

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

INTERSTATE 57

FUNCTIONAL CLASSIFICATION: INTERSTATE

POSTED SPEED: 55 MPH

ADT: 138,700 (2020)

PARNELL AVE

FUNCTIONAL CLASSIFICATION: LOCAL

POSTED SPEED: 25 MPH

ADT: 750 (2018)

APPLIES TO SHEETS: 1-32,46,79-103
[Signature]
3/17/2023
LICENSED PROFESSIONAL ENGINEER,
STATE OF ILLINOIS, EXPIRES 11/30/2023

APPLIES TO SHEETS: 33-44
[Signature]
3/16/23
LICENSED PROFESSIONAL ENGINEER,
STATE OF ILLINOIS, EXPIRES 11/30/2023

APPLIES TO SHEET: 45
[Signature]
3/28/2023
LICENSED PROFESSIONAL ENGINEER,
STATE OF ILLINOIS, EXPIRES 11/30/2023

APPLIES TO SHEETS: 47-48, 53-71
[Signature]
3/7/2023
LICENSED STRUCTURAL ENGINEER,
STATE OF ILLINOIS, EXPIRES 11/30/2024

APPLIES TO SHEETS: 49-52,71-7.
[Signature]
3/17/2023
LICENSED STRUCTURAL ENGINEER,
STATE OF ILLINOIS, EXPIRES 11/30/2024

MUNICIPALITIES:
CITY OF CHICAGO



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.

CONTRACTOR SHALL CALL 811 CHICAGO (DIGGER) AT 312-744-7000 TWO (2) WORKING DAYS (48 HOURS) BEFORE DIGGING.

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

MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES - 773-287-7672

PROJECT ENGINEER: PRAVEEN KAINI, PE (847)-705-4237
PROJECT MANAGER: J. ALAIN MIDY, PE (847)-221-3056

CONTRACT NO. 62P00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS
FAI 57 (I-57)
INTERSTATE 57 AT PARNELL AVE
SECTION 2021-063-B
PROJECT NO. NHPP B1KK(088)
SUPERSTRUCTURE REPLACEMENT
COOK COUNTY

PROJECT LOCATION

C-91-197-21

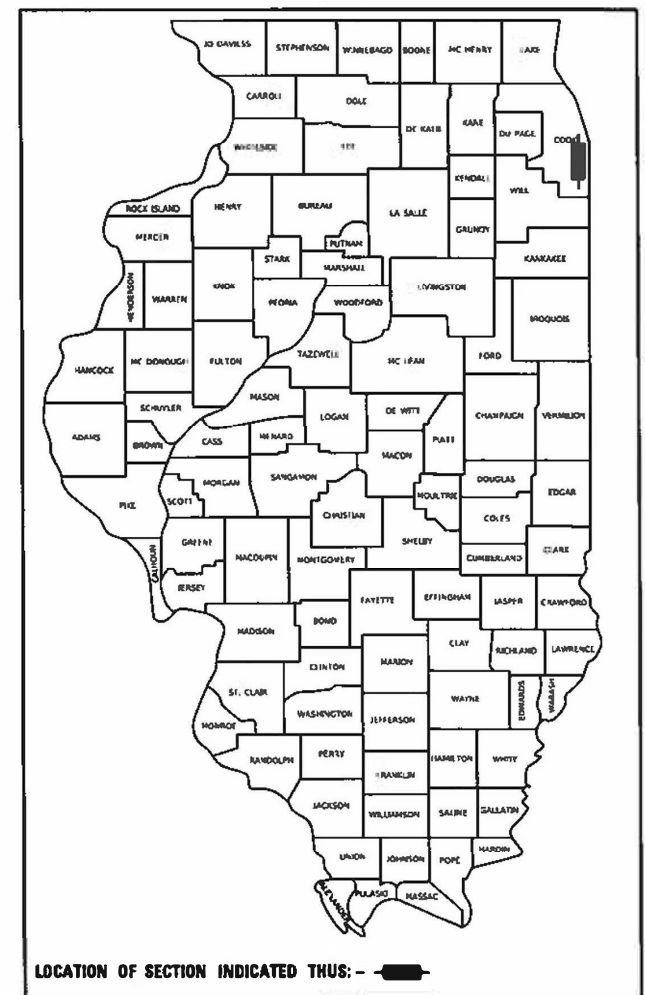


R.14E
CITY OF CHICAGO

GROSS LENGTH = 1000 FT. = 0.19 MILE

F.A.I. R.Y.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	1
		ILLINOIS	CONTRACT NO. 62P00	

D-81-161-21



LOCATION OF SECTION INDICATED THUS: - [Symbol] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED May 5 2023
[Signature]
REGIONAL ENGINEER
June 30, 2023
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT
June 30, 2023
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Bowman
10 South LaSalle St, Suite 2110
Chicago, Illinois 60603
312-674-0380
www.bowman.com

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IDOT HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
602001-02	CATCH BASIN, TYPE A
602301-04	INLET, TYPE A
604056-04	FRAME AND GRATE, TYPE 11V
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-02	CHAIN LINK FENCE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701400-10	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ? 45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W, WITH NONTRAVERSABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

MODEL Path: \\...
 FILE NAME: 202500_Drawing1502_CADD_Sheets1D162P00-std-highway-standards.rvt.dgn



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PLOT DATE = 04/17/2023		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS	
SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	2
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL CONTACT THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 AND THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT THE EXPRESSWAY TRAFFIC FIELD ENGINEER REGINA COOPER AT (847) 705-4153, AND ARTERIAL FIELD ENGINEER AND AREA TRAFFIC FIELD TECHNICIAN PATRICE HARRIS AT (847) 705-4413 AND PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED THEIR LOCATION.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
- SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM SEWER, WATER MAIN, SANITARY SEWER, AND OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE PER ARTICLES 105.07 AND 107.31 OF THE STANDARD SPECIFICATIONS. WHEN REQUIRED, LOCATING UTILITIES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR EXPLORATION TRENCH, SPECIAL.
- THE CONTRACTORS SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA
- THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR GUARDRAIL REMOVAL.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS, IN ORDER THAT THESE LOCATIONS CAN BE RE-STABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- THE CONTRACTOR SHALL CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 AT LEAST TWO WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE PROVIDED TO PROTECT ROADWAY, ADJACENT PROPERTIES, AND WATER COURSES AS PER SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
- THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE, THE ADVANCE NOTIFICATION IS CALCULATED BASED ON MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
- ALL STAGE CHANGES REQUIRING THE STOPPING AND/OR THE PACING OF TRAFFIC SHALL TAKE PLACE DURING THE ALLOWABLE HOURS FOR FULL EXPRESSWAY CLOSURES AND SHALL BE APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT LEAST 3 WORKING DAYS (WEEKENDS AND HOLIDAYS DO NOT COUNT INTO THIS 72 HOURS NOTIFICATION) IN ADVANCE OF ANY PROPOSED STAGE CHANGE.
- USE EXTREME CAUTION NEAR GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND DIG OR NON-INVASIVE EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS FACILITIES PRIOR TO CROSSING AND WORKING WITHIN 3 FEET OF ALL GAS FACILITIES. A MINIMUM OF 3' HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS FACILITIES WITH DIAMETERS OF 16" OR SMALLER, AND 5FT EDGE TO EDGE CLEARANCE FOR GAS FACILITIES WITH DIAMETERS 18" AND LARGER. MAINTAIN A MINIMUM OF 18" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING GAS FACILITIES 16" OR LESS IN DIAMETER, AND 24" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING 18" AND LARGER DIAMETER GAS FACILITIES. CONTACT 811 CHICAGO/DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION.
- THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24 INCHES OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. A BUFFER OF 24" SAND IS TO BE USED BETWEEN FLOW FILL AND ALL GAS FACILITIES. A MINIMUM OF 6" FA?02 OR FM?02 SAND SHALL BE USED WHEN BACKFILLING OTHER MATERIALS AROUND ANY EXPOSED GAS FACILITY. CONTRACTOR EXPOSING GAS FACILITY IS RESPONSIBLE FOR PROVIDING THE SAND. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S). CALL 866?556?6002 IMMEDIATELY FOR ANY DAMAGES TO THE GAS FACILITIES. VERTICAL ADJUSTMENTS REQUIRED FOR VALVE BASIN FRAMES, COVERS, GAS SHUT?OFF VALVES, ROADWAY BOXES SHALL BE COMMUNICATED TO JACIE SPUDIC, PLANNING?PERMIT GROUP, JACIE.SPUDIC@PEOPLES GASDELIVERY.COM, 4 WEEKS PRIOR TO THE START OF RESTORATION FOR PLANNING & SCHEDULING. ALL GAS FACILITIES ARE TO BE MAINTAINED.
- PLEASE CONTACT QUENTIN SHIPLEY-MELLON AT MINIMUM TWO (2) WEEKS BEFORE CONSTRUCTION TO COORDINATE IMPACTS TO BUS SERVICE. QSHIPLEY-MELLON@TRANSITCHICAGO.COM OR (312) 681-4119
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSUITABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

32. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT'S IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE.

33. CONNECTION OF EXISTING STORM SEWER FROM OR INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.

34. THE COST OF SAW CUTTING, FULL DEPTH, SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS REMOVAL PAY ITEMS.

35. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

36. RESIDENT ENGINEER SHOULD NOTIFY CITY OF CHICAGO THE PROJECT MILESTONES DATES:
A) PROJECT ADVERTISEMENT DATE AND PROJECT AWARD DATE (WITHIN FIVE (5) BUSINESS DAYS OF) AND B) PROJECT PRECONSTRUCTION MEETING DATE (AT LEAST TEN (10) DAYS PRIOR TO THE DATE). NOTIFICATION SHALL BE SENT VIA USPS AND EMAIL TO:

CRAIG TURNER, PE, PLS
DEPUTY COMMISSIONER
CDOT DIVISION OF ELECTRICAL OPERATIONS
2451 S ASHLAND AVE
CHICAGO, IL, 60608
312.746.4400
Craig.Turner1@cityofchicago.org

ALSO COPY TO:
GRANT DAVIS
CDOT DIVISION OF ENGINEERING
2 N. LASALLE ST., SUITE 820
CHICAGO, IL, 60602
312.744.3528
Grant.Davis@cityofchicago.org

CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT

CITY OF CHICAGO - DEPARTMENT OF WATER MANAGEMENT

1. IT IS REQUESTED THAT ANY VERTICAL ADJUSTMENT THAT MAY BE REQUIRED TO ANY VALVE BASIN FRAMES AND LIDS, WATER SHUT-OFF, VALVE BOXES, AND METER VAULTS, BE PERFORMED BY THE CONTRACTOR AS SHOWN ON THE PLANS.

2. ALL NEW CURB INSTALLATION ADJACENT TO FIRE HYDRANTS MUST BE PAINTED "SAFETY YELLOW" FOR 15 FEET ON EACH SIDE OF THE FIRE HYDRANT EXCEPT WHERE THE 15 FOOT DIMENSION INTERSECTS A CROSSWALK, DRIVEWAY OR SIMILAR FEATURE.

3. ALL PROPOSED UNDERGROUND FACILITIES MUST BE INSTALLED IN SUCH A MANNER TO PROVIDE THE FOLLOWING REQUIRED CLEARANCES: THE MINIMUM VERTICAL CLEARANCE (EDGE TO EDGE) FROM ALL WATER MAINS IS 18 INCHES. FOR FEEDER MAINS (WATER MAINS 16 INCHES AND LARGER), THE MINIMUM HORIZONTAL CLEARANCE (EDGE TO EDGE) IS FIVE (5) FEET, AND FOR GRID MAINS (WATER MAINS LESS THAN 16 INCHES), THE MINIMUM HORIZONTAL CLEARANCE IS THREE (3) FEET. NO PROPOSED ABOVE GROUND FACILITY (TREE, PLANTER, LIGHT POLE, ETC.) CAN BE CLOSER THAN FIVE (5) FEET (EDGE TO EDGE) FROM A WATER MAIN OR CLOSER THAN THREE (3) FEET (EDGE TO EDGE) FROM A WATER SERVICE.

4. THE DEPARTMENT MAINTAINS AN EXISTING 12 INCH WATER MAIN LOCATED FROM APPROX. 41 FEET TO 43 FEET NORTH OF THE SOUTH PROPERTY LINE OF W. 99TH STREET. THE PROPOSED 12 INCH SEWER CONNECTION TO THE EXISTING SEWER WITHIN THIS STREET WILL CROSS THE EXISTING 12 INCH WATER MAIN MENTIONED ABOVE. THE CROSSING MUST FOLLOW ALL APPLICABLE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) VERTICAL SEPARATION REQUIREMENT FOR WATER AND SEWER PIPE CROSSINGS.

5. ALL NEW SEWER INSTALLATIONS OR REUSED SEWERS MUST MEET IEPA SEPERATION REQUIREMENTS FOR WATER AND SEWER.

6. IF CONSTRUCTION REQUIRES THE USE OF WATER FROM A CITY FIRE HYDRANT, OR ADJUSTMENT OR REPAIRS ARE REQUIRED TO ANY CITY SEWER FACILITIES IN PROXIMITY TO THE PROJECT SITE, PERMITS MUST BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT, WATER AND SEWER SECTIONS.

COMMITMENTS

NONE

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USER NAME = kmaus	DESIGNED - KH	REVISED -
	DRAWN - KMM	REVISED -
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES I-57 AT PARNELL AVENUE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	3
				CONTRACT NO. 62P00
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
SN 016-2029					
20200100	EARTH EXCAVATION	CU YD	134	134	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	272	272	
20800150	TRENCH BACKFILL	CU YD	131	131	
20900110	POROUS GRANULAR BACKFILL	CU YD	43	43	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	376	376	
28000400	PERIMETER EROSION BARRIER	FOOT	401	401	
28000510	INLET FILTERS	EACH	22	22	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	84	84	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	376	376	
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	6	6	
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	213	213	
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	335	335	
35300715	PORTLAND CEMENT CONCRETE BASE COURSE 12 3/4"	SQ YD	24	24	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	162	162	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	36	36	

* SPECIALTY ITEMS

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		PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
			DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
I-57 AT PARNELL AVENUE			
SCALE: NONE	SHEET 1	OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	4
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
SN 016-2029					
40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	32	32	
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	80	80	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,138	1,138	
44000100	PAVEMENT REMOVAL	SQ YD	553	553	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	385	385	
44000600	SIDEWALK REMOVAL	SQ FT	1,792	1,792	
44213200	SAW CUTS	FOOT	451	451	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1	
50102400	CONCRETE REMOVAL	CU YD	37.6	37.6	
50104000	BRIDGE RAIL REMOVAL	FOOT	230	230	
50157300	PROTECTIVE SHIELD	SQ YD	679	679	
50200100	STRUCTURE EXCAVATION	CU YD	122.8	122.8	
50300225	CONCRETE STRUCTURES	CU YD	107.2	107.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	504.8	504.8	
50300260	BRIDGE DECK GROOVING	SQ YD	957	957	

* SPECIALTY ITEMS

MODEL: Default
 FILE NAME: 202500_Drawing1502_CADD_Sheets1D162P00-plr-50002.dgn



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DRAWN - KMM	REVISIONS -	
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
I-57 AT PARNELL AVENUE			
SCALE: NONE	SHEET 2	OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	5
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
		SN 016-2029			
50300300	PROTECTIVE COAT	SQ YD	1,595	1,595	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	166.8	166.8	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	6,216	6,216	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	187,020	187,020	
50901739	BRIDGE FENCE RAILING, CURVED	FOOT	560	560	
51500100	NAME PLATES	EACH	1	1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	124	124	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24	24	
52100520	ANCHOR BOLTS, 1"	EACH	48	48	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	16	16	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	36.9	36.9	
58700300	CONCRETE SEALER	SQ FT	7,748	7,748	
59000200	EPOXY CRACK INJECTION	FOOT	100	100	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	112	112	

* SPECIALTY ITEMS

MODEL: Default
 FILE NAME: X:\530 Drawings\502 CADD Sheets\62P00-htc-50003.dgn

Bowman	10 South LaSalle St. Suite 2110 Chicago, Illinois 60603 312-494-0300 www.bowman.com	USER NAME = apatel	DESIGNED - KH	REVISED -
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		PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
I-57 AT PARNELL AVENUE			
SCALE: NONE	SHEET 3	OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	6
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
SN 016-2029					
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	8	8	
60500050	REMOVING CATCH BASINS	EACH	4	4	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	371	371	
66400505	CHAIN LINK FENCE, 8'	FOOT	120	120	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	65	65	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	15	
67100100	MOBILIZATION	L SUM	1	1	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	3,584	3,584	
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	1,879	1,879	
70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	2,441	2,441	
70307160	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE	FOOT	326	326	

* SPECIALTY ITEMS

MODEL: Default
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USER NAME = apatel	DESIGNED - KH	REVISED -
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-57 AT PARNELL AVENUE**

SCALE: NONE SHEET 4 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	7
CONTRACT NO. 62P00				
ILLINOIS		FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
		SN 016-2029			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	525	525	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	363	363	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	3	3	
* 72000300	SIGN PANEL - TYPE 3	SQ FT	428	428	
* 72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	225	225	
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4	
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	4	4	
* 72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	1,206	1,206	
* 73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	16	16	
* 73400100	CONCRETE FOUNDATIONS	CU YD	3.8	3.8	
* 73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	1	1	
* 78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7"	FOOT	1,042	1,042	
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	61	61	

* SPECIALTY ITEMS

MODEL: Default
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-57 AT PARNELL AVENUE**

SCALE: NONE SHEET 5 OF 9 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	8
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
SN 016-2029					
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1,126	1,126	
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	584	584	
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	81	81	
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	496	496	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	2,555	2,555	
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1,264	1,264	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	223	223	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3,019	3,019	
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	330		330
* 81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	20		20
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	582		582
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	8		8
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2		2
* 81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2		2
* 81603081	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	177		177

* SPECIALTY ITEMS

MODEL: Default
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	DRAWN - KMM	REVISED -
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
I-57 AT PARNELL AVENUE			
SCALE: NONE	SHEET 6	OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	9
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE BRIDGE	90% FED 10% STATE SAFETY - IDOT
				0013	0021
				SN 016-2029	
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,320		1,320
* 81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	125		125
* 82110026	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION D	EACH	8		8
* 83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	1		1
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	40		40
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	1		1
* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	16		16
* X0323160	VIDEO INSPECTION OF STORM SEWER	FOOT	151.0	151.0	
* X0370139	MAINTENANCE OF LIGHTING SYSTEM (CDOT)	CAL MO	1		1
* X0326326	CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND	FOOT	618		618
X0326650	FILLING EXISTING RUMBLE STRIP	FOOT	1,447	1,447	
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	168	168	
X5537600	STORM SEWERS TO BE CLEANED 8"	FOOT	30	30	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	43	43	
X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	291	291	

* SPECIALTY ITEMS

MODEL: Default
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	USER NAME = apatel	DESIGNED - KH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES I-57 AT PARNELL AVENUE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000' / in.	CHECKED - AP	REVISED -			57	2021-063-B	COOK	103	10
	PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -			CONTRACT NO. 62P00		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
SN 016-2029					
X6020270	MANHOLES TYPE B, 4' DIA., TYPE 1 FRAME, CLOSED LID (CITY OF CHICAGO)	EACH	2	2	
X6022505	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	EACH	4	4	
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	301	301	
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	180	180	
* X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	112	112	
* X8211008	TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	1		1
* X8250500	LIGHTING UNIT COMPLETE, SPECIAL	EACH	8		8
Z0004552	APPROACH SLAB REMOVAL	SQ YD	276.7	276.7	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	885.0	885.0	
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	184.0	184.0	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	7		7

* SPECIALTY ITEMS

MODEL: Default
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DRAWN - KMM	REVISOR -	
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
I-57 AT PARNELL AVENUE			
SCALE: NONE	SHEET 8	OF 9 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	11
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FED 10% STATE	90% FED 10% STATE
				BRIDGE	SAFETY - IDOT
				0013	0021
				SN 016-2029	
Z0036200	PAINT CURB	FOOT	32	32	
* Z0049100	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EACH	112	112	
Z0055400	RUMBLE STRIP	FOOT	1,447	1,447	
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	6	6	
∅ Z0076600	TRAINEES	HOUR	500	500	
∅ Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500	
X0370069	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) 8 INCH (CDOT)	EACH	69	69	
X0370185	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) 12 INCH (CDOT)	FOOT	51.8	51.8	
* X7800010	METHYL METHACRYLATE PAVEMENT COLORIZATION, GREEN	SQ YD	370	370	

∅ 0042

* SPECIALTY ITEMS

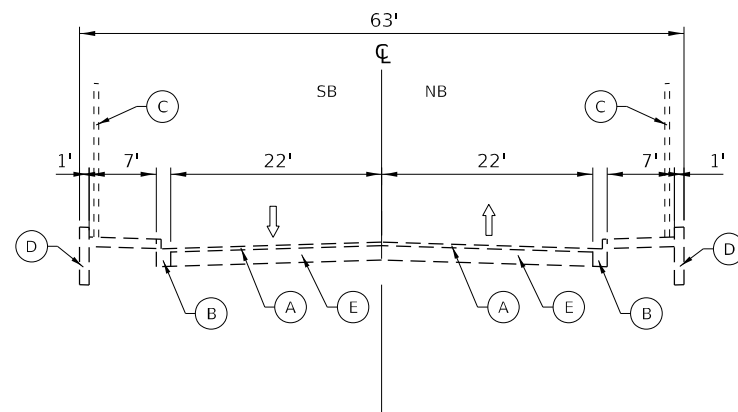
Bowman 10 South LaSalle St. Suite 2110 Chicago, Illinois 60603 312-474-4500 www.bowman.com	USER NAME = apatel	DESIGNED - KH	REVISED -
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	PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
		DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
I-57 AT PARNELL AVENUE**

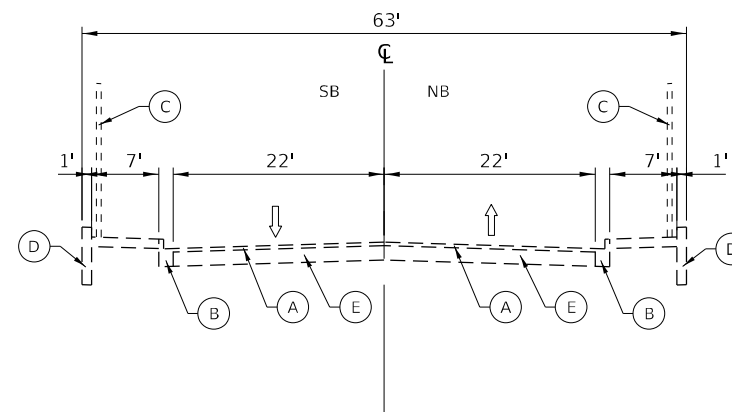
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	12
CONTRACT NO. 62P00				
ILLINOIS		FED. AID PROJECT		



EXISTING TYPICAL SECTION - PARNELL AVE

STA 28+45.03 TO 28+81.73
STA 31+18.23 TO 31+47.10



EXISTING TYPICAL SECTION - PARNELL AVE

STA 28+81.73 TO 31+18.23

EXISTING LEGEND

- (A) HMA PAVEMENT, 2 1/4"
- (B) CURB AND GUTTER B-6.12
- (C) BRIDGE FENCE
- (D) WINGWALL & PARAPET
- (E) PCC PAVEMENT, 9"

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DRAWN - KMM	REVISIONS -	
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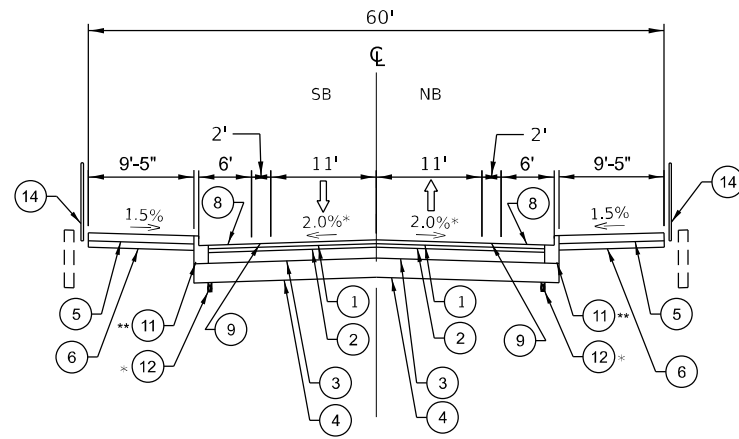
DESIGNED - KH	REVISED -
DRAWN - KMM	REVISIONS -
CHECKED - AP	REVISED -
DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING TYPICAL SECTIONS
I-57 AT PARNELL AVENUE**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

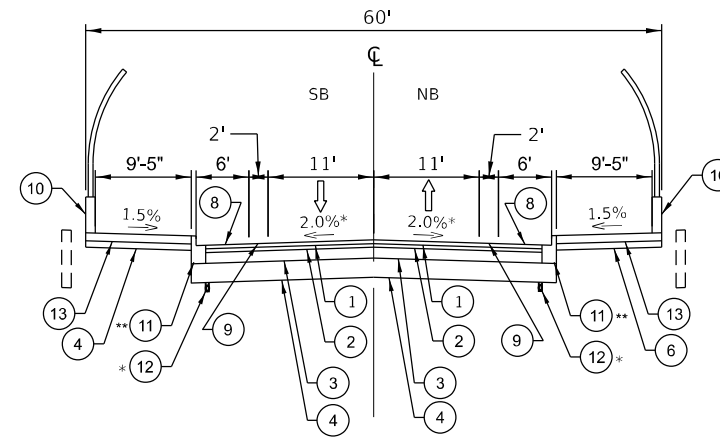
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	13
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	



PROPOSED TYPICAL SECTION – PARNELL AVE

STA 28+45.03 TO 28+56.56
STA 31+35.52 TO 31+47.10

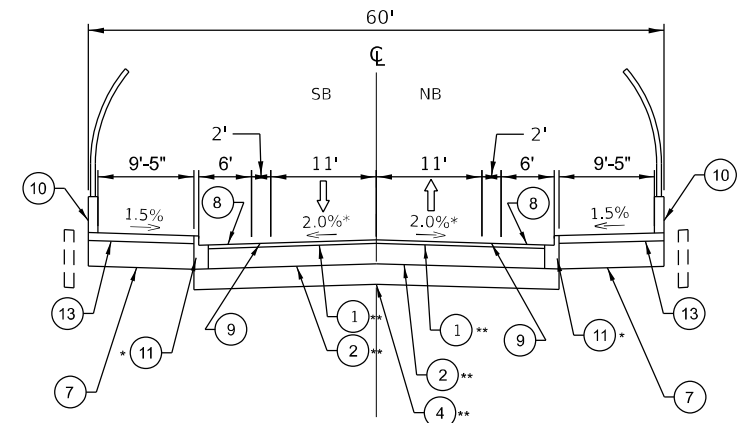
* SEE NOTE 1
** SEE NOTE 2



PROPOSED TYPICAL SECTION – PARNELL AVE

STA 28+56.56 TO 28+69.87
STA 31+30.13 TO 31+35.52

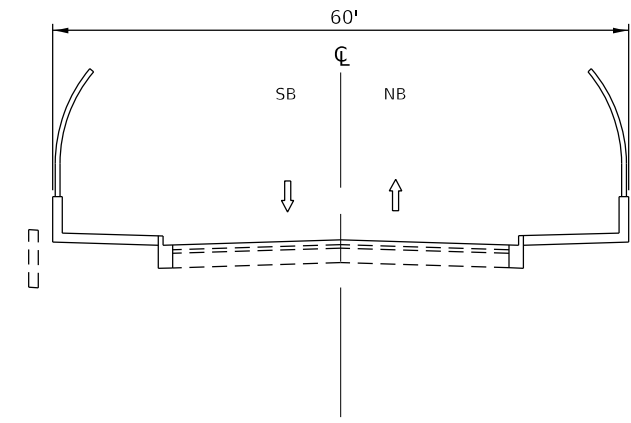
* SEE NOTE 1
** SEE NOTE 2



PROPOSED TYPICAL SECTION – PARNELL AVE

STA 28+69.87 TO 28+79.87
STA 31+20.13 TO 31+30.13

* SEE NOTE 2
** SEE NOTE 4



PROPOSED TYPICAL SECTION – PARNELL AVE

STA 28+79.87 TO 31+20.13
SEE STRUCTURAL PLANS

NOTES:

- PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACE MINIMUM 6 INCHES BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAIN.
- SEE "ROADWAY AND CURB TABLES" FOR CURB AND GUTTER INFORMATION AND ROADWAY CROSS SLOPES THAT DIFFER FROM TYPICALS FROM STATIONS 28+45 TO 28+85 AND 31+05 TO 31+45.
- CONCRETE SIDEWALK TO BE PAID FOR AS "CONCRETE SUPERSTRUCTURE". SEE STRUCTURAL PLANS FOR DETAILS.
- TO BE PAID FOR AS (42000070) PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB. BRIDGE APPROACH FOOTING EXTENDS 3 FEET PRIOR TO TRANSITION (SEE STR PLANS). TRANSITION FROM STA. 28+69.87 TO STA. 28+77.87 AND STA. 31+23.13 TO STA. 31+30.13.
 - HMA SURFACE COURSE TO BE CONTINUOUS 2"
 - TRANSITION HMA BINDER COURSE FROM 13.25" TO 11.25"
 - TRANSITION AGGREGATE SUBGRADE FROM 10" TO 12"
 AGGREGATE SUBGRADE TRANSITION TO BE PAID FOR AS "AGGREGATE SUBGRADE IMPROVEMENT 12".

PROPOSED LEGEND

- ① 2" HMA SURFACE COURSE, MIX D, IL-9.5, N70 (40604062)
- ② 2-1/4" HMA BINDER COURSE, IL-19.0, N70 (40603085)
- ③ 9" PCC BASE COURSE (35300400)
- ④ AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- ⑤ 5" PCC SIDEWALK (42400200)
- ⑥ 4" SUBBASE GRANULAR MATERIAL, TYPE B (31101200)
- ⑦ 16" SUBBASE GRANULAR MATERIAL, TYPE B (31101100)
- ⑧ BIKE LANE
- ⑨ STRIPED BUFFER
- ⑩ BRIDGE FENCE RAILING (SEE STRUCTURAL PLANS)
- ⑪ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (60603800)
- ⑫ PIPE UNDERDRAINS, TYPE 2, 4" (60108204)
- ⑬ CONCRETE SIDEWALK (SEE NOTE 3)
- ⑭ CHAIN LINK FENCE, 8' (66400505)

ROADWAY AND CURB TABLE

STA	SOUTHBOUND					NORTHBOUND				
	CURB HEIGHT (IN)	TC ELEV	FL ELEV	ROADWAY SLOPE (%)	CL ELEV	ROADWAY SLOPE (%)	FL ELEV	TC ELEV	CURB HEIGHT (IN)	
28+85	6.00	597.62	597.12	2.00	597.49	MATCH PROFILE AND SECTION				
28+80	5.64	597.47	597.00	2.00	597.37	MATCH PROFILE AND SECTION				
28+75	4.32	597.23	596.87	2.00	597.24	2.00	596.87	597.37	6.00	
28+70	3.12	596.99	596.73	2.00	597.10	2.00	596.73	597.16	5.16	
28+65	3.00	596.75	596.50	2.59	596.98	2.00	596.61	596.92	3.72	
28+60	3.00	596.51	596.26	3.19	596.85	2.27	596.43	596.68	3.00	
28+55	3.00	596.44	596.19	3.03	596.75	2.16	596.35	596.60	3.00	
28+48	3.00	596.31	596.06	3.19	596.65	3.08	596.08	596.33	3.00	
28+45	3.00	596.12	595.87	3.95	596.60	2.81	596.08	596.33	3.00	

TC = TOP OF CURB ELEVATION
FL = FLOWLINE OF CURB ELEVATION
CL = ROADWAY CENTERLINE

ROADWAY AND CURB TABLE

STA	SOUTHBOUND					NORTHBOUND				
	CURB HEIGHT (IN)	TC ELEV	FL ELEV	ROADWAY SLOPE (%)	CL ELEV	ROADWAY SLOPE (%)	FL ELEV	TC ELEV	CURB HEIGHT (IN)	
31+45	3.00	596.41	596.16	3.19	596.75	3.51	596.10	596.35	3.00	
31+42	3.00	596.55	596.30	2.81	596.82	2.97	596.27	596.52	3.00	
31+35	3.00	596.62	596.37	3.41	597.00	3.46	596.36	596.61	3.00	
31+30	3.00	596.69	596.44	3.84	597.15	3.89	596.43	596.68	3.00	
31+25	3.00	596.93	596.68	3.03	597.24	3.08	596.67	596.92	3.00	
31+20	3.00	597.17	596.92	2.32	597.35	2.38	596.91	597.16	3.00	
31+15	3.36	597.41	597.13	2.00	597.50	2.00	597.13	597.40	3.24	
31+10	4.56	597.65	597.27	2.00	597.64	2.00	597.27	597.64	4.44	
31+05	6.00	597.87	597.37	2.00	597.74	2.00	597.37	597.87	6.00	

HMA MIX REQUIREMENTS TABLE			QMP
MIXTURE TYPE	AIR VOIDS @ NDES		
PAVEMENT RECONSTRUCTION			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70 - 2"	4% @ 70 GYR.		QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 2.25"	4% @ 70 GYR.		QC/QA
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70 - 2"	4% @ 70 GYR.		QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - VARIES 11.25" TO 13.25"	4% @ 70 GYR.		QC/QA

QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)

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

MODEL: Default
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DESIGNED - KH
DRAWN - KMM
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PLOT DATE = 04/17/2023

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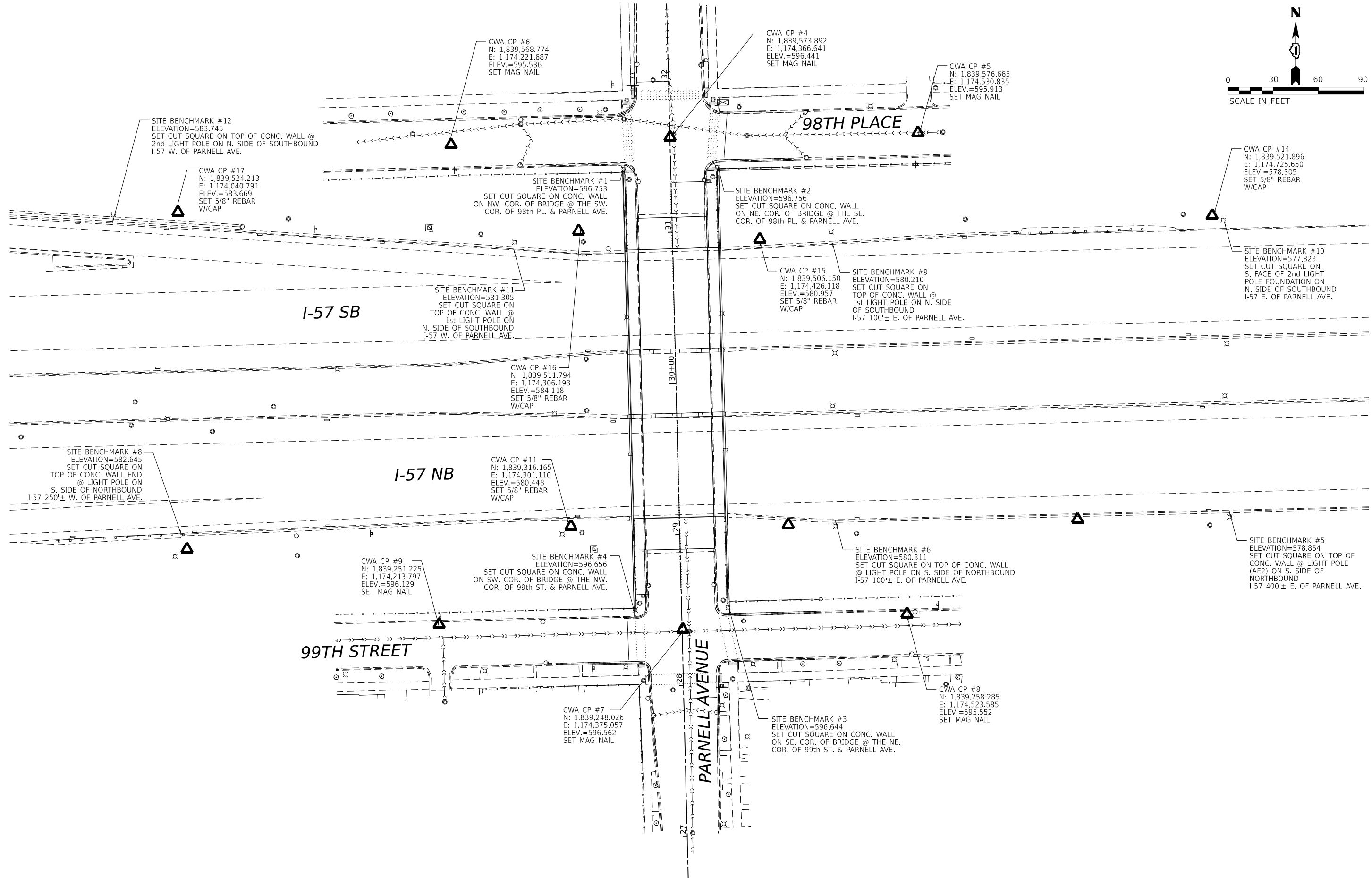
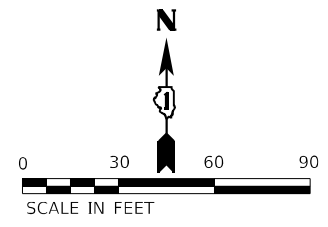
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED TYPICAL SECTIONS
I-57 AT PARNELL AVENUE**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	14
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				



MODEL: Plan 1 (10x14) FILE NAME: P1000055 - I-57 at Parnell Avenue Phase II For Your Engineering W/09-157 at Parnell Ave S00 Drawing S02 CADD Sheets D167P00-ent-ATB.dgn



USER NAME = kmaus	DESIGNED - KH	REVISED -
DRAWN - KMM	REVISOR -	
CHECKED - AP	REVISOR -	
DATE - 04/17/2023	REVISOR -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES, AND BENCHMARKS
I-57 AT PARNELL AVENUE**

SCALE: 1:30 SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	15
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC NOTES

PLEASE NOTE THAT THE STAGES DESCRIBED AS A PART OF THE TRAFFIC CONTROL PLAN FOR PARNELL AVENUE ARE NOT NECESSARILY SYNCHRONOUS WITH THE STAGES DESCRIBED IN THE I-57 TRAFFIC CONTROL PLAN. STAGES THAT SHARE THE SAME NUMBER DO NOT CORRESPOND BETWEEN THESE TWO SEPARATE TRAFFIC CONTROL PLANS.

PARNELL AVENUE TRAFFIC CONTROL PLAN & DETOUR

FULL CLOSURE OF PARNELL AVENUE BRIDGE AND APPROACHES BETWEEN 99TH STREET AND 98TH PLACE. PERMANENT STREET CLOSURE WILL BE UTILIZED FOR THE DURATION OF THE PROJECT. DETOURS WITH APPROPRIATE SIGNAGE WILL BE PROVIDED FOR VEHICLES, BICYCLES AND PEDESTRIANS.

STAGE 1: SANITARY PIPE INSTALLATION ON NORTH SIDE OF 98TH PL/PARNELL AVE INTERSECTION AND NORTH SIDE OF PARNELL AVE/99TH ST INTERSECTION. DRUMS WILL BE UTILIZED TO TAPER LANES ON 98TH PLACE AND 99TH ST AWAY FROM WORK AREAS. ADDITIONALLY, A WORK AREA ON THE NORTHWEST CORNER OF THE 98TH PL/PARNELL AVE INTERSECTION WILL REQUIRE A TAPER ALONG SB PARNELL AVE APPROACHING 98TH PL.

STAGE 2: SANITARY PIPE INSTALLATION ON SOUTH SIDE OF 98TH PL/PARNELL AVE INTERSECTION. DRUMS WILL BE UTILIZED TO TAPER WB 98TH PLACE AWAY FROM WORK AREA.

I-57 TRAFFIC CONTROL PLAN

THE PROPOSED TRAFFIC CONTROL PLAN (TCP) CONSISTS OF FIVE (5) STAGES OF CONSTRUCTION. PRIOR TO THE FIRST STAGE, THE EXISTING BRIDGE MOUNTED GUIDE SIGN SHALL BE REMOVED. A TEMPORARY GUIDE SIGN WILL BE PROVIDED AS A GROUND MOUNTED SIGN (OUTSIDE THE EX. BARRIER WALL) PRIOR TO THE STRUCTURE AS SHOWN IN THE DETAIL ON THIS SHEET AND PER THE SIGN DETAILS IN THIS CONTRACT.

STAGE 1: REMOVAL OF THE EXISTING BRIDGE DECK AND REMOVAL OF THE EXISTING STRUCTURAL STEEL BEAMS. DURING THIS STAGE, NO WORK IS TO BE PERFORMED DURING THE DAYTIME AND TRAFFIC IS TO REMAIN IN EXISTING CONFIGURATION. DURING THE NIGHTTIME, LANE CLOSURES WILL BE UTILIZED TO ALLOW DECK REMOVAL, AND INTERMITTENT FREEWAY CLOSURES (15 MINUTES) WILL BE UTILIZED TO ALLOW STEEL BEAM REMOVAL.

STAGE 2: REPAIR AND RECONSTRUCTION OF MEDIAN PIERS AND CAPS. CURRENT TRAFFIC SCHEME WILL BE MAINTAINED BY NARROWING TRAFFIC LANES AND AUXILIARY LANES TO 11' AND SHIFTING APPROXIMATELY 5' TOWARDS THE OUTSIDE SHOULDER TO ALLOW WORK IN THE MEDIAN. TEMPORARY CONCRETE BARRIER, TEMPORARY PAVEMENT MARKINGS, AND TEMPORARY SIGNAGE WILL BE UTILIZED PER MOT PLAN AND DETAILS.

STAGE 3: CONCRETE REPAIR ON THE NORTH AND SOUTH ABUTMENTS AND RECONSTRUCTION OF BEAM SEATS. CURRENT TRAFFIC SCHEME WILL BE MAINTAINED BY NARROWING AND SHIFTING ALL TRAFFIC LANES AND AUXILIARY LANES APPROXIMATELY 2' TOWARDS THE MEDIAN TO ALLOW WORK ADJACENT TO THE ABUTMENTS. TEMPORARY CONCRETE BARRIER, TEMPORARY PAVEMENT MARKINGS, AND TEMPORARY SIGNAGE WILL BE UTILIZED.

STAGE 4: SETTING THE NEW STRUCTURAL BEAMS. NO WORK IS TO BE PERFORMED DURING THE DAYTIME, AND TRAFFIC IS TO REMAIN IN ITS EXISTING CONFIGURATION. DURING THE NIGHTTIME, INTERMITTENT FREEWAY CLOSURES (15 MINUTES) WILL BE UTILIZED.

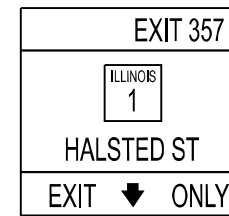
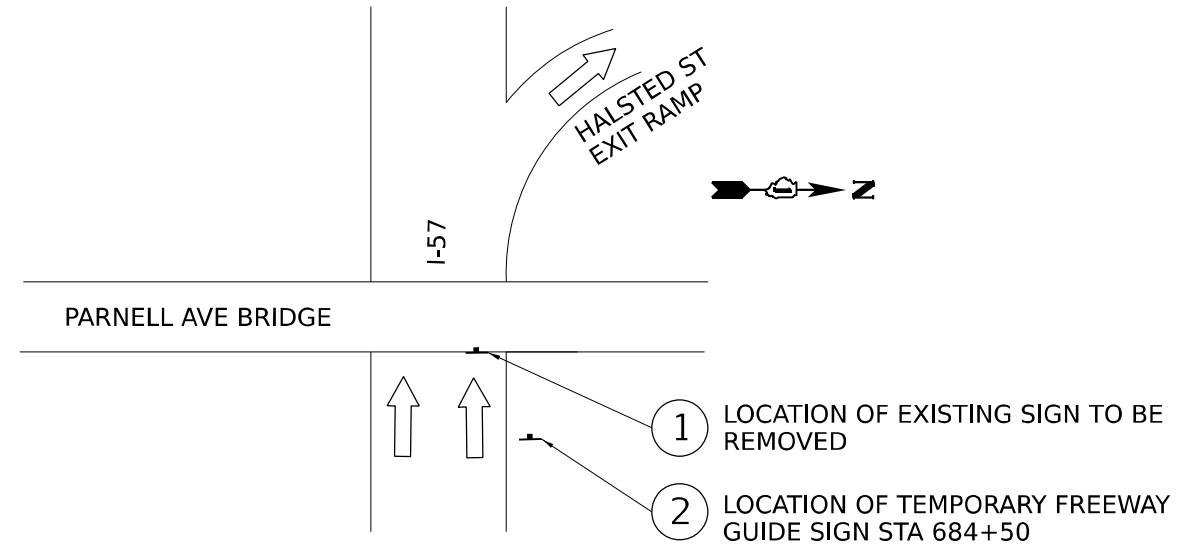
STAGE 5: FORMING THE DECK, PLACING STEEL, AND PLACING THE CONCRETE BRIDGE DECK. NO MAINTENANCE TO TRAFFIC IS PROPOSED DURING THIS STAGE.

DURING ALL STAGES OF CONSTRUCTION, SIGNS, BARRICADES, AND TEMPORARY STRIPING TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST VERSION.

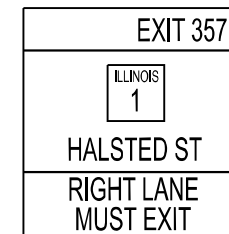
MOT SHEETS LABELING NOTATION

LETTERS WILL BE USED DESIGNATE TEMPORARY PAVEMENT MARKINGS ON MOT LAYOUT (SEE MOT LEGEND AND SYMBOLS).

NUMBERS WILL BE USED TO DESIGNATE TEMPORARY SIGNAGE USED IN MOT LAYOUT (SEE SHEET 17).



EXISTING SIGN



TEMPORARY SIGN

NOTE: SEE GUIDE SIGN SCHEDULE BELOW FOR SIGN, LOCATION, AND MOUNT DETAILS

GUIDE SIGN SCHEDULE

LOCATION	DESCRIPTION	EXISTING SUPPORT	TEMPORARY SUPPORT	PROPOSED SUPPORT	DIMENSIONS				REMOVE SIGN PANEL TY 3 SF	SIGN PANEL TYPE 3 SF	TEMPORARY SIGN PANEL ASSEMBLY SF	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY						CONCRETE FOUNDATION				
					TEMPORARY		PROPOSED					NO. OF POST	SIZE	POUNDS PER FT	STUB POSTS FT	LEFT POST FT	MIDDLE POST FT	RIGHT POST FT	STR STEEL SIGN SUPPORT LB	LT CY	MID CY	RT CY
					W FT	H FT	W FT	H FT														
LOCATION NO. 1 - I-57 SOUTHBOUND - OVERHEAD																						
	EXIT 357 /IL ROUTE 1 SHIELD/HALSTED ST/EXIT ONLY (ARROW DOWN)	BRIDGE MOUNTED TRUSS							225													
	EXIT 357 /IL ROUTE 1 SHIELD/HALSTED ST/EXIT ONLY (ARROW DOWN)			BRIDGE MOUNTED TRUSS				15	15		225											
LOCATION NO. 2 - I-57 SOUTHBOUND - POST MOUNTED SIGN (RT.)																						
	EXIT 357 /IL ROUTE 1 SHIELD/HALSTED ST/RIGHT LANE EXIT ONLY		POST MOUNTED			14	14.5				203	2	W14x30	30	3	21.3		18.9	1206	1.9		1.9

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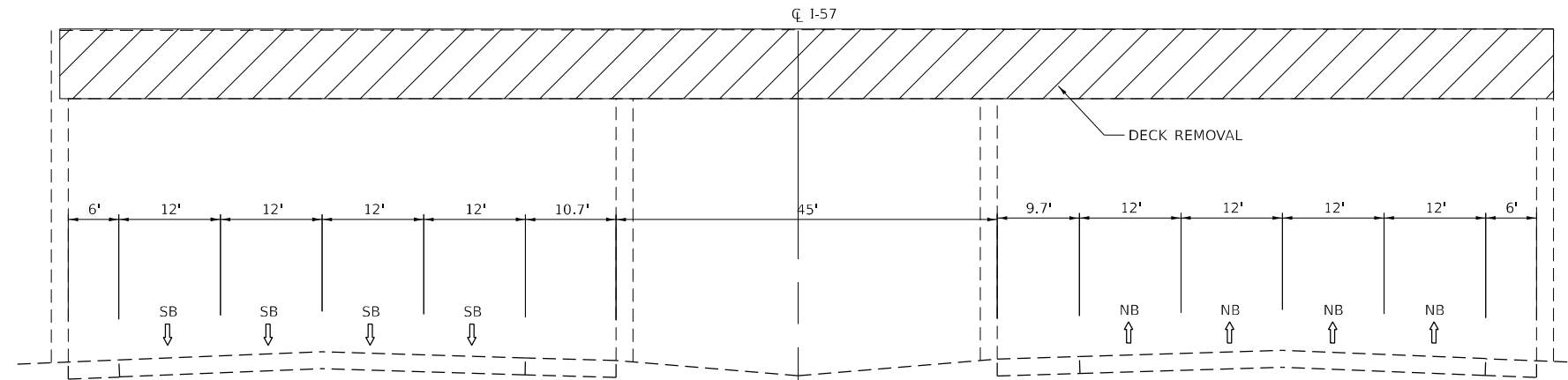
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	DRAWN - KMM	REVISED -
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

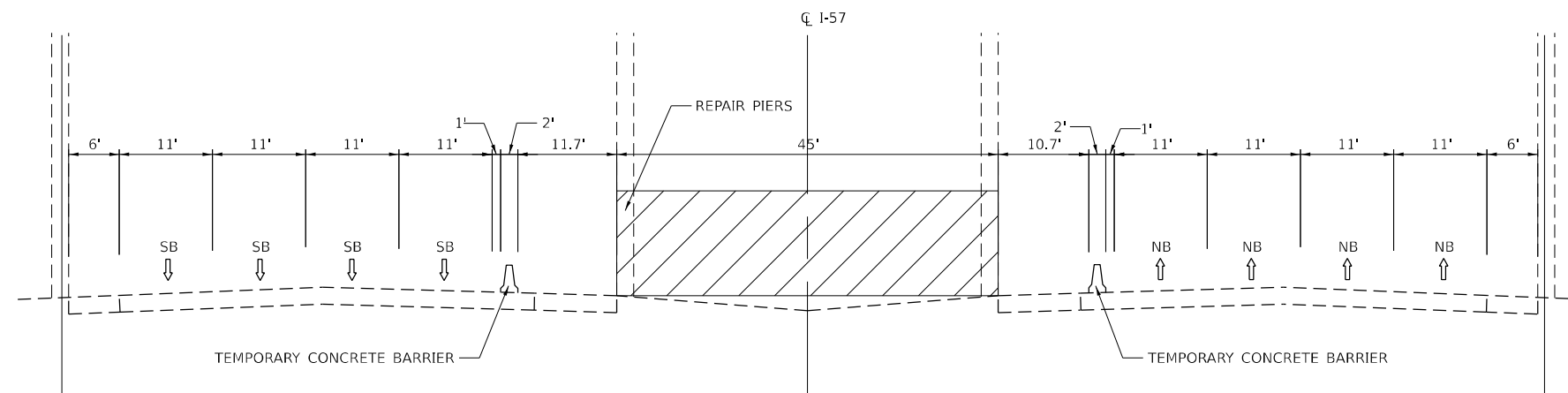
**MAINTENANCE OF TRAFFIC NOTES AND SIGN SCHEDULE
I-57 AT PARNELL AVENUE**

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

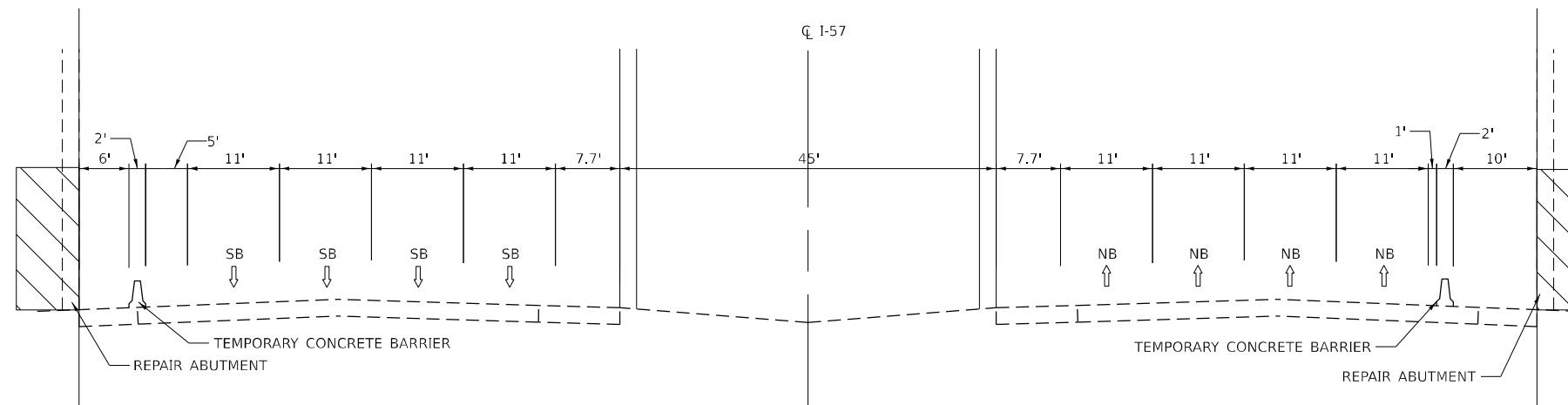
F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 16
			CONTRACT NO. 62P00	
ILLINOIS FED. AID PROJECT				



MOT STAGE 1 TYPICAL SECTION
I-57
 STA. 682+85 TO STA. 683+85



MOT STAGE 2 TYPICAL SECTION
I-57
 STA. 682+85 TO STA. 683+85



MOT STAGE 3 TYPICAL SECTION
I-57
 STA. 682+85 TO STA. 683+85

NOTES:

1. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED AS TEMPORARY PAVEMENT MARKING - TYPE IV TAPE.
2. SEE MAINTENANCE OF TRAFFIC NOTES FOR STAGE 4 AND STAGE 5.
3. BARRIER WALL REFLECTORS, TYPE C SHALL BE INCLUDED IN THE COST FOR TEMPORARY CONCRETE BARRIER.

MODEL: D:\p\1\1 - IDOT\040058\01\002 - ENG - PTB - 1954\16 Phase II Vpr Vpr\Engineering\WO_09 - I-57 at Parnell Ave\500 Drawings\502_CADD_Street\01\2\200-etc-MOTTypical.dgn
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USER NAME = apatel
 DESIGNED - KH
 DRAWN - KMM
 CHECKED - AP
 DATE - 04/17/2023
 PLOT SCALE = 20,0000 * / in.
 PLOT DATE = 04/17/2023

REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
I-57 AT PARNELL AVENUE

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	17
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

DETOUR NOTES

1. ALL SIGNING MUST BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022. THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE IDOT BUREAU OF DESIGN AND ENVIRONMENT HIGHWAY STANDARDS AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
2. SEE MAINTENANCE OF TRAFFIC PLANS FOR TRAFFIC MODIFICATION DETAILS
3. DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
5. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
6. PEDESTRIANS AND BICYCLIST SHALL BE DETOURED DURING CONSTRUCTION. DETOUR ROUTE AND SIGNING FOR PEDESTRIANS AND BICYCLIST IS SHOWN ON THIS DETOUR PLAN.
7. TEMPORARY TRAFFIC SIGNAL TIMING MAY BE NECESSARY AT THE INTERSECTIONS OF HALSTED/95TH, HALSTED/103RD, HALSTED/101ST, 95TH/PARNELL, HALSTED/98TH & HALSTED/99TH AS DIRECTED BY THE ENGINEER. BASED ON TRAFFIC CONGESTION OBSERVATIONS.

DETOUR ROUTE MARKERS

M3-1(O) 24" x 12" NORTH Parnell Ave
 M3-3(O) 24" x 12" SOUTH Parnell Ave
 MIN. 5" BLACK LETTERS ON ORANGE BACKGROUND 36" x 10" (TYP.)

① ②

③ ④ ⑤ ⑥

M4-9 30" x 24" M4-9 30" x 24" M4-9 30" x 24" M4-9 30" x 24" M4-9 30" x 24" M4-8A 30" x 18"

⑦ ⑧ ⑨

MIN. 6" BLACK LETTERS ON ORANGE BACKGROUND 36" x 10" (TYP.)

⑩ ⑪ ⑫ ⑬ ⑭

W20-3 48" x 48" W20-3 48" x 48" W20-3 48" x 48" W20-2 48" x 48" W20-3 48" x 48"

⑮ ⑯ ⑰ ⑱ ⑲ ⑳

R11-2 48" x 30" R11-3B 60" x 30" R11-3B 60" x 30" R9-9 24" x 12" R9-10 24" x 12"

⑳ ㉑

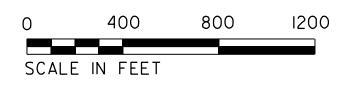
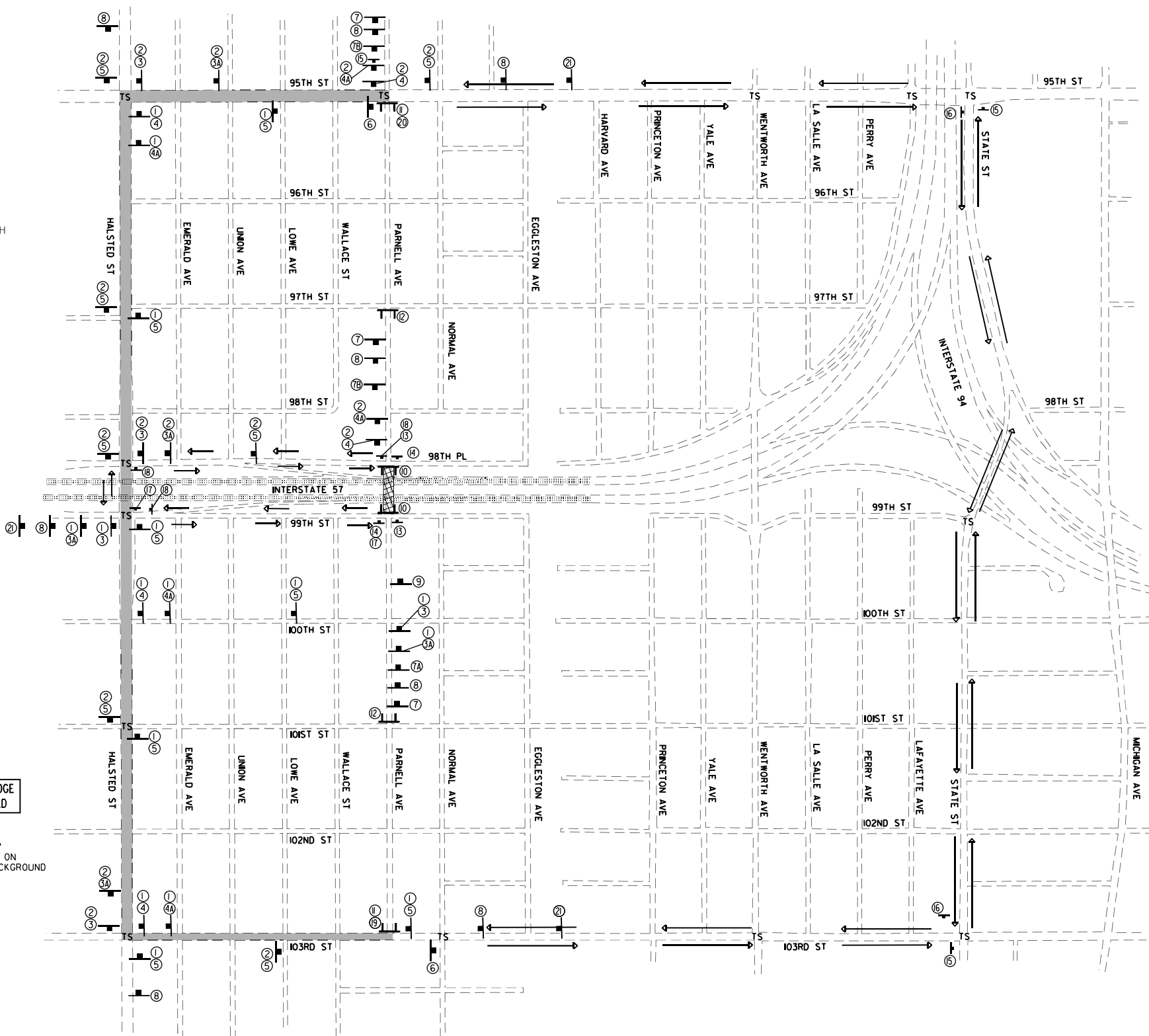
M4-9C(L) 30" x 24" M4-9C(R) 30" x 24" M4-9B(L) 30" x 24" M4-9B(R) 30" x 24" M4-10(L) 48" x 18" M4-10(R) 48" x 18"

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PARNELL AVE BRIDGE OVER I-57 CLOSED
 SPECIAL 48" x 18" 6" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND

LEGEND

- TS SIGNALIZED INTERSECTION
- FULLY CLOSED BRIDGE
- VEHICULAR DETOUR ROUTE
- TEMPORARY DETOUR SIGN
- TYPE III BARRICADE
- BICYCLE DETOUR ROUTE
- PEDESTRIAN DETOUR ROUTE
- PEDESTRIAN/BICYCLE DETOUR SIGN



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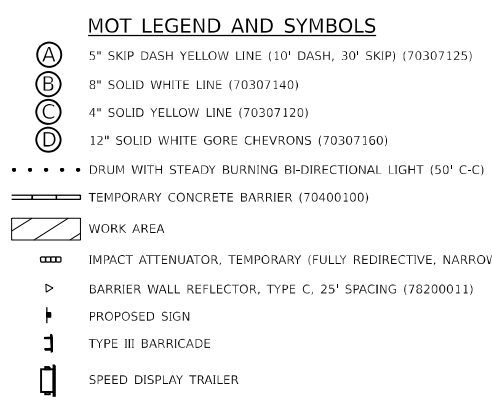
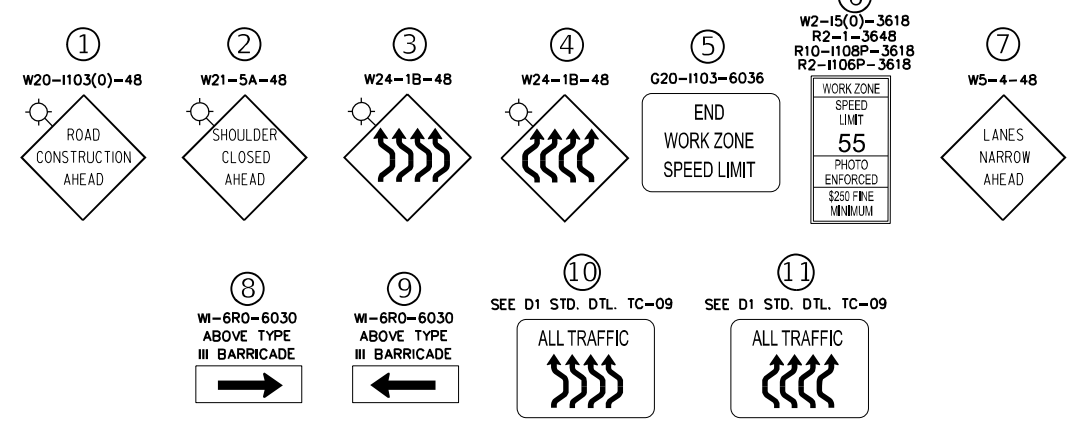
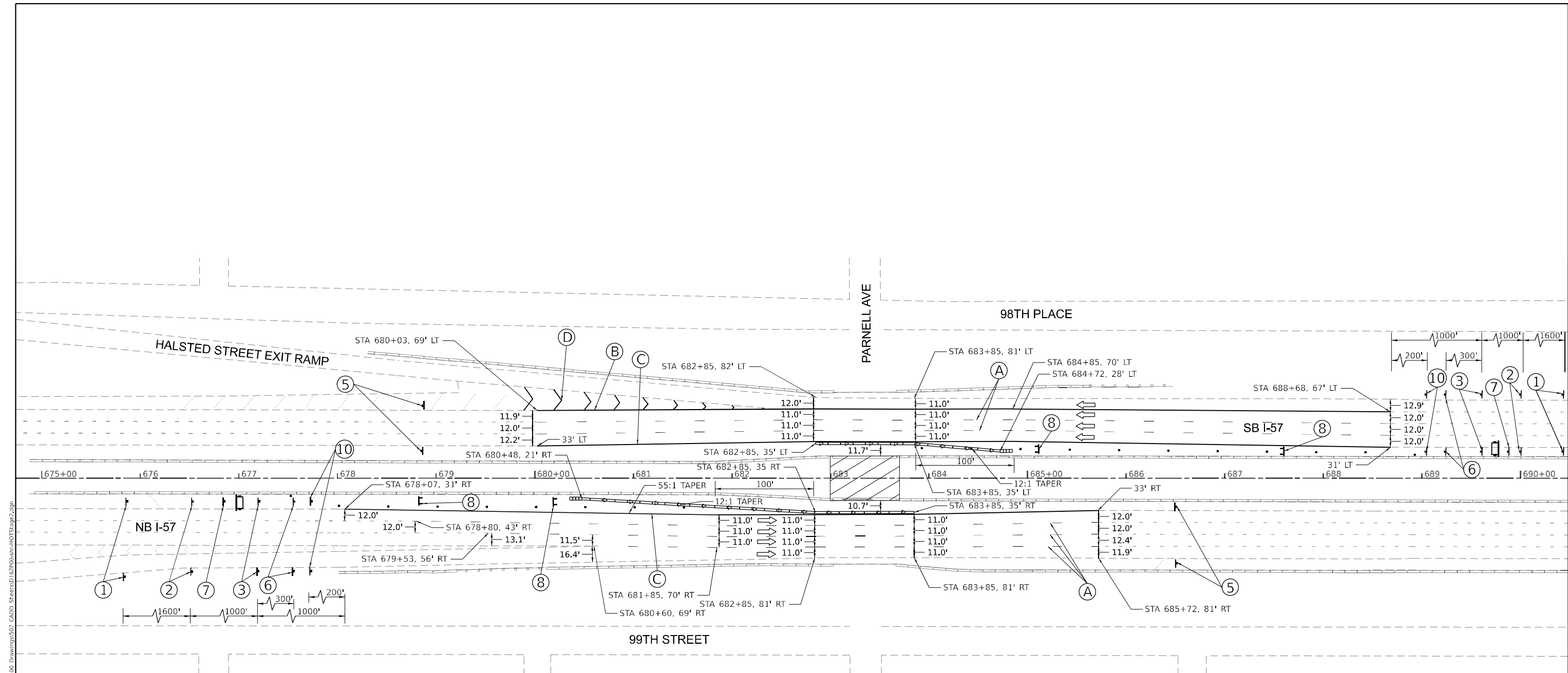
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	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR PLAN	
I-57 AT PARNELL AVENUE	
SCALE: NONE	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 18
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

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 PLOT DATE = 04/17/2023



NOTES:
 A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES.

 THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT MATERIAL LOCATION.

 PLEASE SEE KEEPING EXPRESSWAY OPEN TO TRAFFIC SPECIAL PROVISION FOR ADDITIONAL GUIDANCE.

 LOCATION OF ROAD CONSTRUCTION AHEAD SIGNS WILL BE FINALIZED AT THE TIME THE CONTRACTOR GOES INTO STAGE.

 ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED AS TEMPORARY PAVEMENT MARKING - TYPE IV TAPE.

 SHIFTING TRAFFIC LANES IN STAGES 2 AND 3 WILL REQUIRE REMOVAL OF RAISED REFLECTIVE PAVEMENT MARKERS BEFORE STAGE 2 AND REPLACEMENT OF THESE MARKERS AFTER STAGE 3. THIS WORK WILL BE PAID FOR AS "RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL" (X7830050) AND "RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT" (Z0049100). THIS WORK SHALL BE COMPLETED AT THE FOLLOWING LOCATIONS:
 - STA 679+87, OFF 57' LT TO STA 688+68, OFF 56' LT
 - STA 679+87, OFF 45' LT TO STA 688+68, OFF 44' LT
 - STA 685+25, OFF 57' LT TO STA 688+68, OFF 57' LT
 - STA 678+07, OFF 44' RT TO STA 686+60, OFF 45' RT
 - STA 678+07, OFF 36' RT TO STA 686+60, OFF 57' RT
 - STA 680+20, OFF 69' RT TO STA 686+60, OFF 69' RT



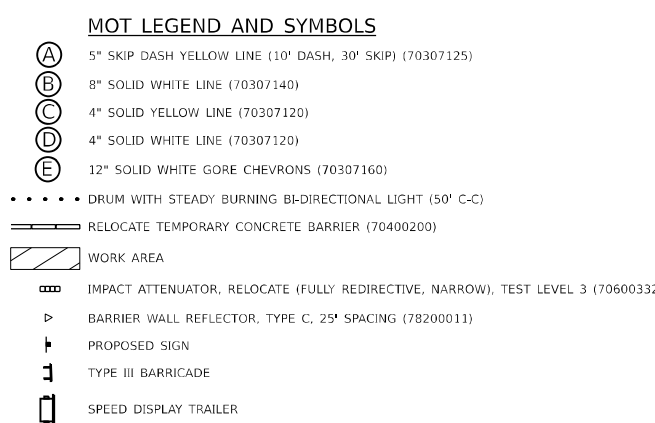
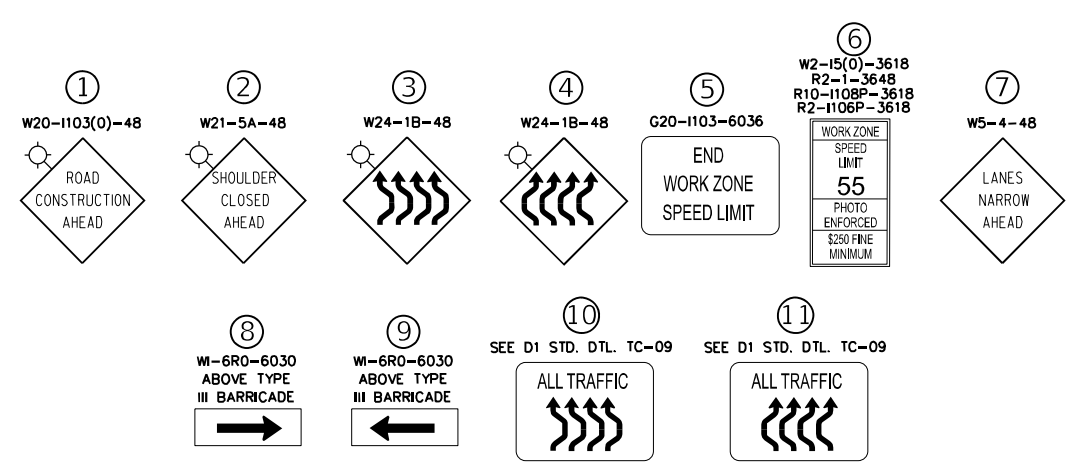
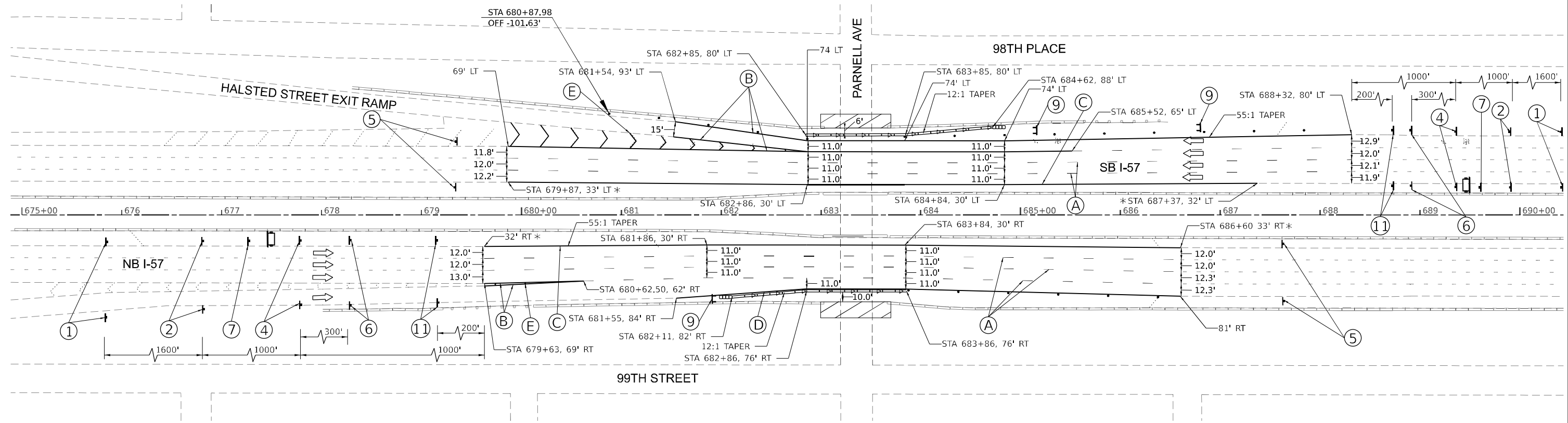
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DRAWN - KMM	REVISED -	
CHECKED - AP	REVISED -	
DATE - 04/17/2023	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 2
I-57 AT PARNELL AVENUE
 SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 19
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

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NOTES:
 A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF ANY STAGES CHANGES OR FULL EXPRESSWAY CLOSURES.

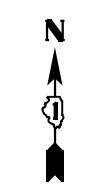
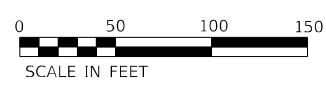
THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE BUT NOT BE LIMITED TO: LANE AND RAMP CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT MATERIAL LOCATION.

PLEASE SEE KEEPING EXPRESSWAY OPEN TO TRAFFIC SPECIAL PROVISION FOR ADDITIONAL GUIDANCE.

LOCATION OF ROAD CONSTRUCTION AHEAD SIGNS WILL BE FINALIZED AT THE TIME THE CONTRACTOR GOES INTO STAGE.

ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED AS TEMPORARY PAVEMENT MARKING - TYPE IV TAPE.

* SHIFTING TRAFFIC ONTO THE INSIDE SHOULDER IN STAGE 3 WILL REQUIRE FILLING OF EXISTING RUMBLE STRIPS BEFORE STAGE 3 AND REPLACEMENT OF RUMBLE STRIPS AFTER STAGE 3. THIS WORK WILL BE PAID FOR AS "FILLING EXISTING RUMBLE STRIP" (X0326650) AND "RUMBLE STRIP" (Z0055400). THIS WORK SHALL BE COMPLETED AT THE FOLLOWING LOCATIONS:
 - STA 679+87, OFF 33' LT TO STA 687+37, OFF 32' LT
 - STA 679+63, OFF 32' RT TO STA 686+60, OFF 33' RT



	USER NAME = apatel	DESIGNED - KH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - STAGE 3 I-57 AT PARNELL AVENUE	F.A.I. RTE. = 57	SECTION = 2021-063-B	COUNTY = COOK	TOTAL SHEETS = 103	SHEET NO. = 20
	PLOT SCALE = 100,0000' / in.	CHECKED - AP	REVISED -			SCALE: NONE	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 62P00	
	PLOT DATE = 04/17/2023	DATE = 04/17/2023	REVISED -			ILLINOIS FED. AID PROJECT				

MOT LEGEND AND SYMBOLS

① W20-1103(0)-48 ROAD CONSTRUCTION AHEAD
 ② W21-5A-48 SHOULDER CLOSED AHEAD
 ③* W21-1(0)-48 WORKER PRESENT
 ④ G20-1 END ROAD WORK
 ⑤ STOP R1-1-30

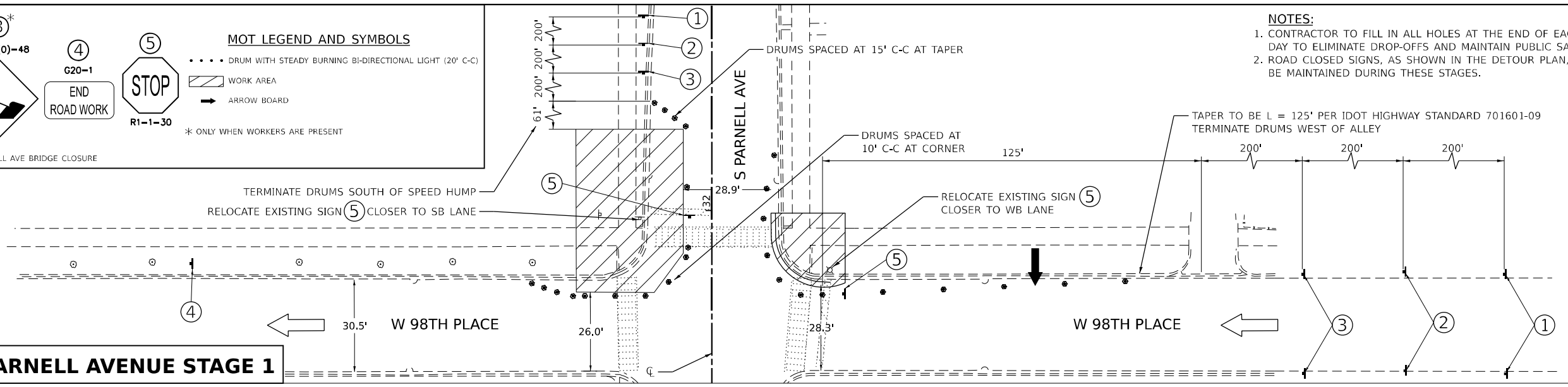
--- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT (20' C-C)
 ▨ WORK AREA
 → ARROW BOARD
 * ONLY WHEN WORKERS ARE PRESENT

SEE DETOUR PLANS REGARDING SIGNING FOR PARNELL AVE BRIDGE CLOSURE

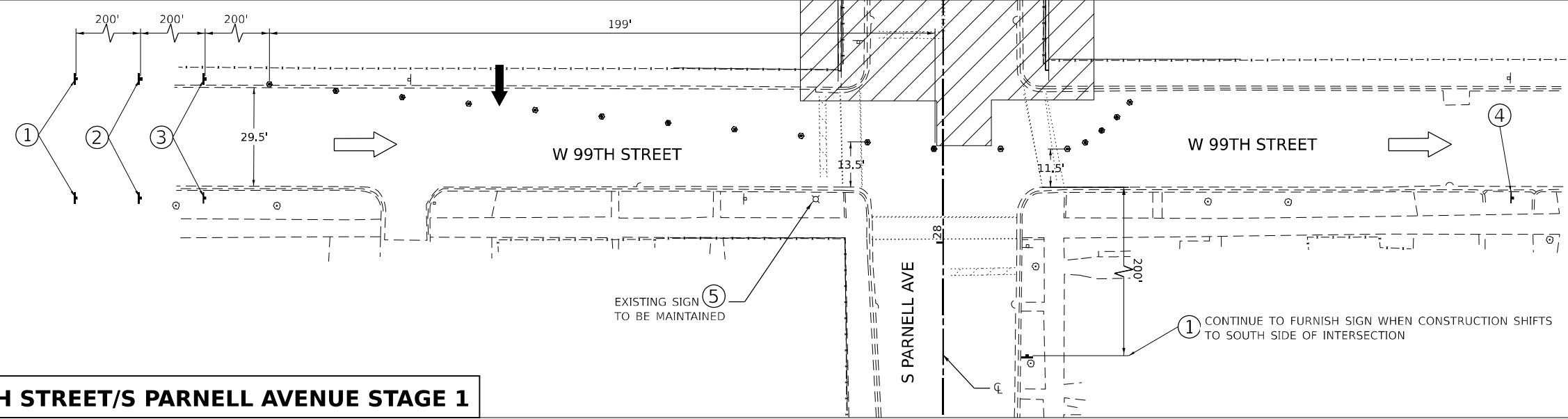
NOTES:
 1. CONTRACTOR TO FILL IN ALL HOLES AT THE END OF EACH WORK DAY TO ELIMINATE DROP-OFFS AND MAINTAIN PUBLIC SAFETY.
 2. ROAD CLOSED SIGNS, AS SHOWN IN THE DETOUR PLAN, ARE TO BE MAINTAINED DURING THESE STAGES.



