

F.A.U. RTE.	SECTION	COUNT
3537	3264-T	COOK
	ILLINOIS	CONTR

110  
NO. 60H44




FOR INDEX OF SHEETS, SEE SHEET NO. 2

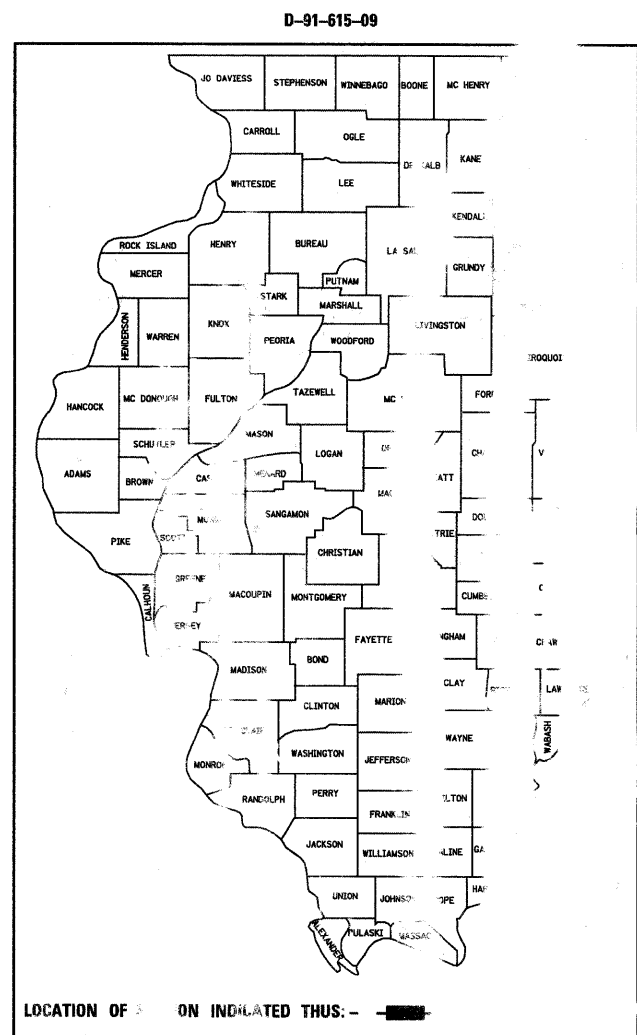
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION  
URBAN MINOR ARTERIAL  
2009 ADT = 21,000  
SPEED LIMIT: 35 MPH

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

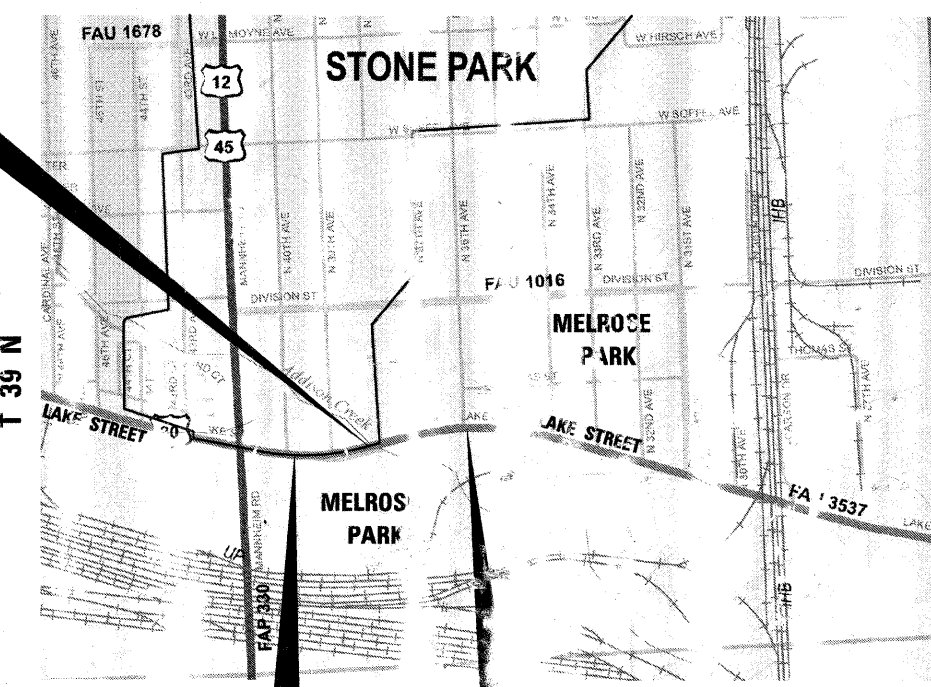
F.A.U. ROUTE 3537 (LAKE STREET)  
OVER ADDISON CREEK  
SECTION 3264-T  
PROJECT: ACM-3537(006)  
CULVERT REPLACEMENT  
COOK COUNTY  
C-91-615-09

 ROBERT TESSA LICENSED PROFESSIONAL ENGINEER OF ILLINOIS 062-041333 EXPIRES: 11-30-2011 SHEETS 1-16, 24-27, 35-36, 38, 39, 40-44, 64-67, 93-110	 FRED M. LIN LICENSED PROFESSIONAL ENGINEER OF ILLINOIS 062-056704 EXPIRES: 11-30-2011 SHEETS 17-23, 37, 91-92	 BRIAN J. MALONE LICENSED PROFESSIONAL ENGINEER OF ILLINOIS 081-006002 EXPIRES: 11-30-2012 SHEETS 45-63
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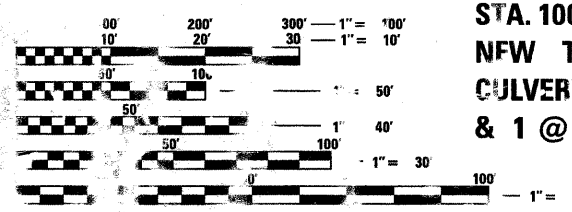


PROJECT LOCATED IN THE  
VILLAGE OF STONE PARK &  
VILLAGE OF MELROSE PARK

**CULVERT REPLACEMENT**  
EXISTING SN: 016-2007  
PROPOSED SN: 016-2630  
STA. 99+95.70 REMOVE EXISTING  
THREE CELL BOX CULVERT  
(2 @ 12'-0" x 5'-0" &  
1 @ 12'-0" x 9'-0")  
STA. 100+06.27 CONSTRUCT  
NEW THREE CELL BOX  
CULVERT (2 @ 13'-6" x 9'-5"  
& 1 @ 14'-0" x 9'-5")



LOCATION MAP  
NOT TO SCALE



ALL DIMENSIONS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES IN MAKING MEASUREMENTS  
ON THESE PLANS, THEREFORE ABOVE SCALES MUST BE USED.

J.U.L.  
FOR LOCATION INFORMATION FOR EVALUATION

BEGIN IMPROVEMENT STA 96+40  
END IMPROVEMENT STA 106+68  
TOWNSHIP PROVISO

PROJECT ENGINEER CRAIG BAU  
PROJECT MANAGER ONG TRAI

GROSS LENGTH = 1028.0 = 0.195 MILE  
NET LENGTH = 1028.00 0.195 MILE

**Wight**  
Wight & Company  
2500 North Froberg Road, L  
630.969.7000  
Design Firm Registration  
11 60561  
7979 fax  
-000451

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED: JANUARY 24, 2011  
Diana M. O'Keefe  
DEPUTY DIRECTOR HIGHWAY  
March 25, 2011  
Scott E. Skiff, P.E., Inc.  
Acting ENGINEER OF DESIGN  
March 25, 2011  
Christine M. Reed  
REGISTERED PROFESSIONAL ENGINEER

CONTRACT NO. 60H44

Rev.

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**GENERAL NOTES**

     = INCIDENTAL ITEM

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR "GUARDRAIL REMOVAL."
4. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
5. WHEN CONSTRUCTING SIDEWALK RAMPS FOR THE HANDICAPPED (STATE STANDARD 424001), USE TYPE B RAMPS UNLESS OTHERWISE SPECIFIED.
6. USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS AND FOR TYING PCC PAVEMENT WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
8. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
9. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT, LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
11. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DOWN TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTORS' OWN EXPENSE.
12. TEN FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTERS AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
13. ALL TEMPORARY CONCRETE BARRIER SHALL BE CONTRACTOR FURNISHED.

14. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE MELROSE PARK FIRE PROTECTION, VILLAGE OF MELROSE PARK AND VILLAGE OF STONE PARK 28 WORKING DAYS PRIOR TO START OF CONSTRUCTION IN ORDER TO REVIEW AND COORDINATE CONSTRUCTION SCHEDULES AND PUBLIC SAFETY ISSUES.
15. SAW CUTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM, UNLESS OTHERWISE NOTED.
16. OTHERWISE NOTED, ALL OFFSETS TO MANHOLES ARE TO THE CENTER OF THE FRAMES AND GRATES OR FRAMES AND LIDS, AND ALL OFFSETS AND RIM ELEVATIONS TO CATCH BASINS IN CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT.
17. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF ASSOCIATED STORM SEWER.
18. PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED BOX CULVERTS SHALL CONFORM TO SECTION 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF THE BACK OF CURB, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CLASS OF CONCRETE INVOLVED OR OTHER UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.
19. THE NEW NUMBER FOR THE STRUCTURE WILL BE 016-2630.
20. CONSTRUCTION EQUIPMENT SHALL BE STAGED ON PAVED SURFACES. CONTRACTOR SHALL NOT BE ALLOWED TO WORK FROM THE WATERWAY.
21. CULVERT, BRIDGE & DITCH FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOWS SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOB SITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.
22. ALL SUITABLE EXCESS MATERIALS FROM SEWER TRENCHES, BOX CULVERT, SIDEROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
23. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER FOR SOILS UNDER THE ROADWAY THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE'S WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED UNDER THE PROPOSED PAVEMENT, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/ OR UNSUITABLE MATERIALS IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
24. RADII OF CURB AND GUTTER SHALL BE ASSUMED 15' AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
25. ALL DRIVEWAYS ON LAKE STREET SHALL BE REPLACED IN KIND.
26. THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
27. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT PATRICIA HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708)597-9800.
28. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
29. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.
30. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
31. FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
32. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
33. THE EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF SOILS BETWEEN REMOVAL AND REPLACEMENT.
34. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED QUANTITY: 2.
35. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
36. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL AND VERTICAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED BY A CLOSED LEVEL CIRCUIT. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.
37. CONTRACTOR RESPONSIBLE FOR CONTACTING VILLAGE PRIOR TO CONSTRUCTION TO NOTIFY VILLAGE TO REMOVE TRASH RECEPTACLES.
38. THE CONTRACTOR SHALL PREPARE IN-STREAM WORK PLANS (ALL COFFERDAMS, WORK PADS, AND EROSION AND SEDIMENT CONTROL, ETC.) AND A CONTINGENCY PLAN AND SUBMIT TO THE ENGINEER AND THE U.S. ARMY CORP OF ENGINEERS FOR REVIEW AND APPROVAL. THE CONTINGENCY PLAN SHALL INCLUDE MEASURES THE CONTRACTOR WILL TAKE TO PROTECT THE WATERWAY AND MEASURES TO BE TAKEN IN THE CASE OF THE WATERWAY CAVE-IN. IN THE CASE OF A CAVE-IN, THE CONTRACTOR SHALL CONTACT MR. SOREN HALL (312-845-5532) OF THE USACE. THE CONTRACTOR SHOULD EXPECT TO HAVE TO ATTEND MEETINGS AT THE USACE OFFICE TO DISCUSS THEIR WORK PLAN IN ORDER TO SECURE THEIR PERMIT. THE COST OF ALL IN-STREAM WORK ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

39. THE CONTRACTOR SHALL HAVE THE OPTION OF PROVIDING FLAT SLAB TOPS (STD. 602601) AS REQUIRED. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE COST FOR DRAINAGE STRUCTURES AS SPECIFIED IN THE PLANS.
40. REMOVAL OF EXISTING BOULDERS ON SITE TO BE INCIDENTAL TO EARTH EXCAVATION. COORDINATE REMOVAL WITH VILLAGE & ADJACENT PROPERTY OWNER.
41. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANKS (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

**HIGHWAY STANDARDS**

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' JOINTED PCC PAVEMENT
420111-03	PCC PAVEMENT ROUNDOUTS
424001-05	CURB RAMPS FOR SIDEWALKS
515001-03	NAME PLATE FOR BRIDGES
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602401-03	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604091-02	FRAME AND LIDS, TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PC/MA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
631011-07	TRAFFIC BARRIER TERMINAL, TYPE 2
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT-OF-WAY MARKERS
667101-01	PERMANENT SURVEY MARKERS
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPE A & B METAL POSTS (FOR SIGNS AND MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

**DISTRICT ONE STANDARD DETAILS (INCLUDED AS PLAN SHEETS 68-90)**

BD-C1	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5m)
BD-02	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)
BD-07	STORM SEWER CONNECTION TO EXISTING SEWER
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-52	DETAIL OF PAVEMENT SEPARATION, JOINT FOR JOINTED PAVEMENTS AT INTERSECTIONS
BE-300	LIGHT POLE FOUNDATION, CONCRETE, (<= 35 FT. M.H. (11" B.C.)
BE-702	MISCELLANEOUS ELECTRICAL DETAILS, SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-801	TEMPORARY AERIAL CABLE INSTALLATION
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

FILE NAME = G:\ENR\06-5798-17 Lake St Triple Box Culvert\CD\Drawings\105110\105110-110.dwg

<b>Wight</b>	USER NAME = #USER#	DESIGNED - KAC	REVISED -
		DRAWN - TMF	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -
	PLOT DATE = 3/3/2011	DATE - 1/12/2011	REVISED -

<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	
SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS

<b>INDEX OF SHEETS, HIGHWAY STANDARDS &amp; GENERAL NOTES</b>	
F.A.U. RTE. 3537	SECTION 3264-T
COUNTY COOK	TOTAL SHEETS 110
CONTRACT NO. 60H44	
[ILLINOIS] FED. AID PROJECT	

SHEET NO. 2	Rev.
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# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY	BOX CULVERT	ROADWAY	WATER MAIN	WATER MAIN	SANITARY
				80% FED 20% STATE	80% FED, 20% STATE	LIGHTING 80% FED, 20% STATE	100% VILLAGE OF MELROSE PARK	90% STATE 10% VILLAGE OF MELROSE PARK	75% STATE 25% VILLAGE OF MELROSE PARK
				CONSTRUCTION TYPE CODE					
				0004	0011	0021	0043	0043	0043
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	101	101					
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	310	310					
20200100	EARTH EXCAVATION	CU YD	1,346	1,346					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	250	250					
20300100	CHANNEL EXCAVATION	CU YD	485	485					
20700220	POROUS GRANULAR EMBANKMENT	CU YD	455		455				
20800150	TRENCH BACKFILL	CU YD	184	184					
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,364	1,364					
* 25000310	SEEDING, CLASS 4	ACRE	0.25	0.25					
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.50	0.50					
* 25100630	EROSION CONTROL BLANKET	SQ YD	465	465					
* 25200110	SODDING, SALT TOLERANT	SQ YD	1,187	1,187					
* 25200200	SUPPLEMENTAL WATERING	UNIT	45	45					
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75	75					
28000400	PERIMETER EROSION BARRIER	FOOT	553	553					
28000500	INLET AND PIPE PROTECTION	EACH	4	4					
28000510	INLET FILTERS	EACH	15	15					
28100109	STONE RIPRAP, CLASS A5	SQ YD	231		231				
28200200	FILTER FABRIC	SQ YD	231		231				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.60	0.60					
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	370	370					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MX "C", N50	TON	94	94					
40600050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	59	59					
42000516	PORTLAND CEMENT CONCRETE PAVEMENT 10 3/4" (JOINTED)	SQ YD	7,288	7,288					
42001300	PROTECTIVE COAT	SQ YD	9,599	9,568	31				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	155	155					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	12,386.0	12,386.0					
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	1,215.5	1,215.5					
42400800	DETECTABLE WARNINGS	SQ FT	72	72					
44000100	PAVEMENT REMOVAL	SQ YD	7,500	7,500					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,465	1,465					
44000300	CURB REMOVAL	FOOT	85	85					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,043	2,043					
44000600	SIDEWALK REMOVAL	SQ FT	7,822	7,822					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1				

\* SPECIALTY ITEM

FILE NAME = G:\ENR\06-5799-17 Lake St Triple Box Culvert\CAD\Civil\Sht\016844-INT-SQP.dwg



USER NAME = *USER*	DESIGNED - KAC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - TMF	REVISED -
PLOT DATE = 1/27/2011	CHECKED - KAC	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
LAKE STREET OVER ADDISON CREEK**

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

F.A.U. RTE. 3537	SECTION 3264-*	TOTAL SHEETS 110	4
ILLINOIS FED. AID P#		0.60144	

# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY	BOX CULVERT	ROADWAY LIGHTING	WATER MAIN	WATER MAIN	SANITARY
				80% FED 20% STATE	80% FED. 20% STATE	80% FED. 20% STATE	100% VILLAGE OF MELROSE PARK	90% STATE 10% VILLAGE OF MELROSE PARK	75% STATE 25% VILLAGE OF MELROSE PARK
				CONSTRUCTION TYPE CODE					
				0004	0011	0021	0043	0043	0043
50200100	STRUCTURE EXCAVATION	CU YD	939		939				
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	455		455				
50300225	CONCRETE STRUCTURES	CU YD	62.6		62.6				
50500505	STUD SHEAR CONNECTORS	EACH	648		648				
50800105	REINFORCEMENT BARS	POUND	205,020		205,020				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	10,670		10,670				
50800515	BAR SPLICERS	EACH	220		220				
50900105	ALUMINUM RAILING, TYPE L	FOOT	191		191				
51500100	NAME PLATES	EACH	1		1				
54003000	CONCRETE BOX CULVERTS	CU YD	730		730				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	222	222					
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	113	113					
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	32	32					
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	16	16					
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	16	16					
550A4900	STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 24"	FOOT	16	16					
550B0030	STORM SEWERS, CLASS B, TYPE 1 8"	FOOT	78	78					
550B0320	STORM SEWERS, CLASS B, TYPE 2 8"	FOOT	14	14					
550B0500	STORM SEWERS, CLASS B, TYPE 2 60"	FOOT	16	16					
55100500	STORM SEWER REMOVAL 12"	FOOT	44	44					
56103000	DUCTILE IRON WATER MAIN 6"	FOOT	13				13		
56103100	DUCTILE IRON WATER MAIN 8"	FOOT	102				89	13	
56103300	DUCTILE IRON WATER MAIN 12"	FOOT	151				50	101	
56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1				1		
56400510	FIRE HYDRANTS TO BE REMOVED AND REPLACED	EACH	1				1		
56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	1				1		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	66		66				
60107600	PIPE UNDERDRAINS 4"	FOOT	193	193					
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4					
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	11	11					
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	4	4					
60255500	MANHOLES TO BE ADJUSTED	EACH	12	12					
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3	3					
60500040	REMOVING MANHOLES	EACH	3						3

• SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SUMMARY OF QUANTITIES LAKE STREET OVER ADDISON CREEK</b>	
SCALE: N.T.S.	SHEET NO. 2 OF 5 SHEETS

F.A.U. RTE.	SECTION	COUNT
3537	3264-T	COOK
		CONF
ILLINOIS FED. AID PROJECT		

Rev.  
TOTAL SHEETS 110  
SHEET NO. 5  
NO. 60H44

# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY	BOX CULVERT	ROADWAY	WATER MAIN	WATER MAIN	SANITARY
				80% FED 20% STATE	80% FED 20% STATE	LIGHTING 80% FED 20% STATE	100% VILLAGE OF MELROSE PARK	90% STATE 10% VILLAGE OF MELROSE PARK	75% STATE 25% VILLAGE OF MELROSE PARK
				0004	0011	0021	0043	0043	0043
60500050	REMOVING CATCH BASINS	EACH	13	13					
60600605	CONCRETE CURB, TYPE B	FOOT	45	45					
60602800	CONCRETE GUTTER, TYPE B	FOOT	45	45					
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	180	180					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,986	1,986					
<del>60601008</del>	<del>FLAP GATE 8"</del>	<del>EACH</del>	<del>1</del>						<del>1</del>
<del>60601010</del>	<del>FLAP GATE 10"</del>	<del>EACH</del>	<del>1</del>						<del>1</del>
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	100.0	100.0					
63200310	GUARDRAIL REMOVAL	FOOT	101	101					
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	133	133					
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBLIZATION	L SUM	1	1					
<del>70100460</del>	<del>TRAFFIC CONTROL AND PROTECTION, STANDARD 701000</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,633	3,633					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,175	1,175					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	325	325					
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	50	50					
70500615	TEMPORARY TRAFFIC BARRIER TERMNAL, TYPE 1	EACH	1	1					
* 78008200	POLYUREA PAVEMENT MARKING TYPE I- LETTERS AND SYMBOLS	SQ FT	354	354					
* 78008210	POLYUREA PAVEMENT MARKING TYPE I- LINE 4"	FOOT	3,183	3,183					
* 78008230	POLYUREA PAVEMENT MARKING TYPE I- LINE 6"	FOOT	454	454					
* 78008250	POLYUREA PAVEMENT MARKING TYPE I- LINE 12"	FOOT	107	107					
* 78008270	POLYUREA PAVEMENT MARKING TYPE I- LINE 24"	FOOT	74	74					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	145	145					
<del>78100200</del>	<del>TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER</del>	<del>EACH</del>	<del>53</del>	<del>53</del>					
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	4	4					
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	376	376					

\* SPECIALTY ITEM

\* SPECIALTY ITEM

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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
LAKE STREET OVER ADDISON CREEK**

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

F.A.U. RTE.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
3537	3264-T	200	110	6
CONT			NO. 60H44	
ILLINOIS FED. AID PROJEC				

Rev.



# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY	BOX CULVERT	ROADWAY	WATER MAIN	WATER MAIN	SANITARY
				80% FED 20% STATE	80% FED. 20% STATE	LIGHTING 80% FED. 20% STATE	100% VILLAGE OF MELROSE PARK	90% STATE 10% VILLAGE OF MELROSE PARK	75% STATE 25% VILLAGE OF MELROSE PARK
				CONSTRUCTION TYPE CODE					
				0004	0011	0021	0043	0043	0043
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1					
78300100	PAVEMENT MARKING REMOVAL	SQ FT	3,181	3,181					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	180	180					
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	442	275		167			
* <del>81000700</del>	<del>CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL</del>	<del>FOOT</del>	<del>11.5</del>	<del>11.5</del>					
* 81100800	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., GALVANIZED STEEL	FOOT	110			110			
* <del>81001000</del>	<del>CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL</del>	<del>FOOT</del>	<del>86</del>	<del>86</del>					
* 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X12"X6"	EACH	2			2			
* <del>81018700</del>	<del>CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL</del>	<del>FOOT</del>	<del>78</del>	<del>78</del>					
* 81400100	HANDHOLE	EACH	2	2					
* <del>81300245</del>	<del>ELECTRIC CABLE IN TRENCH, SIGNAL, NO. 14 5C</del>	<del>FOOT</del>	<del>728</del>	<del>728</del>					
* 81400200	HEAVY-DUTY HANDHOLE	EACH	1	1					
* <del>81300255</del>	<del>ELECTRIC CABLE IN TRENCH, SIGNAL, NO. 14 7C</del>	<del>FOOT</del>	<del>441</del>	<del>441</del>					
* 81603050	UNIT DUCT, 600V, 3-1C NO. 6, 1/2" NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,092			1,092			
* 81800330	AERIAL CABLE, 3-1C NO. 6 WITH MESSENGER WIRE	FOOT	320			320			
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,358	306		1,032			
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	90			90			
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	10			10			
<del>84400105</del>	<del>RELOCATE EXISTING LIGHTING UNIT</del>	<del>EACH</del>	<del>10</del>			<del>10</del>			
* <del>85000200</del>	<del>MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION</del>	<del>EACH</del>	<del>1</del>	<del>1</del>					
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAR	FOOT	703	703					
* <del>87900200</del>	<del>DRILL EXISTING HANDHOLE</del>	<del>EACH</del>	<del>3</del>	<del>3</del>					
* 88600100	DETECTOR LOOP, TYPE I	FOOT	80	80					
* <del>88600700</del>	<del>PERFORMED DETECTOR LOOP</del>	<del>FOOT</del>	<del>164</del>	<del>164</del>					
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	427	427					
89502380	REMOVE EXISTING HANDHOLE	EACH	3	3					
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	8,220	8,220					
* Z0007118	UNTREATED TIMBER LAGGING	SQ FT	1,162		1,162				
* Z0007510	ENGINEERED BARRIER	SQ YD	889	889					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0016702	DETOUR SIGNING	L SUM	1	1					
* Z0028404	FURNISHING SOLDIER PILES (W SECTION)	FOOT	953		953				
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	3	3					
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4					
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	286	286					
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6			6			
* <del>Z0033046</del>	<del>RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2</del>	<del>EACH</del>	<del>1</del>	<del>1</del>					
<del>Z0033066</del>	<del>PERFORMED DETECTOR LOOP</del>	<del>FOOT</del>	<del>198</del>	<del>198</del>					
Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	250	250					
Z0044800	PRESSURE CONNECTION 8"X8"	EACH	2			1	1		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	150		150				
Z0057000	SANITARY SEWER 10"	FOOT	24						24
Z0062456	TEMPORARY PAVEMENT	SQ YD	123	123					

\* SPECIALTY ITEM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
LAKE STREET OVER ADDISON CREEK**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	10	7
CONTRACT NO. 60H44				

ILLINOIS FED. AID PROJECT

Rev.

# SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY	BOX CULVERT	ROADWAY	WATER MAIN	WATER MAIN	SANITARY
				80% FED 20% STATE	80% FED. 20% STATE	LIGHTING 80% FED. 20% STATE	100% VILLAGE OF MELROSE PARK	90% STATE 10% VILLAGE OF MELROSE PARK	75% STATE 25% VILLAGE OF MELROSE PARK
				0004	0011	0021	0043	0043	0043
Z0067700	STEEL CASING 20"	FOOT	150					50	100
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2,719		2,719				
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1		1				
<del>Z0076600</del>	<del>FRAMES</del>	<del>HOURL</del>							
* A2005014	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
* C2C05724	SHRUB, RHUS AROMATICA (FRAGRANT SUMAC), 2' WIDTH, CONTAINER	EACH	20	20					
X0322080	BUS SHELTER REMOVE AND RELOCATE	EACH	1	1					
* X0324455	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	897		897				
* X0324456	DRILLING AND SETTING SOLDIER PILES (IN ROCK)	CU FT	2,439		2,439				
X0326299	TEMPORARY SIGN PANEL ASSEMBLY	SQ FT	7	7					
X0326712	ABANDON AND FILL EXISTING SANITARY SEWER	EACH	1						1
X5610651	ABANDON EXISTING WATER MAIN, FLL WITH CLSM	FOOT	19					19	
X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	3,080				955	2,125	
X0350810	BOLLARD REMOVAL	EACH	6	6					
X0487700	SANITARY SEWER REMOVAL 10"	FOOT	103						103
* X0502600	TEMPORARY LIGHTING	L SUM	1			1			
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	45	15				30	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6					
X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1					
X5610708	WATER MAIN REMOVAL, 8"	FOOT	128					128	
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	4	4					
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	10,573	10,573					
X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	54	54					
* X0440110	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	10			10			
X0326712	ABANDON AND FILL EXISTING SANITARY SEWER	EACH	10						10
X0327221	DUCTILE IRON WATER MAIN, 12" IN STEEL CASING	FOOT	50					50	
XX003032	GATE VALVES, 12"	EACH	1					1	
* K1001988	IRRIGATION SYSTEM SPECIAL	L SUM	1	1					
X0327222	SANITARY MANHOLES, TYPE A, 4'-DIAMETER	EACH	2						2
X0026055	SANITARY MANHOLE, SPECIAL	EACH	2						2
X0327223	SANITARY SEWER, 8" CONCRETE ENCASEMENT	FOOT	66						66
X0327224	SANITARY SEWER, 10" CONCRETE ENCASEMENT	FOOT	66						66
X0327225	SANITARY SEWER, 8" IN STEEL CASING	FOOT	52						52
X0327226	SANITARY SEWER, 10" IN STEEL CASING	FOOT	52						52
X0327227	GATE VALVE, 8" WITH VALVE BOX	EACH	1				1		
X0327228	VALVE VAULTS, TYPE A, TYPE 1 FRAME, CLOSED LID, SPECIAL	EACH	3				1	2	
X0327229	SLIDE GATE	EACH	1						1

\* SPECIALTY ITEM

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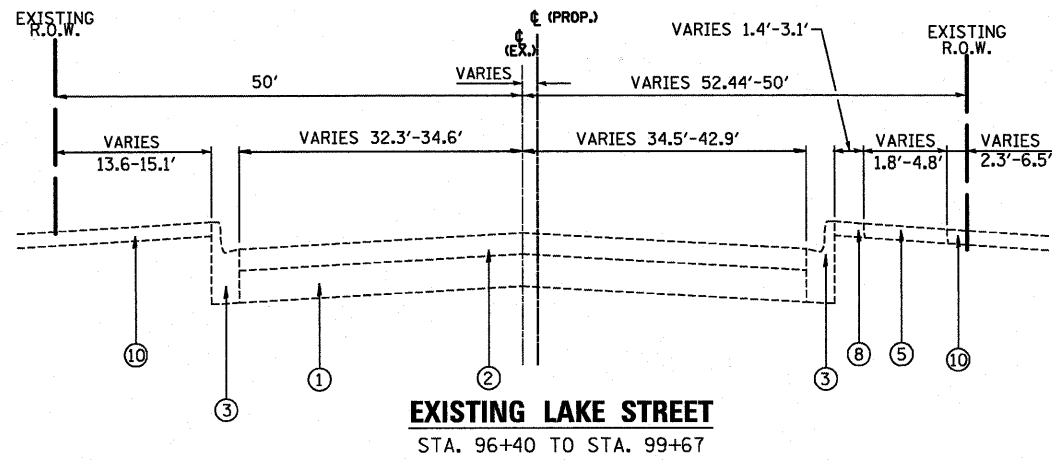
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

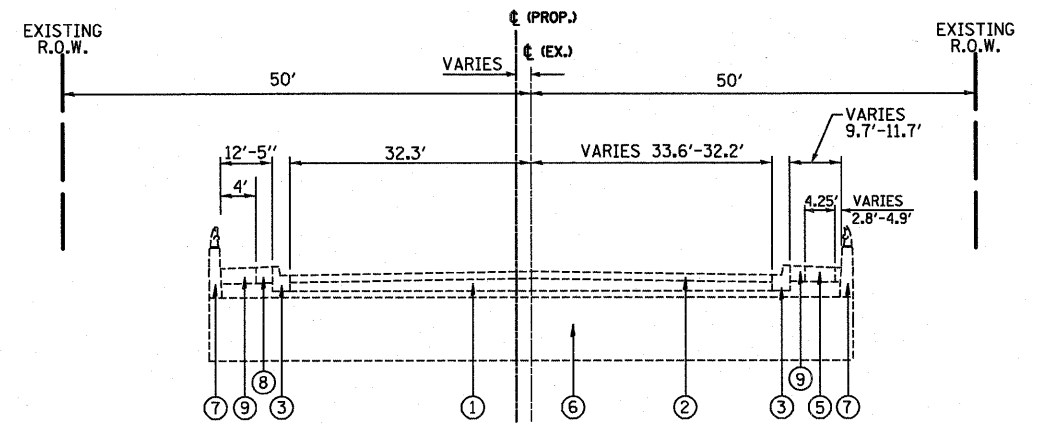
<b>SUMMARY OF QUANTITIES LAKE STREET OVER MADISON CREEK</b>	
SCALE: N.T.S.	SHEET NO. 5 OF 5 SHEETS

SECTION 3264-T	COUNT COOK	TOTAL SHEETS 110	SHEET NO. 8
CONTRACT NO. 60444		ILLINOIS FED. AID PROJECT	

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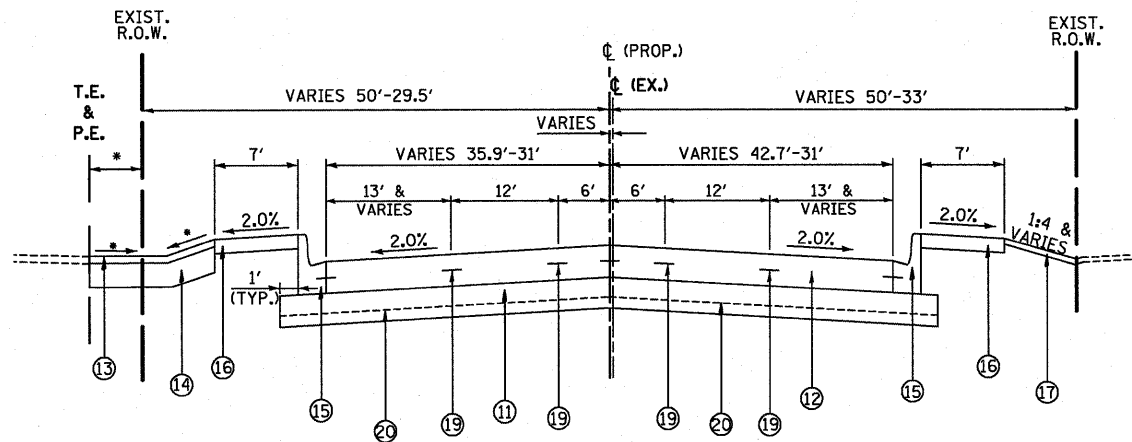


**EXISTING LAKE STREET**  
STA. 96+40 TO STA. 99+67

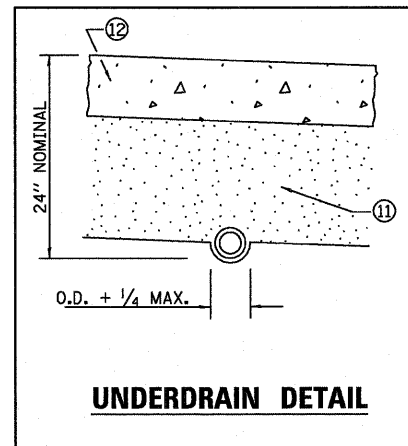


**EXISTING LAKE STREET OVER ADDISON CREEK**  
STA. 99+67 TO STA. 100+33

ALL LONGITUDINAL JOINTS AND BARS ON LAKE STREET TO BE LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24" CTS UNLESS OTHERWISE NOTED  
TRANSVERSE JOINTS AT 15' SPACING TYP. AND DOWELS PER STANDARD 420001



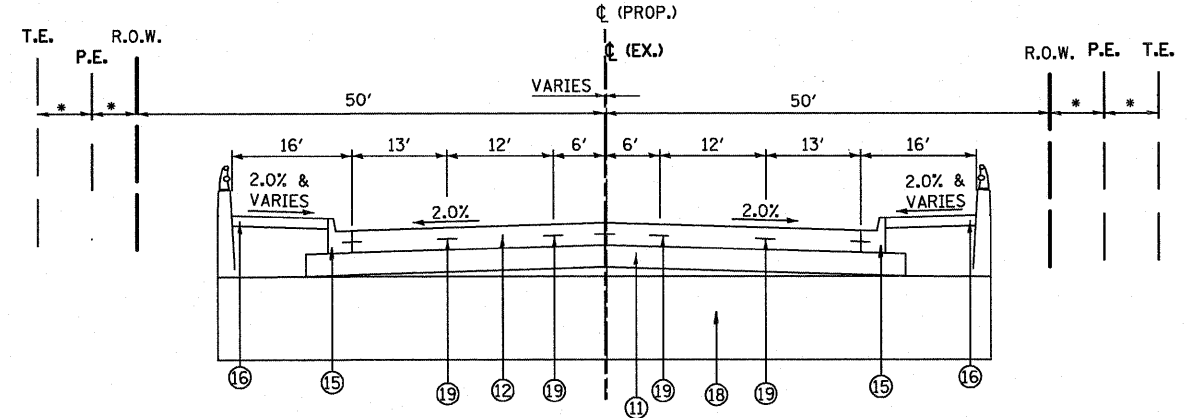
**PROPOSED LAKE STREET**  
STA. 96+40 TO STA. 99+85  
\* VARIES (SEE PLANS)



**UNDERDRAIN DETAIL**

**NOTES:**

- DRIVEWAY APRONS WITHIN THE STATE. R.O.W. SHALL BE REPLACED IN KIND. THE 2% MAXIMUM CROSS SLOPED SIDEWALK SHALL BE THICKENED TO 8" AT DRIVEWAY LOCATIONS AND SHALL BE PAID FOR AS PCC SIDEWALK, 8".
- PROPOSED CURB, TYPE B AND THE PROPOSED COMBINATION CONCRETE CURB & GUTTER, B-6.12 ARE LOCATED IN DRIVEWAY RADII AND STREET RETURNS. SEE SCHEDULE OF QUANTITIES FOR DETAILS.



**PROPOSED LAKE STREET OVER ADDISON CREEK**  
STA. 99+85 TO STA. 100+24  
\* VARIES (SEE PLANS)

**EXISTING LEGEND**

- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, VARIES 6.5" TO 11"
- ② EXISTING HOT-MIX ASPHALT OVERLAY, VARIES 3" TO 4"
- ③ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ④ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑥ EXISTING TRIPLE CELL BOX CULVERT
- ⑦ EXISTING PARAPET WALL
- ⑧ EXISTING PARKWAY
- ⑨ EXISTING HOT-MIX ASPHALT SIDEWALK
- ⑩ EXISTING HOT-MIX ASPHALT PARKING LOT PAVEMENT

**PROPOSED LEGEND**

- ⑪ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑫ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10-3/4" (JOINTED)
- ⑬ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ⑭ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8"
- ⑮ PROPOSED COMBINATION CONCRETE CURB & GUTTER, B-6.24
- ⑯ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (SEE NOTE 1.)
- ⑰ PROPOSED 4" TOPSOIL AND SODDING, SALT TOLERANT
- ⑱ PROPOSED TRIPLE CELL BOX CULVERT
- ⑲ LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24" CTS.
- ⑳ PIPE UNDERDRAIN AT LOCATIONS SHOWN ON PROPOSED DRAINAGE PLAN

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes
<b>TEMPORARY PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm), 1 1/2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, (IL-19mm), N70, 8 1/2" (In 3 Lifts)	4% @ 70 Gyr.
<b>HMA DRIVEWAY PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm), 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, (IL-19mm), N50, 8" (In 2 Lifts)	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

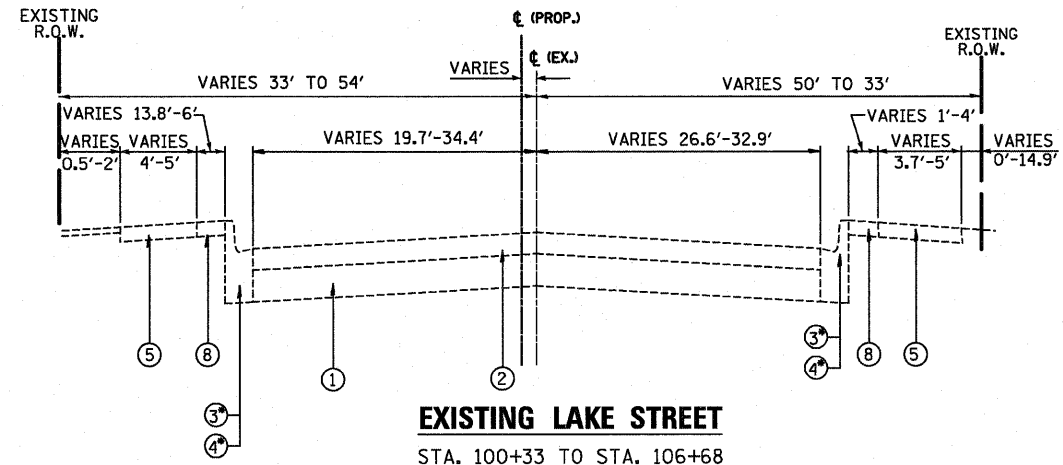
TYPICAL SECTIONS  
LAKE STREET OVER ADDISON CREEK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	9
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

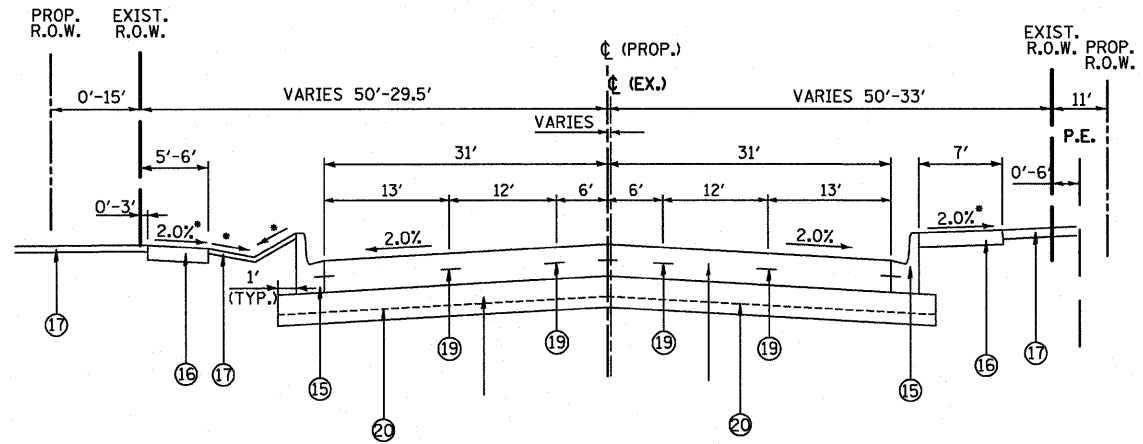
SCALE: N.T.S. SHEET NO. 1 OF 2 SHEETS

ALL LONGITUDINAL JOINTS AND BARS ON LAKE STREET TO BE LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24" CTS UNLESS OTHERWISE NOTED

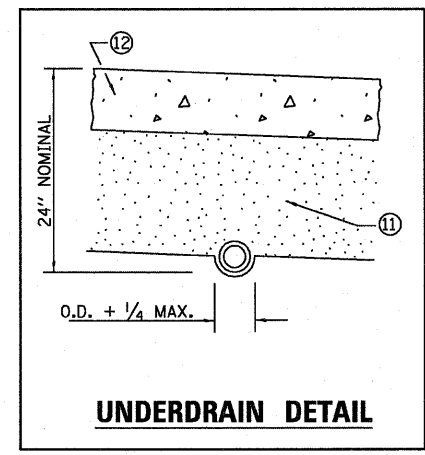
TRANSVERSE JOINTS AT 15' SPACING TYP. AND DOWELS PER STANDARD 420001



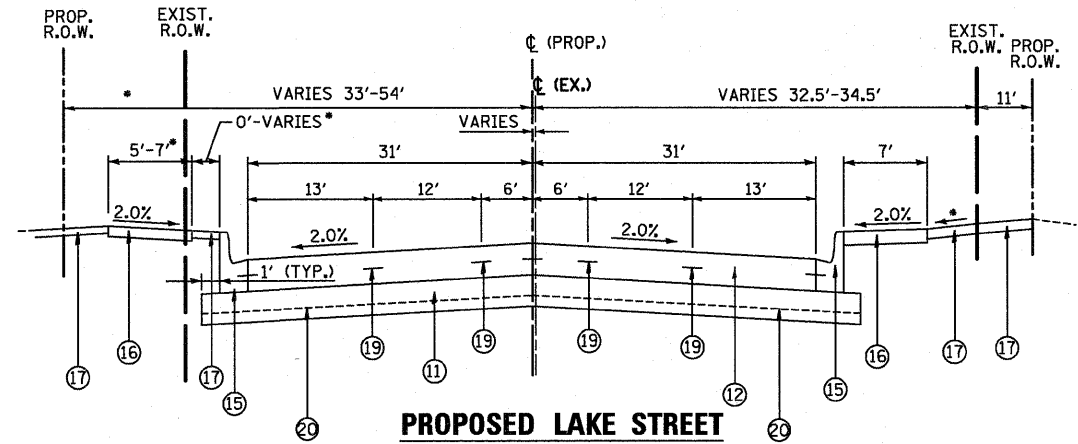
**EXISTING LAKE STREET**  
 STA. 100+33 TO STA. 106+68  
 3\* STA. 100+33 TO STA. 103+15 RT  
 STA. 100+33 TO STA. 103+39 LT  
 4\* STA. 103+15 TO STA. 106+51 RT  
 STA. 103+65 TO STA. 106+65 LT



**PROPOSED LAKE STREET**  
 STA. 100+24 TO STA. 104+89  
 \* VARIES (SEE PLANS)



**UNDERDRAIN DETAIL**



**PROPOSED LAKE STREET**  
 STA. 104+89 TO STA. 106+68  
 \* VARIES (SEE PLANS)

**EXISTING LEGEND**

- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, VARIES 6.5" TO 11"
- ② EXISTING HOT-MIX ASPHALT OVERLAY, VARIES 3" TO 4"
- ③ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ④ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑥ EXISTING TRIPLE CELL BOX CULVERT
- ⑦ EXISTING PARAPET WALL
- ⑧ EXISTING PARKWAY
- ⑨ EXISTING HOT-MIX ASPHALT SIDEWALK
- ⑩ EXISTING HOT-MIX ASPHALT PARKING LOT PAVEMENT

**PROPOSED LEGEND**

- ⑪ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑫ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 10-3/4" (JOINTED)
- ⑬ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ⑭ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8"
- ⑮ PROPOSED COMBINATION CONCRETE CURB & GUTTER, B-6.24
- ⑯ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (SEE NOTE 1.)
- ⑰ PROPOSED 4" TOPSOIL AND SODDING, SALT TOLERANT
- ⑱ PROPOSED TRIPLE CELL BOX CULVERT
- ⑲ LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24" CTS.
- ⑳ PIPE UNDERDRAIN AT LOCATIONS SHOWN ON PROPOSED DRAINAGE PLAN

**NOTES:**

1. DRIVEWAY APRONS WITHIN THE STATE. R.O.W. SHALL BE REPLACED IN KIND. THE 2% MAXIMUM CROSS SLOPED SIDEWALK SHALL BE THICKENED TO 8" AT DRIVEWAY LOCATIONS AND SHALL BE PAID FOR AS PCC SIDEWALK, 8".
2. PROPOSED CURB, TYPE B AND THE PROPOSED COMBINATION CONCRETE CURB & GUTTER, B-6.12 ARE LOCATED IN DRIVEWAY RADII AND STREET RETURNS. SEE SCHEDULE OF QUANTITIES FOR DETAILS.

