F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61E68		

04-27-2018 LETTING ITEM 181

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

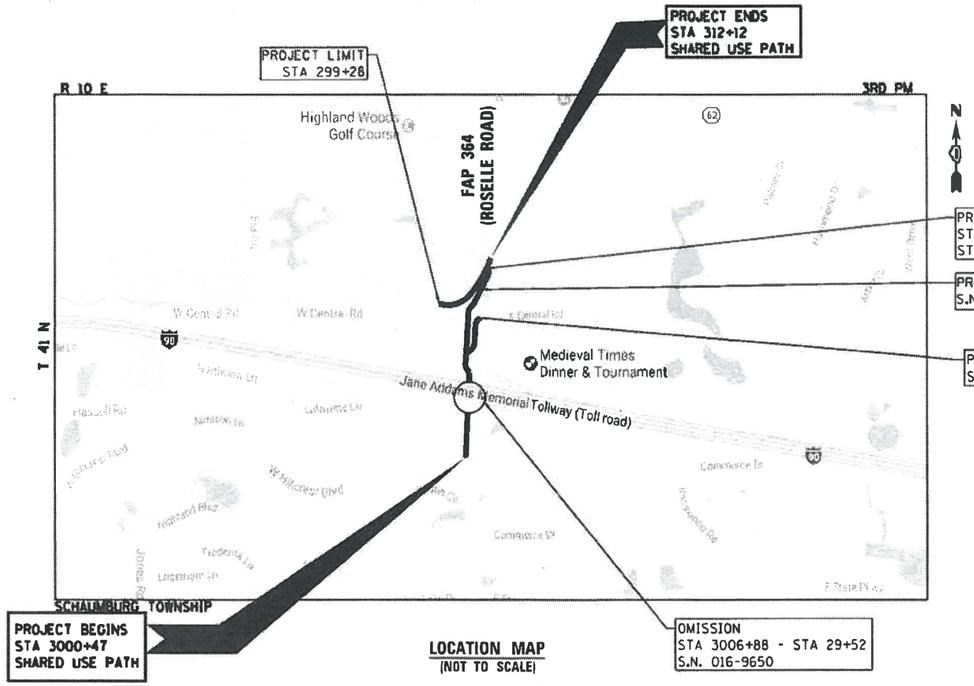
FAP 364 (ROSELLE ROAD)
FAU 1102 (HILLCREST BOULEVARD) TO FAU 1299 (CENTRAL ROAD)
PEDESTRIAN BRIDGE AND SHARED USED PATH
SECTION 14-00113-00-BT
PROJECT NO. U2M9(501)
VILLAGE OF SCHAUMBURG
COOK COUNTY
C-91-211-16

INDEX OF SHEETS
SEE SHEET 2 FOR INDEX OF SHEETS

HIGHWAY STANDARDS
SEE SHEET 2 FOR LIST OF HIGHWAY STANDARDS

DISTRICT 1 DETAILS
SEE SHEET 2 FOR LIST OF DISTRICT 1 DETAILS

TRAFFIC DATA
ROSELLE ROAD
ADT = 35,800
CENTRAL ROAD
ADT = 9,500
HILLCREST BOULEVARD
ADT = 5,050



LOCATION MAP
(NOT TO SCALE)

GROSS LENGTH = 3,640.73 FEET (0.690 MILES)
NET LENGTH = 2,450.20 FEET (0.464 MILES)

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved February 14, 2018
Village of Schaumburg, Director of Public Works and Engineering

Approved 2-15, 2018
Forest Preserve District of Cook County, General Superintendent
Chris Lend. Arch

Passed FEBRUARY 15, 2018
Christopher Holt
District 1 Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review FEBRUARY 16, 2018
Anthony J. Quigley /CMB
Regional Engineer

Ciorba Group, Inc.

DESIGN FIRM
REGISTRATION NUMBER

184-001016

CONSULTING ENGINEERS
SUITE 402, 5507 NORTH CUMBERLAND AVE
CHICAGO, ILLINOIS 60656 :: (773) 775-4009

CONSULTANT ENGINEER: DUANE J. O'LAUGHLIN, P.E. CIORBA GROUP, INC
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. SCHAUMBURG, IL

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

SALVATORE C. DI BERNARDO
081-005830
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS
DATE 2/14/2018
SEAL EXPIRES 11/30/2018

DUANE O'LAUGHLIN
062-252501
LICENSED PROFESSIONAL ENGINEER
OF ILLINOIS
DATE 2/14/2018
SEAL EXPIRES 11/30/2019

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 61E68

INDEX OF SHEETS

LIST OF IDOT HIGHWAY STANDARDS

STANDARD NO.	LIST OF DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-12	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
483001-05	PCC SHOULDER
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15• (375 MM) THRU 84• (2100 MM) DIAMETER
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION ••
601001-05	PIPE UNDERDRAINS
602011-02	CATCH BASIN, TYPE C
602401-04	MANHOLE, TYPE A
602601-05	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-04	FRAME AND LIDS, TYPE 1
604036-03	GRATE, TYPE 8
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630301-08	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5mm) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS > 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS

•• THIS DETAIL IS ONLY APPLIED TO THE PAY ITEM: END SECTION 12".

LIST OF IDOT DISTRICT 1 DETAILS

TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS". ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST I.D.O.T. STANDARD.

2. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING A MINIMUM OF 72 HOURS PRIOR TO THE COMMENCEMENT OF WORK.
   - THE RESIDENT ENGINEER
   - THE VILLAGE OF SCHAUMBURG PUBLIC WORKS DEPARTMENT AT 847-317-7245

3. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET TO THE SATISFACTION OF THE ENGINEER.

4. THE CONTRACTOR IS RESPONSIBLE TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.

5. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE IN ACCORDANCE WITH THE VILLAGE OF SCHAUMBURG ORDINANCES AND STANDARDS.

6. WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION AND ELEVATIONS OF UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO LOCATION AND ELEVATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDERS. THE ENGINEER AND THE OWNER ASSUME NO RESPONSIBILITY WHATEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION AND ELEVATION OF UTILITY FACILITIES, NOR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE ACTUAL LOCATION AND ELEVATION OF ALL UTILITIES. THE CONTRACTOR SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION AND ELEVATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.

7. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS AND LOCATIONS OF ALL EXISTING INFORMATION AS SHOWN ON THE PLANS AND NOTIFY THE ENGINEER OF ALL DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORK. EXISTING UNDERGROUND UTILITIES SHALL BE EXPOSED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION TO DETERMINE IF A PROBLEM OR CONFLICT EXISTS WITH THE PROPOSED IMPROVEMENTS AND TO AVOID DELAYS IN THE PROGRESS OF THE WORK ONCE THE WORK COMMENCES.

8. THE CONTRACTOR SHALL MAINTAIN AND KEEP UP TO DATE A SET OF "RECORD DRAWINGS" SHOWING ALL CHANGES FROM THE ORIGINAL PLANS. THE CONTRACTOR SHALL DELIVER THE "RECORD DRAWINGS" TO THE ENGINEER WITHIN 30 DAYS OF COMPLETION OF THE PROJECT.

9. PERMITTED HOURS OF CONSTRUCTION PER VILLAGE ORDINANCE, THE CONTRACTOR SHALL BE REQUIRED TO CONFINE THE WORK ACTIVITY BETWEEN 7:00 AM-7:00 PM MONDAY THROUGH FRIDAY, 8:00 AM-5:00 PM SATURDAYS. WORK ON SUNDAYS SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE. NO WORK WILL BE PERMITTED ON SUNDAY OR VILLAGE OBSERVED HOLIDAYS WITHOUT THE ENGINEER'S WRITTEN APPROVAL. OVERNIGHT WORK SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 7 DAYS IN ADVANCE. FULL 15 MINUTE LANE CLOSURES SHALL BE COORDINATED WITH THE VILLAGE OF SCHAUMBURG. WORK ACTIVITY, AS INTENDED HEREIN, INCLUDES WARMING/STARTING UP/IDLING OF ANY MACHINERY OR ENGINES.

10. THE CONTRACTOR SHALL SUBMIT A PRE-PLANNED SEQUENCE (CONSTRUCTION SCHEDULE) OF THE WORK AT THE PRECONSTRUCTION MEETING FOR REVIEW AND APPROVAL. THE CONSTRUCTION SCHEDULE MUST BE APPROVED BY THE VILLAGE AND ENGINEER PRIOR TO THE START OF CONSTRUCTION.

11. THESE PLANS ARE PER DESIGN PLANS AND NOT AS-BUILT INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

12. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL JULIE AT 1-800-892-0123. ALSO CONTACT IDOT CMS AT 217-785-7500

13. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS TO NOT DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISION AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED, ADJUSTED OR MOVED.

EROSION CONTROL GENERAL NOTES

1. ALL AREAS LOCATED DOWNSTREAM FROM DISTURBED AREAS OF CONSTRUCTION SHALL BE PROTECTED FROM POTENTIAL INCREASE OF EROSION AND SEDIMENTATION RESULTING FROM UPSTREAM ACTIVITIES.

2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF CONSTRUCTION SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SODDING IS PERFORMED.

3. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO THE START OF DISTURBANCE.

4. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED; BUT IN NO CASE SHALL THESE MEASURES BE INSTALLED MORE THAN 7 DAYS AFTER THE CONSTRUCTION IN THIS AREA TEMPORARILY OR PERMANENTLY CEASES.

5. ALL STORM SEWER STRUCTURES THAT RECEIVE RUNOFF DURING CONSTRUCTION SHALL INCLUDE INLET PROTECTION FILTERS TO PREVENT DEBRIS AND EXCESSIVE SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM. THESE PROTECTIVE MEASURES SHALL BE PROPERLY INSTALLED, MAINTAINED, AND REMOVED IN THEIR ENTIRETY AFTER THE AREA TRIBUTARY TO THE STORM STRUCTURE IS STABILIZED.

6. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED.

7. REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL STRUCTURES AFTER A RAINFALL EVENT OF $\frac{1}{2}$ INCH OR MORE OVER A 24-HOUR PERIOD AND ON A WEEKLY BASIS AS A MINIMUM.

8. MAKE ADJUSTMENTS TO THE SEDIMENTATION AND EROSION CONTROL PLAN AND METHODS, AS NEEDED, TO ACCOMPLISH THE INTENDED PURPOSE.

9. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY OR AS DETERMINED BY THE ENGINEER.

10. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL AND/OR DEBRIS UPON OR INTO ANY CHANNEL, DITCH, SWALE OR ANY OTHER TEMPORARY OR PERMANENT LOCATIONS MEANT TO CONVEY SITE DRAINAGE.

11. IF THE CONTRACTOR IS NOTIFIED BY THE ENGINEER OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY, THE DEFICIENCY MUST BE CORRECTED WITHIN 24-HOURS OF BEING NOTIFIED.

MWRD GENERAL NOTES

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

- THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

9. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

10. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE.

11. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

12. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

13. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

14. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.

15. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT OR FILTER BAG. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGED TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

E. EROSION AND SEDIMENT CONTROL (CONT.)

17. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

18. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

19. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

20. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

COMMITMENTS

1. IF PAUL DOUGLAS TRAIL IS TO BE CLOSED FOR MORE THAN A 2 HOUR DURATION ADEQUATE SIGNAGE NEEDS TO BE PLACED IN ADVANCE OF TRAIL ENTRY. THIS LOCATION MAY BE OFF SITE. THE FOREST PRESERVE SHOULD BE NOTIFIED 14 DAYS IN ADVANCE OF A CLOSURE.

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ENGINEERING CONSULTANT
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CONSULTING ENGINEERS
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	DRAWN - DW	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
MWRD GENERAL NOTES

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	3
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	829
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	479
	20101000	TEMPORARY FENCE	FOOT	3,090
	20200100	EARTH EXCAVATION	CU YD	4,550
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,255
	20400800	FURNISHED EXCAVATION	CU YD	2,390
	20800150	TRENCH BACKFILL	CU YD	71
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,000
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	12,500
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	4,000
	21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	650
*	21101805	COMPOST FURNISH AND PLACE, 2"	SQ YD	650
	21301060	EXPLORATION TRENCH 60" DEPTH	FOOT	330
*	25000110	SEEDING, CLASS 1A	ACRE	0.50
*	25000210	SEEDING, CLASS 2A	ACRE	2.50
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	244
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	236
*	25200200	SUPPLEMENTAL WATERING	UNIT	300

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	335
	28000305	TEMPORARY DITCH CHECKS	FOOT	339
△	28000400	PERIMETER EROSION BARRIER	FOOT	5,311
	28000500	INLET AND PIPE PROTECTION	EACH	1
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	16,072
	28100107	STONE RIPRAP, CLASS A4	SQ YD	58
	28200200	FILTER FABRIC	SQ YD	58
△	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,060
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	15
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	3,903
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4,216
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	836
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	131
	42400800	DETECTABLE WARNINGS	SQ FT	28
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	24
	48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	1,364
	50104400	CONCRETE HEADWALL REMOVAL	EACH	1
	50200100	STRUCTURE EXCAVATION	CU YD	612

* DENOTES SPECIALITY ITEM
△ DENOTES SPECIAL PROVISION

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5507 North Cumberland Avenue, Suite 402
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	DRAWN - DW	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	4
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
50300225	CONCRETE STRUCTURES	CU YD	120.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	398.3
50300300	PROTECTIVE COAT	SQ YD	1,454
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	11.5
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1
50500505	STUD SHEAR CONNECTORS	EACH	3,040
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	82,460
50800515	BAR SPLICERS	EACH	30
* 50901720	BICYCLE RAILING	FOOT	1,039
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1,470
51202305	DRIVING PILES	FOOT	1,470
51203200	TEST PILE METAL SHELLS	EACH	6
51500100	NAME PLATES	EACH	1
52100510	ANCHOR BOLTS, 3/4"	EACH	48
52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	4,350
54213447	END SECTIONS 12"	EACH	5
54213450	END SECTIONS 15"	EACH	1
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	48

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	185
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	105
55100500	STORM SEWER REMOVAL 12"	FOOT	5
55100900	STORM SEWER REMOVAL 18"	FOOT	146
58700300	CONCRETE SEALER	SQ FT	321
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	3
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4
60500050	REMOVING CATCH BASINS	EACH	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	24
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	100
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6
67100100	MOBILIZATION	L SUM	1
* 70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	1
* 70500625	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1
72000100	SIGN PANEL - TYPE 1	SQ FT	5
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	16
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,470
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	440

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△ DENOTES SPECIAL PROVISION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 2 OF 5 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	5
		CONTRACT NO. 61E68		
		ILLINOIS	FED. AID PROJECT	

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
△ *	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	329
△ *	81028730	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.	FOOT	430
*	81400100	HANDHOLE	EACH	2
△ *	81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1,080
△ *	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,225
△ *	81800320	AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE	FOOT	280
△ *	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
△ *	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	470
△ *	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	275
△ *	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	275
△ *	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	21
△ *	87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
△ *	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	2
*	87900200	DRILL EXISTING HANDHOLE	EACH	2
*	89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	1
*	89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	2
*	89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	2
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7,690

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
△ *	89502376	REBUILD EXISTING HANDHOLE	EACH	2
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2
*	A2001916	TREE, ACER SACCHARUM LEGACY (LEGACY SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	4
*	A2002920	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5
*	A2004514	TREE, GINKGO BILOBA AUTUMN GOLD (AUTUMN GOLD GINKGO), 2-1/2" CALIPER BALLED AND BURLAPPED	EACH	3
*	A2004720	TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2
*	A2005960	TREE, PLATANUS X ACERIFOLIA MORTON CIRCLE (EXCLAMATION△ LONDON PLANETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6
*	A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	7
*	A2006520	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	14
*	A2007120	TREE, QUERCUS RUBRA (RED OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	7
*	A2008470	TREE, ULMUS AMERICANA PRINCETON (PRINCETON AMERICAN ELM), 2-1/2" CALIPER , BALLED AND BURLAPPED	EACH	3
*	B2000766	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	5
*	B2001166	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	7
*	B2001666	TREE, CRATAEGUS CRUSGALLI INERMIS (THORNLESS COCKSPUR HAWTHORN), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	13
*	B2004576	TREE, MALUS RED PEACOCK, (RED PEACOCK CRABAPPLE), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6
*	B2006366	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	3
*	B2010120	TREE, CLADRASTIS LUTEA (AMERICAN YELLOWWOOD), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2
*	B2010165	TREE, CORNUS KOUSA (KOUSA DOGWOOD), 5' HEIGHT, BALLED AND BURLAPPED	EACH	18

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	6
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
*	C2000548	SHRUB, ARONIA MELANOCARPA (BLACK CHOKE BERRY), 4' HEIGHT, BALLED AND BURLAPPED	EACH	31
*	C2002324	SHRUB, DIERVILLA LONICERA (BUSH HONEY SUCKLE), 2' HEIGHT, BALLED AND BURLAPPED	EACH	53
*	C2003272	SHRUB, HAMAMELIS VERNALIS (VERNAL WITCH HAZEL), 6' HEIGHT, BALLED AND BURLAPPED	EACH	6
△ *	C2005812	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 2' HEIGHT, BALLED AND BURLAPPED	EACH	30
*	C2012772	SHRUB, VIBURNUM PRUNIFOLIUM (BLACKHAW VIBURNUM), 6' HEIGHT, BALLED AND BURLAPPED	EACH	26
*	D2000624	EVERGREEN, JUNIPERUS CHINENSIS SEA GREEN (SEA GREEN JUNIPER), 2' WIDTH, BALLED AND BURLAPPED	EACH	20
*	K0012990	PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT	UNIT	6
*	K0029634	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	15
△	X0322916	PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER	EACH	1
△	X0324097	COURSE SAND PLACEMENT, 2"	SQ YD	4,000
	X0327036	BIKE PATH REMOVAL	SQ YD	1,704
△ *	X0327236	TEMPORARY WOOD POLE, 50 FT., CLASS 4	EACH	1
△ *	X1400003	TEMPORARY WOOD POLE, 80 FT, CLASS 4, 15 FT. MAST ARM	EACH	2
△ *	X1400202	LUMINAIRE (SPECIAL)	EACH	2
△	X1700034	FORM LINER TEXTURED SURFACE, SPECIAL	SQ FT	3,703
△ *	X2501820	SEEDING, CLASS 5 (MODIFIED)	ACRE	1.00
△ *	X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	1.00
△ *	X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	16,500

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
△	X2800500	INLET PROTECTION, SPECIAL	EACH	13
△	X5030290	STAINING CONCRETE STRUCTURES	SQ FT	8,840
△	X5210100	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 150K	EACH	4
△	X5210140	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 350K	EACH	4
△	X5210325	HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED - 350K	EACH	4
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
	X7010237	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL DA	27
△ *	X8210075	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 750 WATT	EACH	2
△ *	X8361005	RELOCATE EXISTING LIGHT POLE FOUNDATION, METAL	EACH	1
△ *	X8440120	REMOVE AND RE-ERECT EXISTING LIGHTING UNIT	EACH	2
△ *	XX008730	DOUBLE HANDHOLE TO BE ADJUSTED	EACH	1
△ *	Z0007124	STEEL RAILING (SPECIAL)	FOOT	919
△	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	360
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
△	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4
△	Z0018800	DRAINAGE SYSTEM	L SUM	1
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	78
△ *	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	11

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△ DENOTES SPECIAL PROVISION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 4 OF 5 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	7

CONTRACT NO. 61E68
ILLINOIS FED. AID PROJECT

	CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
△	Z0034390	MODULAR EXPANSION JOINT 6"	FOOT	28.0
#	Z0076600	TRAINEES	HOUR	500
△	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	85
#	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500
△	Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	141

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* DENOTES SPECIALITY ITEM
△ DENOTES SPECIAL PROVISION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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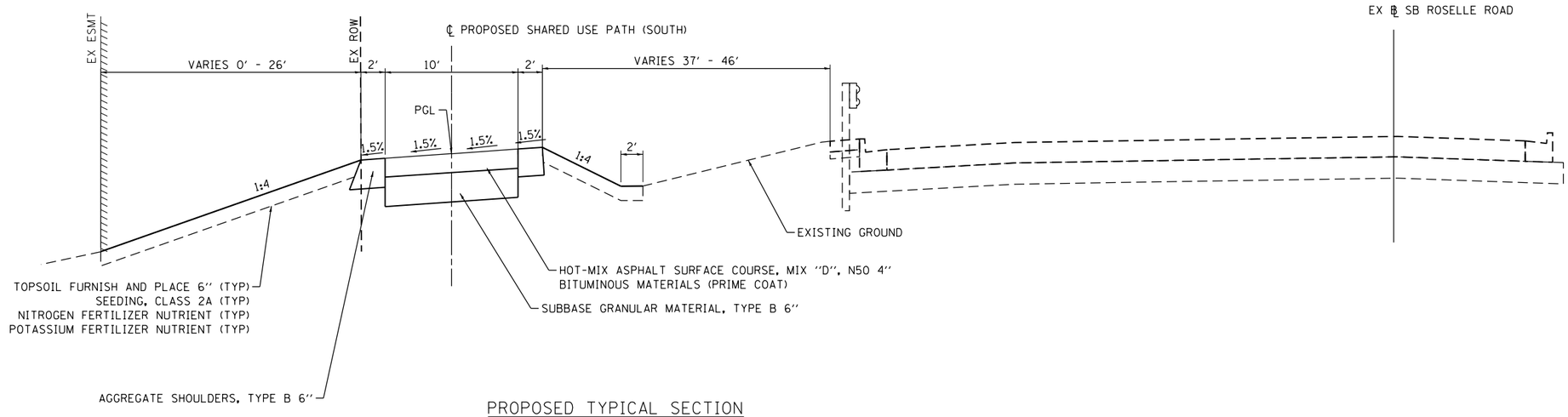
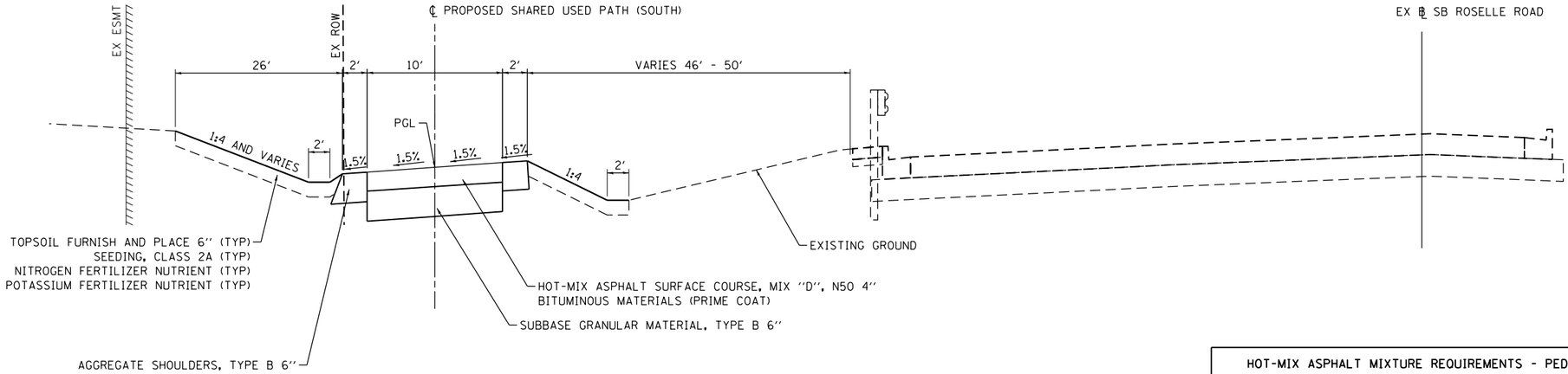


PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH (SOUTH)
STA 3000+50 - STA 3004+71
LOOKING NORTH



PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH (SOUTH)
STA 3004+71 - STA 3006+93
LOOKING NORTH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS - PEDESTRIAN BRIDGE AND SHARED USE PATH	
MIXTURE TYPE	AIR VOIDS @ NDES
SHARED USE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX ''D'', (IL 9.5MM) N50; 4''	4% @ 50 GYR.

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE ''AC TYPE'' FOR POLYMERIZED HMA MIXES SHALL BE ''SBS/SBR PG 76-22'' AND FOR NON POLYMERIZED HMA THE ''AC TYPE'' SHALL BE ''PG 64-22'' UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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STATE OF ILLINOIS
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ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

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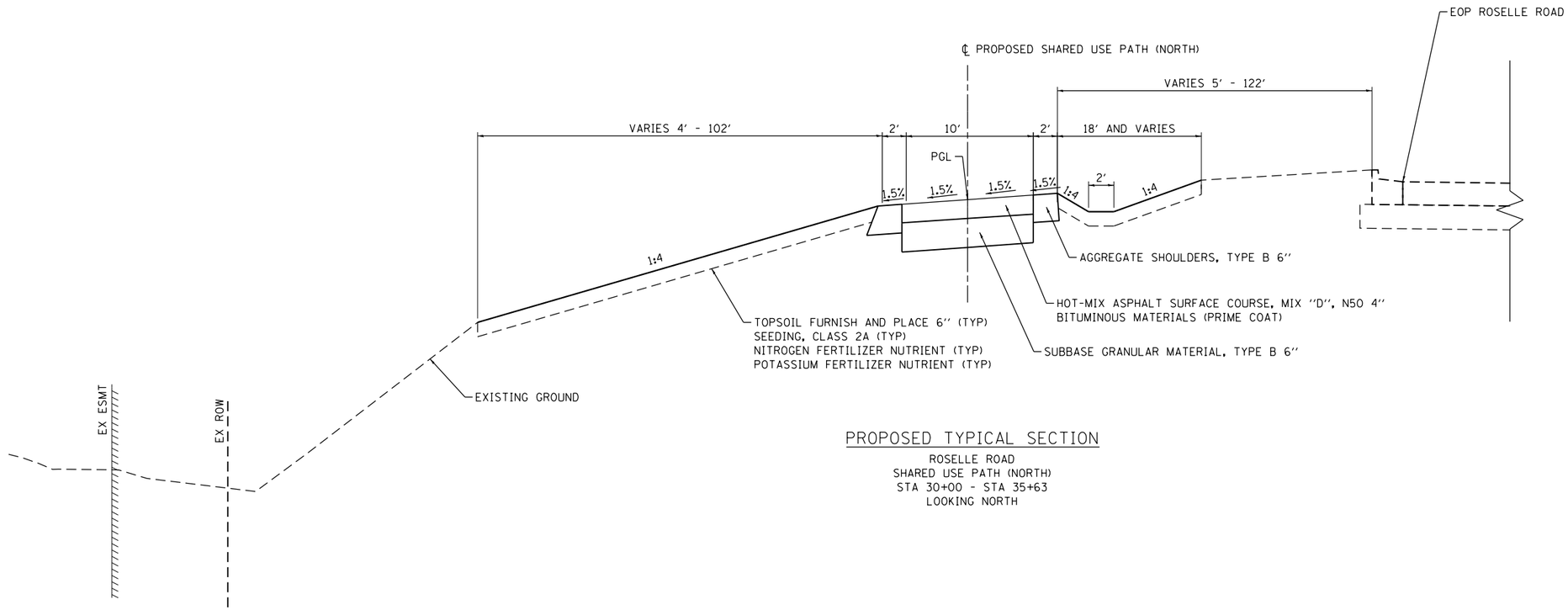
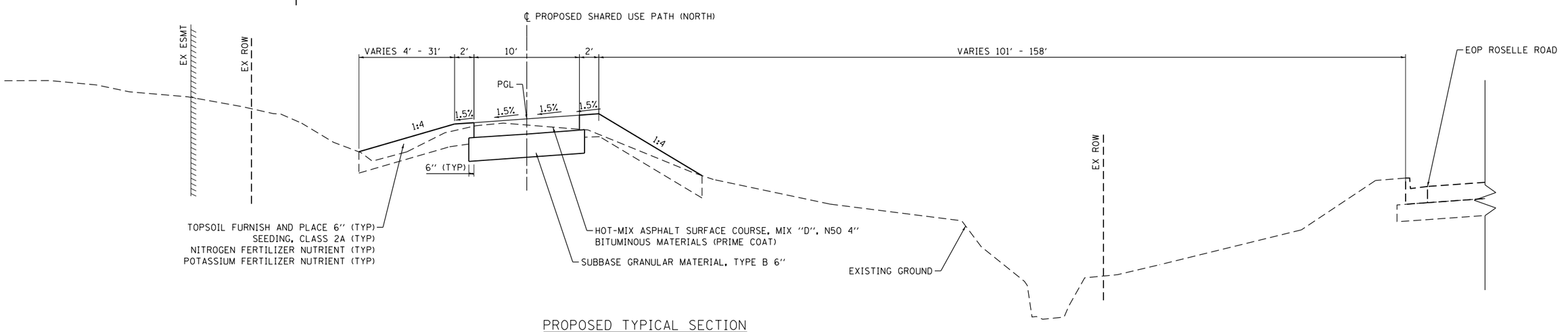
	ILLINOIS FED. AID PROJECT			



PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH (NORTH)
STA 30+00 - STA 35+63
LOOKING NORTH



PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH (NORTH)
STA 45+50 - STA 47+72
LOOKING NORTH

NOTE: THE PROPOSED BIKE PATH WILL BE TRANSITIONING TO, OR IN AN ELEVATED STATE FROM STA. 37+23.94 TO STA. 44+80.28. PLEASE STRUCTURAL PLAN FOR MORE INFORMATION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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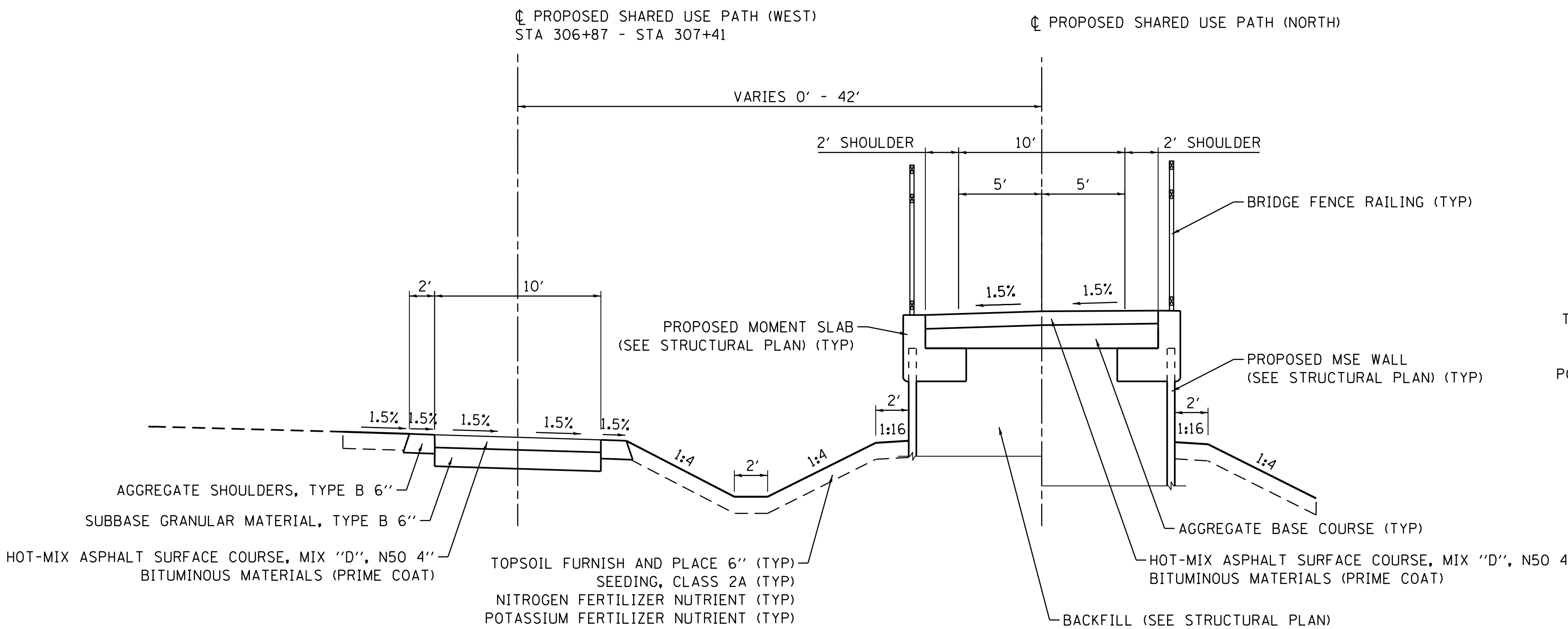
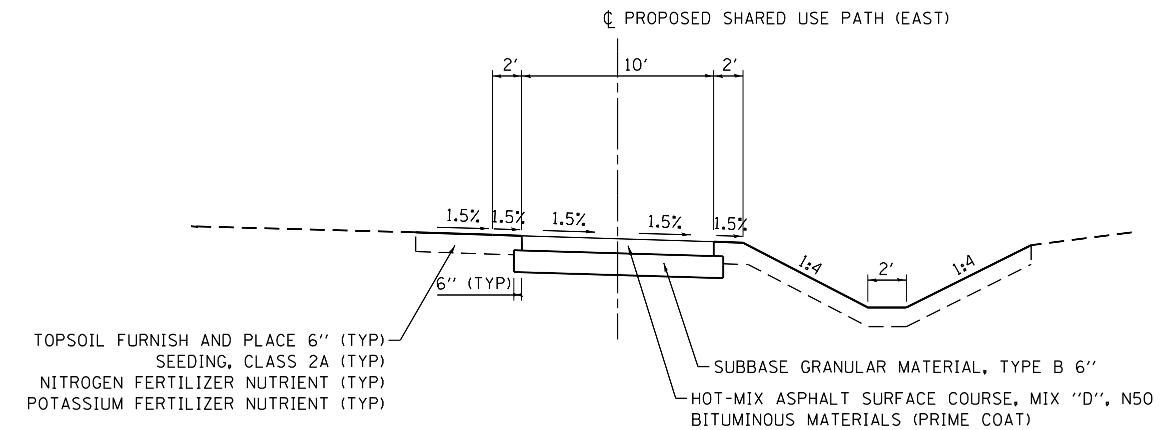


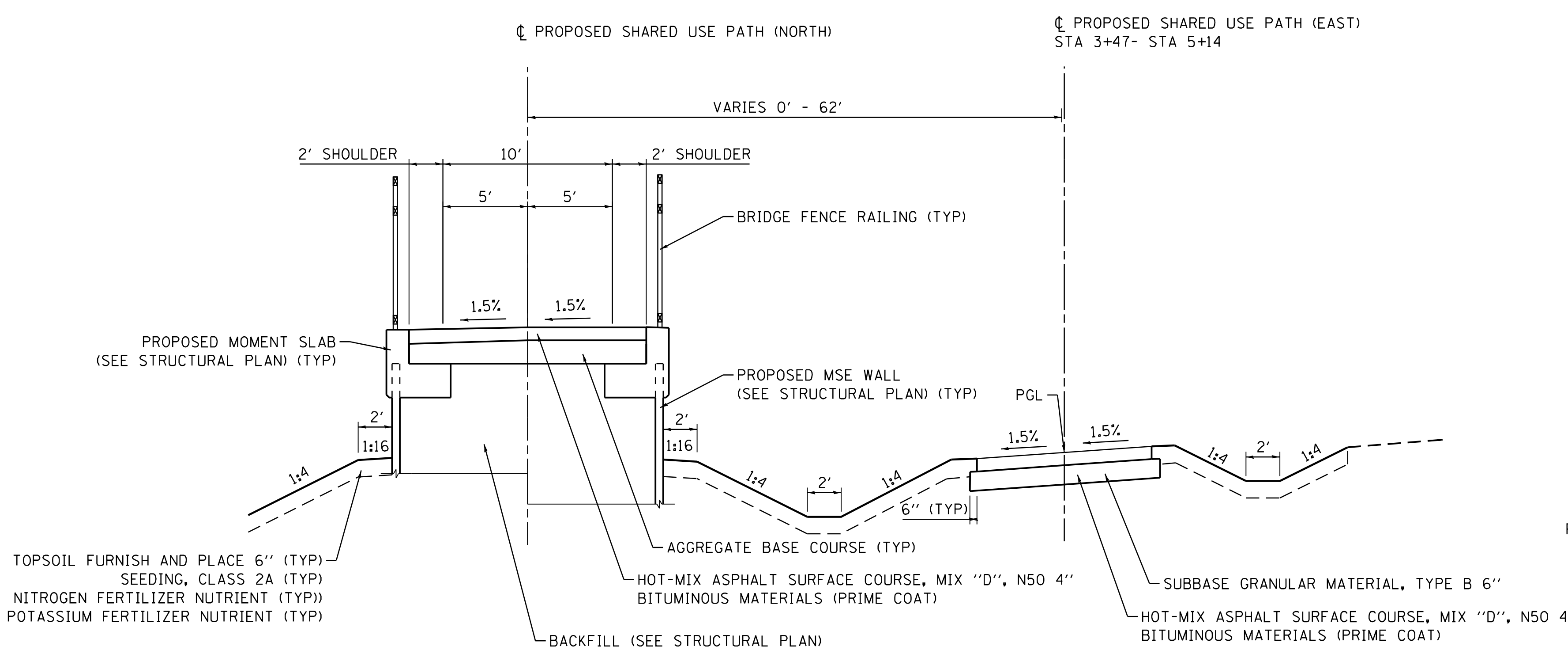
PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH
STA 35+63 - STA 37+30
LOOKING NORTH



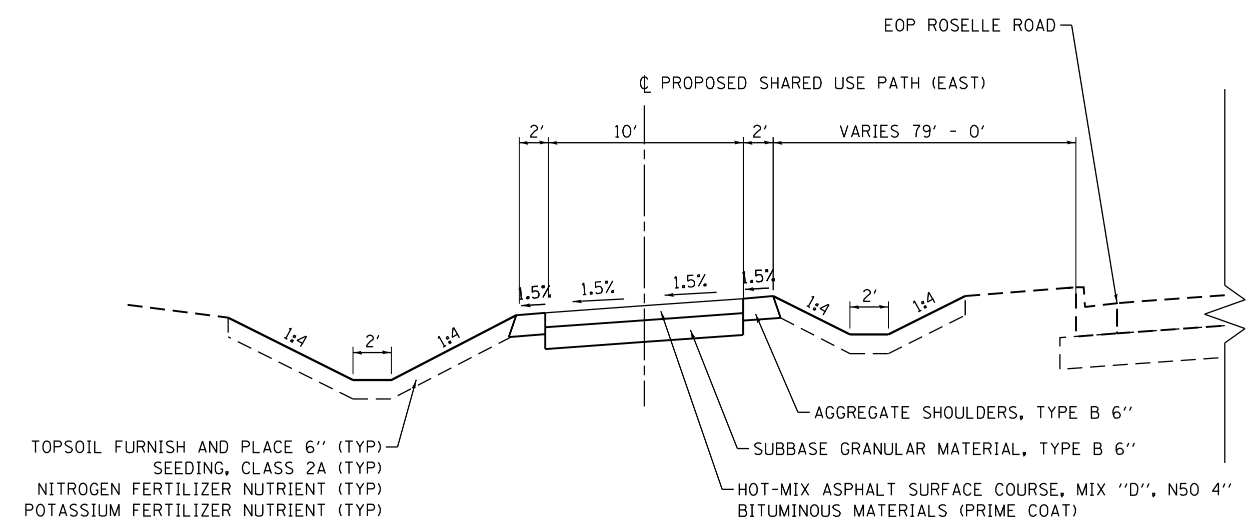
PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH (WEST)
STA 299+28 - STA 306+87
STA 307+41 - STA 308+88
LOOKING NORTH



PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH
STA 37+30 - STA 44+80 (BRIDGE OMISSION)
STA 44+80 - STA 45+50
LOOKING NORTH



PROPOSED TYPICAL SECTION

ROSELLE ROAD
SHARED USE PATH (EAST)
STA 3+07 - STA 3+47
STA 5+14 - STA 6+57
LOOKING NORTH

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ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	11

CONTRACT NO. 61E68

ILLINOIS FED. AID PROJECT

COMMENT	STATION	LENGTH	CUT	FILL	EARTH EXCAVATION	EARTH EXCAVATION FOR EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL		TOPSOIL EXCAVATION	TOPSOIL EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE		UNSUITABLE	
									CUT	FILL					CUT			
		FT	SQ FT	SQ FT	CY	CY	CY	CY	SQ FT	SQ FT	CY	CY	CY	CY	SQ FT		CY	
	299+30.00		4.4	0.5					10.0	2.8								CORRIDOR WEST
	299+50.00	20	6.3	0.1	4.0	3.0	0.2	2.8	10.0	2.8	7.4	5.6	2.0	3.5	0.0		0.0	
	300+00.00	50	0.7	1.2	6.5	4.9	1.2	3.7	10.0	2.7	18.5	13.9	5.1	8.8	0.0		0.0	
	300+50.00	50	4.4	0.4	4.8	3.6	1.5	2.1	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	301+00.00	50	5.1	1.0	8.8	6.6	1.3	5.3	10.0	2.7	18.5	13.9	5.1	8.8	0.0		0.0	
	301+50.00	50	3.0	1.0	7.4	5.6	1.8	3.8	10.0	2.7	18.5	13.9	5.1	8.8	0.0		0.0	
	302+00.00	50	0.5	4.6	3.2	2.4	5.1	-2.8	10.0	2.7	18.5	13.9	5.1	8.8	0.0		0.0	
	302+50.00	50	4.0	0.9	4.1	3.1	5.1	-2.0	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	303+00.00	50	0.0	5.3	3.7	2.8	5.7	-2.9	10.0	2.7	18.5	13.9	5.1	8.8	0.0		0.0	
	303+50.00	50	0.0	4.6	0.0	0.0	9.1	-9.1	3.1	2.7	12.1	9.1	5.0	4.1	0.0		0.0	
	304+00.00	50	0.0	5.8	0.0	0.0	9.6	-9.6	10.0	2.7	12.1	9.1	5.0	4.1	0.0		0.0	
	304+50.00	50	2.8	3.3	2.6	1.9	8.4	-6.5	9.7	2.4	18.2	13.6	4.7	9.0	0.0		0.0	
	305+00.00	50	4.6	1.9	6.8	5.1	4.8	0.3	10.0	2.8	18.2	13.6	4.8	8.9	0.0		0.0	
	305+50.00	50	3.2	2.9	7.1	5.4	4.4	0.9	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	306+00.00	50	4.9	1.4	7.5	5.6	4.0	1.6	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	306+50.00	50	3.0	2.2	7.4	5.5	3.3	2.2	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
BACK	306+91.00	41	4.3	1.9	5.5	4.2	3.1	1.1	10.0	1.4	15.2	11.4	3.2	8.2	0.0		0.0	
AHEAD	306+91.00		4.3	6.7					8.9	1.4	0.0	0.0	0.0	0.0	0.0		0.0	
	307+00.00	9	4.9	13.5	1.5	1.2	3.4	-2.2	16.5	1.4	4.2	3.2	0.5	2.7	0.0		0.0	
	307+50.00	50	16.8	11.5	20.1	15.1	23.2	-8.1	17.1	9.9	31.1	23.3	10.5	12.9	0.0		0.0	
BACK	307+90.00	40	13.2	12.1	22.2	16.7	17.5	-0.8	17.7	9.0	25.8	19.3	14.0	5.4	0.0		0.0	
AHEAD	307+91.00		6.8	13.4					18.1	5.3	0.0	0.0	0.0	0.0	0.0		0.0	
	308+00.00	9	4.1	192.8	1.8	1.4	34.4	-33.0	39.2	26.5	9.5	7.2	5.3	1.9	0.0		0.0	
	308+50.00	50	9.9	135.1	13.0	9.7	303.6	-293.9	34.4	24.1	68.1	51.1	46.9	4.1	0.0		0.0	
	309+00.00	50	19.5	106.1	27.3	20.5	223.3	-202.9	30.6	23.2	60.2	45.1	43.8	1.3	0.0		0.0	
	309+50.00	50	2.6	62.5	20.5	15.3	156.1	-140.7	29.1	13.8	55.3	41.5	34.3	7.2	0.0		0.0	
BACK	309+80.00	30	2.1	2.5	2.6	1.9	36.1	-34.2	13.4	5.5	23.6	17.7	10.7	6.9	0.0		0.0	
AHEAD	309+81.00		2.0	1.7					10.0	2.7	0.0	0.0	0.0	0.0	0.0		0.0	
	310+00.00	19	1.3	1.6	1.2	0.9	1.2	-0.3	10.0	2.7	7.0	5.3	1.9	3.4	0.0		0.0	
	310+50.00	50	5.7	0.2	6.4	4.8	1.6	3.2	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	311+00.00	50	5.6	0.0	10.4	7.8	0.1	7.7	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	311+50.00	50	5.2	0.0	10.0	7.5	0.0	7.5	10.0	2.8	18.5	13.9	5.1	8.8	0.0		0.0	
	312+00.00	50	4.6	0.4	9.1	6.8	0.3	6.5	10.0	2.7	18.5	13.9	5.1	8.8	0.0		0.0	
	312+13.00	13	4.6	0.4	2.2	1.7	0.2	1.5	10.0	2.7	4.8	3.6	1.3	2.3	0.0		0.0	
	312+18.00	5	0.0	0.0	0.4	0.3	0.0	0.3	0.0	0.0	0.9	0.7	0.3	0.4	0.0		0.0	
	SUBTOTALS				227.8	170.9	869.6	-698.7			633.0	474.8	27.5	47.5			0.0	
	3000+60.00		31.1	0.0					12.5	3.0					21.2			CORRIDOR SOUTH
	3001+00.00	40	0.0	45.8	23.0	17.3	33.9	-16.6	17.5	8.9	22.2	16.7	8.8	7.9	61.0		60.9	
	3001+45.00	45	0.0	6.5	0.0	0.0	43.6	-43.6	0.7	4.5	15.2	11.4	11.1	0.2	23.1		70.1	
	3001+50.00	5	0.0	39.7	0.0	0.0	4.3	-4.3	10.0	4.2	1.0	0.7	0.8	-0.1	22.3		4.2	
	3002+00.00	50	0.0	50.4	0.0	0.0	83.4	-83.4	11.3	4.3	19.7	14.8	7.8	7.0	22.5		41.6	
	3002+50.00	50	0.1	125.7	0.1	0.1	163.1	-163.0	11.5	8.9	21.1	15.8	12.2	3.6	55.5		72.2	
	3002+90.00	40	0.0	174.0	0.1	0.1	222.0	-222.0	20.0	9.0	23.3	17.5	13.3	4.2	55.6		82.2	
	3003+00.00	10	0.0	180.0	0.0	0.0	65.6	-65.6	21.5	9.0	7.7	5.8	3.3	2.4	55.4		20.6	
	3003+50.00	50	0.0	210.4	0.0	0.0	361.5	-361.5	22.5	10.6	40.7	30.6	18.2	12.4	61.4		108.2	
	3004+00.00	50	0.0	231.0	0.0	0.0	408.7	-408.7	22.2	15.2	41.4	31.1	23.9	7.1	44.4		98.0	
	3004+50.00	50	0.0	261.2	0.0	0.0	455.7	-455.7	22.4	15.4	41.3	31.0	28.4	2.6	44.8		82.7	
	3004+55.00	5	0.0	264.7	0.0	0.0	48.7	-48.7	22.5	15.5	4.2	3.1	2.9	0.3	45.0		8.3	
	3005+00.00	45	0.0	295.8	0.0	0.0	467.1	-467.1	23.8	16.8	38.6	28.9	26.9	2.0	47.5		77.1	
	3005+50.00	50	0.0	365.7	0.0	0.0	612.5	-612.5	27.4	20.4	47.4	35.5	34.4	1.1	54.9		94.8	
	3006+00.00	50	0.0	384.3	0.0	0.0	694.4	-694.4	28.1	21.1	51.4	38.6	38.5	0.1	56.2		102.8	
	3006+50.00	50	0.0	293.4	0.0	0.0	627.5	-627.5	26.8	19.8	50.8	38.1	37.8	0.3	53.5		101.6	
	3006+85.00	35	27.6	0.0	17.9	13.4	190.1	-176.7	11.3	3.0	24.7	18.5	14.8	3.8	0.0		34.7	
	SUBTOTALS				41.2	30.9	4482.0	-4451.2			450.7	338.0	283.1	54.9			1059.9	

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ENGINEERING CONSULTANT
Clorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4099 Fax 773.775.4014
Email chicago@clorba.com

USER NAME = mdaboub	DESIGNED - JPA	REVISED -	
	DRAWN - DW	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EARTHWORK SCHEDULE

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	12
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

COMMENT	STATION	LENGTH	CUT	FILL	EARTH EXCAVATION	EARTH EXCAVATION FOR EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL CUT	TOPSOIL FILL	TOPSOIL EXCAVATION	TOPSOIL EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE CUT	UNSUITABLE	UNSUITABLE	
		FT	SQ FT	SQ FT	CY	CY	CY	CY	SQ FT	SQ FT	CY	CY	CY	CY	SQ FT		CY	
	29+75.00		0.0	0.0				0.0	0.0	0.0					0.0		0.0	I90-CENTRAL
	30+00.00	25	153.1	0.0	70.9	53.2	0.0	53.2	32.0	25.9	14.8	11.1	12.0	-0.9	0.0		0.0	
	30+50.00	50	147.0	0.0	277.9	208.4	0.0	208.4	35.0	23.6	62.0	46.5	45.8	0.7	0.0		0.0	
	31+00.00	50	90.9	0.1	220.3	165.2	0.1	165.1	29.0	11.7	59.2	44.4	32.7	11.8	0.0		0.0	
	31+50.00	50	80.8	0.1	159.0	119.2	0.2	119.1	28.8	7.6	53.5	40.1	17.8	22.3	0.0		0.0	
	32+00.00	50	90.3	0.1	158.4	118.8	0.2	118.6	29.5	18.0	54.0	40.5	23.7	16.8	0.0		0.0	
	32+50.00	50	92.6	0.1	169.4	127.0	0.2	126.8	29.5	17.7	54.6	40.9	33.0	7.9	0.0		0.0	
	33+00.00	50	87.6	0.1	166.9	125.2	0.2	125.0	29.0	17.0	54.1	40.6	32.1	8.5	0.0		0.0	
	33+50.00	50	90.0	0.1	164.5	123.3	0.2	123.2	28.1	16.2	52.8	39.6	30.7	8.9	0.0		0.0	
	34+00.00	50	95.0	0.1	171.2	128.4	0.2	128.2	27.5	15.4	51.5	38.6	29.3	9.4	0.0		0.0	
	34+50.00	50	99.8	0.1	180.3	135.3	0.2	135.1	28.8	16.5	52.1	39.1	29.6	9.5	0.0		0.0	
	35+00.00	50	99.3	0.2	184.3	138.3	0.3	138.0	36.0	22.3	59.9	45.0	35.9	9.0	0.0		0.0	
BACK	35+50.00	50	79.0	60.8	165.1	123.8	56.5	67.3	35.4	21.9	66.1	49.6	40.9	8.6	0.0		0.0	
AHEAD	35+51.00		77.7	63.3	0.0	0.0	0.0	0.0	34.9	22.2	0.0	0.0	0.0	0.0	0.0		0.0	
	36+00.00	49	121.9	76.3	181.1	135.8	126.7	9.2	27.1	30.6	56.3	42.2	47.9	-5.7	0.0		0.0	
	36+50.00	50	168.6	101.4	269.0	201.7	164.5	37.3	25.5	12.4	48.7	36.6	39.8	-3.2	0.0		0.0	
	37+00.00	50	197.0	0.0	338.5	253.9	93.8	160.0	25.9	14.9	47.6	35.7	25.3	10.4	0.0		0.0	
	37+50.00	50	218.4	0.1	384.6	288.5	0.1	288.4	17.4	19.2	40.1	30.1	31.6	-1.5	0.0		0.0	
	38+00.00	50	278.1	0.0	459.7	344.8	0.1	344.7	14.5	17.4	29.5	22.2	33.9	-11.7	0.0		0.0	
	38+50.00	50	224.5	0.0	465.4	349.0	0.0	349.0	16.1	16.5	28.3	21.2	31.4	-10.1	0.0		0.0	
	38+65.00	15	102.7	0.0	90.9	68.2	0.0	68.2	15.3	8.9	8.7	6.5	7.1	-0.5	0.0		0.0	
	SUBTOTALS				4277.4	3208.1	443.3	2764.8			894.0	670.5	580.3	90.2			0.0	

TOTAL	**4,546.4**	**3,409.8**	**5,794.9**	**-2,385.1**			**1,977.7**	**1,483.3**	**890.9**	**192.6**			**1,059.9**	

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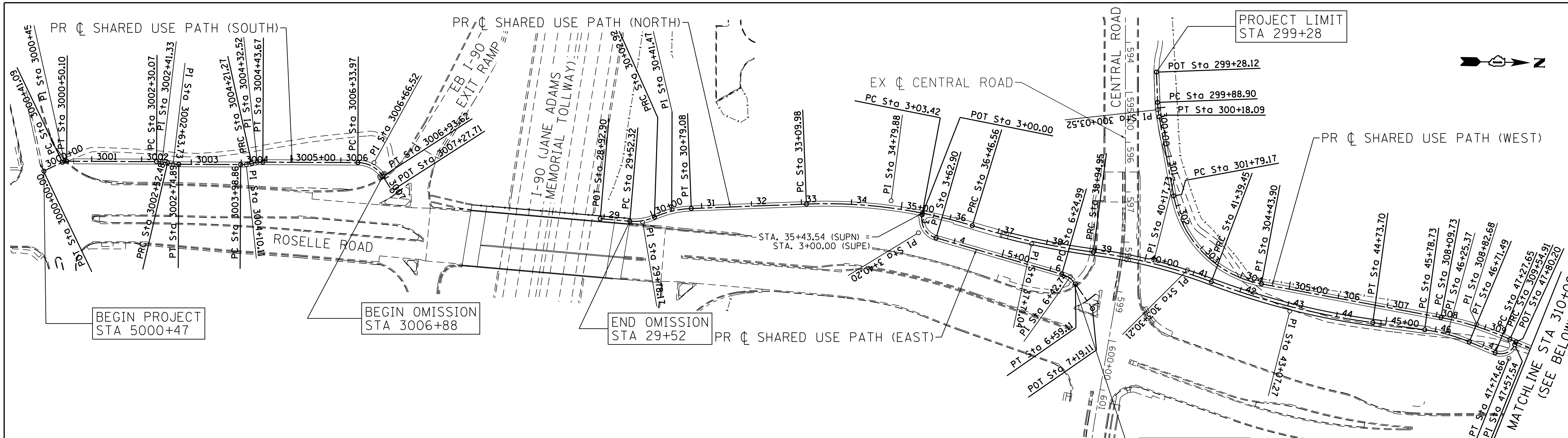
ENGINEERING CONSULTANT	USER NAME = mdaboub	DESIGNED - JPA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD EARTHWORK SCHEDULE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com		DRAWN - DW	REVISED -			364	14-00113-00-BT	COOK	145	13
	PLOT SCALE = 2.0000 ' / in.	CHECKED - DJO	REVISED -			CONTRACT NO. 61E68				
	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

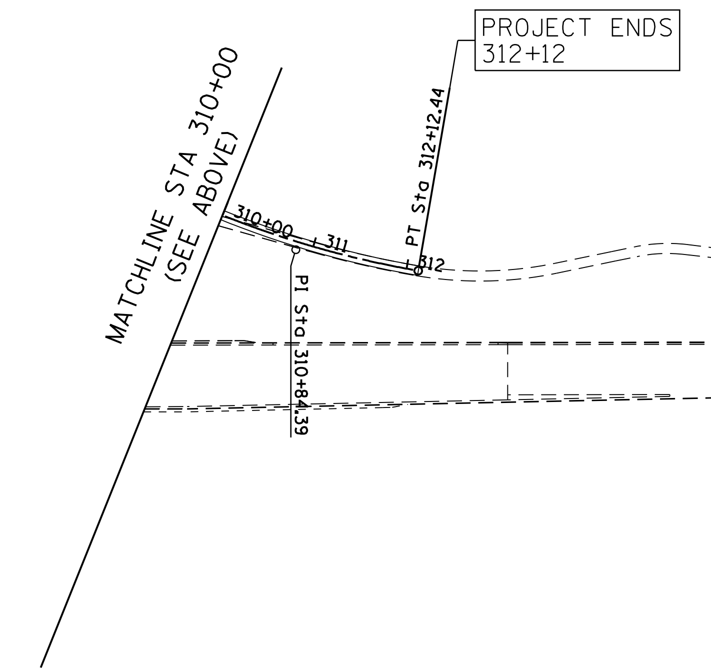


PROPOSED SHARED USE PATH SOUTH			
DESCRIPTION	STATION	NORTHING	EASTING
POB	3000+00.00	1,964,950.07	1,053,075.85
PC	3000+41.09	1,964,987.14	1,053,058.13
PI	3000+45.68	1,964,991.27	1,053,056.15
PT	3000+50.10	1,964,995.86	1,053,056.17
PC	3002+30.07	1,965,175.83	1,053,056.99
PI	3002+41.33	1,965,187.08	1,053,057.05
PRC	3002+52.48	1,965,198.04	1,053,059.60
PI	3002+63.73	1,965,208.99	1,053,062.15
PT	3002+74.89	1,965,220.24	1,053,062.20
PC	3003+98.86	1,965,344.21	1,053,062.76
PI	3004+10.11	1,965,355.46	1,053,062.82
PRC	3004+21.27	1,965,366.44	1,053,060.37
PI	3004+32.52	1,965,377.43	1,053,057.92
PT	3004+43.67	1,965,388.68	1,053,057.97
PC	3006+33.97	1,965,578.97	1,053,058.84
PI	3006+66.52	1,965,611.52	1,053,058.99
PT	3006+93.62	1,965,629.14	1,053,086.36
POE	3007+27.71	1,965,647.60	1,053,115.02

PROPOSED SHARED USE PATH NORTH			
DESCRIPTION	STATION	NORTHING	EASTING
POB	28+92.90	1,966,064.60	1,053,171.25
PC	29+52.32	1,966,123.79	1,053,176.38
PI	29+78.17	1,966,149.55	1,053,178.61
PRC	30+02.92	1,966,173.16	1,053,168.08
PI	30+41.47	1,966,208.37	1,053,152.38
PT	30+79.08	1,966,246.89	1,053,150.89
PC	33+09.98	1,966,477.62	1,053,141.95
PI	34+79.88	1,966,647.39	1,053,135.38
PRC	36+46.56	1,966,809.80	1,053,185.24
PI	37+71.04	1,966,928.80	1,053,221.78
PRC	38+94.95	1,967,052.19	1,053,238.20
PI	40+17.73	1,967,173.90	1,053,254.39
PRC	41+39.45	1,967,288.82	1,053,297.61
PI	43+07.27	1,967,445.90	1,053,356.69
PT	44+73.70	1,967,612.15	1,053,379.59
PC	45+78.73	1,967,716.19	1,053,393.92
PI	46+25.37	1,967,762.40	1,053,400.29
PT	46+71.49	1,967,805.45	1,053,418.22
PC	47+27.65	1,967,857.30	1,053,439.80
PI	47+57.54	1,967,884.89	1,053,451.29
PT	47+74.66	1,967,896.48	1,053,423.74
POE	47+80.20	1,967,898.63	1,053,418.64

PROPOSED SHARED USE PATH EAST			
DESCRIPTION	STATION	NORTHING	EASTING
POB	3+00.00	1,966,709.94	1,053,160.13
PC	3+03.42	1,966,709.27	1,053,163.48
PI	3+40.20	1,966,702.05	1,053,199.55
PT	3+62.90	1,966,737.38	1,053,209.76
PC	6+24.99	1,966,989.18	1,053,282.52
PI	6+42.74	1,967,006.23	1,053,287.44
PT	6+59.11	1,967,016.36	1,053,302.02
POE	7+19.11	1,967,050.60	1,053,351.30

PROPOSED SHARED USE PATH WEST			
DESCRIPTION	STATION	NORTHING	EASTING
POB	299+28.12	1,967,178.82	1,052,877.41
PC	299+88.90	1,967,181.02	1,052,938.14
PT	300+18.09	1,967,184.19	1,052,967.14
PC	301+79.17	1,967,213.36	1,053,125.55
PT	304+43.90	1,967,389.17	1,053,301.95
PC	308+09.73	1,967,748.73	1,053,369.38
PRC	309+54.91	1,967,886.82	1,053,413.06
PT	312+12.44	1,968,132.27	1,053,488.61
POE	312+13.88	1,968,133.69	1,053,488.86



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ENGINEERING CONSULTANT	USER NAME = mdaboub	DESIGNED - JPA	REVISED -
Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com		DRAWN - DW	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED - DJO	REVISED -
	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 20' | SHEET NO. 1 OF 2 SHEETS | STA. BEGIN PROJ TO STA. END PROJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	14

CONTRACT NO. 61E68
ILLINOIS FED. AID PROJECT

CURVE DATA - SHARED-USE PATH (NORTH)

PROP. CURVE PSUPN_3
PI STA. = 29+78.17
Δ = 28° 59' 30" (LT)
D = 57° 17' 45"
R = 100.00'
T = 25.85'
L = 50.60'
E = 3.29'
P.C. STA. = 29+52.32
P.T. STA. = 30+02.92

PROP. CURVE PSUPN_4
PI STA. = 30+41.47
Δ = 21° 49' 08" (RT)
D = 28° 38' 52"
R = 200.00'
T = 38.55'
L = 76.16'
E = 3.68'
P.C. STA. = 30+02.92
P.T. STA. = 30+79.08

PROP. CURVE PSUPN_7
PI STA. = 34+79.88
Δ = 19° 17' 05" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 169.90'
L = 336.58'
E = 14.33'
P.C. STA. = 33+09.98
P.T. STA. = 36+46.56

PROP. CURVE PSUPN_8
PI STA. = 37+71.04
Δ = 9° 29' 16" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 124.48'
L = 248.39'
E = 5.16'
P.C. STA. = 36+46.56
P.T. STA. = 38+94.95

PROP. CURVE PSUPN_9
PI STA. = 40+17.73
Δ = 13° 01' 53" (LT)
D = 5° 19' 47"
R = 1,075.00'
T = 122.78'
L = 244.50'
E = 6.99'
P.C. STA. = 38+94.95
P.T. STA. = 41+39.45

PROP. CURVE PSUPN_10
PI STA. = 43+07.27
Δ = 12° 46' 03" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 167.82'
L = 334.25'
E = 9.36'
P.C. STA. = 41+39.45
P.T. STA. = 44+73.70

PROP. CURVE PSUPN_13
PI STA. = 46+25.37
Δ = 14° 45' 49" (RT)
D = 15° 54' 56"
R = 360.00'
T = 46.64'
L = 92.76'
E = 3.01'
P.C. STA. = 45+78.73
P.T. STA. = 46+71.49

PROP. CURVE PSUPN_16
PI STA. = 47+57.54
Δ = 89° 47' 18" (LT)
D = 190° 59' 09"
R = 30.00'
T = 29.89'
L = 47.01'
E = 12.35'
P.C. STA. = 47+27.65
P.T. STA. = 47+74.66

CURVE DATA - SHARED-USE PATH (SOUTH)

PROP. CURVE PSUPS_3
PI STA. = 3000+45.68
Δ = 25° 48' 50" (RT)
D = 286° 28' 44"
R = 20.00'
T = 4.58'
L = 9.01'
E = 0.52'
P.C. STA. = 3000+41.09
P.T. STA. = 3000+50.10

PROP. CURVE PSUPS_6
PI STA. = 3002+41.33
Δ = 12° 50' 19" (RT)
D = 57° 17' 45"
R = 100.00'
T = 11.25'
L = 22.41'
E = 0.63'
P.C. STA. = 3002+30.07
P.T. STA. = 3002+52.48

PROP. CURVE PSUPS_7
PI STA. = 3002+63.73
Δ = 12° 50' 19" (LT)
D = 57° 17' 45"
R = 100.00'
T = 11.25'
L = 22.41'
E = 0.63'
P.C. STA. = 3002+52.48
P.T. STA. = 3002+74.89

PROP. CURVE PSUPS_10
PI STA. = 3004+10.11
Δ = 12° 50' 19" (LT)
D = 57° 17' 45"
R = 100.00'
T = 11.25'
L = 22.41'
E = 0.63'
P.C. STA. = 3003+98.86
P.T. STA. = 3004+21.27

PROP. CURVE PSUPS_11
PI STA. = 3004+32.52
Δ = 12° 50' 19" (RT)
D = 57° 17' 45"
R = 100.00'
T = 11.25'
L = 22.41'
E = 0.63'
P.C. STA. = 3004+21.27
P.T. STA. = 3004+43.67

PROP. CURVE PSUPS_14
PI STA. = 3006+66.52
Δ = 56° 57' 42" (RT)
D = 95° 29' 35"
R = 60.00'
T = 32.55'
L = 59.65'
E = 8.26'
P.C. STA. = 3006+33.97
P.T. STA. = 3006+93.62

CURVE DATA - SHARED-USE PATH (EAST)

PROP. CURVE PSUPE_3
PI STA. = 3+40.20
Δ = 85° 11' 53" (LT)
D = 143° 14' 22"
R = 40.00'
T = 36.78'
L = 59.48'
E = 14.34'
P.C. STA. = 3+03.42
P.T. STA. = 3+62.90

PROP. CURVE PSUPE_6
PI STA. = 6+42.74
Δ = 39° 05' 26" (RT)
D = 114° 35' 30"
R = 50.00'
T = 17.75'
L = 34.11'
E = 3.06'
P.C. STA. = 6+24.99
P.T. STA. = 6+59.11

CURVE DATA - SHARED-USE PATH (WEST)

PROP. CURVE PSUPW_3
PI STA. = 300+03.52
Δ = 8° 21' 47" (LT)
D = 28° 38' 52"
R = 200.00'
T = 14.62'
L = 29.19'
E = 0.53'
P.C. STA. = 299+88.90
P.T. STA. = 300+18.09

PROP. CURVE PSUPW_6
PI STA. = 303+30.21
Δ = 68° 56' 43" (LT)
D = 26° 02' 37"
R = 220.00'
T = 151.05'
L = 264.73'
E = 46.86'
P.C. STA. = 301+79.17
P.T. STA. = 304+43.90

PROP. CURVE PSUPW_9
PI STA. = 308+82.68
Δ = 13° 51' 49" (RT)
D = 9° 32' 57"
R = 600.00'
T = 72.95'
L = 145.18'
E = 4.42'
P.C. STA. = 308+09.73
P.T. STA. = 309+54.91

PROP. CURVE PSUPW_10
PI STA. = 310+84.39
Δ = 14° 45' 19" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 129.48'
L = 257.53'
E = 8.35'
P.C. STA. = 309+54.91
P.T. STA. = 312+12.44

PROJECT CONTROL POINTS

POINT #	DESCRIPTION	NORTHING	EASTING	ELEVATION
CGI11	BRONZE DISK	1965007.85	1053049.26	763.02
CGI13	'X' CUT IN CONC	1965622.70	1053084.87	781.23
CGI21	PK NAIL	1966316.78	1053198.06	780.04
CGI23	'X' CUT IN CONC	1967000.22	1053303.96	759.81
CGI24	PK NAIL	1967623.04	1053545.35	752.44

BENCHMARKS

TBM-1

"□" ON TOP OF NORTHEAST PARAPET
OF ROSELLE RD BRIDGE OVER I-90
(JANE ADAMS MEMORIAL TOLLWAY)

ELEVATION = 786.67

TBM-2

"□" ON TOP OF OUTSIDE SIDEWALK PARAPET
AT SOUTHWEST CORNER OF ROSELLE RD BRIDGE
OVER I-90 (JANE ADAMS MEMORIAL TOLLWAY)

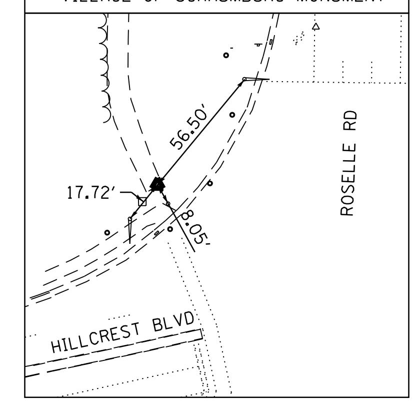
ELEVATION = 787.67

NOTE:

BENCHMARKS AS SHOWN PROVIDED BY
LORIG CONSTRUCTION CO
AND REFLECT NAVD88 DATUM

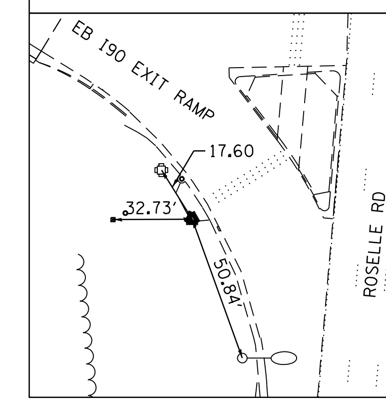
CP-11

BRONZE DISK STAMPED
"VILLAGE OF SCHAUMBURG MONUMENT"



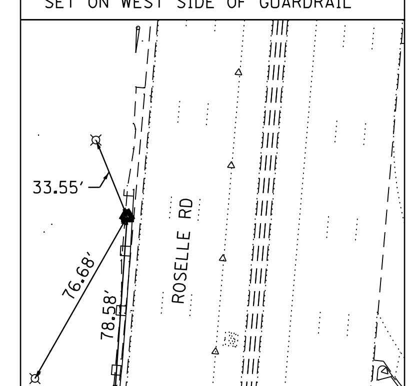
CP-13

"X" CUT IN CONCRETE SIDEWALK



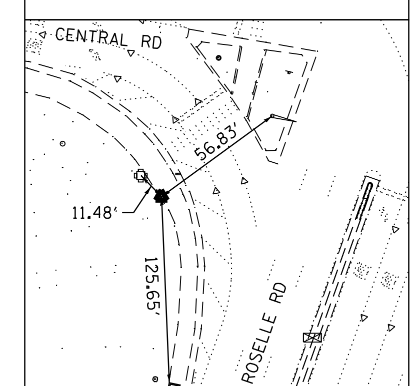
CP-21

"PK" NAIL
SET ON WEST SIDE OF GUARDRAIL



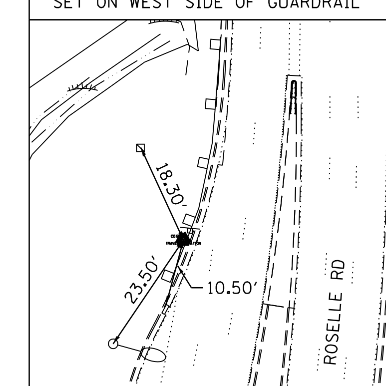
CP-23

"X" CUT IN CONCRETE SIDEWALK



CP-24

"PK" NAIL
SET ON WEST SIDE OF GUARDRAIL



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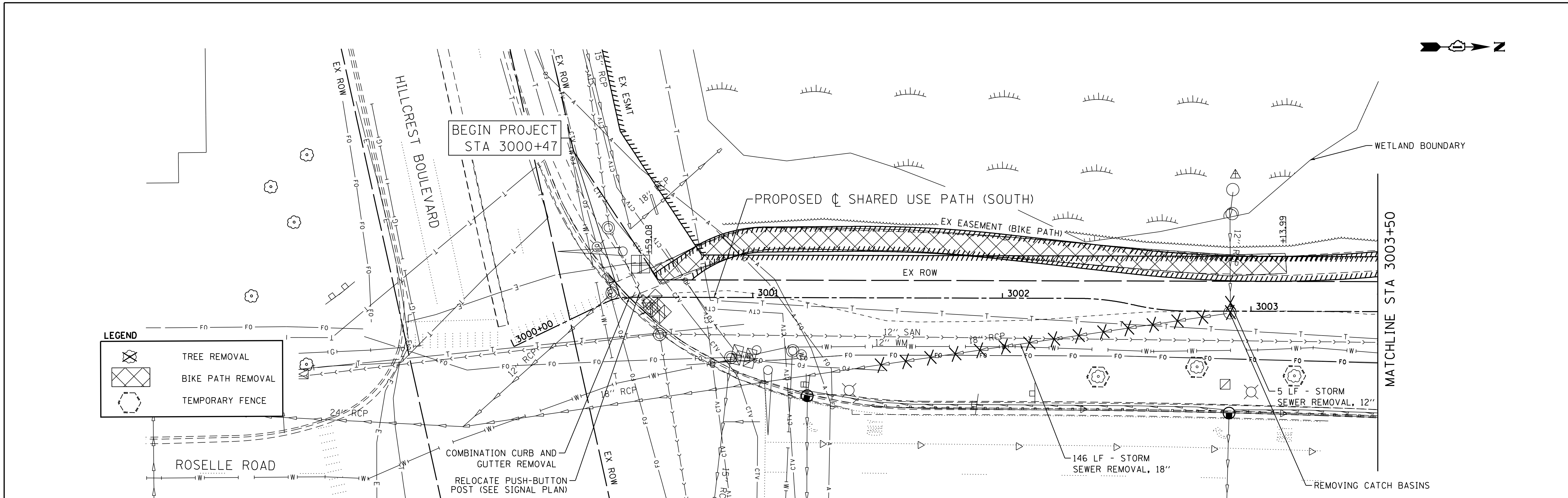
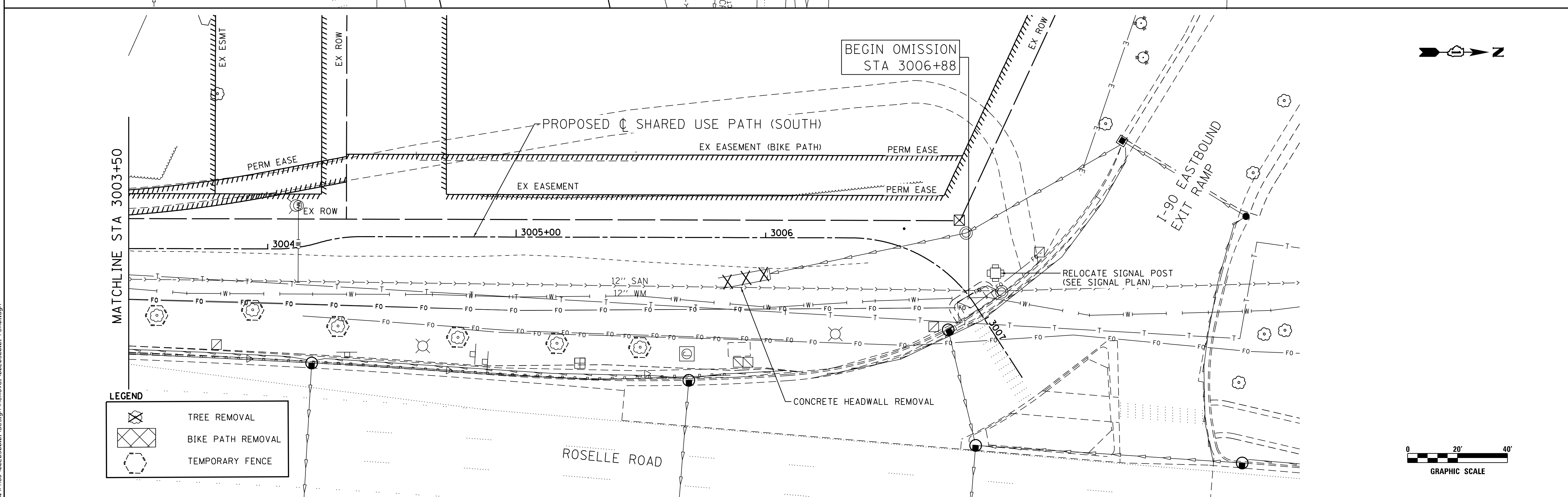
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND
PEDESTRIAN BRIDGE OVER CENTRAL RD
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 20' | SHEET NO. 2 OF 2 SHEETS | STA. BEGIN PROJ TO STA. END PROJ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	15
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		





