

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN VILLAGE OF EAST HAZEL CREST

DESIGN DESIGNATION

PRINCIPAL ARTERIAL (PCC-20)

	ADT(2003)	DESIGN SPEED	POSTED SPEED
IL RTE. 1 (HALSTED ST.)	30,900	45 MPH	40 MPH

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED BRIDGE

ILLINOIS ROUTE 1 (HALSTED STREET)

FAP ROUTE 876

SECTION 2001-001BR

OVER TRI-STATE TOLLWAY (I-80 / I-294)

IDOT STRUCTURE NO.: 016-0199

TOLLWAY STRUCTURE NO.: 115

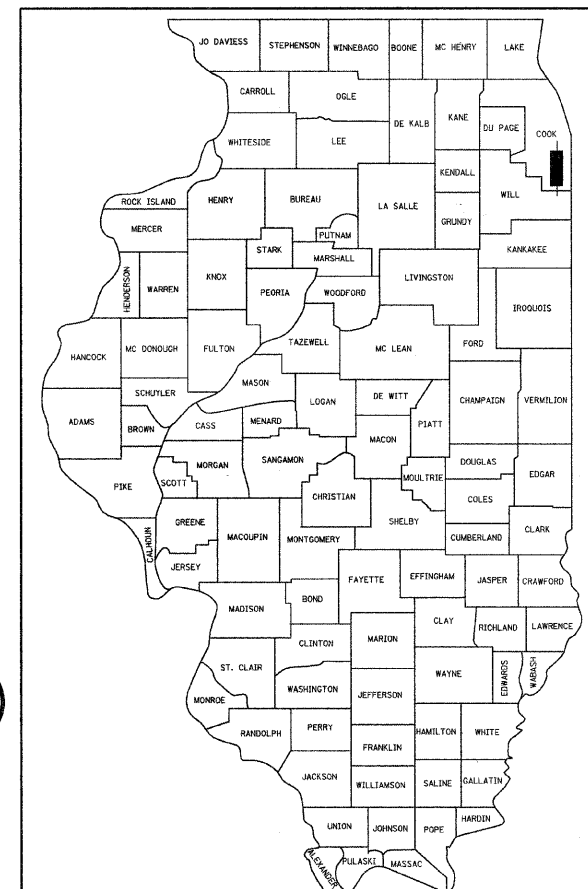
BRIDGE SUPERSTRUCTURE REPLACEMENT

COOK COUNTY PROJECT: ACNHF-0876(076)

C-91-003-01

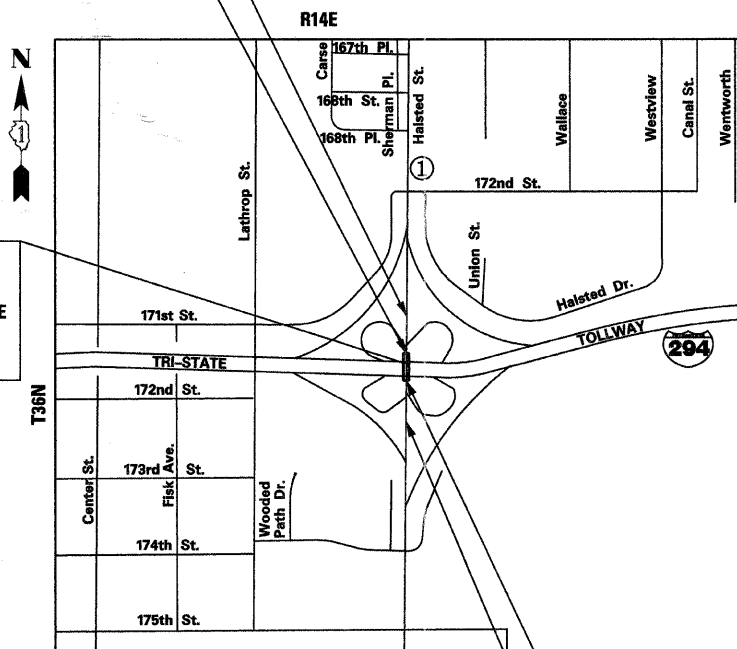
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	T1-7	COOK	62	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 62099	

D-91-003-01

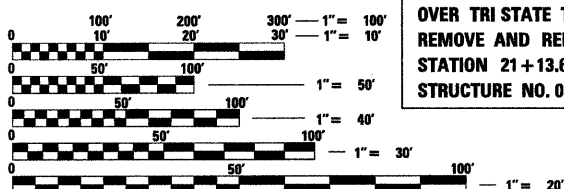


LOCATION OF SECTION INDICATED THUS: - ■ -

IL RTE. 1 (HALSTED STREET)
IMPROVEMENT ENDS
STATION 27 + 00.00
IL RTE. 1 (HALSTED STREET)
PROJECT ENDS
STATION 22 + 64.05



IL RTE. 1 (HALSTED STREET) BRIDGE
OVER TRI STATE TOLLWAY (I-80 / I-294)
REMOVE AND REPLACE SUPERSTRUCTURE
STATION 21 + 13.6
STRUCTURE NO. 016-0199



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

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

PROJECT ENGINEER: J. REID MORELAND (847) 705-4594
PROJECT MANAGER: SERIN KELLER (847) 705-4556
TOWNSHIP: THORNTON
CONTRACT NO. 62099

MAP SCALE: NO SCALE
PROJECT LENGTH = 301.02 FEET

IL RTE. 1 (HALSTED STREET)
PROJECT BEGINS
STATION 19 + 63.03
IL RTE. 1 (HALSTED STREET)
IMPROVEMENT BEGINS
STATION 15 + 30.00



ROBERT P. ISRAEL, P.E.
IL LICENSED PROFESSIONAL NO. 062-044817
License Expires on Nov. 30, 2011

Date: _____ For Drawings _____ thru _____
Date: _____ For Drawings _____ thru _____



ROBERT A. LEE, S.E.
IL LICENSED STRUCTURAL NO. 081-005246
License Expires on Nov. 30, 2012

Date: _____ For Drawings _____ thru _____
Date: _____ For Drawings _____ thru _____



MOUSSA A. ISSA, S.E.
IL LICENSED STRUCTURAL NO. 081-005738
License Expires on Nov. 30, 2012

Date: _____ For Drawings _____ thru _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 22, 2011

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 19, 2011
Scott E. Stett, P.E./a
ENGINEER OF DESIGN AND ENVIRONMENT

August 19, 2011
Christine M. Reed/a
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**



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LIST OF IDOT STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
609001-05	BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-09	STEEL PLATE BEAM GUARDRAIL
631026-05	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5M) TO 24' (600MM) FROM PAVEMENT EDGE
701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701427-	LANE CLUSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION FOR SPEED 40 ≤ MPH
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
780001-02	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES:

- THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE STAGING AND TRAFFIC CONTROL PLANS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED. IN ADDITION, THE CONTRACTOR SHALL CONTACT VILLAGE OF EAST HAZEL CREST AND ILLINOIS STATE TOLL HIGHWAY AUTHORITY FOR FIELD LOCATIONS OF WATER MAIN, SANITARY SEWER, ELECTRIC, FIBER OPTIC AND ALL MUNICIPAL UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- UNLESS OTHERWISE SHOWN, THE TRANSITIONS BETWEEN EXISTING AND PROPOSED SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE ITEM OF SPECIFIED WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET A YARD OR FIELD OFFICE ON STATE RIGHT-OF-WAY OR PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- NIGHT OPERATIONS: WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.
- USE NO. 8 EPOXY-COATED TIE BARS CONFORMING TO ARTICLE 1006.10 (A)(2) OF THE STANDARD SPECIFICATION FOR LONGITUDINAL CONSTRUCTION JOINT, GROUTED-IN-PLACE TIE BARS, AS SHOWN ON STATE STANDARDS 420001-07. THIS IS INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
- THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF EAST HAZEL CREST AND ILLINOIS STATE TOLL HIGHWAY AUTHORITY.
- PRIVATE UTILITY FRAME AND GRATE ADJUSTMENT WITHIN THE LIMITS OF IMPROVEMENT SHALL BE DONE BY THEIR RESPECTIVE OWNERS.
- THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR GUARDRAIL REMOVAL.
- ALL FRAMES AND GRATES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- TWO WEEKS PRIOR TO PERMANENT PAVEMENT MARKING PLACEMENT CONTRACTOR SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER MS. PATRICE HARRIS (708) 597-9800.
- IF THE SCOPE OF WORK CHANGES AND/OR ADDITIONAL ROW/TEMPORARY EASEMENTS ARE REQUIRED, PLEASE CONTACT THE ENVIRONMENTAL STUDIES UNIT AT EXTENSION 4101 TO DISCUSS ANY POTENTIAL IMPACTS.
- ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL, TYPE A UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST FOR SUB-BASE GRANULAR MATERIAL, TYPE A 4". NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- FULL-DEPTH SAWING IS REQUIRED TO SATISFACTORILY REMOVE EXISTING PAVEMENT AND MEDIAN. THE COST OF THE FULL DEPTH SAWING SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
- THE ENGINEER SHALL CONTACT ARTERIAL TRAFFIC CONTROL SUPERVISOR ANDY SCHUTZE AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.
- REMOVAL OF EXISTING HMA DECK OVERLAY SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING SUPERSTRUCTURES.
- GENERAL SAFETY PROVISIONS: TO PROVIDE TOLLWAY AND CROSSROAD PATRONS SAFE TRAVEL CONDITIONS DURING THIS CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, BOTH OF THE TOLLWAY AND PRIVATE CONTRACTOR, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT.
 - ALL VEHICLES INCLUDING PASSENGER CARS, WHETHER OWNED BY THE CONTRACTOR OR ANYONE REPRESENTING HIM, SHALL BE EQUIPPED WITH A YELLOW FLASHING LIGHT MOUNTED EITHER ON TOP OR IN THE REAR WINDOW OF THE VEHICLE AND VISIBLE FOR AT LEAST 500 FEET TO THE REAR OF THE VEHICLE. IN ADDITION, A SIGN MUST BE DISPLAYED ON EACH SIDE OF THE VEHICLE AND WITH LETTERS AT LEAST 3 INCHES IN HEIGHT AND WITH A SUITABLE FONT, SHOWING THE COMPANY NAME AND ADDRESS. MAGNETIC OR TEMPORARY SIGNS ARE ACCEPTABLE.
- THE CONTRACTOR SHALL NOTIFY THE AGENCIES AND UTILITIES AT LEAST 10 DAYS PRIOR TO ANY CONSTRUCTION IN THE AREA AND SHALL COMPLY WITH ALL RESTRICTIONS FOR EQUIPMENT MOVEMENTS AND CLEARANCES IN REGARDS TO THEIR FACILITIES.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE TOLLWAY ELECTRICIAN AT LEAST 10 DAYS IN ADVANCE OF ANY CONSTRUCTION NEAR TOLLWAY OWNED ELECTRICAL, COMMUNICATIONS OR TRAFFIC CONTROL CABLES. TOLLWAY ELECTRICIANS WILL LOCATE ANY POSSIBLE INTERFERING CABLES. ANY BURIED CABLE AT OR NEAR A PROPOSED CONSTRUCTION LOCATION SHALL FIRST BE EXPOSED BY THE CONTRACTOR BY HAND DIGGING. ONCE EXPOSED, AND IF THE ENGINEER DETERMINES THERE IS A CONFLICT, THE CONTRACTOR SHALL RELOCATE THE CABLES. IF CONTRACTOR CUTS OR DAMAGES ANY CABLES, EITHER THROUGH CARELESSNESS OR FAILURE TO FOLLOW THE ABOVE PROCEDURE, HE SHALL THEN BE HELD RESPONSIBLE FOR THE REPAIRING OF ALL DAMAGES AT HIS EXPENSE, TO THE SATISFACTION OF THE TOLLWAY.
- THE CONTRACTOR SHALL BE MADE AWARE THAT ALL CONSTRUCTION VEHICLES SHALL BE LIMITED TO 15 FEET ABOVE EXISTING GRADE WHILE CROSSING UNDER COMMONWEALTH EDISON'S TRANSMISSION LINES.
- DISTRIBUTORS: ALL DISTRIBUTORS FOR HOT-MIX ASPHALT PAVING OPERATIONS SHALL BE EQUIPPED WITH SHIELDS TO PREVENT DAMAGES TO MOTORISTS' VEHICLES AND TO ADJACENT HIGHWAY APPURTENANCES.
- MAINTAINING DRAINAGE: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.
- FLUORESCENT VESTS AND HARD HATS: ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE, FLUORESCENT YELLOW/GREEN OR A COMBINATION OF FLUORESCENT ORANGE AND FLUORESCENT YELLOW/GREEN VESTS AND HARD HATS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE.
- AT THE TIME OF THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, THE PROPOSED CONCRETE TRUCK WASHOUT LOCATIONS. RUNOFF FROM WASH AREAS SHALL BE CONTAINED IN DESIGNATED AREAS SO THAT RUNOFF DOES NOT REACH THE STORM SEWER OR DITCH SYSTEMS. THIS WORK SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)
- TRAFFIC SENSORS: A MINIMUM OF SEVEN DAYS PRIOR TO ANY SHIFTS IN TRAFFIC LANES, THE CONTRACTOR SHALL CONTACT TRAFFIC.COM AT (610) 407-7400. THE CONTRACTOR SHALL SUPPLY TRAFFIC.COM WITH THE REVISED TRAFFIC PATTERN AND THE DATE FOR THE SHIFT IN TRAFFIC LANES. TRAFFIC.COM IS RESPONSIBLE FOR CALIBRATING THE TRAFFIC SENSORS ALONG THE CORRIDOR TO ACCURATELY MONITOR TRAFFIC FLOW.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTICS UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.

NOTE:

BOXED ITEMS INDICATE WORK NOT PAID FOR SEPARATELY, BUT INCLUDED AS PART OF ANOTHER PAY ITEM OR COST ASSOCIATED WITH THE CONTRACT.

NO COMMITMENTS FOR THIS PROJECT

FILE NAME = 62899C0N0LDGN	USER NAME = helsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS				F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 2
	PLOT SCALE = 50.0000' / IN.	DRAWN - GAP	REVISED -		SCALE: NONE	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 62099				
	PLOT DATE = 8/3/2011	CHECKED - RPI	REVISED -		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT								
		DATE - 08/05/2011	REVISED -										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY 0004 RURAL	80% FED 20% STATE BRIDGE 0011 S.N. 016-0199	100% ISTHA BRIDGE 0011 S.N. 016-0199
				URBAN		
20200100	EARTH EXCAVATION	CU YD	25	25		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	154	154		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	192	192		
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	152	152		
25000210	SEEDING, CLASS 2A	ACRE	0.04	0.04		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	4	4		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4	4		
25100630	EROSION CONTROL BLANKET	SQ YD	647	647		
25200200	SUPPLEMENTAL WATERING	UNIT	1	1		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100		
28000400	PERIMETER EROSION BARRIER	FOOT	1,541	1,541		
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	566	566		
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	16	16		
42001300	PROTECTIVE COAT	SQ YD	3,874	624	3,250	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	103	103		
44000100	PAVEMENT REMOVAL	SQ YD	501	501		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	96	96		
44003100	MEDIAN REMOVAL	SQ FT	3,524	3,524		
44004250	PAVED SHOULDER REMOVAL	SQ YD	19	19		
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	87	87		
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	41	41		
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1	
50102400	CONCRETE REMOVAL	CU YD	40		40	
50157300	PROTECTIVE SHIELD	SQ YD	2,595		2,595	
50200100	STRUCTURE EXCAVATION	CU YD	220		220	
50300225	CONCRETE STRUCTURES	CU YD	71.1		71.1	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,215		1,215	
50300260	BRIDGE DECK GROOVING	SQ YD	2,520		2,520	
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	3,171			3,171
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	215,830		215,830	
50800515	BAR SPLICERS	EACH	1,047		1,047	

* SPECIALTY ITEMS
 ** TOLLWAY ITEMS

FILE NAME = 62099CS001.DGN	USER NAME = 3204030193	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 SUMMARY OF QUANTITIES				F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 3
PLOT SCALE = 50.000' / IN.	CHECKED - RPI	DATE - 07/01/2011	REVISED -		SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 62099						
PLOT DATE = 6/29/2011	DATE - 07/01/2011	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

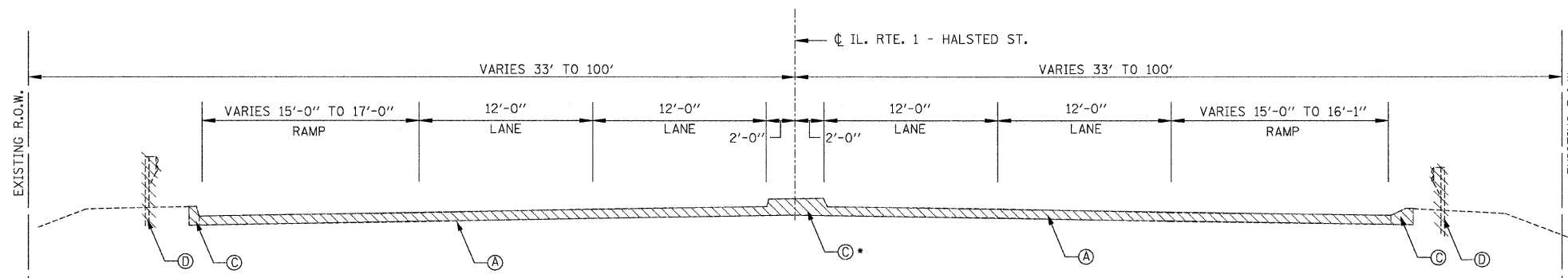
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	100% ISTHA BRIDGE
				0004 RURAL	0011 S.N. 016-0199	0011 S.N. 016-0199
				<i>URBAN</i>		
50900105	ALUMINUM RAILING, TYPE L	FOOT	501		501	
51500100	NAME PLATES	EACH	1		1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	192		192	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	56			56
52100530	ANCHOR BOLTS, 1 1/4"	EACH	112			112
52100540	ANCHOR BOLTS, 1 1/2"	EACH	4			4
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	84		84	
60608521	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24	FOOT	96	96		
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	3,523	3,523		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	125	125		
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
63200310	GUARDRAIL REMOVAL	FOOT	296	296		
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	16	16		
67100100	MOBILIZATION	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	112	112		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	24	24		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	424	424		
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	12,271	12,271		
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	616	616		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4,643	4,643		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	387.5	387.5		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	387.5	387.5		
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3,846	3,846		
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	1,051	1,051		
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	194	194		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	12	12		
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	16	16		
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	24	24		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	6	6		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,268	1,268		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	49	49		

- * SPECIALTY ITEMS
- ** TOLLWAY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE	80% FED 20% STATE	100% ISTHA
				ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 016-0199	BRIDGE 0011 S.N. 016-0199
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	775	775		
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	352	352		
* 81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	550	550		
* 81300730	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6"	EACH	4	4		
* 81400100	HANDHOLE	EACH	10	10		
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	775	775		
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	12	12		
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	1	1		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	590	590		
Z0010400	CLEANING BRIDGE SEATS	SQ FT	987			987
Z0013798	CONSTRUCTION LA YOUT	L SUM	1	1		
Z0018900	DRILL AND GROUT DOWEL BARS	EACH	882	882		
Z0021906	SILICONE JOINT SEALER, 1.5"	FOOT	66			66
Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1		
Z0026407	TEMPORARY SHEET PILING	SQ FT	282		282	
Z0030280	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2		
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	598	598		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	250		250	
Z0062456	TEMPORARY PAVEMENT	SQ YD	398	398		
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	220		220	
X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.09	0.09		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
X7240505	RELOCATE SIGN PANEL AND POST	EACH	1	1		
X7240605	REMOVE AND RE-ERECT BRIDGE MOUNTED SIGN	EACH	4		4	
X8210305	PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LIGHTING	L SUM	1	1		
X8440120	REMOVE AND RE-ERECT EXISTING LIGHTING UNIT	EACH	1	1		
** 58700300	CONCRETE SEALER	SQ FT	17,100			17,100
** 59200101	BRIDGE WASHING NO. 1	EACH	1			1
** JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	53			53
** Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	57			57
** Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	55			55
** JT783005	WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY	SQ FT	368	368		

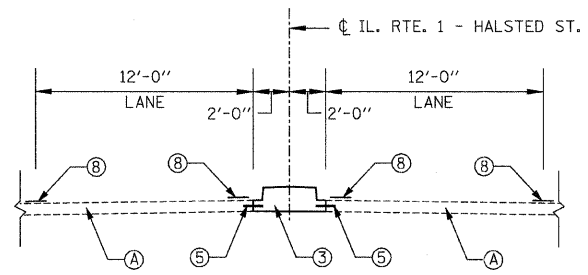
- * SPECIALTY ITEMS
- ** TOLLWAY ITEMS

FILE NAME = 62099CS083.dgn	USER NAME = 3204030193	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 SUMMARY OF QUANTITIES			F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 5
PLOT SCALE = 50.000' / IN.	CHECKED - RPI	REVISED -	REVISED -		SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/29/2011	DATE - 07/01/2011	REVISED -	REVISED -					CONTRACT NO. 62099				

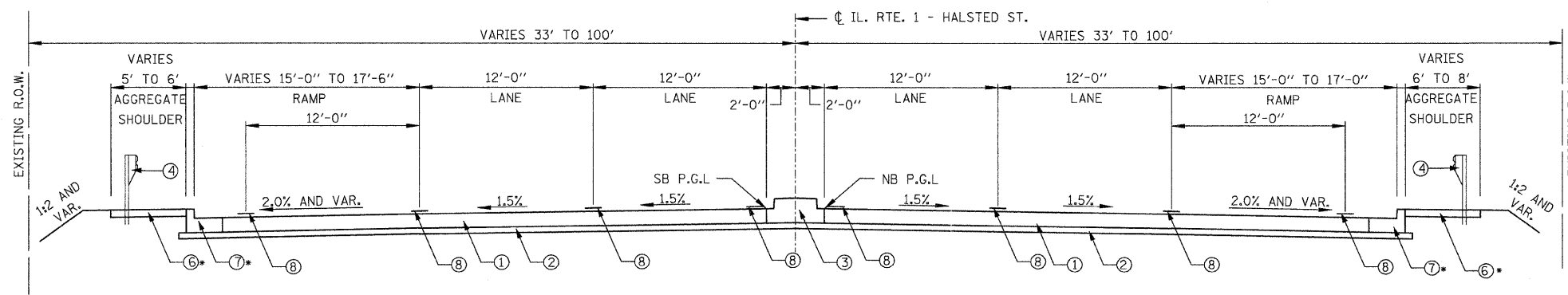


**EXISTING TYPICAL SECTION
IL ROUTE 1**
STA 19+62.85 TO STA 19+68.85
STA 22+58.35 TO STA 22+64.35

* CONCRETE MEDIAN REMOVAL
STA 15+30.00 TO STA 19+68.85 AND
STA 22+58.35 TO STA 27+00.00



**PROPOSED TYPICAL SECTION
IL ROUTE 1**
STA 15+30.00 TO STA 19+62.85
STA 22+64.35 TO STA 27+00.00



**PROPOSED TYPICAL SECTION
IL ROUTE 1**
STA 19+62.85 TO STA 19+68.85
STA 22+58.35 TO STA 22+64.35

* SEE PLANS FOR LOCATION

EXISTING LEGEND:

- (A) EXISTING PCC PAVEMENT
- (B) EXISTING CONCRETE MEDIAN
- (C) EXISTING COMBINATION CURB AND GUTTER
- (D) EXISTING GUARDRAIL



PROPOSED LEGEND:

- (1) PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
- (2) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (3) PROPOSED CONCRETE MEDIAN, TYPE SB-6.06
- (4) PROPOSED STEEL PLATE BEAM GUARD RAIL, TYPE A
- (5) DOWEL BARS AT 24" C-C
- (6) PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- (7) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- (8) PROPOSED PAVEMENT MARKING

NOTES:

1. BRIDGE AND BRIDGE APPROACH SLABS OMISSION STA 19+68.85 TO STA 22+58.35.
2. AGGREGATE SHOULDER SHALL BE USED WHERE PROPOSED STEEL PLATE BEAM GUARDRAIL IS LOCATED. HMA SHOULDER SHALL BE USED BETWEEN BRIDGE APPROACH SLAB AND PARAPET.

TEMPORARY PAVEMENT NOTE:

IF CONTRACTOR CHOOSES TO USE CONCRETE THE THICKNESS WILL BE 10"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	VOIDS	THICKNESS
HMA SHOULDERS, 6" (HMA BINDER IL-19MM)	2% @ 30 GYR	6"
TEMPORARY PAVEMENT:		
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5MM)	4% @ 50 GYR	2"
HMA BINDER IL-19MM	4% @ 50 GYR	8"

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIOL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

78100100 RAISED REFLECTIVE PAVEMENT MARKER				
LOCATION				EACH
18+26.00	14' LT	19+68.85	14' LT	4
19+05.00	14' RT	19+68.85	14' RT	2
22+58.35	14' LT	23+20.00	14' LT	2
22+58.35	14' RT	24+00.00	14' RT	4
TOTAL				12

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)				
LOCATION				EACH
19+68.85	TO	22+58.35	SB	8
19+68.85	TO	22+58.35	NB	8
TOTAL				16

78100200 TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER				
LOCATION				EACH
STAGE 1				
18+26.04	17' LT	23+29.10	17' LT	12
STAGE 2				
19+04.69	17' RT	23+96.21	17' RT	12
TOTAL				24

78200410 GUARDRAIL MARKERS, TYPE A				
LOCATION				(EACH)
GUARDRAIL				
19+03.62	RT	19+41.12	RT	1
19+32.10	LT	19+69.60	LT	1
22+57.60	RT	22+95.10	RT	1
22+86.08	LT	22+98.58	LT	1
TRAFFIC BARRIER TERMINAL				
		19+41.12	RT	1
		22+86.08	LT	1
TOTAL				6

78300100 PAVEMENT MARKING REMOVAL				
DESCRIPTION	LOCATION			AREA (SQ FT)
WHITE, SKIP-DASH 4"	10+41.36	TO	31+81.21	354
YELLOW, SOLID 4"	15+30.00	TO	27+00.00	579
WHITE, SOLID 8"	17+58.86	TO	24+80.55	335
TOTAL				1,268

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL				
LOCATION				EACH
18+26.00	14' LT	TO	23+20.00	12
19+20.00	26' LT	TO	23+80.00	10
19+05.00	14' RT	TO	19+68.85	2
18+46.00	26' RT	TO	19+68.85	2
22+58.35	14' RT	TO	24+00.00	4
22+58.35	26' RT	TO	23+58.26	2
TEMPORARY				
STAGE 1				
18+26.04	17' LT	TO	19+68.85	3
2258.35	17' LT	TO	23+20.10	2
STAGE 2				
19+04.69	17' RT	TO	23+96.21	12
TOTAL				49

LOCATION				81000600 CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL (FOOT)	81900200 TRENCH AND BACKFILL FOR ELECTRICAL WORK (FOOT)	
18+20	87' LT	TO	19+90	47' LT	200	200
18+20	90' LT	TO	19+95	47' LT	210	210
22+35	47' LT	TO	22+70	48' LT	50	50
22+40	47' LT	TO	22+70	71' LT	45	45
22+70	48' LT	TO	24+00	85' LT	135	135
22+70	51' LT	TO	24+00	88' LT	135	135
TOTAL				775	775	

LOCATION				81018500 CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL (FOOT)	81100605 CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL (FOOT)	
17+60	52' LT	TO	18+20	87' LT	70	
17+60	55' LT	TO	18+20	90' LT	70	
19+90	47' LT	TO	22+40	47' LT		280
19+95	47' LT	TO	22+35	47' LT		270
24+00	85' LT	TO	25+00	45' LT	106	
24+00	88' LT	TO	25+00	48' LT	106	
TOTAL				352	550	

LOCATION			81300730 JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6" EACH	81400100 HANDHOLE EACH
17+60	52' LT		1	1
17+60	55' LT		1	1
18+20	87' LT		1	1
18+20	90' LT		1	1
19+90	47' LT		1	
19+95	47' LT		1	
22+35	47' LT		1	
22+40	47' LT		1	
22+70	48' LT			1
22+70	51' LT			1
24+00	85' LT			1
24+00	88' LT			1
25+00	45' LT			1
25+00	48' LT			1
TOTAL			4	10

LOCATION		83600200 LIGHT POLE FOUNDATION, 24" DIAMETER FOOT	84200804 REMOVAL OF POLE FOUNDATION EACH	X8440120 REMOVE AND RE-ERECT EXISTING LIGHTING UNIT EACH
22+60.00	RT	12	1	1
TOTAL		12	1	1

LOCATION				20062456 TEMPORARY PAVEMENT (SQ YD)	40300100 BITUMINOUS MATERIALS (PRIME COAT) (GALLON)
18+17.64	LT	TO	18+34.25	7	0.3
15+30.00	CL	TO	19+68.85	195	7.8
22+58.35	CL	TO	27+00.00	196	7.8
TOTAL				398	16.0

Z0004552 APPROACH SLAB REMOVAL			
LOCATION			AREA (SQ YD)
19+68.85	TO	19+98.85	295
22+28.35	TO	22+58.35	295
TOTAL			590

Z0018900 DRILL AND GROUT DOWEL BARS			
LOCATION			EACH
15+30.00	TO	19+68.85	440
22+58.35	TO	27+00.00	442
TOTAL			882

LOCATION		Z0030260 IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 (EACH)	Z0030330 IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3 (EACH)
18+90.00	RT	1	
22+60.00	LT	1	
19+50.00	RT		1
23+30.00	LT		1
TOTAL		2	2

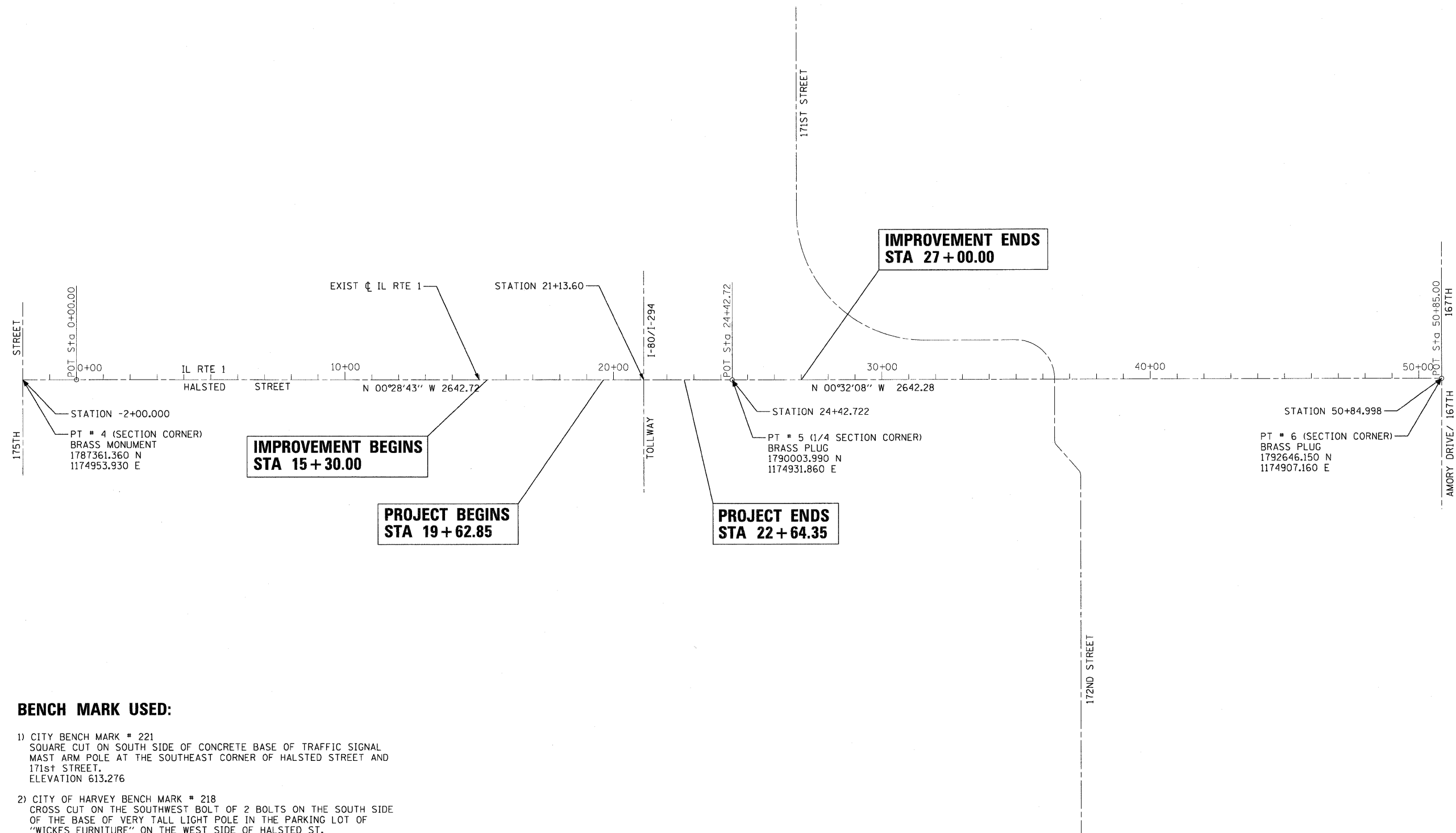
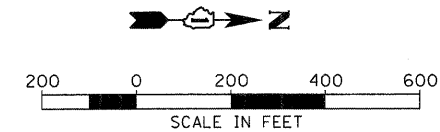
Z0030850 TEMPORARY INFORMATION SIGNING		
LOCATION		AREA (SQ FT)
STAGE 1		
22+50.00	RT	182
22+66.00	RT	136
STAGE 2		
19+50.00	LT	136
19+66.00	LT	144
TOTAL		598

LOCATION				Z0062456 TEMPORARY PAVEMENT (SQ YD)	40600100 BITUMINOUS MATERIALS (PRIME COAT) (GALLON)
18+17.64	LT	TO	18+34.25	7	0.3
15+30.00	CL	TO	19+68.85	195	7.8
22+58.35	CL	TO	27+00.00	196	7.8
TOTAL				398	16.0

X7240505 RELOCATE SIGN PANEL AND POST		
LOCATION		EACH
22+49.00	LT	1
TOTAL		1

X7240605 REMOVE AND RE-ERECT BRIDGE MOUNTED SIGN			
LOCATION			EACH
20+15.00	47'	LT	1
20+40.00	47'	LT	1
22+00.00	47'	RT	1
22+25.00	47'	RT	1
TOTAL			4

J7783005 WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY				
DESCRIPTION	LOCATION			AREA (SQ FT)
WHITE, SOLID 8"	17+99.82	TO	24+35.55	181
WHITE, SOLID 12"	17+99.82	TO	24+36.98	187
TOTAL				368


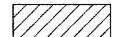
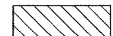

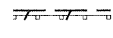
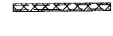



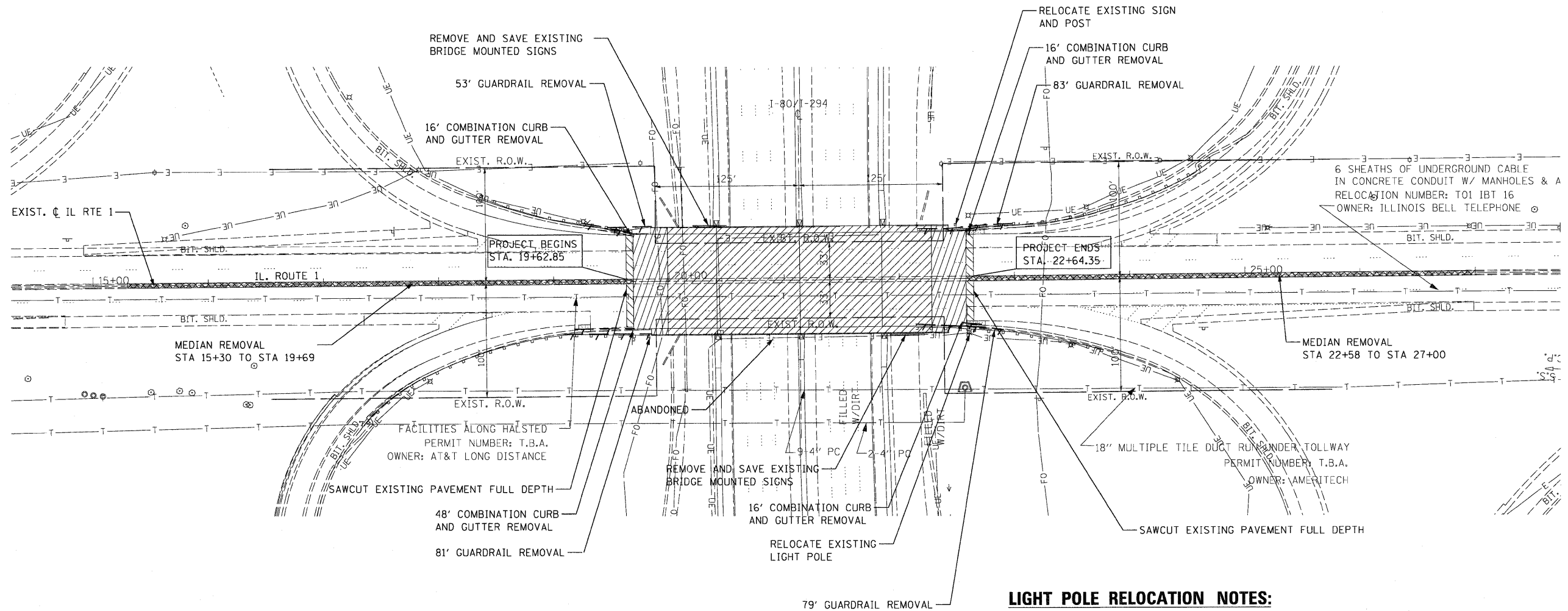
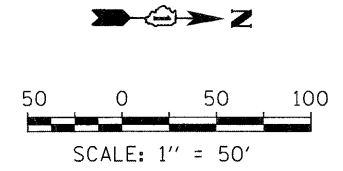
BENCH MARK USED:

- 1) CITY BENCH MARK # 221
 SQUARE CUT ON SOUTH SIDE OF CONCRETE BASE OF TRAFFIC SIGNAL
 MAST ARM POLE AT THE SOUTHEAST CORNER OF HALSTED STREET AND
 171st STREET,
 ELEVATION 613.276
- 2) CITY OF HARVEY BENCH MARK # 218
 CROSS CUT ON THE SOUTHWEST BOLT OF 2 BOLTS ON THE SOUTH SIDE
 OF THE BASE OF VERY TALL LIGHT POLE IN THE PARKING LOT OF
 "WICKES FURNITURE" ON THE WEST SIDE OF HALSTED ST.
 (SOUTH OF 171st ST. INTERSECTION)
 ELEVATION 615.546

FILE NAME = 62099CAL01.DGN	USER NAME = halsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 ALIGNMENT, TIES AND BENCHMARKS	F.A.P RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 9	
PLOT SCALE = 200.0000 ' / IN.						SCALE: 1"=200'		SHEET NO. OF SHEETS		CONTRACT NO. 62099	
PLOT DATE = 6/26/2011						DATE - 07/01/2011		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

LEGEND:

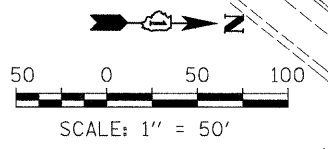
-  BRIDGE APPROACH SLAB REMOVAL
-  SUPERSTRUCTURE REMOVAL (SEE STRUCTURAL PLANS)
-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL
-  GUARDRAIL REMOVAL
-  MEDIAN REMOVAL
-  CURB AND GUTTER REMOVAL



LIGHT POLE RELOCATION NOTES:

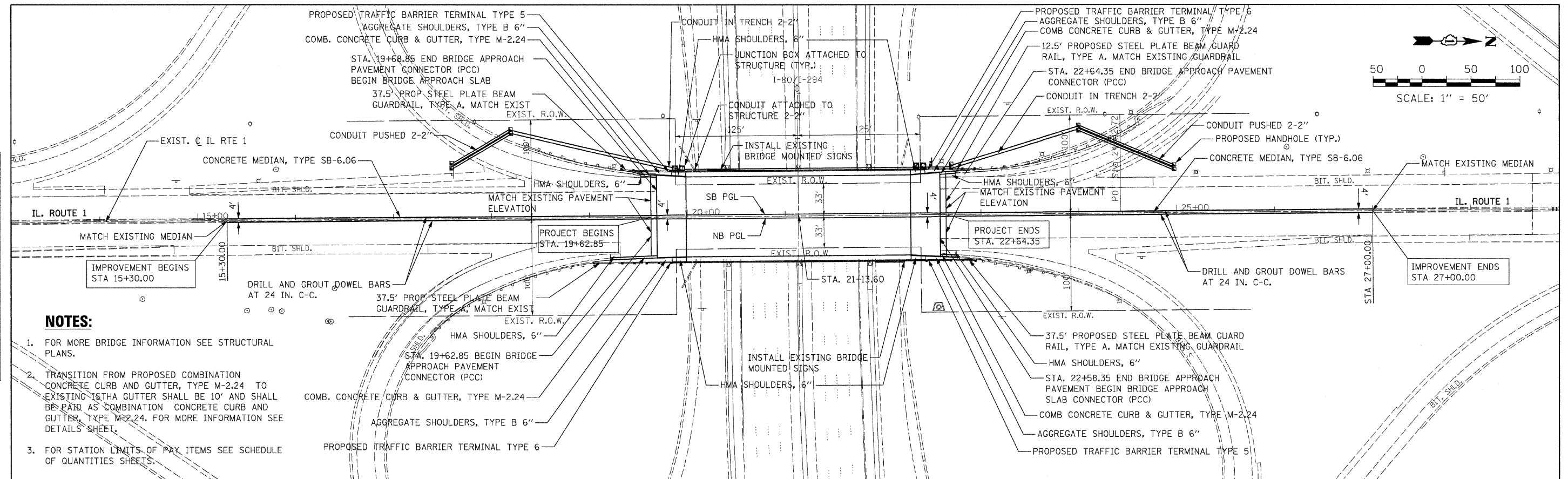
1. EXISTING LIGHT POLE SHALL BE RELOCATED MIN. 5' BEHIND PROPOSED GUARDRAIL, TO THE LOCATION AS DIRECTED BY THE ENGINEER.
2. RELOCATED POLE TO BE RECONNECTED TO EXISTING CONTROLLER AND TO THE SAME CIRCUIT AS EXISTING. ALL NECESSARY MATERIALS NEEDED TO RELOCATE LIGHT POLE SHALL BE INCLUDED IN THE COST OF LIGHT POLE RELOCATION.
3. THE CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND UTILITIES BEFORE ANY WORK BEGINS. THE CONTRACTOR SHALL CONTACT THE ELECTRICAL MAINTENANCE OFFICE AT (847) 221-3079.
4. WORK SHALL CONFORM TO THE LATEST IDOT AND IDOT DISTRICT 1 STANDARDS, SUPPLEMENTAL SPECIFICATIONS AND THE NATIONAL ELECTRICAL CODE.
5. RELOCATION OF EXISTING TRAFFIC SIGN ATTACHED TO LIGHT POLE SHALL BE INCLUDED IN THE COST OF LIGHT POLE RELOCATION.
6. LIGHT POLE FOUNDATION SHALL BE CONCRETE, 24" DIAMETER.

FILE NAME = 62299CRM01.DGN	USER NAME = holsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 EXISTING AND REMOVAL PLAN	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 10		
PLOT SCALE = 50.000' / IN.		CHECKED - RPI	REVISED -			SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE = 6/28/2011		DATE - 07/01/2011	REVISED -			CONTRACT NO. 62099						



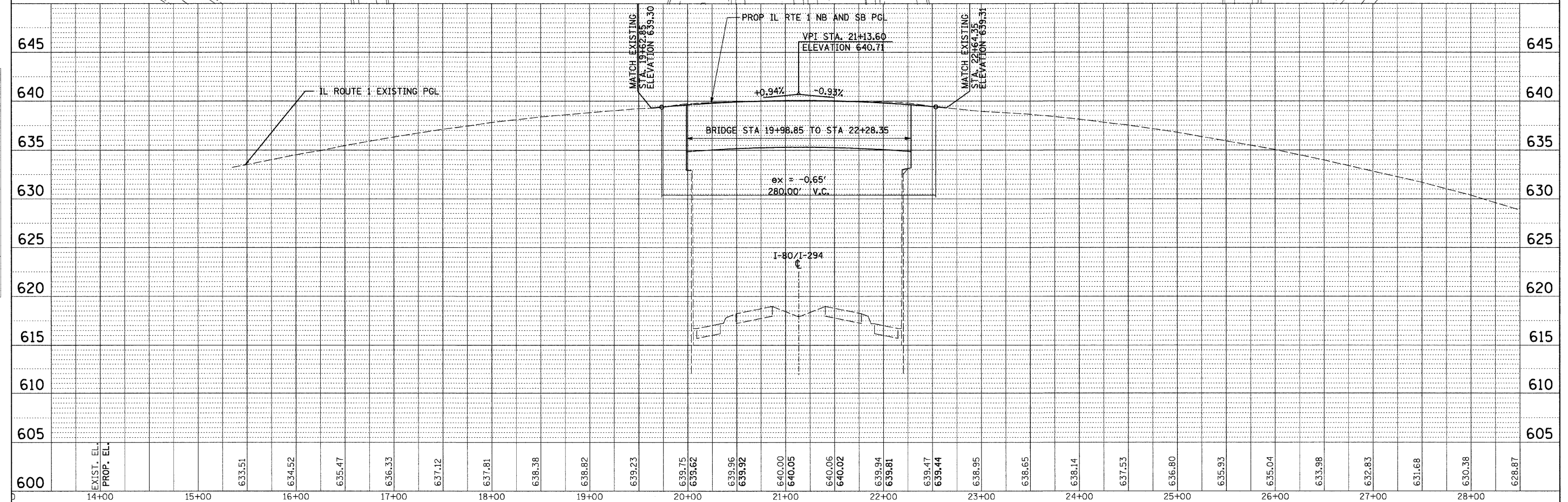
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DESIGNED	
CHECKED	
IN CHARGE	
PROJECT NO.	



NOTES:

1. FOR MORE BRIDGE INFORMATION SEE STRUCTURAL PLANS.
2. TRANSITION FROM PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24 TO EXISTING 18" GUTTER SHALL BE 10' AND SHALL BE PAID AS COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24. FOR MORE INFORMATION SEE DETAILS SHEET.
3. FOR STATION LIMITS OF PAY ITEMS SEE SCHEDULE OF QUANTITIES SHEETS.



FILE NAME = 62099CPP01.DGN	USER NAME = holsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 PLAN AND PROFILE SHEET	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY	TOTAL SHEETS 62	SHEET NO. 11
PLOT SCALE = 50,000' / IN.	CHECKED - RPI	REVISIONS	CONTRACT NO. 62099							
PLOT DATE = 8/3/2011	DATE - 08/05/2011	REVISED -	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							
SCALE: 1"=50' H SHEET NO. OF SHEETS STA. TO STA.										

STAGING AND TRAFFIC CONTROL GENERAL NOTES:

1. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
2. CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS WHERE REQUIRED TO AVOID CONFLICTS WITH TEMPORARY PAVEMENT MARKINGS.
3. TRAFFIC CONTROL SHALL CONFORM TO IDOT STANDARDS IN ALL AREAS EXCEPT ALONG MAINLINE I-80/294, LOWER ENDS OF RAMPS, GORE AND WEAVING AREAS WHERE TOLLWAY STANDARDS ARE TO BE FOLLOWED AND AS SHOWN ON THE PLANS.
4. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON IL RTE. 1 (HALSTED ST.) AT ALL TIMES BETWEEN THE HOURS OF 7:00 AM TO 9:00 AM AND 3:00 PM TO 5:00 PM MONDAY THRU FRIDAY, LANES SHALL BE MINIMUM 11.5 FT WIDE.
5. TEMPORARY PAVEMENT MARKING SHALL BE PAVEMENT MARKING TAPE, TYPE III.
6. FOR MORE DETAILS ON STAGE TRAFFIC SEE STAGING AND TRAFFIC CONTROL PLANS AND STRUCTURAL PLANS.
7. TEMPORARY PAVEMENT CONSISTS OF 8" HMA BINDER COURSE AND 2" HMA SURFACE COURSE.
8. REMOVAL OF TEMPORARY PAVEMENT SHALL BE PAID FOR AS PAVEMENT REMOVAL.
9. CONTRACTOR TO COORDINATE BRIDGE CONSTRUCTION ACTIVITIES WITH TOLLWAY. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.
10. IF CONTRACTOR CHOOSES TO USE CONCRETE FOR TEMPORARY PAVEMENT, THE THICKNESS WILL BE 10".
11. TEMPORARY INFORMATION SIGNS SHALL BE SAME SIZE AND LEGEND AS BRIDGE MOUNTED SIGNS TO BE REPLACE DURING BRIDGE CONSTRUCTION. FOR MORE INFORMATION SEE SPECIAL PROVISIONS.
12. TRAFFIC CONTROL AT TOLLWAY SHALL BE PER TOLLWAY STANDARDS DRAWINGS E1-02, E2-02 AND E3-02 WITH PRIOR APPROVAL FROM THE TOLLWAY AND AS NECESSARY TO COMPLETE WORK.
13. SIMULTANEOUS WORK ACTIVITIES ON BOTH SIDES OF THE ROADWAY IN THE SAME DIRECTION OF TRAFFIC WILL NOT BE PERMITTED ON THE TOLLWAY.

PRE-STAGE TRAFFIC

CONCRETE MEDIAN REPLACEMENT WITH TEMPORARY PAVEMENT SHALL BE CONDUCTED BY USING DAILY LANE CLOSURE IN ACCORDANCE WITH IDOT STANDARD 701601.

PRE-STAGE CONSTRUCTION

CONCRETE MEDIANS SHALL BE REPLACED WITH TEMPORARY PAVEMENT, AS SHOWN ON STAGING AND TRAFFIC CONTROL PLANS.

STAGE 1 TRAFFIC

IL RTE. 1 TRAFFIC SHALL BE REDUCED TO ONE LANE IN EACH DIRECTION (TWO SB LANES AT THE BRIDGE) USING THE EXISTING SB PAVEMENT. ALL RAMPS SHALL REMAIN OPEN.

STAGE 1 CONSTRUCTION

REMOVE BRIDGE MOUNTED SIGNS ATTACHED TO NB SIDE OF THE BRIDGE AND REPLACE WITH TEMPORARY INFORMATION SIGNS. AFTER CONSTRUCTION OF NB SIDE OF THE BRIDGE REINSTALL EXISTING BRIDGE MOUNTED SIGNS. CONSTRUCT NB PORTION OF THE BRIDGE (AS SHOWN ON THE STRUCTURAL PLANS). APPROACH SLABS AND ALL OTHER WORK INDICATED ON THE PLANS. AT THE END OF THE STAGE, TEMPORARY PAVEMENT SHALL BE PLACED AT SW RAMP GORE.

STAGE 2 TRAFFIC

IL RTE. 1 TRAFFIC SHALL BE REDUCED TO ONE LANE IN EACH DIRECTION, (TWO NB LANES AT THE BRIDGE) USING THE NEWLY CONSTRUCTED NB PAVEMENT.

ALL RAMPS SHALL REMAIN OPEN.

STAGE 2 CONSTRUCTION

REMOVE BRIDGE MOUNTED SIGNS ATTACHED TO SB SIDE OF THE BRIDGE AND REPLACE WITH TEMPORARY INFORMATION SIGNS. AFTER CONSTRUCTION OF SB SIDE OF THE BRIDGE REINSTALL EXISTING BRIDGE MOUNTED SIGNS. CONSTRUCT SB PORTION OF THE BRIDGE (AS SHOWN ON STRUCTURAL PLANS). APPROACH SLABS AND ALL OTHER WORK INDICATED ON THE PLANS.

