

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

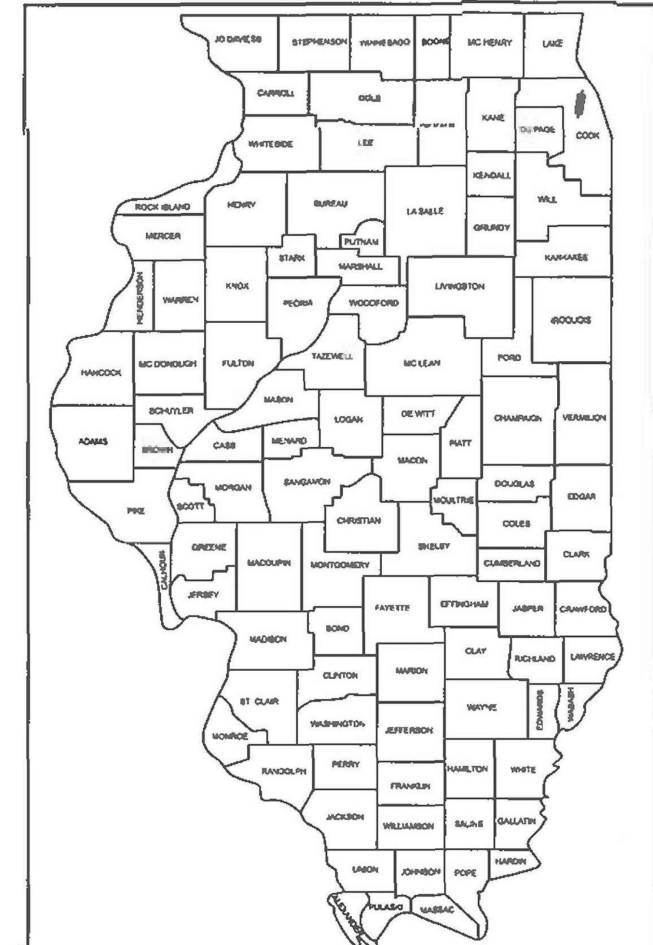
F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	1
		ILLINOIS	CONTRACT NO. 80B48	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA:  
N CENTRAL AVE  
AADT (2022) = 16,400 VPD  
POSTED AND DESIGN SPEED LIMIT = 30 MPH

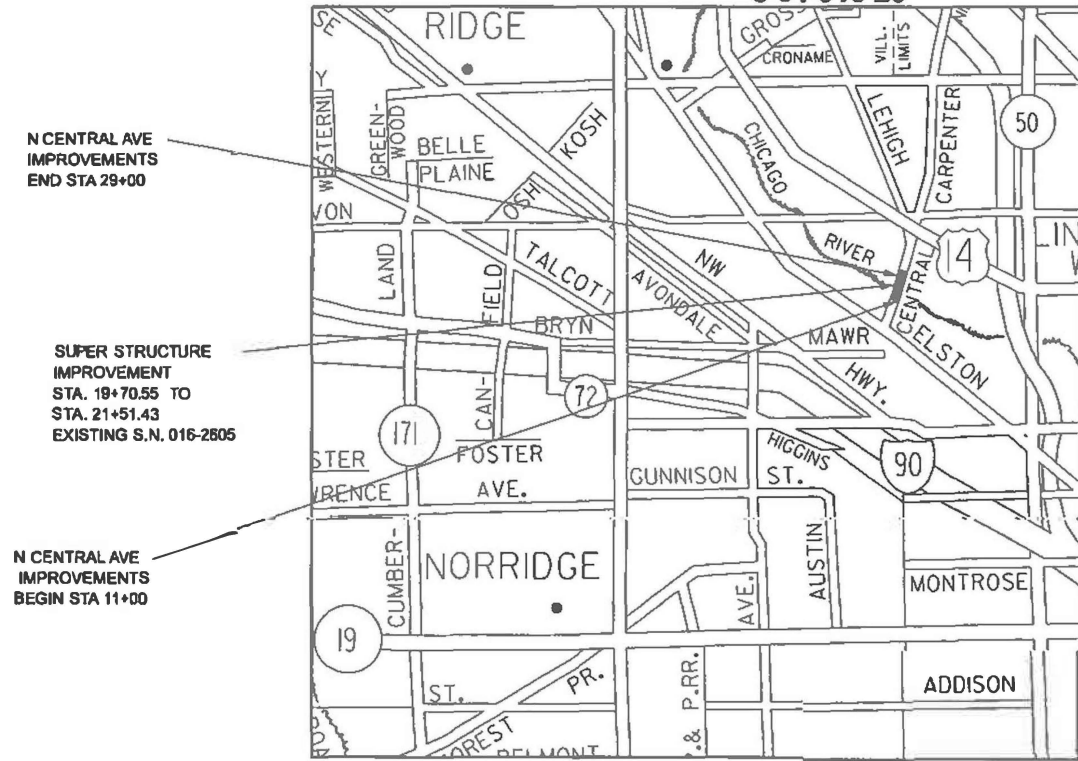
# PROPOSED HIGHWAY PLANS

FAU ROUTE 2798 (N CENTRAL AVE  
OVER NORTH BRANCH CHICAGO RIVER)  
SECTION: (1010B-89) BDR, BJR 25  
PROJECT: BR-8U9Q(934)  
BRIDGE DECK OVERLAY, BRIDGE JOINT  
REPLACEMENT/REPAIR  
COOK COUNTY



LOCATION OF SECTION INDICATED THUS: -

C-91-013-26



THE CITY OF CHICAGO

## LOCATION MAP

NOT TO SCALE

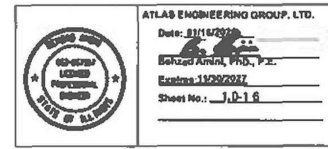
GROSS LENGTH = 1800.00 FT. = 0.341 MILE  
NET LENGTH = 1800.00 FT. = 0.341 MILE



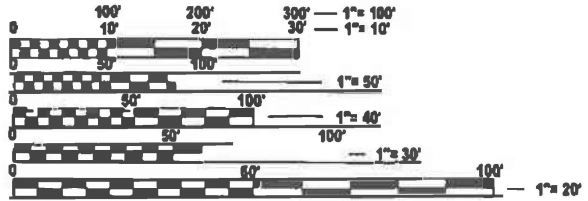
*Kendy Estimable*  
Date 01/16/2026  
Illinois Registered Engineer No. 062-071404  
Registration Expires Nov. 30, 2027



30 N. LASALLE STREET  
SUITE 4200  
CHICAGO, IL 60602



*Behzad Amini*  
Illinois Registered Engineer No. 062-067557  
Registration Expires Nov. 30, 2027



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.

CHICAGO UTILITY ALERT NETWORK (DIGGER/CHICAGO)  
1-312-744-7000  
OR 811

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

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705-4255  
PROJECT MANAGER: VESELIN VELICHKOV (847) 705-4432

CONTRACT NO. 80B48



ATLAS ENGINEERING GROUP, LTD.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED *Jan 30<sup>th</sup> 2026*  
*Joseph J. IR*  
REGIONAL ENGINEER

March 20, 2026  
*Behzad Amini*  
ENGINEER OF DESIGN AND ENVIRONMENT

March 20, 2026  
*Joseph J. IR*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**INDEX OF SHEETS**

SHEET NO	DESCRIPTION
1	COVERSHEET
2	INDEX, HIGHWAY STANDARDS & GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-6	SCHEDULE OF QUANTITIES
7	TYPICAL SECTIONS
8	REMOVAL AND EROSION CONTROL PLAN
9	ROADWAY PLAN
10	TRAFFIC CONTROL TYPICAL SECTIONS
11-13	MAINTENANCE OF TRAFFIC
14-16	EXISTING TRAFFIC SIGNAL DURING MAINTENANCE OF TRAFFIC
17	PAVEMENT MARKING PLANS
18-34	STRUCTURAL PLANS
35	PAVEMENT TRANSITION DETAILS
36	FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
37	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
38	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
39	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
40	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TC-14)
41	ARTERIAL ROAD INFORMATION SIGN (TC-22)
42	CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS (TC-24)
43	DRIVEWAY ENTRANCE SIGNING (TC-26)

**HIGHWAY STANDARDS**

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-10	TRAFFIC BARRIER TERMINAL, TYPE 6A
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

**DISTRICT 1 STANDARDS**

BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
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

**CHICAGO NOTES**

- ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF WATER MANAGEMENT SEWER SECTION STANDARD.
- SEWER SIZES 525 MM (21") DIAMETER OR SMALLER MUST BE EXTRA STRENGTH VITRIFIED CLAY PIPE C-700 OR DUCTILE IRON PIPE WITH PUSH-ON OR MECHANICAL JOINTS. SEWER SIZES 600 MM (24") DIAMETER OR LARGER MUST BE REINFORCED CONCRETE PIPE TYPE C-76, CLASS III, WALL "B" WITH "O-RING" JOINTS.
- PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT- SEWER SECTION ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT- SEWER SECTION PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT SEWER SECTION FOR THE ISSUE OF THE SEWER PERMIT TO SUITE 400, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF SEWERS.
- IF THE SEWER PIPE COVER IS REDUCED TO LESS THAN 1 METER (3 FT), CONCRETE ENCASEMENT OF THE SEWER OR REPLACEMENT OF THE SEWER WITH CLASS 52 DUCTILE IRON PIPE WILL BE REQUIRED.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT- SEWER SECTION AT (312)747-7892 OR (312)747-7893.
- PREFORMED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT SEWER SECTION AT SUITE 400, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971, THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGE OR DESTROYED DURING CONSTRUCTION.
- SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.
- ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES OR LIDS ON THE SEWER STRUCTURES SHALL BE REPLACED WITH THE NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF WATER MANAGEMENT- SEWER SECTION AT 39TH STREET AND ASHLAND AVENUE.
- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER AND/OR DEPARTMENT OF WATER MANAGEMENT SEWER SECTION.
- CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MAXIMUM CURB HEIGHT OF 9" (225 MM) AT DRAINAGE STRUCTURES AND A MINIMUM 3" (75 MM) AT HIGH POINTS.
- THE CONTRACTOR MUST NOTIFY CHICAGO'S OFFICE OF EMERGENCY MANAGEMENT AND COMMUNICATION (OEMC) 48 HOURS BEFORE COMMENCING CONSTRUCTION OR CHANGING TRAFFIC FLOW.
- CTA BUSES REQUIRE A MINIMUM LANE WIDTH OF 11'. CONTRACTOR MUST CONTACT CTA MINIMUM OF TWO (2) WEEKS PRIOR TO ANY BUS SERVICE IMPACTS. CTA POINT OF CONTACT IS TRAFFIC.PLANNING@TRANSITCHICAGO.COM

**GENERAL NOTES**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL DIGGER IN CHICAGO OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOUR NOTIFICATION REQUIRED). IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR. PLEASE CONTACT MEADE ELECTRIC COMPANY AT 773-287-7672. CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT FACILITIES. ADDITIONAL REQUEST MAY BE MADE AT THE EXPENSE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- 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 STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS ALL CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
- ALL CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR, KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- FOR COOK COUNTY, CONTACT PATRICE HARRIS AT PATRICE.HARRIS@ILLINOIS.GOV.
- TOP OF GRATE ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAME/GRATES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE COST.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

**GENERAL NOTES (CONT.)**

- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION.
- PROPERTIES AND CHANNELS ADJOINING THE SITE SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGICAL DISTURBANCE OF UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN ONE (1) CALENDAR DAY FOLLOWING THE END OF ACTIVE HYDROLOGICAL DISTURBANCE.
- ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN EFFECTIVE WORKING CONDITION.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES- MAINTENANCE GUIDE.
- THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS, INLETS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN STORM WATER WHICH WILL BE RECEIVED FROM THESE DRAINS AND SEWERS AND DISCHARGE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM ALL THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE, INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT. COORDINATION WITH ALL AGENCIES INVOLVED IS REQUIRED.
- ALL STATIONS AND OFFSETS ARE FROM THE PROPOSED ROADWAY CENTERLINE, UNLESS OTHERWISE NOTED.
- FOR EXISTING STORM SEWER TO BE ABANDONED, IN LIEU OF FILLING THE SEWERS, THE CONTRACTOR SHALL PLUG THE PIPE ACCORDING TO THE SPECIFICATIONS. PRIOR APPROVAL BY THE ENGINEER IS NEEDED.
- BEFORE ORDERING STORM SEWERS, CATCH BASINS, MANHOLES, AND INLETS, THE CONTRACTOR SHALL REVIEW THE EXISTING FIELD CONDITIONS AND THE DRAINAGE SCHEDULES FOUND IN THE PLANS FOR THE EXACT LENGTH, INVERT ELEVATIONS AND QUANTITY REQUIRED.
- DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS CONSTRICTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE SHALL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- DRAINAGE AND UTILITY ADJUSTMENTS OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, FADI SULTAN, VIA EMAIL AT FADI.SULTAN@ILLINOIS.GOV. A MINIMUM OF TWO (2) WEEKS BEFORE THE FINAL PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- PEOPLES GAS FACILITIES ARE PRESENT WITHIN AREA OF CONSTRUCTION. USE EXTREME CAUTION NEAR ALL GAS FACILITIES DURING CONSTRUCTION AND RELATED EXCAVATION ACTIVITIES. HAND DIG OR NON-INVASIVE EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF GAS FACILITIES PRIOR TO CROSSING AND WORKING WITHIN 3 FEET OF ALL GAS FACILITIES. A MINIMUM OF 3' HORIZONTAL EDGE TO EDGE CLEARANCE IS REQUIRED FOR GAS FACILITIES WITH DIAMETERS OF 16" OR SMALLER. MAINTAIN A MINIMUM OF 18" EDGE TO EDGE VERTICAL CLEARANCE WHEN CROSSING GAS FACILITIES 16" OR LESS IN DIAMETER. CONTACT 811 CHICAGO/DIGGER 312-744-7000 FOR LOCATES 48 HOURS PRIOR TO START OF CONSTRUCTION. THE USE OF CONCRETE, FLOW FILL, OR THE LIKE IS PROHIBITED WITHIN 24 INCHES OF ALL GAS FACILITIES, NOR SHALL IT ENCASE ANY GAS FACILITY. A BUFFER OF 24" SAND IS TO BE USED BETWEEN FLOW FILL AND ALL GAS FACILITIES. A MINIMUM OF 6' FA-02 OR FM-02 SAND SHALL BE USED WHEN BACKFILLING OTHER MATERIALS AROUND ANY EXPOSED GAS FACILITY. CONTRACTOR EXPOSING GAS FACILITY IS RESPONSIBLE FOR PROVIDING THE SAND. ANY DAMAGES TO PEOPLES GAS FACILITIES SHALL BE THE RESPONSIBILITY OF THE INSTALLING UTILITY AND THEIR CONTRACTOR(S). CALL 866-556-6002 IMMEDIATELY FOR ANY DAMAGES TO THE GAS FACILITIES. VERTICAL ADJUSTMENTS REQUIRED FOR VALVE BASIN FRAMES, COVERS, GAS SHUT-OFF VALVES, ROADWAY BOXES SHALL BE COMMUNICATED TO PGLRESTORATION@PEOPLESGASDELIVERY.COM, 4 WEEKS PRIOR TO THE START OF RESTORATION FOR PLANNING & SCHEDULING. ALL GAS FACILITIES ARE TO BE MAINTAINED.

MODEL: U:\lited-2 (Sweel)  
FILE NAME: c:\bmas\wsp-us-pw-illines\37850180\B18-shi-index.dgn



USER NAME = USMM717315	DESIGNED - MM	REVISED -
	DRAWN - MM	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 1/15/2026	DATE - 01/16/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CENTRAL AVENUE OVER NORTH BRANCH OF CHICAGO RIVER  
INDEX, HIGHWAY STANDARDS & GENERAL NOTES**

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

F. A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	2
			CONTRACT NO. 80B48	
ILLINOIS   FED. AID PROJECT				

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	BRIDGE				
				80% FED 20% STATE	80% FED 20% STATE				
Code No.	Item	Unit	Total Quantity	0059	0059				
20200100	EARTH EXCAVATION	CU YD	20	20					
28000400	PERIMETER EROSION BARRIER	FOOT	845	845					
28000500	INLET AND PIPE PROTECTION	EACH	9	9					
28000510	INLET FILTERS	EACH	4	4					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	444	444					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	130	130					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	344	344					
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	73	73					
50102400	CONCRETE REMOVAL	CU YD	39.2	39.2					
50300255	CONCRETE SUPERSTRUCTURE	CU YD	42.9	42.9					
50300300	PROTECTIVE COAT	SQ YD	1255	36	1219				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6830	6830					
50800515	BAR SPLICERS	EACH	76	76					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	124	124					
60255500	MANHOLES TO BE ADJUSTED	EACH	3	3					
60260100	INLETS TO BE ADJUSTED	EACH	4	4					
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	437.5	437.5					
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4					
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4					
63200310	GUARDRAIL REMOVAL	FOOT	837.5	837.5					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	20	20					

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	BRIDGE				
				80% FED 20% STATE	80% FED 20% STATE				
Code No.	Item	Unit	Total Quantity	0059	0059				
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1					
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	6	6					
* 67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3					
* 67100100	MOBILIZATION	L SUM	1	1					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	108	108					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	148	148					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3532.2	3532.2					
70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	36.4	36.4					
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	11281	11281					
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	28	28					
70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	198	198					
70307160	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE	FOOT	459	459					
70307210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE	FOOT	84	84					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	708	708					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	804	804					
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2					
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4					
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	188	188					

\* SPECIALTY ITEM

\* SPECIALTY ITEM

MODEL: SQO PLAN 1 (Sheet)  
FILE NAME: c:\mswsp-us-pw\il\ms13785\0180948-sqo.dgn



USER NAME = USKE715271  
PLOT DATE = 1/16/2026

DESIGNED - MM  
DRAWN - MM  
CHECKED - KE  
DATE - 01/16/2026

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE OVER NORTH BRANCH OF CHICAGO RIVER  
SUMMARY OF QUANTITIES

SCALE: NTS SHEET 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	3
CONTRACT NO. 80B48			ILLINOIS FED. AID PROJECT	



28000500			
INLET AND PIPE PROTECTION			
ALIGNMENT	STATION	SIDE	EACH
CENTRAL AVE	19+36.00	RT	1
CENTRAL AVE	19+64.86	RT	1
CENTRAL AVE	19+62.10	RT	1
CENTRAL AVE	19+62.10	LT	1
CENTRAL AVE	21+61.49	RT	1
CENTRAL AVE	21+80.30	RT	1
CENTRAL AVE	21+61.28	LT	1
CENTRAL AVE	21+61.28	LT	1
CENTRAL AVE	21+87.43	RT	1
TOTAL			9

63100087			
TRAFFIC BARRIER TERMINAL, TYPE 6A			
ALIGNMENT	STATION	SIDE	EACH
CENTRAL AVE	16+61.55	RT	1
CENTRAL AVE	17+90.31	LT	1
CENTRAL AVE	22+87.41	RT	1
CENTRAL AVE	22+51.50	LT	1
TOTAL			4

78000200			
THERMOPLASTIC PAVEMENT MARKING - LINE 4"			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	11+00.00	15+00.00	800
CENTRAL AVE	15+28.53	15+92.00	127
CENTRAL AVE	16+37.36	19+70.49	667
CENTRAL AVE	21+51.52	22+66.90	231
CENTRAL AVE	23+35.57	28+86.86	1103
CENTRAL AVE	11+00.00	15+00.00	112
CENTRAL AVE	15+28.53	15+92.00	18
CENTRAL AVE	16+20.81	19+70.49	98
CENTRAL AVE	21+51.52	22+57.94	30
CENTRAL AVE	23+38.57	28+86.86	154
TOTAL			3,340

40600982			
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT			
ALIGNMENT	STATION FROM	STATION TO	SQ YD
CENTRAL AVE	19+05.49	19+40.49	172
CENTRAL AVE	21+81.52	22+16.52	172
TOTAL			344

63100167			
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT			
ALIGNMENT	STATION	SIDE	EACH
CENTRAL AVE	19+74.94	RT	1
CENTRAL AVE	19+70.32	LT	1
CENTRAL AVE	21+49.91	RT	1
CENTRAL AVE	21+50.85	LT	1
TOTAL			4

78000600			
THERMOPLASTIC PAVEMENT MARKING - LINE 12"			
ALIGNMENT	STATION	SIDE	FOOT
CENTRAL AVE	23+27.94	CT	90
CENTRAL AVE	23+27.94	CT	48
TOTAL			138

40604062			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70			
ALIGNMENT	STATION FROM	STATION TO	TON
CENTRAL AVE	19+05.49	19+70.31	36
CENTRAL AVE	21+51.52	22+16.52	37
TOTAL			73

63200310			
GUARDRAIL REMOVAL			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	17+90.31	19+70.31	200
CENTRAL AVE	16+60.55	19+74.94	350
CENTRAL AVE	21+88.35	22+14.00	125
CENTRAL AVE	21+87.41	22+49.91	162.5
TOTAL			837.5

78000650			
THERMOPLASTIC PAVEMENT MARKING - LINE 24"			
ALIGNMENT	STATION	SIDE	FOOT
CENTRAL AVE	22+35.74	LT	22
CENTRAL AVE	23+38.57	LT	22
TOTAL			44

63000001			
STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	18+27.81	19+32.81	100
CENTRAL AVE	16+98.05	19+37.44	250
CENTRAL AVE	21+88.35	22+14.00	25
CENTRAL AVE	21+87.41	22+49.91	62.5
TOTAL			438

72501000			
TERMINAL MARKER - DIRECT APPLIED			
ALIGNMENT	STATION	SIDE	EACH
CENTRAL AVE	16+61.55	RT	1
CENTRAL AVE	17+90.31	LT	1
CENTRAL AVE	22+87.41	RT	1
CENTRAL AVE	22+51.50	LT	1
TOTAL			4

MODEL: SCHEDULE PLAN 1 [Sheet]  
FILE NAME: c:\bms\stuspc-us-pw\all\cims\13785\0180048-sht-schedul.dgn



USER NAME = USMM717315	DESIGNED - MM	REVISED -
	DRAWN - MM	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 1/7/2026	DATE - 01/16/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE OVER NORTH BRANCH OF CHICAGO RIVER  
SCHEDULE OF QUANTITIES

SCALE: NTS SHEET 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR,BJR 25	COOK	43	5
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				

78004620			
PERFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	19+70.49	21+51.52	182
CENTRAL AVE	19+70.49	21+51.52	182
TOTAL			364

X4400503			
COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	19+05.49	19+70.31	65
CENTRAL AVE	19+05.49	19+70.31	65
CENTRAL AVE	21+51.52	22+16.52	65
CENTRAL AVE	21+51.52	22+16.52	65
TOTAL			260

78004635			
PERFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	19+70.49	21+51.52	102
CENTRAL AVE	19+70.49	21+51.52	102
TOTAL			204

78009012			
MODIFIED URETHANE PAVEMENT MARKING - LINE 12"			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	19+77.89	21+30.14	90
TOTAL			90

78011025			
GROOVING FOR RECESSED PAVEMENT MARKING 5"			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	19+70.49	21+51.52	182
CENTRAL AVE	19+70.49	21+51.52	182
TOTAL			364

78011040			
GROOVING FOR RECESSED PAVEMENT MARKING 8"			
ALIGNMENT	STATION FROM	STATION TO	FOOT
CENTRAL AVE	19+70.49	21+51.52	102
CENTRAL AVE	19+70.49	21+51.52	102
TOTAL			204

MODEL: SCHEDULE Sheet 2 [Sheet]  
FILE NAME: c:\bms\uspc-us-pxw\ill\cims\17\85\0180B48-sht-schedul.dgn



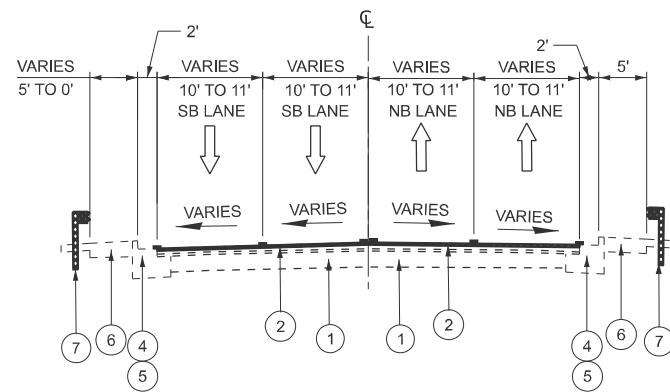
USER NAME = USMM717315	DESIGNED - MM	REVISED -
	DRAWN - MM	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 1/7/2026	DATE - 01/16/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE OVER NORTH BRANCH OF CHICAGO RIVER  
SCHEDULE OF QUANTITIES

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

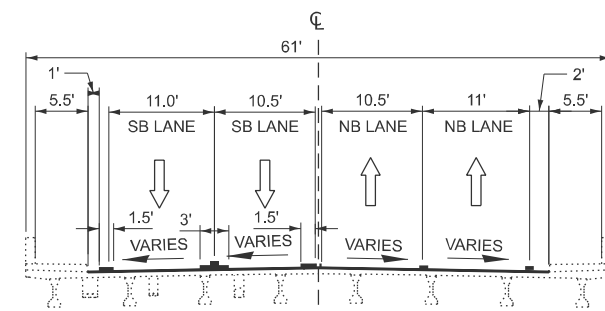
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	6
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**

(LOOKING NORTH)

STA 18+40.49 TO 19+70.49  
STA 21+51.52 TO 22+21.52



**EXISTING BRIDGE TYPICAL SECTION**

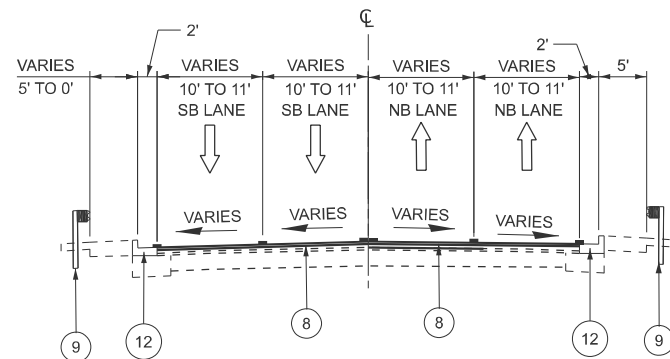
(LOOKING NORTH)

STA 19+70.49 TO 21+51.52

**HOT-MIX ASPHALT MIXTURE TABLE**

OPERATIONS	PAVEMENT MIXTURE REQUIREMENTS	PERCENT AIR VOIDS @ Ndesign	QMP
RESURFACING & BUTT JOINT	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70	4% @ 70 Gyr	QC/QA
QMP DESIGNATION QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)			

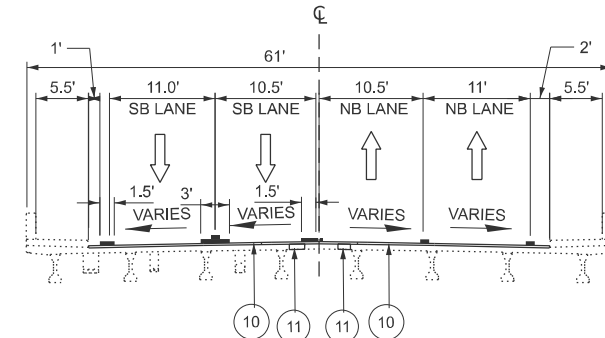
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MISTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON -POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. THE LONGITUDINAL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



**PROPOSED TYPICAL SECTION**

(LOOKING NORTH)

STA 18+40.49 TO 19+70.49  
STA 21+51.52 TO 22+21.52



**PROPOSED BRIDGE TYPICAL SECTION**

(LOOKING NORTH)

STA 19+70.49 TO 21+51.52

**LEGEND - EXISTING**

- ① EXISTING P.C.C. PAVEMENT COURSE, 12"
- ② EXISTING HMA SURFACE, 4.75"
- ③ EXISTING AGGREGATE SHOULDER
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑤ EXISTING PCC BASE COURSE WIDENING
- ⑥ EXISTING SIDEWALK
- ⑦ STEEL PLATE BEAM GUARDRAIL, TYPE A

**LEGEND - PROPOSED**

- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70
- ⑨ STEEL PLATE BEAM GUARDRAIL, TYPE A
- ⑩ BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4"
- ⑪ DECK SLAB REPAIR (FULL DEPTH, TYPE I)
- ⑫ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

**LEGEND - REMOVAL**

- GUARDRAIL REMOVAL
- HOT-MIX ASPHALT SURFACE COURSE, VARIABLE DEPTH
- BRIDGE DECK SCARIFICATION 3/4"

MODEL: Typical Section (Sheet)  
FILE NAME: c:\bms\sp-us-pxv-1\cims\13785\0180B48-shr-Typicals.dgn