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USER NAME = mdaboub	DESIGNED - JPA	REVISED -	
	DRAWN - DW	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 4 SHEETS | STA. 3000+47 TO STA. 3006+98

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	16

CONTRACT NO. 61E68

ILLINOIS FED. AID PROJECT

PROPOSED ℄ SHARED USE PATH (NORTH)

END OMISSION
STA 29+52

30+00 | 31 | 32 | 33 | 34

EX ESMT

EX ROW

MATCHLINE STA 35+00

ROSELLE ROAD

36" RCP

LEGEND

- TREE REMOVAL
- BIKE PATH REMOVAL
- TEMPORARY FENCE

N

MATCHLINE STA 35+00

PROPOSED ℄ SHARED USE PATH (NORTH)

EX ESMT

EX ROW

35+00 | 36 | 37 | 38

CENTRAL ROAD

36" RCP

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A - 100 LF

SIGNAL POST TO BE RELOCATED (SEE SIGNAL PLAN)

LEGEND

- TREE REMOVAL
- BIKE PATH REMOVAL
- TEMPORARY FENCE

4 | 5+00 | 6

PROPOSED ℄ SHARED USE PATH (EAST)

PROJECT LIMIT
STA 6+52

MATCHLINE STA 40+00
SEE SHEET: 18

N

0 20' 40'
GRAPHIC SCALE

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		DRAWN - DW	REVISED -
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	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 1" = 20' | SHEET NO. 2 OF 4 SHEETS | STA. 30+00 TO STA. 40+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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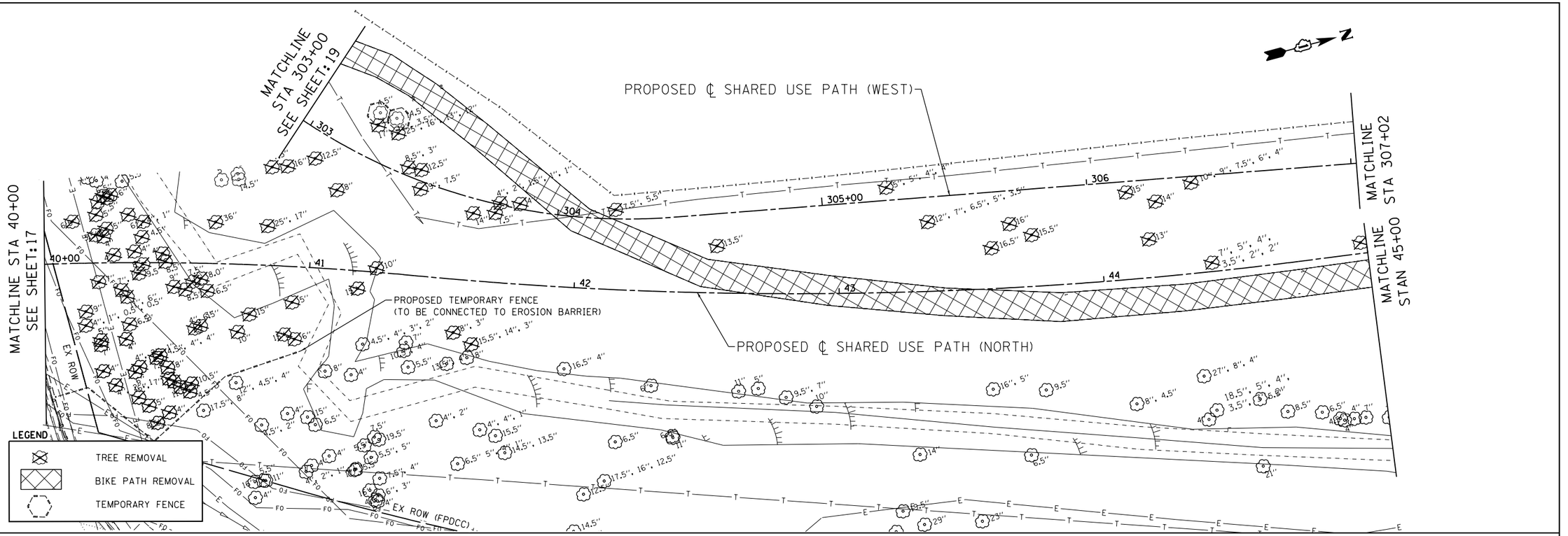
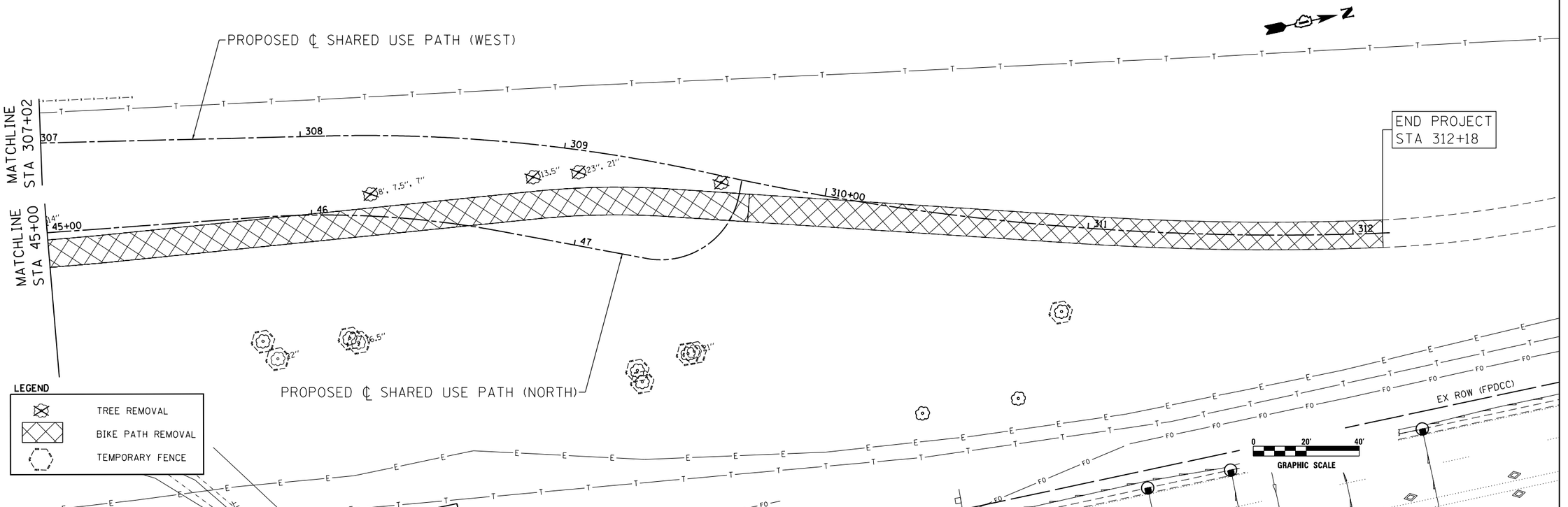
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		





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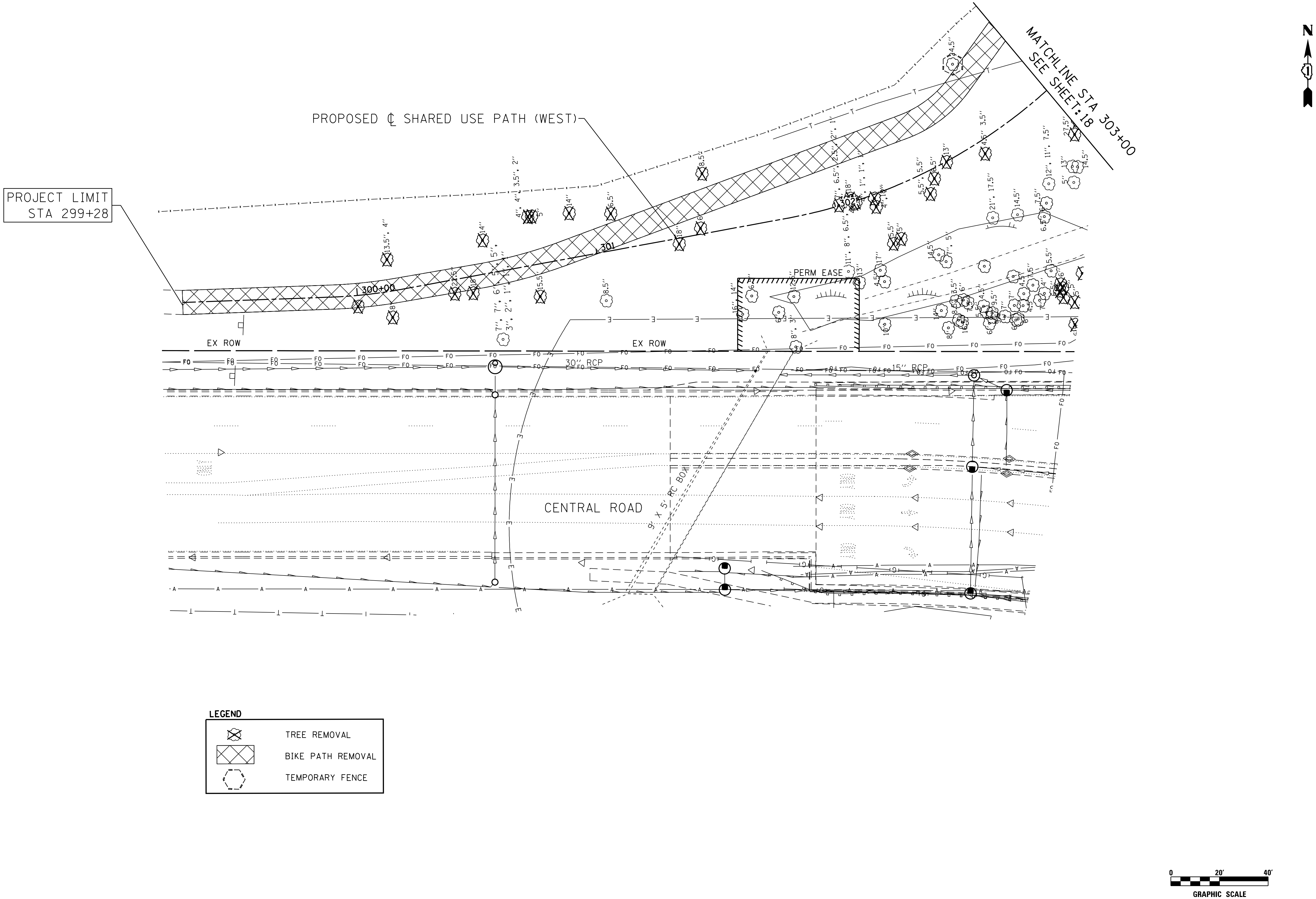
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 1" = 20' | SHEET NO. 3 OF 4 SHEETS | STA. 40+00 TO STA. 48+11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	18
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



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Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com		DRAWN - DW	REVISED -		
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	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -		SCALE: 1" = 20' / SHEET NO. 4 OF 4 SHEETS / STA. 300+00 TO STA. 303+00

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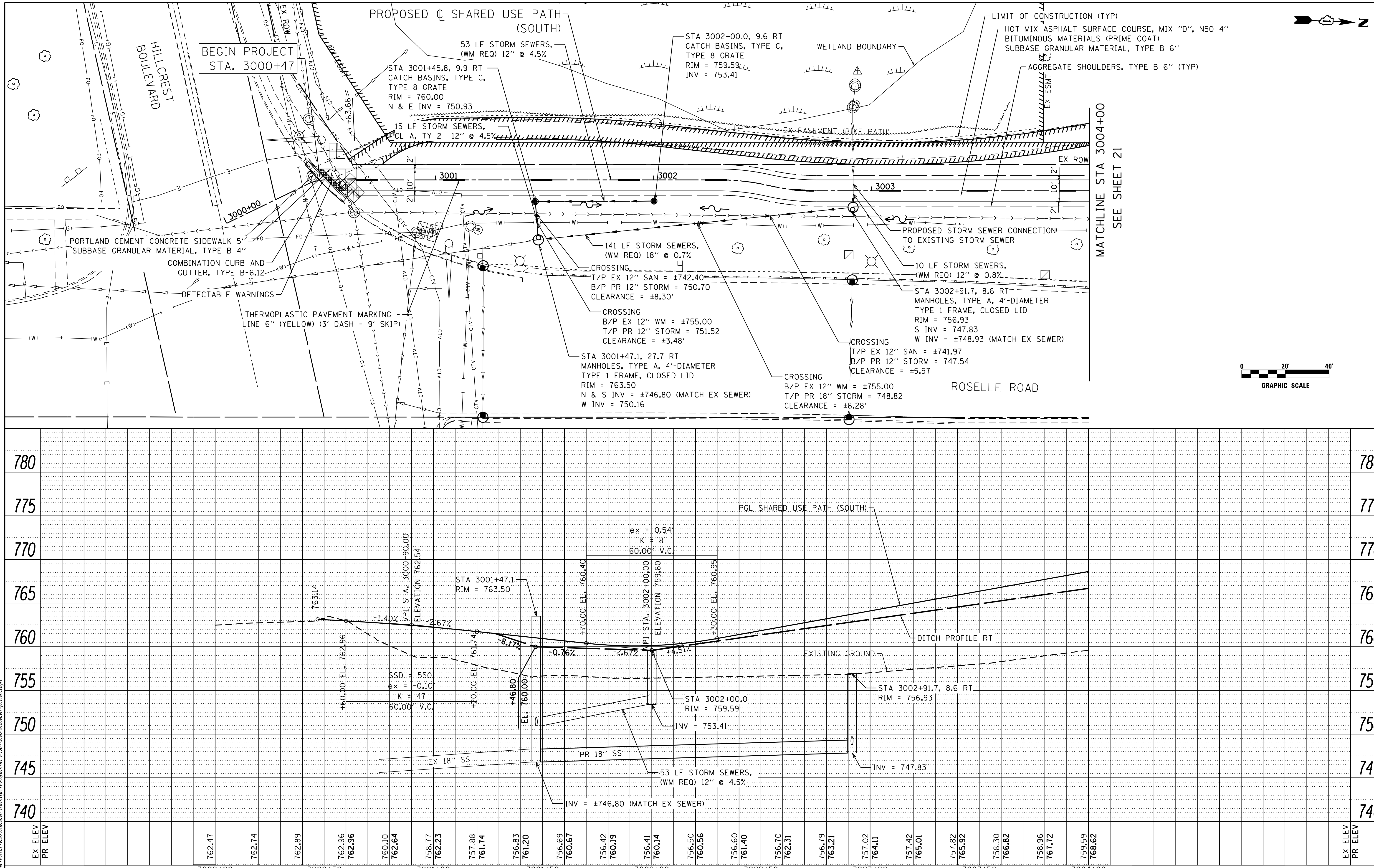
		ILLINOIS FED. AID PROJECT		



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PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 1 OF 8 SHEETS | STA. 3000+00 TO STA.3004+00

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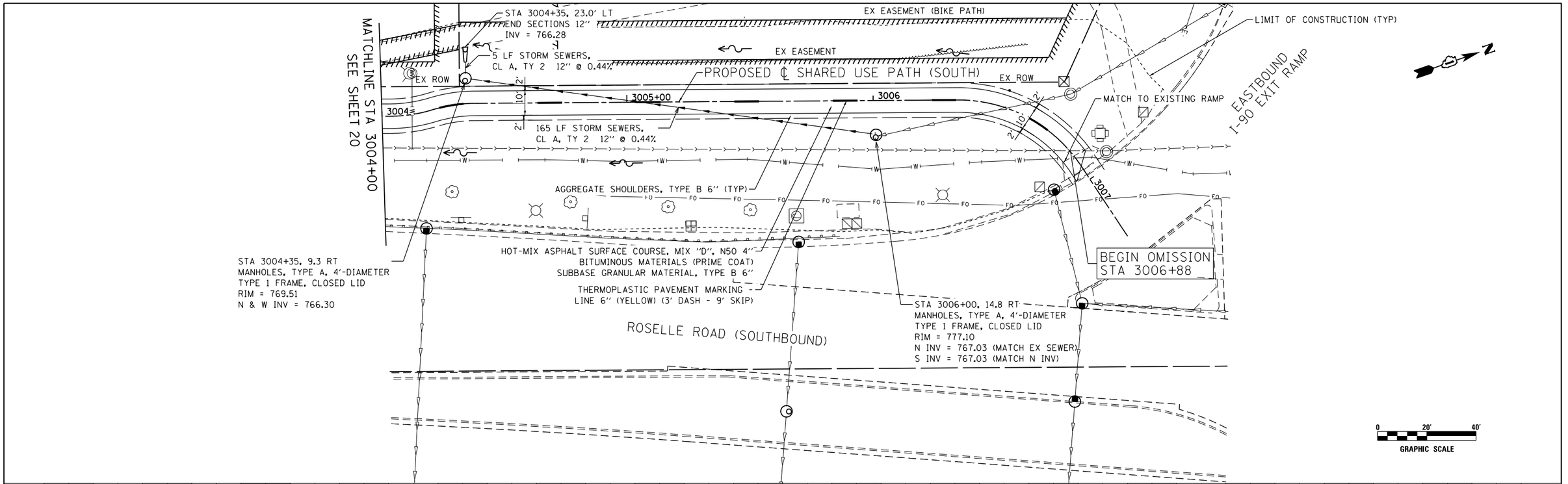
		ILLINOIS FED. AID PROJECT		



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NO.
BY
DATE

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GRADES CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

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USER NAME = mdaboub	DESIGNED - JPA	REVISED -
	DRAWN - DW	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 2 OF 8 SHEETS | STA. 3004+00 | TO STA. 3007+27

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	21
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

END OMISSION
STA 29+52

LIMIT OF CONSTRUCTION (TYP)

PROPOSED ℄ SHARED USE PATH (NORTH)

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 4"
BITUMINOUS MATERIALS (PRIME COAT)
SUBBASE GRANULAR MATERIAL, TYPE B 6"

AGGREGATE SHOULDERS, TYPE B 6" (TYP)

THERMOPLASTIC PAVEMENT MARKING -
LINE 6" (YELLOW) (3' DASH - 9' SKIP)

WETLAND BOUNDARY

EX ESMT

EX ROW

MATCHLINE STA 34+00
SEE SHEET 23

ROSELLE ROAD (NORTHBOUND)

ROSELLE ROAD (SOUTHBOUND)

GRAPHIC SCALE 0 20' 40'

PGL SHARED USE PATH (NORTH)

EXISTING GROUND

ex = 0.14'
K = 130
120.00' V.C.

-2.75%
-3.92%
-1.83%
-2.30%

EL. 775.89
VPI STA. 32+00.00
ELEVATION 777.66

DITCH PROFILE RT

EX ELEV / PR ELEV	784.13	784.21	784.58	784.40 / 784.27	784.13 / 783.72	783.14 / 783.17	782.74 / 782.62	782.17 / 782.06	781.87 / 781.51	781.55 / 780.96	781.05 / 780.41	780.48 / 779.86	779.89 / 779.31	779.34 / 778.78	778.85 / 778.27	778.41 / 777.80	777.98 / 777.36	777.54 / 776.94	777.11 / 776.56	776.67 / 776.20	776.24 / 775.83	775.80 / 775.46	775.37 / 775.10	774.95 / 774.73	774.55 / 774.37	774.17 / 774.00	EX ELEV / PR ELEV
	29+00		29+50			30+00		30+50			31+00			31+50		32+00		32+50		33+00		33+50		34+00			

795 790 785 780 775 770 765 760 755

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	DRAWN - DW	REVISED -
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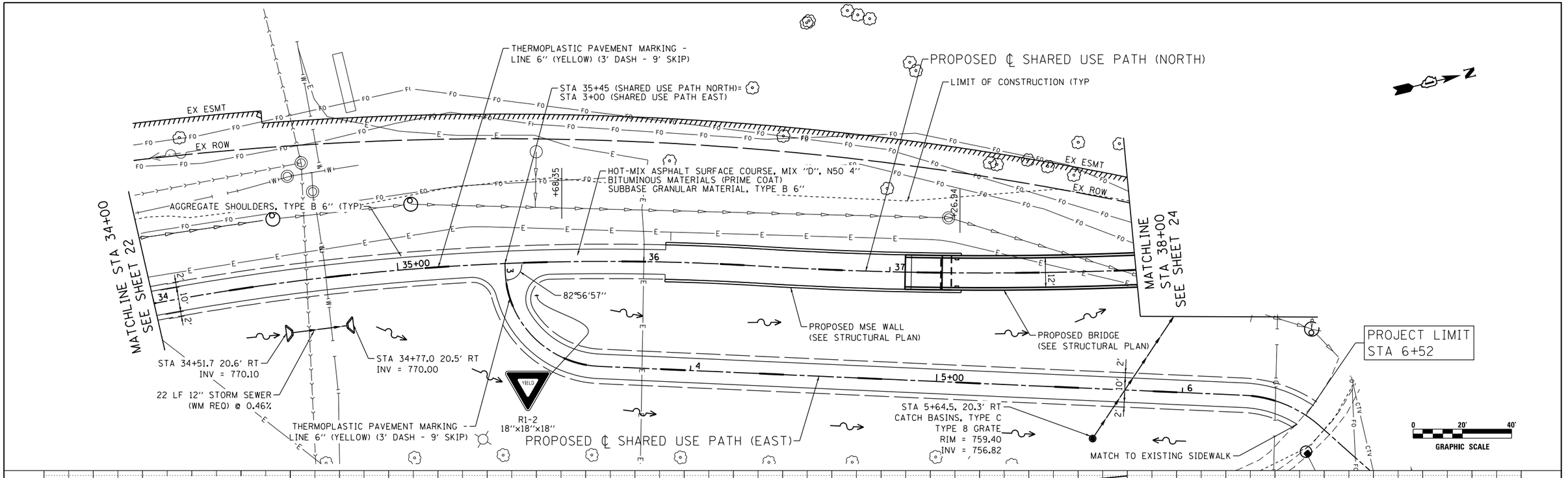
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 3 OF 8 SHEETS | STA. 30+00 | TO STA. 34+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	22
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



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Clorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 E-mail: chicago@clorba.com	USER NAME = mdaboub	DESIGNED - JPA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD PLAN AND PROFILE
		CHECKED - DJO	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	DRAWN - DW	REVISED -		SCALE: 1" = 20' SHEET NO. 4 OF 8 SHEETS STA. 34+00 TO STA. 38+00
	PLOT DATE = 2/13/2018	CHECKED - 1/23/2018	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	23
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

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STA 38+45.0, 33.3' LT
END SECTIONS 15"
INV = 756.50

FLOODPLAIN BOUNDARY

GRADING TO MATCH EXISTING
GROUND ELEVATION @ 759.00

CROSSING
T/P EX SS = 753.54
B/P PR SS = 756.60
CLEARANCE = 3.06'

EX EASEMENT

EX ROW

EXISTING ℄ CENTRAL ROAD

CENTRAL ROAD

WETLAND BOUNDARY

MATCHLINE STA 38+00
SEE SHEET 23

PROPOSED BRIDGE (SN 016-330)
(SEE STRUCTURAL PLAN)

105 LF STORM SEWERS,
CL A, TY 2 15"
@ 0.30% SLOPE

PR ELEV. = 760.00

THERMOPLASTIC PAVEMENT MARKING -
LINE 4" (YELLOW)

FLOODWAY BOUNDARY

FLOODPLAIN BOUNDARY

PROPOSED ℄ SHARED USE PATH (WEST)

LIMIT OF CONSTRUCTION (TYP)

SEE SHEET 25
FOR PLAN AND PROFILE

PROPOSED ℄ SHARED USE PATH (NORTH)

WOUS BOUNDARY

FLOODWAY BOUNDARY

MATCHLINE
STA 43+00
SEE SHEET 26

0 20' 40'
GRAPHIC SCALE

VPI STA. 39+45.00
ELEVATION 782.98

+2.43%

-3.49%

+30.00 EL. 780.19

+60.00 EL. 778.97

SSD = 227'
ex = -1.70'
K = 39
230.00' V.C.

PROPOSED 15" STORM SEWER
INV = 756.58

PCL SHARED USE PATH (NORTH)

EXISTING GROUND

	38+00	38+50	39+00	39+50	40+00	40+50	41+00	41+50	42+00	42+50	43+00
EX ELEV	761.72	760.36	760.01	758.41	757.71	757.23	757.90	757.90	757.51	757.12	756.58
PR ELEV	779.46	779.94	780.42	780.80	781.08	781.26	781.33	781.30	781.17	780.94	780.60
EX ELEV	751.66	750.73	745.84	746.92	745.61	749.73	751.15	751.86	752.46	753.05	753.25	753.27	753.17	752.90	752.69
PR ELEV	780.16	779.62	778.97	778.27	777.57	776.88	776.18	775.48	774.78	774.09	773.39	772.69	771.99	771.30	770.60

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RT. OF WAY CHECKED
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PROFILE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 5 OF 8 SHEETS | STA. 35+00 | TO STA. 43+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	24
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

PROJECT LIMIT
STA 299+28

PAUL DOUGLAS (FOREST PRESERVE DISTRICT OF COOK COUNTY)

MATCHLINE STA 305+00
SEE SHEET 26

N

MATCH TO EXISTING

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)

PROPOSED ℄ SHARED USE PATH (WEST)

LIMIT OF CONSTRUCTION (TYP)

EX FENCE

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 4"
BITUMINOUS MATERIALS (PRIME COAT)
SUBBASE GRANULAR MATERIAL, TYPE B 6"

2'
10'
2'

EX ROW (FPDCC)

300+00

301

302

303

304

595+00

CENTRAL ROAD

EX ESMT

FLOODPLAIN BOUNDARY

WETLAND BOUNDARY

FLOODWAY BOUNDARY

0 20' 40'
GRAPHIC SCALE

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

EXISTING GROUND

PGL SHARED USE PATH (WEST)

762.72

+1.35%

VPI STA. 299+90.00
ELEVATION 763.56

-4.96%

+30.00 EL. 762.75

120.00' V.C.

+50.00 EL. 760.58

+30.00 EL. 756.82

220.00' V.C.

+50.00 EL. 753.82

02+40.00
ON 751.17

-4.96%

+2.51%

+40.00 EL. 756.18

+2.51%

VPI STA. 304+70.00
ELEVATION 756.93

-3.00%

60.00' V.C.

+00.00 EL. 756.03

	775	770	765	760	755	750	745	740	735
EX ELEV / PR ELEV	762.88 / 762.86	762.92 / 762.92	762.58 / 762.76	762.10 / 762.40	761.55 / 761.83	760.91 / 761.05	760.13 / 760.09	759.23 / 759.10	758.25 / 758.11
EX ELEV / PR ELEV	756.95 / 757.11	756.06 / 756.14	755.06 / 755.28	754.11 / 754.56	753.41 / 753.98	753.33 / 753.53	PVI ST. 753.22 EV	752.61 / 753.04	752.62 / 753.00
EX ELEV / PR ELEV	752.19 / 753.09	751.95 / 753.32	751.37 / 753.69	752.55 / 754.17	753.48 / 754.67	754.15 / 755.18	754.60 / 755.68	755.52 / 756.18	756.20 / 756.50
EX ELEV / PR ELEV	756.20 / 756.45	756.02 / 756.03							

299+50 300+00 300+50 301+00 301+50 302+00 302+50 303+00 303+50 304+00 304+50 305+00

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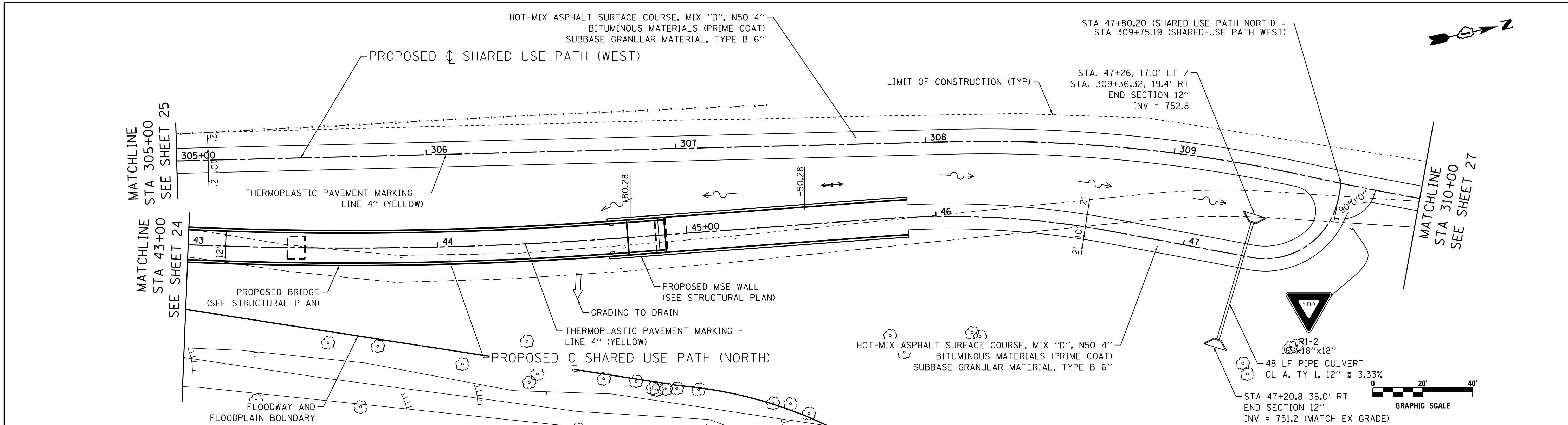
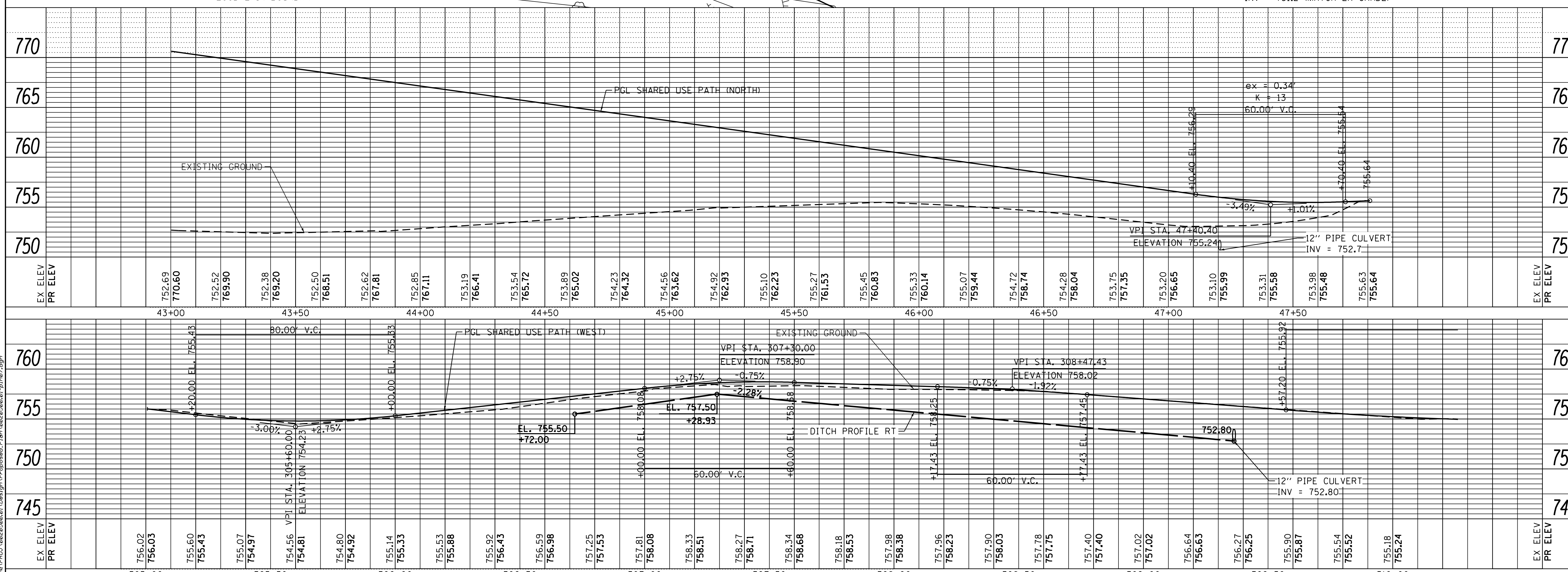
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 6 OF 8 SHEETS | STA. 299+28.04 TO STA. 305+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	25
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 7 OF 8 SHEETS | STA. 43+00 TO STA. 48+11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	26

CONTRACT NO. 61E68

ILLINOIS FED. AID PROJECT

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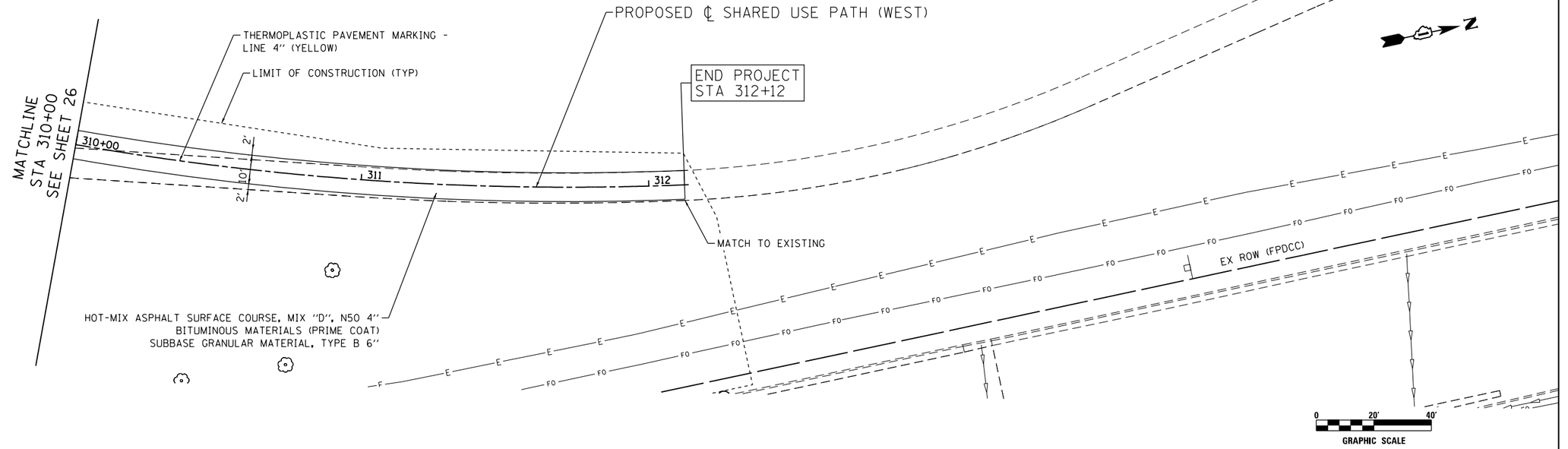

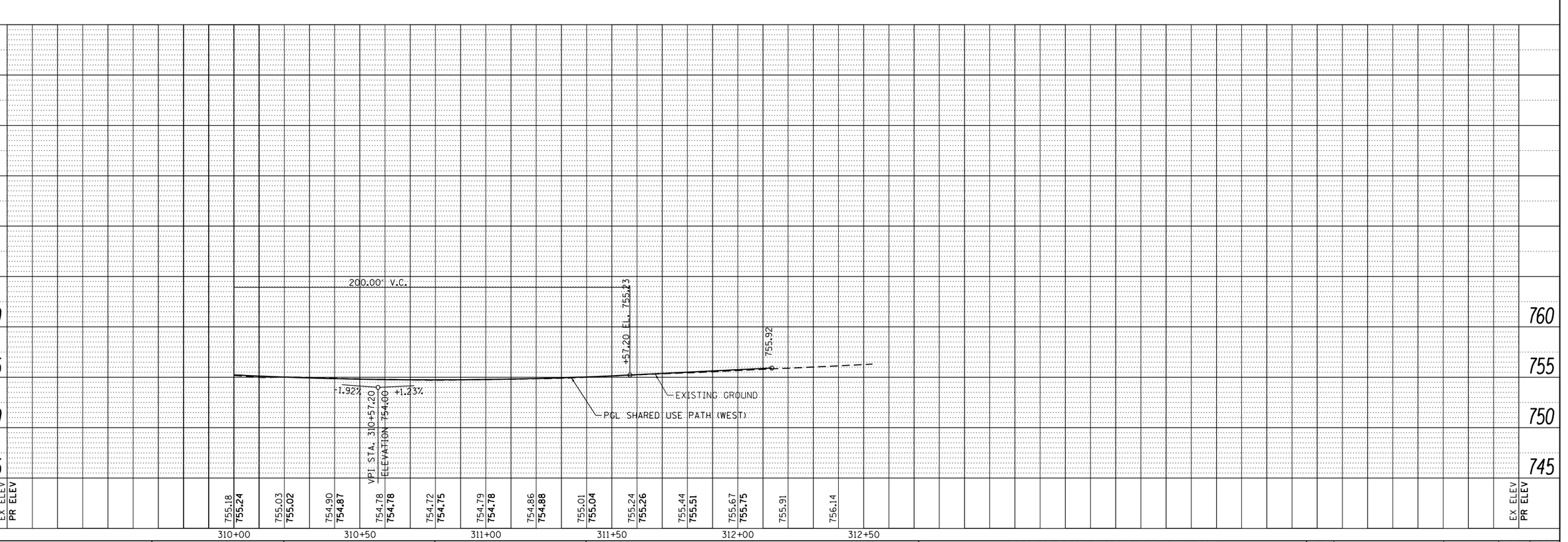

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 8 OF 8 SHEETS | STA. 43+00 | TO STA. 48+11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	27
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

MAINTENANCE OF TRAFFIC GENERAL NOTES

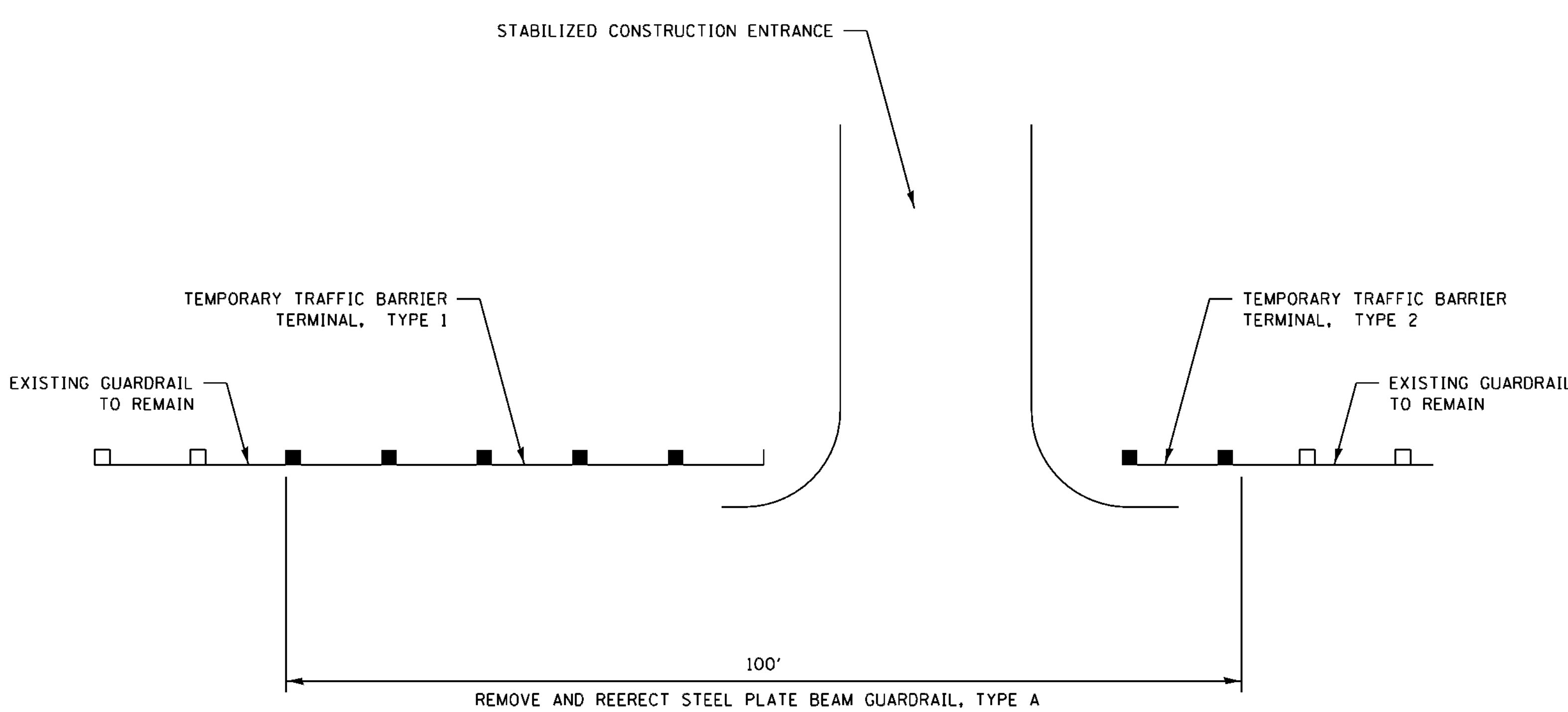
1. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A PROPOSED CONSTRUCTION STAGING PLAN 21 DAYS PRIOR TO IMPLEMENTATION AND MEET WITH THE ENGINEER AND REPRESENTATIVES OF THE VILLAGE OF SCHAUMBURG AND COOK COUNTY TO ASCERTAIN THE SCHEDULE OF THE TRAFFIC STAGING AND POSSIBLE CHANGES. ADDITIONAL MEETINGS WILL BE REQUIRED 10 DAYS PRIOR TO IMPLEMENTATION AND AGAIN 2 DAYS PRIOR TO IMPLEMENTATION TO FINALIZE DETAILS.

2. ALL CONTRACTOR SUPPLIED TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE IN GOOD CONDITION AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.

3. FLAGGERS SHALL BE USED DURING THE ENTRANCE AND EXIT OF EQUIPMENT/TRUCKS TO AND FROM THE CONSTRUCTION ENTRANCES.

4. DURING CONSTRUCTION OF THE PROPOSED IMPROVEMENTS ALONG ROSELLE ROAD AND CENTRAL ROAD, ROSELLE ROAD AND CENTRAL ROAD SHALL REMAIN OPEN TO TRAFFIC. ACTIVITY SHALL NOT BE ALLOWED BETWEEN 6:00AM-9:00AM AND BETWEEN 3:00PM-6:00PM. WORK SHALL BE COMPLETED USING APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS USING FLAGGERS.

5. IF ANY EXISTING PAVEMENT MARKINGS AND/OR SIGNING ARE/IS DISTURBED DUE TO CONSTRUCTION, THE CONTRACTOR SHALL REPLACE THE TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF THE COUNTY.



GUARDRAIL REMOVE AND REERECT AT CONTSTRUCTION ENTRANCE DETAIL

MAINTENANCE OF TRAFFIC

ROSELLE ROAD

CONSTRUCTION:
REMOVE EXISTING ROSELLE ROAD SHARED-USE PATH AND CONSTRUCT PROPOSED ROSELLE ROAD SHARED-USE PATH ADJACENT TO ROSELLE ROAD PER THE PROPOSED PLAN.

REMOVE AND REPLACE TRAFFIC SIGNAL EQUIPMENT AS SHOWN IN THE TRAFFIC SIGNAL PLAN.

MAINTENANCE OF TRAFFIC:
LANE CLOSURES USING HIGHWAY STANDARDS 701101, 701106, 701426, 701601, 701701, 701801

HILLCREST BOULEVARD

CONSTRUCTION:
REMOVE EXISTING ROSELLE ROAD SHARED-USE PATH AND CONSTRUCT PROPOSED ROSELLE ROAD SHARED-USE PATH ADJACENT TO ROSELLE ROAD PER THE PROPOSED PLAN.

REMOVE AND REPLACE TRAFFIC SIGNAL EQUIPMENT AS SHOWN IN THE TRAFFIC SIGNAL PLAN.

MAINTENANCE OF TRAFFIC:
LANE CLOSURES USING HIGHWAY STANDARDS 701101, 701106, 701427, 701601, 701701, 701801

CENTRAL ROAD

CONSTRUCTION:
REMOVE EXISTING FOREST PRESERVE DISTRICT SHARED-USE PATH AND CONSTRUCT PROPOSED FOREST PRESERVE SHARED-USE PATH ADJACENT TO CENTRAL ROAD PER THE PROPOSED PLAN.

REMOVE AND REPLACE TRAFFIC SIGNALS AS SHOWN IN THE TRAFFIC SIGNAL PLAN.

CONSTRUCT PIER AND ABUTMENTS FOR ROSELLE ROAD SHARED-USE PATH STRUCTURE OVER CENTRAL ROAD.

ERECT STEEL BEAM FOR ROSELLE ROAD SHARED-USE PATH STRUCTURE OVER CENTRAL ROAD.

MAINTENANCE OF TRAFFIC:
LANE CLOSURES USING HIGHWAY STANDARDS
701101, 701106, 701426, 701601, 701701, 701801

WHEN REQUIRED, TRAFFIC WILL BE STOPPED USING A 15-MINUTE MAXIMUM FULL STOP PROCEDURE PER THE "KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (WITH 15 MIN FULL STOPS)" SPECIAL PROVISION AND A CHANGABLE MESSAGE SIGN WILL BE USED.

COMMITMENTS

1. IF PAUL DOUGLAS TRAIL IS TO BE CLOSED FOR MORE THAN A 2 HOUR DURATION ADEQUATE SIGNAGE NEEDS TO BE PLACED IN ADVANCE OF TRAIL ENTRY. THIS LOCATION MAY BE OFF SITE. THE FOREST PRESERVE SHOULD BE NOTIFIED 14 DAYS IN ADVANCE OF A CLOSURE.

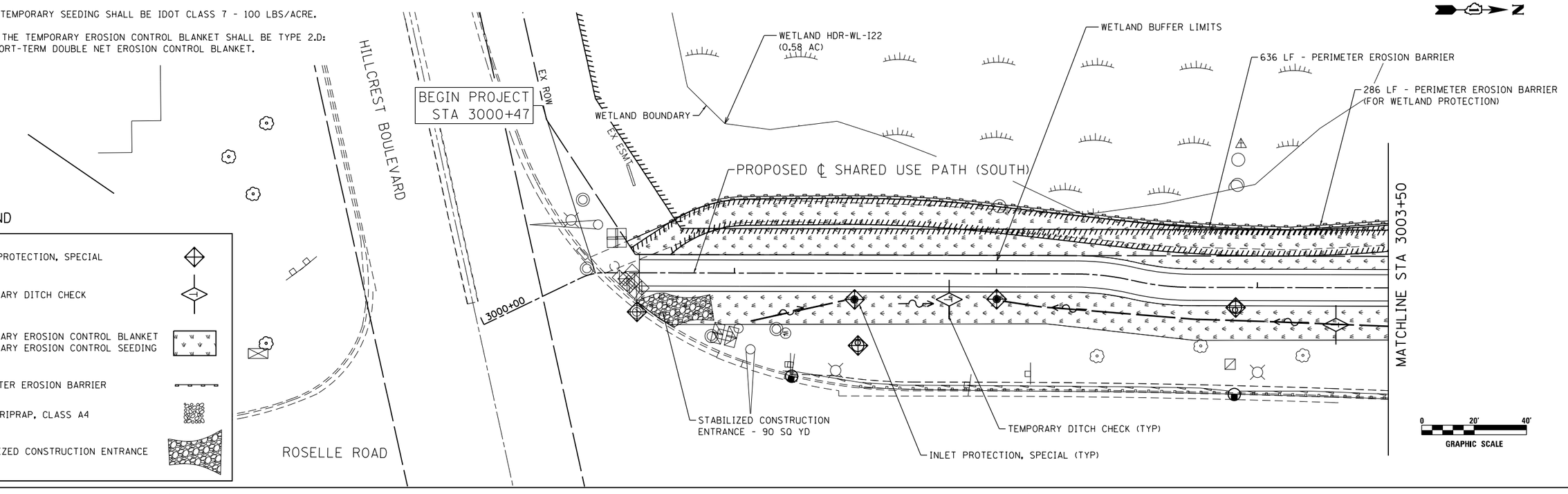
EROSION CONTROL GENERAL NOTES:

1. TEMPORARY SEEDING SHALL BE IDOT CLASS 7 - 100 LBS/ACRE.

2. THE TEMPORARY EROSION CONTROL BLANKET SHALL BE TYPE 2.D: SHORT-TERM DOUBLE NET EROSION CONTROL BLANKET.

LEGEND

- INLET PROTECTION, SPECIAL
- TEMPORARY DITCH CHECK
- TEMPORARY EROSION CONTROL BLANKET / TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- STONE RIPRAP, CLASS A4
- STABILIZED CONSTRUCTION ENTRANCE



WETLAND/WOUS SUMMARY TABLE

Site #	Acres	Isolated (Y/N)	Dominant Vegetation	Disturbed Area
HDR-WL-I21	Wetland=0.01	Y	Salint, Lystal	0
HDR-WL-I22	Wetland=0.58	Y	Betnig, Salint, Phraus	0
1	Wetland=0.22	Y	Narrow-leaf cattail	0
2	Wetland =0.03	N	Buckthorn Narrow-leaf cattail	0
3	WOUS=0.32	N	Siberian elm, Box elder, Common buckthorn	0

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		DRAWN - AMD	REVISED -	
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	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 4 SHEETS | STA. 3000+47 TO STA. 3006+98

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	29
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

END OMISSION
STA 29+52

477 LF - PERIMETER EROSION BARRIER
(FOR WETLAND PROTECTION)

908 LF - PERIMETER EROSION BARRIER

PROPOSED ℄ SHARED USE PATH (NORTH)

WETLAND BOUNDARY

WETLAND SITE 1
(0.22 AC)

EX ESMT

EX ROW

130+00

MATCHLINE STA 35+00

LEGEND

- INLET PROTECTION, SPECIAL
- TEMPORARY DITCH CHECK
- TEMPORARY EROSION CONTROL BLANKET
  TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- STONE RIPRAP, CLASS A4
- STABILIZED CONSTRUCTION ENTRANCE

TEMPORARY DITCH CHECK (TYP)

ROSELLE ROAD

STONE RIPRAP, CLASS
A4 - 9 SQ YD

215+00

TEMPORARY EROSION CONTROL BLANKET - 3,640 SQ YD
TEMPORARY EROSION CONTROL SEEDING- 76 lb

0 20' 40'
GRAPHIC SCALE

TEMPORARY EROSION CONTROL BLANKET - 3,913 SQ YD
TEMPORARY EROSION CONTROL SEEDING- 81 lb

TEMPORARY STOCKPILE

PROPOSED ℄ SHARED USE PATH (NORTH)

PROPOSED ℄ SHARED USE PATH (EAST)

54 LF - PERIMETER EROSION BARRIER
(FOR WETLAND PROTECTION)

WETLAND SITE 2
(0.03 AC)

STONE RIPRAP, CLASS
A4 - 9 SQ YD

41 LF - PERIMETER EROSION BARRIER
(FOR WETLAND PROTECTION)

EX ESMT

EX ROW

CENTRAL ROAD

598

22'

10'

599

MATCHLINE STA 35+00

35+00

MATCHLINE STA 39+70
SEE SHEET 31

110 LF - PERIMETER
EROSION BARRIER

50 FT WETLAND BUFFER

PROJECT LIMIT
STA 6+52

15+00

STABILIZED CONSTRUCTION ENTRANCE
- 90 SQ YD

INLET PROTECTION (SPECIAL) (TYP)

38 LF - PERIMETER EROSION BARRIER

0 20' 40'
GRAPHIC SCALE

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ENGINEERING CONSULTANT	USER NAME = adow	DESIGNED - JXI	REVISED -
Clorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4069 Fax 773.775.4014 Email.chicago@clorba.com		DRAWN - AMD	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 20' | SHEET NO. 2 OF 4 SHEETS | STA. 30+00 TO STA. 40+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	30
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

MATCHLINE STA 303+00
SEE SHEET 32

50 FT WETLAND BUFFER & RIPARIAN LIMITS

TEMPORARY EROSION CONTROL BLANKET - 842 SQ YD
TEMPORARY EROSION CONTROL SEEDING - 18 lb

TEMPORARY EROSION CONTROL BLANKET - 4348 SQ YD
TEMPORARY EROSION CONTROL SEEDING - 90 lb

PROPOSED ℄ SHARED USE PATH (WEST)

STONE RIPRAP, CLASS A4 - 22 SQ YD

WOUS BOUNDARY

MATCHLINE STA 39+70
SEE SHEET 30

MATCHLINE STA 307+00

MATCHLINE STA 45+00

305+00

310+00

40+00

45+00

194 LF - PERIMETER EROSION BARRIER

147 LF - PERIMETER EROSION BARRIER
(FOR WETLAND PROTECTION)

STABILIZED CONSTRUCTION ENTRANCE - 90 SQ YD

EX ROW

50 FT WETLAND BUFFER

TEMPORARY EROSION CONTROL BLANKET - 511 SQ YD
TEMPORARY EROSION CONTROL SEEDING - 11 lb

WOUS SITE 3
(0.32 AC)

PROPOSED ℄ SHARED USE PATH (NORTH)

577 LF - PERIMETER EROSION BARRIER

577 LF - PERIMETER EROSION BARRIER
(FOR WETLAND PROTECTION)

N

INLET AND PIPE PROTECTION

PROPOSED ℄ SHARED USE PATH (NORTH)

PROPOSED ℄ SHARED USE PATH (WEST)

END PROJECT
STA 312+18

272 LF - PERIMETER EROSION BARRIER

161 LF - PERIMETER EROSION BARRIER

STABILIZED CONSTRUCTION ENTRANCE - 90 SQ YD

TEMPORARY STOCKPILE

STONE RIPRAP, CLASS A4 - 9 SQ YD

WOUS SITE 3

50 FT WETLAND BUFFER

WOUS BOUNDARY

EX ROW (FPDCC)

INLET PROTECTION (SPECIAL) (TYP)

ROSELLE ROAD

0 20' 40'
GRAPHIC SCALE

LEGEND

- INLET PROTECTION, SPECIAL
- TEMPORARY DITCH CHECK
- TEMPORARY EROSION CONTROL BLANKET / TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- STONE RIPRAP, CLASS A4
- STABILIZED CONSTRUCTION ENTRANCE

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ENGINEERING CONSULTANT
Clorba Group, Inc.
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	DRAWN - AMD	REVISED -
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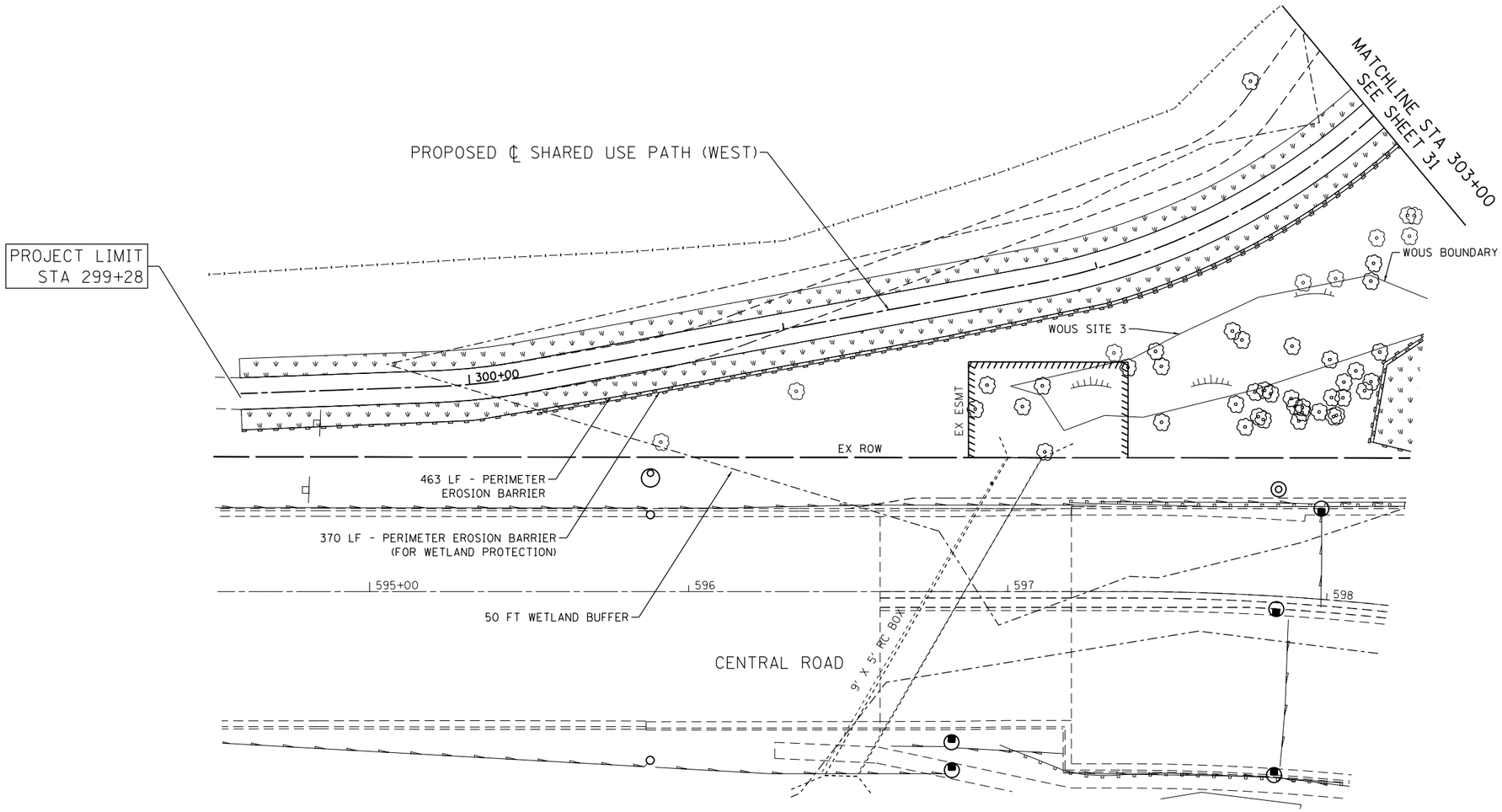
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EROSION & SEDIMENT CONTROL PLAN

SCALE: 1" = 20' | SHEET NO. 3 OF 4 SHEETS | STA. 40+00 TO STA. 48+11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	31
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



LEGEND

- INLET PROTECTION, SPECIAL
- TEMPORARY DITCH CHECK
- TEMPORARY EROSION CONTROL BLANKET
  TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- STONE RIPRAP, CLASS A4
- STABILIZED CONSTRUCTION ENTRANCE

0 20' 40'
GRAPHIC SCALE

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ENGINEERING CONSULTANT
Clorba Group, Inc.
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EmAil chicago@clorba.com

USER NAME = mdaboub	DESIGNED - JXI	REVISED -
	DRAWN - AMD	REVISED -
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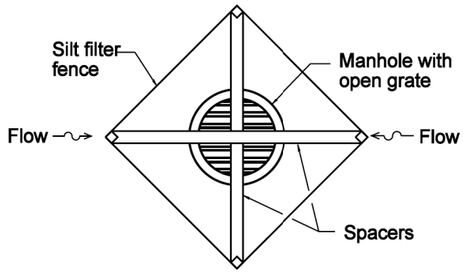
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EROSION & SEDIMENT CONTROL PLAN

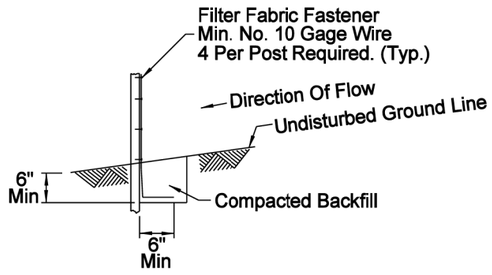
SCALE: 1" = 20' | SHEET NO. 4 OF 4 SHEETS | STA. 300+00 | TO STA. 303+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	32
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

INLET PROTECTION (SPECIAL)

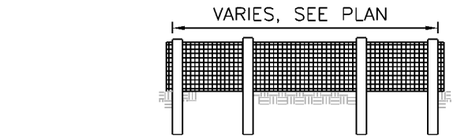


INLET AND PIPE PROTECTION

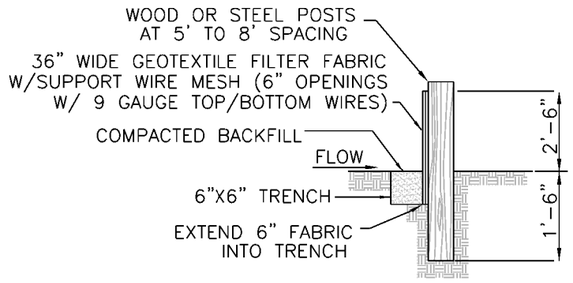


PERIMETER EROSION BARRIER

FILTER FABRIC FENCE
OVERLAND FLOW APPLICATION



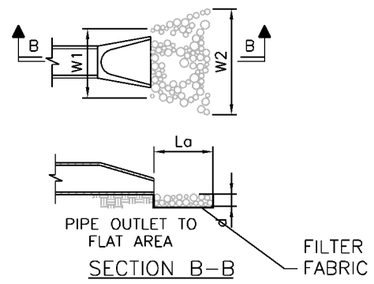
ELEVATION



SECTION

- SUPPORT WIRE MESH MAY BE OMITTED IF A MAXIMUM POST SPACING OF 5 FEET IS PROVIDED.
- SEDIMENT TRAPPED BY THE FENCE SHALL BE REMOVED (AND PROPERLY DISPOSED OF) WHENEVER SIGNIFICANT ACCUMULATION OCCURS.
- BARRIERS SHALL BE MAINTAINED IN PLACE UNTIL THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED AND UNTIL THE OWNER AUTHORIZES REMOVAL.

OUTLET PROTECTION DETAIL
RIPRAP APRON



SECTION B–B

- d=1.5 TIMES MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6 INCHES.
- STONES SHALL BE ANCHORED IN PLACE USING FABRIC OR APPROVED EQUAL.

STR. #	PIPE SIZE	TYPE	La	W1	W2	b
	12"	RR3	12'	3.5'	8.5'	15"
	15"	RR3	14'	4.0'	9.5'	18"

TREE PRESERVATION NOTES:

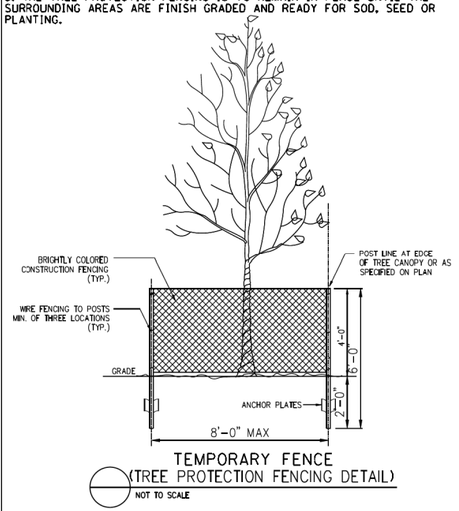
1. PRIOR TO ANY CONSTRUCTION OR ANY TREE REMOVALS, THE CONTRACTOR SHALL ERECT A TREE PROTECTION FENCE AROUND ALL TREES TO BE PRESERVED. THE LOCATION AND DESIGN OF THE FENCE SHALL BE SHOWN ON THE DRAWING AND DETAILS. ALL TREE PROTECTION FENCING SHALL BE INSTALLED AND APPROVED BY THE VILLAGE PRIOR TO CONSTUCTION.

2. WITHIN THE TREE PROTECTION FENCING, THERE SHALL BE NO EQUIPMENT OR MATERIAL STORAGE, VEHICLE ACCESS OR CONSTRUCTION EQUIPMENT ACCESS.

3. WITHIN THE TREE PROTECTION FENCING, THERE SHALL ALSO BE NO EXCAVATION, TRENCHING, CHEMICAL OR WATER DUMPING. ALL UTILITY LINES OR IRRIGATION LINES SHALL BE ROUTED AROUND THE TREE PROTECTION FENCING.

4. OUTDOOR TOLIET FACILITIES SHALL NOT BE LOCATIED WITHIN TWENTY FEET (20') OF ANY TREE PROTECTION FENCING.

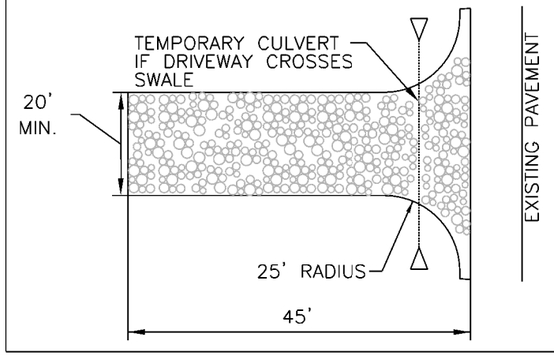
5. THE TREE PROTECTION FENCING IS TO REMAIN IN PLACE UNTIL THE SURROUNDING AREAS ARE FINISH GRADED AND READY FOR SOD, SEED OR PLANTING.



TEMPORARY FENCE
(TREE PROTECTION FENCING DETAIL)
NOT TO SCALE

STABILIZED CONSTRUCTION ENTRANCE

PLAN



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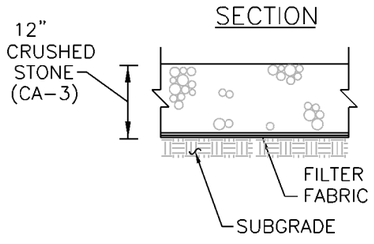
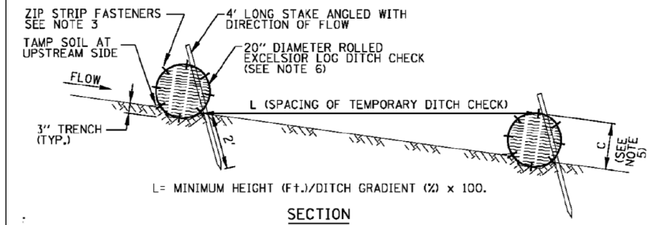
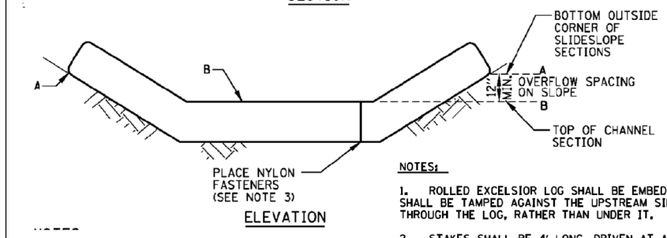




L= MINIMUM HEIGHT (Ft.)/DITCH GRADIENT (%) x 100.

SECTION



ELEVATION

NOTES:

1. ROLLED EXCELSIOR LOG SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 3" AND SOIL SHALL BE TAMPED AGAINST THE UPSTREAM SIDE TO ASSURE THAT STORM WATER IS FORCED THROUGH THE LOG, RATHER THAN UNDER IT.

2. STAKES SHALL BE 4' LONG, DRIVEN AT A SPACING OF 2' ON CENTER, 2' INTO THE GROUND. STAKES SHALL BE ENTWINED WITH THE MESH COVERING OF THE ROLL ON THE DOWNSTREAM SIDE AND ANGLED WITH THE DIRECTION OF FLOW. WOOD STAKES TO BE A MINIMUM OF 1" SQUARE. METAL STAKES SHALL BE A MINIMUM OF 1" DIAMETER.

3. WHEN MORE THAN ONE LOG IS REQUIRED TO SPAN THE DITCH, BUTT LOGS TIGHTLY TOGETHER END TO END AND FASTEN TOGETHER WITH A MINIMUM OF EIGHT EQUALLY SPACED ZIP STRIP NYLON FASTENERS.

4. ROLLED EXCELSIOR LOG DITCH CHECKS ARE SUPPLIED IN STANDARD 10 FOOT LENGTHS AND SHOULD NOT BE CUT.

5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND SILT SHALL BE REMOVED WHEN IT REACHES 50% OF ROLL HEIGHT. WHEN EXCELSIOR LOG HEIGHT BECOMES LESS THAN 10", IT SHALL BE REPLACED.

6. TEMPORARY DITCH CHECK TO BE USED TO CONTROL FLOW IN DITCHES. THE DITCH CHECK IS NOT A SUBSTITUTE FOR SEDIMENT TRAPS OR BASINS. PLACE UPSTREAM OF TRAPS OR BASINS AND MAINTAIN IN PLACE UNTIL SEEDING IS ESTABLISHED.

TEMPORARY DITCH CHECK

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ENGINEERING CONSULTANT	USER NAME = mdaboub	DESIGNED - JXI	REVISED -
Cloria Group, Inc. CONSULTING ENGINEERS 3507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@cloria.com		DRAWN - AMD	REVISED -
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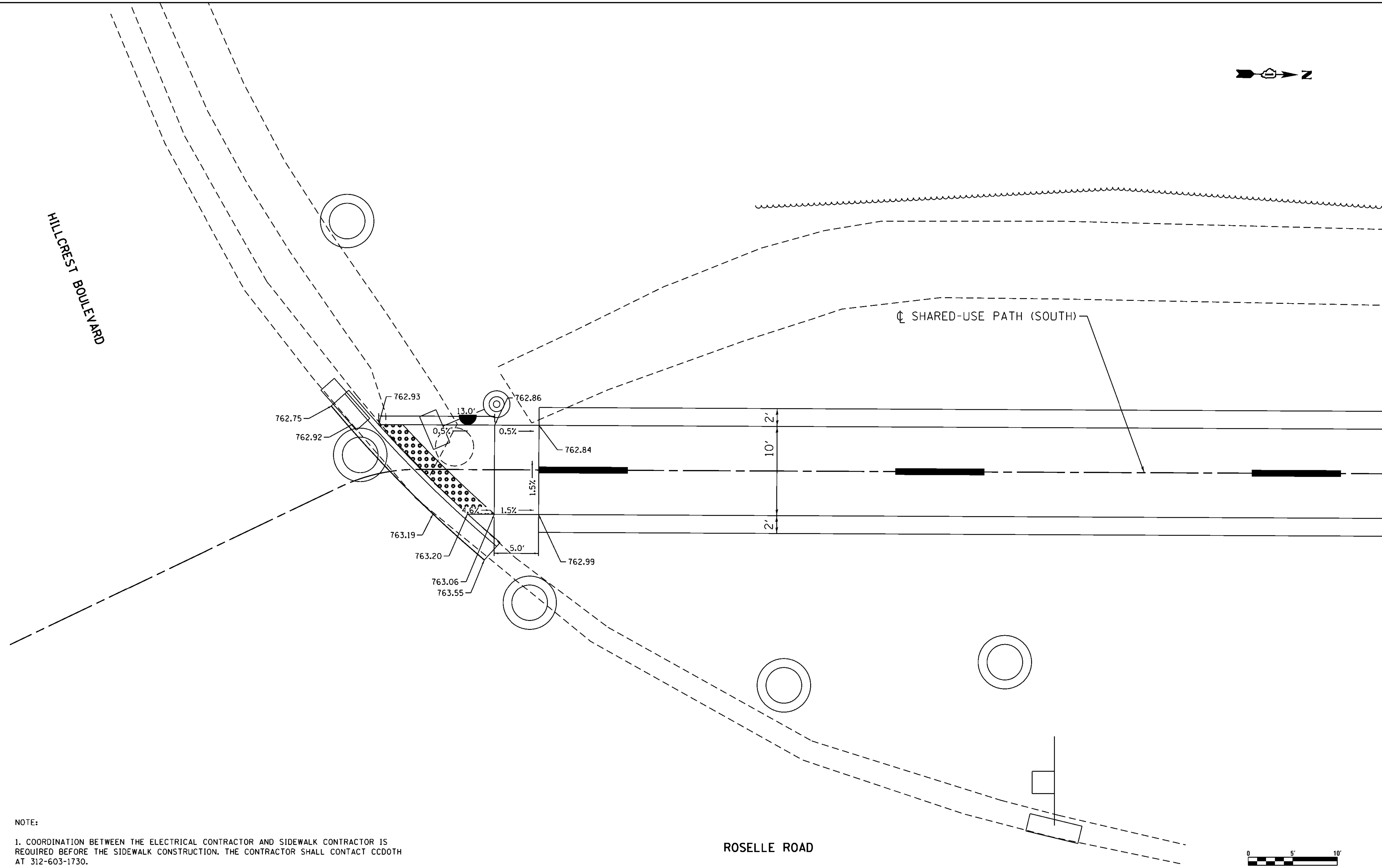
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	33
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



NOTE:

1. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730.