FILE NAME = D:\ENR\06-0799-17 Lake St Triple Box Culvert\CORD\Civil\Shr\1018044-shr-uproad-2.dgn



USER NAME = #USER#	DESIGNED - KAC	REVISED -
	DRAWN - TMF	REVISED -
PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -
PLOT DATE = 3/3/2011	DATE - 1/12/2011	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS	
LAKE STREET OVER ADDISON CREEK	
SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	10
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				



# SCHEDULE OF QUANTITIES

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)				
UNIT	LOCATION			
LAKE ST.				
15	Sta	100+10	62' RT	
12	Sta	100+10	55' RT	
12	Sta	100+15	58' RT	
10	Sta	100+11	58' RT	
10	Sta	100+25	64' RT	
12	Sta	100+25	67' RT	
10	Sta	104+75	37' LT	
6	Sta	100+28	86' RT	
6	Sta	100+32	82' RT	
8	Sta	100+40	89' RT	
<b>101</b>	<b>TOTAL</b>			

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)				
UNIT	LOCATION			
LAKE ST.				
17	Sta	99+18	73' LT	
17	Sta	99+18	73' LT	
26	Sta	99+19	75' LT	
24	Sta	99+19	77' LT	
20	Sta	100+08	67' RT	
27	Sta	101+04	60' RT	
36	Sta	101+06	60' RT	
33	Sta	101+06	64' RT	
38	Sta	101+07	64' RT	
20	Sta	101+04	60' RT	
18	Sta	101+02	61' RT	
18	Sta	101+09	58' RT	
16	Sta	100+42	71' RT	
<b>310</b>	<b>TOTAL</b>			

42300400 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"				
SQ YD	LOCATION			
PROPOSED CONCRETE DRIVEWAYS				
87.3	Sta	96+54	- 97+56	43' RT
31.4	Sta	99+94	- 100+12	34' LT
25.6	Sta	101+36	- 101+60	34' LT
7.6	Sta	104+53	- 104+81	34' LT
3.4	Sta	106+43	- 106+54	31' RT
<b>155</b>	<b>TOTAL</b>			

42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH				
SQ FT	LOCATION			
LAKE ST.				
341.9	Sta	20+70.0	- 97+28	40.58' LT
419.2	Sta	97+28.0	- 97+92	40.58' LT
365.2	Sta	98+21.3	- 98+79	40.58' LT
1,085.7	Sta	99+08.0	- 99+93	40.58'-47' LT
747.0	Sta	100+13.2	- 101+36	46.8' - 47.5' LT
903.6	Sta	101+60.0	- 103+37	45.2 - 43.5' LT
416.8	Sta	103+69.5	- 104+39	43.9' - 40.58' LT
1,144.4	Sta	104+67	- 106+64	40.58'-56.2' LT
186.8	Sta	96+36	- 96+65	53.3' - 56.2' RT
1,677.2	Sta	97+47	- 99+92	47.63' - 40.57' RT
1,552.1	Sta	99+92	- 101+07	47' RT
2,410.1	Sta	101+07	- 104+58	40.58' RT
1,135.9	Sta	104+80	- 106+52	40.58'-38.6' RT
<b>12,385.9</b>	<b>TOTAL</b>			

42400410 PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH				
SQ FT	LOCATION			
LAKE ST.				
233.7	Sta	97+92	- 98+21	40.58' LT
230.3	Sta	98+79	- 99+08	40.58' LT
108.5	Sta	99+94	- 100+14	47'-47.6' LT
124.7	Sta	101+36	- 101+60	45.4'-45.2' LT
155.5	Sta	103+39	- 103+68	43.5'-43.9' LT
201.8	Sta	104+40	- 104+65	40.6' LT
161.0	Sta	104+60	- 104+78	40.6' LT
<b>1,215.5</b>	<b>TOTAL</b>			

44000300 CURB REMOVAL				
FOOT	LOCATION			
LAKE ST.				
15	Sta	99+91.0	NORTH DRIVEWAY RT	
15	Sta	100+13.0	NORTH DRIVEWAY RT	
31	Sta	104+43.0	NORTH DRIVEWAY RT	
24	Sta	104+67.0	NORTH DRIVEWAY RT	
<b>85</b>	<b>TOTAL</b>			

44000500 COMBINATION CURB & GUTTER REMOVAL				
FOOT	LOCATION			
LAKE ST.				
637	Sta	97+10.0	- 103+39.0	WB CURB
310	Sta	103+75.0	- 106+44.0	WB CURB
668	Sta	97+72.0	- 104+34.0	EB CURB
145	Sta	104+87.0	- 106+34.0	EB CURB
39th Ave				
30	Sta	20+40.0	- 20+58.0	
11	Sta	20+58.0	- 20+69.0	
36th Ave				
28	Sta	30+35.0	- 30+51.0	
12	Sta	30+51.0	- 30+63.0	
EXISTING DRIVEWAYS				
31	Sta	104+37.0	- 104+43.0	47'-20' LT
28	Sta	104+67.9	- 104+76.2	43'-22' LT
31	Sta	96+40.0	- 96+72.0	45'-56' RT
28	Sta	97+39.0	- 97+67.0	42'-51' RT
34	Sta	104+34.0	- 104+61.0	29'-45' RT
25	Sta	104+75.0	- 104+87.0	45'-30' RT
25	Sta	106+34.0	- 106+53.0	30'-40.5' RT
<b>2,043</b>	<b>TOTAL</b>			

44000600 SIDEWALK REMOVAL				
SQ FT	LOCATION			
LAKE ST.				
281.10	Sta	99+23.0	- 99+90	43.5' LT
700.50	Sta	100+13.2	- 101+36	46.8' 47.5' LT
1,094.60	Sta	101+60.0	- 103+33	39.5' LT
404.10	Sta	103+67.0	- 104+46	25.5' LT
1,080.90	Sta	104+68.5	- 106+66	32' - 58' LT
186.70	Sta	96+36.0	- 96+68	43.5' RT
3,277.30	Sta	97+50	- 104+52	35.5' RT
796.76	Sta	104+77	- 106+48	32' RT
<b>7,822.0</b>	<b>TOTAL</b>			

550A0050 STORM SEWERS, CLASS A, TYPE 1 12"		
FOOT	LOCATION	
LAKE ST.		
71	STM	1
64	STM	2
6	STM	3
6	STM	9
9	STM	10
2	STM	11
47	STM	12
10	STM	13
5	STM	15
2	STM	16
<b>222</b>	<b>TOTAL</b>	

550A0340 STORM SEWERS, CLASS A, TYPE 2 12"		
FOOT	LOCATION	
LAKE ST.		
38	STM	4
57	STM	5
18	STM	6
<b>113</b>	<b>TOTAL</b>	

550A0360 STORM SEWERS, CLASS A, TYPE 2 15"		
FOOT	LOCATION	
LAKE ST.		
Refer to Structural Plans		
16	Pipe A	For connection of existing pipe to proposed box culvert.
16	Pipe B	For connection of existing pipe to proposed box culvert.
<b>32</b>	<b>TOTAL</b>	

550A0380 STORM SEWERS, CLASS A, TYPE 2 18"		
FOOT	LOCATION	
LAKE ST.		
Refer to Structural Plans		
16	Pipe C	For connection of existing pipe to proposed box culvert.
<b>16</b>	<b>TOTAL</b>	

550A0410 STORM SEWERS, CLASS A, TYPE 2 24"		
FOOT	LOCATION	
LAKE ST.		
Refer to Structural Plans		
16	Pipe E	For connection of existing pipe to proposed box culvert.
<b>16</b>	<b>TOTAL</b>	

550A4900 STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 24"		
FOOT	LOCATION	
LAKE ST.		
Refer to Structural Plans		
16	Pipe F	For connection of existing pipe to proposed box culvert.
<b>16</b>	<b>TOTAL</b>	

FILE NAME = D:\END\06-6798-17 Lake St. Triple Box Culvert\CRD\Cv11\Shk\016844-ah-r-schedule.dgn

# SCHEDULE OF QUANTITIES

550B0030 STORM SEWERS, CLASS B, TYPE 1 8"			
FOOT	LOCATION		
LAKE ST.			
39	STM 7		
39	STM 8		
<b>78</b>	<b>TOTAL</b>		

550B0320 STORM SEWERS, CLASS B, TYPE 2 8"			
FOOT	LOCATION		
LAKE ST.			
10	STM 14		
4	STM 17		
<b>14</b>	<b>TOTAL</b>		

550B0500 STORM SEWERS, CLASS B, TYPE 2 60"			
FOOT	LOCATION		
LAKE ST.			
Refer to Structural Plans			
16	Pipe D		For connection of existing pipe to proposed box culvert.
<b>16</b>	<b>TOTAL</b>		

55100500 STORM SEWER REMOVAL 12"			
FOOT	LOCATION		
LAKE ST.			
44	Sta 99+54	- 99+98	
<b>44</b>	<b>TOTAL</b>		

60107600 PIPE UNDERDRAINS 4"			
FOOT	LOCATION		
LAKE ST.			
31	Sta 97+19	LT	
34	Sta 97+67.6	RT	
29	Sta 102+60.7	LT	
29	Sta 103+09.7	RT	
29	Sta 106+25.2	RT	
41	Sta 106+61.9	LT	
<b>193</b>	<b>TOTAL</b>		

60200105 CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID			
EACH	LOCATION		
LAKE ST.			
1	Sta 97+19.0	33.1' LT	STORM STRUCTURE 1
1	Sta 97+80.5	47.78' LT	STORM STRUCTURE 4
1	Sta 99+57.6	47.76' LT	STORM STRUCTURE 5
1	Sta 106+61.9	43' LT	STORM STRUCTURE 19
<b>4</b>	<b>TOTAL</b>		

60201340 CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE			
EACH	LOCATION		
LAKE ST.			
1	Sta 97+67.6	36.1' RT	STORM STRUCTURE 2
1	Sta 97+00.0	40.3' RT	STORM STRUCTURE 3
1	Sta 99+09.8	31' LT	STORM STRUCTURE 6
1	Sta 99+51.1	31' RT	STORM STRUCTURE 7
1	Sta 101+04.6	31' LT	STORM STRUCTURE 11
1	Sta 101+94.6	31' RT	STORM STRUCTURE 12
1	Sta 102+60.7	31' LT	STORM STRUCTURE 13
1	Sta 103+09.7	31' RT	STORM STRUCTURE 15
1	Sta 103+82.5	31' LT	STORM STRUCTURE 16
1	Sta 104+34.6	31' RT	STORM STRUCTURE 17
1	Sta 106+25.2	31' RT	STORM STRUCTURE 18
<b>11</b>	<b>TOTAL</b>		

60206905 CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID			
EACH	LOCATION		
LAKE ST.			
1	Sta 100+27.3	38.59' LT	STORM STRUCTURE 8
1	Sta 100+71.3	37.93' LT	STORM STRUCTURE 9
1	Sta 101+15.3	37.64' LT	STORM STRUCTURE 10
1	Sta 103+13.0	36.0' LT	STORM STRUCTURE 14
<b>4</b>	<b>TOTAL</b>		

60255500 MANHOLES TO BE ADJUSTED			
EACH	LOCATION		
LAKE ST.			
1	Sta 96+92	33' RT	STORM STRUCTURE
1	Sta 101+04.7	40' LT	SUSPECTED STORM STRUCTURE
1	Sta 101+94.8	44.5' RT	SUSPECTED STORM STRUCTURE
1	Sta 102+62	37.5' LT	STORM STRUCTURE
1	Sta 103+08	46' RT	STORM STRUCTURE
1	Sta 103+21	22' RT	SANITARY STRUCTURE
1	Sta 103+33	38.5' LT	STORM STRUCTURE
1	Sta 103+65	55' LT	STORM STRUCTURE
1	Sta 103+71	39' LT	STORM STRUCTURE
1	Sta 104+35.0	41' RT	SUSPECTED STORM STRUCTURE
1	Sta 106+25.3	38' RT	SUSPECTED STORM STRUCTURE
1	Sta 106+65	2' LT	STORM STRUCTURE
<b>12</b>	<b>TOTAL</b>		

60265700 VALVE VAULTS TO BE ADJUSTED			
EACH	LOCATION		
LAKE ST.			
1	Sta 103+35.0	40' RT	
1	Sta 103+40.0	29' LT	
1	Sta 103+72.7	23.4' LT	
<b>3</b>	<b>TOTAL</b>		

60500040 REMOVING MANHOLES			
EACH	LOCATION		
LAKE ST.			
1	Sta 100+35.48	79.19' RT	
1	Sta 100+71.48	42.09' RT	
1	Sta 101+25.33	36.1' RT	
<b>3</b>	<b>TOTAL</b>		

60500050 REMOVING CATCH BASINS			
EACH	LOCATION		
LAKE ST.			
1	Sta 97+19	35.6' LT	
1	Sta 97+70	40' RT	
1	Sta 99+10	34.6' LT	
1	Sta 99+51.5	35.7' RT	
1	Sta 101+04	31' LT	
1	Sta 101+95	32' RT	
1	Sta 102+59	25' LT	
1	Sta 103+09	31' RT	
1	Sta 103+11	21' LT	
1	Sta 103+83	18' LT	
1	Sta 104+34	28' RT	
1	Sta 106+34	29' RT	
1	Sta 106+63	43' LT	
<b>13</b>	<b>TOTAL</b>		

60600605 CONCRETE CURB, TYPE B			
FOOT	LOCATION		
LAKE ST.			
19	Sta 99+88.0	- 99+94.0	33.58' LT
26	Sta 100+12.0	- 100+25.0	33.58' LT
<b>45</b>	<b>TOTAL</b>		

60602800 CONCRETE GUTTER, TYPE B			
FOOT	LOCATION		
LAKE ST.			
45	Sta		ALONG STRUCTURAL RETAINING WALL
<b>45</b>	<b>TOTAL</b>		

60603800 COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12			
FOOT	LOCATION		
LAKE ST.			
57	Sta 20+70.0	- 97+28.0	39TH AVENUE RADIUS
17	Sta 103+30.5	- 103+38.0	34' LT DRIVEWAY RADIUS
16	Sta 103+69.0	- 103+76.0	34' LT DRIVEWAY RADIUS
45	Sta 106+42.0	- 30+63.0	36TH AVENUE RADIUS
15	Sta 104+62.0	- 104+50.0	34' RT DRIVEWAY RADIUS
15	Sta 104+79.0	- 104+87.0	34' RT DRIVEWAY RADIUS
15	Sta 106+42.0	- 106+54.0	34' RT DRIVEWAY RADIUS
<b>180</b>	<b>TOTAL</b>		

60605000 COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24			
FOOT	LOCATION		
LAKE ST.			
916	Sta 97+28.0	- 106+42.0	WB LAKE STREET
1003	Sta 96+40.0	- 106+42.0	EB LAKE STREET
31	Sta 96+40.0	- 96+72.0	34' RT DRIVEWAY
36	Sta 97+41.0	- 97+72.0	34' RT DRIVEWAY
<b>1986</b>	<b>TOTAL</b>		

FILE NAME = D:\END\06-6790-17 Lakes St Triple Box Culvert\CAD\Civil\Shr\016044-ahr-schedule.dgn

	USER NAME = #USER#	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b> <b>LAKE STREET OVER ADDISON CREEK</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - TMF	REVISED -		3537	3264-T	COOK	110	12		
	PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -		SCALE: N.T.S. SHEET NO. 2 OF 3 SHEETS		CONTRACT NO. 60H44		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -								

# SCHEDULE OF QUANTITIES

81000600 CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL				
FOOT	LOCATION			
LAKE ST.				
115	Sta 96+47	- 97+57	48.0' - 46.5' RT	
25	Sta 104+55	104+81	41.1' - 41.0' RT	
27	Sta 106+31	- 106+55	40.6' - 32.5' RT	
<b>167</b>	<b>TOTAL</b>			

81100800 CONDUIT ATTACHED TO STRUCTURE, 3" DIA., GALVANIZED STEEL				
FOOT	LOCATION			
LAKE ST.				
110	Sta 99+95	- 101+05	SOUTH PARAPET WALL	
<b>110</b>	<b>TOTAL</b>			

81300550 JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X12"X6"				
EACH	LOCATION			
LAKE ST.				
1	Sta 99+95	RT	SOUTH PARAPET WALL	
1	Sta 101+05	RT	SOUTH PARAPET WALL	
<b>2</b>	<b>TOTAL</b>			

81400100 HANDHOLE				
EACH	LOCATION			
LAKE ST.				
1	Sta 104+01	34' RT		
1	Sta 106+39	34' RT		
<b>2</b>	<b>TOTAL</b>			

81400200 HEAVY-DUTY HANDHOLE				
EACH	LOCATION			
LAKE ST.				
1	Sta 106+40	9' LT		
<b>1</b>	<b>TOTAL</b>			

81603050 UNIT DUCT, 600V, 3-1C NO. 6, 1/C NO. 8 GROUND (XLP-TYPE USE), 1" DIA. POLYETHYLENE				
FOOT	LOCATION			
LAKE ST.				
133	Sta 96+40	- 97+65		
115	Sta 97+65	- 98+72		
125	Sta 98+72	- 99+90		
154	Sta 99+90	- 101+13		
121	Sta 101+13	- 102+30		
124	Sta 102+30	- 103+49		
85	Sta 103+49	- 104+29		
110	Sta 104+29	- 105+36		
98	Sta 105+36	- 106+31		
27	Sta 106+31	- 106+55		
<b>1,092</b>	<b>TOTAL</b>			

81800330 AERIAL CABLE, 3-1C NO. 6 WITH MESSENGER WIRE				
FOOT	LOCATION			
LAKE ST.				
92	Sta 98+61 LT	- 99+68 RT		
106	Sta 99+68 RT	- 99+74 RT		
24	Sta 99+74 RT	- 99+74 RT		
144	Sta 99+74 RT	- 101+17 RT		
37	Sta 101+17 RT	- 101+13 RT		
115	Sta 101+13 RT	- 102+30 RT		
<b>320</b>	<b>TOTAL</b>			

81900200 TRENCH AND BACKFILL FOR ELECTRICAL WORK				
FOOT	LOCATION			
LAKE ST.				
127	Sta 96+40	- 97+65		
109	Sta 97+65	- 98+72		
119	Sta 98+72	- 99+90		
142	Sta 99+90	- 101+13		
115	Sta 101+13	- 102+30		
118	Sta 102+30	- 103+49		
79	Sta 103+49	- 104+29		
104	Sta 104+29	- 105+36		
92	Sta 105+36	- 106+31		
27	Sta 106+31	- 106+55		
<b>1,032</b>	<b>TOTAL</b>			

83600200 LIGHT POLE FOUNDATION, 24" DIAMETER					
FOOT	LOCATION				
LAKE ST.      BACK OF CURB					
9	Sta 97+65	6.5' RT			
9	Sta 98+58	7.0' LT			
9	Sta 98+79	7.0' RT			
9	Sta 99+90	7.0' RT			
9	Sta 101+12	7.0' RT			
9	Sta 102+30	7.0' RT			
9	Sta 103+49	7.0' RT			
9	Sta 104+29	7.0' RT			
9	Sta 105+36	7.0' RT			
9	Sta 106+31	7.0' RT			
<b>90</b>	<b>TOTAL</b>				

84200804 REMOVAL OF POLE FOUNDATION				
EACH	LOCATION			
LAKE ST.				
1	Sta 97+62	44.4' RT		
1	Sta 97+77	40' RT		
1	Sta 97+64	41' LT		
1	Sta 99+96	38.6' RT		
1	Sta 101+17	37.4' RT		
1	Sta 102+30	34.5' RT		
1	Sta 103+49	33' RT		
1	Sta 104+29	31' RT		
1	Sta 105+36	31' RT		
1	Sta 106+29	31' RT		
<b>10</b>	<b>TOTAL</b>			

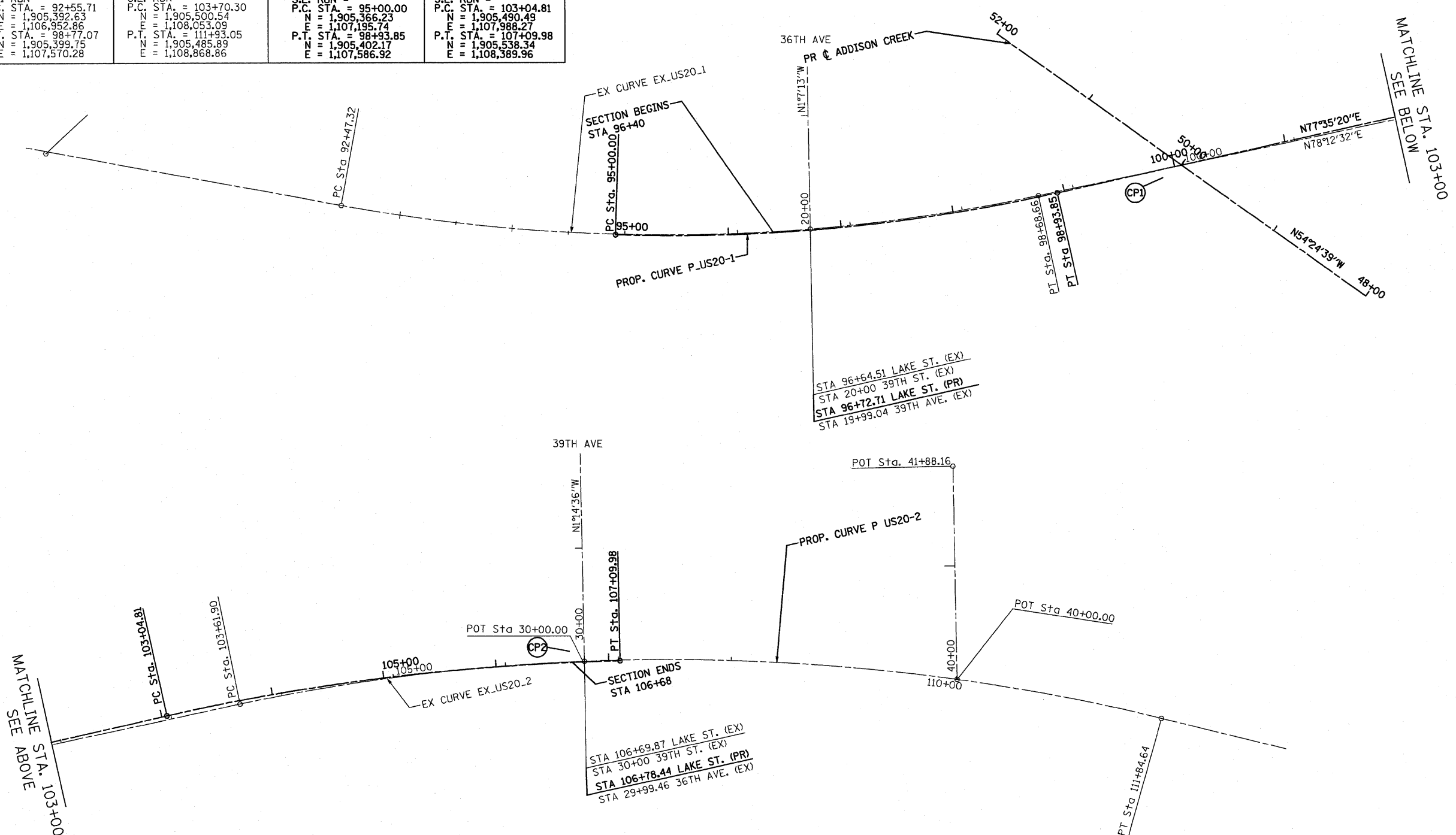
84400105 RELOCATE EXISTING LIGHTING UNIT			
EACH	LOCATION		
LAKE ST.			
1	Sta 97+62	44.4' RT	
1	Sta 97+77	40' RT	
1	Sta 97+64	41' LT	
1	Sta 99+96	38.6' RT	
1	Sta 101+17	37.4' RT	
1	Sta 102+30	34.5' RT	
1	Sta 103+44	33' RT	
1	Sta 104+29	31' RT	
1	Sta 105+36	31' RT	
1	Sta 106+29	31' RT	
<b>10</b>	<b>TOTAL</b>		

Earthwork Schedule					
Location	Remarks	Earth	Earth	Embankment	Earthwork
		Excavation (CUT)	Excavation Adj. Shrink 25%	(FILL)	Balance Waste (+) Shortage (-)
		Cu Yd	Cu Yd	Cu Yd	Cu Yd
<b>TEMPORARY PAVEMENT (LAKE STREET)</b>					
Sta 102+80.0 - 105+21.6	LT	50.0	37.5	0.0	37.5
<b>LAKE STREET</b>					
Sta 96+40.0 - 106+68.0		1295.6	971.7	776.3	195.4
<b>ADDISON CREEK (CHANNEL EXCAVATION)</b>					
Sta 48+50.0 - 49+60.0	SOUTH	149.1	111.8	34.4	77.4
Sta 49+60.0 - 50+45.4		26.8	20.1		
Sta 50+45.4 - 51+47.4	NORTH	66.2	49.7	5.2	44.5
RIP RAP EXCAVATION SOUTH		107.0			
RIP RAP EXCAVATION NORTH		136.0			
<b>TOTAL</b>		<b>1,830.7</b>	<b>1,190.8</b>	<b>815.9</b>	<b>374.9</b>

FILE NAME = G:\ENR\06-27\06-17 Lake St Triple Box Culvert\CD\Drawings\06200804-shr-quantity.dgn

**ALIGNMENT DATA**

LAKE STREET - EXISTING		LAKE STREET - PROPOSED	
EX. CURVE EX_US20-1	EX. CURVE EX_US20-2	PROP. CURVE P_US20-1	PROP. CURVE P_US20-2
PI STA. = 95+70.36	PI STA. = 107+88.68	PI STA. = 96+97.96	PI STA. = 105+08.05
N = 1,905,456.93	N = 1,905,586.03	N = 1,905,359.62	N = 1,905,534.17
E = 1,107,260.87	E = 1,108,462.64	E = 1,107,393.59	E = 1,108,186.76
$\Delta$ = 22° 15' 43" (RT)	$\Delta$ = 25° 38' 21" (RT)	$\Delta$ = 14° 19' 26" (LT)	$\Delta$ = 11° 14' 13" (RT)
DR = 3° 34' 58"	DR = 3° 06' 59"	DR = 3° 38' 13"	DR = 2° 46' 24"
RT = 1,599.21'	RT = 1,838.59'	RT = 1,575.42'	RT = 2,065.96'
TT = 314.65'	TT = 418.38'	TT = 197.96'	TT = 203.24'
LF = 621.36'	LF = 822.75'	LF = 393.85'	LF = 405.18'
EF = 30.66'	EF = 47.00'	EF = 12.39'	EF = 9.97'
$\theta$ =	$\theta$ =	$\theta$ =	$\theta$ =
T.R. =	T.R. =	T.R. =	T.R. =
S.E. RUN = 92+55.71	S.E. RUN = 103+70.30	S.E. RUN = 95+00.00	S.E. RUN = 103+04.81
P.C. STA. = 92+55.71	P.C. STA. = 103+70.30	P.C. STA. = 95+00.00	P.C. STA. = 103+04.81
N = 1,905,392.63	N = 1,905,500.54	N = 1,905,366.23	N = 1,905,490.49
E = 1,106,952.86	E = 1,108,053.09	E = 1,107,195.74	E = 1,107,988.27
P.T. STA. = 98+77.07	P.T. STA. = 111+93.05	P.T. STA. = 98+93.85	P.T. STA. = 107+09.98
N = 1,905,399.75	N = 1,905,485.89	N = 1,905,402.17	N = 1,905,538.34
E = 1,107,570.28	E = 1,108,868.86	E = 1,107,586.92	E = 1,108,389.96



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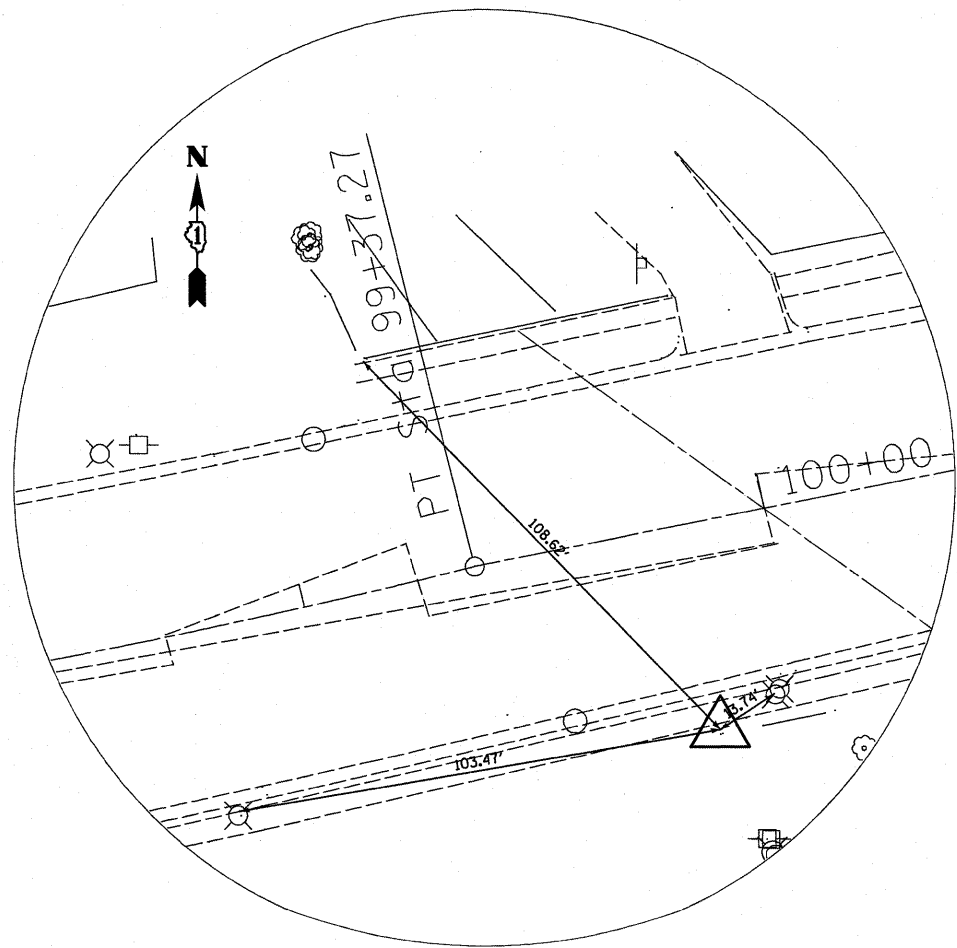
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ALIGNMENT, TIES AND BENCHMARKS</b>	
SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS

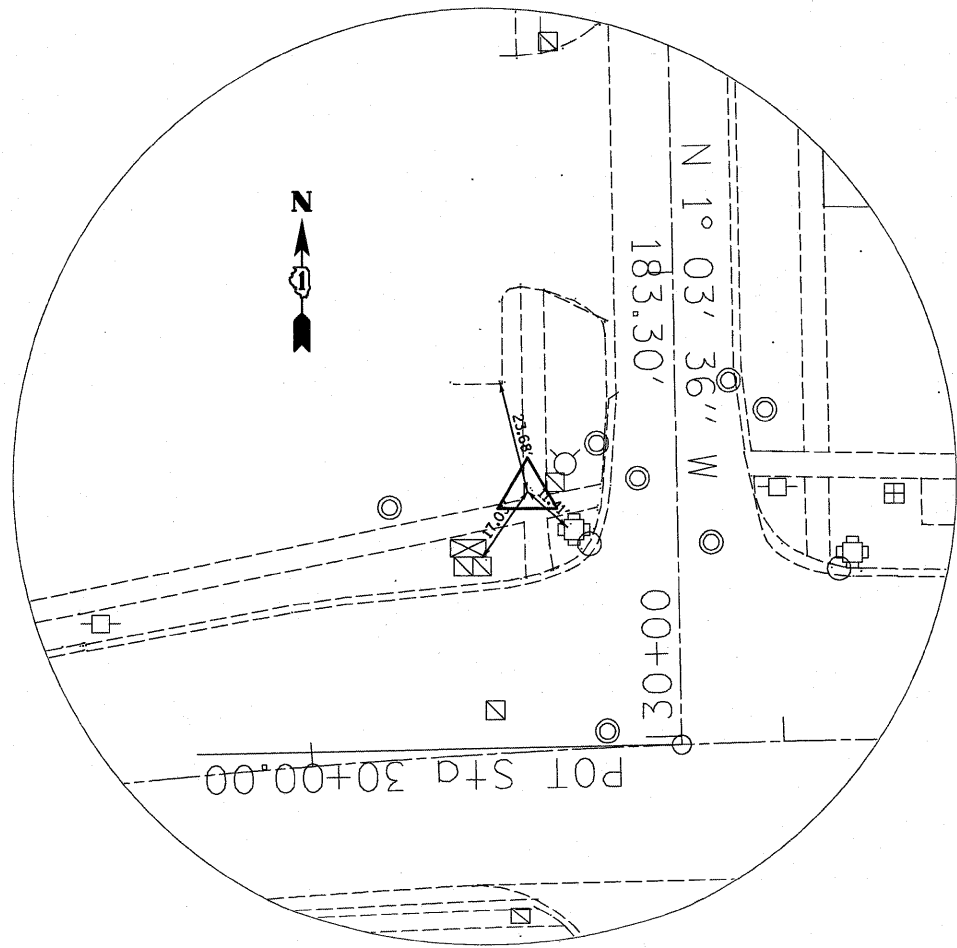
F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 14
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				



BENCHMARKS						
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET	DESCRIPTION
			638.22			CHISELED SQUARE ON WEST END OF SOUTH HEADWALL S.N. 016-2007



**CONTROL POINT #1**



**CONTROL POINT #2**

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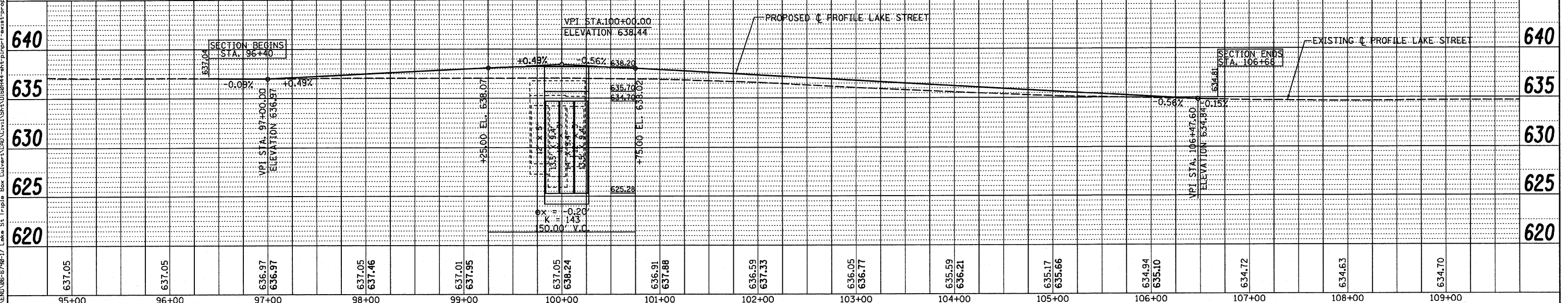
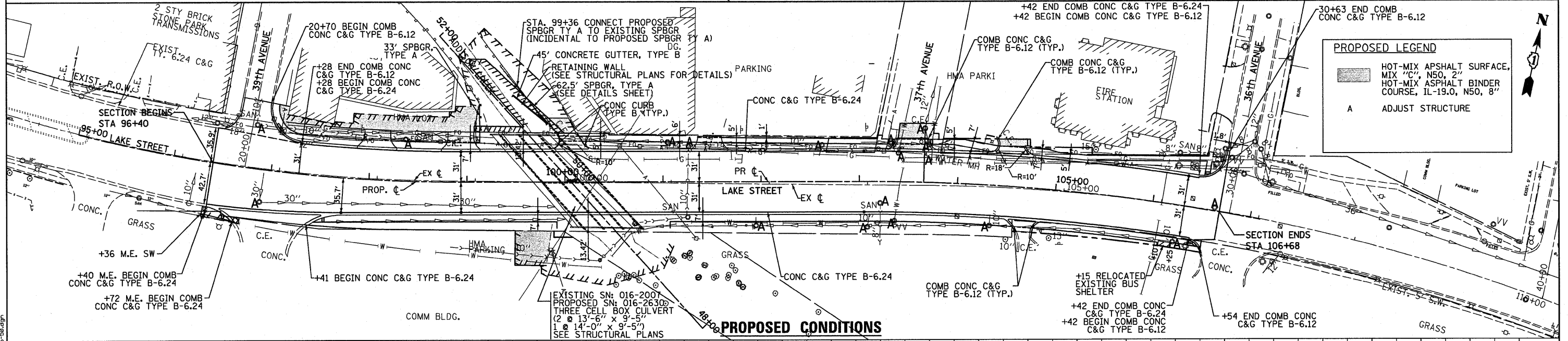
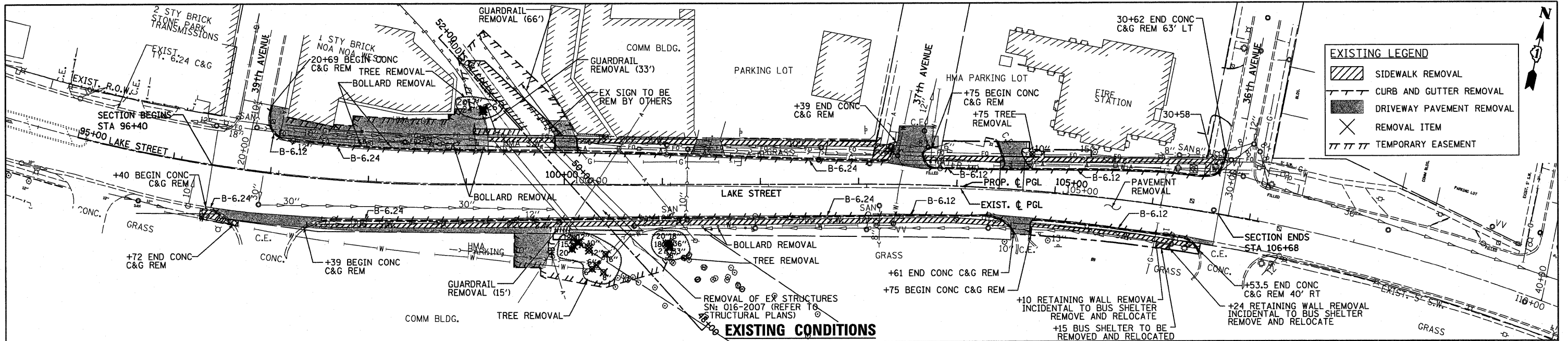
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PLOT DATE = 1/26/2011	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS  
LAKE STREET OVER ADDISON CREEK

SCALE 1" = 20' SHEET NO. 2 OF 2 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	15
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	



637.05	637.05	636.97	637.05	637.01	637.05	636.91	636.59	636.05	635.59	635.17	634.94	634.72	634.63	634.70
95+00	96+00	97+00	98+00	99+00	100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00

PLANNED  
ALIGNMENT CHECKED  
FIELD FILE NAME

NOTED  
GRADES CHECKED  
STRUCTURE NOTATIONS CPAD  
NO.

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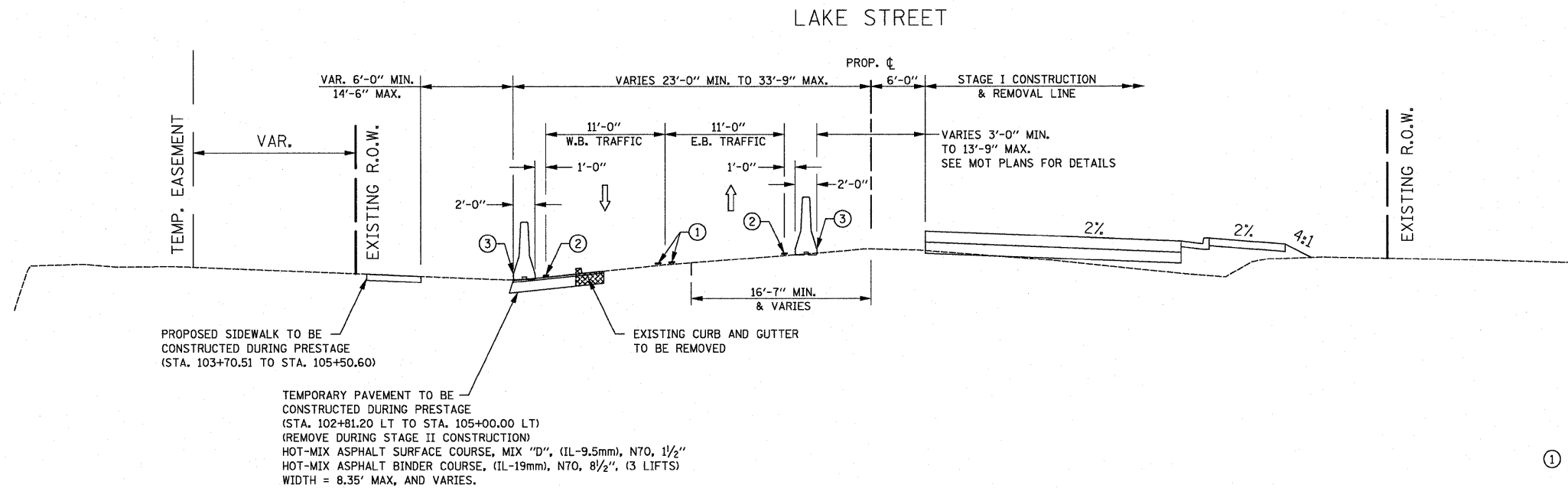


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED PLAN & PROFILE LAKE STREET OVER ADDISON CREEK	
SCALE: 1" = 50'	SHEET NO. 1 OF 1 SHEETS
STA. 96+40	TO STA. 106+68

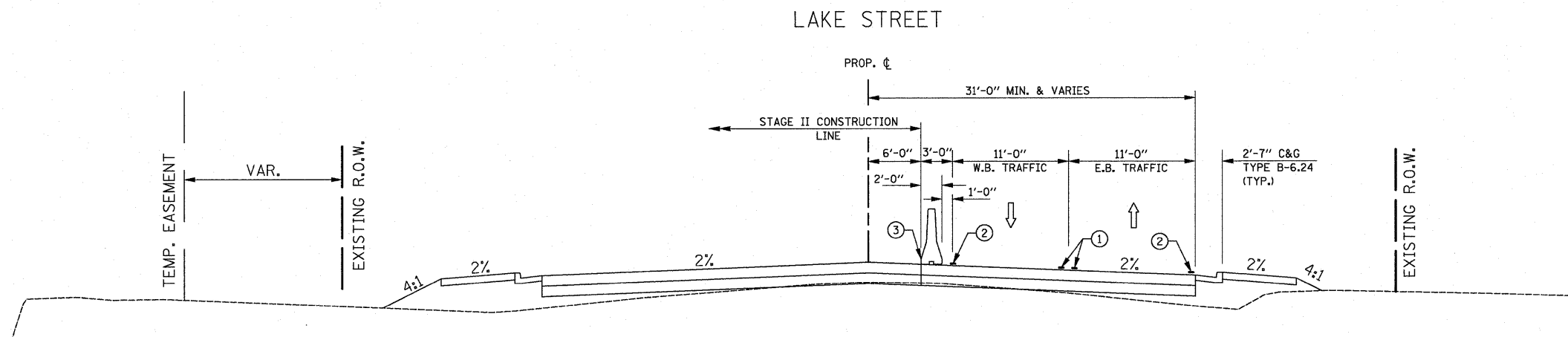
F.A.I.R.T.E. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 16
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	



**STAGE I TYPICAL SECTION**

STA. 96+40 TO STA. 99+50  
 STA. 100+50 TO STA. 106+68

- ① WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (DOUBLE YELLOW)
- ② WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (SOLID WHITE)
- \*③ TEMPORARY CONCRETE BARRIER



**STAGE II TYPICAL SECTION**

STA. 96+40 TO STA. 99+50  
 STA. 100+50 TO STA. 100+80  
 \*\*STA. 100+80 TO 106+68

- ① WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (DOUBLE YELLOW)
- ② WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (SOLID WHITE)
- \*③ TEMPORARY CONCRETE BARRIER

\* PIN TEMPORARY CONCRETE BARRIER FROM STA. 96+40 TO STA. 100+80. REFER TO STRUCTURAL PLANS FOR PINNING DETAILS.  
 \*\* DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT SPACED AT 25' TO BE PLACED FROM STA. 100+80 TO STA. 106+68 AS SHOWN IN THE STAGE II MOT PLANS.

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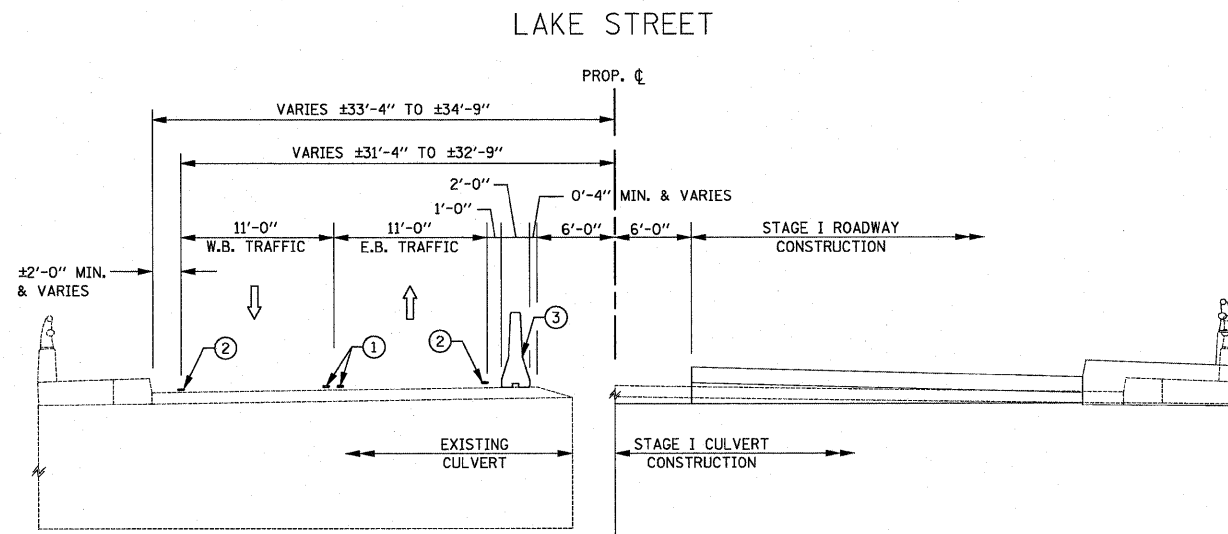


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS  
 LAKE STREET OVER ADDISON CREEK

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

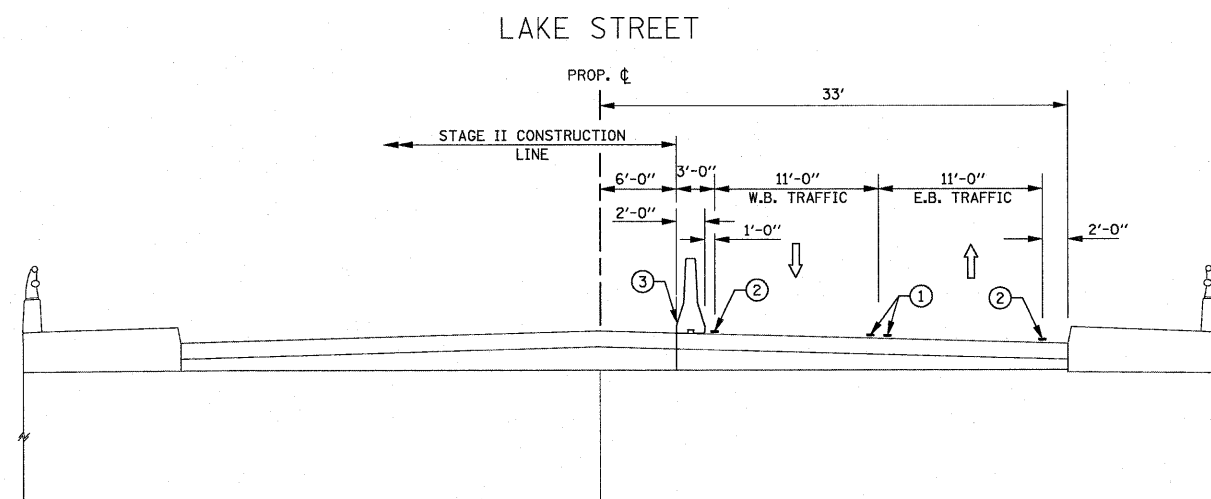
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	17
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 60H44				



- ① WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (DOUBLE YELLOW)
- ② WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (SOLID WHITE)
- \*③ TEMPORARY CONCRETE BARRIER

**STAGE I TYPICAL SECTION OVER CULVERT**

STA. 99+50 TO STA. 100+50



- ① WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (DOUBLE YELLOW)
- ② WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (SOLID WHITE)
- \*③ TEMPORARY CONCRETE BARRIER

**STAGE II TYPICAL SECTION OVER CULVERT**

STA. 99+50 TO STA. 100+50

\*PIN TEMPORARY CONCRETE BARRIER FROM STA. 96+40 TO STA. 100+80. REFER TO STRUCTURAL PLANS FOR PINNING DETAILS.

