

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	1
		ILLINOIS	CONTRACT NO. 80B56	

\* FAP374 OAKTON ST & FAU1332A IL-21 MILWAUKEE AVE

**THIS PROJECT IS LOCATED IN THE CITY OF DES PLAINES AND VILLAGE OF NILES**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**LOCATION 1:**

**IL-21 OVER US-14**  
SN: 016-2572  
2023 ADT: IL-21 = 28,000 // US-14 = 37,000  
SPEED LIMIT = 35 MPH

**LOCATION 2:**

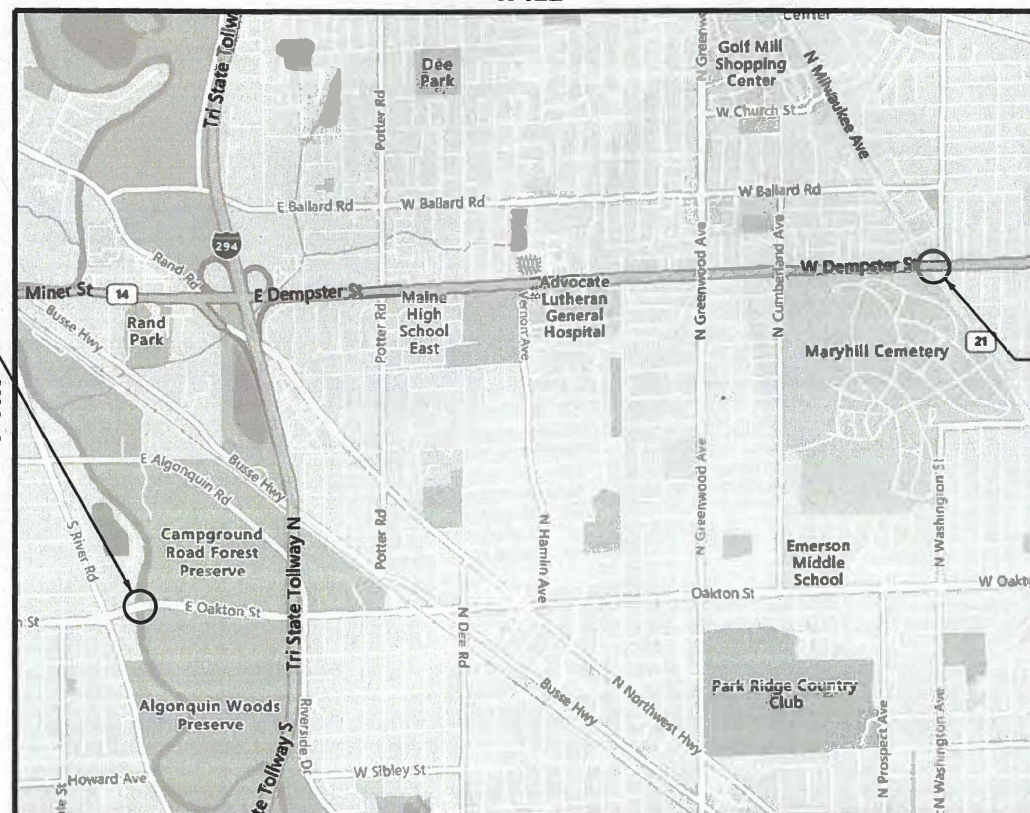
**OAKTON ST. OVER DES PLAINES RIVER**  
SN: 016-2601  
2023 ADT: 13,400  
SPEED LIMIT = 35 MPH

**LOCATION 1: FAU 1332A (IL-21 (MILWAUKEE AVE.) OVER US-14 (DEMPSTER ST.)**  
**LOCATION 2: FAP 374 (OAKTON ST.) OVER DES PLAINES RIVER**  
**SECTION (1300B-89) BP 25**  
**BRIDGE PAINTING**  
**COOK COUNTY**  
C-91-055-26

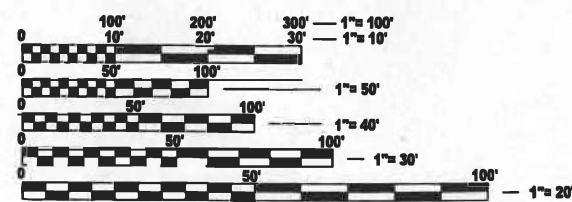


**LOCATION 2**

**OAKTON ST. OVER DES PLAINES RIVER**  
SN: 016-2601  
CITY OF DES PLAINES



**LOCATION 1**  
**IL-21 OVER US-14**  
SN: 016-2572  
**VILLAGE OF NILES**



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: DAN WILGREEN, P.E (847) 705 - 4240**  
**PROJECT MANAGER: J. ALAIN MIDY, P.E (847) 221 - 3056**

**CONTRACT NO. 80B56**

**MAINE TOWNSHIP**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 4<sup>th</sup> 2025  
Jessica M. IR  
REGIONAL ENGINEER

January 23, 2026  
Scott A. Etkin  
ENGINEER OF DESIGN AND ENVIRONMENT

January 23, 2026  
Quarry  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

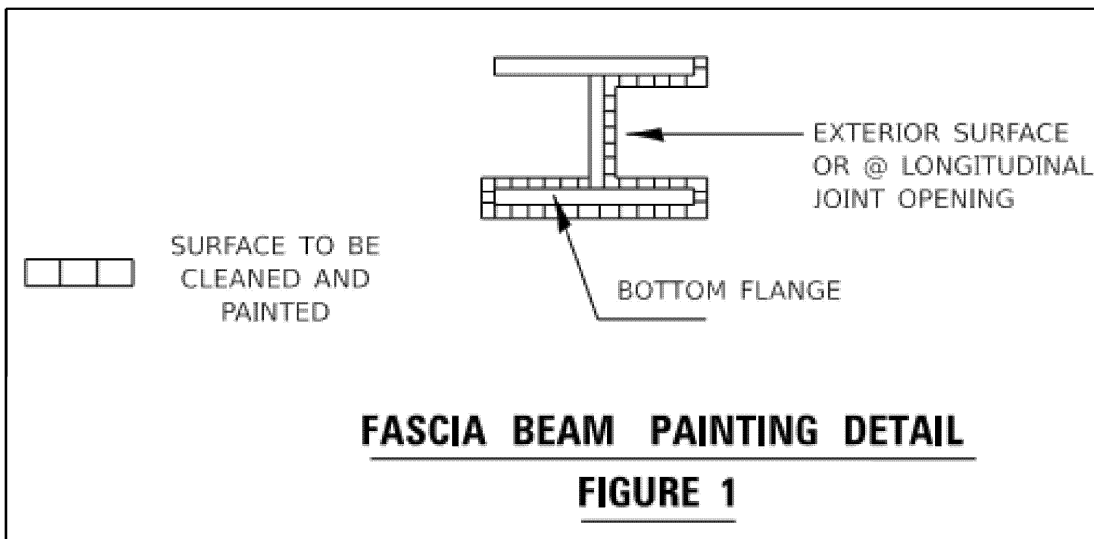
**PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS**

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4 - 6	MAINTENANCE OF TRAFFIC (STAGE 1, 2, & TYPICALS)
7 - 15	EXISTING BRIDGE PLANS (SN 016-2572)
16 - 22	EXISTING BRIDGE PLANS (SN 016-2601)
23	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
24	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
25	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS TO REMAIN OPEN TO TRAFFIC (TC-14)
26	ARTERIAL ROAD INFORMATION SIGNS (TC-22)

## GENERAL PAINT NOTES

- CLEANING AND PAINTING OF THE EXISTING STRUCTURAL STEEL SHALL BE AS SPECIFIED IN THE SPECIAL PROVISION FOR "CLEANING AND PAINTING EXISTING STEEL STRUCTURES"
- ALL ITEMS (SUCH AS, BUT NOT LIMITED TO: CONDUITS, BRACKETS AND DECK DRAINS) ATTACHED TO OUTSIDE OF THE FASCIA BEAMS SHOULD BE CLEANED AND PAINTED
- LOCATION 2 (SN: 016-2601)  
THE EXTERIOR SURFACES AND TOP AND BOTTOM FLANGE OF THE FASCIA BEAM OUTSIDE THE DECK JOINTS OR THE LENGTH OF THE BRIDGE (SEE FIGURE 1) SHALL BE CLEANED PER NEAR WHITE BLAST CLEANING SSPC-SP10. ALL BEAMS, BEARINGS, AND OTHER STRUCTURAL STEEL WITHIN 5 FEET (MEASURED ALONG THE BEAM) OF THE ABUTMENTS SHALL BE CLEANED PER NEAR WHITE BLAST CLEANING SSPC-SP10
- LOCATION 1 (SN: 016-2572)  
ALL GIRDERS, BEAMS, BEARINGS AND OTHER STRUCTURAL STEEL, SHALL BE CLEANED PER NEAR WHITE BLAST CLEANING SSPC-SP10
- ALL AREAS THAT ARE DESIGNATED TO BE CLEANED SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF PAINT SYSTEM 1 -OZ/E/U. THE COLOR OF THE FINAL FINISH COAT FOR ALL INTERIOR STEEL SURFACES SHALL BE GRAY, MUNSELL NO 5B 7/1. THE COLOR OF THE FINAL FINISH COAT FOR THE EXTERIOR AND BOTTOM FLANGE OF THE FASCIA BEAMS SHALL BE REDDISH BROWN, MUNSELL NO 2. 5YR 3/4
- A MINIMUM OF 2 AIR MONITORS AT EVERY LOCATION WILL BE REQUIRED TO MONITOR ABRASIVE BLASTING OPERATIONS. SEE SPECIAL PROVISIONS FOR "CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUE"
- SSPC QP1 AND SSPC QP2 CERTIFICATION IS REQUIRED FOR THIS CONTRACT



## STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006-00	DECIMAL OF AN INCH AND OF A FOOT
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24' (600MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5M) AWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

## GENERAL NOTES

- 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 AT LEAST 48 HOURS IN ADVANCE
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF NILES, AND THE CITY OF DES PLAINES TO OBTAIN ALL NECESSARY PERMITS
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT
- THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE BRIDGE INSPECTORS
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT AND MAINTAIN THE EXISTING BRIDGE LIGHTING AT ANY LOCATIONS THAT LIGHTING IS ENCOUNTERED ADJACENT TO AN AREA TO BE CLEANED AND PAINTED
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS
- WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHTTIME OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJACENT RESIDENTIAL AREAS
- THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN WORKING NEAR THE ABUTMENTS IF ELECTRICAL JUNCTION BOXES AND ATTACHED CONDUITS ARE PRESENT
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK
- AT LOCATION 2 OAKTON STREET OVER THE DES PLAINES RIVER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE NORTH SIDE MULTI-USE PATH DURING ALL PHASES OF CONSTRUCTION. IF IT'S DETERMINED BY THE CONTRACTOR THAT THE MULTI-USE PATH NEEDS TO BE FULLY CLOSED, THEN SPECIAL ADA COMPLIANT PEDESTRIAN/BICYCLE DETOUR PLANS WILL NEED TO BE DEVELOPED BY THE CONTRACTOR SHOWING HOW PEDESTRIAN AND BICYCLE ACCESS ACROSS THE BRIDGE WILL BE MAINTAINED DURING CONSTRUCTION. THE PLANS SHALL BE DESIGNED IN ACCORDANCE WITH THE MOST RECENT VERSIONS OF THE MUTCD, AND IDOT HIGHWAYS STANDARDS 701606, 701801, 701901 AND 704001. THE PLANS SHALL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.

**PCMS NOTE:**

CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGE EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

GENERAL NOTES CONTINUE ON NEXT SHEET

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/12/2025	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS,  
AND GENERAL NOTES AT VARIOUS LOCATIONS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	2
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				BRIDGE SN 016-2572 100% STATE	BRIDGE SN 016-2601 100% STATE
Code No.	Item	Unit	Total Quantity	0047	0047
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1		1
70102642	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	EACH	1		1
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	4425	4425	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	40	20	20
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1475	1475	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	4425	4425	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	485	485	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	485	485	
70600235	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
70600320	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1	
X5060602	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 2	L SUM	1		1
X6700407	ENGINEER'S FIELD OFFICE, TYPEA (D1)	CAL MO	6	3	3
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	51.4	51.4
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1	
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1		1

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

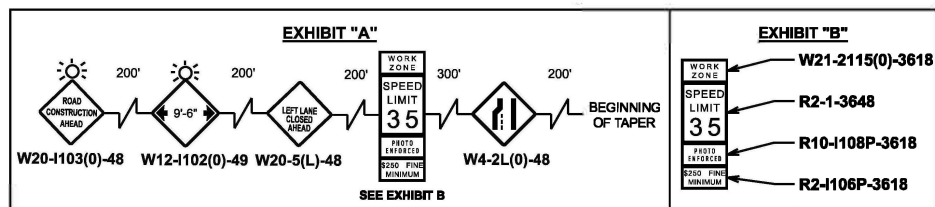
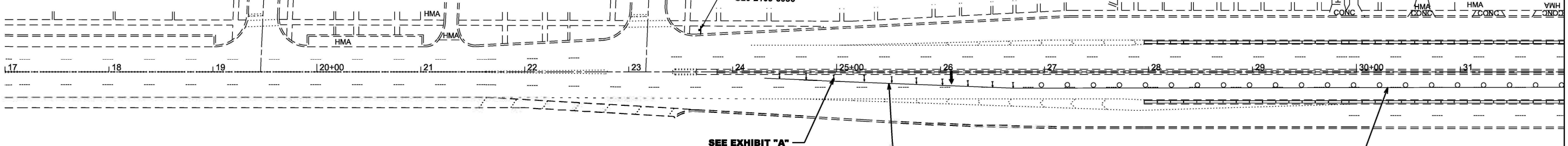
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*	(1300B-89) BP 25	COOK	26	3
CONTRACT NO. 80B56			ILLINOIS FED. AID PROJECT	

14 ST.)

GRAND ST.

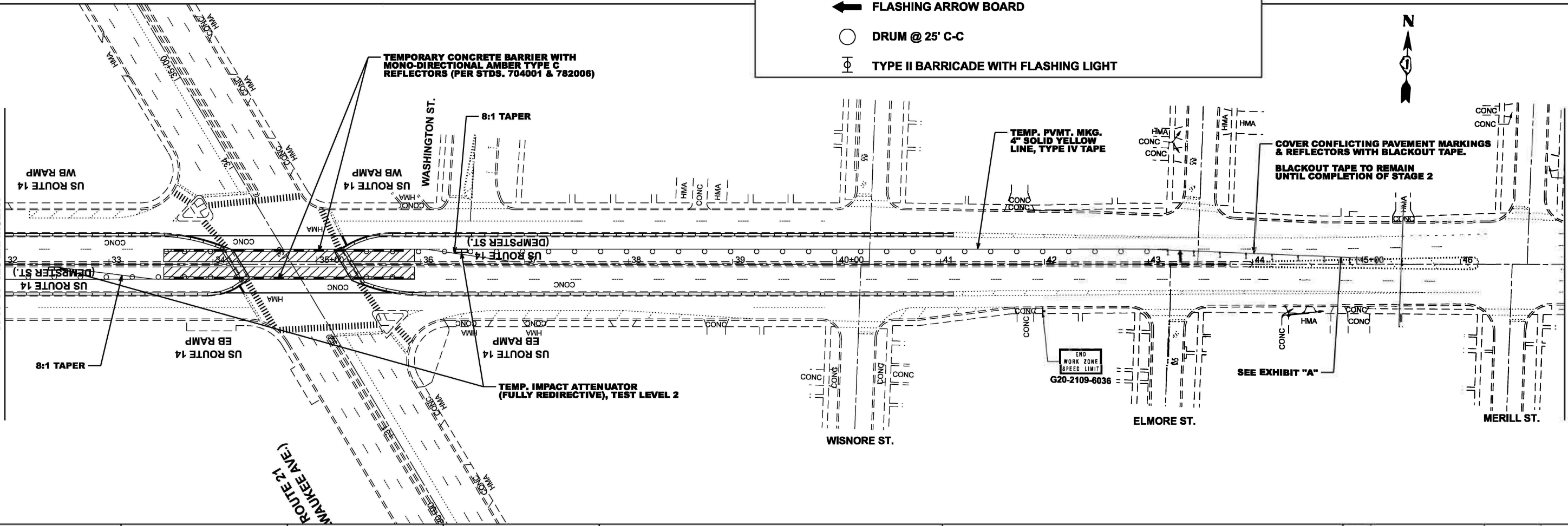
PROSPECT ST.

US ROUTE 14 (DEMPSTER ST.)



**LEGEND**

- DIRECTION INDICATOR BARCADE @ 25' C-C
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLASHING ARROW BOARD
- DRUM @ 25' C-C
- TYPE II BARRICADE WITH FLASHING LIGHT



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PLOT DATE = 12/9/2025	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 1  
US-14 UNDER IL-21 - NILES  
SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 17+00.00 TO STA. 47+00.00

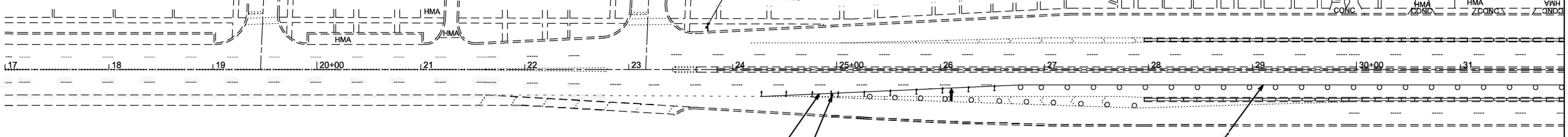
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CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

14 ST.)

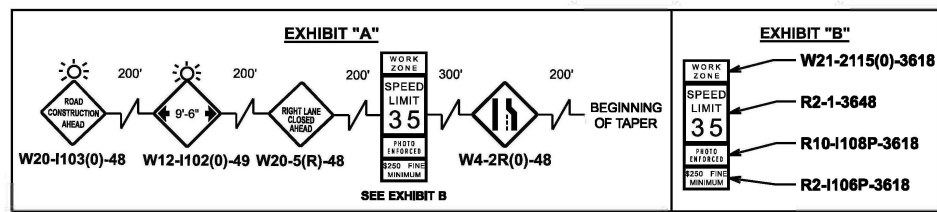
GRAND ST.

PROSPECT ST.

US ROUTE 14 (DEMPSTER ST.)



MATCHLINE STA. 32+00.00

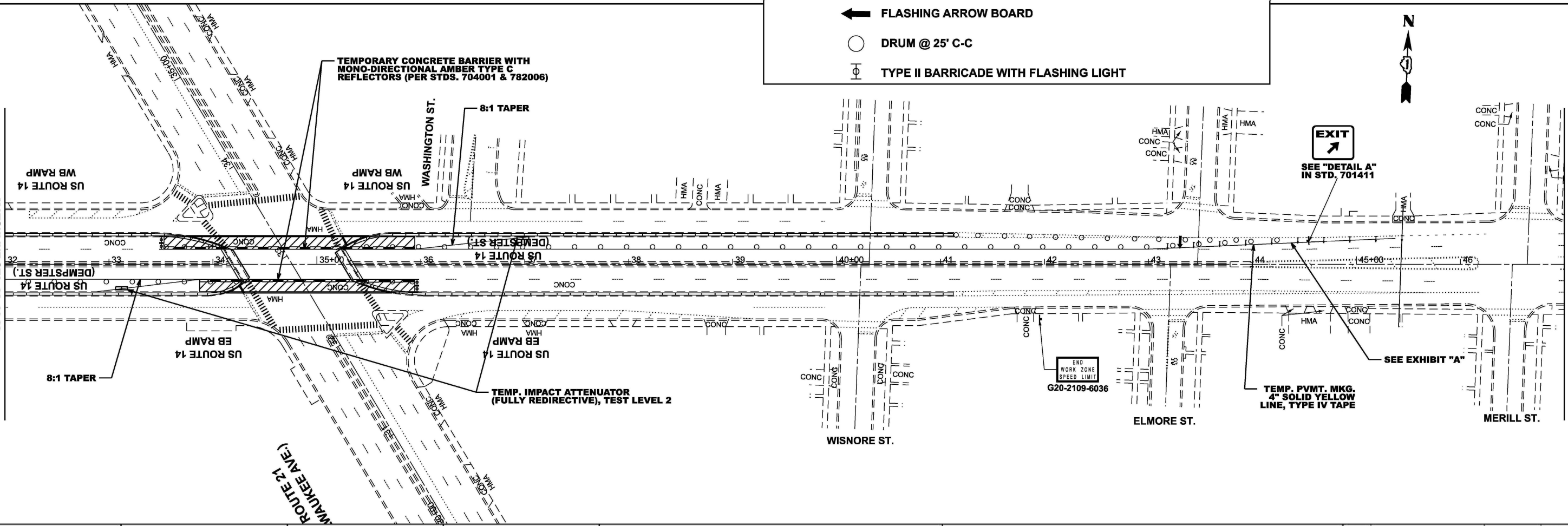
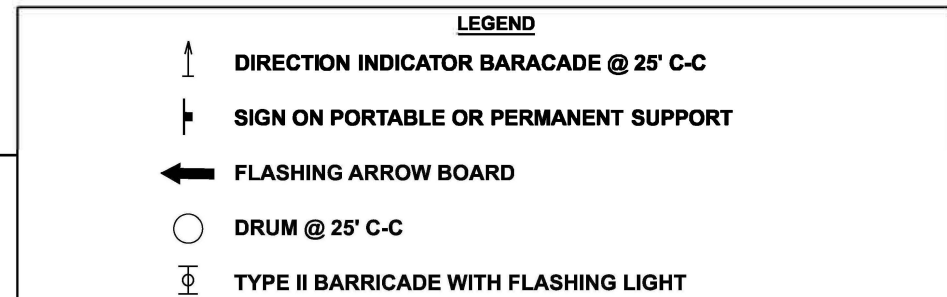


SEE EXHIBIT "A"



SEE "DETAIL A" IN STD. 701411

TEMP. PAINT MKG. 4" SOLID YELLOW LINE TYPE IV TAPE (TYP.)