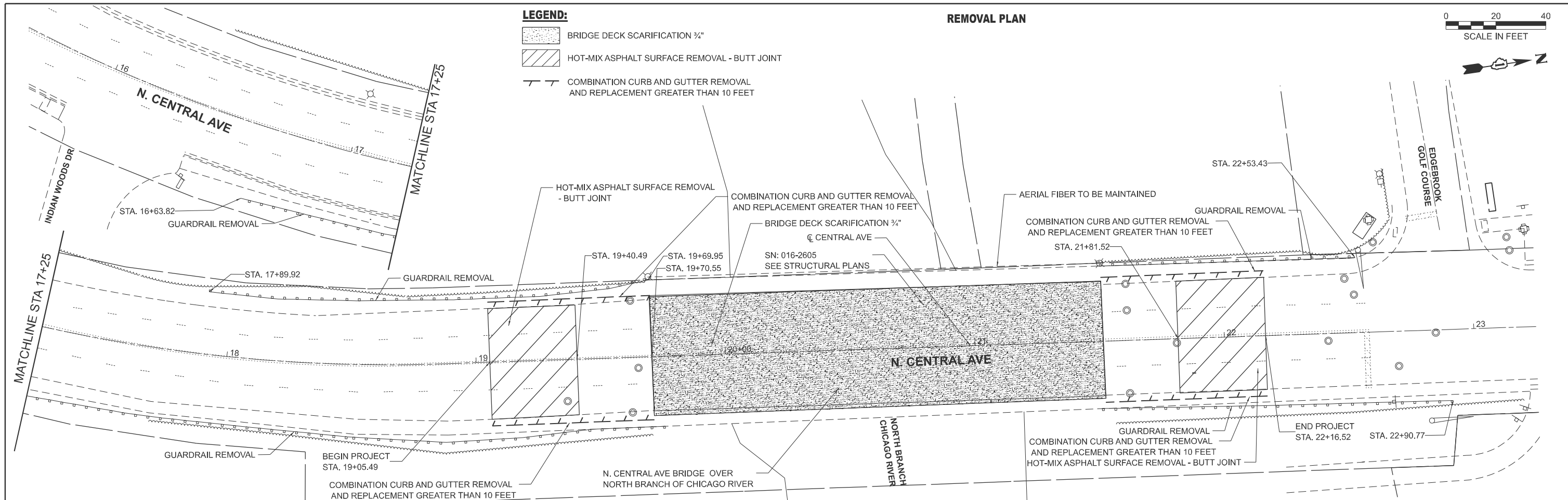
USER NAME = USMM717315	DESIGNED - VD	REVISED -
	DRAWN - VD	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 1/15/2026	DATE - 01/16/2026	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CENTRAL AVENUE OVER NORTH BRANCH OF CHICAGO RIVER  
TYPICAL SECTIONS**

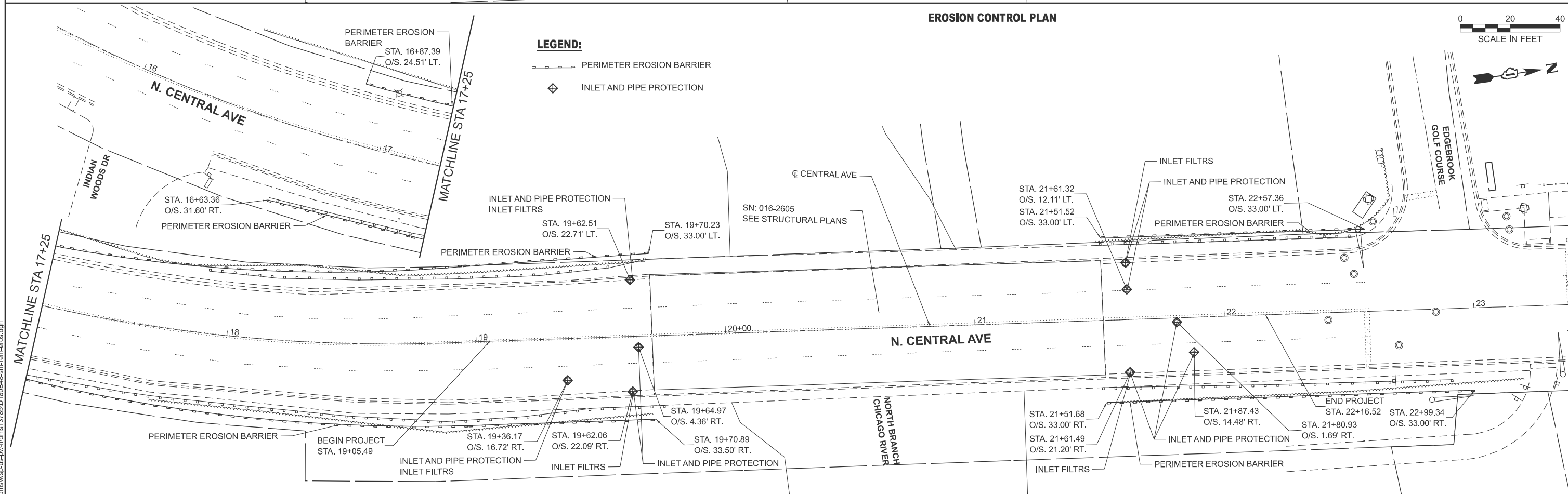
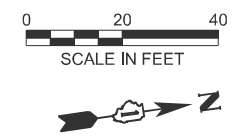
SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	7
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				



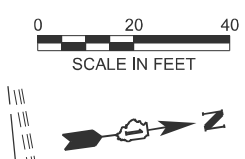
- LEGEND:**
- BRIDGE DECK SCARIFICATION 3/4"
  - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
  - COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET

**REMOVAL PLAN**



- LEGEND:**
- PERIMETER EROSION BARRIER
  - INLET AND PIPE PROTECTION

**EROSION CONTROL PLAN**



MODEL: Central Road-7 - Plan 1 [Sheet]  
 FILE NAME: c:\bms\isp-us-pw-ill\cims\13785\0180B48-shr-rem-eros.dgn



USER NAME = USMM717315	DESIGNED - MM	REVISED -
	DRAWN - MM	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 1/15/2026	DATE - 01/16/2026	REVISED -

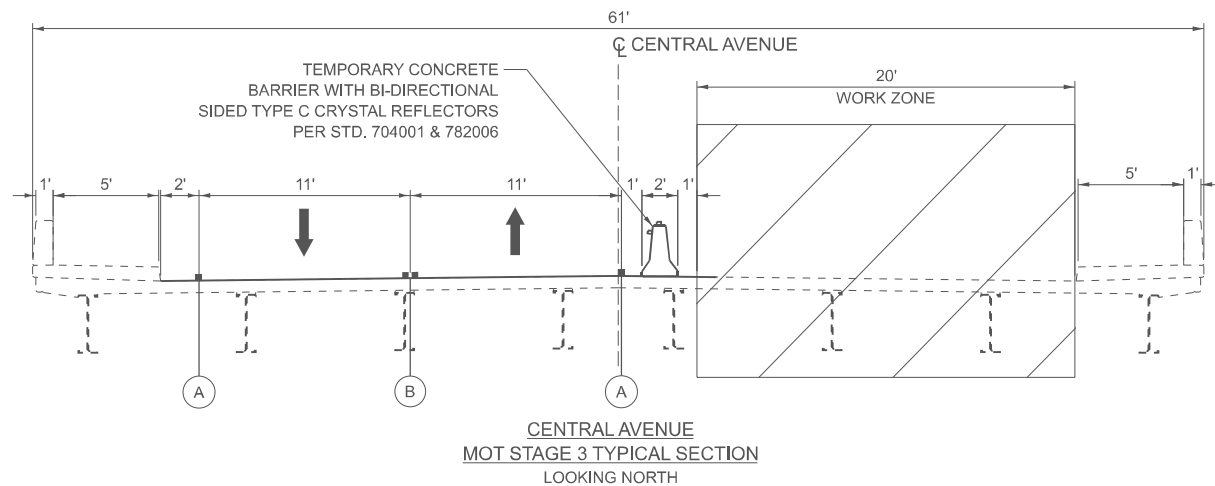
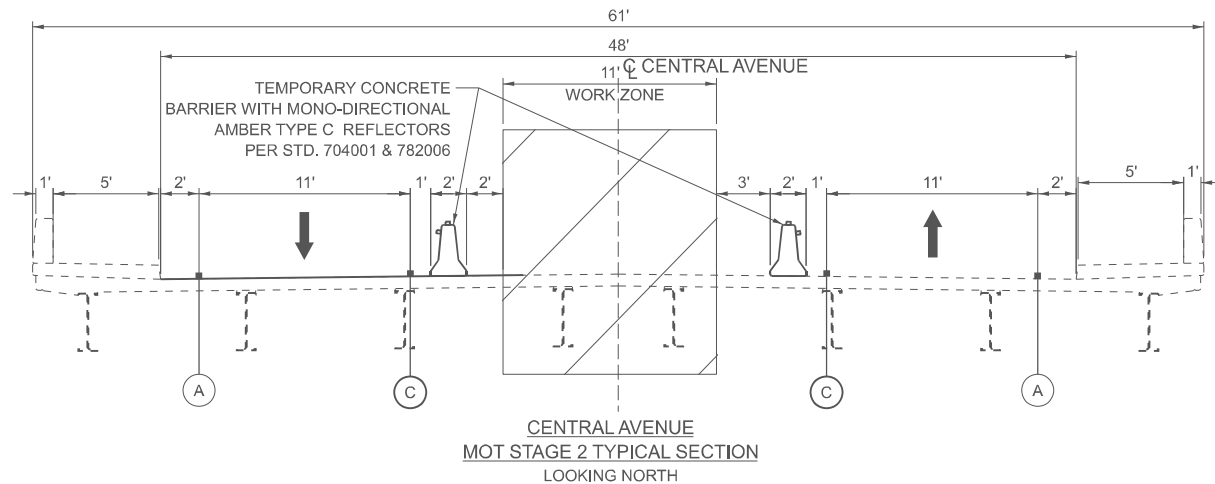
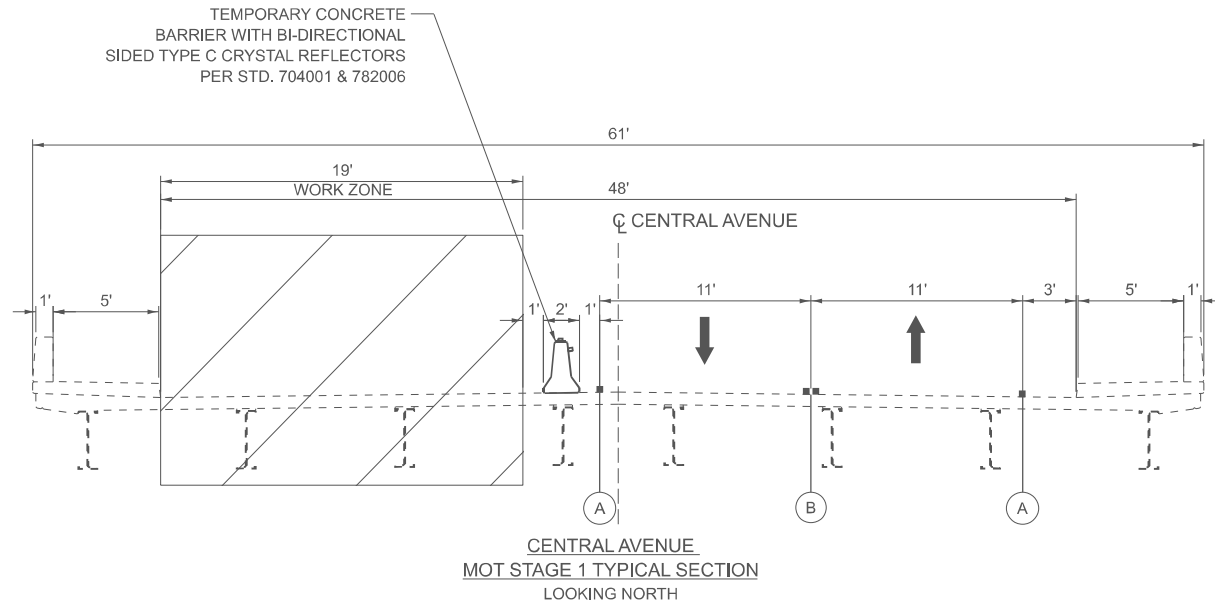
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CENTRAL AVENUE OVER NORTH BRANCH OF CHICAGO RIVER  
REMOVAL AND EROSION CONTROL PLAN**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 16+00.00 TO STA. 23+25.00

F.A.P. RTE. 2798	SECTION (1010B-89) BDR, BJR 25	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 8
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				





**LEGEND**

(A)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
(B)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 8" C-C)
(C)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
	TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS PER STD. 704001 AND 782006

**NOTE:**

TEMPORARY CONCRETE BARRIER WILL NOT BE PINNED ON THE BRIDGE.

**MOT GENERAL NOTES**

1. TRAFFIC CONDITIONS, CRASHES, AND OTHER UNFORSEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
2. THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THE CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY OR EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGING. REMOVAL OF TEMPORARY PAVEMENT MARKING LINE WILL BE PAID FOR AS TEMPORARY PAVEMENT MARKING REMOVAL, REMOVAL OF EXISTING PAVEMENT MARKING ON PAVEMENT TO REMAIN WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL - WATER BLASTING.
4. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE TYPE IV.
5. ALL SIGNAGE TO BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CONTRACTOR SHALL REMOVE OR COVER ALL EXISTING SIGNS THAT CONFLICT WITH OR DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS AND SHALL RESTORE THE SIGNS AT THE END OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION (SPECIAL).
6. DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID ANY CONSTRUCTION DEBRIS FROM ENCROACHING INTO TRAVEL LANES.
7. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY TEMPORARY SIGNAGE, TEMPORARY ACCESS PATHS, OR OTHER ITEMS NEEDED TO REROUTE PEDESTRIAN TRAFFIC AROUND WORK ZONES SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL)
8. BEFORE INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CALL DIGGER IN THE CITY OF CHICAGO OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GASS FACILITIES.
9. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
10. WORK ZONE SPEED LIMIT IS 30 MPH.
11. CTA ROUTE 85A AND PACE ROUTES 225/226 STOPS TRAVELLING NORTHBOUND AND SOUTHBOUND CENTRAL AVE. NEAR THE INTERSECTION OF EDGEBROOK GOLF COURSE ENTRANCE WILL BE TEMPORARILY CLOSED DURING CONSTRUCTION. PATRONS CAN USE THE BUS STOP NEAR THE INTERSECTION OF CENTRAL AVE. & N. INDIAN RD. FOR NORTHBOUND ROUTE AND THE BUS STOP NEAR THE INTERSECTION OF CENTRAL AVE. & N. PRESCOTT AVE. FOR SOUTHBOUND ROUTE.

**CONSTRUCTION STAGING**

**STAGE 1 WEST SIDE OF CENTRAL AVENUE CONSTRUCTION**

1. SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGE 1 SHEETS.
2. PLACE AND MAINTAIN SEDIMENT AND EROSION CONTROL MEASURES PER THE EXISTING AND REMOVAL PLAN AND AS DIRECTED BY THE ENGINEER.
3. CONSTRUCT PROPOSED BRIDGE, APPROACH SLAB, AND ROADWAY IMPROVEMENTS ON WEST SIDE OF CENTRAL AVENUE AS SHOWN IN ROADWAY AND STRUCTURAL PLANS.

**STAGE 2 MEDIAN OF CENTRAL AVENUE CONSTRUCTION**

1. SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGE 2 SHEETS.
2. CONSTRUCT PROPOSED BRIDGE, APPROACH SLAB, AND ROADWAY IMPROVEMENTS ON MEDIAN OF CENTRAL AVENUE AS SHOWN IN ROADWAY AND STRUCTURAL PLANS.

**STAGE 3 EAST SIDE OF CENTRAL AVENUE CONSTRUCTION**

1. SHIFT TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGE 3 SHEETS.
2. CONSTRUCT PROPOSED BRIDGE, APPROACH SLAB, AND ROADWAY IMPROVEMENTS ON EAST SIDE OF CENTRAL AVENUE AS SHOWN IN ROADWAY AND STRUCTURAL PLANS.

**FINAL WRAP-UP CONSTRUCTION**

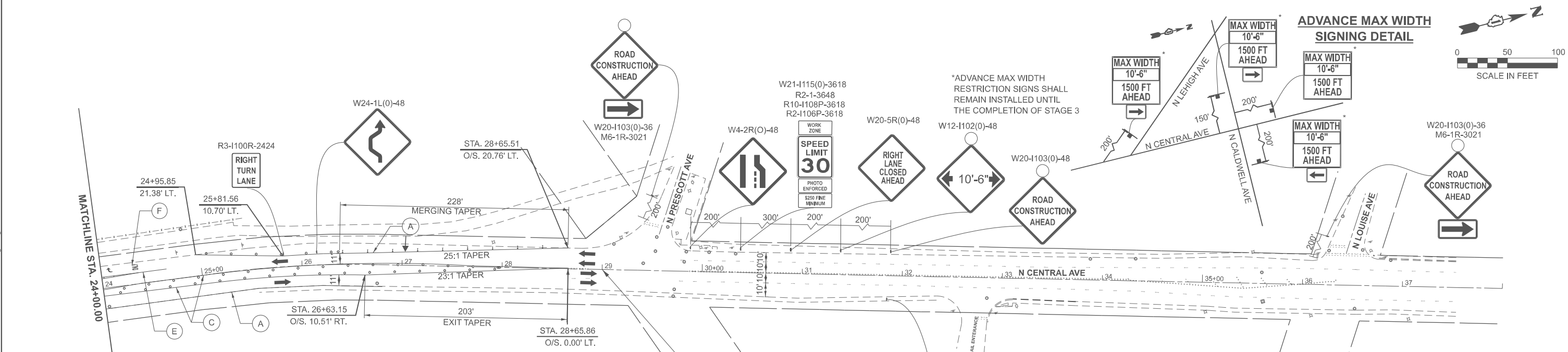
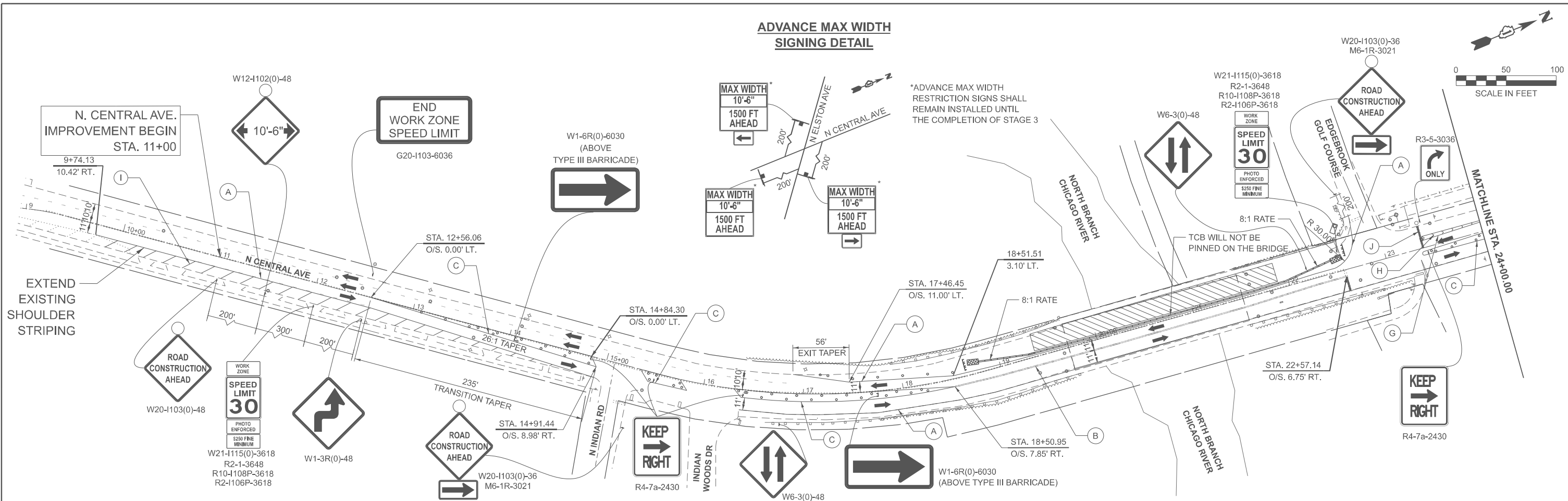
1. PLACE FINAL PAVEMENT MARKINGS AND RE-INSTALL EXISTING PAVEMENT MARKER REFLECTORS.
2. COMPLETE REMAINING PUNCH LIST ITEMS.

MODEL: MOT Typical (Sheet)  
FILE NAME: c:\p\work\1010b-89\1010b-89-sh1-MOT-Typical.dgn

USER NAME = cpujari	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
	CHECKED - BA	REVISED -
PLOT DATE = 3/11/2026	DATE - 03/12/2026	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	10
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				

**ADVANCE MAX WIDTH  
SIGNING DETAIL**



**TEMPORARY PAVEMENT MARKING LEGEND**

- |  |   |
|--|---|
| (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE              | (F) TMP PVT MK LETTERS & SYMBOLS T4 TAPE            |
| (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 8" C-C  | (G) TMP PVT MK L8 T4 TAPE - SOLID WHITE             |
| (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW             | (H) TMP PVT MK L12 T4 TAPE - SOLID WHITE AT 6' C-C  |
| (D) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (6'-18') | (I) TMP PVT MK L12 T4 TAPE - SOLID WHITE AT 20' C-C |
| (E) TMP PVT MK L6 T4 TAPE - SOLID WHITE              | (J) TMP PVT MK L24 T4 TAPE - SOLID WHITE            |

**LEGEND**

- |  |  |  |   |
|--|--|--|---|
|  | WORK ZONE  |  | TYPE III BARRICADE                      |
|  | TEMPORARY CONCRETE BARRIER   |  | TEMPORARY TRAFFIC SIGN                  |
|  | IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2   |  | DIRECTION OF TRAFFIC                    |
|  | TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII |  | DIRECTION INDICATOR BARRICADE @ 25' C-C |
|  |  |  | FLASHING ARROW BOARD                    |

MODEL: MOT-1 - MOT (Sheet)  
FILE NAME: c:\pwworking\atlasengr\atlas\13787\180B48-MOT-1\MOTIF-Stage1.dgn

**AEG ATLAS ENGINEERING GROUP, LTD.**

USER NAME = cpujari	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
	CHECKED - BA	REVISED -
PLOT DATE = 3/12/2026	DATE - 03/12/2026	REVISED -

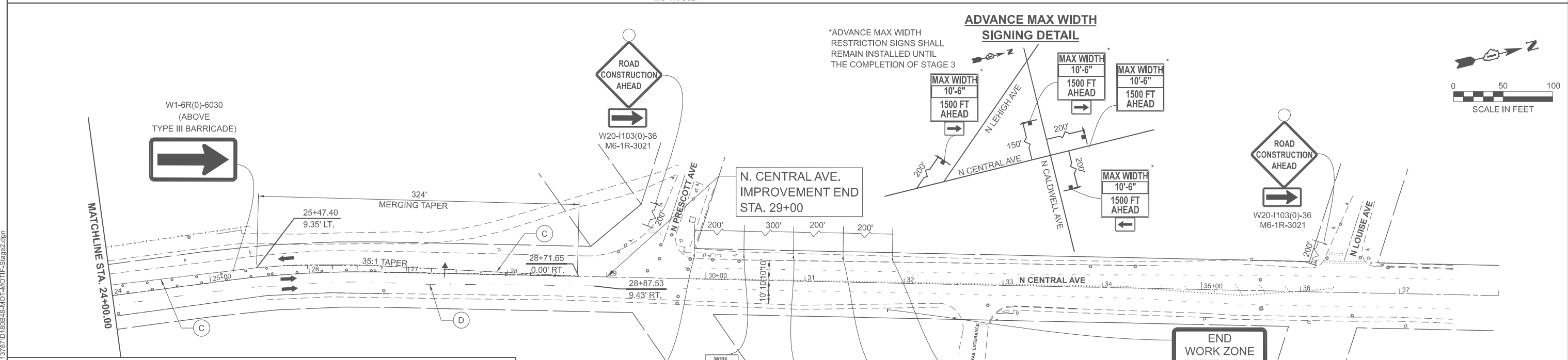
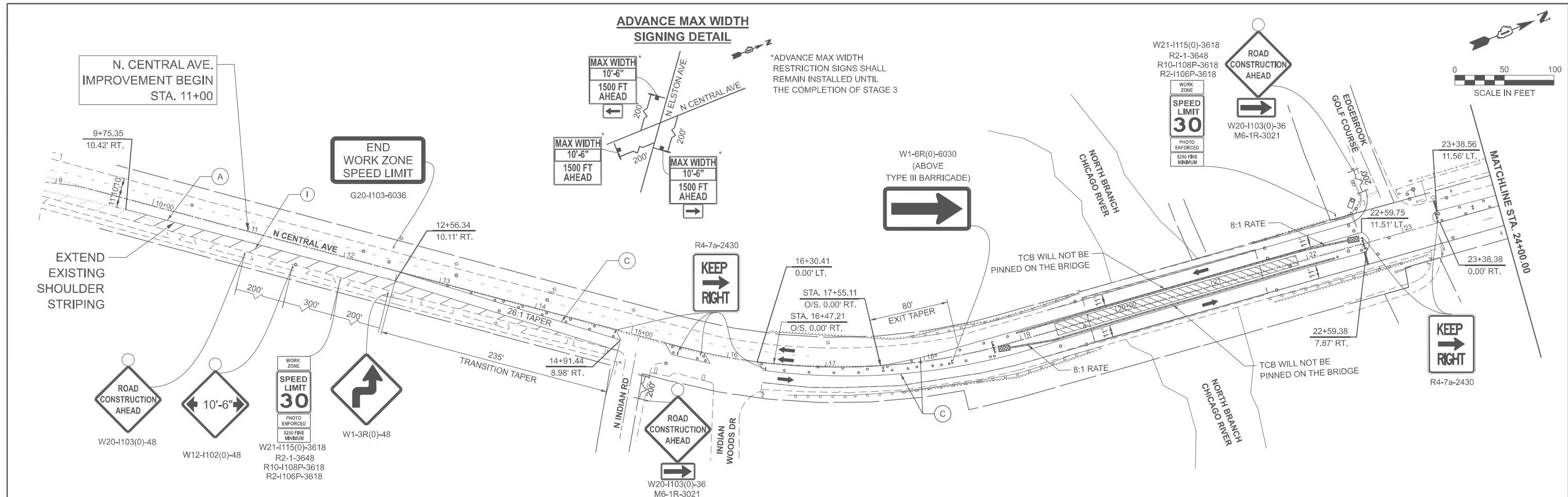
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE 1  
CENTRAL AVENUE OVER NORTH BRANCH CHICAGO RIVER**

SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. 10+00.00 TO STA. 38+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	11

CONTRACT NO. 80B48  
ILLINOIS FED. AID PROJECT

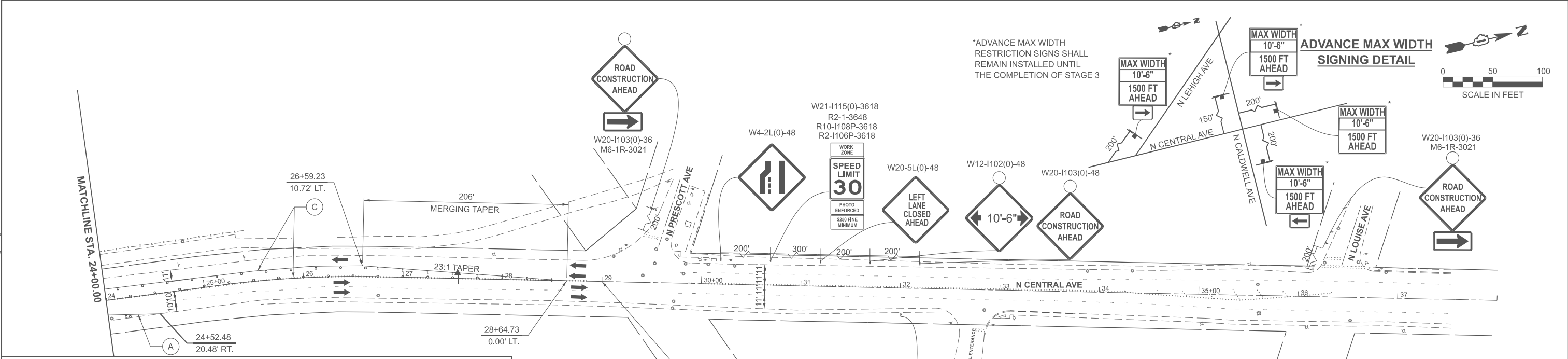
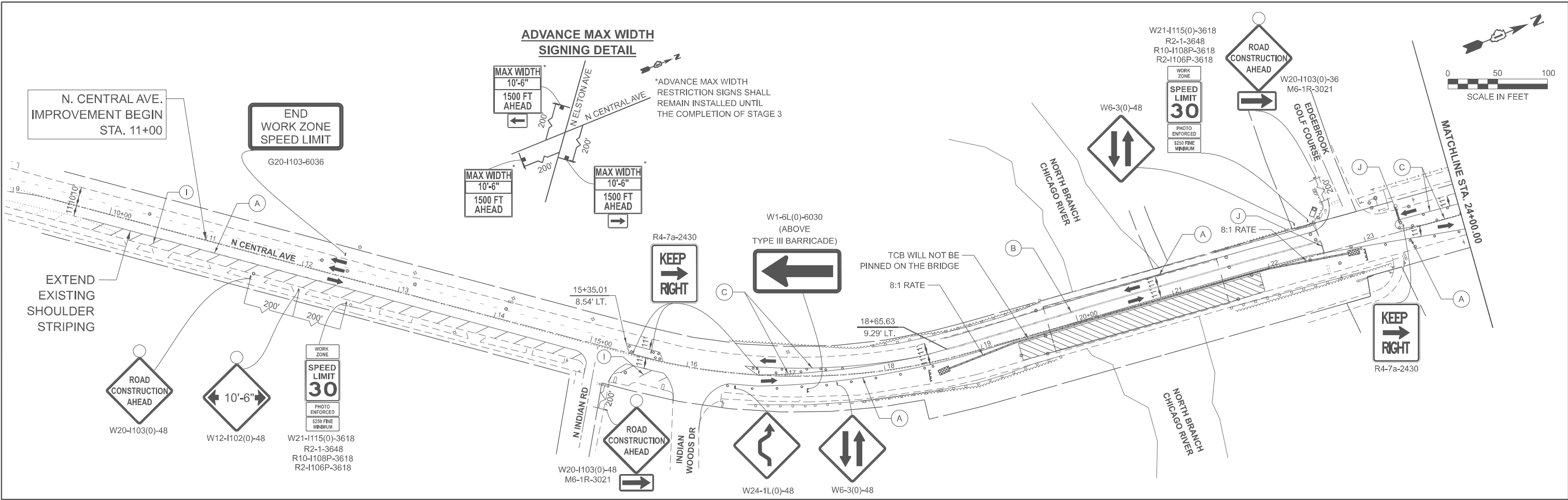