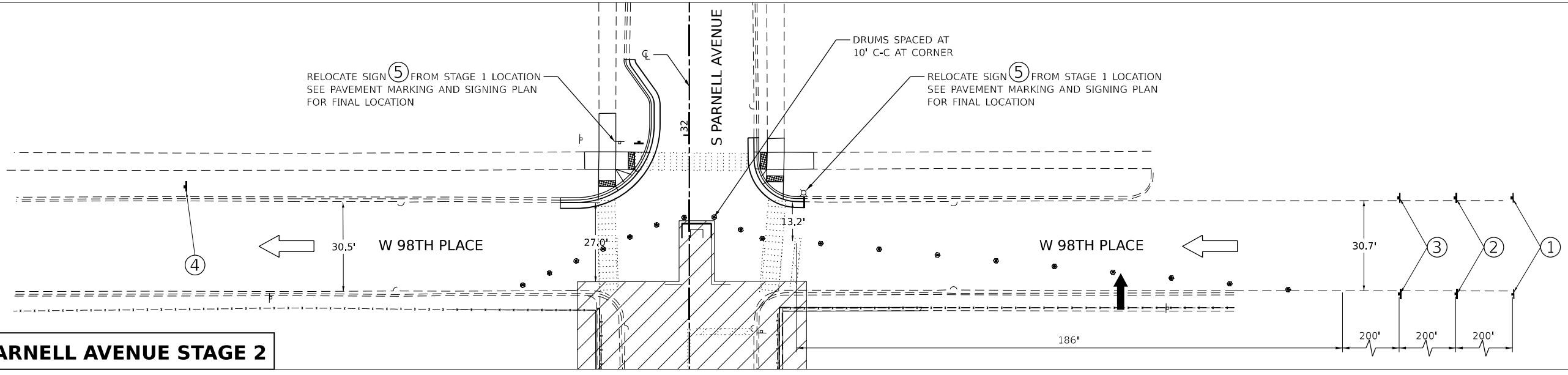
W 98TH PLACE/S PARNELL AVENUE STAGE 1



W 99TH STREET/S PARNELL AVENUE STAGE 1



W 98TH PLACE/S PARNELL AVENUE STAGE 2



MODEL: Default
 FILE NAME: 202500_Drawing0502_CADD_Sheets1D162700a-htc-A0T-Parnell.dgn



USER NAME = kmaus	DESIGNED - KH	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN - KMM	REVISED -
PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
	DATE - 04/17/2023	REVISED -



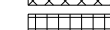
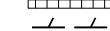

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

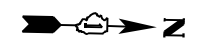
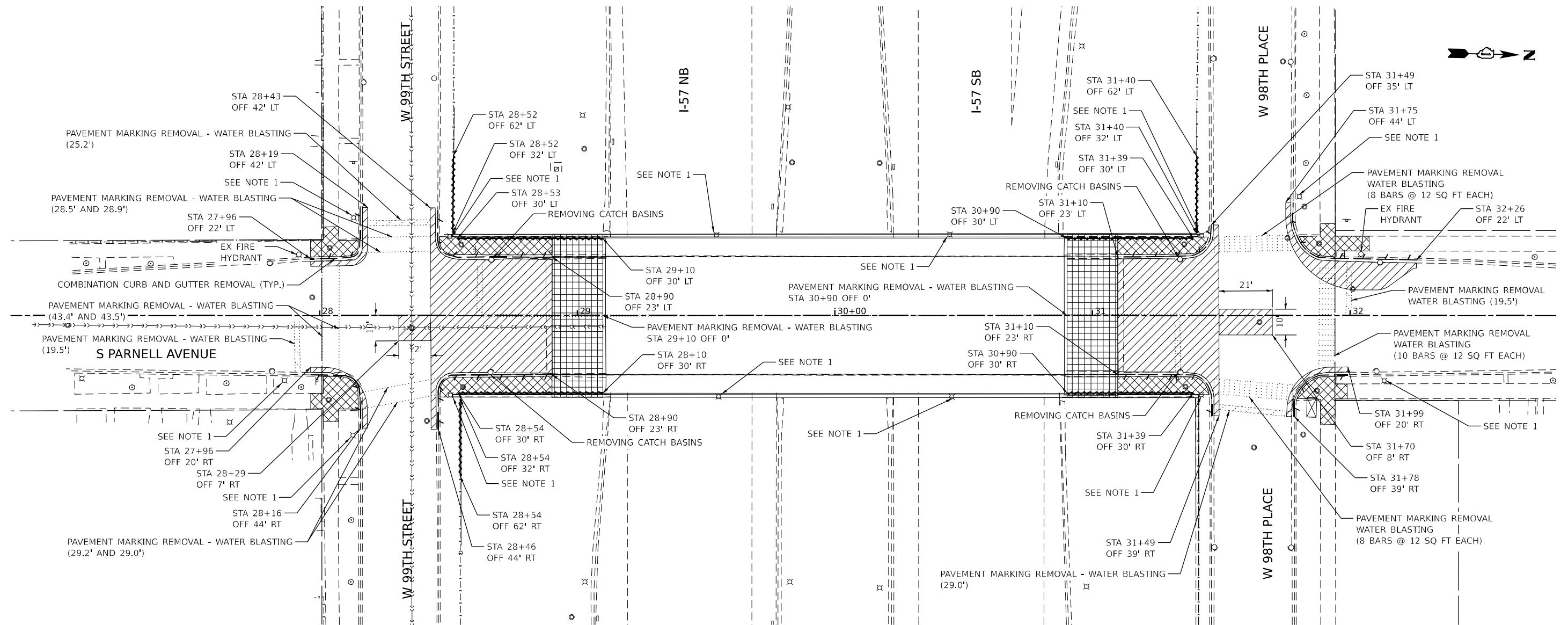
**MAINTENANCE OF TRAFFIC - PARNELL AVENUE
 I-57 AT PARNELL AVENUE**

SCALE: 1:20 SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	21
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

REMOVAL LEGEND AND SYMBOLS

-  PAVEMENT REMOVAL (44000100)
-  SIDEWALK REMOVAL (44000600)
-  APPROACH SLAB REMOVAL (Z0004552)
-  COMBINATION CURB AND GUTTER REMOVAL (44000500)
-  CHAIN LINK FENCE REMOVAL (X6640300)



NOTES
 1. SEE CDOT REMOVAL PLAN EL-04 FOR LIGHTING REMOVAL.



MODEL: Plan 1 (Sheet)
 FILE NAME: X:\ASB Drawings\502_CADD_Sheets\02200-01b-removal.dgn

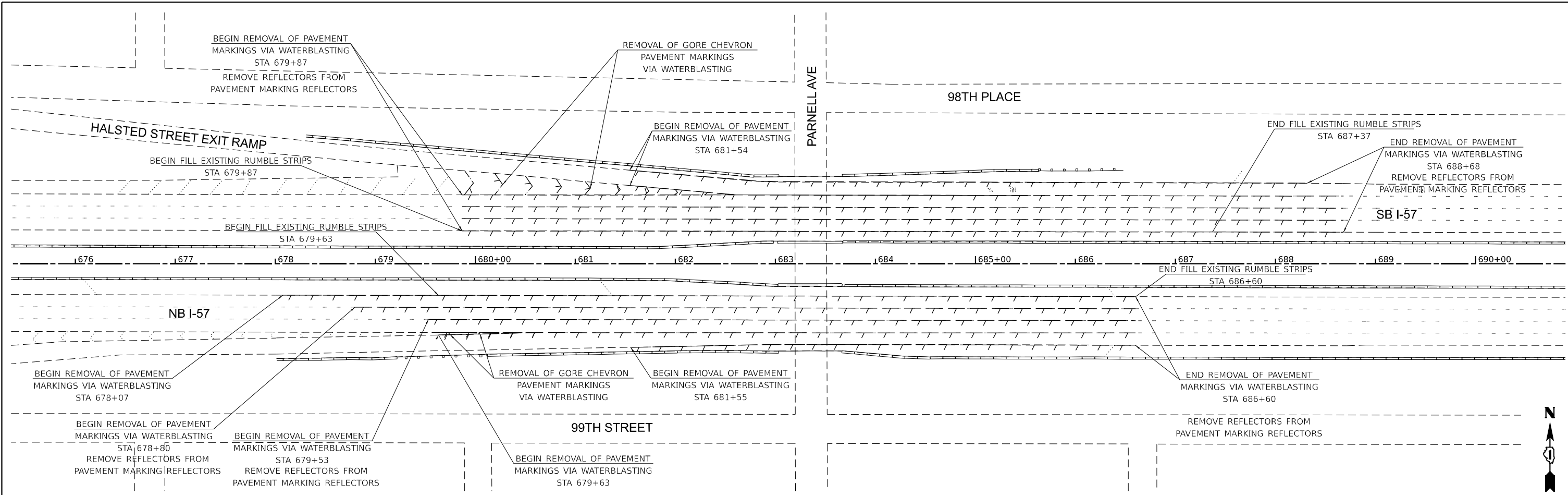


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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN I-57 AT PARNELL AVENUE			
SCALE: 1:20	SHEET 1	OF 1 SHEETS	STA. 26+80 TO STA. 32+80

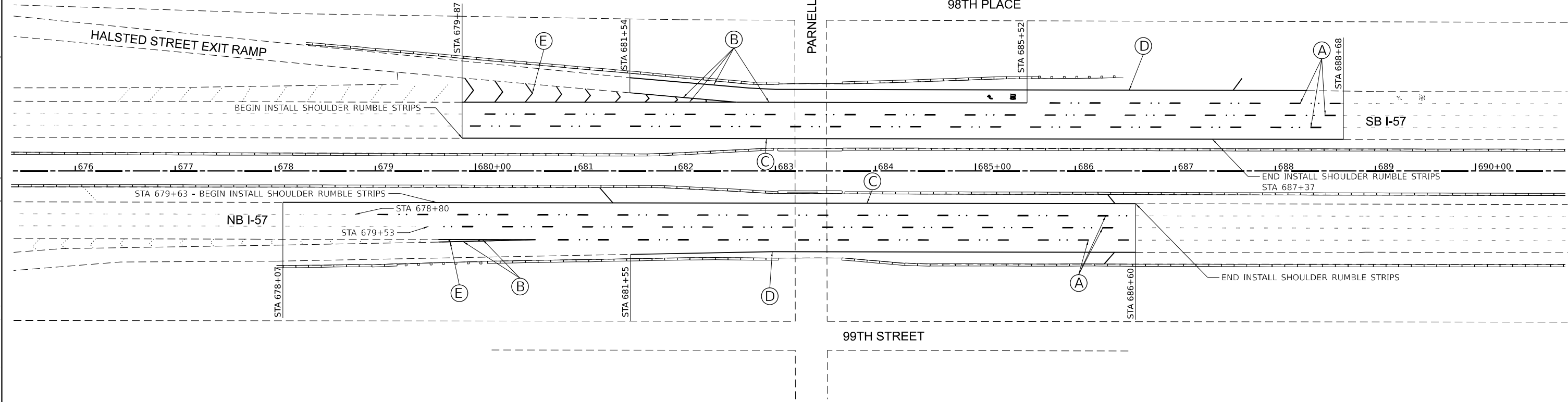
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	22
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- (A) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7" (10' DASH, 30' SKIP, WHITE) (78004635)
- (B) RAISED REFLECTIVE PAVEMENT MARKER REFLECTOR REPLACEMENT (20049100)
- (C) MODIFIED URETHANE PAVEMENT MARKING - LINE 8" WHITE (78009008)
- (D) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" YELLOW (78009004)
- (E) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" WHITE (78009004)
- (F) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" WHITE (78009012)

MODEL: D:\p1\11...
 FILE NAME: P11...
 ID: 0104008501002 (ENG) - PTB 1954016 Phase II Vpr VprEngineering\WG_09... I-57 at Parnell Ave\500 Drawings\502_CADD_Street\0152\000-0157-rm-pmk.dwg



USER NAME = kmaus	DESIGNED - KH	REVISED -
DRAWN - KMM	REVISED -	
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL AND PAVEMENT MARKING PLAN - I57
I-57 AT PARNELL AVENUE

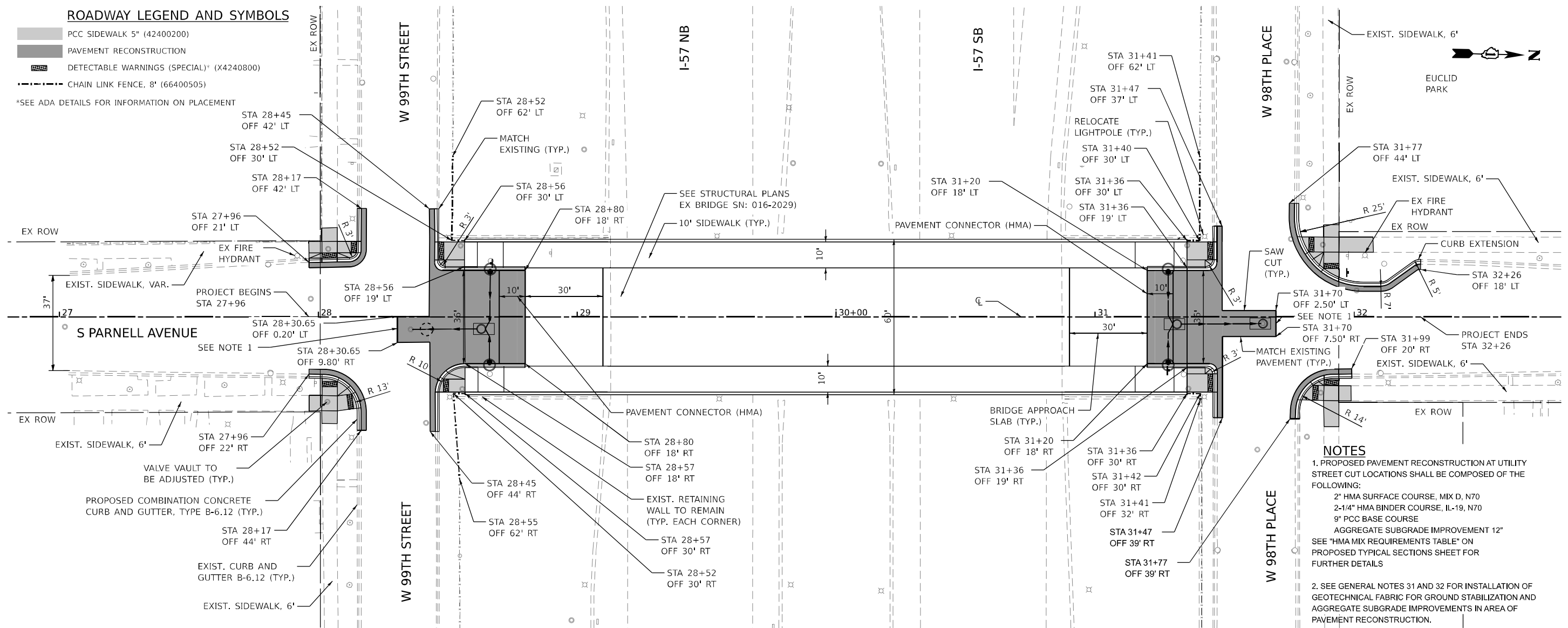
SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 23
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

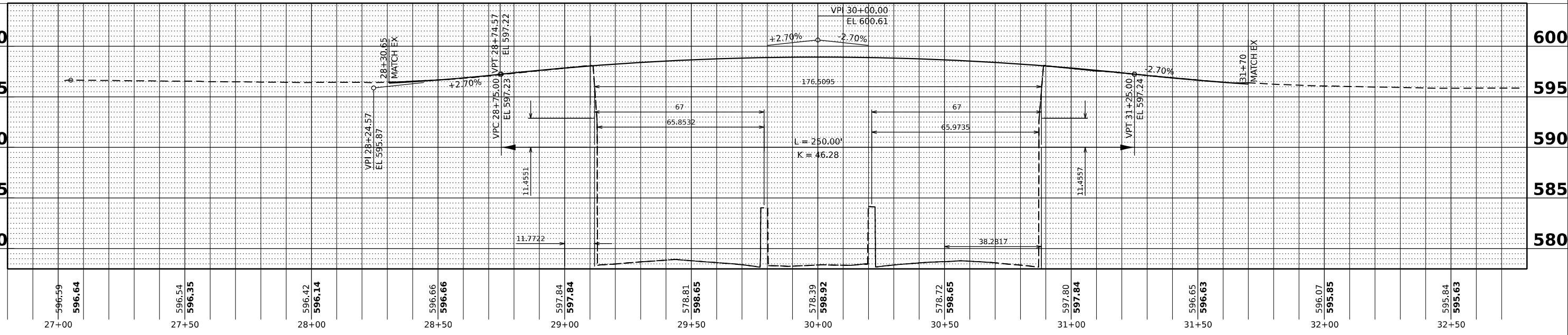
ROADWAY LEGEND AND SYMBOLS

- PCC SIDEWALK 5" (42400200)
- PAVEMENT RECONSTRUCTION
- DETECTABLE WARNINGS (SPECIAL)* (X4240800)
- CHAIN LINK FENCE, 8" (66400505)

*SEE ADA DETAILS FOR INFORMATION ON PLACEMENT



- NOTES**
1. PROPOSED PAVEMENT RECONSTRUCTION AT UTILITY STREET CUT LOCATIONS SHALL BE COMPOSED OF THE FOLLOWING:
 - 2" HMA SURFACE COURSE, MIX D, N70
 - 2-1/4" HMA BINDER COURSE, IL-19, N70
 - 9" PCC BASE COURSE
 - AGGREGATE SUBGRADE IMPROVEMENT 12"
 SEE "HMA MIX REQUIREMENTS TABLE" ON PROPOSED TYPICAL SECTIONS SHEET FOR FURTHER DETAILS
 2. SEE GENERAL NOTES 31 AND 32 FOR INSTALLATION OF GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND AGGREGATE SUBGRADE IMPROVEMENTS IN AREA OF PAVEMENT RECONSTRUCTION.



MODEL: Plan 1 (2024) FILE NAME: P102025 - IDOT\040058-01-002 (ENG) - FTB 106.016 Phase II For Not Engineering\10.09 - 157 at Parnell Ave\500 Drawings\502 CADD Sheets\D16700_sht-PEP.dgn



USER NAME = kmaus
 PLOT SCALE = 0.1667" / in.
 PLOT DATE = 04/17/2023

DESIGNED - KH
 DRAWN - KMM
 CHECKED - AP
 DATE - 04/17/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -



**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

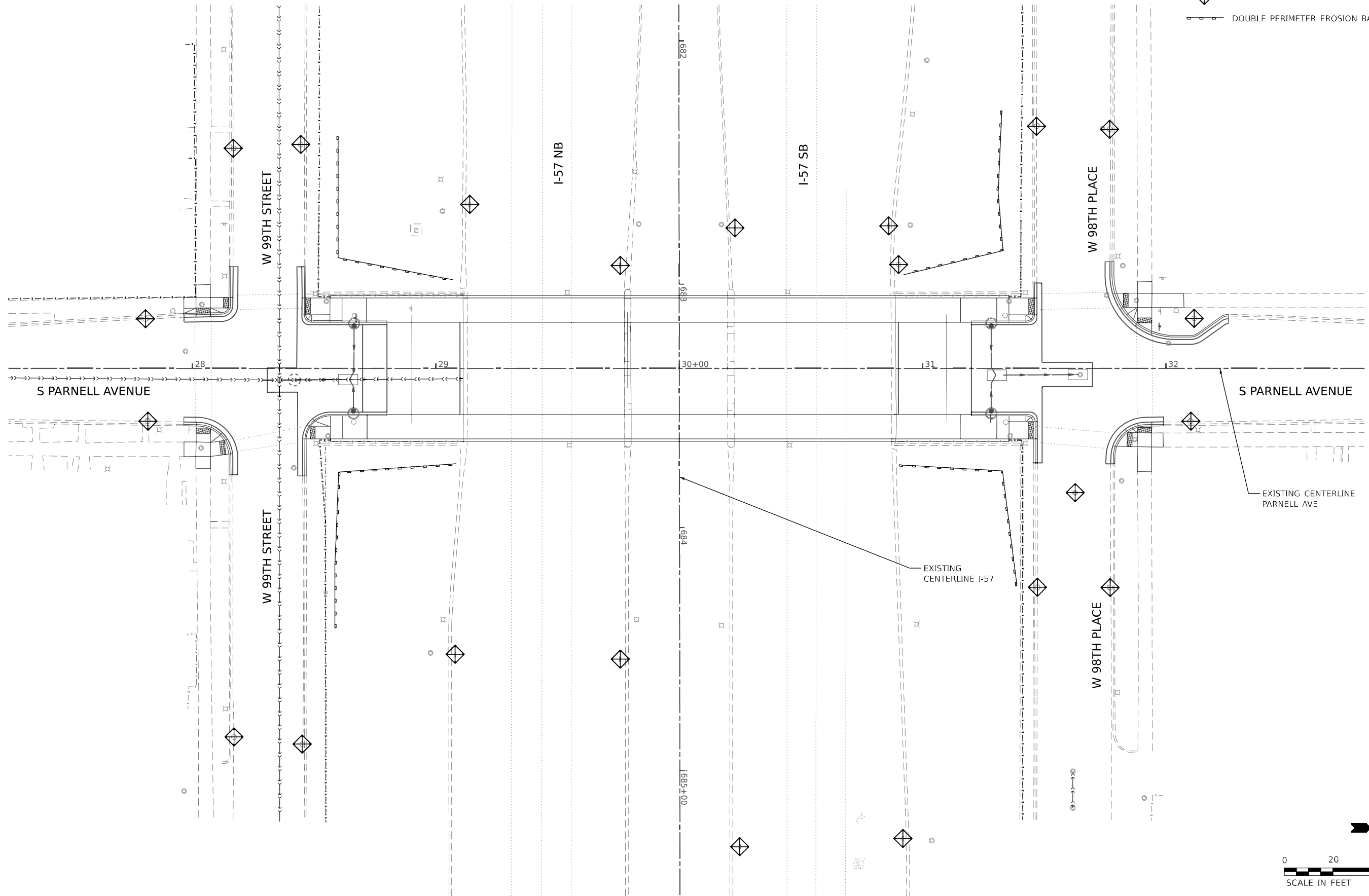
**PROPOSED PLAN AND PROFILE
 I-57 AT PARNELL AVENUE**

SCALE: 1:20 SHEET 1 OF 1 SHEETS STA. 26+80 TO STA. 32+80

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	24
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

LEGEND

-  INLET FILTER (28000510)
-  DOUBLE PERIMETER EROSION BARRIER (28000400)



MODEL: Default
 FILE NAME: 201500_Drawing1502_CADD_Sheets1D162P00-Plt-Erosion.dgn

Bowman
 19 South LaSalle St. Suite 2110
 Chicago, Illinois 60603
 312-464-0800
 www.bowman.com

USER NAME = kmaus	DESIGNED - KH	REVISED -
PLOT SCALE = 40,0000 * / in.	DRAWN - KMM	REVISED -
PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
	DATE - 04/17/2023	REVISED -

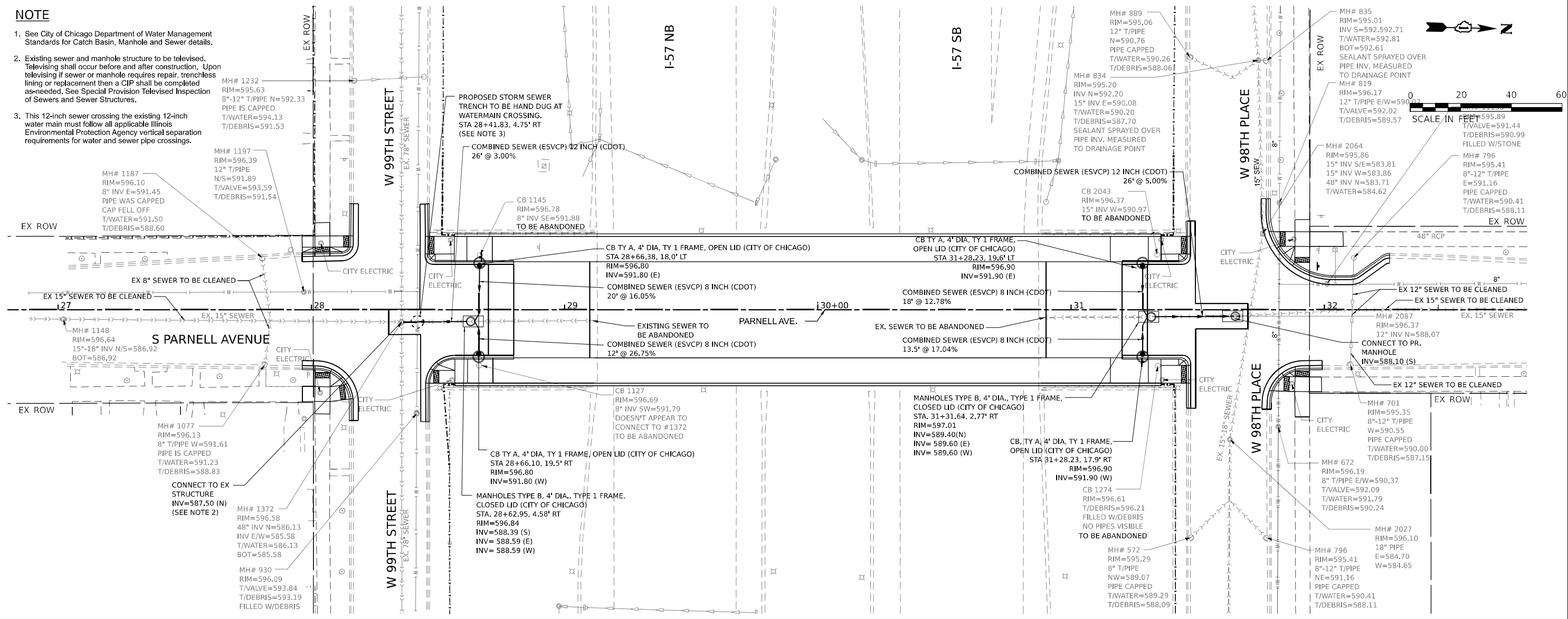
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN	
I-57 AT PARNELL AVENUE	
SCALE: 1:20	SHEET OF SHEETS STA. TO STA.

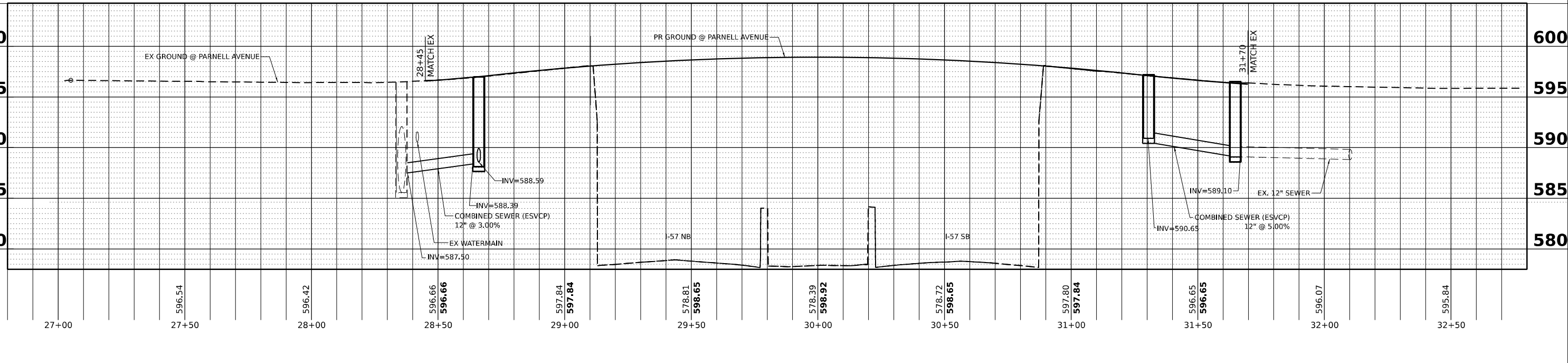
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	25
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

NOTE

- See City of Chicago Department of Water Management Standards for Catch Basin, Manhole and Sewer details.
- Existing sewer and manhole structure to be televised. Televising shall occur before and after construction. Upon televising if sewer or manhole requires repair, trenchless lining or replacement then a CIP shall be completed as-needed. See Special Provision Televised Inspection of Sewers and Sewer Structures.
- This 12-inch sewer crossing the existing 12-inch water main must follow all applicable Illinois Environmental Protection Agency vertical separation requirements for water and sewer pipe crossings.



MODEL: Plan 1 (10-1) FILE NAME: P1000055 - IDOT\040058-01-002 (ENG) - FTB 106.016 Phase II For Not Engineering\NO.09 - 157 at Parnell Ave\500 Drawings\502 CADD Sheets\12700-seh-DrainP&P.dgn

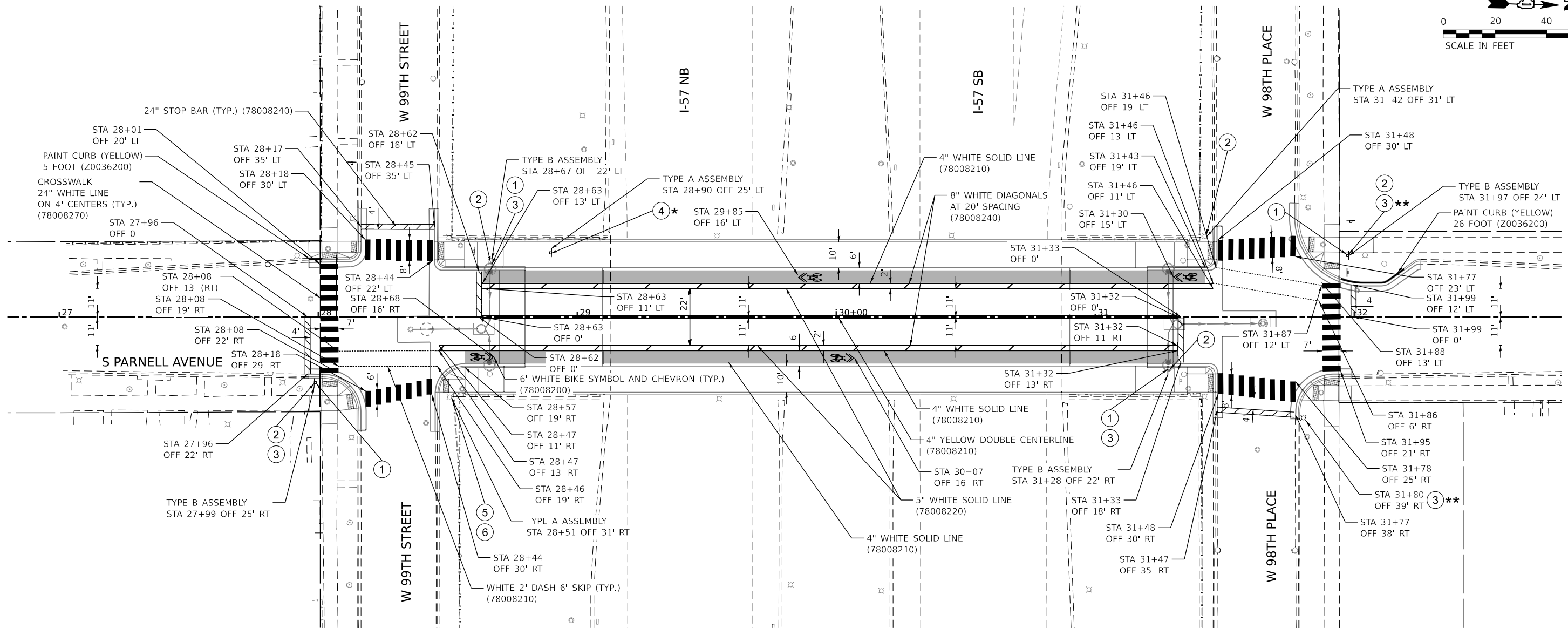
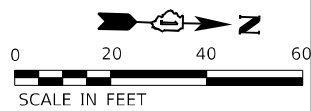


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PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
	DATE - 04/17/2023	REVISED -

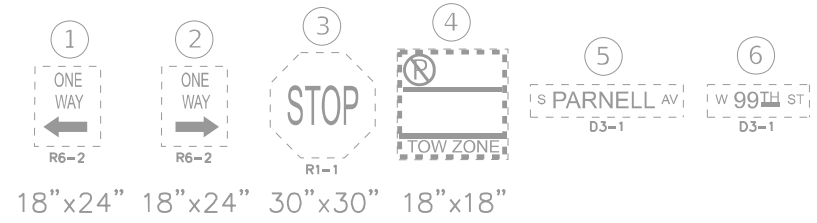
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE
I-57 AT PARNELL AVENUE
 SCALE: 1:20 SHEET 1 OF 1 SHEETS STA. 26+80 TO STA. 32+80

F.A.I. RTE. = 57	SECTION = 2021-063-B	COUNTY = COOK	TOTAL SHEETS = 103	SHEET NO. = 26
CONTRACT NO. = 62P00			ILLINOIS FED. AID PROJECT	



EXISTING SIGN LEGEND



NOTES
 ALL NEW CURB INSTALLATION ADJACENT TO FIRE HYDRANTS MUST BE PAINTED "SAFETY YELLOW" FOR 15 FEET ON EACH SIDE OF THE FIRE HYDRANT EXCEPT WHERE THE 15 FOOT DIMENSION INTERSECTS A CROSSWALK, DRIVEWAY, OR SIMILAR FEATURE.
 * SIGN TO BE REMOVED AND REPLACED WITH NEW SIGN
 ** SIGN TO BE UTILIZED IN PARNELL AVE MOT SCHEME AND RETURNED TO ORIGINAL LOCATION

MODEL: Plan 1 (5/1/21)
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USER NAME = kmaus	DESIGNED - KH	REVISED -
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PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

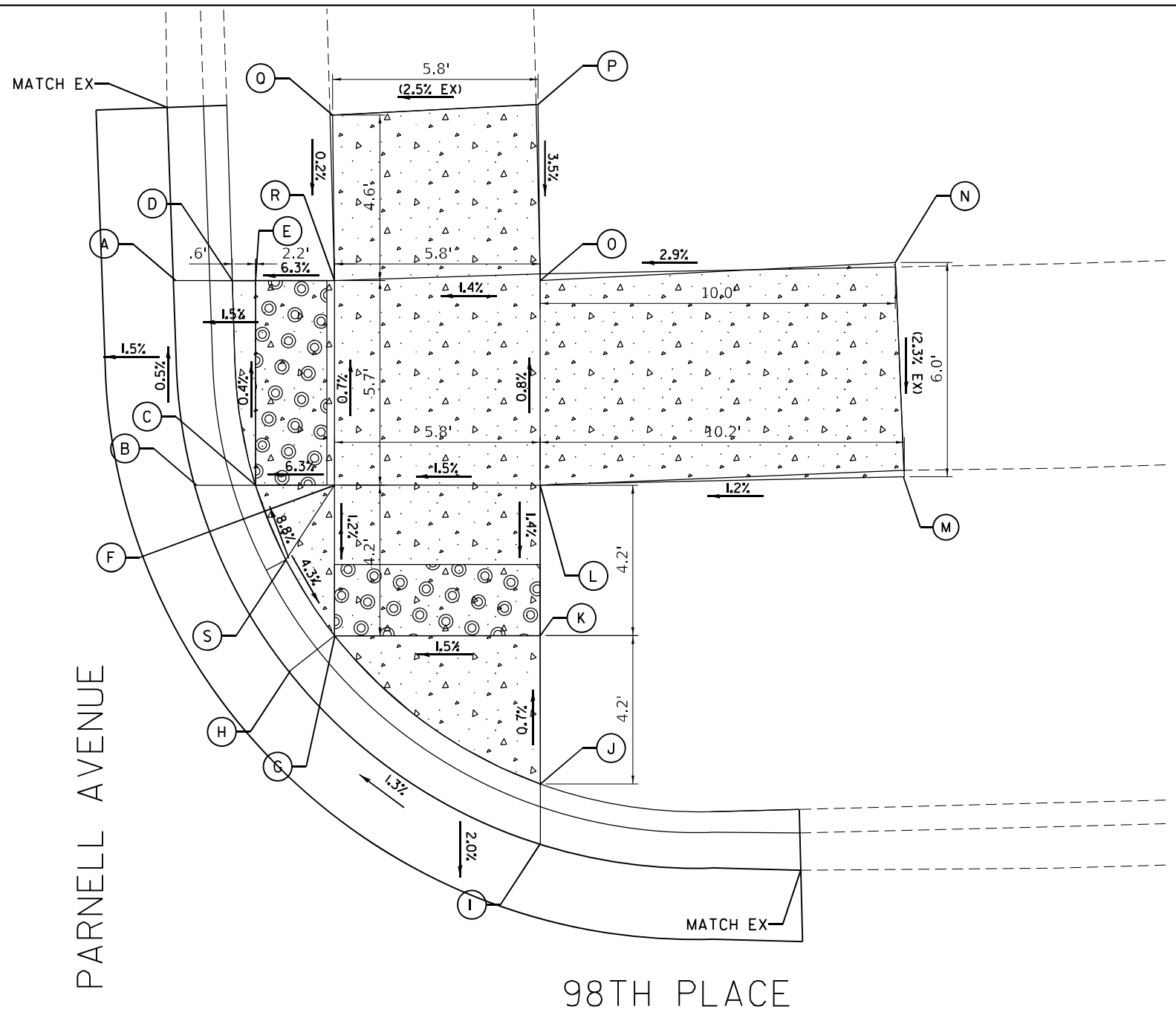
PAVEMENT MARKING AND SIGNING PLAN			
I-57 AT PARNELL AVENUE			
SCALE: 1:20	SHEET 1	OF 1 SHEETS	STA. 26+80 TO STA. 32+80

F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 27
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

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NORTHEAST CORNER

	STATION	OFFSET	ELEVATION
A	31+94.26	22.11	595.66
B	31+88.50	22.56	595.69
C	31+88.46	24.20	595.70
D	31+94.22	23.70	595.65
E	31+94.20	24.35	595.66
F	31+88.42	26.42	595.84
G	31+84.19	26.32	595.79
H	31+83.24	25.05	595.80
I	31+78.22	31.94	595.91
J	31+79.89	31.99	595.90
K	31+84.05	32.09	595.87
L	31+88.27	32.19	595.93
M	31+88.44	42.20	596.05
N	31+94.14	42.30	596.19
O	31+94.01	32.33	595.88
P	31+99.20	32.32	596.06
Q	31+99.18	26.55	595.92
R	31+94.15	26.56	595.80
S	31+86.35	25.01	595.90



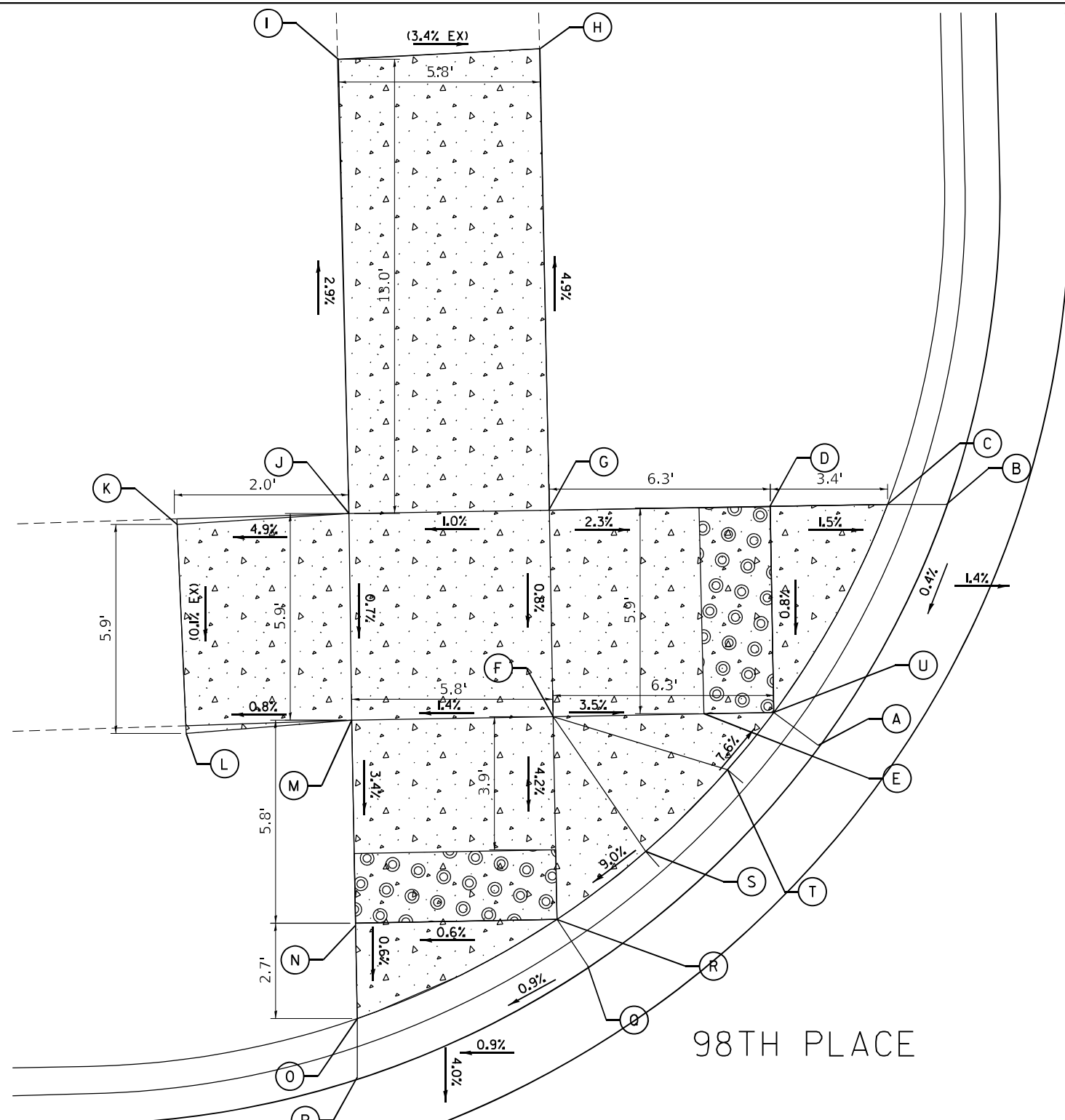
0 2 4
SCALE IN FEET

LEGEND

PROPOSED CONCRETE CURB, TYPE B-6.12
 PROPOSED PCC SIDEWALK, 5 INCH
 DETECTABLE WARNINGS (SPECIAL)

	USER NAME = kmaus	DESIGNED - KH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB RAMP - 98TH PLACE NE CORNER I-57 AT PARNELL AVENUE		F.A.I. RTE. = 57	SECTION = 2021-063-B	COUNTY = COOK	TOTAL SHEETS = 103	SHEET NO. = 28
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	PLOT DATE = 04/17/2023	DATE = 04/17/2023	REVISED -								

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PARNELL AVENUE

98TH PLACE

SCALE IN FEET

LEGEND

- PROPOSED CONCRETE CURB, TYPE B-6.12
- PROPOSED PCC SIDEWALK, 5 INCH
- DETECTABLE WARNINGS (SPECIAL)

NORTHWEST CORNER

	STATION	OFFSET	ELEVATION
A	31+87.34	-17.51	595.90
B	31+94.15	-13.68	595.87
C	31+94.19	-15.36	595.86
D	31+94.22	-18.72	595.91
E	31+88.31	-18.76	595.89
F	31+88.35	-25.09	596.04
G	31+94.27	-25.05	596.06
H	32+07.49	-24.99	595.42
I	32+07.33	-30.77	595.62
J	31+94.31	-30.79	596.00
K	31+94.28	-35.79	595.93
L	31+88.35	-35.86	595.92
M	31+88.39	-30.86	595.96
N	31+82.57	-30.90	595.76
O	31+79.84	-30.91	595.74
P	31+78.17	-30.95	595.75
Q	31+81.20	-24.28	595.80
R	31+82.54	-25.12	595.79
S	31+84.42	-22.53	596.08
T	31+86.70	-20.13	596.05
U	31+88.29	-18.76	595.89



USER NAME = kmaus	DESIGNED - KH	REVISED -
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PLOT SCALE = 4,0000' / in.	CHECKED - AP	REVISOR -
PLOT DATE = 04/17/2023	DATE - 04/17/2023	REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB RAMP - 98TH PLACE NW CORNER
I-57 AT PARNELL AVENUE**

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

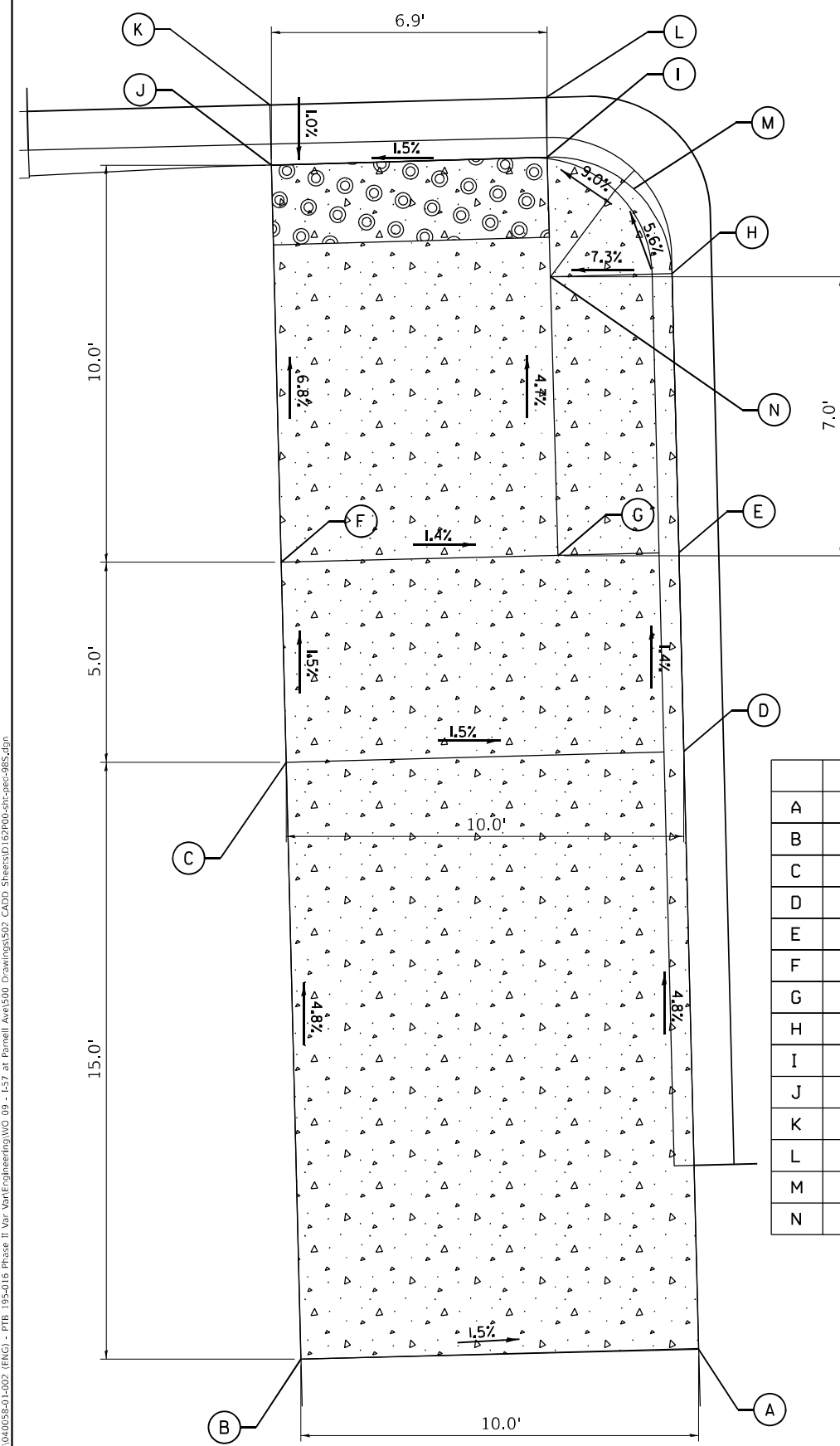
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	29
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

98TH PLACE

98TH PLACE



PARNELL AVENUE



SOUTHWEST CORNER

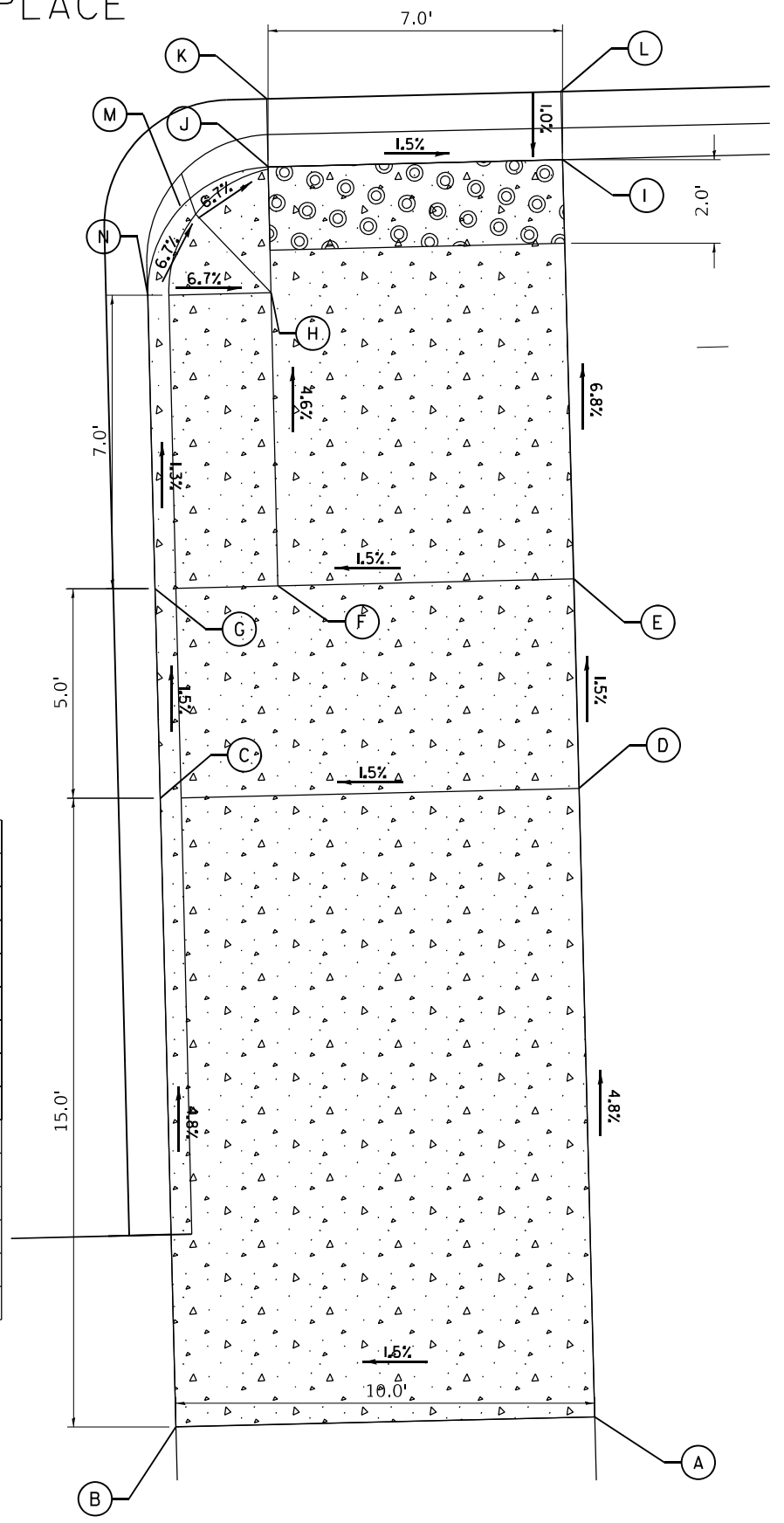
	STATION	OFFSET	ELEVATION
A	31+15.50	-19.50	597.41
B	31+15.50	-29.00	597.56
C	31+30.50	-29.00	596.84
D	31+30.52	-19.50	596.69
E	31+35.52	-19.50	596.62
F	31+35.52	-29.00	596.76
G	31+35.52	-22.04	596.66
H	31+42.53	-19.50	596.55
I	31+45.53	-22.06	596.20
J	31+45.51	-29.00	596.08
K	31+47.02	-29.00	596.10
L	31+47.03	-22.06	596.20
M	31+44.66	-20.38	596.41
N	31+42.53	-22.06	596.33

SOUTHEAST CORNER

	STATION	OFFSET	ELEVATION
A	31+15.52	29.00	597.55
B	31+15.52	19.00	597.40
C	31+30.54	19.50	596.68
D	31+30.53	29.00	596.83
E	31+35.53	29.00	596.76
F	31+35.54	21.94	596.64
G	31+35.54	19.50	596.61
H	31+42.54	21.94	596.32
I	31+45.54	28.98	596.08
J	31+45.54	21.95	596.19
K	31+47.16	21.95	596.20
L	31+47.16	28.98	596.10
M	31+44.66	20.19	596.35
N	31+42.54	19.50	596.52

LEGEND

- PROPOSED CONCRETE CURB, TYPE B-6.I2
- PROPOSED PCC SIDEWALK, 5 INCH
- DETECTABLE WARNINGS (SPECIAL)



MODEL: D:\p\h\j\...
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 DATE: 04/17/2023

Bowman 19 South LaSalle St. Suite 2110 Chicago, Illinois 60603 312-454-0360 www.bowman.com	USER NAME = kmaus	DESIGNED - KH	REVISED -
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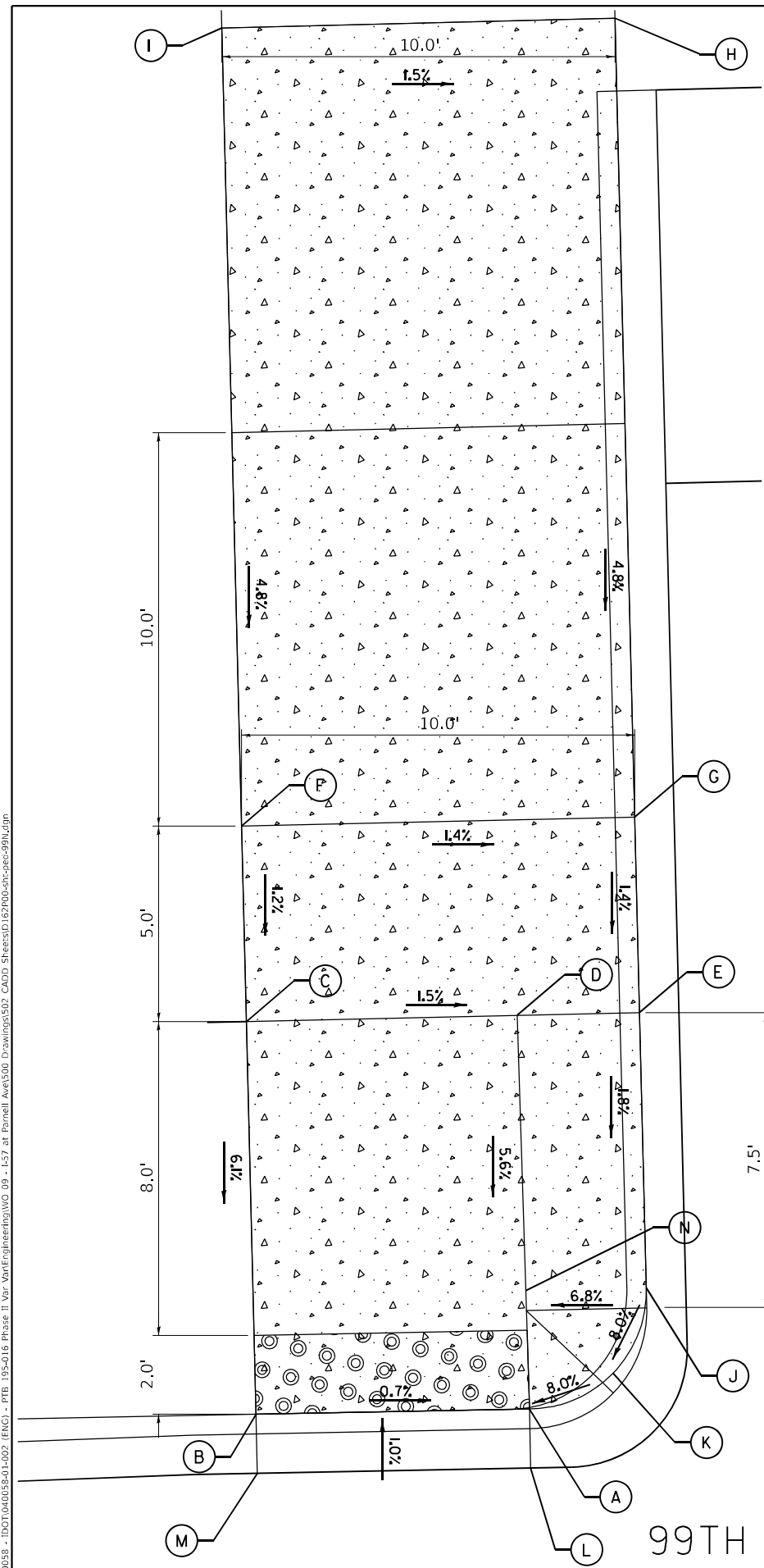
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP - 98TH PLACE SE & SW CORNER
I-57 AT PARNELL AVENUE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	30
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

MODEL: D:\cadd\1954\16 Phase II For Vof\Engineering\99_09_157 at Parnell Ave\500 Drawings\99_09_157 at Parnell Ave\500 CADD Streets\99_09_157 at Parnell Ave.dwg
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NORTHWEST CORNER

	STATION	OFFSET	ELEVATION
A	28+46.44	-22.05	595.93
B	28+46.48	-29.00	595.98
C	28+56.47	-29.00	596.59
D	28+56.45	-22.11	596.49
E	28+56.45	-19.50	596.44
F	28+61.43	-29.00	596.65
G	28+61.42	-19.50	596.51
H	28+81.72	-19.50	597.47
I	28+81.72	-29.00	597.62
J	28+49.45	-19.50	596.31
K	28+47.32	-20.04	596.12
L	28+44.95	-22.06	595.95
M	28+44.98	-29.01	596.00
N	28+49.45	-22.07	596.10

NORTHEAST CORNER

	STATION	OFFSET	ELEVATION
A	28+46.71	23.25	596.18
B	28+45.17	29.00	596.10
C	28+46.67	29.00	596.08
D	28+48.03	29.00	596.10
E	28+48.01	24.00	596.16
F	28+56.66	24.00	596.68
G	28+56.68	29.00	596.75
H	28+56.64	19.50	596.60
I	28+61.68	29.00	596.83
J	28+61.64	19.50	596.68
K	28+81.74	19.50	597.47
L	28+81.74	29.00	597.62
M	28+49.94	21.75	596.31



LEGEND

- PROPOSED PCC SIDEWALK, 5 INCH
- DETECTABLE WARNINGS (SPECIAL)
- PROPOSED CONCRETE CURB, TYPE B-6.I2

PARNELL AVENUE

99TH STREET

99TH STREET



USER NAME = kmaus
 DESIGNED - KH
 DRAWN - KMM
 PLOT SCALE = 4,0000' / in.
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 PLOT DATE = 04/17/2023

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

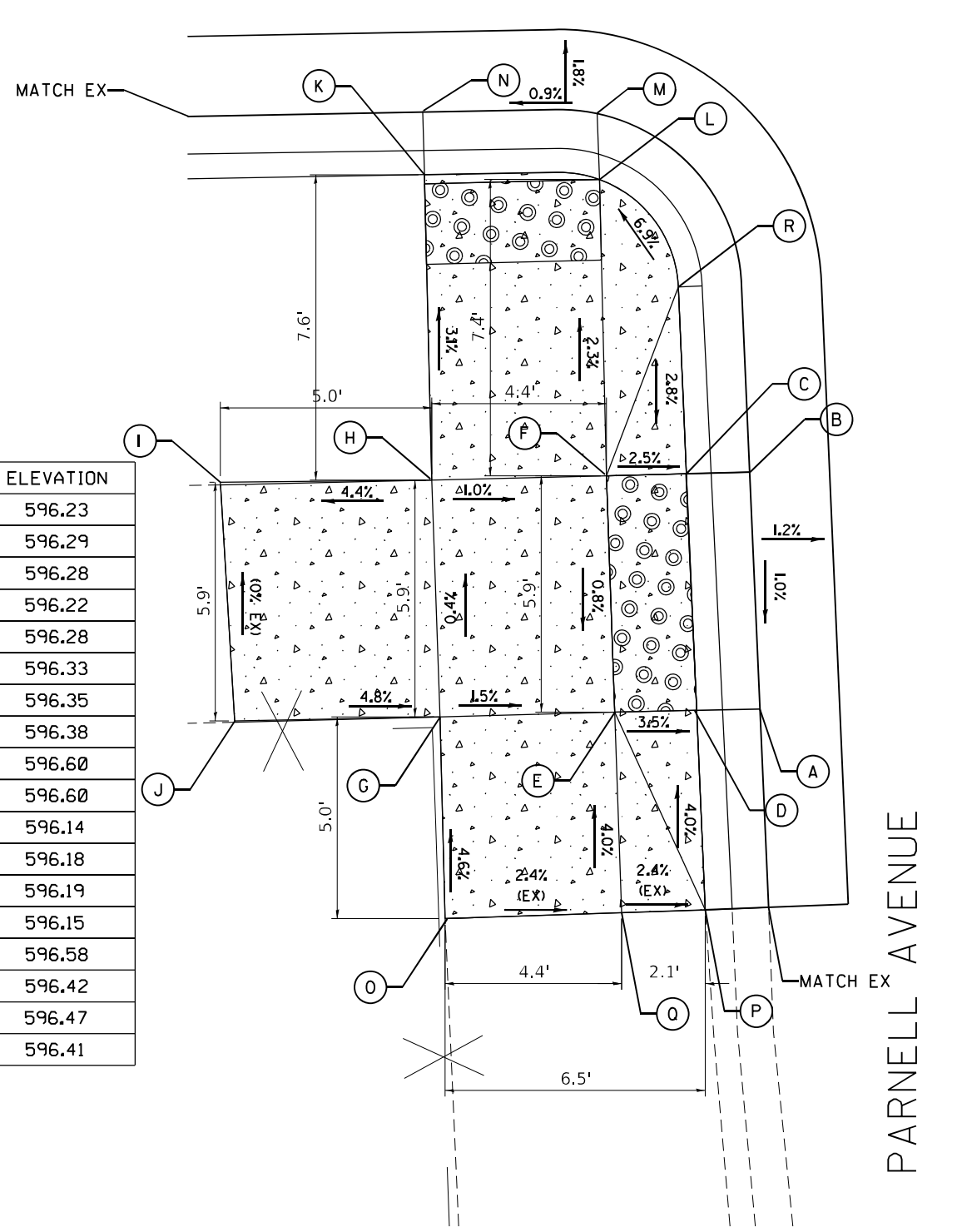
CURB RAMP - 99TH STREET NE & NW CORNER
 I-57 AT PARNELL AVENUE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	31
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

99TH STREET

99TH STREET

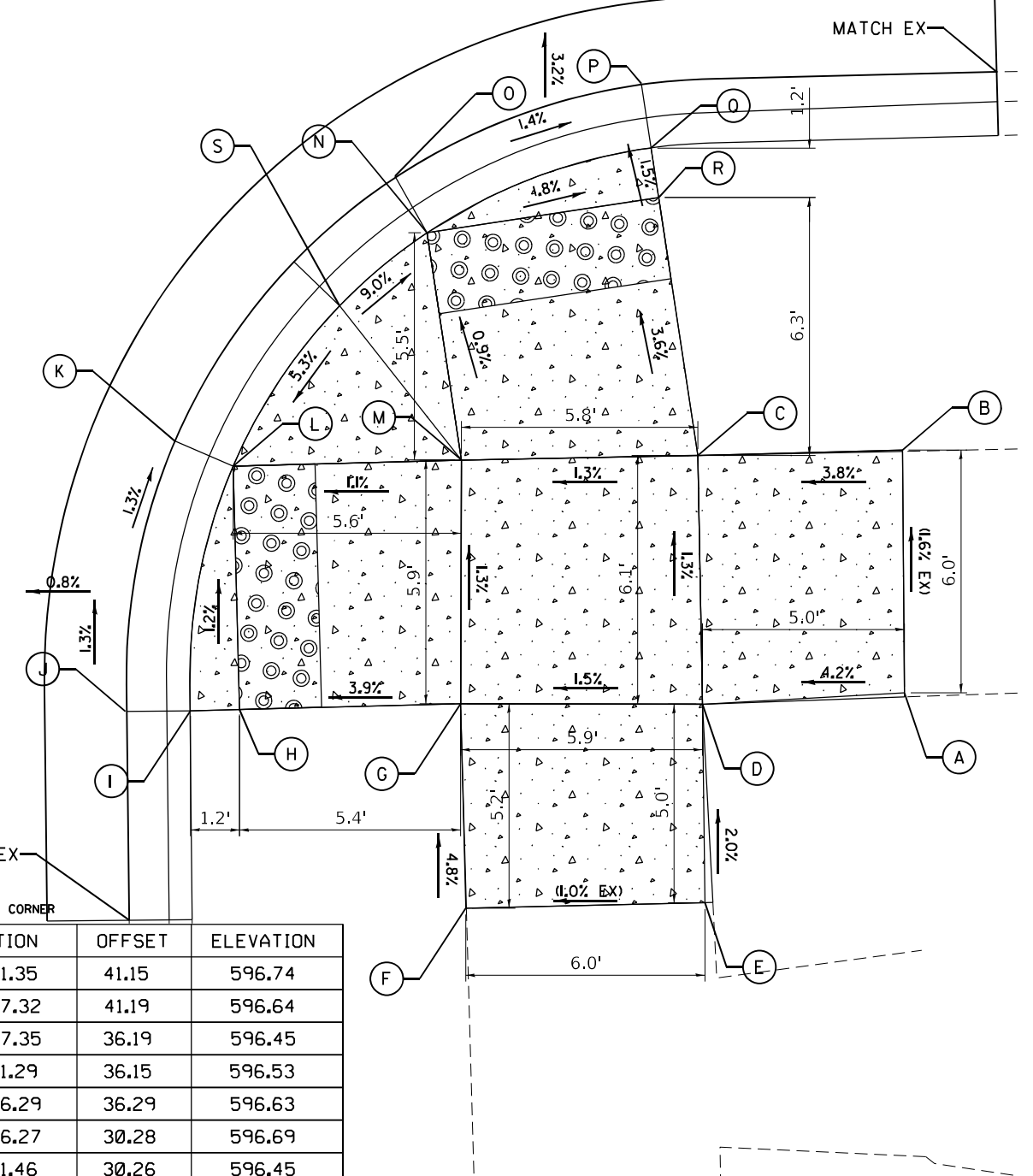


SOUTHWEST CORNER

	STATION	OFFSET	ELEVATION
A	28+01.38	-21.12	596.23
B	28+07.32	-21.24	596.29
C	28+07.31	-22.85	596.28
D	28+01.38	-22.78	596.22
E	28+01.39	-24.78	596.28
F	28+07.31	-24.84	596.33
G	28+01.38	-29.15	596.35
H	28+07.31	-29.21	596.38
I	28+07.32	-34.21	596.60
J	28+01.38	-34.21	596.60
K	28+14.96	-29.21	596.14
L	28+14.73	-24.83	596.18
M	28+16.39	-24.85	596.19
N	28+16.55	-29.21	596.15
Ø	27+96.33	-29.16	596.58
P	27+96.39	-22.64	596.42
Q	27+96.37	-24.73	596.47
R	27+96.37	-24.73	596.41

PARNELL AVENUE

PARNELL AVENUE



SOUTHEAST CORNER

	STATION	OFFSET	ELEVATION
A	28+01.35	41.15	596.74
B	28+07.32	41.19	596.64
C	28+07.35	36.19	596.45
D	28+01.29	36.15	596.53
E	27+96.29	36.29	596.63
F	27+96.27	30.28	596.69
G	28+01.46	30.26	596.45
H	28+01.44	24.87	596.24
I	28+01.44	23.67	596.22
J	28+01.47	22.08	596.23
K	28+08.04	23.42	596.32
L	28+07.38	24.86	596.31
M	28+07.39	30.43	596.37
N	28+12.94	29.72	596.32
Ø	28+14.34	28.94	596.33
P	28+16.44	35.03	596.21
Q	28+14.87	35.18	596.20
R	28+13.66	35.45	596.22
S	28+11.22	27.55	596.57



LEGEND

— PROPOSED CONCRETE CURB, TYPE B-6J2

▮ PROPOSED PCC SIDEWALK, 5 INCH

DETECTABLE WARNINGS (SPECIAL)

MODEL: P:\62p00 - IDOT\040059\01-002 (ENG) - PTB - 1954-016 Phase II For Van/Engineering\WO_09 - I-57 at Parnell Ave\500 Drawings\502 CADD Streets\I57R00-200-sbc-99s.dwg



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP - 99TH STREET SE & SW CORNER
I-57 AT PARNELL AVENUE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	32
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				














GENERAL NOTES:

- THIS PROJECT COVERS THE REPLACEMENT OF PARNELL AVENUE BRIDGE DECK AND SUPERSTRUCTURE RESULTING IN THE REPLACEMENT OF UNDER DECK AND OVER DECK LIGHTING. THE UNDER DECK LIGHTING OVER I-57 IS OWNED AND MAINTAINED BY IDOT WHERE AS THE OVER DECK LIGHTING ON THE BRIDGE IS OWNED AND MAINTAINED BY CDOT.
- THE PROJECT LIMITS ALONG PARNELL AVENUE ARE BETWEEN 99th STREET AND 98th PLACE, A DISTANCE OF APPROXIMATELY 400 FEET.
- THE EXISTING UNDERPASS LIGHTING IS CONNECTED TO EXISTING LIGHTING CONTROLLER "A" WHICH SHALL CONTINUE TO FEED TO TEMPORARY LIGHTING LUMINAIRES AND PROPOSED LIGHTING LUMINAIRES DURING AND AFTER CONSTRUCTION.
- THE EXISTING UNDERPASS LIGHTING SHALL BE REMOVED WHEN THE BRIDGE DECK ALONG WITH BEAMS ARE REMOVED. MAINLINE LIGHTING SHALL PROVIDE LIGHTING FOR THIS PORTION OF THE ROADWAY DURING CONSTRUCTION. THE PROPOSED UNDERPASS LUMINAIRES SHALL BE INSTALLED DURING CONSTRUCTION OF THE NEW DECK.
- THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES. MEADE ELECTRIC CO. DISTRICT 1 ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES, CALL MEADE ELECTRIC CO. TRANSFER IDOT MAINTAINED EQUIPMENT TO THE CONTRACTOR BEFORE THE START OF ANY WORK. THEIR PHONE NUMBER IS 773-287-7672. THE CONTRACTOR SHALL ALSO CONTACT 811 CHICAGO (DIGGER) AT 312-744-7000 TO LOCATE CITY OF CHICAGO EQUIPMENT AND UNDERGROUND CABLES.
- THE LIGHTING SYSTEM INSTALLATION SHALL CONFORM TO THE LATEST NEC, IDOT STANDARDS, CDOT STANDARD AND LOCAL CODES.
- ALL ELECTRICAL EQUIPMENT AND PRODUCT SHALL BE UL LISTED AND LABELED.
- THE CONTRACTOR SHALL SUBMIT CDOT EQUIPMENT CATALOG CUTS TO:
CHICAGO DOT
2 N LASALLE ST, SUITE 1110
CHICAGO, IL 60602
CALL (312) 744-3600 TO COORDINATE.
- THE CONTRACTOR SHALL PICK UP LIGHTING HARDWARE SUPPLIED BY THE CITY AND SALVAGE AT CITY'S DIVISION OF ELECTRICAL OPERATIONS LOCATED AT 2451 S. ASHLAND AVENUE, CHICAGO, IL.
- THE COST OF DELIVERING SALVAGED LIGHTING HARDWARE TO CITY OF CHICAGO (CDOT) IS INCLUDED IN PAY ITEM 84200500 REMOVAL OF LIGHTING UNIT, SALVAGE.
- MAINTENANCE OF THE LIGHTING SYSTEMS ON THE BRIDGE AND BENEATH THE BRIDGE SHALL BE INCLUDED IN PAY ITEM Z0033028 MAINTENANCE OF LIGHTING SYSTEM.
- THE CITY OF CHICAGO (CDOT) LUMINAIRE, LIGHT POLE AND MAST ARM SHALL BE SUPPLIED BY CDOT AND SHALL BE INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT BE PAID SEPARATELY, TO FURNISH THIS LIGHTING UNIT COMPLETE.


BILL OF MATERIALS

DESCRIPTION	UNIT	IDOT QUANTITY
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	330
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	20
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	582
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"	EACH	8
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"	EACH	2
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18"x18"x8"	EACH	2
UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	177
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1136
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	125
LUMINAIRE, LED, UNDERPASS, SUSPENDE, OUPUT DESIGNATION D	EACH	8
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	1
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	40
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	1
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	16
MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO)	L SUM	1
CABLE IN CONDUIT, TRIPLEX, 2-1/C NO. 6 AND 1-1/C NO. 8 GROUND	FOOT	618
TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	1
LIGHTING UNIT COMPLETE, SPECIAL	EACH	8
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	7

LEGEND

-  CABLE AND CONDUIT
-  UNIT DUCT, 600V, 3-1/C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE
-  EXISTING UNDERPASS LUMINAIRE TO BE REMOVED AND SALVAGED
-  PROPOSED UNDERPASS LIGHTING LUMINAIRE SUSPENDE MOUNT
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"
-  JUNCTION BOX, STAINLESS STEEL ATTACHED TO STRUCTURE, 18"x18"x8" WITH OVERCURRENT PROTECTION
-  CDOT EXISTING LIGHTING CONTROLLER, PEDESTAL MOUNTED TO REMAIN
-  EXISTING LIGHTING UNIT TO REMAIN
-  CDOT EXISTING LIGHTING UNIT MOUNTED ON BRIDGE, TO BE REMOVED AND SALVAGED
-  CDOT PROPOSED LIGHTING UNIT MOUNTED ON BRIDGE
-  CDOT PROPOSED LIGHTING UNIT MOUNTED ON GROUND
-  TEMPORARY WOOD POLE, 50' MH, 15' MAST, TEMPORARY LED LUMINAIRE

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 AMES Engineering, Inc. CONSULTING ENGINEERS 6330 Belmont Road, Suite 4B Downers Grove, IL 60515	USER NAME =	DESIGNED - MB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

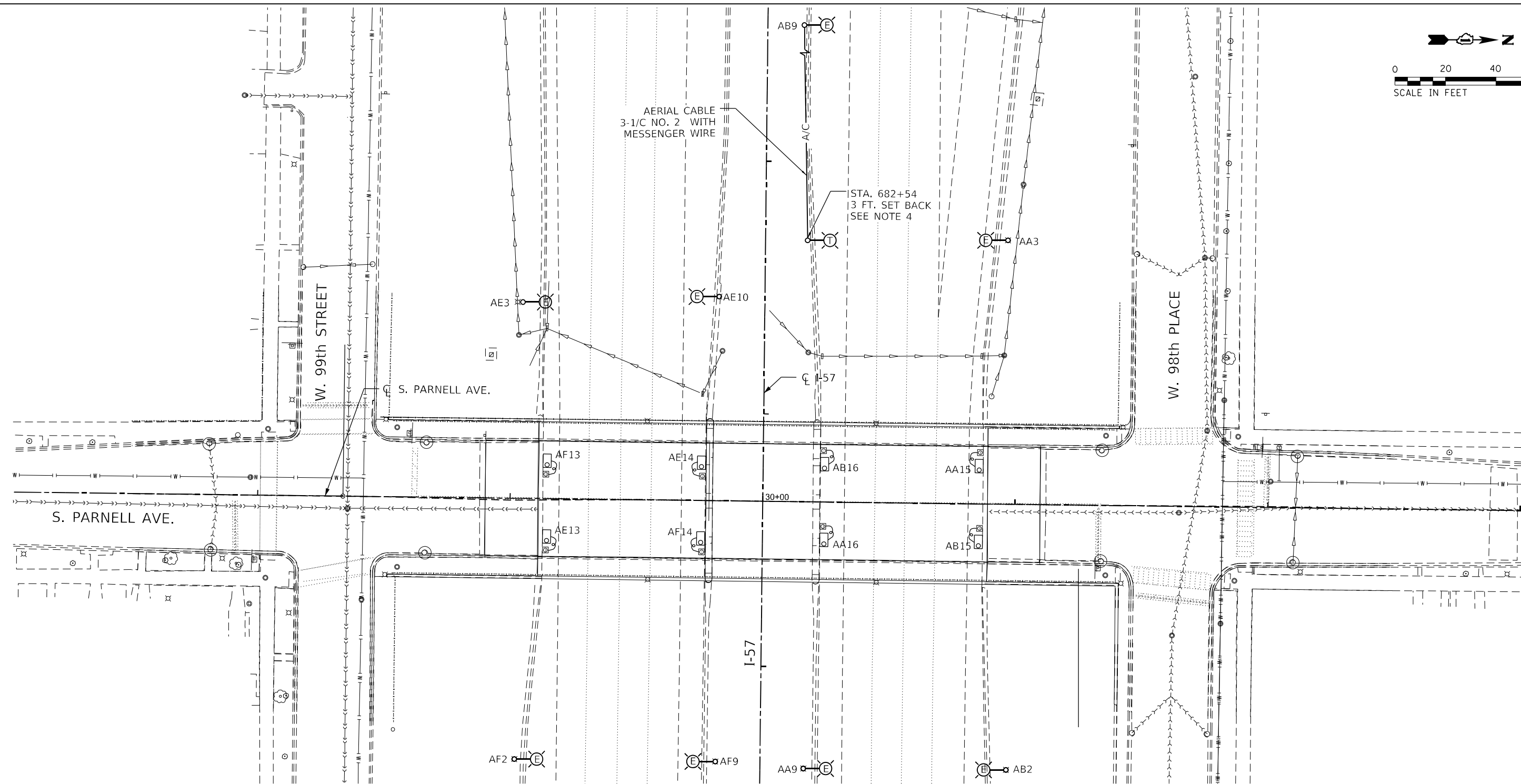
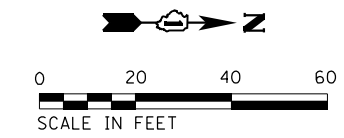
**GENERAL NOTES, BILL OF MATERIALS AND LEGEND
I-57 AT PARNELL AVENUE**

SCALE: NONE

SHEET S-SHT\$OF STOT\$ SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK		
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

EL-01



NOTES:

1. THE CIRCUITS USED FOR EXISTING UNDERPASS LIGHTING SHALL BE REUSED FOR TEMPORARY LIGHTING. AS NEEDED, MAINLINE SHALL PROVIDE TEMPORARY LIGHTING UNLESS PORTIONS OF THE DECK ARE IN PLACE.
2. THE EXISTING UNDERPASS LUMINAIRES SUSPENDED FROM DECK SHALL BE REMOVED AND SALVAGED PER LATEST INSTRUCTIONS FROM IDOT.
3. LIGHTING CIRCUITS A, B AND E, F OF LIGHTING CONTROLLER "A" ALSO PROVIDE FEED TO I-57 EXPRESSWAY LIGHTING UNITS. THEREFORE THE CONTRACTOR SHALL BE CAREFUL TO DISCONNECT ONLY UNDERPASS LIGHTING UNITS WITHOUT DISRUPTING THE FEED TO OTHER LIGHTING UNITS GETTING POWER FROM THE CONTROLLER.
4. A TEMPORARY POLE SHALL BE INSTALLED BEHIND THE WALL ACROSS FROM POLE AA3. THE TEMPORARY WOOD POLE SHALL BE FED FROM THE EXISTING LIGHTING UNIT AB9.

