

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PLAN 1:500  
PROFILE HORIZ. 1:500  
PROFILE VERT. 1:100  
CROSS SECTIONS 1:100

F.A.P. ROUTE 397 - IL. RTE. 83 (SIBLEY BOULEVARD)  
SECTION: 104N-4

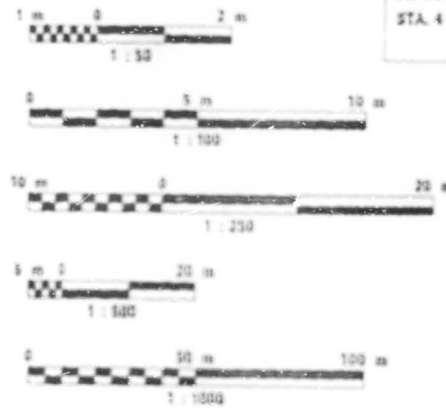
DIXIE HIGHWAY TO INTERSTATE 94  
WIDENING AND RESURFACING, INTERSECTION IMPROVEMENTS,  
TRAFFIC SIGNAL MODERNIZATION AND INTERCONNECT, AND  
ROADWAY LIGHTING

PROJECT: DPU-ACSTPF-18(002)

COOK COUNTY  
C-91-037-33

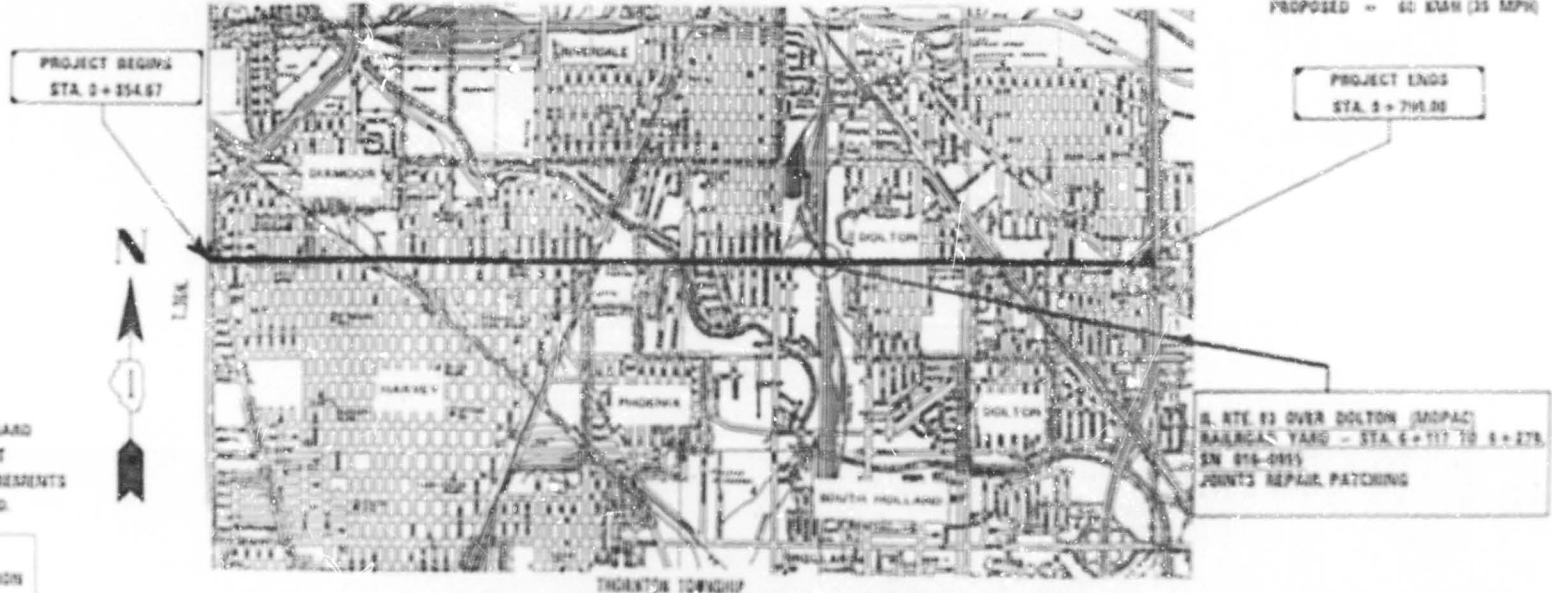
PROJECT LOCATED IN THE CITY  
OF HARVEY AND VILLAGES OF  
DIXMOOR, DOLTON, AND SOUTH HOLLAND.

METRIC RATIOS



OMISSION AREAS:  
STA. 2+447 TO 2+452 - CSX PA TRACKS (1)  
STA. 2+287 TO 2+250 - GRAND TRUNK RR TRACKS (2)  
STA. 4+898 TO 4+974 - IL 83 OVER LITTLE CALUMET  
RIVER (SN 876-0954)

TRAFFIC DATA  
1994 ADT = 18,610-24,800  
SPEED LIMIT  
EXISTING = 35 MPH  
PROPOSED = 60 KPH (35 MPH)

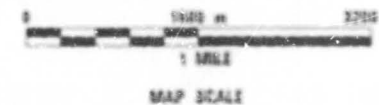


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.L.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-832-0123

CONTRACT NO. 82274

THORNTON TOWNSHIP  
GROSS LENGTH OF PROJECT (IL. RTE. 83) = 7826.33 M = 7.826 KM  
NET LENGTH OF PROJECT (IL. RTE. 83) = 7849.32 M = 7.849 KM  
COOK HIGHWAY = 232.31 M = 0.232 KM  
WOOD ST. = 143.13 M = 0.143 KM  
CHICAGO AVE. = 386.75 M = 0.387 KM  
GREENWOOD AVE. = 456.00 M = 0.456 KM  
COTTAGE GROVE AVE. = 222.70 M = 0.223 KM



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
397	104N-4	COOK	400	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

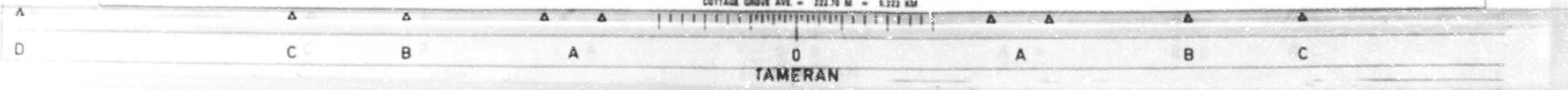
DPU-ACSTPF-18(002)

D-91-037-93



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SUBMITTED: *August 14 97*  
*John C. Carlson*  
DISTRICT ENGINEER  
CHIEF OF PROJECT DEVELOPMENT AND IMPLEMENTATION  
*October 24 97*  
*Bill Jankovics*  
ENGINEER OF DESIGN AND ENVIRONMENT  
*October 30 97*  
*James P. O'Connell*  
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY AUTHORITY OF  
THE STATE OF ILLINOIS



SHEET NO.	INDEX OF SHEETS DESCRIPTION
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96-102	DAK FOREST HOSPITAL WATERMAIN RELOCATION PLANS - COOK COUNTY
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	HIGHWAY STANDARDS

METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO GENERAL NOTES

- The MWRD's sewer permit section field office must be notified at least 144 (2) working days prior to the commencement of work (call (708) 222-4055).
- All concrete sewer pipes for sanitary and storm sewers in the combined sewer area shall conform to pipe specifications ASTM C-443, and material specification ASTM C-76.
- In combined sewer areas, all sanitary, and storm sewer construction requires stone bedding 1/4" (6 mm) to 1" (25 mm) in size, with a minimum thickness equal to 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches (100 mm). IDOT requires C-11 and C-13.
- "Dove Seal" or similar flexible type couplings shall be used in the connection of sewer pipe of dissimilar materials.
- When connecting to an existing sewer main by means of a tee, from an existing pipe, tee, or an existing manhole, one of the following methods shall be used:
  - Excavate one end of the sewer main with proper tools ("Tee-Tag" machine or similar) and the proper installation of both pipe saddle or hub-tee saddle.
  - Remove an entire section of pipe (breaking only the top of one bell) and replace with a pipe or tee branch section.
  - With a pipe cutter, neatly and accurately cut out the desired length of pipe for replacement of the proper fitting, using "Dove Seal" or similar couplings to hold it firmly in place.
- Whenever a sewer crosses under a watermain, the minimum vertical distance from the top of the sewer to the bottom of the watermain shall be 18 inches (460 mm). A minimum horizontal distance of 10 feet (3.1 m) between sanitary sewers and watermain shall be maintained unless the sewer is laid in a separate trench, keeping a minimum 18" (460 mm) vertical separation, or the sewer is laid in the same trench with the watermain located at the opposite side in a trench of undisturbed earth, keeping a minimum 18" (460 mm) vertical separation. If either the vertical or horizontal distances described above cannot be maintained, or the sewer crosses above the watermain, the sewer shall be constructed to minimum standards.
- The sewer datum is 1927 L.V.M.
- All sanitary manholes, and storm manholes in combined sewer areas shall have a minimum inside diameter of 48 inches (1.22 m), and shall be cast in place or pre-cast reinforced concrete.

STATE STANDARDS

000001	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
000002	EROSION CONTROL SYSTEMS
353001	PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
20400	PIVOT POINT JOINTS
424001	SIDEPACK RAMPS ACCESSIBLE TO THE DISABLED
442701	CLASS C AND D PATCHES
467000	CAV. BASIN, TYPE A
467001	CATCH BASIN, TYPE C
467301	INLET, TYPE A
502501	VALVE VAULT, TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001	FRAME AND GRATE, TYPE 1
604026	GRATE, TYPE 3
604086	FRAME AND GRATE, TYPE 23
604091	FRAME AND GRATE, TYPE 24
606001	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
606306	CORRUGATED PC CONCRETE MEDIANS
630001	STEEL PLATE BEAM GUARDRAIL
630201	PCC/BIT STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
675001	DELINEATORS
684001	CHAIN LINK FENCE
701001	OFF-ROAD OPERATIONS, 2-L, 2-W, 4.5 H (151) ARAY, SPEEDS $\geq$ 45 MPH
701006	OFF-ROAD OPERATIONS, 2-L, 2-W, 4.5 H (151) ARAY, SPEEDS $\geq$ 45 MPH
701001	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS, FOR SPEEDS $\geq$ 45 MPH
701001	OFF-ROAD MOVING OPERATION, 2-L, 2-W, DAY ONLY, FOR SPEEDS $\geq$ 45 MPH
701001	LANE CLOSURE, 2L 2W, DAY OR NIGHT OPERATIONS, FOR SPEEDS $\geq$ 45 MPH
701001	OFF-ROAD OPERATIONS, MULTILANE, LESS THAN 4.5 H (151) ARAY, SPEEDS $\geq$ 45 MPH
701001	LANE CLOSURE, MULTILANE, 1W OR 2W, WITH NON TRAVERSABLE MEDIUM, FOR SPEEDS $\geq$ 45 MPH
701006	LANE CLOSURE, MULTILANE, 2-W, WITH MOUNT MEDIUM, FOR SPEEDS $\geq$ 45 MPH
701001	LANE CLOSURE, MULTILANE, INTERSECTION, FOR SPEEDS $\geq$ 45 MPH
701001	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE, FOR SPEEDS $\geq$ 45 MPH
702001	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720004	WAST ARM MOUNTED STEEL NAME SIGN
780001	TYPICAL PAVEMENT MARKINGS
813001	JUNCTION BOXES
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
834001	STEEL WAST ARM ASSEMBLY AND POLE
838001	CONCRETE FOUNDATION DETAILS
839001	TRAFFIC SIGNAL MOUNTING DETAILS
840000	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATIONS
846001	DETECTOR LOOP INSTALLATIONS
846006	TYPICAL LAYOUTS FOR DETECTION LOOPS
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCE
864001	ELECTRICAL SERVICE INSTALLATION DETAILS

PLAN NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "CALL 800-422-4224" FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
- SMALL (10) TRANSITIONS SHALL BE USED TO MATCH FROM 10" OR CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD. UNLESS OTHERWISE SHOWN, THE TRANSITION SHALL BE PAID FOR AT THE CONTRACTOR'S RISK FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF DOLTON, ILL. WITH SUE DOLTON, SUE DOLTON LAND AND DIAMOR.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE OF TYPE 1 BARRICADE USED. ONE (1) WEIGHTED SANDBAG ACCESS EACH BOTTOM RAIL.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL ADDRESS THE UTILITY PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- ON STATE STANDARDS 40201 AND 40301 AGGREGATE SUBGRADE 300MM (12") SHALL BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQUARE METER (31.2 YARDS) OF AGGREGATE SUBGRADE 300MM (12").
- ALL STORM SEWER CONNECTIONS WITH PIPE 575MM (22") DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES FOR PROPOSED STORM SEWER PIPES LARGER THAN 575MM (22") DIAMETER. OPENING OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
- USE NO. 25 (W) EPOXY-COATED STEEL BARS CONFORMING TO ARTICLE 706.10 (b)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINTS AS SHOWN ON STATE STANDARD 42001. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.

10) WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40MM (1 1/2") WHERE THE SPEED LIMIT IS 80KM/H (50 MPH) OR LESS THAN 25MM (1") WHERE THE SPEED LIMIT IS OVER 80KM/H (50 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75MM (3") MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

11) BUTT JOINTS WILL BE REPAIRED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPE" DETAILS SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.

12) DELETED

16. FORM BT 775 IS REQUIRED FOR STAGING OPERATIONS DURING CONSTRUCTION.

17. TRAFFIC STAGING FOR THE DAK FOREST HOSPITAL WATERMAIN RELOCATION SHALL BE ACCORD TO STANDARD 70181.

18. THE PROJECT INVOLVES THREE WRD PERMITS FOR THE VILLAGES OF DIXWOOD, DOLTON AND THE CITY OF HARVEY. THE APPROVED PERMITS ARE AVAILABLE ON FILE IN THE DISTRICT OFFICE FOR REVIEW IF NECESSARY. THE CONTRACTOR SHALL COMPLY WITH THE TERMS AND CONDITIONS OF THE WRD PERMITS.

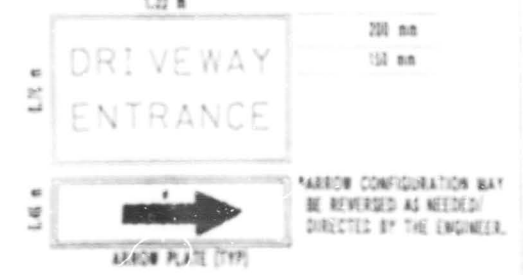
19. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE SPECIAL WASTE DISPOSAL PERMITS. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION AT THE VARIOUS LOCATIONS SHOWN ON THE PLANS. REFER TO THE SPECIAL PROVISIONS.

20. PROVIDE GRADING AND BRICKWORK SPECIAL. SPECIAL SPECIALS SHALL BE PROVIDED FOR USE AT THE LOCATIONS FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH DRAINAGE SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH THE STATIC CONE PENETRATION TEST AND TREATED IN ACCORDANCE WITH ARTICLE 301.22 AND THE UNDERLIEGING LOCAL IN THE SOIL SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH FILL OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. THE LOCATIONS ARE AS FOLLOWS:

APPROX. STATION LIMITS	RECOMMENDED UNDERCUT BELOW SUB GRADE GRANULAR MATL. 100 mm
DIXIE HIGHWAY	
8+815 TO 8+875 WT	450 mm
8+835 TO 8+880 WT	300 mm
IL RTE. 83	
0+820 TO 0+866 WT	300 mm
4+300 TO 4+361 WT	450 mm
8+780 TO 8+870 WT	300 mm
8+865 TO 7+875 WT	600 mm
7+800 TO 7+875 WT	300 mm

QUANTITIES FOR THE WIDTH OF THE REMOVAL HAS BEEN ESTIMATED TO TAKE INTO ACCOUNT THE FULL WIDTH OF THE ROADWAY WIDENING TO 8.30 m BACK OF EACH CURB. ACTUAL LIMITS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

19. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE TEMPORARY DRIVEWAY ENTRANCE SIGNS WITH DIRECTIONAL ARROW BOARD PLATES AS SHOWN IN THE DETAILS BELOW TO DELINEATE ACCESS TO EXISTING COMMERCIAL DRIVEWAYS AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THESE SIGNS IS ACCORDING TO ITEM TEMPORARY SIGNING PER SQUARE METER.



GREEN ON WHITE REFLECTIVE BACKGROUND, 15 mm BORDER-TWO SIGNS SHALL BE USED AT EACH COMMERCIAL DRIVEWAY AS DIRECTED BY THE ENGINEER. DRIVEWAY ENTRANCE SIGN (TYP) IS REQUIRED.