ENGINEERING CONSULTANT	USER NAME = mdaboub	DESIGNED - JPA	REVISED -
Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com		DRAWN - DW	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - DJO	REVISED -
	PLOT DATE = 3/21/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED–USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
CURB RAMP DETAILS

SCALE: 1" = 5' | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	34
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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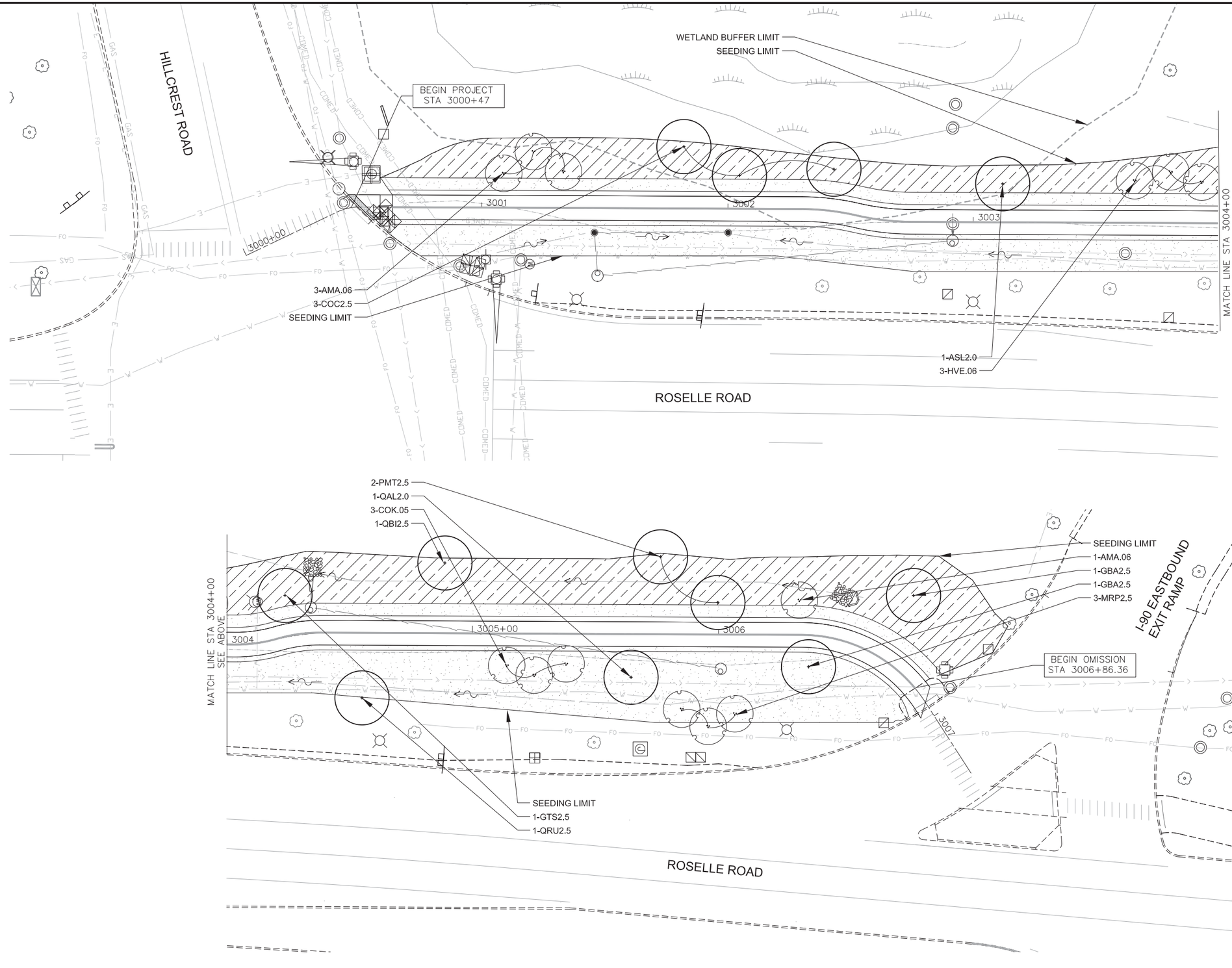

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HITCHCOCK DESIGN GROUP
creating better places

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	DRAWN — MPW	REVISED -
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PLOT DATE =	DATE — 2/13/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
LANDSCAPE PLAN

SCALE: 1" = 20'-0" | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00BT	COOK	145	35
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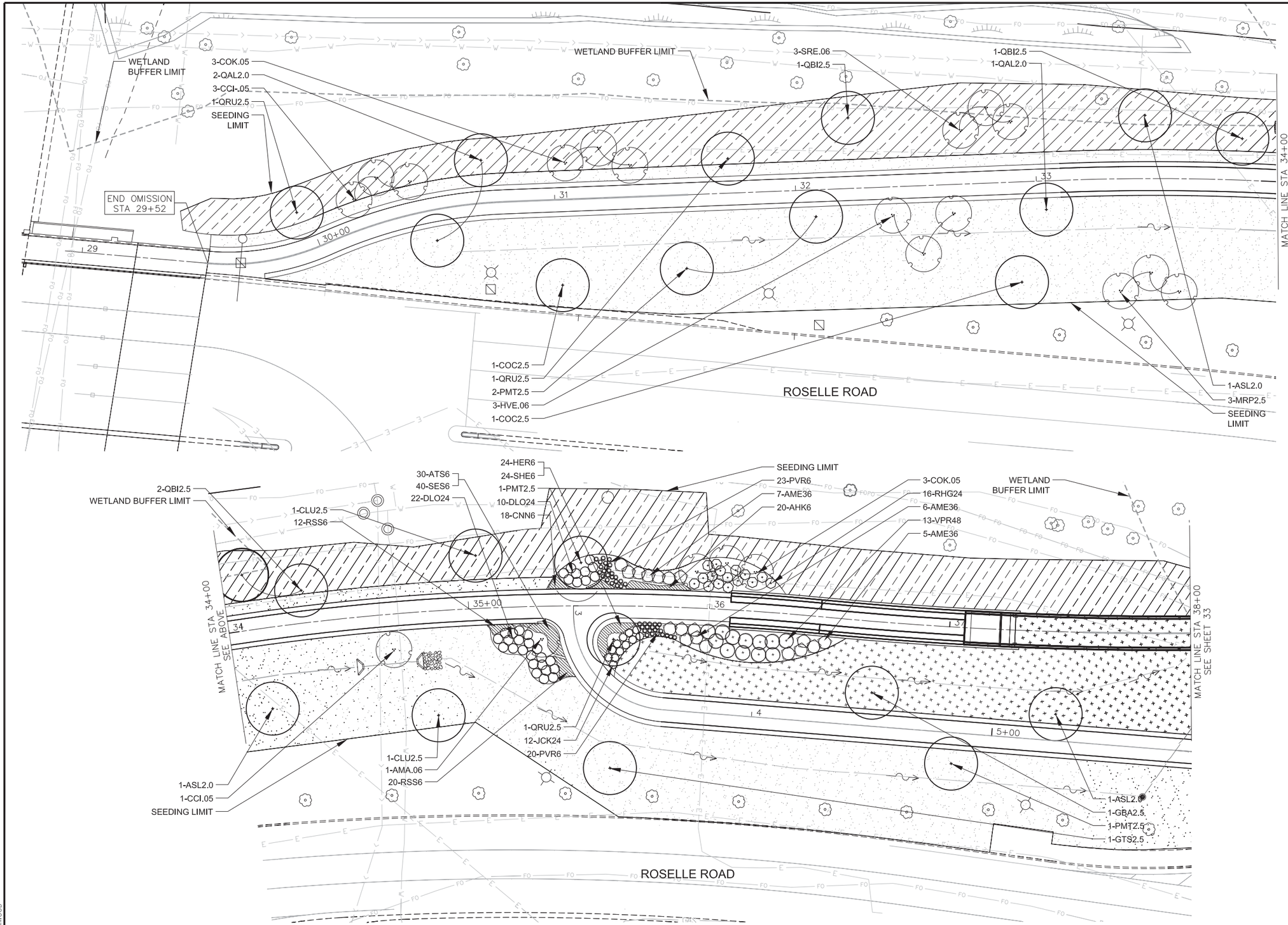

PLANTING LEGEND

- TREE (SEE MATERIAL LIST FOR SPECIES)
- SHRUB (SEE MATERIAL LIST FOR SPECIES)
- PERENNIAL PLANTS, ORNAMENTAL TYPE (SEE MATERIAL LIST FOR SPECIES)
- SEEDING, CLASS 2A WITH EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 1A WITH EROSION CONTROL BLANKET (SPECIAL)
- SEED MIXTURE : [SEEDING, CLASS 4A (MODIFIED) / SEEDING, CLASS 5 (MODIFIED)] COMBINE FOR FULL COVERAGE WITH EROSION CONTROL BLANKET (SPECIAL)
- WETLAND BUFFER LIMIT

0 20' 40'
GRAPHIC SCALE

0 20' 40'
GRAPHIC SCALE

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Plotted: 13.02.2018 By: MWOOD

HITCHCOCK DESIGN GROUP creating better places

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	DRAWN — MPW	REVISED -
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PLOT DATE =	DATE — 2/13/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
LANDSCAPE PLAN

SCALE: 1" = 20'-0" | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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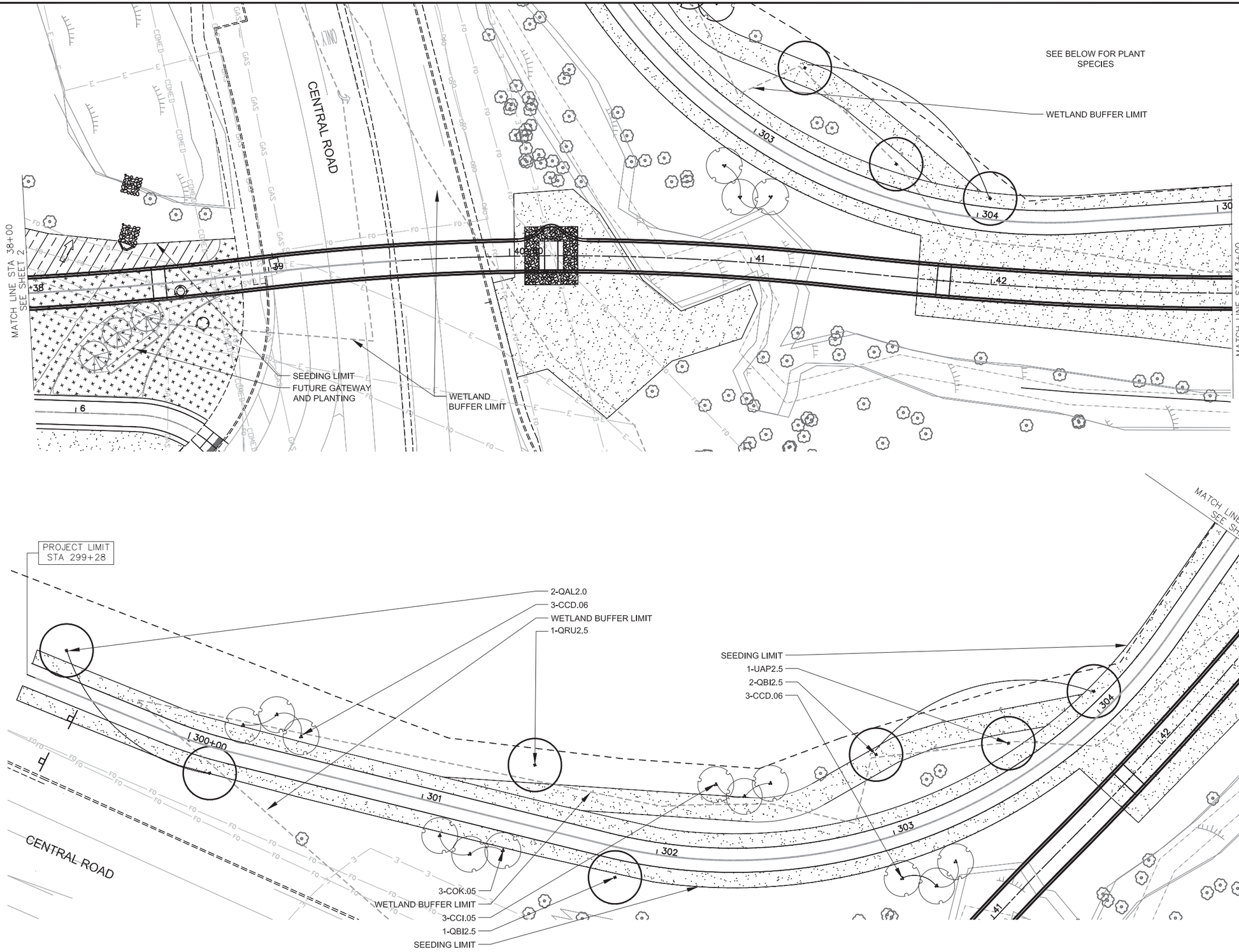
	ILLINOIS	FED. AID PROJECT		M-4003 (679)



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HITCHCOCK DESIGN GROUP creating better places

USER NAME =	DESIGNED — MPW	REVISED -
	DRAWN — MPW	REVISED -
PLOT SCALE=	CHECKED — TCK	REVISED -
PLOT DATE =	DATE — 2/13/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
LANDSCAPE PLAN

SCALE: 1" = 20'-0" | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00BT	COOK	145	37
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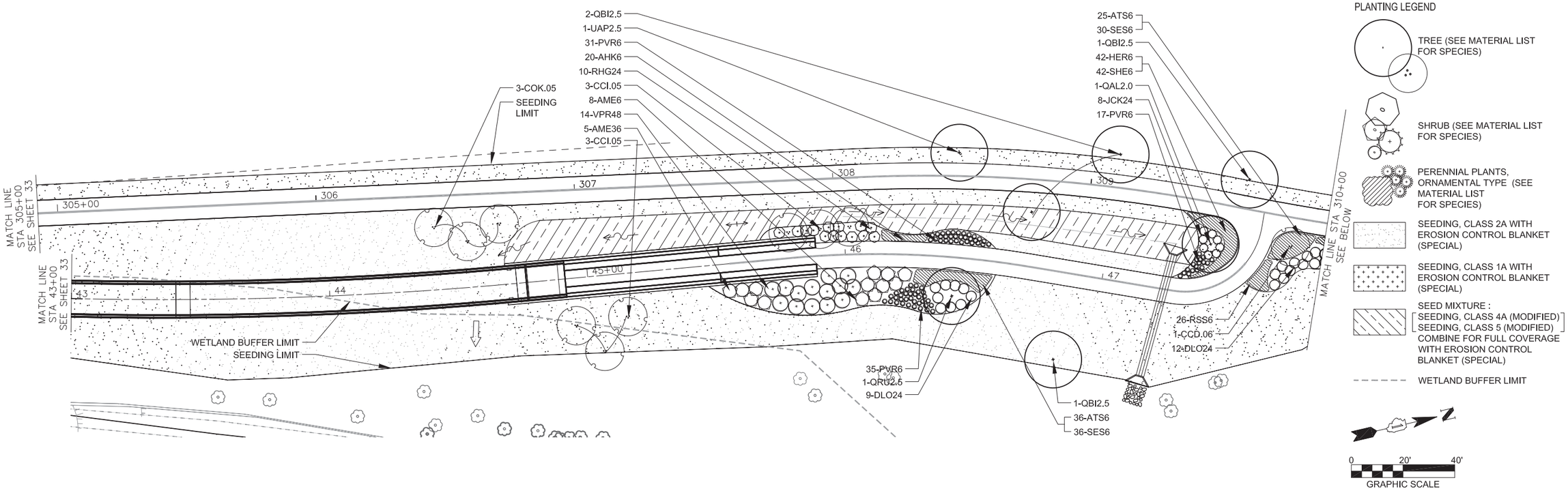
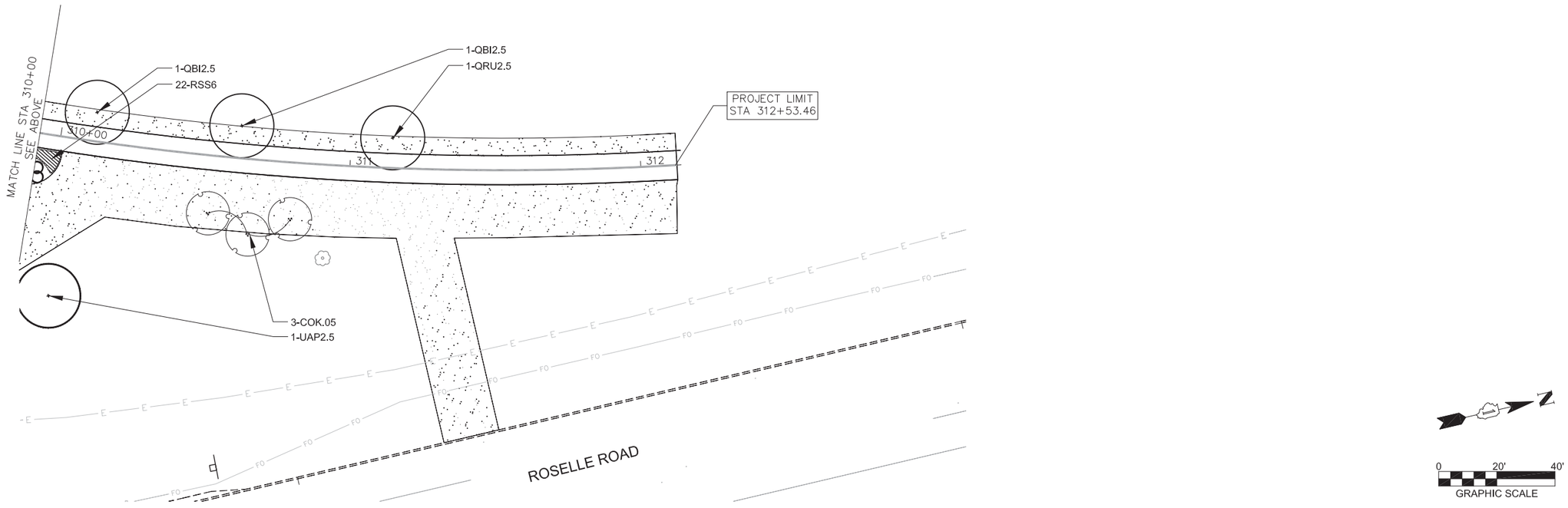
	ILLINOIS	FED. AID PROJECT		M-4003 (679)





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HITCHCOCK DESIGN GROUP creating better places

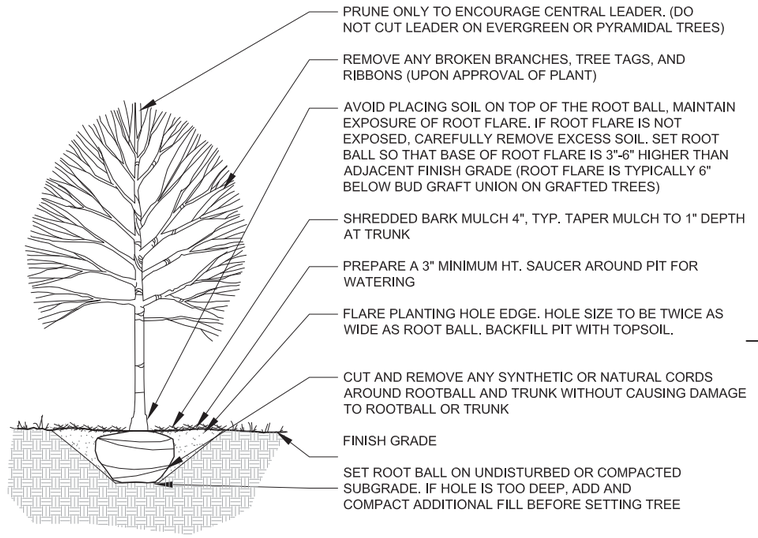
USER NAME =	DESIGNED — MPW	REVISED -
	DRAWN — MPW	REVISED -
PLOT SCALE =	CHECKED — TCK	REVISED -
PLOT DATE =	DATE — 2/13/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
LANDSCAPE PLAN

SCALE: 1" = 20'-0" | SHEET OF SHEETS | STA. | TO STA.

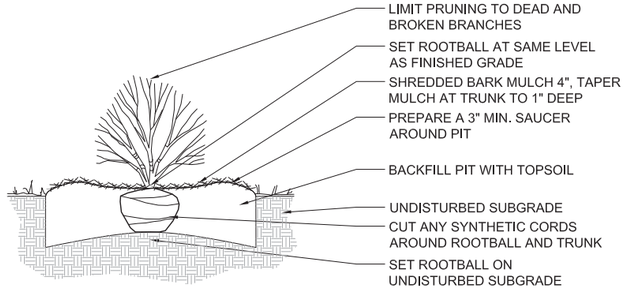
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00BT	COOK	145	38
		CONTRACT NO. 61E68		
	ILLINOIS	FED. AID PROJECT		M-4003 (679)



1 DECIDUOUS TREE PLANTING

SCALE: 1/2" = 1'-0"

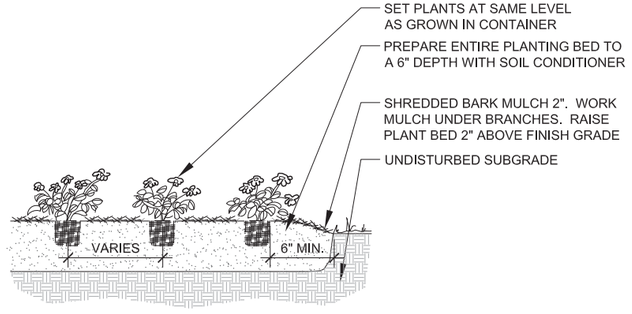
D-TREE-DEC



3 SHRUB PLANTING

SCALE: 1/2" = 1'-0"

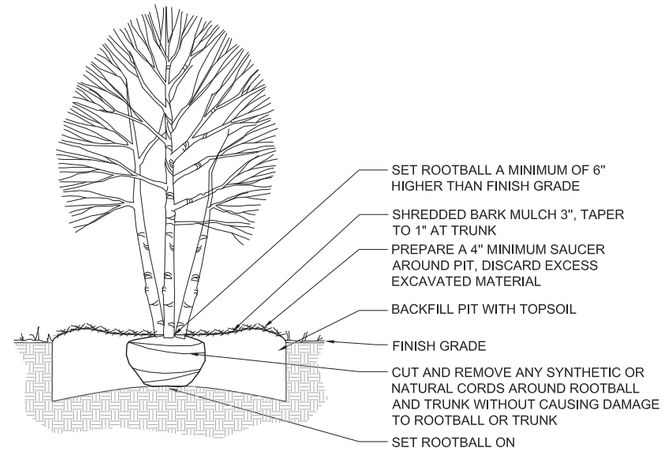
D-SHRUB



4 PERENNIAL PLANTING

SCALE: 1/2" = 1'-0"

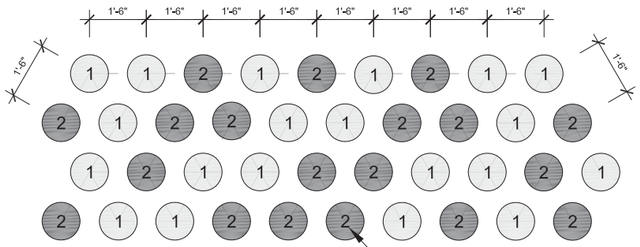
D-ANNUAL-PERENNIAL



2 ORNAMENTAL TREE PLANTING

SCALE: 1/2" = 1'-0"

D-ORNAMENTAL TREE



5 PERENNIAL SPACING AND PLANTING PATTERN

1/2" = 1'-0"

PLANT MATERIAL LIST

CODE	BOTANICAL NAME	COMMON NAME	Size	Qty
SHADE TREES				
ASL2.0	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	2" C	4
COC2.5	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2 1/2" C	5
CLU2.5	CLADRASTIS LUTEA	AMERICAN YELLOWWOOD	2 1/2" C	2
GBA2.5	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	2 1/2" C	3
GTS2.5	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SHADEMASTER	SHADEMASTER THORNLESS HONEYLOCUST	2 1/2" C	2
PMT2.5	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION! LONDON PLANETREE	2 1/2" C	6
QAL2.0	QUERCUS ALBA	WHITE OAK	2" C	7
QBI2.5	QUERCUS BICOLOR	SWAMP WHITE OAK	2 1/2" C	14
QRU2.5	QUERCUS RUBRA	RED OAK	2 1/2" C	7
UAP2.5	ULMUS AMERICANA 'PRINCETON'	PRINCETON AMERICAN ELM	2 1/2" C	3
				53
INTERMEDIATE TREES				
AMA.06	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	6' HT	5
CCD.06	CERCIS CANADENSIS	EASTERN REDBUD	6' HT	7
COK.05	CORNUS KOUSA	KOUSA DOGWOOD	5' HT	18
CCL05	CRATAEGUS CRUSGALLI VAR. INERMIS	THORNLESS COCKSPUR HAWTHORN	5' HT	13
HVE.06	HAMAMELIS VERNALIS	VERNAL WITCHHAZEL	6' HT	6
MRP2.5	MALUS 'RED PEACOCK'	RED PEACOCK FLOWERING CRABAPPLE	2 1/2" C	6
SRE.06	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	6' HT	3
				58
DECIDUOUS SHRUBS				
AME36	ARONIA MELANOCARPA	BLACK CHOKEBERRY	36" HT	31
DLO24	DIERVILLA LONICERA	DWARF BUSH-HONEYSUCKLE	24" HT	53
RHG24	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	24" HT	30
VPR48	VIBURNUM PRUNIFOLIUM	BLACKHAW VIBURNUM	48" HT	26
				140
EVERGREEN SHRUBS				
JCK24	JUNIPERUS CHINENSIS 'KALLAY COMPACT'	KALLAY COMPACT CHINESE JUNIPER	24" HT	20
				20
PERENNIALS				
ATS6	ALLIUM TANGJTICUM 'SUMMER BEAUTY'	SUMMER BEAUTY ORNAMENTAL CHIVE	1 GAL	55
AHK6	AMSONIA HUBRICHTII 'HALFWAY TO ARKANSAS'	'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR	1 GAL	45
CNN6	CALAMINTHA NEPETA	CALAMINT	1 GAL	18
HER6	HEUCHERA RICHARDSONII	PRAIRIE ALUMROOT	1 GAL	102
PVR6	PANICUM VIRGATUM 'ROSTRAHLBUSCH'	RED SWITCH GRASS	1 GAL	126
RSS6	RUDBECKIA SPECIOSA VAR. SULLIVANTI	SHOWY BLACK-EYED SUSAN	1 GAL	80
SES6	SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GAL	70
SHE6	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	1 GAL	102

ALL PERENNIALS TO BE PAID FOR AS PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT (1 UNIT = 100 PLANTS)

TOTAL PERENNIALS: 598

TOTAL UNITS: 5.98

SEE SUMMARY OF QUANTITIES FOR SPECIFIC PLANT MATERIAL PAY ITEMS

PLANTING NOTES

1. SEED TO LIMITS OF DISTURBANCE FOR RESTORATION ONLY. CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF ANY UNAUTHORIZED DISRUPTION OUTSIDE OF DESIGNATED CONSTRUCTION AREA.

2. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL IN ALL DISTURBED AREAS. ALL DISTURBED AREAS ARE TO BE PROTECTED WITHIN 24 HOURS. DO NOT DISTURB MORE AREA THAN CAN BE COMPLETED AND PROTECTED WITHIN 24 HOURS.

3. PLACE TOPSOIL TO A DEPTH OF 4 INCHES FOR ALL CLASS 1A AND 2A SEEDED AREAS. PLACE TOPSOIL TO A DEPTH OF 6 INCHES FOR CLASS 4A/5 (MODIFIED) SEEDED AREAS. PLACE TOPSOIL TO A DEPTH OF 12 INCHES FOR ALL PLANTING BED AREAS.

4. PLACE COMPOST TO A DEPTH OF 2 INCHES FOR PLANT BED AREAS AFTER TOPSOIL HAS BEEN FURNISHED AND PLACED.

5. APPLY PRE-EMERGENT GRANULAR HERBICIDE AFTER PLANTING FOR TREE AND PLANT BED AREAS.

6. PLACE COARSE SAND TO A DEPTH OF 2 INCHES FOR CLASS 5 (MODIFIED) SEEDED AREAS AFTER TOPSOIL HAS BEEN FURNISHED AND PLACED.

7. PROVIDE EROSION CONTROL BLANKET(SPECIAL) FOR ALL SEEDED AREAS.

8. PROVIDE MULCH TO A DEPTH OF 4 INCHES ON ALL WOODY PLANTS AND 2 INCHES ON ALL PERENNIALS PER IDOT STANDARD SPECIFICATIONS.

9. REFER TO THE SPECIAL PROVISIONS FOR ADDITIONAL CONDITIONS, STANDARDS AND NOTES.

HITCHCOCK DESIGN GROUP creating better places

USER NAME=	DESIGNED — MPW	REVISED -
	DRAWN — MPW	REVISED -
PLOT SCALE=	CHECKED — TCK	REVISED -
PLOT DATE =	DATE — 2/13/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
LANDSCAPE DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00BT	COOK	145	39
		CONTRACT NO. 61E68		
	ILLINOIS	FED. AID PROJECT		M-4003 (679)

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	40
	TS-05	CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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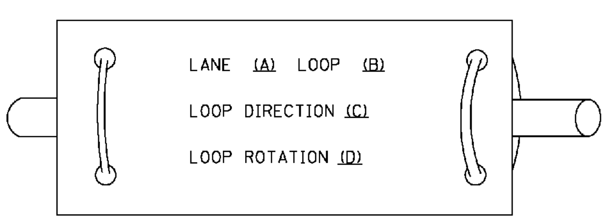
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

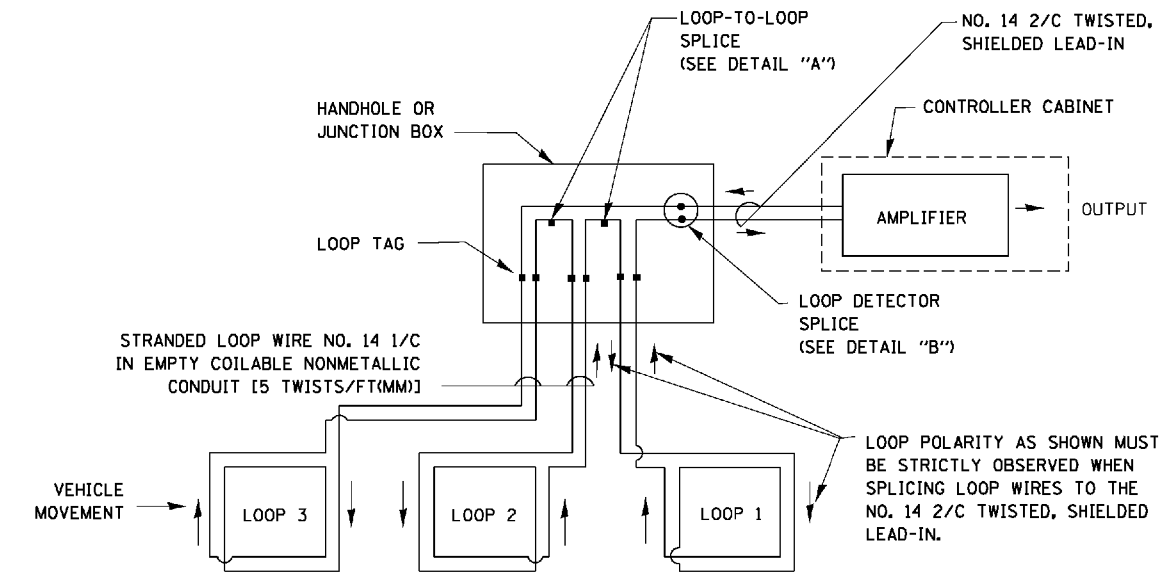


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

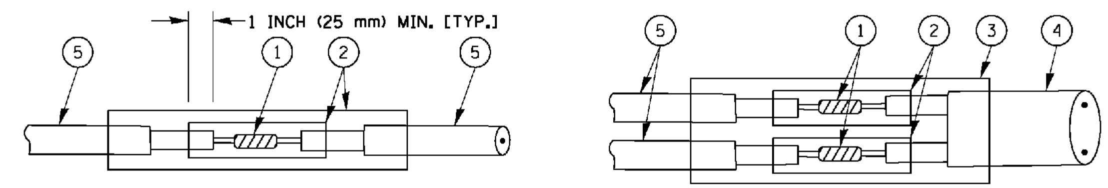
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

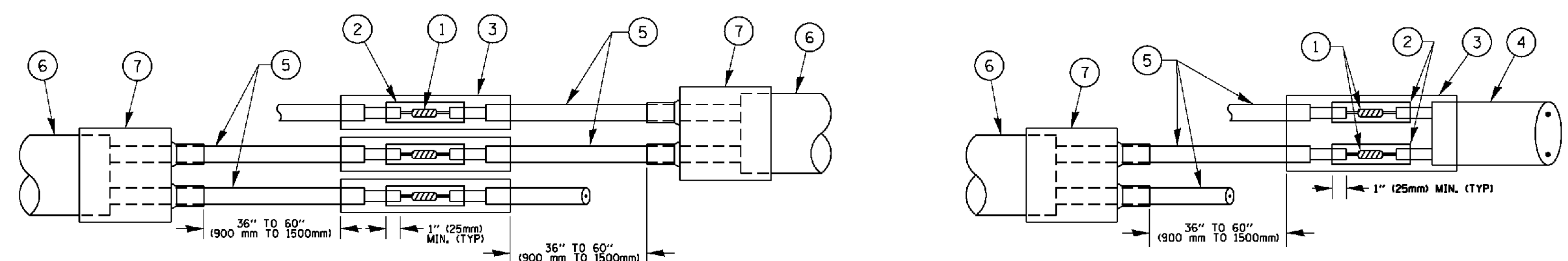
- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



DETAIL "A"
LOOP-TO-LOOP SPLICE

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. ~~TYCO CBR-2 OR APPROVED EQUAL~~

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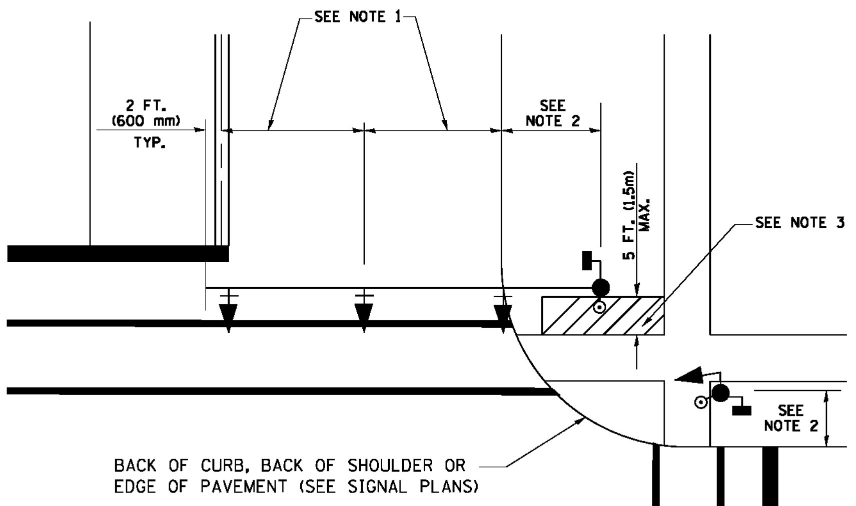
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

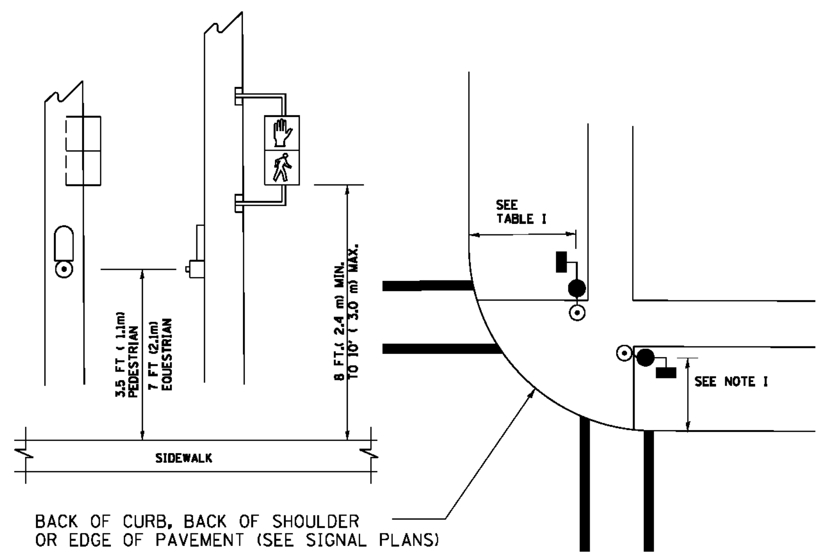
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

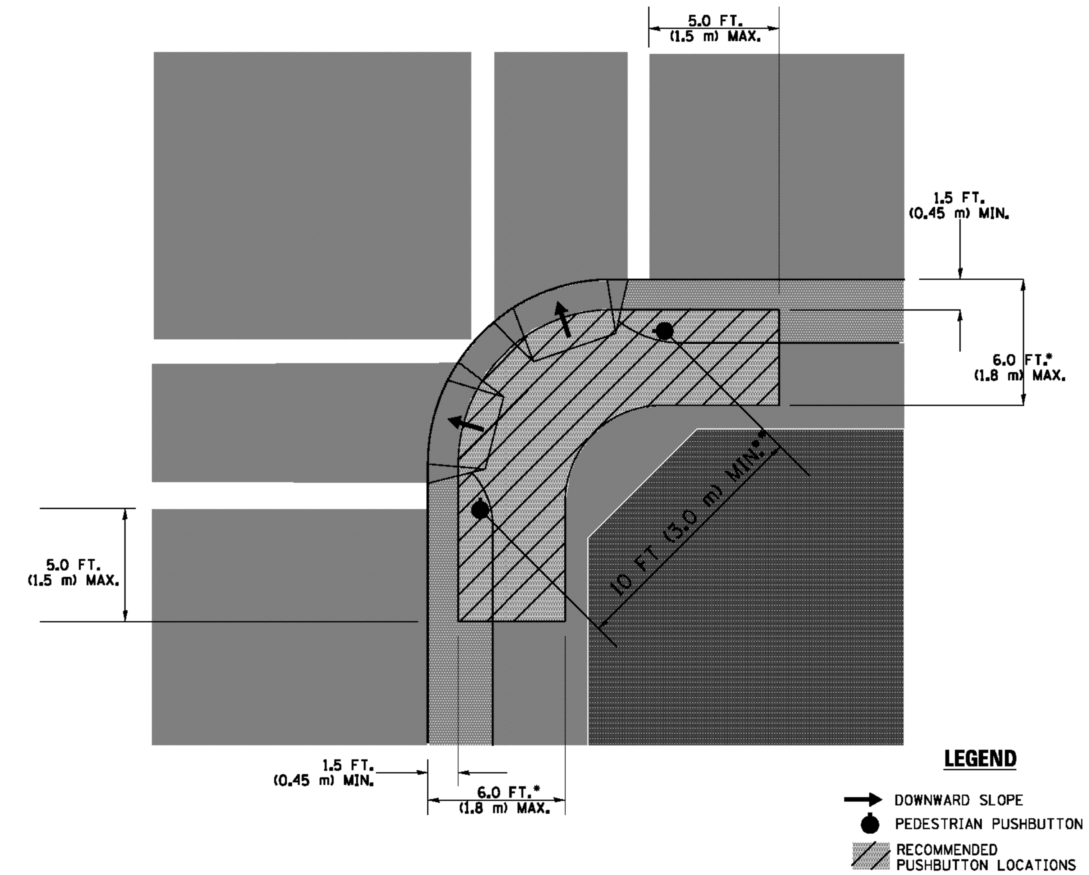
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- * WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- ** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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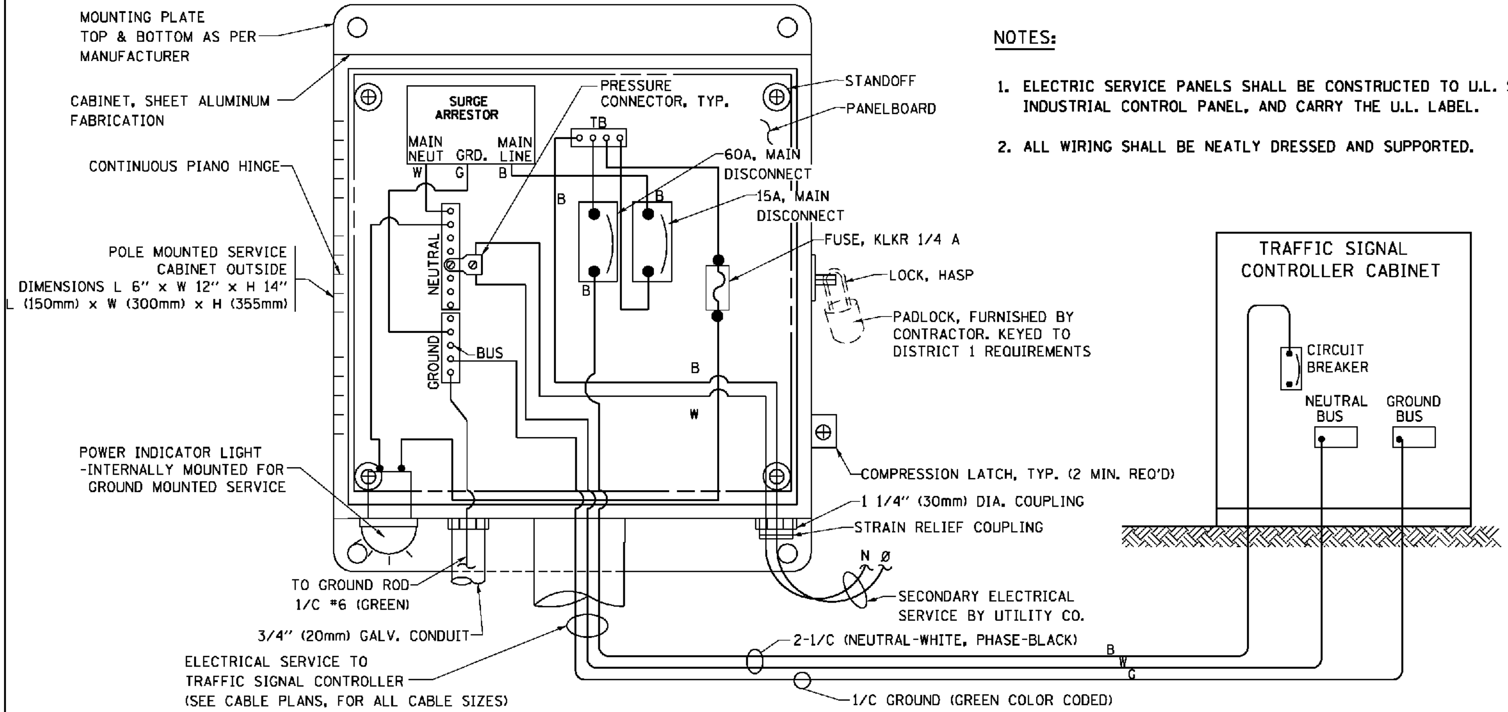
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 7 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	42
	TS-05	CONTRACT NO. 61E68		

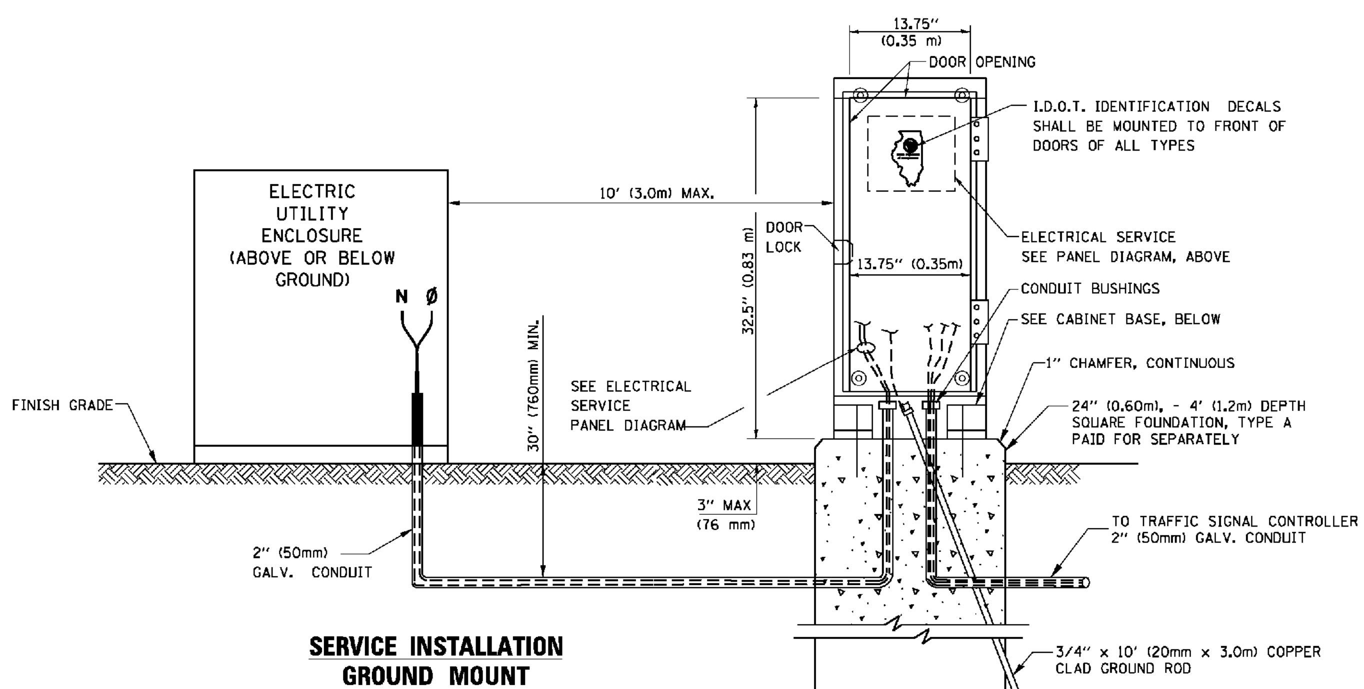
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



SERVICE INSTALLATION
GROUND MOUNT
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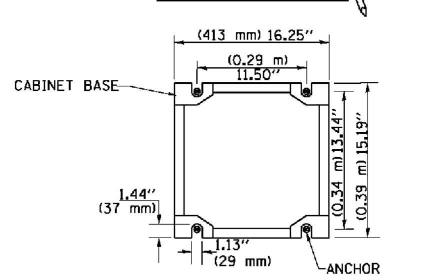

CABINET – BASE BOLT PATTERN
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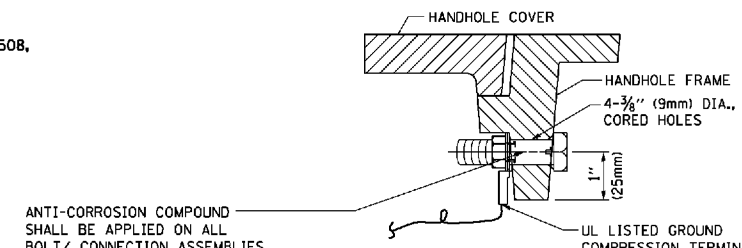

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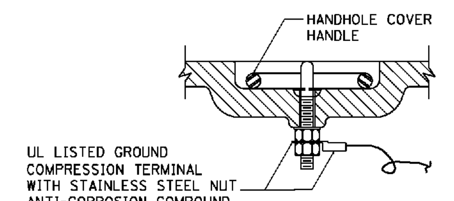

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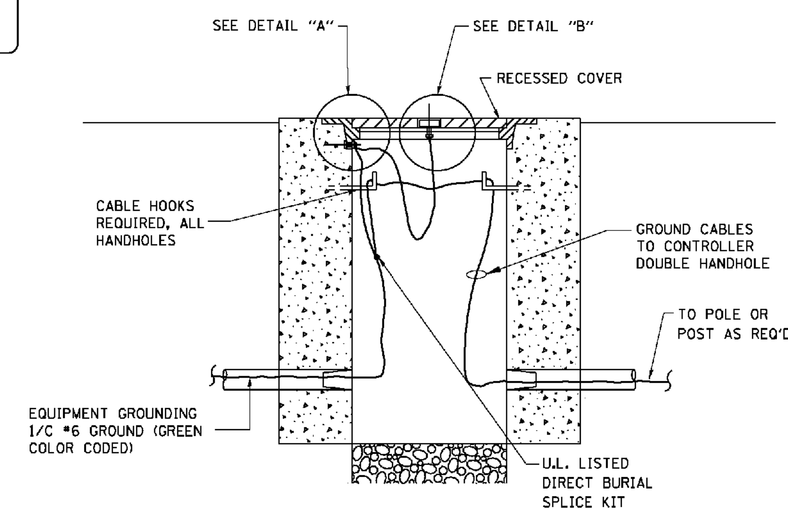
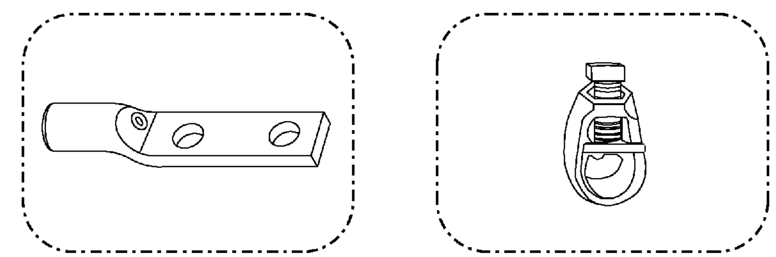


HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)

NOTES:

GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

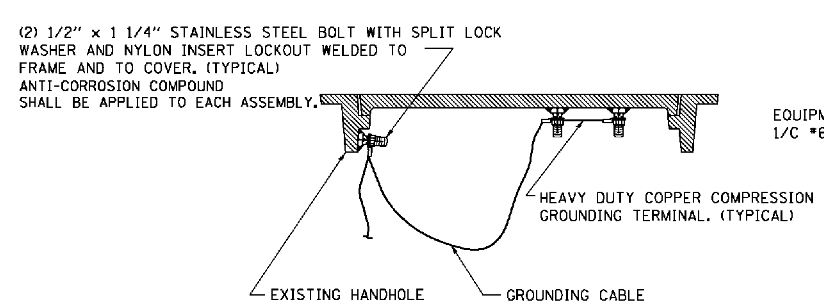


HEAVY-DUTY COMPRESSION TERMINAL ~~(BURNDY TYPE YGHA OR APPROVED EQUAL)~~

3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP ~~(BURNDY TYPE GRC OR APPROVED EQUAL)~~

NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL
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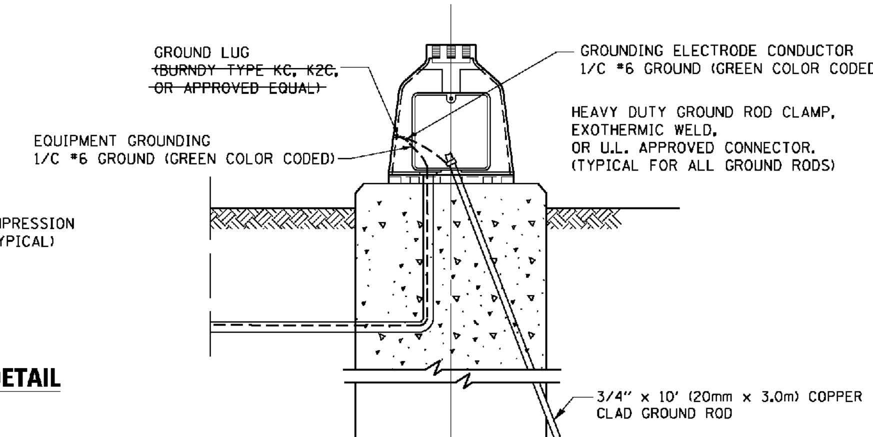

MAST ARM POLE / POST–GROUNDING DETAIL
(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 7 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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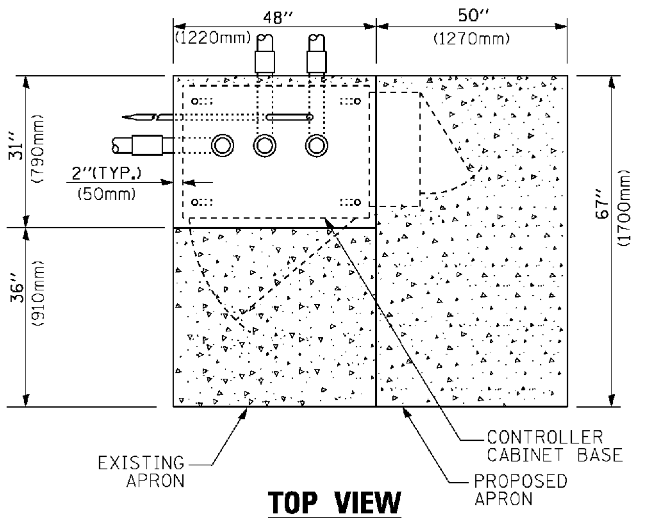
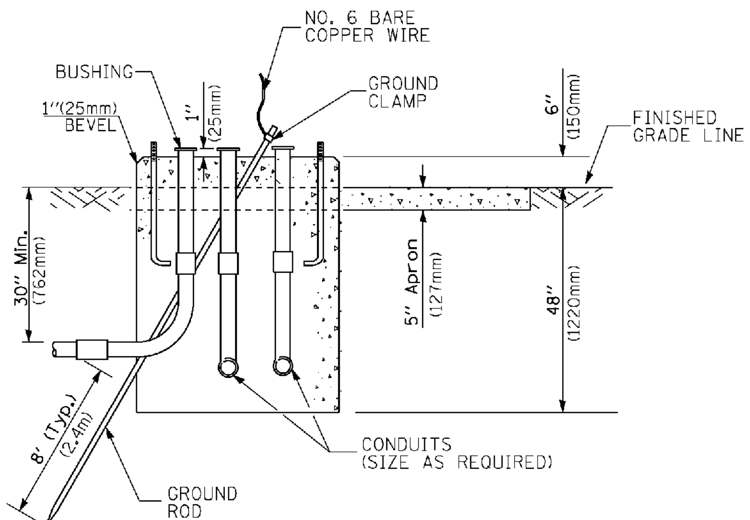
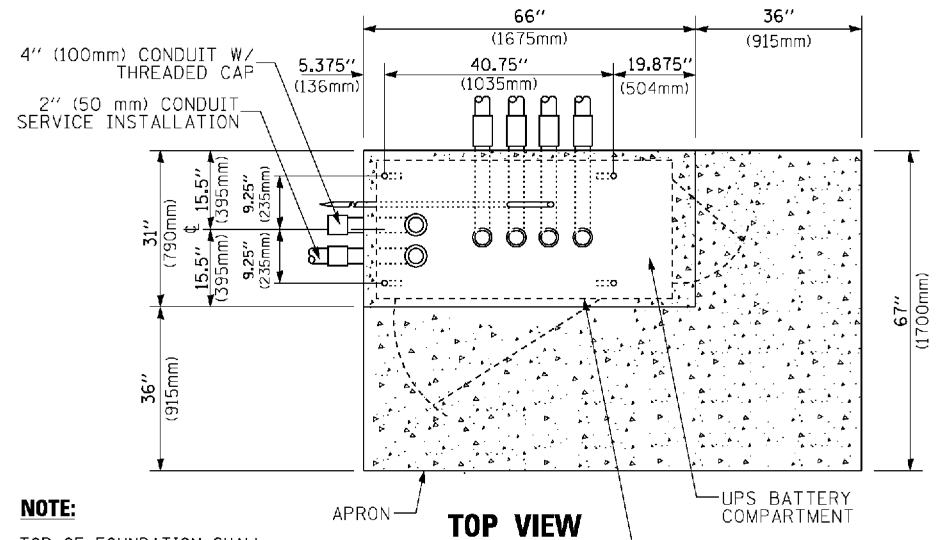
	TS-05	CONTRACT NO. 61E68		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TOP VIEW



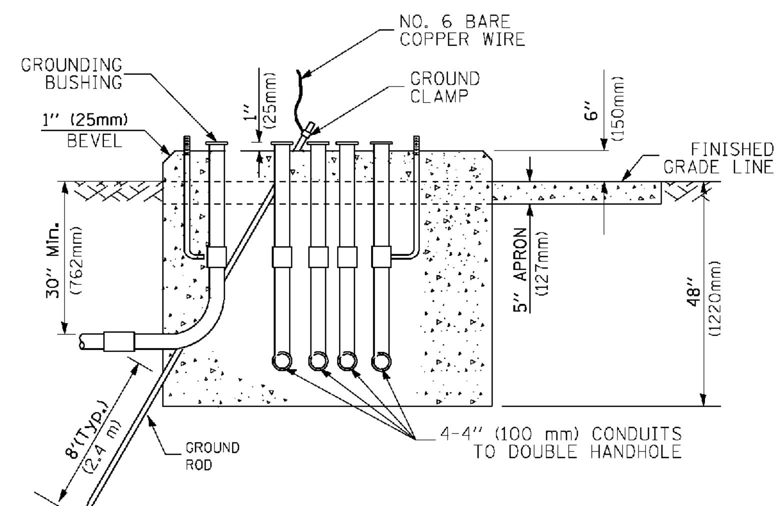
TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



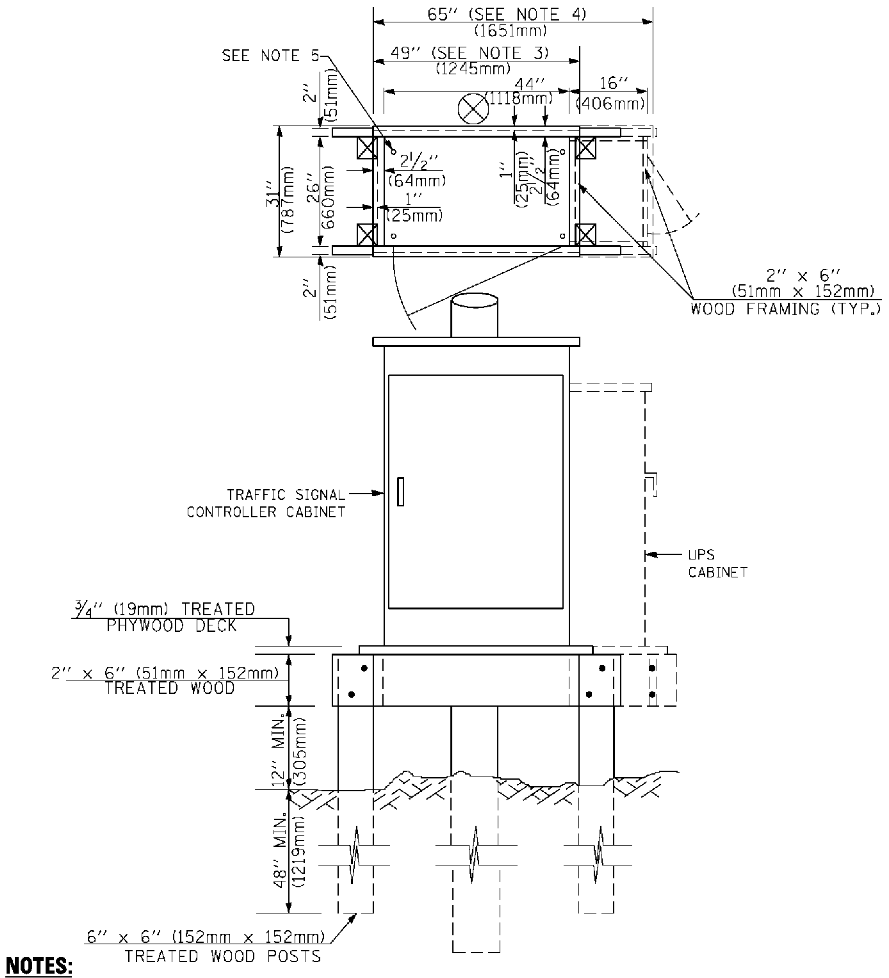
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



TYPE C
FOR GROUND MOUNTED SUPER P (TYPE IV) AND SUPER R (TYPE V) CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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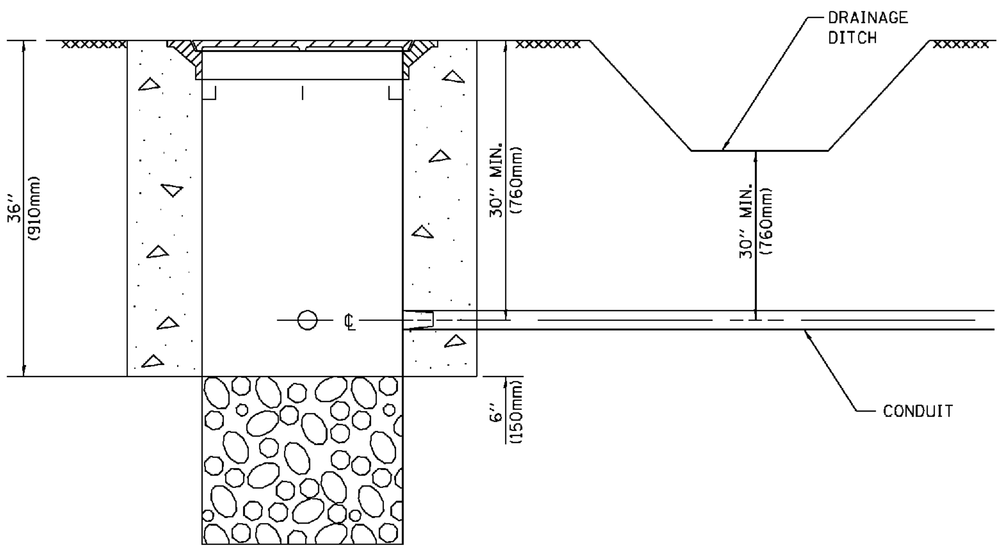
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 7 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	44
TS-05		CONTRACT NO. 61E68		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

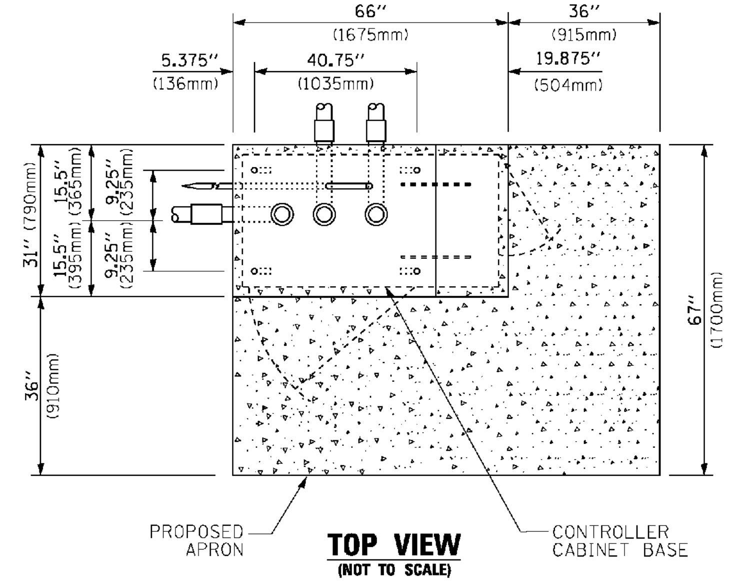


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



TOP VIEW

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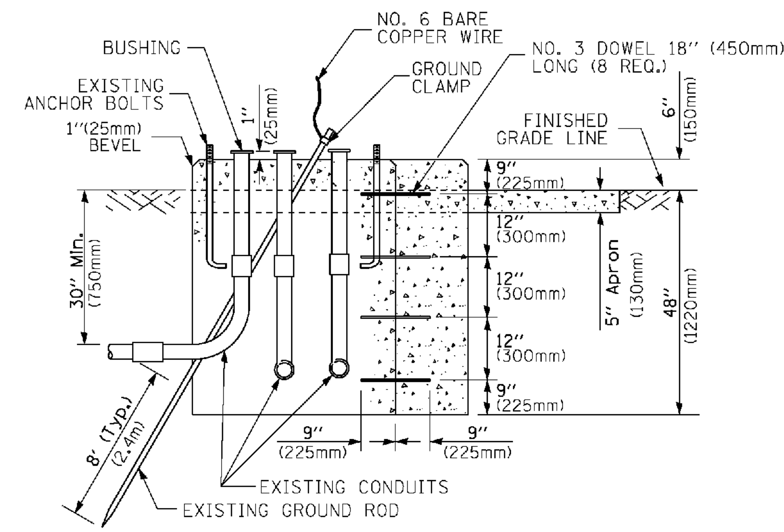

MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

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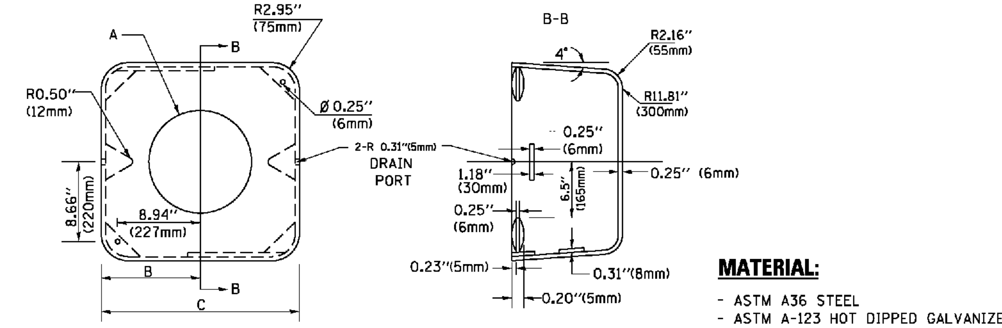


MATERIAL:

- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

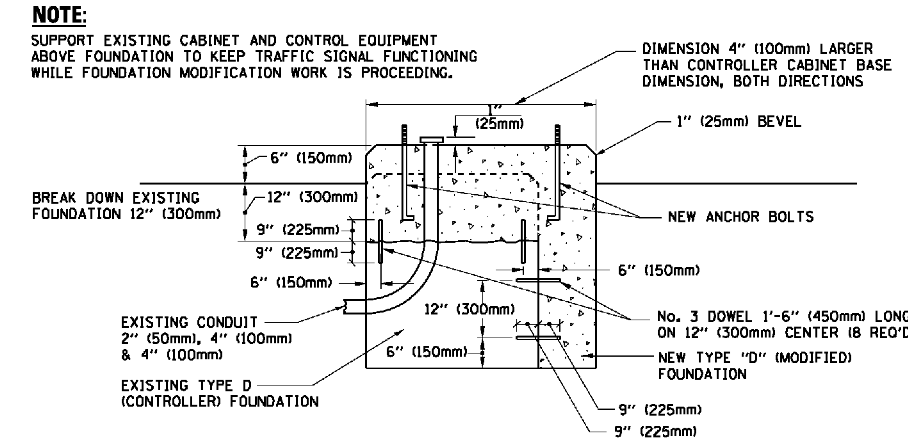
SHROUD

NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



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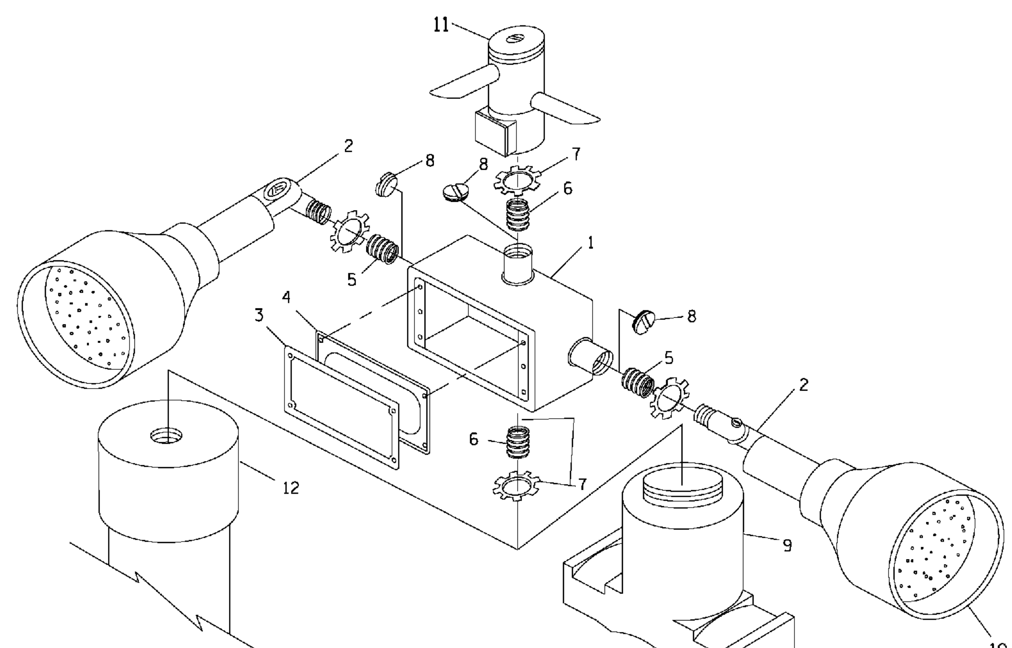
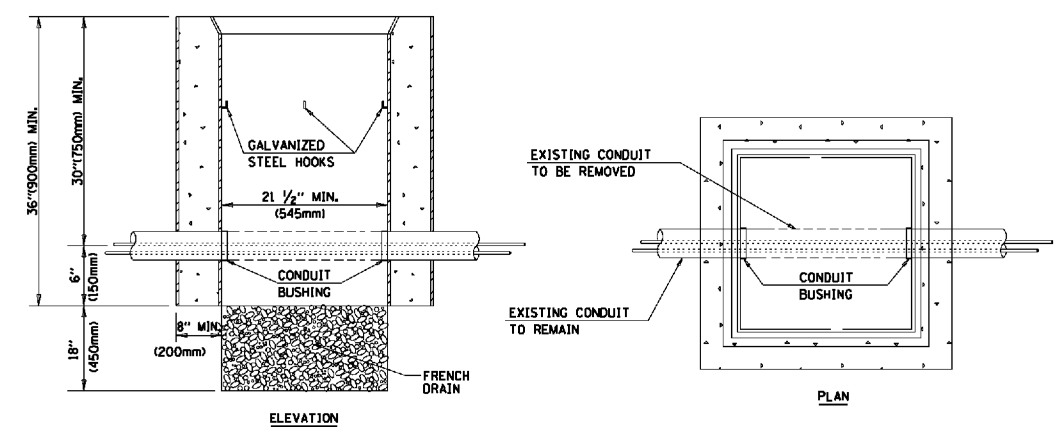


EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4"(19 mm) CLOSE NIPPLE
7	3/4"(19 mm) LOCKNUT
8	3/4"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ~~ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT~~
~~ITEM #2 MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT~~
~~ITEM #9 "BAND-IT" SADDLE BRACKET OR EQUIVALENT~~
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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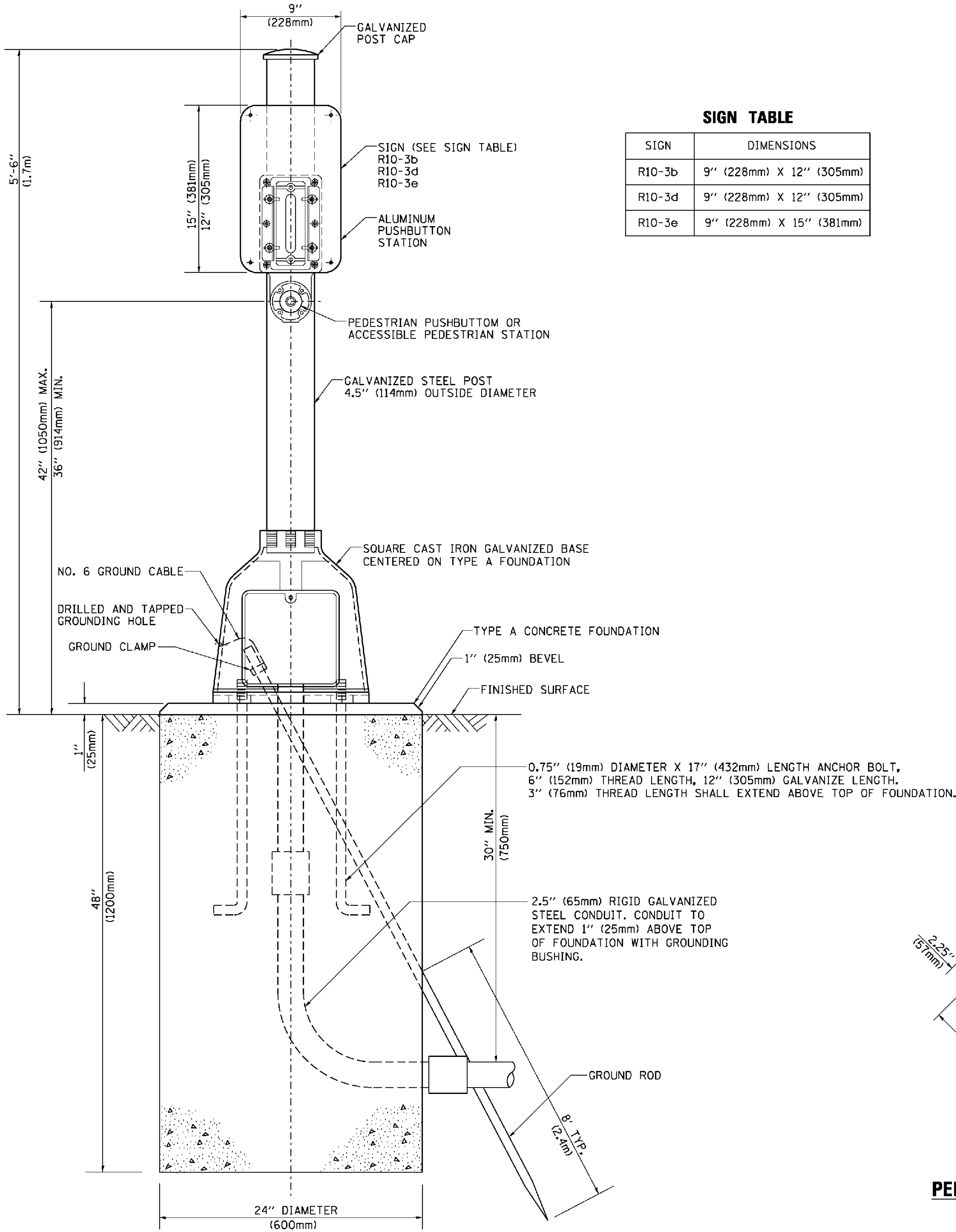
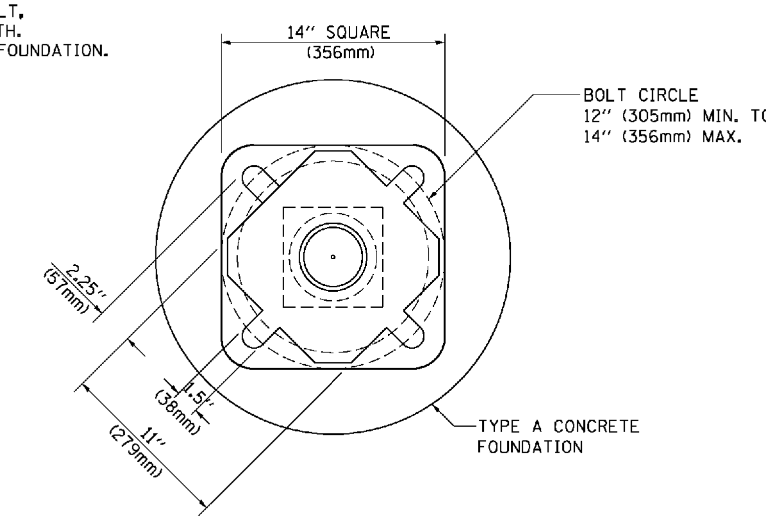
TS-05		CONTRACT NO. 61E68		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9″ (228mm) X 12″ (305mm)
R10-3d	9″ (228mm) X 12″ (305mm)
R10-3e	9″ (228mm) X 15″ (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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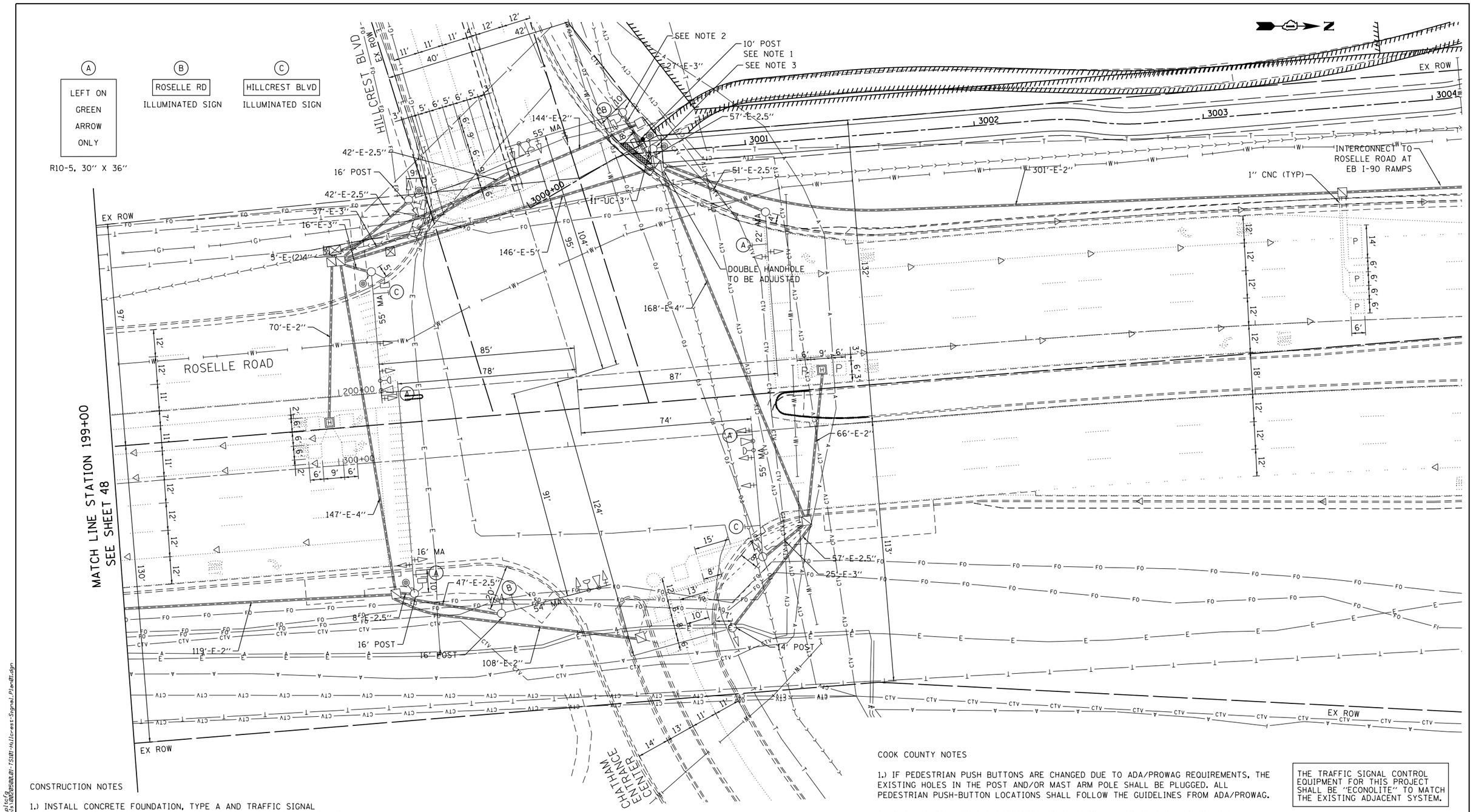
	TS-05	CONTRACT NO. 61E68		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION NOTES

1.) INSTALL CONCRETE FOUNDATION, TYPE A AND TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10', CONDUIT AND DRILL EXISTING HANDHOLE.