MATCHLINE STA. 32+00.00

MATCHLINE STA. 47+00.00

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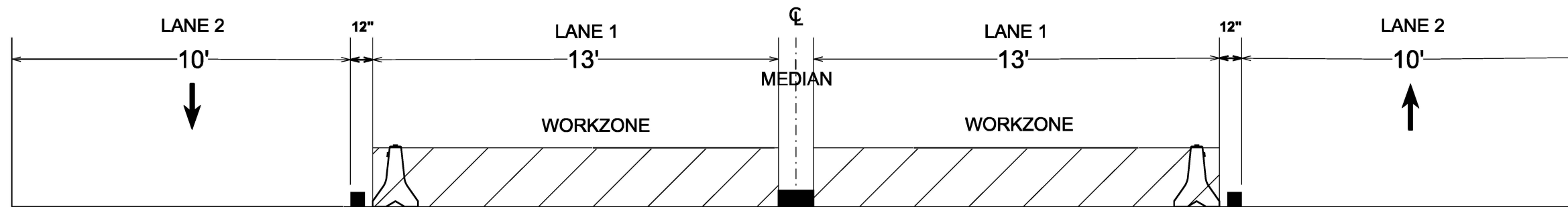
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 2  
US-14 UNDER IL-21 - NILES

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 17+00.00 TO STA. 47+00.00

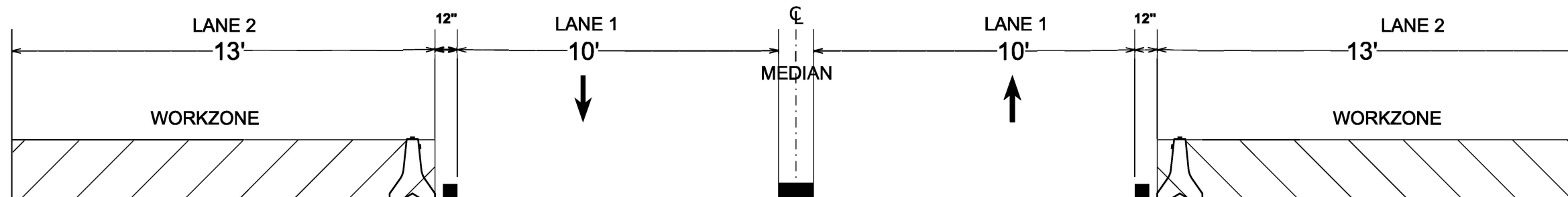
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	(1300B-89) BP 25	COOK	26	5
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				



TYPICAL SECTION - MOT STAGE 1  
LOOKING E. ALONG US-14 (STA 27+96 TO STA 33+52)

(B) (A)

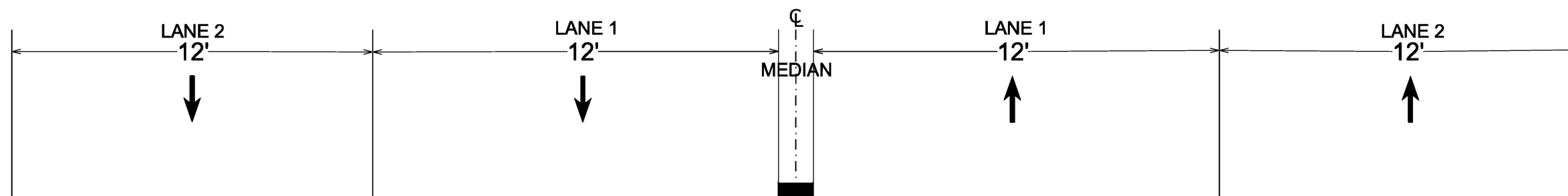
(A) (B)



TYPICAL SECTION - MOT STAGE 2  
LOOKING E. ALONG US-14 (STA 27+96 TO STA 33+52)

(C) (D)

(D) (C)



TYPICAL SECTION - EXISTING  
LOOKING E. ALONG US-14 (STA 27+96 TO STA 33+52)

LEGEND	
(A)	TEMPORARY CONCRETE BARRIER WITH MONO-DIRECTIONAL AMBER TYPE C REFLECTORS (PER STANDARDS 704001 & 782006)
(B)	TEMPORARY PAVEMENT MARKING 4" SOLID YELLOW LINE, TYPE IV TAPE
(C)	TEMPORARY CONCRETE BARRIER W/ MONO DIRECTIONAL CRYSTAL TYPE C REFLECTORS (PER STANDARDS 704001 & 782006)
(D)	TEMPORARY PAVEMENT MARKING 4" SOLID WHITE LINE, TYPE IV TAPE

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PLOT DATE = 12/9/2025	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
TYPICAL SECTIONS

SCALE: SHEET 1 OF 3 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	6
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

**BENCH MARK**  
 In NW Corner of  
 EXIST. Conc. Handrail  
 Along West Side of  
 Milwaukee Ave.; Elev. =  
 665.46'

**FOR INFORMATION ONLY**

SHEET  
 51 OF 525

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513	1280-HB-K(83)	COOK	163	41
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

**EXISTING BRIDGE (SN 016-0244)**

MILWAUKEE AVENUE (ILLINOIS ROUTE 21) STRUCTURE OVER DEMPSTER STREET (U.S. ROUTE 14) IN THE VILLAGE OF NILES, COOK COUNTY HAS A SINGLE SPAN REINFORCED CONCRETE DECK GIRDER SUPERSTRUCTURE WITH A 66'-0" WIDE ROADWAY AND FOUR TRAFFIC LANES AND TWO 16'-0" SIDEWALKS WITH ORNAMENTAL CONCRETE HANDRAILS, SIX CAST IN PLACE CONCRETE AND EIGHT METAL LIGHT STANDARDS. LENGTH OF THE BRIDGE END TO END IS 54.9 FEET.

EXISTING BRIDGE IS 100'-6" OUT TO OUT.

STRUCTURE AND RETAINING WALLS ALONG DEMPSTER STREET (U.S. RTE. 14) TO BE REMOVED AND REPLACED. TRAFFIC TO BE MAINTAINED UTILIZING STAGE CONSTRUCTION.

NO SALVAGE EXCEPT FOR THE 14 LIGHT STANDARDS AND PUMPHOUSE METAL AIR DUCT IN THE NORTH ABUTMENT. LIGHT STANDARDS ARE TO BE REMOVED IN ACCORDANCE WITH SECTION 501 OF THE STANDARD SPECIFICATIONS, RECOVERED BY THE CONTRACTOR AND RETURNED TO THE I.D.O.T.

EXISTING PUMPS TO BE TURNED OVER TO I.D.O.T. FOR STOCKING AND STORAGE.

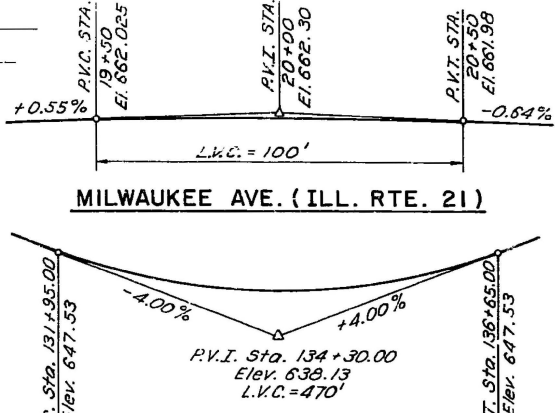
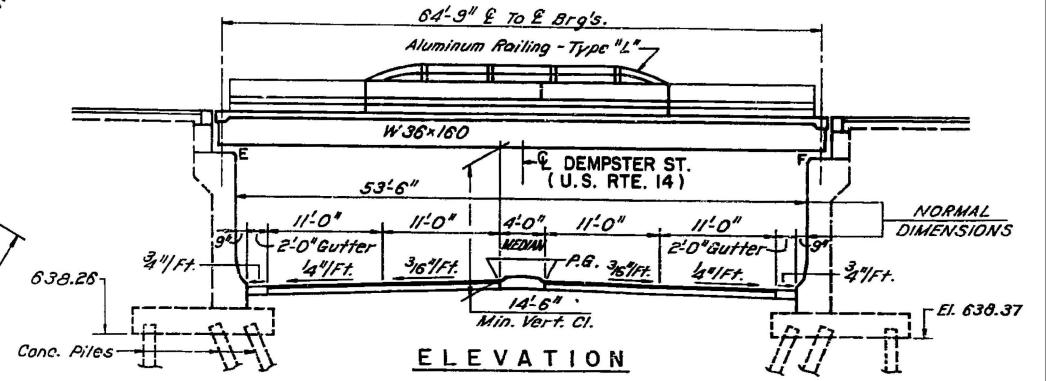
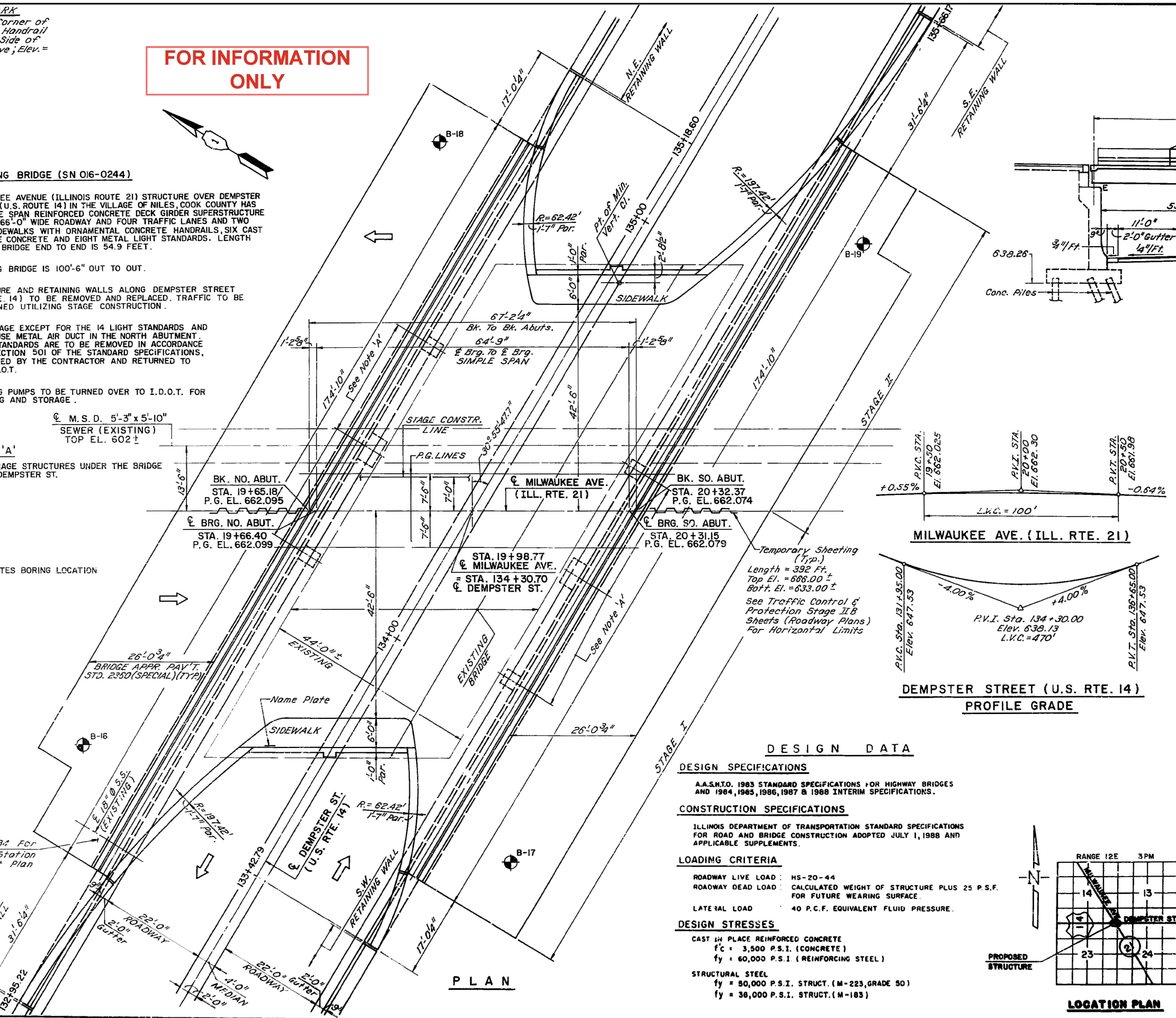
5' M.S.D. 5'-3" x 5'-10"  
 SEWER (EXISTING)  
 TOP EL. 602.1

**NOTE 'A'**

6-DRAINAGE STRUCTURES UNDER THE BRIDGE ALONG DEMPSTER ST.

INDICATES BORING LOCATION

MODEL: 2572 Gen Plan (Sheet)  
 FILE NAME: c:\pwworking\shah\syed.a.rizvi@illinois.gov\d1168446\104526-shr-details.dgn



STATION 19+98.77  
 BUILT 19 BY  
 STATE OF ILLINOIS  
 F.A. RT. 3513 SECTION 1280-HB-K(83)  
 F.A. PROJECT ACIX-6003(614)  
 LOADING HS-20  
 STRUCTURE NO. 016-2572

**NAME PLATE**  
 (SEE STD. 2113)

**APPROVED**  
 FOR STRUCTURAL AGENCY ONLY

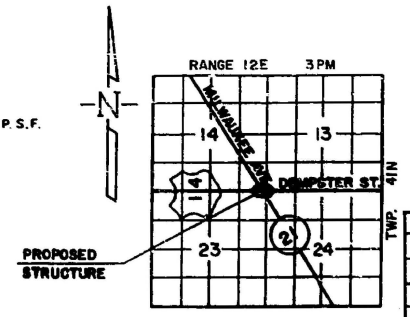
*John W. Clark*  
 Registered Structural Engineer



*Bhadrish N. Shah*  
 BHADRISH N. SHAH  
 REGISTERED STRUCTURAL ENGINEER  
 STATE OF ILLINOIS LIC. NO. 081-00476

**DESIGN DATA**

- DESIGN SPECIFICATIONS**  
 A.A.S.T.O. 1983 STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES AND 1984, 1985, 1986, 1987 & 1988 INTERIM SPECIFICATIONS.
- CONSTRUCTION SPECIFICATIONS**  
 ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JULY 1, 1988 AND APPLICABLE SUPPLEMENTS.
- LOADING CRITERIA**  
 ROADWAY LIVE LOAD: HS-20-44  
 ROADWAY DEAD LOAD: CALCULATED WEIGHT OF STRUCTURE PLUS 25 P.S.F. FOR FUTURE WEARING SURFACE.  
 LATERAL LOAD: 40 P.C.F. EQUIVALENT FLUID PRESSURE.
- DESIGN STRESSES**  
 CAST IN PLACE REINFORCED CONCRETE  
 $f'_c = 3,500$  P.S.I. (CONCRETE)  
 $f_y = 60,000$  P.S.I. (REINFORCING STEEL)  
 STRUCTURAL STEEL  
 $f_y = 50,000$  P.S.I. STRUCT. (M-223, GRADE 50)  
 $f_y = 38,000$  P.S.I. STRUCT. (M-183)



**LOCATION PLAN**

REVISIONS	
NAME	DATE

SN-016-2572  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN**  
 MILWAUKEE AVENUE (ILL. RTE. 21)  
 OVER  
 DEMPSTER STREET (U.S. RTE. 14)  
 STA. 19+98.77 (ILL. RTE. 21)  
 STA. 134+30.70 (U.S. RTE. 14)  
 SCALE: DATE: AUG. 8, 1989  
 DRAWN BY: F. MUNIR  
 CHECKED BY: B. SHAM  
**CHRISTIAN-ROGE & ASSOC.**  
 CHICAGO ILLINOIS

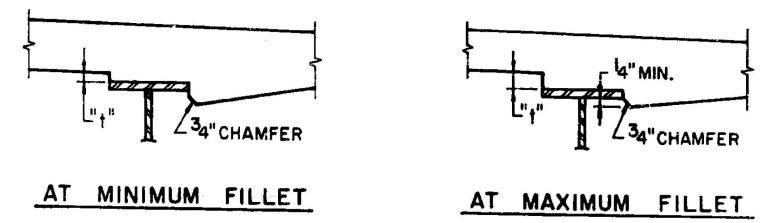
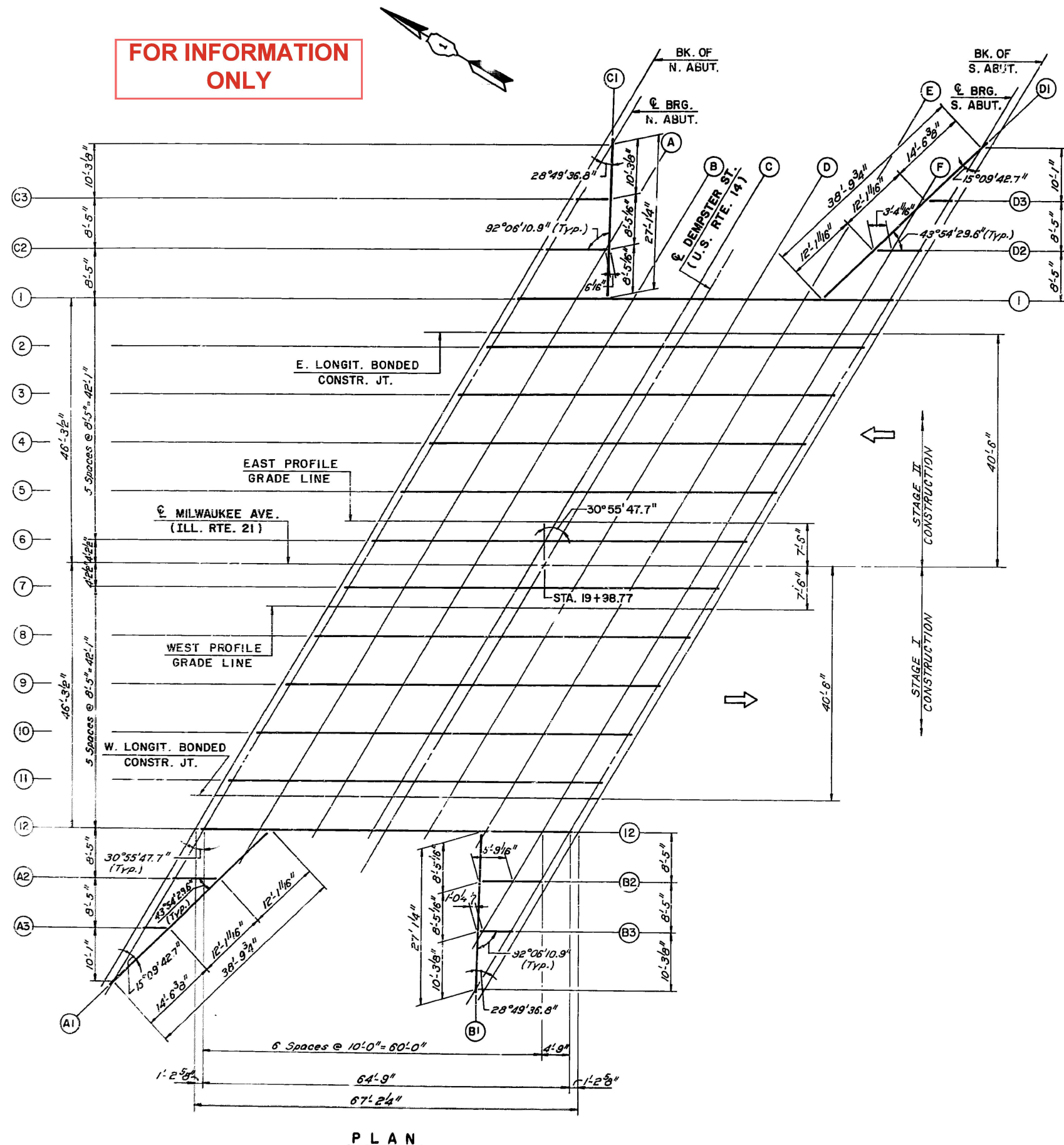
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/9/2025	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN  
 STRUCTURE 016-2572  
 SCALE: SHEET 1 OF 20 SHEETS STA. 0+00.00 TO STA. 0+00.00

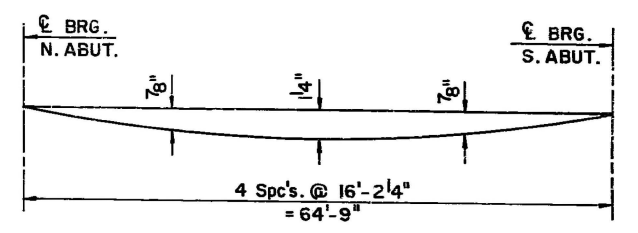
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	7
ILLINOIS			FED. AID PROJECT	

FOR INFORMATION ONLY



To Determine "L": After All Steel Has Been Erected, Elevations of The Top Flanges of The Beams Shall Be Taken At Intervals Shown In "Top of Slab Elevations" Sheets. These Elevations Subtracted From The "Theoretical Grade Elevations Adjusted For Dead Load Deflection" Shown Minus Slab Thickness, Equals The Fillet Heights "L" Above The Top Flanges of The Beams.

**FILLET HEIGHTS**



**NOTE:**  
THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS AS SHOWN ON SHEETS S5 & S6.

**NOTE:**  
FOR ELEVATIONS, SEE SH'T'S. S5 & S6.

**PLAN**

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

**ELEVATION LOCATIONS-MILWAUKEE AVE. MILWAUKEE AVENUE (ILL. RTE. 21) OVER DEMPSTER STREET (U.S. RTE. 14) STA. 19+98.77**

REVISIONS	
NAME	DATE

SCALE:                      DRAWN BY: F. MUNIR  
DATE:                        CHECKED BY: D. SHAN

**CHRISTIAN-ROGE & ASSOC.**  
CHICAGO                      ILLINOIS

MODEL: 2572 Elevations (Sheet)  
FILE NAME: c:\pwworking\risved.a.rizvi@illinois.gov\d1168446\0104526-sh1-details.dgn

USER NAME = syed.rizvi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/9/2025	DATE -	REVISED -

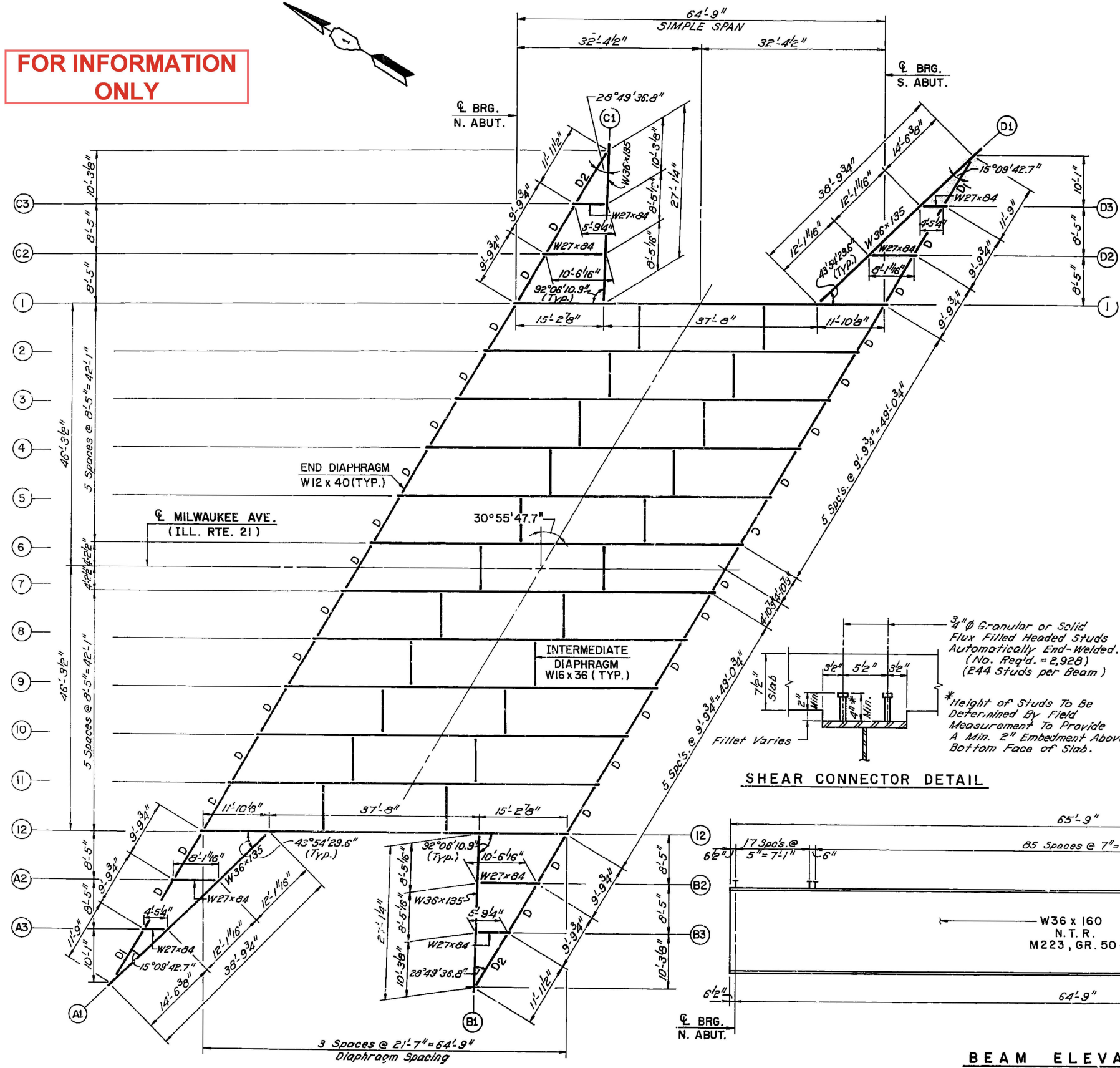
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ELEVATION LOCATIONS  
STRUCTURE 016-2572**