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









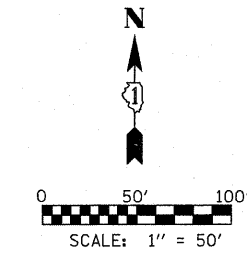
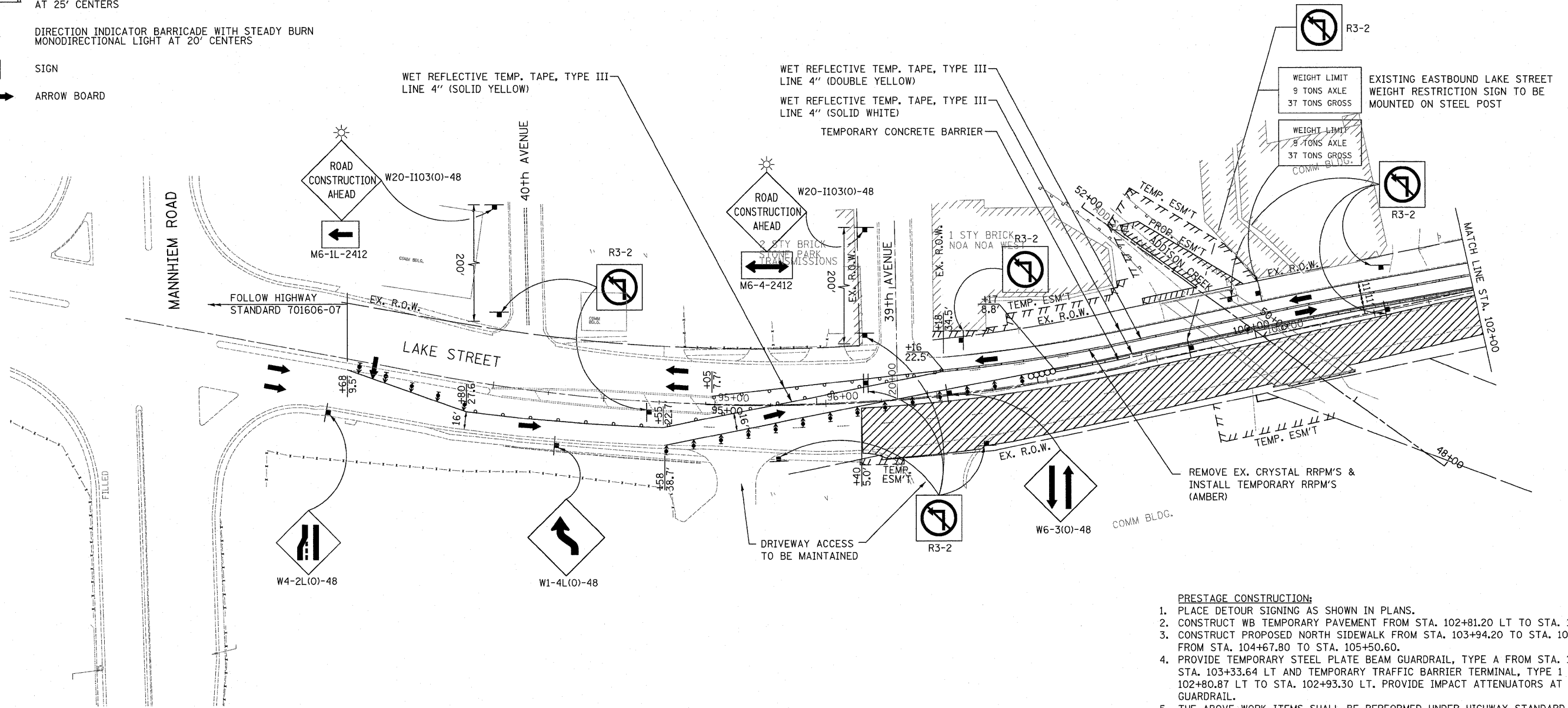
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
LAKE STREET OVER ADDISON CREEK		3537	3264-T	COOK	110	18
SCALE: N.T.S.		SHEET NO. 2 OF 2 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**LEGEND**

-  WORK AREA
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT AT 25' CENTERS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 20' CENTERS
-  SIGN
-  ARROW BOARD

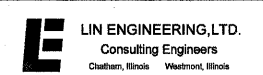


- NOTES:**
- SIGNS WITH FLASHING BEACONS AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACT COST FOR HIGHWAY STANDARD 701606-07.
  - PROPOSED PCC PAVEMENT, PCC SIDEWALKS, PCC DRIVEWAYS AND CONCRETE CURB AND GUTTER MAY BE POURED IN STAGES AND AS DIRECTED BY THE ENGINEER TO ENSURE ACCESS TO DRIVEWAYS.

- PRESTAGE CONSTRUCTION:**
- PLACE DETOUR SIGNING AS SHOWN IN PLANS.
  - CONSTRUCT WB TEMPORARY PAVEMENT FROM STA. 102+81.20 LT TO STA. 105+00.00 LT.
  - CONSTRUCT PROPOSED NORTH SIDEWALK FROM STA. 103+94.20 TO STA. 104+38.70, AND FROM STA. 104+67.80 TO STA. 105+50.60.
  - PROVIDE TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A FROM STA. 102+93.30 LT TO STA. 103+33.64 LT AND TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 FROM STA. 102+80.87 LT TO STA. 102+93.30 LT. PROVIDE IMPACT ATTENUATORS AT APPROACH END OF GUARDRAIL.
  - THE ABOVE WORK ITEMS SHALL BE PERFORMED UNDER HIGHWAY STANDARD 701606-07.
  - PROVIDE HIGHWAY STANDARD 701801-04 AT THE 36TH AVENUE INTERSECTION.

- STAGE I CONSTRUCTION:**
- REMOVE CONFLICTING EXISTING PAVEMENT MARKING LINES, REFLECTORS AND SIGNS UNDER HIGHWAY STANDARD 701301-04.
  - SHUT DOWN EXISTING TRAFFIC SIGNAL INSTALLATION AT LAKE STREET & 36TH AVENUE FOR DURATION OF CONSTRUCTION. TRAFFIC SIGNALS TO BE BAGGED AT ALL TIMES WHEN SYSTEM IS TURNED OFF.
  - SHIFT TRAFFIC TO EXISTING WB LANES, PROVIDING ONE 11' LANE IN EACH DIRECTION UNDER HIGHWAY STANDARD 701606-07 AND AS SHOWN IN THE PLANS.
  - CONSTRUCT PROPOSED TRIPLE-BARREL BOX CULVERT UP TO CENTERLINE OF ROADWAY.
  - WITHIN RECONSTRUCTION LIMITS, CONSTRUCT PROPOSED ROADWAY UP TO 6'-0" SOUTH OF CENTERLINE, SOUTH SIDE PROPOSED CURB & GUTTER, SIDEWALKS, GRADING, AND PROPOSED ROADWAY LIGHTING.
  - ALL LEFT TURNS SHALL BE PROHIBITED AT 37TH & 39TH AVE. INTERSECTIONS.
  - PROVIDE HIGHWAY STANDARD 701801-04 AT 36TH, 37TH & 39TH AVE. INTERSECTIONS.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**









**MAINTENANCE OF TRAFFIC - STAGE I  
LAKE STREET OVER ADDISON CREEK**

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 91+68 TO STA. 102+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H44	



**LEGEND**

-  WORK AREA
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT AT 25' CENTERS.
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 20' CENTERS.
-  SIGN
-  ARROW BOARD

**STAGE II CONSTRUCTION:**

1. CONSTRUCT PROPOSED PAVEMENT FROM STA. 96+40.00 TO 97+11.48 & STA. 106+33.44 TO 106+68.00 UNDER HIGHWAY STANDARD 701301-04.
2. SHIFT TRAFFIC TO NEW EB LANES, PROVIDING ONE 11' LANE IN EACH DIRECTION UNDER HIGHWAY STANDARD 701606-07 AND AS SHOWN IN THE PLANS.
3. REMOVE TEMPORARY PAVEMENT, TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A, TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 AND TEMPORARY IMPACT ATTENUATORS PROVIDED DURING PRE-STAGE.
4. CONSTRUCT NORTH HALF OF PROPOSED TRIPLE-BARREL BOX CULVERT AND RETAINING WALL.
5. CONSTRUCT REMAINING PROPOSED ROADWAY, AND NORTH SIDE PROPOSED CURB & GUTTER, SIDEWALKS, GRADING, AND ROADWAY LIGHTING.
6. ALL LEFT TURNS SHALL BE PROHIBITED AT 36TH & 39TH AVE. INTERSECTIONS.
7. PROVIDE HIGHWAY STANDARD 701801-04 AT 36TH & 39TH AVENUE INTERSECTIONS.

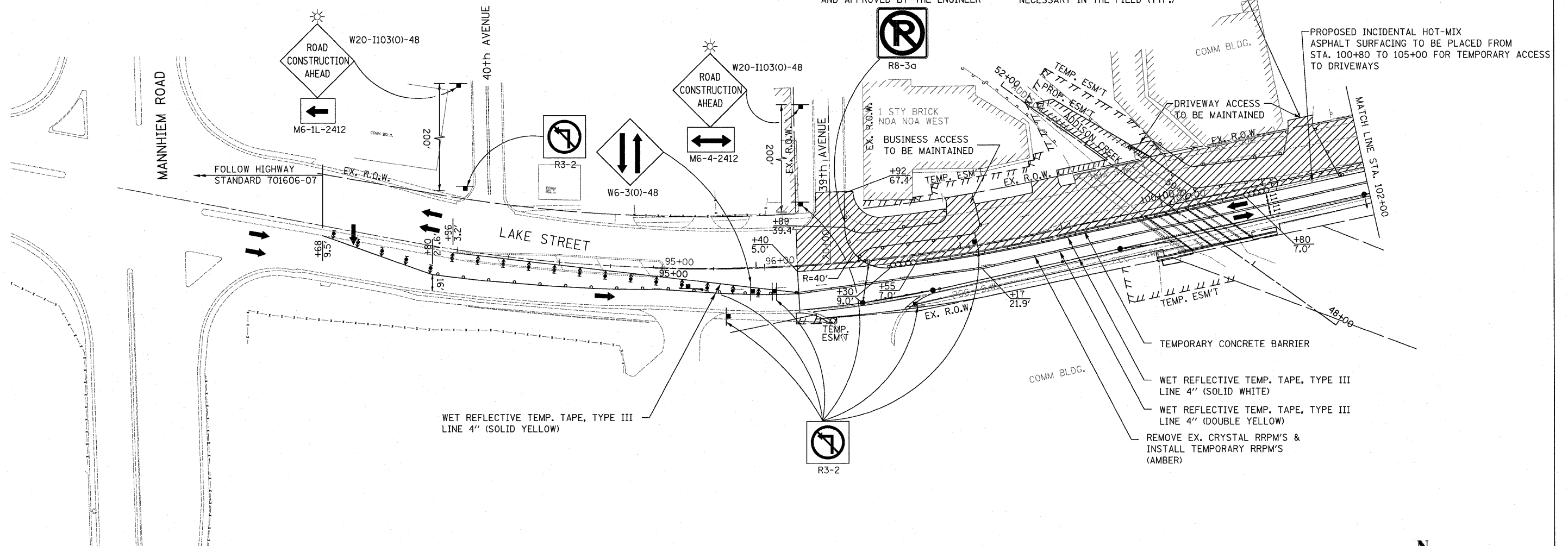
**STAGE III**

1. PLACE FINAL PROPOSED PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS UNDER HIGHWAY STANDARD 701311-03.
  2. REMOVE BAGGING FOR TRAFFIC SIGNALS. TURN ON AND RE-OPTIMIZE EXISTING TRAFFIC SIGNAL AT LAKE STREET & 36TH AVENUE.
- NOTES:**
1. SIGNS WITH FLASHING BEACONS AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACT COST FOR HIGHWAY STANDARD 701606-07.
  2. PROPOSED PCC PAVEMENT, PCC SIDEWALKS, PCC DRIVEWAYS AND CONCRETE CURB AND GUTTER MAY BE POURED IN STAGES AND AS DIRECTED BY THE ENGINEER TO ENSURE ACCESS TO DRIVEWAYS.

NO PARKING SIGNS TO BE PLACED; LOCATION TO BE FIELD DETERMINED AND APPROVED BY THE ENGINEER

ENTRANCE DRUMS SHOWN FOR INFORMATION ONLY; FINAL LOCATION TO BE ADJUSTED AS NECESSARY IN THE FIELD (TYP.)

PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING TO BE PLACED FROM STA. 100+80 TO 105+00 FOR TEMPORARY ACCESS TO DRIVEWAYS



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








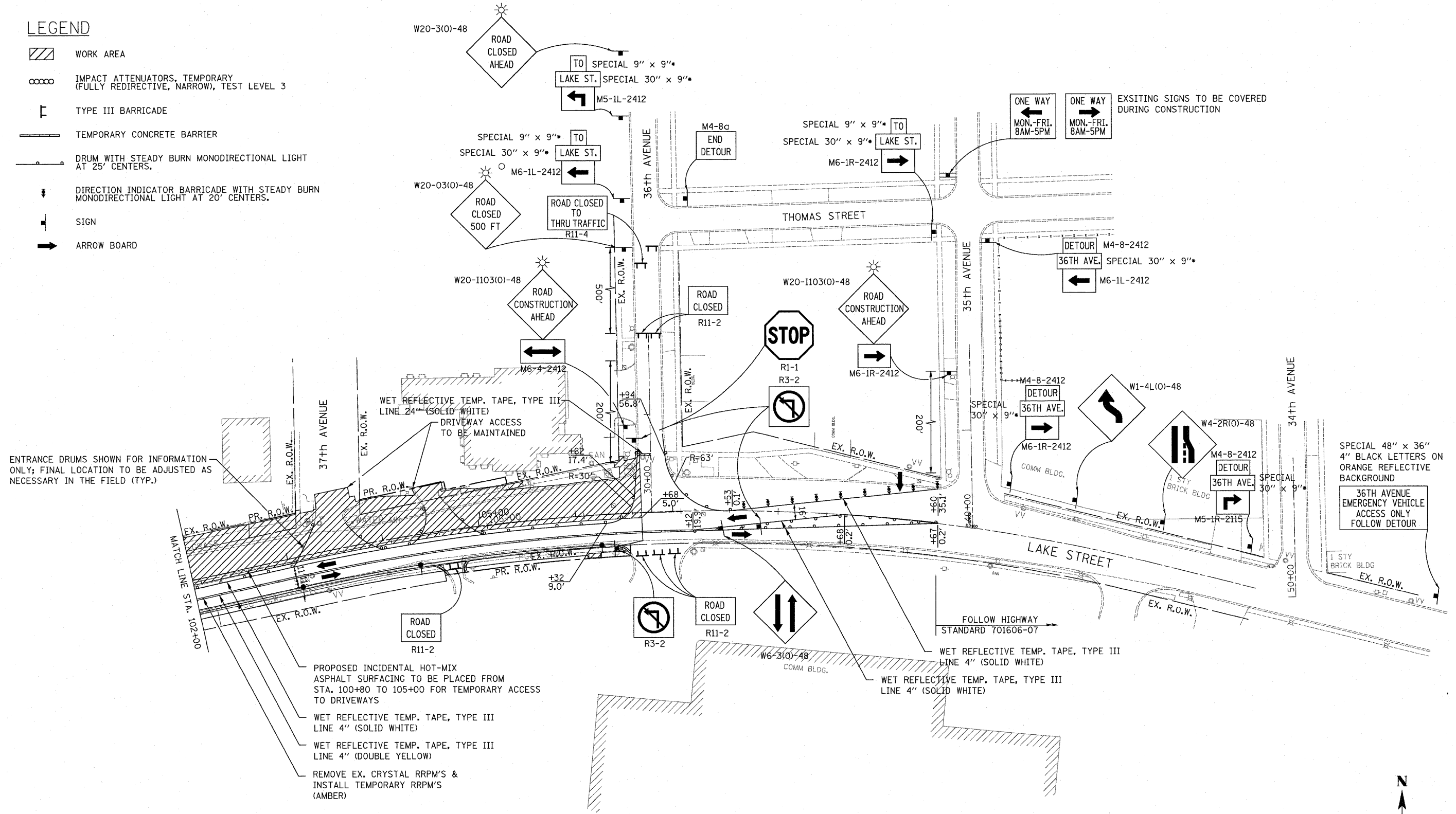
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>MAINTENANCE OF TRAFFIC - STAGE II LAKE STREET OVER ADDISON CREEK</b>	
SCALE: 1" = 50'	SHEET NO. 1 OF 2 SHEETS
STA. 91+68 TO STA. 102+00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	21
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60H44	

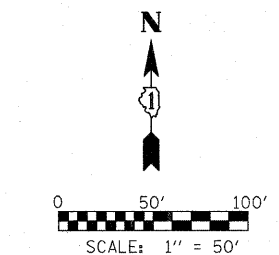
**LEGEND**

-  WORK AREA
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT AT 25' CENTERS.
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 20' CENTERS.
-  SIGN
-  ARROW BOARD



ENTRANCE DRUMS SHOWN FOR INFORMATION ONLY; FINAL LOCATION TO BE ADJUSTED AS NECESSARY IN THE FIELD (TYP.)

- PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING TO BE PLACED FROM STA. 100+80 TO 105+00 FOR TEMPORARY ACCESS TO DRIVEWAYS
- WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (SOLID WHITE)
- WET REFLECTIVE TEMP. TAPE, TYPE III LINE 4" (DOUBLE YELLOW)
- REMOVE EX. CRYSTAL RRPMS & INSTALL TEMPORARY RRPMS (AMBER)



\* UNLESS OTHERWISE NOTED, ALL SPECIAL SIGNS WILL BE 4" BLACK LETTERS ON AN ORANGE REFLECTIVE BACKGROUND

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - STAGE II  
LAKE STREET OVER ADDISON CREEK**

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 102+00 TO STA. 109+67

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	22
CONTRACT NO. 60H44				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

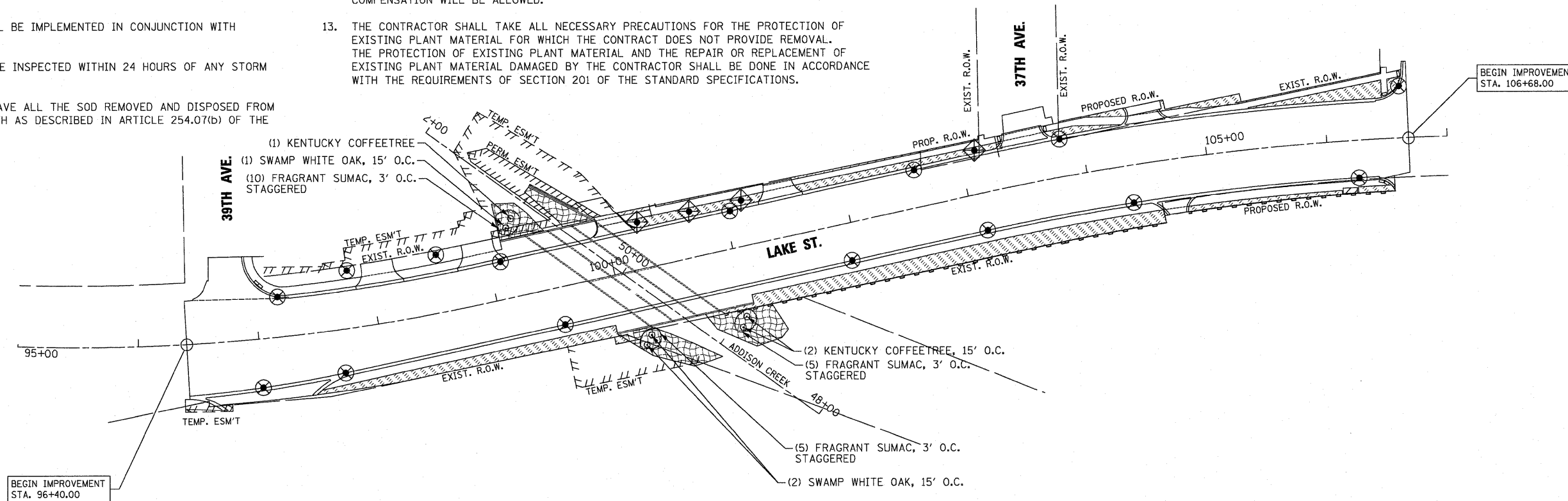
**EROSION CONTROL NOTES**

1. THE CONTRACTOR SHALL BE REQUIRED TO INSTALL AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
2. RUNOFF LEAVING THE JOBSITE MUST PASS THROUGH AN EROSION CONTROL SYSTEM FOLLOWING STANDARD 280001.
3. SILT FENCE SHALL BE USED AS A PERIMETER EROSION BARRIER TO FILTER RUNOFF LEAVING THE PROJECT LIMITS.
4. SILT FENCE SHALL BE PLACED AROUND THE PERIMETER OF THE EARTH STOCKPILES, WHICH WILL BE PAID FOR AS PERIMETER EROSION BARRIER.
5. PROPOSED DRAINAGE STRUCTURE RECEIVING RUNOFF SHALL BE PROTECTED WITH INLET AND PIPE PROTECTION IMMEDIATELY AFTER CONSTRUCTION.
6. INLET FILTERS SHALL BE USED TO PROTECT EXISTING INLETS AFTER THE SOIL IS EXPOSED AROUND INLET.
7. PERMANENT LANDSCAPING ITEMS SHALL BE IMPLEMENTED IN CONJUNCTION WITH CONSTRUCTION STAGING.
8. EROSION CONTROL MEASURES SHALL BE INSPECTED WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2" OF PRECIPITATION.
9. ALL PERENNIAL PLANT BEDS SHALL HAVE ALL THE SOD REMOVED AND DISPOSED FROM THE BED PRIOR TO TILLING THE EARTH AS DESCRIBED IN ARTICLE 254.07(b) OF THE STANDARD SPECIFICATIONS.






10. UNLESS OTHERWISE NOTED, ALL PERENNIALS SHALL BE PLANTED ONE FOOT ON CENTER AND MULCHED AS DESCRIBED IN ARTICLE 254.08 OF THE STANDARD SPECIFICATIONS.
11. VILLAGE WATER AND SEWER MAINS MAY BE LOCATED IN THE LANDSCAPE AREA.  
THE CONTRACTOR WILL NOT BE ALLOWED TO PROCEED WITH ANY PLANTING WORK UNTIL ALL UTILITY OWNERS FIELD LOCATE THEIR FACILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS.  
THE ACTUAL LOCATION OF PROPOSED LANDSCAPING WILL BE ADJUSTED IN THE FIELD TO AVOID UTILITIES.
12. UNDERBRUSH OR DEBRIS AT PLANTING LOCATIONS SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COSTS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

14. FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 & 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED WITHIN THE COST OF THE SEEDING OR SODDING.

15. PLANTINGS SHOULD BE 10' MIN. FROM RIPRAP AND 5' MIN. BEHIND GUARDRAIL.

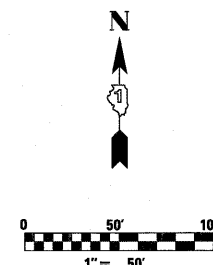


**LEGEND**

-  SODDING, SALT TOLERANT
-  SEEDING, CLASS 4 & EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  INLET & PIPE PROTECTION
-  INLET FILTERS

**EROSION CONTROL BILL OF MATERIALS**

CODE NO.	PAY ITEM	UNIT	TOTAL
21101615	TOPSOIL FURNISH & PLACE, 4"	SQ YD	1364
25000310	SEEDING, CLASS 4	ACRE	1
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.5
25200200	SUPPLEMENTAL WATERING	UNIT	45
25100630	EROSION CONTROL BLANKET	SQ YD	465
25200110	SODDING, SALT TOLERANT	SQ YD	1187
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75
28000400	PERIMETER EROSION BARRIER	FOOT	553
28000500	INLET AND PIPE PROTECTION	EACH	4
28000510	INLET FILTERS	EACH	15



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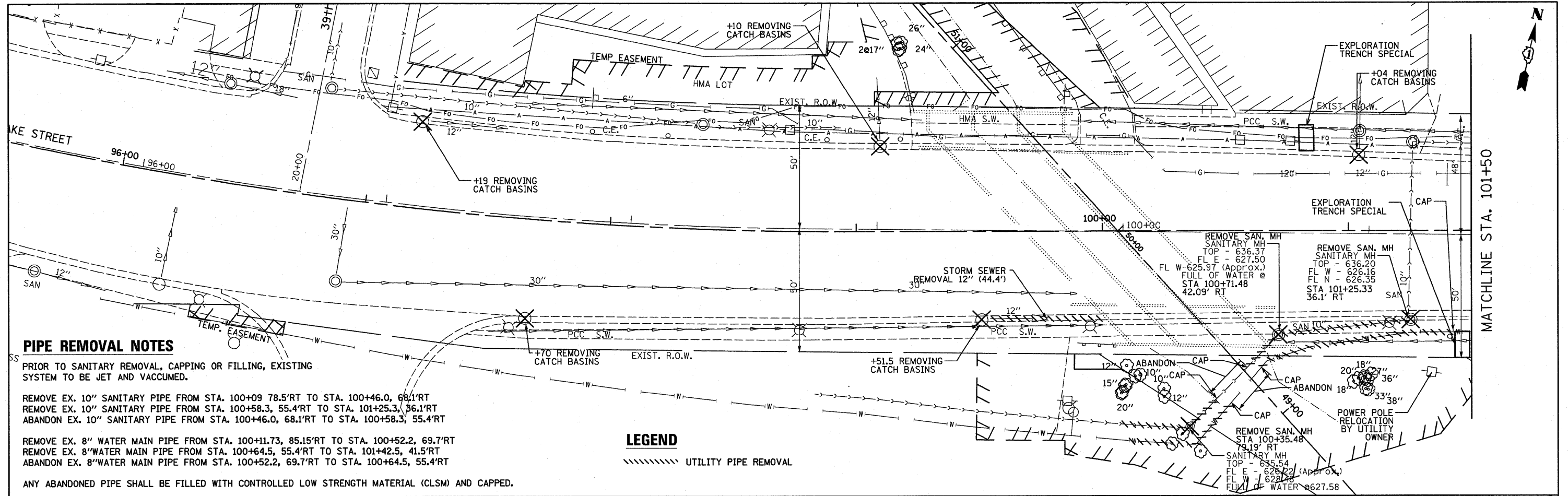
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL / LANDSCAPE PLAN  
LAKE STREET OVER ADDISON CREEK**

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 96+40 TO STA. 106+68

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	23
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60H44				





**PIPE REMOVAL NOTES**

PRIOR TO SANITARY REMOVAL, CAPPING OR FILLING, EXISTING SYSTEM TO BE JET AND VACUUMED.

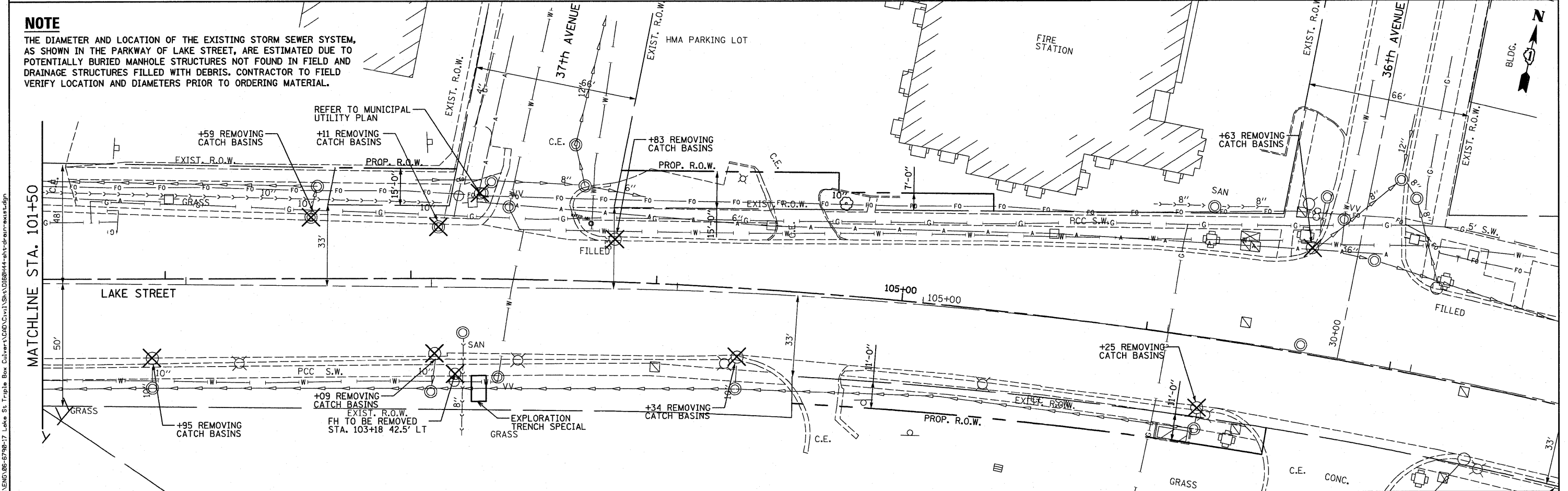
REMOVE EX. 10" SANITARY PIPE FROM STA. 100+09 78.5'RT TO STA. 100+46.0, 68.1'RT  
 REMOVE EX. 10" SANITARY PIPE FROM STA. 100+58.3, 55.4'RT TO STA. 101+25.3, 36.1'RT  
 ABANDON EX. 10" SANITARY PIPE FROM STA. 100+46.0, 68.1'RT TO STA. 100+58.3, 55.4'RT

REMOVE EX. 8" WATER MAIN PIPE FROM STA. 100+11.73, 85.15'RT TO STA. 100+52.2, 69.7'RT  
 REMOVE EX. 8" WATER MAIN PIPE FROM STA. 100+64.5, 55.4'RT TO STA. 101+42.5, 41.5'RT  
 ABANDON EX. 8" WATER MAIN PIPE FROM STA. 100+52.2, 69.7'RT TO STA. 100+64.5, 55.4'RT

ANY ABANDONED PIPE SHALL BE FILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) AND CAPPED.

**LEGEND**  
 ===== UTILITY PIPE REMOVAL

**NOTE**  
 THE DIAMETER AND LOCATION OF THE EXISTING STORM SEWER SYSTEM, AS SHOWN IN THE PARKWAY OF LAKE STREET, ARE ESTIMATED DUE TO POTENTIALLY BURIED MANHOLE STRUCTURES NOT FOUND IN FIELD AND DRAINAGE STRUCTURES FILLED WITH DEBRIS. CONTRACTOR TO FIELD VERIFY LOCATION AND DIAMETERS PRIOR TO ORDERING MATERIAL.



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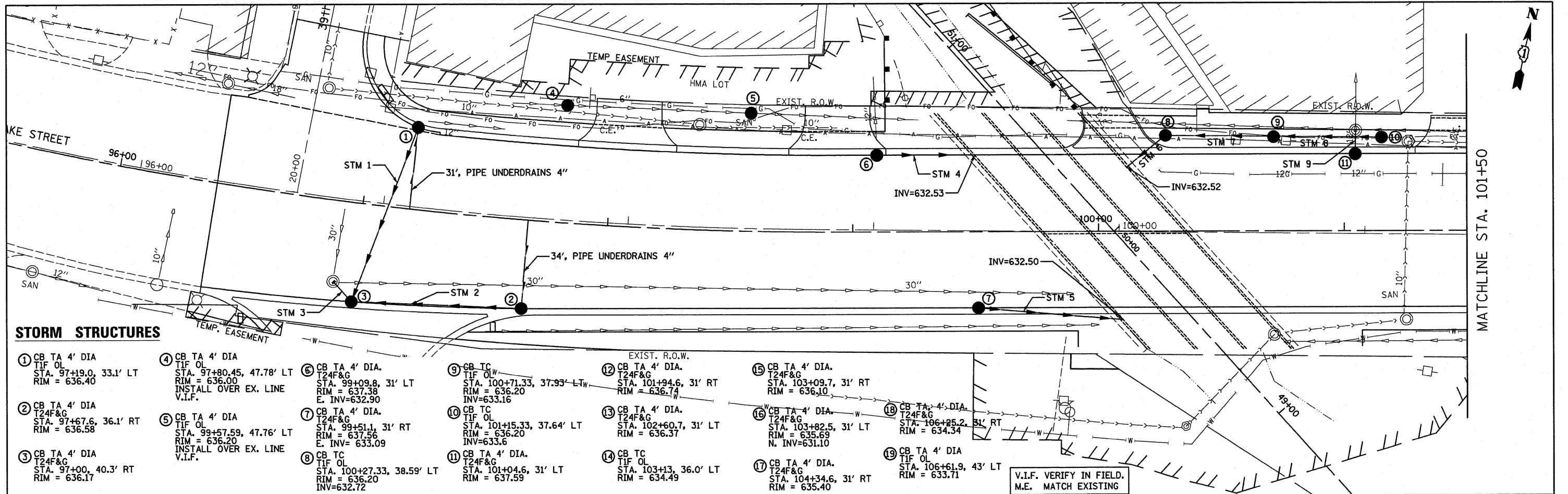
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PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
	DATE - 1/12/2011	REVISED -

DESIGNED - KAC	REVISED -
DRAWN - TMF	REVISED -
CHECKED - KAC	REVISED -
DATE - 1/12/2011	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>UTILITY REMOVAL PLAN</b>			
<b>LAKE STREET OVER ADDISON CREEK</b>			
SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS	STA. 96+40 TO STA. 106+68	

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 24
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	



**STORM STRUCTURES**

- ① CB TA 4' DIA  
TIF OL  
STA. 97+19.0, 33.1' LT  
RIM = 636.40
- ② CB TA 4' DIA  
T24F&G  
STA. 97+67.6, 36.1' RT  
RIM = 636.58
- ③ CB TA 4' DIA  
T24F&G  
STA. 97+00, 40.3' RT  
RIM = 636.17
- ④ CB TA 4' DIA  
TIF OL  
STA. 97+80.45, 47.78' LT  
RIM = 636.00  
INSTALL OVER EX. LINE  
V.I.F.
- ⑤ CB TA 4' DIA  
TIF OL  
STA. 99+57.59, 47.76' LT  
RIM = 636.20  
INSTALL OVER EX. LINE  
V.I.F.
- ⑥ CB TA 4' DIA.  
T24F&G  
STA. 99+09.8, 31' LT  
RIM = 637.38  
E. INV=632.90
- ⑦ CB TA 4' DIA.  
T24F&G  
STA. 99+51.1, 31' RT  
RIM = 637.56  
E. INV= 633.09
- ⑧ CB TC  
TIF OL  
STA. 100+27.33, 38.59' LT  
RIM = 636.20  
INV=632.72
- ⑨ CB TC  
TIF OL  
STA. 100+71.33, 37.93' LT  
RIM = 636.20  
INV=633.16
- ⑩ CB TC  
TIF OL  
STA. 101+15.33, 37.64' LT  
RIM = 636.20  
INV=633.6
- ⑪ CB TA 4' DIA.  
T24F&G  
STA. 101+04.6, 31' LT  
RIM = 637.59
- ⑫ CB TA 4' DIA.  
T24F&G  
STA. 101+94.6, 31' RT  
RIM = 636.74
- ⑬ CB TA 4' DIA.  
T24F&G  
STA. 102+60.7, 31' LT  
RIM = 636.37
- ⑭ CB TC  
TIF OL  
STA. 103+13, 36.0' LT  
RIM = 634.49
- ⑮ CB TA 4' DIA.  
T24F&G  
STA. 103+09.7, 31' RT  
RIM = 636.10
- ⑯ CB TA 4' DIA.  
T24F&G  
STA. 103+82.5, 31' LT  
RIM = 635.69  
N. INV=631.10
- ⑰ CB TA 4' DIA.  
T24F&G  
STA. 104+34.6, 31' RT  
RIM = 635.40
- ⑱ CB TA 4' DIA.  
TIF OL  
STA. 106+61.9, 43' LT  
RIM = 633.71

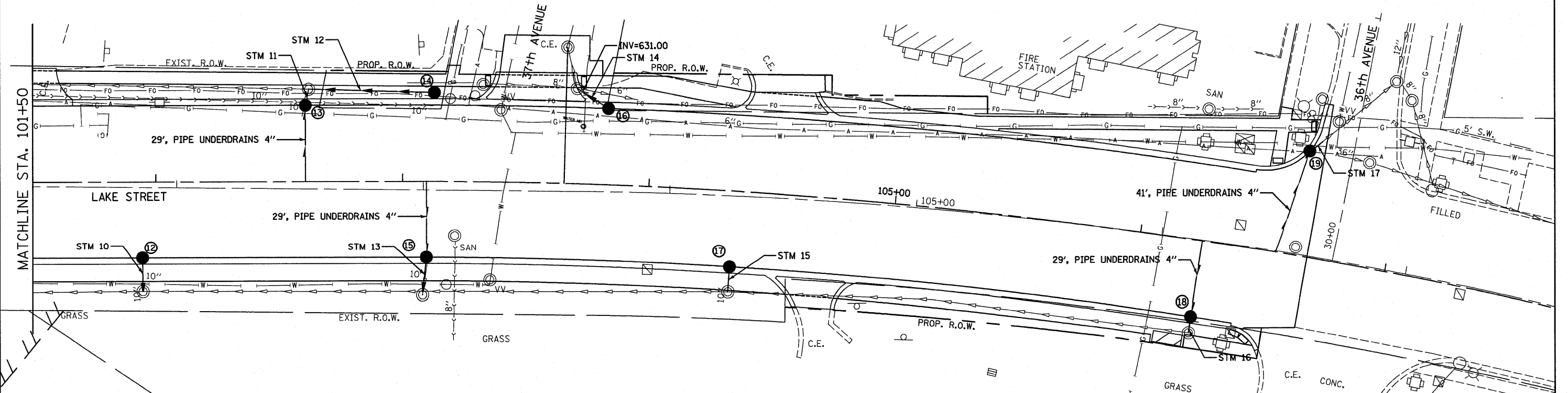
V.I.F. VERIFY IN FIELD.  
M.E. MATCH EXISTING

**NOTE**

THE DIAMETER AND LOCATION OF THE EXISTING STORM SEWER SYSTEM, AS SHOWN IN THE PARKWAY OF LAKE STREET, ARE ESTIMATED DUE TO POTENTIALLY BURIED MANHOLE STRUCTURES NOT FOUND IN FIELD AND DRAINAGE STRUCTURES FILLED WITH DEBRIS. CONTRACTOR TO FIELD VERIFY LOCATION AND DIAMETERS PRIOR TO ORDERING MATERIAL.

**STORM PIPES**

- STM 1- 71 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 2- 64 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 3- 6 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 4- 38 LF STORM SEWER, CLASS A, TYPE 2 12" @ 1.00%
- STM 5- 57 LF STORM SEWER, CLASS A, TYPE 2 12" @ 1.00%
- STM 6- 18 LF STORM SEWER, CLASS A, TYPE 2 12" @ 1.00%
- STM 7- 39 LF STORM SEWER, CLASS B, TYPE 1 8" @ 1.00%
- STM 8- 39 LF STORM SEWER, CLASS B, TYPE 1 8" @ 1.00%
- STM 9- 6 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 10- 9 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 11- 2 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 12- 47 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 13- 10 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 14- 10 LF STORM SEWER, CLASS B, TYPE 2 8" @ 1.00%
- STM 15- 5 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 16- 2 LF STORM SEWER, CLASS A, TYPE 1 12" @ 1.00% MIN.
- STM 17- 4 LF STORM SEWER, CLASS B, TYPE 2 8" @ 1.00% MIN.



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<b>Wight</b>	USER NAME = #USER#	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED DRAINAGE PLAN LAKE STREET OVER ADDISON CREEK</b>			F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 25
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS	STA. 96+40 TO STA. 106+68	CONTRACT NO. 60H44				
	PLOT DATE = 1/26/2011	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

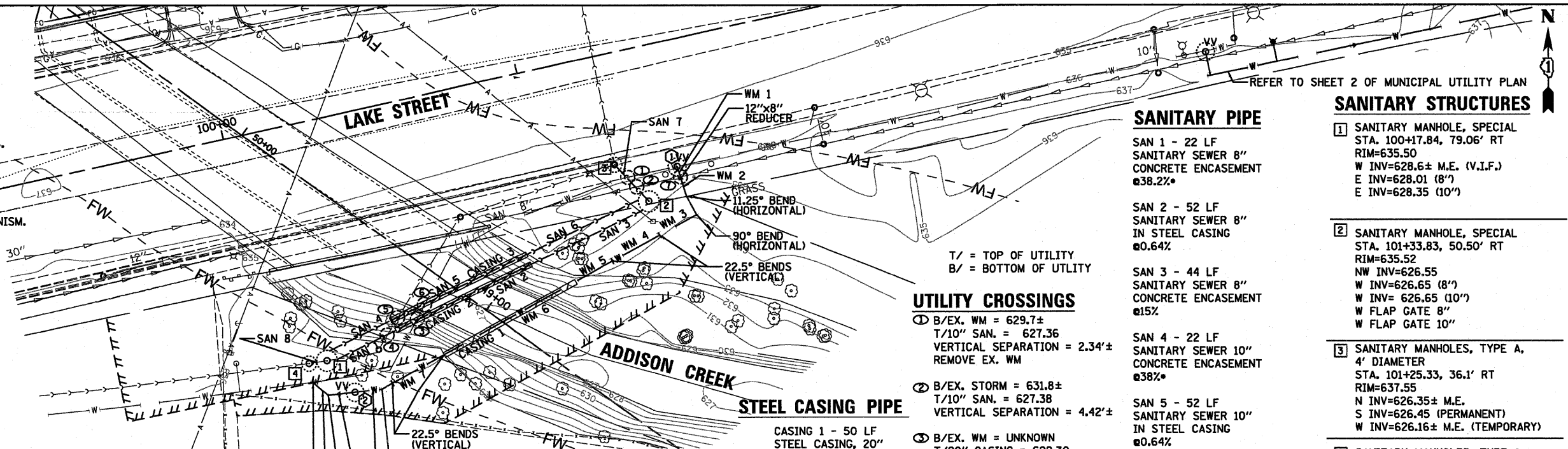
# INSTALLATION NOTES

PRIOR TO BOX CULVERT CONSTRUCTION, PROPOSED WATER MAIN AND PROPOSED SANITARY SHALL BE INSTALLED AND OPERATIONAL.

THE PROPOSED WATER MAIN SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE INSTALLATION OF THE PROPOSED SANITARY SEWER.

SANITARY FLOWS SHALL BE MAINTAINED AT ALL TIMES.

- A) PRESSURE CONNECTION @ WATER STRUCTURE ①
- B) INSTALL WM 1 TO WM 8, WATER STRUCTURE ② & THE TEMPORARY FLUSHING HYDRANT OR BLOW-OFF VALVE OR OTHER VILLAGE APPROVED FLUSHING MECHANISM.
- C) PERFORM TESTING ON INSTALLED WATER MAIN
- D) FLUSH AND CHLORINATE INSTALLED WATER MAIN
- E) VILLAGE TO ISOLATE EXISTING MAIN
- F) CAP EXISTING LINE TO WEST OF ①
- G) INSTALL WM 9 AND CONNECT TO EXISTING WATER MAIN
- H) VILLAGE TO TURN WATER SYSTEM ON
- I) REMOVE / ABANDON SPECIFIED WATER MAIN
- J) INSTALL PROPOSED SANITARY SYSTEM



## SANITARY PIPE

- SAN 1 - 22 LF SANITARY SEWER 8" CONCRETE ENCASEMENT @38.2%
- SAN 2 - 52 LF SANITARY SEWER 8" IN STEEL CASING @0.64%
- SAN 3 - 44 LF SANITARY SEWER 8" CONCRETE ENCASEMENT @15%
- SAN 4 - 22 LF SANITARY SEWER 10" CONCRETE ENCASEMENT @38%
- SAN 5 - 52 LF SANITARY SEWER 10" IN STEEL CASING @0.64%
- SAN 6 - 44 LF SANITARY SEWER 10" CONCRETE ENCASEMENT @15%
- SAN 7 - 17 LF SANITARY SEWER 10" @0.64%
- SAN 8 - 7 LF SANITARY SEWER 10" @0.6%± M.E. SLOPE & INVERTS

T/ = TOP OF UTILITY  
B/ = BOTTOM OF UTILITY

## UTILITY CROSSINGS

- ① B/EX. WM = 629.7±  
T/10" SAN. = 627.36  
VERTICAL SEPARATION = 2.34'±  
REMOVE EX. WM
- ② B/EX. STORM = 631.8±  
T/10" SAN. = 627.38  
VERTICAL SEPARATION = 4.42'±
- ③ B/EX. WM = UNKNOWN  
T/20" CASING = 622.30  
B/20" CASING = 620.57  
REMOVE EX. WM
- ④ B/EX. SAN = 626.2±  
T/10" SAN. = 621.77  
VERTICAL SEPARATION = 4.43'±  
REMOVE EX. SAN.
- ⑤ B/EX. SAN. = 626.15±  
T/STEEL CASING = 622.39  
T/10" SAN. = 621.97  
VERTICAL SEPARATION = 3.76±  
REMOVE EX. SAN.
- ⑥ B/EX. WM. = UNKNOWN  
T/STEEL CASING = 622.32  
T/10" SAN. = 621.91  
REMOVE EX. WM
- ⑦ B/EX STORM = 632.00±  
T/8" WM = 630.50  
VERTICAL SEPARATION = 1.5'±

## STEEL CASING PIPE

- CASING 1 - 50 LF STEEL CASING, 20" @0%
- CASING 2 - 50 LF STEEL CASING, 20" @0.64%
- CASING 3 - 50 LF STEEL CASING, 20" @0.64%

## WATER STRUCTURES

- ① PRESSURE CONNECTION, 8"x8", VALVE VAULT, TYPE A, TYPE 1 FRAME, CLOSED LID, SPECIAL STA. 101+45.49, 41.3' RT RIM=637.52
- ② VALVE VAULT, TYPE A, TYPE 1 FRAME, CLOSED LID, SPECIAL WITH GATE VALVE, 12" STA. 100+24.74, 91.29' RT RIM=635.50

## SANITARY STRUCTURES

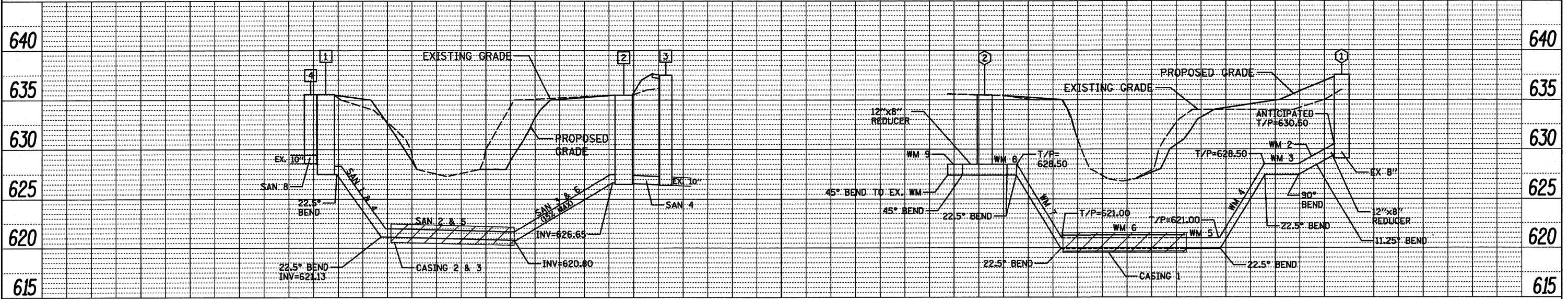
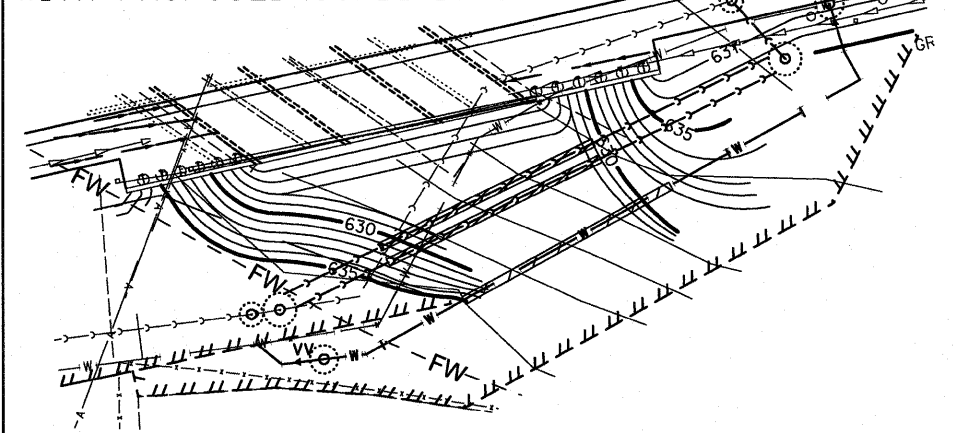
- ① SANITARY MANHOLE, SPECIAL STA. 100+17.84, 79.06' RT RIM=635.50 W INV=628.6± M.E. (V.I.F.) E INV=628.01 (8") E INV=628.35 (10")
- ② SANITARY MANHOLE, SPECIAL STA. 101+33.83, 50.50' RT RIM=635.52 NW INV=626.55 W INV=626.65 (8") W INV= 626.65 (10") W FLAP GATE 8" W FLAP GATE 10"
- ③ SANITARY MANHOLES, TYPE A, 4' DIAMETER STA. 101+25.33, 36.1' RT RIM=637.55 N INV=626.35± M.E. S INV=626.45 (PERMANENT) W INV=626.16± M.E. (TEMPORARY)
- ④ SANITARY MANHOLES, TYPE A, 4' DIAMETER WITH SLIDING GATE STA. 100+12, 78.7' RT RIM=635.6 INV=628.7± M.E.