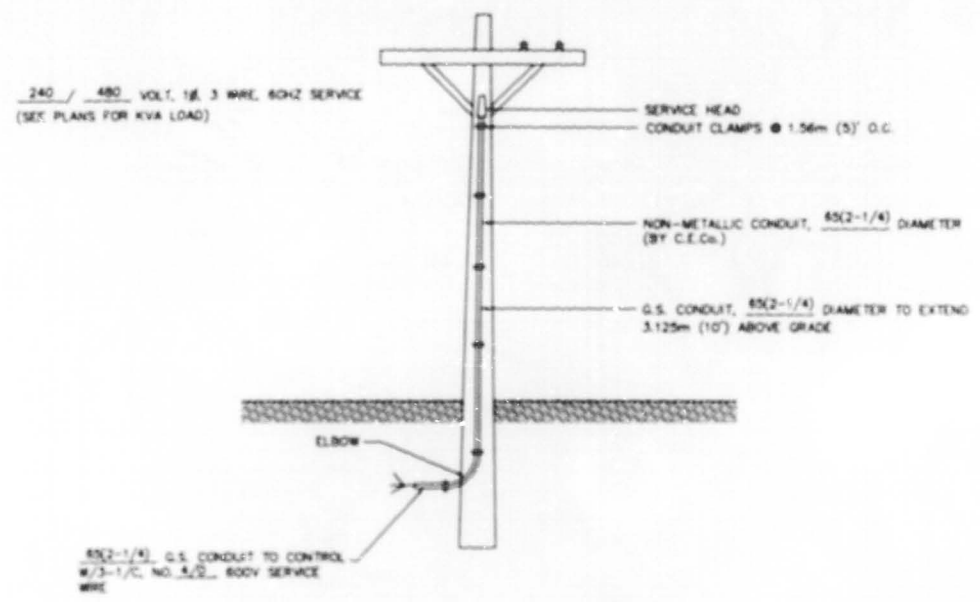
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 IL RTE. 83 (SIBLEY BLVD.)  
 INDEX OF SHEETS, STATE STANDARDS,  
 AND GENERAL PLAN NOTES

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 CHECKED BY: [blank]

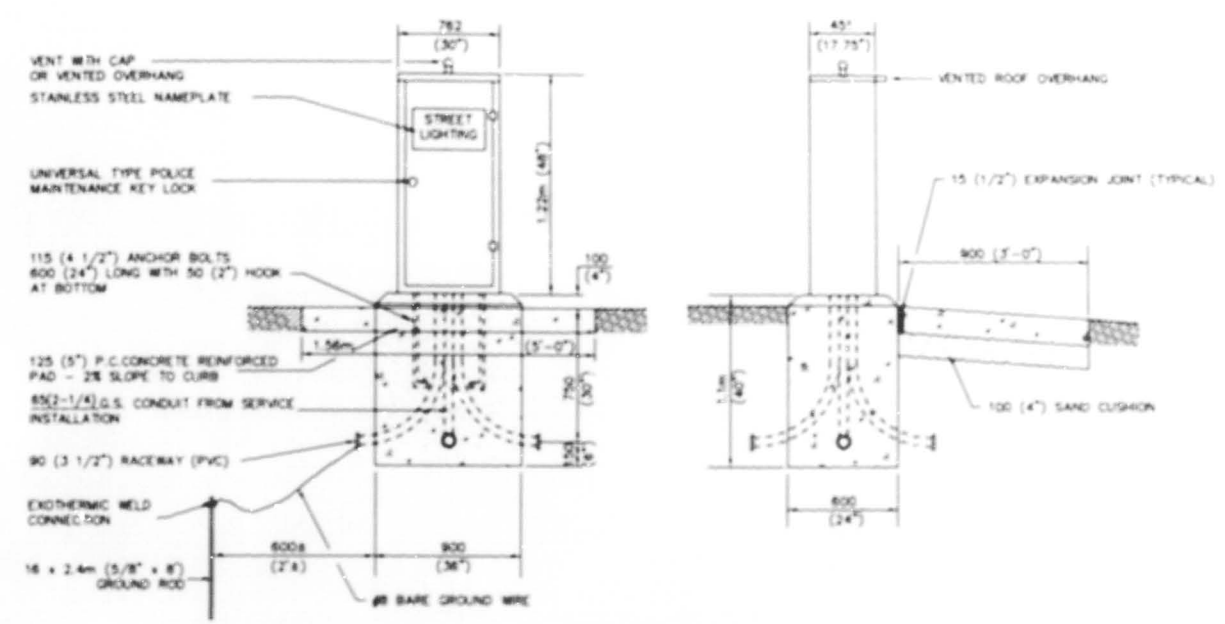


F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
397	104N-4	COOK	11	2/14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

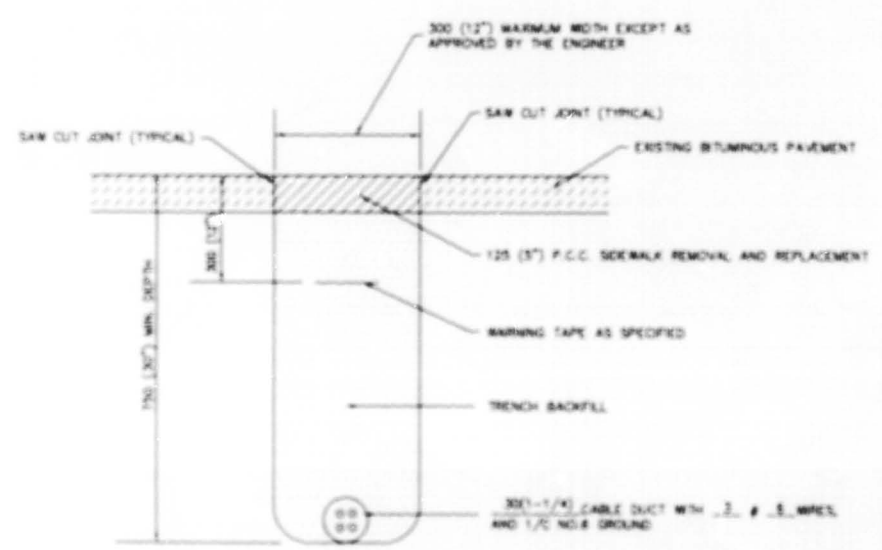
SHEET E30 OF E33



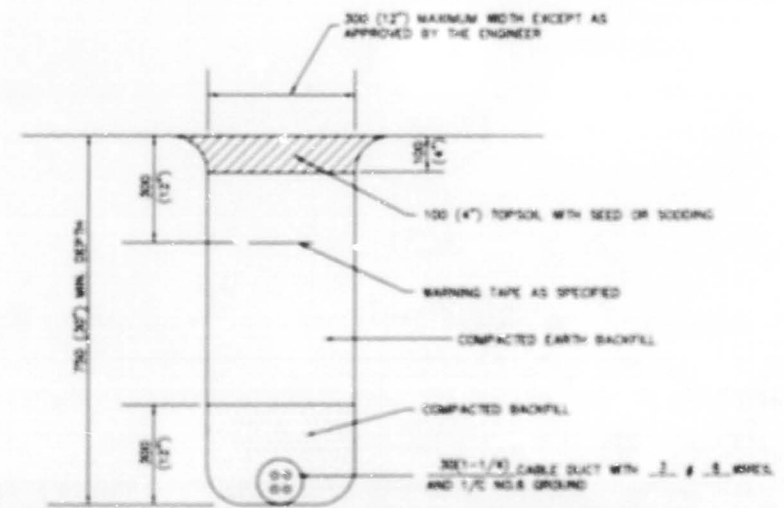
**SERVICE CONNECTION**



**CONTROL INSTALLATION**



**SIDEWALK REMOVAL AND REPLACEMENT**



**TRENCH DETAIL**

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
IL. RTE. 83 (SIBLEY BLVD.)  
STREET LIGHTING  
DETAILS

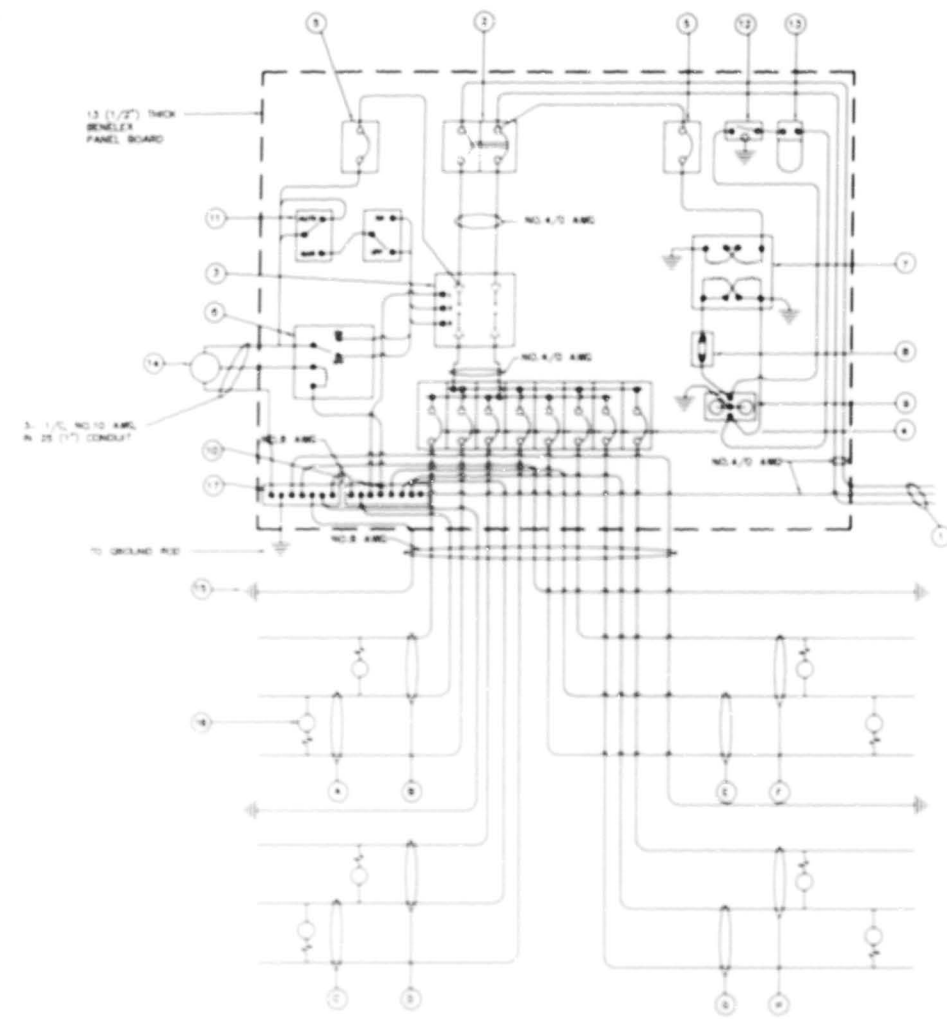
ROBINSON ENGINEERING, LTD.  
CONSULTING REGISTERED PROFESSIONAL ENGINEERS  
AND PROFESSIONAL LAND SURVEYORS

SCALE N.T.S. DRAWN BY AC  
DATE 01-18-97 CHECKED BY FAF



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
397	104N-4	COOK	215	115
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET 117 OF 131



**CONTROLLER WIRING DIAGRAM**  
CONTROLLER NOS. 1-5

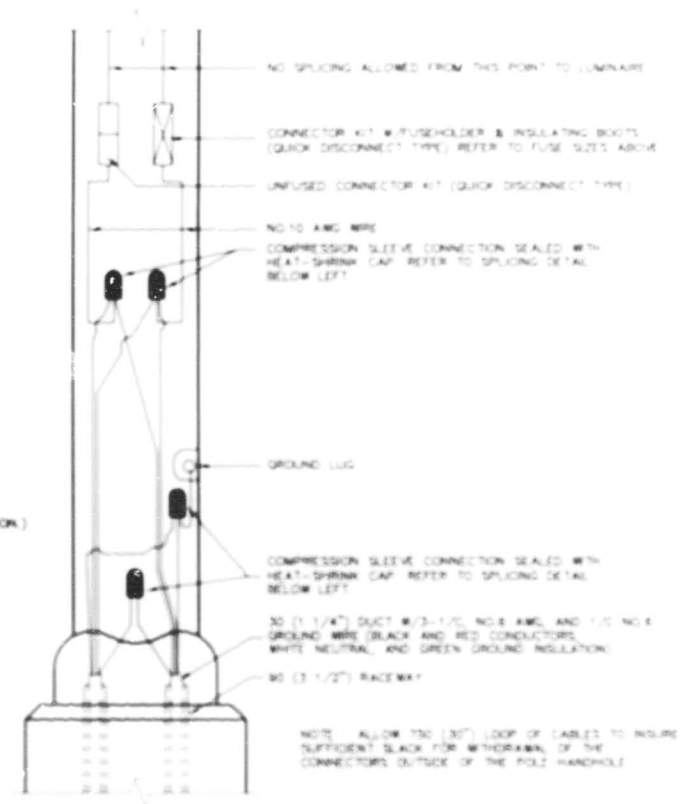
- GENERAL NOTES**
- ENTIRE CONTROL CABINET SHALL BE GROUNDED.
  - ALL WIRING SHALL BE TAGGED WITH SELF-STICKING WIRE MARKERS.
  - GROUND BUS TO BE COLOR CODED GREEN, NEUTRAL BUS WHITE, AND BONDED TO CABINET ENCLOSURE, BY LISTED PRESSURE CONNECTORS OR LISTED CLAMPS.
  - ALL INTERNAL CONTROLLER WIRING TO BE NO.10 AWG UNLESS OTHERWISE SPECIFIED.
  - CABINET WIRING INSULATION TO BE TYPE BAYW OR APPROVED EQUAL.
  - ALL COMPONENTS IN THE CONTROL CABINETS SHALL BE LABELED BY THE MANUFACTURER.
  - THE CONDUIT, CABLE, TRENCHING, AND ALL OTHER MATERIALS AND WORK ASSOCIATED WITH THE PHOTOCELL MOUNTED TO THE TOP OF THE NEAREST LIGHT POLE SHALL BE INCLUDED IN CONTROL INSTALLATION.
  - THERE ARE ONLY SIX BRANCH CIRCUIT BREAKERS FOR CONTROL INSTALLATION NO. 1, LETTERED A THRU F.

**CONTROLLER WIRING DIAGRAM LEGEND**

- 3-1/2" NO.4/D, 60KV SERVICE WIRE IN BS (2-1/2") GALVANIZED STEEL CONDUIT FOR 240/480 VOLT, 10, 3 WIRE, 60HZ SERVICE.
- 225 AMP MAIN CIRCUIT BREAKER FOR CONTROL INSTALLATION NOS. 1,2,4,5.
- 100 AMP MAIN CIRCUIT BREAKER FOR CONTROL INSTALLATION NO. 3.
- 2 POLE, 600 VOLT, 250 AMP BASE NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA - NOT LESS THAN 22,000 AMPS AT 480V.
- 225 AMP REMOTE CONTROL SWITCH FOR CONTROL INSTALLATION NOS. 1,2,4,5.
- 100 AMP REMOTE CONTROL SWITCH FOR CONTROL INSTALLATION NO. 3.
- ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 600 V CONTROL CIRCUIT, 240 V.
- 60 AMP BRANCH CIRCUIT BREAKER FOR CONTROL INSTALLATION NOS. 1,2,4,5.
- 30 AMP BRANCH CIRCUIT BREAKER FOR CONTROL INSTALLATION NO. 3.
- 1 POLE, 480 VOLT, 100 AMP BASE, NON-INTERCHANGEABLE TRIP RATING NEMA - 14000 AMP AT 277 VOLTS.
- 20 AMP CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 VOLT, 100 AMP BASE, NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA 14000 AMP AT 240 V.
- 20 AMP, 1 POLE DOUBLE THROW, 120 VOLT RELAY.
- 1.0 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240/480/120/240 VOLT, 60 HZ.
- 20 AMP, 120 VOLT FUSE.
- 20 AMP, 120 VOLT DUPLEX GFD RECEPTACLE.
- NEUTRAL BUS BAR, 7 x 25 x 300 (1/4"x1"x1/2") LONG MOUNTED ON PANEL WITH TAPS.
- TOGGLE SWITCHES MOUNTED IN 100 x 100 (4"x4") BOX.
- SWITCH FOR LIGHTING FIXTURE MOUNTED IN BOX.
- WEATHER-PROOF INCANDESCENT LIGHTING FIXTURE WITH 60 WATT, 120 V LAMP.
- PHOTOCELL MOUNTED TO TOP OF NEAREST LIGHT POLE, 240 V. (REFER TO PLANS FOR POLE LOCATION)
- NO.8 AWG INSULATED GROUND WIRE.
- IN-LINE FUSEHOLDER WITH 5 AMP FUSE.
- GROUND BUS BAR 7 x 25 x 300 (1/4"x1"x1/2") LONG MOUNTED ON PANEL WITH TAPS.
- CIRCUIT.