LEGEND

- EXISTING HPS UNDERPASS LUMINAIRE TO BE REMOVED AND SALVAGED
- EXISTING JUNCTION BOX ATTACHED TO STRUCTURE TO BE REMOVED
- TEMPORARY WOOD POLE, 50' MH. 15' MAST ARM, TEMPORARY LED LUMINAIRE
- AERIAL CABLE 3-1/C NO. 2 WITH MESSENGER WIRE
- EXISTING LIGHTING UNIT TO REMAIN

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 Downers Grove, IL 60515

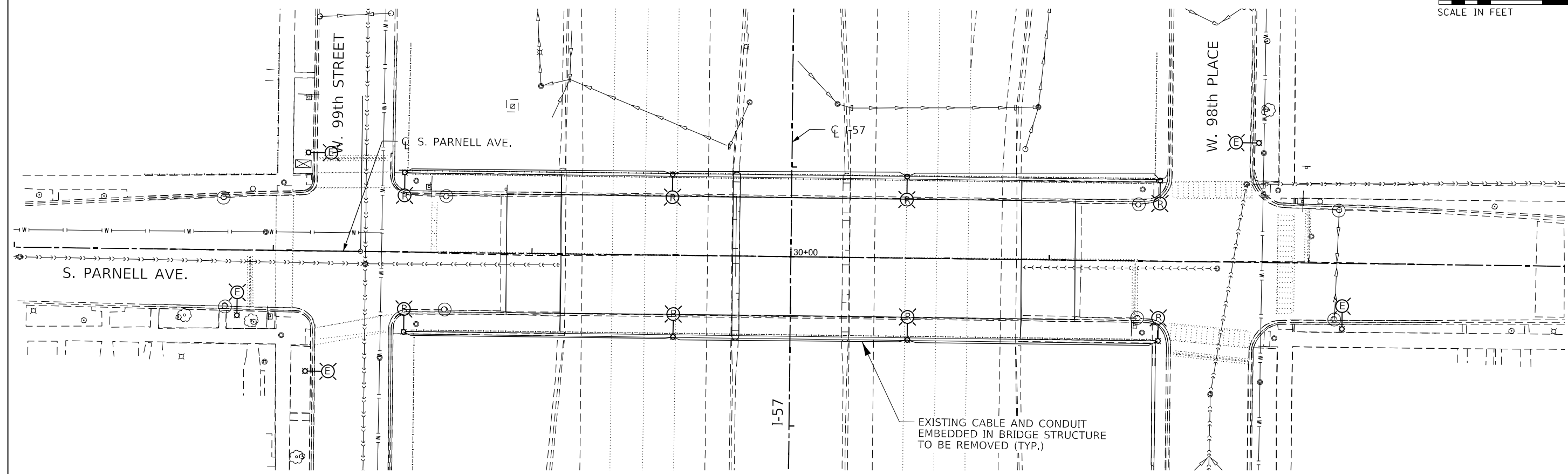
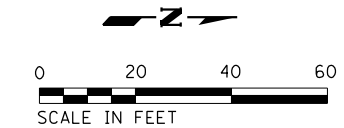
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT UNDERPASS LIGHTING REMOVAL AND TEMPORARY PLAN
I-57 AT PARNELL AVENUE
 SCALE: 1"=20' SHEET S-SHTS OF STOTS SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	34
CONTRACT NO.			62P00	
ILLINOIS FED. AID PROJECT				





EL-02



NOTES:

1. WHEN PARNELL AVENUE BRIDGE OVER I-57 IS UNDER CONSTRUCTION, THE EXISTING BEAMS AND DECK SHALL BE TOTALLY REMOVED RESULTING IN THE REMOVAL OF EXISTING LIGHTING UNITS MOUNTED ON BRIDGE STRUCTURE.
2. AS PER THE DECISION OF CITY OF CHICAGO, CDOT, THE REMOVED ITEMS SHALL BE INSPECTED FOR SERVICEABILITY AND SALVAGED, EITHER FOR REUSE OR STOCKING, AS DETERMINED AT THE TIME OF CONSTRUCTION OF NEW BRIDGE.
3. THE LIGHTING CABLE AND CONDUIT RUNS SHOWN AS EMBEDDED IN THE BRIDGE IS BASED ON CITY OF CHICAGO EDISON SERVICE ATLAS NO. 0-45 (EL-06) THESE SHALL BE REMOVED AND DISPOSED OF.
4. THE FEED TO THE LIGHTING UNITS MOUNTED ON THE BRIDGE IS FROM EXISTING PEDESTAL MOUNTED STREET LIGHTING CONTROLLER LOCATED IN GROUP 17 AS SHOWN IN EDISON SERVICE ATLAS NO. 0-45. (EL-06) IT ALSO FEEDS TO LIGHT 99th STREET AND SOUTH PARNELL AVE. AS SHOWN ON CITY OF CHICAGO STREET LIGHTING ATLAS NO. 0-46 (EL-07).
5. TO AVOID USE OF AERIAL CABLES OVER THE BRIDGE DURING CONSTRUCTION, THE LIGHTING LOAD AS SHOWN ON ATLAS NO. 0-46 (EL-07) SHALL BE TEMPORARILY CONNECTED TO LIGHTING CONTROLLER OF GROUP 3, BY USING AERIAL CABLES.
6. THE FEED TO EXISTING LIGHT POLES MOUNTED ON EACH SIDE OF THE BRIDGE AND CLOSER TO LIGHTING CONTROLLER OF GROUP 17 IS TO BE DISCONNECTED FOR REMOVAL OF ALL LIGHT POLES LOCATED ON THE BRIDGE. THE UNDERGROUND WIRES REMOVED FROM SUCH POLE FOUNDATIONS SHALL BE IDENTIFIED AND PROTECTED AS THESE SHALL BE REUSED WHEN BRIDGE CONSTRUCTION IS COMPLETE AND PROPOSED LIGHT POLES ARE ERECTED FOR SERVICE.
7. SIMILARLY AS EXPLAINED IN NOTE 6 ABOVE THE FEED FROM THE LAST POLES MOUNTED ON THE BRIDGE CLOSE TO 99th STREET SHALL BE DISCONNECTED FOR REMOVAL OF LIGHT POLES MOUNTED ON BRIDGE. THE WIRES SO DISCONNECTED SHALL BE IDENTIFIED AND PROTECTED FOR REUSE WHEN PROPOSED LIGHT POLES ARE MOUNTED ON BRIDGE.

LEGEND

-  CDOT EXISTING LIGHT POLE TO REMAIN.
-  CDOT EXISTING LIGHT POLE TO BE REMOVED.
-  CDOT EXISTING, LIGHTING CONTROLLER, PEDESTAL MOUNTED TO REMAIN PROVIDING 240VAC SINGLE PHASE, 2W FEED.
-  CABLE AND CONDUIT EMBEDDED IN STRUCTURE TO BE REMOVED.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

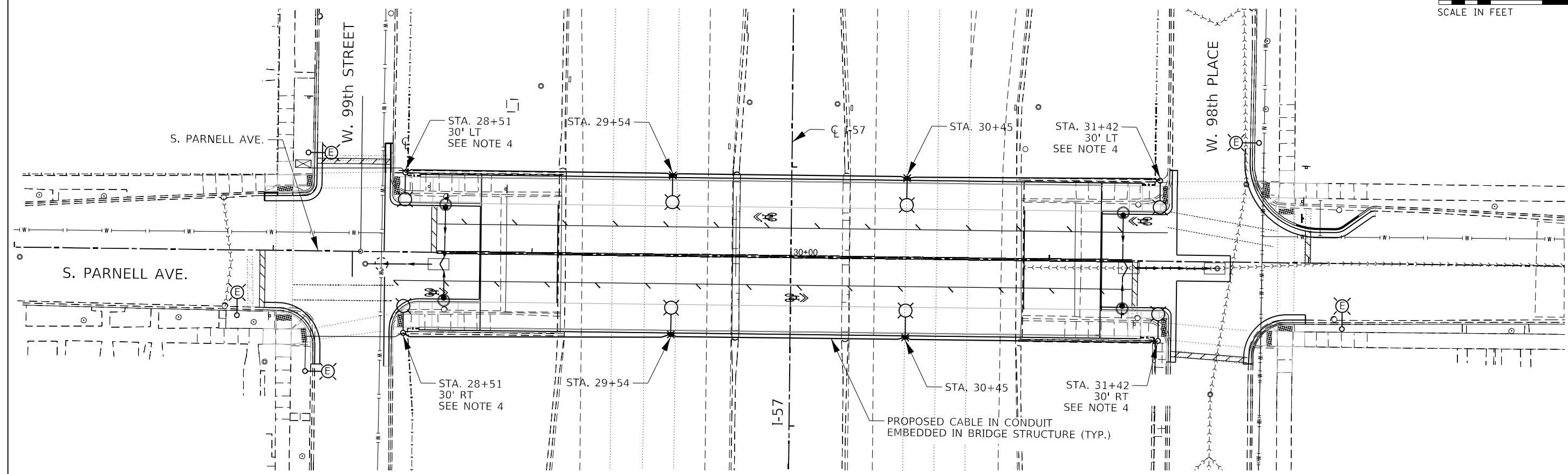
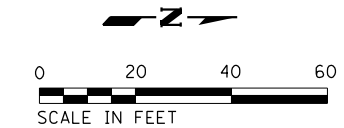
**CDOT REMOVAL PLAN
I-57 AT PARNELL AVENUE**

SCALE: 1"=20'

SHEET S-SHT\$OF STOT\$ SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	36
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

EL-04



NOTES:

1. THE PROPOSED LIGHT POLES MOUNTED ON BRIDGE SHALL HAVE A MOUNTING HEIGHT OF 33' WITH TRUSS TYPE MAST ARM 12' LONG AND 149W LED LUMINAIRE.
2. EXISTING ELECTRIC CABLES FROM EXISTING LIGHTING CONTROLLER LOCATED IN GROUP 17 DISCONNECTED EARLIER AT EACH INTERSECTION SHALL BE TIED INTO PROPOSED ELECTRIC CABLES INSTALLED IN EMBEDDED CONDUITS.
3. AFTER RESUMING NORMAL FEED TO LIGHTING UNITS ON 99th STREET AND S. PARNELL AVE., THE AERIAL CABLES SO USED SHALL BE DISCONNECTED AND REMOVED.
4. THE PROPOSED LIGHTING UNITS SHALL BE FED FROM THE CABLE EMBEDDED IN THE BRIDGE STRUCTURE AND ROUTED TO THE GROUND MOUNTED POLE THROUGH THE CITY OF CHICAGO HANDHOLE OR AS DETERMINED BY THE ENGINEER.

LEGEND

- CDOT EXISTING LIGHT POLE TO REMAIN.
- CDOT PROPOSED LIGHTING UNIT MOUNTED ON BRIDGE
- CDOT PROPOSED LIGHTING UNIT MOUNTED ON GROUND
- CDOT EXISTING PEDESTAL MOUNTED STREET CONTROLLER TO REMAIN PROVIDING 240VAC SINGLE PHASE, 2W FEED.
- CABLE AND CONDUIT EMBEDDED IN BRIDGE STRUCTURE. TRIPLEX, 2-1/C NO. 6 AND 1- 1/C NO. 8 GROUND.

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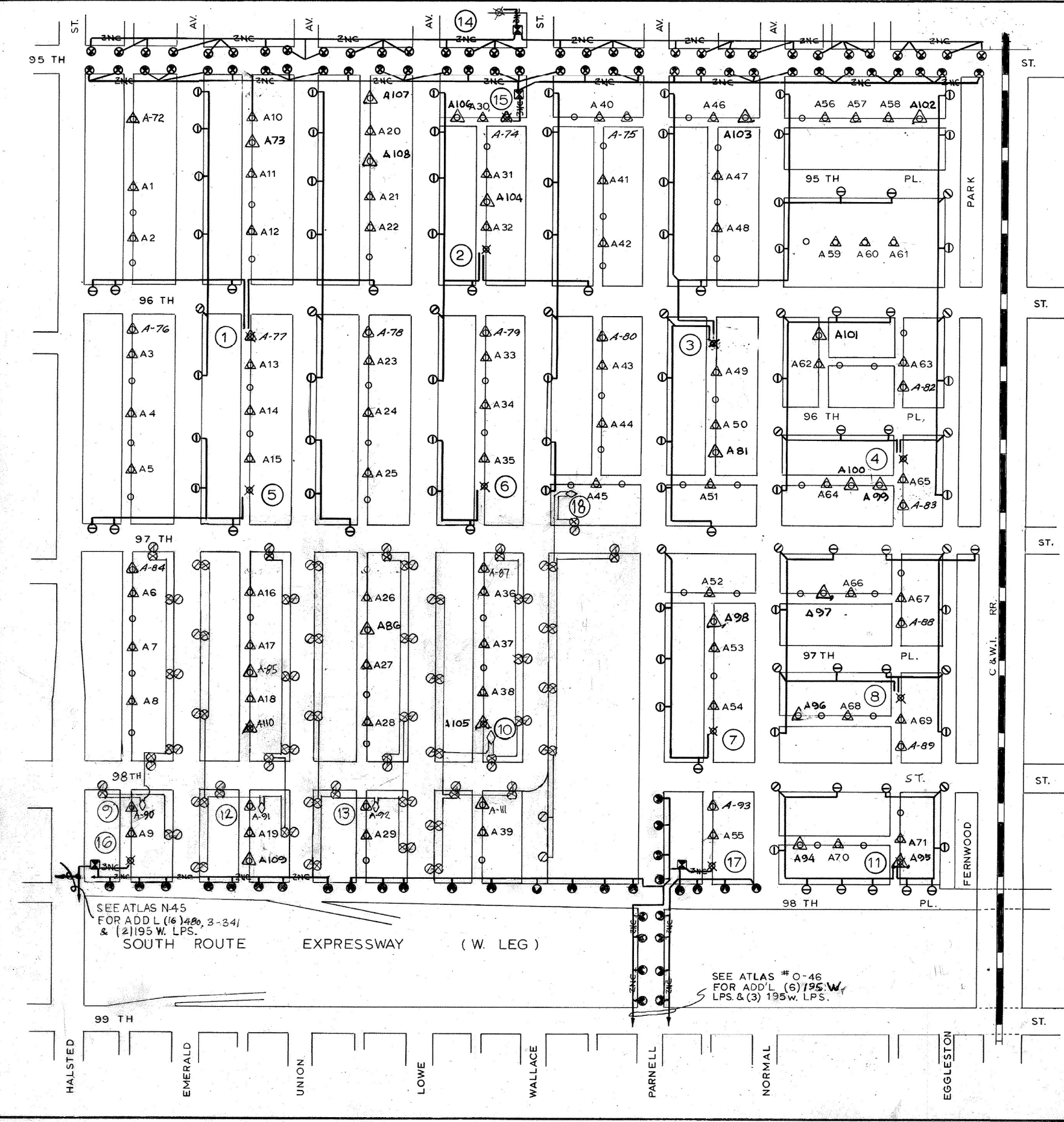
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CDOT PROPOSED PLAN
I-57 AT PARNELL AVENUE**

SCALE: 1"=20'
SHEET S-SHT\$OF STOT\$ SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	37
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

EL-05



SUMMARY				CODE	
GRP. NO.	HIGH PRESS. SOD. LAMPS				
1	480	170	195	341	295
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
TOTAL	16	104	44	67	111

- ⊕ 480 W. HIGH PRESSURE SODIUM VAPOR LUM. (400 W.L.P.) 240 V.
- ⊖ 170 W. HIGH PRESSURE SODIUM VAPOR LUM. (150 W.L.P.) 120 V.
- ⊕ 195 W. HIGH PRESSURE SODIUM VAPOR LUM. (150 W.L.P.) 120 V.
- ⊙ 195 W. HIGH PRESSURE SODIUM VAPOR LUM. (150 W.L.P.) 240 V.
- ⊗ 341 W. H.P.S.V. LUM. (240 V.)
- ⊙ 154 W. LUM. (140 W. L.P.) 240 V.
- △ 295 W. H.P.S. VAPOR LUMINAIRE (90 W. L.P.) PHOTO-ELECT. CELL
- ⊠ POLE MOUNTED CONTROLLER
- ⊡ PEDESTAL MTD. CONTROLLER
- POLE, WOOD, COM. ED. CO.
- ⊗ SERVICE, COM. ED. CO.

K	11333452 14-039/14-041 14-043/14-045	GRP. 1: ADD 3-170W; GRP. 2: ADD 2-170W; GRP. 5: REM. 9-170W; GRP. 6: REM. 9-170W; GRP. 9: REM. 10-170W; ADD 7-154W & 7-68W; GRP. 10: REM. 8-170W; ADD 12-154W & 12-68W; GRP. 12: ADD 12-154W & 12-68W; GRP. 13: ADD 13-154W & 13-68W; GRP. 18: ADD 8-154W & 6-68W.
J	8-12-07 07-072	GRP. 14: REM 1-341W
I	07-22256	GRP. 16: REM. 5-341, 2-195. ADD. 16-480W.
H	7-10-03	CONVERT III ALLEY LIGHTS TO 295 WATT,
G	4-5-90	GRPS. 14, 15, 16, & 17 CONV. TO P.E.
F	4-24-91	ADDED 21 105 W. Lps.
E	6-30-82	53135 ADDED (72) 105 WALLEY LTS.
D	1-29-79	1017004 REM. 103-452 W. LPS & ADDED 30-195 W.LPS, 13-341W.LPS & 71- 215 W. LPS. IN GRPS. 14, 15, 16, & 17
C	8-16-77	1711047 ADDED 11-170 W. H.P.S.V. LUM. LP. TO GRP. 10, DRG.
B	10-18-74	418004 REPLACED (134) 215 W. LPS. TO 170 W. H.P.S.V. LUM. (150 W. LP. 120 V.) & (15) 215 W. LPS. TO 195 W. H.P.S.V. LUM. (150 W. LP. 240 V.)
A	11-27-74	418004 REDRAWN M.D.

REV. DATE W.O. TEXT OF REVISION

CITY OF CHICAGO
DEPARTMENT OF STREETS & SANITATION
DIVISION OF ELECTRICAL ENGINEERING

EDISON SERVICE
ATLAS NO. 0-45

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Downers Grove, IL 60515

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DEPARTMENT OF TRANSPORTATION

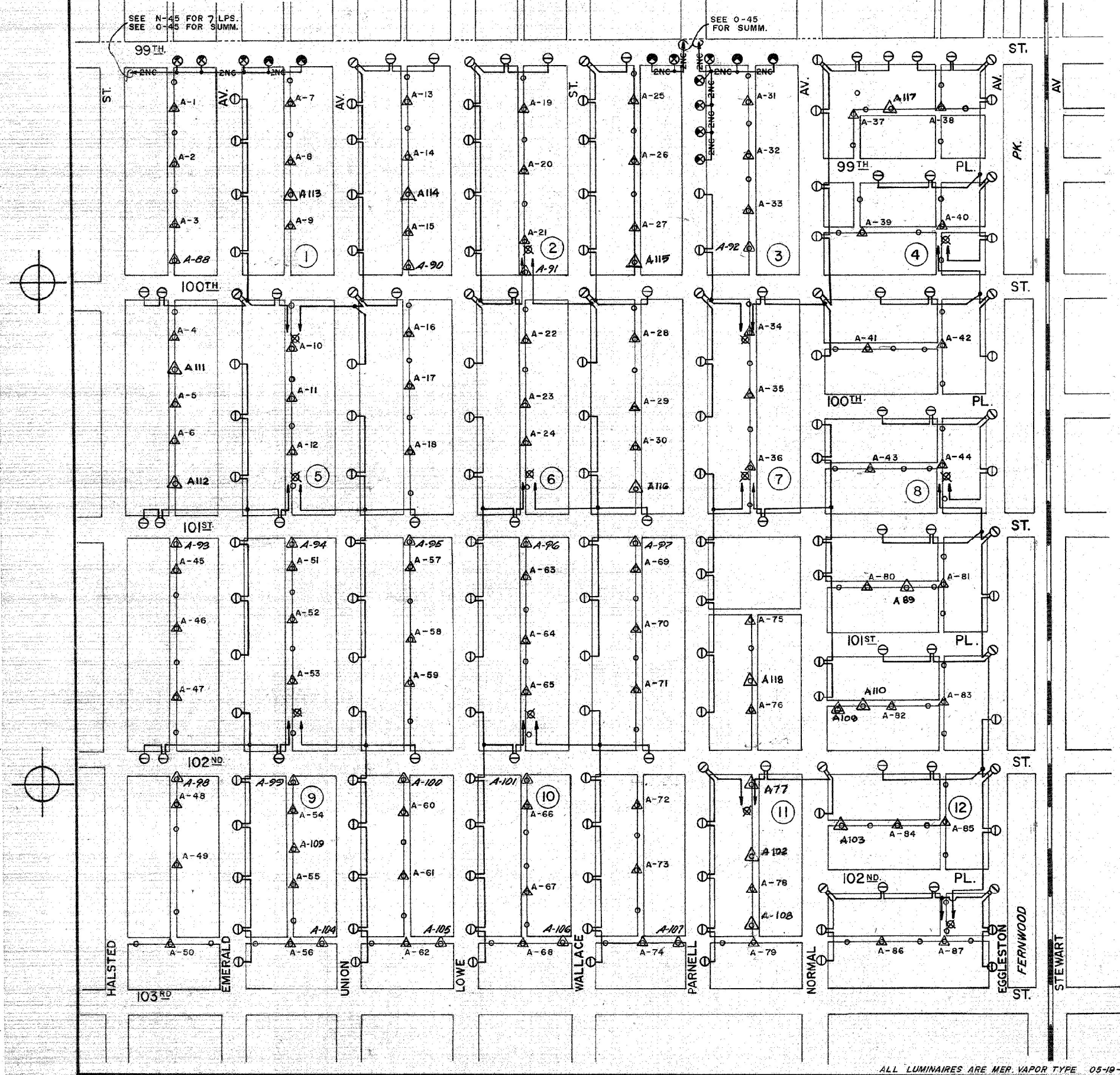
FOR INFORMATION ONLY
CDOT - I-57 AT PARNELL AVENUE

SCALE: 1"=20'

SHEET S-SHTS OF STOTS SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	38
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

EL-06



SUMMARY				CODE	
GRP NO.	HIGH PRESSURE SODIUM LAMPS WATTAGE				
	480	341	195	170	295
1			18		
2			19		
3			14		
4			12		
5			15		
6			12		
7			13		
8			11		
9			16		
10			14		
11			8		
12			13		
13					
14					
15					
16					
17					
18					
19					
20					
Total			165		118

LIGHTS ALLEY

- ⊙ 1103 W. H.P.S.V. LUM. (1000 w. LP.)
- ⊙ 480 W. H.P.S.V. LUM. (400 w. LP.) 240v.
- ⊙ 341 W. H.P.S.V. LUM. (310 w. LP.) 240v.
- ⊙ 195 W. H.P.S.V. LUM. (150 w. LP.) 240v.
- ⊙ 195 W. H.P.S.V. LUM. (180 w. LP.) 120v.
- ⊙ 170 W. H.P.S.V. LUM. (150 w. LP.) 120v.
- ⊙ 295 W. H.P.S.V. AL.LT. (90 w. LP.) 120v.
- ✕ POLE, WOOD, COM. ED. CO.

REV.	DATE	W.O. D.R.G.	TEXT OF REVISION
M	7-10-03		CONVERT 118 ALLEY LIGHTS TO 295 WATT, 2-22-99
N	7-11-92		ADDED 1-105 W. LP.
M	3-26-91		ADDED 21 105 W. Lps.
L	12-27-90	B.IVY	REDRAWN
K	6-28-82	A.W.J.	ADDED (87) 105 W. H.P.S.V. ALLEY LIGHTS CONTRACT 53135

CITY OF CHICAGO
DEPARTMENT OF STREETS & SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

STREET LIGHTING ATLAS NO. 0-46

ALL LUMINAIRES ARE MER. VAPOR TYPE 05-19-61
DATE 106-27-57

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1/11/2022 9:06:17 AM

AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60515

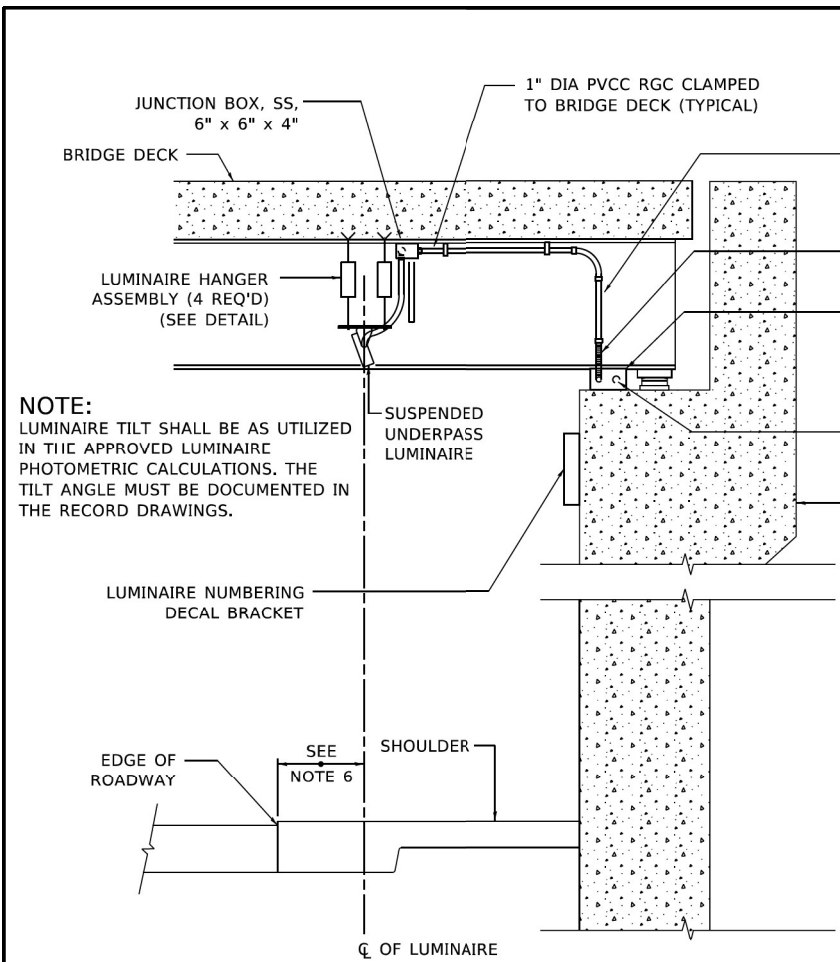
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FOR INFORMATION ONLY
CDOT - I-57 AT PARNELL AVENUE

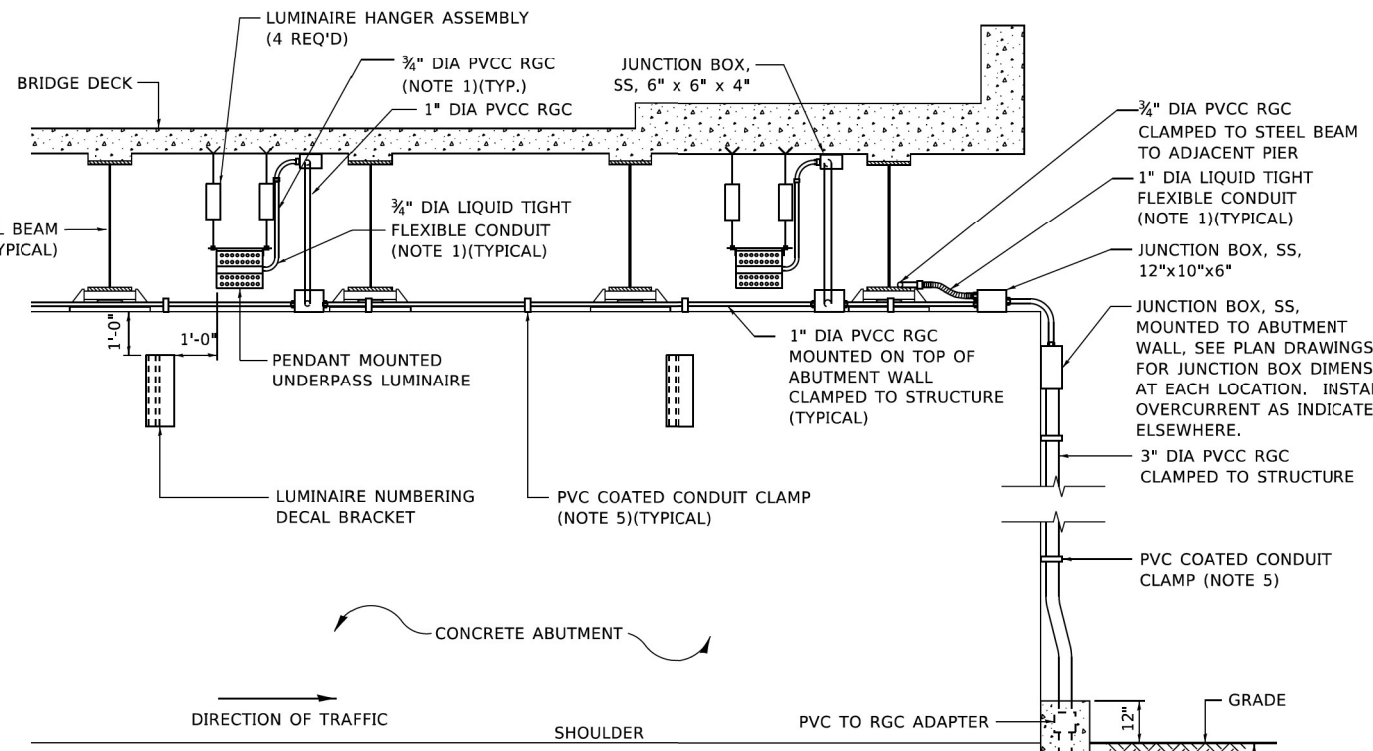
SCALE: 1"=20' SHEET S-SHTS OF STOTS SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	39
			CONTRACT NO. 62P00	
ILLINOIS FED. AID PROJECT				

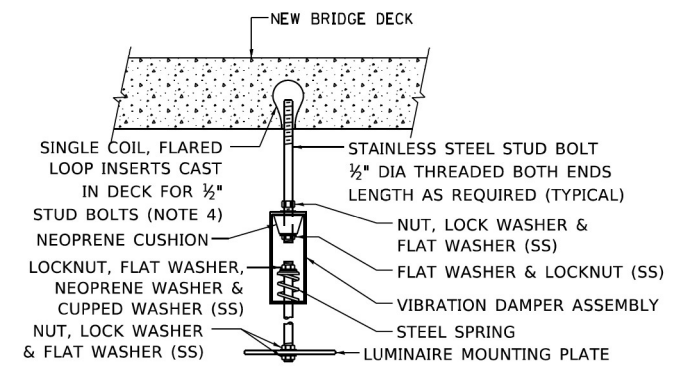
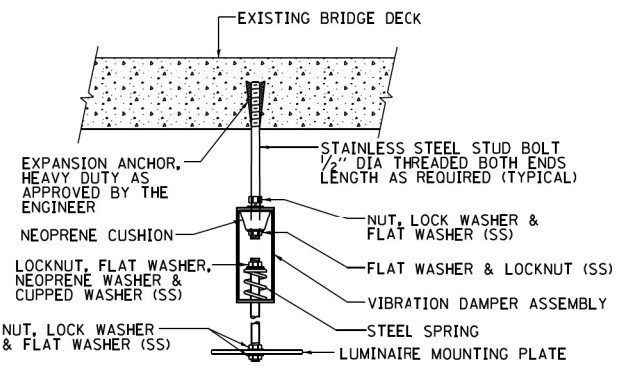
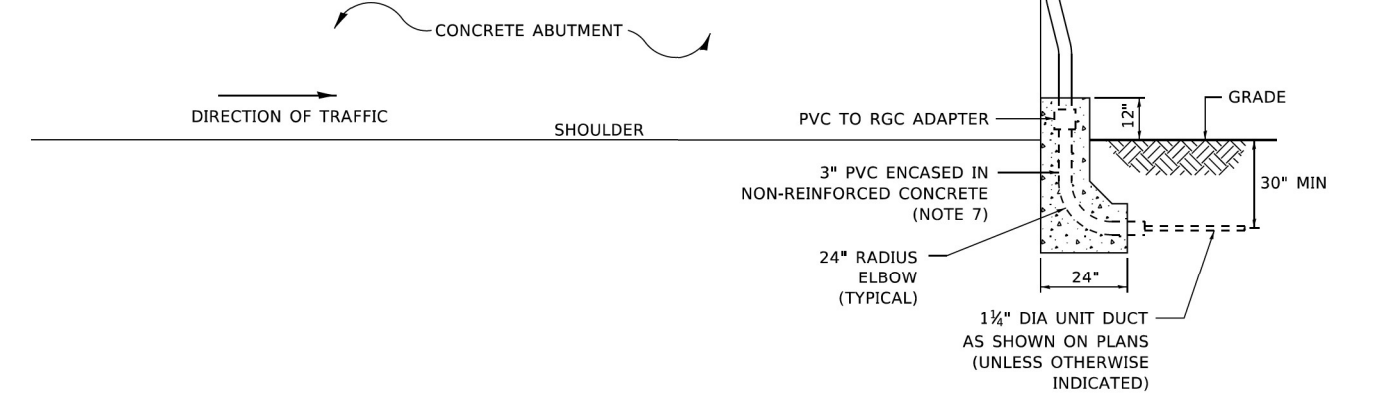
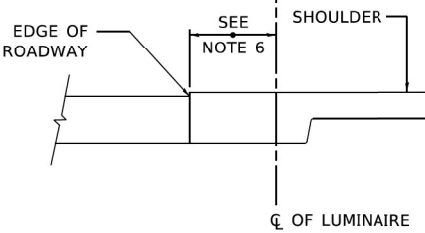


NOTE:
LUMINAIRE TILT SHALL BE AS UTILIZED IN THE APPROVED LUMINAIRE PHOTOMETRIC CALCULATIONS. THE TILT ANGLE MUST BE DOCUMENTED IN THE RECORD DRAWINGS.

1" DIA PVCC RGC CLAMPED TO STRUCTURE TO ADJACENT JUNCTION BOX
1" DIA LIQUID TIGHT FLEXIBLE CONDUIT (NOTE 1)(TYPICAL)
JUNCTION BOX, SS, 12" X 10" X 6"
1" DIA PVCC RGC CLAMPED TO STRUCTURE TO ADJACENT JUNCTION BOX
CONCRETE ABUTMENT



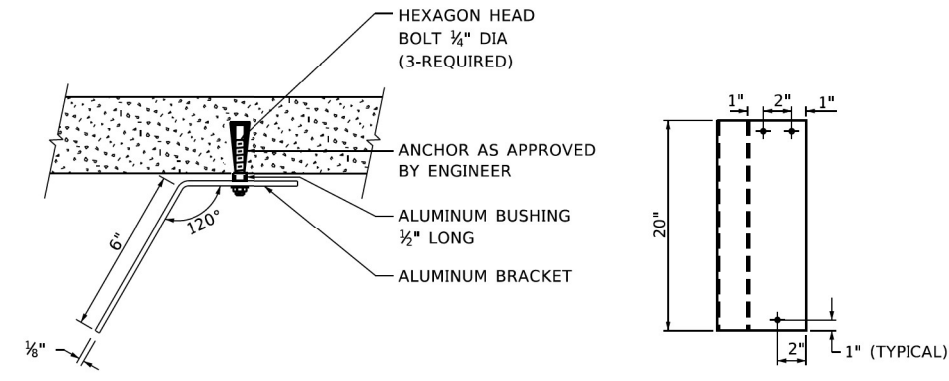
- NOTES:**
- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT " DIA. CONDUIT AND " DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
 - SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
 - THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
 - THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
 - SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
 - ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS
 - THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
 - ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.
 - IN NO INSTANCE SHALL ANY UNDERPASS LUMINAIRE OR ANY OTHER ELECTRICAL EQUIPMENT BE INSTALLED BELOW THE ELEVATION OF THE BOTTOM OF THE BRIDGE BEAM WHEN OVER ANY PAVEMENT (ROADWAY OR SHOULDER).



EXISTING BRIDGE DECK INSTALLATION

NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS

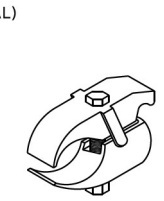


TOP VIEW

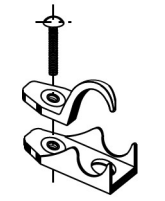
ELEVATION

LUMINAIRE NUMBERING DECAL BRACKET

NOT TO SCALE



PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE



PVC COATED CONDUIT CLAMP
NOT TO SCALE

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	CHECKED - BL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

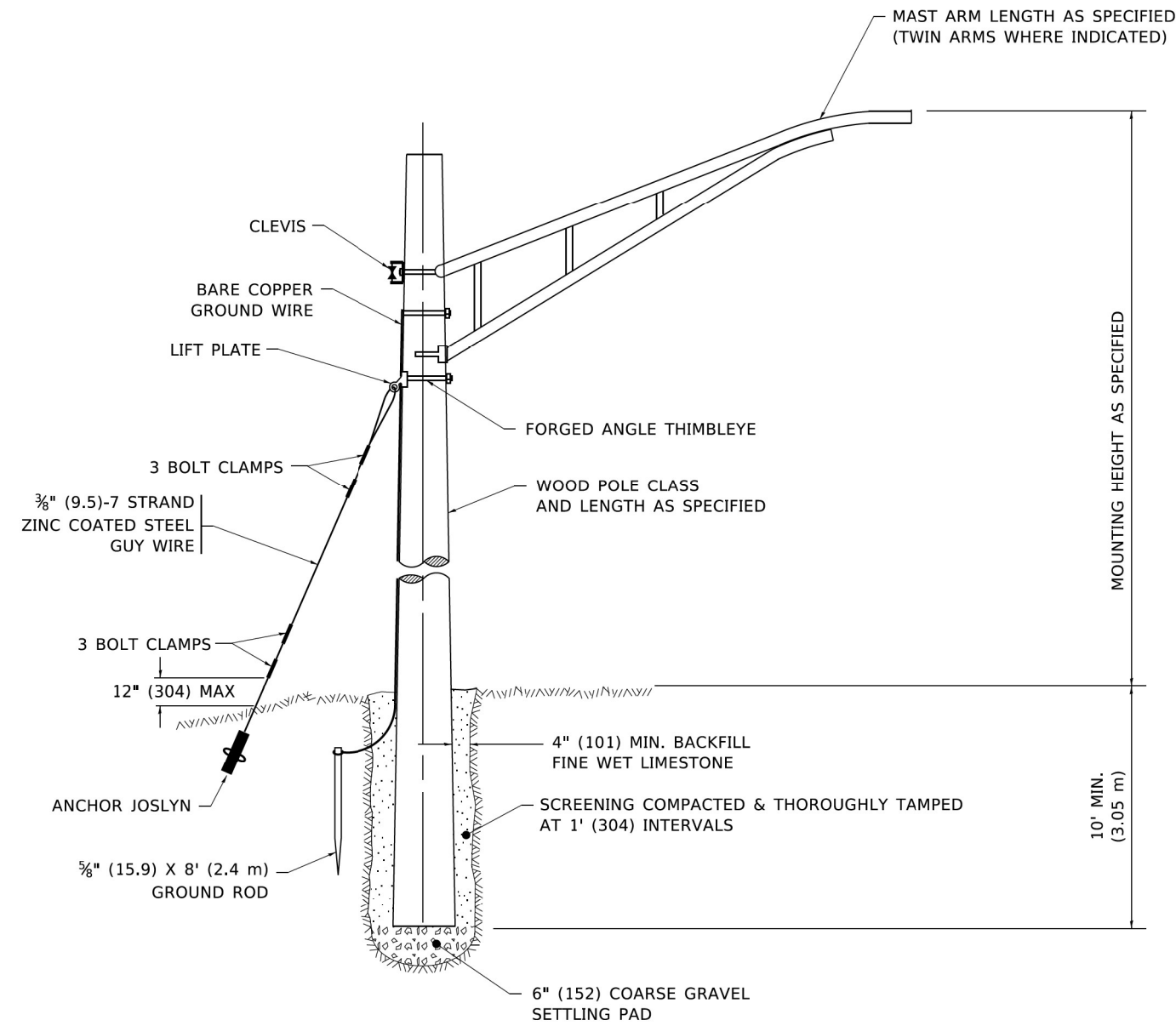
IDOT - SUSPENDED MOUNT LED UNDERPASS
LUMINAIRE INSTALLATION DETAILS
I-57 AT PARNELL AVENUE

SCALE: 1"=20'

SHEET S-SHTS OF STOTS SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	40
BE-901		CONTRACT NO.		62P00
ILLINOIS FED. AID PROJECT				

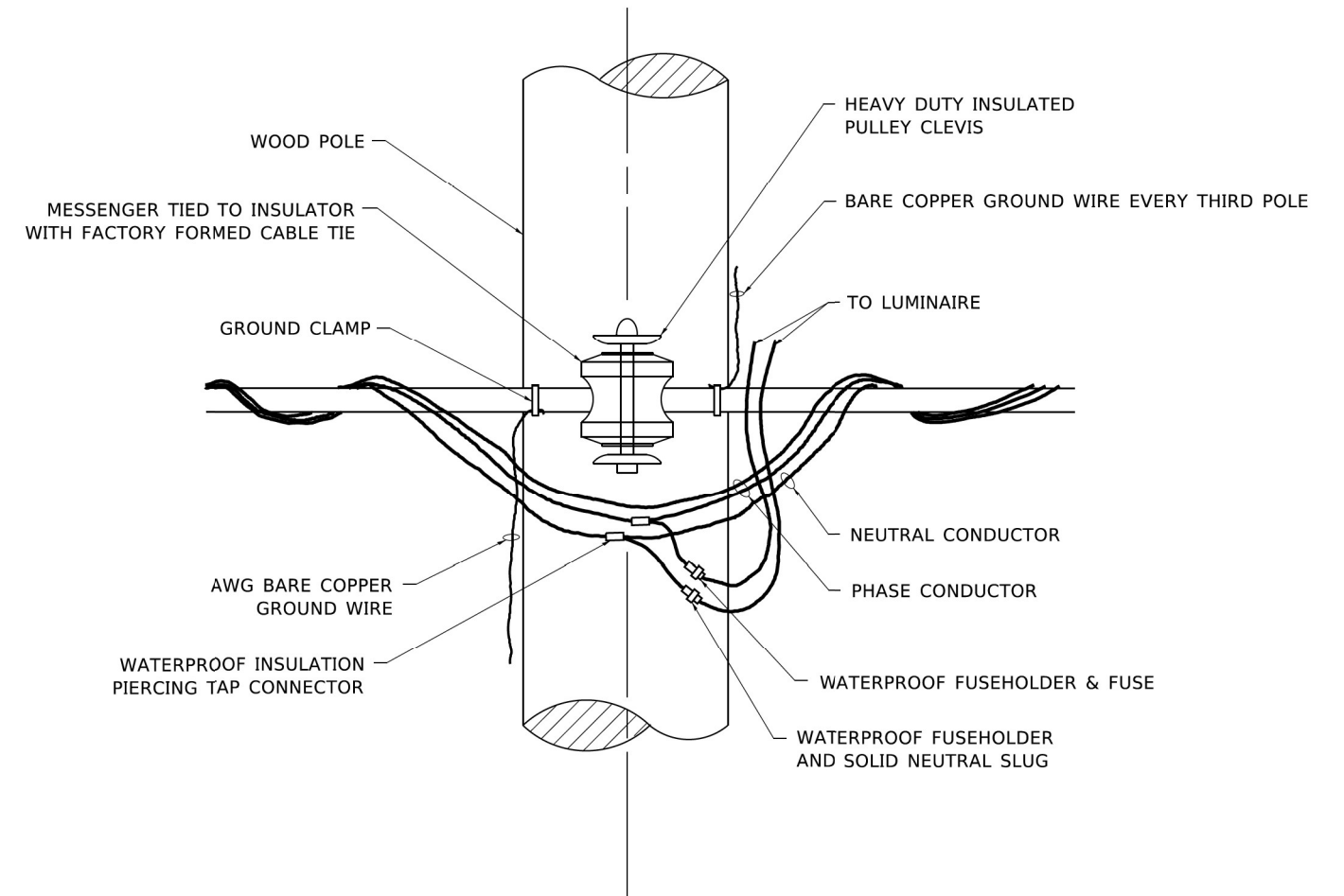
EL-08



TEMPORARY LIGHT POLE DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

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PLOT DATE =	CHECKED - BL	REVISED -

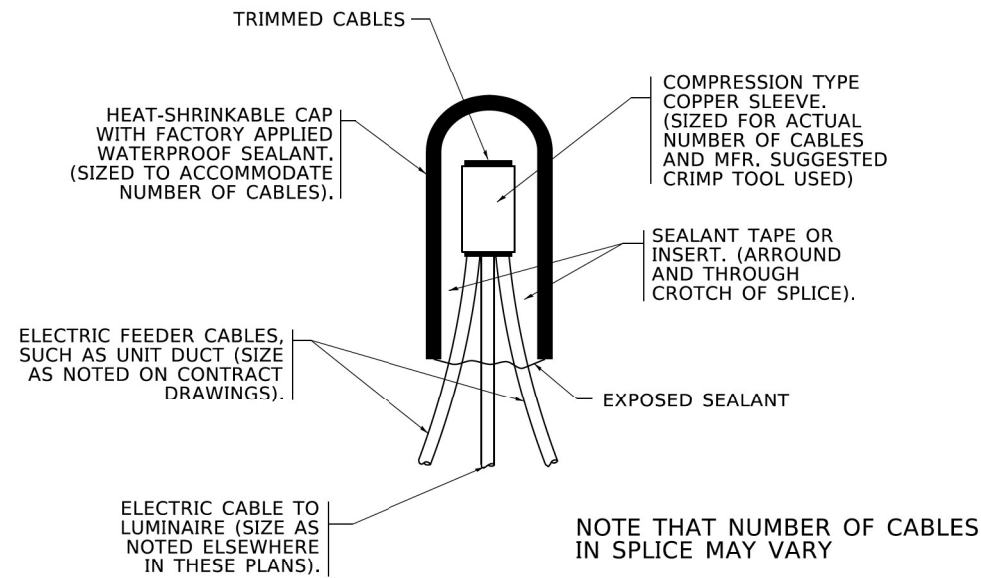
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT TEMPORARAY LIGHTING
INSTALLATION DETAILS
I-57 AT PARNELL AVENUE**

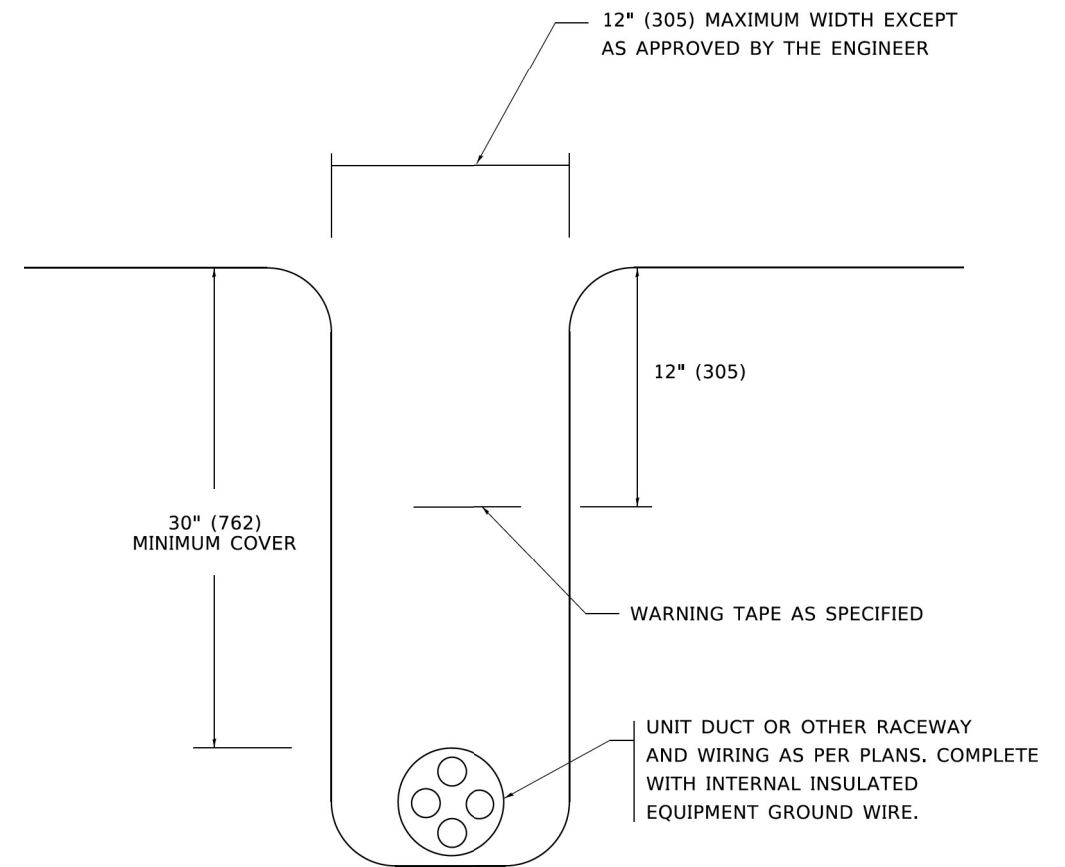
SCALE: 1"=20'

SHEET S-SSHT\$OF STOT\$ SHEETS

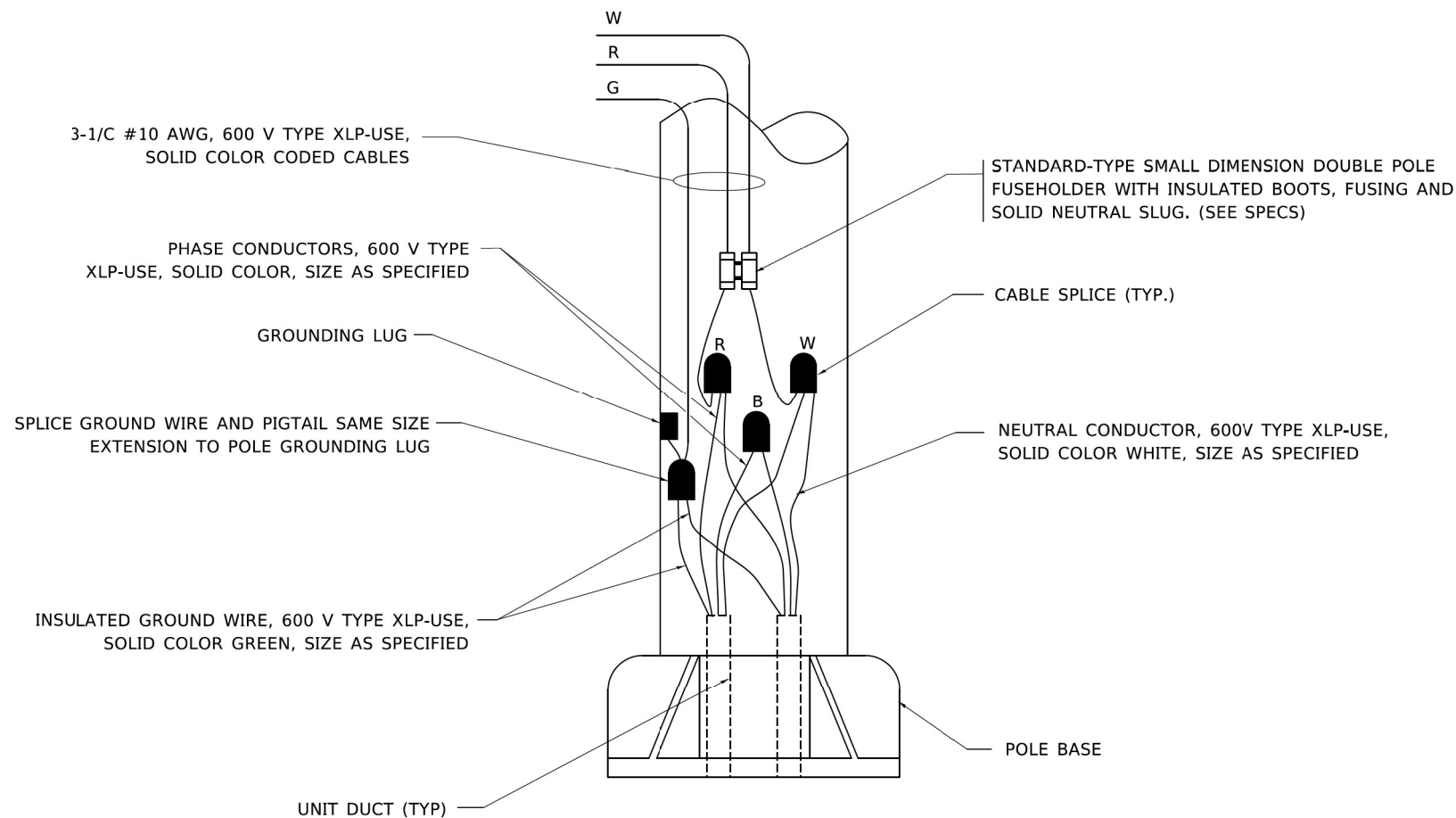
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	41
BE-800		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				



TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

MODEL: Default
FILE NAME: F:\Projects\1060-var var -Bowman\W09\Design\Sheet\EL-10.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

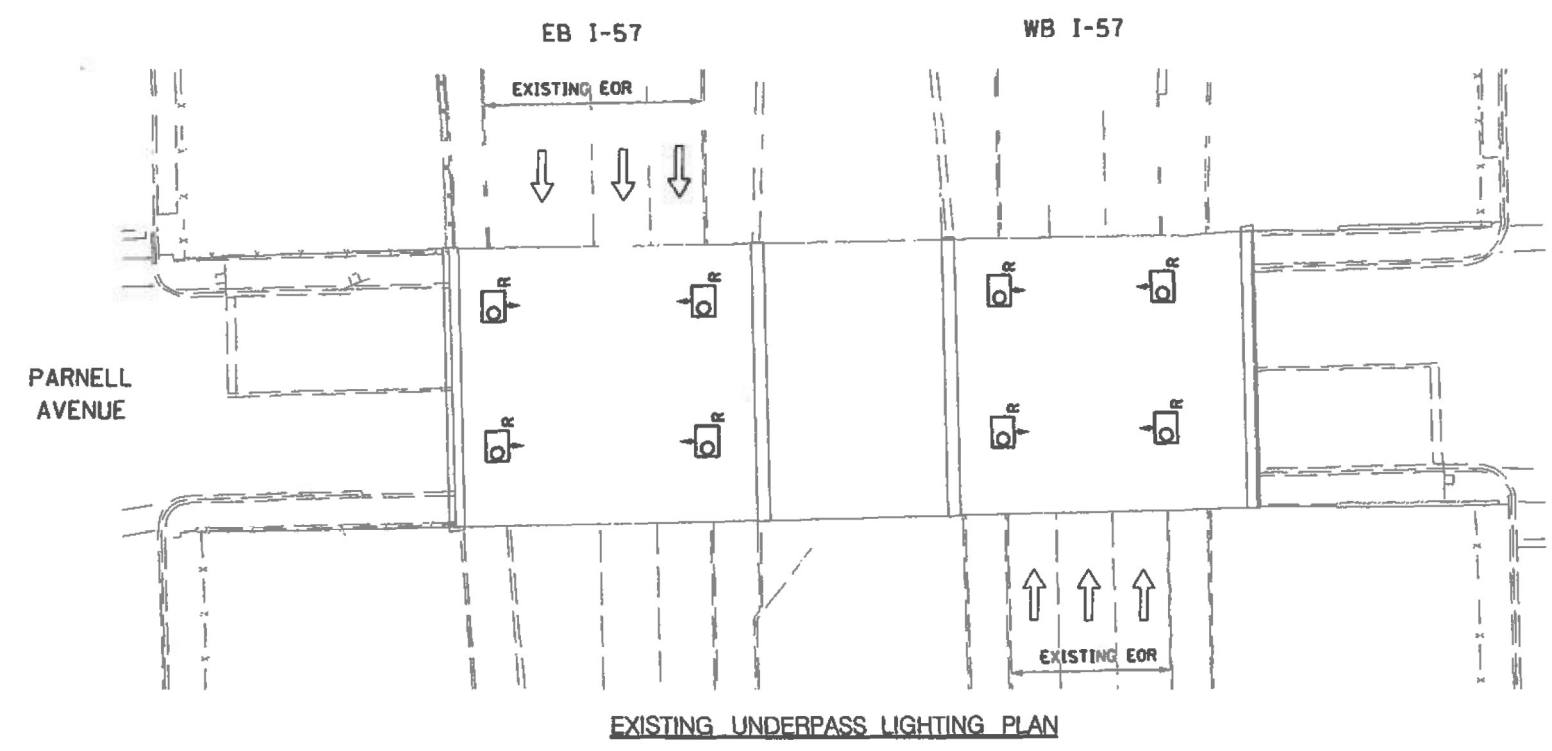
IDOT MISCELLANEOUS WIRING
INSTALLATION DETAILS
I-57 AT PARNELL AVENUE

SCALE: 1"=20'

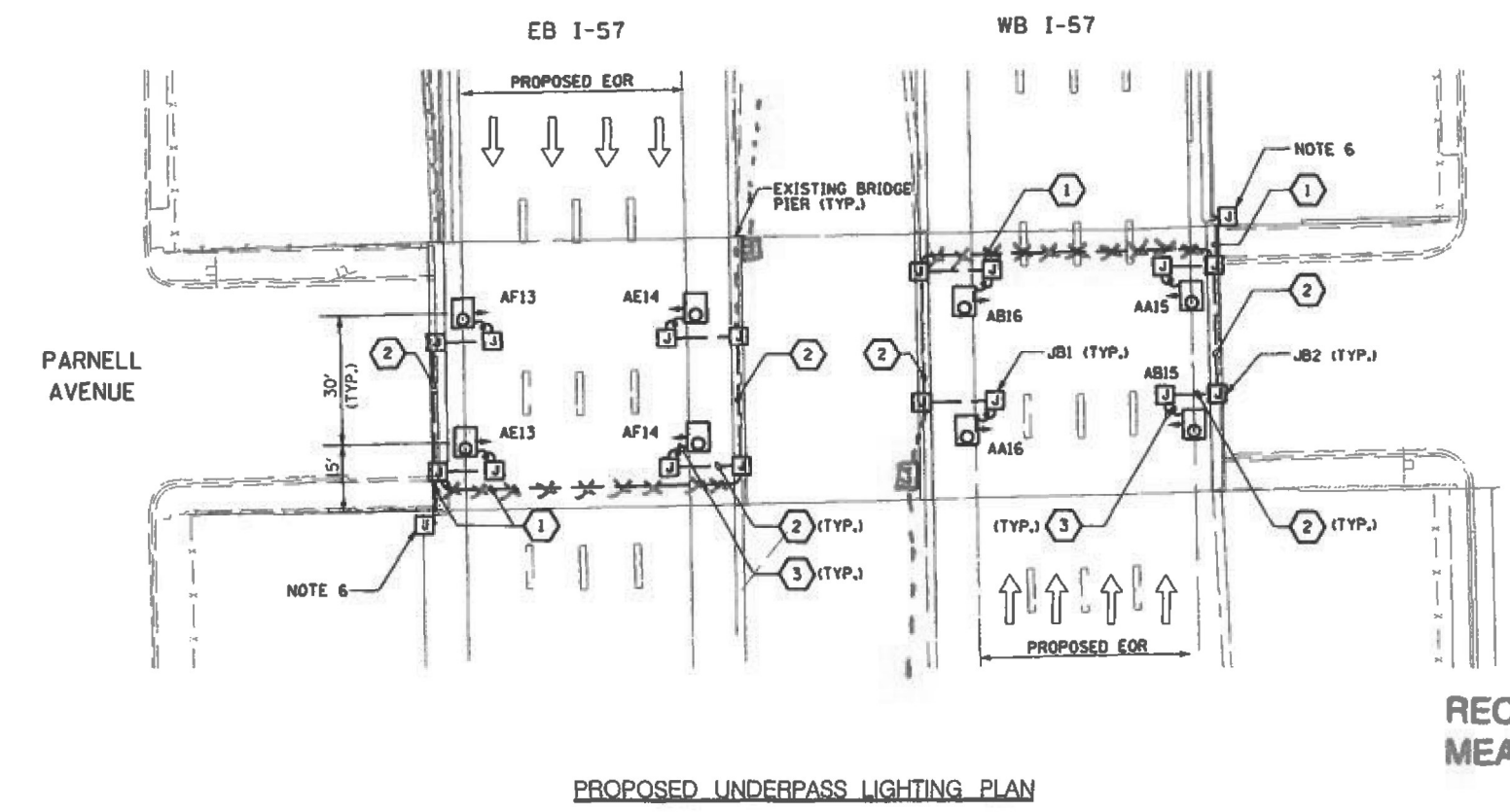
SHEET S-SSHT\$OF STOT\$ SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	42
BE-702		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				

EL-10



- NOTES**
- SEE DRAWINGS ME-01 AND ME-02 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
 - LOCATIONS OF EXISTING ELECTRICAL EQUIPMENT SHOWN ON THIS DRAWING ARE APPROXIMATIONS AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
 - THE REMOVAL OF EXISTING UNDERPASS LUMINAIRES SHALL INCLUDE THE REMOVAL OF ALL CABLES AND CONDUIT BACK TO THE NEAREST JUNCTION BOX. COST FOR THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED AS PART OF THE "REMOVE EXISTING UNDERPASS LUMINAIRE, AND SALVAGE" PAY ITEM.
 - UNDERPASS LUMINAIRES SHALL BE SALVAGED AND RETURNED TO IDOT.
 - ALL PROPOSED UNDERPASS LUMINAIRES SHOWN ON THIS DRAWING SHALL BE PENDANT MOUNTED OFFSET 2 FEET FROM EDGE OF ROADWAY (EOR) UNLESS NOTED OTHERWISE. SEE DRAWING ME-06 FOR PENDANT MOUNTED UNDERPASS LIGHTING DETAILS.
 - SPlice NEW UNDERPASS LIGHTING CIRCUITS TO THE SERVICE CABLES LOCATED IN JUNCTION BOX. JUNCTION BOX AND SERVICE FEEDS ARE PROVIDED IN CONTRACT 62937.
 - ALL PROPOSED UNDERPASS LIGHTING UNITS SHOWN ON THIS DRAWING SHALL BE FED FROM IDOT LIGHTING CONTROLLER "A". SEE DRAWING SLOB-01 FOR SINGLE LINE DIAGRAM FOR LIGHTING CONTROLLER "A".
 - ALL PROPOSED UNDERPASS LIGHTING UNIT LOCATIONS SHALL BE APPROVED BY IDOT PRIOR TO INSTALLATION.
 - CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF THE EXISTING LIGHTING SYSTEM SHOWN ON THIS DRAWING. PROVIDE TEMPORARY POWER AS REQUIRED TO MAINTAIN THE EXISTING LIGHTING SYSTEM.
 - COORDINATE ALL ELECTRICAL WORK WITH CIVIL WORK, IDOT CONTRACTS 62694, 62695, 62304, 62593, 62937. CONSTRUCTION STAGING AND TRAFFIC CONTROL PLANS.



JUNCTION BOX SCHEDULE		
NO.	SIZE	DESCRIPTION
JB1	6"x6"x4"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING
JB2	12"x10"x6"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING

CABLE /CONDUIT SCHEDULE	
①	3-1/2"Ø, 1-1/2"Ø GND IN 1" DIA PVC RGC ATTACHED TO STRUCTURE (CKTS AS INDICATED ON THIS DRAWING)
②	2-1/2"Ø, 1-1/2"Ø GND IN 1" DIA PVC RGC ATTACHED TO STRUCTURE (CKTS AS INDICATED ON THIS DRAWING)
③	2-1/2"Ø, 1-1/2"Ø GND IN 1" DIA LIQUID TIGHT FLEXIBLE CONDUIT (CKTS AS INDICATED ON THIS DRAWING)

- SEQUENCE OF WORK:**
- 2006: SB I-57 OUTSIDE LANE - COORDINATE WITH CONTRACT 62593
 - NB I-57 OUTSIDE LANE - COORDINATE WITH CONTRACT 62304 (STAGE 1A)
 - NB I-57 INSIDE LANE - COORDINATE WITH CONTRACT 62304 (STAGE 1B)
 - 2007: SB I-57 INSIDE LANE - COORDINATE WITH CONTRACT 62593



**RECORD DRAWING
MADE ELECTRIC COMPANY, INC**

By *B.R.* Date *8/22/08*

REVISIONS	
NAME	DATE
CONST. CHANGE #8	12/7/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
31st STREET TO I-57

**UNDERPASS LIGHTING PLANS
PARNELL AVENUE**

SCALE: 1"=20'
DATE: OCTOBER 29, 2004

DRAWN BY: VG
CHECKED BY: TM

FOR INFORMATION ONLY

SINGH 300 W. ADAMS ST.
CONSULTING ENGINEERS CHICAGO, IL 60606
SINGH & ASSOCIATES, INC. TEL: (312) 629-0249
CONSULTING ENGINEERS FAX: (312) 629-8448

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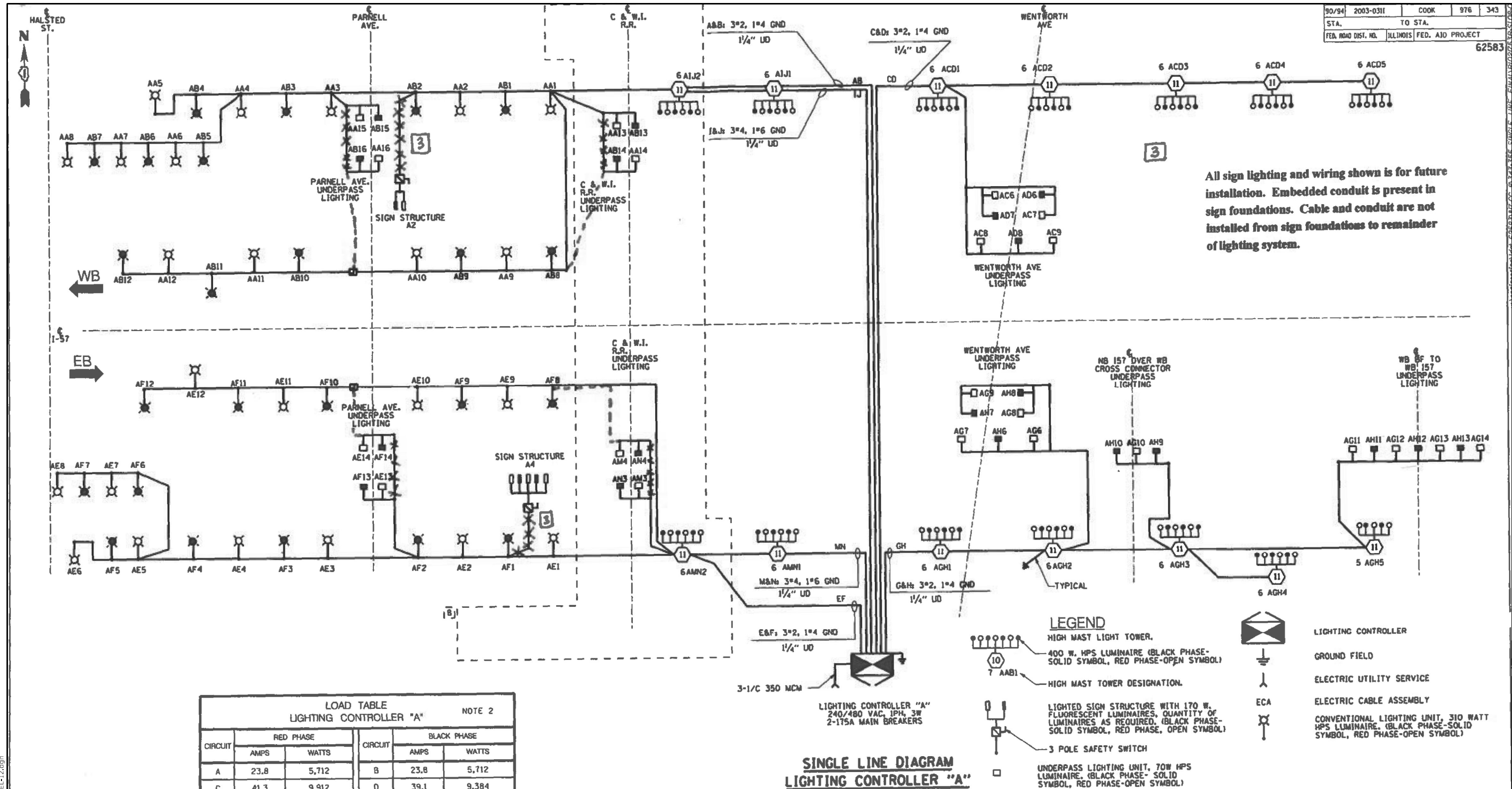
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IDOT EXISTING UNDERPASS LIGHTING PLAN
I-57 AT PARNELL AVENUE**

SCALE: 1"=20' SHEET S-SHTS OF STOTS SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	43
ILLINOIS				FED. AID PROJECT
CONTRACT NO. 62P00				

UL-11



All sign lighting and wiring shown is for future installation. Embedded conduit is present in sign foundations. Cable and conduit are not installed from sign foundations to remainder of lighting system.

LOAD TABLE
 LIGHTING CONTROLLER "A" NOTE 2

CIRCUIT	RED PHASE		BLACK PHASE	
	AMPS	WATTS	CIRCUIT	WATTS
A	23.8	5,712	B	5,712
C	41.3	9,912	D	9,384
E	23.8	5,712	F	5,712
G	35.4	8,496	H	7,920
I	13.8	3,312	J	3,312
K			L	
M	16.3	3,912	N	3,696
O			P	
TOTAL	154.4	37,056	TOTAL	35,736

RECORD DRAWING
MEADE ELECTRIC COMPANY, INC.

By *B.P.R.* Date *8/22/05*

SINGLE LINE DIAGRAM
LIGHTING CONTROLLER "A"

NOTES:
 1. SEE DRAWING ME-12 FOR WIRING DIAGRAM DETAILS.
 2. CHANGES TO THE DESIGNED NUMBER OF LUMINAIRES TO THIS CONTROLLER RENDERS THE LOAD TABLE INCORRECT AS OF THE CONSTRUCTION CHANGE #1 SUBMITTAL DATE.

FOR INFORMATION ONLY

LEGEND

- HIGH MAST LIGHT TOWER.
- 400 W. HPS LUMINAIRE (BLACK PHASE-SOLID SYMBOL, RED PHASE-OPEN SYMBOL)
- HIGH MAST TOWER DESIGNATION.
- LIGHTED SIGN STRUCTURE WITH 170 W. FLUORESCENT LUMINAIRES, QUANTITY OF LUMINAIRES AS REQUIRED. (BLACK PHASE-SOLID SYMBOL, RED PHASE-OPEN SYMBOL)
- 3 POLE SAFETY SWITCH
- UNDERPASS LIGHTING UNIT, 70W HPS LUMINAIRE. (BLACK PHASE-SOLID SYMBOL, RED PHASE-OPEN SYMBOL)
- LIGHTING CONTROLLER
- GROUND FIELD
- ELECTRIC UTILITY SERVICE
- ELECTRIC CABLE ASSEMBLY
- CONVENTIONAL LIGHTING UNIT, 310 WATT HPS LUMINAIRE. (BLACK PHASE-SOLID SYMBOL, RED PHASE-OPEN SYMBOL)

SINGH CONSULTING ENGINEERS
 300 W. ADAMS ST. CHICAGO, IL 60606
 TEL: (312) 829-0240 FAX: (312) 829-8449

REVISIONS

REVISION	NAME	DATE
1	3/24/05	
2	1/26/05	
3	11/8/05	
4	12/7/05	

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 31st STREET TO I-57

SINGLE LINE DIAGRAM
LIGHTING CONTROLLER "A"
FINAL CONDITION

SCALE: NOT TO SCALE DRAWN BY: YJ
 DATE: OCTOBER 29, 2004 CHECKED BY: TM

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	CHECKED - BL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IDOT EXISTING LIGHTING CONTROLLER "A" WIRING DIAGRAM
I-57 AT PARNELL AVENUE

SCALE: 1"=20' SHEET S-SHTS OF STOTS SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	44
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

EL-12

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SIGN DETAIL
1:60



SIGN NUMBER	1
WIDTH x HGHT.	15'-0" x 13'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: ZZ Sheeting COLOR: Green
LEGEND BORDER	TYPE: ZZ Sheeting COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
M1-1100A-2-22-10D	0	70.4	77	39.3	36
ARROW	0	72.0	8	32	22

Panel Style: guide_IDOT_fwv.ssi
Dimensions are in inches tenths
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)														LENGTH	SERIES SIZE	
E	X	I	T													EM 2000
77.1	85.9	96.7	100.5	107.9	122.9	138.2	152.9								87.9	10,15
H	a	l	s	t	e	d	S	t								EM 2000
23.6	40.5	57.5	65.3	79.2	91.2	105.3	115.9	131.9	148.2						133	16/12
E	X	I	T													EM 2000
20.5	31.7	45.7	51.1												39.5	12
O	N	L	Y													EM 2000
116.0	129.9	142.7	152.3												47.8	12



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PLOT DATE = 3/16/2022	DATE - 03-16-2022	REVISED -

DRAWN - DW	REVISED -
CHECKED - JMT	REVISED -
DATE - 03-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HALSTED STREET EXIT SIGN
PARNELL AVENUE OVER I-57**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	45
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B1KKI088				

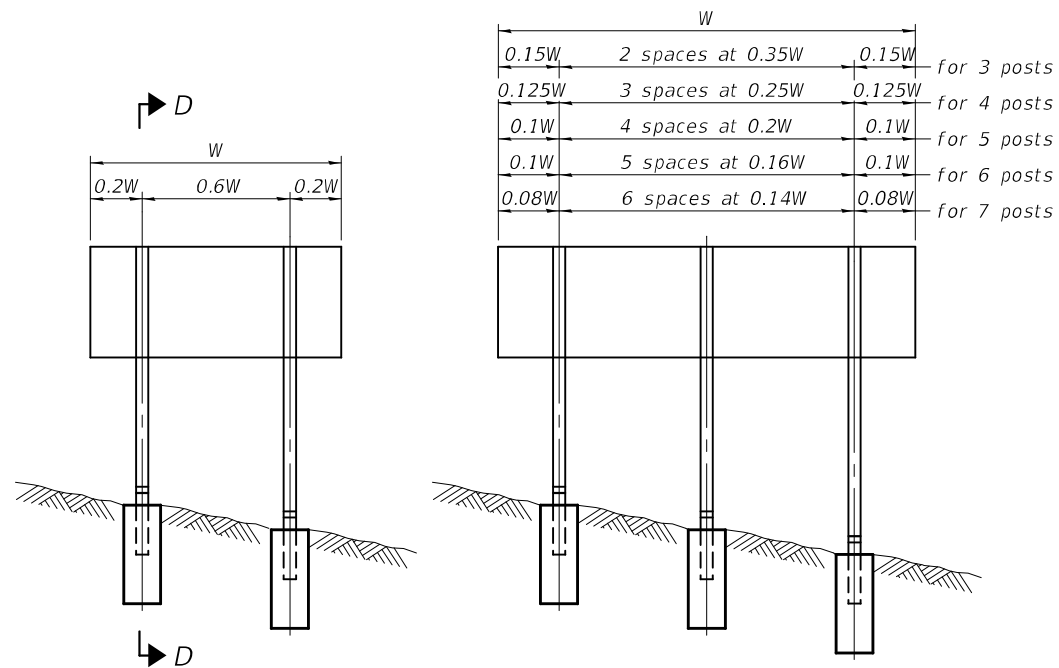


Post-Mounted Temp;
 State : IL;
 Quantity : 1;
 Sign # : 1;
 Sheet # : 1;
 Book # : 1;
 Sign Type : Guide;
 Legend Type : Re ective;
 Background Type : Re ective;
 Border Type : Re ective;
 Supports : Steel Wide-Flange;
 Wind Zone : See IDOT Std.;
 Mounting : Post Mounted;
 Attach to : Steel;
 Drawn by : AP;
 12.0" Radius, 2.0" Border, 0.6" Indent, White on Green;
 "EXIT 357", E Mod 2K 120% spacing;
 "Halsted St", E Mod 2K;

6.0" Radius, 1.3" Border, Black on White;
 "RIGHT LANE", E Mod 2K; "MUST EXIT", E Mod 2K;
 Table of distances between letter and object lefts

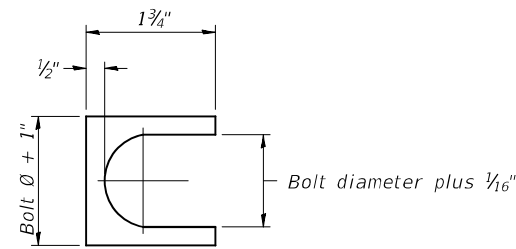
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2.6	162.8	2.6								
66.0	36.0	66.0								
17.7	H	a	i	s	t	e	d	S	t	17.7
16.9	17.0	7.8	13.8	12.0	14.1	26.5	16.2	8.3	17.7	
29.6	R	I	G	H	T	L	A	N	E	29.6
12.3	5.3	12.6	11.8	20.9	9.6	14.3	13.1	8.9	29.6	
35.7	M	U	S	T	E	X	I	T	35.7	
14.5	12.7	11.6	20.8	10.6	13.0	4.5	8.9	35.7		

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DRAWN - \$DRAWN\$	CHECKED - \$CHK\$	REVISED - _____
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PLOT DATE = \$DATE\$		



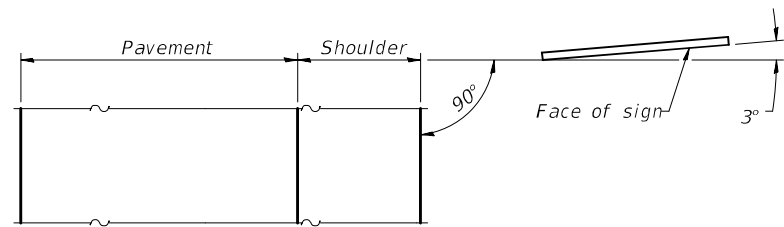
ELEVATION

0.15W	2 spaces at 0.35W	0.15W	for 3 posts
0.125W	3 spaces at 0.25W	0.125W	for 4 posts
0.1W	4 spaces at 0.2W	0.1W	for 5 posts
0.1W	5 spaces at 0.16W	0.1W	for 6 posts
0.08W	6 spaces at 0.14W	0.08W	for 7 posts

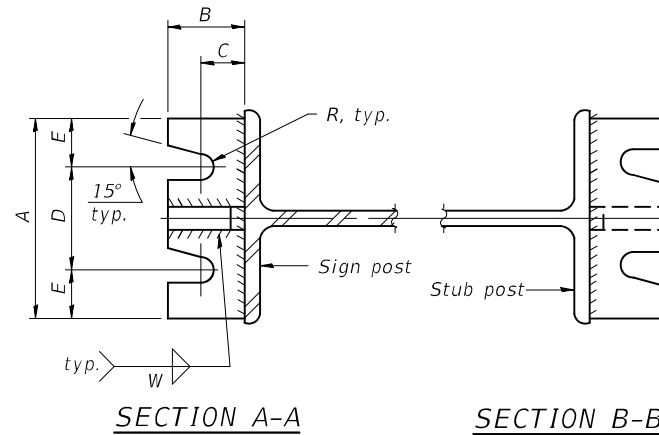


SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.



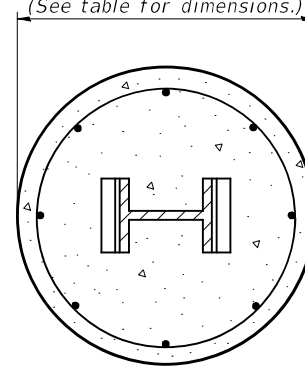
LOCATION SKETCH



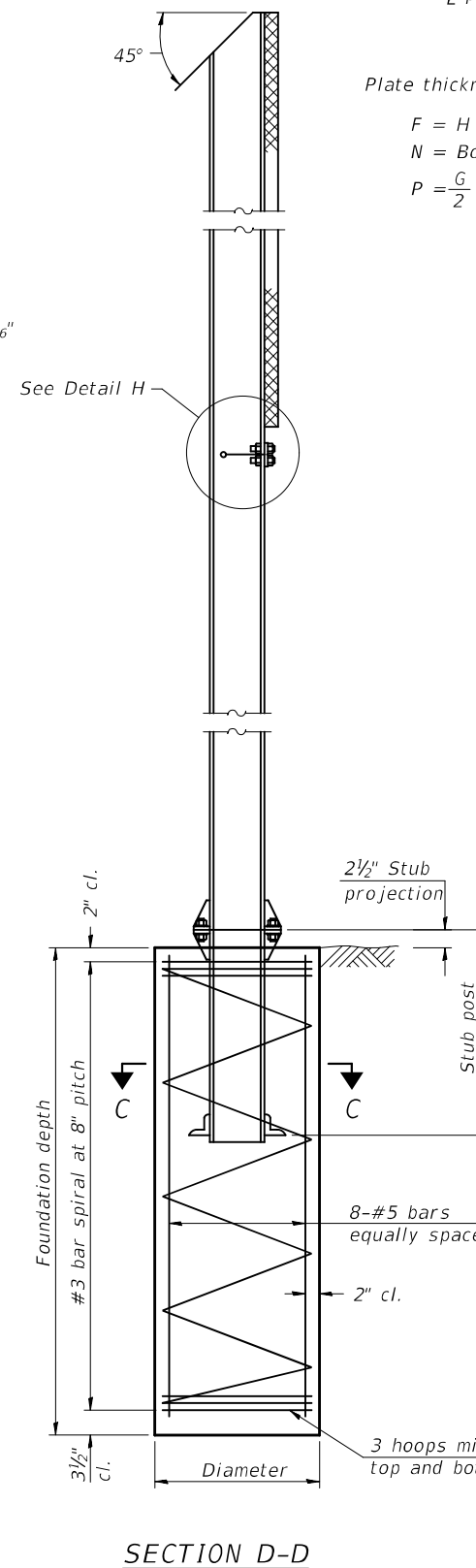
SECTION A-A

SECTION B-B

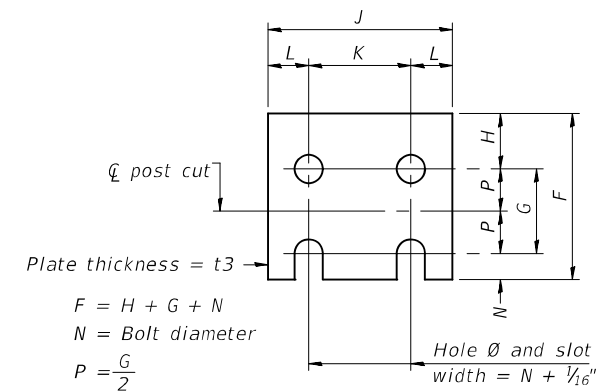
(See table for dimensions.)