\*SLOPE BASED ON ELEVATION DIFFERENCE AT 22.5°

## WATER MAIN

- WM 1 - 4 LF DUCTILE IRON WATER MAIN, 8"
- WM 2 - 14 LF DUCTILE IRON WATER MAIN, 12"
- WM 3 - 14 LF DUCTILE IRON WATER MAIN, 12"
- WM 4 - 20 LF DUCTILE IRON WATER MAIN, 12"
- WM 5 - 14 LF DUCTILE IRON WATER MAIN, 12"
- WM 6 - 50 LF DUCTILE IRON WATER MAIN, 12" IN STEEL CASING
- WM 7 - 20 LF DUCTILE IRON WATER MAIN, 12"
- WM 8 - 19 LF DUCTILE IRON WATER MAIN, 12"
- WM 9 - 9 LF DUCTILE IRON WATER MAIN, 8"

## PROPOSED UTILITY RELOCATIONS WITH PROPOSED CONDITIONS







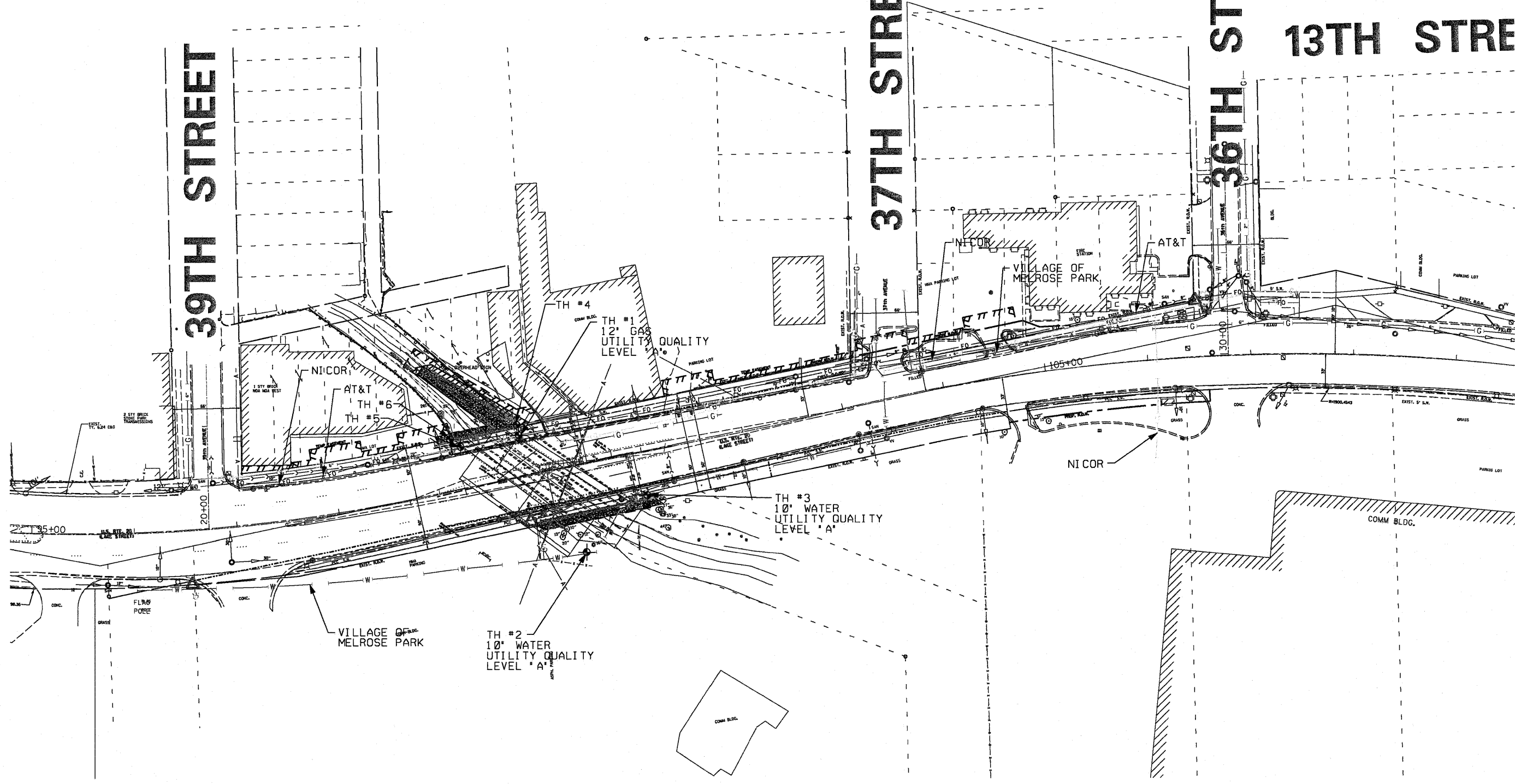


39TH STREET

37TH STRE

36TH STF

13TH STRE



- A — AERIAL UTILITY
- CTV — CABLE TV
- T — TELEPHONE
- G — GAS
- E — ELECTRIC
- W — WATER
- FO — FIBER OPTIC
- S — SEWER
- \* — CARDNO TBE TEST HOLE

Utilities shown in color on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's Quality Level "B" SUE field investigation was performed from 1/13/10 through 2/25/10. Cardno TBE's Quality Level "A" SUE field investigation was performed from 6/10/10 through 7/16/10. Changes to utilities after 2/25/10 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

- Utility Quality Level "A" : Test Hole
- Utility Quality Level "B" : Designating
- Utility Quality Level "C" : Research with Survey
- Utility Quality Level "D" : Records Research



Checked By: \_\_\_\_\_ Date: \_\_\_\_\_  
 TBE Job No. IL09510401. 402. 411, 412  
 SUE Plan Page: 1 of 1



USER NAME = #USERS	DESIGNED - EG	REVISED -
PLOT SCALE = #SCALE#	DRAWN - KLC	REVISED -
PLOT DATE = 1/27/2011	CHECKED -	REVISED -
	DATE - 7/26/10	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

S.U.E.  
LAKE STREET OVER ADDISON CREEK  
SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS

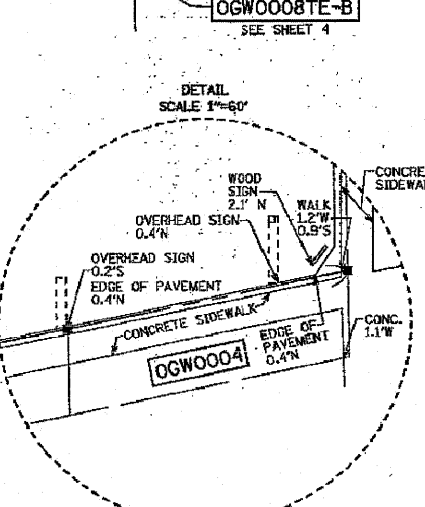
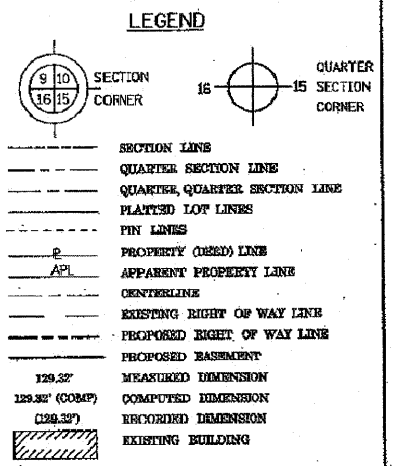
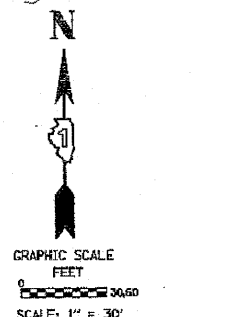
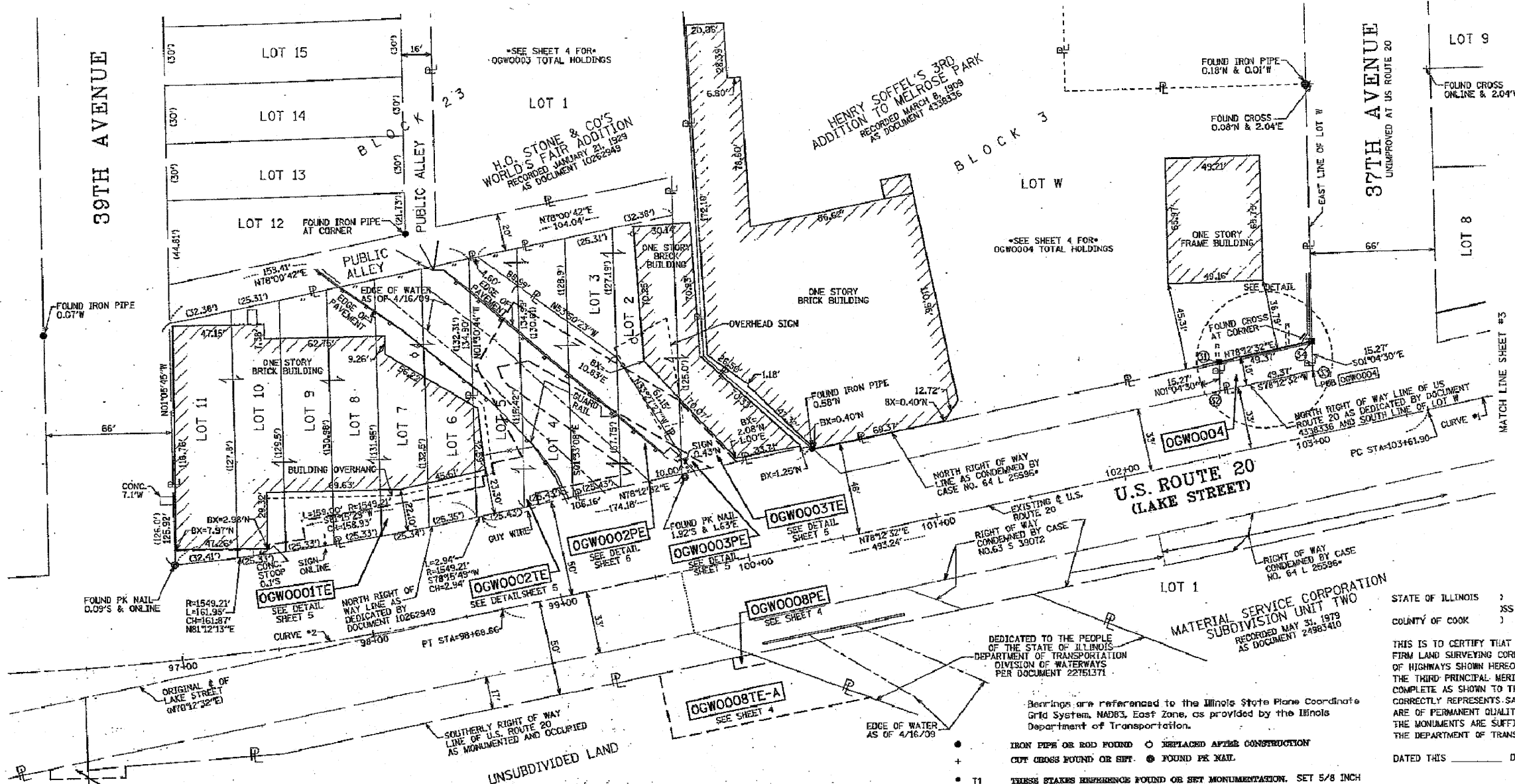
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	28
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

FILE NAME = G:\ENVS\05-6790-17 Lake St. Traffic Box Culvert\ACAD\Civil\Sheet\050510401-402-411-412.dwg





PART OF THE SOUTHWEST 1/4 OF SECTION 4, TWP. 39 N., R. 12 E. OF THE 3RD, P.M., IN COOK COUNTY, ILLINOIS



CURVE DATA	
CURVE #1	
ARC LENGTH	822.75'
RADIUS	3838.59'
CHORD LENGTH	815.90'
BEARING	S88°58'17"E
Δ	25°38'21"
D	03°06'58"
E	47.00'
T	418.38'
PC STA	103+61.90
PT STA	111+84.64

CURVE DATA	
CURVE #2	
ARC LENGTH	621.34'
RADIUS	1899.21'
CHORD LENGTH	617.44'
BEARING	N89°20'23"E
Δ	22°15'40"
D	03°21'30"
E	30.66'
T	314.64'
PC STA	92+47.32
PT STA	98+68.66

POINT TABLE				
POINT	NORTHING	EASTING	STATION	OFFSET
31	1905526.77	1107943.84	102+60.31	48.00 LEFT
32	1905511.50	1107944.13	102+57.47	33.00 LEFT
33	1905521.59	1107902.46	103+06.84	33.00 LEFT
34	1905536.86	1107962.17	103+09.68	48.00 LEFT

NOTES:  
 1) SEE SHEET 5 OF 5 FOR STATION INFORMATION  
 2) A COPY OF CONDEMNATION CASE NUMBER 64L25596 FILED IN THE CIRCUIT CLERK'S OFFICE OF COOK COUNTY, ILLINOIS WAS NOT AVAILABLE OR PROVIDED TO THIS SURVEYOR. THE LIMITS OF SAID CONDEMNATION HAVE BEEN SHOWN HEREON BASED ON THE LEGAL DESCRIPTION PROVIDED IN THE COMMITMENTS FOR TITLE INSURANCE PROVIDED BY CLIENT.  
 3) PROJECT COORDINATE VALUES AND BEARINGS ARE BASED ON ILLINOIS STATE PLANE, EAST ZONE, REFERENCE ELLIPSOID: NGS 1984, GEOID MODEL: USA (GEOID03) AND WITH A COMBINED SCALE FACTOR OF 0.99956737687.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
OGW0001E	MIDWEST BANK AND TRUST, AS TRUSTEE FOR TRUST NO. 00-1-7704	0.475	0	0	0.475	0.039	NA	TEMPORARY	15-04-302-052	
OGW0002E	ADDISON CREEK RIVER CONSERVANCY DISTRICT	0.207	0	0	0.207	0.054	NA	TEMPORARY	15-04-302-094	
OGW0003E	RALPH NICOSIA, AS TRUSTEE FOR RALPH NICOSIA LIVING TRUST	1.373	0	0	1.373	0.020	NA	TEMPORARY	15-04-302-050	
OGW0004	AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE FOR TRUST NO. 110593-00	2.050	0.017	0	2.033	NA	NA	PERMANENT	15-04-302-063	

REVISION DATE: 06/02/2010  
 REVISION DATE: 05/03/10  
 REVISION DATE: 04/07/10  
 REVISION DATE: 11/13/09  
 REVISION DATE: 08/13/09

REVISION PER IDOT REVIEW (REMOVE 0004E & 0006E)  
 REVISION PER IDOT (REMOVE PARCEL OGW0007)  
 REVISION PER IDOT  
 REVISION PER IDOT REVIEW (REMOVE 0004E & 0006E)  
 REVISION PER IDOT REVIEW

MADE BY JWM  
 MADE BY JWM  
 MADE BY RYP  
 MADE BY RYP

Bearings are referenced to the Illinois State Plane Coordinate Grid System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION  
 CUT CROSS FOUND OR SET ● FOUND PK NAIL

T1 THESE STAKES REFERENCED FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

T2 THESE STAKES IN CULTIVATED AREAS REFERENCED FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

BT1 THESE STAKES IN CULTIVATED AREAS REFERENCED FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

BT2

BT3

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2155 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF COOK )

THIS IS TO CERTIFY THAT WE, SPACECO, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-00187, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 4, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D. AT ROSEMONT, ILLINOIS

REBECCA Y. POECK  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003642  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

**CONSULTING ENGINEERS**  
**SITE DEVELOPMENT ENGINEERS**  
**LAND SURVEYORS**

9575 W. Higgins Road, Suite 700  
 Rosemont, Illinois 60018  
 Phone: (847) 494-4060 Fax: (847) 694-4065

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 U.S. ROUTE 20 (LAKE STREET)

SECTION: OVER ADDISON CREEK COUNTY: COOK  
 PROJECT: CREEK JOB NO.: R-90-007-09  
 STATION 97+01.49 TO STATION 104+75.24  
 SCALE: 1"=30' SHEET 2 OF 6

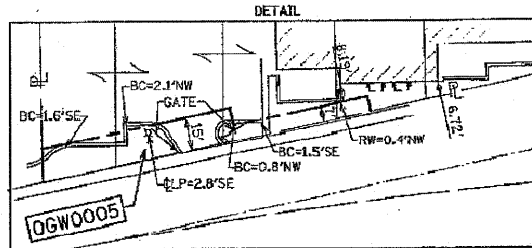
**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHALMBURG, ILLINOIS 60196

U.S. ROUTE 20 SECTION: OVER ADDISON CREEK COOK COUNTY JOB NO. R-90-007-09 RECORDING: RECORDED ON

<b>Wight</b>	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED R.O.W.</b> <b>LAKE STREET OVER ADDISON CREEK</b>	F.A.U. RTL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -			3537	3264-T	COOK	110	30
	PLOT DATE = 1/27/2011	CHECKED -	REVISED -			SCALE: N.T.S.	SHEET NO. 1 OF 5 SHEETS	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60H44
		DATE -	REVISED -							

PART OF THE SOUTHWEST 14 OF SECTION 4, TWP. 39 N., R. 12 E. OF THE 3RD, P.M., IN COOK COUNTY, ILLINOIS

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT ACRES	EASEMENT SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
06W0006	SUBURBAN BUS DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY	12.418	0.049	0	12.369	N/A	N/A	N/A	15-04-310-035 15-04-310-036 15-04-310-037 15-04-310-038	
06W0005	VILLAGE OF MELROSE PARK	0.712	0.041	0	0.671	N/A	N/A	N/A	15-04-303-026 15-04-303-027 15-04-303-057 15-04-303-058	



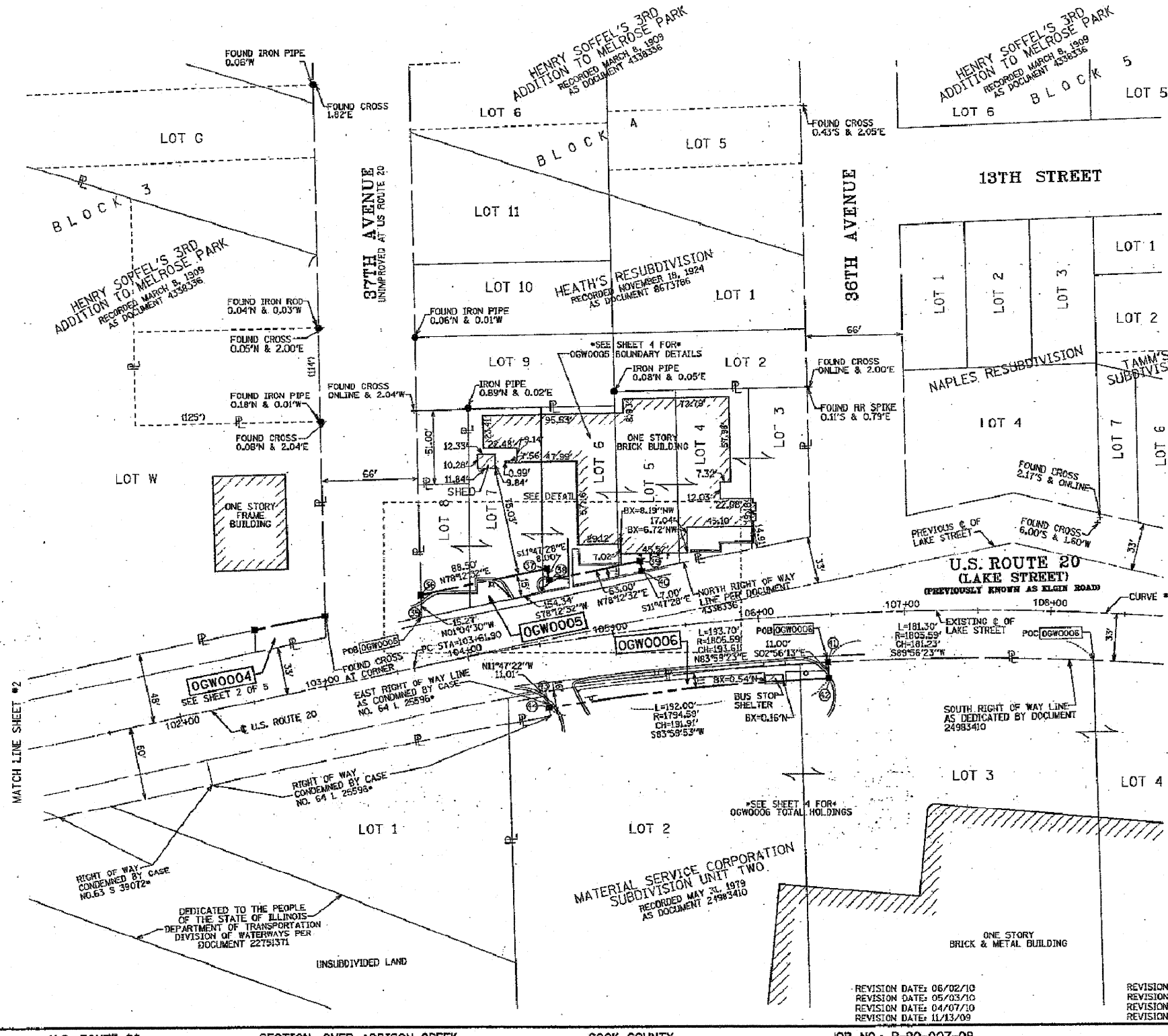
**LEGEND**

SECTION CORNER 9 10 16 15 SECTION CORNER

QUARTER CORNER 15 SECTION CORNER

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER, QUARTER SECTION LINE  
 PLATTED LOT LINES  
 PIN LINES  
 PROPERTY (DEED) LINE  
 APPL. APPARENT PROPERTY LINE  
 CENTERLINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORDED DIMENSION  
 EXISTING BUILDING

GRAPHIC SCALE  
 FEET  
 0 20 40 80  
 SCALE: 1" = 40'



NOTES:  
 1) SEE SHEET 5 OF 5 FOR STATION INFORMATION  
 2) \*A COPY OF CONDEMNATION CASE NUMBER 64L2596 FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS WAS NOT AVAILABLE OR PROVIDED TO THIS SURVEYOR. THE LIMITS OF SAID CONDEMNATION HAVE BEEN SHOWN HEREON BASED ON THE LEGAL DESCRIPTION PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE PROVIDED BY CLIENT.  
 3) PROJECT COORDINATE VALUES AND BEARINGS ARE BASED ON ILLINOIS STATE PLANE, EAST ZONE, REFERENCE ELLIPSOID: NGS 1984, GEOID MODEL: 15A (GEOID15) AND WITH A COMBINED SCALE FACTOR OF 0.99996737687.

**CURVE DATA**

CURVE #1	ARC LENGTH	RADIUS	CHORD LENGTH	BEARING	Δ	D	E	I
	822.75'	3838.69'	815.90'	S88°58'11"E	25°38'21"	03°06'59"	47.00'	48.38'

PC STA 103+61.90  
 PT STA 111+84.64

- IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION
- OUT CROSS FOUND OR SET ▼ FOUND IR SPIKE
- T1 T2 T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 BT2 BT3 THESE STAKES IN CULTIVATED AREAS REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- ⊞ RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 COUNTY OF COOK )

THIS IS TO CERTIFY THAT WE, SPACEDD, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 04-001157, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 4, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D. AT ROSEMONT, ILLINOIS

REBECCA Y. POPECK  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003642  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010

RECEIVED JUN 03 2010  
 PLATS & LEGALS

**POINT TABLE**

POINT	NORTHING	EASTING	STATION	OFFSET
35	1905525.32	1108058.21	103+73.80	33.04 LEFT
36	1905590.58	1108057.92	103+76.47	48.06 LEFT
37	1905568.67	1108144.56	104+62.62	50.83 LEFT
38	1905560.83	1108146.19	104+63.05	42.85 LEFT
39	1905573.71	1108207.86	105+24.38	47.36 LEFT
40	1905566.86	1108209.29	105+24.59	40.39 LEFT
41	1905503.96	1108336.28	106+46.02	33.00 RIGHT
42	1905492.98	1108336.84	106+46.02	44.00 RIGHT
43	1905483.69	1108143.72	104+48.77	33.00 RIGHT
44	1905472.91	1108145.98	104+49.30	44.00 RIGHT

**CONSULTING ENGINEERS**  
**SITE DEVELOPMENT ENGINEERS**  
**LAND SURVEYORS**

9575 W. Higgins Road, Suite 700,  
 Rosemont, Illinois 60018  
 Phone: (847) 696-4060 Fax: (847) 696-4065

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 U.S. ROUTE 20 (LAKE STREET)

SECTION: OVER ADDISON CREEK COUNTY: COOK  
 PROJECT CREEK JOB NO.: R-90-007-09  
 STATION 97+01.49 TO STATION 104+75.24  
 SCALE: 1" = 40' SHEET 3 OF 6

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAMBURG, ILLINOIS 60196

REVISION DATE: 06/02/10  
 REVISION DATE: 05/03/10  
 REVISION DATE: 04/07/10  
 REVISION DATE: 11/13/09

REVISION PER IDOT REVIEW REMOVE 0004TE & 0006TE  
 REVISION PER IDOT REVIEW REMOVE PARCEL 06W0007  
 REVISION PER IDOT  
 REVISION PER IDOT REVIEW REMOVE 0004TE & 0006TE

MADE BY JWM  
 MADE BY JWM  
 MADE BY JWM  
 MADE BY RYP

U.S. ROUTE 20 SECTION: OVER ADDISON CREEK COOK COUNTY JOB NO.: R-90-007-09 RECORDING: RECORDED ON



USER NAME = #USER#	DESIGNED -	REVISED -
PLOT SCALE = #SCALE#	CHECKED -	REVISED -
PLOT DATE = 1/27/2011	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PROPOSED R.O.W.  
 LAKE STREET OVER ADDISON CREEK

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	31
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

FILE NAME = G:\ENG\08-6790-17 Lake St. Twp. Box Culver\CAD\Civil\Sheet\0180444-sht-rows\plat.dwg

PART OF THE SOUTHWEST 1/4 OF SECTION 4, TWP. 39 N., R. 12 E. OF THE 3RD, P.M., IN COOK COUNTY, ILLINOIS

**LEGEND**

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINES
- FIN LINES
- PROPERTY (DEED) LINE
- APPROXIMATE PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

SECTION CORNER 16 SECTION CORNER

GRAPHIC SCALE  
0 80, 160 FEET  
SCALE: 1" = 80'

**CURVE DATA**

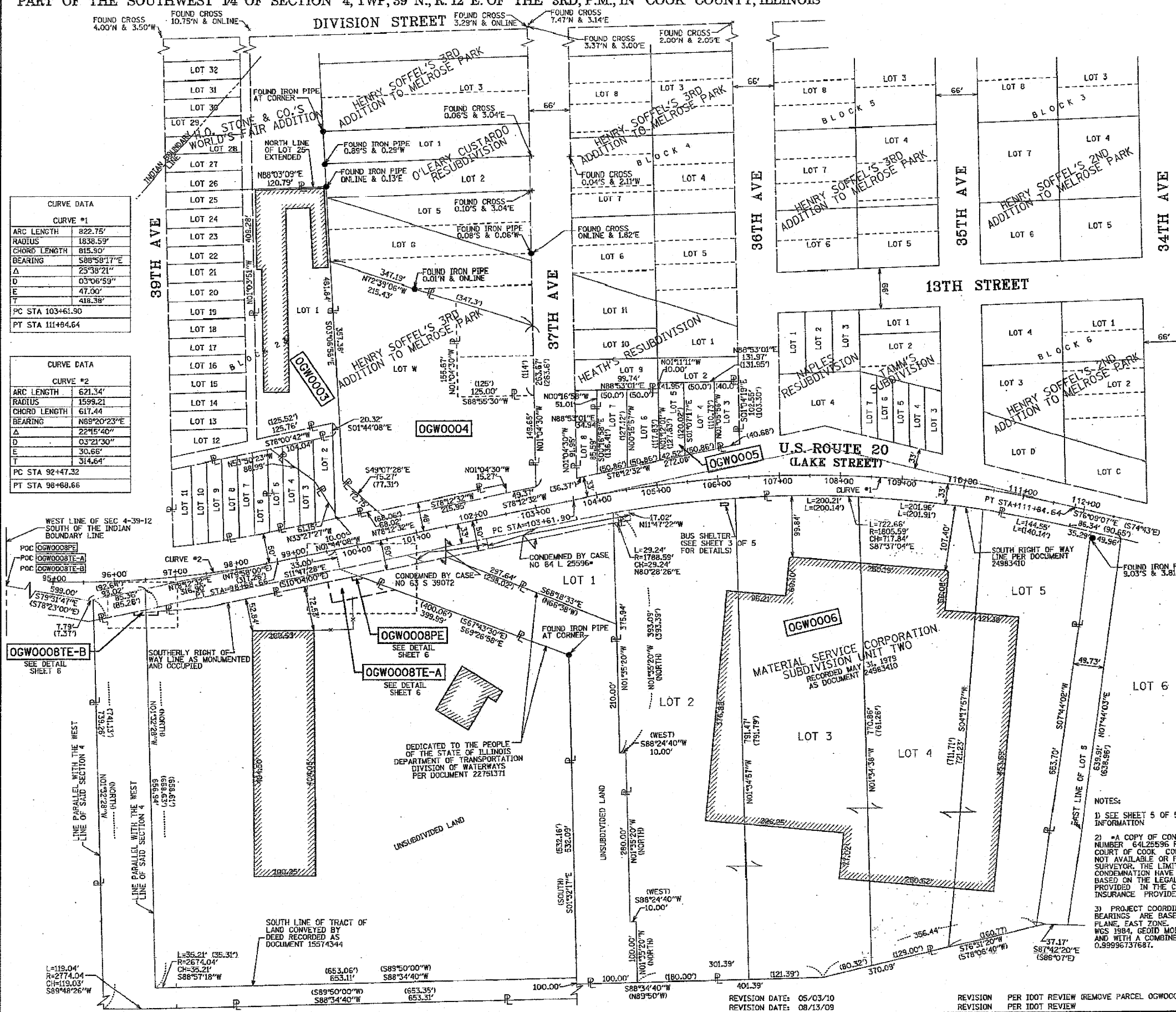
CURVE #1

ARC LENGTH	822.75'
RADIUS	1838.59'
CHORD LENGTH	815.50'
BEARING	S88°58'17"E
Δ	25°38'21"
D	03°06'59"
E	47.00'
T	418.38'
PC STA	103+61.90
PT STA	111+84.64

**CURVE DATA**

CURVE #2

ARC LENGTH	621.34'
RADIUS	1599.21'
CHORD LENGTH	617.44'
BEARING	N69°20'23"E
Δ	22°15'40"
D	03°21'30"
E	30.66'
T	314.64'
PC STA	92+47.32
PT STA	98+68.66



- IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION
- CUT CROSS FOUND OR SET ⊙ FOUND PK NAIL
- T1 T2 T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 BT2 BT3 THESE STAKES IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
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- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
COUNTY OF COOK )

THIS IS TO CERTIFY THAT WE, SPACECO, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001157, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 4, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D., AT ROSEMONT, ILLINOIS

REBECCA Y. POPECK  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003642  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED  
MAY 05 2010

PLATS & LEGALS  
INFORMATION

NOTES:  
1) SEE SHEET 5 OF 5 FOR STATION INFORMATION

2) \*A COPY OF CONDEMNATION CASE NUMBER 6425596 FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS WAS NOT AVAILABLE OR PROVIDED TO THIS SURVEYOR. THE LIMITS OF SAID CONDEMNATION HAVE BEEN SHOWN HEREON BASED ON THE LEGAL DESCRIPTION PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE PROVIDED BY CLIENT.

3) PROJECT COORDINATE VALUES AND BEARINGS ARE BASED ON ILLINOIS STATE PLANE, EAST ZONE. REFERENCE ELLIPSOID: WGS 1984, GEOID MODEL: USA (GEOID03) AND WITH A COMBINED SCALE FACTOR OF 0.99996737687.

**SPACECO INC.**  
CONSULTING ENGINEERS  
SITE DEVELOPMENT ENGINEERS  
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,  
Rosemont, Illinois 60018  
Phone: (847) 696-4060 Fax: (847) 696-4065

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
U.S. ROUTE 20 (LAKE STREET)

SECTION: OVER ADDISON CREEK COUNTY: COOK  
PROJECT CREEK JOB NO.: R-90-007-09  
STATION 97+01.49 TO STATION 104+75.24  
SCALE: 1"=80' SHEET 4 OF 6

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

U.S. ROUTE 20 SECTION OVER ADDISON CREEK COOK COUNTY JOB NO.: R-90-007-09 RECORDING: RECORDED ON

	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED R.O.W. LAKE STREET OVER ADDISON CREEK	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -			3537	3264-T	COOK	110	32
	PLOT DATE = 1/27/2011	CHECKED -	REVISED -			CONTRACT NO. 60H44		ILLINOIS FED. AID PROJECT		
	DATE	REVISED -	REVISED -							

FILE NAME = G:\ENR-06-6798-17 Lake St. Triple Box Culvert\A\CAD\Civil\Sheet\0180444.dwg; PLOT DATE = 1/27/2011



PART OF THE SOUTHWEST 1/4 OF SECTION 4, TWP, 39 N., R. 12 E. OF THE 3RD, P.M., IN COOK COUNTY, ILLINOIS

LEGEND

SECTION CORNER  
QUARTER SECTION CORNER

SECTION LINE  
QUARTER SECTION LINE  
PLANTED LOT LINES  
PIN LINES  
PROPERTY (DEED) LINE  
APL  
CENTERLINE  
EXISTING RIGHT OF WAY LINE  
PROPOSED RIGHT OF WAY LINE  
PROPOSED EASEMENT  
MEASURED DIMENSION  
COMPUTED DIMENSION  
RECORDED DIMENSION  
EXISTING BUILDING

GRAPHIC SCALE  
SCALE: 1" = 20'

POINT	NORTHING	EASTING	STATION	OFFSET
1	1905438.94	1107400.08	97+01.49	50.00 LEFT
2	1905438.49	1107399.93	97+02.13	57.58 LEFT
3	1905432.05	1107448.32	97+51.97	52.42 LEFT
4	1905434.65	1107448.30	97+52.30	55.00 LEFT
5	1905437.29	1107467.12	97+71.98	55.00 LEFT
6	1905447.18	1107465.67	97+71.98	65.00 LEFT
7	1905463.33	1107536.76	98+58.42	65.00 LEFT
8	1905448.09	1107557.16	98+55.62	50.00 LEFT
9	1905463.38	1107556.98	98+58.66	65.00 LEFT
10	1905464.28	1107561.51	98+73.09	65.00 LEFT
11	1905469.34	1107560.26	98+73.09	70.17 LEFT
12	1905470.73	1107566.08	98+73.08	70.23 LEFT
13	1905476.36	1107555.36	98+75.52	75.00 LEFT
14	1905479.53	1107580.53	98+95.02	76.00 LEFT
15	1905527.18	1107557.35	98+92.04	127.39 LEFT
16	1905529.85	1107576.74	99+07.72	155.40 LEFT
17	1905526.21	1107633.38	99+56.28	110.90 LEFT
18	1905509.32	1107652.81	99+80.67	88.55 LEFT
19	1905476.42	1107697.84	100+04.30	50.00 LEFT
20	1905478.52	1107679.00	99+90.18	50.00 LEFT
21	1905480.38	1107663.66	99+76.57	59.85 LEFT
22	1905484.05	1107661.21	99+74.93	63.57 LEFT
23	1905470.39	1107653.96	99+74.82	50.00 LEFT
24	1905529.70	1107584.42	99+08.08	124.32 LEFT
25	1905526.37	1107568.48	98+92.79	124.32 LEFT
26	1905518.86	1107571.35	98+94.06	116.37 LEFT
27	1905470.59	1107657.49	99+49.03	56.00 LEFT
28	1905460.67	1107588.06	98+98.53	56.00 LEFT
29	1905454.80	1107589.25	98+98.53	50.00 LEFT
30	1905449.69	1107560.04	98+68.66	50.00 LEFT

Bearings are referenced to the Illinois State Plane Coordinate Grid System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION
- + CUT CROSS FOUND OR SET @ FOUND PK NAIL
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES IN CULTIVATED AREAS REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.D.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
COUNTY OF COOK )

THIS IS TO CERTIFY THAT WE, SPACECO, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-00157, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREIN IN SECTION 4, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D., AT ROSEMONT, ILLINOIS

REBECCA Y. POPECK  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003642  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2010

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED JUN 03 2010 PLATS & LEGALS

CONSULTING ENGINEERS  
SITE DEVELOPMENT ENGINEERS  
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,  
Rosemont, Illinois 60018  
Phone: (847) 694-4080 Fax: (847) 694-4065

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
U.S. ROUTE 20 (LAKE STREET)

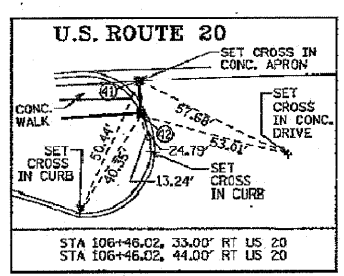
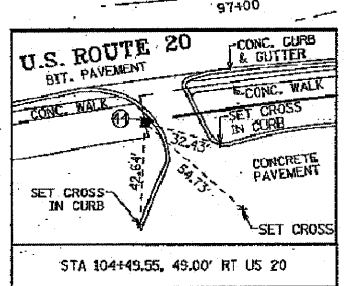
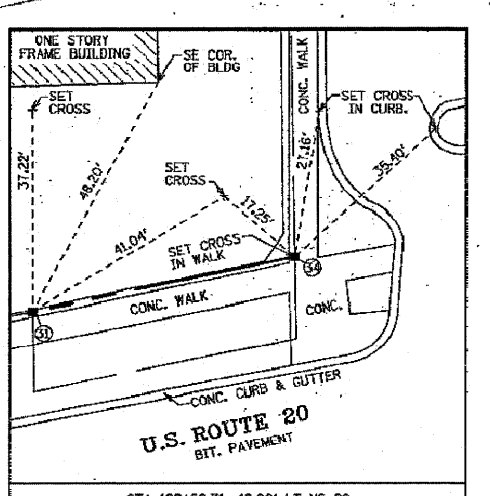
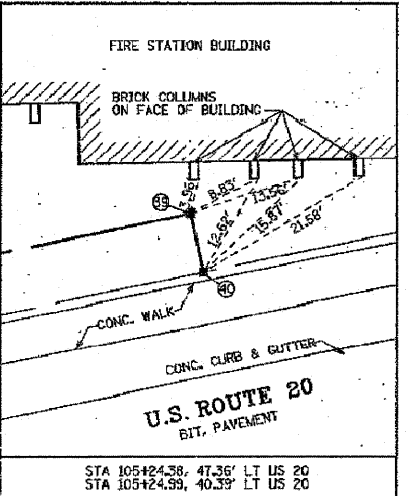
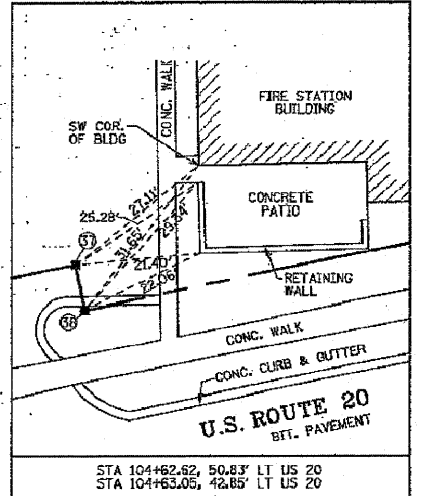
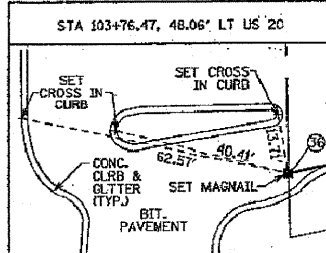
SECTION: OVER ADDISON CREEK COUNTY: COOK  
PROJECT CREEK JOB NO.: R-90-007-09  
STATION 97+01.49 TO STATION 104+75.24  
SCALE: 1"=20' SHEET 5 OF 6

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196

NOTES:  
1) A COPY OF CONDEMNATION IN CASE NUMBER 64125596 FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS WAS NOT AVAILABLE OR PROVIDED TO THIS SURVEYOR. THE LIMITS OF SAID CONDEMNATION HAVE BEEN SHOWN HEREON BASED ON THE LEGAL DESCRIPTION PROVIDED IN THE COMMITMENT FOR TITLE INSURANCE REFERENCED HEREON.  
2) PROJECT COORDINATE VALUES AND BEARINGS ARE BASED ON ILLINOIS STATE PLANE EAST ZONE. REFERENCE ELLIPSOID: NAD 83. GEOID MODEL: USA (GEOID03) AND WITH A COMBINED SCALE FACTOR OF 0.99995737687.

CURVE DATA  
CURVE #2

ARC LENGTH	621.34'
RADIUS	1599.21'
CHORD LENGTH	617.44'
BEARING	N89°20'23"E
Δ	22°57'40"
D	03°21'30"
E	30.66'
T	314.64'
PC STA	92+47.32
PT STA	98+68.66



U.S. ROUTE 20 SECTION: OVER ADDISON CREEK COOK COUNTY JOB NO.: R-90-007-09 RECORDING: RECORDED ON

FILE NAME = G:\ENR\05-6790-17 Lake St. Triple Box Culvert\CD\Civil\Sheet\0180444-1-1-1.dwg

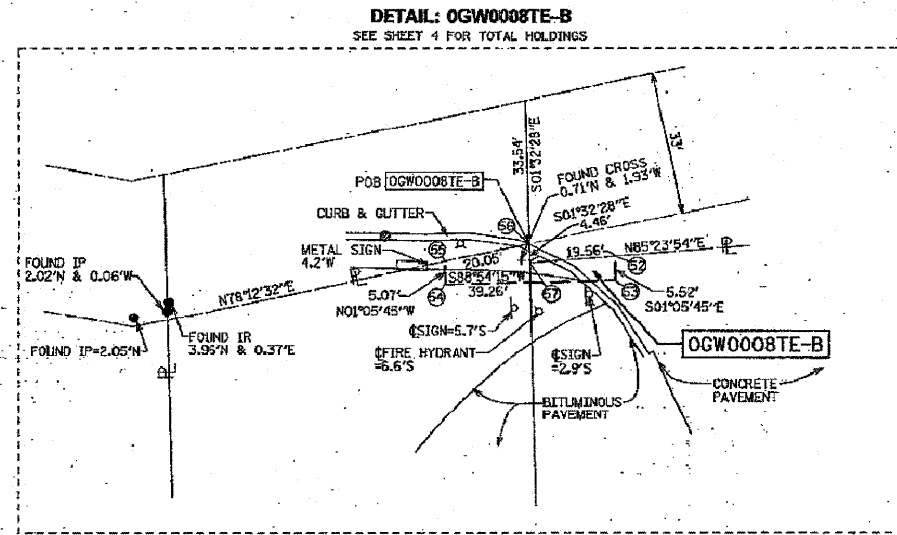
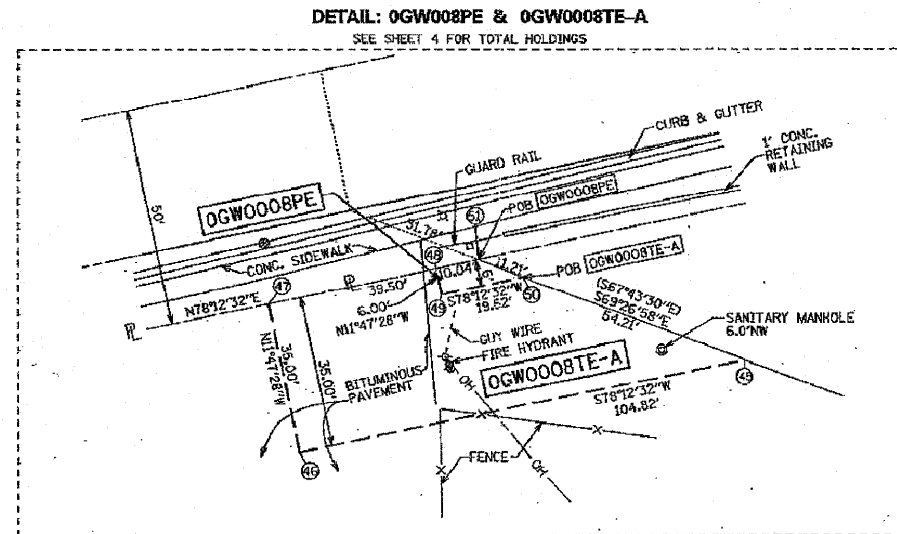
	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED R.O.W. LAKE STREET OVER ADDISON CREEK	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			3537	3264-T	COOK	110	33
	PLOT DATE = 1/27/2011	DATE	REVISED -			SCALE: N.T.S.	SHEET NO. 4 OF 5 SHEETS	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60H44



PART OF THE SOUTHWEST 1/4 OF SECTION 4, TWP. 39 N., R. 12 E. OF THE 3RD, P.M., IN COOK COUNTY, ILLINOIS

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PART TAKEN SQ.FT.	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
0G0008PE 0G0008TE-A 0G0008TE-B	LASALLE LAKEVIEW BANK AS TRUSTEE UNDER AGREEMENT NO. 117478	12.766	0	0	0	12.766	0.002 0.060 0.005	89 N/A 233	PERMANENT TEMPORARY TEMPORARY	15-04-310-031 15-04-310-033	

POINT	NORTHING	EASTING	STATION	OFFSET
45	190532.79	110761.29	100+46.06	85.00 RIGHT
46	190531.38	110768.69	99+41.25	85.00 RIGHT
47	190536.64	110761.53	99+41.25	50.00 RIGHT
48	190537.71	110760.20	99+80.75	50.00 RIGHT
49	190536.83	110761.43	99+80.75	56.00 RIGHT
50	190537.82	110770.53	100+00.27	56.00 RIGHT
51	190537.76	110770.08	99+90.79	50.00 RIGHT
52	1905318.05	1107373.83	96+65.85	53.11 RIGHT
53	1905312.52	1107373.94	96+65.84	58.62 RIGHT
54	1905311.77	110734.69	96+27.68	56.75 RIGHT
55	1905316.84	110734.59	96+27.86	51.68 RIGHT
56	1905320.94	110734.22	96+47.10	48.79 RIGHT
57	1905316.48	110734.34	96+46.93	58.25 RIGHT



**LEGEND**

SECTION CORNER: 16, 15 SECTION CORNER

SECTION LINE  
 QUARTER SECTION LINE  
 QUARTER QUARTER SECTION LINE  
 PLATTED LOT LINES  
 PROPERTY CORNER LINE  
 APPARENT PROPERTY LINE  
 CENTERLINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 MEASURED DIMENSION  
 COMPUTED DIMENSION  
 RECORDED DIMENSION  
 EXISTING BUILDING

GRAPHIC SCALE  
 FEET  
 0 20 40  
 SCALE: 1" = 20'

IRON PIPE OR ROD FOUND  
 T1  
 T2  
 T3  
 BT1  
 BT2  
 BT3  
 STAKING OF PROPOSED RIGHT OF WAY  
 STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS  
 PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135  
 RIGHT OF WAY STAKING PROPOSED TO BE SET

REPLACED AFTER CONSTRUCTION  
 FOUND PK NAIL  
 FOUND OR SET MONUMENTATION  
 FOUND OR SET MONUMENTATION  
 DIVISION OF HIGHWAYS SURVEY  
 MARKER TO MONUMENT THE POSITION SHOWN  
 MARKER POSITION IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
 MARKER POSITION IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.  
 TO BE SET BY OTHERS

Bearings are referenced to the Illinois State Plane Coordinate Grid System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

STATE OF ILLINOIS )  
 ) JSS  
 COUNTY OF COOK )

THIS IS TO CERTIFY THAT WE, SPACECO, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-00157, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ A.D. AT ROSEMONT, ILLINOIS

REBECCA Y. POPECK  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003642  
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2010

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED  
 JUN 03 2010  
 PLATS & LEGALS

**SPACECO, INC.**  
 CONSULTING ENGINEERS  
 SITE DEVELOPMENT ENGINEERS  
 LAND SURVEYORS

9575 W. Higgins Road, Suite 700  
 Rosemont, Illinois 60018  
 Phone: (847) 694-4060 Fax: (847) 694-4066

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 U.S. ROUTE 20 (LAKE STREET)

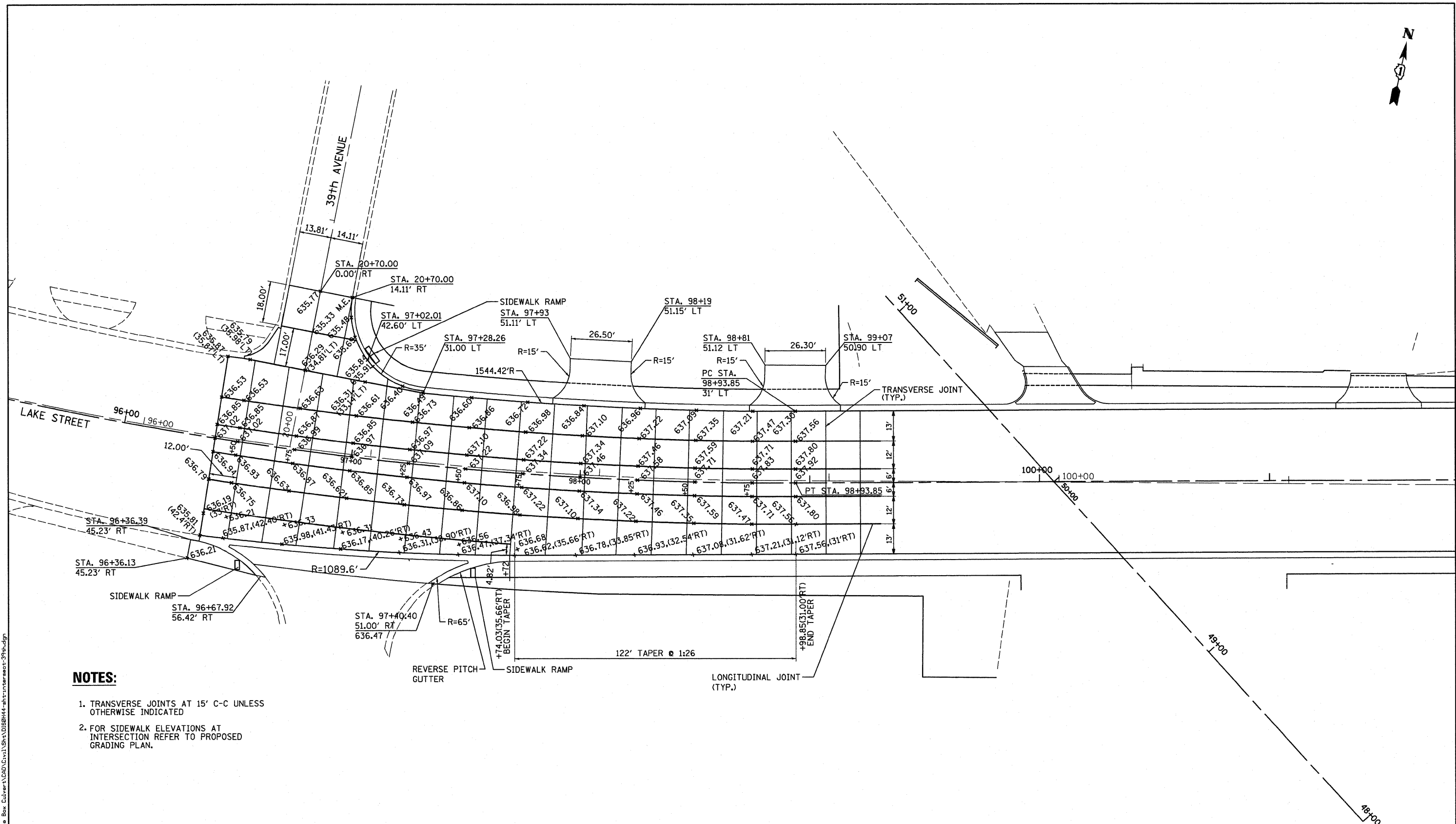
SECTION: OVER ADDISON CREEK COUNTY: COOK  
 PROJECT: CREEK JOB NO.: R-90-007-09  
 STATION: TO STATION  
 SCALE: 1" = 20' SHEET 6 OF 6

BUREAU OF LAND ACQUISITION  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

U.S. ROUTE 20 SECTION: OVER ADDISON CREEK COOK COUNTY JOB NO.: R-90-007-09 REVISION DATE: 06/02/2010 REVISION PER IDOT REVIEW (REMOVE 0004TE & 0006TE) MADE BY JWM REVISION DATE: 05/05/2010 REVISION REVISED PER IDOT REVIEW MADE BY RYP RECORDING: RECORDED ON

<b>Wight</b>	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED R.O.W.</b> <b>LAKE STREET OVER ADDISON CREEK</b>	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 34
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			SCALE: N.T.S.	SHEET NO. 5 OF 5 SHEETS	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 1/27/2011	DATE -	REVISED -							
								CONTRACT NO. 60H44		

FILE NAME: G:\ENC\05-6798-17 Lake St. Triple Box Culvert\CAD\Civil\Sheet\056444-sht-rov.plt.dwg



**NOTES:**

1. TRANSVERSE JOINTS AT 15' C-C UNLESS OTHERWISE INDICATED
2. FOR SIDEWALK ELEVATIONS AT INTERSECTION REFER TO PROPOSED GRADING PLAN.