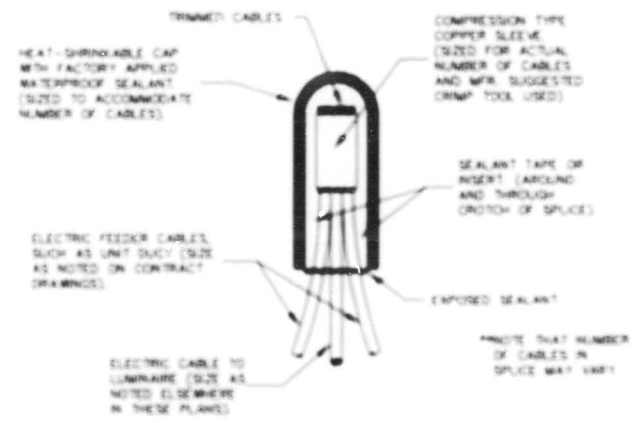
**LUMINAIRE FUSE SIZE TABLE**

NOMINAL WATTAGE	FUSE SIZE
400	6.0 AMP
310	6.0 AMP
250	4.0 AMP



**POLE HANDHOLE WIRING DIAGRAM**  
(TYPICAL FOR SINGLE LUMINAIRE INSTALLATION)

**SPlicing ELECTRIC CABLES  
BASIC MATERIALS AND METHODS**



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

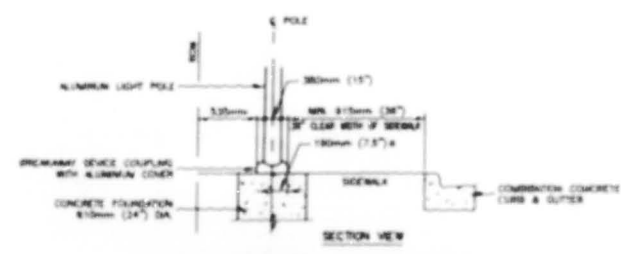
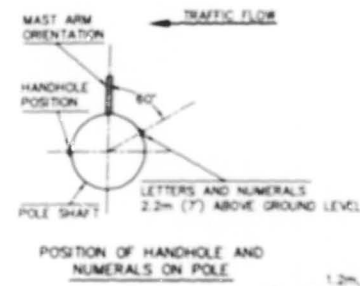
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
IL. RTE. 83 (SIBLEY BLVD.)  
STREET LIGHTING  
DETAILS

**ROBINSON ENGINEERING, LTD.**  
CONSULTING REGISTERED PROFESSIONAL ENGINEERS  
AND PROFESSIONAL LAND SURVEYORS

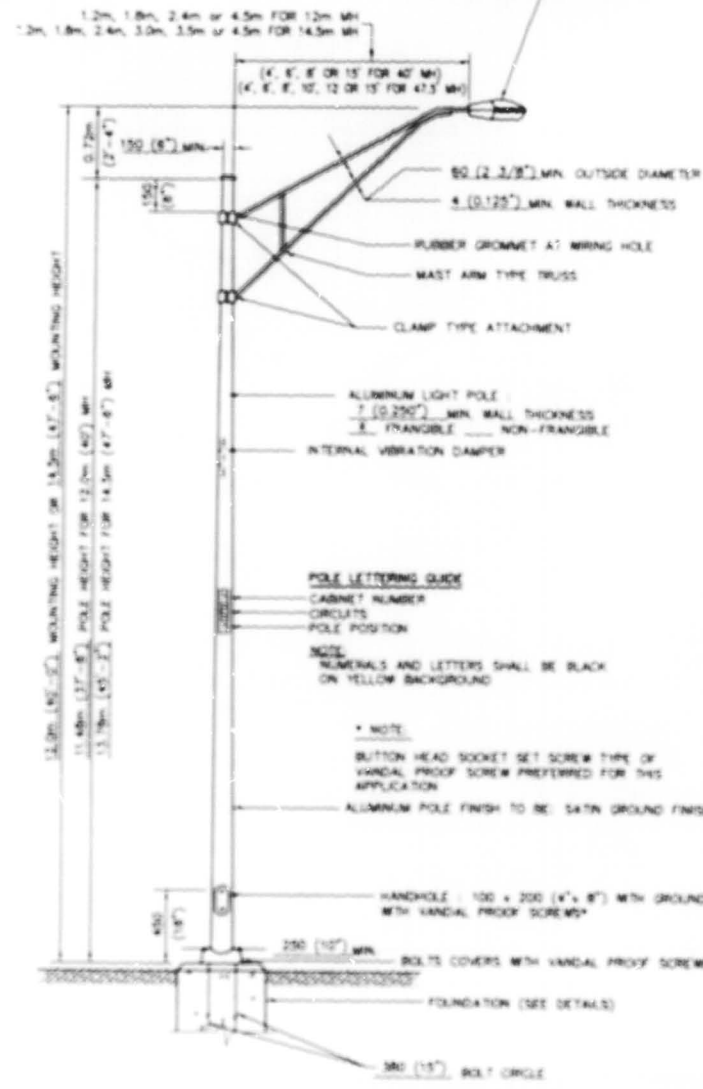
SCALE N.T.S.  
DATE 01-18-87  
DRAWN BY AC  
CHECKED BY FAP

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
397	104N-4	COOK	11	10
STA.	TO STA.		ELIAMS FED. AD. PROJECT	
FED. ROAD DIST. NO.	ILLINOIS	FED. AD. PROJECT	SHEET 132 OF 133	



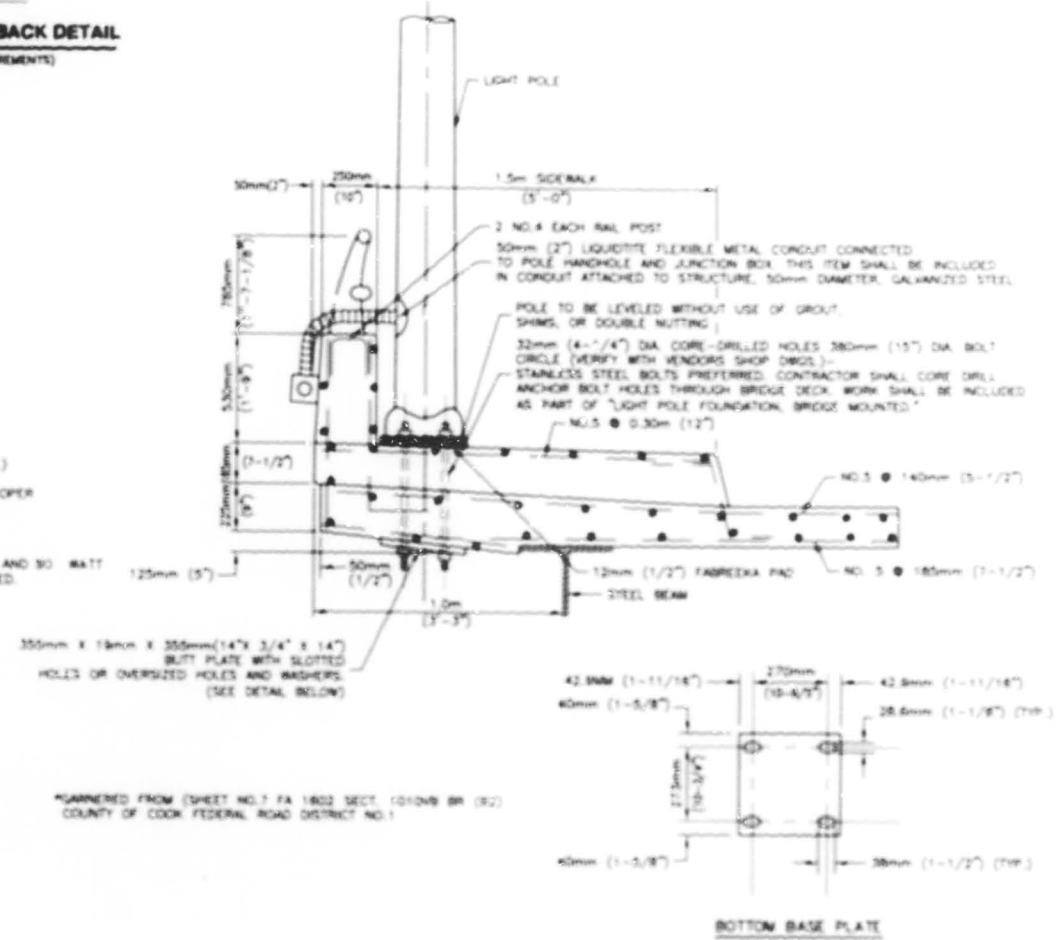
**TYPICAL LIGHT POLE SETBACK DETAIL**  
(TO COMPLY WITH ADA REQUIREMENTS)

**LUMINAIRE**  
400, 310, OR 250 WATT HIGH PRESSURE SODIUM LAMP  
240 VOLT BALLAST  
I.E.S. TYPE MC, B, LIGHT DISTRIBUTION  
LENS TYPE X, FLAT OR BUBBLE  
INITIAL LAMP LUMENS 50,000, 31,000, OR 28,000  
LAMP LIFE 24,000 HOURS



**TYPICAL POLE INSTALLATION**  
12.0m (40') MH AND 14.5m (47.5') MH

- NOTE**
- 1) THE LIGHTING UNITS SHALL MEET AASHTO DESIGN CRITERIA - DESIGN FOR 130 km/h (80 M.P.H.) WIND WITH 30% GUST AND 34 kg (75 lb) LUMINAIRE HAVING AN E.P.A. OF 0.15 m<sup>2</sup> (1.6 SQ. FT.) AND PROPER ICE LOADING.
  - 2) ALUMINUM ALLOY 6063-T6 SHALL BE USED.
  - 3) THE INDEPENDENT TESTING OF BOTH THE 400 WATT AND 30 WATT HIGH PRESSURE SODIUM LUMINAIRES WILL BE REQUIRED.



**BRIDGE MOUNTED LIGHT POLE**

SP: 018+085 OVER MOPAC RR YARD  
(AS PREVIOUSLY APPROVED BY DOT - MFT 86-00096-00-17)

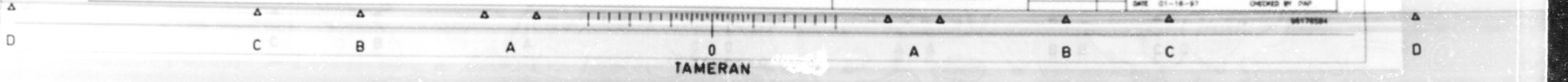
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
IL. RTE. 83 (SIBLEY BLVD.)  
STREET LIGHTING  
DETAILS

SCALE N.T.S.  
DATE 01-18-97  
DRAWN BY AC  
CHECKED BY DWP

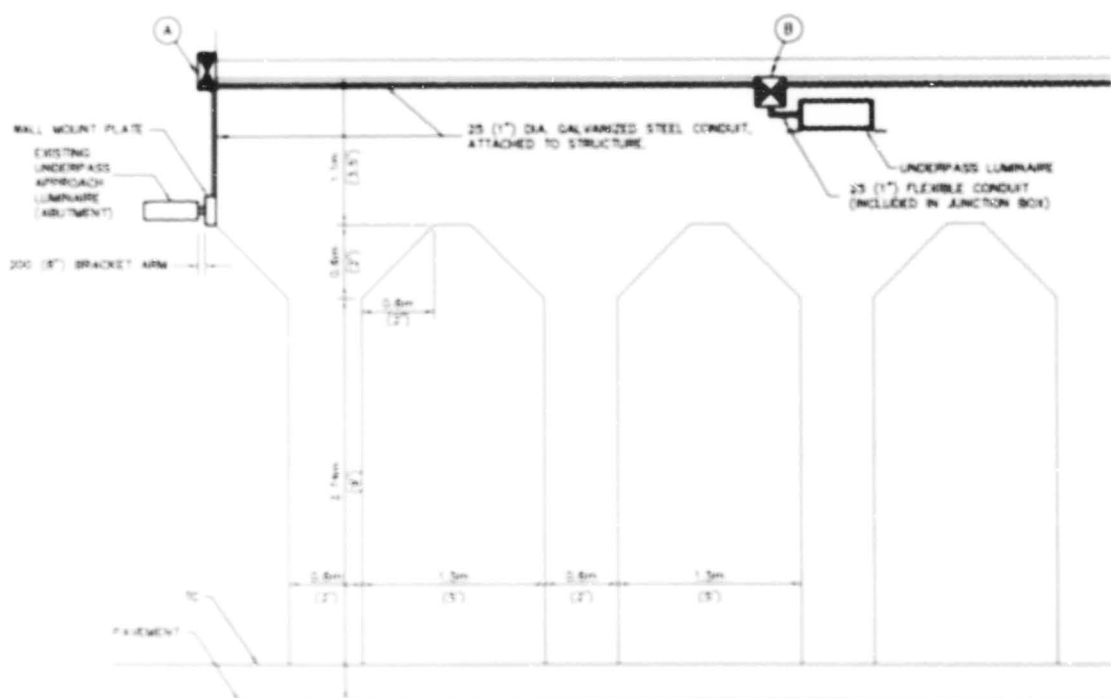
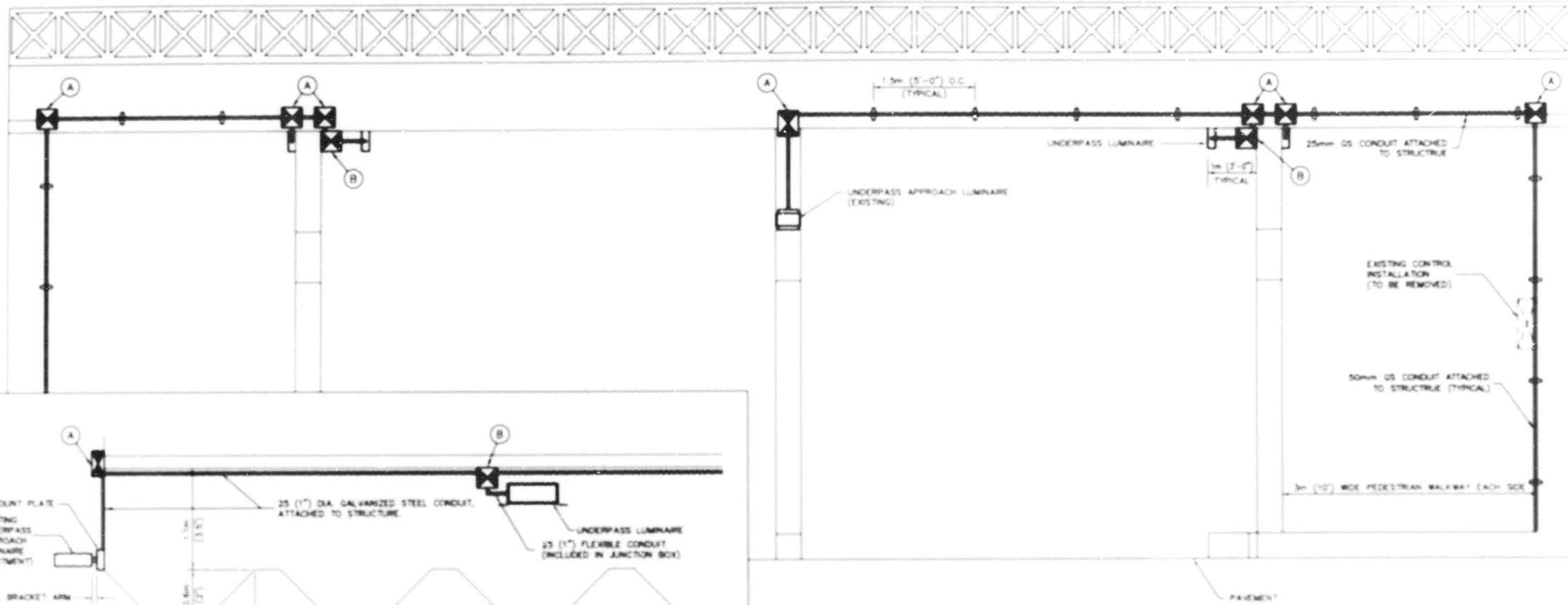
**ROBINSON ENGINEERING, LTD.**  
REGISTERED PROFESSIONAL ENGINEERS  
AND PROFESSIONAL LAND SURVEYORS



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
397	104N-4	COOK	117	117
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
SHEET 133 OF 133				

**ABUTMENT LUMINAIRE DETAIL**

LOOKING EAST  
(TYPICAL FOR EAST OR WEST ELEVATIONS)



**TYPICAL UNDERPASS LUMINAIRE INSTALLATION - ILLINOIS CENTRAL R.R.**

LOOKING SOUTH  
(TYPICAL FOR SOUTH OR NORTH ELEVATIONS)

