

04-24-2026 LETTING ITEM 011

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**THIS PROJECT IS LOCATED IN:
CITY OF CHICAGO**

US 14 (PETERSON AVENUE) TRAFFIC DATA:

SPEED LIMIT: 30 MPH

ADT (2023):

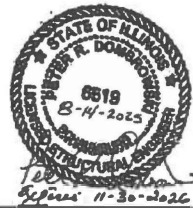
JESREY AVENUE TO US 41 (LINCOLN AVENUE)= 25,200



J.P. O'Neill

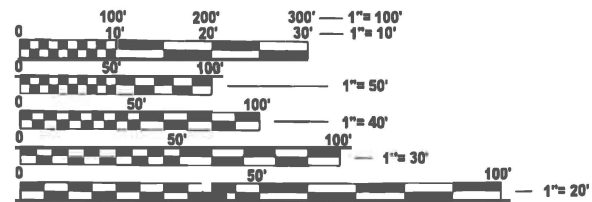
DATE 08-14-2025

JOHN P. O'NEILL
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-048834
MY LICENSE EXPIRES ON 11-30-2025
APPLY TO SHEETS: I-25, 60-66



DATE 08-14-2025

PETER R. DOMBROWSKI
ILLINOIS REGISTERED STRUCTURAL ENGINEER NO. 081-006519
MY LICENSE EXPIRES ON 11-30-2026
APPLY TO SHEETS: 26-59



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 : LUKASZ POCIECHA (847) 705-4255

PROJECT MANAGER : VESELIN VELICHKOV

CONTRACT NO. 62Y30

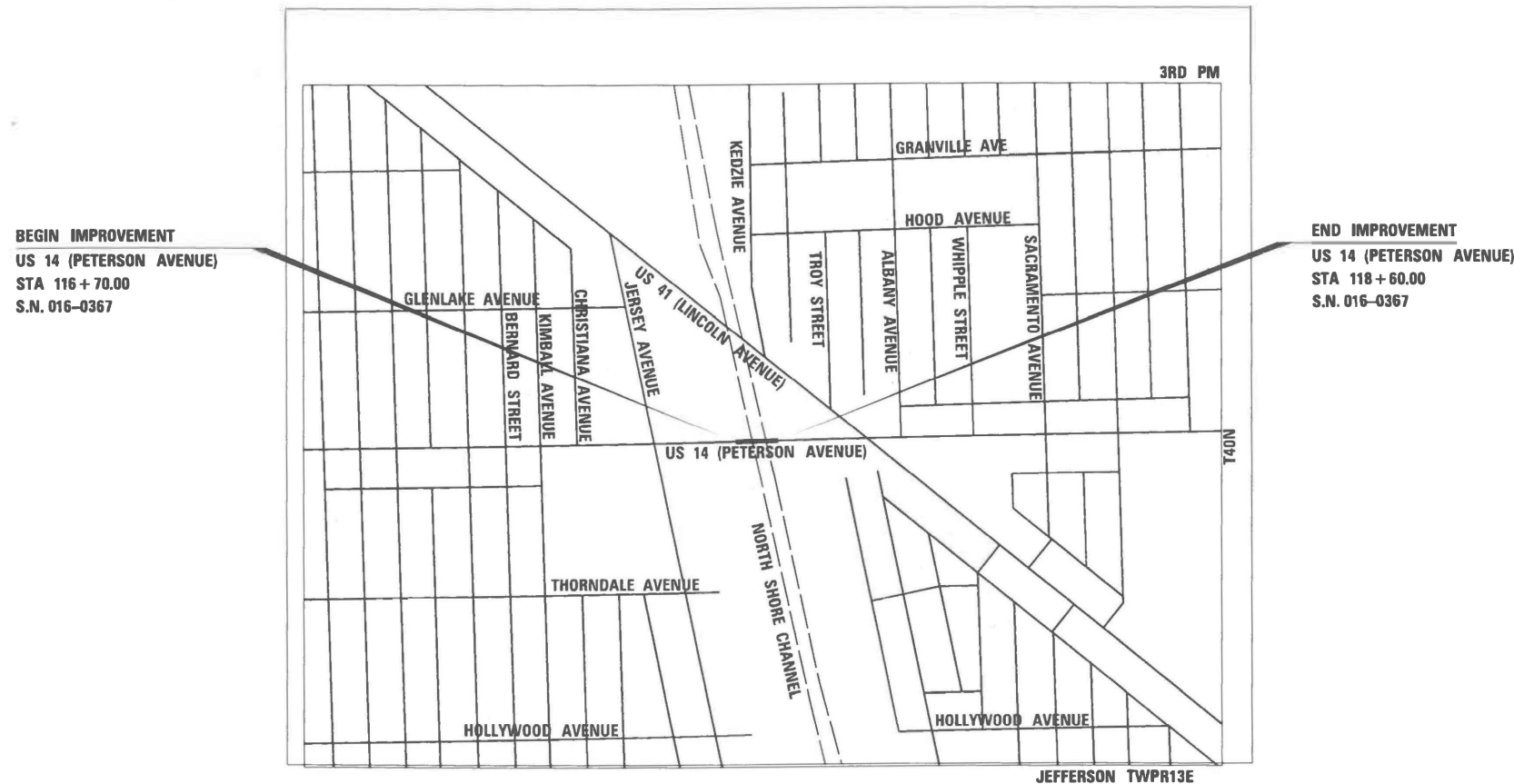


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED
HIGHWAY PLANS**

**FAP RTE 341: US RTE 14 (PETERSON AVENUE)
OVER NORTH SHORE CHANNEL
SECTION (60B&C-NRM) BDR, BJR 25
PROJECT BR-6530(706)
BRIDGE DECK OVERLAY, BRIDGE JOINT REPLACE/REPAIR
COOK COUNTY**

C-91-226-25



BEGIN IMPROVEMENT
US 14 (PETERSON AVENUE)
STA 116 + 70.00
S.N. 016-0367

END IMPROVEMENT
US 14 (PETERSON AVENUE)
STA 118 + 60.00
S.N. 016-0367

GROSS LENGTH = 190 FT. = 0.037 MILE
NET LENGTH = 190 FT. = 0.037 MILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	(60B&C-NRM) BDR, BJR 25	COOK	53	1
		ILLINOIS	CONTRACT NO. 62Y30	

*53 + 4 = 57 TOTAL SHEETS

D-91-149-25



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *Aug 15th 2025*
[Signature]
REGIONAL ENGINEER
March 20 26
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT
March 20 26
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
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8	ROADWAY PLAN
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12-46	STRUCTURAL PLANS
47	PROPOSED PAVEMENT MARKING PLANS
48-53	DISTRICT 1 DETAILS

DISTRICT DETAILS

BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	T.C & PROTECTION SIDE ROADS, INTERSECTIONS, & DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-24	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS
TC-26	DRIVEWAY ENTRANCE SIGNING

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
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

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE, COUNTY, OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
3. THE RESIDENT ENGINEER SHALL CONTACT ABDULLA ALI, CENTRAL COOK COUNTY AREA TRAFFIC FIELD ENGINEER, AT ABDULLA.ALI@ILLINOIS.GOV. A MINIMUM OF 2 WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
4. ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING DETAIL.
6. THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
9. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
10. EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.

COMMITMENTS

NONE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS			
MIXTURE TYPE	AIR VOIDS @ Ndes	THICKNESS	QMP
HMA OVERLAY ON APPROACH & BUTT JOINT			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75"	4% @ 70 GYR	1.75"	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2			

MIXTURE REQUIREMENT NOTES:

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

MODEL: GenNotesSh01 [Sheet]
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	DRAWN - JPR	REVISED -
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PLOT DATE = 11/25/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	2
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan - Plan 1 [Sheet]
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SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FEDERAL	80% FEDERAL	80% FEDERAL
					20% STATE	20% STATE	20% STATE
					ROADWAY	BRIDGE	SAFETY
					0047	0047	0021
URBAN	URBAN	URBAN					
	20200100	EARTH EXCAVATION	CU YD	5	5		
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	6	6		
	25200110	SODDING, SALT TOLERANT	SQ YD	18	18		
	28000510	INLET FILTERS	EACH	11	11		
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	144	144		
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	151	151		
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	300	300		
	40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	76	76		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	67	67		
	42001300	PROTECTIVE COAT	SQ YD	192	192		
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,084	1,084		
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	96	96		
	44000600	SIDEWALK REMOVAL	SQ FT	535	535		
	50102400	CONCRETE REMOVAL	CU YD	10.1		10.1	
	50157300	PROTECTIVE SHIELD	SQ YD	312		312	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	10.1		10.1	



USER NAME = malvarez	DESIGNED - JPR	REVISED -
	DRAWN - JPR	REVISED -
	CHECKED - GJE	REVISED -
PLOT DATE = 8/18/2025	DATE - 8/19/2025	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
 US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	68	3
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

MODEL: Unnamed Plan 2 - Plan 2 (Sheet)
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SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FEDERAL	80% FEDERAL	80% FEDERAL
					20% STATE	20% STATE	20% STATE
					ROADWAY	BRIDGE	SAFETY
					0047	0047	0021
URBAN	URBAN	URBAN					
	50300300	PROTECTIVE COAT	SQ YD	1,308		1,308	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,440		1,440	
	50800515	BAR SPLICER	EACH	24		24	
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	152		152	
	59000200	EPOXY CRACK INJECTION	FOOT	1		1	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	215	215		
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5	5		
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	0.5	0.5	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	0.5	0.5	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	2	2		
	67100100	MOBILIZATION	L SUM	1	0.5	0.5	
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	204	204		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1,132	1,132		
	70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	33	33		



USER NAME = tnestor	DESIGNED - JPR	REVISED -
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	CHECKED - GJE	REVISED -
PLOT DATE = 7/22/2025	DATE - 8/19/2025	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
 US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	68	4
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

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	CHECKED - GJE	REVISED -
PLOT DATE = 8/19/2025	DATE - 8/19/2025	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
 US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: N/A SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	68	5
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FEDERAL	80% FEDERAL	80% FEDERAL
					20% STATE	20% STATE	20% STATE
					ROADWAY	BRIDGE	SAFETY
					0047	0047	0021
URBAN	URBAN	URBAN					
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	3,315	3,315		
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	10	10		
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	410	410		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	410	410		
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	33	33		
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE NARROW), TEST LEVEL 2	EACH	2	2		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,381	5,381		
	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	36	36		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	45	45		
	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	36	36		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	325	325		
	78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	568	568		
*							
	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	568	568		
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	42	42		
	78004660	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 12"	FOOT	42	42		
*							

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	CHECKED - GJE	REVISED -
PLOT DATE = 8/18/2025	DATE - \$DATE	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

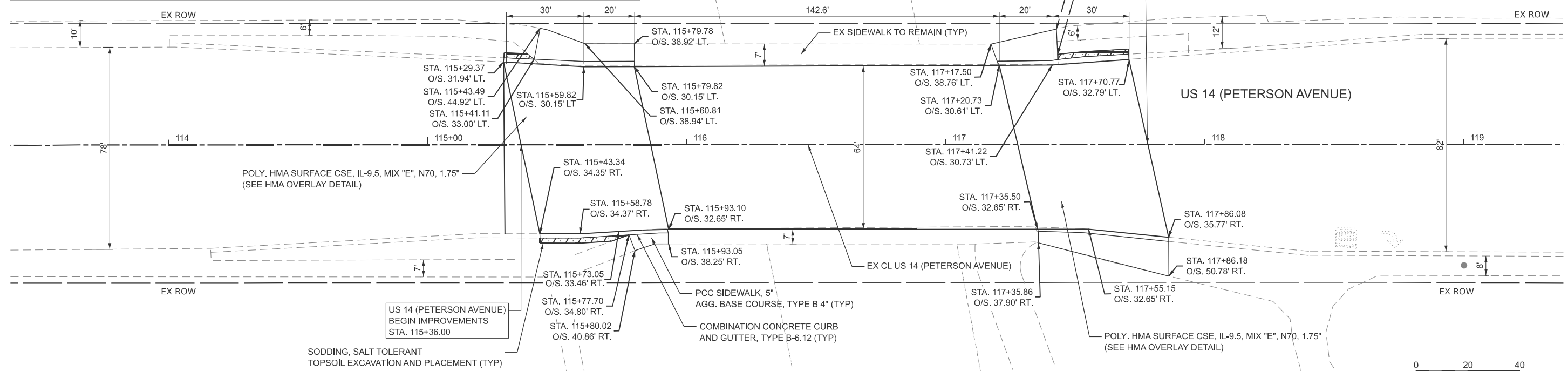
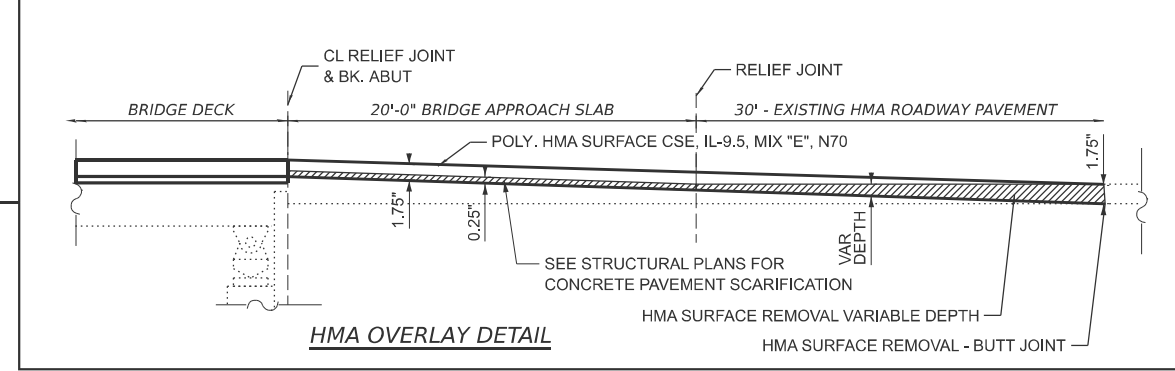
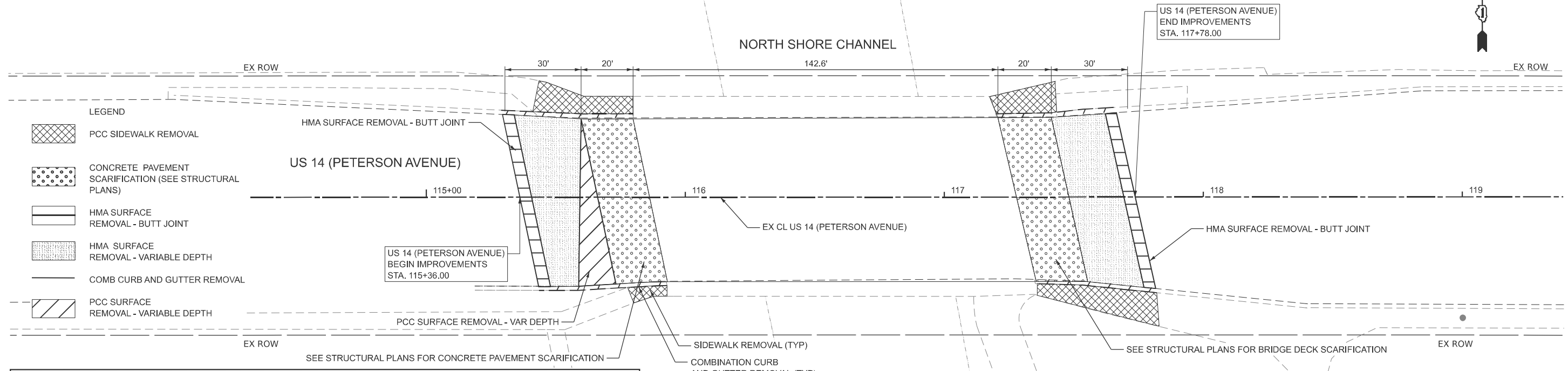
**SUMMARY OF QUANTITIES
 US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	68	6
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FEDERAL	80% FEDERAL	80% FEDERAL
					20% STATE	20% STATE	20% STATE
					ROADWAY	BRIDGE	SAFTEY
					0047	0047	0021
URBAN	URBAN	URBAN					
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2,288	2,288		
	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	42	42		
	X0300062	GRAFFITI REMOVAL	SQ YD	271		271	
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	312		312	
	X0326806	WASHOUT BASIN	L SUM	1	0.5	0.5	
	X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	47	47		
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	976		976	
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	373	373		
	X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	6	6		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	250	250		
	Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	9		9	
	X0325839	SIGNAL TIMING	L SUM	1			1

EXISTING



PROPOSED

MODEL: PCL - Plan 1 (Sheet)
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USER NAME = jrodriguez	DESIGNED - JPR	REVISED -
	DRAWN - JPR	REVISED -
	CHECKED - GJE	REVISED -
PLOT DATE = 10/13/2025	DATE - 12/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 113+50.00 TO STA. 119+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	8
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED FOR EACH APPLICABLE PHASE. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT.

A MINIMUM OF ONE LANE (11 FEET) IN EACH DIRECTION OF US 14 (PETERSON AVENUE) AND ALL SHOWN TURN LANES SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER. ANY WORK THAT RESTRICTS CONTINUOUS TWO-WAY TRAFFIC THRU MAJOR OR SIGNALIZED INTERSECTIONS SHALL BE COORDINATED BY THE CONTRACTOR AND SHALL NOT BE PERFORMED BETWEEN 7-9 AM AND EASTBOUND AND 4-6 PM WESTBOUND, THIS NECESSARY COORDINATION AND EXECUTION SHALL BE INCLUDED IN THE LUMP SUM COST FOR TRAFFIC CONTROL & PROTECTION (SPECIAL)

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = \frac{W \times S^2}{60}$$

WHERE EQUATION IS FOR SPEED LIMIT OF 45 MPH OR LESS. THE TERMS ARE DEFINED AS FOLLOWS:

L = TAPER LENGTH IN FEET
W = WIDTH OF OFFSET IN FEET
S = POSTED SPEED IN MPH.

ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE PAVEMENT MARKING TAPE, TYPE IV (AND/OR MODIFIED URETHANE) USED FOR STAGING SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL-WATER BLASTING"

CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON 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 PLACED AS DIRECTED BY THE ENGINEER.

THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK AREA. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.

ACCESS TO BUSINESS AND RESIDENCES WITHIN THE WZ NEED TO BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SIDE STREETS AND DRIVEWAYS BY UTILIZING STAGED CONSTRUCTION, FLAGGERS, TEMPORARY ACCESS, OR OTHER METHODS APPROVED BY THE ENGINEER.

TRAFFIC CONTROL AND PROTECTION

DAILY LANE CLOSURES WILL BE ALLOWED WHEN SNOW REMOVAL OPERATIONS WILL NOT BE EFFECTED.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

TYPE II AND/OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, SPECIAL.

WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.

ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ANY LANE CLOSURES.

CONSTRUCTION STAGING

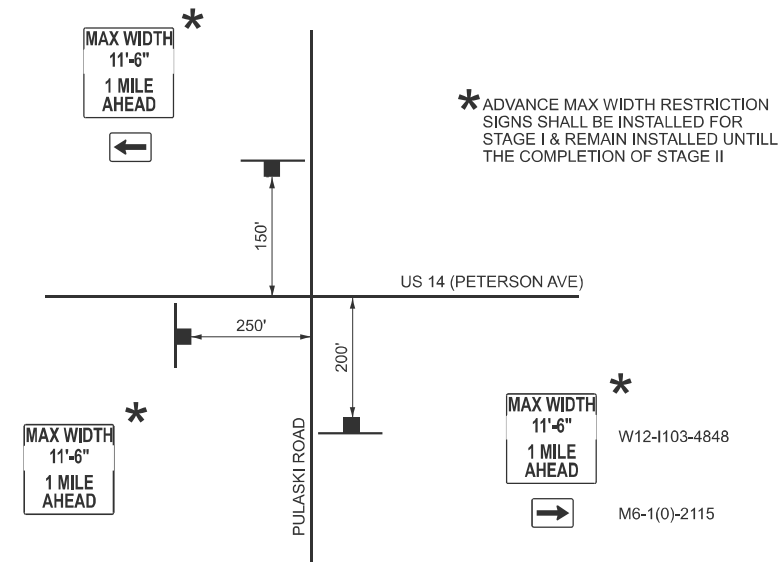
THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THE PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE. SUBSTAGE SIDE ROADS AND ENTRANCES TO MAINTAIN TRAFFIC FLOW.

STAGE 1

INSTALL ALL TRAFFIC CONTROL (TEMPORARY PAVEMENT MARKINGS, BARRELS, AND SIGNAGE). CLOSE THE OUTSIDE LANES IN BOTH DIRECTIONS AND SHIFT THE EAST BOUND US 14 TRAFFIC TO THE INSIDE LANE AND THE WEST BOUND TRAFFIC TO THE INSIDE LANE. PROVIDE ATLEAST ONE 11-FOOT TRAVEL LANE PER DIRECTION. REMOVE EXISTING SURFACES, CURB AND GUTTER, AND SIDEWALK TO CONSTRUCT THE PROPOSED SIDEWALK, CURB AND GUTTER, PROPOSED PAVEMENT SURFACE AND BRIDGE REPAIRS OUTLINED IN THE STRUCTURAL AND ROADWAY PLANS.

STAGE 2

INSTALL ALL TRAFFIC CONTROL (TEMPORARY PAVEMENT MARKINGS, BARRELS, AND SIGNAGE). CLOSE THE INSIDE LANES IN BOTH DIRECTIONS AND SHIFT THE EASTBOUND US 14 TRAFFIC TO THE SOUTH AND WESTBOUND US 14 TO THE NORTH. PROVIDE ATLEAST ONE 11-FOOT TRAVEL LANE PER DIRECTION. REMOVE EXISTING SURFACES, CURB AND GUTTER, AND SIDEWALK TO CONSTRUCT THE PROPOSED SIDEWALK, CURB AND GUTTER, PROPOSED PAVEMENT SURFACE AND BRIDGE REPAIRS OUTLINED IN THE STRUCTURAL AND ROADWAY PLANS.



ADVANCE MAX WIDTH SIGNING DETAIL

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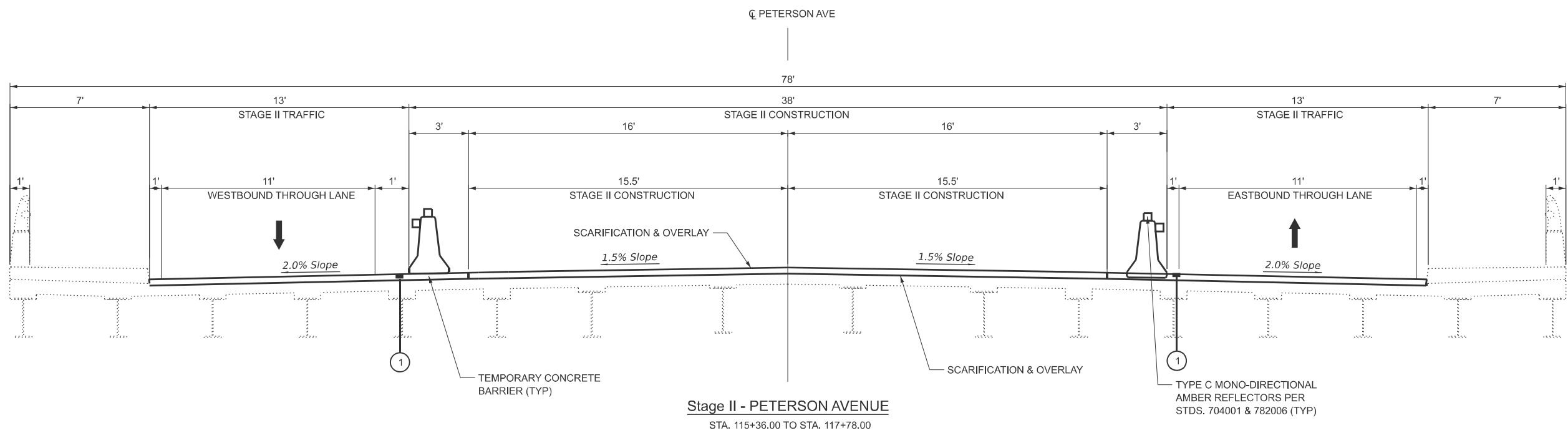
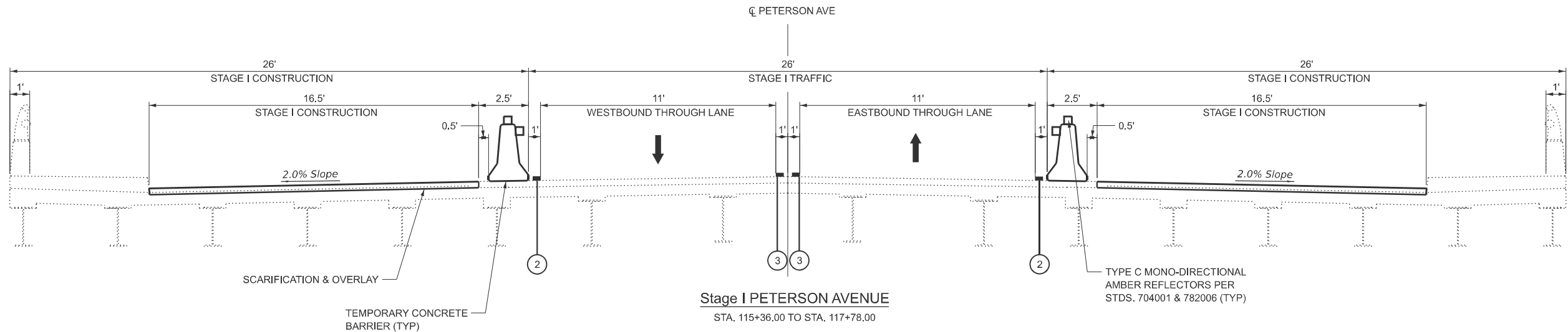
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	CHECKED - GJE	REVISED -
PLOT DATE = 11/24/2025	DATE - 12/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLANS - GENERAL NOTES
US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	9
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- ① 4" SOLID YELLOW
TEMPORARY TYPE IV TAPE
 - ② 4" SOLID WHITE
TEMPORARY TYPE IV TAPE
 - ③ 4" DOUBLE YELLOW @ 8 C-C
(EXISTING)

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	CHECKED - GJE	REVISED -
PLOT DATE = 10/13/2025	DATE - 12/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

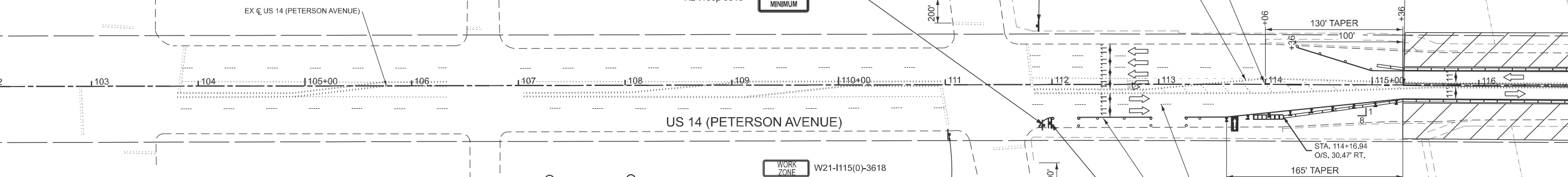
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341	(60B&C-NRM) BDR, BJR 25	COOK	53	9A
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

NOTE:

WHEN DEEMED NECESSARY FOR WORK OPERATIONS THE CONTRACTOR SHALL CLOSE THE SIDEWALK ON THE NORTH AND SOUTH SIDE OF THE BRIDGE WITH DETECTABLE PEDESTRIAN CHANNELIZING BARRICADES AND "SIDEWALK CLOSED" SIGNS PER STDS. 701801 & 701901. AT NO TIME SHALL THE SIDEWALK ON THE NORTH AND SOUTH SIDE OF BRIDGE BE CLOSED CONCURRENTLY. PEDESTRIANS SHALL BE DETOURED TO JERSEY AVE AND LINCOLN AVE PER STD. 701801 BY PLACING "SIDEWALK CLOSED USE OTHER SIDE" SIGNAGE WHERE APPLICABLE.

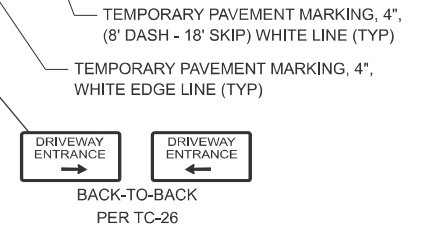
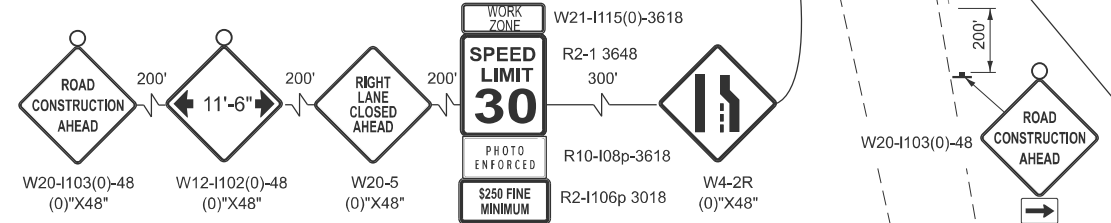
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MATCHLINE STA. 117+00.00



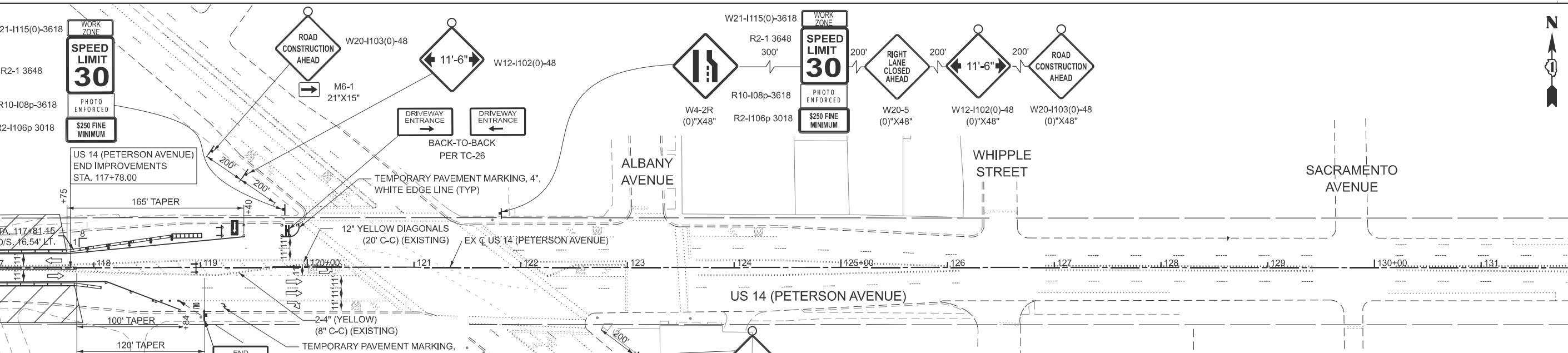
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- DRUMS OR BARRICADE TY. II, (50' C-C ON TANGENTS, 25' C-C ON TAPERS & CURVES, AND 10' C-C ON RADII)
- TEMPORARY TRAFFIC ADVISORY SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TEMPORARY IMPACT ATTENUATORS FULLY-REDIRECTIVE NARROW, TEST LEVEL 2
- WORK ZONE
- BARRICADE TYPE III W/ FLASHING LIGHTS
- DIRECTION INDICATOR BARRICADE (25' C-C)



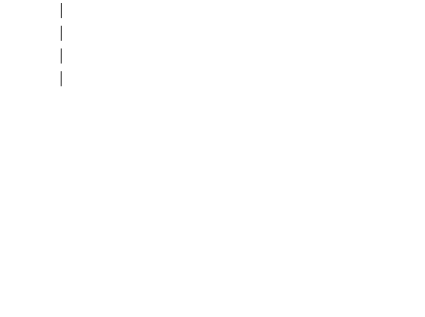
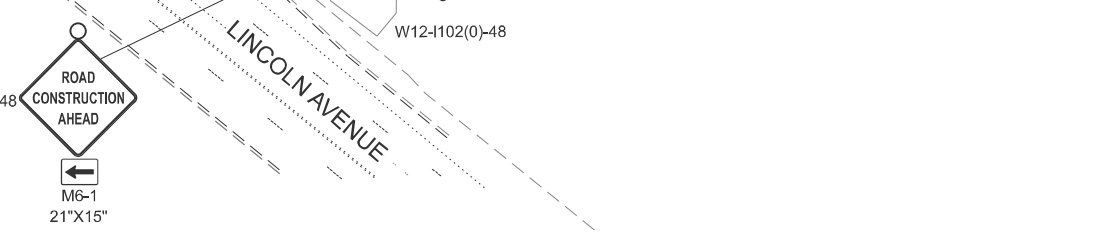
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MATCHLINE STA. 132+00.00



LEGEND

- DRUMS OR BARRICADE TY. II, (50' C-C ON TANGENTS, 25' C-C ON TAPERS & CURVES, AND 10' C-C ON RADII)
- TEMPORARY TRAFFIC ADVISORY SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TEMPORARY IMPACT ATTENUATORS FULLY-REDIRECTIVE NARROW, TEST LEVEL 2
- WORK ZONE
- BARRICADE TYPE III W/ FLASHING LIGHTS
- DIRECTION INDICATOR BARRICADE (25' C-C)



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	DRAWN - JPR	REVISED -
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PLOT DATE = 11/25/2025	DATE - 12/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

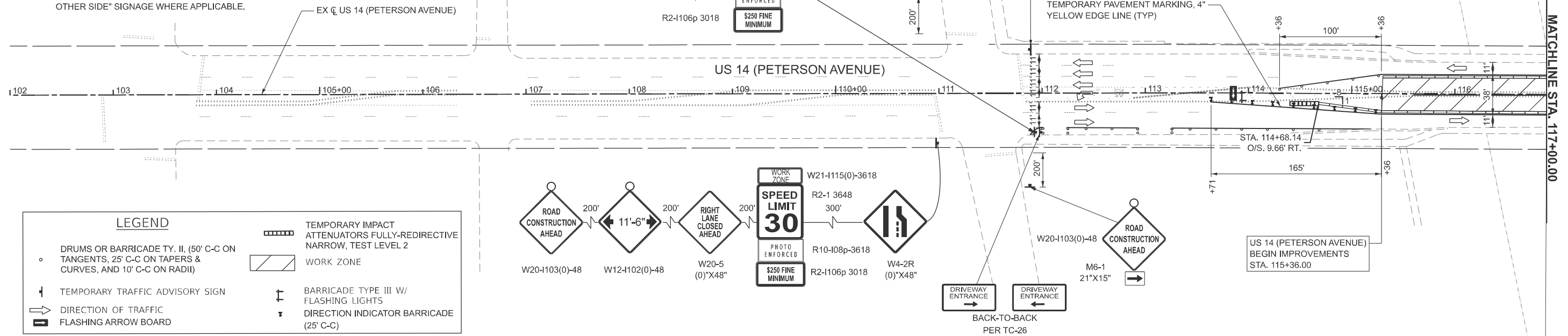
**MAINTENANCE OF TRAFFIC PLANS - STAGE 1
US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS**

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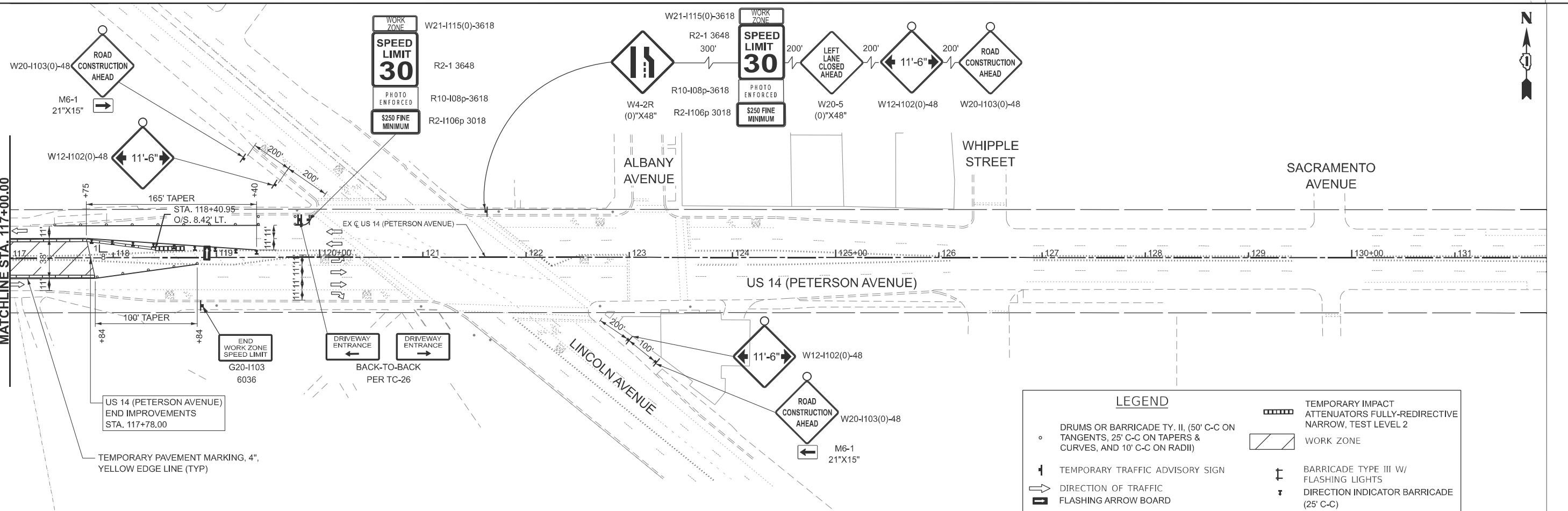
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	10
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

NOTE:

WHEN DEEMED NECESSARY FOR WORK OPERATIONS THE CONTRACTOR SHALL CLOSE THE SIDEWALK ON THE NORTH AND SOUTH SIDE OF THE BRIDGE WITH DETECTABLE PEDESTRIAN CHANNELIZING BARRICADES AND "SIDEWALK CLOSED" SIGNS PER STDS. 701801 & 701901. AT NO TIME SHALL THE SIDEWALK ON THE NORTH AND SOUTH SIDE OF BRIDGE BE CLOSED CONCURRENTLY. PEDESTRIANS SHALL BE DETOURED TO JERSEY AVE AND LINCOLN AVE PER STD. 701801 BY PLACING "SIDEWALK CLOSED USE OTHER SIDE" SIGNAGE WHERE APPLICABLE.



LEGEND	
	DRUMS OR BARRICADE TY. II, (50' C-C ON TANGENTS, 25' C-C ON TAPERS & CURVES, AND 10' C-C ON RADII)
	TEMPORARY TRAFFIC ADVISORY SIGN
	DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD
	TEMPORARY IMPACT ATTENUATORS FULLY-REDIRECTIVE NARROW, TEST LEVEL 2
	WORK ZONE
	BARRICADE TYPE III W/ FLASHING LIGHTS
	DIRECTION INDICATOR BARRICADE (25' C-C)



LEGEND	
	DRUMS OR BARRICADE TY. II, (50' C-C ON TANGENTS, 25' C-C ON TAPERS & CURVES, AND 10' C-C ON RADII)
	TEMPORARY TRAFFIC ADVISORY SIGN
	DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD
	TEMPORARY IMPACT ATTENUATORS FULLY-REDIRECTIVE NARROW, TEST LEVEL 2
	WORK ZONE
	BARRICADE TYPE III W/ FLASHING LIGHTS
	DIRECTION INDICATOR BARRICADE (25' C-C)

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	CHECKED - GJE	REVISED -
PLOT DATE = 10/13/2025	DATE - 12/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLANS - STAGE 2
US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 102+00.00 TO STA. 132+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	11
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

Existing Structure: S.N. 016-0367 was built in 1934 as S.B.I Route 60, Section 60B&C-NRM, as a three span structure with simply supported steel beams on reinforced concrete abutments and piers. In 1987 as F.A.P. Route 525, Section 60B-1-R(81), the concrete bridge deck was removed and replaced, selected beams were removed and replaced, and other various repairs were performed.