FILE NAME = G:\ENR\06-6798-17 Lake St. Trp. to Box Culvert\ADDON\Civil\Sheet\01\39th Avenue Intersection\39th.dgn



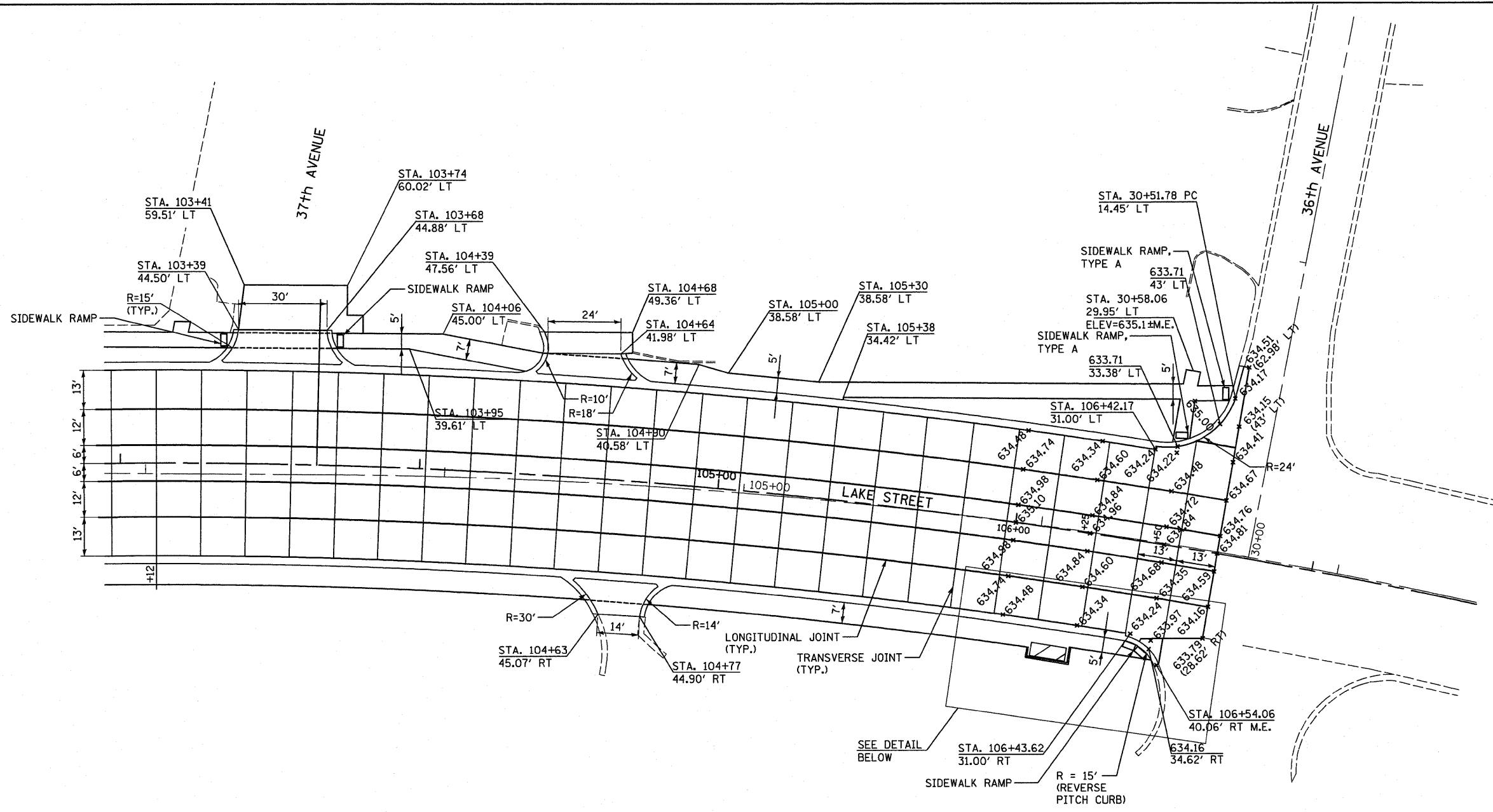
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PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
	DATE - 1/13/2011	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

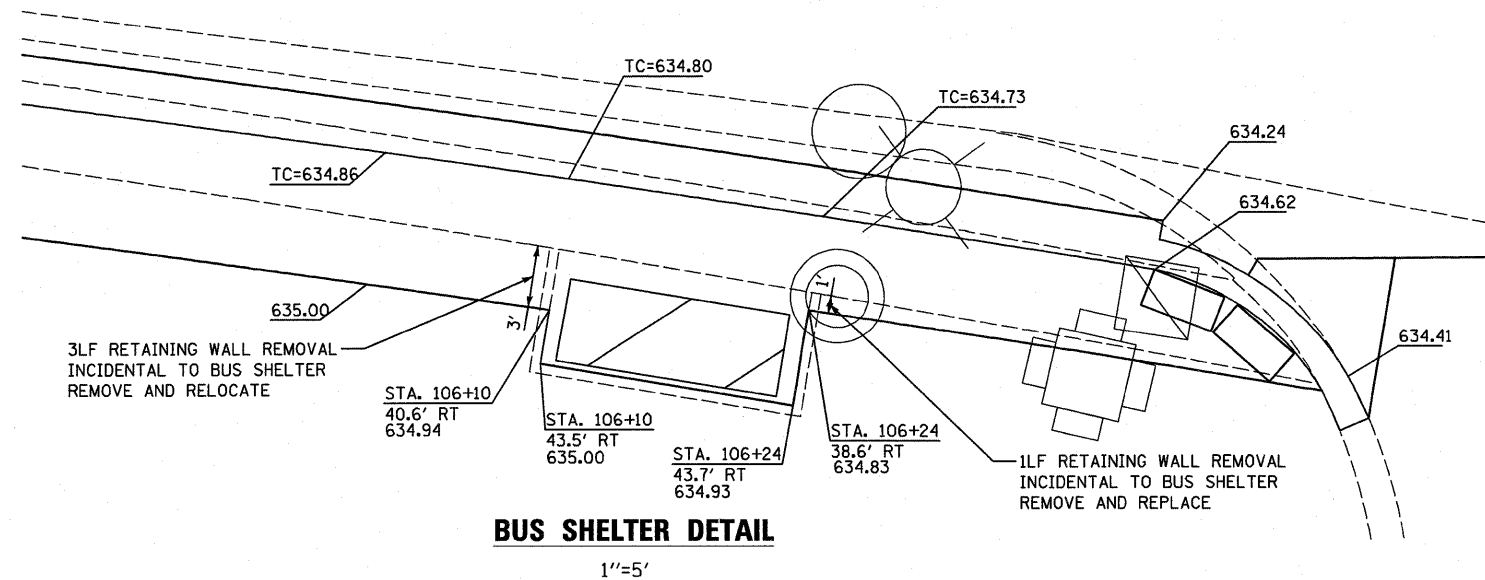
**39th AVENUE INTERSECTION GRADING & PAVEMENT JOINTING DETAILS  
LAKE STREET OVER ADDISON CREEK**

SCALE: 1" = 20'      SHEET NO. 1 OF 1 SHEETS      STA. 96+40 TO STA. 99+00

F.A.I. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 35
				CONTRACT NO. 60H44
ILLINOIS FED. AID PROJECT				



**NOTES:**  
 1. TRANSVERSE JOINTS AT 15' C-C UNLESS OTHERWISE INDICATED



**BUS SHELTER DETAIL**  
 1"=5'

FILE NAME = G:\ENR\06-5799-17 Lake St Triple Box Culvert\CAD\Civil\Sheet\0168144-ash-intersect-36sh.dgn



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PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
	DATE - 1/13/2011	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**36th AVENUE INTERSECTION GRADING & PAVEMENT JOINTING DETAILS**  
**LAKE STREET OVER ADDISON CREEK**  
 SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 102+97 TO STA. 106+68

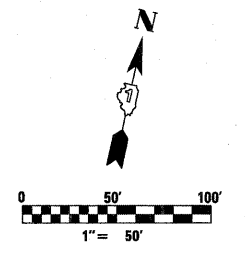
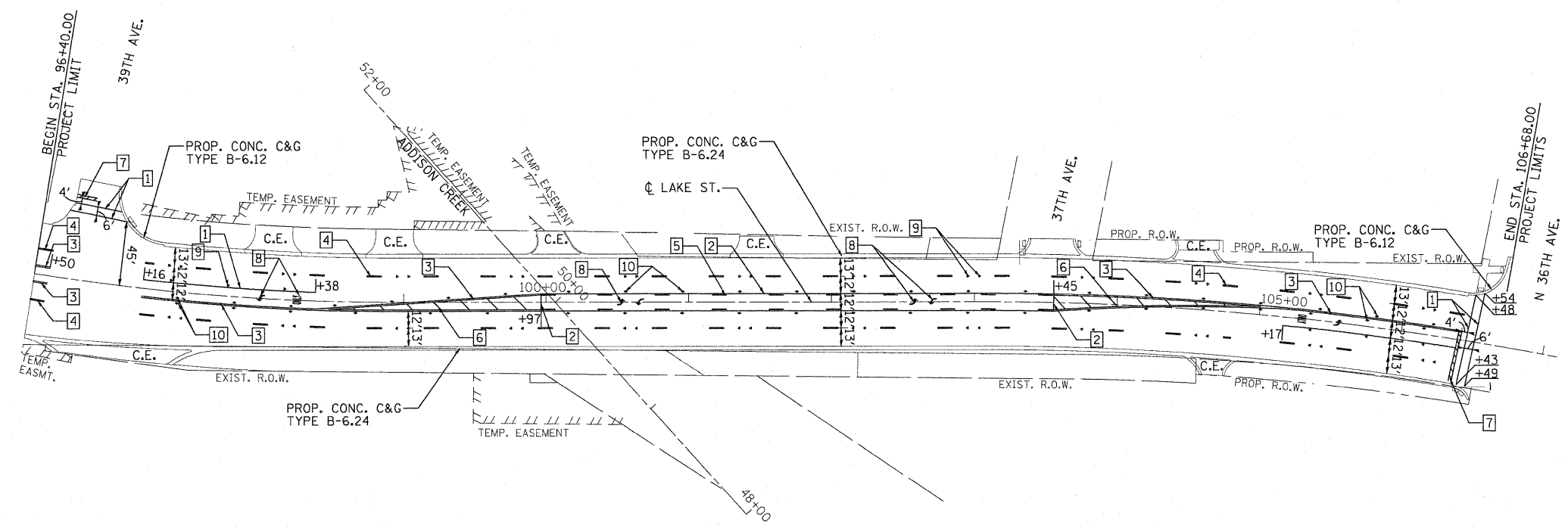
F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 36
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

**TYPICAL PAVEMENT MARKING LEGEND**

- 1 PROPOSED POLYUREA PAVEMENT MARKING - LINE 6" (SOLID WHITE)
- 2 PROPOSED POLYUREA PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- 3 PROPOSED POLYUREA PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
- 4 PROPOSED POLYUREA PAVEMENT MARKING - LINE 4" (SKIP - DASH WHITE)
- 5 PROPOSED POLYUREA PAVEMENT MARKING - LINE 4" (SKIP - DASH YELLOW)
- 6 PROPOSED POLYUREA PAVEMENT MARKING - LINE 12" (DIAGONAL SOLID YELLOW)
- 7 PROPOSED POLYUREA PAVEMENT MARKING - LINE 24" (SOLID WHITE)
- 8 PROPOSED POLYUREA PAVEMENT MARKING - LETTERS AND SYMBOLS
- 9 PROPOSED ONE-WAY CRYSTAL MARKER
- 10 PROPOSED TWO-WAY AMBER MARKER

**NOTES:**

- 1. PROPOSED PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH DISTRICT STANDARD TC-13: "DISTRICT ONE TYPICAL PAVEMENT MARKINGS".
- 2. PROPOSED PAVEMENT MARKINGS BEYOND PROJECT LIMITS SHALL CONFORM TO EXISTING PAVEMENT MARKING CONFIGURATION.



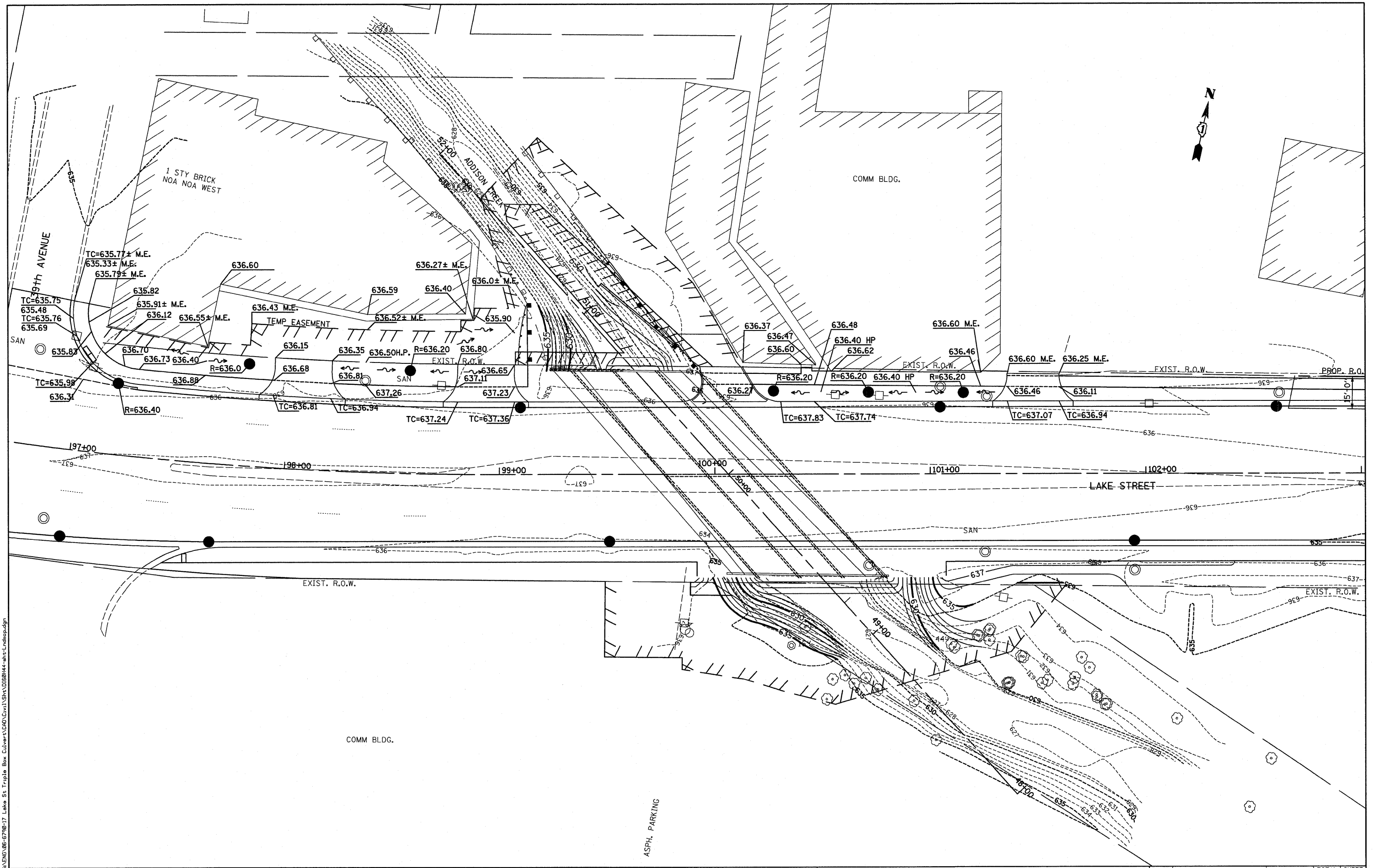
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USER NAME = #USER#	CHECKED - FML	REVISED -
PLOT DATE = #DATE#	DATE - 01/2010	REVISED -



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED PAVEMENT MARKING PLAN LAKE STREET OVER ADDISON CREEK</b>	
SCALE: 1" = 50'	SHEET NO. 1 OF 1 SHEETS
STA. 96+40 TO STA. 106+68	

F.A.J. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 37
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H44	



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	DATE -	REVISED -

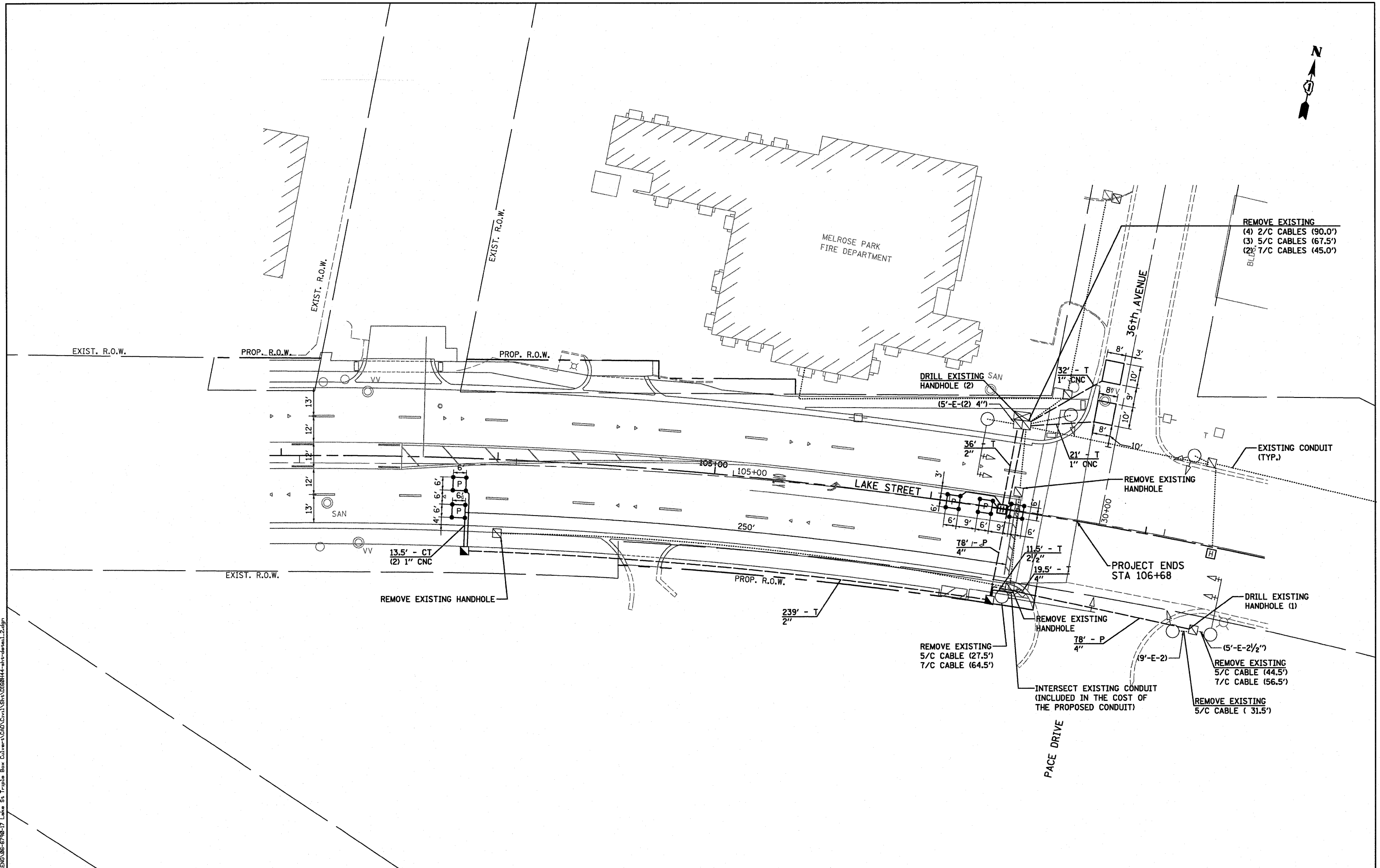
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED GRADING PLAN  
LAKE STREET OVER ADDISON CREEK**

SCALE: 1"=20'    SHEET NO. 1 OF 1 SHEETS    STA. 97+00 TO STA 102+00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 38
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	





FILE NAME = G:\ENR\06-6798-17 Lake St. Traffic Signal Mod\06044-1\06044-1-1.dwg



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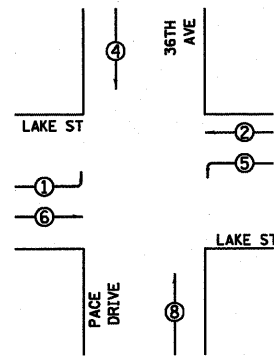
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODIFICATION PLAN  
LAKE STREET AND 36TH AVENUE**

SCALE: 1" = 20'      SHEET NO. 1 OF 1 SHEETS      STA. 103+00 TO STA. 106+68

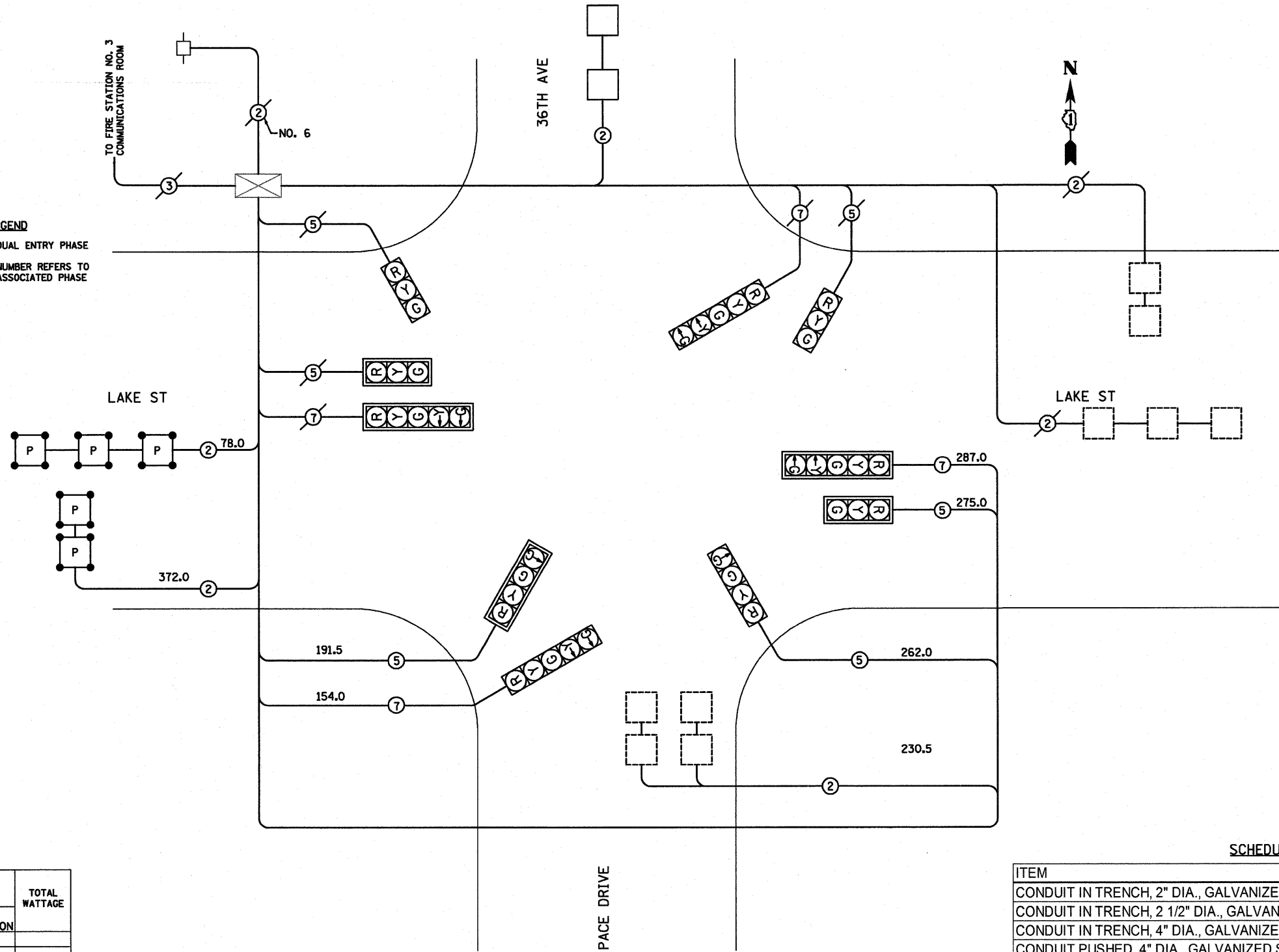
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	39
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

**CONTROLLER SEQUENCE**



**PHASE DESIGNATION DIAGRAM**

**LEGEND**  
 ⊕ DUAL ENTRY PHASE  
 \* NUMBER REFERS TO ASSOCIATED PHASE



**CABLE PLAN**

**SCHEDULE OF QUANTITIES**

ITEM	UNIT	QUANTITY
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	442.0
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	11.5
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	19.5
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	156.0
HANDHOLE	EACH	2
HEAVY-DUTY HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	306.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	728.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	441.0
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	703.0
DETECTOR LOOP, TYPE I	FOOT	80.0
PREFORMED DETECTOR LOOP	FOOT	164.0
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING HANDHOLE	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	427
DRILL EXISTING HANDHOLE	EACH	3

FILE NAME = G:\ENGR\06-0798-17 Lake St Traffic Box Culvert\CD\1\SH\1\06044-INT-ELP.dgn

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		
SIGNAL (RED)		INCAND.	LED x % OPERATION	
(YELLOW)				
(GREEN)				
ARRROW				
PED. SIGNAL				
CONTROLLER				
ILLUM. SIGN				
FLASHER			0.50	-
ENERGY COSTS TO:				
ENERGY SUPPLY: CONTACT: _____				
PHONE: _____				
COMPANY: _____				

USER NAME = #USER#	DESIGNED - KAC	REVISED - _____
DRAWN - JNH	REVISED - _____	
PLOT SCALE = #SCALE#	CHECKED - KMB	REVISED - _____
DATE - _____	REVISED - _____	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES, CABLE PLAN, & PHASE DESIGNATION DIAGRAM  
LAKE STREET AND 36TH AVENUE**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS

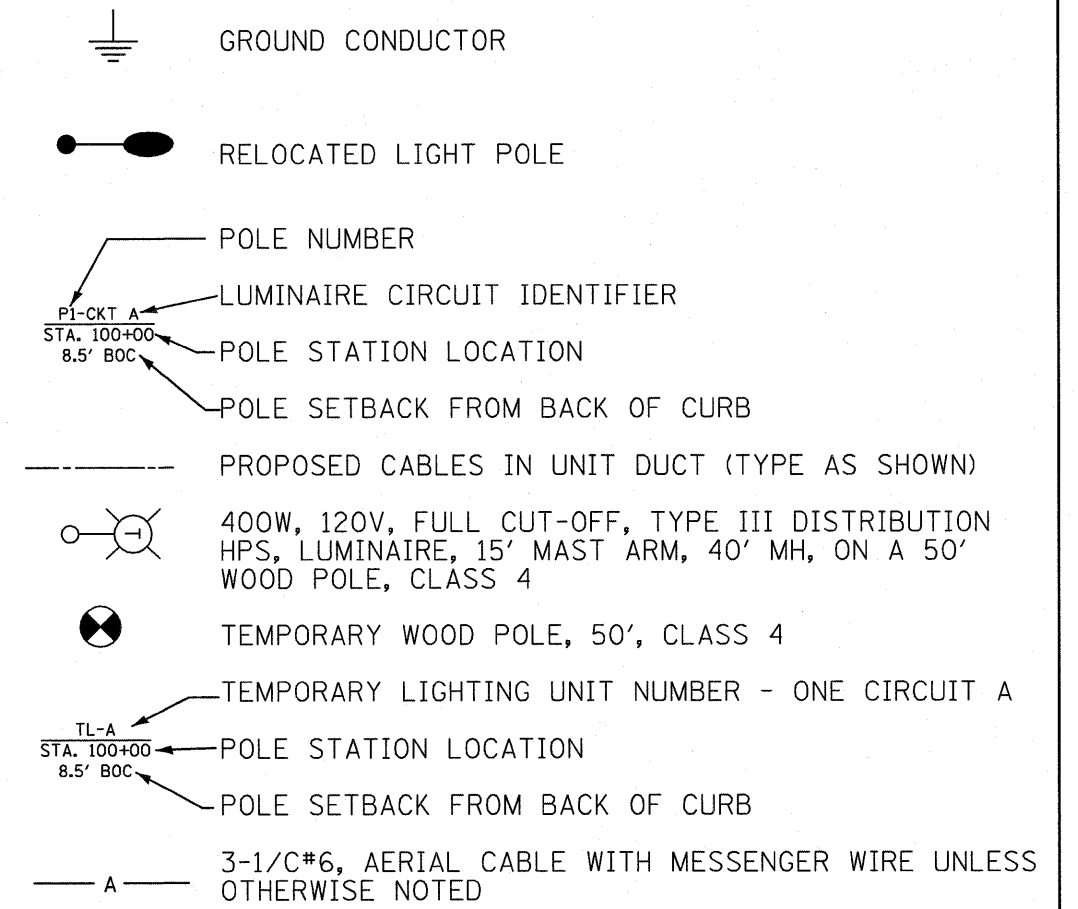
F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 40
CONTRACT NO. 60H44				ILLINOIS FED. AID PROJECT

**LIGHTING GENERAL NOTES**

- THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER BEFORE ANY WORK, LIGHTING OR OTHER BEGINS. THE CONTRACTOR SHALL CONTACT THE ELECTRICAL MAINTENANCE OFFICE TO SCHEDULE THE TRANSFER
- THE EQUIPMENT GROUNDING CONDUCTORS SHALL BE SPLICED AND BONDED TO EACH JUNCTION BOX AND PULL BOX THE CONDUCTORS PASS THROUGH. JUNCTION BOXES SHALL BE EQUIPPED WITH GROUND LUGS FOR GROUND WIRE TERMINATION WITHOUT DEGRADATION OF THE JUNCTION BOX RATING.
- THE EXISTING LIGHTING SYSTEM WITHIN THE PROJECT LIMITS SHALL BE OPERATIONAL DURING CONSTRUCTION UNTIL THE TEMPORARY OR PROPOSED LIGHTING SYSTEM IS ENERGIZED.
- EXISTING LIGHTING UNITS THAT ARE IN CONFLICT WITH CONSTRUCTION ACTIVITIES SHALL BE REMOVED AND SAFELY STORED BY THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL TO RELOCATE EXISTING LIGHTING UNIT.
- ALL DISTURBED AREAS WHERE RESTORATION IS NOT COVERED BY APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS MUST BE RESTORED TO THE SATISFACTION OF THE RESIDENT ENGINEER. THE WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. SEPARATE PAYMENT WILL NOT BE MADE.
- ALL POLE HANDHOLES SHALL FACE AWAY FROM TRAFFIC.
- LUMINAIRE'S SHALL BE LEVEL & HAVE A TIGHT FIT ON MAST ARMS TO THE RESIDENT ENGINEER'S SATISFACTION. THIS WORK SHALL INCLUDE FIELD ADJUSTING OF THE LUMINAIRE WHICH WILL BE INCIDENTAL TO THE "LIGHTPOLE" PAY ITEM.
- ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING SPECIFICATIONS, WHICH ARE HEREBY MADE A PART HEREOF:
  - A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", AS PREPARED BY IDOT
  - B. "THE NATIONAL ELECTRICAL CODE"
  - C. MUNICIPAL CODES AND STANDARDS
- NO POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED SUFFICIENTLY.
- BEFORE INSTALLING LIGHT STANDARDS NEAR OVERHEAD UTILITIES CALL COMED FOR LOCATION APPROVAL.
- NO MATERIALS SHALL BE DELIVERED TO THE JOB SITE UNTIL ALL PERTINENT EQUIPMENT SUBMITTALS HAVE BEEN REVIEWED BY THE RESIDENT ENGINEER.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES AND LIGHTING CONTROLLERS FOR EXAMINATION AND CONFIRMATION WITH THE RESIDENT ENGINEER. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO AUGERING FOR LIGHT POLE FOUNDATIONS. THE EXACT LOCATIONS OF ALL PROPOSED ITEMS SHALL BE CONFIRMED WITH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
- THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE LIGHTING SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE AT 1-800-892-0123.
- THE CONTRACTOR SHALL CONTACT ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE THE UNDERGROUND CABLE.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENT FOR BURIED WARNING TAPE. SPECIFIED AS PART OF "TRENCH AND BACKFILL FOR ELECTRICAL WORK". THE INSTALLATION OF THE TAPE SHALL BE REVIEWED BY THE RESIDENT ENGINEER PRIOR TO BACKFILL OR DURING PLOWING OPERATIONS, AS APPLICABLE.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE RESIDENT ENGINEER MAY ASSIST THE CONTRACTOR AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATIONS HEIGHTS AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE MARKERS AND SHALL TAG ALL WIRE ACCORDINGLY.
- EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND BONDED AT EACH LIGHT POLE OR OTHER PIECE OF EQUIPMENT.
- THE WORK PERFORMED UNDER THIS CONTRACT SHALL IN NO WAY INTERFERE WITH THE NORMAL OPERATION OF ANY EXISTING UTILITY SERVICE. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ITEMS OF EQUIPMENT REQUIRED TO MAINTAIN SUCH NORMAL OPERATION AT NO ADDITIONAL COST TO IDOT. THE COST ASSOCIATED FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CONTRACT.
- THE CONTRACTOR SHALL PERFORM ELECTRICAL TESTING AND VERIFY THAT THE INSTALLATION COMPLIES WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR THE ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS.
- CONNECTING PROPOSED CONDUIT TO EXISTING CONDUIT SHALL BE INCIDENTAL TO THE PROPOSED CONDUIT ITEM.
- CONNECTING PROPOSED ELECTRIC CABLES TO EXISTING LIGHTING UNITS TO REMAIN SHALL BE INCIDENTAL TO THE UNIT DUCT PAY TIEM.
- REMOVAL OF EXISTING ELECTRICAL CABLE SHALL BE INCIDENTAL TO THE REMOVAL OF THE LIGHT POLE FOUNDATIONS.
- ALL EXISTING SIGNS ATTACHED TO LIGHT POLES SHALL BE REMOVED, SALVAGED, AND RE-INSTALLED BY CONTRACTOR. THIS WORK SHALL BE INCLUDED WITHIN THE COST OF RELOCATED LIGHT POLE.

**LIGHTING LEGEND**



**TEMPORARY LIGHTING GENERAL NOTES**

- THE FINAL LAYOUT OF THE TEMPORARY EQUIPMENT MAY NEED TO BE ADJUSTED TO ACCOUNT FOR FIELD CONDITIONS, STAGING, AND/OR UTILITY IMPACTS. THE CONTRACTOR SHALL SUBMIT A PLAN INDICATING ANY FIELD REVISIONS OF THE TEMPORARY LIGHTING TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
- ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE ENGINEER.
- ALL TEMPORARY WOOD POLES AND WOOD LIGHTING UNITS (POLES, MA. & LUMINAIRES) SHALL BE PAID FOR AS TEMPORARY LIGHTING. AERIAL CONDUCTORS TO BE PAID FOR SEPARATELY.

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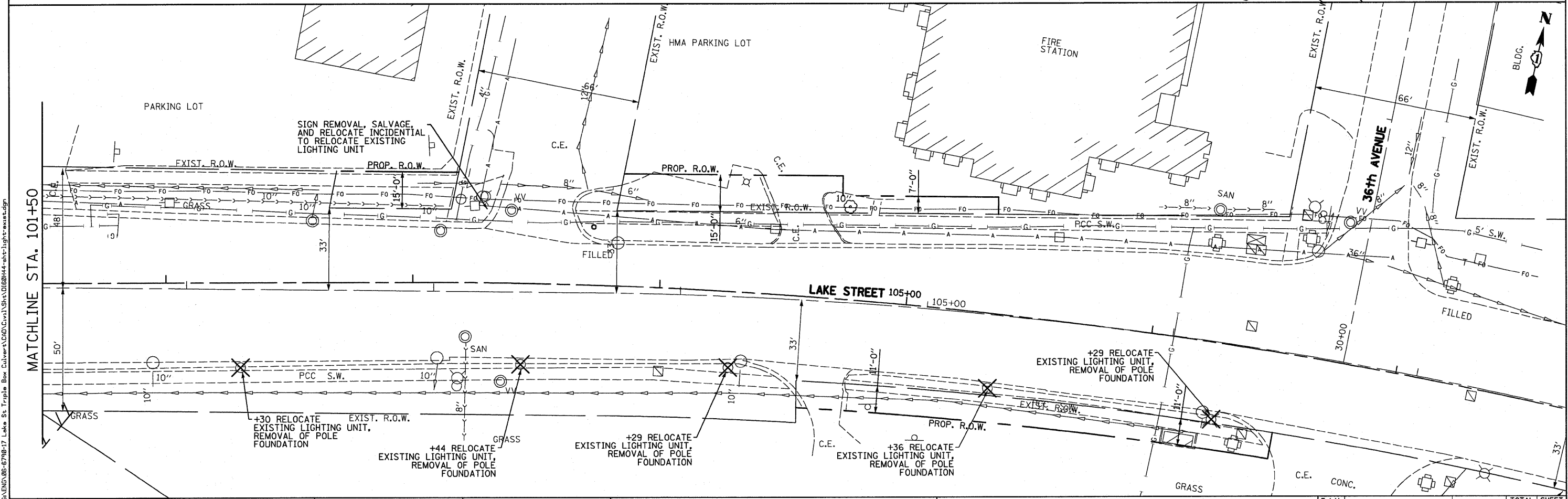
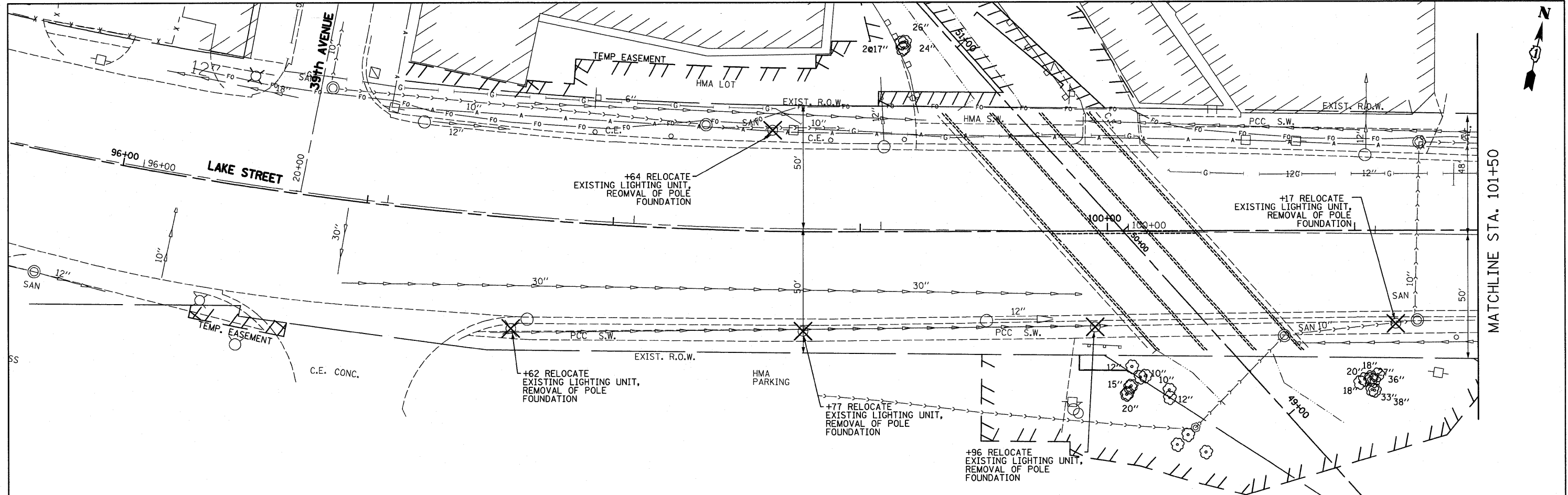
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	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LIGHTING SYMBOLS AND GENERAL NOTES  
LAKE STREET OVER ADDISON CREEK

SHEET NO. 1 OF 1 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	41
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



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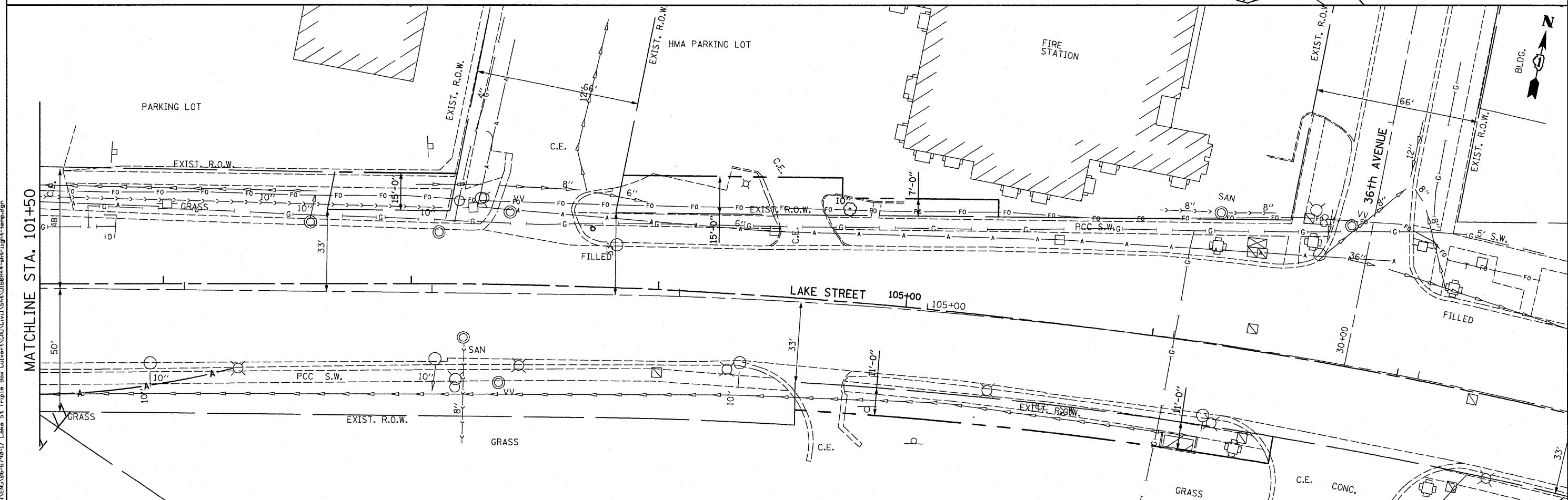
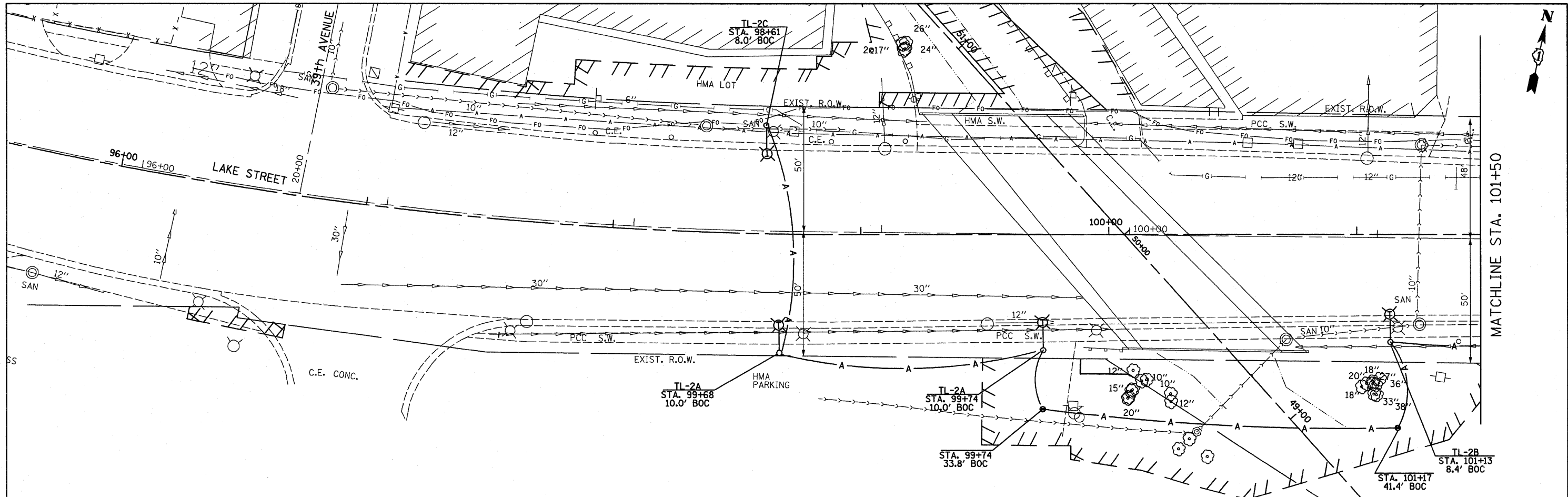
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DRAWN - TMF	REVISED -
CHECKED - KAC	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**LIGHTING REMOVAL PLAN  
 LAKE STREET OVER ADDISON CREEK**

SCALE: 1" = 20'    SHEET NO. 1 OF 1 SHEETS    STA. 96+40 TO STA. 106+68

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	42
CONTRACT NO. 60M44				
ILLINOIS FED. AID PROJECT				



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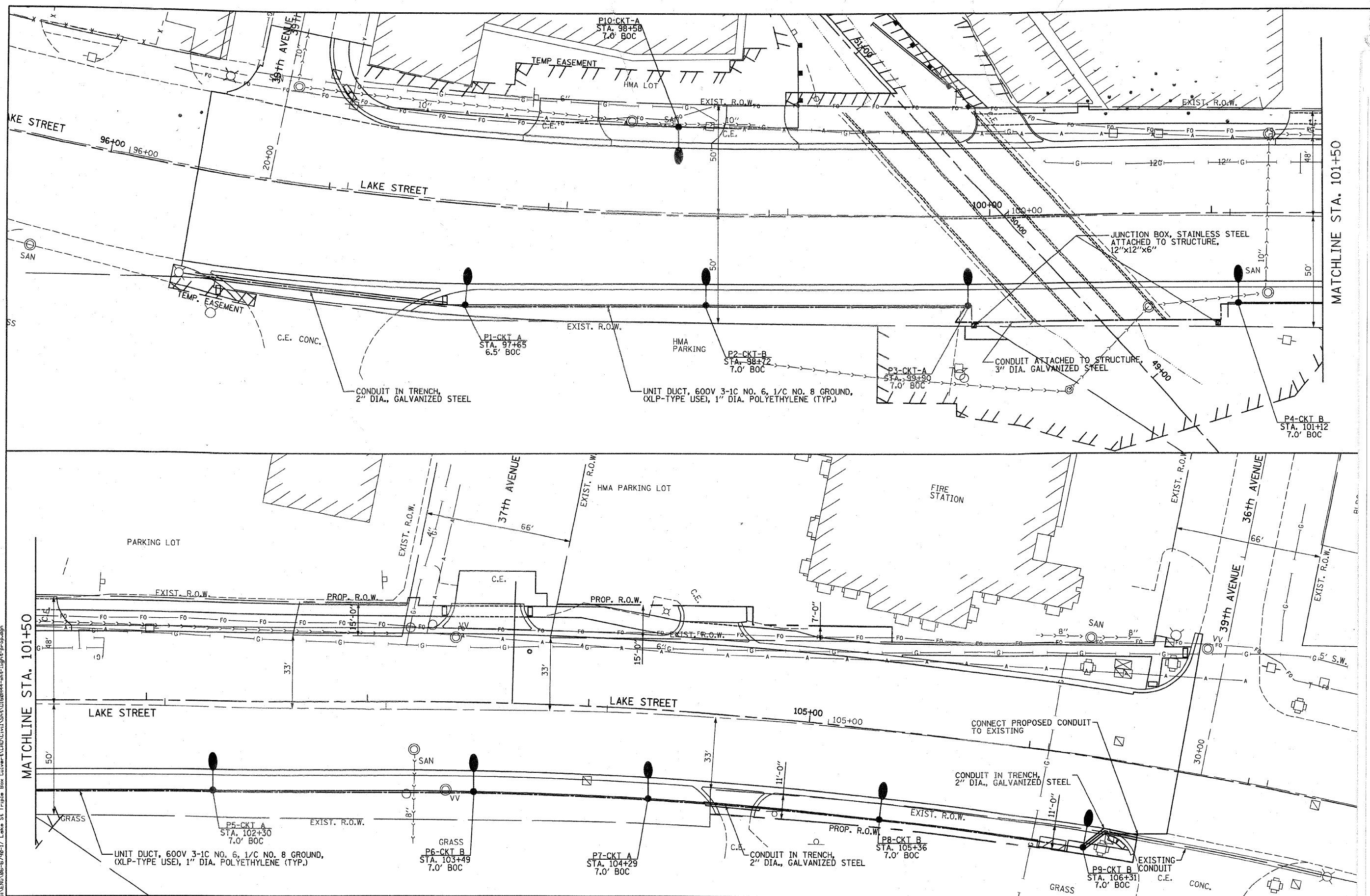
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PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TEMPORARY LIGHTING PLAN LAKE STREET OVER ADDISON CREEK</b>	
SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS
STA. 96+40	TO STA. 106+68

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 43
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				





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DESIGNED - KAC	REVISED -
DRAWN - TMF	REVISED -
CHECKED - KAC	REVISED -
DATE	REVISED

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

<b>PROPOSED LIGHTING PLAN</b> <b>LAKE STREET OVER ADDISON CREEK</b>	
SCALE: 1" = 40'	SHEET NO. 05 OF 05
STA. 96+00	TO STA. 106+31

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	T.C. SH
			CONTRACT N

Bench Mark: Chiseled square on West end of the South headwall S.N. 016-2007 Elev: 638.22

Existing Structure: S.N. 016-2007, built in 1928 as a triple cell 12' wide x 5' high cast-in-place concrete box culvert skewed at 45 degrees. The original structure was later lengthened on both ends. The middle cell was also lowered to 9'. Structure is to be removed and replaced. Traffic to be maintained utilizing stage construction.