2.) RELOCATE EXISTNG PEDESTRIAN SIGNAL HEAD FROM EXISTING MAST ARM POLE TO NEW TRAFFIC SIGNAL POST. MODIFICATIONS REQUIRED TO MOUNTING HARDWARE TO ATTACH PEDESTRIAN SIGNAL HEAD TO POST SHALL BE INCLUDED IN THE COST OF RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD.

3.) RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON TO NEW TRAFFIC SIGNAL POST, REMOVE EXISTING PEDESTRIAN PUSH-BUTTON POST AND REMOVE EXISTING CONCRETE FOUNDATION.

COOK COUNTY NOTES

1.) IF PEDESTRIAN PUSH BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLE SHALL BE PLUGGED. ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL FOLLOW THE GUIDELINES FROM ADA/PROWAG.

2.) THE LOCATION OF THE PEDESTRIAN PUSH-BUTTON MUST BE PARALLEL TO THE CROSSWALK.

3.) COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730.

4.) A PEDESTRIAN PUSHBUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSHBUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON".

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

0 20' 40'
GRAPHIC SCALE

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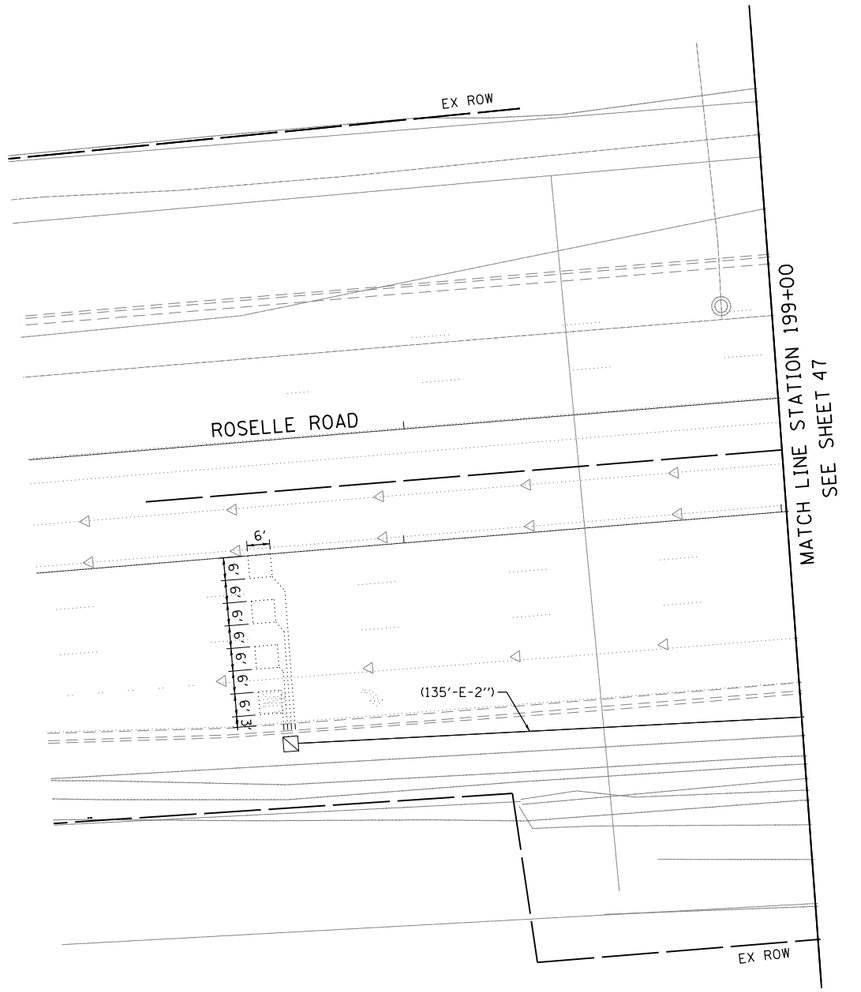
ENGINEERING CONSULTANT					
Clorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@clorba.com	USER NAME = jvondra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN ROSELLE ROAD AT HILLCREST BLVD
		DRAWN - DTJ	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -		SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.
	PLOT DATE = 3/21/2018	DATE - 1/23/2018	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	47
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

0 20' 40'

GRAPHIC SCALE

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ENGINEERING CONSULTANT Clorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@clorba.com	USER NAME = jvondra	DESIGNED - JPA	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
		DRAWN - DWA	REVISED -	
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	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -	

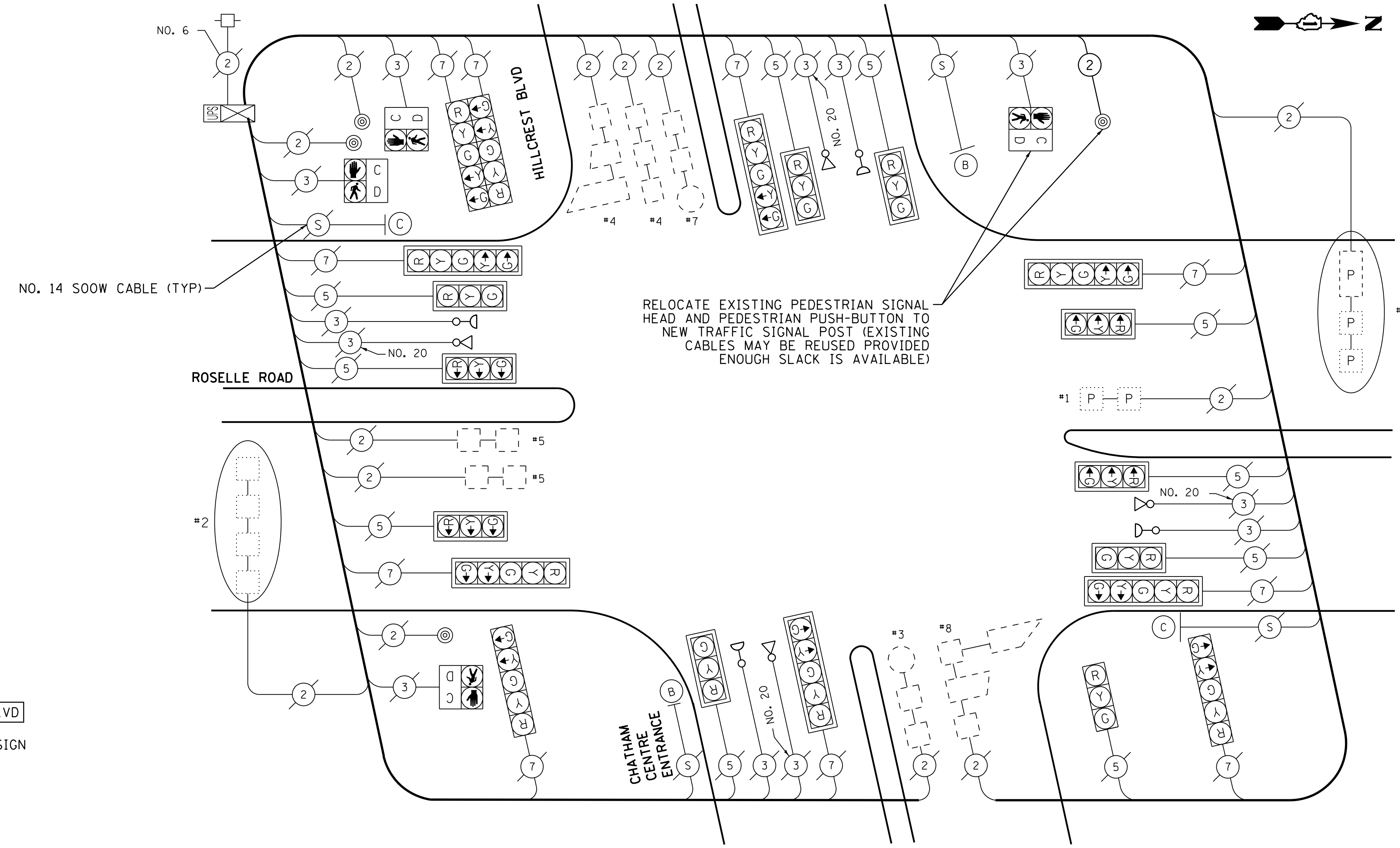
TRAFFIC SIGNAL MODIFICATION PLAN
ROSELLE ROAD AT HILLCREST BLVD

SCALE: 1" = 20' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	48
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	11
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	195
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	1
DRILL EXISTING HANDHOLE	EACH	1
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	370
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
DOUBLE HANDHOLE TO BE ADJUSTED	EACH	1



CABLE PLAN

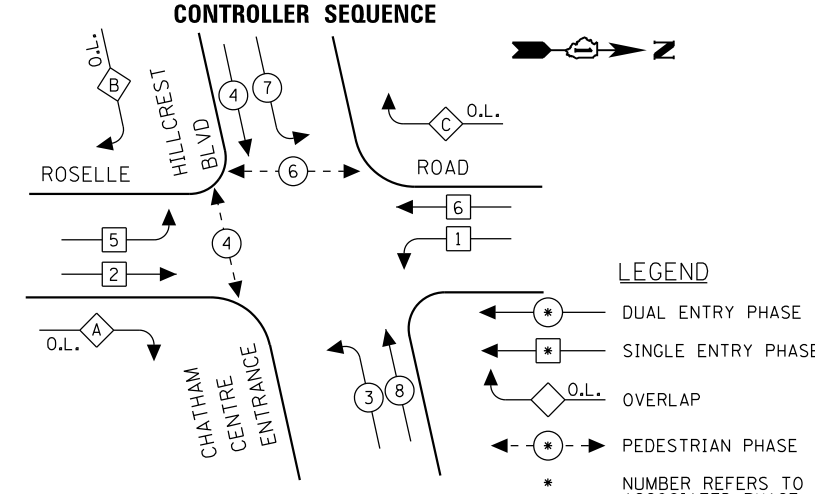
(NOT TO SCALE)

(B) ROSELLE ROAD — ILLUMINATED SIGN

(C) HILLCREST BLVD — ILLUMINATED SIGN

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

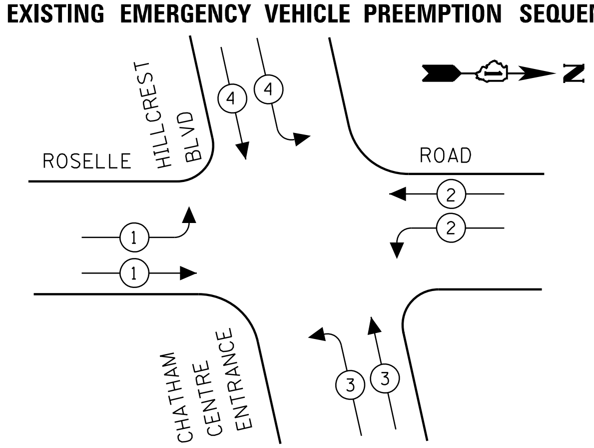
CONTROLLER SEQUENCE



EXISTING PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5
C	=	6	+	7

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	1	2	3	4
MOVEMENT				

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS X	WATTAGE INCAND.	WATTAGE LED	X %OPERATION	
SIGNAL (RED)	20		17	0.50	170.00
(YELLOW)	20		25	0.25	125.00
(GREEN)	20		15	0.25	75.00
ARROW	20		12	0.10	24.00
PED. SIGNAL	4		25	1.00	100.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM				1.00	
FLASHER				0.50	
				TOTAL =	594.00

ENERGY COSTS TO:

COOK COUNTY HIGHWAY DEPARTMENT
69W WASHINGTON STREET, RM #2300
CHICAGO, ILLINOIS 60602-1369

ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

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ENGINEERING CONSULTANT

Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@ciorba.com

USER NAME = jvondra	DESIGNED - JMV	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0002 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 3/21/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY PREEMPTION SEQUENCE
ROSELLE ROAD AT HILLCREST BLVD

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	49

CONTRACT NO. 61E68

ILLINOIS FED. AID PROJECT

NOTE 1: THE SIGNAL HEADS AND LEFT ON GREEN ARROW ONLY SIGN SHALL BE MOUNTED ON THE LIGHT POLE IN THE SOUTHEAST CORNER ISLAND.

NOTE 2: THE UNINTERRUPTIBLE POWER SUPPLY MUST NOT BE CONNECTED TO THE LIGHTING CONTROLLER.

NOTE 3: THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSH-BUTTONS, DETECTOR LOOPS, AND LIGHT DETECTOR WHICH ARE NOT NEEDED UNTIL THE EASTBOUND EXIST RAMP IS OPEN TO TRAFFIC, SHALL BE DISCONNECTED AT THE CONTROLLER AND THE SIGNAL HEADS SHALL BE BAGGED AS DIRECTED BY THE ENGINEER.

THE APPLICABLE PHASE DESIGNATIONS SHALL ALSO BE DISABLED.

NOTE 4: THE THERMAL VEHICLE DETECTION ZONES FOR THE EASTBOUND EXIT RAMP LANES WILL BE DETERMINED AFTER THE PROPOSED EXIT RAMP LANES ARE CONSTRUCTED. THIS WORK WILL BE PERFORMED AS DIRECTED BY THE ENGINEER.

NOTE 5: PROPOSED FUTURE PAVEMENT MARKINGS SHOWN ON ROSELLE RAMP D WILL BE INSTALLED IN A FUTURE CONTRACT BY OTHERS.

NOTE 6: PUSH BUTTON POST SHALL BE INSTALLED SUCH THAT THE POST FOUNDATION IS IMMEDIATELY ADJACENT TO THE SIDEWALK.

ROSELLE ROAD

ROSELLE RAMP B

ROSELLE RAMP C

EX ROW

PEDESTRIAN PUSH-BUTTON POST TYPE "A" FDN. (NOTE 6)

INTERCONNECT TO ROSELLE RD. AT HILLCREST BLVD. SEE INTERCONNECT PLANS

GROUND MOUNTED SERVICE CABINET

INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

SPEED LOOP

LEFT ON GREEN ARROW ONLY

R10-5, 30" X 36" (2 REQUIRED)

INTERCONNECT TO ROSELLE RD. AT ROSELLE RAMP B. SEE INTERCONNECT PLANS

36" DIA. FOUNDATION

STA. 209+13 OFFSET 79' RT

EXISTING GEOMETRY AND EXISTING UTILITIES SHOWN ABOVE WERE TURNED FROM BLACK TO GRAY AND THE PROPOSED GUARDRAIL AND PROPOSED LIGHTING WERE ADDED FOR PLAN SHEET CLARITY.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

LEGEND

THERMAL VEHICLE DETECTION SYSTEM

FOR INFORMATION ONLY

KEY MAP

MATCH LINE STATION 205+50

MATCH LINE STATION 211+50

"DGN-SPEC"

$TIMES

$DATES

DRAWN BY	EA	DATE	$DATEA
CHECKED BY	PKG	SCALE	1"=20'

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5900

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION
CR-1	5/5/2014	CONSTRUCTION REVISION-1
ISU-17	9/16/2016	ISSUE-17
CM-24	1/4/2018	CM ISSUED FIELD CHANCE-24

CONTRACT NO. I-13-4186

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT ROSELLE RAMP C

SHEET NO. TS-24
DRAWING NO. 490 OF 683

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ENGINEERING CONSULTANT
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@ciorba.com

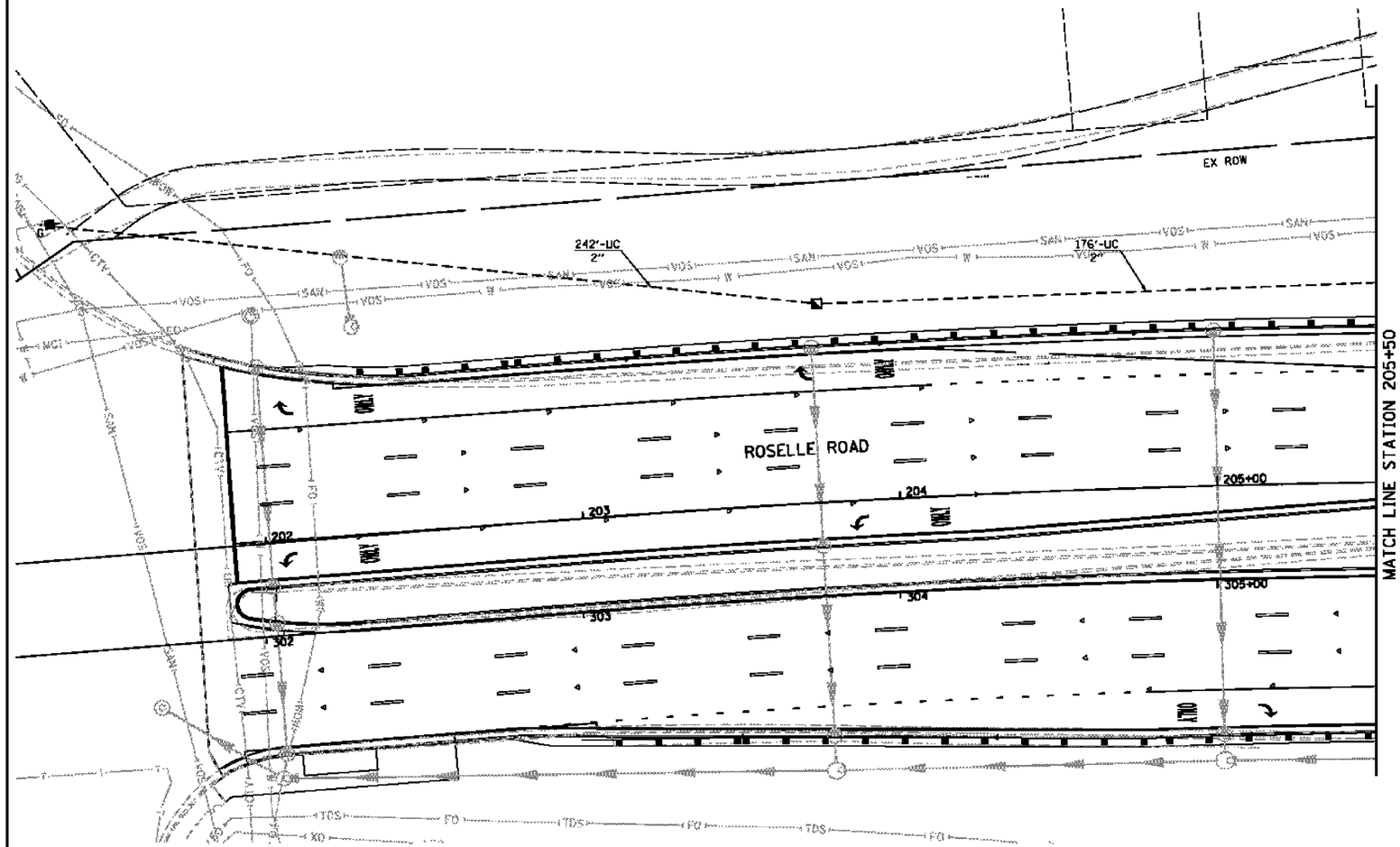
USER NAME = jvondra	DESIGNED - JMV		REVISED -
	DRAWN - DTJ		REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - JMV		REVISED -
PLOT DATE = 2/13/2018	DATE - 1/23/2018		REVISED -

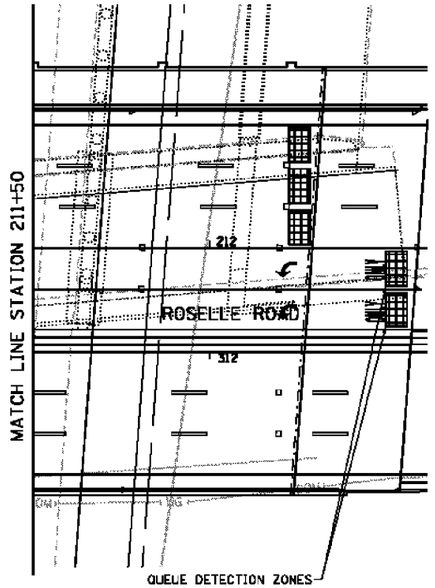
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT EASTBOUND I-90 RAMPS

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	50
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			





COOK COUNTY NOTES

A. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

B. THE CONTRACTOR SHALL MARK LOCATIONS OF LOOPS AND CONTACT THE COUNTY DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

C. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF MAST ARM UNLESS OTHERWISE NOTED.

D. ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS THE MAST ARM POLE AND THE SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER DISTANCE IS GREATER.

E. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123.

F. ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.

G. ALL NEW CONFIRMATION BEACONS SHALL BE LED. IT SHALL BE INCLUDED IN THE PAY ITEM OF "LIGHT DETECTOR".

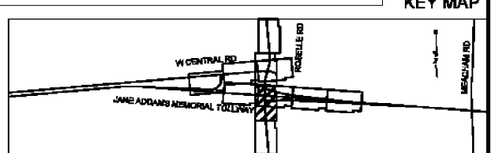
H. THE CONTROLLER AND ALL CONTROL EQUIPMENT SHALL BE OF A MANUFACTURER THAT IS APPROVED BY THIS DEPARTMENT. THE MANUFACTURER OF ALL EQUIPMENT SHALL HAVE A REPRESENTATIVE AND SHOP LOCATED IN THE SIX (6) COUNTY CHICAGO AREAS. ALL EQUIPMENT INSTALLED IN THE CONTROLLER CABINET SHALL BE FROM A SINGLE SUPPLIER. THE SUPPLIER SHALL BE RESPONSIBLE FOR SERVICE AND SUPPORT FOR THIS EQUIPMENT.

I. THE SCAT CONSULTANT SHALL ADD QUEUE DETECTORS INTO THE PROGRAM. WHEN THE TRAFFIC ON LEFT TURN LANE BACKUP, THE SYSTEM SHALL RUN TO A DESIGNED PATTERN CLEAR UP LEFT TURN TRAFFIC. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM OF "RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL II".

FOR INFORMATION ONLY

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

KEY MAP



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GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6223 N. NORTHWEST HIGHWAY
SUITE 308
CHICAGO, ILLINOIS 60631 TEL.(773)774-2260

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. I-13-4166

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT ROSELLE RAMP C

SHEET NO. TS-25
DRAWING NO. 491 OF 683

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ENGINEERING CONSULTANT
Clorba Group, Inc.
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6507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@clorba.com

USER NAME = jvondra
PLOT SCALE = 2.0000 ' / in.
PLOT DATE = 2/13/2018

DESIGNED - JMV
DRAWN - DTJ
CHECKED - JMV
DATE - 1/23/2018

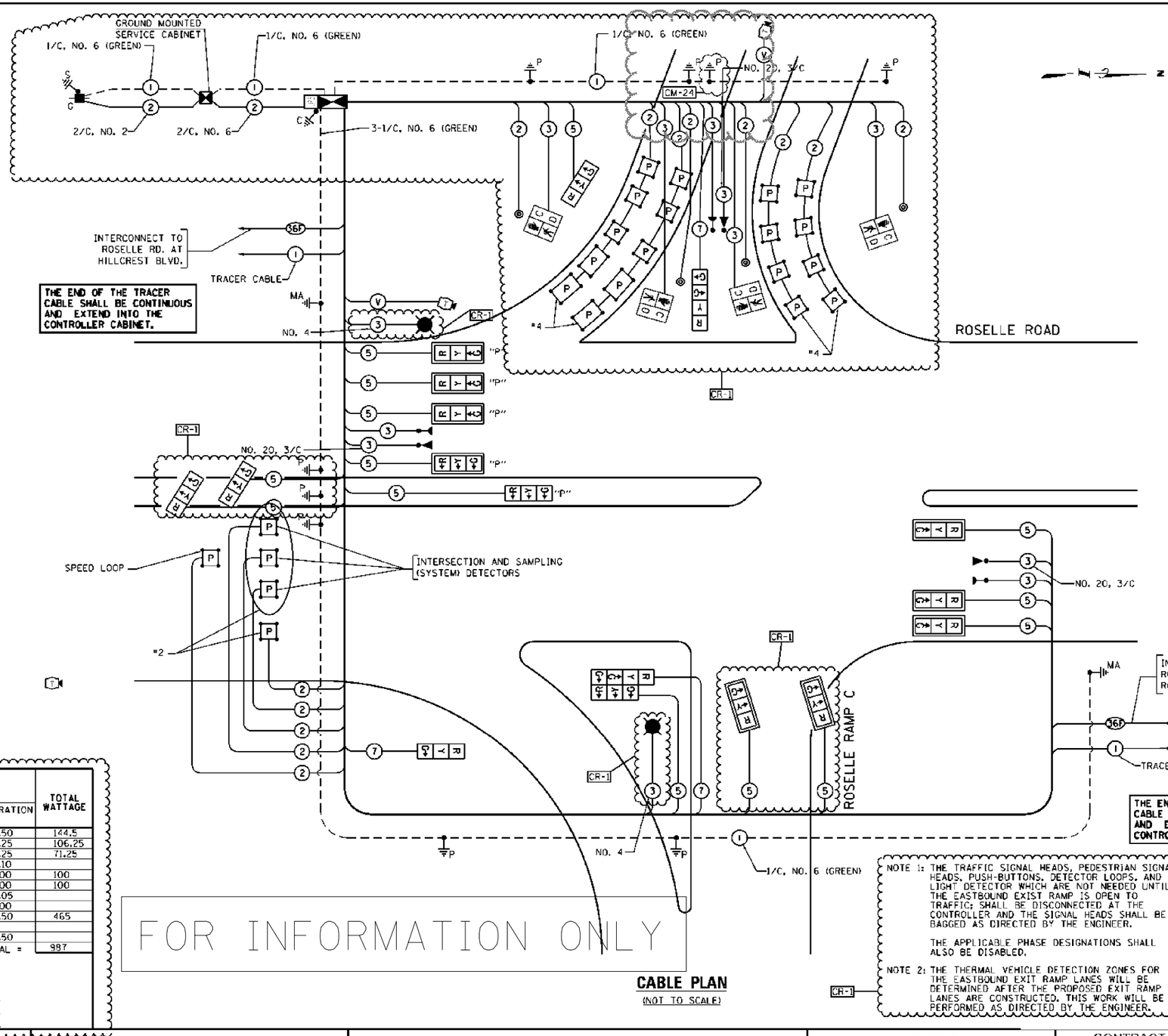
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT EASTBOUND I-90 RAMPS

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	51
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	17		17	0.50	144.5
(YELLOW)	17		25	0.25	106.25
(GREEN)	19		15	0.25	71.25
ARROW			12	0.10	
PED. SIGNAL	4		25	1.00	100
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM		150		1.00	
LUMINAIRE	2	465		0.50	465
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	987

COOK COUNTY HIGHWAY DEPARTMENT
69 W. WASHINGTON STREET, RM # 2300
CHICAGO, ILLINOIS 60602-1369
ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

FOR INFORMATION ONLY

CABLE PLAN
(NOT TO SCALE)

DRAWN BY EA DATE $DATEA
CHECKED BY PKG SCALE NTS

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5900

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION
CR-1	5/5/2014	CONSTRUCTION REVISION-1
CM-24	1/4/2018	CM ISSUED FIELD CHANGE-24

CONTRACT NO. I-13-4166
CABLE PLAN
ROSELLE ROAD AT ROSELLE RAMP C

SHEET NO. TS-26
DRAWING NO. 492 OF 683

ENGINEERING CONSULTANT
Clorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@clorba.com

USER NAME = jvondra
PLOT SCALE = 2.0000 ' / in.
PLOT DATE = 2/13/2018

DESIGNED - JMV | REVISED -
DRAWN - DTJ | REVISED -
CHECKED - JMV | REVISED -
DATE - 1/23/2018 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY PREEMPTION SEQUENCE
ROSELLE ROAD AT EASTBOUND I-90 RAMPS
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	52
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

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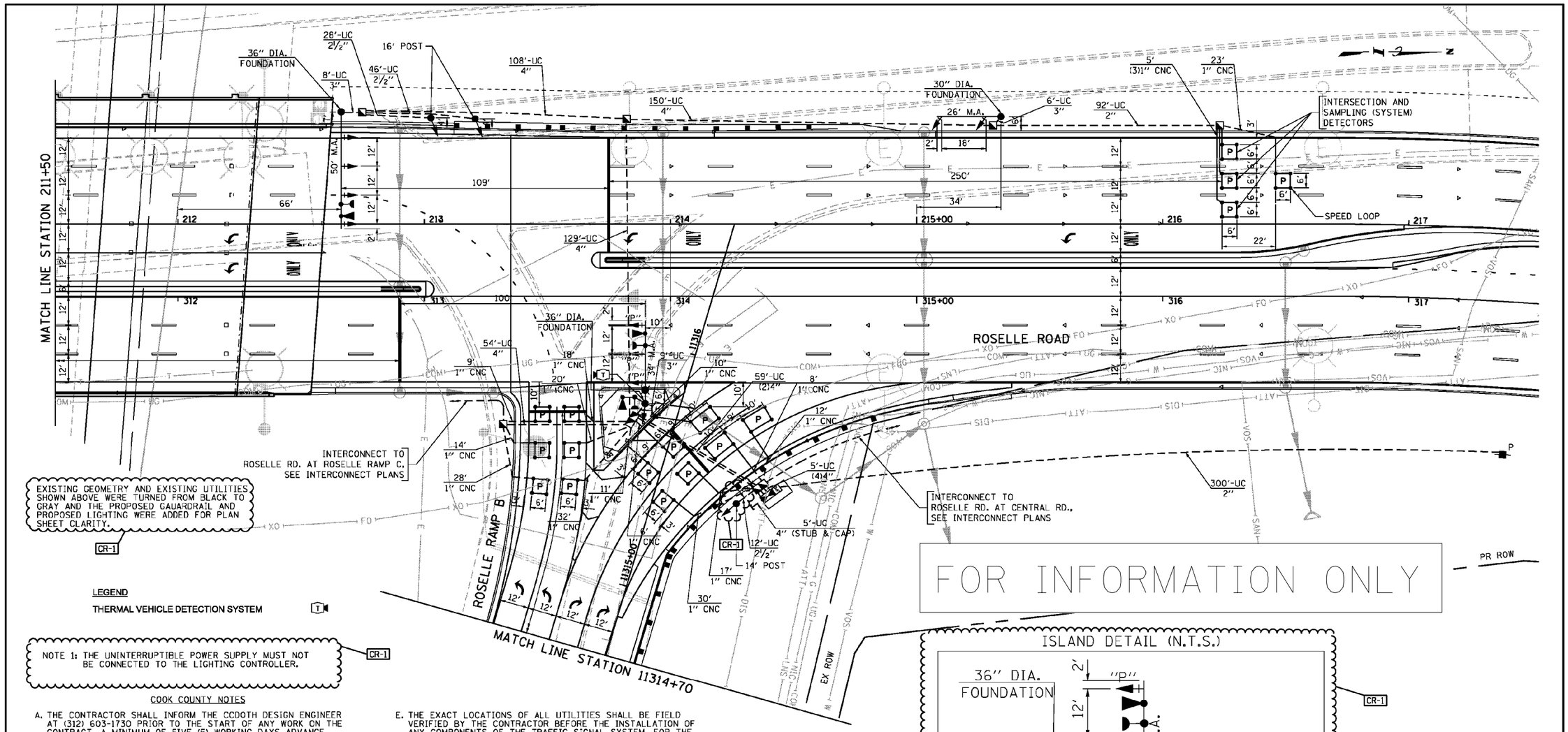

COOK COUNTY NOTES

A. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

B. THE CONTRACTOR SHALL MARK LOCATIONS OF LOOPS AND CONTACT THE COUNTY DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

C. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF MAST ARM UNLESS OTHERWISE NOTED.

D. ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS THE MAST ARM POLE AND THE SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER DISTANCE IS GREATER.

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F. ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.

G. ALL NEW CONFIRMATION BEACONS SHALL BE LED. IT SHALL BE INCLUDED IN THE PAY ITEM OF "LIGHT DETECTOR".

H. THE CONTROLLER AND ALL CONTROL EQUIPMENT SHALL BE OF A MANUFACTURER THAT IS APPROVED BY THIS DEPARTMENT. THE MANUFACTURER OF ALL EQUIPMENT SHALL HAVE A REPRESENTATIVE AND SHOP LOCATED IN THE SIX (6) COUNTY CHICAGO AREAS. ALL EQUIPMENT INSTALLED IN THE CONTROLLER CABINET SHALL BE FROM A SINGLE SUPPLIER. THE SUPPLIER SHALL BE RESPONSIBLE FOR SERVICE AND SUPPORT FOR THIS EQUIPMENT.

I. THE SCAT CONSULTANT SHALL ADD QUEUE DETECTORS INTO THE PROGRAM. WHEN THE TRAFFIC ON LEFT TURN LANE BACKUP, THE SYSTEM SHALL RUN TO A DESIGNED PATTERN CLEAR UP LEFT TURN TRAFFIC. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM OF "RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL II".

DRAWN BY EA DATE 12-20-13
CHECKED BY PKG SCALE 1"=20'

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5900

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION
CR-1	5/5/2014	CONSTRUCTION REVISION-1

CONTRACT NO. I-13-4166
TRAFFIC SIGNALS INSTALLATION PLAN
ROSELLE ROAD AT ROSELLE RAMP B

SHEET NO. TS-36
DRAWING NO. 502 OF 683

ENGINEERING CONSULTANT
Clorba Group, Inc.
CONSULTING ENGINEERS
5557 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@clorba.com

USER NAME = jvondra	DESIGNED - JMV	REVISED -	
	DRAWN - DTJ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JMV	REVISED -	
PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT WESTBOUND I-90 EXIT RAMP

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	53
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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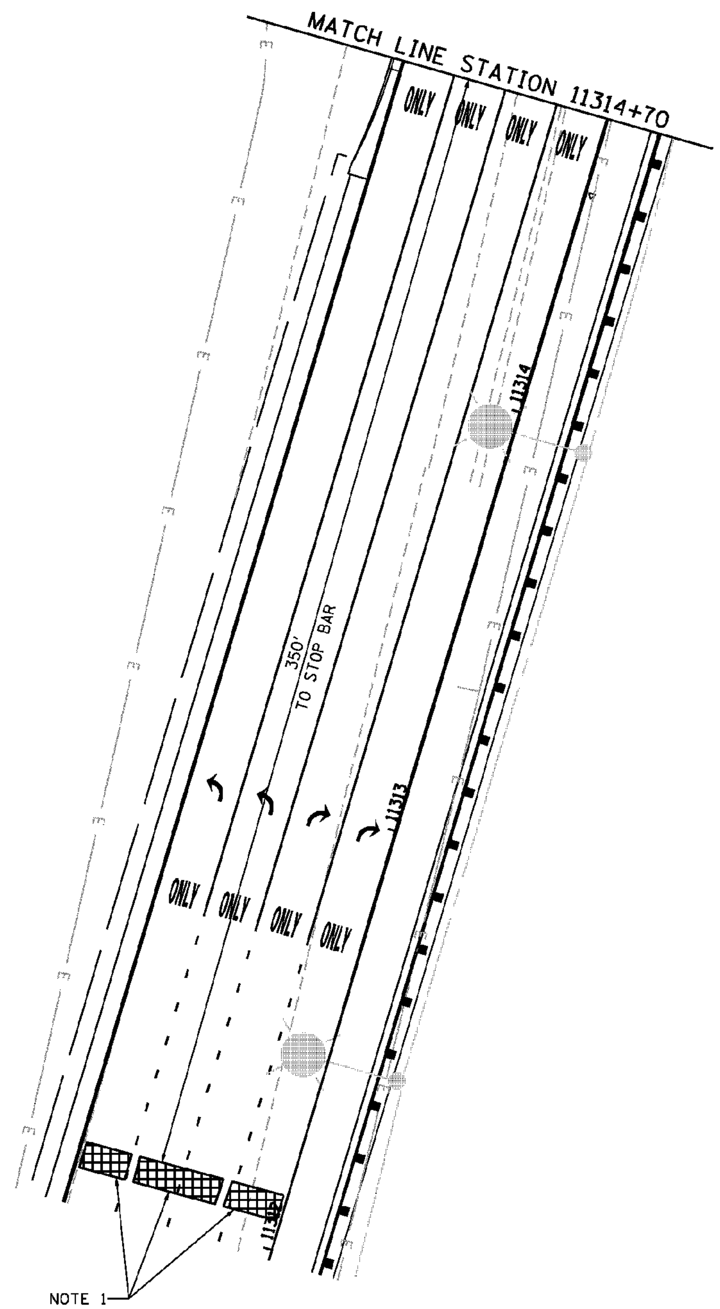
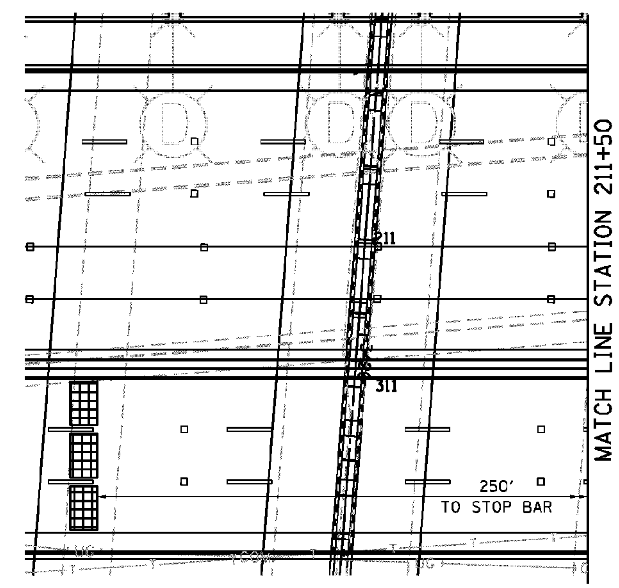




FOR INFORMATION ONLY

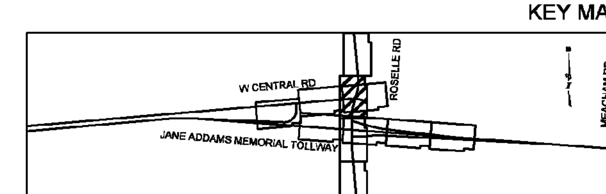
EXISTING GEOMETRY AND EXISTING UTILITIES SHOWN ABOVE WERE TURNED FROM BLACK TO GRAY AND THE PROPOSED GAUARDRAIL AND PROPOSED LIGHTING WERE ADDED FOR PLAN SHEET CLARITY.

CR-1

NOTE 1: THE SCAT CONSULTANT SHALL ADD THIS QUEUE DETECTOR ZONE INTO THE PROGRAM. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM OF "RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL II".

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

KEY MAP



DRAWN BY EA DATE 12-20-13
CHECKED BY PKG SCALE 1"=20'

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION
CR-1	5/5/2014	CONSTRUCTION REVISION-1

CONTRACT NO. I-13-4166
TRAFFIC SIGNALS INSTALLATION PLAN
ROSELLE ROAD AT ROSELLE RAMP B

SHEET NO. TS-37
DRAWING NO. 503 OF 683

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ENGINEERING CONSULTANT
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@ciorba.com

USER NAME = jvondra	DESIGNED - JMV	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 2.0000 '/ in.	CHECKED - JMV	REVISED -
PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT WESTBOUND I-90 EXIT RAMP

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	54

CONTRACT NO. 61E68
ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
392	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
86	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2½" DIA.
25	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
584	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
5	EACH	HANDHOLE
2	EACH	DOUBLE HANDHOLE
1	EACH	TRANSCEIVER-FIBER OPTIC (CR-1)
** 70	FOOT	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1¼" DIA. POLYETHYLENE
** 1	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT
702	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
3753	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
122	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
2216	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
320	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 4 2C
1003	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C (GREEN) (CR-1)
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 26 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 50 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT. (15' LIGHTING M.A.) (CR-1)
12	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
10	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
26	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
6	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED
3	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
9	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
8	EACH	INDUCTIVE LOOP DETECTOR
531	FOOT	PREFORMED DETECTOR LOOP
• 3	EACH	LIGHT DETECTOR
• 1	EACH	LIGHT DETECTOR AMPLIFIER
2	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
5	EACH	REMOVE EXISTING HANDHOLE
5	EACH	REMOVE EXISTING DOUBLE HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	COMBINATION LIGHTING CONTROLLER (CR-1)
1	EACH	THERMAL VEHICLE DETECTION SYSTEM
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
2	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
• 702	FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED
1	EACH	COMBINATION LIGHTING AND TRAFFIC SIGNAL SERVICE INSTALLATION, POLE MOUNTED (CR-1)

• 100% COST TO VILLAGE OF SCHAUMBURG

FOR INFORMATION ONLY

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS X	WATTAGE INCAND.	WATTAGE LED	%/OPERATION	TOTAL WATTAGE
SIGNAL (RED)	13		17	0.50	110.5
(YELLOW)	13		25	0.25	81.25
(GREEN)	14		15	0.25	52.5
ARROW			12	0.10	
PED. SIGNAL			25	1.00	
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM		150		1.00	
LUMINAIRE	1	465		0.50	232.5
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	576.75

COOK COUNTY HIGHWAY DEPARTMENT
69 W. WASHINGTON STREET, RM # 2300
CHICAGO, ILLINOIS 60602-1369

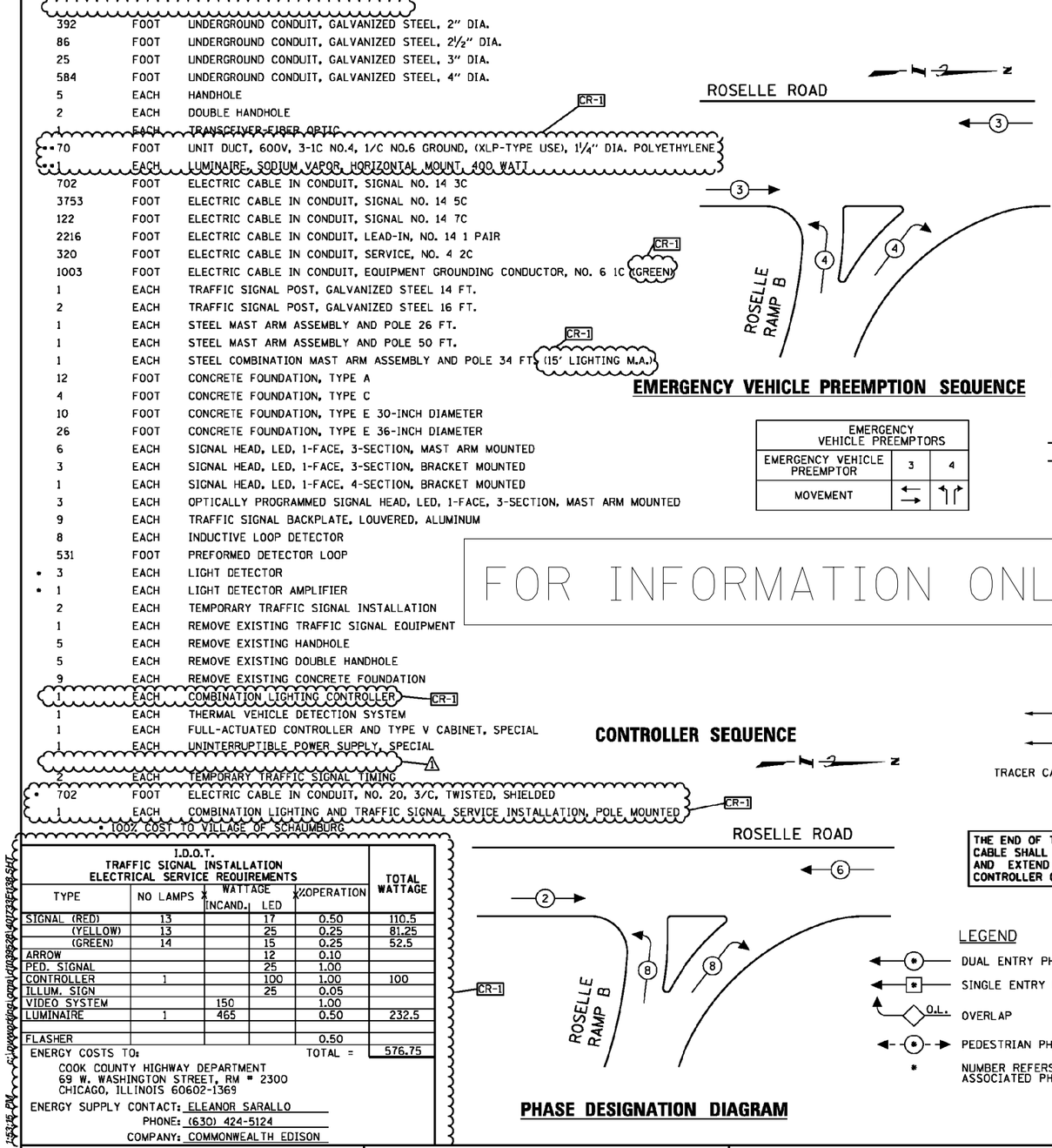
ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

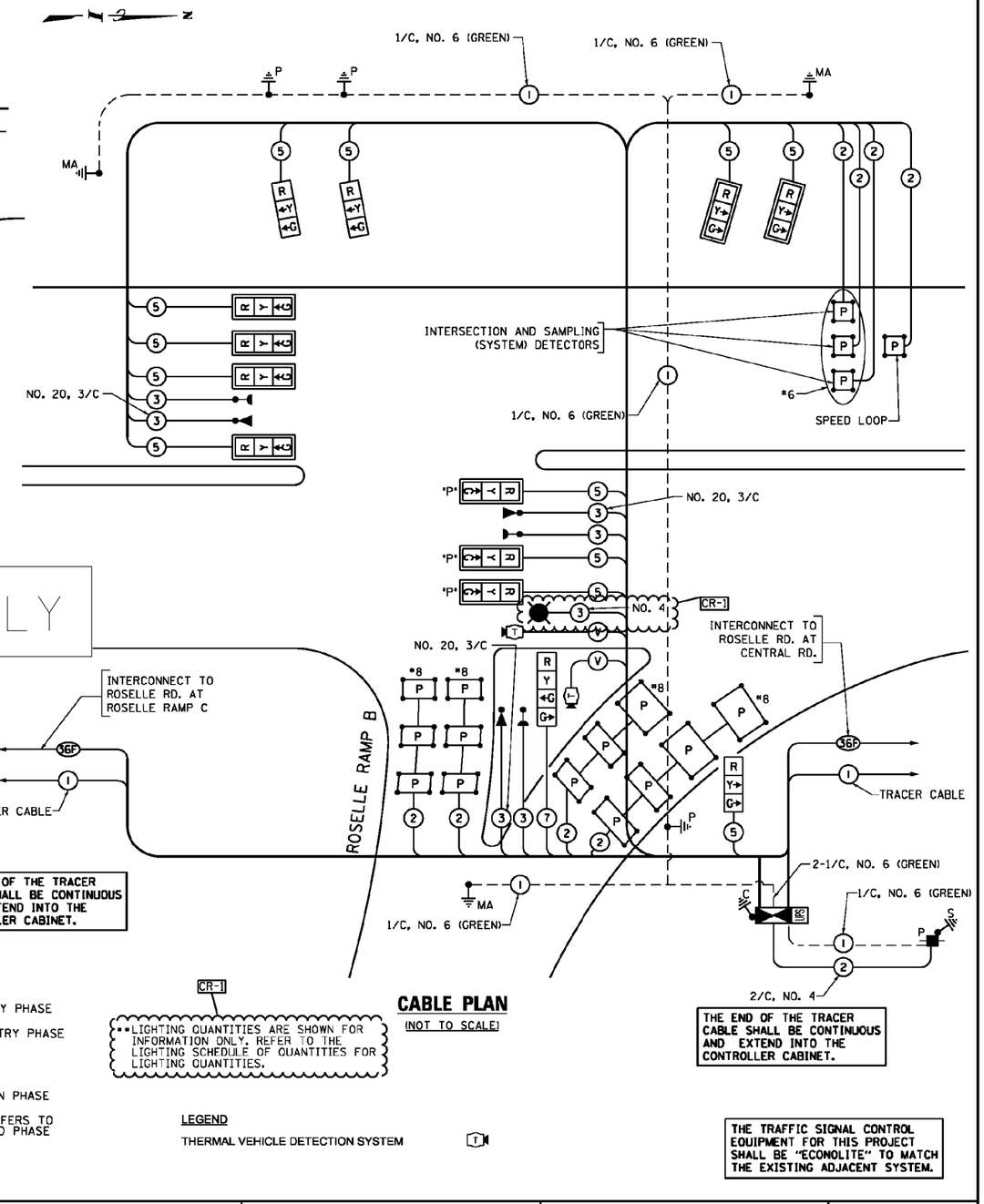
EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↰ ↑

CONTROLLER SEQUENCE

PHASE DESIGNATION DIAGRAM





CABLE PLAN

(NOT TO SCALE)

LEGEND

THERMAL VEHICLE DETECTION SYSTEM (T)

CR-1

**LIGHTING QUANTITIES ARE SHOWN FOR INFORMATION ONLY. REFER TO THE LIGHTING SCHEDULE OF QUANTITIES FOR LIGHTING QUANTITIES.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

DRAWN BY EA DATE 12-20-13
CHECKED BY PKG SCALE NTS

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5900

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION
1	1/23/2014	ADDENDUM NO. 1
CR-1	5/5/2014	CONSTRUCTION REVISION-1

CONTRACT NO. I-13-4166
CABLE PLAN
ROSELLE ROAD AT ROSELLE RAMP B

SHEET NO. TS-38
DRAWING NO. 504 OF 683

5/2014

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ENGINEERING CONSULTANT
Clorba Group, Inc.
CONSULTING ENGINEERS
3507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014
Email chicago@clorba.com

USER NAME = jvondra	DESIGNED - JMV	REVISED -	
	DRAWN - DTJ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JMV	REVISED -	
PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ROSELLE ROAD AT WESTBOUND I-90 EXIT RAMP

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	55
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

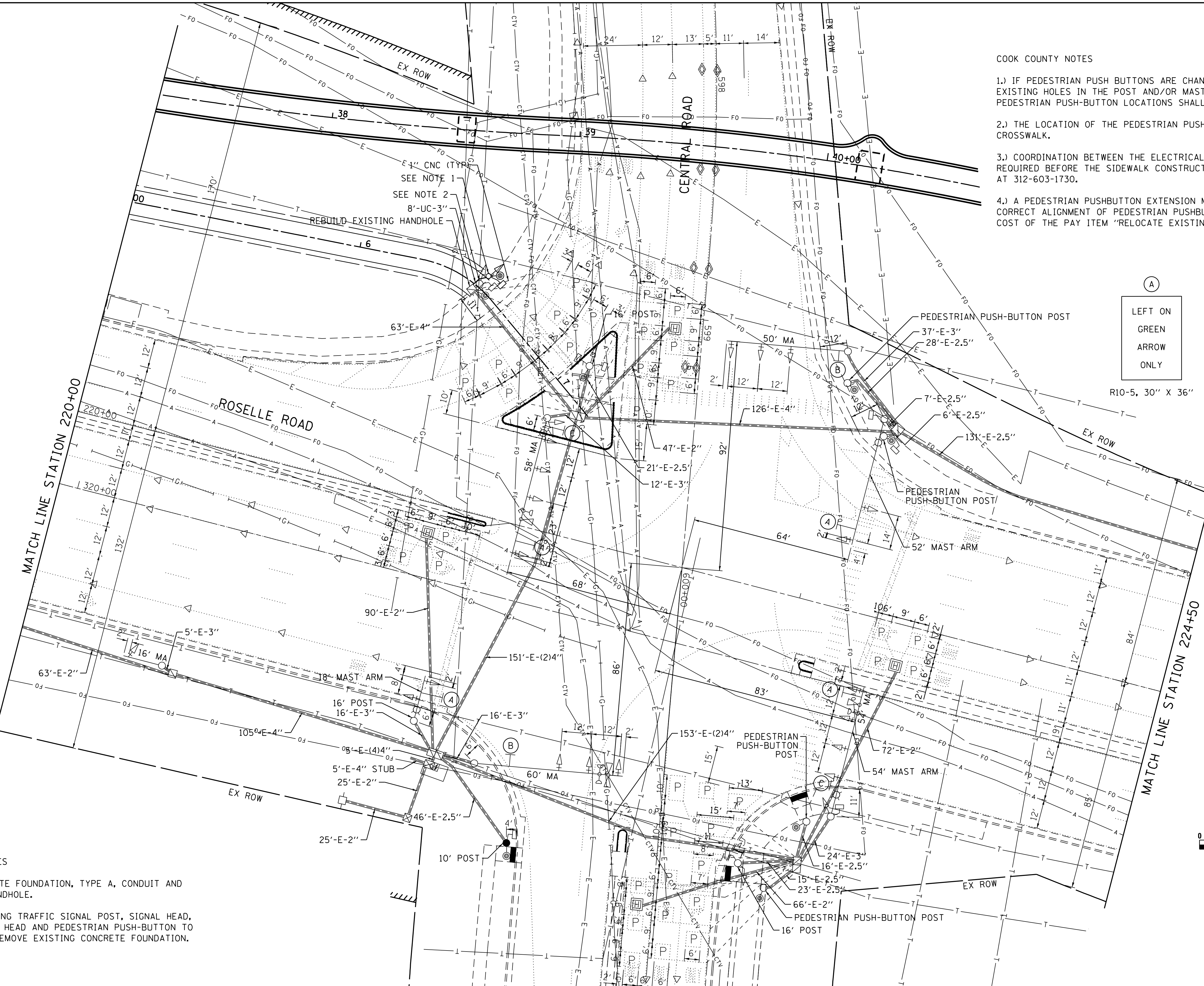
COOK COUNTY NOTES

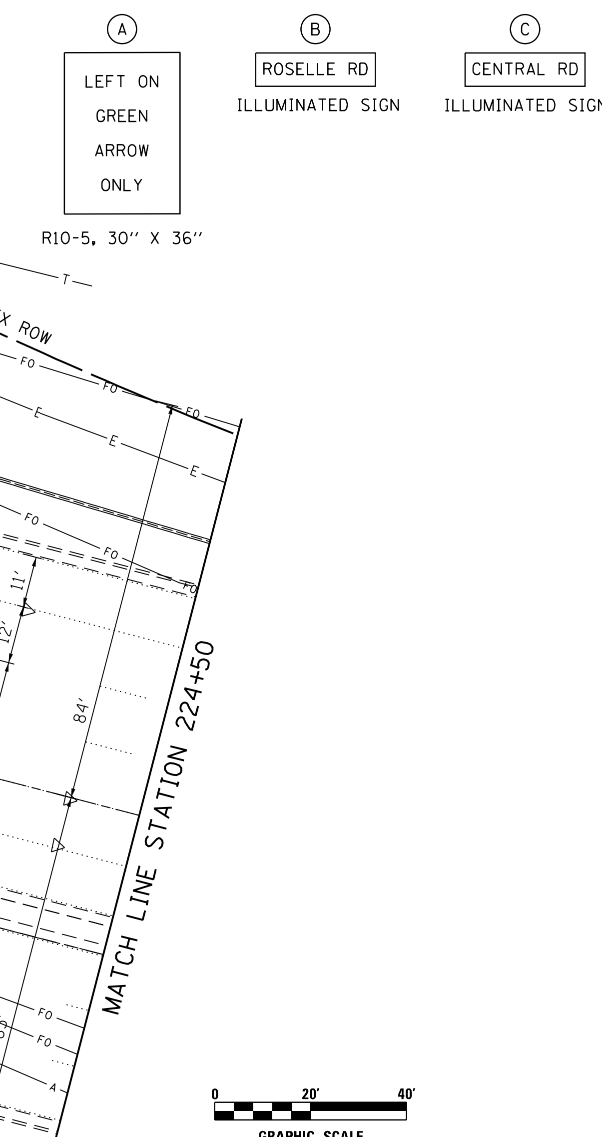
1.) IF PEDESTRIAN PUSH BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLE SHALL BE PLUGGED. ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL FOLLOW THE GUIDELINES FROM ADA/PROWAG.

2.) THE LOCATION OF THE PEDESTRIAN PUSH-BUTTON MUST BE PARALLEL TO THE CROSSWALK.

3.) COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730.

4.) A PEDESTRIAN PUSHBUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSHBUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON".





CONSTRUCTION NOTES

1.) INSTALL CONCRETE FOUNDATION, TYPE A, CONDUIT AND DRILL EXISTING HANDHOLE.

2.) RELOCATE EXISTNG TRAFFIC SIGNAL POST, SIGNAL HEAD, PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSH-BUTTON TO NEW FOUNDATION. REMOVE EXISTING CONCRETE FOUNDATION.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com		DRAWN - DTJ	REVISED -			364	14-00113-00-BT	COOK	145	56
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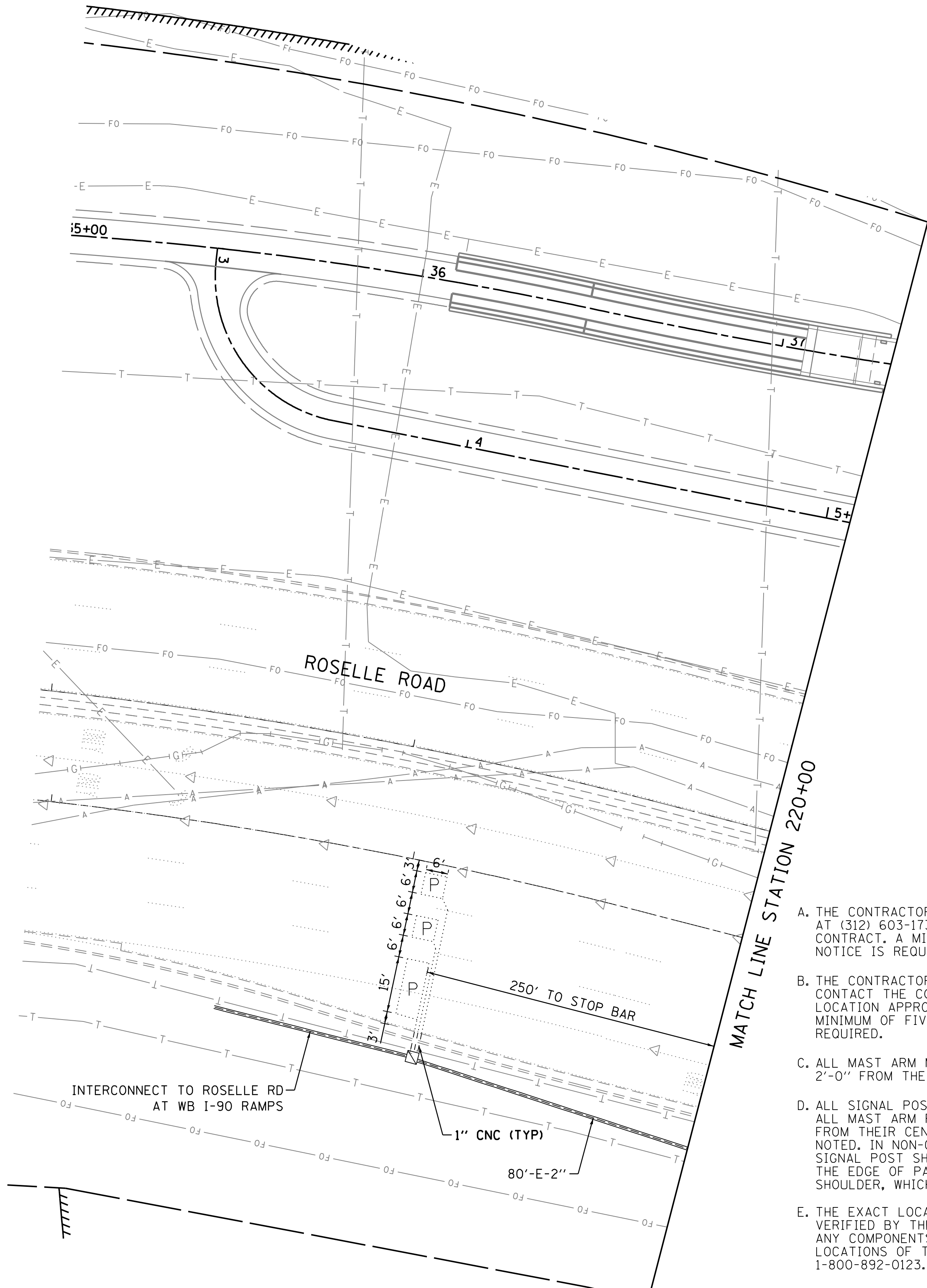

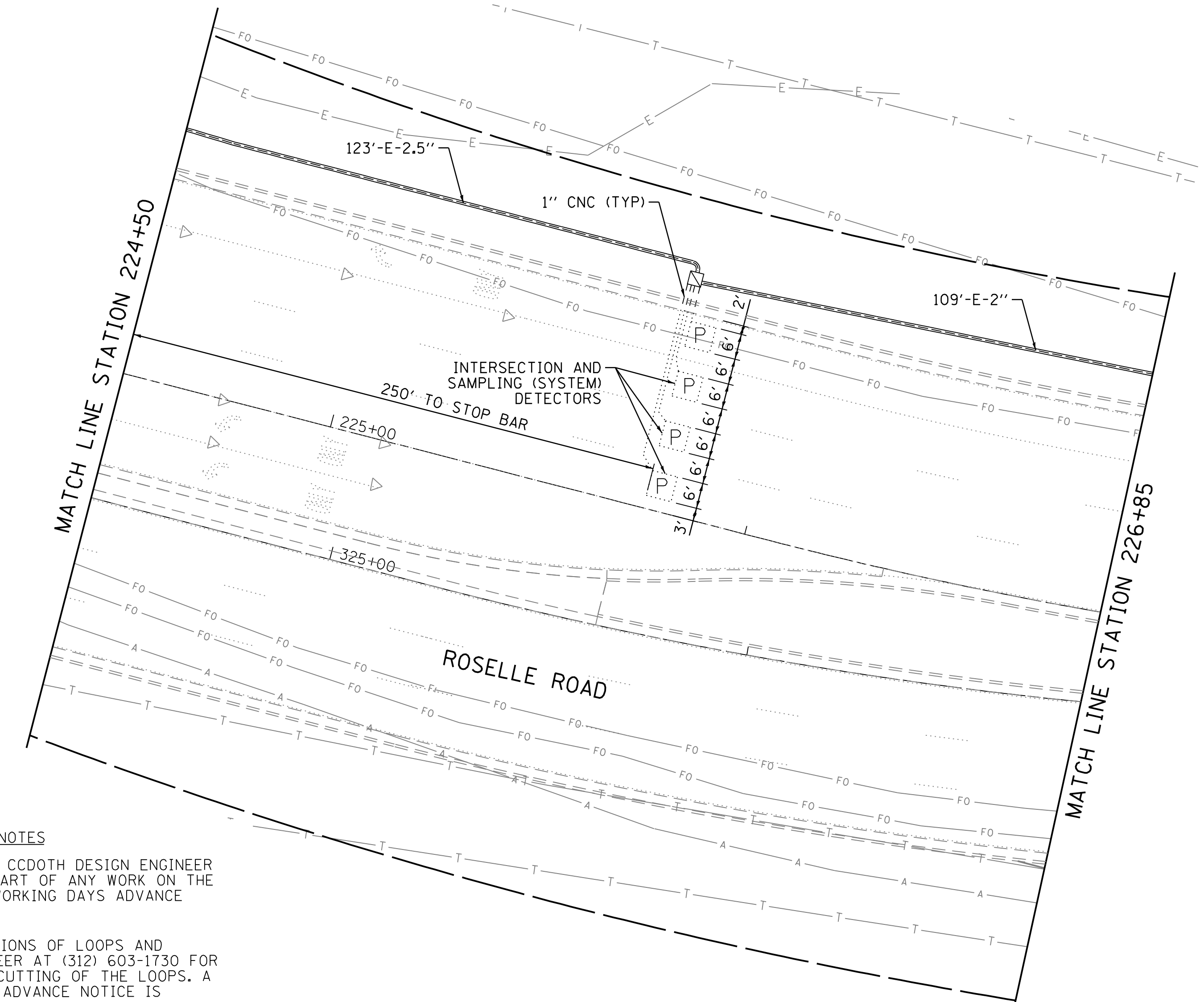

COOK COUNTY NOTES

A. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

B. THE CONTRACTOR SHALL MARK LOCATIONS OF LOOPS AND CONTACT THE COUNTY DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

C. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF MAST ARM UNLESS OTHERWISE NOTED.

D. ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS THE MAST ARM POLE AND THE SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER DISTANCE IS GREATER.

E. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123.

F. ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.

G. ALL NEW CONFIRMATION BEACONS SHALL BE LED. IT SHALL BE INCLUDED IN THE PAY ITEM OF "LIGHT DETECTOR".

H. THE CONTROLLER AND ALL CONTROL EQUIPMENT SHALL BE OF A MANUFACTURER THAT IS APPROVED BY THIS DEPARTMENT. THE MANUFACTURER OF ALL EQUIPMENT SHALL HAVE A REPRESENTATIVE AND SHOP LOCATED IN THE SIX (6) COUNTY CHICAGO AREAS. ALL EQUIPMENT INSTALLED IN THE CONTROLLER CABINET SHALL BE FROM A SINGLE SUPPLIER. THE SUPPLIER SHALL BE RESPONSIBLE FOR SERVICE AND SUPPORT FOR THIS EQUIPMENT.