SCALE:                      SHEET 2      OF 20 SHEETS      STA.                      TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	8
CONTRACT NO. 80B56				
ILLINOIS      FED. AID PROJECT				

**FOR INFORMATION ONLY**



**FRAMING PLAN**

**TOP OF BEAM ELEVATIONS**

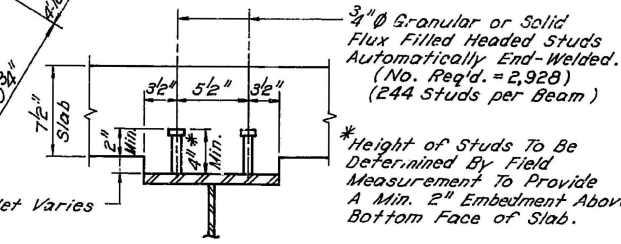
LOCATION	CL BRG. N. ABUT.	CL BRG. S. ABUT.
1	660.871	660.642
2	661.000	660.806
3	661.125	660.970
4	661.248	661.131
5	661.367	661.289
6	661.466	661.445
7	661.466	661.445
8	661.313	661.352
9	661.158	661.236
10	661.000	661.116
11	630.841	660.934
12	660.682	660.868
A1	660.531	—
A2	660.575	—
A3	660.575	—
B1	—	660.578
B2	—	660.717
B3	—	660.659
C1	660.531	—
C2	660.744	—
C3	660.648	—
D1	—	660.342
D2	—	660.520
D3	—	660.414

**BEAM MOMENT TABLE**

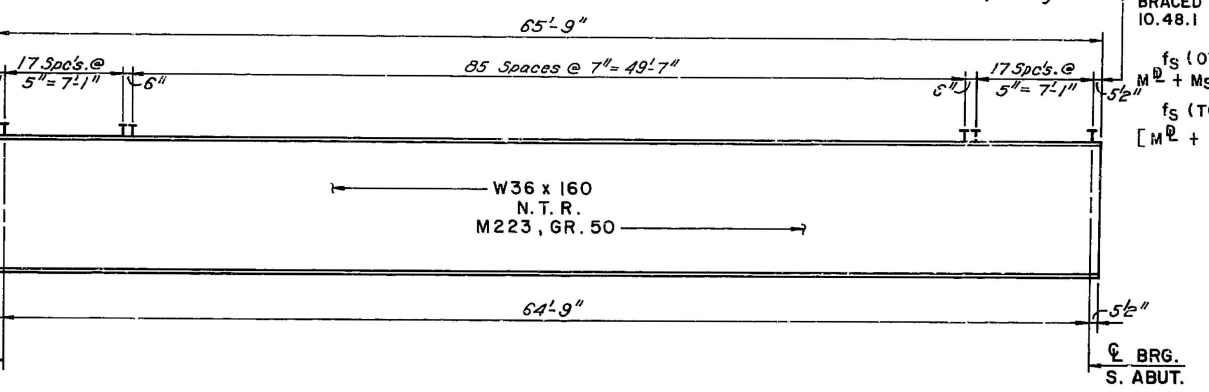
SECTION	0.5 SPAN		
	1 THRU 2	A1 & D1	B1 & C1
$I_s (I_n 4)$	9,750	7,800	7,800
$I_c (I_n 4) (3_n = 27)$	18,317	—	—
$I_c (I_n 4) (n = 9)$	25,062	—	—
$S_s (I_n 3)$	542	439	439
$S_c (I_n 3) (3_n = 27)$	707	—	—
$S_c (I_n 3) (n = 9)$	783	—	—
$\phi (K/I)$	1.00	1.1	1.15
$M \phi (K)$	524.1	207.2	105.6
$S \phi (K/I)$	0.38	—	—
$M_S \phi (K)$	199.2	—	—
$M \phi (K)$	682.2	270.5	203.7
$MIMP (K)$	180.1	81.2	61.2
$S_3 (M \phi + I) (K)$	1,437.2	586.2	441.5
$M_0 (K)$	2,808.6	1,031.4	711.3
$M_u (K)$	4,230	1,527	1,527
$f_s \phi$ NON-COMP. (K.S.I.)	11.6	5.7	2.9
$f_s \phi$ (COMP.) (K.S.I.)	3.4	—	—
$f_s S_3 (\phi + I) (K.S.I.)$	22.1	16.0	12.1
$f_s$ (OVERLOAD) (K.S.I.)	37.1	21.7	15.0
$f_s$ (TOTAL) (K.S.I.)	—	—	—
VR (K)	59.6	44.9	52.7

**BEAM REACTION TABLE**

SECTION	1 THRU 2		A1 & D1		B1 & C1	
	ABUT.	1 OR 2	ABUT. & 1 OR 2	ABUT. & 1 OR 2		
$R \phi (K)$	44.7	—	21.4	15.6		
$R \phi (K)$	54.7	—	34.5	40.5		
$R IMP. (K)$	14.4	—	10.4	12.2		
<b>R TOTAL (K)</b>	<b>113.8</b>	—	<b>66.3</b>	<b>68.3</b>		



**SHEAR CONNECTOR DETAIL**



**BEAM ELEVATION**

BEAMS 2 THRU 11  
"N.T.R." DENOTES PLATES TO WHICH NOTCH TOUGHNESS REQUIREMENTS ARE APPLICABLE. SEE GENERAL NOTES ON SHT. S2.

$I_s$  AND  $S_s$  ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING  $f_s$  (TOTAL & OVERLOAD).  
 $I_c$  AND  $S_c$  ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING  $f_s$  (TOTAL & OVERLOAD).  
VR IS THE MAXIMUM  $\phi$  + IMPACT SHEAR RANGE IN SPAN.  
 $M_0$  (APPLIED MOMENT) = 1.3 [ $M \phi + M_S \phi + S_3 (M \phi + I)$ ]  
 $M_u$  IS THE FULL PLASTIC MOMENT CAPACITY FOR COMPACT, BRACED SECTION. COMPUTE ACCORDING TO A.A.S.H.T.O. 10.48.1 & 10.50.1.1.  
 $f_s$  (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO  $M \phi + M_S \phi + S_3 (M \phi + I)$ .  
 $f_s$  (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3 [ $M \phi + M_S \phi + S_3 (M \phi + I)$ ]

**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**FRAMING PLAN & DETAILS**  
MILWAUKEE AVENUE (ILL. RTE. 21)  
OVER  
DEMPSTER STREET (U.S. RTE. 14)  
STA. 19 + 98.77  
SCALE: DRAWN BY: F. MUNIR  
DATE: CHECKED BY: B. SHAH  
**CHRISTIAN-ROGE & ASSOC.**  
CHICAGO ILLINOIS

MODEL: 2572 Framing Plan (Sheet)  
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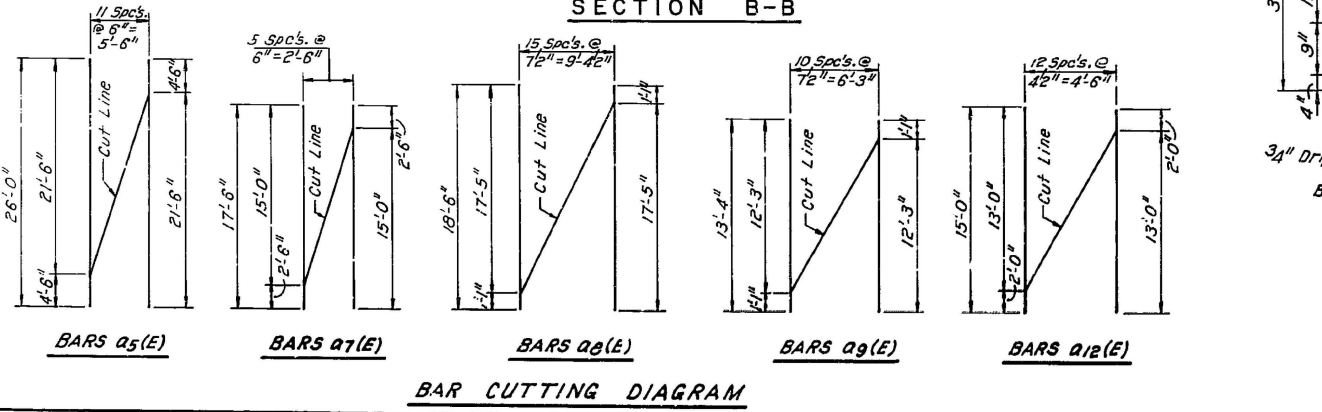
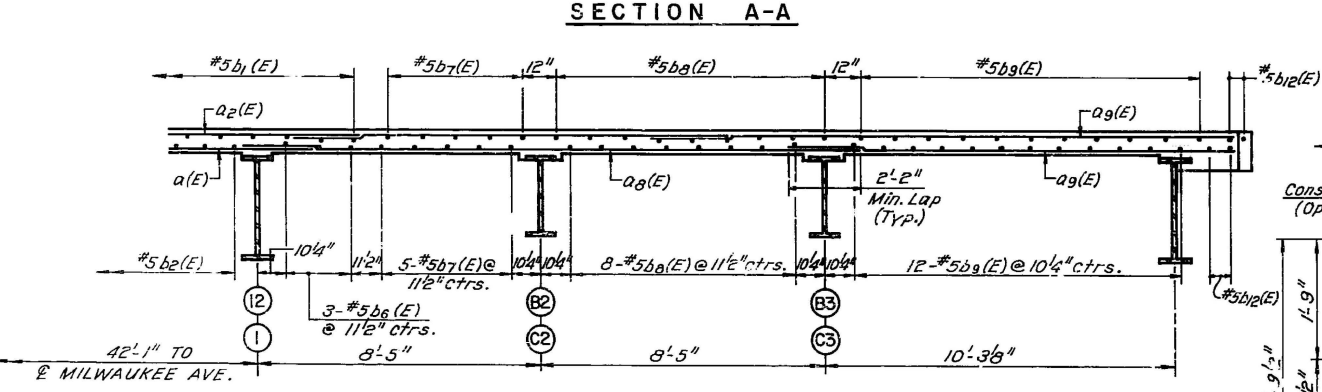
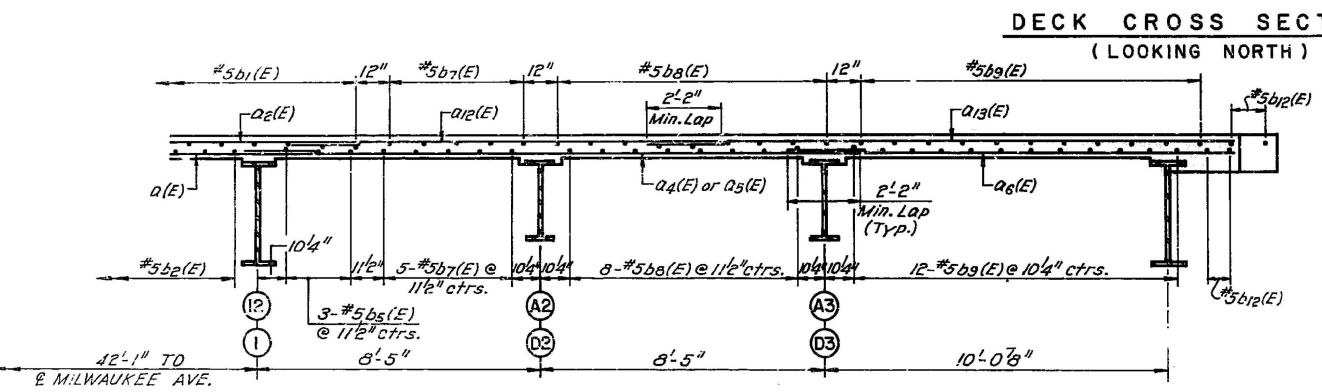
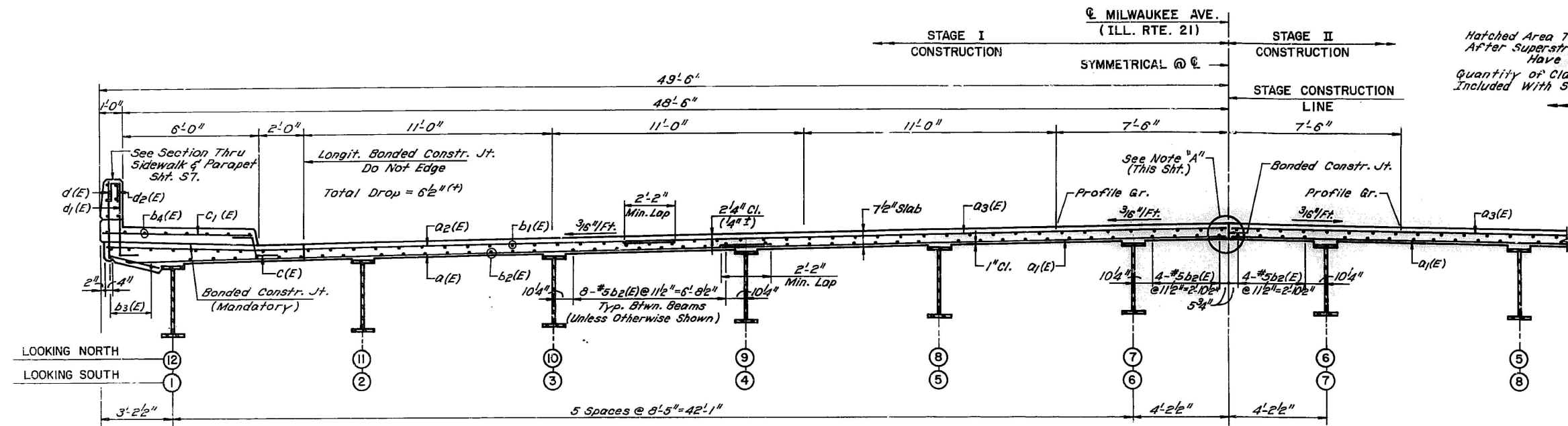
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PLOT DATE = 12/9/2025	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

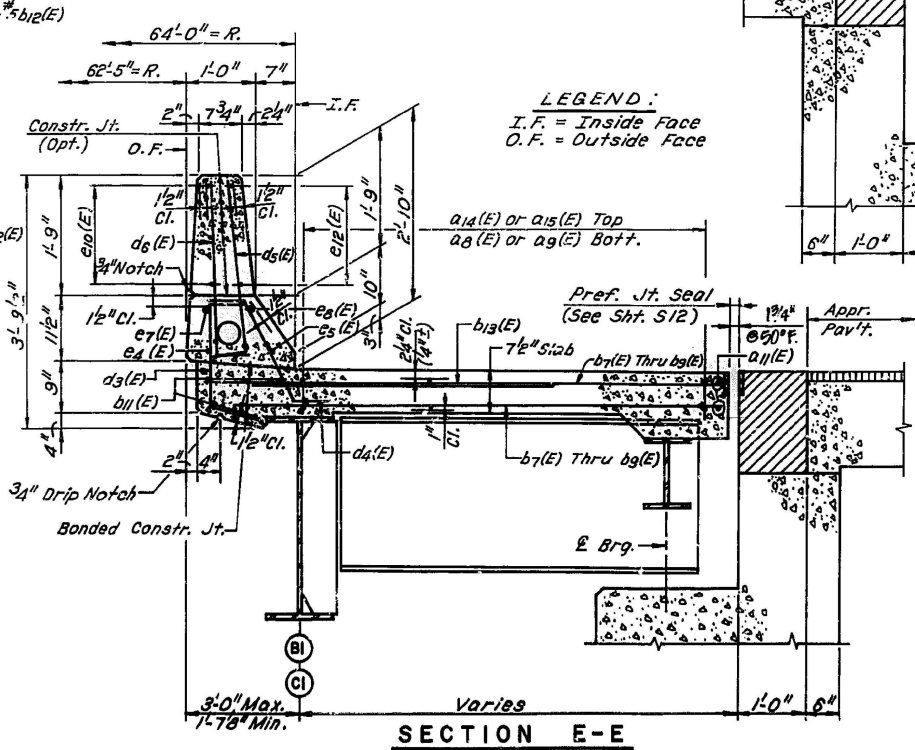
**FRAMING PLAN**  
**STRUCTURE 016-2572**



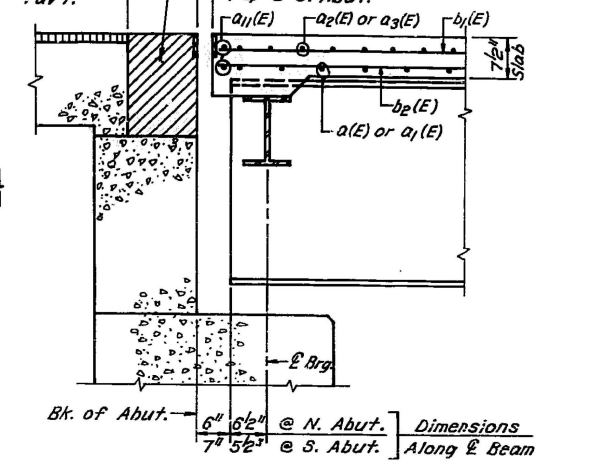




FOR INFORMATION ONLY



Hatched Area To Be Poured After Superstructure Forms Have Been Removed. Quantity of Class X Concrete Included With Superstructure.



NOTE "A"  
For Bar Splicer (Coupler) Details At Stage Construction, See Sht. S10.

LEGEND:  
I.F. = Inside Face  
O.F. = Outside Face

NOTES:  
FOR LOCATIONS OF SECTIONS A-A, B-B, C-C, D-D & E-E, SEE SHT. S7.  
FOR SUPERSTRUCTURE PLAN, SEE SHT. S7.  
FOR EXPANSION JOINT DETAILS, SEE SHT. S12.  
FOR SUPERSTRUCTURE 'BILL OF MATERIAL', SEE SHT. S9.  
ALL EDGES SHALL HAVE 3/4" CHAMFER.

REVISIONS	
NAME	DATE

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE SECTIONS & DETAILS**  
**MILWAUKEE AVENUE (ILL. RTE. 21)**  
**OVER**  
**DEMPSTER STREET (U.S. RTE. 14)**  
**STA. 19+98.77**

SCALE: \_\_\_\_\_ DRAWN BY: F. MUNIR  
DATE: \_\_\_\_\_ CHECKED BY: B. SHAH

**CHRISTIAN-ROGE & ASSOC.**  
CHICAGO ILLINOIS

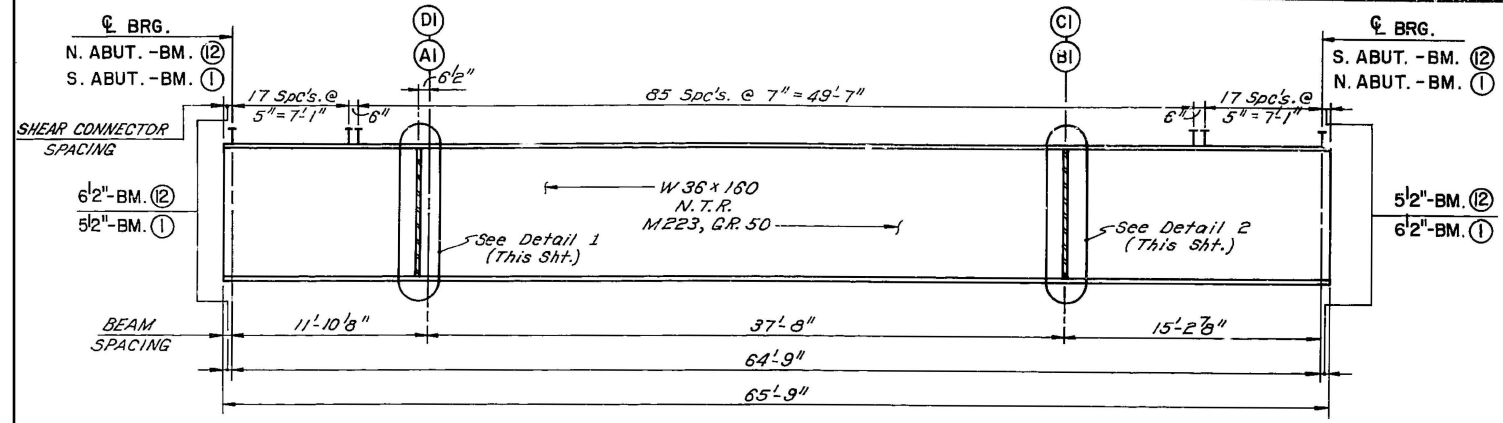
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PLOT DATE = 12/10/2025	DATE -	REVISED -

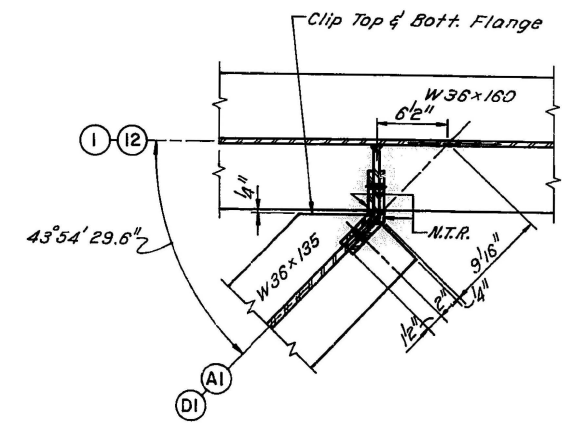
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>SUPERSTRUCTURE SECTIONS &amp; DETAILS</b>			
<b>STRUCTURE 016-2572</b>			
SCALE:	SHEET 6	OF 20 SHEETS	STA. 0+00.00 TO STA. 0+00.00

