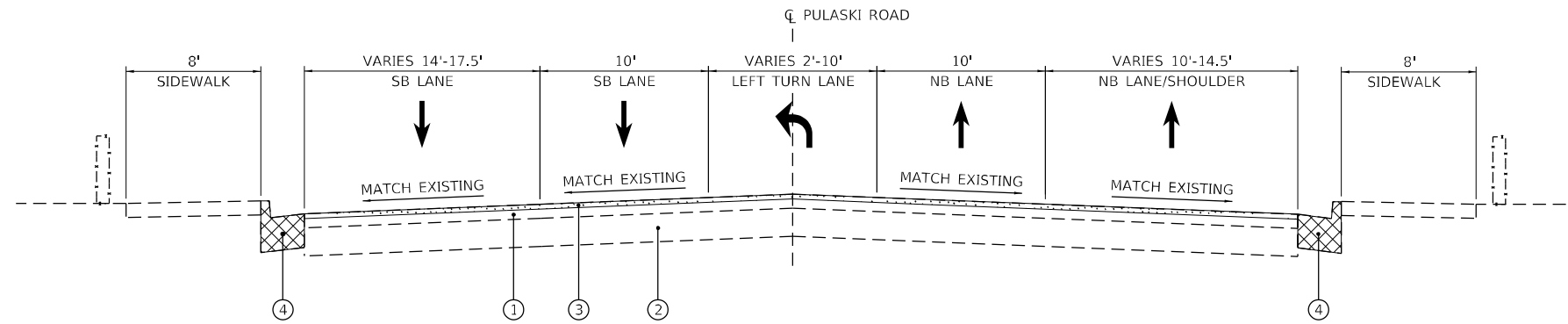
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PLOT DATE = 03/06/2023		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

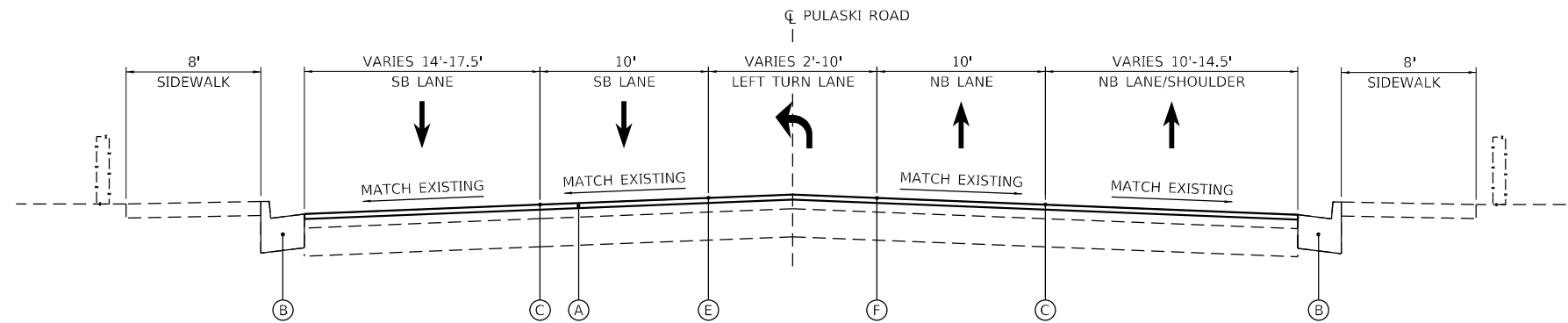
SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
	3	3	

FA.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	5
CONTRACT NO. 62T47				

Ø 0042



**EXISTING TYPICAL SECTION**  
 STA. 853+55.00 TO STA. 854+26.10  
 BRIDGE OMISSION - STA. 854+26.10 TO STA. 855+29.65  
 STA. 855+29.65 TO STA. 856+00.72



**PROPOSED TYPICAL SECTION**  
 STA. 853+55.00 TO STA. 854+26.10  
 BRIDGE OMISSION - STA. 854+26.10 TO STA. 855+29.65  
 STA. 855+29.65 TO STA. 856+00.72

**EXISTING LEGEND**

- ① EXISTING HOT-MIX ASPHALT PAVEMENT 5"
- ② EXISTING P.C.C. BASE COURSE 10"
- ③ HMA SURFACE REMOVAL - BUTT JOINT, 1.75"
- ④ COMBINATION CONCRETE CURB & GUTTER REMOVAL

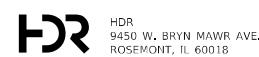
**PROPOSED LEGEND**

- Ⓐ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70 (1.75")
- Ⓑ COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12
- Ⓒ THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE (6' DASH - 18' SKIP)
- Ⓓ THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE
- Ⓔ THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW; 8" C-C
- Ⓕ THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ NDES	QMP
<b>PAVEMENT RESURFACING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70; 1.75"	4% @ 70 GYR.	QC/QA
<b>TEMPORARY PAVEMENT (VARIABLE DEPTH)</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70	4% @ 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTES FOR HMA MIXTURE REQUIREMENTS:  
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.  
 2. THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22", UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

MODEL: Default  
 FILE NAME: pulaskiroadsection1.dwg  
 USER: razevedo  
 DATE: 03/06/2023  
 PROJECT: 2812  
 SHEET: 6  
 CONTRACT: 62T47



USER NAME = RAZEVEDO  
 DESIGNED - CMD  
 DRAWN - DP  
 CHECKED - DP  
 DATE - 03/03/2023

DESIGNED - CMD  
 DRAWN - DP  
 CHECKED - DP  
 DATE - 03/03/2023

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
 PULASKI ROAD**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	6
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				

## MOT GENERAL NOTES

1. TRAFFIC CONDITIONS, CRASHES, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (ARTERIALS).
2. THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THE CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY OR EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGING. REMOVAL OF TEMPORARY PAVEMENT MARKING LINE WILL BE PAID FOR AS TEMPORARY PAVEMENT MARKING REMOVAL. REMOVAL OF EXISTING PAVEMENT MARKING ON PAVEMENT TO REMAIN WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - WATER BLASTING.
4. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE, TYPE IV.
5. ALL TRAFFIC CONTROL DEVICES INCLUDING, BUT NOT LIMITED TO DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELLED WAY SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.
6. THE CONTRACTOR SHALL REMOVE OR COVER ALL EXISTING SIGNS THAT CONFLICT WITH OR DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS AND SHALL RESTORE THE SIGNS AT THE END OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION (SPECIAL).
7. DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID ANY CONSTRUCTION DEBRIS FROM ENCROACHING INTO TRAVEL LANES.
8. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY TEMPORARY SIGNAGE, TEMPORARY ACCESS PATHS, OR OTHER ITEMS NEEDED TO REROUTE PEDESTRIAN TRAFFIC AROUND WORK ZONES SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (ARTERIALS).
9. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
10. CONTRACTOR SHALL MAINTAIN SATISFACTORY INGRESS AND EGRESS TO ADJACENT PROPERTIES THROUGHOUT THE CONSTRUCTION.
11. BEFORE INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CALL CHICAGO UTILITY ALERT NETWORK (CUAN) AT 1-312-774-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES.
12. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUING AND/OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.

## SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC

### STAGE 1

#### CONSTRUCTION STAGING:

1. REPLACE BRIDGE JOINTS AND REPAIR APPROACH SLAB ON SOUTHBOUND HALF OF BRIDGE.
2. SCARIFY BRIDGE DECK ¾" ON SOUTHBOUND HALF OF BRIDGE AND PLACE LATEX CONCRETE OVERLAY.
3. REMOVE AND REPLACE COMBINATION CONCRETE CURB AND GUTTER ON LEFT TO FINAL ELEVATION ACCORDING TO PROPOSED OVERLAY TRANSITION.
4. AT SOUTH OF BRIDGE, CONSTRUCT BUTT JOINT AND HMA OVERLAY OF EXISTING PAVEMENT, APPROACH SLAB AND BRIDGE APPROACH PAVEMENT CONNECTOR FOR SOUTHBOUND LANES.
5. REMOVE AND REPLACE BRIDGE RAILING ON LEFT TO FINAL ELEVATION ACCORDING TO PROPOSED OVERLAY TRANSITION.
6. REMOVE AND REPLACE SIDEWALK.
7. CONSTRUCT THE TEMPORARY PAVEMENT (VARIABLE DEPTH) AT ENDS OF BRIDGE DECK OVERLAY.

#### MAINTENANCE OF TRAFFIC:

1. MAINTAIN ONE-LANE TWO-WAY TRAFFIC ON NORTHBOUND PAVEMENT ACROSS BRIDGE AS SHOWN IN PLANS.
2. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS.
3. CLOSE LEFT SIDEWALK USING STANDARD 701801.

### STAGE 2

#### CONSTRUCTION STAGING:

1. REPLACE BRIDGE JOINTS AND REPAIR APPROACH SLAB ON NORTHBOUND HALF OF BRIDGE.
2. SCARIFY BRIDGE DECK ¾" ON NORTHBOUND HALF OF BRIDGE AND PLACE LATEX CONCRETE OVERLAY.
3. REMOVE AND REPLACE COMBINATION CONCRETE CURB AND GUTTER ON RIGHT TO FINAL ELEVATION ACCORDING TO PROPOSED OVERLAY TRANSITION.
4. AT NORTH OF BRIDGE, CONSTRUCT BUTT JOINT AND HMA OVERLAY OF EXISTING PAVEMENT, APPROACH SLAB AND BRIDGE APPROACH PAVEMENT CONNECTOR FOR NORTHBOUND LANES.
5. REMOVE AND REPLACE BRIDGE RAILING ON RIGHT TO FINAL ELEVATION ACCORDING TO PROPOSED OVERLAY TRANSITION.
6. REMOVE AND REPLACE SIDEWALK AND DRIVEWAY APRON.
7. CONSTRUCT THE TEMPORARY PAVEMENT (VARIABLE DEPTH) AT ENDS OF BRIDGE DECK OVERLAY.

#### MAINTENANCE OF TRAFFIC:

1. MAINTAIN ONE-LANE TWO-WAY TRAFFIC ON SOUTHBOUND PAVEMENT ACROSS BRIDGE AS SHOWN IN PLANS.
2. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS.
3. CLOSE RIGHT SIDEWALK USING STANDARD 701801.

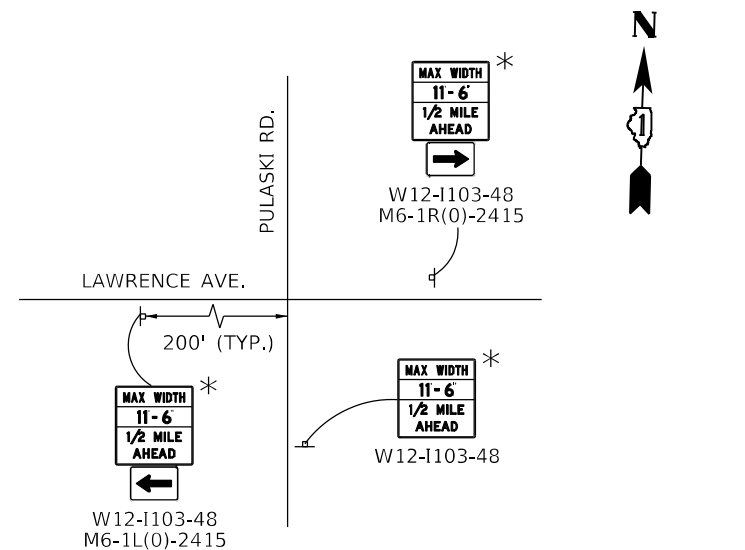
### POST STAGE

#### CONSTRUCTION STAGING:

1. REMOVE THE TEMPORARY PAVEMENT (VARIABLE DEPTH) AND CONSTRUCT BUTT JOINTS AND HMA OVERLAY OF EXISTING PAVEMENT, APPROACH SLABS AND BRIDGE APPROACH PAVEMENT CONNECTORS.

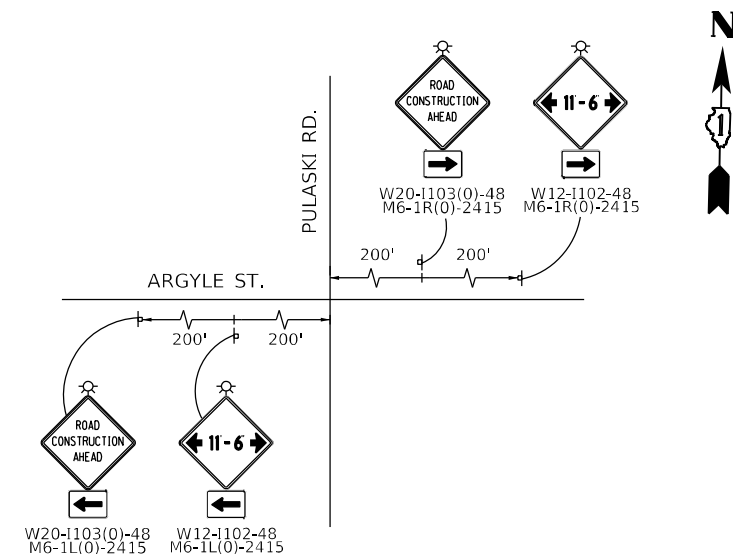
#### MAINTENANCE OF TRAFFIC:

1. UTILIZE DAY TIME LANE CLOSURES TO CONSTRUCT BUTT JOINT AND OVERLAY.
2. MAINTAIN A MINIMUM OF ONE-LANES OF NORTHBOUND AND SOUTHBOUND TRAFFIC ON PULASKI ROAD AT ALL TIMES.



\*MAX WIDTH SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF STAGE 2

ADVANCE WARNING SIGNS AT PULASKI RD AND LAWRENCE AVE.



SIGNING AT PULASKI RD. AND ARGYLE ST. TO BE IN PLACE FOR STAGE 1 AND STAGE 2.

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

USER NAME = RAZEVEDO	DESIGNED - CMD	REVISED -
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PLOT SCALE = 40,0000 * / in.	CHECKED - DP	REVISED -
PLOT DATE = 03/06/2023	DATE - 03/03/2023	REVISED -

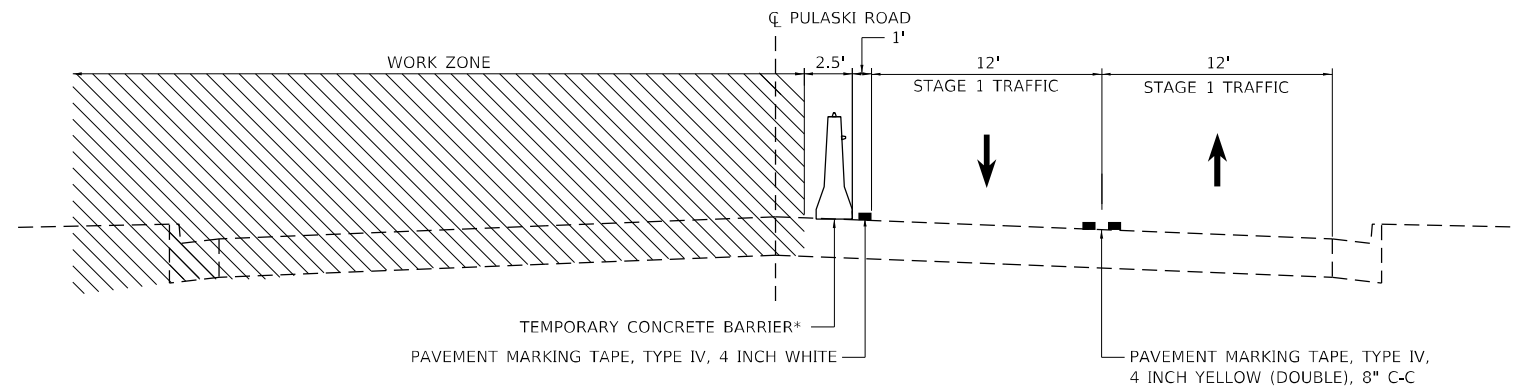
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL PLAN – PULASKI ROAD  
MAINTENANCE OF TRAFFIC NOTES & SEQUENCE OF CONSTRUCTION

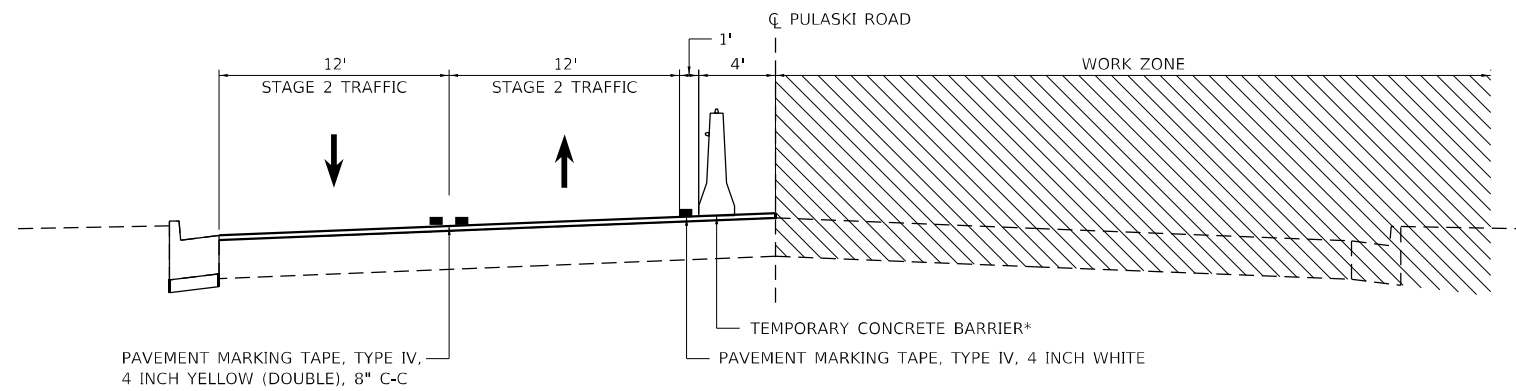
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T47	

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**MAINTENANCE OF TRAFFIC – STAGE 1**



**MAINTENANCE OF TRAFFIC – STAGE 2**

\*DOUBLE SIDED CRYSTAL TYPE C REFLECTORS TO BE INSTALLED PER STDS. 704001 AND 782006.

THE COST OF THE TYPE C REFLECTORS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

QUANTITY FOR PINNING OF TEMPORARY CONCRETE BARRIER HAS BEEN INCLUDED IN THE CONTRACT. PINNING SHALL BE INSTALLED AS REQUIRED PER DETAIL R-27 OR AS DIRECTED BY THE ENGINEER.



USER NAME = RAZEVEDO  
 PLOT SCALE = 40,0000 \* / in.  
 PLOT DATE = 03/03/2023

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 DATE - 03/03/2023

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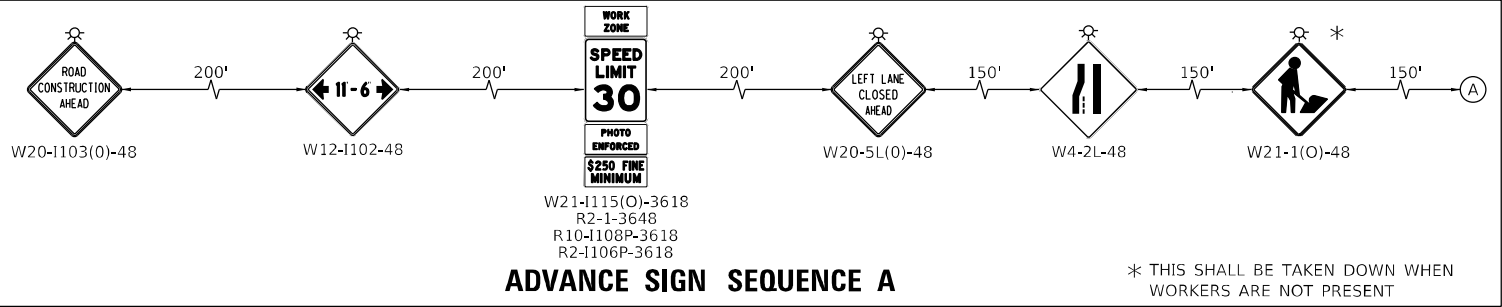
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUGGESTED TRAFFIC CONTROL PLAN – PULASKI ROAD**  
**TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	8
CONTRACT NO. 62T47			ILLINOIS FED. AID PROJECT	



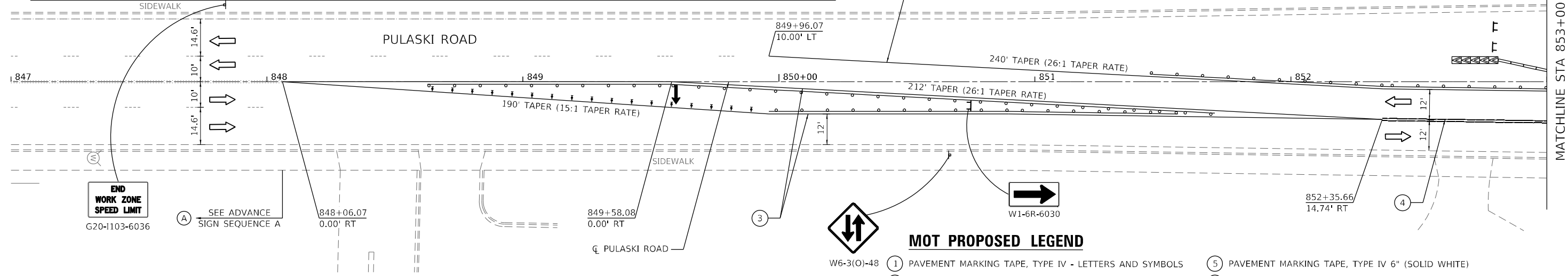


**MOT SYMBOL LEGEND**

- STAGE 1 WORK ZONE
- BARRICADE TYPE III
- BARRICADE TYPE III WITH FLASHING LIGHT
- CONSTRUCTION TRAFFIC CONTROL SIGN
- IMPACT ATTENUATORS, TEMPORARY, TEST LEVEL 2
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TYPE II BARRICADE OR DRUMS @ 50 FT CENTERS ALONG TANGENT & 20 FT CENTERS ALONG TAPERS, 10 FT @ RADII & CURVES
- DIRECTIONAL INDICATOR BARRICADES WITH STEADY BURN LIGHTS @ 20 FT CENTERS ALONG TAPERS
- DETECTABLE PEDESTRIAN CHANNELIZATION BARRICADES PER STDS. 701801 AND 701901

**ADVANCE SIGN SEQUENCE A**

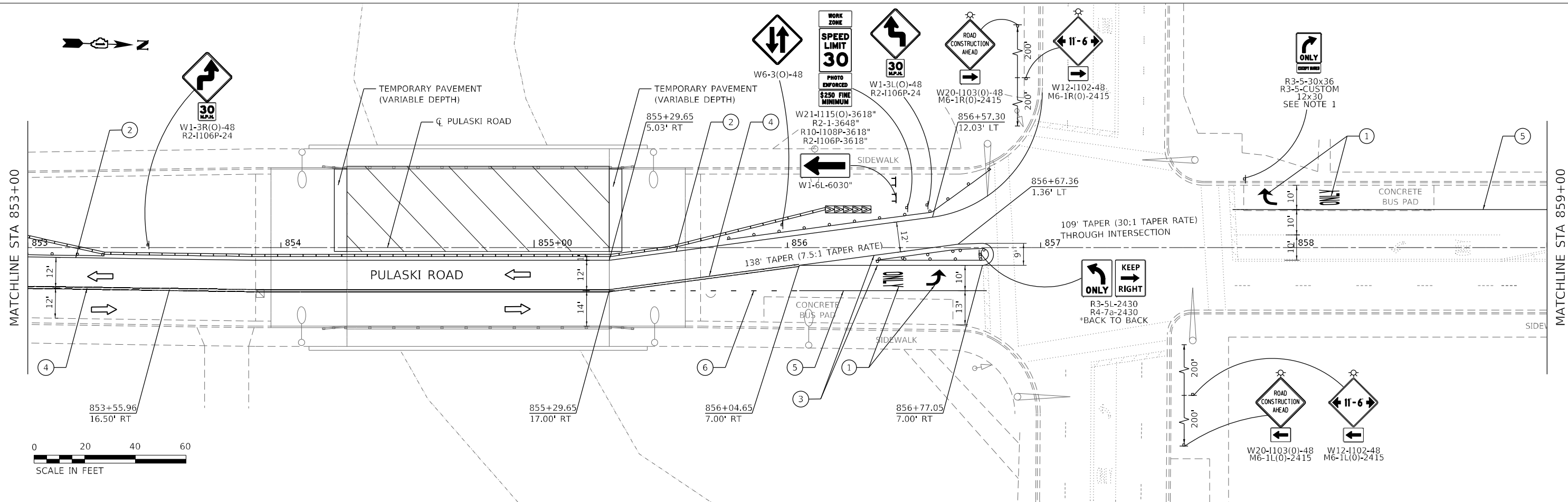
\* THIS SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT



NOTE 1: R3-5-CUSTOM SIGN TO BE PAID AS TEMPORARY INFORMATION SIGNING.

**MOT PROPOSED LEGEND**

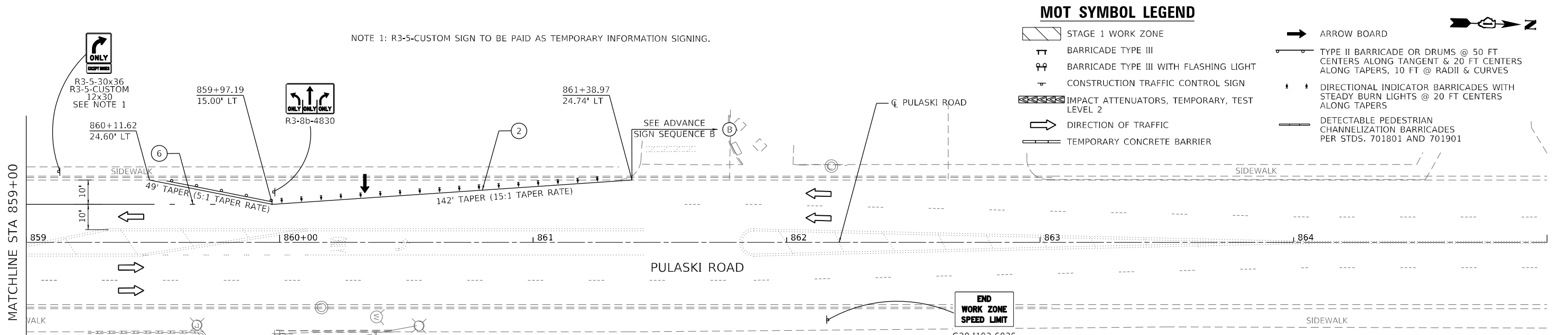
- W6-3(O)-48 ① PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE SOLID YELLOW), 8" C-C
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 6" (6" SKIP - 2" DASH WHITE)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)



 HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME = RAZEVEDO	DESIGNED - CMD	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED TRAFFIC CONTROL PLAN - PULASKI ROAD</b> <b>STAGE 1</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 40,0000' / in.	CHECKED - DP	REVISED -		SCALE: 1"=20'	SHEET 3 OF 5 SHEETS	STA. 847+00 TO STA. 859+00	2812	FAU 2812 22 BJ	COOK	45	9	
	PLOT DATE = 03/06/2023	DATE - 03/03/2023	REVISED -										

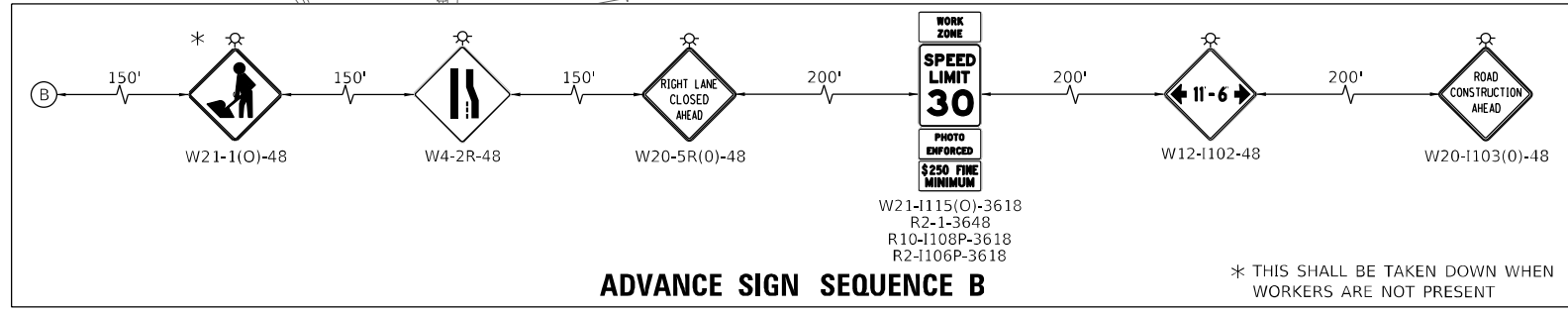
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NOTE 1: R3-5-CUSTOM SIGN TO BE PAID AS TEMPORARY INFORMATION SIGNING.



**MOT SYMBOL LEGEND**

- STAGE 1 WORK ZONE
- BARRICADE TYPE III
- BARRICADE TYPE III WITH FLASHING LIGHT
- CONSTRUCTION TRAFFIC CONTROL SIGN
- IMPACT ATTENUATORS, TEMPORARY, TEST LEVEL 2
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TYPE II BARRICADE OR DRUMS @ 50 FT CENTERS ALONG TANGENT & 20 FT CENTERS ALONG TAPERS, 10 FT @ RADII & CURVES
- DIRECTIONAL INDICATOR BARRICADES WITH STEADY BURN LIGHTS @ 20 FT CENTERS ALONG TAPERS
- DETECTABLE PEDESTRIAN CHANNELIZATION BARRICADES PER STDS. 701801 AND 701901



**ADVANCE SIGN SEQUENCE B**

\* THIS SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT

**MOT PROPOSED LEGEND**

- ① PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE SOLID YELLOW), 8" C-C
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 6" (6' SKIP - 2' DASH WHITE)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)



MODEL: Default; FILE NAME: pulaskiroadstage01; HDR: US\_Central\_01; Document: I:\DOT\DOT\_Phs\_II\_Serv\_Varbus\_TO\_199-15\DOT\_PTB\_199-15\_TO16\_Pulaski6.0\_Cad\_BN16.2\_V1P16.2\_3\_CADD\_SheetRoadway\MOT\_Layout 1

HDR  
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ROSEMONT, IL 60018

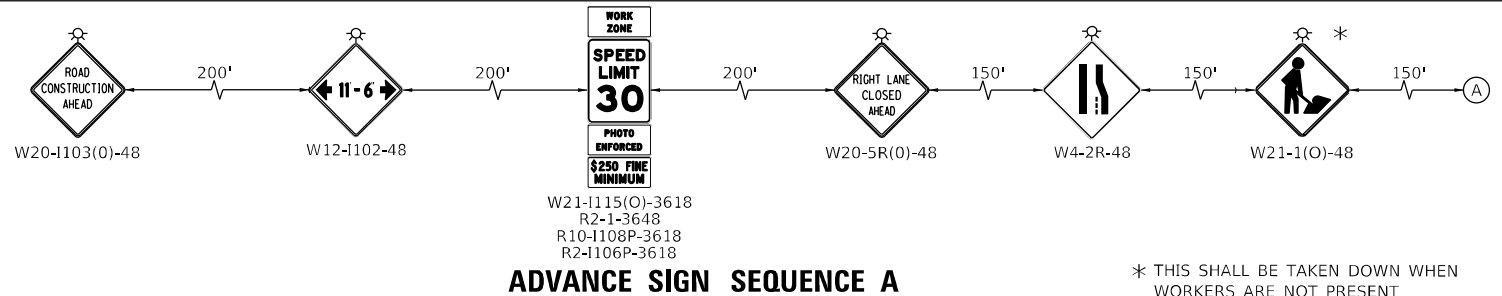
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PLOT SCALE = 40,0000 * / in.	DATE - 03/03/2023	REVISED -
PLOT DATE = 03/03/2023		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED TRAFFIC CONTROL PLAN – PULASKI ROAD  
STAGE 1**

SCALE: 1"=20'    SHEET 4 OF 5 SHEETS    STA. 859+00    TO STA. 865+00

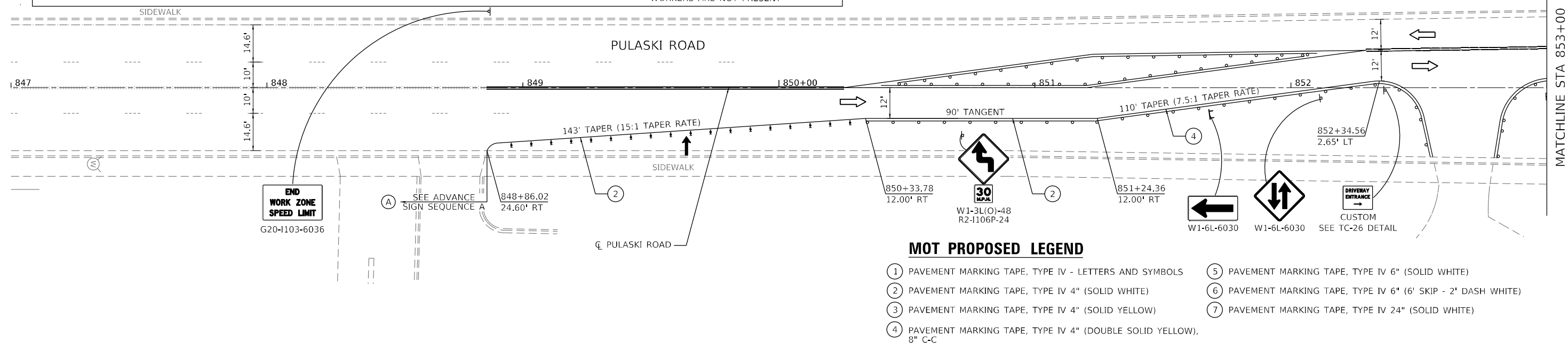
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	10
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				



**MOT SYMBOL LEGEND**

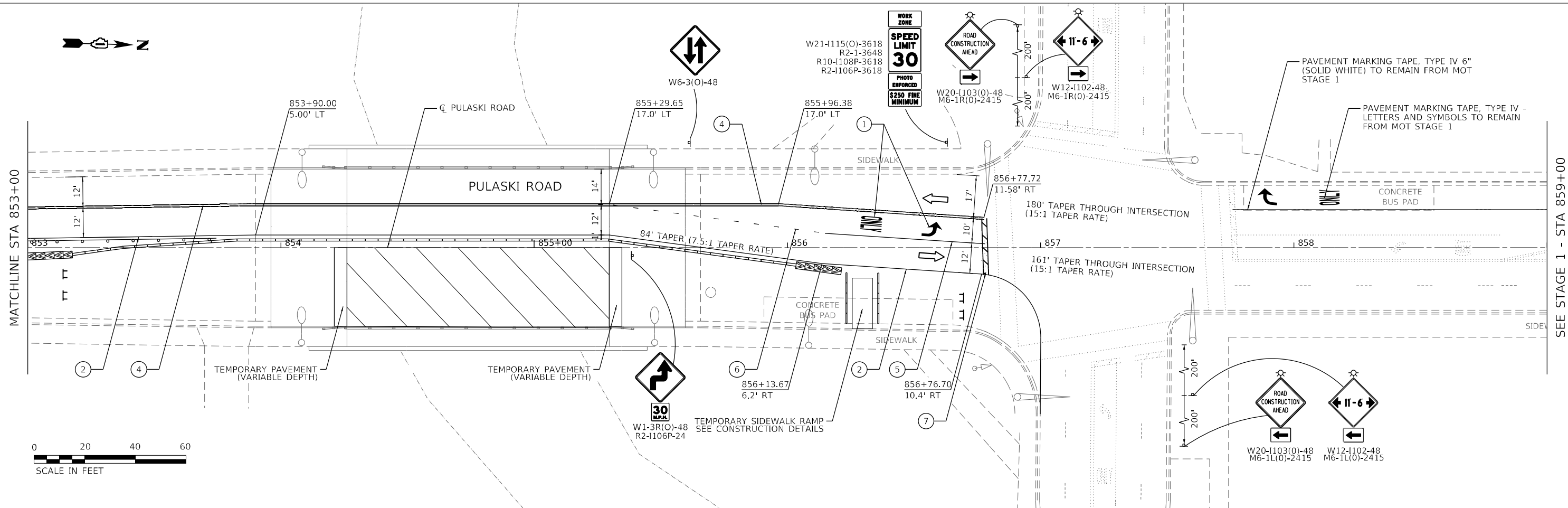
- STAGE 2 WORK ZONE
- BARRICADE TYPE III
- BARRICADE TYPE III WITH FLASHING LIGHT
- CONSTRUCTION TRAFFIC CONTROL SIGN
- IMPACT ATTENUATORS, TEMPORARY, TEST LEVEL 2
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- TYPE II BARRICADE OR DRUMS @ 50 FT CENTERS ALONG TANGENT & 20 FT CENTERS ALONG TAPERS, 10 FT @ RADII & CURVES
- DIRECTIONAL INDICATOR BARRICADES WITH STEADY BURN LIGHTS @ 20 FT CENTERS ALONG TAPERS
- DETECTABLE PEDESTRIAN CHANNELIZATION BARRICADES PER STDS. 701801 AND 701901

**ADVANCE SIGN SEQUENCE A**



**MOT PROPOSED LEGEND**







- ① PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID WHITE)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (SOLID YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE SOLID YELLOW), 8" C-C
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 6" (SOLID WHITE)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 6" (6" SKIP - 2" DASH WHITE)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 24" (SOLID WHITE)

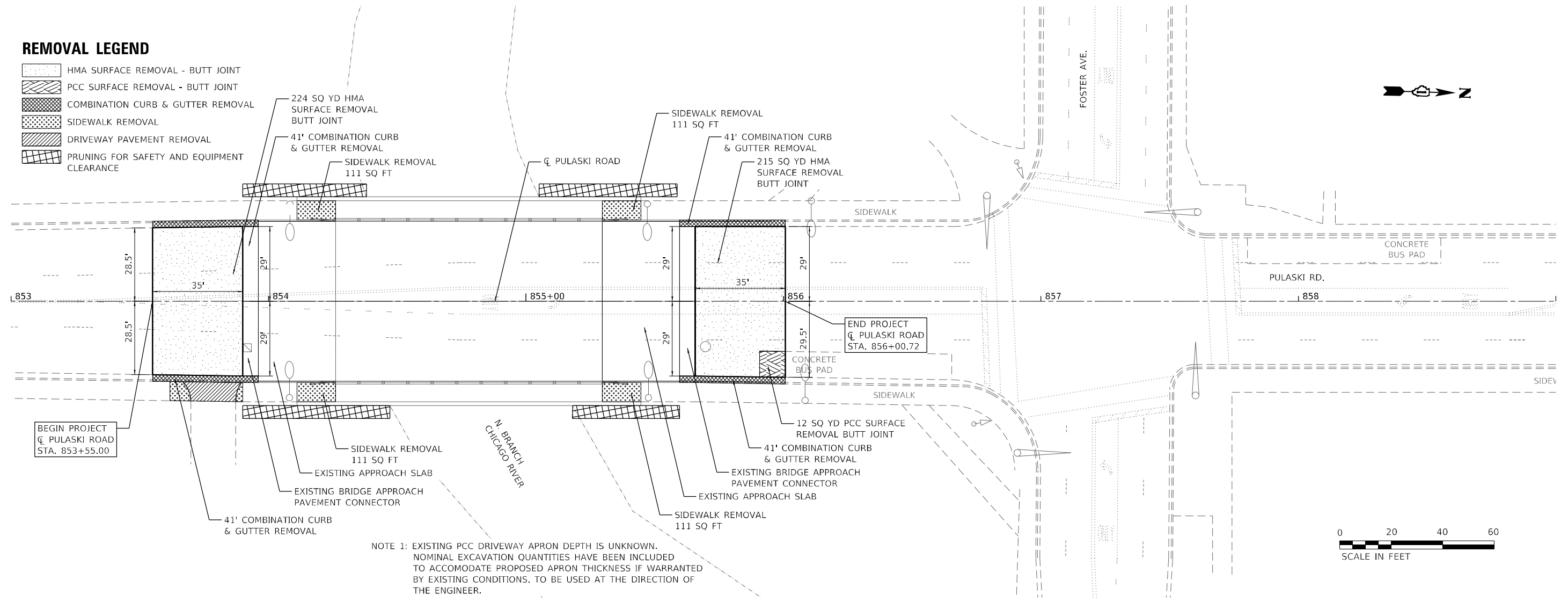


<p>HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018</p>	USER NAME = RAZEVEDO PLOT SCALE = 40,0000' / in. PLOT DATE = 03/06/2023	DESIGNED - CMD DRAWN - DP CHECKED - DP DATE - 03/03/2023	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED TRAFFIC CONTROL PLAN – PULASKI ROAD STAGE 2</b>		F.A.U. RTE. 2812 SECTION FAU 2812 22 BJ COUNTY COOK TOTAL SHEETS 45 SHEET NO. 11
	SCALE: 1"=20'    SHEET 5 OF 5 SHEETS    STA. 847+00 TO STA. 859+00				CONTRACT NO. 62T47 ILLINOIS FED. AID PROJECT		

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**REMOVAL LEGEND**

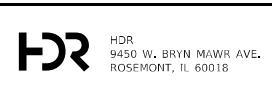
-  HMA SURFACE REMOVAL - BUTT JOINT
-  PCC SURFACE REMOVAL - BUTT JOINT
-  COMBINATION CURB & GUTTER REMOVAL
-  SIDEWALK REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE



NOTE 1: EXISTING PCC DRIVEWAY APRON DEPTH IS UNKNOWN. NOMINAL EXCAVATION QUANTITIES HAVE BEEN INCLUDED TO ACCOMMODATE PROPOSED APRON THICKNESS IF WARRANTED BY EXISTING CONDITIONS. TO BE USED AT THE DIRECTION OF THE ENGINEER.