SECTION C-C

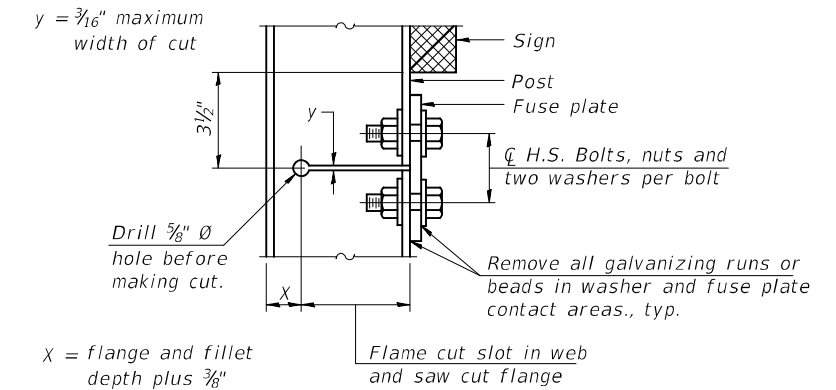


SECTION D-D

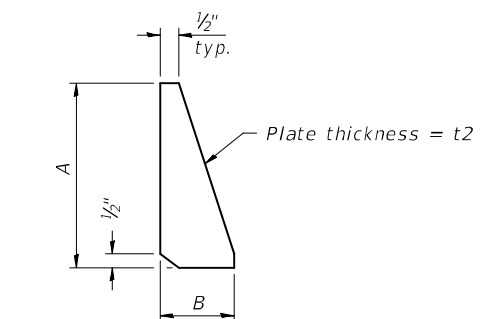


FUSE PLATE DETAIL
(Install with notches down.)

N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



DETAIL H



STIFFENER PLATE DETAIL
Diameter

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1

2-17-2017

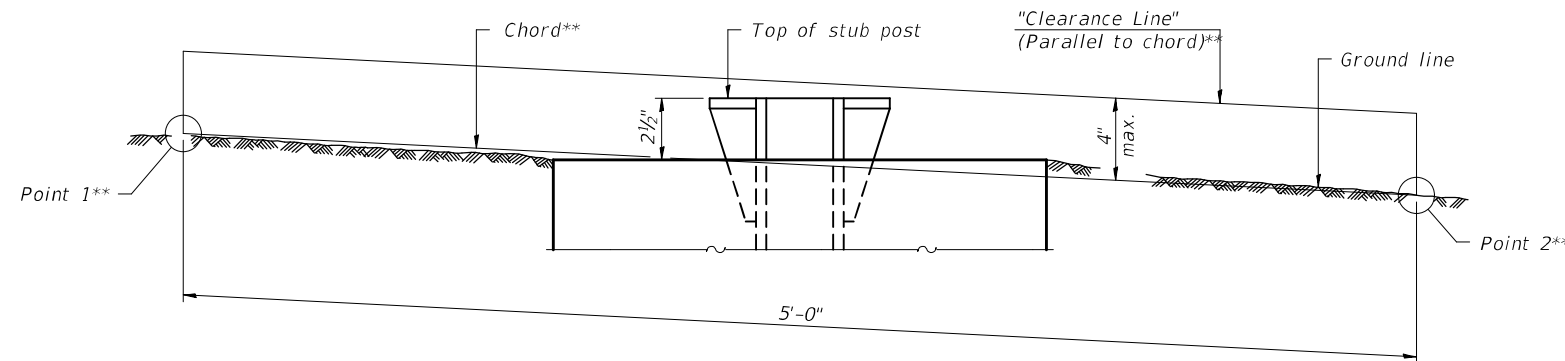
(Sheet 1 of 2)

FILE NAME =	USER NAME =	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED -	REVISIONS -			57	2021-063-B	COOK	103	47	
		PLOT SCALE =	REVISIONS -			CONTRACT NO. 62P00					
		PLOT DATE =	REVISIONS -			ILLINOIS FED. AID PROJECT					

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA				
	Foundation			Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t1	t2	R	W	J	K	L	t3	
	Diameter*	Minimum Depth	Concrete ^① (cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length																lbs. ②
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/32"	1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/32"	1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/32"	5/16"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/32"	5/16"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/32"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/32"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 7/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 7/32"	3/8"	7"	3 1/2"	1 3/4"	1/2"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																				
	Sign Height																				
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	—	—	—	—	—	—	—	—	—	—	—
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	—	—	—	—	—	—	—	—	—	—	—
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	—	—	—	—	—	—	—	—
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	—	—	—	—	—	—	—
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	—	—	—	—	—	—
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	—	—	—	—	—
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"
W16x45	—	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"



**ELEVATION
GROUND LINE & STUB POST**

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- ① Quantity includes all concrete necessary for one foundation.
- ② Includes reinforcement bars and spiral hooping for one foundation.

BAW-A-2

2-17-2017

(Sheet 2 of 2)

FILE NAME =	USER NAME =	DESIGNED -	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST TABLES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED -	REVISOR -			57	2021-063-B	COOK	103	48	
		DRAWN -	REVISOR -			CONTRACT NO. 62P00					
		CHECKED -	REVISOR -			ILLINOIS FED. AID PROJECT					

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

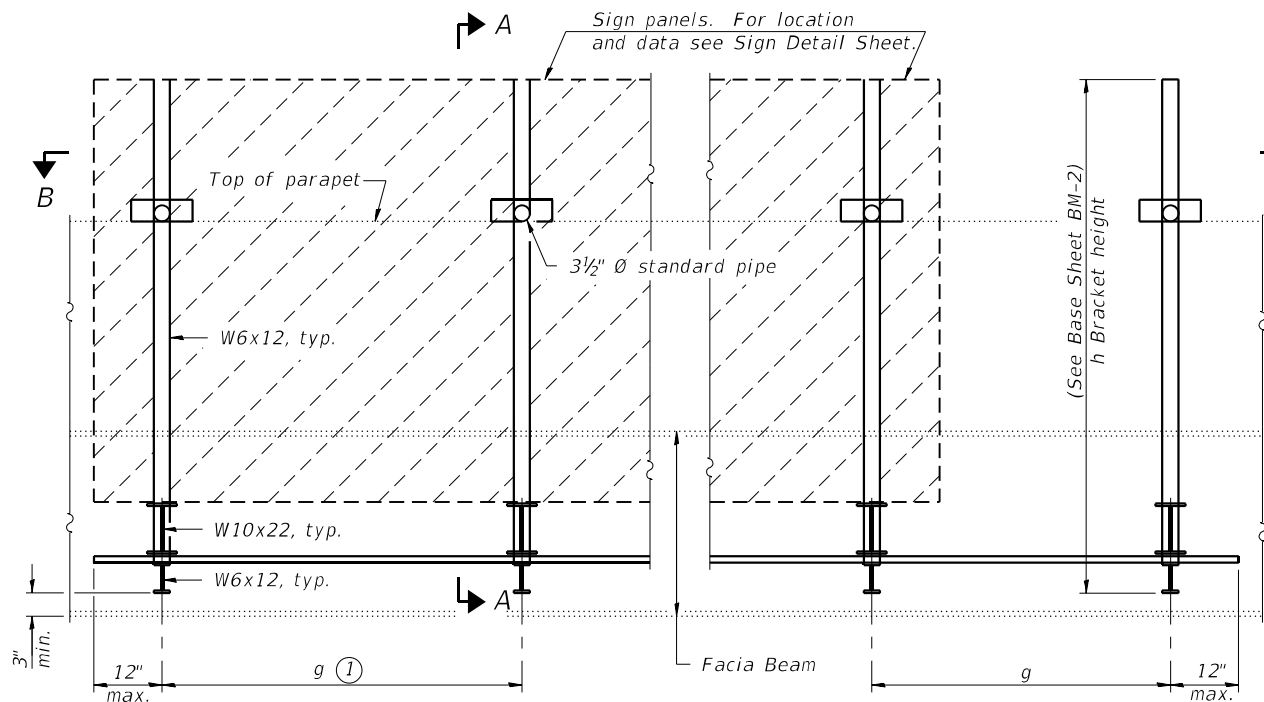
GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, 3/4" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

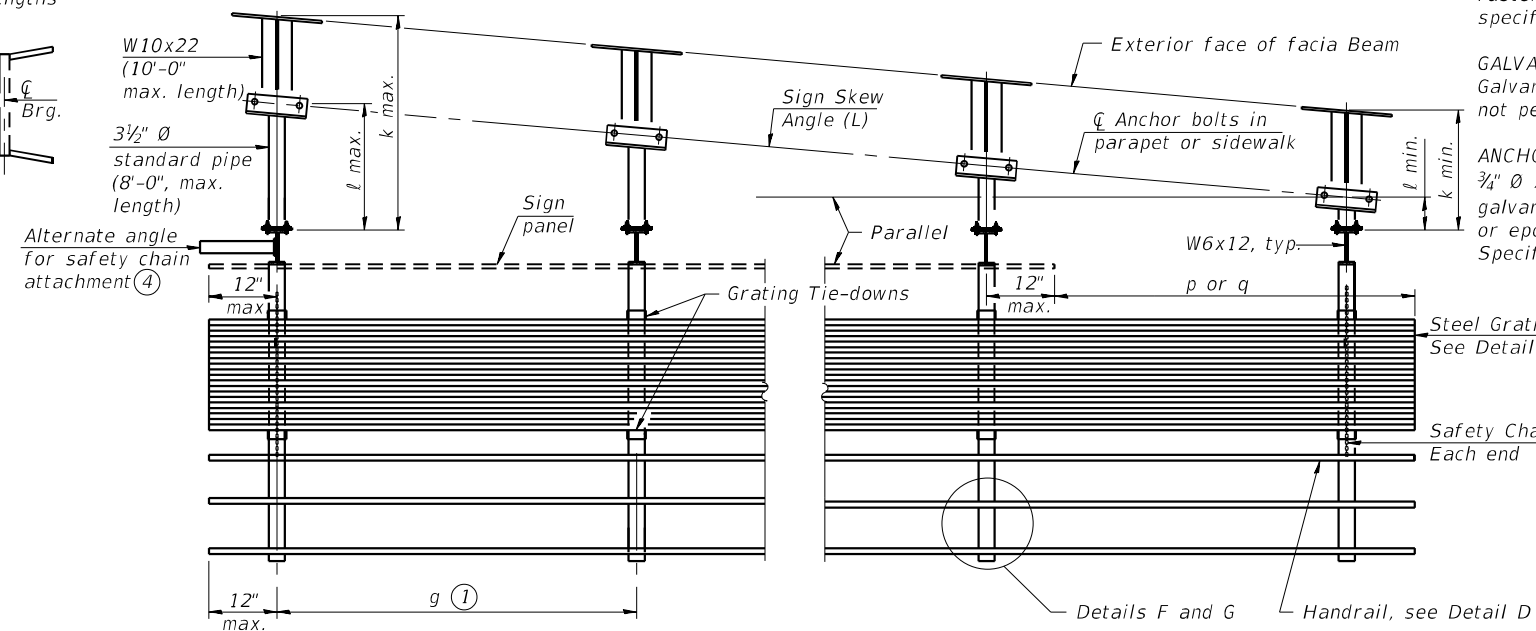
- ① Bracket spacing $g \leq 6'-0"$, max. Spacing shall be uniform if possible but may vary $\pm 6"$ to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.
- ② Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.
- ③ Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.
- ④ If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.

TOTAL BILL OF MATERIAL

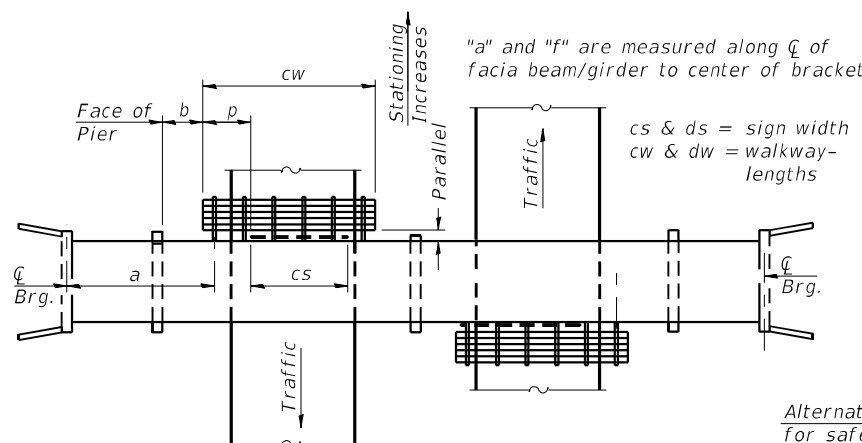
ITEM	UNIT	QUANTITY
③ OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	16
REMOVE OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Each	1



TYPICAL FRONT ELEVATION
(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B
(Shown: Left Sign Skew > 15°)



PLAN
(For Sign Skew $\leq 15^\circ$, all brackets constant)
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath structure varies.)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	g	No. of Brackets (Total)	p	Total Grating/Hndrl. Lengths (cw + dw)
1B0161057L357.4	00°00'00"	683+34.65	016-2029	FAI 57	7'-5"	-	15'-0"	16'-0"	4'-8"	4	6"	16'-0"

Dimensions a, b, e, f & g may vary as approved by the Engineer, see ①.
When cw < cs and/or dw < ds, use alternate brackets without walkway supports where applicable, see ③.

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BM-1 2-17-2017



USER NAME =	Imranh	DESIGNED -	IH	REVISED -	
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PLOT DATE =	3/16/2022	DRAWN -	IH	REVISED -	
		CHECKED -	MF	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

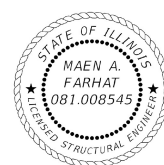
BRIDGE MOUNT SIGN STRUCTURES
GENERAL PLAN AND ELEVATION (S.N. 016-2029)

SHEET 1 OF 4 SHEETS

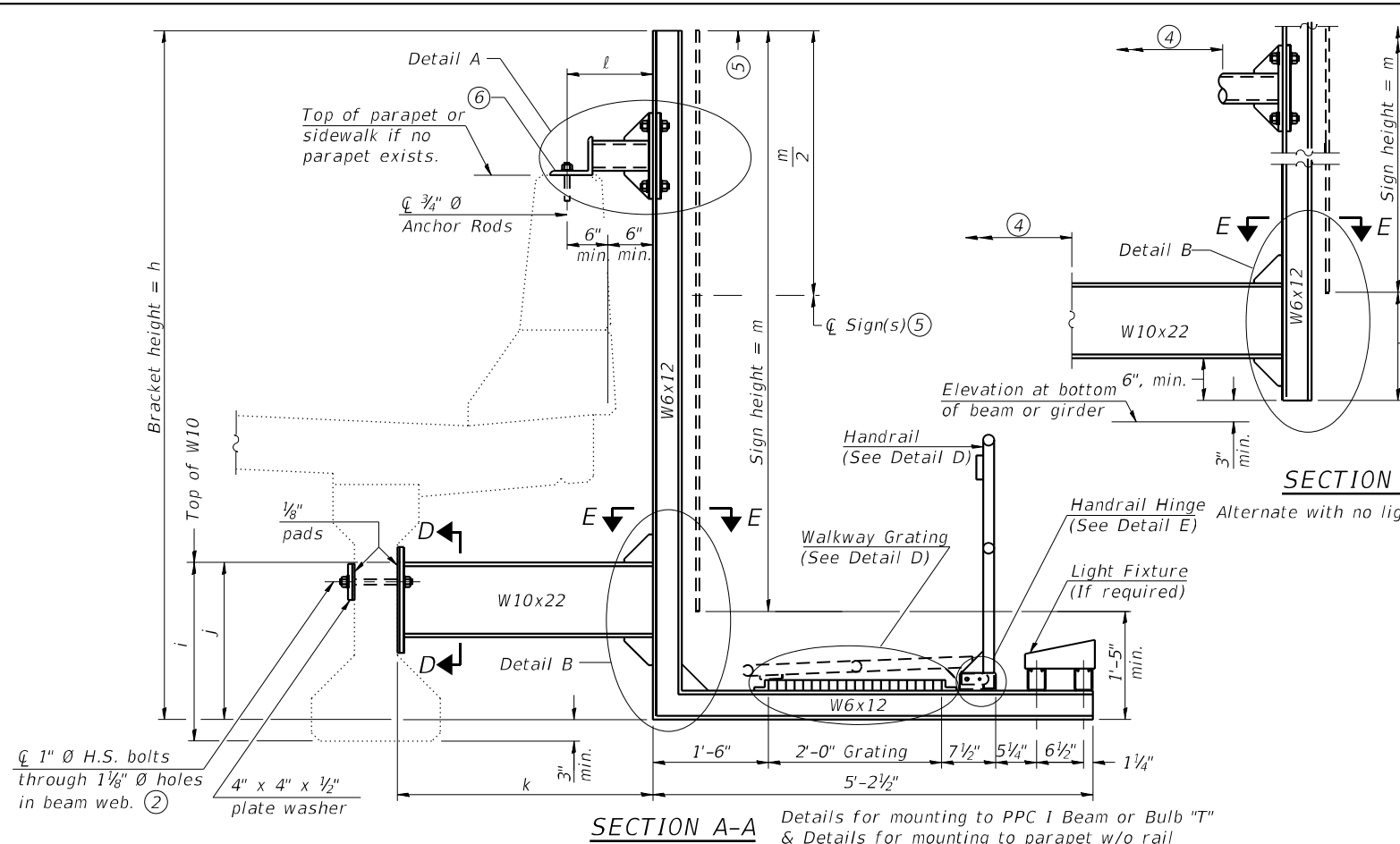
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I-57	2021-063-B	COOK	103	49
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT B11K(088)	

Maen Farhat

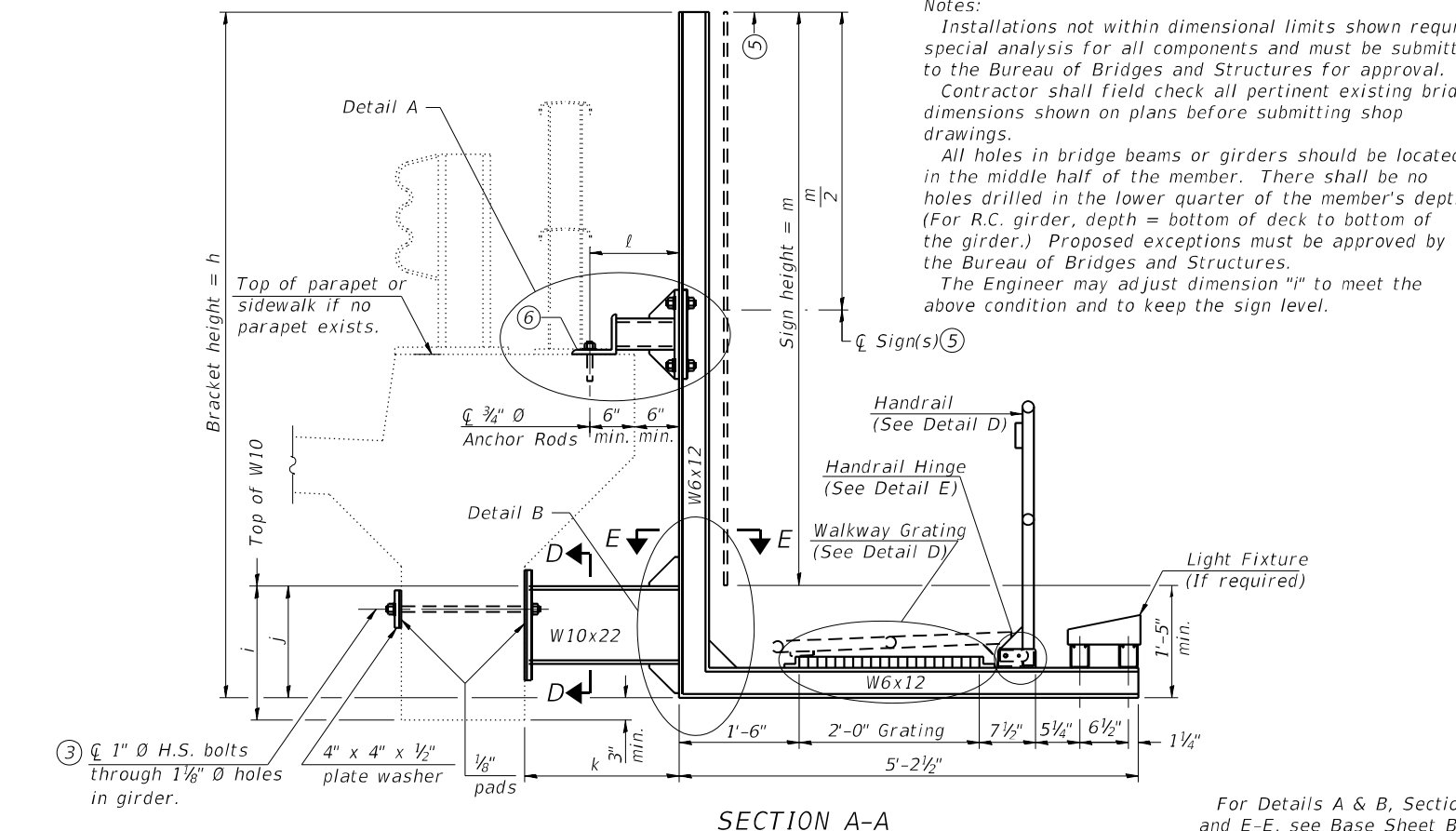
3/17/2023



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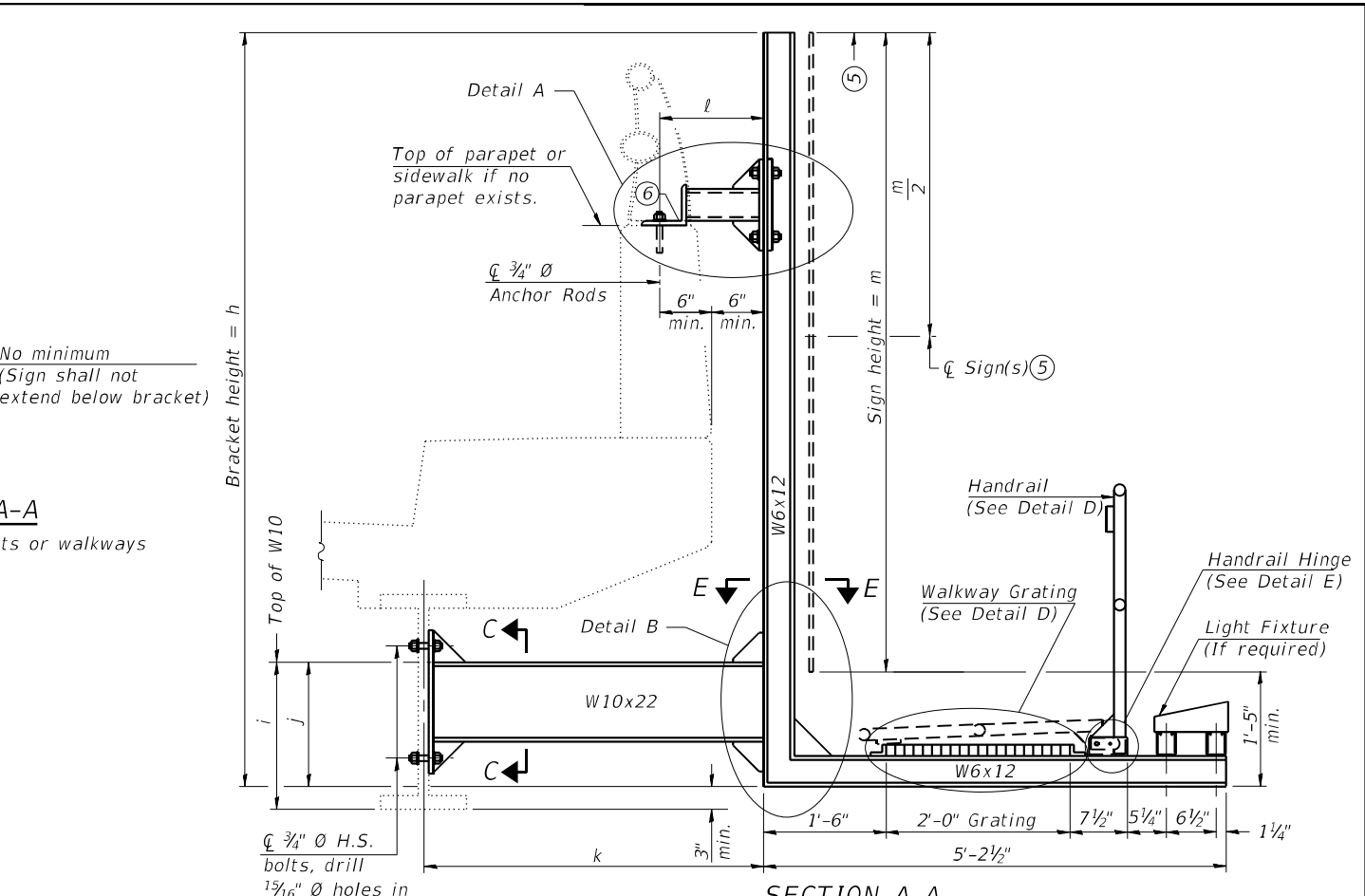


SECTION A-A Details for mounting to PPC I Beam or Bulb "T" & Details for mounting to parapet w/o rail



SECTION A-A Details for mounting to integral reinforced concrete girder & Details for mounting on safety curb with surface-mount bridge rail

Notes:
 Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval. Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.
 All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.
 The Engineer may adjust dimension "i" to meet the above condition and to keep the sign level.

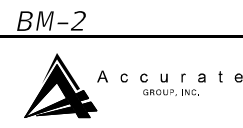


SECTION A-A Details for mounting to steel beam or girder & Details for mounting with existing parapet mounted rail

- ① Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
- ② For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
- ③ For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over 1/4" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
- ④ For attachment details of 3/2" pipe and W10x22, see other sections as applicable.
- ⑤ Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
- ⑥ For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	l max. (8'-0" max.)	m (15'-0" max.)
1B0161057L357.4	683+63.15	16'-5"	1-8 3/8"	1'-5 3/8"	2'-6"	1'-6"	15'-0"

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.
 For Details D & E, see Base Sheet BM-4.



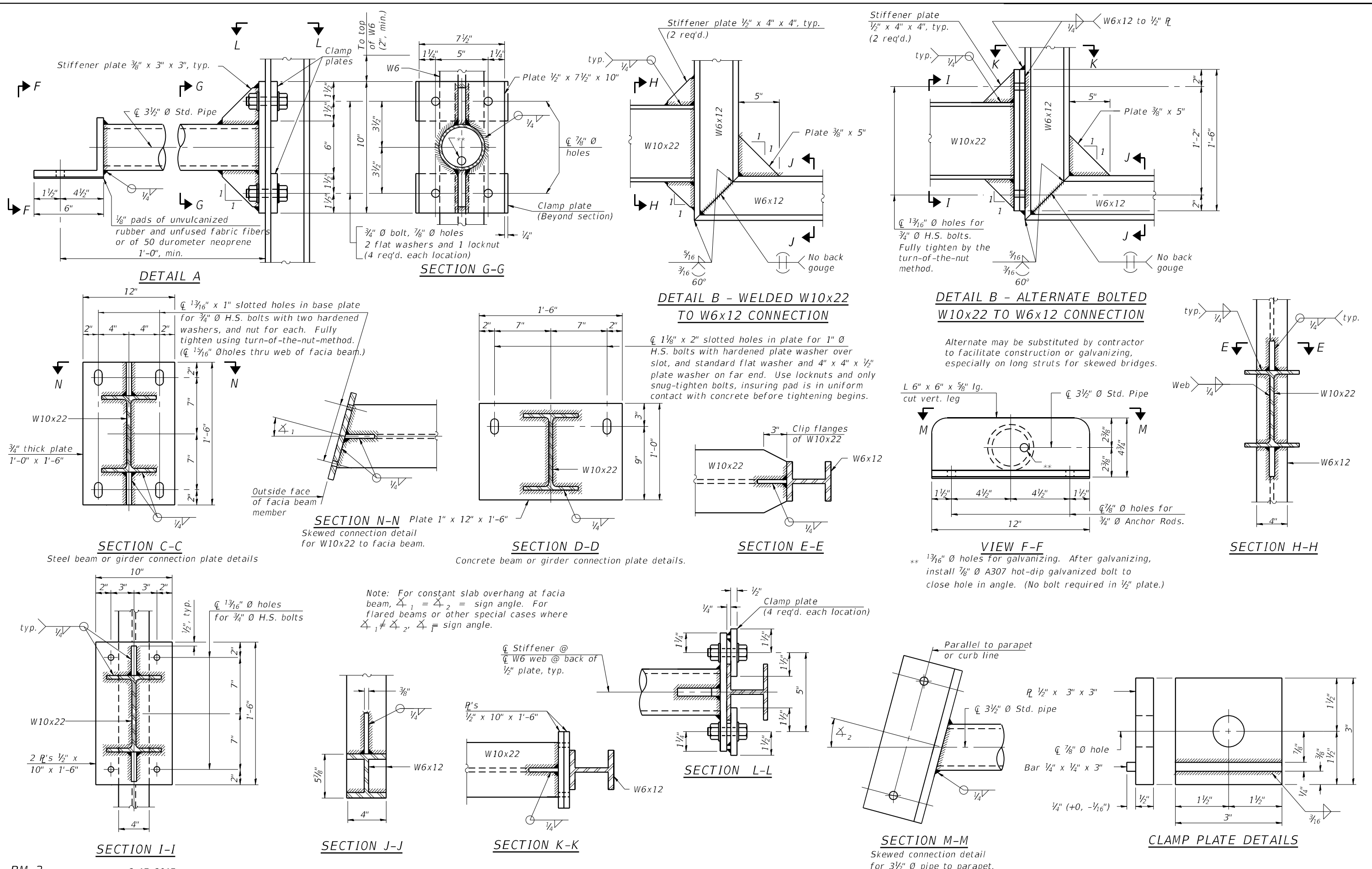
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			DRAWN - IH	REVISED -
			CHECKED - MF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY AND CONNECTION DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	50
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B11K(088)				

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BM-3
 2-17-2017

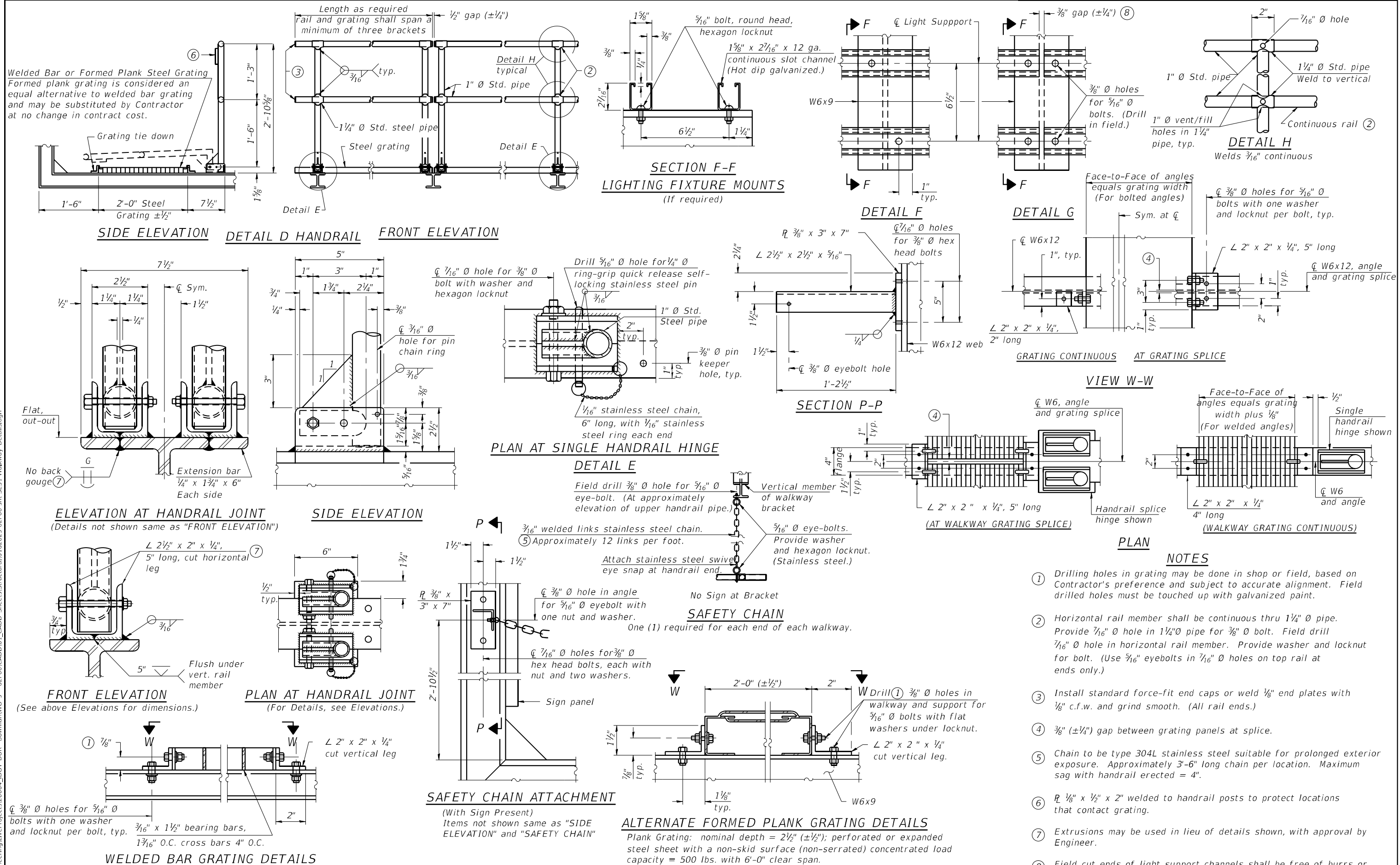
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CHECKED -	MF	DRAWN -	IH	REVISED -	
PLOT SCALE =		CHECKED -	MF	REVISED -	
PLOT DATE =	3/16/2022				

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
 CONNECTION DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	51
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B11K(088)				

SHEET 3 OF 4 SHEETS



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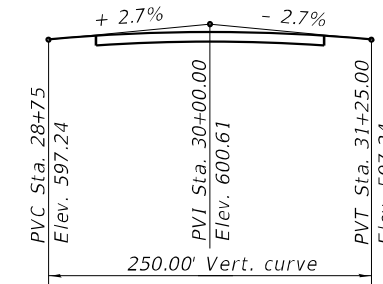
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	SHEET 4 OF 4 SHEETS						

Benchmark: Cut square on concrete wall on SW corner of 99th Street & Parnell Avenue.
Elevation = 596.656

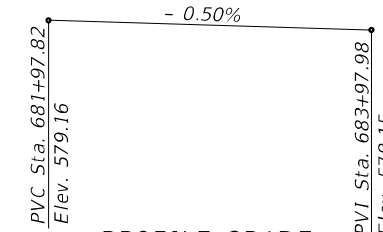
Existing Structure: S.N. 016-2029, originally built in 1962 Sta. 683+34.65.
Existing structure is a 3-span non-composite reinforced concrete deck on steel beams supported by multi-column piers and tall wall abutments. The back-to-back of abutment length is 180'-7" with an out-to-out width of 63'-0".
Existing superstructure shall be removed and replaced. Traffic to be detoured during construction.
Salvage: None

SCOPE OF WORK

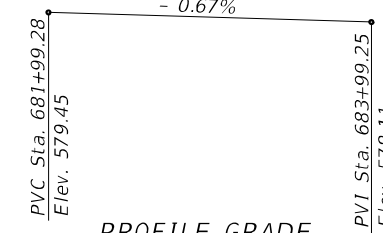
1. Remove and replace existing bridge deck and approach slabs.
2. Remove existing bridge rail beyond footprint of the bridge and modify existing abutment wingwalls to accommodate the new bridge cross section.
3. Remove and replace existing beams.
4. Raise bridge seats at piers and abutments.
5. Remove and replace bearings.
6. Repair piers and abutments as needed.
7. Replace the existing abutment backwalls.
8. Install new columns at both piers.



PROFILE GRADE
(Along \bar{C} Parnell Avenue)



PROFILE GRADE
(Along SB PGL Interstate 57)



PROFILE GRADE
(Along NB PGL Interstate 57)

DESIGN SPECIFICATIONS (NEW CONSTRUCTION)

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition
1995 Seismic Retrofitting Manual for Highway Bridges

LOADING HL-93

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

DESIGN STRESSES (FIELD UNITS)

ITEMS	EXISTING	PROPOSED
f'c	3000 psi	3500 psi
f'c (superstructure)	3000 psi	4000 psi
f _y (reinforcement)	40,000 psi	60,000 psi
f _y (structural steel)	33,000 psi	50,000 psi (M270 Grade 50) *

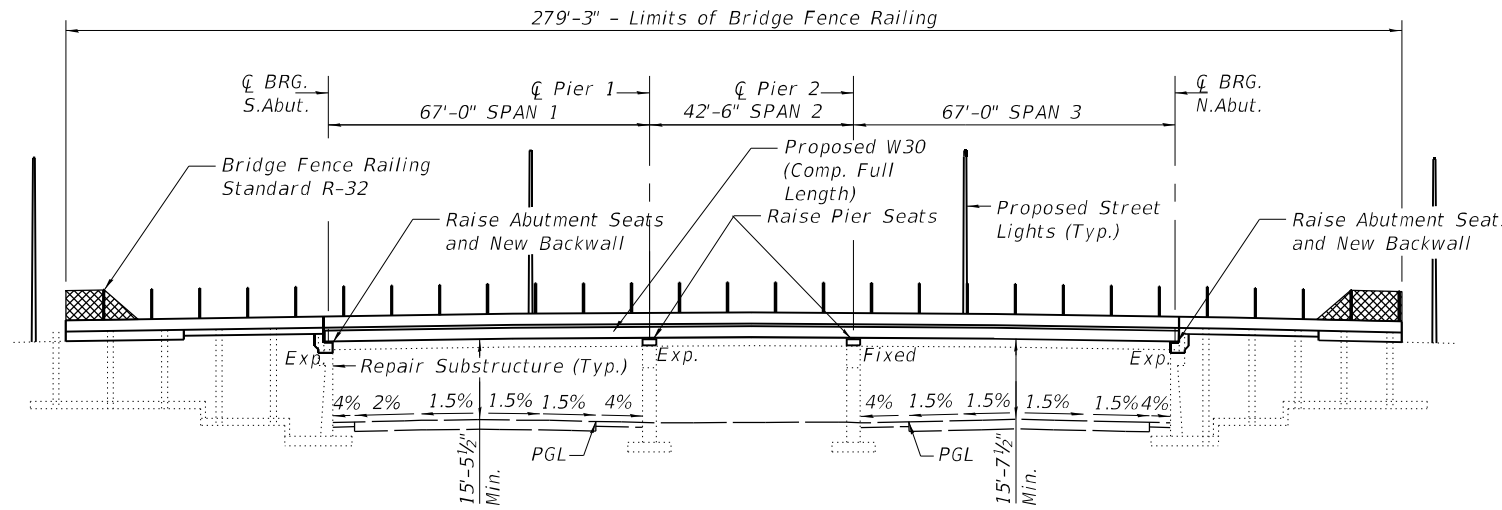
* All structural steel shall be galvanized.

SEISMIC DATA

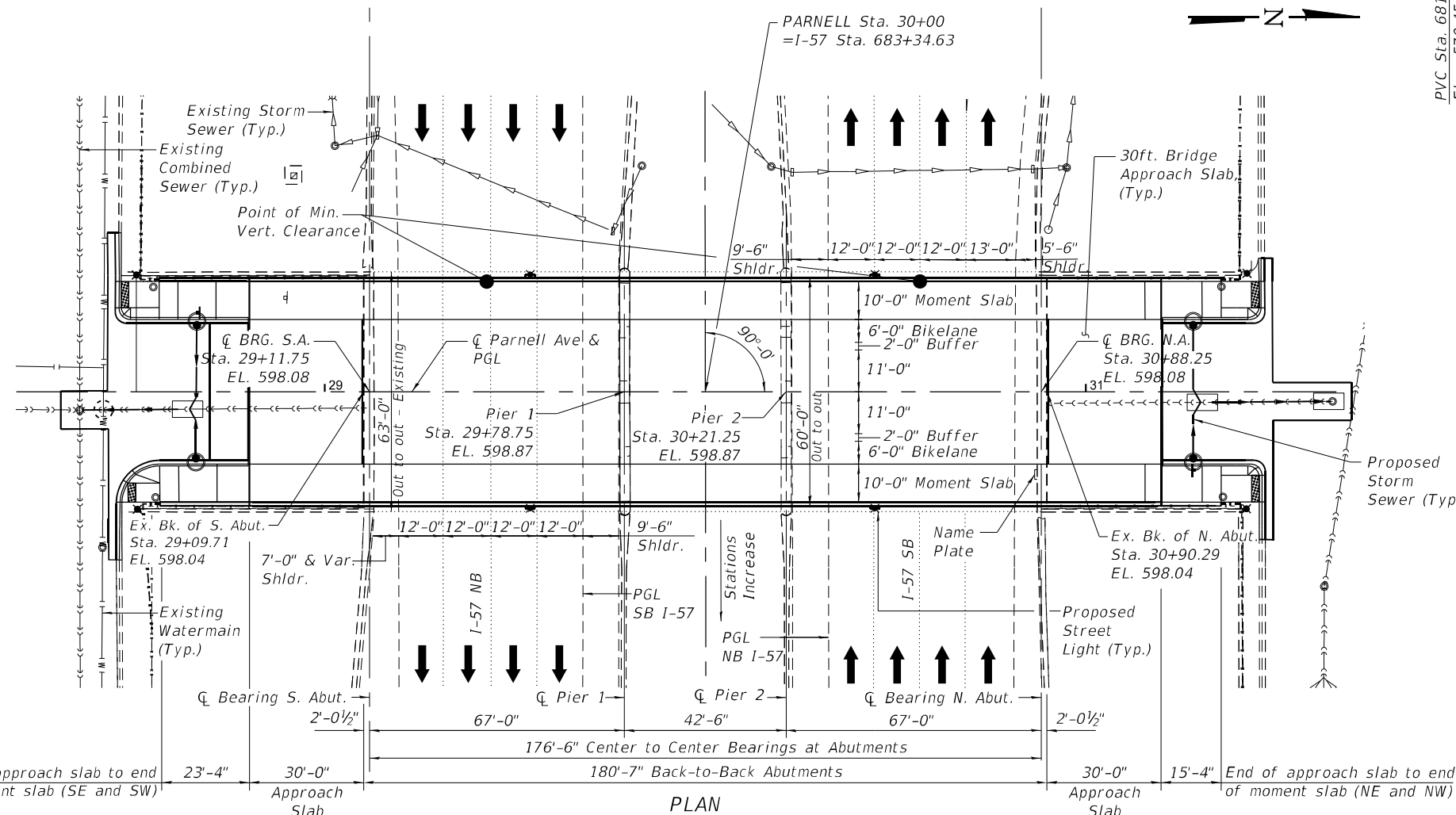
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.038g
Site Coefficient (S) = 1.0

LIGHT POLE LOCATIONS

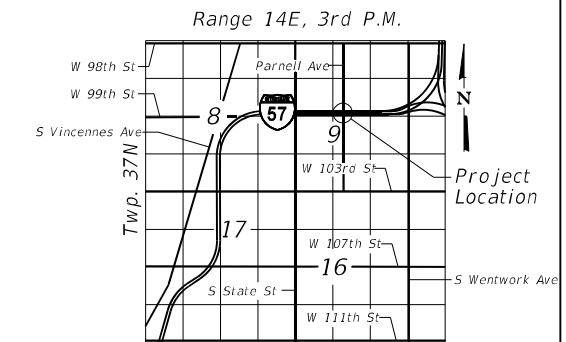
STATION	OFFSET
28+51	30'-0" Lt.
28+51	30'-0" Rt.
29+54	30'-0" Lt.
29+54	30'-0" Rt.
30+45	30'-0" Lt.
30+45	30'-0" Rt.
31+42	30'-0" Lt.
31+42	30'-0" Rt.



ELEVATION



PLAN



LOCATION SKETCH

GENERAL PLAN & ELEVATION
PARNELL AVENUE OVER INTERSTATE 57
F.A.I. RTE. 57 - SECTION 2021-063-B
COOK COUNTY
STA. 30+00
STRUCTURE NO. 016-2029



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-2029

SHEET 1 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	53
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT	

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Bowman
311 S. Wacker Drive, Suite 1650
Chicago, IL 60606
312.564.4369
www.bowman.com

USER NAME = asoltani	DESIGNED - AS	REVISED -
PLOT SCALE =	CHECKED - AJN	REVISED -
PLOT DATE = 07/29/2022	DRAWN - AS	REVISED -
	CHECKED - AJN	REVISED -

GENERAL NOTES

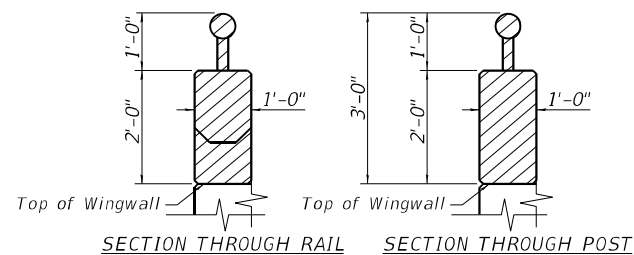
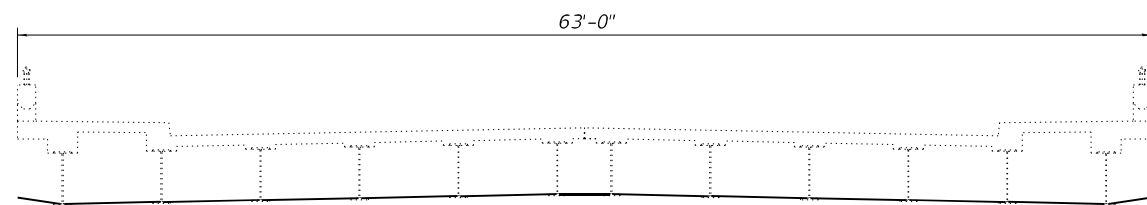
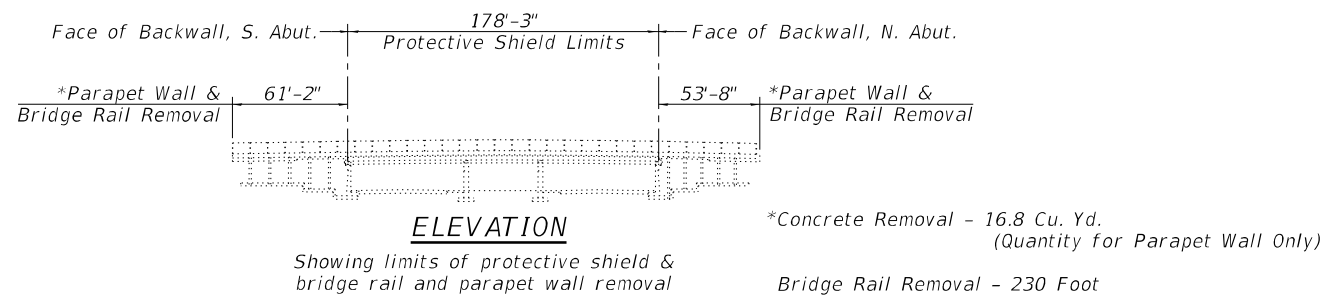
1. Reinforcement bars designated (E) shall be epoxy coated.
2. All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."
3. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts. Bolts 7/8in. Ø, holes 1 1/16in. Ø, unless otherwise noted.
4. Calculated weight of Structural Steel (Grade 50)= 248,440 lb and Structural Steel (Grade 36)= 24,620 lb.
5. It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction.
6. 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.
7. Bearing seat surface shall be constructed or adjusted to the designated elevation within a tolerance of 1/8"(0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Concrete Sealer shall be applied to the designated areas of the piers and abutments.
9. No field welding is permitted except as specified in the contract documents.

INDEX OF SHEETS

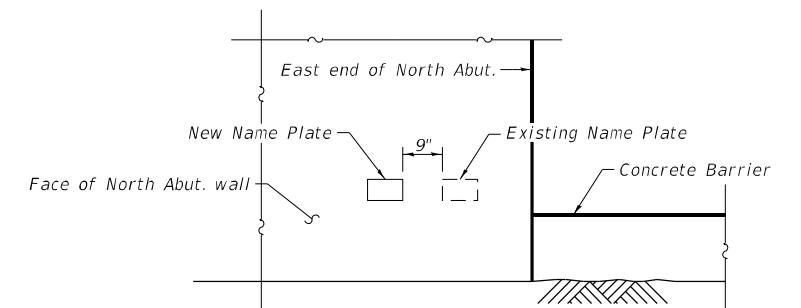
1. GENERAL PLAN & ELEVATION
2. GENERAL NOTES & BILL OF MATERIAL
3. DECK ELEVATION 1
4. DECK ELEVATION 2
5. DECK ELEVATION 3
6. TOP OF SOUTH APPROACH SLAB ELEVATIONS
7. TOP OF NORTH APPROACH SLAB ELEVATIONS
8. SUPERSTRUCTURE DECK
9. SUPERSTRUCTURE DETAILS
10. DIAPHRAGM DETAILS
11. SOUTH APPROACH SLAB
12. NORTH APPROACH SLAB
13. APPROACH SLAB DETAILS
14. BRIDGE FENCE RAILING, PARAPET MOUNTED
15. PREFORMED JOINT STRIP SEAL
16. FRAMING PLAN AND STEEL GIRDER
17. FRAMING DETAILS
18. BEARING DETAILS
19. N. & S. ABUTMENT REMOVAL PLAN
20. N. & S. ABUTMENT CONSTRUCTION PLAN
21. N. & S. ABUTMENT DETAILS
22. N. & S. ABUTMENT & WINGWALL REPAIRS
23. PIER 1 ADJUSTMENT & DETAILS
24. PIER 1 REPAIRS
25. PIER 2 ADJUSTMENT & DETAILS
26. PIER 2 REPAIRS

TOTAL BILL OF MATERIAL

DESCRIPTION	Unit	Super	Sub	Total
REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	-	1
CONCRETE REMOVAL	CU YD	37.6	-	37.6
BRIDGE RAIL REMOVAL	FOOT	230	-	230
PROTECTIVE SHIELD	SQ YD	679	-	679
STRUCTURE EXCAVATION	CU YD	-	122.8	122.8
CONCRETE STRUCTURES	CU YD	-	107.2	107.2
CONCRETE SUPERSTRUCTURE	CU YD	504.8	-	504.8
BRIDGE DECK GROOVING	SQ YD	957.0	-	957.0
PROTECTIVE COAT	SQ YD	1,595	-	1,595
CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	166.8	-	166.8
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	-	1
STUD SHEAR CONNECTORS	EACH	6,216	-	6,216
REINFORCEMENT BARS, EPOXY COATED	POUND	167,840	19,180	187,020
BRIDGE FENCE RAILING, CURVED	FOOT	560	-	560
NAME PLATES	EACH	1	-	1
PREFORMED JOINT STRIP SEAL	FOOT	124.0	-	124.0
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24	-	24
ANCHOR BOLTS, 1"	EACH	48	-	48
ANCHOR BOLTS, 1 1/4"	EACH	16	-	16
GRANULAR BACKFILL FOR STRUCTURES	CU YD	-	36.9	36.9
CONCRETE SEALER	SQ FT	-	7,748	7,748
EPOXY CRACK INJECTION	FOOT	-	100	100
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	-	885.0	885.0
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	-	184.0	184.0



BRIDGE RAIL AND PARAPET WALL REMOVAL
(This detail is applicable to the Bridge Rail and Parapet Wall removal beyond the footprint of the bridge. Bridge Rail will be removed under "Bridge Rail Removal" pay item and Parapet Wall will be removed under "Concrete Removal" pay item.)



ABBREVIATIONS:

abut.	abutment	NW	north west
B.F.	back face	no.	number
@	baseline	O.F.	outside face
brg.	bearing	PJF	preformed joint filler
CL	centerline	PJS	preformed joint sealer
cl.	clearance	PG	profile grade
conc.	concrete	prop.	proposed
const.	construction	req'd	required
E.B.	expansion bearings	rte.	route
EA	east abutment	SB	south bound
EB	east bound	SE	south east
E.F.	each face	SW	south west
elev.	elevation	sect.	section
exist.	existing	spa.	spaces
F.B.	fixed bearings	spec.	specification
F.F.	front face	sta.	station
I.F.	inside face	std.	standard
jt.	joint	struct.	structure
long.	longitudinal	typ.	typical
max.	maximum	UNO	unless noted otherwise
min.	minimum	WA	west abutment
NB	north bound	WB	west bound
NE	north east	WW	wingwall

STATION 30+00
RE-BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 57 SEC.2021-063-B
LOADING HL-93
STR. NO. 016-2029

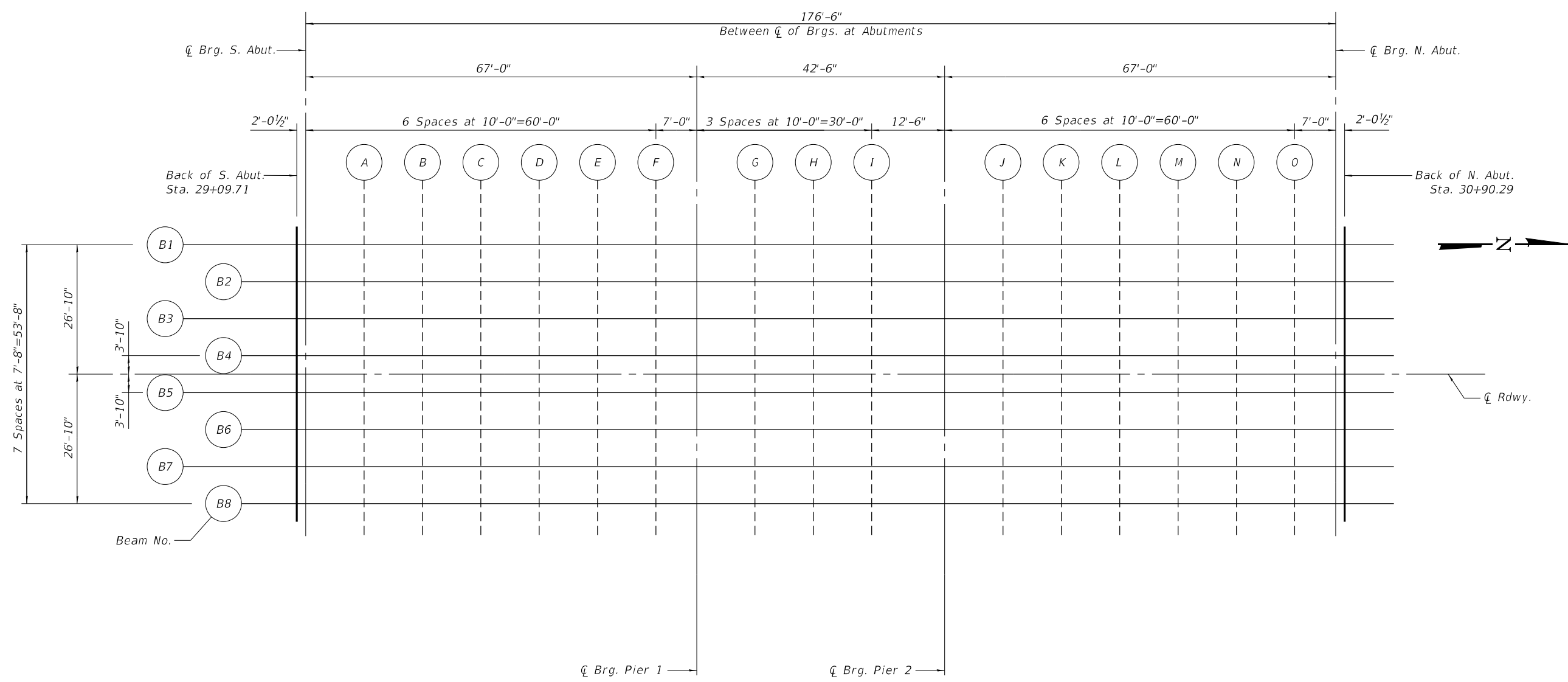
NAME PLATE
See Std. 515001

Note: Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

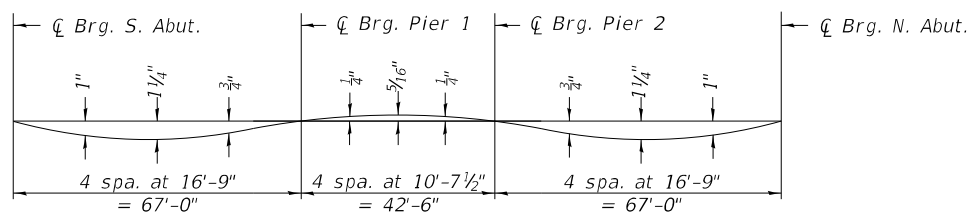
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Bowman 311 S. Wacker Drive, Suite 1650 Chicago, IL 60606 312.644.4369 www.bowman.com	USER NAME = asoftlani	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES & BILL OF MATERIAL STRUCTURE NO. 016-2029	F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 54
	PLOT SCALE =	DRAWN - AS	REVISED -			CONTRACT NO. 62P00		ILLINOIS FED. AID PROJECT		
PLOT DATE = 04/17/2023	CHECKED - AJN	REVISED -		SHEET 2 OF 26 SHEETS						

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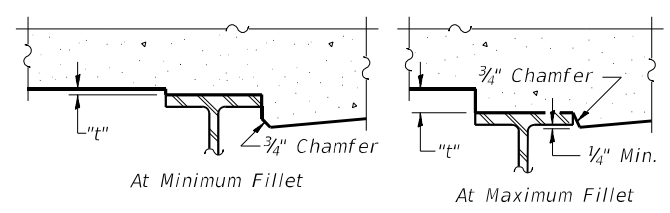


PLAN



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

Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 4 and 5 of 26.



FILLET HEIGHTS

Note:
 To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheets 4 and 5 of 26. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 4 and 5 of 26, minus slab thickness, equals the fillet heights "t" above top flange of beams.



USER NAME =	asollani	DESIGNED -	AS	REVISED -	
		CHECKED -	AJN	REVISED -	
PLOT SCALE =		DRAWN -	AS	REVISED -	
PLOT DATE =	07/29/2022	CHECKED -	AJN	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK ELEVATION 1
 STRUCTURE NO. 016-2029

SHEET 3 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	55
CONTRACT NO.			62P00	
ILLINOIS FED. AID PROJECT				

BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevation, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of S. Abut., C Brg. S. Abut., A through O, C Brg. Pier 1, G, H, I, C Brg. Pier 2, J through N, O, C Brg. N. Abut., Bk. of N. Abut.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevation, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of S. Abut., C Brg. S. Abut., A through O, C Brg. Pier 1, G, H, I, C Brg. Pier 2, J through N, O, C Brg. N. Abut., Bk. of N. Abut.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevation, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of S. Abut., C Brg. S. Abut., A through O, C Brg. Pier 1, G, H, I, C Brg. Pier 2, J through N, O, C Brg. N. Abut., Bk. of N. Abut.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevation, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of S. Abut., C Brg. S. Abut., A through O, C Brg. Pier 1, G, H, I, C Brg. Pier 2, J through N, O, C Brg. N. Abut., Bk. of N. Abut.

C PARNELL AVE. AND PGL

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevation, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of S. Abut., C Brg. S. Abut., A through O, C Brg. Pier 1, G, H, I, C Brg. Pier 2, J through N, O, C Brg. N. Abut., Bk. of N. Abut.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevation, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. of S. Abut., C Brg. S. Abut., A through O, C Brg. Pier 1, G, H, I, C Brg. Pier 2, J through N, O, C Brg. N. Abut., Bk. of N. Abut.

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Revision table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, DRAWN, CHECKED. Includes Bowman logo and contact info.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATION 2 STRUCTURE NO. 016-2029

SHEET 4 OF 26 SHEETS

Project information table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

BEAM 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	2909.71	11.50	597.81	597.81
☉ Brg. S. Abut.	2911.75	11.50	597.85	597.85
A	2921.75	11.50	598.03	598.08
B	2931.75	11.50	598.19	598.28
C	2941.75	11.50	598.33	598.43
D	2951.75	11.50	598.44	598.54
E	2961.75	11.50	598.53	598.60
F	2971.75	11.50	598.61	598.63
☉ Brg. Pier 1	2978.75	11.50	598.64	598.64
G	2988.75	11.50	598.68	598.66
H	2998.75	11.50	598.69	598.67
I	3008.75	11.50	598.68	598.66
☉ Brg. Pier 2	3021.25	11.50	598.64	598.64
J	3031.25	11.50	598.59	598.62
K	3041.25	11.50	598.51	598.59
L	3051.25	11.50	598.41	598.51
M	3061.25	11.50	598.29	598.39
N	3071.25	11.50	598.14	598.23
O	3081.25	11.50	597.98	598.02
☉ Brg. N. Abut.	3088.26	11.50	597.85	597.85
Back of N. Abut.	3090.29	11.50	597.81	597.81

BEAM 7

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	2909.71	19.16	597.66	597.66
☉ Brg. S. Abut.	2911.75	19.16	597.70	597.70
A	2921.75	19.16	597.88	597.93
B	2931.75	19.16	598.04	598.13
C	2941.75	19.16	598.17	598.28
D	2951.75	19.16	598.29	598.38
E	2961.75	19.16	598.38	598.45
F	2971.75	19.16	598.45	598.48
☉ Brg. Pier 1	2978.75	19.16	598.49	598.49
G	2988.75	19.16	598.53	598.51
H	2998.75	19.16	598.54	598.51
I	3008.75	19.16	598.53	598.51
☉ Brg. Pier 2	3021.25	19.16	598.49	598.49
J	3031.25	19.16	598.43	598.47
K	3041.25	19.16	598.36	598.43
L	3051.25	19.16	598.26	598.36
M	3061.25	19.16	598.13	598.24
N	3071.25	19.16	597.99	598.07
O	3081.25	19.16	597.83	597.86
☉ Brg. N. Abut.	3088.26	19.16	597.70	597.70
Back of N. Abut.	3090.29	19.16	597.66	597.66

BEAM 8

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	2909.71	26.83	597.51	597.51
☉ Brg. S. Abut.	2911.75	26.83	597.54	597.54
A	2921.75	26.83	597.72	597.78
B	2931.75	26.83	597.88	597.97
C	2941.75	26.83	598.02	598.13
D	2951.75	26.83	598.13	598.23
E	2961.75	26.83	598.23	598.29
F	2971.75	26.83	598.30	598.32
☉ Brg. Pier 1	2978.75	26.83	598.34	598.34
G	2988.75	26.83	598.37	598.35
H	2998.75	26.83	598.39	598.36
I	3008.75	26.83	598.38	598.36
☉ Brg. Pier 2	3021.25	26.83	598.34	598.34
J	3031.25	26.83	598.28	598.32
K	3041.25	26.83	598.20	598.28
L	3051.25	26.83	598.10	598.20
M	3061.25	26.83	597.98	598.09
N	3071.25	26.83	597.84	597.92
O	3081.25	26.83	597.67	597.71
☉ Brg. N. Abut.	3088.26	26.83	597.54	597.54
Back of N. Abut.	3090.29	26.83	597.81	597.51

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	USER NAME = asollani	DESIGNED - AS	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">DECK ELEVATION 3 STRUCTURE NO. 016-2029</p>	F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 57
	PLOT SCALE =	DRAWN - AS	REVISED -			CONTRACT NO. 62P00				
	PLOT DATE = 07/29/2022	CHECKED - AJN	REVISED -			ILLINOIS FED. AID PROJECT				

OUTSIDE EDGE OF WEST MOMENT SLAB/APPROACH SLAB

Location	Station	Offset to \mathcal{C}	Theoretical Grade Elevations
S. End South Appr. Slab	28+79.88	-30.00	597.76
A1	28+89.88	-30.00	597.01
A2	28+99.88	-30.00	597.24
N. End South Appr. Slab	29+09.88	-30.00	597.45

EDGE OF SLAB AT WEST MOMENT SLAB

Location	Station	Offset to \mathcal{C}	Theoretical Grade Elevations
S. End South Appr. Slab	28+79.88	-19.00	596.98
A1	28+89.88	-19.00	597.23
A2	28+99.88	-19.00	597.46
N. End South Appr. Slab	29+09.88	-19.00	597.67

\mathcal{C} PARNELL AVENUE AND PGL

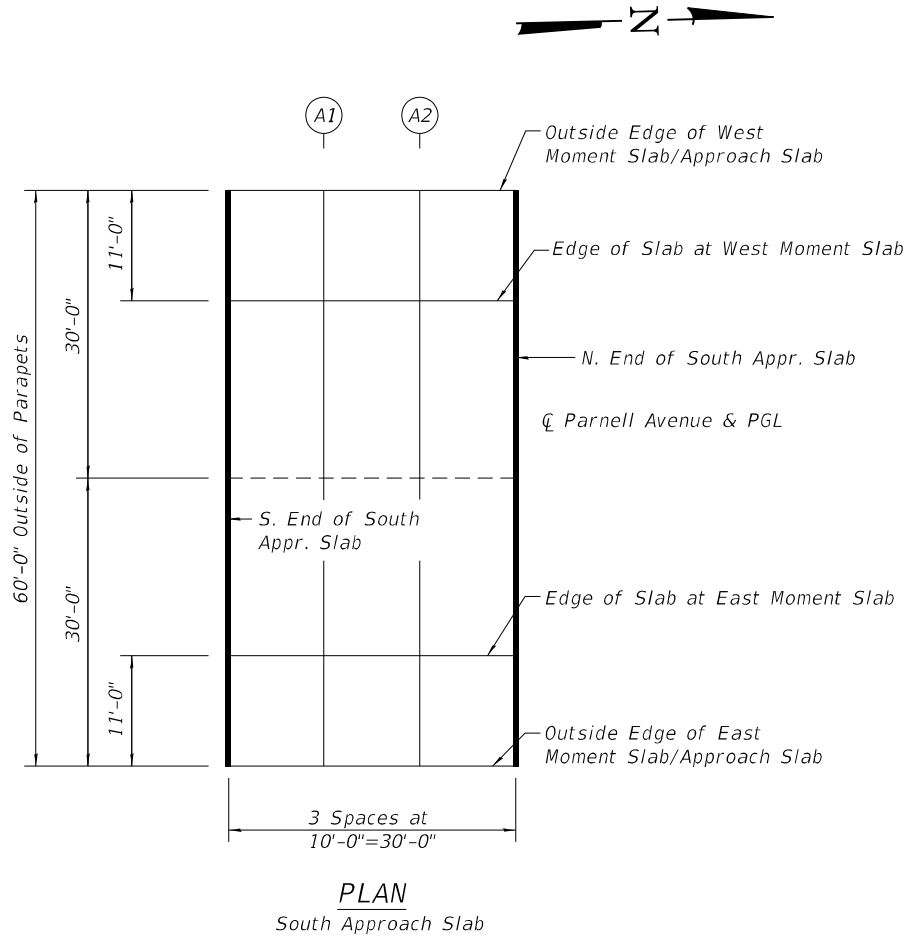
Location	Station	Offset to \mathcal{C}	Theoretical Grade Elevations
S. End South Appr. Slab	28+79.88	0.00	597.36
A1	28+89.88	0.00	597.61
A2	28+99.88	0.00	597.84
N. End South Appr. Slab	29+09.88	0.00	598.05

EDGE OF SLAB AT EAST MOMENT SLAB

Location	Station	Offset to \mathcal{C}	Theoretical Grade Elevations
S. End South Appr. Slab	28+79.88	19.00	596.98
A1	28+89.88	19.00	597.23
A2	28+99.88	19.00	597.46
N. End South Appr. Slab	29+09.88	19.00	597.67

OUTSIDE EDGE OF EAST MOMENT SLAB/APPROACH SLAB

Location	Station	Offset to \mathcal{C}	Theoretical Grade Elevations
S. End South Appr. Slab	28+79.88	30.00	597.76
A1	28+89.88	30.00	597.01
A2	28+99.88	30.00	597.24
N. End South Appr. Slab	29+09.88	30.00	597.45



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 Chicago, IL 60606
 312.547.4300
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PLOT DATE = 07/29/2022	DRAWN - AS	REVISED -
	CHECKED - AJN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-2029**

SHEET 6 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	58
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

OUTSIDE EDGE OF WEST MOMENT SLAB/APPROACH SLAB

Location	Station	Offset to ϕ	Theoretical Grade Elevations
S. End North Appr. Slab	30+90.12	-30.00	597.45
A3	31+00.12	-30.00	597.24
A4	31+10.12	-30.00	597.01
N. End North Appr. Slab	31+20.12	-30.00	596.76

EDGE OF SLAB AT WEST MOMENT SLAB

Location	Station	Offset to ϕ	Theoretical Grade Elevations
S. End North Appr. Slab	30+90.12	-19.00	597.67
A3	31+00.12	-19.00	597.46
A4	31+10.12	-19.00	597.23
N. End North Appr. Slab	31+20.12	-19.00	596.98

ϕ PARNELL AVENUE AND PGL

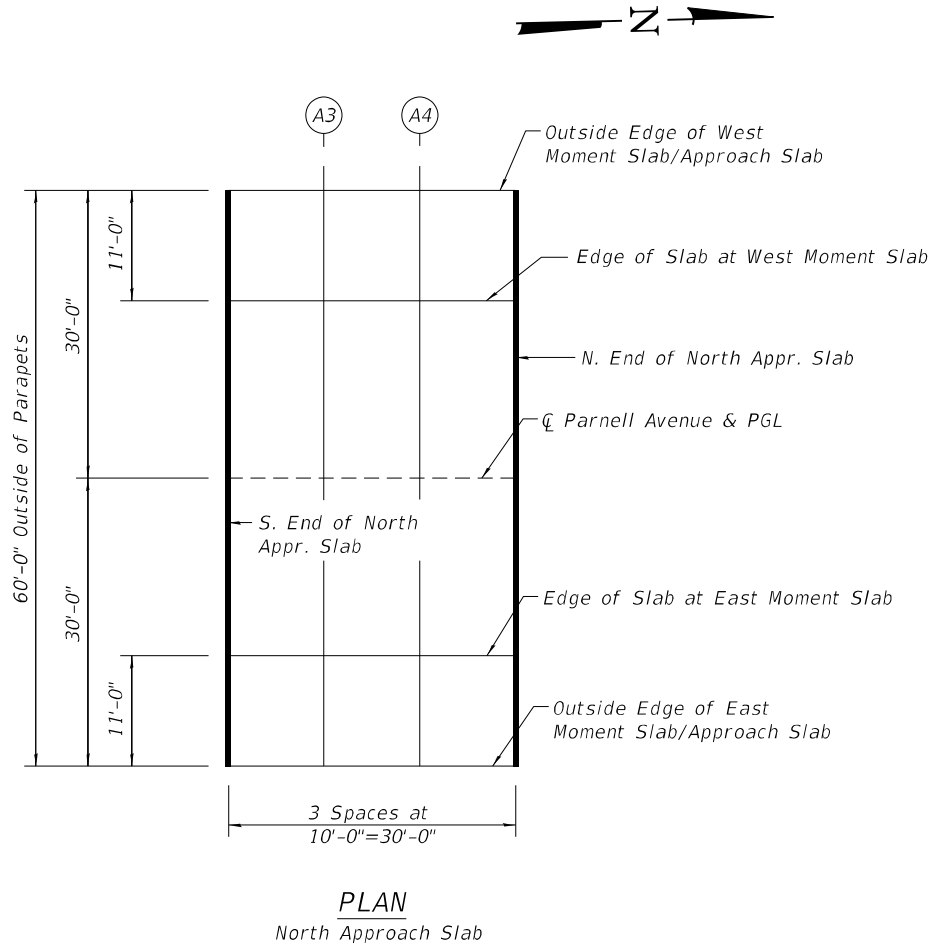
Location	Station	Offset to ϕ	Theoretical Grade Elevations
S. End North Appr. Slab	30+90.12	0.00	598.05
A3	31+00.12	0.00	597.84
A4	31+10.12	0.00	597.61
N. End North Appr. Slab	31+20.12	0.00	597.36

EDGE OF SLAB AT EAST MOMENT SLAB

Location	Station	Offset to ϕ	Theoretical Grade Elevations
S. End North Appr. Slab	30+90.12	19.00	597.67
A3	31+00.12	19.00	597.46
A4	31+10.12	19.00	597.23
N. End North Appr. Slab	31+20.12	19.00	596.98

OUTSIDE EDGE OF EAST MOMENT SLAB/APPROACH SLAB

Location	Station	Offset to ϕ	Theoretical Grade Elevations
S. End North Appr. Slab	30+90.12	30.00	597.45
A3	31+00.12	30.00	597.24
A4	31+10.12	30.00	597.01
N. End North Appr. Slab	31+20.12	30.00	596.76



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	CHECKED - AJN	REVISED -

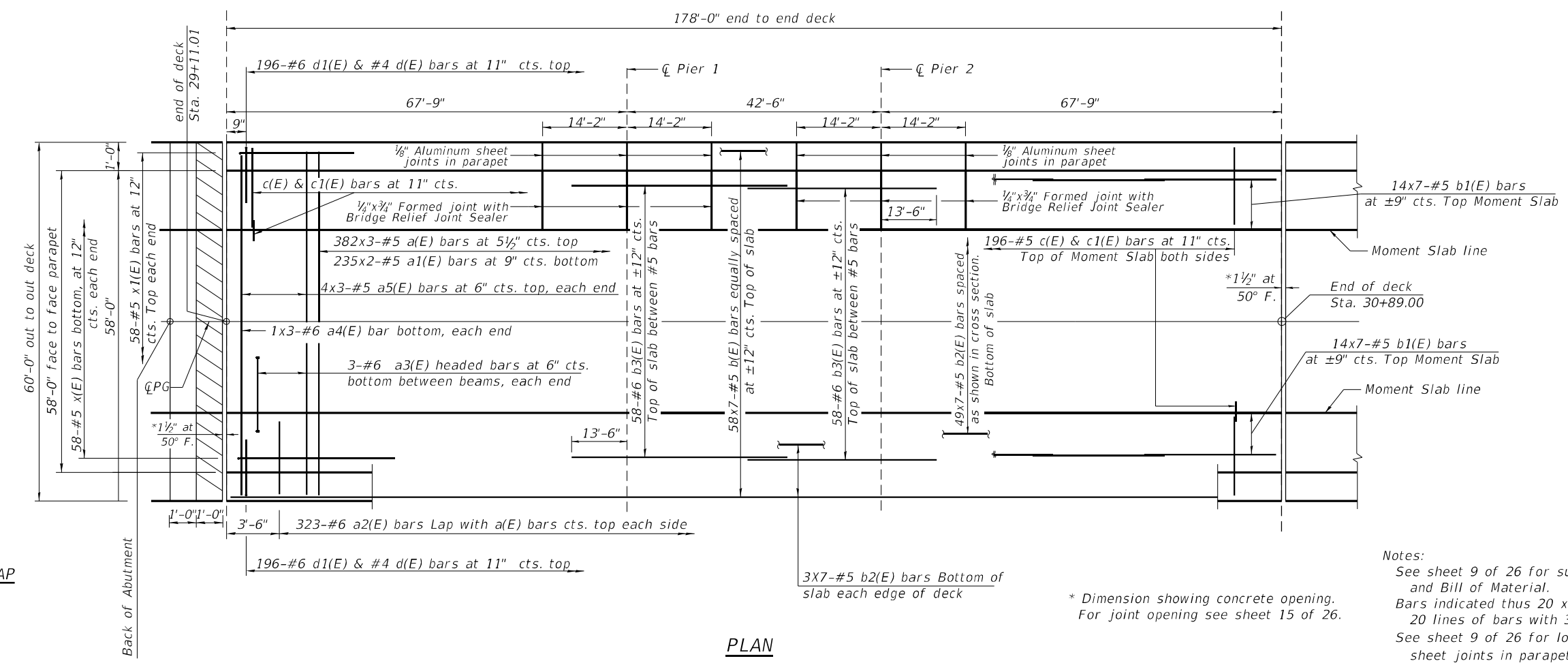
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DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-2029

SHEET 7 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	59
CONTRACT NO.			62P00	
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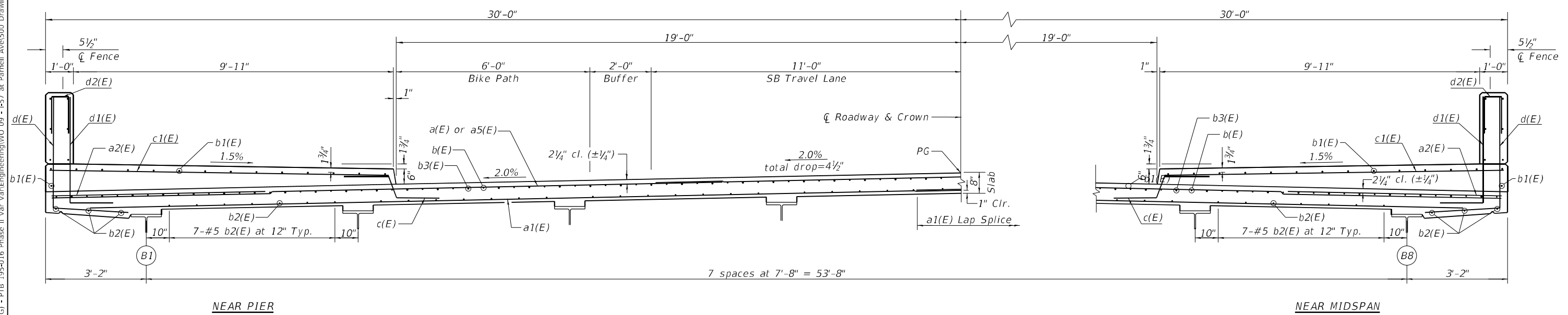


MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 4'-10"

PLAN

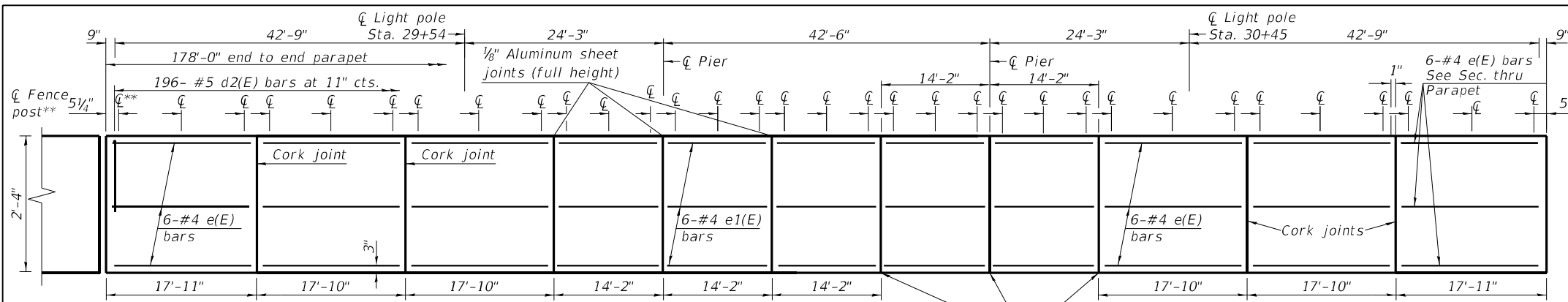
* Dimension showing concrete opening.
 For joint opening see sheet 15 of 26.

Notes:
 See sheet 9 of 26 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 length per line.
 See sheet 9 of 26 for location of 1/8" Aluminum sheet joints in parapet.