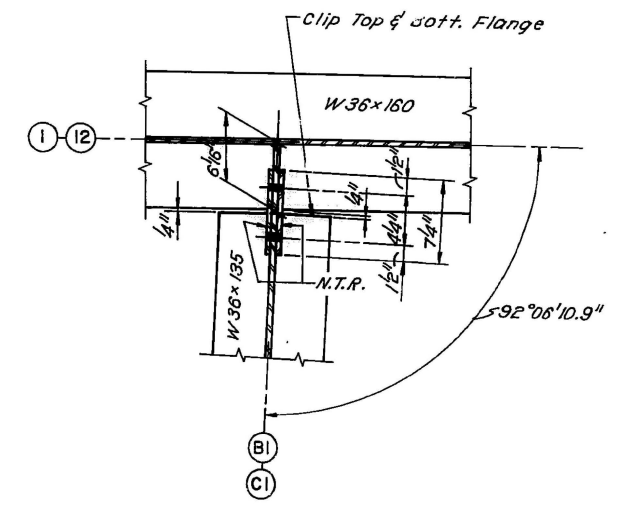
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*	(1300B-89) BP 25	COOK	26	12
ILLINOIS			FED. AID PROJECT	



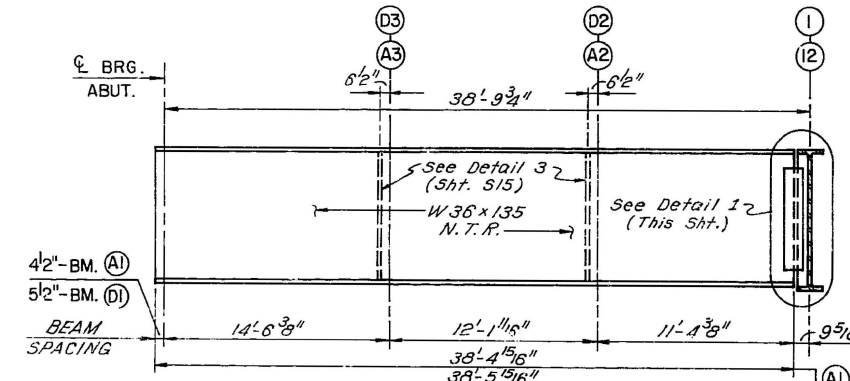
**BEAM ELEVATION**  
BEAMS ① & ⑫



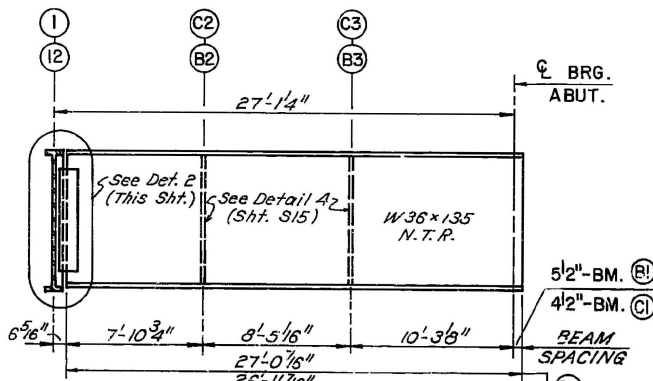
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(DETAIL 1)



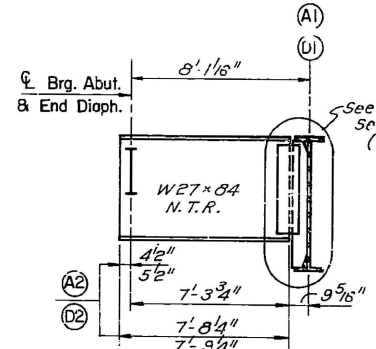
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(DETAIL 2)



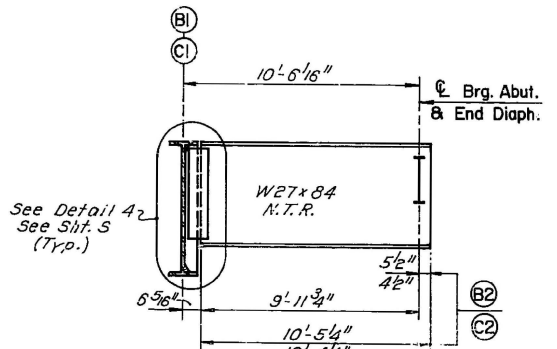
**BEAM ELEVATION**  
BEAMS ① & ⑫



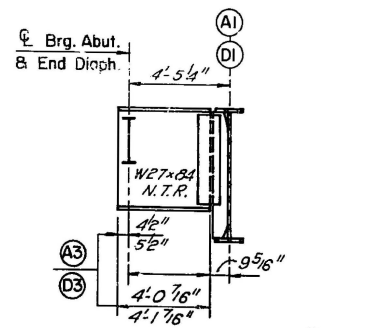
**BEAM ELEVATION**  
BEAMS ① & ⑫



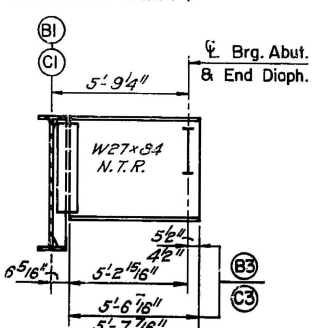
**ELEVATION-BEAM ②**  
(LOOKING EAST)  
**ELEVATION-BEAM ②**  
(LOOKING WEST)



**ELEVATION-BEAM ②**  
(LOOKING EAST)  
**ELEVATION-BEAM ②**  
(LOOKING WEST)

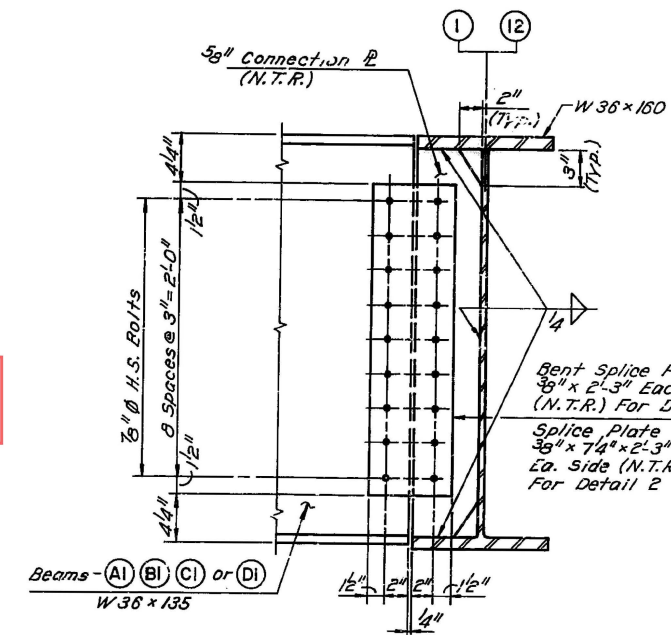


**ELEVATION-BEAM ③**  
(LOOKING EAST)  
**ELEVATION-BEAM ③**  
(LOOKING WEST)



**ELEVATION-BEAM ③**  
(LOOKING EAST)  
**ELEVATION-BEAM ③**  
(LOOKING WEST)

**FOR INFORMATION ONLY**



**SECTION FOR DETAILS 1 & 2**  
**BEAM TO BEAM CONNECTION**

**NOTES:**  
FOR FRAMING PLAN, SEE SHT. S13.  
FOR BEARING DETAILS, SEE SHT. S16.  
WORK THIS SHEET WITH SHT'S. S13 & S15.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**STRUCTURAL STEEL DETAILS**  
MILWAUKEE AVENUE (ILL. RTE. 21)  
OVER  
DEMPSTER STREET (U.S. RTE. 14)  
STA. 19+98.77

SCALE:                      DRAWN BY: F. MUNIR  
DATE:                        CHECKED BY: B. SHAH

**CHRISTIAN-ROGE & ASSOC.**  
CHICAGO                      ILLINOIS

MODEL: 2572 Structural Steel Details 1 (Sheet)  
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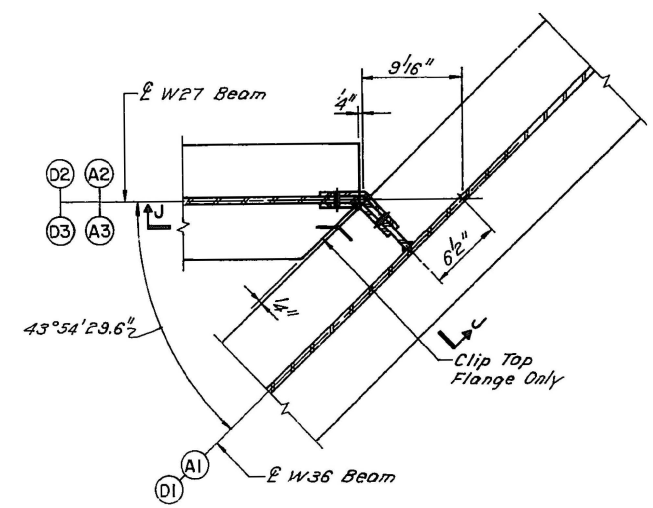
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

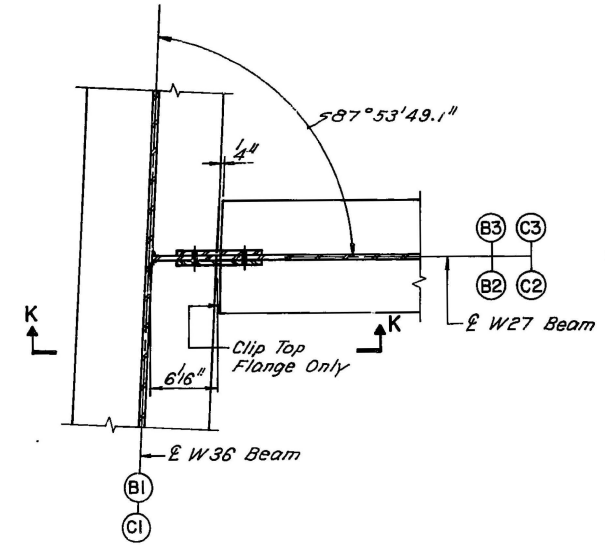
**STRUCTURAL STEEL DETAILS**  
**STRUCTURE 016-2572**

SCALE:                      SHEET 7                      OF 20 SHEETS                      STA. 0+00.00                      TO STA. 0+00.00

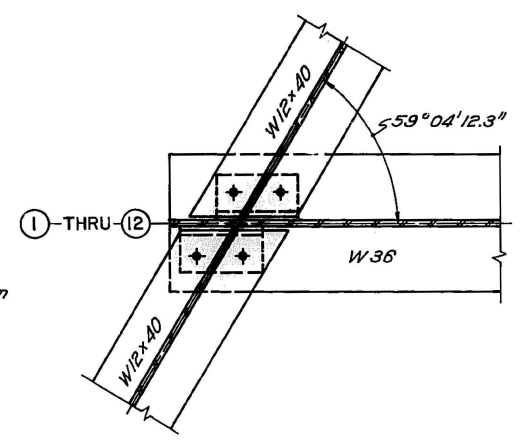
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*	(1300B-89) BP 25	COOK	26	13
ILLINOIS			FED. AID PROJECT	



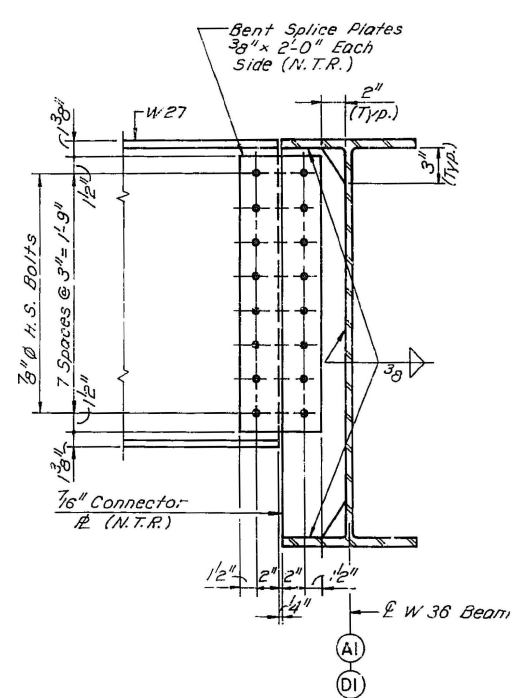
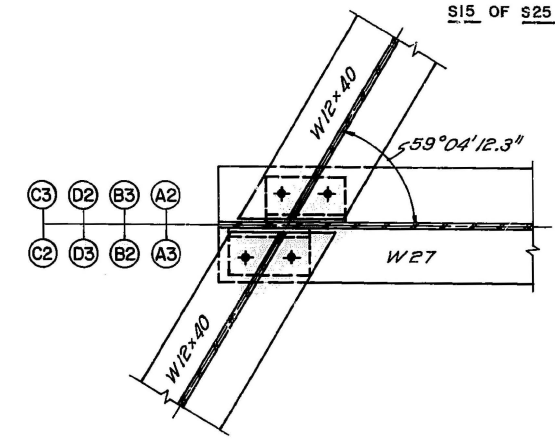
PLAN  
(DETAIL 3)



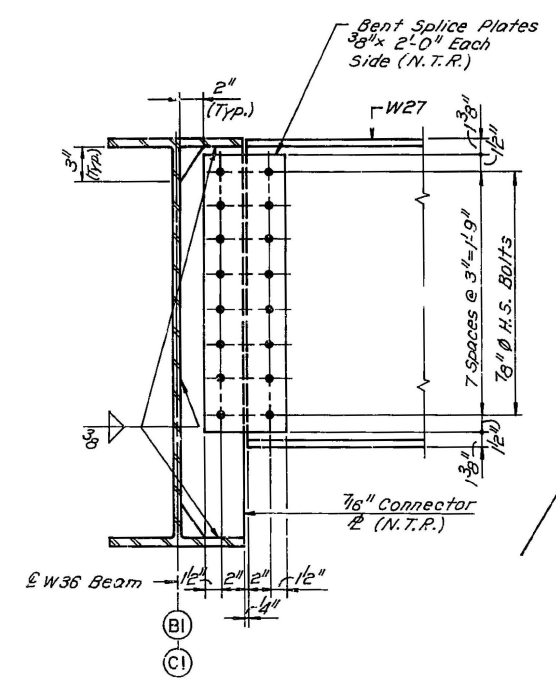
PLAN  
(DETAIL 4)



CONNECTION FOR END DIAPHRAGM D  
(30 REQUIRED)

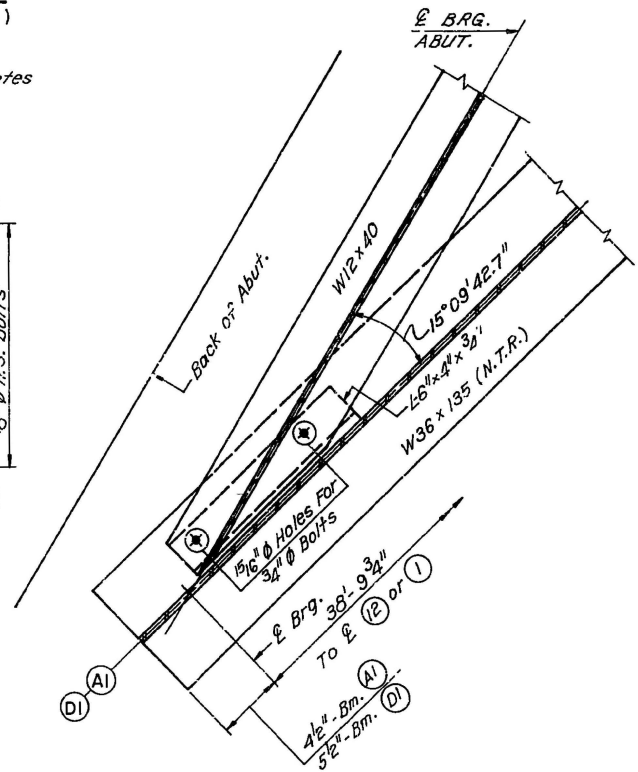


SECTION J-J  
(DETAIL 3)

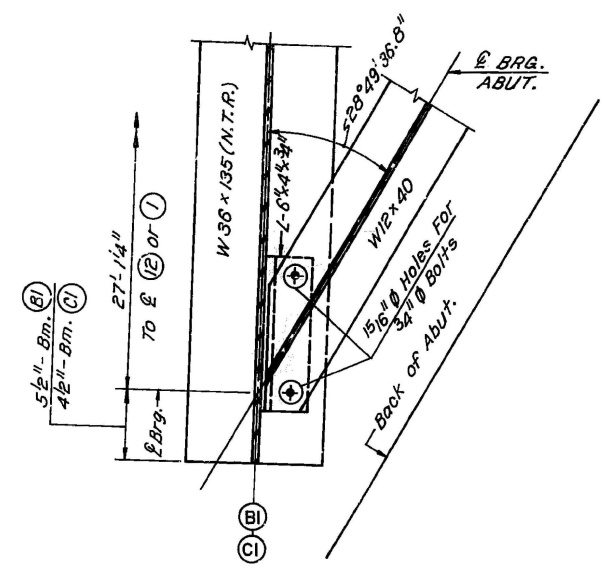


SECTION K-K  
(DETAIL 4)

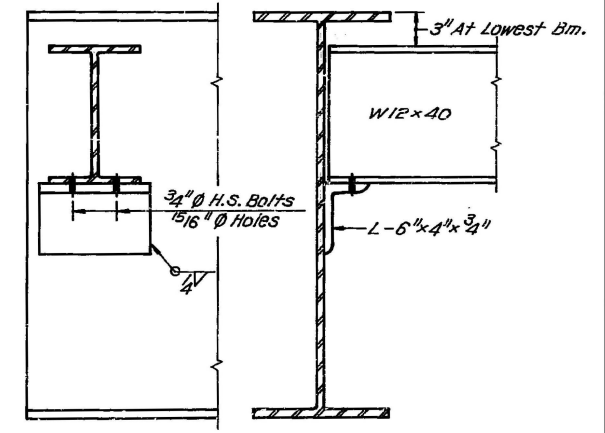
BEAM TO BEAM CONNECTION



CONNECTION FOR END DIAPHRAGM D1  
(2 REQUIRED)



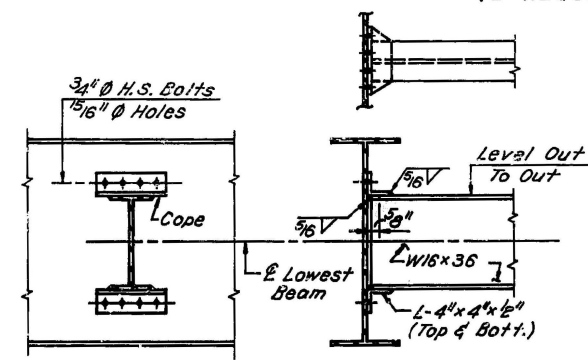
CONNECTION FOR END DIAPHRAGM D2  
(2 REQUIRED)



END DIAPHRAGM

NOTES:  
Work This Sheet With Sht's. S13 & S14.  
For Framing Plan See Sht. S13.

FOR INFORMATION  
ONLY



INTERIOR DIAPHRAGM  
(22 REQ'D.)

NOTE: Two Hardened Washers Shall Be Req'd. Over All Holes In Diaphragm Connections.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS  
MILWAUKEE AVENUE (ILL. RTE. 21)  
OVER  
DEMPSTER STREET (U.S. RTE. 14)  
STA. 19 + 98.77

SCALE:                      DRAWN BY: F. MUNIR  
DATE:                        CHECKED BY: B. SHAH

**CHRISTIAN-ROGE & ASSOC.**  
CHICAGO                      ILLINOIS

MODEL: 2572 Structural Steel Details 2 (Sheet)  
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

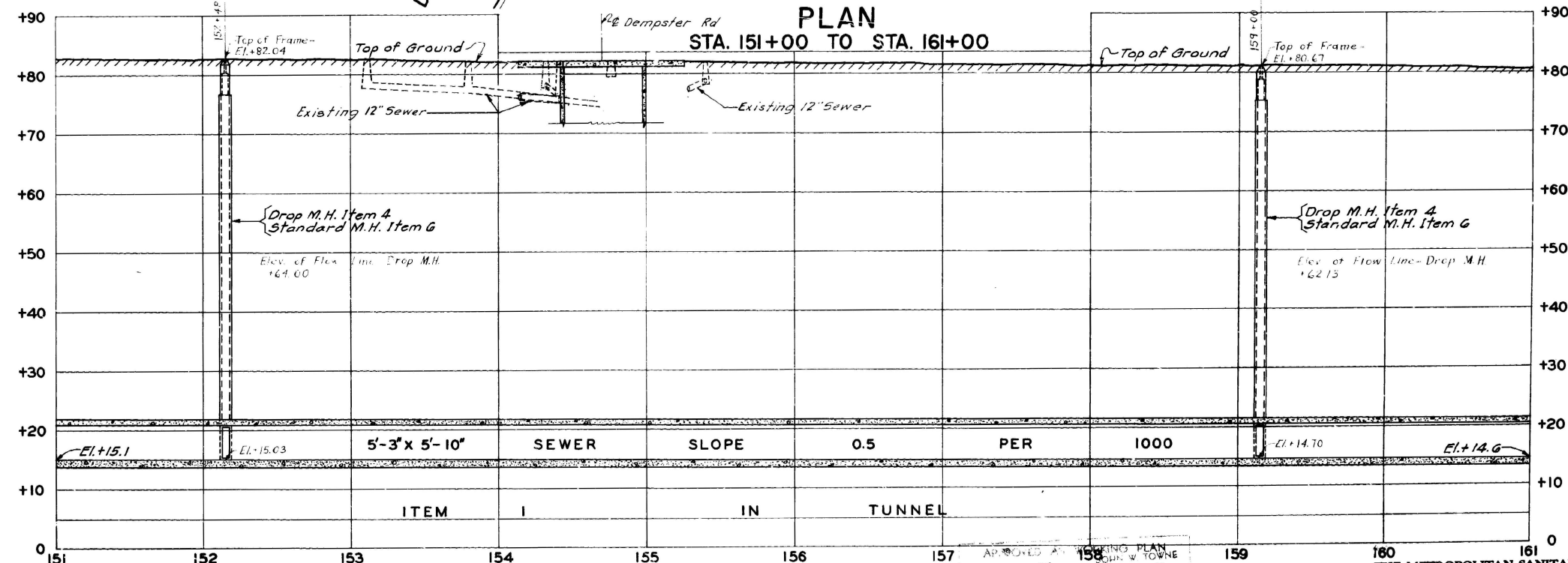
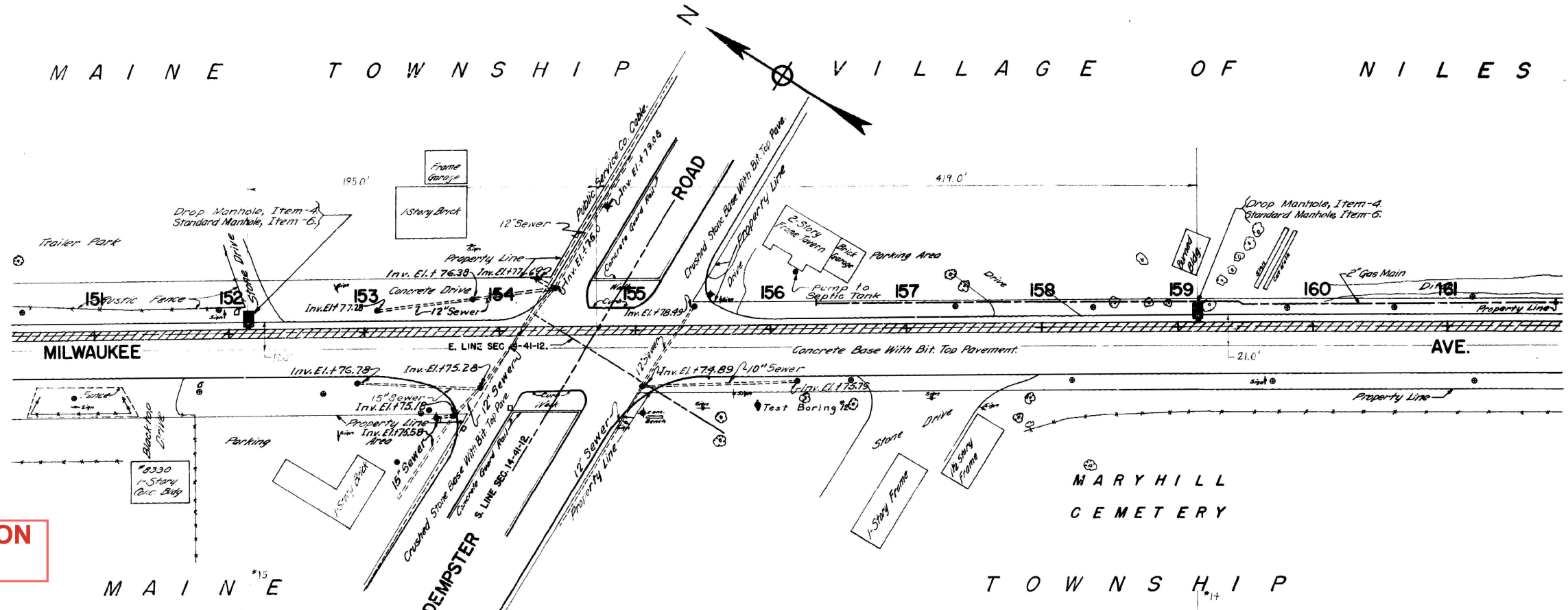
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS  
STRUCTURE 016-2572

SCALE:                      SHEET 8                      OF 20 SHEETS                      STA. 0+00.00                      TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	28	14
ILLINOIS			FED. AID PROJECT	

MAINE TOWNSHIP VILLAGE OF NILES



**PROFILE**  
 STA. 151+00 TO STA. 161+00

Plan: 1"=40'-0"  
 Profile Hor. 1"=40'-0"  
 Profile Vert. 1"=10'-0"

Note "A" on Sheet No. 16 applies to this sheet.  
 For Conventional Signs see Sheet No. 2.