STAGE 3 TRAFFIC

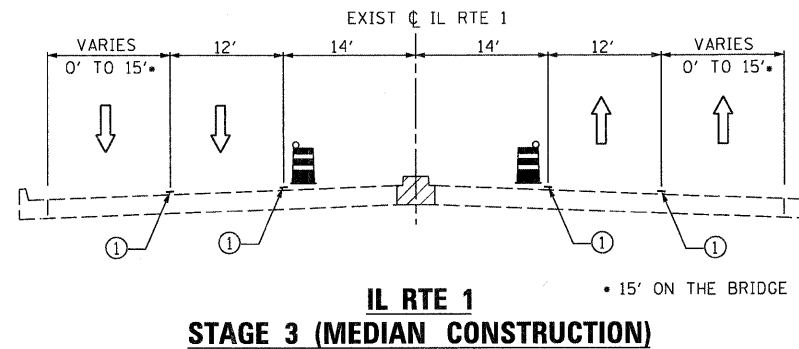
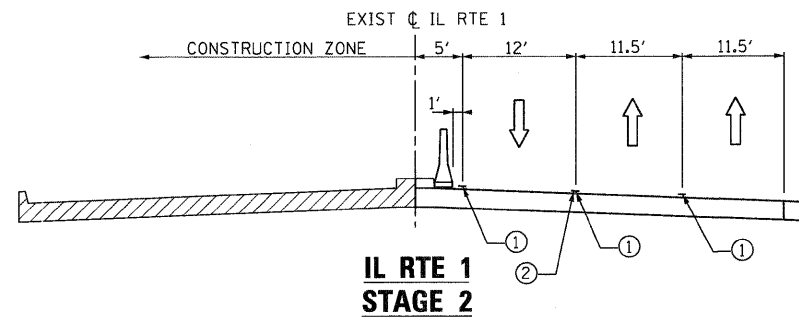
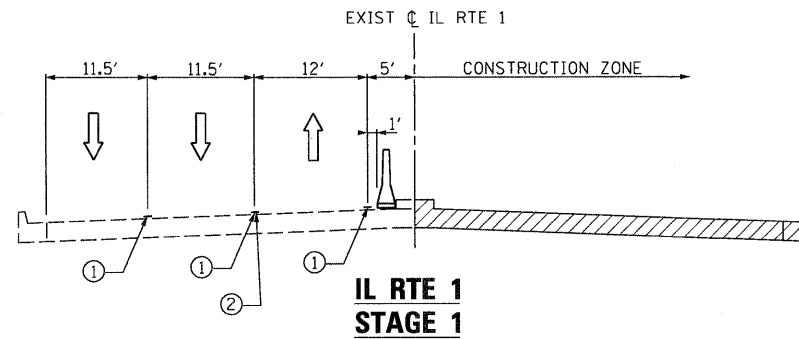
IL RTE. 1 TRAFFIC SHALL REMAIN REDUCED TO ONE LANE IN EACH DIRECTION (TWO LANES EACH DIRECTION AT THE BRIDGE), USING THE NEWLY CONSTRUCTED PAVEMENT.

ALL RAMPS SHALL REMAIN OPEN.

STAGE 3 CONSTRUCTION

CONSTRUCTION SHALL INCLUDE REMOVAL OF TEMPORARY PAVEMENT AND CONSTRUCTION OF CONCRETE MEDIAN. AFTER MEDIAN IS COMPLETED, ALL LANDSCAPING AND SUBSEQUENT MISCELLANEOUS WORK SHALL BE PERFORMED.

PAVEMENT SHALL BE CLEANED OF TEMPORARY PAVEMENT MARKING, AFTER WHICH PERMANENT PAVEMENT MARKING SHALL BE INSTALLED, AS SHOWN ON THE PLANS.



STAGING AND TRAFFIC CONTROL TYPICAL SECTION LEGEND:

- EXISTING PAVEMENT
- CONSTRUCTION DURING STAGE
- NEWLY CONSTRUCTED PAVEMENT
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- PAVEMENT MARKING TAPE, TYPE III
- TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY, AMBER)

NOTE:

TYPICAL SECTIONS DO NOT SHOW LANE TRANSITIONS. THEY ILLUSTRATE APPROXIMATE LIMITS AND RELATIONSHIP BETWEEN TRAFFIC AND CONSTRUCTION ZONE. FOR MORE INFORMATION SEE STAGING AND TRAFFIC CONTROL PLANS AND NOTES.

STAGING AND TRAFFIC CONTROL SIGN LEGEND:

W21-1a(0)-48 (A)	OR	W21-1110-48 (B)	W4-2R(0)-48 (C)	W20-5(0)-48 (D)	W20-1(0)-48 (E)	W6-3(0)-48 (F)	W1-6L (G)	R1-2-48 (H)	W4-1(0)-48 (I)	G20-20a(0)-6024 (J)
TO BE REMOVED WHENEVER WORKERS ARE NOT PRESENT										
W1-6R (K)	W4-2L(0)-48 (L)	W1-3L(0)-48 (M)	W1-3R(0)-48 (N)	W20-5(0)-48 (O)	W3-2(0)-48 (P)	W13-1(0)-2424 (Q)				

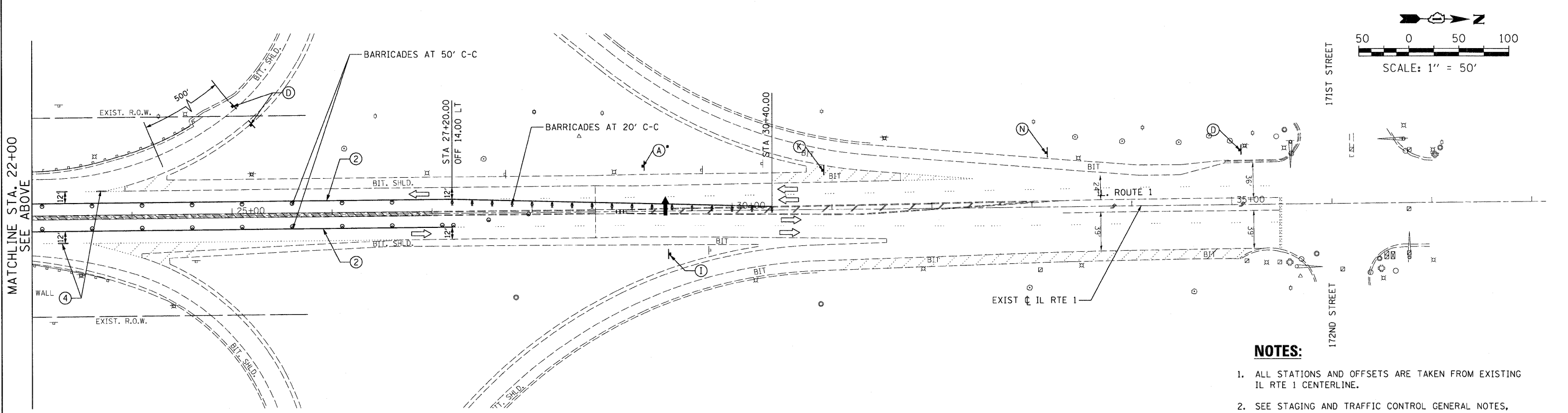
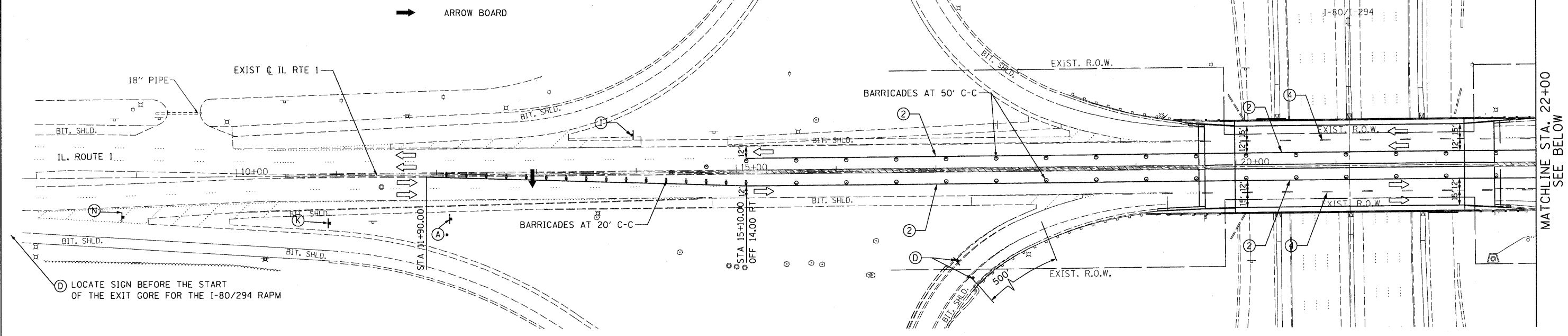
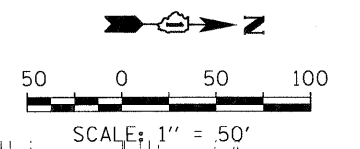
FILE NAME = 622099CMT01.DGN	USER NAME = halsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 STAGING AND TRAFFIC CONTROL GENERAL NOTES, TYPICAL SECTIONS AND SIGN LEGEND	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 12		
PLOT SCALE = 50.000' / IN.	CHECKED - RPI	REVISED -	SCALE: NONE			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/28/2011	DATE - 07/01/2011	REVISED -										
CONTRACT NO. 62099												

LEGEND:

- ① PAVEMENT MARKING TAPE, TYPE III 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE III 4" (SOLID YELLOW)
- ③ PAVEMENT MARKING TAPE, TYPE III 4" (DOUBLE YELLOW)
- ④ PAVEMENT MARKING TAPE, TYPE III 4" (30' SKIP 10' DASH WHITE)

- CONSTRUCTION ZONE
- TEMPORARY PAVEMENT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- TYPE II BARRICADE
- ARROW BOARD

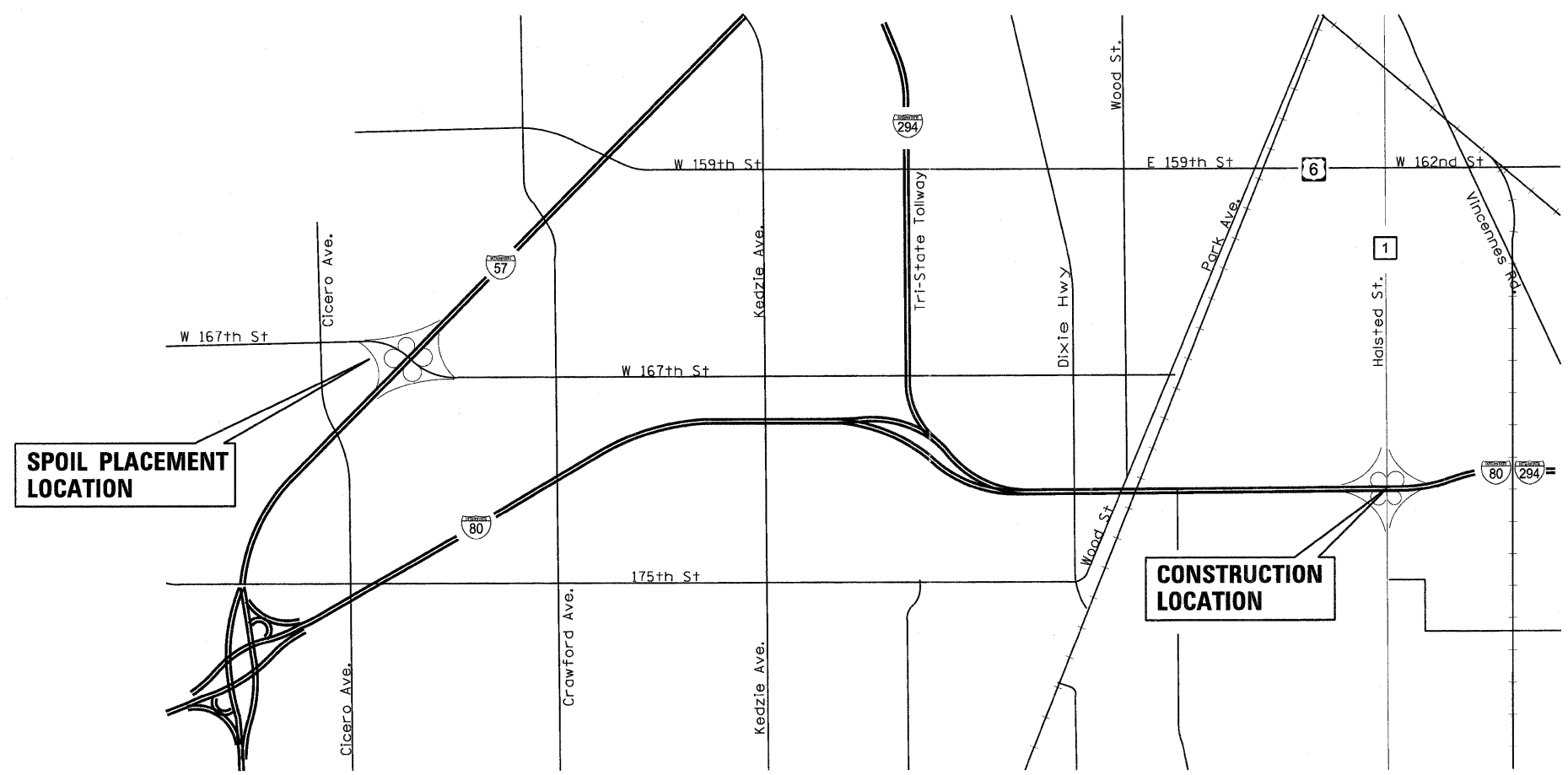
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- SIGN



- NOTES:**
1. ALL STATIONS AND OFFSETS ARE TAKEN FROM EXISTING IL RTE 1 CENTERLINE.
 2. SEE STAGING AND TRAFFIC CONTROL GENERAL NOTES, TYPICAL SECTIONS AND SIGN LEGEND SHEET FOR MORE SIGN INFORMATION.

• TO BE REMOVED WHENEVER NO WORKERS ARE PRESENT.

FILE NAME = 62099CMT04.dgn	USER NAME = halsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 STAGING AND TRAFFIC CONTROL PLAN (STAGE 3)	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 15
	PLOT SCALE = 50.000' / IN.	CHECKED - RPI	REVISED -			SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
PLOT DATE = 6/28/2011	DATE - 07/01/2011	REVISOR -	REVISOR -							



SPOIL PLACEMENT LOCATION

CONSTRUCTION LOCATION

NOTES:

1. TRANSPORTATION PLAN OF SPOIL MATERIALS FROM CONSTRUCTION LOCATION AT IL 1/1-294 TO SPOIL PLACEMENT LOCATION AT SW QUADRANT OF I-57/167TH STREET WILL BE APPROVED BY THE ENGINEER 48 HOURS PRIOR BEGINNING OF THE WORK.
2. EXACT LOCATION AT SW QUADRANT OF I-57/167TH STREET FOR PLACEMENT OF SPOIL MATERIALS WILL BE AS DIRECTED BY THE ENGINEER AND APPROVED BY IDOT.
3. ANTICIPATED CONSTRUCTION ACTIVITIES AT SPOIL PLACEMENT LOCATION INCLUDE BUT NO LIMITED TO:
 - A. PLACEMENT OF EROSION CONTROL BARRIER
 - B. REMOVAL OF 12" OF EXISTING TOPSOIL AND STORE ON SITE
 - C. PLACEMENT OF SPOIL MATERIAL AND GRADING
 - D. TOPSOIL PLACEMENT AND SEEDING
4. TRANSPORTATION AND PLACEMENT OF SPOIL PLACEMENT WILL NOT BE PAID SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND STRUCTURE EXCAVATION.
5. BAD QUALITY EXISTING TOPSOIL WILL BE REPLACED WITH FURNISHED TOPSOIL, 12", AS DIRECTED BY THE ENGINEER.
6. BEFORE PLACEMENT OF TOPSOIL THE CONTRACTOR WILL CONTACT FABIOLA QUIROZ (847) 705-4596 FOR APPROVAL OF THE FINAL GRADE.
7. SEEDING, CLASS 4A (MODIFIED) SHALL BE USED IN ALL DISTURBED AREAS.
8. EROSION CONTROL BLANKET SHALL BE USED WITH ALL SEEDING OPERATIONS.

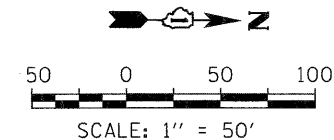
ESTIMATED QUANTITIES FOR THE CONSTRUCTION AT SW QUADRANT OF I-57/167TH STREET:

SPOIL MATERIAL=	245 CU YD
TOPSOIL EXCAVATION AND PLACEMENT=	154 CU YD
TOPSOIL FURNISH AND PLACE 12"=	152 SQ YD
EROSION CONTROL BLANKET=	455 SQ YD
SEEDING CLASS 4A (MODIFIED)=	0.09 ACRE
SUPPLEMENTAL WATERING=	1 UNIT
PERIMETER EROSION CONTROL BARRIER=	600 FT

FILE NAME = 62099CEC02.dgn	USER NAME = helsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 SPOIL RELOCATION PLAN		F.A.P RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 16
	PLOT SCALE = 2000.000' / IN.	DRAWN - GAP	REVISED -				SCALE: NONE		SHEET NO. OF SHEETS		STA. TO STA.
PLOT DATE = 6/28/2011	DATE - 07/01/2011	CHECKED - RPI	REVISED -							CONTRACT NO. 62099	

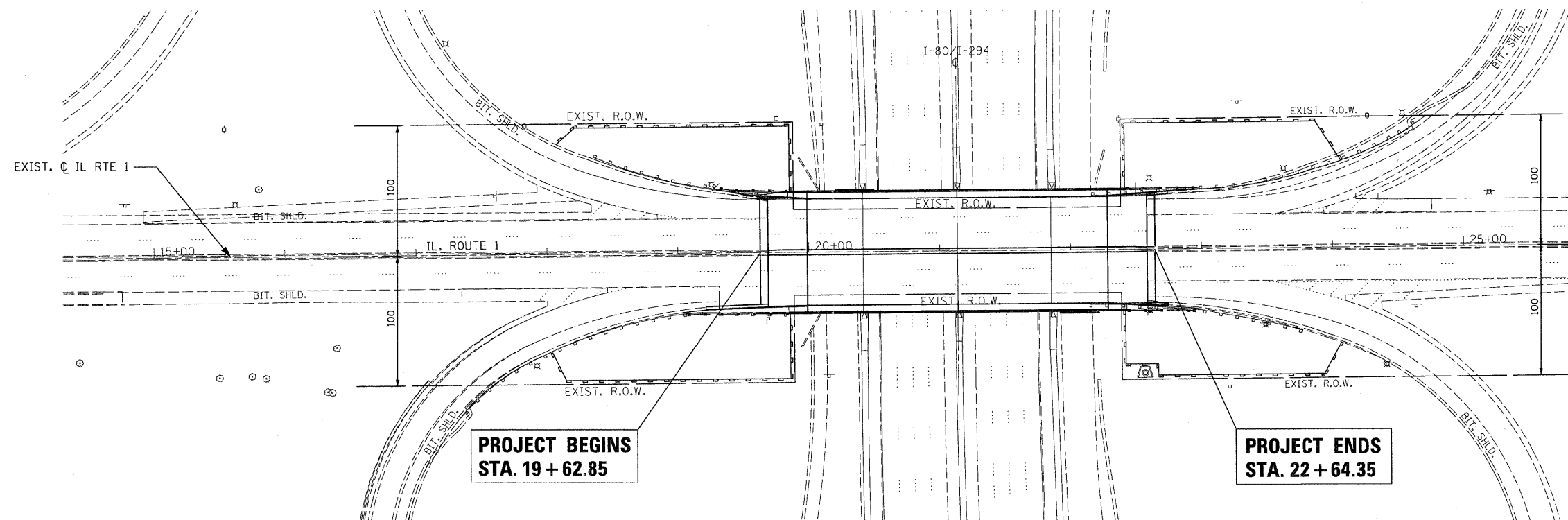
LEGEND:

— PERIMETER EROSION BARRIER



NOTES:

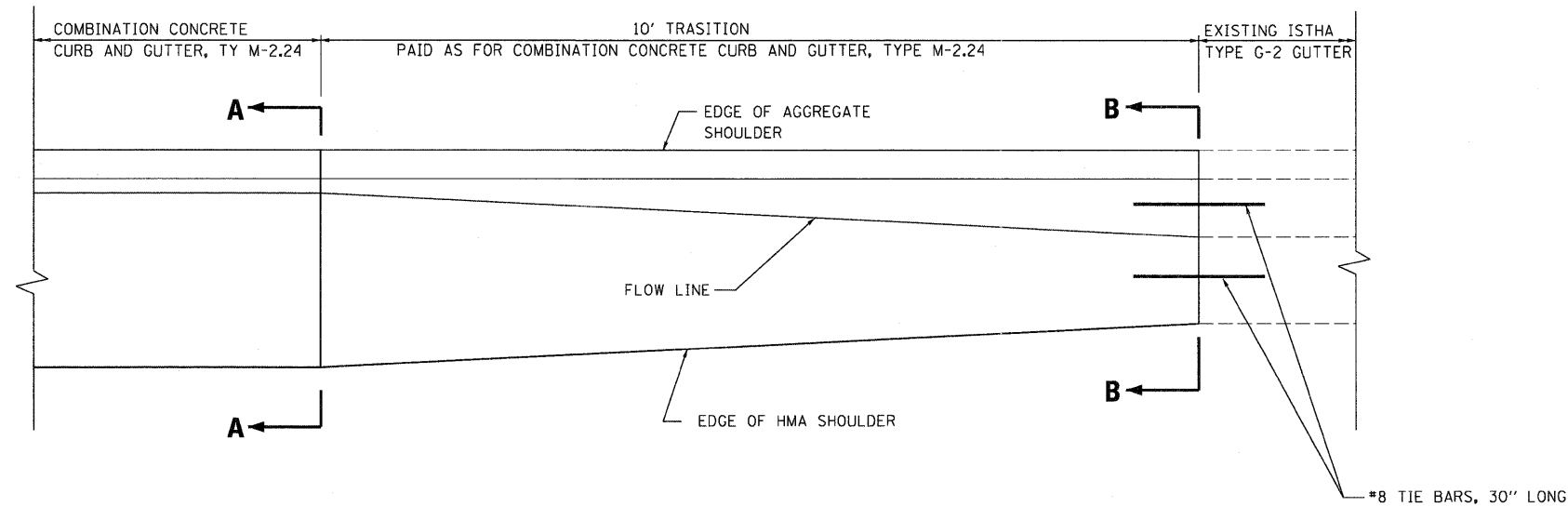
1. PERIMETER EROSION BARRIER IS LOCATED ALONG EXISTING R.O.W LINE AS SHOWN ON THE PLAN.
2. FOR PERMANENT EROSION CONTROL INFORMATION SEE PAVEMENT MARKING AND LANDSCAPING PLAN.
3. FOR STAGE CONSTRUCTION INFORMATION SEE STAGING AND TRAFFIC CONTROL PLANS.



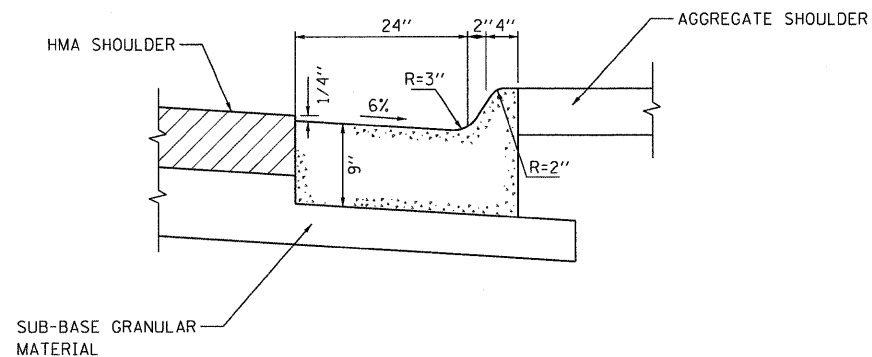
EROSION AND SEDIMENT CONTROL NOTES:

1. THE CONTRACTOR SHALL APPLY EROSION CONTROL MEASURES PRIOR TO ANY EARTH DISTURBING ACTIVITIES.
2. EROSION CONTROL FEATURES SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED FOR THE DURATION OF THE CONSTRUCTION PERIOD OR AS DIRECTED BY THE ENGINEER.
3. PERIMETER EROSION BARRIER SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA AND IDOT CONSTRUCTION MEMORANDUM NO. 00-60.
6. EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAY.
7. TEMPORARY DRAINAGE SHALL BE CONDUCTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

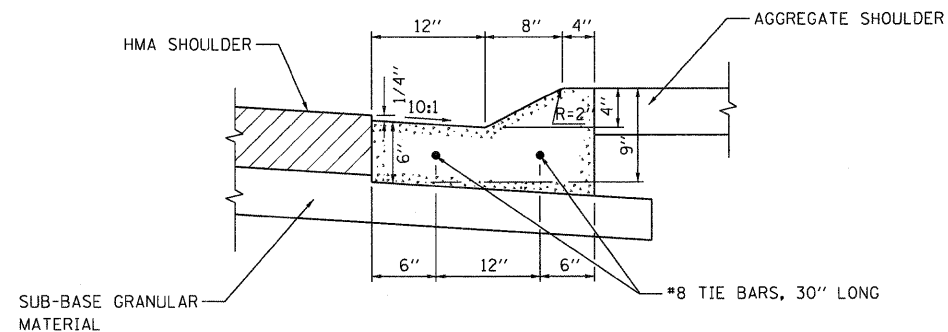
FILE NAME = 62099CEC01.dgn	USER NAME = halsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 EROSION AND SEDIMENT CONTROL PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 ' / IN.	DRAWN - GAP	REVISED -						876	2001-001BR	COOK	62	17
	PLOT DATE = 6/20/2011	CHECKED - RPI	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 07/01/2011	REVISED -						CONTRACT NO. 62099				



COMBINATION CURB AND GUTTER TRANSITION
N.T.S.



SECTION A-A
N.T.S.



SECTION B-B
N.T.S.

NOTES:

1. TRANSITION FROM PROPOSED COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.24 TO EXISTING ISTHA TYPE G-2 GUTTER SHALL BE IN 10' AND SHALL BE PAID AS FOR COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.24.
2. FOR MORE INFORMATION ON COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.24 SEE STANDARD 606001.
3. THE COST OF GROUTED-IN-PLACE #8 TIE BARS SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.24.

FILE NAME = 62099CDE101.DGN	USER NAME = helated	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / 1"	CHECKED - RPI	REVISED -				876	2001-001BR	COOK	62	19
PLOT DATE = 6/28/2011	DATE - 07/01/2011	REVISED -	SCALE: NONE		SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 62099				
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

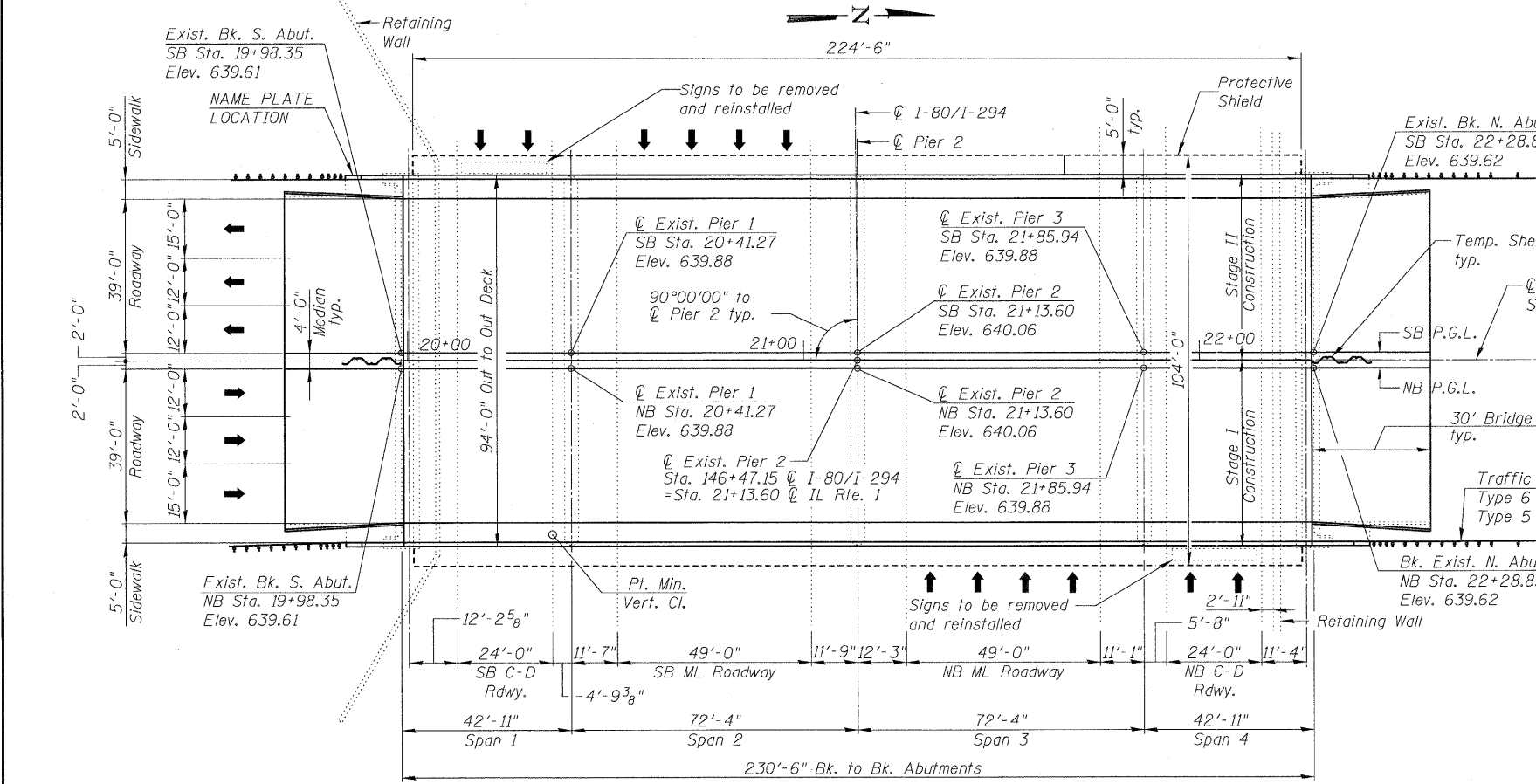
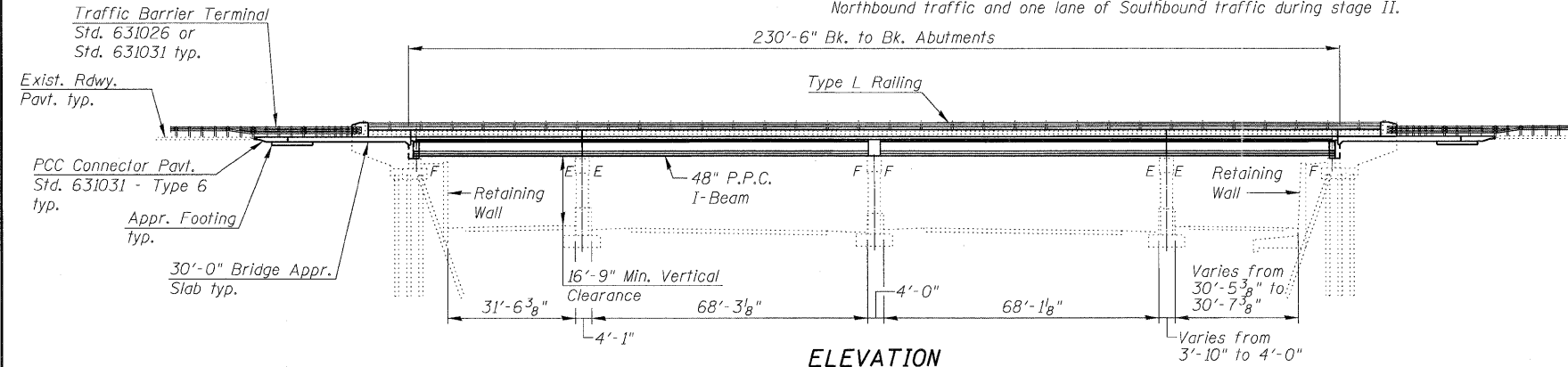
B.M. # 221: Square cut on S. side of concrete base of traffic signal mast arm pole at the SE corner of Halsted St. & 171st St. Elevation = 613.28

Existing Structure: SN 016-0199 built in 1958 as Illinois Route 1, Section T1-7. The superstructure consists of four simple spans with 48" Prestressed Concrete Beams. The substructure consists of three multi-column R.C. piers on spread footings & two R.C. pile bent abutments. Skewed at 0°, 230'-6" back to back of abutments and 94'-0" out to out of deck. Traffic to be maintained using stage construction.

No Salvage

PROPOSED SCOPE OF WORK

1. Remove and replace the existing bridge concrete deck, beams, diaphragms and bearings. Repair piers and North and South retaining walls and abutments.
2. Remove existing signs, store and put back on the new superstructure.
3. Remove the existing 30' approach pavements and replace with IDOT 30' Bridge Appr. Slabs.
4. Remove existing sidewalk over existing wingwalls and provide parapet and railing over the existing wingwalls.
5. Construction will be staged to maintain two lanes of Southbound traffic and one lane of Northbound traffic during stage I and two lanes of Northbound traffic and one lane of Southbound traffic during stage II.



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

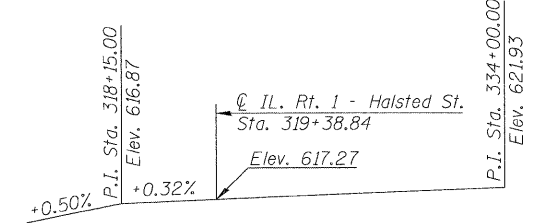
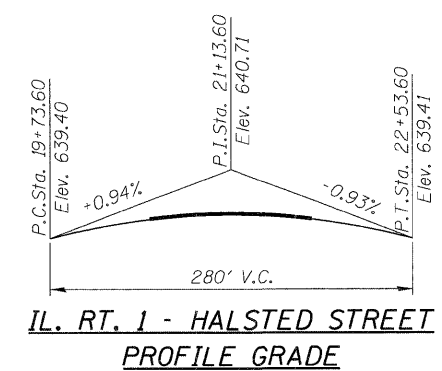
DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

LOADING HS20-44
 Allow 25#/sq. ft. for future wearing surface.

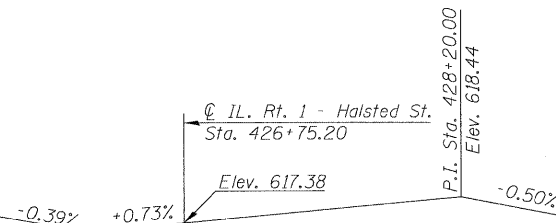
DESIGN STRESSES
 FIELD UNITS (New Construction)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

FIELD UNITS (Existing Substructure)
 $f'_c = 3,000$ psi
 $f_y = 40,000$ psi (reinforcement)

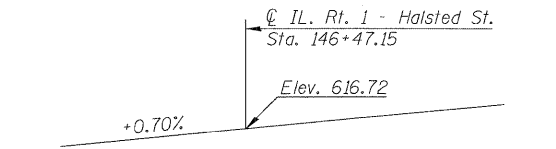
PRECAST PRESTRESSED CONCRETE UNITS
 $f'_c = 6,000$ psi
 $f'_{ci} = 5,000$ psi
 $f'_s = 270,000$ psi
 $f'_{si} = 201,960$ psi



NB ROADWAY C-D PROFILE GRADE



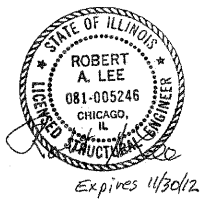
SB ROADWAY C-D PROFILE GRADE



I-80/I-294 (NB & SB) PROFILE GRADE

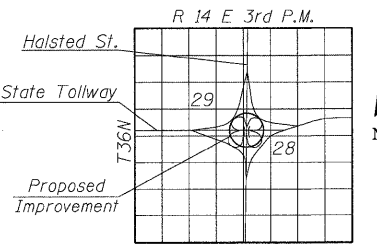
STATION 21+13.60
 REBUILT 20 BY
 STATE OF ILLINOIS
 F.A. 876 SEC. 2001-001BR
 LOADING HS20
 STRUCTURE NO. 016-0199

NAME PLATE
 See Std. 515001



FILE NAME = 0160199-62099-01-GPE.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -
PLOT SCALE =	PLLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -
		DRAWN - RMKANE	REVISED -
		CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



LOCATION SKETCH

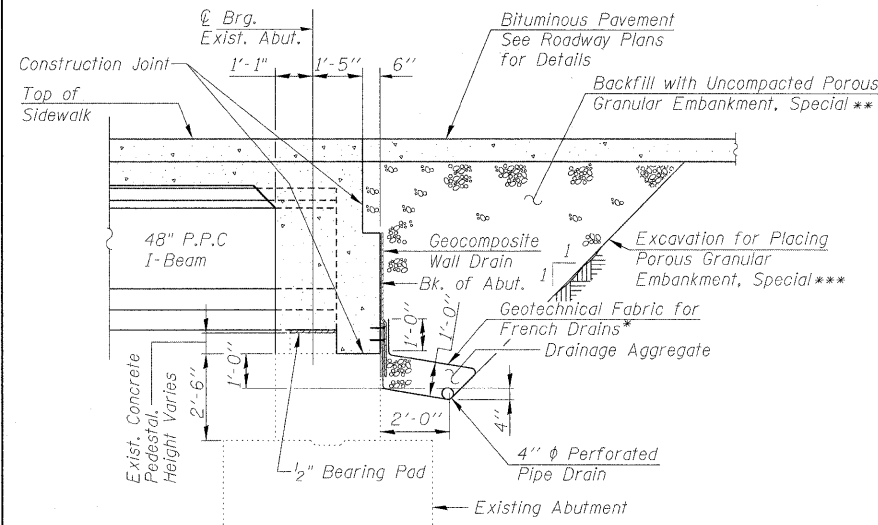
GENERAL PLAN
 IL. RT 1 - HALSTED ST. OVER I-80/294

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 ENGINEER OF BRIDGES AND STRUCTURES

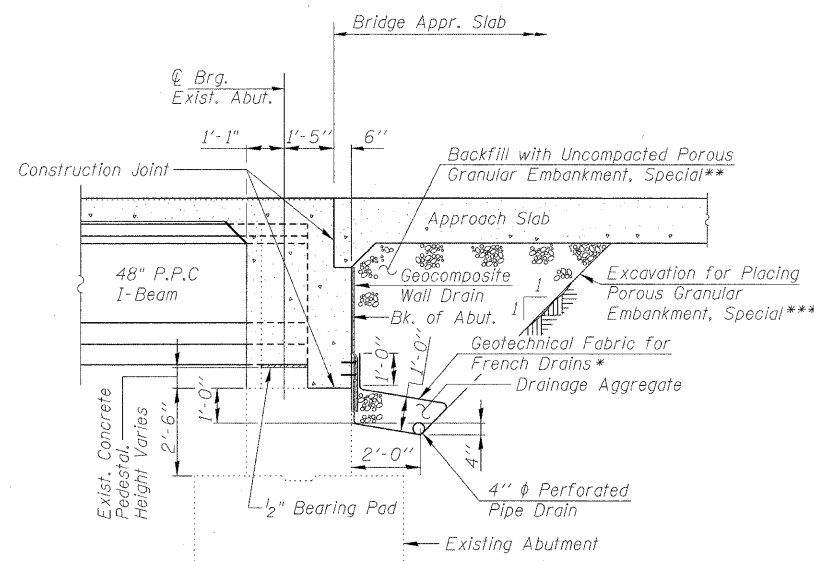
F.A.P. 876 SECTION T1-7
 COOK COUNTY
 STA. 21+13.60
 STRUCTURE NO. 016-0199

IL. RT 1 - HALSTED ST. OVER I-80/294
 GENERAL PLAN & ELEVATION
 SHEET NO. 01 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	20
STRUCTURE NO. 016-0199			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



SECTION THRU ABUTMENT AND SHOULDER



SECTION THRU ABUTMENT AND APPROACH SLAB

- * Included in the cost of Pipe Underdrains for Structures, 4".
- ** By Bridge Contractor after superstructure is in place.
- *** Paid for as Structure Excavation.

Note:
An outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101). Outlet pipe may extend around existing wingwalls or be cored through. Cost for all work associated with extending the drain pipe shall be included in pipe underdrains for structures, 4".

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60.
Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Slip forming of concrete rail base will not be allowed.

All exposed concrete edges shall have a 3/4" x 45 degree chamfer, except where "Manual of Standard Practice for Detailing Reinforced Concrete Structures", ACI 315. Reinforcement bar bending dimensions are out to out.

Bars noted thus, 3x2-#5 indicates 3 lines of bars with 2 lengths of bars per line.

Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces formed against earth and 2 inches for all other surfaces unless otherwise shown.

The beams shall be erected in final position prior to drilling holes for and placing anchor rods.

Contractor shall not scale dimensions from the Contract Plans for construction purposes. Scales shown are for information only.

No construction joints except those shown on the plans will be allowed unless approved by the Engineer.

The Contractor may request copies of existing construction plans that are currently on file with the Tollway. The request shall be in writing with the understanding that any reproduction cost will be at the Contractors expense.

No concrete cutting will be permitted until the cutting limits have been outlined by the Contractor and approved by the Engineer.

It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.

It shall be the Contractor's responsibility to verify the location of all fiber optic utilities prior to starting construction. The Contractor shall initiate the location process for the fiber optic cable by completing a "Request Tollway Utilities Locate" form filled in online at the Tollway website under "Doing Business" at least four (4) business days prior to starting any underground operations, excavations or digging of any type in the general area of the fiber optic cable.

The Contractor shall use care when excavating around existing foundations. Any damage to the existing structure and/or supporting foundation shall be repaired or replaced at the Contractor's expense.

Existing reinforcement which is to be incorporated into the new construction shall be blast cleaned to grey metal, straightened (without heating), and cut to fit. Cost of which shall be included with that for "Concrete Removal."

Temporary soil retention systems, sheeting, bracing or cofferdams shall be constructed at the locations shown on the plans and/or as required for the excavation to protect the adjacent areas from settling or falling into the excavated areas.

Concrete sealant shall be applied to the surfaces of all pier and abutment seats, including backwalls located below roadway expansion joints. Sealant shall also be applied to all exposed surfaces of piers in the median or piers, abutments and wingwalls that are adjacent to the roadway. Existing surfaces shall be power washed in accordance with the applicable portions of Section 592 of the latest IDOT Standard Specifications for Road and Bridge Construction.

After the beams (girders) are set, all elevations for determining fillet heights shall be taken at one time.

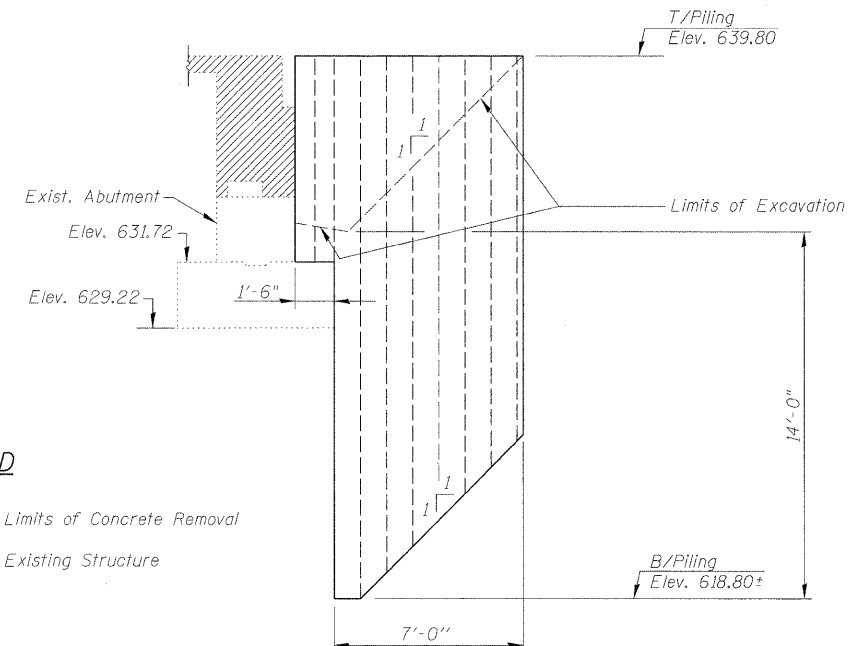
INDEX OF SHEETS

- 1 GENERAL PLAN & ELEVATION
- 2 GENERAL NOTES & BILL OF MATERIALS
- 3 TRAFFIC & CONSTRUCTION STAGING I
- 4 TRAFFIC & CONSTRUCTION STAGING II
- 5 TOP OF SLAB ELEVATIONS 1
- 6 TOP OF SLAB ELEVATIONS 2
- 7 TOP OF SLAB ELEVATIONS 3
- 8 TOP OF SLAB ELEVATIONS 4
- 9 TOP OF SLAB ELEVATIONS 5
- 10 DECK PLAN & CROSS SECTION
- 11 SUPERSTRUCTURE DETAILS
- 12 BRIDGE APPROACH SLAB
- 13 BRIDGE APPROACH SLAB DETAILS
- 14 TOP OF SOUTH APPROACH SLAB ELEVATIONS
- 15 TOP OF NORTH APPROACH SLAB ELEVATIONS
- 16 ALUMINUM RAILING, TYPE L
- 17 BRIDGE MOUNTED SIGN DETAILS
- 18 PREFORMED JOINT STRIP SEAL
- 19 FRAMING PLAN
- 20 BEAM DETAILS 1
- 21 BEAM DETAILS 2
- 22 DIAPHRAGM DETAILS 1
- 23 DIAPHRAGM DETAILS 2
- 24 BEARING DETAILS ELASTOMERIC AND FIXED
- 25 PARTIAL REMOVAL DETAILS
- 26 PARAPET OVER WINGWALLS
- 27 PIER 1 REPAIRS
- 28 PIER 2 REPAIRS
- 29 PIER 3 REPAIRS
- 30 SOUTH RETAINING WALL REPAIRS
- 31 NORTH RETAINING WALL REPAIRS
- 32 BAR SPLICER ASSEMBLY
- 33 TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq. Yd.	3,250		3,250
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		40.0	40.0
Protective Shield	Sq. Yd.	2,595		2,595
Structure Excavation	Cu. Yd.		220	220
Concrete Structures	Cu. Yd.		71.1	71.1
Concrete Superstructure	Cu. Yd.	1,215.0		1,215.0
Bridge Deck Grooving	Sq. Yd.	2,520		2,520
Furnishing and Erecting Precast Prestressed Concrete I-Beams 48 in.	Foot	3,171		3,171
Reinforcement Bars, Epoxy Coated	Pound	215,830		215,830
Bar Splicers	Each	1,047		1,047
Aluminum Railing, Type L	Foot	501		501
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	192		192
Elastomeric Bearing Assembly, Type I	Each	56		56
Anchor Bolts, 1/4"	Each	112		112
Geocomposite Wall Drain	Sq. Yd.		84	84
* Porous Granular Embankment, Special	Cu. Yd.		220	220
* Remove and Re-Erect Bridge Mounted Sign	Each	4		4
* Temporary Sheet Piling	Sq. Ft.		282	282
* Pipe Underdrains for Structures 4"	Foot		250	250
Concrete Sealant	Sq. Ft.	17,100		17,100
Power Washing of Concrete Surfaces	Sq. Yd.	1,901		1,901
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		57	57
Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.		55	55
Cleaning Bridge Seats	Sq. Ft.	987		987
Low Pressure Epoxy Injection	Foot		53	53
* Silicone Joint Sealer, 1.5"	Foot		66	66
Anchor Bolts, 1/2"	Each	4		4

* Special Provisions



LEGEND

- Limits of Concrete Removal
- Existing Structure

TEMPORARY SHEET PILING DETAILS

Minimum Section Modulus = 14.8 in³ /ft.
Minimum Embedment Depth = 14 ft.

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



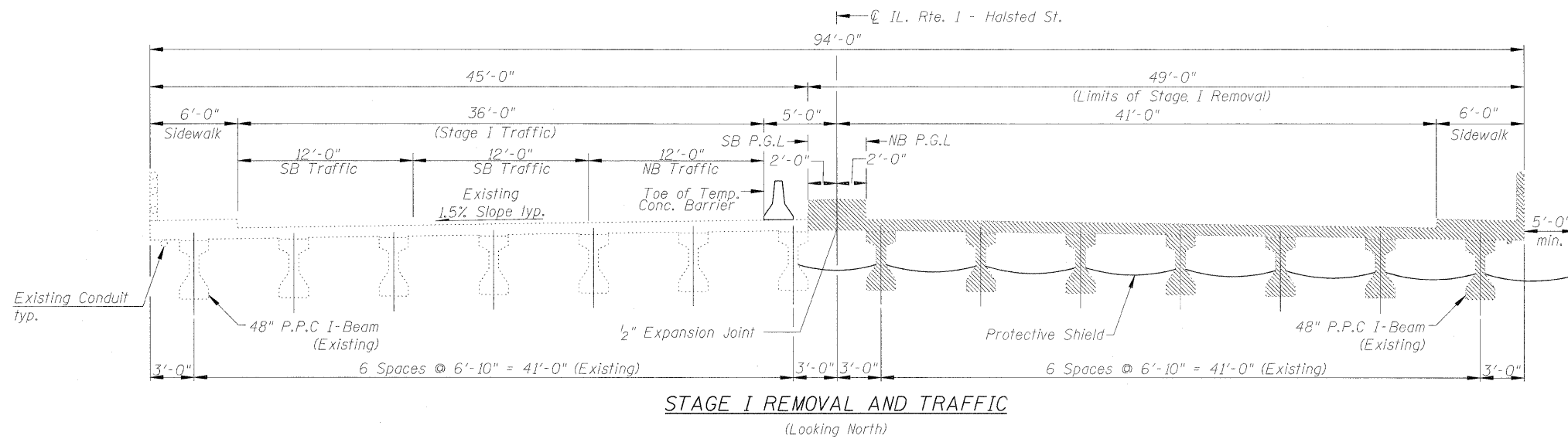
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		CHECKED - RALEE	REVISED -
	PLDT SCALE =	DRAWN - RMKANE	REVISED -
	PLDT DATE = 08/05/2011	CHECKED - RALEE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RT 1 - HALSTED ST. OVER I-80294
GENERAL NOTES & BILL OF MATERIALS**

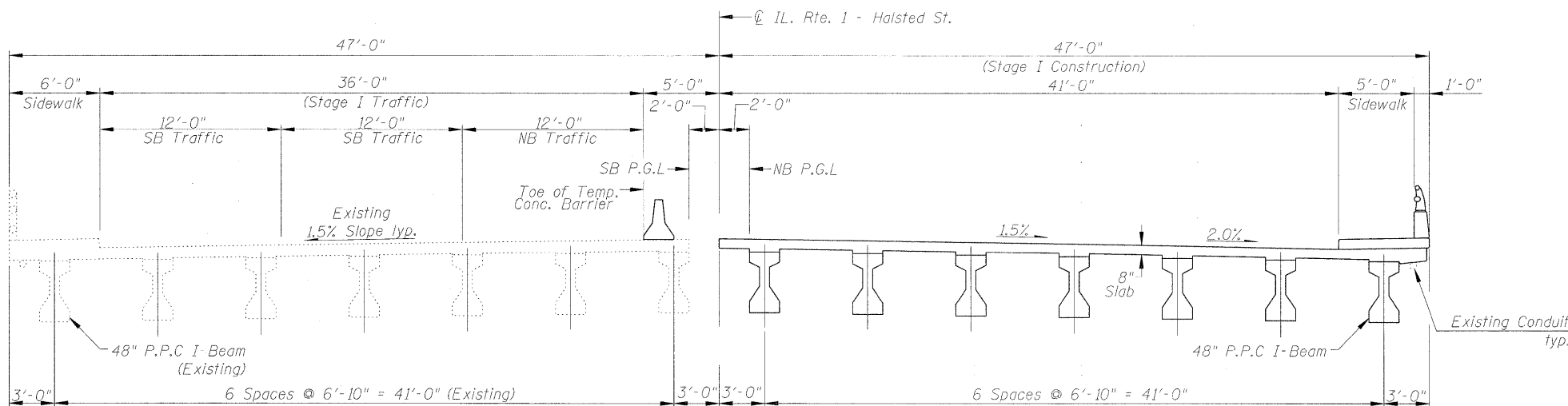
SHEET NO. 02 OF 33 SHEETS

F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 21
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				



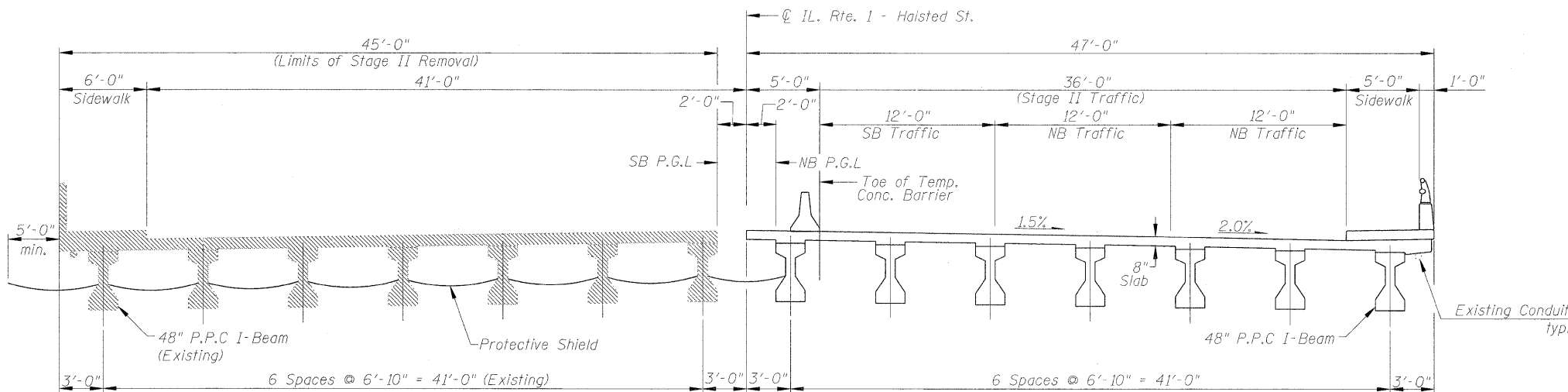
STAGE I REMOVAL AND TRAFFIC

(Looking North)



STAGE I CONSTRUCTION AND TRAFFIC

(Looking North)



STAGE II REMOVAL AND TRAFFIC

(Looking North)

Notes:

Concrete Median will be poured after the Superstructure forms of Stage II Construction have been removed.