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

USER NAME = RAZEVEDO
PLOT SCALE = 40,0004 * / in.
PLOT DATE = 03/06/2023

DESIGNED - RA	REVISED -
DRAWN - DP	REVISED -
CHECKED - DP	REVISED -
DATE - 03/03/2023	REVISED -

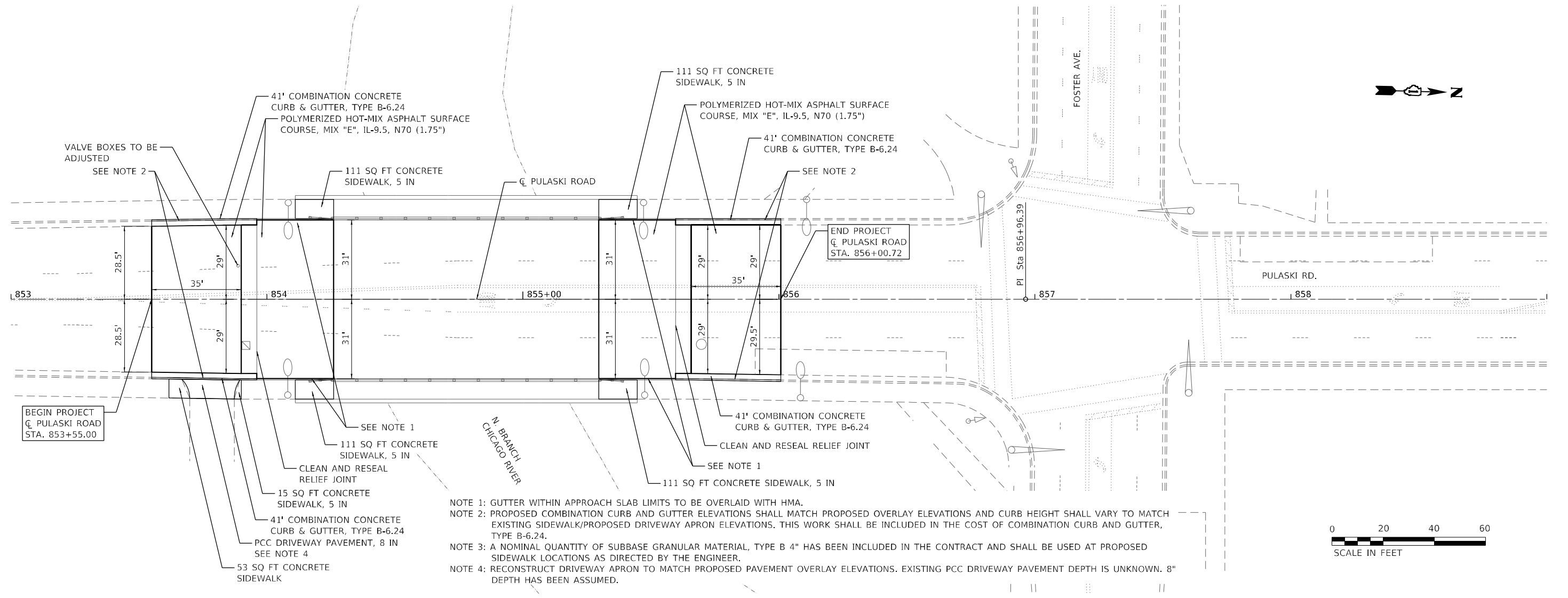
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY REMOVAL PLAN  
PULASKI ROAD**

SCALE: 1"=20'    SHEET 1 OF 1 SHEETS    STA. 853+00 TO STA. 859+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	12
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				

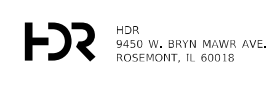
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BEGIN PROJECT  
 C PULASKI ROAD  
 STA. 853+55.00

END PROJECT  
 C PULASKI ROAD  
 STA. 856+00.72

- NOTE 1: GUTTER WITHIN APPROACH SLAB LIMITS TO BE OVERLAID WITH HMA.  
 NOTE 2: PROPOSED COMBINATION CURB AND GUTTER ELEVATIONS SHALL MATCH PROPOSED OVERLAY ELEVATIONS AND CURB HEIGHT SHALL VARY TO MATCH EXISTING SIDEWALK/PROPOSED DRIVEWAY APRON ELEVATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER, TYPE B-6.24.  
 NOTE 3: A NOMINAL QUANTITY OF SUBBASE GRANULAR MATERIAL, TYPE B 4" HAS BEEN INCLUDED IN THE CONTRACT AND SHALL BE USED AT PROPOSED SIDEWALK LOCATIONS AS DIRECTED BY THE ENGINEER.  
 NOTE 4: RECONSTRUCT DRIVEWAY APRON TO MATCH PROPOSED PAVEMENT OVERLAY ELEVATIONS. EXISTING PCC DRIVEWAY PAVEMENT DEPTH IS UNKNOWN. 8" DEPTH HAS BEEN ASSUMED.



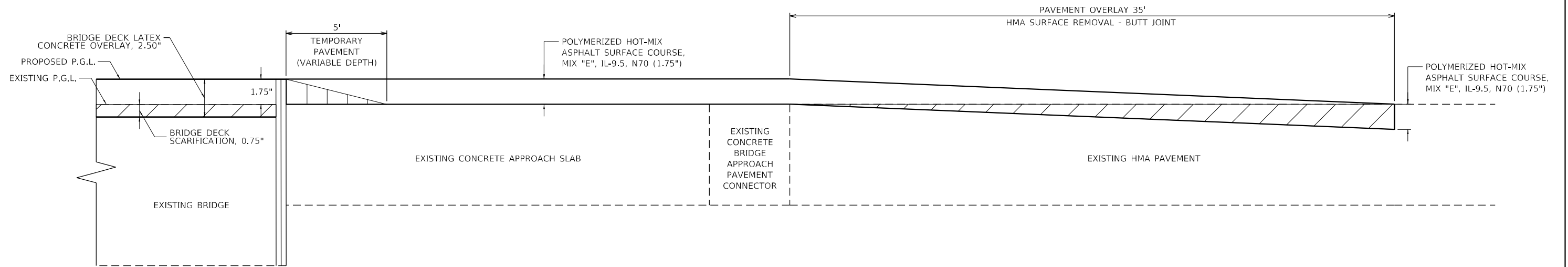
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROPOSED PLAN  
 PULASKI ROAD**

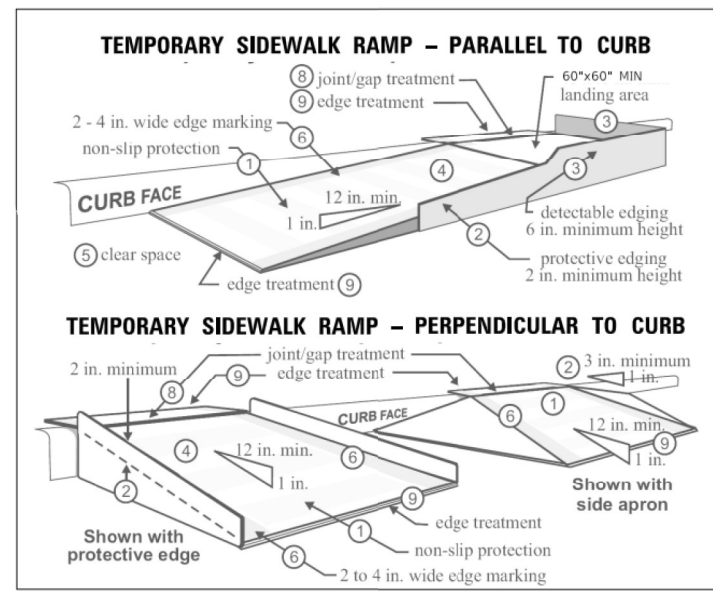
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	13
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				



**PAVEMENT OVERLAY DETAIL**

STA. 853+55.00 TO STA. 854+26.10  
 BRIDGE OMISSION - STA. 854+26.10 TO STA. 855+29.65  
 STA. 855+29.65 TO STA. 856+00.72



(FIGURE FROM MnDOT TPAR)

**CONSTRUCTION REQUIREMENTS:**

THIS WORK SHALL BE ACCORDANCE TO STANDARD 701801-06. TEMPORARY RAMPS TO MAINTAIN ACCESS SHALL BE COMPLAINT WITH THE ADA REQUIREMENTS AND SHALL BE USED AT LOCATIONS TO MAINTAIN A MINIMUM OF ONE ADA COMPLAINT PEDESTRIAN ACCESS PATH AROUND CONSTRUCTION ACTIVITIES AT ALL TIMES.

1. TRAFFIC CONTROL DEVICES USED ADJACENT TO PEDESTRIAN ACCESS PATHS FOR CHANNELIZING PEDESTRIANS SHALL BE ADA COMPLAINT WITH A BOTTOM EDGE AT LEAST 6 INCHES HIGH FROM THE WALKWAY AND A CONTINUOUS RAIL OR SURFACE AT 3 FEET ABOUT THE WALKWAY.
2. CURB RAMPS SHALL BE 8 FEET MINIMUM WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
3. PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3 INCHES OR MORE.
4. DETECTABLE EDGING WITH 6-INCH MINIMUM HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
5. CURB RAMPS AND LANDINGS SHOULD HAVE A 1:50 (2%) MAX CROSS-SLOPE. CLEAR SPACE OF 5 FT. X 5 FT. MINIMUM SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
7. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A CONTRASTING COLOR 2 TO 4 INCHES WIDE MARKING. THE MARKING IS OPTIONAL WHERE COLOR CONTRASTING EDGING IS USED.
8. WATER FLOW IN THE GUTTER SYSTEM SHALL HAVE MINIMAL RESTRICTION.
9. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 0.5-INCH WIDTH.
10. CHANGES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCEED 0.5 INCH. LATERAL EDGES SHOULD BE VERTICAL UP TO 0.25-INCH-HIGH AND BEVELED AT 1:2 BETWEEN 0.25 INCH AND 0.5 INCH HEIGHT.

**TEMPORARY SIDEWALK RAMP DETAIL**

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 CHECKED - DP  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

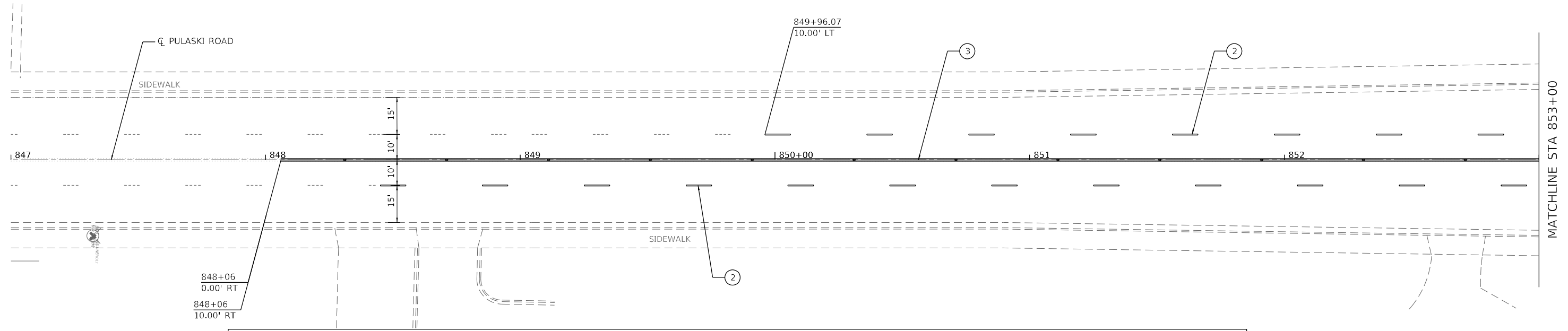
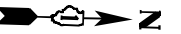
**CONSTRUCTION DETAILS  
 PULASKI ROAD**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	14
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				

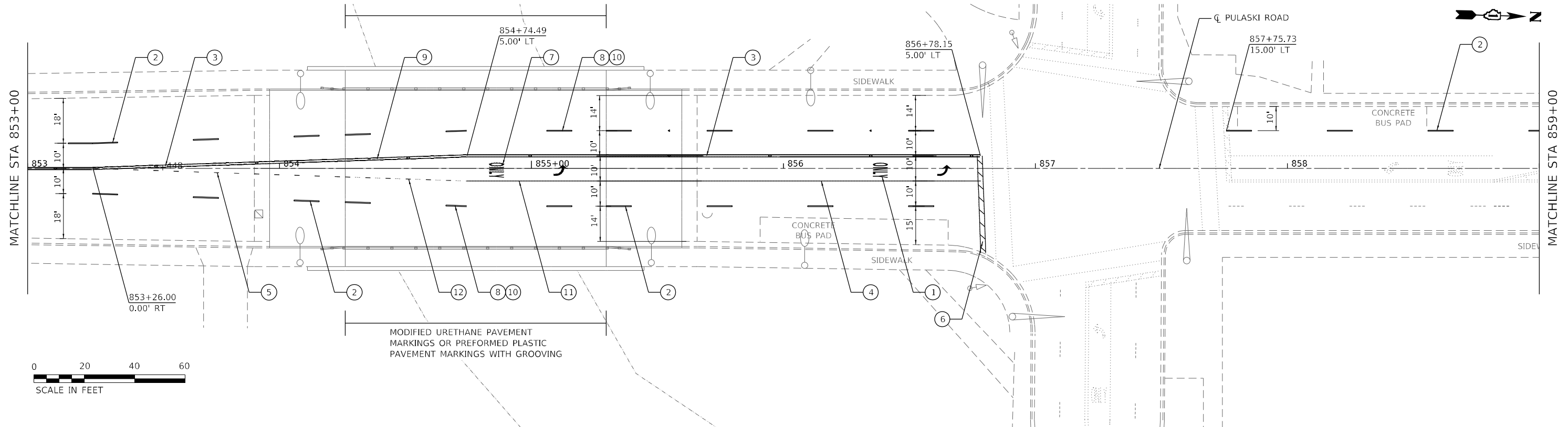
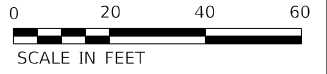
**PAVEMENT MARKING NOTES:**

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 STANDARD TC-24.
2. PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKING SHALL BE USED IN PLACE OF THERMOPLASTIC FOR ALL PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.

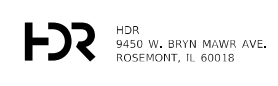


**LEGEND**

- |   |  |
|---|--|
| ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS                    | ⑦ MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS   |
| ② THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE (6' DASH - 18' SKIP)    | ⑧ PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7" (4" WHITE OVER 7" BLACK) (6' DASH - 18' SKIP) |
| ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW (DOUBLE SOLID), 8" C-C | ⑨ MODIFIED URETHANE PAVEMENT MARKING - LINE 4", YELLOW (DOUBLE SOLID), 8" C-C                        |
| ④ THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE (SOLID)                 | ⑩ GROOVING FOR RECESSED PAVEMENT MARKING 8"  |
| ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE (6' SKIP - 2' DASH)     | ⑪ MODIFIED URETHANE PAVEMENT MARKING - LINE 6", WHITE (SOLID)  |
| ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 24", WHITE (SOLID)                | ⑫ MODIFIED URETHANE PAVEMENT MARKING - LINE 6", WHITE (6' SKIP - 2' DASH)                            |



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

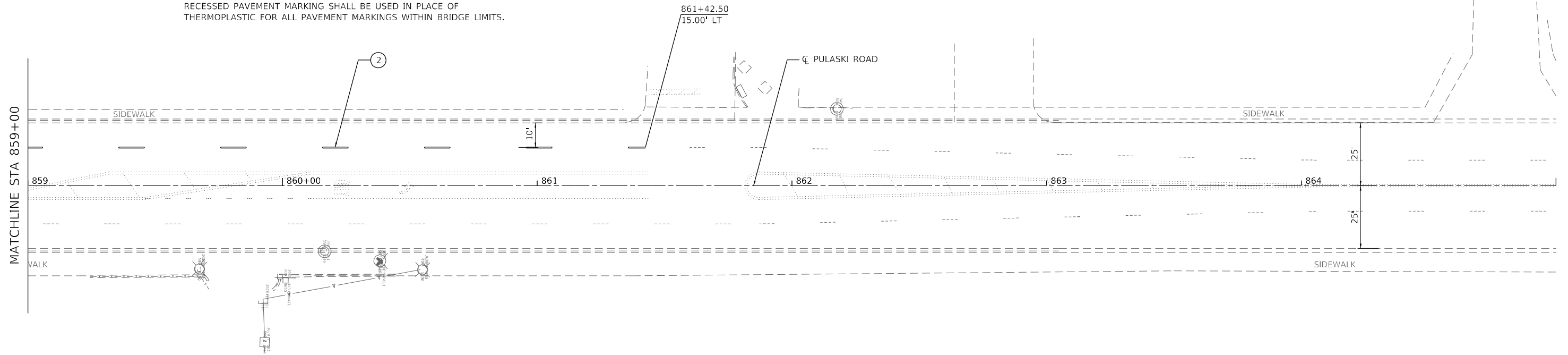
**PAVEMENT MARKING PLAN  
PULASKI ROAD**

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 847+00 TO STA. 859+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	15
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				

**PAVEMENT MARKING NOTES:**

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 STANDARD TC-24.
2. PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKING SHALL BE USED IN PLACE OF THERMOPLASTIC FOR ALL PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.



**LEGEND**

- |   |  |
|---|--|
| ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS                    | ⑦ MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS   |
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| ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 24", WHITE (SOLID)                | ⑫ MODIFIED URETHANE PAVEMENT MARKING - LINE 6", WHITE (6' SKIP - 2' DASH)                            |



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

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PLOT DATE = 03/03/2023		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN  
 PULASKI ROAD**

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 859+00 TO STA. 865+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T47	



Existing Structure: S.N. 016-2612 Built in 1913, widened in 1925 & 1941 and reconstructed in 1994 as a 4 lane, single span composite plate girder bridge with an out to out deck width of 78'-0" and length of 104'-7" Bk. to Bk. of abutments.

Traffic to be maintained utilizing staged construction.

No salvage.

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges

**LOADING HS20-44**

No allowance for future wearing surface

**EXISTING DESIGN STRESSES**

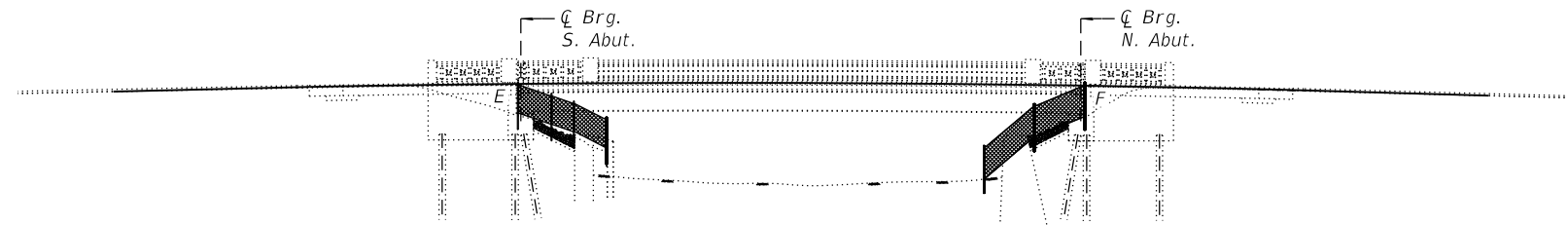
**1994 CONSTRUCTION**

$f_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (Superstructure)  
 $f_y = 36,000$  psi (Bridge Rail)

**PROPOSED DESIGN STRESSES**

**FIELD UNITS:**

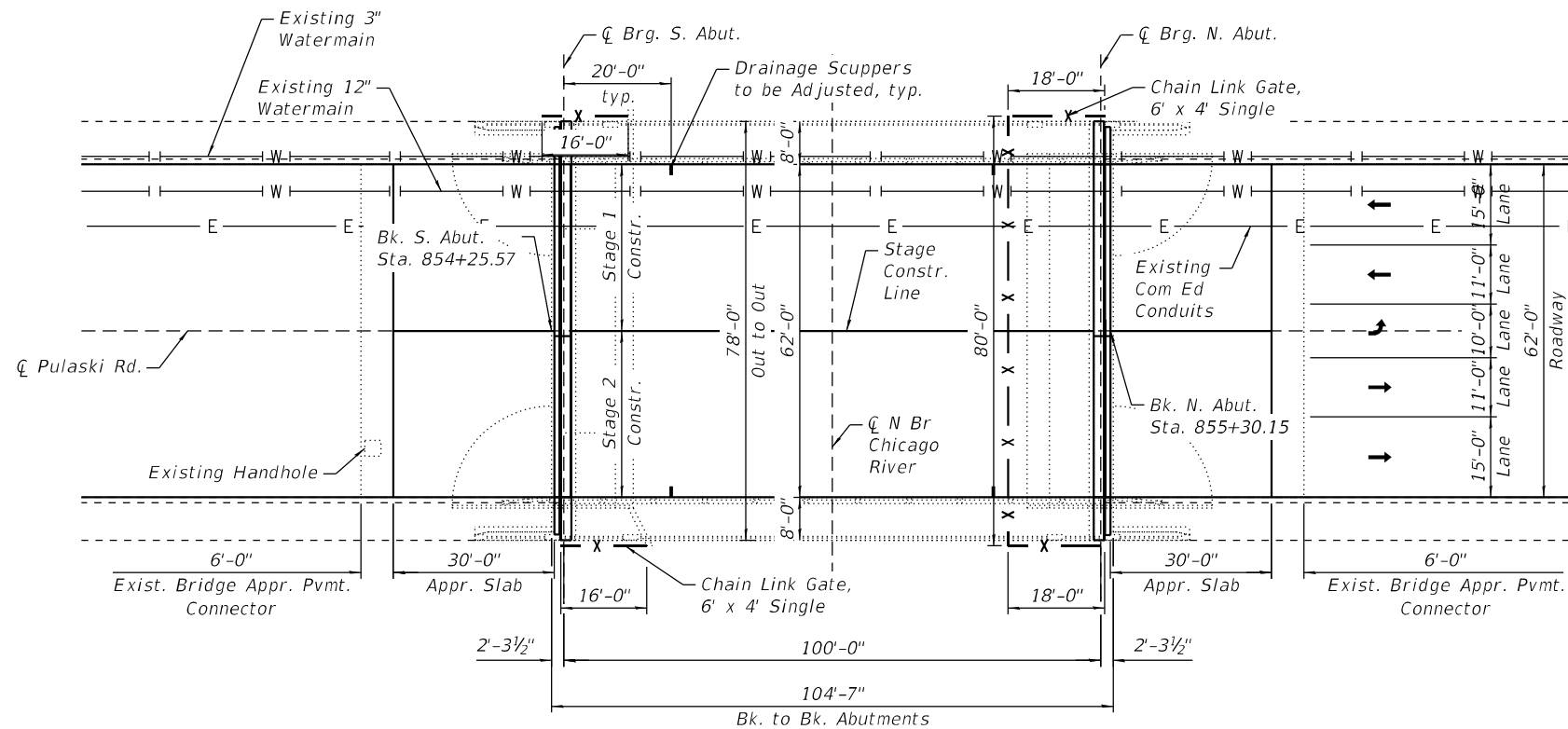
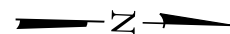
$f_c = 4,000$  psi (Superstructure)  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 36,000$  psi (Bridge Rail)



**ELEVATION**



BY: *[Signature]* DATE: 3/3/2023  
 HDR ENGINEERING, INC.  
 DWGS, BRIDGE SHEETS 1 TO 19  
 LICENSE EXPIRES NOV. 30, 2024



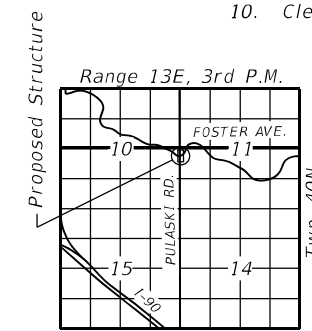
**PLAN**

**LEGEND**

— x — Proposed Chain Link Fence, 6'

**SCOPE OF WORK**

1. Remove and replace existing deck joints at both abutments.
2. Perform partial and full depth repairs to bridge deck and approach slabs.
3. Scarify bridge deck  $\frac{3}{4}$ " and install  $2\frac{1}{2}$ " Latex Concrete Overlay.
4. Install  $1\frac{3}{4}$ " Hot-Mix Asphalt (HMA) on the approaches. Refer to Roadway Plans for quantities and details.
5. Perform Structural Repair of Concrete at both abutments.
6. Apply Protective Coat on the top surface of the deck overlay, the top, inside and side faces of existing handrail supports and sidewalks.
7. Repair and replace steel bridge rail.
8. Install Chain Link Fence at abutments.
9. Removal and disposal of trash or debris left by homeless individuals beneath the bridge.
10. Clean and adjust the existing bridge drainage scuppers.



**LOCATION SKETCH**

**GENERAL PLAN AND ELEVATION**  
**PULASKI RD. OVER N BR CHICAGO RIVER**  
**F.A.U. RTE. 2812**  
**SEC. 2812-022-BJ**  
**COOK COUNTY**  
**STATION 854+77.86**  
**STRUCTURE NO. 016-2612**

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

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PLOT SCALE =	DRAWN - SA	REVISED -
PLOT DATE = 5/9/2023	CHECKED - BHS	REVISED -

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

**GENERAL PLAN & ELEVATION**  
**STRUCTURE NO. 016-2612**

SHEET 1 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	17
CONTRACT NO. 62T47				

ILLINOIS FED. AID PROJECT

**GENERAL NOTES**

1. Fasteners shall be high strength bolts. Bolts 3/4"Ø, open holes 13/16"Ø, unless otherwise noted.
2. No field welding is permitted except as specified in the contract documents.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Prior to pouring the new concrete deck for expansion joint reconstruction and deck slab repairs, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4" deep shall be identified and reported to the Bureau of Bridges and Structures for further dispositions. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
5. Plan dimensions and details relative to existing plans are subject to nominal construction 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.
6. Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any existing reinforcement bars intended for reuse and damaged during the concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system to the satisfaction of the Engineer. Cost included with Concrete Removal.
7. The Contractor shall take appropriate measures to assure the Protective Coat is not applied to the drainage scuppers.
8. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.
9. Cleaning and field painting of structural steel shall be done under a separate painting contract.
10. Existing structural steel that will be in contact with new structural steel shall be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
11. All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.
12. Hollow structural steel tubing shall conform to the requirements of ASTM Designation A500, Grade B, Structural Steel Tubing.
13. All other structural steel shapes and plates provided for the Bridge Rail shall conform to the requirements of AASHTO M 270 Grade 36.
14. Refer to the specification Debris Removal (Special) for the coordination and notification procedures required for the relocation of homeless individuals prior to cleanup. The assumed Contract quantity for Debris Removal (Special) is based on the volume of removed trash and debris equal to fill one 20 Cubic Yard dumpster.