0 20' 40'
GRAPHIC SCALE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com		DRAWN - DTJ	REVISED -
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	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -

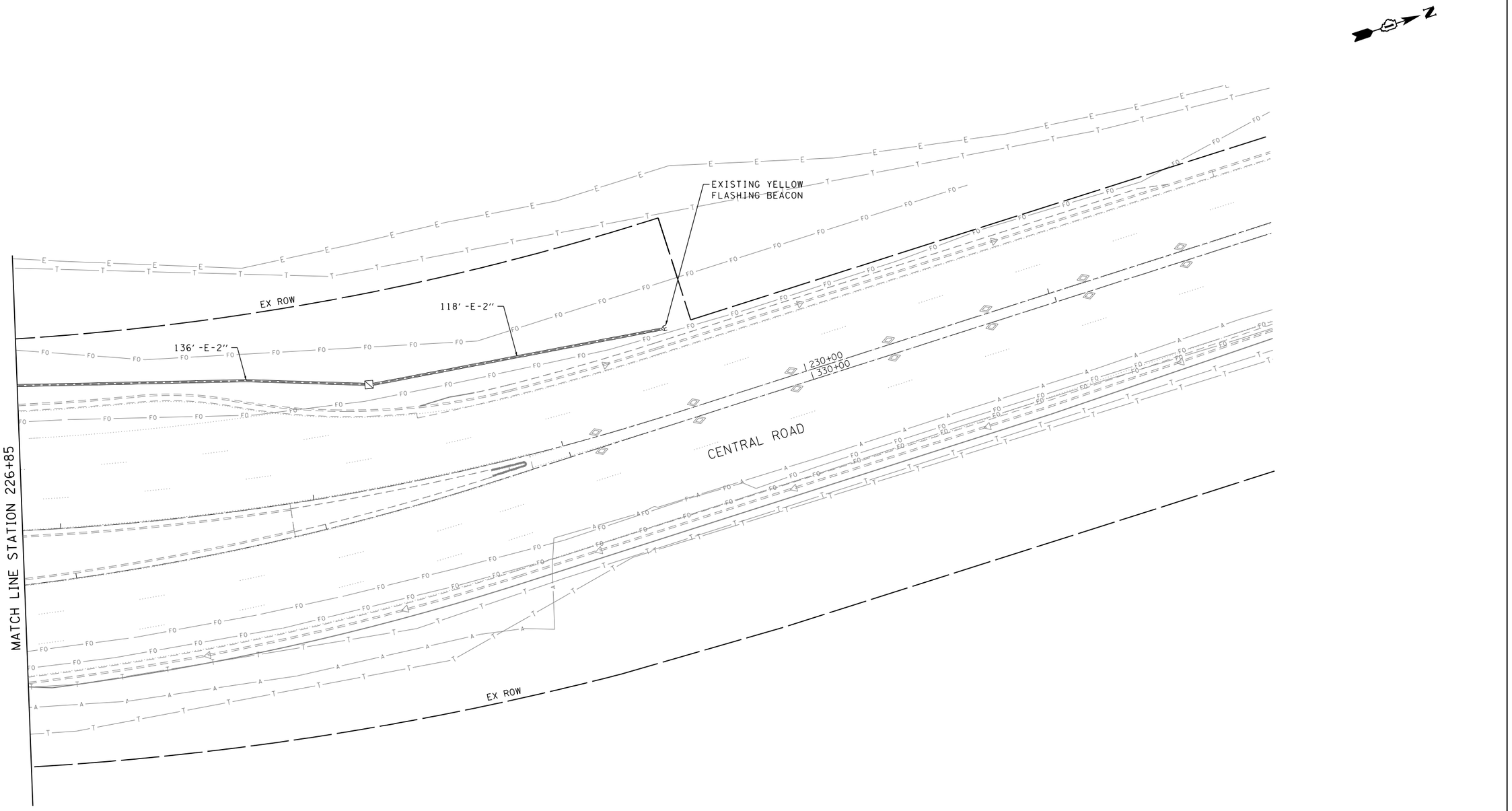
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
ROSELLE ROAD AT CENTRAL ROAD

SCALE: 1" = 20' | SHEET NO. 2 OF 3 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	57
		CONTRACT NO. 61E68		

ILLINOIS FED. AID PROJECT



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

0 20' 40'
GRAPHIC SCALE

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ENGINEERING CONSULTANT	USER NAME = jvondra	DESIGNED - JMV	REVISED -
Clorba Group, Inc. CONSULTING ENGINEERS 6507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4069 Fax 773.775.4014 Email chicago@clorba.com		DRAWN - DTJ	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
	PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
ROSELLE ROAD AT CENTRAL ROAD

SCALE: 1" = 20' | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	58
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

RELOCATE EXISTING SIGNAL HEAD, PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSH-BUTTON AND SIGNAL POST TO NEW CONCRETE FOUNDATION (EXISTING CABLES MAY BE REUSED PROVIDED ENOUGH SLACK IS AVAILABLE)

NO. 4

MA

ROSELLE ROAD

NO. 20

NO. 6 (GREEN)

NO. 4

MA

INTERCONNECT TO ROSELLE RD AT WESTBOUND EXIT RAMP

36F

TRACER CABLE

6-1/C, NO. 6 (GREEN)

NO. 6

NO. 6 (GREEN)

1/C, NO. 6

NO. 4

MA

YELLOW FLASHING BEACON

MA

INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

#6

NO. 20

NO. 14 SOOW CABLE (TYP)

NO. 4

MA

NO. 20

1/C, NO. 6

CENTRAL ROAD

CABLE PLAN
(NOT TO SCALE)

(B) ROSELLE RD
ILLUMINATED SIGN

(C) CENTRAL RD
ILLUMINATED SIGN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS	NO LAMPS	X WATTAGE INCAND.	LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	24		17	0.50	204.00
(YELLOW)	24		25	0.25	150.00
(GREEN)	24		15	0.25	90.00
ARROW	26		12	0.10	31.20
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM				1.00	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	775.20

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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ENGINEERING CONSULTANT	USER NAME = jvondra	DESIGNED - JMV	REVISED -
Clorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4069 Fax 773.775.4014 Email: chicago@clorba.com		DRAWN - DTJ	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY PREEMPTION SEQUENCE
ROSELLE ROAD AT CENTRAL ROAD

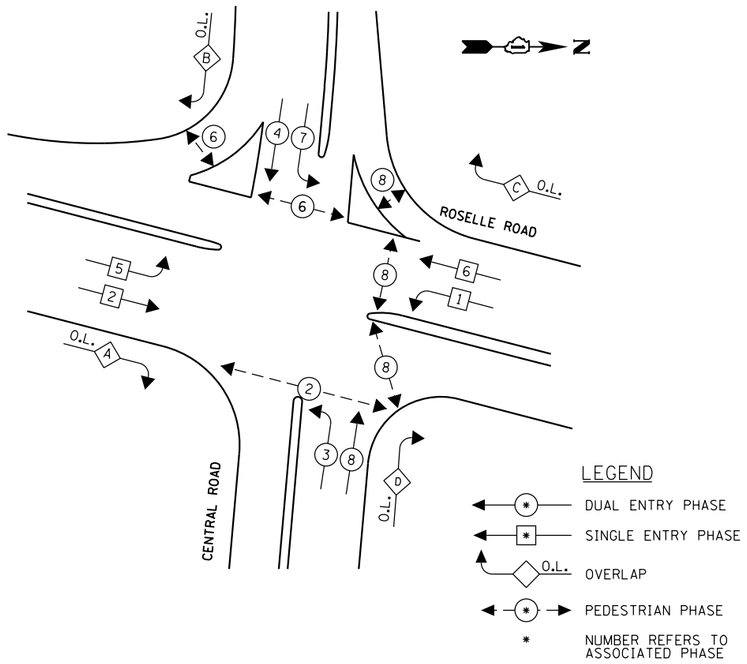
SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	59
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

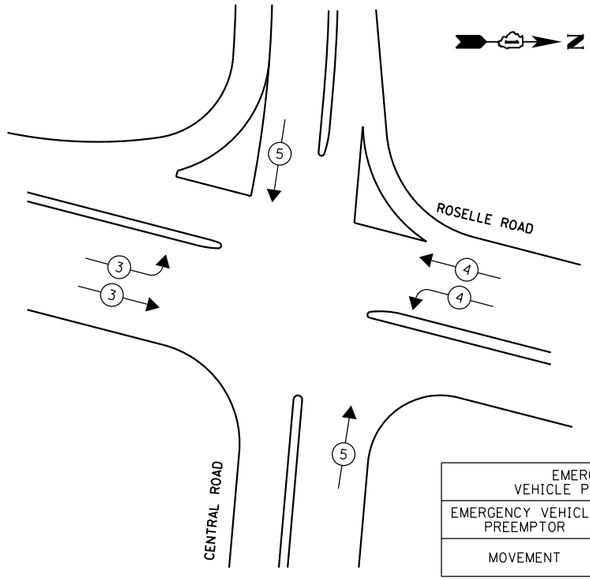
ITEM DESCRIPTION	UNIT	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	8
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	275
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	275
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	275
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR	FOOT	21
CONCRETE FOUNDATION, TYPE A	FOOT	1
DRILL EXISTING HANDHOLE	EACH	1
RELOCATE EXISTING SIGNAL HEAD	EACH	1
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3000
REBUILD EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5
C	=	6	+	7
D	=	8	+	1



EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

EMERGENCY VEHICLE PREEMPTION SEQUENCE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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ENGINEERING CONSULTANT
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USER NAME = jvondra	DESIGNED - JMV	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY PREEMPTION SEQUENCE
ROSELLE ROAD AT CENTRAL ROAD

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	60
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

LIGHTING GENERAL NOTES:

1.) THE CONTRACTOR SHALL CONTACT THE VILLAGE OF SCHAUMBURG ELECTRIC FORMAN (847-923-6632) 48 HOURS PRIOR TO STARTING WORK.

2.) REMOVAL OF THE EXISTING LIGHTING SYSTEM SHALL NOT BEGIN BEFORE THE TEMPORARY LIGHTING SYSTEM IS OPERATIONAL.

3.) THE ENGINEER SHALL APPROVE THE LOCATION OF ALL PUSH PITS.

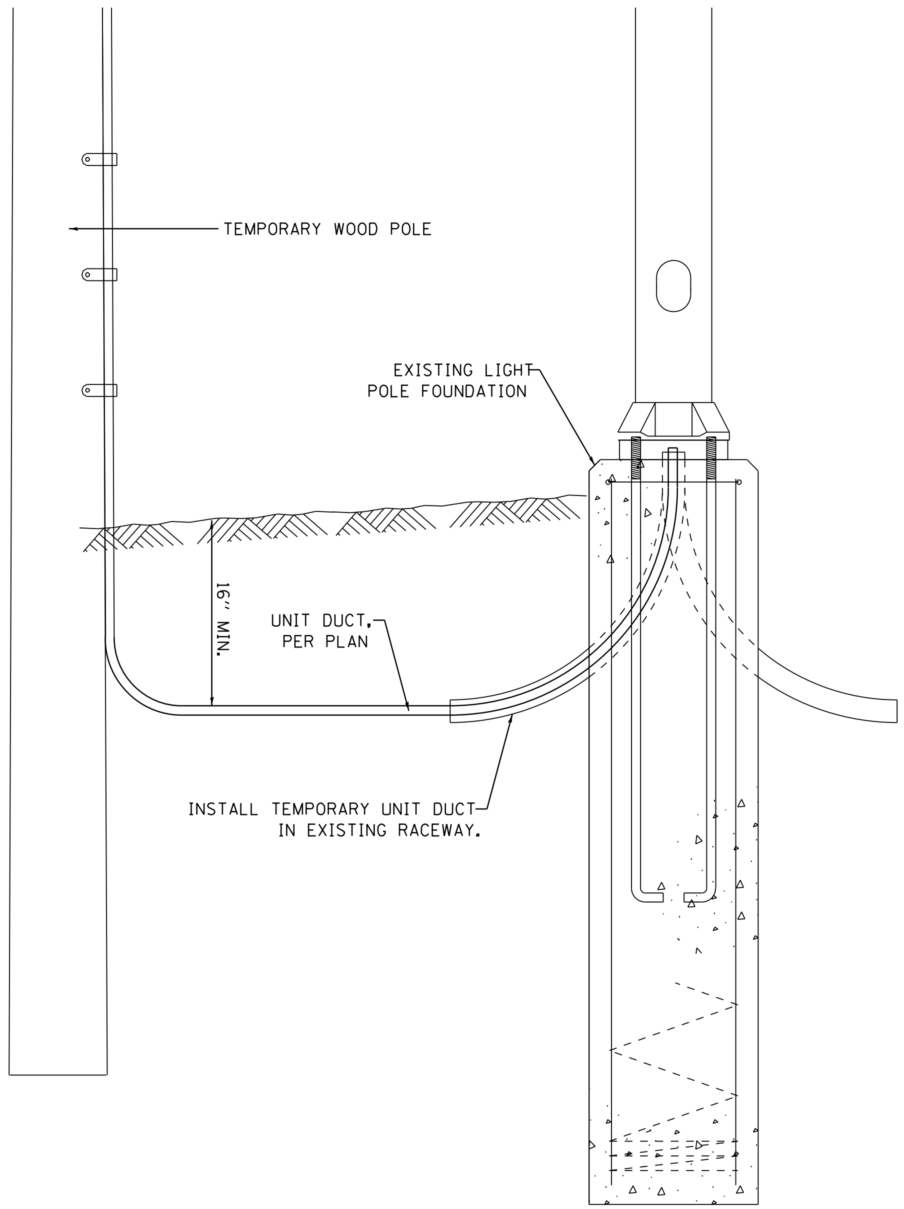
4.) UNDERGROUND SPLICES OF CONDUCTORS ARE NOT ALLOWED.

5.) ALL UNIT DUCT RUNS SHALL BE CONTINUOUS. NO SPLICINGS OF DUCTS ALLOWED.

6.) ALL REMOVED MATERIALS, INCLUDING CONDUCTORS, SHALL BE RETURNED TO THE VILLAGE OF SCHAUMBURG PUBLIC WORKS FACILITY AT 714 SOUTH PLUM GROVE ROAD.

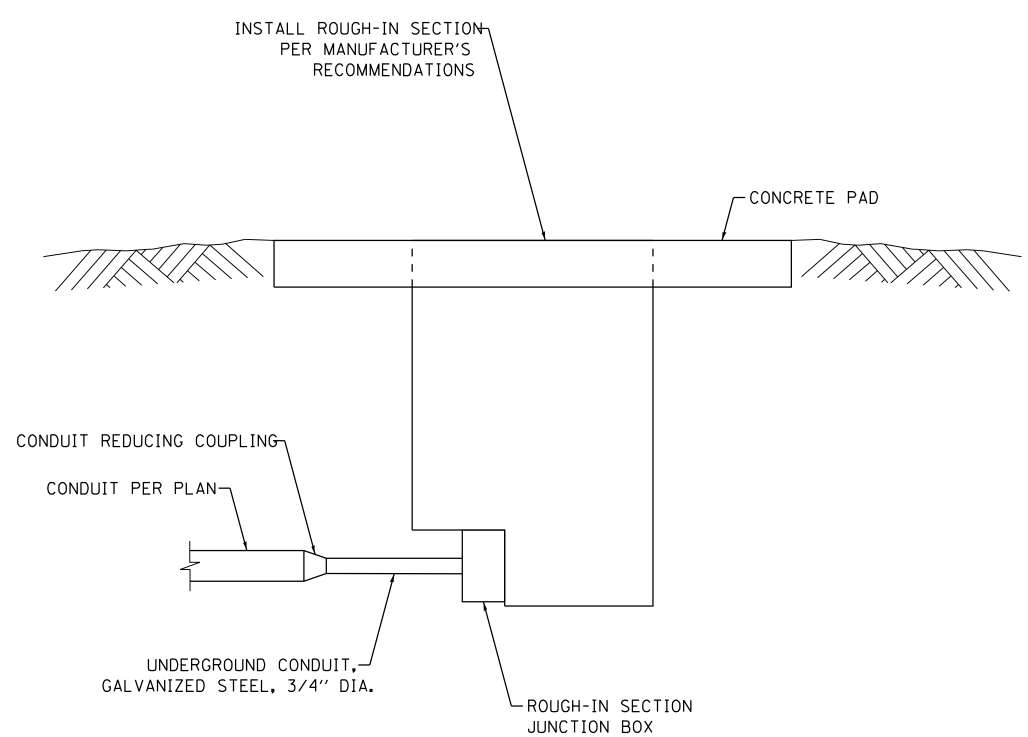
LEGEND

- TEMPORARY WOOD POLE, 50 FT., CLASS 4
- EXISTING 47.5' MOUNTING HEIGHT LIGHT POLE AND LUMINAIRE TO REMAIN
- EXISTING COMBO POLE AND LUMINAIRE TO REMAIN
- TEMPORARY WOOD POLE, 80FT., CLASS 4, 15 FT. MAST ARM AND TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 750 WATT, 60 FT MOUNTING HEIGHT
- EXISTING LIGHTING UNIT TO BE REMOVED AND REINSTALLED (PAID FOR AS REMOVE AND RE-ERECT EXISTING LIGHTING UNIT) ON A RELOCATED FOUNDATION
- LOCATION OF REINSTALLED LIGHTING UNIT (PAID FOR AS REMOVE AND RE-ERECT EXISTING LIGHTING UNIT) ON THE EXISTING FOUNDATION
- EXISTING LIGHTING CONTROLLER
- EXISTING ELECTRICAL SERVICE CONNECTION
- GROUND ROD
- AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE
- EXISTING CABLE IN DUCT
- UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
- EXISTING UNDERGROUND CONDUIT



UNIT DUCT AT EXISTING LIGHT POLE FOR TEMPORARY LIGHTING DETAIL

NOT TO SCALE



LUMINAIRE (SPECIAL) DETAIL

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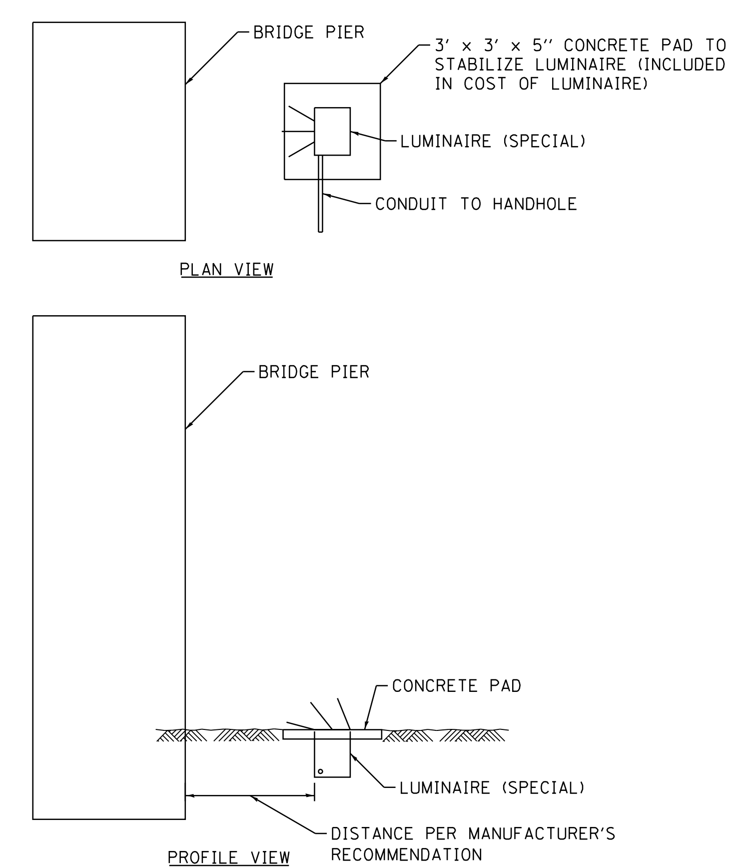

LUMINAIRE (SPECIAL) INSTALLATION DETAIL

NOT TO SCALE

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USER NAME = jvondra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - DTJ	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JMV	REVISED -	
PLOT DATE = 2/13/2018	DATE - 1/23/2018	REVISED -	

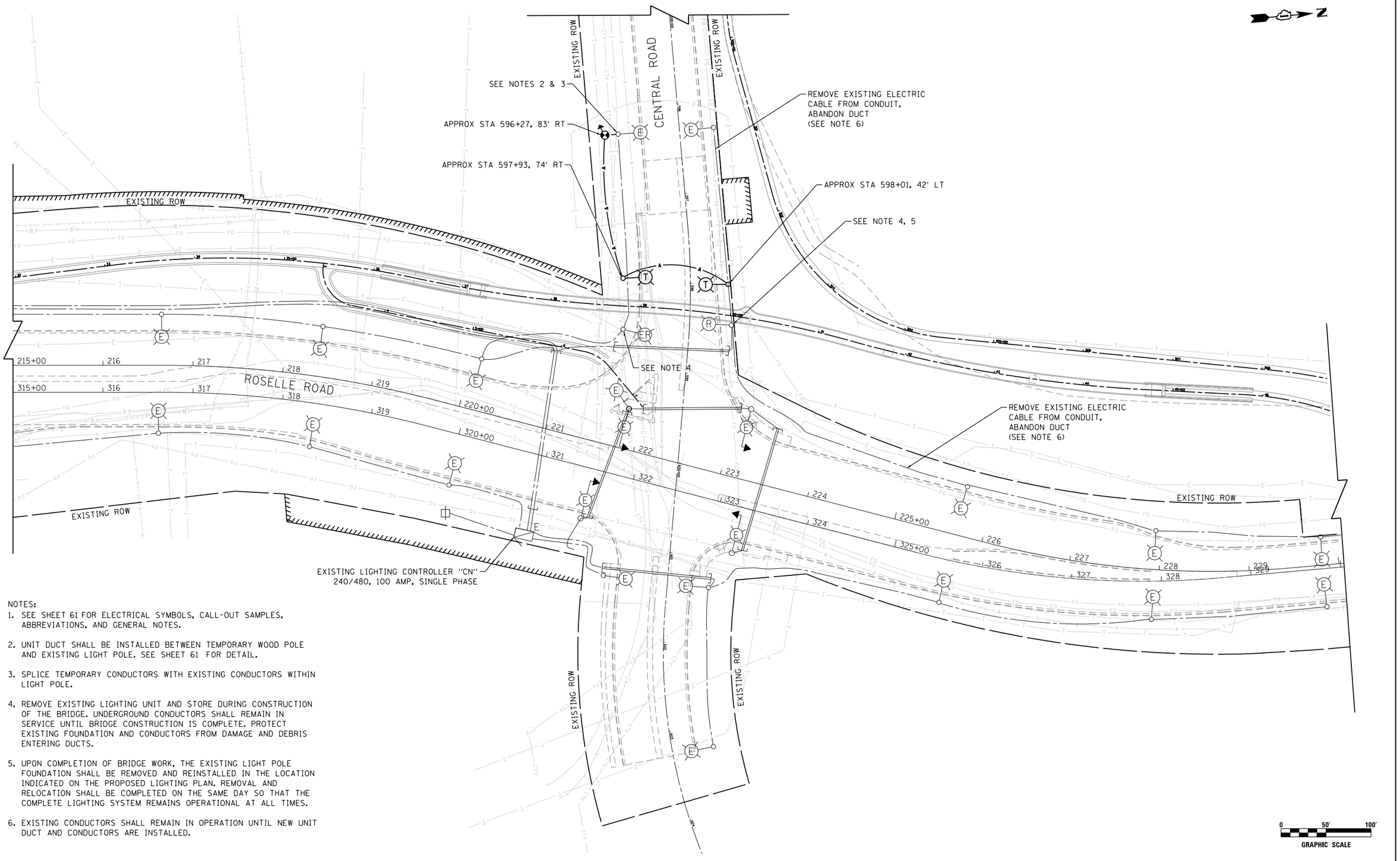
ROSELLE ROAD SHARED–USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
LIGHTING NOTES, LEGEND, & DETAIL

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	61

CONTRACT NO. 61E68

ILLINOIS FED. AID PROJECT



NOTES:

1. SEE SHEET 61 FOR ELECTRICAL SYMBOLS, CALL-OUT SAMPLES, ABBREVIATIONS, AND GENERAL NOTES.
2. UNIT DUCT SHALL BE INSTALLED BETWEEN TEMPORARY WOOD POLE AND EXISTING LIGHT POLE. SEE SHEET 61 FOR DETAIL.
3. SPLICE TEMPORARY CONDUCTORS WITH EXISTING CONDUCTORS WITHIN LIGHT POLE.
4. REMOVE EXISTING LIGHTING UNIT AND STORE DURING CONSTRUCTION OF THE BRIDGE. UNDERGROUND CONDUCTORS SHALL REMAIN IN SERVICE UNTIL BRIDGE CONSTRUCTION IS COMPLETE. PROTECT EXISTING FOUNDATION AND CONDUCTORS FROM DAMAGE AND DEBRIS ENTERING DUCTS.
5. UPON COMPLETION OF BRIDGE WORK, THE EXISTING LIGHT POLE FOUNDATION SHALL BE REMOVED AND REINSTALLED IN THE LOCATION INDICATED ON THE PROPOSED LIGHTING PLAN. REMOVAL AND RELOCATION SHALL BE COMPLETED ON THE SAME DAY SO THAT THE COMPLETE LIGHTING SYSTEM REMAINS OPERATIONAL AT ALL TIMES.
6. EXISTING CONDUCTORS SHALL REMAIN IN OPERATION UNTIL NEW UNIT DUCT AND CONDUCTORS ARE INSTALLED.

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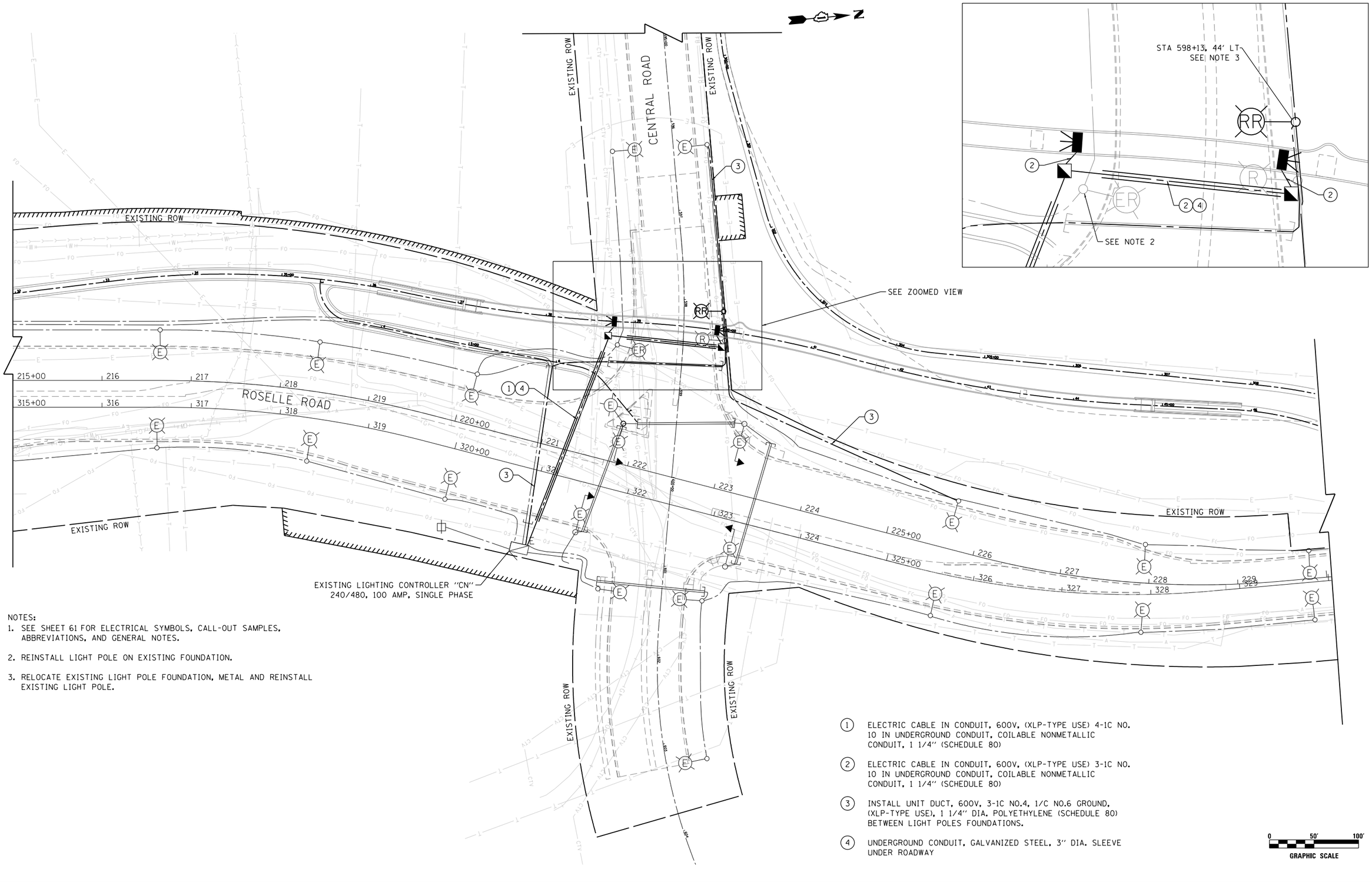
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
TEMPORARY LIGHTING AND LIGHTING REMOVAL PLAN

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	62
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



NOTES:
1. SEE SHEET 61 FOR ELECTRICAL SYMBOLS, CALL-OUT SAMPLES, ABBREVIATIONS, AND GENERAL NOTES.
2. REINSTALL LIGHT POLE ON EXISTING FOUNDATION.
3. RELOCATE EXISTING LIGHT POLE FOUNDATION, METAL AND REINSTALL EXISTING LIGHT POLE.

(1) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE) 4-1C NO. 10 IN UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" (SCHEDULE 80)

(2) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE) 3-1C NO. 10 IN UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" (SCHEDULE 80)

(3) INSTALL UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE (SCHEDULE 80) BETWEEN LIGHT POLES FOUNDATIONS.

(4) UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. SLEEVE UNDER ROADWAY

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ENGINEERING CONSULTANT					
Clorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email: chicago@clorba.com	USER NAME = jvondra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD PROPOSED LIGHTING PLAN
		DRAWN - DTJ	REVISED -		
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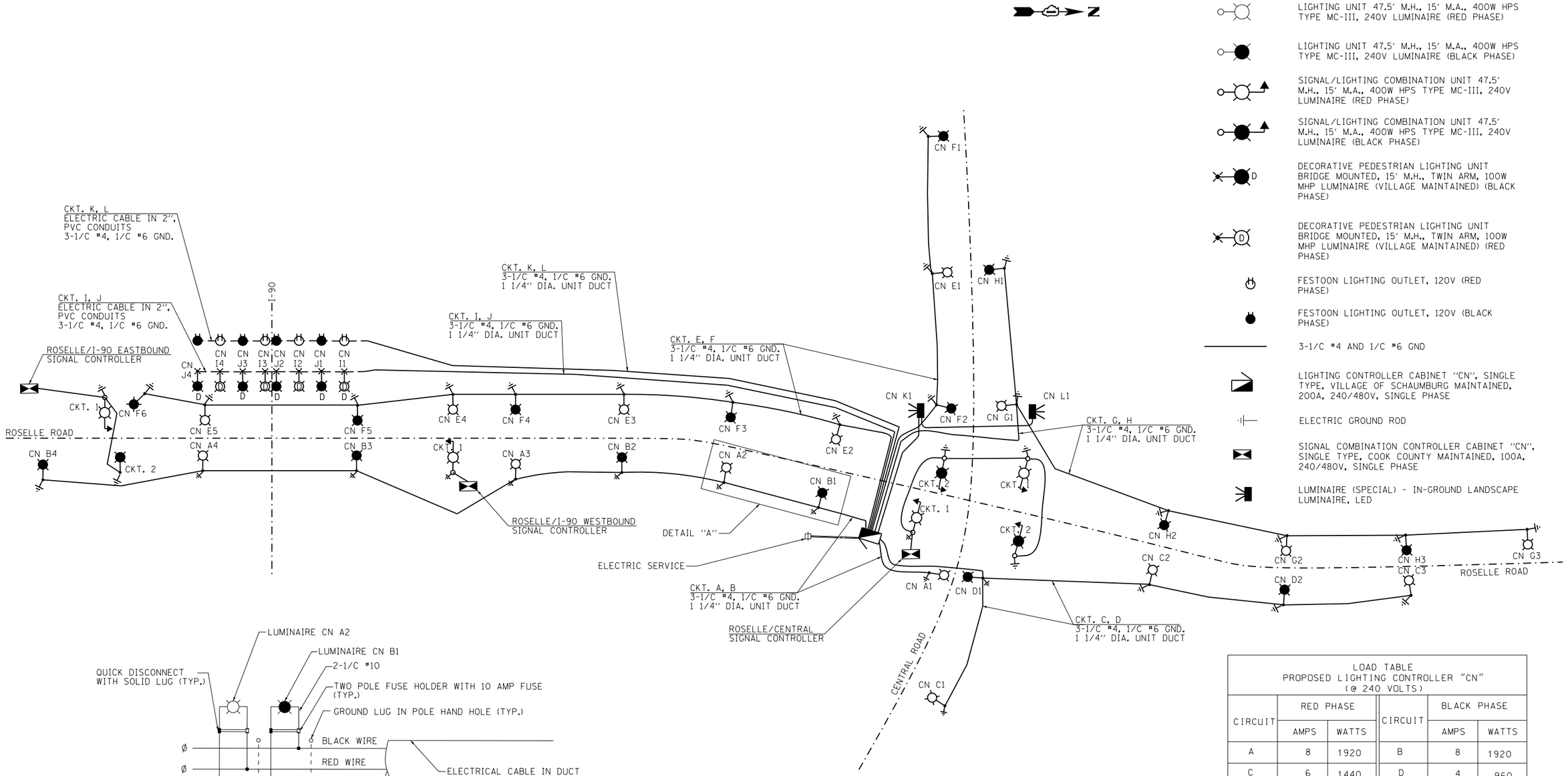
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	63
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



LEGEND

- LIGHTING UNIT 47.5' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE (RED PHASE)
- LIGHTING UNIT 47.5' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE (BLACK PHASE)
- SIGNAL/LIGHTING COMBINATION UNIT 47.5' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE (RED PHASE)
- SIGNAL/LIGHTING COMBINATION UNIT 47.5' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE (BLACK PHASE)
- D — DECORATIVE PEDESTRIAN LIGHTING UNIT BRIDGE MOUNTED, 15' M.H., TWIN ARM, 100W MHP LUMINAIRE (VILLAGE MAINTAINED) (BLACK PHASE)
- (D) — DECORATIVE PEDESTRIAN LIGHTING UNIT BRIDGE MOUNTED, 15' M.H., TWIN ARM, 100W MHP LUMINAIRE (VILLAGE MAINTAINED) (RED PHASE)
- FESTOON LIGHTING OUTLET, 120V (RED PHASE)
- FESTOON LIGHTING OUTLET, 120V (BLACK PHASE)
- 3-1/C #4 AND 1/C #6 GND
- LIGHTING CONTROLLER CABINET "CN", SINGLE TYPE, VILLAGE OF SCHAUMBURG MAINTAINED, 200A, 240/480V, SINGLE PHASE
- ELECTRIC GROUND ROD
- SIGNAL COMBINATION CONTROLLER CABINET "CN", SINGLE TYPE, COOK COUNTY MAINTAINED, 100A, 240/480V, SINGLE PHASE
- LUMINAIRE (SPECIAL) - IN-GROUND LANDSCAPE LUMINAIRE, LED

DETAIL "A"

LUMINAIRE WIRING CONNECTION (TYP.)

LOAD TABLE
PROPOSED LIGHTING CONTROLLER "CN"
(@ 240 VOLTS)

CIRCUIT	RED PHASE AMPS	RED PHASE WATTS	CIRCUIT	BLACK PHASE AMPS	BLACK PHASE WATTS
A	8	1920	B	8	1920
C	6	1440	D	4	960
E	10	2400	F	12	2880
G	6	1440	H	6	1440
I	4	960	J	4	960
K	1	240	L	1	240
FESTOONS		2400	FESTOONS		2400
TOTAL	55	10800	TOTAL	55	10800

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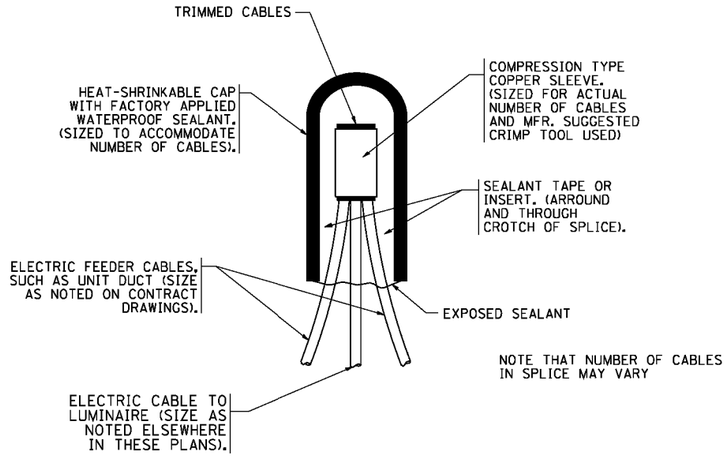
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSELLE ROAD SHARED-USE PATH AND PEDESTRIAN BRIDGE OVER CENTRAL RD
ONE LINE DIAGRAM

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	64
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



TYPICAL SPLICE DETAIL

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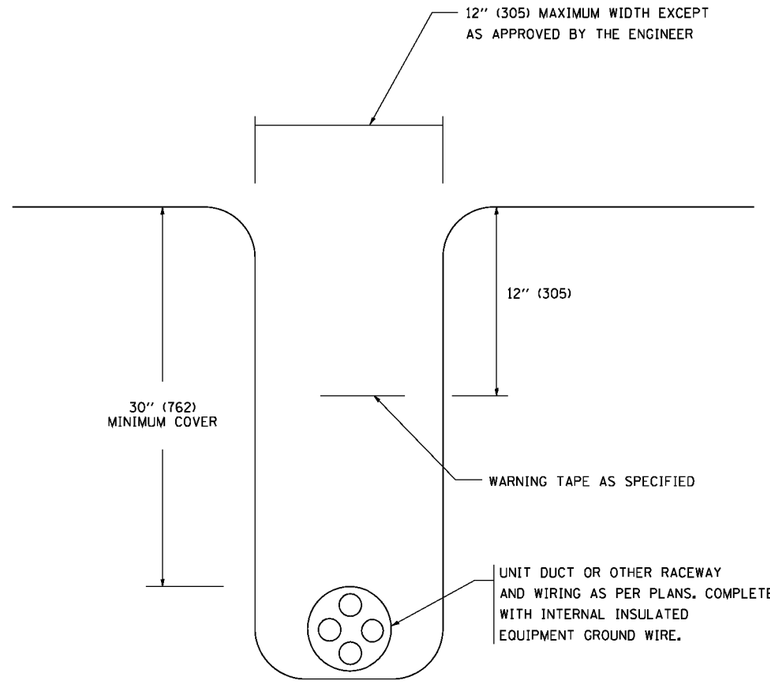

TYPICAL WIRING IN TRENCH DETAIL

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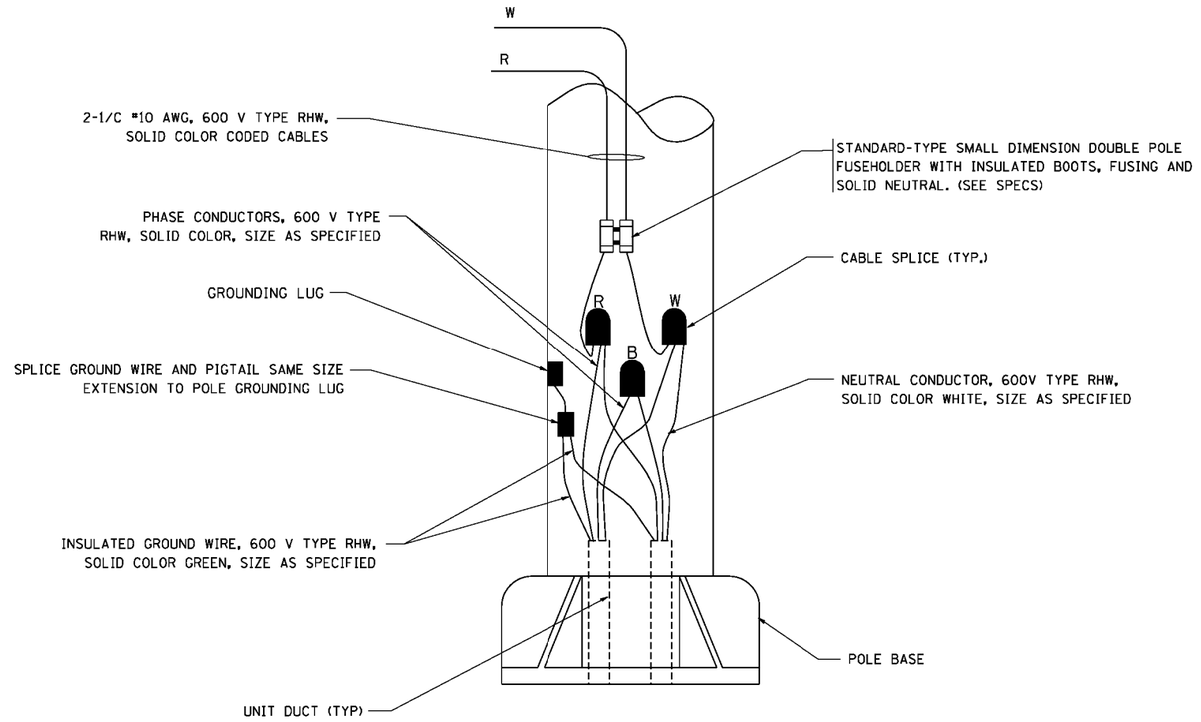

POLE WIRING DETAIL

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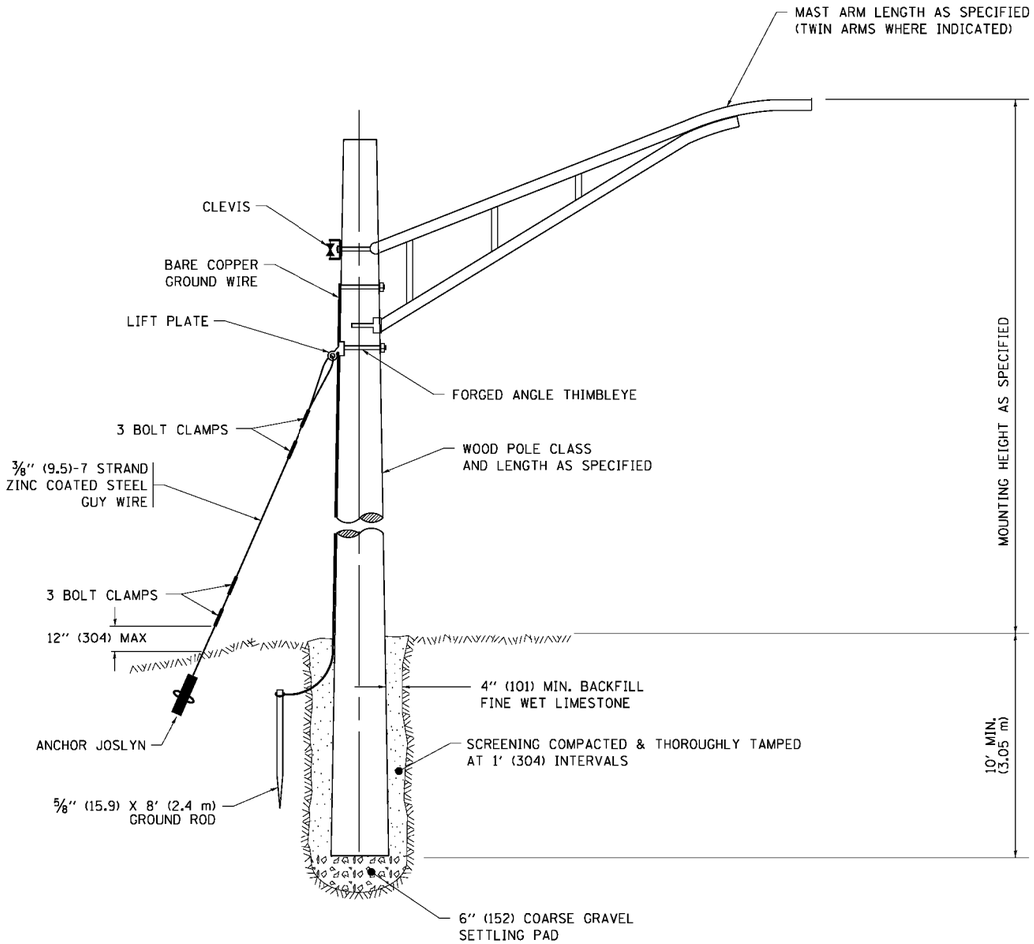
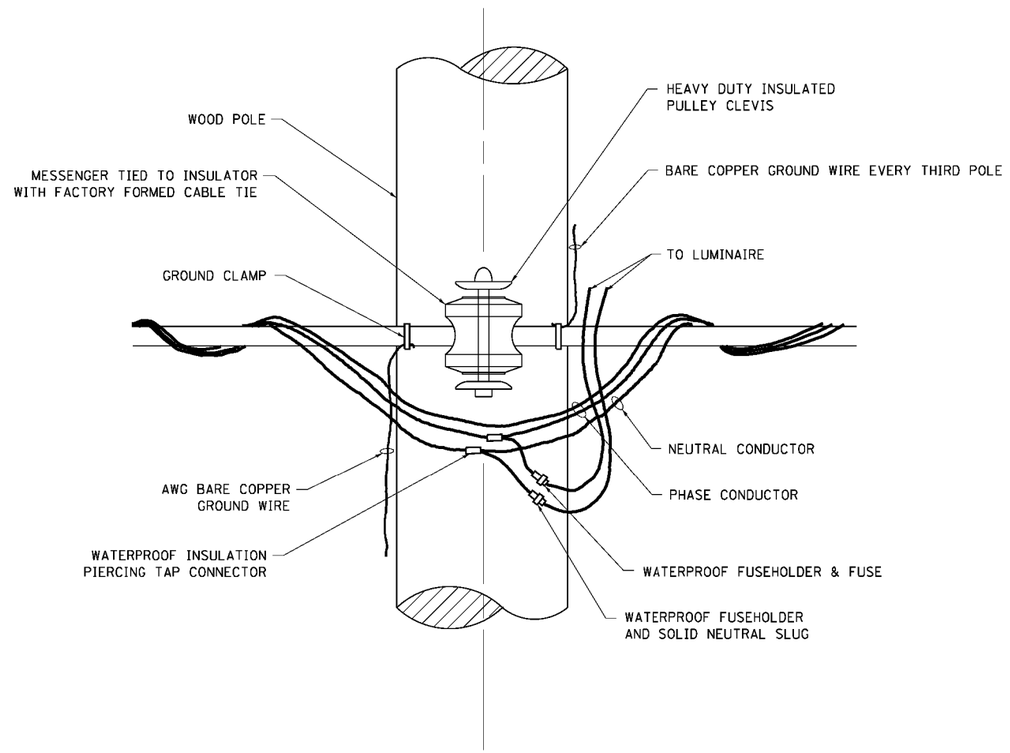


TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHT POLE DETAILS
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		DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	66
	BE-800	CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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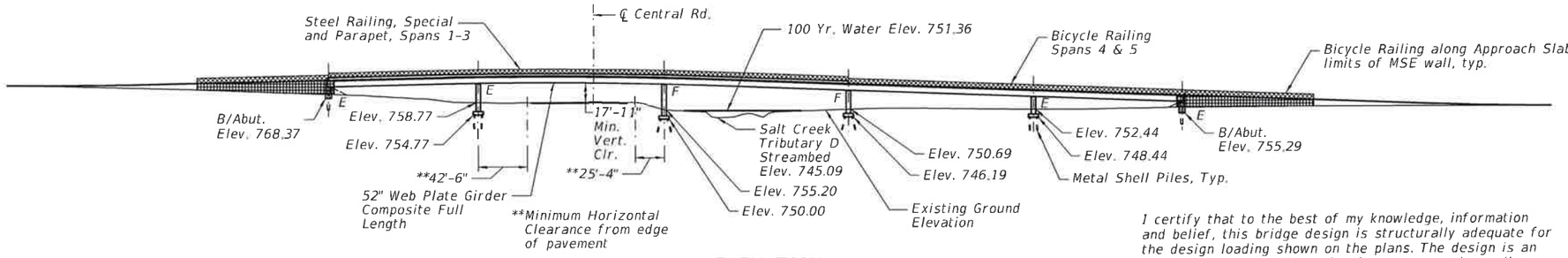
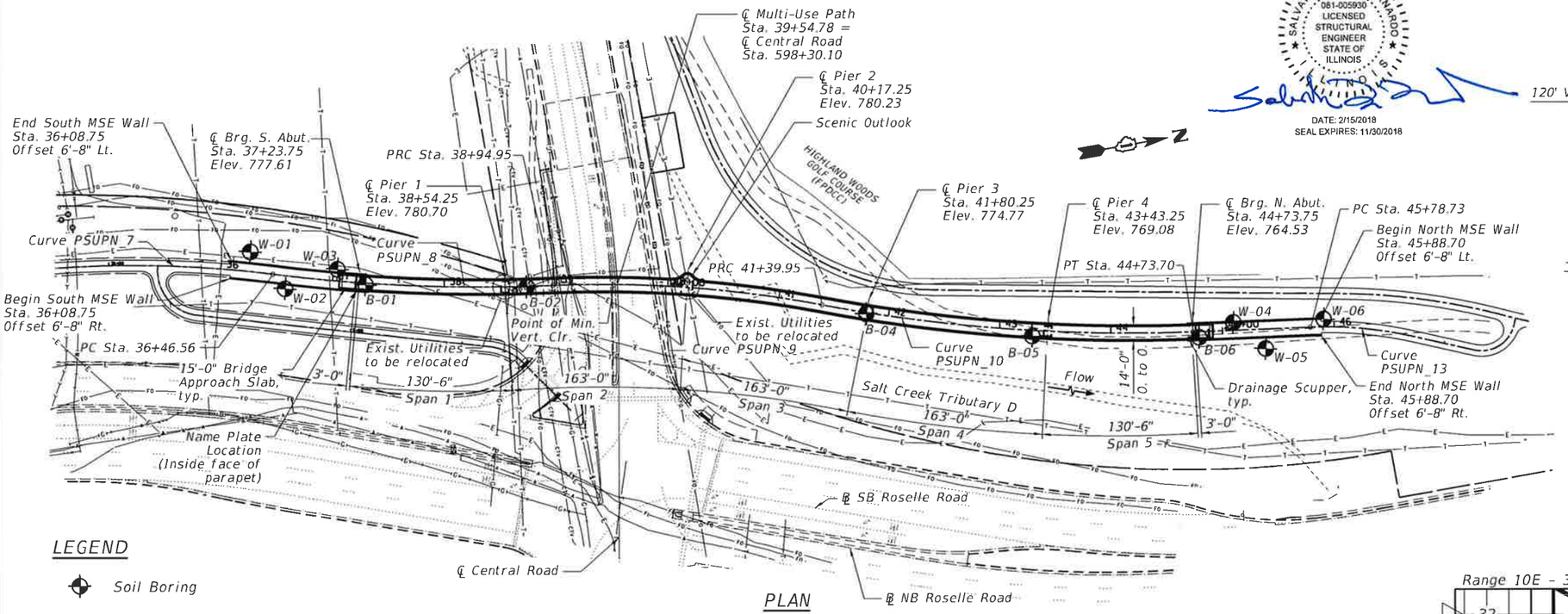
Bench Mark: BM-1 "□" On Top of NE Parapet Of Roselle Rd. Bridge Over I-90 (Jane Adams Memorial Tollway), Elev. 786.67

Existing Structure: None. Construction staging is not required.



ELEVATION



PLAN

LEGEND

Soil Boring

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 & 2016 Interims.

Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Adopted April 1, 2016 and Supplemental Specifications and Recurring Special Provisions Adopted January 1, 2017.

2009 AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges.

LIVE LOADING

90 psf Live Load or H-10 Truck
No allowance for wearing future surface.

DESIGN STRESSES

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (Structural Steel) AASHTO M270 Grade 50

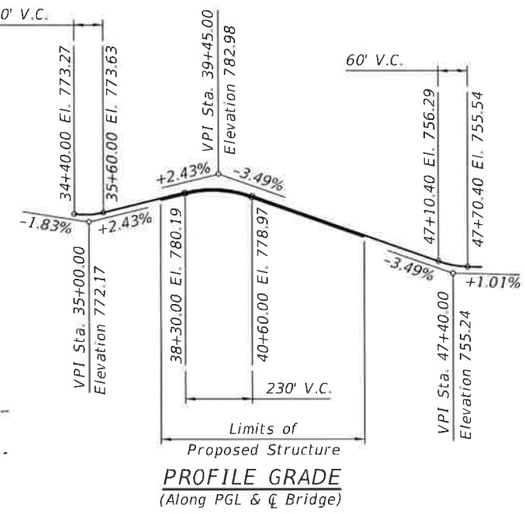
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{o1}) = 0.10g
Design Spectral Acceleration at 0.2 sec. (S_{os}) = 0.15g
Soil Site Class = D

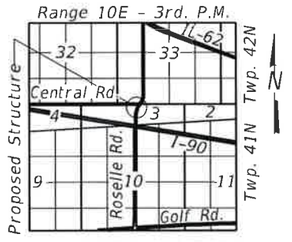
I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current "AASHTO LRFD Bridge Design Specifications"

SALVATORE C. DI BERNARDO
081-005900
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

DATE: 2/15/2018
SEAL EXPIRES: 11/30/2018



PROFILE GRADE
(Along PGL & ℄ Bridge)



LOCATION SKETCH

CURVE DATA

PROP. CURVE PSUPN_7	PROP. CURVE PSUPN_8	PROP. CURVE PSUPN_9	PROP. CURVE PSUPN_10	PROP. CURVE PSUPN_13
PI STA. = 34+79.88	PI STA. = 37+71.04	PI STA. = 40+17.73	PI STA. = 43+07.27	PI STA. = 46+25.37
Δ = 19° 17' 05" (RT)	Δ = 9° 29' 16" (LT)	Δ = 13° 01' 53" (RT)	Δ = 12° 46' 03" (LT)	Δ = 14° 45' 49" (RT)
D = 5° 43' 46"	D = 3° 49' 11"	D = 5° 19' 47"	D = 3° 49' 11"	D = 15° 54' 56"
R = 1,000.00'	R = 1,500.00'	R = 1,075.00'	R = 1,500.00'	R = 360.00'
T = 169.90'	T = 124.48'	T = 122.78'	T = 167.82'	T = 46.64'
L = 336.58'	L = 248.39'	L = 244.5'	L = 334.25'	L = 92.76'
E = 14.33'	E = 5.16'	E = 6.99'	E = 9.36'	E = 3.01'
P.C. STA. = 33+09.98	P.C. STA. = 36+46.56	P.C. STA. = 38+94.95	P.C. STA. = 41+39.45	P.C. STA. = 45+78.73
P.T. STA. = 36+46.56	P.T. STA. = 38+94.95	P.T. STA. = 41+39.45	P.T. STA. = 44+73.70	P.T. STA. = 46+71.49

DESIGN SCOUR ELEVATIONS TABLE

Design Scour Elevations (ft.)							Item 113
	S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	N. Abut.	
Q100	*	*	749.00	*	*	*	8
Q200	*	*	749.00	*	*	*	
Design	*	*	749.00	*	*	*	
Check	*	*	749.00	*	*	*	

*Ground elevations outside 500-yr flood limits.

Note:
Design Scour Countermeasures Required

GENERAL PLAN & ELEVATION
PEDESTRIAN BIKE BRIDGE
OVER CENTRAL ROAD
VILLAGE OF SCHAUMBURG
COOK COUNTY, ILLINOIS
STATION 40+98.75
STRUCTURE NO. 016-3301

N:\PROJ\00220500.01\Design\Structural\CAD\00220500.01_General Plan & Elevation.dgn

ENGINEERING CONSULTANT	USER NAME = selljgood	DESIGNED - APD	REVISED -
Ciorba Group, Inc. CONSULTING ENGINEERS 1507 North Cumberland Avenue Suite 401 Chicago, Illinois 60631 Tel: 773.775.4700 Fax: 773.775.4702 Email:ciorba@ciorba.com		CHECKED - BWS	REVISED -
	PLOT SCALE = 116.6667 '/ in.	DRAWN - SBA	REVISED -
	PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

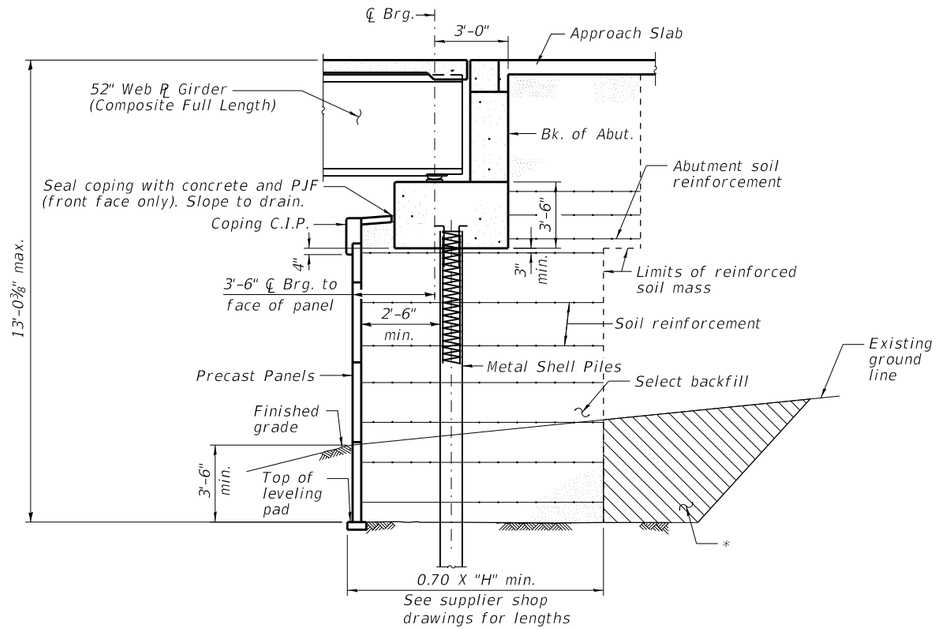
SHEET NO. S-1 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	67
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 7/8" Ø , holes 15/16" Ø, unless otherwise noted.
2. Calculated weight of Structural Steel = 349,590 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. If the Contractor elects to use cantilever forming brackets on the exterior girders or outlook supports, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to the designated areas of the Abutments.
8. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Carboline color #N246 Tan.

INDEX OF SHEETS



SECTION THRU ABUTMENTS

Dimensions shown are at right angles

* Overexcavation beyond structure excavation and removal of unsuitable material. This area not measured for payment. Backfill overexcavation with same material used for select fill used in MSE wall.

BUILT 201_ BY
VILLAGE OF SCHAUMBURG
SECTION 14-00113-00-BT
STA. 40+98.75
STR. NO. 016-3301
LOADING H-10

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu Yd		612	612
Concrete Structures	Cu Yd		120.6	120.6
Concrete Superstructure	Cu Yd	398.3		398.3
Protective Coat	Sq Yd	1,454		1,454
Concrete Superstructure (Approach Slab)	Cu Yd	11.5		11.5
Furnishing And Erecting Structural Steel	Lsum	1		1
Stud Shear Connectors	Each	3,040		3,040
Reinforcement Bars, Epoxy Coated	Pound	60,260	22,200	82,460
Bar Splicers	Each	30		30
Bicycle Railing	Foot	1039		1,039
Furnishing Metal Shell Piles 14" X 0.312"	Foot		1,470	1,470
Driving Piles	Foot		1,470	1,470
Test Pile Metal Shells	Each		6	6
Name Plates	Each	1		1
Anchor Bolts, 3/4"	Each	48		48
Mechanically Stabilized Earth Retaining Wall	Sq Ft		4,350	4,350
Concrete Sealer	Sq Ft	321		321
Form Liner Textured Surface, Special	Sq Ft		3,703	3,703
Staining Concrete Structures	Sq Ft	3,555	5,285	8,840
High Load Multi-Rotational Bearings, Guided Expansion, 150K	Each	4		4
High Load Multi-Rotational Bearings, Guided Expansion, 350K	Each	4		4
High Load Multi-Rotational Bearings, Fixed - 350K	Each	4		4
Steel Railing (Special)	Foot	919		919
Drainage Scuppers, DS-11	Each	4		4
Drainage System	Lsum		1	1
Modular Expansion Joint 6"	Foot	28		28

ENGINEERING CONSULTANT
Ciorba Group, Inc.
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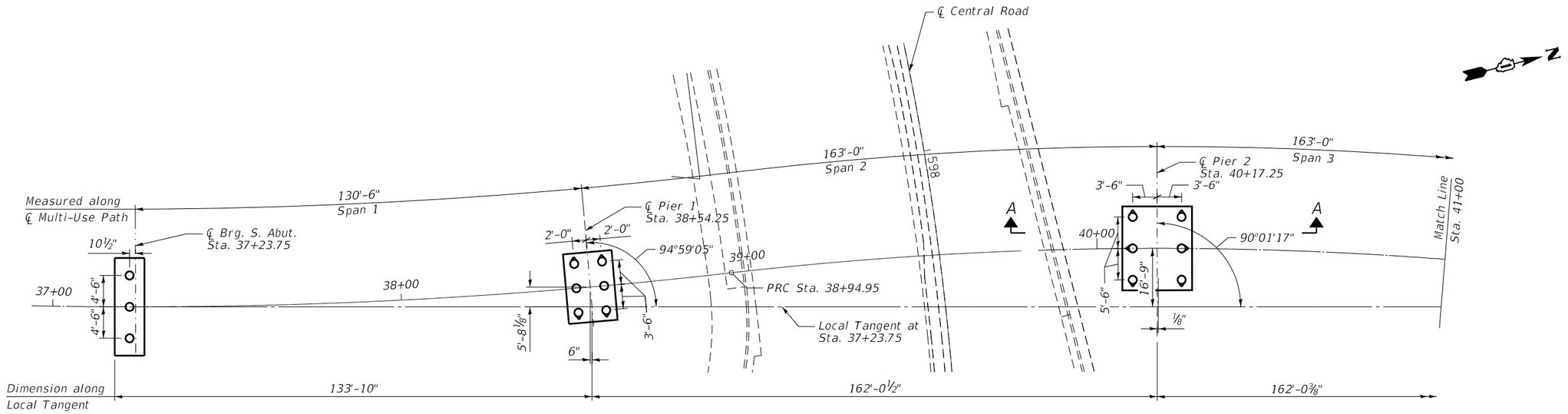
USER NAME = sallgood	DESIGNED - APD	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 0.2.0000 ' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

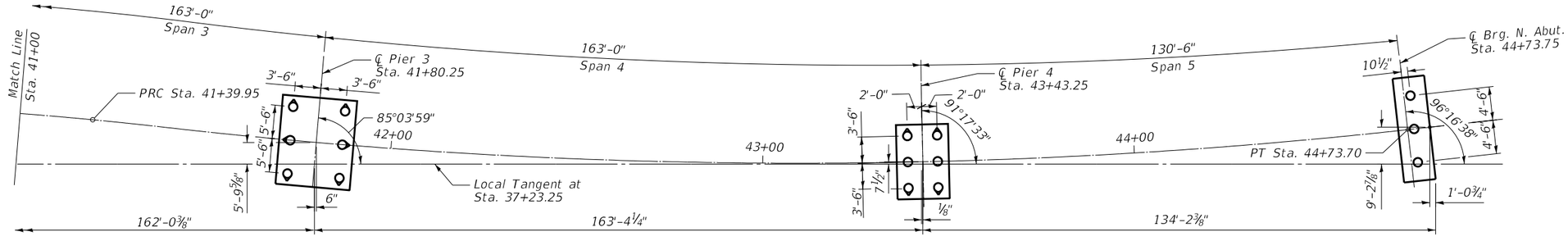
GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS
STRUCTURE NO. 016-3301
SHEET NO. S-2 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	68
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

N:\PROJ\00205001.02\Design\Structural\CAD\00205002.02_General Notes and Bill of Material.dgn



PLAN



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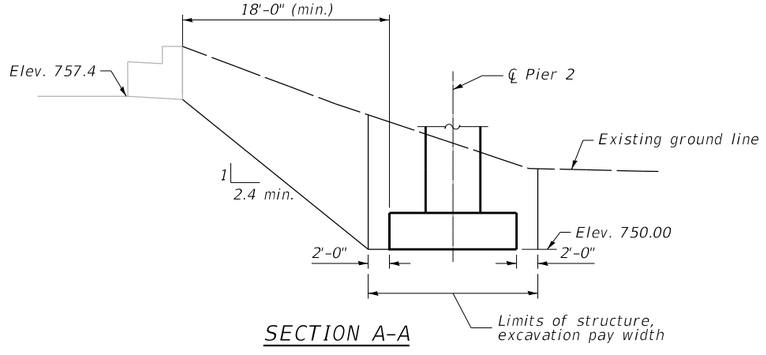


SECTION A-A

N:\PROJ\0020500.01\Design\Structural\CAD\0020500_03_Footing Layout.dgn

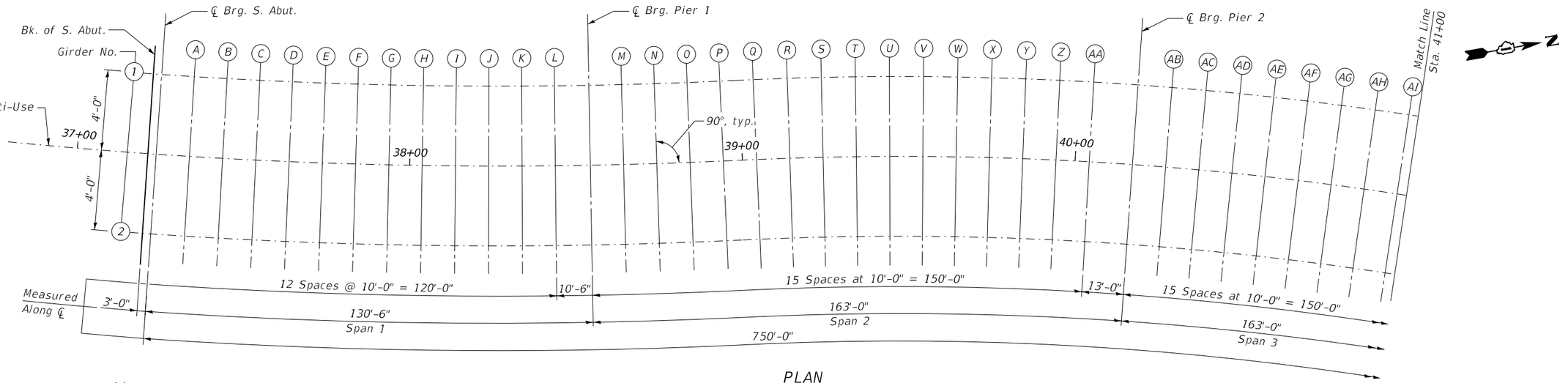
ENGINEERING CONSULTANT
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue
Chicago, Illinois 60656
Tel 773.775.4090
Fax 773.775.4014
Email chicago@ciorba.com

USER NAME = sallgood	DESIGNED - APD	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 33±4.0000 '±' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT
STRUCTURE NO. 016-3301
SHEET NO. S-3 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	69
		CONTRACT NO. 61E68		
		ILLINOIS	FED. AID PROJECT	



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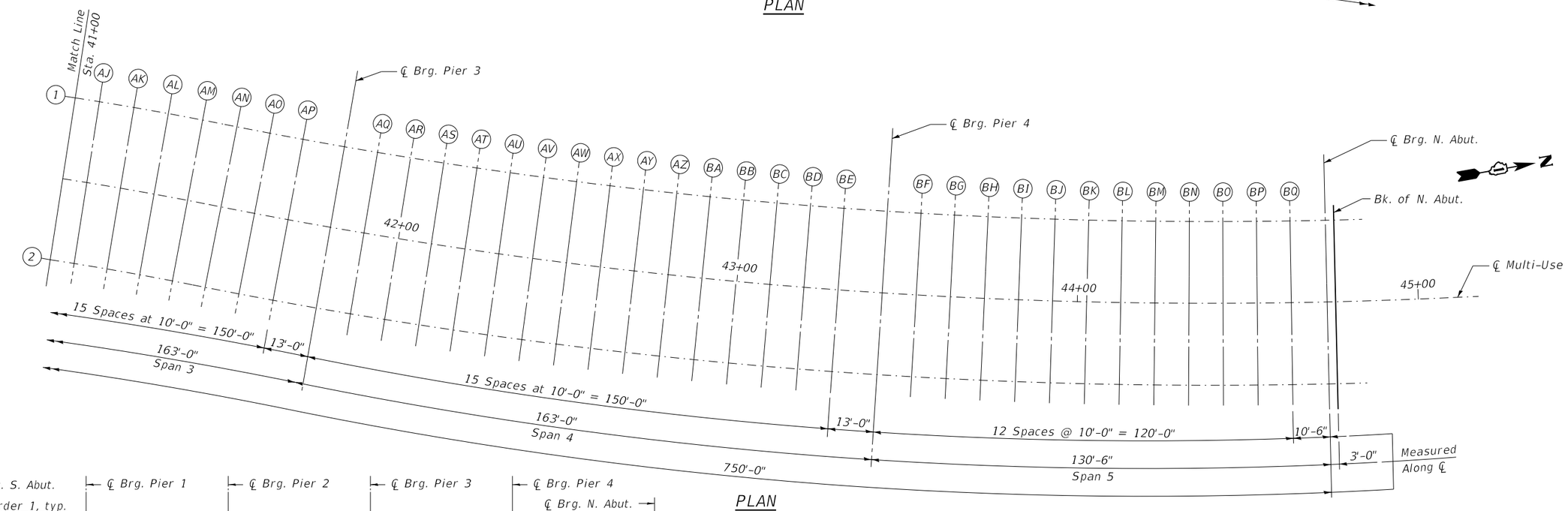

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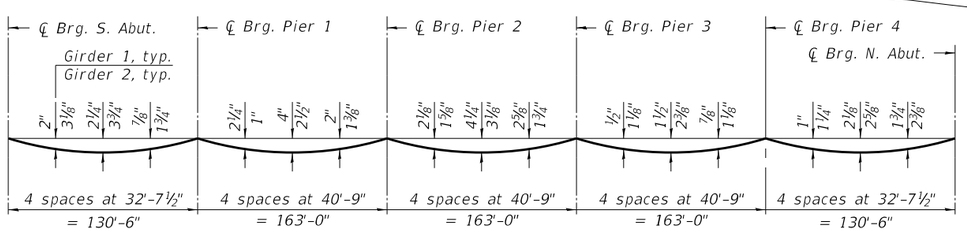
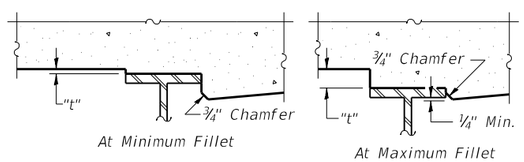


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet S-05.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet S-05, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

N:\PROJ\00205500.01\Design\Structural\CAD\00205500_04_Top of Slab Elevation 1.dgn

ENGINEERING CONSULTANT
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CONSULTING ENGINEERS
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Fax 773.775.4014
Email chicago@ciorba.com

USER NAME = sallgood	DESIGNED - APD	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 33±4.0000 '±' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 1
STRUCTURE NO. 016-3301
SHEET NO. S-4 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	70
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	37+20.75	-4.0	777.45	777.45
CL S. Abut.	37+23.75	-4.0	777.52	777.52
A	37+33.75	-4.0	777.77	777.83
B	37+43.75	-4.0	778.01	778.12
C	37+53.75	-4.0	778.25	778.41
D	37+63.75	-4.0	778.50	778.68
E	37+73.75	-4.0	778.74	778.93
F	37+83.75	-4.0	778.98	779.17
G	37+93.75	-4.0	779.23	779.39
H	38+03.75	-4.0	779.47	779.60
I	38+13.75	-4.0	779.71	779.81
J	38+23.75	-4.0	779.95	780.01
K	38+33.75	-4.0	780.20	780.22
L	38+43.75	-4.0	780.42	780.42
CL. Pier 1	38+54.25	-4.0	780.62	780.62
M	38+64.25	-4.0	780.79	780.81
N	38+74.25	-4.0	780.93	781.00
O	38+84.25	-4.0	781.05	781.17
P	38+94.25	-4.0	781.14	781.32
Q	39+04.25	-4.0	781.20	781.44
R	39+14.25	-4.0	781.24	781.53
S	39+24.25	-4.0	781.25	781.57
T	39+34.25	-4.0	781.24	781.57
U	39+44.25	-4.0	781.20	781.52
V	39+54.25	-4.0	781.14	781.43
W	39+64.25	-4.0	781.05	781.29
X	39+74.25	-4.0	780.93	781.12
Y	39+84.25	-4.0	780.79	780.91
Z	39+94.25	-4.0	780.63	780.69
AA	40+04.25	-4.0	780.43	780.46
CL. Pier 2	40+17.25	-4.0	780.14	780.14
AB	40+27.25	-4.0	779.89	779.91
AC	40+37.25	-4.0	779.62	779.66
AD	40+47.25	-4.0	779.31	779.41
AE	40+57.25	-4.0	778.98	779.14
AF	40+67.25	-4.0	778.63	778.85
AG	40+77.25	-4.0	778.28	778.55
AH	40+87.25	-4.0	777.93	778.23
AI	40+97.25	-4.0	777.58	777.90
AJ	41+07.25	-4.0	777.23	777.55
AK	41+17.25	-4.0	776.89	777.18
AL	41+27.25	-4.0	776.54	776.79
AM	41+37.25	-4.0	776.19	776.38
AN	41+47.25	-4.0	775.84	775.97
AO	41+57.25	-4.0	775.49	775.57
AP	41+67.25	-4.0	775.14	775.17
CL. Pier 3	41+80.25	-4.0	774.69	774.69
AQ	41+90.25	-4.0	774.34	774.34
AR	42+00.25	-4.0	773.99	774.01
AS	42+10.25	-4.0	773.64	773.70
AT	42+20.25	-4.0	773.29	773.39
AU	42+30.25	-4.0	772.94	773.08
AV	42+40.25	-4.0	772.59	772.77
AW	42+50.25	-4.0	772.24	772.44
AX	42+60.25	-4.0	771.89	772.11
AY	42+70.25	-4.0	771.55	771.75
AZ	42+80.25	-4.0	771.20	771.39
BA	42+90.25	-4.0	770.85	771.01
BB	43+00.25	-4.0	770.50	770.62
BC	43+10.25	-4.0	770.15	770.23
BD	43+20.25	-4.0	769.80	769.84
BE	43+30.25	-4.0	769.45	769.47
CL. Pier 4	43+43.25	-4.0	769.00	769.00
BF	43+53.25	-4.0	768.65	768.66
BG	43+63.25	-4.0	768.30	768.34
BH	43+73.25	-4.0	767.95	768.03
BI	43+83.25	-4.0	767.60	767.73
BJ	43+93.25	-4.0	767.25	767.42
BK	44+03.25	-4.0	766.90	767.11
BL	44+13.25	-4.0	766.55	766.78
BM	44+23.25	-4.0	766.21	766.43
BN	44+33.25	-4.0	765.86	766.06
BO	44+43.25	-4.0	765.51	765.68
BP	44+53.25	-4.0	765.16	765.29
BQ	44+63.25	-4.0	764.81	764.88
CL. N. Abut.	44+73.75	-4.0	764.44	764.44
Bk. N. Abut.	44+76.75	-4.0	764.34	764.34

PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	37+20.75	0.0	777.54	777.54
CL S. Abut.	37+23.75	0.0	777.61	777.61
A	37+33.75	0.0	777.85	777.93
B	37+43.75	0.0	778.09	778.24
C	37+53.75	0.0	778.34	778.54
D	37+63.75	0.0	778.58	778.82
E	37+73.75	0.0	778.82	779.08
F	37+83.75	0.0	779.07	779.32
G	37+93.75	0.0	779.31	779.54
H	38+03.75	0.0	779.55	779.75
I	38+13.75	0.0	779.80	779.94
J	38+23.75	0.0	780.04	780.14
K	38+33.75	0.0	780.28	780.33
L	38+43.75	0.0	780.50	780.52
CL. Pier 1	38+54.25	0.0	780.70	780.70
M	38+64.25	0.0	780.87	780.88
N	38+74.25	0.0	781.01	781.05
O	38+84.25	0.0	781.13	781.21
P	38+94.25	0.0	781.22	781.35
Q	39+04.25	0.0	781.28	781.47
R	39+14.25	0.0	781.32	781.55
S	39+24.25	0.0	781.34	781.59
T	39+34.25	0.0	781.32	781.59
U	39+44.25	0.0	781.29	781.54
V	39+54.25	0.0	781.22	781.46
W	39+64.25	0.0	781.13	781.33
X	39+74.25	0.0	781.02	781.17
Y	39+84.25	0.0	780.88	780.98
Z	39+94.25	0.0	780.71	780.76
AA	40+04.25	0.0	780.52	780.54
CL. Pier 2	40+17.25	0.0	780.23	780.23
AB	40+27.25	0.0	779.98	779.99
AC	40+37.25	0.0	779.70	779.74
AD	40+47.25	0.0	779.40	779.48
AE	40+57.25	0.0	779.07	779.20
AF	40+67.25	0.0	778.71	778.90
AG	40+77.25	0.0	778.36	778.59
AH	40+87.25	0.0	778.02	778.27
AI	40+97.25	0.0	777.67	777.93
AJ	41+07.25	0.0	777.32	777.58
AK	41+17.25	0.0	776.97	777.21
AL	41+27.25	0.0	776.62	776.82
AM	41+37.25	0.0	776.27	776.42
AN	41+47.25	0.0	775.92	776.02
AO	41+57.25	0.0	775.57	775.63
AP	41+67.25	0.0	775.22	775.24
CL. Pier 3	41+80.25	0.0	774.77	774.77
AQ	41+90.25	0.0	774.42	774.43
AR	42+00.25	0.0	774.07	774.11
AS	42+10.25	0.0	773.72	773.81
AT	42+20.25	0.0	773.37	773.51
AU	42+30.25	0.0	773.02	773.21
AV	42+40.25	0.0	772.68	772.90
AW	42+50.25	0.0	772.33	772.57
AX	42+60.25	0.0	771.98	772.24
AY	42+70.25	0.0	771.63	771.88
AZ	42+80.25	0.0	771.28	771.51
BA	42+90.25	0.0	770.93	771.12
BB	43+00.25	0.0	770.58	770.73
BC	43+10.25	0.0	770.23	770.33
BD	43+20.25	0.0	769.88	769.93
BE	43+30.25	0.0	769.53	769.55
CL. Pier 4	43+43.25	0.0	769.08	769.08
BF	43+53.25	0.0	768.73	768.75
BG	43+63.25	0.0	768.38	768.43
BH	43+73.25	0.0	768.03	768.12
BI	43+83.25	0.0	767.69	767.83
BJ	43+93.25	0.0	767.34	767.52
BK	44+03.25	0.0	766.99	767.21
BL	44+13.25	0.0	766.64	766.89
BM	44+23.25	0.0	766.29	766.54
BN	44+33.25	0.0	765.94	766.18
BO	44+43.25	0.0	765.59	765.79
BP	44+53.25	0.0	765.24	765.39
BQ	44+63.25	0.0	764.89	764.97
CL. N. Abut.	44+73.75	0.0	764.53	764.53
Bk. N. Abut.	44+76.75	0.0	764.42	764.42