For Quantity of Temporary Concrete Barrier, See Roadway Plans.

Hatched areas indicate area of removal.

Existing Protective Shield is to be removed. Cost included with removal of existing Superstructure.

See Special Provisions for maintenance of existing conduit and under deck lighting.

See Roadway Plans for details of new conduit.



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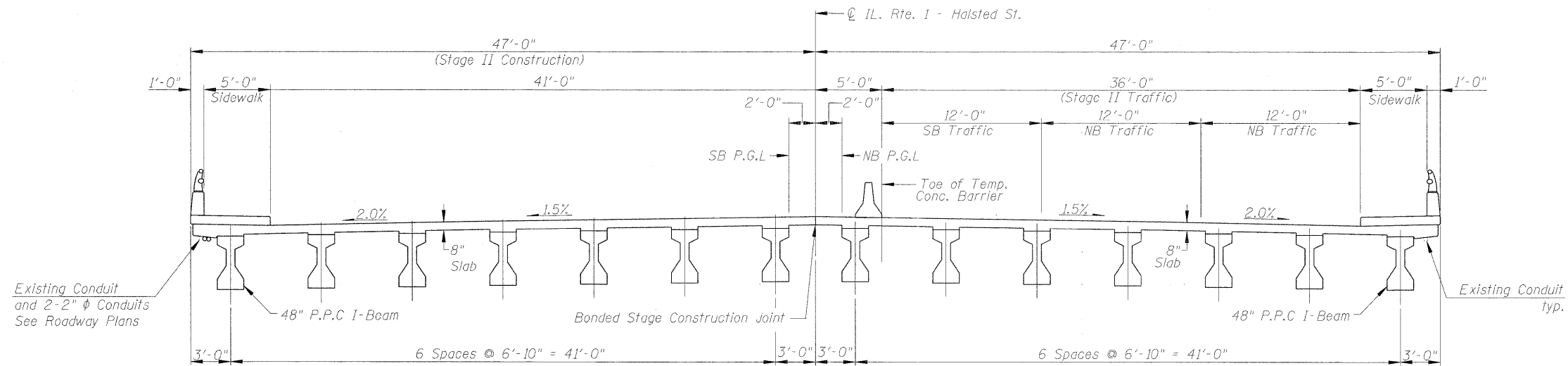
USER NAME =	DESIGNED - JPMILLA	REVISED -
	CHECKED - RALEE	REVISED -
PLOT SCALE =	DRAWN - RMKANE	REVISED -
PLOT DATE = 08/05/2011	CHECKED - RALEE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RT 1 - HALSTED ST. OVER I-80/294
TRAFFIC & CONSTRUCTION STAGING I**

SHEET NO. 03 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	22
STRUCTURE NO. 016-0199			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



STAGE II CONSTRUCTION AND TRAFFIC
(Looking North)

Notes:

Concrete Median will be poured after the Superstructure forms of Stage II Construction have been removed.

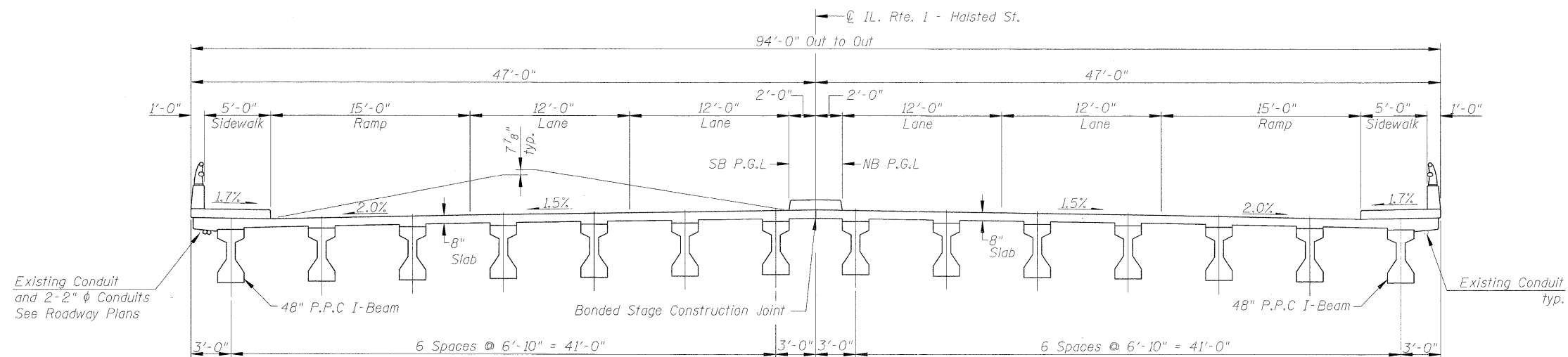
For Quantity of Temporary Concrete Barrier, See Roadway Plans.

Hatched areas indicate area of removal.

Existing Protective Shield is to be removed. Cost included with removal of existing Superstructure.

See Special Provisions for maintenance of existing conduit and under deck lighting.

See Roadway Plans for details of new conduit.



FINAL CROSS SECTION
(Looking North)



FILE NAME = 0160199-62099-04-STAGE2.dgn

USER NAME =
 DESIGNED - JPMILLA
 CHECKED - RALEE
 PLOT SCALE =
 DRAWN - RMKANE
 PLT DATE = 08/05/2011
 CHECKED - RALEE

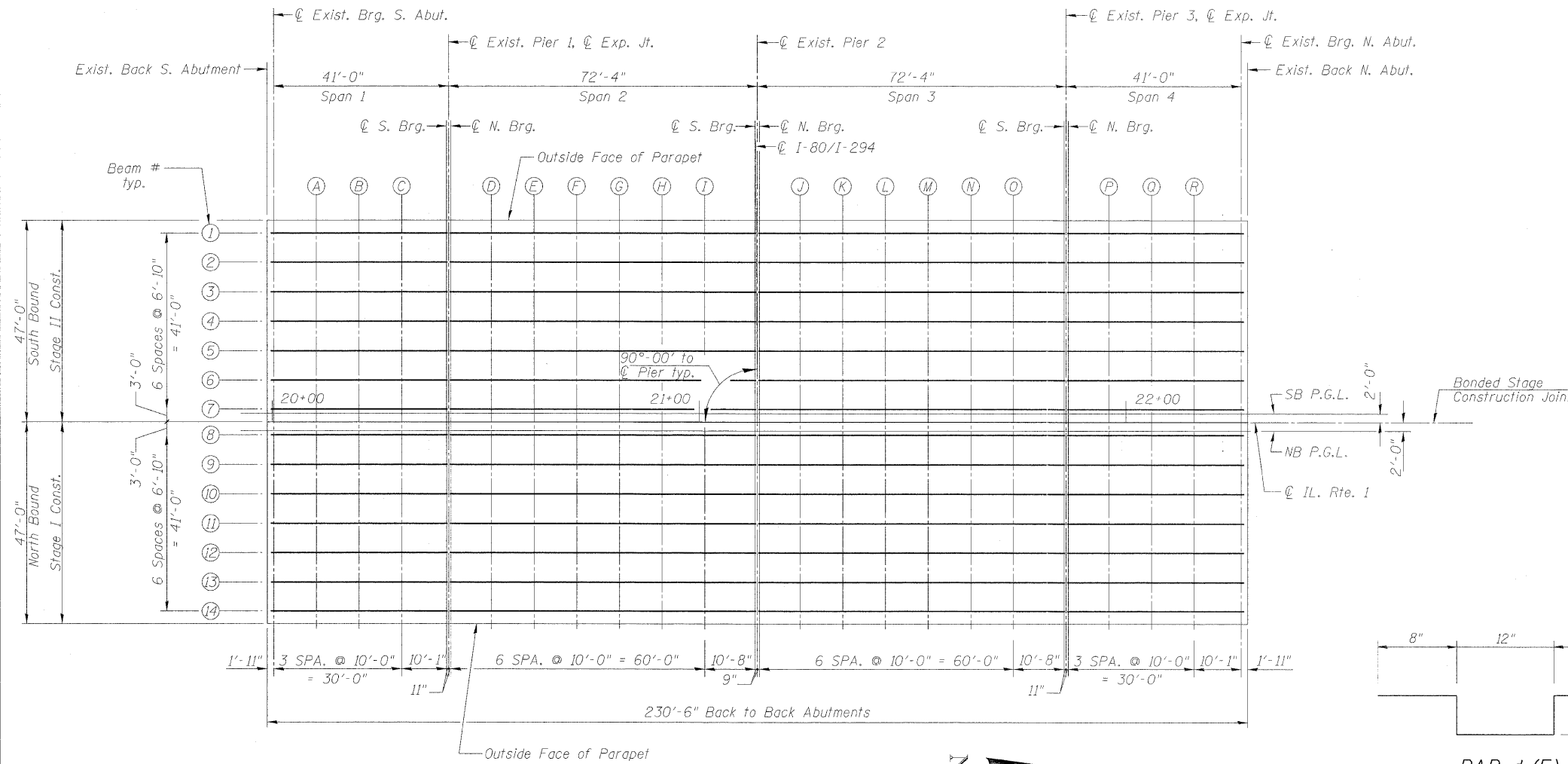
REVISOR -
 REVISION -
 REVISION -
 REVISION -
 REVISION -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

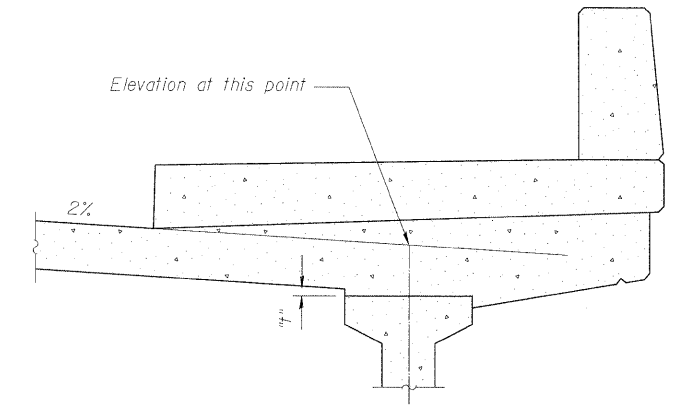
IL. RT 1 - HALSTED ST. OVER I-80/294
 TRAFFIC & CONSTRUCTION STAGING II

SHEET NO. 04 OF 33 SHEETS

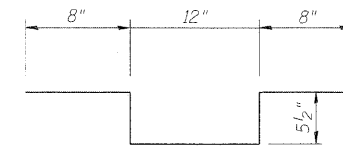
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	23
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				



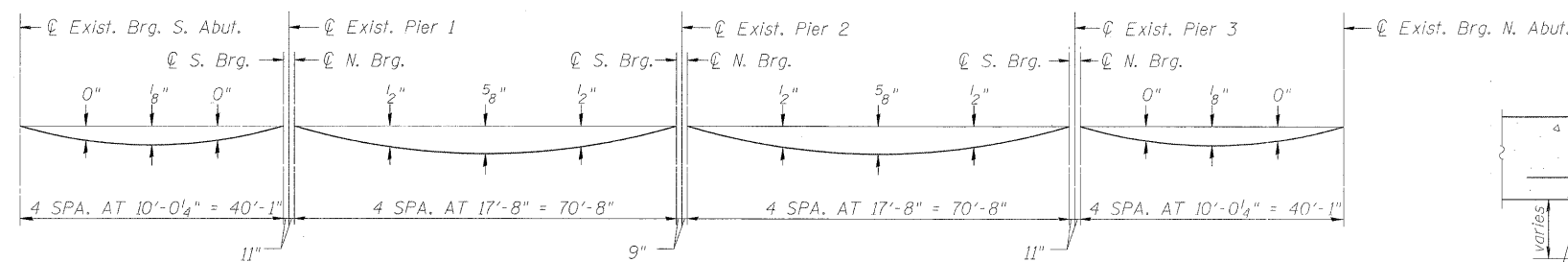
PLAN



SECTION AT SIDEWALK



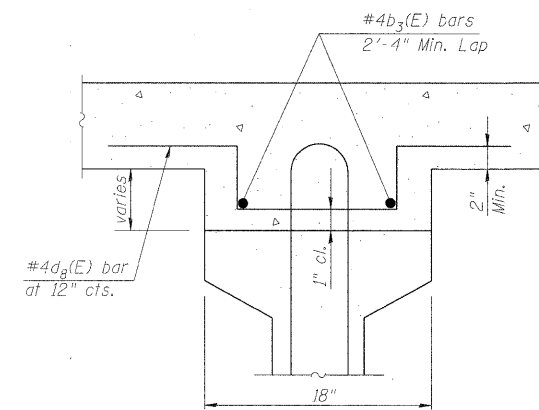
BAR $d_8(E)$



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 the following sheets.

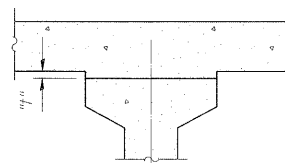


FILLET REINFORCEMENT

Provide additional reinforcing for fillets over 2 1/2". Required for girders 1-14 from Sta. 21+13.60 to Sta. 20+81.60. Bars may be fillet to meet clearances shown. These bars are included in the Bill of Material table shown on the Superstructure Details Sheet.

BEAM 1

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-44.00	638.89	638.89
∅ Brg. S. Abut.	20+00.27	-44.00	638.90	638.90
A	20+10.27	-44.00	638.97	638.98
B	20+20.27	-44.00	639.04	639.05
C	20+30.27	-44.00	639.10	639.10
∅ S. Bearing	20+40.35	-44.00	639.16	639.16
∅ Exist. Pier 1	20+41.27	-44.00	639.16	639.16
∅ N. Bearing	20+42.19	-44.00	639.16	639.16
D	20+52.19	-44.00	639.21	639.23
E	20+62.19	-44.00	639.24	639.29
F	20+72.19	-44.00	639.28	639.33
G	20+82.19	-44.00	639.30	639.36
H	20+92.19	-44.00	639.32	639.36
I	21+02.19	-44.00	639.33	639.36
∅ S. Bearing	21+12.85	-44.00	639.34	639.34
∅ Exist. Pier 2	21+13.60	-44.00	639.34	639.34
∅ N. Bearing	21+14.35	-44.00	639.34	639.34
J	21+24.35	-44.00	639.33	639.36
K	21+34.35	-44.00	639.32	639.37
L	21+44.35	-44.00	639.31	639.36
M	21+54.35	-44.00	639.28	639.34
N	21+64.35	-44.00	639.25	639.30
O	21+74.35	-44.00	639.22	639.24
∅ S. Bearing	21+85.02	-44.00	639.17	639.17
∅ Exist. Pier 3	21+85.94	-44.00	639.16	639.16
∅ N. Bearing	21+86.86	-44.00	639.16	639.16
P	21+96.86	-44.00	639.11	639.12
Q	22+06.86	-44.00	639.05	639.06
R	22+16.86	-44.00	638.99	638.99
∅ Brg. N. Abut.	22+26.94	-44.00	638.91	638.91
Bk. Exist. N. Abut.	22+28.85	-44.00	638.90	638.90



FILLET HEIGHTS

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this Sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.



FILE NAME = 0160199-62099-05-SLAB1.dgn

USER NAME =	DESIGNED - JPMILLA	REVISED -
PLLOT SCALE =	CHECKED - RALEE	REVISED -
PLLOT DATE = 08/05/2011	DRAWN - RMKANE	REVISED -
	CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RT 1 - HALSTED ST. OVER I-80/294
TOP OF SLAB ELEVATIONS 1

SHEET NO. 05 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	24
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				

BEAM 2

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-37.17	639.02	639.02
┆ Brg. S. Abut.	20+00.27	-37.17	639.04	639.04
A	20+10.27	-37.17	639.11	639.12
B	20+20.27	-37.17	639.18	639.18
C	20+30.27	-37.17	639.24	639.24
┆ S. Bearing	20+40.35	-37.17	639.29	639.29
┆ Exist. Pier 1	20+41.27	-37.17	639.29	639.29
┆ N. Bearing	20+42.19	-37.17	639.30	639.30
D	20+52.19	-37.17	639.34	639.37
E	20+62.19	-37.17	639.38	639.42
F	20+72.19	-37.17	639.41	639.47
G	20+82.19	-37.17	639.44	639.49
H	20+92.19	-37.17	639.46	639.50
I	21+02.19	-37.17	639.47	639.49
┆ S. Bearing	21+12.85	-37.17	639.47	639.47
┆ Exist. Pier 2	21+13.60	-37.17	639.47	639.47
┆ N. Bearing	21+14.35	-37.17	639.47	639.47
J	21+24.35	-37.17	639.47	639.49
K	21+34.35	-37.17	639.46	639.50
L	21+44.35	-37.17	639.44	639.50
M	21+54.35	-37.17	639.42	639.48
N	21+64.35	-37.17	639.39	639.44
O	21+74.35	-37.17	639.35	639.38
┆ S. Bearing	21+85.02	-37.17	639.30	639.30
┆ Exist. Pier 3	21+85.94	-37.17	639.30	639.30
┆ N. Bearing	21+86.86	-37.17	639.30	639.30
P	21+96.86	-37.17	639.25	639.25
Q	22+06.86	-37.17	639.19	639.20
R	22+16.86	-37.17	639.12	639.13
┆ Brg. N. Abut.	22+26.94	-37.17	639.05	639.05
Bk. Exist. N. Abut.	22+28.85	-37.17	639.03	639.03

BEAM 3

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-30.33	639.16	639.16
┆ Brg. S. Abut.	20+00.27	-30.33	639.17	639.17
A	20+10.27	-30.33	639.25	639.25
B	20+20.27	-30.33	639.31	639.32
C	20+30.27	-30.33	639.37	639.38
┆ S. Bearing	20+40.35	-30.33	639.43	639.43
┆ Exist. Pier 1	20+41.27	-30.33	639.43	639.43
┆ N. Bearing	20+42.19	-30.33	639.43	639.43
D	20+52.19	-30.33	639.48	639.50
E	20+62.19	-30.33	639.52	639.56
F	20+72.19	-30.33	639.55	639.60
G	20+82.19	-30.33	639.57	639.63
H	20+92.19	-30.33	639.59	639.64
I	21+02.19	-30.33	639.60	639.63
┆ S. Bearing	21+12.85	-30.33	639.61	639.61
┆ Exist. Pier 2	21+13.60	-30.33	639.61	639.61
┆ N. Bearing	21+14.35	-30.33	639.61	639.61
J	21+24.35	-30.33	639.61	639.63
K	21+34.35	-30.33	639.60	639.64
L	21+44.35	-30.33	639.58	639.63
M	21+54.35	-30.33	639.56	639.61
N	21+64.35	-30.33	639.53	639.57
O	21+74.35	-30.33	639.49	639.52
┆ S. Bearing	21+85.02	-30.33	639.44	639.44
┆ Exist. Pier 3	21+85.94	-30.33	639.44	639.44
┆ N. Bearing	21+86.86	-30.33	639.44	639.44
P	21+96.86	-30.33	639.38	639.39
Q	22+06.86	-30.33	639.33	639.33
R	22+16.86	-30.33	639.26	639.27
┆ Brg. N. Abut.	22+26.94	-30.33	639.19	639.19
Bk. Exist. N. Abut.	22+28.85	-30.33	639.17	639.17

BEAM 4

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-23.50	639.28	639.28
┆ Brg. S. Abut.	20+00.27	-23.50	639.30	639.30
A	20+10.27	-23.50	639.37	639.38
B	20+20.27	-23.50	639.44	639.44
C	20+30.27	-23.50	639.50	639.50
┆ S. Bearing	20+40.35	-23.50	639.55	639.55
┆ Exist. Pier 1	20+41.27	-23.50	639.56	639.56
┆ N. Bearing	20+42.19	-23.50	639.56	639.56
D	20+52.19	-23.50	639.60	639.63
E	20+62.19	-23.50	639.64	639.68
F	20+72.19	-23.50	639.67	639.73
G	20+82.19	-23.50	639.70	639.75
H	20+92.19	-23.50	639.72	639.76
I	21+02.19	-23.50	639.73	639.76
┆ S. Bearing	21+12.85	-23.50	639.73	639.73
┆ Exist. Pier 2	21+13.60	-23.50	639.73	639.73
┆ N. Bearing	21+14.35	-23.50	639.73	639.73
J	21+24.35	-23.50	639.73	639.75
K	21+34.35	-23.50	639.72	639.76
L	21+44.35	-23.50	639.70	639.76
M	21+54.35	-23.50	639.68	639.74
N	21+64.35	-23.50	639.65	639.70
O	21+74.35	-23.50	639.61	639.64
┆ S. Bearing	21+85.02	-23.50	639.56	639.56
┆ Exist. Pier 3	21+85.94	-23.50	639.56	639.56
┆ N. Bearing	21+86.86	-23.50	639.56	639.56
P	21+96.86	-23.50	639.51	639.51
Q	22+06.86	-23.50	639.45	639.46
R	22+16.86	-23.50	639.39	639.39
┆ Brg. N. Abut.	22+26.94	-23.50	639.31	639.31
Bk. Exist. N. Abut.	22+28.85	-23.50	639.30	639.30

BEAM 5

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-16.67	639.39	639.39
┆ Brg. S. Abut.	20+00.27	-16.67	639.40	639.40
A	20+10.27	-16.67	639.47	639.48
B	20+20.27	-16.67	639.54	639.55
C	20+30.27	-16.67	639.60	639.60
┆ S. Bearing	20+40.35	-16.67	639.66	639.66
┆ Exist. Pier 1	20+41.27	-16.67	639.66	639.66
┆ N. Bearing	20+42.19	-16.67	639.66	639.66
D	20+52.19	-16.67	639.71	639.73
E	20+62.19	-16.67	639.74	639.79
F	20+72.19	-16.67	639.78	639.83
G	20+82.19	-16.67	639.80	639.86
H	20+92.19	-16.67	639.82	639.86
I	21+02.19	-16.67	639.83	639.86
┆ S. Bearing	21+12.85	-16.67	639.84	639.84
┆ Exist. Pier 2	21+13.60	-16.67	639.84	639.84
┆ N. Bearing	21+14.35	-16.67	639.84	639.84
J	21+24.35	-16.67	639.83	639.86
K	21+34.35	-16.67	639.82	639.87
L	21+44.35	-16.67	639.81	639.86
M	21+54.35	-16.67	639.78	639.84
N	21+64.35	-16.67	639.75	639.80
O	21+74.35	-16.67	639.72	639.74
┆ S. Bearing	21+85.02	-16.67	639.67	639.67
┆ Exist. Pier 3	21+85.94	-16.67	639.66	639.66
┆ N. Bearing	21+86.86	-16.67	639.66	639.66
P	21+96.86	-16.67	639.61	639.62
Q	22+06.86	-16.67	639.55	639.56
R	22+16.86	-16.67	639.49	639.49
┆ Brg. N. Abut.	22+26.94	-16.67	639.41	639.41
Bk. Exist. N. Abut.	22+28.85	-16.67	639.40	639.40



FILE NAME = 0160199-62099-06-SLAB2.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RT 1 - HALSTED ST. OVER I-80294 TOP OF SLAB ELEVATIONS 2	F.A.P. RTE. = 876	SECTION = 2001-001BR	COUNTY = COOK	TOTAL SHEETS = 62	SHEET NO. = 25
PLOT SCALE =	DRAWN - RMKANE	REVISED -	STRUCTURE NO. 016-0199			CONTRACT NO. 62099				
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -	SHEET NO. 06 OF 33 SHEETS							
						ILLINOIS FED. AID PROJECT				

BEAM 6

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-9.83	639.49	639.49
☉ Brg. S. Abut.	20+00.27	-9.83	639.50	639.50
A	20+10.27	-9.83	639.58	639.58
B	20+20.27	-9.83	639.64	639.65
C	20+30.27	-9.83	639.70	639.71
☉ S. Bearing	20+40.35	-9.83	639.76	639.76
☉ Exist. Pier 1	20+41.27	-9.83	639.76	639.76
☉ N. Bearing	20+42.19	-9.83	639.76	639.76
D	20+52.19	-9.83	639.81	639.83
E	20+62.19	-9.83	639.85	639.89
F	20+72.19	-9.83	639.88	639.93
G	20+82.19	-9.83	639.90	639.96
H	20+92.19	-9.83	639.92	639.97
I	21+02.19	-9.83	639.93	639.96
☉ S. Bearing	21+12.85	-9.83	639.94	639.94
☉ Exist. Pier 2	21+13.60	-9.83	639.94	639.94
☉ N. Bearing	21+14.35	-9.83	639.94	639.94
J	21+24.35	-9.83	639.94	639.96
K	21+34.35	-9.83	639.93	639.97
L	21+44.35	-9.83	639.91	639.96
M	21+54.35	-9.83	639.89	639.94
N	21+64.35	-9.83	639.86	639.90
O	21+74.35	-9.83	639.82	639.85
☉ S. Bearing	21+85.02	-9.83	639.77	639.77
☉ Exist. Pier 3	21+85.94	-9.83	639.77	639.77
☉ N. Bearing	21+86.86	-9.83	639.77	639.77
P	21+96.86	-9.83	639.71	639.72
Q	22+06.86	-9.83	639.66	639.66
R	22+16.86	-9.83	639.59	639.59
☉ Brg. N. Abut.	22+26.94	-9.83	639.52	639.52
Bk. Exist. N. Abut.	22+28.85	-9.83	639.50	639.50

BEAM 7

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-3.00	639.59	639.59
☉ Brg. S. Abut.	20+00.27	-3.00	639.61	639.61
A	20+10.27	-3.00	639.68	639.68
B	20+20.27	-3.00	639.75	639.75
C	20+30.27	-3.00	639.80	639.81
☉ S. Bearing	20+40.35	-3.00	639.86	639.86
☉ Exist. Pier 1	20+41.27	-3.00	639.86	639.86
☉ N. Bearing	20+42.19	-3.00	639.87	639.87
D	20+52.19	-3.00	639.91	639.93
E	20+62.19	-3.00	639.95	639.99
F	20+72.19	-3.00	639.98	640.04
G	20+82.19	-3.00	640.01	640.06
H	20+92.19	-3.00	640.02	640.07
I	21+02.19	-3.00	640.04	640.06
☉ S. Bearing	21+12.85	-3.00	640.04	640.04
☉ Exist. Pier 2	21+13.60	-3.00	640.04	640.04
☉ N. Bearing	21+14.35	-3.00	640.04	640.04
J	21+24.35	-3.00	640.04	640.06
K	21+34.35	-3.00	640.03	640.07
L	21+44.35	-3.00	640.01	640.07
M	21+54.35	-3.00	639.99	640.04
N	21+64.35	-3.00	639.96	640.00
O	21+74.35	-3.00	639.92	639.95
☉ S. Bearing	21+85.02	-3.00	639.87	639.87
☉ Exist. Pier 3	21+85.94	-3.00	639.87	639.87
☉ N. Bearing	21+86.86	-3.00	639.87	639.87
P	21+96.86	-3.00	639.82	639.82
Q	22+06.86	-3.00	639.76	639.76
R	22+16.86	-3.00	639.69	639.70
☉ Brg. N. Abut.	22+26.94	-3.00	639.62	639.62
Bk. Exist. N. Abut.	22+28.85	-3.00	639.60	639.60

SB PGL

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	-2.00	639.61	639.61
☉ Brg. S. Abut.	20+00.27	-2.00	639.62	639.62
A	20+10.27	-2.00	639.69	639.70
B	20+20.27	-2.00	639.76	639.77
C	20+30.27	-2.00	639.82	639.82
☉ S. Bearing	20+40.35	-2.00	639.88	639.88
☉ Exist. Pier 1	20+41.27	-2.00	639.88	639.88
☉ N. Bearing	20+42.19	-2.00	639.88	639.88
D	20+52.19	-2.00	639.93	639.95
E	20+62.19	-2.00	639.96	640.01
F	20+72.19	-2.00	640.00	640.05
G	20+82.19	-2.00	640.02	640.08
H	20+92.19	-2.00	640.04	640.08
I	21+02.19	-2.00	640.05	640.08
☉ S. Bearing	21+12.85	-2.00	640.06	640.06
☉ Exist. Pier 2	21+13.60	-2.00	640.06	640.06
☉ N. Bearing	21+14.35	-2.00	640.06	640.06
J	21+24.35	-2.00	640.05	640.08
K	21+34.35	-2.00	640.04	640.09
L	21+44.35	-2.00	640.03	640.08
M	21+54.35	-2.00	640.00	640.06
N	21+64.35	-2.00	639.97	640.02
O	21+74.35	-2.00	639.94	639.96
☉ S. Bearing	21+85.02	-2.00	639.89	639.89
☉ Exist. Pier 3	21+85.94	-2.00	639.88	639.88
☉ N. Bearing	21+86.86	-2.00	639.88	639.88
P	21+96.86	-2.00	639.83	639.84
Q	22+06.86	-2.00	639.77	639.78
R	22+16.86	-2.00	639.71	639.71
☉ Brg. N. Abut.	22+26.94	-2.00	639.63	639.63
Bk. Exist. N. Abut.	22+28.85	-2.00	639.62	639.62

☉ IL RTE. 1 & STAGE CONSTRUCTION JOINT

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	0.00	639.64	639.64
☉ Brg. S. Abut.	20+00.27	0.00	639.65	639.65
A	20+10.27	0.00	639.72	639.73
B	20+20.27	0.00	639.79	639.80
C	20+30.27	0.00	639.85	639.85
☉ S. Bearing	20+40.35	0.00	639.91	639.91
☉ Exist. Pier 1	20+41.27	0.00	639.91	639.91
☉ N. Bearing	20+42.19	0.00	639.91	639.91
D	20+52.19	0.00	639.96	639.98
E	20+62.19	0.00	639.99	640.04
F	20+72.19	0.00	640.03	640.08
G	20+82.19	0.00	640.05	640.11
H	20+92.19	0.00	640.07	640.11
I	21+02.19	0.00	640.08	640.11
☉ S. Bearing	21+12.85	0.00	640.09	640.09
☉ Exist. Pier 2	21+13.60	0.00	640.09	640.09
☉ N. Bearing	21+14.35	0.00	640.09	640.09
J	21+24.35	0.00	640.08	640.11
K	21+34.35	0.00	640.07	640.12
L	21+44.35	0.00	640.06	640.11
M	21+54.35	0.00	640.03	640.09
N	21+64.35	0.00	640.00	640.05
O	21+74.35	0.00	639.97	639.99
☉ S. Bearing	21+85.02	0.00	639.82	639.92
☉ Exist. Pier 3	21+85.94	0.00	639.91	639.91
☉ N. Bearing	21+86.86	0.00	639.91	639.91
P	21+96.86	0.00	639.86	639.87
Q	22+06.86	0.00	639.80	639.81
R	22+16.86	0.00	639.74	639.74
☉ Brg. N. Abut.	22+26.94	0.00	639.66	639.66
Bk. Exist. N. Abut.	22+28.85	0.00	639.65	639.65



FILE NAME = 0160199-62099-07-SLAB3.dgn
 USER NAME =
 PLOT SCALE =
 PLOT DATE = 07/01/2011

DESIGNED - JPMILLA
 CHECKED - RALEE
 DRAWN - RMKANE
 CHECKED - RALEE
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL. RT 1 - HALSTED ST. OVER I-80294
 TOP OF SLAB ELEVATIONS 3**

SHEET NO. 07 OF 33 SHEETS

F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 26
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				

NB PGL

BEAM 8

BEAM 9

BEAM 10

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	2.00	639.61	639.61	Bk. Exist. S. Abut.	19+98.35	3.00	639.59	639.59	Bk. Exist. S. Abut.	19+98.35	9.83	639.49	639.49	Bk. Exist. S. Abut.	19+98.35	16.67	639.39	639.39
⊕ Brg. S. Abut.	20+00.27	2.00	639.62	639.62	⊕ Brg. S. Abut.	20+00.27	3.00	639.61	639.61	⊕ Brg. S. Abut.	20+00.27	9.83	639.50	639.50	⊕ Brg. S. Abut.	20+00.27	16.67	639.40	639.40
A	20+10.27	2.00	639.69	639.70	A	20+10.27	3.00	639.68	639.68	A	20+10.27	9.83	639.58	639.58	A	20+10.27	16.67	639.47	639.48
B	20+20.27	2.00	639.76	639.77	B	20+20.27	3.00	639.75	639.75	B	20+20.27	9.83	639.64	639.65	B	20+20.27	16.67	639.54	639.55
C	20+30.27	2.00	639.82	639.82	C	20+30.27	3.00	639.80	639.81	C	20+30.27	9.83	639.70	639.71	C	20+30.27	16.67	639.60	639.60
⊕ S. Bearing	20+40.35	2.00	639.88	639.88	⊕ S. Bearing	20+40.35	3.00	639.86	639.86	⊕ S. Bearing	20+40.35	9.83	639.76	639.76	⊕ S. Bearing	20+40.35	16.67	639.66	639.66
⊕ Exist. Pier 1	20+41.27	2.00	639.88	639.88	⊕ Exist. Pier 1	20+41.27	3.00	639.86	639.86	⊕ Exist. Pier 1	20+41.27	9.83	639.76	639.76	⊕ Exist. Pier 1	20+41.27	16.67	639.66	639.66
⊕ N. Bearing	20+42.19	2.00	639.88	639.88	⊕ N. Bearing	20+42.19	3.00	639.87	639.87	⊕ N. Bearing	20+42.19	9.83	639.76	639.76	⊕ N. Bearing	20+42.19	16.67	639.66	639.66
D	20+52.19	2.00	639.93	639.95	D	20+52.19	3.00	639.91	639.93	D	20+52.19	9.83	639.81	639.83	D	20+52.19	16.67	639.71	639.73
E	20+62.19	2.00	639.96	640.01	E	20+62.19	3.00	639.95	639.99	E	20+62.19	9.83	639.85	639.89	E	20+62.19	16.67	639.74	639.79
F	20+72.19	2.00	640.00	640.05	F	20+72.19	3.00	639.98	640.04	F	20+72.19	9.83	639.88	639.93	F	20+72.19	16.67	639.78	639.83
G	20+82.19	2.00	640.02	640.08	G	20+82.19	3.00	640.01	640.06	G	20+82.19	9.83	639.90	639.96	G	20+82.19	16.67	639.80	639.86
H	20+92.19	2.00	640.04	640.08	H	20+92.19	3.00	640.02	640.07	H	20+92.19	9.83	639.92	639.97	H	20+92.19	16.67	639.82	639.86
I	21+02.19	2.00	640.05	640.08	I	21+02.19	3.00	640.04	640.06	I	21+02.19	9.83	639.93	639.96	I	21+02.19	16.67	639.83	639.86
⊕ S. Bearing	21+12.85	2.00	640.06	640.06	⊕ S. Bearing	21+12.85	3.00	640.04	640.04	⊕ S. Bearing	21+12.85	9.83	639.94	639.94	⊕ S. Bearing	21+12.85	16.67	639.84	639.84
⊕ Exist. Pier 2	21+13.60	2.00	640.06	640.06	⊕ Exist. Pier 2	21+13.60	3.00	640.04	640.04	⊕ Exist. Pier 2	21+13.60	9.83	639.94	639.94	⊕ Exist. Pier 2	21+13.60	16.67	639.84	639.84
⊕ N. Bearing	21+14.35	2.00	640.06	640.06	⊕ N. Bearing	21+14.35	3.00	640.04	640.04	⊕ N. Bearing	21+14.35	9.83	639.94	639.94	⊕ N. Bearing	21+14.35	16.67	639.84	639.84
J	21+24.35	2.00	640.05	640.08	J	21+24.35	3.00	640.04	640.06	J	21+24.35	9.83	639.94	639.96	J	21+24.35	16.67	639.83	639.86
K	21+34.35	2.00	640.04	640.09	K	21+34.35	3.00	640.03	640.07	K	21+34.35	9.83	639.93	639.97	K	21+34.35	16.67	639.82	639.87
L	21+44.35	2.00	640.03	640.08	L	21+44.35	3.00	640.01	640.07	L	21+44.35	9.83	639.91	639.96	L	21+44.35	16.67	639.81	639.86
M	21+54.35	2.00	640.00	640.06	M	21+54.35	3.00	639.99	640.04	M	21+54.35	9.83	639.89	639.94	M	21+54.35	16.67	639.78	639.84
N	21+64.35	2.00	639.97	640.02	N	21+64.35	3.00	639.96	640.00	N	21+64.35	9.83	639.86	639.90	N	21+64.35	16.67	639.75	639.80
O	21+74.35	2.00	639.94	639.96	O	21+74.35	3.00	639.92	639.95	O	21+74.35	9.83	639.82	639.85	O	21+74.35	16.67	639.72	639.74
⊕ S. Bearing	21+85.02	2.00	639.89	639.89	⊕ S. Bearing	21+85.02	3.00	639.87	639.87	⊕ S. Bearing	21+85.02	9.83	639.77	639.77	⊕ S. Bearing	21+85.02	16.67	639.67	639.67
⊕ Exist. Pier 3	21+85.94	2.00	639.88	639.88	⊕ Exist. Pier 3	21+85.94	3.00	639.87	639.87	⊕ Exist. Pier 3	21+85.94	9.83	639.77	639.77	⊕ Exist. Pier 3	21+85.94	16.67	639.66	639.66
⊕ N. Bearing	21+86.86	2.00	639.88	639.88	⊕ N. Bearing	21+86.86	3.00	639.87	639.87	⊕ N. Bearing	21+86.86	9.83	639.77	639.77	⊕ N. Bearing	21+86.86	16.67	639.66	639.66
P	21+96.86	2.00	639.83	639.84	P	21+96.86	3.00	639.82	639.82	P	21+96.86	9.83	639.71	639.72	P	21+96.86	16.67	639.61	639.62
Q	22+06.86	2.00	639.77	639.78	Q	22+06.86	3.00	639.76	639.76	Q	22+06.86	9.83	639.66	639.66	Q	22+06.86	16.67	639.55	639.56
R	22+16.86	2.00	639.71	639.71	R	22+16.86	3.00	639.69	639.70	R	22+16.86	9.83	639.59	639.59	R	22+16.86	16.67	639.49	639.49
⊕ Brg. N. Abut.	22+26.94	2.00	639.63	639.63	⊕ Brg. N. Abut.	22+26.94	3.00	639.62	639.62	⊕ Brg. N. Abut.	22+26.94	9.83	639.52	639.52	⊕ Brg. N. Abut.	22+26.94	16.67	639.41	639.41
Bk. Exist. N. Abut.	22+28.85	2.00	639.62	639.62	Bk. Exist. N. Abut.	22+28.85	3.00	639.60	639.60	Bk. Exist. N. Abut.	22+28.85	9.83	639.50	639.50	Bk. Exist. N. Abut.	22+28.85	16.67	639.40	639.40



FILE NAME = 0160199-62099-08-SLAB4.dgn

USER NAME =	DESIGNED - JPMILLA	REVISD -
	CHECKED - RALEE	REVISED -
PLOT SCALE =	DRAWN - RMKANE	REVISED -
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RT 1 - HALSTED ST. OVER I-80/294
TOP OF SLAB ELEVATIONS 4

SHEET NO. 08 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	27
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				

BEAM 11

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	23.50	639.28	639.28
⊕ Brg. S. Abut.	20+00.27	23.50	639.30	639.30
A	20+10.27	23.50	639.37	639.38
B	20+20.27	23.50	639.44	639.44
C	20+30.27	23.50	639.50	639.50
⊕ S. Bearing	20+40.35	23.50	639.55	639.55
⊕ Exist. Pier 1	20+41.27	23.50	639.56	639.56
⊕ N. Bearing	20+42.19	23.50	639.56	639.56
D	20+52.19	23.50	639.60	639.63
E	20+62.19	23.50	639.64	639.68
F	20+72.19	23.50	639.67	639.73
G	20+82.19	23.50	639.70	639.75
H	20+92.19	23.50	639.72	639.76
I	21+02.19	23.50	639.73	639.76
⊕ S. Bearing	21+12.85	23.50	639.73	639.73
⊕ Exist. Pier 2	21+13.60	23.50	639.73	639.73
⊕ N. Bearing	21+14.35	23.50	639.73	639.73
J	21+24.35	23.50	639.73	639.75
K	21+34.35	23.50	639.72	639.76
L	21+44.35	23.50	639.70	639.74
M	21+54.35	23.50	639.68	639.74
N	21+64.35	23.50	639.65	639.70
O	21+74.35	23.50	639.61	639.64
⊕ S. Bearing	21+85.02	23.50	639.56	639.56
⊕ Exist. Pier 3	21+85.94	23.50	639.56	639.56
⊕ N. Bearing	21+86.86	23.50	639.56	639.56
P	21+96.86	23.50	639.51	639.51
Q	22+06.86	23.50	639.45	639.46
R	22+16.86	23.50	639.39	639.39
⊕ Brg. N. Abut.	22+26.94	23.50	639.31	639.31
Bk. Exist. N. Abut.	22+28.85	23.50	639.30	639.30

BEAM 12

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	30.33	639.16	639.16
⊕ Brg. S. Abut.	20+00.27	30.33	639.17	639.17
A	20+10.27	30.33	639.25	639.25
B	20+20.27	30.33	639.31	639.32
C	20+30.27	30.33	639.37	639.38
⊕ S. Bearing	20+40.35	30.33	639.43	639.43
⊕ Exist. Pier 1	20+41.27	30.33	639.43	639.43
⊕ N. Bearing	20+42.19	30.33	639.43	639.43
D	20+52.19	30.33	639.48	639.50
E	20+62.19	30.33	639.52	639.56
F	20+72.19	30.33	639.55	639.60
G	20+82.19	30.33	639.57	639.63
H	20+92.19	30.33	639.59	639.64
I	21+02.19	30.33	639.60	639.63
⊕ S. Bearing	21+12.85	30.33	639.61	639.61
⊕ Exist. Pier 2	21+13.60	30.33	639.61	639.61
⊕ N. Bearing	21+14.35	30.33	639.61	639.61
J	21+24.35	30.33	639.61	639.63
K	21+34.35	30.33	639.60	639.64
L	21+44.35	30.33	639.58	639.63
M	21+54.35	30.33	639.56	639.61
N	21+64.35	30.33	639.53	639.57
O	21+74.35	30.33	639.49	639.52
⊕ S. Bearing	21+85.02	30.33	639.44	639.44
⊕ Exist. Pier 3	21+85.94	30.33	639.44	639.44
⊕ N. Bearing	21+86.86	30.33	639.44	639.44
P	21+96.86	30.33	639.38	639.39
Q	22+06.86	30.33	639.33	639.33
R	22+16.86	30.33	639.26	639.27
⊕ Brg. N. Abut.	22+26.94	30.33	639.19	639.19
Bk. Exist. N. Abut.	22+28.85	30.33	639.17	639.17

BEAM 13

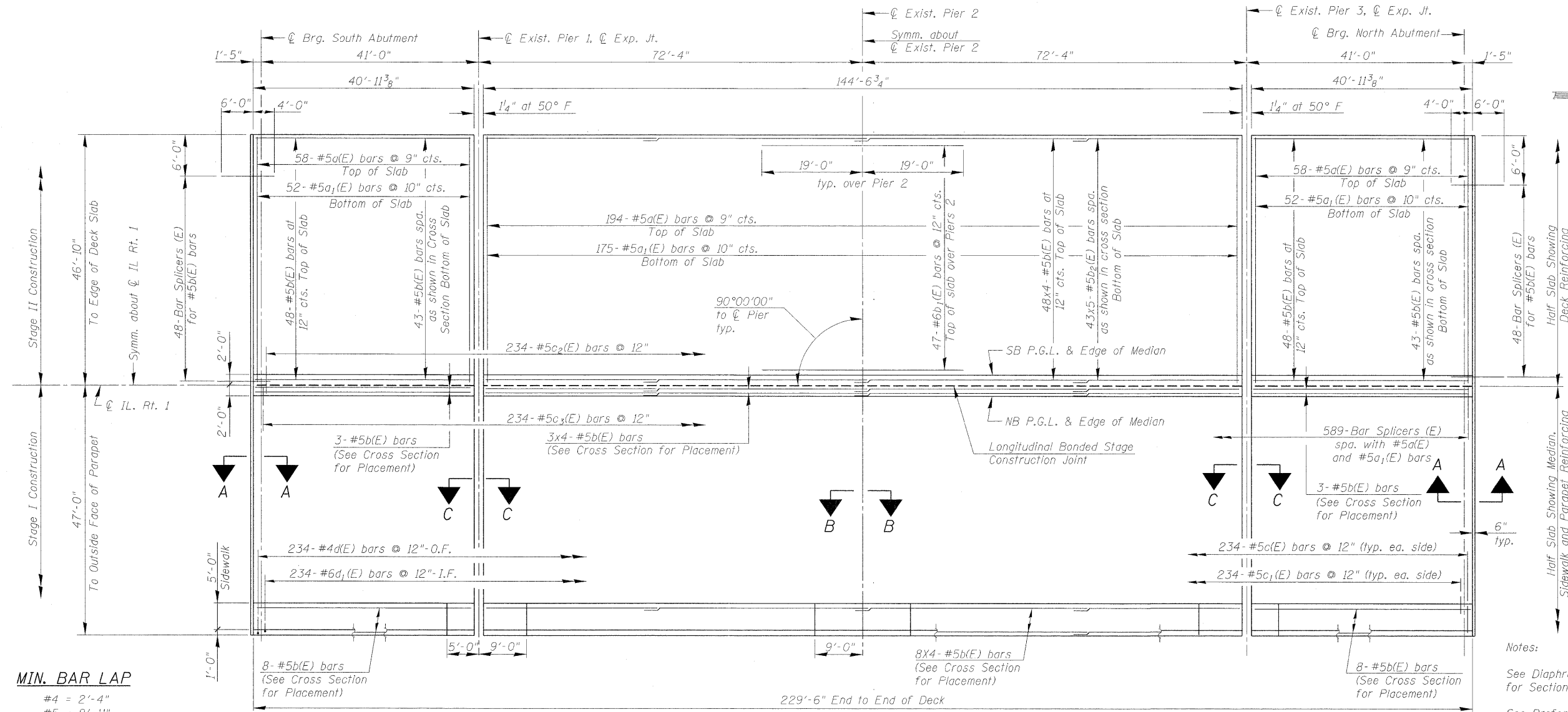
Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	37.17	639.02	639.02
⊕ Brg. S. Abut.	20+00.27	37.17	639.04	639.04
A	20+10.27	37.17	639.11	639.12
B	20+20.27	37.17	639.18	639.18
C	20+30.27	37.17	639.24	639.24
⊕ S. Bearing	20+40.35	37.17	639.29	639.29
⊕ Exist. Pier 1	20+41.27	37.17	639.29	639.29
⊕ N. Bearing	20+42.19	37.17	639.30	639.30
D	20+52.19	37.17	639.34	639.37
E	20+62.19	37.17	639.38	639.42
F	20+72.19	37.17	639.41	639.47
G	20+82.19	37.17	639.44	639.49
H	20+92.19	37.17	639.46	639.50
I	21+02.19	37.17	639.47	639.49
⊕ S. Bearing	21+12.85	37.17	639.47	639.47
⊕ Exist. Pier 2	21+13.60	37.17	639.47	639.47
⊕ N. Bearing	21+14.35	37.17	639.47	639.47
J	21+24.35	37.17	639.47	639.49
K	21+34.35	37.17	639.46	639.50
L	21+44.35	37.17	639.44	639.50
M	21+54.35	37.17	639.42	639.48
N	21+64.35	37.17	639.39	639.44
O	21+74.35	37.17	639.35	639.38
⊕ S. Bearing	21+85.02	37.17	639.30	639.30
⊕ Exist. Pier 3	21+85.94	37.17	639.30	639.30
⊕ N. Bearing	21+86.86	37.17	639.30	639.30
P	21+96.86	37.17	639.25	639.25
Q	22+06.86	37.17	639.19	639.20
R	22+16.86	37.17	639.12	639.13
⊕ Brg. N. Abut.	22+26.94	37.17	639.05	639.05
Bk. Exist. N. Abut.	22+28.85	37.17	639.03	639.03

BEAM 14

Location	Station	Offset*	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Exist. S. Abut.	19+98.35	44.00	638.89	638.89
⊕ Brg. S. Abut.	20+00.27	44.00	638.90	638.90
A	20+10.27	44.00	638.97	638.98
B	20+20.27	44.00	639.04	639.05
C	20+30.27	44.00	639.10	639.10
⊕ S. Bearing	20+40.35	44.00	639.16	639.16
⊕ Exist. Pier 1	20+41.27	44.00	639.16	639.16
⊕ N. Bearing	20+42.19	44.00	639.16	639.16
D	20+52.19	44.00	639.21	639.23
E	20+62.19	44.00	639.24	639.29
F	20+72.19	44.00	639.28	639.33
G	20+82.19	44.00	639.30	639.36
H	20+92.19	44.00	639.32	639.36
I	21+02.19	44.00	639.33	639.36
⊕ S. Bearing	21+12.85	44.00	639.34	639.34
⊕ Exist. Pier 2	21+13.60	44.00	639.34	639.34
⊕ N. Bearing	21+14.35	44.00	639.34	639.34
J	21+24.35	44.00	639.33	639.36
K	21+34.35	44.00	639.32	639.37
L	21+44.35	44.00	639.31	639.36
M	21+54.35	44.00	639.28	639.34
N	21+64.35	44.00	639.25	639.30
O	21+74.35	44.00	639.22	639.24
⊕ S. Bearing	21+85.02	44.00	639.17	639.17
⊕ Exist. Pier 3	21+85.94	44.00	639.16	639.16
⊕ N. Bearing	21+86.86	44.00	639.16	639.16
P	21+96.86	44.00	639.11	639.12
Q	22+06.86	44.00	639.05	639.06
R	22+16.86	44.00	638.99	638.99
⊕ Brg. N. Abut.	22+26.94	44.00	638.91	638.91
Bk. Exist. N. Abut.	22+28.85	44.00	638.90	638.90

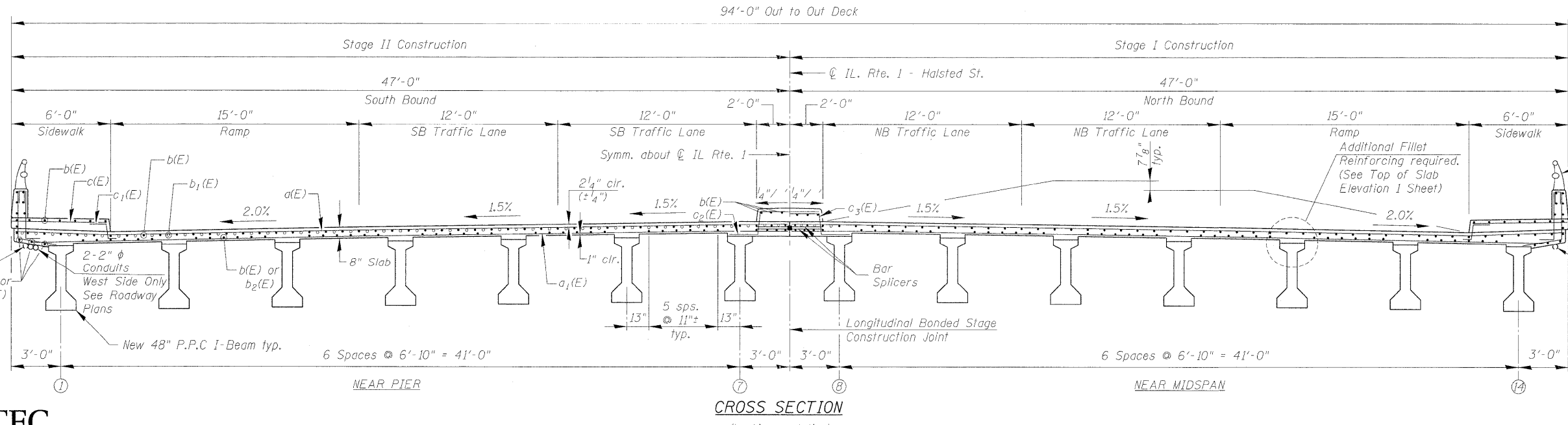


FILE NAME = 0160199-62099-09-SLAB5.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RT 1 - HALSTED ST. OVER I-80/294 TOP OF SLAB ELEVATIONS 5	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 28
PLOT SCALE =	DRAWN - RMKANE	REVISED -	STRUCTURE NO. 016-0199			CONTRACT NO. 62099				
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -	SHEET NO. 09 OF 33 SHEETS							
						ILLINOIS FED. AID PROJECT				



MIN. BAR LAP
 #4 = 2'-4"
 #5 = 2'-11"
 #6 = 3'-6"

Notes:
 See Diaphragm Details 2 Sheet for Section A-A, B-B and C-C.
 See Preformed Joint Strip Seal Sheet for details of expansion joint at Section C-C.
 The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.



