

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

**FAU 1548 / 79TH STREET OVER B & OCT & IHB RAILROAD
BRIDGE DECK REPLACEMENT
SECTION 461 (VB & VF) I
PROJECT NO. ACBHM-1548(002)
COOK COUNTY
C-91-763-09**

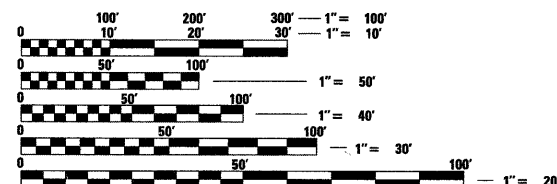
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461(VB & VF) I	COOK	52	1
FED ROAD DIST No. 1	ILLINOIS	CONTRACT No. 60H65		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA:

EXISTING ADT 79TH STREET 32300 (2006)
POSTED SPEED = 35 MPH

PROJECT IS LOCATED IN THE
VILLAGE OF BRIDGEVIEW



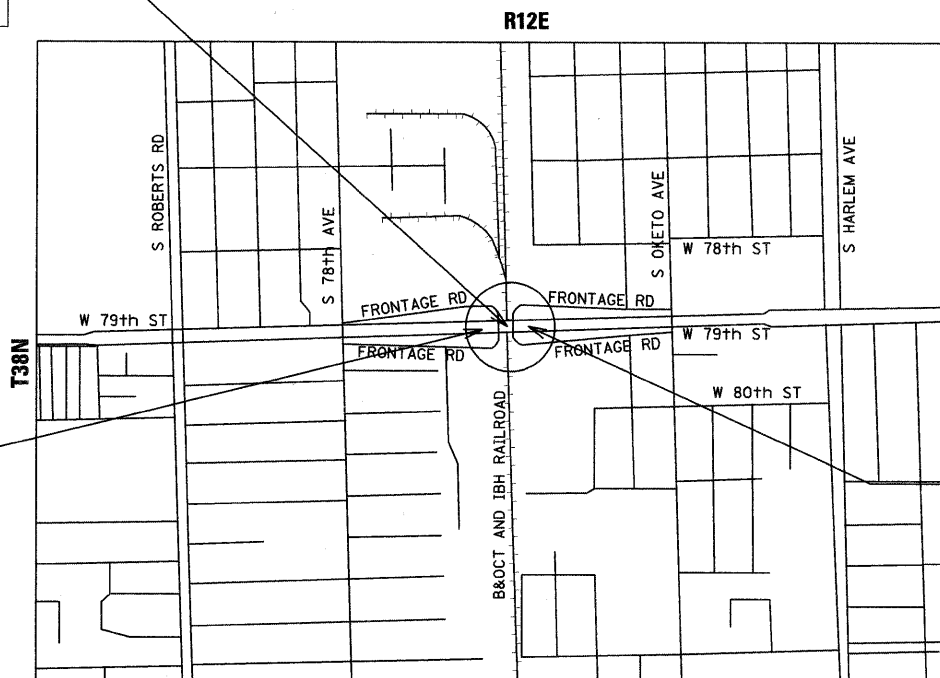
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT MANAGER RAJENDRA SHAH (847) 705-4555
PROJECT ENGINEER MICHELLE AQUINO (847) 705-4606
CONTRACT NO. 60H65

PROJECT LOCATION
79TH STREET OVER
B & OCT & IHB RAILROAD
STRUCTURE NO. 016-0519

IMPROVEMENT BEGINS
STA. 88 + 99.97



LYONS TOWNSHIP
LOCATION MAP
NOT TO SCALE

IMPROVEMENT ENDS
STA. 95 + 97.94

GROSS LENGTH OF PROJECT = 697.97 FEET = 0.13 MILES
NET LENGTH OF PROJECT = 697.97 FEET = 0.13 MILES



LOCATION OF SECTION INDICATED THUS: -

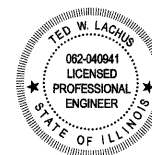
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JUNE 1, 2010
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

JUNE 05 2010
Scott E. Stitt P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

JUNE 05 2010
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



Ted W. Lachus
TED W. LACHUS, P.E.
EXPIRES 11-30-2011

5-27-2010
DATE

Primera
100 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606.
P:312-606-0910 F:312-606-0415

Rev

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- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
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- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701501-05 URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
- 701606-06 LANE CLOSURE, MULTILANE, 1W OR 2W WITH MOUNTABLE MEDIAN
- 701801-04 LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-06 TEMPORARY CONCRETE BARRIER
- 814001-02 HANDHOLES

GENERAL NOTES:

1. THESE PLANS HAVE BEEN PREPARED FROM INFORMATION ACQUIRED FROM EXISTING PLANS AND NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.
2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO VARIATIONS FOUND IN THE FIELD. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. ANY ADJUSTMENTS PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE.
3. FORTY- EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) OR 811 FOR LOCATIONS OF THE EXISTING UTILITIES.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. 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.
6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
7. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
8. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS ADJOINING RESIDENTIAL AREAS.
9. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
10. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO ASSURE THAT NO DEBRIS FALLS ONTO THE RAILROAD FACILITY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.
11. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
12. THE CONTRACTOR SHALL CONTACT PATRICE HARRIS, THE AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
13. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
14. ALL RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) SHALL BE LOW PROFILE.
15. ACCESS SHALL BE PROVIDED AT ALL TIMES TO PROPERTIES ABUTTING THE PROPOSED IMPROVEMENT.
16. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE 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.

COMMITMENTS

NONE

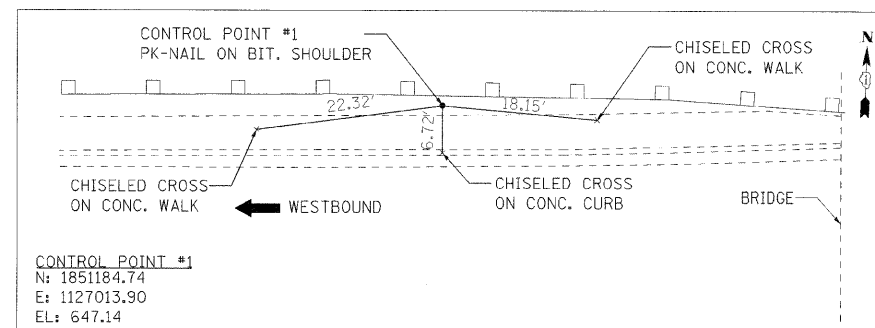
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
SURFACE COURSE	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	4% @ 90 Gyr.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT BINDER IL-19MM	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5MM)	4% @ 50 Gyr.
BINDER COURSE	
LEVELING BINDER (MACHINE METHOD), N70	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

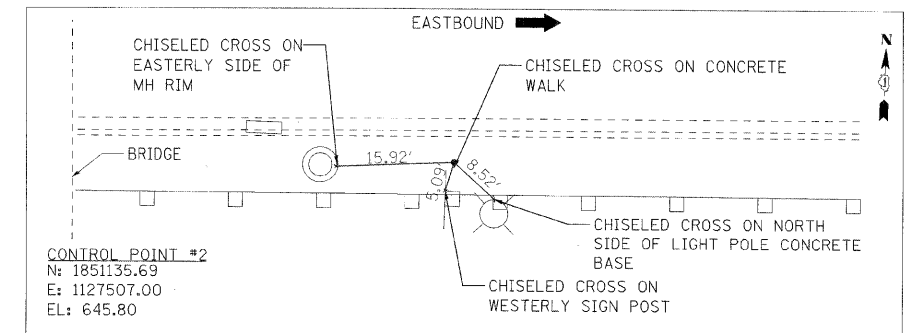
The "AC Type" for Polymerized HMA Mixes SHALL BE "SBS/SBR PG 70 -22" AND FOR NON POLYMERIZED HMA THE "AC TYPE" shall be "PG 64 22" UNLESS modified by District ONE Special Provisions. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

Note: For proposed section see sheet number 5 and 13.

PROJECT CONTROL POINTS



BENCH MARK: B.M. "A" - SQUARE CUT ON LIGHT POLE CONCRETE BASE, STA. 88+91.50 39.76' LEFT, ELEV. 645.29' NAVD88



FILE NAME *
#FILEL#S



DESIGNED	VEA	REVISED	-
DRAWN	VEA	REVISED	-
CHECKED	TWL	REVISED	-
DATE	06/14/2010	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEET, STATE STANDARDS,
GENERAL NOTES AND COMMITMENTS**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	2
CONTRACT NO. 60H65				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	URBAN 90% FED. 10% STATE CONSTRUCTION TYPE CODE	
			TOTAL QUANTITIES	016-0519 SFTY-2A
20200100	EARTH EXCAVATION	CU YD	60	60
20700220	POROUS GRANULAR EMBANKMENT	CU YD	118	118
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	185	185
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	270	270
* 25000210	SEEDING, CLASS 2A	ACRE	0.06	0.06
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6	6
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6
* 25100630	EROSION CONTROL BLANKET	SQ YD	270	270
* 28000400	PERIMETER EROSION BARRIER	FOOT	761	761
28000510	INLET FILTERS	EACH	4	4
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B, 6"	SQ YD	495	495
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	281	281
40600300	AGGREGATE (PRIME COAT)	TON	6	6
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	49	49
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	190	190
50300300	PROTECTIVE COAT	SQ YD	2,808	2,808
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	120	120
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1735	1735
44000100	PAVEMENT REMOVAL	SQ YD	389	389
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	1,939	1,939
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	627	627
44000600	SIDEWALK REMOVAL	SQ FT	2,335	2,335
44000700	APPROACH SLAB REMOVAL	SQ YD	498	498
44003100	MEDIAN REMOVAL	SQ FT	3,494	3,494
44004250	PAVED SHOULDER REMOVAL	SQ YD	58	58

* INDICATES SPECIALTY ITEMS

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	URBAN 90% FED. 10% STATE CONSTRUCTION TYPE CODE	
			TOTAL QUANTITIES	016-0519 SFTY-2A
50102400	CONCRETE REMOVAL	CU YD	60.2	60.2
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1
50157300	PROTECTIVE SHIELD	SQ YD	1,545	1,545
50200100	STRUCTURE EXCAVATION	CU YD	185	185
50300225	CONCRETE STRUCTURES	CU YD	71.7	71.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	822.2	822.2
50300260	BRIDGE DECK GROOVING	SQ YD	1,404	1,404
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	10,536	10,536
50501130	STRUCTURAL STEEL REPAIR	POUND	6,020	6,020
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	24	24
50606400	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	1	1
50600300	CLEANING AND PAINTING STEEL BRIDGE	L SUM	1	1
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	181,980	181,980
50800515	BAR SPLICERS	EACH	1042	1042
50900105	ALUMINUM RAILING, TYPE L	FOOT	509	509
51100490	AGGREGATE SLOPE WALL 9"	SQ YD	165	165
51205200	TEMPORARY SHEET PILING	SQ FT	260	260
51500100	NAME PLATES	EACH	1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	143	143
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12	12
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	12	12
52100520	ANCHOR BOLTS, 1"	EACH	48	48
58700300	CONCRETE SEALER	SQ FT	942	942
59000200	EPOXY CRACK INJECTION	FOOT	63	63
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	86	86
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	1	1

* INDICATES SPECIALTY ITEMS

Rev.

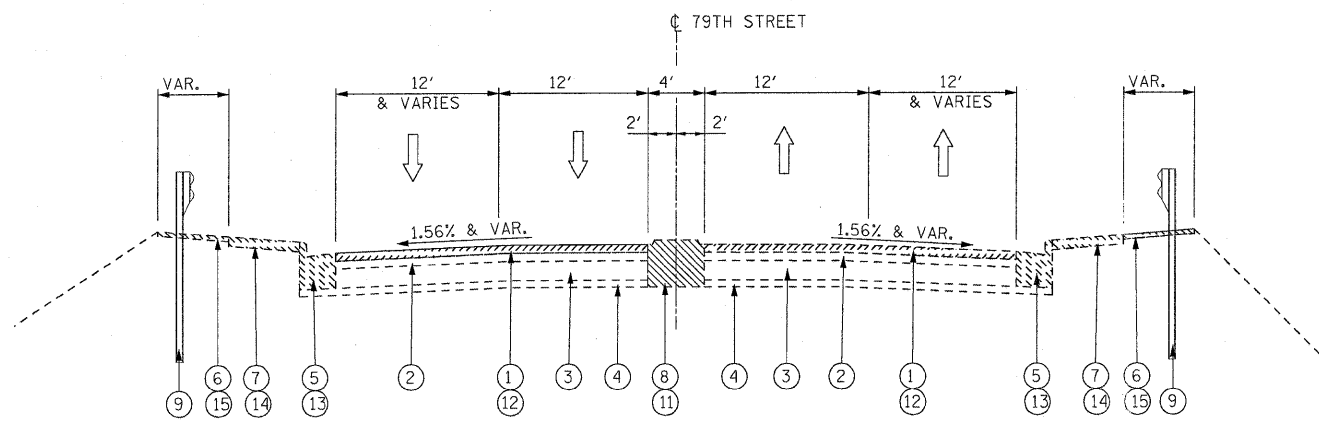
SUMMARY OF QUANTITIES

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	URBAN 90% FED. 10% STATE		CONSTRUCTION TYPE CODE	
			TOTAL QUANTITIES	016-0519 SFTY-2A		
60107600	PIPE UNDERDRAINS 4"	FOOT	100	100		
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	172	172		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	347	347		
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	3,494	3,494		
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	59	59		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5		
67100100	MOBILIZATION	L SUM	1	1		
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	107	107		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	10	10		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,587	3,587		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	575	575		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	575	575		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,423	2,423		
78006110	PREFORMED THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	841	841		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	93	93		
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	32	32		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,088	1,088		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	125	125		
81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	133	133		
81022100	CONDUIT ENCASED IN CONCRETE, 2" DIA., PVC	FOOT	1,010	1,010		
81400100	HANDHOLE	EACH	4	4		
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	133	133		
89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1,161	1,161		

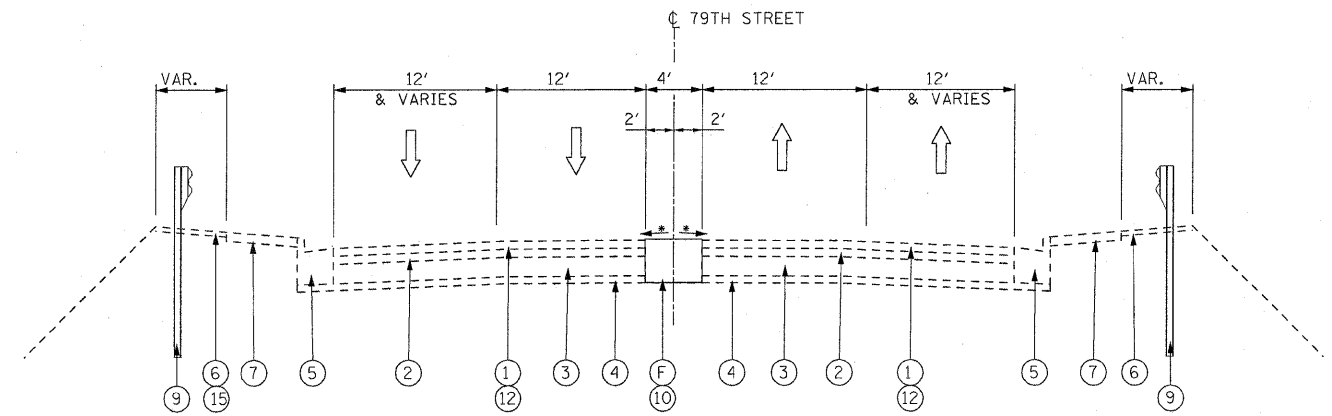
* INDICATE SPECIALTY ITEMS

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	URBAN 90% FED. 10% STATE		CONSTRUCTION TYPE CODE	
			TOTAL QUANTITIES	016-0519 SFTY-2A		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51	51		
X0324847	REMOVE AND REINSTALL LIGHT POLE, SPECIAL	EACH	2	2		
X0325239	TEMPORARY PAVEMENT, 10"	SQ YD	389	389		
X0325303	STRUCTURAL REPAIR CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	16	16		
X0325305	STRUCTURAL REPAIR CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	199	199		
X0325598	DRAINAGE SCUPPERS, DS-12M10	EACH	4	4		
X7030104	WET PAVEMENT MARKING TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	10,760	10,760		
Z0018800	DRAINAGE SYSTEM	L SUM	1	1		
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
Z0064562	SEGMENTAL BLOCK RETAINING WALL REPAIR	SQ FT	107	107		
Z0031200	JACKING AND CRIBBING	EACH	24	24		

* INDICATE SPECIALTY ITEMS



EXISTING TYPICAL SECTION
79TH STREET OVER B & OCT & IHB RAILROAD



PROPOSED TYPICAL SECTION
TEMPORARY PAVEMENT
FOR MAINTENANCE OF TRAFFIC
79TH STREET OVER B & OCT & IHB RAILROAD

*MATCH EXISTING CROSS-SLOPE OF ADJACENT
LANE OR AS DIRECTED BY THE ENGINEER

LEGEND

EXISTING CONDITIONS

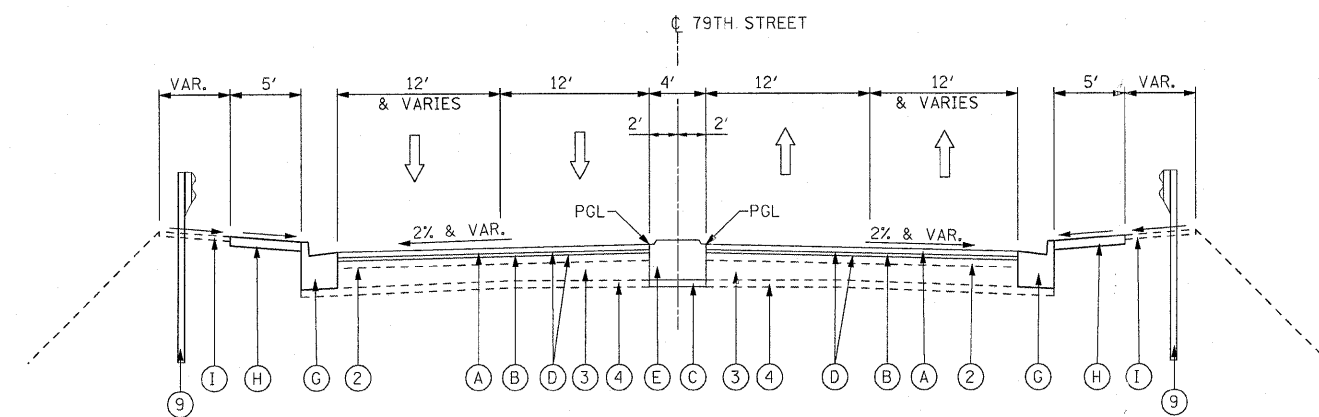
- ① POLYMERIZED HOT-MIX ASPHALT SURFACING, 1 3/4"
- ② HOT-MIX ASPHALT SURFACING 2 1/2" & VARIES
- ③ P.C.C. BASE COURSE 9" & VARIES
- ④ SUB-BASE GRANULAR MATERIAL 6"
- ⑤ CONC. CURB & GUTTER B-6.24
- ⑥ HMA SHOULDERS
- ⑦ P.C.C. SIDEWALK
- ⑧ CONC. MEDIAN
- ⑨ STEEL PLATE BEAM GUARDRAIL
- ⑩ PAVEMENT REMOVAL
- ⑪ MEDIAN REMOVAL
- ⑫ HMA SURFACE REMOVAL, 1-3/4"
- ⑬ CONC. CURB & GUTTER REMOVAL
- ⑭ SIDEWALK REMOVAL
- ⑮ PAVED SHOULDER REMOVAL

PROPOSED CONDITIONS

- Ⓐ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1-3/4")
- Ⓑ LEVELING BINDER (MACHINE METHOD) N70 (3/4" - 3")
- Ⓒ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- Ⓓ BITUMINOUS MATERIAL (PRIME COAT) AGGREGATE (PRIME COAT)
- Ⓔ CONCRETE MEDIAN, TYPE SB-6.06
- Ⓕ TEMPORARY PAVEMENT 10" (SEE NOTES 1 & 2)
- Ⓖ CONC. CURB & GUTTER B-6.24
- Ⓗ P.C.C. SIDEWALK 5"
- Ⓘ SEEDING, CLASS 1A & TOPSOIL FINISH AND PLACE, 4"

NOTES

1. THE CROSS SLOPE OF THE TEMPORARY PAVEMENT SHALL MATCH THE CROSS SLOPE OF THE EXISTING PAVEMENT (OR AS DIRECTED BY THE ENGINEER).
2. THE TEMPORARY PAVEMENT 10" WILL BE COMPRISED OF:
8 1/2" HOT-MIX ASPHALT BINDER IL-19 & 1 1/2" HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50

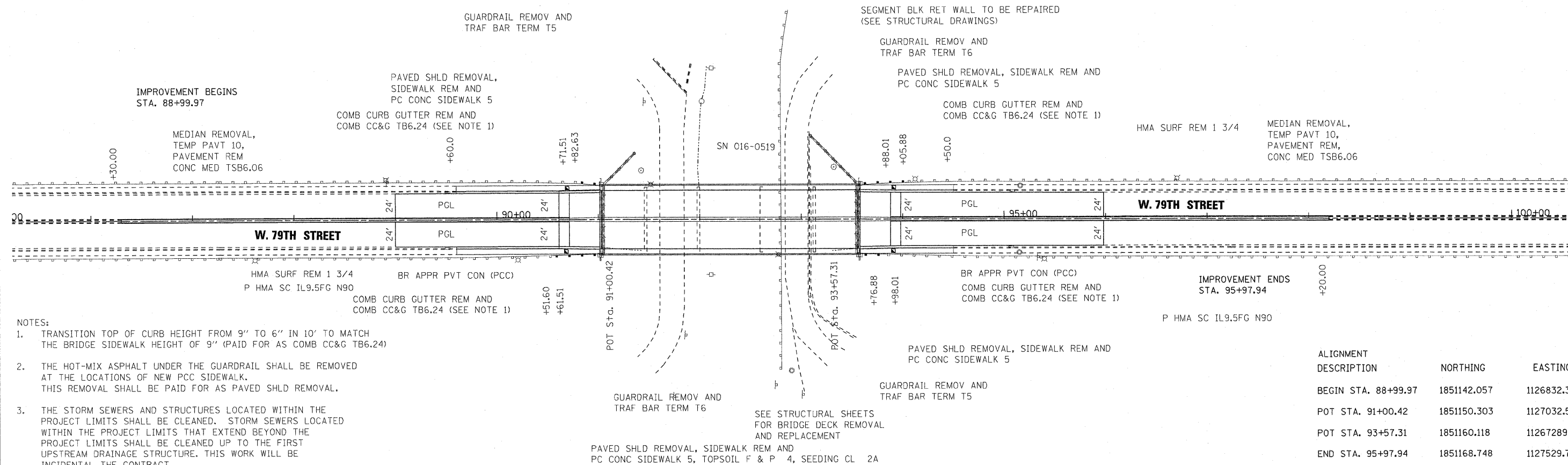


PROPOSED TYPICAL SECTION
79TH STREET OVER B & OCT & IHB RAILROAD

FILE NAME = #FILEL6		DESIGNED RJD	REVISED - RJD 6/11/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS 79TH STREET OVER B & OCT & IHB RAILROAD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN JLS	REVISED -		1548	461 (VB & VF) I	COOK	52	5		
CHECKED TWL	REVISED -	SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 60H65						
DATE 06/14/2010	REVISED -	ILLINOIS FED. AID PROJECT									

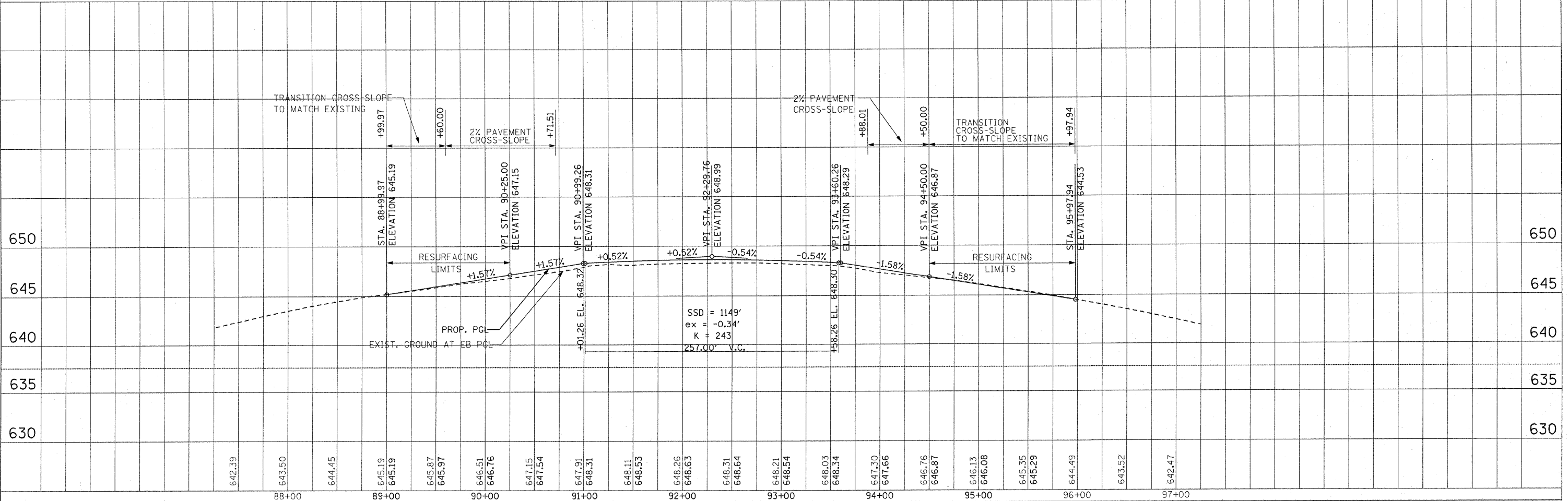
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PROFILE	
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DATE	
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PROFILE	
NO.	



- NOTES:
1. TRANSITION TOP OF CURB HEIGHT FROM 9" TO 6" IN 10' TO MATCH THE BRIDGE SIDEWALK HEIGHT OF 9" (PAID FOR AS COMB CC&G TB6.24)
 2. THE HOT-MIX ASPHALT UNDER THE GUARDRAIL SHALL BE REMOVED AT THE LOCATIONS OF NEW PCC SIDEWALK. THIS REMOVAL SHALL BE PAID FOR AS PAVED SHLD REMOVAL.
 3. THE STORM SEWERS AND STRUCTURES LOCATED WITHIN THE PROJECT LIMITS SHALL BE CLEANED. STORM SEWERS LOCATED WITHIN THE PROJECT LIMITS THAT EXTEND BEYOND THE PROJECT LIMITS SHALL BE CLEANED UP TO THE FIRST UPSTREAM DRAINAGE STRUCTURE. THIS WORK WILL BE INCIDENTAL THE CONTRACT.

ALIGNMENT DESCRIPTION	NORTHING	EASTING
BEGIN STA. 88+99.97	1851142.057	1126832.316
POT STA. 91+00.42	1851150.303	1127032.595
POT STA. 93+57.31	1851160.118	11267289.258
END STA. 95+97.94	1851168.748	1127529.774



FILE NAME =	DESIGNED - RJD	REVISED - RJD 6/11/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET OVER B & OCT & IHB RAILROAD EXISTING & PROPOSED PLAN AND PROFILE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	DRAWN - ADW	REVISED -				1548	461 (VB & VF) I	COOK	52	6
	CHECKED - TWL	REVISED -				CONTRACT NO. 60H65				
	DATE - 06/11/2010	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

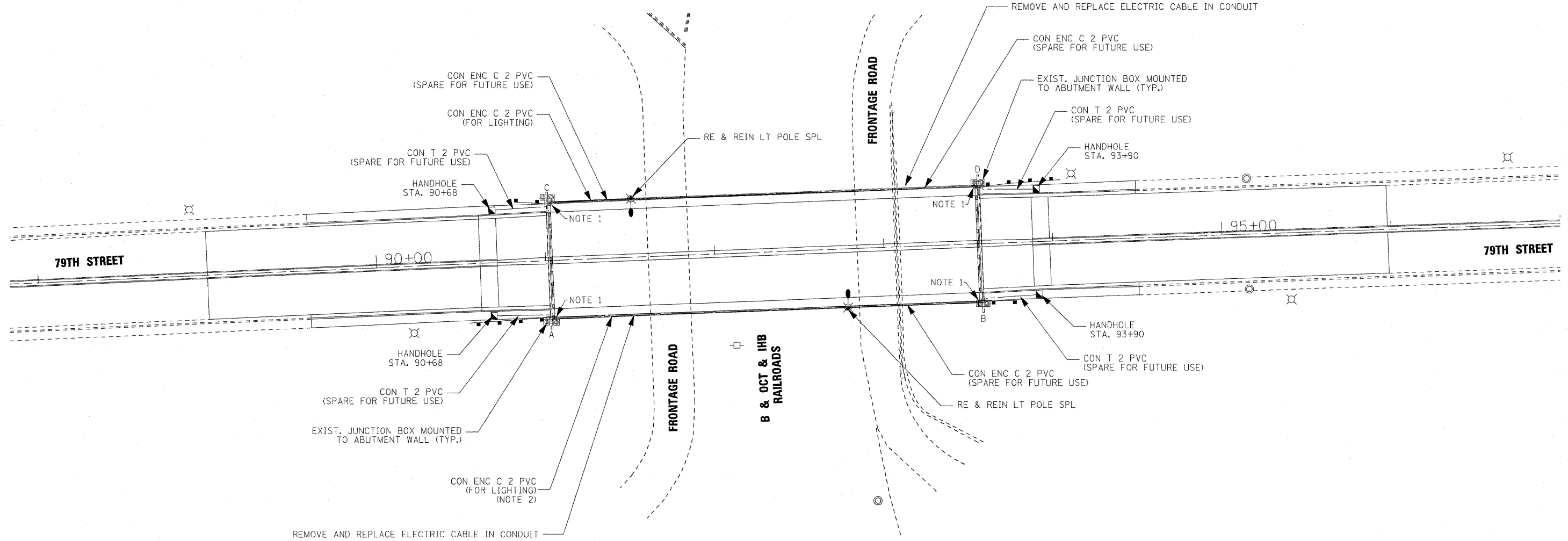
SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.





LEGEND

- ⊗ EXISTING LIGHT POLE
- REMOVE AND REINSTALL LIGHT POLE, SPECIAL
- ▣ PROPOSED HANDHOLE
- ⊠ EXISTING JUNCTION BOX
- PROPOSED CONDUIT 2" PVC



NOTES:

1. CONTRACTOR TO REMOVE EXISTING LIGHTING CABLE BETWEEN EXISTING JUNCTION BOXES A, B, C AND D, PRESENTLY HOUSED IN CONDUIT ATTACHED TO STRUCTURE. THE CONTRACTOR WILL PULL NEW CABLE IDENTICAL IN SIZE, TYPE AND QUANTITY TO EXISTING WIRE REMOVED. THE CABLE SPLICES FOR NEW WIRE WILL BE DONE IN EXISTING JUNCTION BOXES A, B, C AND D AND CABLE WILL RUN IN CONCRETE ENCASED 2" PVC CONDUIT SHOWN IN PLAN AND USED TO WIRE THE 2-RMOVE AND REINSTALL LIGHT POLE. CONTRACTOR TO ENSURE THAT THE UNDERPASS LIGHTING AND WIRING (EXISTING) IS MAINTAINED AS IS. ANY DAMAGE TO SAME WILL BE REPLACED BY CONTRACTOR AT HIS COST.
2. SEE SHEET NO. S13 SHOWING RUN OF CONCRETE ENCASED 2" PVC CONDUIT FOR FUTURE TRAFFIC SIGNAL. SEE SECTION B-B.

GENERAL ELECTRIC PLAN NOTES:




1. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRICAL SERVICE WORK.
2. THE CONTRACTOR SHALL REMOVE AND STORE THE POLES TO BE REINSTALLED AT NO ADDITIONAL COST. ANY REMOVED WIRING THAT IS NOT REUSABLE BECOMES PROPERTY OF THE CONTRACTOR.
3. THE QUANTITIES OF RACEWAYS WHERE INDICATED IN THE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH SPECIFIED REQUIREMENTS.
4. TRENCHES FOR LIGHTING RACEWAYS SHALL HAVE MINIMUM DEPTH OF 36 INCHES.

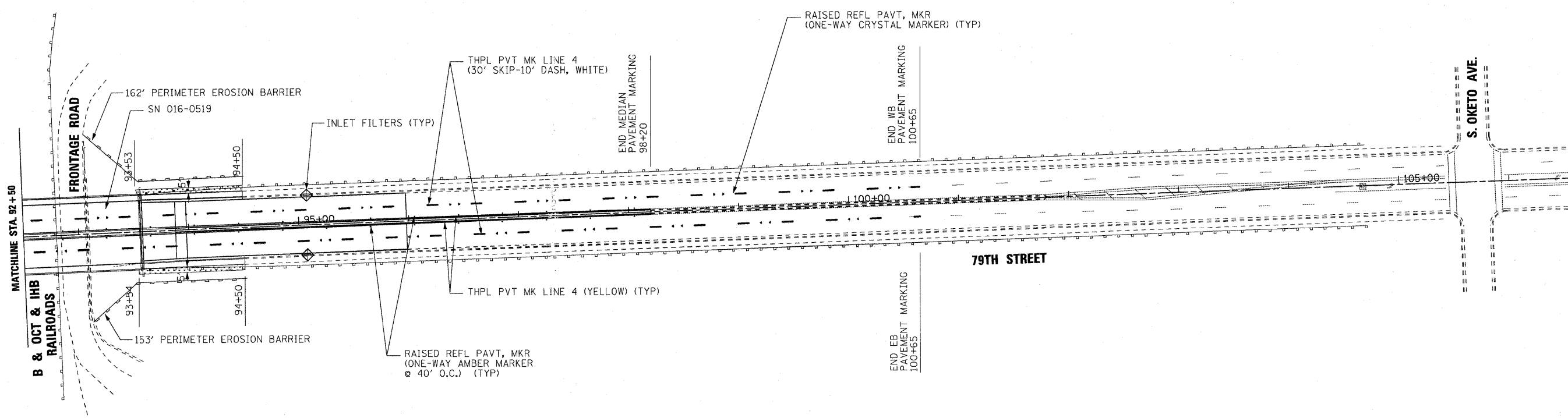
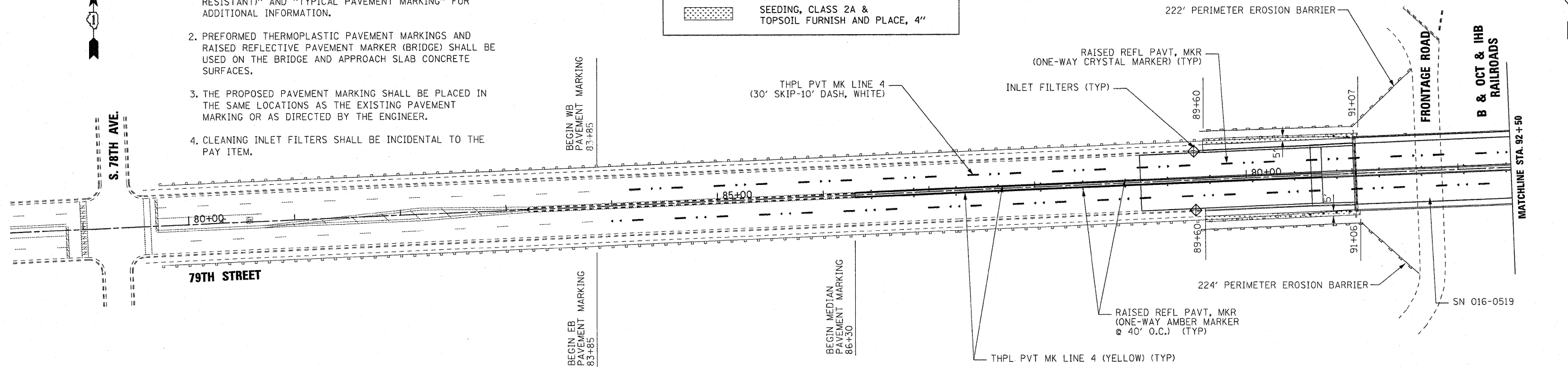
SCHEDULE OF QUANTITIES			
CODE NO.	ITEM	UNIT	QTY
81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	133
81022100	CONDUIT ENCASED IN CONCRETE, 2" DIA, PVC	FOOT	1010
81400100	HANDHOLE	EACH	4
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	133
X0324847	REMOVE & REINSTALL LIGHT POLE SPECIAL	EACH	2
	REMOVE AND REPLACE ELECTRIC CABLE IN CONDUIT	FOOT	1587

FILE NAME = #FILEL#		DESIGNED SM DRAWN RJD CHECKED TWL DATE 06/14/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING AND ELECTRICAL PLAN 79TH STREET OVER B & OCT & IHB RAILROAD	F.A.U. RTE. 1548 SECTION 461 (VB & VF) I COUNTY COOK TOTAL SHEETS 52 SHEET NO. 7	CONTRACT NO. 60H65 ILLINOIS FED. AID PROJECT
SCALE: 1" = 30'				SHEET NO. OF SHEETS STA. TO STA.			

NOTES:

1. REFER TO DISTRICT 1 DETAILS "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" AND "TYPICAL PAVEMENT MARKING" FOR ADDITIONAL INFORMATION.
2. PREFORMED THERMOPLASTIC PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) SHALL BE USED ON THE BRIDGE AND APPROACH SLAB CONCRETE SURFACES.
3. THE PROPOSED PAVEMENT MARKING SHALL BE PLACED IN THE SAME LOCATIONS AS THE EXISTING PAVEMENT MARKING OR AS DIRECTED BY THE ENGINEER.
4. CLEANING INLET FILTERS SHALL BE INCIDENTAL TO THE PAY ITEM.

LEGEND	
	INLET FILTERS
	PERIMETER EROSION BARRIER
	SEEDING, CLASS 2A & TOPSOIL FURNISH AND PLACE, 4"



FILE NAME =
\$FILEL\$



DESIGNED	RJD	REVISED	-
DRAWN	ADW	REVISED	-
CHECKED	TWL	REVISED	-
DATE	06/14/2010	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING, LANDSCAPING AND EROSION CONTROL PLAN
79TH STREET OVER B & OCT & IHB RAILROAD**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	8
				CONTRACT NO. 60H65
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE MAINTENANCE OF TRAFFIC CONTROL (MOT) PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.
3. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "PAVEMENT MARKING REMOVAL".
4. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING TAPE WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "WORK ZONE PAVEMENT MARKING REMOVAL".
5. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARD SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN MAINTENANCE OF TRAFFIC SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
6. ALL DRUMS, VERTICAL PANELS AND BARRICADES ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY-BURNING LIGHTS.
7. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.
8. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS, WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
9. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH, "CHANGEABLE MESSAGE SIGN".
10. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNING".
11. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.

SUGGESTED CONSTRUCTION SEQUENCING

PRESTAGE

CONSTRUCTION:
REMOVE EXISTING CONCRETE MEDIAN AND PAVEMENT MARKINGS. CONSTRUCT A 10-INCH TEMPORARY HOT-MIX ASPHALT PAVEMENT.

IMPLEMENT STAGE 1 MOT PAVEMENT MARKING AND TRAFFIC CONTROL

MAINTENANCE OF TRAFFIC:
UTILIZE STANDARDS 701311-03 AND 701606-06.

STAGE 1

CONSTRUCTION:
WESTBOUND LANES: REMOVE CONCRETE DECK AND PARAPET WALL, BRIDGE APPROACH PAVEMENT, REPLACE STEEL BEARINGS AND DIAPHRAGMS, PERFORM SUBSTRUCTURE REPAIRS AND TERMINAL BARRRIER. PLACE NEW PCC BRIDGE DECK AND PARAPET, NEW BRIDGE APPROACH SLABS, NEW BRIDGE APPROACH PAVEMENT CONNECTOR, CLEAN AND PAINT EXISTING BEAMS, BEARINGS AND DIAPHRAGMS, NEW TRAFFIC BARRIER, NEW PCC SIDEWALK AND CURB AND GUTTER.

MAINTENANCE OF TRAFFIC:
UTILIZE MAINTENANCE OF TRAFFIC DETAILS IN THE PLANS AND STANDARD 701606-06 AND 701801-04.

STAGE 2

CONSTRUCTION:
EASTBOUND LANES: REMOVE CONCRETE DECK AND PARAPET WALL, BRIDGE APPROACH PAVEMENT, REPLACE STEEL BEARINGS AND DIAPHRAGMS, PERFORM SUBSTRUCTURE REPAIRS AND TERMINAL BARRRIER. PLACE NEW PCC BRIDGE DECK AND PARAPET, NEW BRIDGE APPROACH SLABS, NEW BRIDGE APPROACH PAVEMENT CONNECTOR, CLEAN AND PAINT EXISTING BEAMS, BEARINGS AND DIAPHRAGMS, NEW TRAFFIC BARRIER, NEW PCC SIDEWALK AND CURB AND GUTTER.

MAINTENANCE OF TRAFFIC:
UTILIZE MAINTENANCE OF TRAFFIC DETAILS IN THE PLANS AND STANDARD 701606-06 AND 701801-04.

STAGE 3


CONSTRUCTION:
CONSTRUCT NEW CONCRETE MEDIAN ON BRIDGE AND ROADWAY AND REPAIR SEGMENTAL BLOCK RETAINING WALL ON EAST FRONTAGE ROAD.

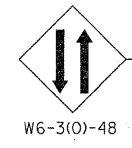
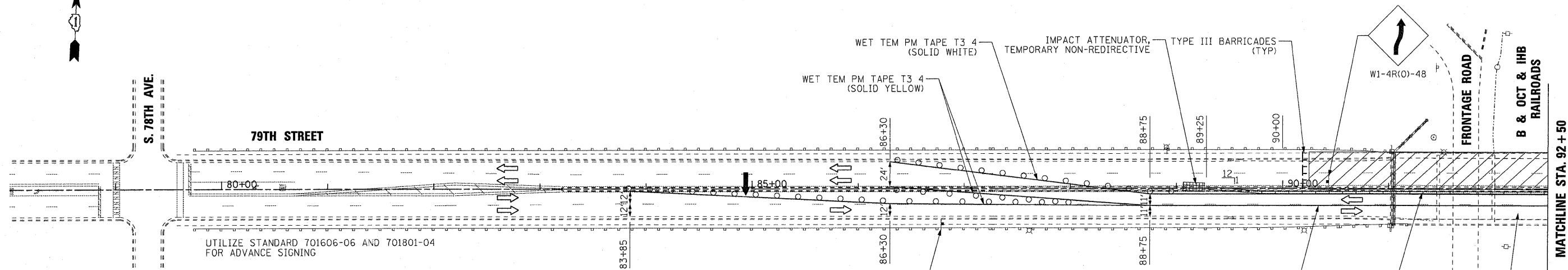
MAINTENANCE OF TRAFFIC:
UTILIZE STANDARDS 701501-05 AND 701606-06.

STAGE 4

CONSTRUCTION:
PLACE FINAL HOT-MIX ASPHALT PAVEMENT, PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS.