Traffic to be maintained utilizing stage construction.

No salvage.

Scope of Work

1. Install Protective Shield
2. Scarify 3/4" from the bridge deck and 3/8" Concrete Pavement Scarification (Approach Slab)
3. Full and partial depth repairs to bridge deck and approach slabs
4. Apply 2 1/2" Bridge Deck Latex Concrete Overlay on bridge deck
5. HMA overlay of approach slabs
6. Diamond Grinding 1/4"
7. Bridge Deck Grooving (Longitudinal)
8. Reseal relief joints (after grinding)
9. Concrete Repair of South Parapet
10. Apply Protective Coat to the top and inside faces of parapets, top and inside faces of sidewalks, and top of Latex Overlay
11. Substructure repairs
12. Graffiti Removal of Pier 1 & 2, East & West Abutment

INDEX OF SHEETS

1. General Plan and Elevation
2. Typical Cross Sections
3. Bridge Deck & Approach Slabs Overlay & Repairs
4. Parapet Repair Details
5. Pier Expansion Joint Repairs
6. Pier Expansion Joint Details
7. Pier and Abutment Repairs and Details
- 8-9. Preformed Joint Strip Seal - Sidewalk
10. Bar Splicer Assembly and Mechanical Splicer Details

For Existing Bridge Plans, see Sheets EX-1 thru EX-25 immediately following Sheet 10 of 10

LOADING HS20-44

No future wearing surface allowed.

DESIGN SPECIFICATIONS

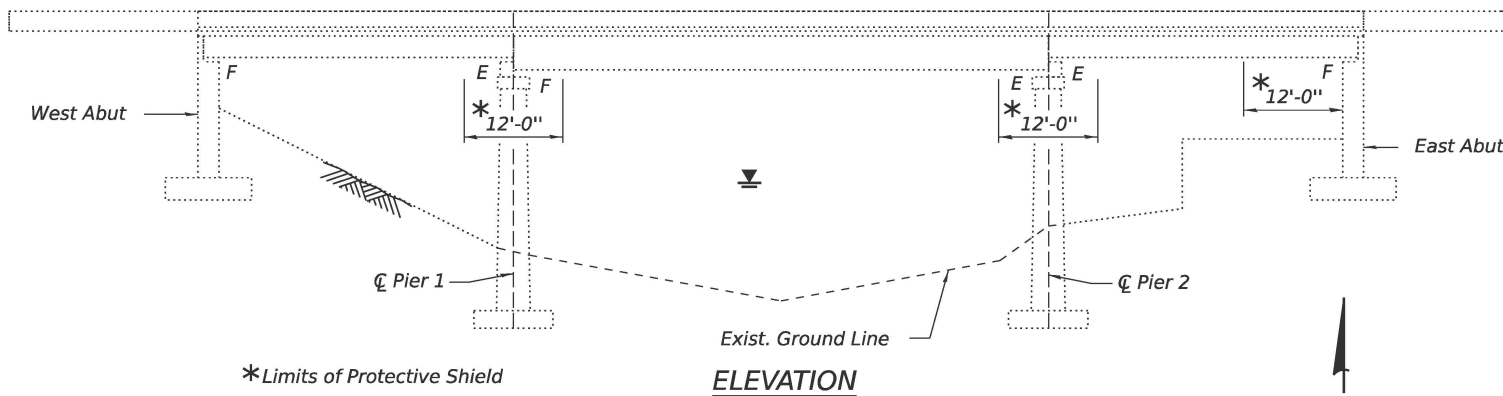
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS
 f'c = 4,000 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)
EXISTING UNITS
 f'c = 3,500 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)

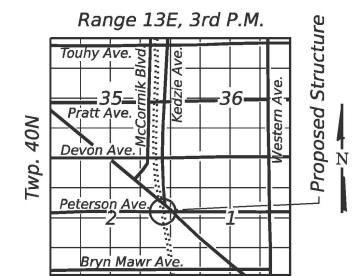
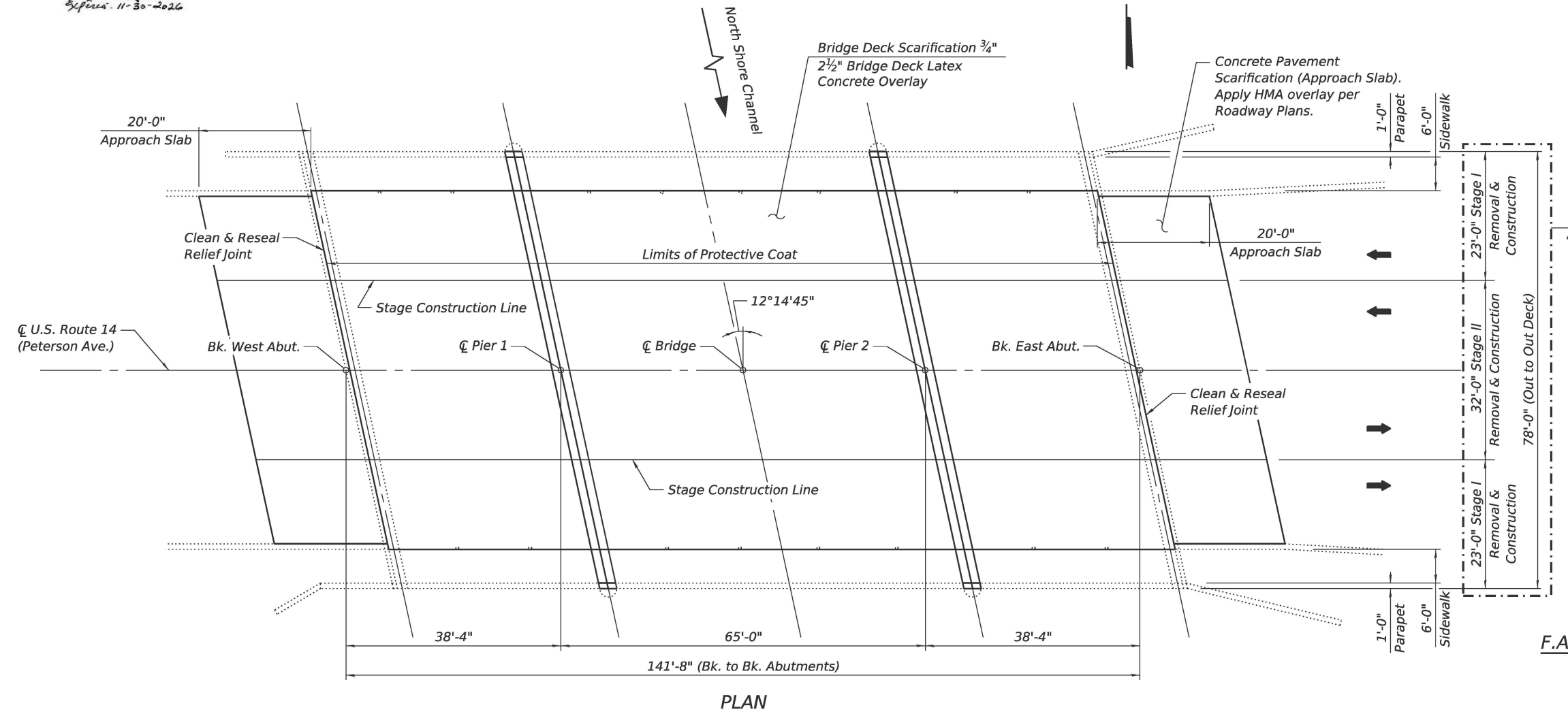
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	10.1
Protective Shield	Sq Yd	312
Concrete Superstructure	Cu Yd	10.1
Protective Coat	Sq Yd	1,308
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	152
Reinforcement Bars, Epoxy Coated	Pound	1,440
Epoxy Crack Injection	Foot	1
Approach Slab Repair (Full Depth)	Sq Yd	9
Approach Slab Repair (Partial Depth)	Sq Yd	1
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq Yd	1,008
Bridge Deck Scarification 3/4"	Sq Yd	1,008
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	20
Concrete Pavement Scarification (Approach Slab)	Sq Yd	285
Diamond Grinding (Bridge Section)	Sq Yd	1,008
Graffiti Removal	Sq Yd	271
Clean & Reseal Relief Joint	Foot	312
Bridge Deck Grooving (Longitudinal)	Sq Yd	976



NOTE:

Up to 1/4 inch to be ground off the bridge deck and the bridge approach slabs using diamond grinding.



LOCATION SKETCH

GENERAL PLAN & ELEVATION
US14 OVER NORTH SHORE CHANNEL
F.A.P. ROUTE 341 - SEC. (60B&C-NRM) BDR, BJR 25
COOK COUNTY
STATION 115+86.17
STRUCTURE NO. 016-0367

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

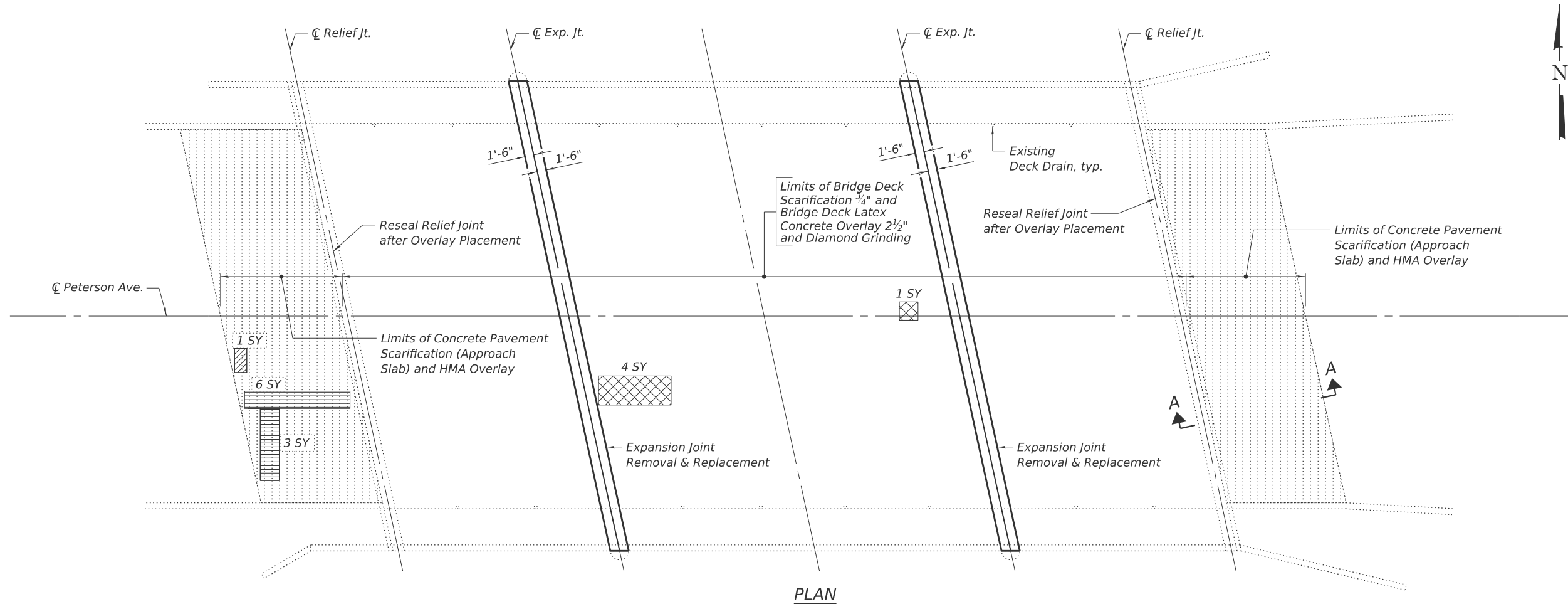
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-0367
 SHEET 1 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	12
CONTRACT NO. 62Y30				

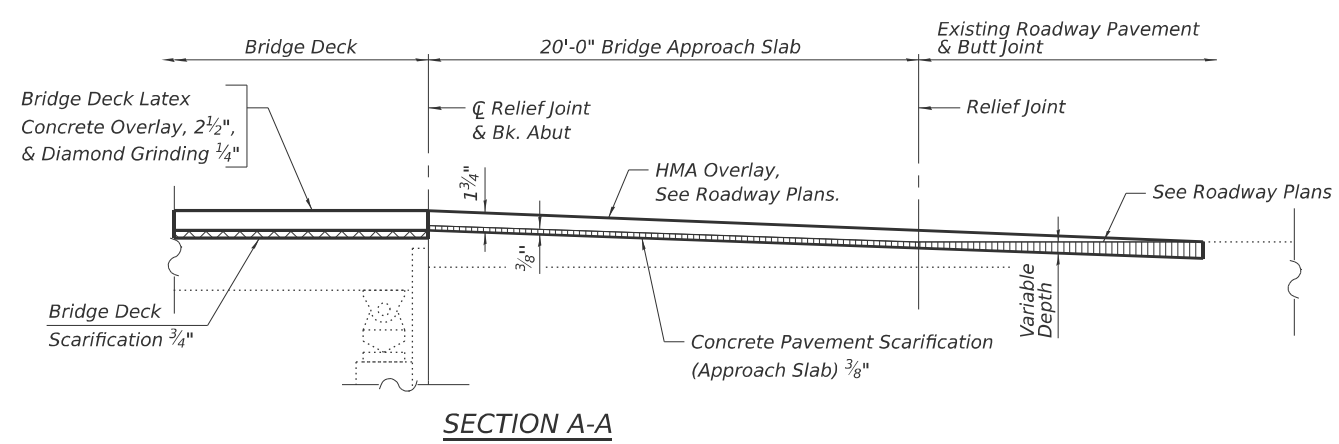
ILLINOIS FED. AID PROJECT

GENERAL NOTES:

1. Areas of deck slab and approach slab repairs are estimated based on the District survey and are for information only. Actual type, location, and dimensions are to be determined by the Engineer during construction and documented on as-built plans.
2. Deck Slab Repair (Partial) shown for information only. Cost included with Bridge Deck Scarification.
3. Construction of Deck Slab Repair (Full Depth) shall be performed in sequence I and II in each stage. Sequence II removal areas shall not be started until new concrete in sequence I removal areas has reached a minimum of 650 psi modulus of rupture.
4. Bridge Deck Grooving (Longitudinal) on traffic lanes only.
5. Scarify approach slabs prior to Approach Slab Repair.
6. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
7. Plan dimensions and details relative to existing structure have been taken from existing plans 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 based at the unit price bid for the work.
8. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.
9. Protective coat shall be applied to all new concrete superstructure and all new concrete overlays as specified in Article 503.19 of Standard Specifications.
10. Reinforcement bars designated (E) shall be epoxy coated.
11. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



PLAN



SECTION A-A

LEGEND

- Approach Slab Repair (Partial Depth)
- Approach Slab Repair (Full Depth, Type II)
- Deck Slab Repair (Partial Depth) (For Information Only)
- Concrete Pavement Scarification (Approach Slab)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Grooving (Longitudinal)	Sq Yd	976
Protective Coat	Sq Yd	1308
Approach Slab Repair (Full Depth)	Sq Yd	9
Approach Slab Repair (Partial Depth)	Sq Yd	1
Clean & Reseal Relief Joint	Foot	312
Concrete Pavement Scarification (Approach Slab)	Sq Yd	285
Diamond Grinding (Bridge Section)	Sq Yd	1,008

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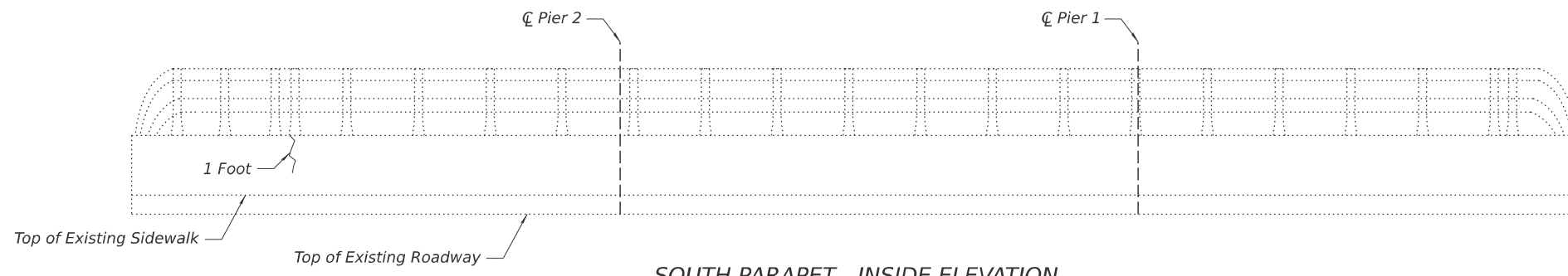
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

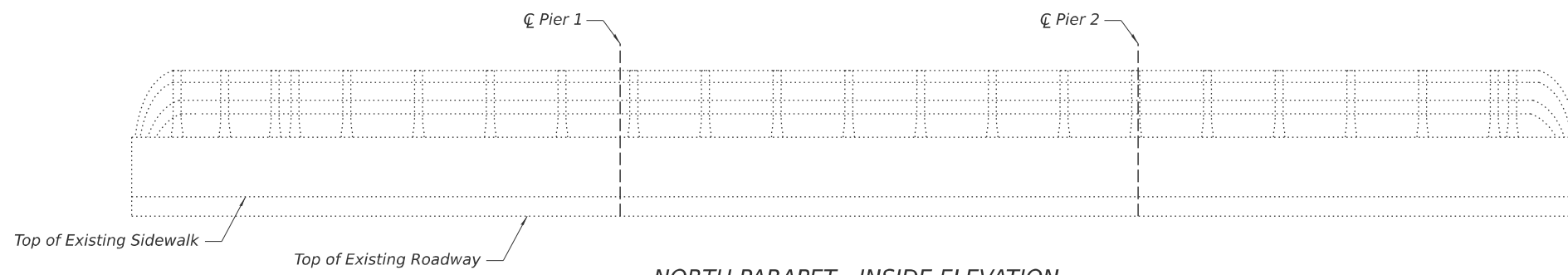
BRIDGE DECK & APPROACH SLABS OVERLAY & REPAIRS
 STRUCTURE NO. 016-0367

SHEET 3 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	14
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				



SOUTH PARAPET - INSIDE ELEVATION



NORTH PARAPET - INSIDE ELEVATION

LEGEND

~ Epoxy Crack Injection

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Epoxy Crack Injection	Foot	1

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET REPAIR DETAILS
STRUCTURE NO. 016-0367**

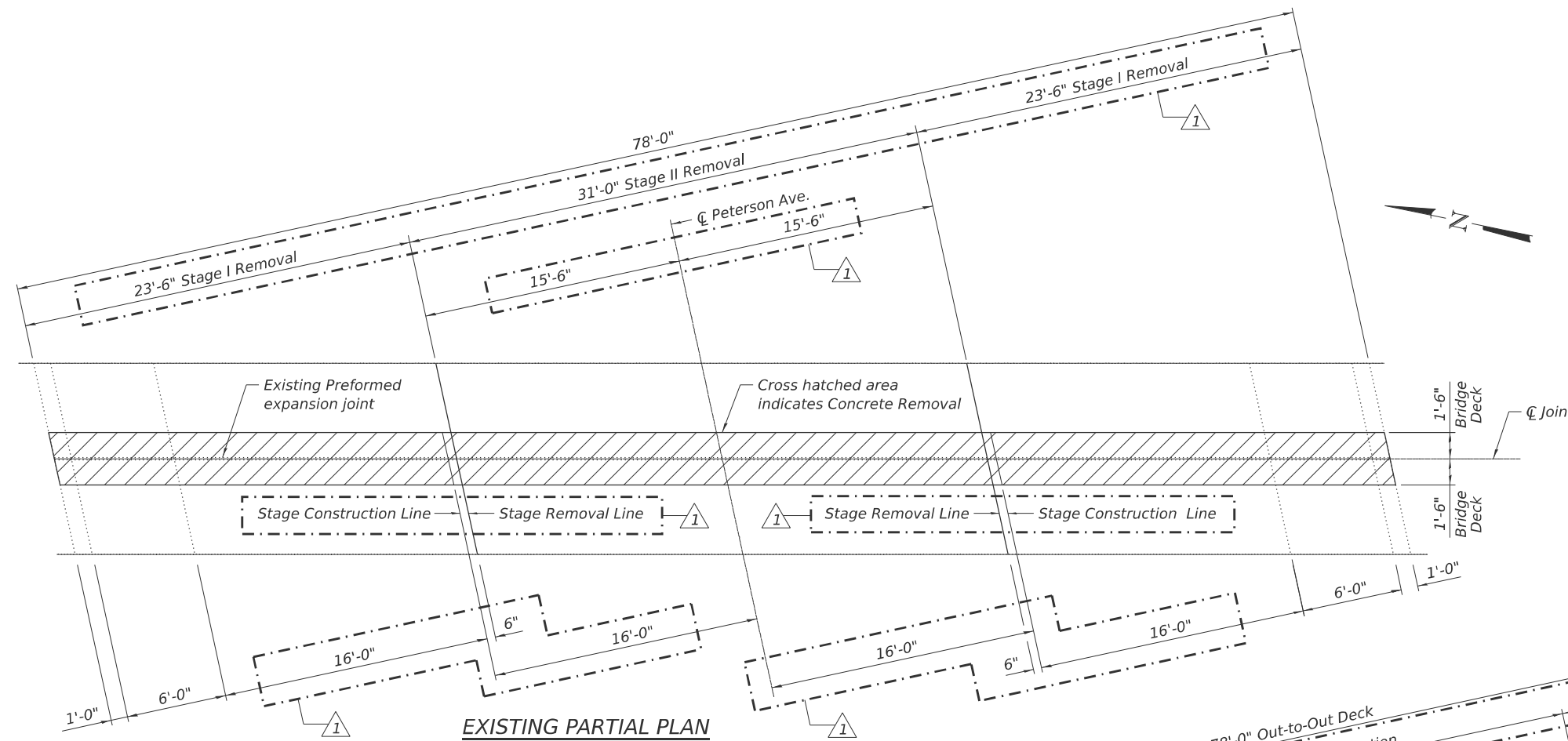
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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

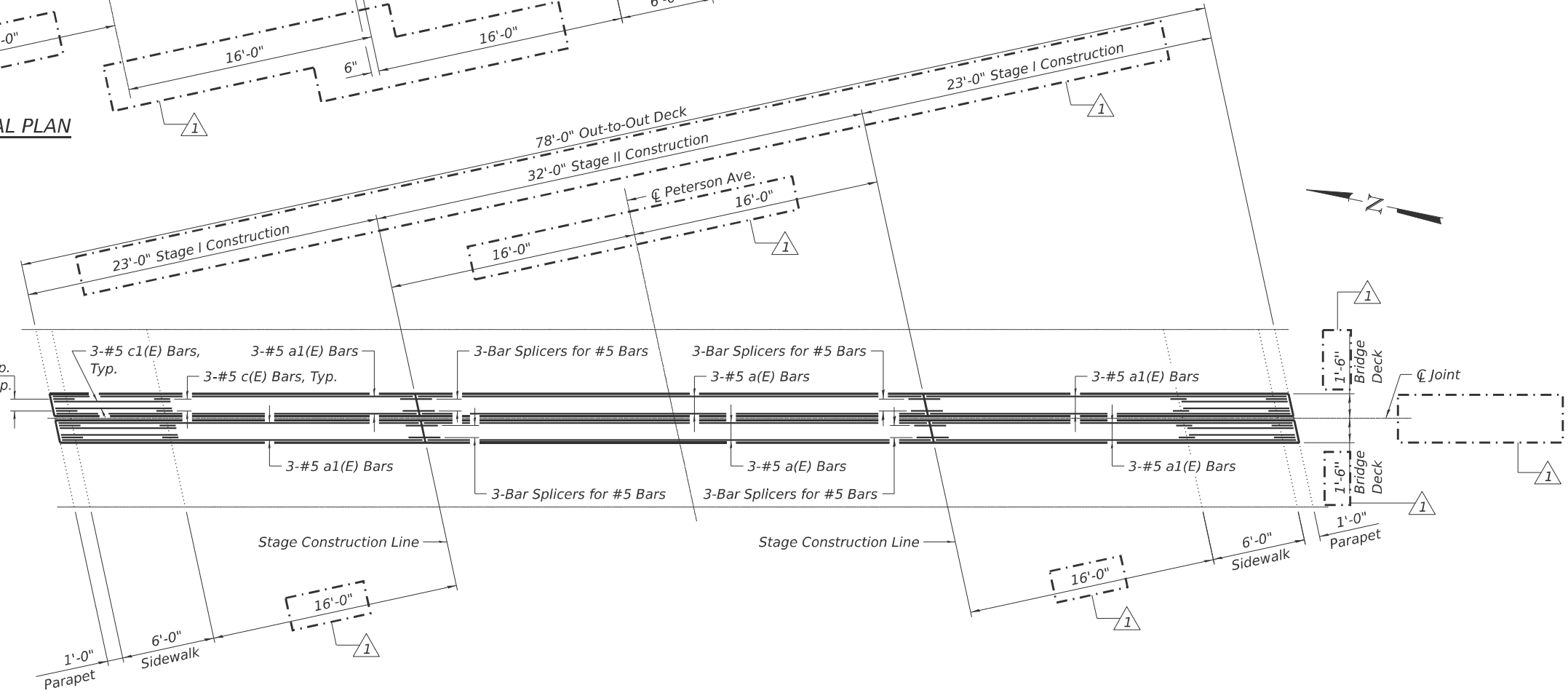
**TWO JOINTS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	12	#5	32'-4"	—
a1(E)	24	#5	23'-2"	—
c(E)	24	#5	2'-3"	—
c1(E)	24	#5	6'-8"	—
d(E)	24	#4	3'-3"	L
d1(E)	24	#6	3'-7"	L
d2(E)	24	#4	2'-1"	□
Structure Removal			Cu. Yd.	10.1
Concrete Superstructure			Cu. Yd.	10.1
Reinforcement Bars, Epoxy Coated			Pound	1440

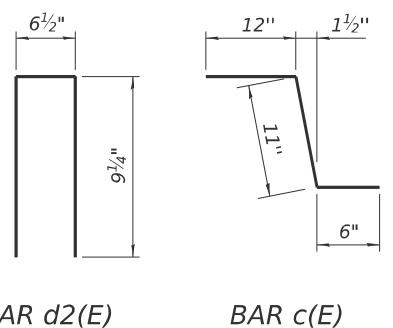
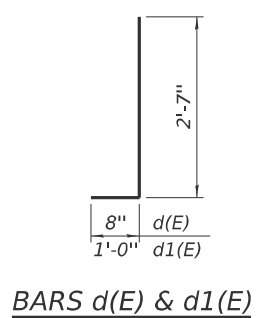
Notes:
I.F. denotes Inside Face.
O.F. denotes Outside Face.



EXISTING PARTIAL PLAN



PROPOSED PARTIAL PLAN



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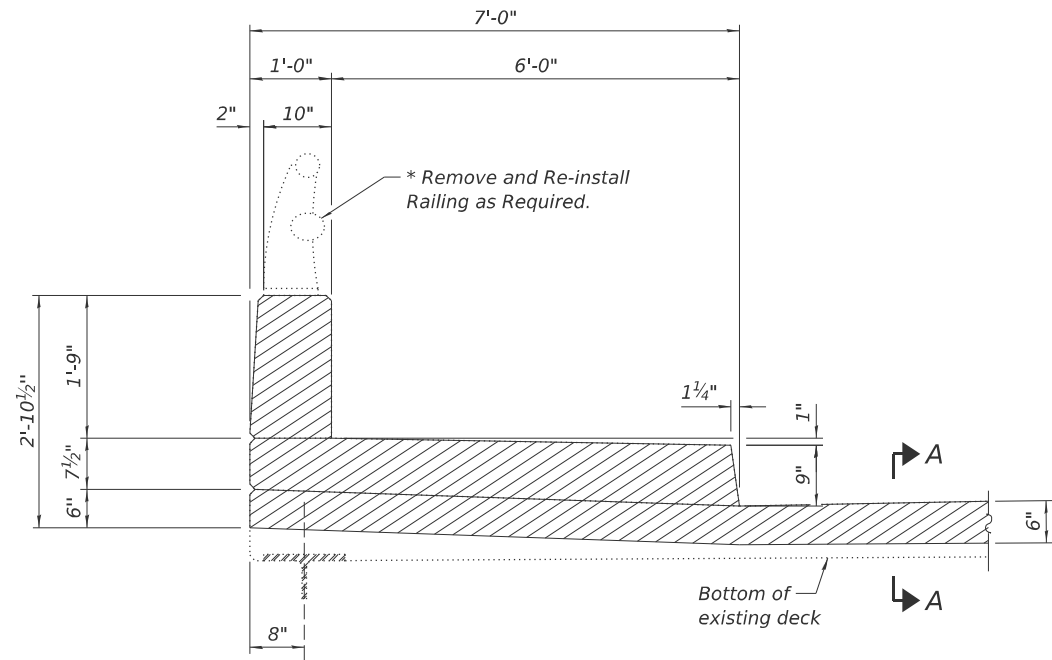
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER EXPANSION JOINT REPAIRS
STRUCTURE NO. 016-0367**

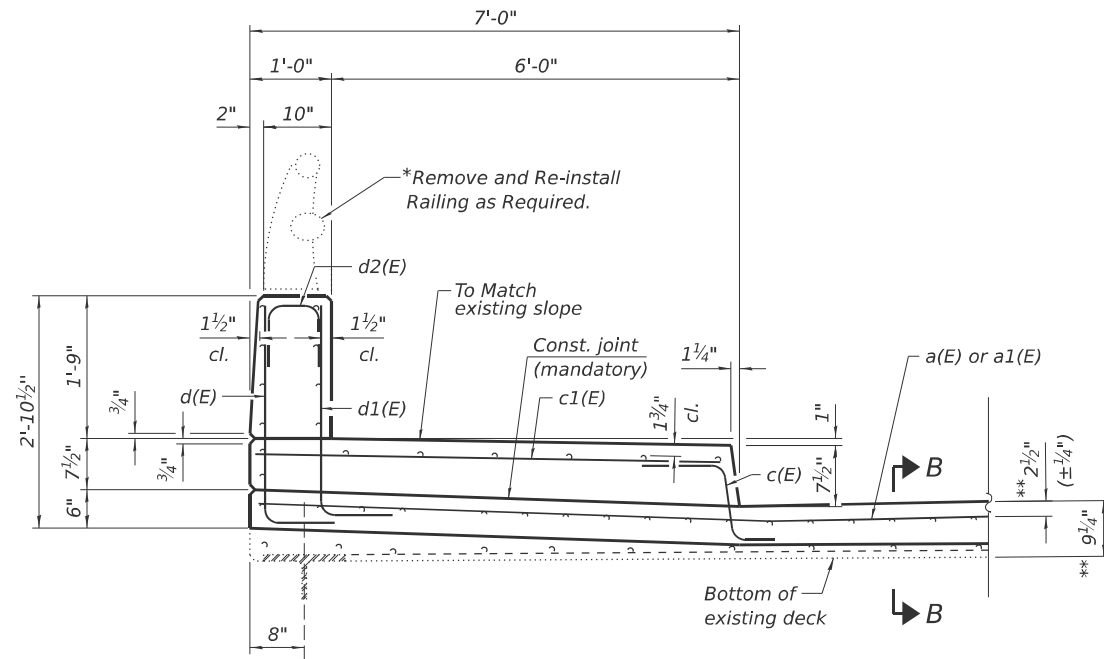
SHEET 5 OF 10 SHEETS

F.A.P. RTE. 341	SECTION (60B&C-NRM) BDR, BJR 25	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 16
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				



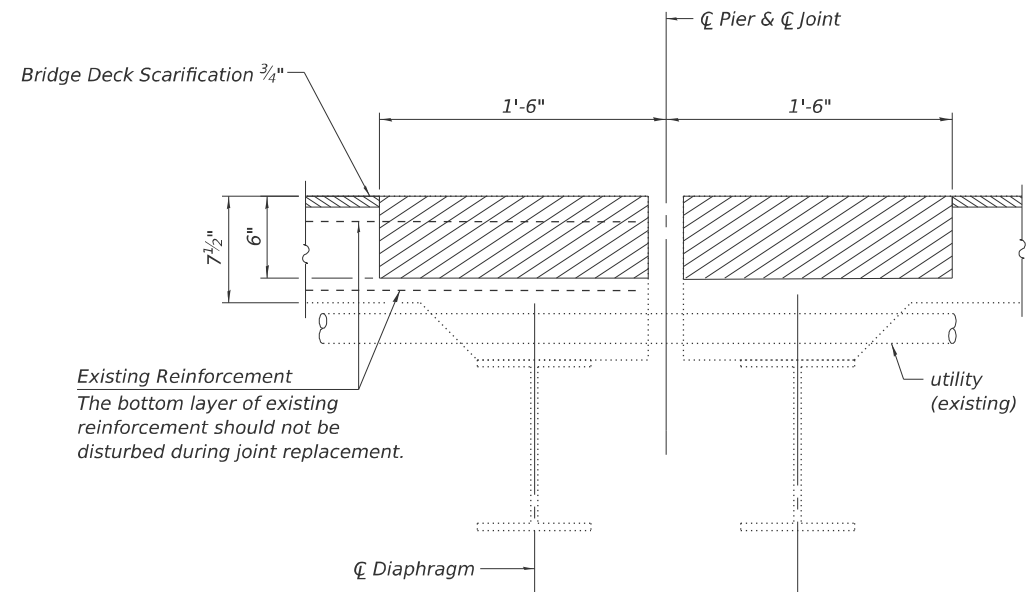
SECTION THRU SIDEWALK AND DECK REMOVAL

* Cost of Remove and Re-install Railing included with pay item "Preformed Joint Strip Seal".



SECTION THRU PROPOSED SIDEWALK AND DECK

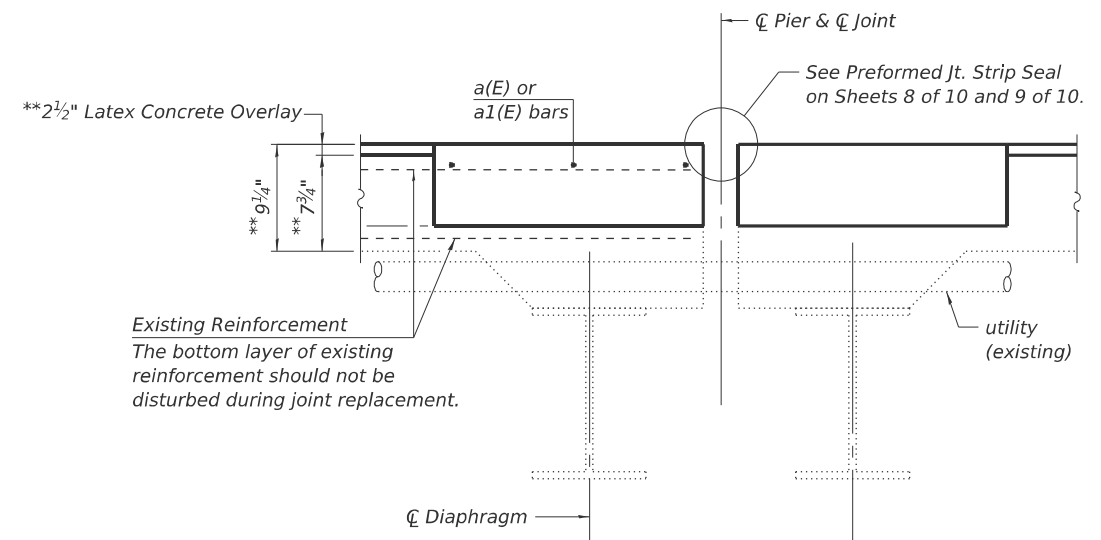
** Prior to 1/4" Grinding



SECTION A-A

LEGEND

- Concrete Removal
- Bridge Deck Scarification 3/4"



SECTION B-B

Notes:

- Existing reinforcement bars extending into the concrete removal area shall be cleaned straightened and incorporated into the new construction. Any reinforcement bars damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
- Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed in the deck only.
- Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.
- Provided dimension limits are intended to protect utilities attached below deck.