CROSS SECTION
 (Looking upstation)



FILE NAME = 0160199-62099-10-DECK.dgn
 USER NAME =
 PLOT SCALE =
 PLOT DATE = 08/05/2011

DESIGNED - JPMILLA	REVISED -
CHECKED - RALEE	REVISED -
DRAWN - RMKANE	REVISED -
CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

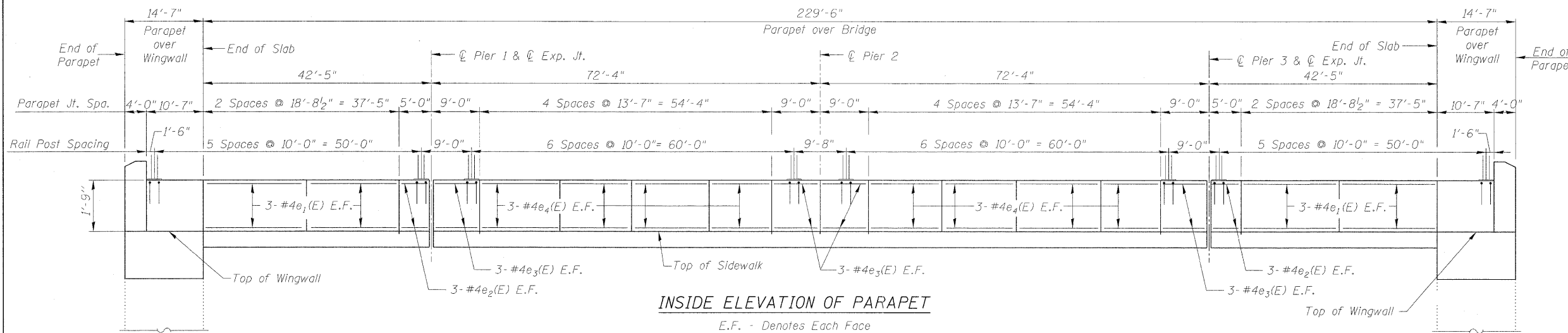
IL RT 1 - HALSTED ST. OVER I-80/294
DECK PLAN & CROSS SECTION
 SHEET NO. 10 OF 33 SHEETS

F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 29
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		

ILLINOIS FED. AID PROJECT

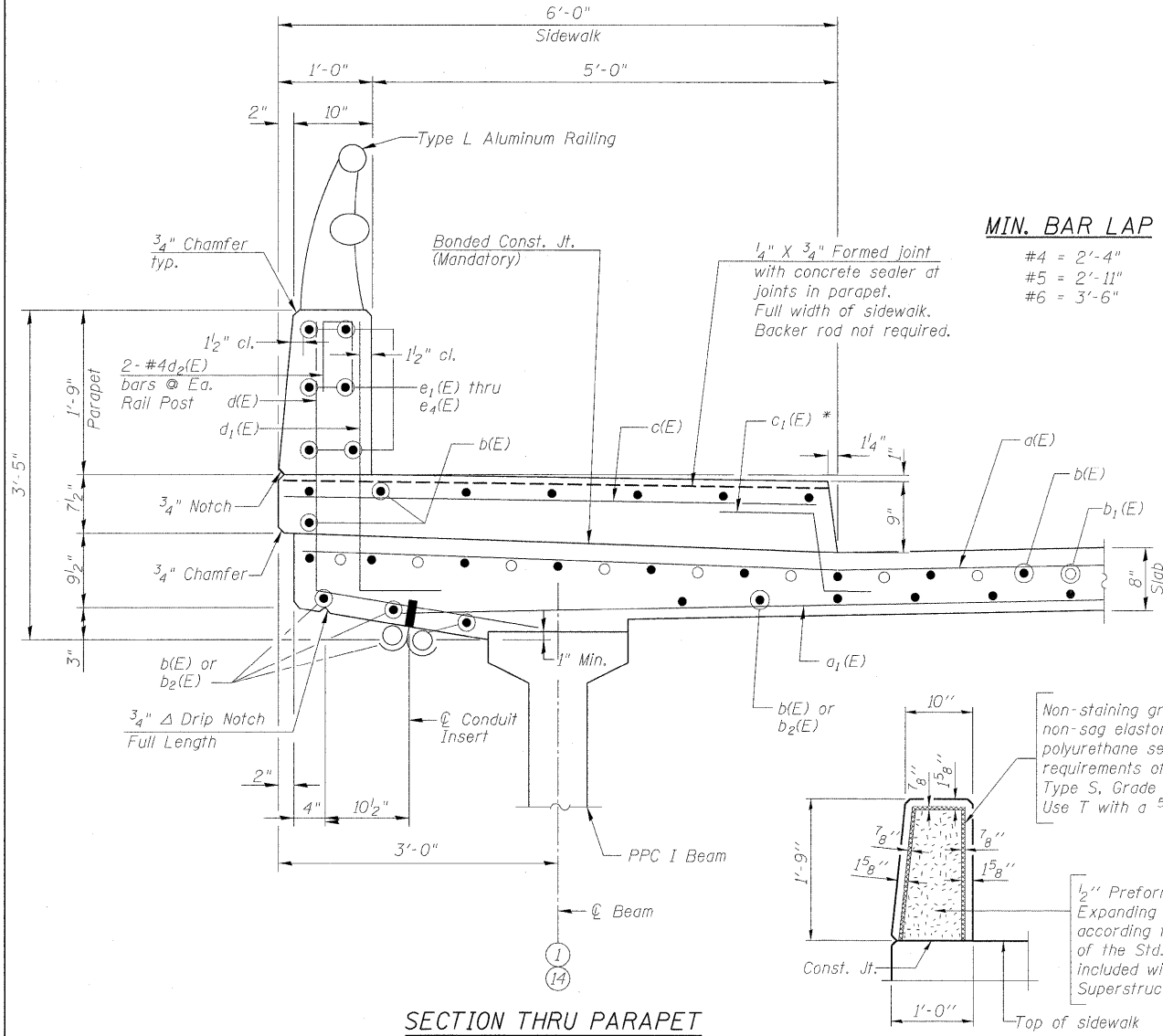
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	620	#5	46'-6"	—
a ₁ (E)	558	#5	45'-8"	—
a ₂ (E)	208	#5	5'-10"	—
a ₃ (E)	16	#5	25'-0"	—
b(E)	880	#5	40'-7"	—
b ₁ (E)	94	#6	38'-0"	—
b ₂ (E)	430	#5	3'-2"	—
b ₃ (E)	56	#4	34'-0"	—
c(E)	468	#5	5'-8"	—
c ₁ (E)	468	#5	2'-5"	—
c ₂ (E)	234	#5	5'-7"	—
c ₃ (E)	234	#5	3'-7"	—
d(E)	468	#4	5'-6"	—
d ₁ (E)	468	#6	3'-4"	—
d ₂ (E)	104	#4	2'-0"	—
d ₃ (E)	48	#6	4'-11"	—
d ₄ (E)	20	#6	6'-9"	—
d ₅ (E)	48	#4	4'-1"	—
d ₆ (E)	20	#4	5'-11"	—
d ₇ (E)	4	#4	7'-5"	—
d ₈ (E)	910	#4	3'-3"	—
e ₁ (E)	48	#4	18'-5"	—
e ₂ (E)	24	#4	4'-7"	—
e ₃ (E)	48	#4	8'-7"	—
e ₄ (E)	96	#4	13'-3"	—
e ₅ (E)	24	#4	10'-3"	—
e ₆ (E)	32	#4	3'-8"	—
e ₇ (E)	8	#4	3'-9"	—
m ₁ (E)	24	#6	25'-1"	—
m ₂ (E)	16	#6	25'-1"	—
m ₃ (E)	26	#6	4'-8"	—
m ₄ (E)	4	#6	1'-9"	—
m ₅ (E)	78	#4	5'-11"	—
m ₆ (E)	14	#6	5'-10"	—
m ₇ (E)	26	#8	4'-8"	—
s(E)	312	#4	8'-5"	—
s ₁ (E)	168	#4	10'-8"	—
s ₂ (E)	78	#4	11'-8"	—
v(E)	130	#8	2'-9"	—
v ₁ (E)	168	#6	4'-0"	—
x(E)	676	#6	8'-1"	—
Item	Unit	Total		
Reinforcement Bars, Epoxy Coated	Lbs.	147,670		
Concrete Superstructure	Cu. Yd.	914.0		



INSIDE ELEVATION OF PARAPET

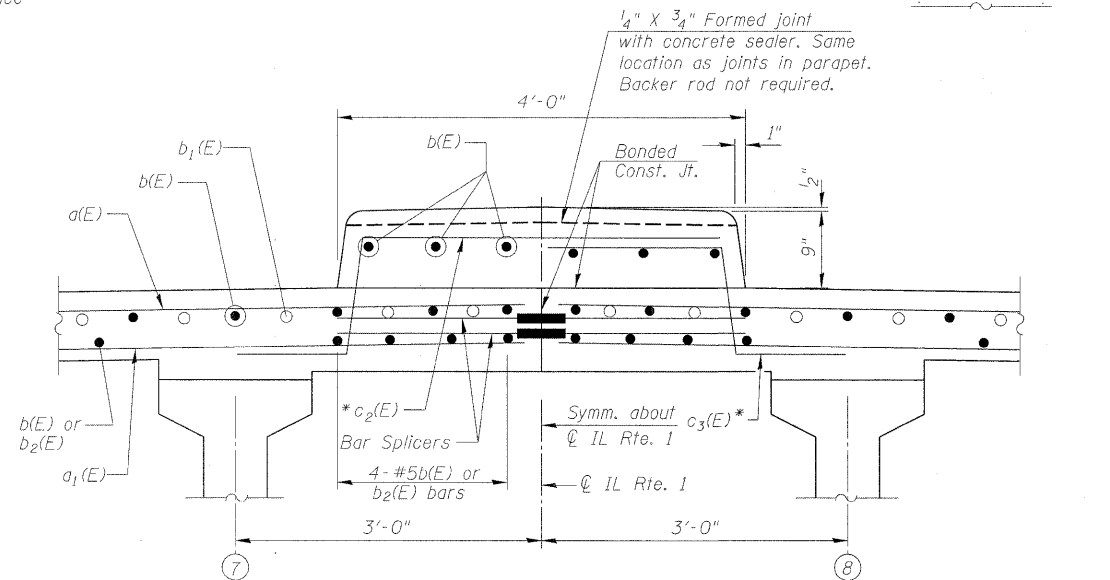
E.F. - Denotes Each Face



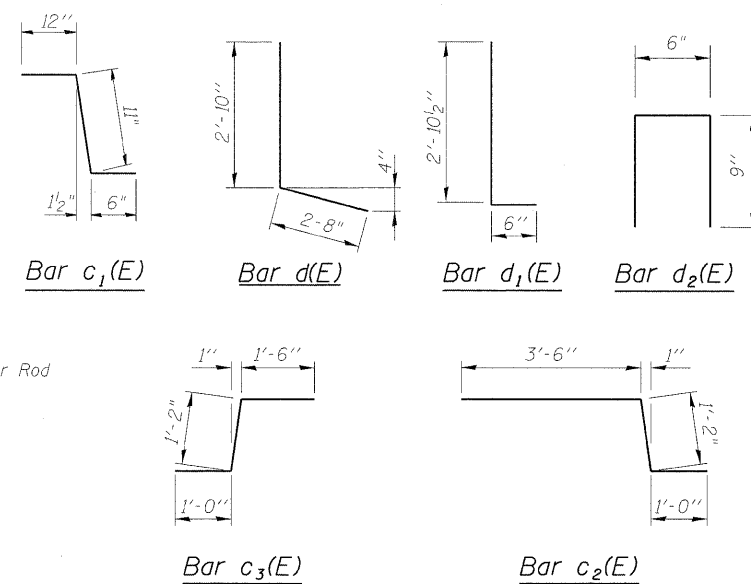
SECTION THRU PARAPET

MIN. BAR LAP

- #4 = 2'-4"
- #5 = 2'-11"
- #6 = 3'-6"



SECTION THRU MEDIAN



PARAPET JOINT DETAILS

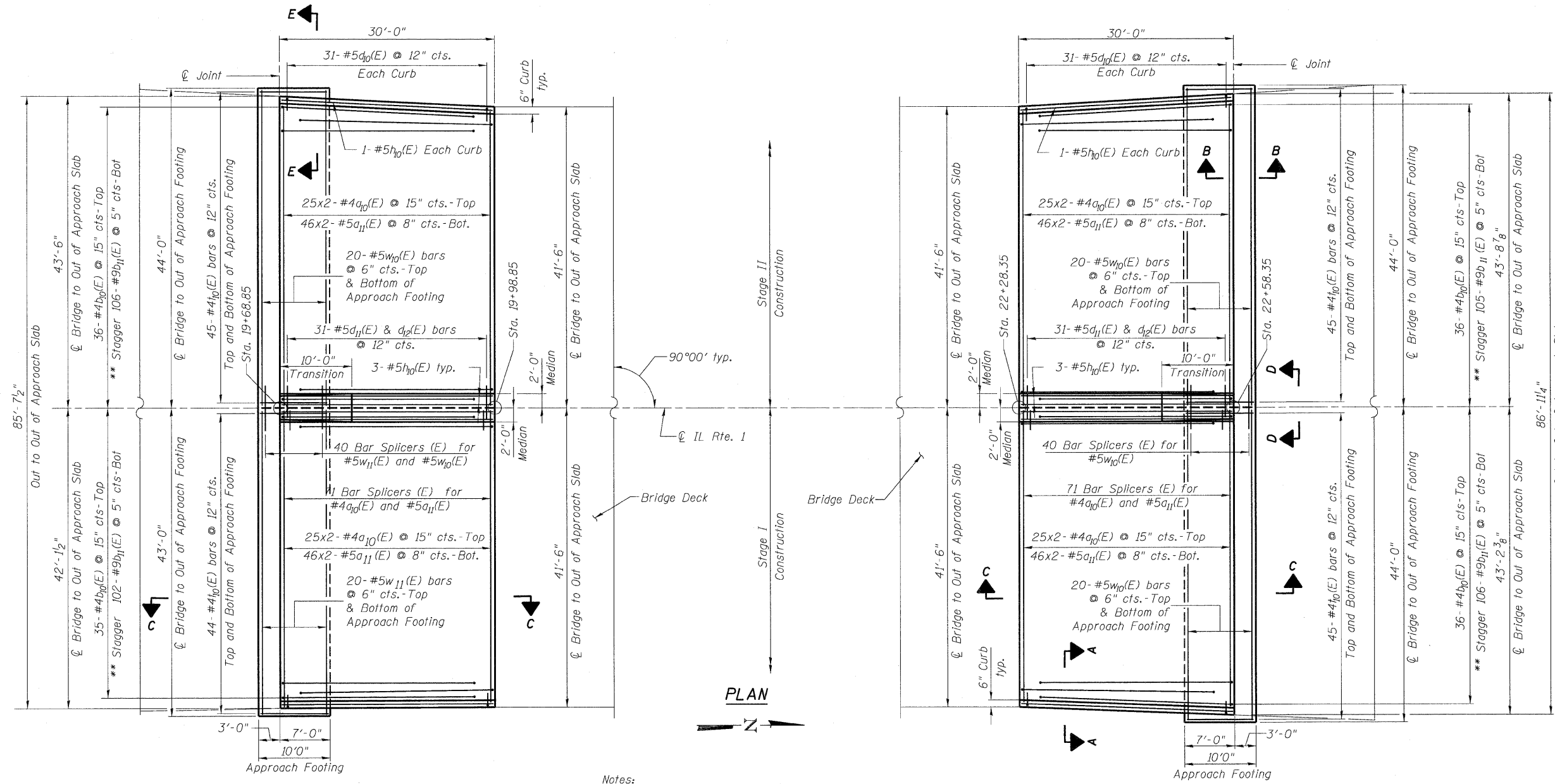
Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

Notes:
Bars indicated thus 3 x 2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
See Parapet over Wingwalls Sheet for details of Parapet over Wingwall.
See Top of Slab Elevation Sheet 1 for additional Reinforcing required in fillet for parapets over 2'-2" tall.
* In lieu of bottom leg, c₁(E), c₂(E) and c₃(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



FILE NAME = 0160199-62099-11-SUPER_DET.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RT 1 - HALSTED ST. OVER I-80/294 SUPERSTRUCTURE DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - RALEE	REVISED -			876	2001-001BR	COOK	62	30	
		DRAWN - RMKANE	REVISED -			STRUCTURE NO. 016-0199		CONTRACT NO. 62099			
		CHECKED - RALEE	REVISED -			SHEET NO. 11 OF 33 SHEETS					

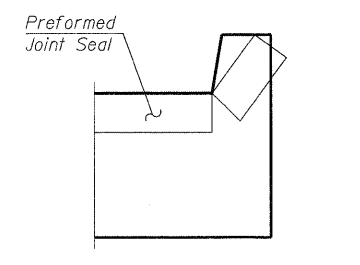
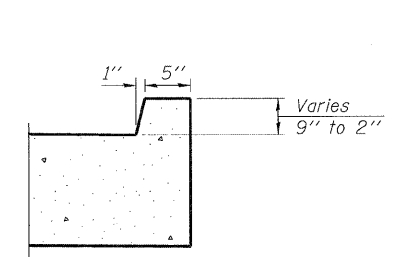


MIN. BAR LAP

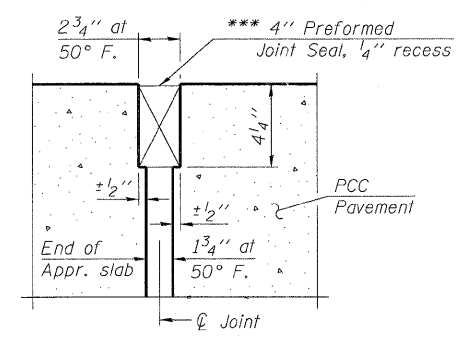
#4 = 2'-4"
 #5 = 2'-11"
 #6 = 3'-6"

Notes:
 See Approach Slab Details for Sections C-C & Cross Section View.

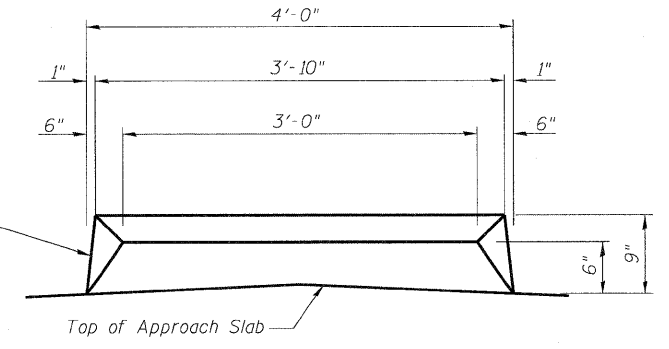
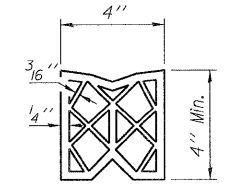
** Tilt #9 b₁₁(E) Bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



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



DETAIL A



MEDIAN TRANSITION DETAIL



FILE NAME = 0160199-62099-12-APPROACH.dgn

USER NAME =	DESIGNED - JPMILLA	REVISED -
PLOT SCALE =	CHECKED - RALEE	REVISED -
PLOT DATE = 07/01/2011	DRAWN - RMKANE	REVISED -
	CHECKED - RALEE	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL. RT 1 - HALSTED ST. OVER I-80/294
 BRIDGE APPROACH SLAB**

SHEET NO. 12 OF 33 SHEETS

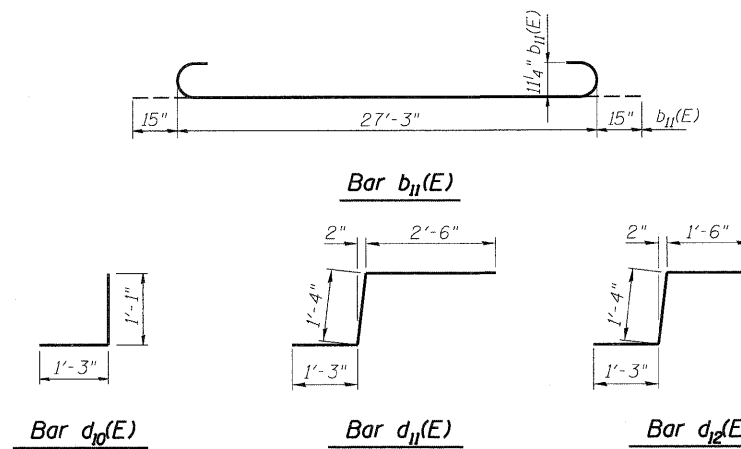
F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 31
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				

** Tilt #9₁₁(E) bars as required to maintain clearance.

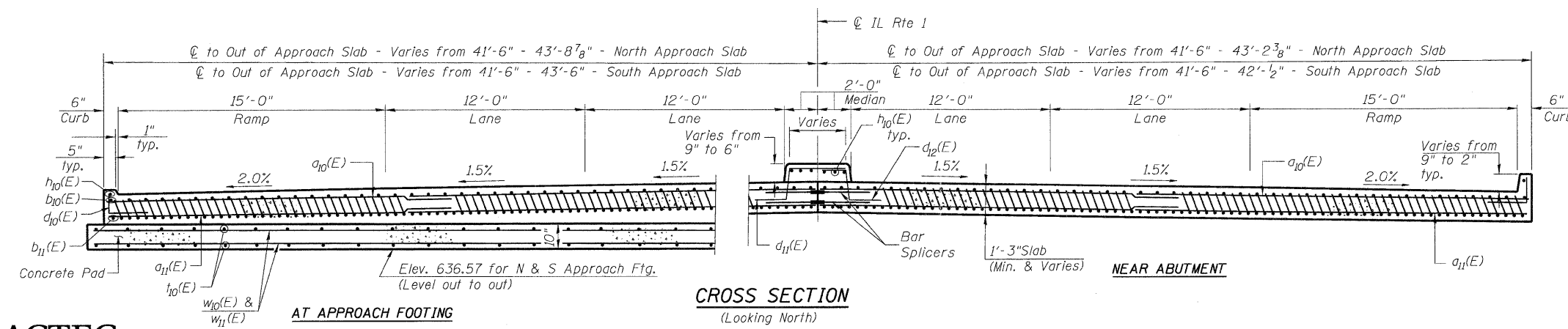
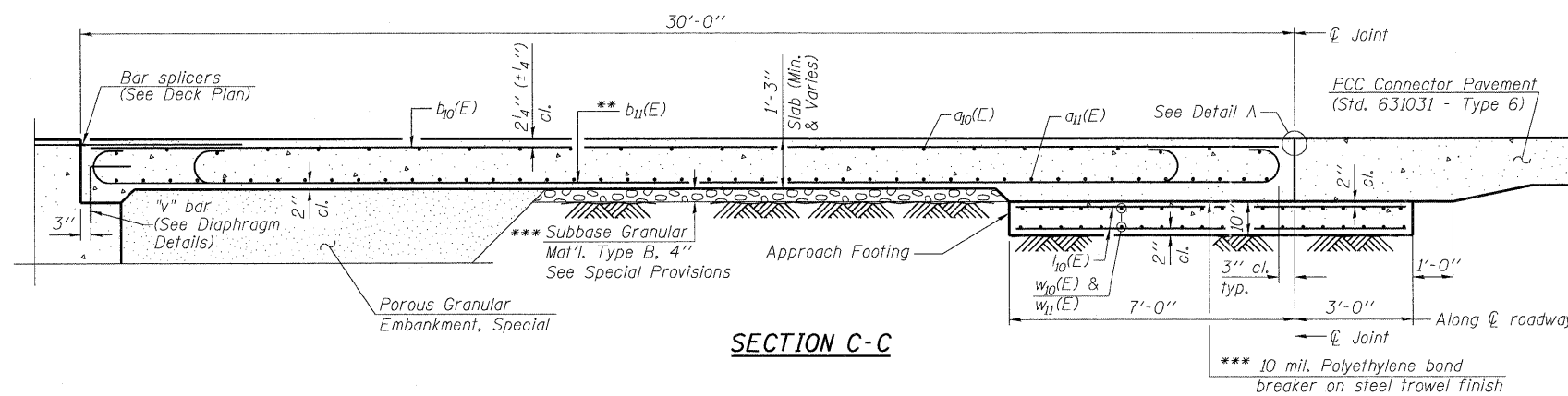
*** Cost included with Concrete Superstructure.

**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a ₁₀ (E)	200	#4	22'-11"	—
a ₁₁ (E)	368	#5	23'-3"	—
b ₁₀ (E)	143	#4	29'-6"	—
b ₁₁ (E)	419	#9	29'-9"	—
d ₁₀ (E)	124	#5	2'-4"	L
d ₁₁ (E)	62	#5	5'-1"	—
d ₁₂ (E)	62	#5	4'-1"	—
h ₁₀ (E)	16	#5	29'-8"	—
h ₁₁ (E)	358	#4	9'-8"	—
w ₁₀ (E)	120	#5	43'-10"	—
w ₁₁ (E)	40	#5	42'-10"	—
Concrete Superstructure		Cu. Yd.	301	
Concrete Structures		Cu. Yd.	55	
Reinforcement Bars, Epoxy Coated		Pound	68160	



Notes:
 See Bridge Approach Slab Sheet for Detail A.
 Approach slab, curb and median concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For "v" bar details, See Diaphragm Details 2 Sheet.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, See Bar Splicer Assembly Sheet.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment, Special and drainage treatment details, See General Notes & Bill of Materials Sheet.



FILE NAME = 0160199-62099-13-APPROACH DET.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -
		CHECKED - RALEE	REVISED -
		DRAWN - RMKANE	REVISED -
		CHECKED - RALEE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RT 1 - HALSTED ST. OVER I-80/294
BRIDGE APPROACH SLAB DETAILS**

SHEET NO. 13 OF 33 SHEETS

F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 32
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				

WEST EDGE OF ROADWAY

Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	-43.00	638.65
A	19+78.85	-42.33	638.75
B	19+88.85	-41.67	638.86
North Edge of North Approach Slab	19+98.85	-41.00	638.95

WEST PAVEMENT BREAK LINE

Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	-26.00	638.99
A	19+78.85	-26.00	639.08
B	19+88.85	-26.00	639.17
North Edge of North Approach Slab	19+98.85	-26.00	639.25

WEST MEDIAN CURB LINE AND SOUTHBOUND PROFILE GRADE LINE

Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	-2.00	639.35
A	19+78.85	-2.00	639.44
B	19+88.85	-2.00	639.53
North Edge of North Approach Slab	19+98.85	-2.00	639.61

EAST EDGE OF ROADWAY

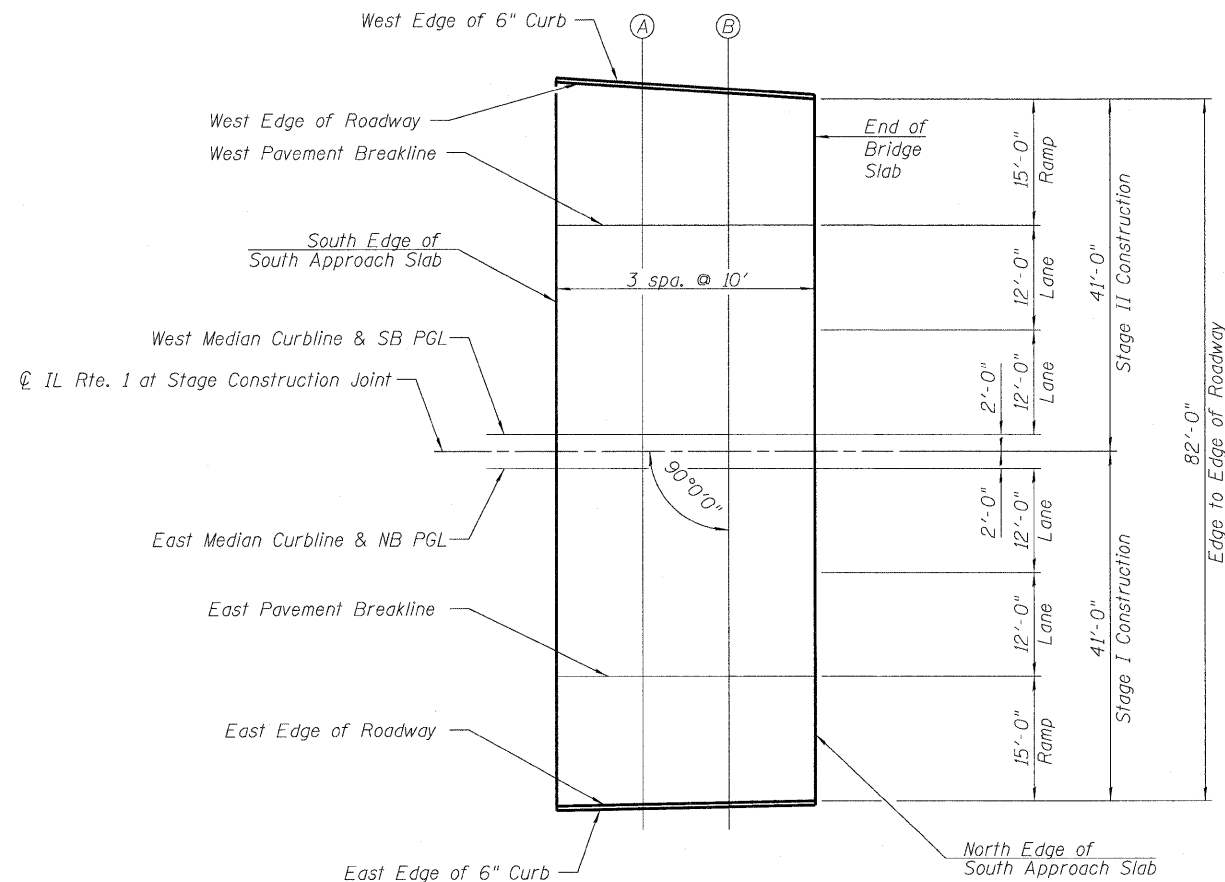
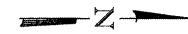
Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	41.63	638.68
A	19+78.85	41.42	638.77
B	19+88.85	41.21	638.87
North Edge of North Approach Slab	19+98.85	41.00	638.95

EAST PAVEMENT BREAK LINE

Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	26.00	638.99
A	19+78.85	26.00	639.08
B	19+88.85	26.00	639.17
North Edge of North Approach Slab	19+98.85	26.00	639.25

EAST MEDIAN CURB LINE AND NORTHBOUND PROFILE GRADE LINE

Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	2.00	639.35
A	19+78.85	2.00	639.44
B	19+88.85	2.00	639.53
North Edge of North Approach Slab	19+98.85	2.00	639.61



SOUTH APPROACH SLAB PLAN

\mathcal{C} IL RT. 1 & STAGE CONSTRUCTION JOINT

Location	Station	Offset from \mathcal{C}	Theoretical Grade Elevations
South Edge of South Approach Slab	19+68.85	0.00	639.38
A	19+78.85	0.00	639.47
B	19+88.85	0.00	639.56
North Edge of North Approach Slab	19+98.85	0.00	639.64



WEST EDGE OF ROADWAY

Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	-41.00	638.96
C	22+38.35	-41.75	638.87
D	22+48.35	-42.50	638.77
North Edge of North Approach Slab	22+58.35	-43.25	638.66

WEST PAVEMENT BREAK LINE

Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	-26.00	639.26
C	22+38.35	-26.00	639.18
D	22+48.35	-26.00	639.10
North Edge of North Approach Slab	22+58.35	-26.00	639.00

WEST MEDIAN CURB LINE AND SOUTHBOUND PROFILE GRADE LINE

Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	-2.00	639.62
C	22+38.35	-2.00	639.54
D	22+48.35	-2.00	639.46
North Edge of North Approach Slab	22+58.35	-2.00	639.36

EAST EDGE OF ROADWAY

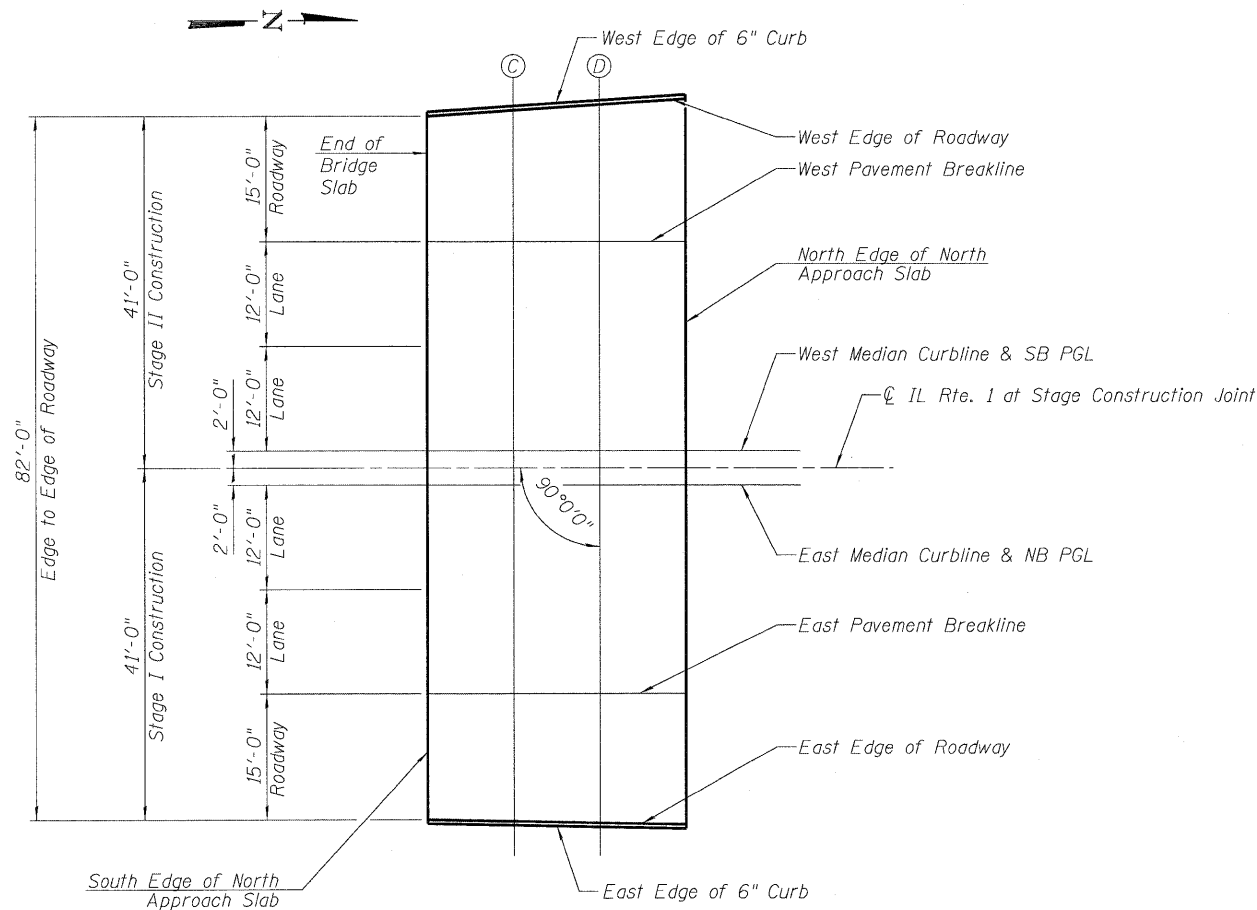
Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	41.00	638.96
C	22+38.35	41.57	638.87
D	22+48.35	42.13	638.78
North Edge of North Approach Slab	22+58.35	42.70	638.67

EAST PAVEMENT BREAK LINE

Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	26.00	639.26
C	22+38.35	26.00	639.18
D	22+48.35	26.00	639.10
North Edge of North Approach Slab	22+58.35	26.00	639.00

EAST MEDIAN CURB LINE AND NORTHBOUND PROFILE GRADE LINE

Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	2.00	639.62
C	22+38.35	2.00	639.54
D	22+48.35	2.00	639.46
North Edge of North Approach Slab	22+58.35	2.00	639.36



NORTH APPROACH SLAB PLAN

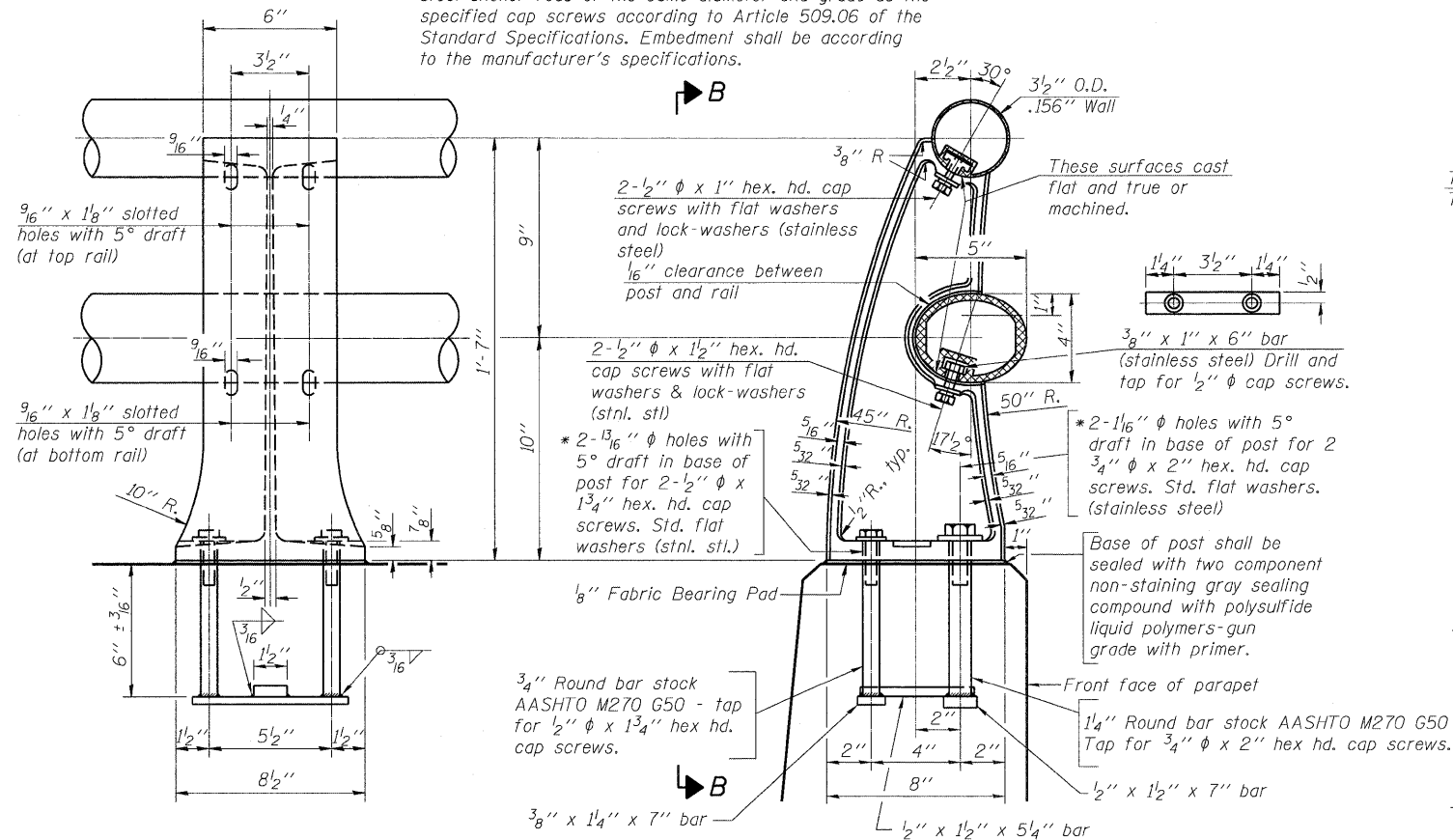
CL IL RT. 1 & STAGE CONSTRUCTION JOINT

Location	Station	Offset from CL	Theoretical Grade Elevations
South Edge of North Approach Slab	22+28.35	0.00	639.65
C	22+38.35	0.00	639.57
D	22+48.35	0.00	639.49
North Edge of North Approach Slab	22+58.35	0.00	639.39



FILE NAME = 0160199-62099-15-N APPROACH ELEV	USER NAME =	DESIGNED - JPMILLA	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RT 1 - HALSTED ST. OVER I-80/294 TOP OF NORTH APPROACH SLAB ELEVATIONS	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 34
PLOT SCALE =	DRAWN - RMKANE	REVISIONS -	STRUCTURE NO. 016-0199			CONTRACT NO. 62099				
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISIONS -	ILLINOIS FED. AID PROJECT							
SHEET NO. 15 OF 33 SHEETS										

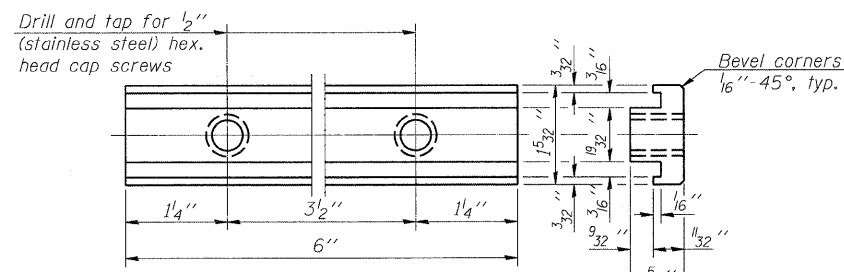
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's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



VIEW B-B

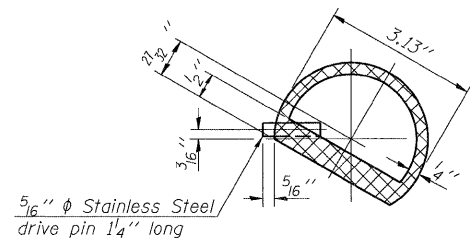
RAIL POST DETAILS

TYPICAL SECTION



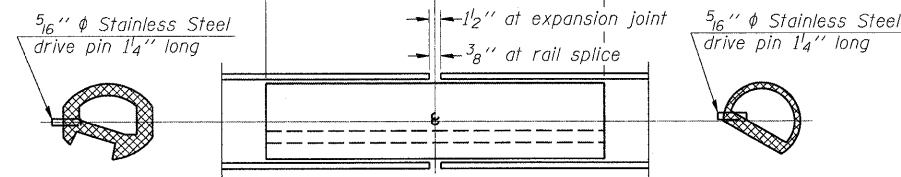
RAIL POST CLAMP BAR

For Top Rail

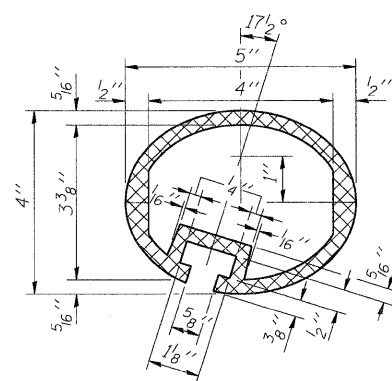


SECTION THRU SPLICE

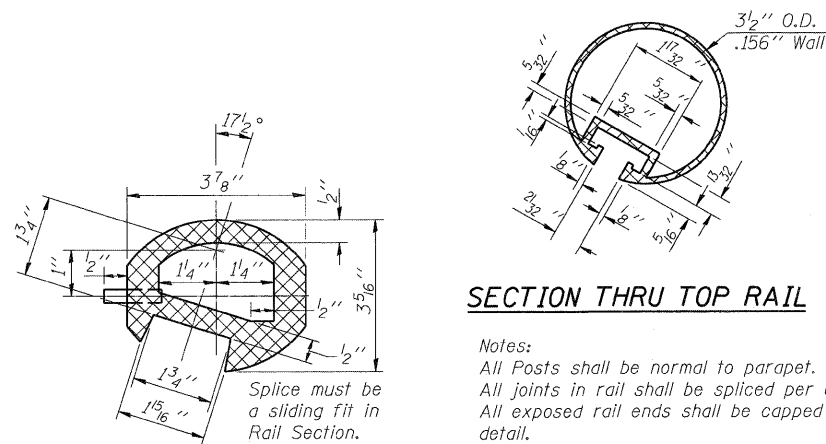
For Top Rail



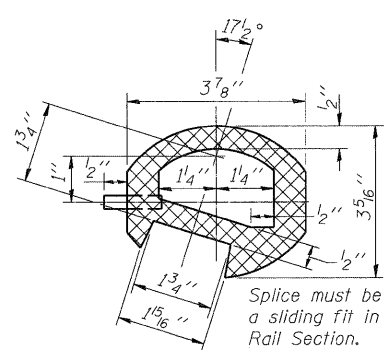
RAIL SPLICE



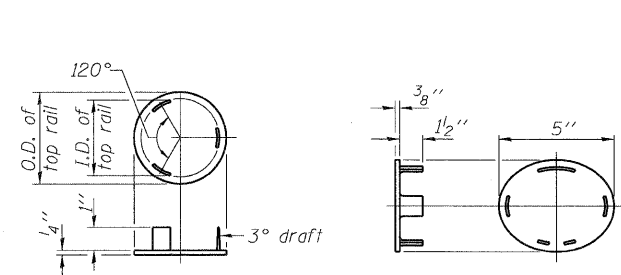
SEC. THRU ELLIPTICAL RAIL SECTION



SECTION THRU TOP RAIL



SEC. THRU SPLICE



CAST END CAP

For top rail

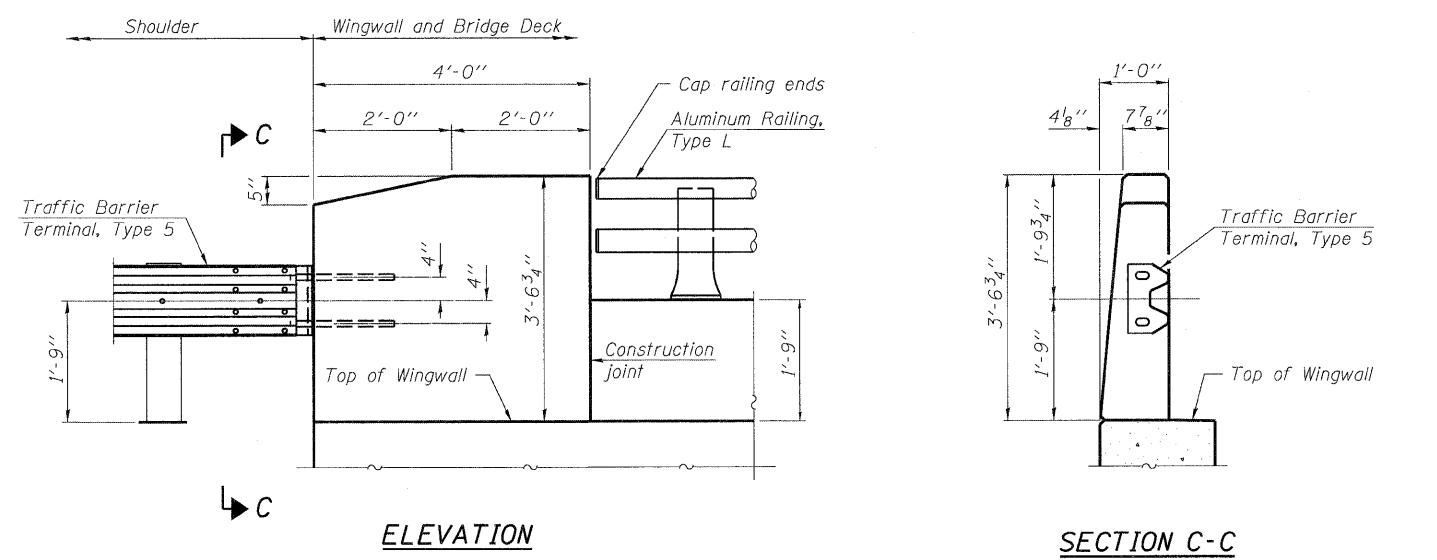
CAST END CAP

For bottom rail DRIVE FIT TYPE

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

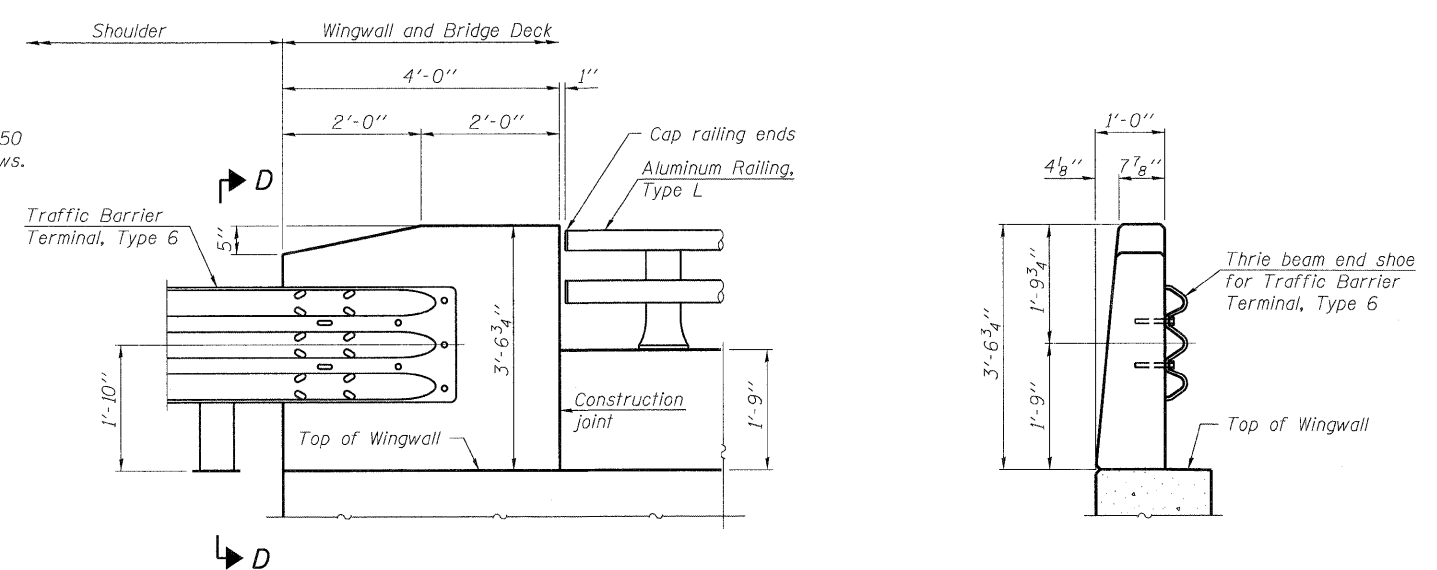
BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	501



ELEVATION

SECTION C-C



ELEVATION

SECTION D-D



FILE NAME = 0160199-62099-16-RAILING.dgn

DESIGNED	REVISOR
JPMILLA	
CHECKED - RALEE	REVISED -
DRAWN - RMKANE	REVISED -
CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RT 1 - HALSTED ST. OVER I-80/294
ALUMINUM RAILING, TYPE L

SHEET NO. 16 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	35
STRUCTURE NO. 016-0199			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

SPECIFICATIONS:

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" φ 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".

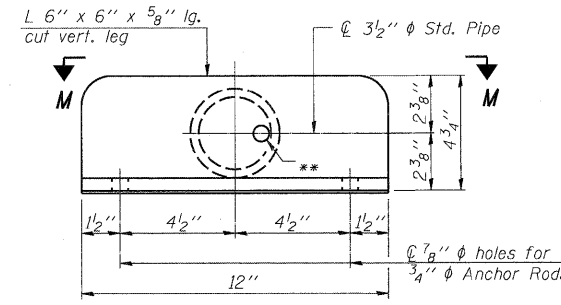
SCOPE: All work for removing and remounting existing signs shall be coordinated with ISHTA. For re-mounting existing sign structures on new superstructures with railing, the location of the signs will be selected by the contractor during construction. The contractor must install upper brackets prior to railing installation. The existing light fixtures are to be removed. Modifications to other lighting apparatus will be per the specifications or at the direction of ISHTA. See Special Provisions.