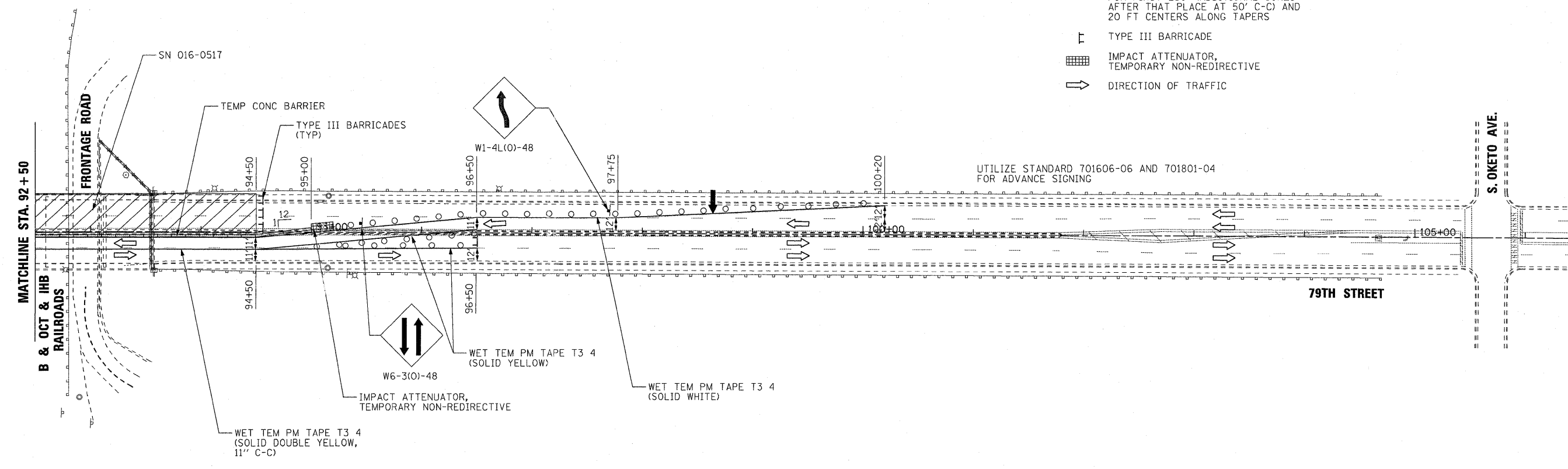
MAINTENANCE OF TRAFFIC:
UTILIZE STANDARDS 701311-03.

FILE NAME = #FILE#		DESIGNED RJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MOT GENERAL NOTES AND SUGGESTED CONSTRUCTION SEQUENCING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN VEA	REVISED -					1548	461 (VB & VF) I	COOK	52	9
CHECKED TWL	REVISED -	SCALE:			SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60H65		
DATE 06/14/2010	REVISED -								ILLINOIS FED. AID PROJECT			



LEGEND:

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHTS @ 25 FT CENTERS ALONG ROADWAY (TANGENT) FOR FIRST 250' (ADDITIONAL CONES AFTER THAT PLACE AT 50' C-C) AND 20 FT CENTERS ALONG TAPERS
- TYPE III BARRICADE
- IMPACT ATTENUATOR, TEMPORARY NON-REDIRECTIVE
- DIRECTION OF TRAFFIC



FILE NAME =
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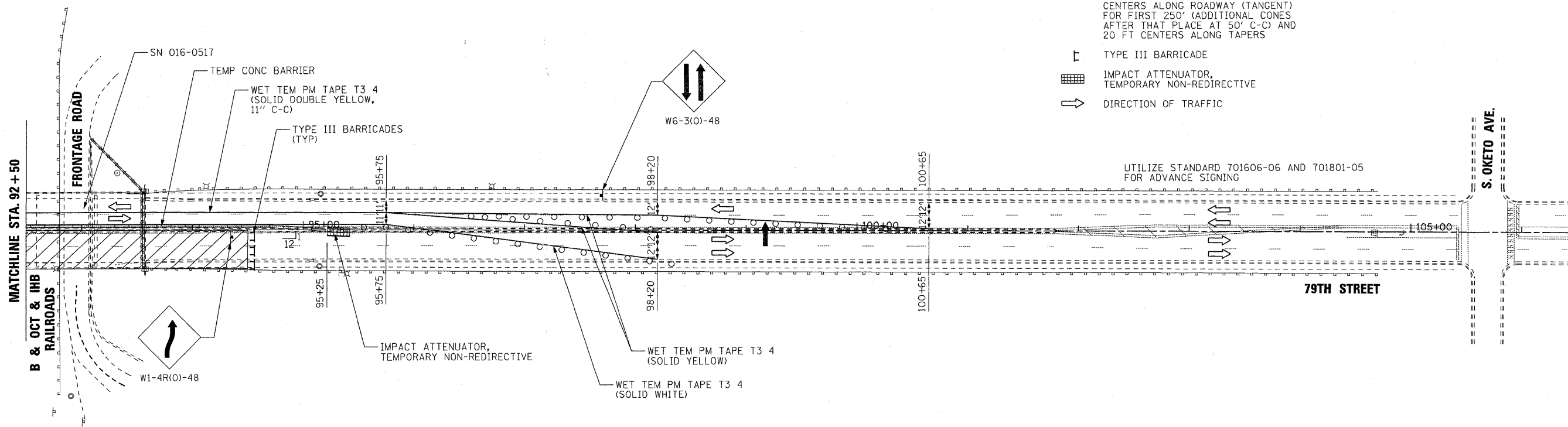
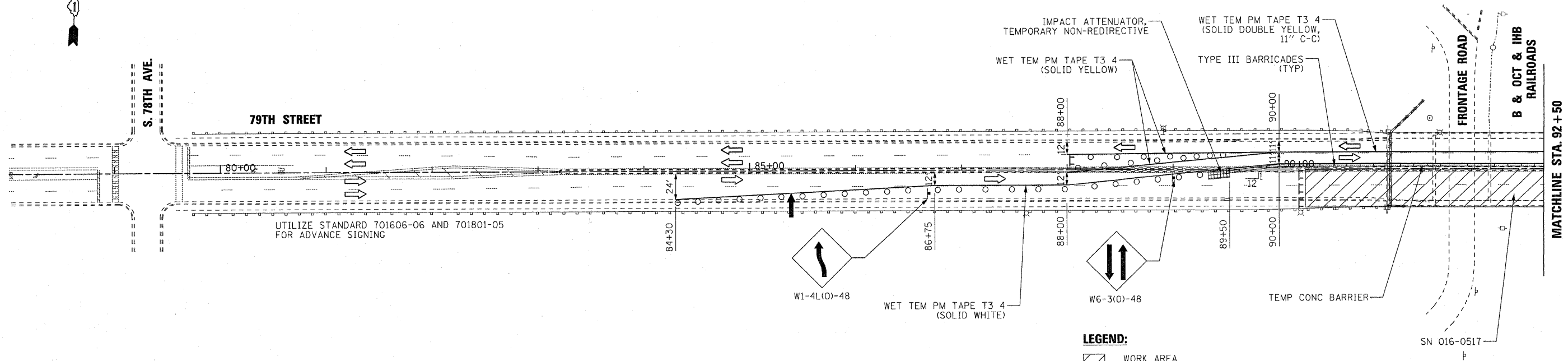
DESIGNED	RJD	REVISED	-
DRAWN	ADW	REVISED	-
CHECKED	TWL	REVISED	-
DATE	06/14/2010	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL
STAGE 1
79TH STREET OVER B & OCT & IHB RAILROAD**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	10
				CONTRACT NO. 60H65
ILLINOIS FED. AID PROJECT				



- LEGEND:**
- WORK AREA
 - TEMPORARY CONCRETE BARRIER
 - ARROW BOARD
 - SIGN
 - TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHTS @ 25 FT CENTERS ALONG ROADWAY (TANGENT) FOR FIRST 250' (ADDITIONAL CONES AFTER THAT PLACE AT 50' C-C) AND 20 FT CENTERS ALONG TAPERS
 - TYPE III BARRICADE
 - IMPACT ATTENUATOR, TEMPORARY NON-REDIRECTIVE
 - DIRECTION OF TRAFFIC

FILE NAME =
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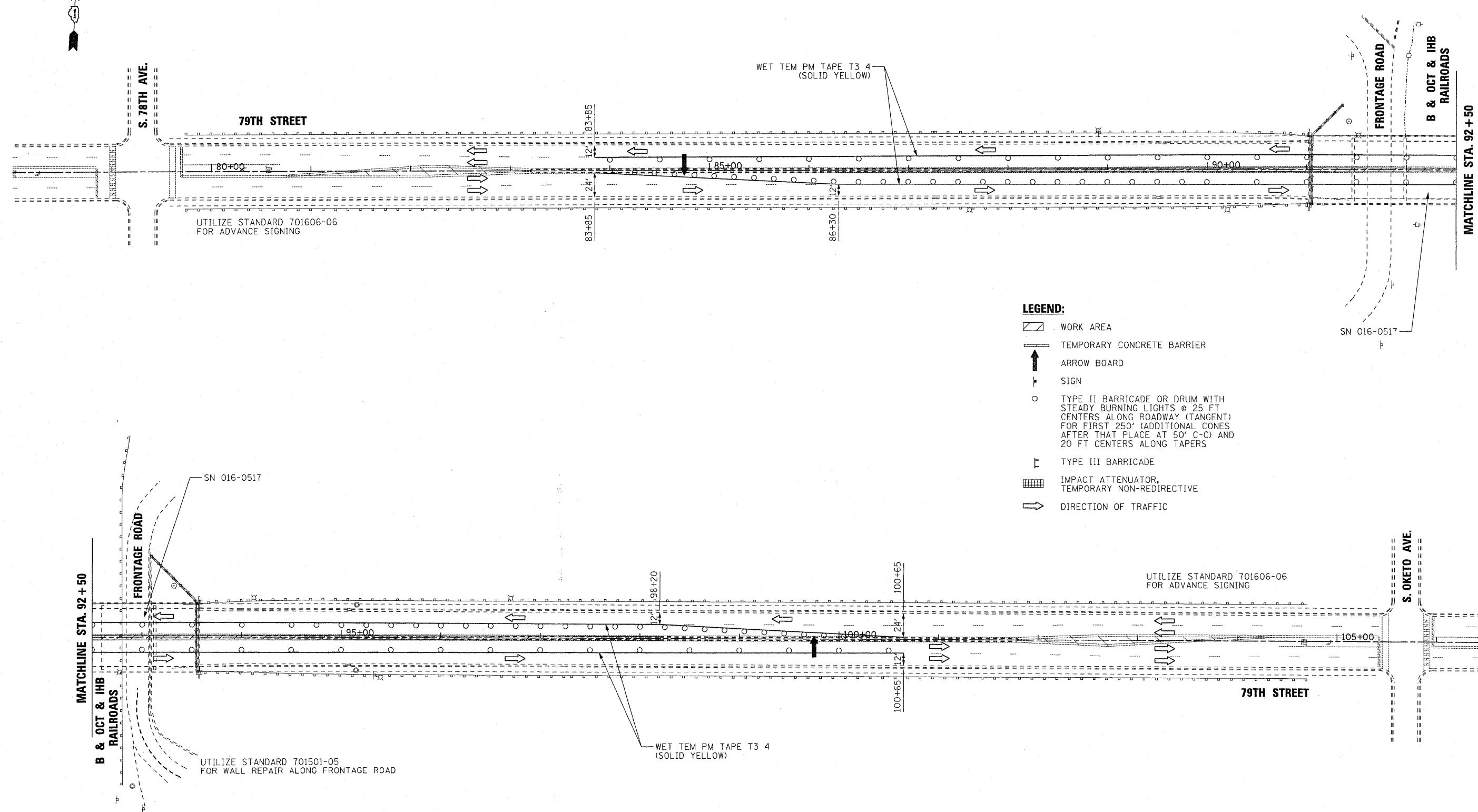
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DRAWN	ADW	REVISED	-
CHECKED	TWL	REVISED	-
DATE	06/14/2010	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL
STAGE 2
79TH STREET OVER B & OCT & IHB RAILROAD**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	11
				CONTRACT NO. 60H65
ILLINOIS FED. AID PROJECT				



- LEGEND:**
- WORK AREA
 - TEMPORARY CONCRETE BARRIER
 - ARROW BOARD
 - SIGN
 - TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHTS @ 25 FT CENTERS ALONG ROADWAY (TANGENT) FOR FIRST 250' (ADDITIONAL CONES AFTER THAT PLACE AT 50' C-C) AND 20 FT CENTERS ALONG TAPERS
 - TYPE III BARRICADE
 - IMPACT ATTENUATOR, TEMPORARY NON-REDIRECTIVE
 - DIRECTION OF TRAFFIC

FILE NAME = #FILE#		DESIGNED RJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL STAGE 3 79TH STREET OVER B & OCT & IHB RAILROAD			F.A.U. RTE. 1548	SECTION 461 (VB & VF) I	COUNTY COOK	TOTAL SHEETS 52	SHEET NO. 12
		DRAWN ADW	REVISED -		SCALE: 1" = 50'			ILLINOIS FED. AID PROJECT				
CHECKED TWL	REVISED -	SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60H65							
DATE 06/14/2010	REVISED -											

Bench Mark: B.M. "A" - Square cut on Light Pole Concrete Base, Sta. 88+91.50 39.76' Left, Elev. 645.29' NAVD 88

Existing Structure: SN 016-0519, constructed in 1956 as S.B.I. Rte. 46, Section 461-VB-VF over B & OCT R.R. as a multi span bridge on steel beam superstructure. In 1969, the approach pavements and bridge deck have been repaired and resurfaced. In 1984, the railing was removed and replaced by a concrete parapet with Type L Aluminum Railing. The Structure carries two 12'-0" lane in each direction and a 4'-10" sidewalk on both sides of the bridge. The Out to Out of deck measures 69'-8" and the Bk. to Bk. abutments is 256'-6". The substructure consists of reinforced concrete abutments supported on spread footing and multi-column piers on spread footing. Traffic is to be maintained utilizing stage construction. One Lane for each direction will be provided.

Salvage: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION 92+29.76
REBUILT BY
STATE OF ILLINOIS
F.A.U. 1548/79th STREET
SEC 461 (VB&VF) I
LOADING HS-20-44
STRUCTURE NO. 016-0519

LOADING HS20-44

No future wearing surface allowed.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications, 17th Edition

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (Structural Steel M270 Gr. 50)
 $f_y = 36,000$ psi (Structural Steel M270 Gr. 36)

EXISTING

$f_c = 1,400$ psi (Superstructure)
 $f_c = 800$ psi (Substructure)
 $f_y = 33,000$ psi (Structural Steel)
 $f_s = 20,000$ psi (Reinforcement)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

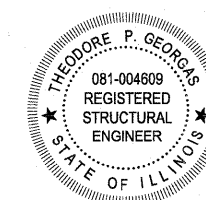
SCOPE OF WORK

1. Remove and replace Type L railing.
2. Remove and replace bridge deck.
3. Remove and replace approach slabs.
4. Provide French Drain behind abutments.
5. Provide Temporary Sheet Piling.
6. Remove and Replace Expansion Joint System with Strip Seal.
7. Remove and replace abutment backwall and portion of the bearing seat.
8. Remove and replace deteriorated & rusty diaphragms.
9. Cut, remove and replace segment of deteriorated steel beams.
10. Remove and replace expansion bearings at abutments.
11. Remove existing concrete gutter in front of the abutments.
12. Substructure modification and repairs.
13. Clean and paint steel beams.
14. Repair and restore Slopewall.
15. Repair and restore segmental block retaining wall.
16. Maintain Traffic in all Stages of Construction.

APPROVED

FOR STRUCTURAL ADEQUACY ONLY

Robert E. Anderson (TSD)
ENGINEER OF BRIDGES AND STRUCTURES

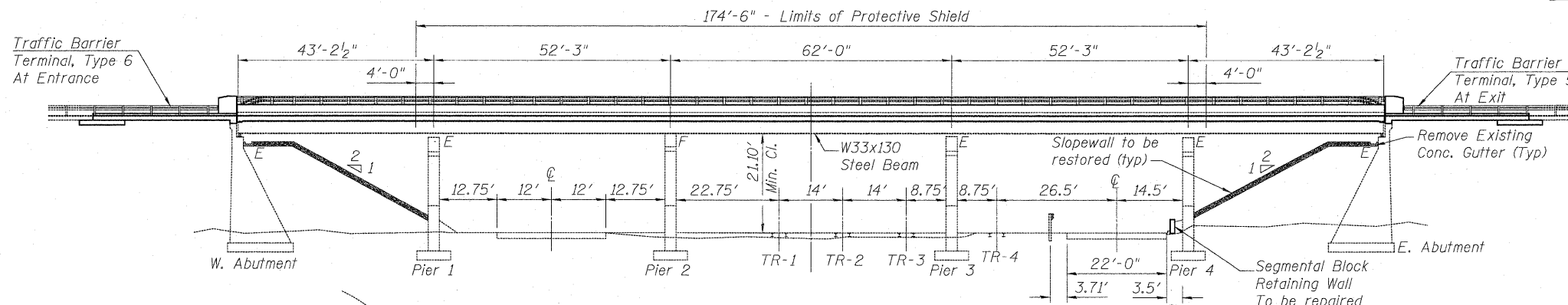


GENERAL PLAN AND ELEVATION

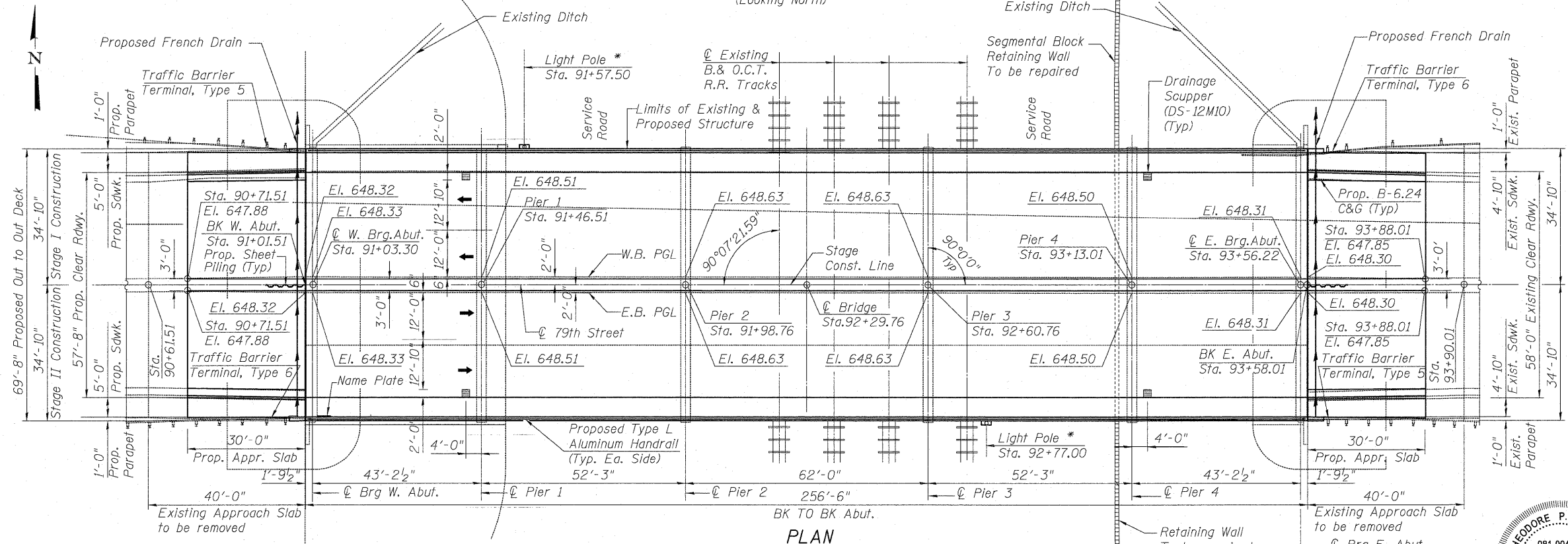
FAU 1548/79th STREET
OVER B & OCT & IHB RAILROAD
COOK COUNTY
STA. 92+29.76
STRUCTURE NO. 016-0519

NAME PLATE

See Std. 515001

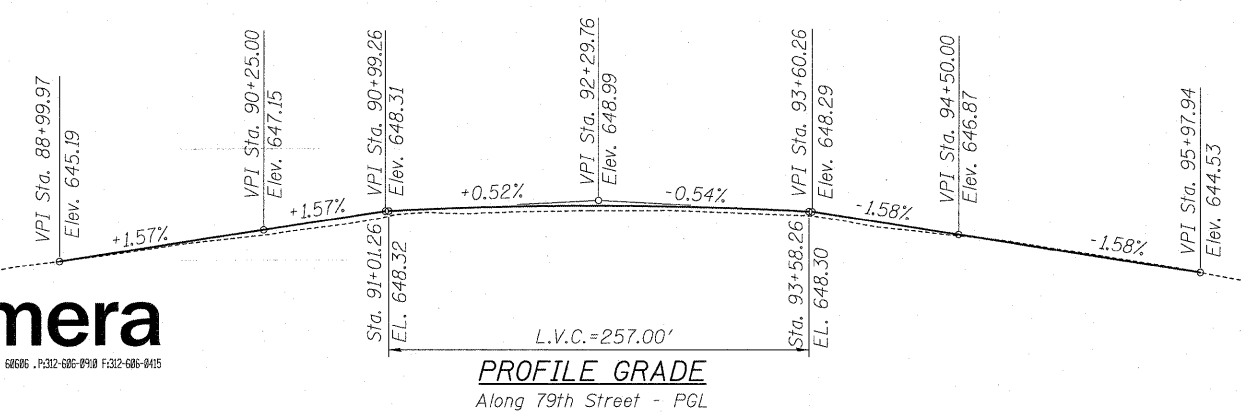


ELEVATION
(Looking North)

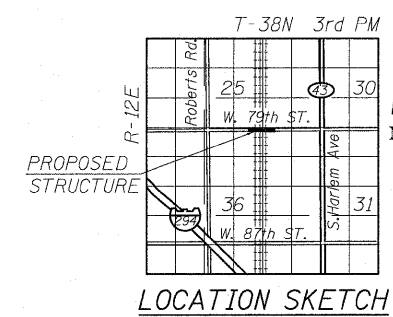


PLAN

* Light Pole to be re-used



PROFILE GRADE
Along 79th Street - PGL



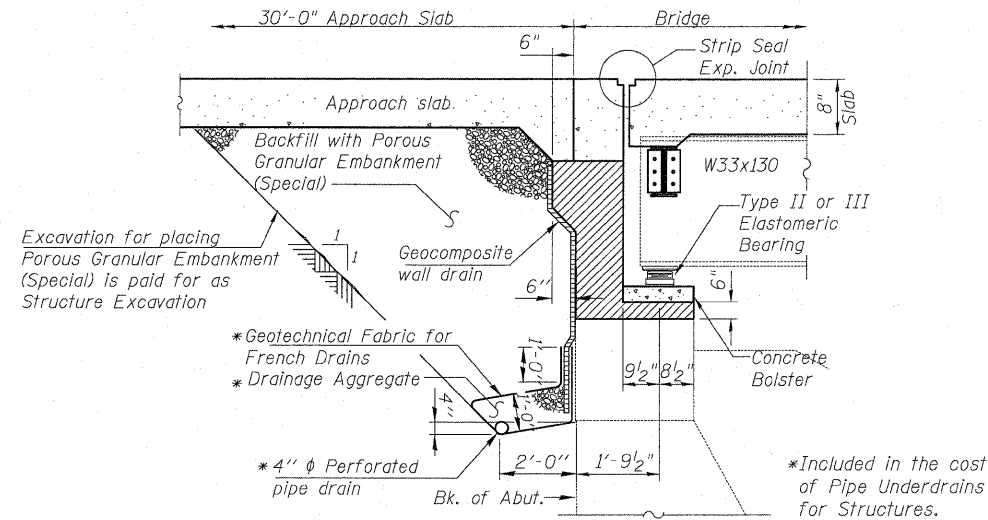
LOCATION SKETCH

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



SHEET NO. 51	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	13
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Note:

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	Each	1	-	1
Concrete Removal	Cu. Yd.	-	60.2	60.2
Concrete Superstructure	Cu. Yd.	822.2	-	822.2
Concrete Structures	Cu. Yd.	-	71.7	71.7
Reinforcement Bars, Epoxy Coated	Pound	173,240	8,740	181,980
Protective Coat	Sq. Yd.	2,245	563	2,808
Bridge Deck Grooving	Sq. Yd.	1,404	-	1,404
Bar Splicers	Each	912	130	1,042
Protective Shield	Sq. Yd.	1,545	-	1,545
Name Plates	Each	1	-	1
Structural Steel Repair	Pound	6,020	-	6,020
Elastomeric Bearing Assembly, Type II	Each	12	-	12
Elastomeric Bearing Assembly, Type III	Each	12	-	12
Anchor Bolts, 1"	Each	48	-	48
Epoxy Crack Injection	Foot	-	63	63
Stud Shear Connectors	Each	10,536	-	10,536
Aluminum Railing, Type L	Foot	509	-	509
Preformed Joint Strip Seal	Foot	143	-	143
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	-	199	199
Structural Repair of Concrete (Depth greater than 5 inches)	Sq. Ft.	-	16	16
Structure Excavation	Cu. Yd.	-	185	185
Aggregate Slope wall 9"	Sq. Yd.	-	165	165
Temporary Sheet Piling	Sq. Ft.	-	260	260
Porous Granular Embankment, Special	Cu. Yd.	185	-	185
Approach Slab Removal	Sq. Yd.	498	-	498
Pipe Underdrains for Structures 4"	Foot	-	172	172
Cleaning and Painting Steel Bridge	L. Sum	1	-	1
Porous Granular Embankment	Cu. Yd.	-	118	118
Concrete Sealer	Sq. Ft.	-	942	942
Segmental Block Retaining Wall Repair	Sq. Ft.	-	107	107
Drainage Scuppers, DS-12M10	Each	4	-	4
Drainage System	L. Sum	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	86	86
Concrete Headwall for Pipe Drains	Each	-	1	1
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	1	-	1
Jacking and Cribbing	Each	24	-	24

GENERAL NOTES

- Fastener shall be AASHTO M164 Type 1, mechanically galvanized bolt. Bolt $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, 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. 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 $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. 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.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The intermediate and final coats may be field applied. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 5 ft (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPCSP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPCSP15.

The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final final finish coat for the exterior and bottom flange of the fascia beams shall be reddish brown, Munsell No. 2.5YR 3/4.
- Existing structural steel in contact with new splice plates shall be cleaned and painted as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
- Concrete Sealer shall be applied to the face of backwall and bearing seat of the West and East Abutments.

INDEX OF STRUCTURAL SHEETS

- S1 - General Plan and Elevation
- S2 - Index of Structural Sheets, General Notes & Bill of Material
- S3 - Stage Construction Details
- S4 - Temporary Concrete Barrier for Stage Construction
- S5 - Top of Deck Plan, Dead Load Deflection Diagram and Elevations
- S6 - Top of Deck Slab Elevations 1
- S7 - Top of Deck Slab Elevations 2
- S8 - Top of Deck Slab Elevations 3
- S9 - Top of Deck Slab Elevations 4
- S10 - West Approach Top of Slab Elevations
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- S12 - Superstructure Plan, Cross Section & Bill of Materials
- S13 - Superstructure Details
- S14 - Superstructure Parapet Elevations and Details
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- S19 - Framing Plan & Details
- S20 - Framing Details 1
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- S22 - Elastomeric Bearing Type II Details
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- S24 - West Abutment Details
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- S26 - Pier 1 Repair Details
- S27 - Pier 2 Repair Details
- S28 - Pier 3 Repair Details
- S29 - Pier 4 Repair Details
- S30 - Slope wall Repair Details
- S31 - Segmental Block Retaining Wall Repair Details & Concrete Headwall for Pipe Drain Details
- S32 - Bar Splicer Assembly and Mechanical Splicer Details
- S33 - Bridge Drainage System Details
- S34 - Drainage Scupper DS-12M10

INDEX OF STRUCTURAL SHEETS
GENERAL NOTES & BILL OF MATERIAL
STRUCTURE NO. 016-0519

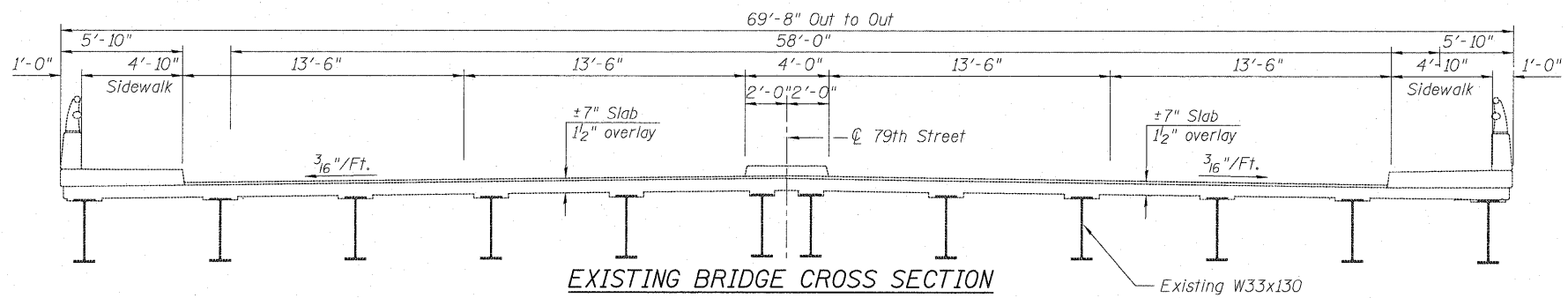
DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



100 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-686-0910 F.312-686-0415

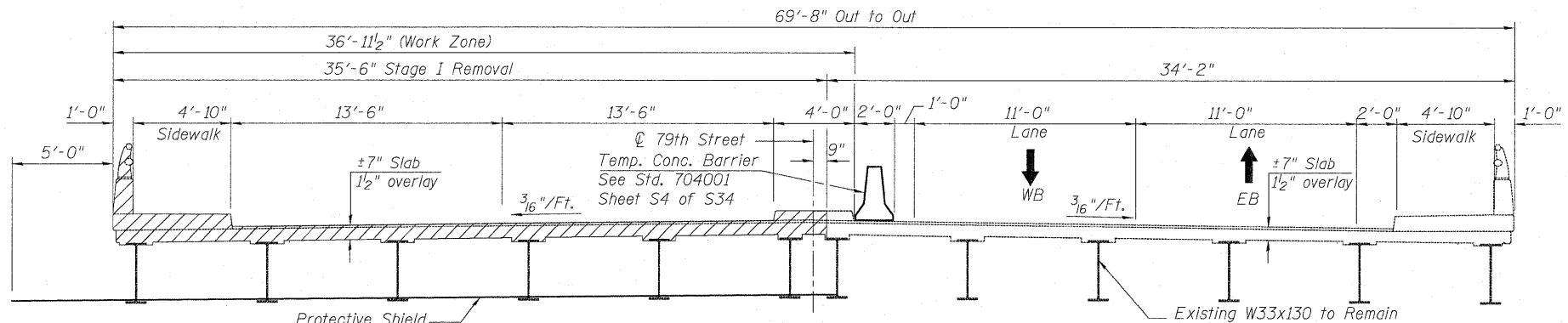
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S2	1548	461 (VB&VF) I	COOK	52	14
S34 SHEETS					
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

STATE OF ILLINOIS
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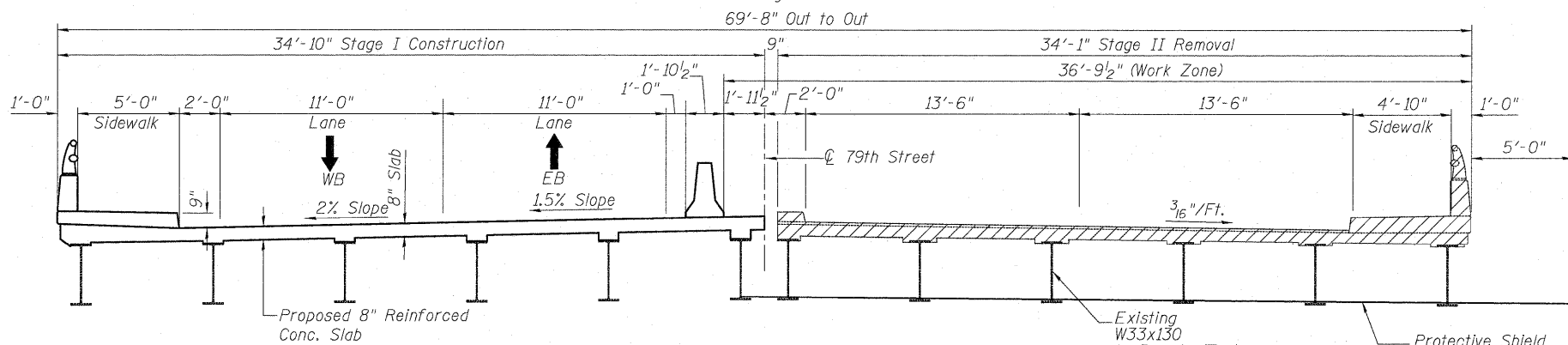
EXISTING BRIDGE CROSS SECTION

Looking East



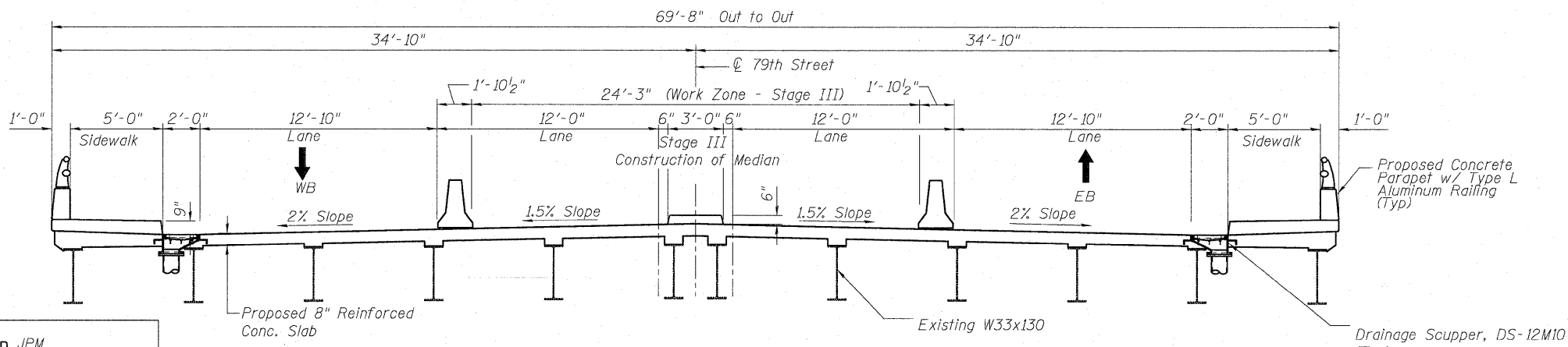
STAGE 1 REMOVAL & CONSTRUCTION

Looking East



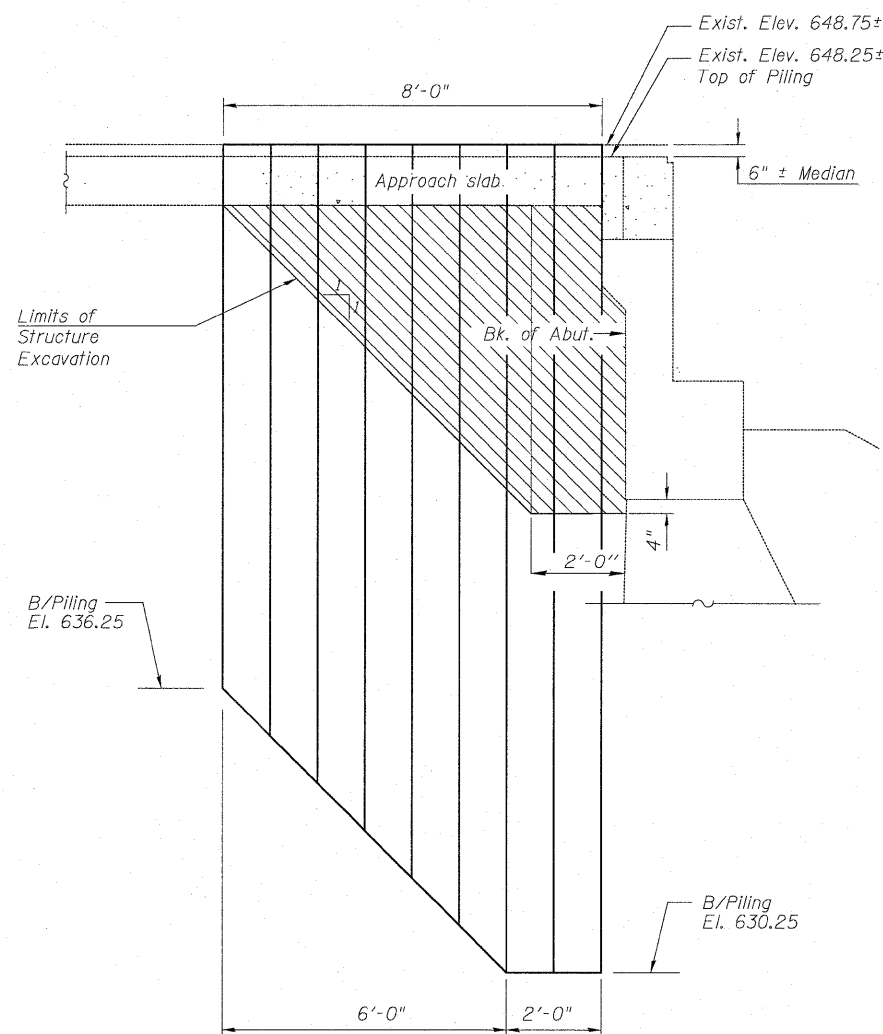
STAGE 2 REMOVAL & CONSTRUCTION

Looking East



STAGE 3

Looking East



TEMPORARY SHEET PILING DETAILS

Minimum Section Modulus = 18.1 in.³/ft.
Minimum Embedment = 18'-0"

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling requirements shown on these plans for lesser design requirements, then full design submittals sealed by an Illinois Licensed Structural Engineer will be required and submitted to the Department for review and approval.

Excavation Slope at Rt. angle to Abutment.

LEGEND

- Removal of Existing Concrete Deck *
- Structure Excavation

* Includes removal of concrete overlay and Bridge Handrail

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



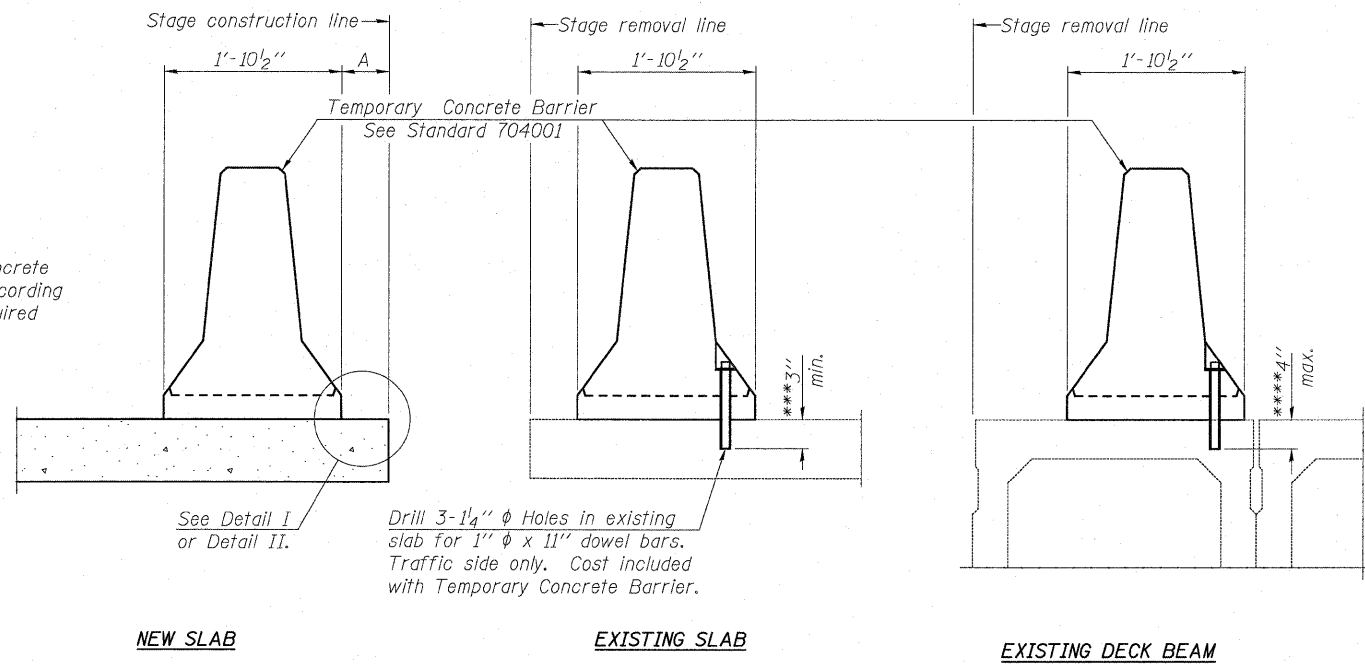
180 S. WACKER DRIVE SUITE 700, CHICAGO, IL 60606, P.312-686-8910 F.312-686-8415

Note:
For quantity of Temporary Concrete Barrier, see Roadway Plans.