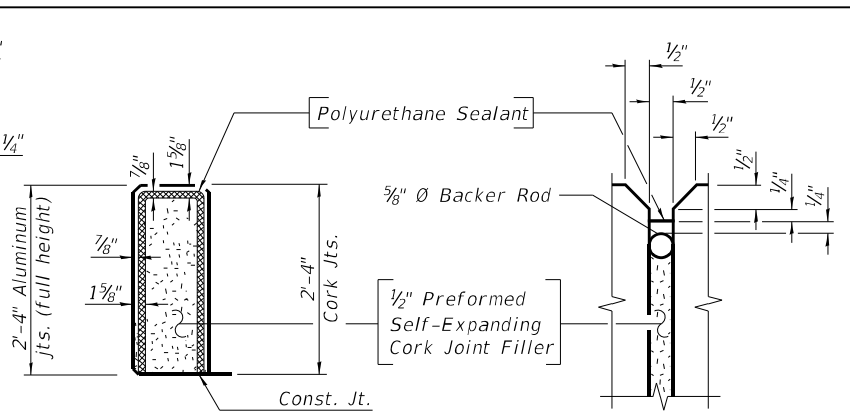
PARTIAL CROSS SECTION (SYMMETRICAL ABOUT CL ROADWAY) - SPAN 1, 2 & 3

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	SHEET 8 OF 26 SHEETS									

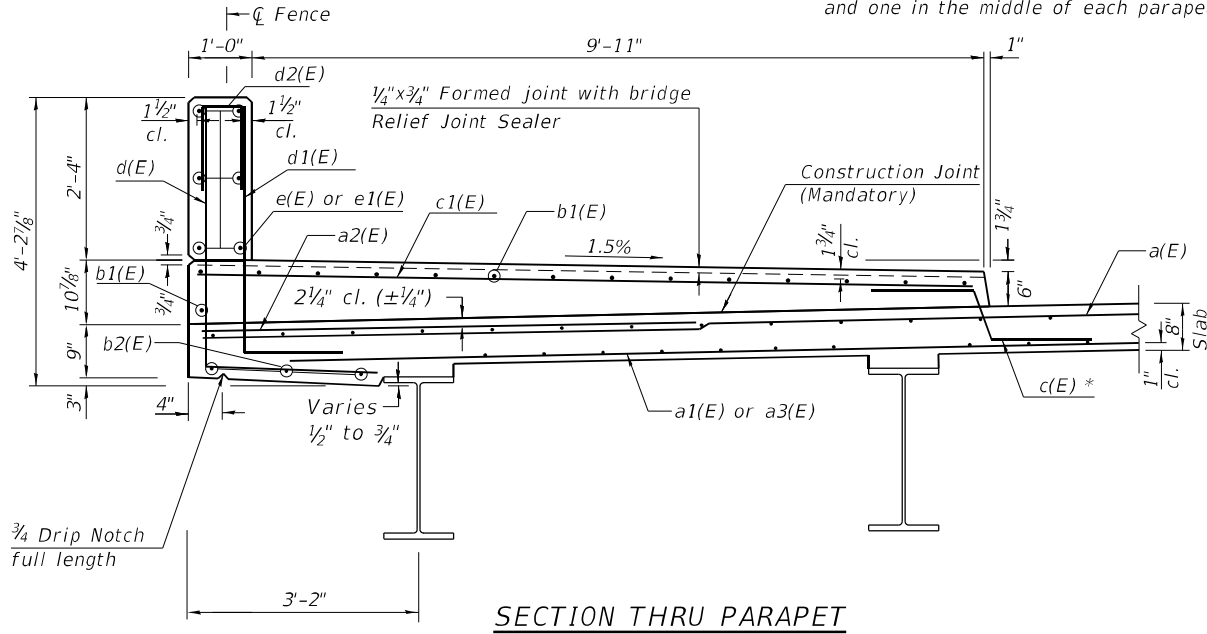


INSIDE ELEVATION OF PARAPET

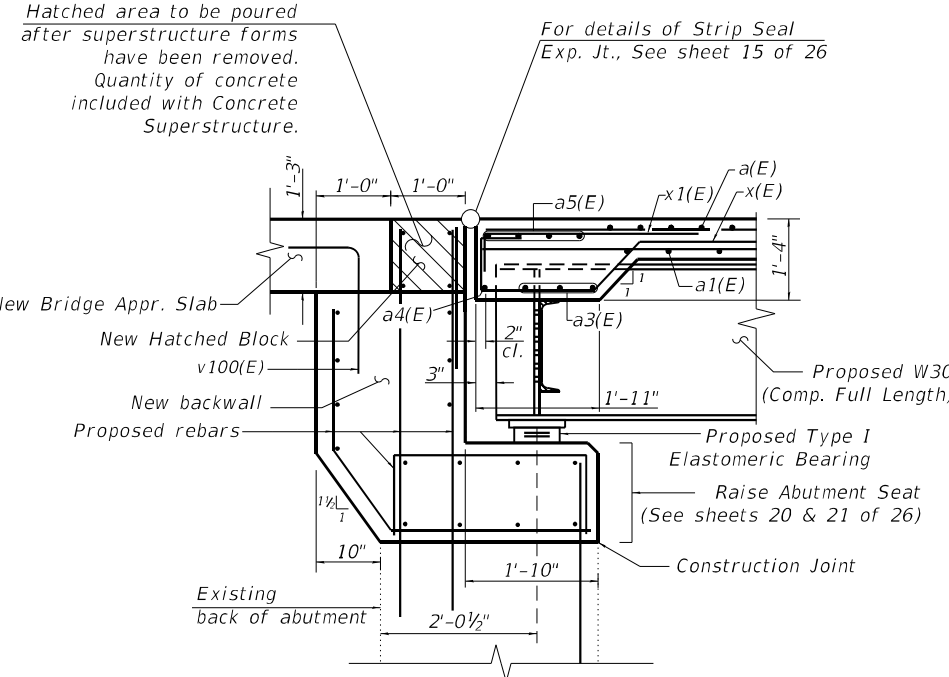
** \bar{C} Fence post at 5 1/4" from edges of each parapet and one in the middle of each parapet panel



PARAPET JOINT DETAILS

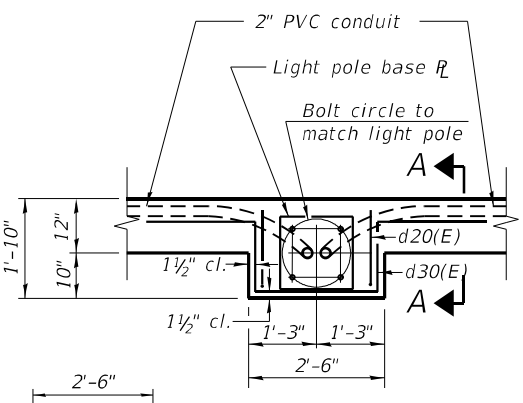
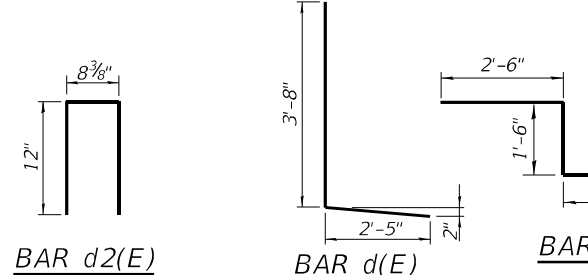
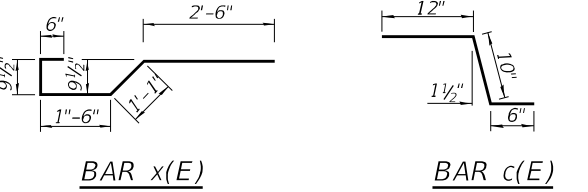
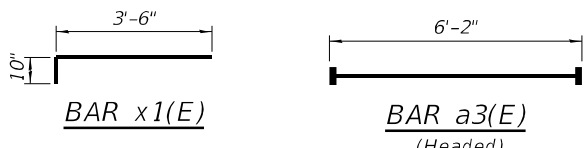


SECTION THRU PARAPET

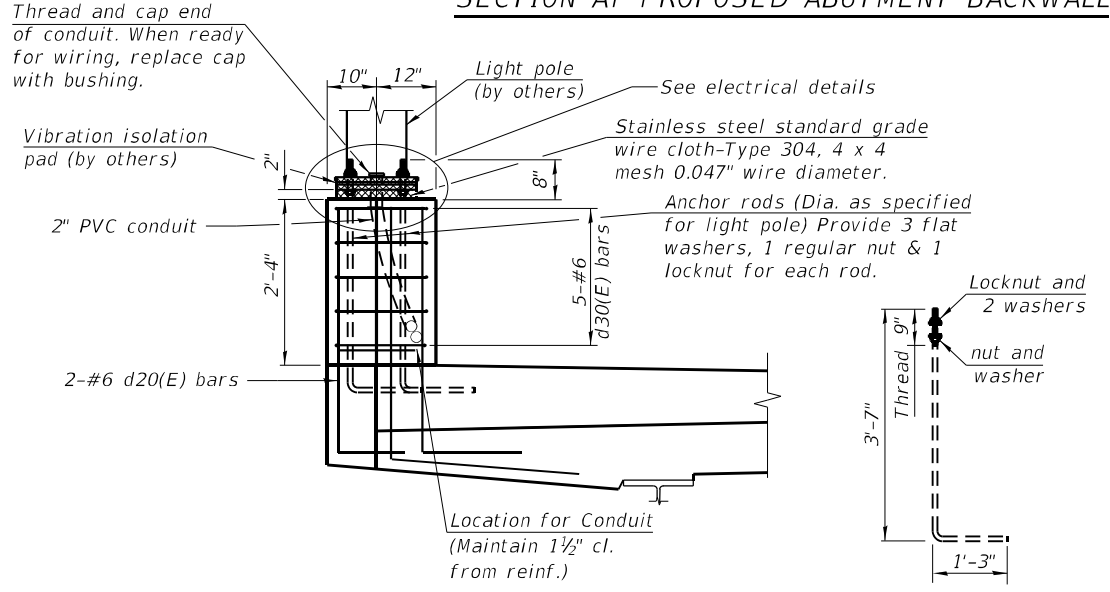


SECTION AT PROPOSED ABUTMENT BACKWALL

BAR d1(E) & d20(E)



LIGHT POLE - PLAN



SECTION A-A

ANCHOR ROD

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

SUPERSTRUCTURE BILL OF MATERIAL

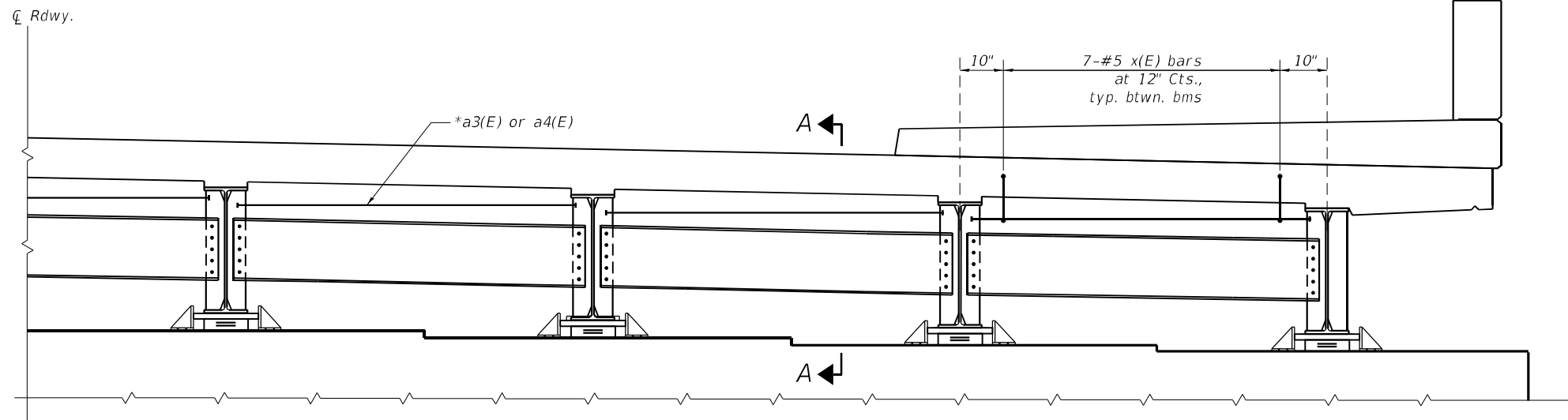
Bar	No.	Size	Length	Shape
a(E)	1146	#5	22'-2"	—
a1(E)	470	#5	30'-0"	—
a2(E)	646	#6	6'-6"	—
a3(E)	42	#6	6'-2"	—
a4(E)	6	#6	23'-0"	—
a5(E)	24	#5	22'-2"	—
b(E)	406	#5	28'-4"	—
b1(E)	210	#5	28'-4"	—
b2(E)	385	#5	28'-4"	—
b3(E)	116	#6	37'-2"	—
c(E)	392	#5	2'-4"	—
c1(E)	392	#5	10'-7"	—
d(E)	392	#4	6'-1"	—
d1(E)	392	#6	4'-9"	—
d2(E)	392	#5	2'-8 3/8"	—
d20(E)	8	#6	4'-9"	—
d30(E)	20	#6	10'-3"	—
e(E)	72	#4	17'-8"	—
e1(E)	60	#4	14'-0"	—
x(E)	116	#5	6'-4 1/2"	—
x1(E)	116	#5	4'-4"	—
Reinforcement Bars, Epoxy Coated		Pound	98,150	
Concrete		Cu. Yd.	419.0	

Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

Notes:
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 Cost of Anchor Rods and Conduit is included with Concrete Superstructures.

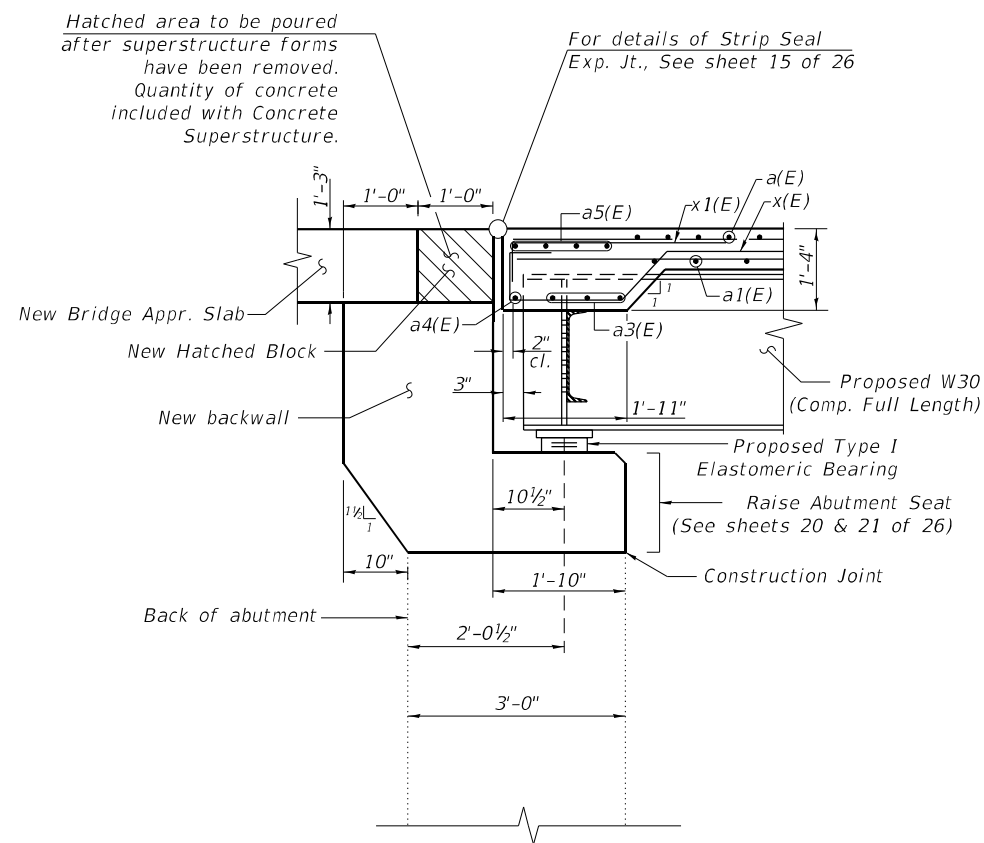
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 SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 016-2029
 SHEET 9 OF 26 SHEETS
 ILLINOIS FED. AID PROJECT

	USER NAME = asoltani	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 016-2029	F.A.I. RTE. = 57	SECTION = 2021-063-B	COUNTY = COOK	TOTAL SHEETS = 103	SHEET NO. = 61
	PLOT SCALE =	DRAWN - AS	REVISED -			CONTRACT NO. = 62P00				
	PLOT DATE = 04/17/2023	CHECKED - AJN	REVISED -							
	SHEET 9 OF 26 SHEETS									



DIAPHRAGM AT ABUTMENT

* Headed bar a3(E) will be placed between beams and a4(E) will be placed behind the beams



SECTION A-A

Note:
See sheet 9 of 26 for Superstructure Details and bill of material

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	PLOT DATE = 07/29/2022	DRAWN - AS	REVISED -
		CHECKED - AJN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
STRUCTURE NO. 016-2029**

SHEET 10 OF 26 SHEETS

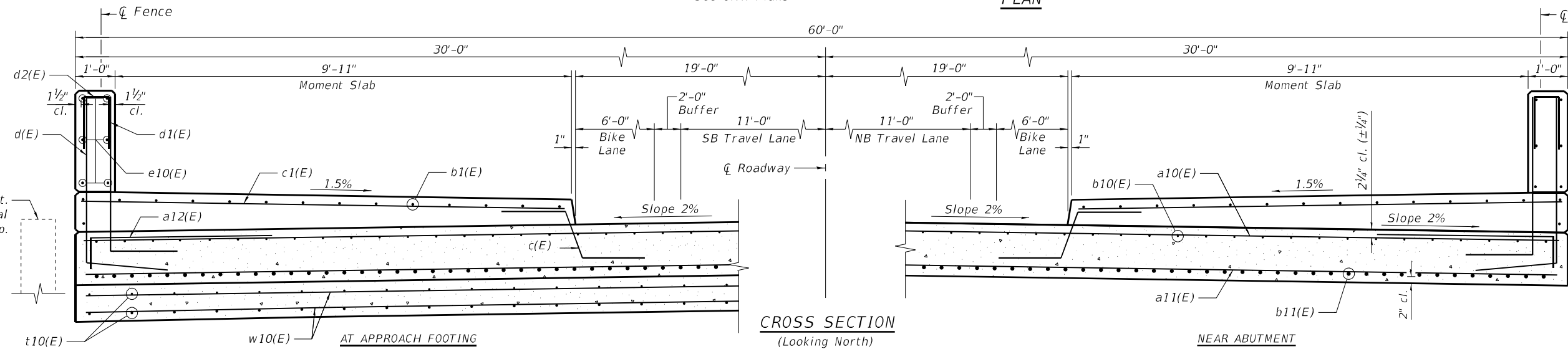
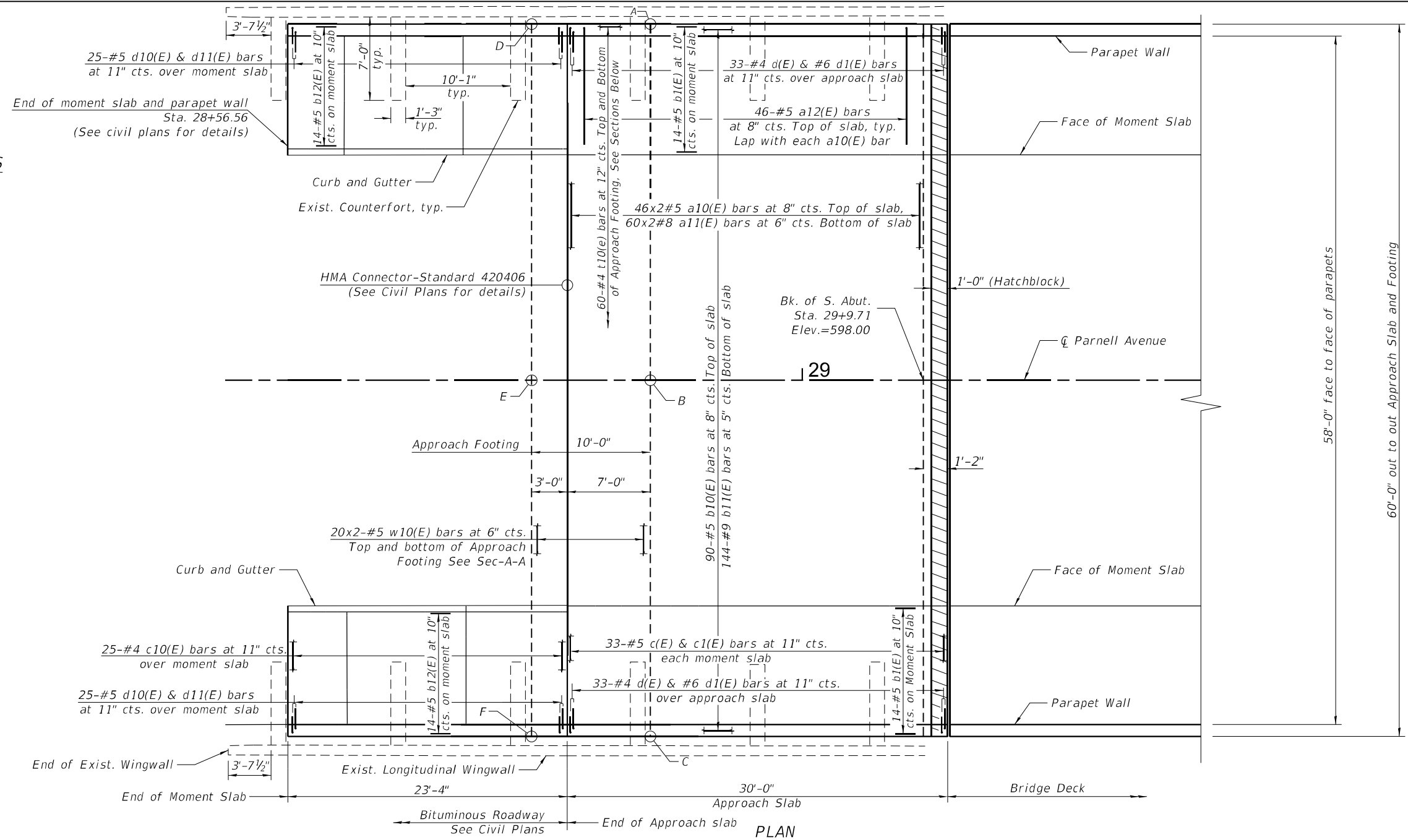
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	62
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

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**TOP AND BOTTOM ELEVATIONS
 FOR APPROACH FOOTING**

Point	Approach	
	Top	Bottom
A	595.56	594.73
B	596.16	595.33
C	595.56	594.73
D	595.29	594.47
E	595.89	595.06
F	595.29	594.47

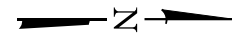
See Sheet 13 of 26 for bridge approach slab details and bill of material.



Notes:
 Construction of grade beam for approach slab may require adjustment of reinforcement bars near existing wingwall counterforts.

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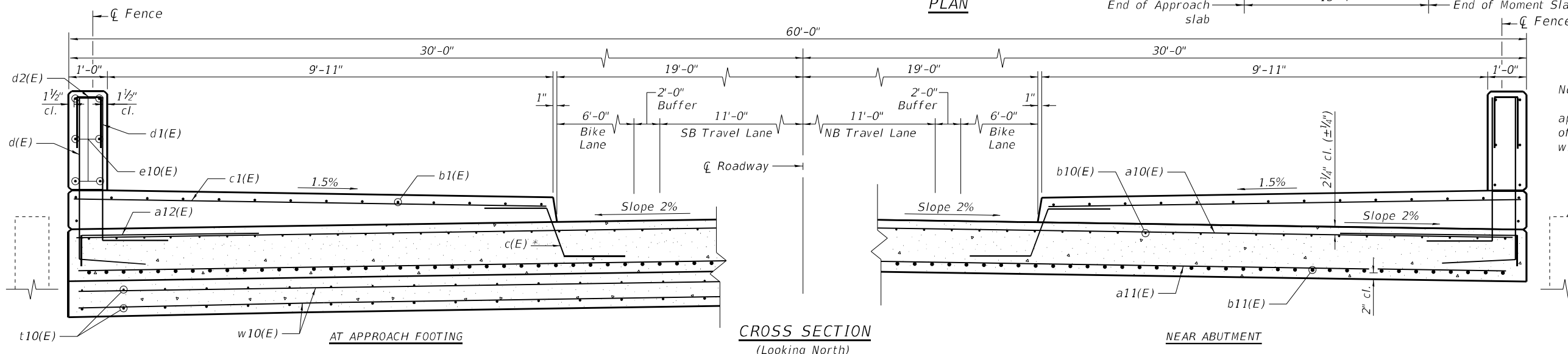
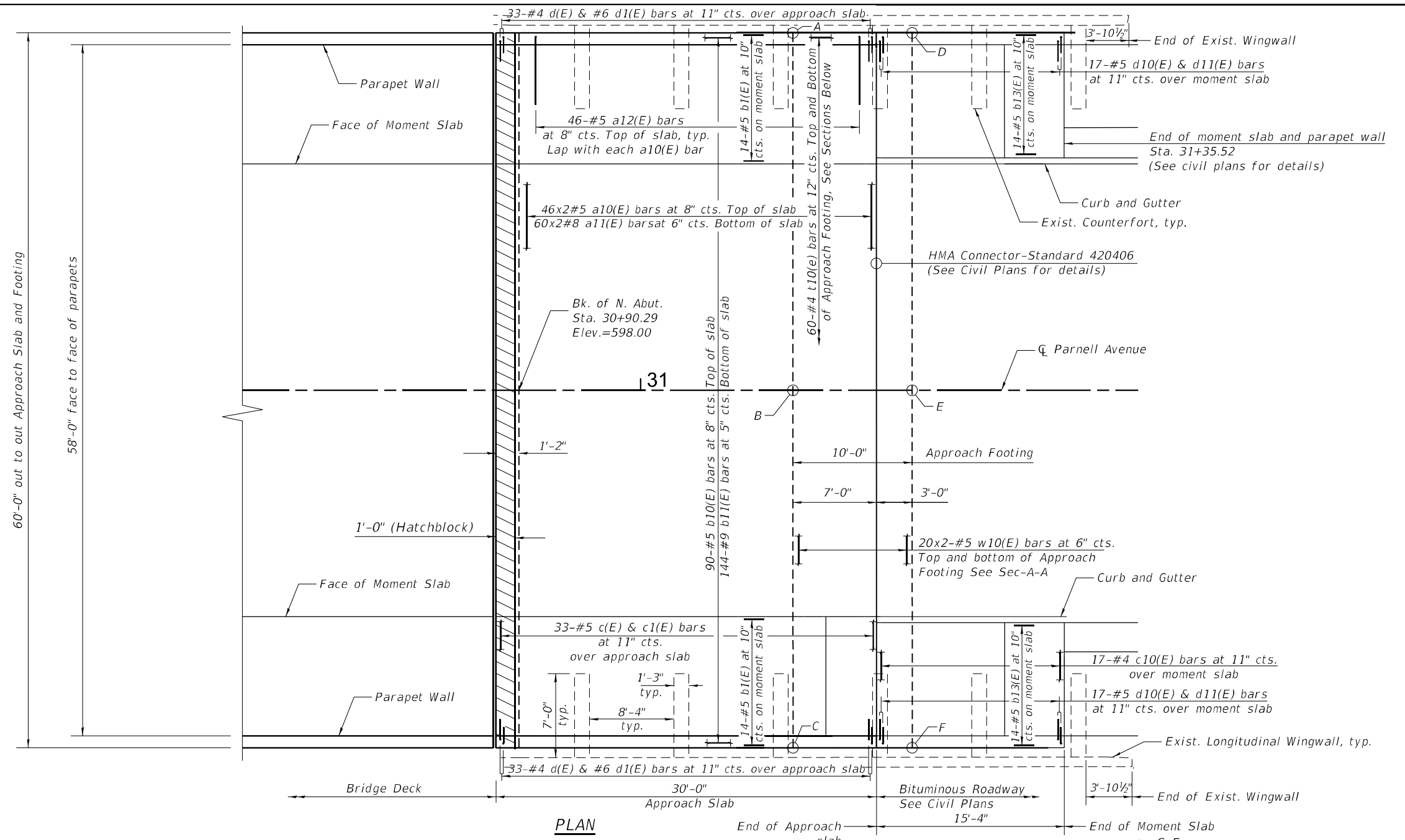
SHEET 11 OF 26 SHEETS



**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

Point	Approach	
	Top	Bottom
A	595.56	594.73
B	596.16	595.33
C	595.56	594.73
D	595.29	594.47
E	595.89	595.06
F	595.29	594.47

See Sheet 13 of 26 for bridge approach slab details and bill of material.



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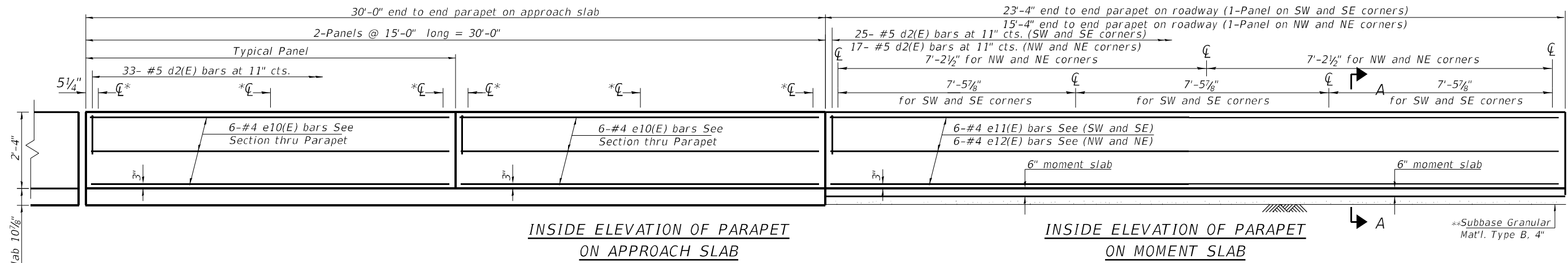
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PLOT DATE =	07/29/2022	CHECKED -	AJN	REVISOR -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH APPROACH SLAB
STRUCTURE NO. 016-2029**

SHEET 12 OF 26 SHEETS

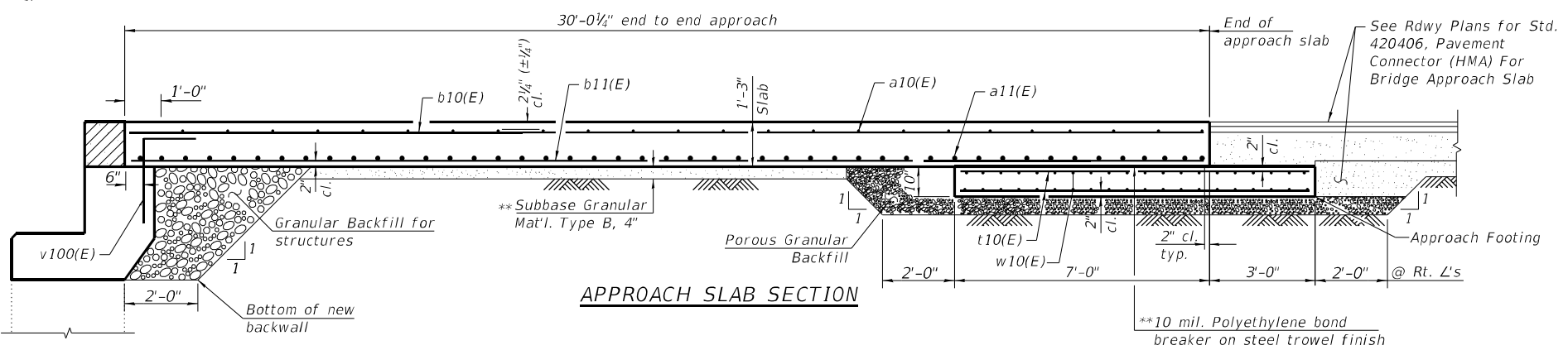
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CONTRACT NO.			62P00	
ILLINOIS FED. AID PROJECT				



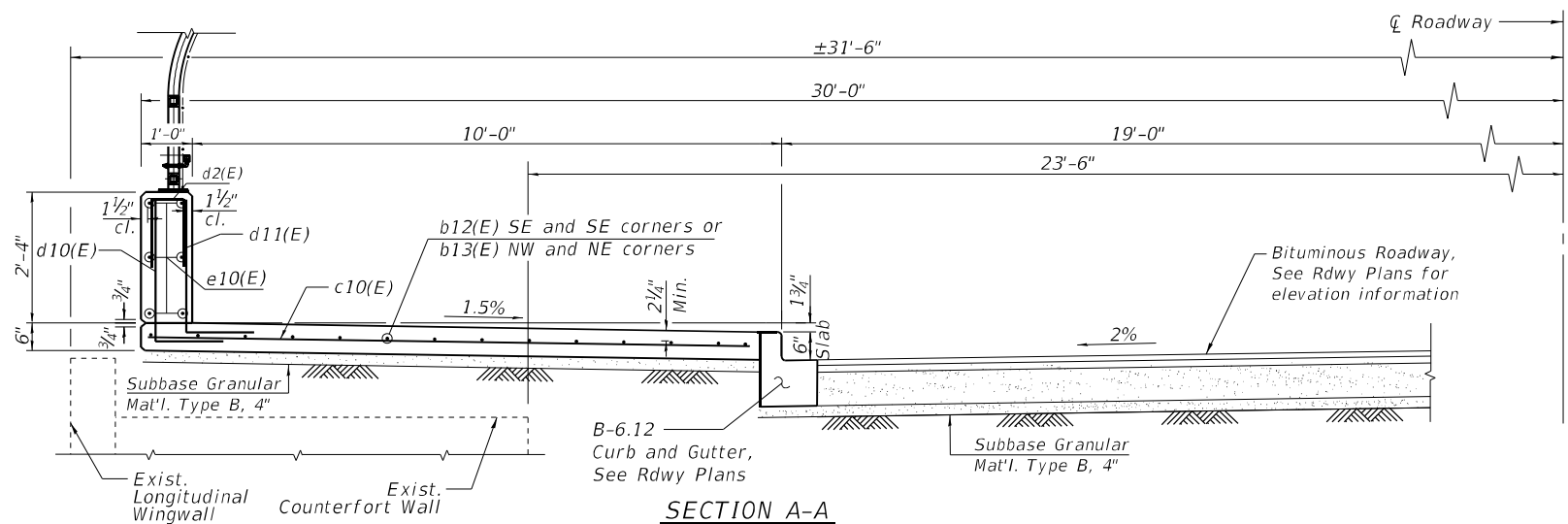
INSIDE ELEVATION OF PARAPET ON APPROACH SLAB

INSIDE ELEVATION OF PARAPET ON MOMENT SLAB

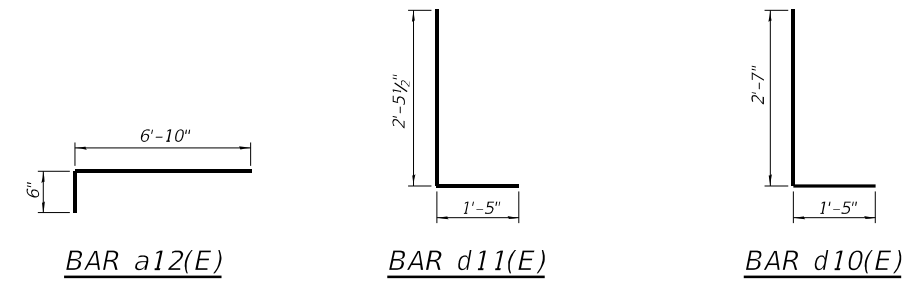
* \varnothing Fence post at 5 1/4" from edges of each parapet and one in the middle of each parapet panel on approach slab only.



APPROACH SLAB SECTION



SECTION A-A



BILL OF MATERIAL SOUTH APPROACH SLAB

Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-0"	—
a11(E)	120	#8	29'-7"	—
a12(E)	92	#5	7'-4"	—
b1(E)	28	#5	29'-8"	—
b10(E)	90	#5	29'-8"	—
b11(E)	144	#9	29'-8"	—
b12(E)	28	#4	23'-0"	—
c(E)	66	#5	2'-4"	—
c1(E)	66	#5	10'-7"	—
c10(E)	50	#4	10'-1"	—
d(E)	66	#4	6'-1"	L
d1(E)	66	#6	4'-9"	L
d2(E)	116	#5	2'-8 3/8"	n
d10(E)	50	#5	4'-0"	L
d11(E)	50	#5	3'-10 1/2"	L
e10(E)	24	#4	14'-8"	—
e11(E)	12	#4	23'-1"	—
t10(E)	120	#4	9'-6"	—
w10(E)	80	#5	29'-7"	—
Concrete Superstructure (Approach Slab)		Cu. Yd.	83.4	
Concrete Structures		Cu. Yd.	17.9	
Concrete Superstructure		Cu. Yd.	39.4	
Reinforcement Bars, Epoxy Coated		Pound	38,460	
Structure Excavation		Cu. Yd.	43.6	

BILL OF MATERIAL NORTH APPROACH SLAB

Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-0"	—
a11(E)	120	#8	29'-7"	—
a12(E)	92	#5	7'-4"	—
b1(E)	28	#5	29'-8"	—
b10(E)	90	#5	29'-8"	—
b11(E)	144	#9	29'-8"	—
b13(E)	28	#4	15'-0"	—
c(E)	66	#5	2'-4"	—
c1(E)	66	#5	10'-7"	—
c10(E)	34	#4	10'-1"	—
d(E)	66	#4	6'-1"	L
d1(E)	66	#6	4'-9"	L
d2(E)	100	#5	2'-8 3/8"	n
d10(E)	34	#5	4'-0"	L
d11(E)	34	#5	3'-10 1/2"	L
e10(E)	24	#4	14'-8"	—
e12(E)	12	#4	15'-1"	—
t10(E)	120	#4	9'-6"	—
w10(E)	80	#5	29'-7"	—
Concrete Superstructure (Approach Slab)		Cu. Yd.	83.4	
Concrete Structures		Cu. Yd.	18.0	
Concrete Superstructure		Cu. Yd.	39.4	
Reinforcement Bars, Epoxy Coated		Pound	37,690	
Structure Excavation		Cu. Yd.	43.6	

** Cost included with Concrete Superstructure (Approach Slab).

- Notes:
- Parapet concrete shall be paid for as Concrete Superstructure.
 - Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 - Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures.
 - Concrete for the moment slab is paid for as Concrete Superstructure.
 - Concrete for the parapet over the moment slab is paid for as Concrete Superstructure.
 - Reinforcement bars in the moment slab and parapet outside the bridge limits is paid for in the Bill of Materials for the Approach Slabs.
 - Concrete for the grade beam is paid for as Concrete Structures.
- See sheet 21 of 26 for hatched block details.

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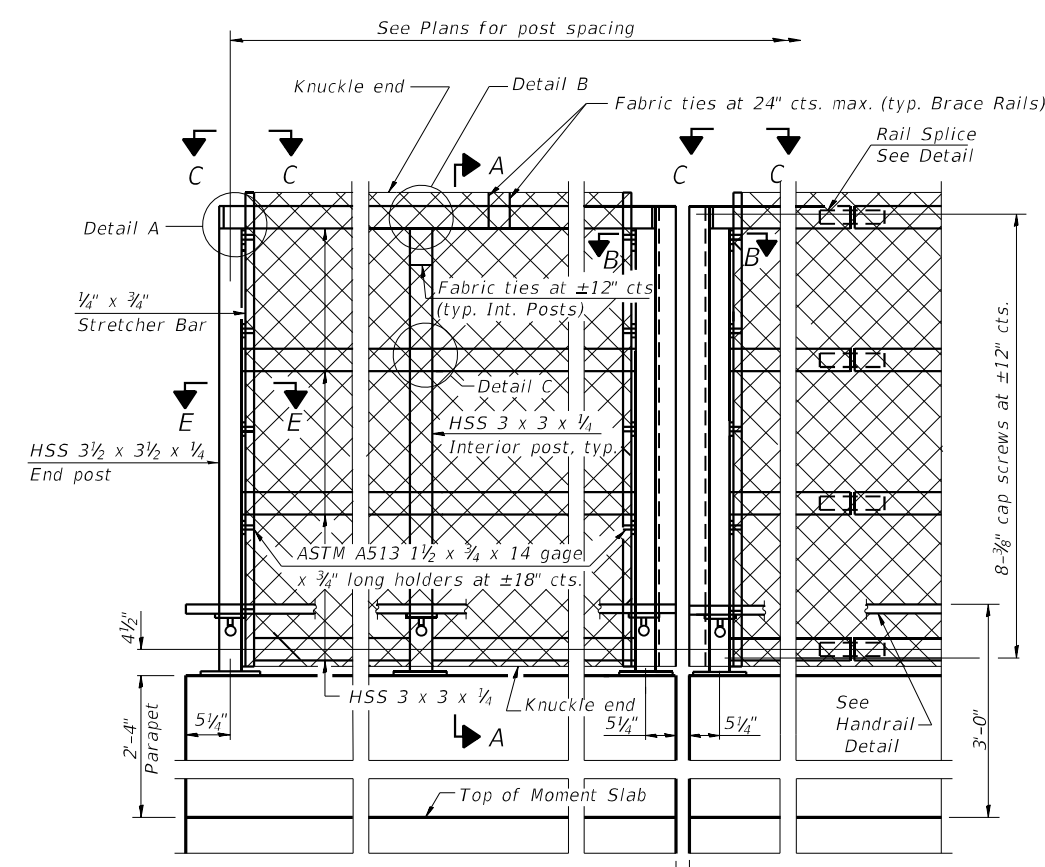
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APPROACH SLAB DETAILS
STRUCTURE NO. 016-2029

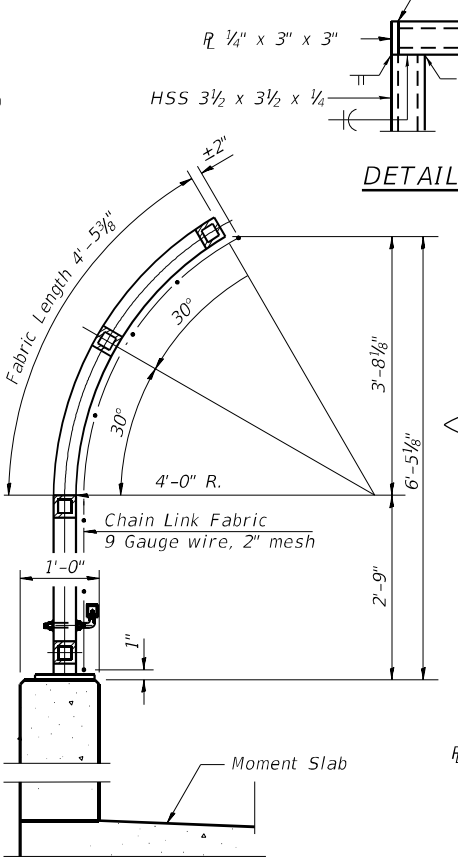
SHEET 13 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	65
CONTRACT NO.			62P00	
ILLINOIS FED. AID PROJECT				

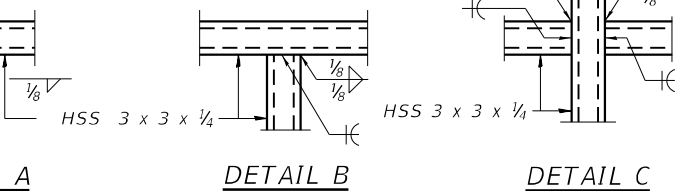
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 R-32
 10-12-2021
 07/29/2022 5:03:30 PM



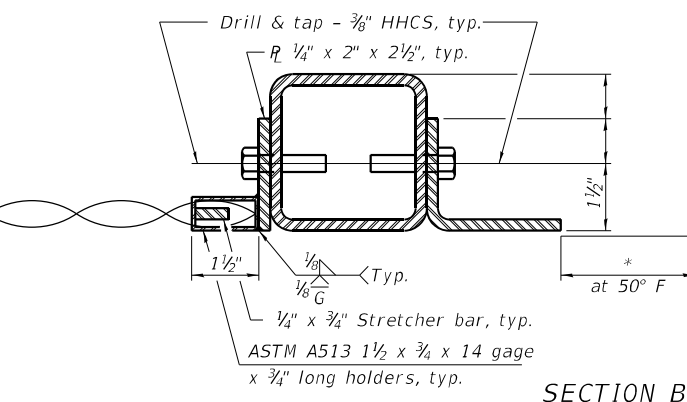
ELEVATION
(Inside Face)



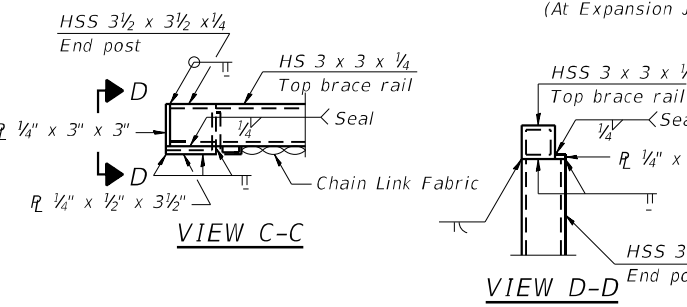
SECTION A-A



DETAIL A **DETAIL B** **DETAIL C**

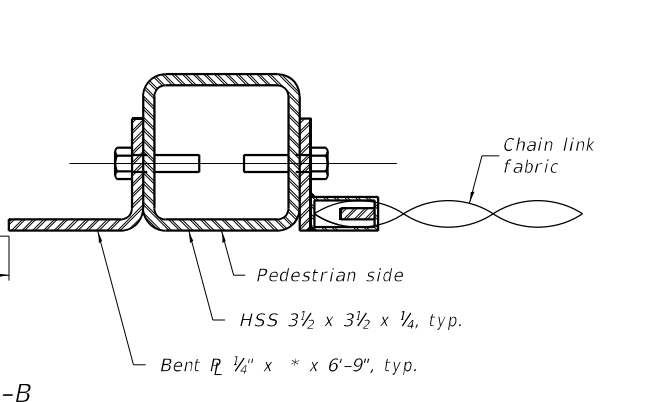


SECTION B-B
(At Expansion Joint)

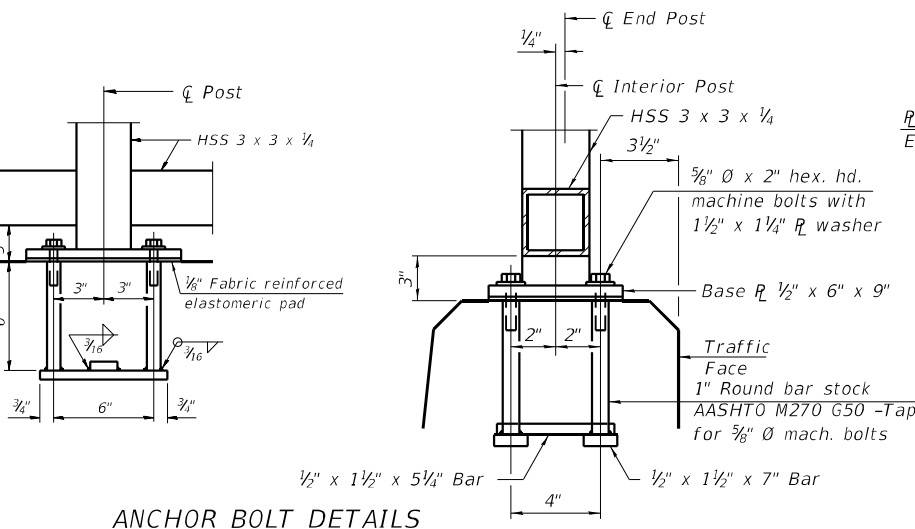


VIEW C-C

VIEW D-D



SECTION E-E

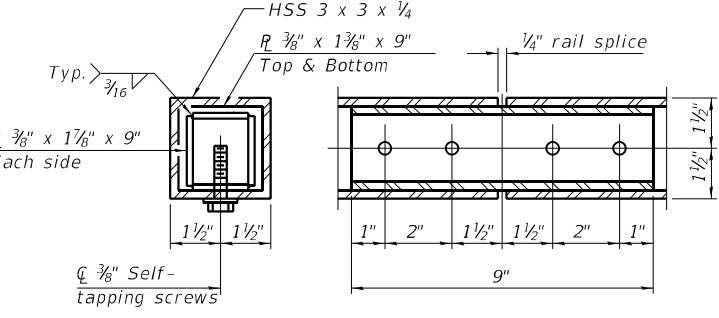


ANCHOR BOLT DETAILS

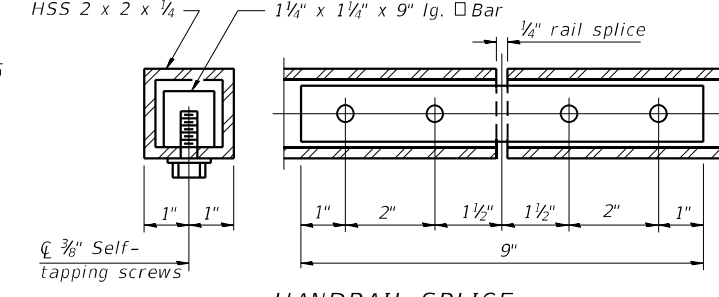
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 3/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. Place reinforcement bars to miss anchor rod locations.

RAILING CRITERIA

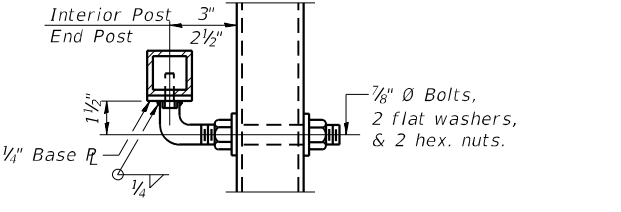
NCHRP 350 Test Level	4
Railing Weight (plf)	70
Max Post Spacing	10'-0"



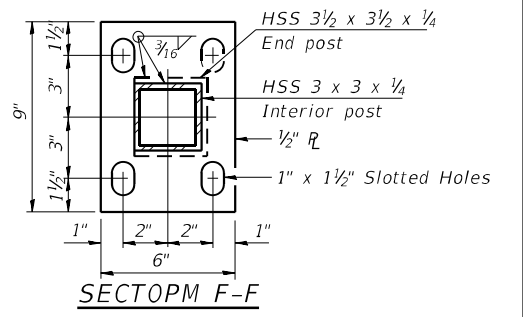
RAIL SPLICE



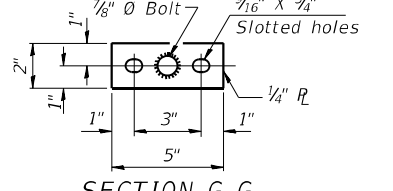
HANDRAIL SPLICE



HANDRAIL DETAIL



SECTION F-F



SECTION G-G
(Handrail)

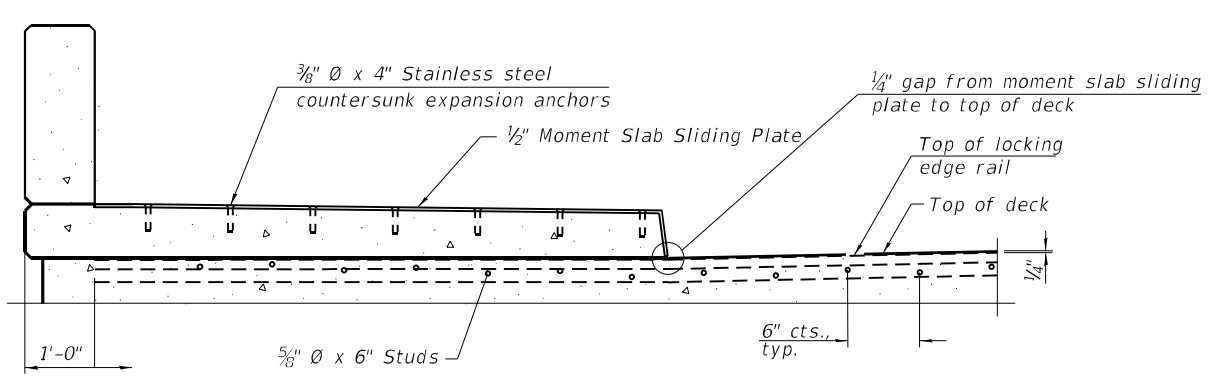
BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	560

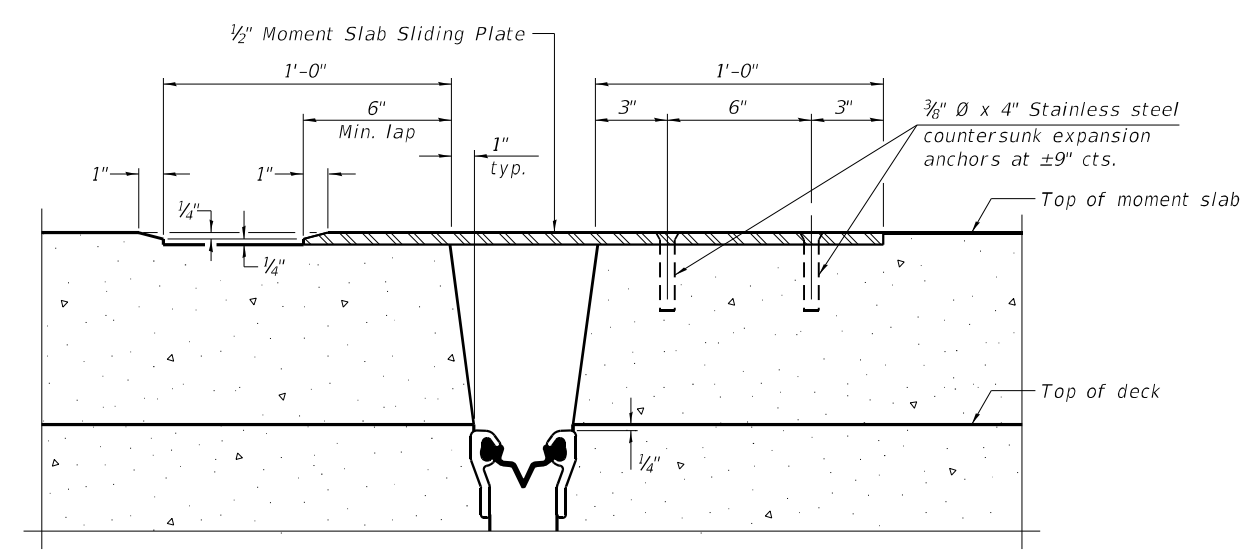
Note:
 Cost of handrail included with Bridge Fence Railing, Curved.
 CVN testing is not required for the HSS tubing.
 Place reinforcement bars to miss anchor bolts locations.

	USER NAME = asoftani DESIGNED - AS CHECKED - AJN PLOT SCALE = DRAWN - AS PLOT DATE = 07/29/2022 CHECKED - AJN REVISED -	DESIGNED - AS CHECKED - AJN DRAWN - AS CHECKED - AJN REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE FENCE RAILING, PARAPET MOUNTED STRUCTURE NO. 016-2029	F.A.I. RTE. 57 SECTION 2021-063-B COUNTY COOK TOTAL SHEETS 103 SHEET NO. 66 CONTRACT NO. 62P00 ILLINOIS FED. AID PROJECT
	SHEET 14 OF 26 SHEETS				
	MODEL: Default FILE NAME: P:\040058 - IDOT\040058-01-002 (ENG) - PTB_195-016 Phase II Var.VanEngineering\WO_09 - I-57 at Parnell Ave\500 Drawings\502 CADD Sheets\0162029-D162P00-sh-SE14-Bridge Fence Railing, Parapet Mounted.dgn R-32 10-12-2021 07/29/2022 5:03:30 PM				

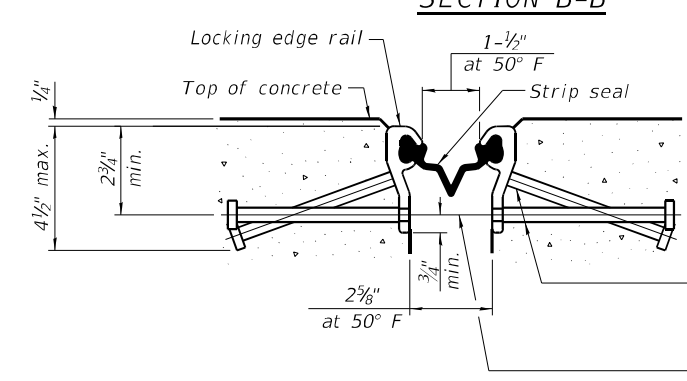
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SECTION AT RAISED MOMENT SLAB



SECTION B-B

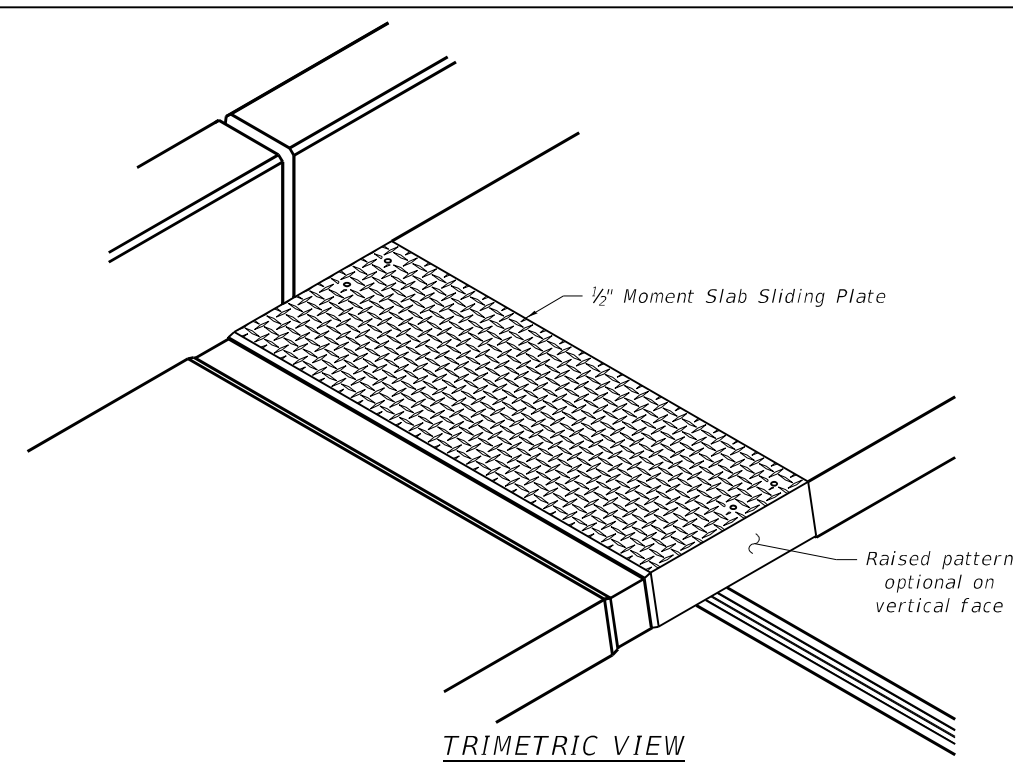


SHOWING ROLLED RAIL JOINT

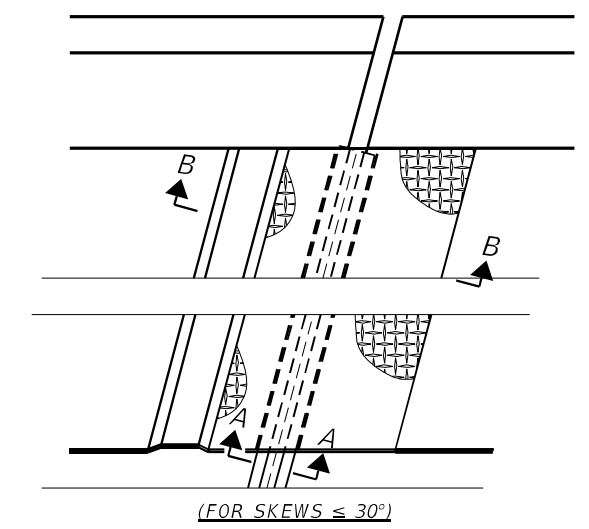
* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" ϕ threaded rods in 1/16" ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

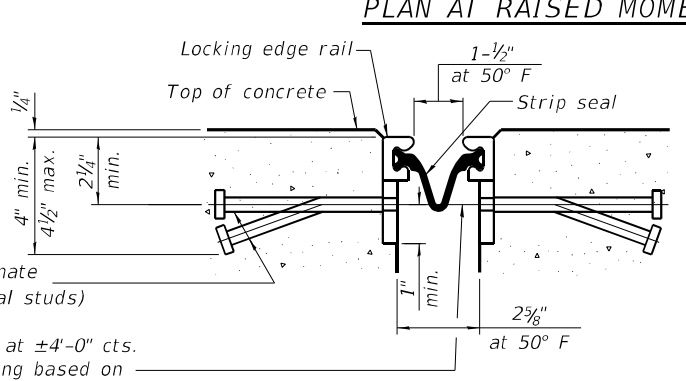
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



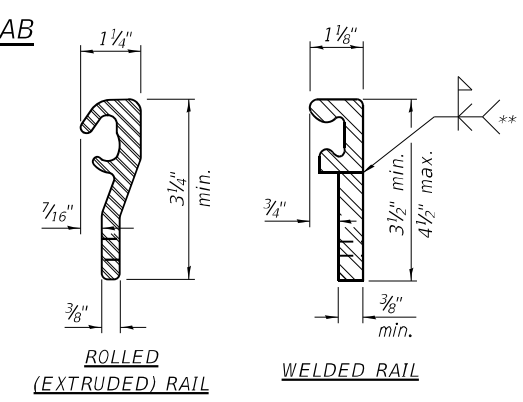
TRIMETRIC VIEW



PLAN AT RAISED MOMENT SLAB

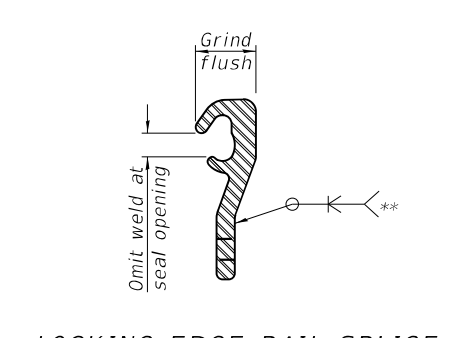


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	124



USER NAME = asoflani	DESIGNED - AS	REVISED -
PLOT SCALE =	CHECKED - AJN	REVISED -
PLOT DATE = 07/29/2022	DRAWN - AS	REVISED -
	CHECKED - AJN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

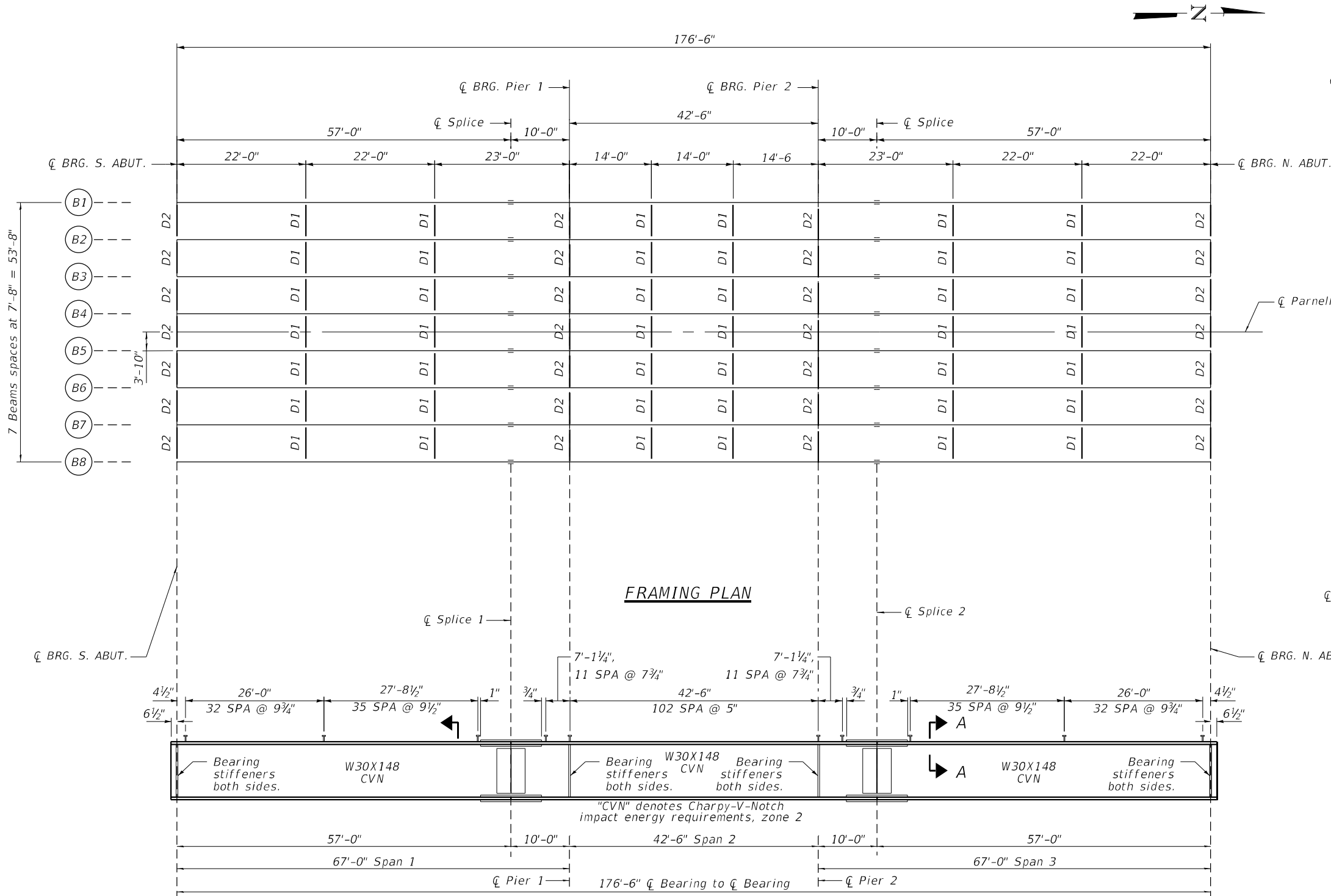
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 016-2029

SHEET 15 OF 26 SHEETS

F.A.I. RTE. 57	SECTION 2021-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 67
CONTRACT NO. ILLINOIS FED. AID PROJECT			62P00	

MODEL: Default
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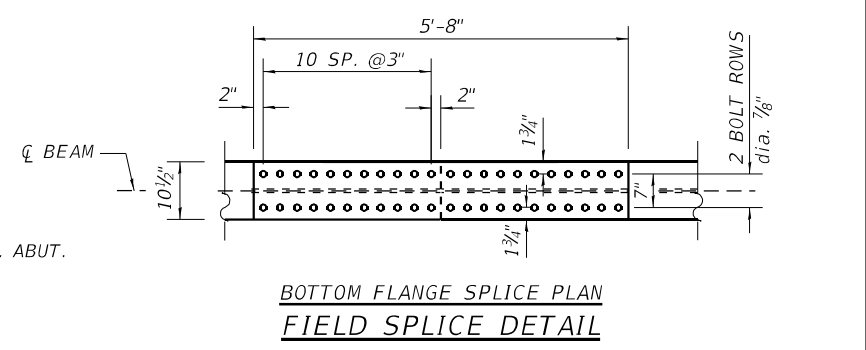
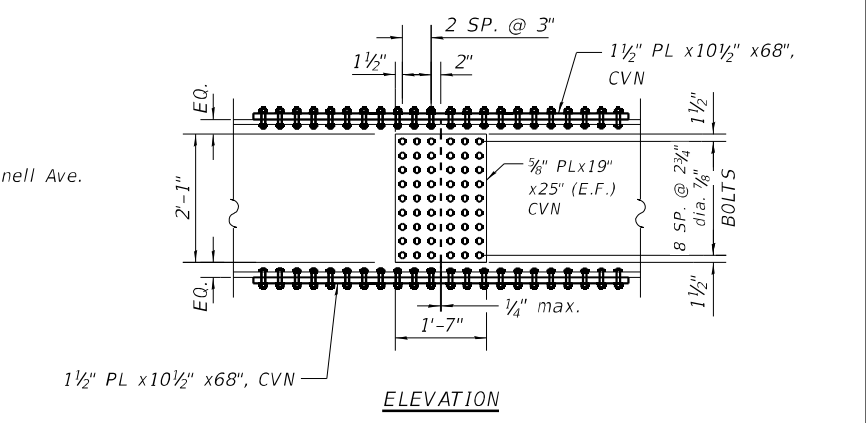
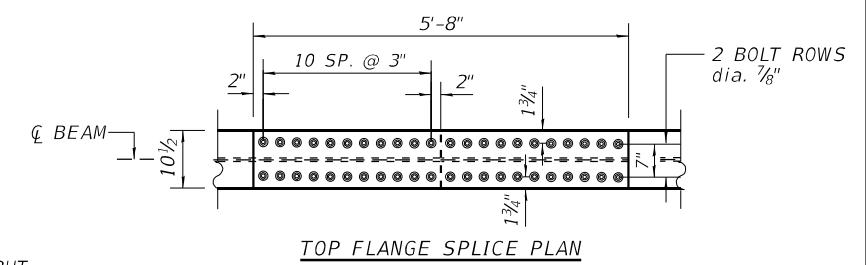
7 Beams spaces at 7'-8" = 53'-8"



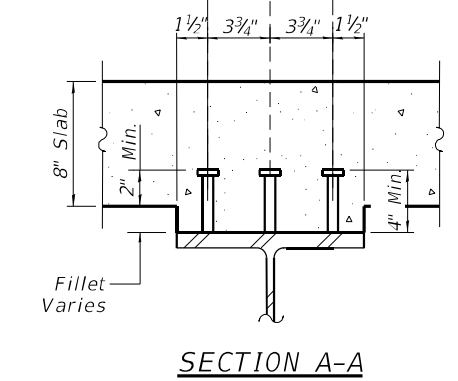
*TOP OF BEAM ELEVATIONS

Beam No.	Cl Brg. S. Abut.	Cl Splice 1	Cl Pier 1	Cl Pier 2	Cl Splice 2	Cl Brg. N. Abut.
1	596.795	597.508	597.508	597.508	597.508	596.795
2	596.948	597.661	597.661	597.661	597.661	596.948
3	597.101	597.815	597.815	597.815	597.815	597.101
4	597.255	597.968	597.968	597.968	597.968	597.255
5	596.795	597.508	597.508	597.508	597.508	596.795
6	596.948	597.661	597.661	597.661	597.661	596.948
7	597.101	597.815	597.815	597.815	597.815	597.101
8	597.255	597.968	597.968	597.968	597.968	597.255

* For fabrication only



3/4" O Granular or Solid Flux filled headed studs automatically end welded to flange. (No. Req'd. = 6,216)



USER NAME = asoltani	DESIGNED - AS	REVISED -
PLOT SCALE =	CHECKED - AJN	REVISED -
PLOT DATE = 07/29/2022	DRAWN - AS	REVISED -
	CHECKED - AJN	REVISED -

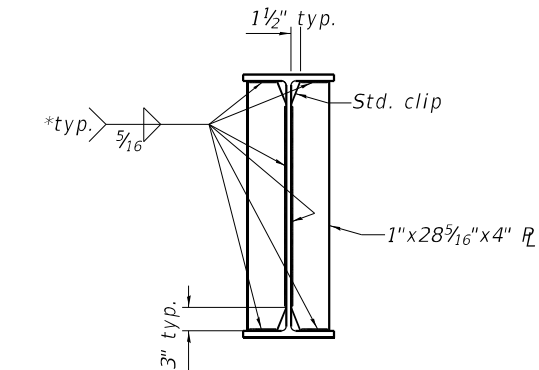
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND STEEL GIRDER
 STRUCTURE NO. 016-2029

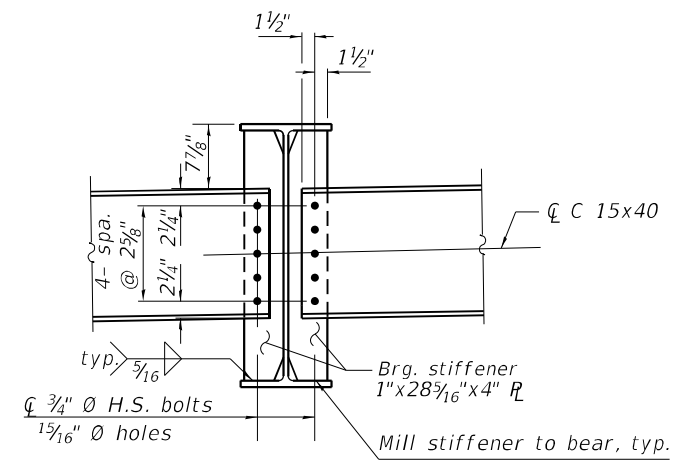
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	68
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

BEAM REACTION TABLE		
	ABUTMENTS	PIERS
RDC1 (k)	27.4	58.5
RDC2 (k)	11.4	24.2
RDW (k)	6.7	14.3
R L (k)	61.5	92.7
R IM (k)	15.4	18.8
R Total (k)	122.4	208.5

INTERIOR BEAM MOMENT TABLE				
	0.4 SP. 1 0.6 SP. 3	Pier 1 & 2	0.5 SP. 2	
I_s	(in ⁴)	6680	6680	6680
I_c (n)	(in ⁴)	19297.93	—	—
I_c (3n)	(in ⁴)	14244.24	—	—
I_c (cr)	(in ⁴)	—	9253.22	9253.22
S_s	(in ³)	432.2	432.2	432.2
S_c (n)	(in ³)	660.97	—	—
S_c (3n)	(in ³)	597.72	—	—
S_c (cr)	(in ³)	—	505	505
DC1	(k/')	0.974	0.974	0.974
MDC1	(k)	385.6	-348.1	-128.2
DC2	(k/')	0.396	0.396	0.396
MDC2	(k)	156.96	-141.83	-52.22
DW	(k/')	0.237	0.237	0.237
MDW	(k)	93.94	-84.67	-31.18
LLDF		0.66	—	0.71
M L + IM	(k)	792.2	-647.7	-447.4
Mu (Strength I)	(k)	2210	-1873	-1135
Øf Mn	(k)	3202	-2031	-2076
fs DC1	(ksi)	10.71	9.67	3.56
fs DC2	(ksi)	3.19	3.40	1.16
fs DW	(ksi)	1.85	1.98	0.73
fs (L + IM)	(ksi)	14.3	-15.4	-10.6
fs (Services II)	(ksi)	34.4	35.1	19.4
0.95 Rh Fyf	(ksi)	47.5	47.5	47.5
fs (Total)(Strength I)	(ksi)	—	—	—
Øf Fn	(ksi)	—	—	—
Vf	(k)	21.0	25.0	26.5

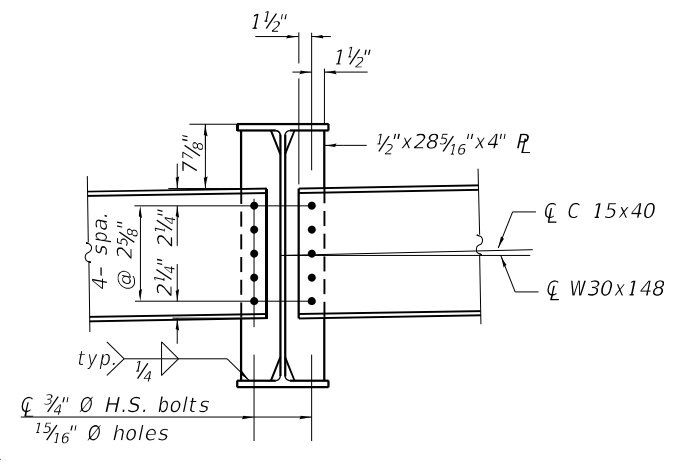


Bearing Stiffeners Connection Detail
For D2 Diaphragm



DIAPHRAGM D2
(No. Req'd. = 28)

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



INTERIOR DIAPHRAGM D1
(No. Req'd. = 42)
(Interior edge beams only has one side brace)

Notes:
Two hardened washers required for each set of oversized holes.
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods or bolts.

MODEL: Default
FILE NAME: P:\040058 - IDOT\040058-01-002 (ENG) - PTB_195-016 Phase II Var. VanEngineering\WO_09 - P57 at Parnell Ave\500 Drawings\502 CADD Sheets\0162029-D-162P00-sh-SE17-Framing Details.dgn

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

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

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

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

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

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

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 $M_L + IM$

Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / S_c (3n) or MDC2 / S_c (cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / S_c (3n) or MDW / S_c (cr) as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 $M_L + IM$ / S_c (n) or $M_L + IM$ / S_c (cr) as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
 f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (L+IM)

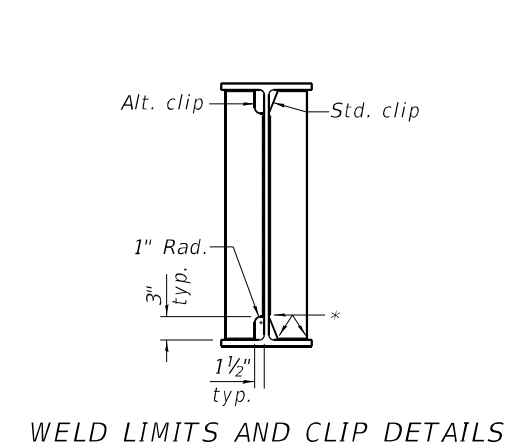
0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (L+IM)

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

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

Note:
 M_L and R_L include the effects of centrifugal force and superelevation.



WELD LIMITS AND CLIP DETAILS

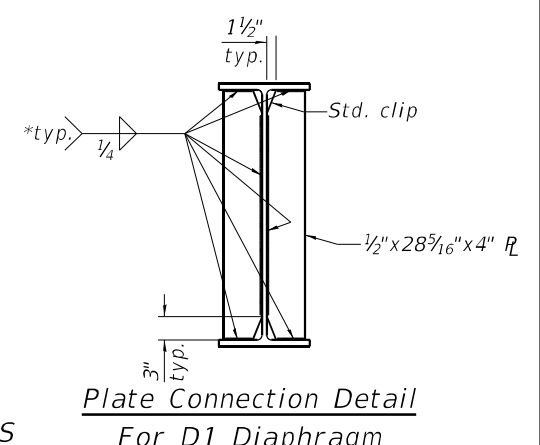


Plate Connection Detail
For D1 Diaphragm



USER NAME =	asoltani	DESIGNED -	AS	REVISED -	
PLOT SCALE =		CHECKED -	AJN	REVISED -	
PLOT DATE =	07/29/2022	DRAWN -	AS	REVISED -	
		CHECKED -	AJN	REVISED -	

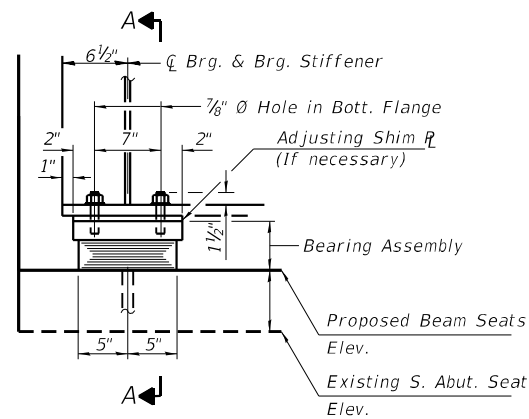
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING DETAILS
STRUCTURE NO. 016-2029

SHEET 17 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	69
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		

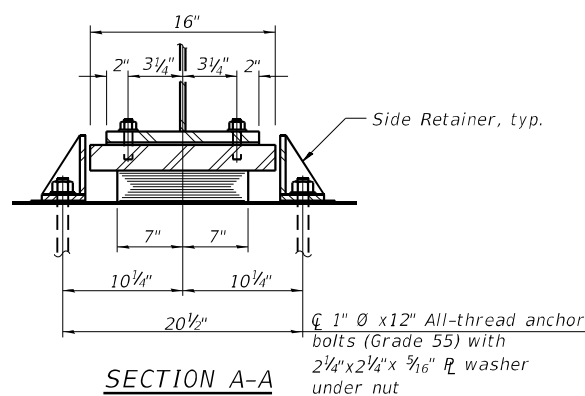
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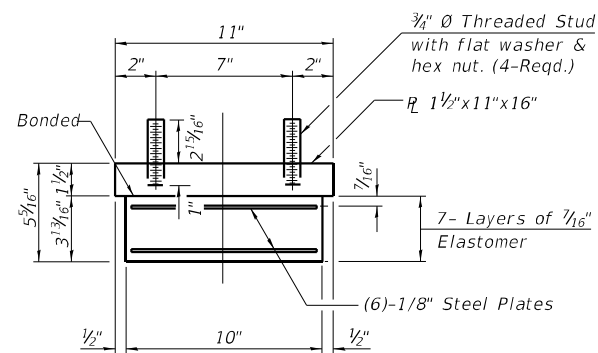
ELEVATION AT S. ABUT.