The existing underbridge lighting is to be maintained during construction. See Special Provisions.

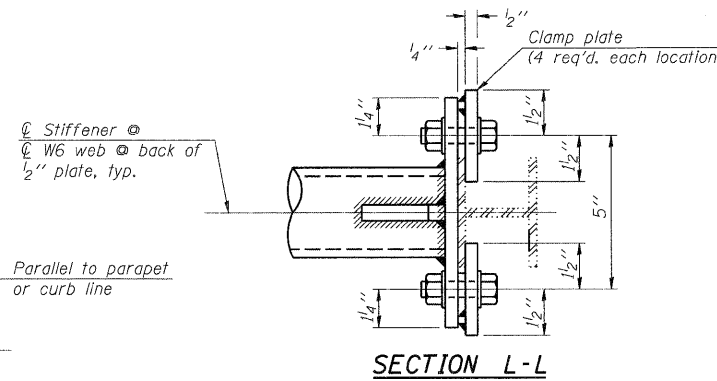
- ① Unit price includes removal, storage, brackets, supports, anchor bolts, fasteners, fabrication, delivery, re-installation, field drilling, other necessary items and coordination with ISHTA.
- ② To re-mount existing signs, new PPC I beam holes may be formed during casting or may be field drilled. For field drilling, prestressing strand locations shall be determined and holes spaced to miss strands by 6", min. Minimize spalling during field drilling of beams.
- ③ Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.
- ④ 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 vertical bracket (bracket only supporting walkway), bracket height 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.)

TOTAL BILL OF MATERIAL

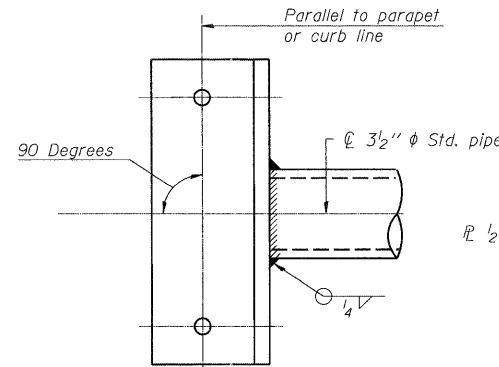
① REMOVE AND RE-ERECT BRIDGE MOUNTED SIGNS	Each	4
--------------------------------------------	------	---



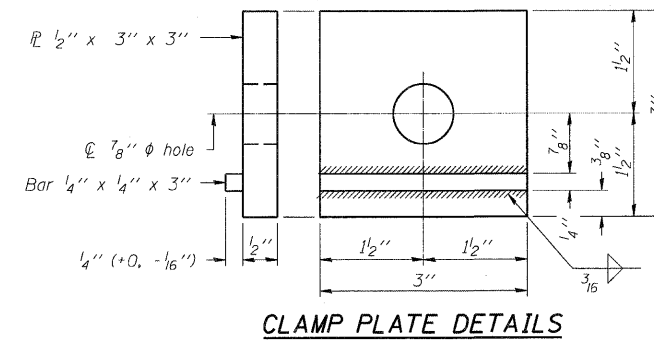
VIEW F-F
 ** 13/16" φ holes for galvanizing. After galvanizing, install 7/8" φ A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in 1/2" plate.)



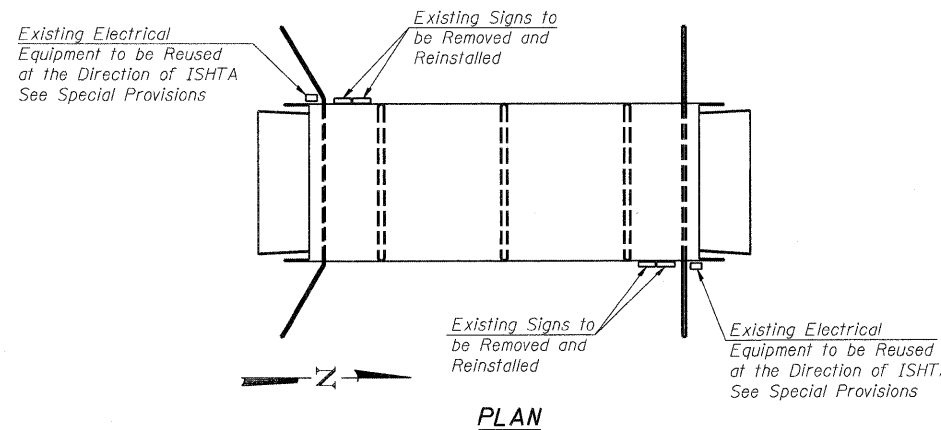
SECTION L-L



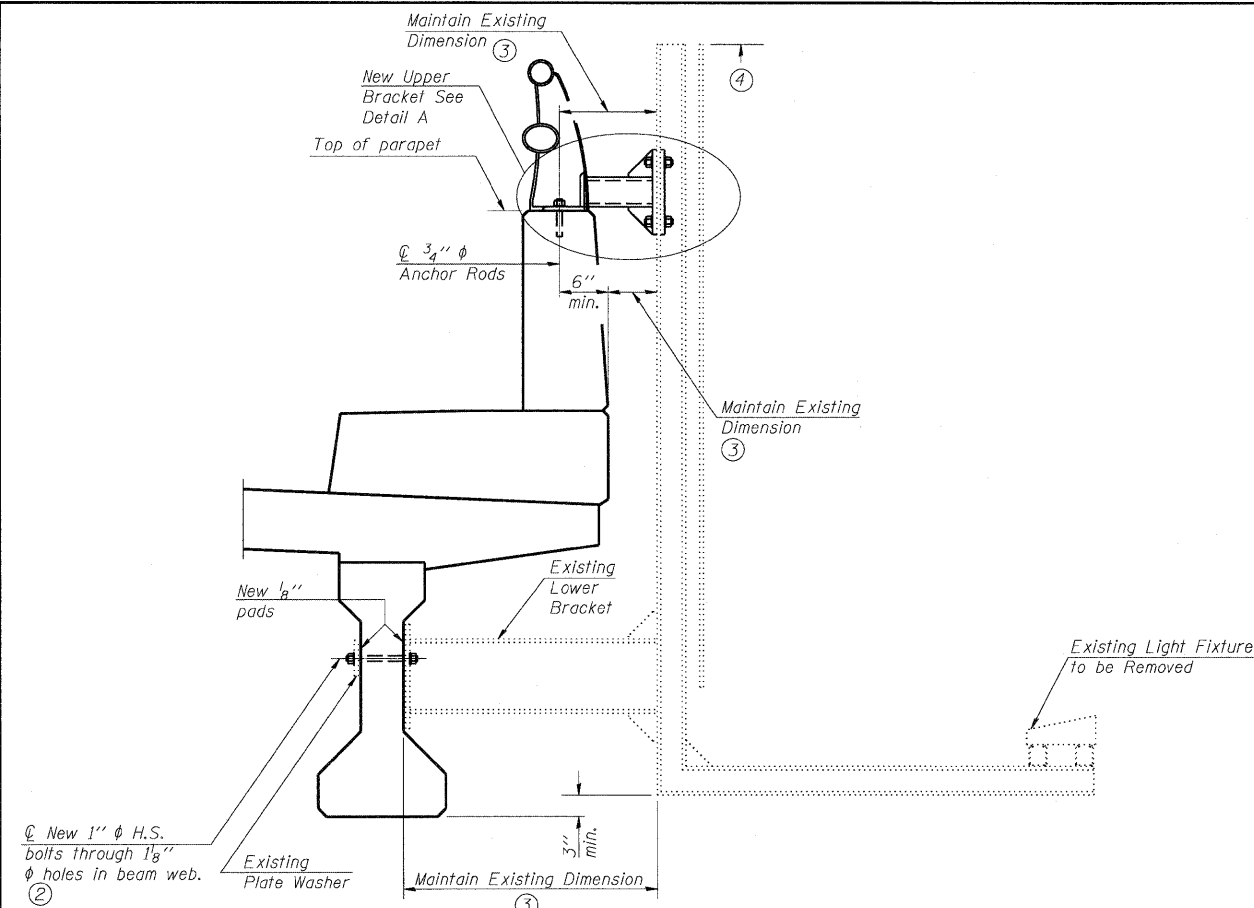
SECTION M-M
 Connection detail for 3/2" φ pipe to parapet.



CLAMP PLATE DETAILS



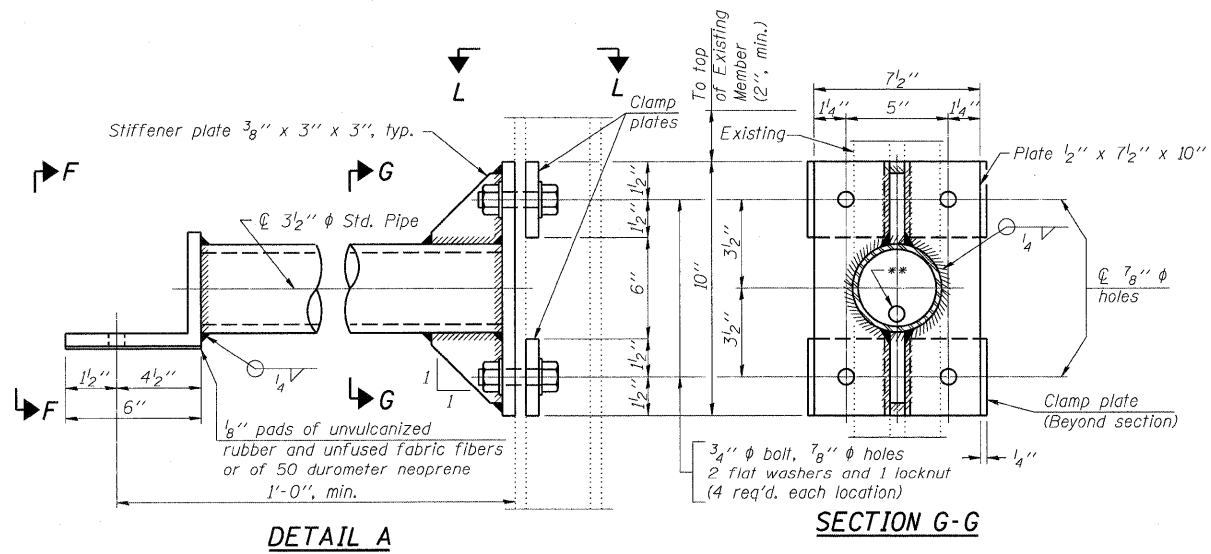
PLAN



TYPICAL SECTION

Details for mounting to girder & parapet.

② New 1" φ H.S. bolts through 1 1/8" φ holes in beam web.



DETAIL A

SECTION G-G



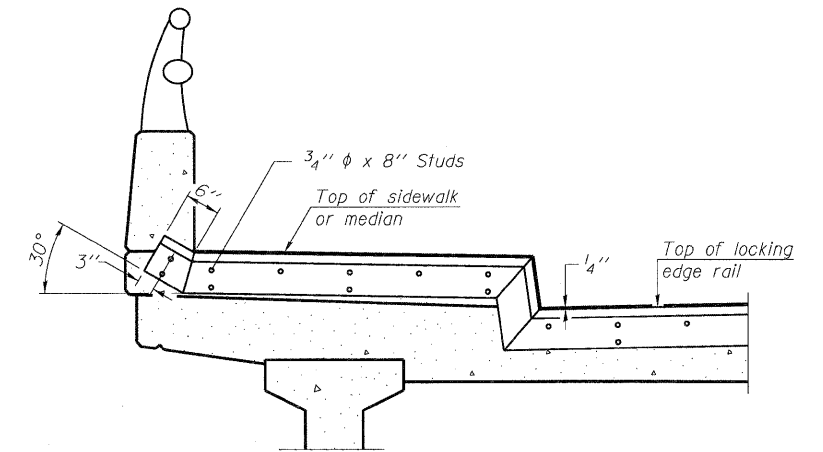
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		CHECKED - RALEE	REVISED -
		DRAWN - RMKANE	REVISED -
		CHECKED - RALEE	REVISED -
	PLOT SCALE =		
	PLOT DATE = 07/01/2011		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL RT 1 - HALSTED ST. OVER I-80294
 BRIDGE MOUNTED SIGN DETAILS**

SHEET NO. 17 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	36
STRUCTURE NO. 016-0199			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



**TYPICAL END TREATMENT
AT SIDEWALK OR MEDIAN**

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

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

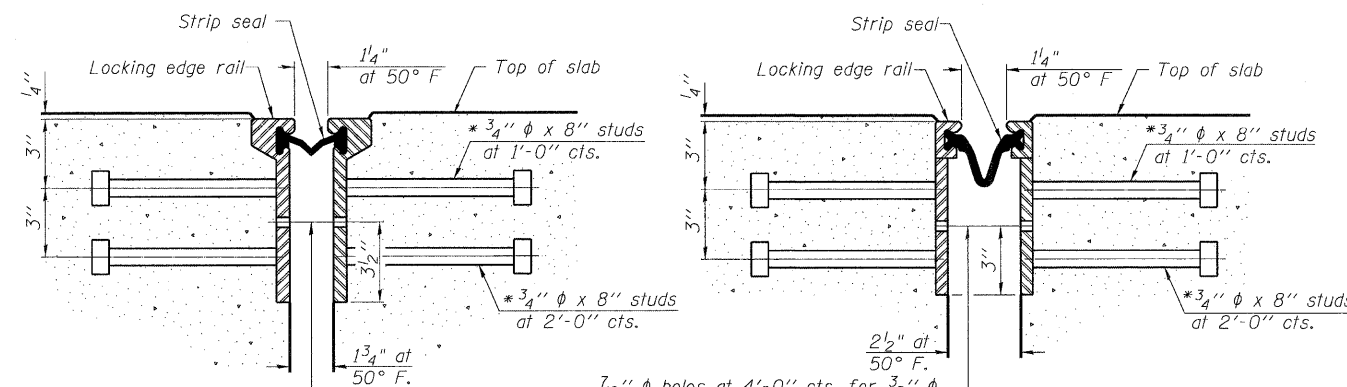
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet.

Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant. Parapet plates and anchorage studs for skewers > 30° included in the cost of Preformed Joint Strip Seal.



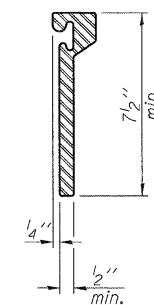
7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU
ROLLED RAIL JOINT**

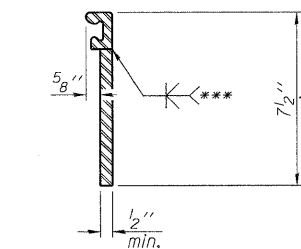
7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU
WELDED RAIL JOINT**

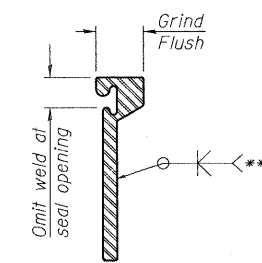
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**ROLLED
EXTRUDED RAIL**



WELDED RAIL



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

**LOCKING EDGE
RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residus.

Rolled rail shown, welded rail similar.

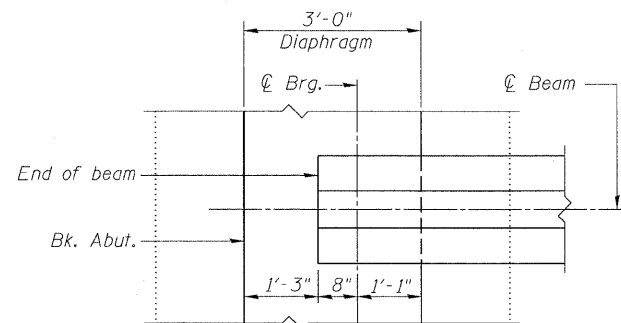
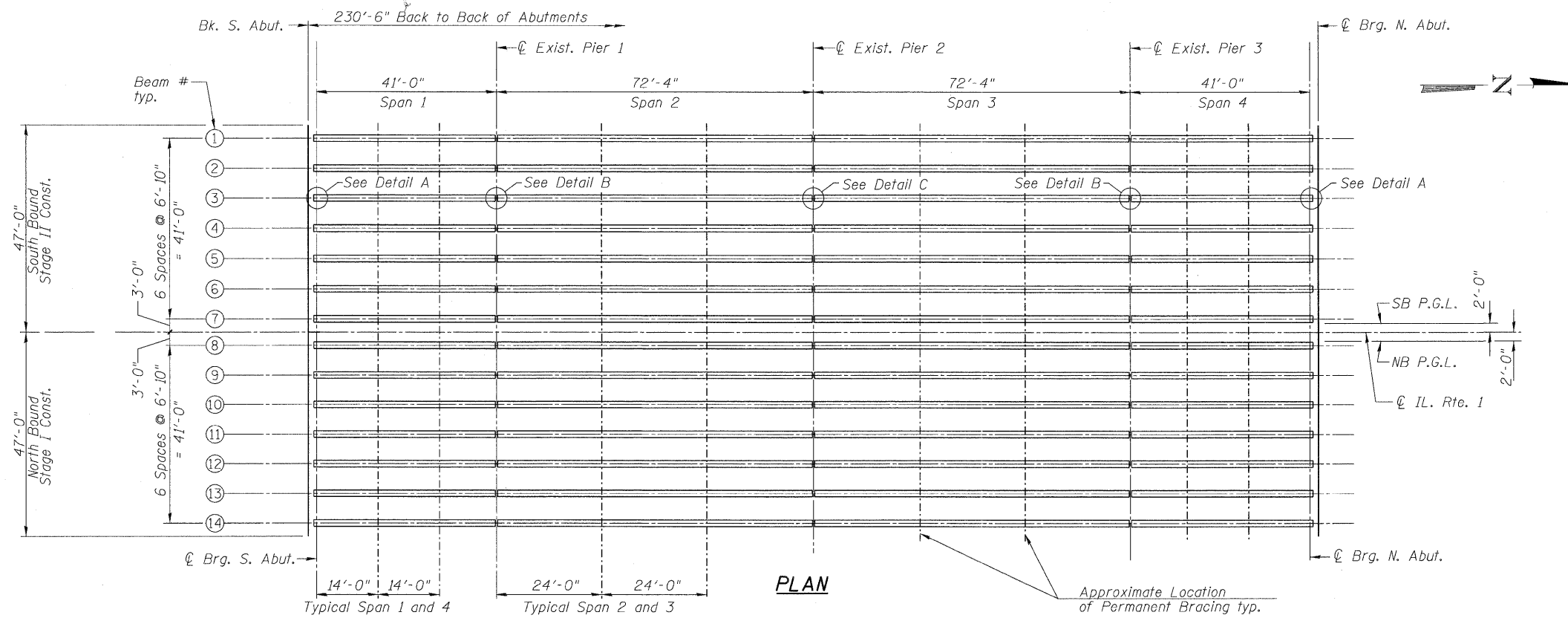
LOCKING EDGE RAILS

BILL OF MATERIAL

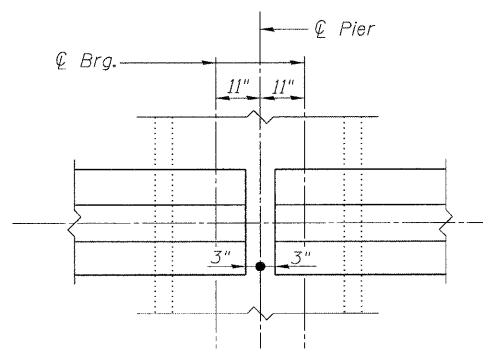
Item	Unit	Total
Preformed Joint Strip Seal	Foot	192



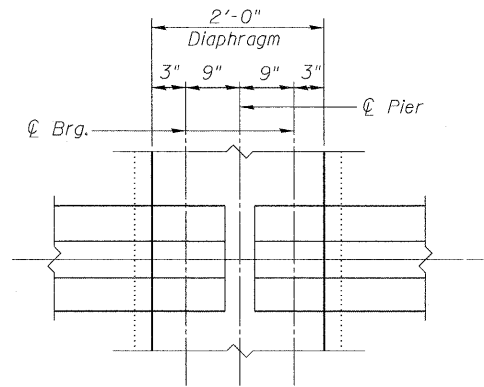
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PLOT SCALE =	DRAWN - RMKANE	REVISED -	STRUCTURE NO. 016-0199			CONTRACT NO. 62099				
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -	SHEET NO. 18 OF 33 SHEETS							
ILLINOIS FED. AID PROJECT										



DETAIL A



DETAIL B



DETAIL C

	0.5 Sp. 1 0.5 Sp. 4	0.4 Sp. 2 0.6 Span 3	Pier 2
I	(in ⁴) 144,118	144,118	144,118
I'	(in ⁴) 401,562	401,562	401,562
S_b	(in ³) 6,834	6,834	6,834
S_b'	(in ³) 11,296	11,296	11,296
S_t	(in ³) 5,355	5,355	5,355
S_t'	(in ³) 32,255	32,255	32,255
Q	(k/ft) 1.30	1.30	1.30
M_Q	(k) 338.7	964.0	204.6
s_Q	(k/ft) 0.316	0.316	0.316
M_s	(k) 66.4	116.6	204.6
M_L	(k) 286.7	512.7	436.2
M_{Imp}	(k) 86.3	129.9	80.9

	N. or S. Abut.	Pier 1 Span 1 Pier 3 Span 4	Pier 1 Span 2 Pier 3 Span 3	Pier 2 Span 2 Pier 2 Span 3
R_Q	(k) 26.6	26.6	46.9	46.9
R_s	(k) 6.5	6.5	8.6	14.3
R_L	(k) 34.5	34.5	37.6	26.0
$Imp.$	(k) 10.4	10.4	9.5	4.8
R_{Total}	(k) 78.0	78.0	102.6	92.0

* The total R_Q , R_L , and impact reactions are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier is based on the maximum reactions of either span.

- I : Non-composite moment of inertia of beam section (in⁴).
- I' : Composite moment of inertia of beam section (in⁴).
- S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
- S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in³).
- S_t : Non-composite section modulus for the top fiber of the prestressed beam (in³).
- S_t' : Composite section modulus for the top fiber of the prestressed beam (in³).
- Q : Un-factored non-composite dead load (kips/ft.).
- M_Q : Un-factored moment due to non-composite dead load conservatively taken at 0.5 of the span (kip-ft.).
- s_Q : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- M_s : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_L : Un-factored live load moment on the composite section (kip-ft.).
- M_{Imp} : Un-factored moment due to impact on the composite section (kip-ft.).



FILE NAME = 0160199-62099-19-FRAMING.dgn

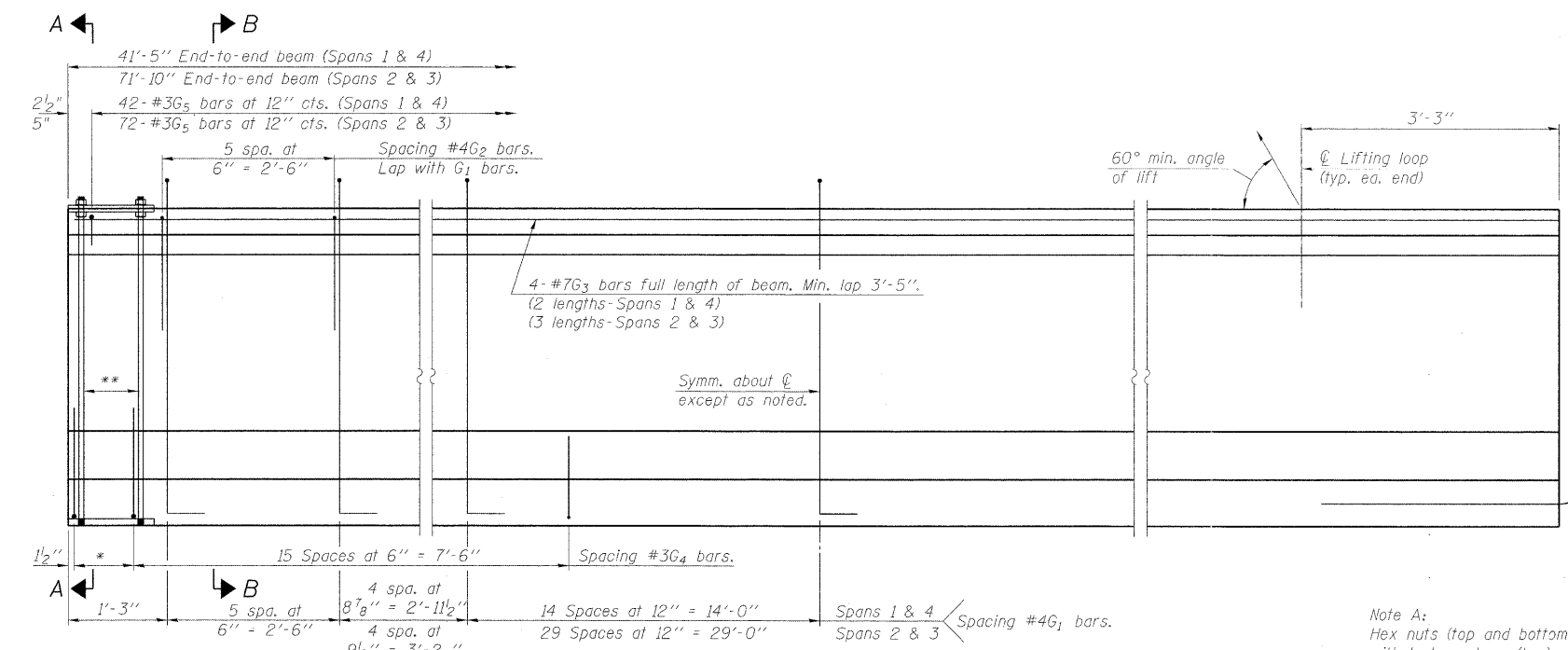
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PLOT SCALE =	CHECKED - RALEE	REVISED -
PLOT DATE = 07/01/2011	DRAWN - RMKANE	REVISED -
	CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RT 1 - HALSTED ST. OVER I-80/294
FRAMING PLAN

SHEET NO. 19 OF 33 SHEETS

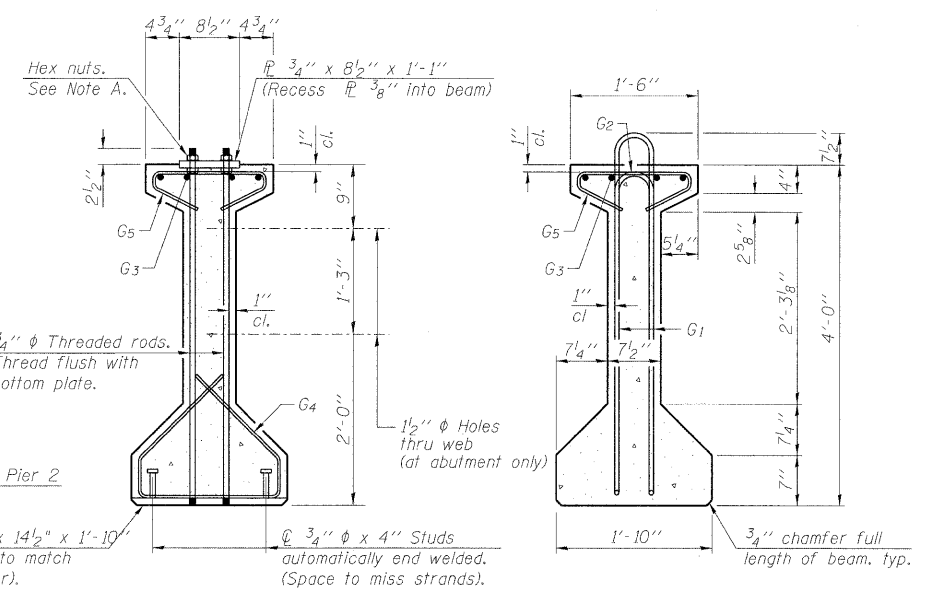
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	38
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

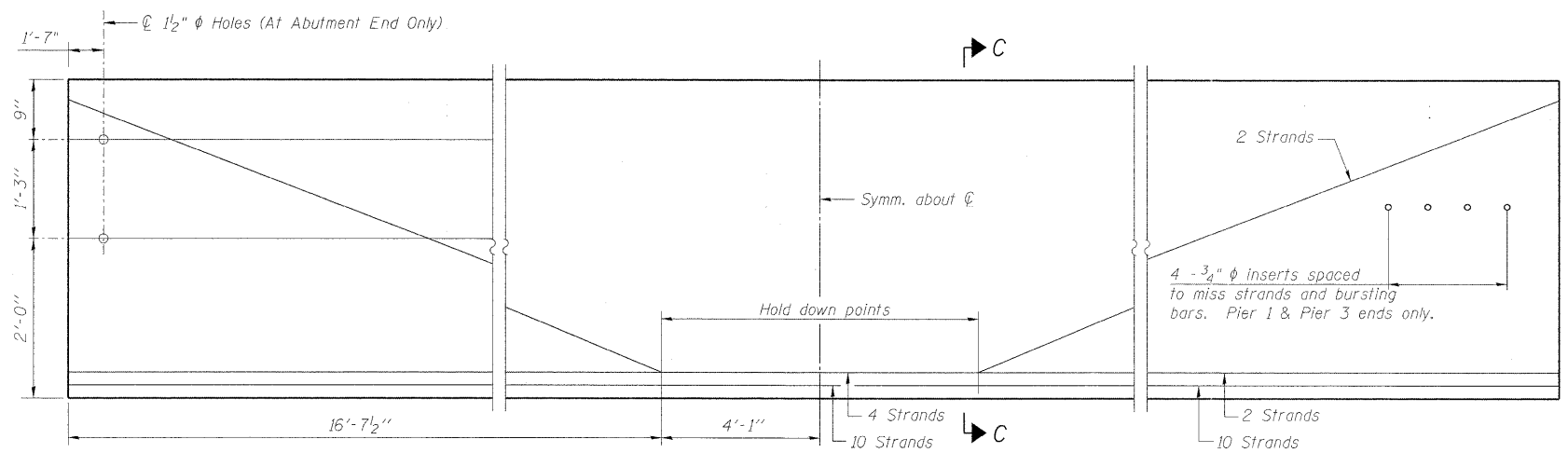
* 3 spaces at 3" = 9"
** 4-3/4" φ threaded dowel rods at 3" cts., each face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

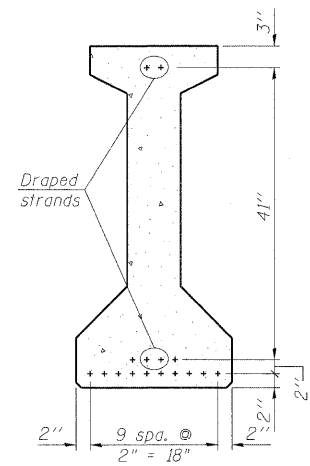


SECTION A-A

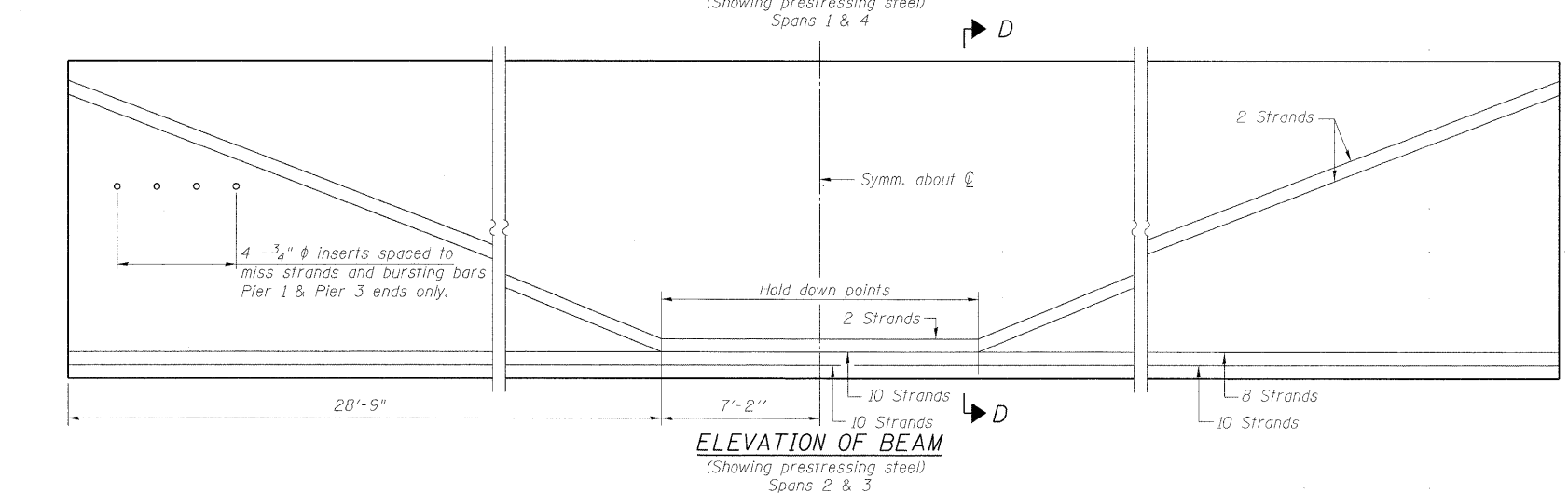
SECTION B-B



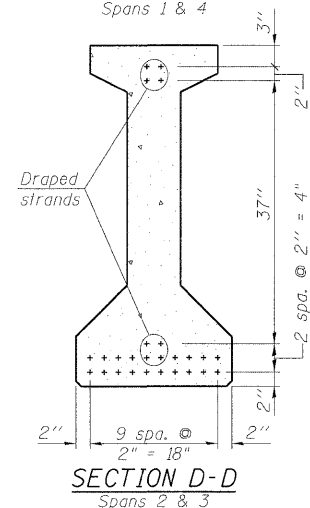
ELEVATION OF BEAM
(Showing prestressing steel)
Spans 1 & 4



SECTION C-C
Spans 1 & 4



ELEVATION OF BEAM
(Showing prestressing steel)
Spans 2 & 3



SECTION D-D
Spans 2 & 3

***** BAR LIST**
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
① G ₁	47	#4	9'-6"	NL
② G ₁	77	#4	9'-6"	NL
G ₂	12	#4	5'-1"	—
① G ₃	8	#7	26'-8"	—
② G ₃	12	#7	26'-8"	—
G ₄	32	#3	5'-3"	—
① G ₅	42	#3	2'-9"	—
② G ₅	72	#3	2'-9"	—
② G ₆	2	#8	3'-9"	—

① For Spans 1 & 4 only
② For Spans 2 & 3 only

*** For Information Only

Notes:
See Beam Details 2 Sheet for additional details and Bill of Material.
Required release strength, f'_{ci}, shall be 5,000 psi.
Holes formed with girder for permanent bracing shall be located to miss strands within permissible tolerances by the fabricator.
See Framing Plan Sheet for approximate bracing locations.
See Diaphragm Details 1 Sheet for bracing details.
For holes in fascia beams for sign supports see Bridge Mounted Sign Details Sheet.



FILE NAME = 0160199-62099-20-BEAM_1.dgn

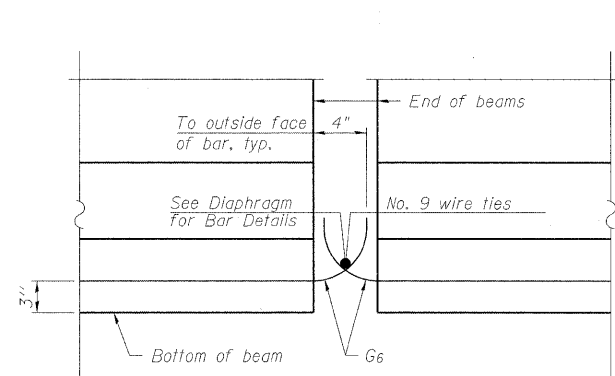
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DESIGNED - JPMILLA	CHECKED - RALEE	REVISED -
PLOT SCALE =	DRAWN - RMKANE	REVISED -
PLOT DATE = 08/05/2011	CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

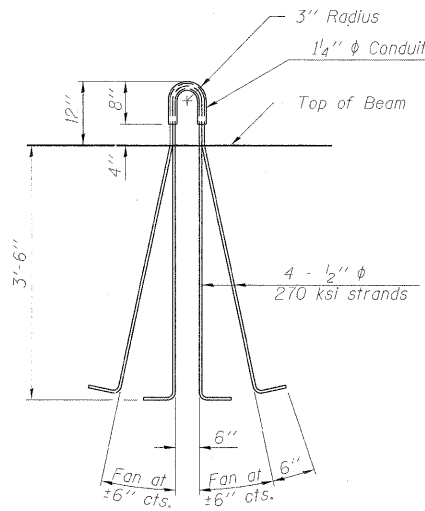
IL RT 1 - HALSTED ST. OVER I-80/294
BEAM DETAILS 1

SHEET NO. 20 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	39
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				

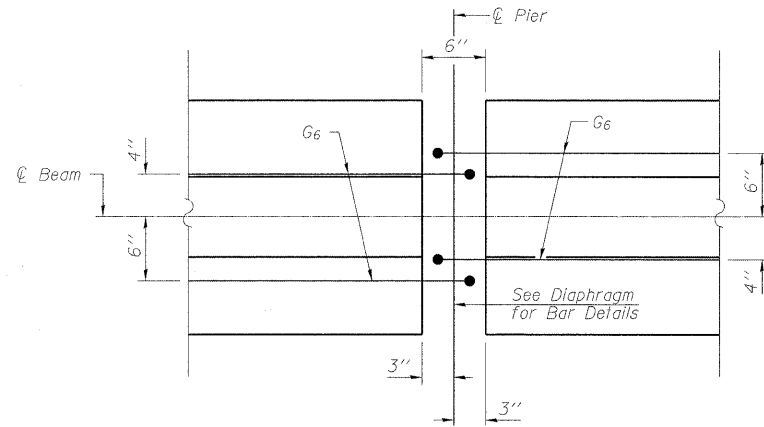


ELEVATION OF BEAM AT PIER 2

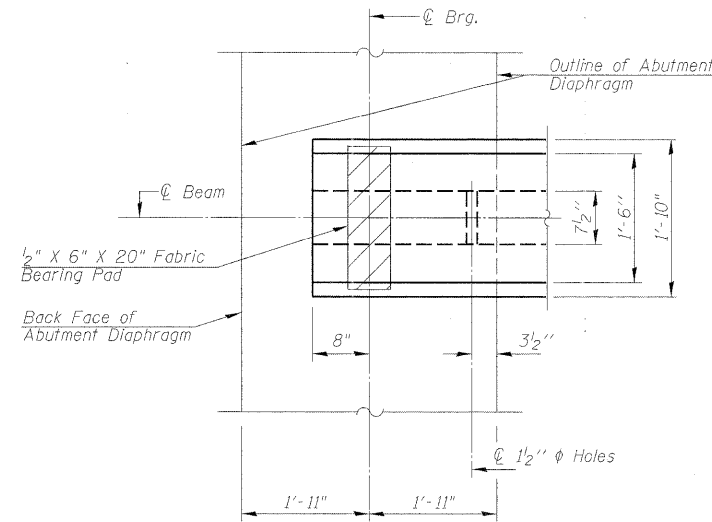


LIFTING LOOP DETAIL

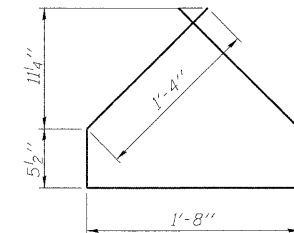
Notes:
 Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
 Reinforcement bars shall conform to ASTM A 706, Grade 60. A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling. Till G6 bars when necessary to maintain 1 1/2" clearance.
 The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.
 Threaded rods shall be ASTM F 1554 Grade 55.
 Beams requiring G6 bar assemblies shall not be released from the fabricator until they have attained 45 days of age or older.



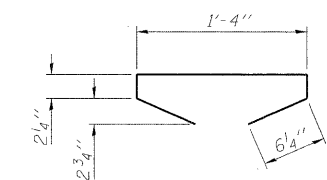
PLAN OF BEAM AT PIER AT PIER 2



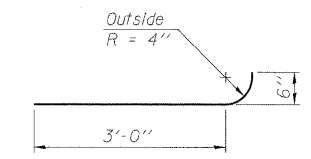
PLAN OF BEAM AT ABUTMENT



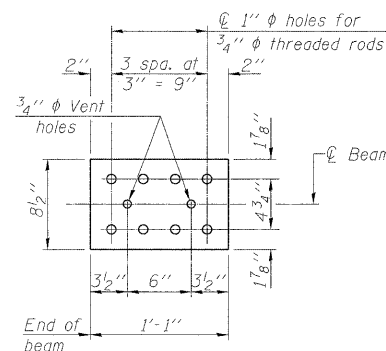
BAR G4



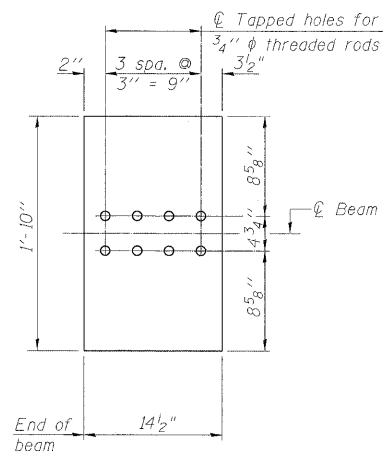
BAR G5



BAR G6

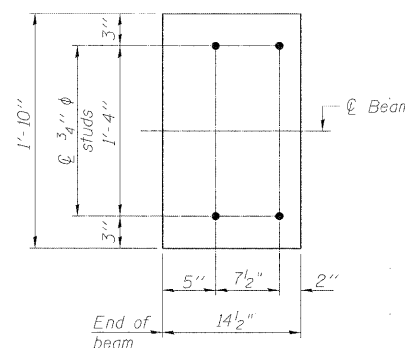


TOP PLATE

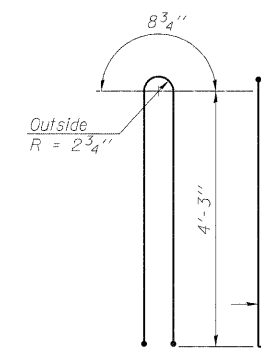


BOTTOM PLATE (Showing threaded rods)

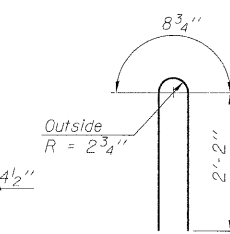
For holes in bottom plate for pintles see Bearing Details Elastomeric and Fixed Sheet.



BOTTOM PLATE (Showing studs)



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in.	Ft.	3,171



FILE NAME = 0160199-62099-21-BEAM_2.dgn

USER NAME =
 PLOT SCALE =
 PLOT DATE = 08/05/2011

DESIGNED - JPMILLA
 CHECKED - RALEE
 DRAWN - RMKANE
 CHECKED - RALEE

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

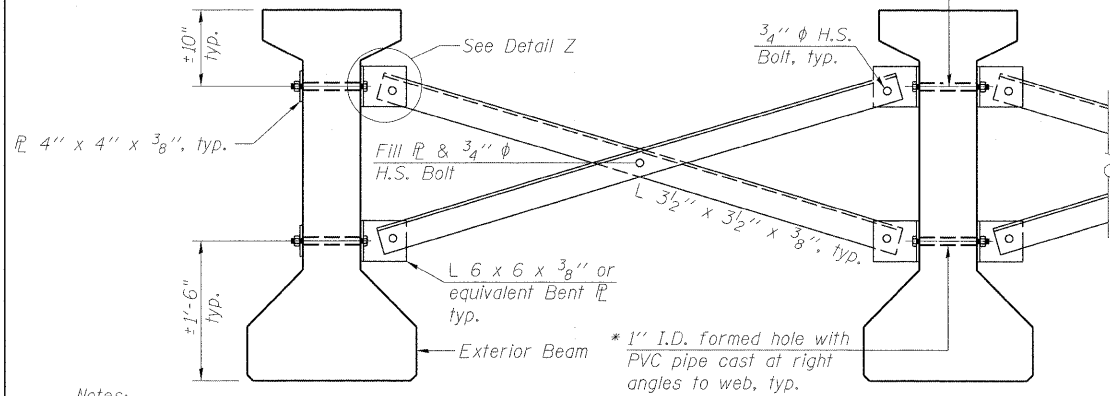
IL RT 1 - HALSTED ST. OVER I-80/294
 BEAM DETAILS 2

SHEET NO. 21 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	40
STRUCTURE NO. 016-0199			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				

* Fabricator shall locate to miss strands within permissible tolerances.

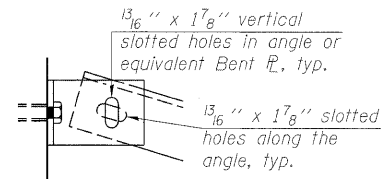
$\frac{3}{4}$ " ϕ A307 Bolts with lock nuts., typ.
Bolts through the concrete web shall be tightened to snug tight only.



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted. Two hardened washers are required for each set of oversized holes. All holes shall be $\frac{15}{16}$ " ϕ unless otherwise noted. $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes. All bolts shall be galvanized according to AASHTO M232. Bracing shall be installed as beams are erected and tightened as soon as possible during erection. Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams. See Framing Plan Sheet for approximate location of formed holes.

PERMANENT BRACING DETAILS FOR 48" PPC I-BEAMS



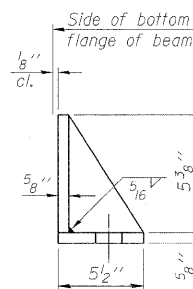
DETAIL Z

Notes:

Reinforcement bars in diaphragm are billed with superstructure on the Superstructure Details Sheet. Concrete in diaphragm is included with Concrete Superstructure on the Superstructure Details Sheet. For details of "s" bars see Diaphragm Details 2 Sheet. The "s" bars shall be placed parallel to the beams. See Diaphragm Details 2 sheet for Sections A-A, B-B and C-C. Cost of 30 Lb. roofing felt is included with Concrete Superstructure. Field modify bar splicers if necessary.

Notes for side retainer and anchor bolts at Pier 2:

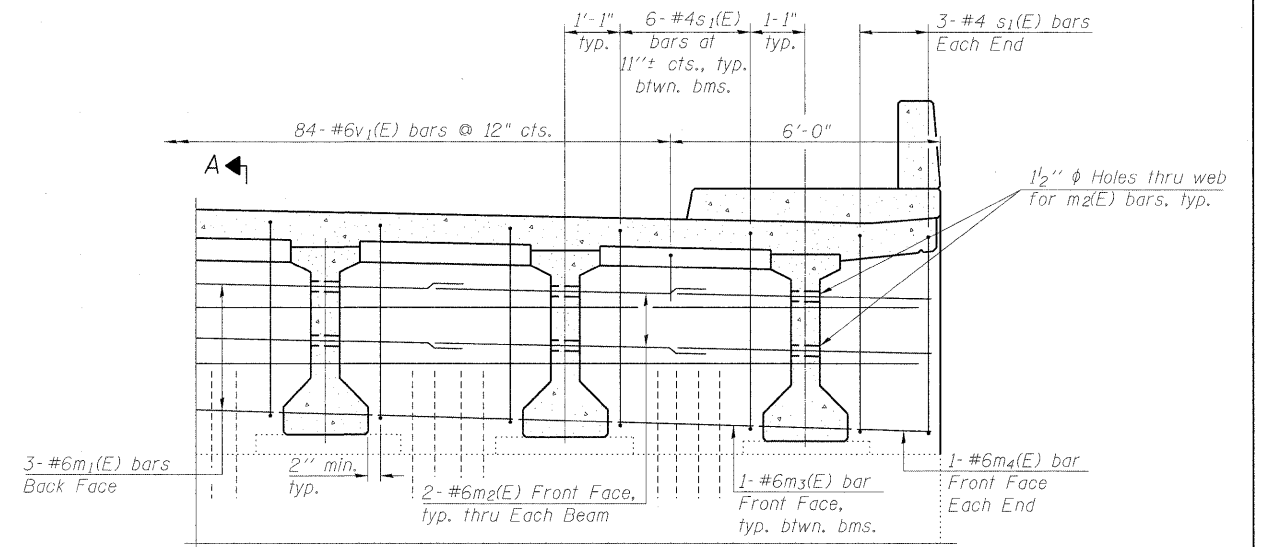
The side retainer shall be galvanized after shop fabrication according to AASHTO M 111. Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Anchor bolts for side retainers shall be drilled and set in the existing pier cap. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Cost of side retainer shall be included with Concrete Superstructure. For side retainers and anchor bolts at Piers 1 & 3 see Bearing Details Elastomeric and Fixed Sheet.