**TEMPORARY PAVEMENT MARKING LEGEND**

(A) TMP PVT MK L4 T4 TAPE - SOLID WHITE	(F) TMP PVT MK LETTERS & SYMBOLS T4 TAPE
(B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 8" C-C	(G) TMP PVT MK L8 T4 TAPE - SOLID WHITE
(C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW	(H) TMP PVT MK L12 T4 TAPE - SOLID WHITE AT 6' C-C
(D) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (6'-18')	(I) TMP PVT MK L12 T4 TAPE - SOLID WHITE AT 20' C-C
(E) TMP PVT MK L6 T4 TAPE - SOLID WHITE	(J) TMP PVT MK L24 T4 TAPE - SOLID WHITE

**LEGEND**

	WORK ZONE		TYPE III BARRICADE
	TEMPORARY CONCRETE BARRIER		TEMPORARY TRAFFIC SIGN
	IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2		DIRECTION OF TRAFFIC
	TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII		DIRECTION INDICATOR BARRICADE @ 25' C-C
			FLASHING ARROW BOARD



**TEMPORARY PAVEMENT MARKING LEGEND**

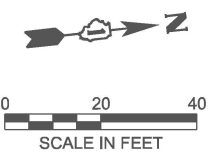
- |  |   |
|--|---|
| (A) TMP PVT MK L4 T4 TAPE - SOLID WHITE              | (F) TMP PVT MK LETTERS & SYMBOLS T4 TAPE            |
| (B) TMP PVT MK L4 T4 TAPE - DOUBLE YELLOW AT 8" C-C  | (G) TMP PVT MK L8 T4 TAPE - SOLID WHITE             |
| (C) TMP PVT MK L4 T4 TAPE - SOLID YELLOW             | (H) TMP PVT MK L12 T4 TAPE - SOLID WHITE AT 6' C-C  |
| (D) TMP PVT MK L4 T4 TAPE - SKIP DASH WHITE (6'-18') | (I) TMP PVT MK L12 T4 TAPE - SOLID WHITE AT 20' C-C |
| (E) TMP PVT MK L6 T4 TAPE - SOLID WHITE              | (J) TMP PVT MK L24 T4 TAPE - SOLID WHITE            |

**LEGEND**

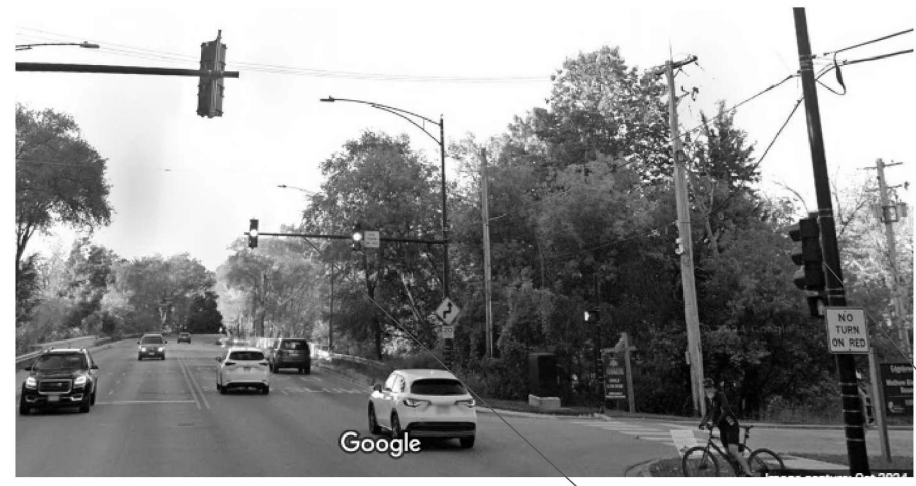
- |  |  |  |   |
|--|--|--|---|
|  | WORK ZONE  |  | TYPE III BARRICADE                      |
|  | TEMPORARY CONCRETE BARRIER   |  | TEMPORARY TRAFFIC SIGN                  |
|  | IMPACT ATTENUATOR, TEMPORARY (FULL REDIRECTIVE, NARROW) TEST LEVEL 2   |  | DIRECTION OF TRAFFIC                    |
|  | TYPE II BARRICADE OR DRUM AT 50' C-C SPACING IN TANGENT, 20' C-C SPACING TAPERS, AND 10' C-C SPACING IN CURVES/RADII |  | DIRECTION INDICATOR BARRICADE @ 25' C-C |
|  |  |  | FLASHING ARROW BOARD                    |

MODEL: MOT-1 - MOT (Sheet)  
 FILE NAME: c:\pwworking\atlasengr\atlas\mst3787d\180b48-MOT-1-MOTIF-Stage3.dgn

<b>AEG ATLAS ENGINEERING GROUP, LTD.</b> USER NAME = cpujari PLOT DATE = 3/12/2026	DESIGNED - NKA DRAWN - NKA CHECKED - BA DATE - 03/12/2026	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC - STAGE 3 CENTRAL AVENUE OVER NORTH BRANCH CHICAGO RIVER</b>	F.A.P. RTE. = 2798 SECTION = (1010B-89) BDR, BJR 25 COUNTY = COOK TOTAL SHEETS = 43 SHEET NO. = 13
	SCALE: 1"=50'    SHEET 4 OF 4 SHEETS    STA. 10+00.00 TO STA. 38+00.00				CONTRACT NO. 80B48 ILLINOIS FED. AID PROJECT



NOTE:  
 NO TEMPORARY TRAFFIC SIGNAL EQUIPMENT IS  
 REQUIRED DURING ALL THREE STAGES OF TRAFFIC.  
 EXISTING MAST ARMS, SIGNAL POSTS AND  
 PEDESTRIAN SIGNAL HEADS WILL BE UTILIZED.

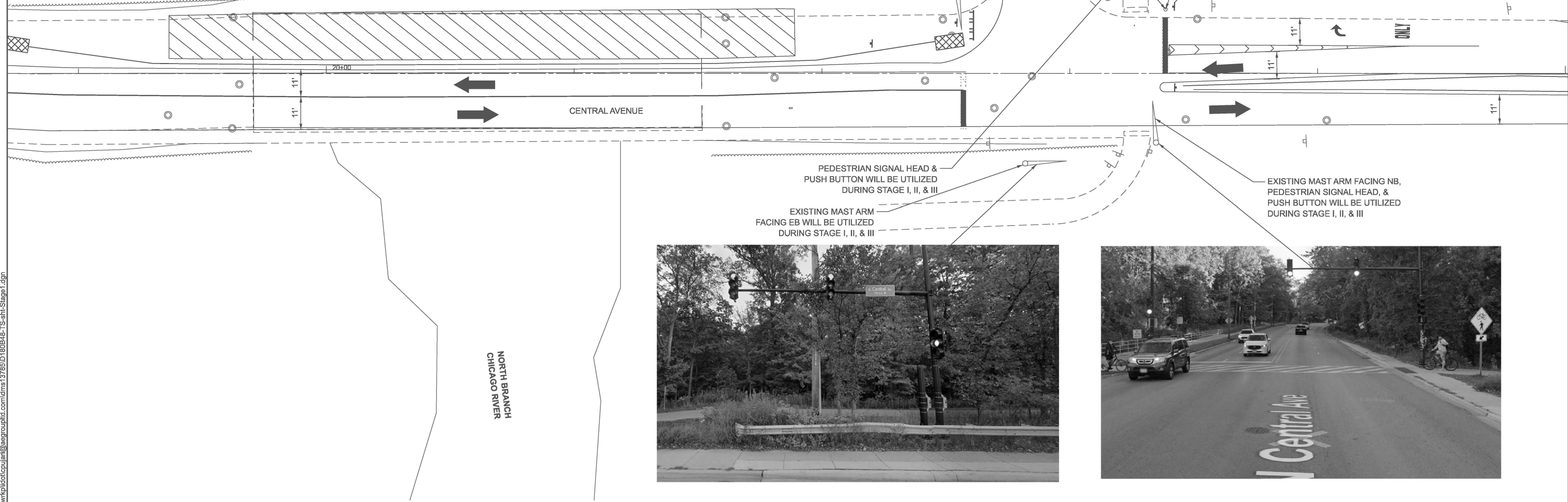


NORTH BRANCH  
 CHICAGO RIVER

EDGE BROOK  
 GOLF COURSE

EXISTING MAST ARM  
 EXTENDING OVER FIRST LANE AND  
 EDGE OF SECOND LANE OF TRAFFIC,  
 VISIBLE TO DRIVERS TRAVELING  
 SOUTH ON CENTRAL AVE.

TRAFFIC SIGNAL HEADS ON  
 EXISTING SIGNAL POLE FOR NB  
 TRAFFIC



MODEL: TS-Stage1 (Sheet)  
 FILE NAME: c:\pwworking\atlasengr\pltd\com\lms137651D180B48-TS-sht-Stage1.dgn

**AEG** ATLAS ENGINEERING  
 GROUP, LTD.

USER NAME = cpujarl	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
	CHECKED - BA	REVISED -
PLOT DATE = 3/12/2026	DATE - 03/12/2026	REVISED -

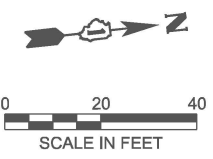
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL DURING MAINTENANCE OF TRAFFIC - STAGE 1  
 CENTRAL AVENUE OVER NORTH BRANCH CHICAGO RIVER

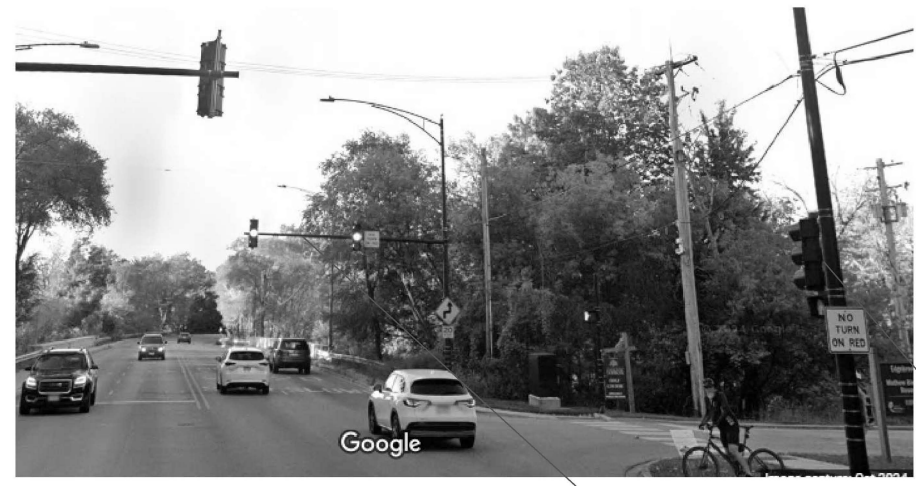
SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	14
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				





NOTE:  
 NO TEMPORARY TRAFFIC SIGNAL EQUIPMENT IS  
 REQUIRED DURING ALL THREE STAGES OF TRAFFIC.  
 EXISTING MAST ARMS, SIGNAL POSTS AND  
 PEDESTRIAN SIGNAL HEADS WILL BE UTILIZED.



NORTH BRANCH  
 CHICAGO RIVER

EDGE BROOK  
 GOLF COURSE

EXISTING MAST ARM  
 EXTENDING OVER FIRST LANE AND  
 EDGE OF SECOND LANE OF TRAFFIC,  
 VISIBLE TO DRIVERS TRAVELING  
 SOUTH ON CENTRAL AVE.

CENTRAL AVENUE

EXISTING MAST ARM FACING NB,  
 PEDESTRIAN SIGNAL HEAD, &  
 PUSH BUTTON WILL BE UTILIZED  
 DURING STAGE I, II, & III

EXISTING MAST ARM  
 FACING EB WILL BE UTILIZED  
 DURING STAGE I, II, & III

NORTH BRANCH  
 CHICAGO RIVER



MODEL: TS-Stage1 [Sheet]  
 FILE NAME: c:\p\w\p\st\cpujari@aegroup.com\dms137651D180B48-TS-sht-Stage3.dgn

**AEG** ATLAS ENGINEERING  
 GROUP, LTD.

USER NAME = cpujari	DESIGNED - NKA	REVISED -
	DRAWN - NKA	REVISED -
	CHECKED - BA	REVISED -
PLOT DATE = 3/12/2026	DATE - 03/12/2026	REVISED -

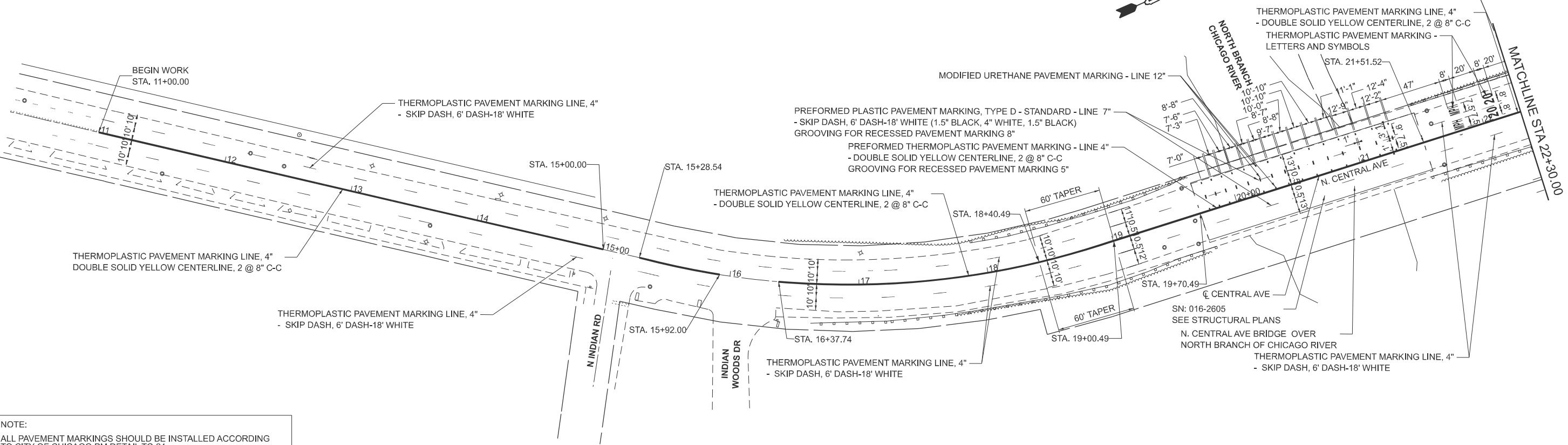
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**EXISTING TRAFFIC SIGNAL DURING MAINTENANCE OF TRAFFIC - STAGE 3**  
**CENTRAL AVENUE OVER NORTH BRANCH CHICAGO RIVER**

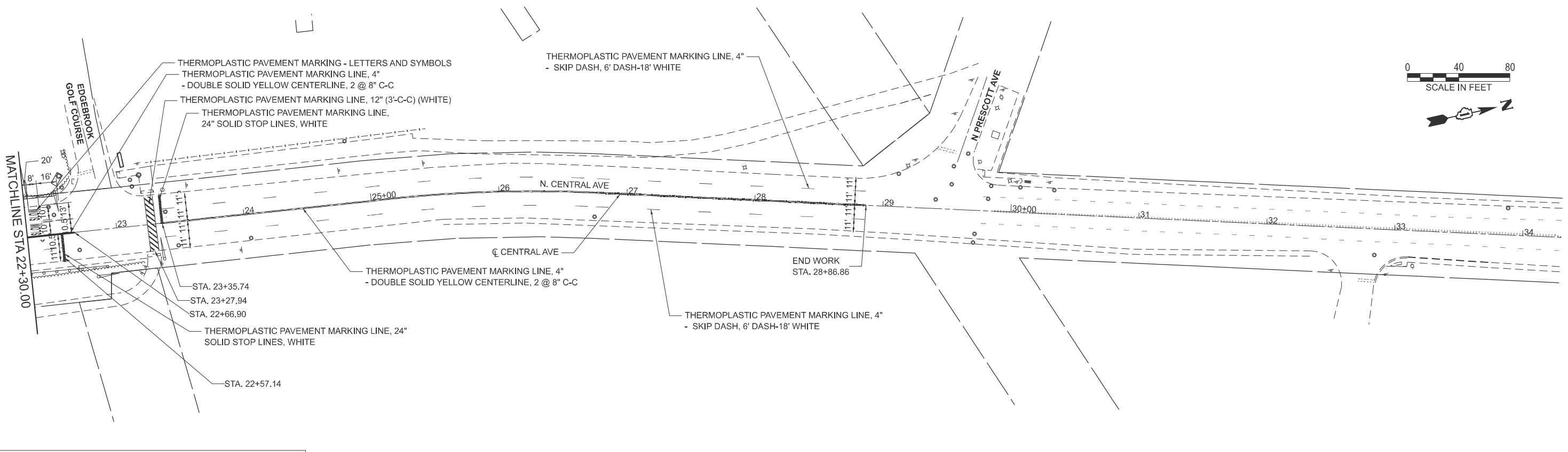
SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	16
CONTRACT NO. 80B48				

ILLINOIS FED. AID PROJECT



NOTE:  
ALL PAVEMENT MARKINGS SHOULD BE INSTALLED ACCORDING TO CITY OF CHICAGO PM DETAIL TC-24



NOTE:  
ALL PAVEMENT MARKINGS SHOULD BE INSTALLED ACCORDING TO CITY OF CHICAGO PM DETAIL TC-24

MODEL: Central Road-1 - Plan 1 [Sheet]  
FILE NAME: c:\bms\wsp-us-pxv-ill\cims\13785\0180B48-sh1-cmk.dgn



USER NAME =	USMM717315
DESIGNED -	MM
DRAWN -	MM
CHECKED -	KE
DATE -	01/16/2026
REVISOR -	
REVISION -	
REVISION -	
REVISION -	
REVISION -	

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

**NORTH CENTRAL AVENUE OVER CHICAGO RIVER**  
**PAVEMENT MARKING**

SCALE: 1"=40' SHEET 1 OF 1 SHEETS STA. 10+30.00 TO STA. 34+30.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	17
CONTRACT NO. 80B48				

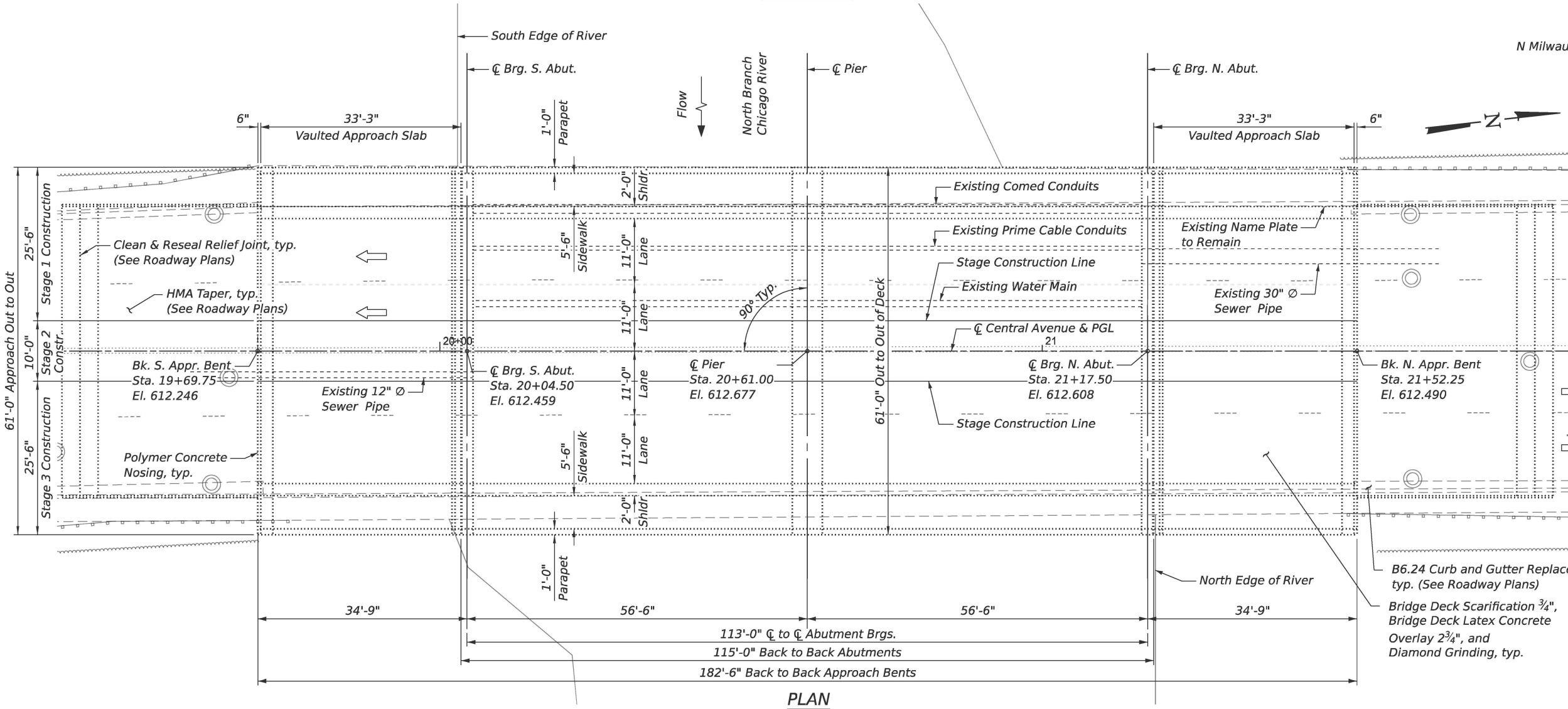
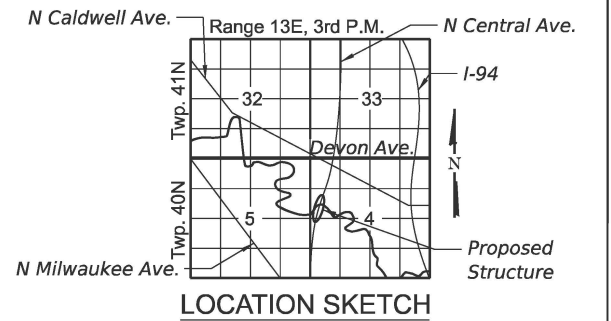
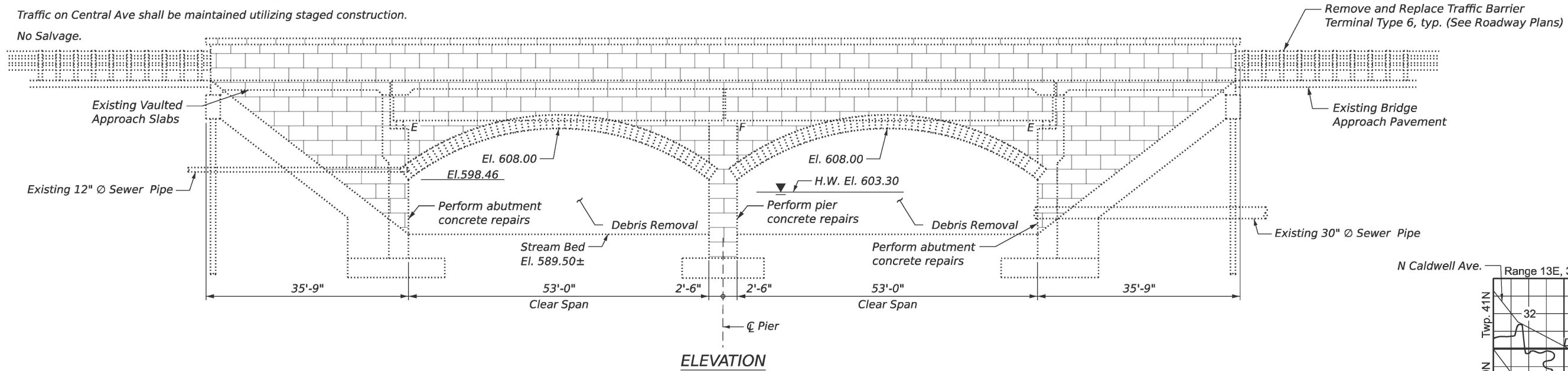
ILLINOIS FED. AID PROJECT

Bench Mark: Chiseled "X" on sidewalk 23' right of Central Avenue Sta 19+00 El 612.37. All elevations are from the 1992 bridge plans.

Existing Structure: S.N. 016-2605 originally constructed in 1993 as a 2 span structure. Structure contains 36" PCC I-beams on vaulted abutments and a concrete wall pier with 115'-0" back to back of abutments and 61'-0" out to out of deck. In 2019, the deck was re-sealed. S.N. 016-2605 replaced the original S.N. 016-0721, built in 1932, with 88'-0" back to back of abutment and 54'-0" out to out of deck.

Traffic on Central Ave shall be maintained utilizing staged construction.

No Salvage.



William P. Malinowski S.E.  
 Licensed Structural Engineer  
 State of Illinois No. 081-006059  
 Registration Expires 11/30/2026

**GENERAL PLAN AND ELEVATION**  
**CENTRAL AVENUE OVER THE**  
**NORTH BRANCH CHICAGO RIVER**  
 FAU 2798 SEC. 1010B-89  
 COOK COUNTY  
 STATION 20+61.00  
 SN 016-2605

MODEL: Default  
 FILE NAME: p:\wsp-us-pw-bentley.com\wsp-us-pw-l\Documents\Projects\2025\US421027\_Central Ave Bridge\TAMP\Structures\Sheets\01\_GP&E.dgn

USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

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

**GENERAL PLAN AND ELEVATION**  
**STRUCTURE NO. 016 - 2605**

SHEET 1 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010B-89	COOK	44	18
			CONTRACT NO. 80B48	
ILLINOIS		FED. AID PROJECT		

**GENERAL NOTES**

1. Reinforcement bars designated (E) shall be epoxy coated.
2. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
3. Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. 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 at the Contractor's expense.
5. Cost of removal and disposal of existing expansion joints shall be included in the cost of Concrete Removal.
6. 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.
7. The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam. Prior to removal, the top flanges of the PPC I-Beams shall be marked on the deck surface. Any damage to the beams or diaphragms shall be repaired as directed by the Engineer at the Contractor's expense.
8. All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

**INDEX OF SHEETS**

1. General Plan and Elevation
2. General Data
3. Construction Staging - 1
4. Construction Staging - 2
5. Temporary Concrete Barrier
6. Deck Repairs
7. Parapet Details
8. Abutment Expansion Joint Reconstruction Plan
9. Abutment Expansion Joint Reconstruction Details - 1
10. Abutment Expansion Joint Reconstruction Details - 2
11. Preformed Joint Strip Seal - Sidewalk
12. Preformed Joint Strip Seal - Sidewalk
13. Preformed Joint Strip Seal - Sidewalk
14. North Abutment Repairs
15. North Face Pier Repairs
16. South Face Pier Repairs
17. South Abutment Repairs
18. Bar Splicer Assembly and Mechanical Splicer Details

**SCOPE OF WORK**

1. Scarify 3/4" from the bridge deck and vaulted approach slabs.
2. Perform Deck Slab Repairs and Approach Slab Repairs.
3. Remove and replace expansion joints at both abutments and install Preformed Joint Strip Seals.
4. Remove and replace masonry units to facilitate joint replacement at the sidewalks.
5. Install Bridge Latex Concrete Overlay - 2 3/4"
6. Clean and reseal the pavement relief joints. (See Roadway Plans)
7. Install polymer concrete nosing at the end of vaulted approach slabs.
8. Install HMA Overlay on approach pavements. (See Roadway Plans)
9. Perform Diamond Grinding to the deck surface.
10. Perform Bridge Deck Grooving (Longitudinal).
11. Apply Protective Coat to the deck and sidewalks.
12. Remove and replace B6.24 Curb and Gutters. (See Roadway plans)
13. Substructure Repairs
14. Paint steel portion of bearings at both abutments.
15. Remove channel debris.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	39.2		39.2
Concrete Superstructure	Cu Yd	42.9	-	42.9
Protective Coat	Sq Yd	1219	-	1219
Reinforcement Bars, Epoxy Coated	Pound	6820	-	6820
Bar Splicers	Each	76	-	76
Mechanical Splicers	Each	8	-	8
Preformed Joint Strip Seal	Foot	124	-	124
Masonry Reconstruction	Sq Yd	8	-	8
Bridge Deck Grooving (Longitudinal)	Sq Yd	968	-	968
Cleaning And Painting Bearings	Each	16	-	16
Approach Slab Repair (Full Depth)	Sq Yd	10	-	10
Approach Slab Repair (Partial Depth)	Sq Yd	3	-	3
Bridge Deck Latex Concrete Overlay 2 3/4"	Sq Yd	915	-	915
Concrete Bridge Deck Scarification 3/4"	Sq Yd	915	-	915
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft	-	126	126
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	25	-	25
Debris Removal	Cu Yd	-	20	20
* Deck Slab Repair (Full Depth - Type I)	Sq Yd	1	-	1
Diamond Grinding (Bridge Section)	Sq Yd	887	-	887
Polymer Concrete	Cu Ft	10.9	-	10.9

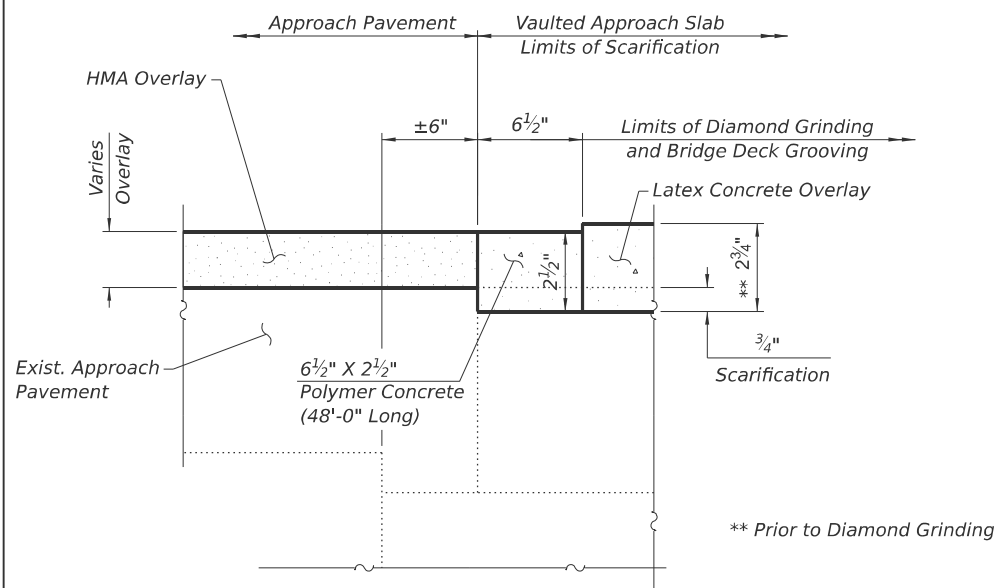
\* Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.