**INDEX OF SHEETS**

- |     |  |
|-----|--|
| 1   | General Plan & Elevation                                 |
| 2   | General Notes, Index of Sheets & Total Bill of Materials |
| 3   | Stage Construction                                       |
| 4   | Temporary Concrete Barrier for Stage Construction        |
| 5   | Bridge Deck Repairs                                      |
| 6   | Joint Reconstruction Details                             |
| 7   | Joint Reconstruction Details                             |
| 8   | Approach Slab Repairs                                    |
| 9   | Preformed Joint Strip Seal                               |
| 10  | Preformed Joint Strip Seal                               |
| 10A | Drainage Scupper Details                                 |
| 11  | Bar Splicer Assembly Details                             |
| 12  | Bridge Rail Repair                                       |
| 13  | Example Bridge Rail (For Reference Only)                 |
| 14  | Abutment Repairs   |
| 15  | Existing Bridge Plans (For Reference Only)               |
| 16  | Existing Bridge Plans (For Reference Only)               |
| 17  | Existing Bridge Plans (For Reference Only)               |
| 18  | Existing Bridge Plans (For Reference Only)               |
| 19  | Existing Bridge Plans (For Reference Only)               |

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	24.8
Concrete Superstructure	Cu Yd	27.2
Bridge Deck Grooving	Sq Yd	675
Protective Coat	Sq Yd	937
Furnishing and Erecting Structural Steel	Pound	3,970
Reinforcement Bars, Epoxy Coated	Pound	2,800
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	152.0
Chain Link Fence, 6'	Foot	148
Chain Link Gates, 6' x 4' Single	Each	2
Cleaning Bridge Scuppers and Downspouts	Each	4
Approach Slab Repair (Full Depth)	Sq Yd	22
Approach Slab Repair (Partial Depth)	Sq Yd	23
Structural Steel Removal	Pound	3,000
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq Yd	671
Bridge Deck Scarification 3/4"	Sq Yd	671
Structural Repair of Concrete (Depth Equal to Or Less Than 5 Inches)	Sq Ft	87
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	12
Debris Removal (Special)	Cu Yd	20
Deck Slab Repair (Full Depth, Type II)	Sq Yd	3
Drainage Scuppers To Be Adjusted	Each	4

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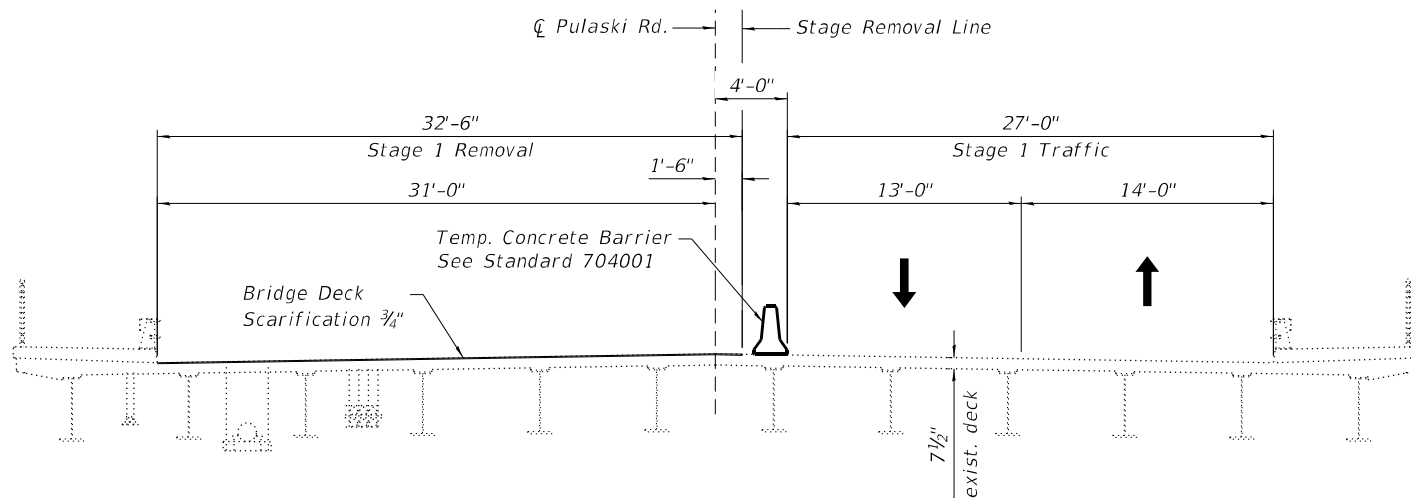
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, INDEX OF SHEETS & TOTAL BILL OF MATERIALS  
STRUCTURE NO. 016-2612**

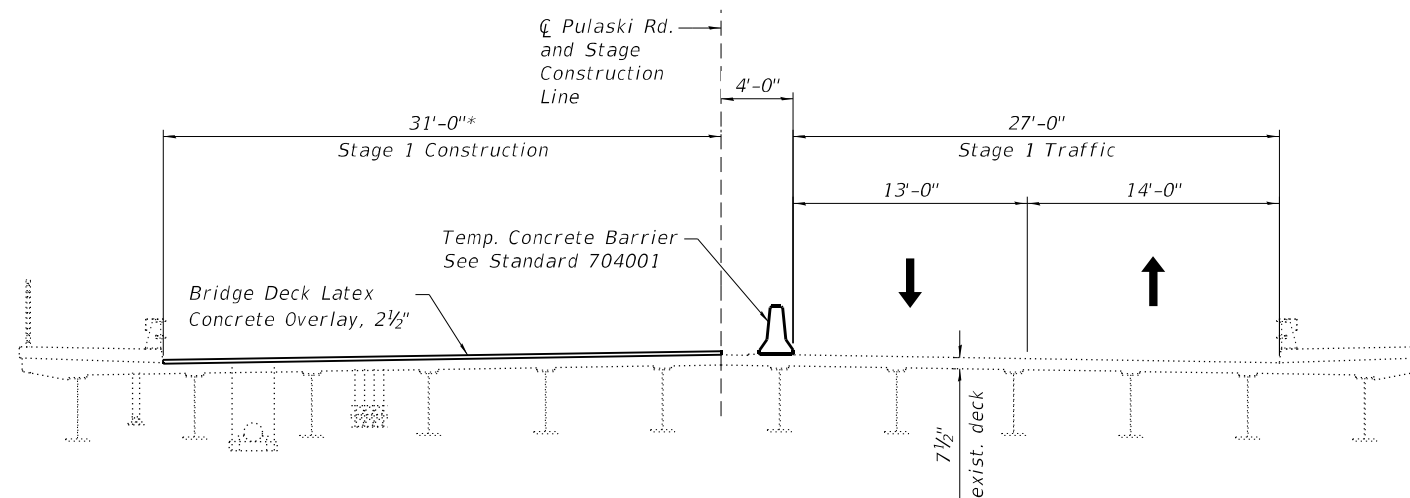
SHEET 2 OF 19 SHEETS

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

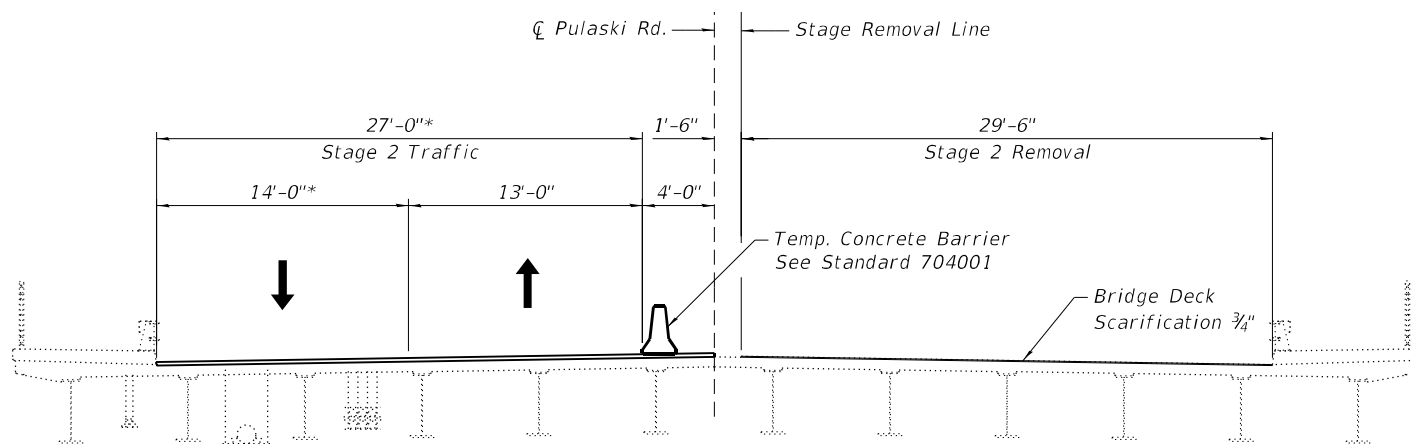
CONTRACT NO. 62T47



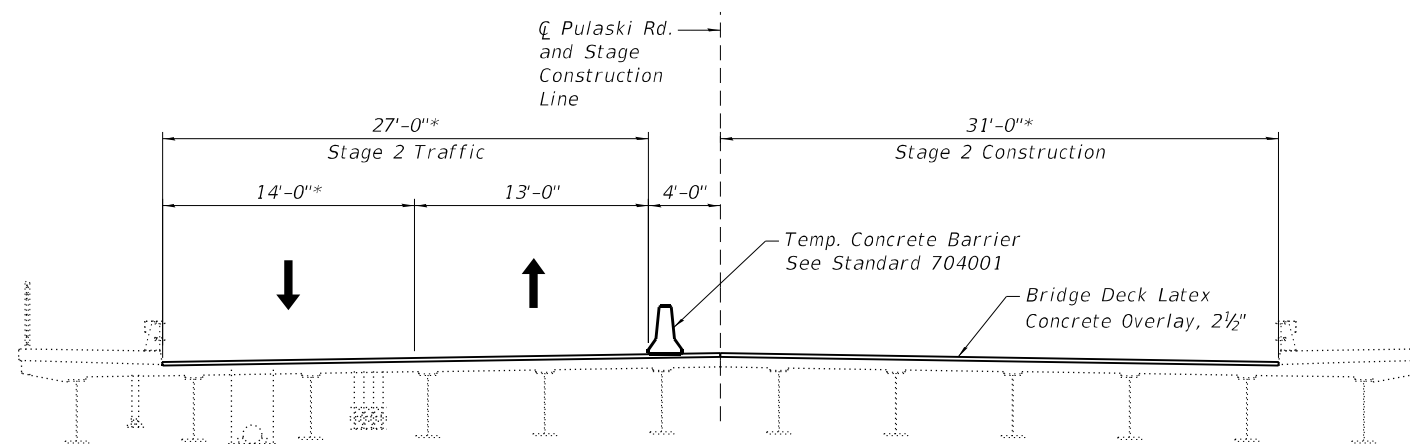
**STAGE 1 REMOVAL**  
(Looking North)



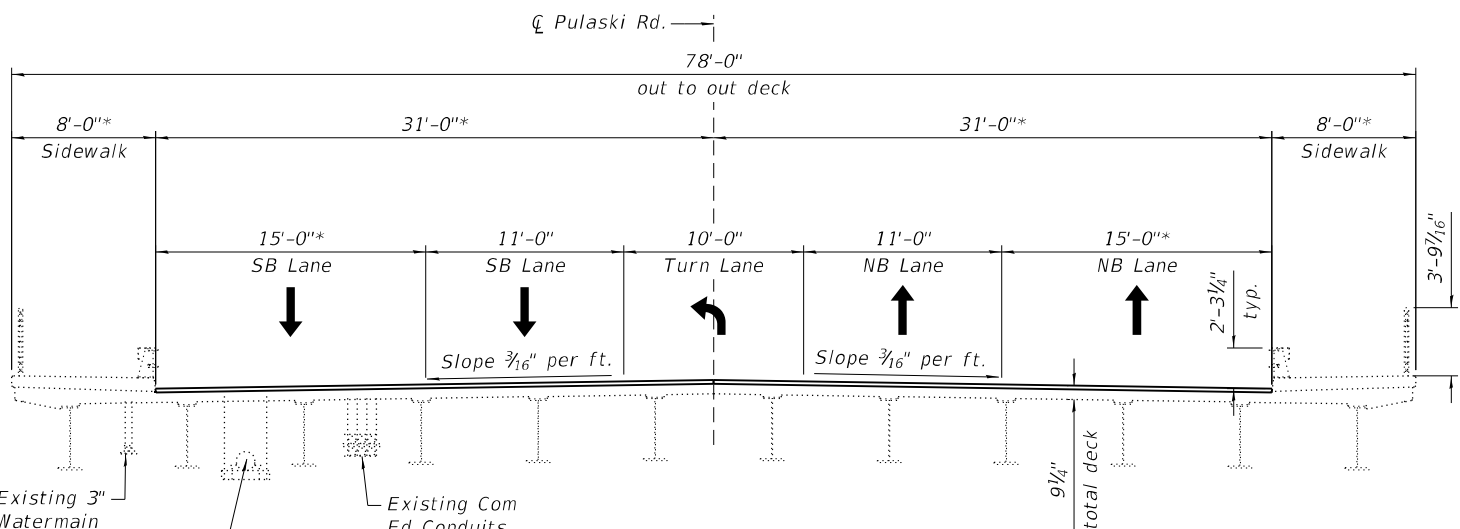
**STAGE 1 CONSTRUCTION**  
(Looking North)



**STAGE 2 REMOVAL**  
(Looking North)



**STAGE 2 CONSTRUCTION**  
(Looking North)



**FINAL CROSS-SECTION**  
(Looking North)

Notes:  
The Contractor is advised that the utilities beneath the deck must be watched and protected per the Status of Utilities specification. The Contractor shall take proper precautions to protect the utilities from damage during all construction activities. Any damage to the utility caused by the Contractor shall be repaired at the Contractor's expense to the satisfactory of the utility owner.

\* Dimensions are shown to existing face of sidewalk. For proposed sidewalk dimensions, see Sheet 7 of 19.

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

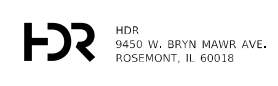
**STAGE CONSTRUCTION**  
**STRUCTURE NO. 016-2612**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	19
CONTRACT NO. 62T47				

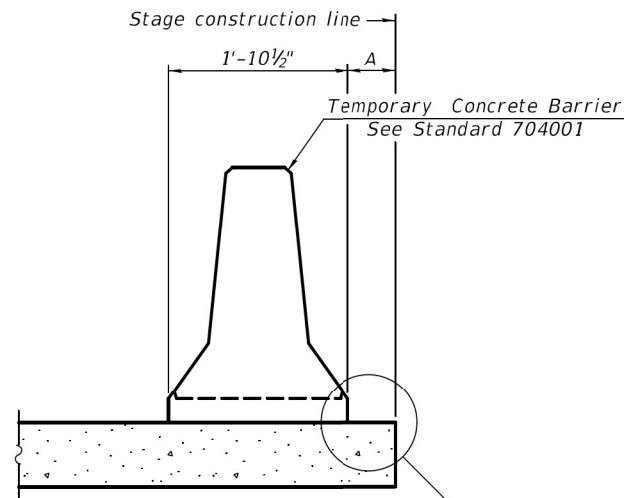
SHEET 3 OF 19 SHEETS

ILLINOIS FED. AID PROJECT

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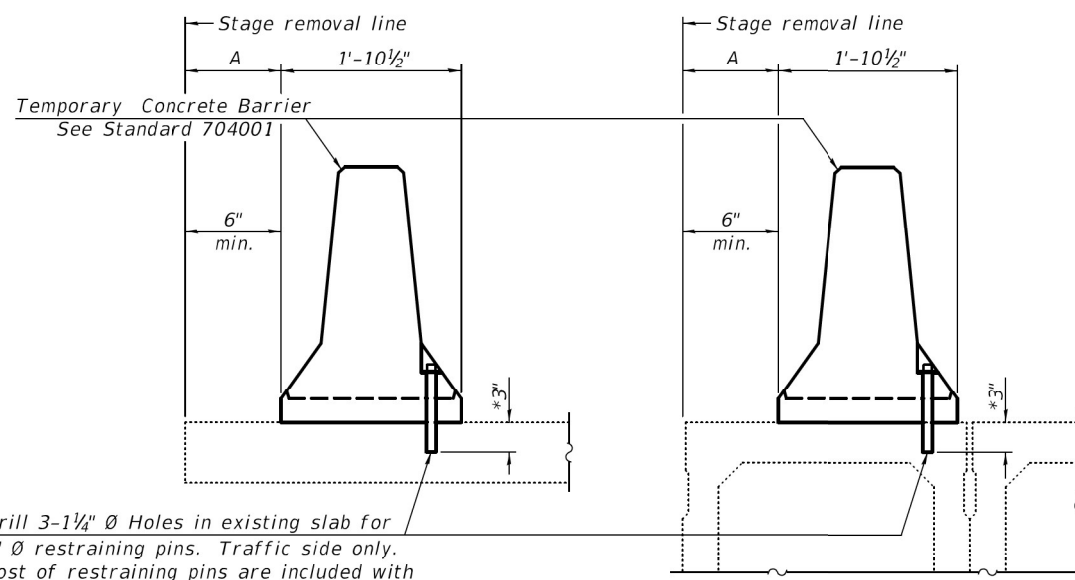


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PLOT SCALE =	CHECKED - BHS	REVISED -
PLOT DATE = 3/2/2023	DRAWN - SA	REVISED -
	CHECKED - BHS	REVISED -



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

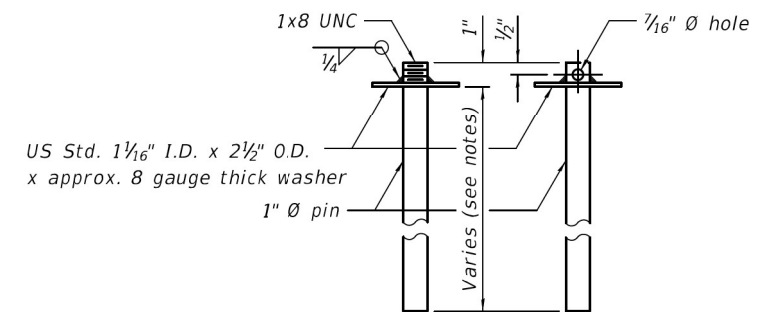


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

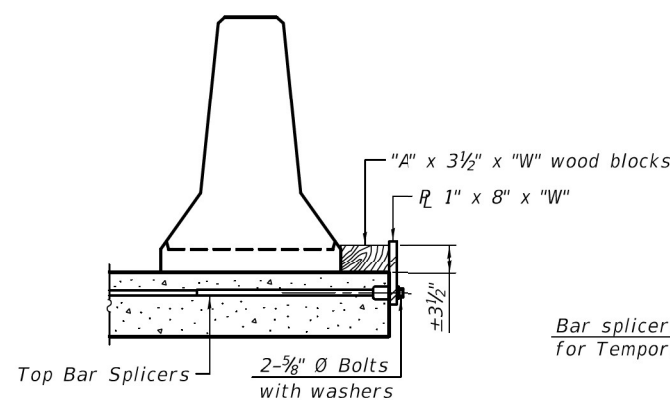
EXISTING DECK BEAM

\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

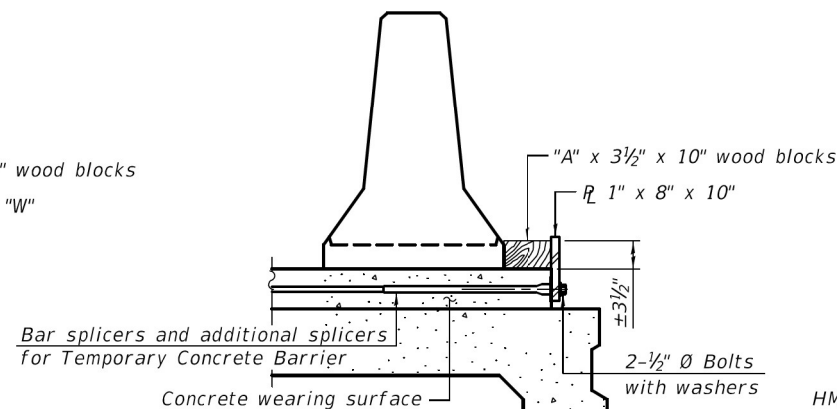


RESTRAINING PIN

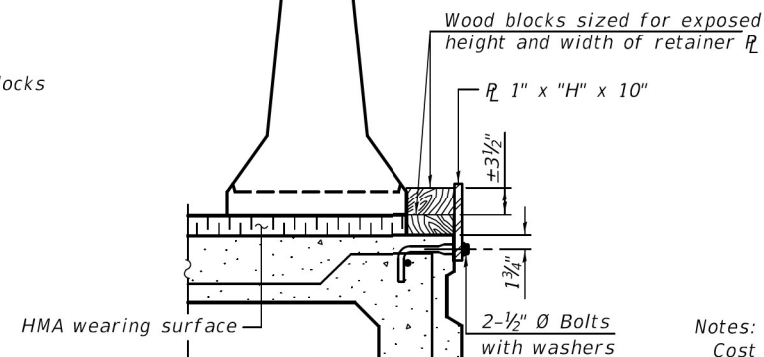
SECTIONS THRU SLAB OR DECK BEAM



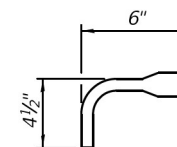
DETAIL I



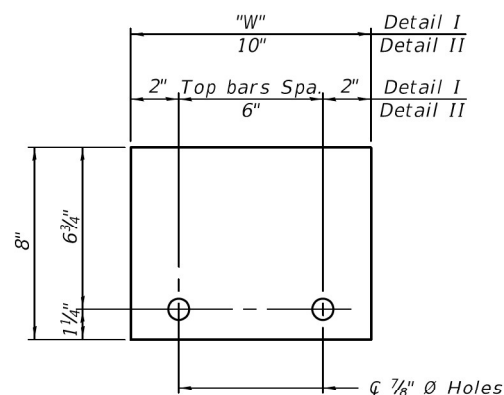
DETAIL II



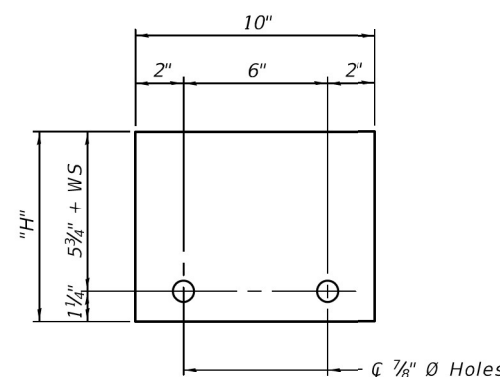
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W" (Detail I and II)



STEEL RETAINER R 1" x "H" x 10" (Detail III)

Notes:  
 Cost of retainer assembly is included with Temporary Concrete Barrier.  
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.  
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.  
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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PLOT DATE = 3/2/2023	DRAWN - SA	REVISIONS
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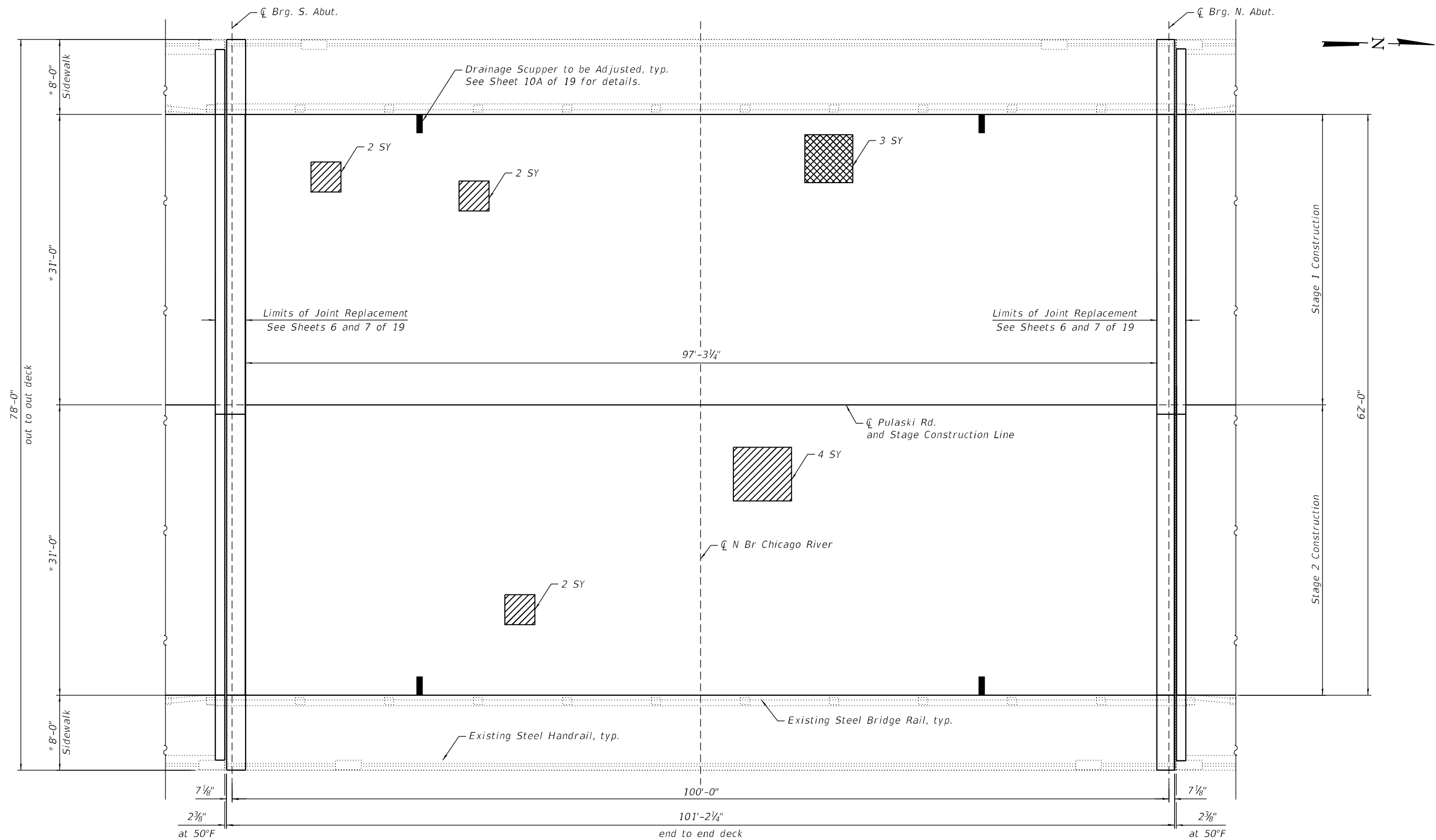
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DRAWN - SA	REVISIONS
CHECKED - BHS	REVISIONS

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
 STRUCTURE NO. 016-2612

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	20
CONTRACT NO. 62T47				

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**DECK REPAIR PLAN**

**BILL OF MATERIAL**

Item	Unit	Quantity
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	3

**LEGEND**

- Deck Slab Repair (Partial)
- Deck Slab Repair (Full Depth)

Notes:  
 Deck Slab Repair (Partial) locations and quantities are shown for information only and will not be measured for payment but shall be included in the cost of Bridge Deck Latex Concrete Overlay. See special provision for Bridge Deck Latex Concrete Overlay.

See Sheet 8 of 19 for Approach Slab Repair Plan.

\* Dimensions are shown to existing face of sidewalk. For proposed sidewalk dimensions, see Sheet 7 of 19.



USER NAME =	DESIGNED - SA	REVISED -
	CHECKED - BHS	REVISED -
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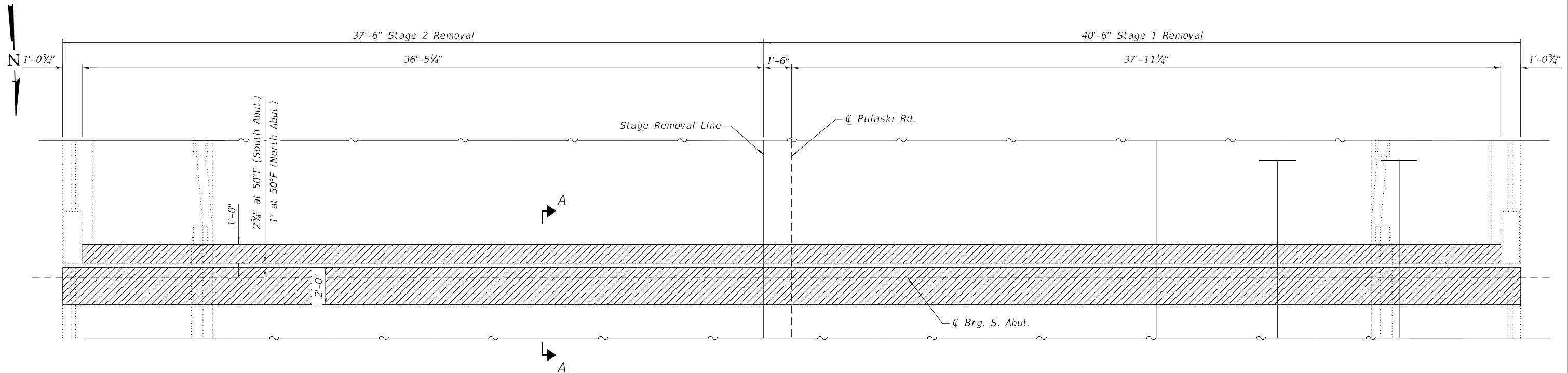
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE DECK REPAIRS  
 STRUCTURE NO. 016-2612**

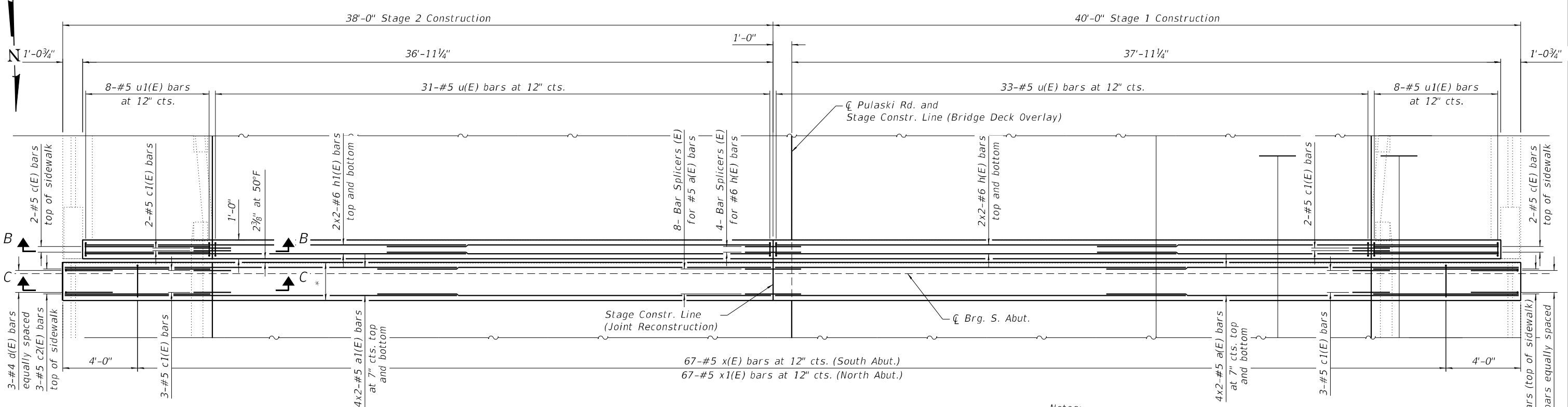
SHEET 5 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 B1	COOK	45	21
CONTRACT NO. 62T47				

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**JOINT REMOVAL PLAN**  
 (Joint removal at South Abutment shown. North Abutment similar.)



**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 4'-0"

\* 2'-0 3/8" (South Abut.)  
 1'-10 3/8" (North Abut.)

**JOINT RECONSTRUCTION PLAN**  
 (Joint reconstruction at South Abutment shown. North Abutment similar.)

Notes:  
 Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

Bars indicated as 20x3-#5 indicates 20 lines of bars with 3 lengths per line.

See Sections A-A, B-B and C-C on Sheet 7 of 19.

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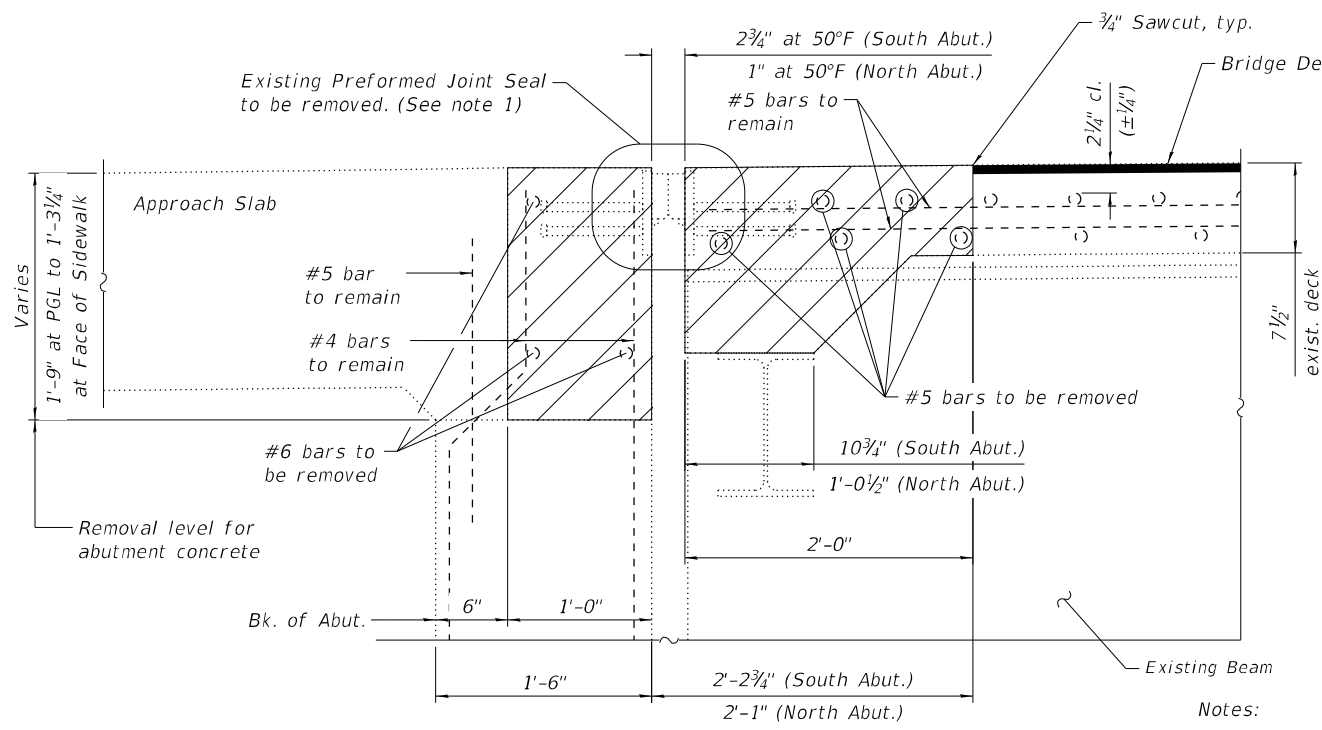
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS  
 STRUCTURE NO. 016-2612**

SHEET 6 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T47				

ILLINOIS FED. AID PROJECT



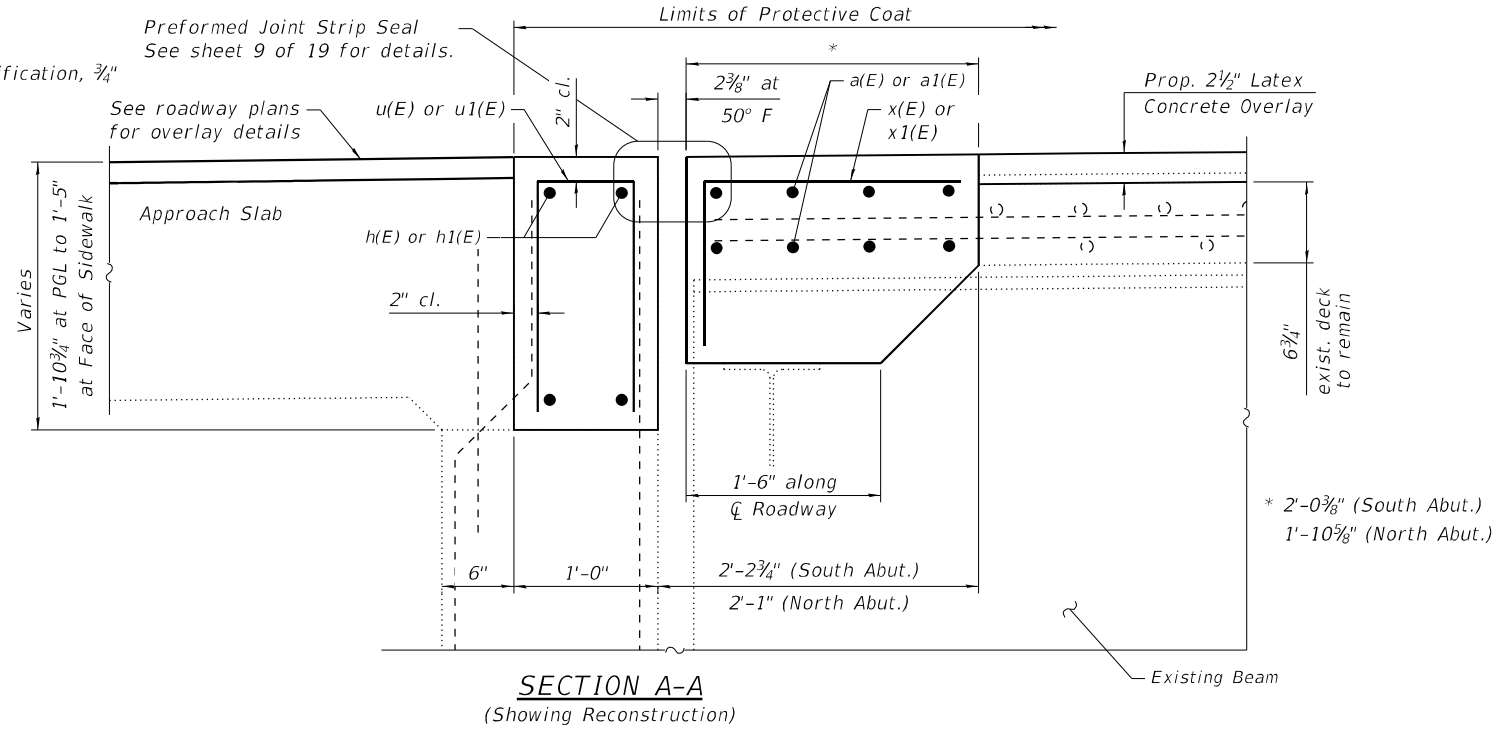
**SECTION A-A**  
(Showing Removal)

**LEGEND**

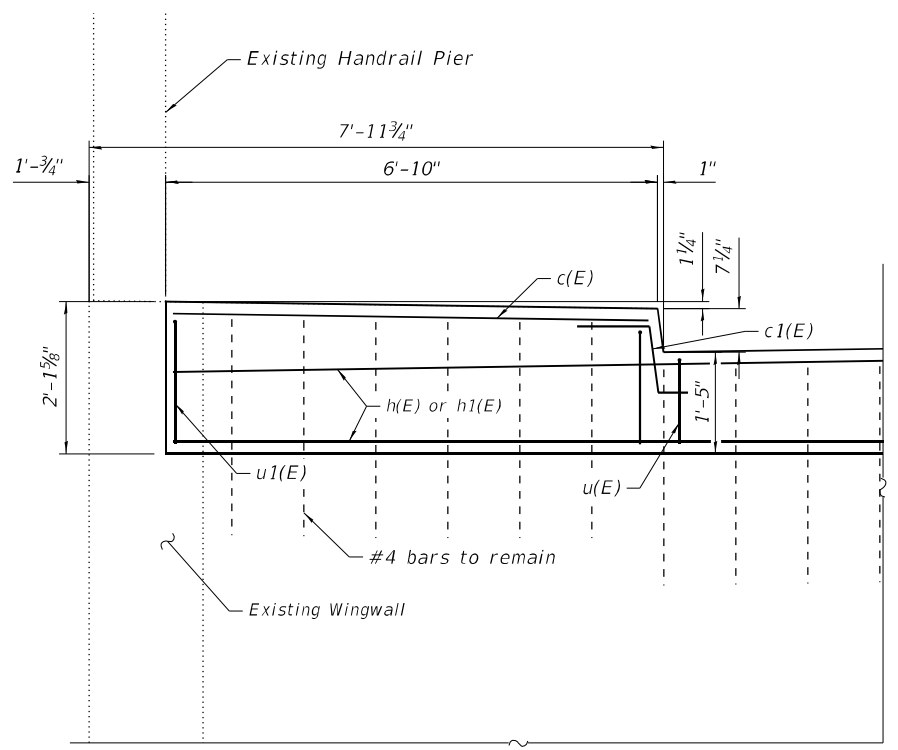
- Concrete Removal Limits (See note 2)
- Bridge Deck Scarification, 3/4"

Notes:

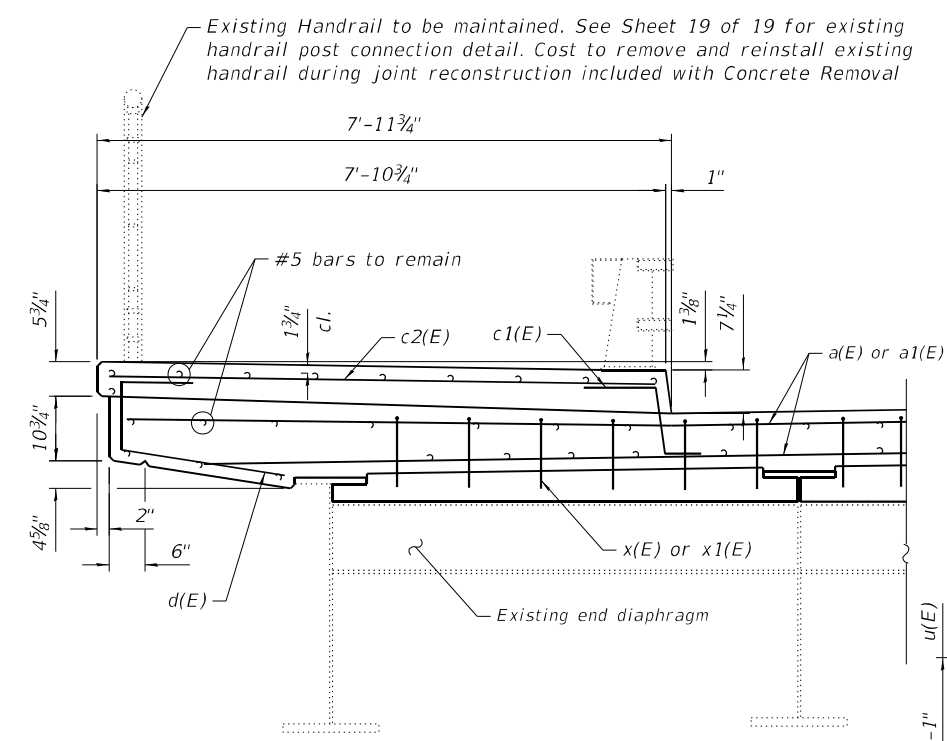
1. Removal and disposal of existing expansion joint shall be included with the cost of Concrete Removal.
2. The Contractor shall use extreme care during concrete removal so as not to damage the steel beams.
3. See existing plans for reinforcement bars not shown. Existing reinforcement bars extending into the removal areas that are not shown shall remain.
4. Existing reinforcement extending into the removal areas shall be cleaned, straightened, and incorporated into the new construction. Any existing reinforcement bars intended for reuse and damaged during the concrete removal operations shall be repaired or replaced using using an approved bar splicer or anchorage system to the satisfaction of the Engineer. Cost included with Concrete Removal.