SIDE RETAINER

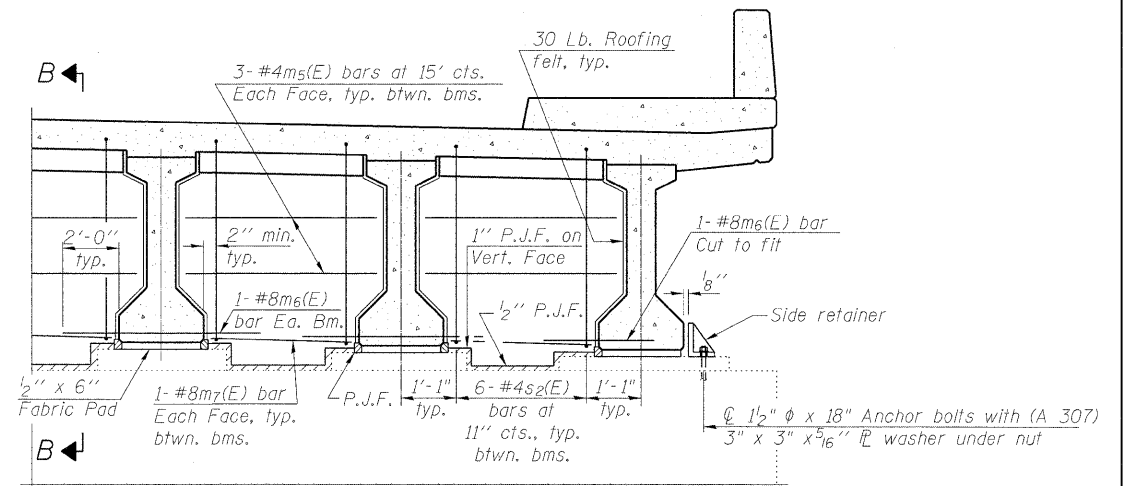
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

MIN. BAR LAP
#6 bar = 3'-4"



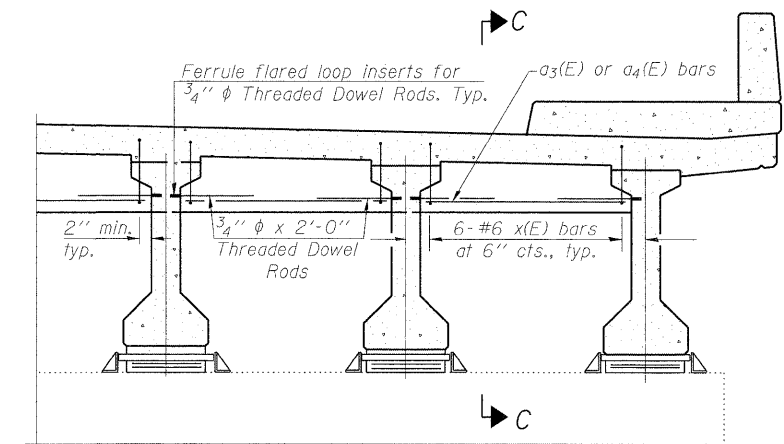
DIAPHRAGM ELEVATION AT ABUTMENT

Provide 6 Bar Splicers (E) for #6 Bars in diaphragm at stage constructin joint. (Integral)



DIAPHRAGM AT PIER 2

Provide 8 Bar Splicers (E) for #4 and #8 Bars in diaphragm at stage constructin joint. (Fixed)
#8v(E) bars not shown for clarity



DIAPHRAGM AT PIERS 1 & 3



FILE NAME = 0160199-62099-22-DIAPHRAGM_1.dgn

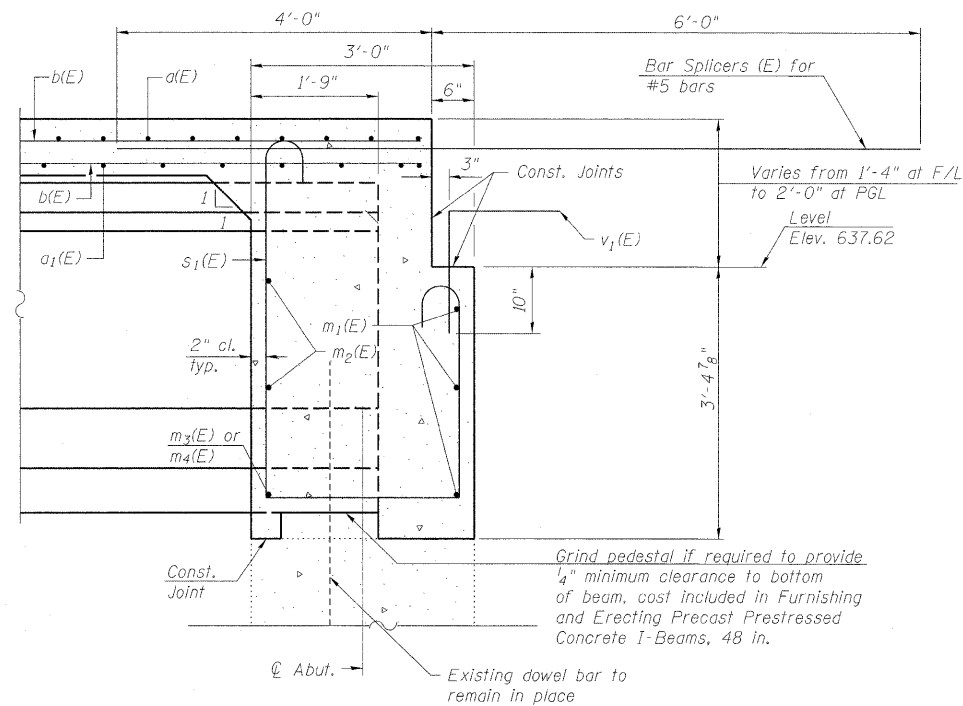
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PLOT SCALE =	CHECKED - RALEE	REVISED -
PLOT DATE = 08/05/2011	DRAWN - RMKANE	REVISED -
	CHECKED - RALEE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

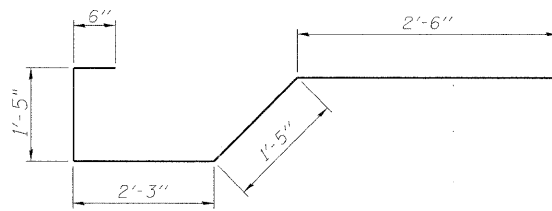
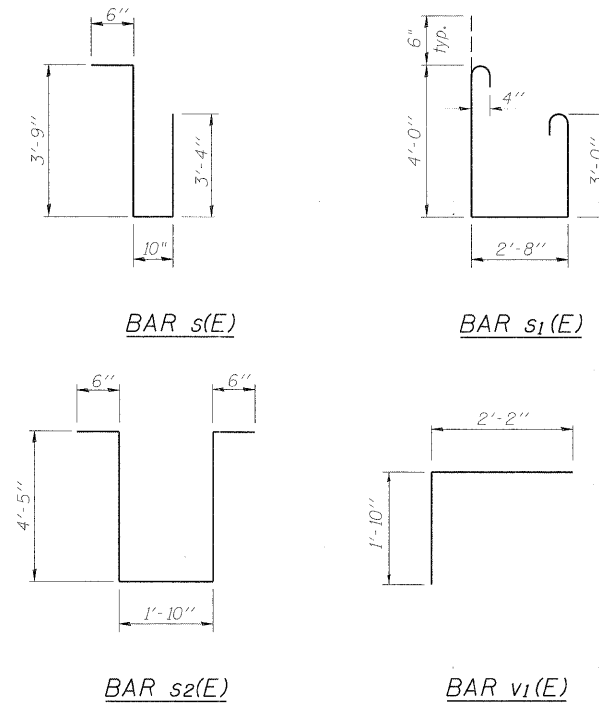
**IL RT 1 - HALSTED ST. OVER I-80/294
DIAPHRAGM DETAILS 1**

SHEET NO. 22 OF 33 SHEETS

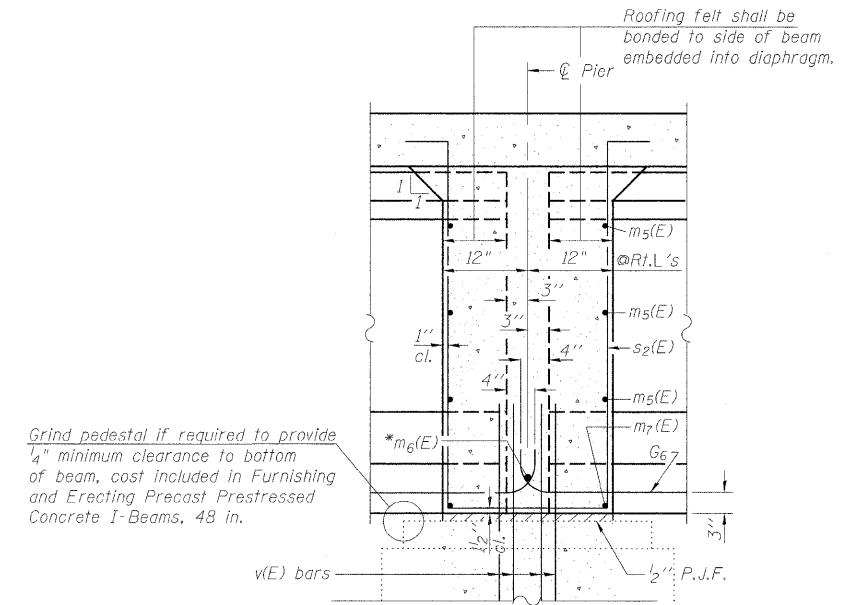
F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 41
STRUCTURE NO. 016-0199		CONTRACT NO. 62099		
ILLINOIS FED. AID PROJECT				



SECTION A-A



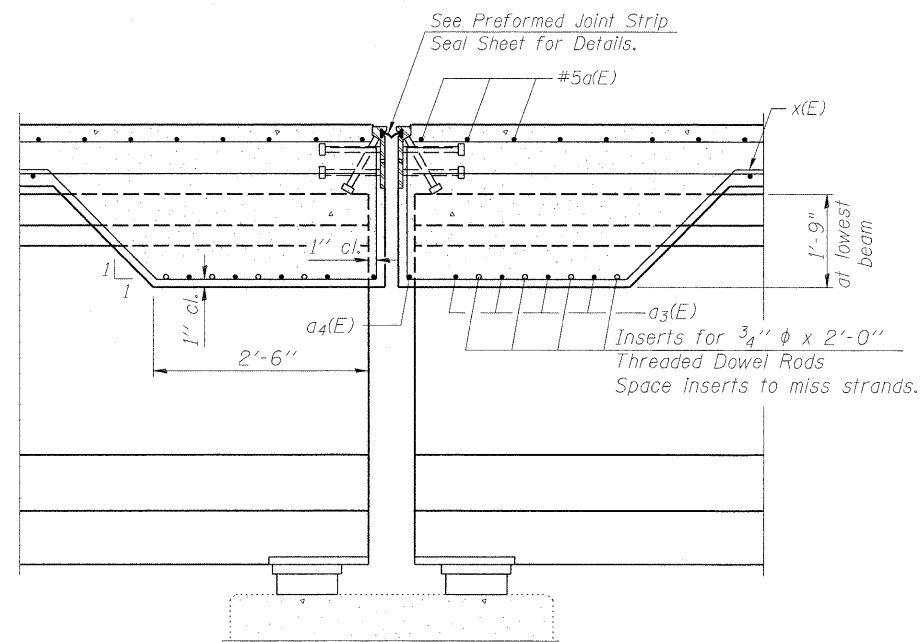
BAR x(E)



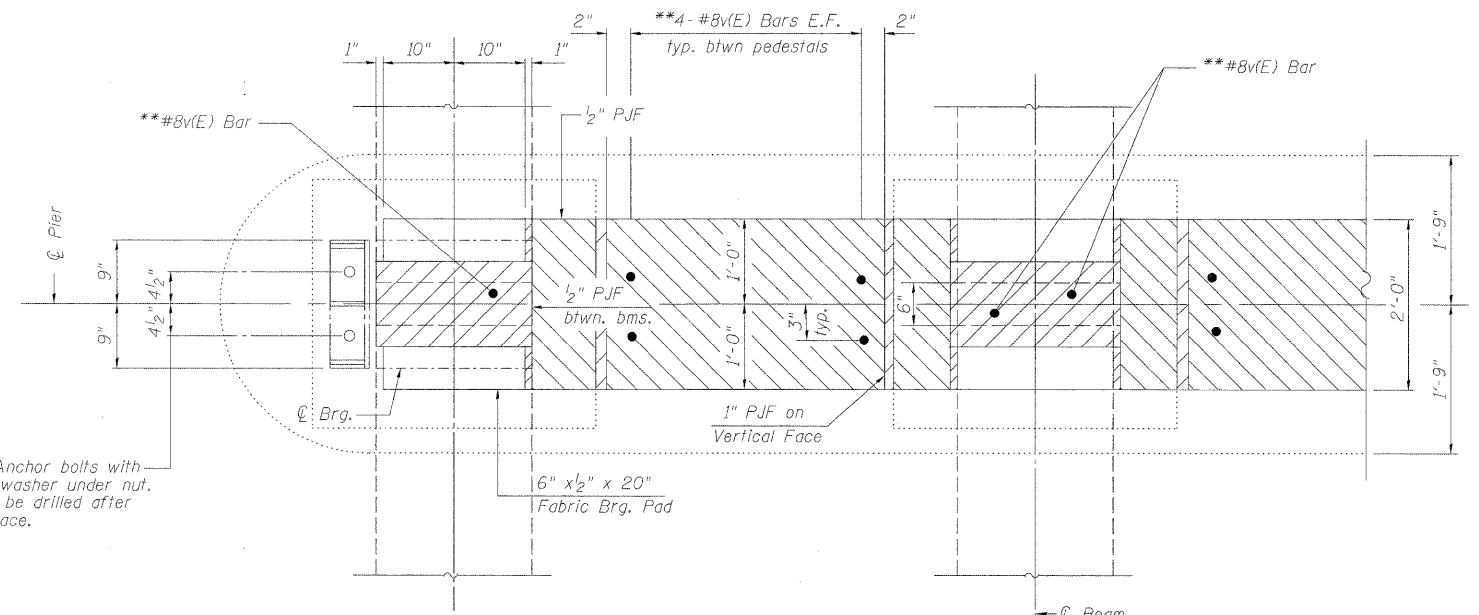
SECTION B-B

* Tightly fasten the #8 bars together with No. 9 wire ties.

Note:
See Diaphragm Details 1 Sheet for location of Sections A-A, B-B and C-C.



SECTION C-C
AT JOINT



@ 1/2" phi x 18" Anchor bolts with 3" x 3" x 5/16" R washer under nut. Holes in cap to be drilled after beams are in place.

** Drill and grout #8v(E) bars according to Article 509.06 of the Standard Specifications. Maximum depth of hole shall not exceed 18".

PLAN AT PIER 2
(Showing bearing pad and P.J.F. details)



FILE NAME *
0160199-62099-23-DIAPHRAGM_2.dgn

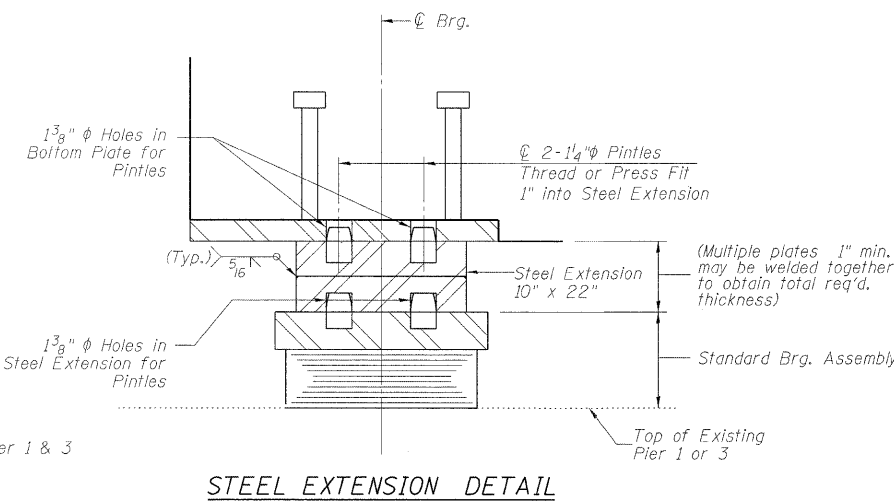
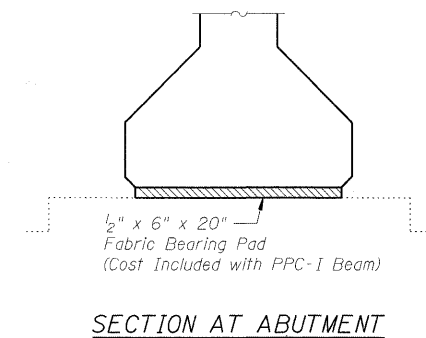
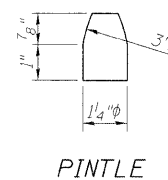
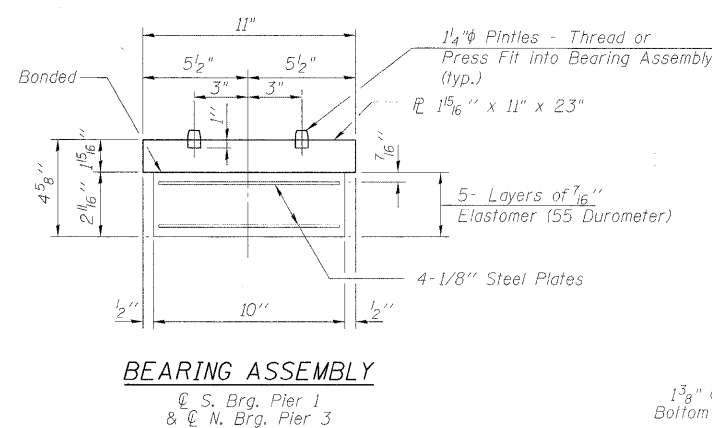
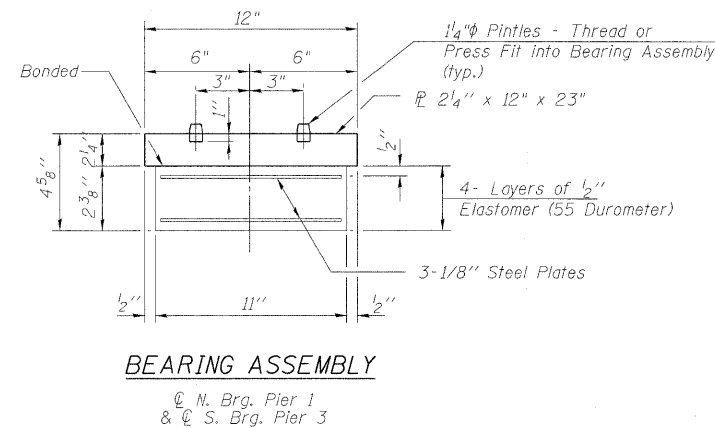
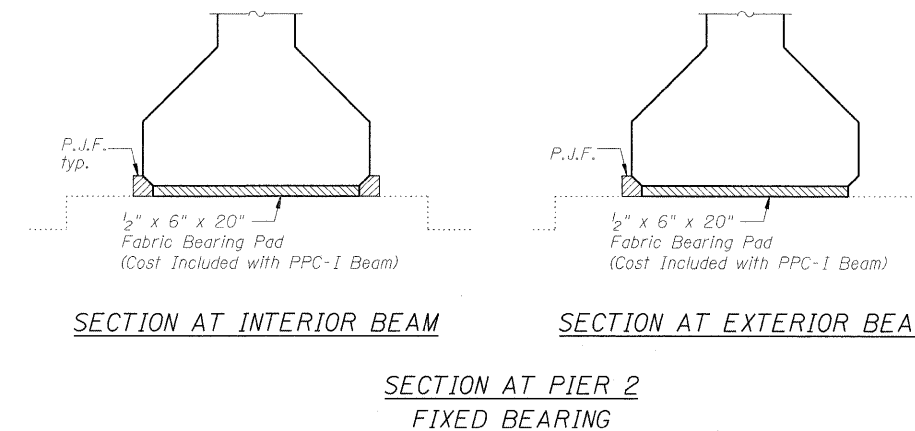
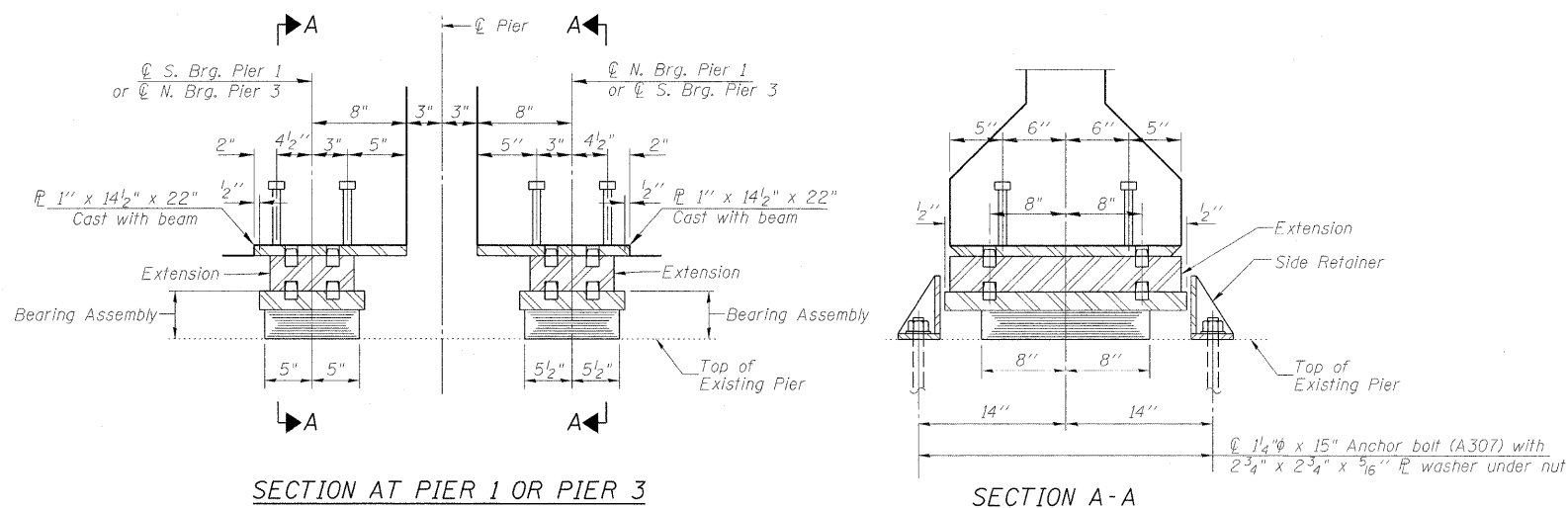
USER NAME *	DESIGNED - JPMILLA	REVISED -
PLOT SCALE *	CHECKED - RALEE	REVISED -
PLOT DATE = 08/05/2011	DRAWN - RMKANE	REVISED -
	CHECKED - RALEE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RT 1 - HALSTED ST. OVER I-80/294
DIAPHRAGM DETAILS 2

SHEET NO. 23 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	42
STRUCTURE NO. 016-0199			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



Pier 1 (N and S Bearings)
Pier 3 (N and S Bearings)

G2	G3	G4	G5	G6	G7
G13	G12	G11	G10	G9	G8
Extension Height					
1"	2 1/2"	4"	5"	6"	7 1/2"

Note: No extension required at G1 and G14.

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

All anchor bolts shall be drilled and set in existing piers according to Article 521.06 of the Standard Specifications.

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

See Beam Details I sheet for additional details of plate cast with beam.

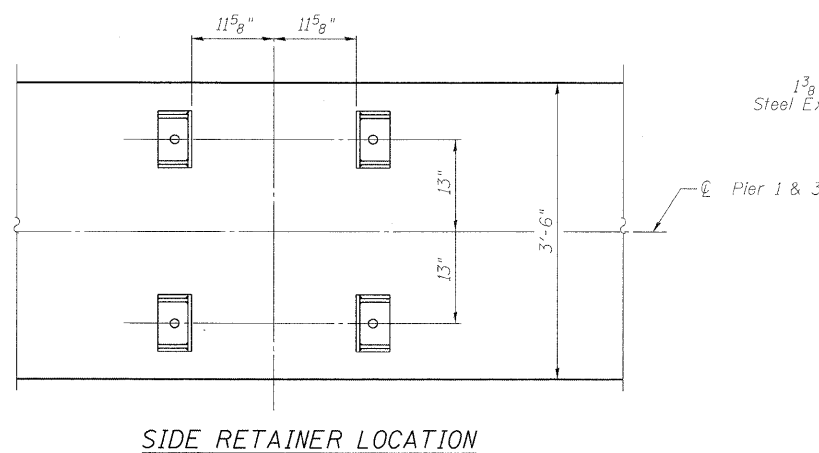
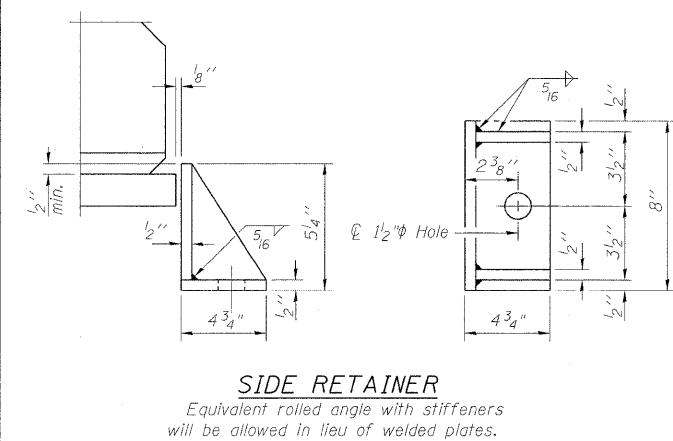
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

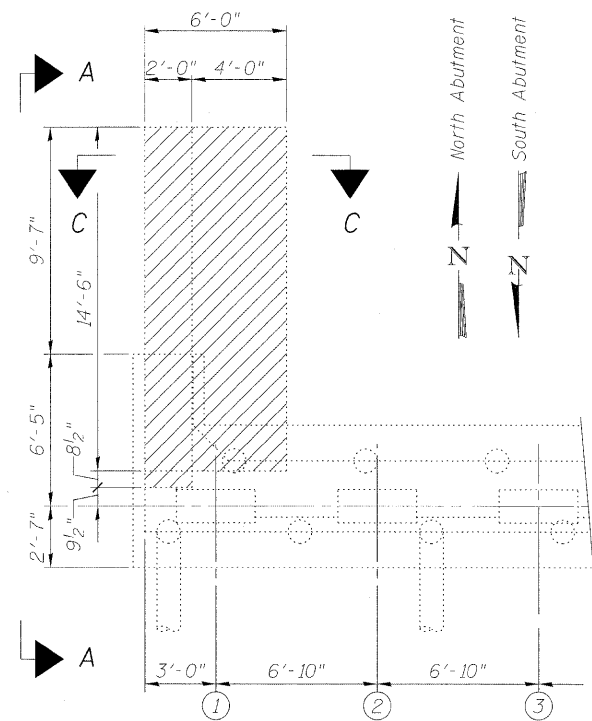
All embedded and separate bearing plates, extensions, side retainers, anchor bolts, pintles, nuts and washers and shall be galvanized according to AASHTO M111 or M232 as applicable.

Galvanized coating damaged during field welding operation shall be repaired according to IDOT Standard Specifications.

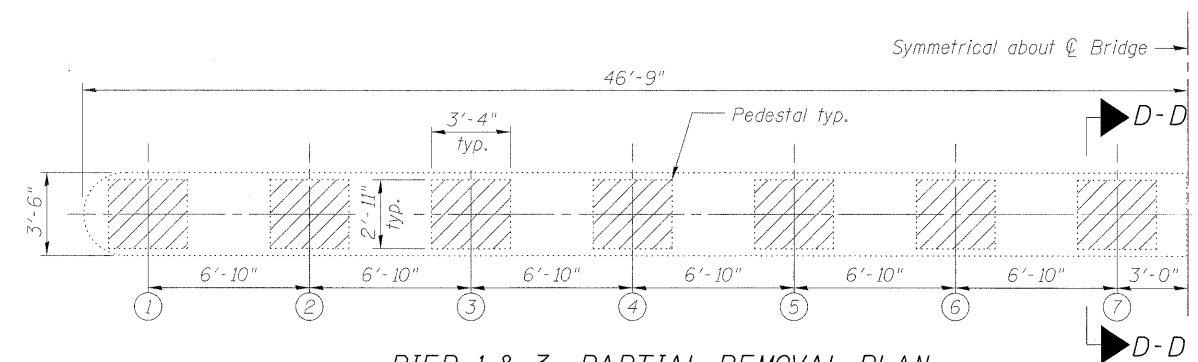
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	56
Anchor Bolts, 1 1/4"	Each	112
Anchor Bolts, 1/2"	Each	4



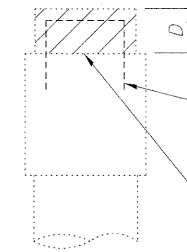


ABUTMENT PARTIAL REMOVAL PLAN



PIER 1 & 3 PARTIAL REMOVAL PLAN

(Removal is not required at Pier 2)



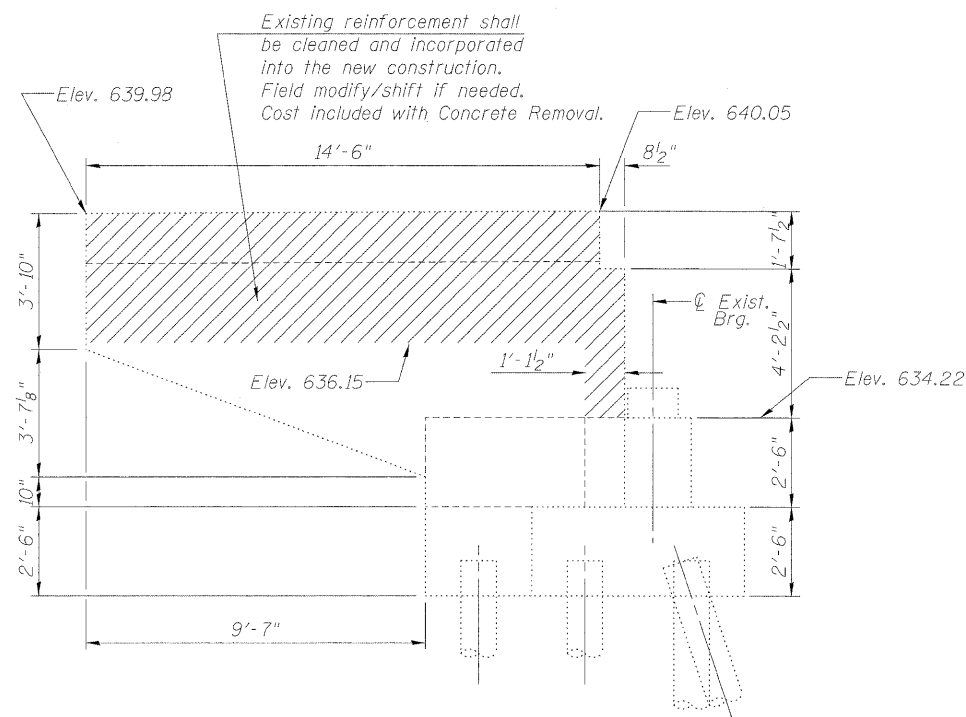
VIEW D-D

Burn existing reinforcing flush with pier cap.
Grind reinforcing smooth and seal with epoxy.
Cost is incidental to Concrete Removal.

Final surface must be flush, level
and capable of properly seating
the replacement bearings.
Cost incidental to Concrete Removal.

PEDESTAL HEIGHT, D

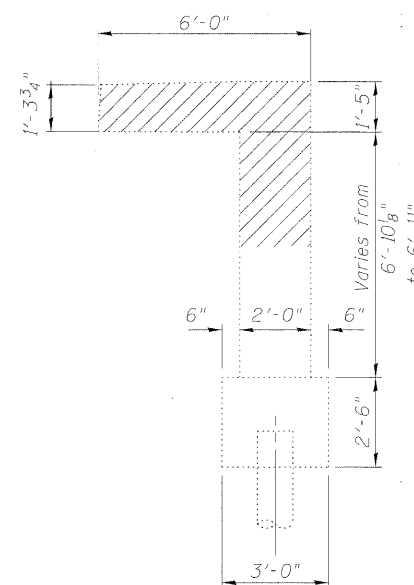
LOCATION	Pier 1 & 3
①	0.17 ft.
②	0.27 ft.
③	0.38 ft.
④	0.48 ft.
⑤	0.58 ft.
⑥	0.68 ft.
⑦	0.79 ft.



VIEW A-A

(Elevations shown are from as-built plans)

(See Parapet Over Wingwall Sheet for reconstruction of wingwall details.)



SECTION C-C

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu.Yd.	40.0

LEGEND

Limits of Concrete Removal

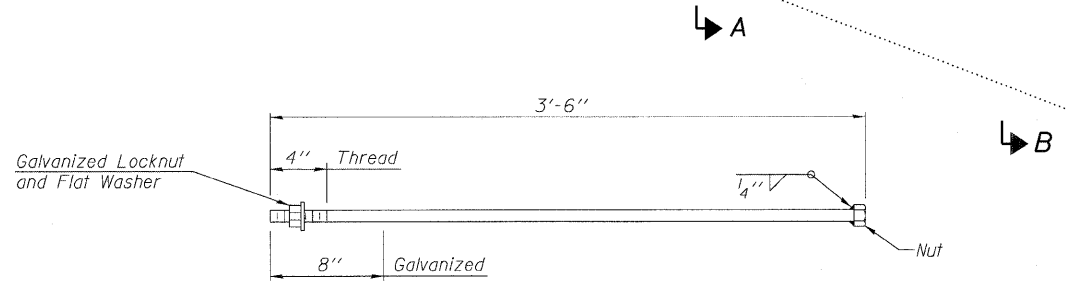
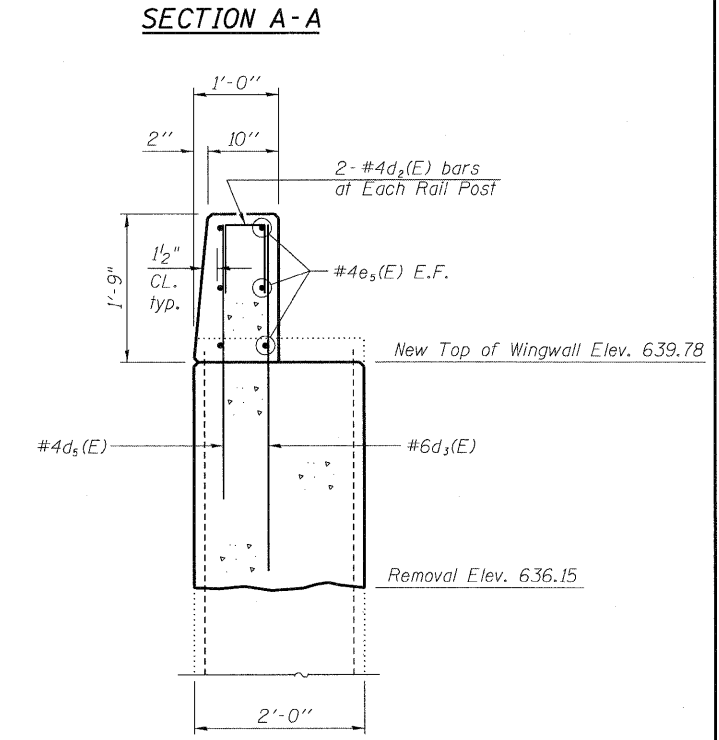
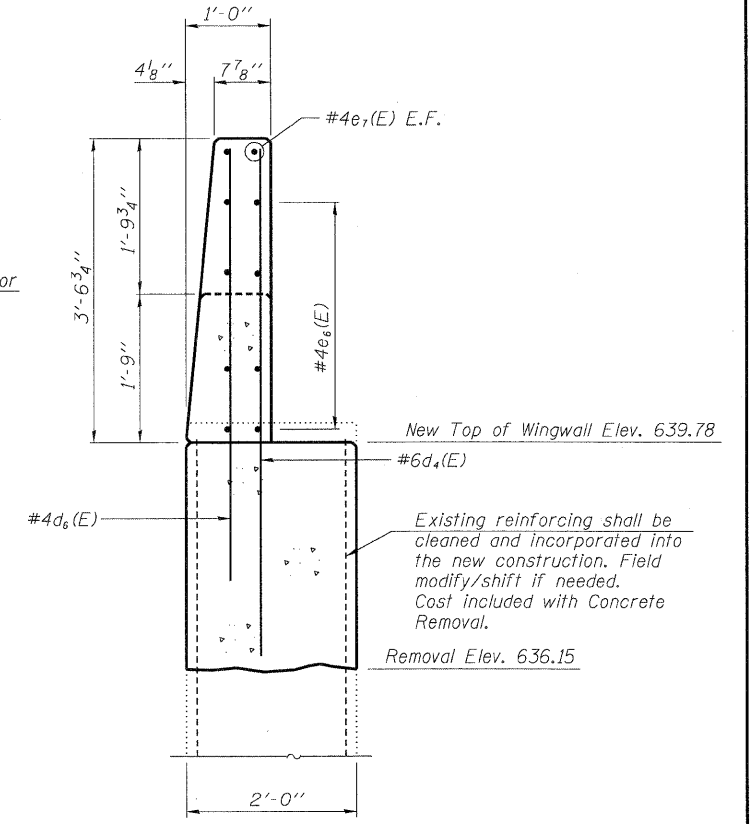
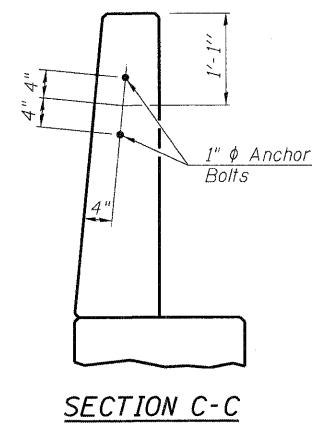
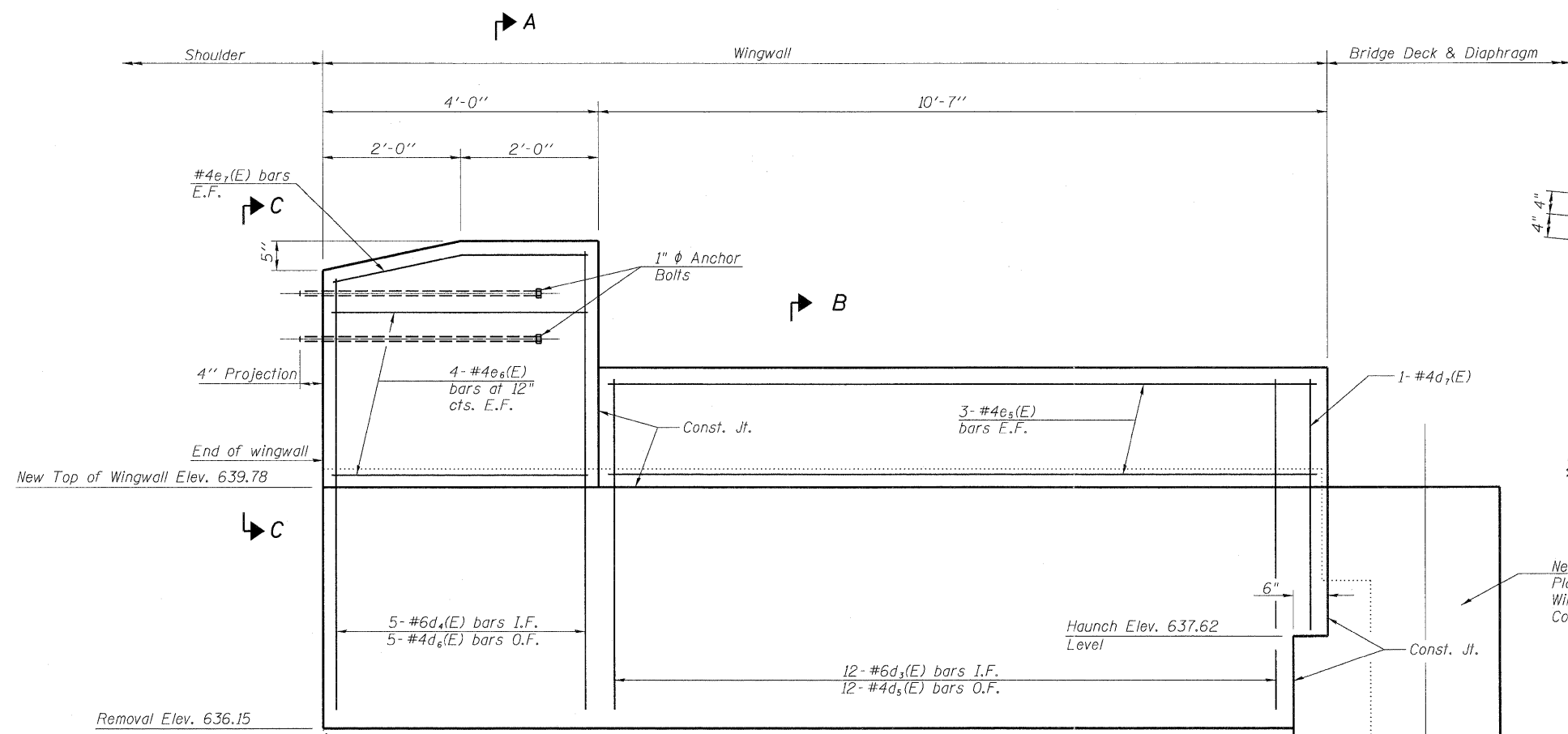
Existing Foundation

NOTES:
Removal of diaphragm concrete at abutments is included in Removal of Existing Superstructure and not included in the quantity for Concrete Removal.

Existing pedestals at abutments are not to be disturbed during removal of the diaphragms, but grinding will be required to provide 1/4" minimum clearance to bottom of beam.



FILE NAME = 0160199-62099-25-REMOVAL.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RT 1 - HALSTED ST. OVER I-80/294 PARTIAL REMOVAL DETAILS	SHEET NO. 25 OF 33 SHEETS	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 44
PLOT SCALE =	DRAWN - RMKANE	REVISED -	STRUCTURE NO. 016-0199				CONTRACT NO. 62099				
PLOT DATE = 08/05/2011	CHECKED - RALEE	REVISED -	ILLINOIS FED. AID PROJECT								



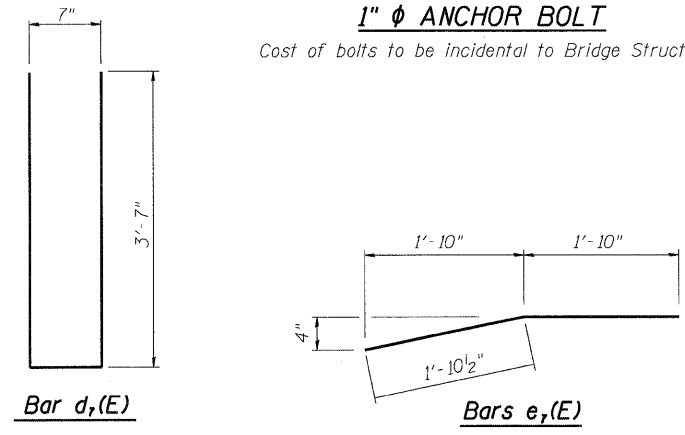
1" ϕ ANCHOR BOLT
Cost of bolts to be incidental to Bridge Structure

ELEVATION
Existing reinforcing not shown for clarity.

BILL OF MATERIAL

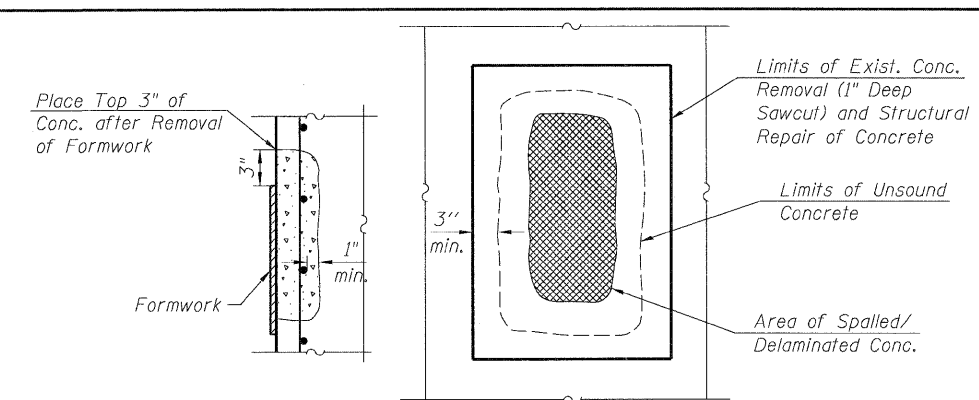
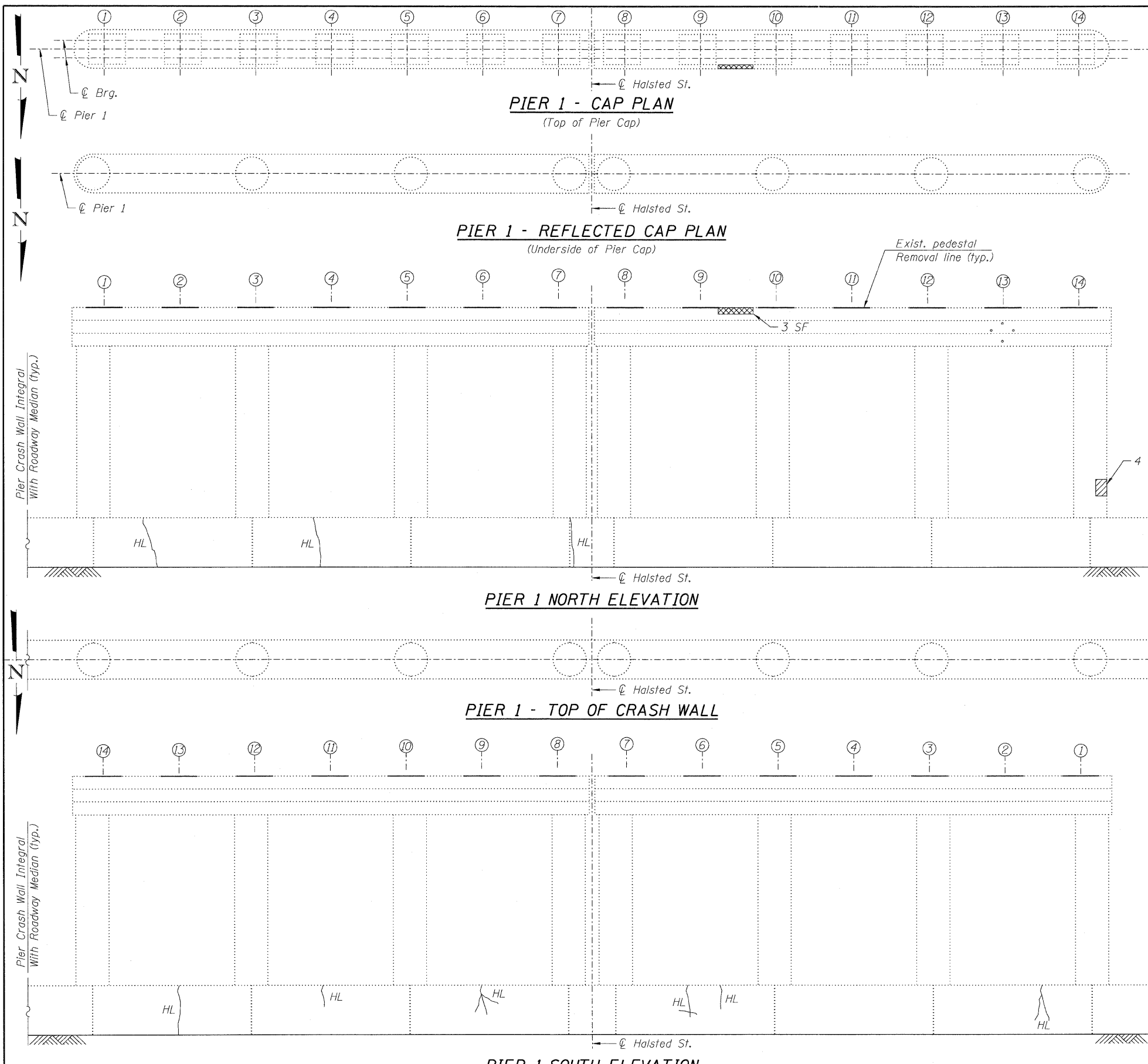
Item	Unit	Quantity
Concrete Structures	Cu. Yd.	16.1

MIN. BAR EMBEDMENT
#4 = 2'-6"
#6 = 3'-4"



Notes:
Provide 3/4" Chamfer on all new concrete edges.
Parapet concrete included with Concrete Superstructure.
New concrete to rebuild wingwall included in Concrete Structures.

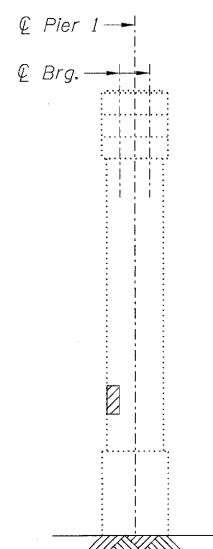




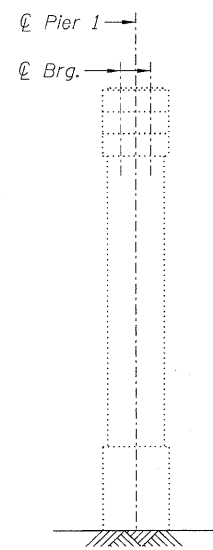
STRUCTURAL REPAIR OF CONCRETE

NOTES:

- For general notes and total bill of material, see sheet 21.
- Existing reinforcing bars that have been cut and/or damaged during repair operations shall be supplemented by new in kind reinforcing bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed. See special provisions.
- Crack widths shown to be repaired are $\frac{1}{8}$ " +/- $\frac{1}{16}$ " unless otherwise noted.
- Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction. Increases to plan quantities shall be approved by the Tollway prior to performing the work.
- All exposed areas of bridge seats to remain shall be cleaned in accordance with Special Provisions.
- The Contractor shall take all necessary precautions for the protection of passing vehicles from falling objects and/or materials until completion of the work. All necessary precautions shall be included in bid price for Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- The Contractor is responsible to remove and reinstall all existing utilities (such as drain pipes, electrical conduits, junction boxes and light fixtures) interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- All exposed surfaces of bridge seats, pier cap, columns and crashwall shall be cleaned and sealed in accordance with the special provisions for Power Washing Concrete Surfaces and Concrete Sealant, respectively.



WEST END ELEVATION



EAST END ELEVATION

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealant	Sq. Ft.	3680
Power Washing Concrete Surfaces	Sq. Yd.	409
Structural Repair Of Concrete (Depth Equal To Or Less Than 5")	Sq. Ft.	4
Structural Repair Of Concrete (Depth Greater Than 5")	Sq. Ft.	3
Cleaning Bridge Seats	Sq. Ft.	329

LEGEND

- Hairline Crack (Not to be Sealed) SF - Square Foot
- Low Pressure Epoxy Injection LF - Linear Foot
- Structural Repair of Concrete (Depth Equal To Or Less Than 5") HL - Hairline
- Structural Repair of Concrete (Depth Greater Than 5")

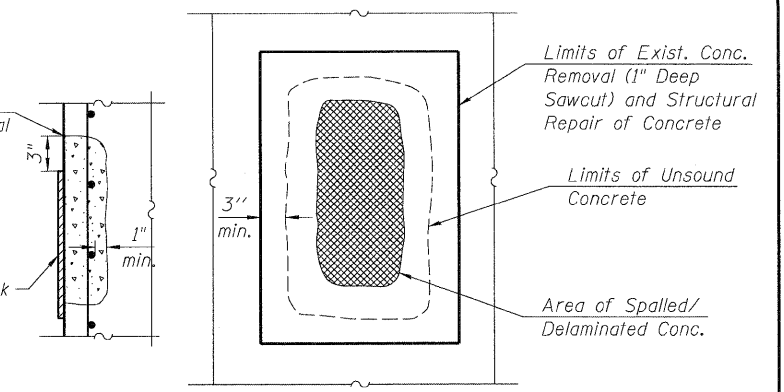
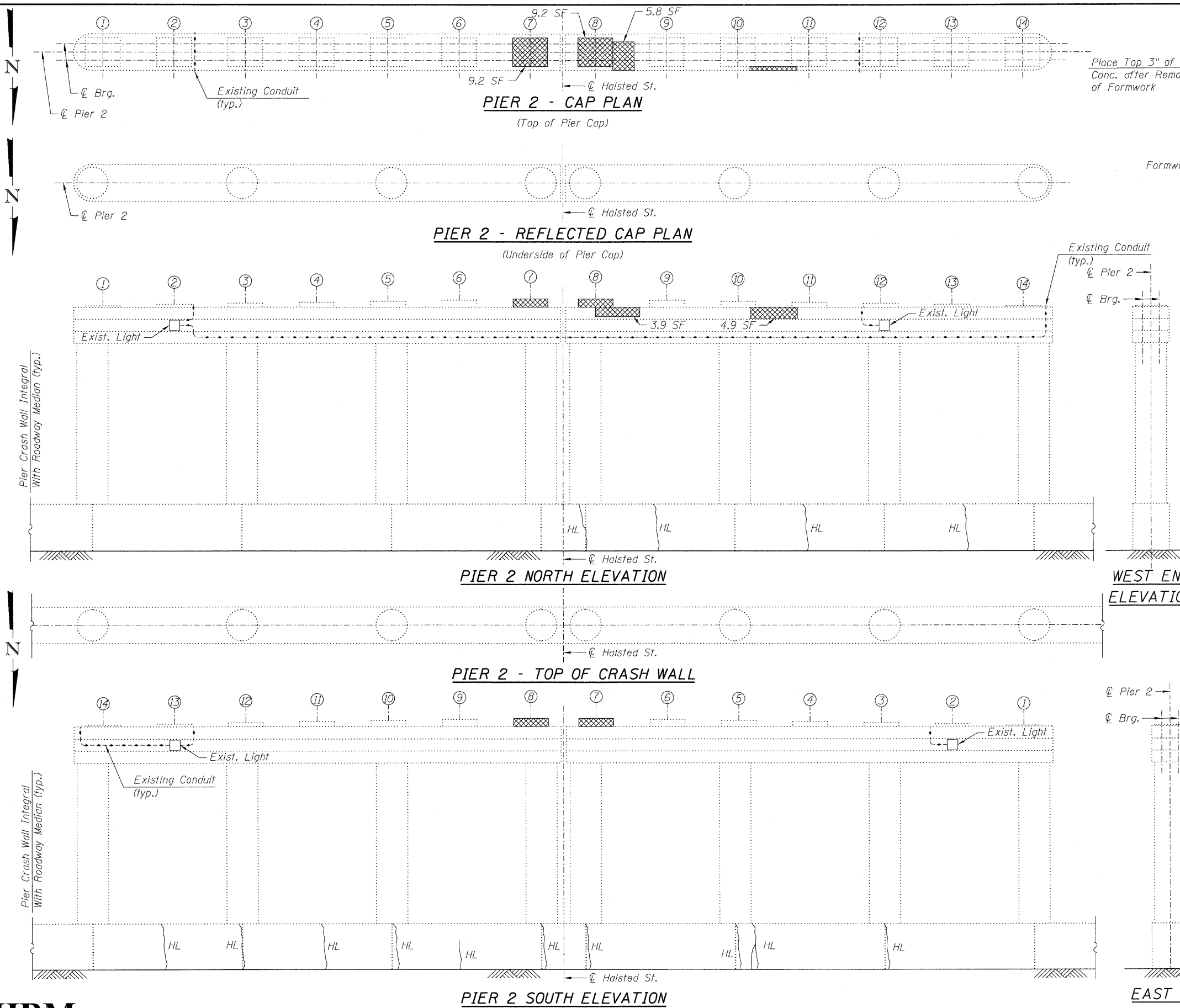
HBM
ENGINEERING GROUP, LLC.