**WATERWAY INFORMATION**

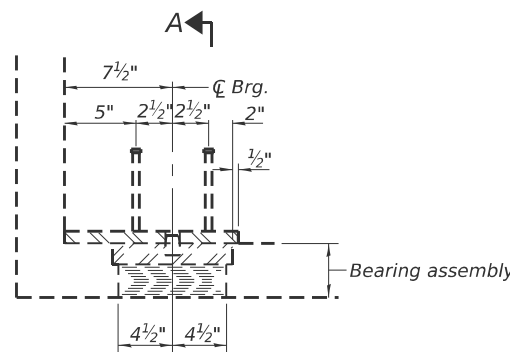
Drainage Area = 107 Sq. Mi.		Low Grade Elev. 611.93 @ Sta. 23+00							
Flood	Freq. Yr.	Q C.F.S.	Opening Ft <sup>2</sup>		Nat. H.W.E.	Head - Ft.		Headwater El. Prop.	
			Exist.	Prop.		Exist.	Prop.		
	10	2495	615	955	600.6	0.2	0.1	600.9	600.8
Design	50	3580	740	1240	603.3	0.3	0.2	603.6	603.5
Base	100	4065	795	1430	605.1	0.2	0.3	605.4	605.3
Overtopping									
Max. Calc.	500	5330	820	1540	607.1	0.3	0.5	607.6	607.4

Note: The information in this table is taken from the 1992 as-built plans. No updated waterway information was obtained for this contract.

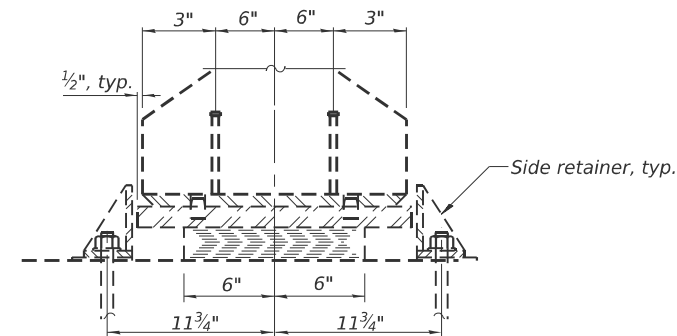
MODEL: Default  
FILE NAME: pwr\wsp-rp-pw-bentley.com\wsp-us-illinois\Projects\2025\USA21027\_Central Ave Bridge TAM\Structures\Sheets\02\_General Data.dgn



**POLYMER CONCRETE NOSING DETAIL**  
(Typ. Ends of Each Vaulted Approach Slab)



**ELEVATION AT ABUT.**



**SECTION A-A**

**EXISTING TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS**  
(FOR INFORMATION ONLY)

Clean and Paint exposed steel portion on bearings under PPC beams at abutments. Cost included with Cleaning and Painting Bearings. See Special Provision.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Bearings". All bearings at south and north abutments shall be cleaned per Near White Blast Cleaning - SSPC-SP10.

The designated areas cleaned Near White Blast Cleaning shall be painted according to the requirements of Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat - OZ/E/U. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No 5B 7/1.

**DESIGN SPECIFICATIONS (NEW CONST.)**

2002 AASHTO Standard Specification for Highway Bridges, 17th Edition

**DESIGN SPECIFICATIONS (EXISTING)**

1989 AASHTO with 1990 Interims and 1983 Guide Specifications for Seismic Design of Highway Bridges with 1985 and 1988 Interim Specifications

**DESIGN STRESSES**

**FIELD UNITS (New Construction)**

f<sub>c</sub> = 4,000 psi (Superstructure)

f<sub>c</sub> = 3,500 psi (Substructure)

f<sub>y</sub> = 60,000 psi (Reinforcement)

**FIELD UNITS (1993 Original Construction)**

f<sub>c</sub> = 3,500 psi (Superstructure and Substructure)

f<sub>y</sub> = 60,000 psi (Reinforcement)

f<sub>c</sub> = 6,000 psi (PPC I-Beams)

f<sub>ci</sub> = 4,300 psi (PPC I-Beams)

f<sub>s</sub> = 270,000 psi (1/2" Ø Strands)

f<sub>s</sub> = 189,000 psi (1/2" Ø Strands)

**LOADING HS 20-44 (EXISTING)**



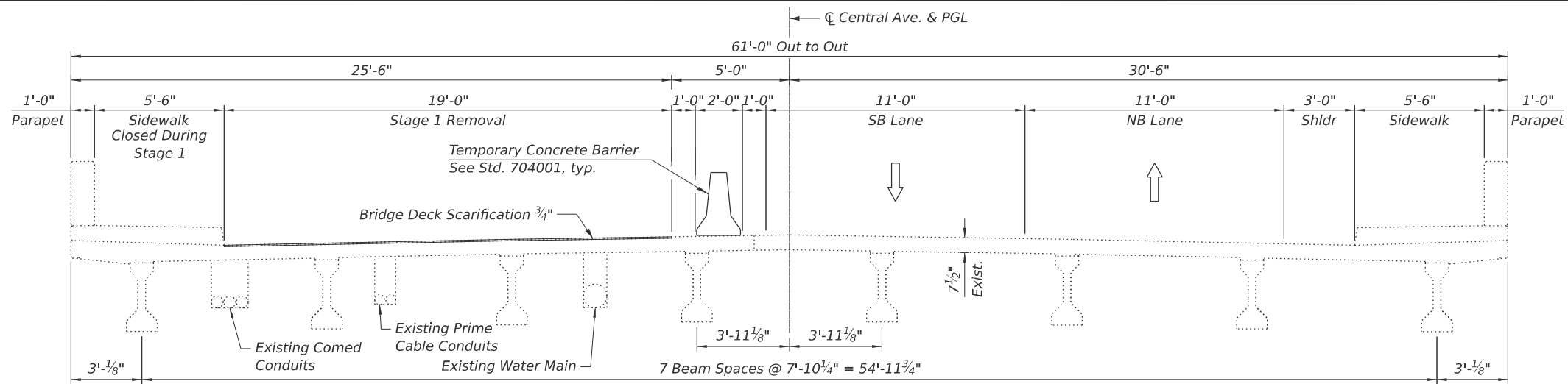
USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

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

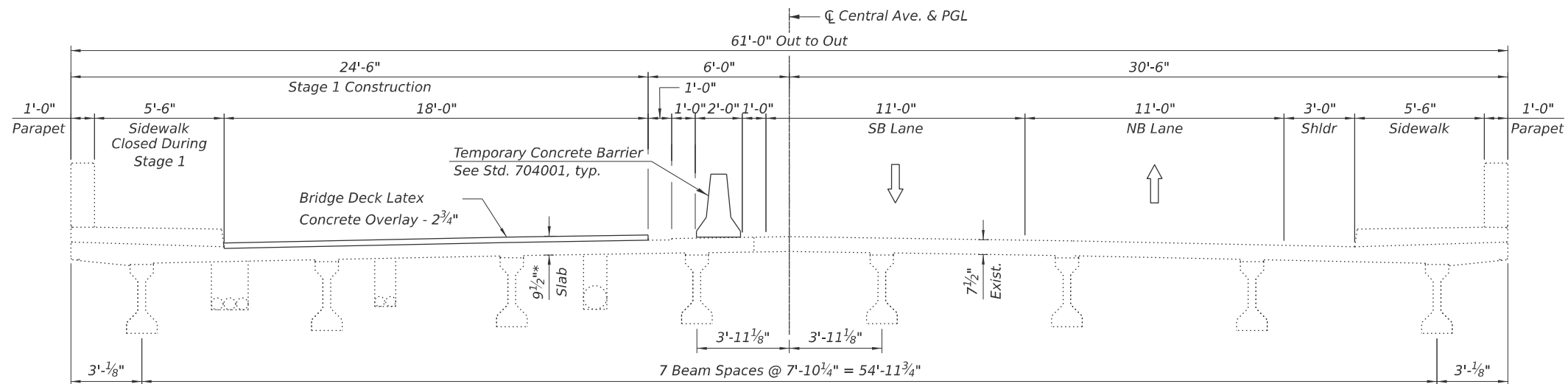
**GENERAL DATA**  
**STRUCTURE NO. 016-2605**

SHEET 2 OF 17 SHEETS

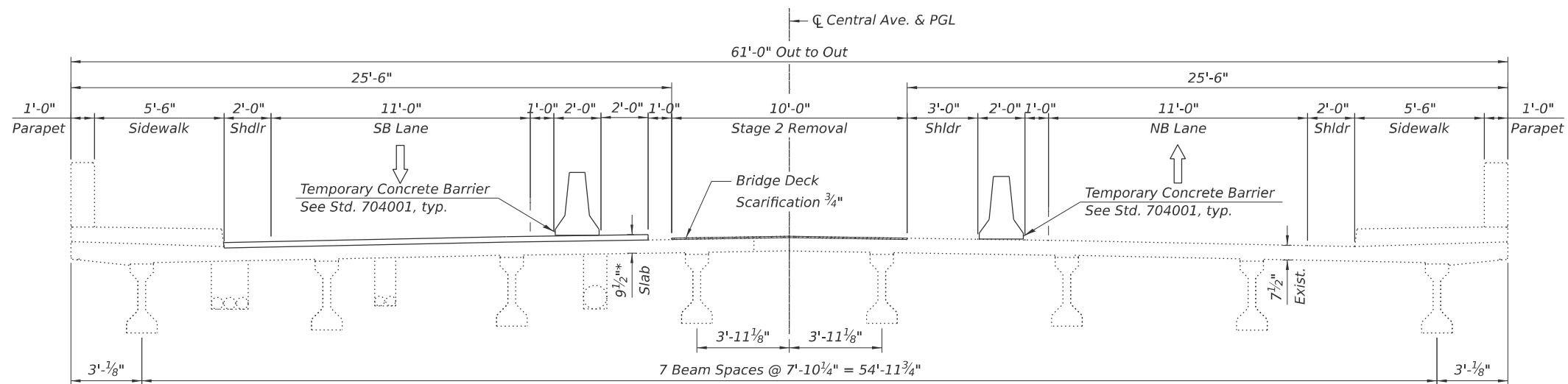
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	19
CONTRACT NO. 80B48			ILLINOIS FED. AID PROJECT	



**STAGE 1 REMOVAL**  
(Looking North)



**STAGE 1 CONSTRUCTION**  
(Looking North)



**STAGE 2 REMOVAL**  
(Looking North)

\* Prior to Diamond Grinding

MODEL: Default  
FILE NAME: p:\wsp-us-pw-bentley.com\wsp-us-pw-bentley.com\Projects\2025\USA21027\_Central Ave Bridge TAM\Structures\Sheets\03\_Construction Staging-1.dgn  
3/5/2026 8:13:57 AM



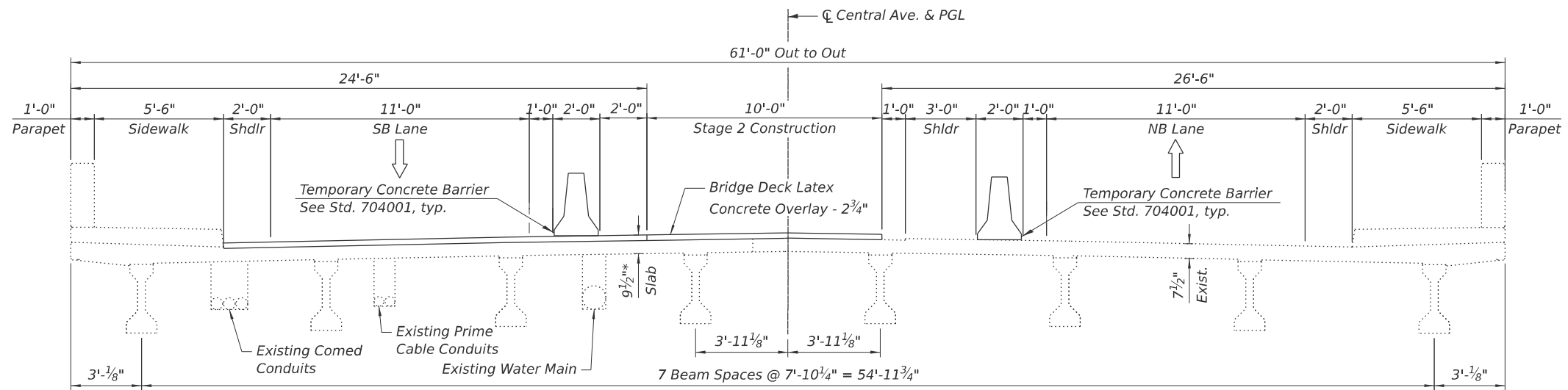
USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

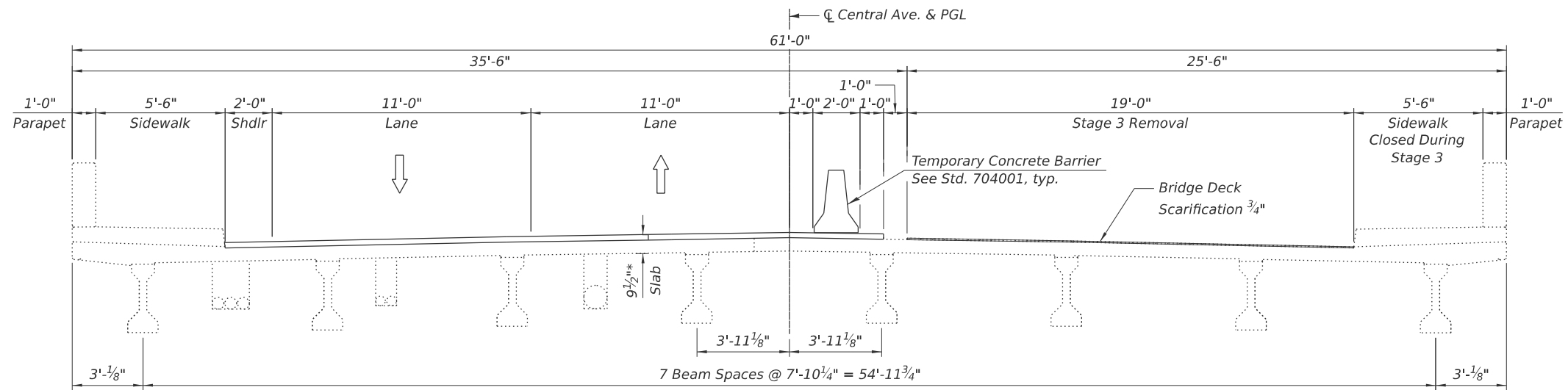
**CONSTRUCTION STAGING - 1  
STRUCTURE NO. 016-2605**

SHEET 3 OF 17 SHEETS

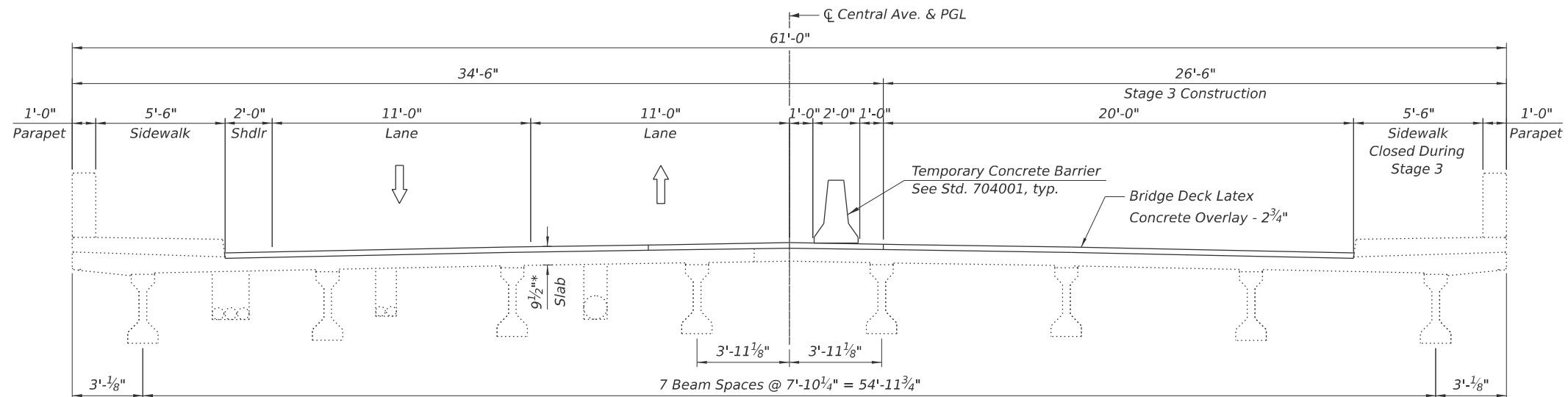
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	20
CONTRACT NO. 80B48				
		ILLINOIS	FED. AID PROJECT	



**STAGE 2 CONSTRUCTION**  
(Looking North)



**STAGE 3 REMOVAL**  
(Looking North)



**STAGE 3 CONSTRUCTION**  
(Looking North)

\* Prior to Diamond Grinding

MODEL: Default  
FILE NAME: p:\wsp-us-pw-bentley.com\wsp-us-pw-ll\Documents\Projects\2025\USA21027\_Central Ave Bridge TAMPS\Structures\Sheets\04\_Construction Staging-2.dgn



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

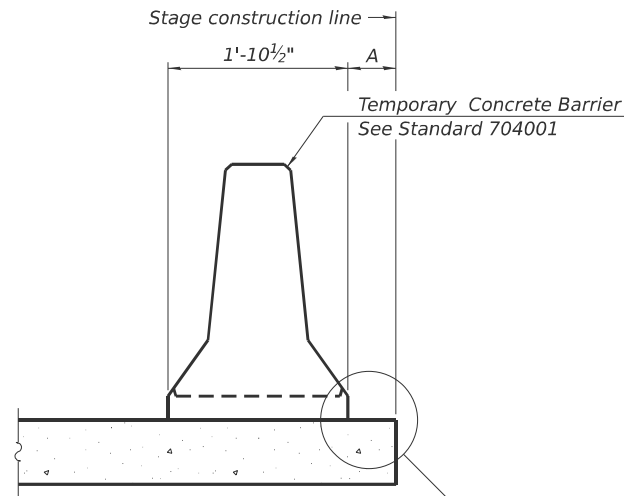
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION STAGING - 2  
STRUCTURE NO. 016-2605**

SHEET 4 OF 17 SHEETS

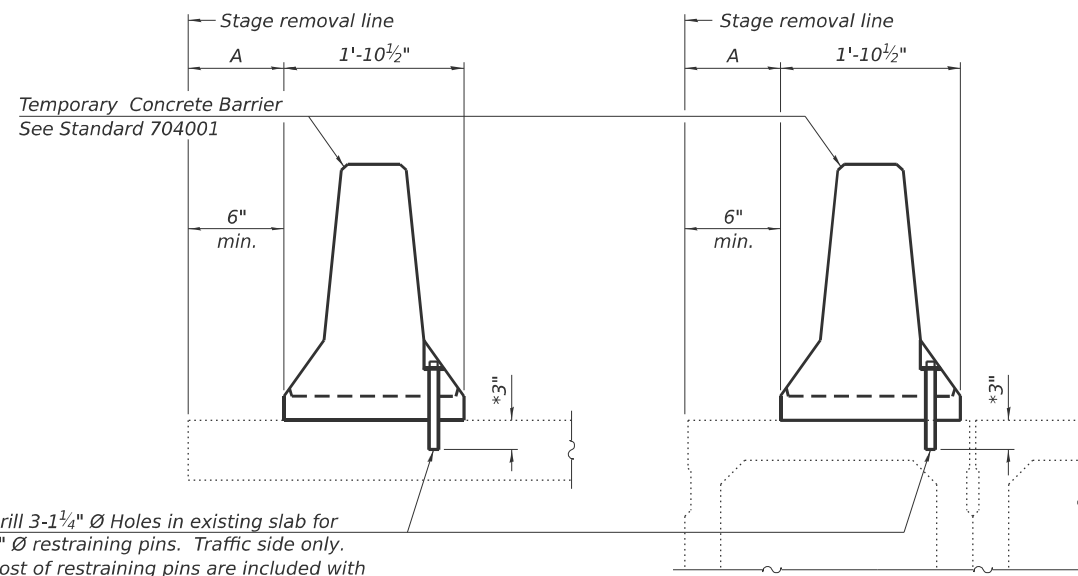
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	21
CONTRACT NO. 80B48				

ILLINOIS FED. AID PROJECT



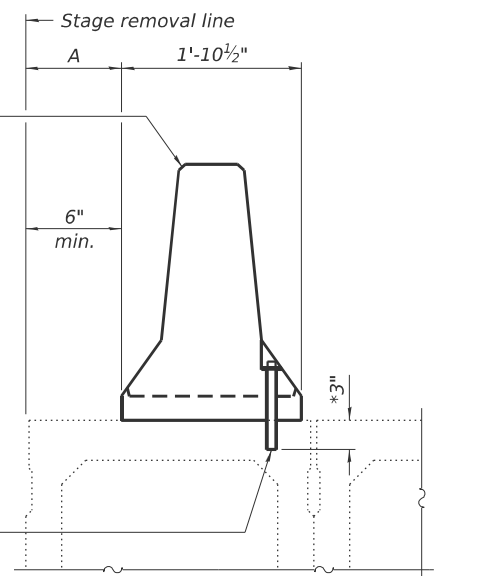
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



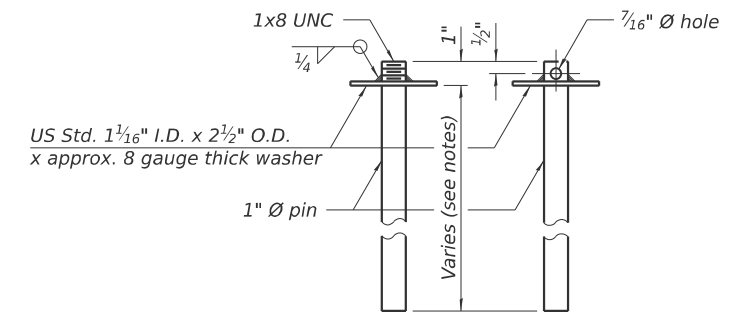
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



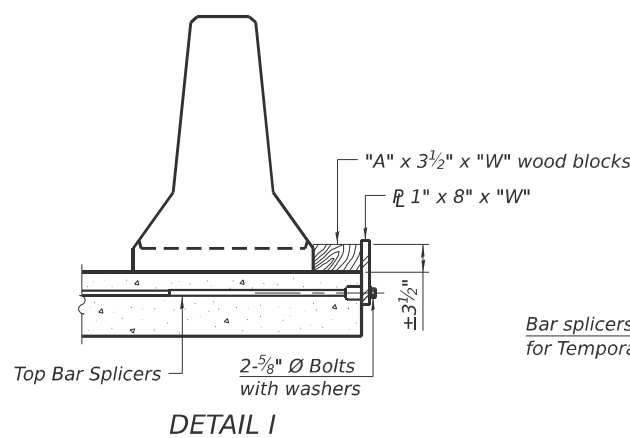
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

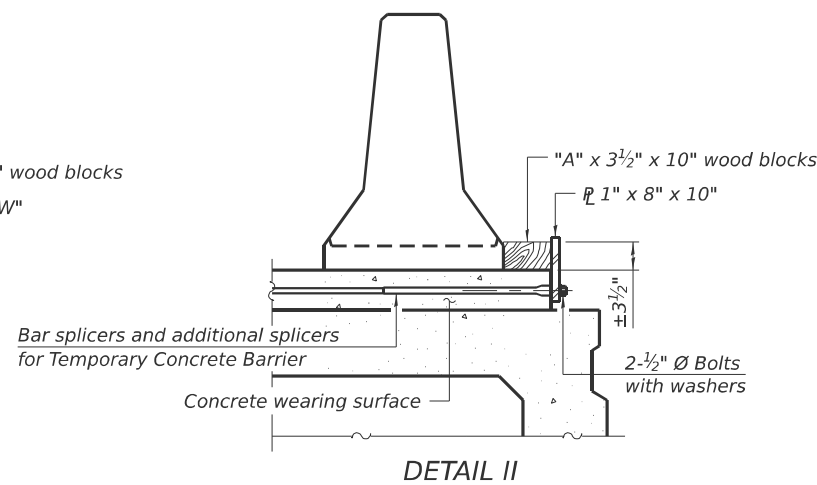


RESTRAINING PIN

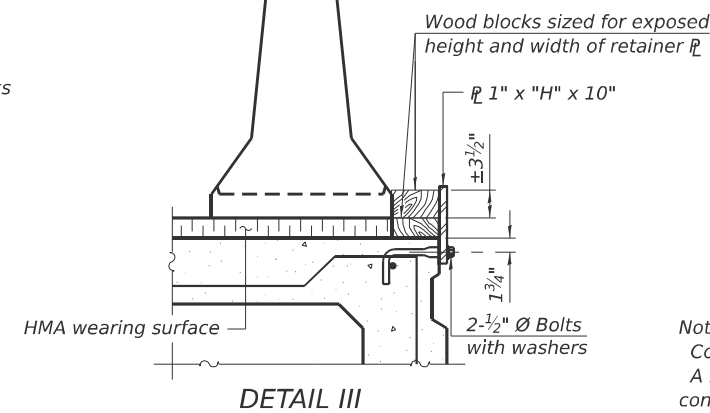
SECTIONS THRU SLAB OR DECK BEAM



DETAIL I

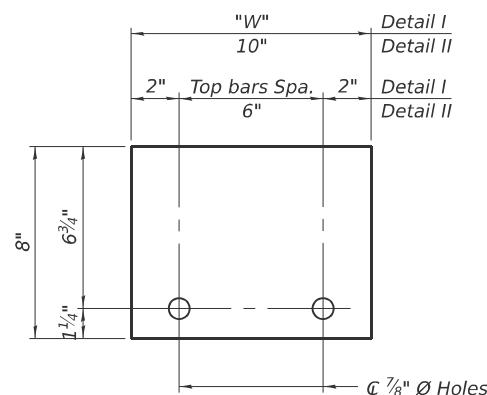


DETAIL II

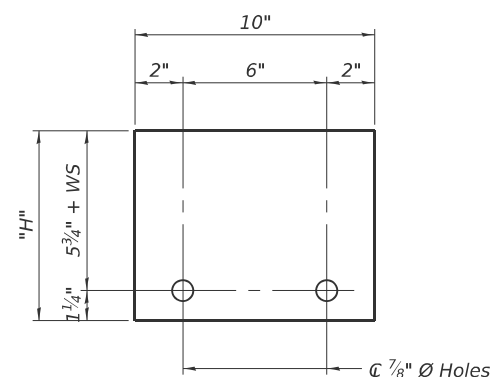


DETAIL III

BAR SPICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:  
 Cost of retainer assembly is included with Temporary Concrete Barrier.  
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.  
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.  
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.  
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

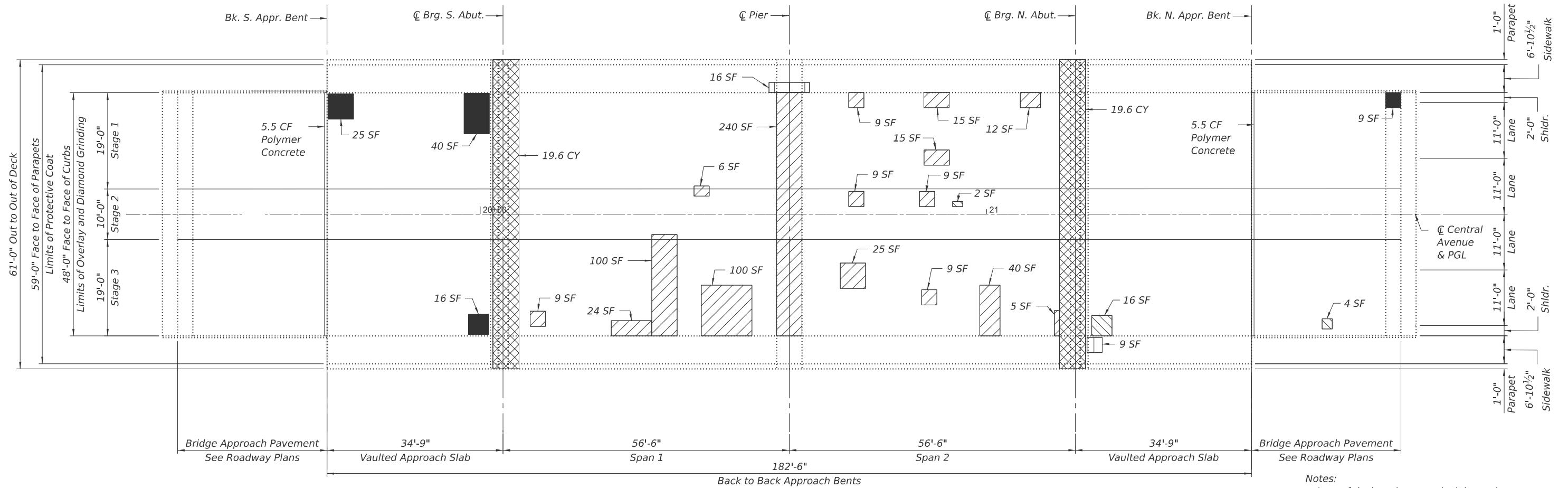
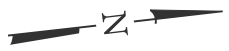
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 016-2605

SHEET 5 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	22
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
 FILE NAME: p:\wsp\p-w-bentley.com\wsp-us-pw-l\Documents\Projects\2025\USA21027\_Central Ave Bridge\_TAMP\Structures\Sheets\05\_Temporary Concrete Barrier.dgn  
 3/5/2026 8:14:10 AM



**DECK PLAN**

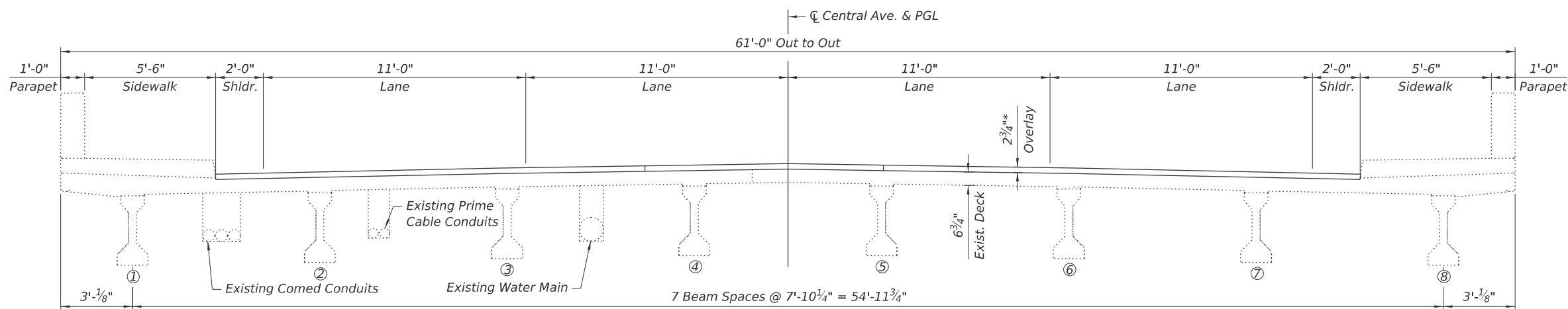
**Notes:**  
 Area of deck and approach slab repairs are estimated. Actual type, location, and dimensions are to be determined by the Engineer during construction and documented on as-built plans.  
 Protective Coat shall be applied to top of overlay, vertical face of the curb and sidewalk only.  
 When the polymer concrete nosing is to be installed adjacent to a deck overlay, the nosing shall be installed after the overlay is placed.  
 Polymer Concrete must be placed in direct contact with the concrete deck. Removal of all HMA or other material that may adhere to the Polymer Concrete contact areas is required. The cost for this work shall be included in the pay item for Polymer Concrete.