No Salvage.

Precast alternate is not allowed.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WATERWAY INFORMATION

Drainage Area = 4.06 sq. mile		Exist. Low Grade Elev. 634.34 @ Sta. 114+20		Prop. Low Grade Elev. 634.34 @ Sta. 114+20		
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Nat. H.W.E. Exist. Prop.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Ten-Year	10	494	204.0 237.9	634.4 634.4	0.14 0.06	634.6 634.5
Design	50	774	204.0 249.4	635.7 635.7	0.42 0.21	636.1 635.9
Base	100	863	204.0 249.4	636.1 636.1	0.57 0.30	636.7 636.4
Max. Calc.	500	1060	204.0 249.4	637.0 637.0	0.59 0.47	637.6 637.5

10 year velocity through Exist. Culvert = 1.36 fps  
10 year velocity through Prop. Culvert = 2.25 fps

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	D.S. Invert	U.S. Invert
	622.28	622.28

LOADING HS20-44

Allow 50#/#sq. ft. for future wearing surface.

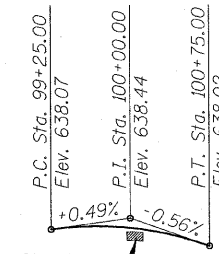
DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

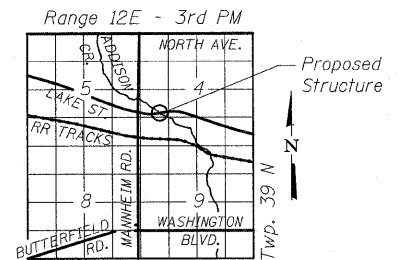
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)  
fy = 36,000 (Soldier Piles)



PROFILE GRADE  
(along Lake St.)



LOCATION SKETCH

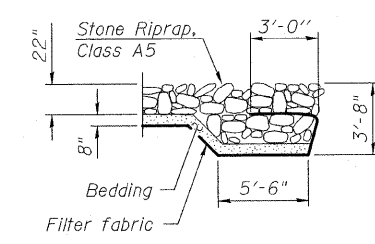


Expires 11-3-2012

Brian J. Malone

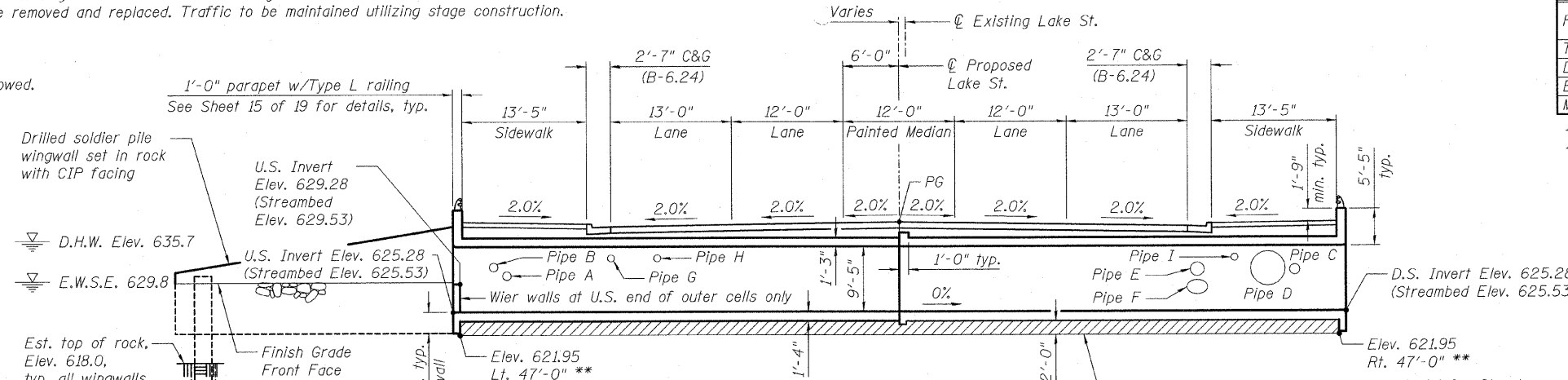
APPROVED FOR STRUCTURAL ADEQUACY ONLY

ENGINEER OF BRIDGES AND STRUCTURES



SECTION A-A

Exist. sanitary sewer and water main to be relocated  
\*\*\* Only existing ROW shown. Proposed temporary and permanent easements are not shown here for clarity. Proposed ROW is not required. See Roadway Plans for details.



LONGITUDINAL SECTION

(Looking East, Horiz. Dim. at Rt. L's to Lake St.)

Removal and Disposal of Unsuitable Material for Structures, to be replaced with Porous Granular Embankment. Material shall be coarse aggregate with a gradation of either CA 5 or CA 7. See Plan below for limits. The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.

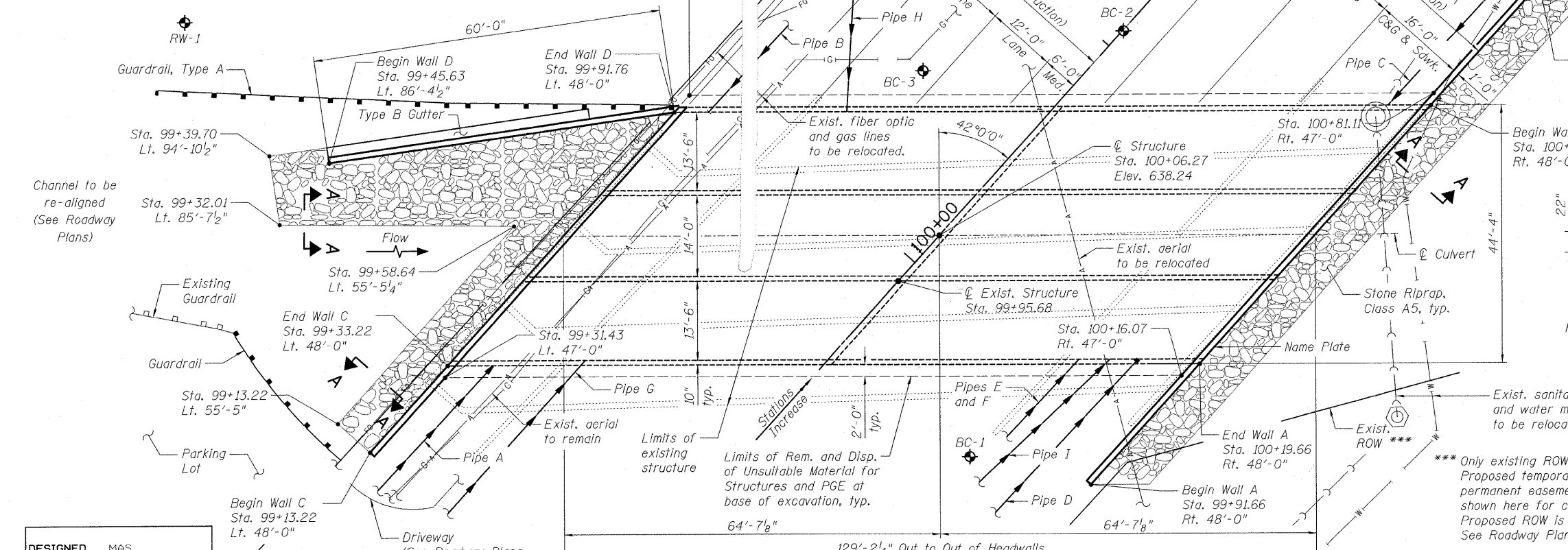
PIPE SCHEDULE

Location	Size	Shape	Invert
Existing Pipe			
Pipe A	15"	Circular	629.81
Pipe B	15"	Circular	631.08
Pipe C	18"	Circular	630.48
Pipe D	60"	Circular	628.90
Pipe E	24"	Circular	630.28
Pipe F	30"x19"	Elliptical	627.70
Proposed Pipe			
Pipe G	12"	Circular	632.53
Pipe H	12"	Circular	632.52
Pipe I	12"	Circular	632.50

Pipes A through F shall be reconnected to the proposed culvert. Inverts listed for these existing pipes are the approximate existing inverts. The proposed inverts shall be determined in the field in order to maintain the grade of the existing pipes. The Contractor shall also verify existing pipe sizes.

\*\* Bottom of Removal of Unsuitable Material

Disposal



PLAN



Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BRT

SHEET NO. 1	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 45
19 SHEETS			CONTRACT NO. 60H44		
ILLINOIS FED. AID PROJECT					

GENERAL PLAN  
LAKE STREET OVER ADDISON CREEK  
F.A.U. RT. 3537 - SEC. 3264-T  
COOK COUNTY  
STATION 100+06.27  
STRUCTURE NO. 016-2630

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**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Slipforming of the parapets is not allowed.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**MINIMUM BAR LAP LENGTH  
OF BARREL REINFORCEMENT**

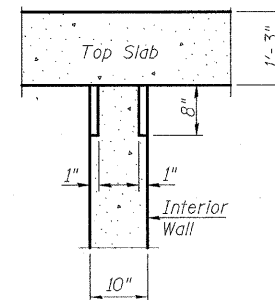
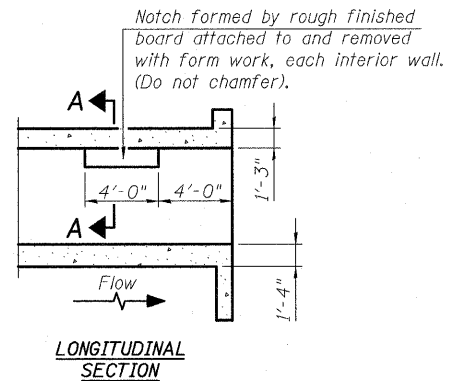
SIZE	LAP
#4	1'-4"
#5	1'-8"
#6	2'-0"
#7	2'-9"
#8	3'-8"
#9	4'-7"

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	455
Stone Riprap, Class A5	Sq. Yd.	231
Filter Fabric	Sq. Yd.	231
Protective Coat	Sq. Yd.	31
Removal Of Existing Structures	Each	1
Structure Excavation	Cu. Yd.	939
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	455
Concrete Structures	Cu. Yd.	62.6
Stud Shear Connectors	Each	648
Reinforcement Bars	Pound	285020
Reinforcement Bars, Epoxy Coated	Pound	10670
Bar Splicers	Each	220
Aluminum Railing, Type L	Foot	191
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	730
Geocomposite Wall Drain	Sq. Yd.	66
Drilling & Setting Soldier Piles (In Soil)	Cu. Ft.	897
Drilling & Setting Soldier Piles (In Rock)	Cu. Ft.	2439
Untreated Timber Lagging	Sq. Ft.	1162
Furnishing Soldier Piles (W Section)	Foot	953
Pipe Underdrains For Structures, 4"	Foot	150
Temporary Soil Retention System	Sq. Ft.	2719
Temporary Support System	L. Sum	1

**INDEX OF DRAWINGS**

Sheet No.	Sheet Title
1	General Plan
2	General Notes and Bill of Material
3	Staging Details
4	Bottom Slab Reinforcement Plan
5	Top Slab Reinforcement Plan
6	Culvert Walls
7	Cross Section
8	Parapet Elevation
9	Wall A
10	Wall B
11	Wall C
12	Wall D
13	Wall Details
14	Bar Splicer Assembly and Mechanical Splicer Details
15	Aluminum Railing, Type L
16	Temporary Concrete Barrier for Stage Construction
17-19	Boring Logs



**SECTION A-A**  
**PHOEBE NESTING**  
**SITE DETAILS**  
(Downstream End Only)

STATION 100+06.27  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.U. RT. 3537 SEC. 3264-T  
LOADING HS20-44  
STRUCTURE NO. 016-2630

**NAME PLATE**  
See Std. 515001

**GENERAL NOTES AND BILL OF MATERIAL**  
**STRUCTURE NO. 016-2630**

DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BRT

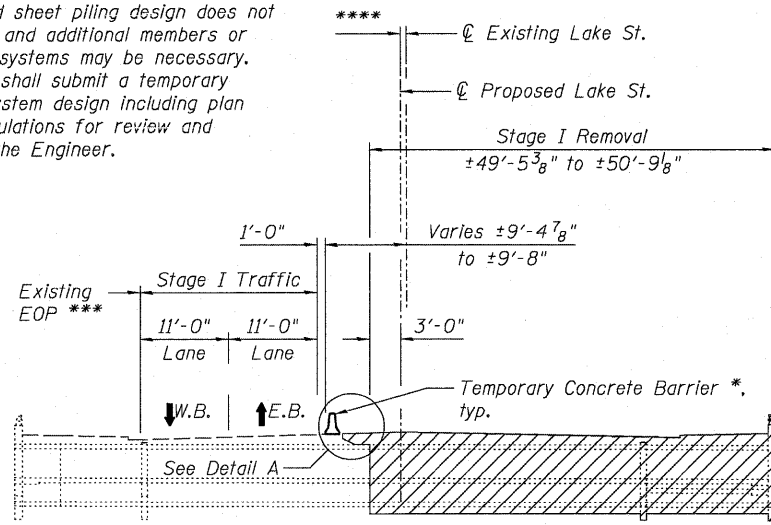


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630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

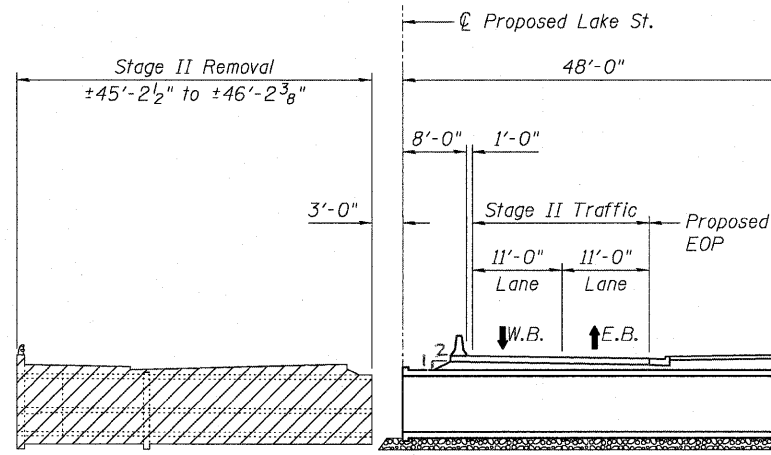
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	CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

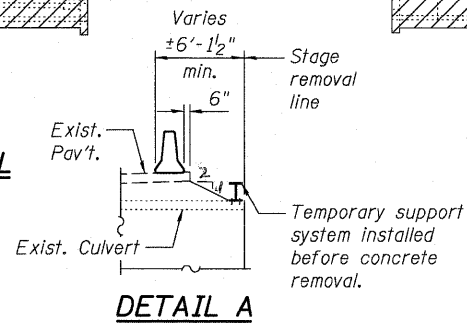
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



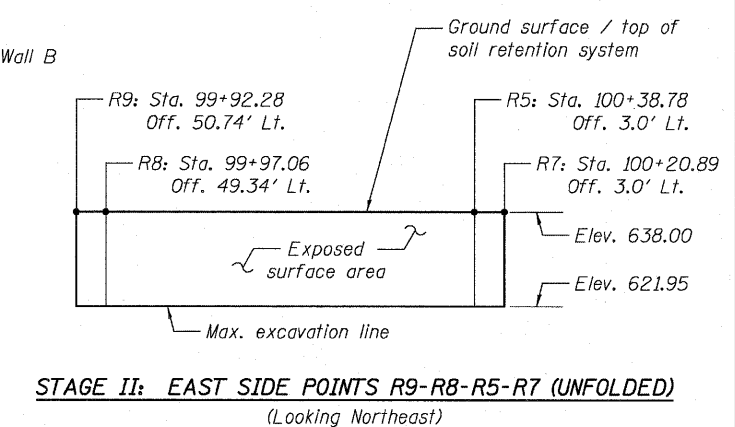
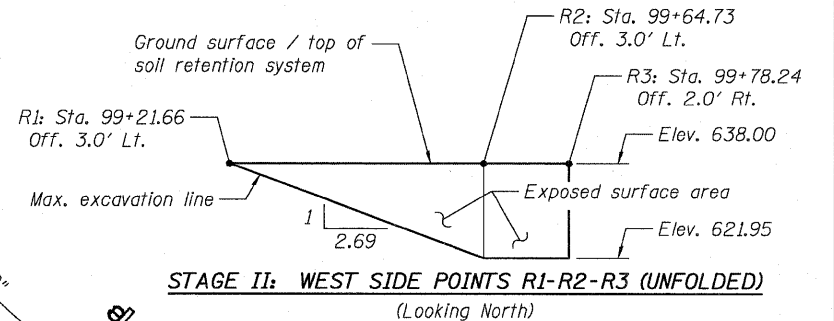
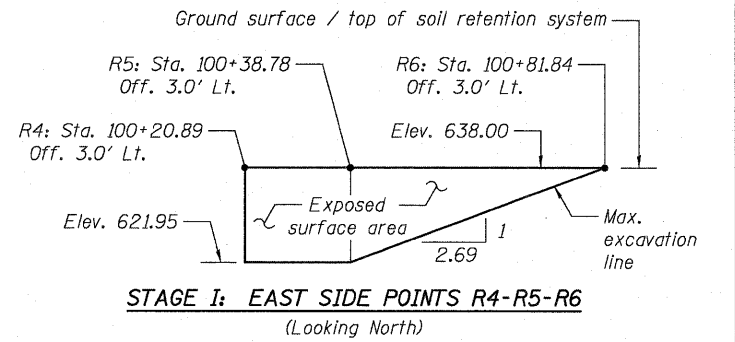
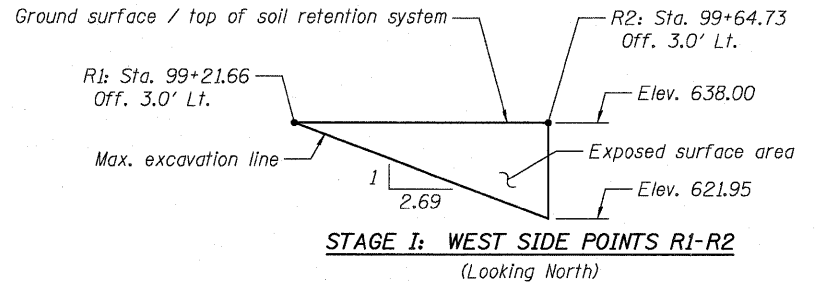
**LONGITUDINAL SECTION**  
(Looking East - Dim. at Rt. L's to  $\varnothing$  Roadway)  
**STAGE I TRAFFIC AND STAGE I REMOVAL**



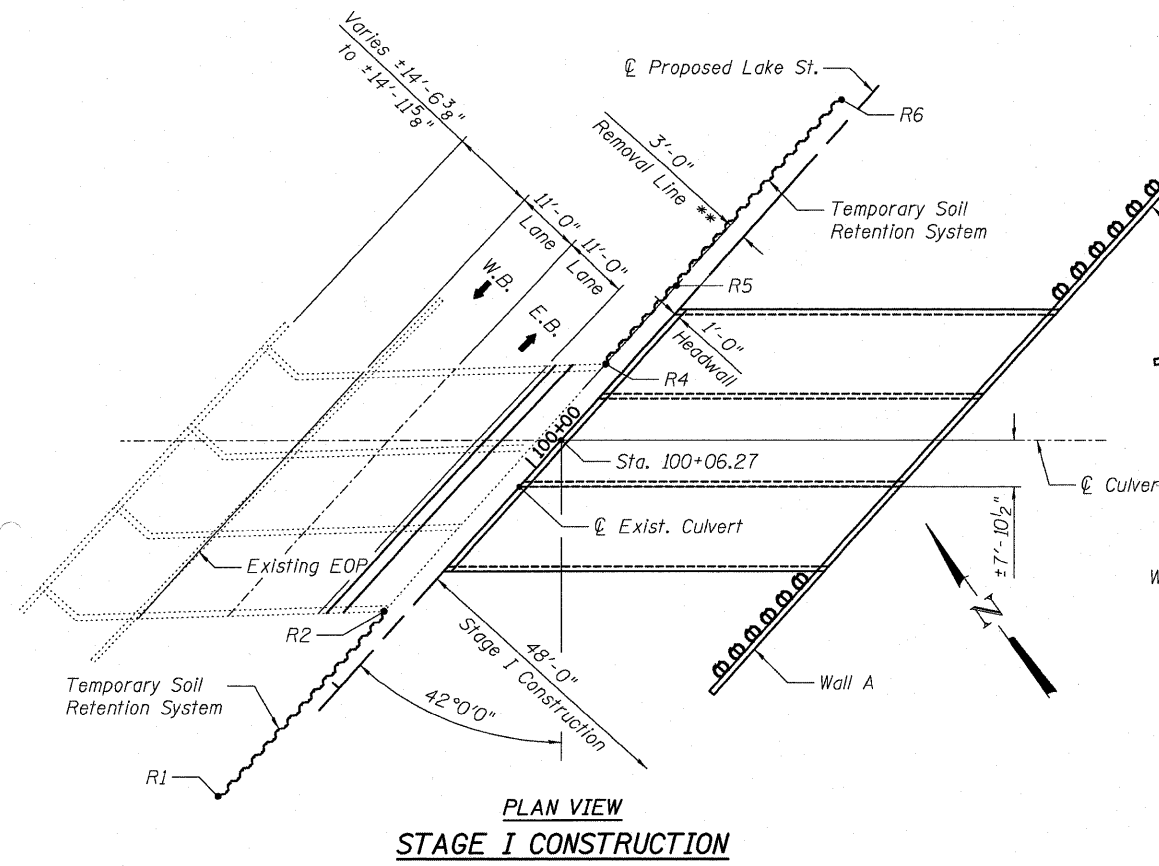
**LONGITUDINAL SECTION**  
(Looking East - Dim. at Rt. L's to  $\varnothing$  Roadway)  
**STAGE II TRAFFIC AND STAGE II REMOVAL**



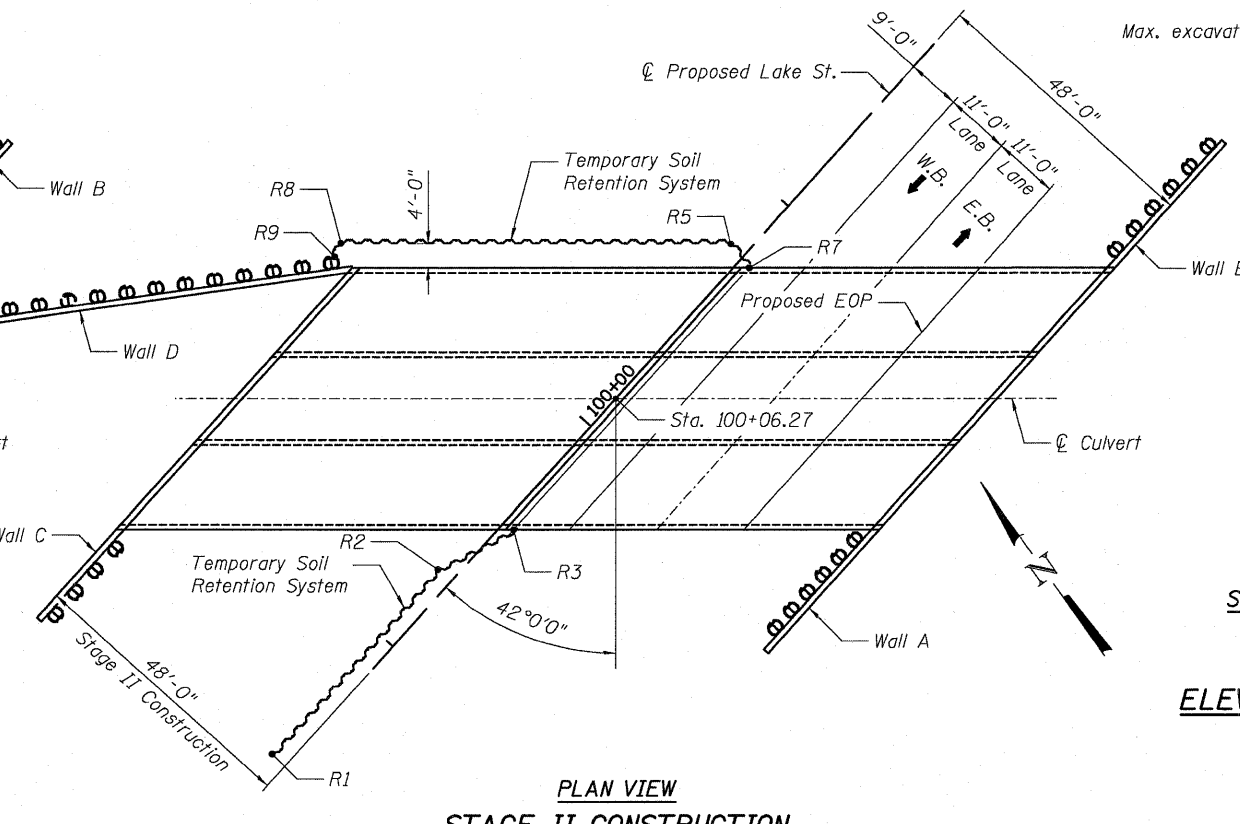
\* The Temporary Concrete Barrier shall be anchored to the existing and proposed pavement. The anchor detail will be similar to the detail shown for Existing Slab on Sheet 16 of 19 (Temporary Concrete Barrier for Stage Construction) except that the depth of drilled hole shall be adequate to accommodate the anchor pin shown in Standard 704001 (Temporary Concrete Barrier). After the removal of the anchor pins and temporary concrete barriers, all holes in the proposed PCC pavement shall be filled flush with the pavement surface using a nonshrink grout according to Section 1024 placed according to the manufacturer's recommendations.



**ELEVATION - TEMPORARY SOIL RETENTION SYSTEM**



**PLAN VIEW**  
**STAGE I CONSTRUCTION**



**PLAN VIEW**  
**STAGE II CONSTRUCTION**

Wall D soldier piles and timber lagging shall be in place prior to excavation and removal of the existing culvert. The Temporary Soil Retention System shall connect to soldier pile PD12 at point R9.

\*\* Removal Line is parallel to  $\varnothing$  Proposed Lake St.  
\*\*\* Stage I Traffic is parallel to existing EOP.  
\*\*\*\* The offset from the  $\varnothing$  Proposed Lake St. to  $\varnothing$  Existing Lake St. varies from ±2' 8\"/>

DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BRT

**STAGING DETAILS**  
**STRUCTURE NO. 016-2630**

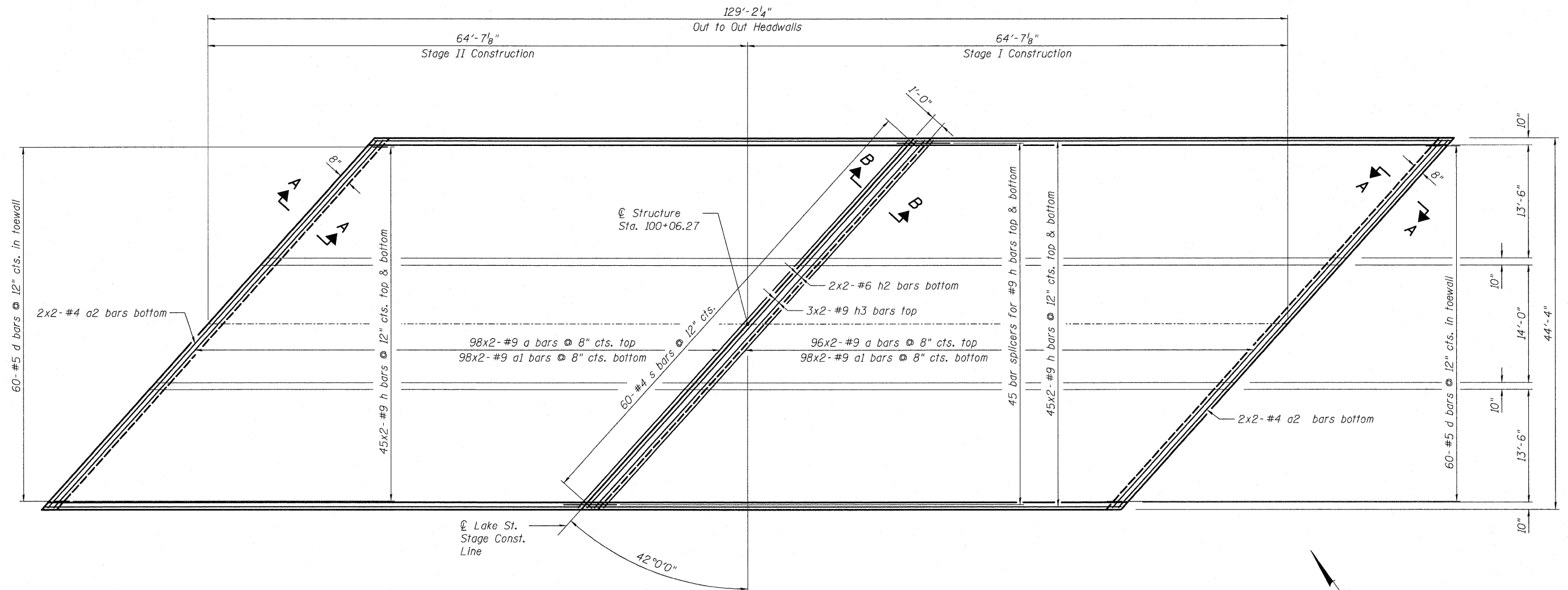


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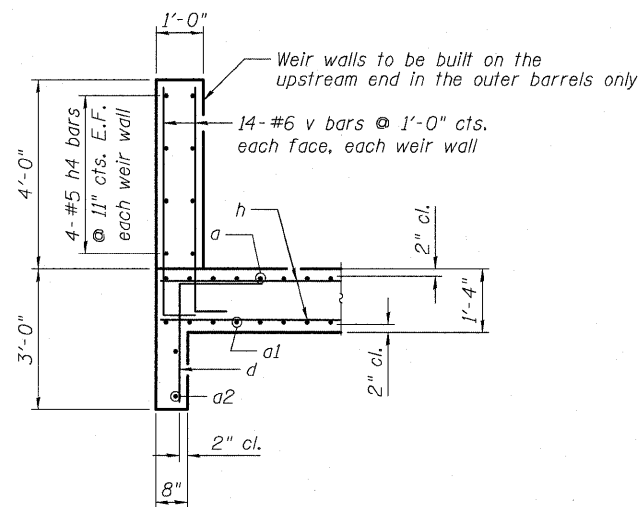
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ILLINOIS FED. AID PROJECT					

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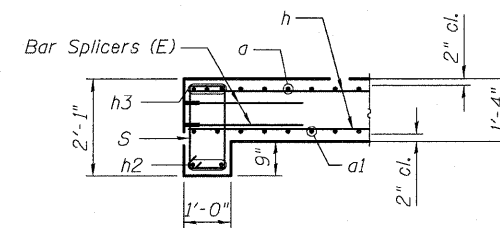
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**BOTTOM SLAB PLAN**



**SECTION A-A**



**SECTION B-B**

**NOTES:**

1. For Bill of Material see Sheet 6.
2. For lap length see Sheet 2.
3. Bars indicated thus 45x2-#9 etc. indicates 45 lines of bars with 2 lengths per line.

**BOTTOM SLAB REINFORCEMENT PLAN  
STRUCTURE NO. 016-2630**

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CHECKED	BJM
DRAWN	MAS
CHECKED	BJM

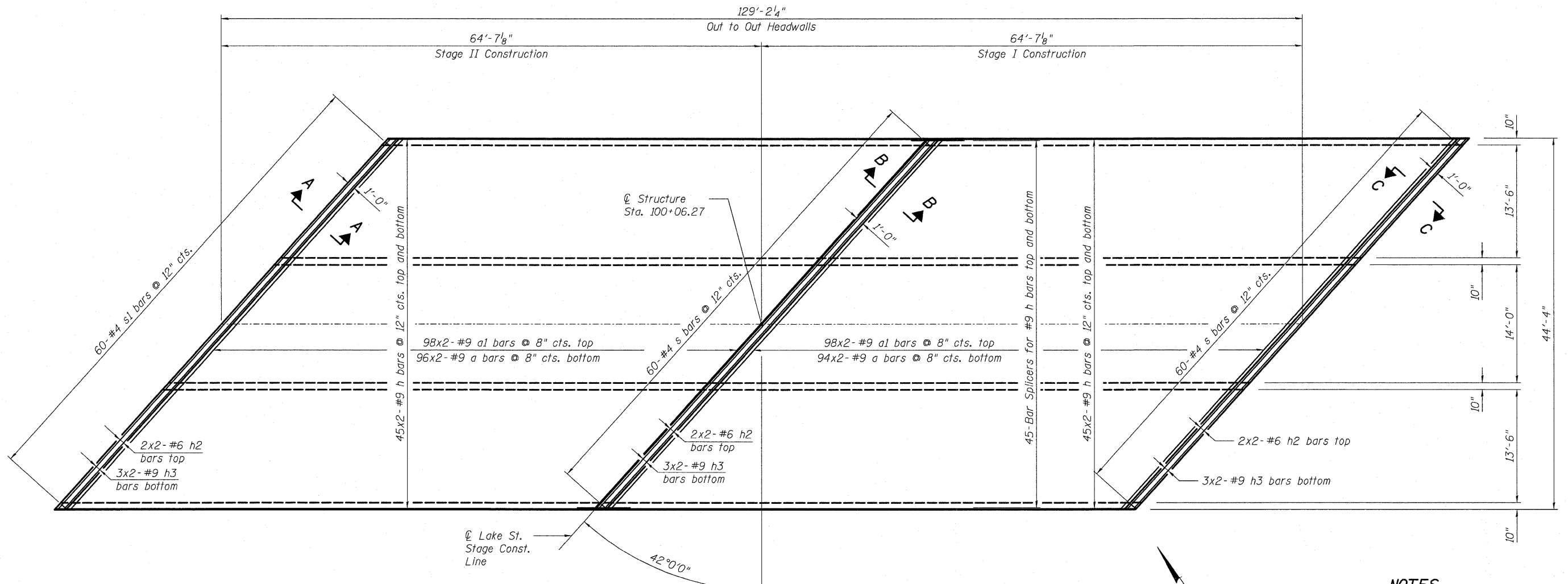


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Design Firm Registration 184-000451

SHEET NO. 4 19 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 60H44		
ILLINOIS FED. AID PROJECT					



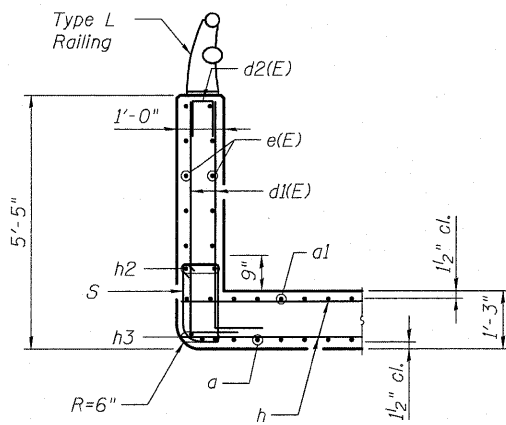
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



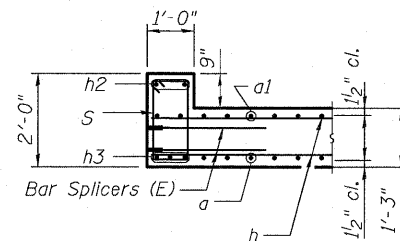
TOP SLAB PLAN

**NOTES:**

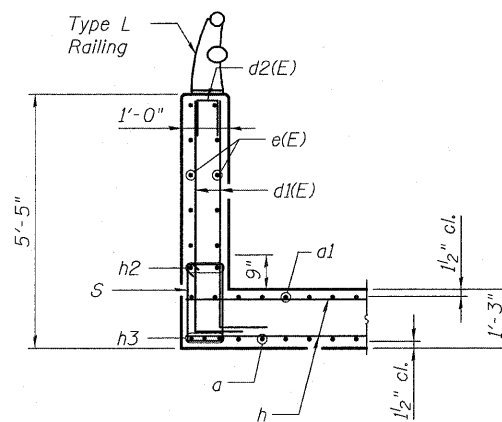
1. For Bill of Material see Sheet 6.
2. For lap length see Sheet 2
3. Bars indicated thus 45x2-#9 etc. indicates 45 lines of bars with 2 lengths per line.



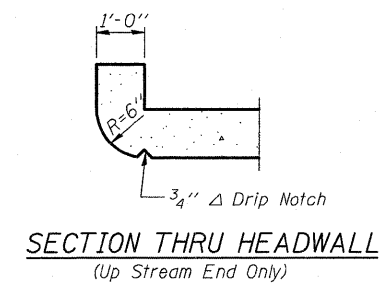
SECTION A-A  
(Upstream End)



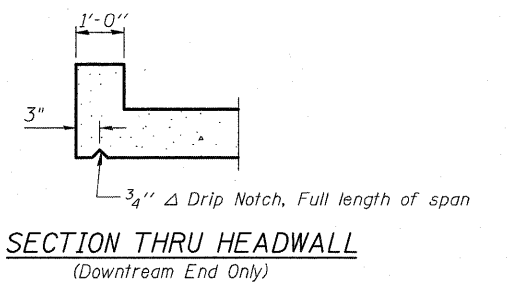
SECTION B-B  
(Stage Construction Joint)



SECTION C-C  
(Downstream End)



SECTION THRU HEADWALL  
(Up Stream End Only)



SECTION THRU HEADWALL  
(Downstream End Only)

TOP SLAB REINFORCEMENT PLAN  
STRUCTURE NO. 016-2630

DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BJM



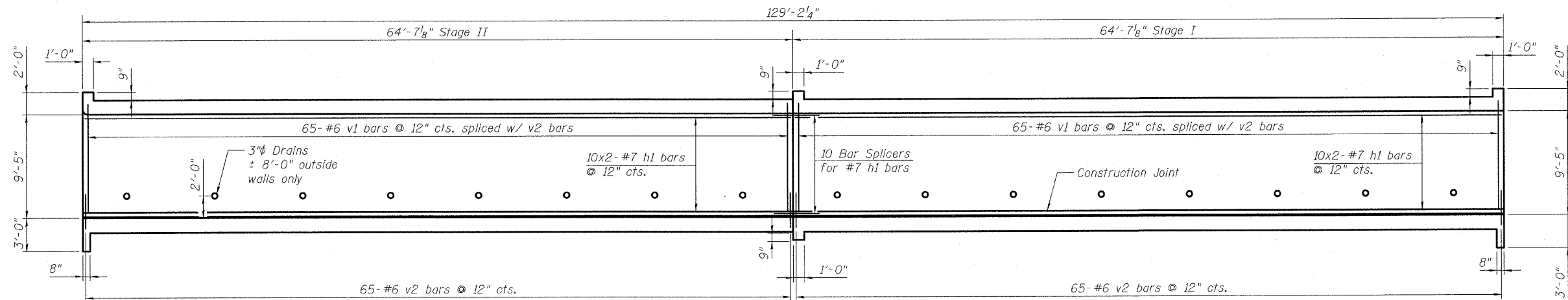
**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 5 19 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	49
			CONTRACT NO. 60H44		
ILLINOIS FED. AID PROJECT					

G:\ENR\06-6790-17 Lake St Triple Box Culvert\CAD\Structures\Sheet\0162630-60H44-005-TopSlab.dgn 10:55:58 AM Default 1/27/2011

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

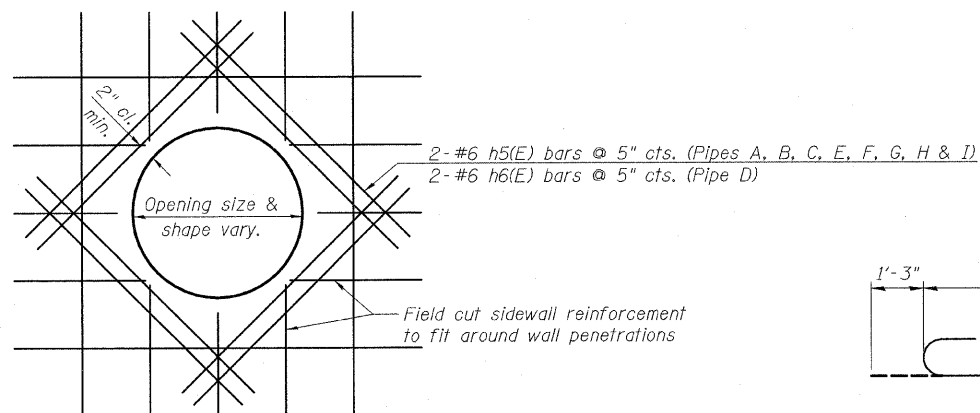
Lake St. & Stg. Const. Line



**WALL ELEVATION**  
Looking East

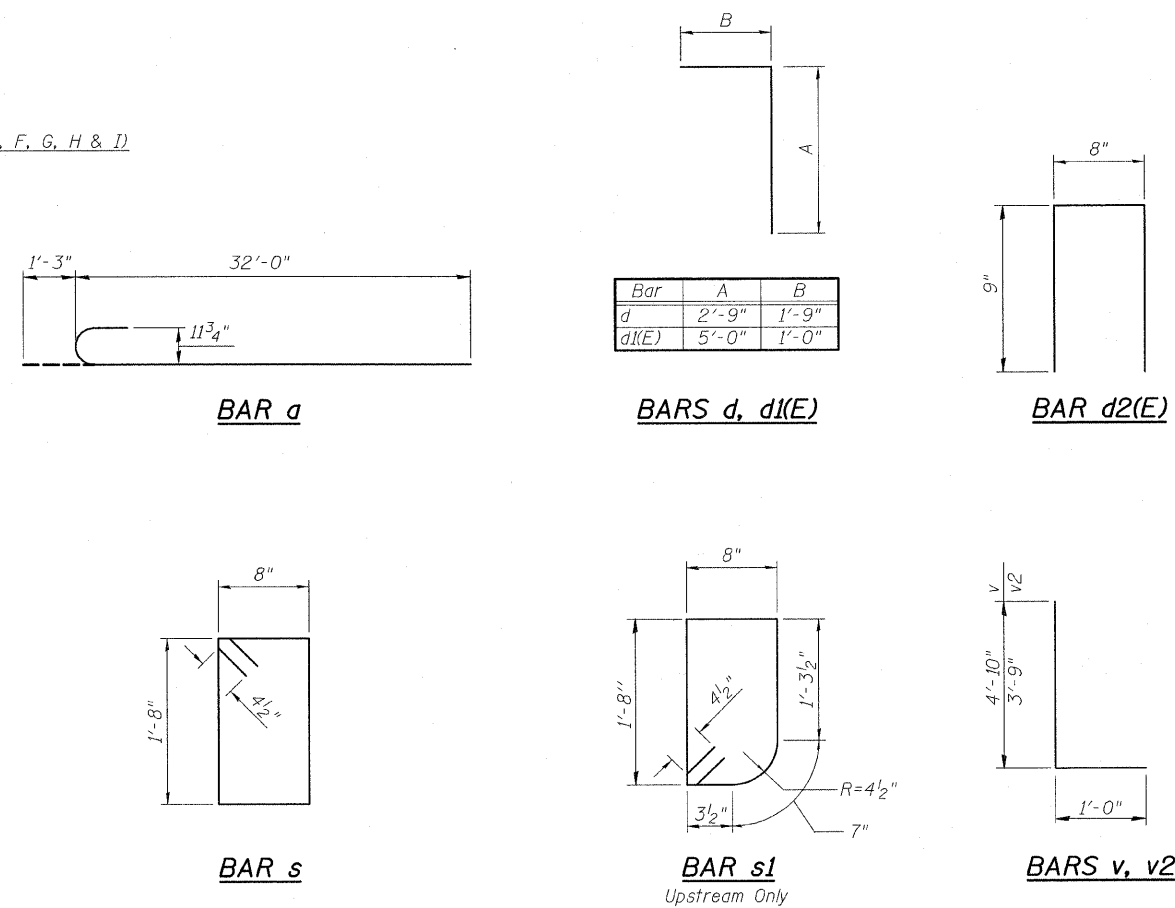
**CULVERT**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	768	#9	33'-3"	C
a1	784	#9	32'-0"	—
a2	4	#4	30'-4"	—
d	120	#5	4'-6"	J
d1(E)	244	#6	6'-0"	J
d2(E)	32	#4	2'-2"	J
e(E)	40	#4	31'-0"	—
h	720	#9	34'-6"	—
h1	160	#7	34'-0"	—
h2	16	#6	30'-8"	—
h3	24	#9	32'-0"	—
h4	16	#4	20'-0"	—
h5	40	#6	4'-10"	—
h6	8	#6	7'-0"	—
s	180	#4	5'-5"	D
s1	60	#4	5'-3"	D
v	56	#6	5'-10"	J
v1	520	#6	9'-10"	—
v2	520	#6	4'-9"	J
Concrete Box Culverts		Cu. Yd.	730	
Reinforcement Bars, Epoxy Coated		Pound	3,080	
Reinforcement Bars		Pound	285,020	
Bar Splicers		Each	220	



**PIPE PENETRATION DETAIL**

For pipe penetration size & locations see Sheet 1.