Correct: *R. M. Good*  
 Engr. of Sewer Design  
 Approved: *[Signature]*  
 Assistant Chief Engineer  
 Approved: *[Signature]*  
 Chief Engineer

HOWARD STREET INTERCEPTING SEWER  
 CONTRACT NO. 5

PLAN AND PROFILE  
 JULY, 1957  
 SHEET NO. 4

SCALES SHOWN ARE  
 SCALES OF TRACINGS

DRAWN BY *A.M. Finkel*  
 TRACED BY *T. O'Grady - A.M. Finkel*  
 CHECKED BY *J. Mirza*  
 EXAMINED BY *J.M. Tawins*  
 Ass't. Engr. Sewer Design

BUILT AS SHOWN  
 EXCEPT AS NOTED  
*[Signature]*  
 PROJECT ENGINEER

USER NAME = syed.rizvi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WATER RECLAMATION DIST. OF CHICAGO (MWRD) FACILITIES  
 STRUCTURE 016-2572

SCALE: SHEET 9 OF 20 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1300B-89) BP 25	COOK	26	15
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

MODEL: MWRD Sewer Line (Sheet)  
 FILE NAME: c:\pwworking\syed.rizvi\168446\104526-shr-details.dgn

B.M. MSD #322 Located 75' South of the S.W. Corner of Existing Oakton Street Bridge. Elev. 634.83

Existing Structure: 3 Simple Span Concrete T-Beam Bridge on Closed Abutments and Concrete Piers. Built in 1930. Structure No. 016-0554. Traffic to be Maintained Utilizing Stage Construction. No Salvage.

**FOR INFORMATION ONLY**

**GENERAL NOTES:**

Fasteners shall be high strength bolts. Bolts 7/8", open holes 1 1/8", unless otherwise noted.  
 M270 GR.36 - 46760#  
 Calculated weight of Structural Steel = M270 GR.50 - 334380#  
 The Zinc-silicate and vinyl paint system shall be used for sand and field painting of structural steel except where otherwise noted. The color of the vinyl finish coat shall be Munsell No. 2.5YR 3/4. Reddish brown for fascia beams and Munsell No. 10Y 7/1 Light grey for interior beams.

Field welding of construction accessories will not be permitted to the bottom flange of beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

The main load carrying member components subject to tensile stress shall conform to the supplemental requirements for Notch Toughness Zone 2. These components are the wide flange beams, diaphragms and all splice plate material except fill plates. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer. Anchor bolts shall be set before bolting diaphragms over supports.

Bearing seat surface shall be constructed or adjusted to the elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/2" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type 1 Elastomeric Bearings, shims of the dimensions of top plate shall be provided and placed as detailed.

The contractor shall drive one steel HP 10 x 42 test pile in a permanent location at each abutment as directed by the Engineer before ordering the remainder of piles.

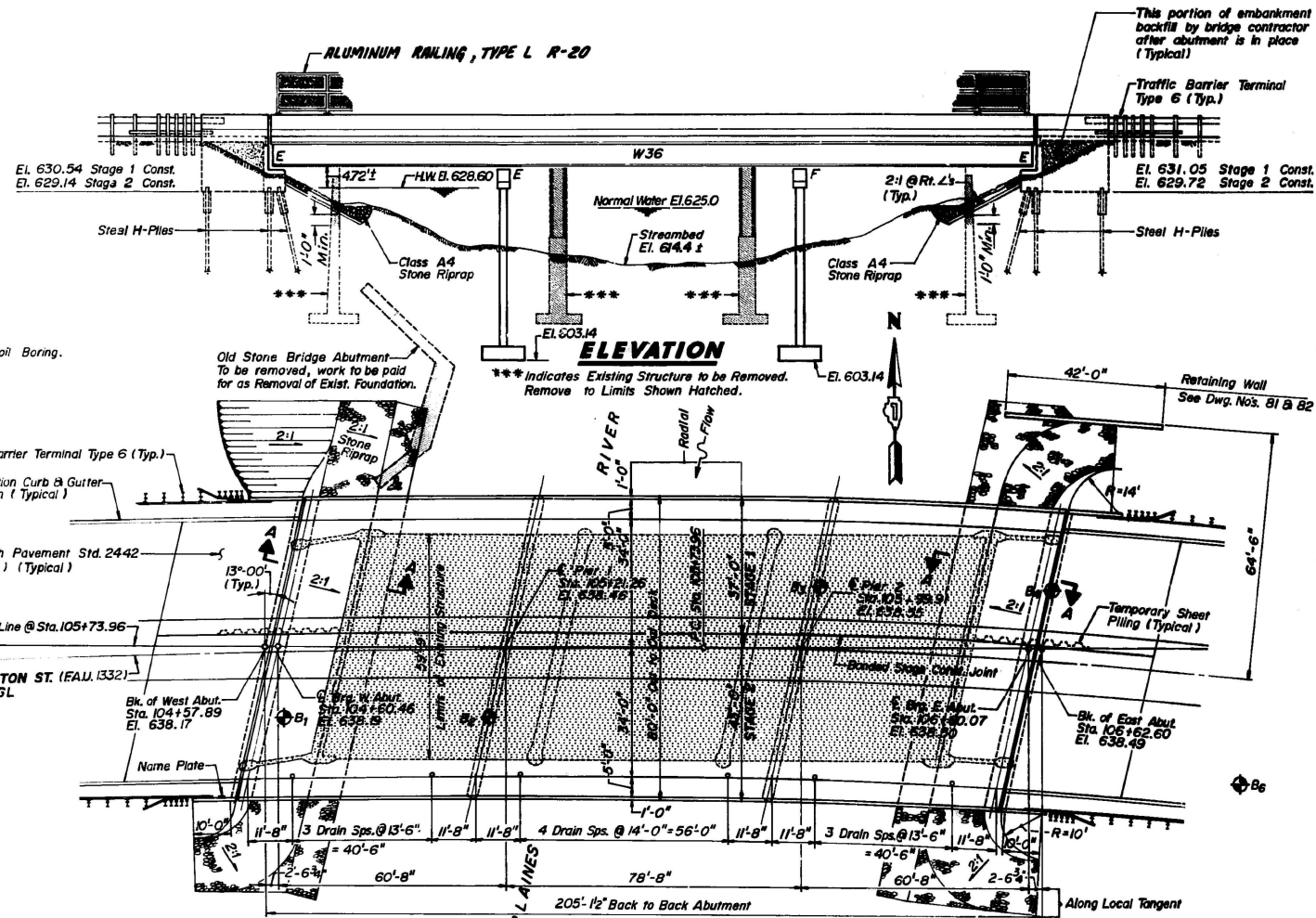
Unless specified or noted, all utilities that need to be relocated will be done by and at the expense of the utility companies. All utilities will have to recopy for attachment permits. No utilities are to be encased in the concrete of the structure.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.	SHEET NO. S-1
FAU 1332	1300B-89	COOK	128	79	OF 21 SHEETS
FED.ROAD DIST.NO. I ILLINOIS FED.AID PROJECT					

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUB	SUPER	TOTAL
Floor Drains	Each	—	6	6
Removal of Existing Structure	L. Sum	—	—	1
Structure Excavation	Cu Yd.	268	—	268
Preformed Jt. Seal 2 1/2"	Lin. Ft.	—	85	85
Neoprene Expansion Jt. 2"	Lin. Ft.	—	85	85
Class X Concrete Superstructure	Cu Yd.	—	499.5	499.5
Protective Coat	Sq. Yd.	—	1877	1877
Elastomeric Brg. Assembly Type I	Each	—	20	20
Elastomeric Brg. Assembly Type II	Each	—	10	10
Class X Concrete	Cu Yd.	546.4	—	546.4
F & E Structural Steel	L. Sum	—	1	1
Stud Shear Connectors	Each	—	594.0	594.0
Reinforcement Bars Epoxy Coated	Pound	47880	121480	169360
Steel Piles HP 10 x 42	Lin. Ft.	1728	—	1728
Test Pile Steel HP 10 x 42	Each	2	—	2
Temporary Sheet Piling	Sq. Ft.	1192	—	1192
Cofferdam Excavation	Cu Yd.	672	—	672
Cofferdam Pier 1	Each	2	—	2
Cofferdam Pier 2	Each	2	—	2
Name Plates	Each	—	1	1
Stone Riprap Class A4	Sq. Yd.	802	—	802
Bridge Seat Sealer	Sq. Ft.	466	—	466
Bridge Deck Grooving	Sq. Yd.	—	1478	1478
ALUMINUM RAILING, TYPE L	Lin. Ft.	—	398	398
Filter Fabric For Use With Riprap	Sq. Yd.	802	—	802
Bar Splicers	Each	176	738	914
Removal of Existing Foundation	Cu Yd.	134.5	—	134.5

\* Quantity Includes Bridge Deck Surface.  
 \*\* See Special Provisions.

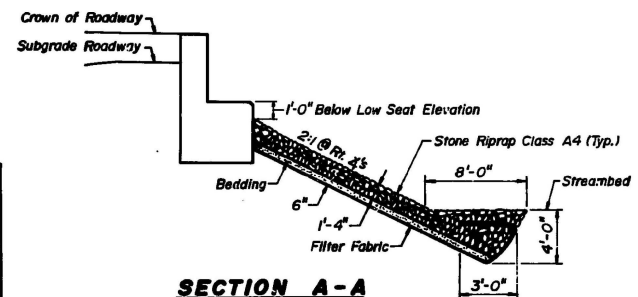


Indicates Soil Boring.

**ELEVATION**

**PLAN**

STATION 105 + 73.96  
 BUILT 199 BY:  
 STATE OF ILLINOIS  
 FAU RTE. 1332 SEC. 1300B-89  
 PROJ. ACB01-AC377-783 (133)  
 LANDING 15-20 STR. NO. 016-2601



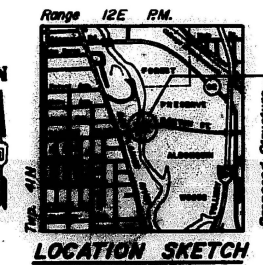
**SECTION A-A**

**NAME PLATE (STD. 2113)**

**APPROVED**  
 FOR STRUCTURAL ADEQUACY ONLY  
*Ralph E. Anderson*  
 Engineer of Bridges and Structures



*John H. Wanda* 10/10/92  
 EIT 11-30-94

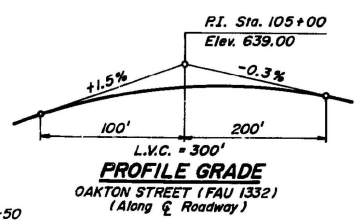


**LOCATION SKETCH**

**GENERAL PLAN ELEVATION & GENERAL NOTES**  
**OAKTON STREET OVER DES PLAINES RIVER**  
**FAU RTE. 1332 SECTION 1300B-89**  
**COOK COUNTY**  
**Sta. 105+73.96**  
**STRUCTURE NUMBER 016-2601**

**HORIZONTAL CURVE DATA**

PC Sta. 103+14.25	PC Sta. 105+73.96
PI Sta. 104+44.13	PI Sta. 108+26.39
PT Sta. 105+73.96	PT Sta. 110+73.20
$\Delta = 1^\circ-41'-14.4''$	$\Delta = 20^\circ-52'-11''$
$D = 0^\circ-38'-59''$	$D = 4^\circ-10'-50''$
$R = 8819.63'$	$R = 1370.55'$
$L = 259.73'$	$L = 499.22'$
$E = 0.96'$	$E = 23.05'$
$T = 129.88'$	$T = 252.41'$
$S.E. = 0.032 \frac{1}{2}$	$S.E. = 0.032 \frac{1}{2}$
S.E. Transition = Sta. 102+64 to Sta. 104+39	Full S.E. = Sta. 105+73.96 to Sta. 110+50
Full S.E. = Sta. 104+39 to Sta. 105+73.96	S.E. Transition = Sta. 110+50 to Sta. 111+90.20



**WATERWAY INFORMATION**

Drainage Area = 405 Sq. Mi. Low Grade Elev. 631.36 @ Sta. 99+00

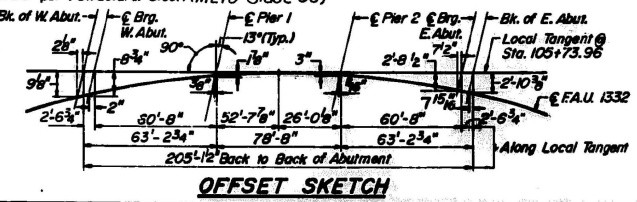
Flood	Freq.	C.F.S.	Q	Opening	Sq. Ft.	Nat. Head - Ft.	Headwater El.
Design	50	5040	1596	1687	628.60	0.08	628.68
Base	100	5525	1668	1771	629.10	0.12	629.22
Overtopping							
Max. Calc.	500	6480	1814	1943	630.09	0.20	630.29

**DESIGN SPECIFICATIONS**

1989 AASHTO with 1990 Interim Specifications.  
 1983 Seismic Guide Specification with 1985 and 1988 Interims. 1980 Guide Specifications for Horizontally Curved Bridges with Interims thru 1990.  
**LOADING HS 20-44**  
 Allow 25 sq. ft. for future wearing surface.

**DESIGN STRESSES FIELD UNITS**

$f_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)  
 $f_y = 50,000$  psi (Structural Steel) (M270 Grade 50)  
 $36,000$  psi (Structural Steel) (M270 Grade 36)



**OFFSET SKETCH**

MODEL: 2601 Gen Plan (Sheet)  
 FILE NAME: c:\pwworking\ibv\syed.a.rizvi\illinois\gov\1168446104526-shr-details.dgn

DESIGNED	J S
CHECKED	R C E
DRAWN	RAAK
CHECKED	E M M

USER NAME	= syed.rizvi
DESIGNED	-
DRAWN	-
CHECKED	-
PLOT DATE	= 12/10/2025

REVISED	-
REVISED	-
REVISED	-
REVISED	-

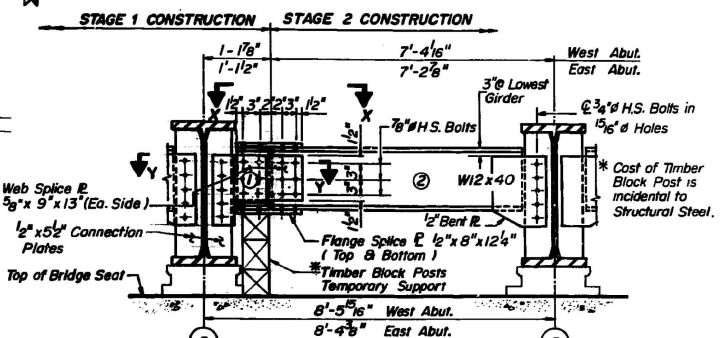
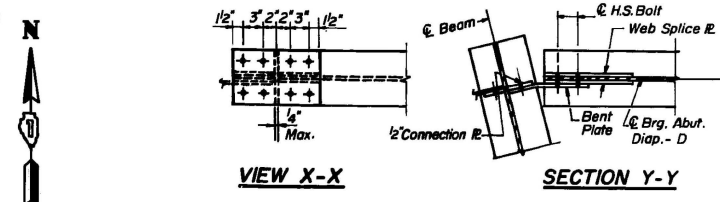
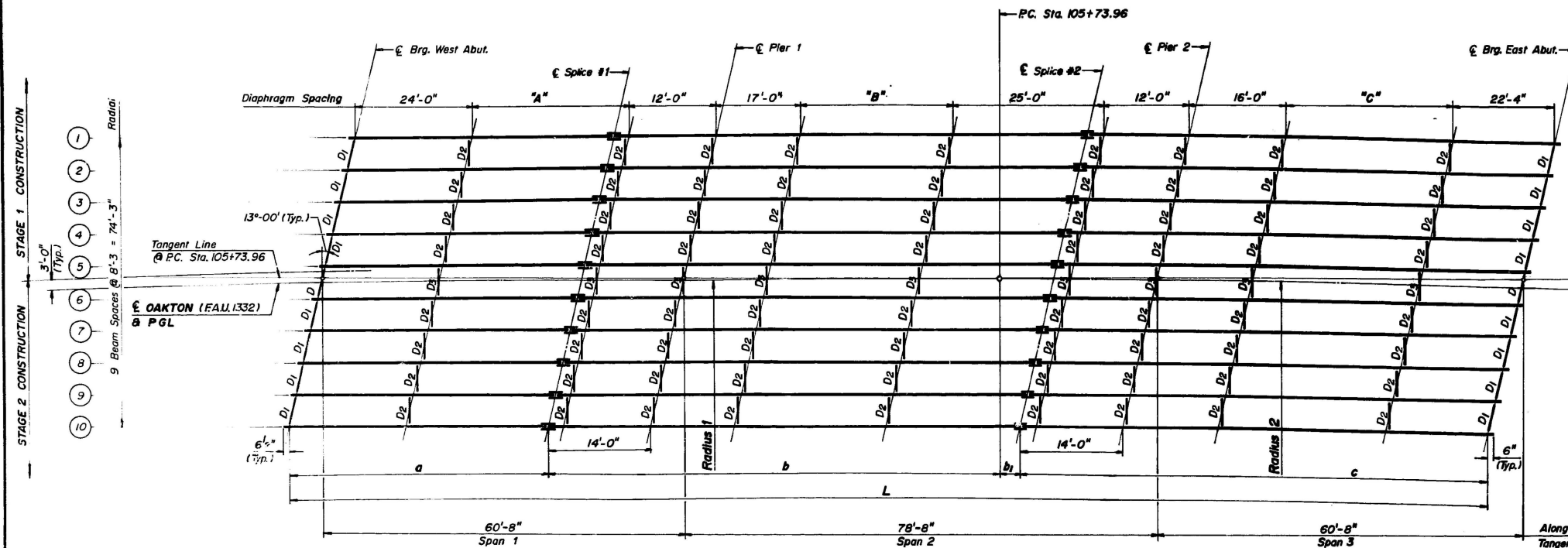
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION  
 STRUCTURE 016-2601

SCALE: SHEET 10 OF 20 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	16
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

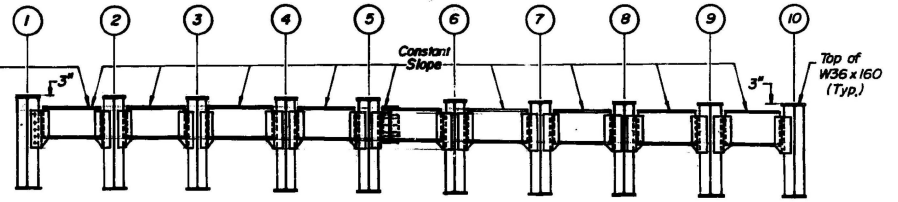
ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.	SHEET NO. S-8
EA.U. 1332	1300B-89	COOK	128	86	OF 21 SHEETS
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT		



- DIAPHRAGM D CONSTRUCTION SEQUENCE**
- Order Diaphragm D in two sections with lengths of 1'-11/8" and 7'-4 1/8" for West Abut., 1'-1/2" and 7'-2 7/8" for East Abut.
  - Attached Section ① of Diaphragm to Beam and Top Flange Splice E during Stage 1 Const.
  - Place Timber Block Posts between Section ① of Diaphragm and Abutment Bearing Seat.
  - Attach Section ② of Diaphragm to both Beam and Section 1 of Diaphragm during Stage 2 Construction.
  - Attach all remaining splice plates to sections ① and ② of Diaphragms.
  - Remove Timber Block Posts.