FILE NAME = RR-10-56135-0101-PRI.sht	USER NAME =	DESIGNED - MI, SRG	REVISED -
		CHECKED - MI, MAI	REVISED -
	PLOT SCALE =	DRAWN - LAK, SRG	REVISED -
	PLOT DATE = 6/26/2011	DATE - 6/24/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 1 REPAIRS
STRUCTURE NO. 016-0199**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	46
			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



STRUCTURAL REPAIR OF CONCRETE

NOTES:

- For general notes and total bill of material, see sheet 21.
- Existing reinforcing bars that have been cut and/or damaged during repair operations shall be supplemented by new in kind reinforcing bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed. See special provisions.
- Crack widths shown to be repaired are $\frac{1}{8}$ " +/- $\frac{1}{16}$ " unless otherwise noted.
- Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction. Increases to plan quantities shall be approved by the Tollway prior to performing the work.
- All exposed areas of bridge seats to remain shall be cleaned in accordance with Special Provisions.
- The Contractor shall take all necessary precautions for the protection of passing vehicles from falling objects and/or materials until completion of the work. All necessary precautions shall be included in bid price for Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- The Contractor is responsible to remove and reinstall all existing utilities (such as drain pipes, electrical conduits, junction boxes and light fixtures) interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- All exposed surfaces of bridge seats, pier cap, columns and crashwall shall be cleaned and sealed in accordance with the special provisions for Power Washing Concrete Surfaces and Concrete Sealant, respectively.
- All work related to the removal and repair of concrete beam pedestals shall be performed after the removal of all the superstructure elements.

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealant	Sq. Ft.	3680
Power Washing Concrete Surfaces	Sq. Yd.	409
Structural Repair Of Concrete (Depth Greater Than 5")	Sq. Ft.	33
Cleaning Bridge Seats	Sq. Ft.	329

LEGEND

- Hairline Crack (Not to be Sealed) SF - Square Foot
- Low Pressure Epoxy Injection LF - Linear Foot
- Structural Repair of Concrete (Depth Equal To Or Less Than 5") HL - Hairline
- Structural Repair of Concrete (Depth Greater Than 5")

WEST END ELEVATION

EAST END ELEVATION

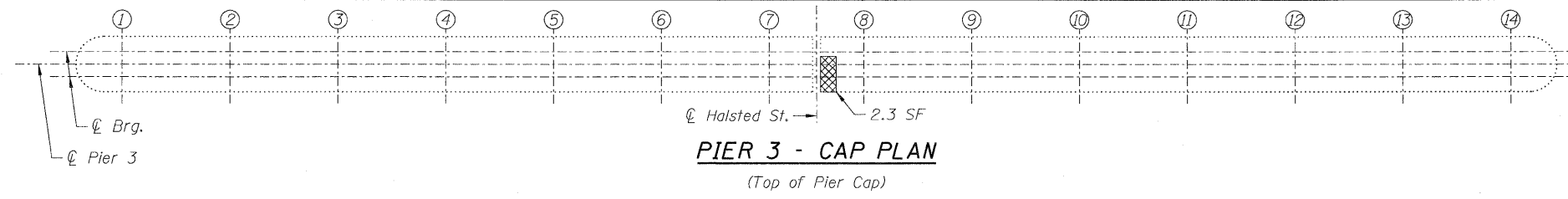


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		DRAWN - LAK, SRG	REVISED -
		DATE - 6/24/2011	REVISED -

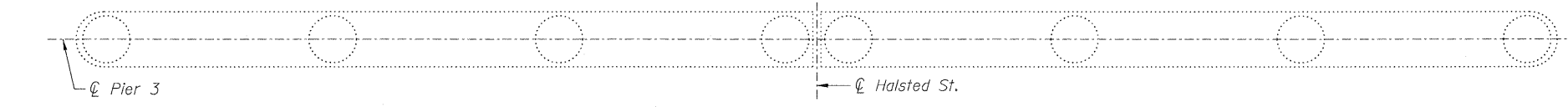
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 2 REPAIRS
STRUCTURE NO. 016-0199**
SHEET NO. 28 OF 33 SHEETS

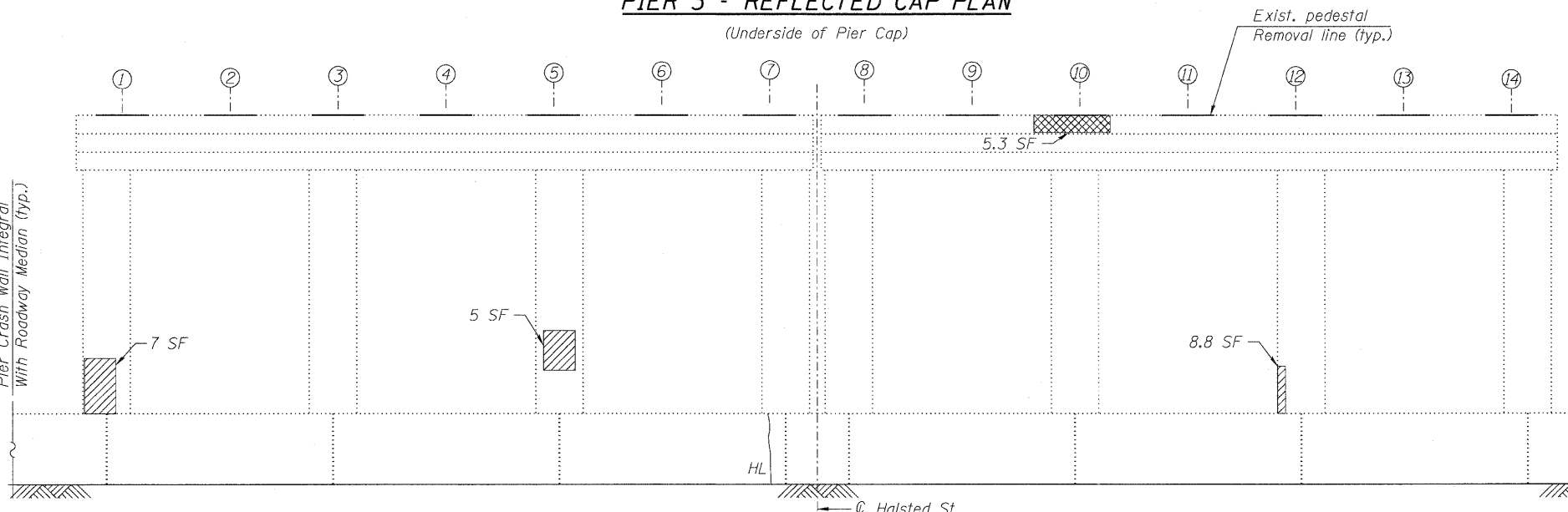
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	47
			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



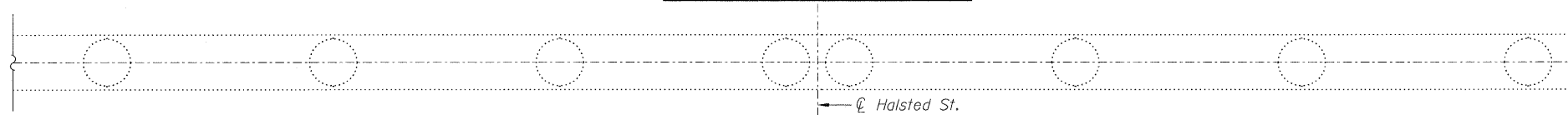
PIER 3 - CAP PLAN
(Top of Pier Cap)



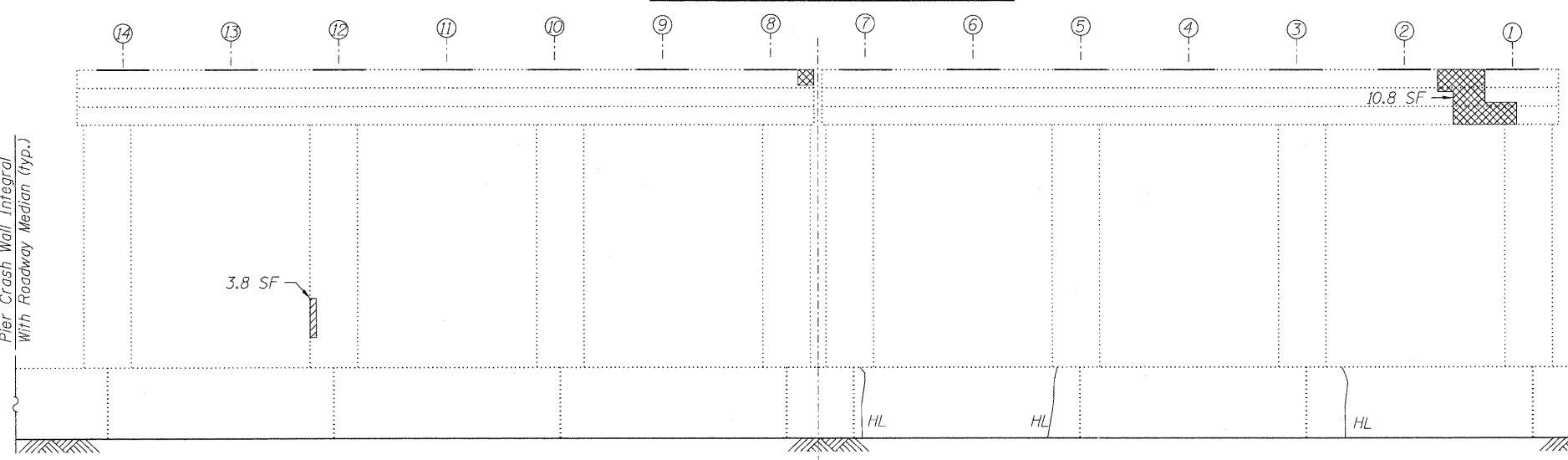
PIER 3 - REFLECTED CAP PLAN
(Underside of Pier Cap)



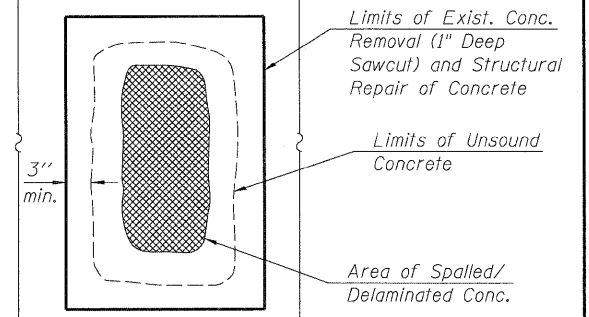
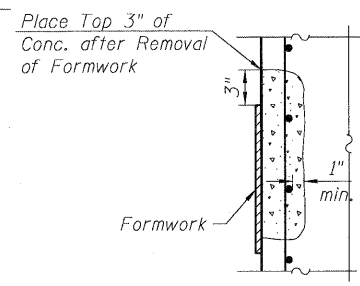
PIER 3 NORTH ELEVATION



PIER 3 - TOP OF CRASH WALL



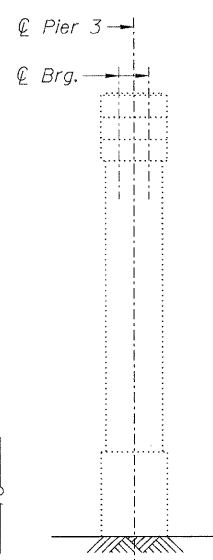
PIER 3 SOUTH ELEVATION



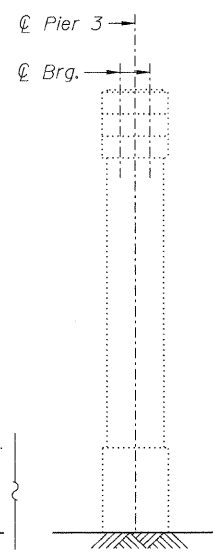
STRUCTURAL REPAIR OF CONCRETE

NOTES:

- For general notes and total bill of material, see sheet 21.
- Existing reinforcing bars that have been cut and/or damaged during repair operations shall be supplemented by new in kind reinforcing bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed. See special provisions.
- Crack widths shown to be repaired are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless otherwise noted.
- Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction. Increases to plan quantities shall be approved by the Tollway prior to performing the work.
- All exposed areas of bridge seats to remain shall be cleaned in accordance with Special Provisions.
- The Contractor shall take all necessary precautions for the protection of passing vehicles from falling objects and/or materials until completion of the work. All necessary precautions shall be included in bid price for Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- The Contractor is responsible to remove and reinstall all existing utilities (such as drain pipes, electrical conduits, junction boxes and light fixtures) interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- All exposed surfaces of bridge seats, pier cap, columns and crashwall shall be cleaned and sealed in accordance with the special provisions for Power Washing Concrete Surfaces and Concrete Sealant, respectively.



WEST END ELEVATION



EAST END ELEVATION

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealant	Sq. Ft.	3680
Power Washing Concrete Surfaces	Sq. Yd.	409
Structural Repair Of Concrete (Depth Equal To Or Less Than 5")	Sq. Ft.	25
Structural Repair Of Concrete (Depth Greater Than 5")	Sq. Ft.	19
Cleaning Bridge Seats	Sq. Ft.	329

LEGEND

- Hairline Crack (Not to be Sealed) SF - Square Foot
- Low Pressure Epoxy Injection LF - Linear Foot
- Structural Repair of Concrete (Depth Equal To Or Less Than 5") HL - Hairline
- Structural Repair of Concrete (Depth Greater Than 5")



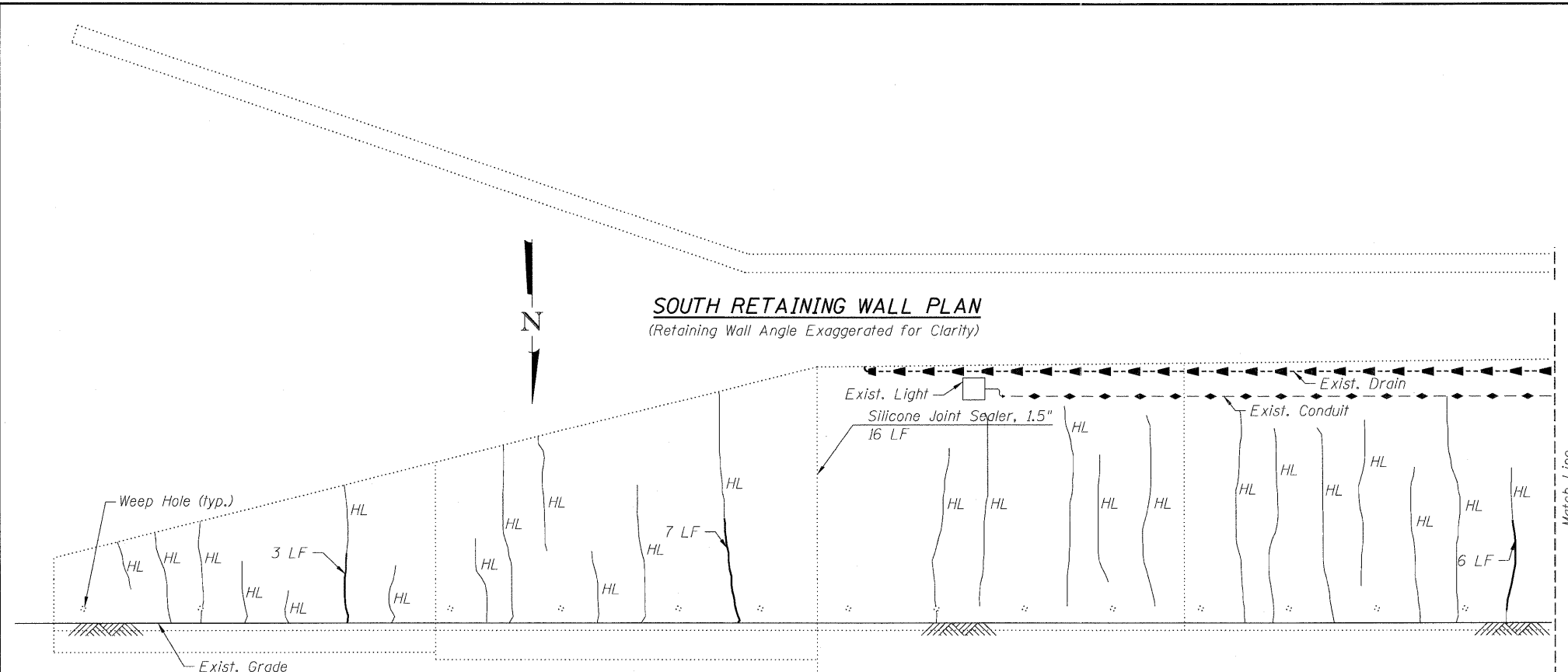
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		DRAWN - LAK, SRG	REVISED -
		DATE - 6/24/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

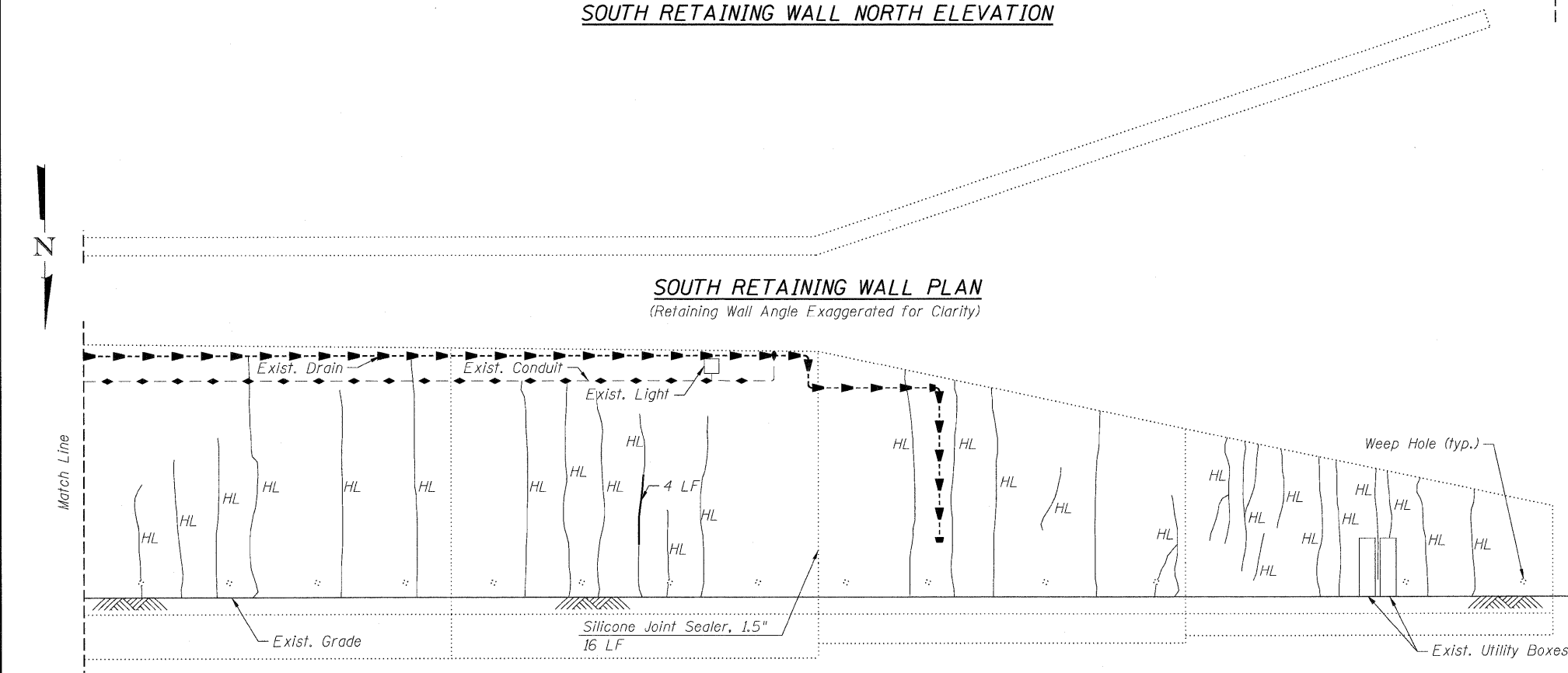
**PIER 3 REPAIRS
STRUCTURE NO. 016-0199**

SHEET NO. 29 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	48
			CONTRACT NO. 62099	
ILLINOIS FED. AID PROJECT				



SOUTH RETAINING WALL NORTH ELEVATION



SOUTH RETAINING WALL NORTH ELEVATION

NOTES:

- For general notes and total bill of material, see sheet 21.
- Existing reinforcing bars that have been cut and/or damaged during repair operations shall be supplemented by new in kind reinforcing bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed. See special provisions.
- Crack widths shown to be repaired are $\frac{1}{8}$ " +/- $\frac{1}{16}$ " unless otherwise noted.
- Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction. Increases to plan quantities shall be approved by the Tollway prior to performing the work.
- The Contractor shall take all necessary precautions for the protection of passing vehicles from falling objects and/or materials until completion of the work. All necessary precautions shall be included in bid price for Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- The Contractor is responsible to remove and reinstall all existing utilities (such as drain pipes, electrical conduits, junction boxes and light fixtures) interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal to or Less Than 5") & Structural Repair of Concrete (Depth Greater Than 5").
- All exposed surfaces of the top and front faces of the retaining wall shall be cleaned and sealed in accordance with the special provisions for Power Washing Concrete Surfaces and Concrete Sealant, respectively.

BILL OF MATERIAL

Item	Unit	Total
Concrete Sealant	Sq. Ft.	3176
Low Pressure Epoxy Injection	Foot	20
Power Washing Concrete Surfaces	Sq. Yd.	353
Silicone Joint Sealer, 1.5"	Foot	32

LEGEND

- Hairline Crack (Not to be Sealed) SF - Square Foot
- Low Pressure Epoxy Injection LF - Linear Foot
- Structural Repair of Concrete (Depth Equal To Or Less Than 5") HL - Hairline
- Structural Repair of Concrete (Depth Greater Than 5")



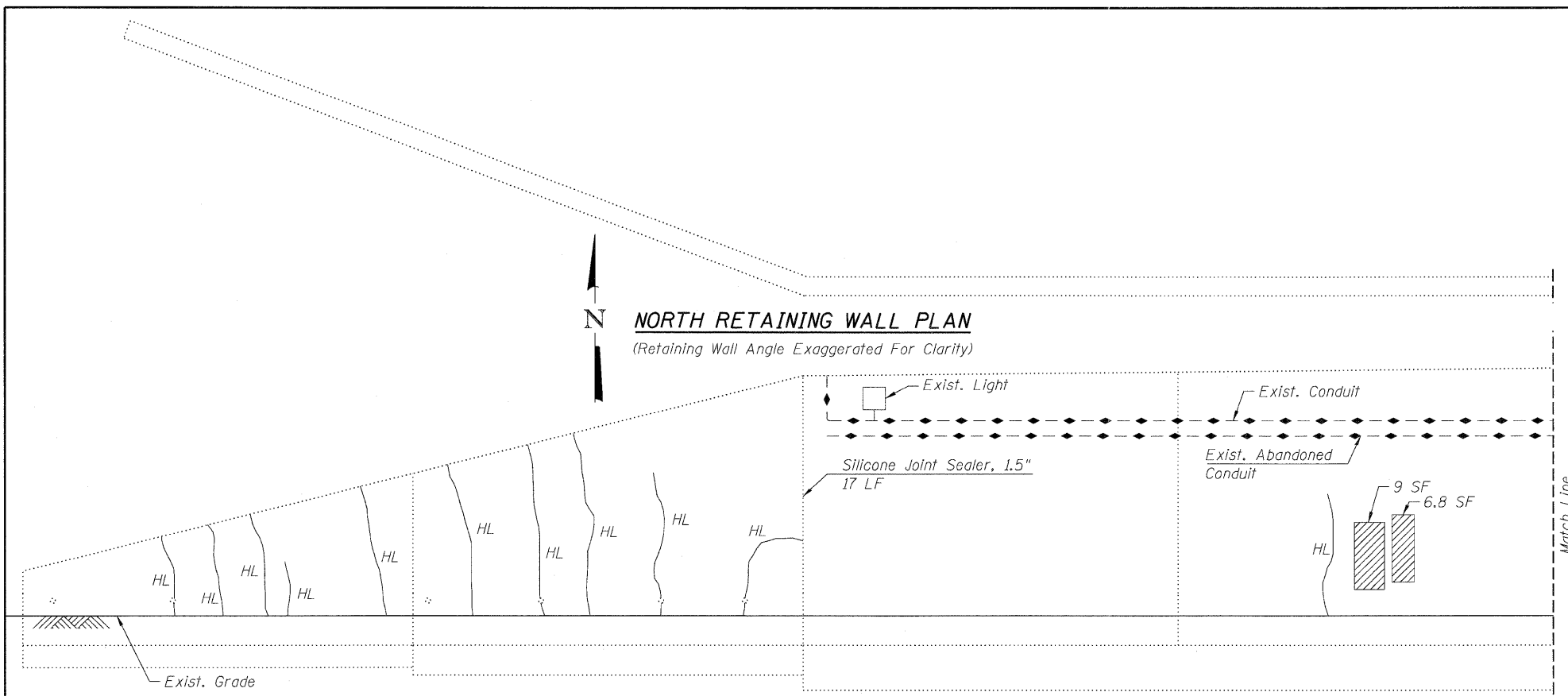
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		DATE - 6/24/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

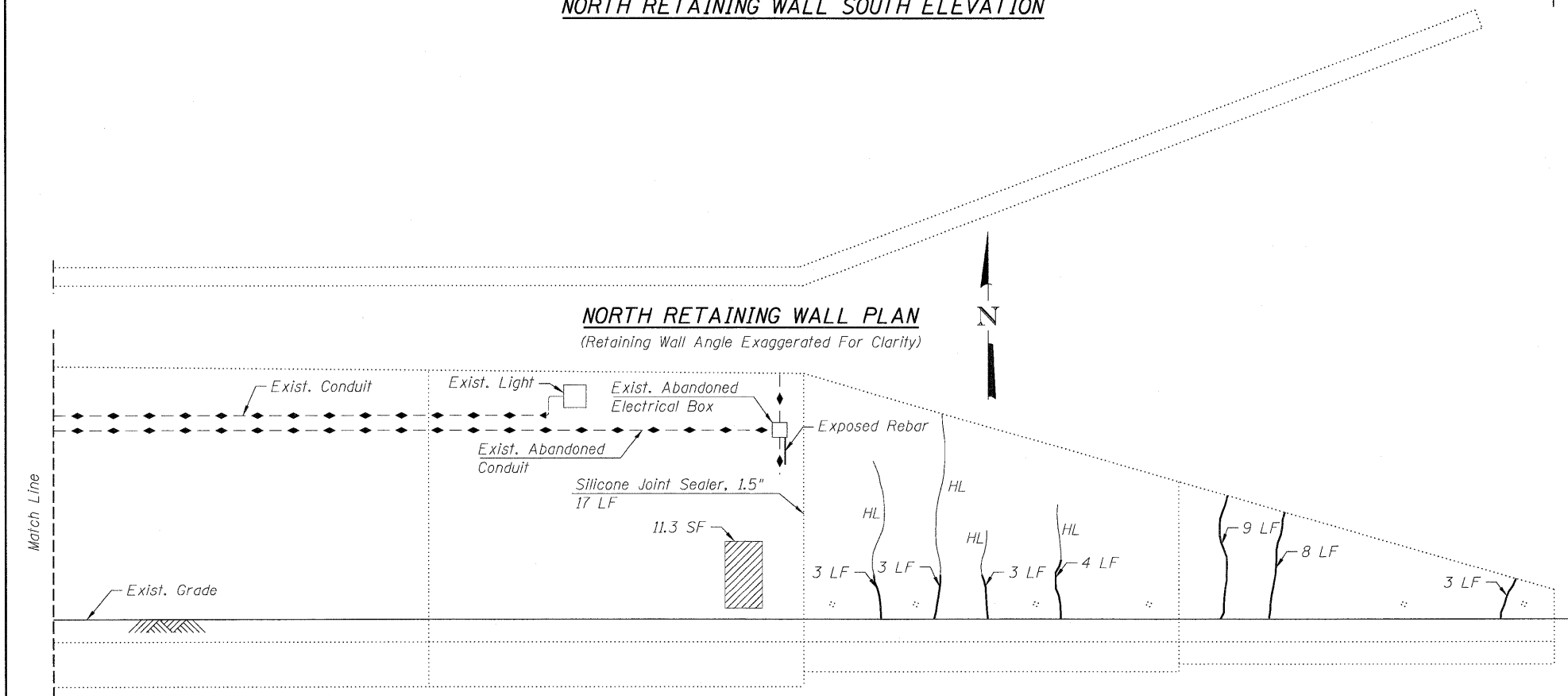
**SOUTH RETAINING WALL REPAIRS
STRUCTURE NO. 016-0199**

SHEET NO. 30 OF 33 SHEETS

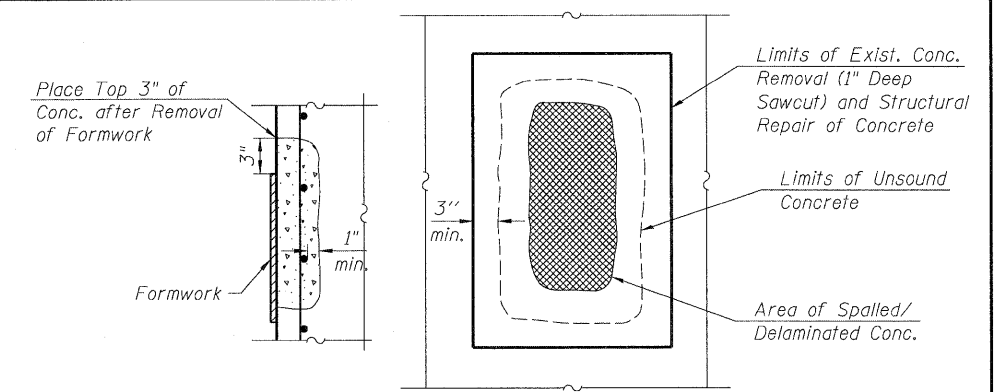
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	49
				CONTRACT NO. 62099
ILLINOIS FED. AID PROJECT				



NORTH RETAINING WALL SOUTH ELEVATION



NORTH RETAINING WALL SOUTH ELEVATION



STRUCTURAL REPAIR OF CONCRETE

NOTES:

- For general notes and total bill of material, see sheet 21.
- Existing reinforcing bars that have been cut and/or damaged during repair operations shall be supplemented by new in kind reinforcing bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed. See special provisions.
- Crack widths shown to be repaired are $\frac{1}{8}'' \pm \frac{1}{16}''$ unless otherwise noted.
- Quantities and limits shown are estimated for bidding purposes only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction. Increases to plan quantities shall be approved by the Tollway prior to performing work.
- The Contractor shall take all necessary precautions for the protection of passing vehicles from falling objects and/or materials until completion of the work. All necessary precautions shall be included in bid price for Structural Repair of Concrete (Depth Equal to or Less Than 5") and Structural Repair of Concrete (Depth Greater Than 5").
- The Contractor is responsible to remove and reinstall all existing utilities (such as drain pipes, electrical conduits, junction boxes and light fixtures) interfering with the work. Cost shall be included with Structural Repair of Concrete (Depth Equal to or Less Than 5") & Structural Repair of Concrete (Depth Greater Than 5").
- All exposed surfaces of the top and front faces of the retaining wall shall be cleaned and sealed in accordance with the special provisions for Power Washing Concrete Surfaces and Concrete Sealant, respectively.

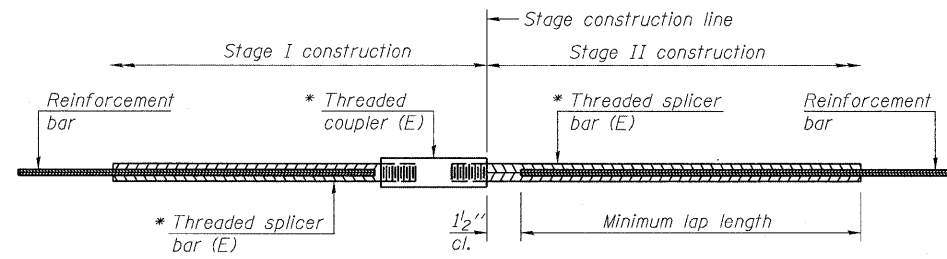
BILL OF MATERIAL

Item	Unit	Total
Concrete Sealant	Sq. Ft.	2884
Low Pressure Epoxy Injection	Foot	33
Power Washing Concrete Surfaces	Sq. Yd.	321
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	28
Silicone Joint Sealer, 1.5"	Foot	34

LEGEND

- Hairline Crack (Not to be Sealed) SF - Square Foot
- Low Pressure Epoxy Injection LF - Linear Foot
- Structural Repair of Concrete (Depth Equal To Or Less Than 5") HL - Hairline
- Structural Repair of Concrete (Depth Greater Than 5")





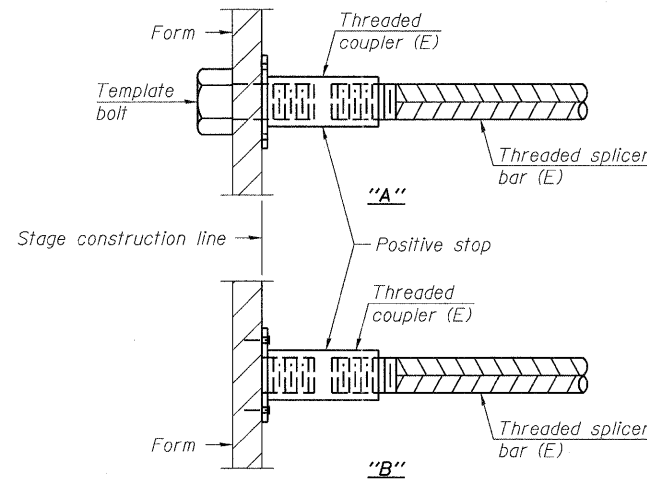
STANDARD BAR SPLICER ASSEMBLY

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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

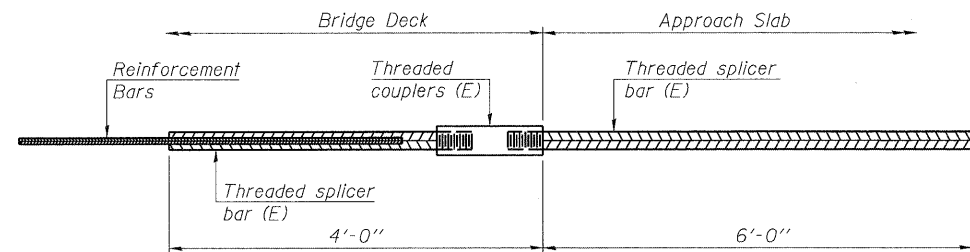
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

Location	Bar size	No. assemblies required	Table for minimum lap length
N. Abut. Diaphragm	#6	6	3
S. Abut. Diaphragm	#6	6	3
Slab	#5	589	3
N. Appr. Slab	#4	25	3
N. Appr. Slab	#5	86	3
S. Appr. Slab	#4	25	3
S. Appr. Slab	#5	86	3
Pier 1 Diaphragm	#4	8	3
Pier 1 Diaphragm	#6	4	3
Pier 2 Diaphragm	#4	6	3
Pier 2 Diaphragm	#8	2	3
Pier 3 Diaphragm	#4	8	3
Pier 3 Diaphragm	#6	4	3



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

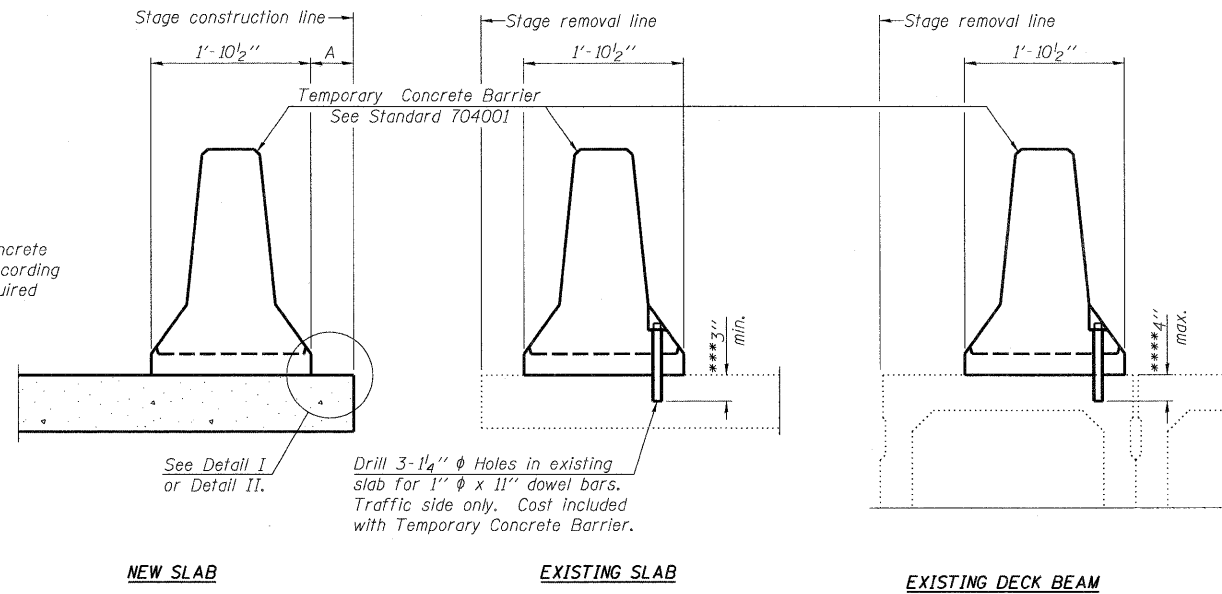
No. required = 192

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.



FILE NAME = 0160199-62099-27-SPLICER.dgn	USER NAME =	DESIGNED - JPMILLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RT 1 - HALSTED ST. OVER I-80294 BAR SPLICER ASSEMBLY	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 51
PLOT SCALE =	DRAWN - RMKANE	REVISED -	STRUCTURE NO. 016-0199			CONTRACT NO. 62099				
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -	ILLINOIS FED. AID PROJECT							
SHEET NO. 32 OF 33 SHEETS										

"A" varies from 1'-1 1/2" to 3'-1 1/2"
 When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

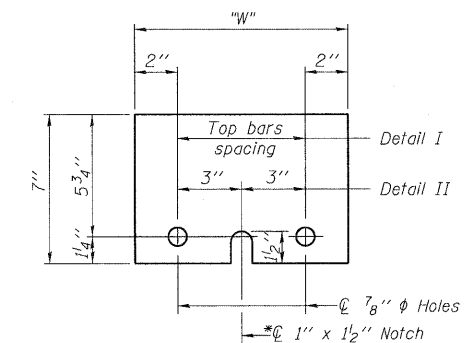
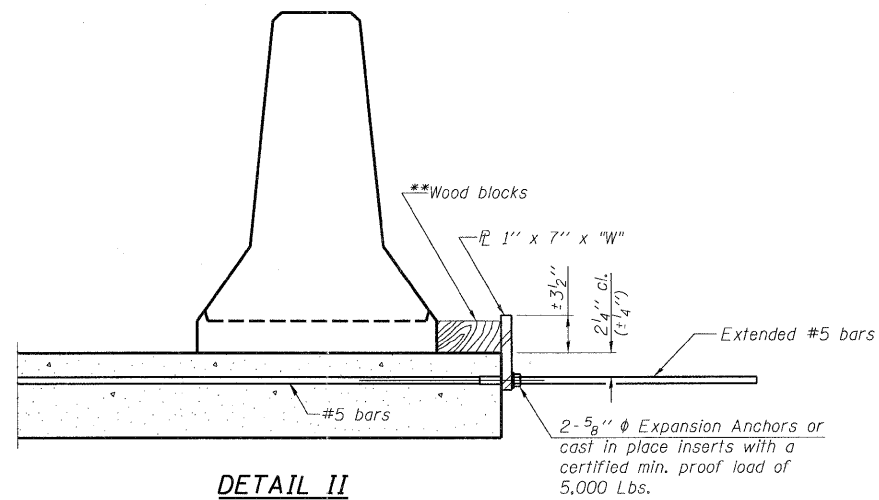
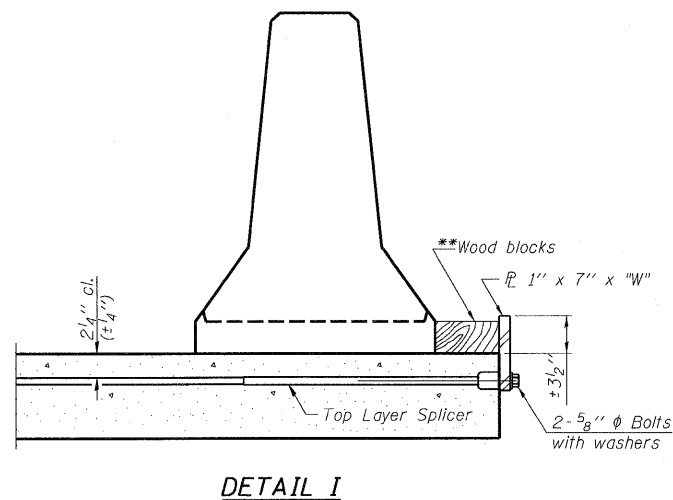
Detail I - With Bar Splicer or Couplers:
 Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
 Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

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

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

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



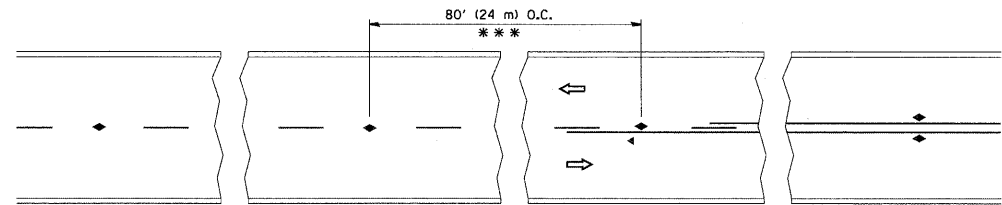
STEEL RETAINER PL 1" x 7" x "W"
 * Required only with Detail II

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

"W" = Top bars spacing + 4"

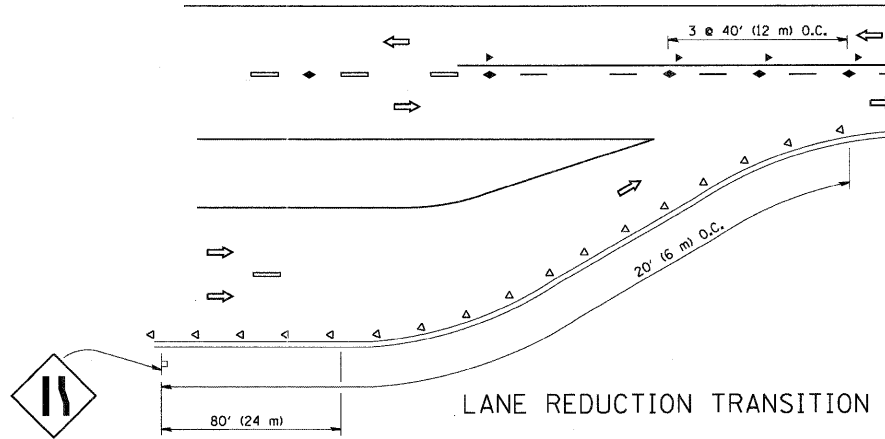


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PLOT SCALE =	DRAWN - RMKANE	REVISED -	STRUCTURE NO. 016-0199			CONTRACT NO. 62099				
PLOT DATE = 07/01/2011	CHECKED - RALEE	REVISED -	ILLINOIS FED. AID PROJECT							
SHEET NO. 33 OF 33 SHEETS										

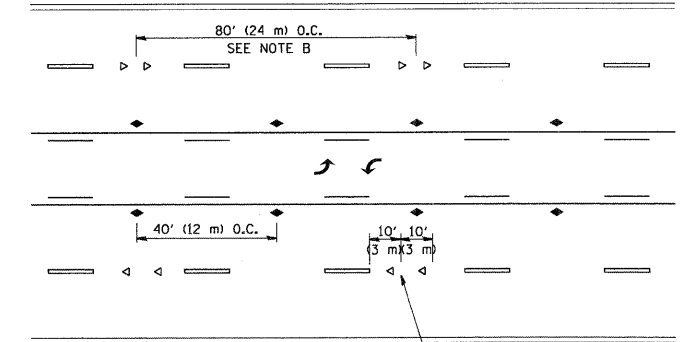


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

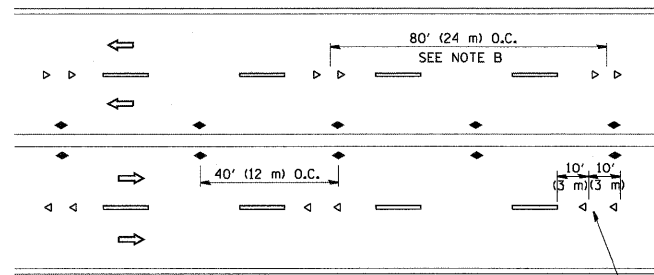


LANE REDUCTION TRANSITION



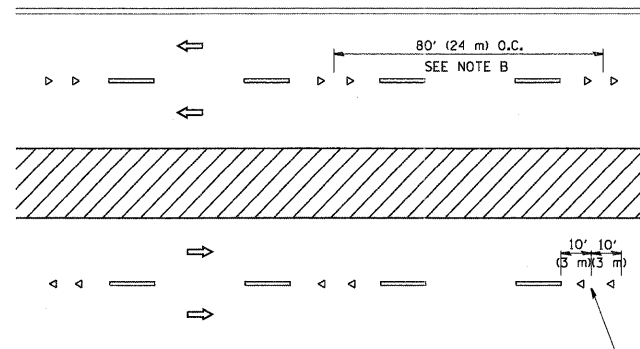
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

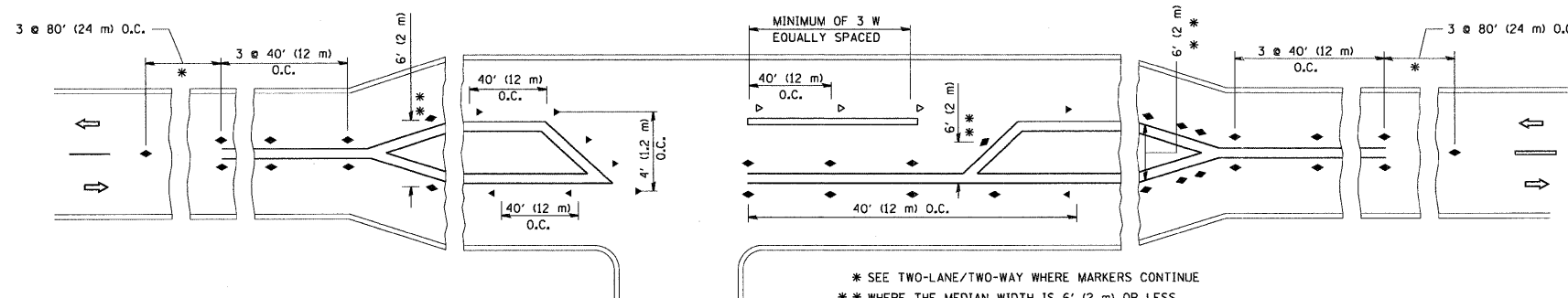
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR 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.