TYPE I ELASTOMERIC EXP. BRG. AT S. ABUTMENT

(No. Req'd.= 8)

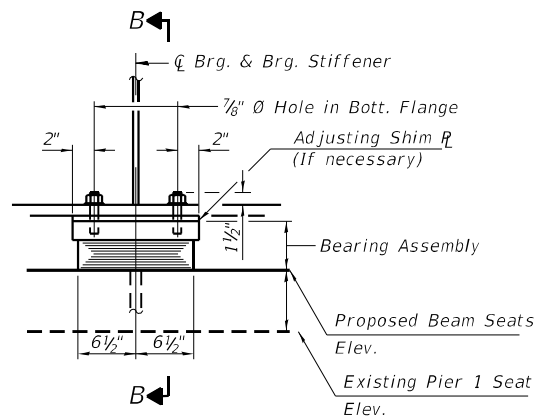


SECTION A-A



BEARING ASSEMBLY AT SOUTH ABUTMENT

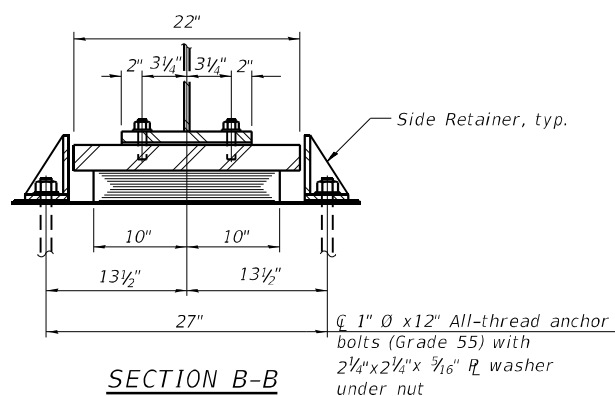
Note: Shim plates shall not be placed under Bearing Assembly.



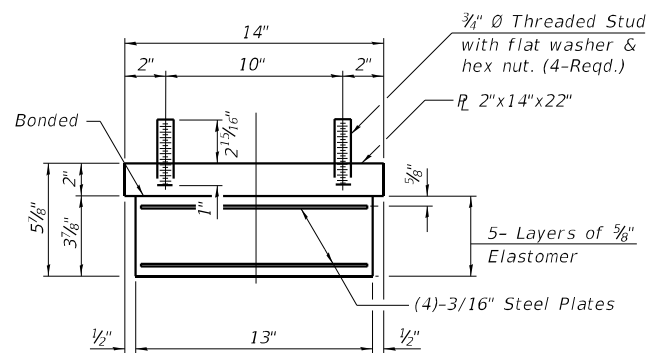
ELEVATION AT PIER 1

TYPE I ELASTOMERIC EXP. BRG. AT CL. PIER 1

(No. Req'd.= 8)

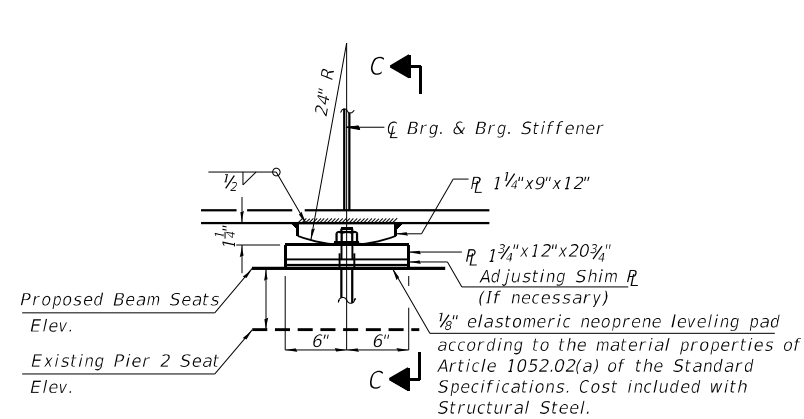


SECTION B-B



BEARING ASSEMBLY AT PIER 1

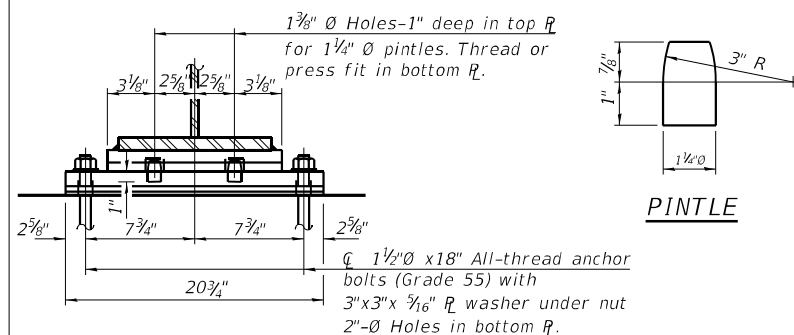
Note: Shim plates shall not be placed under Bearing Assembly.



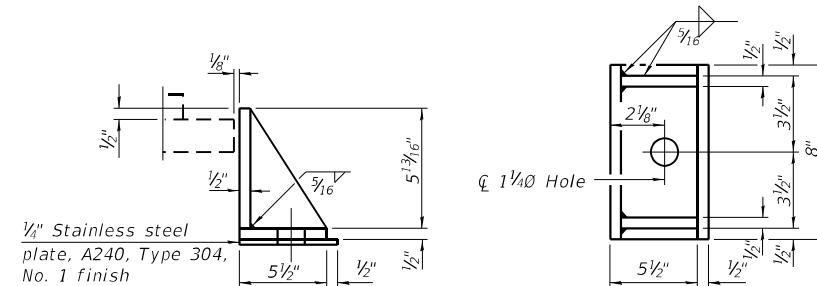
ELEVATION AT PIER 2

FIXED BEARING AT CL PIER 2

(No. Req'd.= 8)

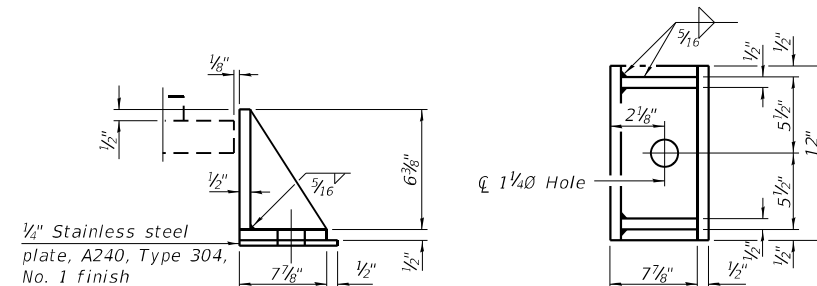


SECTION C-C



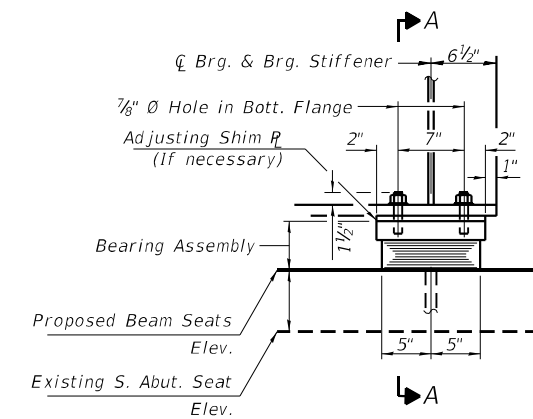
SIDE RETAINER FOR BEARING AT ABUTMENTS

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



SIDE RETAINER FOR BEARING AT PIER 1

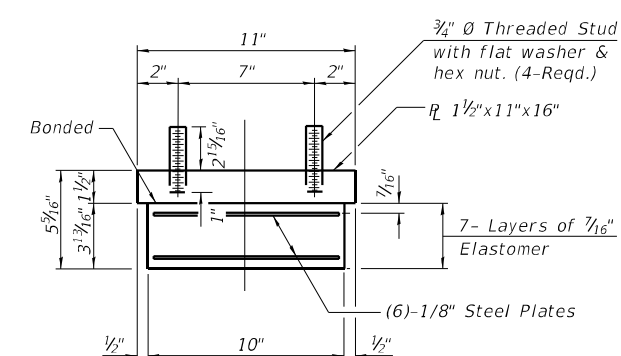
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ELEVATION AT N. ABUT.

TYPE I ELASTOMERIC EXP. BRG. AT N. ABUTMENT

(No. Req'd.= 8)



BEARING ASSEMBLY AT NORTH ABUTMENT

Notes:
 Shim plates shall not be placed under Bearing Assembly.
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 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.

All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.

The structural steel plates and pintles of the bearing shall conform to the requirements of AASHTO M270 Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24
Anchor bolts, 1"	Each	48
Anchor bolts, 1 1/4"	Each	16

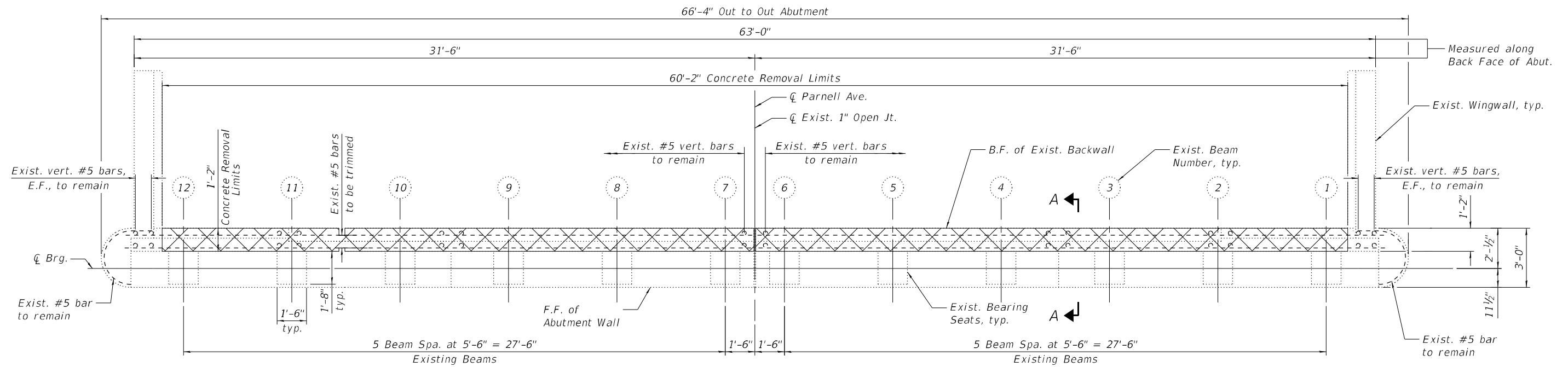


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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

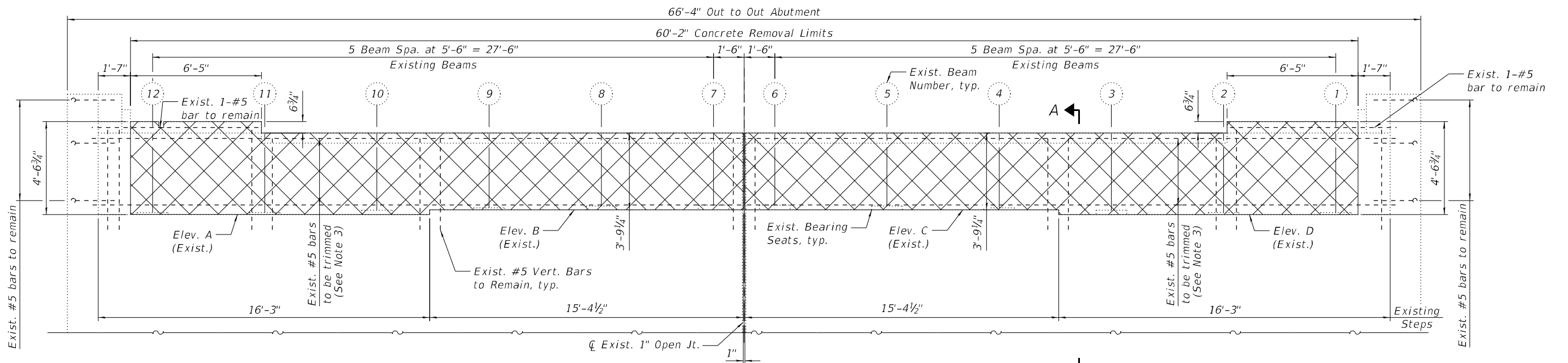
BEARING DETAILS
 STRUCTURE NO. 016-2029
 SHEET 18 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	70
CONTRACT NO.			62P00	
ILLINOIS		FED. AID PROJECT		



PLAN VIEW

(North Abutment shown,
South Abutment opposite hand, U.N.O.)



ELEVATION VIEW

(North Abutment shown,
South Abutment opposite hand U.N.O.)

EXIST. ELEVATIONS TABLE

ELEVATION LOCATION	NORTH ABUTMENT	SOUTH ABUTMENT
Elev. A	592.460	592.444
Elev. B	592.684	592.688
Elev. C	592.653	592.648
Elev. D	592.426	592.438

LEGEND

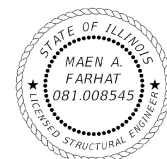
- Concrete Removal
- U.N.O. Unless Noted Otherwise
- F.F. Front Face
- B.F. Back Face
- E.F. Each Face

NOTES:

1. For Section A-A and Bill Of Materials, see Sheet 21 of 26.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
3. Trim exist. bars such that the embedment length in the new concrete is 2'-9" min. Cost included in Concrete Removal.

Maen Farhat

3/17/2023



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**N. & S. ABUTMENT REMOVAL PLAN
STRUCTURE NO. 016-2029**

SHEET 19 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	71
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B11K(08)				

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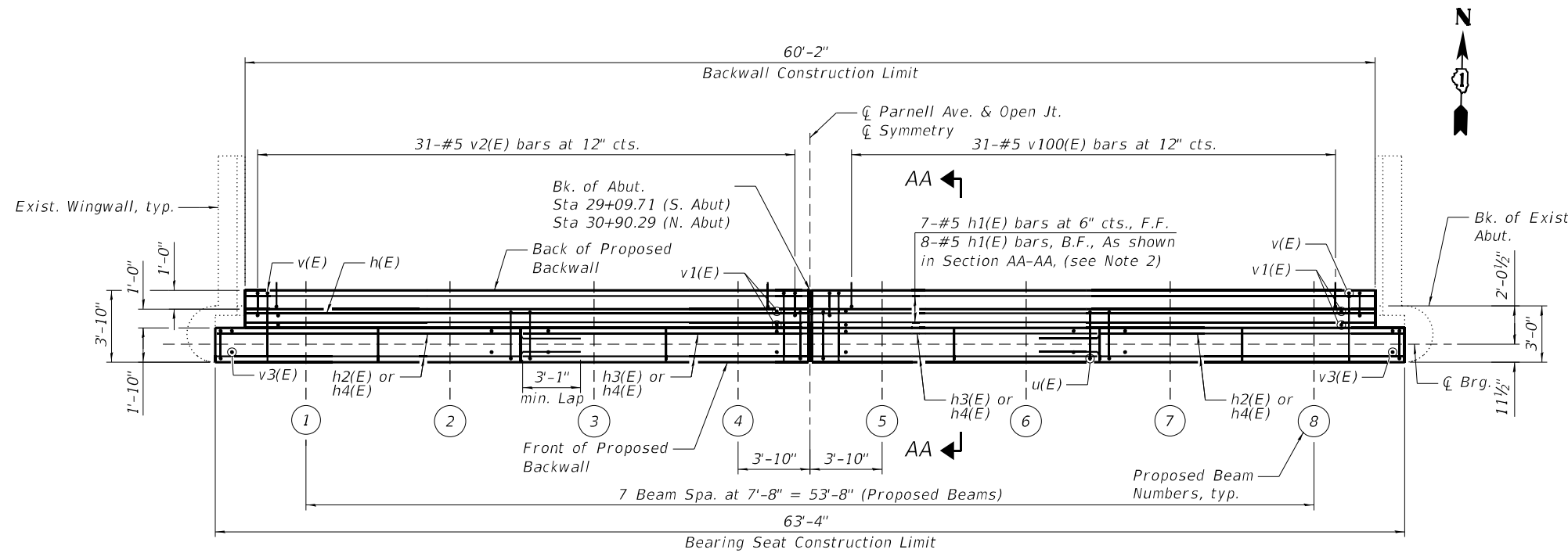


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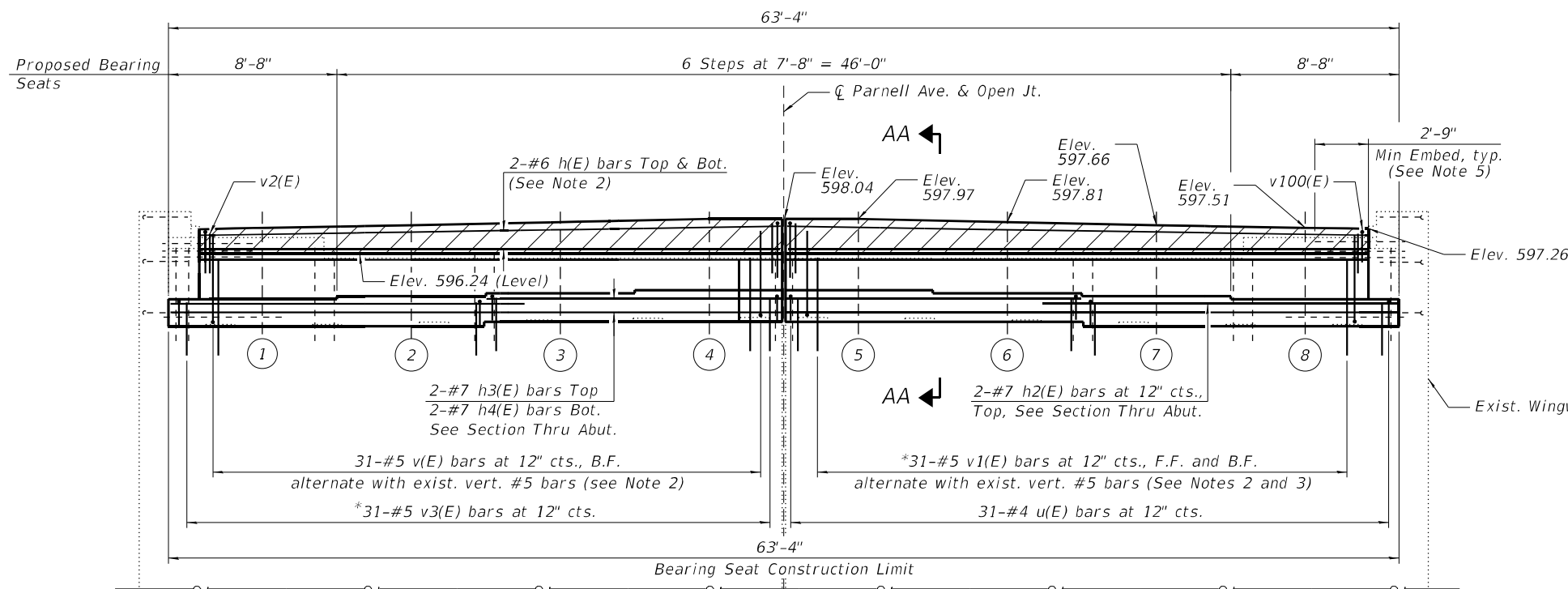
PROPOSED BEAM SEAT ELEVATIONS

NORTH ABUTMENT				
BEAM NUMBER	OFFSET TO CENTERLINE	BEARING HEIGHT	BEAM SEAT ELEVATION	STEP HEIGHT
1	26.83	4 3/4"	593.84	1 7/8"
2	19.16	4 3/4"	594.00	1 7/8"
3	11.50'	4 3/4"	594.15	1 7/8"
4	3.83'	4 3/4"	594.30	0"
5	-3.83'	4 3/4"	594.30	1 7/8"
6	-11.50'	4 3/4"	594.15	1 7/8"
7	-19.16'	4 3/4"	594.00	1 7/8"
8	-26.83'	4 3/4"	594.84	1 7/8"

SOUTH ABUTMENT				
BEAM NUMBER	OFFSET TO CENTERLINE	BEARING HEIGHT	BEAM SEAT ELEVATION	STEP HEIGHT
1	26.83	5 5/16"	593.80	1 7/8"
2	19.16	5 5/16"	593.95	1 7/8"
3	11.50'	5 5/16"	594.10	1 7/8"
4	3.83'	5 5/16"	594.26	0"
5	-3.83'	5 5/16"	594.26	1 7/8"
6	-11.50'	5 5/16"	594.10	1 7/8"
7	-19.16'	5 5/16"	593.95	1 7/8"
8	-26.83'	5 5/16"	593.80	1 7/8"

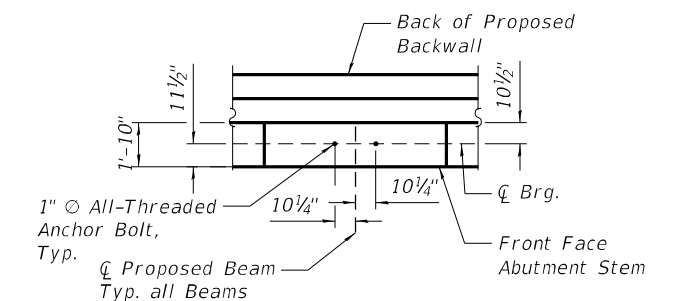


PLAN
(North Abutment shown,
South Abutment opposite hand)



ELEVATION
(North Abutment shown,
South Abutment opposite hand)

* Drill & grout v1(E) and v3(E) bars to depth shown on Sheet 21 of 26 according to Art. 584 of the Std. spec. Cost included in Concrete Structures.



ANCHOR BOLT LAYOUT AT NORTH AND SOUTH ABUTMENTS

LEGEND

- Area to be poured after superstructure forms have been removed
- F.F. Front Face
- B.F. Back Face

NOTES:

1. All details and bar callouts are symmetrical about \bar{C} Parnell Avenue and Open Joint.
2. For Section AA-AA and Bill Of Material, see Sheet 21 of 26.
3. Field cut the top of v1(E) bars to fit.

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	CHECKED - MF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

N. & S. ABUTMENT CONSTRUCTION PLAN
STRUCTURE NO. 016-2029

SHEET 20 OF 26 SHEETS

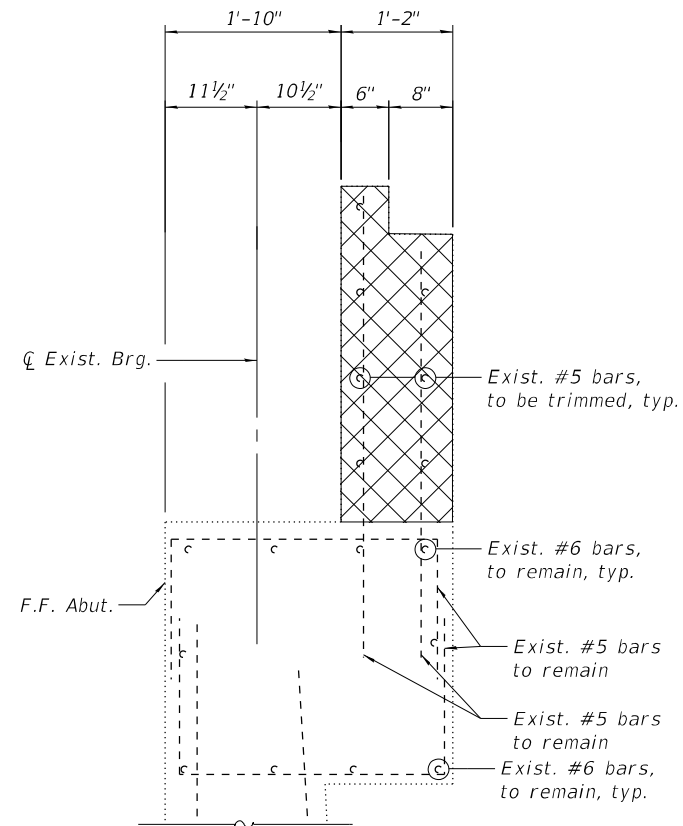
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	72
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B11K(088)				

**BILL OF MATERIAL
NORTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	8	#6	29'-8"	—
h1(E)	30	#5	29'-8"	—
h2(E)	4	#7	19'-4"	—
h3(E)	4	#7	15'-2"	—
h4(E)	4	#7	31'-5"	—
v(E)	62	#5	5'-8 $\frac{3}{4}$ "	J
v1(E)	124	#5	6'-6"	—
v2(E)	62	#5	4'-1"	Σ
v3(E)	62	#5	2'-10"	—
v100(E)	62	#5	4'-4"	Γ
u(E)	62	#4	5'-5"	Π
Concrete Removal		Cu Yd	10.4	
Concrete Structures		Cu Yd	21.0	
Concrete Superstructure		Cu Yd	3.5	
Concrete Sealer		Sq Ft	1,326	
Reinforcement Bars, Epoxy Coated		Pound	3,990	
Structure Excavation		Cu Yd	17.8	

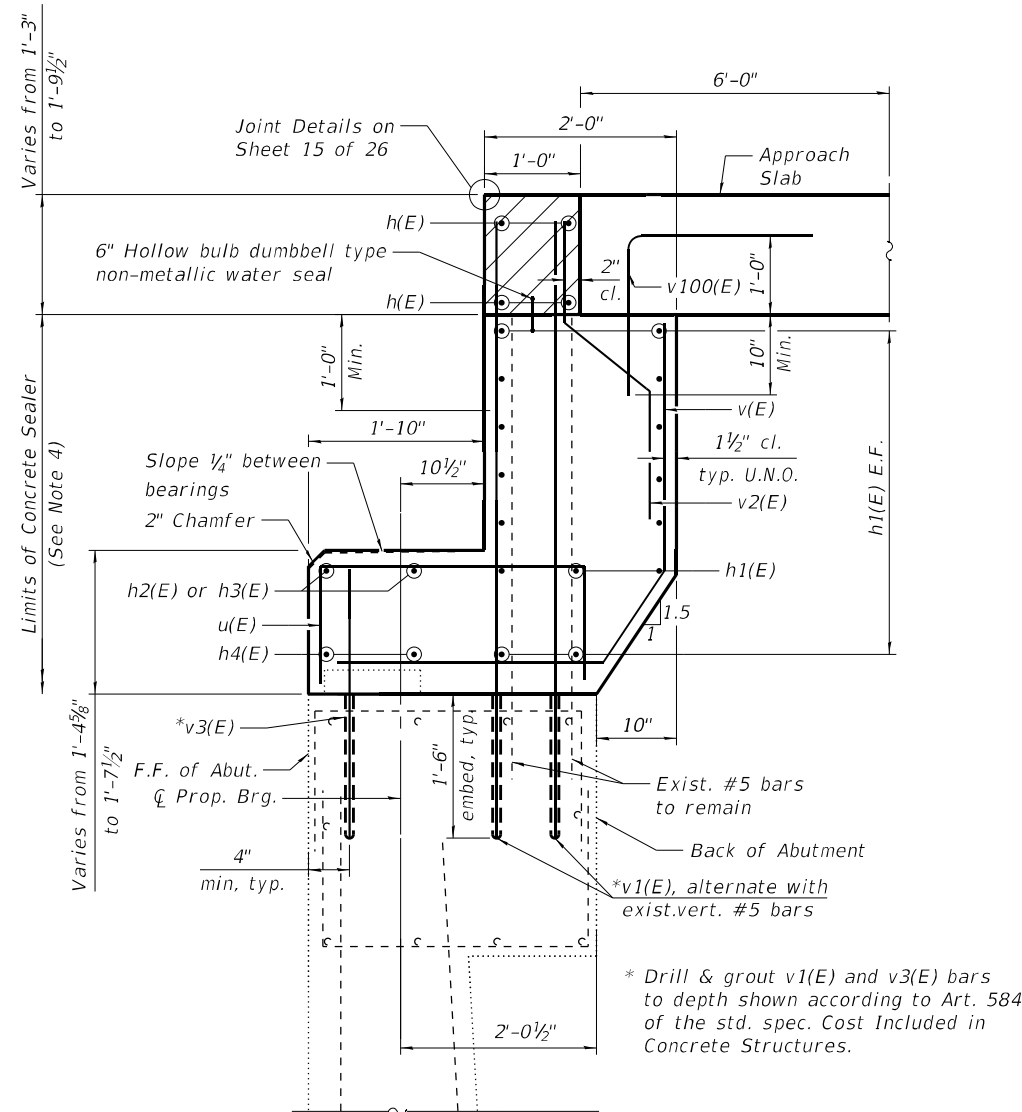
**BILL OF MATERIAL
SOUTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	8	#6	29'-8"	—
h1(E)	30	#5	29'-8"	—
h2(E)	4	#7	19'-4"	—
h3(E)	4	#7	15'-2"	—
h4(E)	4	#7	31'-5"	—
v(E)	62	#5	5'-8 $\frac{3}{4}$ "	J
v1(E)	124	#5	6'-6"	—
v2(E)	62	#5	4'-1"	Σ
v3(E)	62	#5	2'-10"	—
v100(E)	62	#5	4'-4"	Γ
u(E)	62	#4	5'-5"	Π
Concrete Removal		Cu Yd	10.4	
Concrete Structures		Cu Yd	21.0	
Concrete Superstructure		Cu Yd	3.5	
Concrete Sealer		Sq Ft	1,326	
Reinforcement Bars, Epoxy Coated		Pound	3,990	
Structure Excavation		Cu Yd	17.8	



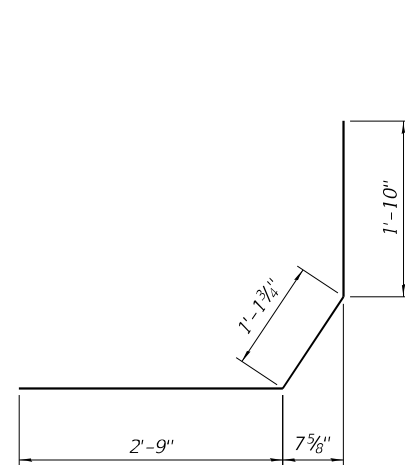
SECTION A-A

(North Abut. shown, South Abut. similar)

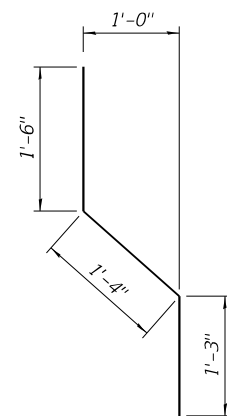


SECTION AA-AA

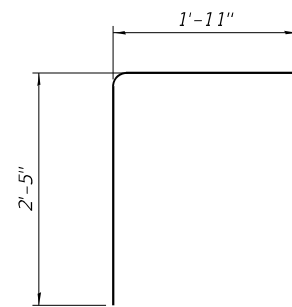
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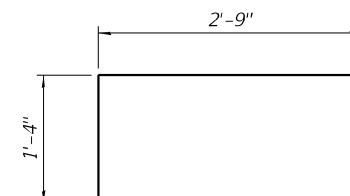
BAR v(E)



BAR v2(E)



BAR v100(E)

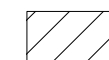


BAR u(E)

LEGEND



Concrete Removal



Area to be poured after superstructure forms have been removed

E.F. Each Face

F.F. Front Face

NOTES:

- Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- Concrete Sealer shall be applied to the front face of the new concrete, top of new Bearing Seats, and front face of the Exist. Abutment to grade level.

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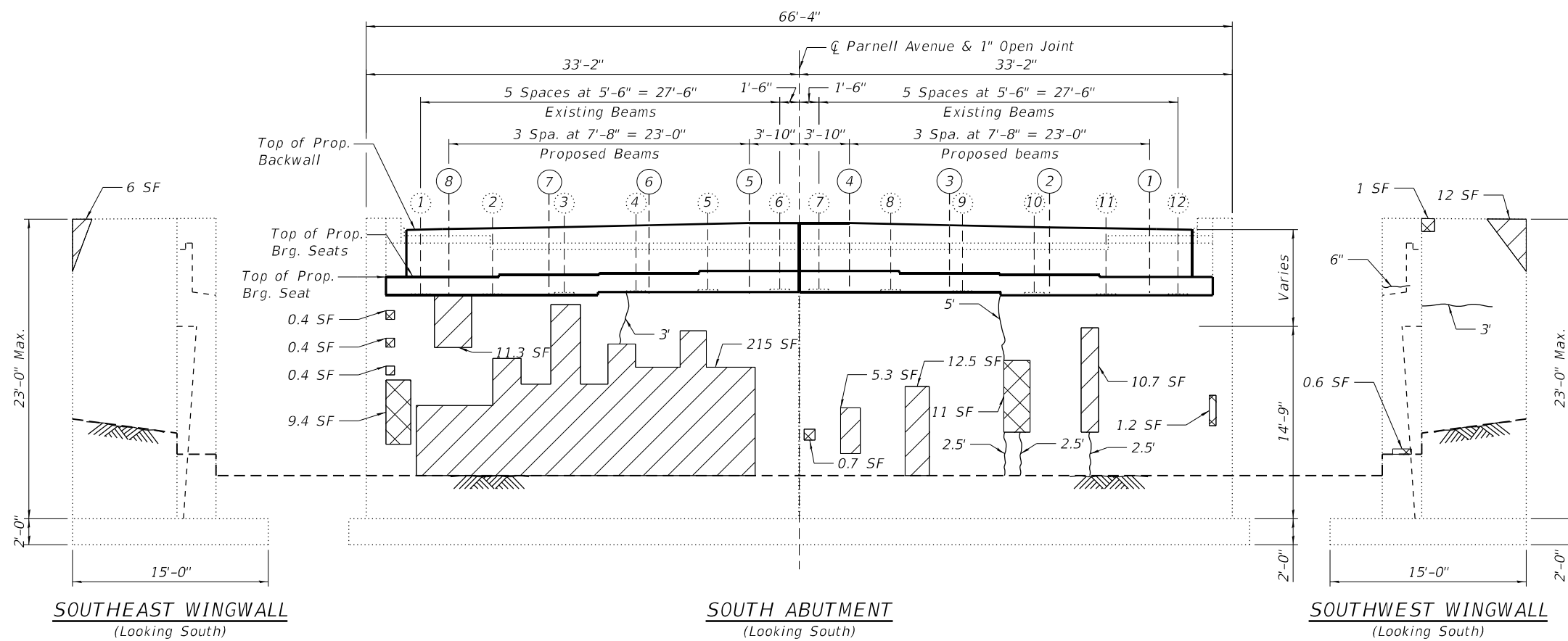
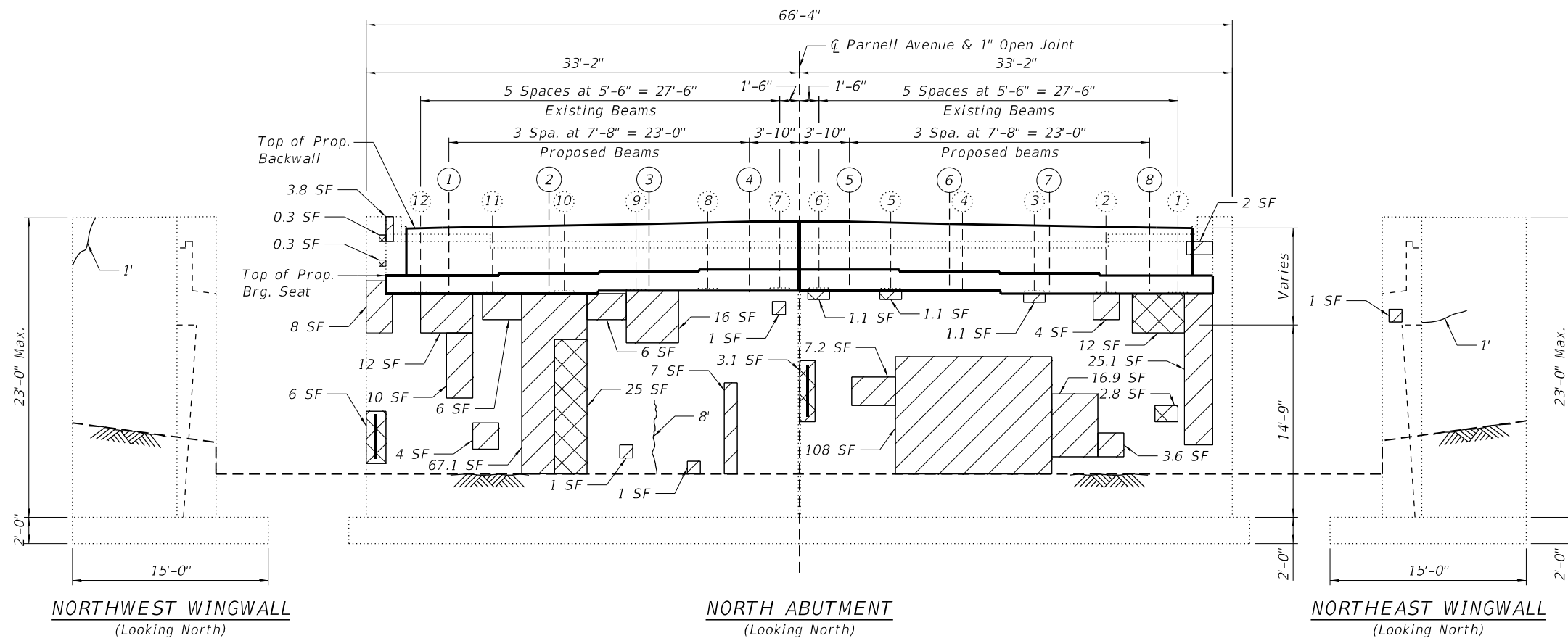
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**N. & S. ABUTMENT DETAILS
STRUCTURE NO. 016-2029**

SHEET 21 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	73
ILLINOIS FED. AID PROJECT B11K(088)			CONTRACT NO. 62P00	

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LEGEND:

- Structural Repair of Concrete (Depth Equal to or less than 5")
- Structural Repair of Concrete (Depth Greater than 5")
- Exposed Reinforcement
- Epoxy Crack Injection
- SF Square Foot

BILL OF MATERIAL

ITEM	UNIT	NORTH ABUT.	SOUTH ABUT.
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	312	274
Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	52	25
Epoxy Crack Injection	Foot	10	19



USER NAME =	Imranh	DESIGNED -	IH	REVISED -	
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PLOT DATE =	5/26/2022	CHECKED -	MF	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**N. & S. ABUTMENT & WINGWALL REPAIRS
 STRUCTURE NO. 016-2029**

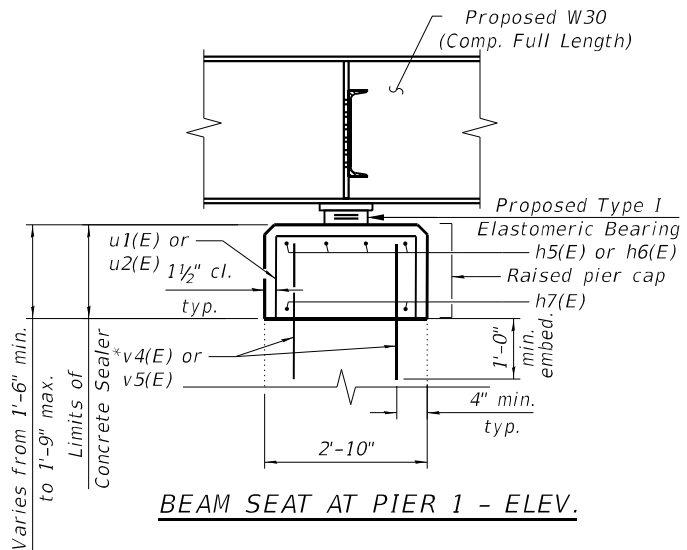
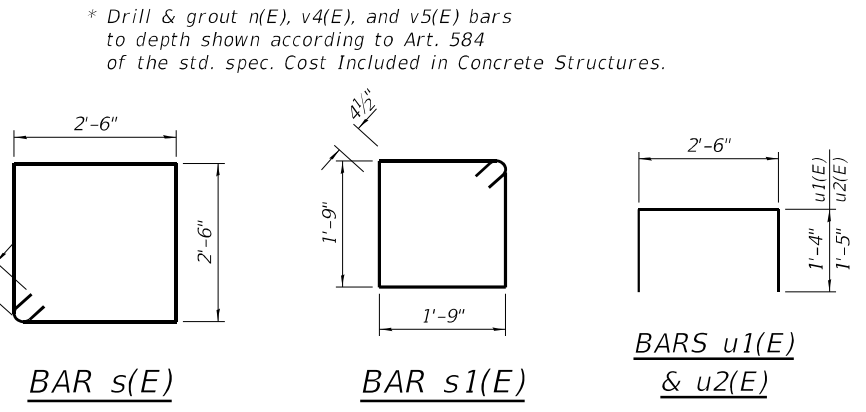
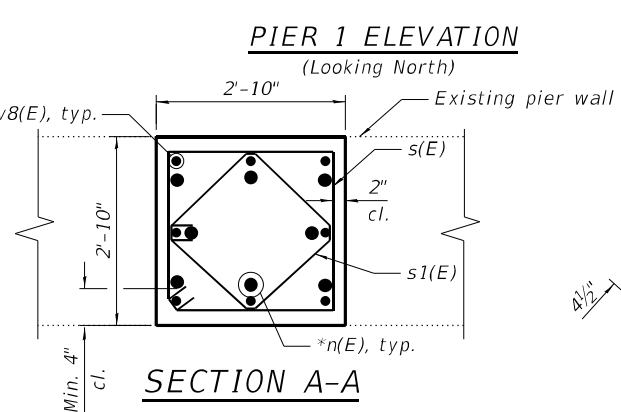
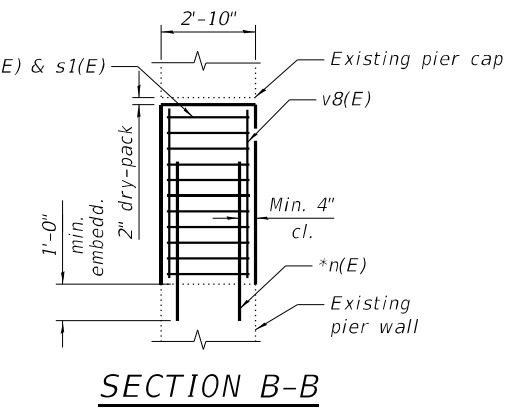
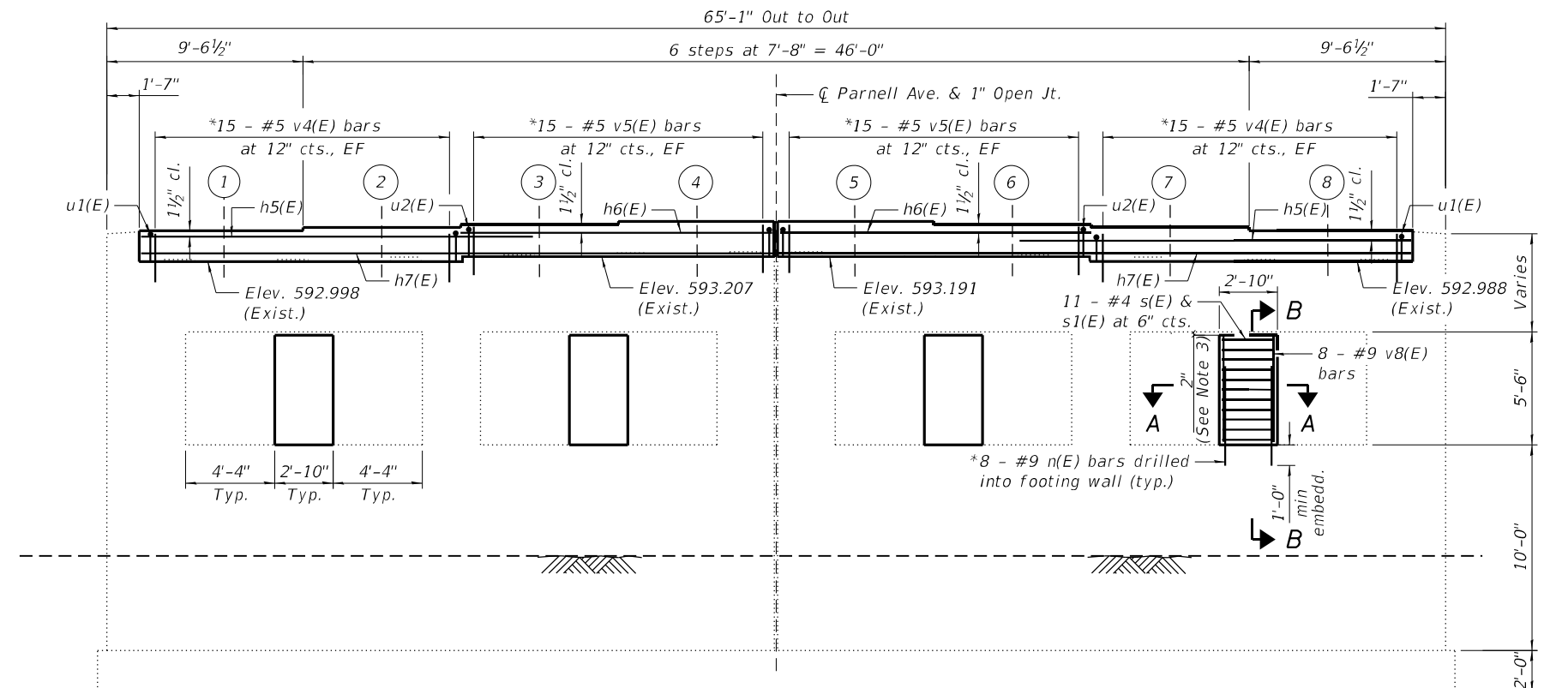
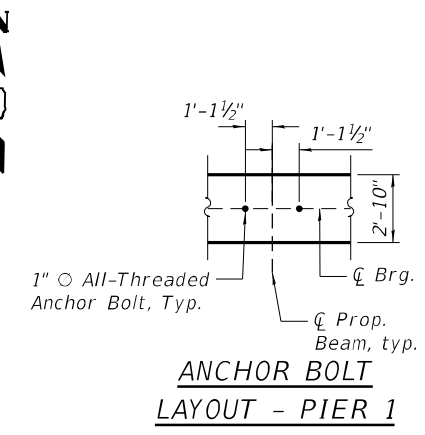
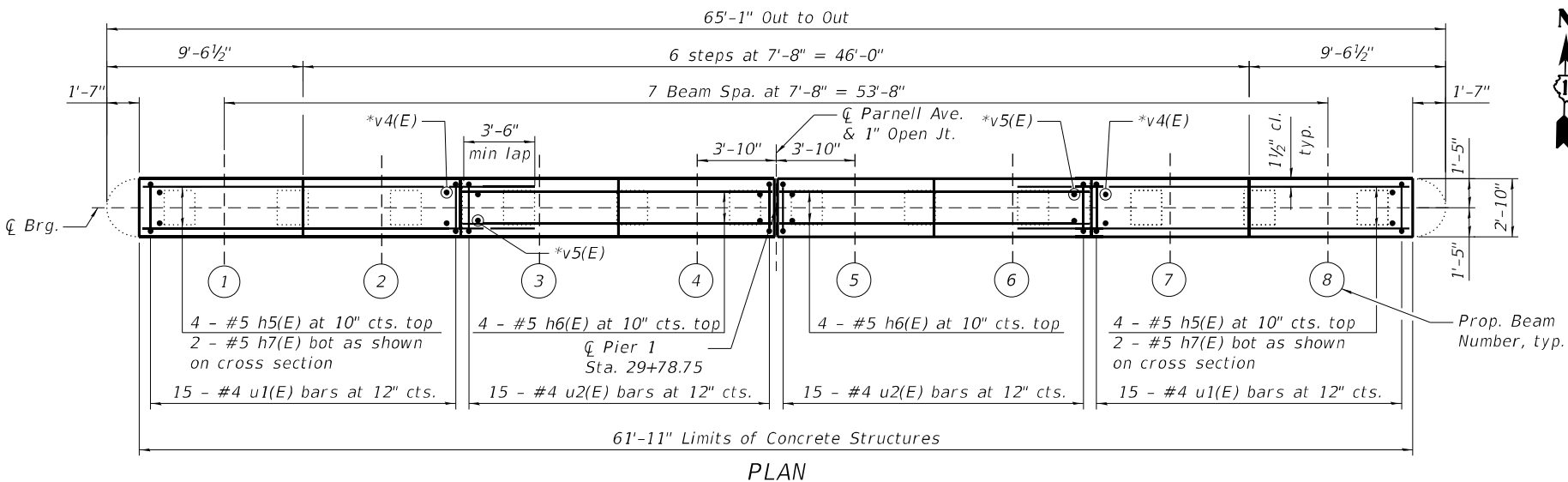
SHEET 22 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	74
CONTRACT NO. 62P00			ILLINOIS FED. AID PROJECT B11K(088)	

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#5	19'-1"	—
h6(E)	8	#5	15'-1"	—
h7(E)	4	#5	30'-8"	—
v4(E)	60	#5	2'-5"	—
v5(E)	60	#5	2'-6"	—
v8(E)	32	#9	5'-0"	—
u1(E)	30	#4	5'-2"	□
u2(E)	30	#4	5'-4"	□
n(E)	32	#9	4'-0"	—
s(E)	44	#4	10'-9"	□
s1(E)	44	#4	7'-9"	□
Concrete Structures			Cu Yd	17.0
Concrete Sealer			Sq Ft	2,528
Reinforcement Bars, Epoxy Coated			Pound	2450

PIER 1				
BEAM NUMBER	OFFSET TO CENTERLINE	BEARING HEIGHT	BEAM SEAT ELEVATION	STEP HEIGHT
1	26.83	5 1/16"	594.486	1 7/8"
2	19.16	5 1/16"	594.639	1 7/8"
3	11.50	5 1/16"	594.793	1 7/8"
4	3.83	5 1/16"	594.946	0"
5	-3.83	5 1/16"	594.946	1 7/8"
6	-11.50	5 1/16"	594.793	1 7/8"
7	-19.16	5 1/16"	594.639	1 7/8"
8	-26.83	5 1/16"	594.486	1 7/8"



- NOTES:**
- All existing structure limits shall be field verified by the contractor and coordinated with the engineer prior to ordering materials, fabrication and construction of the proposed Pier extension.
 - Apply concrete sealer to all faces of the new and existing concrete above grade.
 - Fill the gap between top of new columns and bottom of existing pier cap with Non-Shrink Grout per Art. 1024 of the Std. Spec.

MODEL: Default
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DRAWN -	IH
PLOT DATE =	5/26/2022
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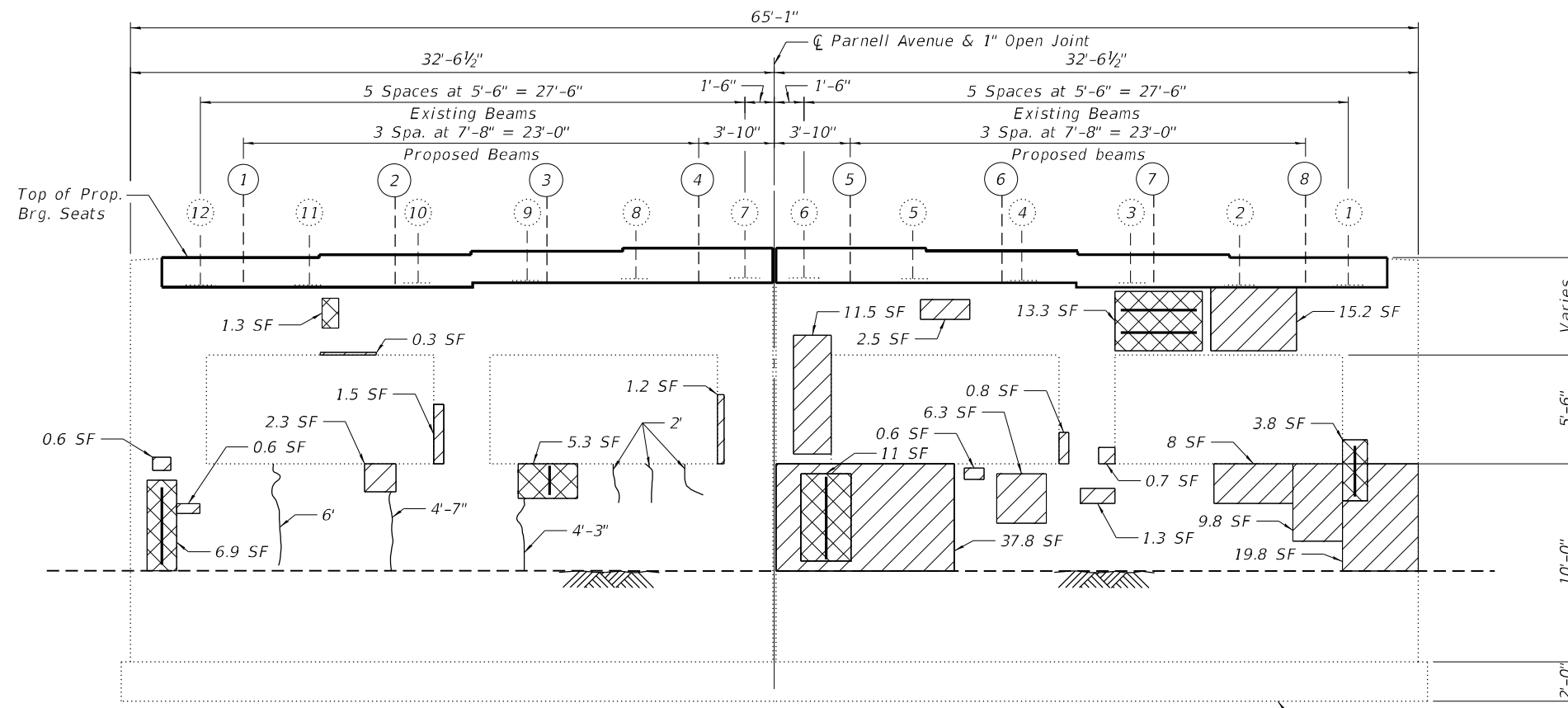
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 1 ADJUSTMENT & DETAILS
STRUCTURE NO. 016-2029**

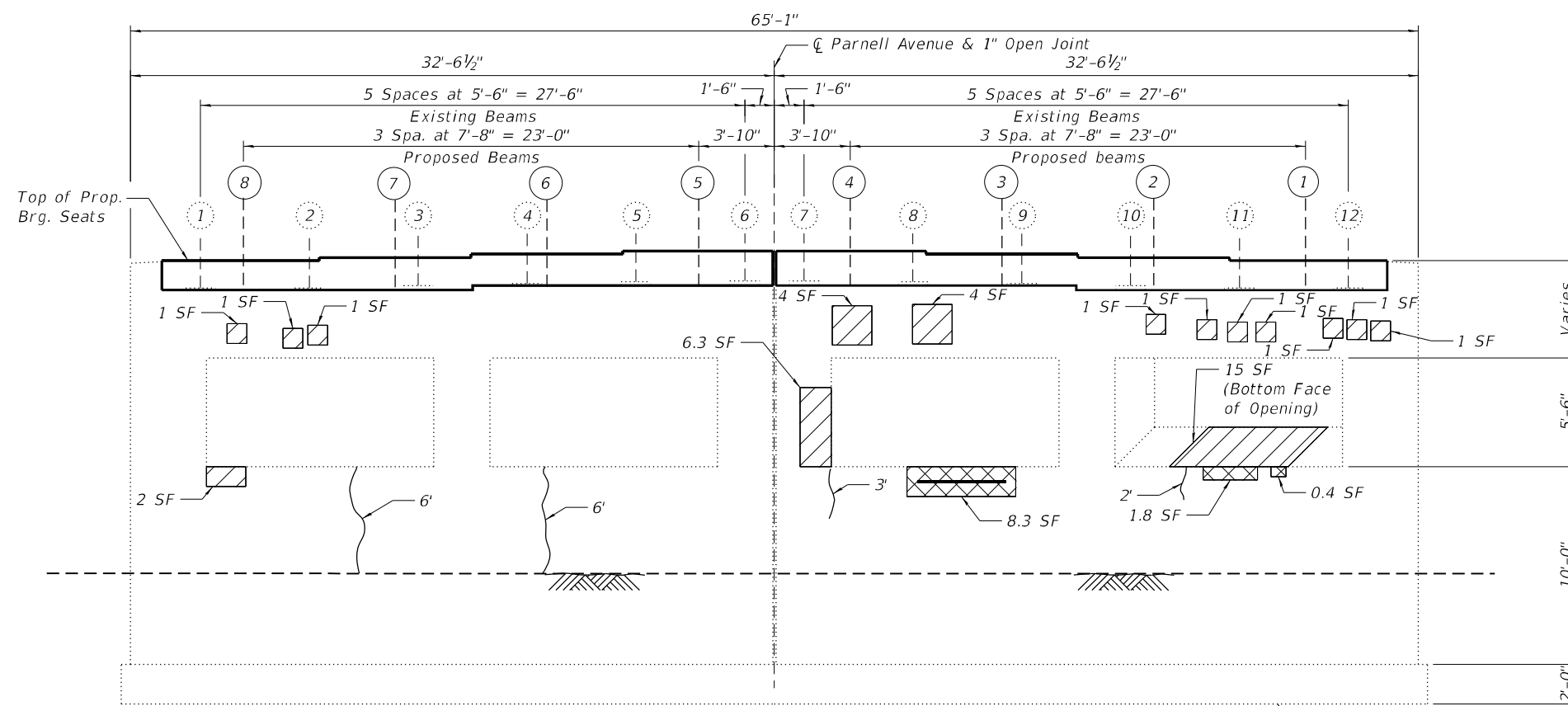
SHEET 23 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	75
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B1KK(088)				

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PIER 1 ELEVATION
 (Looking North)



PIER 1 ELEVATION
 (Looking South)

LEGEND

- Structural Repair of Concrete (Depth Equal to or less than 5')
- Structural Repair of Concrete (Depth Greater than 5')
- Exposed Reinforcement
- Epoxy Crack Injection
- SF Square Foot

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5')	Sq. Ft.	162
Structural Repair of Concrete (Depth Greater Than 5')	Sq. Ft.	53
Epoxy Crack Injection	Foot	38



USER NAME = Imranh	DESIGNED - IH	REVISED -
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PLOT DATE = 5/26/2022	CHECKED - MF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

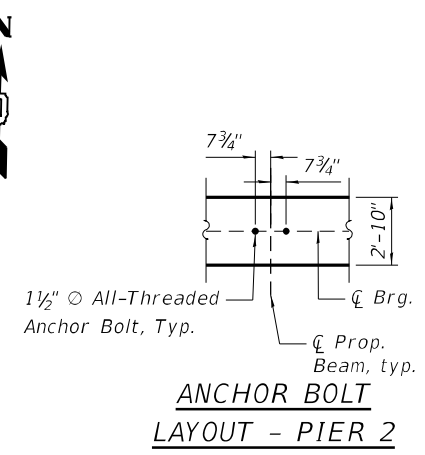
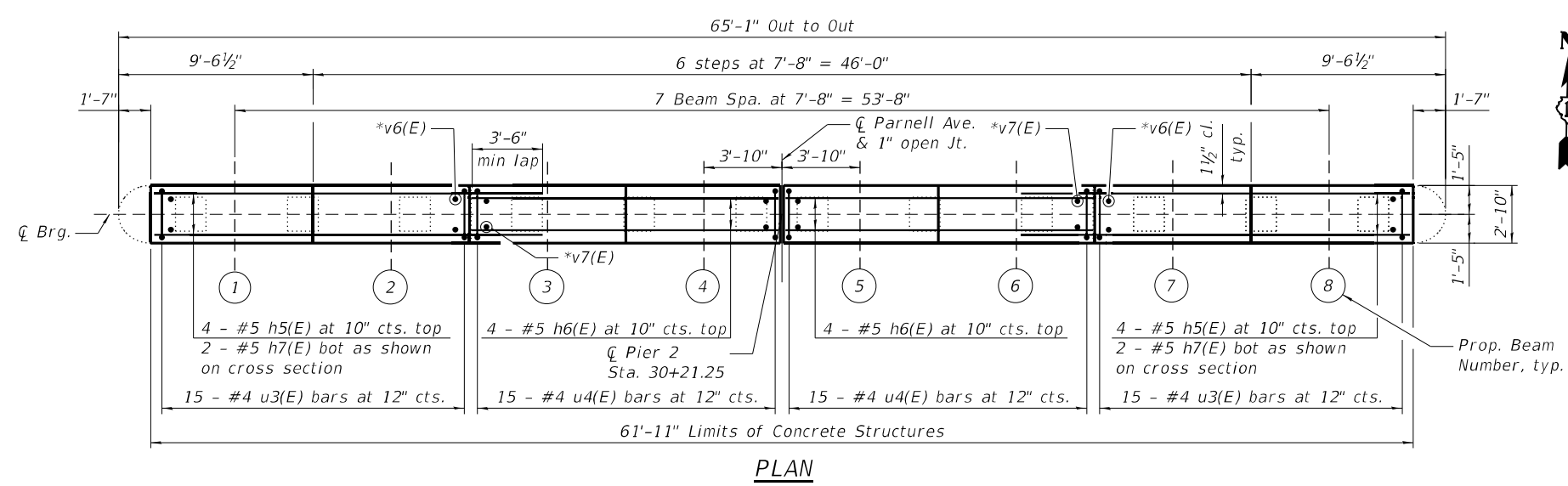
PIER 1 REPAIRS
STRUCTURE NO. 016-2029

SHEET 24 OF 26 SHEETS

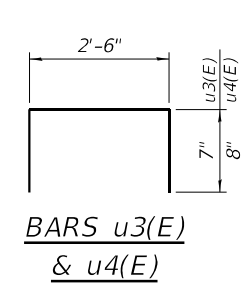
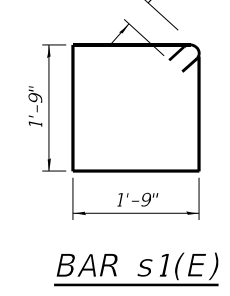
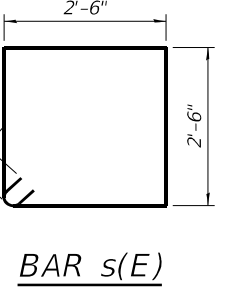
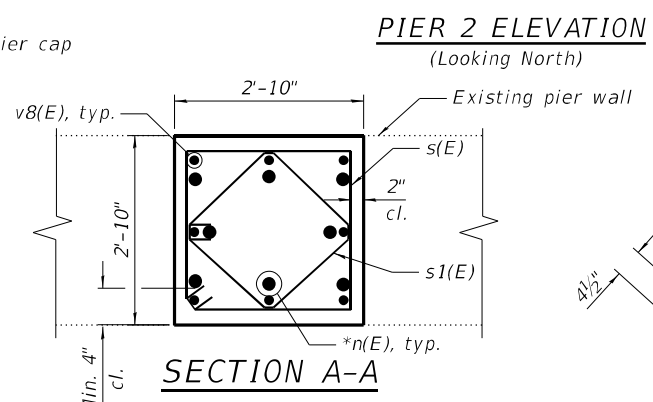
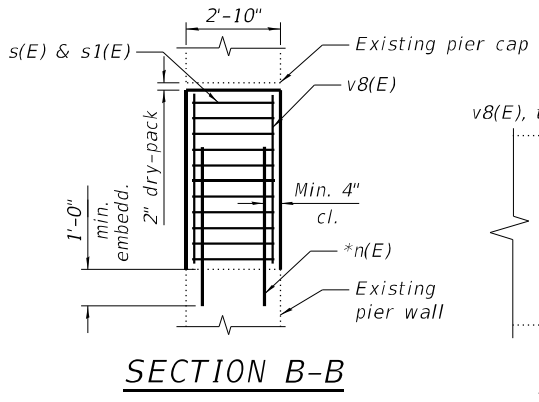
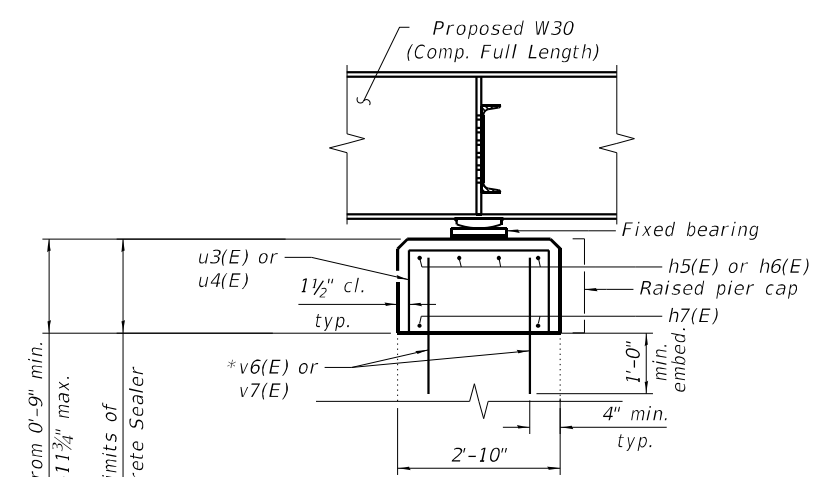
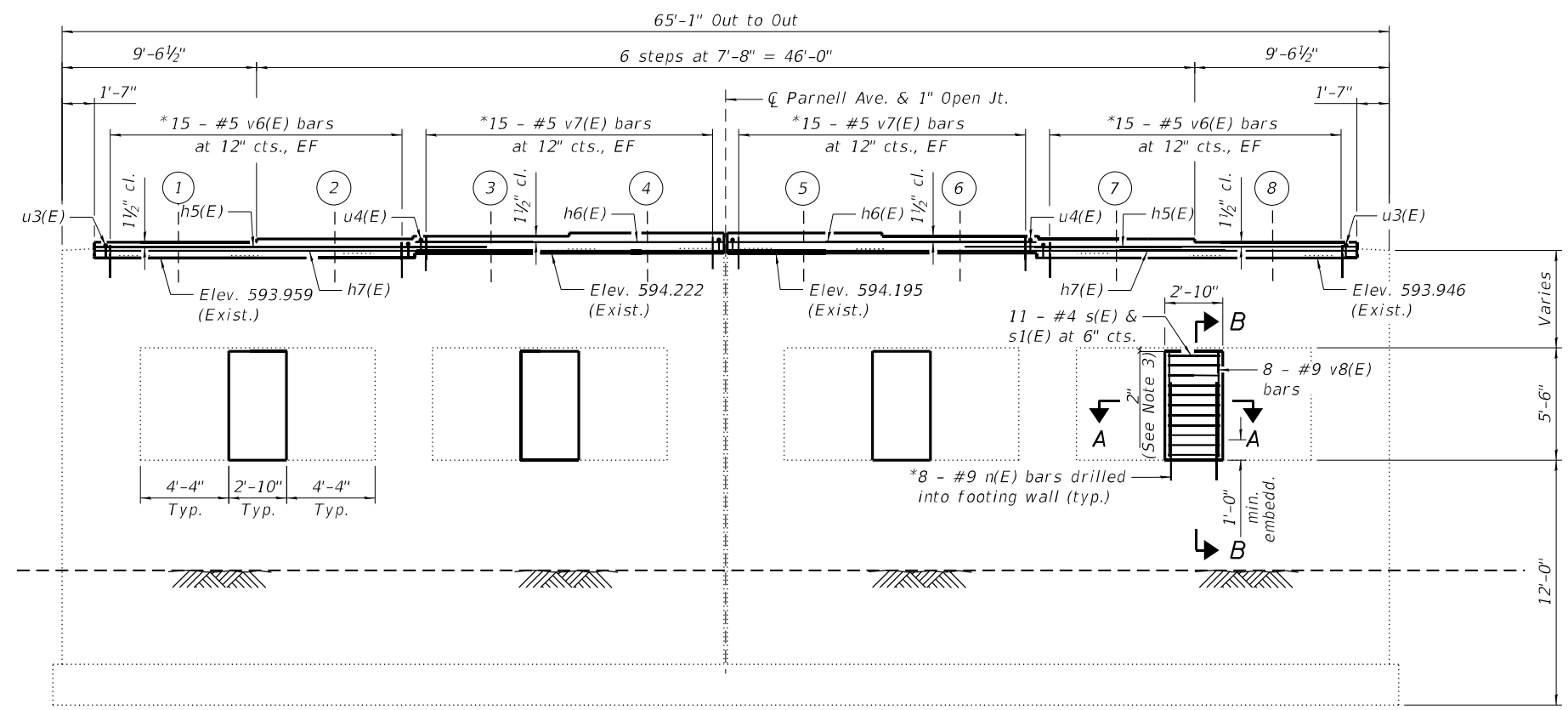
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I-57	2021-063-B	COOK	103	76
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B11K(088)				

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#5	19'-1"	—
h6(E)	8	#5	15'-1"	—
h7(E)	4	#5	30'-8"	—
v6(E)	60	#5	1'-7"	—
v7(E)	60	#5	1'-8"	—
v8(E)	32	#9	5'-0"	—
u3(E)	30	#4	3'-8"	⌊
u4(E)	30	#4	3'-10"	⌊
n(E)	32	#9	4'-0"	—
s(E)	44	#4	10'-9"	⌊
s1(E)	44	#4	7'-9"	⌊
Concrete Structures			Cu Yd	12.3
Concrete Sealer			Sq Ft	2,568
Reinforcement Bars, Epoxy Coated			Pound	2,290



PIER 2				
BEAM NUMBER	OFFSET TO CENTERLINE	BEARING HEIGHT	BEAM SEAT ELEVATION	STEP HEIGHT
1	26.83	2 7/8"	594.710	1 7/8"
2	19.16	2 7/8"	594.864	1 7/8"
3	11.50	2 7/8"	595.017	1 7/8"
4	3.83	2 7/8"	595.170	0"
5	-3.83	2 7/8"	595.170	1 7/8"
6	-11.50	2 7/8"	595.017	1 7/8"
7	-19.16	2 7/8"	594.864	1 7/8"
8	-26.83	2 7/8"	594.710	1 7/8"



* Drill & grout n(E), v6(E), and v7(E) bars to depth shown according to Art. 584 of the std. spec. Cost included in Concrete Structures.

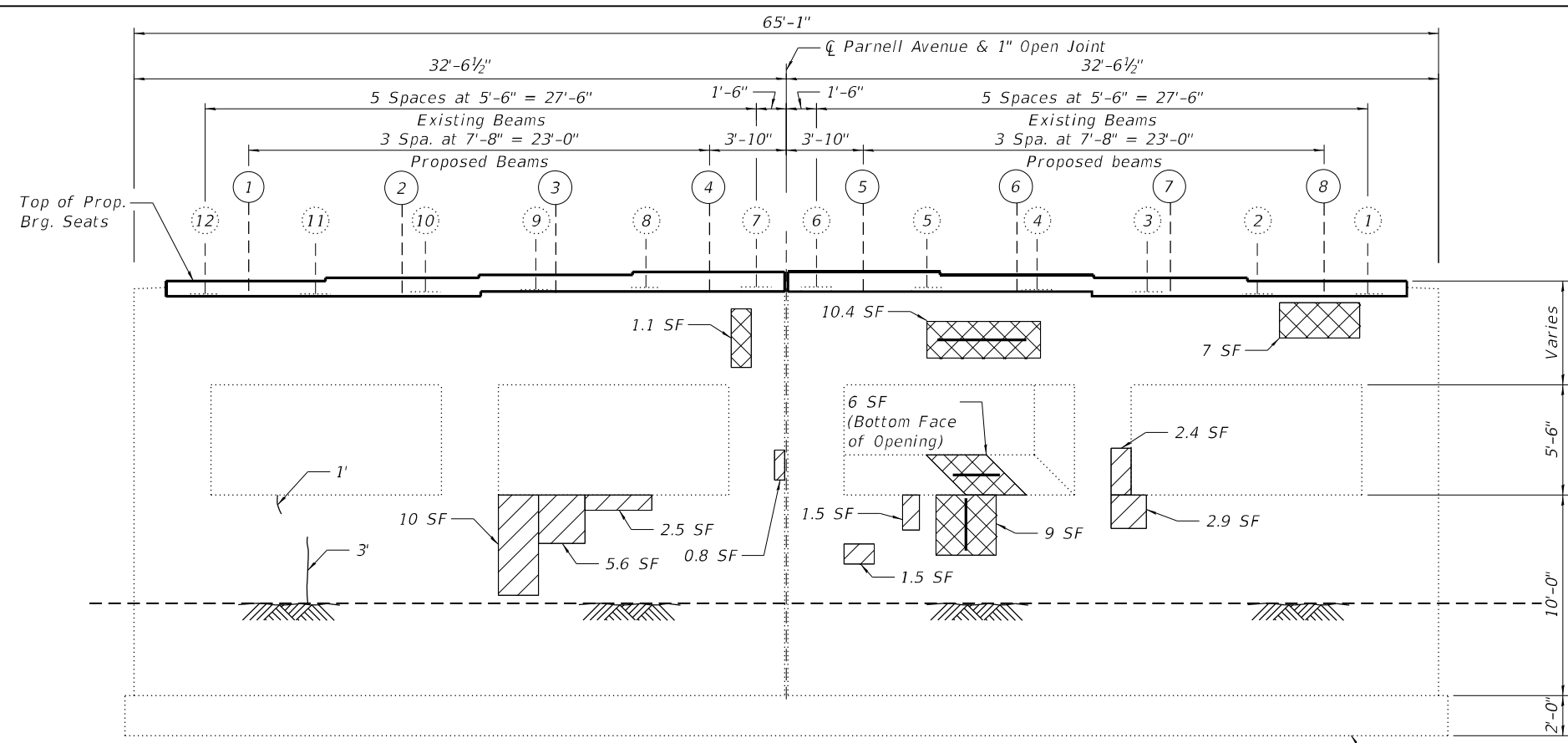
NOTES:

- All existing structure limits shall be field verified by the contractor and coordinated with the engineer prior to ordering materials, fabrication and construction of the proposed Pier extension.
- Apply concrete sealer to all faces of the new and existing concrete above grade.
- Fill the gap between top of new columns and bottom of existing pier cap with Non-Shrink Grout per Art. 1024 of the Std. Spec.

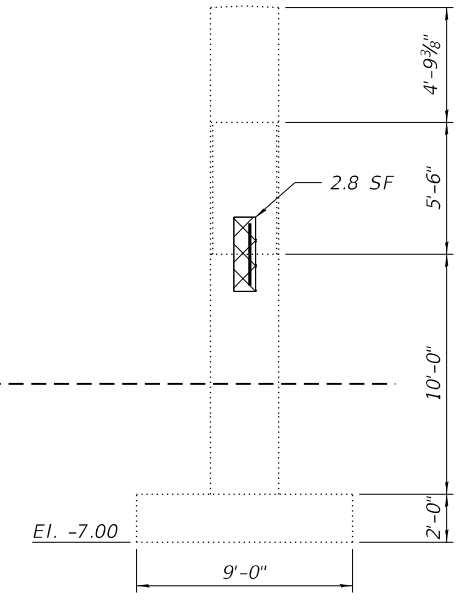
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	PLOT SCALE =	DRAWN - IH	REVISIONS			I-57	2021-063-B	COOK	103	77
	PLOT DATE = 5/26/2022	CHECKED - MF	REVISIONS			CONTRACT NO. 62P00				
		CHECKED - MF	REVISIONS			ILLINOIS FED. AID PROJECT B11K(08)				

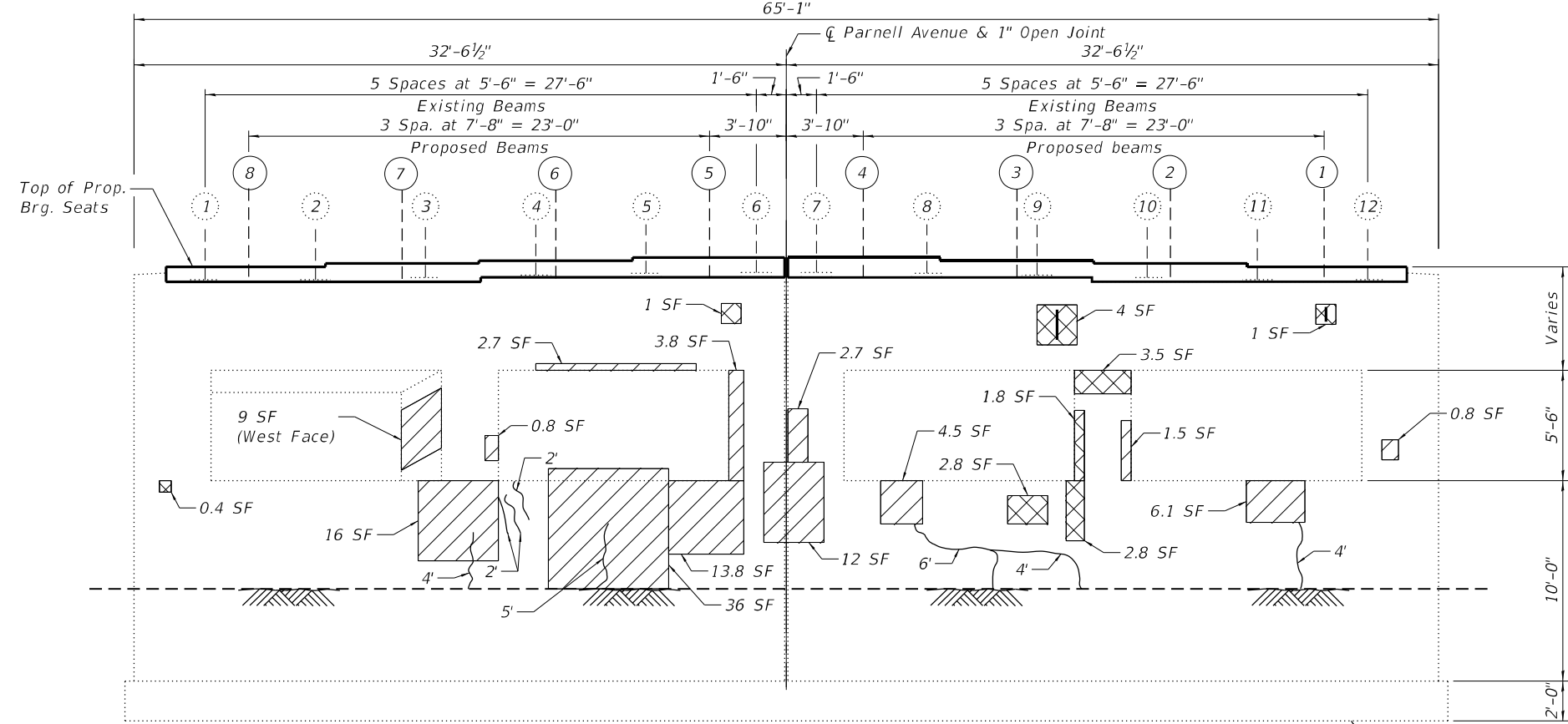
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 5/26/2022 4:14:00 PM



PIER 2 ELEVATION
(Looking North)



PIER 2 END ELEVATION
(Looking West)



PIER 2 ELEVATION
(Looking South)

- LEGEND**
- Structural Repair of Concrete (Depth Equal to or less than 5")
 - Structural Repair of Concrete (Depth Greater than 5")
 - Exposed Reinforcement
 - Epoxy Crack Injection
 - SF Square Foot

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	137
Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	54
Epoxy Crack Injection	Foot	33



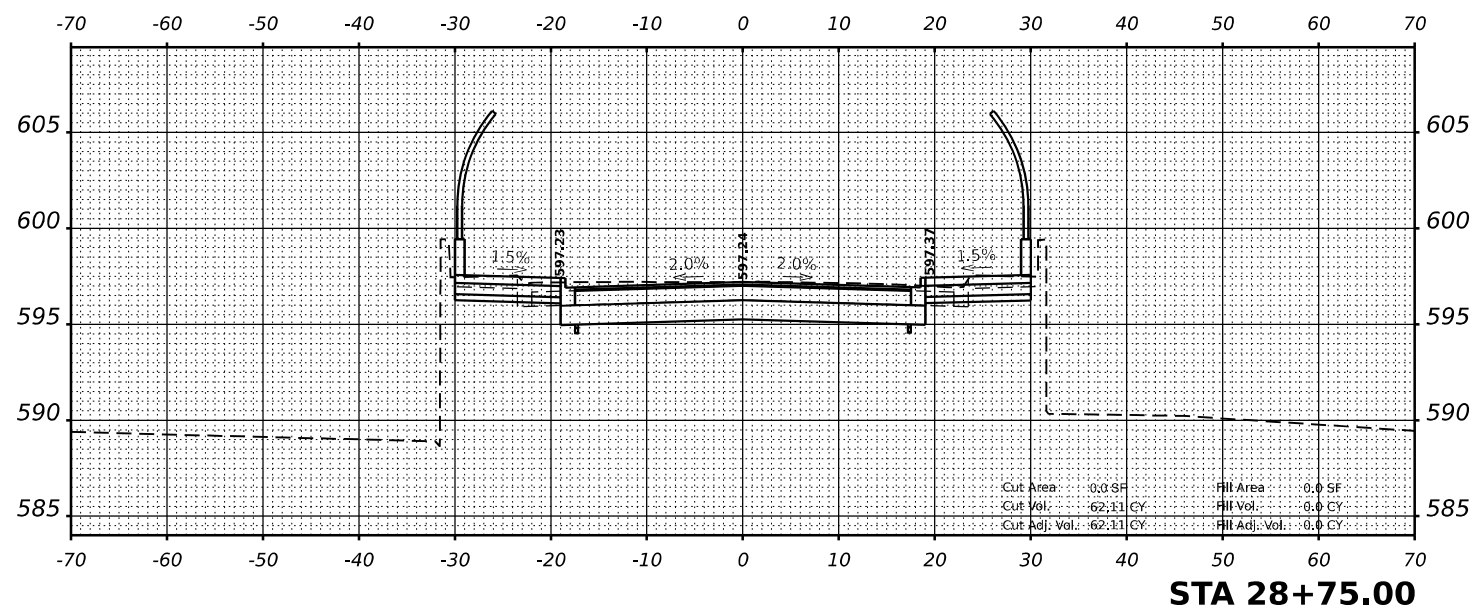
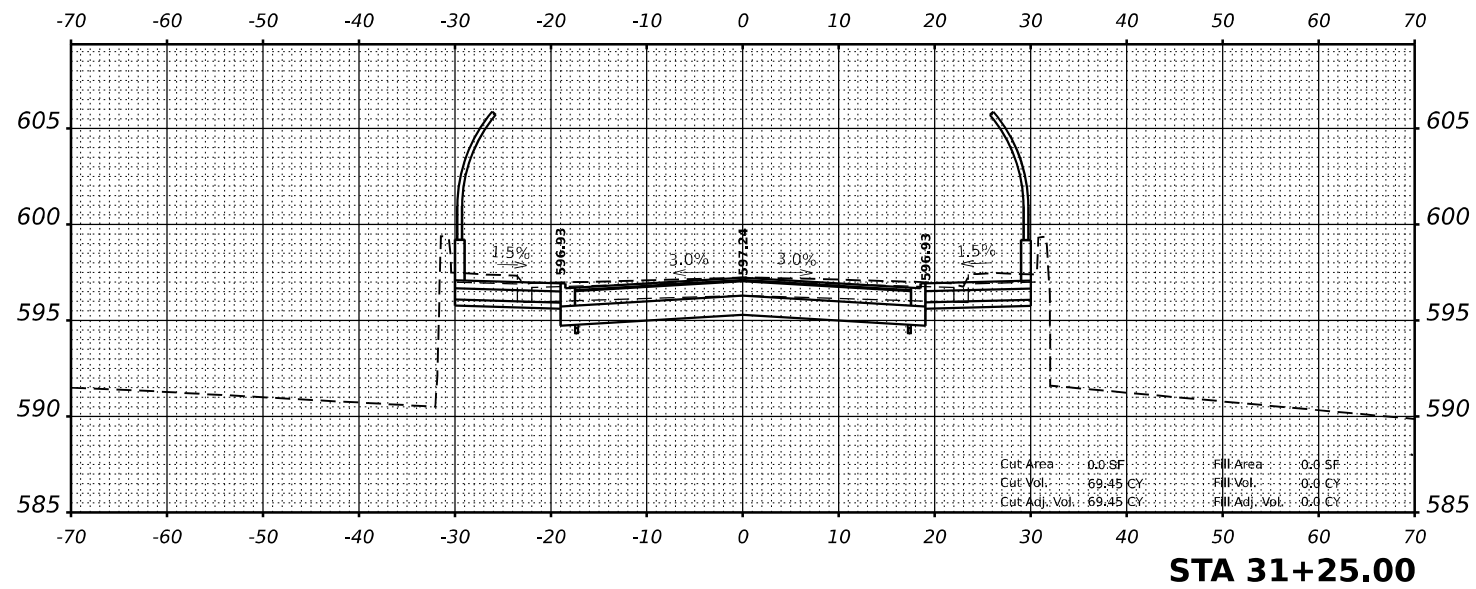
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	CHECKED - MF	REVISED -
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PLOT DATE = 5/26/2022	CHECKED - MF	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REPAIRS
STRUCTURE NO. 016-2029

SHEET 26 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	2021-063-B	COOK	103	78
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT B1KK(088)				



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10 South LaSalle St. Suite 2110
 Chicago, Illinois 60603
 312-464-0800
 www.bowman.com

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DRAWN - KMM	REVISIONS -	
CHECKED - AP	REVISIONS -	
DATE - 04/17/2023	REVISIONS -	

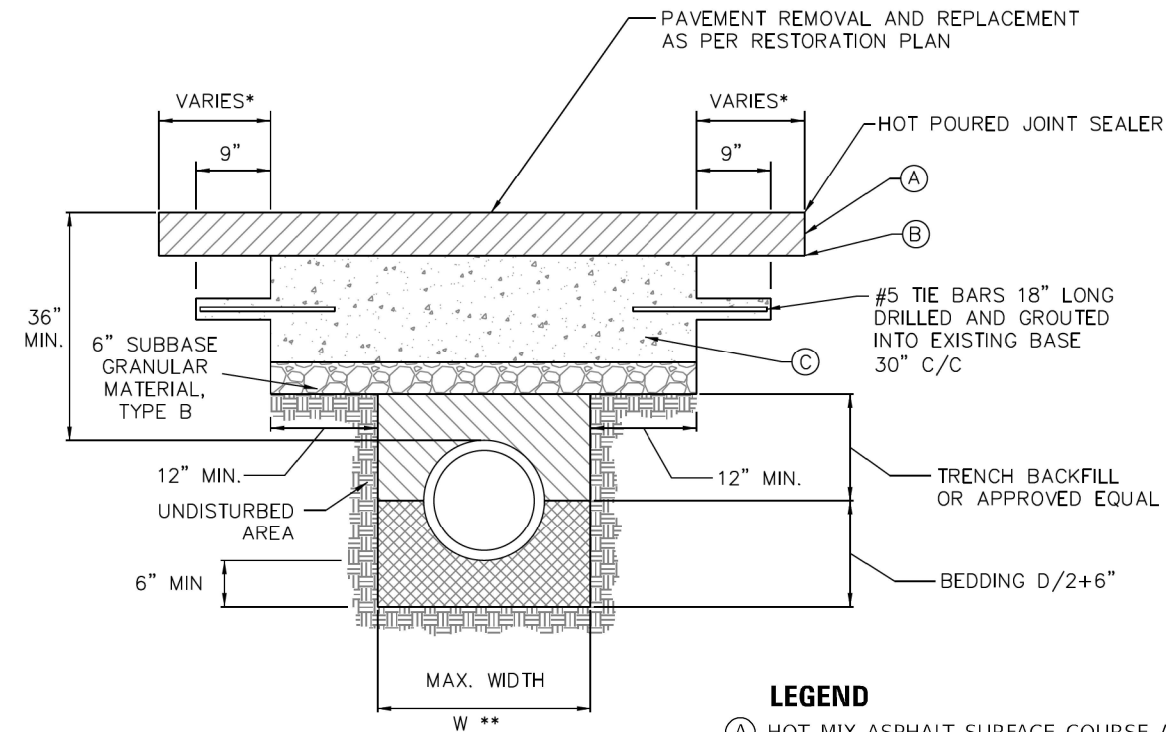
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DRAWN - KMM	REVISIONS -
CHECKED - AP	REVISIONS -
DATE - 04/17/2023	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - PARNELL AVE
I-57 AT PARNELL AVENUE

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	79
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- (A) HOT MIX ASPHALT SURFACE COURSE AND BINDER COURSE
 - (B) BITUMINOUS MATERIAL AND AGGREGATE (TACK COAT)
 - (C) PCC BASE COURSE

* PAVEMENT SHALL BE REMOVED AND REPAVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 5' OR LESS FROM JOINT (OR AS REQUIRED BY THE COMMISSIONER).