**JUNCTION BOX LEGEND**

- Ⓐ - JUNCTION BOX, STAINLESS STEEL, 250mm x 200mm x 150mm (10" x 8" x 6")
- Ⓑ - JUNCTION BOX, STAINLESS STEEL, 150mm x 100mm x 100mm (6" x 4" x 4")

**ROBINSON ENGINEERING, LTD.**  
CONSULTING REGISTERED PROFESSIONAL ENGINEERS  
AND PROFESSIONAL LAND SURVEYORS

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
IL. RTE. 83 (SIBLEY BLVD.)  
STREET LIGHTING  
ILLINOIS CENTRAL R.R. BRIDGE DETAILS

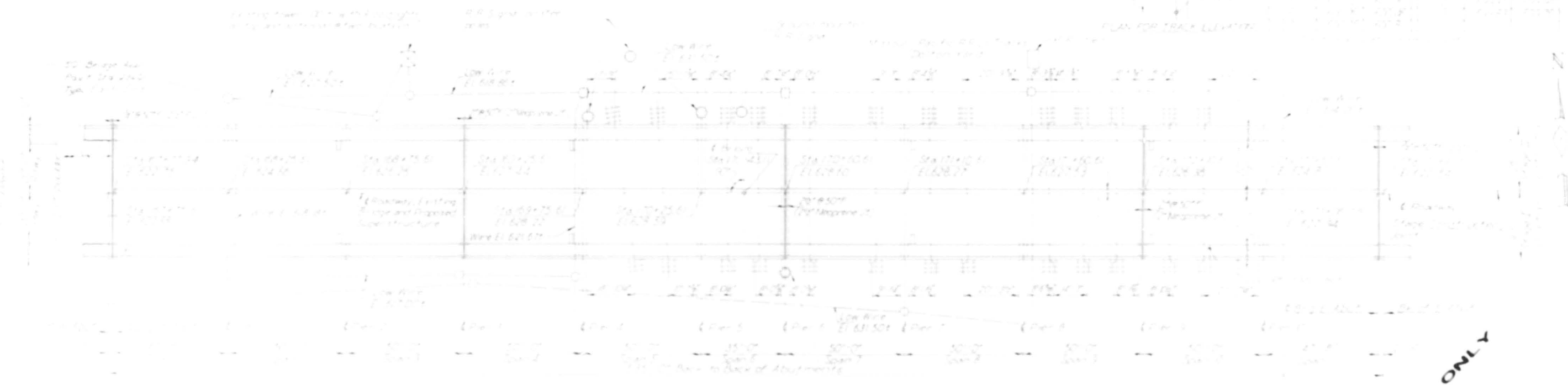
SCALE: NA  
DATE: 01/13/97  
DRAWN BY: AC  
CHECKED BY: PAF



Basic Mark  
 @ on SW abutment of I.C.R.R. Bridge approx 5.5 east of end step E1 598.412  
 Existing structure (016-0955) is 51' wide and 115' long. Portion of the  
 abutments, piers and the reinforced concrete girder support structure  
 shall be removed in stages to maintain two lanes of traffic.  
 No Salvage of removed material



FOR INFORMATION ONLY

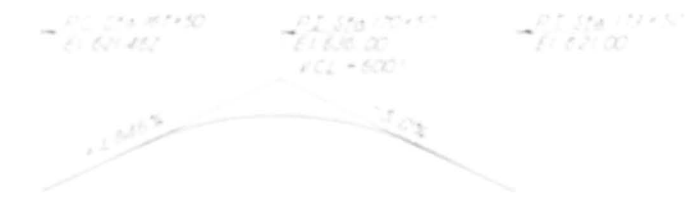


DESIGN STRESSES

1. LIVE LOAD  
 2. DEAD LOAD  
 3. WIND LOAD  
 4. TEMPERATURE LOAD  
 5. SEISMIC LOAD

LOADING HS20-44

Single Lane Loading, 44,000 LBS. and  
 60,000 LBS. TRUCKS, 140 FT. SPAN  
 See Notes



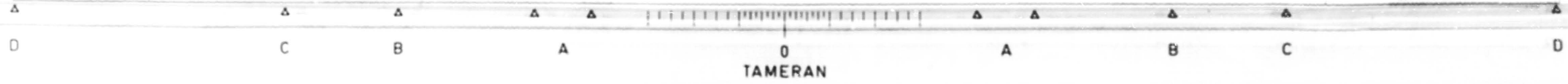
PROPOSED PROFILE ALONG & FA.U. PT. 602 (ILL. B.)

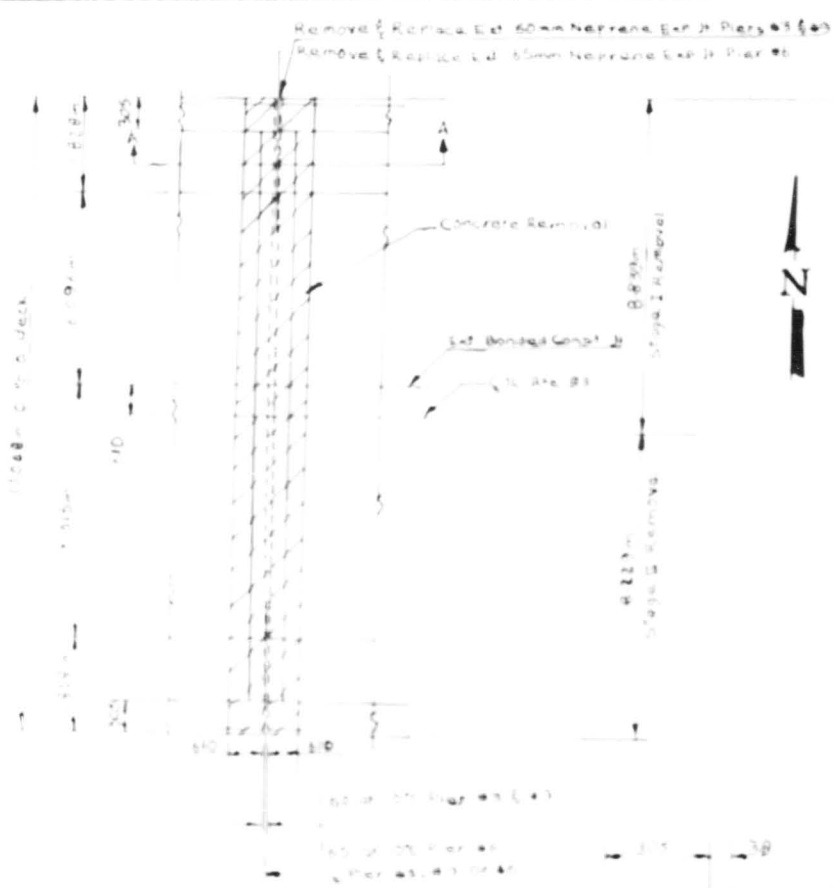
FOR INFORMATION ONLY

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT ENGINEER  
 NAME PLATE  
 (Signature)

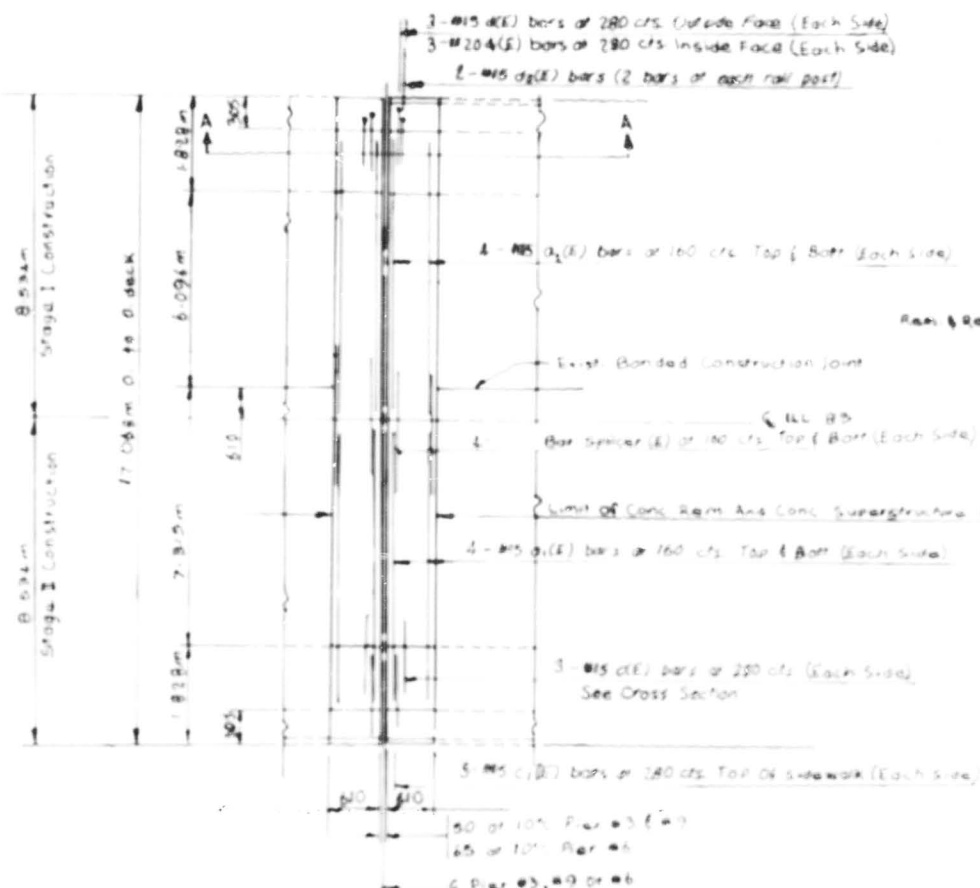
FOR INFORMATION ONLY

GENERAL PLAN AND ELEVATION  
 FAU ROUTE 1602 (ILL. 83)  
 SECTION 1010 VB - 01 (R2)  
 COOK COUNTY  
 STA 170+43.00  
 OVER M.P.R.R. (DOLTON YARD)  
 SN 016-0955





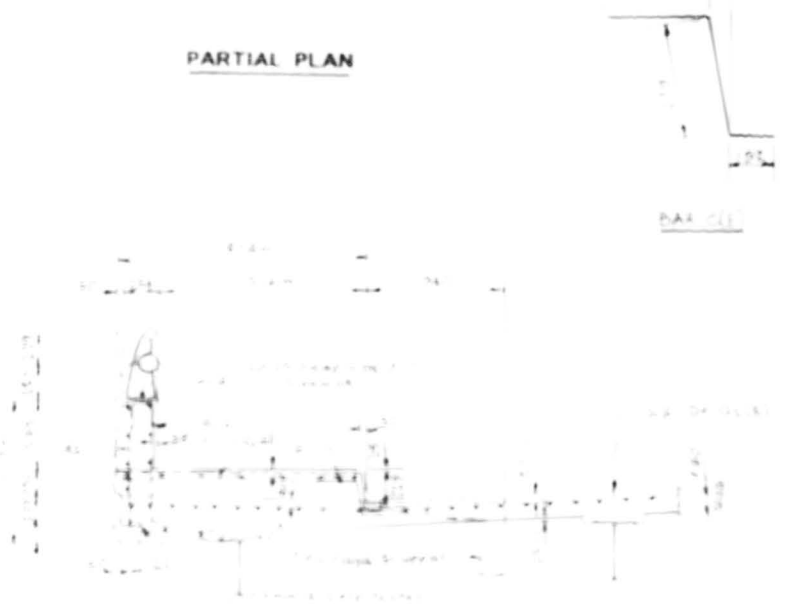
PARTIAL PLAN



PARTIAL PLAN DECK EXPANSION JOINT REINF.

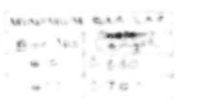


SECTION A-A EXIST. EXPANSION JOINT



EXIST./PROP. SECTION THRU PARAPET AND SIDEWALK (TYP.)

NOTE: REMOVE AND RE-ERECT EXIST. HANDRAIL WILL BE MEASURED IN METERS OF LENGTH ALONG THE CENTER OF THE HANDRAIL

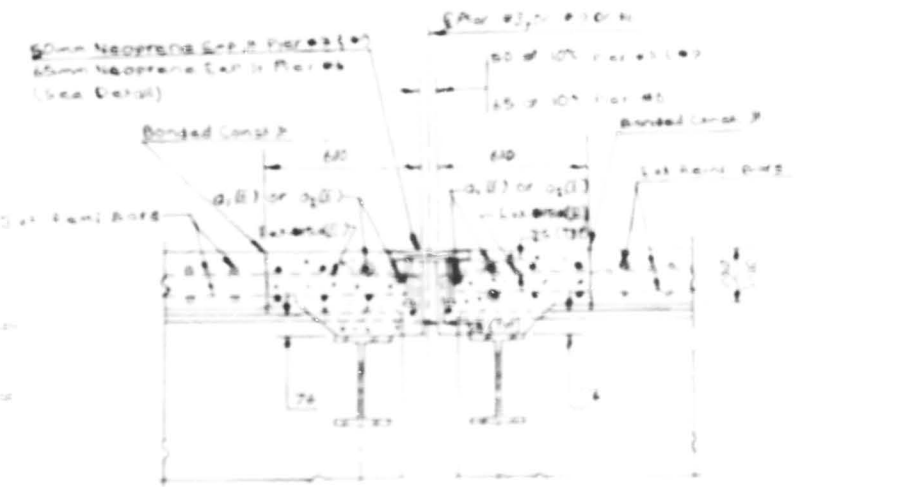


TOTAL BILL OF MATERIAL

BAR NO	SIZE	LENGTH	SHAPE
3(A)	#15	8.74	—
3(B)	#15	8.74	—
4(C)	#10	0.74	—
4(D)	#10	1.75	—
5(E)	#15	1.63	—
5(F)	#10	1.11	—
5(G)	#15	0.81	—
ITEM	UNIT	QUANTITY	
Protective Coat	Sq. m	2.5	
Reinforcement Bar (Spiry Coated)	Mg	148.0	
Concrete Removal	Cum	2.2	
Concrete Superstructure	Cum	2.2	
Neoprene Expansion Joint 50cm	M	3.5	
Neoprene Expansion Joint 65cm	M	17.5	
Bar Spacers	Each	48	
Protective Shield	Sq. m	1.50	
Remove & Re-erect Ex. Handrail	M	15	
<b>APPROACH SLAB REPAIR (FULL DEPTH)</b>	<b>SQ.M</b>	<b>11</b>	

NOTES

- PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO MINOR CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADJUSTMENT OR COMPENSATION FOR A CHANGE IN SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE QUANTITY ACTUALLY FURNISHED AT THE PRICE BID FOR THE WORK.
- TRAFFIC SHALL BE MAINTAINED DURING STAGE CONSTRUCTION.
- EXISTING REINFORCEMENT BARS TO REMAIN IN PLACE SHALL BE CLEANED, STRAIGHTENED, AND RECORRODED WITH THE NEW CONCRETE. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REINFORCING EXISTING CONCRETE TO AVOID DAMAGE EXISTING REINFORCEMENT BARS.
- BONDED CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLE 105 (B) (3) OF THE STANDARD SPECIFICATIONS.
- FIELD CUTS OF PROPOSED REINFORCEMENT BARS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE REINFORCEMENT BARS SUPPLY CONTRACT.
- COST OF BAR CUT (TYPICAL) SHALL BE INCLUDED AS PART OF THE COST FOR CONCRETE REPAIRS.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A618 (W40 OR W40X GR40).
- PLATE AND/or WELD BARS IN PLACE OF WALKER BARS IS REQUIRED TO MAINTAIN 20cm CLEARANCE. WALKER BARS SHALL BE TIED TO 4# BARS.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
- REINFORCEMENT BARS DESIGNATED BY SHALL BE SPOT COATED.
- SHADDED AREAS INDICATE CONCRETE REMOVAL.