SHEET NO. S3	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	15
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Drill 3-1 1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

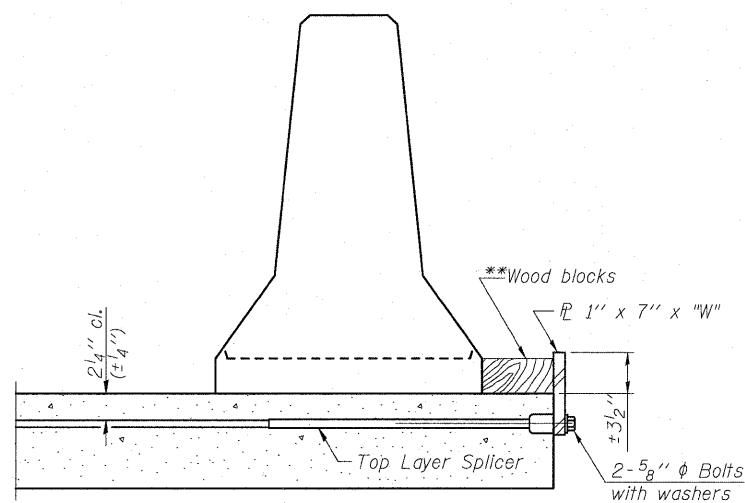
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

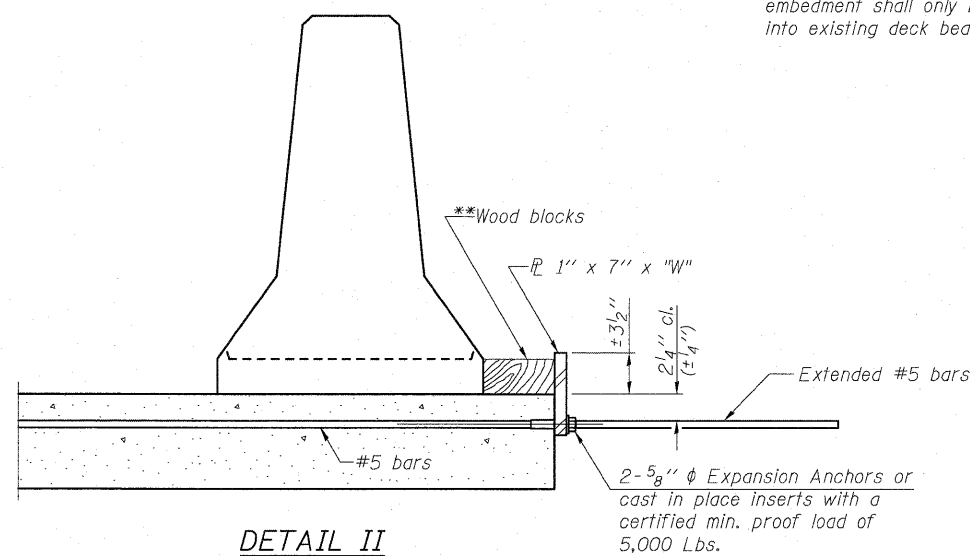
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

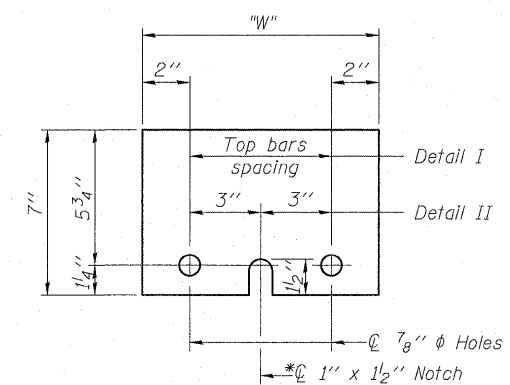
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1' x 7' x 10''

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



100 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606 P:312-606-0910 F:312-606-0415

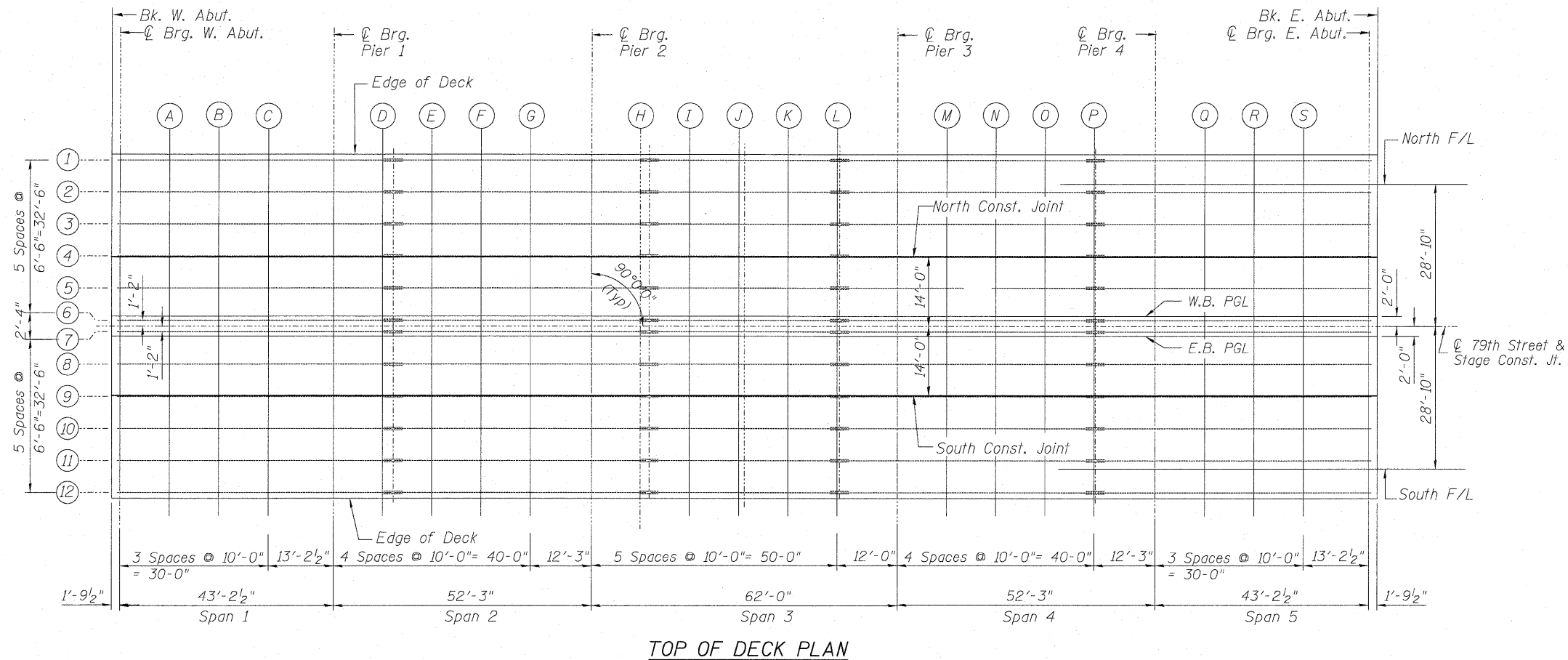
R-27

11-1-09

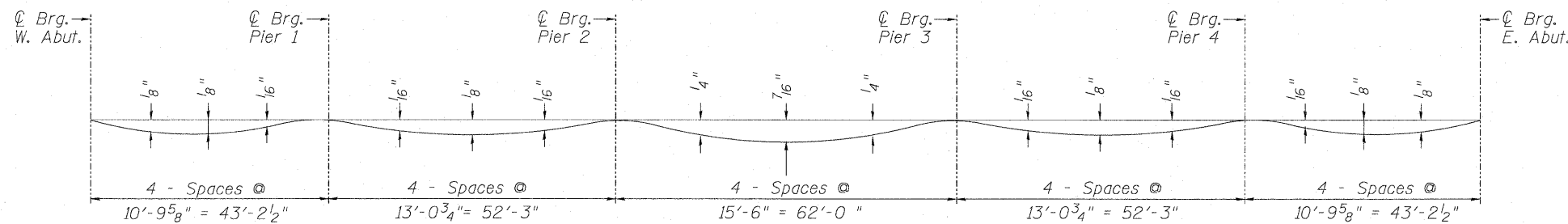
TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-0519

SHEET NO. S4	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	16
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



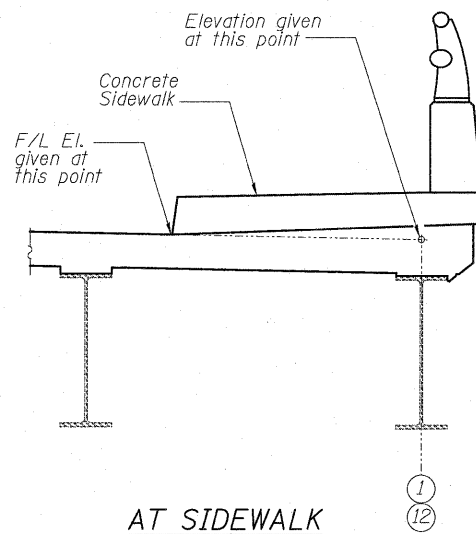
TOP OF DECK PLAN



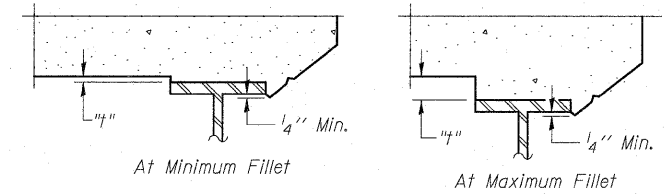
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only w/o FWS)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in this sheet and on Sheets S6 thru S9 of S34



AT SIDEWALK



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this Sheet and Sheets S6 thru S9, and minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-33.67	647.75	647.75
⊙ Brg. W. Abutment	91+03.30	-33.67	647.76	647.76
A	91+13.30	-33.67	647.81	647.82
B	91+23.30	-33.67	647.85	647.87
C	91+33.30	-33.67	647.89	647.90
⊙ Pier 1	91+46.51	-33.67	647.94	647.94
D	91+56.51	-33.67	647.97	647.98
E	91+66.51	-33.67	648.00	648.01
F	91+76.51	-33.67	648.02	648.03
G	91+86.51	-33.67	648.04	648.05
⊙ Pier 2	91+98.76	-33.67	648.06	648.06
H	92+08.76	-33.67	648.07	648.08
I	92+18.76	-33.67	648.08	648.11
J	92+28.76	-33.67	648.08	648.12
K	92+38.76	-33.67	648.07	648.11
L	92+48.76	-33.67	648.07	648.08
⊙ Pier 3	92+60.76	-33.67	648.05	648.05
M	92+70.76	-33.67	648.04	648.04
N	92+80.76	-33.67	648.02	648.03
O	92+90.76	-33.67	647.99	648.00
P	93+00.76	-33.67	647.97	647.97
⊙ Pier 4	93+13.01	-33.67	647.93	647.93
Q	93+23.01	-33.67	647.89	647.89
R	93+33.01	-33.67	647.85	647.86
S	93+43.01	-33.67	647.80	647.81
⊙ Brg. E. Abutment	93+56.22	-33.67	647.73	647.73
Bk. E. Abutment	93+58.01	-33.67	647.72	647.72

TOP OF DECK PLAN
DEAD LOAD DEFLECTION DIAGRAM AND ELEVATIONS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



180 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-606-8110 F.312-606-8415

SHEET NO. S5	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	17
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH (LEFT) F/L

BEAM 2

BEAM 3

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-28.83	647.85	647.85
☉ Brg. W. Abutment	91+03.30	-28.83	647.86	647.86
A	91+13.30	-28.83	647.91	647.92
B	91+23.30	-28.83	647.95	647.96
C	91+33.30	-28.83	647.99	648.00
☉ Pier 1	91+46.51	-28.83	648.04	648.04
D	91+56.51	-28.83	648.07	648.07
E	91+66.51	-28.83	648.10	648.11
F	91+76.51	-28.83	648.12	648.13
G	91+86.51	-28.83	648.14	648.14
☉ Pier 2	91+98.76	-28.83	648.16	648.16
H	92+08.76	-28.83	648.17	648.18
I	92+18.76	-28.83	648.17	648.20
J	92+28.76	-28.83	648.17	648.21
K	92+38.76	-28.83	648.17	648.20
L	92+48.76	-28.83	648.16	648.18
☉ Pier 3	92+60.76	-28.83	648.15	648.15
M	92+70.76	-28.83	648.13	648.14
N	92+80.76	-28.83	648.11	648.12
O	92+90.76	-28.83	648.09	648.10
P	93+00.76	-28.83	648.06	648.07
☉ Pier 4	93+13.01	-28.83	648.02	648.02
Q	93+23.01	-28.83	647.98	647.99
R	93+33.01	-28.83	647.94	647.96
S	93+43.01	-28.83	647.90	647.91
☉ Brg. E. Abutment	93+56.22	-28.83	647.83	647.83
Bk. E. Abutment	93+58.01	-28.83	647.82	647.82

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-27.17	647.88	647.88
☉ Brg. W. Abutment	91+03.30	-27.17	647.89	647.89
A	91+13.30	-27.17	647.94	647.95
B	91+23.30	-27.17	647.98	648.00
C	91+33.30	-27.17	648.02	648.03
☉ Pier 1	91+46.51	-27.17	648.07	648.07
D	91+56.51	-27.17	648.10	648.11
E	91+66.51	-27.17	648.13	648.14
F	91+76.51	-27.17	648.15	648.16
G	91+86.51	-27.17	648.17	648.18
☉ Pier 2	91+98.76	-27.17	648.19	648.19
H	92+08.76	-27.17	648.20	648.21
I	92+18.76	-27.17	648.20	648.24
J	92+28.76	-27.17	648.21	648.24
K	92+38.76	-27.17	648.20	648.24
L	92+48.76	-27.17	648.20	648.21
☉ Pier 3	92+60.76	-27.17	648.18	648.18
M	92+70.76	-27.17	648.17	648.17
N	92+80.76	-27.17	648.15	648.16
O	92+90.76	-27.17	648.12	648.13
P	93+00.76	-27.17	648.10	648.10
☉ Pier 4	93+13.01	-27.17	648.06	648.06
Q	93+23.01	-27.17	648.02	648.02
R	93+33.01	-27.17	647.98	647.99
S	93+43.01	-27.17	647.93	647.94
☉ Brg. E. Abutment	93+56.22	-27.17	647.86	647.86
Bk. E. Abutment	93+58.01	-27.17	647.85	647.85

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-20.67	648.01	648.01
☉ Brg. W. Abutment	91+03.30	-20.67	648.02	648.02
A	91+13.30	-20.67	648.07	648.08
B	91+23.30	-20.67	648.11	648.13
C	91+33.30	-20.67	648.15	648.16
☉ Pier 1	91+46.51	-20.67	648.20	648.20
D	91+56.51	-20.67	648.23	648.24
E	91+66.51	-20.67	648.26	648.27
F	91+76.51	-20.67	648.28	648.29
G	91+86.51	-20.67	648.30	648.31
☉ Pier 2	91+98.76	-20.67	648.32	648.32
H	92+08.76	-20.67	648.33	648.34
I	92+18.76	-20.67	648.33	648.37
J	92+28.76	-20.67	648.34	648.37
K	92+38.76	-20.67	648.33	648.37
L	92+48.76	-20.67	648.33	648.34
☉ Pier 3	92+60.76	-20.67	648.31	648.31
M	92+70.76	-20.67	648.30	648.30
N	92+80.76	-20.67	648.28	648.29
O	92+90.76	-20.67	648.25	648.26
P	93+00.76	-20.67	648.23	648.23
☉ Pier 4	93+13.01	-20.67	648.18	648.18
Q	93+23.01	-20.67	648.15	648.15
R	93+33.01	-20.67	648.11	648.12
S	93+43.01	-20.67	648.06	648.07
☉ Brg. E. Abutment	93+56.22	-20.67	647.99	647.99
Bk. E. Abutment	93+58.01	-20.67	647.98	647.98

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-14.17	648.14	648.14
☉ Brg. W. Abutment	91+03.30	-14.17	648.15	648.15
A	91+13.30	-14.17	648.20	648.21
B	91+23.30	-14.17	648.24	648.26
C	91+33.30	-14.17	648.28	648.29
☉ Pier 1	91+46.51	-14.17	648.33	648.33
D	91+56.51	-14.17	648.36	648.37
E	91+66.51	-14.17	648.39	648.40
F	91+76.51	-14.17	648.41	648.42
G	91+86.51	-14.17	648.43	648.43
☉ Pier 2	91+98.76	-14.17	648.45	648.45
H	92+08.76	-14.17	648.46	648.47
I	92+18.76	-14.17	648.46	648.50
J	92+28.76	-14.17	648.47	648.50
K	92+38.76	-14.17	648.46	648.50
L	92+48.76	-14.17	648.46	648.47
☉ Pier 3	92+60.76	-14.17	648.44	648.44
M	92+70.76	-14.17	648.43	648.43
N	92+80.76	-14.17	648.41	648.42
O	92+90.76	-14.17	648.38	648.39
P	93+00.76	-14.17	648.36	648.36
☉ Pier 4	93+13.01	-14.17	648.31	648.31
Q	93+23.01	-14.17	648.28	648.28
R	93+33.01	-14.17	648.24	648.25
S	93+43.01	-14.17	648.19	648.20
☉ Brg. E. Abutment	93+56.22	-14.17	648.12	648.12
Bk. E. Abutment	93+58.01	-14.17	648.11	648.11

NORTH CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-14.00	648.14	648.14
☉ Brg. W. Abutment	91+03.30	-14.00	648.15	648.15
A	91+13.30	-14.00	648.20	648.21
B	91+23.30	-14.00	648.25	648.26
C	91+33.30	-14.00	648.29	648.30
☉ Pier 1	91+46.51	-14.00	648.33	648.33
D	91+56.51	-14.00	648.37	648.37
E	91+66.51	-14.00	648.39	648.40
F	91+76.51	-14.00	648.42	648.43
G	91+86.51	-14.00	648.44	648.44
☉ Pier 2	91+98.76	-14.00	648.45	648.45
H	92+08.76	-14.00	648.46	648.48
I	92+18.76	-14.00	648.47	648.50
J	92+28.76	-14.00	648.47	648.51
K	92+38.76	-14.00	648.47	648.50
L	92+48.76	-14.00	648.46	648.48
☉ Pier 3	92+60.76	-14.00	648.45	648.45
M	92+70.76	-14.00	648.43	648.43
N	92+80.76	-14.00	648.41	648.42
O	92+90.76	-14.00	648.39	648.40
P	93+00.76	-14.00	648.36	648.36
☉ Pier 4	93+13.01	-14.00	648.32	648.32
Q	93+23.01	-14.00	648.28	648.29
R	93+33.01	-14.00	648.24	648.25
S	93+43.01	-14.00	648.19	648.21
☉ Brg. E. Abutment	93+56.22	-14.00	648.13	648.13
Bk. E. Abutment	93+58.01	-14.00	648.12	648.12

TOP OF DECK SLAB ELEVATIONS 1
STRUCTURE NO. 016-0519

DESIGNED JPM
CHECKED TG
DRAWN MPS
CHECKED JPM, TG



180 S. WICKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-606-4110 F.312-606-4115

SHEET NO.56	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	18
S34 SHEETS					
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-7.67	648.24	648.24
☉ Brg. W. Abutment	91+03.30	-7.67	648.25	648.25
A	91+13.30	-7.67	648.30	648.31
B	91+23.30	-7.67	648.34	648.36
C	91+33.30	-7.67	648.38	648.39
☉ Pier 1	91+46.51	-7.67	648.43	648.43
D	91+56.51	-7.67	648.46	648.47
E	91+66.51	-7.67	648.49	648.50
F	91+76.51	-7.67	648.51	648.52
G	91+86.51	-7.67	648.53	648.53
☉ Pier 2	91+98.76	-7.67	648.55	648.55
H	92+08.76	-7.67	648.56	648.57
I	92+18.76	-7.67	648.56	648.59
J	92+28.76	-7.67	648.56	648.60
K	92+38.76	-7.67	648.56	648.60
L	92+48.76	-7.67	648.56	648.57
☉ Pier 3	92+60.76	-7.67	648.54	648.54
M	92+70.76	-7.67	648.53	648.53
N	92+80.76	-7.67	648.51	648.51
O	92+90.76	-7.67	648.48	648.49
P	93+00.76	-7.67	648.45	648.46
☉ Pier 4	93+13.01	-7.67	648.41	648.41
Q	93+23.01	-7.67	648.38	648.38
R	93+33.01	-7.67	648.33	648.35
S	93+43.01	-7.67	648.29	648.30
☉ Brg. E. Abutment	93+56.22	-7.67	648.22	648.22
Bk. E. Abutment	93+58.01	-7.67	648.21	648.21

WB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-2.00	648.32	648.32
☉ Brg. W. Abutment	91+03.30	-2.00	648.33	648.33
A	91+13.30	-2.00	648.38	648.39
B	91+23.30	-2.00	648.43	648.44
C	91+33.30	-2.00	648.47	648.48
☉ Pier 1	91+46.51	-2.00	648.51	648.51
D	91+56.51	-2.00	648.55	648.55
E	91+66.51	-2.00	648.57	648.58
F	91+76.51	-2.00	648.60	648.61
G	91+86.51	-2.00	648.62	648.62
☉ Pier 2	91+98.76	-2.00	648.63	648.63
H	92+08.76	-2.00	648.64	648.66
I	92+18.76	-2.00	648.65	648.68
J	92+28.76	-2.00	648.65	648.69
K	92+38.76	-2.00	648.65	648.68
L	92+48.76	-2.00	648.64	648.66
☉ Pier 3	92+60.76	-2.00	648.63	648.63
M	92+70.76	-2.00	648.61	648.61
N	92+80.76	-2.00	648.59	648.60
O	92+90.76	-2.00	648.57	648.58
P	93+00.76	-2.00	648.54	648.54
☉ Pier 4	93+13.01	-2.00	648.50	648.50
Q	93+23.01	-2.00	648.46	648.47
R	93+33.01	-2.00	648.42	648.43
S	93+43.01	-2.00	648.37	648.39
☉ Brg. E. Abutment	93+56.22	-2.00	648.31	648.31
Bk. E. Abutment	93+58.01	-2.00	648.30	648.30

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	-1.17	648.34	648.34
☉ Brg. W. Abutment	91+03.30	-1.17	648.34	648.34
A	91+13.30	-1.17	648.39	648.40
B	91+23.30	-1.17	648.44	648.45
C	91+33.30	-1.17	648.48	648.49
☉ Pier 1	91+46.51	-1.17	648.53	648.53
D	91+56.51	-1.17	648.56	648.56
E	91+66.51	-1.17	648.59	648.59
F	91+76.51	-1.17	648.61	648.62
G	91+86.51	-1.17	648.63	648.63
☉ Pier 2	91+98.76	-1.17	648.64	648.64
H	92+08.76	-1.17	648.65	648.67
I	92+18.76	-1.17	648.66	648.69
J	92+28.76	-1.17	648.66	648.70
K	92+38.76	-1.17	648.66	648.69
L	92+48.76	-1.17	648.65	648.67
☉ Pier 3	92+60.76	-1.17	648.64	648.64
M	92+70.76	-1.17	648.62	648.62
N	92+80.76	-1.17	648.60	648.61
O	92+90.76	-1.17	648.58	648.59
P	93+00.76	-1.17	648.55	648.56
☉ Pier 4	93+13.01	-1.17	648.51	648.51
Q	93+23.01	-1.17	648.47	648.48
R	93+33.01	-1.17	648.43	648.44
S	93+43.01	-1.17	648.39	648.40
☉ Brg. E. Abutment	93+56.22	-1.17	648.32	648.32
Bk. E. Abutment	93+58.01	-1.17	648.31	648.31

☉ 79TH ST. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	0.00	648.35	648.35
☉ Brg. W. Abutment	91+03.30	0.00	648.36	648.36
A	91+13.30	0.00	648.41	648.42
B	91+23.30	0.00	648.46	648.47
C	91+33.30	0.00	648.50	648.51
☉ Pier 1	91+46.51	0.00	648.54	648.54
D	91+56.51	0.00	648.58	648.58
E	91+66.51	0.00	648.60	648.61
F	91+76.51	0.00	648.63	648.63
G	91+86.51	0.00	648.64	648.65
☉ Pier 2	91+98.76	0.00	648.66	648.66
H	92+08.76	0.00	648.67	648.69
I	92+18.76	0.00	648.68	648.71
J	92+28.76	0.00	648.68	648.72
K	92+38.76	0.00	648.68	648.71
L	92+48.76	0.00	648.67	648.69
☉ Pier 3	92+60.76	0.00	648.66	648.66
M	92+70.76	0.00	648.64	648.64
N	92+80.76	0.00	648.62	648.63
O	92+90.76	0.00	648.60	648.61
P	93+00.76	0.00	648.57	648.57
☉ Pier 4	93+13.01	0.00	648.53	648.53
Q	93+23.01	0.00	648.49	648.50
R	93+33.01	0.00	648.45	648.46
S	93+43.01	0.00	648.40	648.42
☉ Brg. E. Abutment	93+56.22	0.00	648.34	648.34
Bk. E. Abutment	93+58.01	0.00	648.33	648.33

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



TOP OF DECK SLAB ELEVATIONS 2
STRUCTURE NO. 016-0519

SHEET NO. 57	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	19
S34 SHEETS		CONTRACT NO. 60H65			
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	1.17	648.34	648.34
⊕ Brg. W. Abutment	91+03.30	1.17	648.34	648.34
A	91+13.30	1.17	648.39	648.40
B	91+23.30	1.17	648.44	648.45
C	91+33.30	1.17	648.48	648.49
⊕ Pier 1	91+46.51	1.17	648.53	648.53
D	91+56.51	1.17	648.56	648.56
E	91+66.51	1.17	648.59	648.59
F	91+76.51	1.17	648.61	648.62
G	91+86.51	1.17	648.63	648.63
⊕ Pier 2	91+98.76	1.17	648.64	648.64
H	92+08.76	1.17	648.65	648.67
I	92+18.76	1.17	648.66	648.69
J	92+28.76	1.17	648.66	648.70
K	92+38.76	1.17	648.66	648.69
L	92+48.76	1.17	648.65	648.67
⊕ Pier 3	92+60.76	1.17	648.64	648.64
M	92+70.76	1.17	648.62	648.62
N	92+80.76	1.17	648.60	648.61
O	92+90.76	1.17	648.58	648.59
P	93+00.76	1.17	648.55	648.56
⊕ Pier 4	93+13.01	1.17	648.51	648.51
Q	93+23.01	1.17	648.47	648.48
R	93+33.01	1.17	648.43	648.44
S	93+43.01	1.17	648.39	648.40
⊕ Brg. E. Abutment	93+56.22	1.17	648.32	648.32
Bk. E. Abutment	93+58.01	1.17	648.31	648.31

EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	2.00	648.32	648.32
⊕ Brg. W. Abutment	91+03.30	2.00	648.33	648.33
A	91+13.30	2.00	648.38	648.39
B	91+23.30	2.00	648.43	648.44
C	91+33.30	2.00	648.47	648.48
⊕ Pier 1	91+46.51	2.00	648.51	648.51
D	91+56.51	2.00	648.55	648.55
E	91+66.51	2.00	648.57	648.58
F	91+76.51	2.00	648.60	648.61
G	91+86.51	2.00	648.62	648.62
⊕ Pier 2	91+98.76	2.00	648.63	648.63
H	92+08.76	2.00	648.64	648.66
I	92+18.76	2.00	648.65	648.68
J	92+28.76	2.00	648.65	648.69
K	92+38.76	2.00	648.65	648.68
L	92+48.76	2.00	648.64	648.66
⊕ Pier 3	92+60.76	2.00	648.63	648.63
M	92+70.76	2.00	648.61	648.61
N	92+80.76	2.00	648.59	648.60
O	92+90.76	2.00	648.57	648.58
P	93+00.76	2.00	648.54	648.54
⊕ Pier 4	93+13.01	2.00	648.50	648.50
Q	93+23.01	2.00	648.46	648.47
R	93+33.01	2.00	648.42	648.43
S	93+43.01	2.00	648.37	648.39
⊕ Brg. E. Abutment	93+56.22	2.00	648.31	648.31
Bk. E. Abutment	93+58.01	2.00	648.30	648.30

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	7.67	648.24	648.24
⊕ Brg. W. Abutment	91+03.30	7.67	648.25	648.25
A	91+13.30	7.67	648.30	648.31
B	91+23.30	7.67	648.34	648.36
C	91+33.30	7.67	648.38	648.39
⊕ Pier 1	91+46.51	7.67	648.43	648.43
D	91+56.51	7.67	648.46	648.47
E	91+66.51	7.67	648.49	648.50
F	91+76.51	7.67	648.51	648.52
G	91+86.51	7.67	648.53	648.53
⊕ Pier 2	91+98.76	7.67	648.55	648.55
H	92+08.76	7.67	648.56	648.57
I	92+18.76	7.67	648.56	648.59
J	92+28.76	7.67	648.56	648.60
K	92+38.76	7.67	648.56	648.60
L	92+48.76	7.67	648.56	648.57
⊕ Pier 3	92+60.76	7.67	648.54	648.54
M	92+70.76	7.67	648.53	648.53
N	92+80.76	7.67	648.51	648.51
O	92+90.76	7.67	648.48	648.49
P	93+00.76	7.67	648.45	648.46
⊕ Pier 4	93+13.01	7.67	648.41	648.41
Q	93+23.01	7.67	648.38	648.38
R	93+33.01	7.67	648.33	648.35
S	93+43.01	7.67	648.29	648.30
⊕ Brg. E. Abutment	93+56.22	7.67	648.22	648.22
Bk. E. Abutment	93+58.01	7.67	648.21	648.21

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	14.17	648.14	648.14
⊕ Brg. W. Abutment	91+03.30	14.17	648.15	648.15
A	91+13.30	14.17	648.20	648.21
B	91+23.30	14.17	648.24	648.26
C	91+33.30	14.17	648.28	648.29
⊕ Pier 1	91+46.51	14.17	648.33	648.33
D	91+56.51	14.17	648.36	648.37
E	91+66.51	14.17	648.39	648.40
F	91+76.51	14.17	648.41	648.42
G	91+86.51	14.17	648.43	648.43
⊕ Pier 2	91+98.76	14.17	648.45	648.45
H	92+08.76	14.17	648.46	648.47
I	92+18.76	14.17	648.46	648.50
J	92+28.76	14.17	648.47	648.50
K	92+38.76	14.17	648.46	648.50
L	92+48.76	14.17	648.46	648.47
⊕ Pier 3	92+60.76	14.17	648.44	648.44
M	92+70.76	14.17	648.43	648.43
N	92+80.76	14.17	648.41	648.42
O	92+90.76	14.17	648.38	648.39
P	93+00.76	14.17	648.36	648.36
⊕ Pier 4	93+13.01	14.17	648.31	648.31
Q	93+23.01	14.17	648.28	648.28
R	93+33.01	14.17	648.24	648.25
S	93+43.01	14.17	648.19	648.20
⊕ Brg. E. Abutment	93+56.22	14.17	648.12	648.12
Bk. E. Abutment	93+58.01	14.17	648.11	648.11

NORTH CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	14.00	648.14	648.14
⊕ Brg. W. Abutment	91+03.30	14.00	648.15	648.15
A	91+13.30	14.00	648.20	648.21
B	91+23.30	14.00	648.25	648.26
C	91+33.30	14.00	648.29	648.30
⊕ Pier 1	91+46.51	14.00	648.33	648.33
D	91+56.51	14.00	648.37	648.37
E	91+66.51	14.00	648.39	648.40
F	91+76.51	14.00	648.42	648.43
G	91+86.51	14.00	648.44	648.44
⊕ Pier 2	91+98.76	14.00	648.45	648.45
H	92+08.76	14.00	648.46	648.48
I	92+18.76	14.00	648.47	648.50
J	92+28.76	14.00	648.47	648.51
K	92+38.76	14.00	648.47	648.50
L	92+48.76	14.00	648.46	648.48
⊕ Pier 3	92+60.76	14.00	648.45	648.45
M	92+70.76	14.00	648.43	648.43
N	92+80.76	14.00	648.41	648.42
O	92+90.76	14.00	648.39	648.40
P	93+00.76	14.00	648.36	648.36
⊕ Pier 4	93+13.01	14.00	648.32	648.32
Q	93+23.01	14.00	648.28	648.29
R	93+33.01	14.00	648.24	648.25
S	93+43.01	14.00	648.19	648.21
⊕ Brg. E. Abutment	93+56.22	14.00	648.13	648.13
Bk. E. Abutment	93+58.01	14.00	648.12	648.12

TOP OF DECK SLAB ELEVATIONS 3
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



100 S. WACKER DRIVE, SUITE 700, CHICAGO, IL 60606, P.312-506-0910 F.312-506-0415

SHEET NO. 58	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	20
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	20.67	648.01	648.01
☉ Brg. W. Abutment	91+03.30	20.67	648.02	648.02
A	91+13.30	20.67	648.07	648.08
B	91+23.30	20.67	648.11	648.13
C	91+33.30	20.67	648.15	648.16
☉ Pier 1	91+46.51	20.67	648.20	648.20
D	91+56.51	20.67	648.23	648.24
E	91+66.51	20.67	648.26	648.27
F	91+76.51	20.67	648.28	648.29
G	91+86.51	20.67	648.30	648.31
☉ Pier 2	91+98.76	20.67	648.32	648.32
H	92+08.76	20.67	648.33	648.34
I	92+18.76	20.67	648.33	648.37
J	92+28.76	20.67	648.34	648.37
K	92+38.76	20.67	648.33	648.37
L	92+48.76	20.67	648.33	648.34
☉ Pier 3	92+60.76	20.67	648.31	648.31
M	92+70.76	20.67	648.30	648.30
N	92+80.76	20.67	648.28	648.29
O	92+90.76	20.67	648.25	648.26
P	93+00.76	20.67	648.23	648.23
☉ Pier 4	93+13.01	20.67	648.18	648.18
Q	93+23.01	20.67	648.15	648.15
R	93+33.01	20.67	648.11	648.12
S	93+43.01	20.67	648.06	648.07
☉ Brg. E. Abutment	93+56.22	20.67	647.99	647.99
Bk. E. Abutment	93+58.01	20.67	647.98	647.98

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	27.17	647.88	647.88
☉ Brg. W. Abutment	91+03.30	27.17	647.89	647.89
A	91+13.30	27.17	647.94	647.95
B	91+23.30	27.17	647.98	648.00
C	91+33.30	27.17	648.02	648.03
☉ Pier 1	91+46.51	27.17	648.07	648.07
D	91+56.51	27.17	648.10	648.11
E	91+66.51	27.17	648.13	648.14
F	91+76.51	27.17	648.15	648.16
G	91+86.51	27.17	648.17	648.18
☉ Pier 2	91+98.76	27.17	648.19	648.19
H	92+08.76	27.17	648.20	648.21
I	92+18.76	27.17	648.20	648.24
J	92+28.76	27.17	648.21	648.24
K	92+38.76	27.17	648.20	648.24
L	92+48.76	27.17	648.20	648.21
☉ Pier 3	92+60.76	27.17	648.18	648.18
M	92+70.76	27.17	648.17	648.17
N	92+80.76	27.17	648.15	648.16
O	92+90.76	27.17	648.12	648.13
P	93+00.76	27.17	648.10	648.10
☉ Pier 4	93+13.01	27.17	648.06	648.06
Q	93+23.01	27.17	648.02	648.02
R	93+33.01	27.17	647.98	647.99
S	93+43.01	27.17	647.93	647.94
☉ Brg. E. Abutment	93+56.22	27.17	647.86	647.86
Bk. E. Abutment	93+58.01	27.17	647.85	647.85

SOUTH (RIGHT) F/L

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	28.83	647.85	647.85
☉ Brg. W. Abutment	91+03.30	28.83	647.86	647.86
A	91+13.30	28.83	647.91	647.92
B	91+23.30	28.83	647.95	647.96
C	91+33.30	28.83	647.99	648.00
☉ Pier 1	91+46.51	28.83	648.04	648.04
D	91+56.51	28.83	648.07	648.07
E	91+66.51	28.83	648.10	648.11
F	91+76.51	28.83	648.12	648.13
G	91+86.51	28.83	648.14	648.14
☉ Pier 2	91+98.76	28.83	648.16	648.16
H	92+08.76	28.83	648.17	648.18
I	92+18.76	28.83	648.17	648.20
J	92+28.76	28.83	648.17	648.21
K	92+38.76	28.83	648.17	648.20
L	92+48.76	28.83	648.16	648.18
☉ Pier 3	92+60.76	28.83	648.15	648.15
M	92+70.76	28.83	648.13	648.14
N	92+80.76	28.83	648.11	648.12
O	92+90.76	28.83	648.09	648.10
P	93+00.76	28.83	648.06	648.07
☉ Pier 4	93+13.01	28.83	648.02	648.02
Q	93+23.01	28.83	647.98	647.99
R	93+33.01	28.83	647.94	647.96
S	93+43.01	28.83	647.90	647.91
☉ Brg. E. Abutment	93+56.22	28.83	647.83	647.83
Bk. E. Abutment	93+58.01	28.83	647.82	647.82

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abutment	91+01.51	33.67	647.75	647.75
☉ Brg. W. Abutment	91+03.30	33.67	647.76	647.76
A	91+13.30	33.67	647.81	647.82
B	91+23.30	33.67	647.85	647.87
C	91+33.30	33.67	647.89	647.90
☉ Pier 1	91+46.51	33.67	647.94	647.94
D	91+56.51	33.67	647.97	647.98
E	91+66.51	33.67	648.00	648.01
F	91+76.51	33.67	648.02	648.03
G	91+86.51	33.67	648.04	648.05
☉ Pier 2	91+98.76	33.67	648.06	648.06
H	92+08.76	33.67	648.07	648.08
I	92+18.76	33.67	648.08	648.11
J	92+28.76	33.67	648.08	648.12
K	92+38.76	33.67	648.07	648.11
L	92+48.76	33.67	648.07	648.08
☉ Pier 3	92+60.76	33.67	648.05	648.05
M	92+70.76	33.67	648.04	648.04
N	92+80.76	33.67	648.02	648.03
O	92+90.76	33.67	647.99	648.00
P	93+00.76	33.67	647.97	647.97
☉ Pier 4	93+13.01	33.67	647.93	647.93
Q	93+23.01	33.67	647.89	647.89
R	93+33.01	33.67	647.85	647.86
S	93+43.01	33.67	647.80	647.81
☉ Brg. E. Abutment	93+56.22	33.67	647.73	647.73
Bk. E. Abutment	93+58.01	33.67	647.72	647.72

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

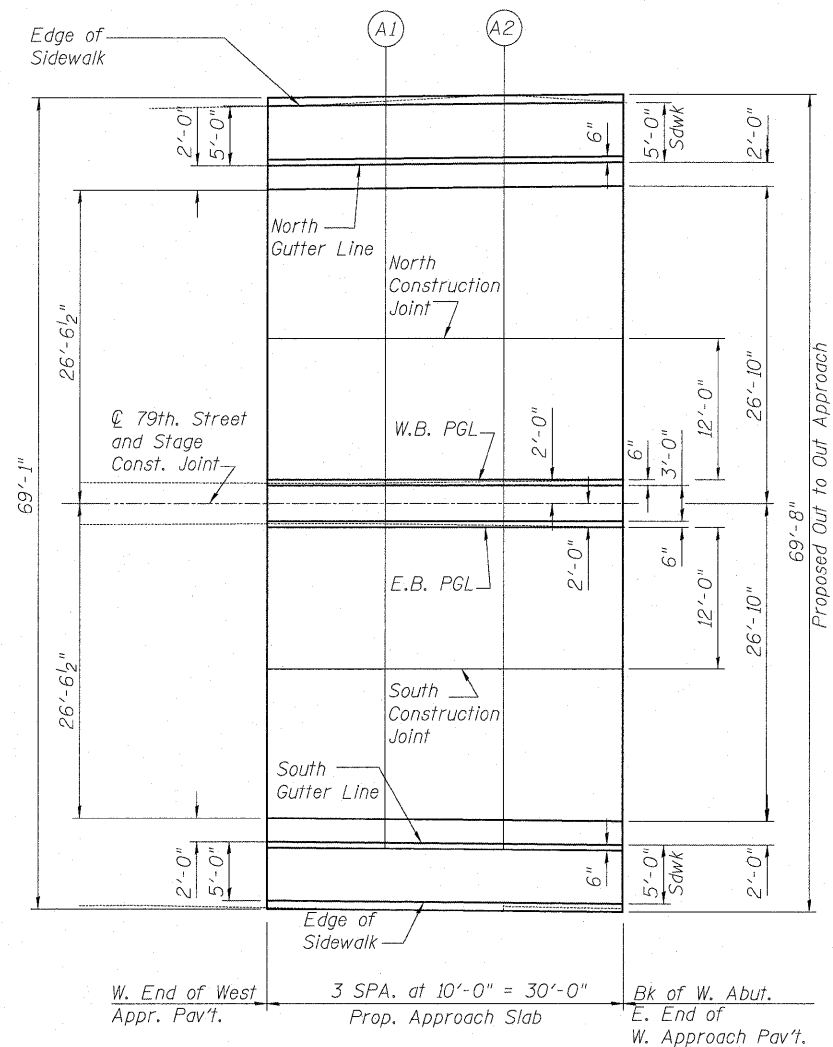


100 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-696-0918 F.312-696-0415

TOP OF DECK SLAB ELEVATIONS 4
STRUCTURE NO. 016-0519

SHEET NO. S9	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S34 SHEETS	1548	461 (VB&VF) I	COOK	52	21
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

NORTH GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	-28.54	647.35
A1	90+81.51	-28.64	647.52
A2	90+91.51	-28.74	647.70
E. End W. Appr. Pav't.	91+01.51	-28.83	647.85

E.B. PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	2.00	647.88
A1	90+81.51	2.00	648.03
A2	90+91.51	2.00	648.19
E. End W. Appr. Pav't.	91+01.51	2.00	647.32

NORTH CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	-14.00	647.64
A1	90+81.51	-14.00	647.81
A2	90+91.51	-14.00	647.99
E. End W. Appr. Pav't.	91+01.51	-14.00	648.14

SOUTH CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	14.00	647.64
A1	90+81.51	14.00	647.81
A2	90+91.51	14.00	647.99
E. End W. Appr. Pav't.	91+01.51	14.00	648.14

W.B. PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	-2.00	647.88
A1	90+81.51	-2.00	648.03
A2	90+91.51	-2.00	647.19
E. End W. Appr. Pav't.	91+01.51	-2.00	648.32

SOUTH GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	28.54	647.35
A1	90+81.51	28.64	647.52
A2	90+91.51	28.74	647.70
E. End W. Appr. Pav't.	91+01.51	28.83	647.85

CL 79th STREET & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	90+71.51	0.00	647.92
A1	90+81.51	0.00	648.07
A2	90+91.51	0.00	648.22
E. End W. Appr. Pav't.	91+01.51	0.00	648.35

WEST APPROACH
TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



100 S. WACKER DRIVE SUITE 700, CHICAGO IL 60606, P.312-686-8910 F.312-686-8415

SHEET NO. S10	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S34 SHEETS	1548	461 (VB&VF) I	COOK	52	22
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Pav't.	93+58.01	-28.83	647.83
A3	93+68.01	-28.74	647.67
A4	93+78.01	-28.64	647.49
E. End E. Appr. Pav't.	93+88.01	-28.54	647.31

E.B. PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Pav't.	93+58.01	2.00	648.30
A3	93+68.01	2.00	648.16
A4	93+78.01	2.00	648.01
E. End E. Appr. Pav't.	93+88.01	2.00	647.85

NORTH CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	93+58.01	-14.00	648.12
A3	93+68.01	-14.00	647.96
A4	93+78.01	-14.00	647.79
E. End W. Appr. Pav't.	93+88.01	-14.00	647.61

SOUTH CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr. Pav't.	93+58.01	14.00	648.12
A3	93+68.01	14.00	647.96
A4	93+78.01	14.00	647.79
E. End W. Appr. Pav't.	93+88.01	14.00	647.61

W.B. PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Pav't.	93+58.01	-2.00	648.30
A3	93+68.01	-2.00	648.16
A4	93+78.01	-2.00	648.01
E. End E. Appr. Pav't.	93+88.01	-2.00	647.85