**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	39.2
Approach Slab Repair (Full Depth)	Sq. Yd.	10
Approach Slab Repair (Partial Depth)	Sq. Yd.	3
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	25
* Deck Slab Repair (Partial Depth)	Sq. Yd.	70
** Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1
Polymer Concrete	Cu. Ft.	10.9

\* Quantities listed for Deck Slab Repair (Partial Depth) are for information only. See the BDE Special Provision for Bridge Deck Concrete Overlays.

\*\* A nominal quantity of 1 Sq. Yd. is provided for Deck Slab Repair (Full Depth, Type I). No areas of deck have been identified on plan for this item. The Engineer shall show actual locations and size of deck repairs on as-built plans.



**CROSS SECTION**

(Looking North)  
 \* Prior to grinding

**LEGEND:**

- Concrete Removal for Joint Replacement (see Sheets 8-10 of 18)
- Structural Repair of Concrete (Depth Greater Than 5")
- Deck Slab Repair (Partial Depth, For Information Only)
- Approach Slab Repair (Full Depth)
- Approach Slab Repair (Partial Depth)

MODEL: Default  
 FILE NAME: p:\wsp\p-w-pw\hennley.com\wsp-us-pw-l\Documents\Projects\2025\US421027\_Central Ave Bridge TAMP\Structures\Sheets\06\_Deck Repairs.dgn  
 3/5/2026 8:14:18 AM



USER NAME =	DESIGNED - BJD	REVISIONS -
	CHECKED - LAS	REVISIONS -
PLOT SCALE =	DRAWN - GM	REVISIONS -
PLOT DATE =	CHECKED - BJD	REVISIONS -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

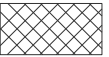
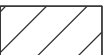
**DECK REPAIRS  
 STRUCTURE NO. 016-2605**

SHEET 6 OF 17 SHEETS

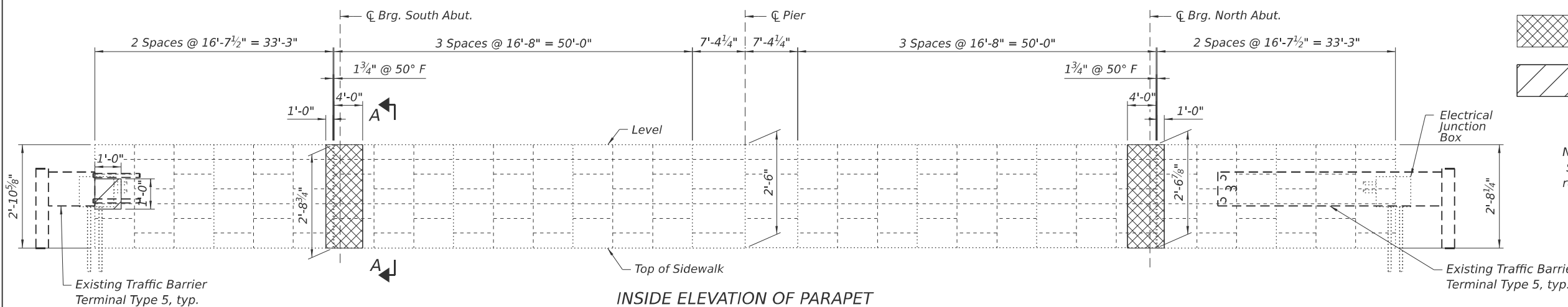
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010B-89	COOK	44	23
CONTRACT NO. 80B48				

ILLINOIS FED. AID PROJECT

**LEGEND**

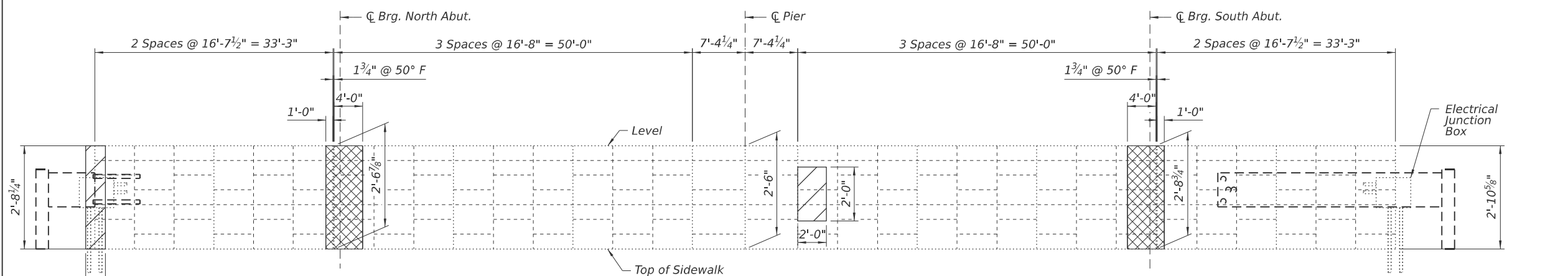
-  Concrete Removal (See Sheets 8-10 of 18)
-  Masonry Reconstruction (shall also be performed at all areas of Concrete Removal shown on this sheet)

Note:  
Square footage for the top of the wall masonry repair included in the front face square footage.



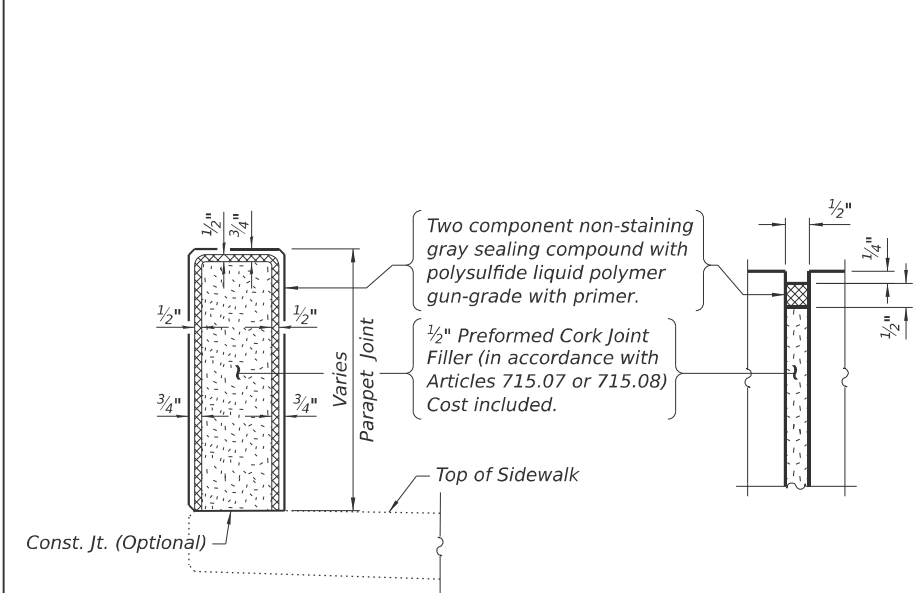
**INSIDE ELEVATION OF PARAPET**

West Parapet

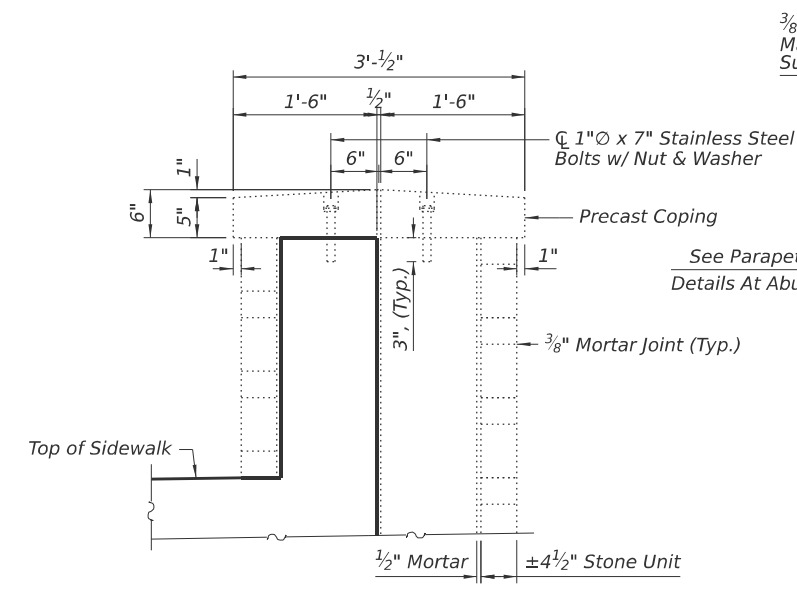


**INSIDE ELEVATION OF PARAPET**

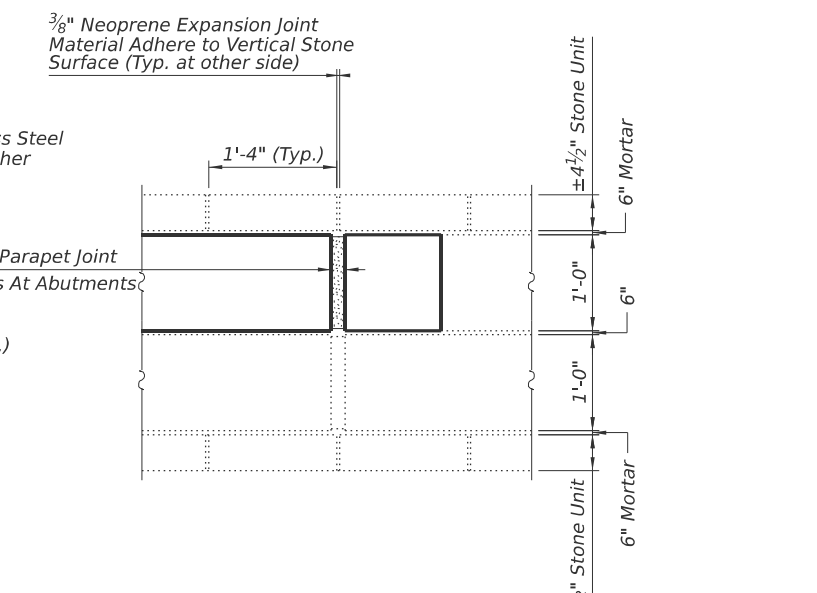
East Parapet



**PARAPET JOINT DETAILS AT ABUTMENTS**



**SECTION A-A**



**PLAN AT ABUTMENTS**

**BILL OF MATERIAL**

Item	Unit	Quantity
Masonry Reconstruction	Sq. Yd.	8

MODEL: Default  
FILE NAME: pwr:\wsp-rs-pw-bentley.com\wsp-us-pw-ll\Documents\Projects\2025\USA21027\_Central Ave Bridge TAM\Structures\Sheets\07\_Parapet Details.dgn  
3/5/2026 8:14:25 AM



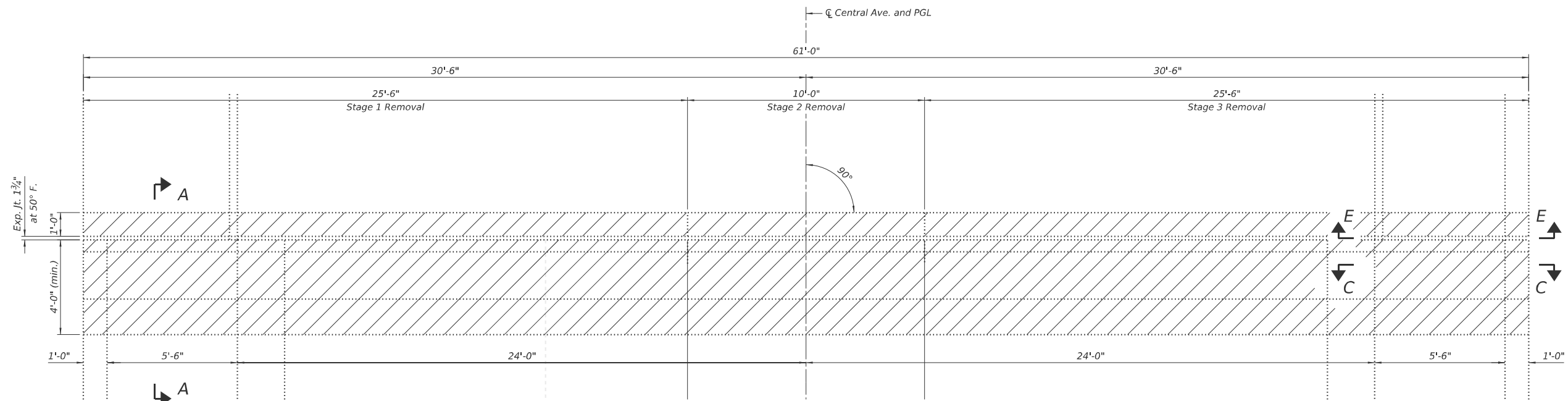
USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PARAPET DETAILS  
STRUCTURE NO. 016-2605**

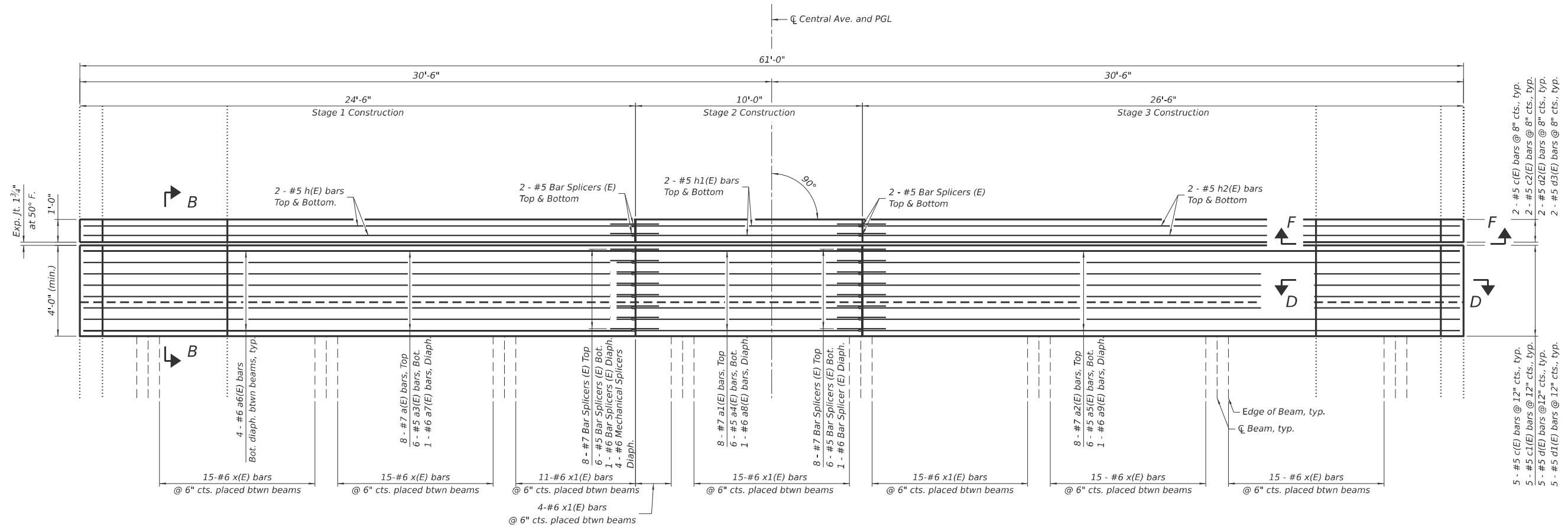
SHEET 7 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	24
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				



**REMOVAL PLAN**  
(North Abutment Shown, South Abutment Similar)

**LEGEND:**  
 Concrete Removal



**CONSTRUCTION PLAN**  
(North Abutment Shown, South Abutment Similar)

- Notes:**
1. For Section A-A, B-B, C-C and D-D see Sheet 9 of 17.
  2. For Section E-E, F-F see Sheet 10 of 17.
  3. Cut #6 - a6(E) bars as required at Stage 1/Stage 2 line and connect with mechanical splicers.

MODEL: Default  
 FILE NAME: p:\wsp\isp-pw-bentley.com\wsp-us-illinois\Documents\Projects\2025\USA21027\_Central Ave Bridge TAMIP\Structures\Sheets\08\_Abutment-Exp-I-I.dgn  
 3/5/2026 8:14:32 AM



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

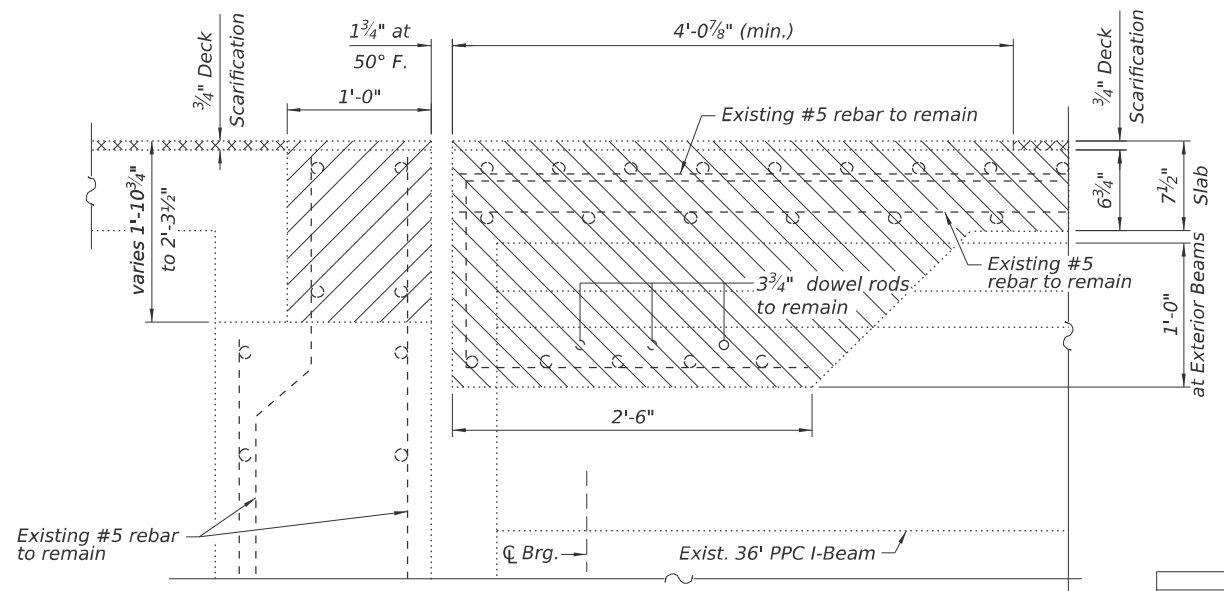
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ABUTMENT EXPANSION JOINT RECONSTRUCTION PLAN**  
**STRUCTURE NO. 016-2605**

SHEET 8 OF 17 SHEETS

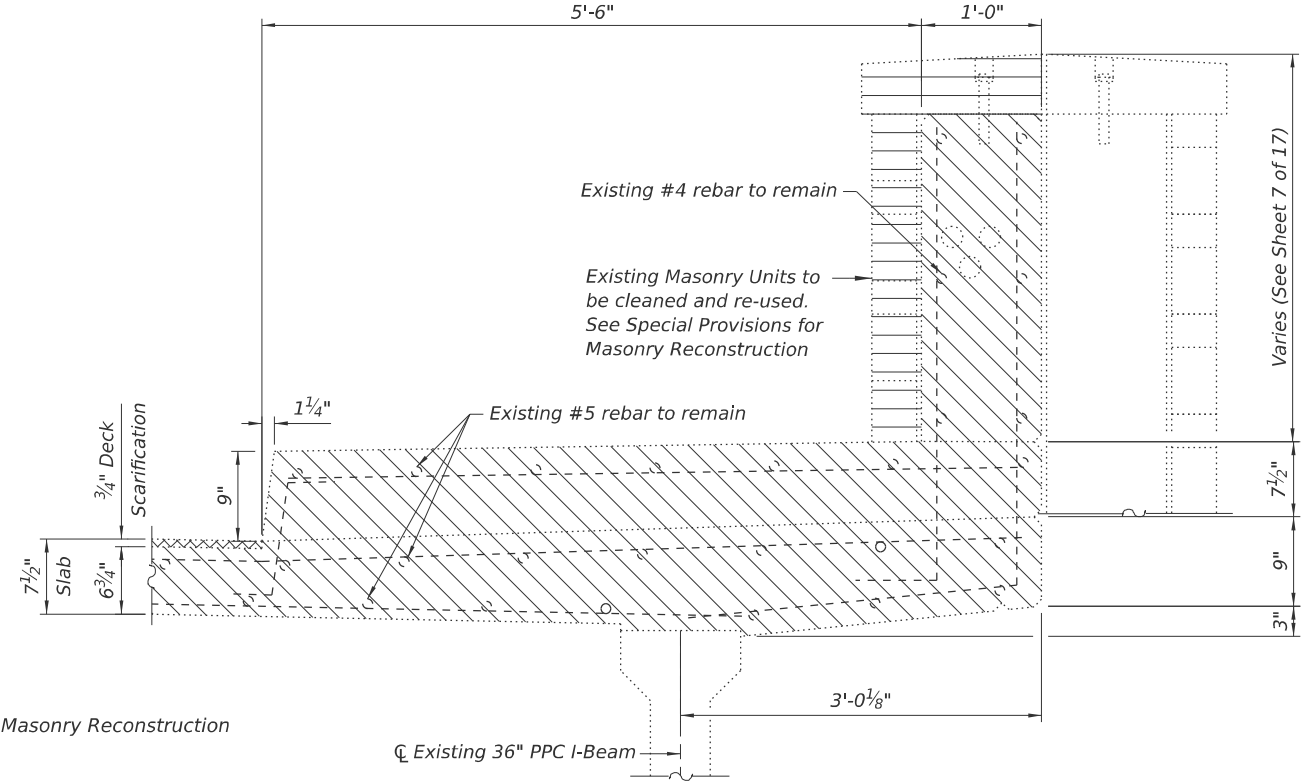
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	25
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
 FILE NAME: pwr\wsp-rs-pw-bentley.com\wsp-us-pw-bentley.com\Projects\2025\USA21027\_Central Ave Bridge TAMP\Structures\Sheets\09\_Abument-Exp-It-Details-1.dgn  
 3/5/2026 8:14:39 AM

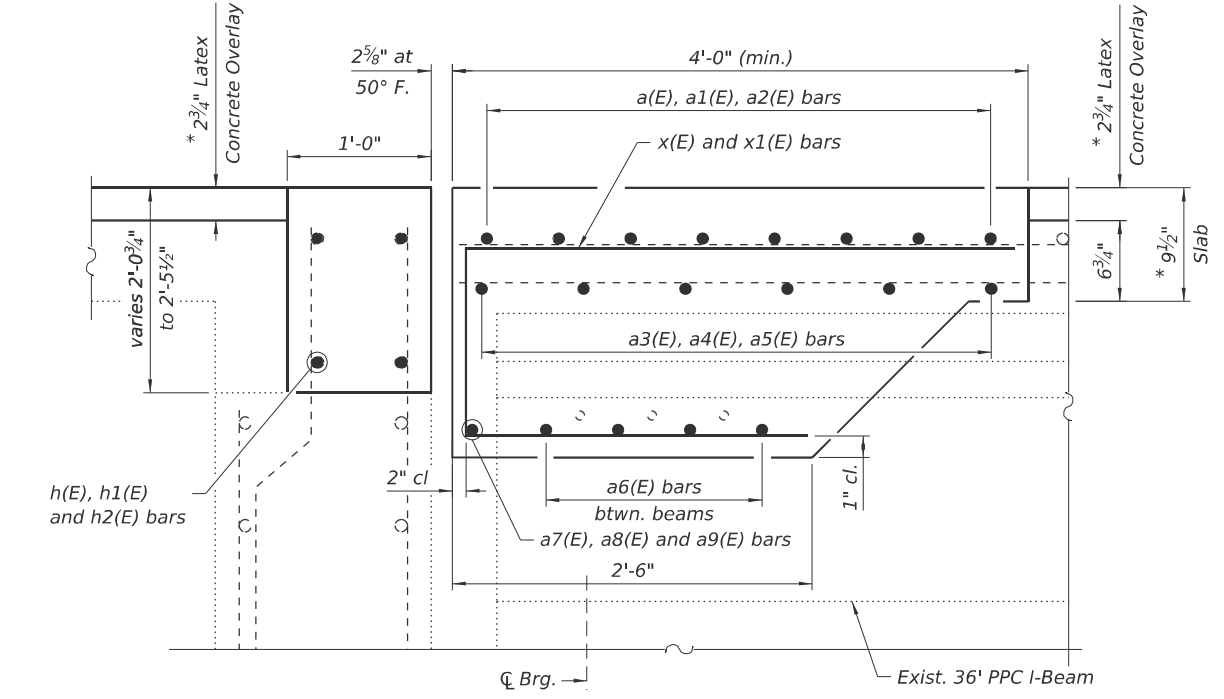


SECTION A-A

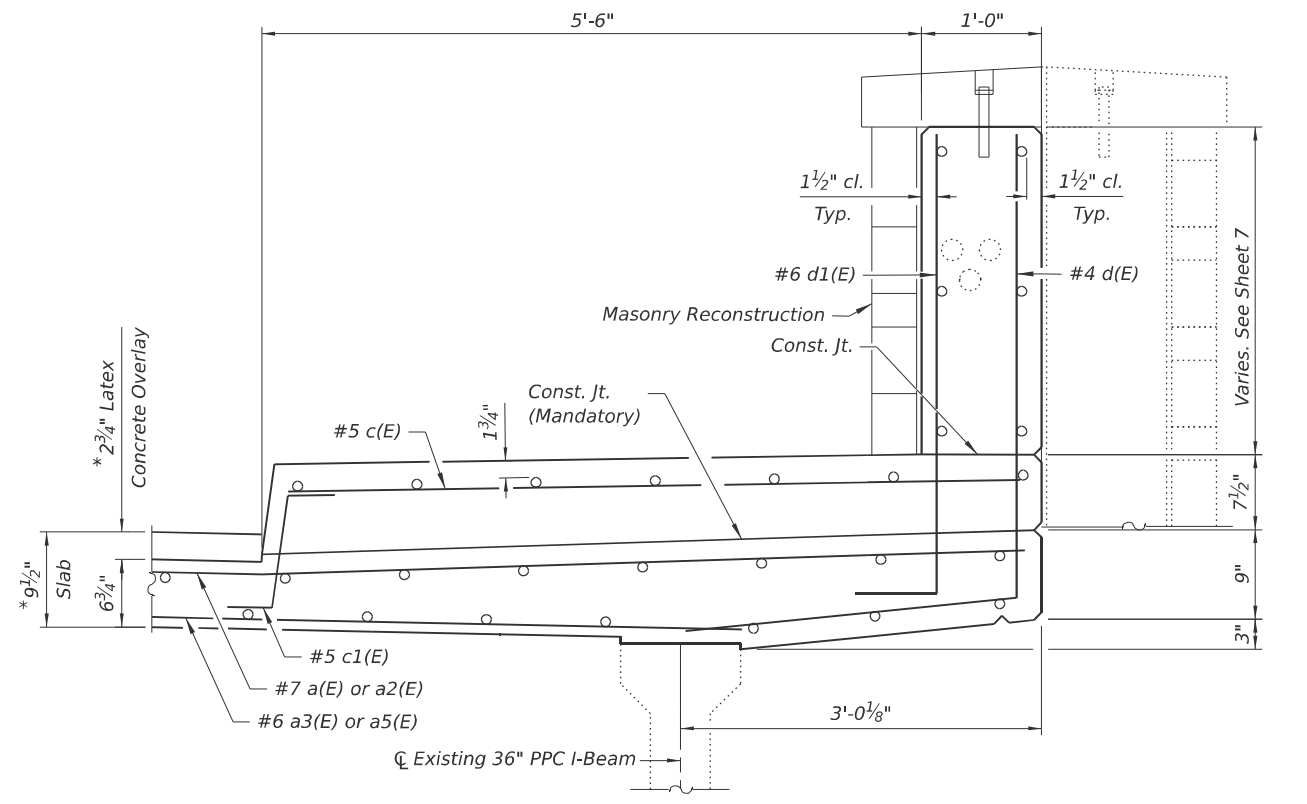
- Masonry Reconstruction
- Concrete Removal
- 3/4" Deck Scarification