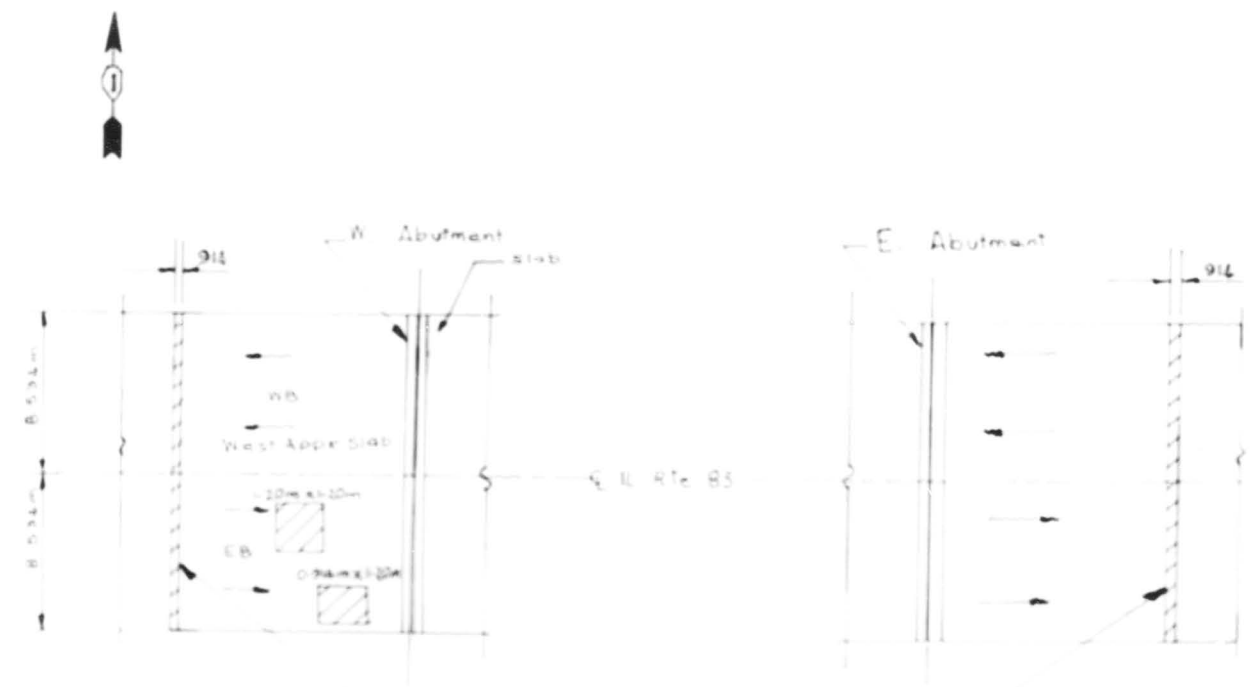


SECTION A-A PROP. EXPANSION JOINT

REVISIONS	
NO.	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ILL. 23 (SIBLEY BLVD)  
 OVER MOPAC R.R.**  
**EXPANSION JOINT REPAIR DETAILS**  
 S/N: 016-0955  
 SCALE: 1/4" = 1'-0"  
 DATE: \_\_\_\_\_ DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_





**PAVEMENT RELIEF JOINT REPAIR**  
 (SEE EXPANSION JOINT REPAIR DETAIL)  
 (SEE TYPICAL PLAN)

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Approach Slab Repair (Full Depth)	Sq. m.	2.5

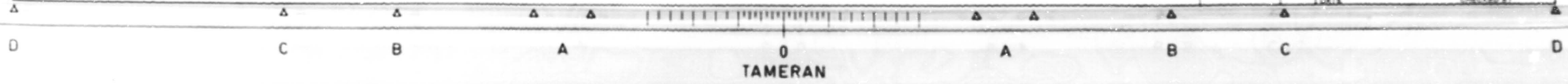
**NOTE:**  
 PAVEMENT RELIEF JOINT REPAIR AT APPROACH SLAB WILL BE PAID FOR AS EXPANSION JOINT REPAIR, PER METER, MEASURED COMPLETE IN PLACE.

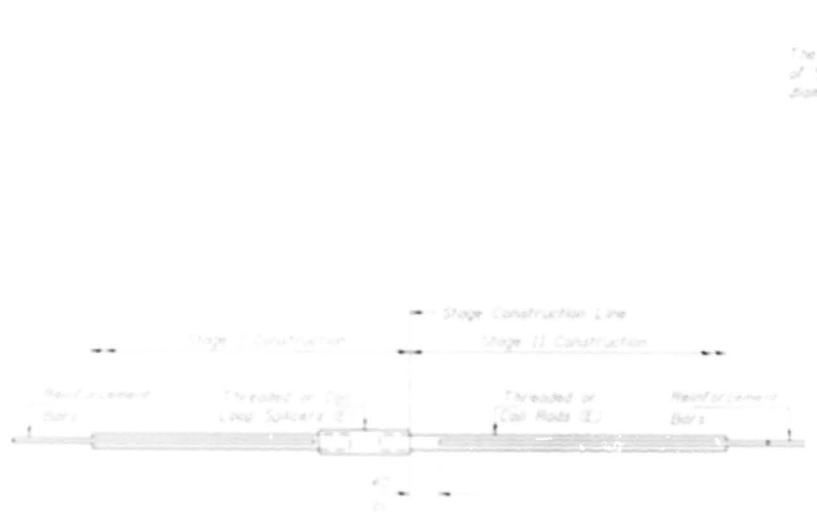
**REVISIONS**

NO.	DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ILL. 83 (SIBLEY BLVD)**  
**OVER MOPAC R.R.**  
**APPROACH SLAB REPAIR**

SCALE: 1/8" = 1'-0"  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 DESIGNED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_



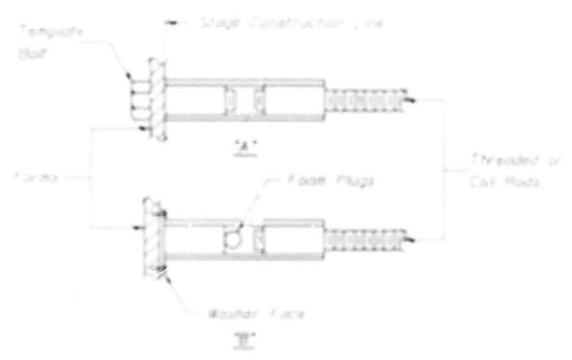


**SPLICER DETAIL**

Bar Size	No. Req'd. Splicers
#15	48



**SPLICER ALTERNATIVES**  
 Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or L7 may be used.



**INSTALLATION AND SETTING METHODS**  
 'A' - Set splicer by means of a temporary bolt.  
 'B' - Set splicer by holding to wood forms or cementing to steel forms.  
 'E' - Indicates epoxy coating.

**NOTES**

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop a tension of not less than 225 percent of the yield strength of the spliced reinforcement bars.  
 Steel Splicer rods shall be of minimum 400 MPa yield strength, maximum allowed full weight A3 reinforcement bars shall be lapped and tied to the splicer rods.  
 Splicer (coupler) assembly shall be epoxy coated in accordance with the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

- 1. Minimum Capacity =  $1.25 \times A_s \times f_y \times K_1$   
(Tension in kN)
- 2. Minimum Pull out Strength =  $1.25 \times A_s \times f_{c,28} \times K_2$   
(Tension in kN)

where  $f_y$  = yield strength of spliced reinforcement bars in MPa  
 $f_{c,28}$  = Allowable tensile stress in spliced reinforcement bars in MPa (Service Load)  
 $A_s$  = Tensile stress area of spliced reinforcement bars (mm<sup>2</sup>)  
 \* = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

#15 bar lap with 20 mm # Splicer (Coupler) + 630 mm Splicer Rods	Minimum Capacity = 230 kN Tension Minimum Pull out Strength = 40 kN Tension
#20 bar lap with 25 mm # Splicer (Coupler) + 790 mm Splicer Rods	Minimum Capacity = 290 kN Tension Minimum Pull out Strength = 50 kN Tension
#25 bar lap with 30 mm # Splicer (Coupler) + 1,04 mm Splicer Rods	Minimum Capacity = 370 kN Tension Minimum Pull out Strength = 65 kN Tension
#30 bar lap with 36 mm # Splicer (Coupler) + 1,27 mm Splicer Rods	Minimum Capacity = 470 kN Tension Minimum Pull out Strength = 80 kN Tension

Bar splicer assemblies shall be in accordance with Section 708 of the Standard Specifications, except as noted. The fabricating and installation of bar splicer assemblies will be measured and paid for at the contract unit price work for "BAR SPLICERS".  
 All dimensions are in millimeters unless except as noted.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION 311 RTE. 83 (SIBLEY BLVD.) OVER MOPAC RAILROAD BAR SPLICER (COUPLER) DETAILS S.N. 016-0955 DRAWN BY CHECKED BY
NAME	DATE	



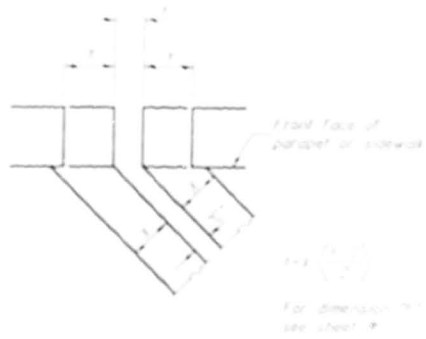
JOINT SIZE	20" or 30"	24" or 30"	30" or 36"
NO.	50	50	40 Min.
65	65	65	45 Min.
80	75	85	65 Min.

**INSTALLATION NOTES**

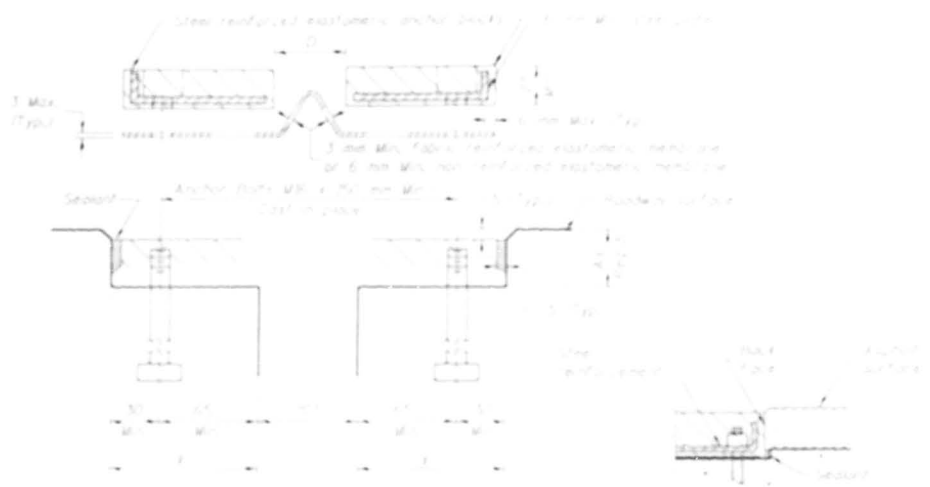
1. Install neoprene members into position shown in this figure.
2. Install parapet or sidewalk joint in roadway top 1/2" to 1" before paving.
3. Install surface and curbs.
4. Install joint covers as shown.
5. Seal with mastic caulking at joints and on the joints.

**SKIEW LIMITATIONS**

The maximum skew angle for the joint shall not exceed 15 degrees. For skew angles greater than 15 degrees, the joint blocks and the neoprene members shall be installed in accordance with the manufacturer's instructions. A maximum skew angle of 15 degrees shall be maintained at the edge of the joint. The joint shall be installed in the roadway with the joint blocks parallel to the top of the parapet with the joint blocks perpendicular to the joint.



**FORMING BLOCKOUT SKETCH**

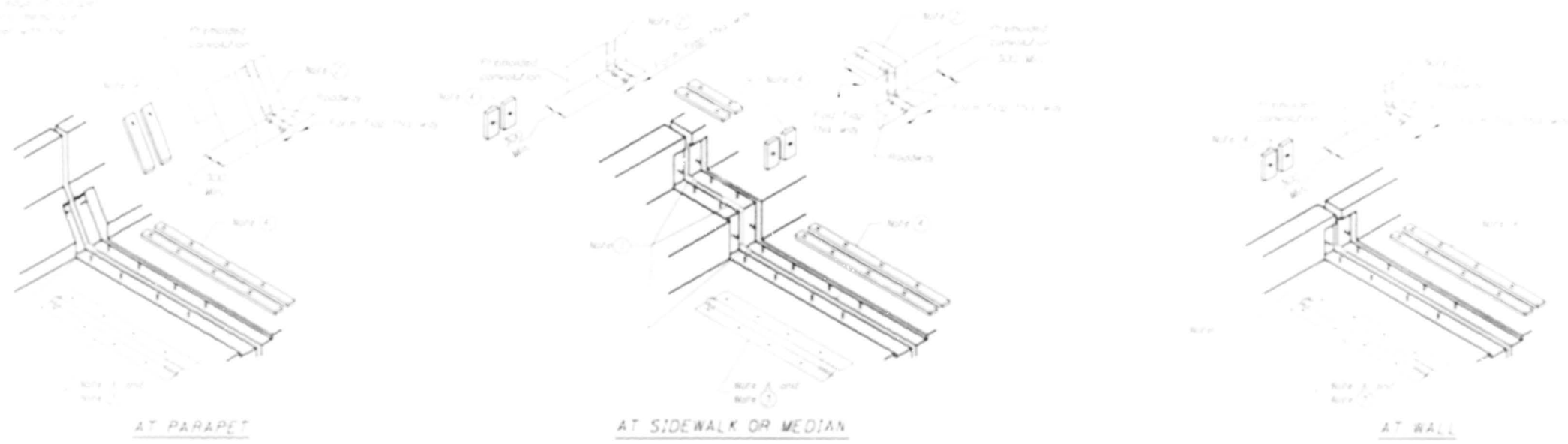


**CROSS SECTION**

**ANCHOR BLOCK REINFORCEMENT WITH ASPHALT SURFACE**

**GENERAL NOTES**

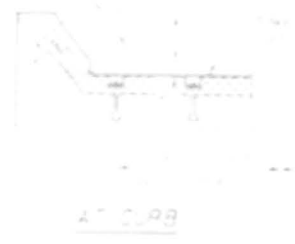
1. The joint shall be installed in the roadway with the joint blocks parallel to the top of the parapet with the joint blocks perpendicular to the joint.
2. The joint shall be installed in the roadway with the joint blocks parallel to the top of the parapet with the joint blocks perpendicular to the joint.
3. The joint shall be installed in the roadway with the joint blocks parallel to the top of the parapet with the joint blocks perpendicular to the joint.
4. The joint shall be installed in the roadway with the joint blocks parallel to the top of the parapet with the joint blocks perpendicular to the joint.
5. The joint shall be installed in the roadway with the joint blocks parallel to the top of the parapet with the joint blocks perpendicular to the joint.



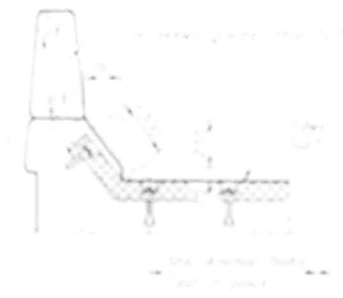
**AT PARAPET**

**AT SIDEWALK OR MEDIAN**

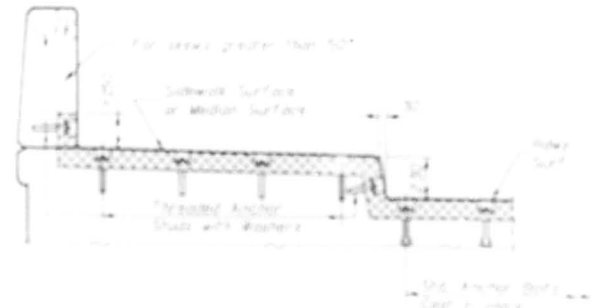
**AT WALL**



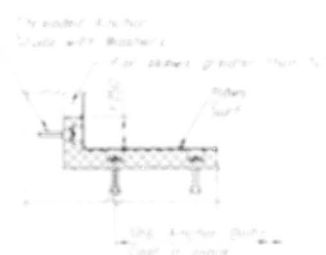
**AT CURB**



**AT PARAPET**



**AT SIDEWALK OR MEDIAN  
TYPICAL END TREATMENTS**



**AT WALL**

REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 315 N. RTE. 83 ISIDLEY BLVD.  
 OVER MOPAC RAILROAD  
 NEOPRENE EXPANSION JOINT  
 S.N. 016-0955  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]