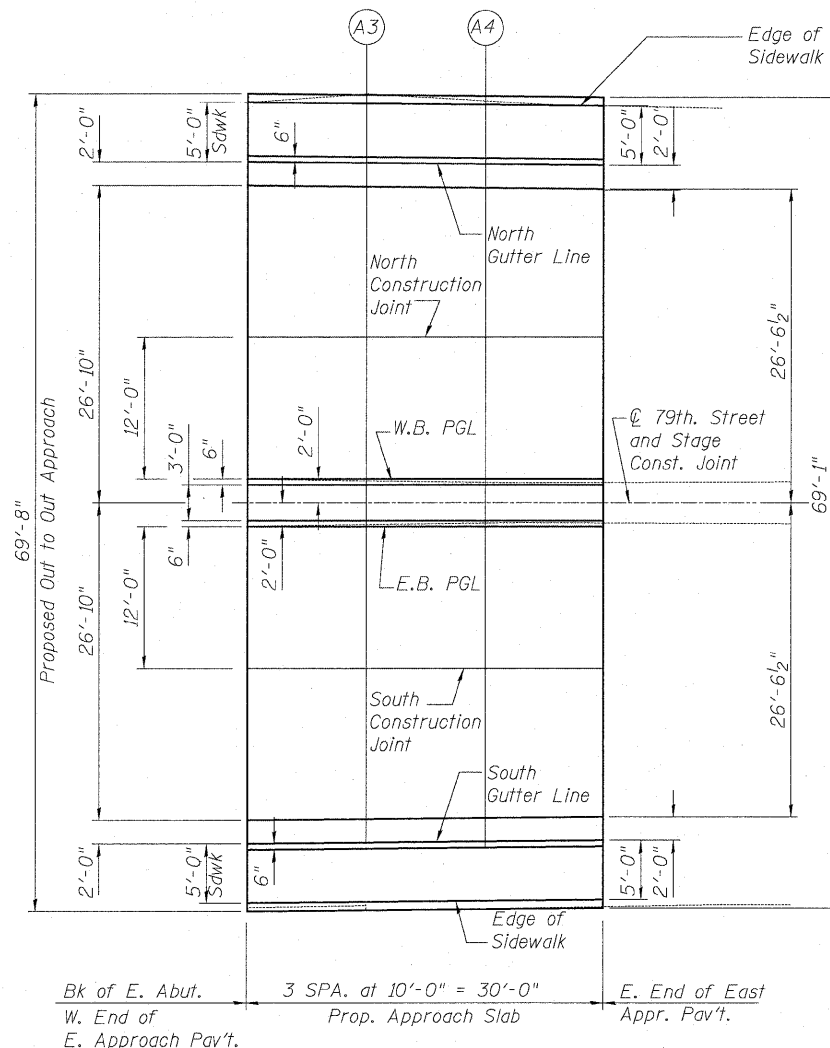
SOUTH GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Pav't.	93+58.01	28.83	647.83
A3	93+68.01	28.74	647.67
A4	93+78.01	28.64	647.49
E. End E. Appr. Pav't.	93+88.01	28.54	647.31

CL 79th STREET & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Appr. Pav't.	93+58.01	0.00	648.33
A3	93+68.01	0.00	648.20
A4	93+78.01	0.00	648.04
E. End E. Appr. Pav't.	93+88.01	0.00	647.89

EAST APPROACH
TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-0519



PLAN

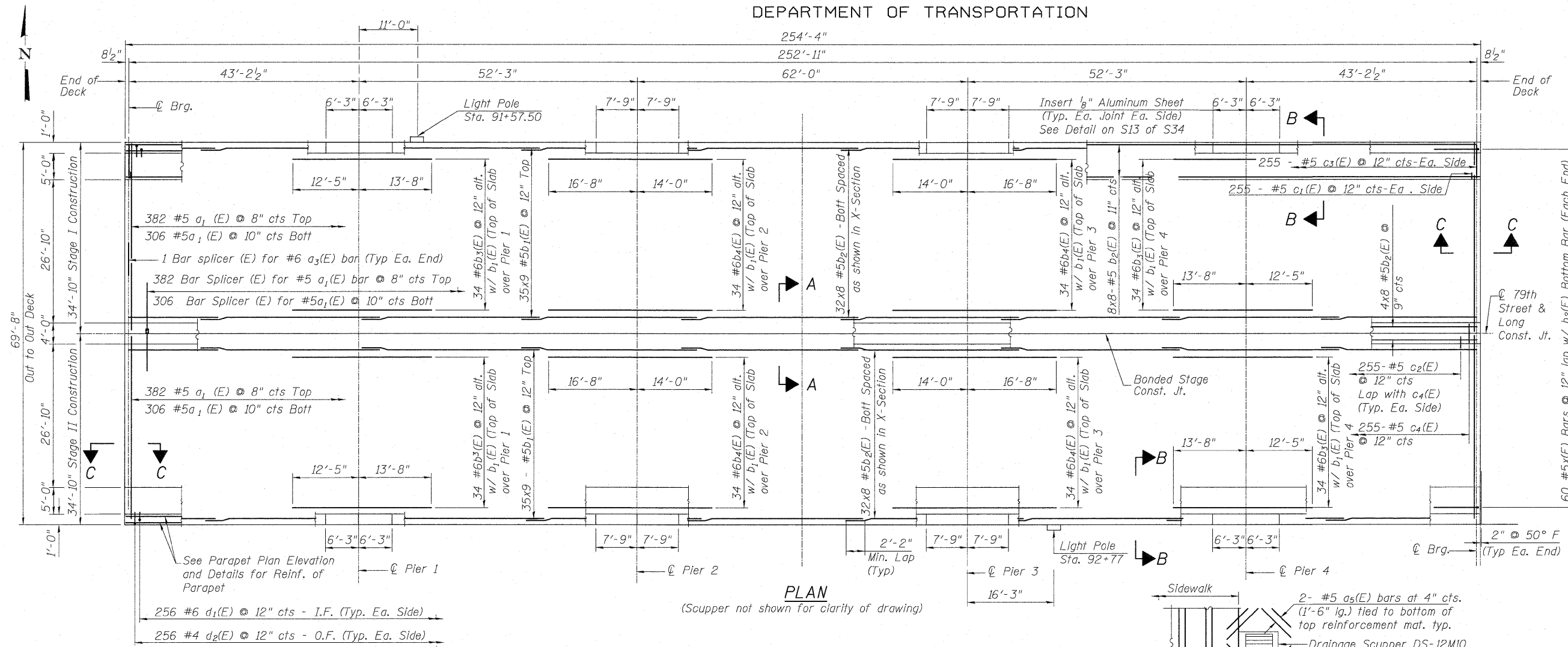
DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



SHEET NO./SII	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534 SHEETS	1548	461 (VB&VF) I	COOK	52	23
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

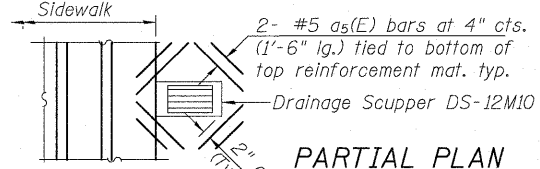
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**SUPERSTRUCTURE
BILL OF MATERIAL**



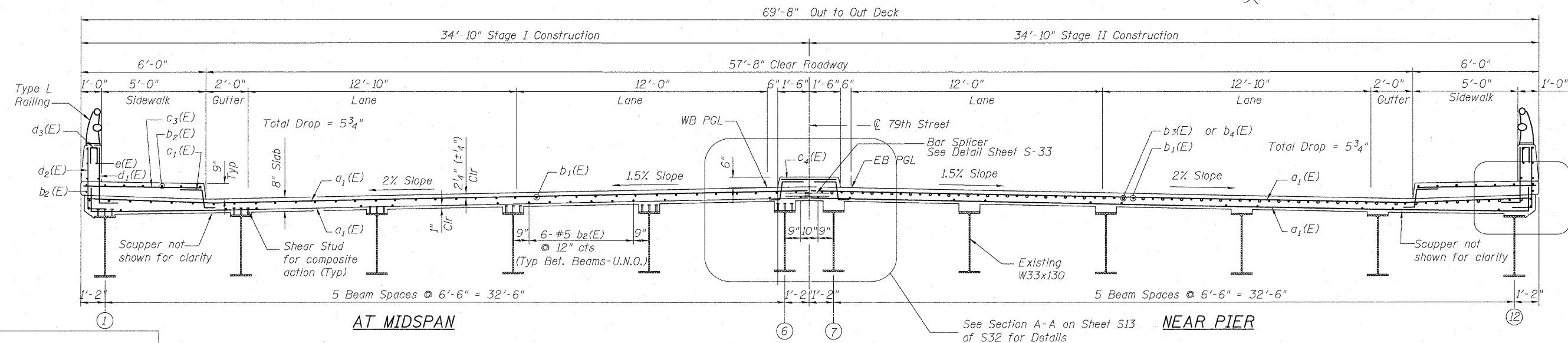
Bar No.	Size	Length	Shape
a ₁ (E)	1376	#5	34'-5"
a ₂ (E)	60	#6	7'-7"
a ₃ (E)	4	#6	34'-5"
a ₄ (E)	6	#6	3'-6"
a ₅ (E)	32	#5	1'-6"
b ₁ (E)	630	#5	31'-2"
b ₂ (E)	672	#5	34'-8"
b ₃ (E)	136	#6	26'-1"
b ₄ (E)	136	#6	30'-8"
b ₅ (E)	24	#4	30'-0"
c ₁ (E)	510	#5	2'-4"
c ₂ (E)	510	#5	2'-1"
c ₃ (E)	510	#5	5'-8"
c ₄ (E)	255	#5	2'-6"
d ₁ (E)	512	#6	3'-10"
d ₂ (E)	512	#4	3'-10"
d ₃ (E)	100	#4	2'-0"
d ₄ (E)	6	#6	4'-3"
d ₅ (E)	10	#6	8'-11"
e ₁ (E)	48	#4	16'-6"
e ₂ (E)	48	#4	6'-0"
e ₃ (E)	48	#4	18'-10"
e ₄ (E)	48	#4	7'-6"
e ₅ (E)	36	#4	15'-3"
u ₁ (E)	100	#4	2'-9"
x(E)	60	#5	6'-5"

Item	Unit	Total
Reinforcement Bars, Epoxy Coated	Pound	120,400
Concrete Superstructure	Cu. Yd.	600.0
Bar Splicers	Each	690
Bridge Deck Grooving	Sq. Yd.	1404
Protective Coat	Sq. Yd.	2245
Name Plates	Each	1
Protective Shield	Sq. Yd.	1545



MIN. BAR LAP
#4 - 2'-7"
#5 - 3'-3"

Note:
I.F. = Denotes Inside Face
O.F. = Denotes Outside Face
U.N.O. = Unless Noted Otherwise
* = For estimate purposes only.
Final Numbers will be determined during construction.



**SUPERSTRUCTURE PLAN
CROSS SECTION &
BILL OF MATERIAL
STRUCTURE NO. 016-0519**

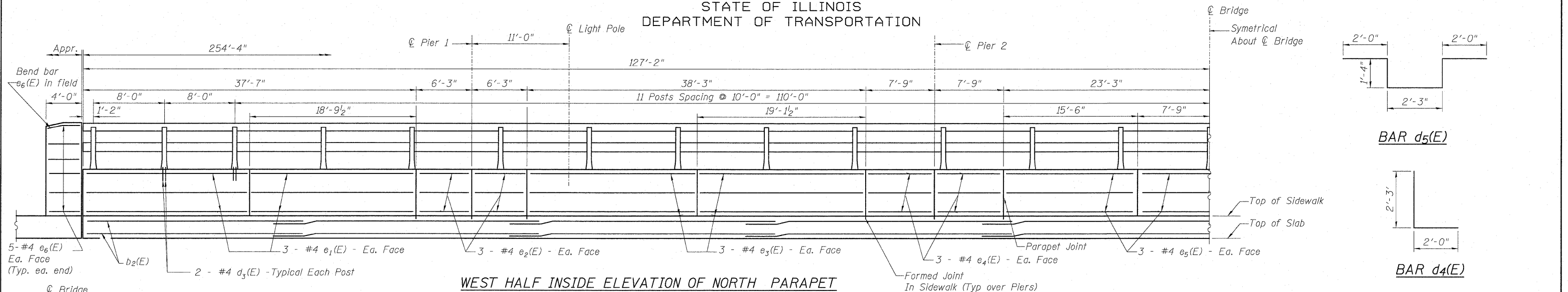
DESIGNED JPM
CHECKED TG
DRAWN MPS
CHECKED JPM, TG



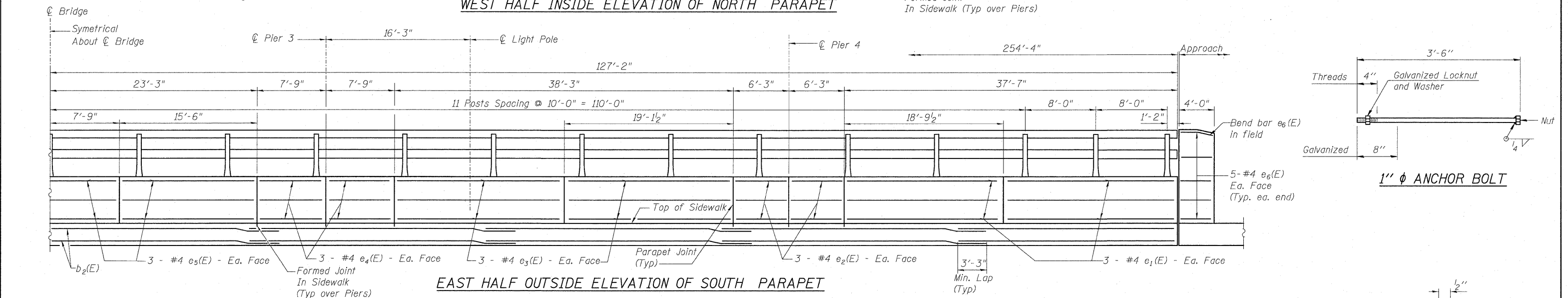
Notes:
1. Reinforcement Bars designated thus: 32x8 - #5, etc indicates 32 lines of bars with 8 lengths per line.
2. See Sheet S13 for Sections A-A, B-B & C-C

SHEET NO. S12	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				1548	461 (VB&VF) I
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

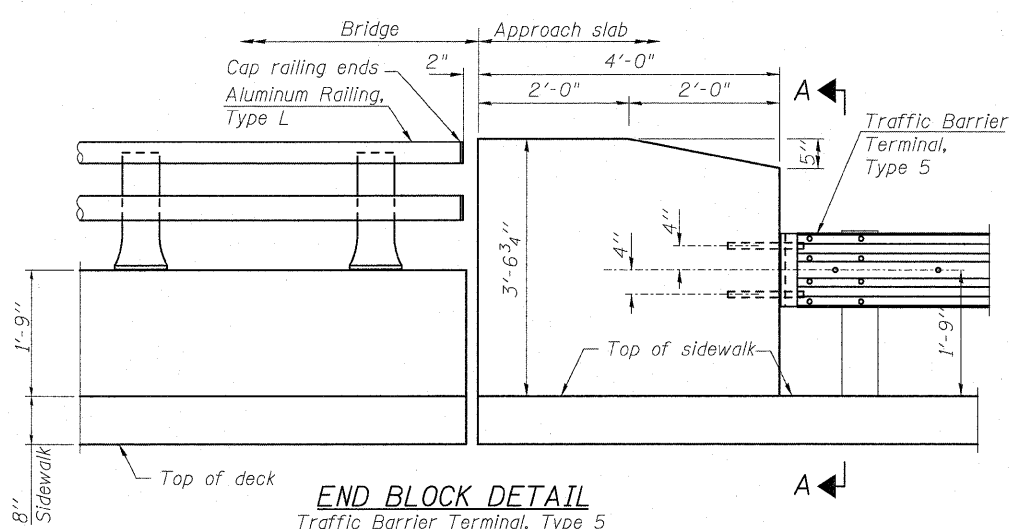
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



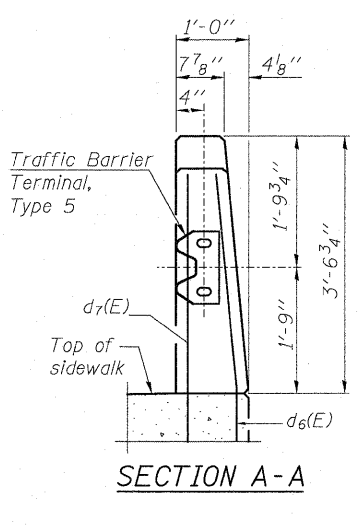
WEST HALF INSIDE ELEVATION OF NORTH PARAPET



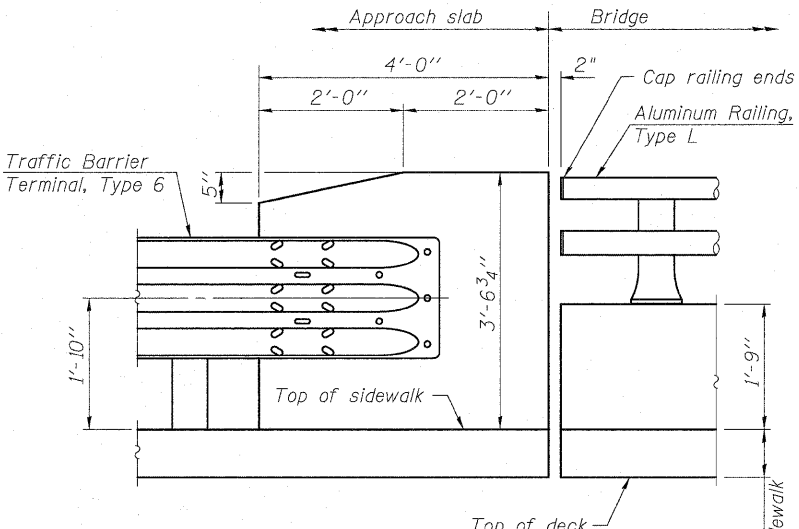
EAST HALF OUTSIDE ELEVATION OF SOUTH PARAPET



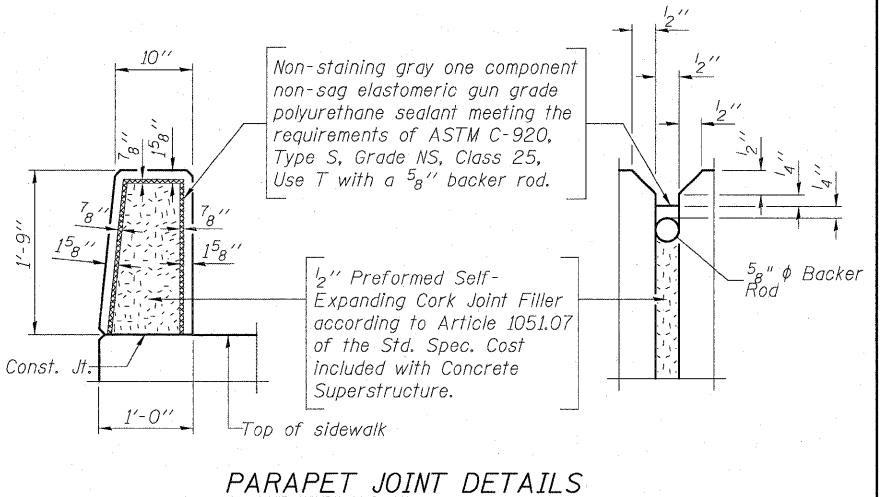
END BLOCK DETAIL
Traffic Barrier Terminal, Type 5



SECTION A-A



END BLOCK DETAIL
Traffic Barrier Terminal, Type 6



PARAPET JOINT DETAILS

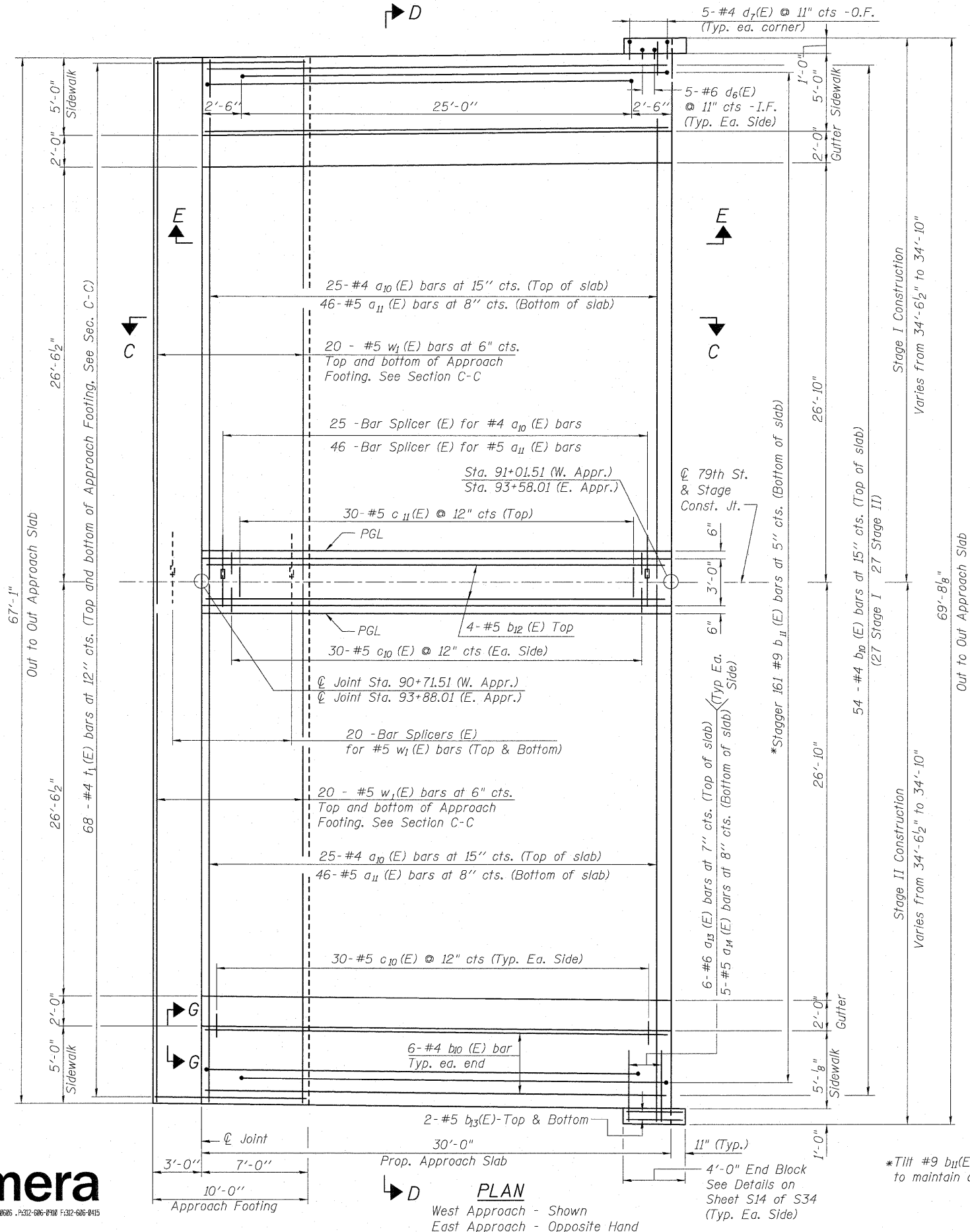
SUPERSTRUCTURE PARAPET
ELEVATIONS AND DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

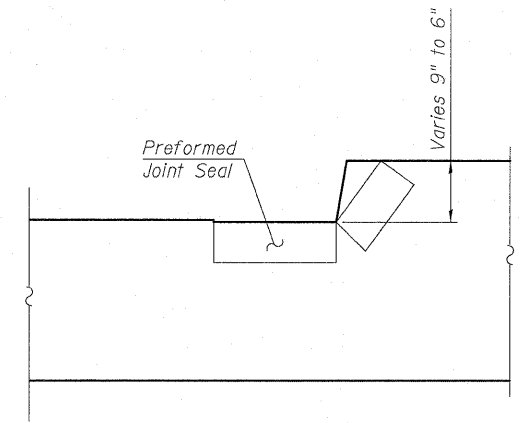


SHEET NO. S14	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	26
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DETAIL A



VIEW G-G

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

Min. Bar Lap

- #5 - 3'-3"
- #7 - 3'-10"

Notes: See sheet S16 of S34 for Sections C-C & D-D and View E-E. a10(E) and a11(E) bar spacings measured along \varnothing Rdwy.

EAST & WEST APPROACH SLAB
PLAN AND DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



PLAN
West Approach - Shown
East Approach - Opposite Hand
*Tilt #9 b11(E) bars as required to maintain clearance.

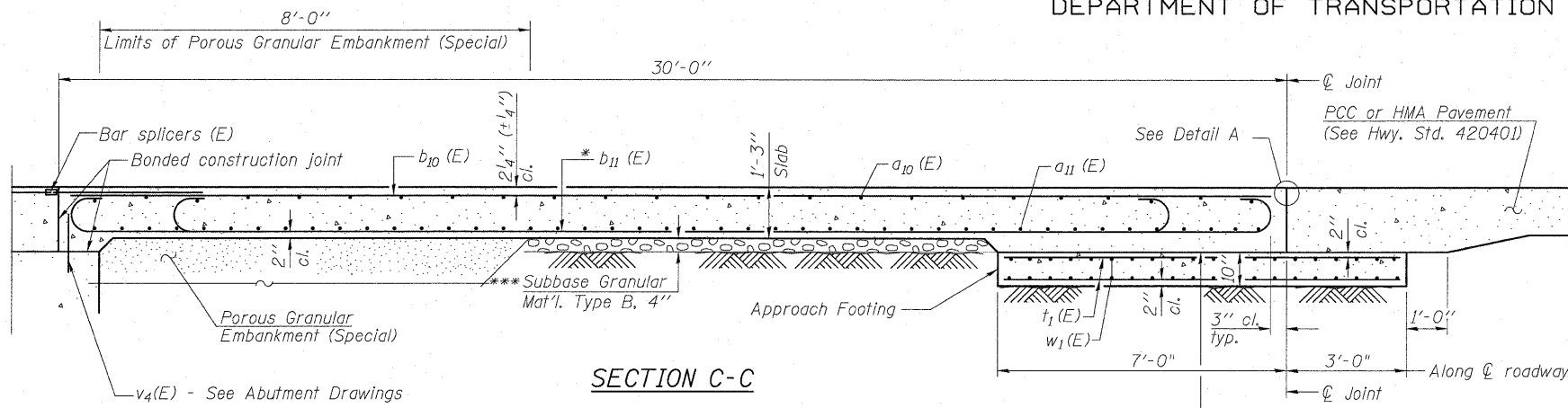
SHEET NO. S15	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	27
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:

See sheet S15 of S34 for Detail A.
Approach slab shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S18 of S34.
Cost of excavation for approach footing included with Concrete Structures.

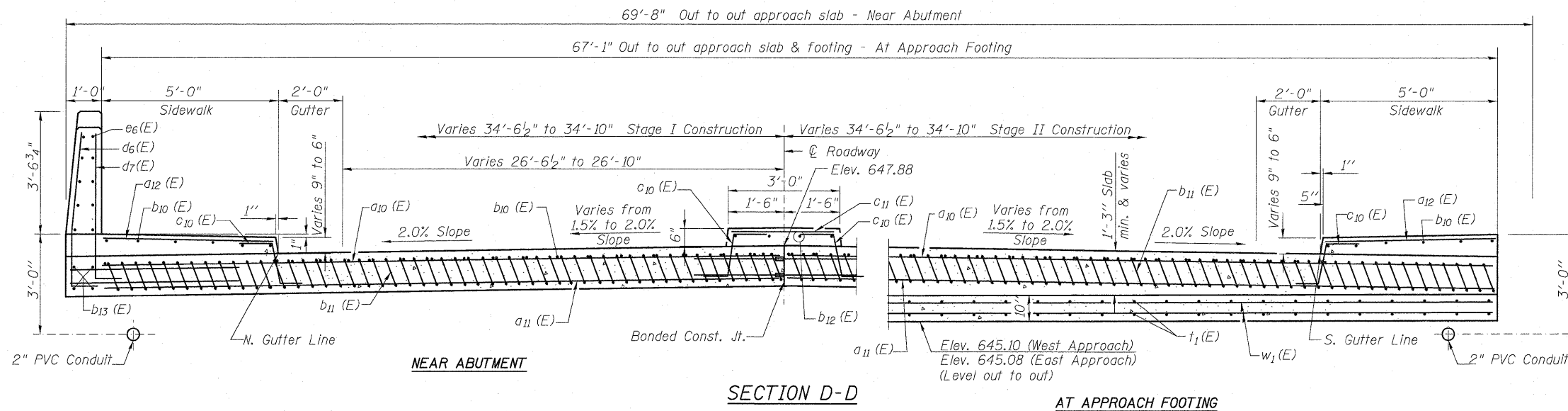
Work this sheet with Sheet S13 of S34.



*** 10 mil. Polyethylene bond breaker on steel trowel finish

* Tilt #9 b11(E) bars as required to maintain clearance.

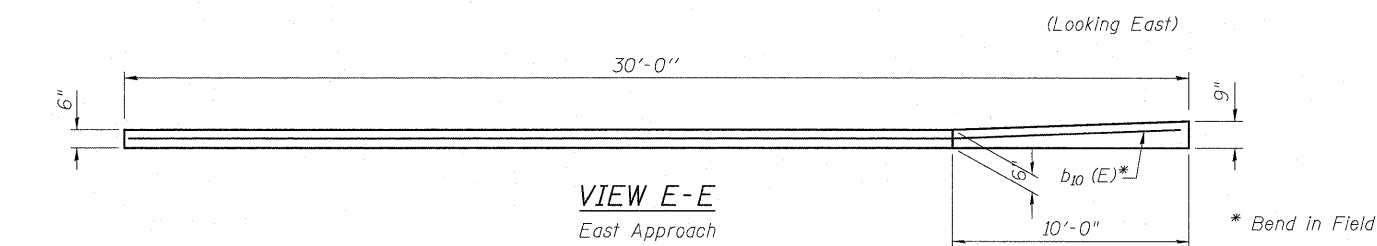
*** Cost included with Concrete Superstructure.



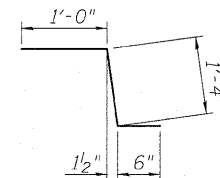
NEAR ABUTMENT

SECTION D-D

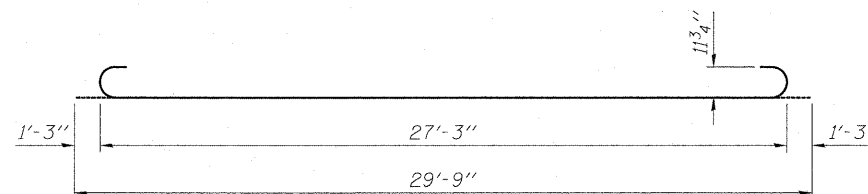
AT APPROACH FOOTING



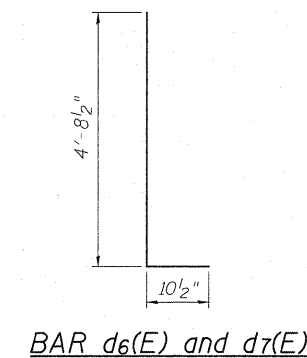
VIEW E-E
East Approach



BAR c10(E)



BAR b11(E)



BAR d6(E) and d7(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	100	#4	32'-3"	—
a11(E)	184	#5	32'-3"	—
a12(E)	120	#4	4'-9"	—
a13(E)	24	#6	5'-0"	—
a14(E)	20	#5	4'-5"	—
b10(E)	132	#4	29'-8"	—
b11(E)	322	#9	29'-9"	—
b12(E)	8	#5	29'-8"	—
b13(E)	16	#5	3'-9"	—
c10(E)	240	#5	2'-10"	—
c11(E)	60	#5	2'-6"	—
d6(E)	20	#6	5'-7"	—
d7(E)	20	#4	5'-7"	—
e6(E)	40	#4	3'-9"	—
t1(E)	272	#4	9'-8"	—
w1(E)	160	#5	32'-3"	—
Concrete Superstructure	Cu. Yd.		222.2	
Concrete Structures	Cu. Yd.		41.5	
Reinforcement Bars, Epoxy Coated	Pound		52,840	
Protective Coat	Sq. Yd.		563	
Bar Splicers	Each		222	
Porous Granular Embankment (Special)	Cu. Yd.		185	

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

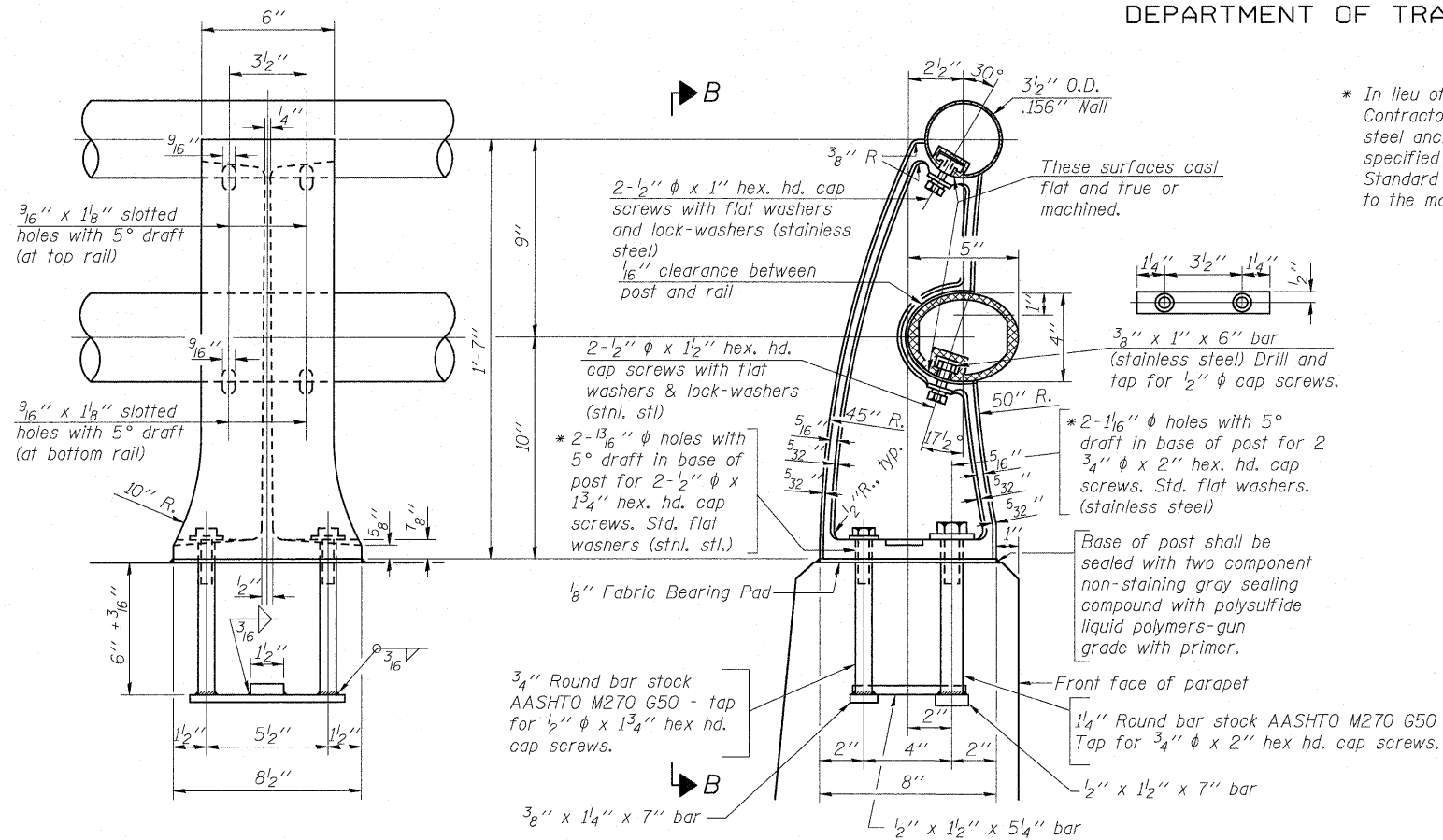
Primera

180 S. WACKER DRIVE SUITE 700 • CHICAGO IL 60606 • P.312-686-0910 F.312-686-0415

SHEET NO. S16	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	28
S34 SHEETS	CONTRACT NO. 60H65				
	DATE: 06-22-2010	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

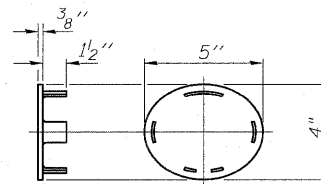
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



RAIL POST DETAILS

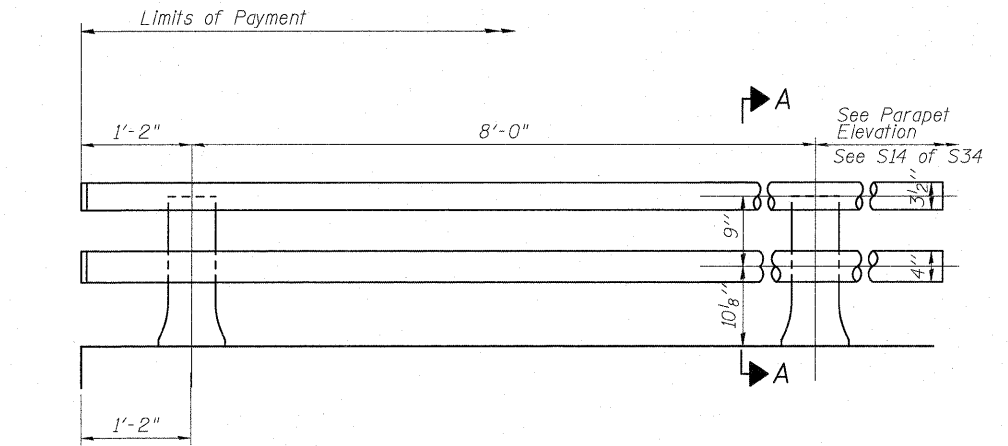
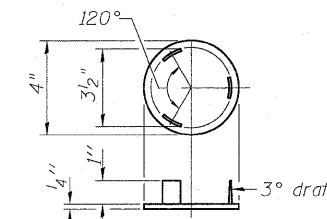
CAST END CAP

For bottom rail
DRIVE FIT TYPE

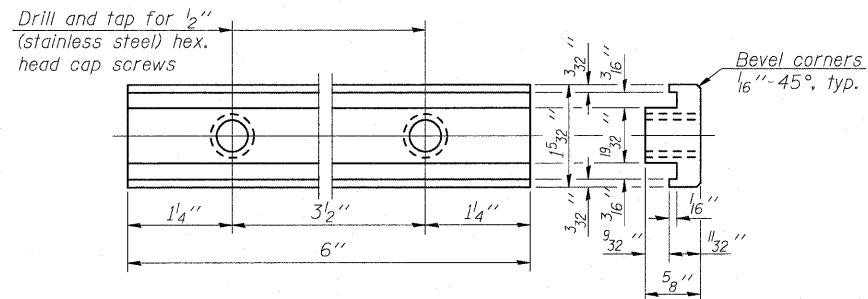
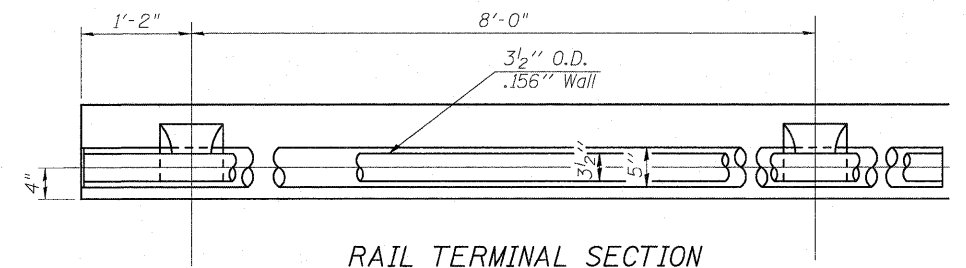


CAST END CAP

For top rail

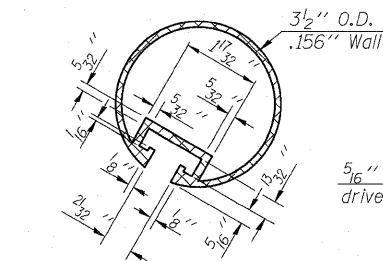


RAIL TERMINAL SECTION

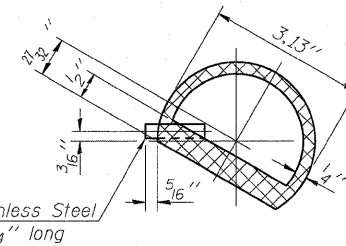


RAIL POST CLAMP BAR

For Top Rail

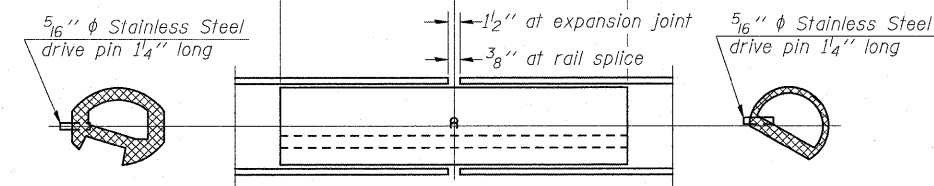


SECTION THRU TOP RAIL

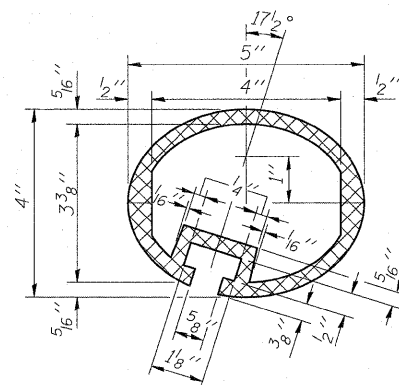


SECTION THRU SPLICE

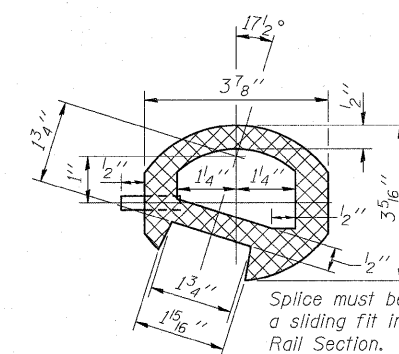
For Top Rail



RAIL SPLICE



SEC. THRU ELLIPTICAL RAIL SECTION

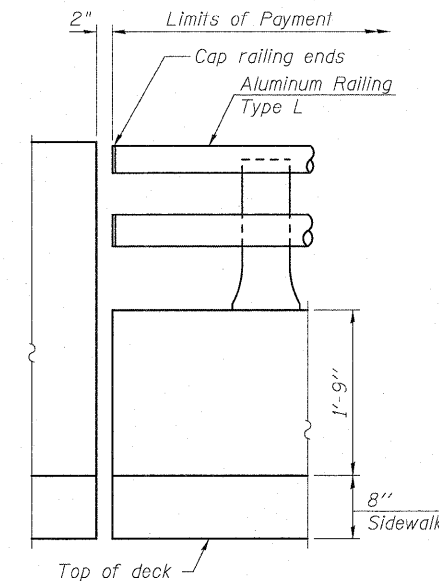


SEC. THRU SPLICE

Notes:

All Posts shall be normal to parapet.
 All joints in rail shall be spliced per detail.
 All exposed rail ends shall be capped per detail.
 Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
 See sheet S14 of S34 for rail post spacing.

RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL



BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	509

ALUMINUM RAILING, TYPE L
STRUCTURE NO.016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



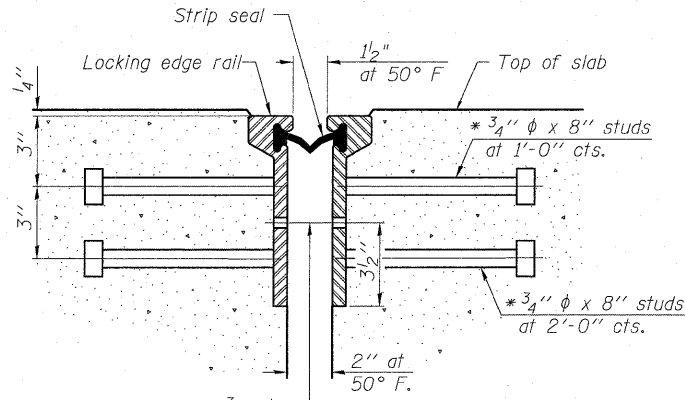
180 S. WACKER DRIVE, SUITE 700, CHICAGO, IL 60606 • P:312-606-0910 F:312-606-0415

(7'-0" to 10'-0" Post spacing)

SHEET NO. S17	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	29
S34 SHEETS		CONTRACT NO. 60H65			
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

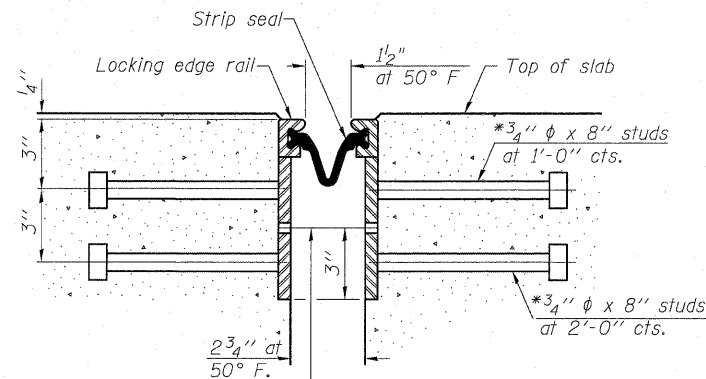
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



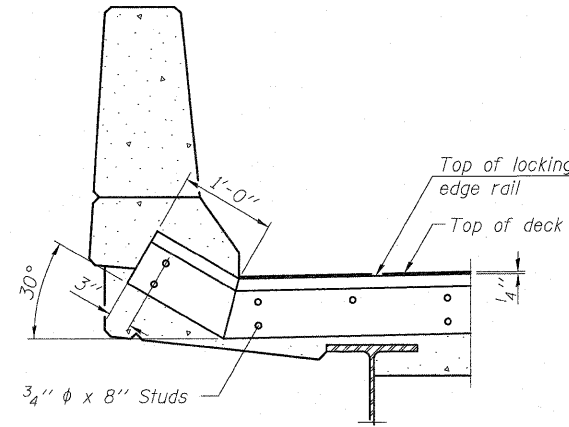
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
ROLLED RAIL JOINT



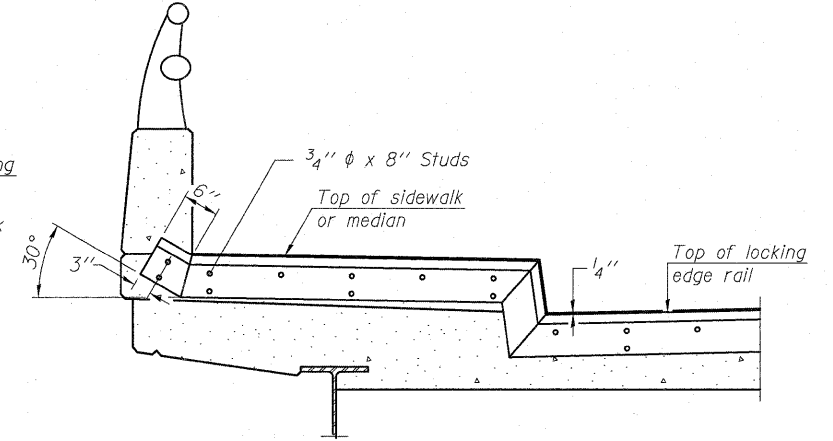
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
WELDED RAIL JOINT



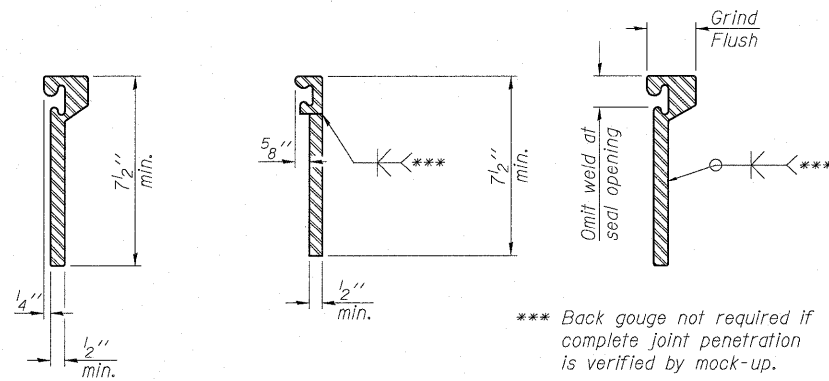
AT PARAPET

See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

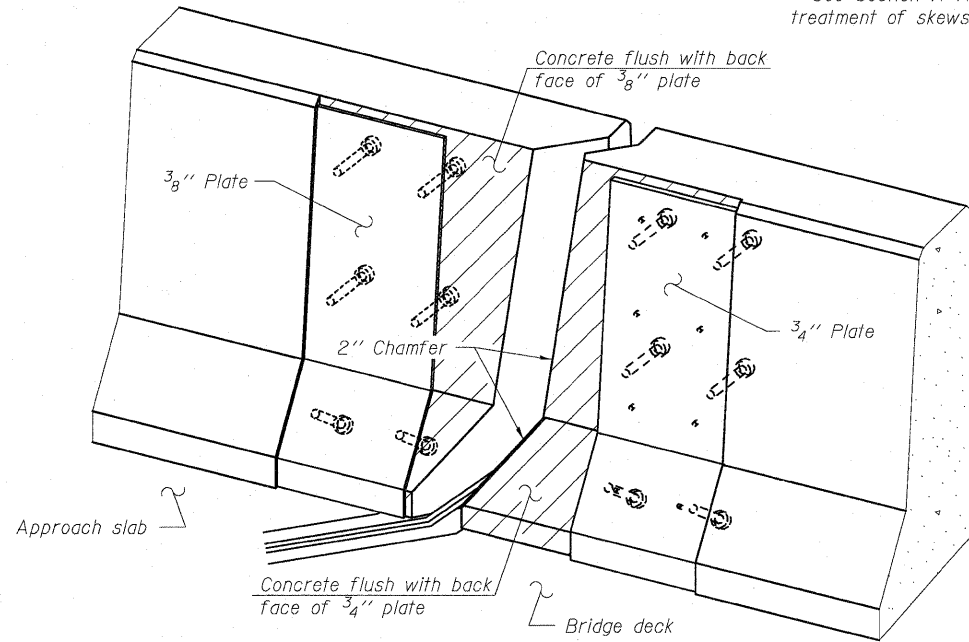


ROLLLED
EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE
RAIL SPLICE

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



TYPICAL END TREATMENTS

Notes:

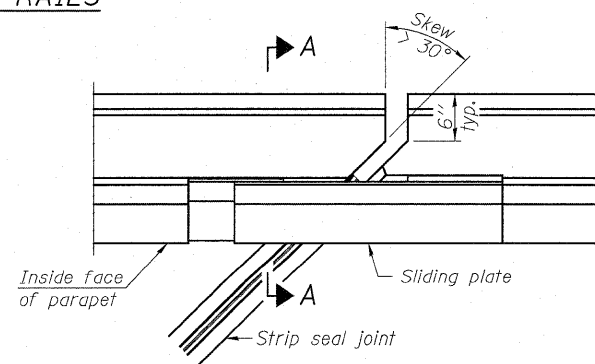
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

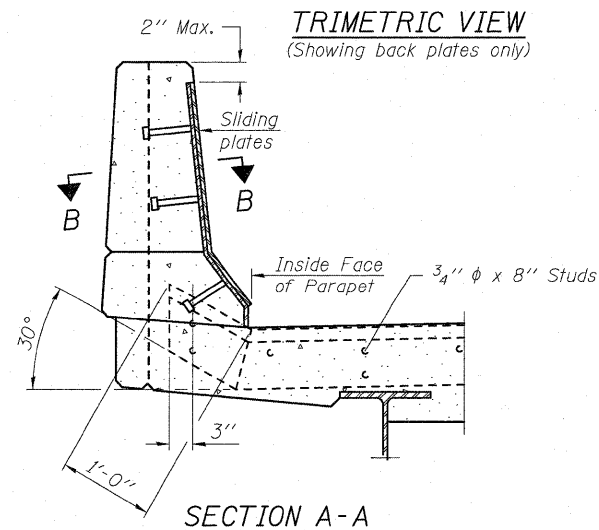
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

LOCKING EDGE RAILS

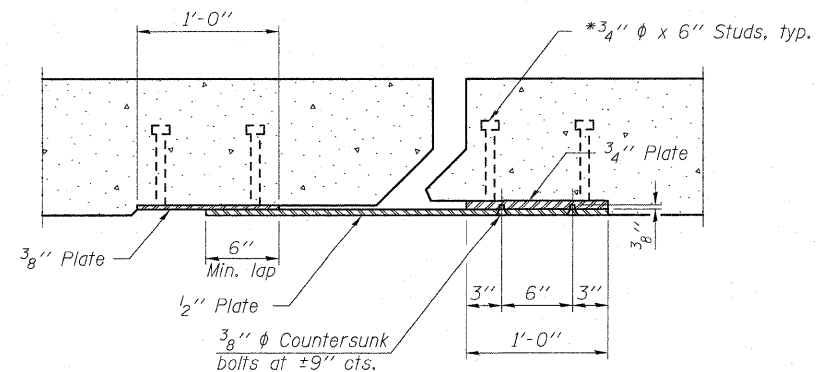


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	143

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

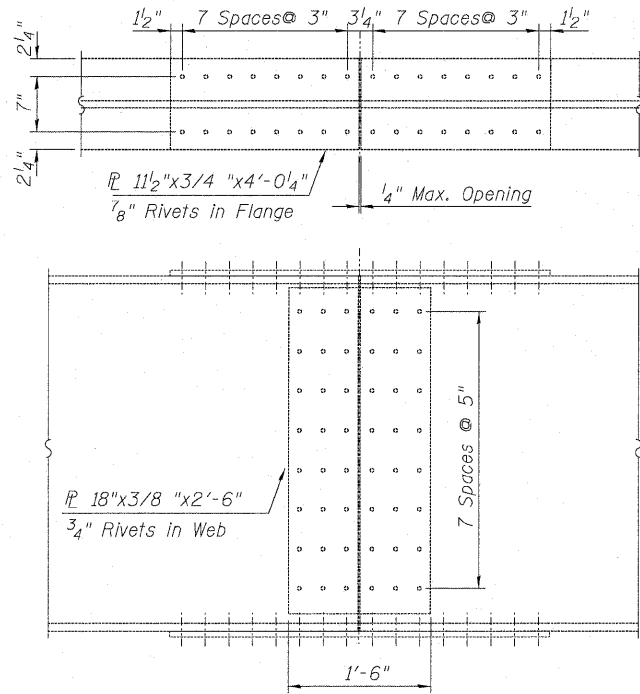
Primera
100 S. WACKER DRIVE SUITE 700, CHICAGO IL 60606, P:312-686-9110 F:312-686-9415

EJ-SSJ

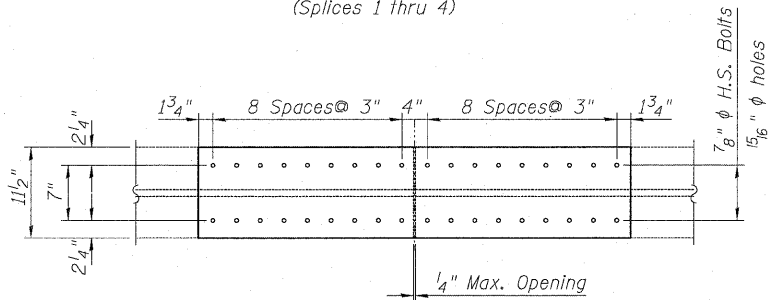
11-1-09

SHEET NO. S18	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S34 SHEETS	1548	461 (VB&VF) I	COOK	52	30
			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DETAIL OF EXISTING SPLICE
(Splices 1 thru 4)



DETAIL OF PROPOSED SPLICE 5
(For Beams 2 & 11 only)

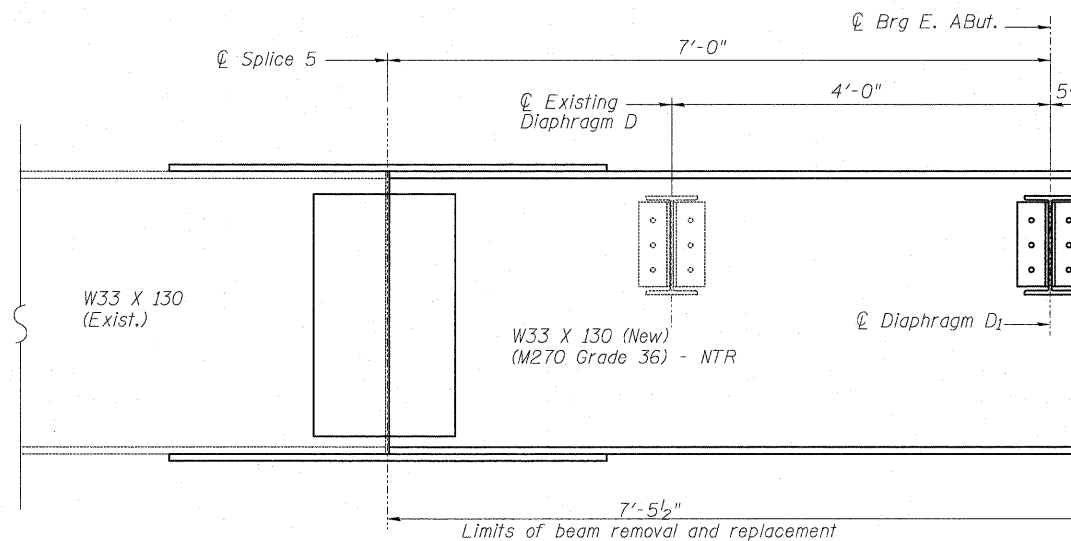
DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



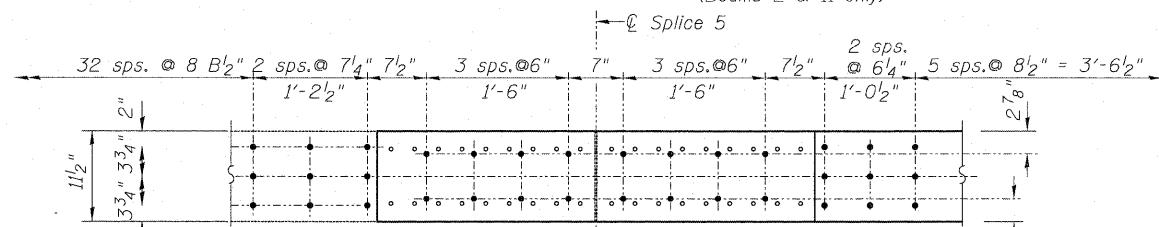
		0.4 Sp.1 or 0.6 Sp.5	Pier 1 or Pier 4	0.5 Sp.2 or 0.5 Sp.4	Pier 2 or Pier 3	0.5 Sp.3
I_s	(in ⁴)	6607.6	6607.6	6607.6	6607.6	6607.6
$I_c(n)$	(in ⁴)	18348.8	-	18348.8	-	18348.8
$I_c(3n)$	(in ⁴)	13393.8	-	13393.8	-	13393.8
S_s	(in ³)	399.4	399.4	399.4	399.4	399.4
$S_c(n)$	(in ³)	602.0	-	602.0	-	602.0
$S_c(3n)$	(in ³)	542.1	-	542.1	-	542.1
Z	(in ³)					
ρ	(k/')	0.84	1.41	0.84	1.41	0.84
$M\rho$	(k)	117.3	275.7	77.7	371.2	163.0
$s\rho$	(k/')	0.57	-	0.57	-	0.57
$M_s\rho$	(k)	89.4	-	81.9	-	145.9
M_L	(k)	257.9	145.4	274.1	176.1	360.7
M_{IM}	(k)	76.7	42.1	77.3	48.3	96.4
$^{5/3}[M_L + I]$	(k)	557.5	312.5	585.7	374.0	761.9
M_a	(k)	993.5	764.7	968.9	968.7	1392.1
* M_u	(k)	1565.4	-	1592.6	-	1527.1
$f_s \rho$ non-comp	(ksi)	3.5	8.3	2.3	11.2	4.9
$f_s \rho$ comp	(ksi)	2.0	-	1.8	-	3.2
$f_s \ ^{5/3}[M_L + M_I]$	(ksi)	11.1	9.4	11.7	11.2	15.2
f_s (Overload)	(ksi)	16.6	17.7	15.8	22.4	23.3
** f_s (Total)	(ksi)	-	23.0	-	29.1	-
VR	(k)	31.8	-	33.7	-	36.5

		N. or S. Abut	Pier 1 or 4	Pier 2 or 3
$R\rho$	(k)	26.2*****	72.1	82.6
R_L	(k)	31.9	38.7	39.3
R_I	(k)	9.5	8.8	8.2
R_{Total}	(k)	67.6	119.6	130.1

* Compact section
** Braced non-compact and partially braced section
***** Includes weight of concrete over the diaphragm



SECTION F-F
(Beams 2 & 11 only)



SHEAR STUDS LAYOUT AT SPLICE 5

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).

ρ : Un-factored non-composite dead load (kips/ft.).
 $M\rho$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$
VR: Maximum ρ + impact shear range within the composite portion of the span for stud shear connector design (kips).

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	6,020
Cleaning and Painting Steel Bridge	L. Sum	1***

Wt. of Structural Steel Repair for this sheet and Sheets S19 & 21 of S34 = 5,110 lbs (Grade 36)****
910 lbs (Grade 50)*****

*** Includes 5 feet of existing beams ends, exterior face and bottom flange of the fascia beams, existing end diaphragms and its connection angles.

**** Includes Beams, Diaphragms, Angles & Fasteners.

***** Includes Splice Plates Only.

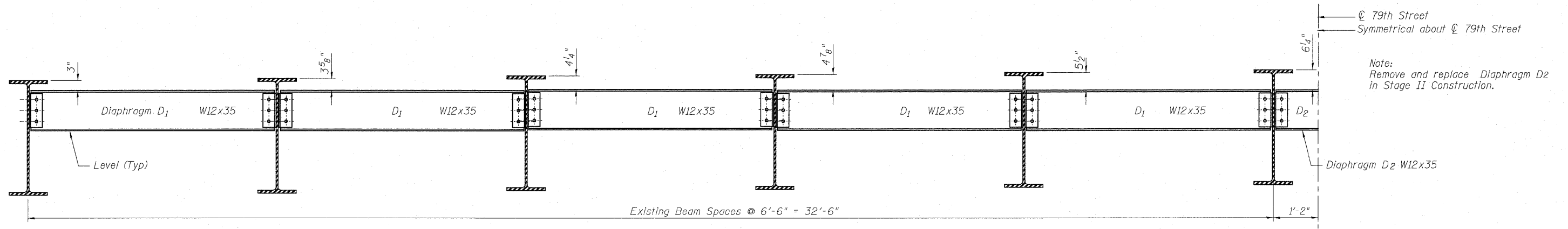
Note:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

Use the existing diaphragm connection angles as a template for bolts holes to reattach Diaphragm D to the new beam ends.

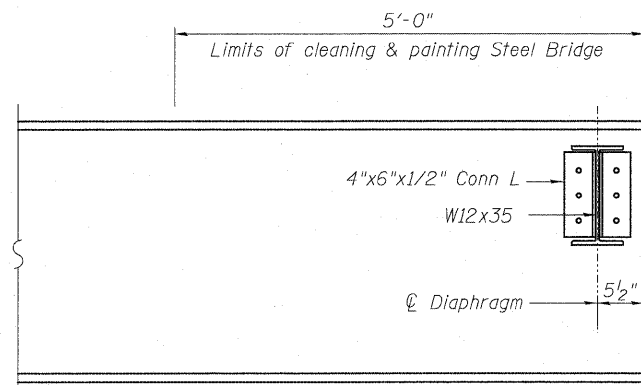
FRAMING DETAILS 1
STRUCTURE NO. 016-0519

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S20	1548	461 (VB&VF) I	COOK	52	32
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

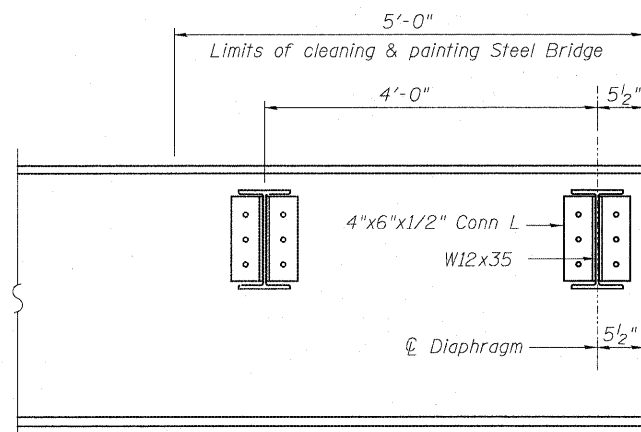


VIEW D-D
Looking West



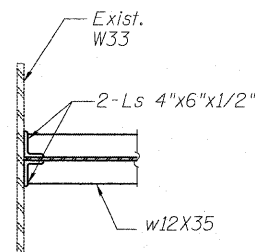
SECTION C-C

(Typ between Beams 2 & 6 and 7 & 11)

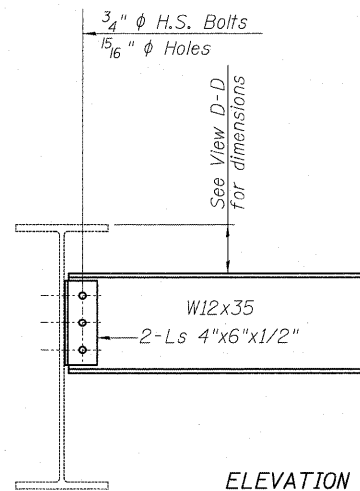


SECTION E-E

(Typ between Beams 1 & 2 and 11 & 12)



PLAN



ELEVATION

PROPOSED EXTERIOR DIAPHRAGM "D1" DETAIL
PROPOSED EXTERIOR DIAPHRAGM "D2" DETAIL SIMILAR

No. D1 required = 10
No. D2 required = 1

Note:
Two Hardened washers shall be required over all over sized holes.
New angle holes spacing shall match existing web holes spacing.
New connection angle length shall match existing.

BEAMS & DIAPHRAGMS REPAIR

Diaphragms @ West Abutment	Diaphragms @ East Abutment
Clean and paint diaphragm bet. Bms 1 & 2.	Replace Diaphragm D1 between Beams 1 & 2
Clean and paint diaphragm bet. Bms 2 & 3.	Replace Diaphragm D1 between Beams 2 & 3
Clean and paint diaphragm bet. Bms 3 & 4.	Replace Diaphragm D1 between Beams 3 & 4
Clean and paint diaphragm bet. Bms 4 & 5.	Replace Diaphragm D1 between Beams 4 & 5
Clean and paint diaphragm bet. Bms 5 & 6.	Replace Diaphragm D1 between Beams 5 & 6
Clean and paint diaphragm bet. Bms 6 & 7.	Replace Diaphragm D2 between Beams 6 & 7
Clean and paint diaphragm bet. Bms 7 & 8.	Replace Diaphragm D1 between Beams 7 & 8
Clean and paint diaphragm bet. Bms 8 & 9.	Replace Diaphragm D1 between Beams 8 & 9
Clean and paint diaphragm bet. Bms 9 & 10.	Replace Diaphragm D1 between Beams 9 & 10
Clean and paint diaphragm bet. Bms 10 & 11.	Replace Diaphragm D1 between Beams 10 & 11
Clean and paint diaphragm bet. Bms 11 & 12.	Replace Diaphragm D1 and remove, clean, paint & reinstall diaphragm D between Beams 11 & 12

Note:
Diaphragms along C. Brg. at East Abutment shall be removed before cleaning and painting beams.

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

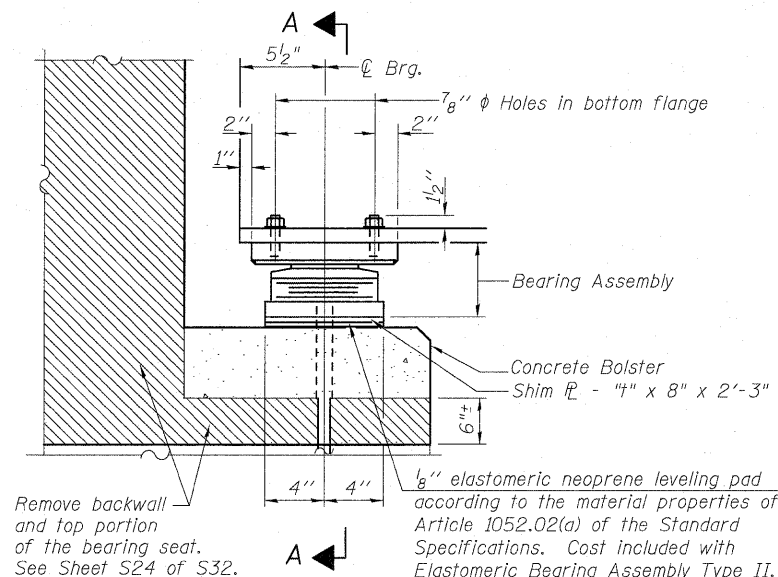


180 S. WICKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-686-0910 F.312-686-0415

FRAMING DETAILS 2
STRUCTURE NO. 016-0519

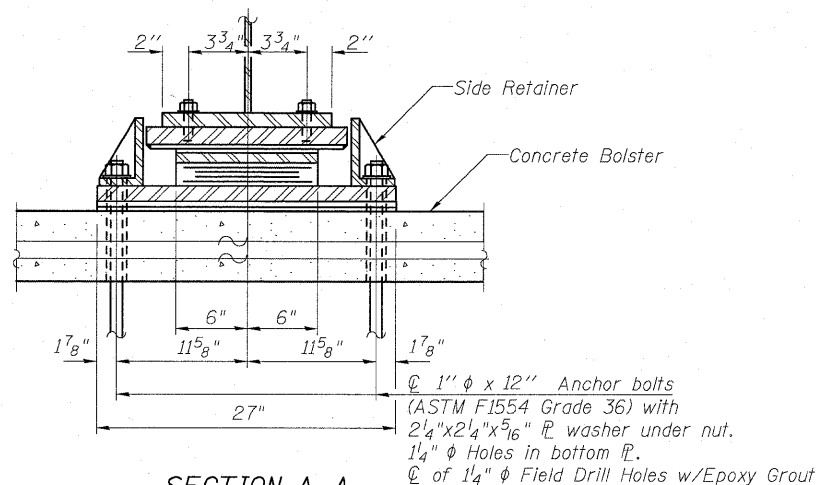
SHEET NO.S21	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	33
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

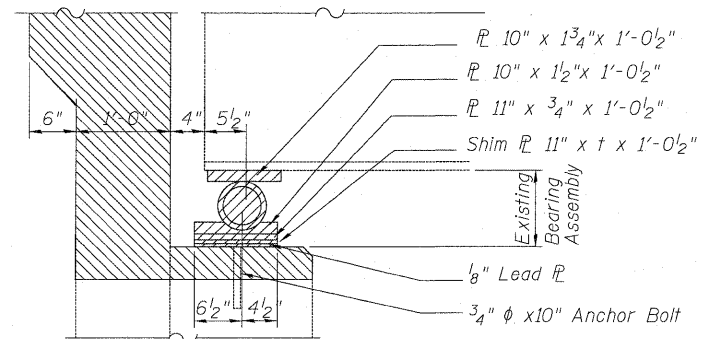


ELEVATION AT WEST ABUT.

TYPE II ELASTOMERIC EXP. BRG.



SECTION A-A



EXISTING WEST ABUTMENT BEARING TO BE REMOVED

Remove and replace all existing bearing assembly at the West and East Abutments with Elastomeric Bearing Assembly

NOTES - JACKING AND CRIBBING

- The contractor shall submit for approval by the engineer, plans for jacking and cribbing prior to commencing any work on the bearing.
- Jacking and removing existing bearing, including top and bottom plates and the lead plates, shall be done after deck removal is completed and before the new deck is poured.
- All Stage I or Stage II beams shall be lifted simultaneously in stages.
- Top plates welded to the bottom flange of beams shall be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost included with Jack and Remove Existing Bearing.
- The new bearings shall be in place and the jacks shall be lowered before the new deck is poured.
- The cost of removing existing bearings is included in the cost of Jacking and Cribbing.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

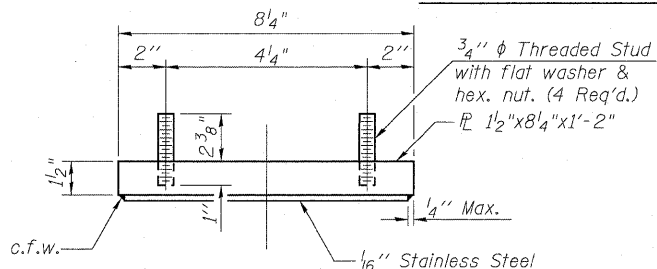
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

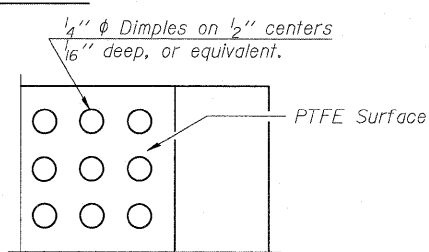
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



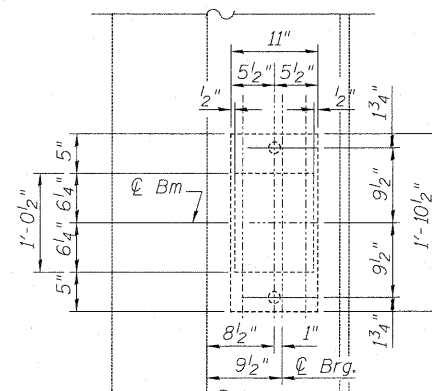
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE

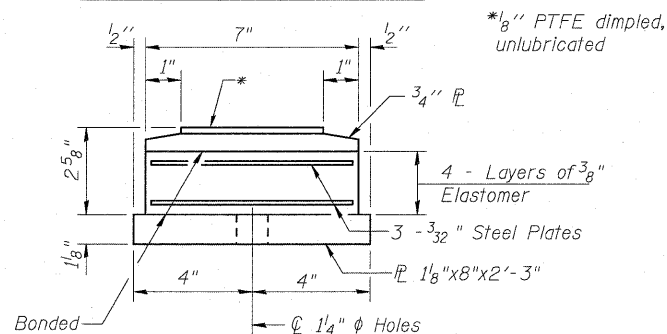
SHIM "I" DIMENSIONS

Location	"I"
Beam 1	-
Beam 2	5/8"
Beam 3	-
Beam 4	5/8"
Beam 5	-
Beam 6	5/8"
Beam 7	5/8"
Beam 8	-
Beam 9	5/8"
Beam 10	-
Beam 11	5/8"
Beam 12	-

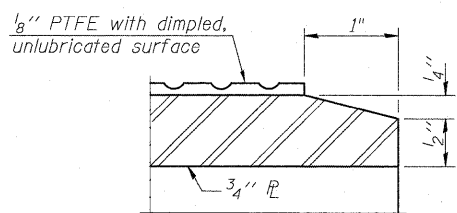


EXISTING BEARING PLAN

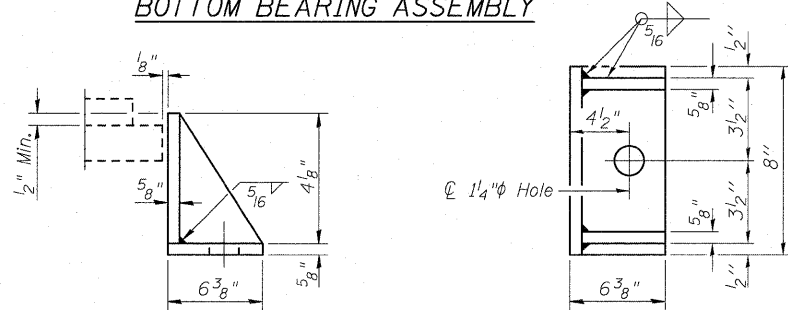
* Burn existing Anchor Bolts flush with concrete removal line. Cost included with Jack and Remove Existing Bearing



BOTTOM BEARING ASSEMBLY

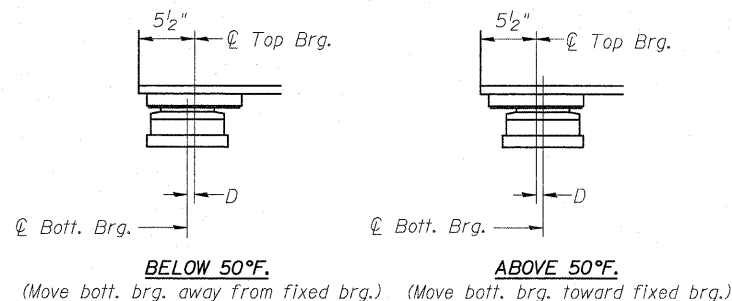


SECTION THRU PTFE



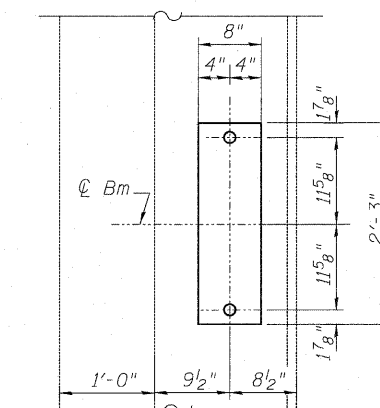
SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



PROPOSED BEARING PLAN

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	12
Anchor Bolts, 1"	Each	24
Jacking and Cribbing	Each	12

ELASTOMERIC BEARING TYPE II DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

Primera

180 S. WACKER DRIVE, SUITE 700, CHICAGO, IL 60606, P.312-606-0910 F.312-606-0415

I-2E-2

11-1-09

LEGEND

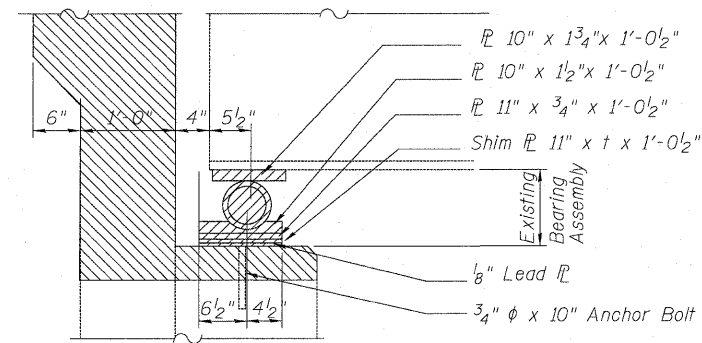
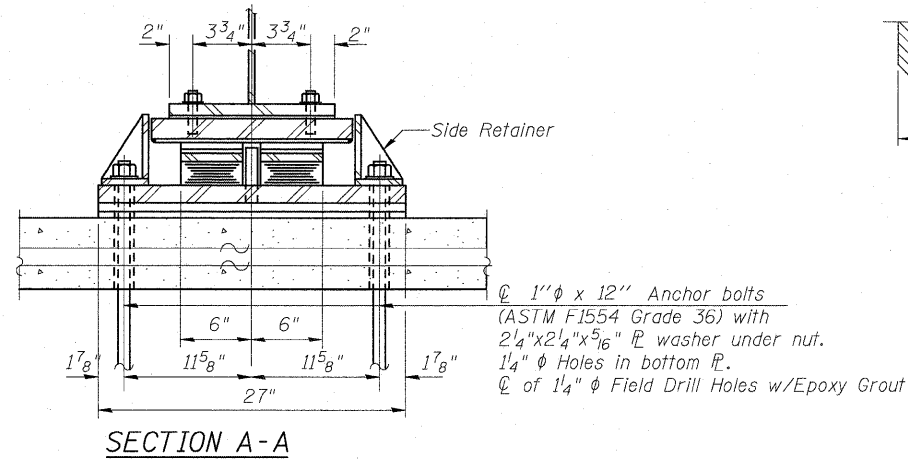
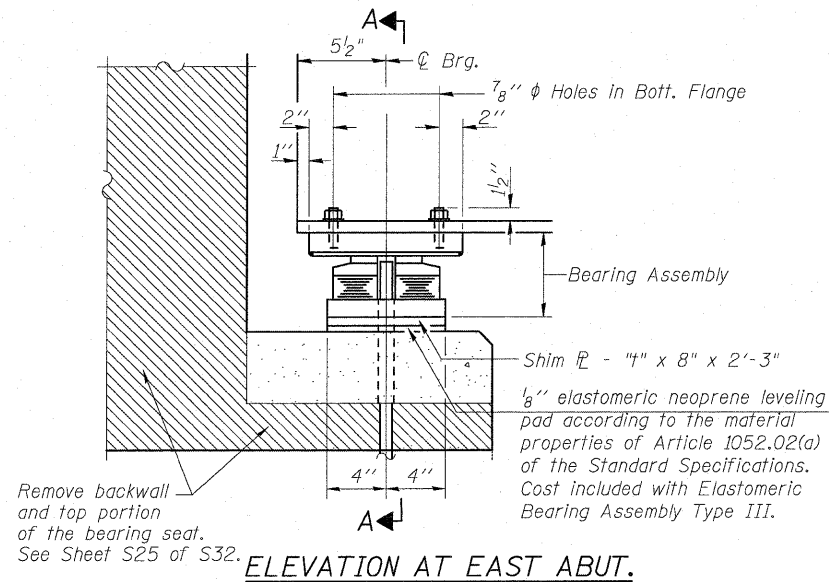
Denotes concrete removal Billed in Abutment modification and Repair Details

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S22	1548	461 (VB&VF) I	COOK	52	34
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

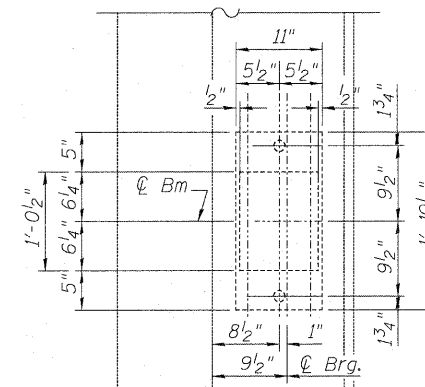
NOTES - JACKING AND CRIBBING

- The contractor shall submit for approval by the engineer, plans for jacking and cribbing prior to commencing any work on the bearing.
- Jacking and removing existing bearing, including top and bottom plates and the lead plates, shall be done after deck removal is completed and before the new deck is poured.
- All Stage I or Stage II beams shall be lifted simultaneously in stages.
- Top plates welded to the bottom flange of beams shall be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange. Cost included with Jack and Remove Existing Bearing.
- The new bearings shall be in place and the jacks shall be lowered before the new deck is poured.
- The cost of removing existing bearings is included in the cost of Jacking and Cribbing.



EXISTING EAST ABUTMENT BEARING TO BE REMOVED

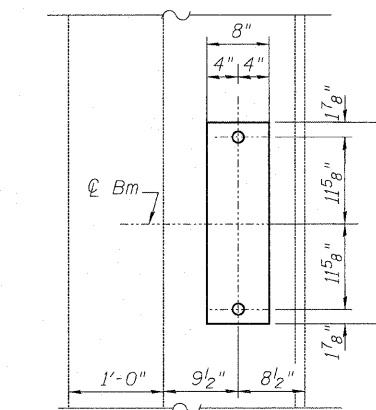
Remove and replace all existing bearing assembly at the West and East Abutments with Elastomeric Bearing Assembly



EXISTING BEARING PLAN

* Burn existing Anchor Bolts flush with concrete removal line. Cost included with Jack and Remove Existing Bearing

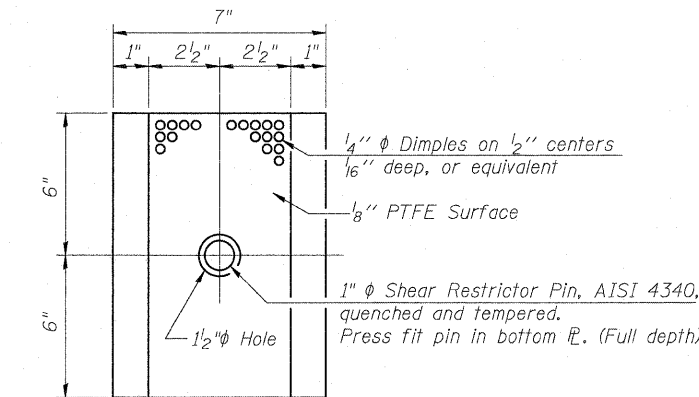
Location	"#"
Beam 1	-
Beam 2	5/8"
Beam 3	-
Beam 4	5/8"
Beam 5	-
Beam 6	5/8"
Beam 7	5/8"
Beam 8	-
Beam 9	5/8"
Beam 10	-
Beam 11	5/8"
Beam 12	-



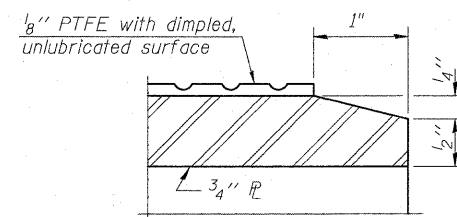
PROPOSED BEARING PLAN

LEGEND

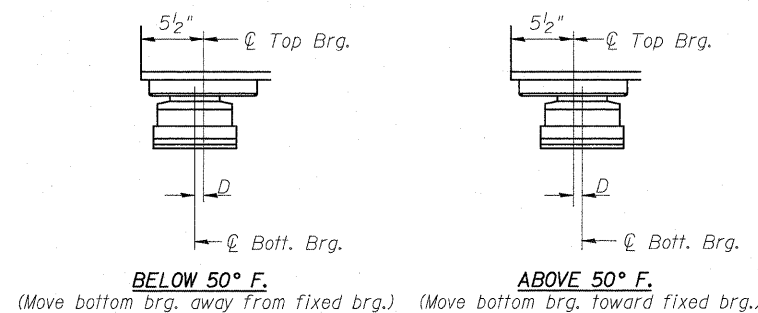
Denotes concrete removal Billed in Abutment modification and Repair Details



PLAN-PTFE ELASTOMERIC BRG.

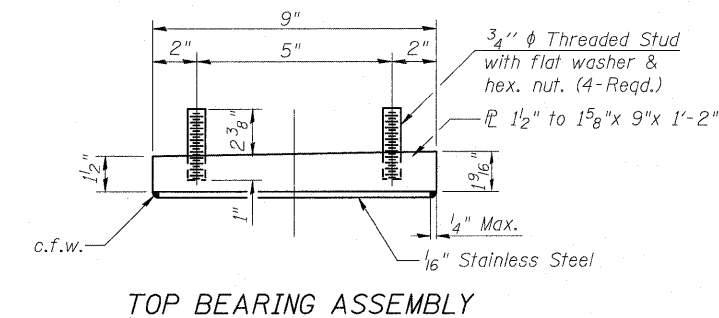


SECTION THRU PTFE

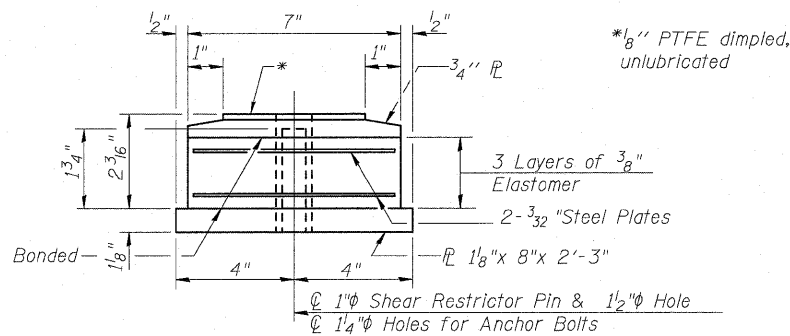


SETTING ANCHOR BOLTS AT EXP. BRG.