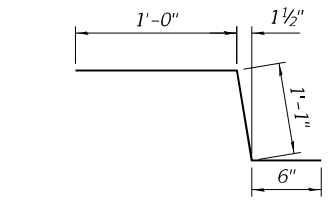
**SECTION A-A**  
(Showing Reconstruction)



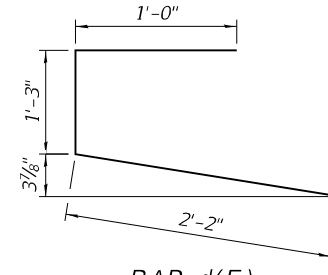
**SECTION B-B**  
(Showing Reconstruction)



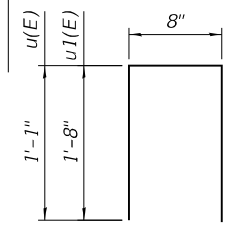
**SECTION C-C**  
(Showing Reconstruction)



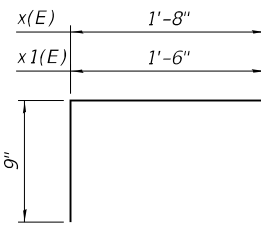
**BAR c1(E)**



**BAR d(E)**



**BARS u(E) and u1(E)**



**BARS x(E) and x1(E)**

**TWO JOINT RECONSTRUCTIONS**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	16	#5	22'-0"	—
a1(E)	16	#5	21'-0"	—
c(E)	8	#5	6'-7"	—
c1(E)	20	#5	2'-7"	┘
c2(E)	12	#5	7'-8"	—
d(E)	12	#4	4'-5"	┘
h(E)	16	#6	21'-4"	—
h1(E)	16	#6	20'-4"	—
u(E)	128	#5	2'-10"	┘
u1(E)	32	#5	4'-0"	┘
x(E)	67	#5	2'-5"	┘
x1(E)	67	#5	2'-3"	┘
Concrete Removal			Cu. Yd.	24.8
Concrete Superstructure			Cu. Yd.	27.2
Reinforcement Bars, Epoxy Coated			Pound	2,800
Bar Splicers			Each	24

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

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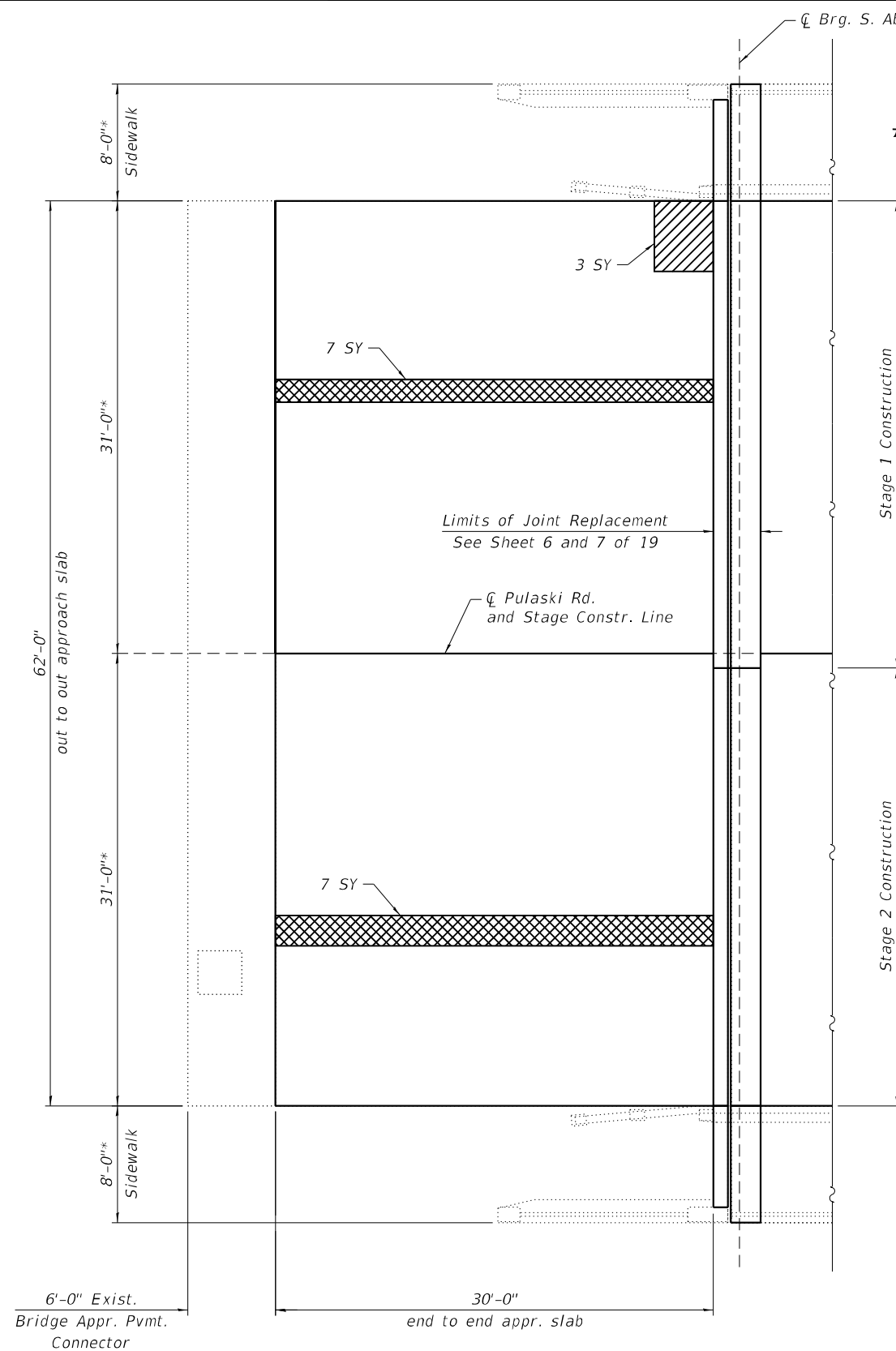
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**JOINT RECONSTRUCTION DETAILS**  
**STRUCTURE NO. 016-2612**

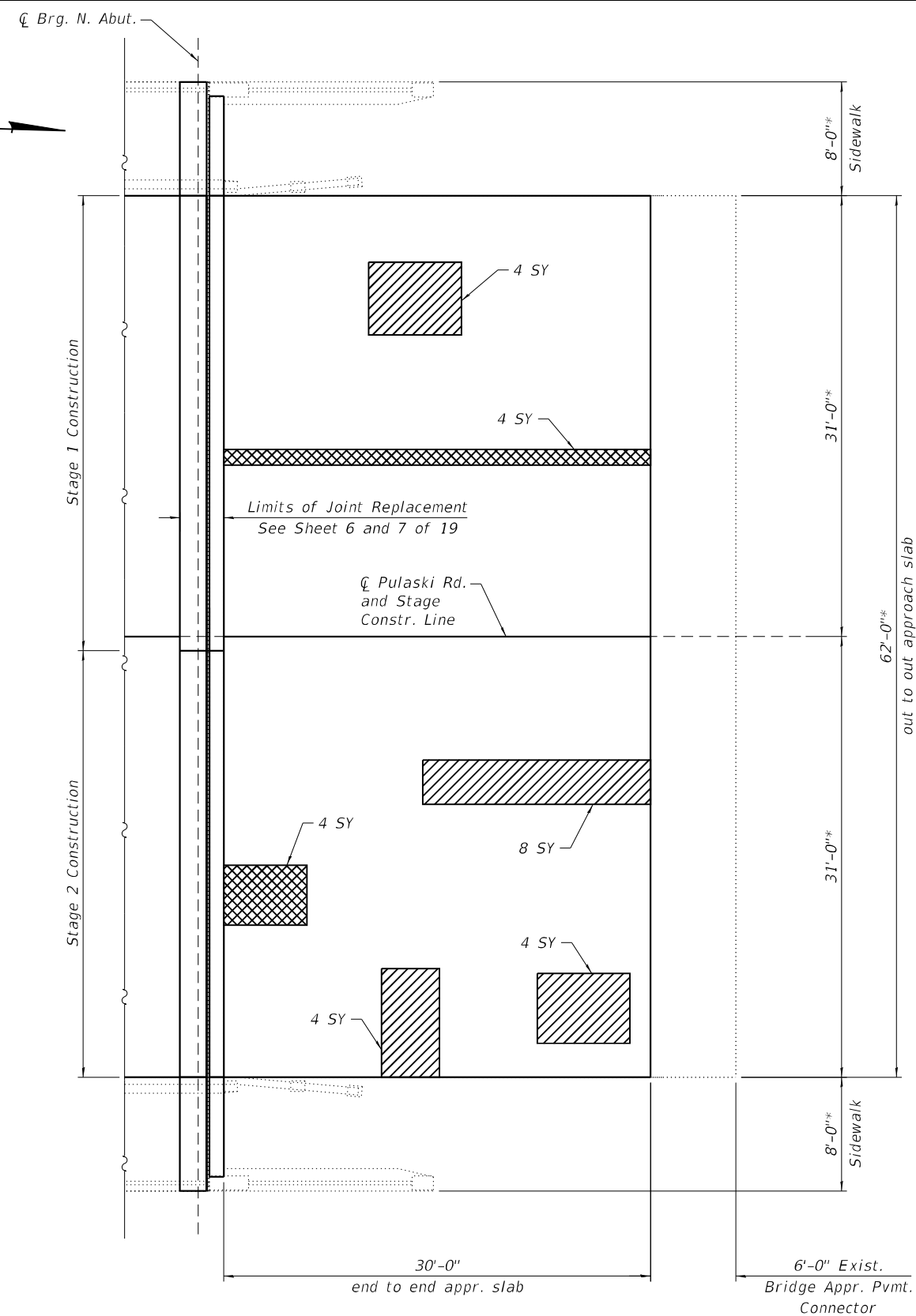
SHEET 7 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T47			ILLINOIS FED. AID PROJECT	

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**SOUTH APPROACH SLAB REPAIR PLAN**



**NORTH APPROACH SLAB REPAIR PLAN**

**LEGEND**

- Approach Slab Repair (Partial Depth)
- Approach Slab Repair (Full Depth)

**Notes:**

See Roadway sheets for HMA Overlay plans and limits.

\* Dimensions are shown to existing face of sidewalk. For proposed sidewalk dimensions, see Sheet 7 of 19.

**BILL OF MATERIAL**

Item	Unit	Quantity
Approach Slab Repair (Full Depth)	Sq. Yd.	22
Approach Slab Repair (Partial Depth)	Sq. Yd.	23

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

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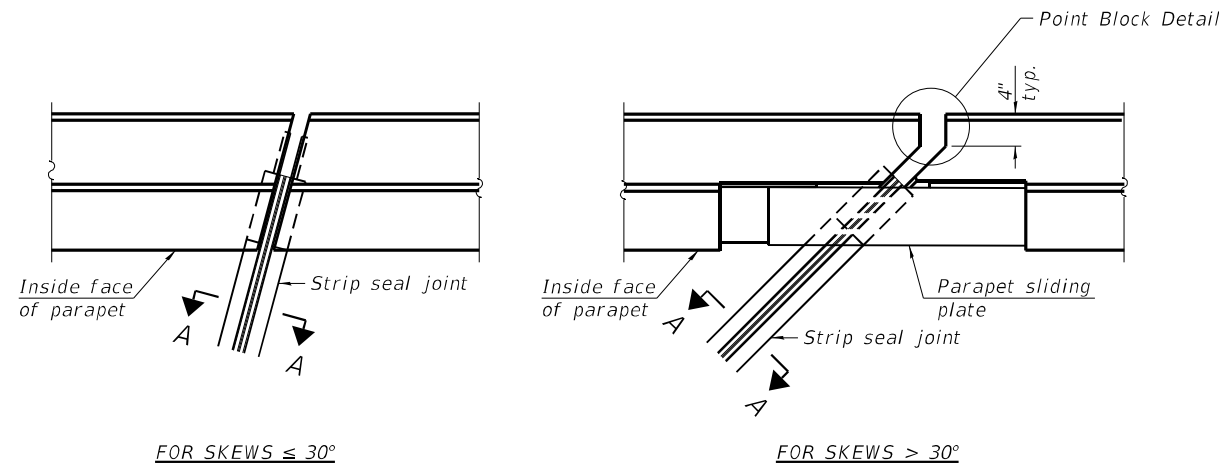
**APPROACH SLAB REPAIRS  
 STRUCTURE NO. 016-2612**

SHEET 8 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				

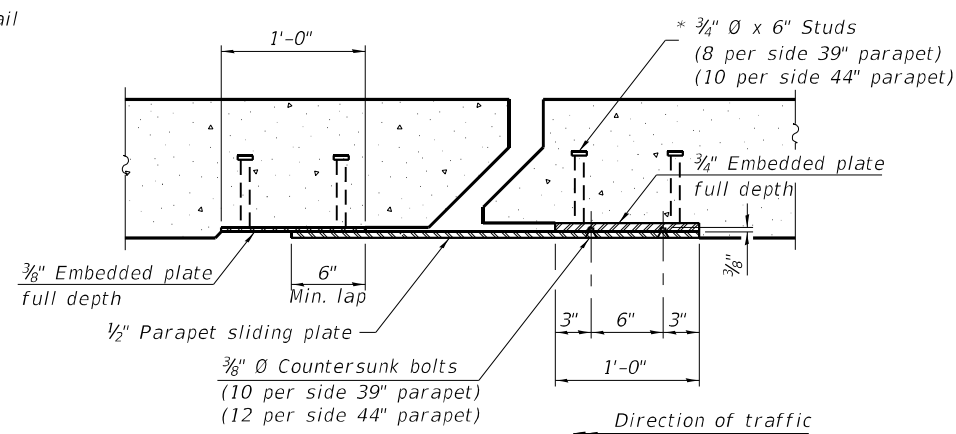


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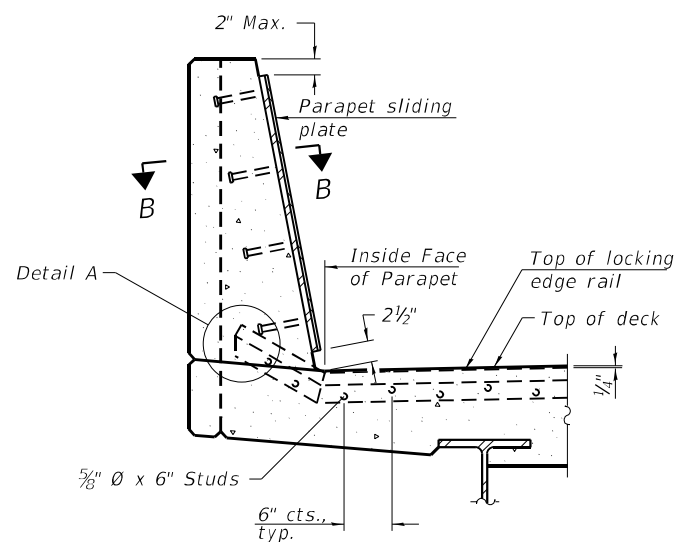


FOR SKEWS  $\leq 30^\circ$

PLAN AT PARAPET

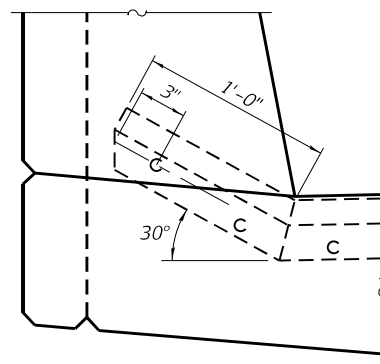


SECTION B-B

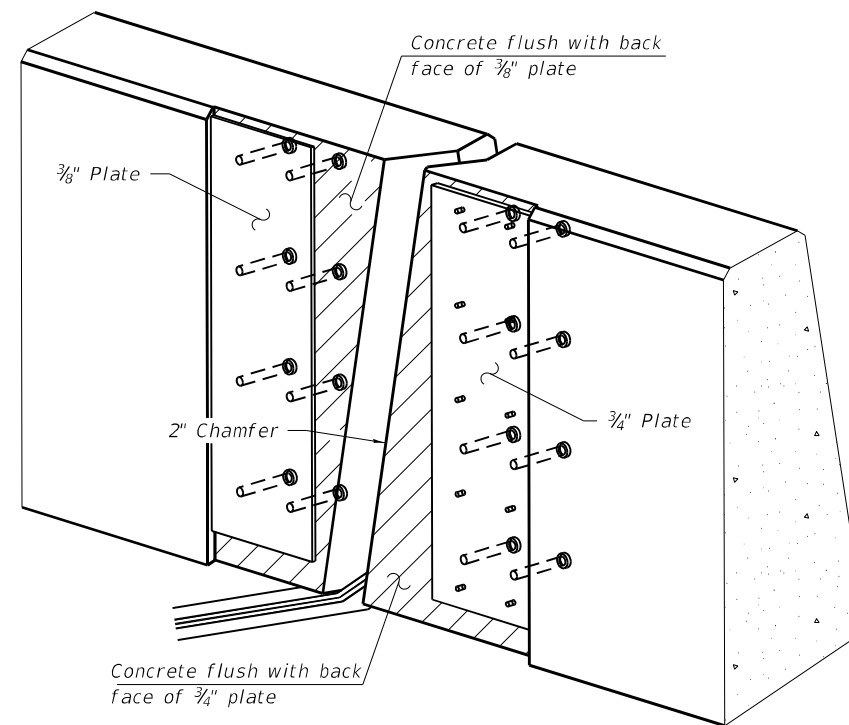


SECTION AT PARAPET

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

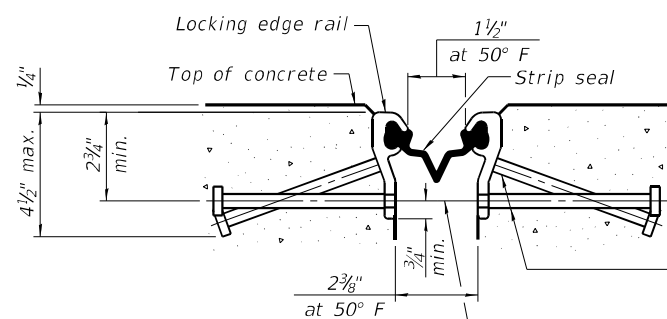


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



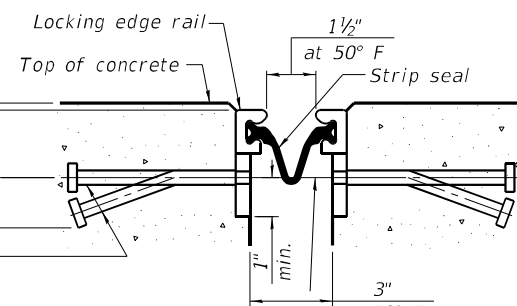
SHOWING ROLLED RAIL JOINT

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

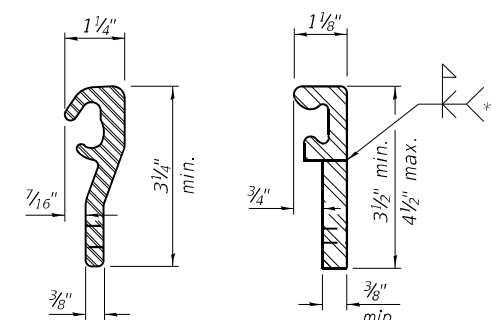
$3/8"$   $\emptyset$  threaded rods in  $1/16"$   $\emptyset$  holes at  $\pm 4'-0"$  cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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



SHOWING WELDED RAIL JOINT

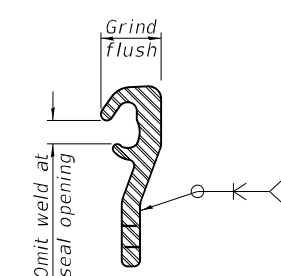


ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	152.0

EJ-SS-S

1-1-2020

(Sheet 1 of 3)



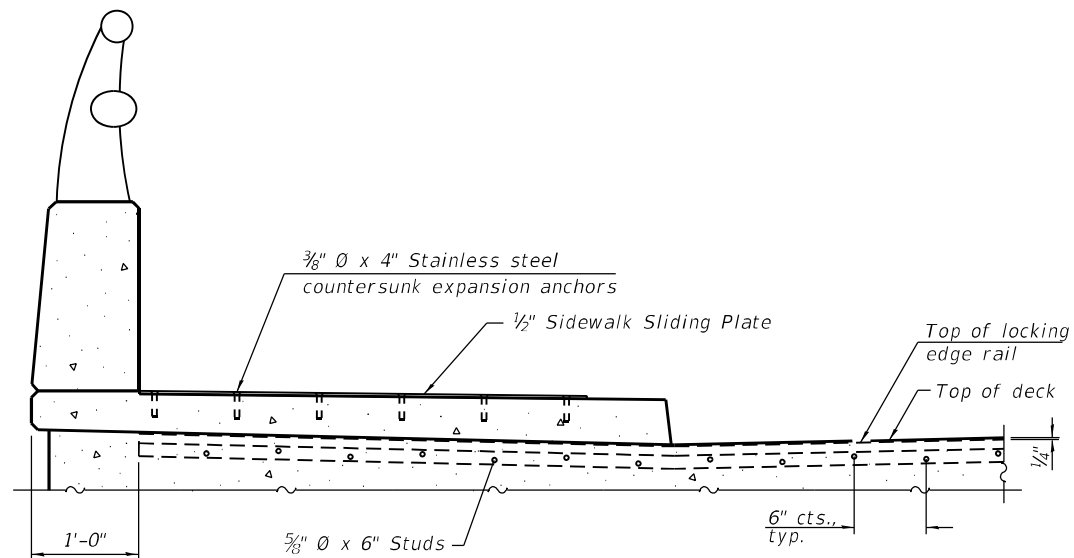
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	CHECKED - BHS	REVISED -

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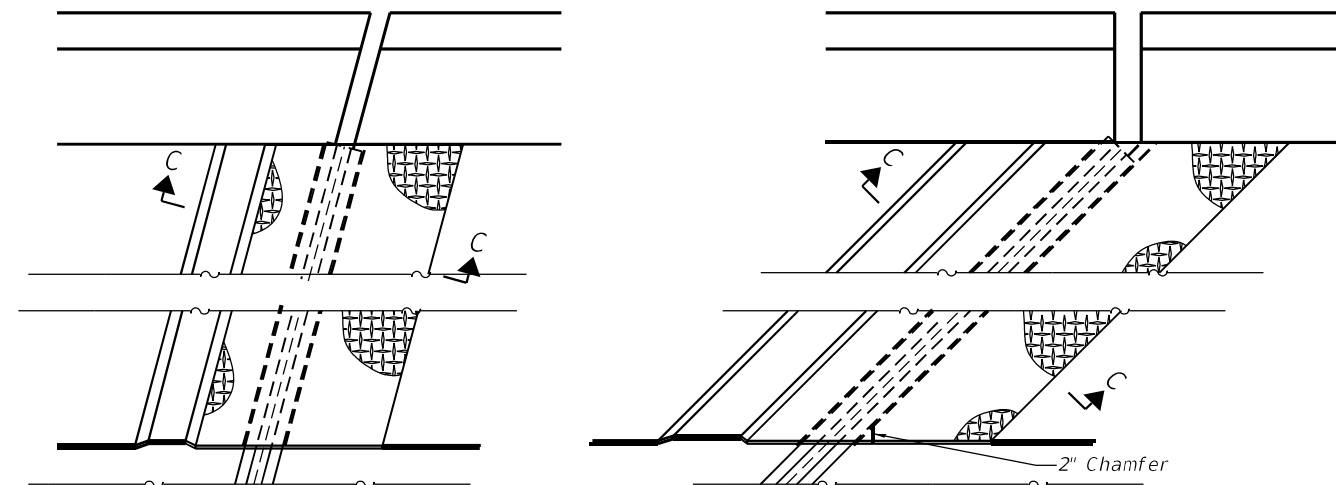
PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 016-2612

SHEET 9 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				



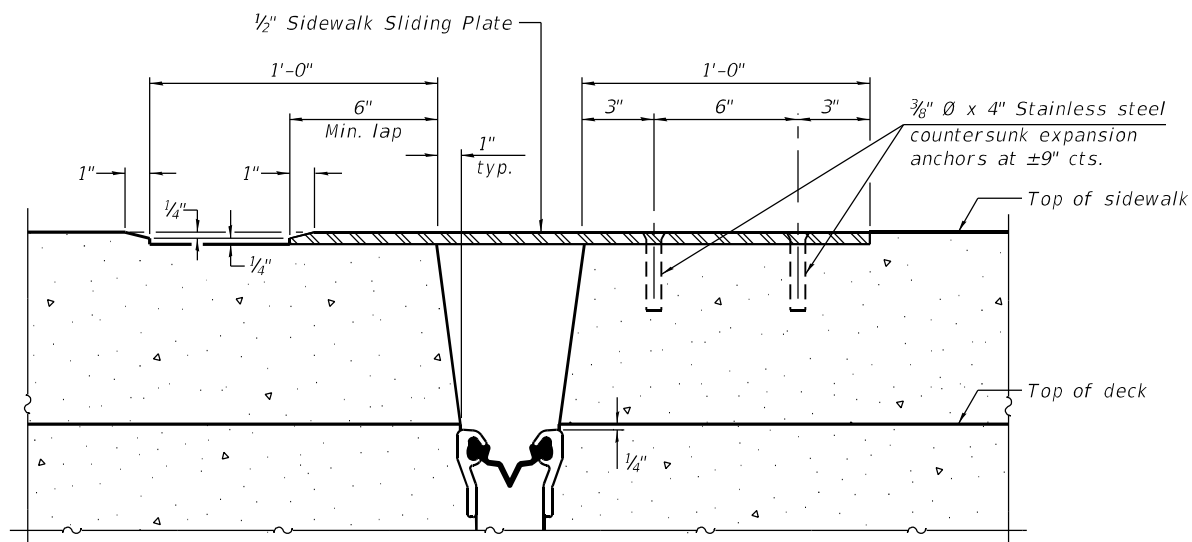
**\*SECTION AT RAISED SIDEWALK**



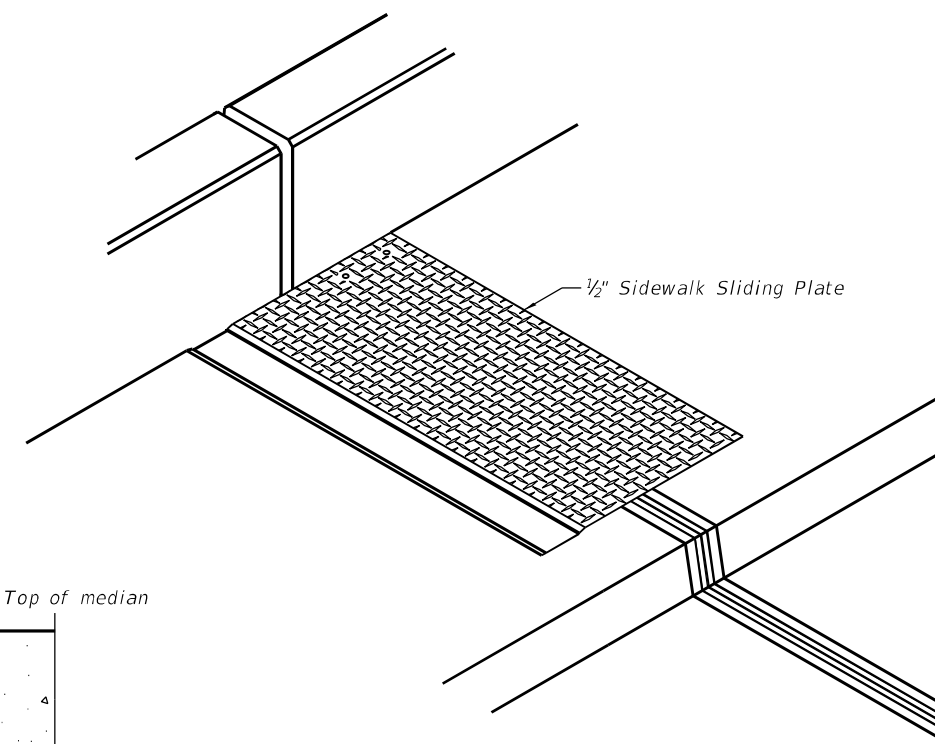
(FOR SKEWS  $\leq 30^\circ$ )

(FOR SKEWS  $> 30^\circ$ )

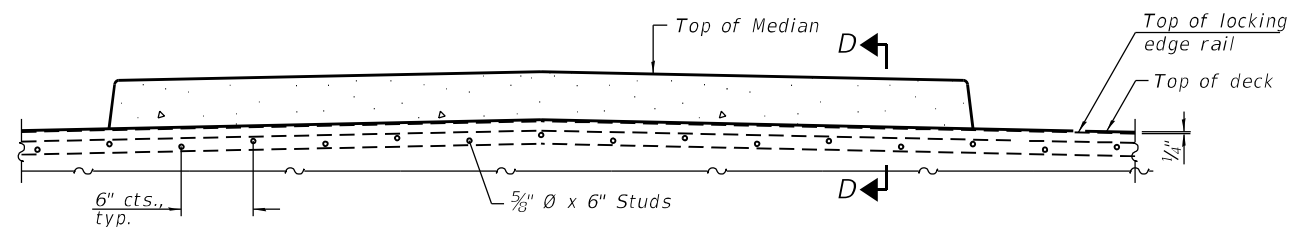
**PLAN AT RAISED SIDEWALK**



**SECTION C-C**

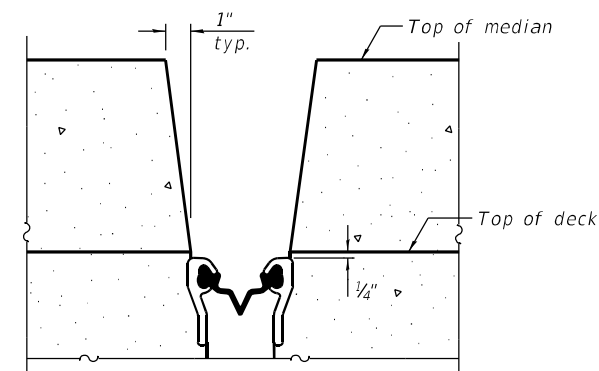


**\*TRIMETRIC VIEW**



**SECTION AT MEDIAN**

For skews  $> 30^\circ$ , chamfer acute corners 2" similar to sidewalk.



**SECTION D-D  
(at Rt. L's)**

\*Note:  
Fabricate Sidewalk Sliding Plate to avoid Bridge Rail. The sliding plate is not required on the vertical curb face.