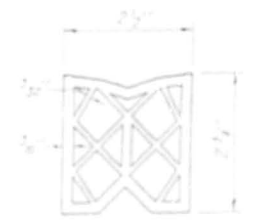


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

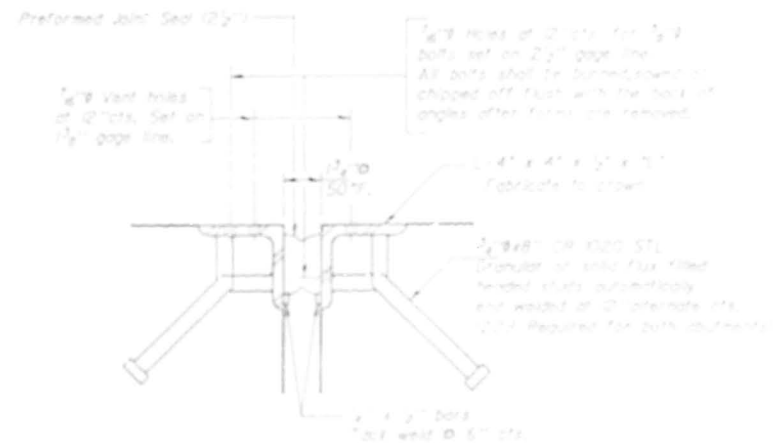
347 1000 4  
SHEET S6 OF S13

TABLE OF "L" DIMENSIONS

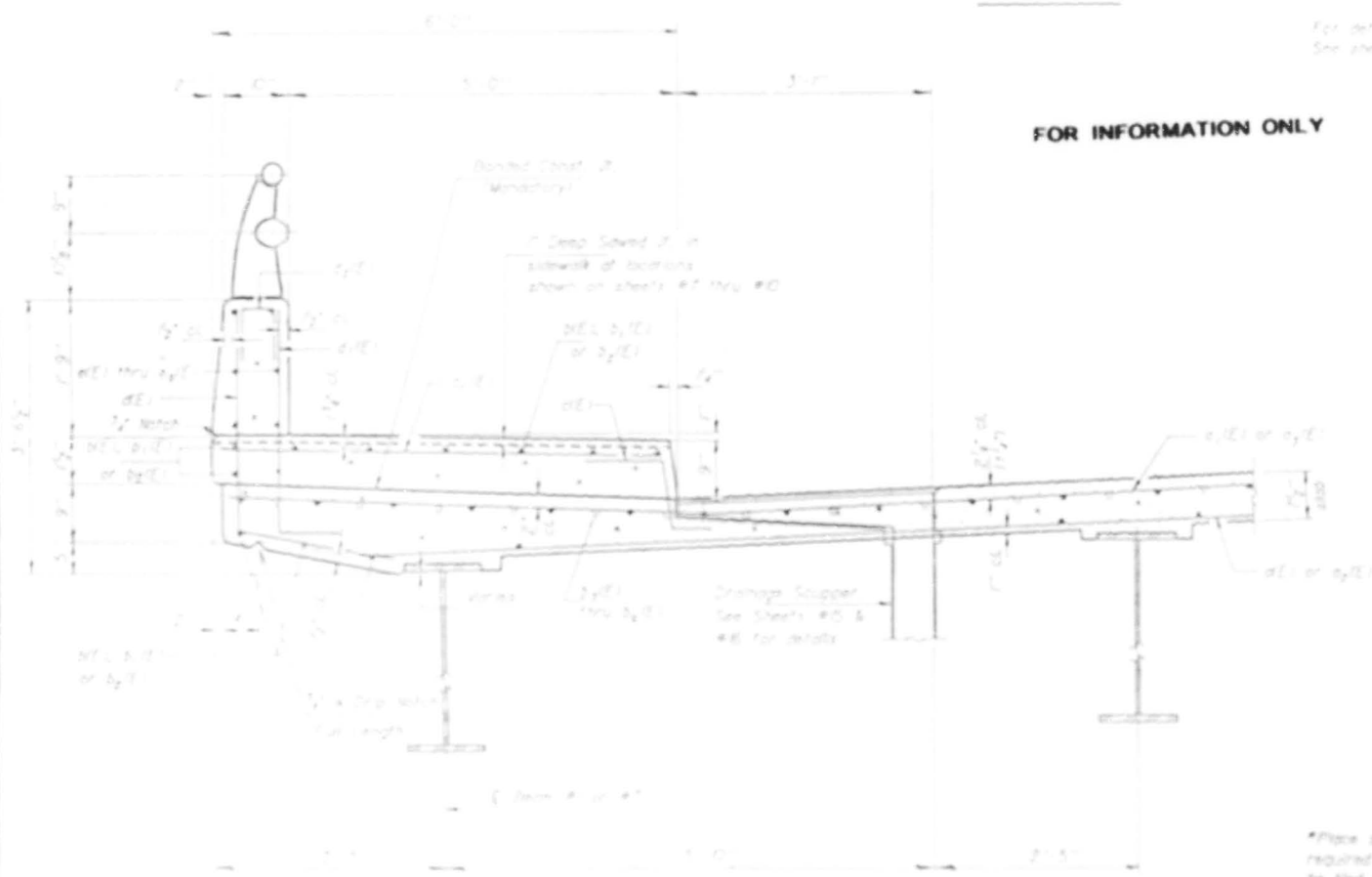
Location	Span	Notes
Stage I Const.	4' 1 1/2"	
Stage II Const.	4' 1 1/2"	



PREFORMED JOINT SEAL (2 1/2")

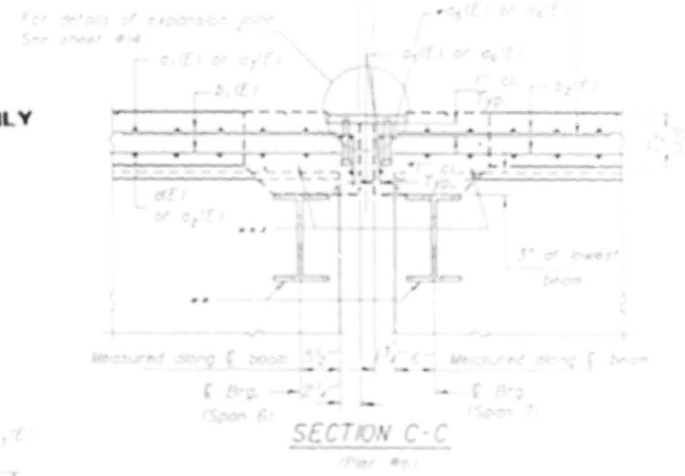


DETAIL "A"

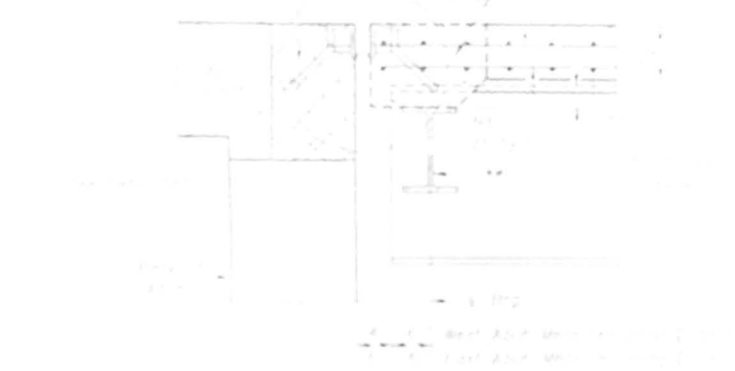


SECTION THRU SIDEWALK

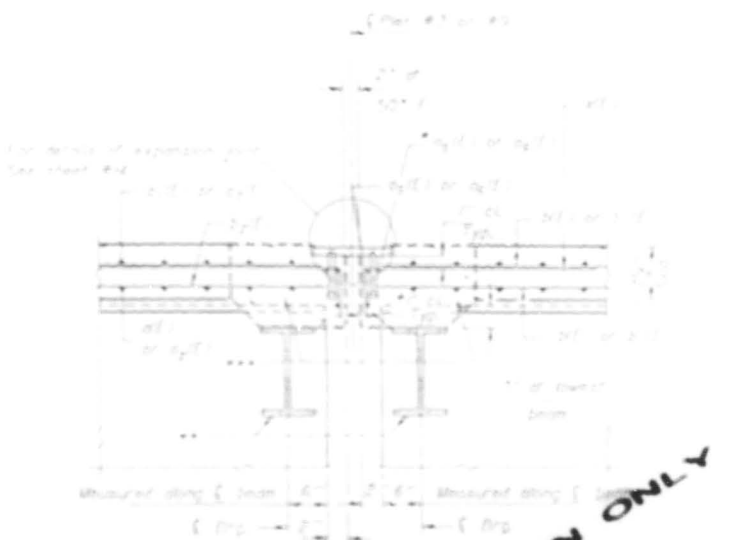
FOR INFORMATION ONLY



SECTION C-C



SECTION A-A



SECTION B-B

FOR INFORMATION ONLY

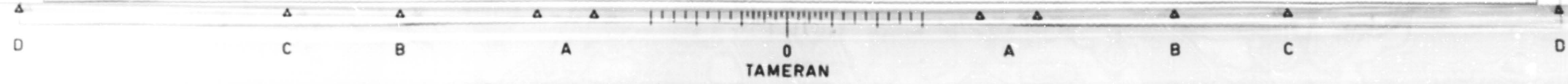
SN 016-0955  
SUPERSTRUCTURE DETAILS  
F.A.II, RT. 1602, SEC. 100-VB-BR1B2  
COOK COUNTY  
STA. 170-43.00

\*Place dE1 or dE2 bars in back of anchor bolt as shown if required to maintain 7" or 10" depth. Anchor bolts should be tied to these bars.  
\*\*Discharge D between beams #4 & #5 shall be placed during Stage II Construction.  
\*\*\*Block-Out of Stage Construction shall be cast during Stage II Construction.

FOR INFORMATION ONLY

NOTE: Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

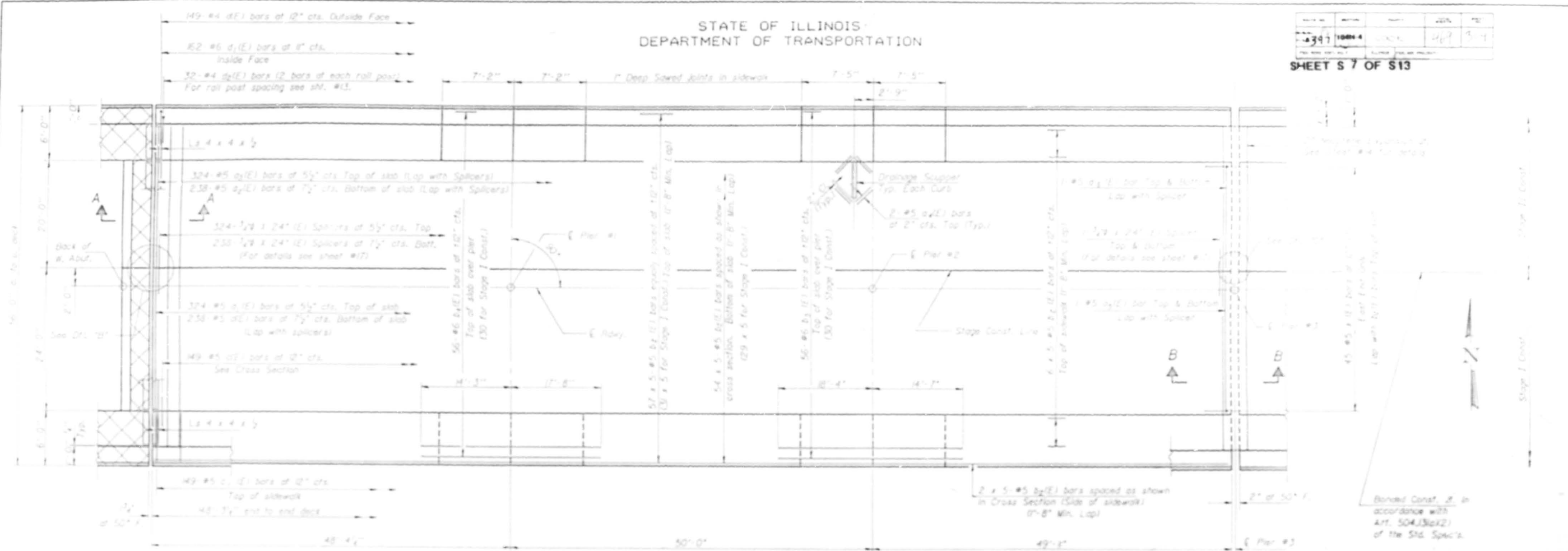
DESIGNED: [Signature]  
CHECKED: [Signature]  
DATE: [Signature]  
APPROVED: [Signature]



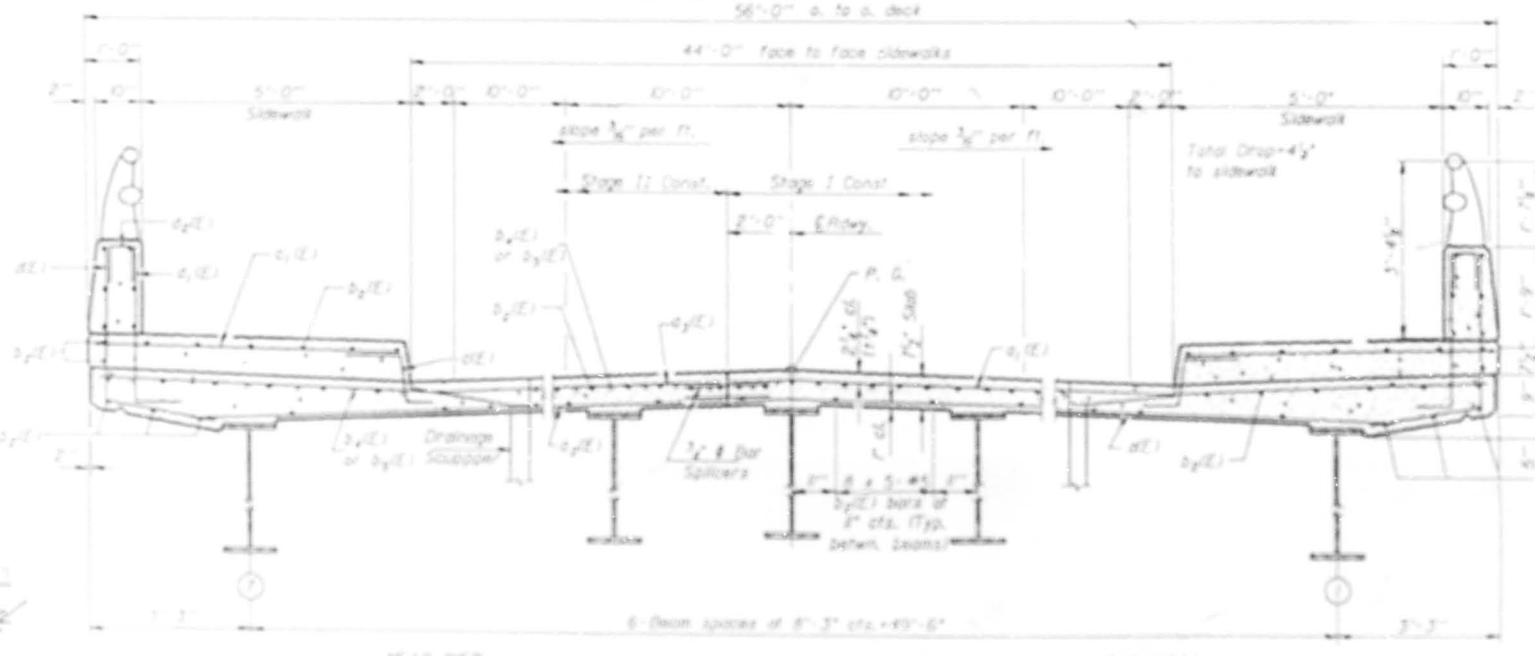
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	REV.
4/27/84	1
4/27/84	2
4/27/84	3
4/27/84	4

SHEET 57 OF 513



PLAN



CROSS SECTION  
(Looking East)

FOR INFORMATION ONLY

Notes: See sheets #6, #12 & #13 for superstructure details and Bill of Material.  
Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.  
Bars indicated thus 20 x 3 #5 etc. indicates 20 lines of bars with 3 lengths per line.  
All edges shall have standard 1/2" chamfers.  
See sheet #6 for Sections of Abutments and Piers.  
Cross hatched areas shall be poured after superstructure forms have been removed.