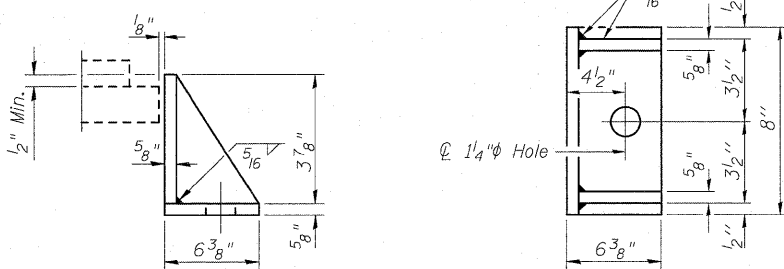
D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.



TOP BEARING ASSEMBLY



BOTTOM BEARING ASSEMBLY



SIDE RETAINER

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

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

I-2E-3

Primera

180 S. WICKER DRIVE SUITE 700 CHICAGO IL 60606 P.312-606-8918 F.312-606-2415

11-1-09

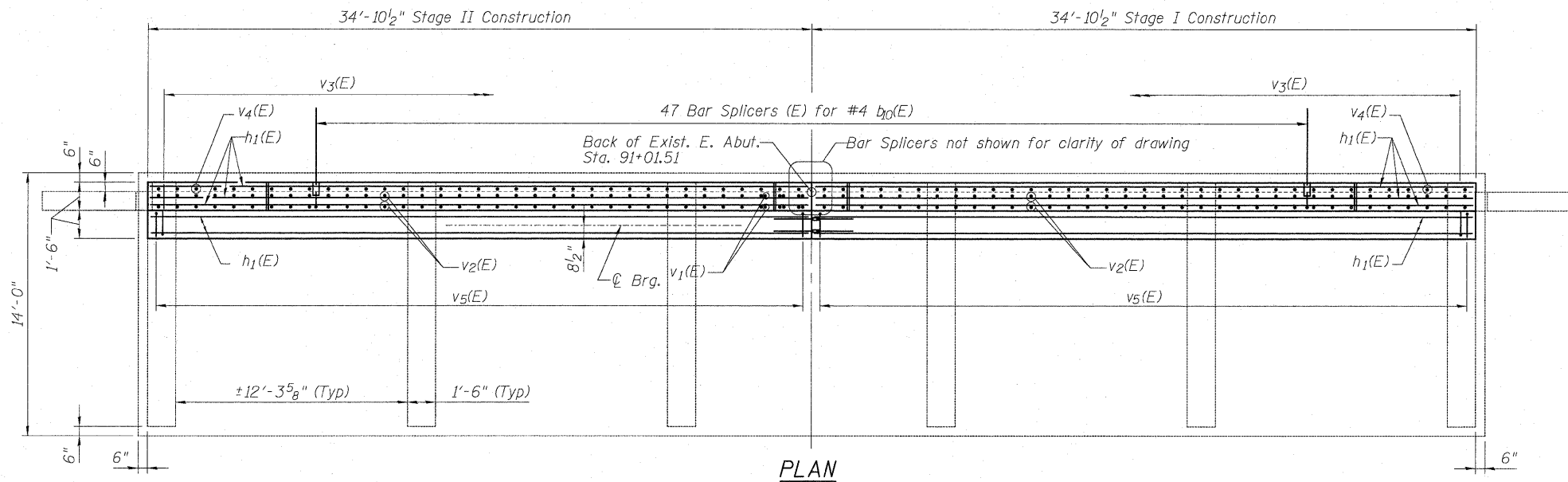
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type III	Each	12
Anchor Bolts, 1"	Each	24
Jacking and Cribbing	Each	12

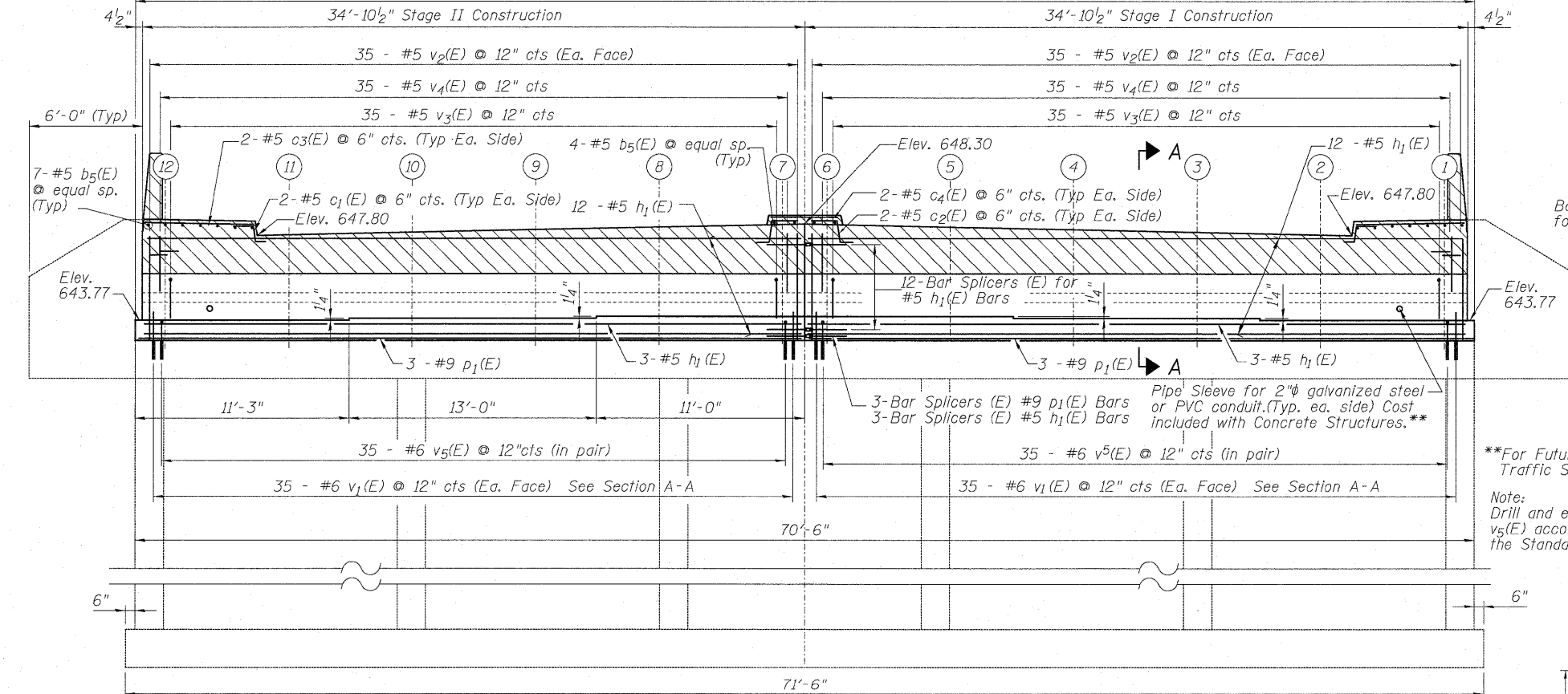
**ELASTOMERIC BEARING TYPE III DETAILS
STRUCTURE NO. 016-0519**

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S23	1548	461 (VB&VF) I	COOK	52	35
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

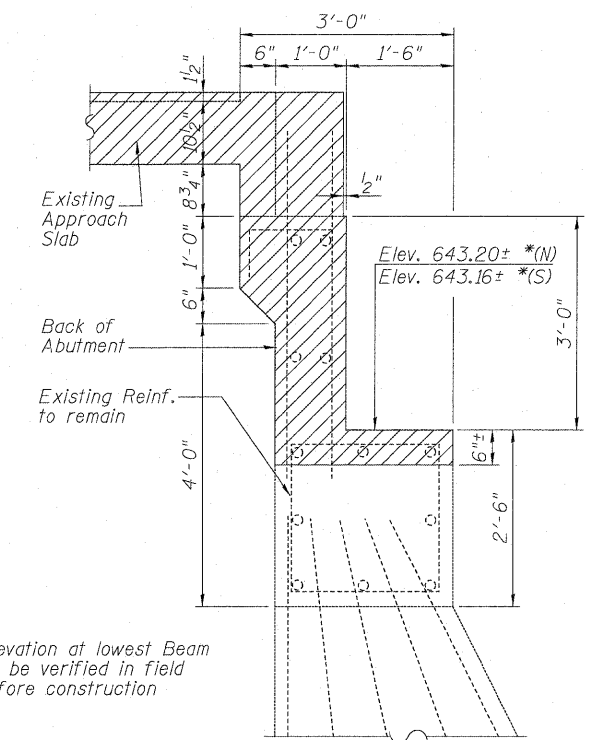
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



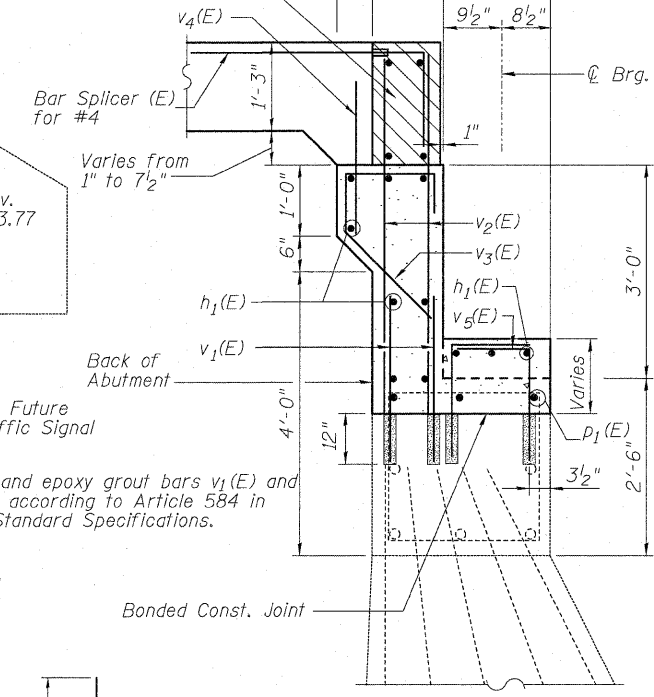
ELEVATION



SECTION A-A EXISTING

* Elevation at lowest Beam
To be verified in field
before construction

Hatched area to be
poured after
superstructure forms
have been removed.
Quantity of concrete
included with concrete
superstructure



SECTION A-A PROPOSED

Notes:

Existing reinforcement shall be cleaned, and incorporated into the new construction. The cost included with the concrete removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b5(E)	18	#5	0'-9"	
c1(E)	4	#5	2'-4"	
c2(E)	4	#5	2'-1"	
c3(E)	4	#5	5'-8"	
c4(E)	2	#5	2'-6"	
d6(E)	4	#5	5'-7"	
d7(E)	4	#5	5'-7"	
h1(E)	30	#5	34'-7"	
p1(E)	6	#9	34'-8"	
v1(E)	140	#6	3'-2"	
v2(E)	140	#5	5'-1"	
v3(E)	70	#5	4'-3"	
v4(E)	70	#5	2'-3"	
v5(E)	140	#6	2'-10"	

Item	Unit	Total
Reinforcement Bars, Epoxy Coated	Pound	4370
Concrete Structures	Cu. Yd.	15.1
Concrete Removal	Cu. Yd.	30.1
Bar Splicers	Each	65
Concrete Sealer	Sq. Ft.	471
Structure Excavation	Cu. Yd.	92.5
Pipe Underdrains for Structures 4"	Foot	86
Geocomposite Wall Drain	Sq. Yd.	43

Note:
Concrete Sealer shall be applied to the face of backwall and bearing seat.
Space bars to miss anchor bolts.
Bearing seat steps shall be poured monolithically with cap.

BRG. SEAT ELEVATIONS

Location	Elevation
Beam 1	643.77
Beam 2	643.77
Beam 3	643.87
Beam 4	643.87
Beam 5	643.97
Beam 6	643.97
Beam 7	643.97
Beam 8	643.97
Beam 9	643.87
Beam 10	643.87
Beam 11	643.77
Beam 12	643.77

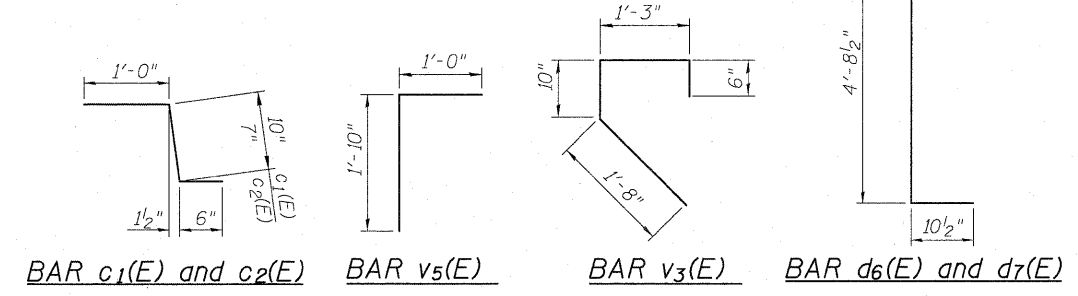
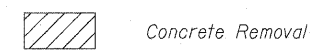
WEST ABUTMENT DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

ANCHOR BOLT LAYOUT



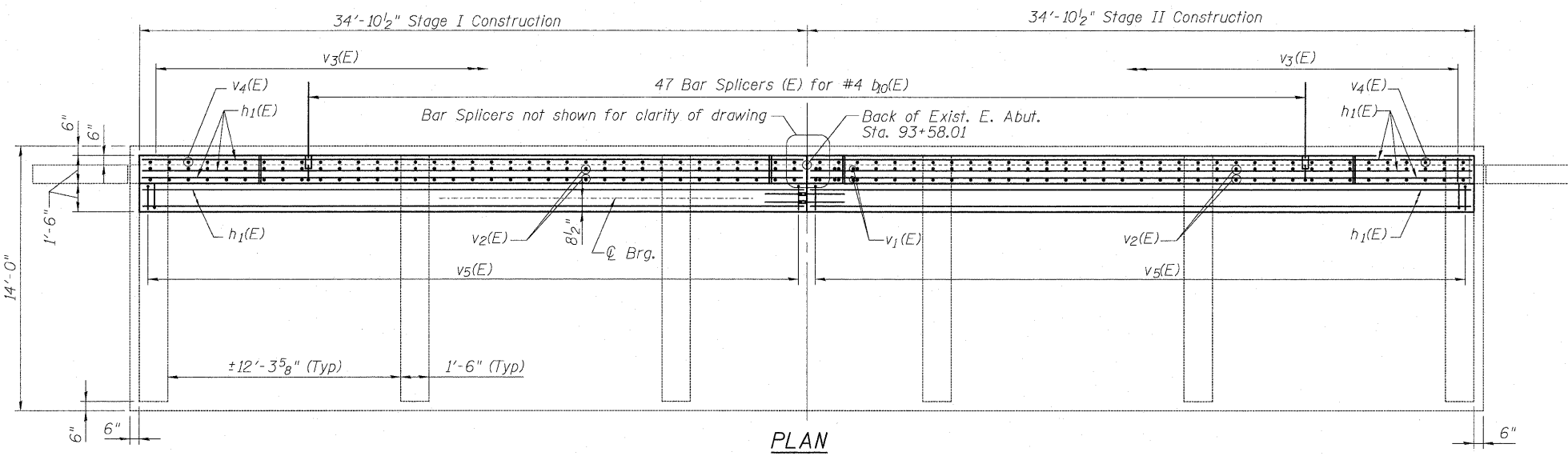
LEGEND



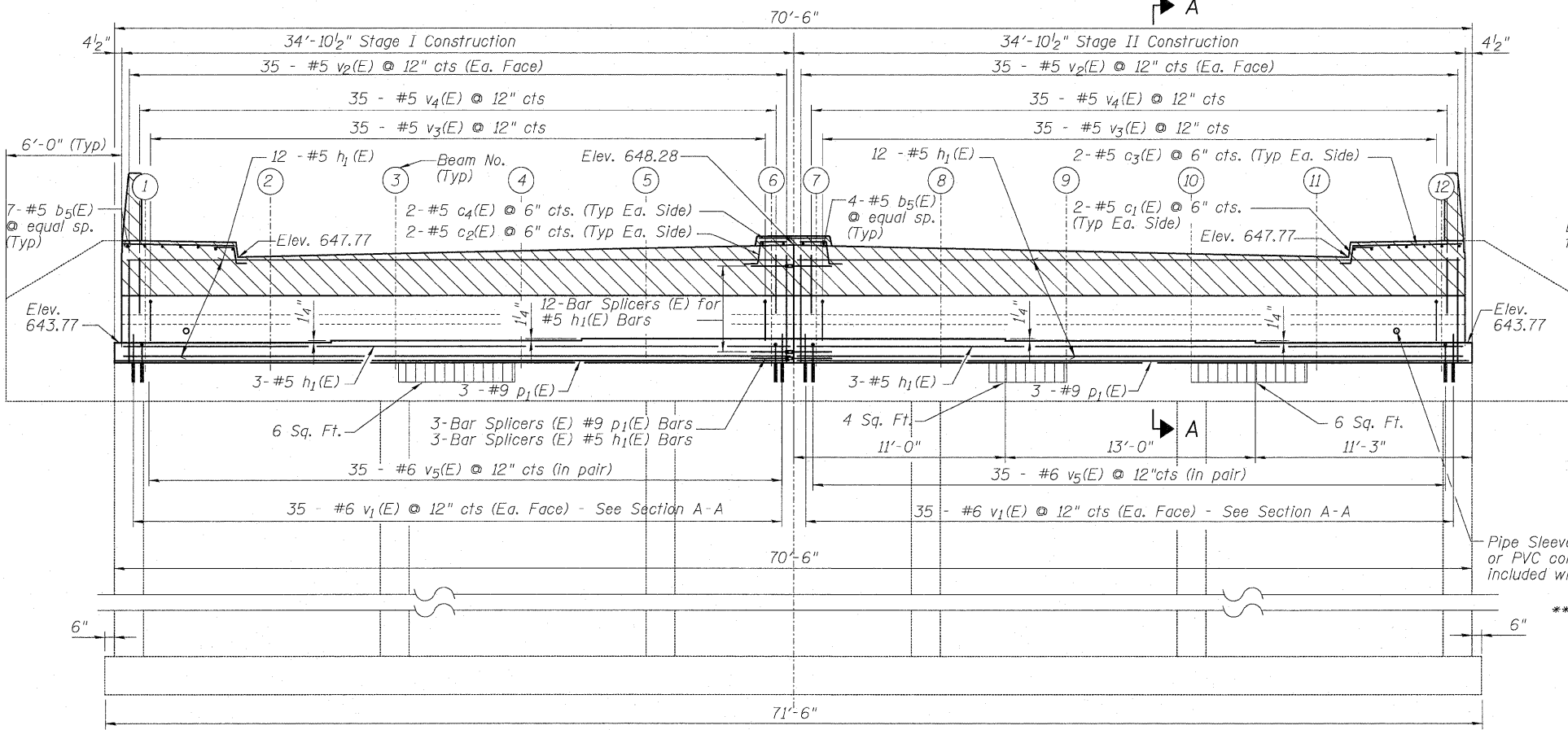
180 S. WACKER DRIVE SUITE 700 • CHICAGO IL 60606 P:312-606-9919 F:312-606-0415

SHEET NO. S24 S34 SHEETS	F.A.U. RTE. 1548	SECTION 461 (VB&VF) I	COUNTY COOK	TOTAL SHEETS 52	SHEET NO. 36
	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



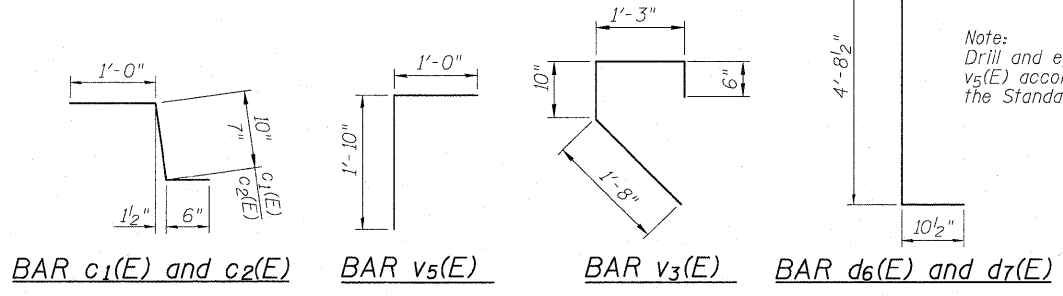
ELEVATION

DESIGNED JPM
CHECKED TG
DRAWN MPS
CHECKED JPM, TG

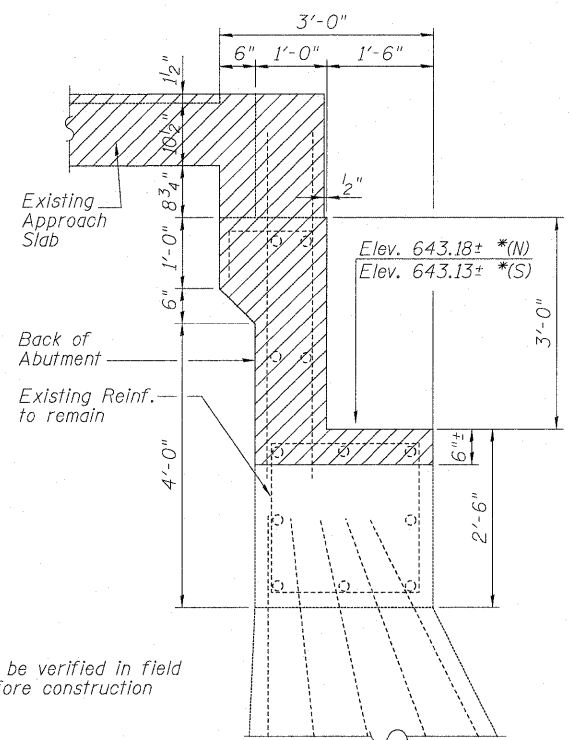
ANCHOR BOLT LAYOUT



LEGEND
 Concrete Removal
 Structural Repair of Concrete (Depth Greater than 5")

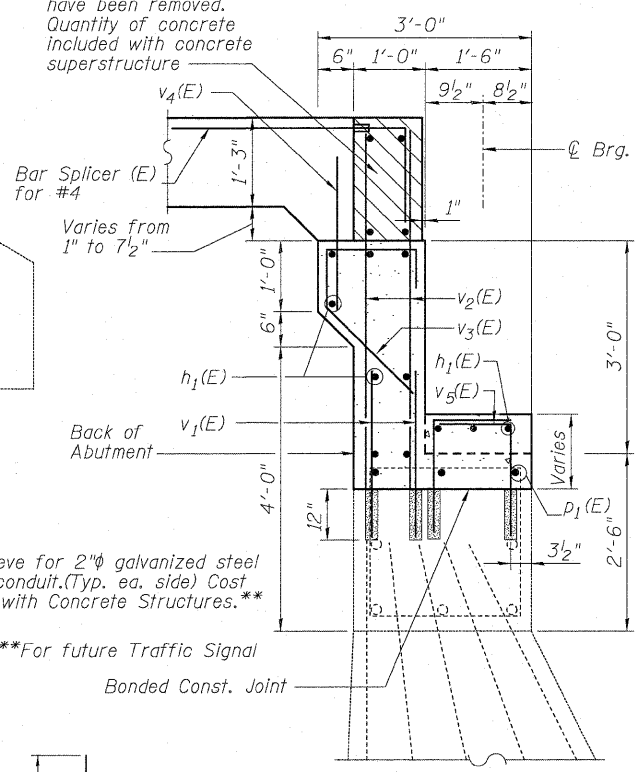


Note:
Drill and epoxy grout bars v1(E) and v5(E) according to Article 584 in the Standard Specifications.



SECTION A-A EXISTING

Hatched area to be poured after superstructure form have been removed. Quantity of concrete included with concrete superstructure



SECTION A-A PROPOSED

Notes:

Existing reinforcement shall be cleaned, and incorporated into the new construction. The cost included with the concrete removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b5(E)	18	#5	0'-9"	—
c1(E)	4	#5	2'-4"	—
c2(E)	4	#5	2'-1"	—
c3(E)	4	#5	5'-8"	—
c4(E)	2	#5	2'-6"	—
d6(E)	4	#5	5'-7"	—
d7(E)	4	#5	5'-7"	—
h1(E)	30	#5	34'-7"	—
p1(E)	6	#9	34'-8"	—
v1(E)	140	#6	3'-2"	—
v2(E)	140	#5	5'-1"	—
v3(E)	70	#5	4'-3"	—
v4(E)	70	#5	2'-3"	—
v5(E)	140	#6	2'-10"	—

Item	Unit	Total
Reinforcement Bars, Epoxy Coated	Pound	4370
Concrete Structures	Cu. Yd.	15.1
Concrete Removal	Cu. Yd.	30.1
Bar Splicers	Each	65
Concrete Sealer	Sq. Ft.	471
Structure Excavation	Cu. Yd.	92.5
Pipe Underdrains for Structures 4"	Foot	86
Struct. Repair of Concrete (Depth Greater than 5")	Sq. Ft.	16
Geocomposite Wall Drain	Sq. Yd.	43

Note:
Concrete Sealer shall be applied to the face of backwall and bearing seat. Space bars to miss anchor bolts. Bearing seat steps shall be poured monolithically with cap.

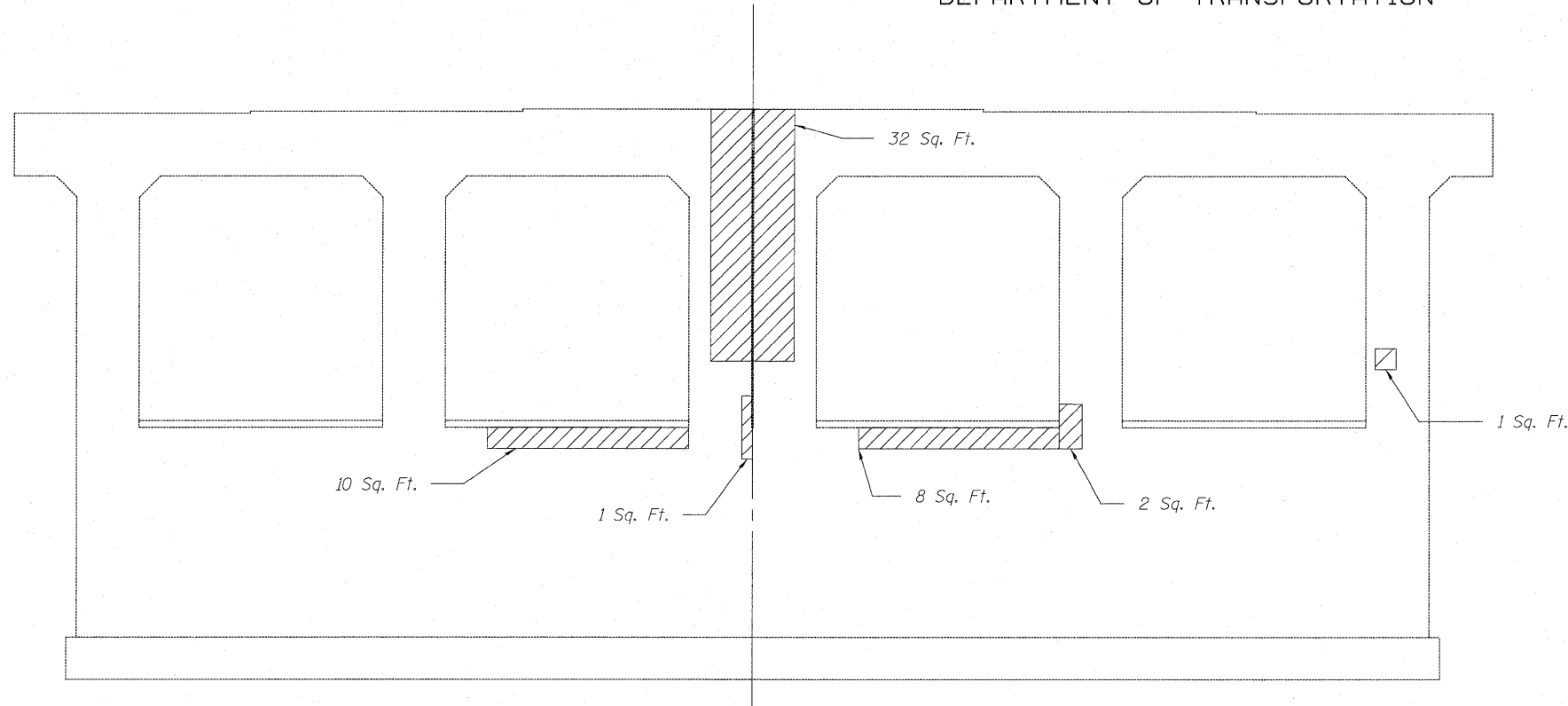
BRG. SEAT ELEVATIONS

Location	Elevation
Beam 1	643.77
Beam 2	643.77
Beam 3	643.87
Beam 4	643.87
Beam 5	643.97
Beam 6	643.97
Beam 7	643.97
Beam 8	643.97
Beam 9	643.87
Beam 10	643.87
Beam 11	643.77
Beam 12	643.77

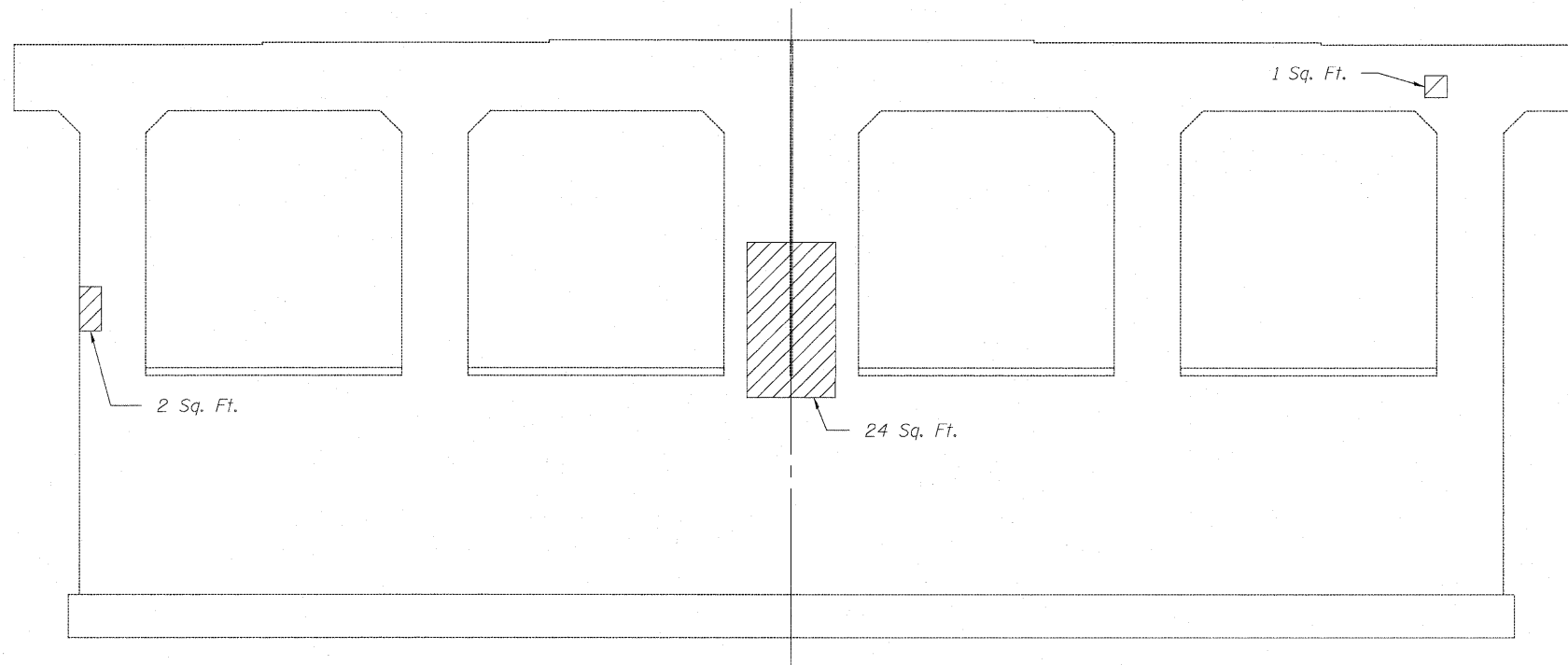
EAST ABUTMENT DETAILS
STRUCTURE NO. 016-0519

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S25	1548	461 (VB&VF) I	COOK	52	37
S34 SHEETS					
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

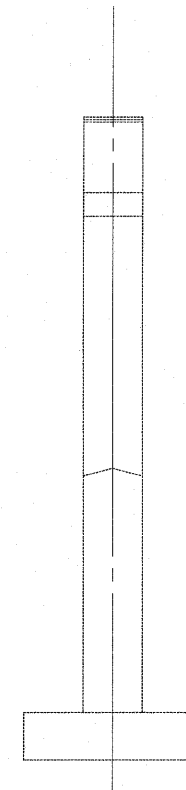
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST FACE



EAST FACE



ELEVATION

Note:
The quantities shown are for estimating purposes only.
Area to be repaired will be determined by the Engineer
at the time of construction.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	81

PIER 1
REPAIR DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

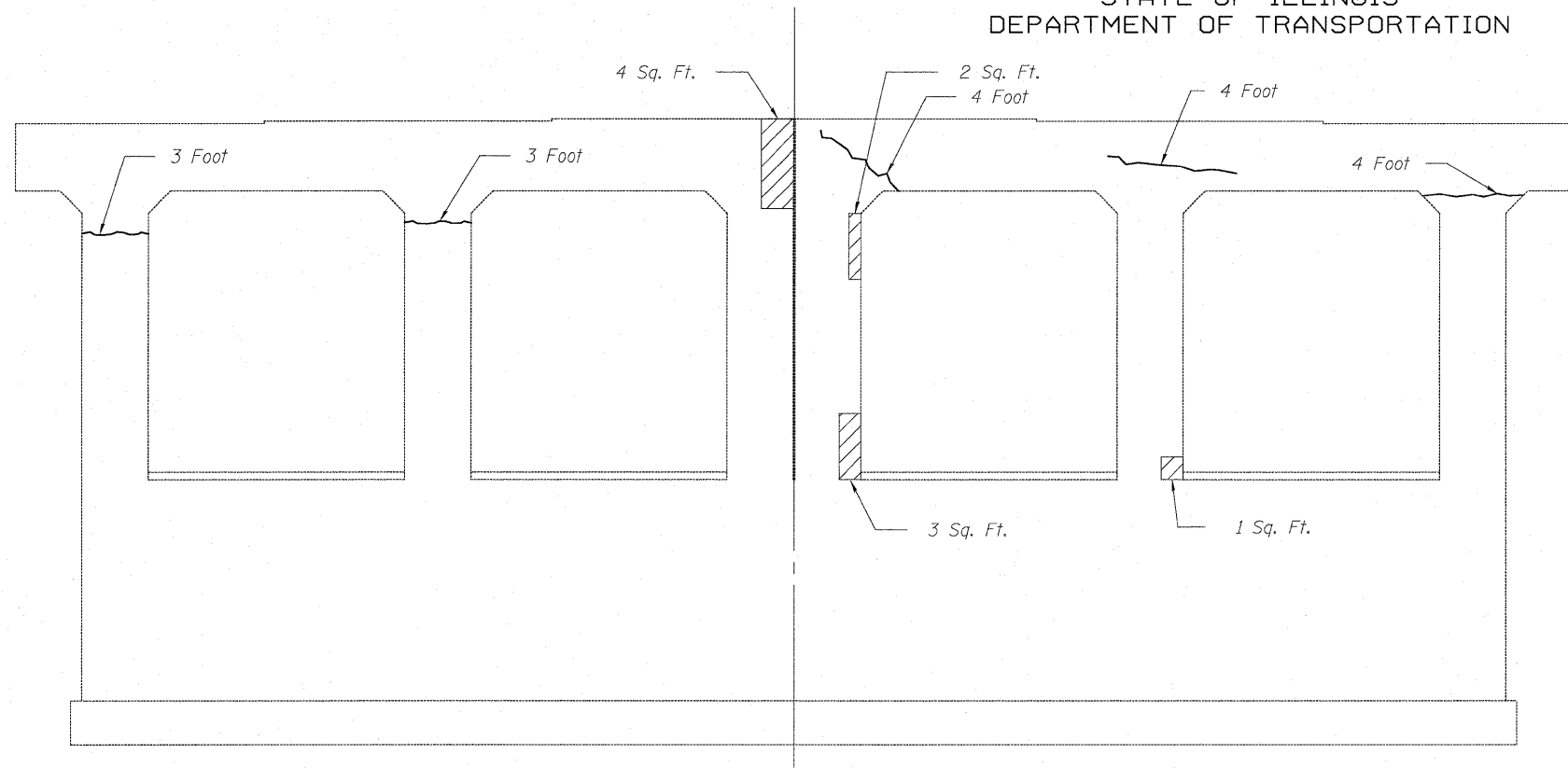


LEGEND

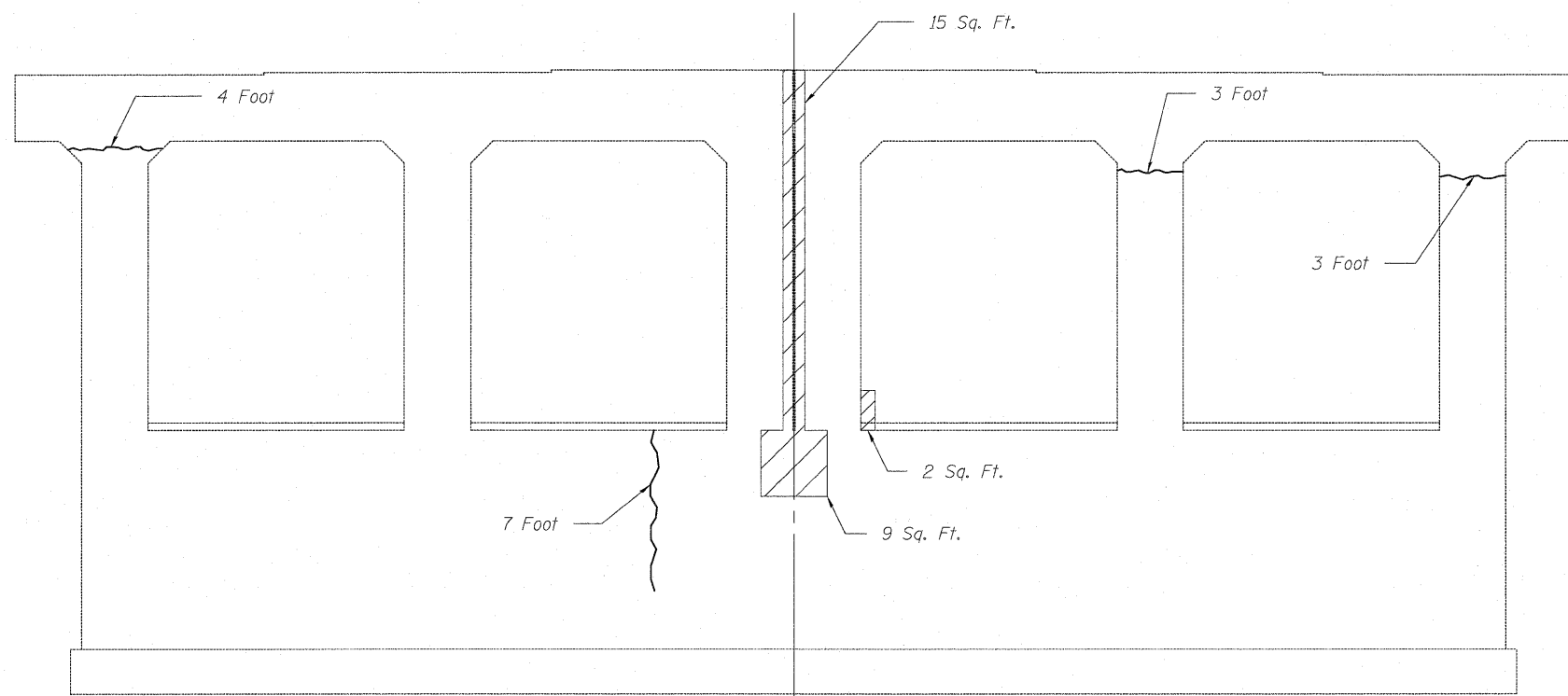
Structural Repair of Concrete
(Depth Equal to or Less Than 5")

SHEET NO. S26	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	38
S34 SHEETS			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





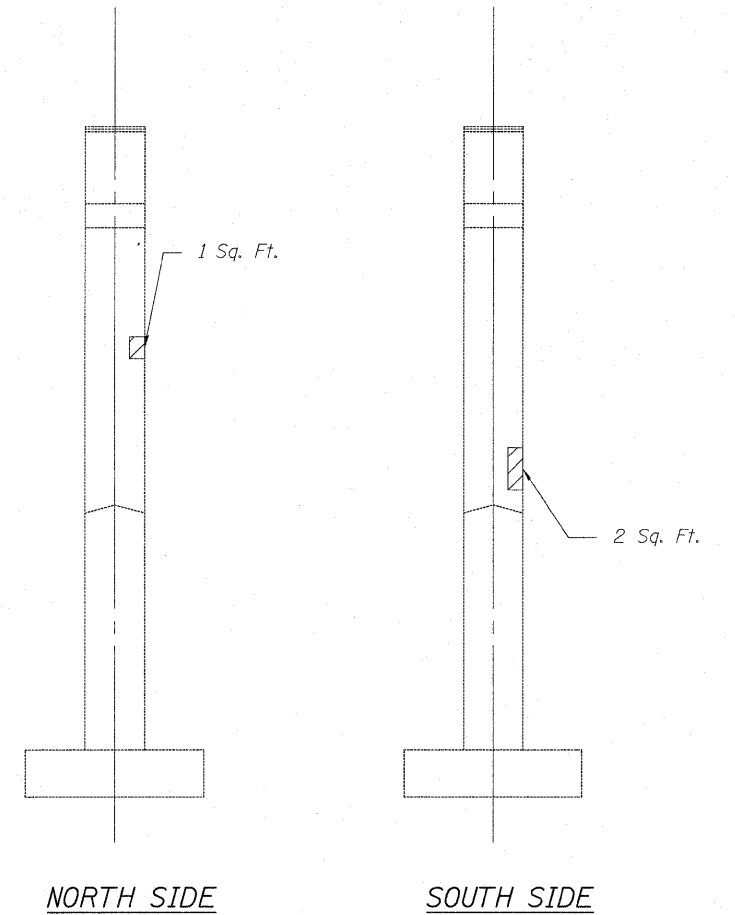
WEST FACE



EAST FACE

LEGEND

-  Structural Repair of Concrete (Depth Equal to or Less Than 5")
-  Epoxy Crack Injection



NORTH SIDE

SOUTH SIDE

Note:
The quantities shown are for estimating purposes only.
Area to be repaired will be determined by the Engineer
at the time of construction.