(Sheet 2 of 3)

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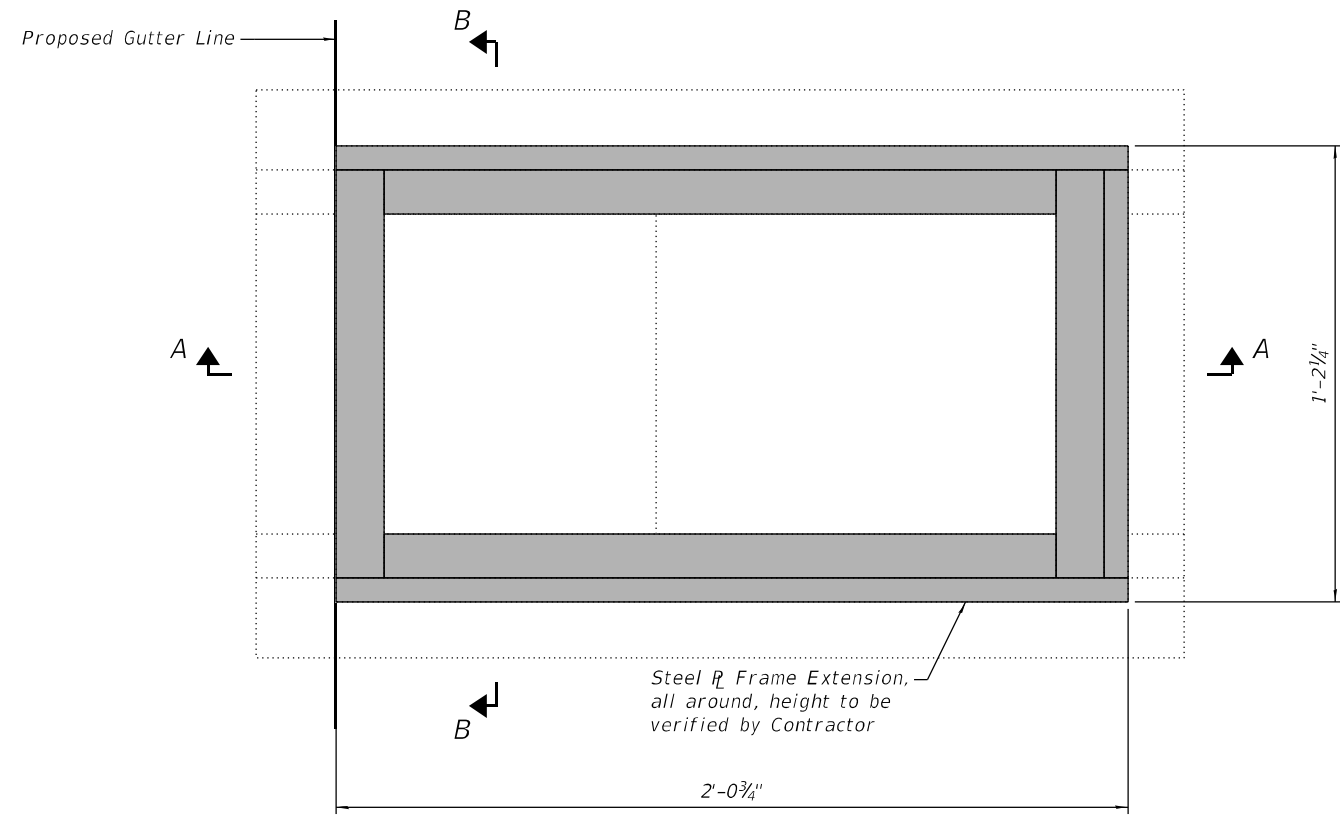
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 016-2612**

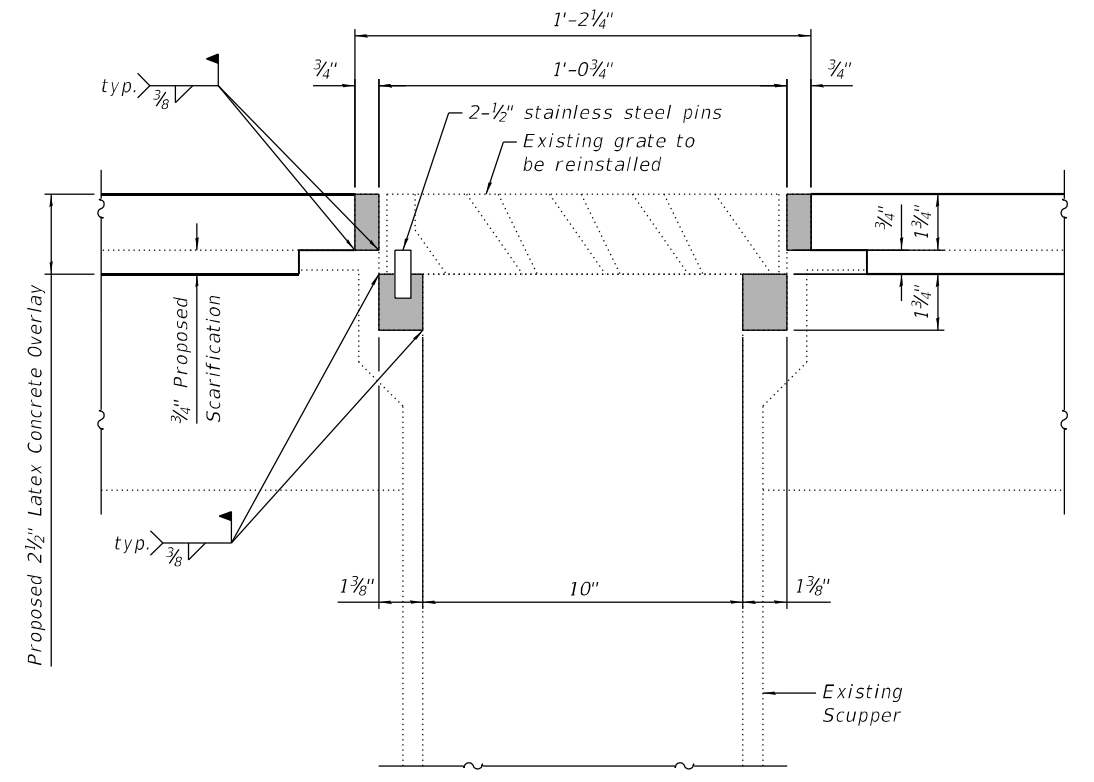
SHEET 10 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	26
CONTRACT NO. 62T47				

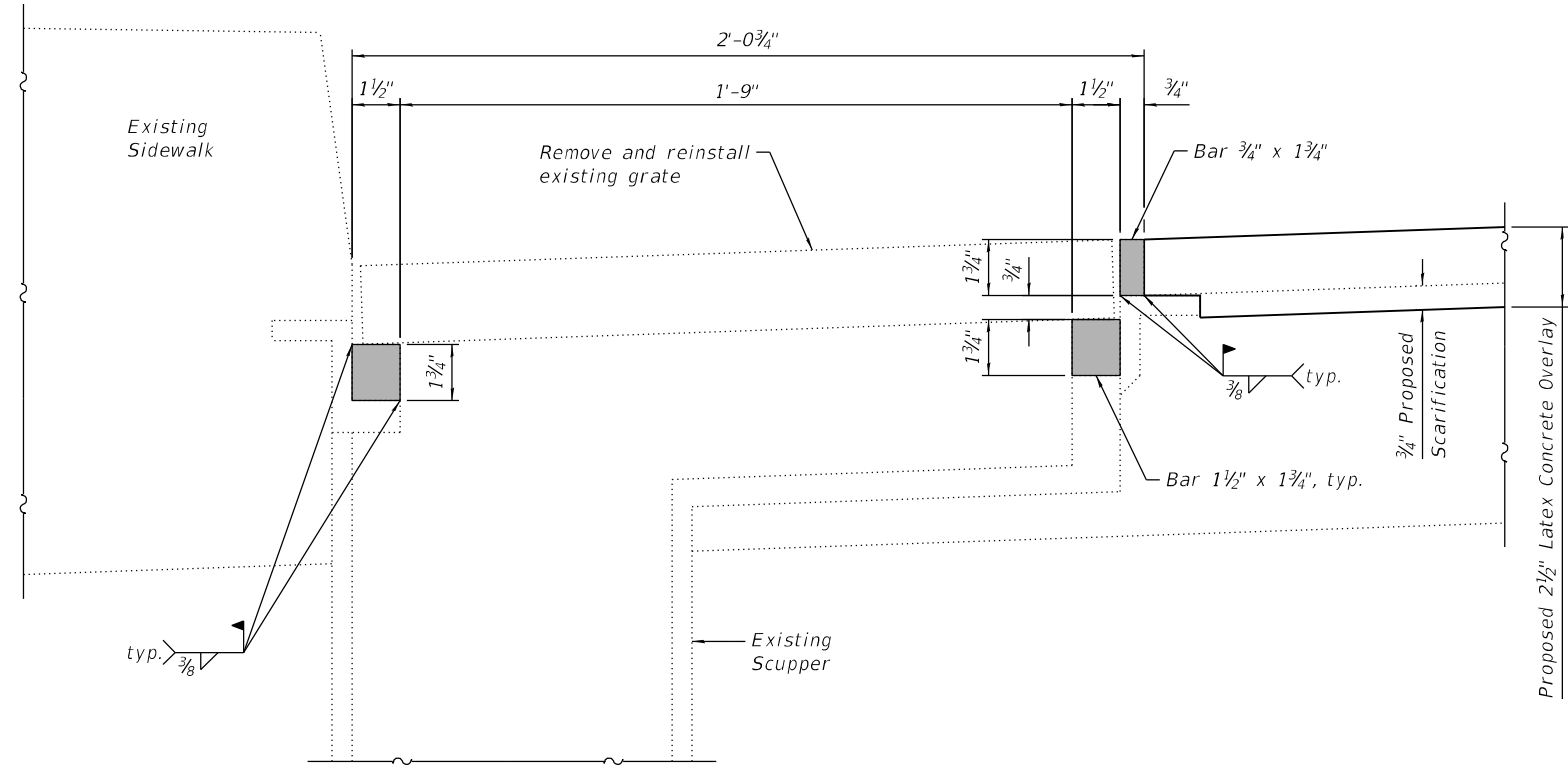
ILLINOIS FED. AID PROJECT



**PLAN**  
(Existing grate not shown for clarity)



**SECTION B-B**



**SECTION A-A**

**BILL OF MATERIAL**

Item	Unit	Quantity
Drainage Scuppers To Be Adjusted	Each	4

**LEGEND**

Steel R Frame Extension

**Notes:**

- 1.) All structural steel shall be AASHTO M270 Grade 36. The adjusting scupper ring shall be galvanized.
- 2.) Shop drawings for proposed Steel R Frame Extension shall be submitted for approval prior to fabrication.
- 3.) Contractor shall ensure that no damage is done to existing grates to be reused.
- 4.) Cost of all labor and materials necessary to remove existing grates, clean existing scuppers, install Steel R Frame Extensions and reinstall grates is included in the cost per unit each for Drainage Scuppers to be Adjusted.

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

USER NAME =	DESIGNED - SA	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE =	DRAWN - SA	REVISED -
PLOT DATE = 5/10/2023	CHECKED - BHS	REVISED -

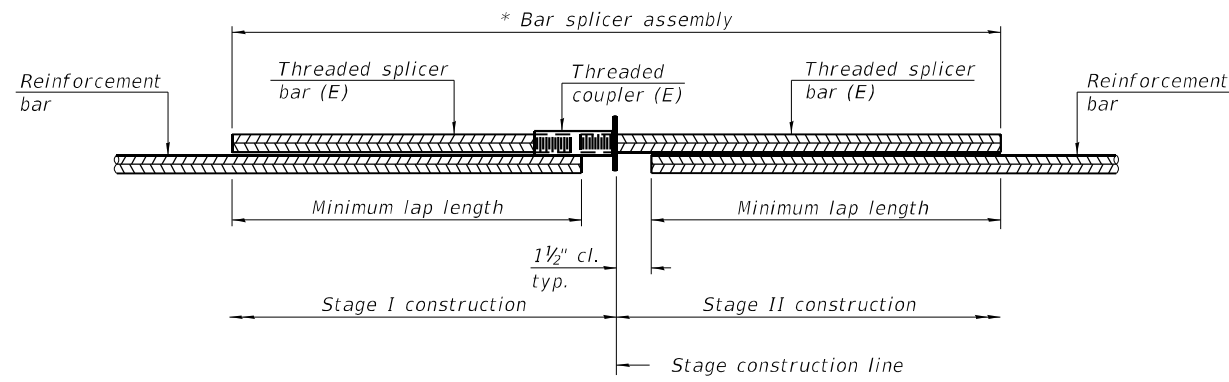
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER DETAILS  
STRUCTURE NO. 016-2612**

SHEET 10A OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 B1	COOK	45	26A
CONTRACT NO. 62T47				

ILLINOIS FED. AID PROJECT



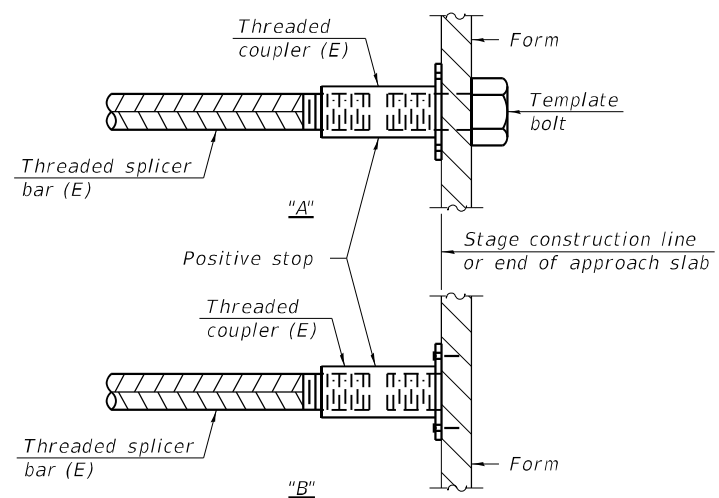
**STANDARD BAR SPLICER ASSEMBLY PLAN**

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

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	16	3'-6"
Backwall	#6	8	4'-0"

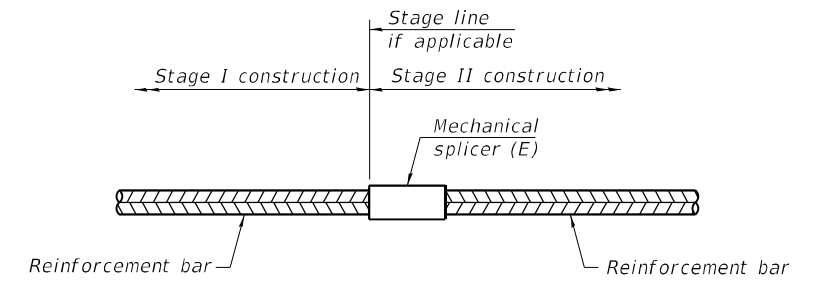


**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required

**Notes:**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Default  
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BSD-1

2-1-2023



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	CHECKED - BHS	REVISED -
PLOT SCALE =	DRAWN - SA	REVISED -
PLOT DATE = 3/2/2023	CHECKED - BHS	REVISED -

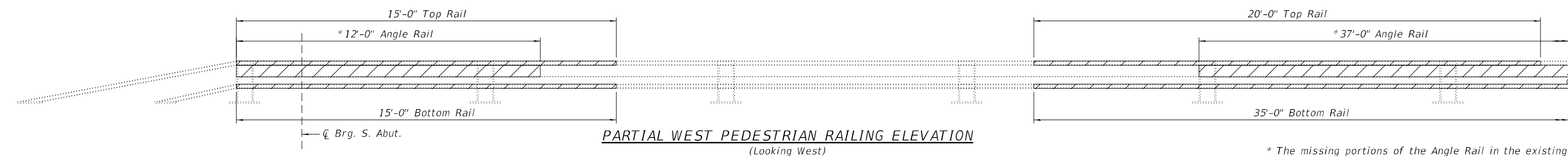
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS  
STRUCTURE NO. 016-2612

SHEET 11 OF 19 SHEETS

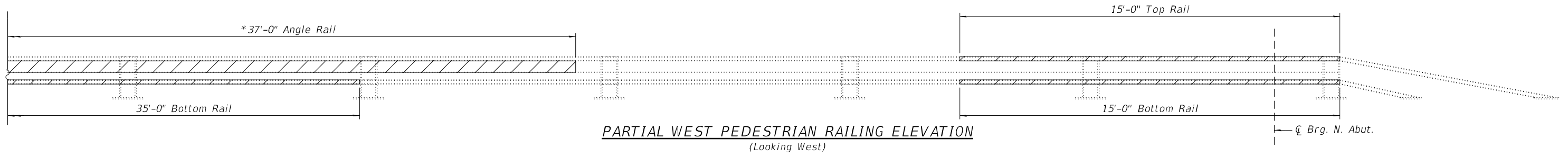
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	27
CONTRACT NO. 62T47			ILLINOIS FED. AID PROJECT	

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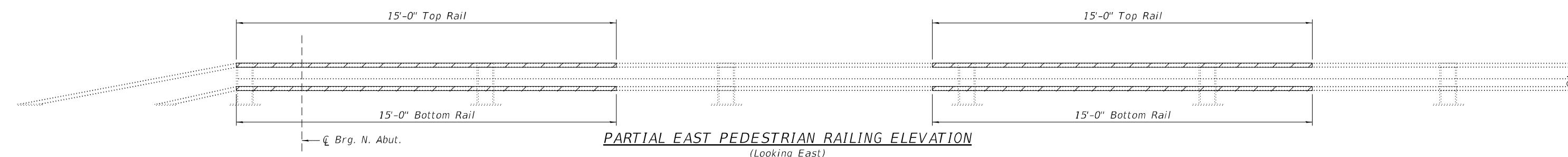


**PARTIAL WEST PEDESTRIAN RAILING ELEVATION**  
 (Looking West)

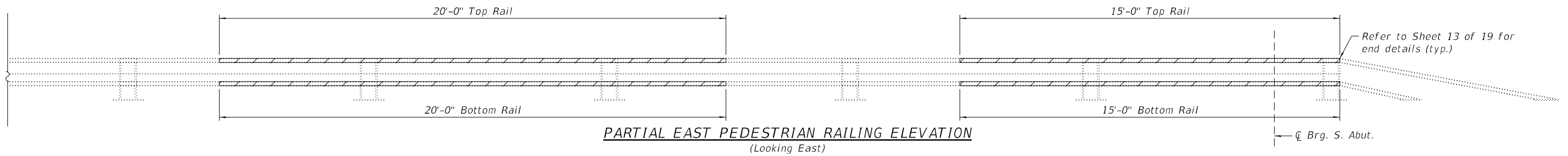
\* The missing portions of the Angle Rail in the existing condition have been excluded from the assumed weight of Structural Steel Removal.



**PARTIAL WEST PEDESTRIAN RAILING ELEVATION**  
 (Looking West)

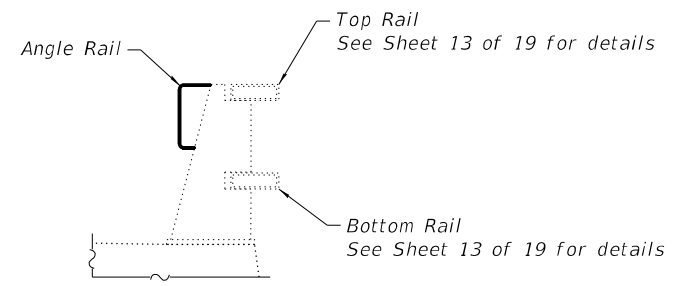


**PARTIAL EAST PEDESTRIAN RAILING ELEVATION**  
 (Looking East)

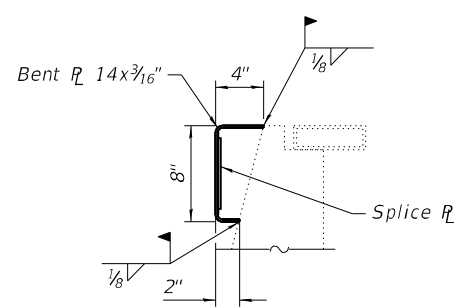


**PARTIAL EAST PEDESTRIAN RAILING ELEVATION**  
 (Looking East)

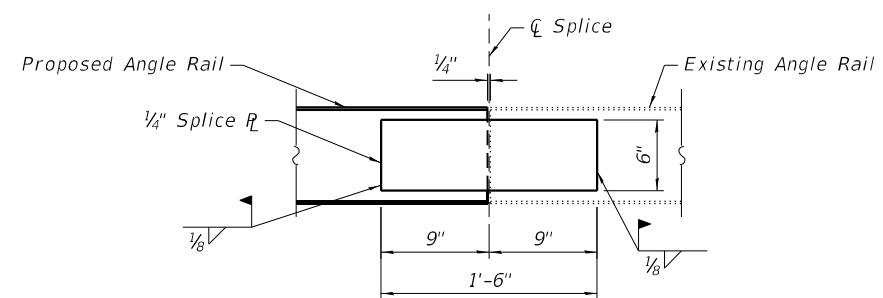
Refer to Sheet 13 of 19 for end details (typ.)



**RAILING SECTION**



**ANGLE RAIL SECTION**  
 (At Post)



**ANGLE RAIL SPLICE DETAILS**

\*Provide one expansion splice at the south end of bridge.  
 Provide 1 1/2" gap (at 50°F) at expansion splice. Only weld splice plate to one side of joint at expansion splice location.

**LEGEND**

Rail to be replaced

Note:  
 Provide standard and expansion rail splices at same locations as existing splices. Provide a standard rail splice when connecting a replacement rail section located away from existing splices. Refer to Sheet 13 of 19 for typical rail and splice details.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	3,970
Structural Steel Removal	Pound	3,000



USER NAME =	DESIGNED - SA	REVISED -
PLOT SCALE =	CHECKED - BHS	REVISED -
PLOT DATE = 3/2/2023	DRAWN - SA	REVISED -
	CHECKED - BHS	REVISED -

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

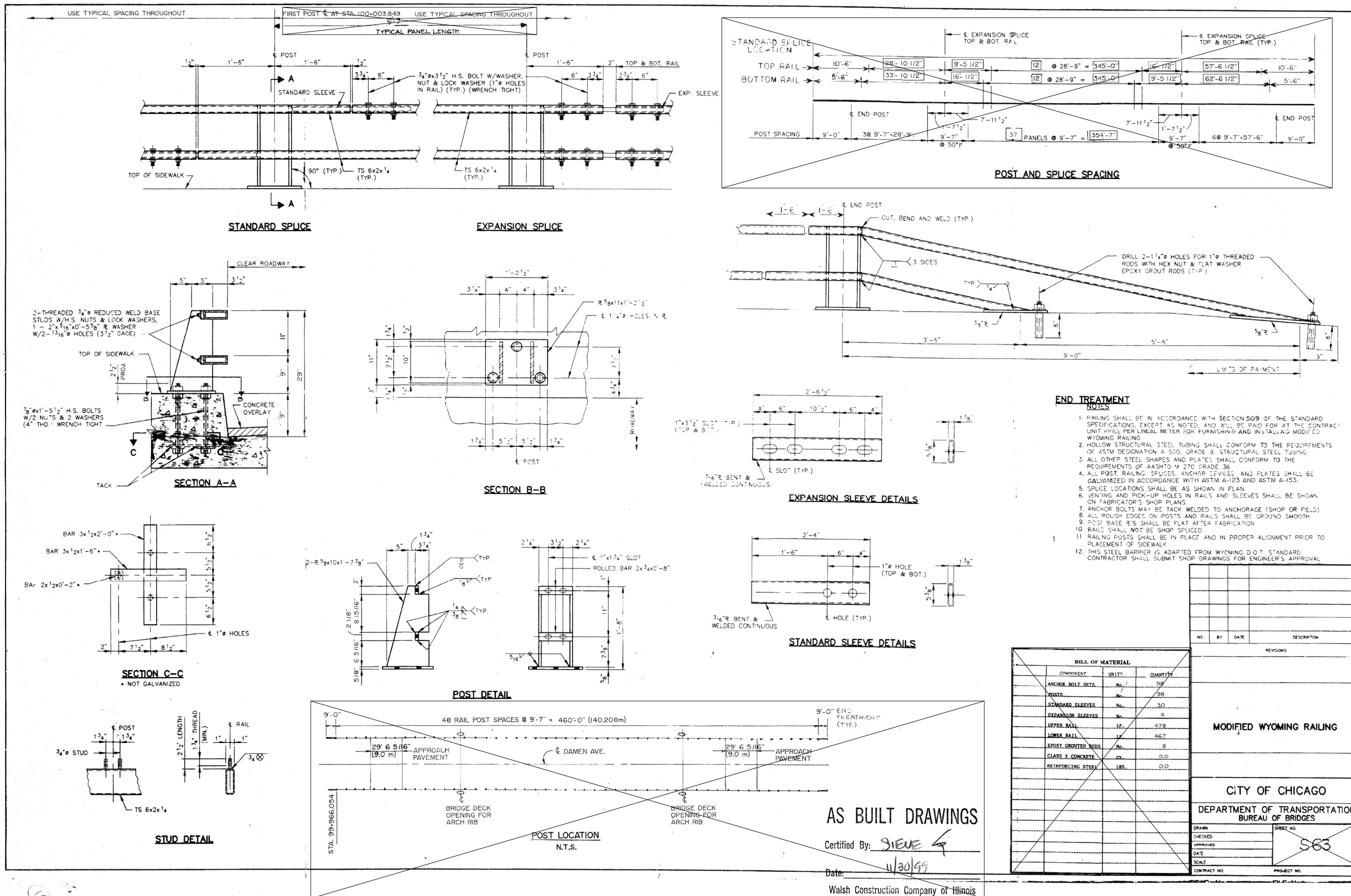
**BRIDGE RAIL REPAIRS**  
**STRUCTURE NO. 016-2612**

SHEET 12 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	28
CONTRACT NO. 62T47				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY



- END TREATMENT NOTES**
- RAILING SHALL BE IN ACCORDANCE WITH SECTION 509 OF THE STANDARD SPECIFICATIONS, EXCEPT AS NOTED, AND WILL BE PAID FOR AT THE CONTRACTOR'S RISK PER LINEAL FOOT FOR FURNISHING AND INSTALLING MODIFIED WYOMING RAILING.
  - HOLLOW STRUCTURAL STEEL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A 500 GRADE B STRUCTURAL STEEL TUBING.
  - ALL OTHER STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270 GRADE 36.
  - ALL POST, RAILING, SPLICES, ANCHOR DEVICES AND PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123 AND ASTM A-153.
  - SPLICE LOCATIONS SHALL BE AS SHOWN IN PLAN.
  - JENNY AND PICK-UP HOLES IN RAILS AND SLEEVES SHALL BE SHOWN ON FABRICATOR'S SHOP PLANS.
  - ANCHOR BOLTS MAY BE TACK WELDED TO ANCHORAGE (SHOP OR FIELD).
  - ALL ROUGH EDGES ON POSTS AND RAILS SHALL BE GROUND SMOOTH.
  - POST BASE R/S SHALL BE FLAT AFTER FABRICATION.
  - RAILS SHALL NOT BE SHOP SPICED.
  - RAILING POSTS SHALL BE IN PLACE AND IN PROPER ALIGNMENT PRIOR TO PLACEMENT OF SIDEWALK.
  - THIS STEEL BARRIER IS ADAPTED FROM WYOMING D.O.T. STANDARD CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ENGINEER'S APPROVAL.

BILL OF MATERIAL		
COMPONENT	UNITS	QUANTITY
ANCHOR BOLT SETS	No.	96
POSTS	No.	98
STANDARD SLEEVES	No.	30
EXPANSION SLEEVES	No.	4
UPPER RAIL	LF.	478
LOWER RAIL	LF.	467
EPXY GROUTED RODS	No.	8
CLASS 1 CONCRETE	CY.	0.0
REINFORCING STEEL	LBS.	0.0

NO.	BY	DATE	DESCRIPTION

**MODIFIED WYOMING RAILING**

**CITY OF CHICAGO**  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF BRIDGES

DRAWN: \_\_\_\_\_ CHECKED: \_\_\_\_\_ APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_ SCALE: \_\_\_\_\_ SHEET NO. **563** CONTRACT NO. \_\_\_\_\_ PROJECT NO. \_\_\_\_\_

**AS BUILT DRAWINGS**

Certified By: *STEWART*

Date: *11/30/99*

Walsh Construction Company of Illinois

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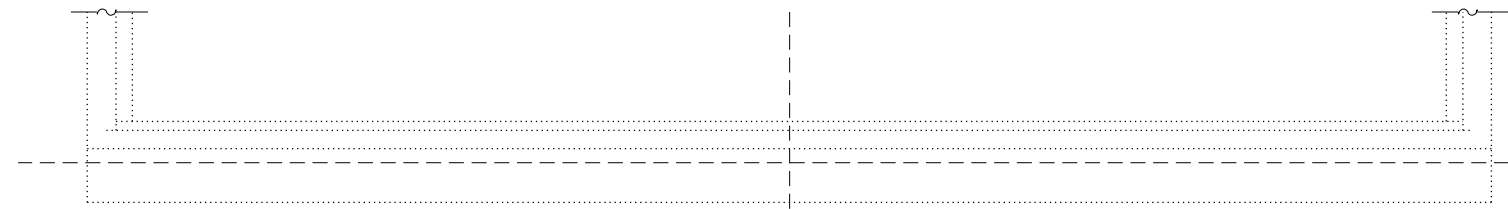
**HDR** HDR  
9450 W. BRYN MAWR AVE.  
ROSEMONT, IL 60018

USER NAME =	DESIGNED - SA	REVISED -
PLOT SCALE =	CHECKED - BHS	REVISED -
PLOT DATE = 3/2/2023	DRAWN - SA	REVISED -
	CHECKED - BHS	REVISED -

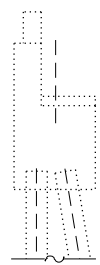
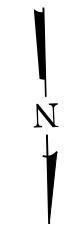
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EXAMPLE BRIDGE RAIL (FOR REFERENCE ONLY)**

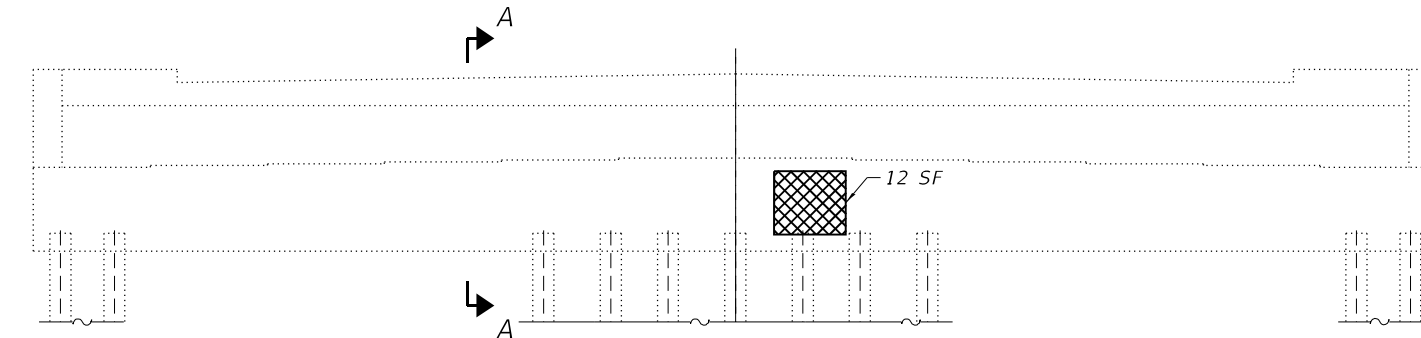
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	29
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				



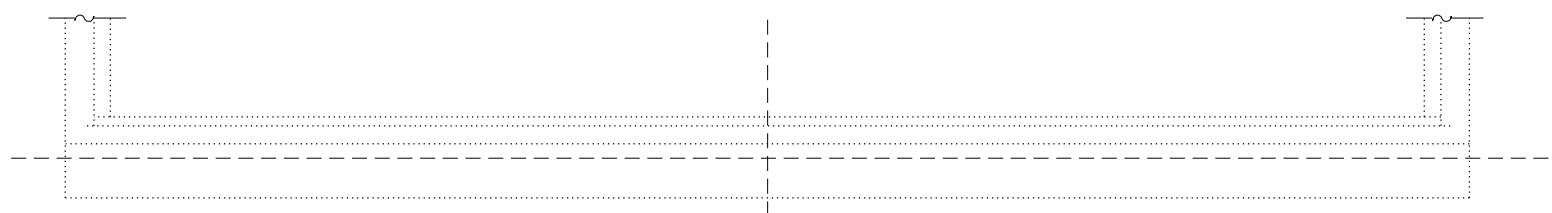
S. ABUTMENT PLAN



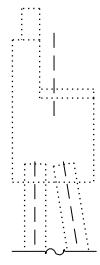
SECTION A-A



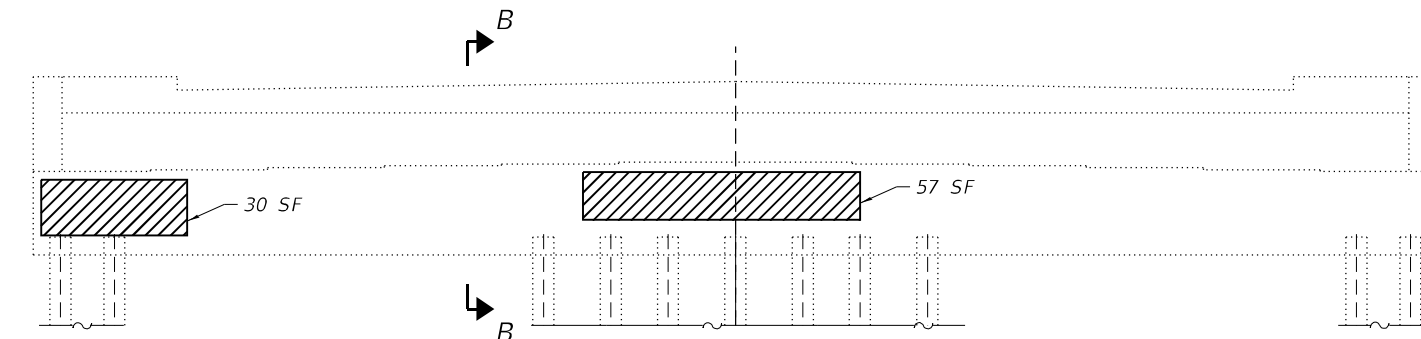
S. ABUTMENT ELEVATION



N. ABUTMENT PLAN



SECTION B-B



N. ABUTMENT ELEVATION

LEGEND

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

TWO ABUTMENTS  
BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to Or Less Than 5 Inches)	Sq. Ft.	87
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	12

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

USER NAME =	DESIGNED - SA	REVISED -
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PLOT SCALE =	DRAWN - SA	REVISED -
PLOT DATE = 3/2/2023	CHECKED - BHS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

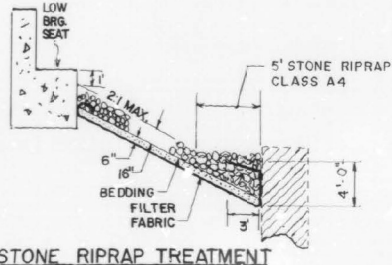
ABUTMENT REPAIRS  
 STRUCTURE NO. 016-2612

SHEET 14 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T47	

**BENCHMARK:**  
 TBM-1 CHISELED 'Q' ON CONCRETE RAIL AT SOUTHEAST CORNER OF FOSTER AVE. BRIDGE OVER THE NORTH BRANCH OF CHICAGO RIVER, WEST OF PULASKI ROAD ELEV. 601.20.  
 TBM-4 CHISELED 'Q' ON CONCRETE WALL AT STA. 14+00, RT PULASKI ROAD ELEV. 599.25.

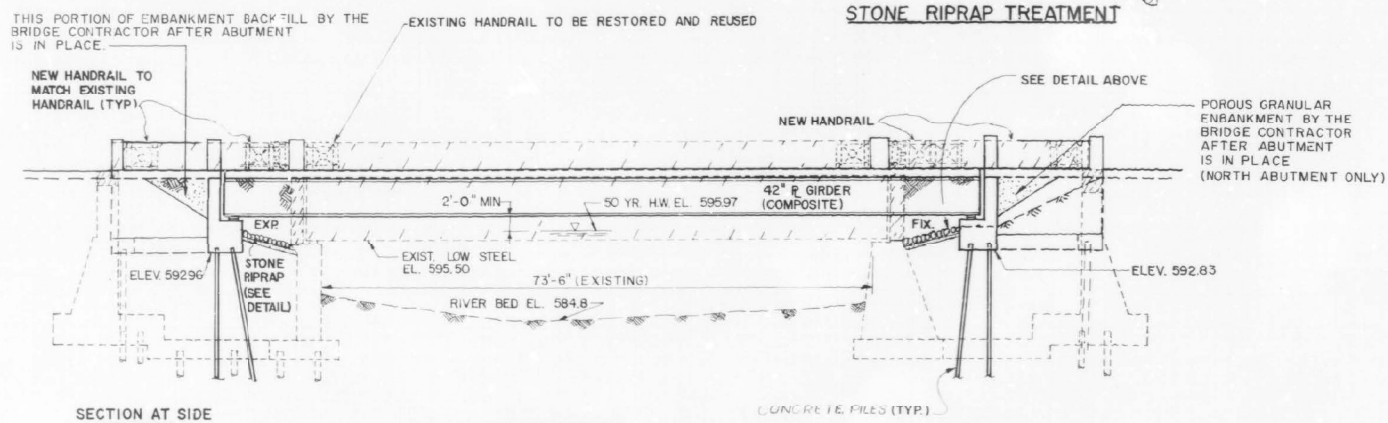
**EXISTING STRUCTURE:**  
 PULASKI ROAD (FAU 2812) BRIDGE OVER THE NORTH BRANCH OF THE CHICAGO RIVER IS A SINGLE SPAN PLATE GIRDER TYPE OF STRUCTURE BUILT IN 1913 AND WIDENED IN 1925 & 1941. IT CARRIES 4 LANES OF DUAL DIRECTIONAL TRAFFIC. THE LENGTH OF THE BRIDGE IS APPROXIMATELY 79' WITH A ROADWAY WIDTH OF 51'. TOTAL OUT TO OUT OF STRUCTURE IS 66'-0". SUBSTRUCTURE CONSISTS OF CONCRETE CLOSED ABUTMENTS, AND SUPERSTRUCTURE CONSISTS OF STEEL GIRDERS & CONCRETE DECK.  
 THE SUPERSTRUCTURE AND PORTION OF SUBSTRUCTURE SHALL BE REMOVED. PART OF EXISTING ABUTMENTS SHALL BE MAINTAINED AND SHALL BE USED AS RETAINING WALL. NEW PILE BENT ABUTMENTS SHALL BE BUILT BEHIND EXISTING ABUTMENTS.  
 TRAFFIC TO BE MAINTAINED UTILIZING STAGED CONSTRUCTION.  
 NO SALVAGE, EXCEPT FOR STEEL HANDRAIL.