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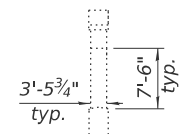
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER EXPANSION JOINT DETAILS
STRUCTURE NO. 016-0367**

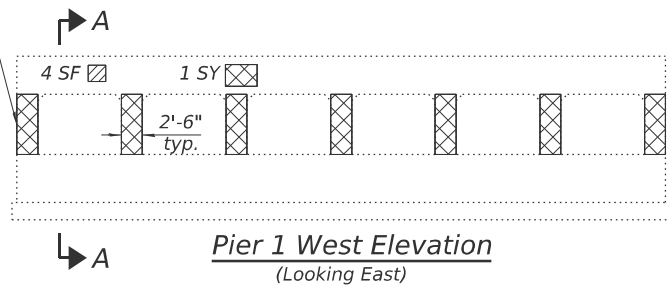
SHEET 6 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	17
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

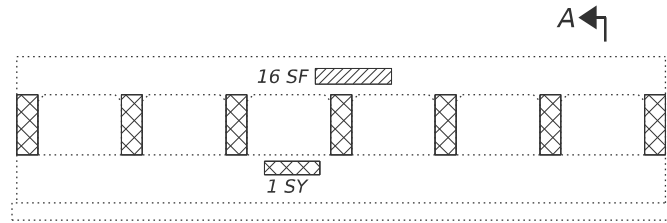
10 SY Graffiti Removal,
typ. for each column



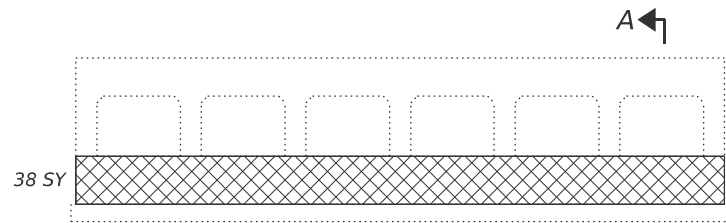
SECTION A-A



Pier 1 West Elevation
(Looking East)



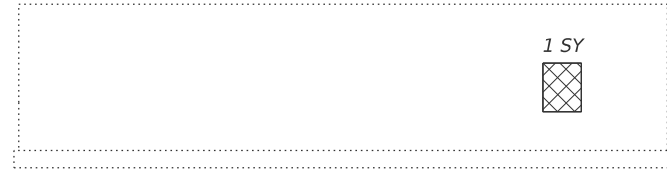
Pier 1 East Elevation
(Looking West)



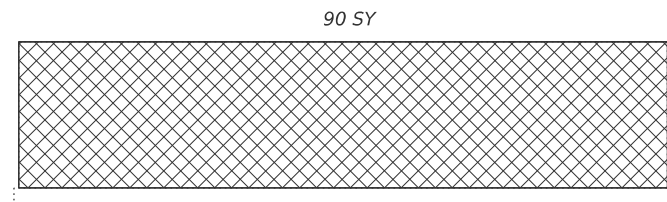
Pier 2 East Elevation
(Looking West)



Pier 2 West Elevation
(Looking East)



East Abutment Elevation
(Looking East)



West Abutment Elevation
(Looking West)

LEGEND

- Repair of Concrete Less than 5"
- Graffiti Removal

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Repair of Concrete Less than 5"	Sq Ft	20
Graffiti Removal	Sq Yd	271

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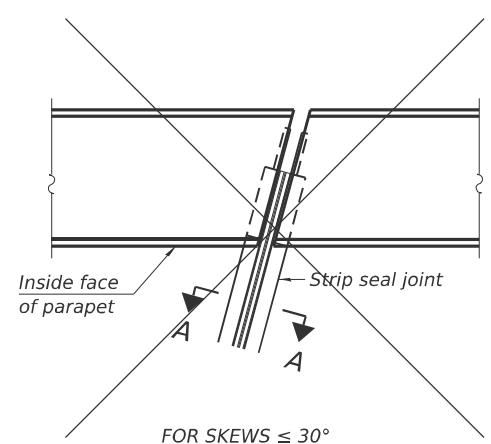
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIERS AND ABUTMENT REPAIRS AND DETAILS
STRUCTURE NO. 016-0367**

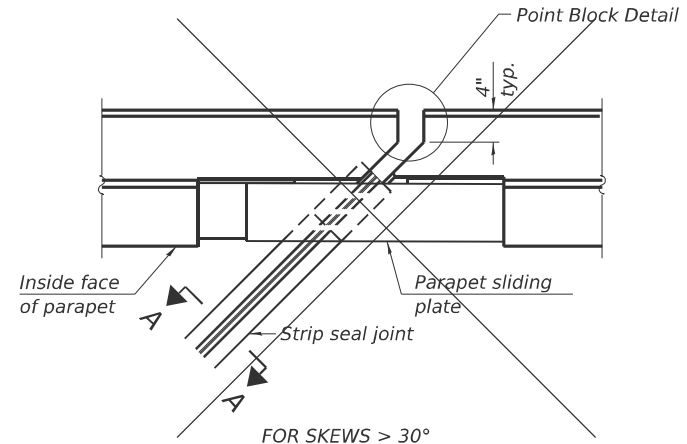
SHEET 7 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	18
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

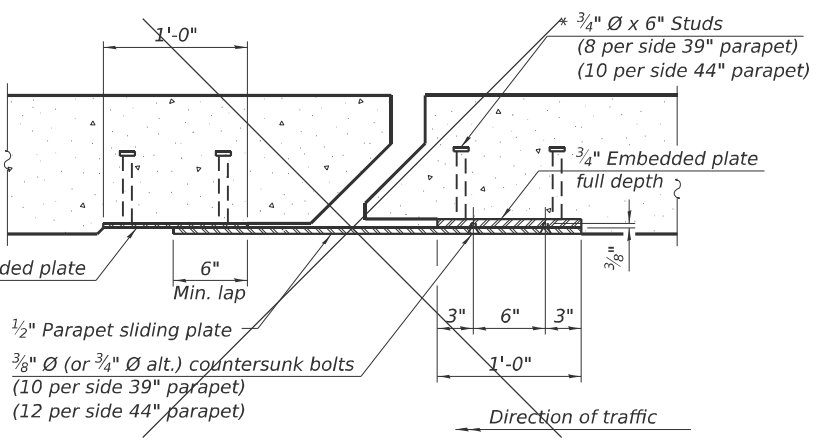


FOR SKEWS ≤ 30°

PLAN AT PARAPET



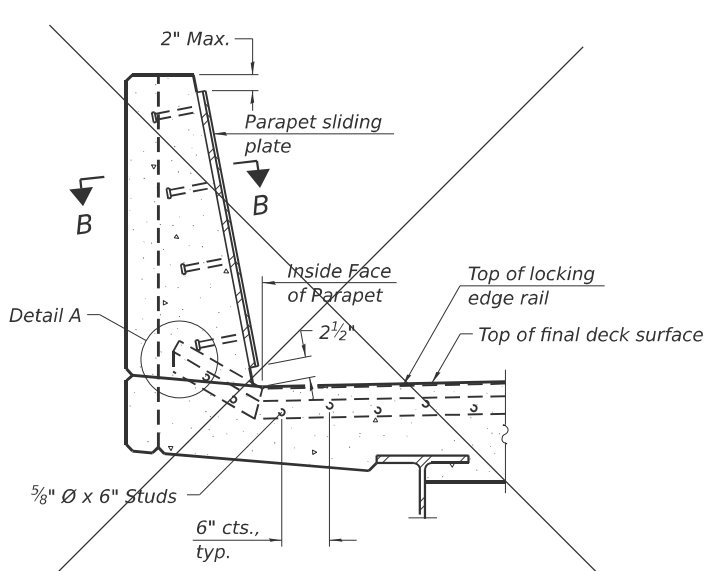
FOR SKEWS > 30°



SECTION B-B

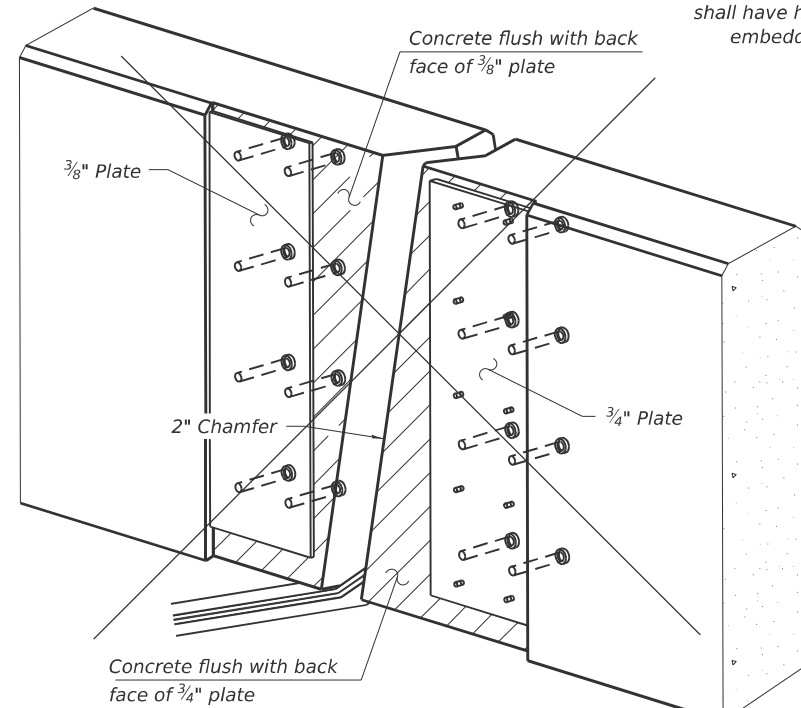
(3/4" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)

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 configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.
 Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



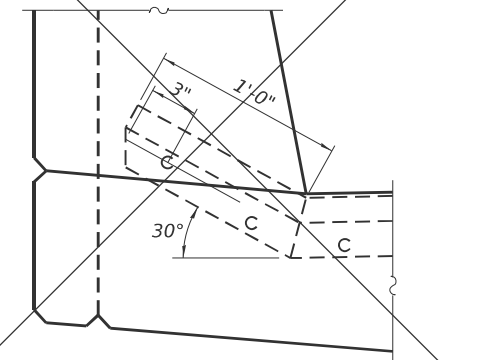
SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



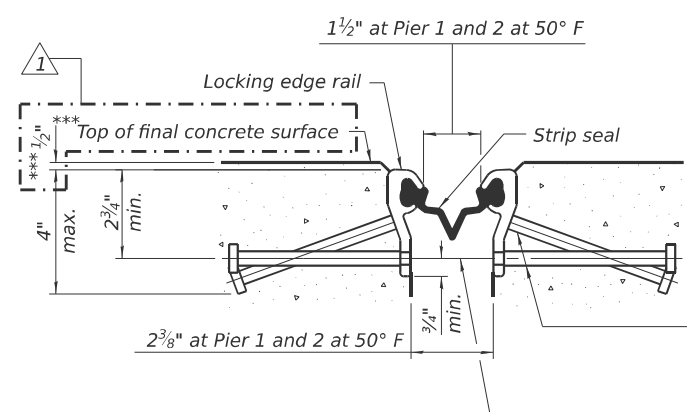
TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



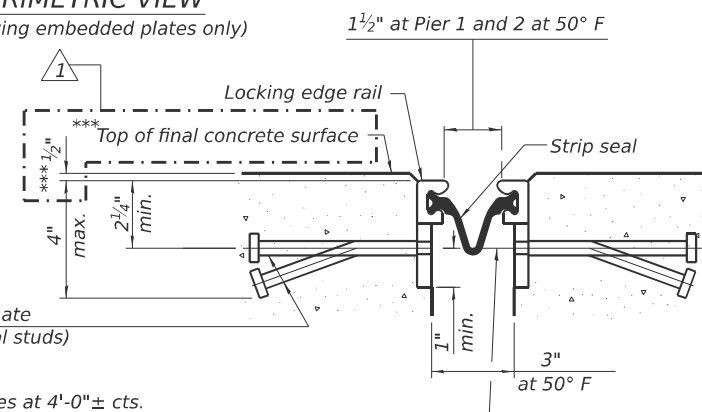
SHOWING ROLLED RAIL JOINT

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" Ø threaded rods in 7/16" Ø holes at 4'-0" ± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

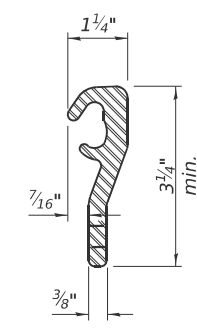
SECTION A-A

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

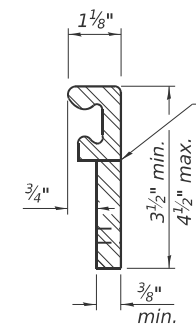


SHOWING WELDED RAIL JOINT

*** Prior to 1/4" grinding



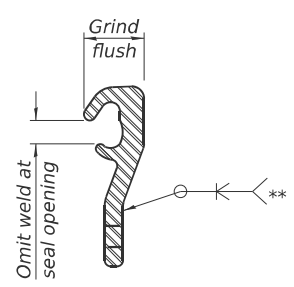
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	152

(Sheet 1 of 2)

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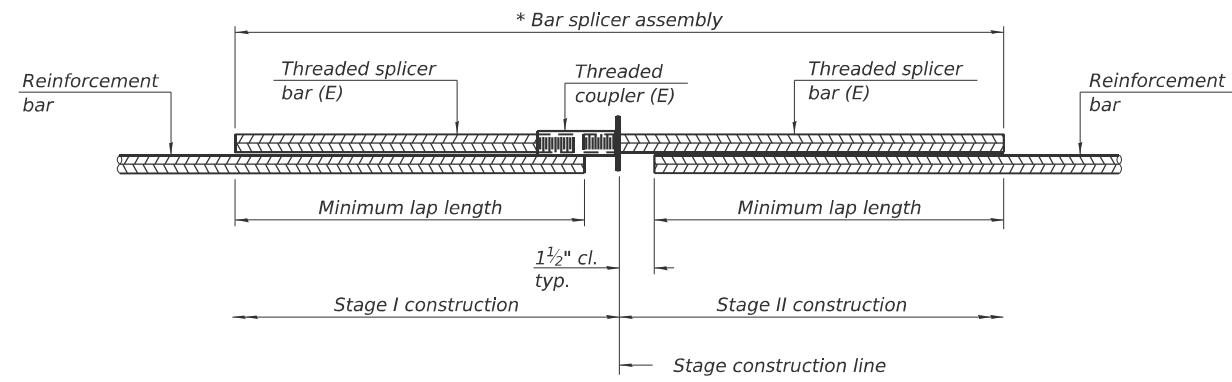
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PLOT DATE = 12/15/2025	DRAWN - MTW	
	CHECKED - PRD	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
 STRUCTURE NO. 016-0367

SHEET 8 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	19
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

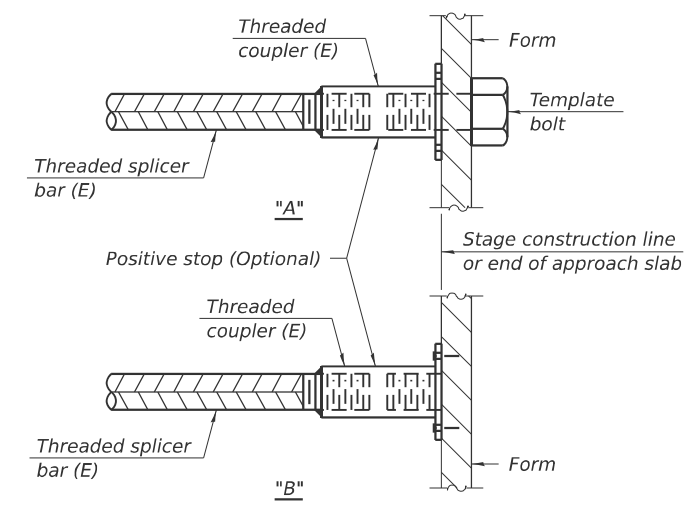


STANDARD BAR SPLICER ASSEMBLY PLAN
 Only bar splicer assemblies as presented on the approved QPL list may be used.

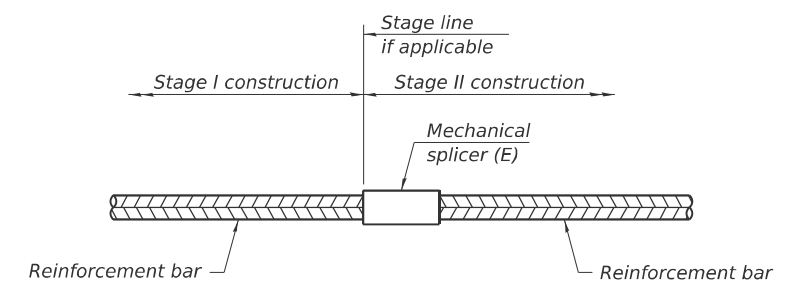
Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

Location	Bar size	No. assemblies required	Minimum lap length
Pier 1	#5	12	3'-5"
Pier 2	#5	12	3'-5"

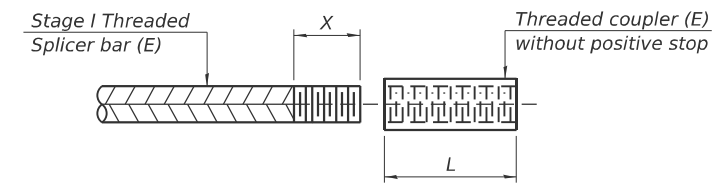


INSTALLATION AND SETTING METHODS
 "A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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.

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BSD-1

4-4-2025



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	CHECKED - PRD	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 016-0367**

SHEET 10 OF 10 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	21
CONTRACT NO. 62Y30				

ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

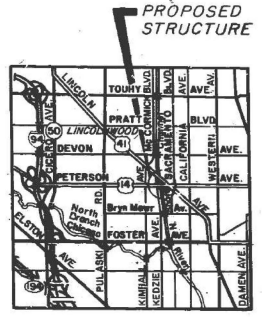
60(1,2&3)R5 & 60B-1-R(81)

WATERWAY INFORMATION									
Low Grade El. 595.40 At Sta. 120+00									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head-Ft.		Headwater Elev.		Prop.
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	50	4600	1283	1283	586.9	0	0	586.9	586.9
Base	100	5180	1404	1404	587.9	0	0	587.9	587.9
Overlapping									
Max. Cal.	500	6600		1695	590.3		0		590.3

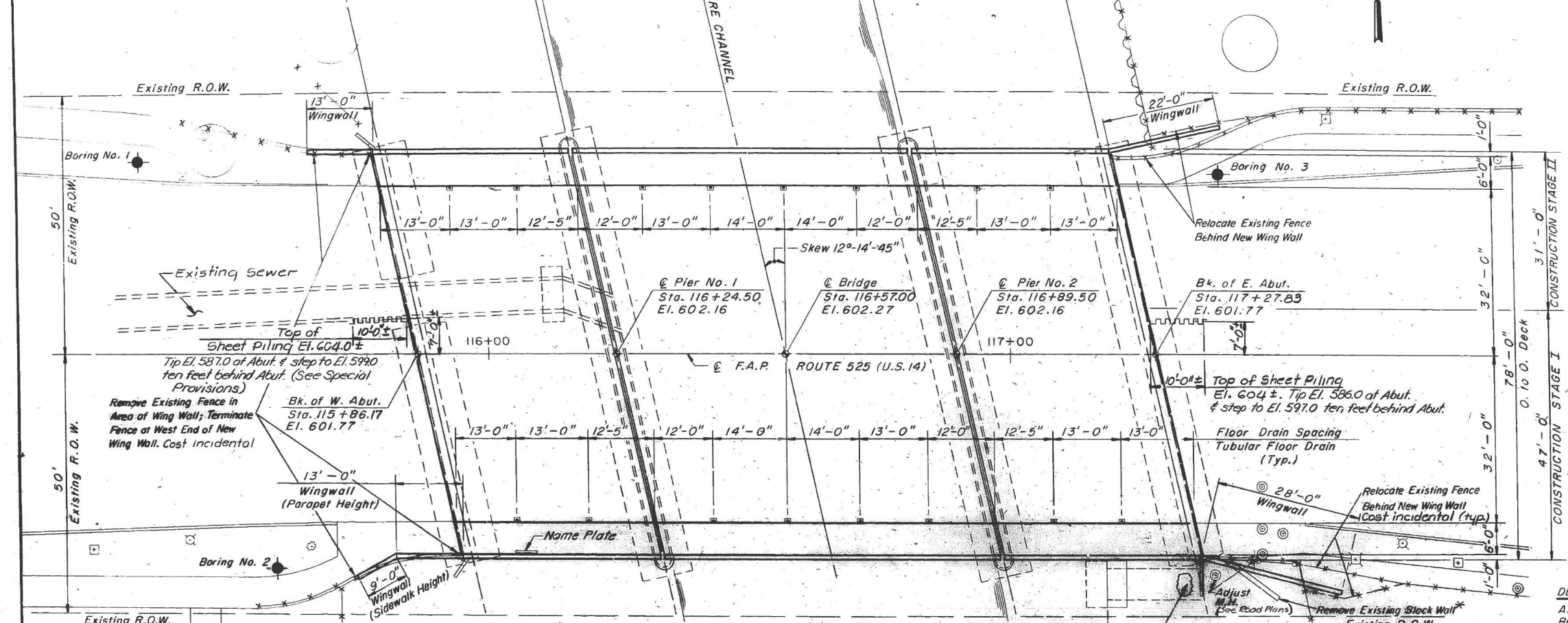
BENCH MARK:
 "On South End of 4'x9' Slab on Top of 60" Brick Sewer at S.E. Corner of Peterson Ave. Bridge El. 587.80

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	*	COOK	192	27

Sheet 1 of 26

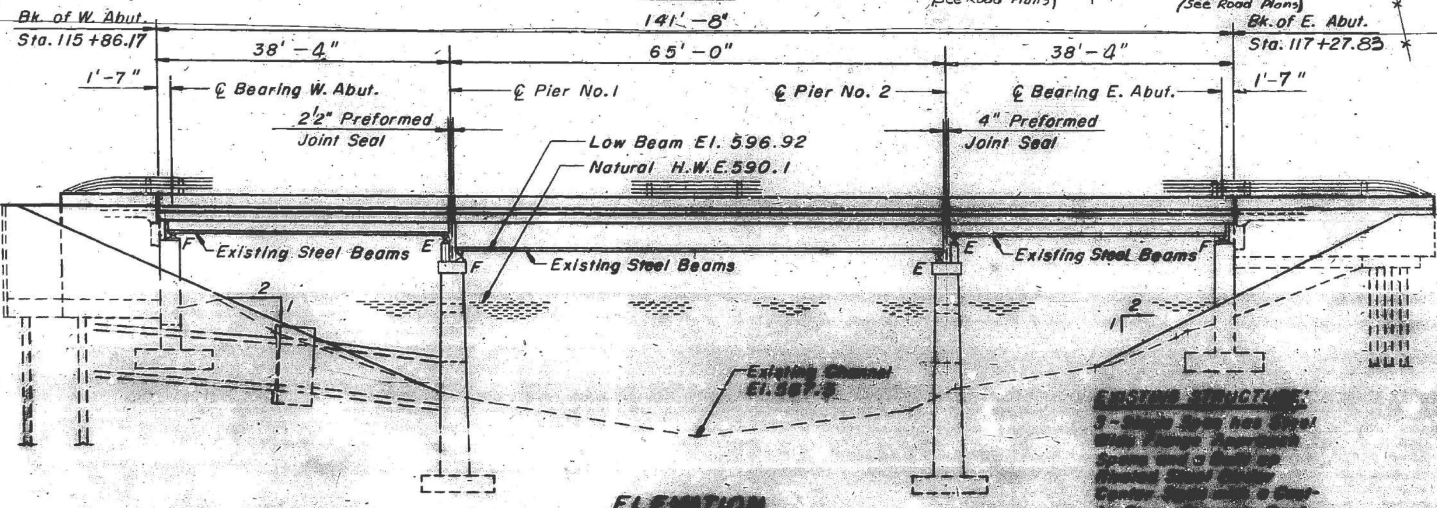


LOCATION SKETCH

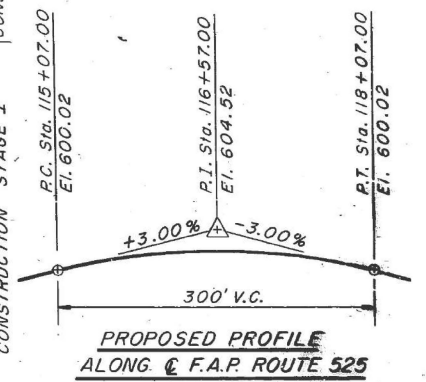


PLAN

- MAJOR WORK ITEMS:**
- 1- Remove and Replace Existing Bridge Deck, Sidewalks and Parapets.
 - 2- Remove and Replace Selected Beams.
 - 3- Modify and Repair Existing Abutments and Piers.
 - 4- Cleaning/painting existing metal bearings.
 - 5- Clean and paint existing structural steel.
 - 6- Repair slopes.
 - 7- Repair Approaches.



ELEVATION



PROPOSED PROFILE ALONG F.A.P. ROUTE 525

DESIGN CRITERIA:
 A.A.S.H.T.O. Standard Specifications for Highway Bridges 1977, Interim Specifications for 1978, 1979, 1980, 1981 and 1982.

DESIGN STRESS (CONCRETE):
 $f_y = 60,000$ (Bridge Superstructure & New Portions of Substructure)
 $f_c = 3,500$

DESIGN STRESSES (STRUCTURAL STEEL):
 $f_s = 27,000$ PSI, M223 (Grade 50) New
 $f_s = 20,000$ PSI, M183 Superstructure
 Design is based on Service Load Design Method
 $f_y = 33,000$ PSI (Assumed) Existing
 Allowable Service Load Stress = 18,000 PSI Superstructure

LOADING:
 HS20-44
 Future Surface Course = 25 PSF.

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 James T. Robinson
 Engineer of Bridges and Structures



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 PLAN & ELEVATION
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-1-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: 1466
 CHECKED BY: GUNTER

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 1 OF 25
 STRUCTURE NO. 016-0367
 SHEET EX 1 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	22

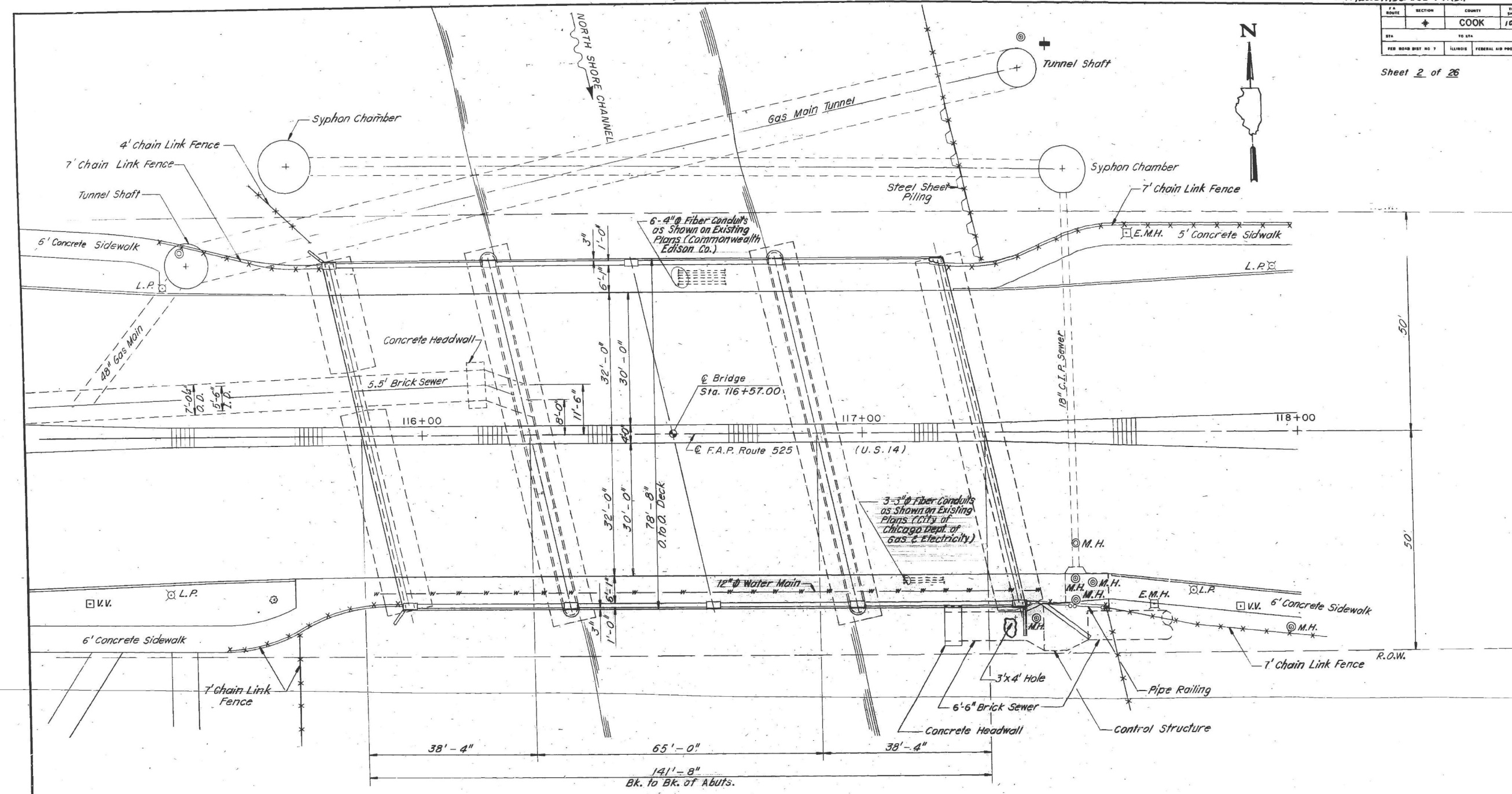
CONTRACT NO. 62Y30
 ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

60(1,2,3)RS& 60B-1-R(81)

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
+	+	COOK	102	28
FED. ROAD DIST. NO. 7 ILLINOIS FEDERAL AID PROJECT 525				

Sheet 2 of 26



PLAN

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 EXISTING SUPERSTRUCTURE PLAN
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-1-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: IMG
 DATE: 10-17-83
 CHECKED BY: GOS, TLR

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

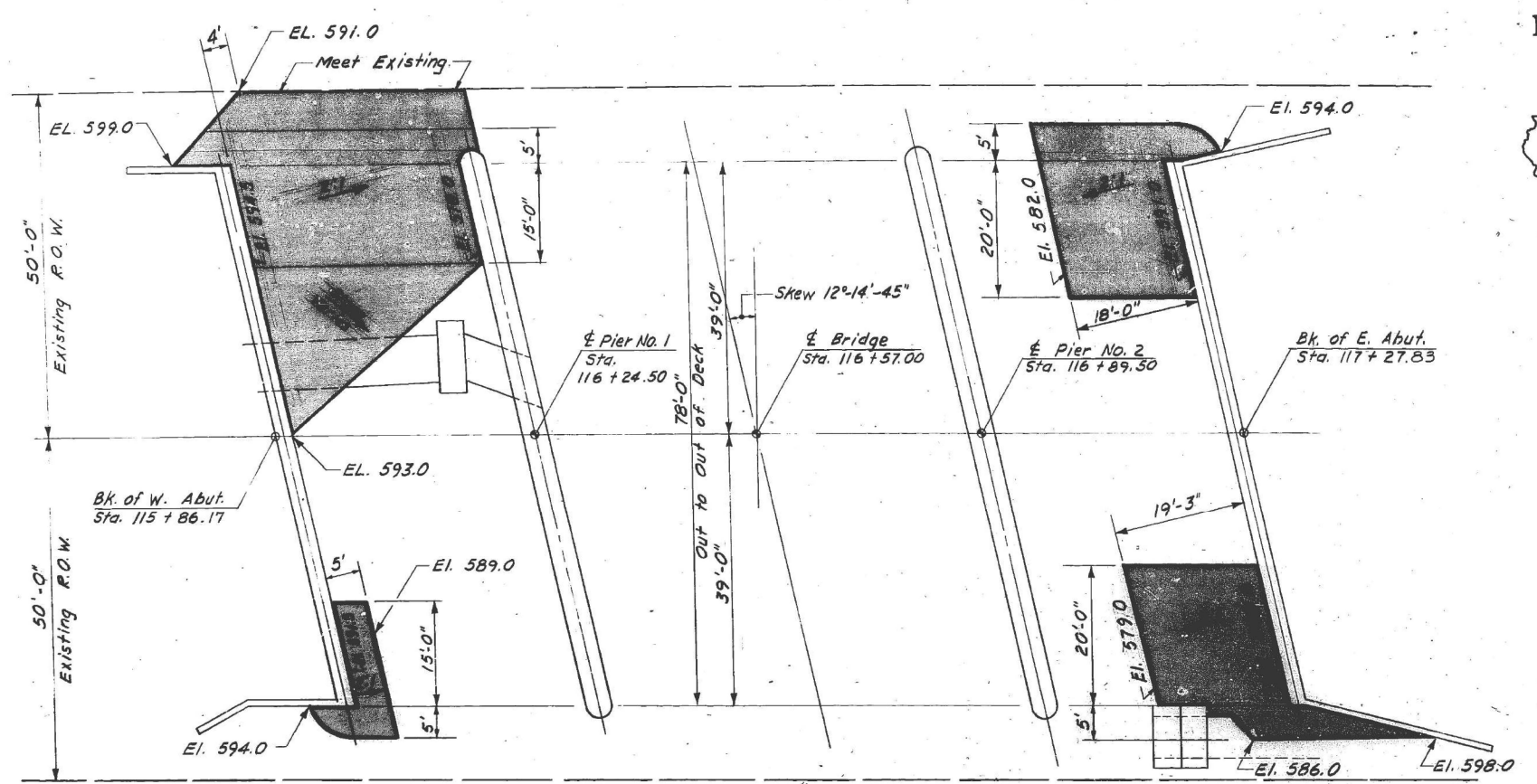
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 STRUCTURE NO. 016-0367
 SHEET EX 2 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	23
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

60B-1-R(81)				
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	COOK	102	29	
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT	525	

Sheet 3 of 26



PLAN
Showing Limits of Broken Concrete Riprap

STATION: 116 + 57
REBUILT 198 BY
STATE OF ILLINOIS
F.A.P. RT. 525 F.A. PROJ.
SECTION 60B-1-R(81)
LOADING HS 20
STR. NO. 016-0367

NAME PLATE
SEE STANDARD 2113

GENERAL NOTES

- SEE SPECIAL PROVISIONS FOR SOIL BORING DATA.
- FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8"Ø, OPEN HOLES 15/16"Ø, UNLESS OTHERWISE NOTED.
- THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL EXCEPT WHERE OTHERWISE NOTED.
- ALL CONTACT SURFACES OF JOINTS FOR THE DIAPHRAGMS AND CROSS FRAMES SHALL BE FREE OF PAINT OR LACQUER.
- FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDELS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.
- ANCHOR BOLTS FOR NEW WIDE FLANGE BEAMS SHALL BE SET BEFORE BOLTING DIAPHRAGMS OVER SUPPORTS.
- THE NEW MAIN LONG CARRYING WIDE FLANGE BEAMS SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53 GRADE 60.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD 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 THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4,000 LBS., AND 3/4"Ø x 12" HOOKED BOLTS.
- THE CONTRACTOR SHALL DRIVE ONE TEST PILE IN A PERMANENT LOCATION AT THE WEST ABUTMENT AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.
- ALL EXISTING STRUCTURAL STEEL TO BE CLEANED 10 FEET EITHER SIDE OF DECK JOINTS BY METHOD I; REMAINDER OF EXISTING STRUCTURAL STEEL TO BE CLEANED BY METHOD II. PAINTING SHALL BE WITH THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM. METHOD I CLEANED AREAS SHALL RECEIVE A FULL APPLICATION AND METHOD II CLEANED AREAS A SPOT APPLICATION OF THE BULL ORANGE PRIMER. ALL STEEL SHALL BE GIVEN A FULL APPLICATION OF THE WOOD-BRIST FIELD COAT AND THE INTERSTATE GREEN FINAL FIELD COAT.
- DRAINS SHALL BE LOCATED CLEAR OF ALL DIAPHRAGMS.
- EXISTING NAME PLATE SHALL BE CLEANED AND REMOVED AND REQUINTED BESIDE NEW NAME PLATE. COST INCIDENTAL.
- CALCULATED WEIGHTS OF NEW STRUCTURAL STEEL:
M 223 : 71,988 LBS. (NEW STEEL BEAMS)
M 183 : 33,985 LBS. (NEW STRUCTURAL DIAPHRAGMS, BEARINGS, ETC.)

TOTAL BILL OF MATERIALS				
ITEM	UNIT	SUB-STRUCTURE	SUPER-STRUCTURE	TOTAL
#REMOVAL OF EXISTING CONCRETE DECK	L.S.		1	1
STRUCTURE EXCAVATION	CU.YD.	105	-	105
CREOSOTED PILES 20.1' to 38'	LIN.FT.	338	-	338
TEST PILES (TIMBER)	EA.	1	-	1
CLASS X CONCRETE	CU.YD.	111.0	323.0	434.0
REINFORCEMENT BARS	LB.	11,860	-	11860
REINFORCEMENT BARS (EPOXY COATED)	LB.	-	71,510	71,510
EXPANSION BOLTS (3/4"Ø)	EA.	403	-	403
PROTECTIVE COAT	SQ.YD.	-	1,326	1,326
FURNISHING AND ERECTING STRUCTURAL STEEL	L.S.	-	1	1
STRUCTURAL STEEL REPAIRS	LBS.	-	3,430	3,430
CLEANING & PAINTING STEEL BRIDGE	L.S.	-	1	1
PREFORMED JOINT SEAL (2 1/2")	LIN.FT.	-	81	81
PREFORMED JOINT SEAL (4")	LIN.FT.	-	81	81
WAVE PLATES	EA.	-	1	1
BROKEN CONCRETE RIPRAP	SQ.YD.	300	-	300
FLOOR DRAINS	EA.	-	16	16
ALUMINUM RAILING, TYPE L	LIN.FT.	-	355	355
Repair Concrete Structures	SQ.FT.	90.9	-	90.9
EPOXY CRACK SEALING	LIN.FT.	314	-	314
JACKING AND SHORING EXISTING GIRDELS	L.S.	-	-	1
TEMPORARY CONCRETE BARRIER	LIN.FT.	-	142	142
POROUS GRANULAR BACKFILL	CU.YD.	92	-	92
PIPE DRAINS (PERFORATED)	LIN.FT.	164	-	164
PIPE DRAINS (NON-PERFORATED)	LIN.FT.	46	-	46
CONCRETE REMOVAL	CU. YDS.	28.3	-	28.3
Concrete Deck Hanger Inserts	L.S.	-	1	1
Temporary Sheet Piling	Sq.Ft.	235	-	235

- ① TO BE PAID FOR AS PIPE UNDERDRAINS, PERF. CORR. STEEL PIPE 6"
- ② TO BE PAID FOR AS PIPE DRAINS, CORRUGATED STEEL 6"

* Removal of Expansion devices at Piers 1 and 2 are incidental to Removal of Existing Concrete Deck.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
RIPRAP DETAILS, QUANTITIES, & GENERAL NOTES
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116+57.00
DRAWN BY MPE
DATE: 10-17-83
CHECKED BY TLR

MODEL: B1 Sheet, Consultant
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PLOT DATE = 12/15/2025	DRAWN - MTW	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

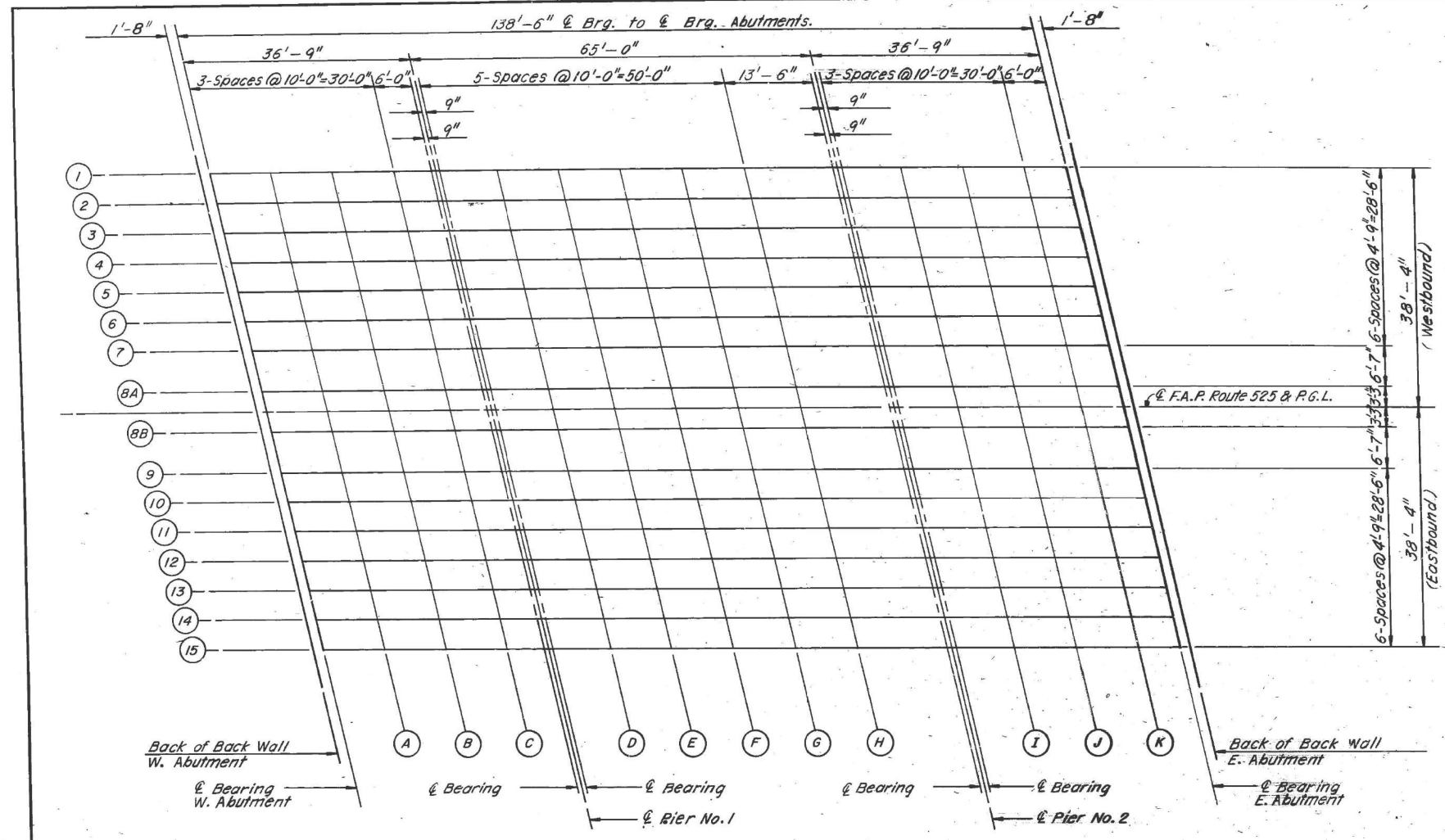
EXISTING PLANS 3 OF 25
STRUCTURE NO. 016-0367
SHEET EX 3 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	24
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

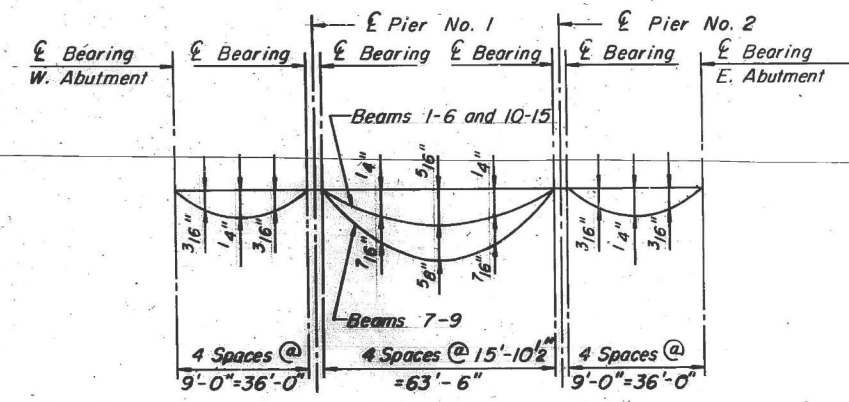
FOR INFORMATION ONLY

60B-I-R(81)			
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS
*	COOK	102	31
STA.	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT	525

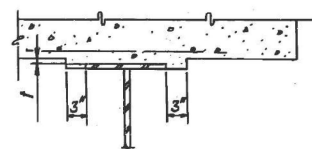
Sheet 5 of 26



PLAN



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only)



After all new structural steel has been erected and all existing structural steel has been repaired for each construction stage, 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 Deflection shown on sheet 6 minus slab thickness equals the fillet heights above top flange of beams.