Beam	Radius 1	Radius 2	a	b	b <sub>1</sub>	c	L
1	8856.755	1407.675	46'-9 7/8"	58'-1 3/8"	20'-5 5/8"	74'-1 1/8"	199'-5 3/8"
2	8848.505	1399.425	46'-9 1/2"	60'-0 1/4"	18'-7 1/8"	74'-1 5/8"	199'-6 3/8"
3	8840.255	1391.175	46'-9 1/2"	61'-1 1/8"	16'-8 3/8"	74'-1 1/2"	199'-6 1/2"
4	8832.005	1382.925	46'-9 3/8"	63'-10"	14'-9 3/8"	74'-1 5/8"	199'-6 3/8"
5	8823.755	1374.675	46'-9 3/8"	65'-8 1/8"	12'-10 3/8"	74'-1 3/4"	199'-7 1/8"
6	8815.505	1366.425	46'-9 3/8"	67'-7 3/4"	11'-0 1/8"	74'-1 5/8"	199'-7 3/8"
7	8807.255	1358.175	46'-9 1/8"	69'-6 3/8"	9'-1 5/8"	74'-2 1/8"	199'-7 1/2"
8	8799.005	1349.925	46'-9 3/4"	71'-5 9/8"	7'-2 9/8"	74'-2 1/4"	199'-8 1/8"
9	8790.755	1341.675	46'-9 3/4"	73'-4 7/8"	5'-3 3/4"	74'-2 3/8"	199'-8 5/8"
10	8782.505	1333.425	46'-9 7/8"	75'-3 3/8"	3'-4 1/8"	74'-2 9/8"	199'-8 1/2"

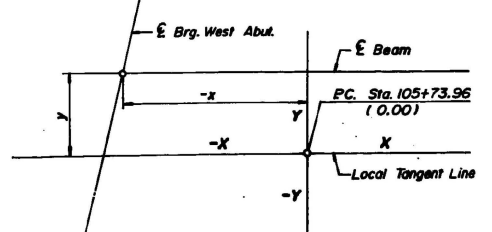
Beam	1	2	3	4	5	6	7	8	9	10
"A"	24'-9 7/8"	24'-9 1/2"	24'-9 1/2"	24'-9 3/8"	24'-9 3/8"	24'-9 3/8"	24'-9 1/8"	24'-9 3/8"	24'-9 3/8"	24'-9 3/8"
"B"	24'-7 3/8"	24'-7 3/8"	24'-7 3/8"	24'-7 3/8"	24'-7 1/8"	24'-7 13/8"	24'-7 13/8"	24'-8 1/8"	24'-8 3/8"	24'-8 5/8"
"C"	21'-9 3/8"	21'-9 3/8"	21'-9 3/8"	21'-9 3/8"	21'-9 3/4"	21'-9 3/8"	21'-10 1/8"	21'-10 1/4"	21'-10 3/8"	21'-10 3/8"



Location	E Brg. West Abutment		E Splice #1		E Pier 1		E Splice #2		E Pier 2		E Brg. East Abutment	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	-104.851	36.504	-58.067	36.932	-44.068	37.015	20.552	36.961	34.549	36.701	94.595	33.943
2	-106.761	28.231	-59.974	28.670	-45.975	28.756	18.656	28.735	32.654	28.494	92.715	25.800
3	-108.671	19.957	-61.881	20.407	-47.882	20.495	16.761	20.509	30.759	20.285	90.835	17.656
4	-110.581	11.683	-63.788	12.142	-49.789	12.235	14.865	12.280	28.863	12.074	88.954	9.511
5	-112.492	3.408	-65.696	3.878	-51.696	3.974	12.968	4.049	26.967	3.860	87.074	1.364
6	-114.402	-1.867	-67.603	-4.387	-53.603	-4.288	11.071	-4.185	25.070	-4.355	85.193	-6.783
7	-116.313	-13.143	-69.510	-12.652	-55.511	-12.550	9.174	-12.421	23.173	-12.573	83.311	-14.933
8	-118.224	-21.419	-71.418	-20.918	-57.418	-20.812	7.276	-20.660	21.275	-20.793	81.429	-23.083
9	-120.134	-29.696	-73.325	-29.183	-59.326	-29.075	5.378	-28.901	19.377	-29.015	79.547	-31.235
10	-122.045	-37.973	-75.233	-37.480	-61.234	-37.338	3.478	-37.145	17.478	-37.240	77.665	-39.389

**NOTE:**  
The contractor shall submit a procedure for erecting the beams for approval by the Engineer.

**FOR INFORMATION ONLY**



WT. OF STRUCTURAL STEEL THIS SHEET = M270 GR. 50 - 334350 POUNDS  
M270 GR. 36 - 40110 POUNDS

**STEEL FRAMING PLAN & DETAILS**  
OAKTON STREET OVER DES PLAINES RIVER  
F.A.U. RTE. 1332 SECTION 1300B-89  
COOK COUNTY  
Sta. 105 + 73.96  
STRUCTURE NUMBER 016-2601

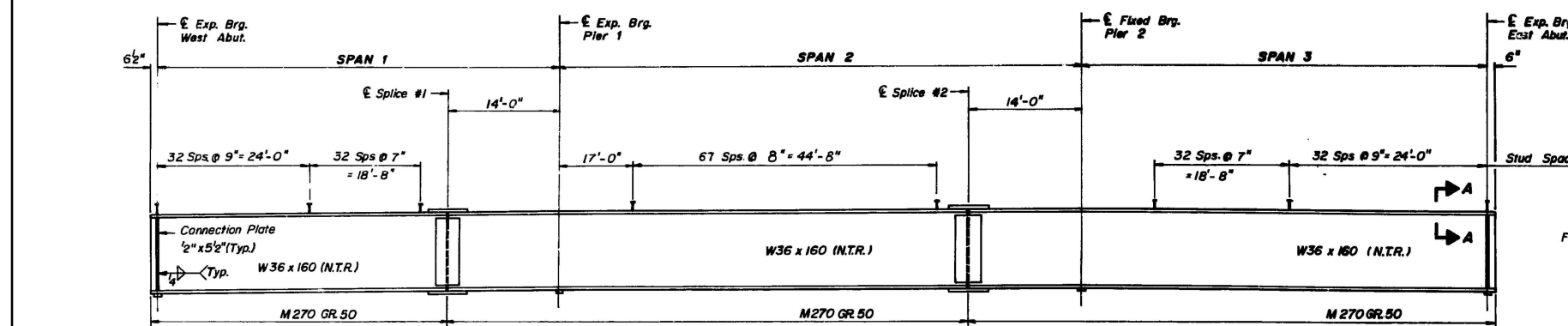
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FILE NAME: c:\pwworking\syed.rizvi\168446\104526-shr-details.dgn

DESIGNED J.S.  
CHECKED R.C.E.  
DRAWN RAAJ./FQM  
CHECKED E.M.M.  
Nakawansa, Wynn and Associates, Inc.

Note: All dimensions are along the curve except as noted. Beams shall be fabricated to their respective radii. Dimensions "x" & "y" are given from the common Local Tangent at Sta. 105 + 73.96 for each beam. All horizontal dimensions are given along E Beam except "x".  
All transverse dimensions are given radially except "y".

USER NAME = syed.rizvi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE 016-2601	F.A. RTE. *	SECTION (1300B-89) BP 25	COUNTY COOK	TOTAL SHEETS 28	SHEET NO. 17
PLOT DATE = 12/10/2025	DATE -	REVISED -	SCALE:	SHEET 11 OF 20 SHEETS	STA. 0+00.00	TO STA. 0+00.00	CONTRACT NO. 80B56 ILLINOIS FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.	SHEET NO. S-9 OF 21 SHEETS
FALL 1332	1300B-89	COOK	128	87	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



Location	Beam	1	2	3	4	5	6	7	8	9	10
Exp. Brg. West Abut.	1	13°40'43"	13°41'30"	13°42'17"	13°43'04"	13°43'51"	13°44'38"	13°45'25"	13°46'13"	13°47'00"	13°47'47"
Exp. Brg. East Abut.	10	9°09'01"	9°12'16"	9°15'35"	9°18'55"	9°22'18"	9°25'44"	9°29'12"	9°32'43"	9°36'16"	9°39'52"

Location	Beam	Between Bms. 1 and 2	Between Bms. 2 and 3	Between Bms. 3 and 4	Between Bms. 4 and 5	Between Bms. 5 and 6	Between Bms. 6 and 7	Between Bms. 7 and 8	Between Bms. 8 and 9	Between Bms. 9 and 10
Exp. Brg. West Abut.	1	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"	8'-5 3/8"
Exp. Brg. East Abut.	10	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"	8'-4 1/4"

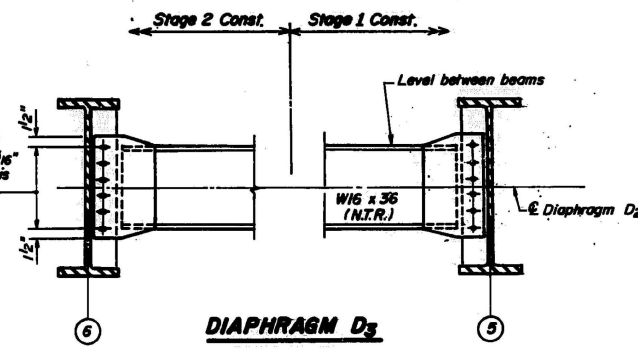
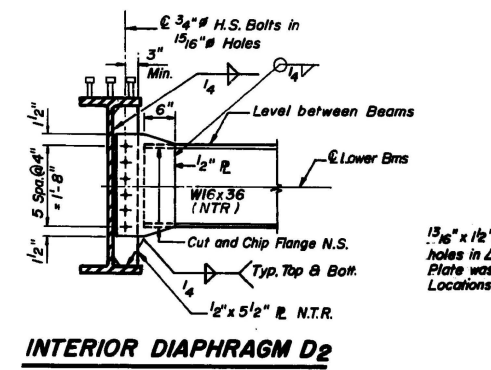
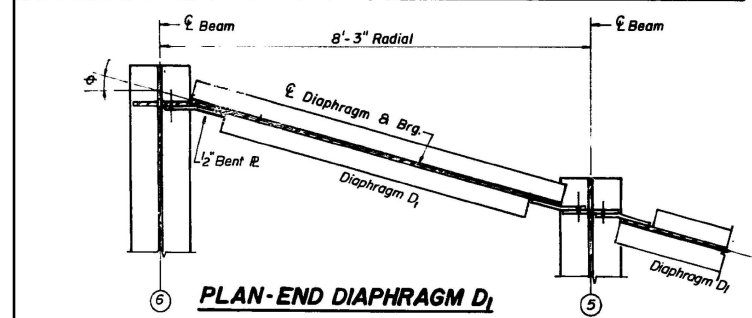
**MOMENT TABLE - Composite 3 Span**  
 (Composite in Positive Moment Area Only)

INTERIOR BEAM MOMENT TABLE					
	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
$I_s$ (in <sup>4</sup> )	9750	9750	9750	9750	9750
$I_c$ (in <sup>4</sup> )	23783	—	23783	—	23783
$S_x$ (in <sup>3</sup> )	542	542	542	542	542
$S_y$ (in <sup>3</sup> )	764	—	764	—	764
$S_{bi}$ (in <sup>3</sup> )	—	24.5	24.5	24.5	24.5
$R$ (k/ft)	0.975	1.375	0.975	1.375	0.975
$M @$ (k)	234	647	267	641	239
$S @$ (k/ft)	0.40	—	0.40	—	0.40
$M @$ (k)	113	—	150	—	114
$M @$ (k)	524	337	614	337	522
$M imp$ (k)	141	86	151	86	140
$S_3 (M @ + I)$ (k)	1108	705	1275	705	1103
$M @$ (k)	1892	1758	2200	1750	1893
$M_{bi}$ (k)	—	7.7	3.5	7.7	10.8
$f_s @ non-comp$ (ksi)	5.18	14.32	5.91	14.19	5.29
$f_s @ Comp$ (ksi)	1.77	—	2.36	—	1.79
$f_s @ (L + I)$ (ksi)	17.40	15.61	20.03	15.61	17.33
$f_w$ (ksi)	—	3.77	1.71	3.77	5.29
$(f_s + f_w) Overload$ (ksi)	—	32.83	29.62	32.70	28.48
$f_s (Total)$ (ksi)	31.66	38.91	36.79	38.74	31.73
$f_s (Total) + f_w$ (ksi)	—	42.68	38.50	42.51	37.02
VR (k)	62.0	—	64.4	—	61.7
F <sub>b</sub> (ksi)	50.00	45.91	50.0	45.91	50.0

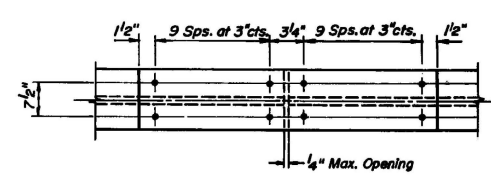
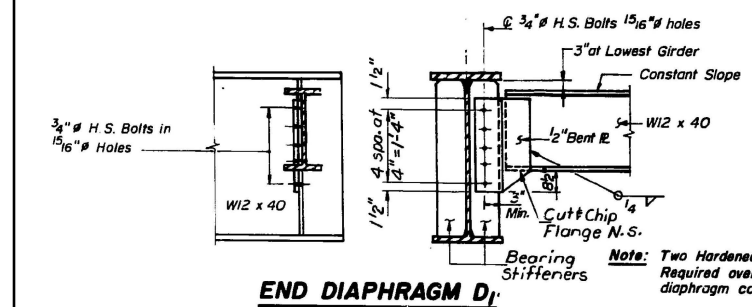
**INTERIOR BEAM REACTION TABLE**

	Abut's.	Piers
$R @$ (K)	31.3	106.2
$R @$ (K)	44.5	60.9
Imp (K)	11.9	11.6
$R_{TOTAL}$ (K)	87.7	178.7

$I_s$  and  $S_x$  are the moment of inertia and section modulus of the steel section used in computing  $f_s$  (Total and Overload).  
 $I_c$  and  $S_c$  are the moment of inertia and section modulus of the composite section used in computing  $f_s$  (Total and Overload).  
 $VR$  is the maximum  $L + I$  impact shear range in span.  
 $M @ = 1.3 [M @ + M_s @ + S_3 (M @ + I)]$   
 $(f_s + f_w) (Overload)$  is the sum of the stress due to  $M @ + M_s @ + S_3 (M @ + I) + M_{bi} / 1.3$   
 $f_s (Total)$  is the sum of the stress due to  $1.3 [M @ + M_s @ + S_3 (M @ + I)]$ .  
 $S_{bi}$  is the section modulus for one flange plate for lateral flange bending.  
 $M_{bi}$  is the lateral bending moment for flange plate (factored).  
 $f_w$  is the calculated normal stress at edge of flange due to lateral bending (factored).  
 $M @$  and  $R @$  have been increased due to the effect of centrifugal force and superelevation.  
 $F_b$  - Maximum allowable stress  $F_{bu}$  or  $F_{bt}$  computed according to AASHTO [Guide Specifications for Horizontally Curved Highway Bridges Section 2.12 (B) and 2.16].



**FOR INFORMATION ONLY**



**TOP OF BEAM ELEVATIONS \***

Location	Exp. Brg. W. Abut.	Exp. Splice #1	Exp. Pier 1	Exp. Splice #2	Exp. Pier 2	Exp. Brg. E. Abut.
1	638.774	638.924	638.943	639.030	639.025	639.005
2	638.497	638.655	638.674	638.765	638.761	638.744
3	638.218	638.386	638.406	638.500	638.497	638.482
4	637.940	638.117	638.138	638.236	638.233	638.221
5	637.661	637.848	637.870	637.971	637.969	637.959
6	637.381	637.578	637.601	637.706	637.705	637.698
7	637.101	637.308	637.332	637.441	637.440	637.436
8	636.820	637.038	637.062	637.176	637.176	637.175
9	636.539	636.767	636.793	636.911	636.911	636.913
10	636.258	636.497	636.523	636.646	636.647	636.652

DESIGNED JS  
 CHECKED RCE  
 DRAWN RAAJK  
 CHECKED EMM

**Nakawatana, Wynn and Associates, Inc.**

Note: High Strength Bolts shall conform to AASHTO M-164 Specification (A-325).  
 All Materials N.T.R. Steel For Splice Shall Conform to M270 Grade 50.

**STEEL FRAMING DETAILS**  
**OAKTON STREET OVER DES PLAINES RIVER**  
**F.A.U. RTE. 1332 SECTION 1300B-89**  
**COOK COUNTY**  
**Sta. 105 + 73.96**  
**STRUCTURE NUMBER 016-2601**

MODEL: 2601 Framing Details (Sheet)  
 FILE NAME: c:\pwworking\akwatana\_wynn\1168446104526-shd-details.dgn

USER NAME = syed.rizvi  
 PLOT DATE = 12/10/2025

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

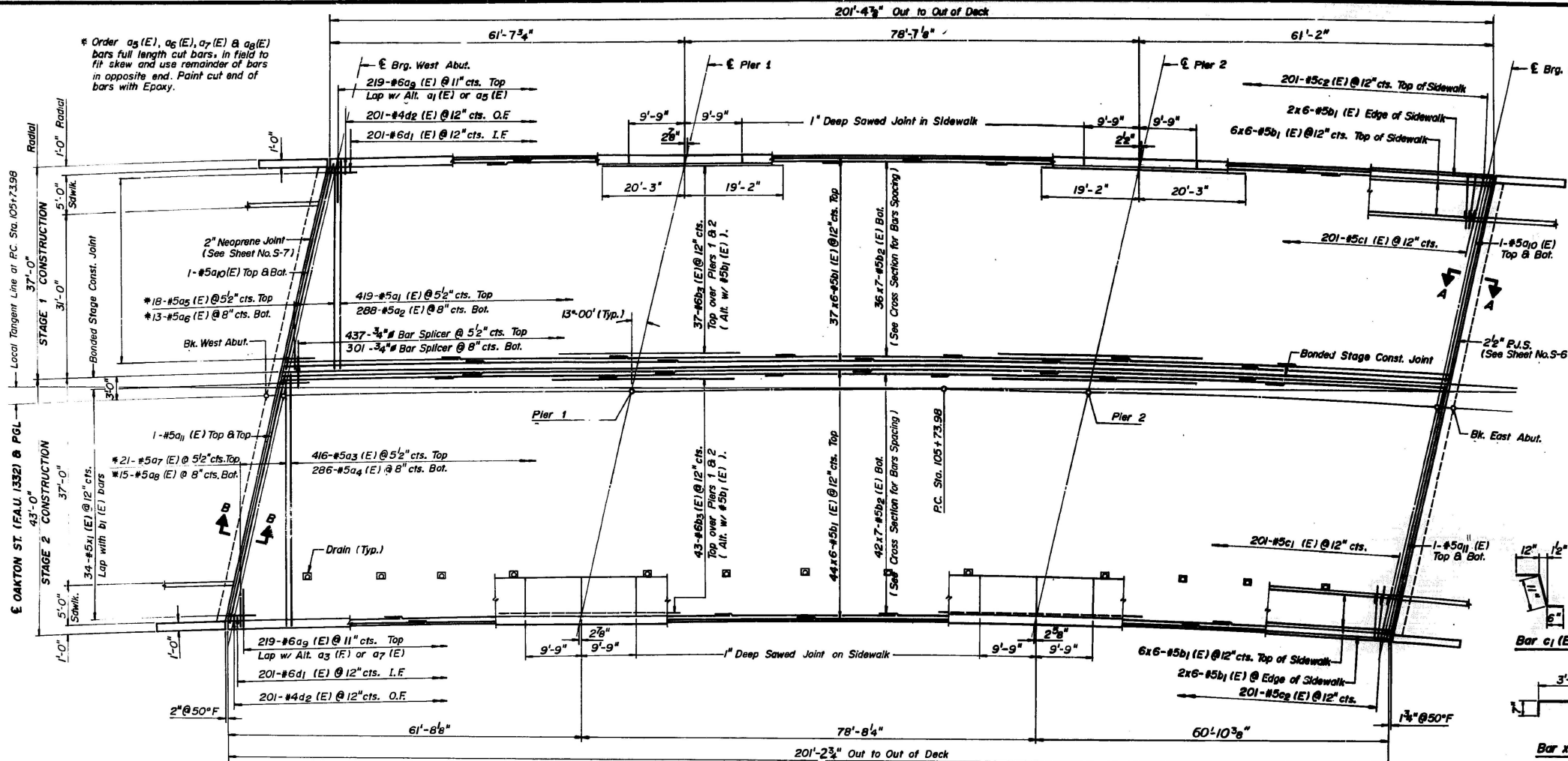
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FRAMING DETAILS  
 STRUCTURE 016-2601

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 (1300B-89) BP 25 COOK 26 18  
 CONTRACT NO. 80B56  
 ILLINOIS FED. AID PROJECT

ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.	SHEET NO. S-5
FAU. 1332	1300B-89	COOK	128	83	OF 21 SHEETS
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



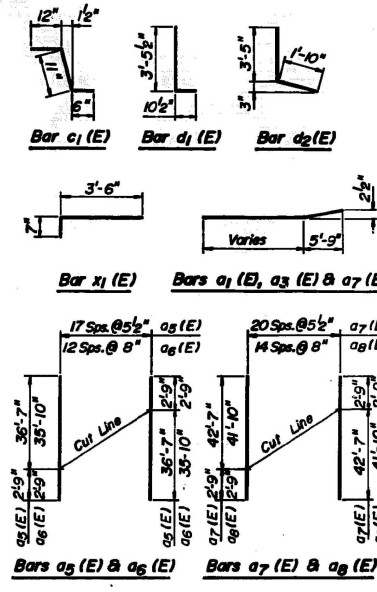
O.F. = Outside Face  
I.F. = Inside Face  
Back of Abut.

MINIMUM BAR LAP  
#5 1'-8"

**SECTION A-A (EAST ABUT.)**  
(AT RIGHT ANGLE)  
For Section B-B (West Abut.), See Sheet No. S-6

**BILL OF MATERIAL**

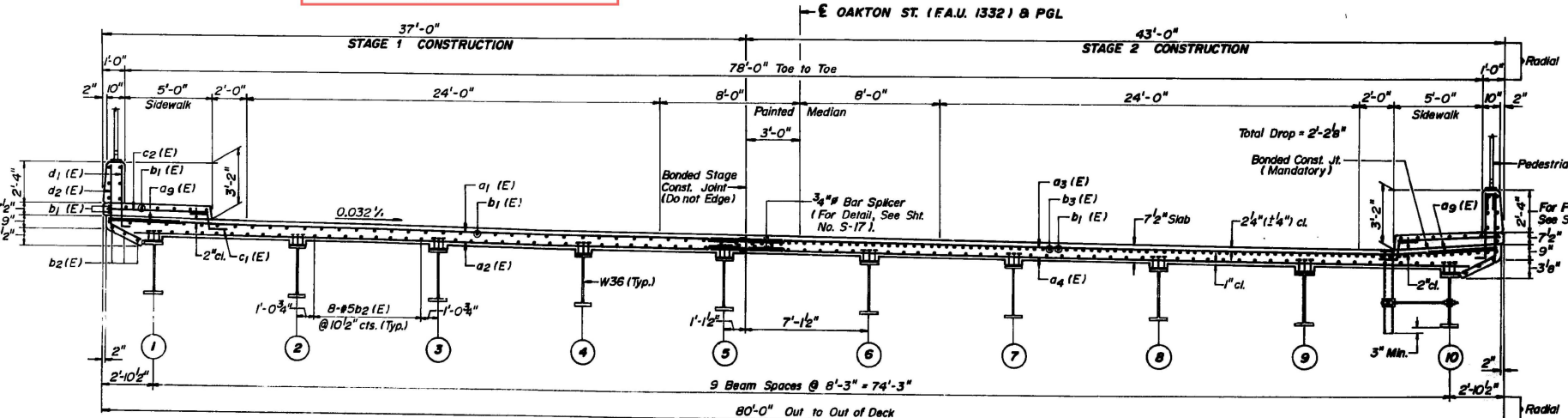
BAR	NO. OF BARS	SIZE	LENGTH	SHAPE
a <sub>1</sub> (E)	419	#5	36'-7"	—
a <sub>2</sub> (E)	288	#5	35'-10"	—
a <sub>3</sub> (E)	416	#5	42'-7"	—
a <sub>4</sub> (E)	286	#5	41'-10"	—
a <sub>5</sub> (E)	18	#5	39'-4"	—
a <sub>6</sub> (E)	13	#5	38'-7"	—
a <sub>7</sub> (E)	21	#5	45'-4"	—
a <sub>8</sub> (E)	15	#5	44'-7"	—
a <sub>9</sub> (E)	219	#6	4'-0"	—
a <sub>10</sub> (E)	4	#5	37'-8"	—
a <sub>11</sub> (E)	4	#5	43'-10"	—
b <sub>1</sub> (E)	276	#5	35'-3"	—
b <sub>2</sub> (E)	252	#5	30'-6"	—
b <sub>3</sub> (E)	74	#6	39'-5"	—
c <sub>1</sub> (E)	201	#5	2'-5"	—
c <sub>2</sub> (E)	201	#5	5'-6"	—
d <sub>1</sub> (E)	201	#6	4'-4"	—
d <sub>2</sub> (E)	201	#4	5'-3"	—
x <sub>1</sub> (E)	29	#5	4'-1"	—



- NOTES:**
- Reinforcement bars designated (E) shall be Epoxy Coated.
  - Reinforcement bars designated thus: 42x7-45 etc., indicates 42 lines of bars with 7 length per line.
  - See sheet no. S-1 for Drain location.
  - See sheet no. S-6 for Sidewalk and Drain Details.
  - All longitudinal dimensions are measured along curve.