STATION 10+82.2  
 BUILT 199 BY  
 STATE OF ILLINOIS  
 F.A.U. 2812 SEC. 3434-IR-89  
 F.A. PROJ. 2812-1003 (102)  
 LOADING HS 20  
 STR. NO. 016-2612  
**NAME PLATE**  
 SEE STD. 2113

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812 3434-IR-89	COOK	44	12
STA 10+29.91		TO STA 11+34.49	
ILL. ROAD DIST. NO. 11-1018		FED. AID PROJECT	

SHEET S-1 OF 25 SHEETS



**TOTAL BILL OF MATERIAL**

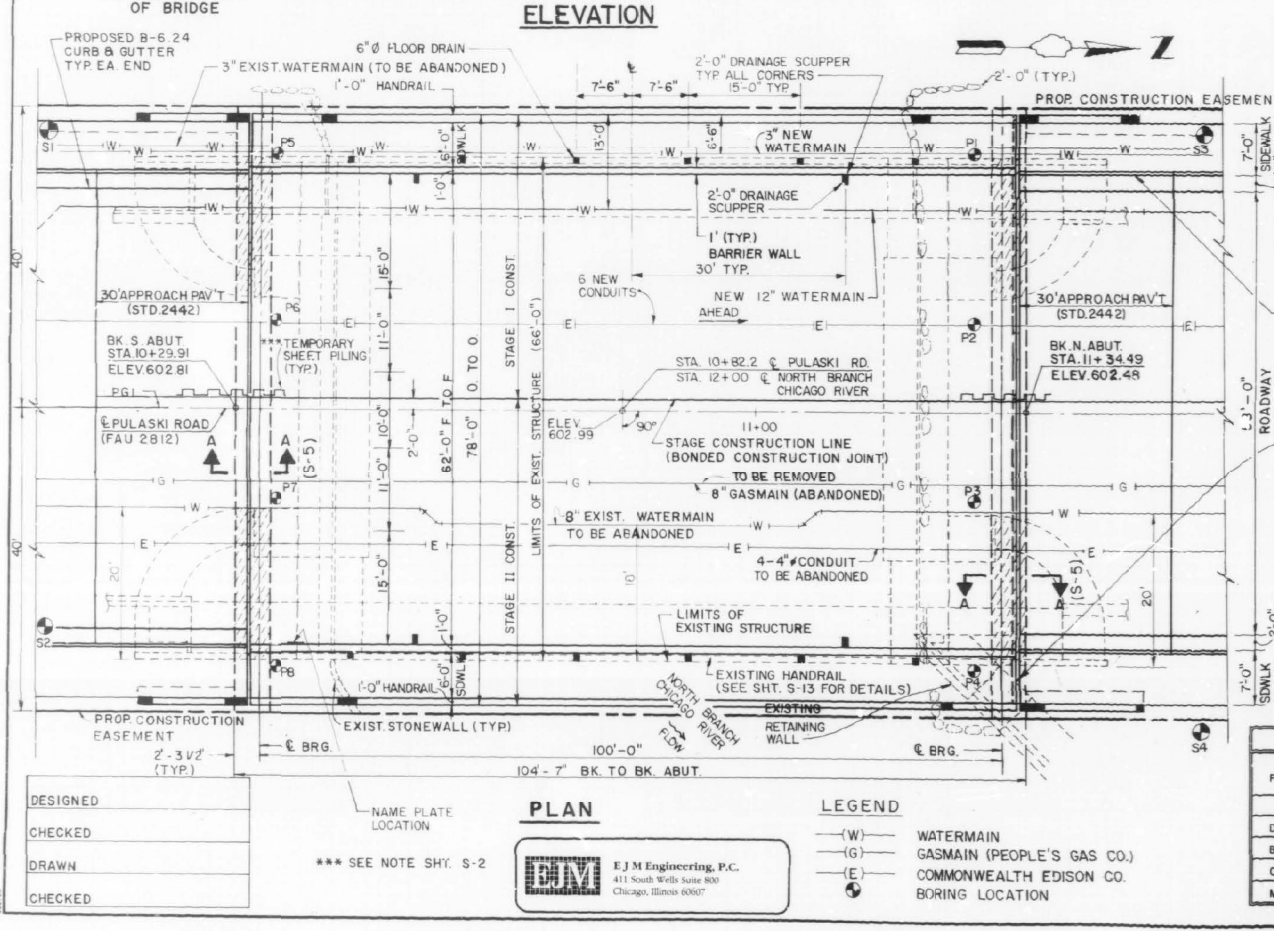
ITEM	UNIT	SUB	SUPER	TOTAL
CONCRETE REMOVAL	C.Y.	97.2		97.2
STRUCTURE EXCAVATION	C.Y.	490		490
PREFORMED JOINT SEAL 4"	L.F.		80	80
PREFORMED JOINT SEAL 1 3/4"	L.F.		80	80
CLASS X CONCRETE - SUPERSTRUCTURE	C.Y.		268.6	268.6
PROTECTIVE COAT	S.Y.		92	92
CLASS X CONCRETE	C.Y.	192.2		192.2
ERECTING STRUCTURAL STEEL	L.S.		1	1
POROUS GRANULAR EMBANKMENT	C.Y.	100		100
DRAINAGE SCUPPERS, SPECIAL	EA.		4	4
REINFORCEMENT BARS - EPOXY COATED	LB.	24,410	84,720	109,130
REMOVAL OF EXISTING SUPERSTRUCTURE	EACH		1	1
FURNISHING CONCRETE PILES	L.F.	1,716		1,716
DRIVING CONCRETE PILES	L.F.	1,716		1,716
NAME PLATE	EA.		1	1
BRIDGE RAIL, SPECIAL	L.F.		39	39
BRIDGE SEAT SEALER	S.F.	470		470
BRIDGE DECK GROOVING	S.Y.		676	676
TEST PILE CONCRETE	EA.	2		2
PARAPET RAILING	L.F.		203	203
STONE RIPRAP, CLASS A4	S.Y.	164		164
TEMPORARY SHEET PILING	S.F.	2800		2800
BAR SPICERS	EA.	72	296	368
STUD SHEAR CONNECTORS	EA.		2,196	2,196
FLOOR DRAINS	EA.		12	12
FILTER FABRIC FOR USE WITH RIP RAP	S.Y.	154		154
REMOVAL & RE-ERECTING EXISTING RAIL	L.F.		153	153
TEMPORARY SUPPORT SYSTEM	EA.		1	1
FURNISHING & ERECTING STRUCTURAL STEEL	LBS.		6620	6620
INSTALLING ELASTOMERIC BRG ASSEMBLY TYPE I	EA.		12	12

**DESIGN SPECIFICATIONS**  
 1992 AASHTO

**LOADING HS20-44**  
 ALLOW 25 PSF FOR FUTURE WEARING SURFACE

**DESIGN STRESSES**  
 $f_c = 3500$  psi  
 $f_y = 60,000$  psi (REINF. STEEL)  
 $f_y = 50,000$  psi (STRUCTURAL STEEL) AASHTO M270 (GRADE 50)  
 $f_y = 36,000$  psi (STRUCTURAL STEEL) AASHTO M270 (GRADE 36)

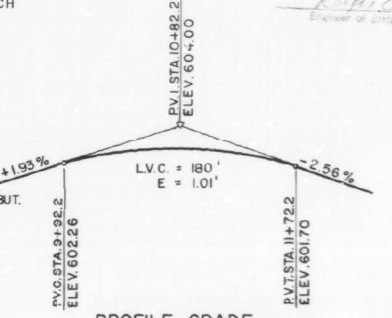
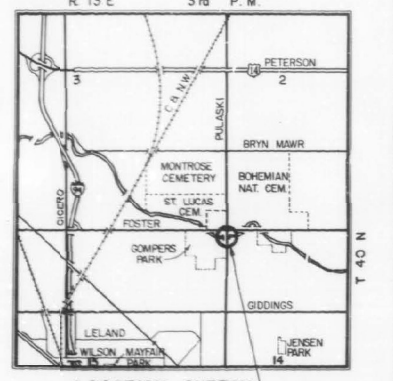
**SEISMIC DATA**  
 S.P.C. = A  
 A = .04  
 S = 1.2



10" CURB TRANSITION 5" TO 9" (TYP ALL CORNERS) COST INCIDENTAL TO APPROACH PAVEMENT.

EXCAVATE THE AREA ADJACENT TO WHERE ABUTMENT IS TO BE CONSTRUCTED. REMOVE WALL & WALL FOUNDATION REQUIRED TO CONSTRUCT ABUTMENT.  
 RECONSTRUCT WALL AROUND ABUTMENT USING 1" PREMOULDED JOINT MATERIAL WHERE WALL MEETS ABUT.  
 DEMOLISH & REMOVE ONLY THAT MATERIAL OF THE EXISTING STRUCTURE OBSTRUCTING THE CONSTRUCTION OF THE NEW BRIDGE.

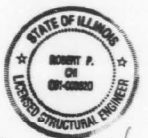
APPROVED FOR STRUCTURAL ADEQUACY ONLY  
 R. P. U. 11-30-94  
 REGISTERED PROFESSIONAL ENGINEER



**WATERWAY INFORMATION**

DRAINAGE AREA = 112.6 SQ. MILE LOW GRADE ELEV. = 596.78 @ STA. 14+00

FLOOD YEAR	Q C.F.S.	OPENING SQ. FT.		NAT. N.W.E.	HEAD - FT.		HEADWATER ELEV.		
		EXIST.	PROP.		EXIST.	PROP.	EXIST.	PROP.	
10	2342	480	593.32	0.08	0.00	593.40	593.32		
DESIGN	50	3550	670	655	595.97	0.30	0.00	596.27	595.97
BASE	100	4120	620	745	597.16	0.50	0.00	597.66	597.16
OVERTOPPING	500	5520	620	806	595.75	1.19	0.04	600.94	599.79
MAX. CALC.	500								

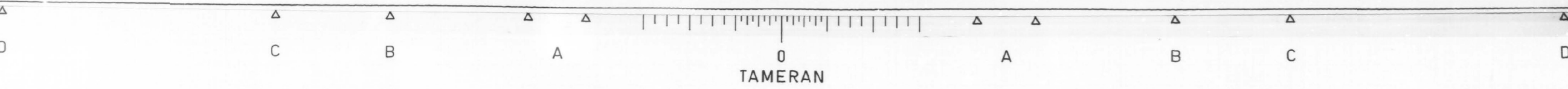


R. P. U.  
 Expires 11-30-94

**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN & ELEVATION**  
 PULASKI ROAD OVER  
 NORTH BRANCH CHICAGO RIVER  
 (FAU 2812) SECTION 3434-IR-89  
 STA 10+29.91 TO 11+34.49  
 COOK COUNTY  
 STRUCTURE NO. 016-2612  
 SCALE NONE DRAWN BY P.K.(BJG)  
 DATE: 11-12-93 CHECKED BY (RAV)



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 3/2/2023 1:48:37 PM



USER NAME	DESIGNED	REVISIONS
SA	SA	-
BHS	BHS	-
SA	SA	-
BHS	BHS	-

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)  
 STRUCTURE NO. 016-2612

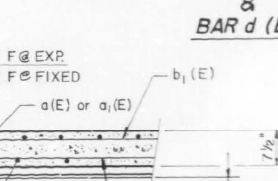
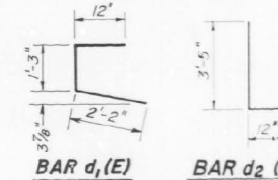
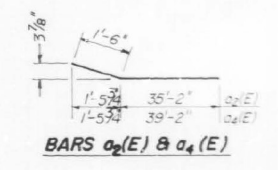
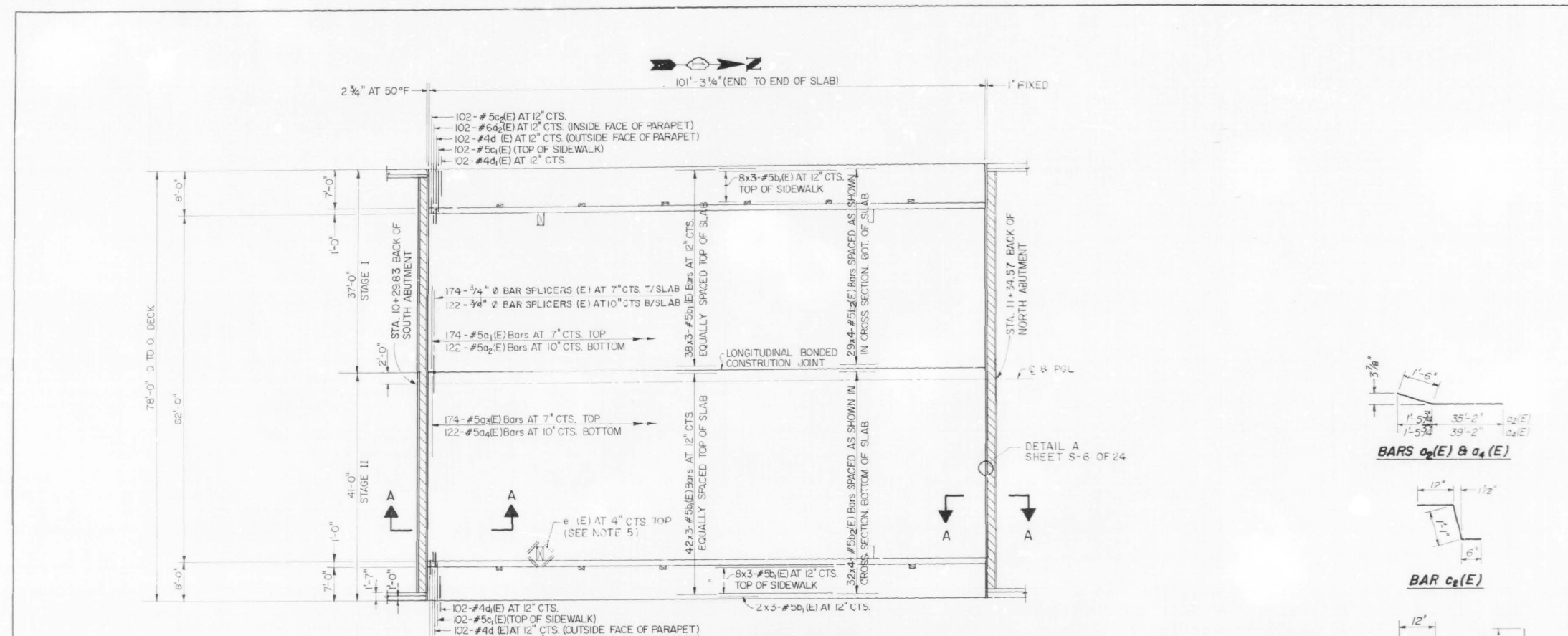
SHEET 15 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	31
CONTRACT NO. 62T47				

ILLINOIS FED. AID PROJECT



F.A.U. RT.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
2812	3434-IR-89	COOK	44	16
STA. 10+29.91		TO STA. 11+34.49		
SHEET S-5 OF 25 SHEETS				

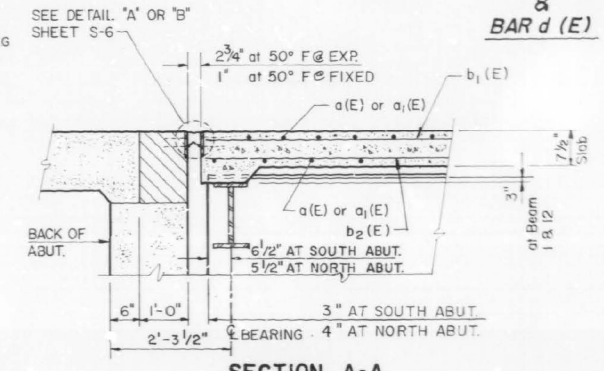
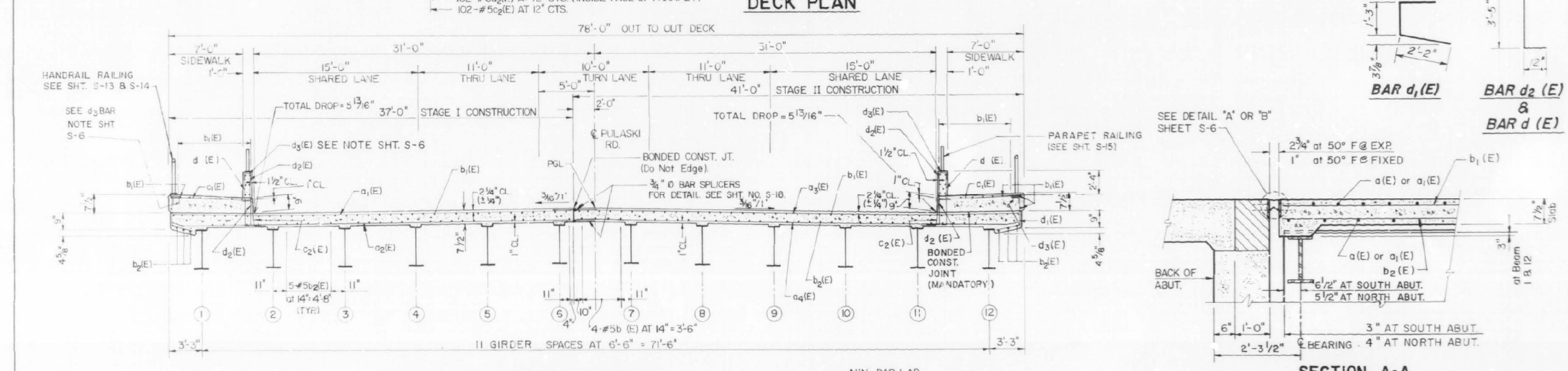


### BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a1 (E)	174	#5	36'-8"	—
a2 (E)	122	#5	35'-8"	—
a3 (E)	174	#5	40'-8"	—
a4 (E)	122	#5	40'-8"	—
b1 (E)	1300	#5	35'-0"	—
b2 (E)	244	#5	27'-0"	—
c1 (E)	204	#5	7'-7"	—
c2 (E)	204	#5	2'-7"	—
d (E)	204	#4	4'-5"	L
d1 (E)	204	#4	4'-5"	L
d2 (E)	204	#6	4'-5"	L
e (E)	32	#5	2'-0"	—

ITEM	UNIT	TOTAL
Class X Concrete Superstructure	Cu. Yd.	234.0
Reinforcement Bars Epoxy Coated	Pounds	8299.0
Protective Coat	Sq. Yd.	92
Bar Splicers	Ea.	296



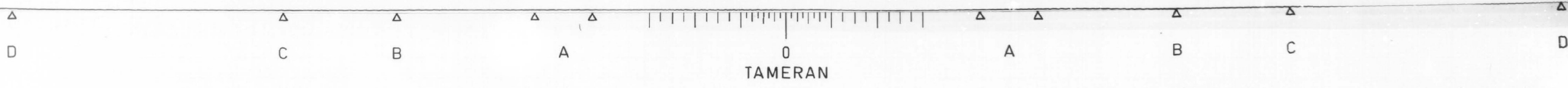
- NOTES:**
- Reinforcement Bars Design Designated thus; 30x5-#5 etc. indicates 30 lines of Bars with 5 lengths per line.
  - Reinforcement Bars designated (E) shall be Epoxy Coated.
  - For Parapet & Sidewalk Details, see sheet no. S-6.
  - Hatched area to be poured after superstructure forms have been removed. Quantity of Concrete to be included with Class X Concrete Superstructure.
  - See sheet S-1 of 24 for drain locations & sheet S-19 of 24 for drain details.

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE DETAILS**  
 PULASKI ROAD OVER  
 NORTH BRANCH CHICAGO RIVER  
 (FAU 2812) SECTION 3434-IR-89  
 STA. 10+29.91 TO STA. 11+34.49  
 COOK COUNTY  
 STRUCTURE NO. 016-2612

SCALE: NONE  
 DATE: 11-12-93  
 DRAWN BY: PRK  
 CHECKED BY: RAW



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

USER NAME =	DESIGNED - SA	REVISED -
PLOT SCALE =	CHECKED - BHS	REVISED -
PLOT DATE = 3/2/2023	DRAWN - SA	REVISED -
	CHECKED - BHS	REVISED -

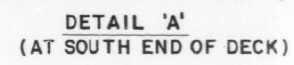
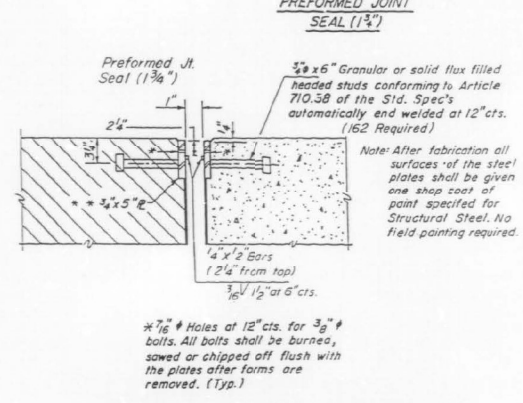
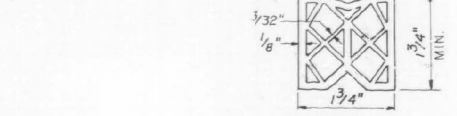
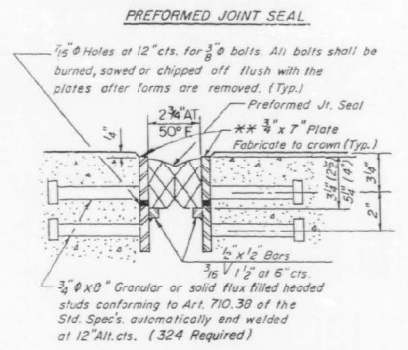
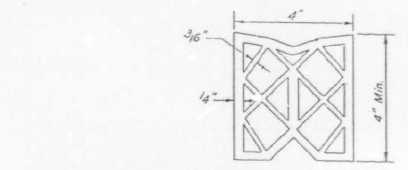
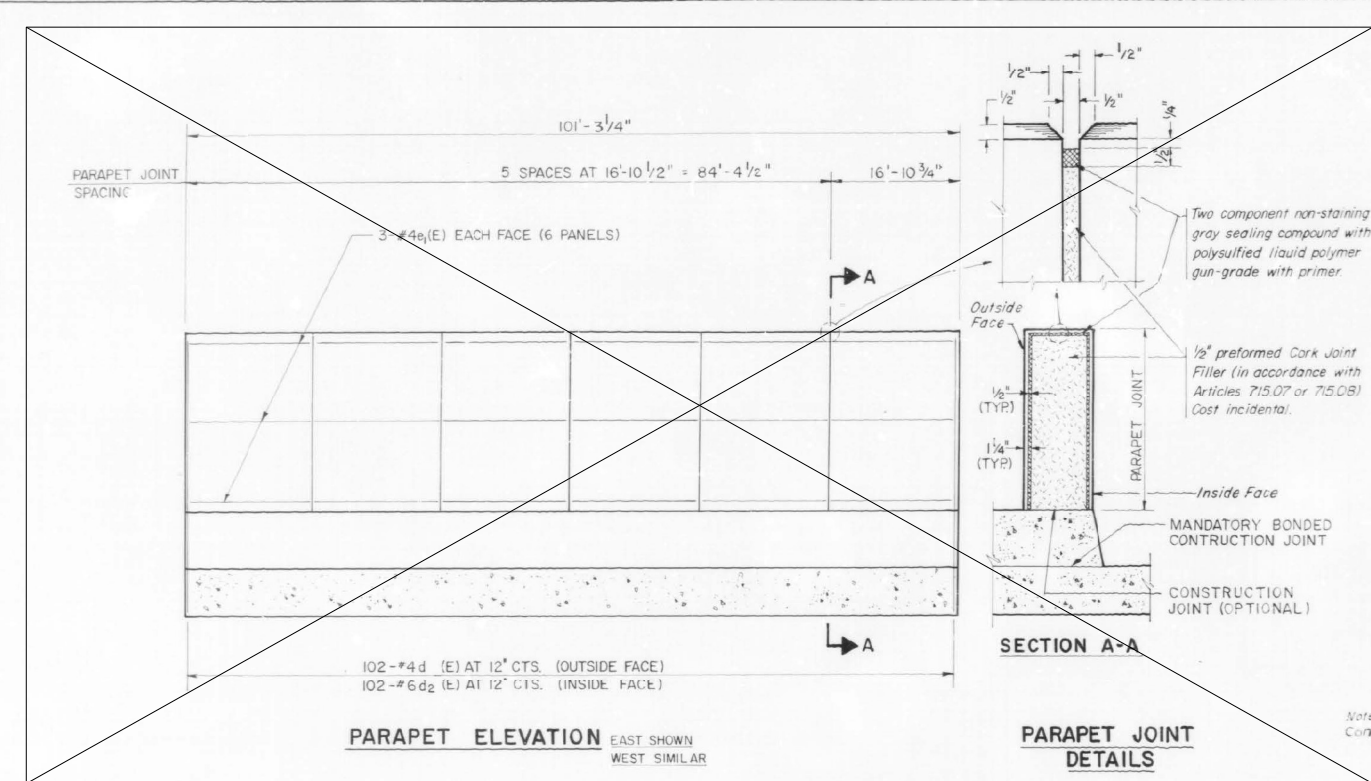
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)  
 STRUCTURE NO. 016-2612

F.A.U. RT.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
2812	FAU 2812 22 BJ	COOK	45	32
CONTRACT NO. 62T47				
ILLINOIS FED. AID PROJECT				

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812 3434-1R-89	COOK	44	17
STA 10+29.91 TO STA 11+34.49			

SHEET S-6 OF 25 SHEETS

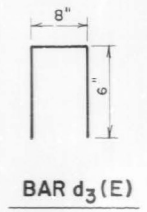
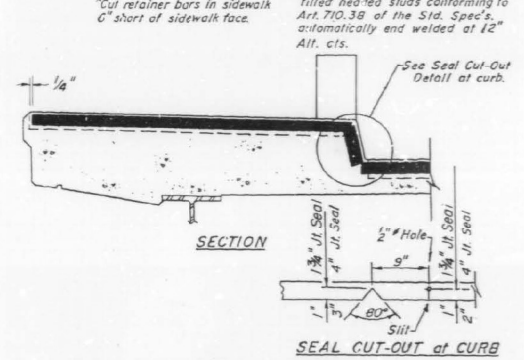
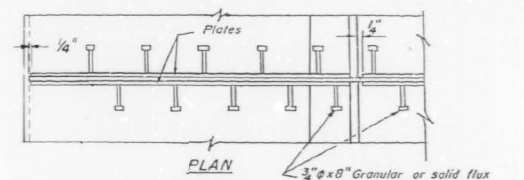
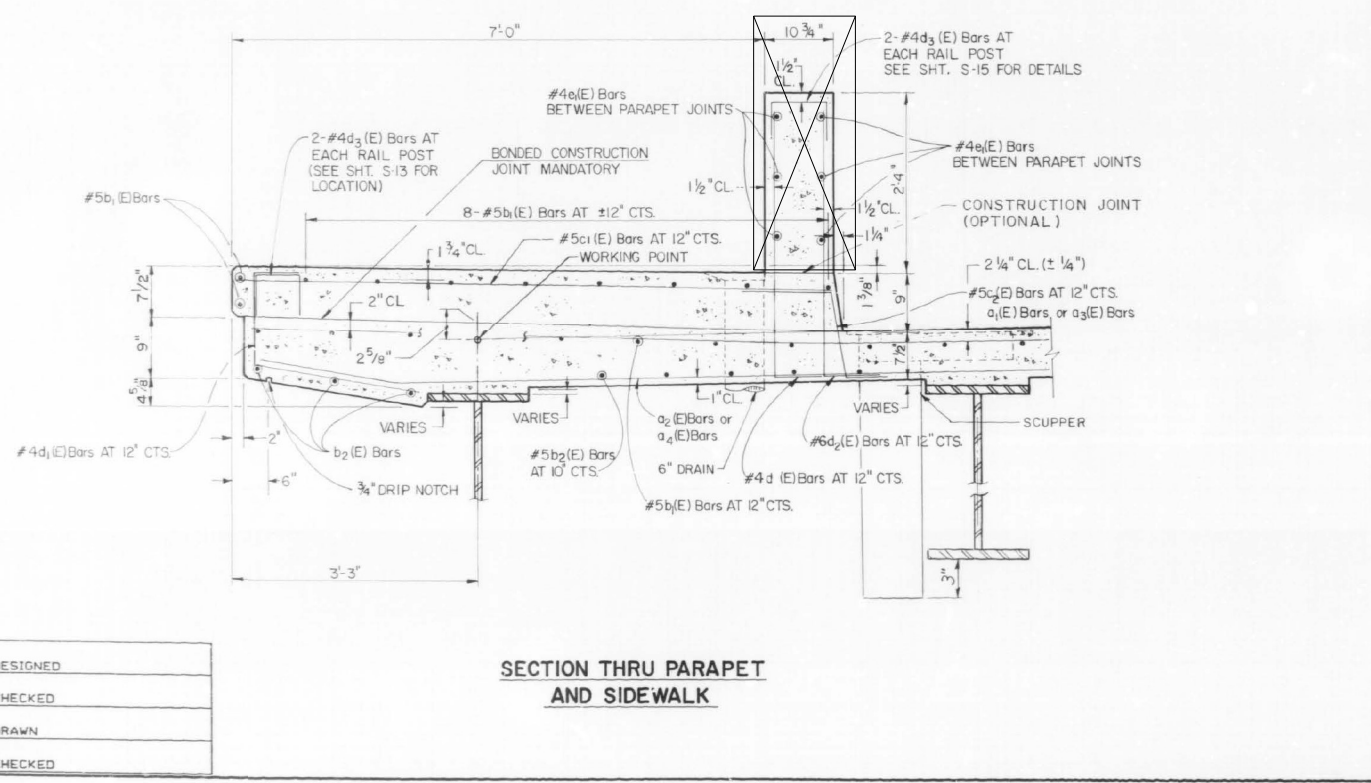


**BILL OF MATERIAL**

BAR NO.	SIZE	LENGTH	SHAPE
d <sub>1</sub> (E)	#4	16'-6"	—
d <sub>3</sub> (E)	#4	1'-8"	□

ITEM	UNIT	TOTAL
Class X Concrete Superstructure	Cu. Yd.	15.1
Reinforcement Bars Epoxy Coated	Pounds	980
Preformed Joint Seal 4"	Lin. Ft.	80
Preformed Joint Seal 1 3/4"	Lin. Ft.	80



SEAL TREATMENT AT SIDEWALK

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

**REVISIONS**

NAME	DATE

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DECK DETAILS**

PULASKI ROAD OVER NORTH BRANCH CHICAGO RIVER (FAU 2812) SECTION 3434-1R-89 STA. 10+29.91 TO STA. 11+34.49 COOK COUNTY STRUCTURE NO. 016-2612

SCALE: NONE DRAWN BY: PRK DATE: 11-12-93 CHECKED BY: RAW



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**HDR**

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

USER NAME =	DESIGNED - SA	REVISED -
PLOT SCALE =	CHECKED - BHS	REVISED -
PLOT DATE = 3/2/2023	DRAWN - SA	REVISED -
	CHECKED - BHS	REVISED -

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

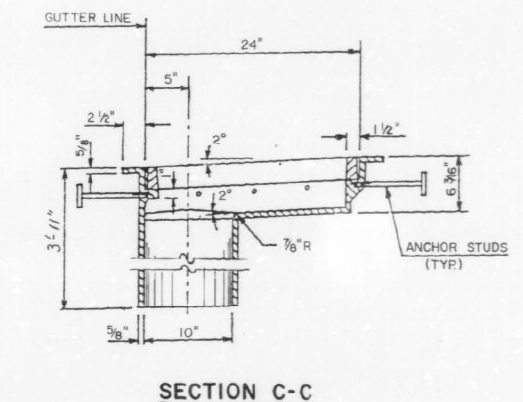
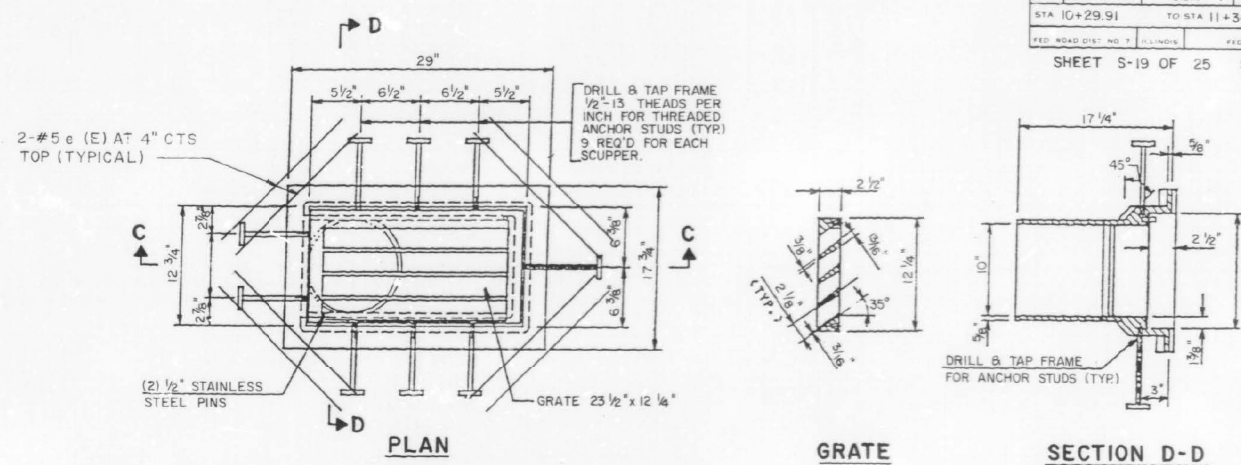
**EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)**  
**STRUCTURE NO. 016-2612**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	33
				CONTRACT NO. 62T47

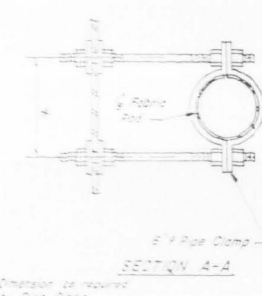
SHEET 17 OF 19 SHEETS

ILLINOIS FED. AID PROJECT

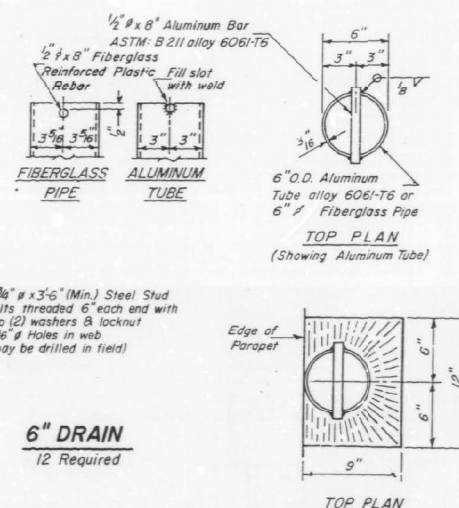
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812 3434-IR-89	COOK	44	30
STA 10+29.91 TO STA 11+34.49			
SHEET S-19 OF 25 SHEETS			



SECTION C-C  
BRIDGE SCUPPER



NOTE: Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
The surface of the fiberglass pipe shall be free of bond inhibiting agents.  
The exterior surfaces of the floor drain shall be painted with the acrylic paint as specified in the standard specifications.  
The exterior surfaces of the drain shall be cleaned and given a washcoat pretreatment accordance with Steel Structures Painting Council's Spec. SSPC-SPI & SSPC-Paint 27 prior to painting.



6" DRAIN  
12 Required

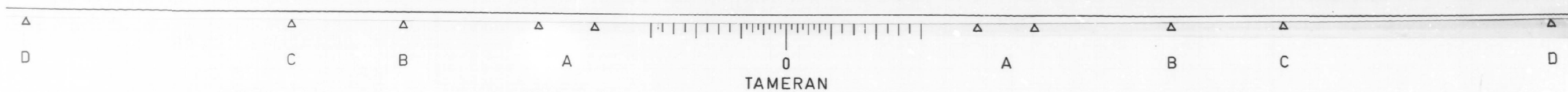
Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 30.  
Bolts and washers shall conform to the requirements of ASTM A307.  
All bolts and washers shall be galvanized in accordance with AASHTO M232.  
As an alternate bolts and washers may be stainless steel conforming to the requirements of ASTM A193, Type 304.  
Cost of the Grate, Frame, Stainless Steel Pins and drilling & tapping of holes for anchor studs including complete installation of scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS, SPECIAL" of the type specified.