METHOD OF DETERMINING FILLET HEIGHTS "f"

Note: The above deflection diagram was not to be used in the field by the Engineer in marking from the grade elevations required for dead load deflections as shown on sheet 6.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ELEVATION LOCATIONS
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-I-R (81)
COOK COUNTY
STA. 116+ 57.00
DRAWN BY: IMG & MPE
CHECKED BY: GDW, TLR
DATE: 10-17-83

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PLOT DATE = 12/15/2025	DRAWN - MTW	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 5 OF 25
STRUCTURE NO. 016-0367

SHEET EX 5 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	26
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

60B-I-R(8)

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* COOK	ILL.	52	32
FED. ROAD DIST. NO.		FEDERAL AID PROJECT	
		525	

Sheet 6 of 26

BEAM OR GIRDER	LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
LEFT 1	BSWA	11577.76	38.333	600.917	600.917
	CBWA	11579.43	38.333	600.943	600.943
	A	11589.43	38.333	601.088	601.104
	B	11599.43	38.333	601.213	601.233
	C	11609.43	38.333	601.318	601.329
	CWBP1	11615.43	38.333	601.372	601.372
	CEBP1	11616.93	38.333	601.384	601.384
	D	11626.93	38.333	601.454	601.467
	E	11636.93	38.333	601.504	601.526
	F	11646.93	38.333	601.534	601.560
	G	11656.93	38.333	601.544	601.568
	H	11666.93	38.333	601.534	601.551
	CWBP2	11680.43	38.333	601.489	601.489
	CEBP2	11681.93	38.333	601.492	601.482
	I	11691.93	38.333	601.422	601.438
	J	11701.93	38.333	601.342	601.362
	K	11711.93	38.333	601.242	601.253
	CBEA	11717.93	38.333	601.173	601.173
	BBWEA	11719.60	38.333	601.192	601.192
LEFT 2	BSWA	11578.79	33.583	601.032	601.032
	CBWA	11580.46	33.583	601.058	601.058
	A	11590.46	33.583	601.201	601.216
	B	11600.46	33.583	601.324	601.348
	C	11610.46	33.583	601.427	601.438
	CWBP1	11616.46	33.583	601.479	601.479
	CEBP1	11617.96	33.583	601.491	601.491
	D	11627.96	33.583	601.559	601.572
	E	11637.96	33.583	601.607	601.621
	F	11647.96	33.583	601.635	601.661
	G	11657.96	33.583	601.643	601.666
	H	11667.96	33.583	601.631	601.648
	CWBP2	11681.46	33.583	601.583	601.583
	CEBP2	11682.96	33.583	601.576	601.576
	I	11692.96	33.583	601.514	601.530
	J	11702.96	33.583	601.432	601.452
	K	11712.96	33.583	601.330	601.341
	CBEA	11718.96	33.583	601.259	601.259
	BBWEA	11720.63	33.583	601.298	601.298
LEFT 3	BSWA	11579.82	28.833	601.147	601.147
	CBWA	11581.49	28.833	601.172	601.172
	A	11591.49	28.833	601.313	601.329
	B	11601.49	28.833	601.434	601.454
	C	11611.49	28.833	601.535	601.546
	CWBP1	11617.49	28.833	601.586	601.586
	CEBP1	11618.99	28.833	601.598	601.598
	D	11628.99	28.833	601.664	601.677
	E	11638.99	28.833	601.710	601.721
	F	11648.99	28.833	601.736	601.752
	G	11658.99	28.833	601.742	601.765
	H	11668.99	28.833	601.728	601.744
	CWBP2	11682.49	28.833	601.677	601.677
	CEBP2	11683.99	28.833	601.669	601.669
	I	11693.99	28.833	601.605	601.621
	J	11703.99	28.833	601.521	601.541
	K	11713.99	28.833	601.417	601.428
	CBEA	11719.99	28.833	601.345	601.345
	BBWEA	11721.66	28.833	601.324	601.324
LEFT 4	BSWA	11580.85	24.083	601.261	601.261
	CBWA	11582.52	24.083	601.287	601.287
	A	11592.52	24.083	601.425	601.441
	B	11602.52	24.083	601.544	601.564
	C	11612.52	24.083	601.643	601.654
	CWBP1	11618.52	24.083	601.693	601.693
	CEBP1	11620.02	24.083	601.704	601.704
	D	11630.02	24.083	601.768	601.782
	E	11640.02	24.083	601.812	601.834
	F	11650.02	24.083	601.836	601.862
	G	11660.02	24.083	601.840	601.864
	H	11670.02	24.083	601.824	601.841
	CWBP2	11684.52	24.083	601.771	601.771
	CEBP2	11685.02	24.083	601.763	601.763
	I	11695.02	24.083	601.697	601.718
	J	11705.02	24.083	601.610	601.630
	K	11715.02	24.083	601.504	601.515
	CBEA	11721.02	24.083	601.431	601.431
	BBWEA	11722.69	24.083	601.410	601.410
LEFT 5	BSWA	11581.88	19.333	601.376	601.376
	CBWA	11583.55	19.333	601.401	601.401
	A	11593.55	19.333	601.538	601.553
	B	11603.55	19.333	601.654	601.674
	C	11613.55	19.333	601.751	601.762
	CWBP1	11619.55	19.333	601.800	601.800
	CEBP1	11621.05	19.333	601.811	601.811
	D	11631.05	19.333	601.873	601.886
	E	11641.05	19.333	601.915	601.936
	F	11651.05	19.333	601.937	601.962
	G	11661.05	19.333	601.938	601.962
	H	11671.05	19.333	601.920	601.937
	CWBP2	11685.55	19.333	601.868	601.868
	CEBP2	11686.05	19.333	601.856	601.856
	I	11696.05	19.333	601.788	601.803
	J	11706.05	19.333	601.699	601.719
	K	11716.05	19.333	601.591	601.602
	CBEA	11722.05	19.333	601.517	601.517
	BBWEA	11723.72	19.333	601.496	601.496

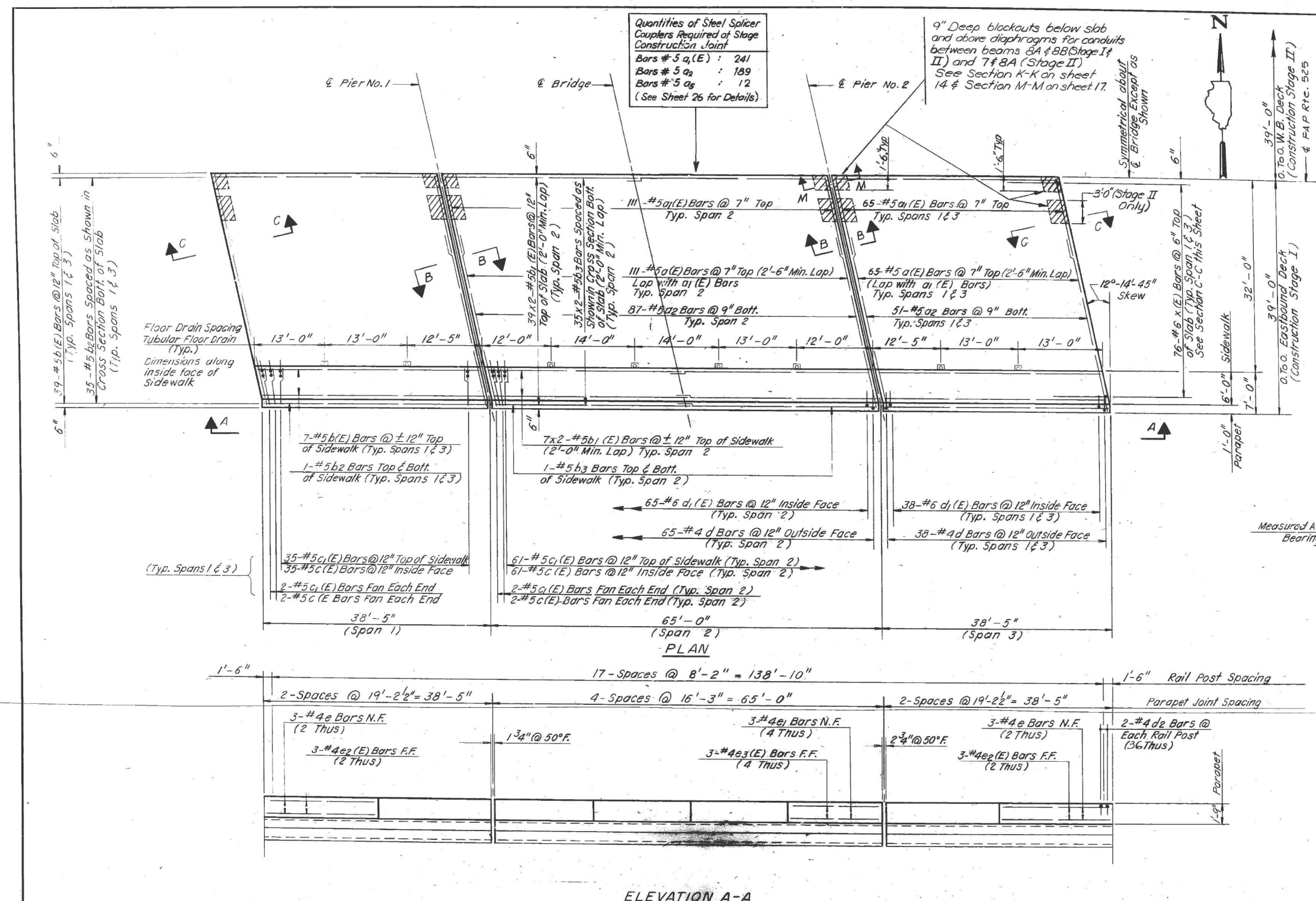
BEAM OR GIRDER	LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
LEFT 6	BSWA	11582.91	14.583	601.490	601.490
	CBWA	11584.58	14.583	601.515	601.515
	A	11594.58	14.583	601.650	601.665
	B	11604.58	14.583	601.764	601.784
	C	11614.58	14.583	601.859	601.906
	CWBP1	11620.58	14.583	601.906	601.906
	CEBP1	11622.08	14.583	601.917	601.917
	D	11632.08	14.583	601.977	601.990
	E	11642.08	14.583	602.017	602.038
	F	11652.08	14.583	602.037	602.062
	G	11662.08	14.583	602.036	602.060
	H	11672.08	14.583	602.016	602.033
	CWBP2	11685.58	14.583	601.957	601.957
	CEBP2	11687.08	14.583	601.949	601.949
	I	11697.08	14.583	601.878	601.894
	J	11707.08	14.583	601.788	601.808
	K	11717.08	14.583	601.678	601.699
	CBEA	11723.08	14.583	601.602	601.602
	BBWEA	11724.75	14.583	601.580	601.580
LEFT 7	BSWA	11583.94	9.833	601.583	601.583
	CBWA	11585.61	9.833	601.607	601.607
	A	11595.61	9.833	601.740	601.755
	B	11605.61	9.833	601.852	601.872
	C	11615.61	9.833	601.945	601.956
	CWBP1	11621.61	9.833	601.991	601.991
	CEBP1	11623.11	9.833	602.002	602.002
	D	11633.11	9.833	602.059	602.086
	E	11643.11	9.833	602.097	602.140
	F	11653.11	9.833	602.115	602.166
	G	11663.11	9.833	602.113	602.159
	H	11673.11	9.833	602.090	602.124
	CWBP2	11686.61	9.833	602.029	602.029
	CEBP2	11688.11	9.833	602.019	602.019
	I	11698.11	9.833	601.947	601.963
	J	11708.11	9.833	601.855	601.875
	K	11718.11	9.833	601.743	601.754
	CBEA	11724.11	9.833	601.666	601.666
	BBWEA	11725.78	9.833	601.643	601.643
LEFT 8A	BSWA	11585.37	3.250	601.706	601.706
	CBWA	11587.04	3.250	601.730	601.730
	A	11597.04	3.250	601.860	601.876
	B	11607.04	3.250	601.970	601.990
	C	11617.04	3.250	602.060	602.070
	CWBP1	11623.04	3.250	602.104	602.104
	CEBP1	11624.54	3.250	602.114	602.114
	D	11634.54	3.250	602.169	602.195
	E	11644.54	3.250	602.204	602.247
	F	11654.54	3.250	602.214	602.260
	G	11664.54	3.250	602.188	602.222
	H	11674.54	3.250	602.123	602.123
	CWBP2	11688.04	3.250	602.069	602.069
	CEBP2	11689.54	3.250	602.058	602.058
	I	11699.54	3.250	601.943	601.963
	J	11709.54	3.250	601.828	601.839
	K	11719.54	3.250	601.749	601.749
	CBEA	11725.54	3.250	601.678	601.678
	BBWEA	11727.21	3.250	601.656	601.656
RCT 8B	BSWA	11586.85	-3.250	601.726	601.726
	CBWA	11588.52	-3.250	601.749	601.749
	A	11598.52	-3.250	601.876	601.892
	B	11608.52	-3.250	601.984	602.004
	C	11618.52	-3.250	602.071	602.081
	CWBP1	11624.52	-3.250	602.113	602.113
	CEBP1	11626.02	-3.250	602.123	602.123
	D	11636.02	-3.250	602.175	602.202
	E	11646.02	-3.250	602.207	602.250
	F	11656.02	-3.250	602.219	602.271
	G	11666.02	-3.250	602.211	602.258
	H	11676.02	-3.250	602.183	602.217
	CWBP2	11690.52	-3.250	602.114	602.114
	CEBP2	11692.02	-3.250	602.104	602.104
	I	11702.52	-3.250	602.026	602.042
	J	11712.52	-3.250	601.928	601.948
	K	11722.52	-3.250	601.810	601.821
	CBEA	11728.52	-3.250	601.730	601.730
	BBWEA	11730.19	-3.250	601.706	601.706

BEAM OR GIRDER	LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
RCT 10	BSWA	11589.24	-14.583	601.580	601.580
	CBWA	11590.91	-14.583	601.602	601.602
	A	11600.91	-14.583	601.724	601.740
	B	11610.91	-14.583	601.827	601.847
	C	11620.91	-14.583	601.909	601.920
	CWBP1	11626.91	-14.583	601.949	601.949
	CEBP1	11628.41	-14.583	601.957	601.957
	D	11638.41	-14.583	602.009	602.018
	E	11648.41	-14.583	602.032	602.053
	F	11658.41	-14.583	602.039	602.065
	G	11668.41	-14.583	602.026	602.049
	H	11678.41	-14.583	601.993	602.010
	CWBP2	11691.91	-14.583	601.917	601.917
	CEBP2	11693.41	-14.583	601.906	601.906
	I	11703.41	-14.583	601.824	601.824

FOR INFORMATION ONLY

60B-1-R(81)			
F.A.P. ROUTE	SECTION	COUNTY	TOTAL SHEETS
*	COOK	107	33
STA.	TO STA.	FEDERAL AID PROJECT	525
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT	525

Sheet 7 of 26



- NOTES:**
1. For Typical Cross Section & Bill of Material see Sheet No. 8
 2. For Preformed Joint Sealer, Parapet Joint & Floor Drain Details see Sheet No. 9
 3. Bars Indicated Thus 20 x 3 - #5 etc. Indicates 20 Lines of Bars with 3 Lengths.
 4. For location of inserts to be embedded in the bottom of the new slab for conduit and pipe support hanger, refer to Sheet 14.
 5. For detail M-M, refer to Sheet 17.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 SUPERSTRUCTURE PLAN & ELEVATION
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-1-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: IMG
 DATE: 10-17-83. CHECKED BY: GDW,TLR

MODEL: B1 Sheet, Consultant
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PLOT SCALE = 02'"/in.	CHECKED - PRD	REVISED -
PLOT DATE = 12/15/2025	DRAWN - MTW	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 7 OF 25
 STRUCTURE NO. 016-0367
 SHEET EX 7 OF EX 25 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	28
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

60B-I-R(81)		COUNTY		TOTAL SHEETS		SHEET NO.	
SECTION	* COOK	10 L	34				
STA. TO STA.		FED. AID DIST. NO. 7		ILLINOIS		FEDERAL PROJECT NO. 525	

Sheet 8 of 26

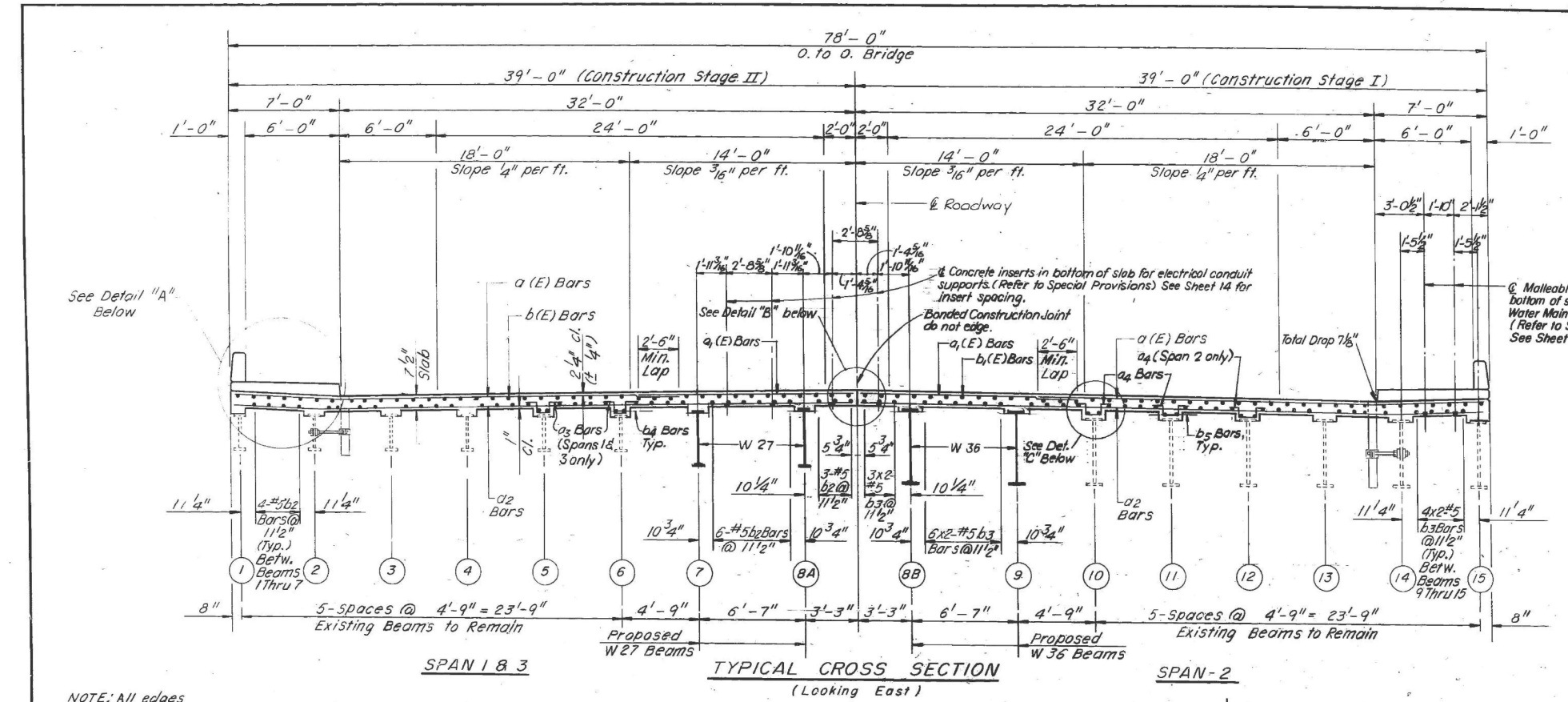
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	482	#5	28'-5"	—
a ₁ (E)	482	#5	13'-7"	—
a ₂	378	#5	39'-6"	—
a ₃	132	#4	2'-10"	U
a ₄	104	#4	3'-4"	U
a ₅	24	#5	6'-0"	—
b (E)	184	#5	37'-11"	—
b ₁ (E)	184	#5	33'-4"	—
b ₂	148	#5	37'-11"	—
b ₃	148	#5	33'-4"	—
b ₄	8	#5	37'-11"	—
b ₅	12	#5	33'-4"	—
c (E)	286	#5	2'-5"	U
c ₁ (E)	286	#5	6'-8"	—
d	282	#4	3'-10"	L
d ₁ (E)	282	#6	3'-4"	L
d ₂	72	#4	2'-1"	U
e	24	#4	18'-10"	—
e ₁	24	#4	15'-11"	—
e ₂ (E)	24	#4	18'-10"	—
e ₃ (E)	24	#4	15'-11"	—
x (E)	304	#6	5'-2"	U
x ₁ (E)	72	#4	4'-4"	U

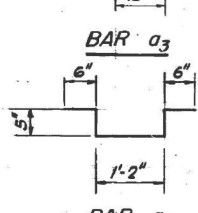
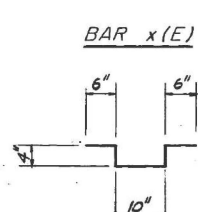
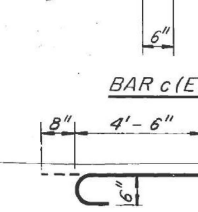
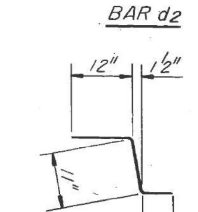
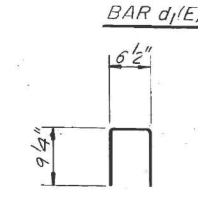
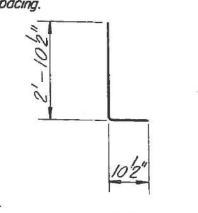
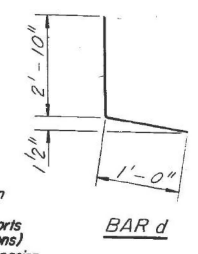
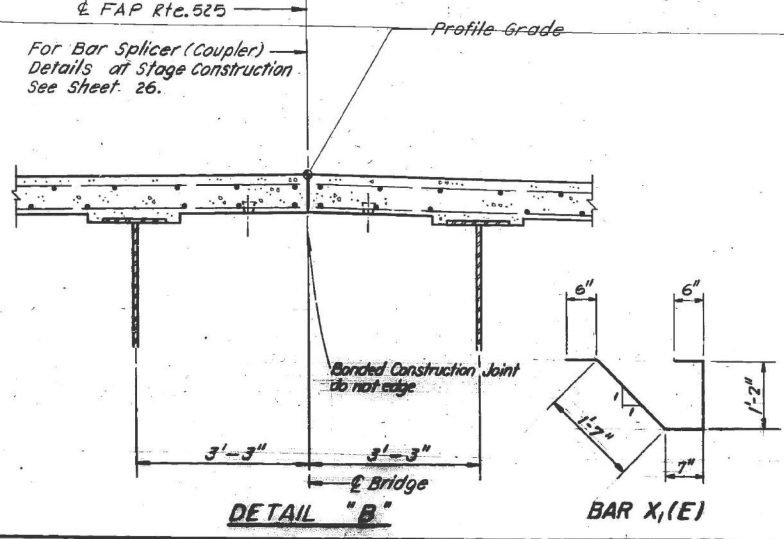
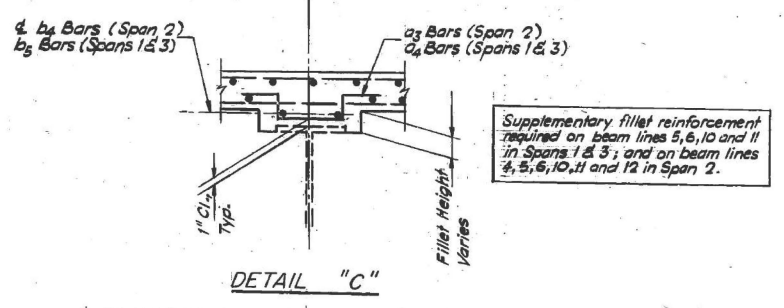
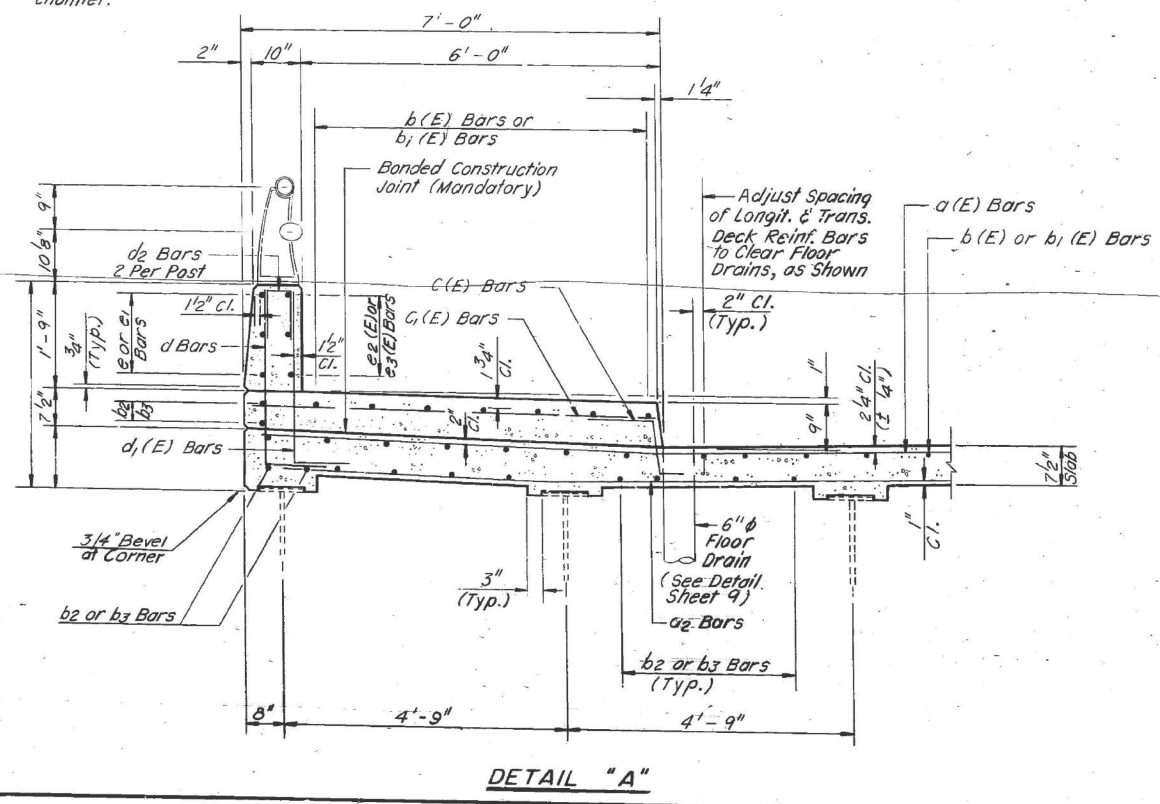
Item	Unit	Quantity
Removal of Existing Conc. Deck	L. Sum	1
Class X Concrete	Cu. Yd.	323
Reinforcement Bars (Epoxy Coated)	Lbs.	71,510
Floor Drains	Each	16

All reinforcement bars in deck shall be epoxy coated.
 Bill of Material shown includes E.B. & W.B. Lanes.
 Work this sheet with sheet 7.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 SUPERSTRUCTURE CROSS SECTION & DETAILS
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-I-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: IMG
 DATE: 10-17-83
 CHECKED BY: GDW/TLR



NOTE: All edges shall have 3/4" chamfer.



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

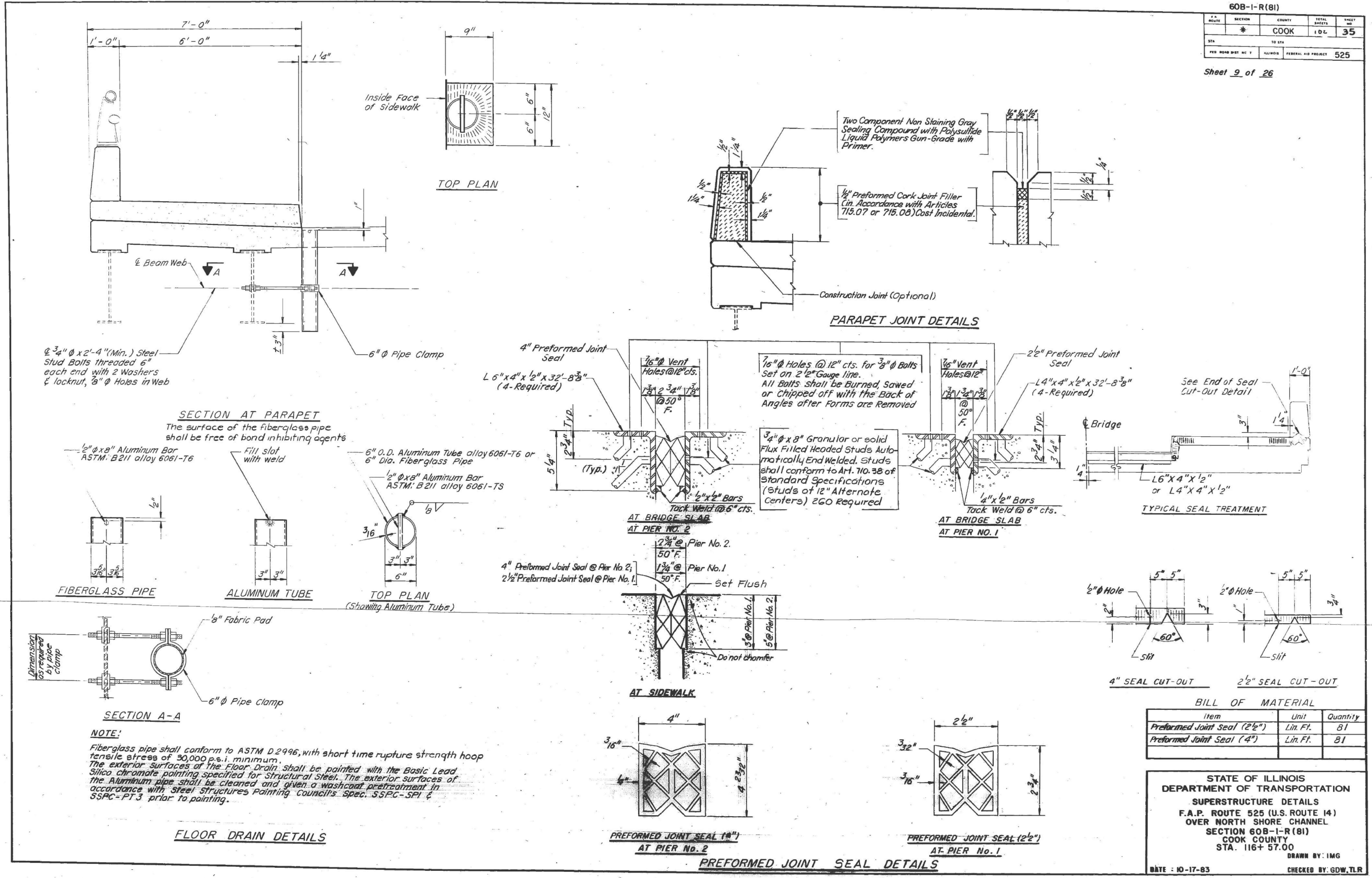
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 STRUCTURE NO. 016-0367
 SHEET EX 8 OF EX 25 SHEETS

F.A.P. RTE. 341	SECTION (60B&C-NRM) BDR, BJR 25	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 29
ILLINOIS			FED. AID PROJECT	

FOR INFORMATION ONLY

60B-1-R(81)				
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	COOK	ILL.	53	35
TO STA.		FED. ROAD DIST. NO. 7		
		ILLINOIS FEDERAL AID PROJECT 525		

Sheet 9 of 26



MODEL: B1 Sheet, Consultant
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	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 9 OF 25
STRUCTURE NO. 016-0367
SHEET EX 9 OF EX 25 SHEETS

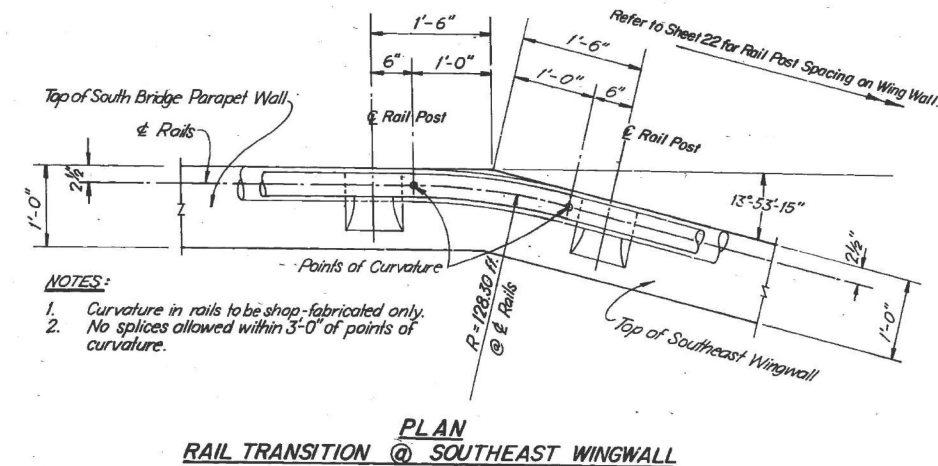
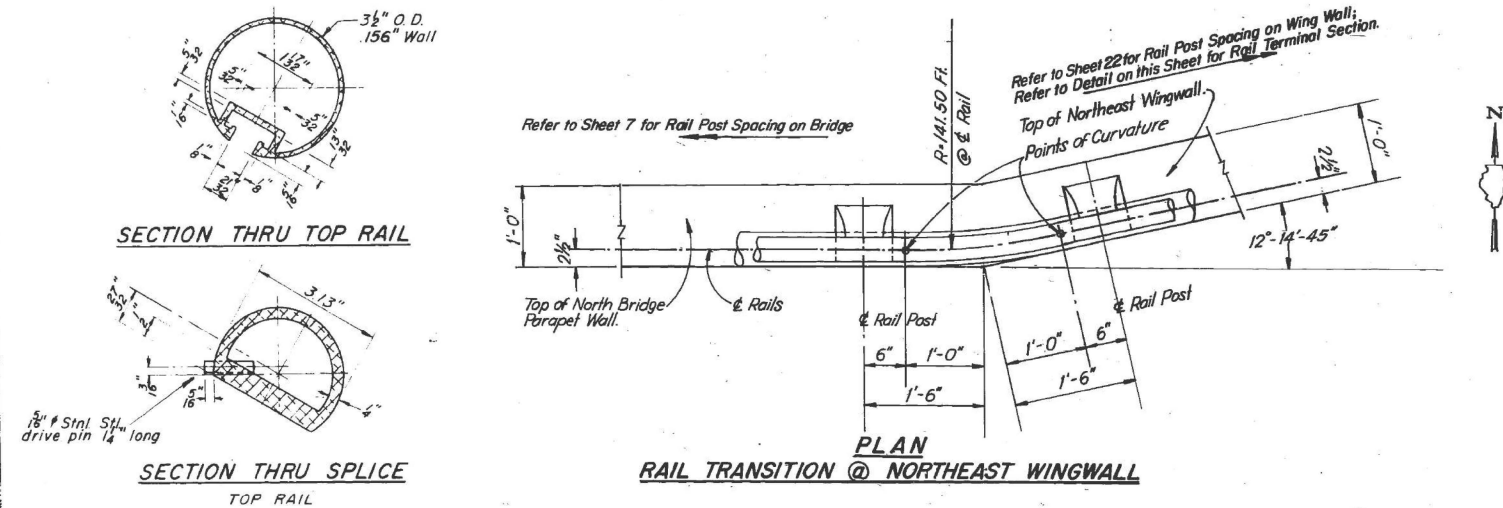
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341	(60B&C-NRM) BDR, BJR 25	COOK	53	30
				CONTRACT NO. 62Y30
		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

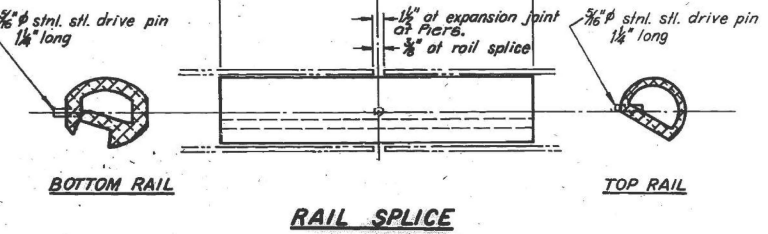
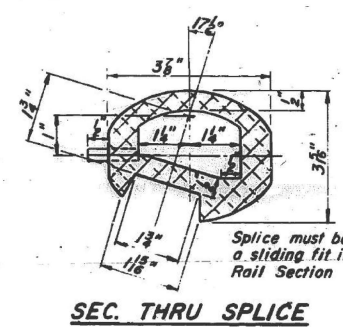
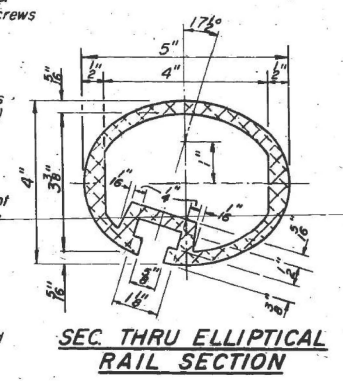
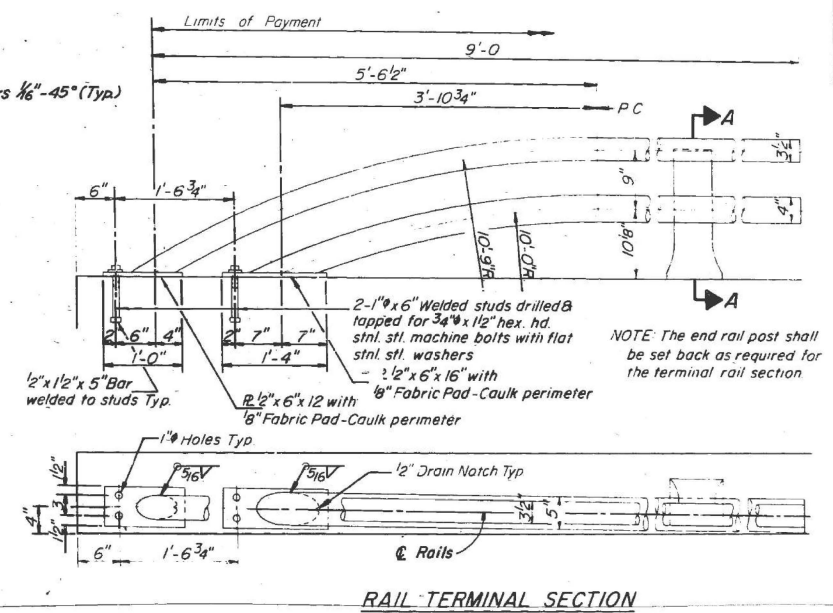
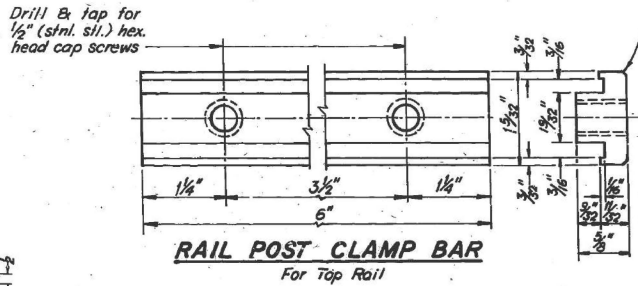
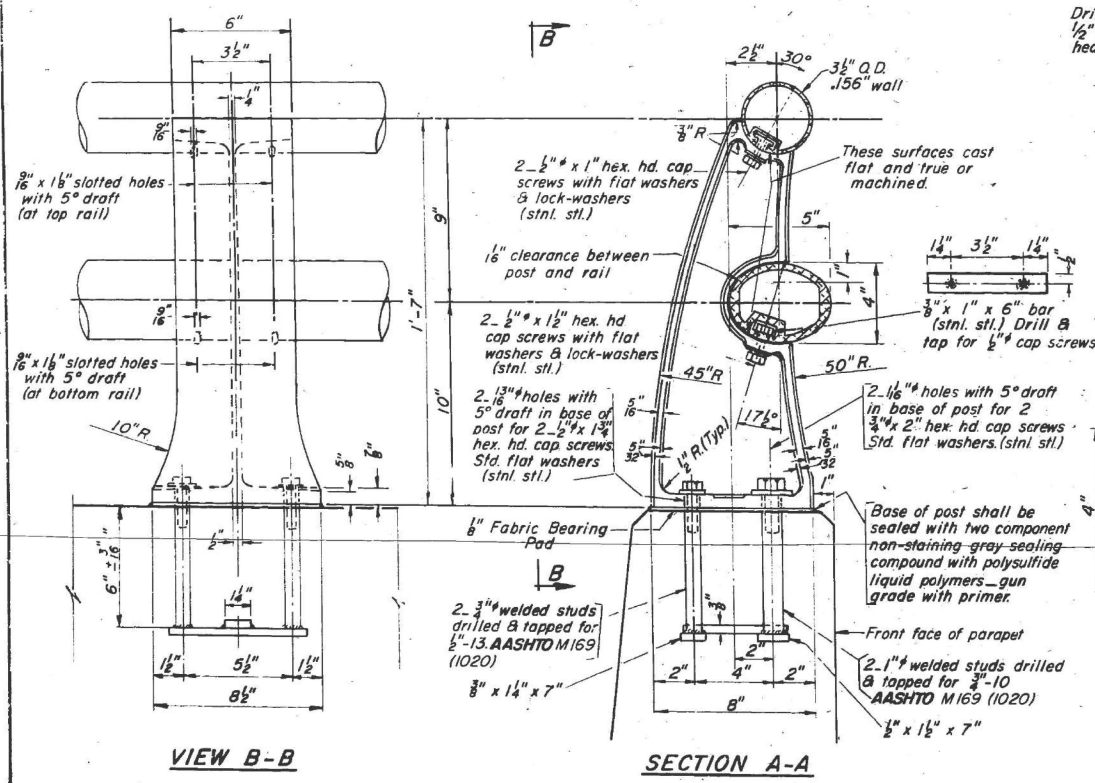
60B-1-R(81)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	36
FED. ROAD DIST. NO. 7			ILLINOIS FED. AID PROJECT:	525

SHEET NO. 10
SHEETS 26



- NOTES:
1. Curvature in rails to be shop-fabricated only.
 2. No splices allowed within 5'-0" of points of curvature.