** $W = 9" + \text{O.D.} + 9"$, WHEN TRENCH DEPTH $\leq 5'$
 $W = 18" + \text{O.D.} + 18"$, WHEN TRENCH DEPTH $> 5'$

NOTES

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE SECTION 4.2b FOR REQUIRED THICKNESS). FOR CONCRETE STREETS, THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF THE #5 TIE BARS, 18" LONG, DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

MODEL: Default
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USER NAME = kmaus
 DESIGNED - KH
 DRAWN - KMM
 CHECKED - AP
 DATE - 04/17/2023

DESIGNED - KH
 DRAWN - KMM
 CHECKED - AP
 DATE - 04/17/2023

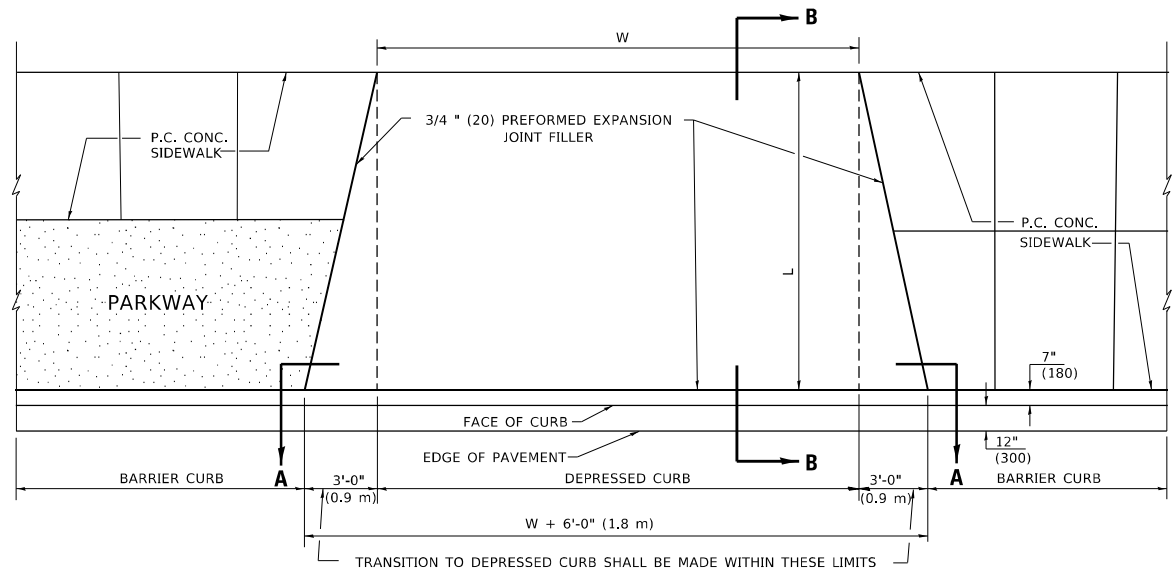
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STREET PAVEMENT RESTORATION DETAIL
 WITH TRENCH BACKFILL**

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

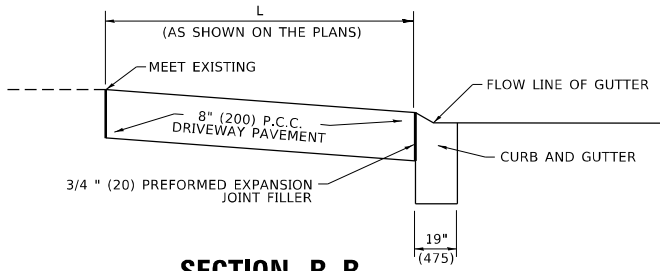
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	80
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				



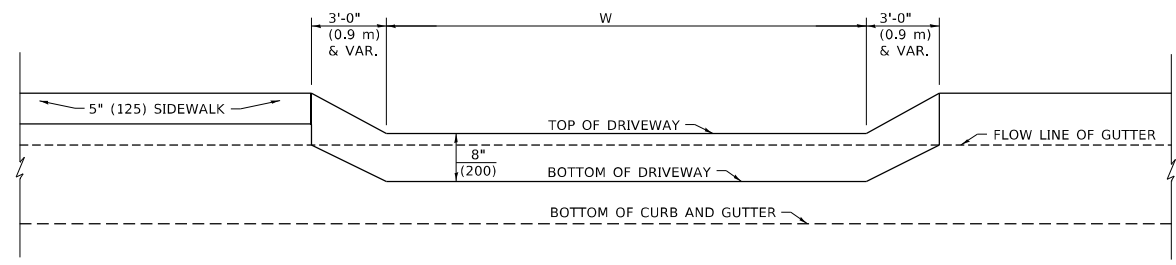
PLAN VIEW

NOTES:

1. EXPANSION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS FOR P.C.C. SIDEWALK.
2. THE CURB BETWEEN ADJACENT DRIVEWAYS SHALL BE FULL HEIGHT FOR A DISTANCE OF AT LEAST FOUR FEET (1.2 METERS).
3. P.C. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. 3/4" (20) PREFORMED EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO P.C.C. DRIVEWAY PAVEMENT 8" (200).
5. COMBINATION CONC. CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE TRANSITION CURB AND GUTTER.

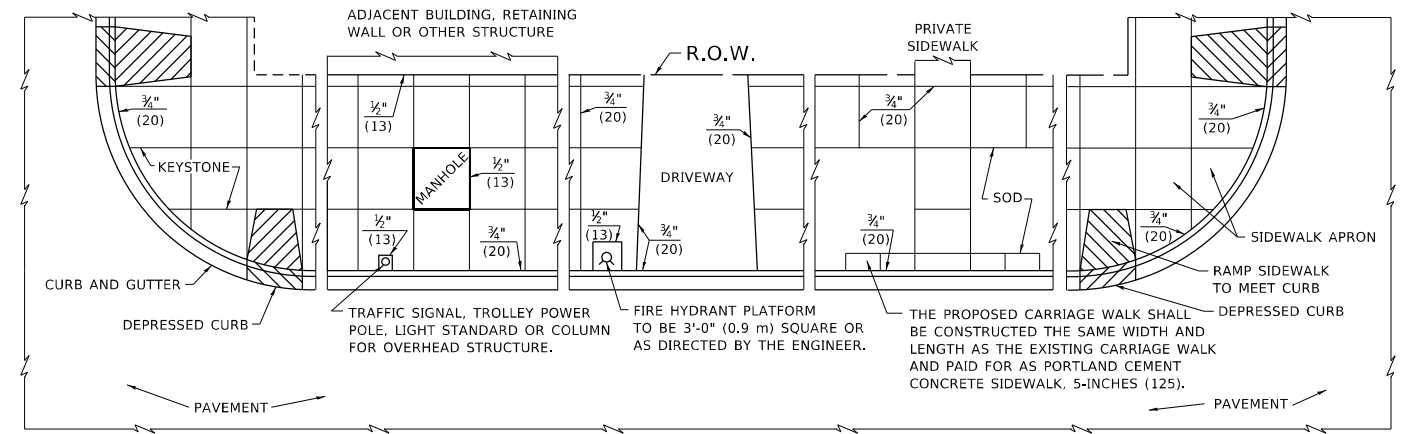


SECTION B-B



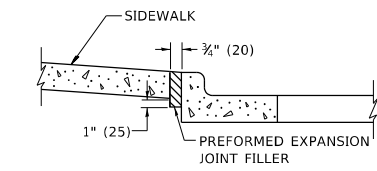
SECTION A-A

P.C.C. DRIVEWAY PAVEMENT DETAIL



NOTES:

1. ONE-HALF INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, MANHOLES, WHICH EXTEND THROUGH THE SIDEWALK.
2. 3/4" (20) THICK EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100 FEET (30 METERS) IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED OPPOSITE THE EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICABLE. EXPANSION JOINTS SHALL ALSO BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK AND CURBS WHERE THE SIDEWALK ABUTS THE CURB.

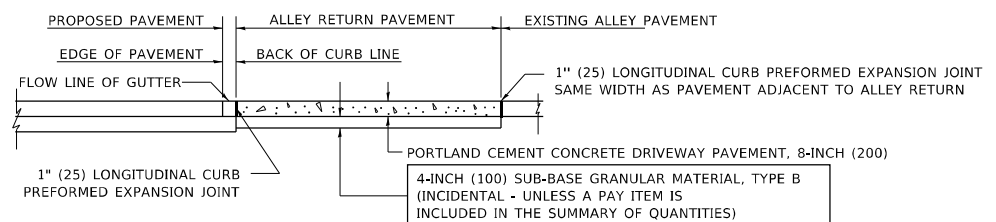
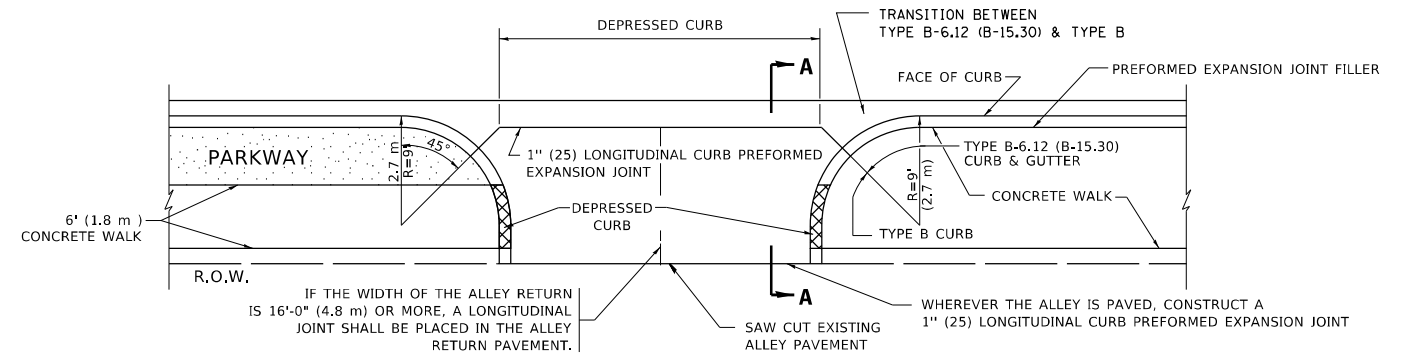


SLOPE FOR SIDEWALK
1" (25) IN 3'-0" (0.9 m) IN CHICAGO

PORTLAND CEMENT CONCRETE SIDEWALK DETAILS

NOTES:

NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE GUTTER FLARE



SECTION A-A

ALLEY RETURN DETAIL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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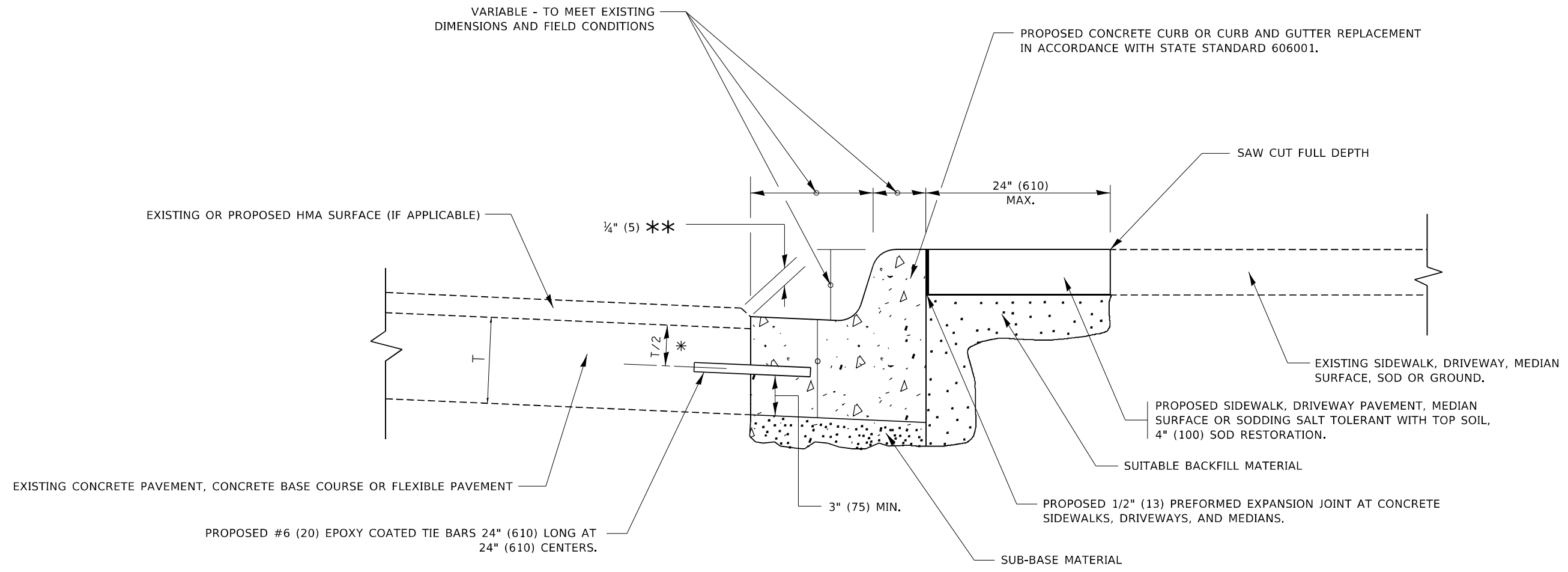
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PLOT SCALE = 50.0000 1/1 in.	CHECKED -	REVISED -
PLOT DATE = 3/27/2019	DATE - 06-13-90	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
DETAILS FOR P.C. CONCRETE DRIVEWAY, ALLEY RETURN AND SIDEWALK**

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

F.A.J. RTE. 57	SECTION 2020-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 81
BD400-03 (BD-17)		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				



- * 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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

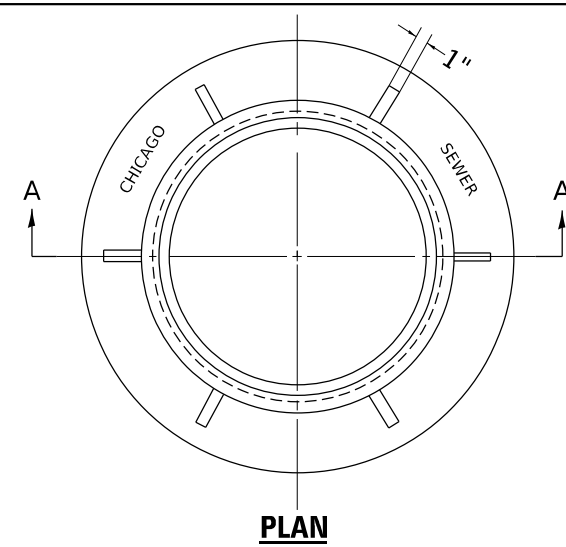
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	DRAWN -	REVISED - M. GOMEZ 01-22-01
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PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

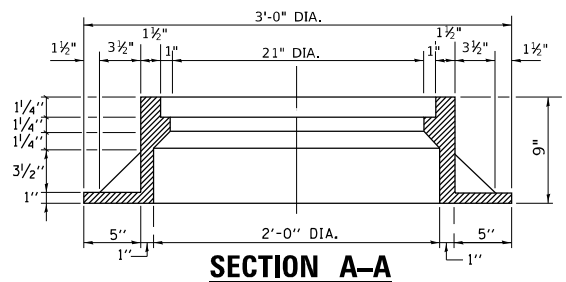
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD600-06 (BD-24)		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				



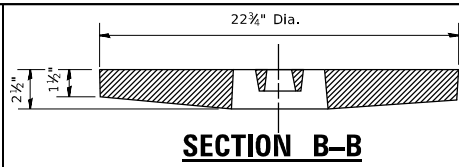
PLAN



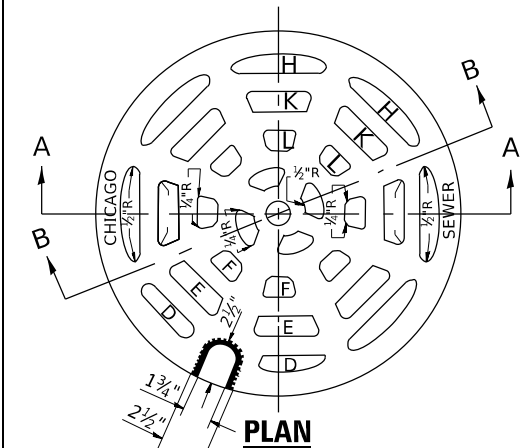
SECTION A-A

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

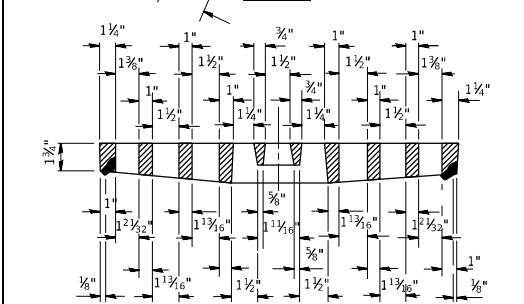
CHICAGO STANDARD MANHOLE FRAME
SCALE: 1 1/2"=1'-0"
MATERIAL: CAST IRON



SECTION B-B

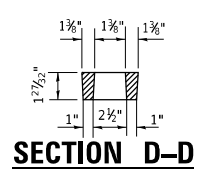


PLAN

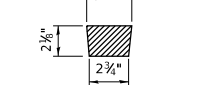


SECTION A-A

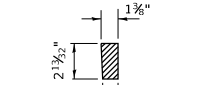
PERFORATED LID FOR CATCH BASINS & MANHOLES
SCALE: 2"=1'-0"
MATERIAL: CAST IRON



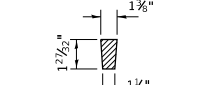
SECTION D-D



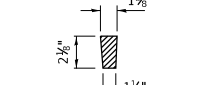
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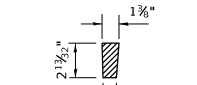
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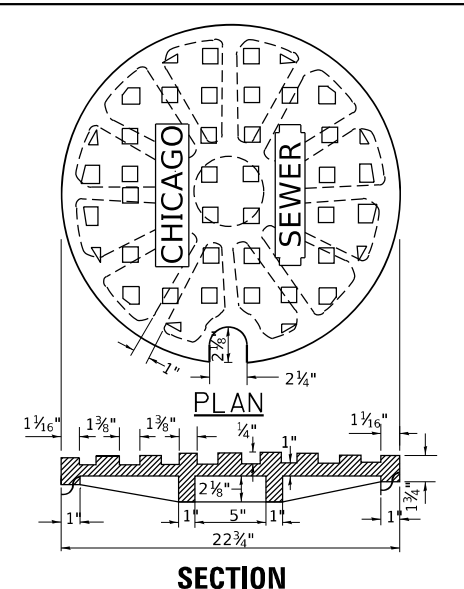
SECTION H-H



SECTION K-K

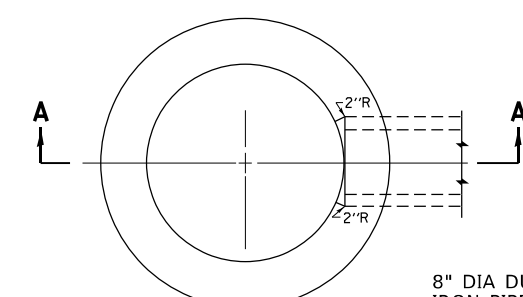


SECTION L-L



SOLID LID FOR MANHOLES

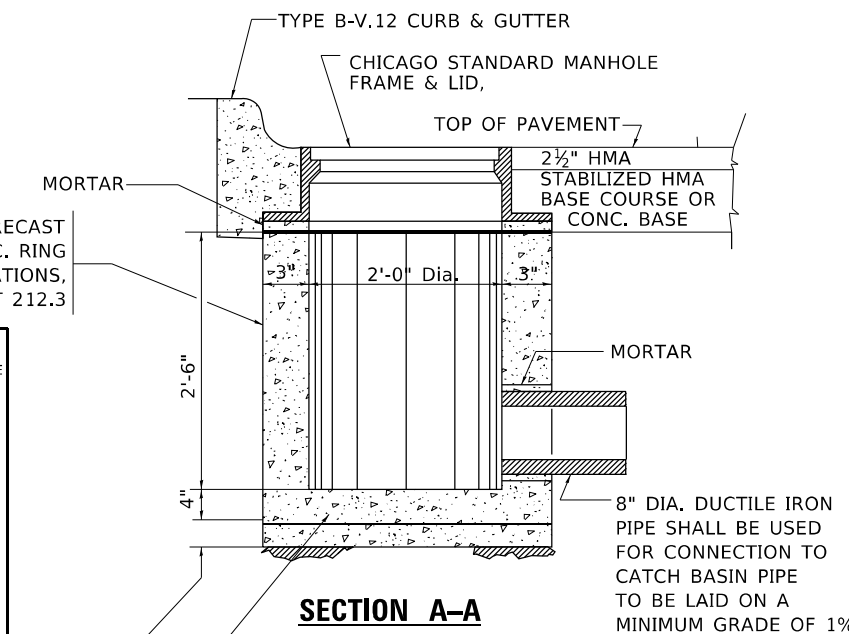
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MATERIAL: CAST IRON



PLAN

(FRAME & LID NOT SHOWN)

8" DIA DUCTILE IRON PIPE, PART OF ITEM 7G



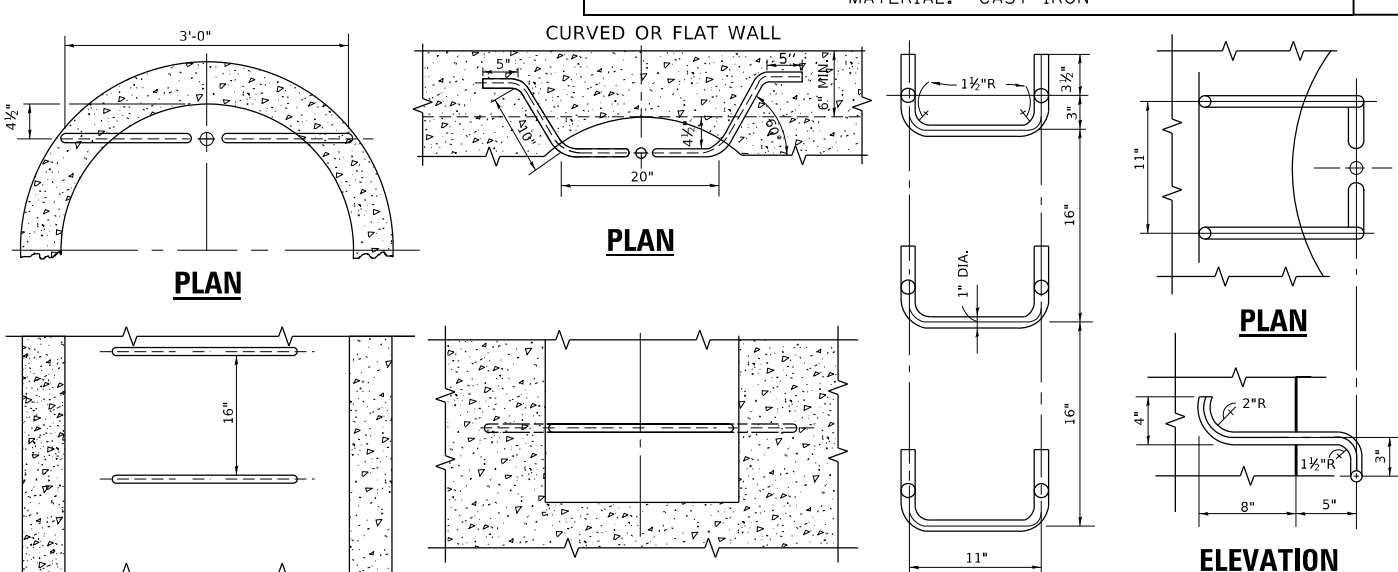
SECTION A-A

STANDARD INLETS

SCALE 1"=1'-0"
ITEM 12

THIS INLET DETAIL IS SOMETIMES REFERRED TO AS "CHICAGO STANDARD INLET, TYPE A"

NOTE:
INLETS SHALL NOT BE CONSTRUCTED UNLESS IT IS IMPOSSIBLE TO CONSTRUCT A CATCH BASIN. THE CONTRACTOR SHALL HAVE THE DEPARTMENT OF SEWERS APPROVAL BEFORE CONSTRUCTING INLETS.



ELEVATION TYPE X

SCALE: 1"=1'-0"

ELEVATION TYPE Y

SCALE: 1"=1'-0"

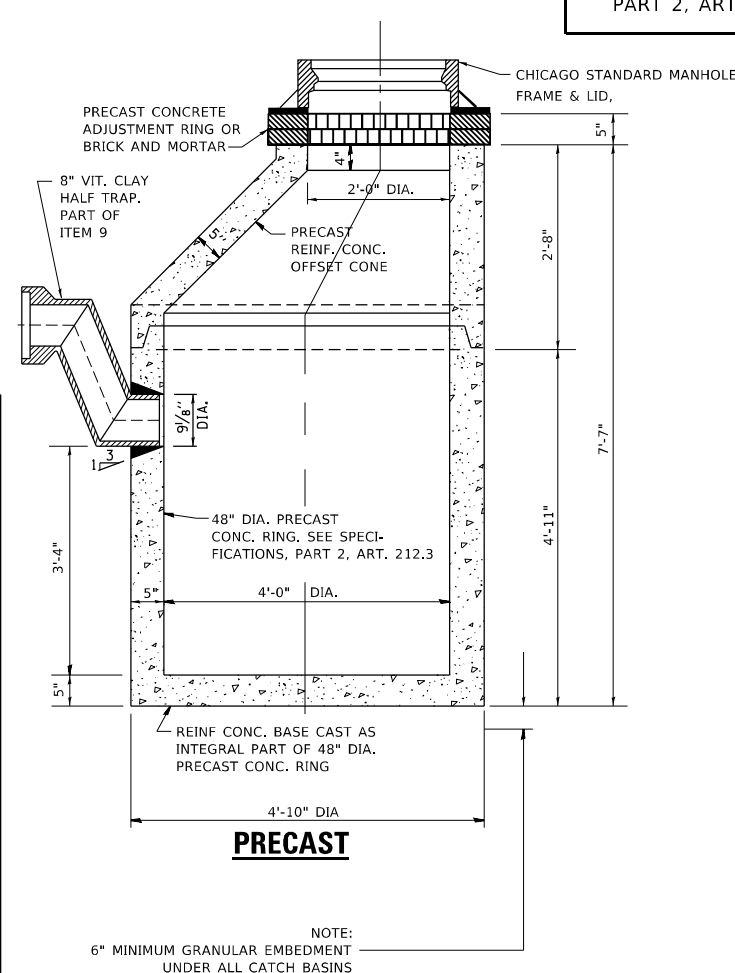
SPACING

HANDHOLD-TYPE Z RUNG

Scale: 1 1/2"=1'-0"

STANDARD LADDER RUNGS

ALL LADDER RUNGS SHALL BE ALUMINUM OR GALVANIZED WROUGHT IRON AS SPECIFIED IN THE SPECIFICATIONS, PART 2, ARTICLE 214.2. RUNGS SHALL BE 1" DIAMETER OR OF A SHAPE HAVING AN EQUIVALENT CROSS-SECTIONAL AREA.



PRECAST

NOTE:
6" MINIMUM GRANULAR EMBEDMENT UNDER ALL CATCH BASINS

STANDARD CATCH BASINS

SCALE: 3/4"=1'-0"
ITEM 9

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
CATCH BASIN, INLET AND MANHOLE DETAILS

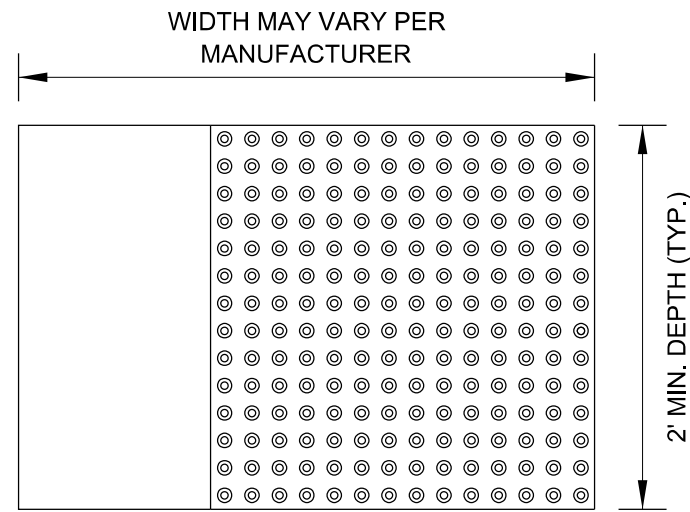
CITY OF CHICAGO
DEPARTMENT OF SEWERS
ENGINEERING DIVISION

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	DRAWN -	REVISED -
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PLOT DATE = 3/27/2019	DATE - 01-25-01	REVISED -

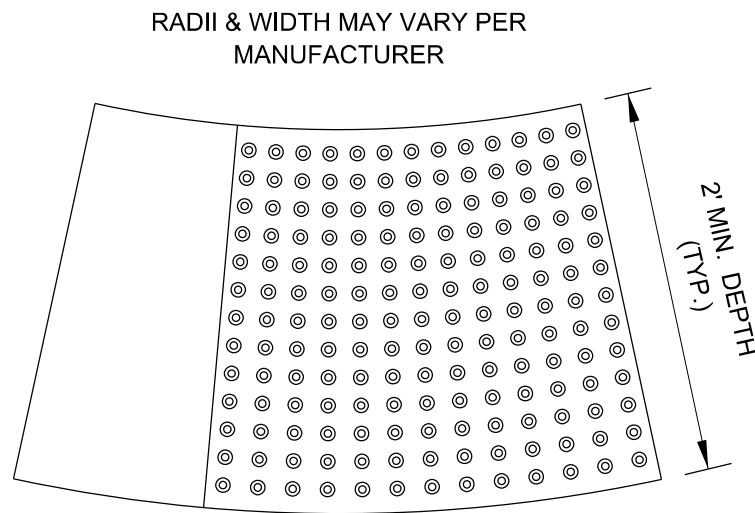
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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F.A.J. RTE. 57	SECTION 2020-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 83
BD600-13 (BD47)		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

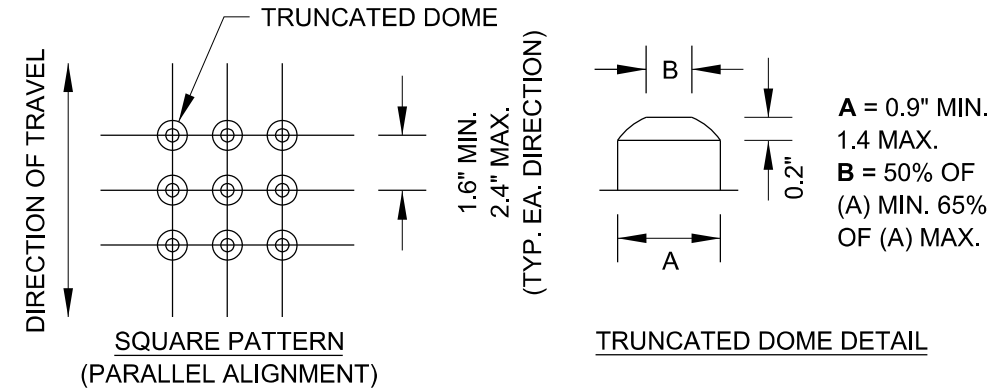


DETECTABLE WARNING UNIT SIZES

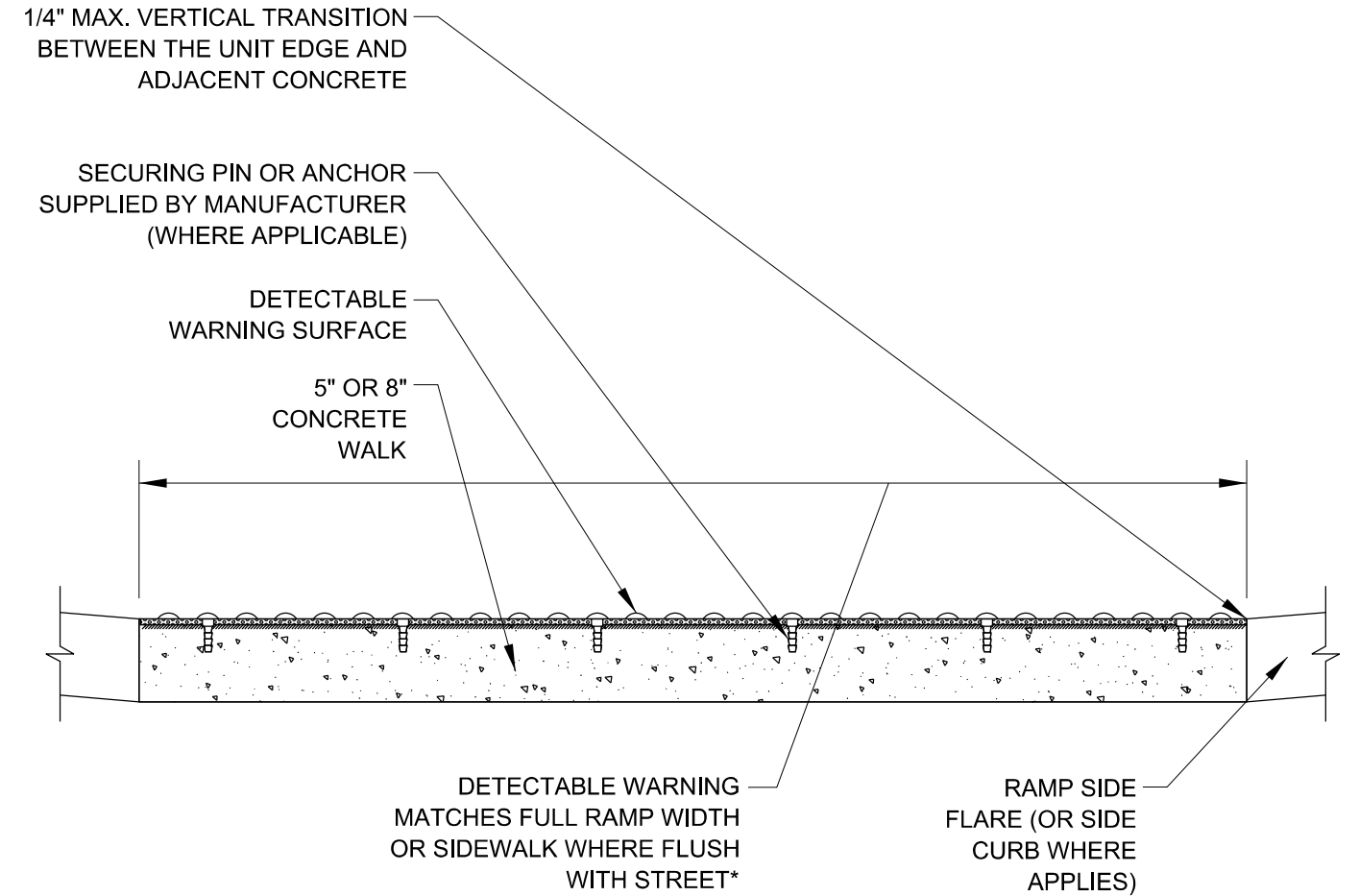
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:

THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.



UNIT PATTERN & DOME DETAIL

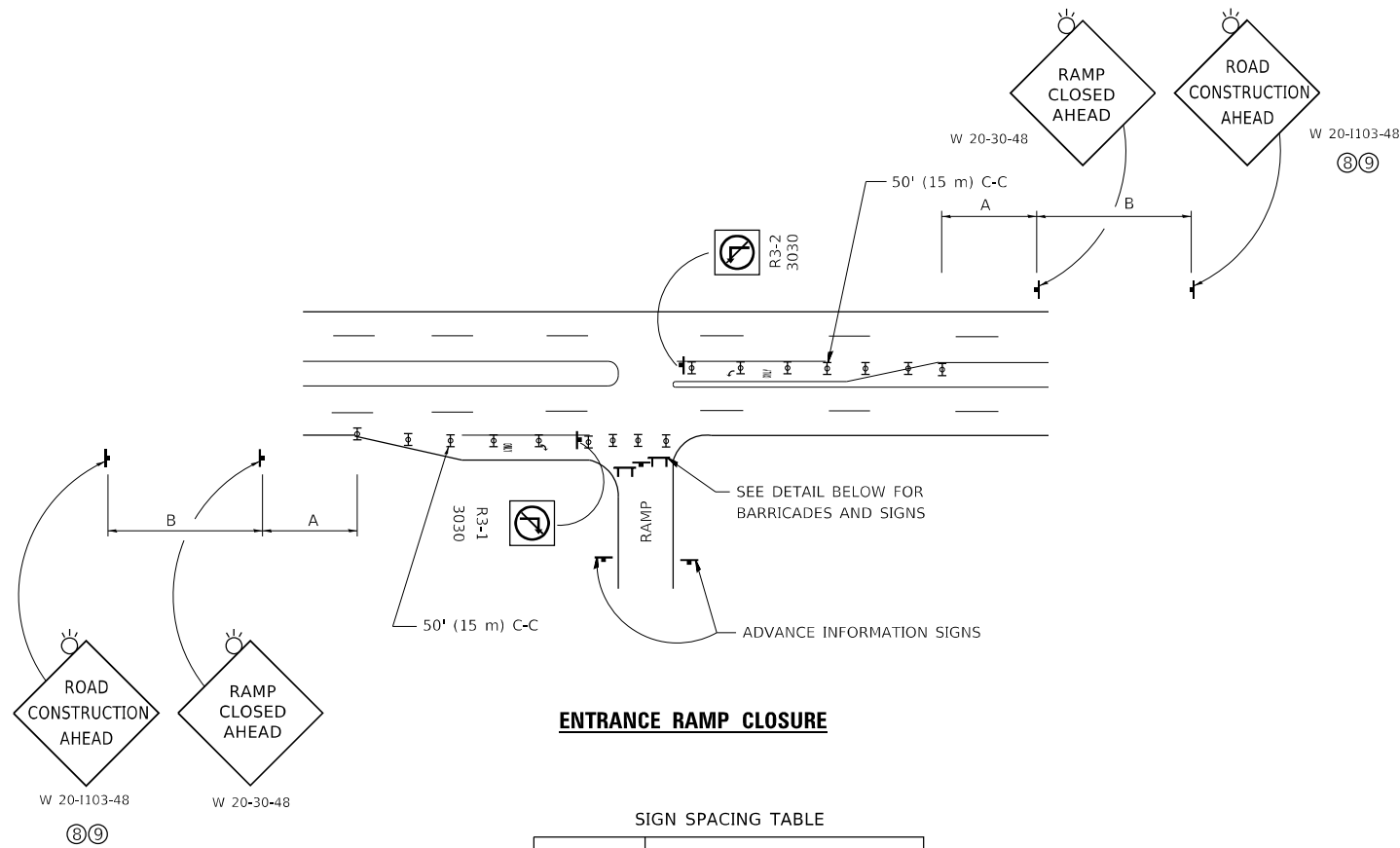


*A BORDER OF 2 INCHES OR LESS AROUND THE DETECTABLE WARNING SURFACE IS ACCEPTABLE IF REQUIRED FOR PROPER INSTALLATION OF THE DETECTABLE WARNING SURFACE PRODUCT

DETECTABLE WARNING UNIT SECTION

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	DRAWN -	REVISED -		57	2020-063-B	COOK	103	84			
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PLOT DATE = 10/8/2019	DATE - 06-20-2017	REVISED -		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				

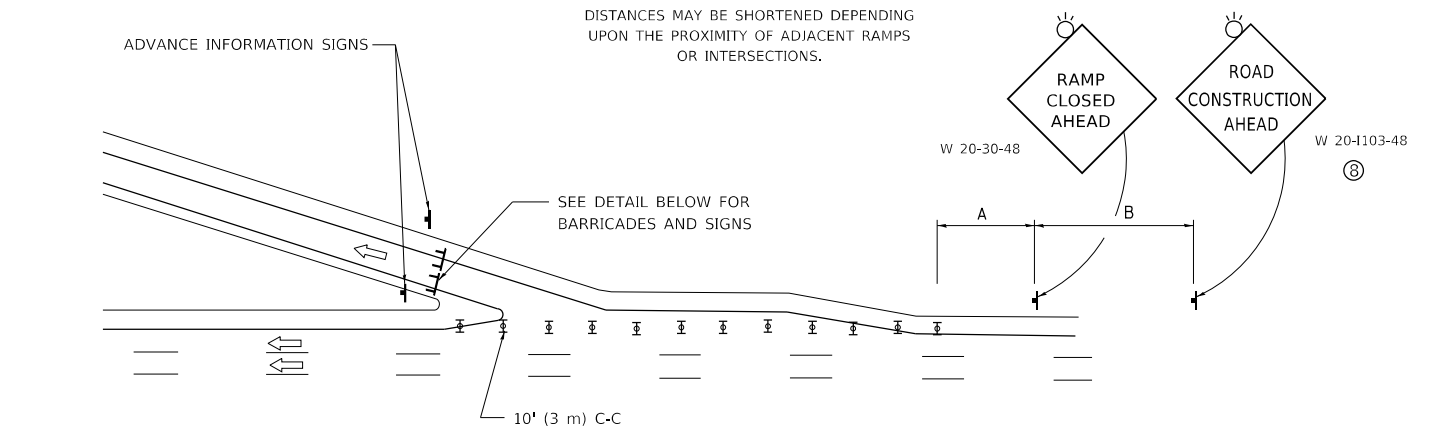


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

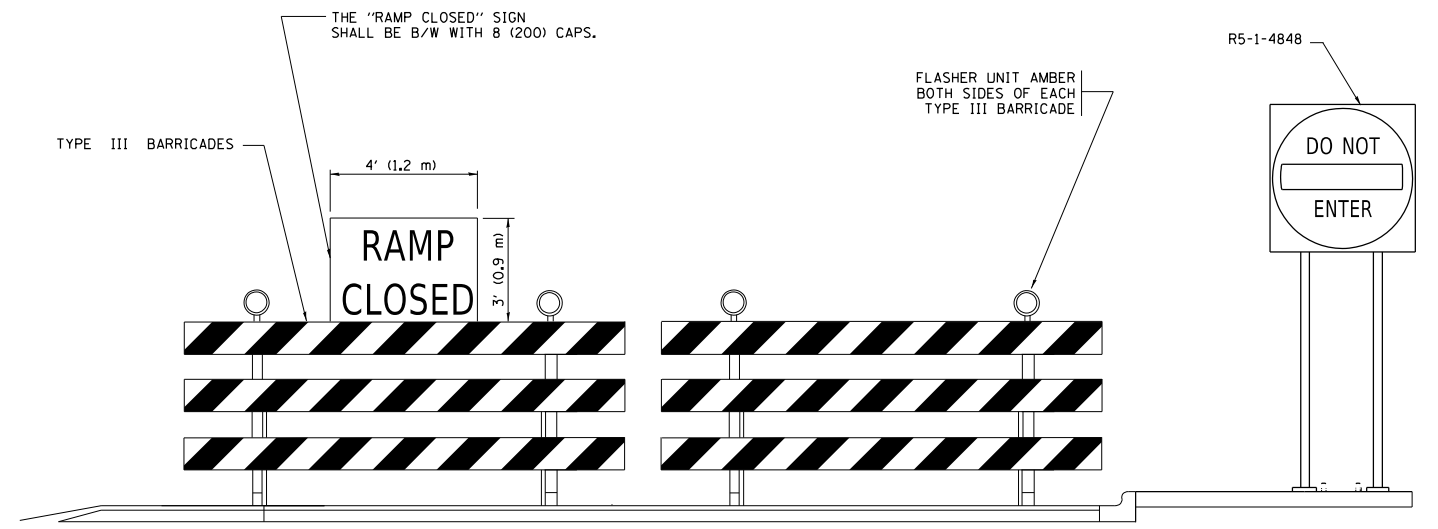
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

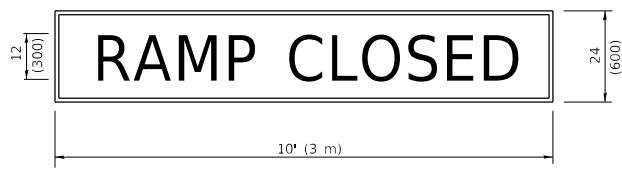
SYMBOLS

- ☐ TYPE II BARRICADE OR DRUM
- ☐ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

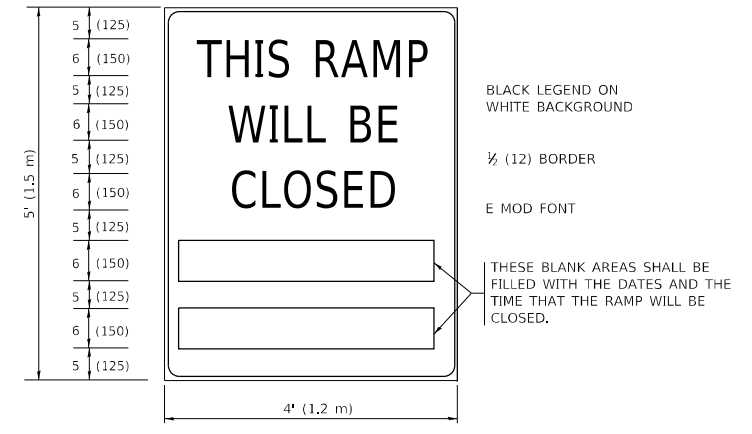
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

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

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

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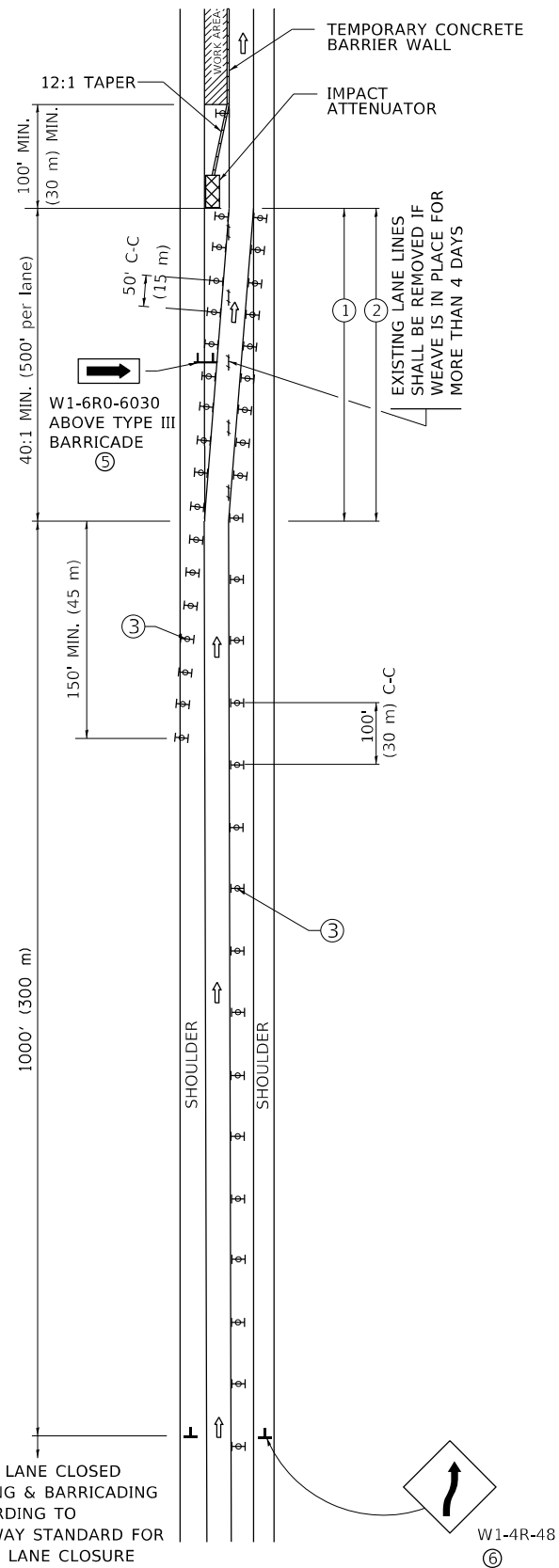
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE_AND_EXIT_RAMP
CLOSURE_DETAILS**

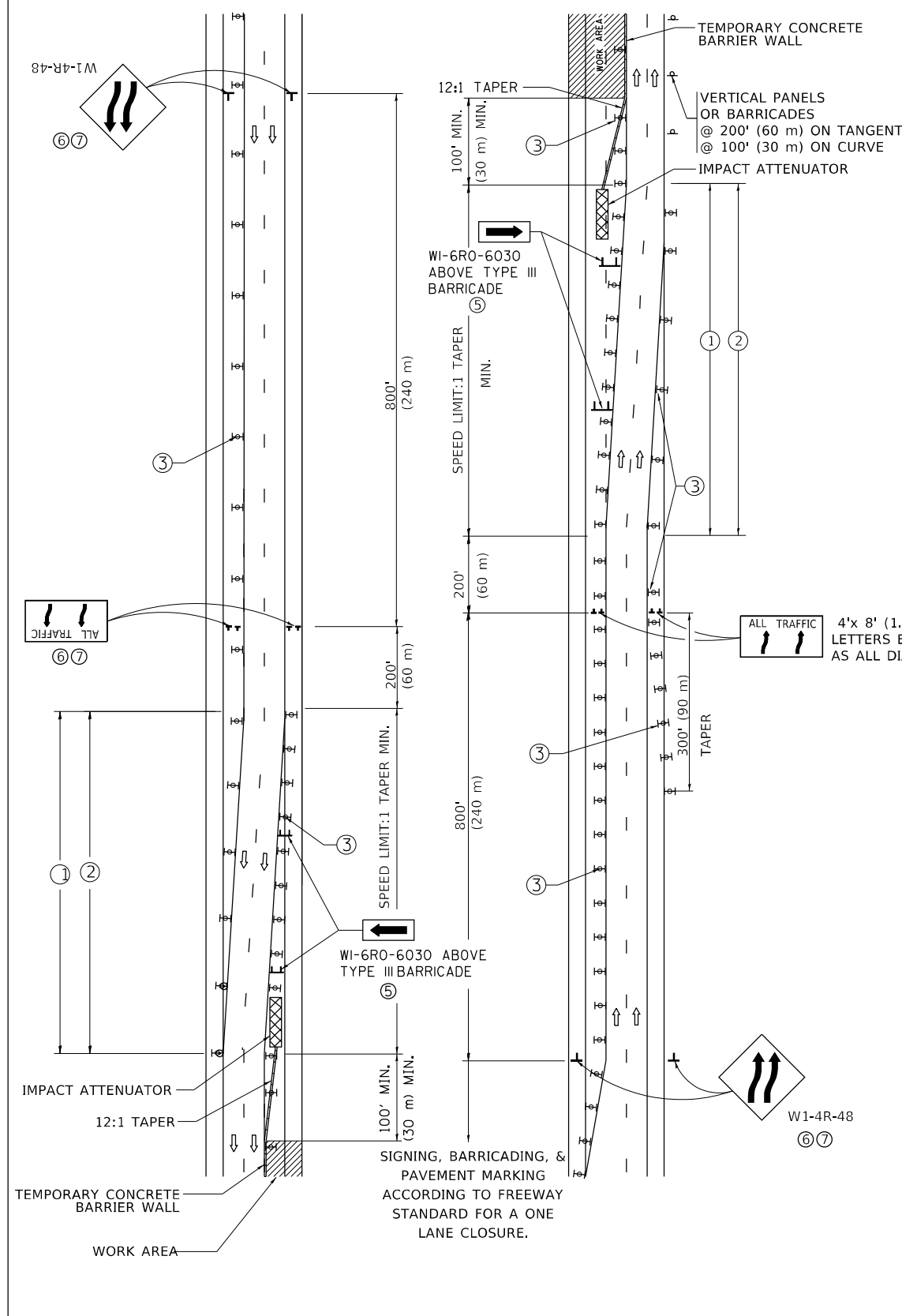
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F.A.J RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-063-B	COOK	103	85
TC-08			CONTRACT NO. 62P00	
ILLINOIS		FED. AID PROJECT		

SINGLE LANE WEAVE

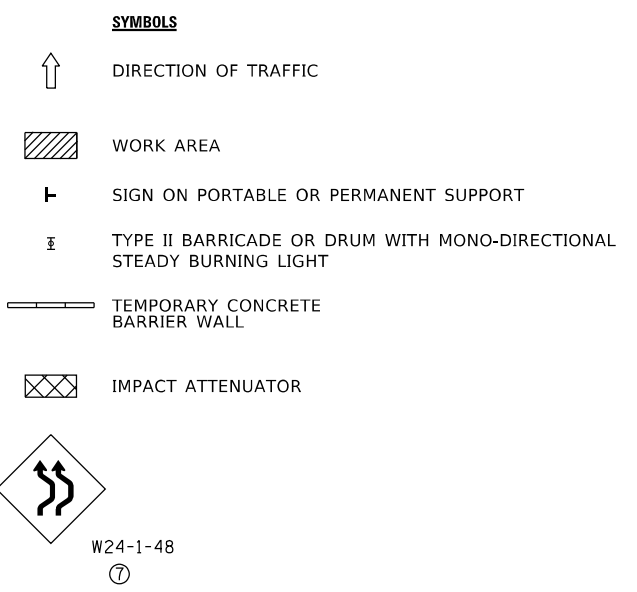


MULTI-LANE WEAVE



GENERAL NOTES:

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



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

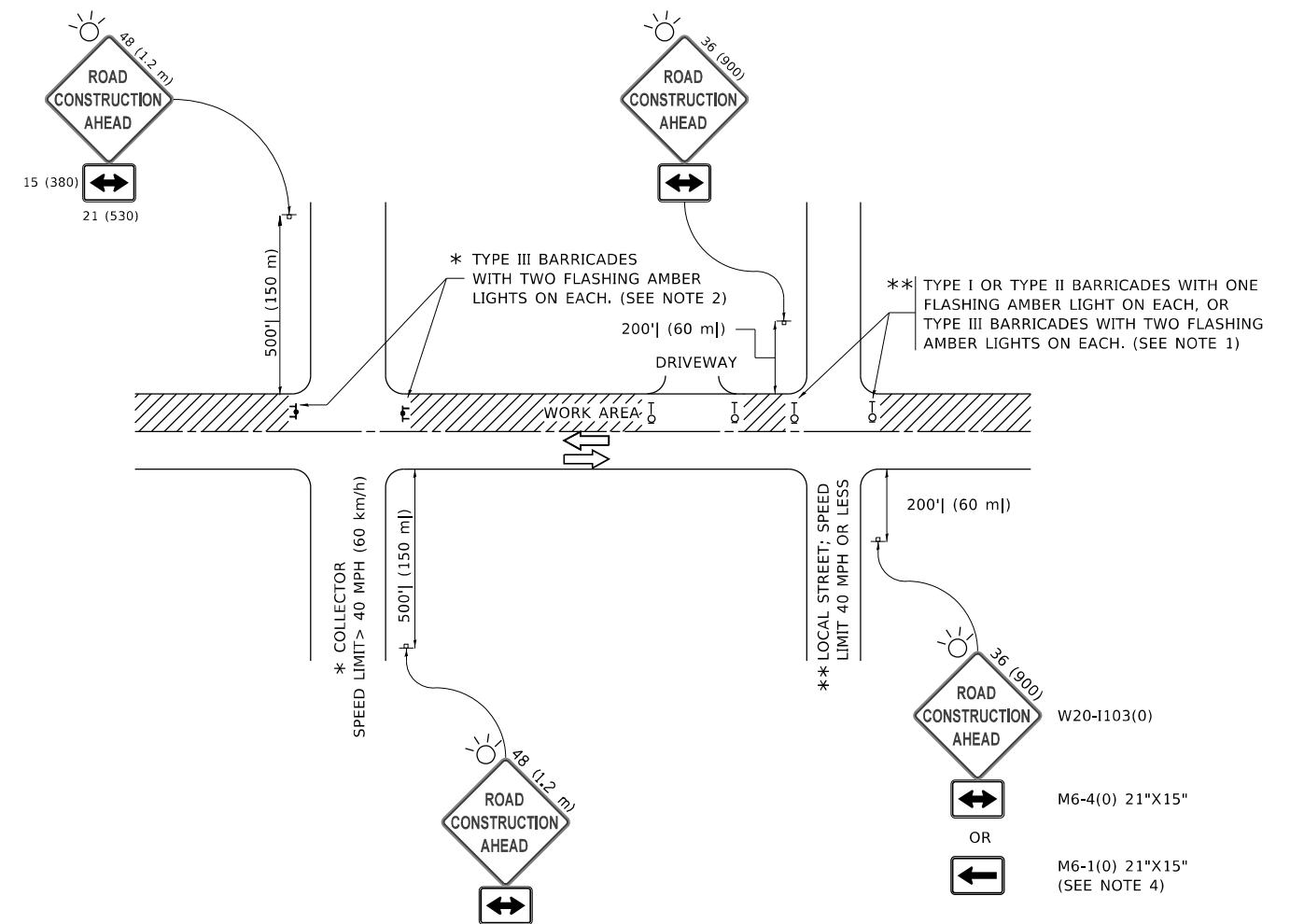
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-063-B	COOK	103	86
TC-09		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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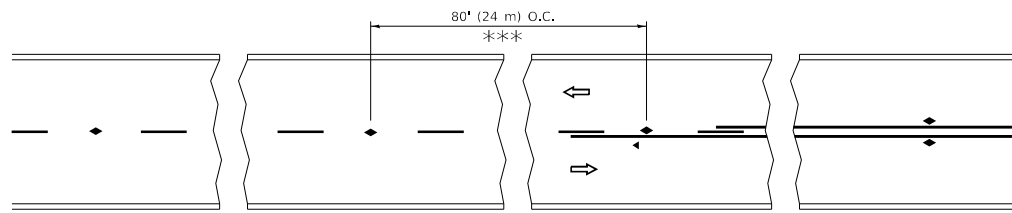
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PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

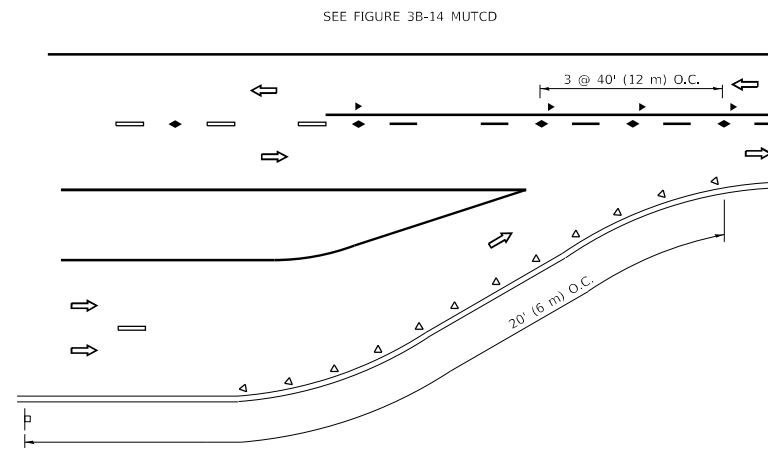
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62P00	
ILLINOIS FED. AID PROJECT				

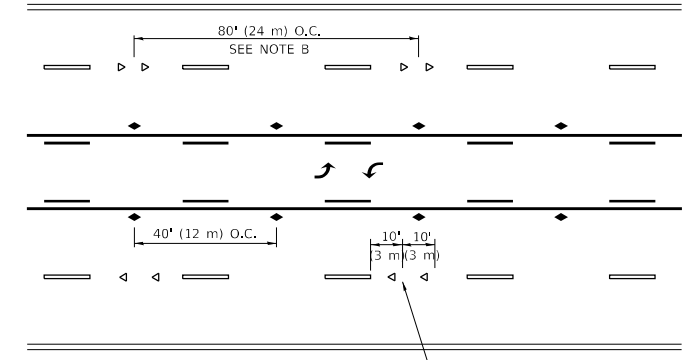


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

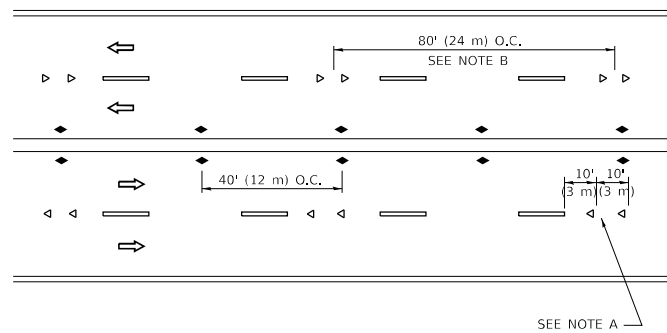
TWO-LANE/TWO-WAY



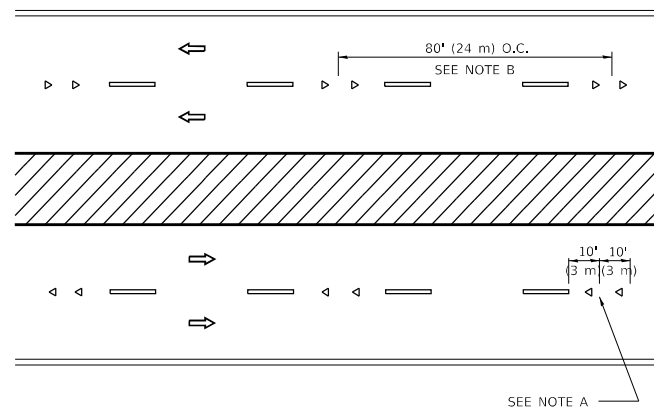
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

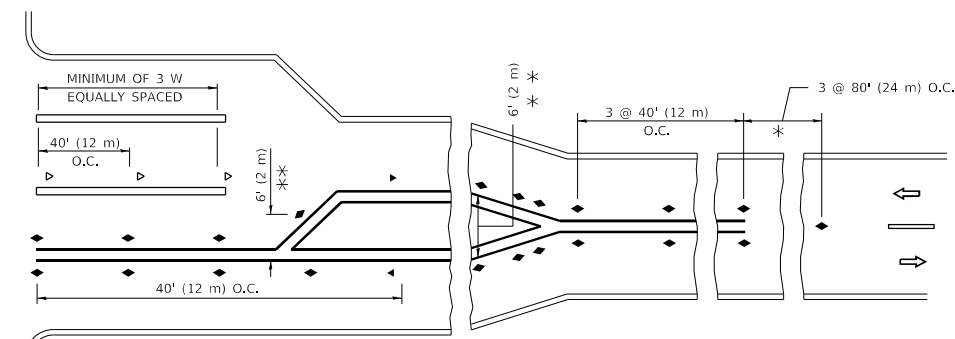
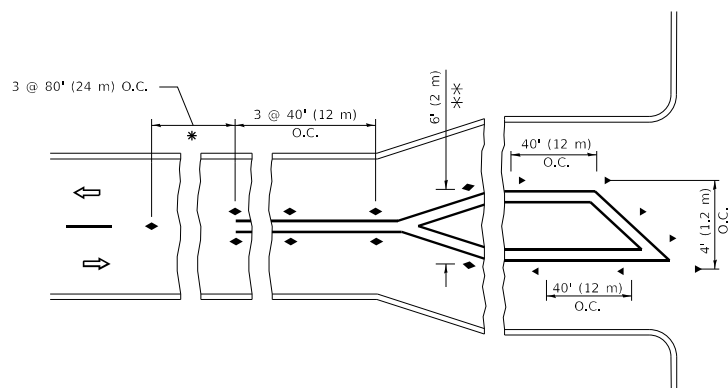
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

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

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

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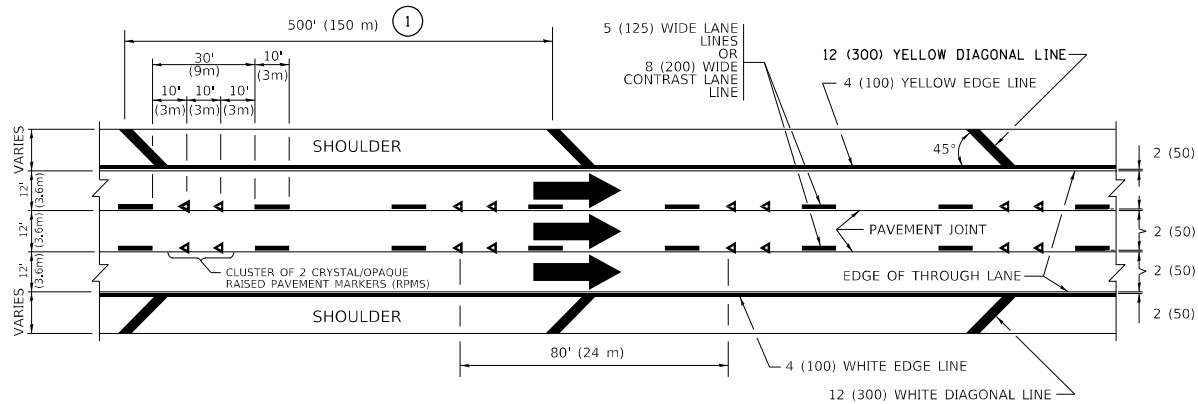
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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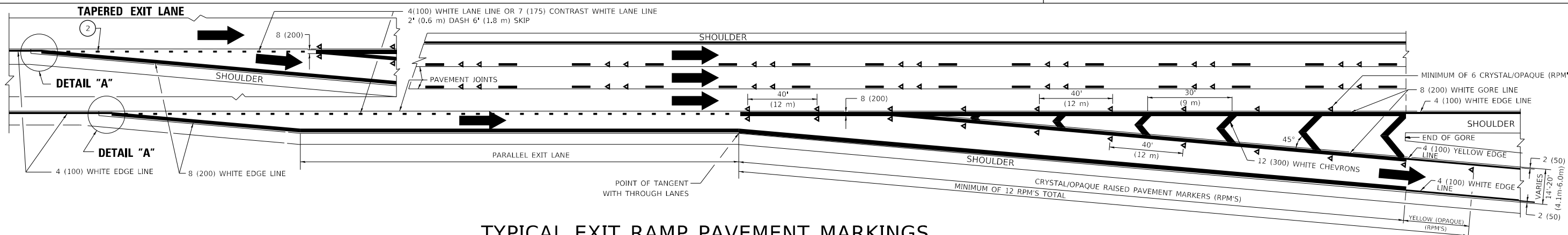
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TC-11		CONTRACT NO. 62P00		
ILLINOIS		FED. AID PROJECT		



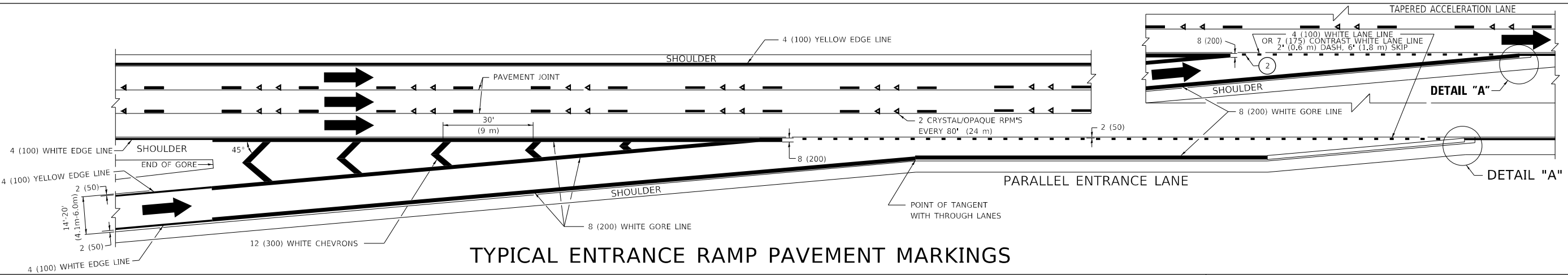
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

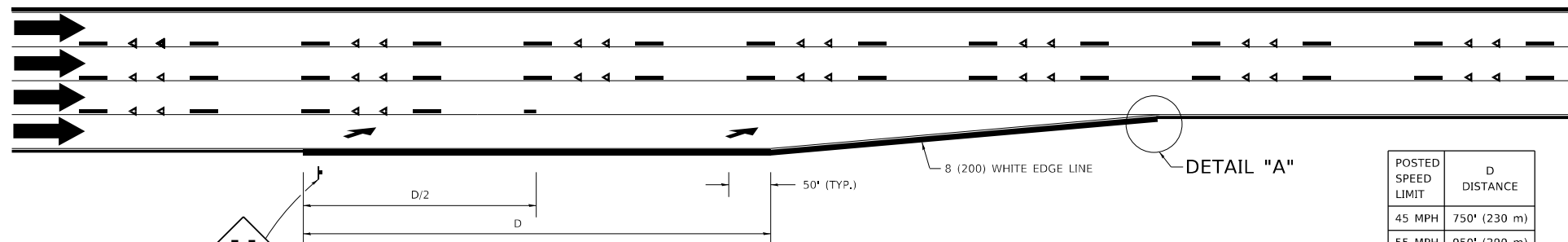
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

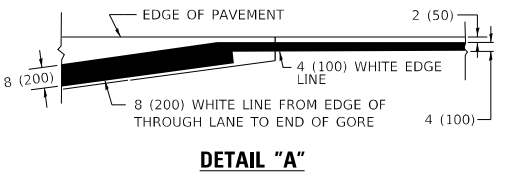


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

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



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

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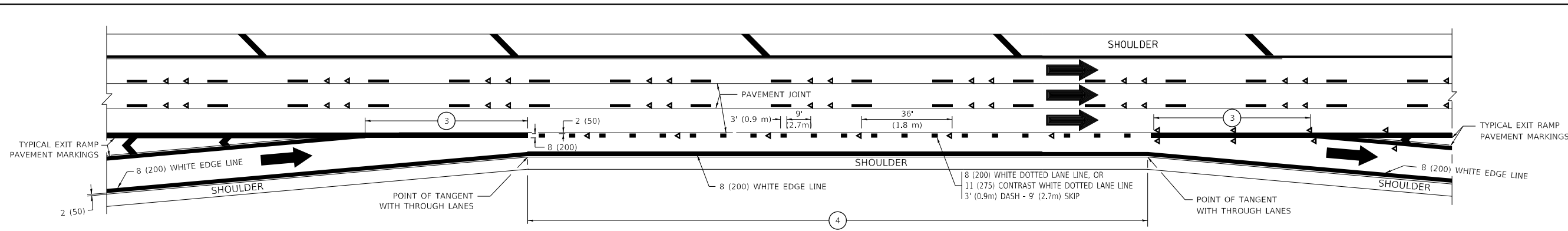
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

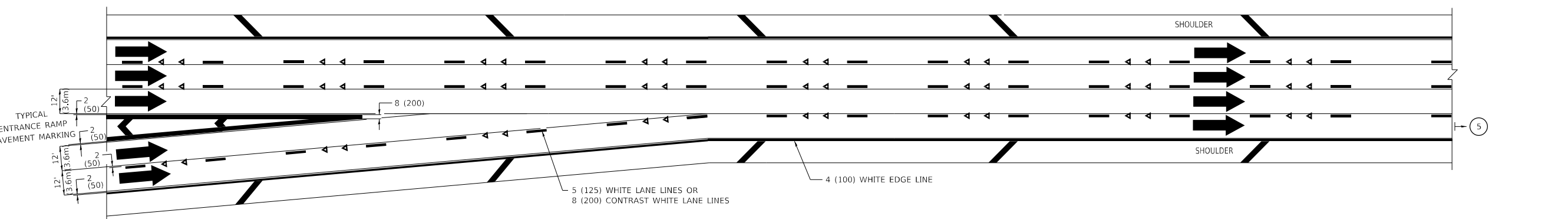
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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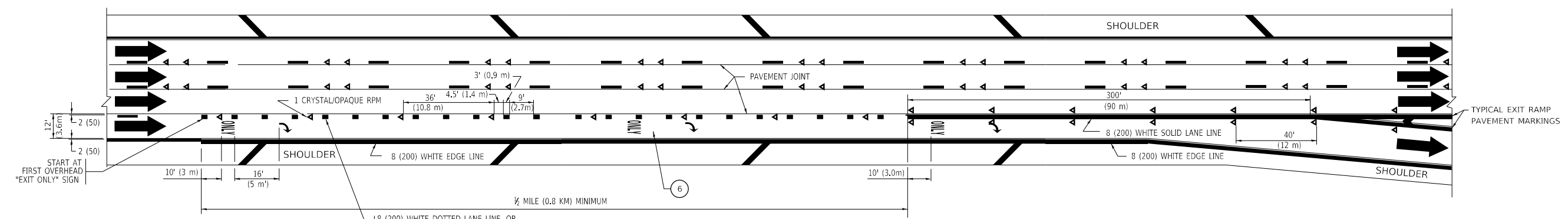
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ILLINOIS FED. AID PROJECT				



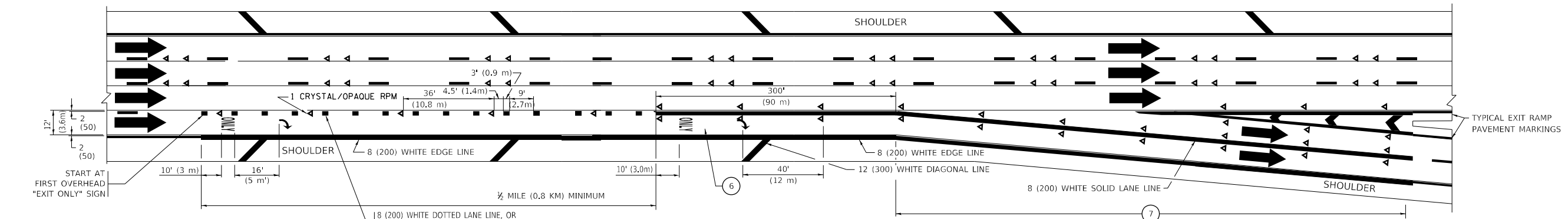
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