**FOR INFORMATION ONLY**

**PLAN**



**CROSS SECTION (LOOKING EAST)**

Note: Transverse Bars shall be placed normal to Local Tangent. Longitudinal Bars shall be placed along the curve.

DESIGNED	J. S.
CHECKED	RCE
DRAWN	RAAK / FQM
CHECKED	EMM

**Makwanine, Wyne and Associates, Inc.**

**DECK PLAN, CROSS SECTIONS & DETAILS**  
**OAKTON STREET OVER DES PLAINES RIVER**  
**F.A.U. RTE. 1332 SECTION 1300B-89**  
**COOK COUNTY**  
**Sta. 105 + 73.96**  
**STRUCTURE NUMBER 016-2601**

MODEL: 2601 Deck Plan - Cross Sec (Sheet)  
FILE NAME: c:\pwworking\rbis\red.a.rizvi@illinois.gov\d1168446\0104526-shr-details.dgn

USER NAME	= syed.rizvi
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

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

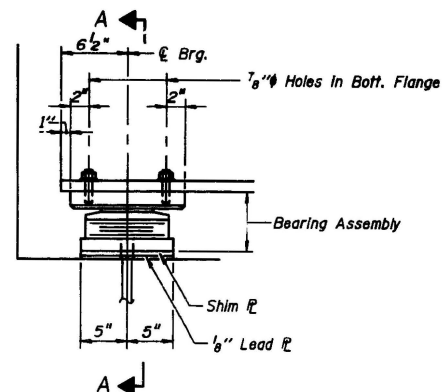
SCALE:	SHEET 13	OF 20 SHEETS	STA. 0+00.00	TO STA. 0+00.00
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**DECK PLAN**  
**STRUCTURE 016-2601**

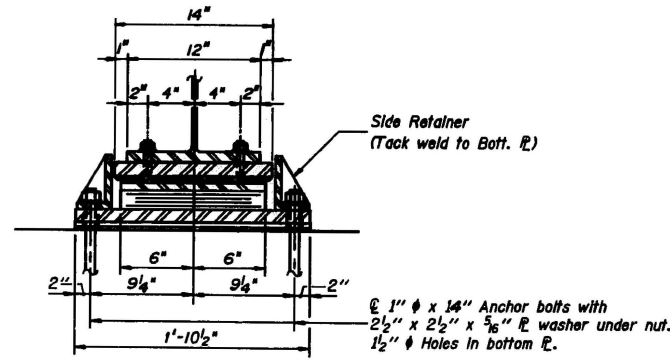
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	19
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

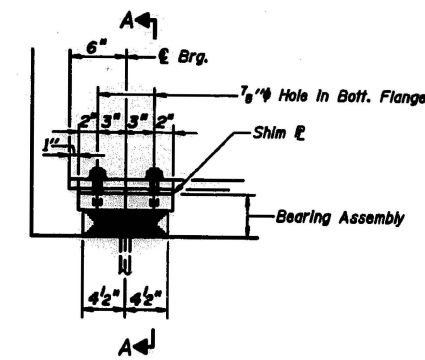
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S-10 OF 21 SHEETS
F.A.U. 1332	1300B-89	COOK	128	88	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT-			



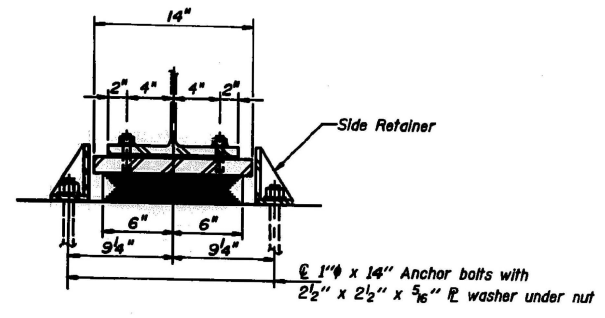
ELEVATION AT WEST ABUT.



SECTION A-A



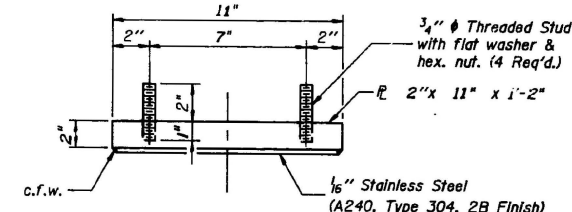
ELEVATION AT EAST ABUT.



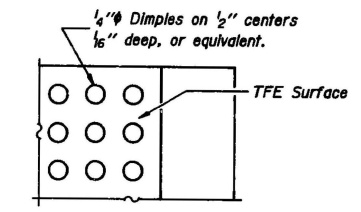
SECTION A-A

TYPE II TFE ELASTOMERIC EXP. BRG.

TYPE I ELASTOMERIC EXP. BRG.

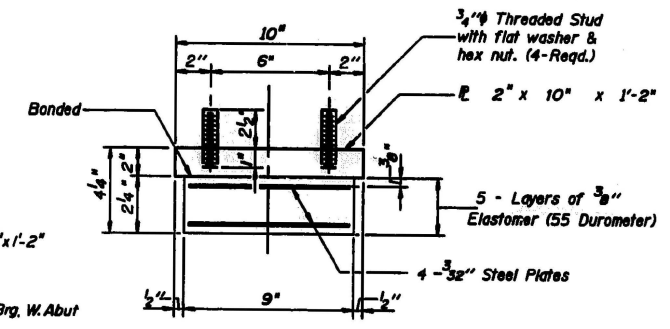


TOP BEARING ASSEMBLY

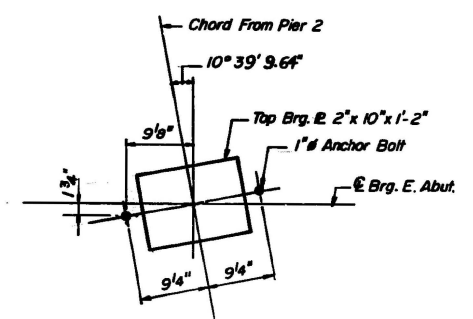


PLAN-TFE SURFACE

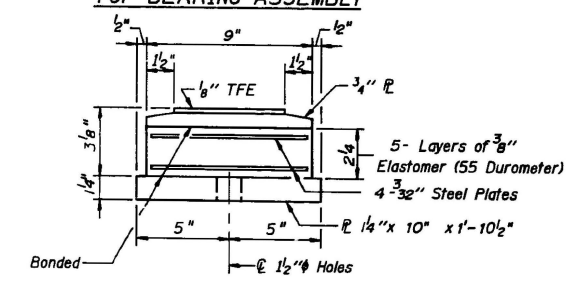
Note: Adequate blocking shall be provided for elastomeric bearing during erection of beams and deck pouring.



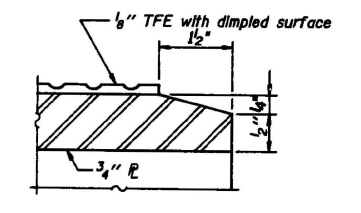
BEARING ASSEMBLY



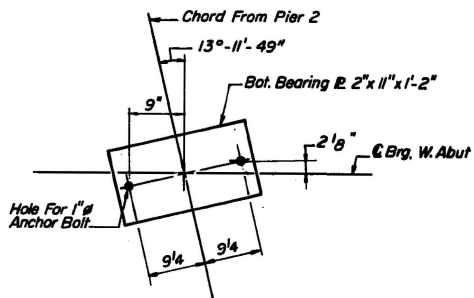
BEARING ORIENTATION EAST ABUT.



BOTTOM BEARING ASSEMBLY



SECTION THRU TFE



BEARING ORIENTATION WEST ABUT.

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

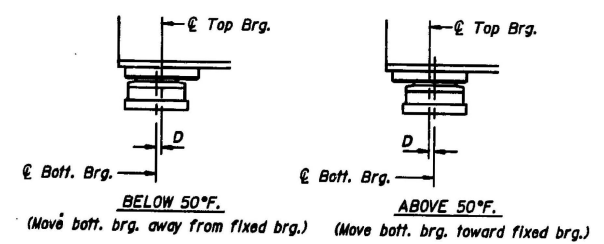
Bonding of 1/8 inch TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

FOR INFORMATION ONLY

BILL OF MATERIAL

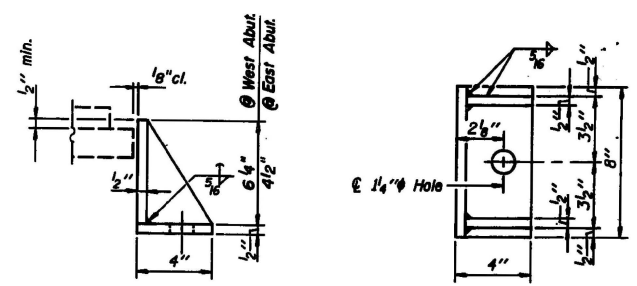
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	10
Elastomeric Bearing Assembly Type II	Each	10

WT. OF M270 GR. 36 STRUCTURAL STEEL THIS SHEET = 680 POUNDS



SETTING ANCHOR BOLTS AT EXP. BRG.

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



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. No. Req'd. = 40 Weight Included with Structural Steel.

MODEL: 2601 Bearing Detail 1 (Sheet)  
FILE NAME: c:\pwworking\bsyebay.a.rizvi@illinois.gov\d1168446\014526-sht-details.dgn

DESIGNED	J S
CHECKED	RCE
DRAWN	JGN
CHECKED	EMM

Makowicz, Wynn and Associates, Inc.

USER NAME = syed.rizvi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

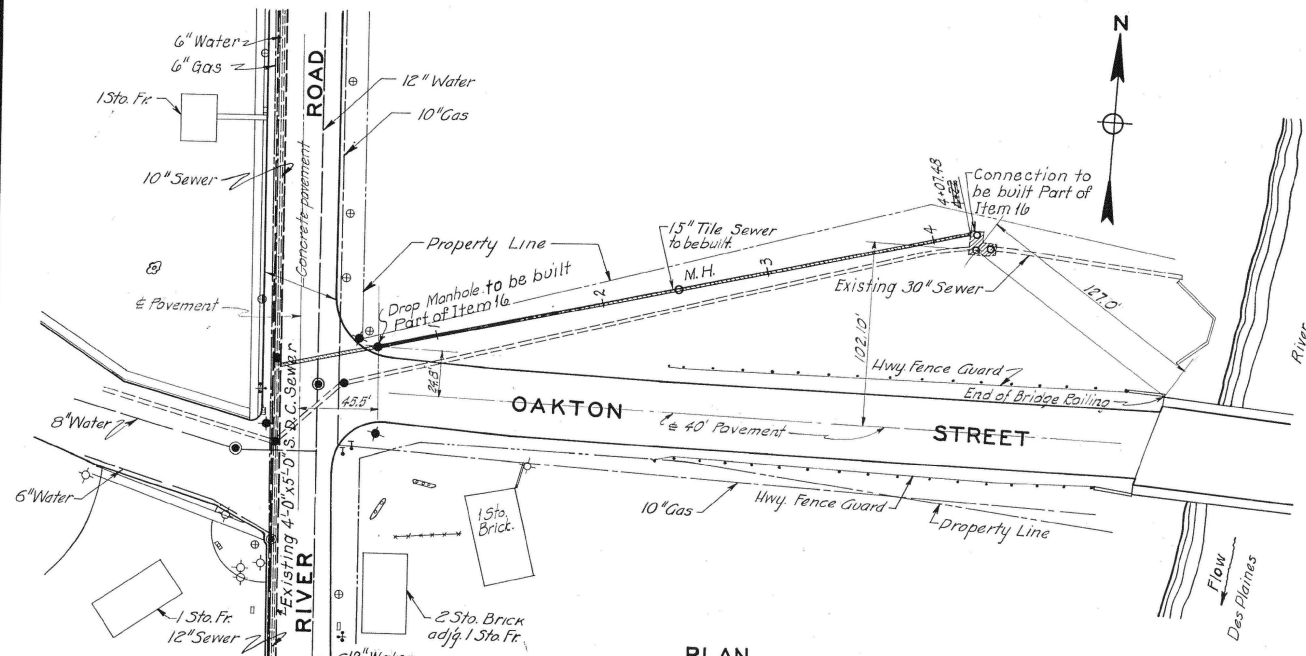
BEARING DETAIL  
STRUCTURE 016-2601

SCALE: SHEET 14 OF 20 SHEETS STA. 0+00.00 TO STA. 0+00.00

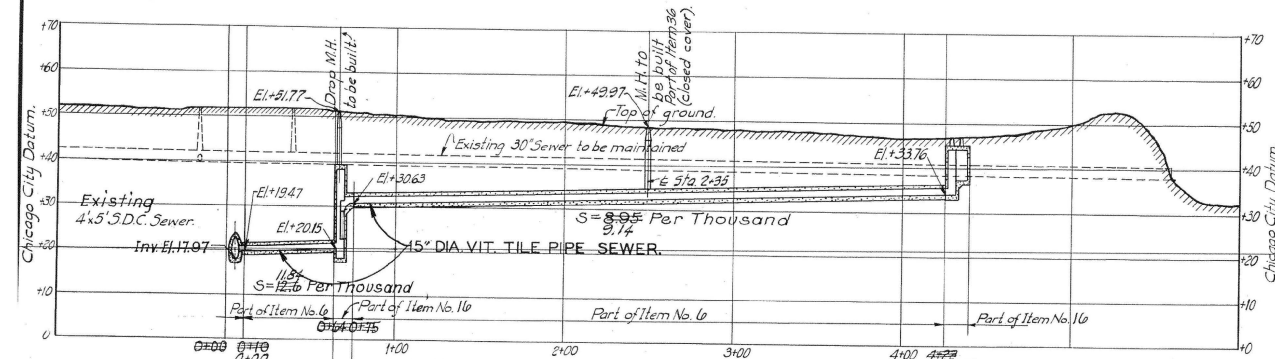
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	28	20
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

ELASTOMERIC BEARING DETAILS  
OAKTON STREET OVER DES PLAINES RIVER  
F.A.U. RTE. 1332 SECTION 1300B-89  
COOK COUNTY  
Sta. 105 + 73.86  
STRUCTURE NUMBER 016-2601

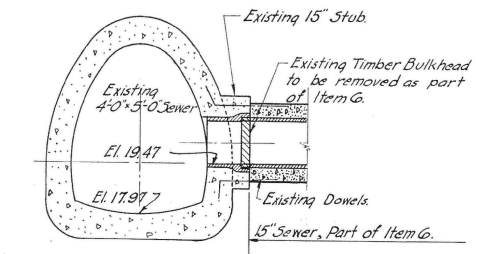




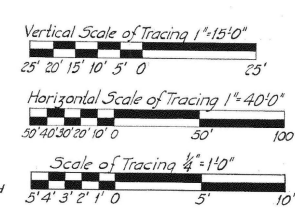
PLAN  
STA. 0+10 TO STA. 4+22  
Scale: 1/40



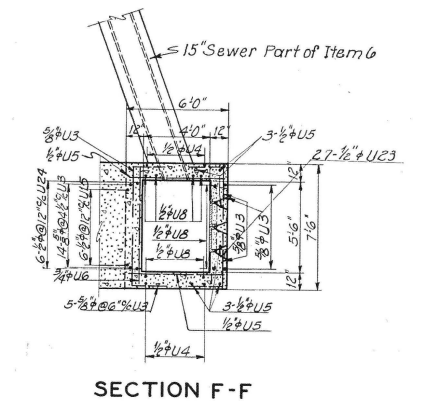
PROFILE  
STA. 0+10 TO STA. 4+22  
Vertical Scale: 1/15  
Horizontal Scale: 1/40



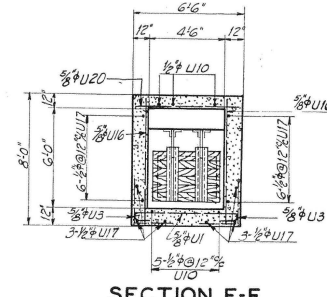
CONNECTION TO  
4'-0" x 5'-0" SEWER.  
Scale: 1/2" = 1'-0"



DRAWN BY: Hayes  
TRACED BY: L. Nelson  
CHECKED BY: Van Gorp, Berglund  
EXAMINED BY: E. W. W.



SECTION F-F

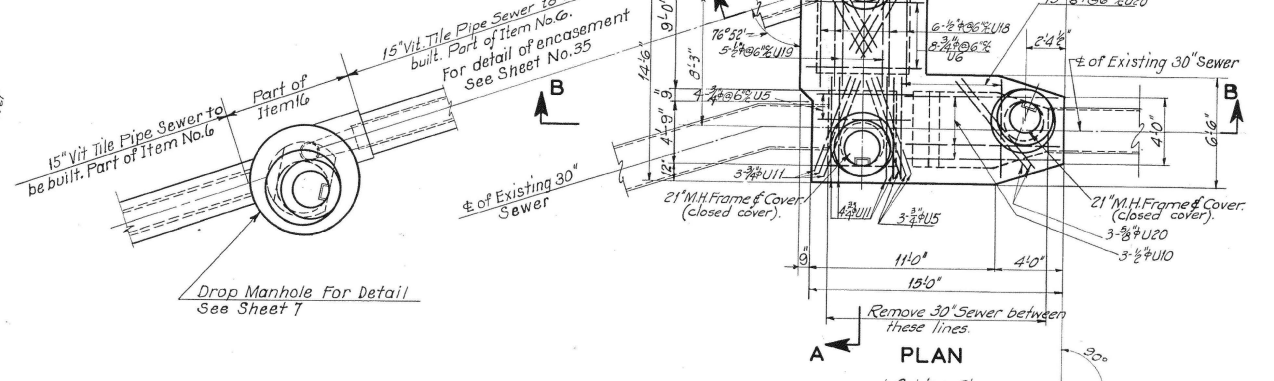


SECTION E-E

Note: All concrete shown on this sheet shall be Class A.  
Centers of all reinforcement steel shall be 3" from face of concrete.  
All manholes shown on this sheet are part of Items 16-30 and shall be brick or Class A concrete.  
All ladder rungs and 21" M.H. frames and covers are part of Item 38.

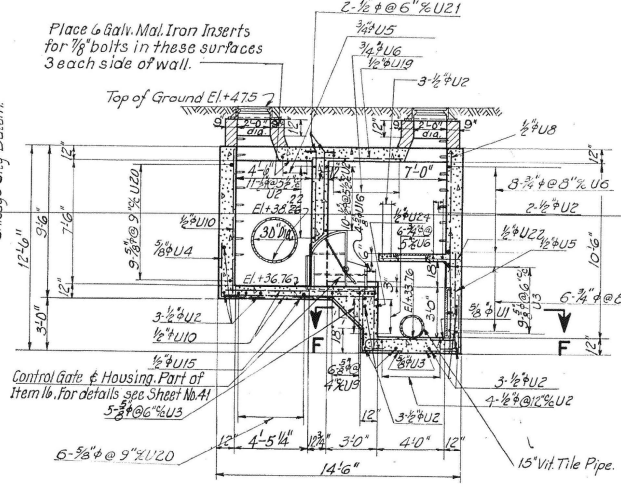
Date	Revisions	By
02/27/91	Reinforcement steel revised & added in all views.	A.A.M.