REVISIONS	
NAME	DATE

**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
**BRIDGE SCUPPER DETAILS**

PULASKI ROAD OVER  
NORTH BRANCH CHICAGO RIVER  
(FAU 2812) SECTION 3434-IR-89  
STA 10+29.91 TO 11+34.49  
COOK COUNTY  
STRUCTURE NO. 016-2612

SCALE: NONE      DRAWN BY: PRK  
DATE: 11-12-93      CHECKED BY: RAW

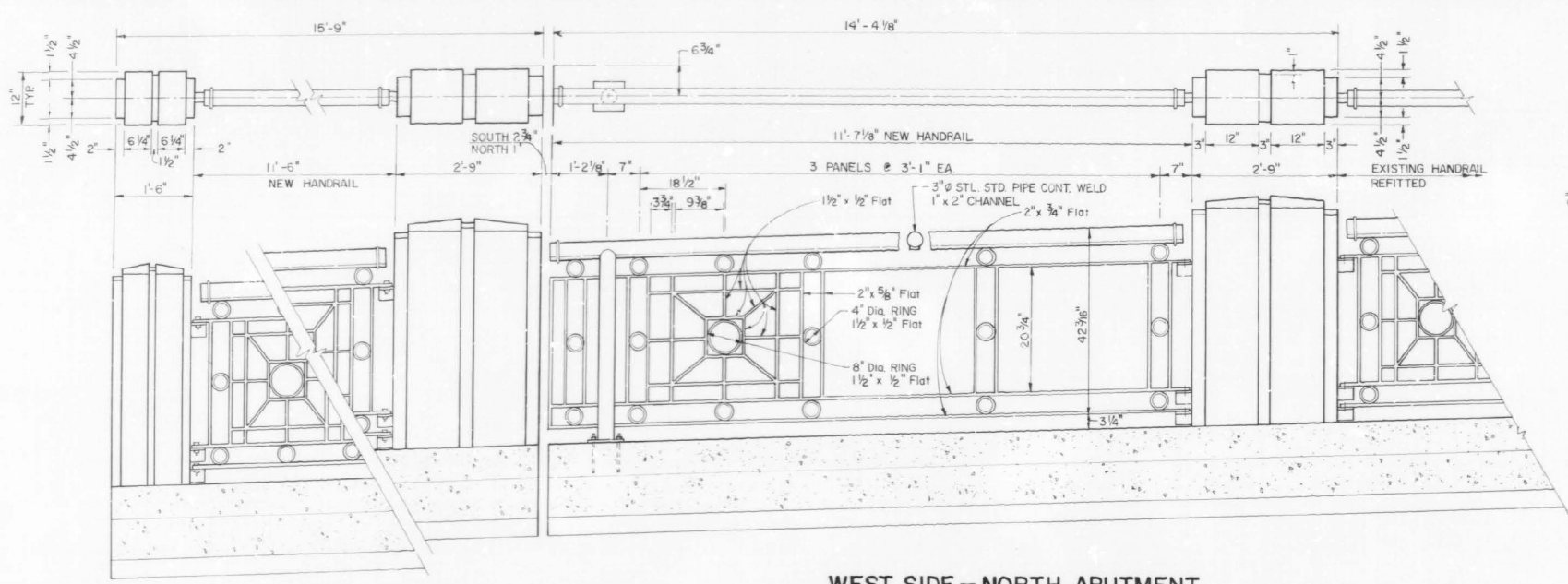


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 HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	USER NAME =	DESIGNED - SA	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)</b> <b>STRUCTURE NO. 016-2612</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - BHS	REVISED -			2812	FAU 2812 22 BJ	COOK	45	34
	PLOT DATE = 3/2/2023	DRAWN - SA	REVISED -			CONTRACT NO. 62T47				
	CHECKED - BHS	REVISED -	ILLINOIS FED. AID PROJECT							

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA 10+29.91	TO STA 11+34.49		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

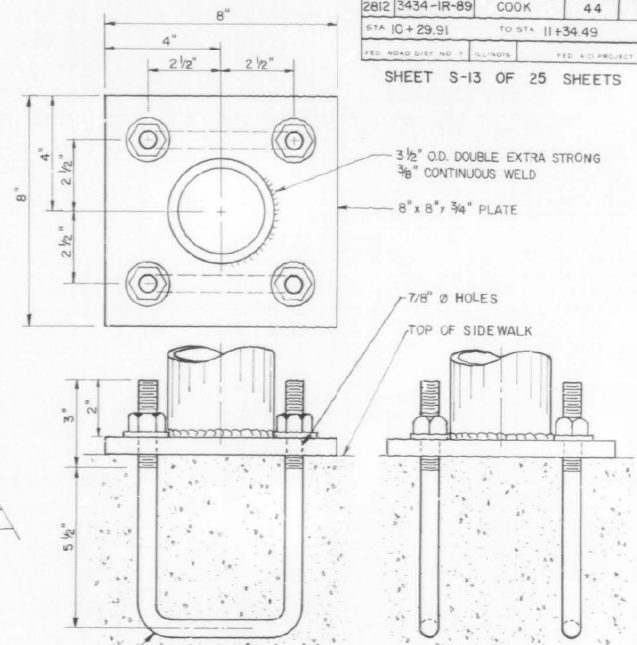
SHEET S-13 OF 25 SHEETS



**WEST SIDE - NORTH ABUTMENT  
EAST SIDE - SOUTH ABUTMENT**

SCALE: 3/8" = 1'-0"

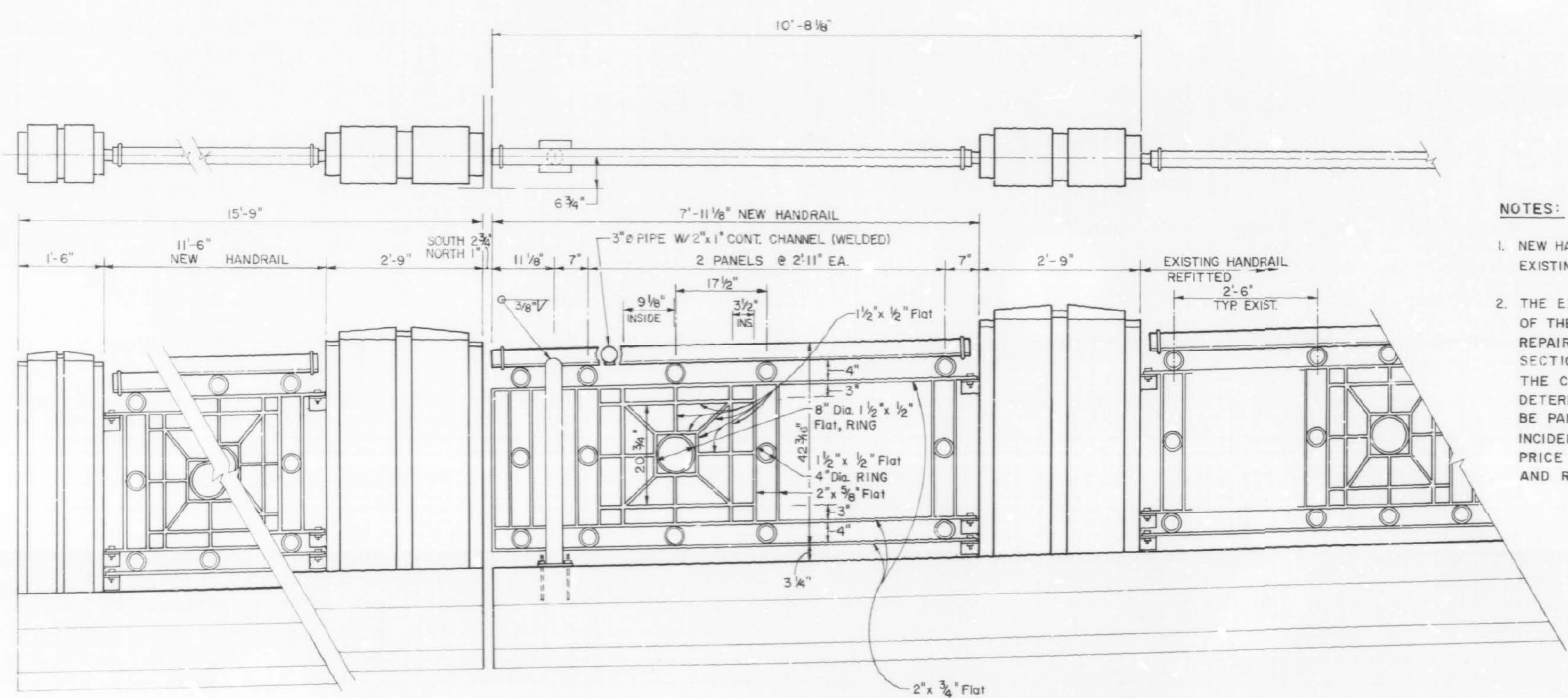
NOTE: EXISTING HANDRAIL POSTS ARE TO BE CUT OFF AT THE SURFACE OF THE WALKWAY, STORED FOR REUSE. HANDRAIL POSTS MAY BE FITTED WITH 3" Ø PIPE SECTION TO COMPLY WITH THE REQUIRED RAILING CLEARANCE.



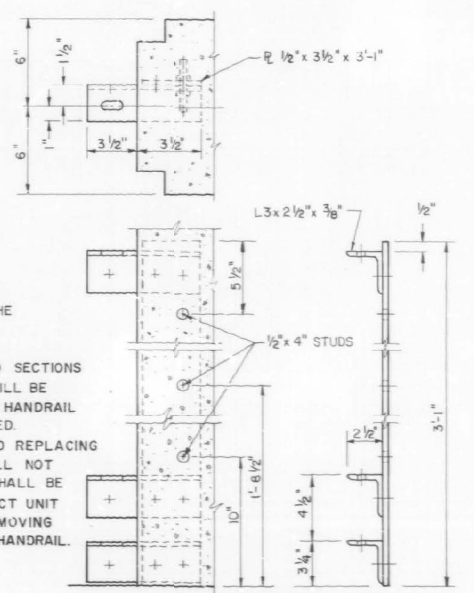
**POST CONNECTION DETAIL (12 REQ'D)**

3/4" Ø BOLTS WITH NUT AND WASHER (2 PER POST)

SCALE: 3/8" = 1"



**EAST SIDE - NORTH ABUTMENT  
WEST SIDE - SOUTH ABUTMENT**



**PIER DETAIL (16 REQ'D)**

- NOTES:
1. NEW HANDRAIL SHALL MATCH THE EXISTING HANDRAIL.
  2. THE EXISTING DETERIORATED SECTIONS OF THE STEEL HANDRAIL WILL BE REPAIRED AND THE MISSING HANDRAIL SECTIONS WILL BE REPLACED. THE COST OF REPAIRING AND REPLACING DETERIORATED SECTIONS WILL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE LINEAR FEET OF REMOVING AND RE-ERECTING EXISTING HANDRAIL.

DESIGNED	
CHECKED	
DRAWN	
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BRIDGE RAIL SPECIAL**  
PULASKI ROAD OVER  
NORTH BRANCH CHICAGO RIVER  
(FAU 2812) SECTION 3434-IR-89  
STA. 10+29.91 TO STA. 11+34.49  
COOK COUNTY  
STRUCTURE NO. 016-2612  
SCALE: NONE  
DATE: 11-12-93  
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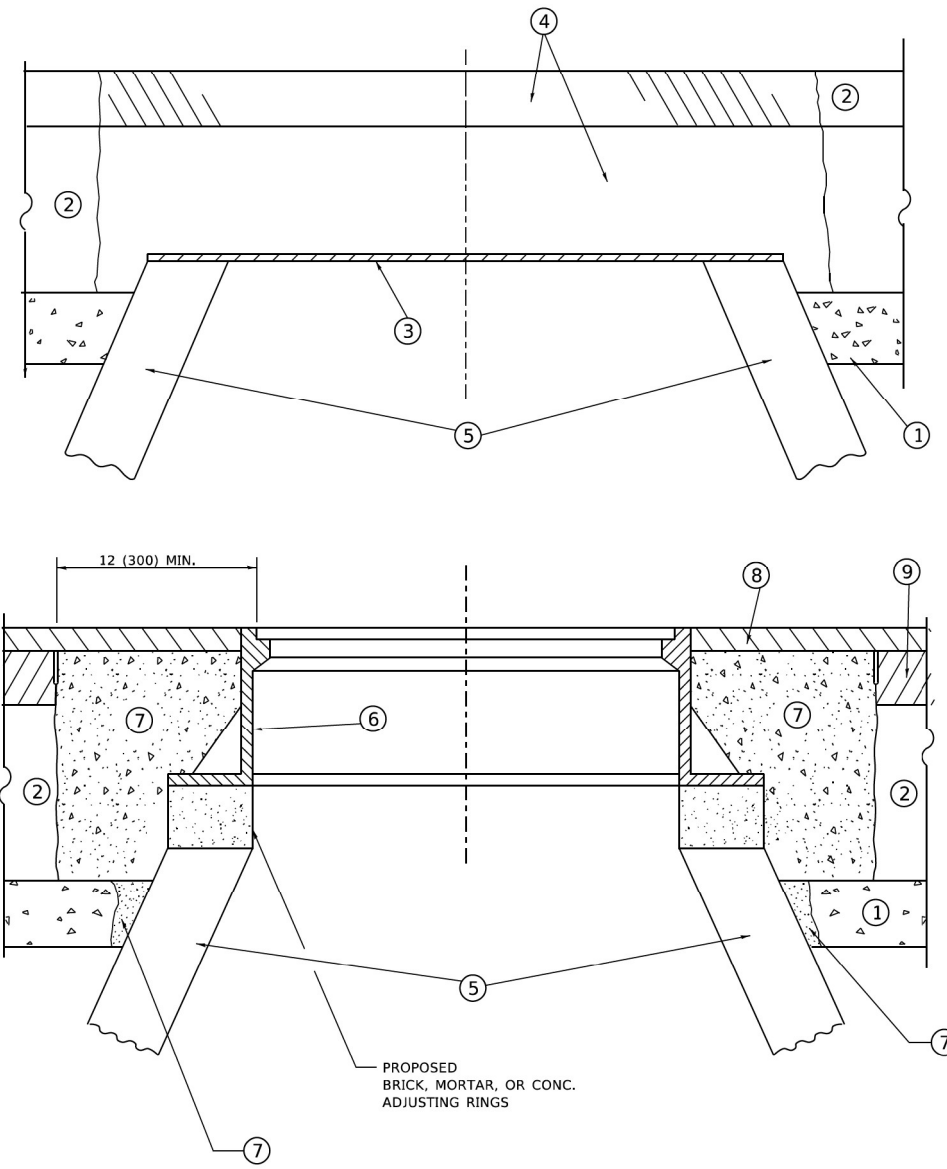
**HDR**  
9450 W. BRYN MAWR AVE.  
ROSEMONT, IL 60018

USER NAME =	DESIGNED - SA	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE =	DRAWN - SA	REVISED -
PLOT DATE = 3/2/2023	CHECKED - BHS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING BRIDGE PLANS (FOR REFERENCE ONLY)  
STRUCTURE NO. 016-2612**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	35
			CONTRACT NO. 62T47	
		ILLINOIS FED. AID PROJECT		



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

**NOTES**

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

**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. 1 1/2 (40) 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-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- \* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES**

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

**BASIS OF PAYMENT**

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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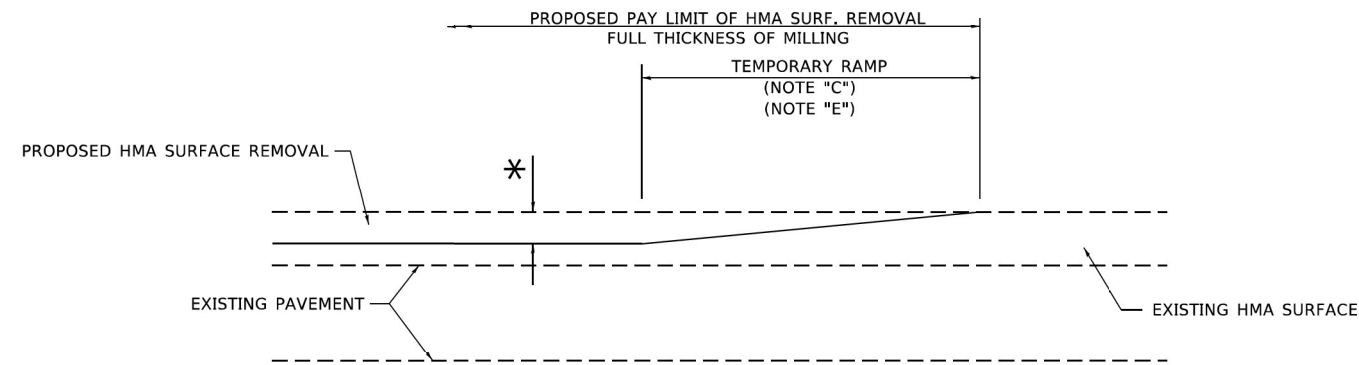
<p>HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018</p>	USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100,0000 ' / in.	DRAWN -	REVISED - R. BORO 03-09-11
	PLOT DATE = 2/2/2022	CHECKED -	REVISED - R. BORO 12-06-11
		DATE - 10-25-94	REVISED - K. SMITH 02-01-22

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE				SHEET 1 OF 1 SHEETS				STA. TO STA.			
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**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

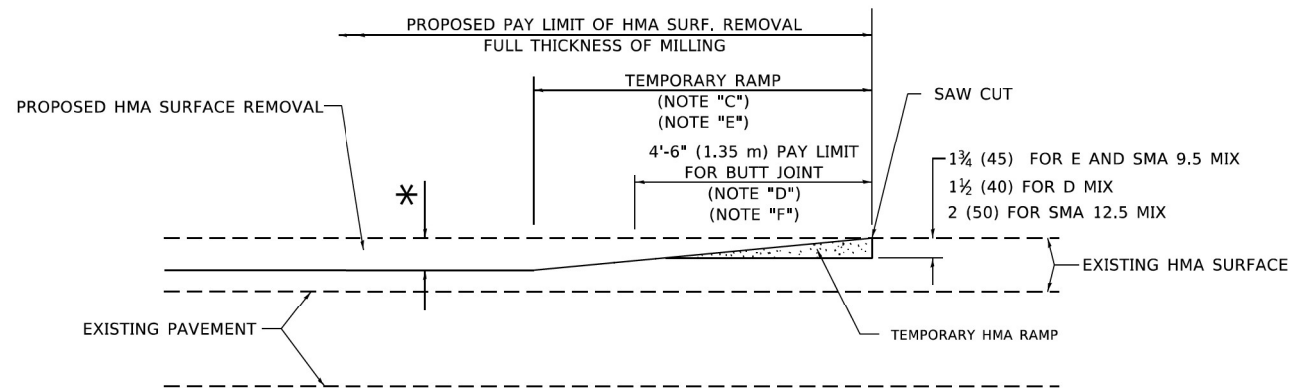
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	36
BD600-03 (BD-08)			CONTRACT NO. 62T47	
ILLINOIS		FED. AID PROJECT		



**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

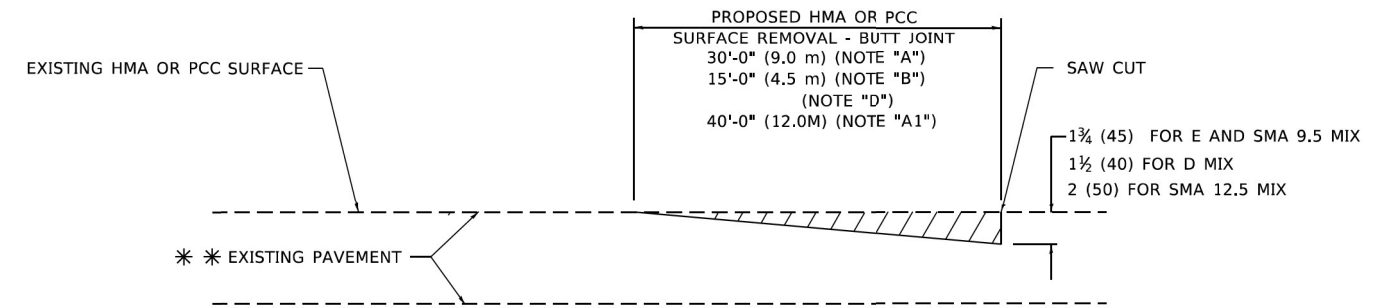


**HMA CONSTRUCTED TEMPORARY RAMP**

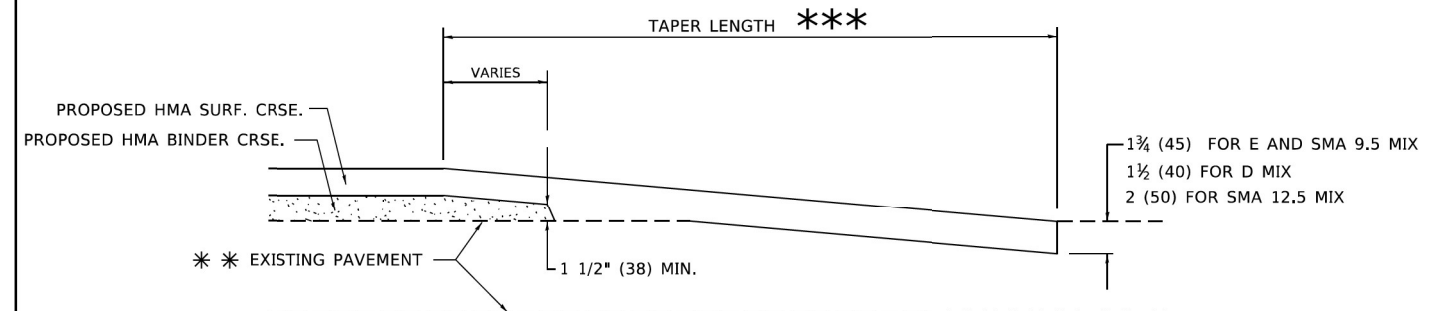
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



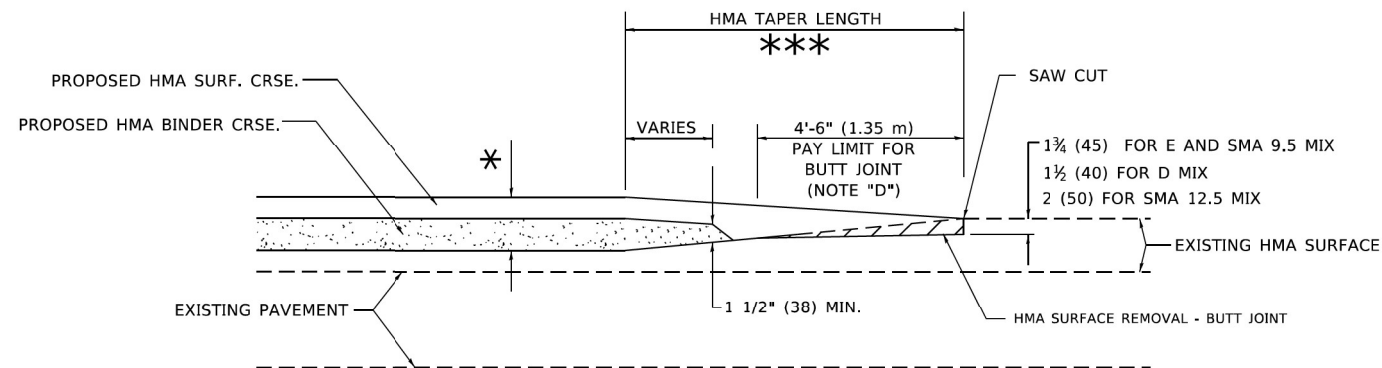
**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

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



**BUTT JOINT AND HMA TAPER**

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

**GENERAL NOTES**

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

**BASIS OF PAYMENT**

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

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

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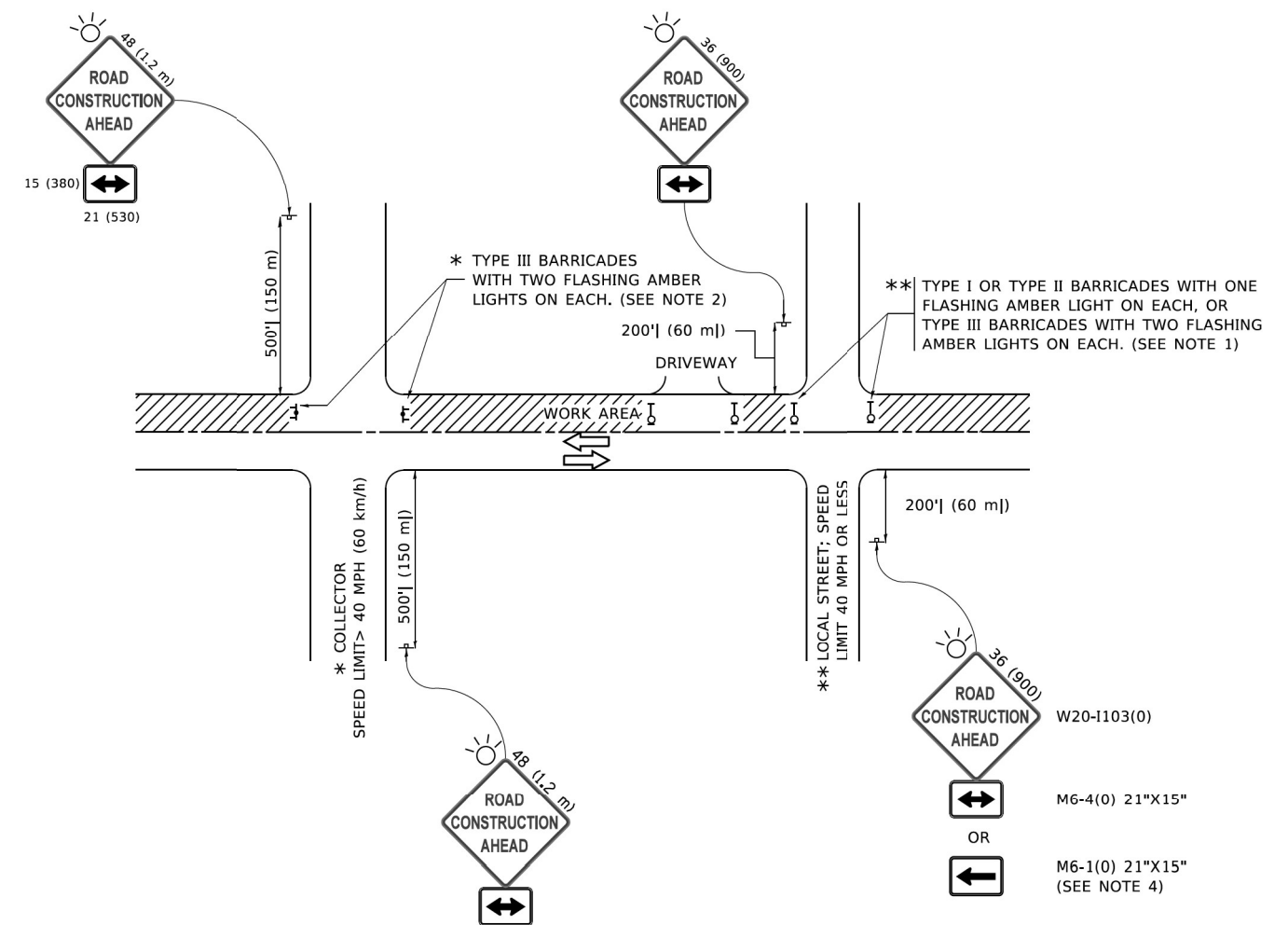
USER NAME = demanchelt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 2/2/2022	CHECKED -	REVISED - R. BORO 01-01-07
	DATE - 06-13-90	REVISED - K. SMITH 02-01-22

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 B1	COOK	45	37
BD400-05 BD-32		CONTRACT NO. 62T47		
ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

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USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
PLOT SCALE = 50,0000 1/1	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

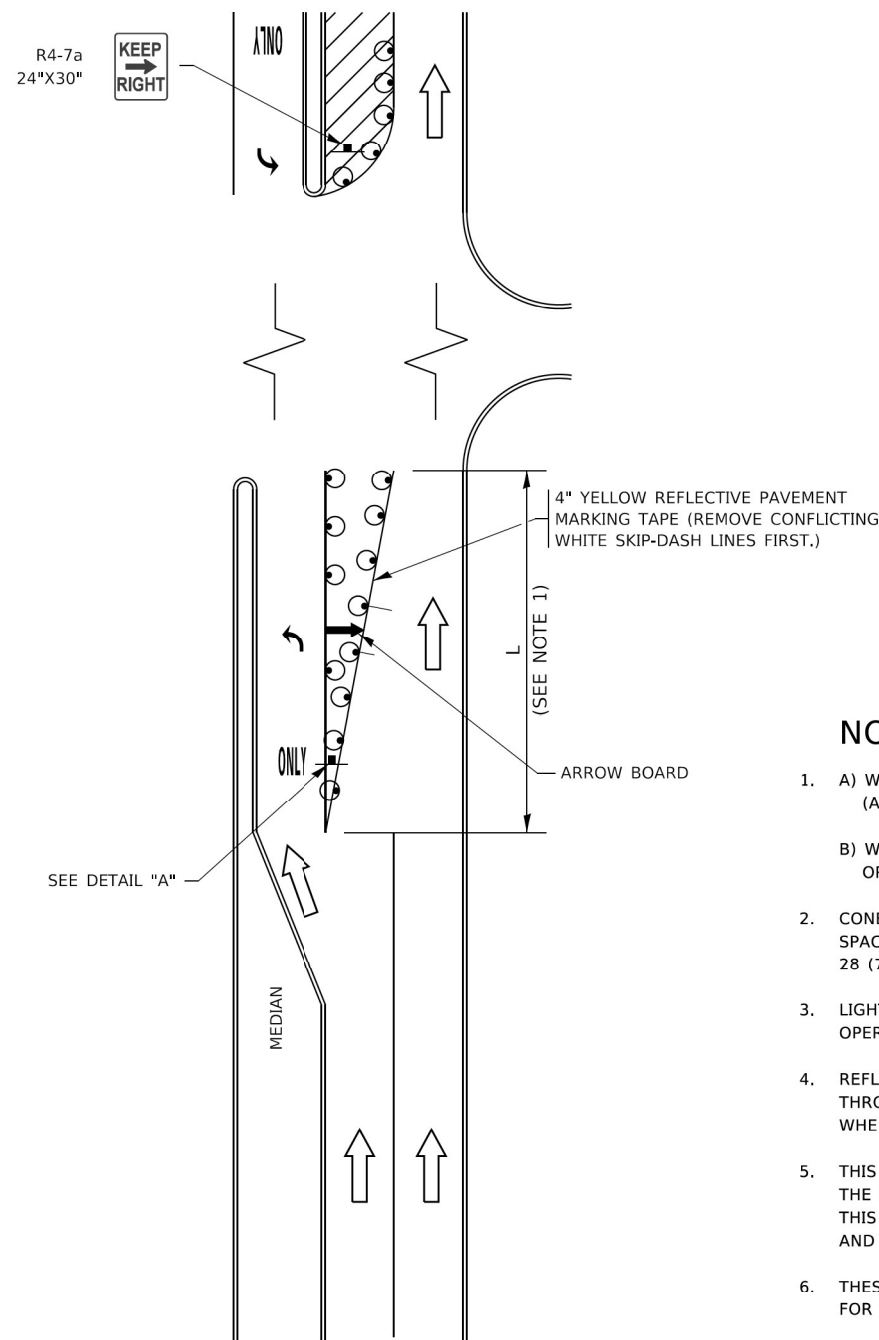
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

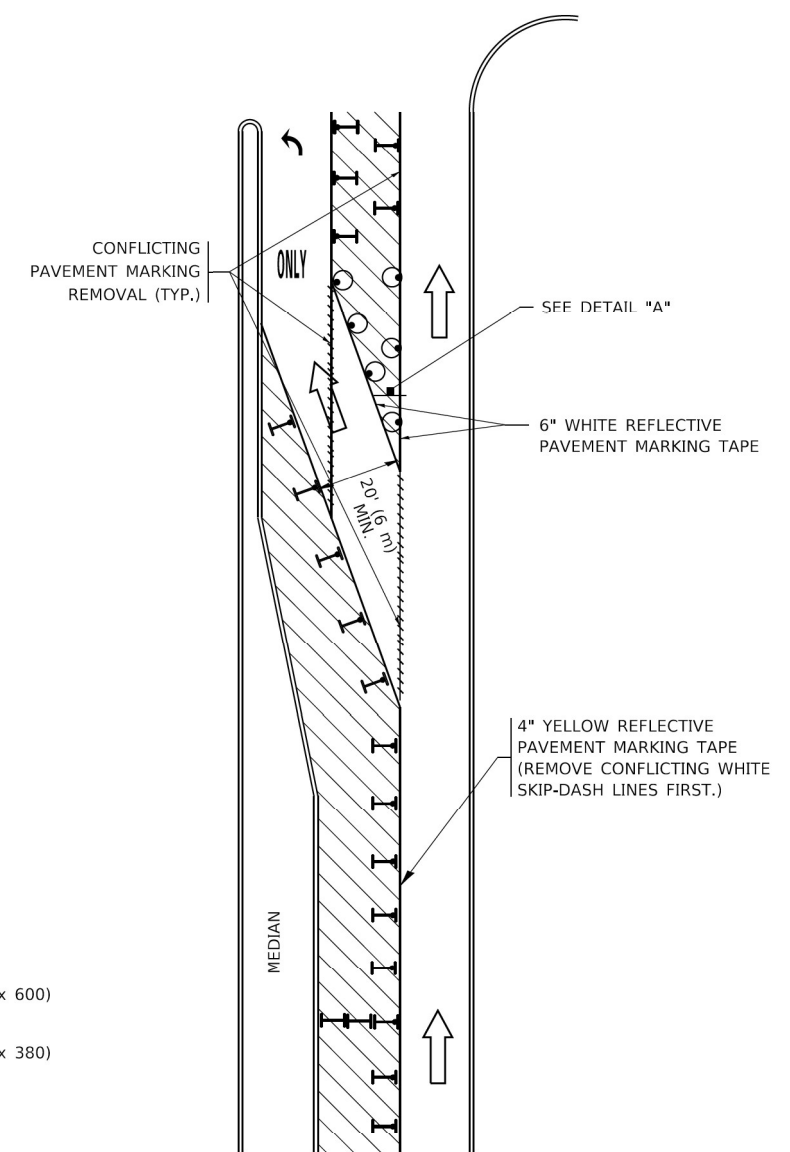
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2812	FAU 2812 22 BJ	COOK	45	38
<b>TC-10</b>			CONTRACT NO. 62T47	
ILLINOIS FED. AID PROJECT				

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



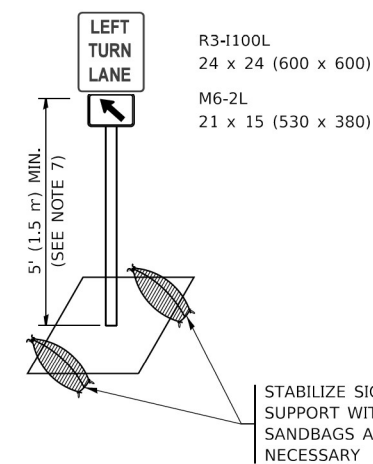
**FIGURE 2**

### LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

### NOTES:

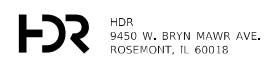
1. A) WHEN "L" IS  $\leq$  THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
 B) WHEN "L" IS  $>$  THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



**DETAIL A**

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

MODEL: D:\draft\...  
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USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

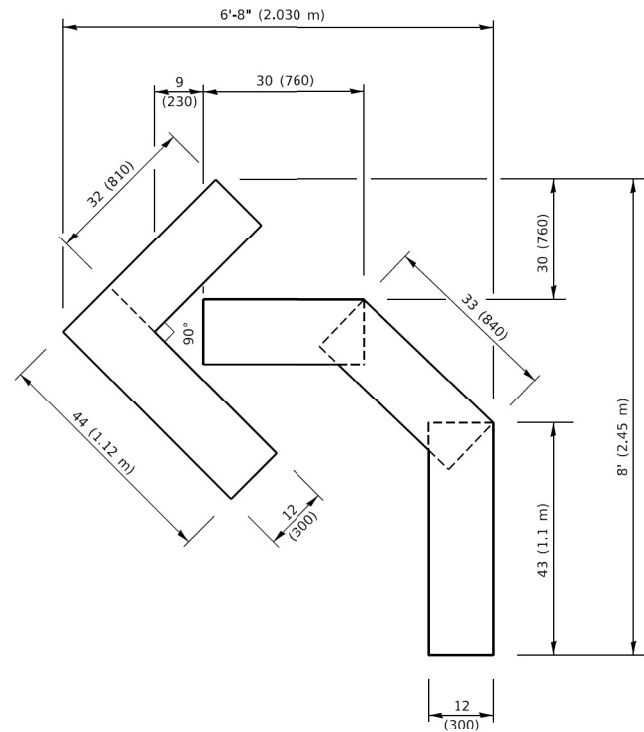
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

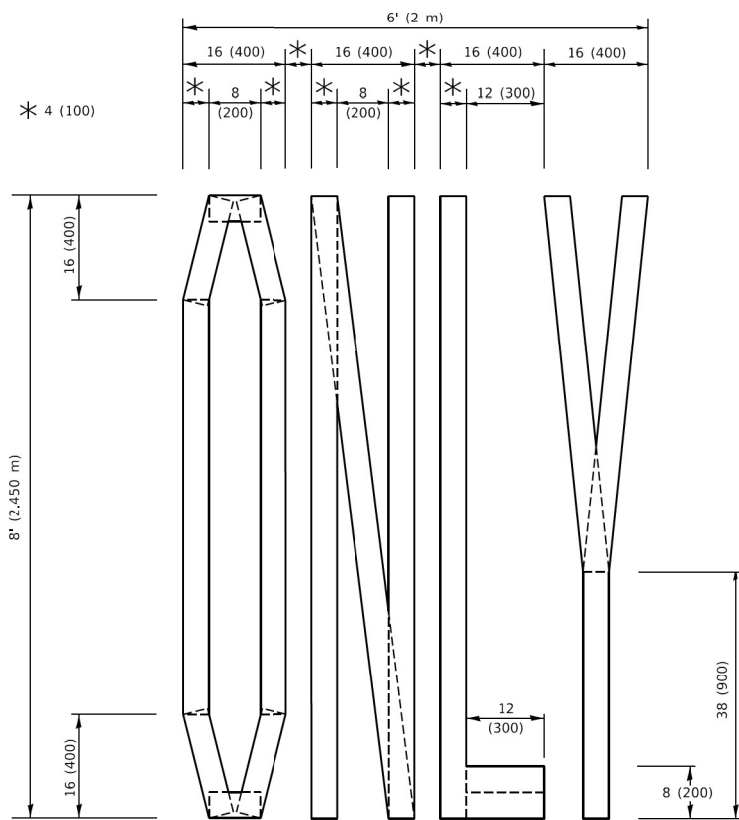
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TC-14		CONTRACT NO. 62T47		
ILLINOIS FED. AID PROJECT				