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	35
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	39

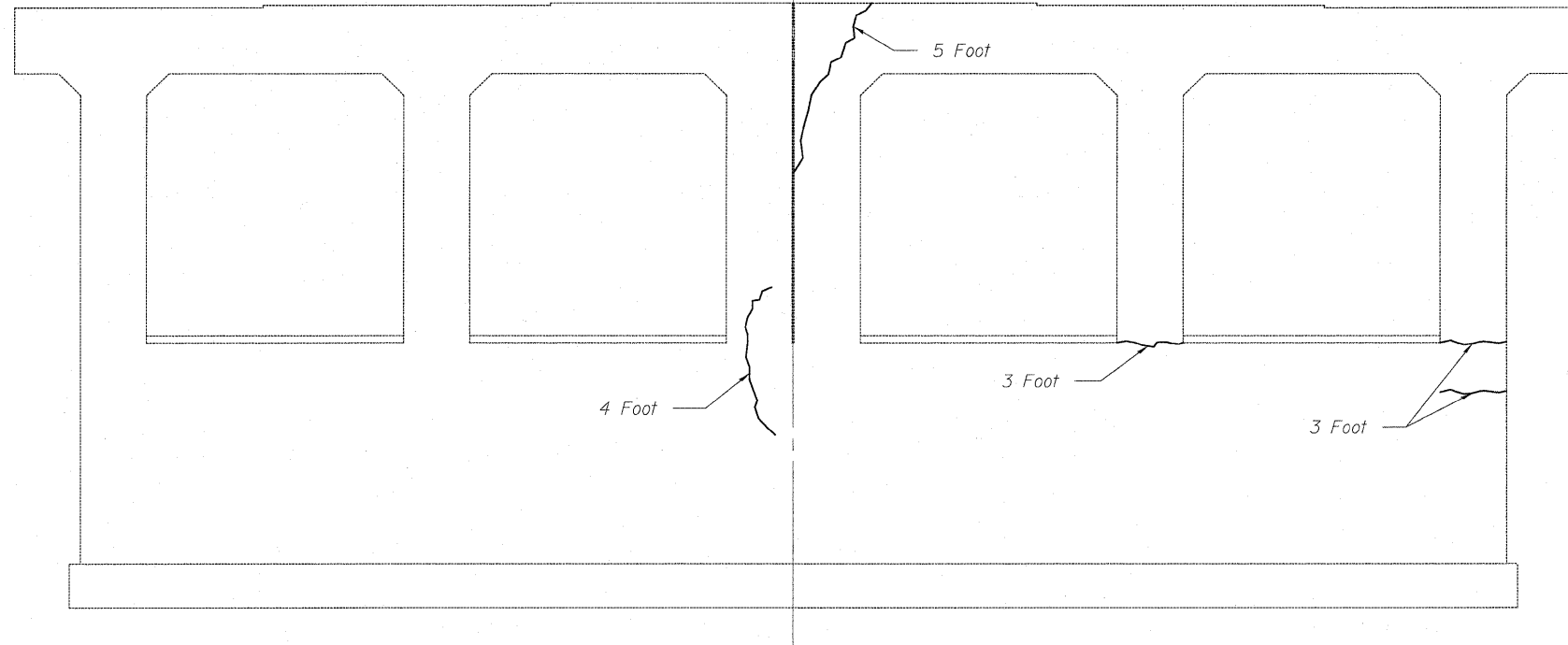
PIER 2
REPAIR DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

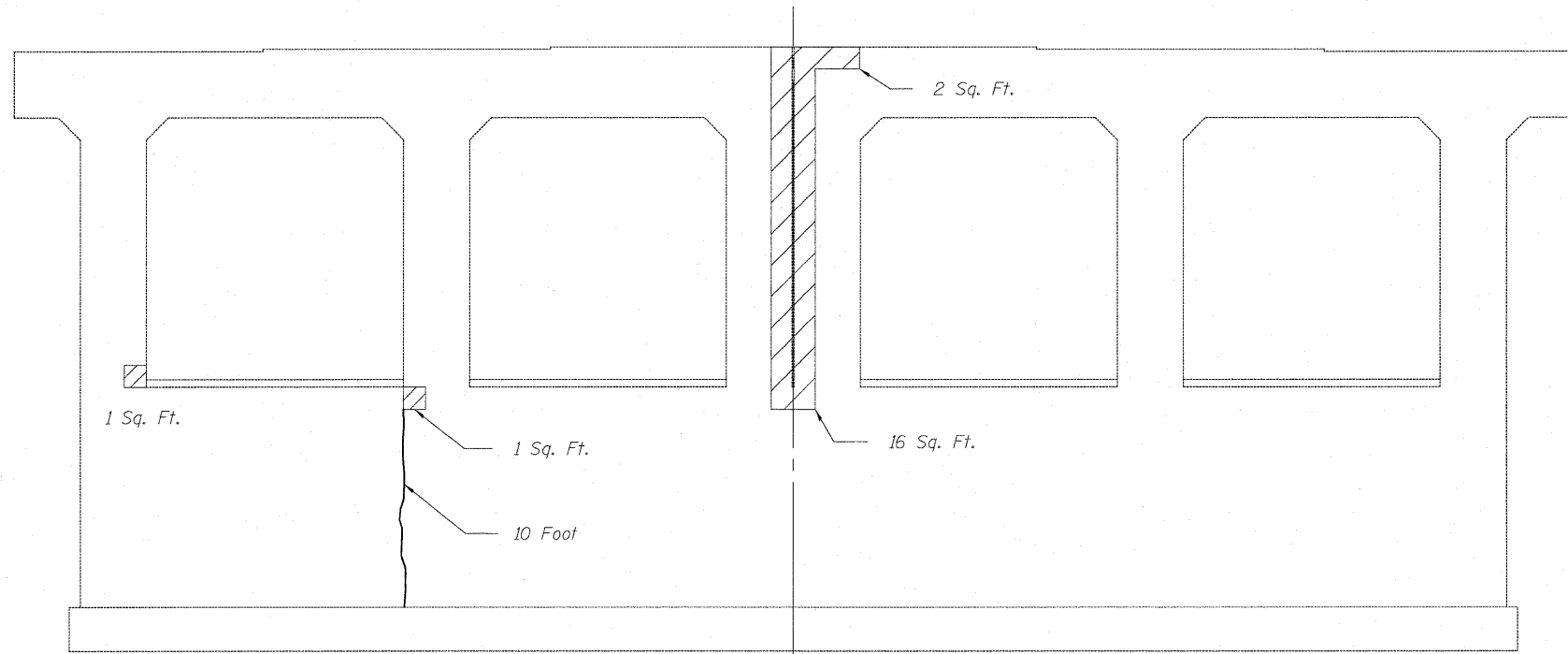


SHEET NO. S27	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	39
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

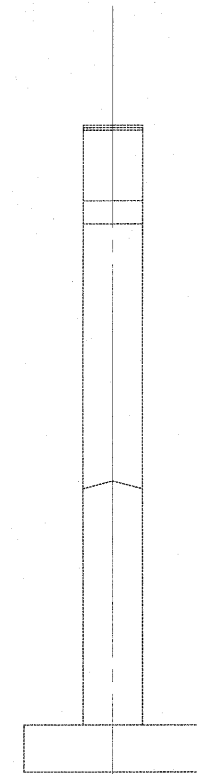
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST FACE



EAST FACE



ELEVATION

Note:
The quantities shown are for estimating purposes only.
Area to be repaired will be determined by the Engineer
at the time of construction.

BILL OF MATERIAL

Item	Unit	Quantity
Epoxy Crack Injection	Foot	28
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	20



PIER 3
REPAIR DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



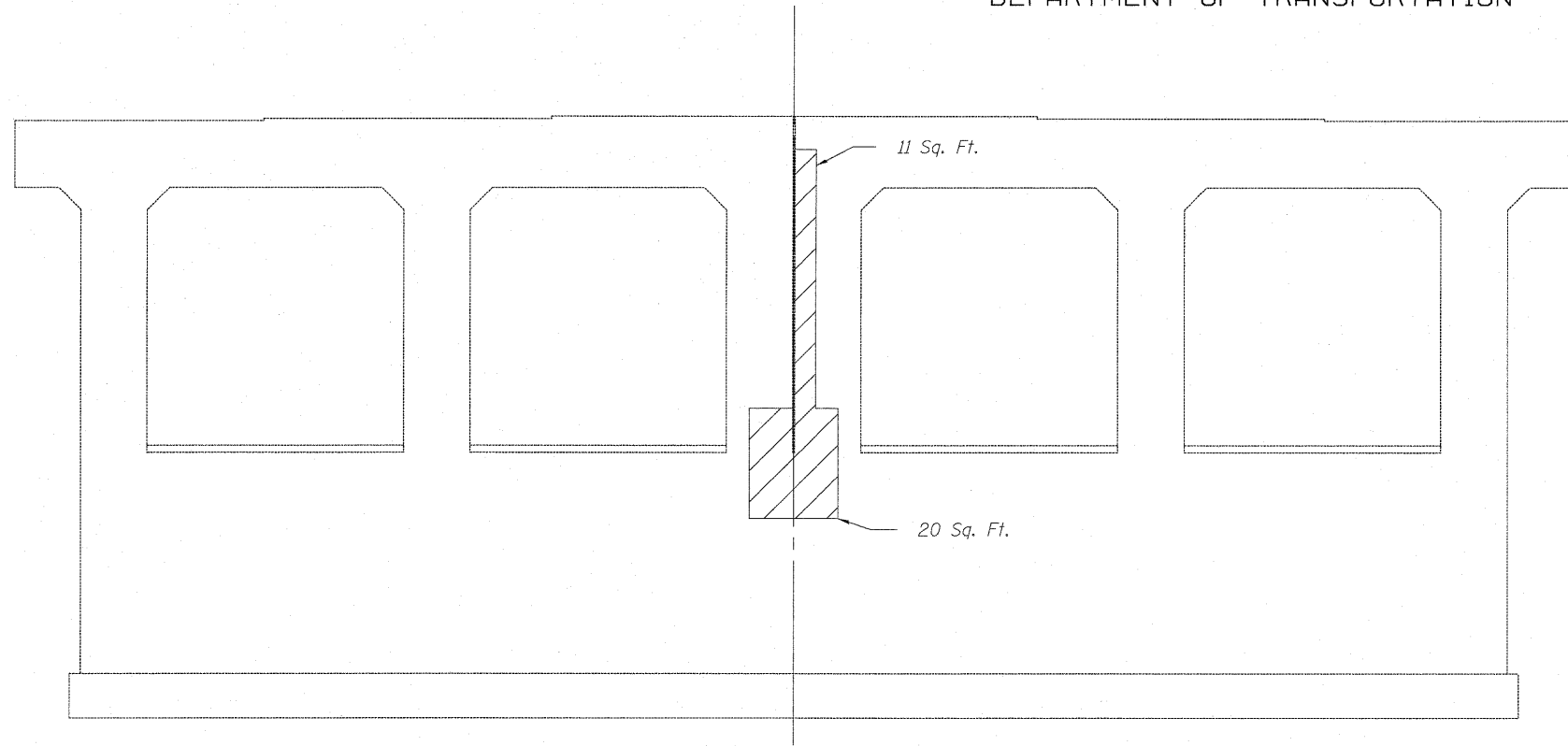
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P:312-686-0910 F:312-686-0415

LEGEND:

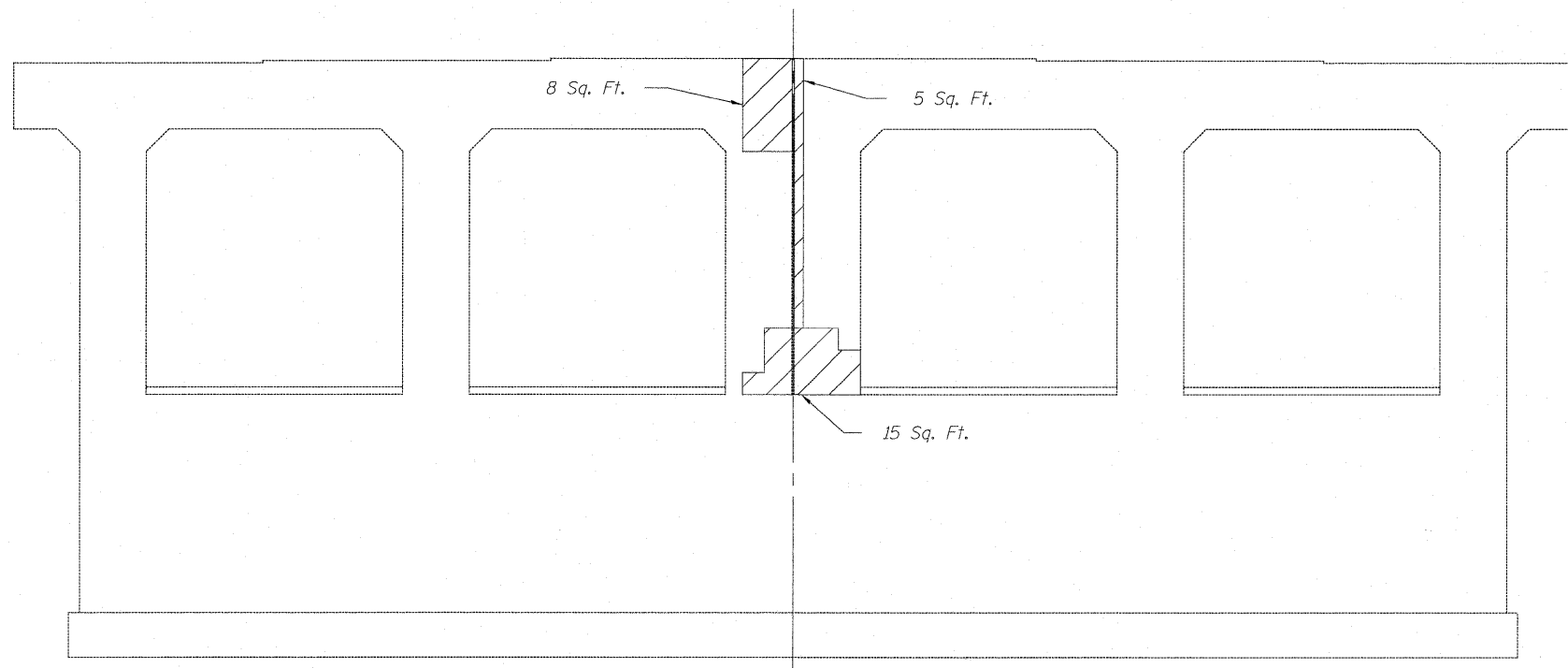
-  Structural Repair of Concrete
(Depth Equal to or Less Than 5")
-  Epoxy Crack Injection

SHEET NO. S28	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	40
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

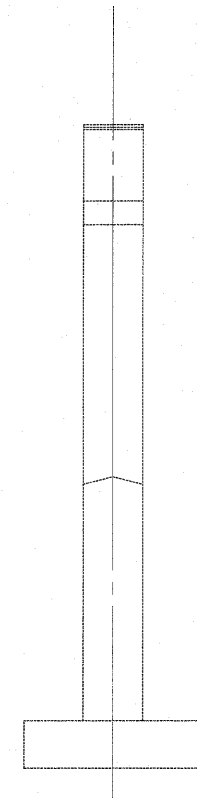
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



WEST FACE



EAST FACE



ELEVATION

Note:
The quantities shown are for estimating purposes only.
Area to be repaired will be determined by the Engineer
at the time of construction.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	59


PIER 4
REPAIR DETAILS
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



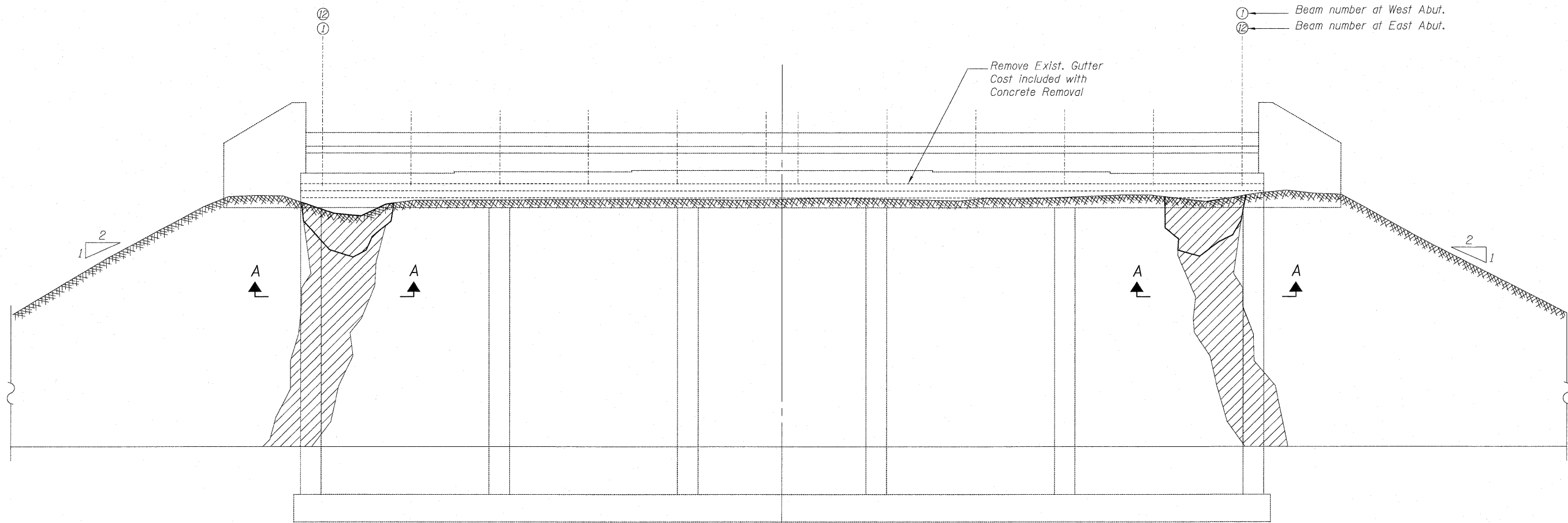
Note:
Retaining wall in front of west face of Pier 4
has two areas which have failed due to runoff
from east abutment embankment slope.
Approximately 25 Sq. Ft. of repair.

LEGEND:

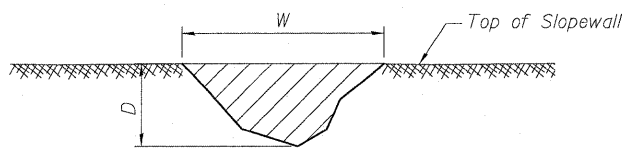
 Structural Repair of Concrete
(Depth Equal to or Less Than 5")

SHEET NO. S29	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	41
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

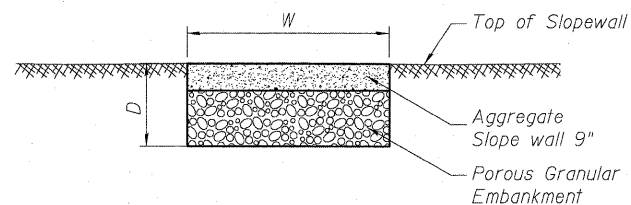
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SLOPEWALL ELEVATION
(East & West Abutments)



SECTION A-A
EXISTING



SECTION A-A
PROPOSED

Note:
The quantities shown are for estimating purposes only.
Other areas to be repaired will be determined by the Engineer
at the time of Construction.

① Beam number at West Abut.
② Beam number at East Abut.

BILL OF MATERIAL

Item	Unit	Quantity
Aggregate Slope wall 9"	Sq. Yd.	165
Porous Granular Embankment	Cu. Yd.	118

LOCATION

Location	Units	W (Average)	D (Average)
North West Abutment	Ft.	9.0	3.0
South West Abutment	Ft.	7.0	2.0
North East Abutment	Ft.	7.0	3.5
South East Abutment	Ft.	8.0	3.0

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



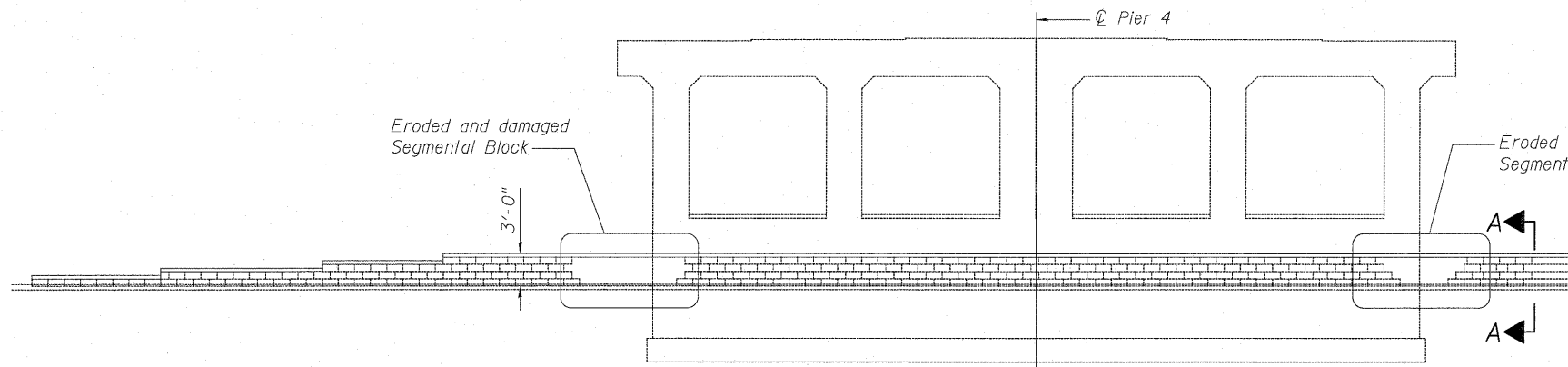
LEGEND

Repair area

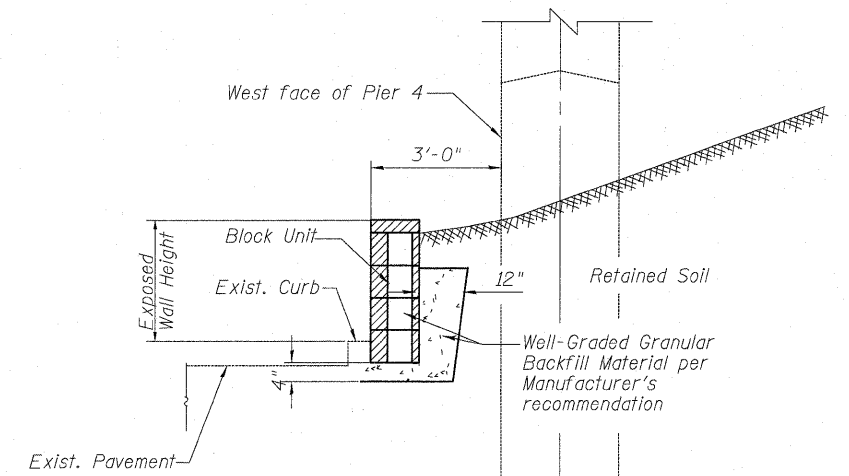
SLOPEWALL REPAIR DETAILS
STRUCTURE NO. 016-0519

SHEET NO. S30	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	42
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

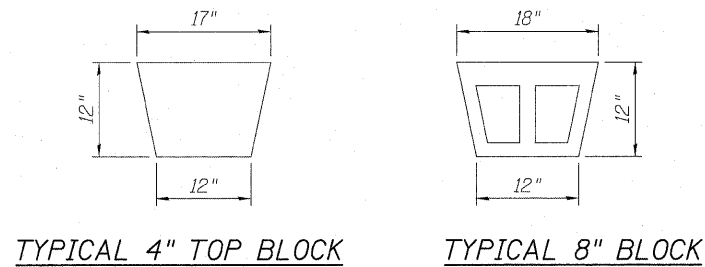
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION-EXISTING CONDITION
Looking East

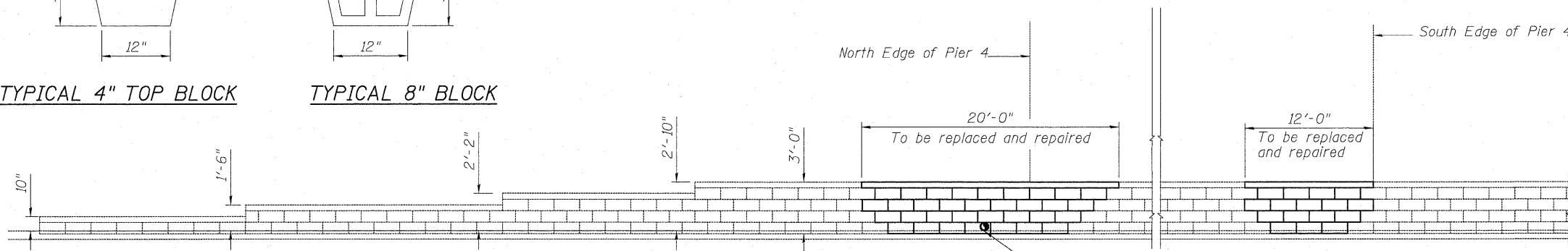


SECTION A-A



TYPICAL 4" TOP BLOCK

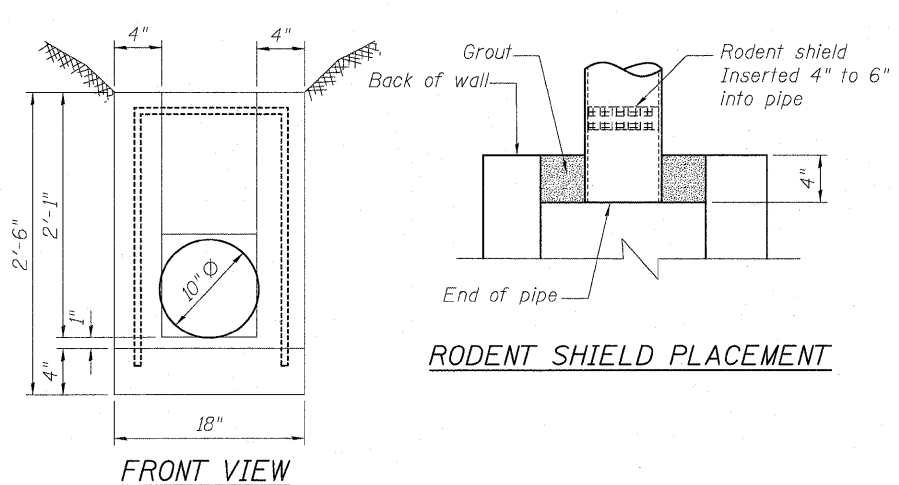
TYPICAL 8" BLOCK



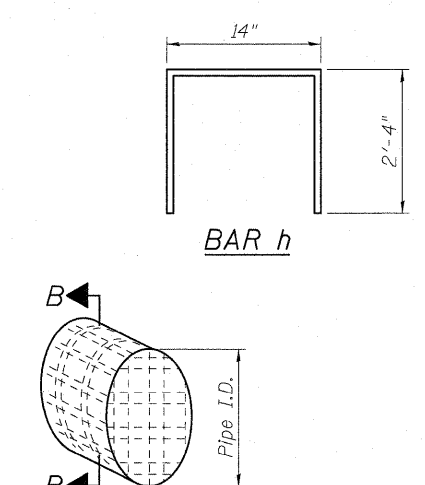
PROPOSED RETAINING WALL REPAIR
Looking East

BILL OF MATERIAL

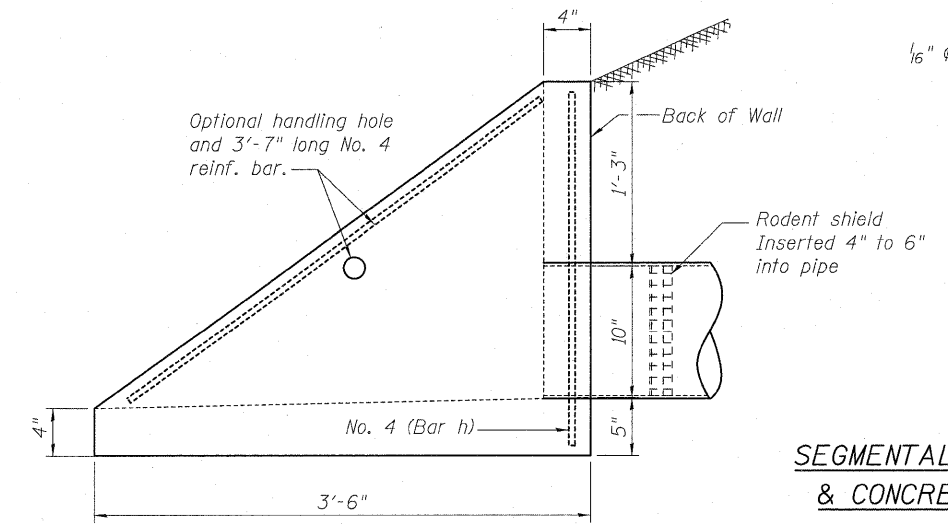
Item	Unit	Quantity
Segmental Block Retaining Wall Repair	Sq. Ft.	107



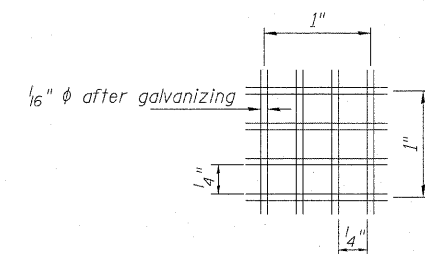
RODENT SHIELD PLACEMENT



DETAIL OF RODENT SHIELD



SIDE ELEVATION



SECTION B-B

Note:
Concrete Headwall for Pipe Drain is billed on Sheet S33.

**SEGMENTAL BLOCK RETAINING WALL REPAIR DETAILS
& CONCRETE HEADWALL FOR PIPE DRAIN DETAILS
STRUCTURE NO. 016-0519**

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG

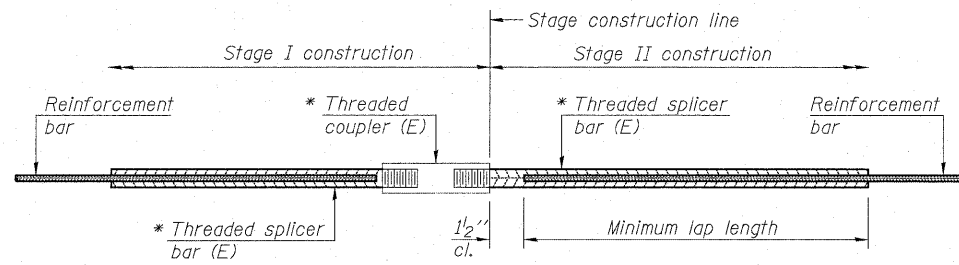


180 S. WALKER DRIVE, SUITE 700, CHICAGO, IL 60606, P.312-686-8918 F.312-686-8415

CONCRETE HEADWALL FOR PIPE DRAIN DETAILS

SHEET NO. S34	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S34 SHEETS	1548	461 (VB&VF) I	COOK	52	43
DATE: 06-22-2010			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H65					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

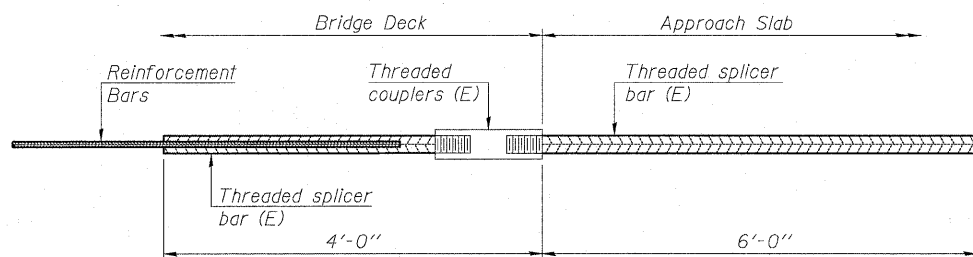
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

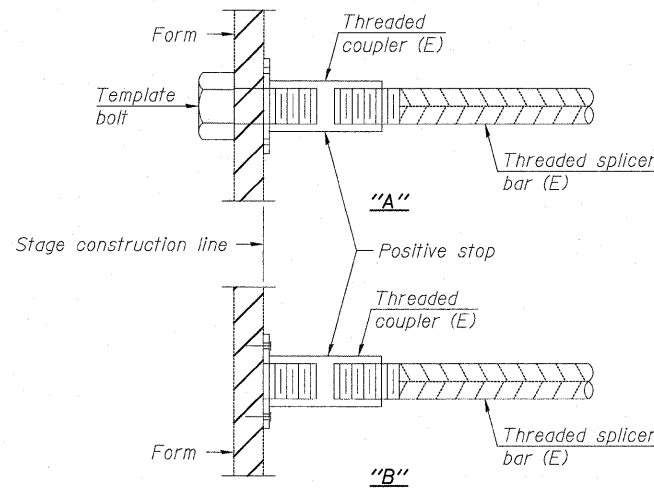
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	688	2'-7"
Deck	#6	2	3'-1"
W. Approach Slab	#4	25	2'-1"
W. Approach Slab	#5	46	2'-7"
W. Approach Footing	#5	40	2'-7"
E. Approach Slab	#4	25	2'-1"
E. Approach Slab	#5	46	2'-7"
E. Approach Footing	#5	40	2'-7"
W. Abutment	#5	62	2'-7"
W. Abutment	#9	3	6'-10"
E. Abutment	#5	62	2'-7"
E. Abutment	#9	3	6'-10"



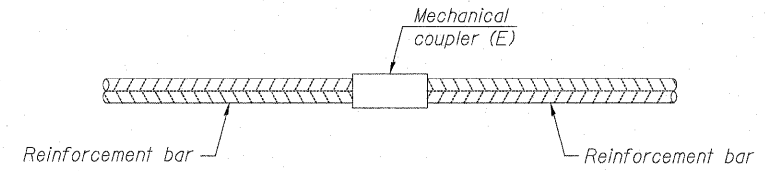
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



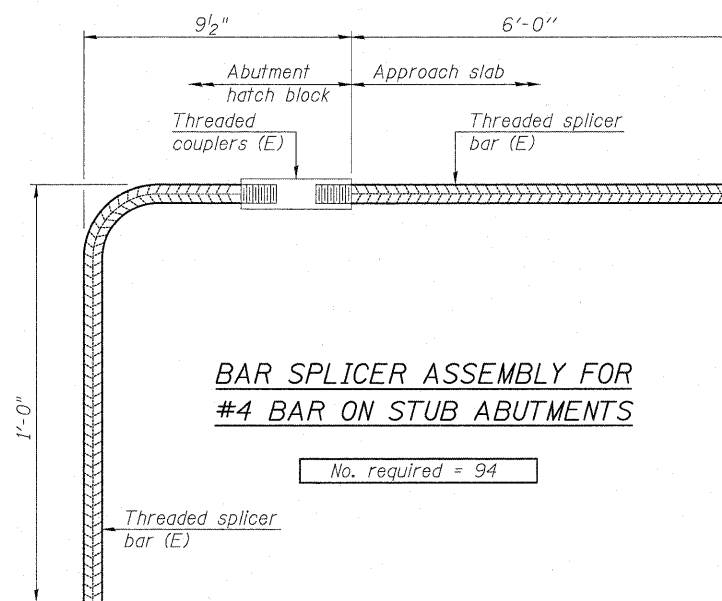
INSTALLATION AND SETTING METHODS

"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



BAR SPLICER ASSEMBLY FOR #4 BAR ON STUB ABUTMENTS

No. required = 94

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 special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-0519**

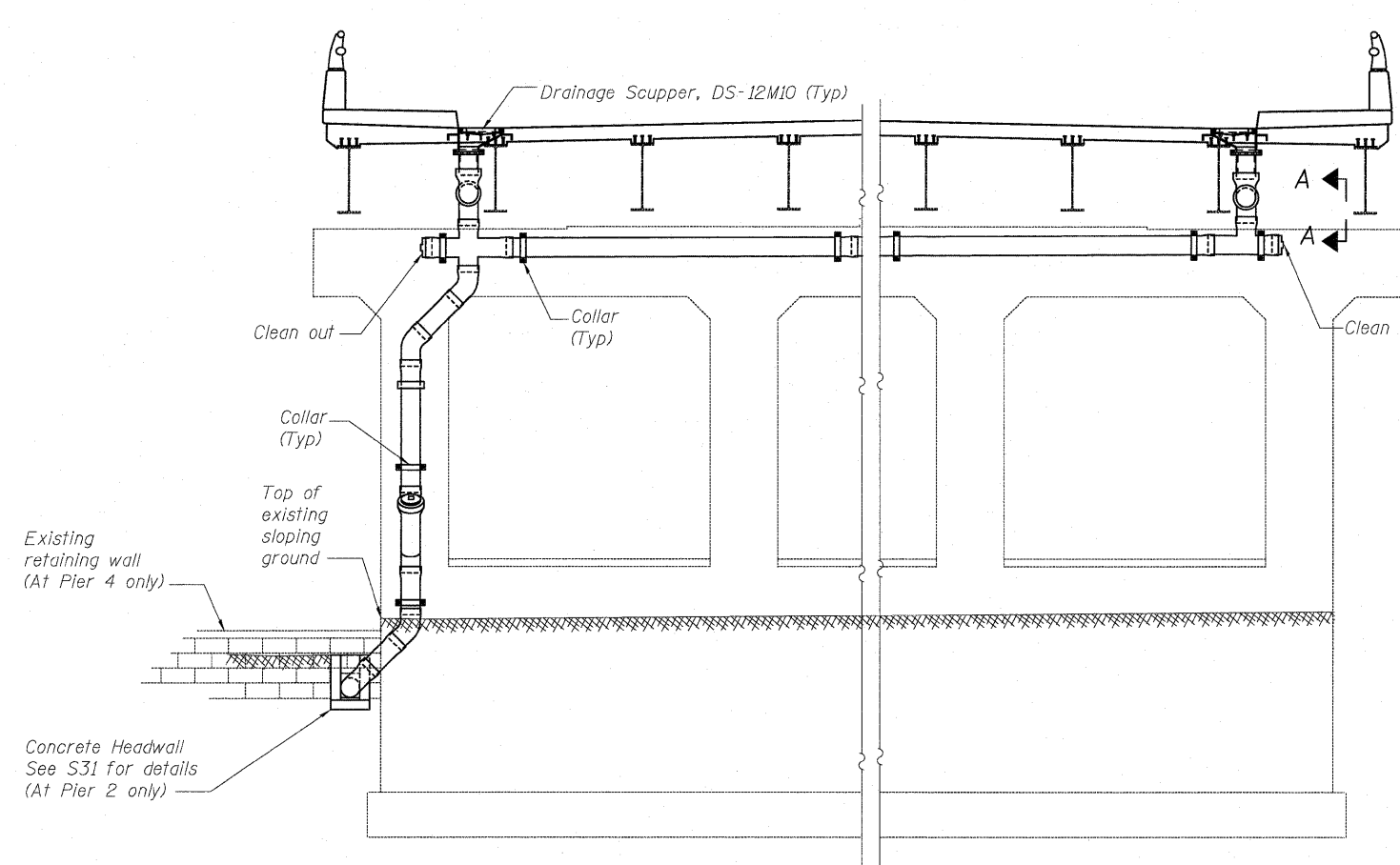
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CHECKED	JPM, TG



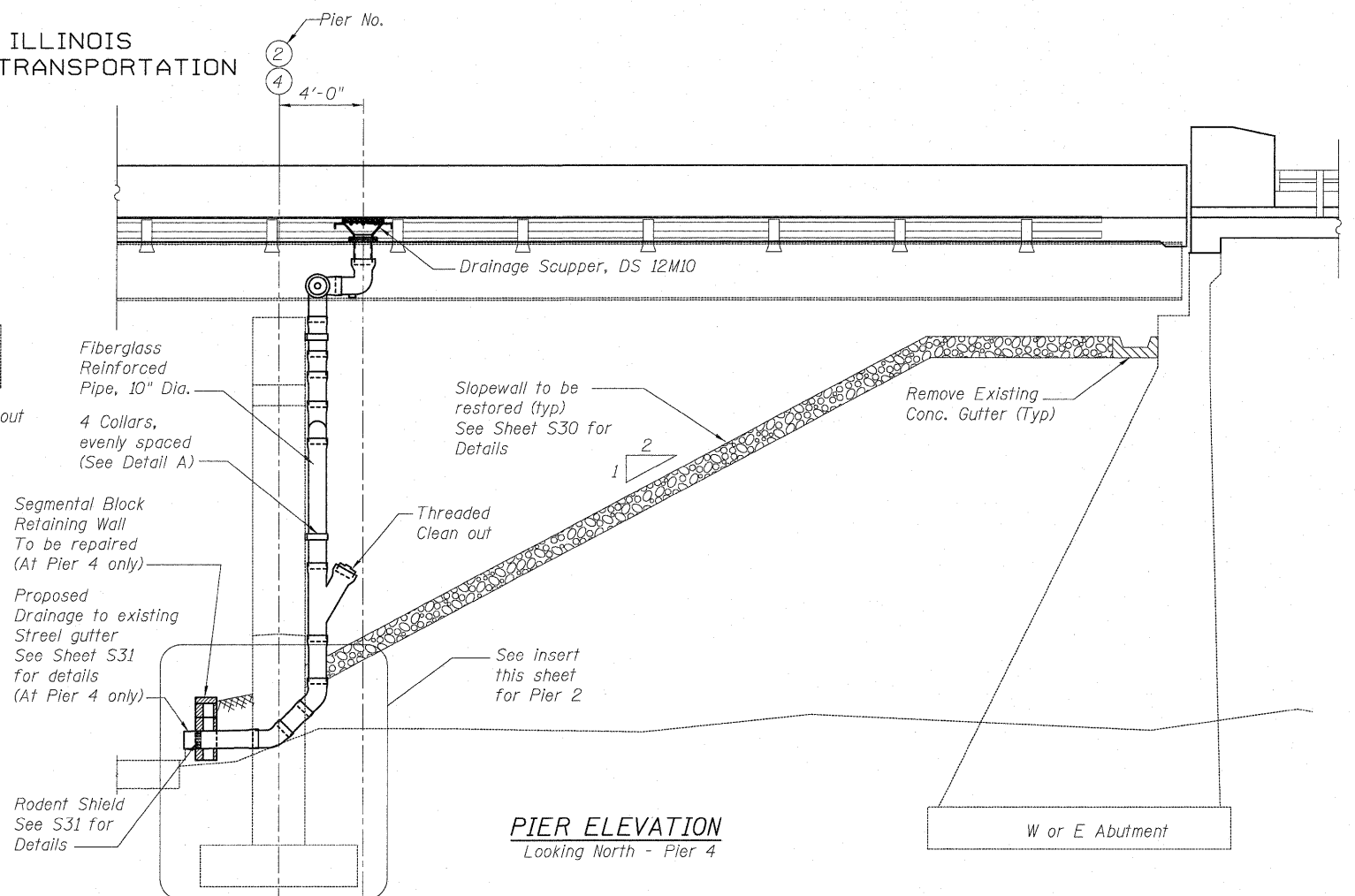
180 S. WACKER DRIVE SUITE 700 • CHICAGO IL 60606 • P.312-686-0910 F.312-686-0415

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S32	1548	461 (VB&VF) I	COOK	52	44
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS		FED. AID PROJECT	

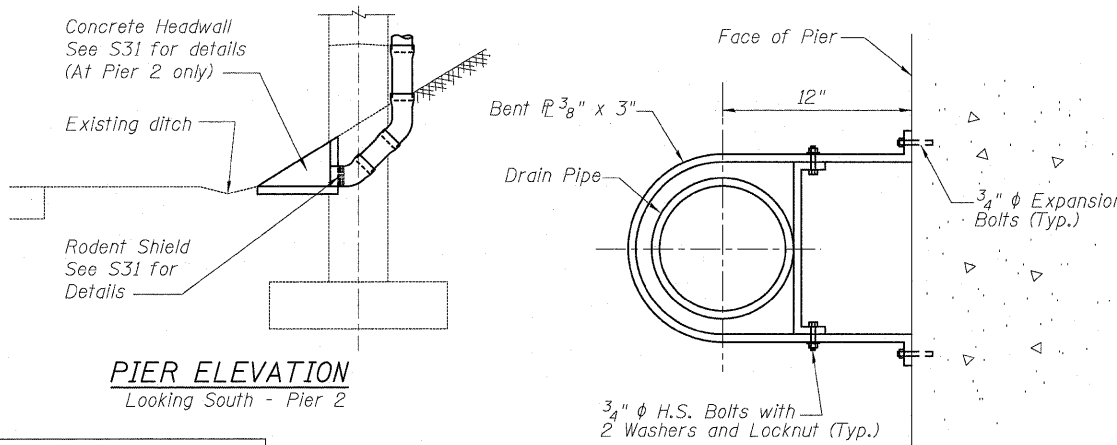
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PIER ELEVATION
Looking East - Pier 2
Looking West - Pier 4



PIER ELEVATION
Looking North - Pier 4

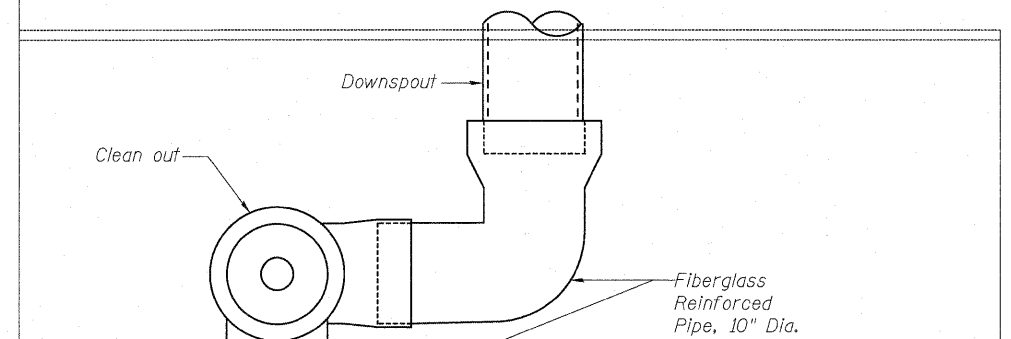


PIER ELEVATION
Looking South - Pier 2

DETAIL A-A

NOTES:

1. The Pay Item " Drainage System" shall include providing and installing 10" Fiberglass pipe, Reducers, Elbows, Inserts, Anchors Hangers, Clamps, Drainage Structures, and all other items necessary to complete the underdeck drainage system. It also include connection to existing storm sewer line.
2. The elevations for proposed pipe inverts for the bridge drainage system shall be determined by the contractor in the field prior to fabrication and construction.
3. Areas disturbed by the installation of the bridge drainage system shall be restored in kind and the cost included with the Drainage System.
4. Locate anchors to miss existing reinforcement.
5. Bolts, nuts and washers for "Drainage System" shall conform to the requirement of ASTM A307.
6. Fiberglass pipe shall conform to ASTM D 2996 with short time rupture strength hoop tensile stress of 30,000 psi, minimum.
7. The surface of the fiberglass shall be free of bond inhibiting agents.
8. Drain shall be located clear of diaphragms.