Bar	A	B
d	2'-9"	1'-9"
d1(E)	5'-0"	1'-0"

- NOTES:**
- For Bill of Material see Sheet 6.
  - For lap length see Sheet 2.
  - Slab reinforcement not shown for clarity.
  - Bars indicated thus 45x2-#9 etc. indicates 45 lines of bars with 2 lengths per line.

**CULVERT WALLS**  
**STRUCTURE NO. 016-2630**

DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BJM

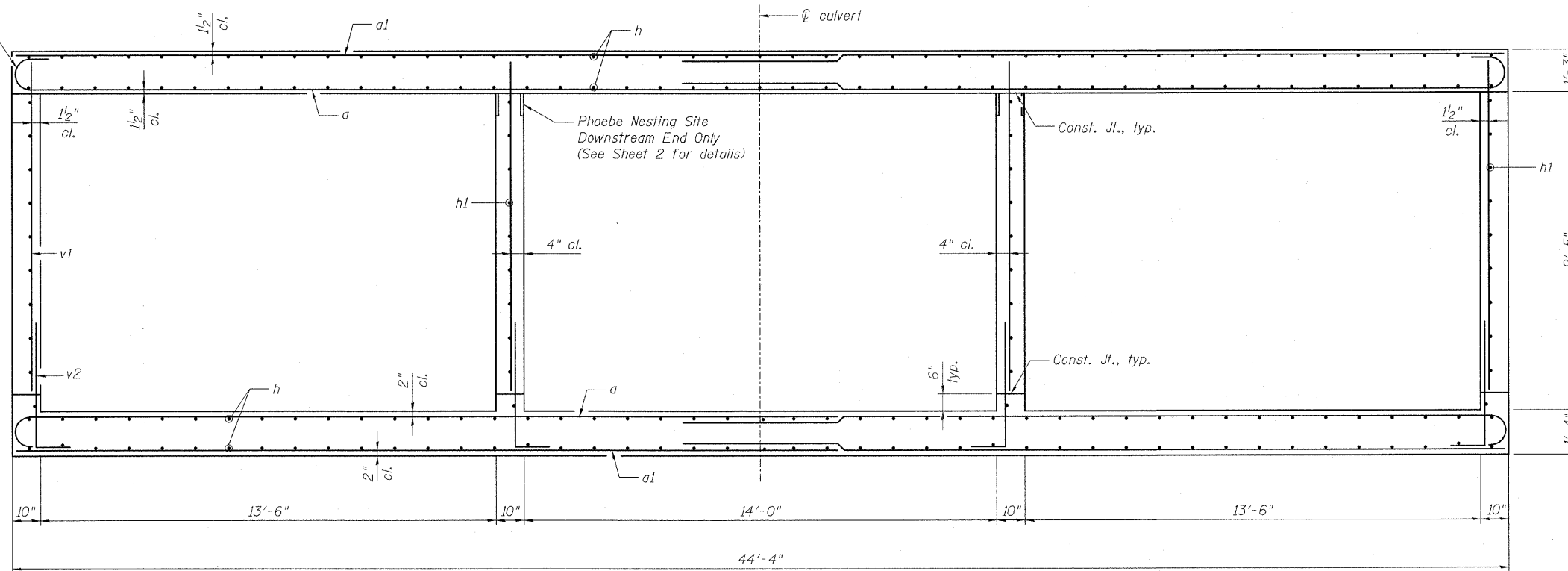
**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 6 19 SHEETS	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 50
	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

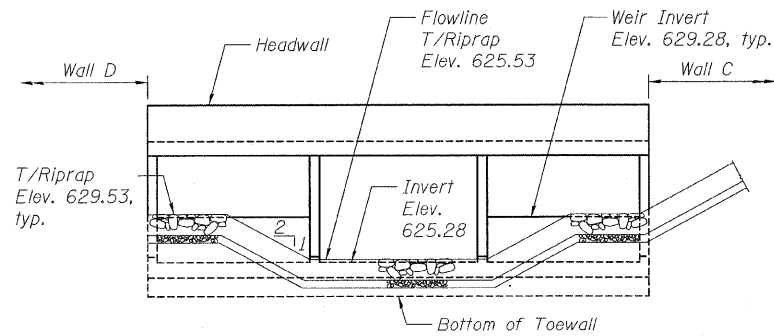
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

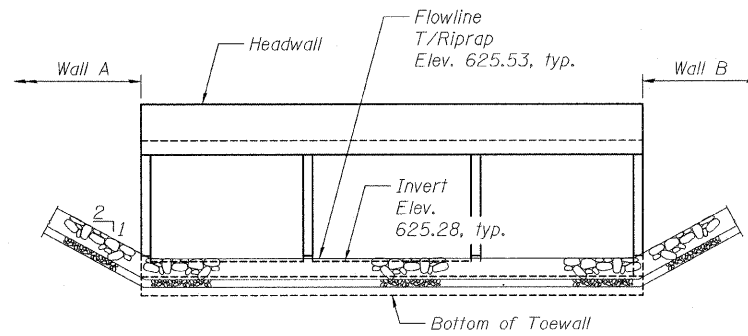
Tilt hook of a bars if necessary for 1/2" min. cl.



**CROSS SECTION**



**RIPRAP AT UPSTREAM END OF CULVERT**  
(Looking South - Slopes shown at right L's to  $\phi$  channel)



**RIPRAP AT DOWNSTREAM END OF CULVERT**  
(Looking North - Slopes shown at right L's to  $\phi$  channel)

**NOTES:**

1. For Bill of Material see Sheet 6.
2. For lap length see Sheet 2.

**CROSS SECTION  
STRUCTURE NO. 016-2630**

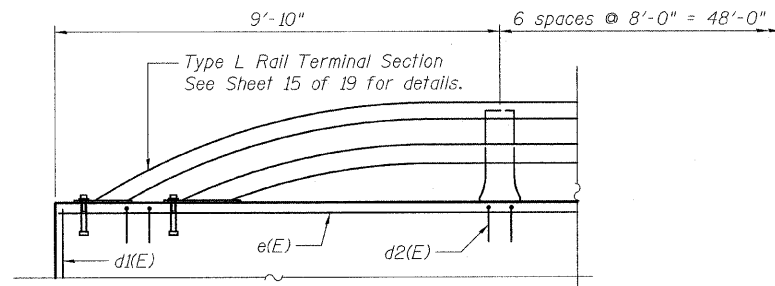
DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BJM



**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

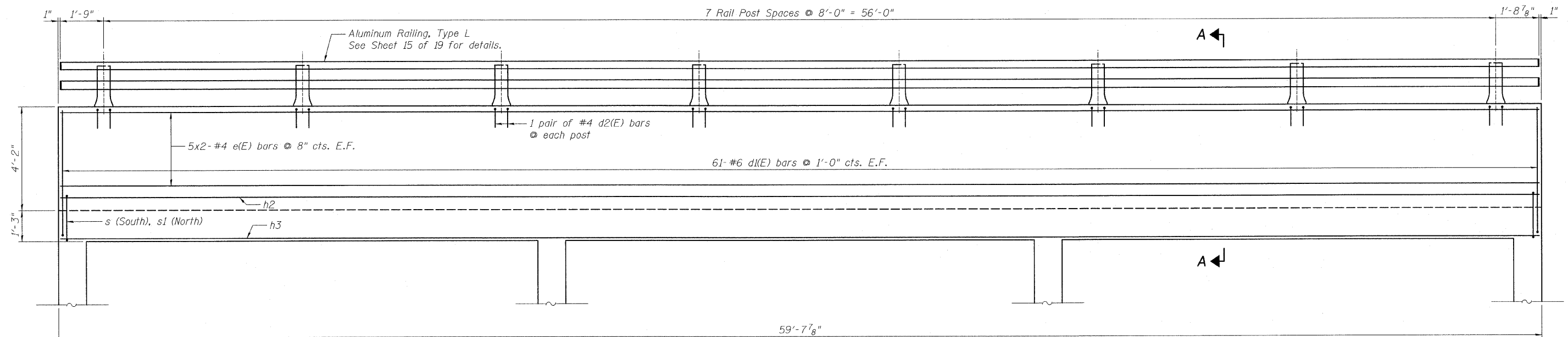
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	CONTRACT NO. 60H44 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**NORTH PARAPET EAST END**

Looking South



**PARAPET ELEVATION**

South Parapet Looking South (North Parapet Identical Unless Noted Otherwise)

**NOTES:**

1. For Bill of Material see Sheet 6.
2. For lap Length see General Notes on Sheet 2.
3. Barrel reinforcement not shown for clarity.
4. For Section A-A see Sheet 5.
5. Bars indicated thus 45x2-#9 etc. indicates 45 lines of bars with 2 lengths per line.
6. Minimum bar lap length for #4 epoxy coated bars in parapet is 2'-11".

**PARAPET ELEVATION  
STRUCTURE NO. 016-2630**

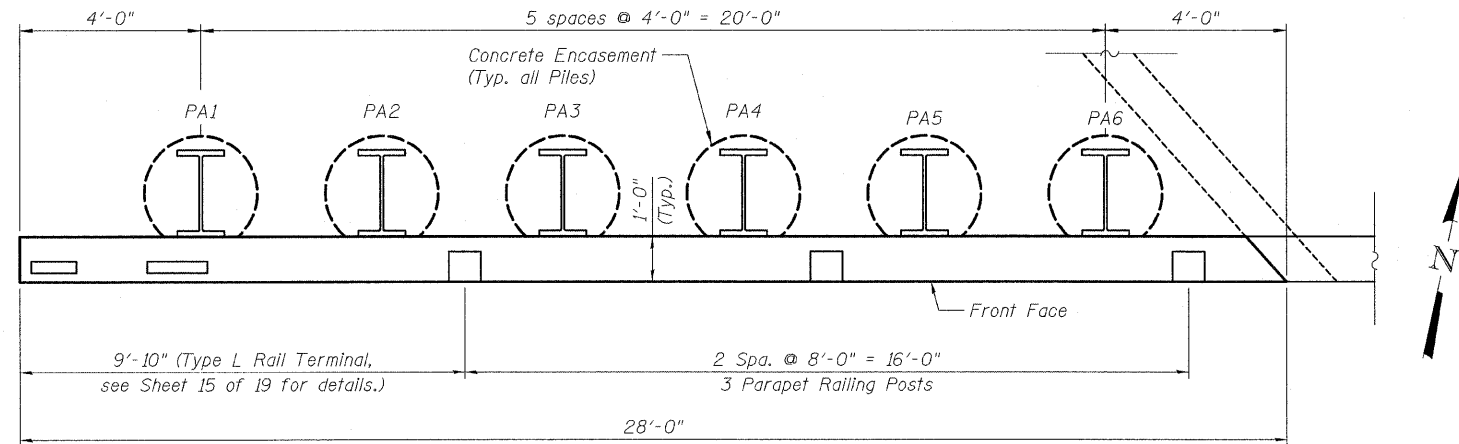
DESIGNED	MAS
CHECKED	BJM
DRAWN	MAS
CHECKED	BRT



**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 8 19 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	52
			CONTRACT NO. 60H44		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

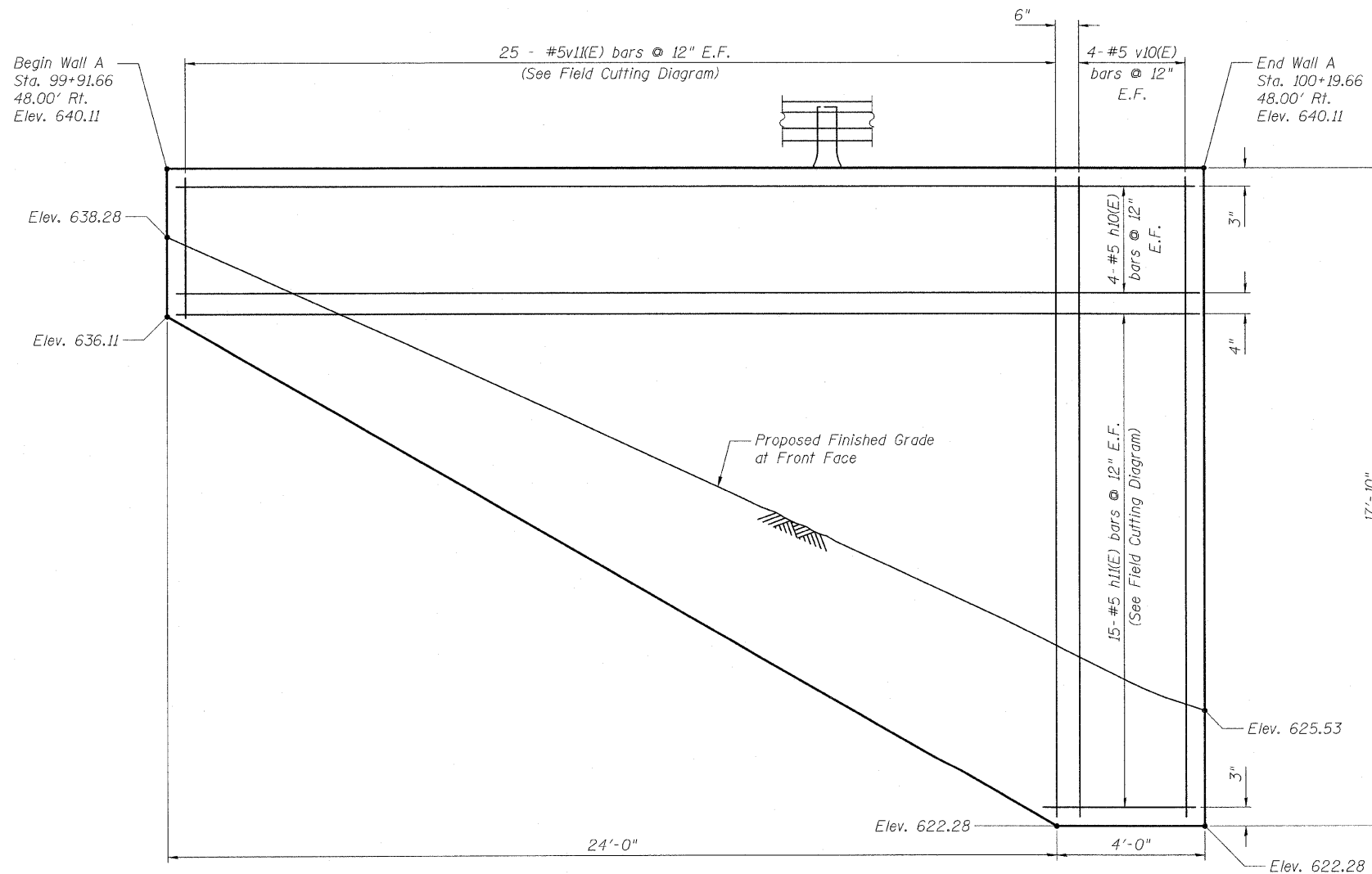


PLAN - WALL A

WALL A  
SOLDIER PILE SCHEDULE

SOLDIER PILE DATA								ENCASEMENT DATA		
Pile No.	Station	Offset to $\odot$ of Hole	Pile Section	Top of Pile Elev.	Bot. of Pile Elev.	Pile Length (ft.)	No. of Stud Shear Conn.	Dia. (in.)	Top of Enc. Elev.	Enc. Length (ft.)
PA1	99+95.66	46.05' Rt.	W21x182	636.78	602.30	34.48	10	30	633.80	31.50
PA2	99+99.66	46.05' Rt.	W21x182	636.78	602.30	34.48	16	30	631.50	29.20
PA3	100+03.66	46.05' Rt.	W21x182	636.78	602.30	34.48	20	30	629.19	26.89
PA4	100+07.66	46.05' Rt.	W21x182	636.78	602.30	34.48	24	30	626.89	24.59
PA5	100+11.66	46.05' Rt.	W21x182	636.78	602.30	34.48	30	30	624.58	22.28
PA6	100+15.66	46.05' Rt.	W21x182	636.78	602.30	34.48	34	30	622.28	19.98

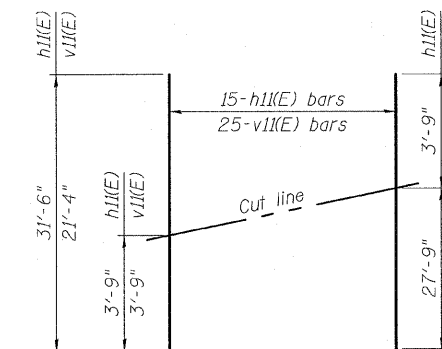
Conn. = Connectors  
Enc. = Encasement



ELEVATION - WALL A  
(Looking at Front Face of wall)

WALL A  
BILL OF MATERIAL

Bar No.	Size	Length	Shape
h10(E)	#5	27'-9"	—
h1(E)	#5	31'-6"	—
h10(E)	#5	17'-7"	—
v1(E)	#5	21'-4"	—
Concrete Structures			Cu. Yd. 12.4
Stud Shear Connectors			Each 134
Untreated Timber Lagging			Sq. Ft. 206
Reinforcement Bars, Epoxy Coated			Pound 1430
Furnishing Soldier Piles (W Section)			Foot 206.9
Geocomposite Wall Drain			Sq. Yd. 11
Pipe Underdrain for Structures, 4"			Foot 32.2
Drilling & Setting Soldier Piles (In Soil)			Cu. Ft. 266.3
Drilling & Setting Soldier Piles (In Rock)			Cu. Ft. 500.8



FIELD CUTTING DIAGRAM

Order h1(E) and v1(E) bars full length. Cut to fit and use the remainder of bars in opposite face.

DESIGNED	JNH
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT



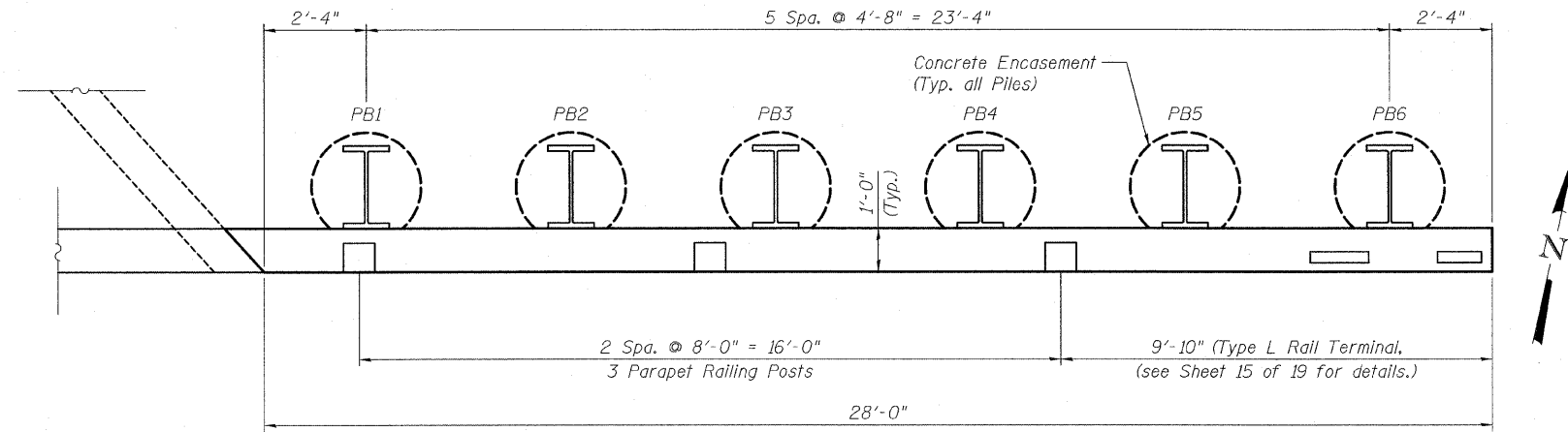
Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 9 19 SHEETS	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 53
	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

WALL A  
STRUCTURE NO. 016-2630



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN - WALL B

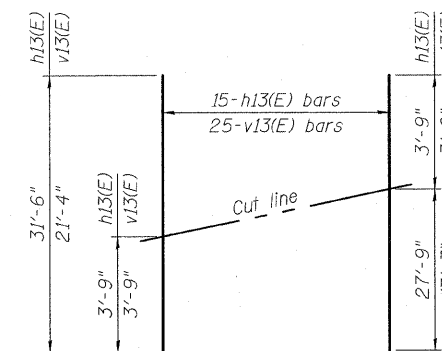
**WALL B**  
**SOLDIER PILE SCHEDULE**

Pile No.	Station	Offset to $\phi$ of Hole	Pile Section	SOLDIER PILE DATA				ENCASEMENT DATA		
				Top of Pile Elev.	Bot. of Pile Elev.	Pile Length (ft.)	No. of Stud Shear Conn.	Dia. (in.)	Top of Enc. Elev.	Enc. Length (ft.)
PB1	100+81.65	46.05' Rt.	W21x182	636.78	602.30	34.48	34	30	622.28	19.98
PB2	100+86.32	46.05' Rt.	W21x182	636.78	602.30	34.48	30	30	623.96	21.66
PB3	100+90.98	46.05' Rt.	W21x182	636.78	602.30	34.48	24	30	626.57	24.27
PB4	100+95.65	46.05' Rt.	W21x182	636.78	602.30	34.48	20	30	629.18	26.88
PB5	101+00.32	46.05' Rt.	W21x182	636.78	602.30	34.48	16	30	631.79	29.49
PB6	101+04.98	46.05' Rt.	W21x182	636.78	602.30	34.48	10	30	634.40	32.10

Conn. = Connectors  
Enc. = Encasement

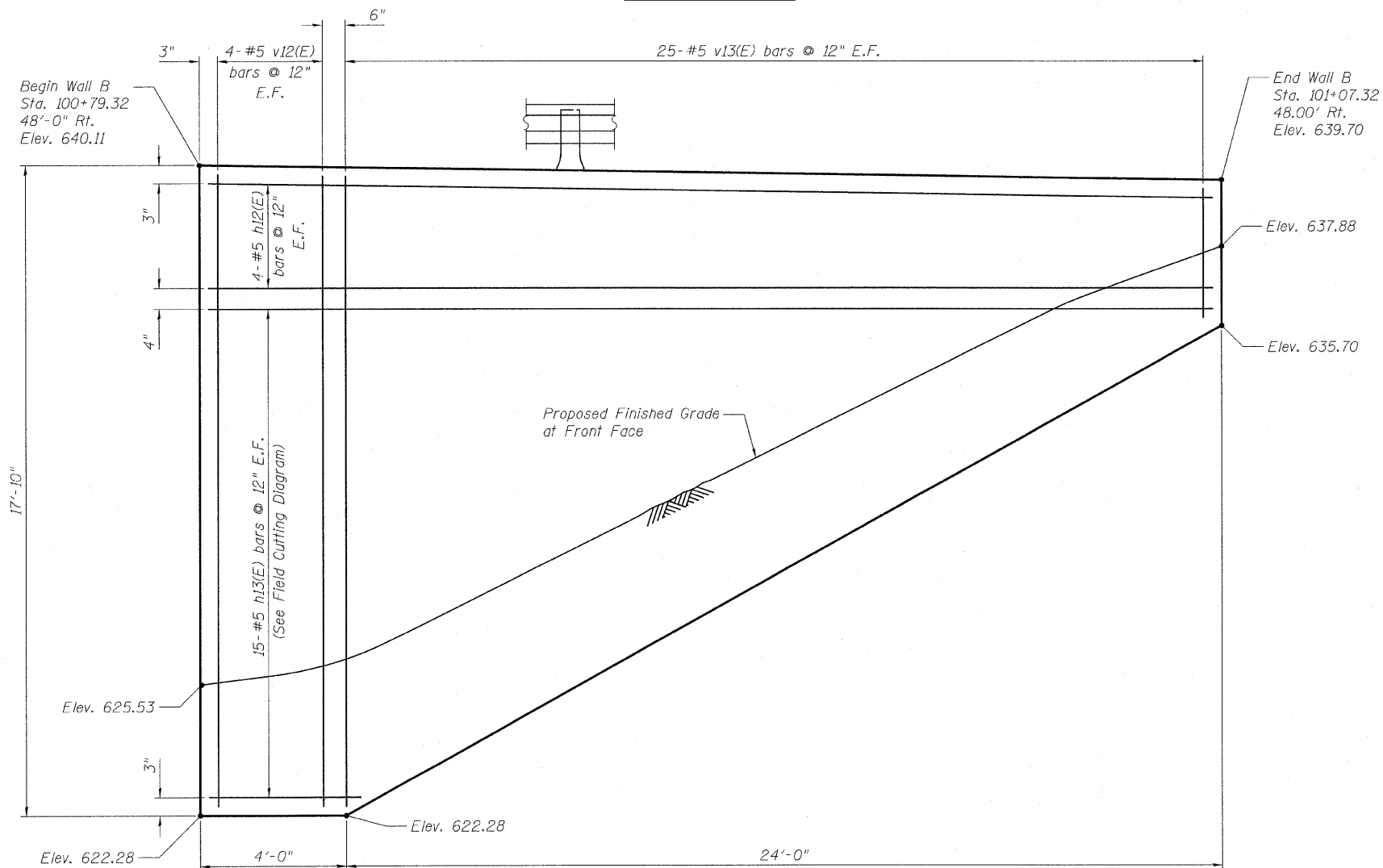
**WALL B**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape		
h12(E)	8	#5	27'-9"	—		
h13(E)	15	#5	31'-6"	—		
v12(E)	8	#5	17'-7"	—		
v13(E)	25	#5	21'-4"	—		
Concrete Structures			Cu. Yd.	12.4		
Stud Shear Connectors			Each	134		
Untreated Timber Lagging			Sq. Ft.	212		
Reinforcement Bars, Epoxy Coated			Pound	1430		
Furnishing Soldier Piles (W Section)			Foot	206.9		
Geocomposite Wall Drain			Sq. Yd.	11		
Pipe Underdrain for Structures, 4"			Foot	32.2		
Drilling & Setting Soldier Piles (In Soil)			Cu. Ft.	266.0		
Drilling & Setting Soldier Piles (In Rock)			Cu. Ft.	500.8		



**FIELD CUTTING DIAGRAM**

Order h13(E) and v13(E) bars full length. Cut to fit and use the remainder of bars in opposite face.



**ELEVATION - WALL B**

(Looking at Front Face of wall)

**WALL B**  
**STRUCTURE NO. 016-2630**

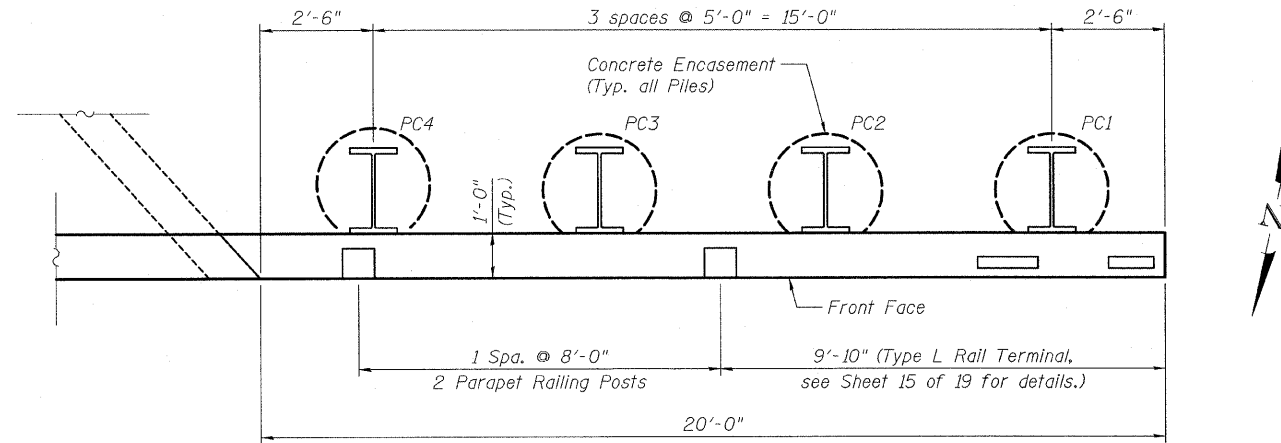
DESIGNED	JNH
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT



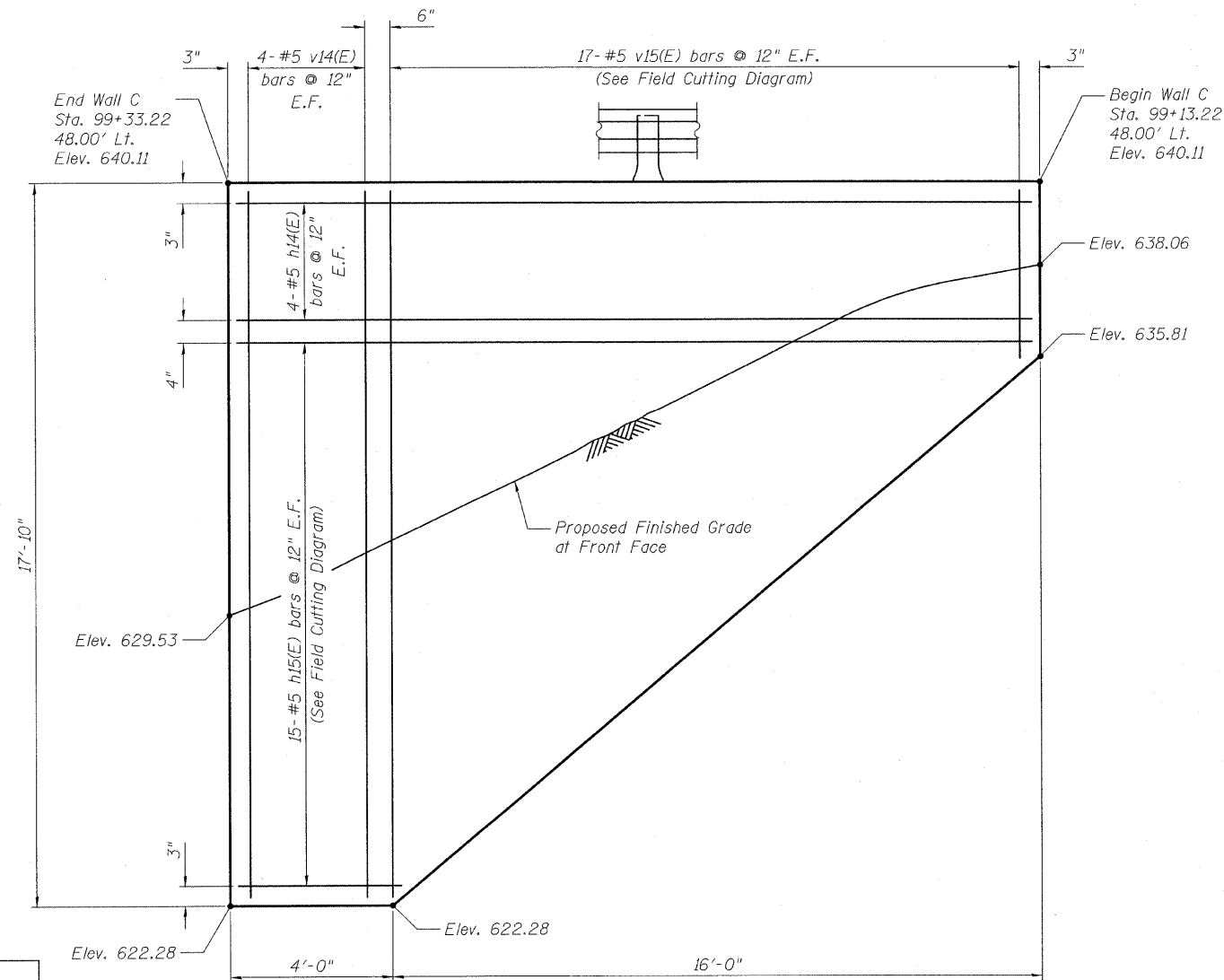
**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 10 19 SHEETS	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 54
	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN - WALL C



ELEVATION - WALL C  
(Looking at Front Face of wall)

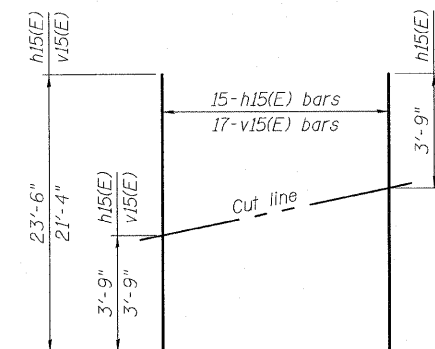
WALL C  
SOLDIER PILE SCHEDULE

SOLDIER PILE DATA								ENCASEMENT DATA		
Pile No.	Station	Offset to C of Hole	Pile Section	Top of Pile Elev.	Bott. of Pile Elev.	Pile Length (ft.)	No. of Stud Shear Conn.	Dia. (in.)	Top of Enc. Elev.	Enc. Length (ft.)
PC1	99+15.72	46.05' Lt.	W21x182	636.78	600.70	36.08	10	30	633.78	33.08
PC2	99+20.72	46.05' Lt.	W21x182	636.78	600.70	36.08	20	30	629.55	28.85
PC3	99+25.72	46.05' Lt.	W21x182	636.78	600.70	36.08	28	30	625.32	24.62
PC4	99+30.72	46.05' Lt.	W21x182	636.78	600.70	36.08	34	30	622.28	21.58

Conn. = Connectors  
Enc. = Encasement

WALL C  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h14(E)	8	#5	19'-9"	—
h15(E)	15	#5	23'-6"	—
v14(E)	8	#5	17'-7"	—
v15(E)	17	#5	21'-4"	—
Concrete Structures			Cu. Yd.	9.2
Stud Shear Connectors			Each	92
Untreated Timber Logging			Sq. Ft.	155
Reinforcement Bars, Epoxy Coated			Pound	1060
Furnishing Soldier Piles (W Section)			Foot	144.3
Geocomposite Wall Drain			Sq. Yd.	9
Pipe Underdrain for Structures, 4"			Foot	25.6
Drilling & Setting Soldier Piles (In Soil)			Cu. Ft.	171.5
Drilling & Setting Soldier Piles (In Rock)			Cu. Ft.	359.4



FIELD CUTTING DIAGRAM

Order h15(E) and v15(E) bars full length. Cut to fit and use the remainder of bars in opposite face.

DESIGNED	JNH
CHECKED	BRT
DRAWN	JNH
CHECKED	BJM



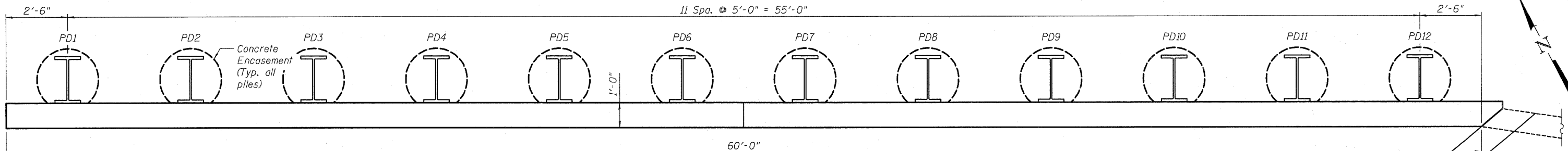
Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 11 19 SHEETS	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 55
	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

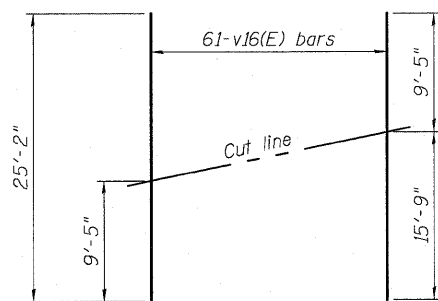
WALL C  
STRUCTURE NO. 016-2630

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

11 Spa. @ 5'-0" = 55'-0"



PLAN - WALL D

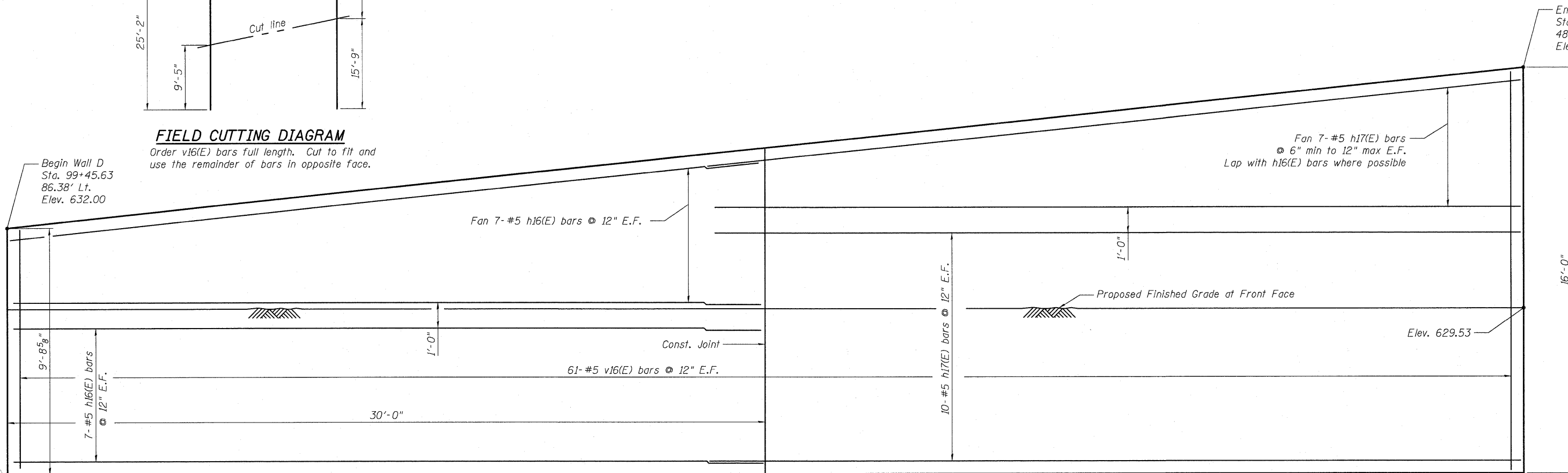


FIELD CUTTING DIAGRAM

Order v16(E) bars full length. Cut to fit and use the remainder of bars in opposite face.

Begin Wall D  
Sta. 99+45.63  
86.38' Lt.  
Elev. 632.00

End Wall D  
Sta. 99+91.76  
48.00' Lt.  
Elev. 638.28



ELEVATION - WALL D

WALL D - BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h16(E)	28	#5	29'-9"	—	
h17(E)	34	#5	33'-9"	—	
v16(E)	61	#5	25'-2"	—	
Concrete Structures				Cu. Yd.	28.6
Stud Shear Connectors				Each	288
Untreated Timber Lagging				Sq. Ft.	589
Reinforcement Bars, Epoxy Coated				Pound	3670
Furnishing Soldier Piles (W Section)				Foot	395.3
Geocomposite Wall Drain				Sq. Yd.	35
Pipe Underdrain for Structures, 4"				Foot	60
Drilling & Setting Soldier Piles (In Soil)				Cu. Ft.	193.3
Drilling & Setting Soldier Piles (In Rock)				Cu. Ft.	1078.2

WALL D - SOLDIER PILE SCHEDULE

Pile No.	Station	SOLDIER PILE DATA			ENCASEMENT DATA					
		Offset to $\phi$ of Hole	Pile Section	Top of Pile Elev.	Bot. of Pile Elev.	Pile Length (ft.)	No. of Stud Shear Conn.	Dia. (in.)	Top of Enc. Elev.	Enc. Length (ft.)
PD1	99+48.79	86.26' Lt.	W21x182	630.76	600.70	30.06	18	30	622.28	21.58
PD2	99+52.64	83.07' Lt.	W21x182	631.29	600.70	30.59	20	30	622.28	21.58
PD3	99+56.48	79.87' Lt.	W21x182	631.81	600.70	31.11	20	30	622.28	21.58
PD4	99+60.33	76.67' Lt.	W21x182	632.33	600.70	31.63	22	30	622.28	21.58
PD5	99+64.17	73.47' Lt.	W21x182	632.86	600.70	32.16	22	30	622.28	21.58
PD6	99+68.01	70.28' Lt.	W21x182	633.38	600.70	32.68	24	30	622.28	21.58
PD7	99+71.86	67.08' Lt.	W21x182	633.90	600.70	33.20	24	30	622.28	21.58
PD8	99+75.70	63.88' Lt.	W21x182	634.43	600.70	33.73	26	30	622.28	21.58
PD9	99+79.55	60.68' Lt.	W21x182	634.95	600.70	34.25	26	30	622.28	21.58
PD10	99+83.39	57.49' Lt.	W21x182	635.47	600.70	34.77	28	30	622.28	21.58
PD11	99+87.23	54.29' Lt.	W21x182	636.00	600.70	35.30	28	30	622.28	21.58
PD12	99+91.08	51.09' Lt.	W21x182	636.52	600.70	35.82	30	30	622.28	21.58

Conn. = Connectors Enc. = Encasement

DESIGNED	JNH
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT

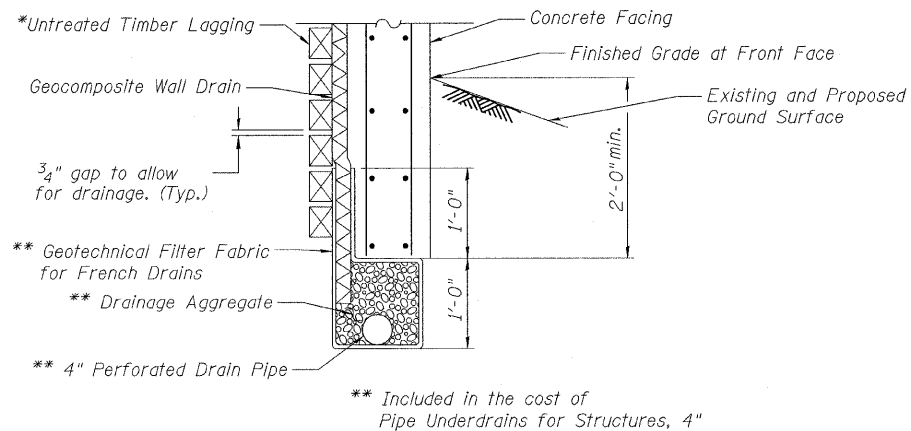
WALL D  
STRUCTURE NO. 016-2630



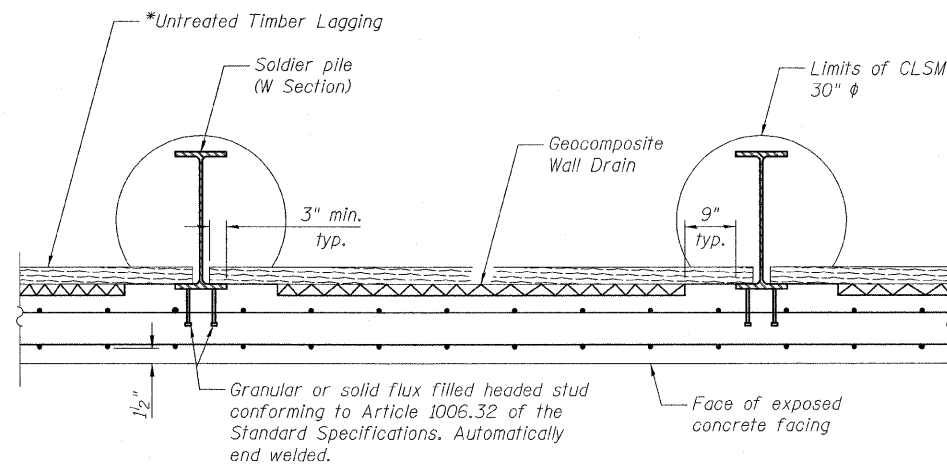
**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 12 19 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	56
CONTRACT NO. 60H44					
ILLINOIS FED. AID PROJECT					

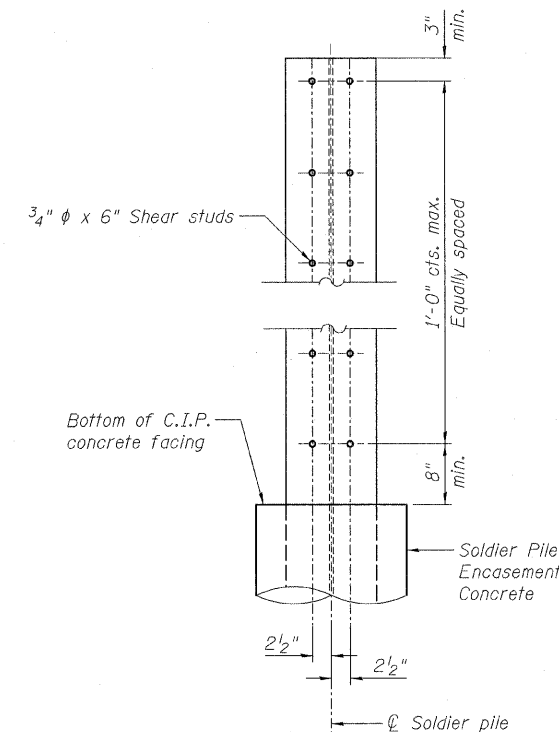
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**PIPE UNDERDRAIN DETAIL**

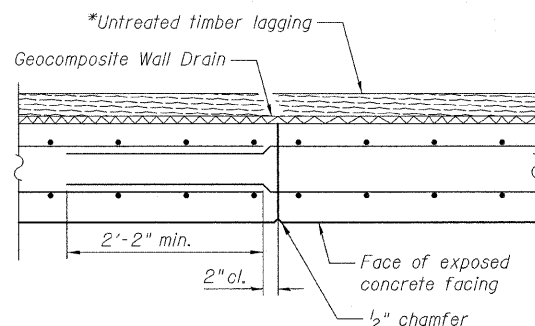


**SECTION THRU SOLDIER PILE WALL**

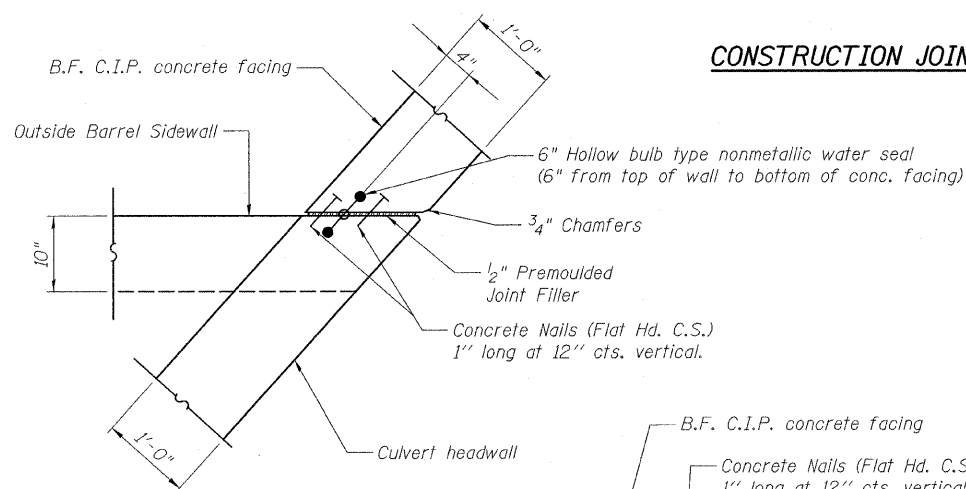


**SHEAR STUD CONNECTION DETAIL**

\* The Contractor shall be responsible for the design and performance of the Untreated Timber Lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.