SECTION C-C  
 EB & WB Parapet  
 (Diaphragm not shown for clarity)



SECTION B-B



SECTION D-D  
 EB & WB Parapet  
 (Diaphragm not shown for clarity)

\* Prior to Grinding



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

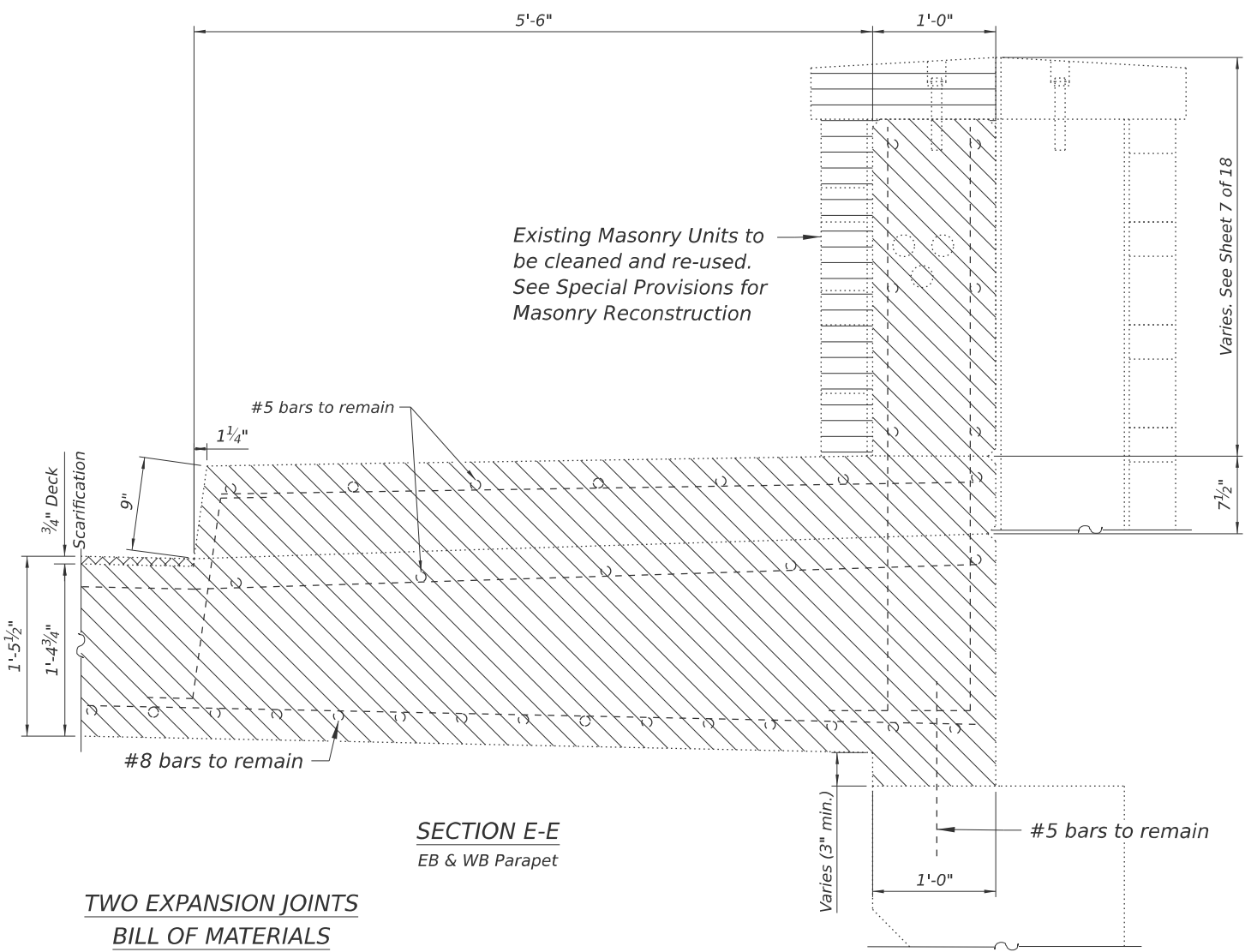
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ABUTMENT EXPANSION JOINT RECONSTRUCTION DETAILS - 1  
 STRUCTURE NO. 016-2605

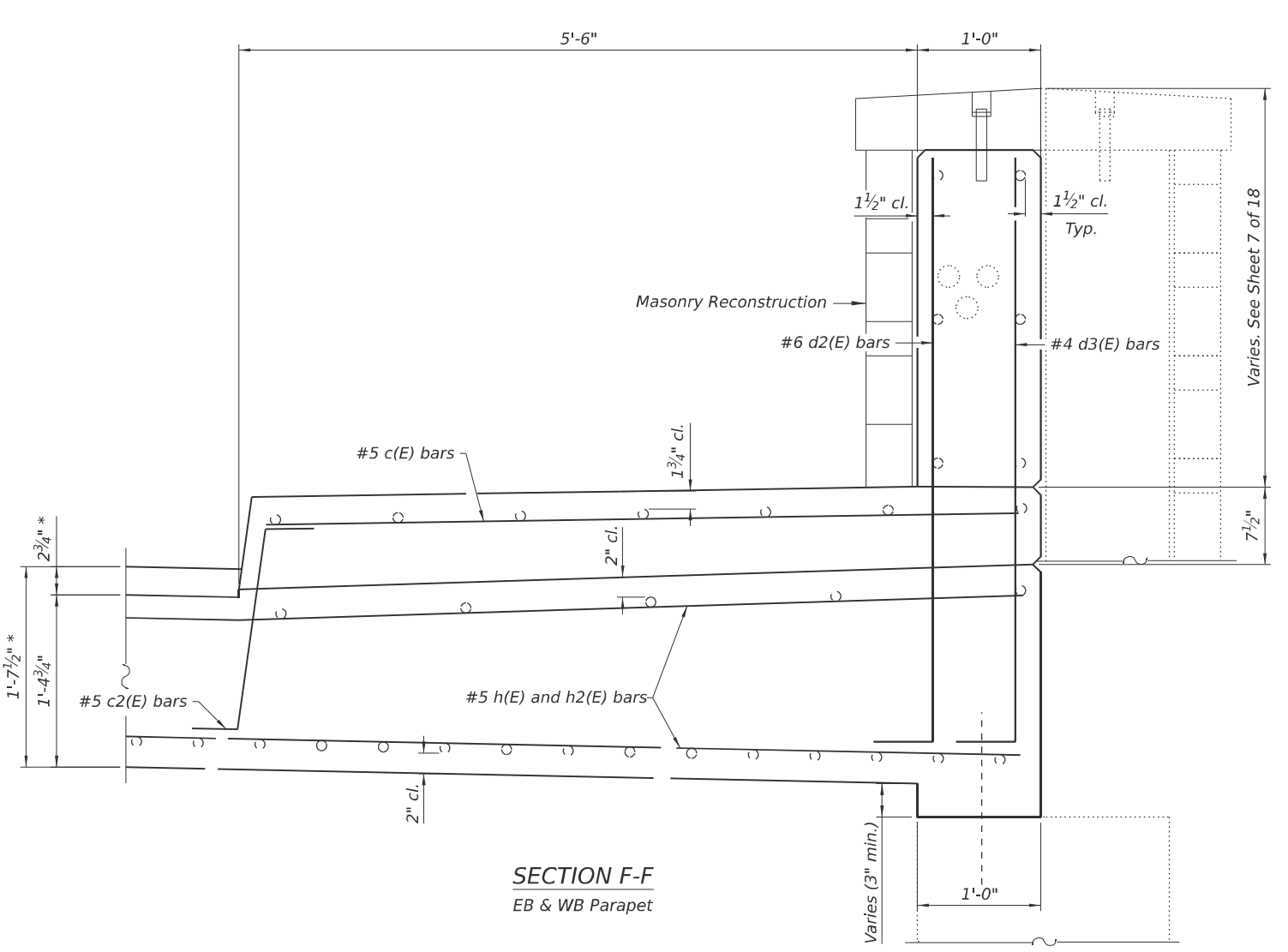
SHEET 9 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	26
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
 FILE NAME: pwr/wsp-rsp-pw-bentley.com:wsp-us-pw-lu/Documents/Projects/2025/USA21027\_Central Ave Bridge TAM/Structures/Sheets/10\_Abument-Exp-It-Details-2.dgn



**SECTION E-E**  
EB & WB Parapet



**SECTION F-F**  
EB & WB Parapet

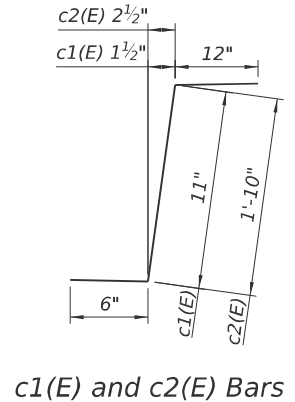
**TWO EXPANSION JOINTS**  
**BILL OF MATERIALS**

Bar	No.	Size	Length	Shape
a(E)	16	#7	24'-3"	—
a1(E)	16	#7	9'-9"	—
a2(E)	16	#7	26'-3"	—
a3(E)	12	#5	23'-0"	—
a4(E)	12	#5	9'-9"	—
a5(E)	12	#5	25'-0"	—
a6(E)	56	#6	7'-0"	—
a7(E)	2	#6	21'-0"	—
a8(E)	2	#6	9'-9"	—
a9(E)	2	#6	23'-0"	—
c(E)	28	#5	6'-0"	—
c1(E)	20	#5	2'-5"	┌
c2(E)	8	#5	3'-4"	└
d(E)	20	#4	5'-10"	┌
d1(E)	20	#6	4'-4"	┌
d2(E)	8	#6	5'-2"	┌
d3(E)	8	#4	5'-2"	┌
h(E)	8	#5	24'-3"	—
h1(E)	8	#5	9'-9"	—
h2(E)	8	#5	26'-3"	—
x(E)	120	#6	7'-3"	┌
x1(E)	90	#6	7'-6"	┌
Concrete Superstructure		Cu. Yd.	42.9	
Reinforcement Bars, Epoxy Coated		Pound	6,820	

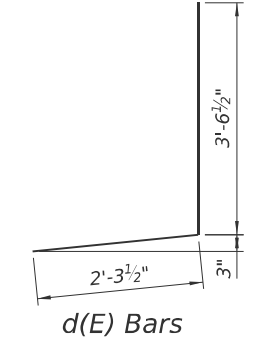
**LEGEND**

- Masonry Reconstruction
- Concrete Removal
- 3/4" Deck Scarfication

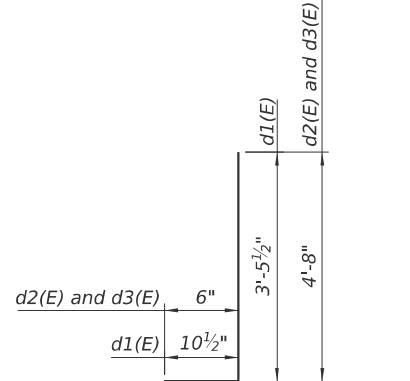
\* Prior to Grinding



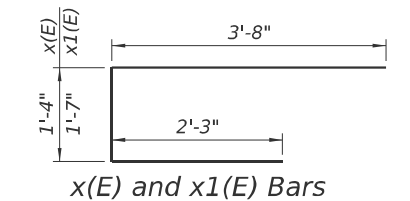
**c1(E) and c2(E) Bars**



**d(E) Bars**



**d1(E), d2(E) and d3(E) Bars**



**x(E) and x1(E) Bars**



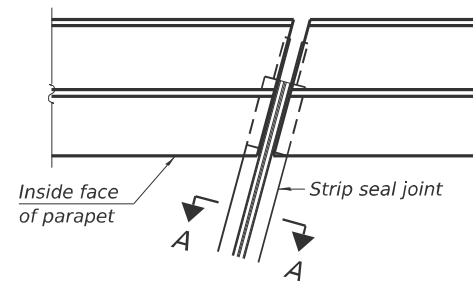
USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

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

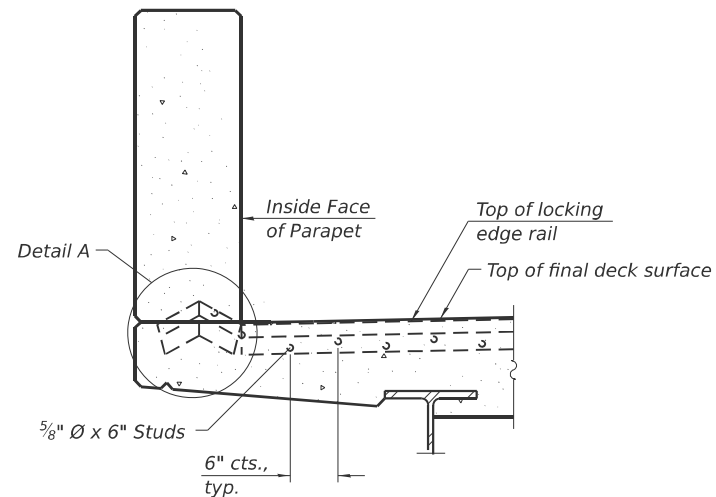
**ABUTMENT EXPANSION JOINT RECONSTRUCTION DETAILS - 2**  
**STRUCTURE NO. 016-2605**

SHEET 10 OF 17 SHEETS

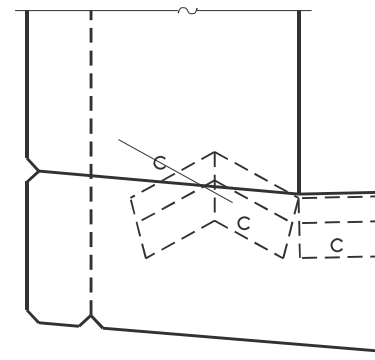
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	27
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				



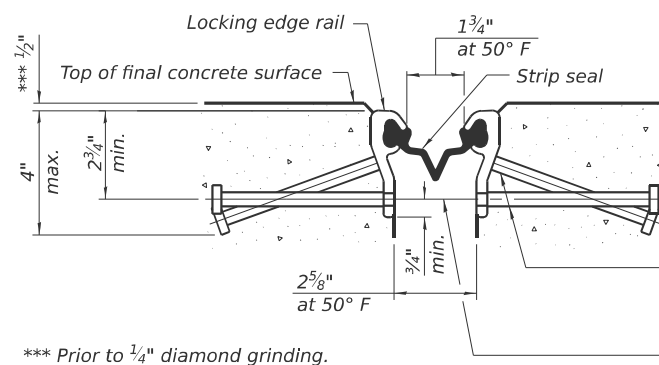
FOR SKEWS  $\leq 30^\circ$   
**PLAN AT PARAPET**



**SECTION AT PARAPET**  
 (See Sheet 7 of 17 for Parapet Joint Detail)  
 (Masonry Units Not Shown For Clarity)



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



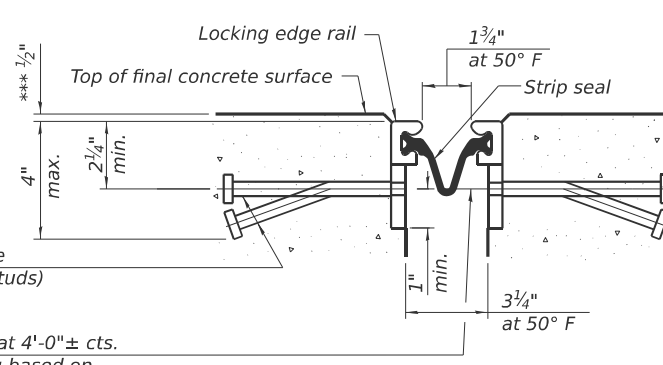
**SHOWING ROLLED RAIL JOINT**

\*  $\frac{5}{8}$ "  $\varnothing$  x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

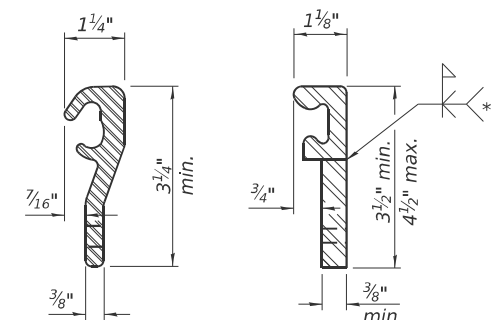
$\frac{3}{8}$ "  $\varnothing$  threaded rods in  $\frac{7}{16}$ "  $\varnothing$  holes at 4'-0"  $\pm$  cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

**SECTION A-A**

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



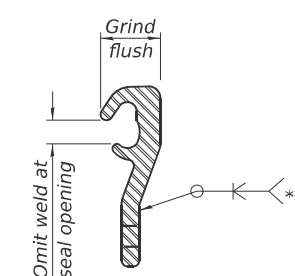
**SHOWING WELDED RAIL JOINT**



**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	124

(Sheet 1 of 2)

MODEL: Default  
 FILE NAME: pwr\wsp-rs-pw-bentley.com\wsp-us-usa21027\_Central Ave Bridge TAM\Projects\2025\USA21027\_Expansion\Joint 1.dgn



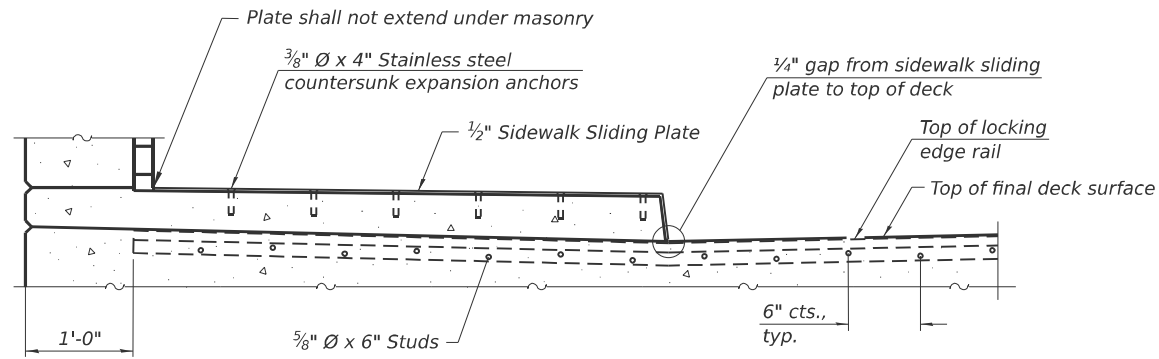
USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

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

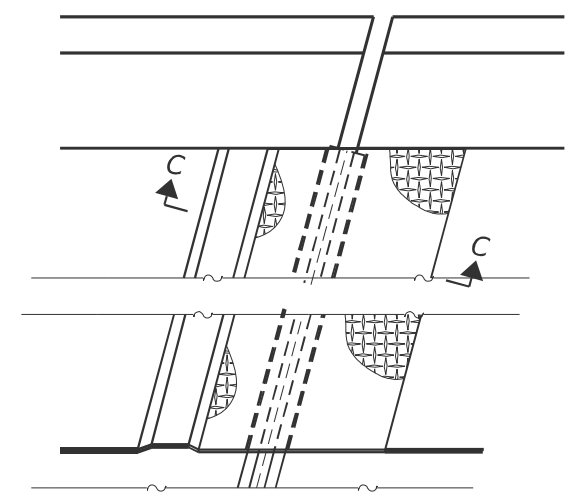
**PREFORMED JOINT STRIP SEAL - SIDEWALK**  
**STRUCTURE NO. 016-2605**

SHEET 11 OF 17 SHEETS

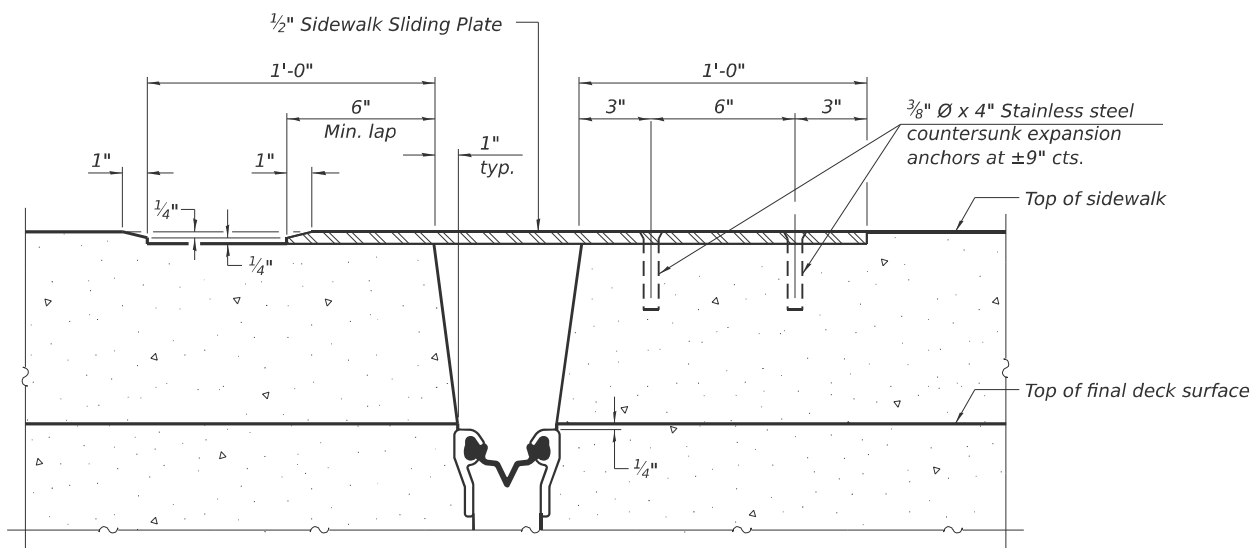
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	28
CONTRACT NO. 80B48				
ILLINOIS FED. AID PROJECT				



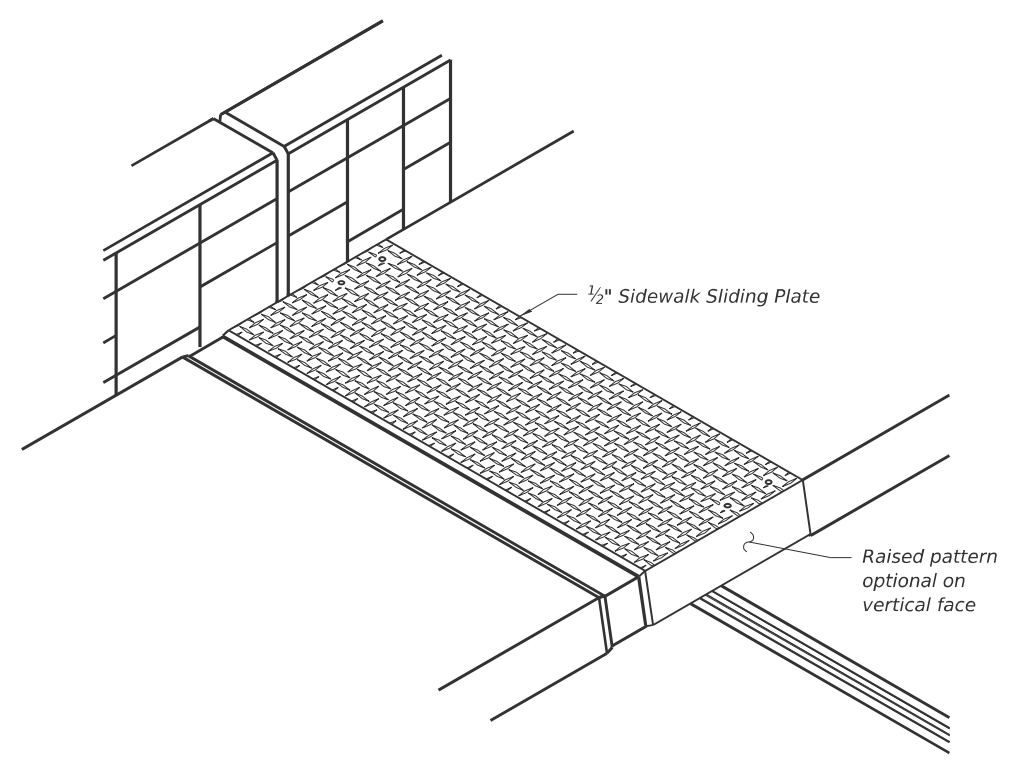
**SECTION AT RAISED SIDEWALK**



(FOR SKEWS ≤ 30°)  
**PLAN AT RAISED SIDEWALK**



**SECTION C-C**



**TRIMETRIC VIEW**

MODEL: Default  
FILE NAME: p:\wsp\isp\pw\beniley.com\wsp\us-pw-ll\Documents\Projects\2025\USA21027\_Central Ave Bridge\_TAMP\Structures\Sheets\12\_Expansion Joint 2.dgn  
3/5/2026 8:14:59 AM



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

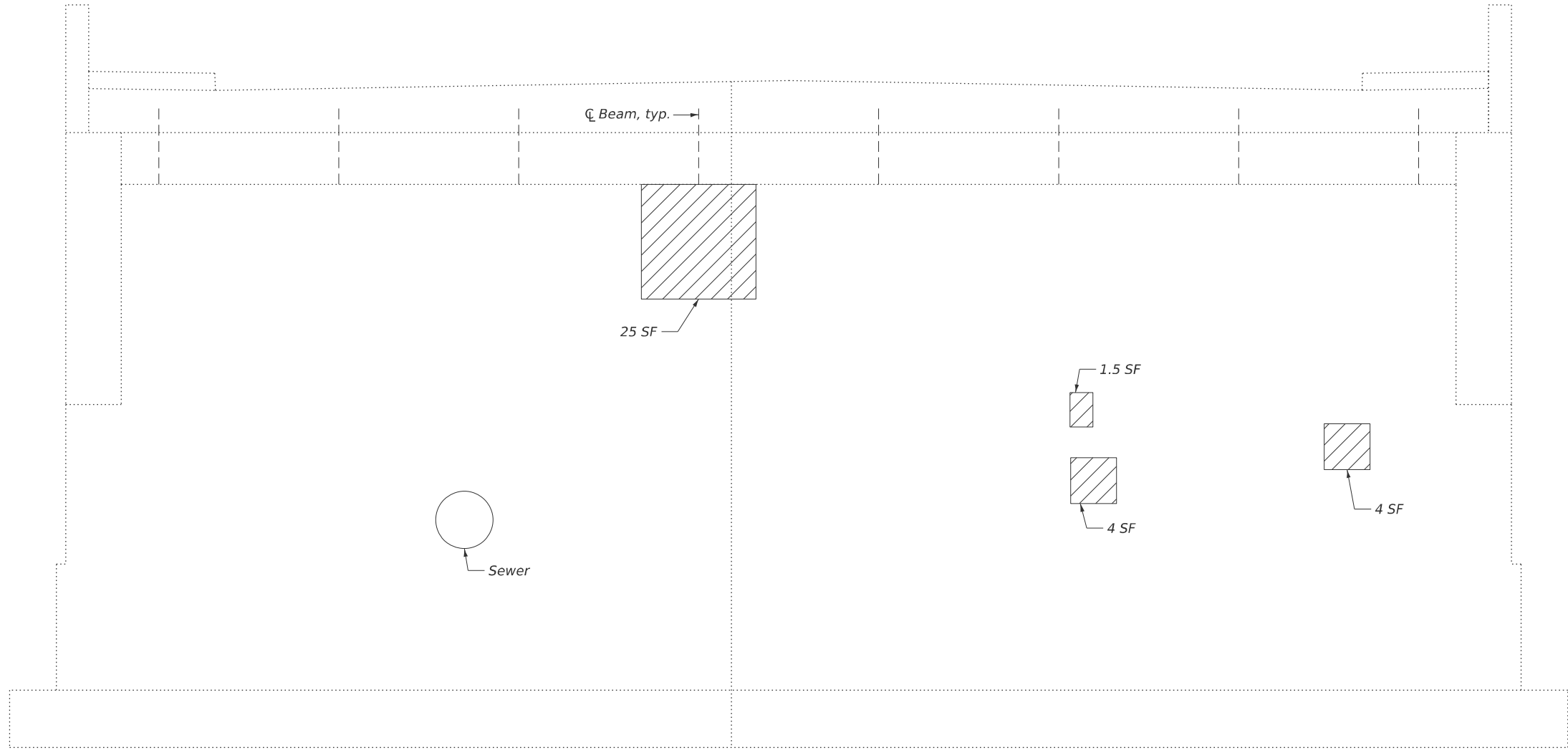
**PREFORMED JOINT STRIP SEAL - SIDEWALK  
STRUCTURE NO. 016-2605**

SHEET 12 OF 17 SHEETS


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	29
CONTRACT NO. 80B48				
ILLINOIS		FED. AID PROJECT		