Note: Rail expansion joints to coincide with the center of Pler No. 1 and Pler No. 2.

- NOTES:
- All posts shall be normal to parapet.
 - All aluminum alloy extruded rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 feet radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
 - All joints in rail shall be spliced per detail.
 - Provide 1 1/2" and 2 1/2" aluminum shims for 25% of the posts.
 - Rail elements shall be parallel to grade. High spots shall be ground and low spots shimmed.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for ALUMINUM RAILING, TYPE L.

Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with minimum yield 35 ksi, minimum tensile 38 ksi, and elongation of 10% in 2 inches.

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin Ft.	355

TYPE L
ALUMINUM RAILING

F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116 + 57.00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 10 OF 25
STRUCTURE NO. 016-0367

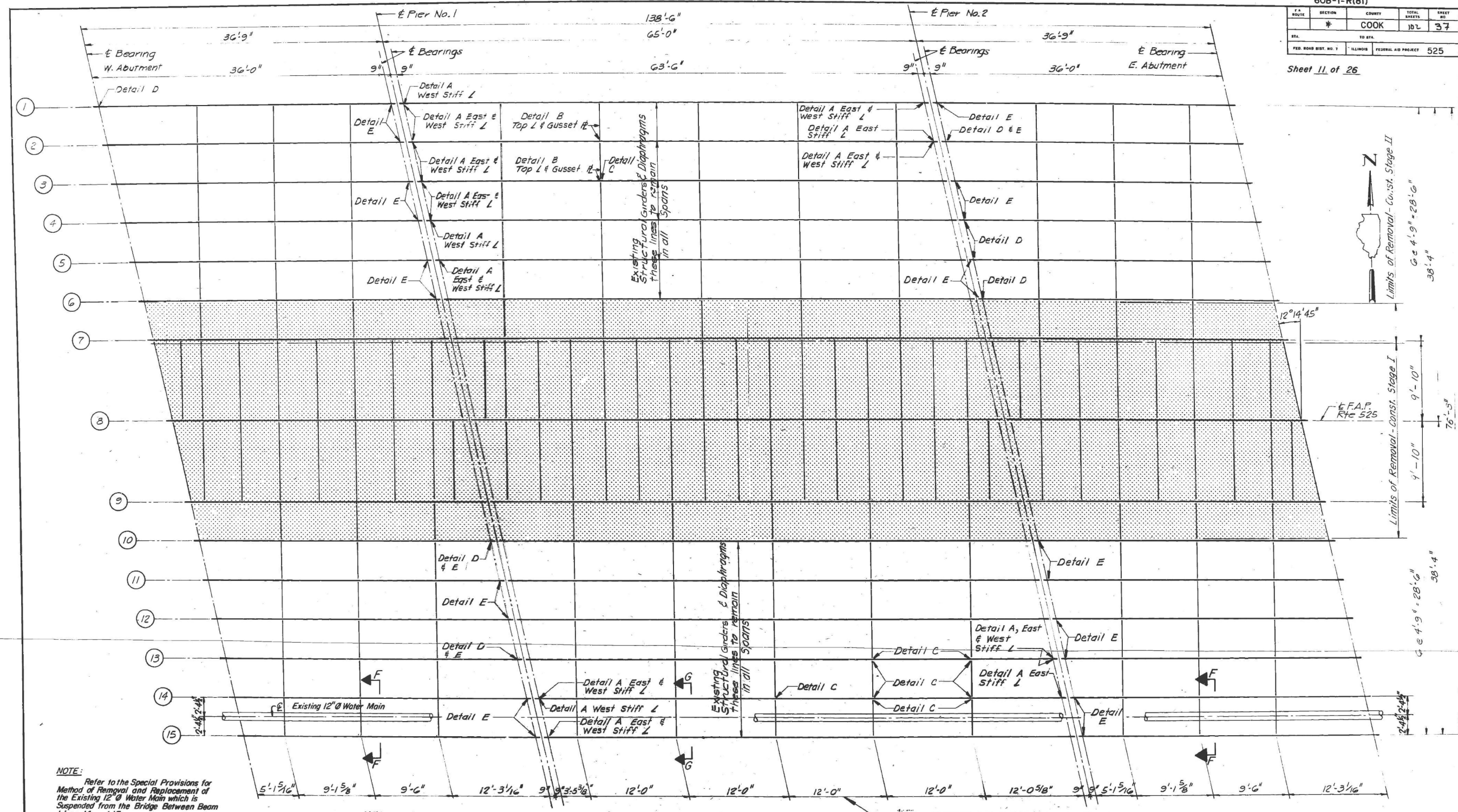
SHEET EX 10 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	31
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

60B-1-R(81)				
F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	COOK	ILL.	101	37
FED. ROAD DIST. NO. 7 ILLINOIS FEDERAL AID PROJECT 525				

Sheet 11 of 26



NOTE:
Refer to the Special Provisions for Method of Removal and Replacement of the Existing 12" Water Main which is Suspended from the Bridge Between Beam Lines 14 and 15.

Existing Structural Steel to be removed includes beams, girders, diaphragms, bearings, and expansion devices. This specifically does not include beams on lines 6 and 10 in all spans.

- Notes:**
- For Repair Details A, B, C and D, see Sheet 13.
 - Repair Detail E is the Trimming of 1" from the Beam Ends Indicated.
 - Sections F-F and G-G define modifications required to remove and replace the existing 12" Water Main. Refer to Sheet 14.

Note: Dimensions for Diaphragm Locations in Center Span are Between Gauge Lines on Existing Connection Angles; Diaphragm Locations in the Two End Spans are to the Centerline of the Existing Diaphragm Structural Members.

EXISTING FRAMING PLAN
Showing Removal and Repair

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EXISTING FRAMING PLAN
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116+57.00
DRAWN BY: WJS
CHECKED BY: GDW, TLR
DATE: 10-17-83

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

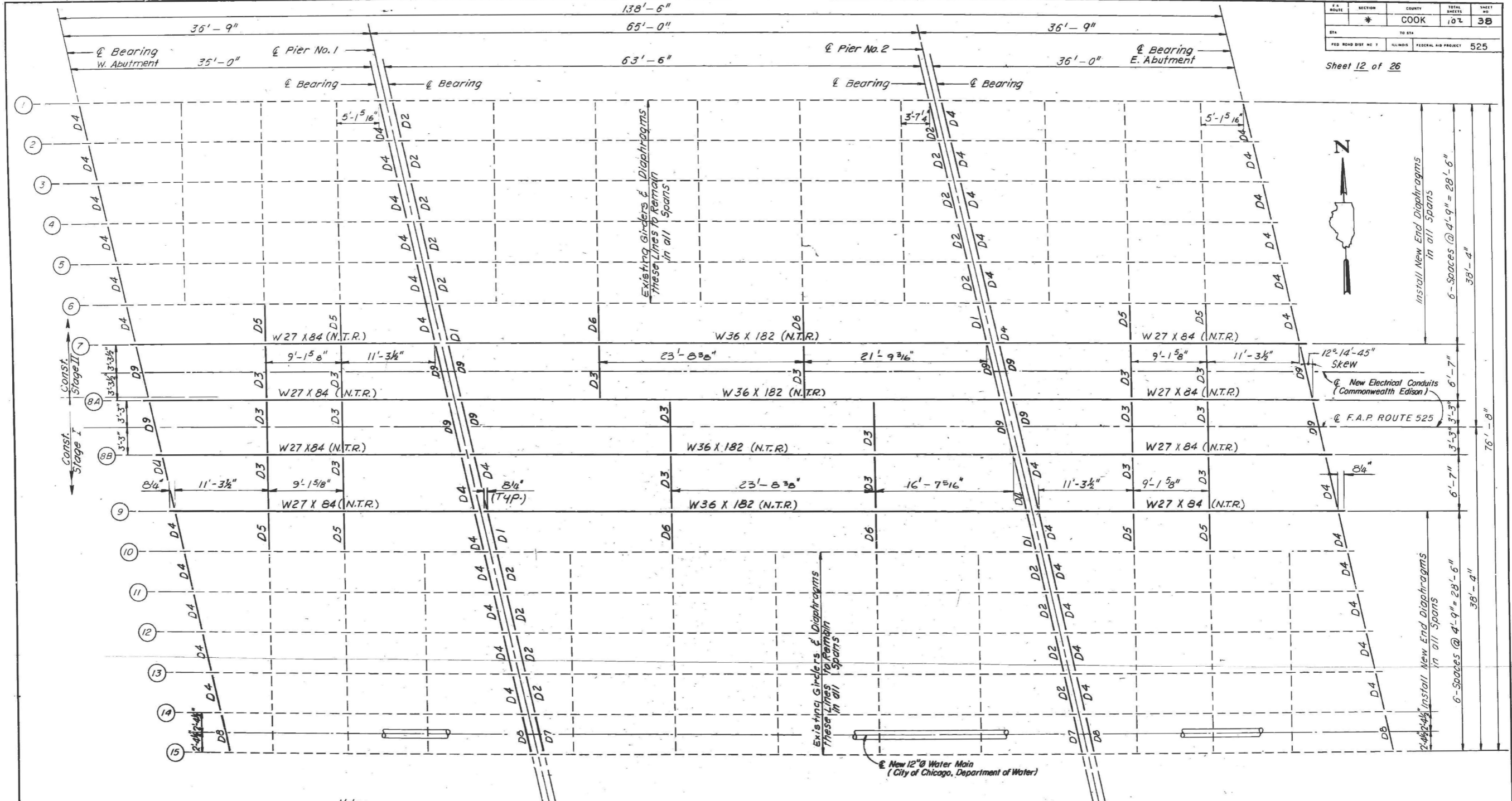
EXISTING PLANS 11 OF 25
STRUCTURE NO. 016-0367
SHEET EX 11 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	32
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

60B-1-R(81)			
ROUTE	SECTION	COUNTY	TOTAL SHEETS
*	COOK	107	38
TO STA			
FED. ROAD DIST. NO. 7			
ILLINOIS FEDERAL AID PROJECT 525			

Sheet 12 of 26



LEGEND:
 - - - Existing Members to Remain
 — New Members
 D1 & D2 etc. New Diaphragms

- Notes:**
- For Removal and Repair of Existing Members. See Sheet 11.
 - For Diaphragm Details, See Sheets 15, 16 and 17.
 - All new W27 X 84 steel beams are M223 (Grade 50) Steel. All other new structural steel is M103.
 - "N.T.R." designations indicate that these Main Load carrying structural steel members shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).
 - For Details for Removal and Replacement of the Existing Water Main, Refer to Sheet 14.

PROPOSED FRAMING PLAN
 Showing Replacement and Additional Members

LOCATION	BEAM	7	8A	8B	9
E. BDR. - PIER NO. 1		601.94	601.38	601.08	601.00
E. BDR. - PIER NO. 2		601.38	601.44	601.45	601.35
E. BDR. - PIER NO. 1		601.34	601.45	601.46	601.36
E. BDR. - PIER NO. 2		601.36	601.46	601.47	601.34
E. BDR. - PIER NO. 1		601.38	601.48	601.49	601.32
E. BDR. - E. ABUTMENT		601.00	601.05	601.06	600.94

* Elevations are for new structural steel girders only.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 PROPOSED FRAMING PLAN
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-1-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: IMG & MPE
 CHECKED BY: GDW, TLR
 DATE: 10-17-83

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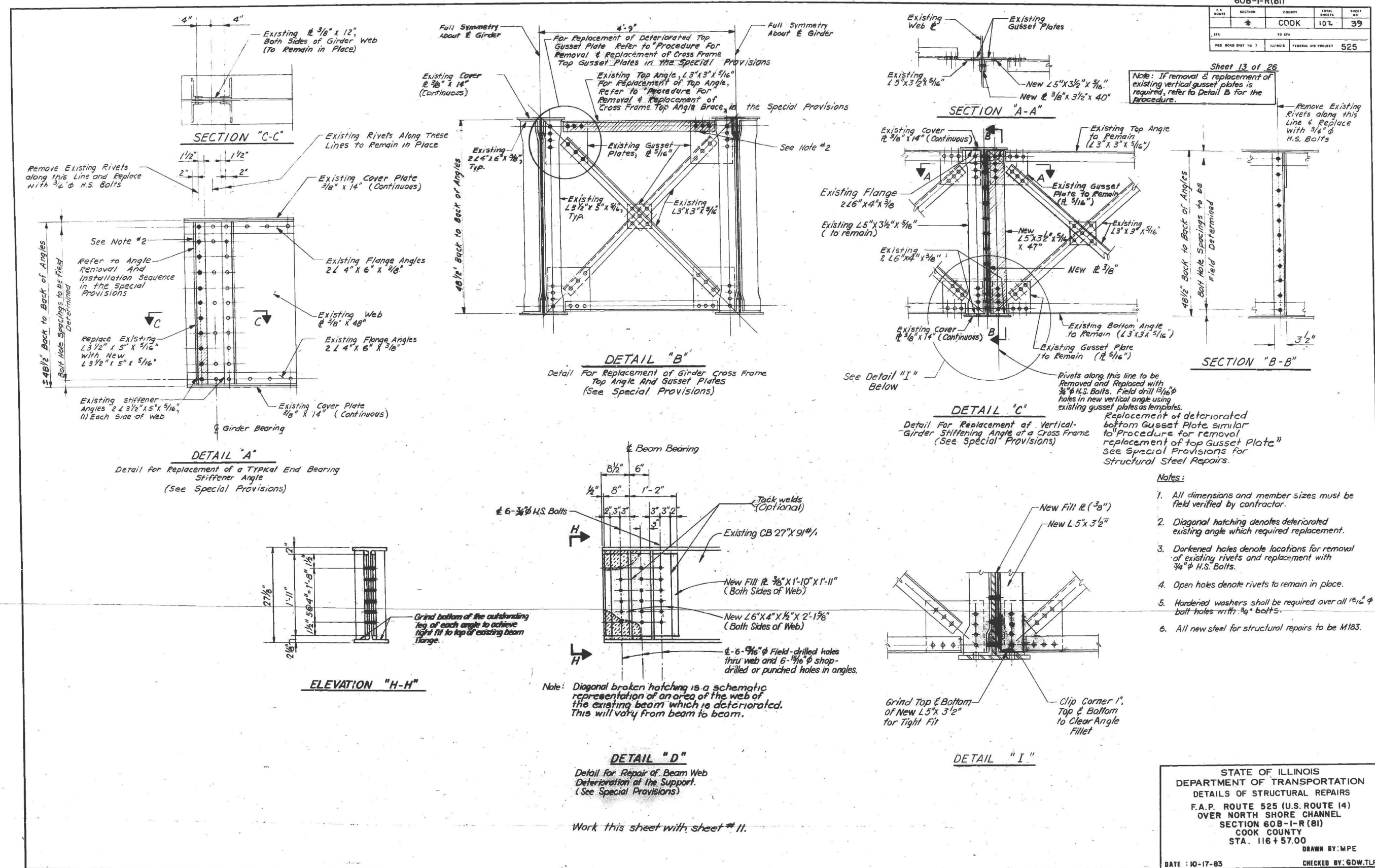
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 12 OF 25
 STRUCTURE NO. 016-0367
 SHEET EX 12 OF EX 25 SHEETS

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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

60B-I-R(81)		TOTAL SHEETS	SHEET NO.
SECTION	COUNTY	107	39
STA.	TO STA.		
SEE ROAD DIST NO. 7	ILLINOIS FEDERAL AID PROJECT	525	



Sheet 13 of 26
 Note: If removal & replacement of existing vertical gusset plates is required, refer to Detail B for the procedure.

- Notes:**
- All dimensions and member sizes must be field verified by contractor.
 - Diagonal hatching denotes deteriorated existing angle which required replacement.
 - Darkened holes denote locations for removal of existing rivets and replacement with $\frac{3}{4}$ " ϕ H.S. Bolts.
 - Open holes denote rivets to remain in place.
 - Hardened washers shall be required over all $\frac{5}{16}$ " ϕ bolt holes with $\frac{3}{4}$ " bolts.
 - All new steel for structural repairs to be M183.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DETAILS OF STRUCTURAL REPAIRS
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-I-R (81)
 COOK COUNTY
 STA. 116 + 57.00
 DRAWN BY: MPE
 CHECKED BY: GOW, TLR
 DATE: 10-17-83

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BLA, Inc.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

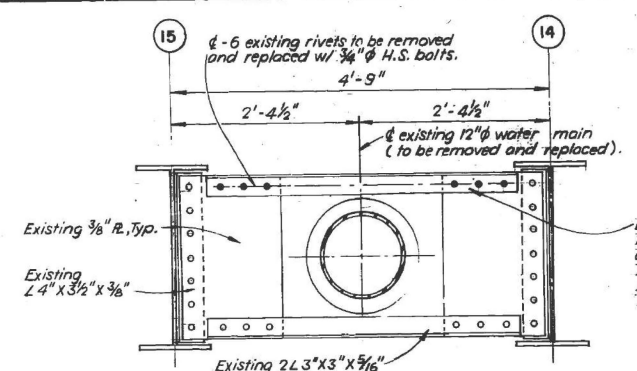
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 STRUCTURE NO. 016-0367
 SHEET EX 13 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

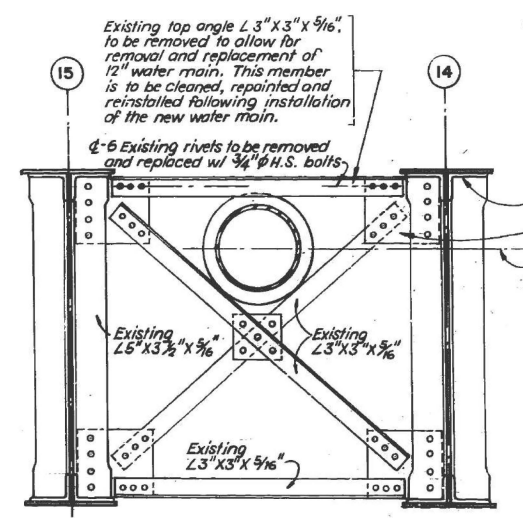
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341	(60B&C-NRM)	COOK	53	40
STA.	TO STA.		ILLINOIS FEDERAL AID PROJECT	
116 + 57.00	116 + 57.00		525	

Sheet 14 of 26



SECTION F-F

Detail for removal and replacement of intermediate diaphragm top angle to allow for installation of new water main.

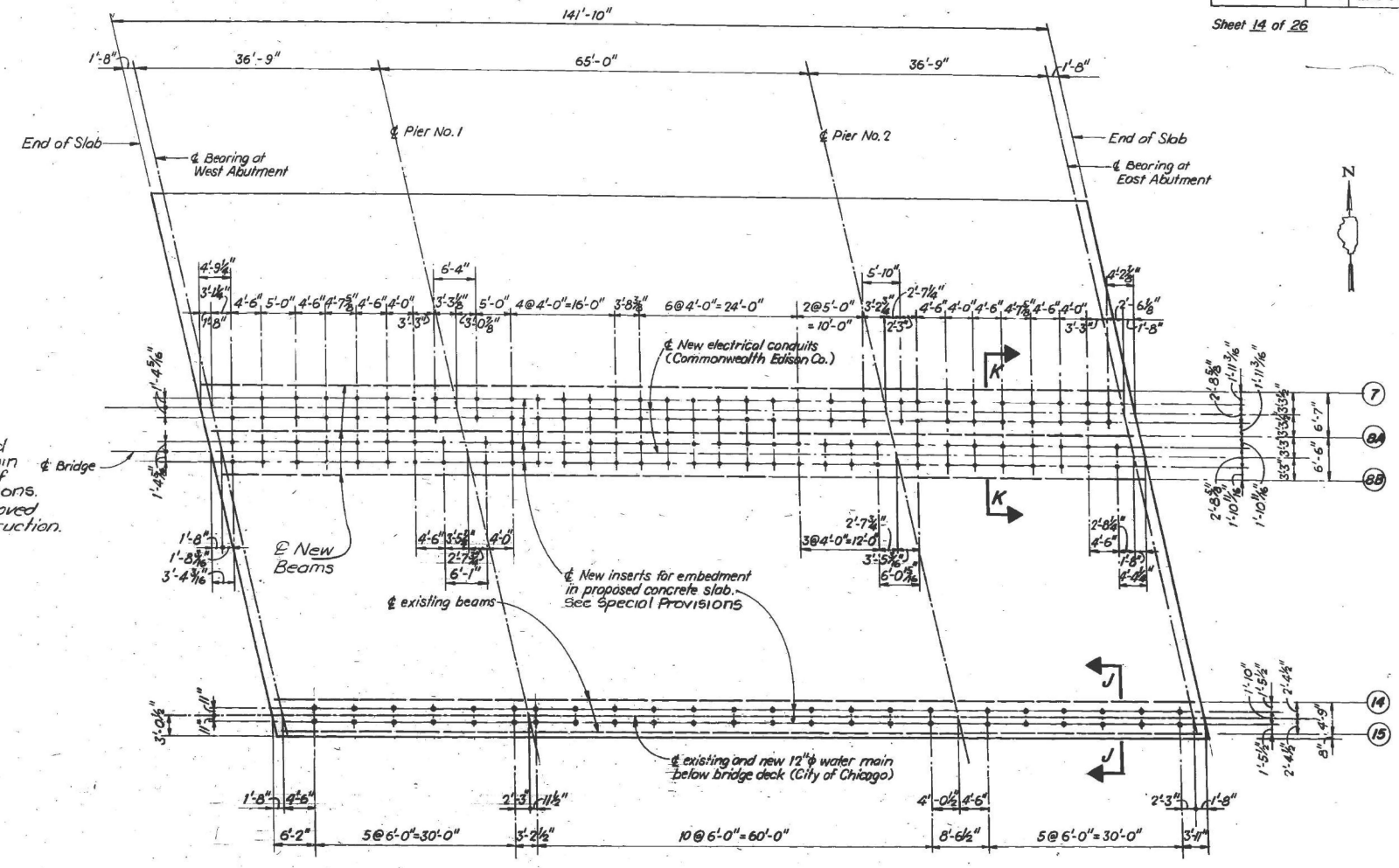


SECTION G-G

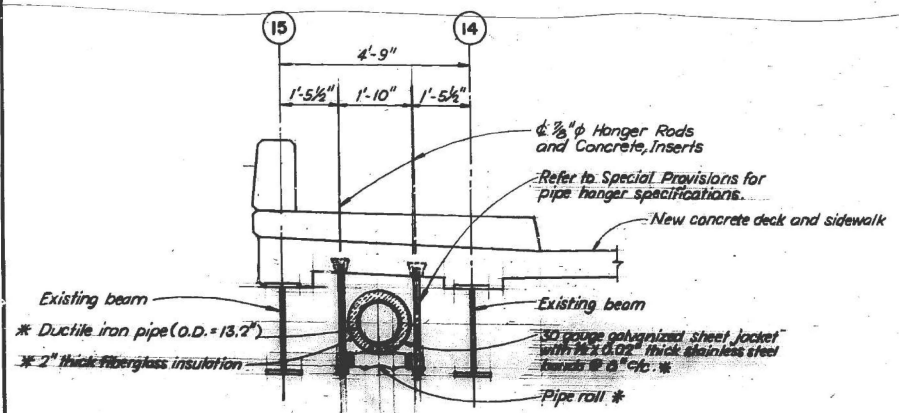
Detail for removal and replacement of intermediate cross frame top angle to allow for installation of new water main.

NOTES:

1. Refer to Sheet 11 for locations of Sections F-F and G-G.
2. All dimensions and existing member sizes must be field verified by contractor.
3. Darkened holes denote locations for removal of existing rivets and replacement with 3/4" H.S. bolts.
4. Open holes denote rivets to remain in place.
5. Contractor shall remove and dispose of existing water main as co-ordinated with City of Chicago, See Special Provisions. Water main shall be removed from service during construction.



LAYOUT PLAN FOR EMBEDDED INSERTS IN CONCRETE SLAB



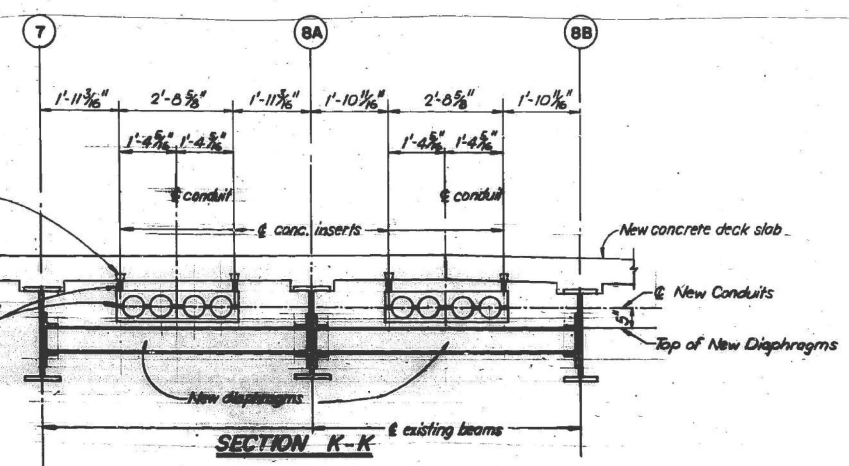
SECTION J-J

NOTE: Pipe to be installed by the City of Chicago Bureau of Water Distribution.

* See Special Provisions

Refer to Special Provisions for conc. insert specifications.

Hanger rods and hanger assembly to be supplied and installed by Commonwealth Edison Co. (typ.)



SECTION K-K

Note: Refer to Special Provisions for additional information and material specifications.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
UTILITY SUPPORTS: STRUCTURAL DETAILS
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116 + 57.00
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DATE : 10-17-83
CHECKED BY : TLR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 14 OF 25
STRUCTURE NO. 016-0367
SHEET EX 14 OF EX 25 SHEETS

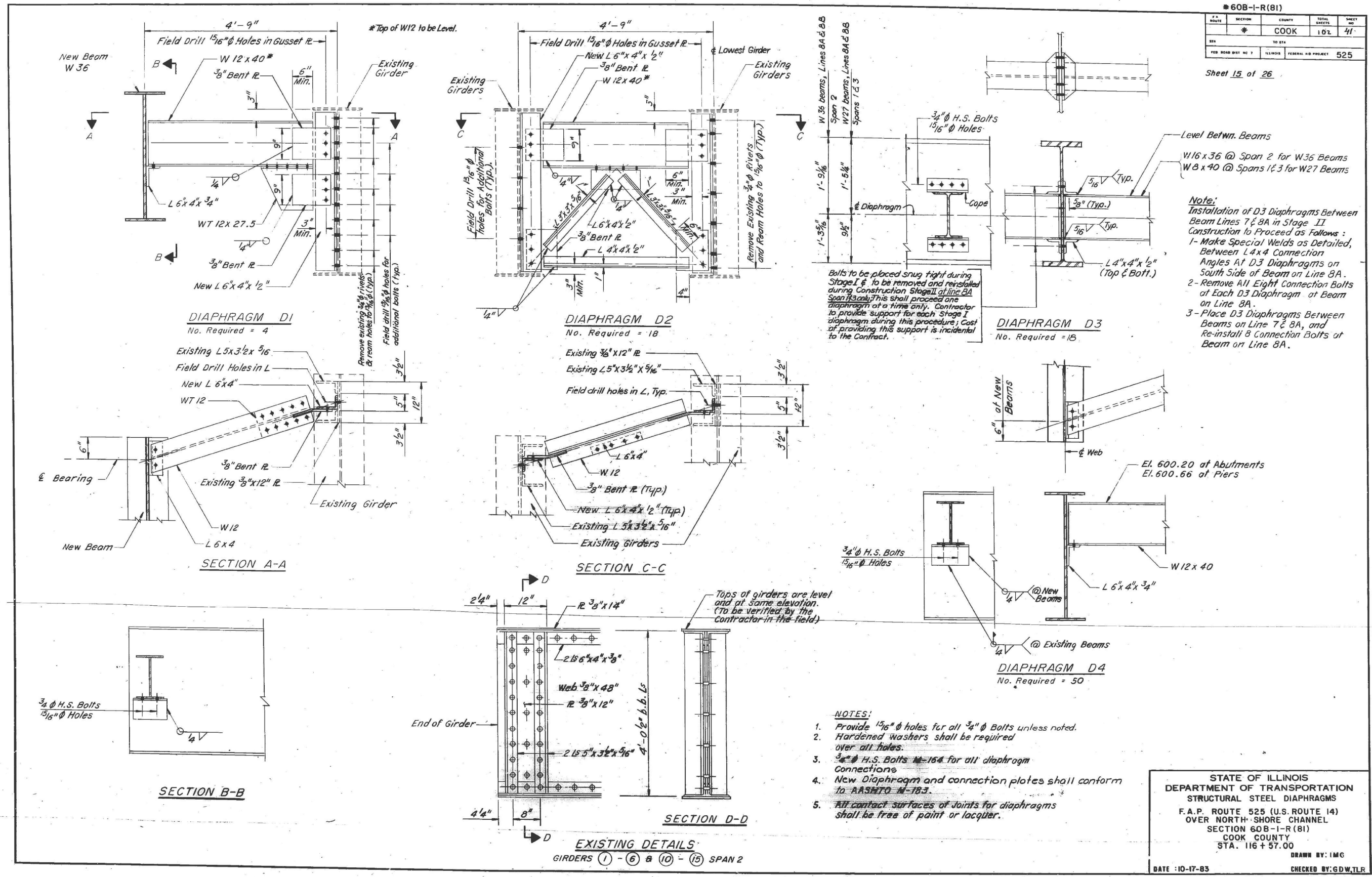
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			CONTRACT NO. 62Y30	
		ILLINOIS FEDERAL AID PROJECT		

FOR INFORMATION ONLY

*60B-1-R(81)

F.A.P. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	COOK	102	41	
FED. ROAD DIST. NO. 7 ILLINOIS FEDERAL AID PROJECT 525				

Sheet 15 of 26



Note:
 Installation of D3 Diaphragms Between Beam Lines 7 & 8A in Stage II Construction to Proceed as Follows:
 1- Make Special Welds as Detailed, Between L4x4 Connection Angles At D3 Diaphragms on South Side of Beam on Line 8A.
 2- Remove All Eight Connection Bolts at Each D3 Diaphragm at Beam on Line 8A.
 3- Place D3 Diaphragms Between Beams on Line 7 & 8A, and Re-install 8 Connection Bolts of Beam on Line 8A.

Bolts to be placed snug tight during Stage I & to be removed and reinstalled during Construction Stage II at line 8A Span 13 only. This shall proceed one diaphragm at a time only. Contractor to provide support for each Stage I diaphragm during this procedure; Cost of providing this support is incidental to the Contract.