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

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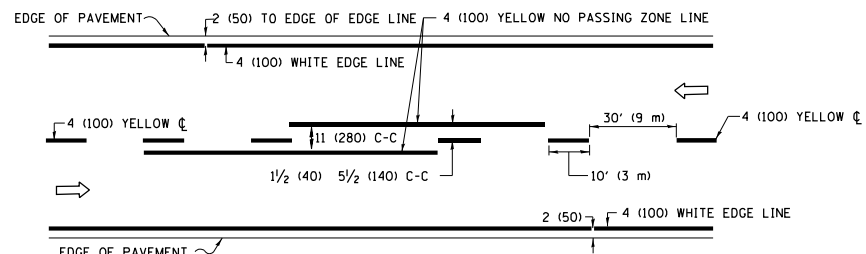
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

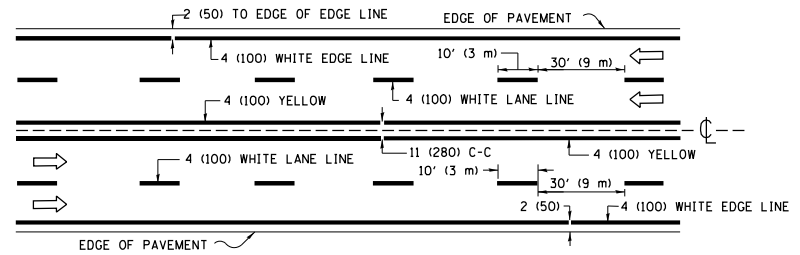
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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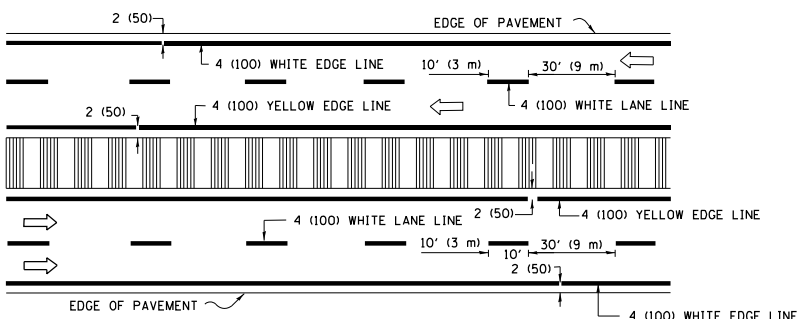
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57	2020-063-B	COOK	103	90
TC-12		CONTRACT NO. 62P00		
		ILLINOIS FED. AID PROJECT		



2-LANE ROADWAY

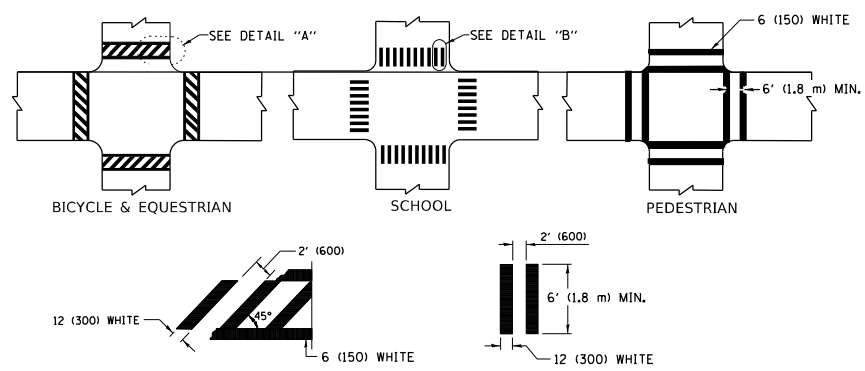


MULTI-LANE UNDIVIDED



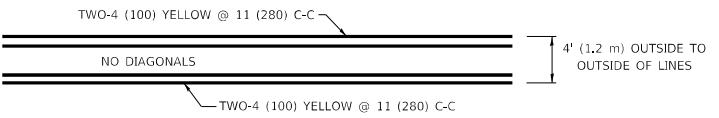
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

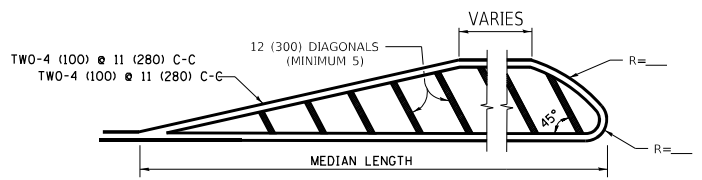


TYPICAL CROSSWALK MARKING

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



4' (1.2 m) WIDE MEDIANS ONLY

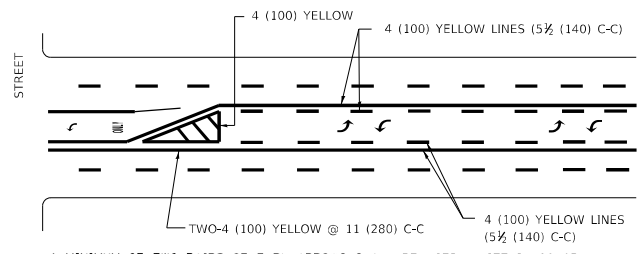


MEDIANS OVER 4' (1.2 m) WIDE

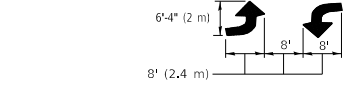
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS WITH TWO-WAY LEFT TURN LANE

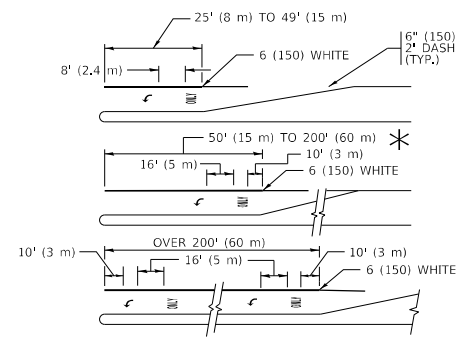


TYPICAL PAINTED MEDIAN MARKING



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL TURN LANE MARKING

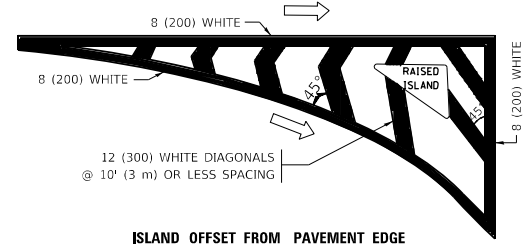


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

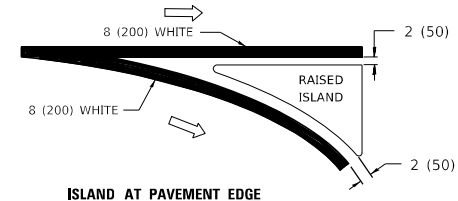
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

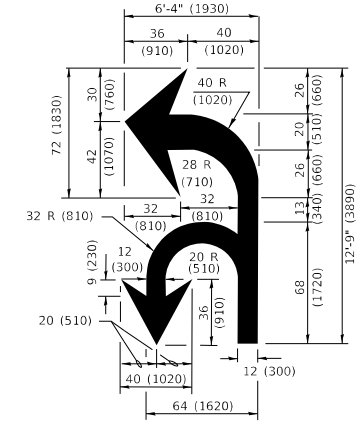


ISLAND OFFSET FROM PAVEMENT EDGE

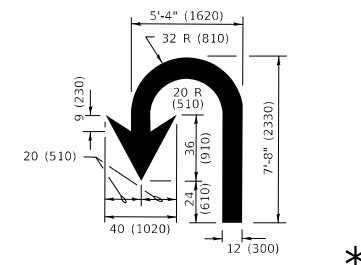


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

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

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

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

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		REVISED - C. JUCIUS 04-12-16

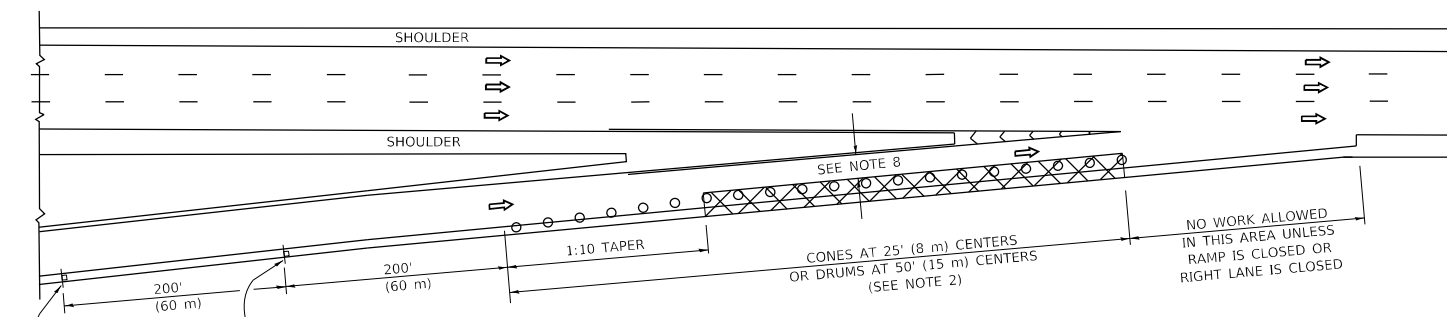
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

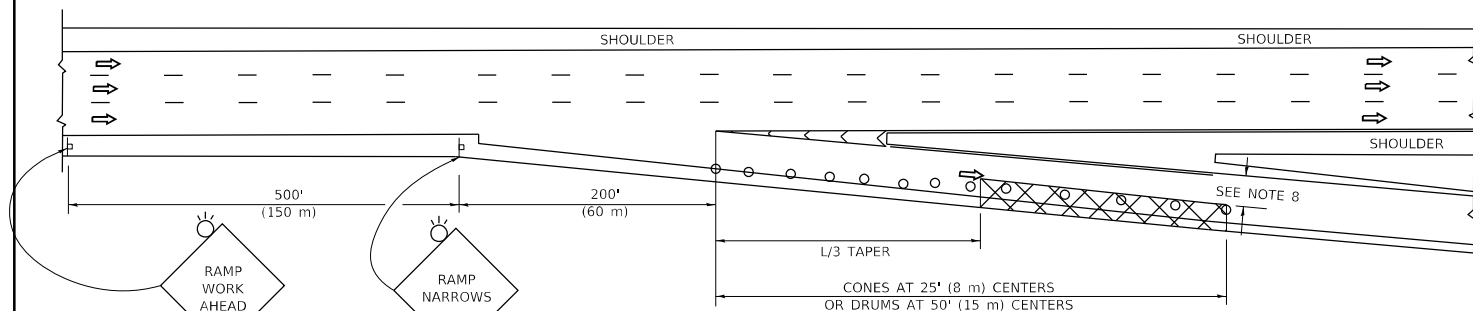
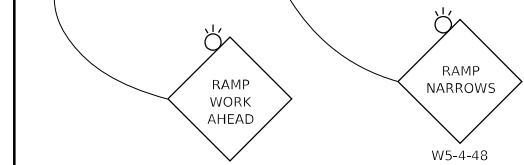
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-13		CONTRACT NO. 62P00		
		ILLINOIS	FED. AID PROJECT	

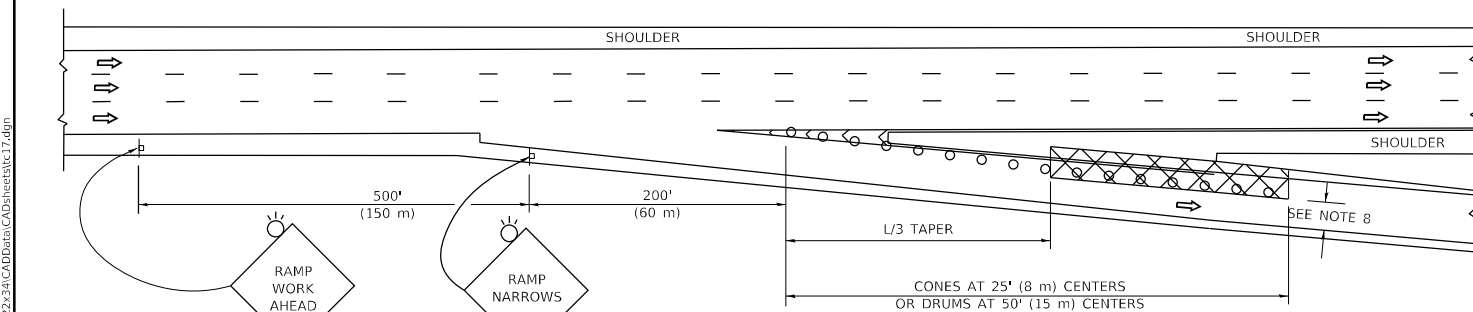
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



SYMBOLS

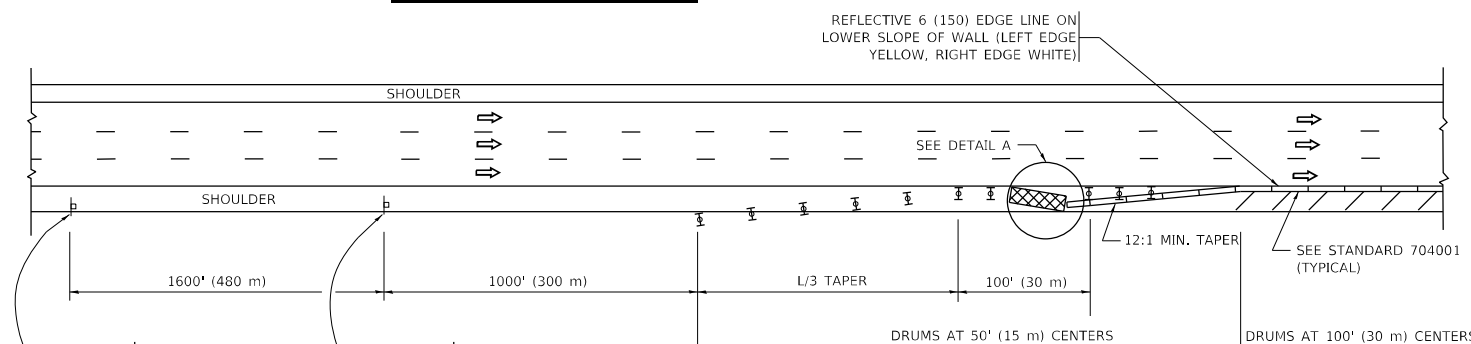
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

- THE "L" DISTANCE EQUALS:

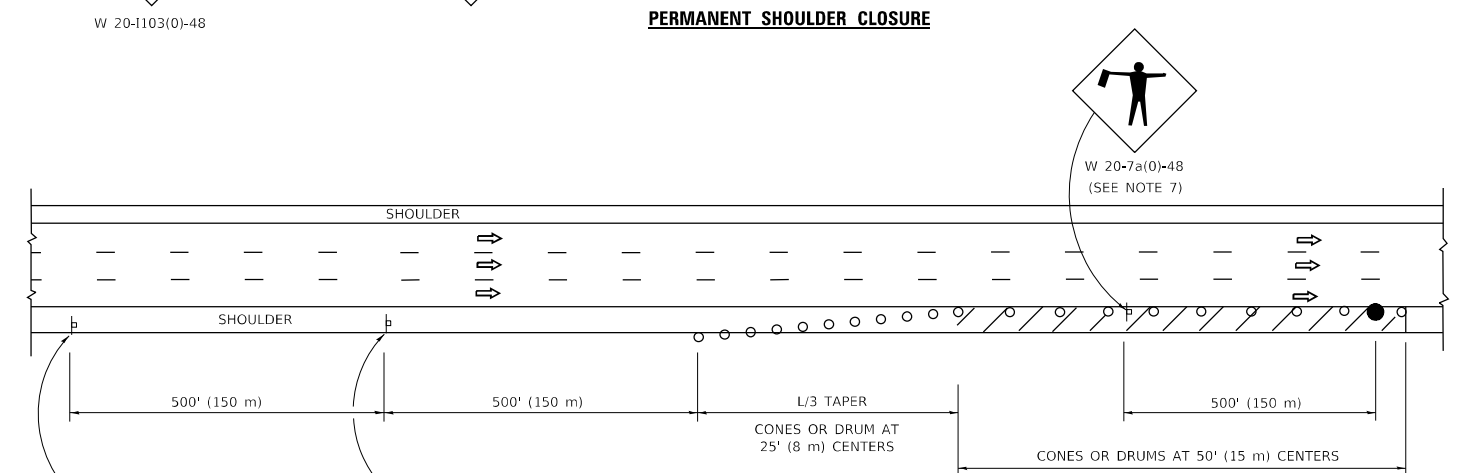
SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W/S)$ $L=(W/S)$
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



OR WHEN SPECIFIED INSTALL TEMPORARY CONCRETE BARRIER WALL WITH BARRIER WALL REFLECTORS PER TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

- VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



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

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2020-063-B	COOK	103	92
TC-17		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				

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ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

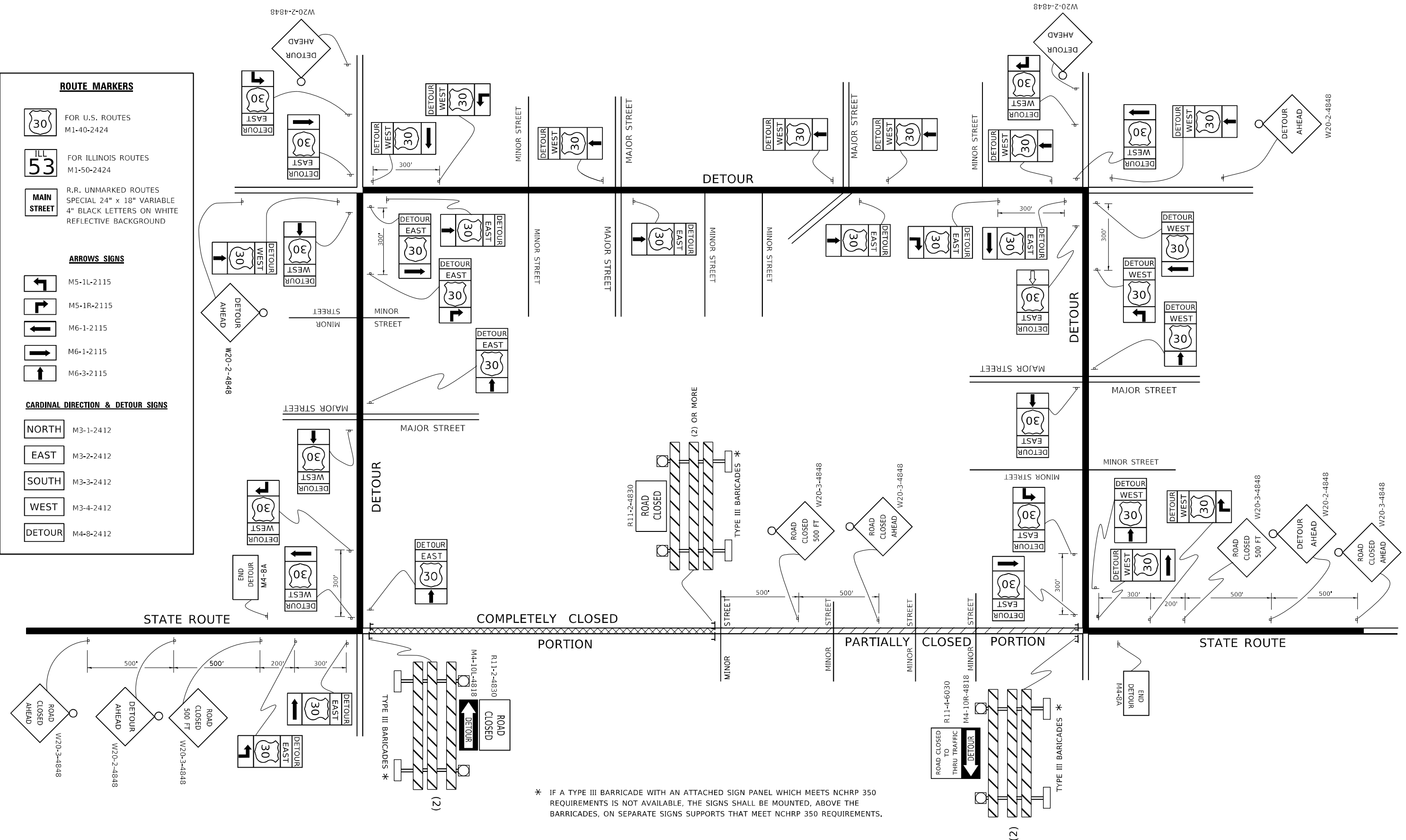
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



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

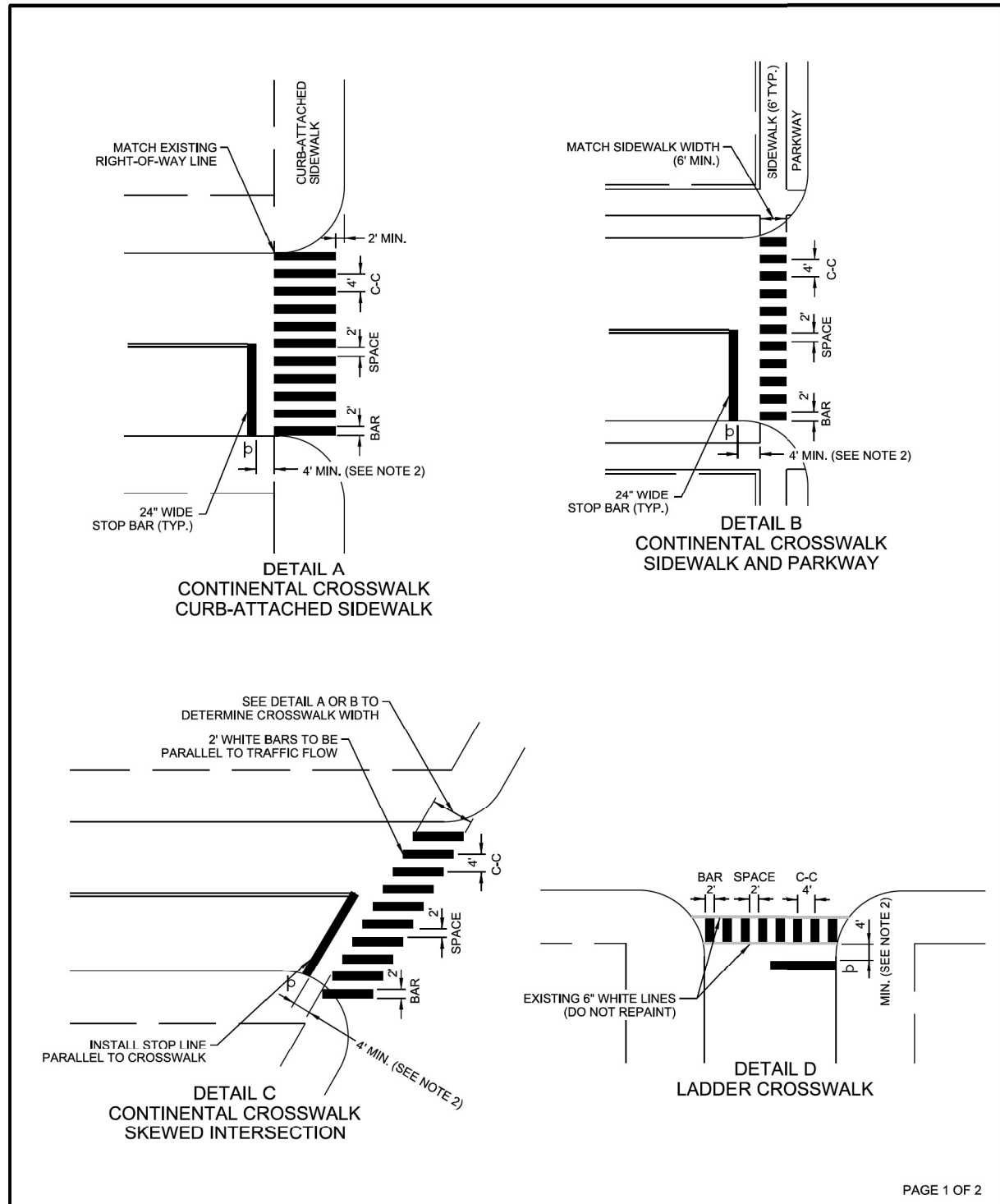
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING
 FOR CLOSING STATE HIGHWAYS**

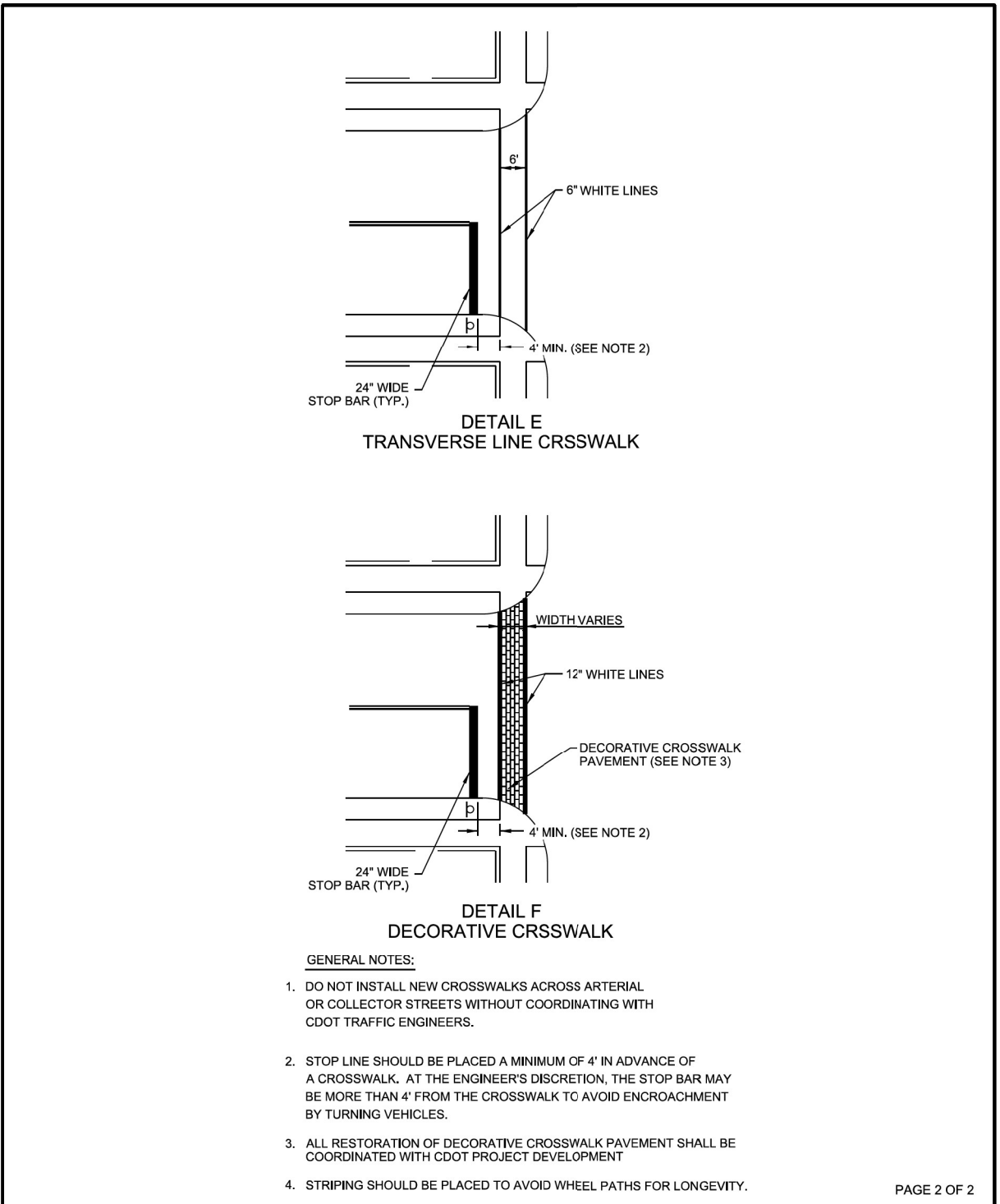
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F.A.I. RTE. 57	SECTION 2020-063-B	COUNTY COOK	TOTAL SHEETS 103	SHEET NO. 93
TC-21		CONTRACT NO. 62P00		
ILLINOIS FED. AID PROJECT				



PAGE 1 OF 2

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
	DATE	SHEET	DRAWN BY		
	06/25/12	A-7-1A	CDOT		



PAGE 2 OF 2

 CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
	DATE	SHEET	DRAWN BY		
	06/25/12	A-7-1B	CDOT		

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 19 South LaSalle St. Suite 2110
 Chicago, Illinois 60603
 312-464-0500
 www.bowman.com



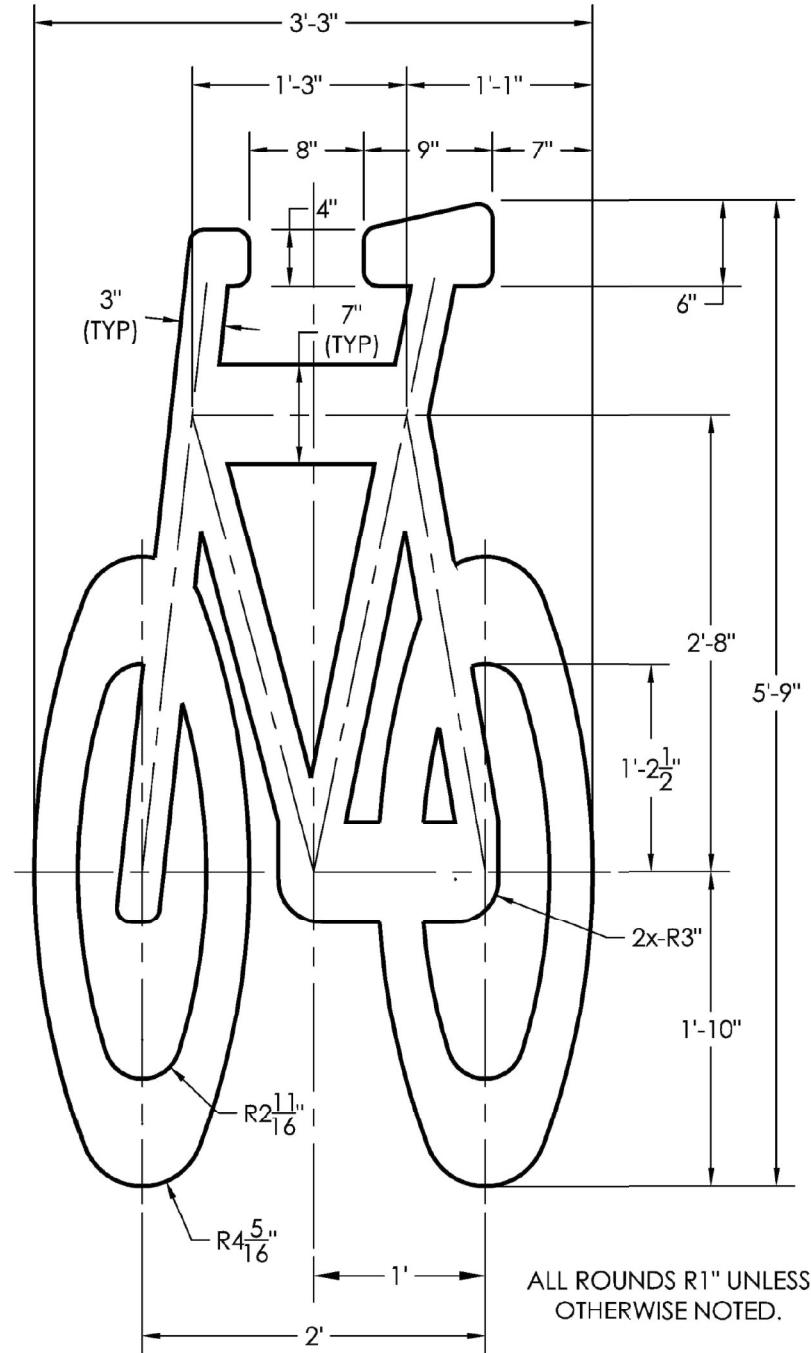
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO STANDARD CONSTRUCTION DETAILS			
SCALE: NONE	SHEET 2	OF 4 SHEETS	STA. TO STA.

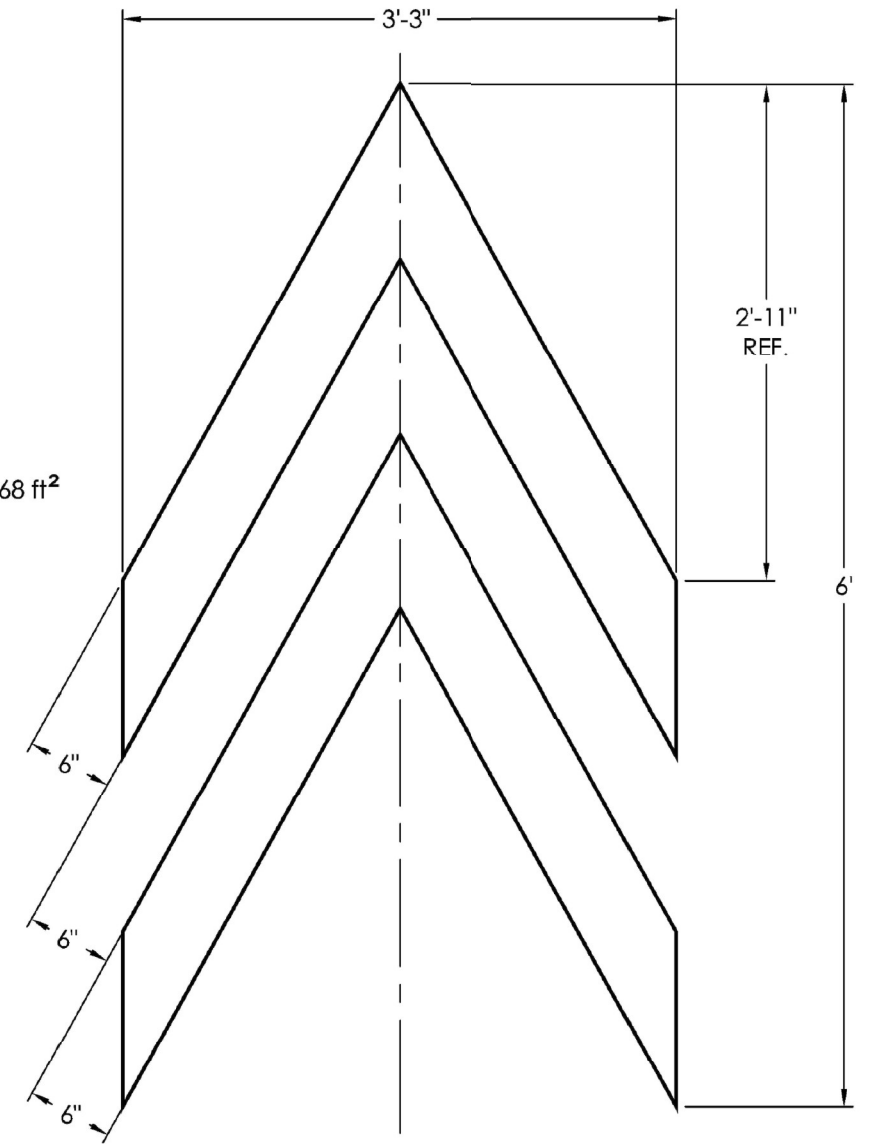
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	95
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

AREA = 8.36 ft²



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	6' BIKE SYMBOL		
		DATE	SHEET	DRAWN BY
		06/25/12	A-7-2	CDOT

AREA = 6.68 ft²



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	BIKE CHEVRON		
		DATE	SHEET	DRAWN BY
		06/25/12	A-7-6	CDOT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
STANDARD CONSTRUCTION DETAILS

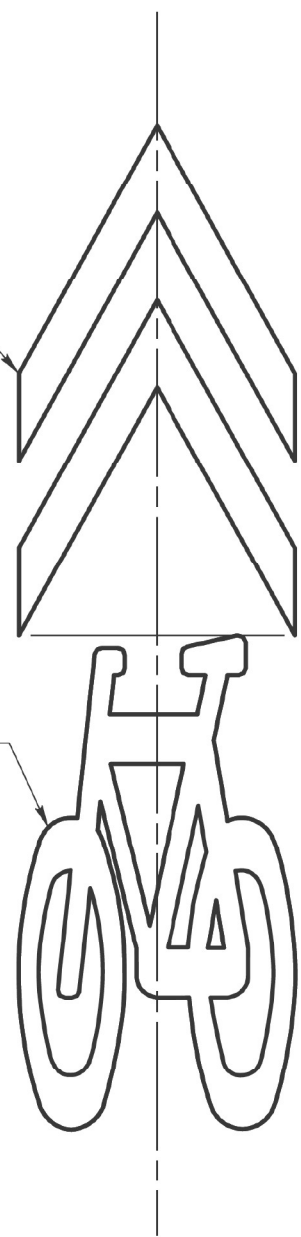
SCALE: NONE SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	96
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

REFER TO BIKE CHEVRON
DETAIL FOR MARKING
DIMENSIONS.

REFER TO BIKE SYMBOL
DETAIL FOR MARKING
DIMENSIONS.

INSTALL BIKE CHEVRON
AND BIKE SYMBOL FLUSH
TO ONE ANOTHER.



DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	SHARED LANE MARKING		
		DATE	SHEET	DRAWN BY
		10/02/07	A-7-11	CDOT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CITY OF CHICAGO STANDARD CONSTRUCTION DETAILS	
SCALE: NONE	SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	97
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

NOTES:

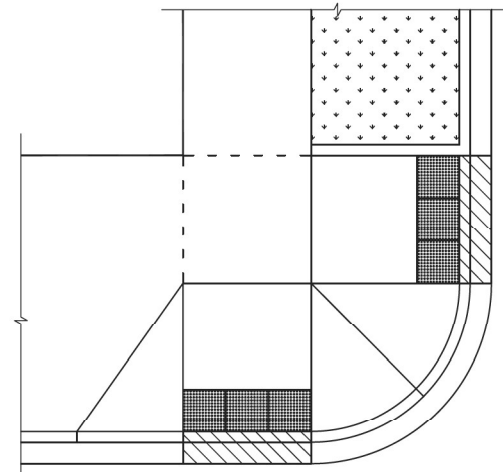
CURB RAMP LAYOUT B-1-2 IS PREFERRED WHEREVER POSSIBLE. WHERE RAMPS ARE LOCATED IN THE CORNER RADIUS, LAYOUT B-1-3 SHALL BE USED.

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

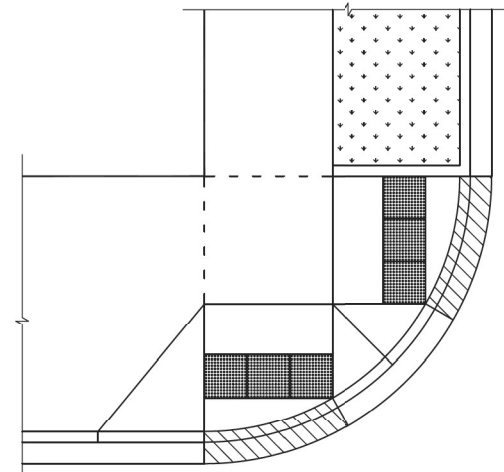
THE BLENDED TRANSITION LAYOUT B-1-7 (AND SIMILAR) MAY BE USED WHERE TWO RAMPS ARE NOT POSSIBLE DUE TO GEOMETRIC CONSTRAINTS, SUCH AS LIMITED SIDEWALK WIDTH OR GRADE ELEVATIONS. THE BLENDED TRANSITION SHALL NOT BE USED IF ACCESS TO AN EXISTING FACILITY WOULD BE REDUCED.

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

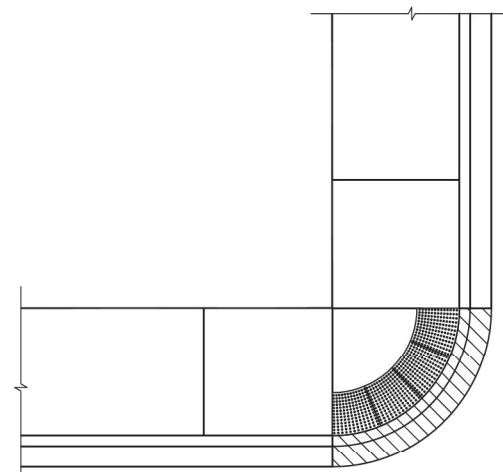
SEE SHEET B-3-3 FOR TRANSITION PANEL GUIDELINES.



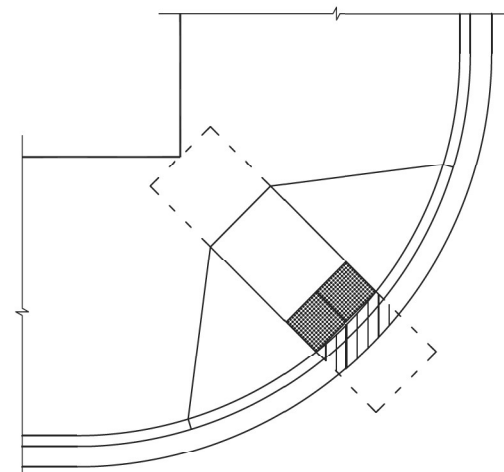
SHEET B-1-2: 2 PERPENDICULAR RAMPS



SHEET B-1-3: 2 RAMPS IN RADIUS



SHEET B-1-7: BLENDED TRANSITION



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



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

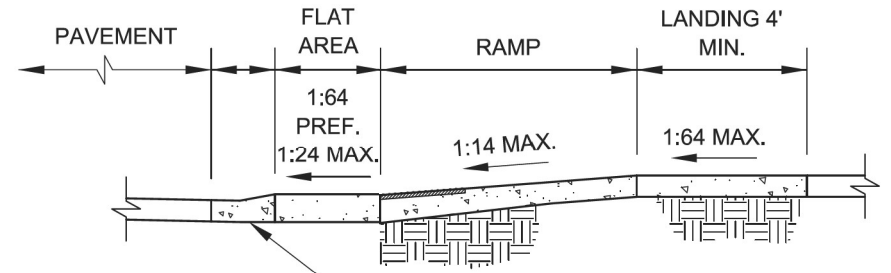
**CITY OF CHICAGO
TYPICAL CORNER RAMP LAYOUTS
SHEET B-1-1**

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DATE: 10/23/2006

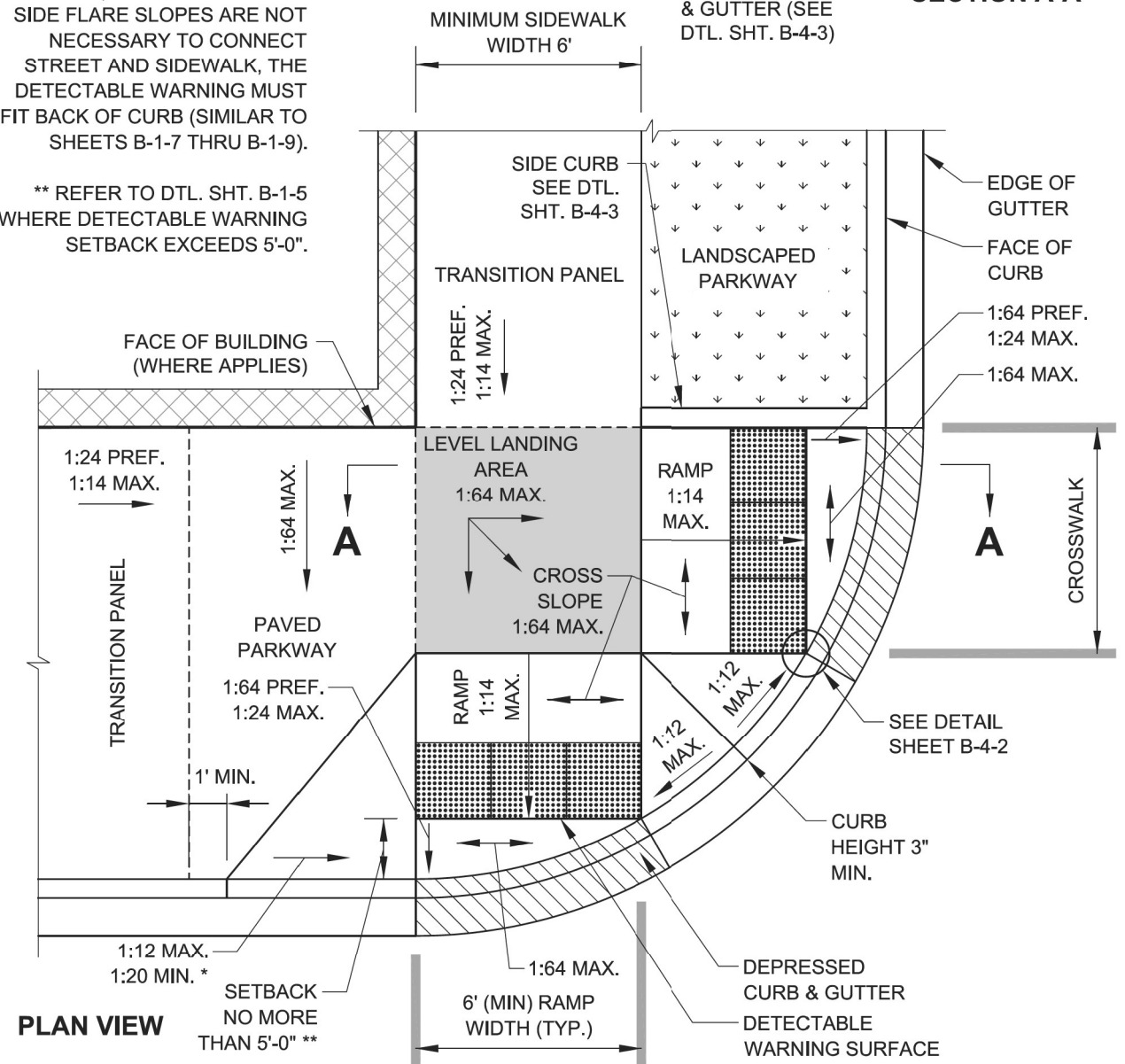
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CHECKED BY: LCM

* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL). WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

** REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".



SECTION A-A



PLAN VIEW



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

**CITY OF CHICAGO
2 PERPENDICULAR RAMPS AT CORNER
WITH RAMPS IN CURB RADIUS
SHEET B-1-3**

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

DRAWN BY: CDOT
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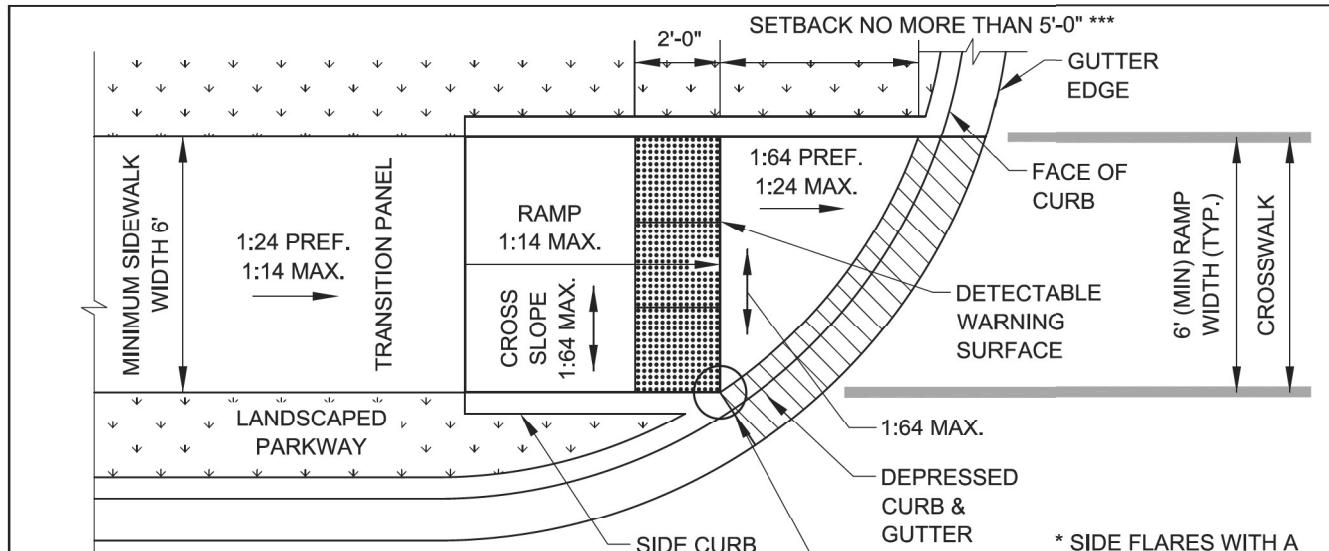
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

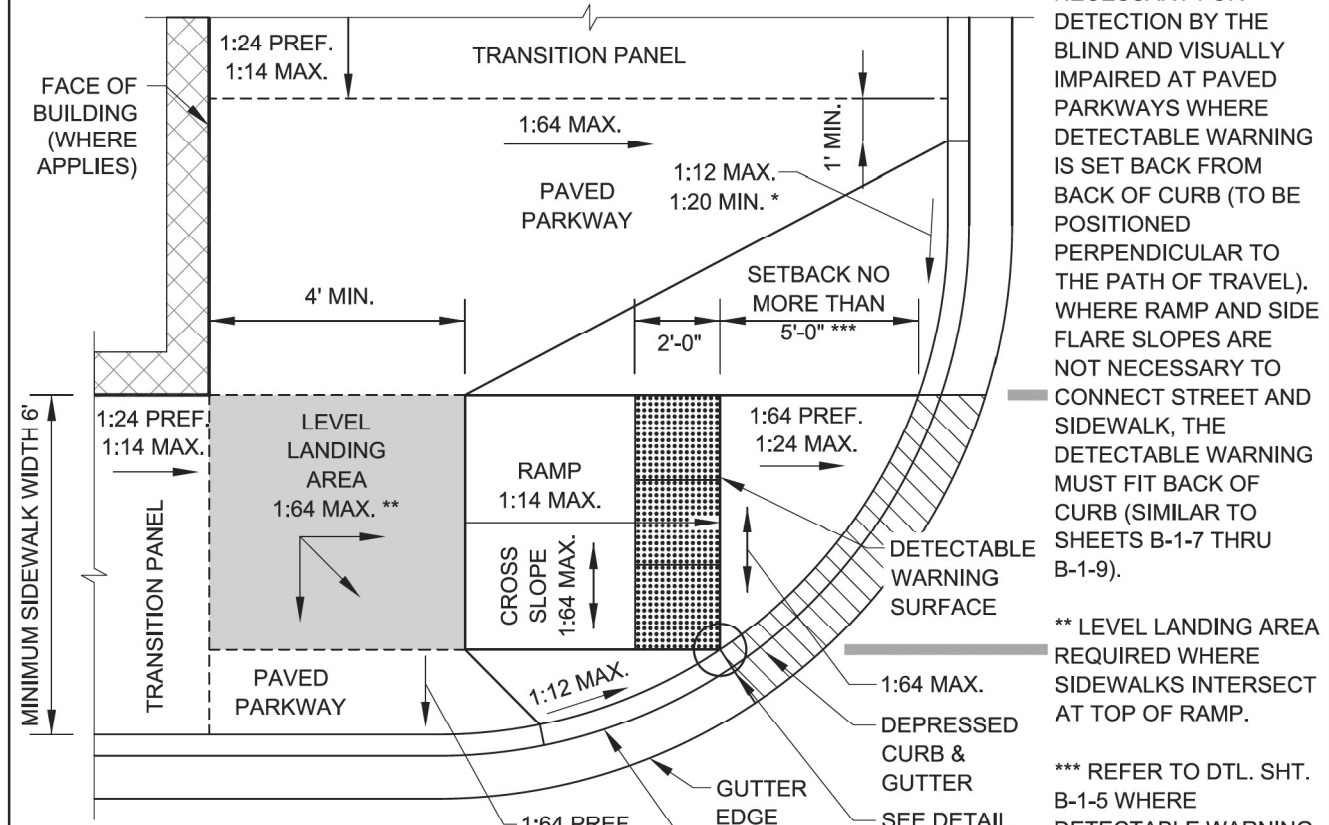
**CITY OF CHICAGO
ADA STANDARDS**

SCALE: NONE SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	98
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				



PLAN VIEW - SIDEWALK THROUGH PARKWAY

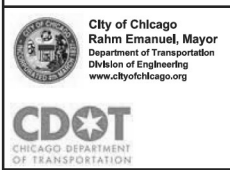


PLAN VIEW - FULL WIDTH CONCRETE SIDEWALK

* SIDE FLARES WITH A MINIMUM SLOPE OF 1:20 (MEASURED PARALLEL TO CURB) ARE NECESSARY FOR DETECTION BY THE BLIND AND VISUALLY IMPAIRED AT PAVED PARKWAYS WHERE DETECTABLE WARNING IS SET BACK FROM BACK OF CURB (TO BE POSITIONED PERPENDICULAR TO THE PATH OF TRAVEL). WHERE RAMP AND SIDE FLARE SLOPES ARE NOT NECESSARY TO CONNECT STREET AND SIDEWALK, THE DETECTABLE WARNING MUST FIT BACK OF CURB (SIMILAR TO SHEETS B-1-7 THRU B-1-9).

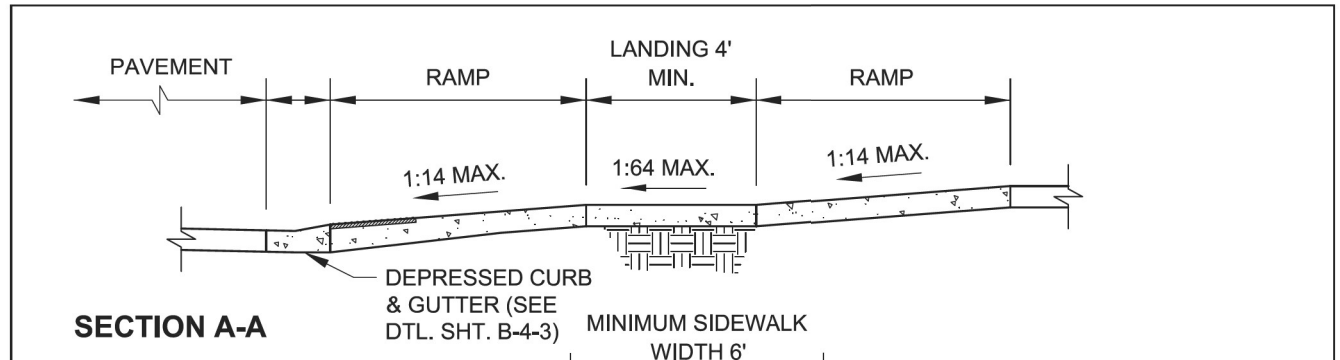
** LEVEL LANDING AREA REQUIRED WHERE SIDEWALKS INTERSECT AT TOP OF RAMP.

*** REFER TO DTL. SHT. B-1-5 WHERE DETECTABLE WARNING SETBACK EXCEEDS 5'-0".

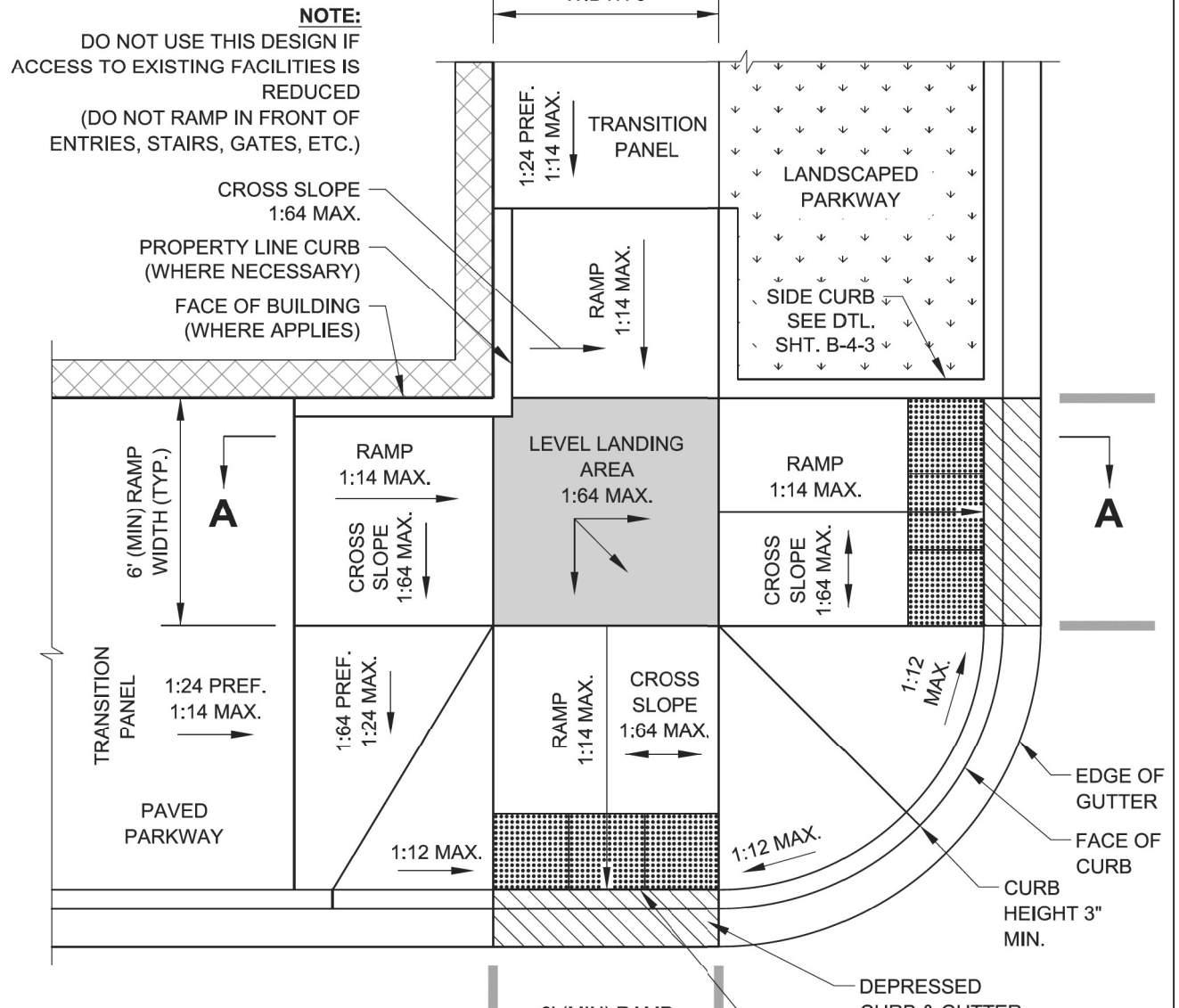


DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2
11/14/08	REVISION 3
11/02/09	REVISION 4
08/10/12	REVISION 5

CITY OF CHICAGO
 PERPENDICULAR RAMP AT CORNER
 IN CURB RADIUS WITH SINGLE CROSSING
SHEET B-1-4
 SCALE: NOT TO SCALE
 DATE: 10/23/2006
 DRAWN BY: CDOT
 CHECKED BY: LCM



SECTION A-A



PLAN VIEW



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

CITY OF CHICAGO
 COMBINATION RAMP AT CORNER
 (PARALLEL AND PERPENDICULAR RAMPS)
SHEET B-1-6
 SCALE: NOT TO SCALE
 DATE: 10/23/2006
 DRAWN BY: CDOT
 CHECKED BY: LCM

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PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
	DATE - 04/17/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
 ADA STANDARDS

SCALE: NONE SHEET 2 OF 6 SHEETS STA. TO STA.


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	99
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				


SLOPE CONVERSION CHART

% SLOPE	SLOPE RATIO	INCHES PER FOOT	DECIMAL FEET PER FOOT
16.67%	1:6	2"	0.167'
10%	1:10	1 1/4"	0.104'
8.33%	1:12	1"	0.083'
7.14%	1:14	7/8"	0.073'
5%	1:20	5/8"	0.052'
4.17%	1:24	1/2"	0.042'
2%	1:50	1/4"	0.021'
1.56%	1:64	3/16"	0.016'

GENERAL NOTES:

1. THE DETECTABLE WARNING USED SHALL BE CHOSEN FROM THE CHICAGO DEPARTMENT OF TRANSPORTATION LIST OF APPROVED DETECTABLE WARNING PRODUCTS (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IT IS NOT ACCEPTABLE TO INSTALL TWO DIFFERENT DETECTABLE WARNING PRODUCTS ADJACENT TO ONE ANOTHER AT ANY LOCATION. IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. THE DETECTABLE WARNING MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).
3. THE DETECTABLE WARNING MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES FOR A MINIMUM UNOBSTRUCTED DEPTH OF 24". THE DETECTABLE WARNING LOCATED ON THE SURFACES OF RAMPS IS TYPICALLY ORIENTED PERPENDICULAR TO THE RUN OF THE RAMP UNLESS SPECIAL CIRCUMSTANCES OCCUR (SEE DETAIL SHEET B-1-5). THE DETECTABLE WARNING MUST BE PROVIDED FOR A MINIMUM DEPTH OF 24" FOR THE ENTIRE LENGTH OF THE SIDEWALK WHERE THE SIDEWALK IS FLUSH WITH THE STREET (DEPRESSED CURB OR FLUSH TRANSITION). IF IT IS NECESSARY TO CUT A UNIT(S) IN THE PROVISION OF A COMPLIANT RAMP OR SIDEWALK WITH 24" MINIMUM DEPTH OF DETECTABLE WARNING, THE UNITS SHALL BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURER'S REQUIREMENTS WITH A MINIMUM OF THREE PINS OR ANCHOR POINTS (WHERE APPLICABLE). THE UNITS SHALL BE ARRANGED SO THAT THE CUT UNITS ARE LARGE ENOUGH TO BE PROPERLY AND ADEQUATELY SECURED. CUT UNITS SHALL NOT BE USED UNLESS ALL OTHER DESIGN OPTIONS HAVE BEEN EXHAUSTED. THE USE OF SALVAGE PIECES FROM UNITS THAT ARE CUT WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE COMMISSIONER. CUT UNIT SALVAGE PIECES NOT APPROVED FOR USE MUST BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
4. WHERE APPLICABLE, A COMBINATION OF STRAIGHT AND RADIAL DETECTABLE WARNING UNITS MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. THE DETECTABLE WARNING MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE DETECTABLE WARNING COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.
6. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE CDOT ADA STANDARDS.
7. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER (OR OTHER SPECIAL CDOT APPROVED CONDITIONS), WHICH HAS A MINIMUM WIDTH OF 4'-0".
8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.
11. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO CONVERSION CHARTS SHEET B-3-1	SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
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	11/15/07	REVISION 2		
	11/14/08	REVISION 3		
	11/02/09	REVISION 4		
	08/10/12	REVISION 5		

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO GENERAL NOTES SHEET B-3-2	SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
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	11/15/07	REVISION 2		
	11/14/08	REVISION 3		
	11/02/09	REVISION 4		
	08/10/12	REVISION 5		

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 Chicago, Illinois 60603
 312-464-0360
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PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
	DATE - 04/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
ADA STANDARDS

SCALE: NONE SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	100
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES (CONTINUED):

12. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP IF THE REQUIREMENTS OF GENERAL NOTE #19 ARE MET.

13. ALL LOCATIONS WITH TYPE 4 OR TYPE B CURB (EXCEPT ALLEY APRONS) SHALL BE CONSTRUCTED AS CURB AND GUTTER TYPE BV.12 THROUGH THE LIMITS OF THE CORNER AND THE CURB RAMPS.

14. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

15. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

16. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING UNITS ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).

17. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER. WHERE TURNING IS REQUIRED AND WHERE SIDEWALKS INTERSECT, THE SLOPE OF THE SIDEWALK SHALL NOT EXCEED 1:64 IN ANY DIRECTION.

18. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.

19. THERE SHALL BE NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES GREATER THAN 1/4" ON THE MAIN LINE SIDEWALK. THERE SHALL BE NO HORIZONTAL GAPS OR OPENINGS GREATER THAN 1/2" ON THE MAIN LINE SIDEWALK.


20. WHERE OBSTRUCTIONS EXIST ON THE MAINLINE SIDEWALK, THE CLEAR WIDTH OF USEABLE SIDEWALK SHALL NOT BE LESS THAN 4'-0". OBSTRUCTIONS INCLUDE, BUT ARE NOT LIMITED TO SIDEWALK BENCHES, FIRE HYDRANTS, SIGNAL OR LIGHT POLES, NEWSPAPER DISPENSERS, TRASH RECEPTACLES, AND UTILITY PEDESTALS.

21. CURB RAMPS AND LANDING (KEYSTONE) TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED.

22. DEPRESSED CURB, RAMP, OR SIDEWALK DESIGNS OR LAYOUTS SHALL MAINTAIN OR IMPROVE EXISTING DRAINAGE AND THE EXISTING INTERSECTION GEOMETRY SHALL NOT BE MODIFIED WITHOUT CDOT APPROVAL.

23. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS.

24. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO GENERAL NOTES (CONTINUED) SHEET B-3-3 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: GK
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	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	
	01/01/14	REVISION 6	

ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

I. STREET/ALLEY RESTORATION

FOR ANY PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A.)

WHEN A PROJECT CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

WHEN WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION (SEE APPENDIX A).

WHEN ADA WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE ADJACENT PAVEMENT MUST BE RESTORED (SEE APPENDIX A).

FOR ANY CONSTRUCTION WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS ENCOUNTERED, THE ASSOCIATED CURB RAMPS, ALLEY APRON, AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS IF THEY ARE NOT COMPLIANT (SEE APPENDIX A).

II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABUT AN EXISTING RAMP, KEYSTONE, TRANSITION PANEL, AND/OR LANDING AREA (THIS TOTAL LENGTH INCLUDES THE PRIOR ELEMENTS), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64 (SEE APPENDIX A).

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION

NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.


NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):

IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.


CURB RAMP REPLACEMENTS

WHEN REPLACING AN ADA RAMP, THE SIDEWALK REPLACEMENT MUST EXTEND BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" A MINIMUM OF AN ADDITIONAL FIVE FEET (5') ON EITHER SIDE IN ORDER TO PROVIDE A TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION PANEL SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION PANEL DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

 City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org	DATE	REVISION	CITY OF CHICAGO ADA COMPLIANCE AND TRANSITION GUIDELINES SHEET B-3-4 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: GK
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
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	08/10/12	REVISION 5	
	01/01/14	REVISION 6	

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 19 South LaSalle St. Suite 2110 Chicago, Illinois 60603 312-464-0500 www.bowman.com	USER NAME = k/maus	DESIGNED - KH	REVISED -
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	PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
		DATE - 04/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO ADA STANDARDS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET 4 OF 6 SHEETS	STA.	2021-063-B	COOK	103	101
					CONTRACT NO. 62P00	
					ILLINOIS FED. AID PROJECT	

ALL DRAWINGS FOR WORK IN THE PUBLIC WAY
MUST BE STAMPED AND SIGNED BY A LICENSED
ARCHITECT, LANDSCAPE ARCHITECT OR
LICENSED ENGINEER FOR CERTIFICATION

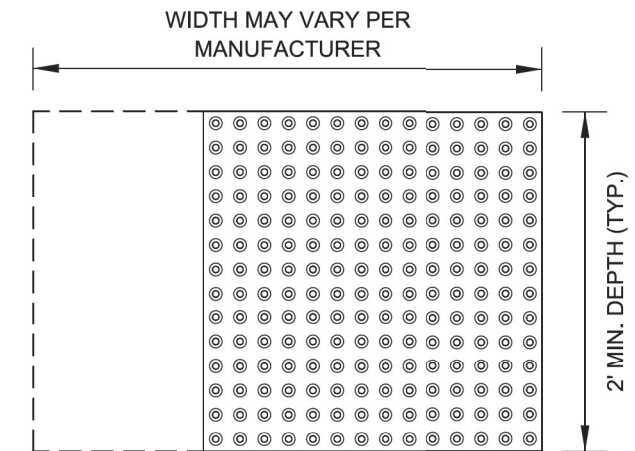
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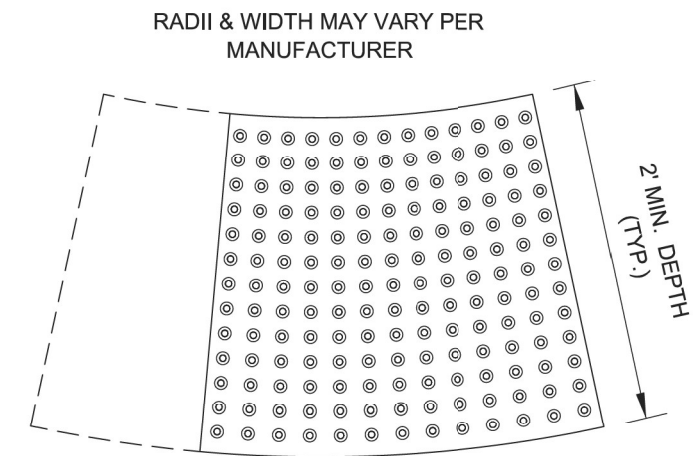
THIS CERTIFIED THAT THESE DRAWINGS HAVE BEEN
REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT
I BELIEVE THEY ARE IN ACCORDANCE WITH THE
AMERICANS WITH DISABILITIES ACT (ADA), AND ALL
CODES AND BUILDING ORDINANCES OF THE CITY OF
CHICAGO, STATE OF ILLINOIS.

LICENSED ARCHITECT / LANDSCAPE ARCHITECT /
LICENSED ENGINEER

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS



DETECTABLE WARNING UNIT SIZES

- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.
- APPROVED LIST OF DETECTABLE WARNING PRODUCTS CAN BE FOUND ON CDOT'S WEBSITE (www.cityofchicago.org).



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

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

CITY OF CHICAGO
SEAL
SHEET B-3-5

DRAWN BY: CDOT
CHECKED BY: LCM



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

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

CITY OF CHICAGO
DETECTABLE WARNING UNIT SIZES
SHEET B-4-1

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CHECKED BY: LCM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

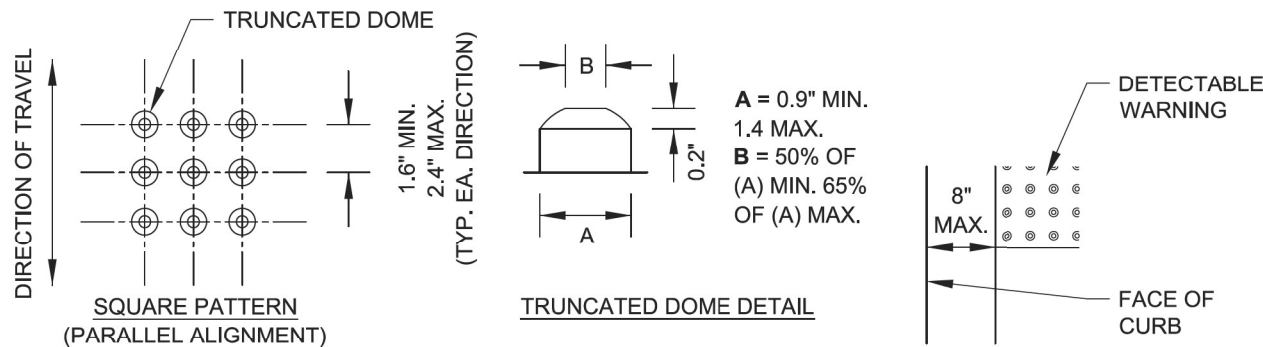
CITY OF CHICAGO
ADA STANDARDS

SCALE: NONE SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62P00	
		ILLINOIS	FED. AID PROJECT	

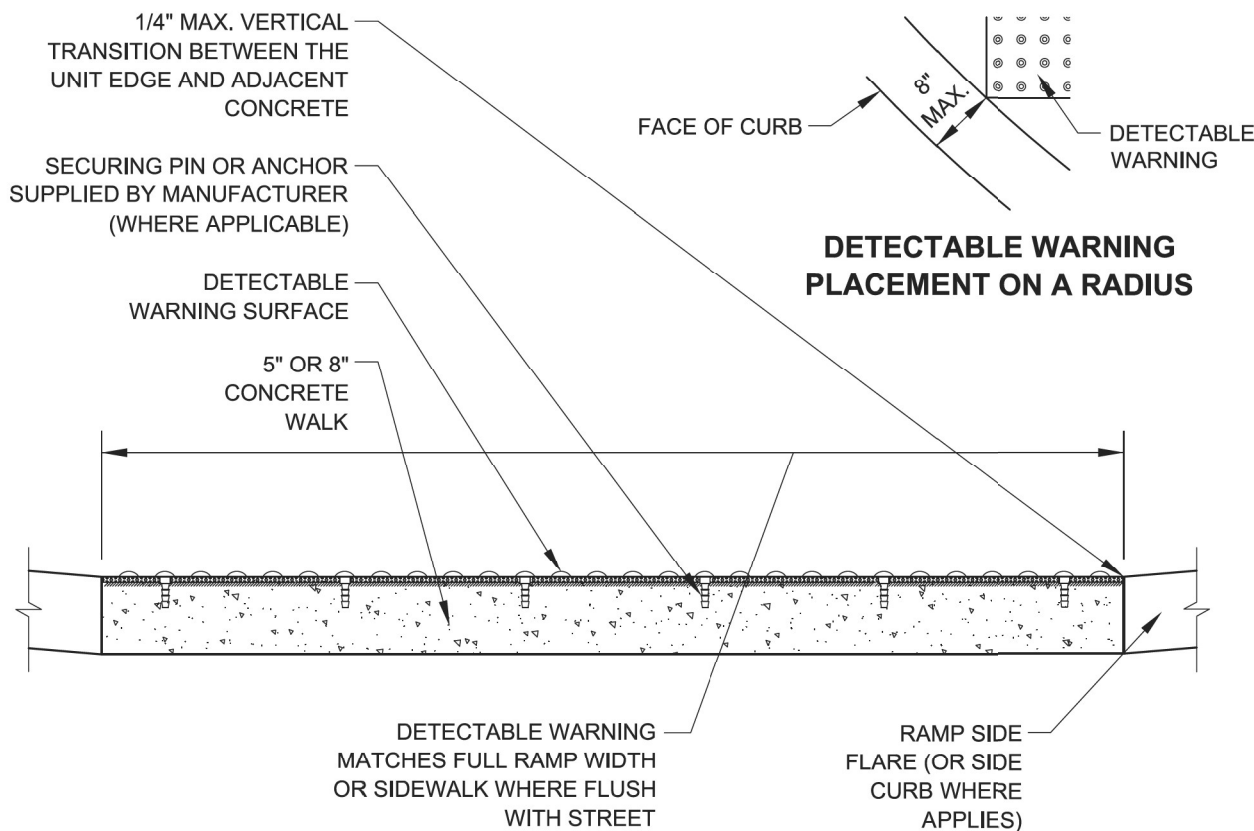
GENERAL NOTE:

THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.

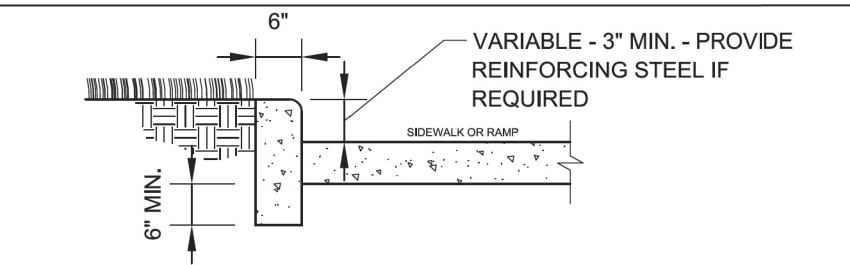


UNIT PATTERN & DOME DETAIL

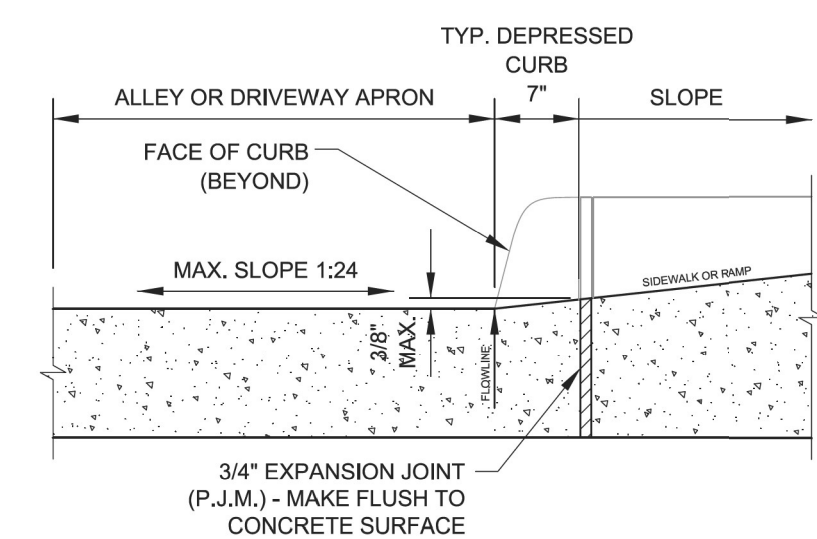
TYPICAL DETECTABLE WARNING PLACEMENT



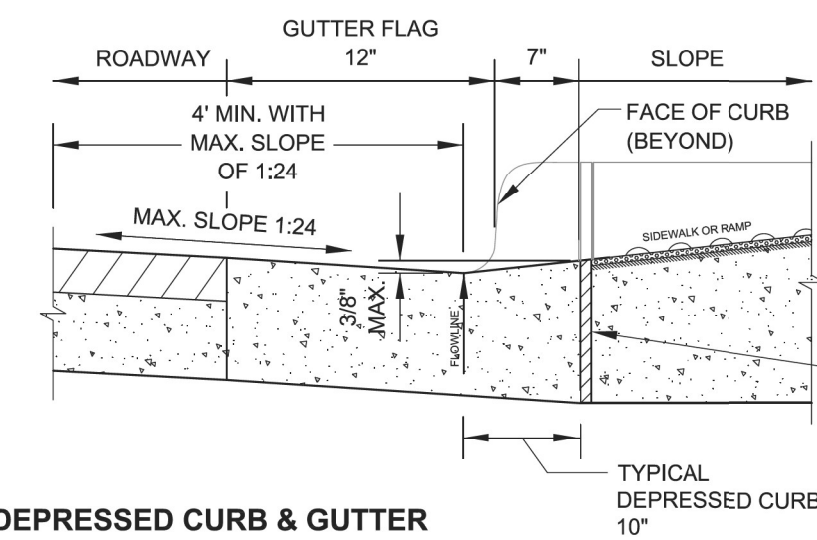
DETECTABLE WARNING UNIT SECTION



SIDE CURB - SECTION



DEPRESSED CURB & GUTTER AT ALLEY/DRIVEWAY APRON (TYPE 4 OR B CURB)



DEPRESSED CURB & GUTTER AT BOTTOM OF TYPICAL CURB RAMP

NOTES FOR CURB & GUTTER DETAILS THIS SHEET:

- A. CROSS SLOPE AT DEPRESSED CURB & GUTTER NOT TO EXCEED 1:64.
- B. DETECTABLE WARNING SURFACE AT DRIVEWAYS REQUIRED ONLY FOR COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES, I.E. SIGNALS.
- C. REFER TO REGULATIONS FOR OPENINGS, CONSTRUCTION AND REPAIR IN THE PUBLIC WAY (CDOT) FOR ADDITIONAL REQUIREMENTS FOR CURB AND GUTTER INSTALLATION.
- D. RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR SIDE CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK.
- E. 'P.J.M.' THIS SHEET REFERS TO PREFORMED JOINT MATERIAL.

<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org</p> <p>CHICAGO DEPARTMENT OF TRANSPORTATION</p>	DATE	REVISION	<p>CITY OF CHICAGO DETECTABLE WARNING UNIT DETAILS SHEET B-4-2</p> <p>SCALE: NOT TO SCALE DATE: 10/23/2006</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
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	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	

<p>City of Chicago Rahm Emanuel, Mayor Department of Transportation Division of Engineering www.cityofchicago.org</p> <p>CHICAGO DEPARTMENT OF TRANSPORTATION</p>	DATE	REVISION	<p>CITY OF CHICAGO CURB & GUTTER DETAILS SHEET B-4-3</p> <p>SCALE: NOT TO SCALE DATE: 10/23/2006</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	
	11/14/08	REVISION 3	
	11/02/09	REVISION 4	
	08/10/12	REVISION 5	

MODEL: Default
FILE NAME: 201500_Drive01502_CADD_Sheets\10637000-PhC-CDDTADAS\Drawings\cgs06.dgn

19 South LaSalle St. Suite 2110
Chicago, Illinois 60603
312-464-0860
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USER NAME = k/maus	DESIGNED - KH	REVISED -
PLOT SCALE = 20,0000 * / in.	DRAWN - KMM	REVISED -
PLOT DATE = 04/17/2023	CHECKED - AP	REVISED -
	DATE - 04/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE	SHEET 6	OF 6 SHEETS	STA.	TO STA.
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**CITY OF CHICAGO
ADA STANDARDS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021-063-B	COOK	103	103
CONTRACT NO. 62P00				
ILLINOIS FED. AID PROJECT				