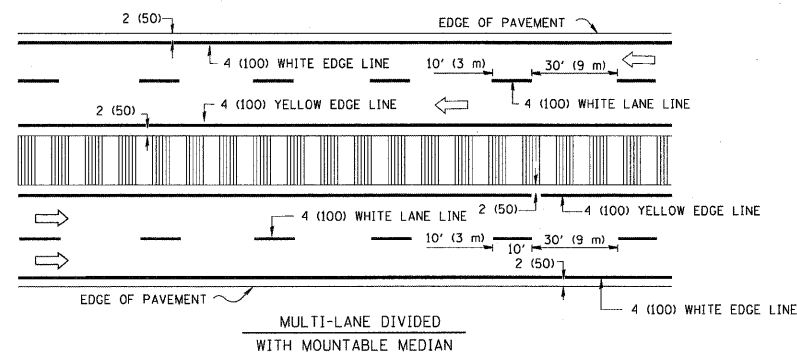
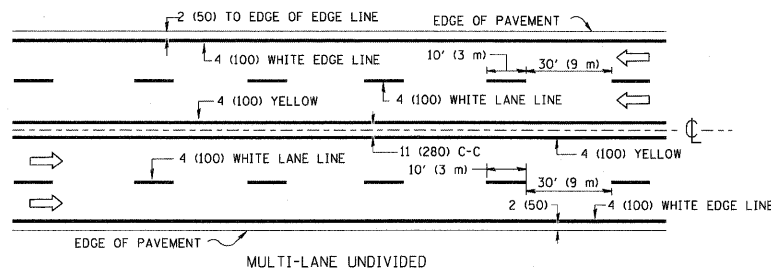
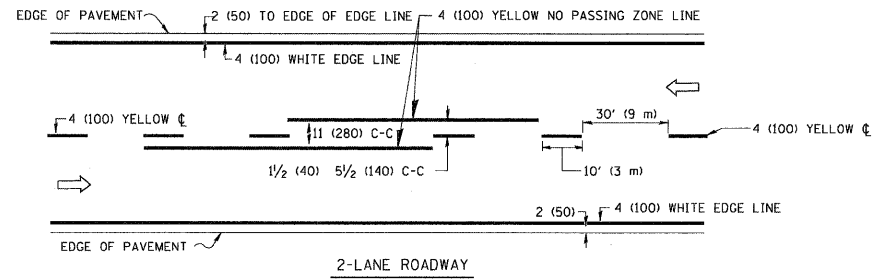


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

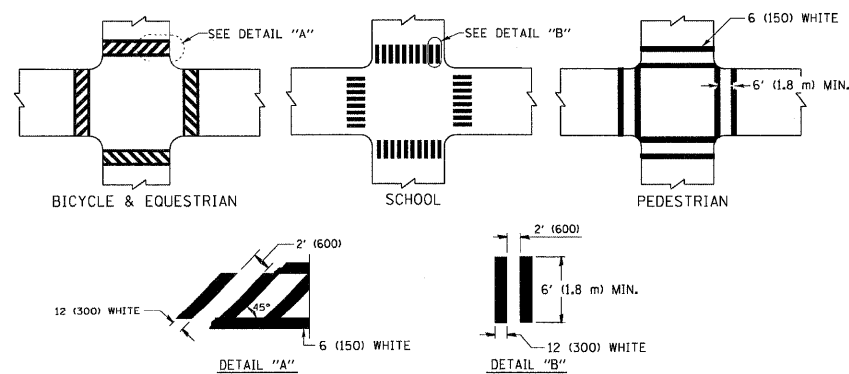
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99				876	2001-001BR	COOK	62	53
PLOT DATE = 3/2/2011	CHECKED -	REVISED - T. RAMMACHER 01-06-00	REVISED - C. JUCIUS 09-09-09	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-11 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CONTRACT NO. 62099				

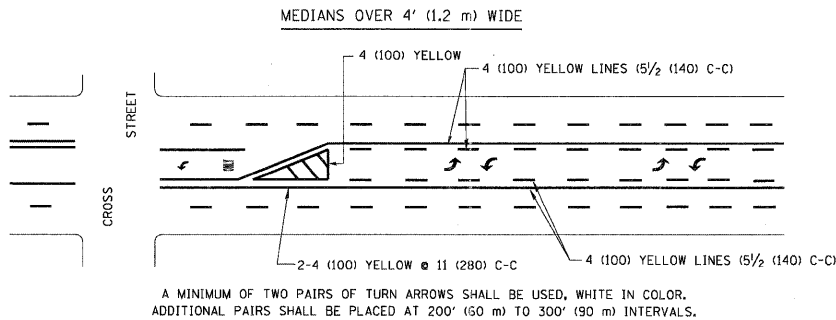
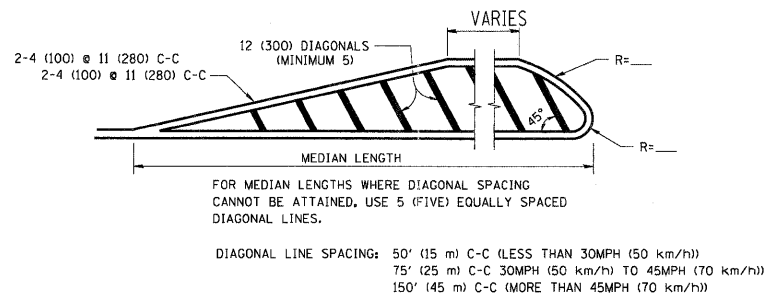
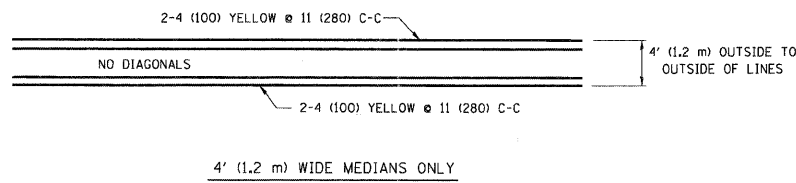


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

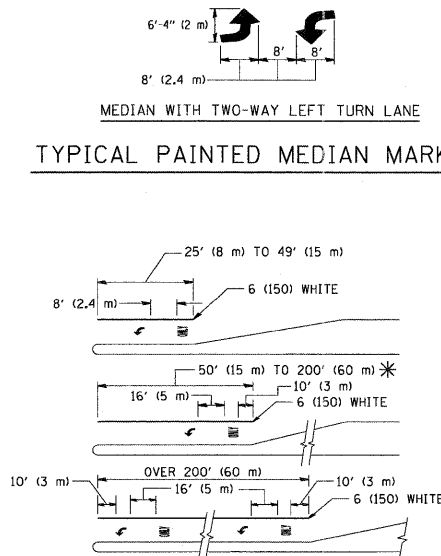
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



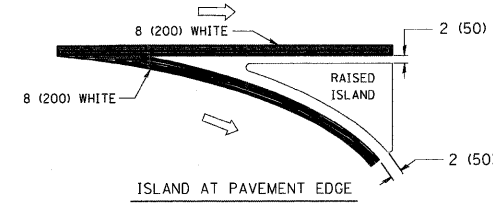
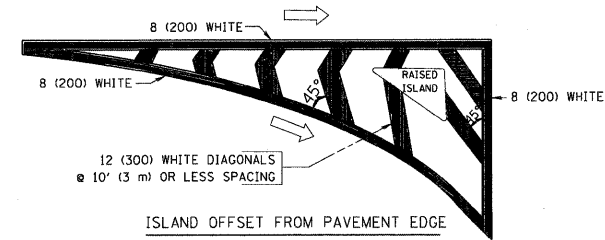
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * 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



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

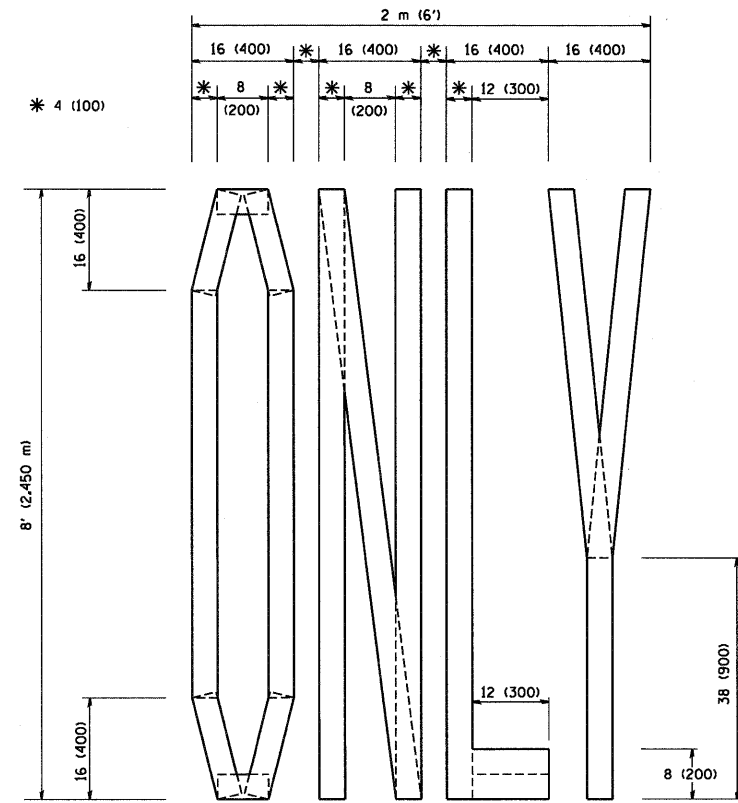
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

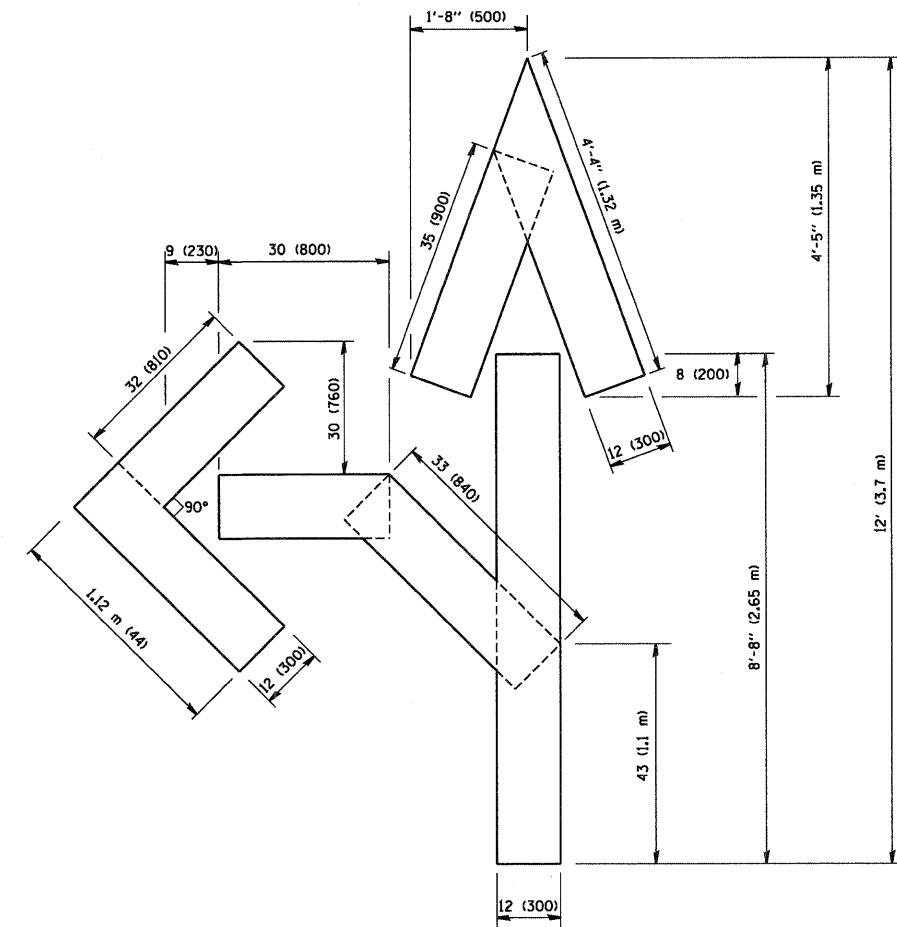
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

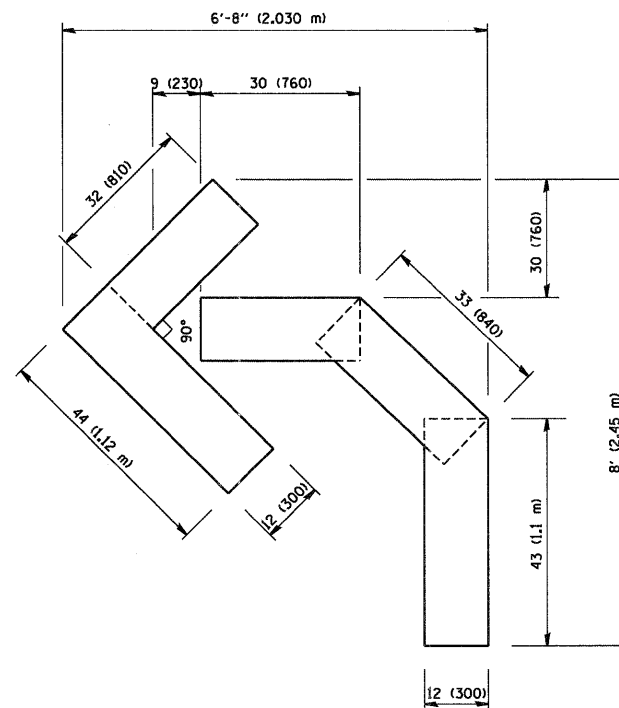
DISTRICT ONE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		876	2001-001BR	COOK	62	54
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	CONTRACT NO. 62099	
		FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = geglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

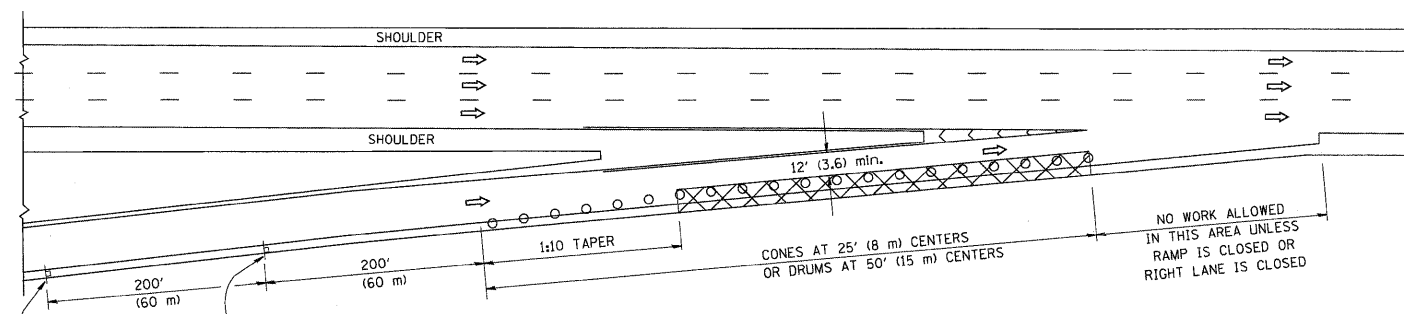
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

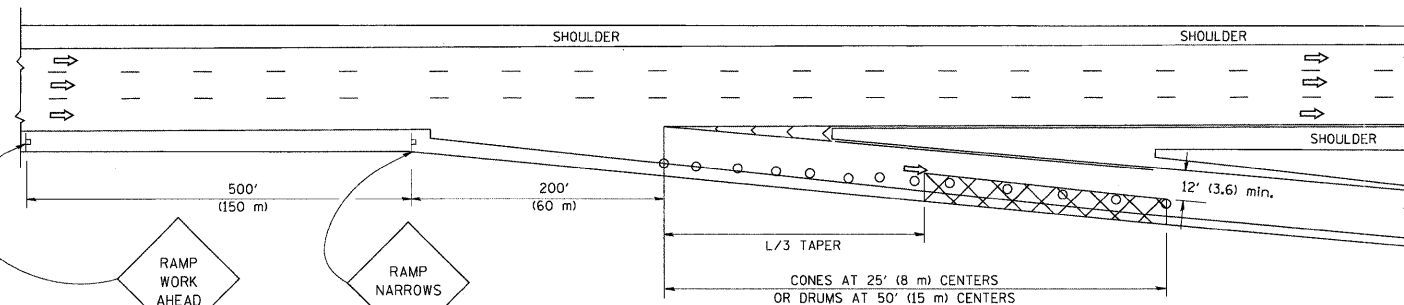
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	55
TC-16			CONTRACT NO. 62099	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

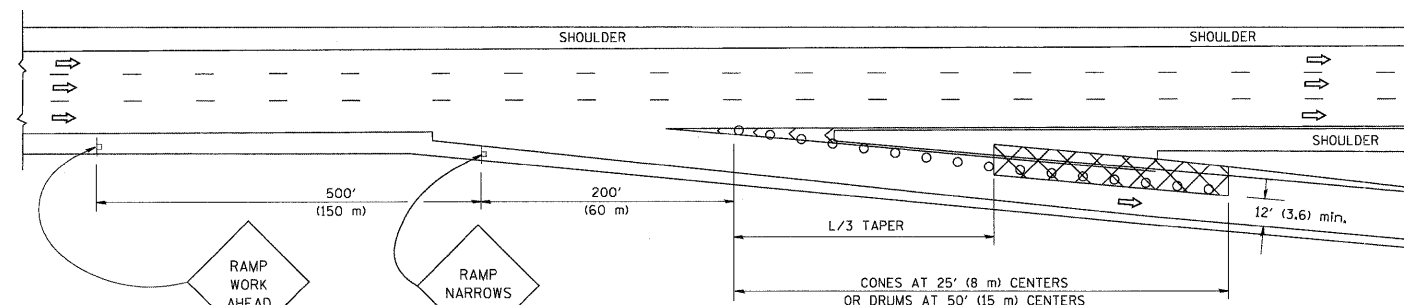
SHOULDER CLOSURE DETAILS



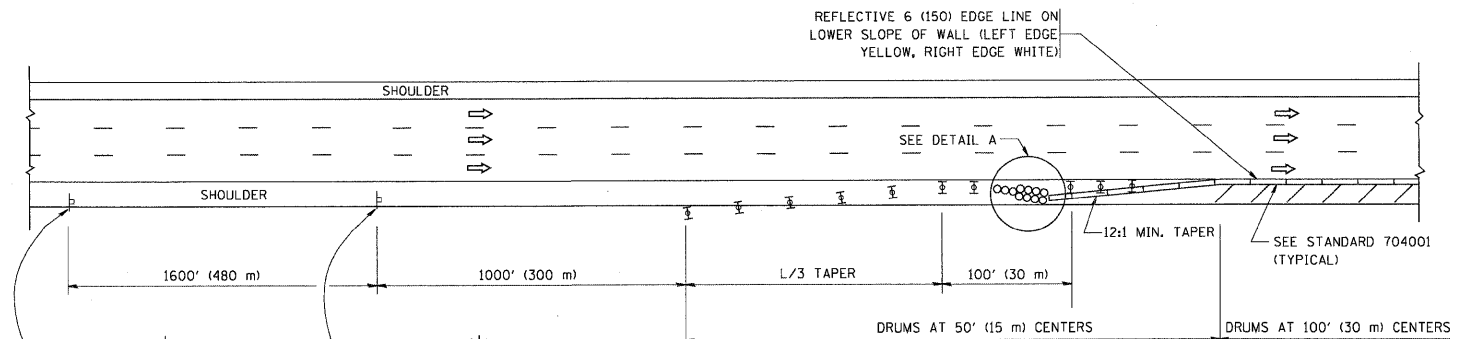
TYPICAL ENTRANCE RAMP



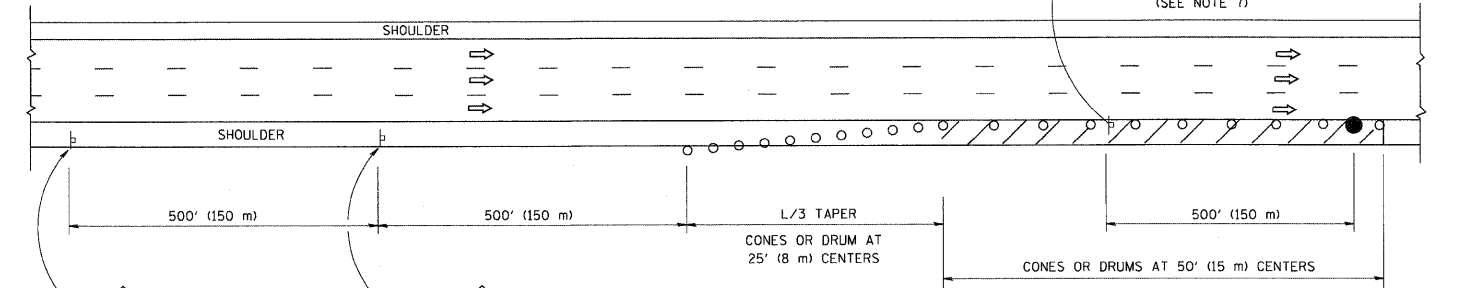
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. 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.

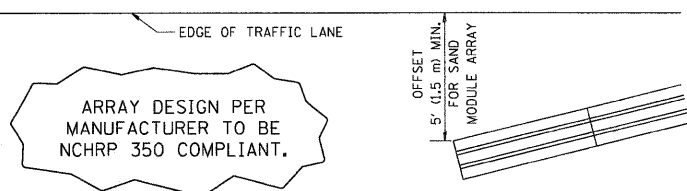
SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. 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)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

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.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY 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.



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

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

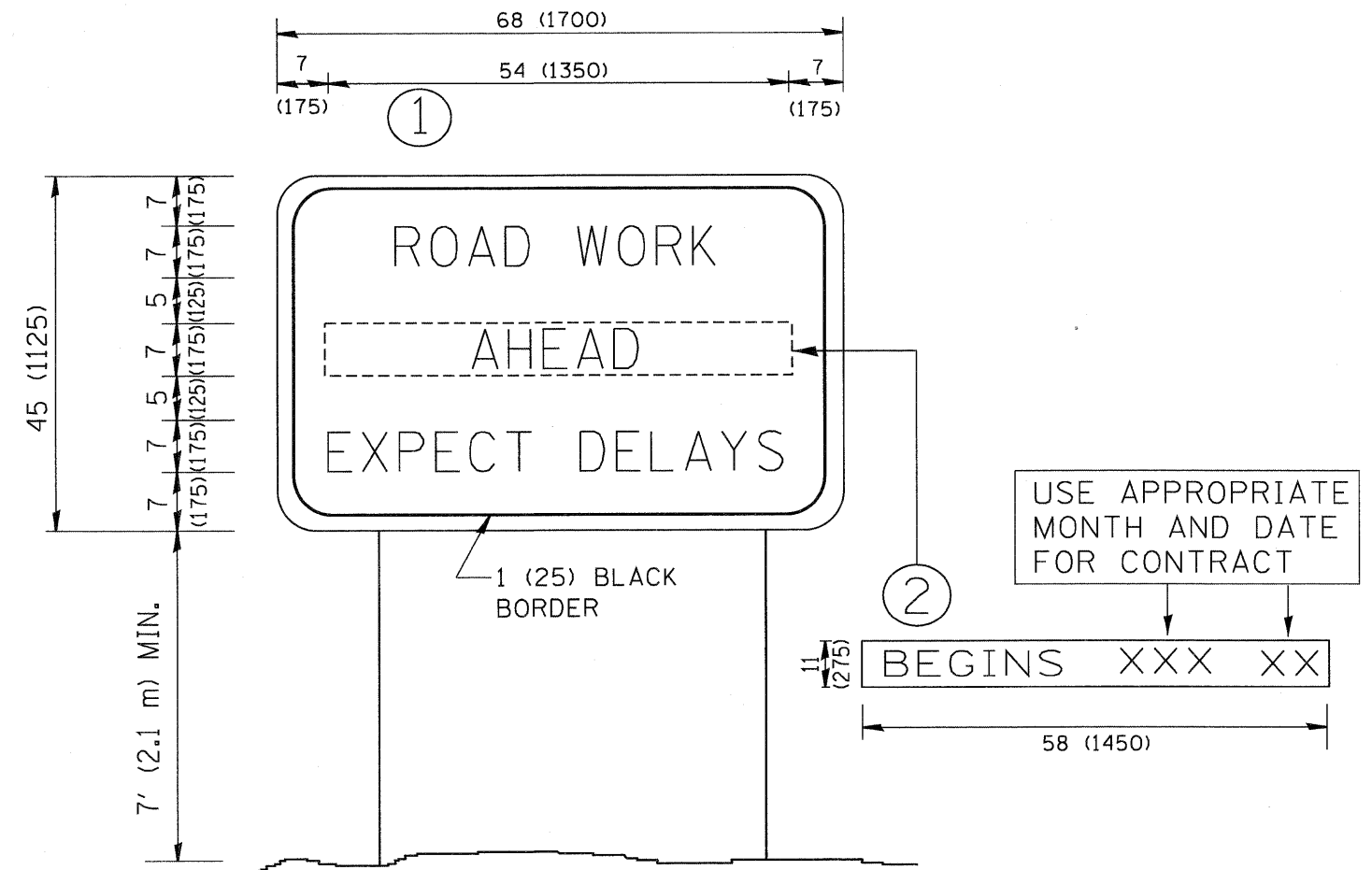
FILE NAME =
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USER NAME = leuse	DESIGNED -	REVISED - 04-03
	DRAWN - D.W.S.	REVISED - J.A.F. 12-06
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
PLOT DATE = 1/26/2010	DATE - 11-96	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2001-001BR	COOK	62	56
TC-17			CONTRACT NO. 62099	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

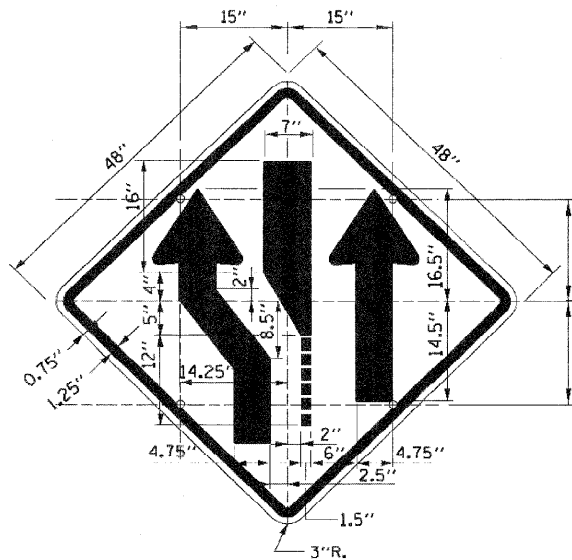


NOTES:

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

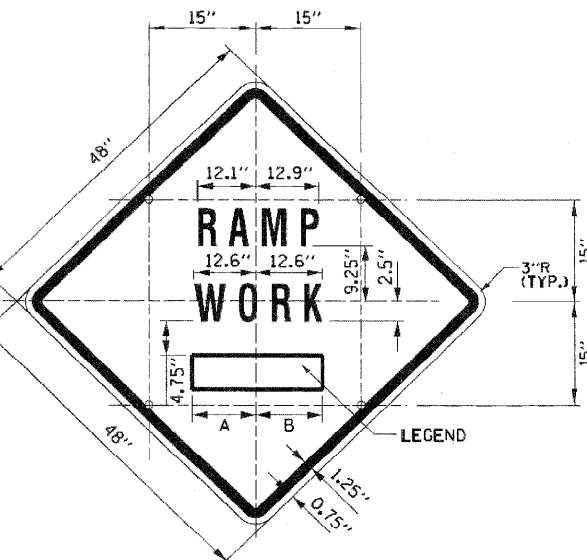
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 57	
	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		CONTRACT NO. 62099	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 01-31-07									



SIGN TS-1 (O)

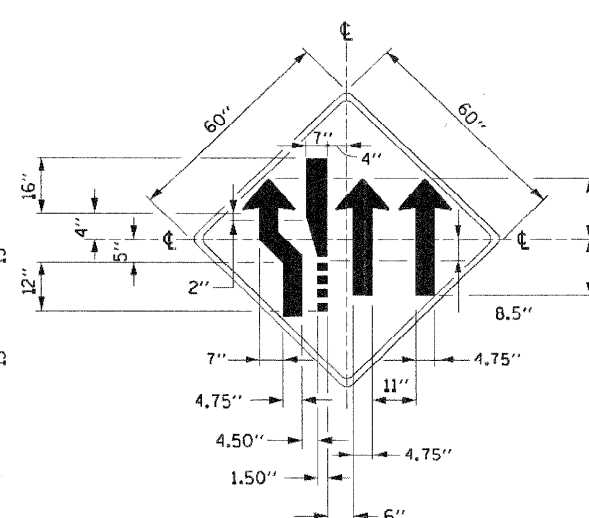
COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK
 SIZE: 48"x48"
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN
 NOTE: SIGN TS-1L IS SHOWN; REVERSE SYMBOL FOR SIGN TS-1R



SIGN TS-2 (O)

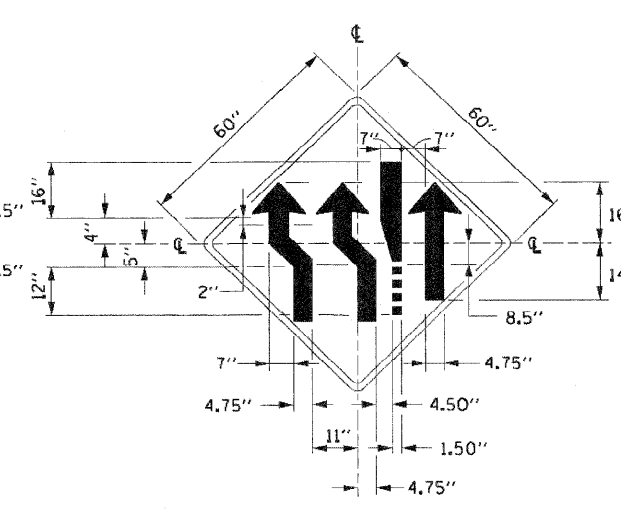
COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK
 SIZE: 48"x48"
 LETTERING: 7" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"



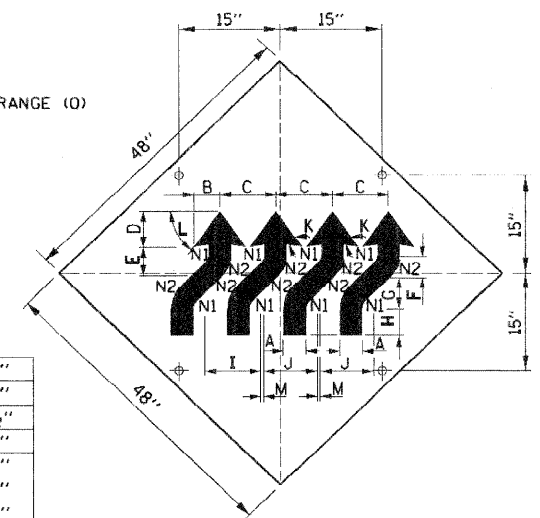
SIGN TS-1CL (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK (NON-REFLECTORIZED)



SIGN TS-1CR (O)

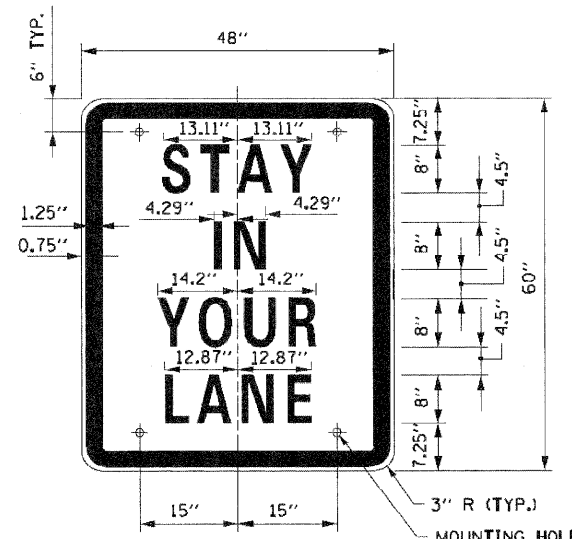
COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK (NON-REFLECTORIZED)



SIGN WI-4dR (O)

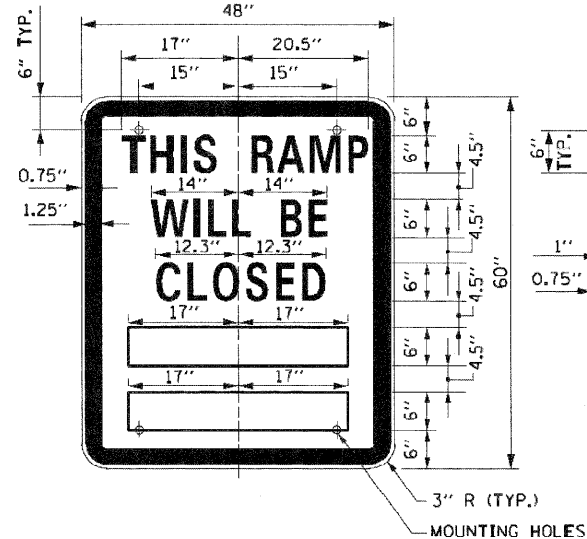
COLOR: BACKGROUND, FLUORESCENT ORANGE (O)
 TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x48"
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN.

A	4 1/2"
B	5 3/4"
C	12 1/2"
D	7 3/4"
E	6 1/2"
F	4 1/2"
G	6 1/2"
H	6"
I	12 3/4"
J	12"
K	45°
L	55°
M	0 3/4"
N1	2"
N2	6 1/2"



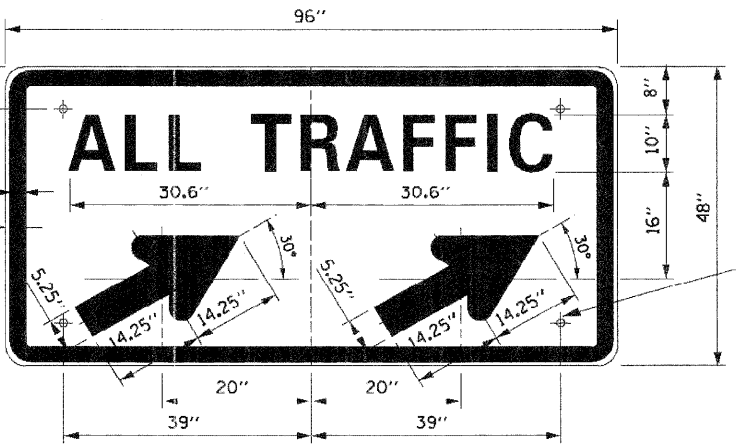
SIGN TS-3

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 8" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-4

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 6" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-5a & TS-5b

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
 BORDER AND LETTERS - BLACK
 ARROW - BLACK
 SIZE: 96"x48"
 LETTERING: 10" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN
 NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND " " FOR " " FOR SIGN TS-5b

NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
 (O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
 (*A) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THUS L ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
 L1 SPACING REDUCED BY 25%
 L2 SPACING REDUCED BY 40%
 L3 SPACING REDUCED BY 50%

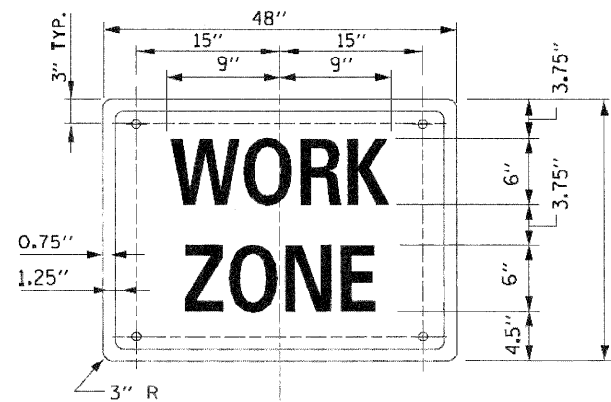


DATE	REVISIONS
5-1-2009	DELETED FLASHING ARROW BOARDS
1-1-2011	ADDED SIGN COLOR DESIGNATION

CONSTRUCTION SIGNS

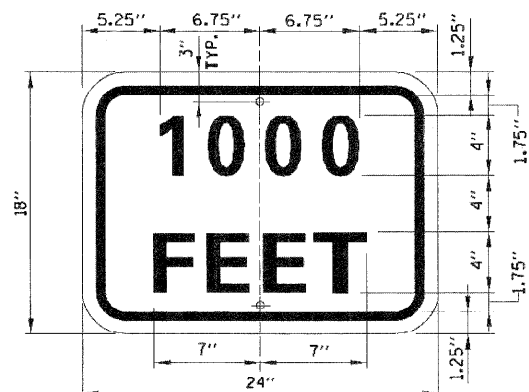
STANDARD E1-02

APPROVED: *Paul Kovacs* DATE 5-1-2009
 CHIEF ENGINEER



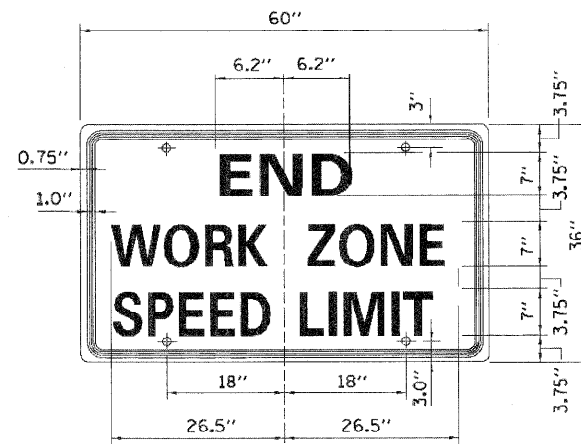
SIGN G20-I102 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x24"
 LETTERING: 6" FEDERAL SERIES C,
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN ON SIGN G20-2A



SUPPLEMENTAL PLATE (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 24"x18"
 LETTERING: 4" FEDERAL SERIES D
 MOUNTING HOLES: 1/16" DIA.



SIGN G20-I103 (O)

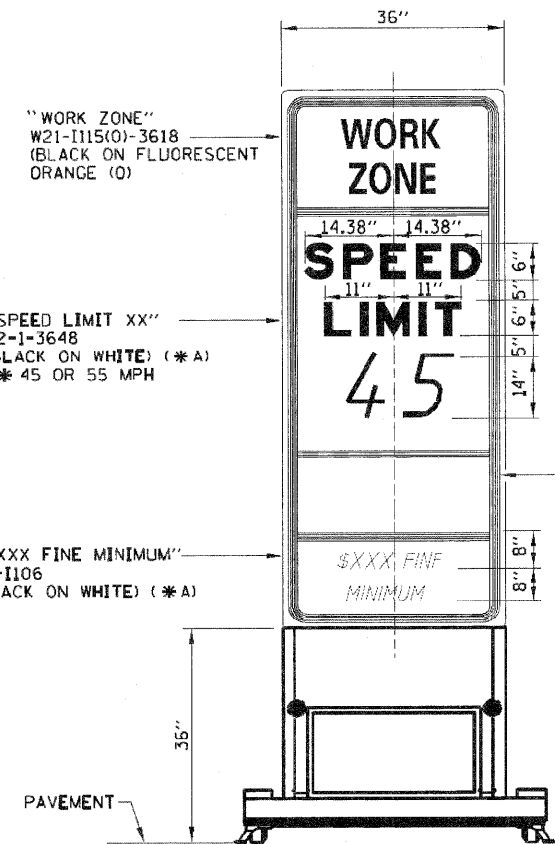
COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x36"
 LETTERING: 6" FEDERAL SERIES C,
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN

"WORK ZONE"
 W21-I115(O)-3618
 (BLACK ON FLUORESCENT
 ORANGE (O))

"SPEED LIMIT XX"
 R2-1-3648
 (BLACK ON WHITE) (*A)
 ** 45 OR 55 MPH

"BEGINS" (W21-I113), OR
 "RESUMES" (W21-I114)
 (O) 3612,
 (BLACK ON
 FLUORESCENT
 ORANGE (O))

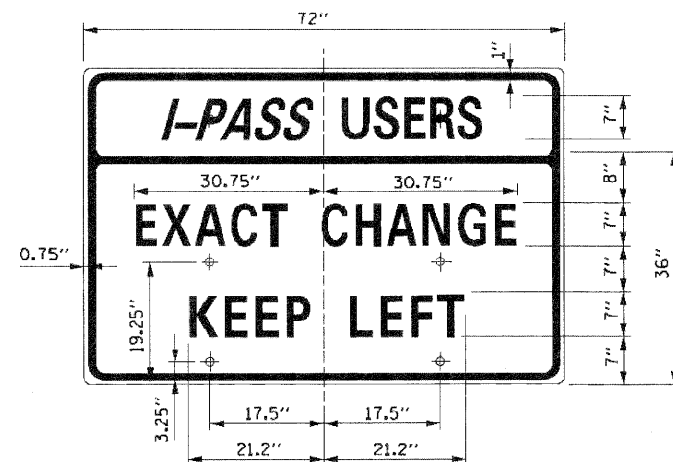
"\$XXX FINE MINIMUM"
 R2-I106
 (BLACK ON WHITE) (*A)



**WORK ZONE SPEED LIMIT
SIGN ASSEMBLY**

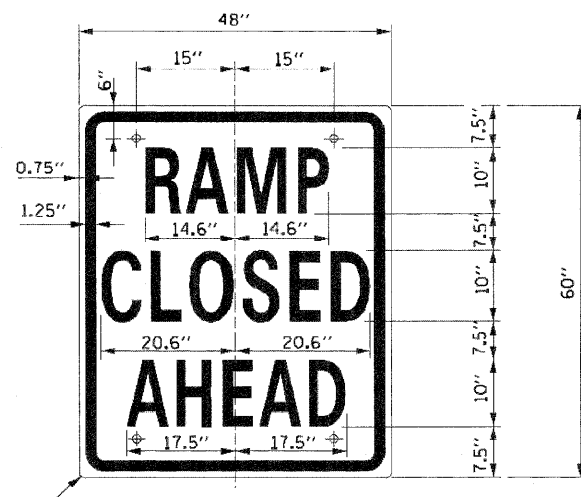
GENERAL NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THE GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
 (O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
 (*A)-REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.



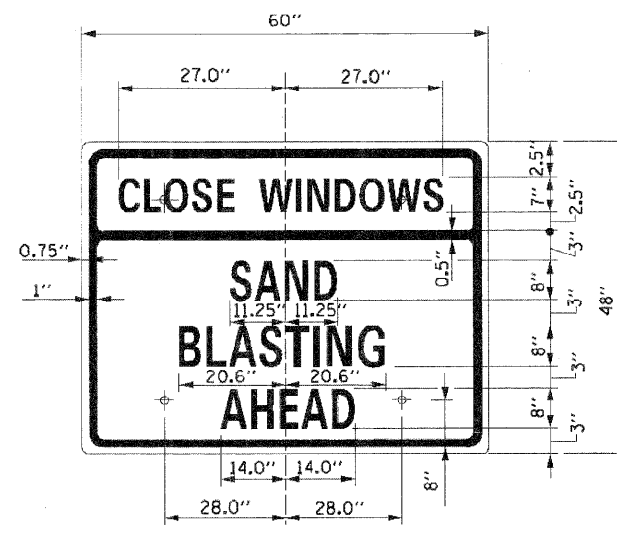
SIGN TS-7

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 72"x36"
 LETTERING: 7" FEDERAL SERIES C
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN



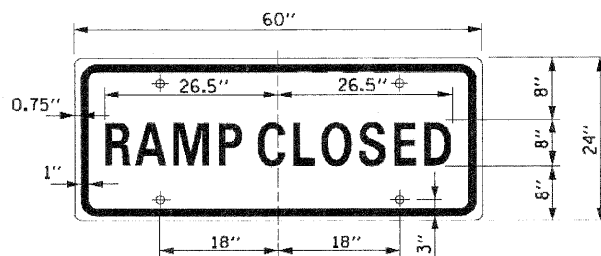
SIGN TS-9

COLOR: BACKGROUND - WHITE (REFLECTORIZED)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-10 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x48"
 LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-6

COLOR: BACKGROUND - WHITE (REFLECTORIZED)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x24"
 LETTERING: 8" FEDERAL SERIES C
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN

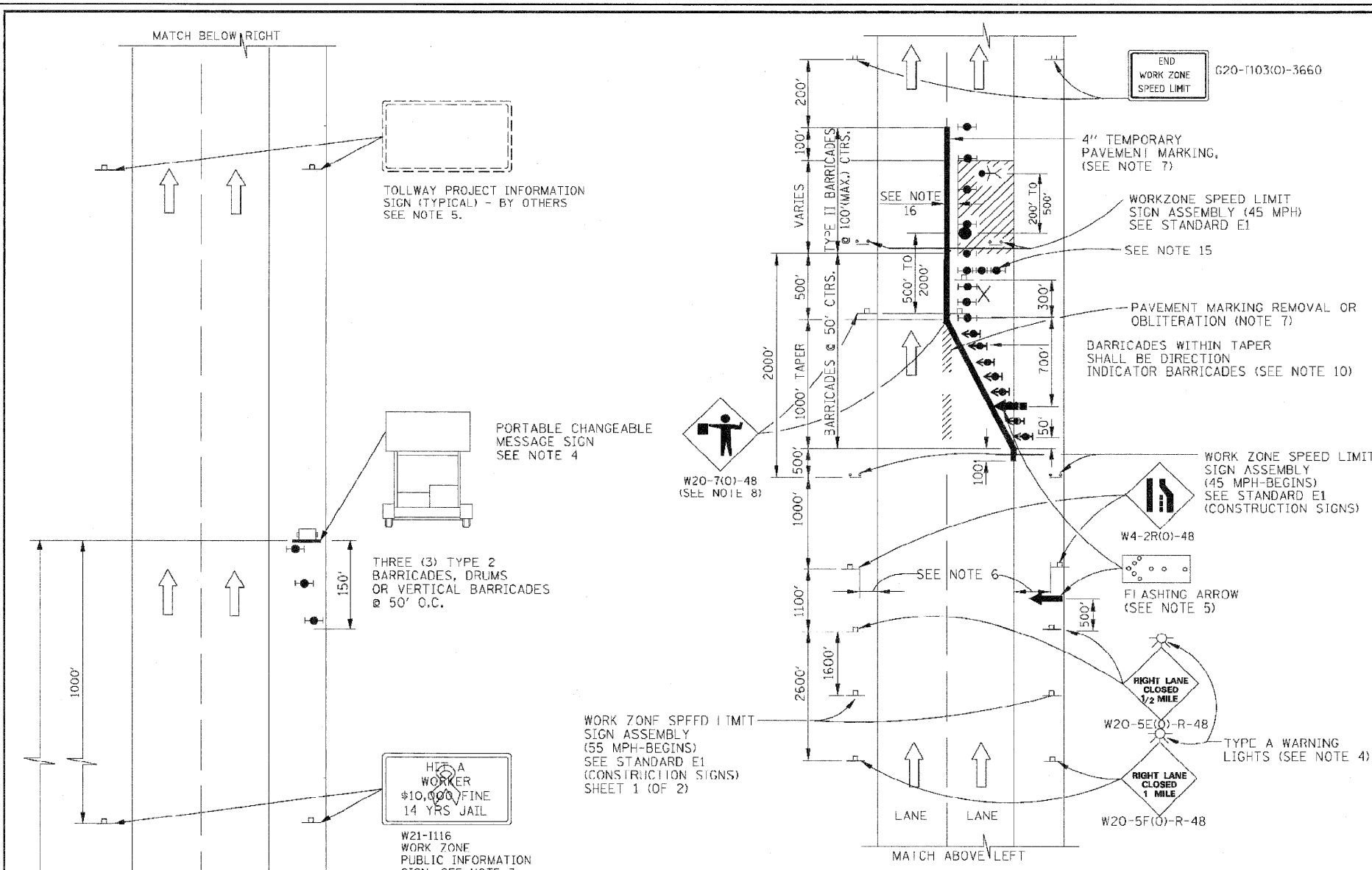


CONSTRUCTION SIGNS

STANDARD E1-02

APPROVED: *Paul Kovacs* CHIEF ENGINEER DATE: 5-1-2009

FILE NAME = 620995T02.dgn	USER NAME = halsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 STANDARD E1-02 CONSTRUCTION SIGNS	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 59			
PLOT SCALE = 50.0000' / IN.	CHECKED - RPI	REVISOR -	REVISOR -			SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				
PLOT DATE = 6/28/2011	DATE - 07/01/2011	REVISOR -	REVISOR -							CONTRACT NO. 62099			



LANE CLOSURE NOTES:

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. FLAGGER SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN THE SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY, PER THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- WHENEVER WORKERS ARE PRESENT AND WITHIN 12' OR LESS TO MOVING TRAFFIC, WORK ZONE SPEED LIMIT SIGN ASSEMBLIES, SHALL BE PLACED ADJACENT TO THE OPEN TRAFFIC LANE(S). WORK ZONE SPEED SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY PER THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7' 0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- CHECK BARRICADES SHALL BE PLACED IN THE MIDDLE OF THE CLOSED LANE AND AT THE SHOULDER AT 1000 FOOT CENTERS.
- A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.

ONE-LANE CLOSURE

ADVANCE SIGNAGE NOTES:

- THE ADVANCE SIGNAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSURES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE "ROAD WORK AHEAD" OR "ROAD CONSTRUCTION AHEAD" SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
- THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3G SUPPLEMENTAL PLATE) OR ROAD WORK AHEAD SIGN (W20-1, WITH WITH W16-3A SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
- THE WORK ZONE INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
- THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "X MILES AHEAD", "LEFT LANE(S) CLOSED" / "X MILES AHEAD", "LANE(S) SHIFT" / "X MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
- THE TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BEYOND THE PORTABLE CHANGEABLE MESSAGE SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE TOLLWAY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE TOLLWAY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED

SHEET 1 OF 2



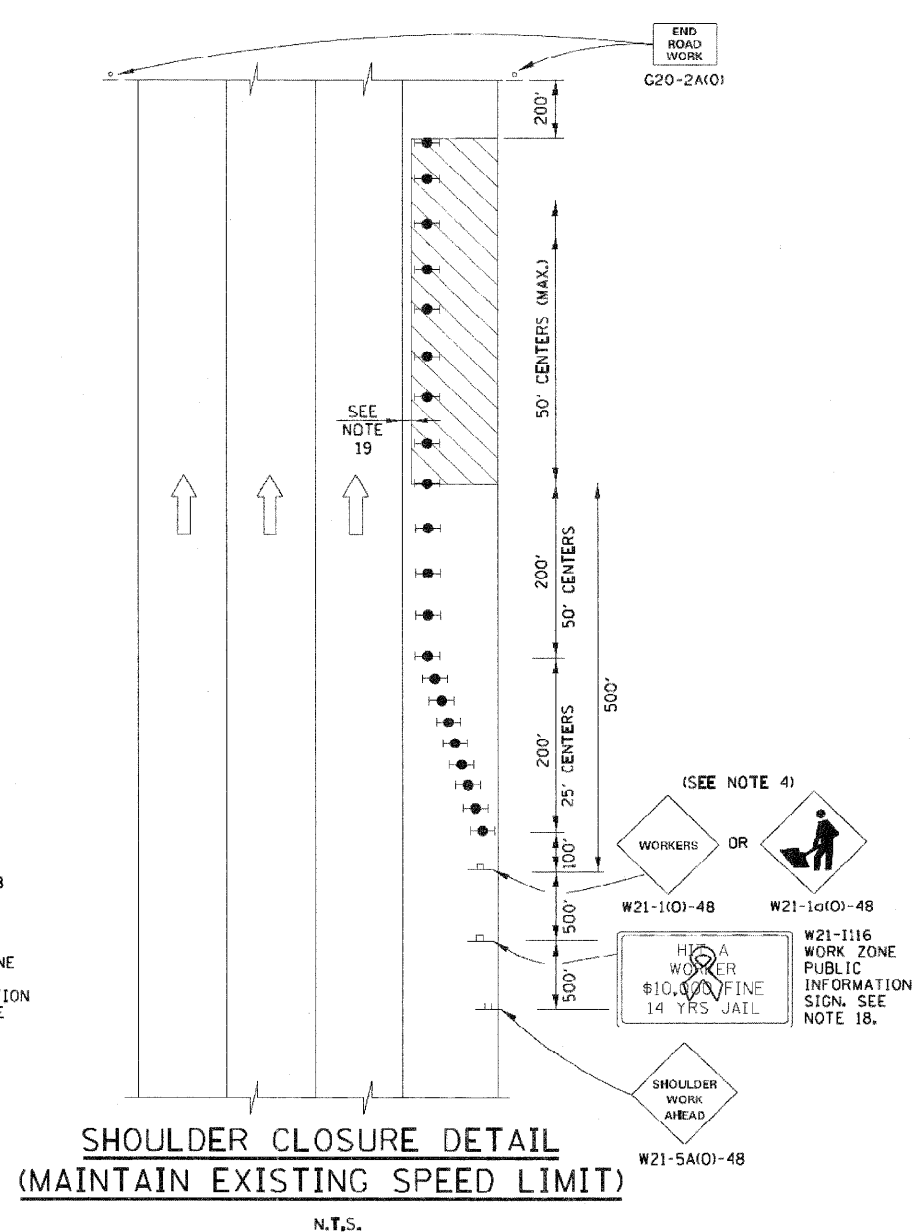
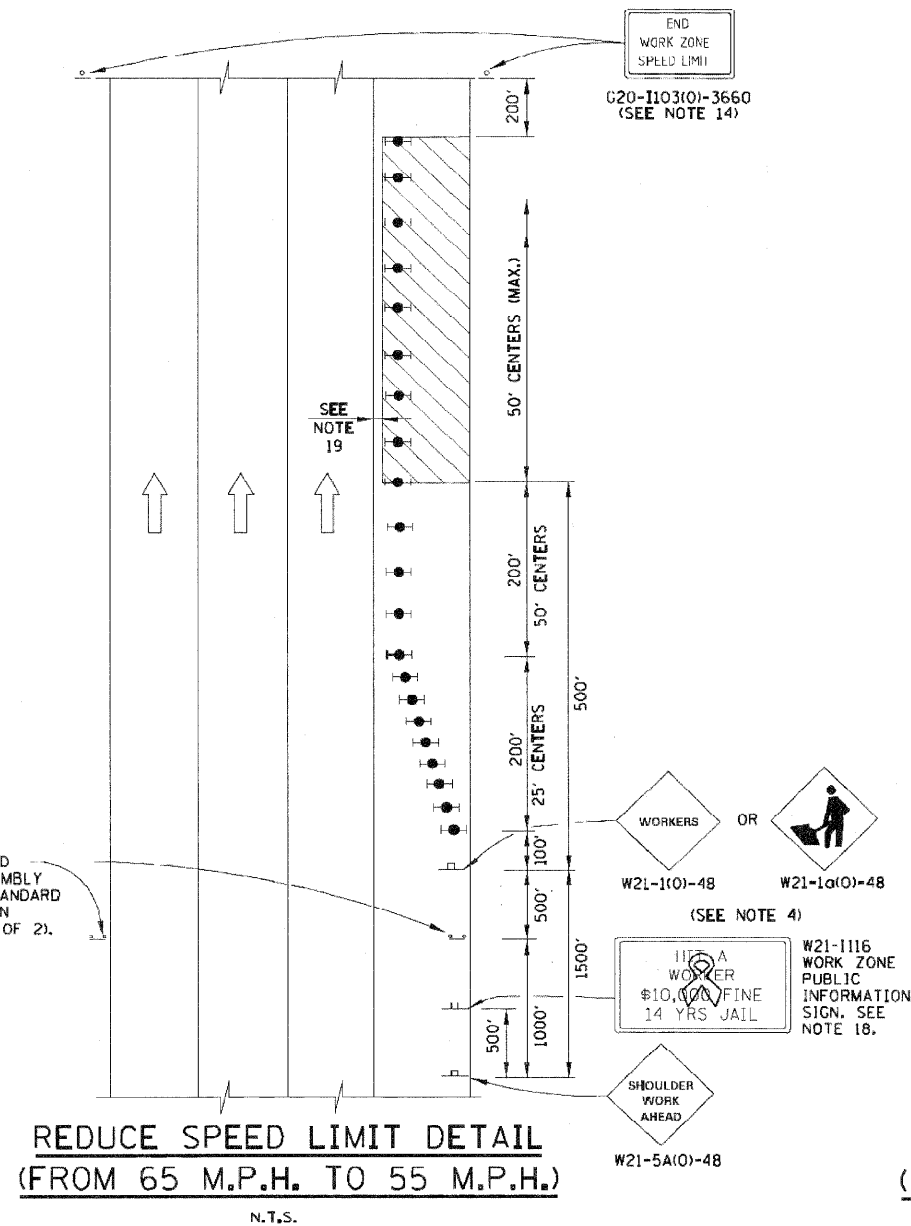
DATE	REVISIONS
5-1-2009	CHANGED TRAFFIC CONTROL DIMENSIONS, UPDATED ROADWAY SIGNAGE
1-1-2011	CHANGED SYMBOL DESIGNATION, REVISED NOTES

LANE CLOSURE DETAILS

STANDARD E2-02

APPROVED: *Paul Kovacs* CHIEF ENGINEER DATE 5-1-2009

FILE NAME = 62299ST003.dgn	USER NAME = helsted	DESIGNED - PK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS RTE 1 OVER TRI-STATE I-80 / I-294 STANDARD E2-02 LANE CLOSURE DETAILS	F.A.P. RTE. 876	SECTION 2001-001BR	COUNTY COOK	TOTAL SHEETS 62	SHEET NO. 60	
PLOT SCALE = 50.0000' / IN.	CHECKED - RPI	REVISIONS -	SCALE: NONE			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE = 6/28/2011	DATE - 07/01/2011	REVISIONS -									
CONTRACT NO. 62099											



GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE "SHOULDER WORK AHEAD" SIGN FOR THE SECOND SIGN.
5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH - BEGINS) SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
12. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT OR CLOSE TO MOVING TRAFFIC.
13. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
14. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
15. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.
16. "WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
17. ANY UNATTENDED OBSTACLE OR EXCAVATION LEFT ON THE SHOULDER OVERNIGHT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER.
18. THE WORK ZONE INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
19. A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.

SYMBOLS

- WORK AREA
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT



DATE	REVISIONS
5-1-2009	MODIFIED SHOULDER CLOSURE DETAILS -MAINTAIN EXISTING SPEED LIMIT -SPEED REDUCTION -MOVED "TEMPORARY CORE DETAILS" TO E5
1-1-2011	CHANGED SYMBOL DESIGNATION REVISED NOTES

SHOULDER CLOSURE DETAILS	
STANDARD E3-02	

APPROVED: *Paul Kovacs* CHIEF ENGINEER DATE 5-1-2009