FOR INFORMATION ONLY

DESIGNED: [Signature]  
CHECKED: [Signature]  
DRAWN: [Signature]  
APPROVED: [Signature]

SN 016-0955  
SUPERSTRUCTURE  
(SPANS 1, 2 & 3)  
F.A.U. RT. 1602 SEC. 100-VB-BR(B2)  
COOK COUNTY  
STA. 170+43.00

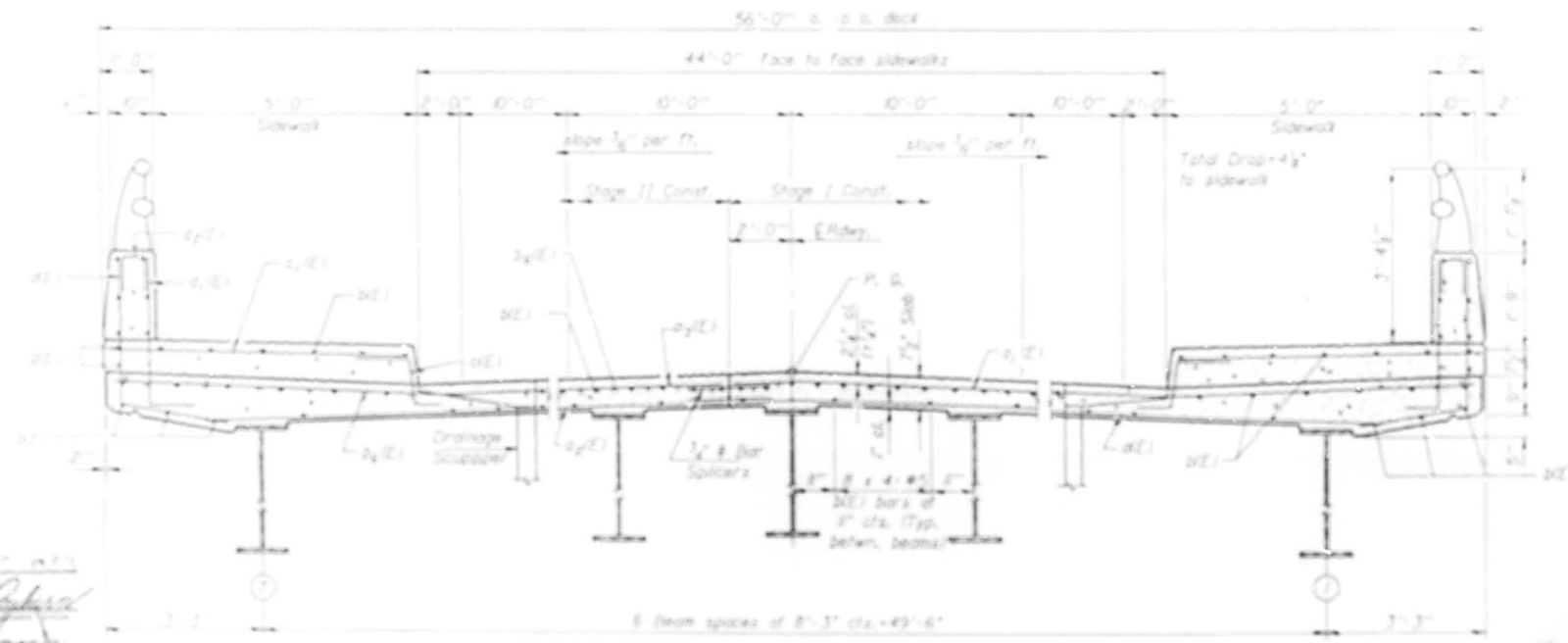
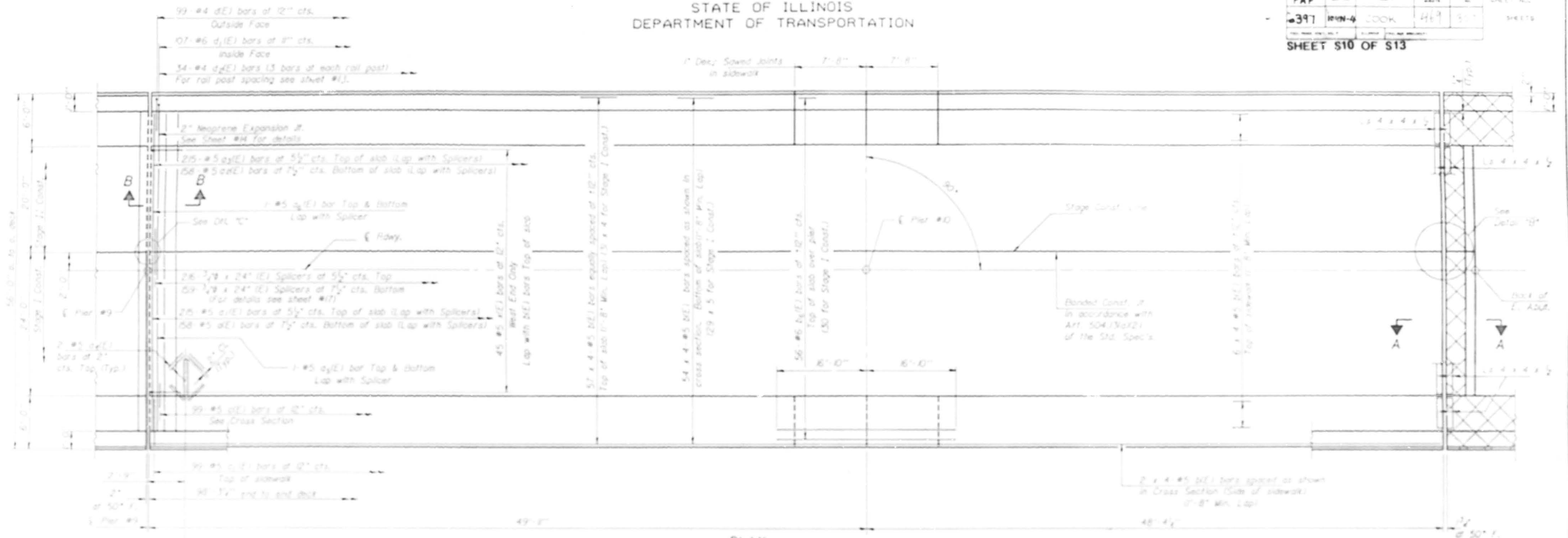




STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAP	REV	DATE	BY	CHKD	SHEET NO.
397	10/19/04	LOOK	449	5/11	13 OF 13

SHEET S10 OF S13

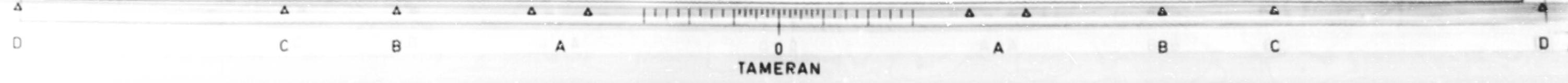


Notes: See sheets #1, #2 & #3 for superstructure details and SD of members.  
Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.  
Bars indicated thus 2/5 x 3 #5 etc. indicates 2/5 lines of bars with 3 lengths per line.  
All edges shall have standard 3/4" chamfers.  
See sheet #4 for Sections of Abutments and Piers.  
Cross hatched areas shall be poured after superstructure forms have been removed.

FOR INFORMATION ONLY

DESIGNED	DATE	APPROVED
CHECKED	DATE	APPROVED
DRWN	DATE	APPROVED
CHECKED	DATE	APPROVED

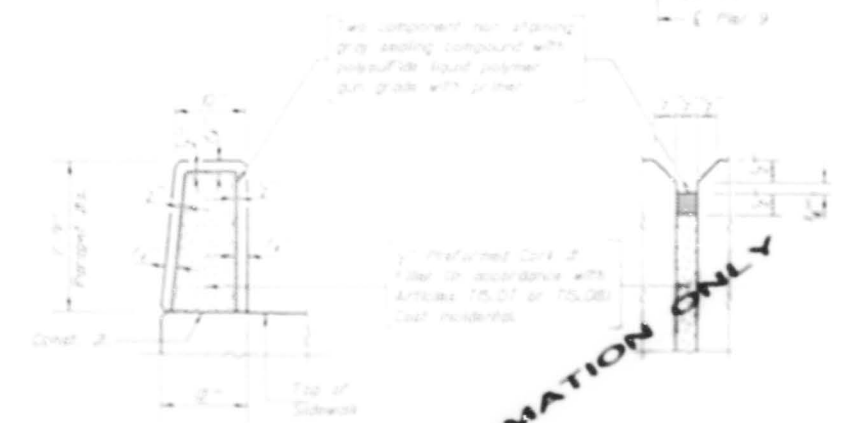
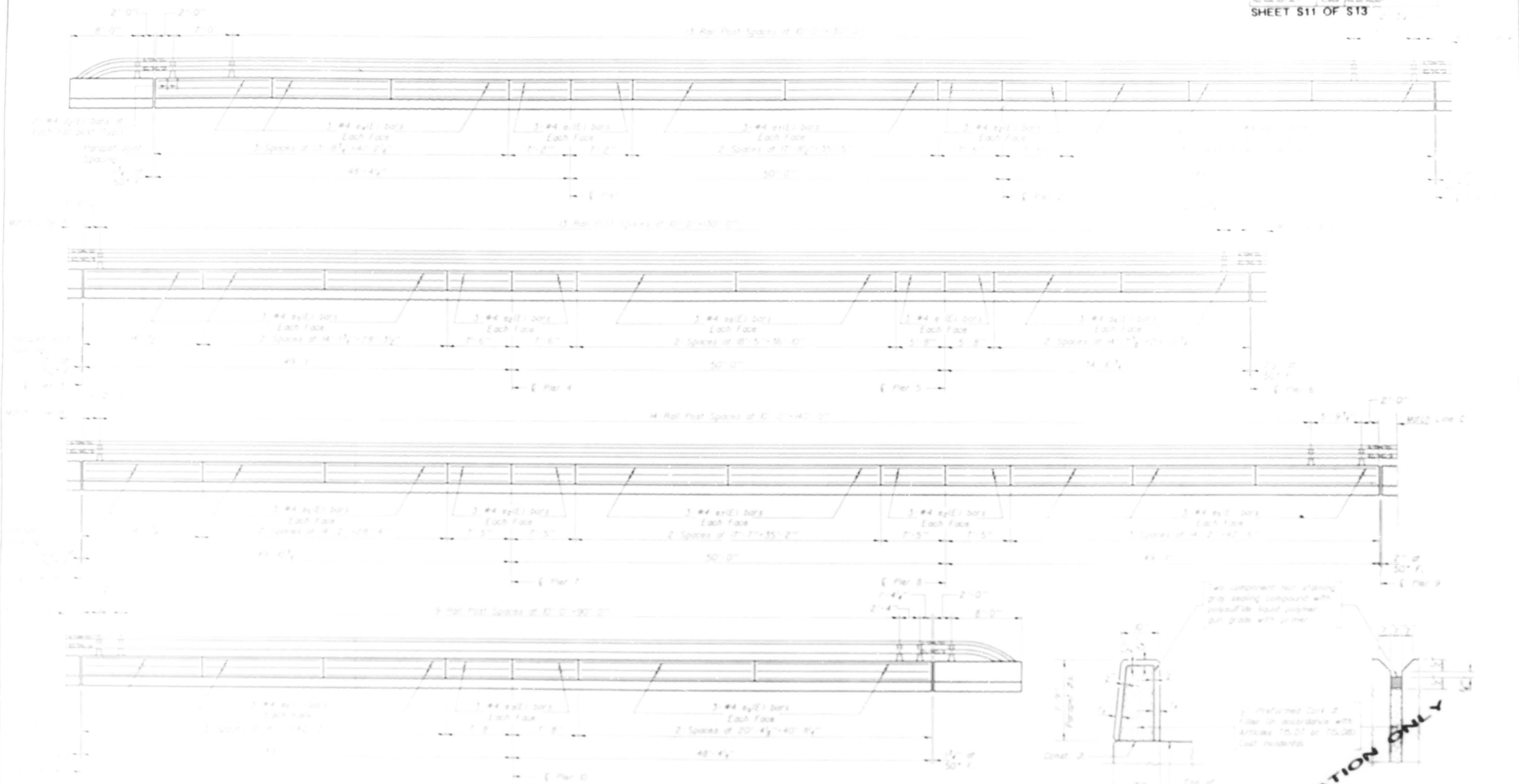
SN 016-0955  
SUPERSTRUCTURE  
(SPANS II AND III)  
F.A.U. RT. 1602 SEC. RD-VB-BR(B2)  
COOK COUNTY  
STA. 170+43.00



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

1:4	1:8	1:16	1:32	1:64	SHEET NO.
1:4	1:8	1:16	1:32	1:64	11

SHEET 511 OF 513



**FOR INFORMATION ONLY**

SN 016-0955  
SUPERSTRUCTURE DETAILS  
F.A.U. RT. 1602 SEC. 100-VB-BR1821  
DUKE COUNTY  
STATION 170+43.00

INSIDE ELEVATION OF PARAPETS AND RAIL POST SPACING

For Rail Details, see sheet #20.  
For Bar Details and Quantities of  
Class 3 Concrete for parapets on  
superstructure see sheet #42.

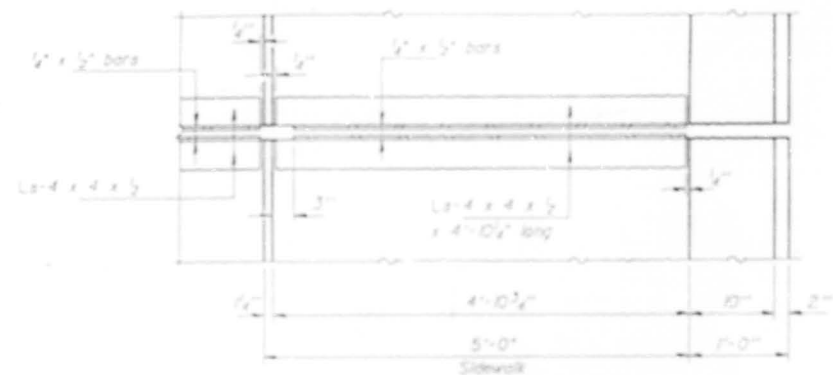
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CHECKED BY: [Signature]  
APPROVED BY: [Signature]



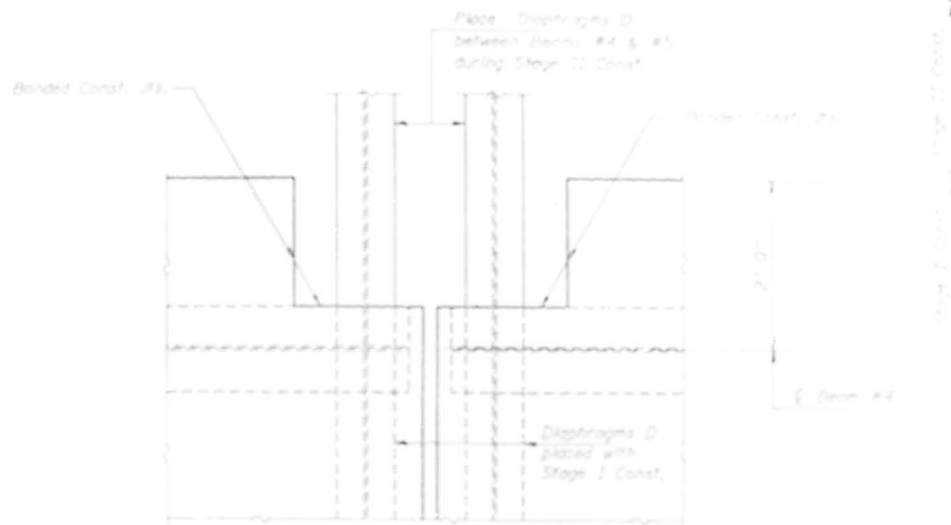


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

347 1000-A COOK 411 509  
SHEET S12 OF S13

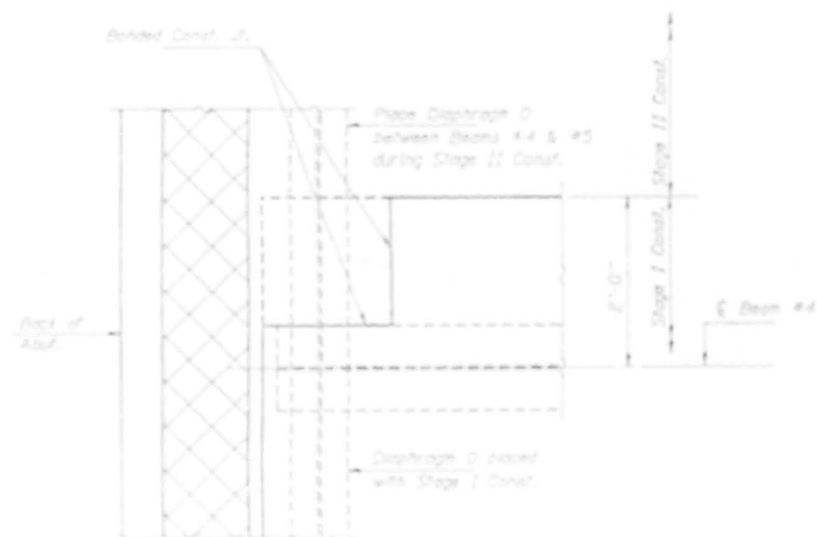


PLAN OF EXPANSION JT.  
AT ABUTMENTS



DETAIL 'C'

FOR INFORMATION ONLY



DETAIL 'B'