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	37+20.75	4.0	777.45	777.45
CL S. Abut.	37+23.75	4.0	777.52	777.52
A	37+33.75	4.0	777.77	777.86
B	37+43.75	4.0	778.01	778.19
C	37+53.75	4.0	778.25	778.51
D	37+63.75	4.0	778.50	778.80
E	37+73.75	4.0	778.74	779.06
F	37+83.75	4.0	778.98	779.31
G	37+93.75	4.0	779.23	779.53
H	38+03.75	4.0	779.47	779.73
I	38+13.75	4.0	779.71	779.91
J	38+23.75	4.0	779.95	780.09
K	38+33.75	4.0	780.20	780.28
L	38+43.75	4.0	780.42	780.45
CL. Pier 1	38+54.25	4.0	780.62	780.62
M	38+64.25	4.0	780.79	780.78
N	38+74.25	4.0	780.93	780.94
O	38+84.25	4.0	781.05	781.08
P	38+94.25	4.0	781.14	781.21
Q	39+04.25	4.0	781.20	781.32
R	39+14.25	4.0	781.24	781.39
S	39+24.25	4.0	781.25	781.43
T	39+34.25	4.0	781.24	781.44
U	39+44.25	4.0	781.20	781.40
V	39+54.25	4.0	781.14	781.32
W	39+64.25	4.0	781.05	781.20
X	39+74.25	4.0	780.93	781.05
Y	39+84.25	4.0	780.79	780.87
Z	39+94.25	4.0	780.63	780.67
AA	40+04.25	4.0	780.43	780.45
CL. Pier 2	40+17.25	4.0	780.14	780.14
AB	40+27.25	4.0	779.89	779.91
AC	40+37.25	4.0	779.62	779.66
AD	40+47.25	4.0	779.31	779.39
AE	40+57.25	4.0	778.98	779.10
AF	40+67.25	4.0	778.63	778.79
AG	40+77.25	4.0	778.28	778.47
AH	40+87.25	4.0	777.93	778.14
AI	40+97.25	4.0	777.58	777.80
AJ	41+07.25	4.0	777.23	777.44
AK	41+17.25	4.0	776.89	777.07
AL	41+27.25	4.0	776.54	776.69
AM	41+37.25	4.0	776.19	776.30
AN	41+47.25	4.0	775.84	775.91
AO	41+57.25	4.0	775.49	775.52
AP	41+67.25	4.0	775.14	775.15
CL. Pier 3	41+80.25	4.0	774.69	774.69
AQ	41+90.25	4.0	774.34	774.36
AR	42+00.25	4.0	773.99	774.05
AS	42+10.25	4.0	773.64	773.75
AT	42+20.25	4.0	773.29	773.46
AU	42+30.25	4.0	772.94	773.16
AV	42+40.25	4.0	772.59	772.86
AW	42+50.25	4.0	772.24	772.54
AX	42+60.25	4.0	771.89	772.20
AY	42+70.25	4.0	771.55	771.84
AZ	42+80.25	4.0	771.20	771.46
BA	42+90.25	4.0	770.85	771.07
BB	43+00.25	4.0	770.50	770.67
BC	43+10.25	4.0	770.15	770.26
BD	43+20.25	4.0	769.80	769.86
BE	43+30.25	4.0	769.45	769.47
CL. Pier 4	43+43.25	4.0	769.00	769.00
BF	43+53.25	4.0	768.65	768.66
BG	43+63.25	4.0	768.30	768.35
BH	43+73.25	4.0	767.95	768.05
BI	43+83.25	4.0	767.60	767.76
BJ	43+93.25	4.0	767.25	767.46
BK	44+03.25	4.0	766.90	767.15
BL	44+13.25	4.0	766.55	766.83
BM	44+23.25	4.0	766.21	766.49
BN	44+33.25	4.0	765.86	766.12
BO	44+43.25	4.0	765.51	765.73
BP	44+53.25	4.0	765.16	765.32
BQ	44+63.25	4.0	764.81	764.90
CL. N. Abut.	44+73.75	4.0	764.44	764.44
Bk. N. Abut.	44+76.75	4.0	764.34	764.34

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PLOT SCALE = 16.0000 ' / in.	DRAWN - SBA	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2
STRUCTURE NO. 016-3301
SHEET NO. S-5 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	71
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

WEST EDGE OF SLAB

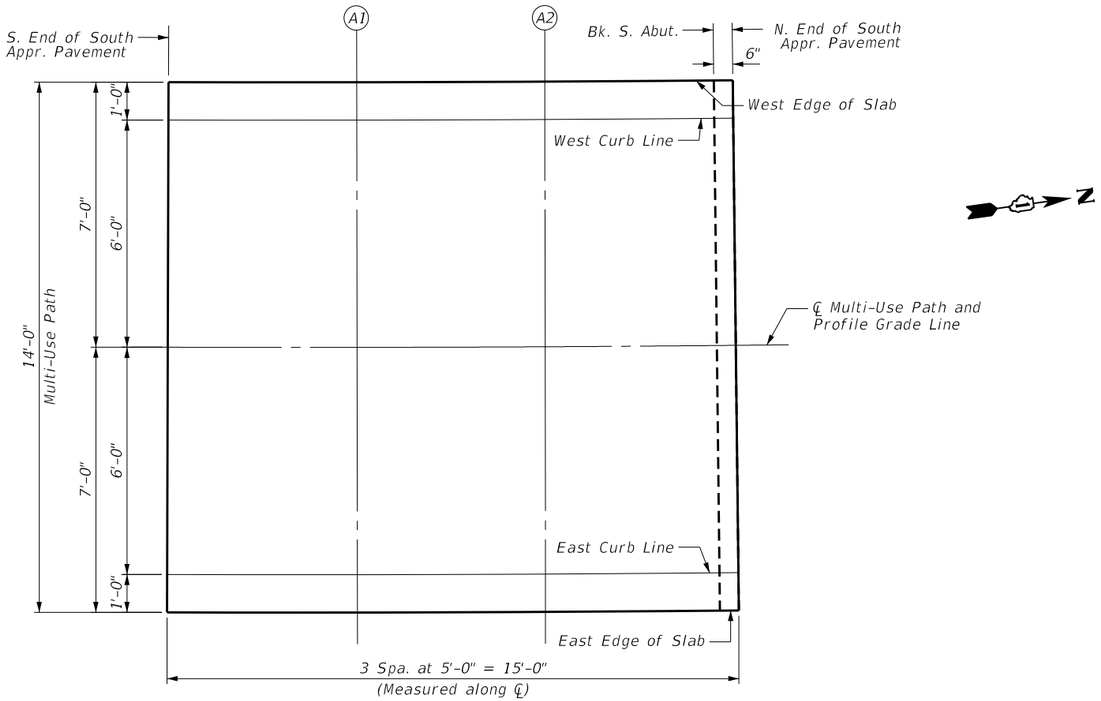
Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Pavement	37+06.25	-7.00	777.04
A1	37+11.25	-7.00	777.16
A2	37+16.25	-7.00	777.28
N. End of South Appr. Pavement	37+21.25	-7.00	777.40

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	37+06.25	-6.00	777.04
A1	37+11.25	-6.00	777.16
A2	37+16.25	-6.00	777.28
N. End of North Appr. Pavement	37+21.25	-6.00	777.40

℄ MULTI-USE PATH & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Pavement	37+06.25	0.00	777.18
A1	37+11.25	0.00	777.30
A2	37+16.25	0.00	777.42
N. End of South Appr. Pavement	37+21.25	0.00	777.55



PLAN

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Pavment	37+06.25	7.00	777.04
A1	37+11.25	7.00	777.16
A2	37+16.25	7.00	777.28
N. End of South Appr. Pavment	37+21.25	7.00	777.40

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	37+06.25	6.00	777.04
A1	37+11.25	6.00	777.16
A2	37+16.25	6.00	777.28
N. End of North Appr. Pavement	37+21.25	6.00	777.40

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PLOT SCALE = 8.0000 sf / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF S. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-3301
SHEET NO. S-6 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	72
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

WEST EDGE OF SLAB

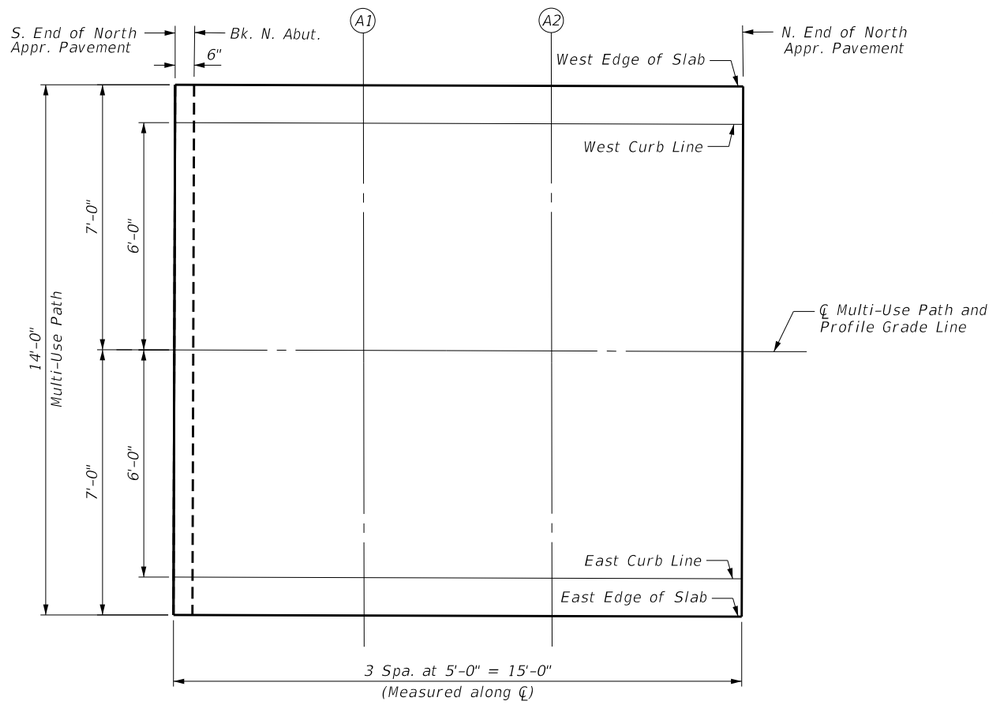
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	44+76.25	-7.00	764.30
A1	44+81.25	-7.00	764.12
A2	44+86.25	-7.00	763.95
N. End of North Appr. Pavement	44+91.25	-7.00	763.77

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	44+76.25	-6.00	764.30
A1	44+81.25	-6.00	764.12
A2	44+86.25	-6.00	763.95
N. End of North Appr. Pavement	44+91.25	-6.00	763.77

℄ MULTI-USE PATH & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	44+76.25	0.00	764.44
A1	44+81.25	0.00	764.27
A2	44+86.25	0.00	764.09
N. End of North Appr. Pavement	44+91.25	0.00	763.92



PLAN

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	44+76.25	7.00	764.30
A1	44+81.25	7.00	764.12
A2	44+86.25	7.00	763.95
N. End of North Appr. Pavement	44+91.25	7.00	763.77

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Pavement	44+76.25	6.00	764.30
A1	44+81.25	6.00	764.12
A2	44+86.25	6.00	763.95
N. End of North Appr. Pavement	44+91.25	6.00	763.77

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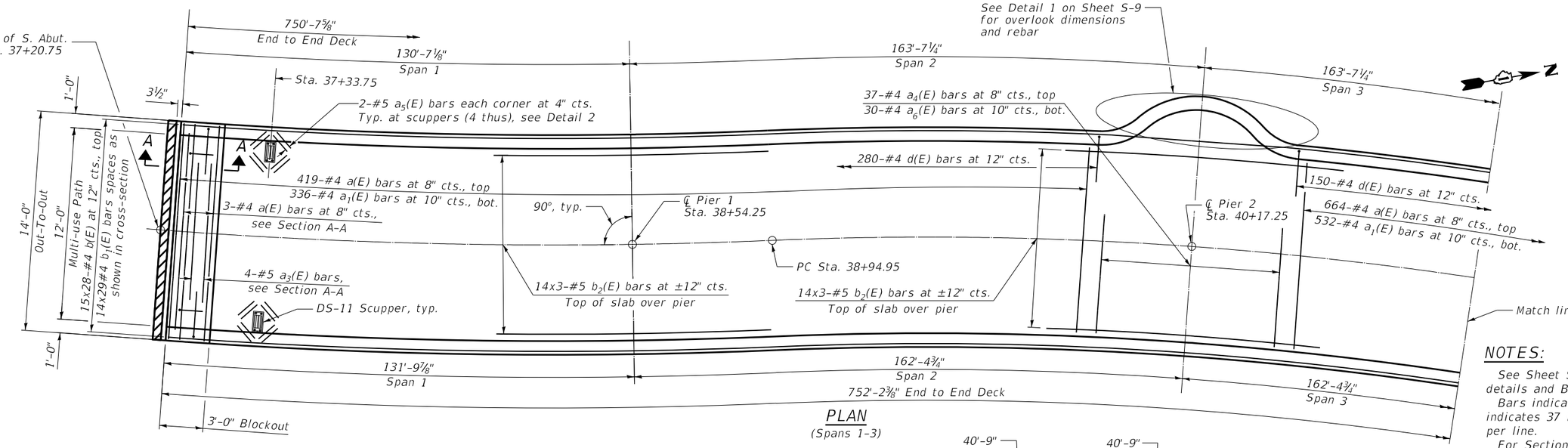
PLOT SCALE = 8.0000 sf / in.	DRAWN - SBA	REVISED -	
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -	

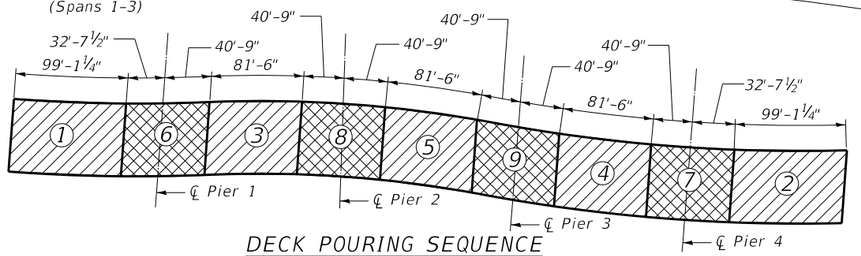
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF N. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-3301
SHEET NO. S-7 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	73
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



PLAN
(Spans 1-3)



DECK POURING SEQUENCE

First Pour
Second Pour
① Pour Sequence Number

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-1"

NOTES:

See Sheet S-10 for superstructure details and Bill of Material.

Bars indicated thus 37 x 6 - #5 etc. indicates 37 lines of bars with 6 lengths per line.

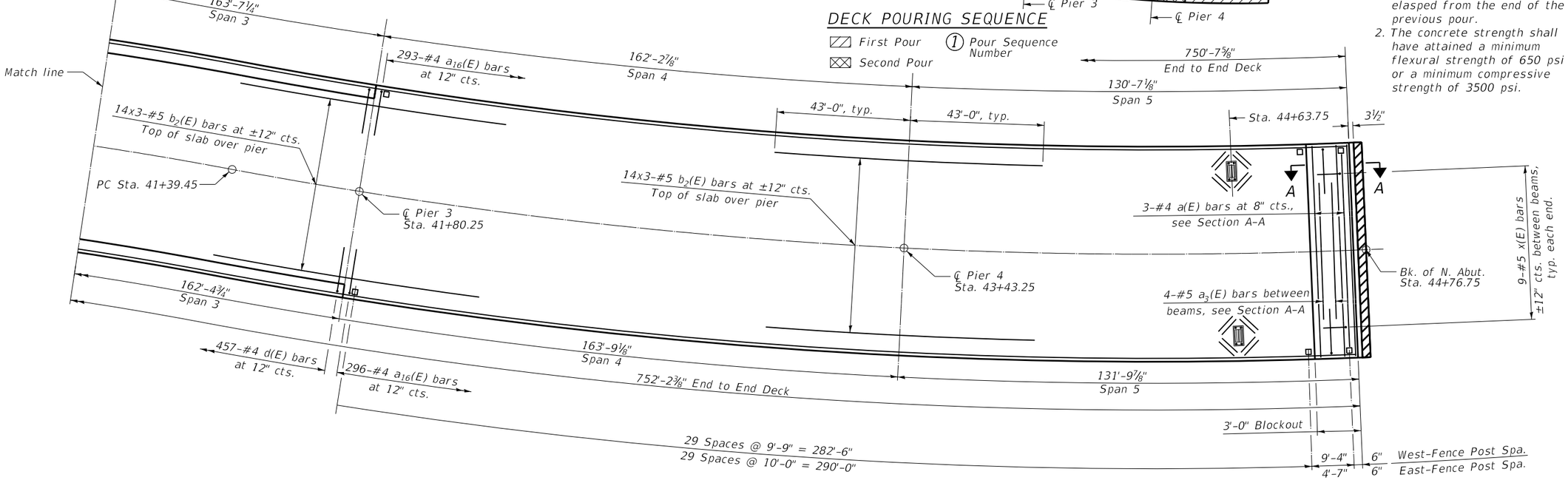
For Section A-A, see sheet S-9.

See Sheet S-9 for locations of scuppers and Detail 2.

See Sheet S-9 for deck cross-section.

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elasped from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



PLAN
(Spans 3-5)

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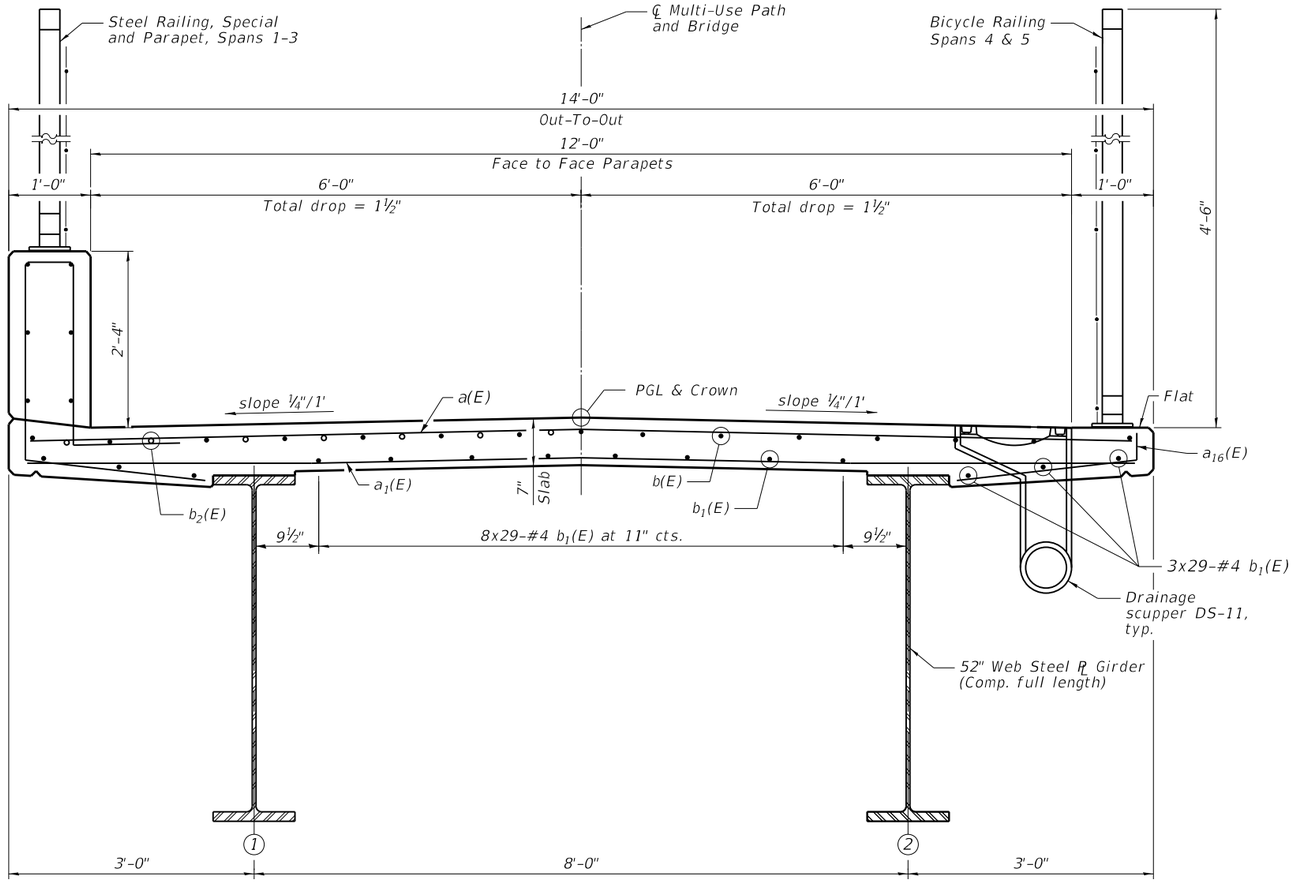
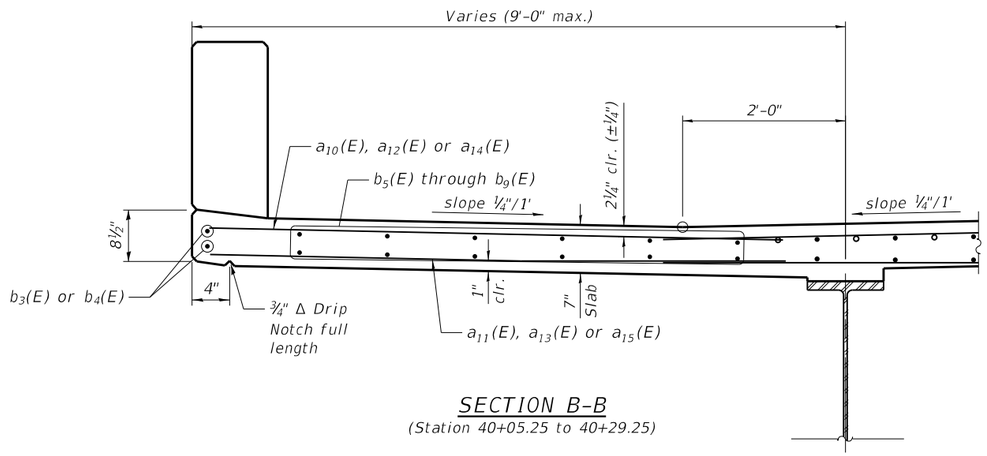
DECK PLAN
STRUCTURE NO. 016-3301
SHEET NO. S-8 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	74
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



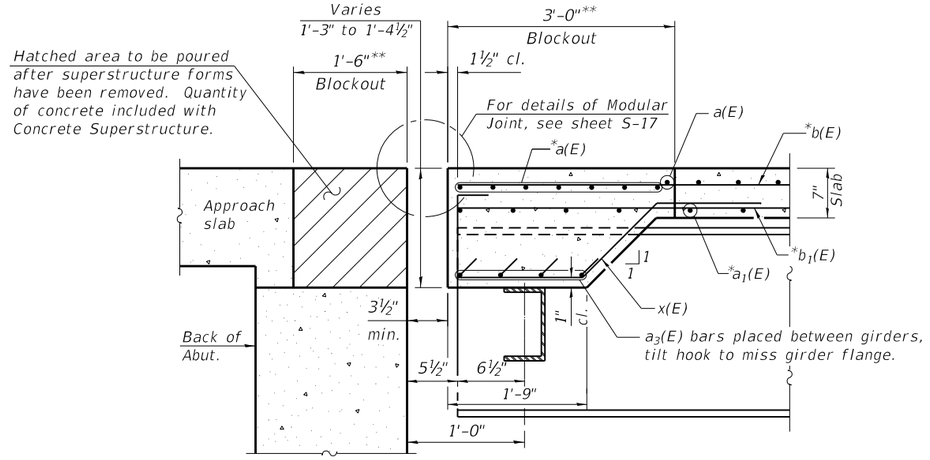
CROSS-SECTION

(Looking Upstation)



SECTION B-B

(Station 40+05.25 to 40+29.25)



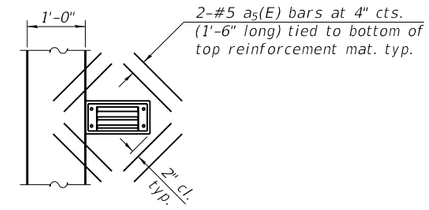
*Bars to be adjusted and/or cut in the field to miss support boxes.

**Blockout dimensions to be verified with Joint MANUFACTURER.

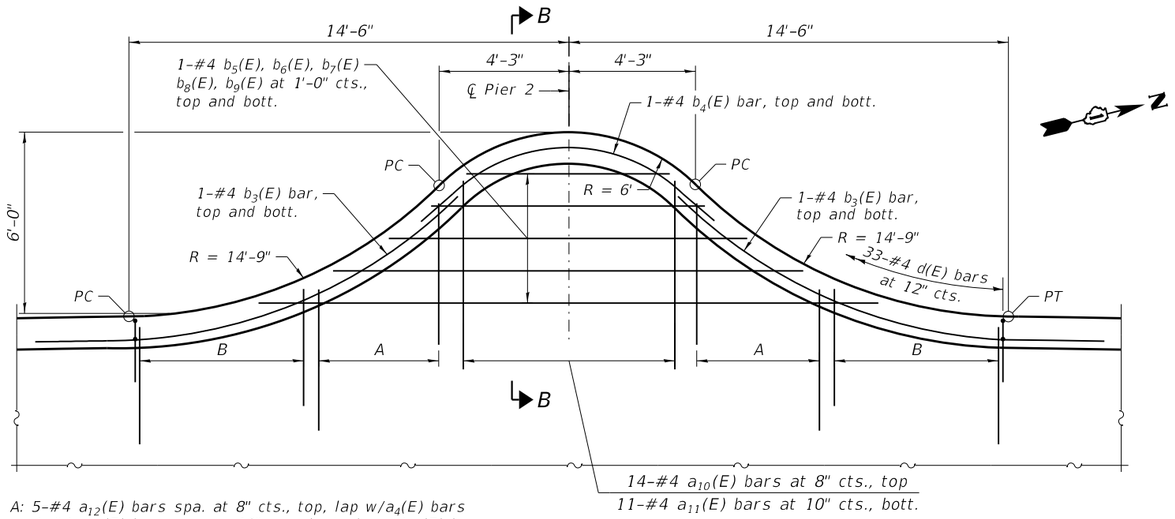
SECTION A-A

MINIMUM BAR LAP

#4 bar = 2'-5"



DETAIL 2



A: 5-#4 a_{12}(E) bars spa. at 8" cts., top, lap w/a_4(E) bars
4-#4 a_{13}(E) bars spa. at 10" cts., bott., lap w/a_6(E) bars
B: 11-#4 a_{14}(E) bars spa. 8" cts., top, lap w/a_4(E) bars
9-#4 a_{15}(E) ars spa. 10" cts., bott., lap w/a_6(E) bars

DETAIL 1

NOTES:

1. For Bill of Material and Bar Bending details, see sheet S-10.

N:\PROJ\0020500.01\Design\Structural\CAD\0020500.04_Deck Cross Section and Details.dgn

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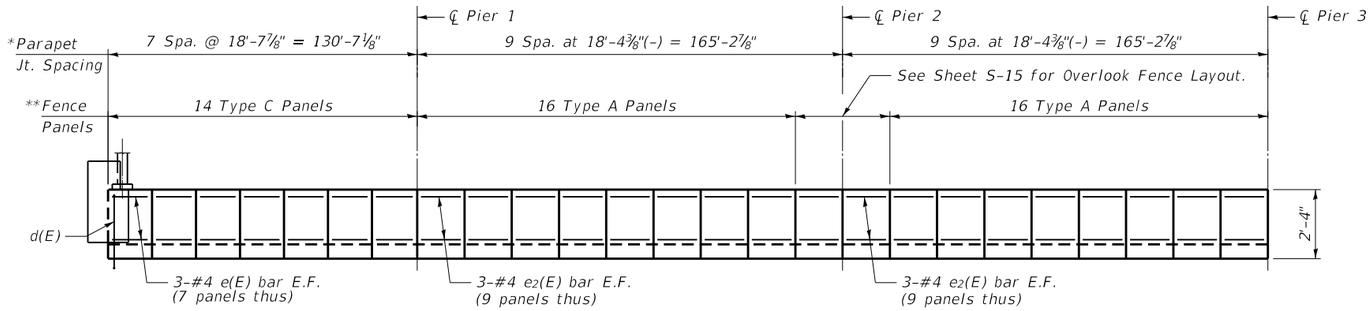
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION AND DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-9 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	75
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

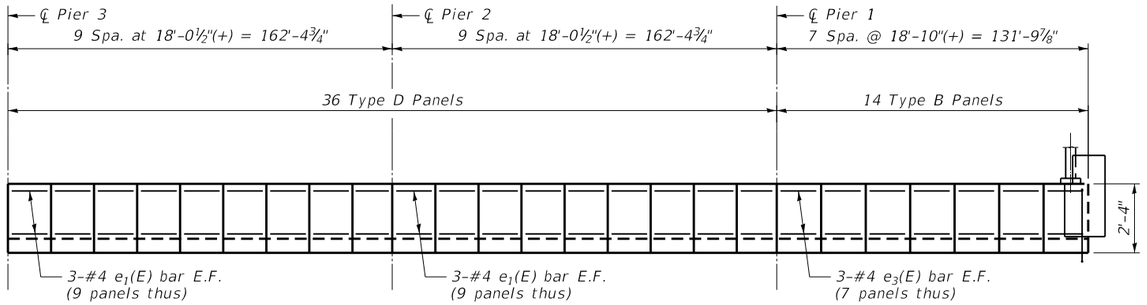


WEST PARAPET ELEVATION

(Looking West)

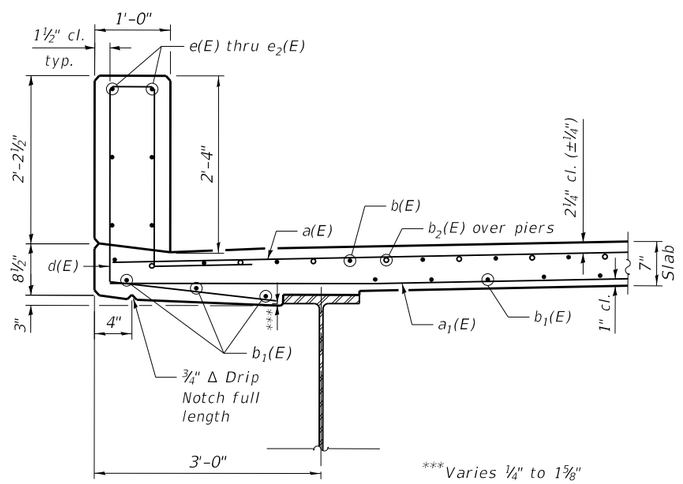
*Measured at B.F. of Parapet

**For Locations at Fence Panel Posts see Sheet S-14

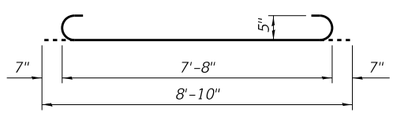


EAST PARAPET ELEVATION

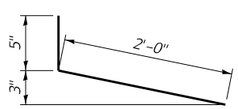
(Looking East)



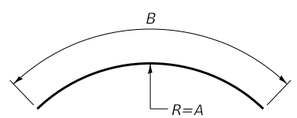
SECTION THRU PARAPET



BAR $a_3(E)$

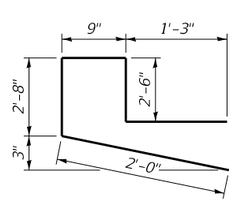


BAR $a_{16}(E)$

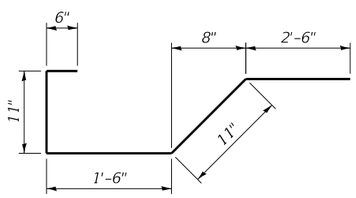


BAR $b_3(E)$ & $b_4(E)$

Bar	A	B
$b_3(E)$	15'-3"	13'-6"
$b_4(E)$	5'-10"	15'-0"



BAR d(E)



BAR x(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1089	# 4	13'-8"	
$a_1(E)$	868	# 4	13'-8"	
$a_3(E)$	8	# 5	8'-10"	
$a_4(E)$	37	# 4	9'-3"	
$a_5(E)$	32	# 5	1'-6"	
$a_6(E)$	30	# 4	6'-2"	
$a_{10}(E)$	14	# 4	12'-10"	
$a_{11}(E)$	11	# 4	15'-11"	
$a_{12}(E)$	10	# 4	10'-10"	
$a_{13}(E)$	8	# 4	13'-11"	
$a_{14}(E)$	22	# 4	8'-10"	
$a_{15}(E)$	18	# 4	11'-11"	
$a_{16}(E)$	589	# 4	2'-5"	
b(E)	420	# 4	29'-2"	
$b_1(E)$	406	# 4	28'-3"	
$b_2(E)$	168	# 5	29'-9"	
$b_3(E)$	4	# 4	13'-6"	
$b_4(E)$	2	# 4	15'-0"	
$b_5(E)$	2	# 4	6'-4"	
$b_6(E)$	2	# 4	8'-7"	
$b_7(E)$	2	# 4	11'-2"	
$b_8(E)$	2	# 4	14'-2"	
$b_9(E)$	2	# 4	18'-2"	
d(E)	920	# 4	9'-2"	
e(E)	42	# 4	18'-3"	
$e_1(E)$	108	# 4	17'-8"	
$e_2(E)$	108	# 4	18'-0"	
$e_3(E)$	42	# 4	18'-6"	
x(E)	18	# 5	6'-4"	
Concrete Superstructure			Cu. Yd.	337.60
Reinforcement Bars, Epoxy Coated			Lbs.	50,500
Protective Coat			Sq. Yd.	1,407
Staining Concrete Structures			Sq. Ft.	3,555

NOTE:

1. For details of Staining Concrete Structures see Sheet S-35.

N:\PROJ\00205000.01\Design\Structural\CAD\00205000.10_Superstructure Details.dgn

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USER NAME = sallgood	DESIGNED - APD	REVISED -
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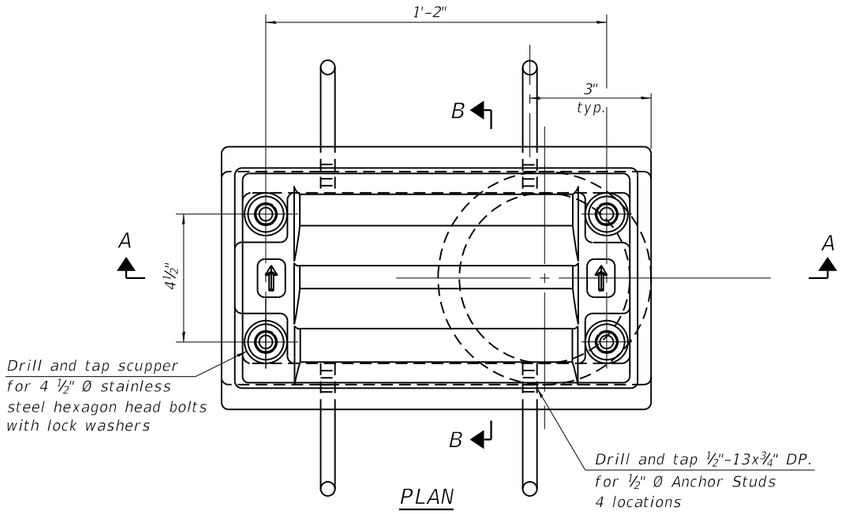
PLOT SCALE = 32.0000 ' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

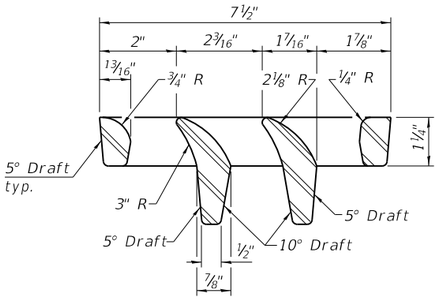
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-10 OF S-45 SHEETS

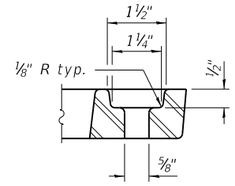
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	76
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

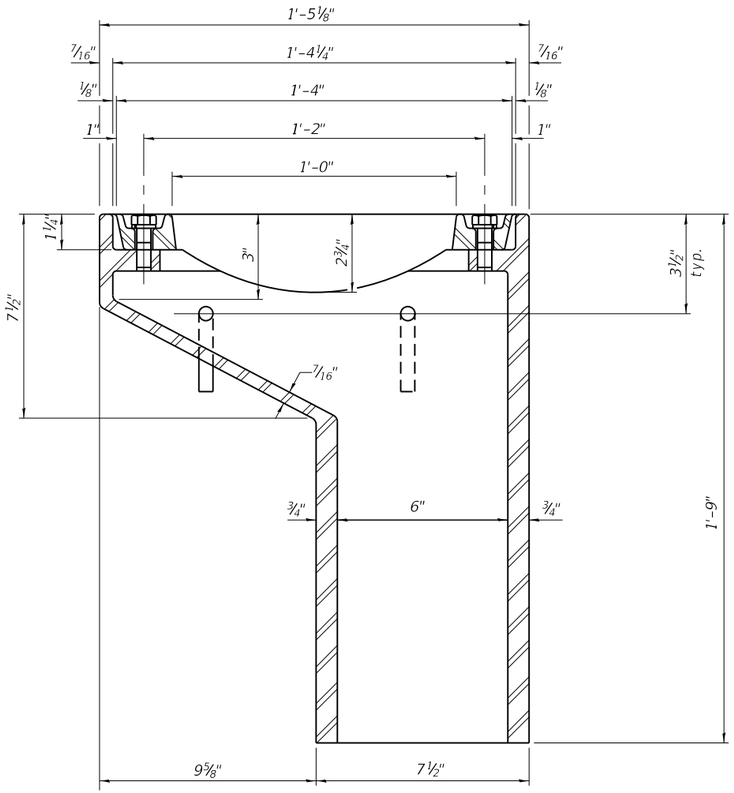
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

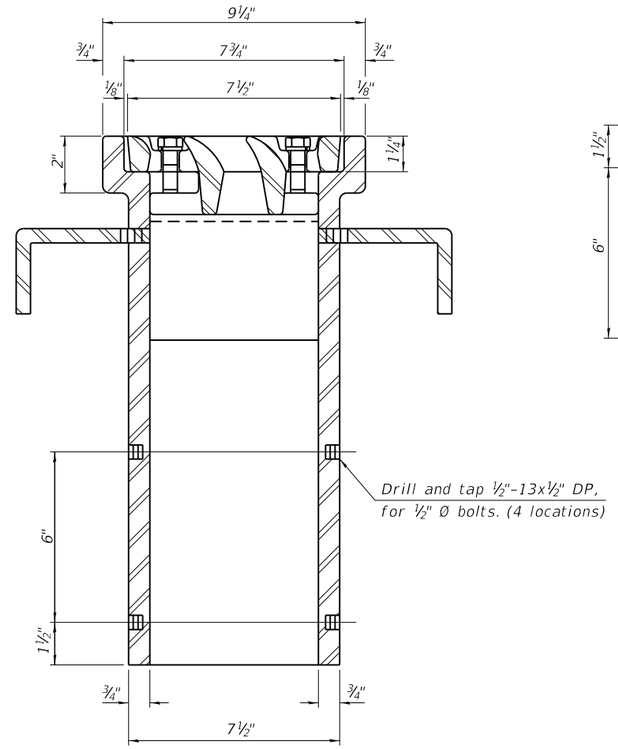
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

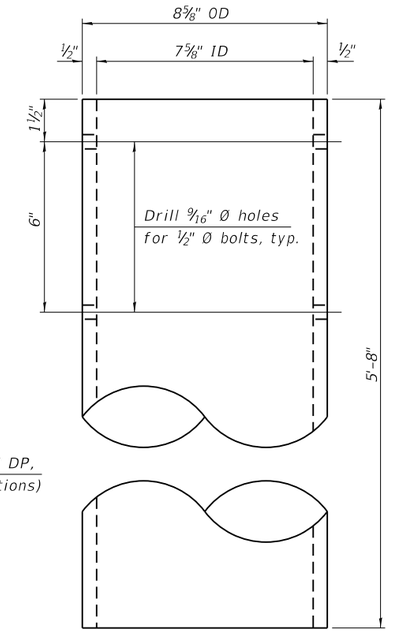


SECTION A-A

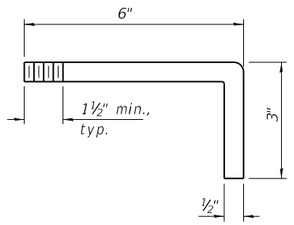
See sheet S-09 of S-45 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11

2-17-2017

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DS-11 SCUPPER DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-11 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	77
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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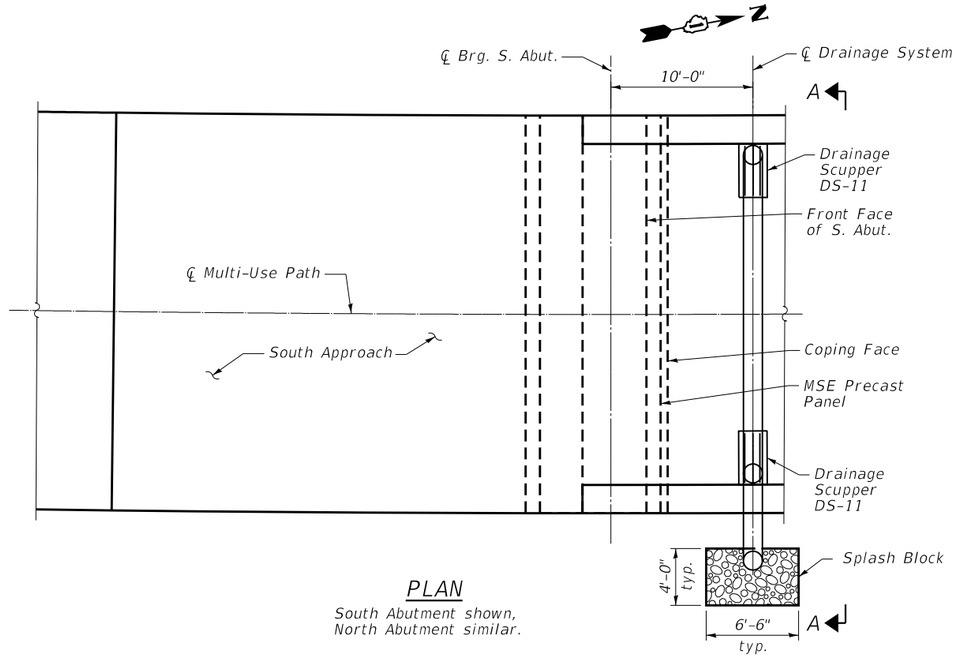
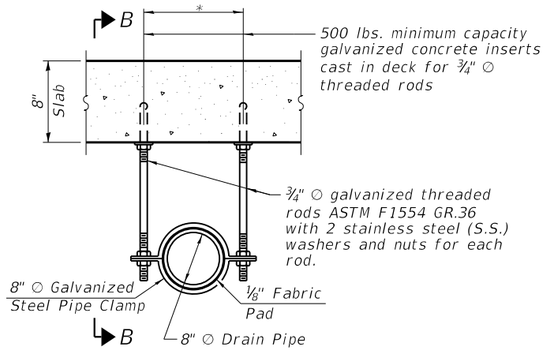


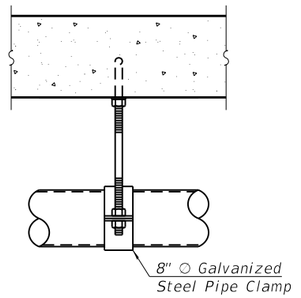
PLAN

South Abutment shown,
North Abutment similar.

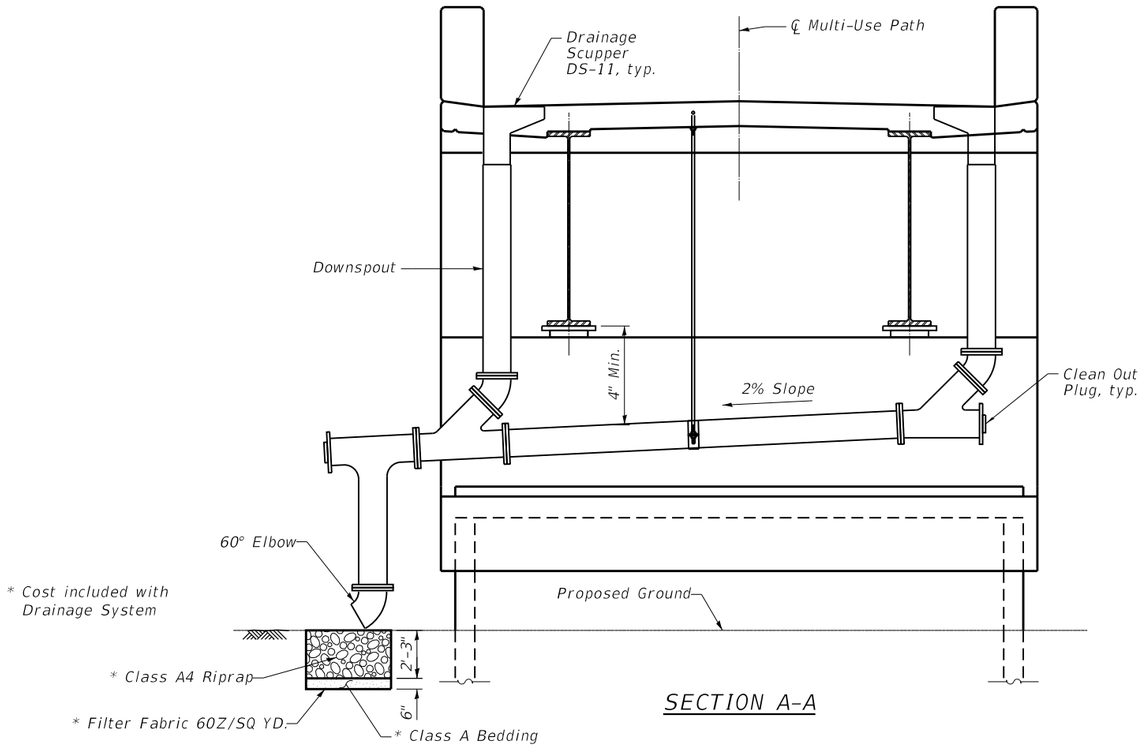


COLLECTOR PIPE HANGER DETAIL

* Dimension as required by Pipe Clamp



VIEW B-B



SECTION A-A

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage System	L. Sum	1

NOTES:

1. Drain pipes and fittings shall be 8" Ø.
2. Provide structural support from proposed deck slab for drain pipe per manufacturer's recommendation, not to exceed 5' cts. Cost included with "Drainage System".
3. Steel straps, bars and plates shall meet the requirements of AASHTO M270, Grade 36 or 50.
4. All pipes, pipe fittings and brackets needed shall be included with cost of "Drainage System".
5. Color of fiberglass pipe shall be tan.

N:\PROJ\00205000.01\Design\Structural\CAD\00205000_12_Closed Drainage System Details.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLOSED DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-12 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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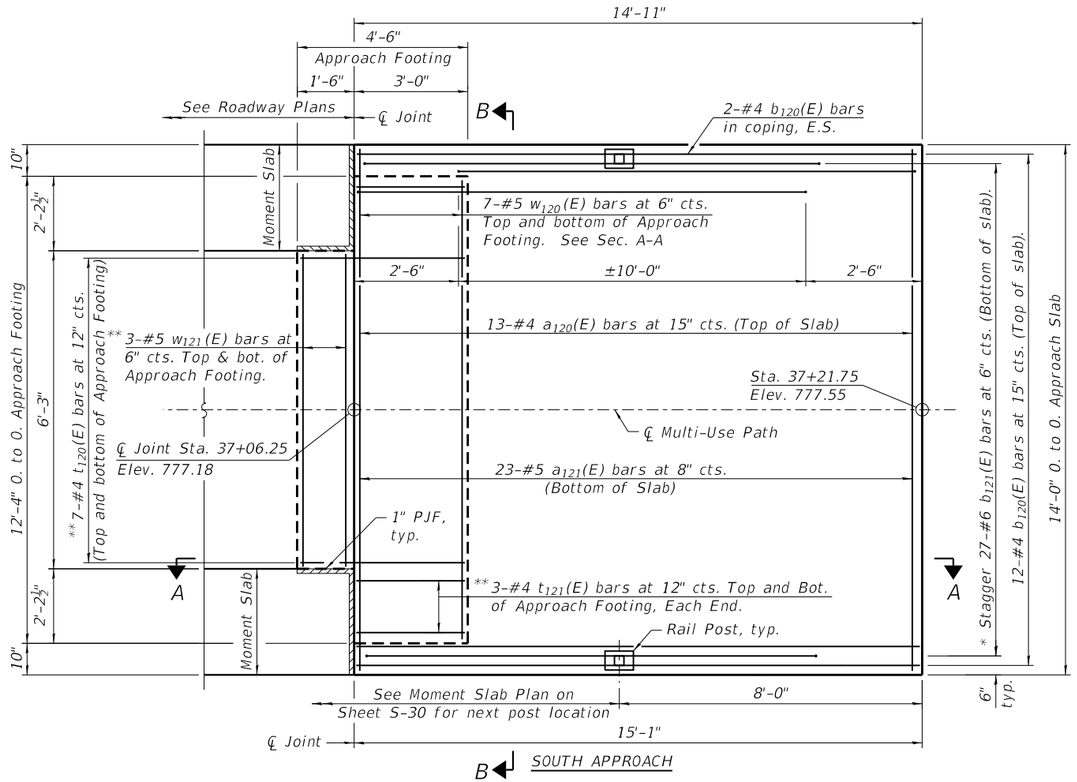
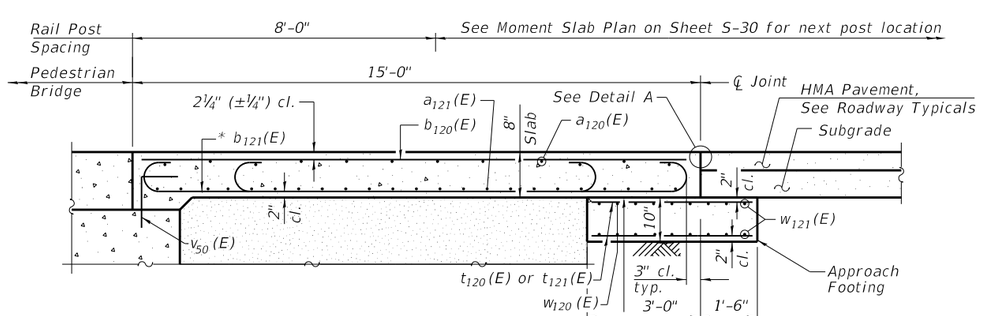
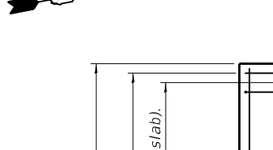
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



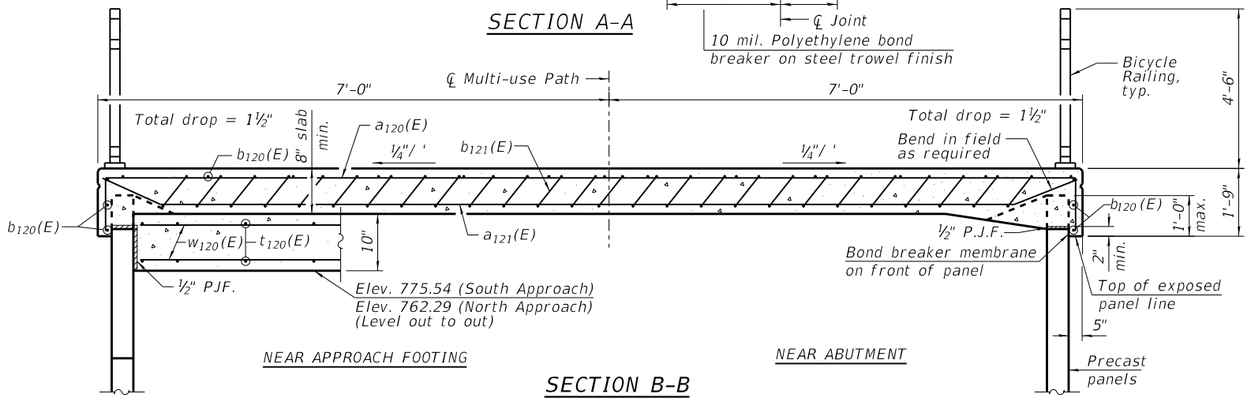
PLAN



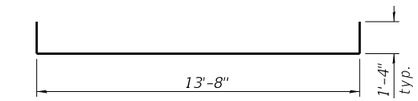
SECTION A-A



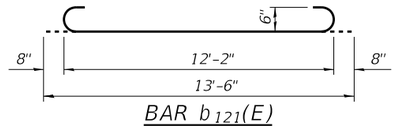
DETAIL A



SECTION B-B



BAR a_{120}(E)



BAR b_{121}(E)

NOTES:

1. For v_{50}(E) bar details see Sheet S-26.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach slab footing maximum applied service bearing pressure is (Q_{max}) = 0.70 ksf.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{120}(E)	26	# 4	16'-4"	
a_{121}(E)	46	# 5	13'-8"	
b_{120}(E)	32	# 4	14'-8"	
b_{121}(E)	54	# 6	13'-6"	
t_{120}(E)	28	# 4	4'-2"	
t_{121}(E)	24	# 4	2'-8"	
w_{120}(E)	28	# 5	12'-0"	
w_{121}(E)	12	# 5	5'-11"	
Protective Coat			Sq. Yd.	47
Concrete Superstructure (Approach Slab)			Cu. Yd.	11.5
Concrete Structures			Cu. Yd.	3.1
Reinforcement Bars, Epoxy Coated			Pound	2,900

*Tilt b_{121}(E) bars to maintain clearance.

** See Section A-A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-13 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	79
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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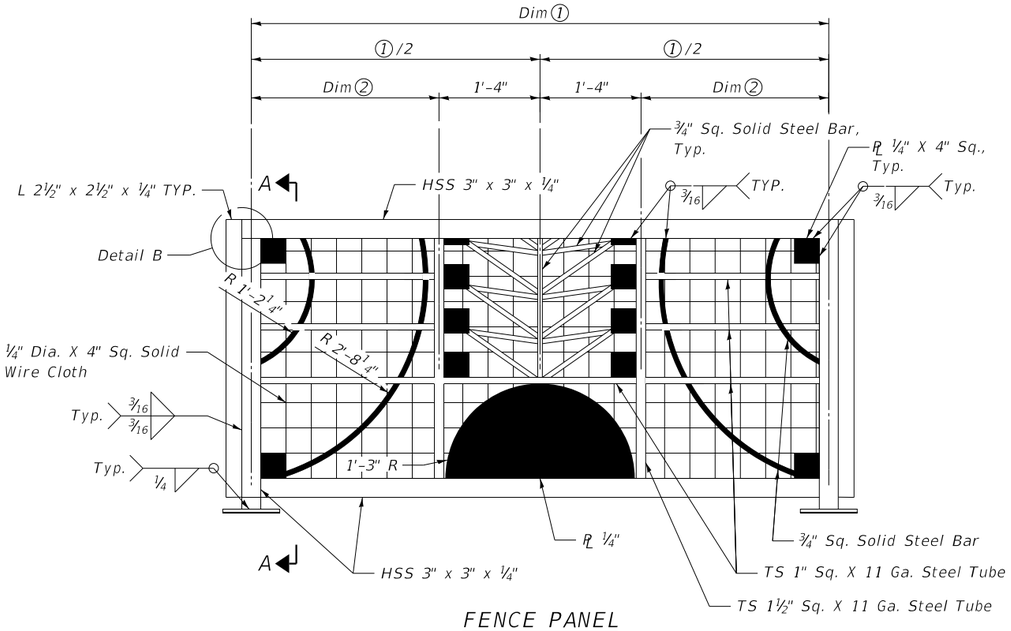
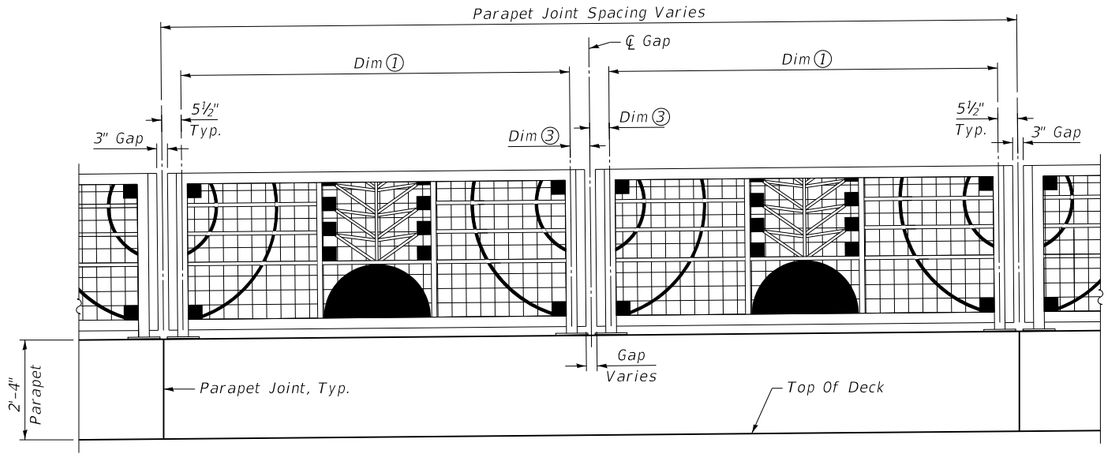


FENCE PANEL



FENCE PANEL TABLE

Type	Dim ①	Dim ②	Dim ③	No. Req'd
A	8'-3½"	2'-9¾"	5¼"	32
B	8'-6"	2'-11"	5½"	14
C	8'-5"	2'-10½"	5½"	14
D	8'-1½"	2'-8¾"	5¼"	36

FENCE ELEVATION

NOTES:

1. Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for "Steel Railing, Special".
2. Hollow structural sections shall conform to the requirements of ASTM Designation A 500, Grade B, structural steel tubing.
3. All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
4. If the option of drilling and epoxy grouting the anchor rods is chosen, the CONTRACTOR shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the department. The CONTRACTOR shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.
5. Space reinforcement to miss anchor rods.
6. All post, railing, splices, anchor devices, and bent plates shall be cleaned and painted black according to Section 506 of the Standard Specifications. Provide paint samples to the ENGINEER for approval.
7. Ornamental fence is paid as "Steel Railing, Special".
8. All railing will be powder coated over bare black steel per advance enamel tri-treatment process consisting of the following:

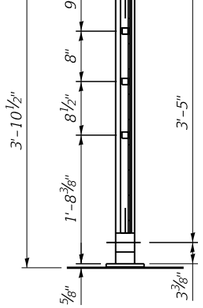
   Parts are to be grid blasted to SSPC-SP5, 100% white metal blast achieving 1.5 Mil minimum ETCH.

   Gray epoxy powder primer will be electostatically applied and partly cured at 350 degrees for approx. 10 min. thereby providing the proper crosslink between coats. Primer will be applied at a rate of 3 dry Mils.

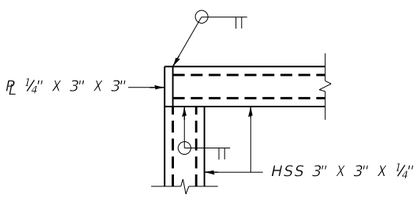
   TGIC polyester powder will be applied at a rate of 4-6 Mils, while the product is approx. 320 degrees thereby providing proper film thickness in tight areas and corners. A final cure will be at 450 degrees for approx. 20 mins. or bring the metal temp. up to 400 degrees for approx. 15 mins. (Depending on manufacturers specification).

   Advance enameling's tri-treatment as described above has surpassed a 6,000 hrs salt spray test with zero failure on the scribe mark.

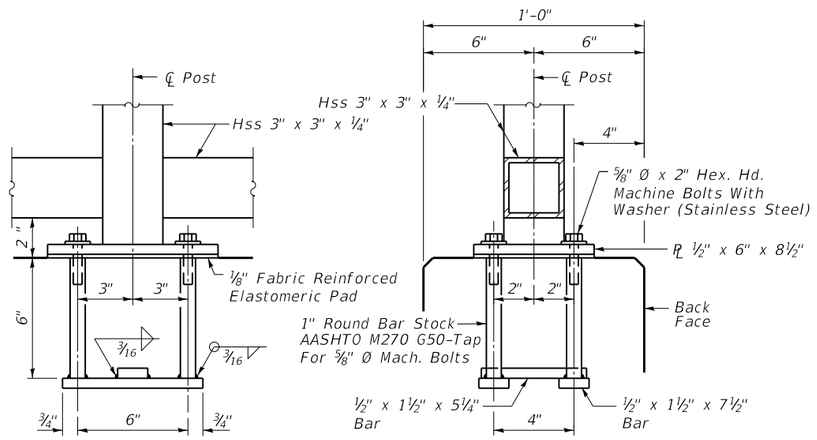
   The tri-treatment is an architectural coating that meets all requirements of AAMA 2604-2, AAMA 2605-98 and ASTM standard guidelines.



SECTION A-A

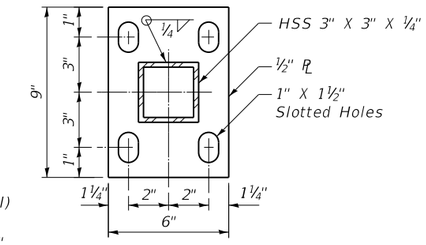


DETAIL B



ANCHOR BOLT DETAILS

In Lieu Of The Cast-In-Place Anchor Device Shown, The Contractor Has The Option Of Drilling And Epoxy Grouting ⅝" Ø Anchor Rods. Embedment Shall Be According To The Manufacturer's Specifications.



BASE PL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Steel Railing, Special	Foot	919

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ENGINEERING CONSULTANT					
Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue Suite 402 Chicago, Illinois 60656 Tel 773.775.4700 Fax 773.775.4014 Email chicago@ciorba.com	USER NAME = sallgood	DESIGNED - APD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE DECORATIVE RAILING STRUCTURE NO. 016-3301
		CHECKED - BWS	REVISED -		
	PLOT SCALE = 2:0.0000 '' / in.	DRAWN - SBA	REVISED -		SHEET NO. S-14 OF S-45 SHEETS
	PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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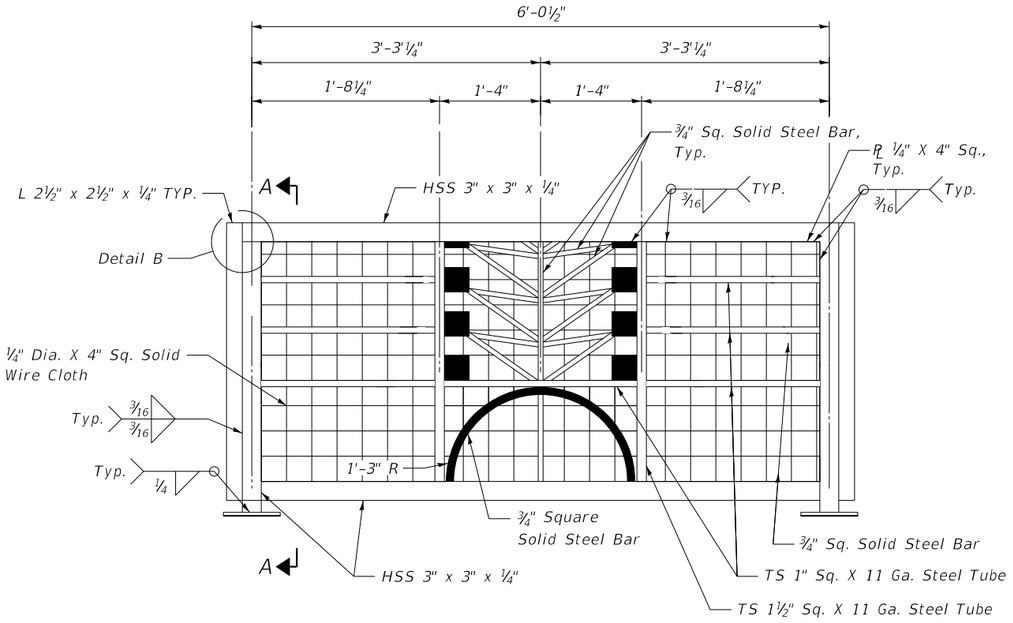
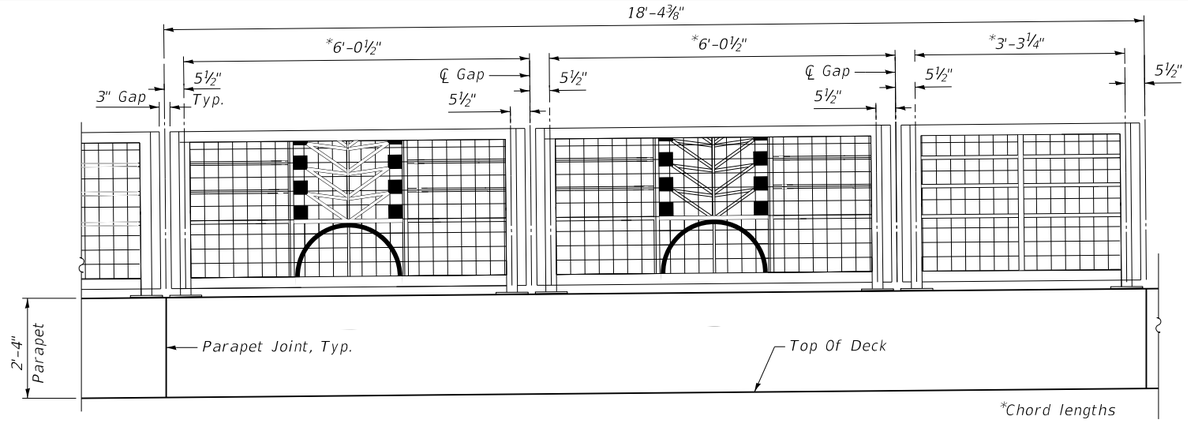
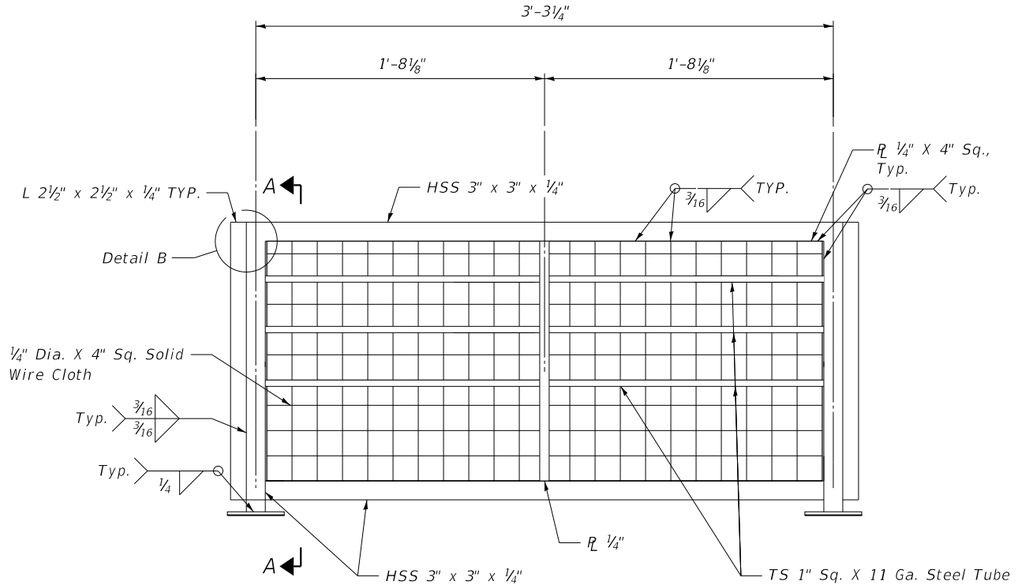
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



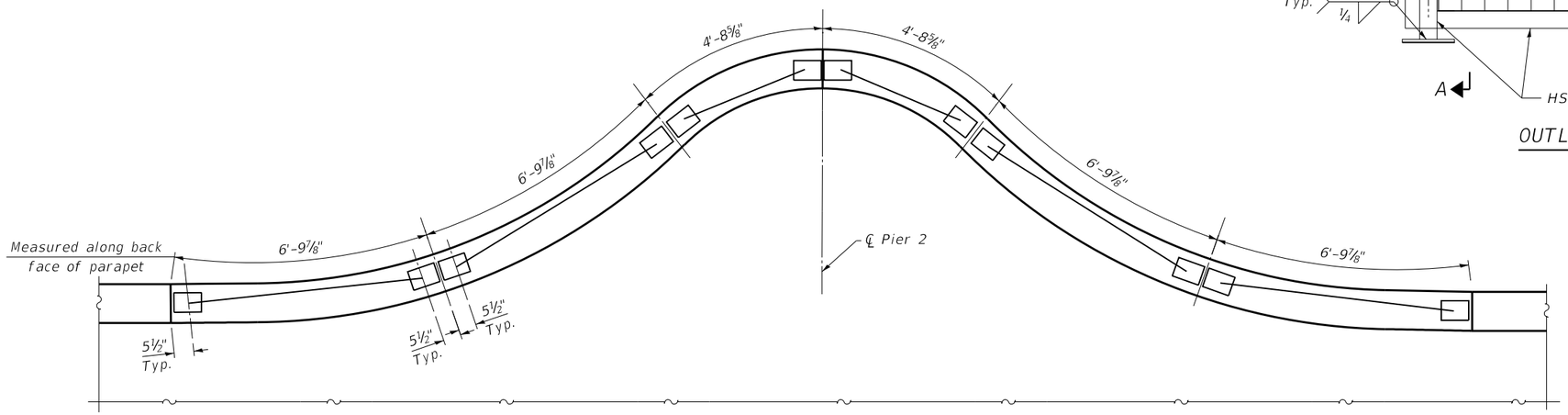
OUTLOOK FENCE PANELS - 6'-0½"



OUTLOOK FENCE ELEVATION



OUTLOOK FENCE PANELS - 3'-3¼"



OUTLOOK FENCE PLAN

NOTES:

1. See Sheet S-14 for Section A-A, Detail B, Bill of Materials, and Fence notes.
2. Cast-in-place anchor bolts shall not be used in the overlook. Anchor bolts shall be drilled and epoxy grouted.