- NOTES:**
1. Provide 1 1/2" holes for all 3/4" bolts unless noted.
 2. Hardened washers shall be required over all holes.
 3. 3/4" H.S. Bolts M-164 for all diaphragm connections.
 4. New Diaphragm and connection plates shall conform to AASHTO M-163.
 5. All contact surfaces of joints for diaphragms shall be free of paint or lacquer.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 STRUCTURAL STEEL DIAPHRAGMS
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-1-R(81)
 COOK COUNTY
 STA. 116 + 57.00
 DRAWN BY: IMG
 DATE: 10-17-83
 CHECKED BY: GDW,TLR

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

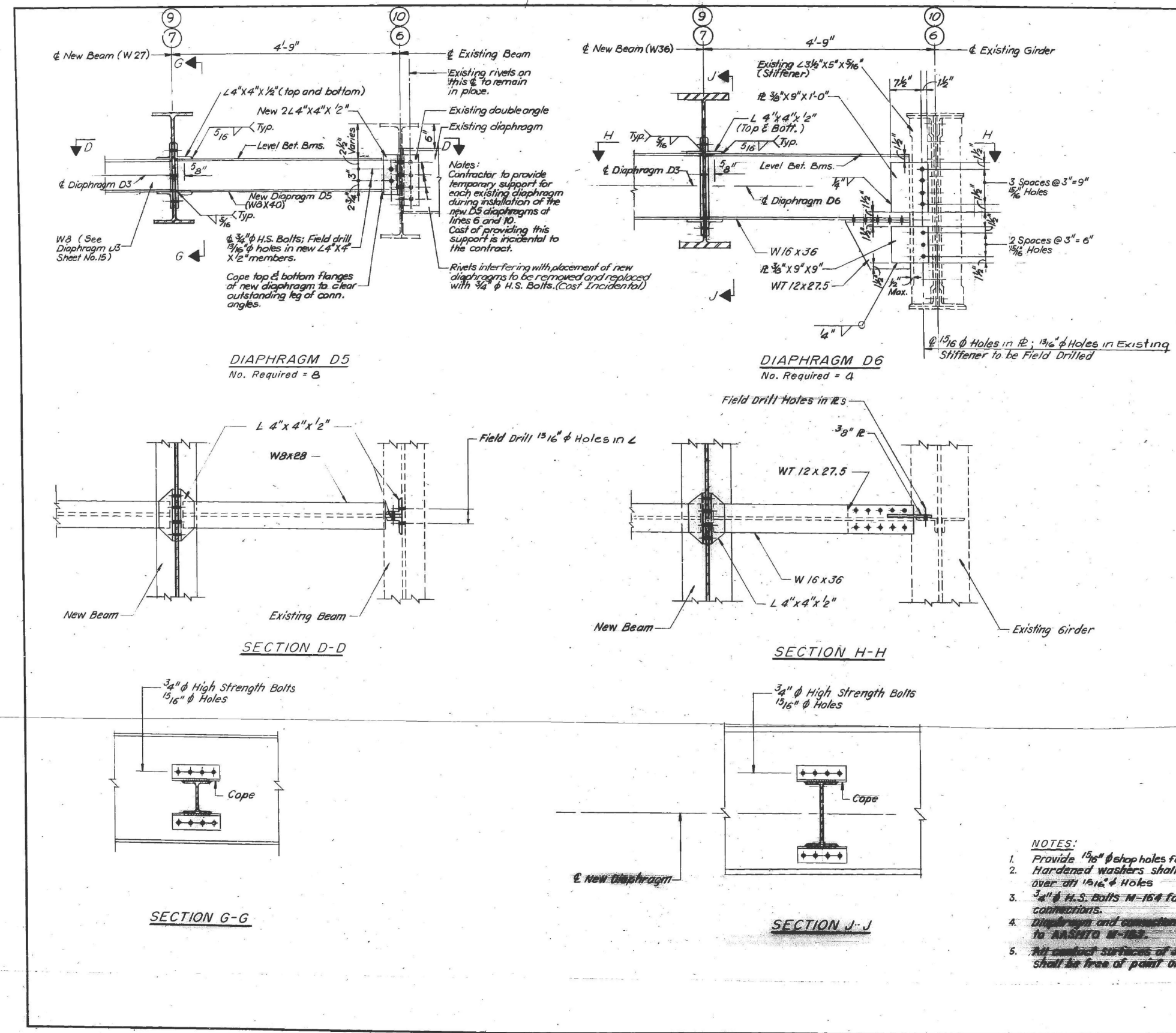
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 SHEET EX 15 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	36
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

* 60B-1-R(81)			
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
COOK	COOK	107	42
FED. AID PROJECT 525			

Sheet 16 of 26



NEW STRUCTURE INTERIOR BEAM MOMENT TABLE

	0.5 SPANS 1 AND 3		0.5 SPAN 2	
	BEAMS 7,9	BEAMS 8A,8B	BEAMS 7,9	BEAMS 8A,8B
I_s (in ⁴)	2850	2850	11,300	11,300
S_s (in ³)	213	213	623	623
D_L (k/ft)	0.87	0.97	0.96	1.07
M_{all} (k-ft)	141	158	465	539
M_{imp} (k-ft)	59	68	122	140
M_{total} (k-ft)	397	451	1059	1196
F_s -total (ksi)	22.4	25.4	20.4	23.0

NEW STRUCTURE INTERIOR BEAM REACTION TABLE

(END REACTIONS)	SPANS 1 AND 3		SPAN 2	
	BEAMS 7,9	BEAMS 8A,8B	BEAMS 7,9	BEAMS 8A,8B
R-DL (k)	15.7	17.5	31	33.7
R-LL (k)	27.8	30	32.0	36.5
R-imp (k)	8.3	9.5	8.7	9.9
R-total (k)	51.8	59	71.7	80.3

EXISTING STRUCTURE INTERIOR BEAM MOMENT TABLE

	0.5 SPANS 1 AND 3		0.5 SPAN 2	
	BEAMS 2-5	BEAMS 11-13	BEAMS 2-5	BEAMS 11-13
I_s (NET) (in ⁴)	3172	3172	14,998	14,998
S_s (NET) (in ³)	233	233	609	609
D_L (k/ft)	0.73	0.73	0.82	0.82
M_{all} (k-ft)	113	118	411	411
M_{LL} (k-ft)	163	163	371	371
M_{imp} (k-ft)	49	49	100	100
M_{total} (k-ft)	330	330	882	882
F_s -total (ksi)	17.0	17.0	17.4	17.4

EXISTING STRUCTURE INTERIOR BEAM REACTION TABLE

(END REACTIONS)	SPANS 1 AND 3		SPAN 2	
	BEAMS 2-5	BEAMS 11-13	BEAMS 2-5	BEAMS 11-13
R-DL (k)	13.2	13.2	25.9	25.9
R-LL (k)	23.0	23.0	26.4	26.4
R-imp (k)	6.9	6.9	7.2	7.2
R-total (k)	43.1	43.1	59.5	59.5

- NOTES:**
- Provide 1 1/16" shop holes for all 3/4" bolts. Hardened washers shall be required over all 1 1/16" holes.
 - 3/4" H.S. bolts A-164 for all diaphragm connections.
 - Diaphragm and connection plates shall conform to AASHTO M-163.
 - All contact surfaces of joints for diaphragms shall be free of paint or lacquer.
- I_s & S_s are the Moment of Inertia & Section Modulus of the steel section used in computing F_s-total.*

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 STRUCTURAL STEEL DIAPHRAGMS
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-1-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: IMG
 CHECKED BY: GOW,TLR
 DATE: 10-17-83

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PLOT DATE = 12/15/2025	DRAWN - MTW	REVISED -
	CHECKED - PRD	REVISED -

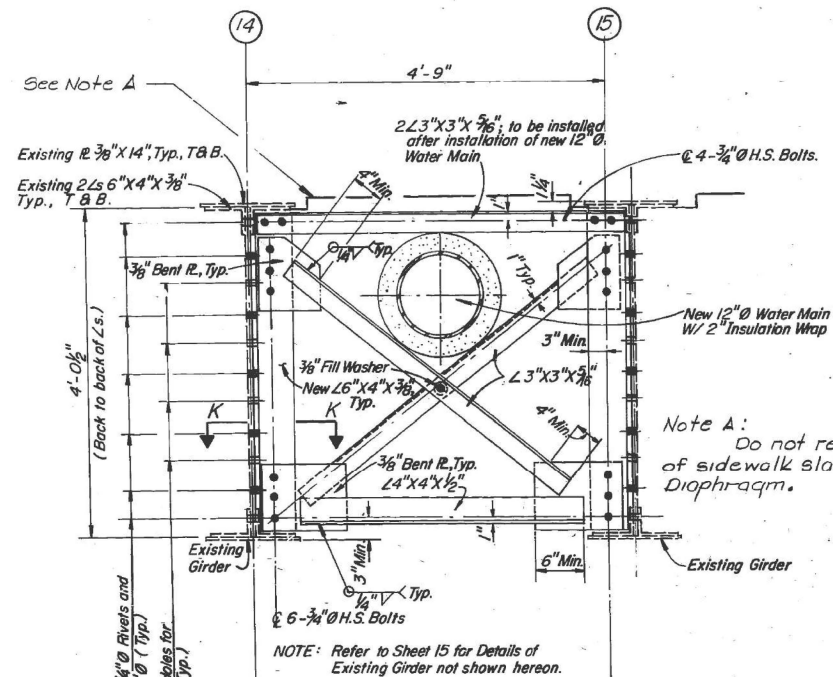
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 16 OF 25
 STRUCTURE NO. 016-0367
 SHEET EX 16 OF EX 25 SHEETS

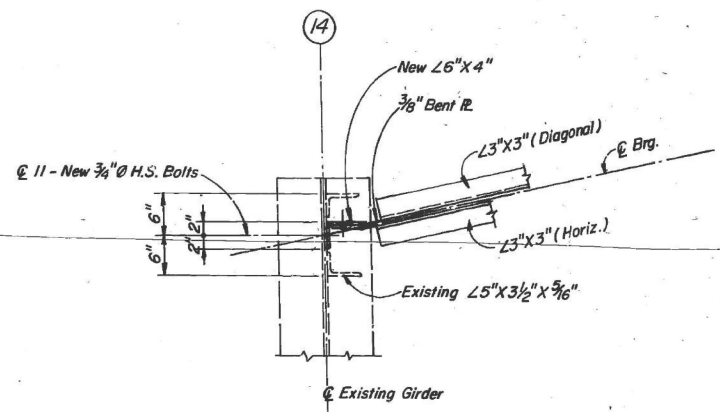
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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

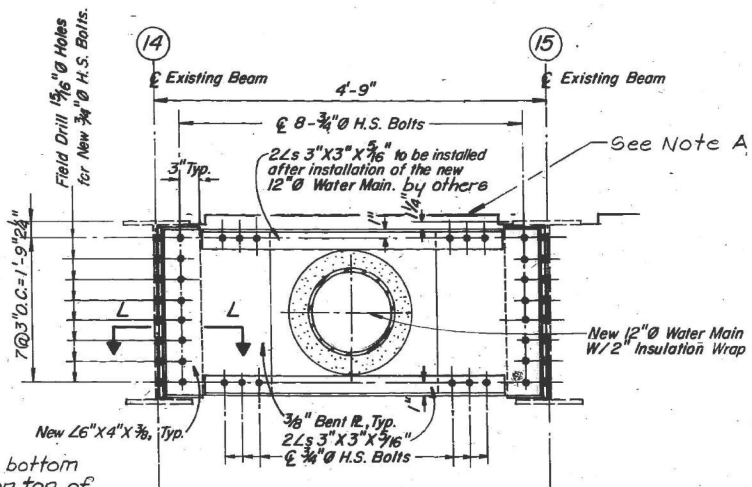
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F. P. ROUTE	SECTION	COUNTY	TOTAL SHEETS
#	COOK	ILL.	43
STA.	TO STA.		SHEET NO.
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT	525



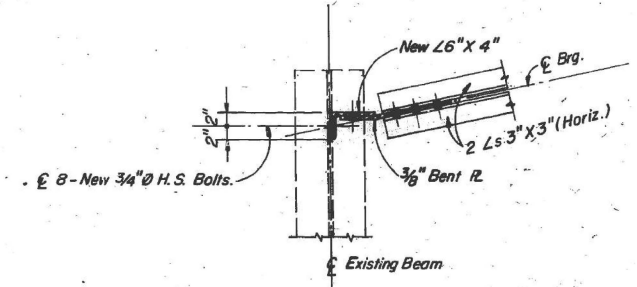
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2 Required



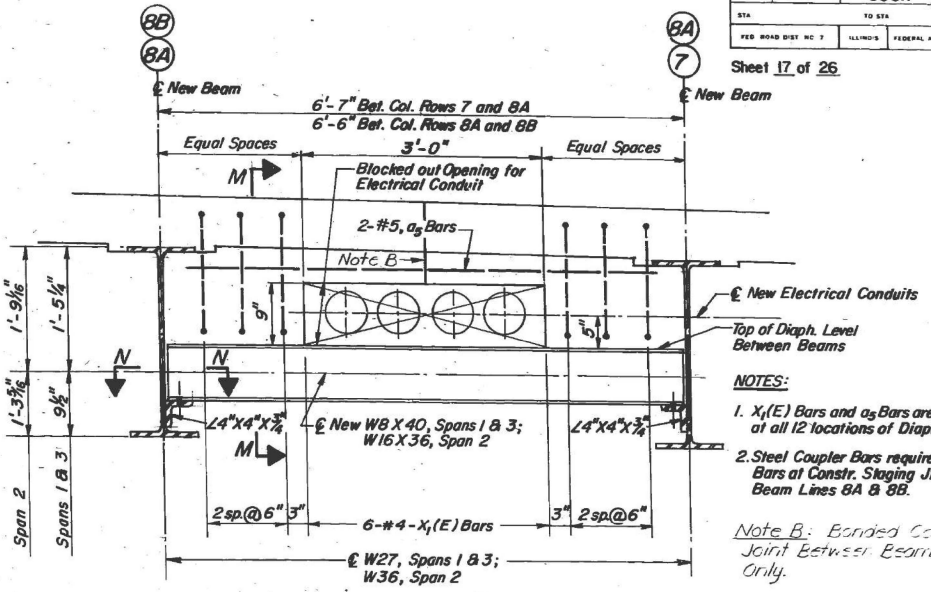
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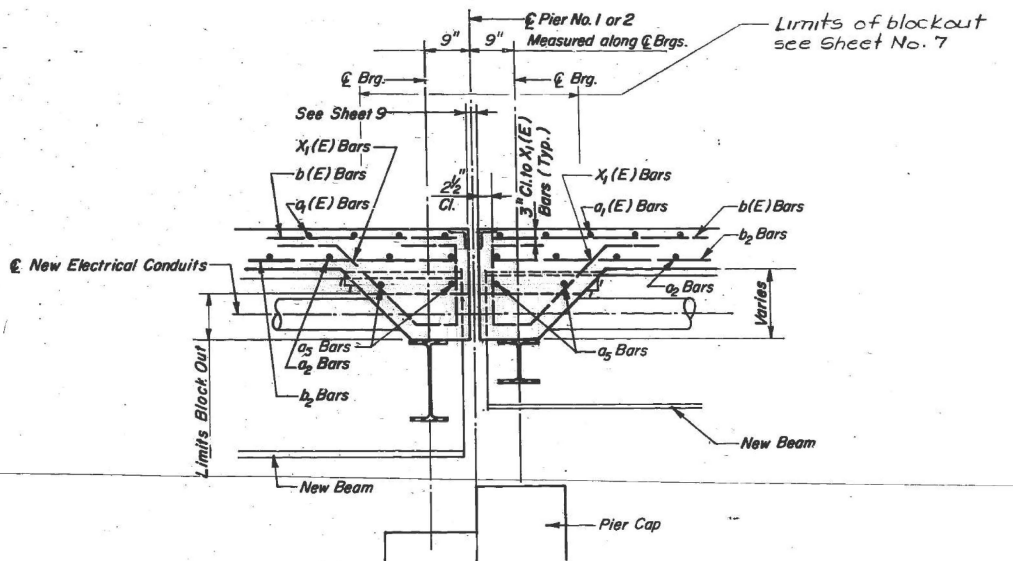
ELEVATION OF DIAPHRAGM D8
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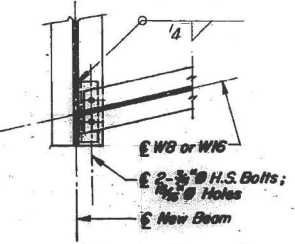
SECTION "L-L"



ELEVATION OF DIAPHRAGM D9
12 Required



SECTION "M-M"



SECTION "N-N"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
STRUCTURAL STEEL DIAPHRAGMS
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116 + 57.00
DRAWN BY : LRG
CHECKED BY : TLR

DATE : 10-17-83

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

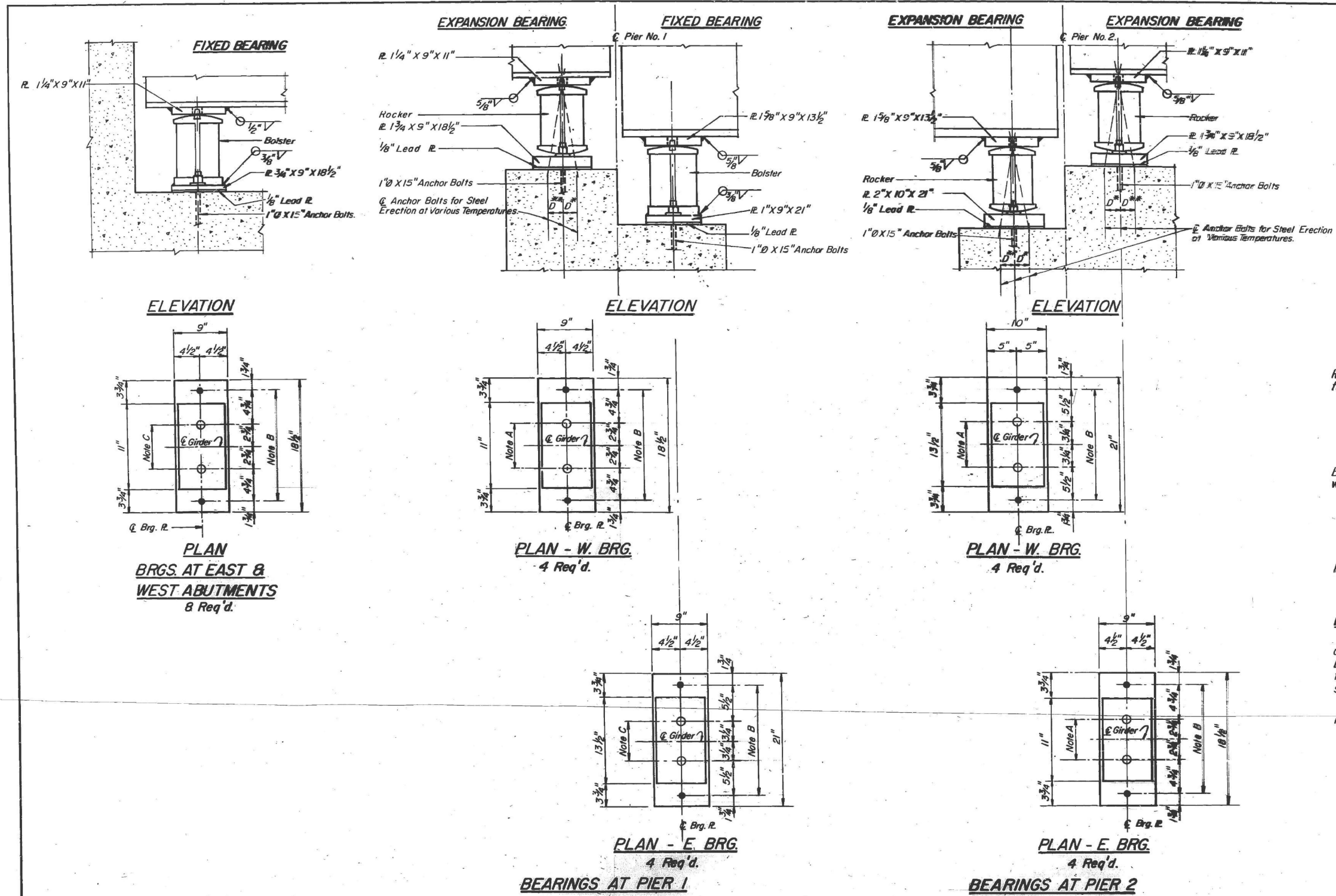
EXISTING PLANS 17 OF 25
STRUCTURE NO. 016-0367
SHEET EX 17 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	38
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

* 60B-I-R(81)			
F.A.P. ROUTE	SECTION	COUNTY	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53
FED. ROAD DIST. NO. 7			525
ILLINOIS			FED. AID PROJECT

Sheet 18 of 26



NOTE A
 1 3/8" Holes - 1" deep in top R. for pintles. Thread or press fit pintles into bottom R.

NOTE B
 1/2" Holes for 1" Anchor Bolts. 3/16" X 2 1/2" X 2 1/2" R. washers under nut.

NOTE C
 1 3/8" Holes 1" deep in top R. only for 1/4" pintles.

NOTES:
 1. Refer to Sheet 19 for Details of Rockers and Bolsters, Bolt Location Plan and Notes on Setting of Anchor Bolts at Expansion Bearings.
 2. All Bearing Plates to be M183 Steel.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 BEARING ASSEMBLY DETAILS
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-I-R(81)
 COOK COUNTY
 STA. 116 + 57.00
 DATE: 10-17-83
 DRAWN BY: LRG
 CHECKED BY: TLR

MODEL: B, Sheet, Consultant
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BLA, Inc.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

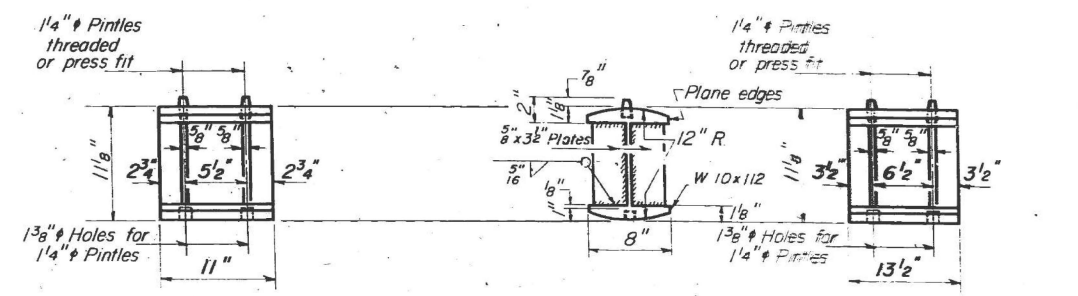
EXISTING PLANS 18 OF 25
 STRUCTURE NO. 016-0367
 SHEET EX 18 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	39
				CONTRACT NO. 62Y30
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY

* 60B-I-R(81)				
PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	COOK	10/2	45	
DATE	TO STA.		FEDERAL AID PROJECT	
NO. ROAD DIST. NO. 7	ILLINOIS		525	

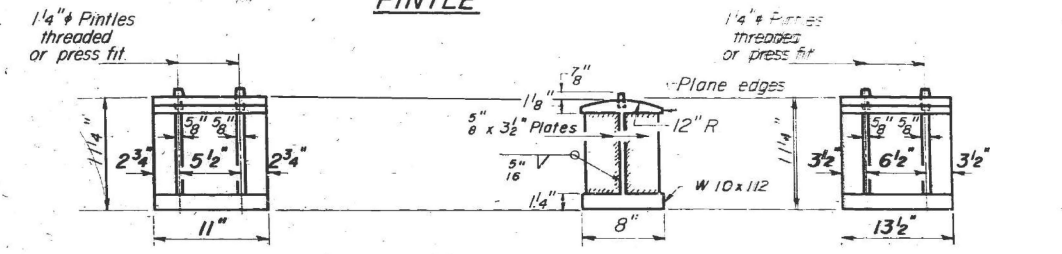
Sheet 19 of 26



ROCKER
W. BRG. AT PIER NO. 1
E. BRG. AT PIER NO. 2
 8 Req'd

ROCKER
W. BRG. AT PIER NO. 2
 4 Req'd.

PINTLE

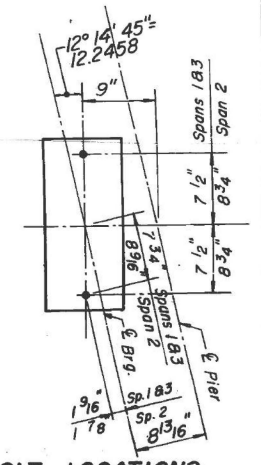


BOLSTER
AT ABUTMENTS
 8 Req'd.

BOLSTER
E. BRG. AT PIER NO. 1
 4 Req'd.

NOTES ON SETTING OF ANCHOR BOLTS AT EXP. BRGS.

- a) D^* (Side of brg away from fixed brg)
 $D^* = \frac{1}{8}$ " per each 100' of expansion for every 15° fall below the normal temp. of 50°F.
- D^{**} (Side of brg. toward fixed brg.)
 $D^{**} = \frac{1}{8}$ " per each 100' of expansion for every 15° rise above the normal temp. of 50°F.
- b) After girders have been erected and dimensions D^* or D^{**} determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.



BOLT LOCATIONS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 BEARING ASSEMBLY DETAILS
 F.A.P. ROUTE 525 (U.S. ROUTE 14)
 OVER NORTH SHORE CHANNEL
 SECTION 60B-I-R(81)
 COOK COUNTY
 STA. 116+57.00
 DRAWN BY: IMG
 DATE: 10-17-83
 CHECKED BY: GDW, TLR

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

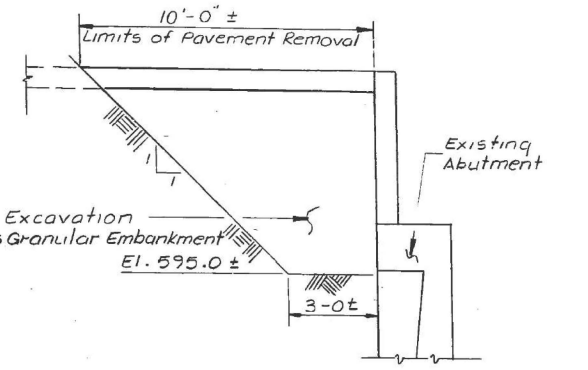
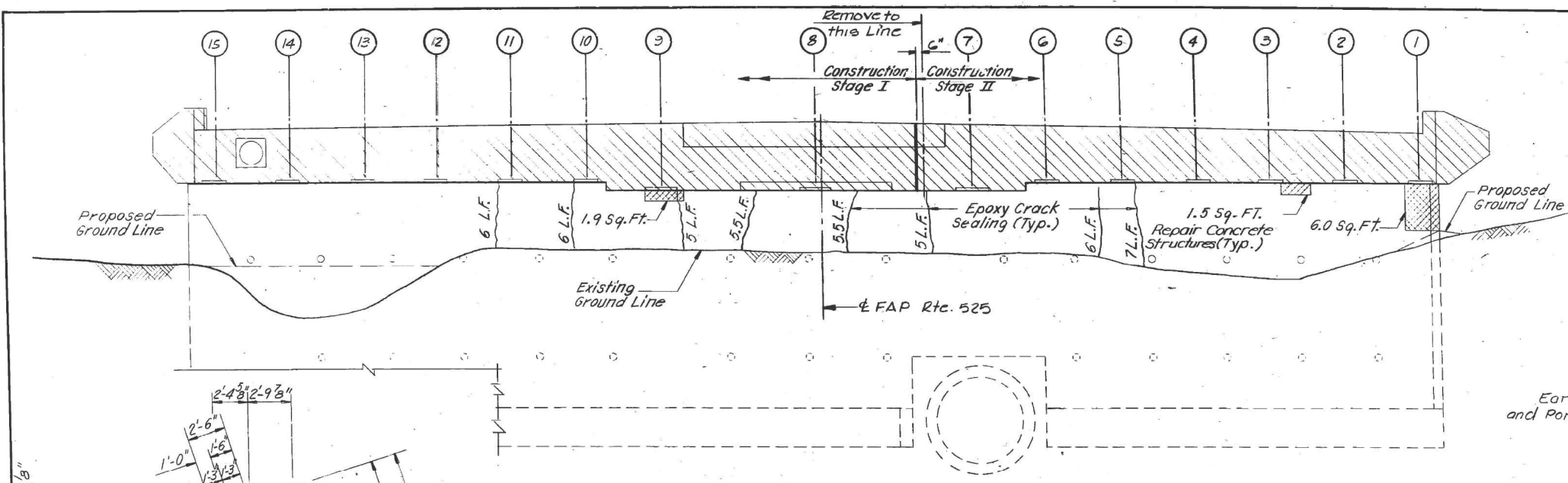
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 STRUCTURE NO. 016-0367
 SHEET EX 19 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

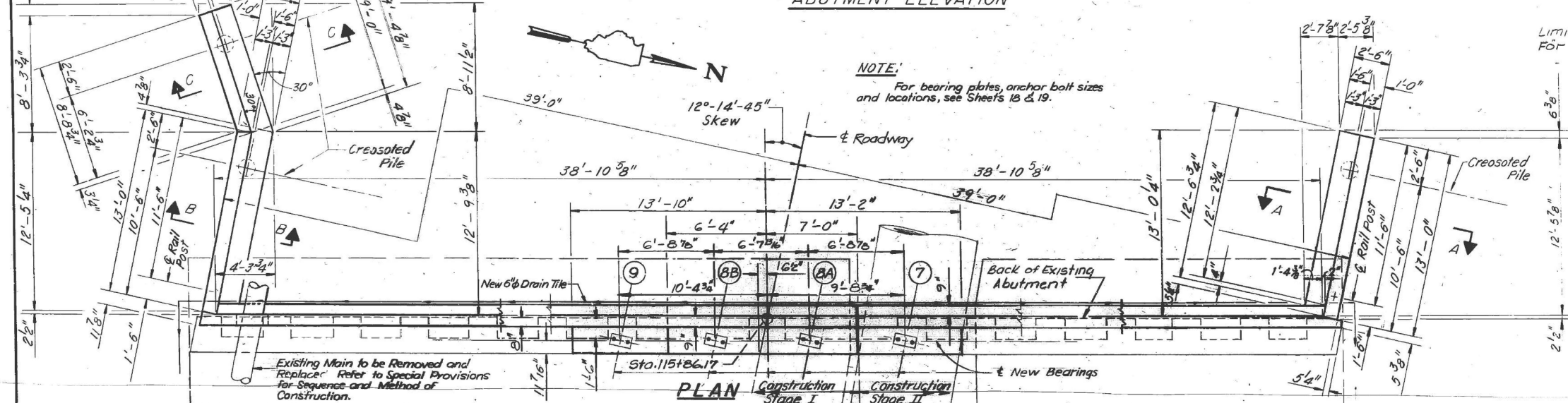
FOR INFORMATION ONLY

* 60B-1-R(81)

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*		COOK	107	46
FED. ROAD DIST. NO. 7 ILLINOIS FEDERAL AID PROJECT 525				
Sheet 20 of 26				



ABUTMENT ELEVATION

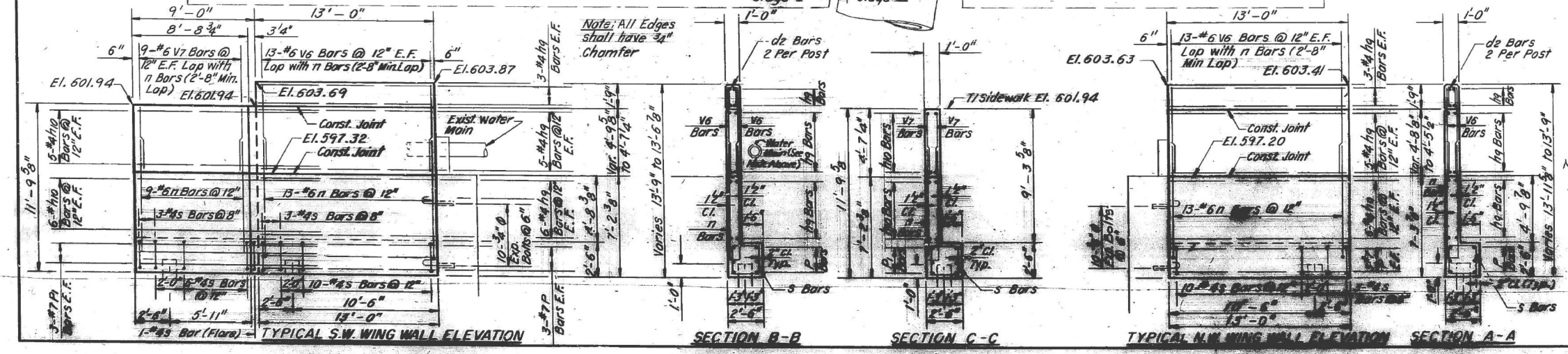


NOTE:
For bearing plates, anchor bolt sizes and locations, see Sheets 18 & 19.

Note:
The driving of the creosoted piles at the southwest wing wall must be completed prior to installation of the New 12" water main at that location.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	9.3
Repair Concrete Structures	Sq. Ft.	9.4
Epoxy Crack Sealing	Lin. Ft.	46



PILE DATA
Type: Creosoted piles 20:1 to 38:1
Capacity: 15 Tons
Estimated Length: 35 ft.

Note:
For Section thru Abutment see Sheet 23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
WEST ABUTMENT REHABILITATION
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116 + 57.00
DRAWN BY: WJS
CHECKED BY: GDM, TLR
DATE: 10-17-83

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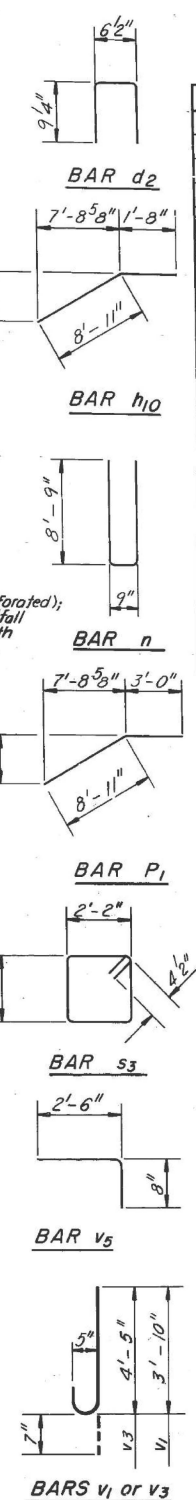
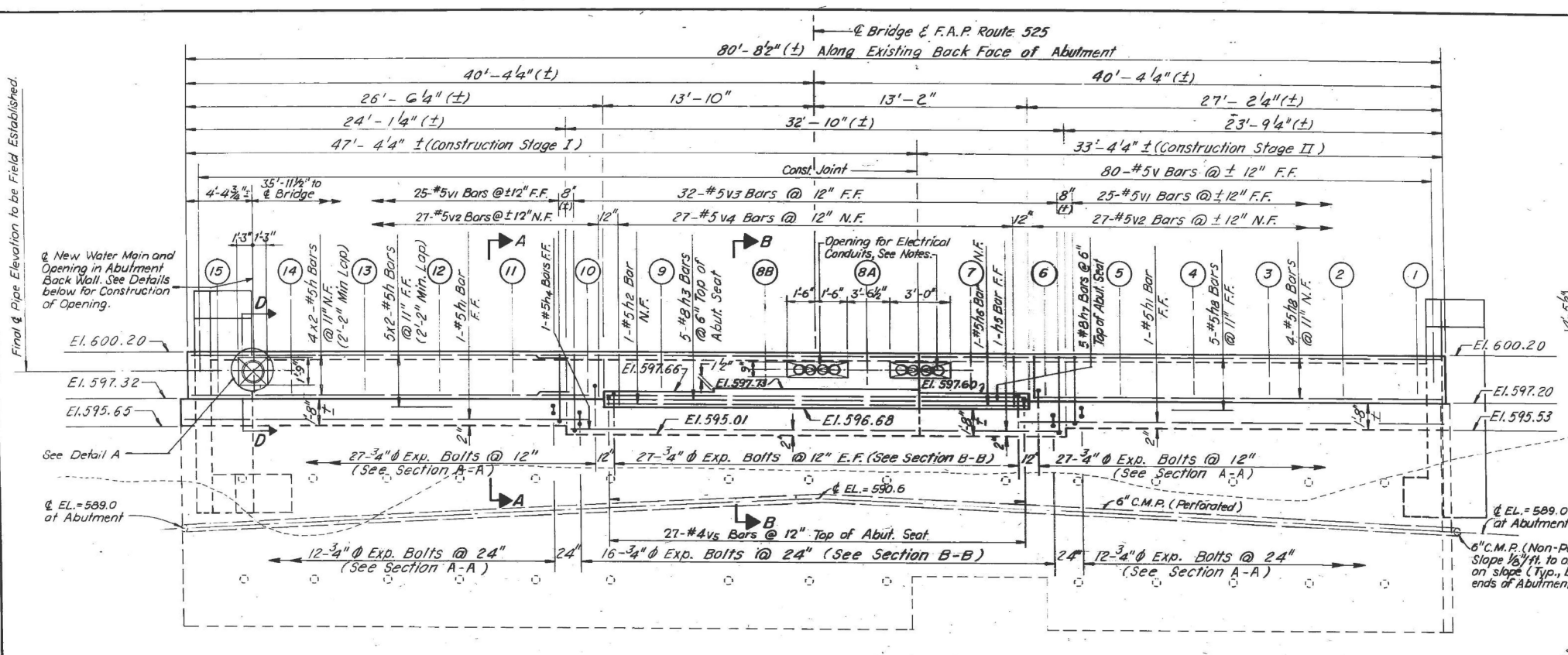
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 20 OF 25
STRUCTURE NO. 016-0367
SHEET EX 20 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	41
CONTRACT NO. 62Y30				
ILLINOIS FEDERAL AID PROJECT				

FOR INFORMATION ONLY

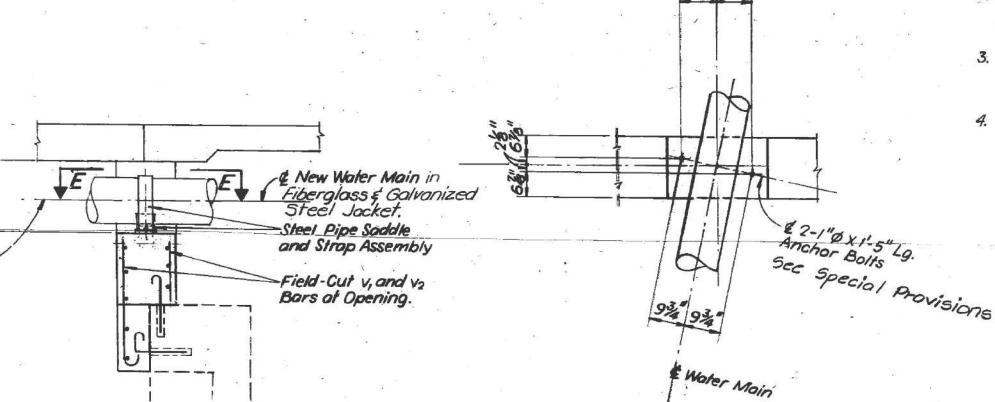
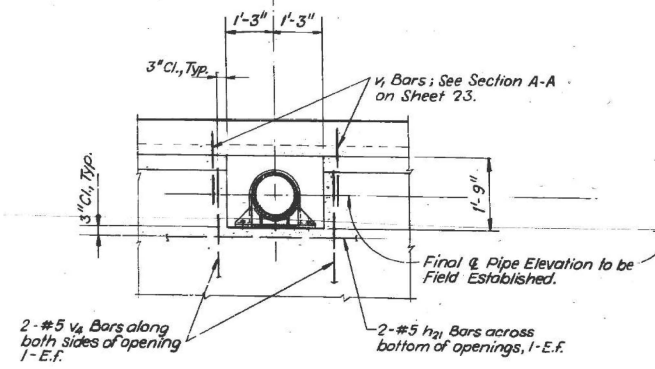
* 60B-1-R(81)				
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	COOK	102	47	
Sheet 21 of 26				
BILL OF MATERIAL				



Bar	No.	Size	Length	Shape
d2	4	#4	2'-1"	□
h1	18	#5	24'-8"	—
h2	2	#5	27'-0"	—
h3	1	#5	19'-7"	—
h4	5	#8	19'-7"	—
h5	1	#5	22'-0"	—
h6	1	#5	9'-0"	—
h7	1	#5	6'-7"	—
h8	5	#8	6'-7"	—
h9	9	#5	33'-0"	—
h10	56	#4	12'-9"	—
h21	22	#4	10'-7"	—
h21	2	#5	5'-2"	—
n	35	#6	18'-3"	U
P	12	#7	12'-9"	—
P1	6	#7	12'-1"	—
s3	35	#4	9'-5"	□
v	80	#5	2'-6"	—
v1	50	#5	4'-5"	J
v2	54	#5	2'-8"	—
v3	32	#5	5'-0"	J
v4	31	#5	3'-3"	—
v5	27	#4	3'-2"	—
v6	52	#6	6'-2"	—
v7	18	#6	4'-6"	—

- NOTES:**
- For Sections A-A & B-B See Sheet No. 23.
 - For Wing Walls Details See Sheet No. 20.
 - See Sheet 26 for Bar Splice Details of Bonded Construction Joint.
 - Bars indicated thus 5x2 etc. indicates 5 lines of bars with 2 lengths per line & New Water Main

- Notes for Opening in Abutment Backwall for Electrical Conduit:**
- Final & conduit elevation to be field established.
 - Adjust vertical placement of h8 wall bars to clear opening by 1/2" on top and bottom.
 - Field cut vertical v3 and v4 bars to clear openings (terminate these bars 1/2" below bottom of opening).
 - Openings to be grouted solid following installation of electrical conduits.



- NOTES:**
- Refer to Section A-A, Sheet 23, for Reinforcing and Other Details Not Shown.
 - Refer to the Drawing Prepared by the City of Chicago Department of Water, Bureau of Water Distribution and the Project Special Provisions for Details and Specifications for Steel Pipe Saddle and Strap Assembly.
 - Openings to be grouted solid with non-shrink grout following installation of water main.