**FOR INFORMATION ONLY**

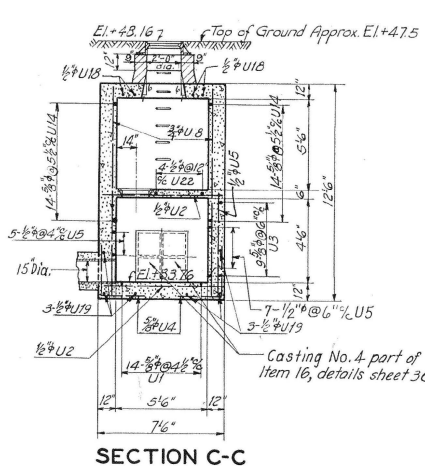


PLAN  
Scale: 1/40

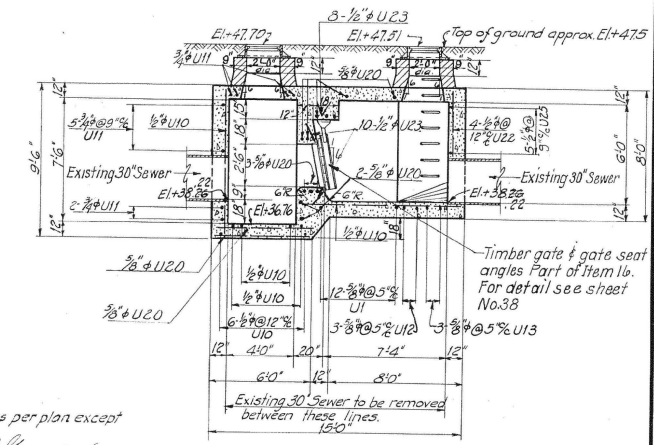
SECTIONAL PLAN



SECTION A-A



SECTION C-C



SECTION B-B

Constructed as per plan except as noted.  
*[Signature]*  
 Asst. Civ. Engineer  
*[Signature]*  
 Prin. Constr. Engineer  
 Corrected *[Signature]*  
 Acting Engineer Sewer Design  
 Approved *[Signature]*  
 Assistant Chief Engineer  
 Approved *[Signature]*  
 Acting Chief Engineer

THE SANITARY DISTRICT OF CHICAGO  
 UPPER DESPLAINES INTERCEPTING SEWER  
 CONTRACT NO. 7-B  
 CONNECTIONS AT OAKTON STREET  
 SCALE AS SHOWN  
 FEBRUARY, 1937  
 SHEET NO. 6  
 42 SHEETS IN SET

MODEL: MWRD Sewer, Line 2 (Sheet)  
 FILE NAME: c:\p\work\paw\syed.a.rizvi@illinois.gov\1168446\0104526-shr-details.dgn

USER NAME	DESIGNED	REVISIONS
syed.rizvi	-	-
	DRAWN	REVISIONS
	CHECKED	REVISIONS
	DATE	REVISIONS

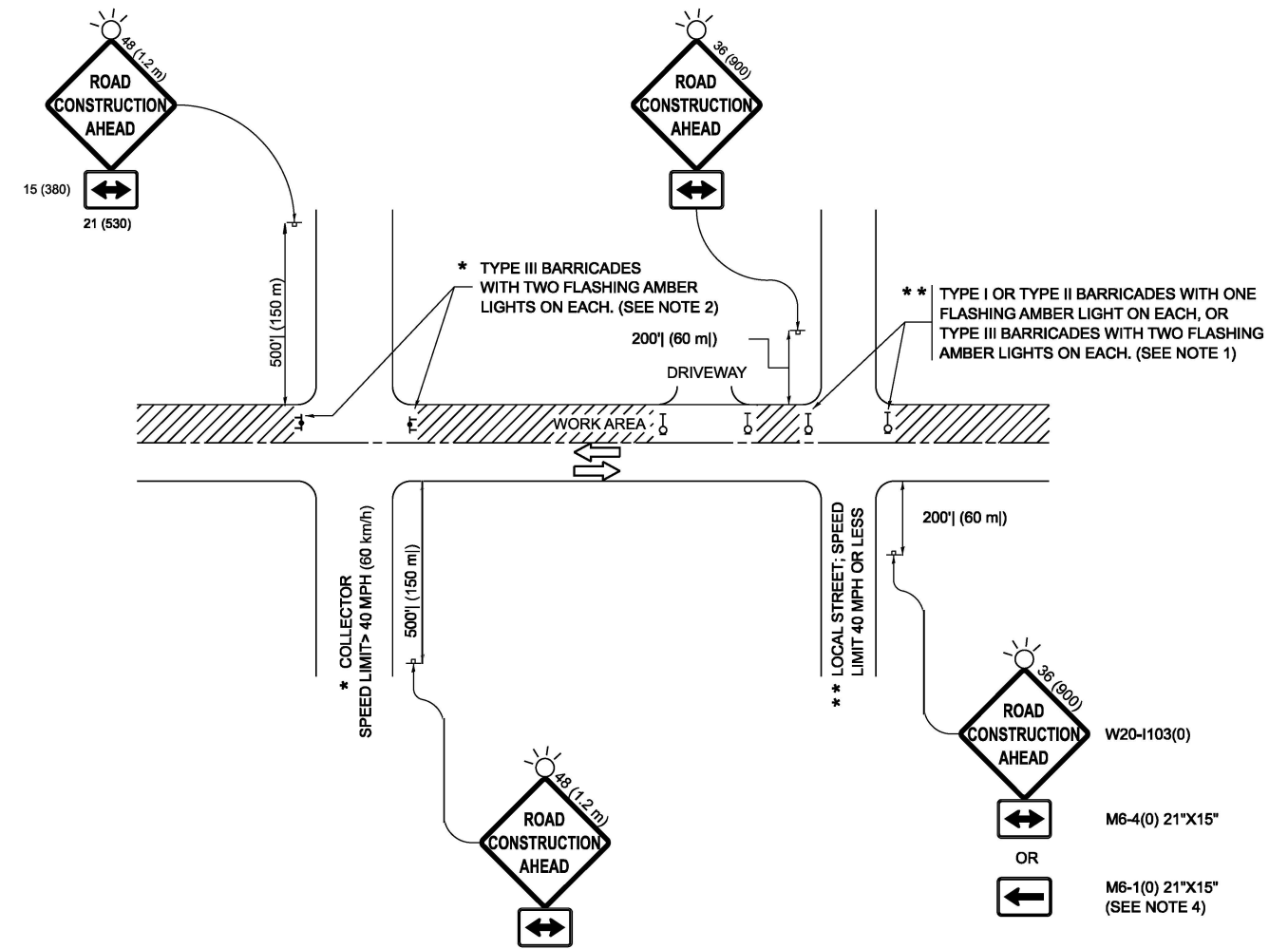
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

WATER RECLAMATION DIST. OF CHICAGO (MWRD) FACILITIES  
 STRUCTURE 016-2601

SCALE: SHEET 16 OF 20 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1300B-89) BP 25	COOK	26	22
CONTRACT NO. 80B56				
ILLINOIS FED. AID PROJECT				

MODEL: TC-10 (Sheet)  
 FILE NAME: c:\p\w\k\w\k\syed.a.rizvi@illinois.gov\1168446\104526-shr-DistSigs.dgn



**NOTES:**

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

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

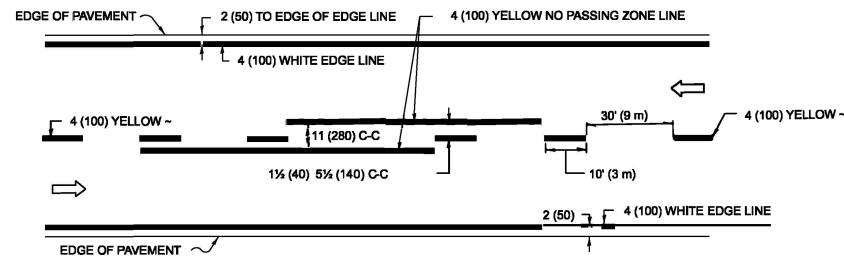
USER NAME = syed.rizvi	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
	CHECKED -	REVISED - A. SCHUETZE 09-15-08
PLOT DATE = 12/8/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

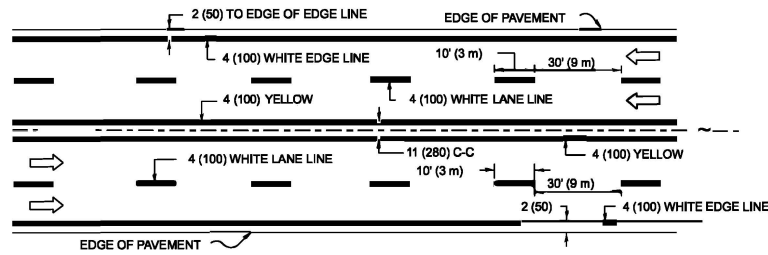
**TRAFFIC CONTROL AND PROTECTION FOR  
 SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: SHEET OF SHEETS STA. TO STA.

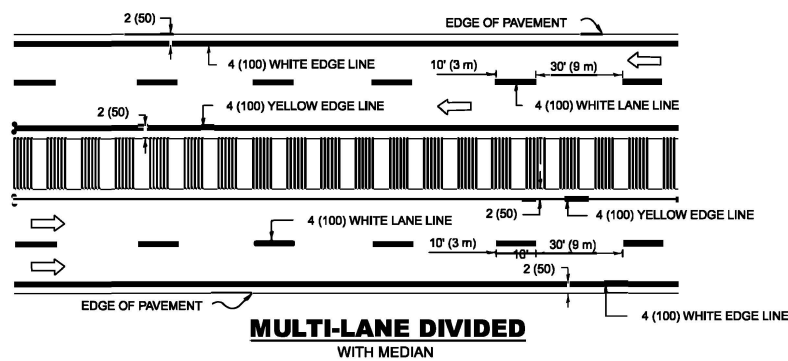
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	23
<b>TC-10</b>		CONTRACT NO. 80B56		
ILLINOIS FED. AID PROJECT				



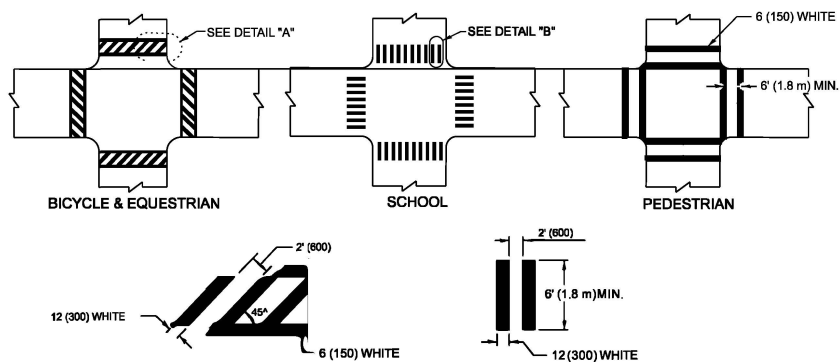
**2-LANE ROADWAY**



**MULTI-LANE UNDIVIDED**



**TYPICAL LANE AND EDGE LINE MARKING**

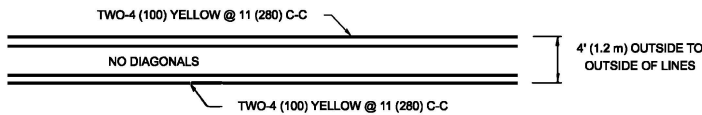


**DETAIL "A"**

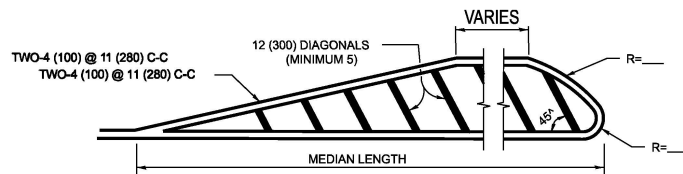
**DETAIL "B"**

**TYPICAL CROSSWALK MARKING**

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



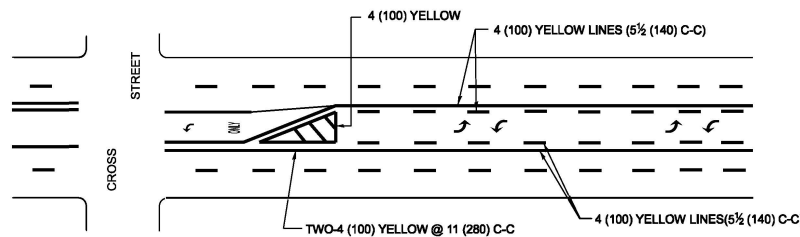
**4' (1.2 m) WIDE MEDIANS ONLY**



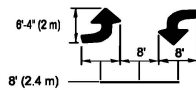
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

**MEDIANS OVER 4' (1.2 m) WIDE**

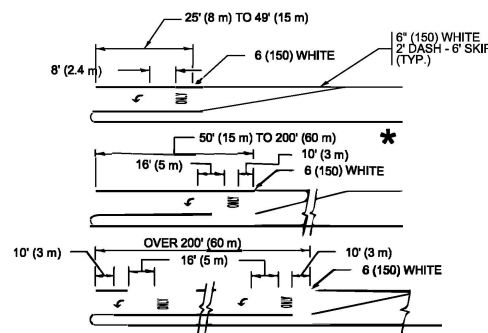


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

**TYPICAL PAINTED MEDIAN MARKING**

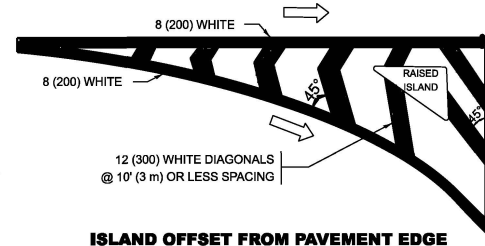


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

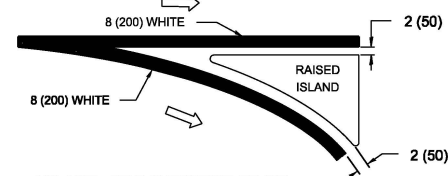
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

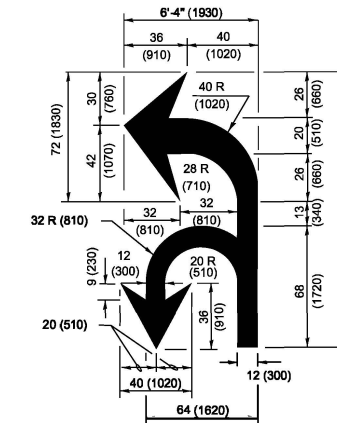


**ISLAND OFFSET FROM PAVEMENT EDGE**

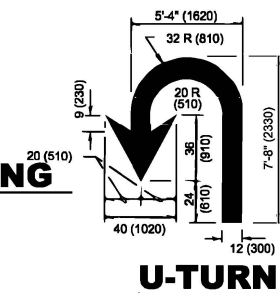


**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**LANE REDUCTION TRANSITION**

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL.
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL.
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES, "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: R <sup>2</sup> =3.8 SQ. FT. (0.33 m <sup>2</sup> ) EACH X <sup>2</sup> =54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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	DRAWN - C. JUCIUS 07-01-13	REVISED - C. JUCIUS 07-01-13
	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 12/8/2025	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

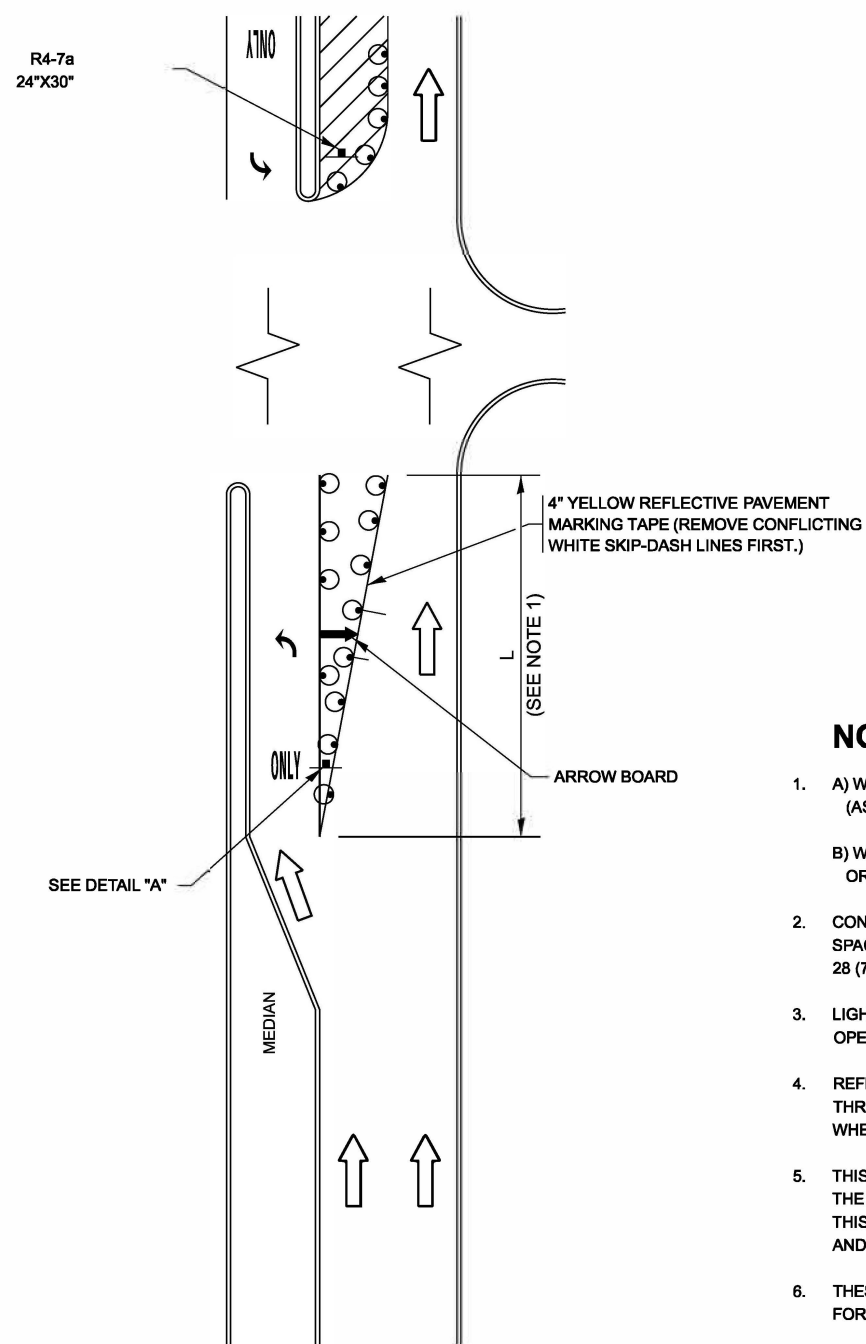
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

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

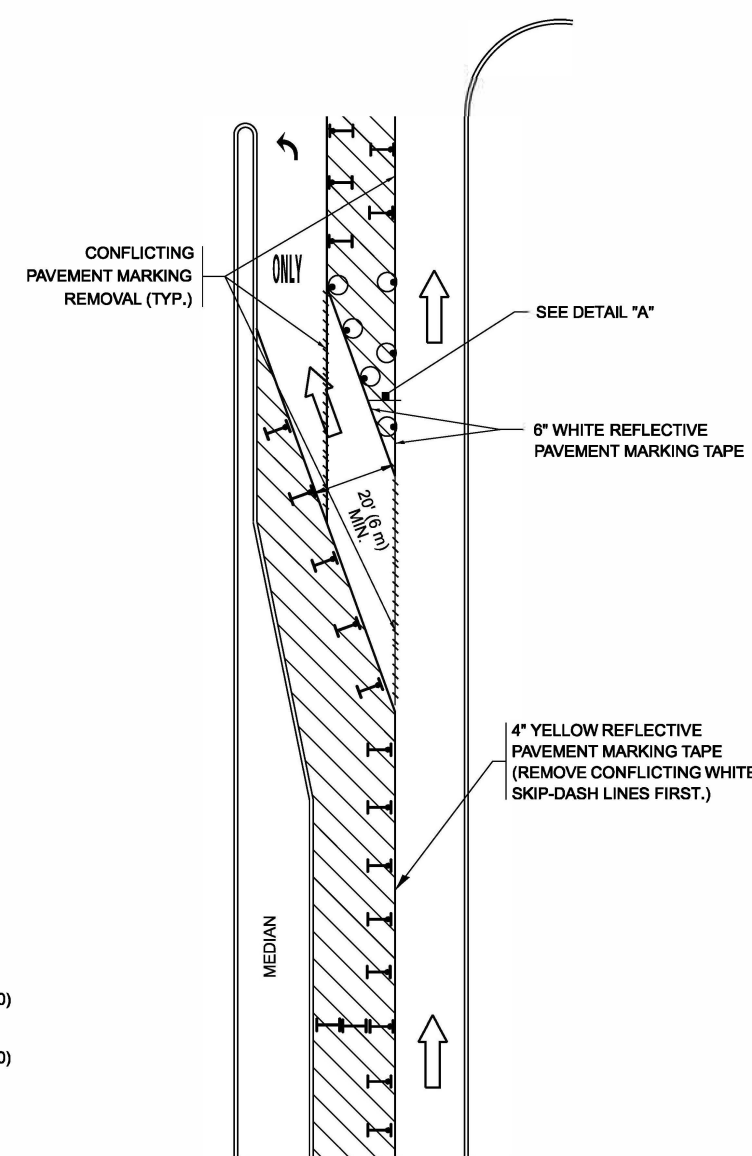
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*	(1300B-89) BP 25	COOK	26	24
<b>TC-13</b>		CONTRACT NO. 80B56		
ILLINOIS		FED. AID PROJECT		

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



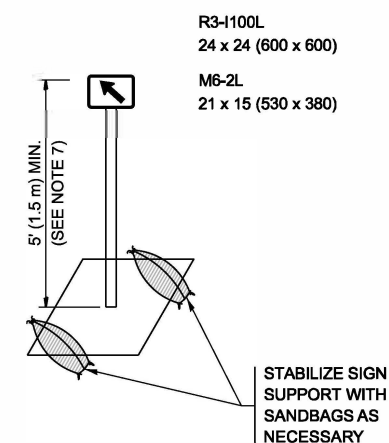
**FIGURE 2**

### LEGEND

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

### NOTES:

1. A) WHEN "L" IS  $\leq$  THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
B) WHEN "L" IS  $>$  THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



**DETAIL A**

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

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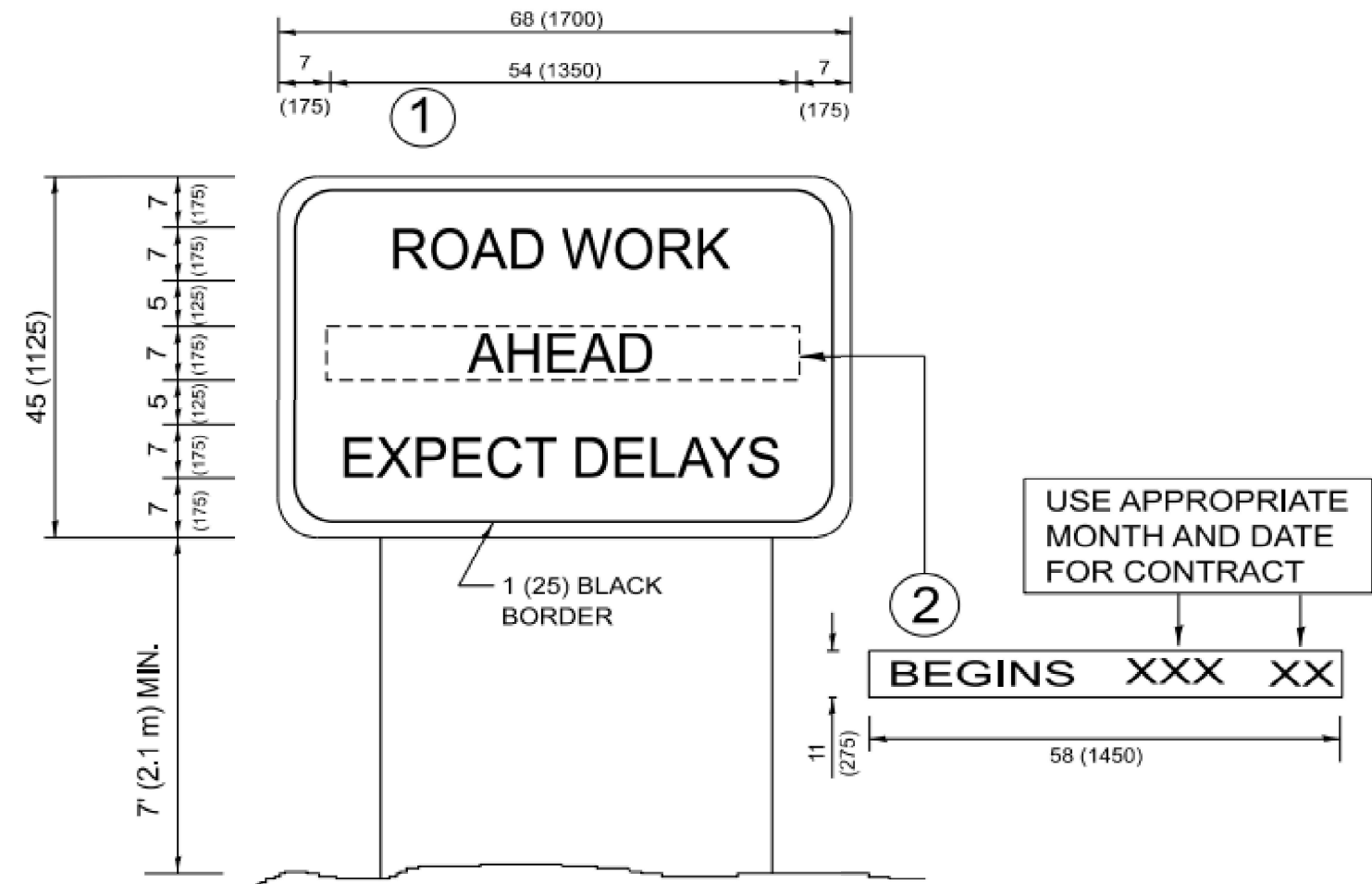
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	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 12/8/2025	DATE - T. RAMMACHER 01-08-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	28	25
<b>TC-14</b>		CONTRACT NO. 80B56		
		ILLINOIS   FED. AID PROJECT		



**NOTES:**

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

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

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USER NAME = syed.rizvi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/10/2025	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: SHEET 20 OF 20 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(1300B-89) BP 25	COOK	26	26
TC-22			CONTRACT NO. 80B56	
ILLINOIS FED. AID PROJECT				