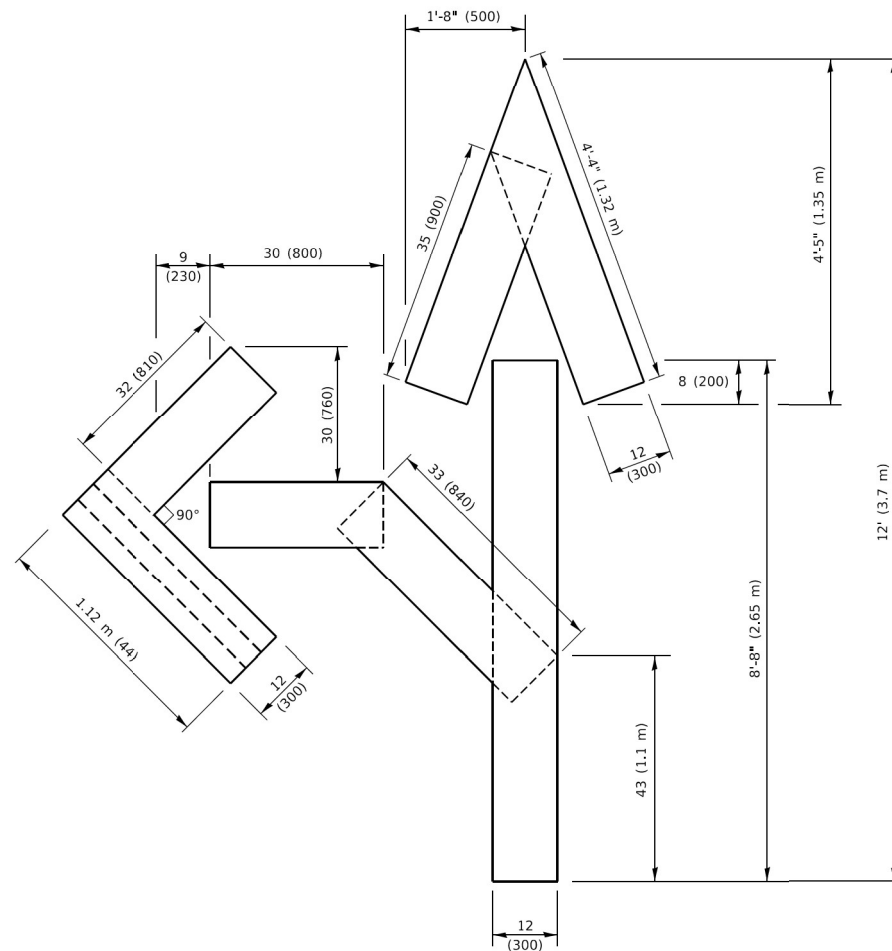
**QUANTITY**

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



**QUANTITY**

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

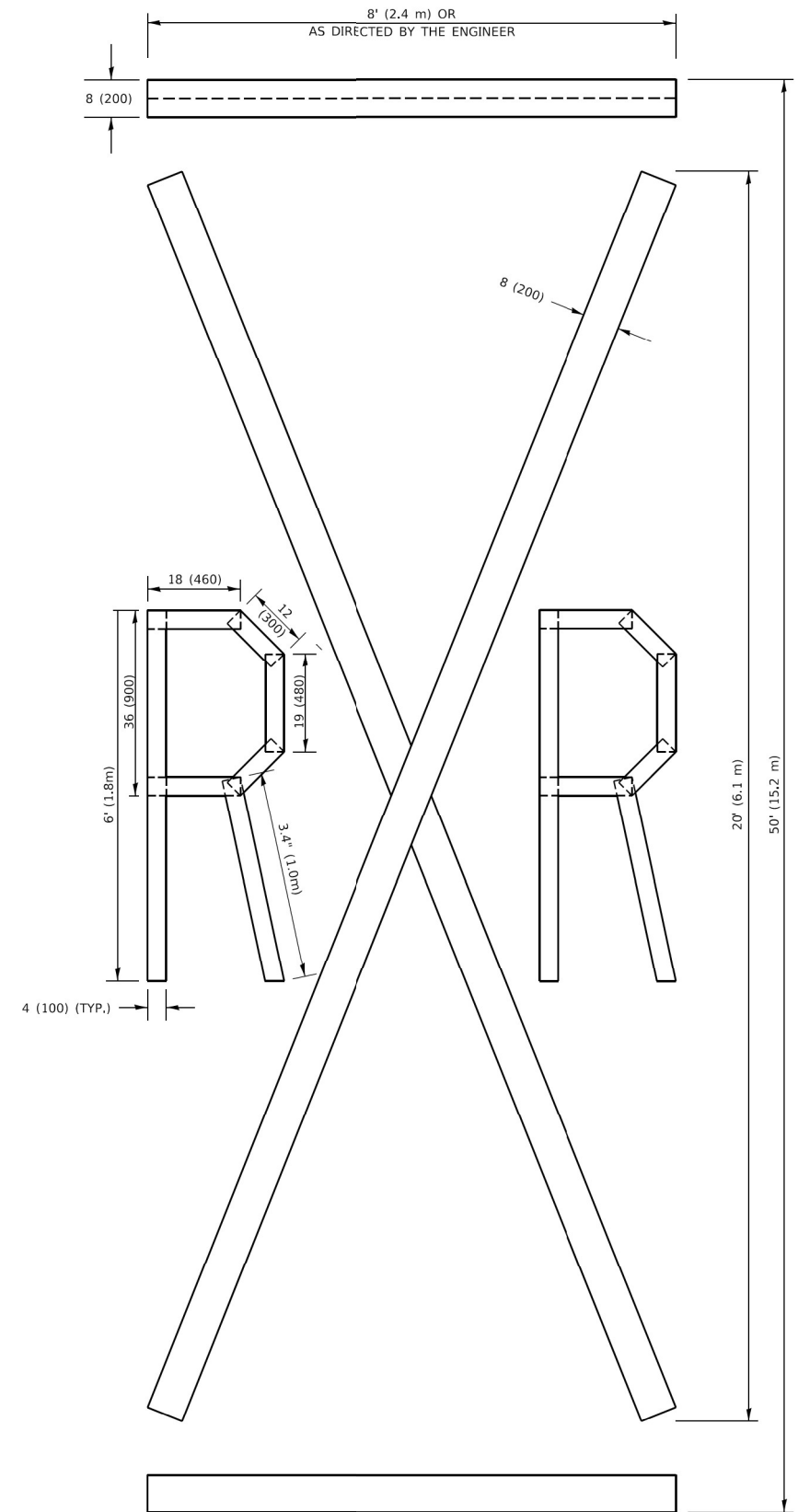


**QUANTITY**

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

**NOTE:**

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

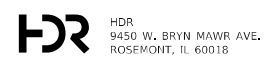


**QUANTITY**

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

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

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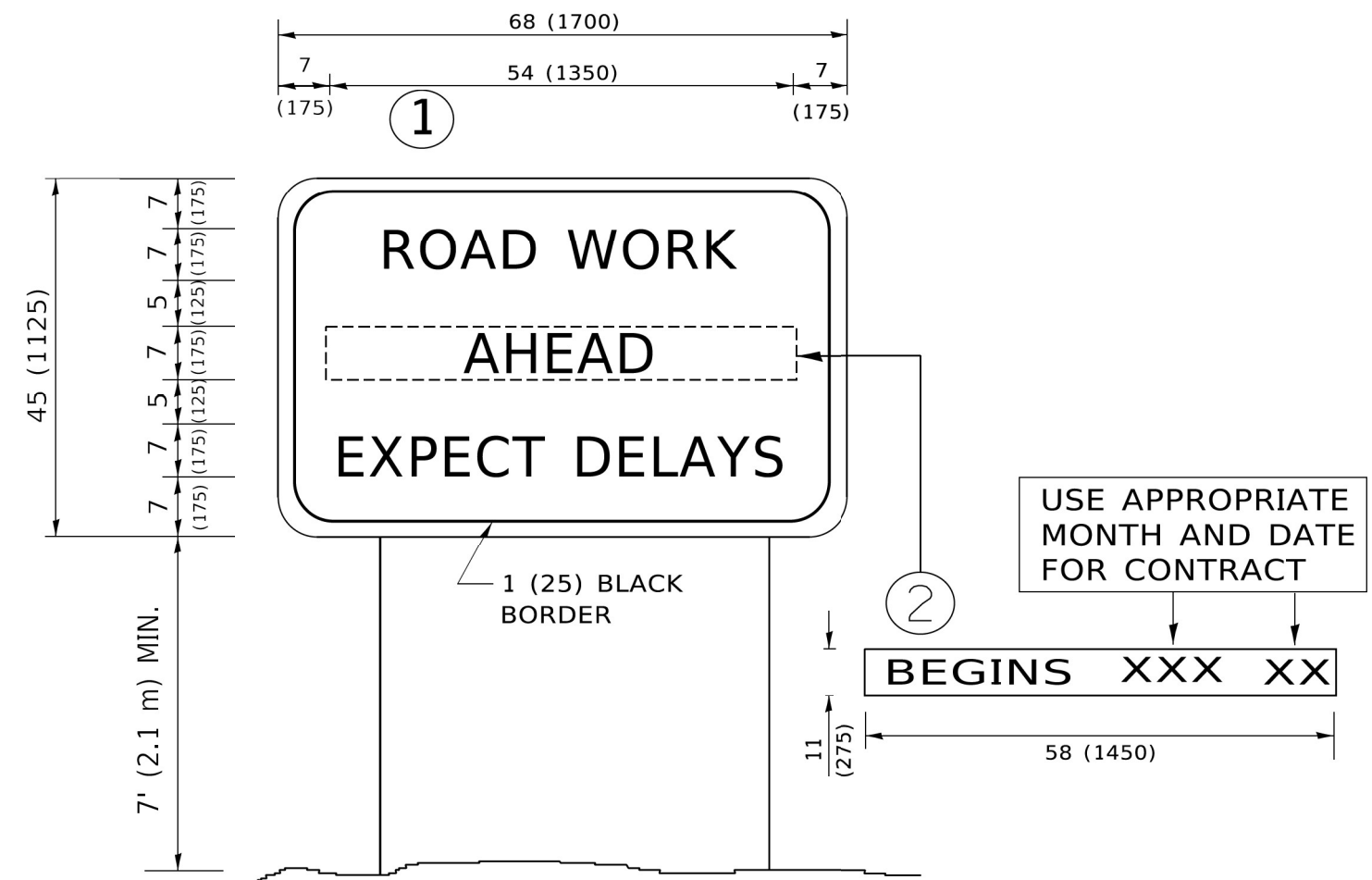
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REVISED - E. GOMEZ 08-28-00  
REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	40
<b>TC-16</b>			CONTRACT NO. 62T47	
ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

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 PLOT DATE = 3/4/2019

DESIGNED -  
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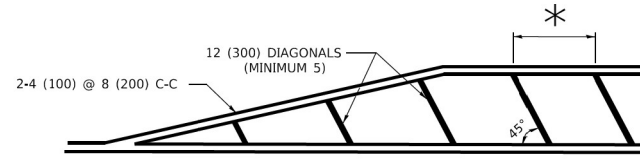
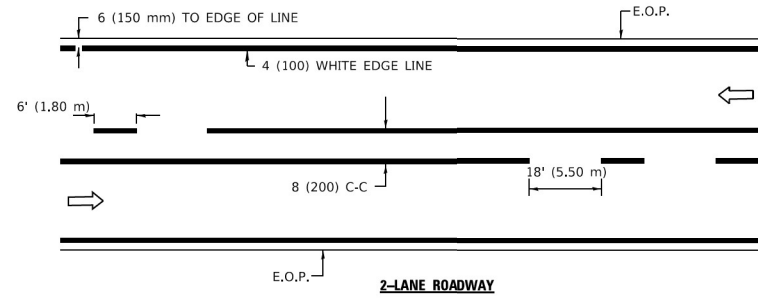
REVISED - R. MIRS 09-15-97  
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 REVISED - C. JUCIUS 01-31-07

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

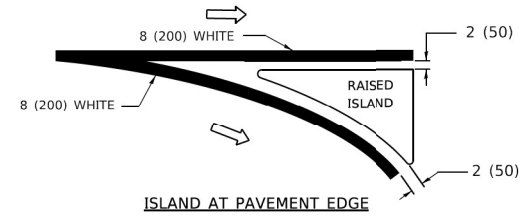
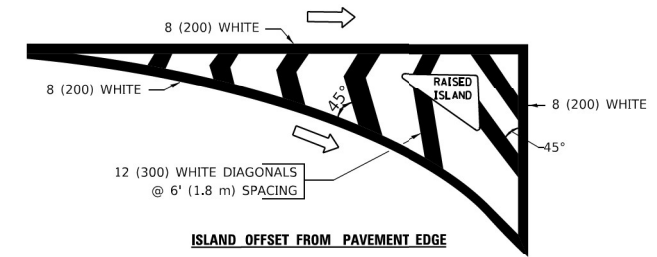
**ARTERIAL ROAD**  
**INFORMATION SIGN**

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

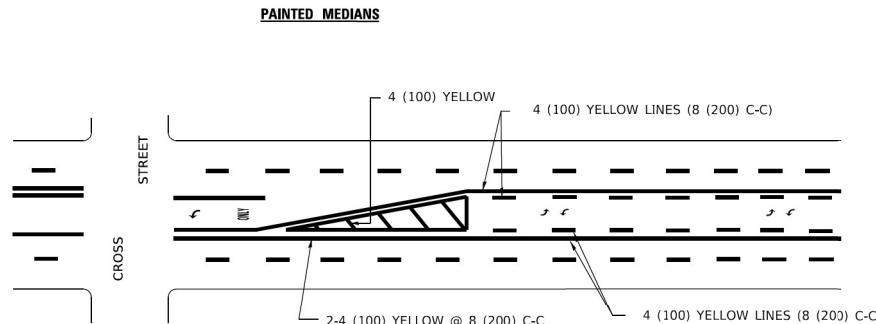
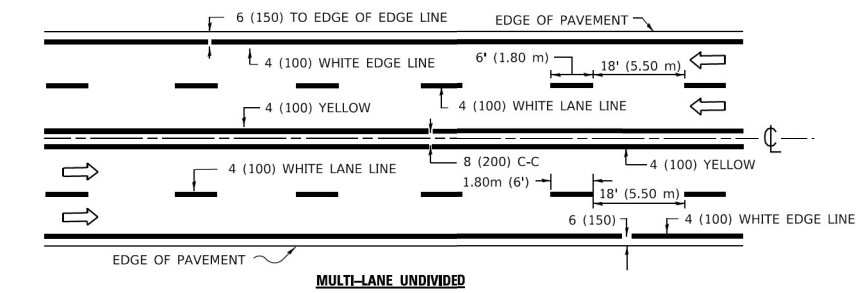
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<b>TC-22</b>			CONTRACT NO. 62T47	
ILLINOIS FED. AID PROJECT				



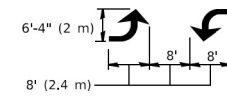
\* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 \* DIAGONAL LINE SPACING: 20' (6.1 m) C-C



TYPICAL ISLAND MARKING

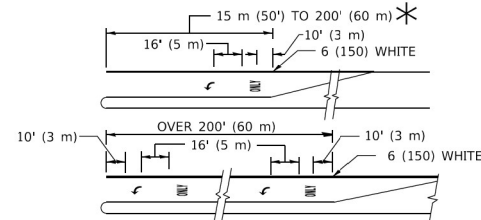
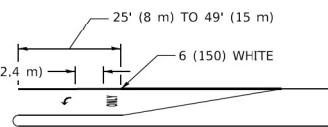
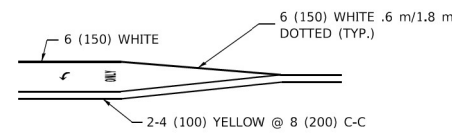


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

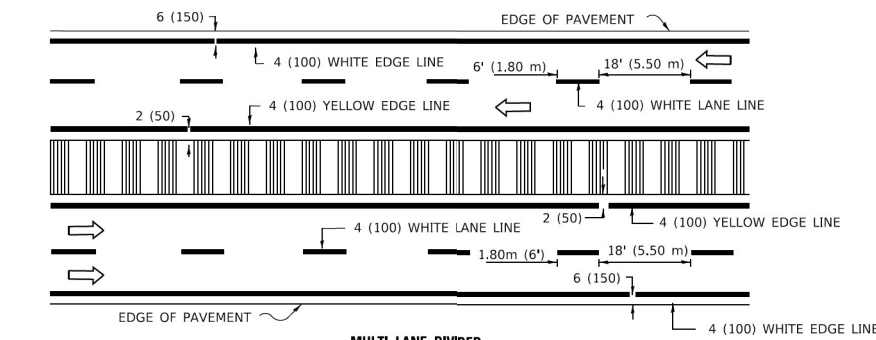


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.8 SQ. FT. (1.47 m<sup>2</sup>) ONLY AREA = 22.9 SQ. FT. (2.13 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

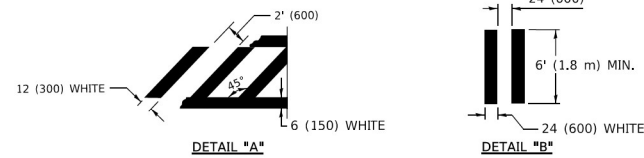
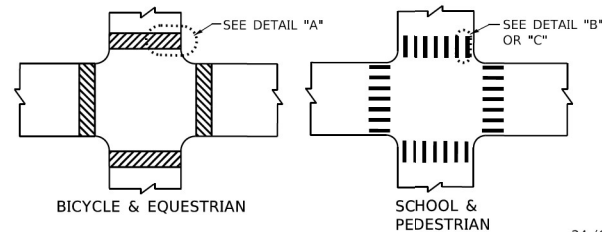
TYPICAL TURN LANE MARKING



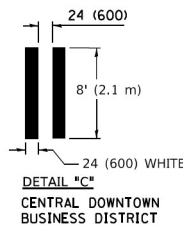
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



DETAIL "C" CENTRAL DOWNTOWN BUSINESS DISTRICT

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4" (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )

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

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

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

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 DRAWN -  
 PLOT SCALE = 50,0000 / 1.  
 PLOT DATE = 3/4/2019

DESIGNED -  
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 DATE -

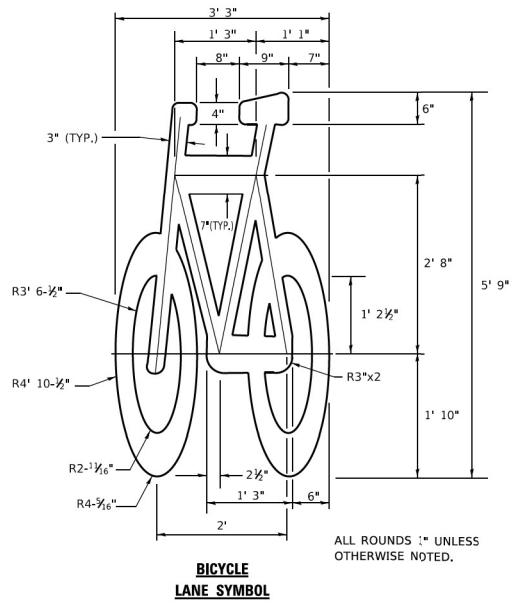
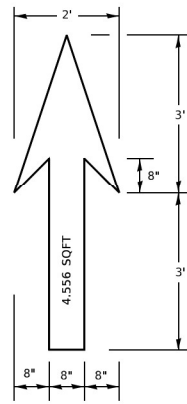
REVISED - T. RAMMACHER 12-07-00  
 REVISED - K. ENG 02-28-12  
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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
 TYPICAL PAVEMENT MARKINGS

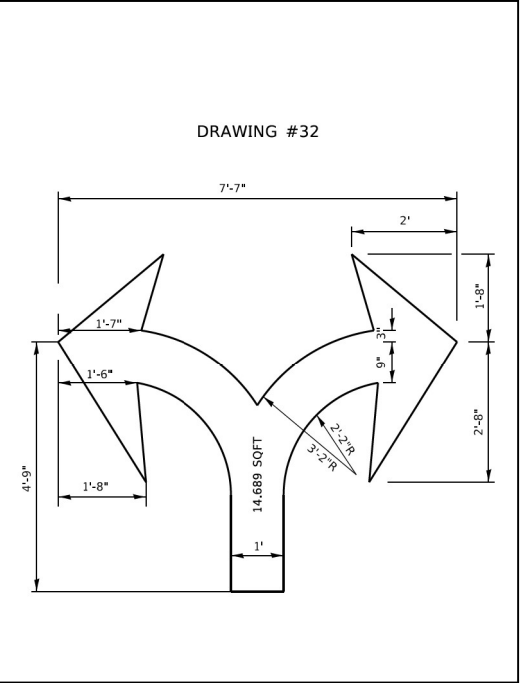
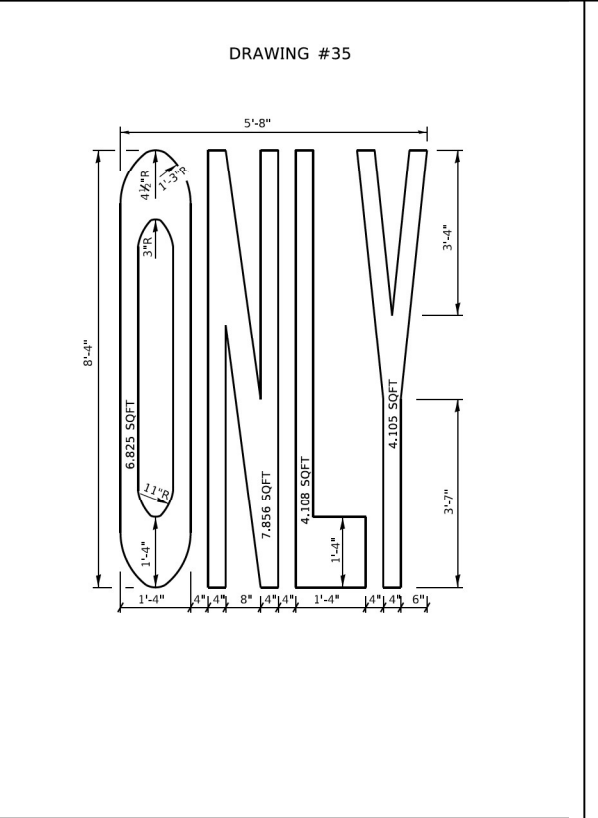
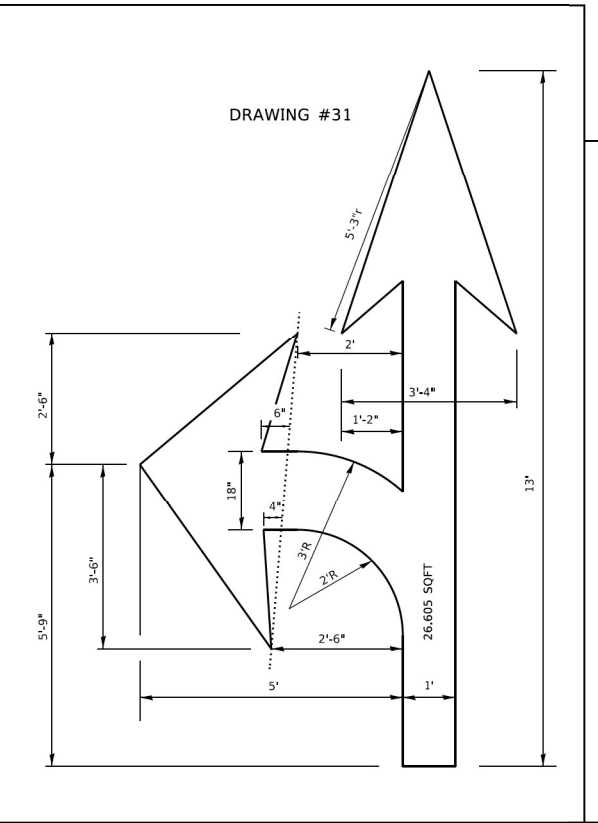
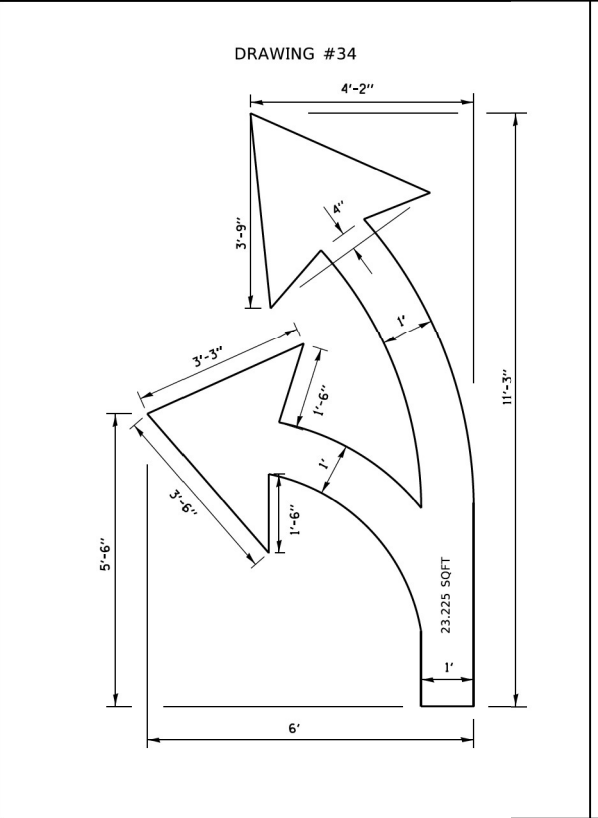
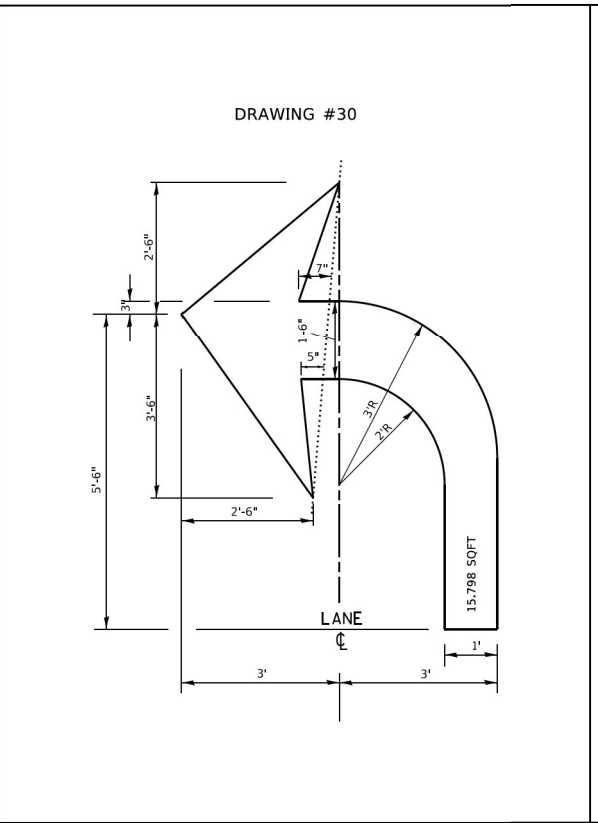
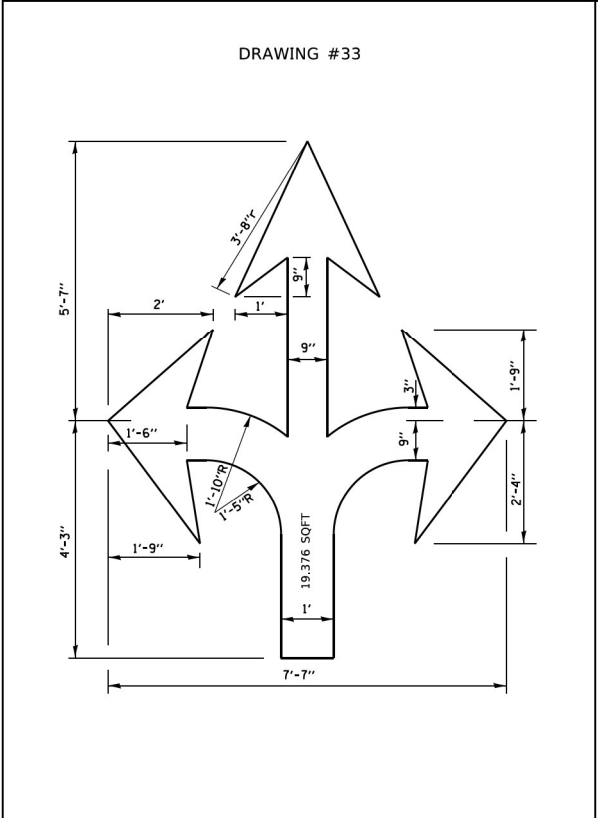
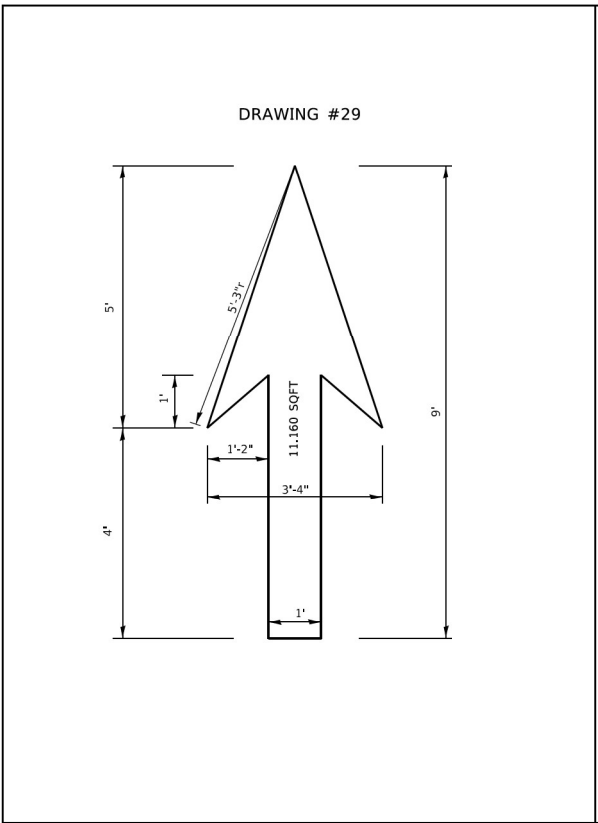
SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	42
TC-24		CONTRACT NO. 62T47		
ILLINOIS FED. AID PROJECT				



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

TYPICAL BIKE LANE SYMBOLS  
DRAWING #28



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

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

USER NAME = foatemj	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
PLOT SCALE = 50,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

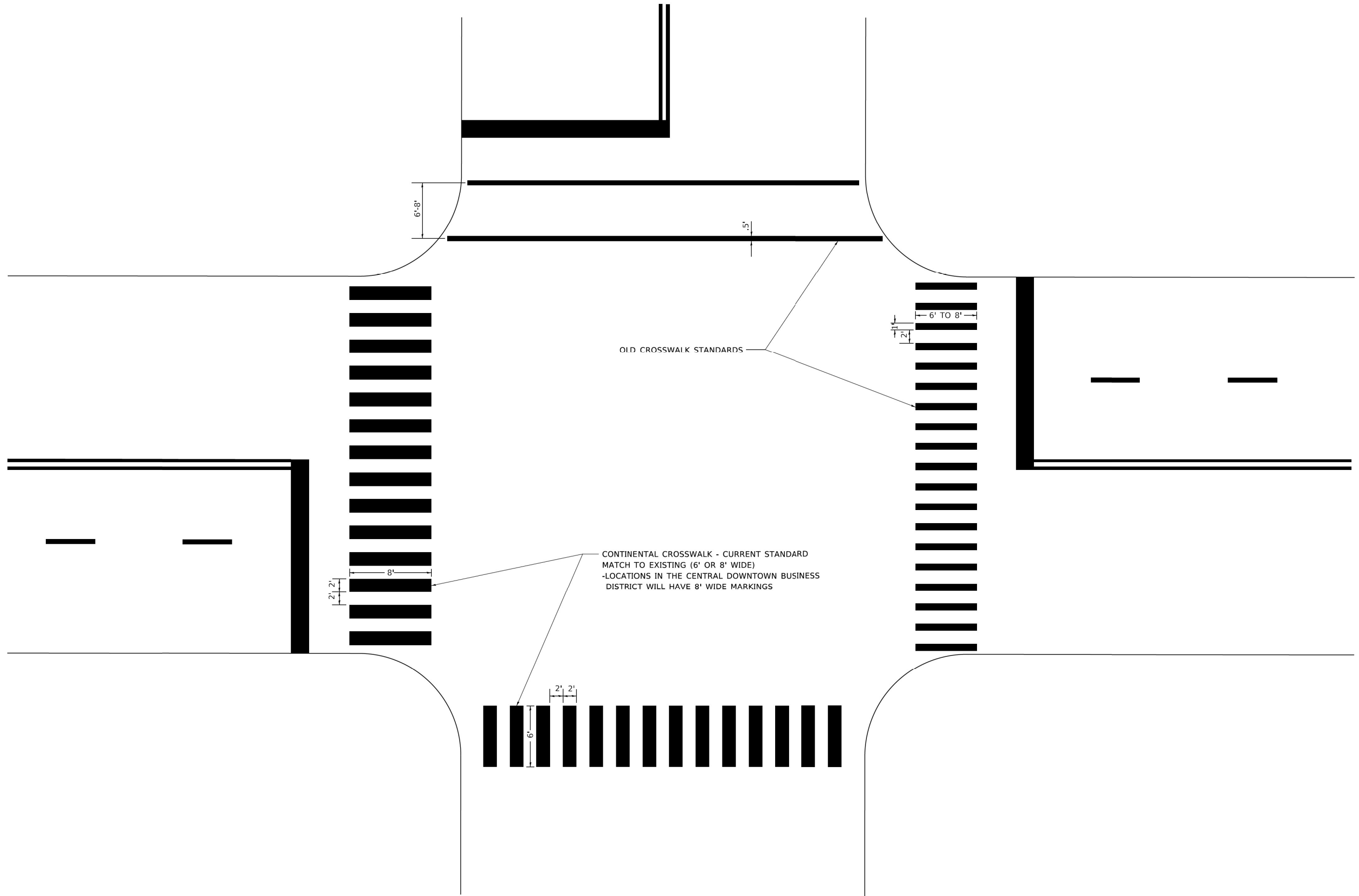
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE. 2812	SECTION FAU 2812 22 BJ	COUNTY COOK	TOTAL SHEETS 45	SHEET NO. 43
TC-24		CONTRACT NO. 62T47		
ILLINOIS FED. AID PROJECT				

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OLD CROSSWALK STANDARDS

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

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

USER NAME	= footemj
PLOT SCALE	= 50,0000 ' / 1.
PLOT DATE	= 3/4/2019

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

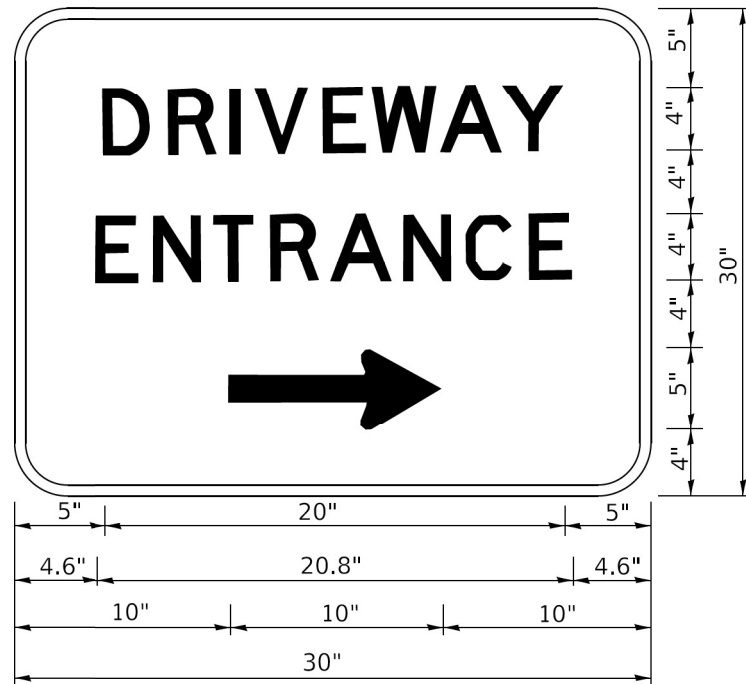
REVISED	- T. RAMMACHER 12-07-00
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO  
 TYPICAL PAVEMENT MARKINGS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	44
<b>TC-24</b>			CONTRACT NO. 62T47	
ILLINOIS FED. AID PROJECT				

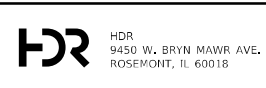


3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

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

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USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
PLOT SCALE = 50,0000 ' / 1.	DRAWN -	REVISED -
PLOT DATE = 8/6/2021	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2812	FAU 2812 22 BJ	COOK	45	45
<b>TC-26</b>			CONTRACT NO. 62T47	
ILLINOIS FED. AID PROJECT				