Item	Unit	Quantity
Structure Excavation	Cu. Yd.	56
Crested Piles 20.1' to 38'	Lin. Ft.	70
Test Piles (Timber)	Ea.	1
Class X Concrete	Cu. Yd.	41
Reinforcement Bars	Lbs.	5050
Expansion Bolts (3/4" Ø)	Ea.	170
Porous Granular Backfill	Cu. Yd.	46
Pipe Drains (Perforated)	Lin. Ft.	82
Pipe Drains (Non-Perforated)	Lin. Ft.	26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
WEST ABUTMENT REHABILITATION
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116+57.00
DRAWN BY: IMG,LRG
CHECKED BY: GDW,TLR

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PLOT DATE = 12/15/2025	DRAWN - MTW	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 21 OF 25
STRUCTURE NO. 016-0367
SHEET EX 21 OF EX 25 SHEETS

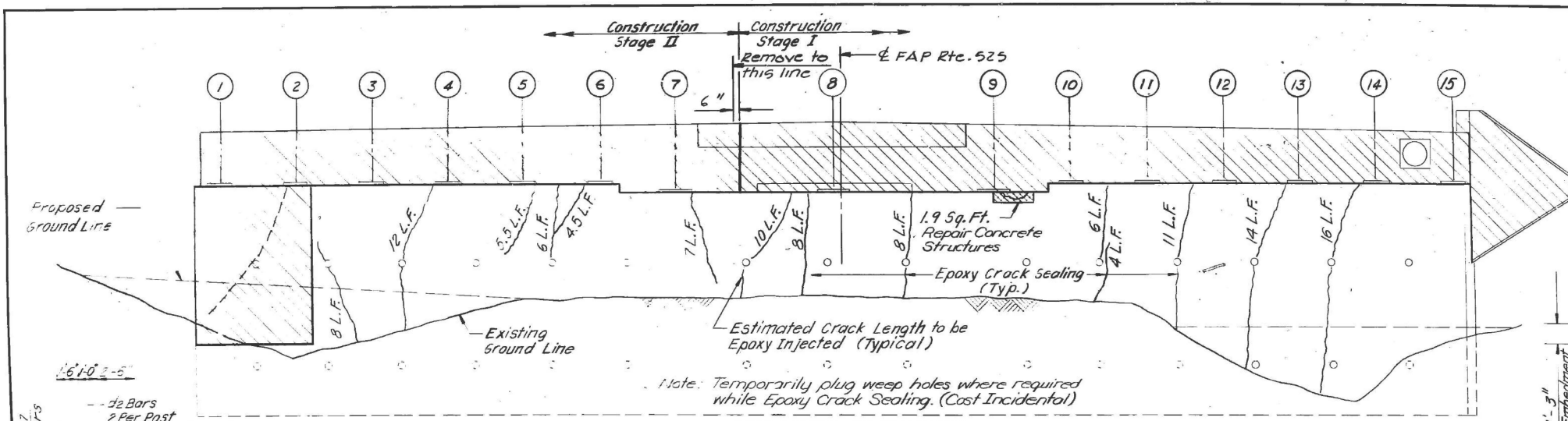
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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

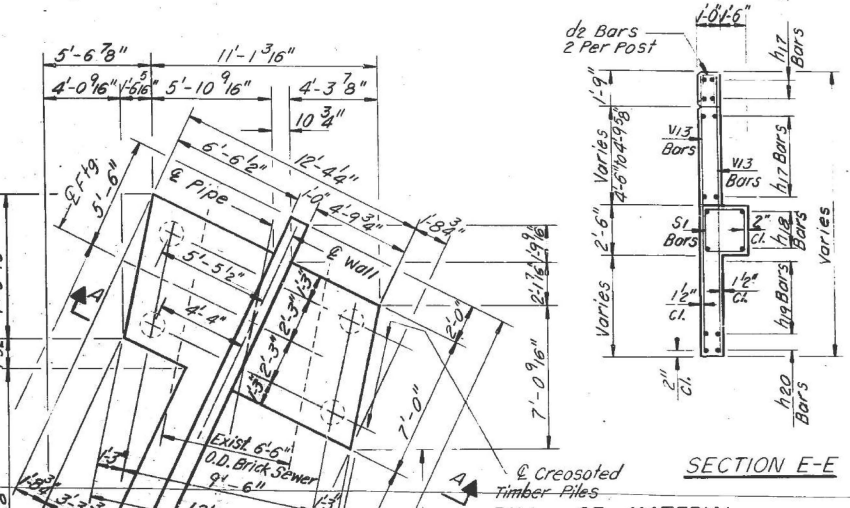
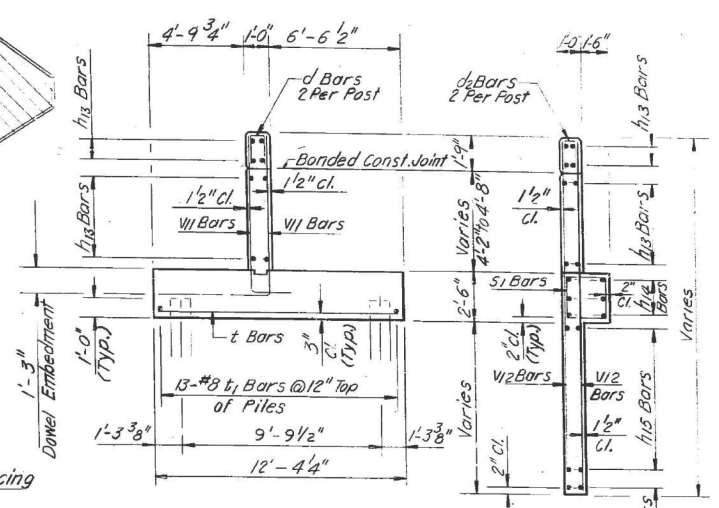
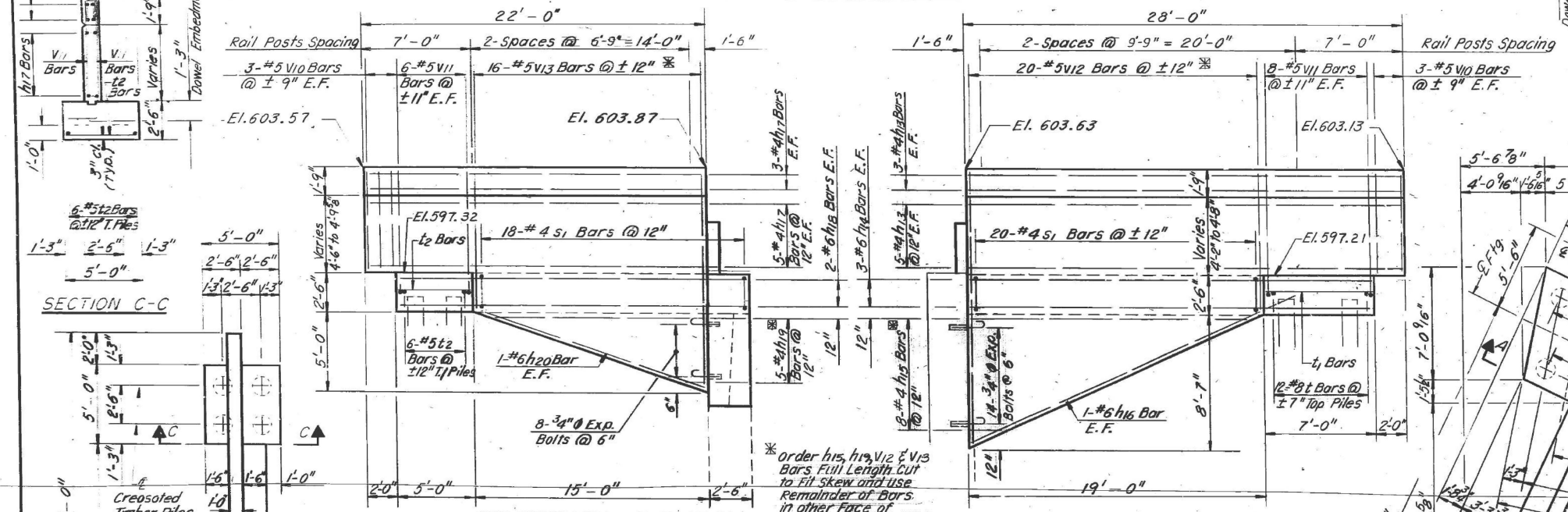
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F.A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	43
FED. AID PROJECT 525				

Sheet 22 of 26

Note: All Edges shall have 3/4" Chamfer.



ABUTMENT ELEVATION



BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	13.6
Repair Concrete Structures	Sq. Ft.	1.9
Epoxy Crack Sealing	Lin. Ft.	120

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT REHABILITATION
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116+ 57.00
DRAWN BY: MPE
CHECKED BY: GDW, TLR

DATE 10-17-83

NOTES:
For Bearing Plates, Anchor Bolt Sizes and Locations, See Sheets 18 & 19.
For Pile Data, See Sheet 23.

PLAN

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PLOT DATE = 12/15/2025	DRAWN - MTW	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 22 OF 25
STRUCTURE NO. 016-0367

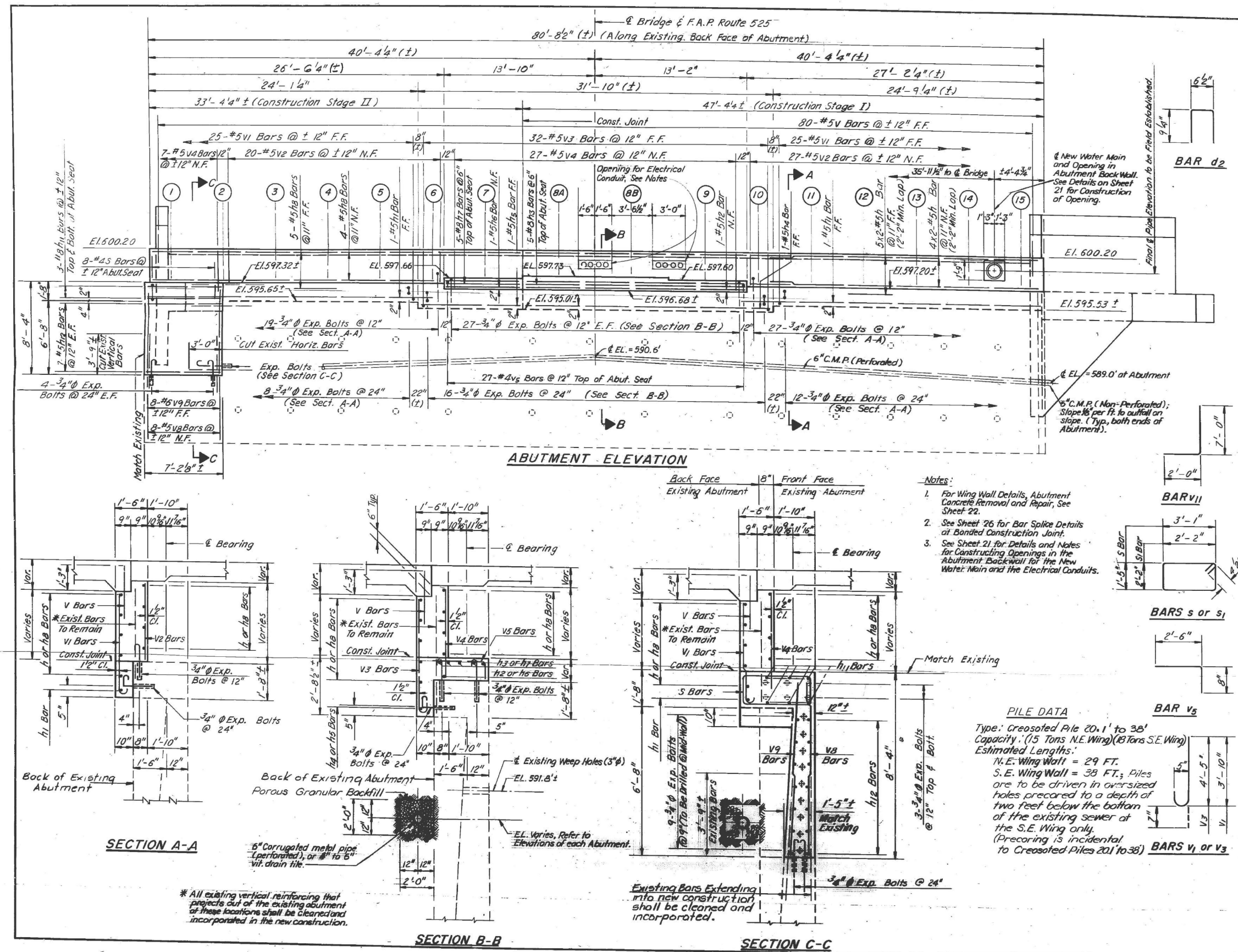
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

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FOR INFORMATION ONLY



* 60B-I-R(81)

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
COOK	COOK	102	49

Sheet 23 of 26

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d2	8	#4	2'-1"	□
h	18	#5	24'-8"	—
h1	2	#5	27'-0"	—
h2	1	#5	19'-7"	—
h3	5	#8	19'-7"	—
h4	1	#5	22'-0"	—
h5	1	#5	9'-0"	—
h6	1	#5	6'-7"	—
h7	5	#8	6'-7"	—
h8	9	#5	33'-0"	—
h11	6	#8	6'-10"	—
h12	14	#5	6'-10"	—
h13	16	#4	27'-5"	—
h14	6	#6	25'-5"	—
h15	8	#4	18'-9"	—
h16	2	#6	23'-0"	—
h17	16	#4	21'-5"	—
h18	4	#6	22'-2"	—
h19	5	#4	19'-0"	—
h20	2	#6	17'-6"	—
h21	2	#5	5'-2"	—
s	8	#4	9'-9"	□
s1	38	#4	9'-5"	□
t	12	#8	12'-1"	—
t1	13	#8	6'-9"	—
t2	12	#5	4'-9"	—
v	80	#5	2'-6"	—
v1	50	#5	4'-5"	J
v2	47	#5	2'-8"	—
v3	32	#5	5'-0"	J
v4	34	#5	3'-3"	—
v5	27	#4	3'-2"	—
v8	8	#5	8'-0"	—
v9	8	#6	8'-0"	—
v10	12	#5	5'-7"	—
v11	28	#5	9'-0"	J
v12	20	#5	24'-9"	—
v13	16	#5	22'-0"	—

Item	Unit	Quantity
Structure Excavation	Cu. Yd.	49
Creosoted Piles 20.1 to 38	Lin. Ft.	268
Class X Concrete	Cu. Yd.	57
Reinforcement Bars	Lbs.	5910
Expansion Bolts (3/4" Ø)	Ea.	179
Porous Granular Backfill	Cu. Yd.	46
Pipe Drains (Perforated)	Lin. Ft.	82
Pipe Drains (Non-Perforated)	Lin. Ft.	20

- Notes:
- For Wing Wall Details, Abutment Concrete Removal and Repair, See Sheet 22.
 - See Sheet 26 for Bar Splice Details at Bonded Construction Joint.
 - See Sheet 21 for Details and Notes for Constructing Openings in the Abutment Backwall for the New Water Main and the Electrical Conduits.

PILE DATA
 Type: Creosoted Pile 20.1' to 38'
 Capacity: (15 Tons N.E. Wing) (8 Tons S.E. Wing)
 Estimated Lengths:
 N.E. Wing Wall = 29 FT.
 S.E. Wing Wall = 38 FT.
 Piles are to be driven in oversized holes prepared to a depth of two feet below the bottom of the existing sewer at the S.E. Wing only. (Precoring is incidental to Creosoted Piles 20.1 to 38')

MODEL: B1 Sheet, Consultant
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12/15/2025 1:54:30 PM

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	CHECKED - PRD	REVISED -
PLOT SCALE = 02' = 1"	DRAWN - MTW	REVISED -
PLOT DATE = 12/15/2025	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 23 OF 25
 STRUCTURE NO. 016-0367

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	44

CONTRACT NO. 62Y30

ILLINOIS FED. AID PROJECT

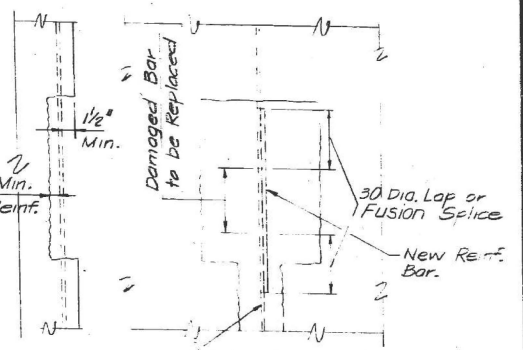
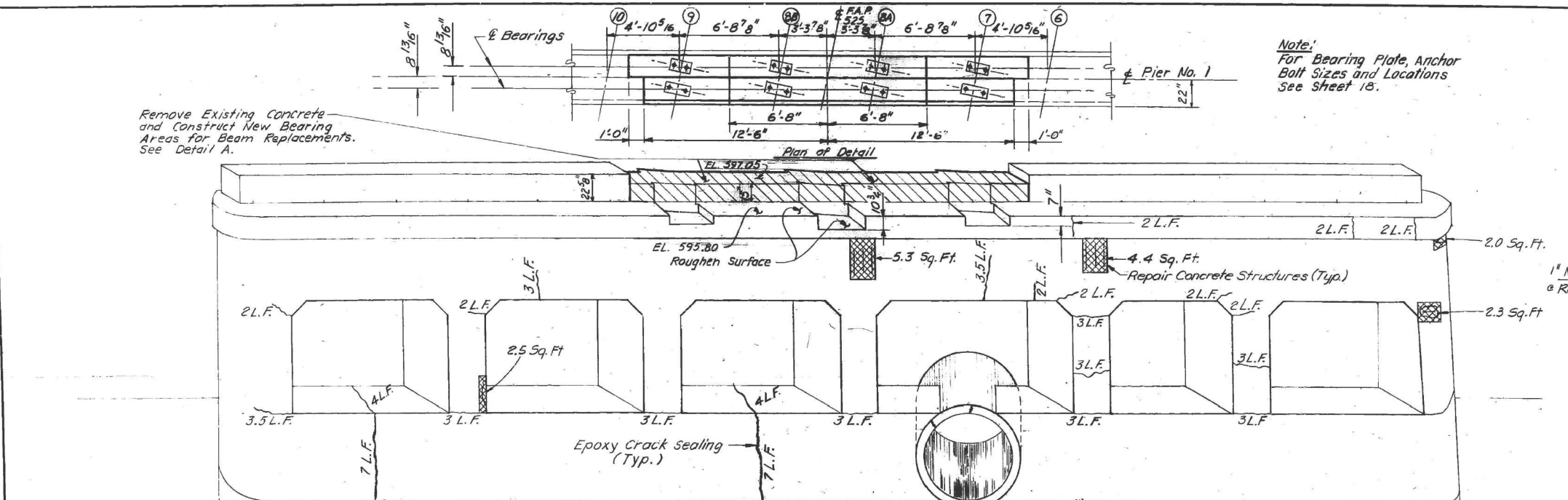
FOR INFORMATION ONLY

* 60B-1-R(81)		TOTAL SHEETS	50
SECTION	COOK	NO.	50
STA.	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT	525

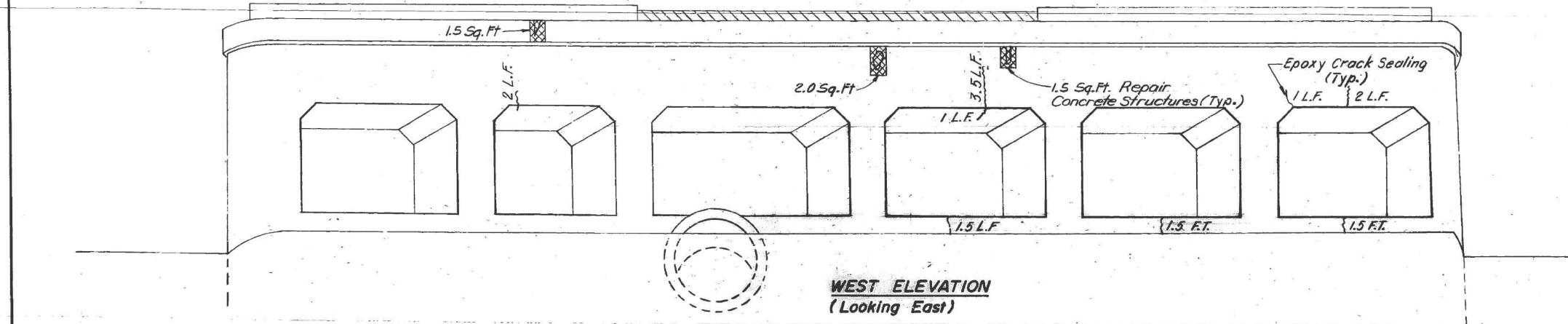
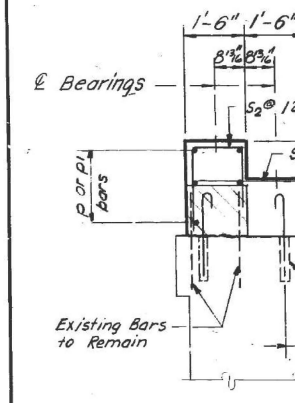
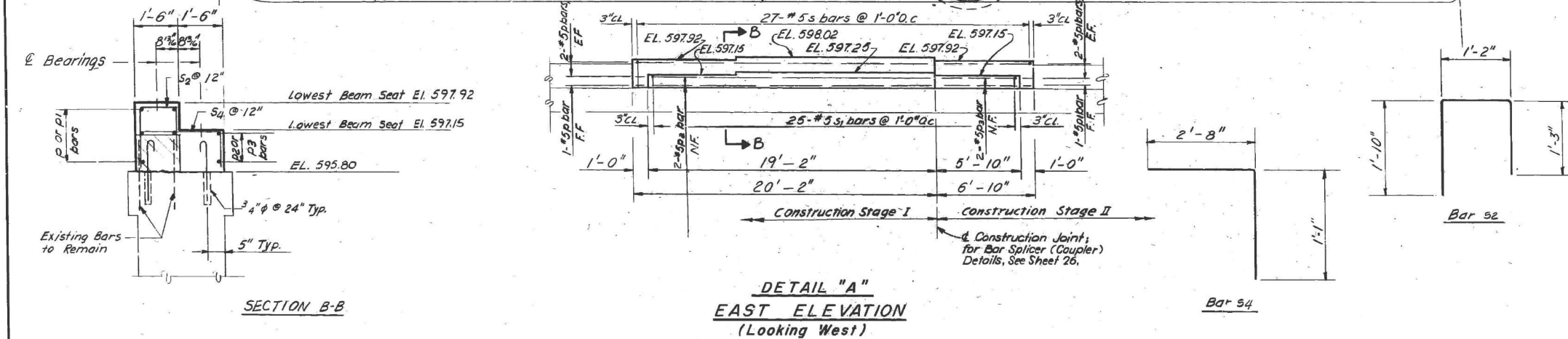
Sheet 24 of 26

Remove Existing Concrete and Construct New Bearing Areas for Beam Replacements. See Detail A.

Note:
For Bearing Plate, Anchor Bolt Sizes and Locations See Sheet 15.



NOTE:
Existing reinf. having 10% or more of cross sectional area lost due to corrosion or damage during concrete removal shall be replaced by new reinf. same size as original lapped as shown or noted.



BAR SCHEDULE				
Bar	No.	Size	Length	Shape
P	5	#5	19'-7"	—
P1	5	#5	6'-7"	—
P2	2	#5	18'-7"	—
P3	2	#5	5'-7"	—
S2	27	#5	4'-3"	□
S4	25	#5	3'-9"	└

BILL OF MATERIALS		
ITEM	UNIT	QUANT.
Repair Concrete Structures	Sq. Ft.	21.5
Epoxy Crack Sealing	Lin. Ft.	88
Concrete Removal	Cu. Yd.	2.7
Glass X Concrete	Cu. Yd.	6.5
Reinforcement Bars	Lb.	450
Expansion Bolts (3/4"Ø)	Ea.	27

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PIER NO. 1 REHABILITATION
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116 + 57.00
DRAWN BY: W.J.S.
DATE: 10-17-83
CHECKED BY: GDM,TLR

MODEL: B1 Sheet, Consultant
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	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

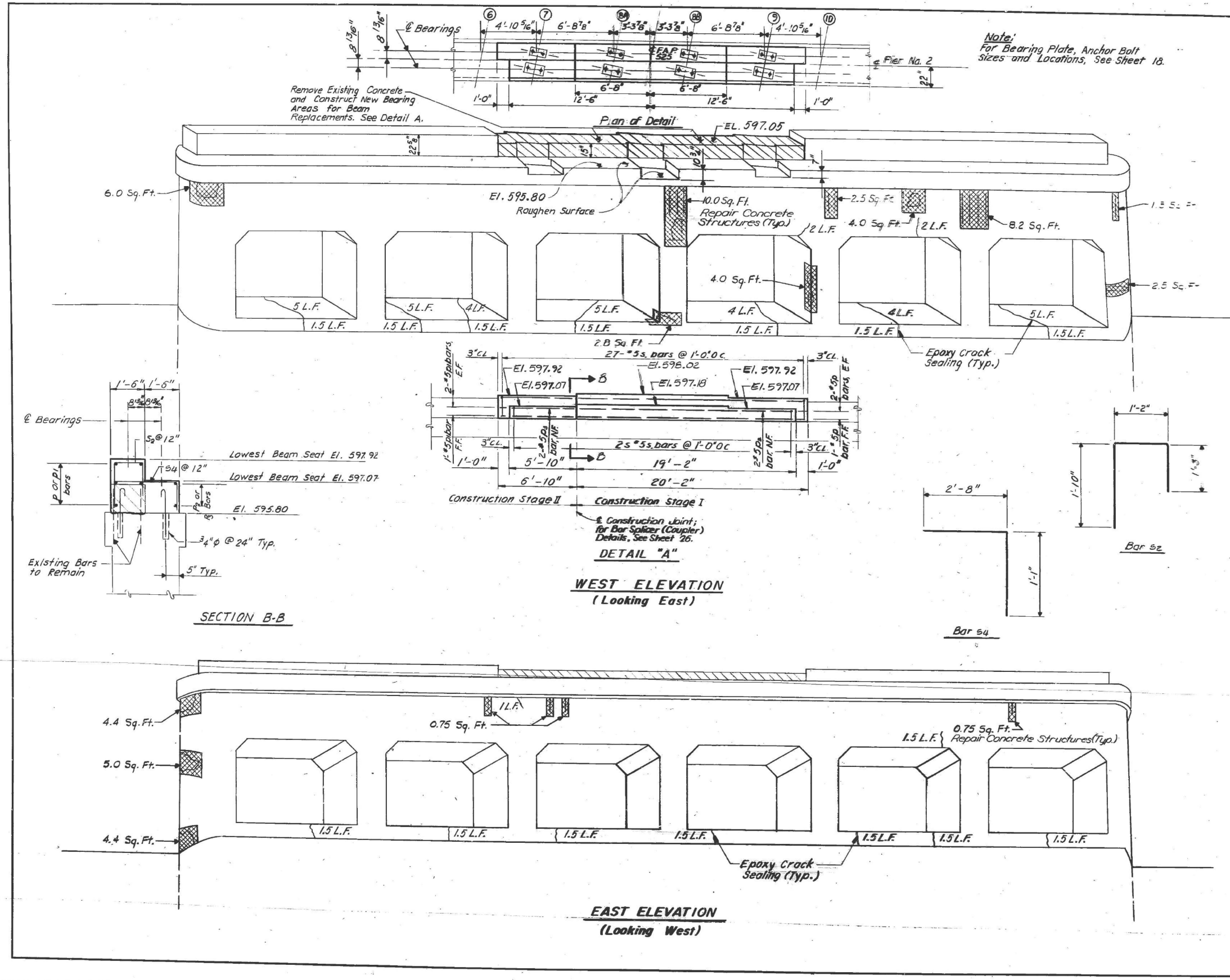
EXISTING PLANS 24 OF 25
STRUCTURE NO. 016-0367
SHEET EX 24 OF EX 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	45
CONTRACT NO. 62Y30				
ILLINOIS		FED. AID PROJECT		

FOR INFORMATION ONLY

* 60B-1-R(81)		TOTAL SHEETS	SHEET NO.
F.A. ROUTE	SECTION	COUNTY	51
STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FEDERAL AID PROJECT 525

Sheet 25 of 26



Note:
For Bearing Plate, Anchor Bolt
Sizes and Locations, See Sheet 18.

Remove Existing Concrete
and Construct New Bearing
Areas for Beam
Replacements. See Detail A.

BAR SCHEDULE				
Bar	No.	Size	Length	Shape
P	5	#5	19'-7"	—
P1	5	#5	6'-7"	—
P2	2	#5	18'-7"	—
P3	2	#5	5'-7"	—
S2	27	#5	4'-3"	└
S4	25	#5	3'-9"	└

BILL OF MATERIALS		
ITEM	UNIT	QUANT
Repair Concrete Structures	Sq.Ft.	58.1
Epoxy Crack Sealing	Lin.Ft.	60
Concrete Removal	Cu.Yd.	2.7
Class X Concrete	Cu.Yd.	6.5
Reinforcement Bars	Lb.	450
Expansion Bolts (3/4" Ø)	Ea.	27

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PIER NO. 2 REHABILITATION
F.A.P. ROUTE 525 (U.S. ROUTE 14)
OVER NORTH SHORE CHANNEL
SECTION 60B-1-R(81)
COOK COUNTY
STA. 116+57.00
DRAWN BY: MPE
DATE 10-17-83
CHECKED BY: GDW, TLR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 25 OF 25
STRUCTURE NO. 016-0367
SHEET EX 25 OF EX 25 SHEETS

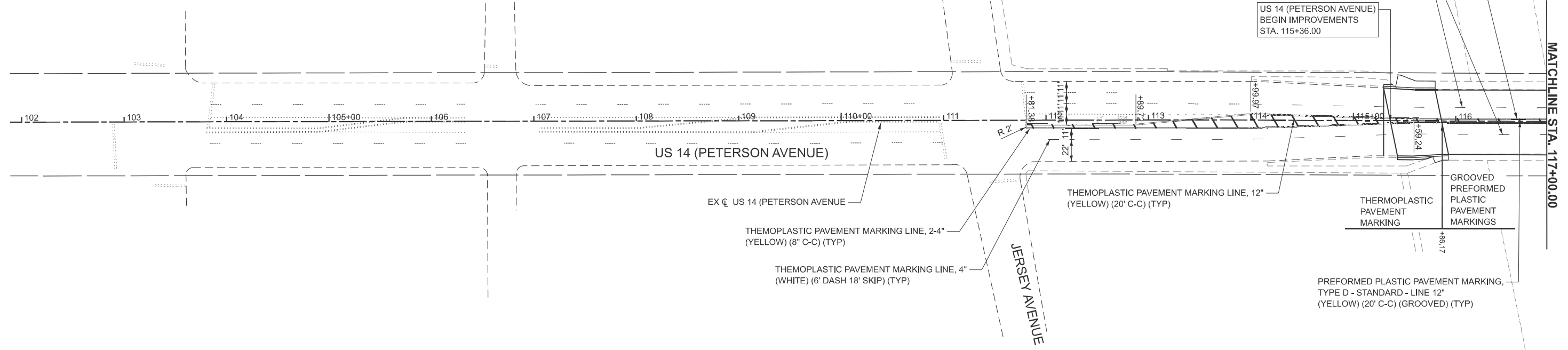
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	46
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

NOTE:
 ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT D1 PM DETAIL TC-24
 ALL RAISED REFLECTIVE MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RRPD DETAIL TC-11

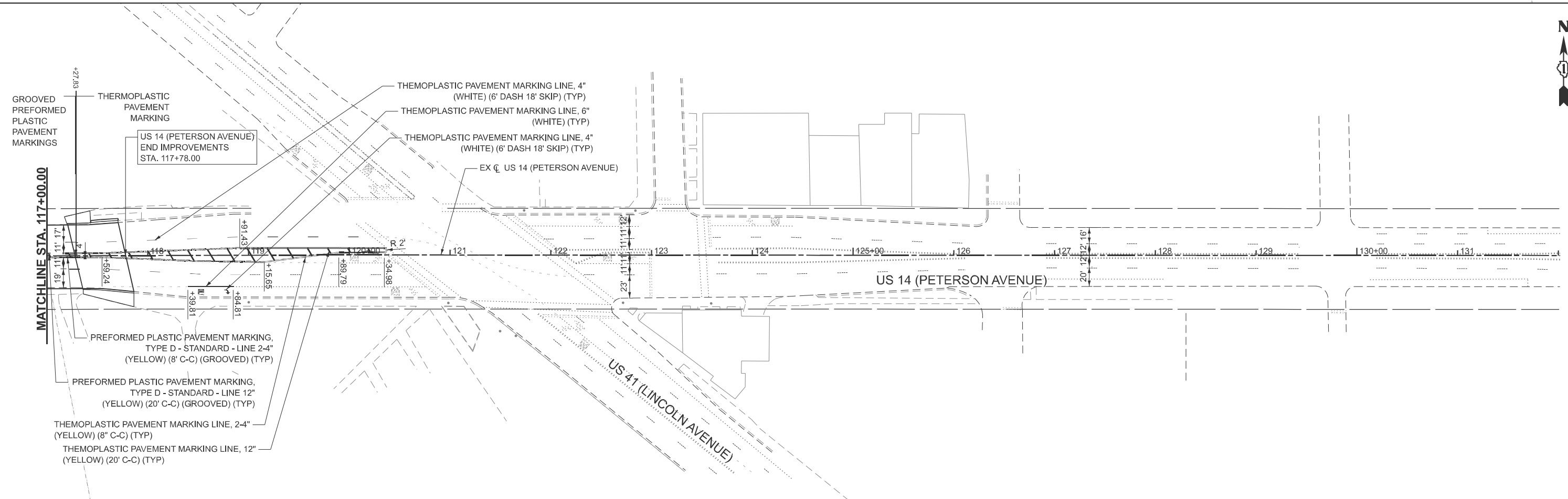
PREFORMED PLASTIC PAVEMENT MARKING,
 TYPE D - STANDARD - LINE 2-4"
 (YELLOW) (8' C-C) (GROOVED) (TYP)

PREFORMED PLASTIC PAVEMENT MARKING,
 TYPE D - STANDARD - LINE 7"
 (1.5" BLACK, 4" WHITE, 1.5" BLACK)
 (6' DASH 18' SKIP) (GROOVED)

US 14 (PETERSON AVENUE)
 BEGIN IMPROVEMENTS
 STA. 115+36.00



MATCHLINE STA. 117+00.00



MATCHLINE STA. 117+00.00

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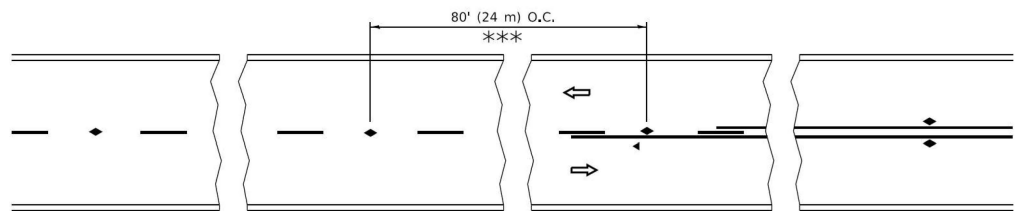
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	CHECKED - GJE	REVISED -
PLOT DATE = 11/25/2025	DATE - 12/15/2025	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
 US 14 OVER NORTH SHORE CHANNEL BRIDGE REPAIRS

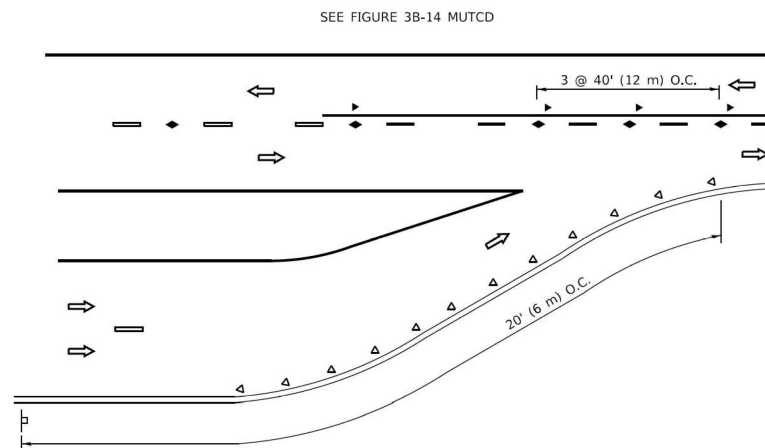
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 103+00.00 TO STA. 133+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	(60B&C-NRM) BDR, BJR 25	COOK	53	47
CONTRACT NO. 62Y30				
ILLINOIS FED. AID PROJECT				

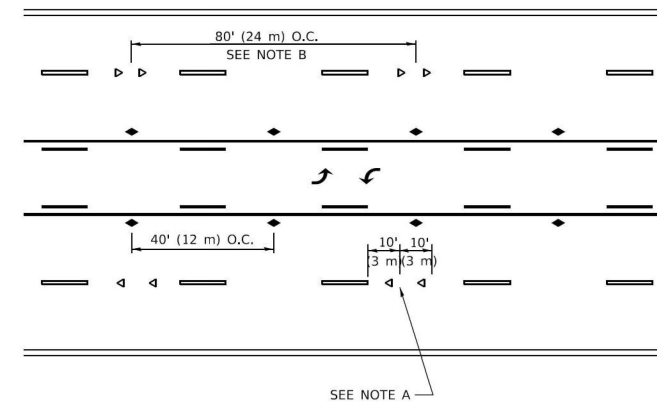


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

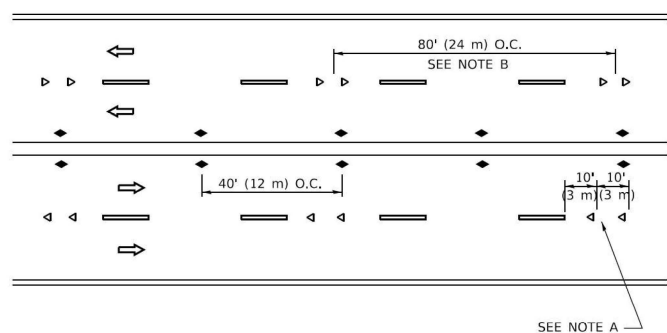
TWO-LANE/TWO-WAY



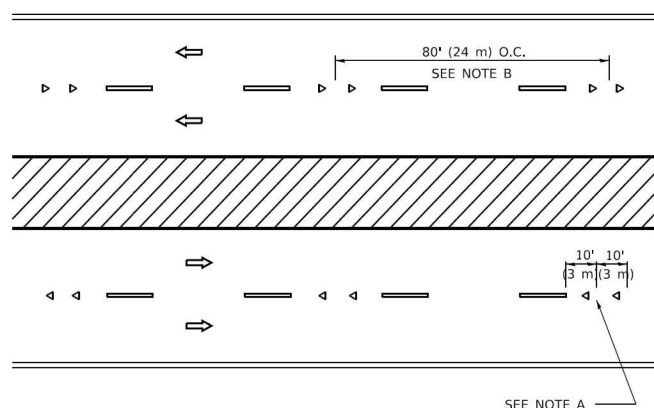
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

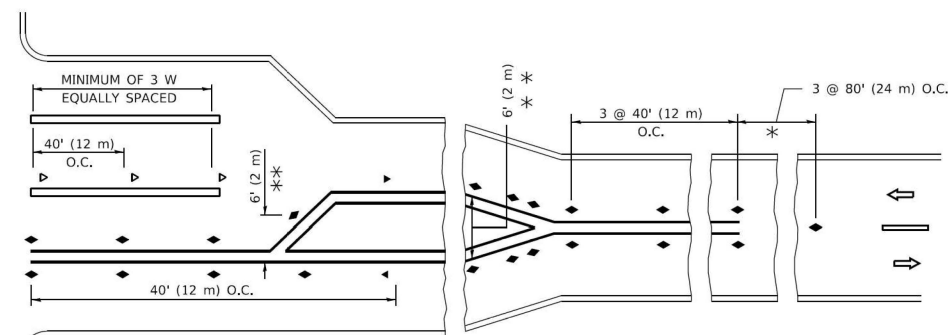
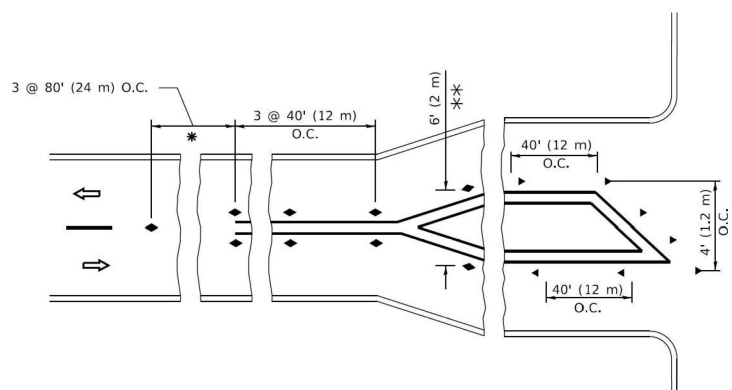
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

TURN LANES

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

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	DRAWN -	REVISED - T. RAMMACHER 01-06-00
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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	(60B&C-NRM) BDR, BJR 25	COOK	53	49
TC-11			CONTRACT NO. 62Y30	
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