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DEPARTMENT OF TRANSPORTATION

OUTLOOK FENCE RAILING
STRUCTURE NO. 016-3301
SHEET NO. S-15 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	81
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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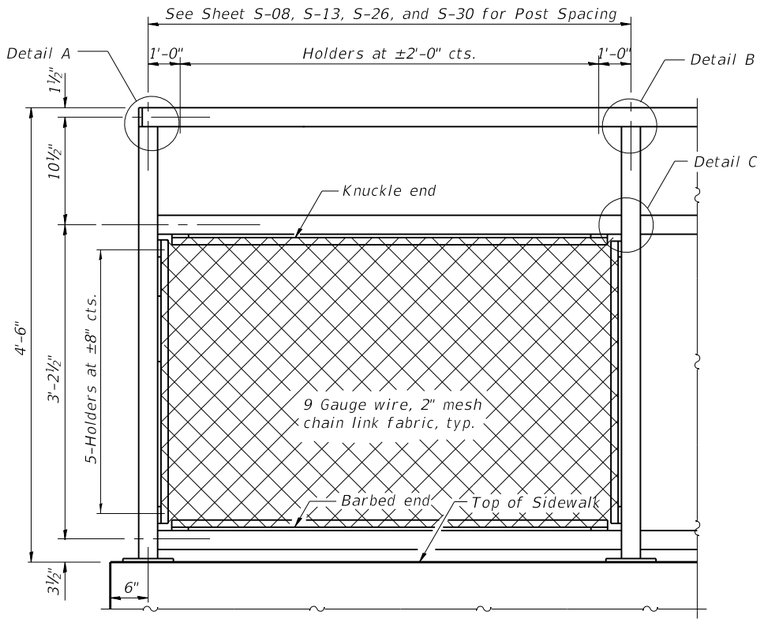
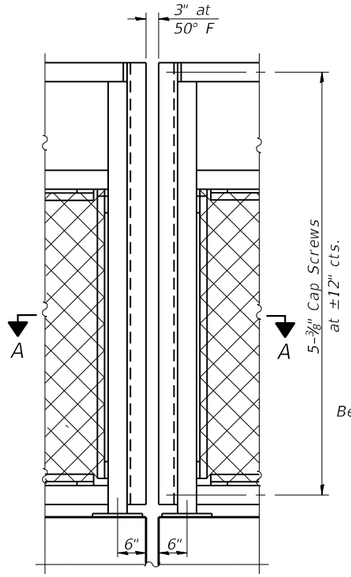


BICYCLE RAILING



BICYCLE RAILING
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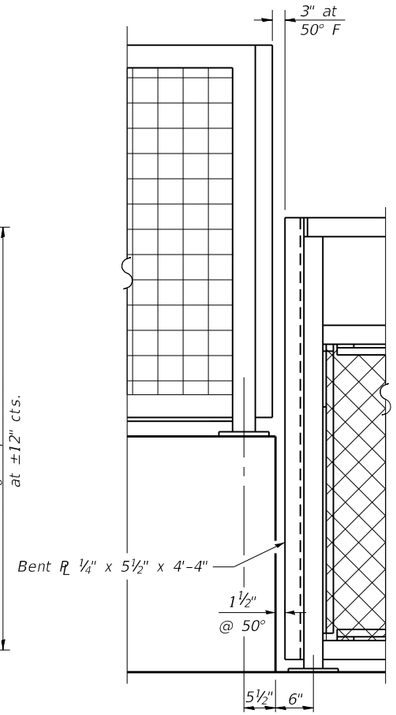

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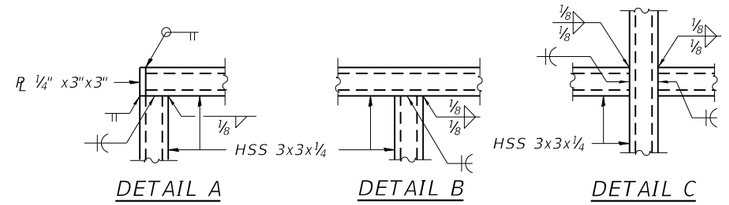
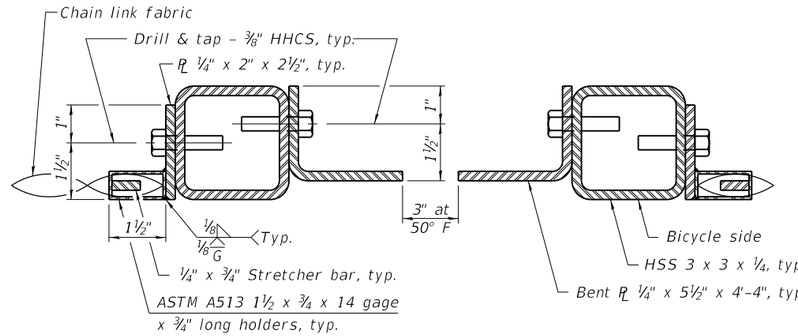
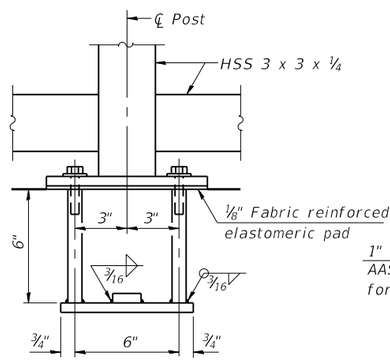
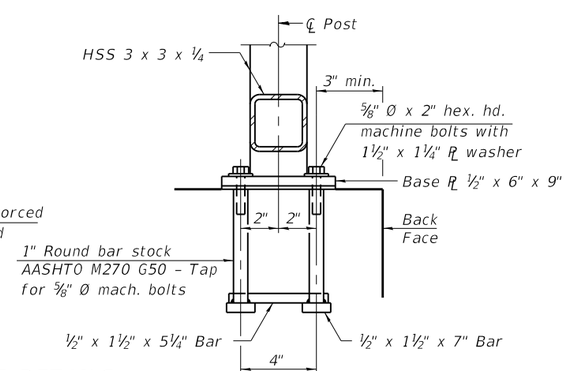
(Parapet to Railing Transition)





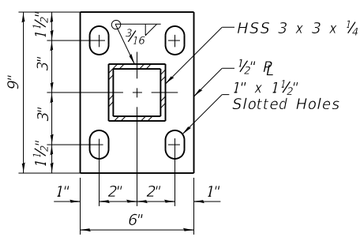
SECTION A-A





ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE PL

NOTES:

CVN testing may be omitted for the Bicycle Railing.

All railing will be powder coated over bare black steel per advance enamel tri-treatment process consisting of the following:

Parts are to be grid blasted to SSPC-SP5, 100% white metal blast achieving 1.5 Mil minimum ETCH.

Gray epoxy powder primer will be electostatically applied and partly cured at 350 degrees for approx. 10 min. thereby providing the proper crosslink between coats. Primer will be applied at a rate of 3 dry Mils.

TGIC polyester powder will be applied at a rate of 4-6 Mils, while the product is approx. 320 degrees thereby providing proper film thickness in tight areas and corners. A final cure will be at 450 degrees for approx. 20 mins. or bring the metal temp. up to 400 degrees for approx. 15 mins. (Depending on manufacturers specification).

Advance enameling's tri-treatment as described above has surpassed a 6,000 hrs salt spray test with zero failure on the scribe mark.

The tri-treatment is an architectural coating that meets all requirements of AAMA 2604-2, AAMA 2605-98 and ASTM standard guidelines.

The color of the final coat shall be black.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	1,039

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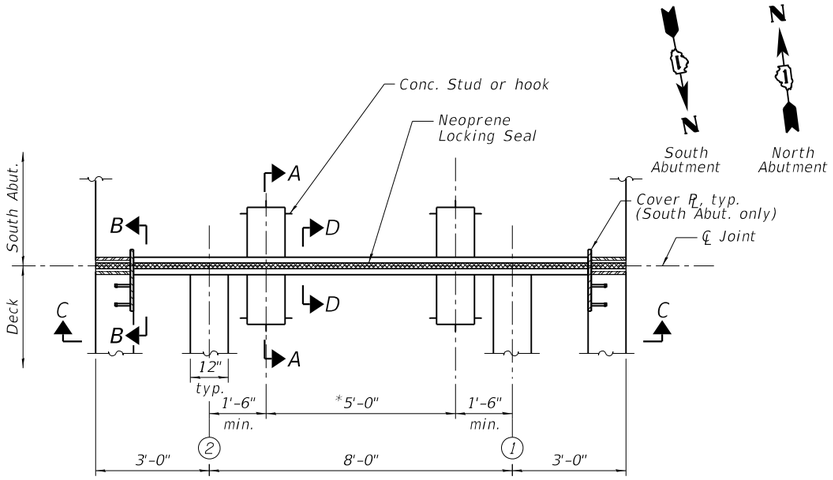
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH BICYCLE RAILING
STRUCTURE NO. 016-3301
SHEET NO. S-16 OF S-45 SHEETS

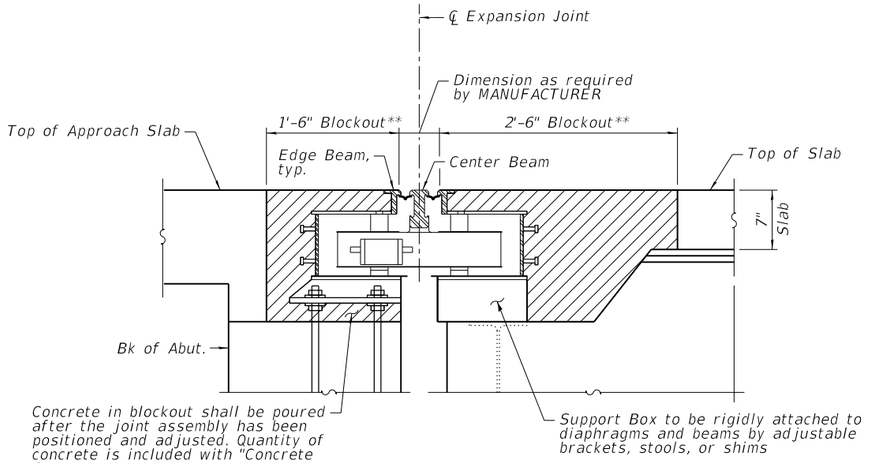
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	82
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



*Number and spacing of support boxes to be determoned by MANUFACTURER

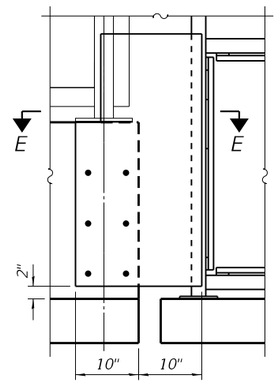
PLAN

(South Abutment shown, North Abutment similar)

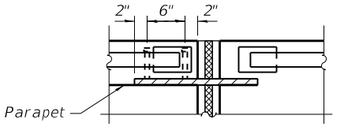


SECTION A-A

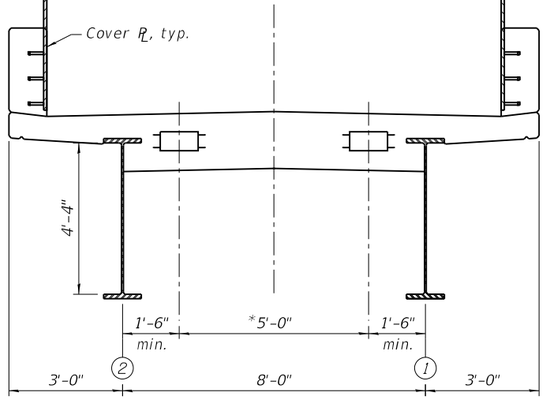
**Blockout dimensions to be verified by CONTRACTOR with Joint Manufacturer



VIEW B-B



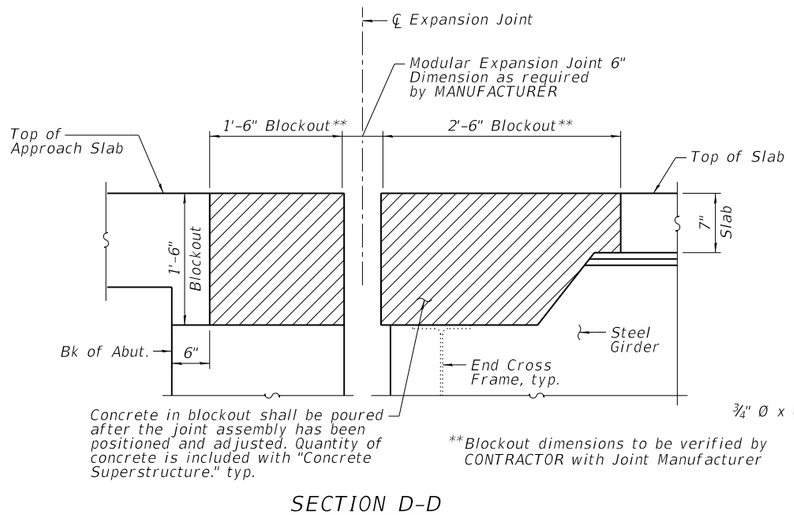
SECTION E-E



*Number and spacing of support boxes to be determoned by MANUFACTURER

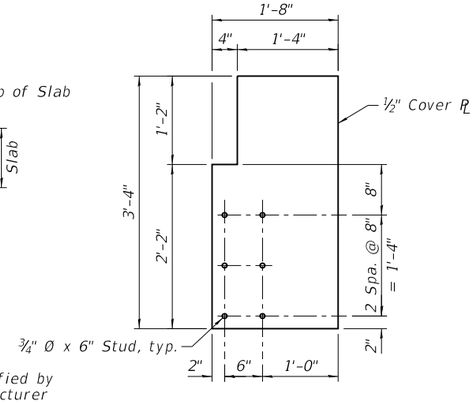
SECTION C-C

(Looking Downstation)



**Blockout dimensions to be verified by CONTRACTOR with Joint Manufacturer

SECTION D-D



COVER PLATE

See Note 6

TABLE A

Location	Longitudinal Movement (Inch)	Size (Inch)
S. Abut.	5¾"	6"
N. Abut.	4½"	6"

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 6"	Foot	28

GENERAL NOTES

1. Modular expansion joint shall be designed according to Section 14 of the 2014 with 2015 & 2016 Interims AASHTO specifications for H-10 truck loading with no impact and the Special Provision.
2. See deck reinforcement plan sheet for bar size, designation and blockout dimensions.
3. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
4. Cover Plate shall be AASHTO M270 Grade 36 ksi Steel.
5. Concrete Anchor Studs shall conform to the requirements of Article 1006.32 or the Stand Specifications.
6. The cost of Cover PL shall be included with Steel Railing, Special. Finish shall match finish of railing.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT
STRUCTURE NO. 016-3301
SHEET NO. S-17 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	83
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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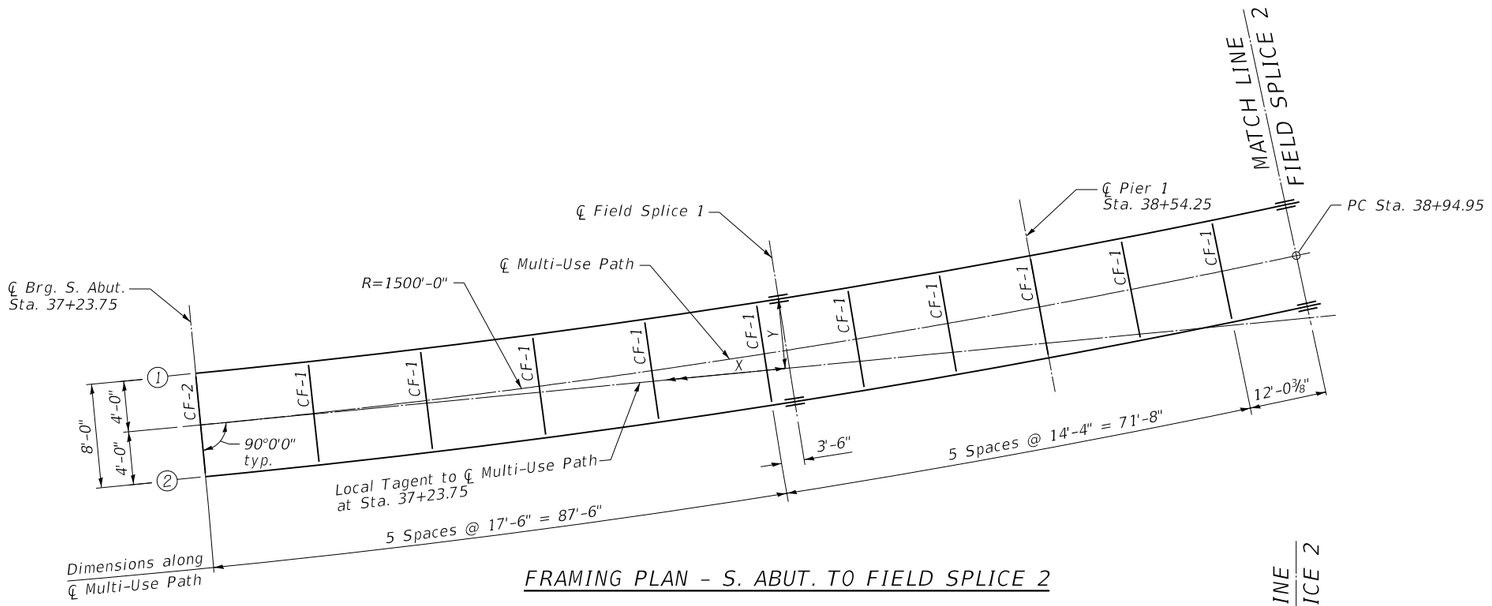
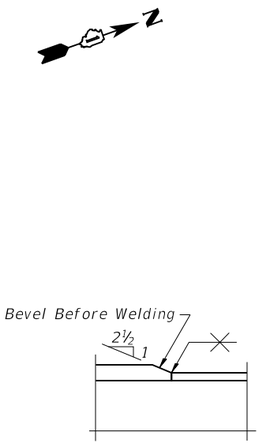
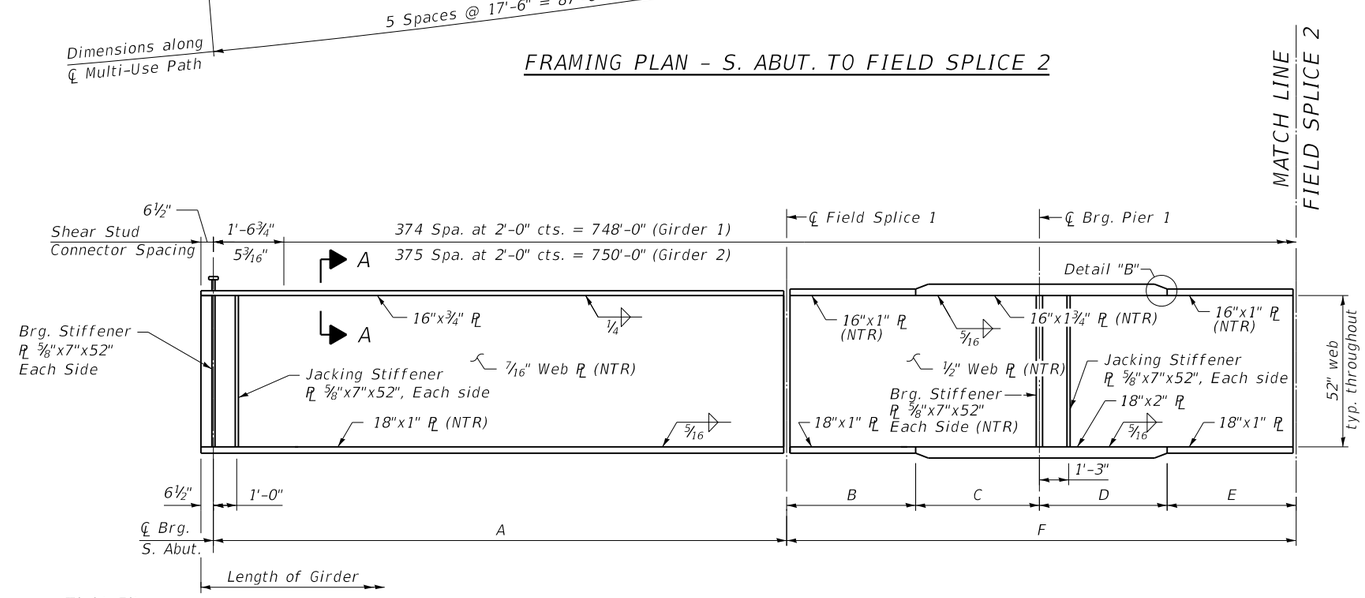


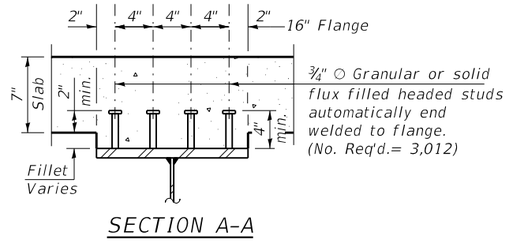
FRAMING PLAN - S. ABUT. TO FIELD SPLICE 2



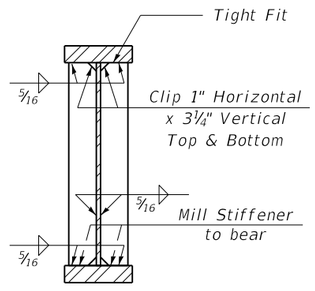
DETAIL "B"



GIRDER ELEVATION - S. ABUT. TO FIELD SPLICE 2



SECTION A-A



BEARING AND JACKING STIFFENERS

(Typical all Piers and Abutments)

GIRDER DIMENSIONS

GIRDER	LENGTH	RADIUS	A	B	C	D	E	F
1	749'-6¾"	1,496'-0"	90'-9 1/16"	25'-11 3/16"	13'-5 9/16"	13'-5 9/16"	27'-1½"	79'-11 13/16"
2	750'-5 7/16"	1,504'-0"	91'-2 15/16"	26'-0 13/16"	13'-6 7/16"	13'-6 7/16"	27'-3¼"	80'-4 5/16"

NOTES:

1. All steel on this sheet shall be AASHTO M270, Grade 50.
2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
3. For girder layout dimensions table, see sheet S-22.

N:\PROJ\00205000.01\Design\Structural\CAD\00205000.18_Framing Plan 1.dgn

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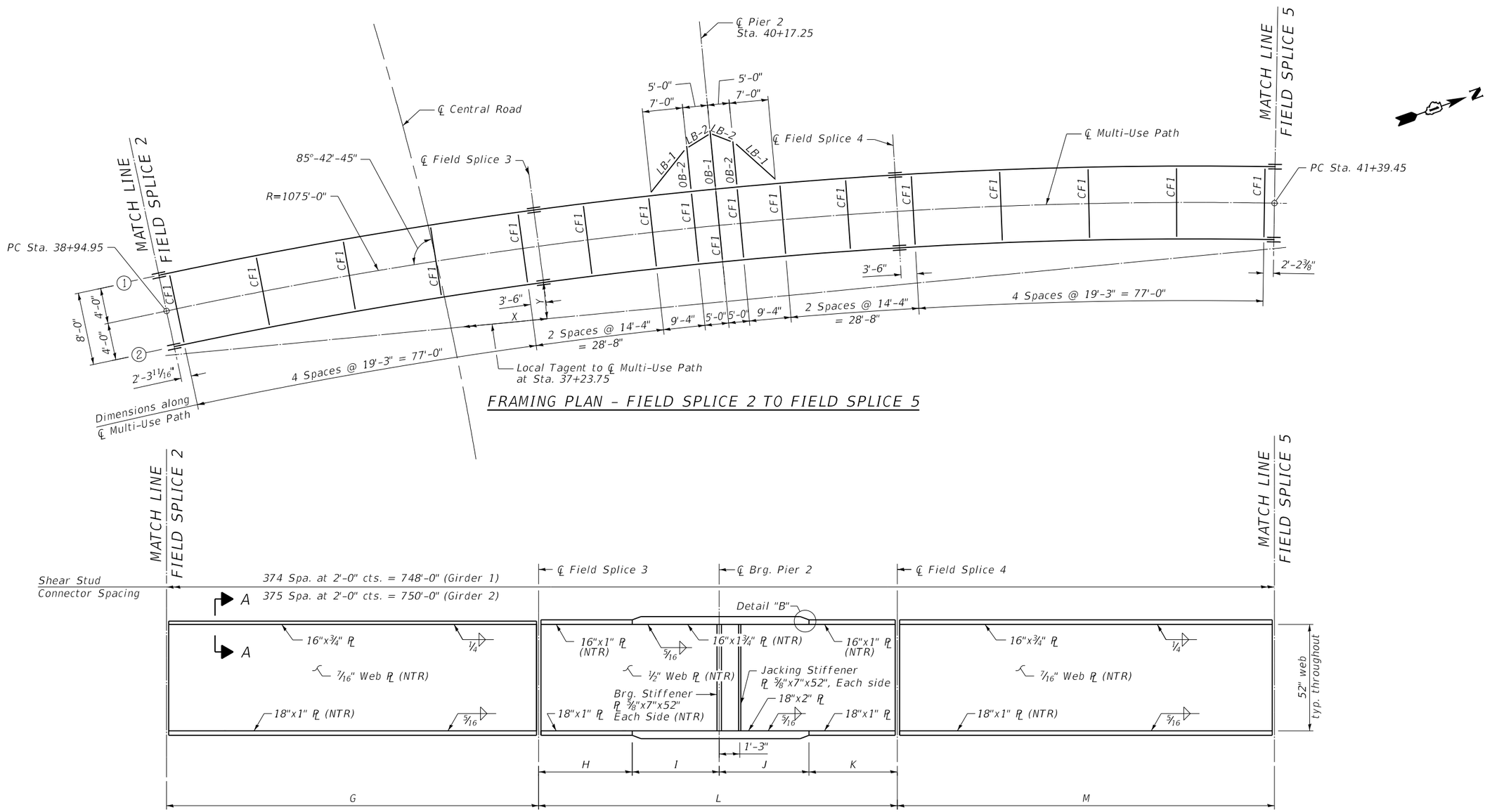
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN 1
STRUCTURE NO. 016-3301
SHEET NO. S-18 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	84
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN - FIELD SPLICE 2 TO FIELD SPLICE 5

GIRDER ELEVATION - FIELD SPLICE 2 TO FIELD SPLICE 5

GIRDER DIMENSIONS

GIRDER	RADIUS	G	H	I	J	K	L	M
1	1,079'-0"	83'-1 5/16"	26'-1 3/16"	13'-6 5/8"	13'-6 5/8"	26'-1 3/16"	79'-3 5/8"	83'-0 1/16"
2	1,071'-0"	82'-5 7/8"	25'-10 13/16"	13'-5 3/8"	13'-5 3/8"	25'-10 13/16"	78'-8 3/8"	82'-4 1/16"

NOTES:

1. All steel on this sheet shall be AASHTO M270, Grade 50.
2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
3. For Section A-A and Detail "B", see sheet S-18.
4. For girder layout dimensions table, see sheet S-22.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN 2
STRUCTURE NO. 016-3301
SHEET NO. S-19 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	85
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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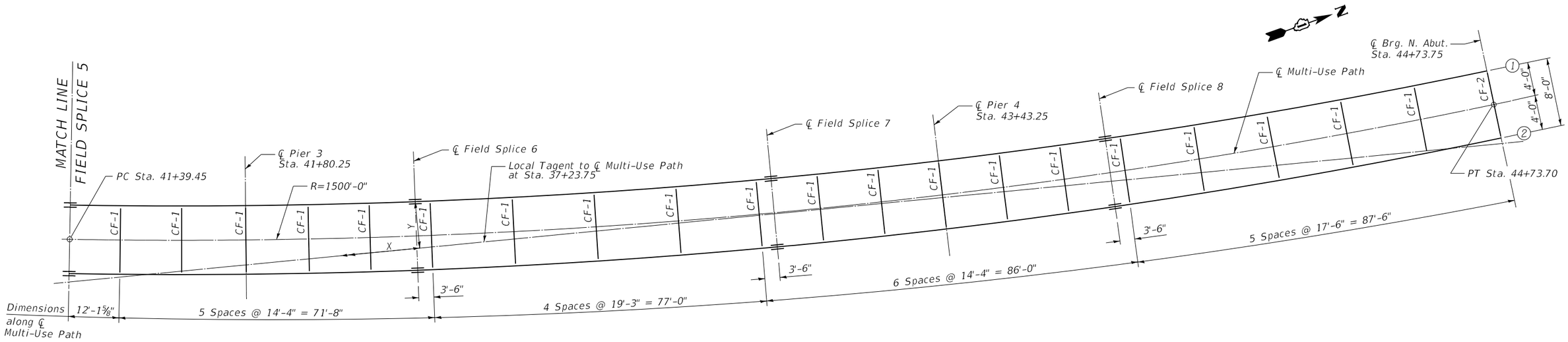
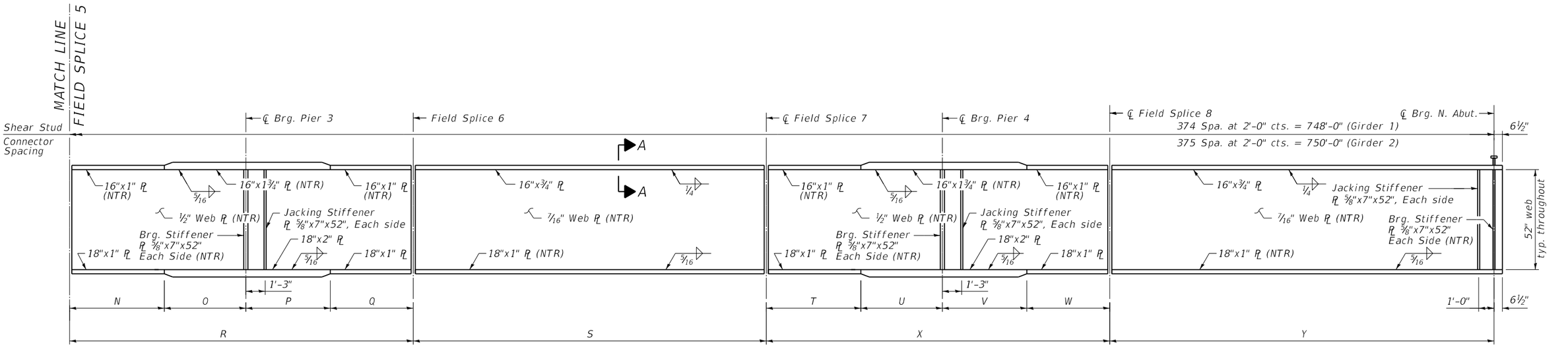


FRAMING PLAN - FIELD SPLICE 5 TO N. ABUT.



GIRDER ELEVATION - FIELD SPLICE 5 TO N. ABUT.

GIRDER DIMENSIONS

GIRDER	RADIUS	N	O	P	Q	R	S	T	U	V	W	X	Y
1	1,496'-0"	24'-11 3/16"	15'-9⅛"	13'-5 5/16"	25'-11 3/16"	80'-1 1/16"	84'-9¼"	24'-11 3/16"	13'-5 5/16"	13'-5 5/16"	25-11 3/16"	77'-9½"	90'-9 1/16"
2	1,504'-0"	25'-0⅞"	15'-10 1/16"	13'-6 1/16"	26'-0 13/16"	80'-6 3/16"	85'-2¾"	25'-0 13/16"	13'-6 1/16"	13'-6 1/16"	26'-0 13/16"	78'-2½"	91'-2 15/16"

NOTES:

1. All steel on this sheet shall be AASHTO M270, Grade 50.
2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
3. For Section A-A and Detail "B", see sheet S-18.
4. For girder layout dimensions table, see sheet S-22.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN 3
STRUCTURE NO. 016-3301
SHEET NO. S-20 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	86
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

GIRDER 1 MOMENT TABLE										
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.5 Span 4	Pier 4	0.6 Span 5
I_s	(in^4)	25628	51810	25628	51810	25628	51810	25628	51810	25628
$I_c(n)$	(in^4)	61206	100234	61206	100234	61206	100234	61206	100234	61206
$I_c(3n)$	(in^4)	45384	75286	45384	75286	45384	75286	45384	75286	45384
$I_c(cr)$	(in^4)	28572	57214	28572	57214	28572	57214	28572	57214	28572
S_s	(in^3)	1070	1716	1070	1716	1070	1716	1070	1716	1070
$S_c(n)$	(in^3)	1390		1390		1390		1390		1390
$S_c(3n)$	(in^3)	1291		1291		1291		1291		1291
$S_c(cr)$	(in^3)		2015		2015		2015		2015	
S_{xc}	(in^3)	1314	1897	1294	1888	1295	1896	1323	1911	1306
DC1	(k/')	0.88	1.01	0.88	1.01	0.88	1.01	0.88	1.01	0.88
M_{DC1}	('k)	756	2257	953	2438	954	2274	661	1999	838
DC2	(k/')	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
M_{DC2}	('k)	377	975	453	1005	425	1010	352	884	396
DW	(k/')	0	0	0	0	0	0	0	0	0
M_{DW}	('k)	0	0	0	0	0	0	0	0	0
M_{L+IM}	('k)	726	1415	949	1537	840	1825	722	1213	699
f_f (Strength I)	('k)	2.95	2.87	6.35	8.46	5.93	3.55	3.37	2.40	3.04
M_u+ 1/3 f_f S_{xc}	('k)	2795	6667	3647	7437	3408	7486	2654	5854	2875
$\phi_f M_n$	('k)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
f_s DC1	(ksi)	8.5	15.8	10.7	17.0	10.7	15.9	7.4	14.0	9.4
f_s DC2	(ksi)	3.51	5.80	4.21	5.99	3.95	6.01	3.27	5.27	3.68
f_s DW	(ksi)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
f_s (L+IM)	(ksi)	6.27	8.43	8.20	9.15	7.26	10.87	6.24	7.22	6.03
f_f (Service II)	(ksi)	0.98	0.90	1.93	0.61	1.92	0.90	0.98	0.80	1.02
f_s+ f_f /2 (Strength II)	(ksi)	20.62	32.99	26.52	35.24	25.04	36.50	19.28	29.04	21.43
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
f_s+ f_f /3 (Total)(Strength I)	(ksi)	26.9	42.7	35.1	47.6	33.0	47.6	25.4	37.5	27.9
$\phi_f F_n$	(ksi)	50	47.72	50	47.72	50	47.72	50	47.72	50
V_f	(k)	-	-	-	-	-	-	-	-	-

GIRDER 2 MOMENT TABLE										
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.5 Span 3	Pier 3	0.5 Span 4	Pier 4	0.6 Span 5
I_s	(in^4)	25628	51810	25628	51810	25628	51810	25628	51810	25628
$I_c(n)$	(in^4)	61206	100234	61206	100234	61206	100234	61206	100234	61206
$I_c(3n)$	(in^4)	45384	75286	45384	75286	45384	75286	45384	75286	45384
$I_c(cr)$	(in^4)	28572	57214	28572	57214	28572	57214	28572	57214	28572
S_s	(in^3)	1070	1716	1070	1716	1070	1716	1070	1716	1070
$S_c(n)$	(in^3)	1390		1390		1390		1390		1390
$S_c(3n)$	(in^3)	1291		1291		1291		1291		1291
$S_c(cr)$	(in^3)		2015		2015		2015		2015	
S_{xc}	(in^3)	1275	1902	1328	1914	1325	1906	1298	1892	1280
DC1	(k/')	0.88	1.01	0.88	1.01	0.88	1.01	0.88	1.01	0.88
M_{DC1}	('k)	1154	2155	605	1929	636	2094	917	2351	1094
DC2	(k/')	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
M_{DC2}	('k)	508	920	320	867	330	881	435	992	495
DW	(k/')	0	0	0	0	0	0	0	0	0
M_{DW}	('k)	0	0	0	0	0	0	0	0	0
M_{L+IM}	('k)	894	1199	667	1420	701	1481	923	1342	904
f_f (Strength I)	('k)	4.01	2.19	4.32	2.05	4.51	2.35	4.40	2.44	3.92
M_u+ 1/3 f_f S_{xc}	('k)	3784	6058	2484	6089	2601	6435	3465	6656	3708
$\phi_f M_n$	('k)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
f_s DC1	(ksi)	12.9	15.1	6.8	13.5	7.1	14.6	10.3	16.4	12.3
f_s DC2	(ksi)	4.72	5.48	2.98	5.17	3.07	5.25	4.05	5.91	4.60
f_s DW	(ksi)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
f_s (L+IM)	(ksi)	7.72	7.14	5.76	8.46	6.05	8.82	7.97	7.99	7.80
f_f (Service II)	(ksi)	1.39	0.86	1.23	0.49	1.32	0.82	1.33	0.94	1.32
f_s+ f_f /2 (Strength II)	(ksi)	28.40	30.26	17.87	29.89	18.73	31.77	25.36	33.21	27.68
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
f_s+ f_f /3 (Total)(Strength I)	(ksi)	36.9	38.9	23.7	38.8	24.8	41.1	33.3	42.7	36.1
$\phi_f F_n$	(ksi)	50	47.72	50	47.72	50	47.72	50	47.72	50
V_f	(k)	-	-	-	-	-	-	-	-	-

GIRDER 1 REACTION TABLE							
		S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	N. Abut.
R_{DC1}	(k)	35	163	157	163	153	37
R_{DC2}	(k)	16	71	66	71	67	16
R_{DW}	(k)	0	0	0	0	0	0
R_{L+IM}	(k)	29	105	94	109	89	24
R_{Total}	(k)	80	339	317	343	309	77

GIRDER 2 REACTION TABLE							
		S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	N. Abut.
R_{DC1}	(k)	48	140	147	136	150	46
R_{DC2}	(k)	22	61	63	59	65	23
R_{DW}	(k)	0	0	0	0	0	0
R_{L+IM}	(k)	35	85	94	90	85	33
R_{Total}	(k)	105	286	304	285	300	102

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_f (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

S_{xc}: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange ($in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1}+ M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L+IM}

f_f : Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or or Strength II as applicable (kip-ft.)

$\phi_f M_n$: Factored resistance available according to A6.1.1 (kips).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1}/ S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2}/ S_c (3n) or M_{DC2} /S_c(cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_c(3n) or M_{DW}/ S_c(cr) as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{L+IM} / S_c(n) or M_{L+IM} / S_c(cr) as applicable.

f_s+ f_f /2 (Service II): Sum of stresses as computed below (ksi).
f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(L_{+IM}) + f_f /2

$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s+ f_f /3 (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW}+ 1.75 f_{sL+IM} + f_f

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f : Maximum factored shear range in span computed according to Article 6.10.10.

TOP OF WEB ELEVATIONS

(For Fabrication Only)

Top Of Web							
	℄ Brg. S. Abut.	FS 1	℄ Pier 1	FS 2	FS 3	℄ Pier 2	FS 4
Girder 1	776.80	778.94	779.77	780.35	780.05	779.26	778.17
Girder 2	776.80	778.94	779.77	780.35	780.10	779.26	778.21

Top Of Web							
	FS 5	℄ Pier 3	FS 6	FS 7	℄ Pier 4	FS 8	℄ Brg. N. Abut.
Girder 1	775.32	773.88	772.52	769.57	768.18	766.82	763.71
Girder 2	775.32	773.88	772.52	769.58	768.18	766.83	763.71

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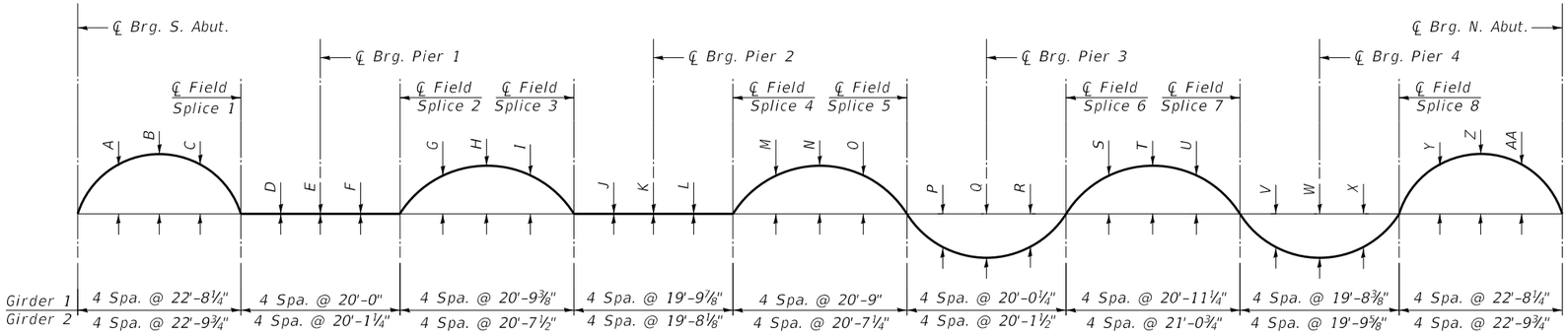
USER NAME = sallgood
PLOT SCALE = 0.2.0000 '' / in.
PLOT DATE = 2/15/2018

DESIGNED - APD | CHECKED - BWS | DRAWN - SBA | CHECKED - BWS
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS 1
STRUCTURE NO. 016-3301
SHEET NO. S-21 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	87
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



CAMBER DIAGRAM

CAMBER TABLE

Girder	℄ S. Abut.	A	B	C	℄ F.S. 1	D	E	F	℄ F.S. 2	G	H	I	℄ F.S. 3	J	K	L	℄ F.S. 4	M	N	O	℄ F.S. 5	P	Q	R	℄ F.S. 6	S	T	U
1	0"	1¼"	2"	1¾"	0"	0"	0"	0"	0"	4¼"	5½"	4¼"	0"	0"	0"	0"	0"	2¼"	2¾"	2¼"	0"	-1¼"	-1¾"	-1¼"	0"	1½"	2"	1½"
2	0"	2"	3"	2½"	0"	0"	0"	0"	0"	3¾"	4½"	3¾"	0"	0"	0"	0"	0"	1½"	2"	1½"	0"	-1¼"	-1¾"	-1¼"	0"	2"	2½"	2"

℄ F.S. 7	V	W	X	℄ F.S. 8	Y	Z	AA	℄ N. Abut.
0"	-1"	-1½"	-1"	0"	1¾"	2¼"	1½"	0"
0"	-1½"	-2"	-1½"	0"	2¼"	2¾"	1¾"	0"

TABLE OF LAYOUT DIMENSIONS

Girder	℄ Brg. S. Abut.		℄ Field Splice 1		℄ Pier 1		℄ Field Splice 2		℄ Field Splice 3		℄ Pier 2		℄ Field Splice 4		℄ Field Splice 5		℄ Pier 3		℄ Field Splice 6		℄ Field Splice 7	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	0.000	4.000	90.702	6.752	129.988	9.658	170.371	13.733	253.228	20.011	292.861	20.754	332.504	20.040	415.257	13.835	455.742	9.785	495.036	6.914	578.759	4.253
2	0.000	-4.000	91.187	-1.233	130.683	1.688	171.288	5.786	253.525	12.017	292.864	12.754	332.213	12.045	414.354	5.887	455.054	1.815	494.558	-1.072	578.729	-3.747

Girder	℄ Pier 4		℄ Field Splice 8		℄ Brg. N. Abut.	
	X	Y	X	Y	X	Y
1	618.145	4.623	657.514	6.030	747.973	13.212
2	618.326	-3.375	657.910	-1.960	748.847	5.262

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USER NAME = sallgood	DESIGNED - APD	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 0.2.0000 '' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS 2
STRUCTURE NO. 016-3301
SHEET NO. S-22 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	88
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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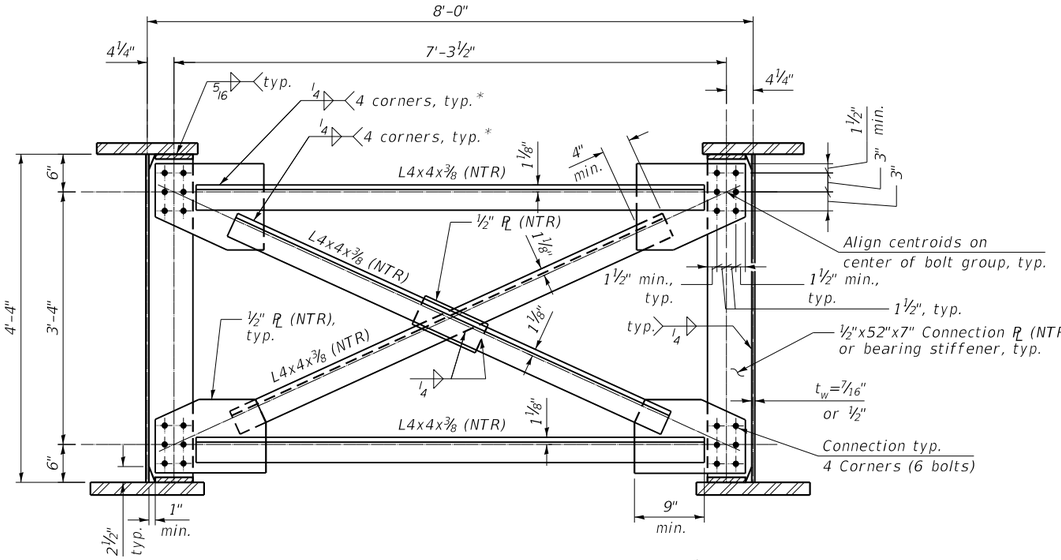
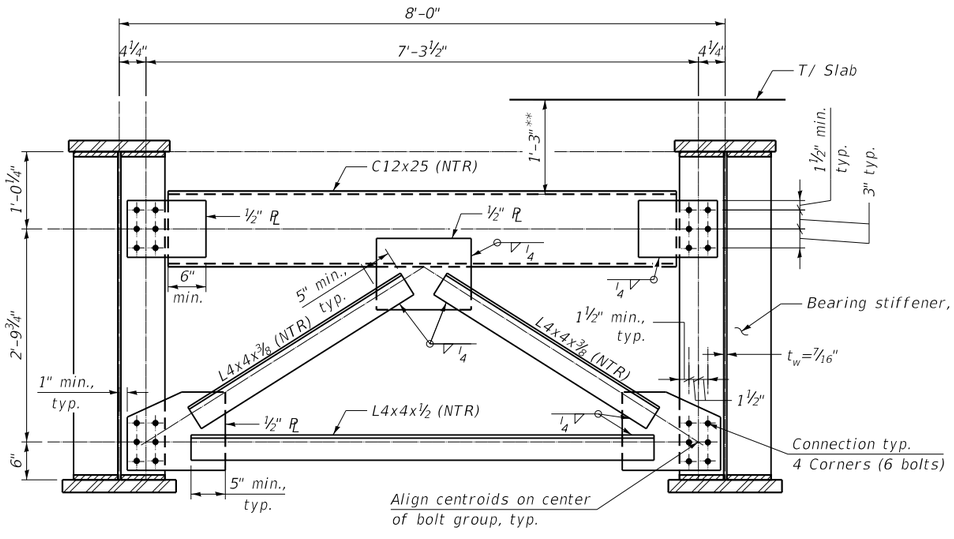


*Fillet weld angles along 3 sides on one face of the gusset plate

INTERIOR CROSS FRAME – CF-1

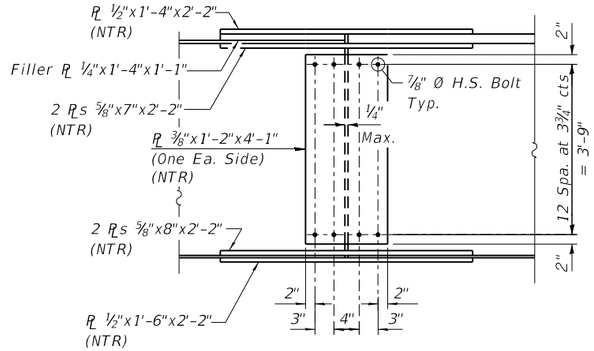
(47 Required)



** CONTRACTOR to coordinate with Modular Joint Manufacturer and increase if necessary to fit support boxes within thickened slab.

INTERIOR CROSS FRAME – CF-2

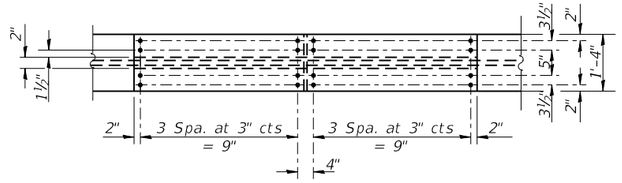
(2 Required)



ELEVATION

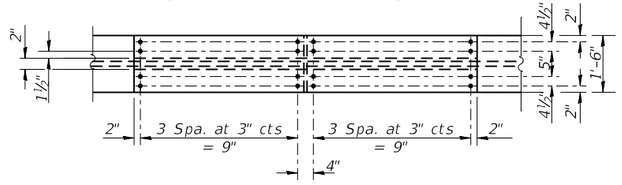
FIELD SPLICE DETAIL

(Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.)



TOP PLAN

Field Splice 1 shown, Other Field Splices similar



BOTTOM PLAN

Field Splice 1 shown, Other Field Splices similar

Cross Frame Notes:

1. *See framing plans for location of girder cross frames.*
2. *AASHTO M270 Grade 50 steel shall be used for all cross frames, connection plates, and bearing stiffeners, unless otherwise noted.*
3. *Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).*
4. *Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts ⅞ in. Ø, holes 15/16 in. Ø, unless otherwise noted.*
5. *Field reaming shall not exceed that permitted in Article 505.08(I) of the Standard Specifications. If any field reaming in required, two hardened washers are required for each oversized bolt hole.*

Steel Erection Notes:

1. *Erection shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ASCE) by the American Institute of Steel Construction (AISC). See special provision for "Erection of Complex Steel Structures."*
2. *All cross frames or diaphragms between beams or girders shall be installed with erections pins and bolts in accordance with the erection plan approved by the ENGINEER. Individual cross frames or diaphragms at support may be temporarily disconnected to install bearing anchor bolts.*
3. *All interior cross frames shall be oriented radial to the girders except at the end diaphragms.*
4. *The calculated deflections of the primary girders under steel self-weight shall be used to detail the cross frames connections, and to erect the structural steel such that girders will be plumb within a tolerance of ±⅛ in. per vertical foot throughout the length of the girder system when supporting their own weight.*
5. *The CONTRACTOR shall either:*
   a. *Ream cross frame connection holes during shop assembly, or*
   b. *Provide detailing and fabrication controls acceptable to the ENGINEER which ensures accuracy such that field reaming will not exceed the amount permitted in Article 505.08(I) of the Standard Specifications.*

N:\PROJ\0020500.01\Design\Structural\CAD\0020500.23_Steel Details 3.dgn

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	PLOT SCALE = 2i0.0000 '' / in.	DRAWN - SBA	REVISED -
	PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS 3
STRUCTURE NO. 016-3301
SHEET NO. S-23 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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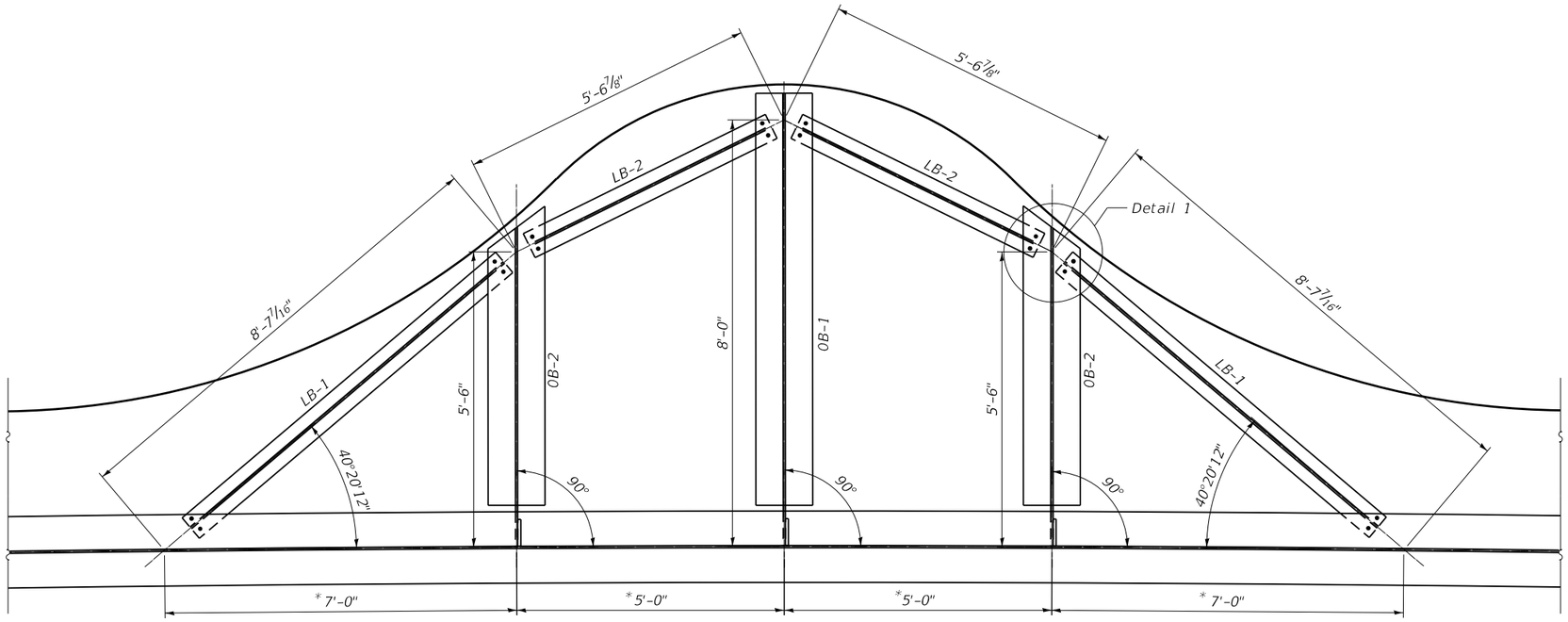
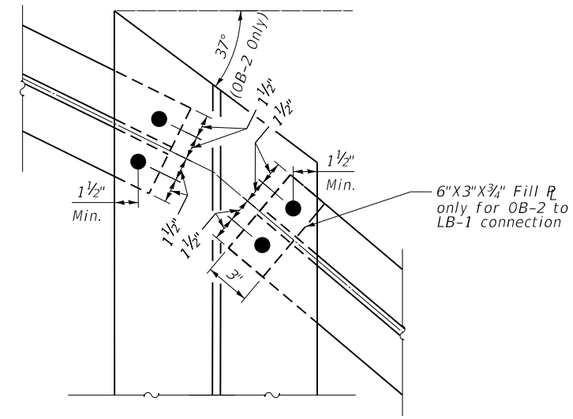
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



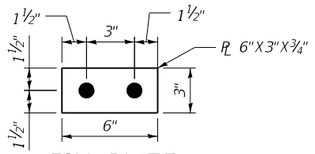
OVERLOOK PLAN

*Measured along ℄ Girder 1



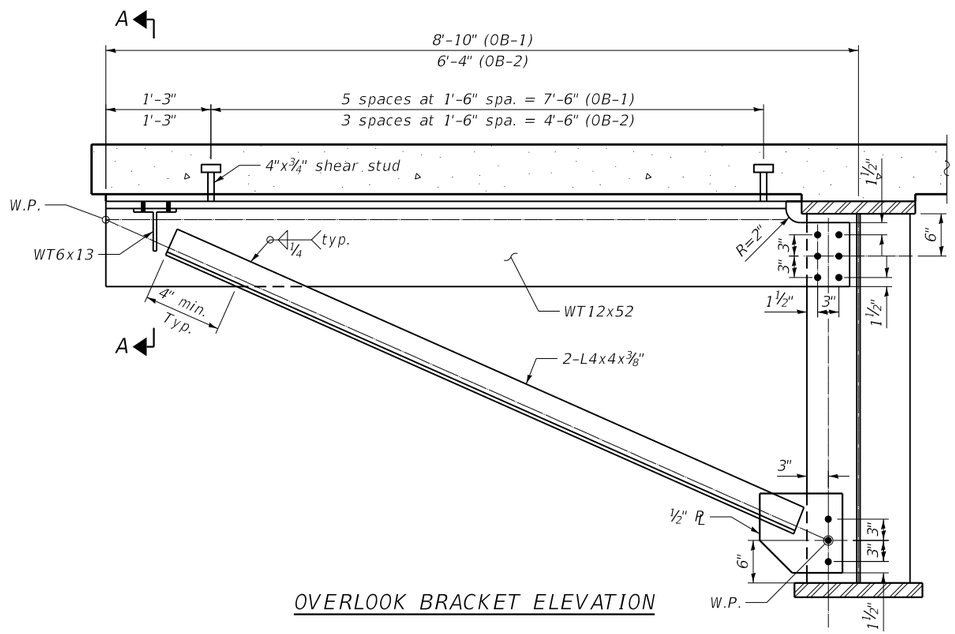
DETAIL 1

Typical at all connections

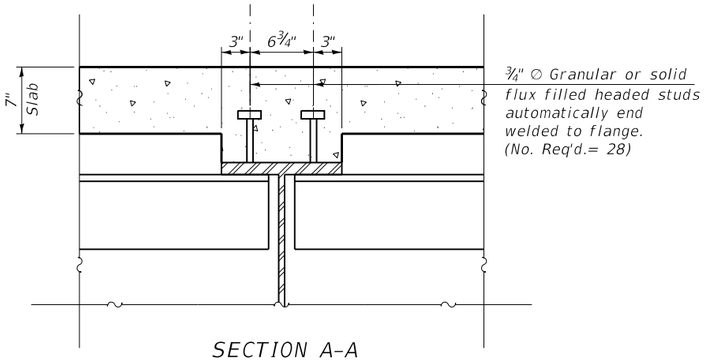


FILL PLATE

(2 Required)



OVERLOOK BRACKET ELEVATION



SECTION A-A

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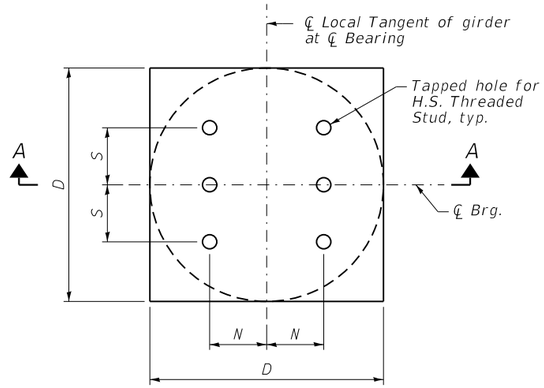
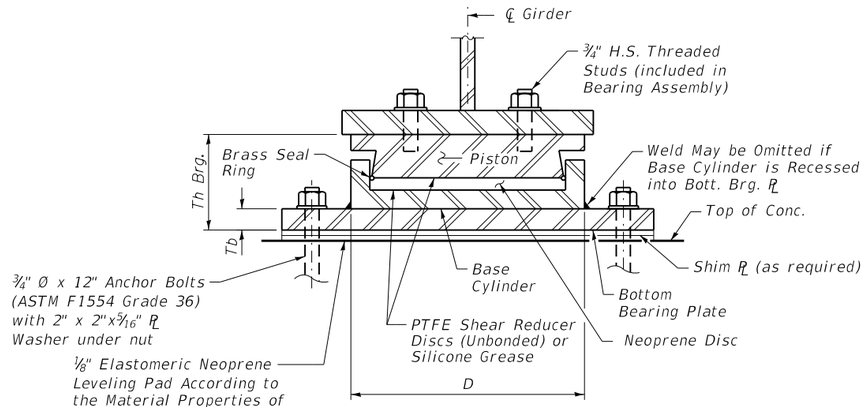
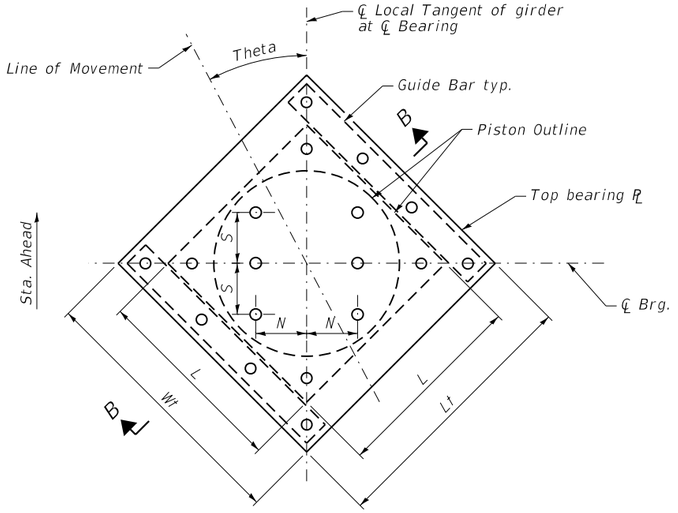
ENGINEERING CONSULTANT						
Ciorba Group, Inc. CONSULTING ENGINEERS 5007 North Cumberland Avenue Suite 402 Chicago, Illinois 60656 Tel. 773.775.4011 Fax 773.775.4014 Email chicago@ciorba.com	USER NAME = sallgood	DESIGNED - APD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL DETAILS 4 STRUCTURE NO. 016-3301	F.A.P. RTE. 364
		CHECKED - BWS	REVISED -			SECTION 14-00113-00-BT
	PLOT SCALE = 2:8.0000 '' / in.	DRAWN - SBA	REVISED -			COUNTY COOK
	PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -		SHEET NO. S-24 OF S-45 SHEETS	TOTAL SHEETS 145
						SHEET NO. 90
						CONTRACT NO. 61E68
						ILLINOIS FED. AID PROJECT



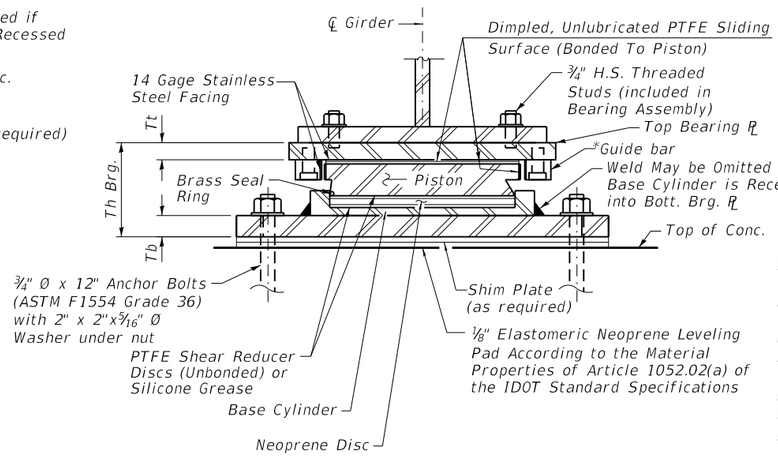
PISTON PLAN – FIXED BEARING



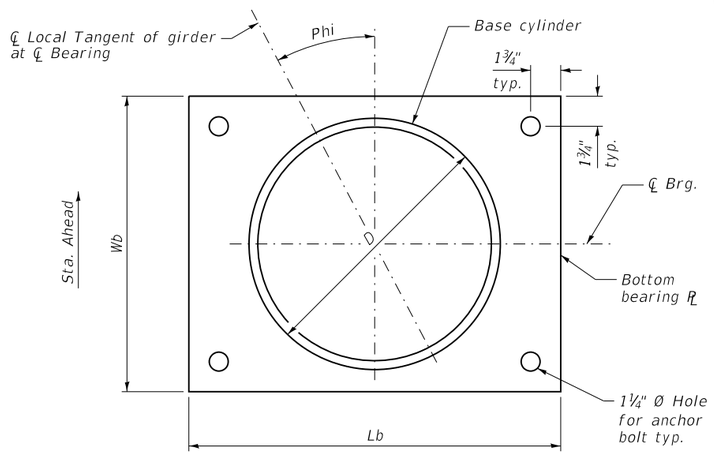
SECTION A-A



TOP ℙ AND PISTON PLAN – GUIDED EXPANSION BEARING



SECTION B-B



BOTTOM BEARING ℙ AND BASE CYLINDER PLAN
FIXED AND GUIDED EXPANSION BEARINGS

BOLT HOLE SPACING

Location	S	N
Abutments	3¼"	1⅞"
Pier 1 & 4	6⅝"	3⅝"
Pier 3 & 4	4¾"	3¾"

LINE OF MOVEMENT & SKEW

Location	Theta
S. Abut.	6°52'44"
Pier 1	1°7'30"
Pier 4	-3°44'16"
N. Abut.	-6°2'17"

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
High Load Multi-Rotational Bearings, Guided Expansion, 150k	Ea.	4
High Load Multi-Rotational Bearings, Guided Expansion, 350k	Ea.	4
High Load Multi-Rotational Bearings, Fixed, 350k	Ea.	4
Anchor Bolts, ¾"	Ea.	48

Notes:

All steel for bearings shall conform to the requirements of AASHTO M270 Grade 50, unless otherwise noted.

Anchor bolts shall be ASTM F1554 all-thread (or an ENGINEER-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Total bearing height (Th) is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The CONTRACTOR shall be responsible for verifying bearing heights and adjusting seat elevations with approval of ENGINEER, if required, prior to placing pier concrete. Total bearing height is taken at the ℄ of bearing for beveled top plates.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BEARING DIMENSIONS

Location	Type	Pay Item Designation (kips)	Vert. Design Loads** (kips)	Hu** (kips)	θu*** (radians)	Max. Theor. Thermal Mvmt. ****	Top Plate				Bearing Assembly		Bottom Plate			Total Ht.
							Wt	Lt	Tt (min.)	Max. Slope	L	D	Wb	Lb	Tb	Th
S. Abut	Guided Expansion	150	101	20	0.019	2½"	10½"	13"	1½"	2.43%	6¾"	8¼"	10¼"	13¾"	1"	6⅛"
Pier 1	Guided Expansion	350	320	64	0.006	1¾"	15½"	19¼"	1¾"	1.81%	N/A	13½"	15½"	19"	1"	7 9/16"
Pier 2	Fixed	350	320	64	0.006	N/A	N/A	N/A	N/A	2.39%	11¼"	13½"	15½"	19"	1"	7 13/16"
Pier 3	Fixed	350	320	64	0.006	N/A	N/A	N/A	N/A	3.49%	11¼"	13½"	15½"	19"	1"	7 15/16"
Pier 4	Guided Expansion	350	320	64	0.006	1¼"	15½"	19¼"	1¾"	3.49%	N/A	13½"	15½"	19"	1"	7 1/16"
N. Abut	Guided Expansion	150	101	20	0.019	2"	10½"	13"	1½"	3.49%	6¾"	8¼"	10¼"	13¾"	1"	6⅛"

* As an alternate to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.

** Design loads are the governing service loads with no dynamic load allowance.

*** Rotation allowances for fabrication tolerances (0.005 radians), installation uncertainties (0.005 radians) are excluded.

**** Total required movement is based on the total combined expansion and contraction of the superstructure parallel to the line of movement. Bearing movement tolerances are excluded.

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ENGINEERING CONSULTANT
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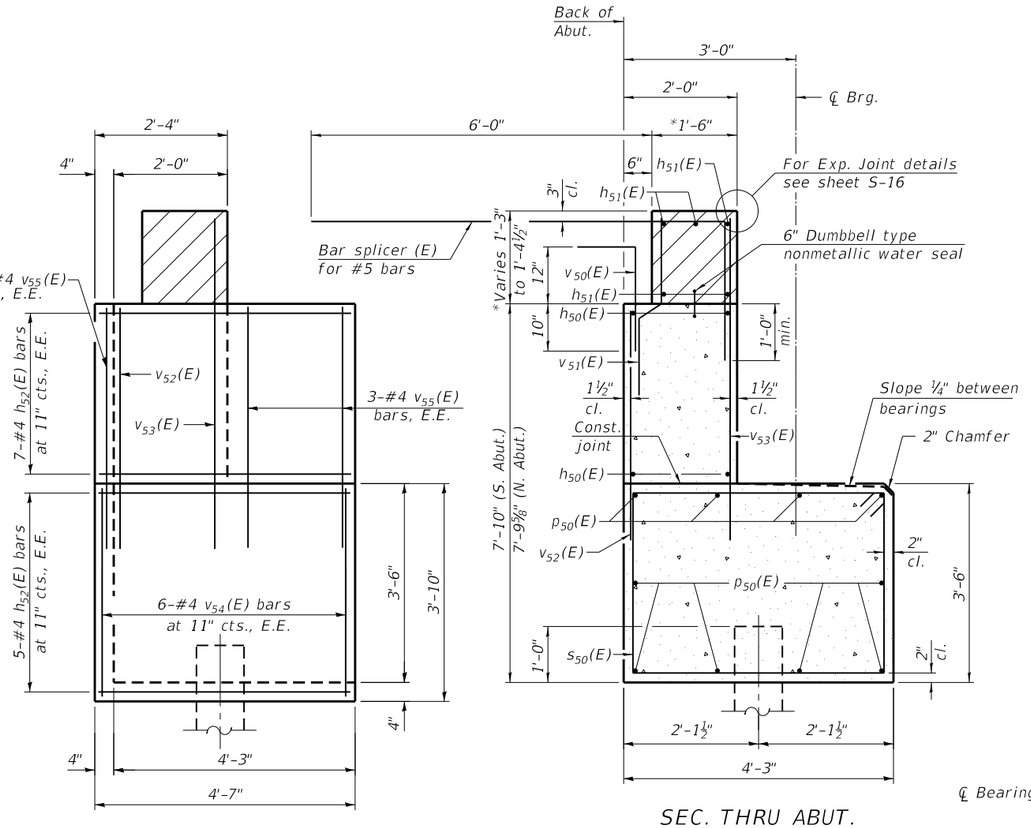
Email chicago@ciorba.com

USER NAME = sallgood	DESIGNED - SSM	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 0.2000 '' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

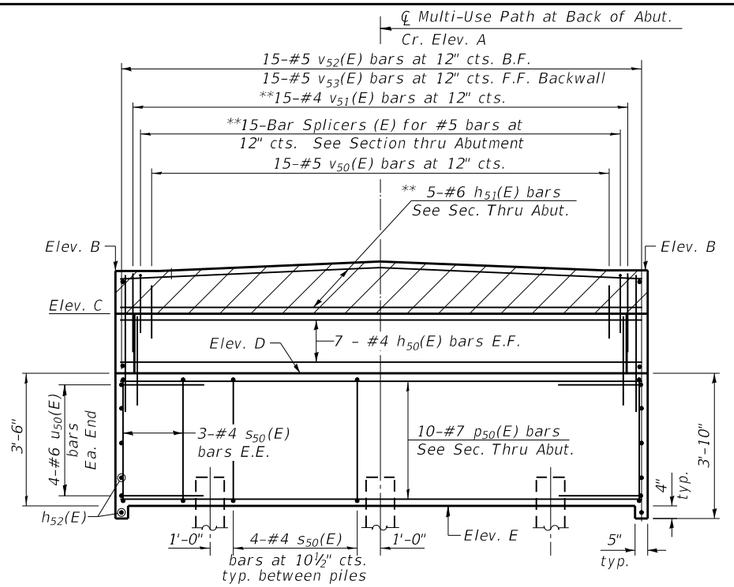
BEARING DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-25 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	91
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

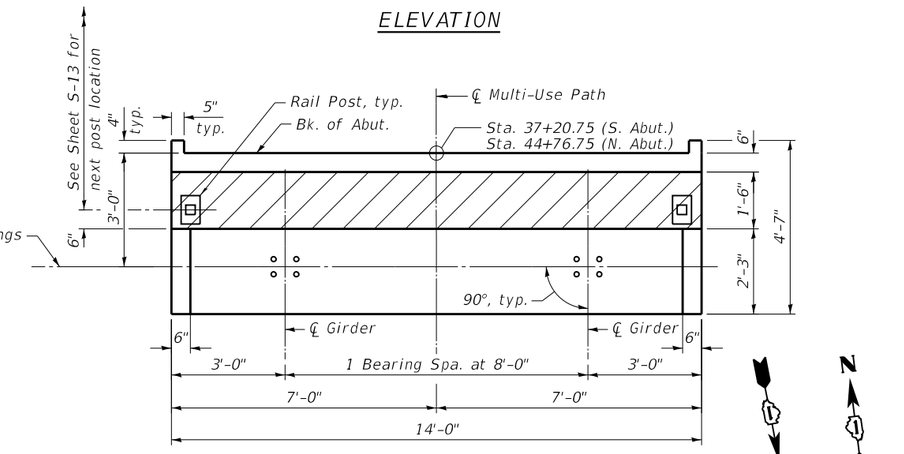


END VIEW AT ABUTMENT

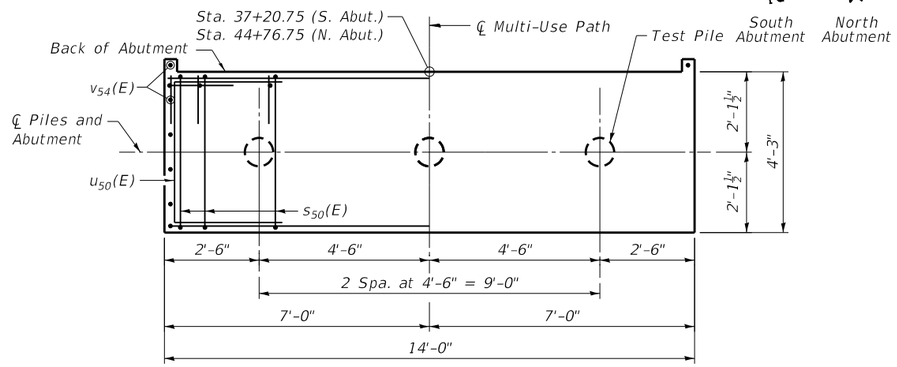
SEC. THRU ABUT.



ELEVATION



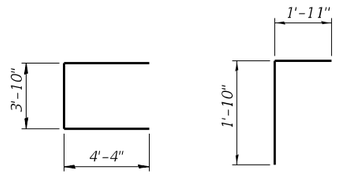
TOP VIEW



PLAN-PILE CAP

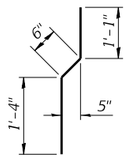
TABLE OF ELEVATIONS

Location	A	B	C	D	E
S. Abut.	777.54	777.45	776.20	771.87	768.37
N. Abut.	764.42	764.34	763.09	758.79	755.29

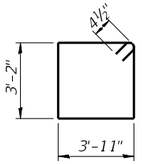


BAR u_{50}(E)

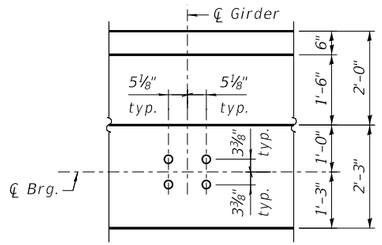
BAR v_{50}(E)



BAR v_{51}(E)



BAR s_{50}(E)



ANCHOR BOLT LOCATION DETAIL

ABUTMENT BILL OF MATERIAL

(Quantity for both Abutments)

Bar	No.	Size	Length	Shape
h_{50}(E)	28	#4	13'-8"	
h_{51}(E)	10	#6	13'-8"	
h_{52}(E)	48	#4	4'-3"	
p_{50}(E)	20	#7	13'-8"	
s_{50}(E)	28	#4	14'-11'	
u_{50}(E)	16	#6	12'-6"	
v_{50}(E)	30	#5	3'-9"	
v_{51}(E)	30	#4	2'-11"	
v_{52}(E)	30	#5	6'-8"	
v_{53}(E)	30	#5	8'-1"	
v_{54}(E)	24	#4	3'-6"	
v_{55}(E)	12	#4	6'-8"	
Concrete Structures		Cu. Yd.	25.4	
Concrete Superstructure		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	2,490	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	176	
Driving Piles		Foot	176	
Test Pile Metal Shells		Each	2	
Concrete Sealer		Sq. Ft.	321	

For details of Bar Splicers, see sheet S-36 of S-45.

*Blockout dimensions to be verified by CONTRACTOR w/Joint MANUFACTURER.

**Bars adjusted and/or cut in field to miss support boxes

All exposed surfaces of backwall, bridge seats and FF of pile cap shall be treated w/ concrete sealer.