SECTION A-A

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System	L. Sum	1
Concrete Headwall for Pipe Drains	Each	1

BRIDGE DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 016-0519

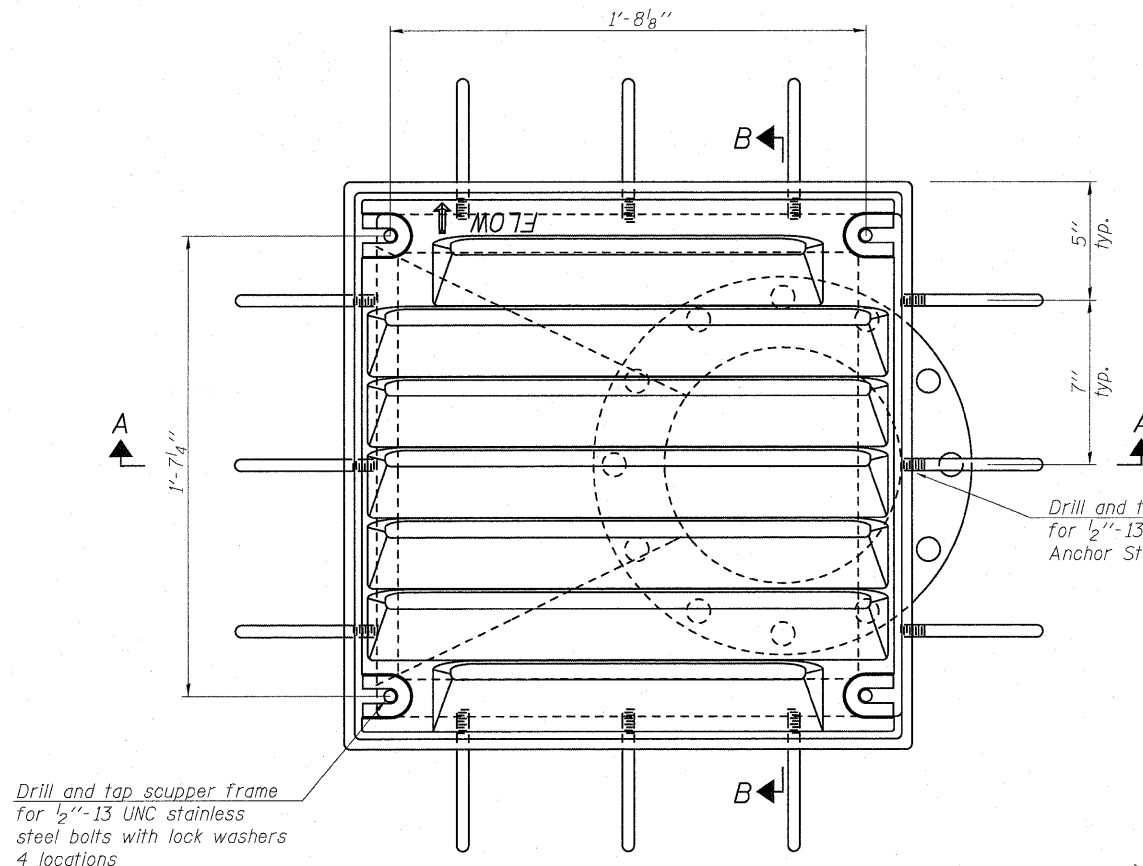
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CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG



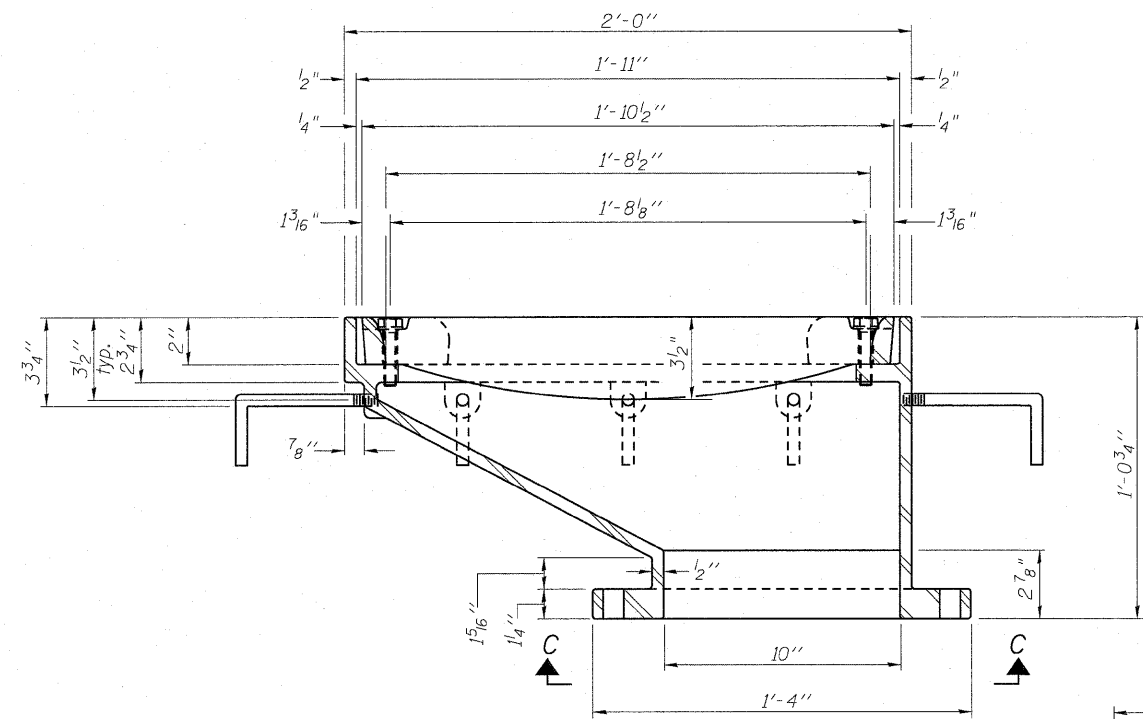
180 S. WACKER DRIVE SUITE 700 - CHICAGO IL 60606 - P312-686-8918 F312-686-8415

SHEET NO. S33	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 60H65		
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			

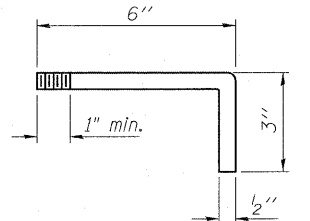
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



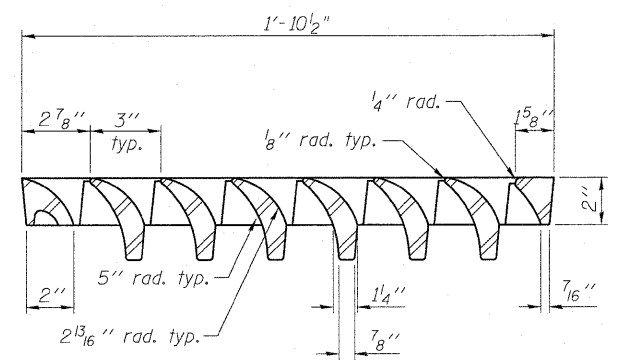
PLAN



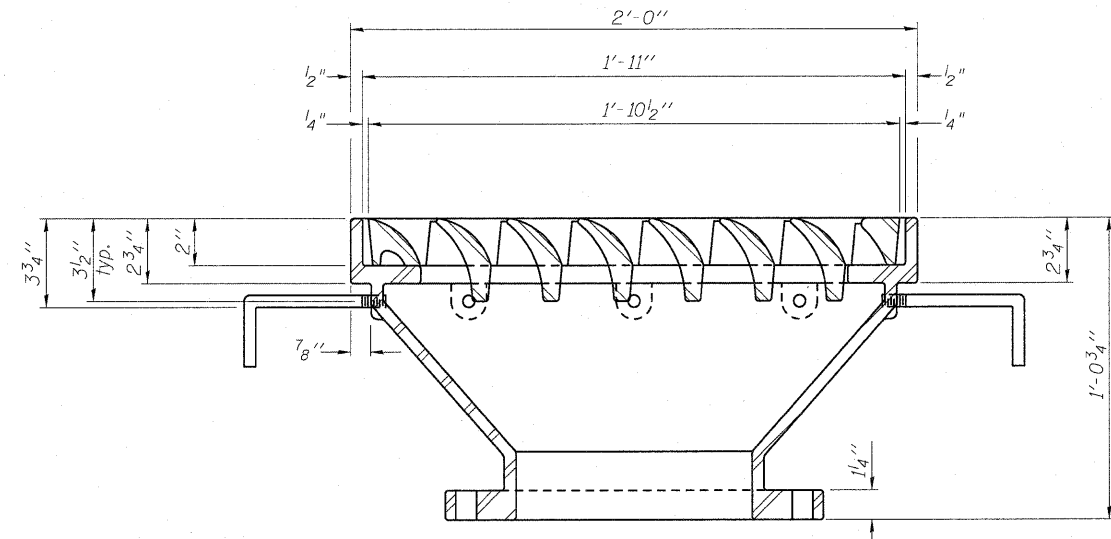
SECTION A-A



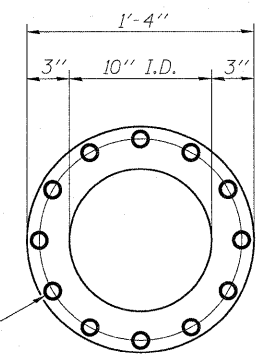
ANCHOR STUD DETAIL



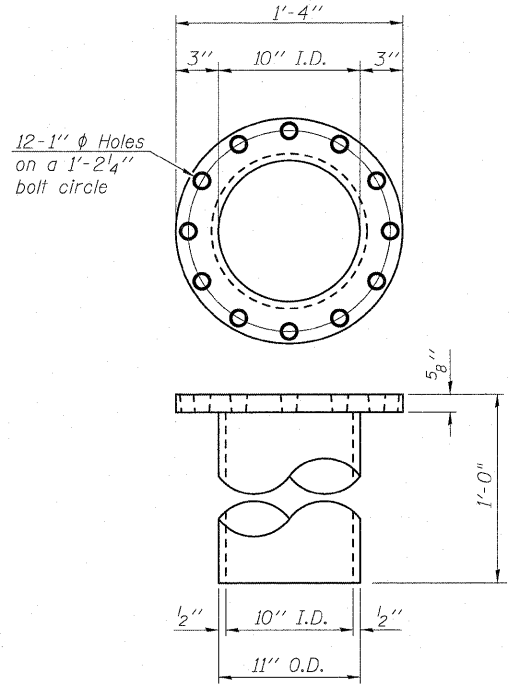
VANE GRATE DETAIL



SECTION B-B



GRATE BOLT HOLE DETAIL



DOWNSPOUT

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

All castings shall conform to the requirements of AASHTO M 306.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M11.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12M10.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

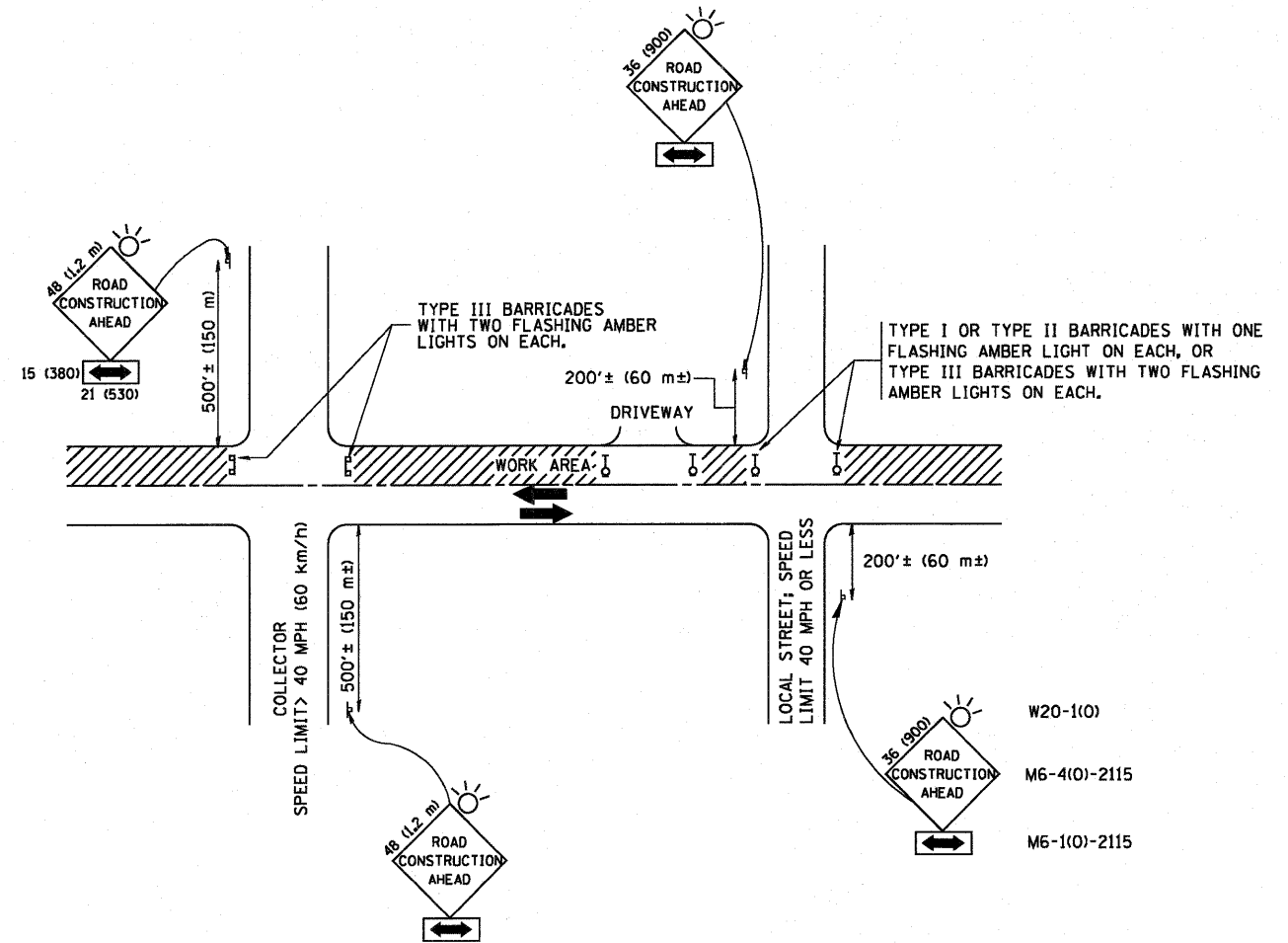
ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-12M10	Each	4

DRAINAGE SCUPPER, DS-12M10
STRUCTURE NO. 016-0519

DESIGNED	JPM
CHECKED	TG
DRAWN	MPS
CHECKED	JPM, TG
DS-12M10	



SHEET NO. S34	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1548	461 (VB&VF) I	COOK	52	46
S34 SHEETS	CONTRACT NO. 60H65				
DATE: 06-22-2010		ILLINOIS FED. AID PROJECT			



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- 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 AND FLAG 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.
 - 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).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

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



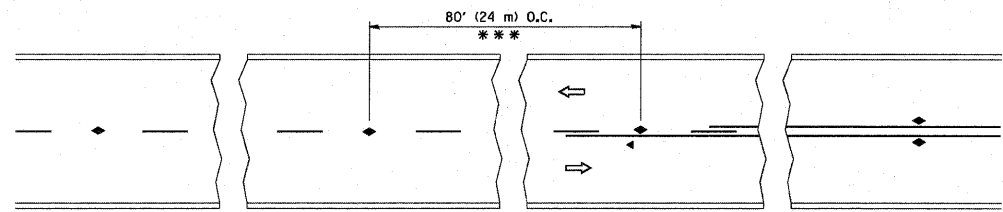
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	DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

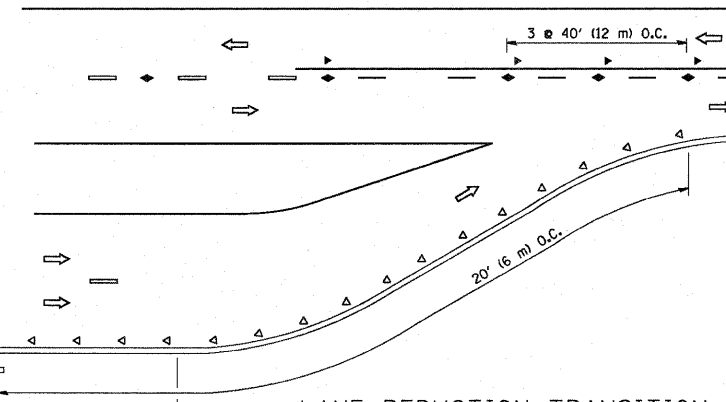
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60H65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

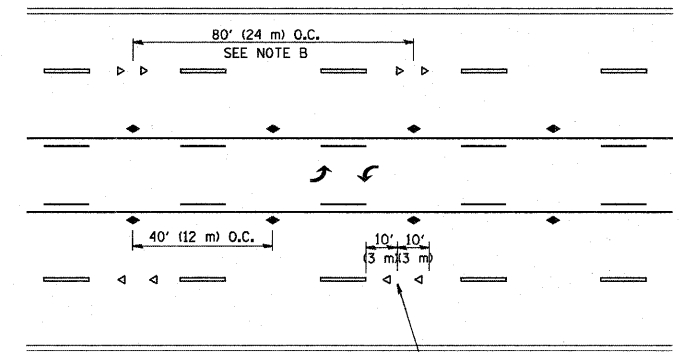


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

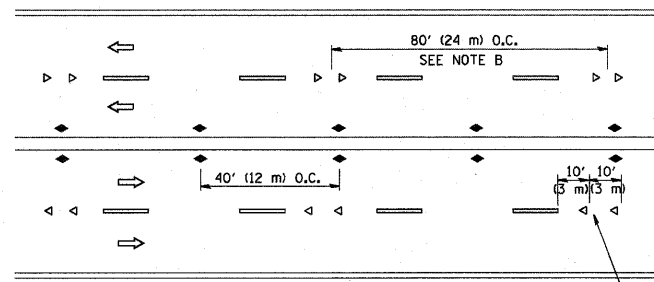
TWO-LANE/TWO-WAY



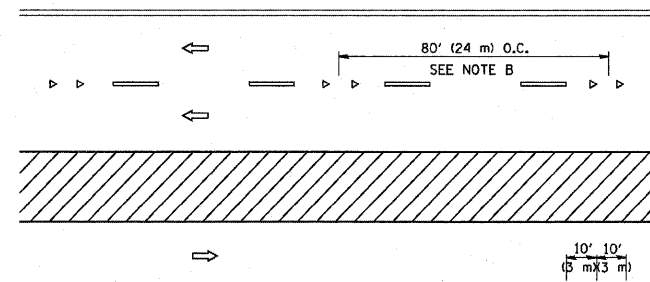
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

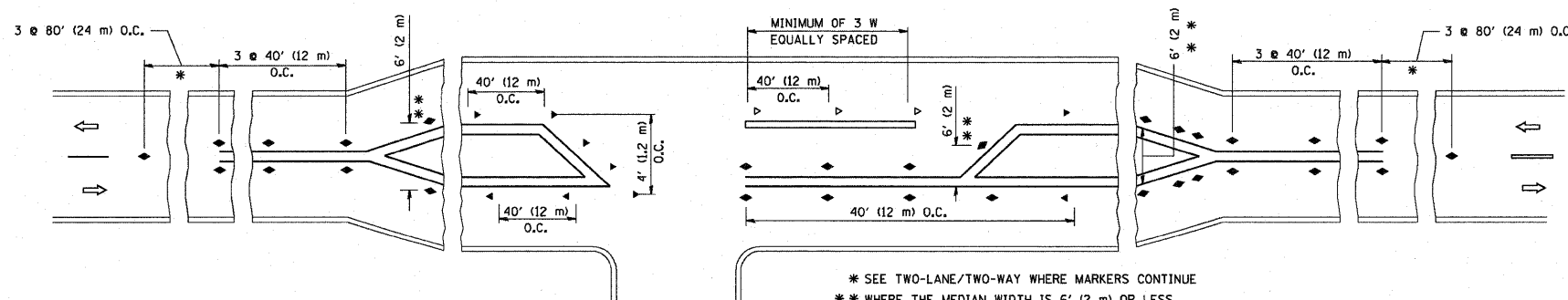
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

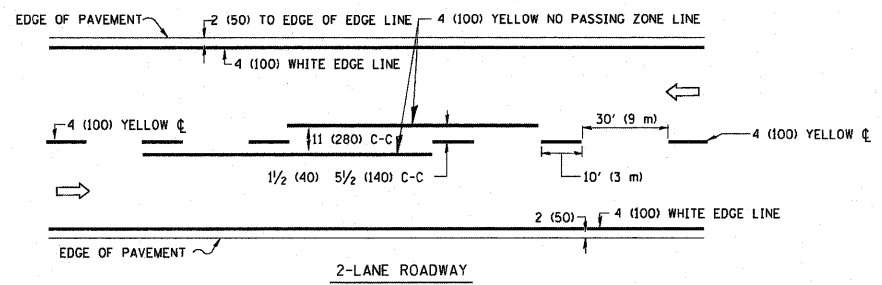


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PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

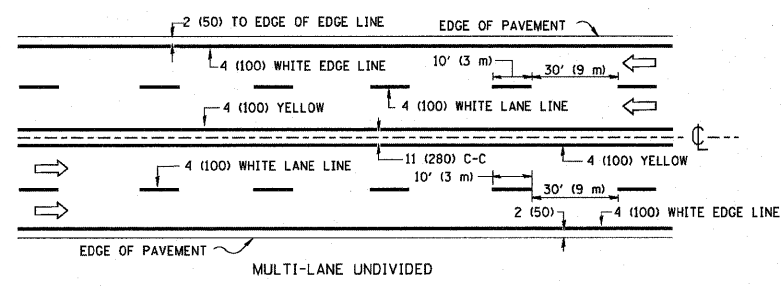
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

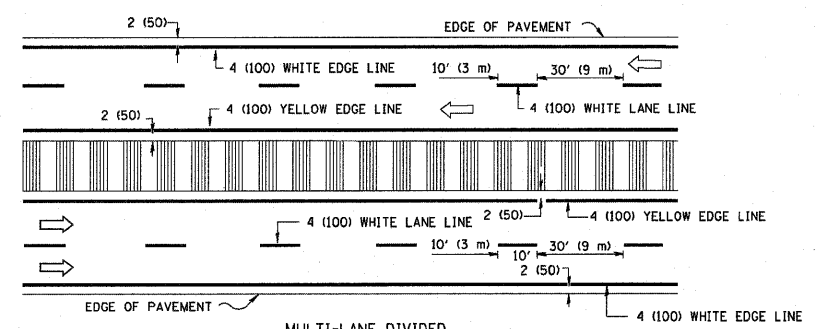
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	48
TC-11			CONTRACT NO. 60H65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



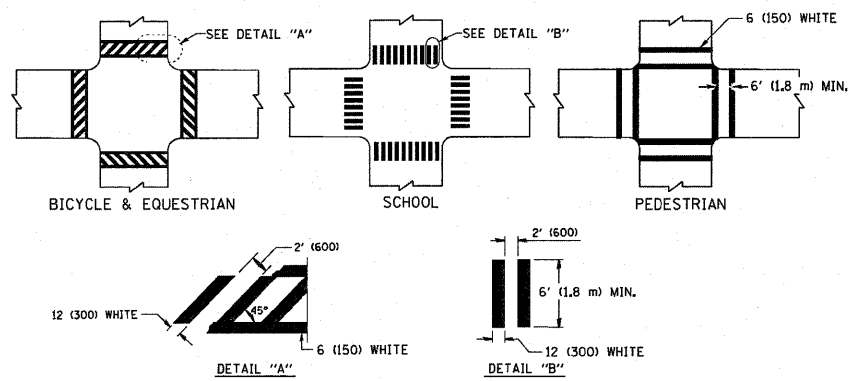
MULTI-LANE UNDIVIDED



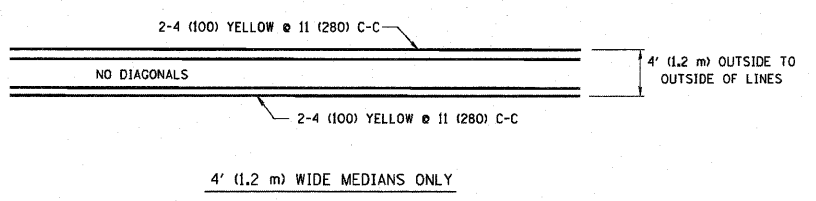
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

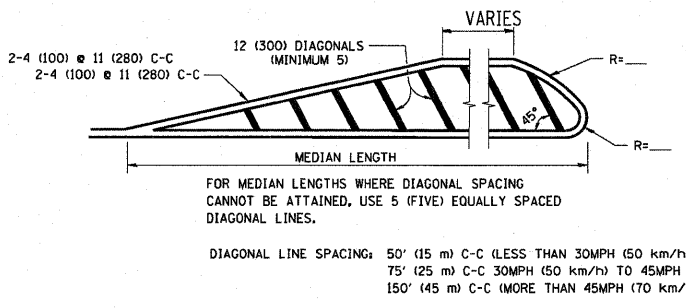
TYPICAL LANE AND EDGE LINE MARKING



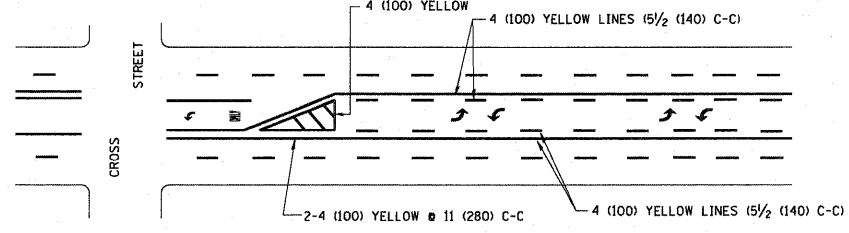
TYPICAL CROSSWALK MARKING



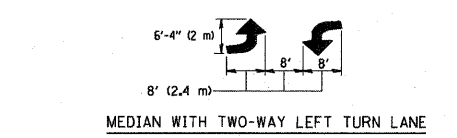
4' (1.2 m) WIDE MEDIANS ONLY



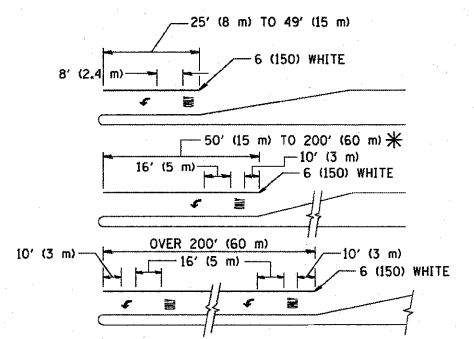
MEDIANS OVER 4' (1.2 m) WIDE



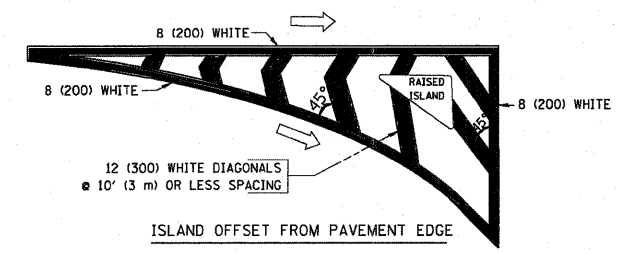
TYPICAL PAINTED MEDIAN MARKING



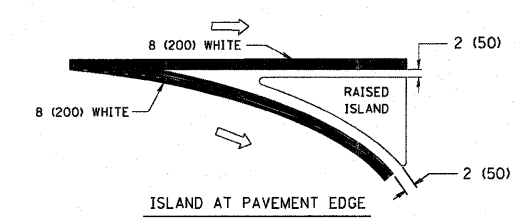
MEDIAN WITH TWO-WAY LEFT TURN LANE



TYPICAL LEFT (OR RIGHT) TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

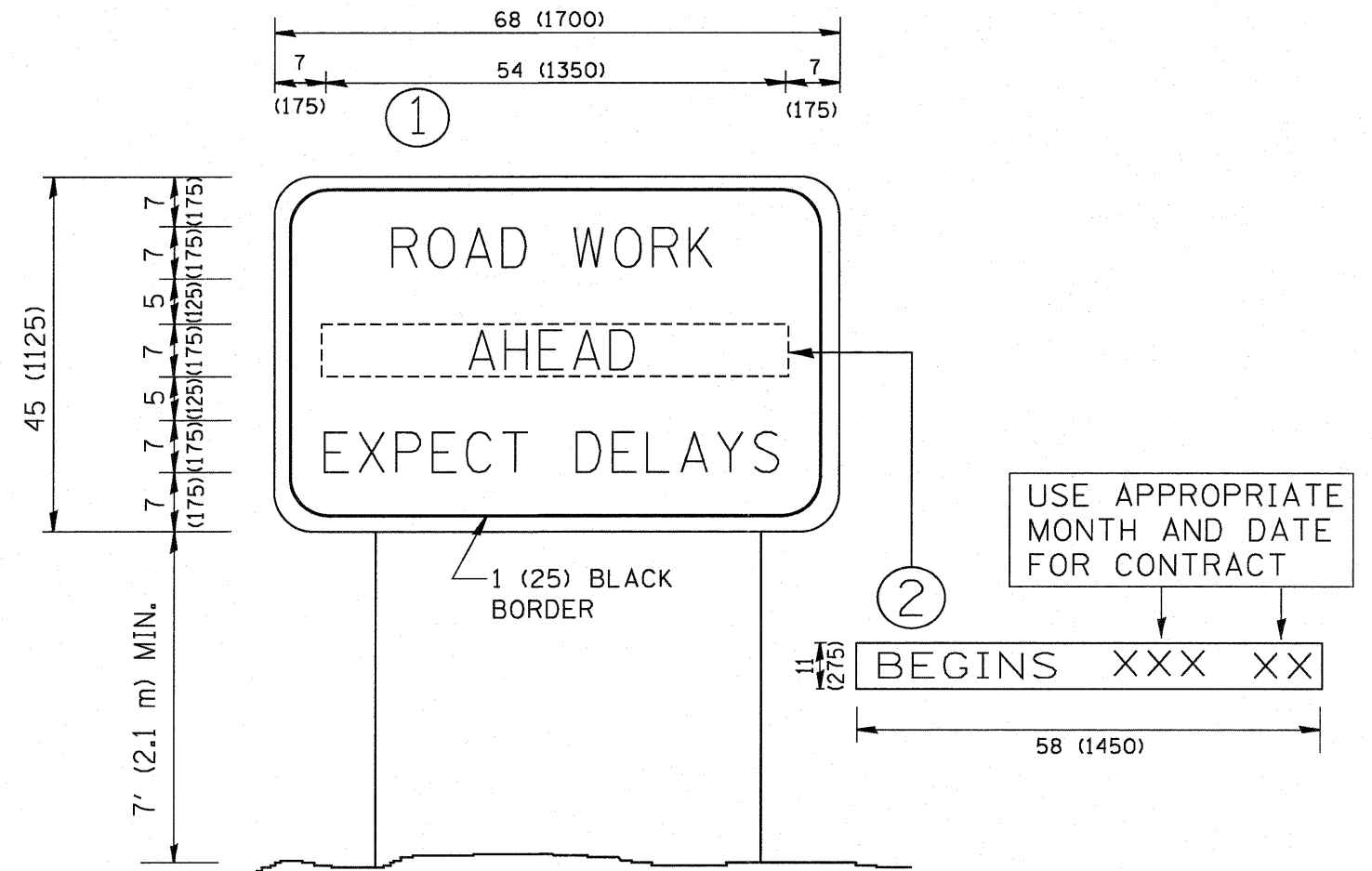


USER NAME = drivekagrn	DESIGNED - EVERS	REVISED - T. RAMMAGHER 10-27-94
3.dgn	DRAWN -	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -
PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE. 1548	SECTION 461 (VB & VF) I	COUNTY COOK	TOTAL SHEETS 52	SHEET NO. 49
TYPICAL PAVEMENT MARKINGS		TC-13		CONTRACT NO. 60H65		
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			

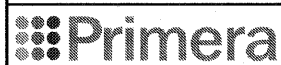
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT
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NOTES:

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.



USER NAME = goglianob	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	50
TC-22			CONTRACT NO. 60H65	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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



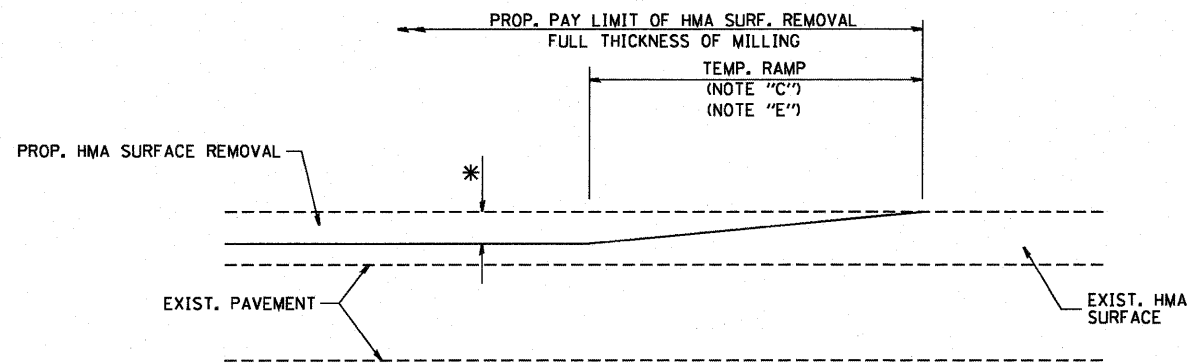
USER NAME = d-ivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

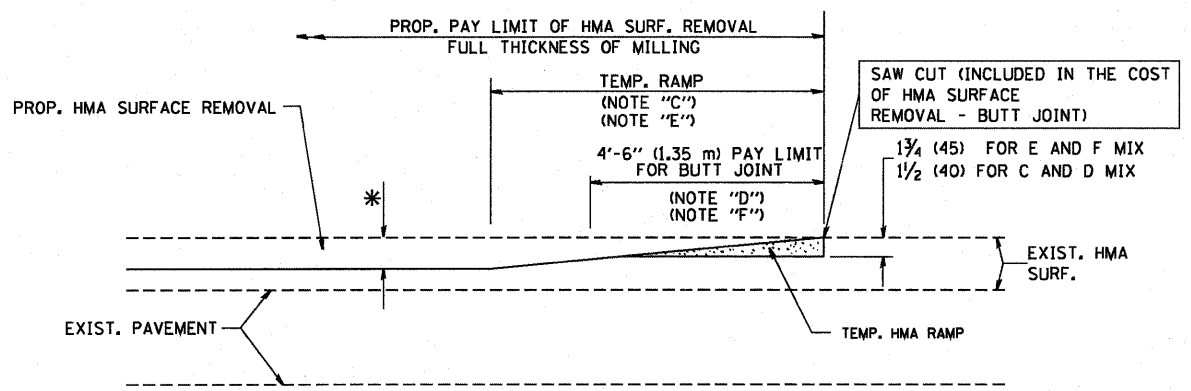
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) I	COOK	52	51
BD600-06 (BD-24)		CONTRACT NO. 60H65		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

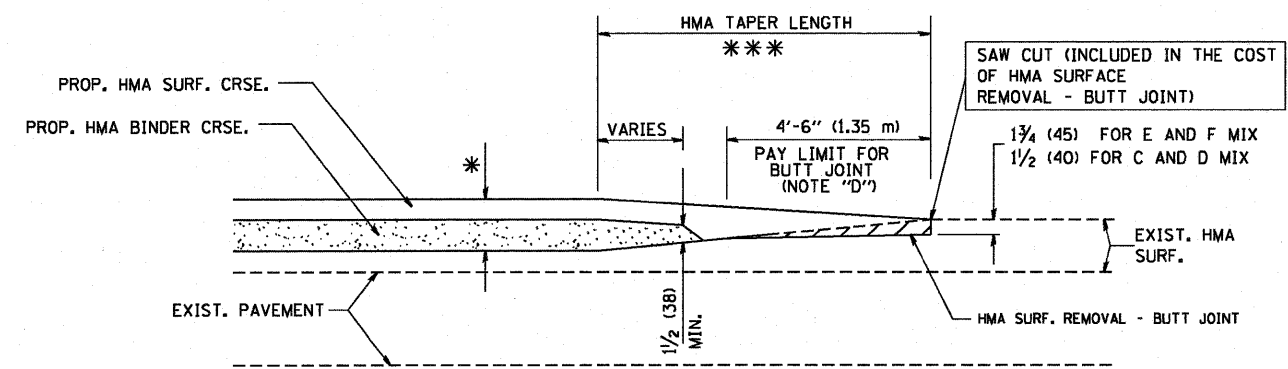
OPTION 1



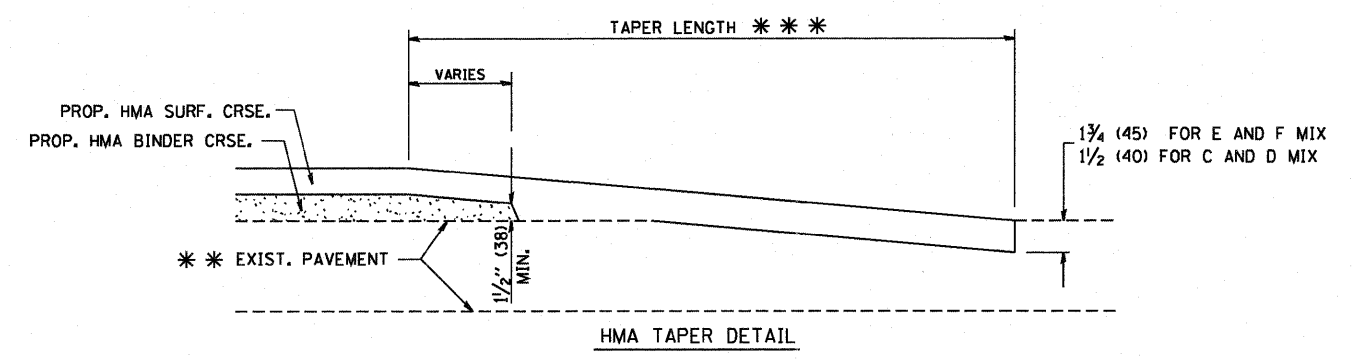
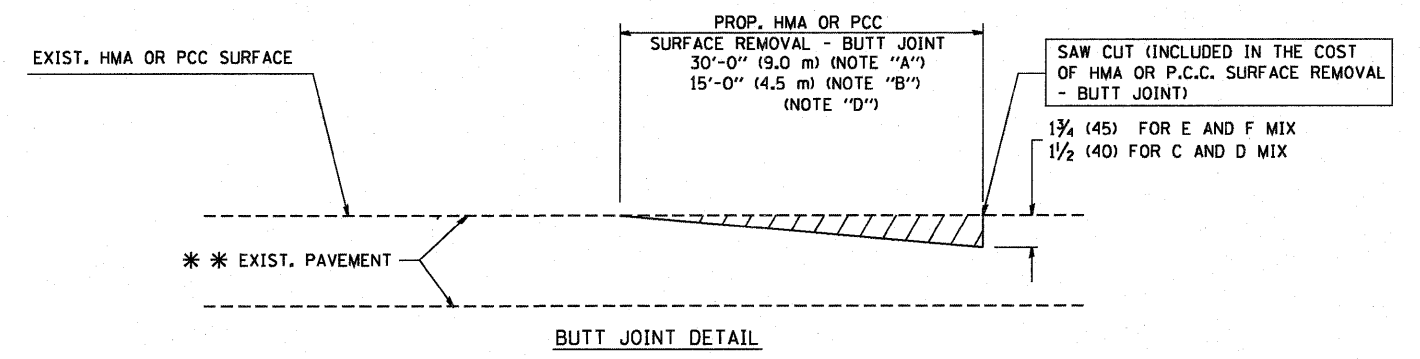
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



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



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

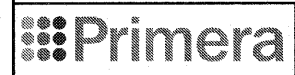
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - 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'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 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:

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".

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



USER NAME = gegianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1548	461 (VB & VF) 1	COOK	52	52
BD400-05 BD32		CONTRACT NO. 60H65		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				