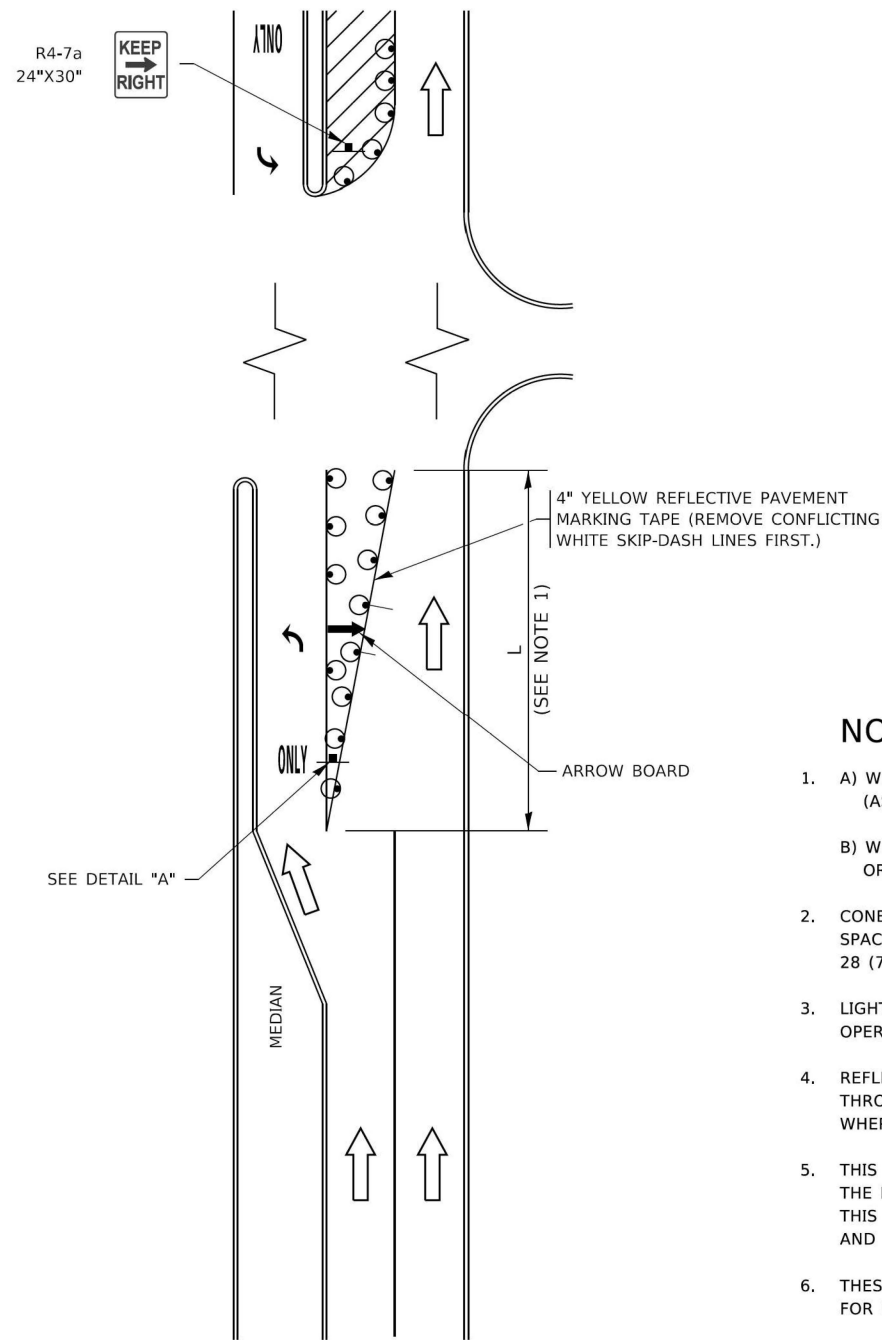


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

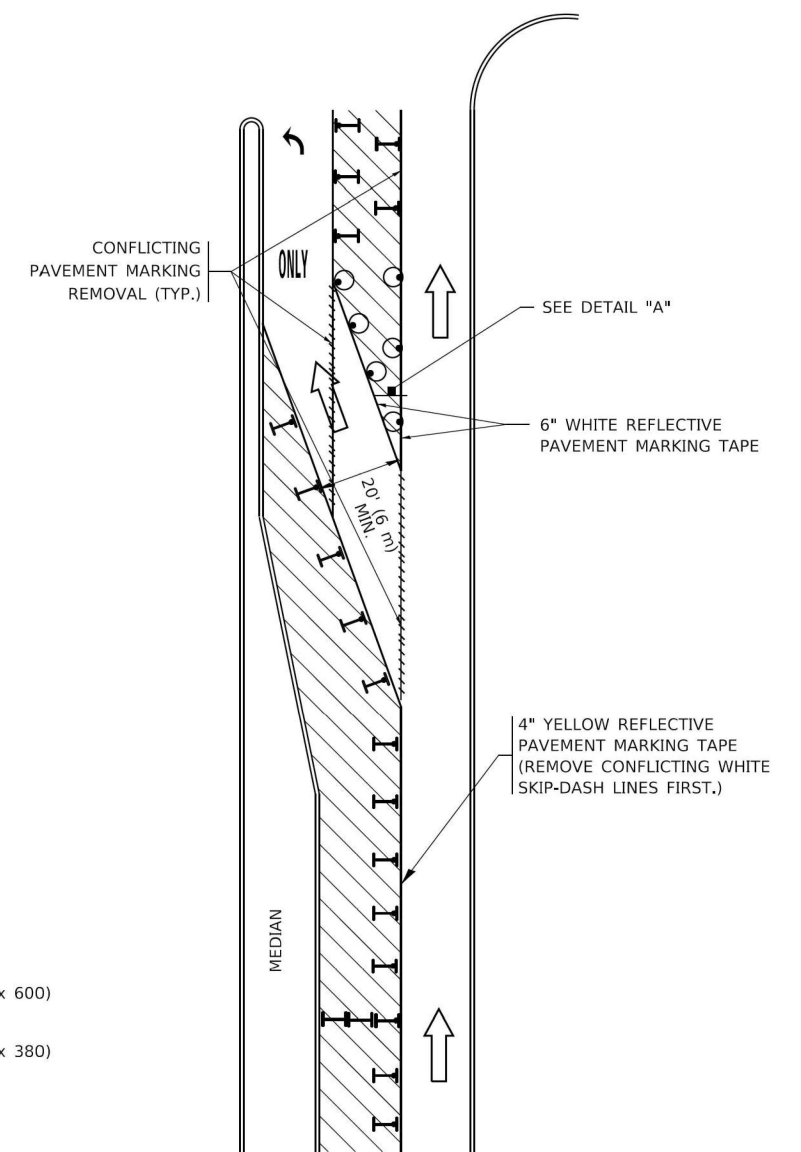


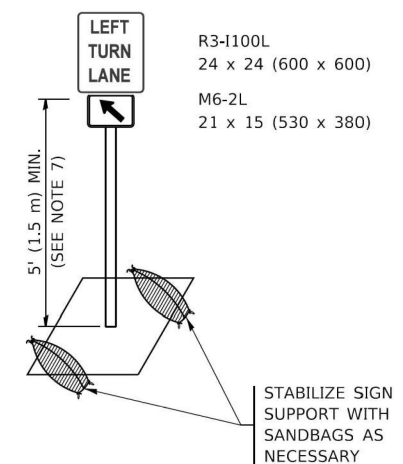
FIGURE 2

LEGEND

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

NOTES:

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



DETAIL A

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

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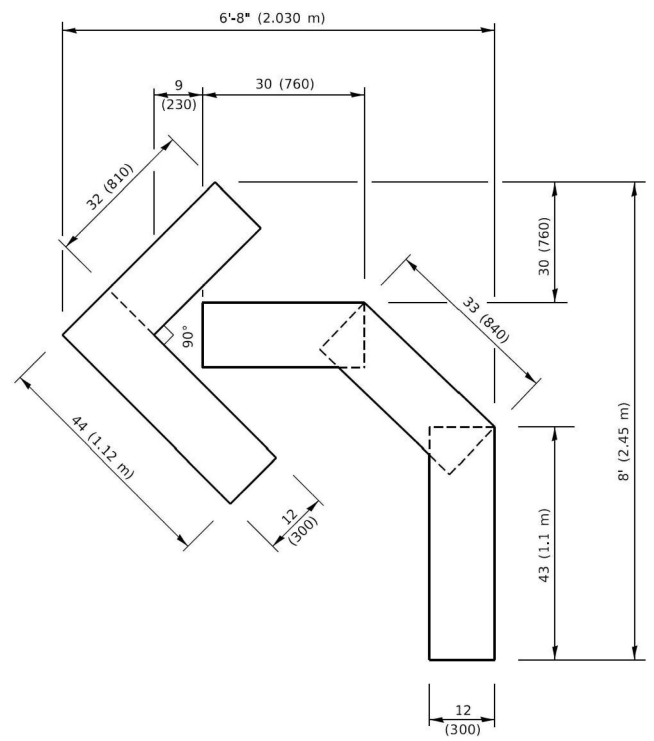
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50.0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

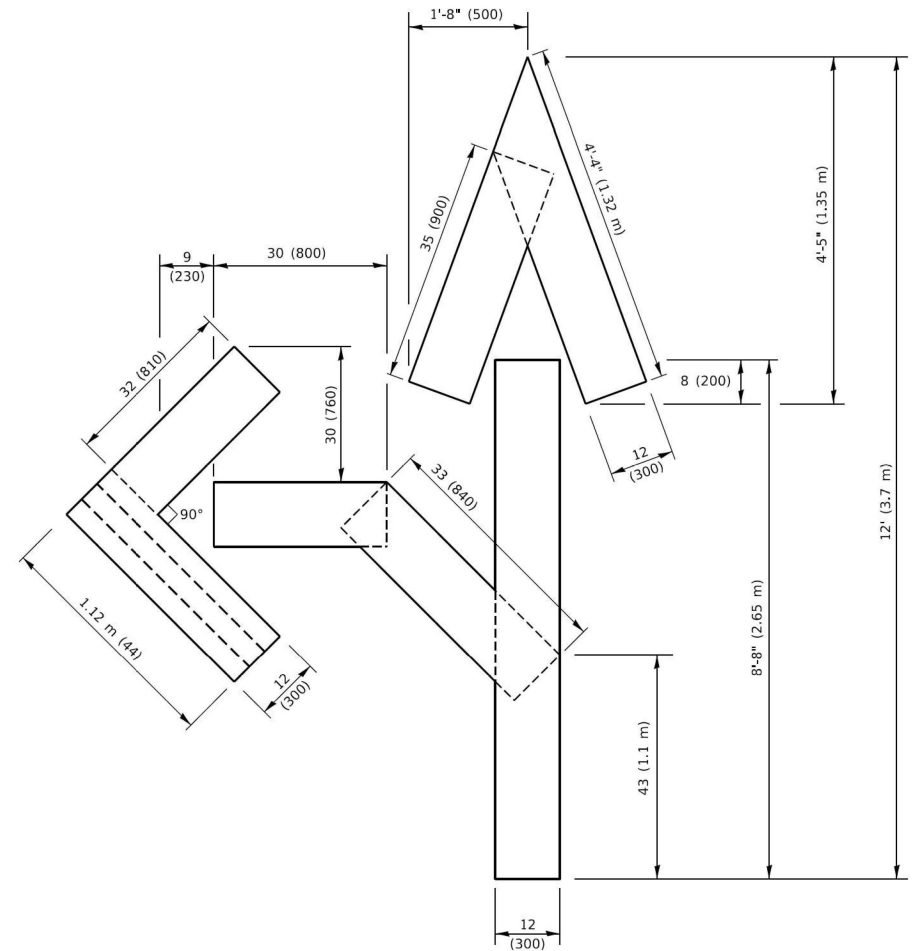
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TC-14			CONTRACT NO. 62Y30	
ILLINOIS FED. AID PROJECT				



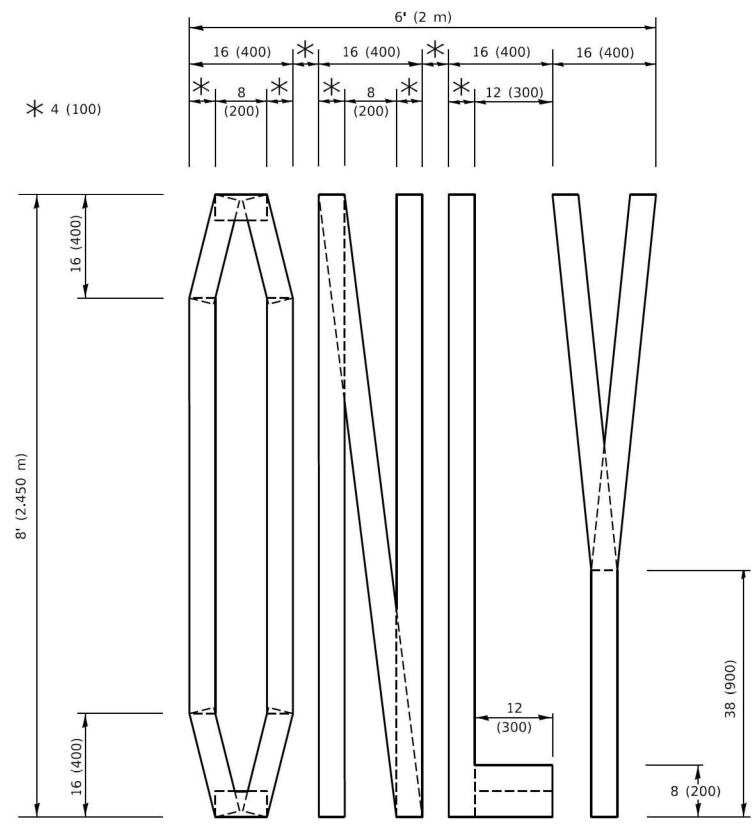
QUANTITY

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



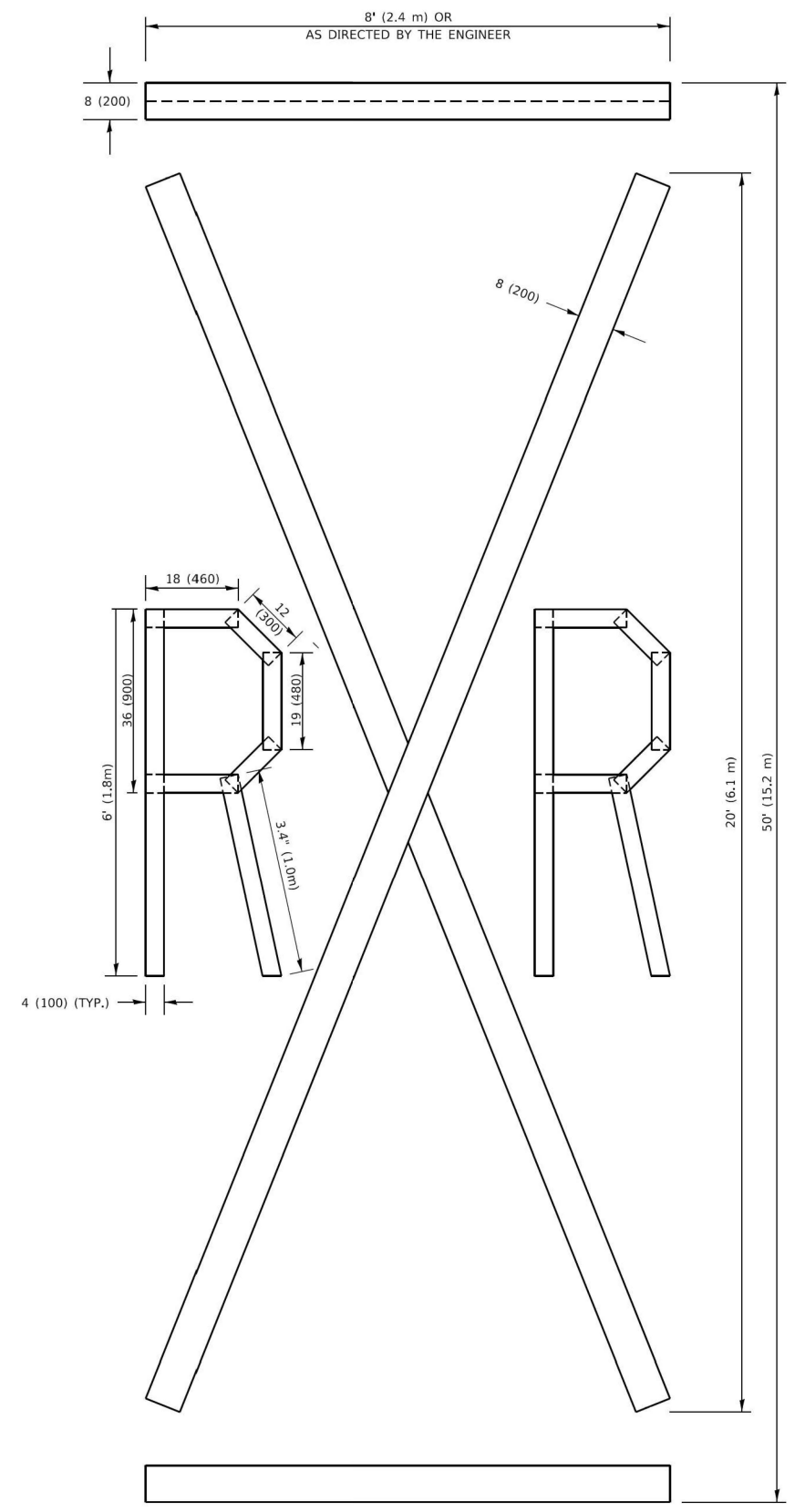
QUANTITY

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



QUANTITY

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



QUANTITY

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

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4\"/>

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

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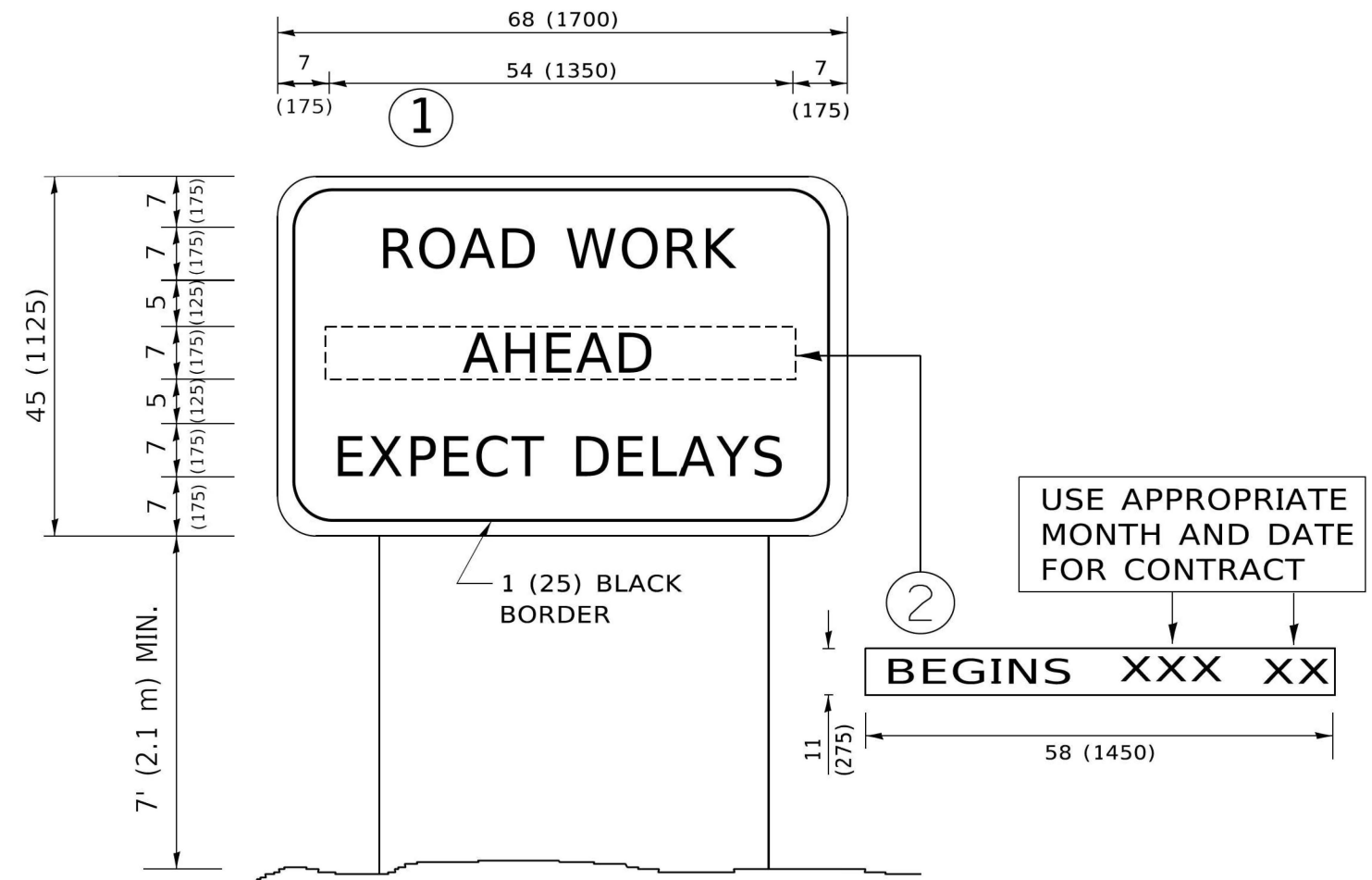
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PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	(60B&C-NRM) BDR, BJR 25	COOK	53	51
TC-16			CONTRACT NO. 62Y30	
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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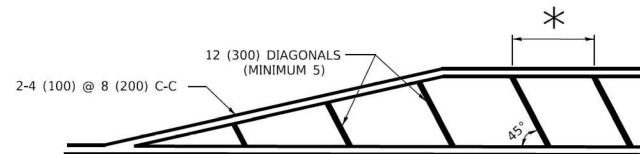
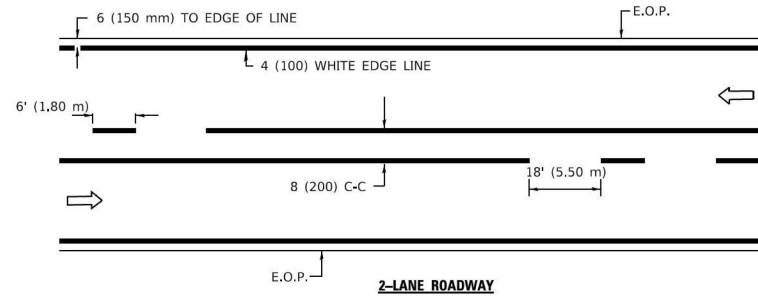
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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

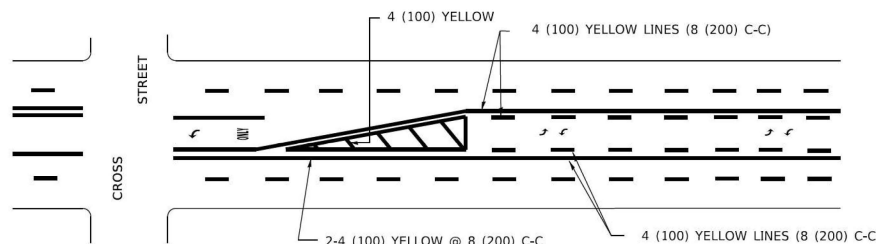
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TC-22			CONTRACT NO. 62Y30	
ILLINOIS FED. AID PROJECT				

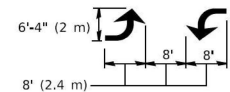


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

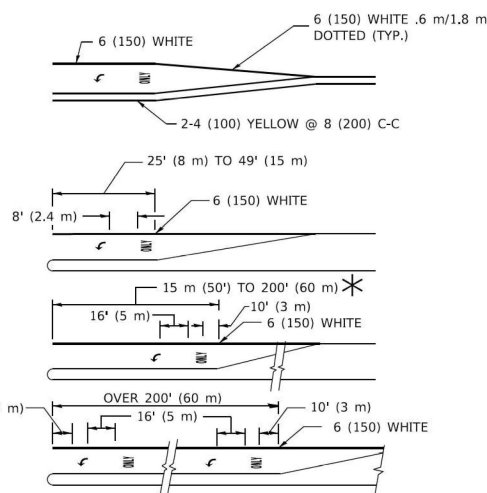


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

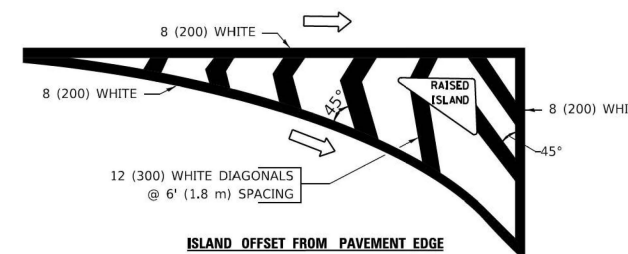


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

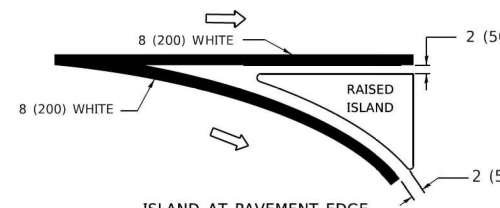
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



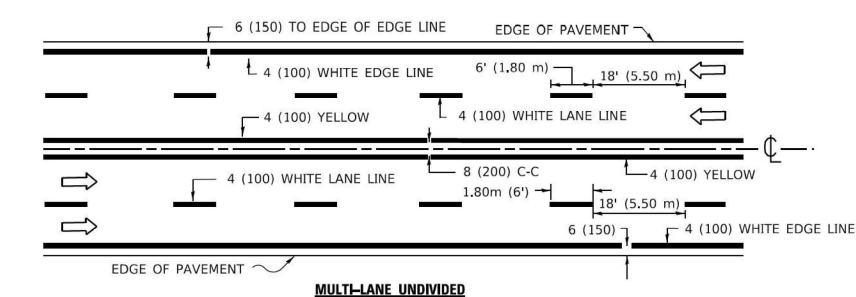
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

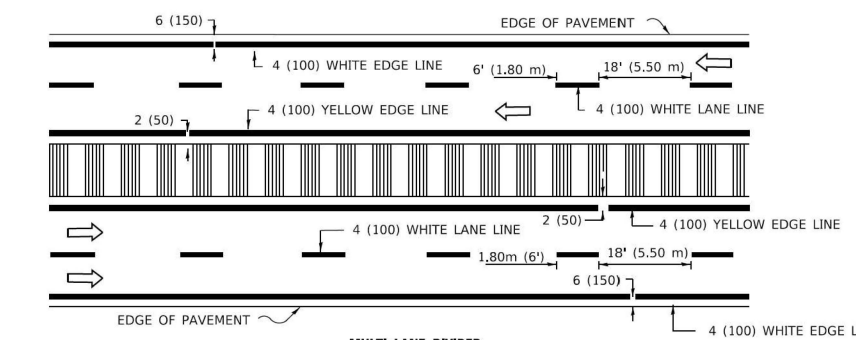
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4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

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

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



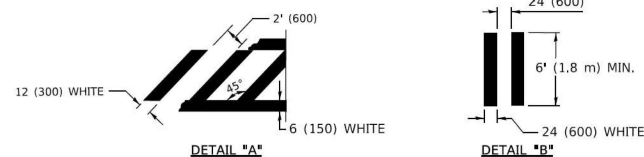
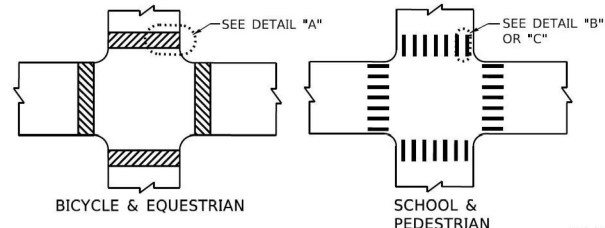
MULTI-LANE UNDIVIDED



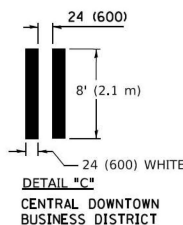
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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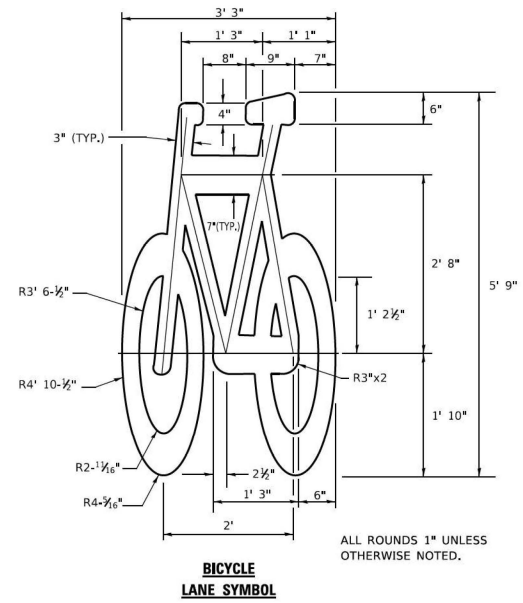
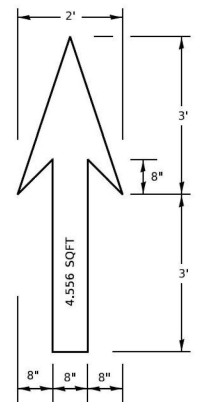
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PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	(60B&C-NRM) BDR, BJR 25	COOK	53	52A
TC-24		CONTRACT NO. 62Y30		
ILLINOIS		FED. AID PROJECT		

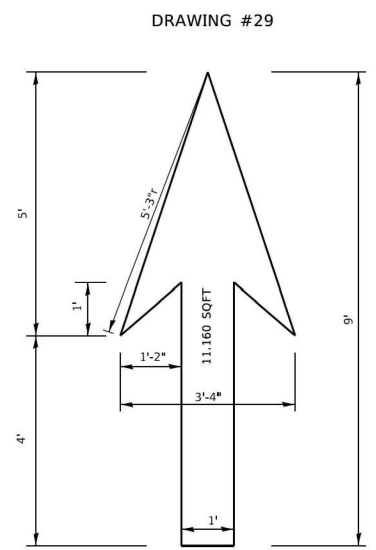


**BICYCLE
LANE SYMBOL**

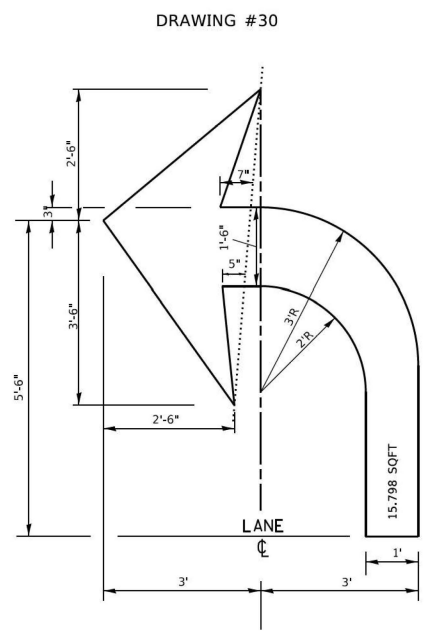
ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

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

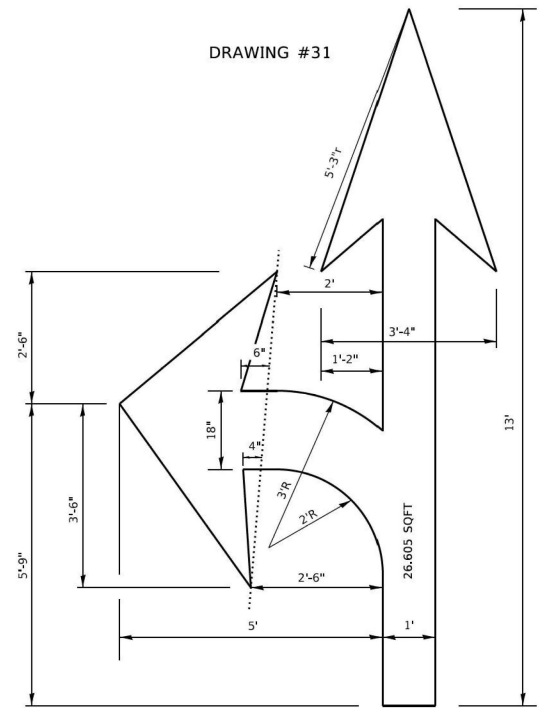
**TYPICAL BIKE LANE SYMBOLS
DRAWING #28**



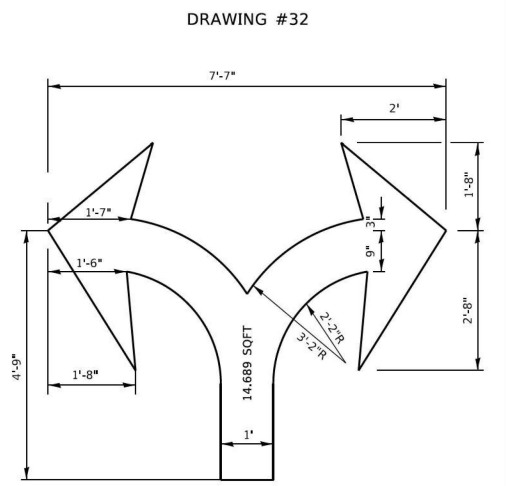
DRAWING #29



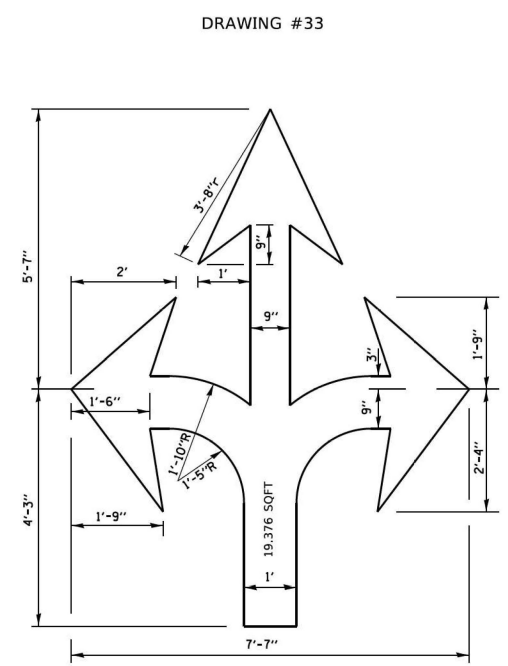
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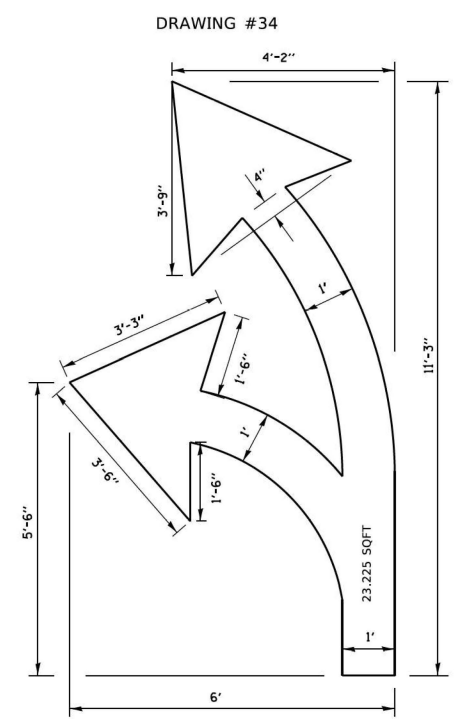
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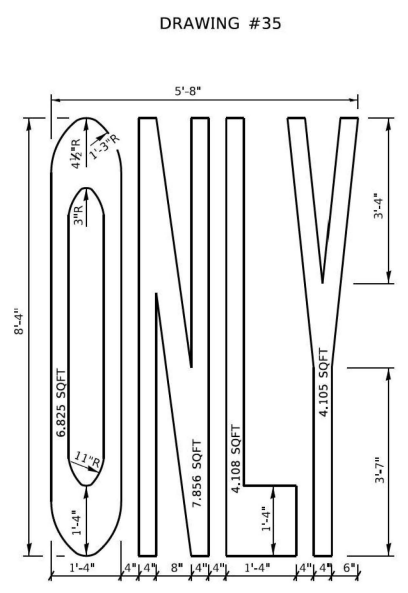
DRAWING #32



DRAWING #33



DRAWING #34



DRAWING #35

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

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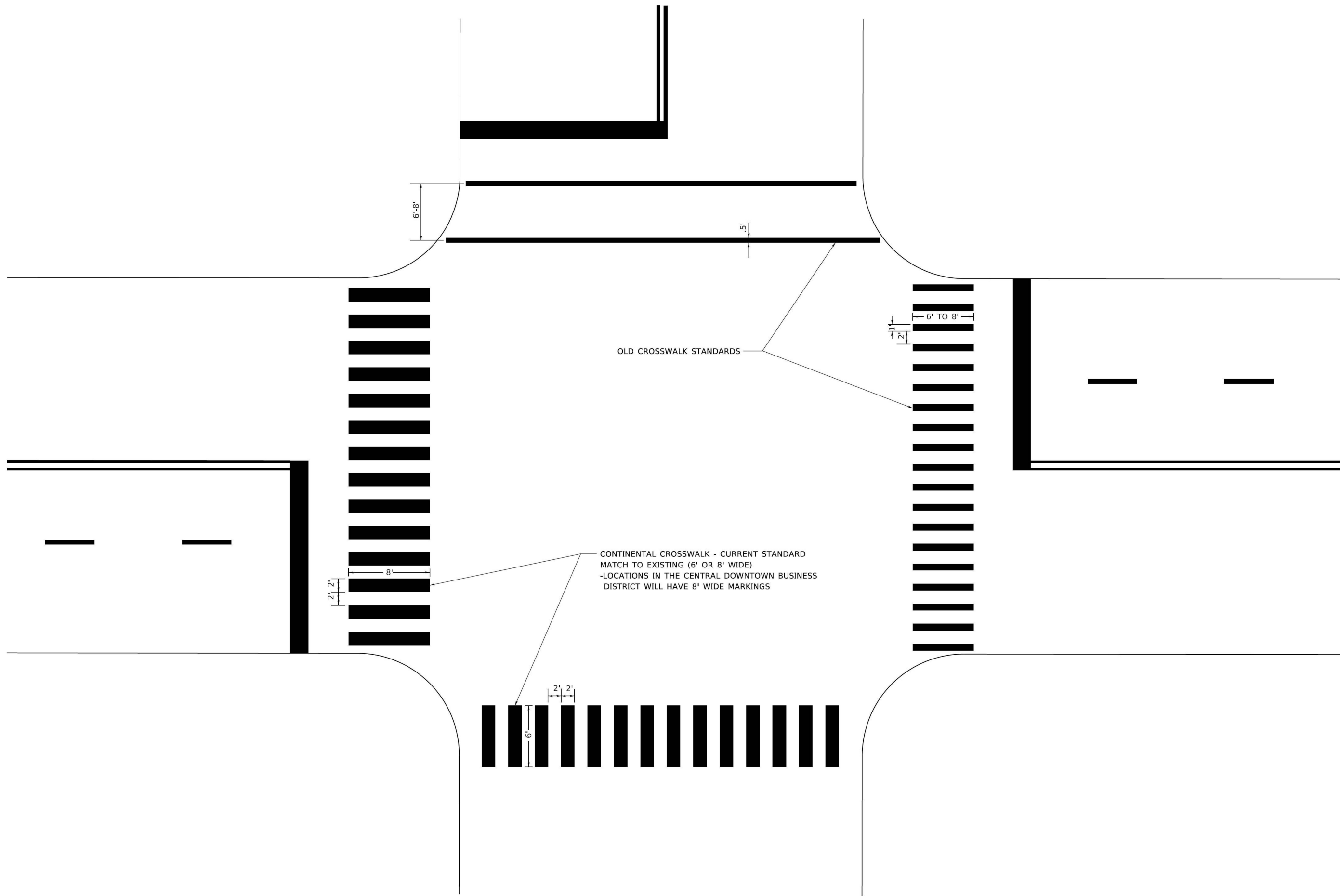
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-24			CONTRACT NO. 62Y30	
ILLINOIS FED. AID PROJECT				

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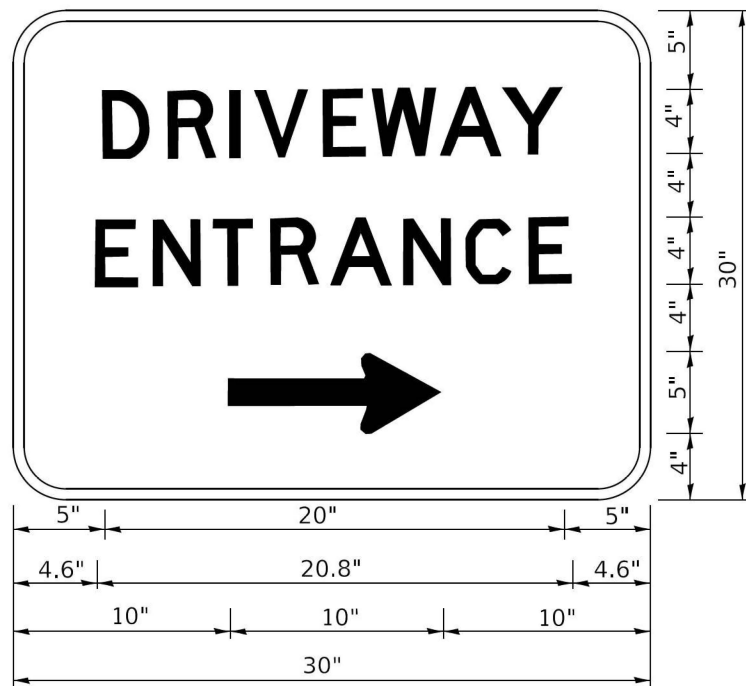
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	(60B&C-NRM) BDR, BJR 25	COOK	53	52C
TC-24			CONTRACT NO. 62Y30	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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PLOT DATE = 8/6/2021	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	(60B&C-NRM) BDR, BJR 25	COOK	53	53
TC-26			CONTRACT NO. 62Y30	
ILLINOIS FED. AID PROJECT				