(Sheet 2 of 2)

MODEL: Default  
 FILE NAME: p:\wsp-us-pw-bentley.com\wsp-us-pw-IL\Documents\Projects\2025\USA21027\_Central Ave Bridge TAM\Structures\Sheets\13\_North Abutment.dgn



**LEGEND**

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

**NORTH ABUTMENT**  
 (Looking North)

**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	34.50



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

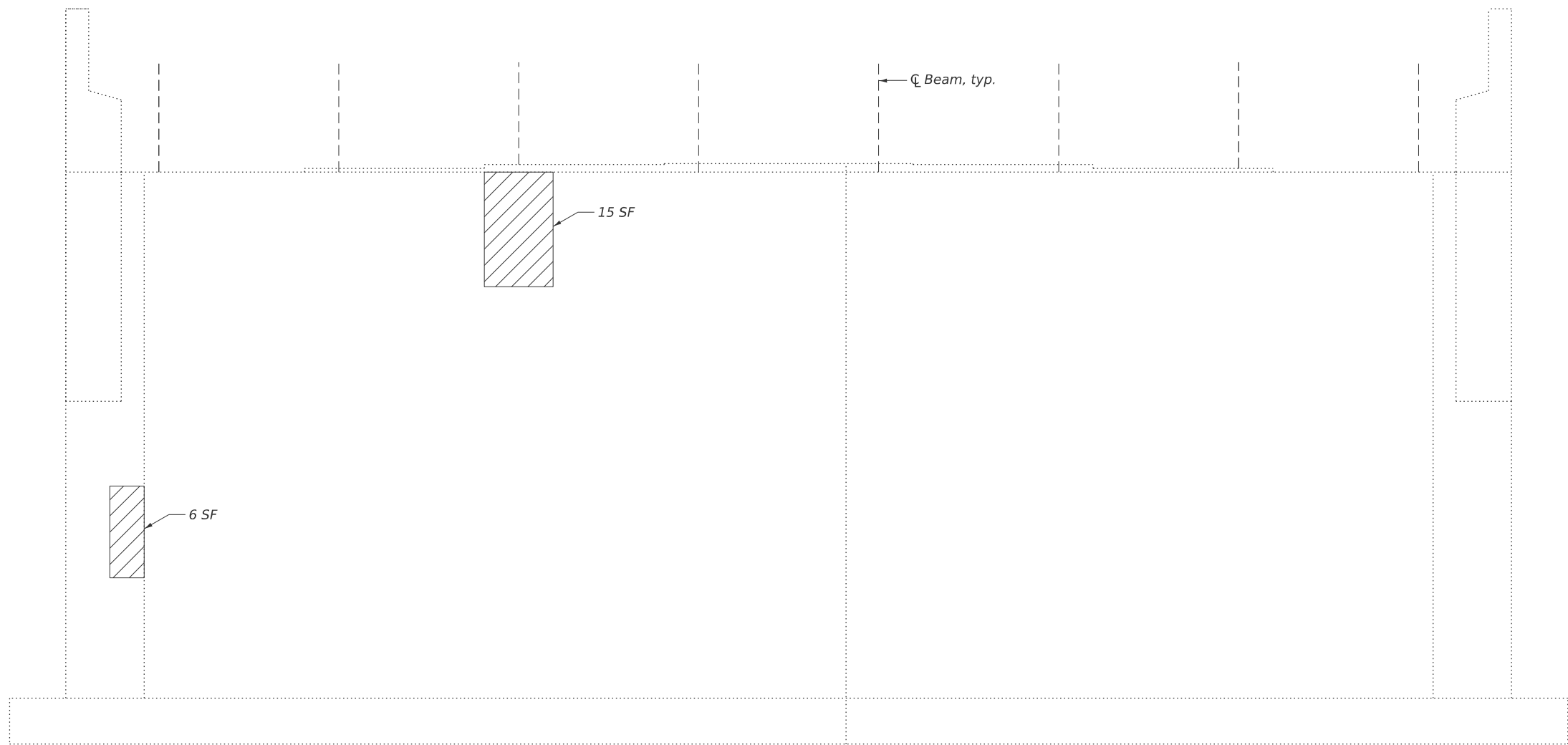
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT REPAIRS**  
**STRUCTURE NO. 016-2605**


SHEET 13 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	30
CONTRACT NO. 80B48				
ILLINOIS		FED. AID PROJECT		

MODEL: Default  
 FILE NAME: p:\wsp\isp-pw-pw\hntley.com\wsp-us-pw-ll\Documents\Projects\2025\SA21027\_Central Ave Bridge TAM\Structures\Sheets\14\_North Face Pier Repairs.dgn



**LEGEND**

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

**PIER NORTH FACE**  
 (North Face Looking South)

**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	21



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

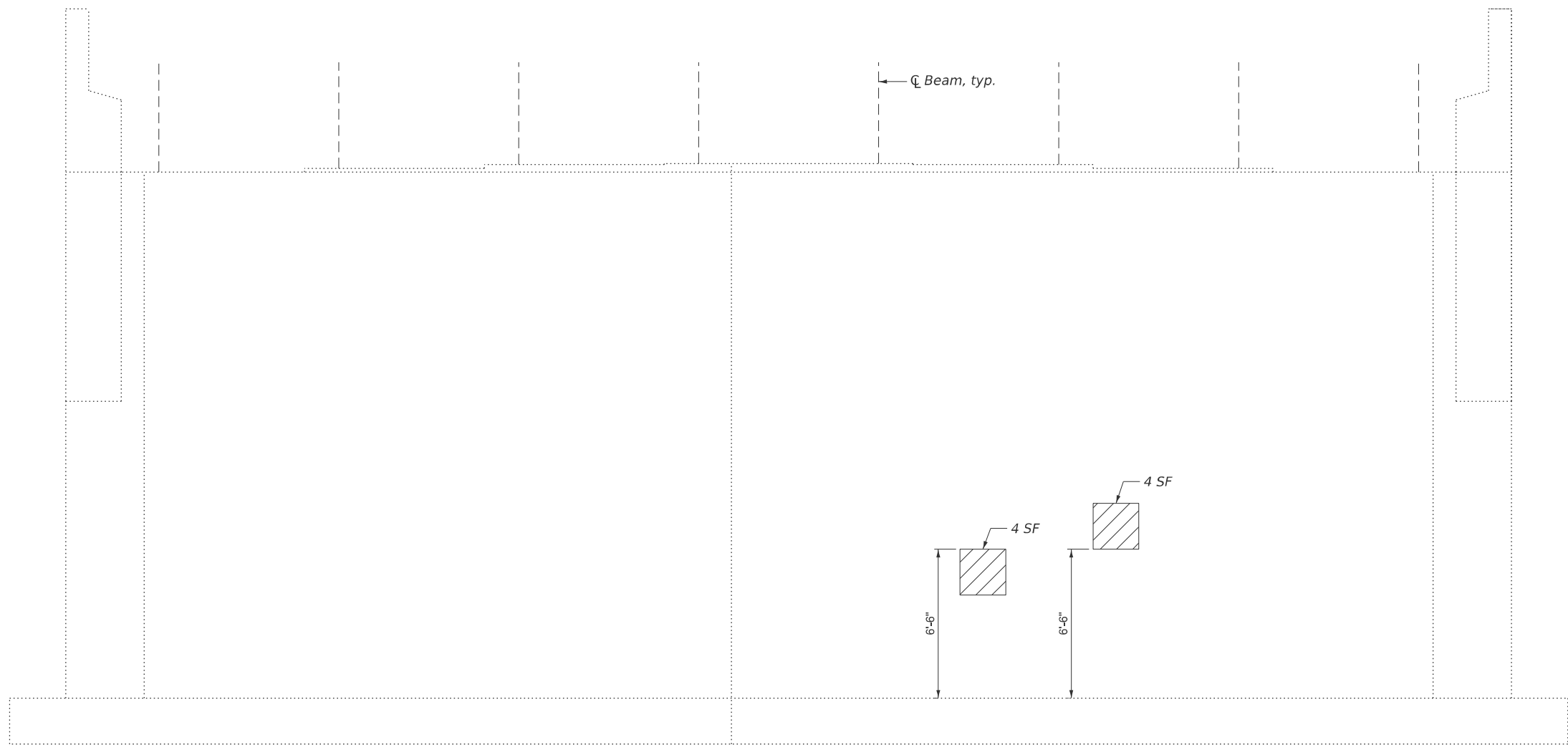
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**NORTH FACE PIER REPAIRS**  
**STRUCTURE NO. 016-2605**


SHEET 14 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	31
			CONTRACT NO. 80B48	
		ILLINOIS	FED. AID PROJECT	

MODEL: Default  
 FILE NAME: p:\wsp\isp\pw\hantley.com\wsp\us-pw-ll\Documents\Projects\2025\US421027\_Central Ave Bridge TAM\Structures\Sheets\15\_South Face Pier Repairs.dgn



**LEGEND**

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

**PIER SOUTH FACE**  
 (South Face Looking North)

**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	8



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

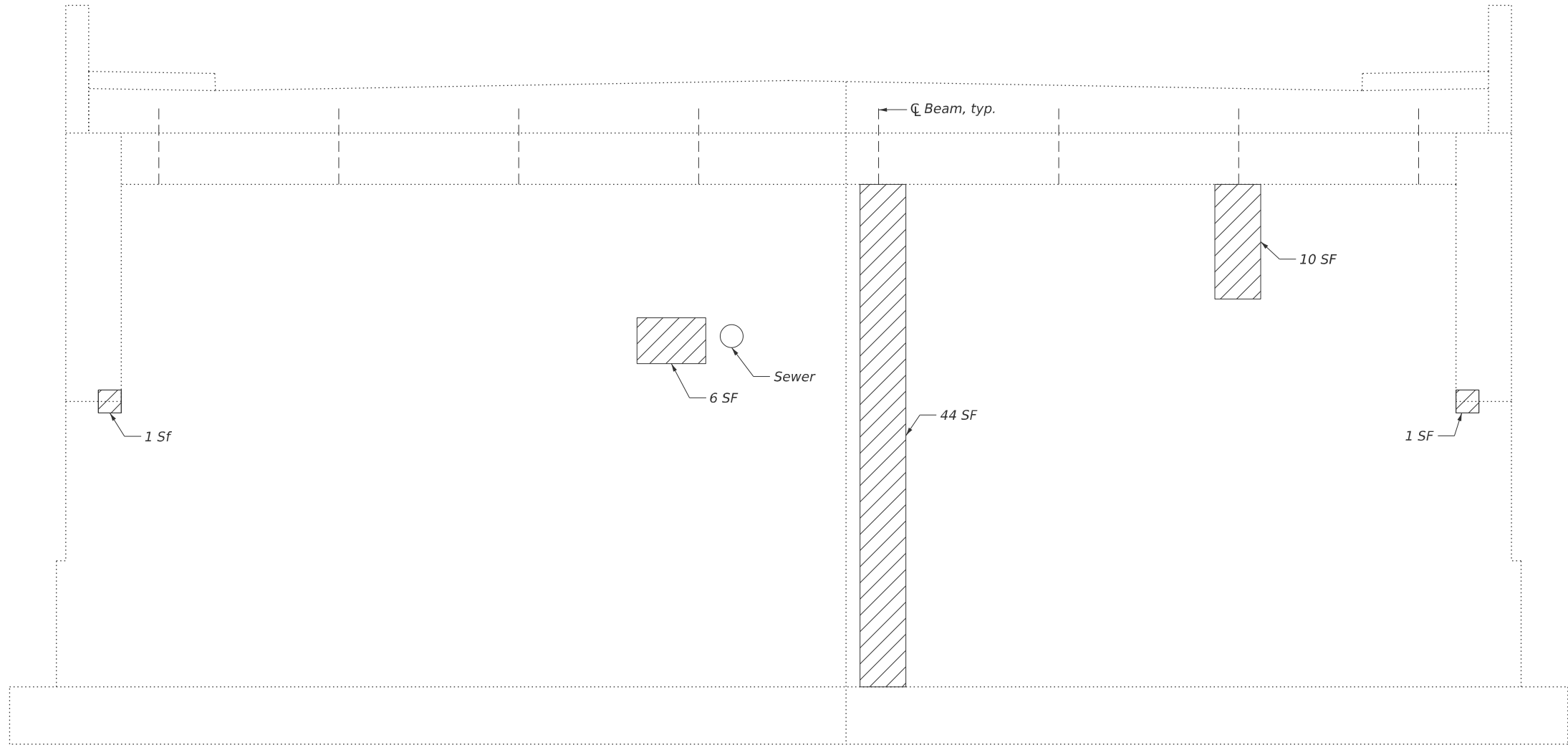
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SOUTH FACE PIER REPAIRS**  
**STRUCTURE NO. 016-2605**


SHEET 15 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	32
CONTRACT NO. 80B48				
ILLINOIS		FED. AID PROJECT		

MODEL: Default  
 FILE NAME: p:\wsp-us-pw-henley.com\wsp-us-pw-l\Documents\Projects\2025\SA21027\_Central Ave Bridge TAMP\Structures\Sheets\16\_South Abutment



**LEGEND**

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

**SOUTH ABUTMENT**  
 (Looking South)

**BILL OF MATERIAL**

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	62



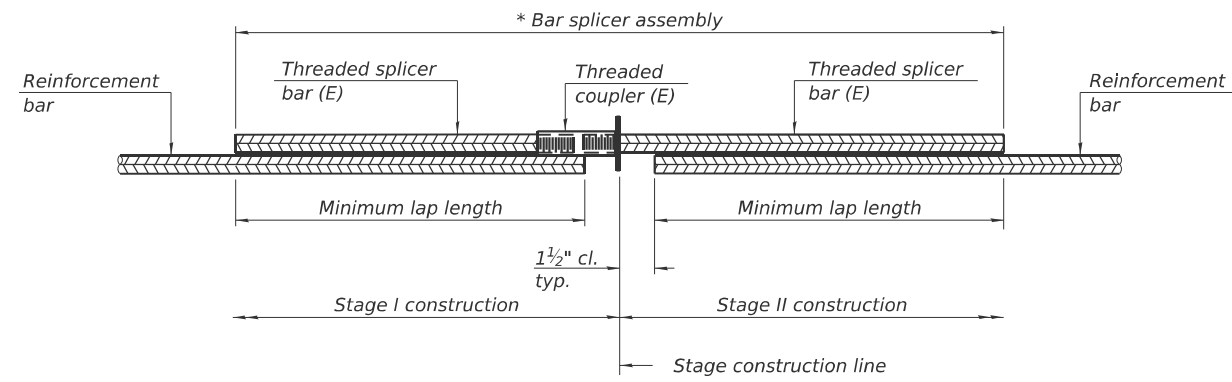
USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

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

**SOUTH ABUTMENT REPAIRS**  
**STRUCTURE NO. 016-2605**

SHEET 16 OF 17 SHEETS

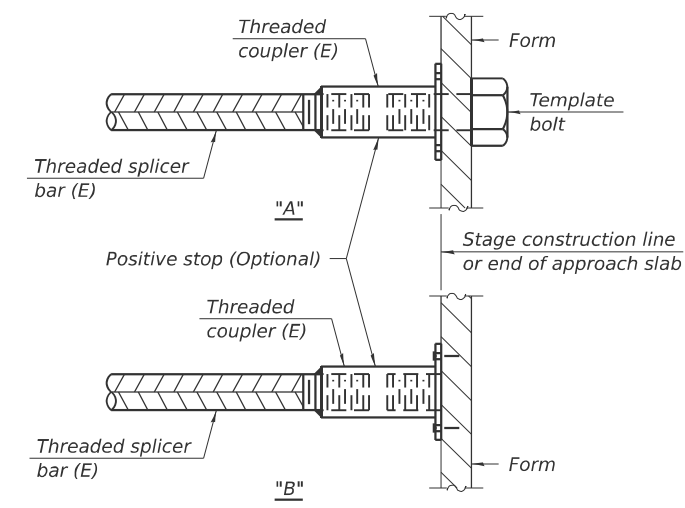
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	33
CONTRACT NO. 80B48				
ILLINOIS		FED. AID PROJECT		



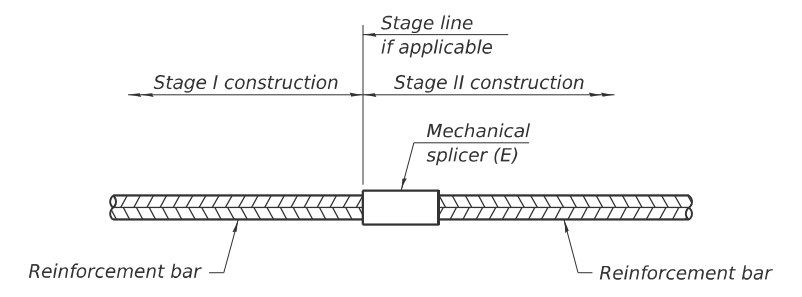
**STANDARD BAR SPLICER ASSEMBLY PLAN**  
 Only bar splicer assemblies as presented on the approved QPL list may be used.

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
Deck	#7	32	4'-1"
Deck	#6	4	5'-3"
Deck	#5	24	2'-0"
Hatched Block	#5	16	2'-0"

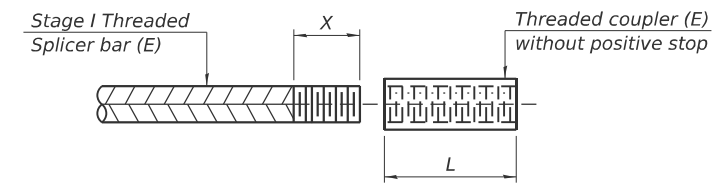


**INSTALLATION AND SETTING METHODS**  
 "A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Deck	#6	8



**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.

MODEL: Default  
 FILE NAME: pwp\wsp-us-pw-bentley.com\wsp-us-pw-bentley.com\Projects\2025\USA21027\_Central Ave Bridge TAM\Structures\Sheets\17\_Bar Splicer Assembly.dgn  
 3/5/2026 8:15:33 AM

BSD-1

4-4-2025



USER NAME =	DESIGNED - BJD	REVISED -
	CHECKED - LAS	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE =	CHECKED - BJD	REVISED -

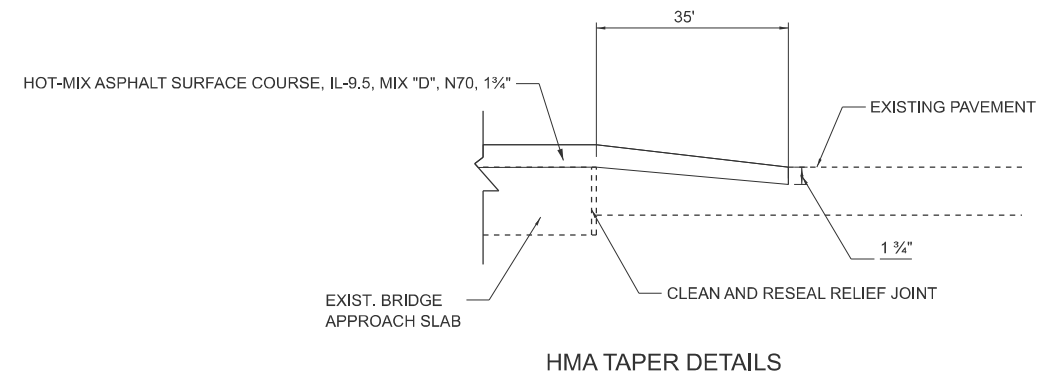
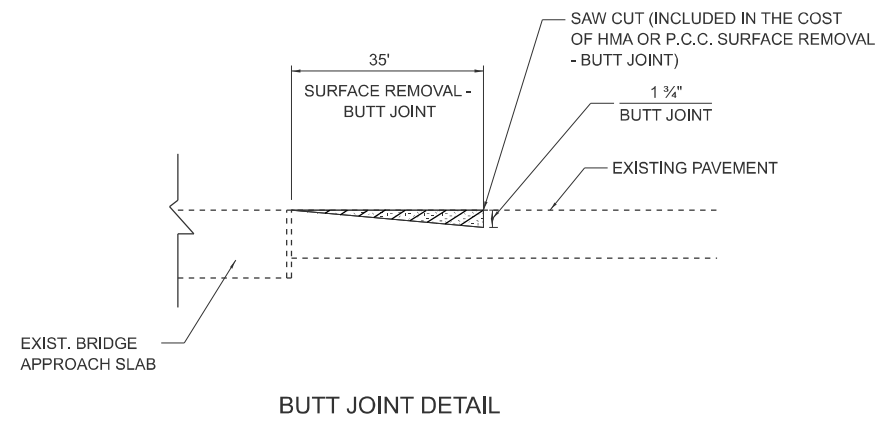
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 016-2605**

SHEET 17 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	1010b-89	COOK	44	34
CONTRACT NO. 80B48				

ILLINOIS FED. AID PROJECT



PAVEMENT TRANSITION DETAIL

MODEL: Detail-1 (Sheet)  
FILE NAME: c:\bms\isp-us-pw-ill\cims\1785\160848-shr-cy.dgn



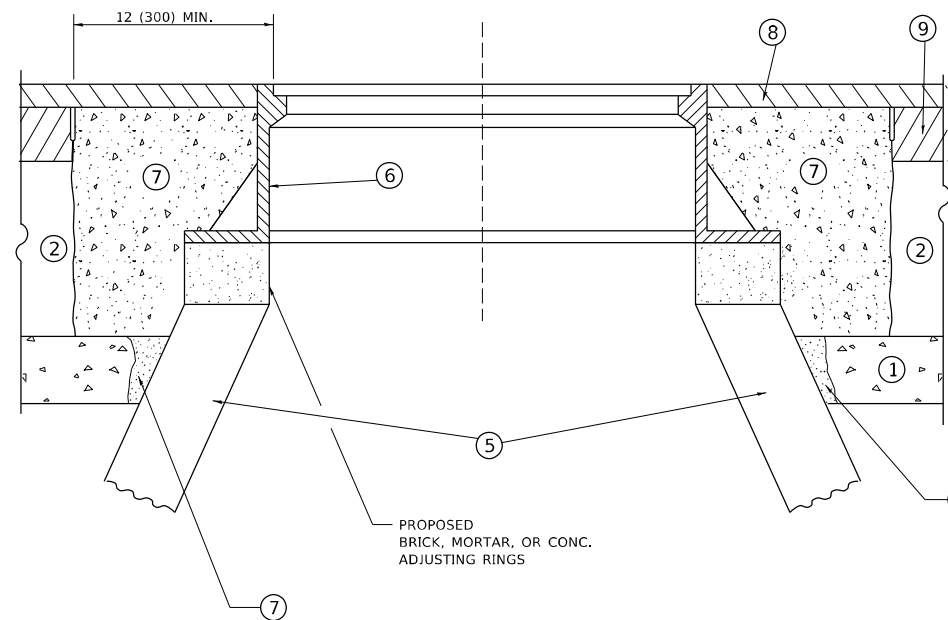
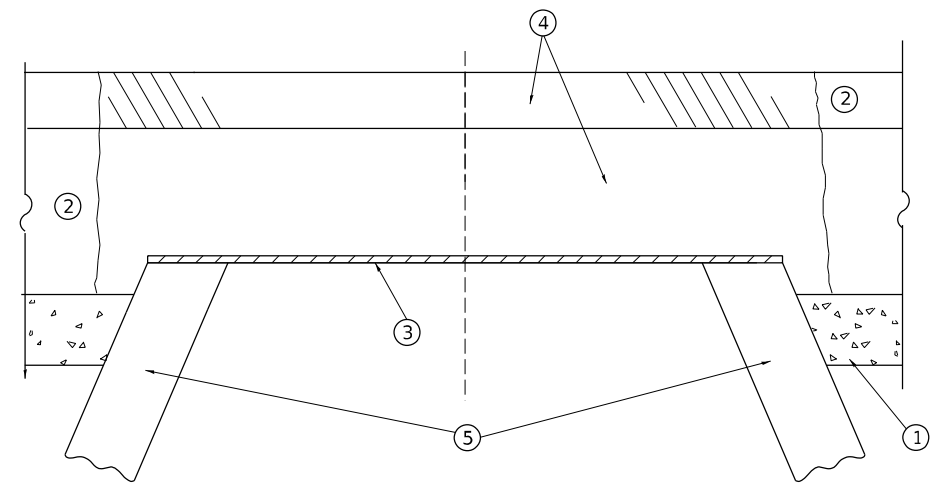
USER NAME = USMM717315	DESIGNED - MM	REVISED -
	DRAWN - MM	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 1/15/2026	DATE - 01/16/2026	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NORTH CENTRAL AVENUE OVER THE CHICAGO RIVER  
PAVEMENT TRANSITION DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	35
ILLINOIS FED. AID PROJECT			CONTRACT NO. 80B48	



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT  
WITH MILLING**

**NOTES**

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

**LEGEND**

- |  |                               |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL                 | ⑥ FRAME AND LID (SEE NOTES)   |
| ② EXISTING PAVEMENT                          | ⑦ CLASS PP-2* CONCRETE        |
| ③ 36 (900) DIAMETER METAL PLATE              | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE  |
| ⑤ EXISTING STRUCTURE                         |                               |

**LOCATION OF STRUCTURES**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT**

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: D:\p\h... FILE NAME: W:\d\l\tr\0275\_24\bd08.dgn



USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

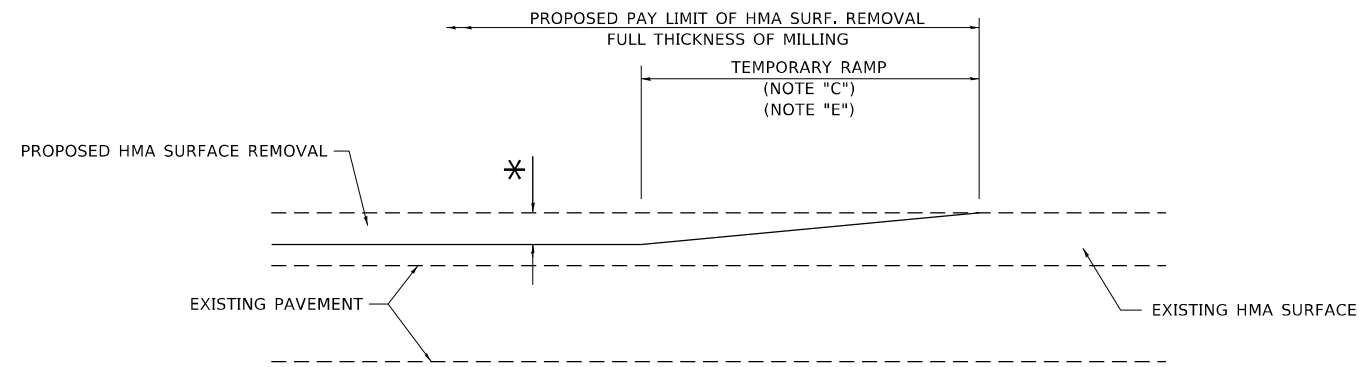
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

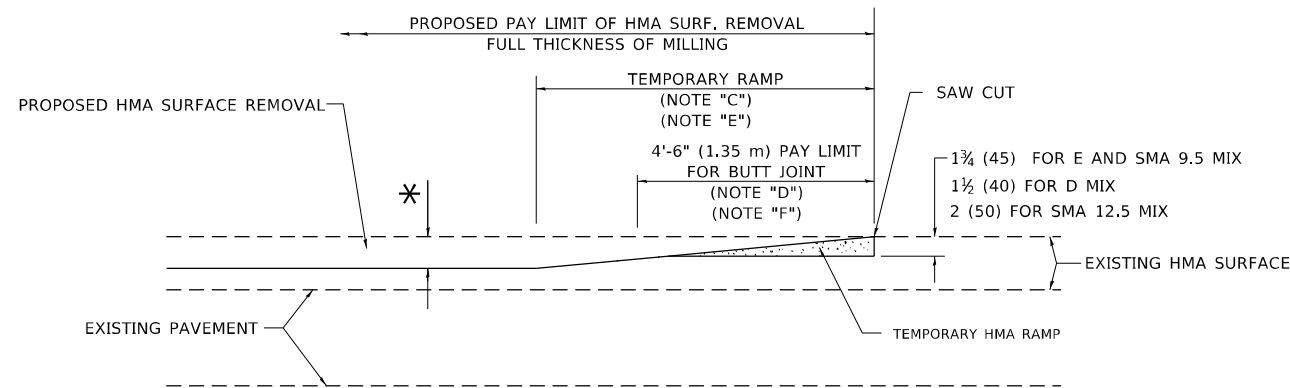
F.A. P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR,BJR 25	COOK	43	36
<b>BD600-03 (BD-08)</b>		CONTRACT NO. 80B48		
ILLINOIS FED. AID PROJECT				