TYPICAL END OF SEAL  
TREATMENT



SEAL CUT-OUT DETAIL

BILL OF MATERIAL

Item	Quantity	Size	Unit
1	1.00	#5	20'
2	1.00	#5	20'
3	1.00	#5	20'
4	1.00	#5	20'
5	1.00	#5	20'
6	1.00	#5	20'
7	1.00	#5	20'
8	1.00	#5	20'
9	1.00	#5	20'
10	1.00	#5	20'
11	1.00	#5	20'
12	1.00	#5	20'
13	1.00	#5	20'
14	1.00	#5	20'
15	1.00	#5	20'
16	1.00	#5	20'
17	1.00	#5	20'
18	1.00	#5	20'
19	1.00	#5	20'
20	1.00	#5	20'
21	1.00	#5	20'
22	1.00	#5	20'
23	1.00	#5	20'
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25	1.00	#5	20'
26	1.00	#5	20'
27	1.00	#5	20'
28	1.00	#5	20'
29	1.00	#5	20'
30	1.00	#5	20'
31	1.00	#5	20'
32	1.00	#5	20'
33	1.00	#5	20'
34	1.00	#5	20'
35	1.00	#5	20'
36	1.00	#5	20'
37	1.00	#5	20'
38	1.00	#5	20'
39	1.00	#5	20'
40	1.00	#5	20'
41	1.00	#5	20'
42	1.00	#5	20'
43	1.00	#5	20'
44	1.00	#5	20'
45	1.00	#5	20'
46	1.00	#5	20'
47	1.00	#5	20'
48	1.00	#5	20'
49	1.00	#5	20'
50	1.00	#5	20'
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74	1.00	#5	20'
75	1.00	#5	20'
76	1.00	#5	20'
77	1.00	#5	20'
78	1.00	#5	20'
79	1.00	#5	20'
80	1.00	#5	20'
81	1.00	#5	20'
82	1.00	#5	20'
83	1.00	#5	20'
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85	1.00	#5	20'
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90	1.00	#5	20'
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92	1.00	#5	20'
93	1.00	#5	20'
94	1.00	#5	20'
95	1.00	#5	20'
96	1.00	#5	20'
97	1.00	#5	20'
98	1.00	#5	20'
99	1.00	#5	20'
100	1.00	#5	20'

FOR INFORMATION ONLY

DESIGNED: *[Signature]*  
CHECKED: *[Signature]*  
DRAWN: *[Signature]*  
CHECKED: *[Signature]*

EXAMINED: *[Signature]*  
APPROVED: *[Signature]*

September 7, 1953



FOR INFORMATION ONLY

FOR INFORMATION ONLY

SN 016-0855  
SUPERSTRUCTURE DETAILS  
F.A.U. RT. 1602 SEC. 100-VB-BR182)  
COOK COUNTY  
STA. 170+43.00



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE: 10/14/14  
397 LOW 4 200K  
SHEET S13 OF S13

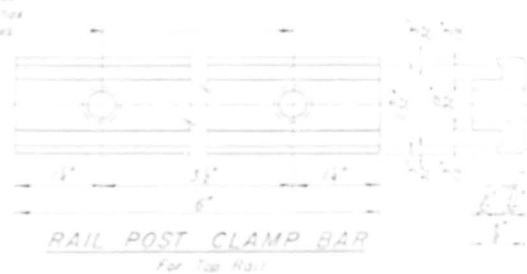


SECTION THRU TOP RAIL



SECTION THRU SPlice TOP RAIL

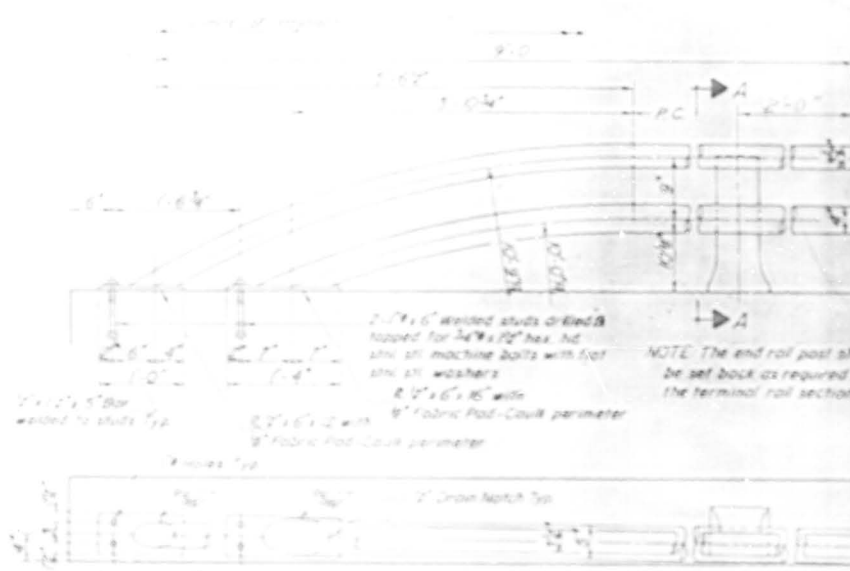
Drill & tap for 1/2 inch dia. hex head cap screws



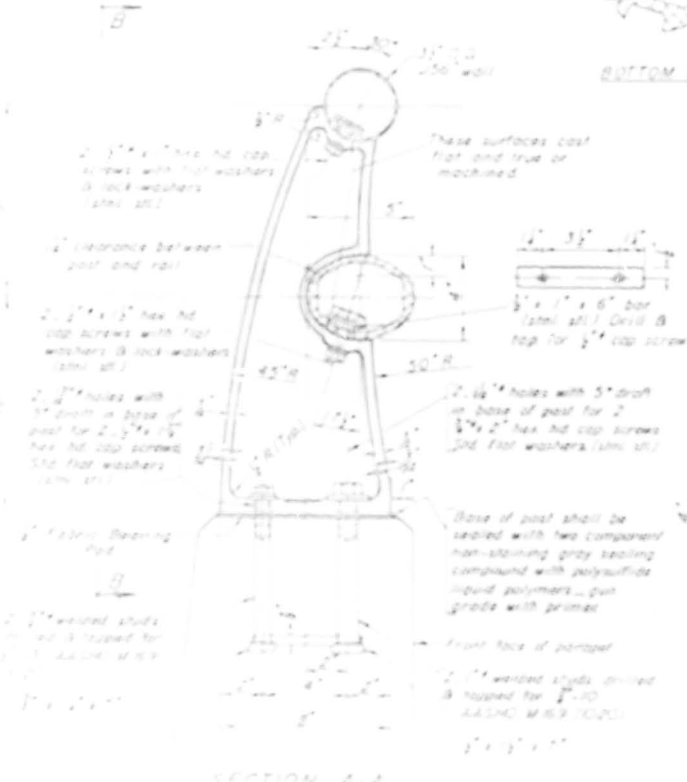
Bevel corners 45° chamfer



RAIL SPLICE



RAIL TERMINAL SECTION



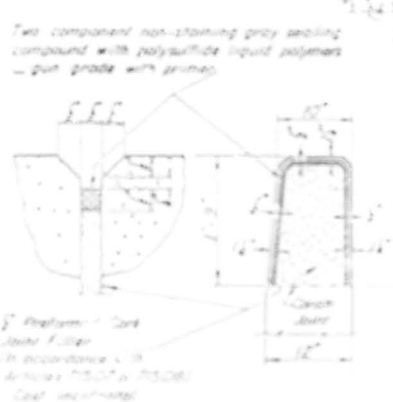
SECTION A-A



SEC THRU ELLIPTICAL RAIL SECTION



SEC THRU SPLICE



PARAPET JOINT DETAIL

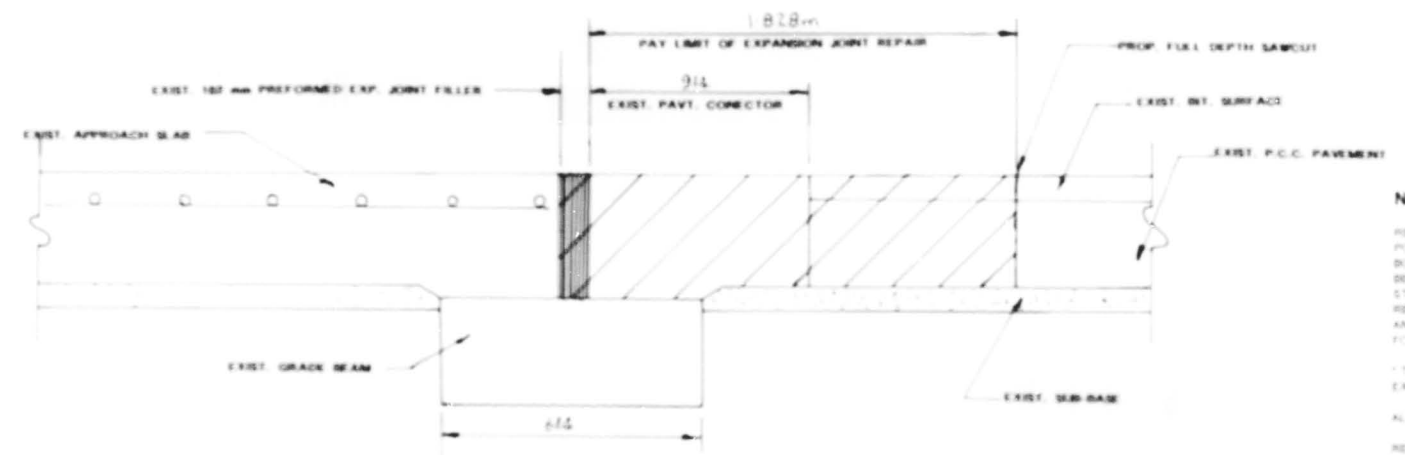
BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin. Ft.	1100

TYPE L  
ALUMINUM RAILING  
FAU RT1602 SEC. 310 VB-BR150  
COOK COUNTY  
STA 170+43.00

SN 016-0955

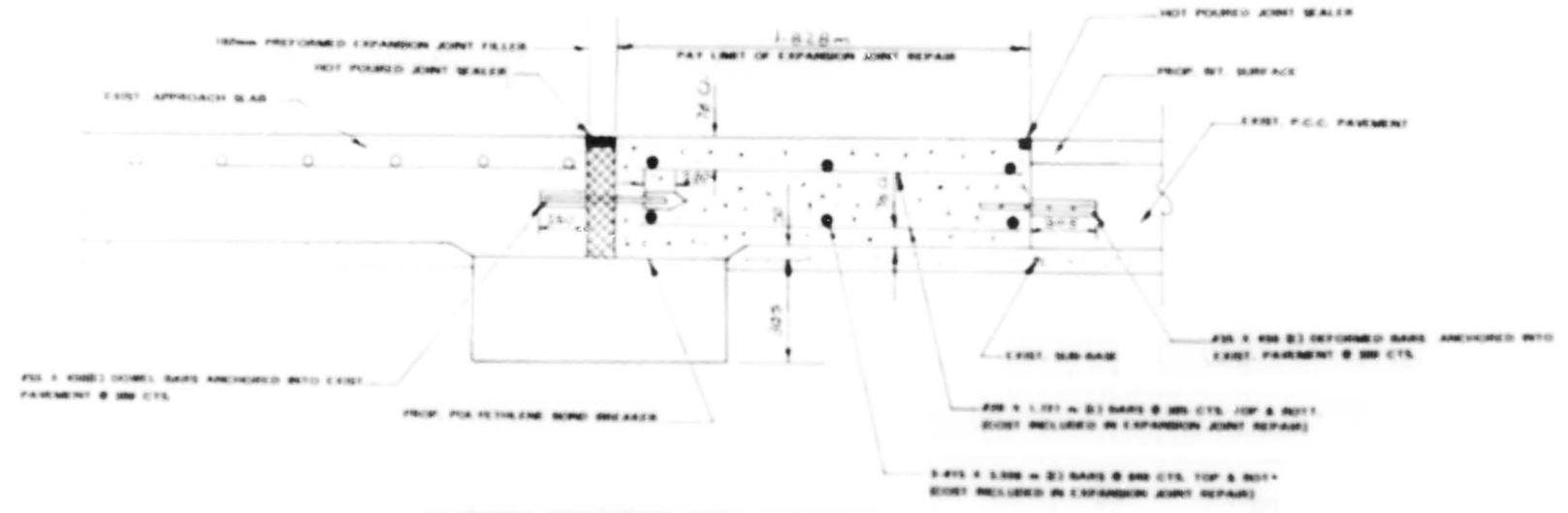
FOR INFORMATION ONLY



EXISTING EXPANSION JOINT REPAIR AT BRIDGE APPROACH SLAB

NOTE:

REMOVAL OF THE EXISTING CONCRETE SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 501. THE NEW CONCRETE, REINFORCEMENT BARS, POLYETHYLENE BOND BREAKER, HOT POURED JOINT SEALER, AND PREFORMED EXPANSION JOINT SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 502 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID PER FOOT FOR EXPANSION JOINT REPAIR MEASURED ALONG THE CENTER OF THE JOINT.  
 ANY REPAIRS TO BE PERFORMED ON THE APPROACH SLAB SHALL BE PAID FOR SEPARATELY FOR APPROACH SLAB REPAIR, FULL DEPTH.  
 \* THIS WORK SHALL CONSIST OF THE COMPLETE REMOVAL & REPLACEMENT OF THE EXPANSION JOINT AS SHOWN AND AS DESCRIBED HEREIN.  
 ALL DIMENSIONS ARE IN MILLIMETERS (MM) EXCEPT AS NOTED.  
 REINFORCEMENT BARS DESIGNATED "D" SHALL BE EPOXY COATED.  
 HATCHED AREAS INDICATES CONCRETE REMOVAL.

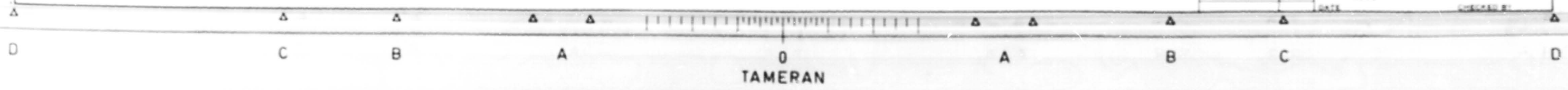


PROPOSED EXPANSION JOINT REPAIR AT BRIDGE APPROACH SLAB

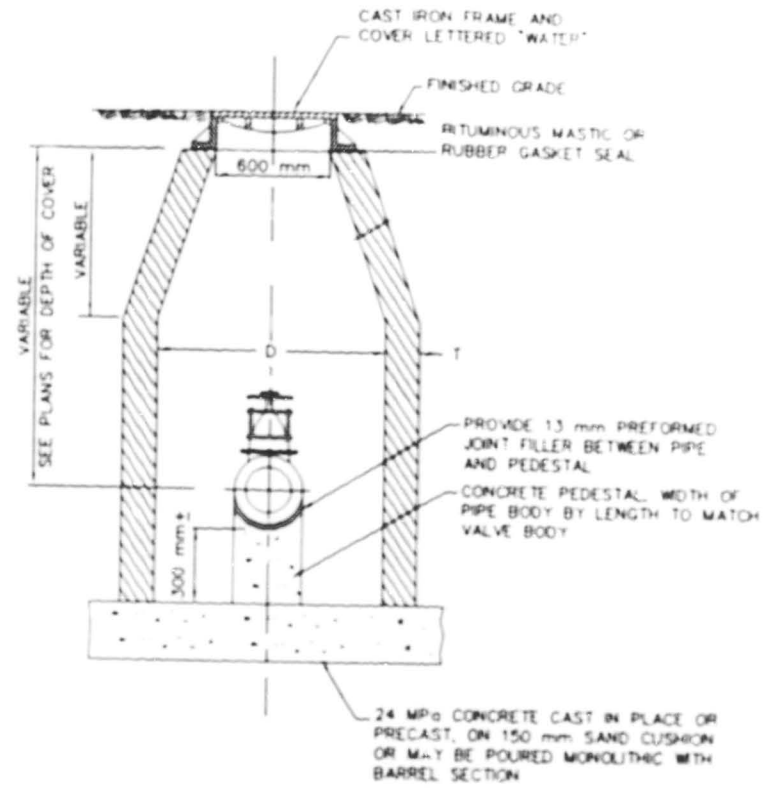
REVISIONS	
NO.	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ILL. RT. 83 (SIBLEY BLVD.)**  
**EXPANSION JOINT REPAIR**  
**AT BRIDGE APPROACH SLAB**

SCALE: VERT. 1"=4'-0"  
 HORIZ. 1"=4'-0"  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_



MATERIAL WALL THICKNESS (T)  
 PRECAST CONC. - MIN. 0.08 "D"  
 CAST-IN-PLACE CONC. MIN. 150 mm



NOTE: VALVE VAULT DIA. SHALL BE 1.2 m FOR 200 mm AND SMALLER VALVES AND 1.5 m FOR 250 mm AND LARGER VALVES.  
 D = DIAMETER OF MANHOLE

NOTES:

- PAYMENT WILL BE ACCORDING TO: VALVE VAULT, TYPE A, I.F.W. (IF EXIST. VALVE BOX, PER EACH, COMPLETE IN PLACE WITH TYPE I FRAME AND CLOSED LID, WITH "WATER" CAST IN LID ACCORDING TO STANDARD SPEC.)
- STEPS WILL NOT BE REQUIRED.
- THE EXISTING VALVE BOX TO BE REMOVED AND REPLACED WITH A VALVE VAULT IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED VALVE VAULTS  
 TYPE A  
 VILLAGE OF SOUTH HOLLAND

REVISIONS	
NO.	DATE

SCALE: 1/8" = 1'-0"

DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_