Hatched areas to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

E.E. = Each end
E.F. = Each face

PILE DATA

SOUTH ABUTMENT
Type: Metal Shell Pile 14" x 0.312"
Nominal Required Bearing: 248k
Factored Resistance Available: 136k
Est. Length: 45 Ft.
No. Production Piles: 2
No. Test Piles: 1

NORTH ABUTMENT
Type: Metal Shell Pile 14" x 0.312"
Nominal Required Bearing: 301k
Factored Resistance Available: 165k
Est. Length: 43 Ft.
No. Production Piles: 2
No. Test Piles: 1

N:\PROJ\00220500.01\Design\Structural\CAD\00220500.26_Abutment Details.dgn

ENGINEERING CONSULTANT
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Email chicago@ciorba.com

USER NAME = sallgood	DESIGNED - APD	REVISED -	
	CHECKED - BWS	REVISED -	
PLOT SCALE = 4:0.0000 ' / in.	DRAWN - SBA	REVISED -	
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-26 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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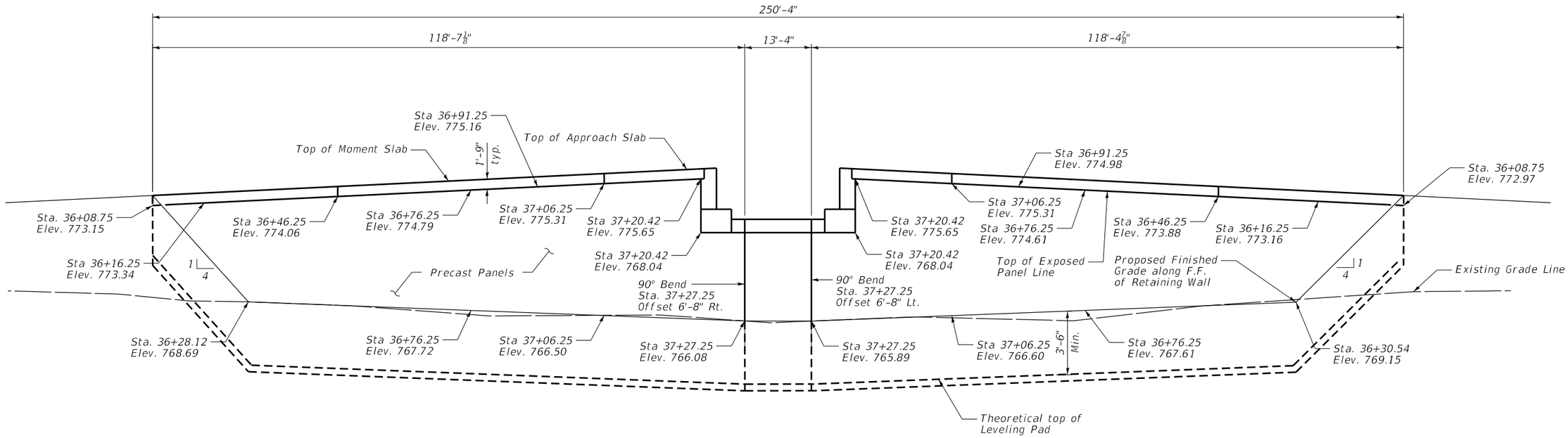
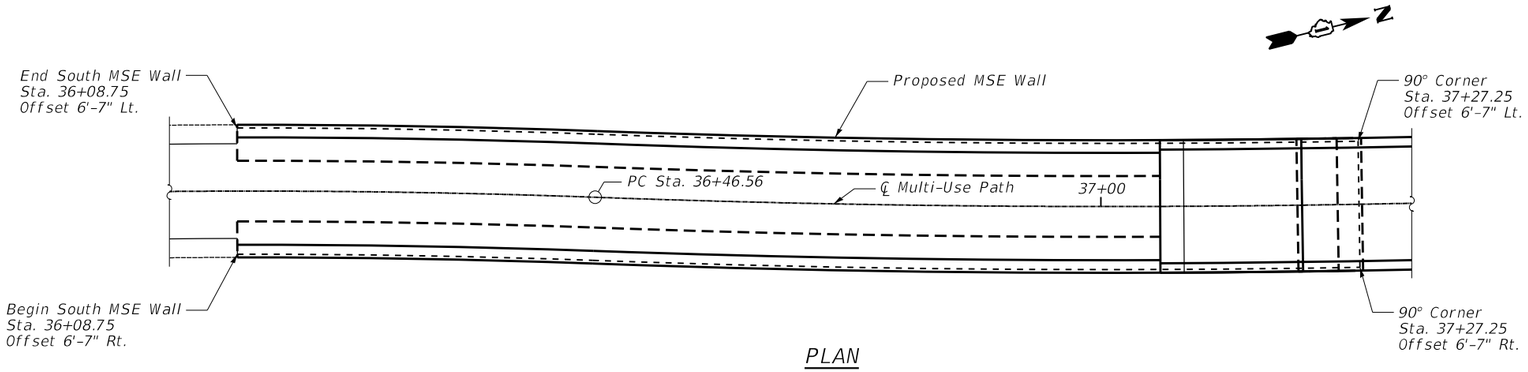
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



UNFOLDED ELEVATION VIEW
(SOUTH MSE WALL)

(Distances are measured along Front Face of Wall)



PLAN

NOTES:

1. Stations and Offsets are measured from centerline of Multi-Use Path to the front face of MSE Wall Panels.
2. See Sheet S-35 for details of Form Liner Textured Surface, Special and Staining Concrete Structures.
3. Quantity for Staining Concrete Structures includes staining of Moment Slab, Approach Slab, Abutments, Cast-In-Place Coping and MSE Panels

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	236
Mechanically Stabilized Earth Wall	Sq. Ft.	2,302
Form Liner Textured Surface, Special	Sq. Ft.	1,587
Staining Concrete Structures	Sq. Ft.	2,091

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USER NAME = sallgood	DESIGNED - APD	REVISED -	
	CHECKED - BWS	REVISED -	
PLOT SCALE = 16:0.0000 '1' / in.	DRAWN - SBA	REVISED -	
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH MSE WALL
STRUCTURE NO. 016-3301
SHEET NO. S-27 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	93
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

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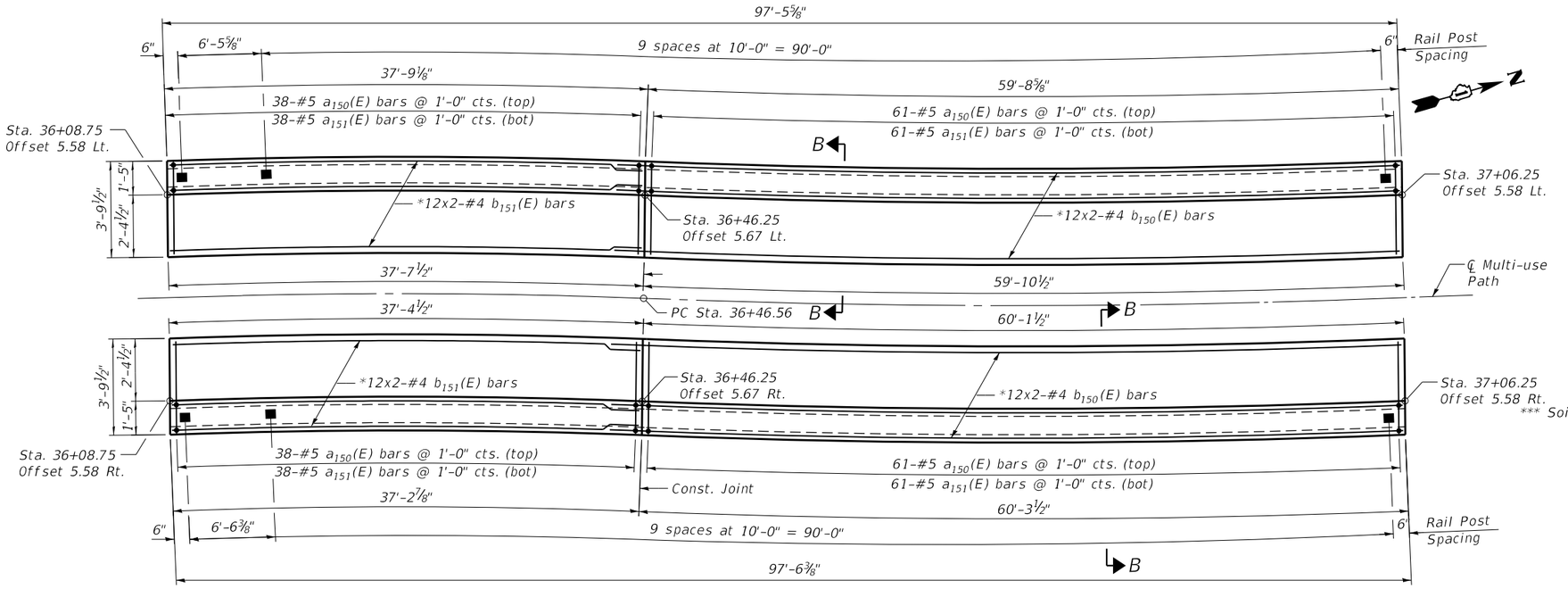
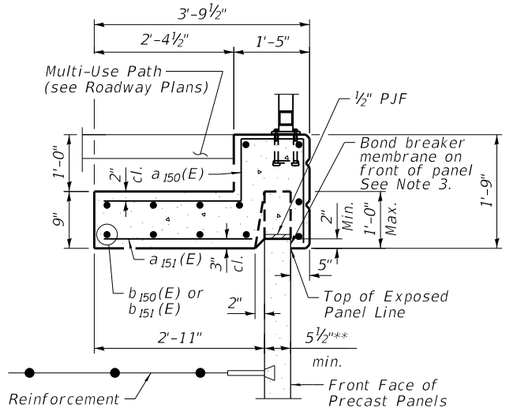


PLAN – SOUTH MSE WALL MOMENT SLAB

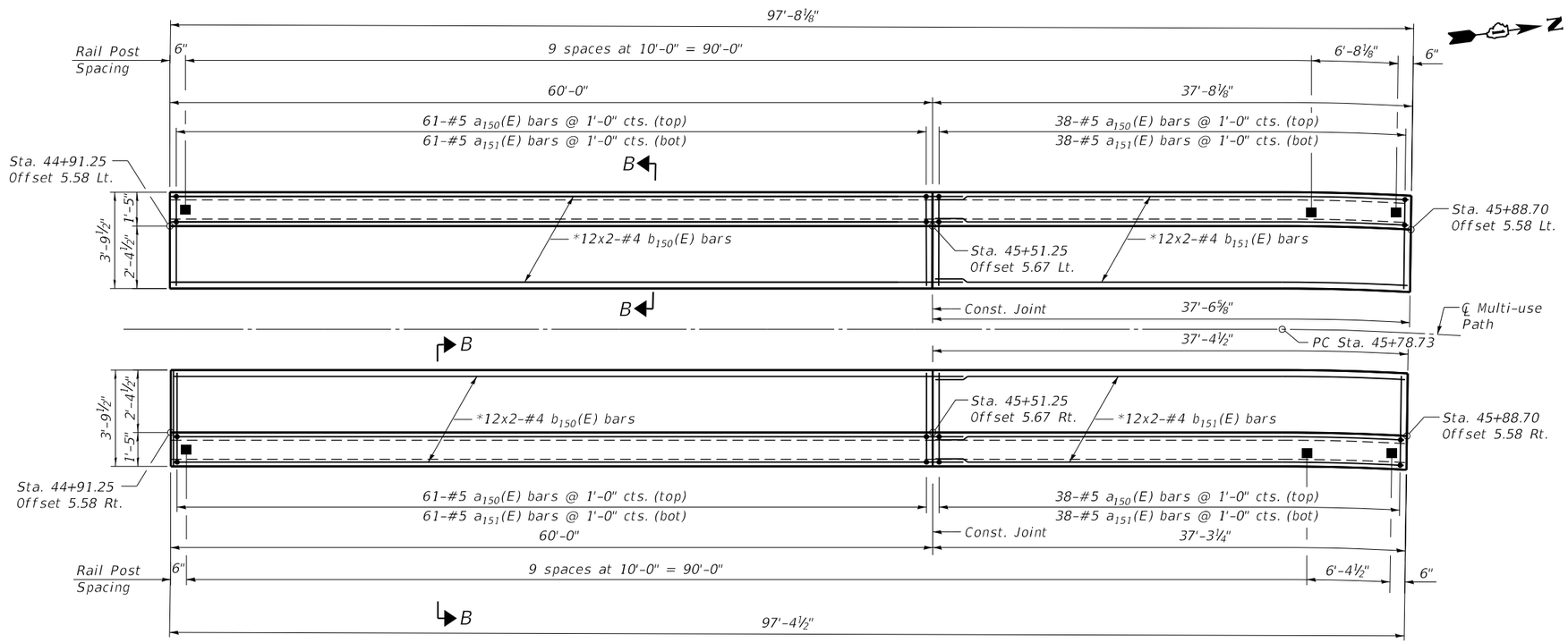


SECTION B-B

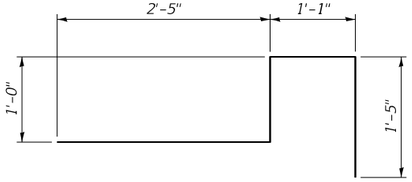
* See Section B-B for placement.

** See MANUFACTURER Shop Plans for thickness

*** The MSE wall SUPPLIER'S internal stability design shall account for the anchorage slab's bearing pressure of 1.0 ksf and horizontal sliding force of 0.5 kip/ft. of wall.



PLAN – NORTH MSE WALL MOMENT SLAB



BAR $a_{150}(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{150}(E)$	396	#5	5'-11"	
$a_{151}(E)$	396	#5	2'-8"	
$b_{150}(E)$	96	#4	31'-5"	
$b_{151}(E)$	96	#4	20'-2"	
Concrete Superstructure			Cu. Yd.	58.6
Reinforcement Bars, Epoxy Coated			Pound	6,860

MIN. BAR LAP

#4 bar = 2'-11"

NOTES

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. Offsets are to front face of parapet.
3. Bond Breaker to be installed on front of MSE panel. Any damage caused to MSE wall panel caused by improper installation of bond breaker to be repaired by CONTRACTOR at no additional cost.

N:\PROJ\00205000.01\Design\Structural\CAD\00205000.30_Moment Slab Details.dgn

ENGINEERING CONSULTANT
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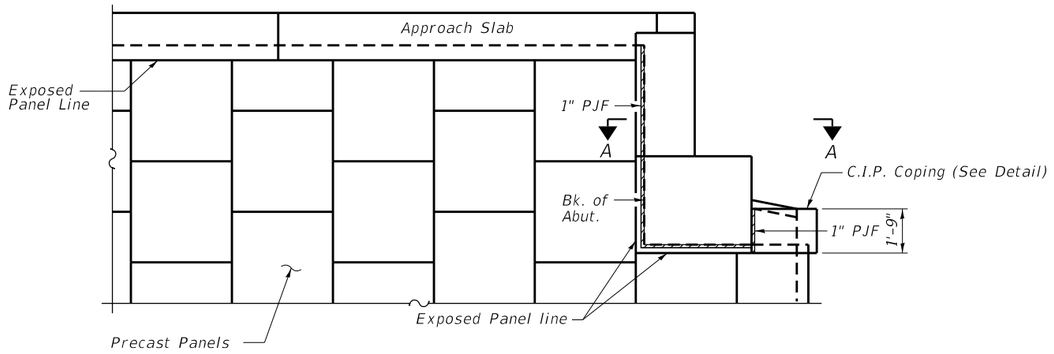
Fax 773.775.4014
Email chicago@ciorba.com

USER NAME = sallgood	APD	DESIGNED - APD	REVISED -	
	BWS	CHECKED - BWS	REVISED -	
PLOT SCALE = 10:0 '1' / in.		DRAWN - SBA	REVISED -	
PLOT DATE = 3/20/2018	BWS	CHECKED - BWS	REVISED -	

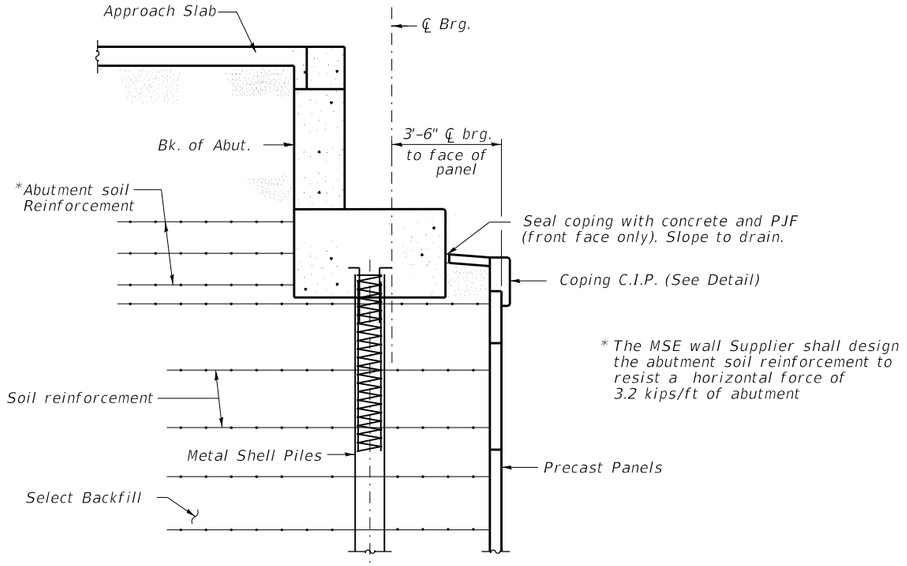
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOMENT SLAB DETAILS
STRUCTURE NO. 016-3301
SHEET NO. S-30 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	94
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

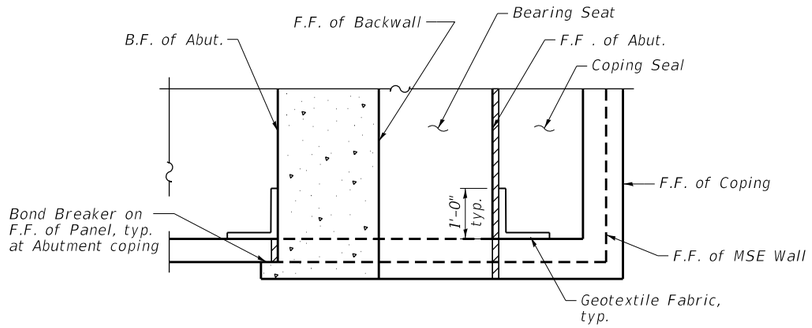


END VIEW OF MSE WALL AT ABUTMENT

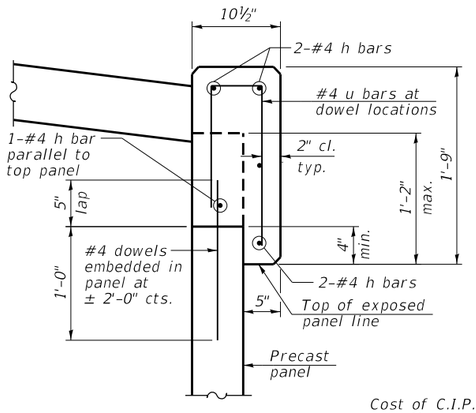


SECTION THRU ABUTMENTS

Dimensions shown are at right angles.

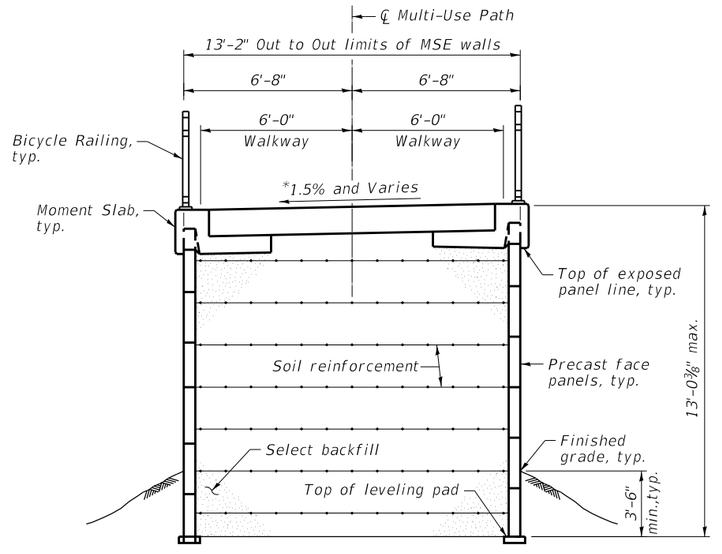


SECTION A-A



COPING DETAIL

Cost of C.I.P. Coping included with Mechanically Stabilized Earth Retaining Wall.



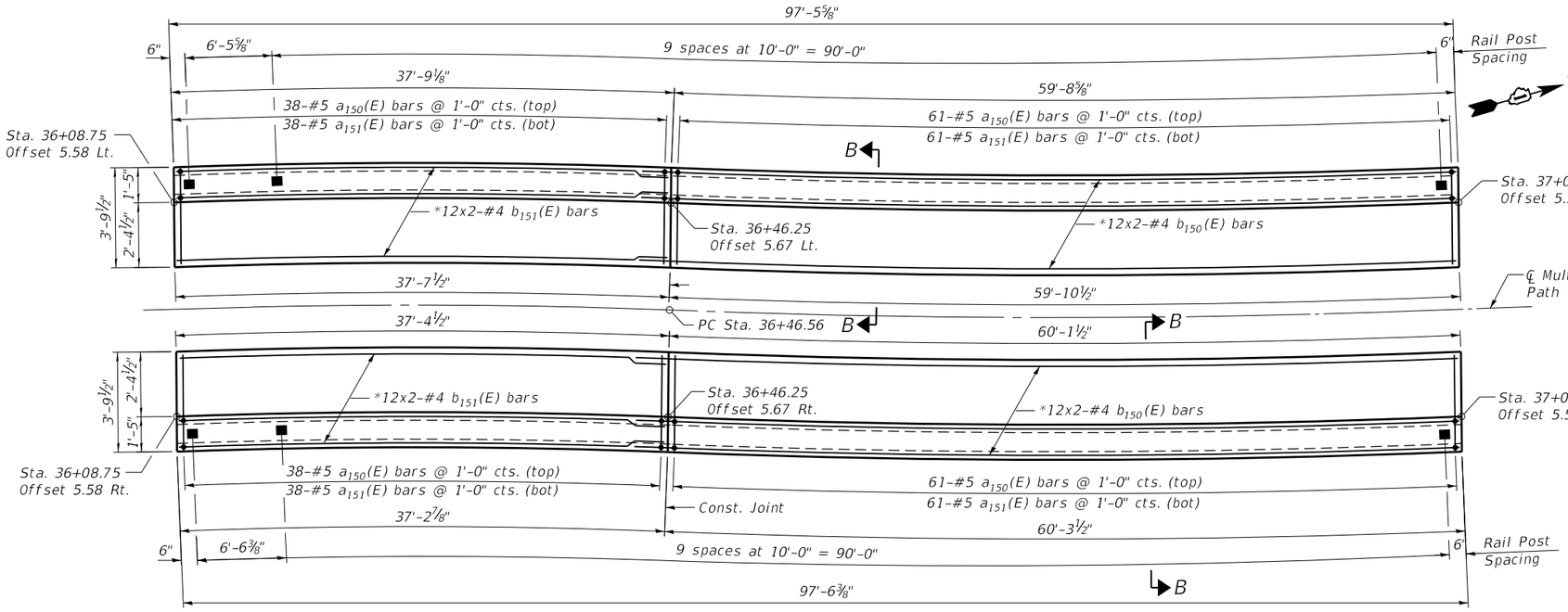
SECTION THRU MSE WALL

(Looking Station Ahead)

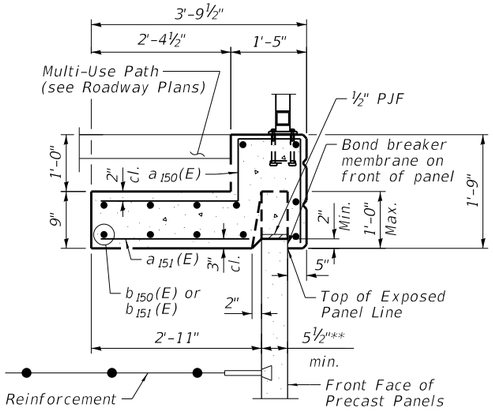
*See Roadway Plans for transition to Crowned Section.

N:\PROJ\00205000.01\Design\Structural\CAD\00205000_29_MSE Wall Details.dgn

ENGINEERING CONSULTANT						
Ciorba Group, Inc. CONSULTING ENGINEERS 5807 North Cumberland Avenue Suite 402 - Chicago, Illinois 60656 Tel 773.775.4200 Fax 773.775.4007 E-mail chicago@ciorba.com	USER NAME = sallgood	DESIGNED - APD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MSE WALL DETAILS STRUCTURE NO. 016-3301	F.A.P. RTE. 364
		CHECKED - BWS	REVISED -			SECTION 14-00113-00-BT
	PLOT SCALE = 6±0.0000 '± / in.	DRAWN - SBA	REVISED -			COUNTY COOK
	PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -		SHEET NO. S-29 OF S-45 SHEETS	TOTAL SHEETS 145
						SHEET NO. 95
						CONTRACT NO. 61E68
						ILLINOIS FED. AID PROJECT



PLAN – SOUTH MSE WALL MOMENT SLAB

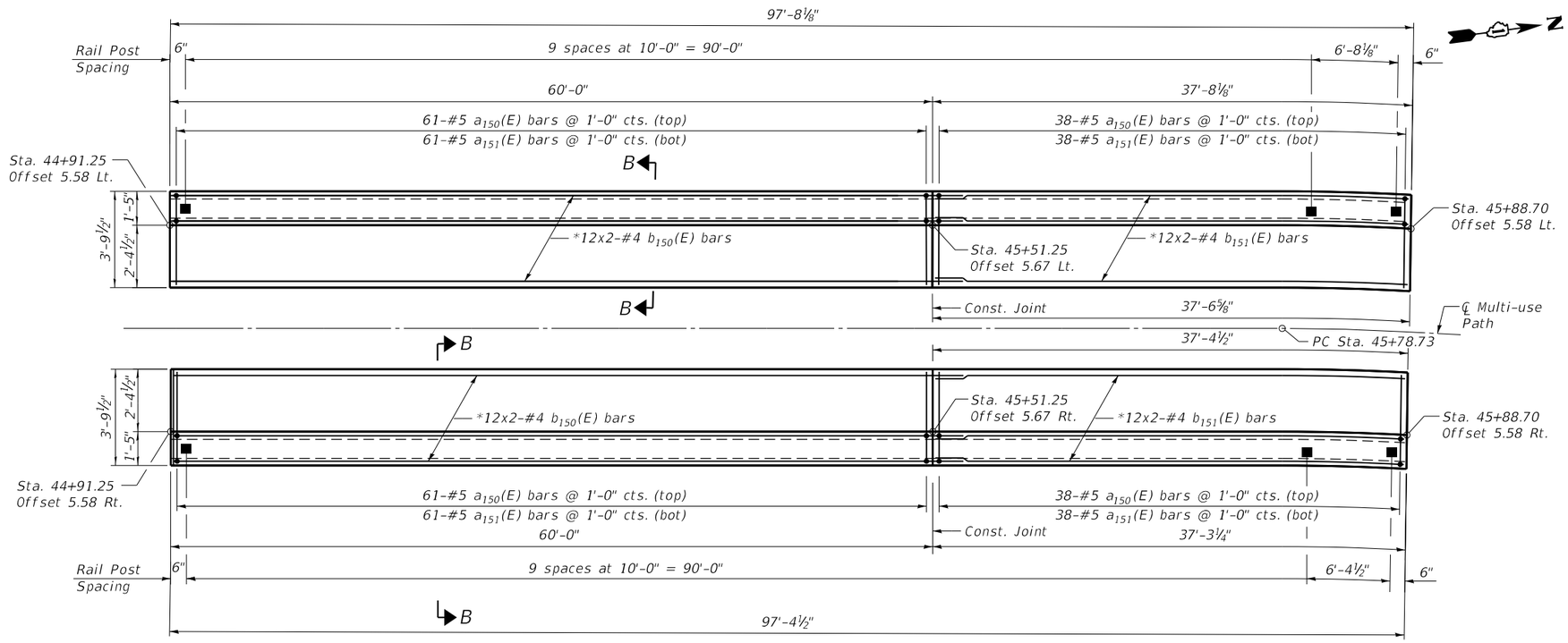


SECTION B-B

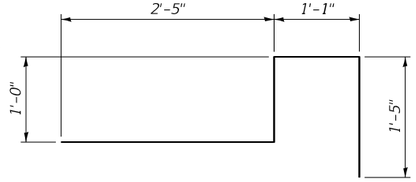
* See Section B-B for placement.

** See MANUFACTURER Shop Plans for thickness

*** The MSE wall SUPPLIER'S internal stability design shall account for the anchorage slab's bearing pressure of 1.0 ksf and horizontal sliding force of 0.5 kip/ft. of wall.



PLAN – NORTH MSE WALL MOMENT SLAB



BAR $a_{150}(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{150}(E)$	396	#5	5'-11"	
$a_{151}(E)$	396	#5	2'-8"	
$b_{150}(E)$	96	#4	31'-5"	
$b_{151}(E)$	96	#4	20'-2"	
Concrete Superstructure			Cu. Yd.	58.6
Reinforcement Bars, Epoxy Coated			Pound	6,860

MIN. BAR LAP

#4 bar = 2'-11"

NOTES

1. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
2. Offsets are to front face of parapet.

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USER NAME = sallgood	APD	DESIGNED - APD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MOMENT SLAB DETAILS STRUCTURE NO. 016-3301
	BWS	CHECKED - BWS	REVISED -		
PLOT SCALE = 10:0 '1' / in.		DRAWN - SBA	REVISED -		
PLOT DATE = 2/15/2018	BWS	CHECKED - BWS	REVISED -		SHEET NO. S-30 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	96
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		

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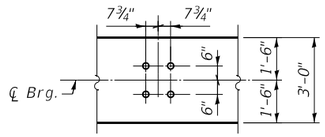
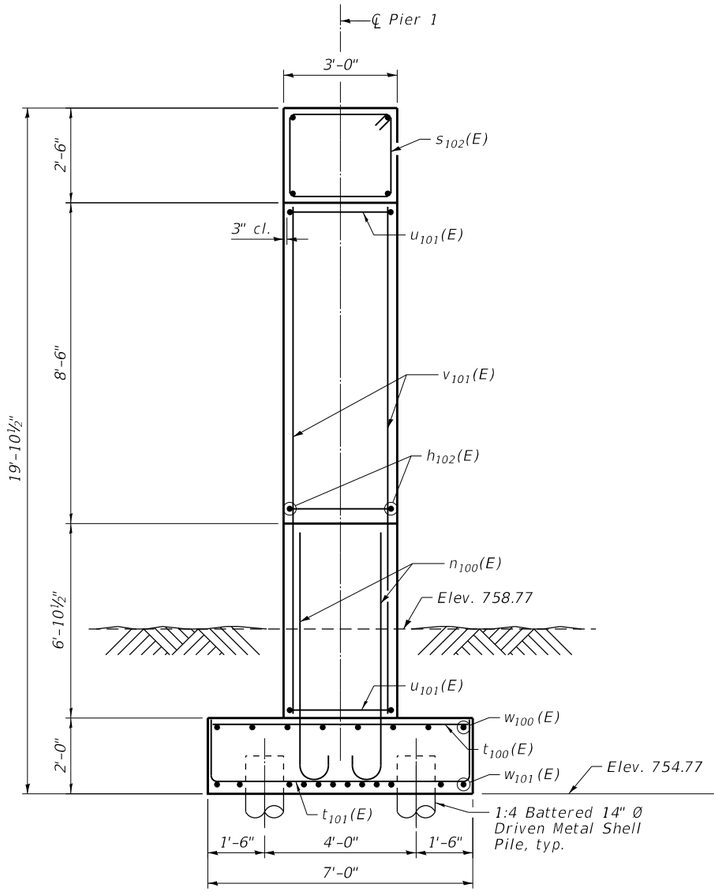
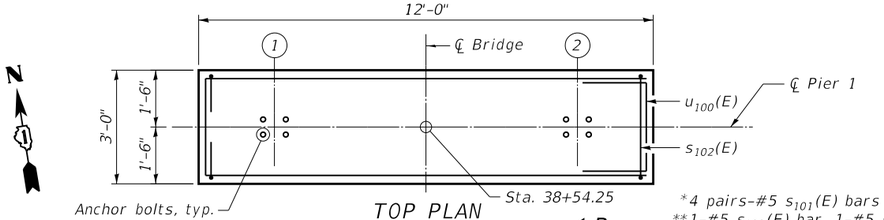


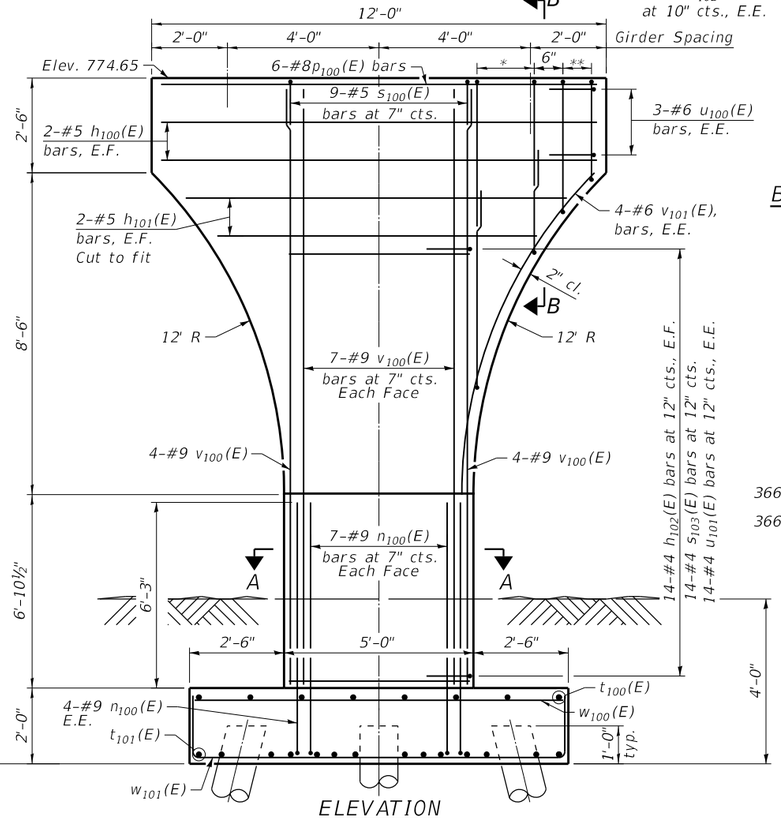
ANCHOR BOLT LOCATION DETAIL



END VIEW

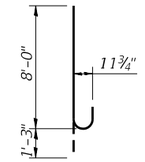


TOP PLAN

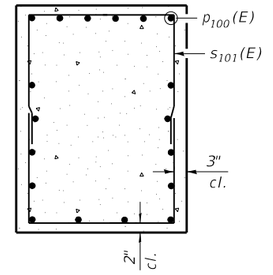


ELEVATION

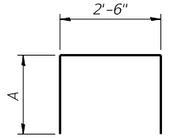
* 4 pairs-#5 $s_{101}(E)$ bars at 6" cts., E.E.
** 1-#5 $s_{102}(E)$ bar, 1-#5 $s_{104}(E)$ bar at 10" cts., E.E.



BAR $n_{100}(E)$



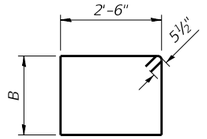
SECTION B-B



BARS $s_{100}(E)$, $s_{101}(E)$, $u_{100}(E)$ & $u_{101}(E)$

A DIMENSIONS

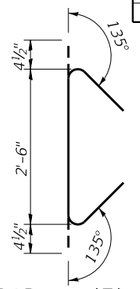
Bar	A
$s_{100}(E)$	4'-8"
$s_{101}(E)$	4'-6"
$u_{100}(E)$	4'-4"
$u_{101}(E)$	3'-7"



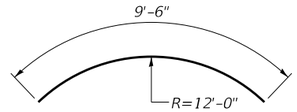
BARS $s_{102}(E)$ & $s_{104}(E)$

B DIMENSIONS

Bar	B
$s_{102}(E)$	2'-7"
$s_{104}(E)$	3'-5"



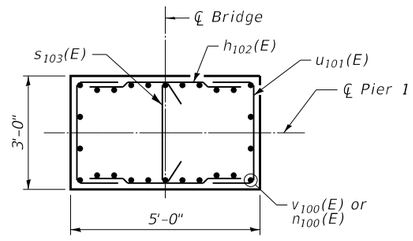
BAR $s_{103}(E)$



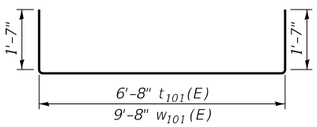
BAR $v_{101}(E)$

BILL OF MATERIAL

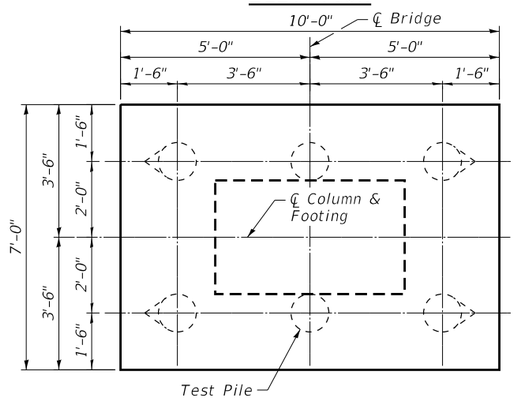
Bar	No.	Size	Length	Shape
$h_{100}(E)$	4	# 5	11'-8"	
$h_{101}(E)$	4	# 5	9'-0"	
$h_{102}(E)$	28	# 4	4'-8"	
$n_{100}(E)$	22	# 9	9'-3"	
$p_{100}(E)$	6	# 8	11'-8"	
$s_{100}(E)$	9	# 5	11'-10"	
$s_{101}(E)$	16	# 5	11'-6"	
$s_{102}(E)$	2	# 5	11'-1"	
$s_{103}(E)$	14	# 4	3'-3"	
$s_{104}(E)$	2	# 5	12'-9"	
$t_{100}(E)$	14	# 6	6'-8"	
$t_{101}(E)$	14	# 9	9'-10"	
$u_{100}(E)$	6	# 6	11'-4"	
$u_{101}(E)$	28	# 4	9'-10"	
$v_{100}(E)$	22	# 9	15'-3"	
$v_{101}(E)$	8	# 6	9'-6"	
$w_{100}(E)$	13	# 6	9'-8"	
$w_{101}(E)$	13	# 9	12'-10"	
Structure Excavation		Cu. Yd.		23
Concrete Structures		Cu. Yd.		19.1
Furnishing Metal Shell Piles 14" X 0.312"		Foot		283
Driving Piles		Foot		283
Test Pile Metal Shells		Each		1
Reinforcement Bars, Epoxy Coated		Pound		4,350
Form Liner Textured Surface, Special		Sq. Ft.		196
Staining Concrete Structures		Sq. Ft.		340



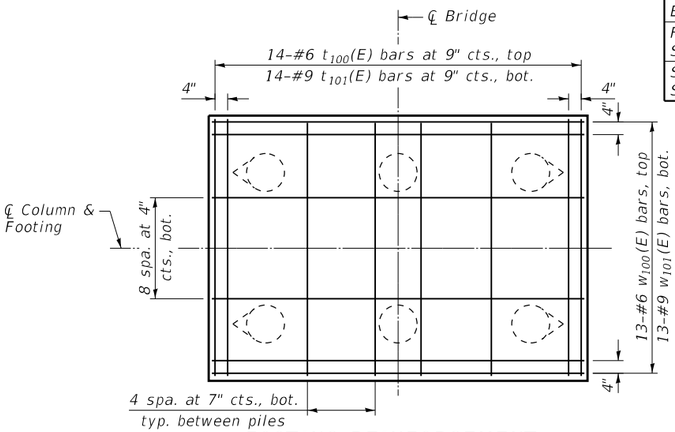
SECTION A-A



BARS $t_{101}(E)$ & $w_{101}(E)$



FOOTING PLAN



FOOTING REINFORCEMENT

PILE DATA

Type: Metal Shell Pile 14" x 0.312"
Nominal Required Bearing: 412k
Factored Resistance Available: 227k
Est. Length: 57 Ft. (Battered)
Est. Length: 55 Ft. (Straight)
No. Production Piles: 5
No. Test Piles: 1

NOTES:

Space Reinforcement in cap to miss Anchor Bolts.

For details of Form Liner Textured Surface, Special and Staining Concrete Structures, see Sheet S-35.

E.E. = Each End
E.F. = Each Face

N:\PROJ\00220500.01\Design\Structural\CAD\0020500_31_Pier 1.dgn

ENGINEERING CONSULTANT
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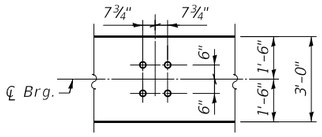
USER NAME = sallgood	DESIGNED - APD	REVISED -	
	CHECKED - BWS	REVISED -	
PLOT SCALE = 4.0000 ' / in.	DRAWN - SBA	REVISED -	
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -	

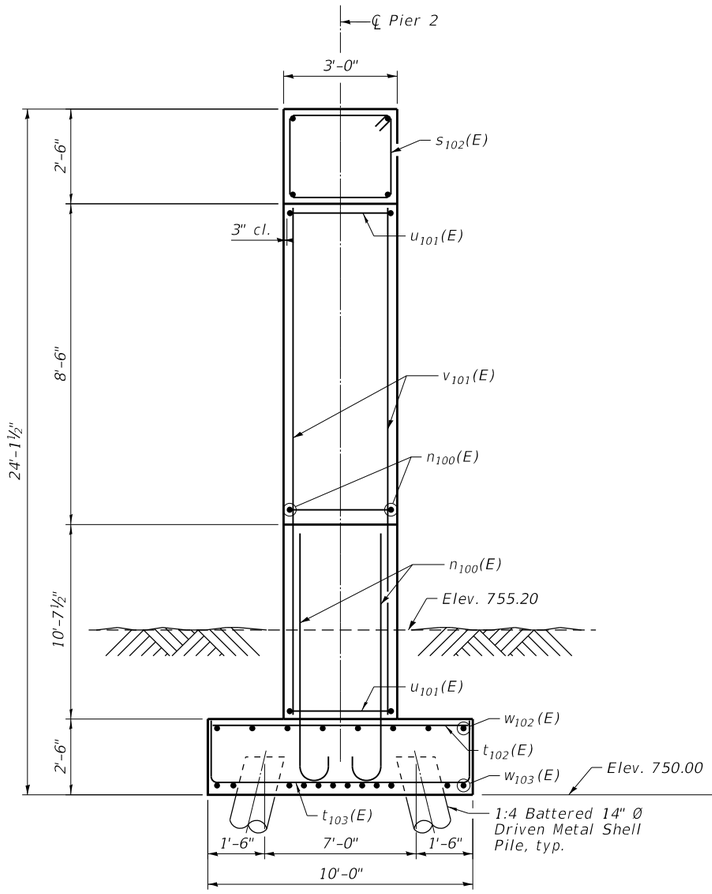
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 016-3301
SHEET NO. S-31 OF S-45 SHEETS

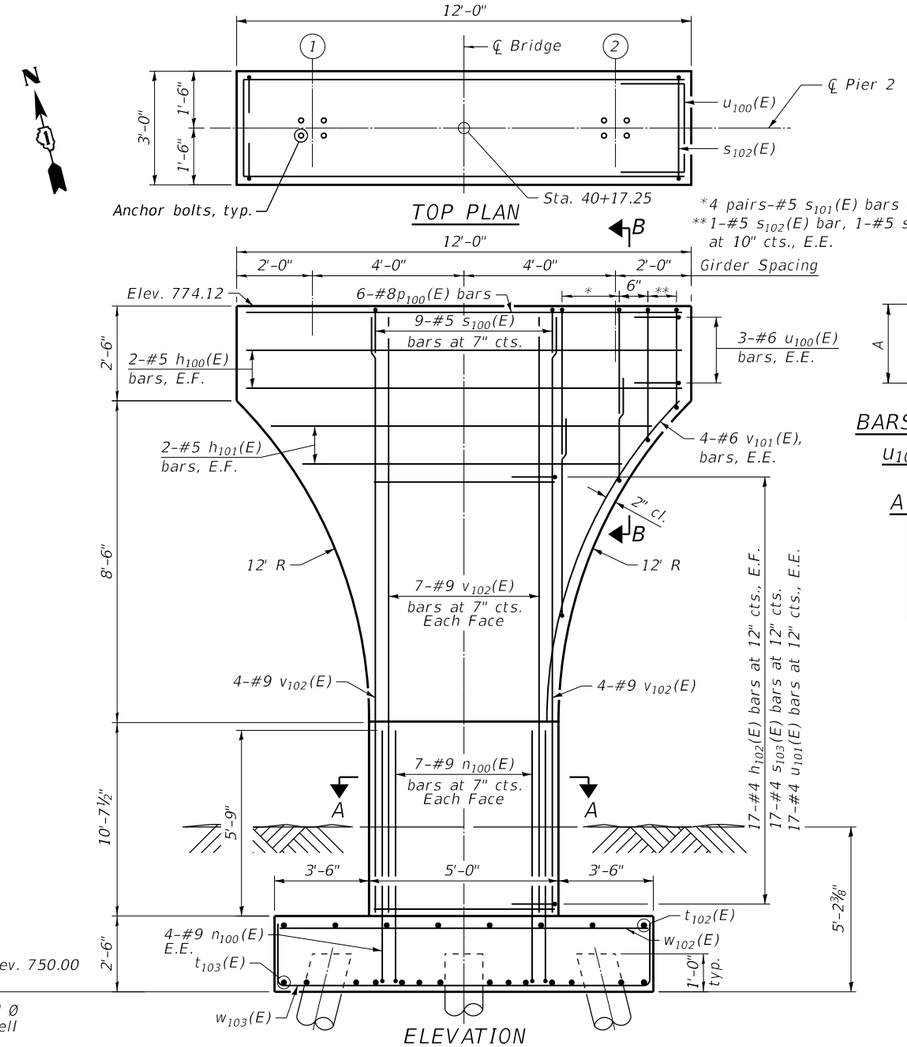
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	97
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		



ANCHOR BOLT LOCATION DETAIL

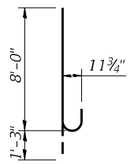


END VIEW

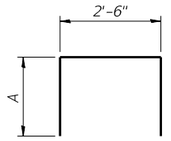


*4 pairs-#5 $s_{101}(E)$ bars at 6" cts., E.E.
**1-#5 $s_{102}(E)$ bar, 1-#5 $s_{104}(E)$ bar at 10" cts., E.E.

ELEVATION



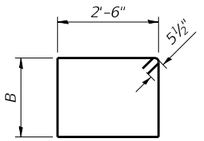
BAR $n_{100}(E)$



BARS $s_{100}(E)$, $s_{101}(E)$, $u_{100}(E)$ & $u_{101}(E)$

A DIMENSIONS

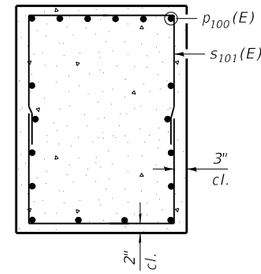
Bar	A
$s_{100}(E)$	4'-8"
$s_{101}(E)$	4'-6"
$u_{100}(E)$	4'-4"
$u_{101}(E)$	3'-7"



BARS $s_{102}(E)$ & $s_{104}(E)$

B DIMENSIONS

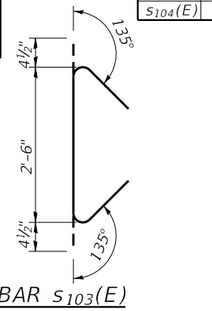
Bar	B
$s_{102}(E)$	2'-7"
$s_{104}(E)$	3'-5"



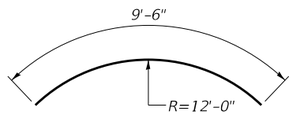
SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_{100}(E)$	4	# 5	11'-8"	
$h_{101}(E)$	4	# 5	9'-0"	
$h_{102}(E)$	34	# 4	4'-8"	
$n_{100}(E)$	22	# 9	9'-3"	
$p_{100}(E)$	6	# 8	11'-8"	
$s_{100}(E)$	9	# 5	11'-10"	
$s_{101}(E)$	16	# 5	11'-6"	
$s_{102}(E)$	2	# 5	11'-1"	
$s_{103}(E)$	17	# 4	3'-3"	
$s_{104}(E)$	2	# 5	12'-9"	
$t_{102}(E)$	22	# 6	9'-8"	
$t_{103}(E)$	22	# 9	12'-10"	
$u_{100}(E)$	6	# 6	11'-4"	
$u_{101}(E)$	34	# 4	9'-10"	
$v_{101}(E)$	8	# 6	9'-6"	
$v_{102}(E)$	22	# 9	19'-6"	
$w_{102}(E)$	16	# 6	13'-8"	
$w_{103}(E)$	16	# 9	16'-10"	
Structure Excavation	Cu. Yd.		49	
Concrete Structures	Cu. Yd.		28.7	
Furnishing Metal Shell Piles 14" X 0.312"	Foot		370	
Driving Piles	Foot		370	
Test Pile Metal Shells	Each		1	
Reinforcement Bars, Epoxy Coated	Pound		5,850	
Form Liner Textured Surface, Special	Sq. Ft.		196	
Staining Concrete Structures	Sq. Ft.		388	



BAR $s_{103}(E)$



BAR $v_{101}(E)$

PILE DATA

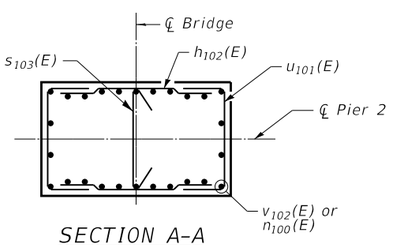
Type: Metal Shell Pile 14" x 0.312"
Nominal Required Bearing: 458k
Factored Resistance Available: 252k
Est. Length: 74 Ft.
No. Production Piles: 5
No. Test Piles: 1

NOTE:

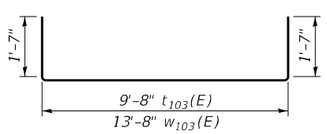
Space Reinforcement in cap to miss Anchor Bolts.

For details of Form Liner Textured Surface, Special and Staining Concrete Structures, see sheet S-35.

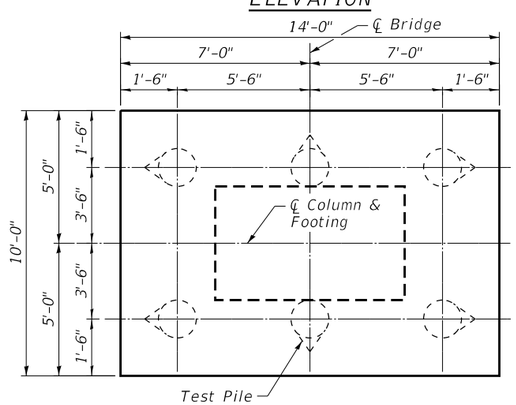
E.E. = Each End
E.F. = Each Face



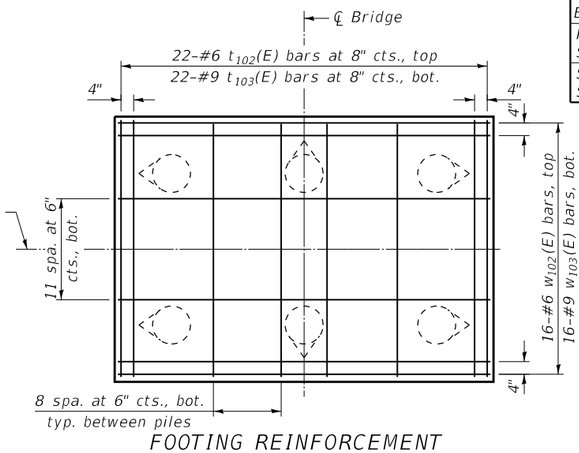
SECTION A-A



BARS $t_{103}(E)$ & $w_{103}(E)$



FOOTING PLAN



FOOTING REINFORCEMENT

N:\PROJ\00205000.01\Design\Structural\CAD\00205000.32_Pier 2.dgn

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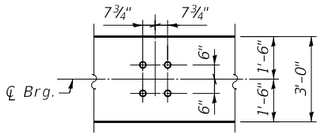
USER NAME = sallgood	DESIGNED - SSM	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 4.0000 ' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

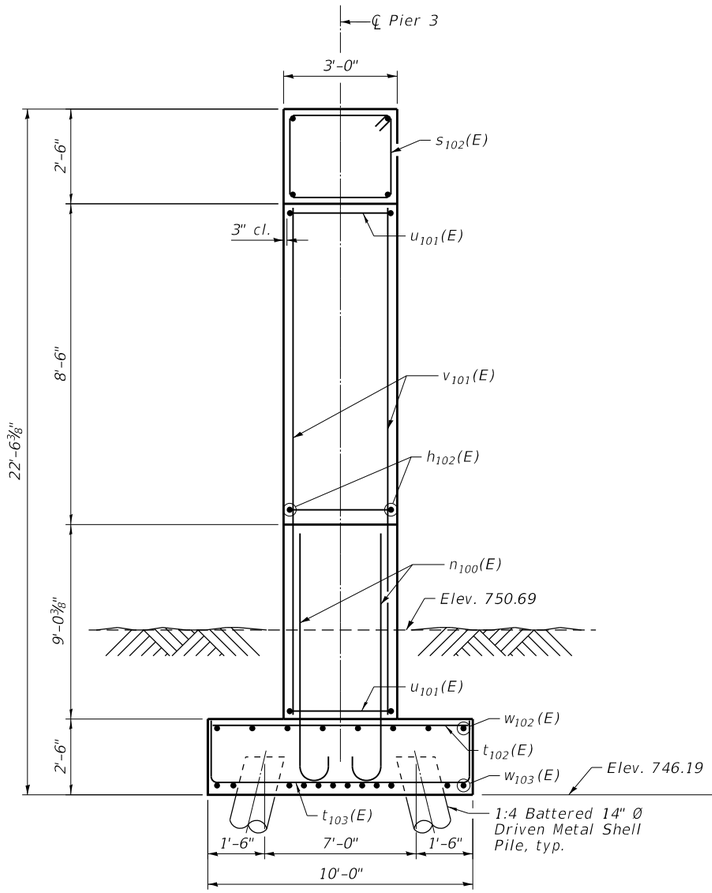
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 016-3301
SHEET NO. S-32 OF S-45 SHEETS

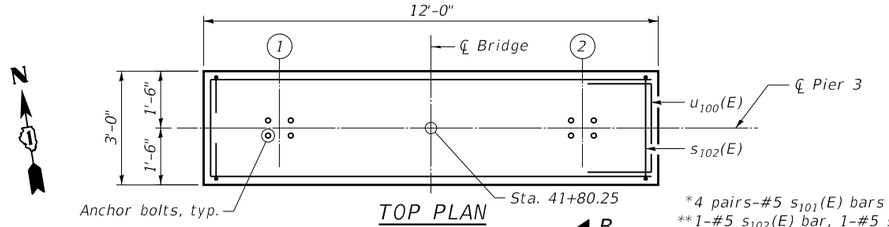
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	98
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			



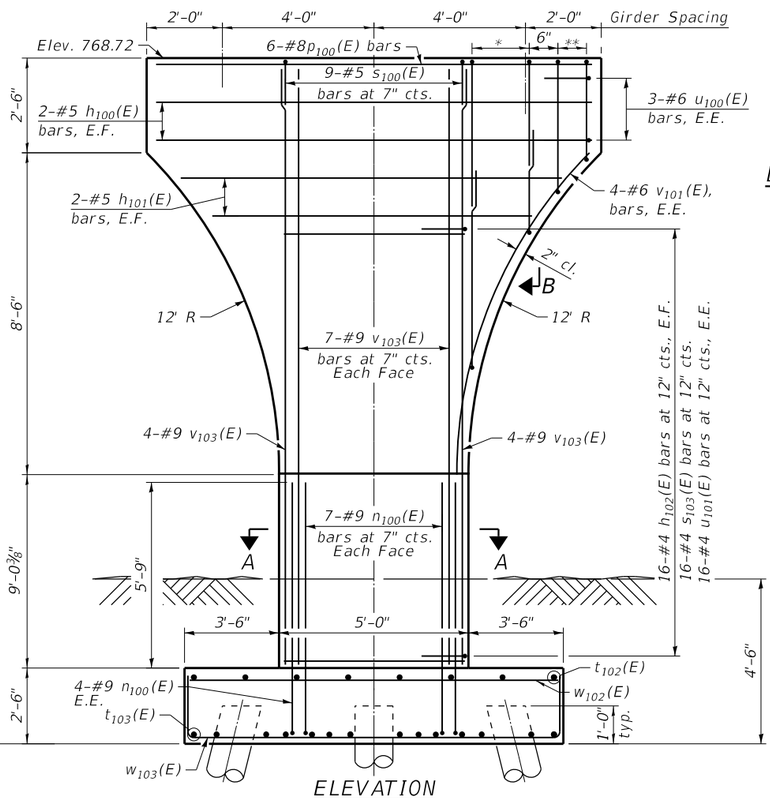
ANCHOR BOLT LOCATION DETAIL



END VIEW

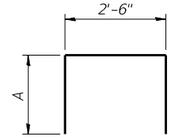


TOP PLAN



ELEVATION

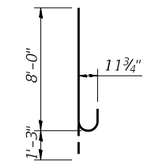
*4 pairs-#5 $s_{101}(E)$ bars at 6" cts., E.E.
**1-#5 $s_{102}(E)$ bar, 1-#5 $s_{104}(E)$ bar at 10" cts., E.E.



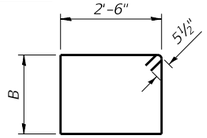
BARS $s_{100}(E)$, $s_{101}(E)$, $u_{100}(E)$ & $u_{101}(E)$

A DIMENSIONS

Bar	A
$s_{100}(E)$	4'-8"
$s_{101}(E)$	4'-6"
$u_{100}(E)$	4'-4"
$u_{101}(E)$	3'-7"



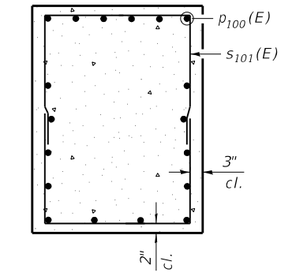
BAR $n(E)$ & $n_{100}(E)$



BARS $s_{102}(E)$ & $s_{104}(E)$

B DIMENSIONS

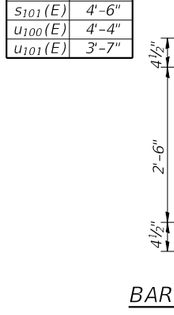
Bar	B
$s_{102}(E)$	2'-7"
$s_{104}(E)$	3'-5"



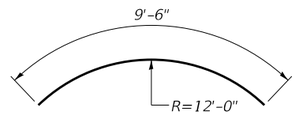
SECTION B-B

BILL OF MATERIAL

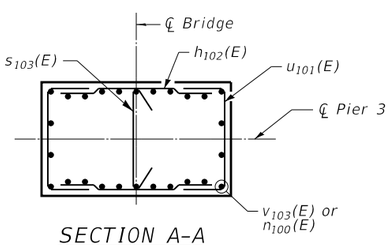
Bar	No.	Size	Length	Shape
$h_{100}(E)$	4	# 5	11'-8"	
$h_{101}(E)$	4	# 5	9'-0"	
$h_{102}(E)$	32	# 4	4'-8"	
$n_{100}(E)$	22	# 9	9'-3"	
$p_{100}(E)$	6	# 8	11'-8"	
$s_{100}(E)$	9	# 5	11'-10"	
$s_{101}(E)$	16	# 5	11'-6"	
$s_{102}(E)$	2	# 5	11'-1"	
$s_{103}(E)$	16	# 4	3'-3"	
$s_{104}(E)$	2	# 5	12'-9"	
$t_{102}(E)$	22	# 6	9'-8"	
$t_{103}(E)$	22	# 9	12'-10"	
$u_{100}(E)$	6	# 6	11'-4"	
$u_{101}(E)$	32	# 4	9'-10"	
$v_{101}(E)$	8	# 6	9'-6"	
$v_{103}(E)$	22	# 9	17'-2"	
$w_{102}(E)$	16	# 6	13'-8"	
$w_{103}(E)$	16	# 9	16'-10"	
Structure Excavation	Cu. Yd.		42	
Concrete Structures	Cu. Yd.		28.1	
Furnishing Metal Shell Piles 14" X 0.312"	Foot		370	
Driving Piles	Foot		370	
Test Pile Metal Shells	Each		1	
Reinforcement Bars, Epoxy Coated	Pound		5,690	
Form Liner Textured Surface, Special	Sq. Ft.		196	
Staining Concrete Structures	Sq. Ft.		375	



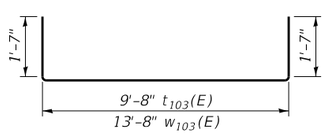
BAR $s_{103}(E)$



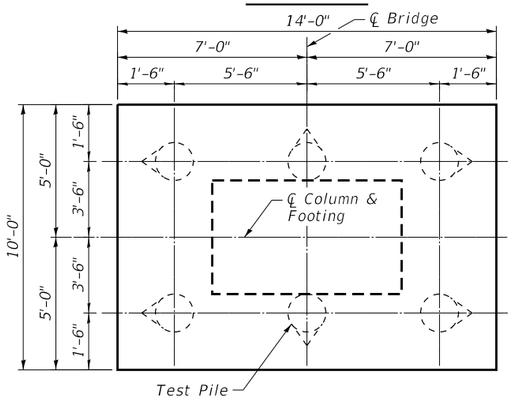
BAR $v_{101}(E)$



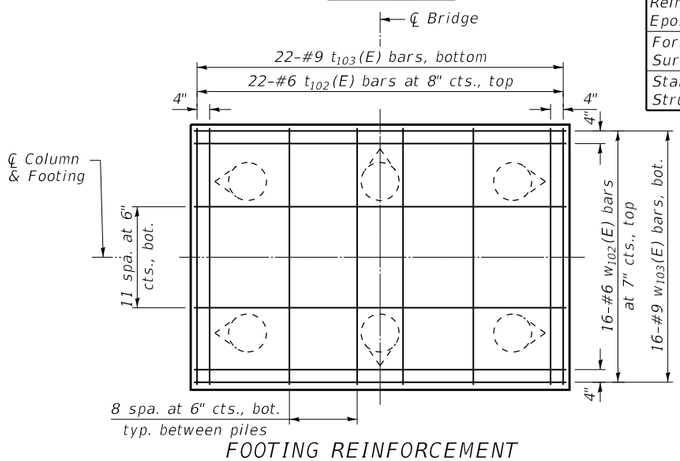
SECTION A-A



BARS $t_{103}(E)$ & $w_{103}(E)$



FOOTING PLAN



FOOTING REINFORCEMENT

PILE DATA

Type: Metal Shell Pile 14" x 0.312"
Nominal Required Bearing: 453k
Factored Resistance Available: 249k
Est. Length: 74 Ft.
No. Production Piles: 5
No. Test Piles: 1

NOTES:

Space Reinforcement in cap to miss Anchor Bolts.

For details of Form Liner Textured Surface, Special and Staining Concrete Structures, see Sheet S-35.

E.E. = Each End
E.F. = Each Face

N:\PROJ\00205000.01\Design\Structural\CAD\00205000.33_Pier 3.dgn

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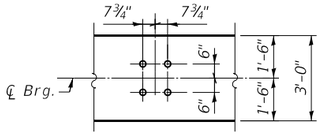
USER NAME = sallgood	DESIGNED - APD	REVISED -
	CHECKED - BWS	REVISED -
PLOT SCALE = 4.0000 ' / in.	DRAWN - SBA	REVISED -
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -

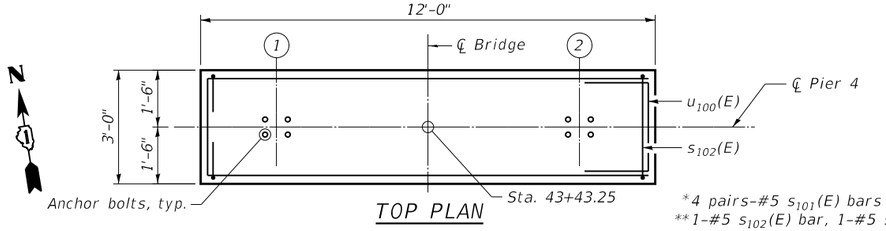
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3
STRUCTURE NO. 016-3301
SHEET NO. S-33 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	99
		CONTRACT NO. 61E68		
	ILLINOIS FED. AID PROJECT			

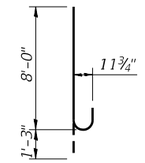


ANCHOR BOLT LOCATION DETAIL

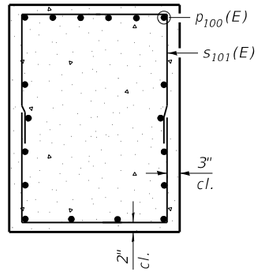


TOP PLAN

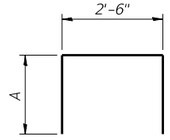
*4 pairs-#5 $s_{101}(E)$ bars at 6" cts., E.E.
**1-#5 $s_{102}(E)$ bar, 1-#5 $s_{104}(E)$ bar at 10" cts., E.E.



BAR $n_{100}(E)$



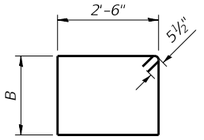
SECTION B-B



BARS $s_{100}(E)$, $s_{101}(E)$, $u_{100}(E)$ & $u_{101}(E)$

A DIMENSIONS

Bar	A
$s_{100}(E)$	4'-8"
$s_{101}(E)$	4'-6"
$u_{100}(E)$	4'-4"
$u_{101}(E)$	3'-7"



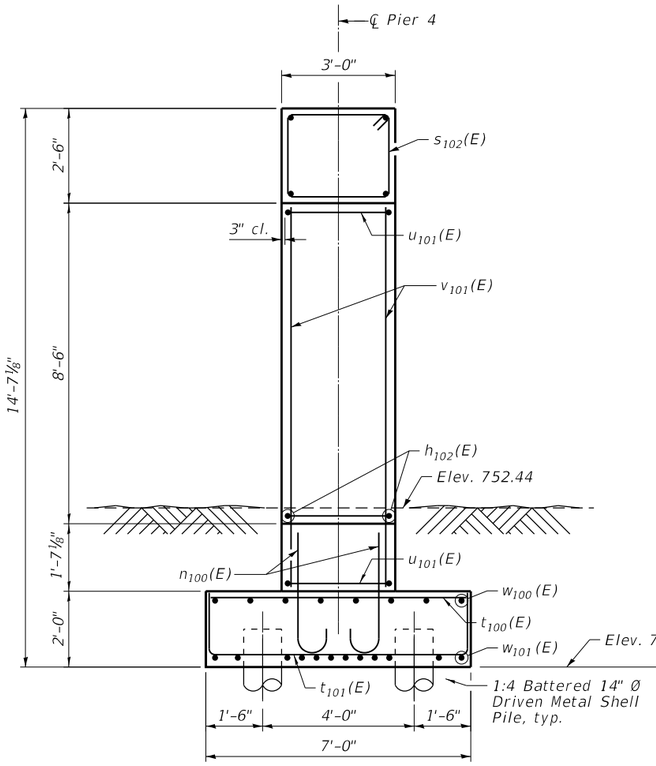
BARS $s_{102}(E)$ & $s_{104}(E)$

B DIMENSIONS

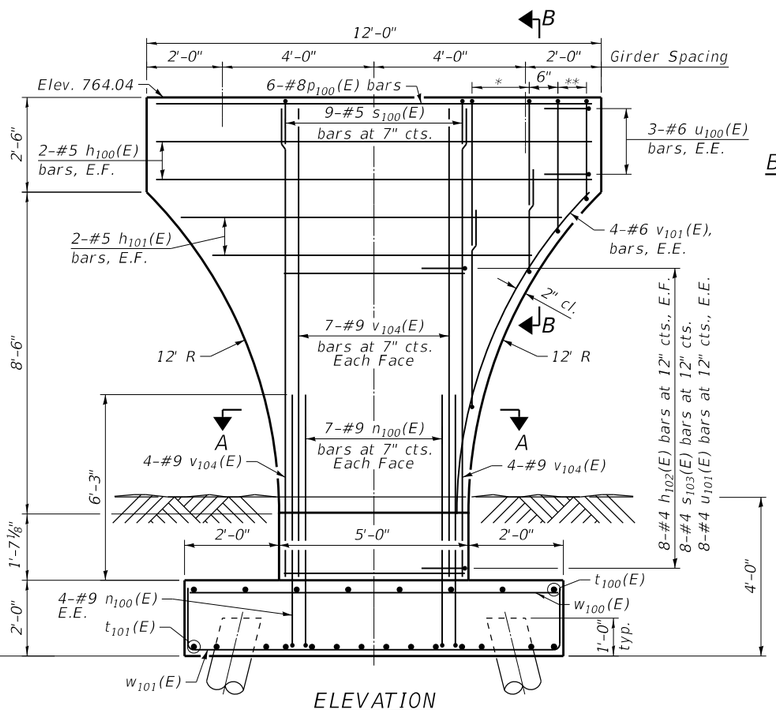
Bar	B
$s_{102}(E)$	2'-7"
$s_{104}(E)$	3'-5"

BILL OF MATERIAL

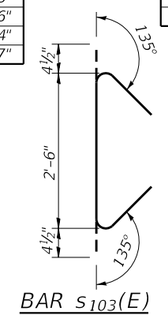
Bar	No.	Size	Length	Shape
$h_{100}(E)$	4	# 5	11'-8"	
$h_{101}(E)$	4	# 5	9'-0"	
$h_{102}(E)$	16	# 4	4'-8"	
$n_{100}(E)$	22	# 9	9'-3"	
$p_{100}(E)$	6	# 8	11'-8"	
$s_{100}(E)$	9	# 5	11'-10"	
$s_{101}(E)$	16	# 5	11'-6"	
$s_{102}(E)$	2	# 5	11'-1"	
$s_{103}(E)$	8	# 4	3'-3"	
$s_{104}(E)$	2	# 5	12'-9"	
$t_{100}(E)$	14	# 6	6'-8"	
$t_{101}(E)$	14	# 9	9'-10"	
$u_{100}(E)$	6	# 6	11'-4"	
$u_{101}(E)$	16	# 4	9'-10"	
$v_{101}(E)$	22	# 9	9'-11"	
$v_{104}(E)$	8	# 6	9'-6"	
$w_{100}(E)$	13	# 6	9'-8"	
$w_{101}(E)$	13	# 9	12'-10"	
Structure Excavation		Cu. Yd.	23	
Concrete Structures		Cu. Yd.	16.2	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	271	
Driving Piles		Foot	271	
Test Pile Metal Shells		Each	1	
Reinforcement Bars, Epoxy Coated		Pound	3,820	
Form Liner Textured Surface, Special		Sq. Ft.	196	
Staining Concrete Structures		Sq. Ft.	254	



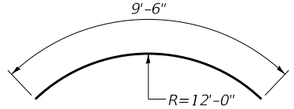
END VIEW



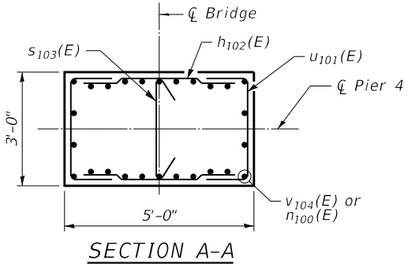
ELEVATION



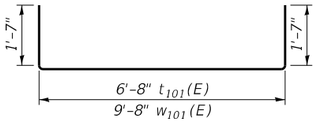
BAR $s_{103}(E)$



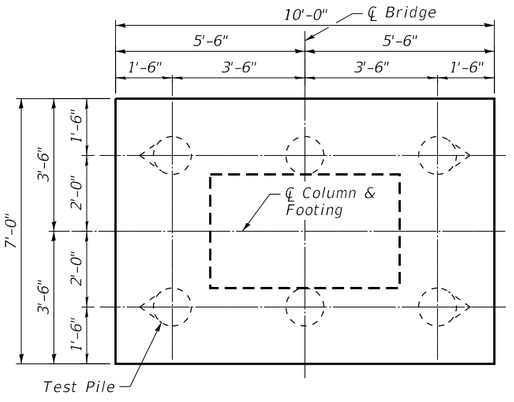
BAR $v_{101}(E)$



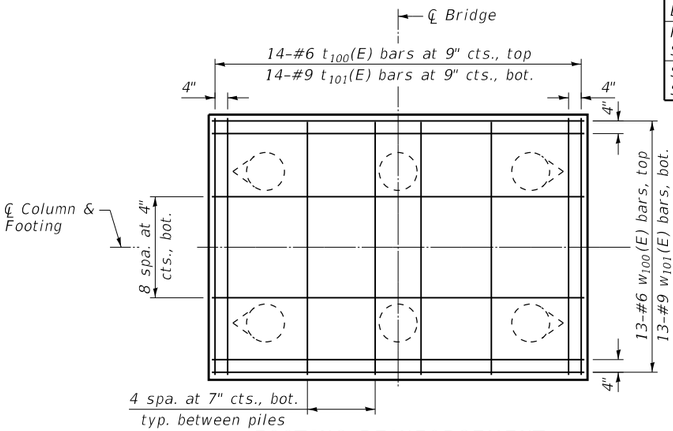
SECTION A-A



BARS $t_{101}(E)$ & $w_{101}(E)$



FOOTING PLAN



FOOTING REINFORCEMENT

PILE DATA

Type: Metal Shell Pile 14" x 0.312"
Nominal Required Bearing: 416k
Factored Resistance Available: 229k
Est. Length: 55 Ft. (Battered)
Est. Length: 53 Ft. (Straight)
No. Production Piles: 5
No. Test Piles: 1

NOTES:

Space Reinforcement in cap to miss Anchor Bolts.

For details of Form Liner Textured Surface, Special and Staining Concrete Structures, see Sheet S-35.

E.E. = Each End
E.F. = Each Face

N:\PROJ\0020500.01\Design\Structural\CAD\0020500_34_Pier 4.dgn

ENGINEERING CONSULTANT
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue
Chicago, Illinois 60656
Tel 773.775.4700
Fax 773.775.4014
E-mail chicago@ciorba.com

USER NAME = sallgood	DESIGNED - SSM	REVISED -	
	CHECKED - BWS	REVISED -	
PLOT SCALE = 4.0000 ' / in.	DRAWN - SBA	REVISED -	
PLOT DATE = 2/15/2018	CHECKED - BWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 4
STRUCTURE NO. 016-3301
SHEET NO. S-34 OF S-45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
364	14-00113-00-BT	COOK	145	100
		CONTRACT NO. 61E68		
		ILLINOIS FED. AID PROJECT		