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

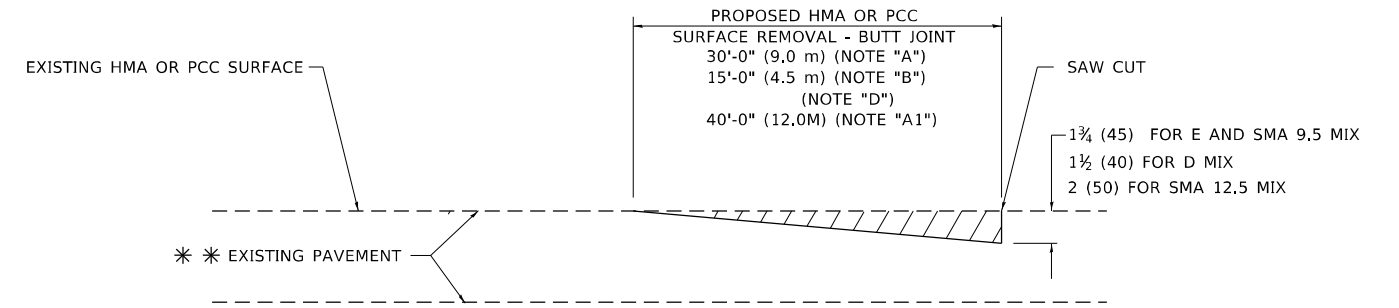
**OPTION 1**



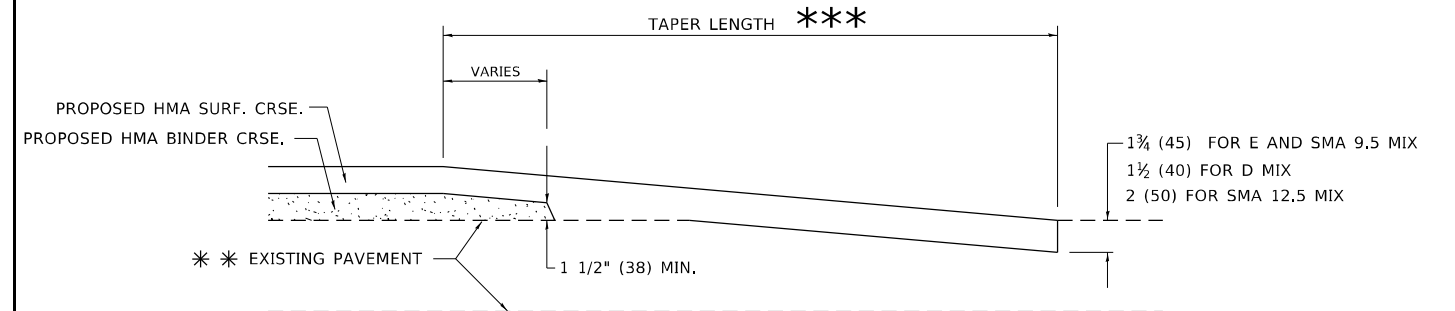
**HMA CONSTRUCTED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

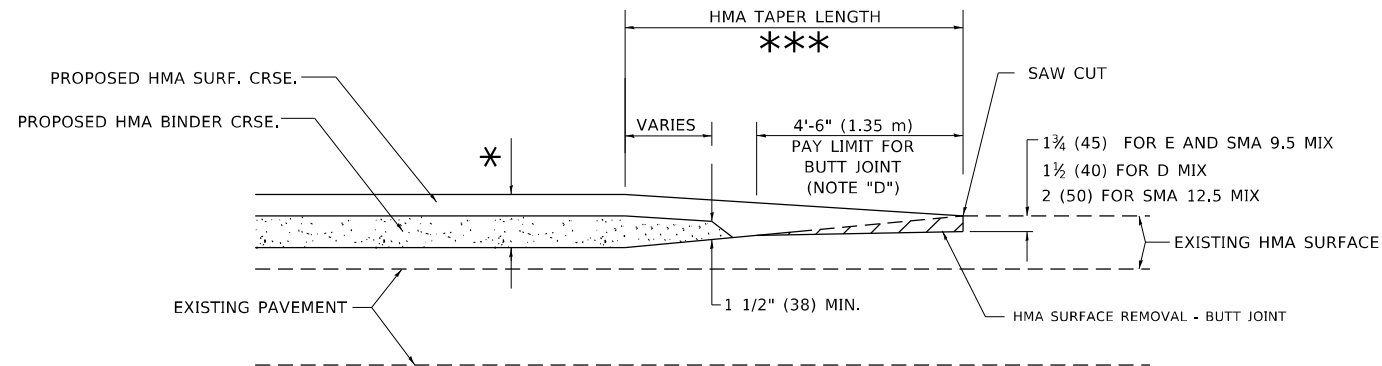
**GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.  
\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".  
\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT**

- 1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



**BUTT JOINT AND HMA TAPER**

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

MODEL: D:\p\h\ FILE NAME: Modlist\0212-240632.dgn



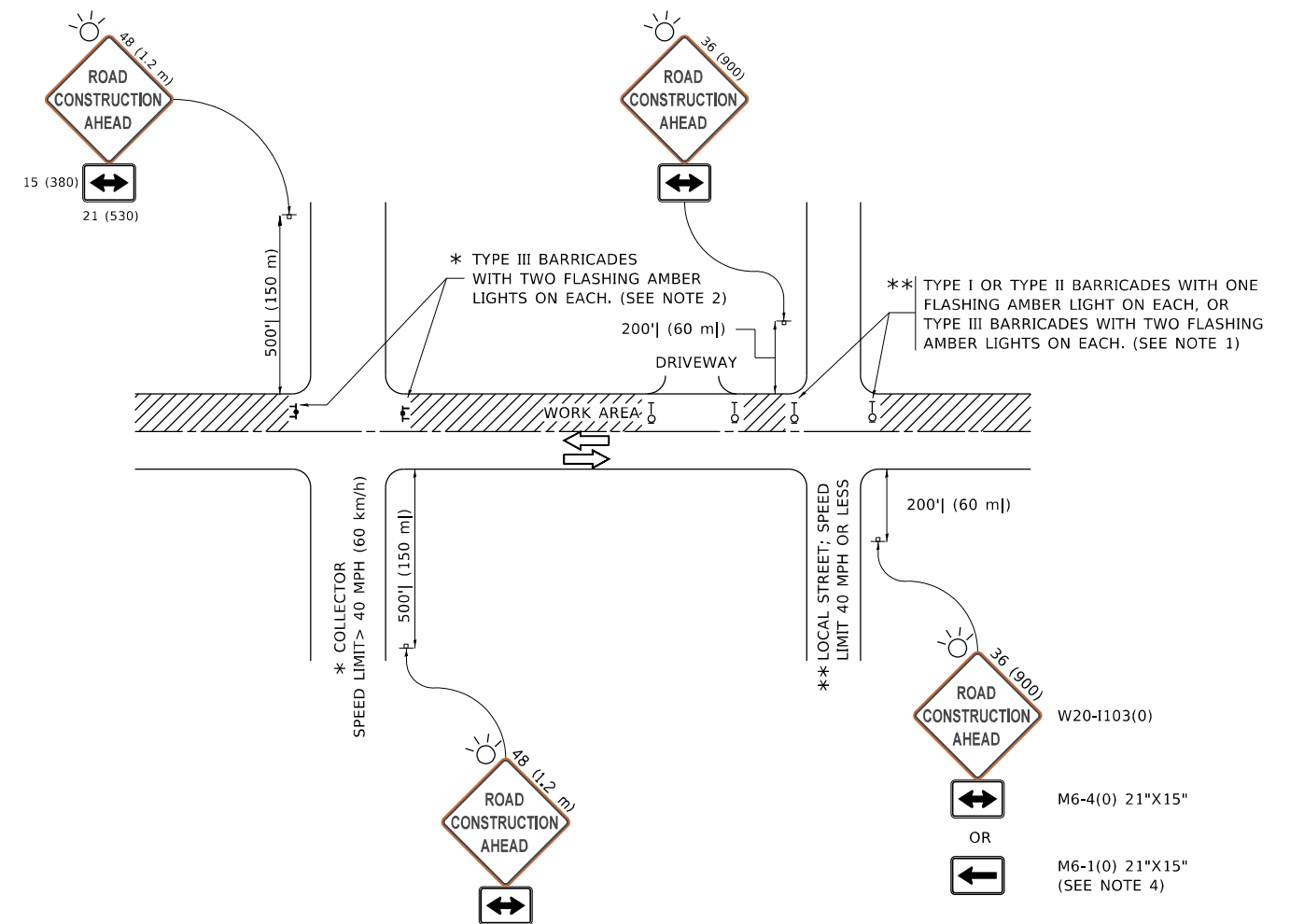
USER NAME = demanchelt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 2/2/2022	CHECKED -	REVISED - R. BORO 01-01-07
	DATE - 06-13-90	REVISED - K. SMITH 02-01-22

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR,BJR 25	COOK	43	38
BD400-05 BD-32		CONTRACT NO. 80B48		
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4),
 

WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

MODEL: D:\draft FILE NAME: p:\1108\BDR\NTEC\Illinois\pvt\RWIDOT\Documents\DOT Offices\District 1\Projects\DR15422\340\CAD\Draws\CAD\Sheet\TC10.dgn



USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

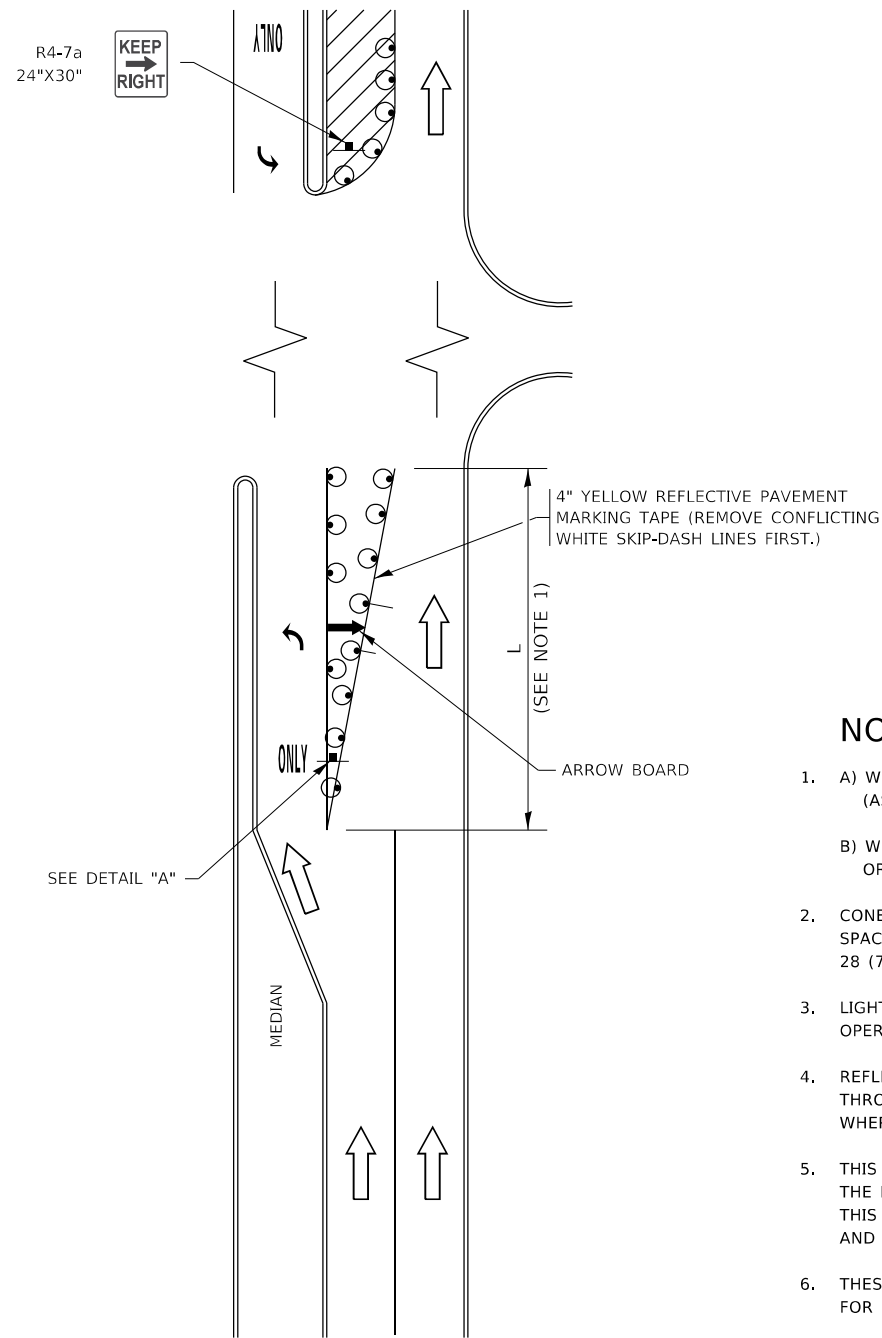
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

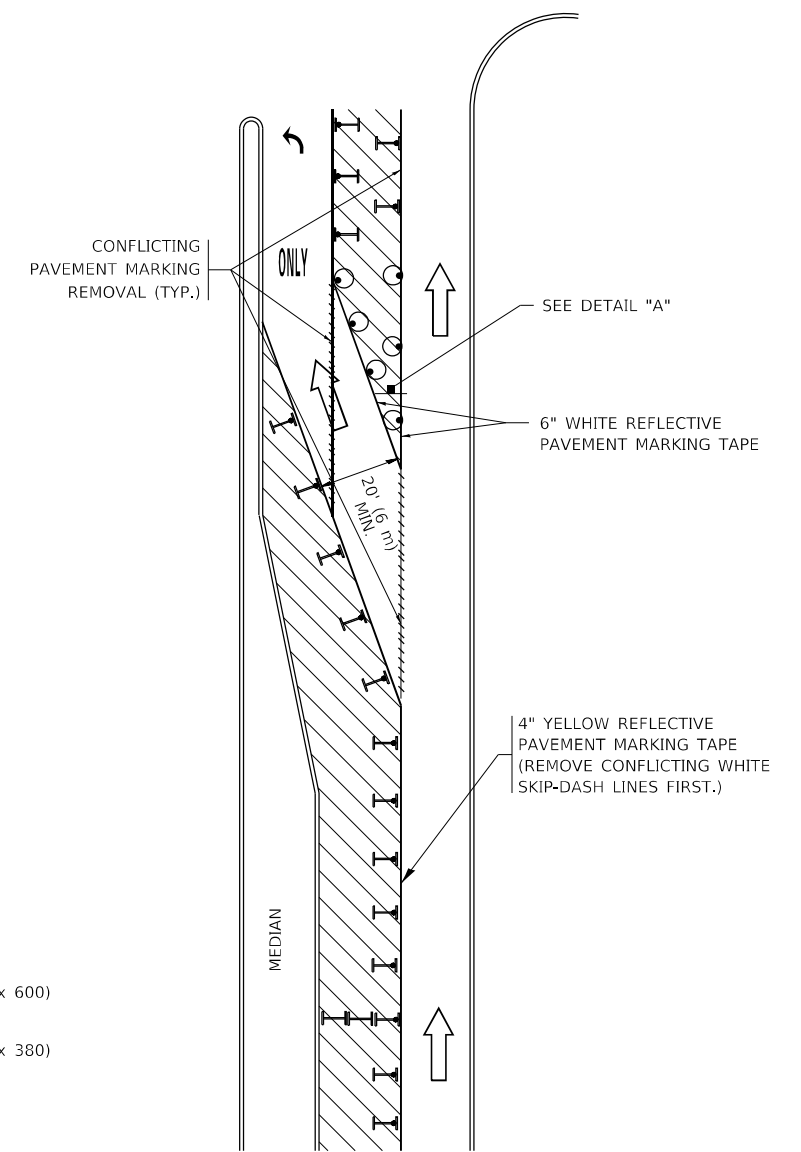
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR,BJR 25	COOK	43	39
<b>TC-10</b>			CONTRACT NO. 80B48	
ILLINOIS FED. AID PROJECT				

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER




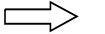





**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



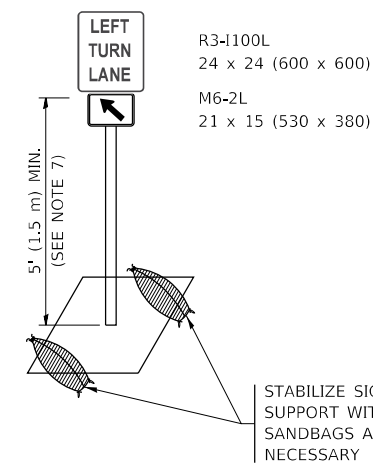
**FIGURE 2**

## 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.

MODEL: Default  
FILE NAME: p:\1108\BIDD\NTEC\Illinois\pvt\RWIDOT\Documents\DOT\_Offices\District\_1\Projects\DH\5422\34\CADData\CAD\Sheet\TC\_14.dgn



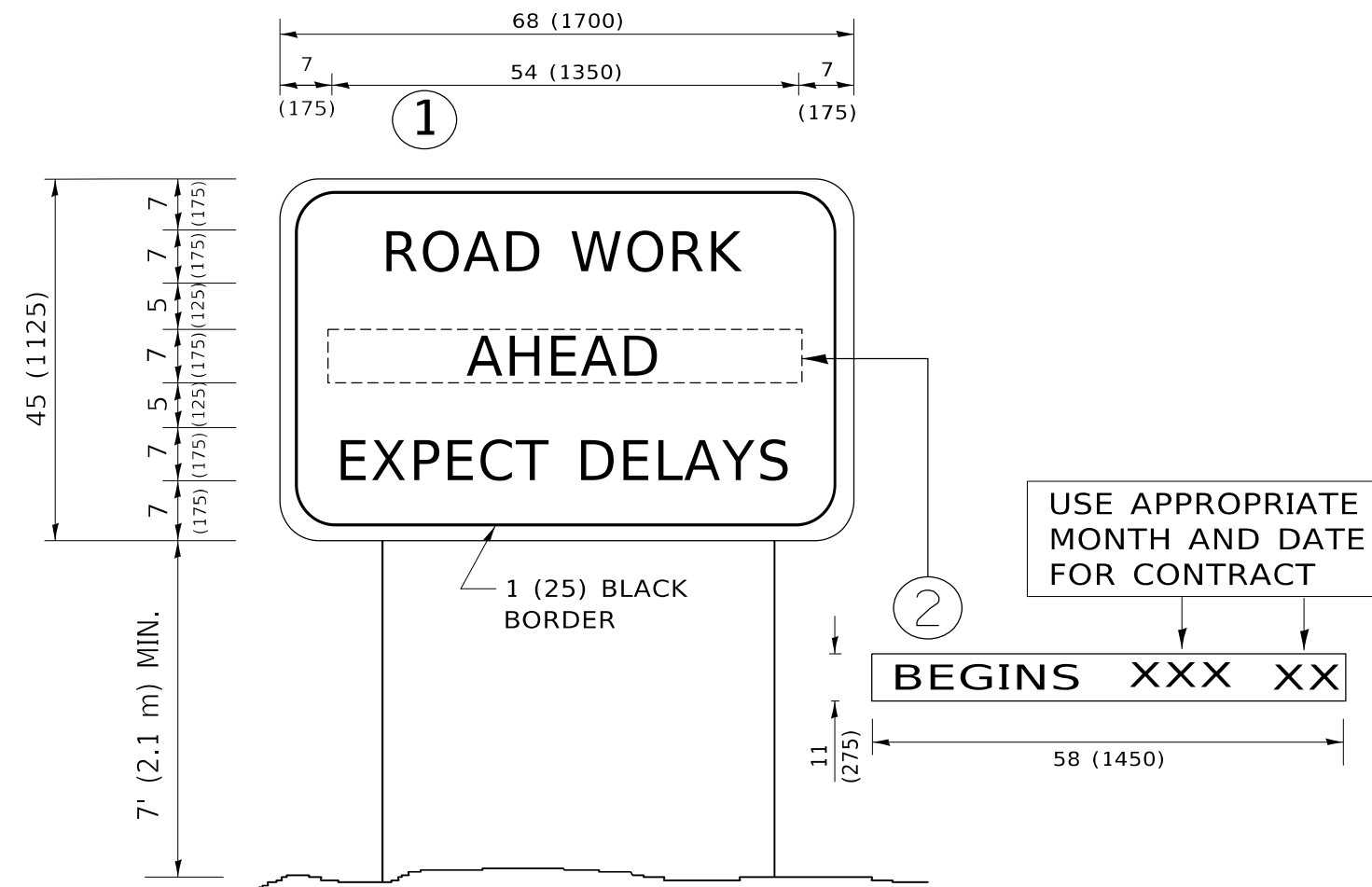
USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50,0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR,BJR 25	COOK	43	40
TC-14			CONTRACT NO. 80B48	
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.

MODEL: D:\draft FILE NAME: p:\1108\BDR\NTEC\Illinois.gov\RW\DOT\Documents\DOT\_Offices\District\_1\Projects\DH\5422\340\CAD\Drawings\CAD\Sheet\TC22.dgn

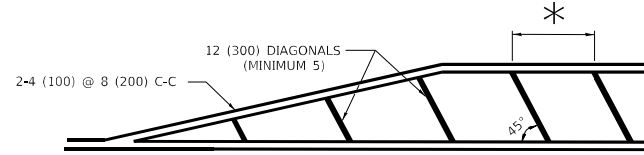
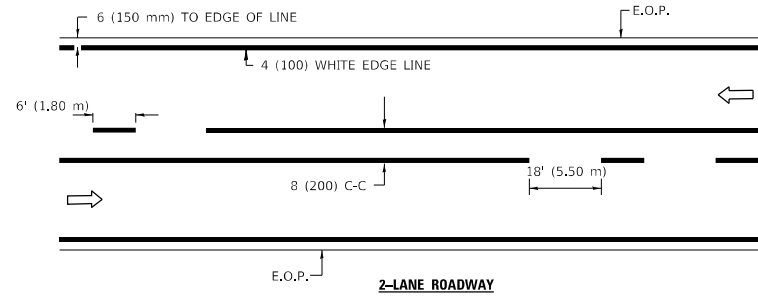


USER NAME = foatemj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

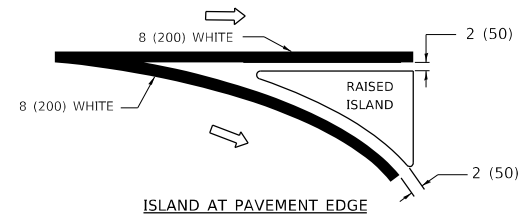
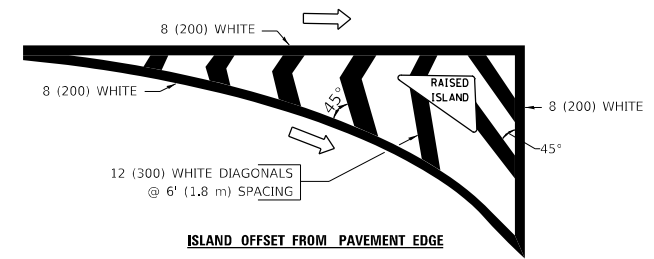
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ARTERIAL ROAD INFORMATION SIGN</b>	
SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.

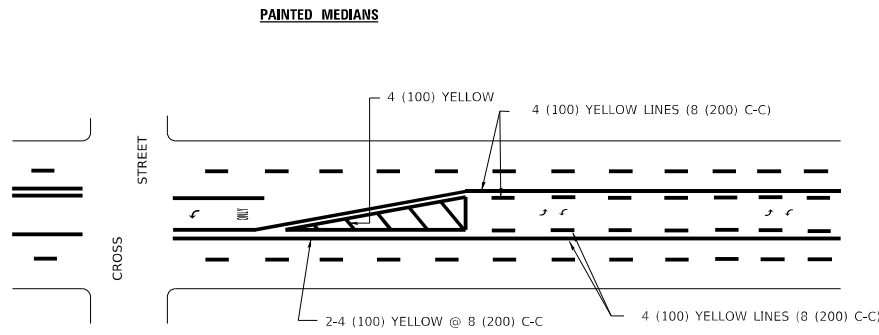
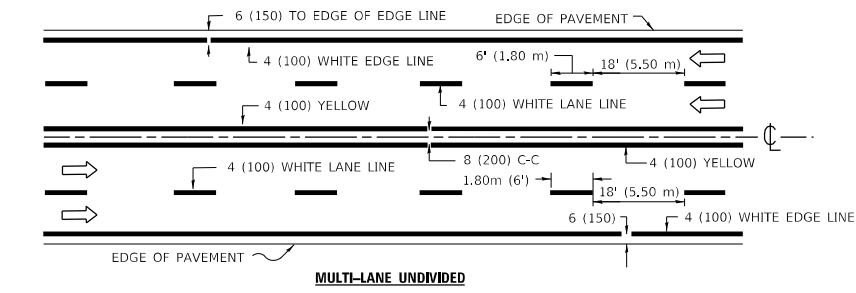
F.A.P. RTE. 2798	SECTION (1010B-89) BDR,BJR 25	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 41
<b>TC-22</b>		CONTRACT NO. 80B48		
ILLINOIS FED. AID PROJECT				



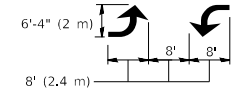
\* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 \* DIAGONAL LINE SPACING: 20' (6.1 m) C-C



**TYPICAL ISLAND MARKING**

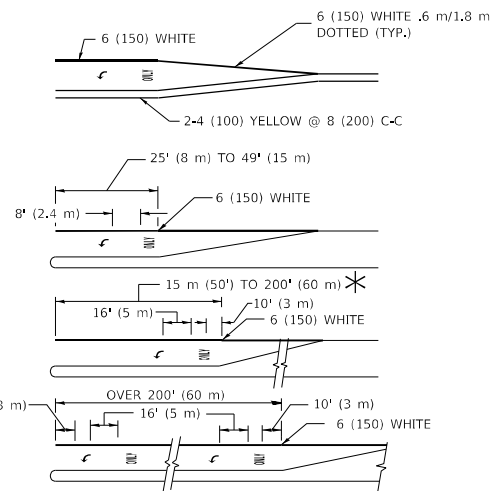


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



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

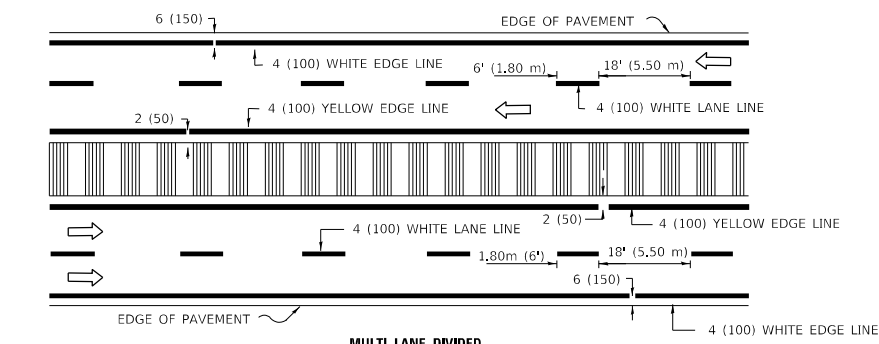
**TYPICAL PAINTED MEDIAN MARKING**



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.8 SQ. FT. (1.47 m<sup>2</sup>) ONLY AREA = 22.9 SQ. FT. (2.13 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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

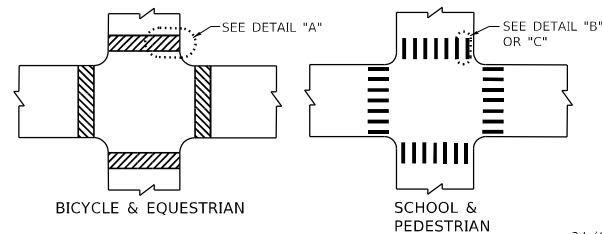
**TYPICAL TURN LANE MARKING**



**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**

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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )

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.

MODEL: Default  
 FILE NAME: p:\1108\BIDD\NTEC\Illinois.gov\PW\DOT\Documents\DOT\_Offices\District\_1\Projects\DH\5422-23\CAD\Drawn\CAD\Sheet\TC24.dgn



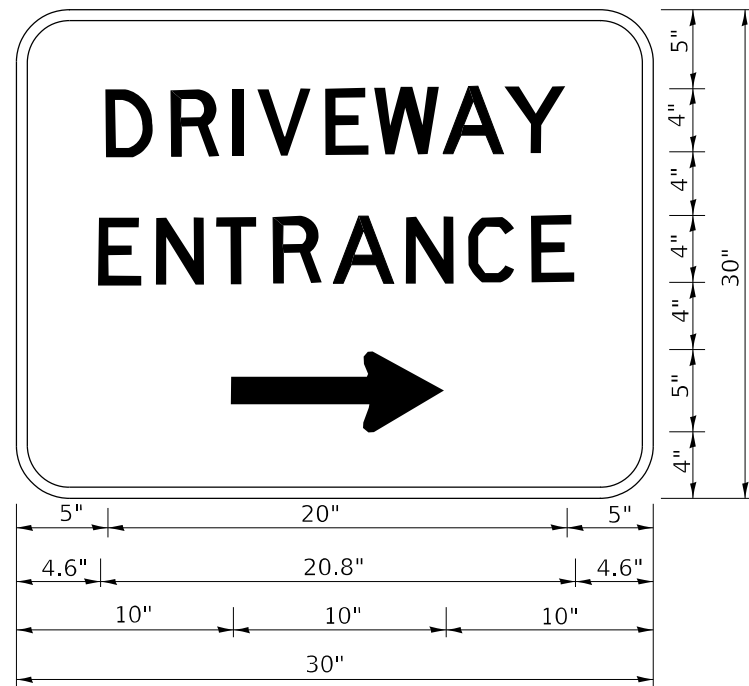
USER NAME = footem	DESIGNED -	REVISED - T. RAMMACHER 12-07-00
PLOT SCALE = 50.0000 1/ in.	DRAWN -	REVISED - K. ENG 02-28-12
PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO  
 TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR,BJR 25	COOK	43	42
TC-24		CONTRACT NO. 80B48		
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".

MODEL: D:\default  
 FILE NAME: p:\planning\mtdat.illinois.gov\PWIDOT\Documents\DOT\_Offices\District\_1\Projects\Dist5\0223\AIC\00Data\CA\Sheet326.dgn



USER NAME = lleya	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2798	(1010B-89) BDR, BJR 25	COOK	43	43
<b>TC-26</b>		CONTRACT NO. 80B48		
		ILLINOIS	FED. AID PROJECT	