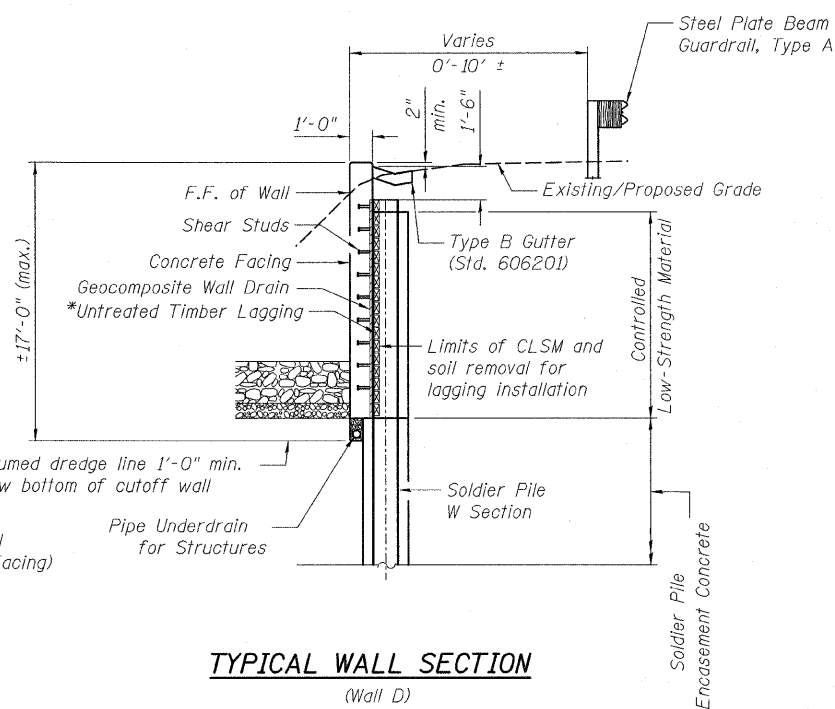


**CONSTRUCTION JOINT DETAIL**



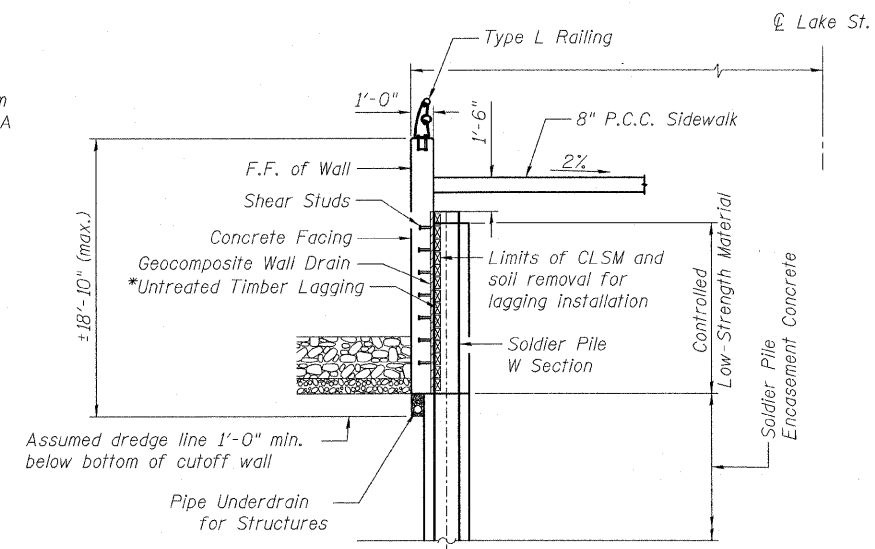
**CORNER DETAIL**

(Walls B & C shown.)  
(Wall A Similar.)



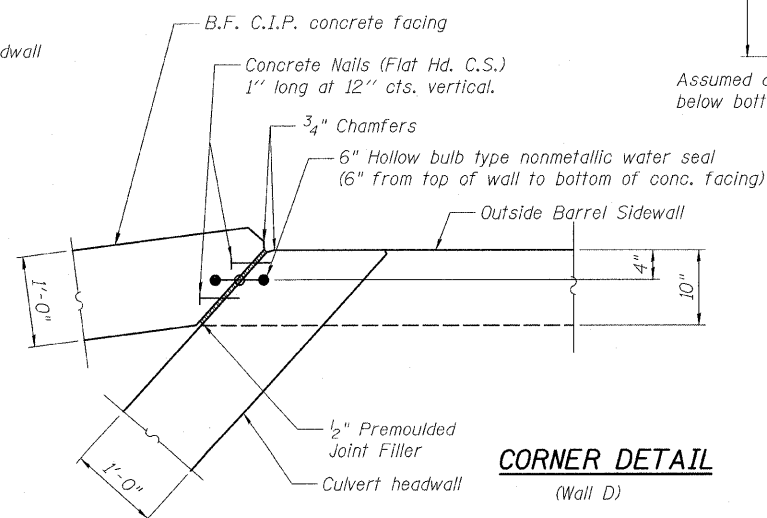
**TYPICAL WALL SECTION**

(Wall D)



**TYPICAL WALL SECTION**

(Walls A, B, & C)  
(Existing grades not shown for clarity.)



**CORNER DETAIL**

(Wall D)

**WINGWALL DETAILS  
STRUCTURE NO. 016-2630**

DESIGNED	JNH
CHECKED	BJM
DRAWN	MWS
CHECKED	BRT

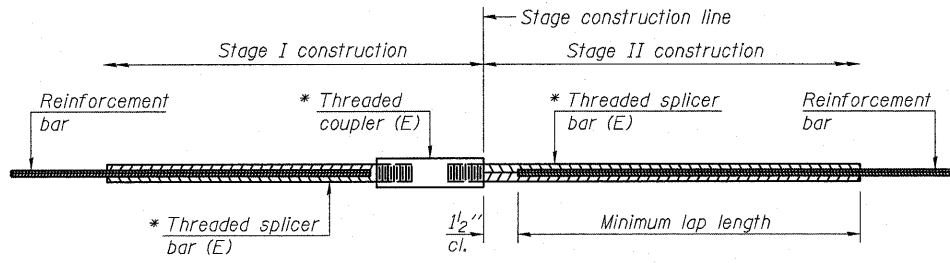


**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 13 19 SHEETS	F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 57
	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

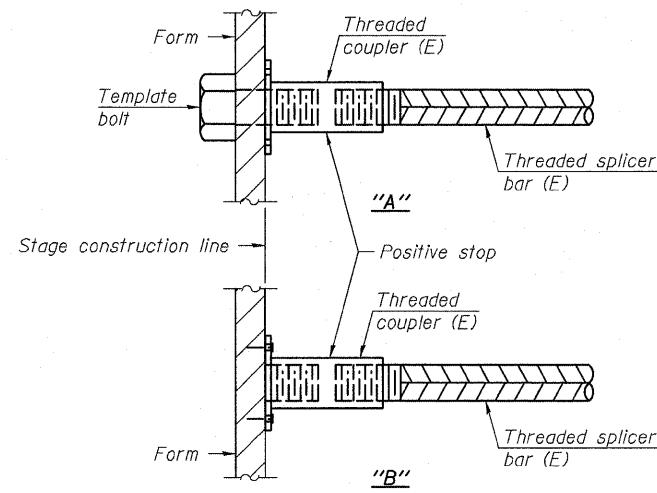
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

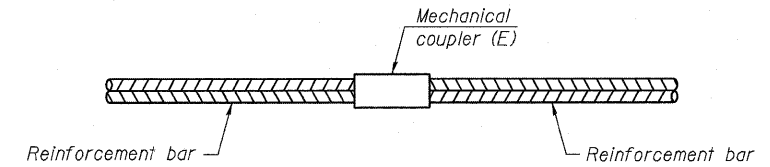
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Bottom Slab	9	90	1
Walls	7	40	2
Top Slab	9	90	1



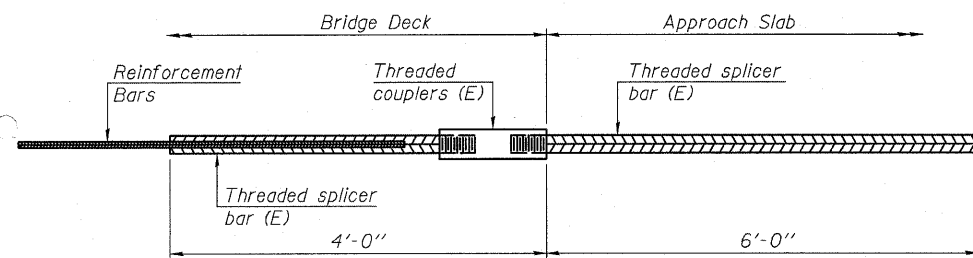
**INSTALLATION AND SETTING METHODS**

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



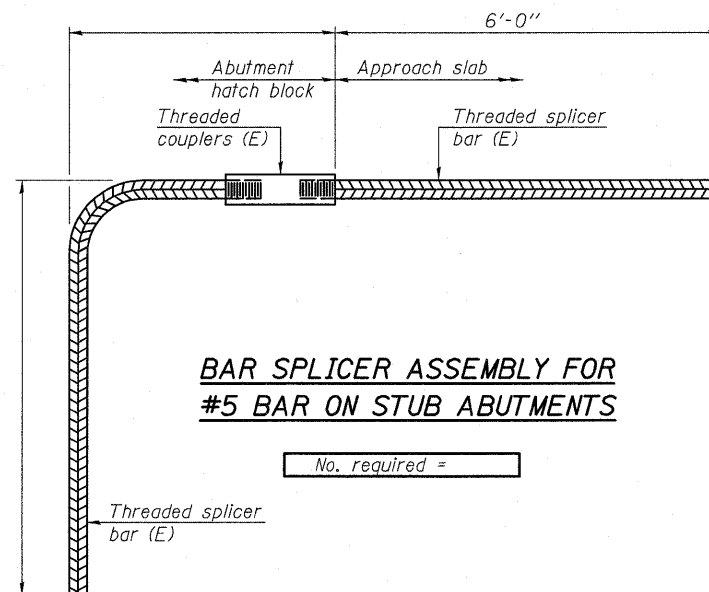
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See special provision for Mechanical Splicers.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 016-2630**

DESIGNED	MAS
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT

BSD-1

7-1-10



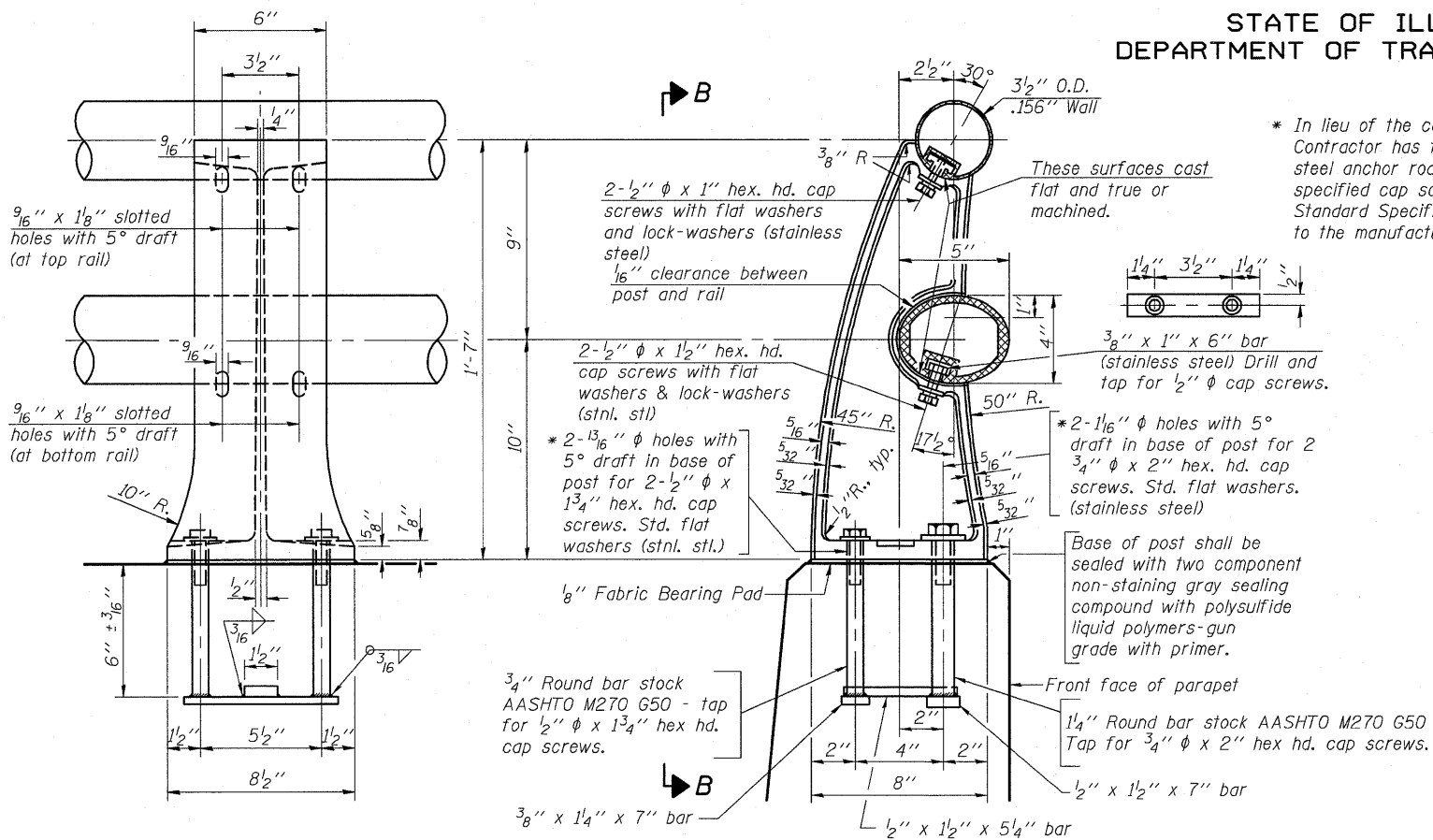
**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO.14 19 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	58
			CONTRACT NO. 60H44		
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

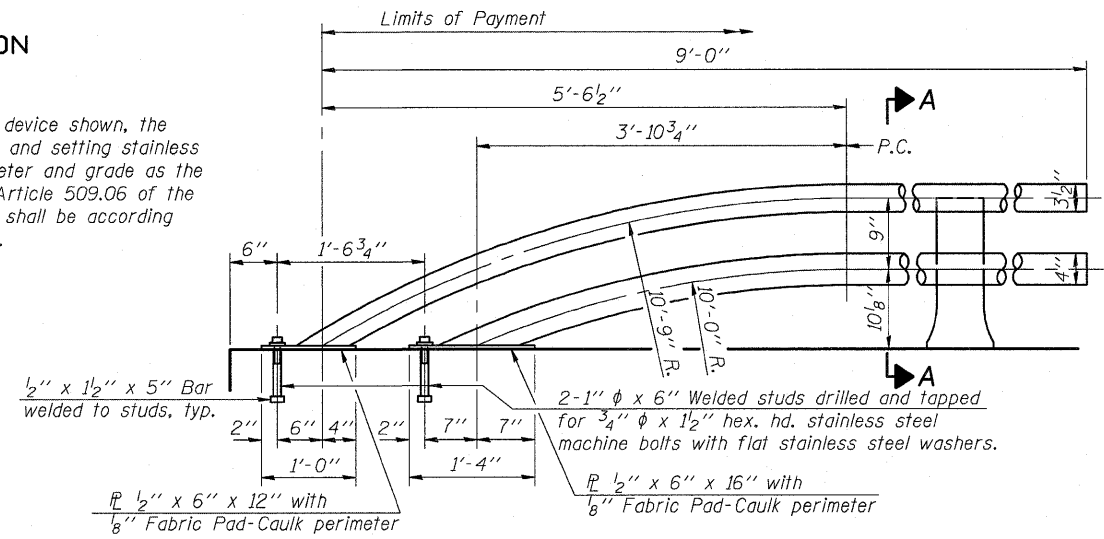


VIEW B-B

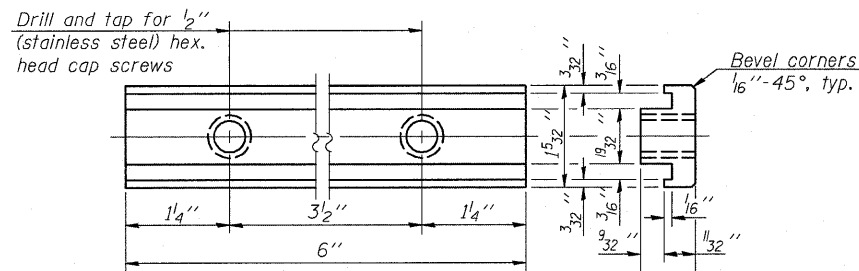
RAIL POST DETAILS

SECTION A-A

\* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

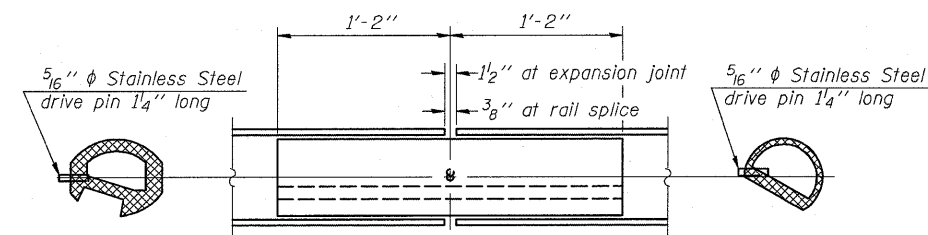


RAIL TERMINAL SECTION

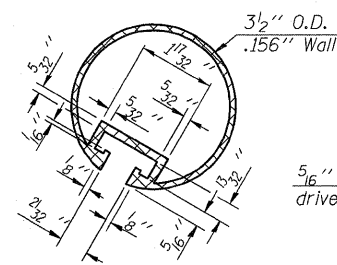


RAIL POST CLAMP BAR

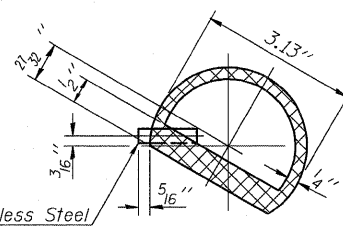
For Top Rail



RAIL SPLICE

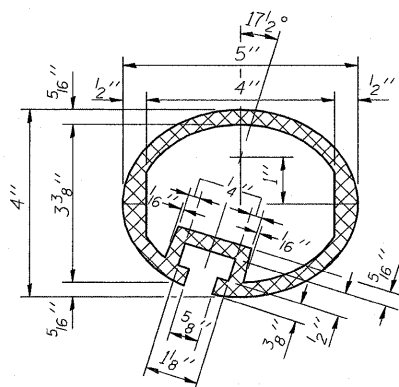


SECTION THRU TOP RAIL

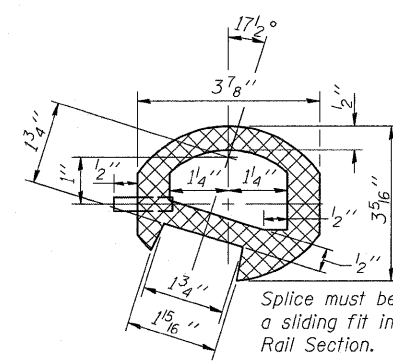


SECTION THRU SPLICE

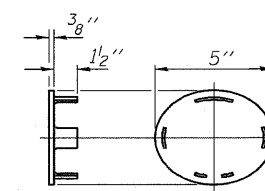
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION

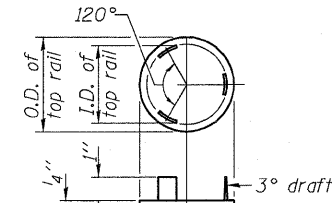


SEC. THRU SPLICE



CAST END CAP

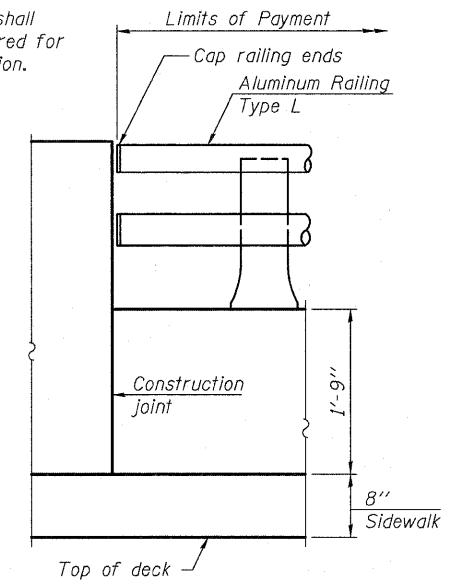
For bottom rail  
DRIVE FIT TYPE



CAST END CAP

For top rail

Note:  
The end rail post shall be set back as required for the terminal rail section.



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	191.2

ALUMINUM RAILING, TYPE L  
STRUCTURE NO. 016-2630

Notes:  
All Posts shall be normal to parapet.  
All joints in rail shall be spliced per detail.  
All exposed rail ends shall be capped per detail.

Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.  
See sheets 8 through 11 of 19 for rail post spacing.

DESIGNED	MAS
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT

R-20

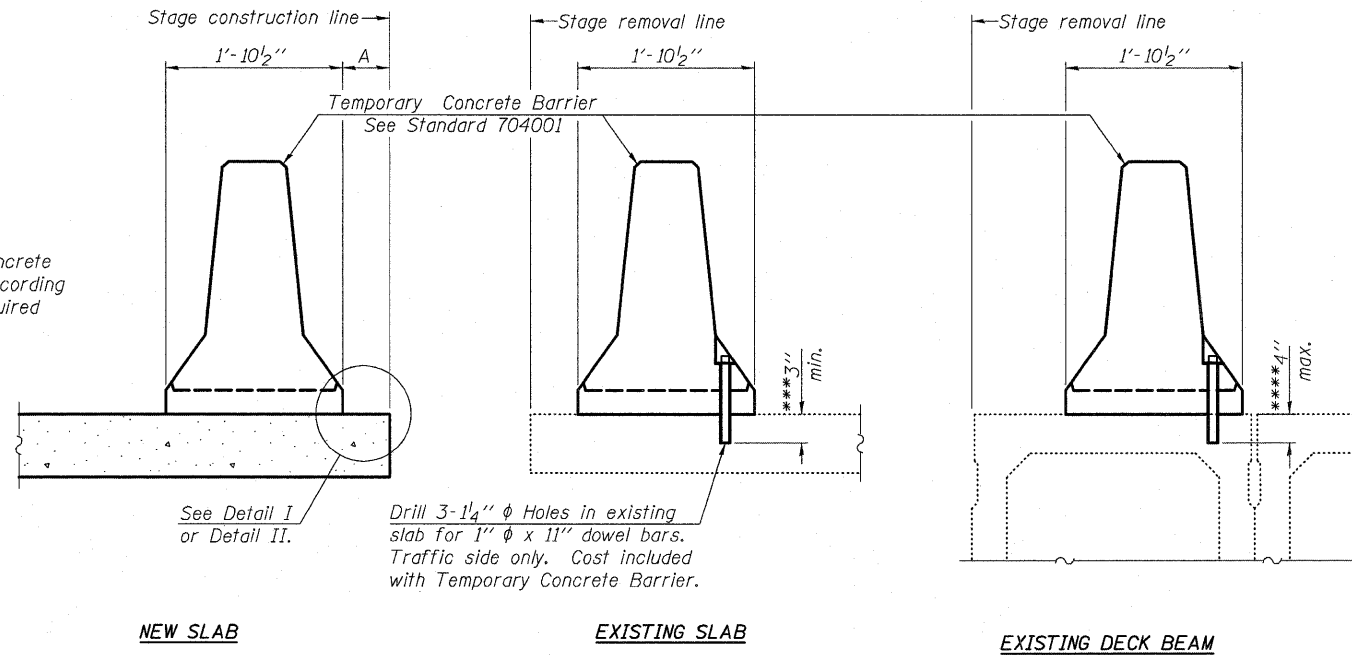
7-1-10 (7'-0" to 10'-0" Post spacing)

**Wight**

Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 15	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	59
19 SHEETS	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NEW SLAB

Drill 3-1/4"  $\phi$  Holes in existing slab for 1"  $\phi$  x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

EXISTING SLAB

EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

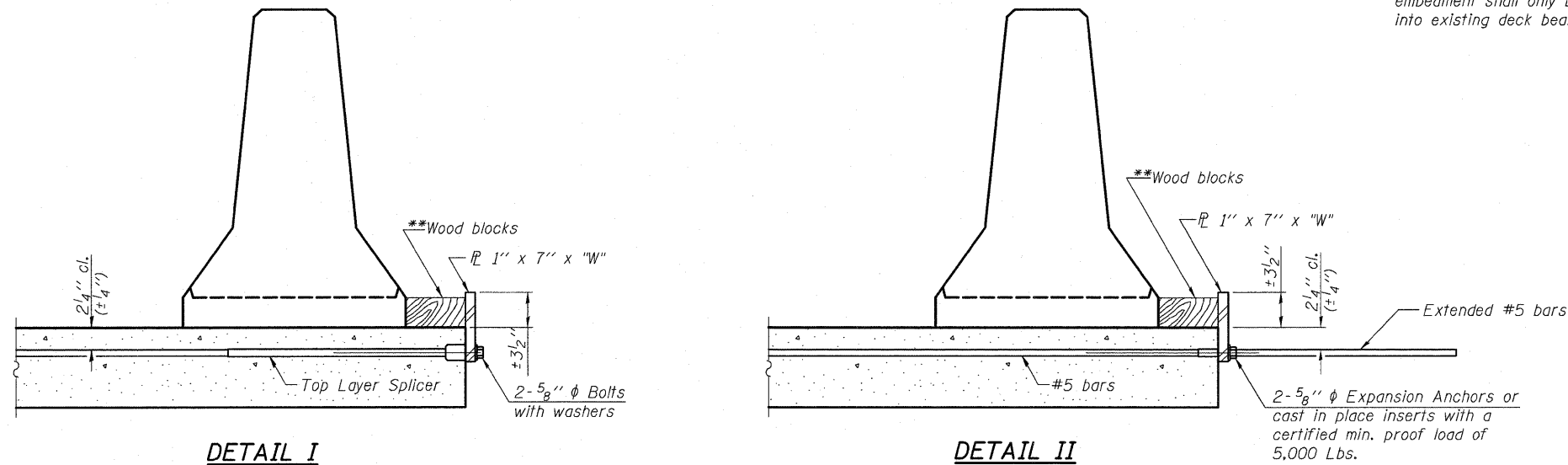
Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

SECTIONS THRU SLAB OR DECK BEAM

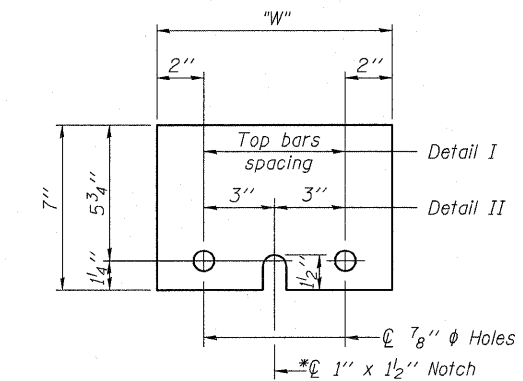
\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I

DETAIL II



STEEL RETAINER  $\bar{P}$  1" x 7" x "W"

\* Required only with Detail II

\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 016-2630

DESIGNED	MAS
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT

R-27

7-1-10



Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 16	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	60
19 SHEETS	CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BORING LOG BC-1** Page 1 of 1

Wang Engineering, Inc.  
Consulting Geotechnical and Environmental Engineers  
wangeng@wangeng.com  
1145 Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

**WEI Job No.: 485-30-01**

Client: **Wight & Company**  
Project: **Lake Street Over Addison Creek**  
Location: **SW1/4, Sec. 4, T39N & R12E**

Datum: NGVD  
Elevation: 636.10 ft  
North: 1905392.39 ft  
East: 1107678.71 ft  
Station: 99+81.4  
Offset: 29.3 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
635.3	3-inch thick ASPHALT over												
634.8	7-inch thick CONCRETE --PAVEMENT--												
	6-inch thick CRUSHED STONE --BASE COURSE--												
	Stiff, brown CLAY LOAM, little gravel --FILL--	5	1	4	1.75	7							
			2	3	1.75	18							
629.6	Loose, brown SANDY LOAM --FILL--												
628.1	Soft, brown and gray CLAY, trace organic matter												
		10	4	1	0.41	37							
625.6	Medium dense, gray SANDY LOAM, little gravel												
			5	3	NP	15							
623.1	Very stiff, gray SILTY CLAY, little gravel												
		15	6	5	2.05	21							
619.6	Very dense, brown and gray DOLOMITE fragments												
	--AUGER REFUSAL at 18.6'--												
617.5	--WEATHERED BEDROCK-- Boring terminated at 18.60 ft	20	7	3	2.21	13							
			8	50/3"		8							
		25											

GENERAL NOTES				WATER LEVEL DATA	
Begin Drilling	11-23-2009	Complete Drilling	11-23-2009	While Drilling	13.00 ft
Drilling Contractor	Groff Testing Corporation	Drill Rig	CME-75 TMR	At Completion of Drilling	10.00 ft
Driller	T&K	Logger	B. Wilson	Time After Drilling	NA
Checked by	N. Davis	Drilling Method	3.25 IDA HSA; 140# CME Auto-Hammer	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.					

**BORING LOG BC-1B** Page 1 of 1

Wang Engineering, Inc.  
Consulting Geotechnical and Environmental Engineers  
wangeng@wangeng.com  
1145 Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

**WEI Job No.: 485-30-01**

Client: **Wight & Company**  
Project: **Lake Street Over Addison Creek**  
Location: **SW1/4, Sec. 4, T39N & R12E**

Datum: NGVD  
Elevation: 636.10 ft  
North: 1905392.39 ft  
East: 1107673.71 ft  
Station: 99+76.5  
Offset: 28.2 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
	--BLIND DRILLING--												
							608.6	Boring terminated at 27.50 ft					
628.1	Medium stiff, brown CLAY												
		10	1		0.84	26							
626.1	Very soft, brown and gray SILTY CLAY												
	--A-7-6 (19)--												
	--LL=41%, PL=21%--												
	--GRAVEL=0.3%--												
	--SAND=8.0%--												
	--SILT=54.8%--												
	--CLAY=36.9%--												
624.1	--BLIND DRILLING--												
		15	2		0.22	25							
618.6	Very poor, light brown and gray, highly fractured DOLOMITE												
	--BEDROCK--												
	--RUN #1 (17.5' to 27.5')--												
	--REC=100%--												
	--RQD=4%--												
		20	1										
		25											

GENERAL NOTES				WATER LEVEL DATA	
Begin Drilling	11-24-2009	Complete Drilling	11-24-2009	While Drilling	DRY
Drilling Contractor	Groff Testing Corporation	Drill Rig	CME-75 TMR	At Completion of Drilling	Washed
Driller	T&K	Logger	B. Wilson	Time After Drilling	NA
Checked by	N. Davis	Drilling Method	3.25 IDA HSA; 140# CME Auto-Hammer	Depth to Water	NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.					

DESIGNED	MAS
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT



**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO.17  19 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	61
CONTRACT NO. 60H44					
ILLINOIS FED. AID PROJECT					

**BORING LOGS**  
**STRUCTURE NO. 016-2630**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**Wang Engineering, Inc.**  
Consulting Geotechnical and Environmental Engineers  
wangeng@wangeng.com  
1145 Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

**BORING LOG BC-2** Page 1 of 1

WEI Job No.: 485-30-01  
Client: **Wight & Company**  
Project: **Lake Street Over Addison Creek**  
Location: **SW1/4, Sec. 4, T39N & R12E**

Datum: NGVD  
Elevation: 637.00 ft  
North: 1905436.39 ft  
East: 1107742.97 ft  
Station: 100+53.6  
Offset: 0.1 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
635.8	3-inch thick ASPHALT over 11-inch thick CONCRETE --PAVEMENT--	0	1	6	2.75	22							
635.3	6-inch thick CRUSHED STONE --BASE COURSE--	1	5	6									
	Medium stiff to very stiff, black CLAY LOAM, little to some gravel --FILL--	2	3	3	1.25	26							
		3	3	3									
		5	3	3									
		10	2	3	0.90	22							
			3	3									
629.0	Soft, brown and gray SILTY CLAY, trace gravel and organic matter	10	4	1	0.49	32							
			2	2									
			3	3									
626.5	Medium stiff to stiff, brown and gray CLAY to SILTY CLAY, trace to little gravel	10	5	2	1.64	16							
			2	2									
			4	4									
		15	6	2	0.98	18							
			3	3									
620.5	Medium dense, gray SILT, trace gravel	15	7	6	NP	12							
			11	11									
			17	17									
619.0	Very dense, light gray DOLOMITE fragments --AUGER REFUSAL AT 20'--	20	8	60/5	NP	5							
617.0	--WEATHERED BEDROCK--20'	20											
	Boring terminated at 20.00 ft	25											

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	11-23-2009	Complete Drilling	11-23-2009	While Drilling	▽	DRY	
Drilling Contractor	Groff Testing Corporation	Drill Rig	CME-75 TMR	At Completion of Drilling	▽	DRY	
Driller	T&K	Logger	B. Wilson	Checked by	N. Davis	Time After Drilling	NA
Drilling Method	3.25 IDA HSA; 140# CME Auto-Hammer			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

**Wang Engineering, Inc.**  
Consulting Geotechnical and Environmental Engineers  
wangeng@wangeng.com  
1145 Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

**BORING LOG BC-3** Page 1 of 1

WEI Job No.: 485-30-01  
Client: **Wight & Company**  
Project: **Lake Street Over Addison Creek**  
Location: **SW1/4, Sec. 4, T39N & R12E**

Datum: NGVD  
Elevation: 636.20 ft  
North: 1905450.91 ft  
East: 1107711.02 ft  
Station: 100+25.5  
Offset: 20.9 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
635.3	4-inch thick ASPHALT over 6.5-inch thick CONCRETE --PAVEMENT--	0	1	6	1.75	7							
	Stiff, brown and gray SILTY CLAY to CLAY LOAM, some gravel --FILL--	1	2	3	1.00	29							
		5	3	3									
630.7	Very soft, black SILTY CLAY LOAM, some organic matter	5	3	4	< 0.25	65							
			2	2									
			1	1									
628.2	Soft, brown and gray CLAY LOAM	10	4	4	0.25	24							
	--A-6 (10)--		2	2									
	--LL=39%, PL=15%--10		3	3									
	--GRAVEL=2.9%--		5	3	N/A	19							
	--SAND=40.0%--		2	2									
	--SILT=37.2%--		3	3									
	--CLAY=19.9%--		6	2	1.23	18							
623.2	Stiff, gray CLAY, trace gravel	15	6	3									
			3	3									
620.7	Medium dense, gray SILT	15	7	6	NP	12							
			7	7									
			7	7									
618.2	Very dense, light brown and gray DOLOMITE fragments --AUGER REFUSAL AT 20.5'--	20	8	56/4	NP	4							
615.7	--WEATHERED BEDROCK--20'	20											
	Boring terminated at 20.50 ft	25											

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	11-23-2009	Complete Drilling	11-23-2009	While Drilling	▽	DRY	
Drilling Contractor	Groff Testing Corporation	Drill Rig	CME-75 TMR	At Completion of Drilling	▽	DRY	
Driller	T&K	Logger	B. Wilson	Checked by	N. Davis	Time After Drilling	NA
Drilling Method	3.25 IDA HSA; 140# CME Auto-Hammer			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

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DESIGNED	MAS
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT



**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 18	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	62
19 SHEETS	CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	

**BORING LOGS**  
**STRUCTURE NO. 016-2630**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BORING LOG BC-3B** Page 1 of 1

Wang Engineering, Inc.  
Consulting Geotechnical and Environmental Engineers  
wangeng@wangeng.com  
1145 Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

WEI Job No.: 485-30-01  
Client: **Wight & Company**  
Project: **Lake Street Over Addison Creek**  
Location: **SW1/4, Sec. 4, T39N & R12E**

Datum: NGVD  
Elevation: 636.20 ft  
North: 1905450.91 ft  
East: 1107708.00 ft  
Station: 100+22.6  
Offset: 21.6 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
	--BLIND DRILLING--												
628.2	Medium stiff, brown and gray CLAY LOAM A-6(10)	10	1		0.97 B	21							
626.2	--BLIND DRILLING--												
616.2	Very poor, light brown and gray, highly fractured DOLOMITE --BEDROCK-- --RUN #1 (20' - 25')-- --REC=100%-- --RQD=0%--	20	1										
611.2	Boring terminated at 25.00 ft	25											

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	11-24-2009	Complete Drilling	11-24-2009	While Drilling	▽	DRY	
Drilling Contractor	Groff Testing Corporation	Drill Rig	CME-75 TMR	At Completion of Drilling	▽	Washed	
Driller	T&K	Logger	B. Wilson	Checked by	N. Davis		
Drilling Method	3.25 IDA HSA; 140# CME Auto-Hammer			Time After Drilling	NA		
				Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

**BORING LOG RW-1** Page 1 of 1

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1145 Main Street  
Lombard, IL 60148  
Telephone: 630 953-9928  
Fax: 630 953-9938

WEI Job No.: 485-30-01  
Client: **Wight & Company**  
Project: **Lake Street Over Addison Creek**  
Location: **SW1/4, Sec. 4, T39N & R12E**

Datum: NGVD  
Elevation: 637.10 ft  
North: 1905531.77 ft  
East: 1107612.92 ft  
Station:  
Offset:

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
636.9	3-inch thick ASPHALT --PAVEMENT--												
636.5	4-inch thick CRUSHED STONE --BASE COURSE--												
634.1	Stiff to very stiff, brown SILTY CLAY --FILL--	3.00	1	33	3.00 P	19							
631.6	Stiff, black SILTY CLAY --BURIED TOPSOIL--	1.75	2	33	1.75 P	45							
631.6	Medium stiff to stiff, brown and gray CLAY to SILTY CLAY, trace gravel	0.82	3	22	0.82 B	26							
		1.23	4	22	1.23 B	24							
		1.23	5	22	1.23 B	18							
		1.23	6	22	1.23 B	18							
621.6	Medium dense, gray SILT, little gravel		7	35	NP	12							
619.1	Very stiff, gray SILTY CLAY		8	21	2.00 P	13							
618.1	Very dense, light brown and gray DOLOMITE fragments --AUGER REFUSAL at 21.25'-- --WEATHERED BEDROCK--	20		50/3									
615.9	Boring terminated at 21.25 ft	25											

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	11-23-2009	Complete Drilling	11-23-2009	While Drilling	▽	DRY	
Drilling Contractor	Groff Testing Corporation	Drill Rig	CME-75 TMR	At Completion of Drilling	▽	15.50 ft	
Driller	T&K	Logger	B. Wilson	Checked by	N. Davis		
Drilling Method	3.25 IDA HSA; 140# CME Auto-Hammer			Time After Drilling	NA		
				Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

DESIGNED	MAS
CHECKED	BJM
DRAWN	JNH
CHECKED	BRT



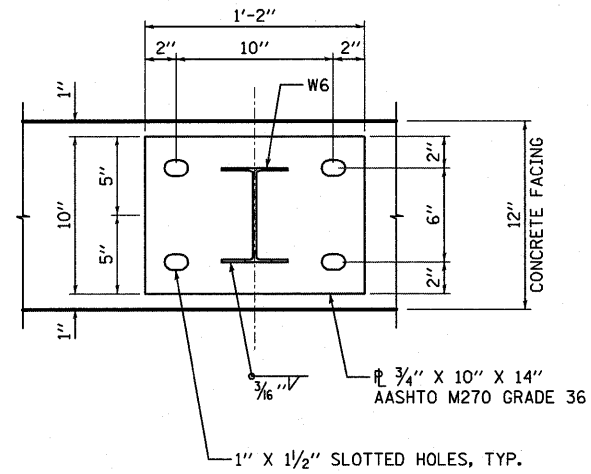
**Wight & Company**  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 19	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	3537	3264-T	COOK	110	63
19 SHEETS	CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	

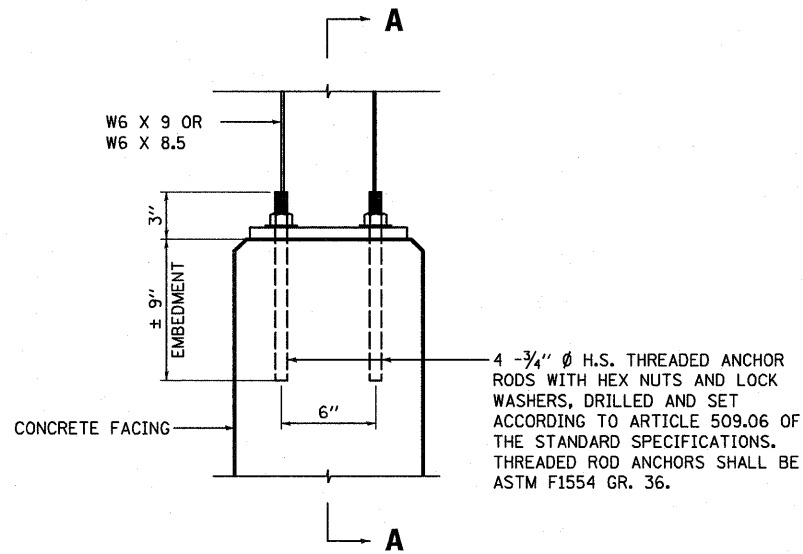
**BORING LOGS**  
**STRUCTURE NO. 016-2630**

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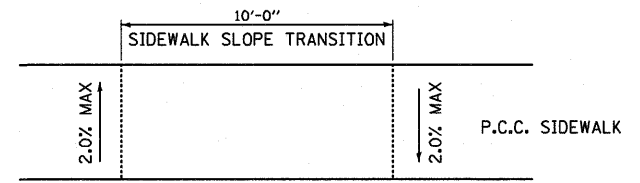




**BASE PLATE DETAIL**

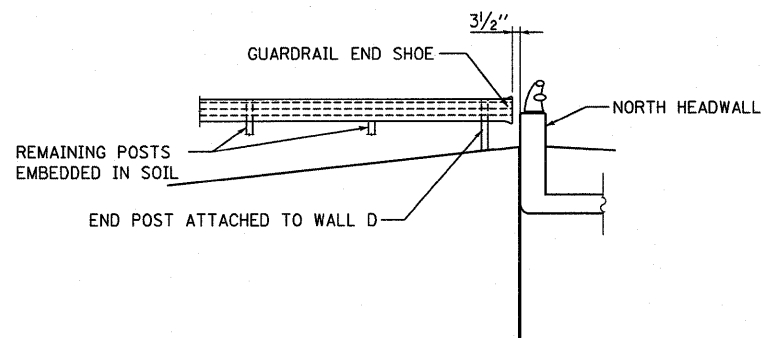
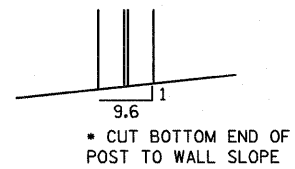


**SECTION AT GUARDRAIL POST**

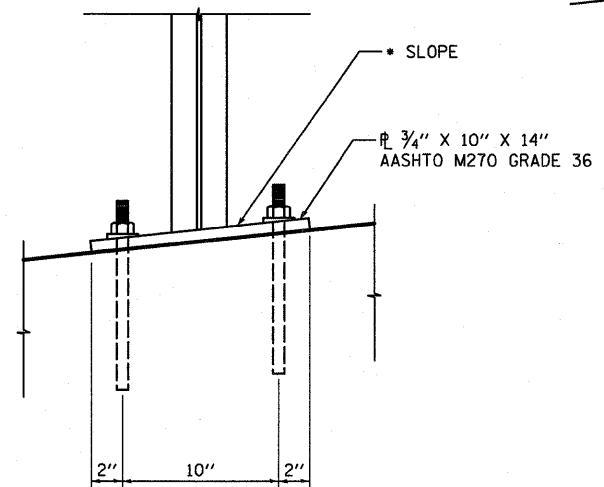


**SIDEWALK SLOPE TRANSITION DETAIL**

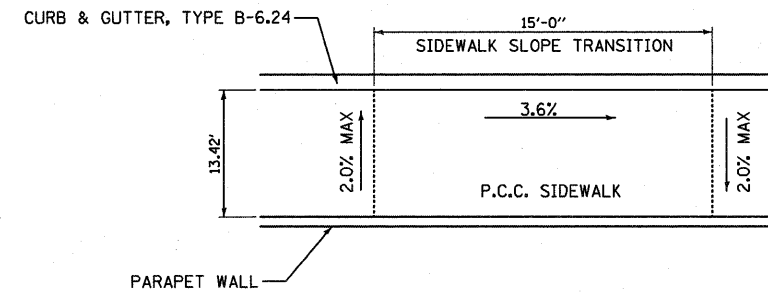
NOTE:  
 GUARDRAIL END SHOES FOR ALL GUARDRAIL ALONG  
 CULVERT TO BE INCLUDED IN THE COST OF STEEL  
 PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS.



**GUARDRAIL END SHOE DETAIL**



**SECTION A-A**



**SIDEWALK SLOPE TRANSITION DETAIL @ CULVERT**

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	DATE -	REVISED -

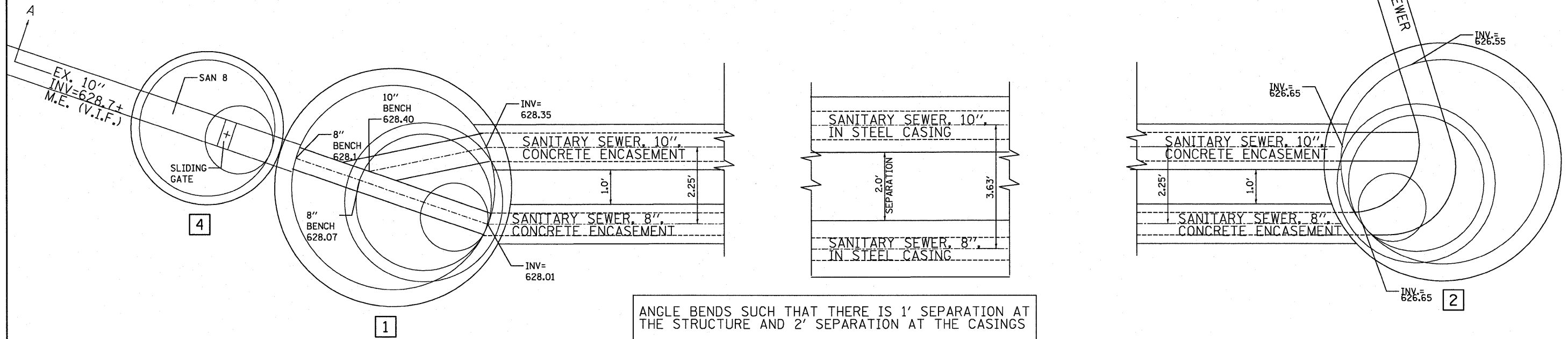
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

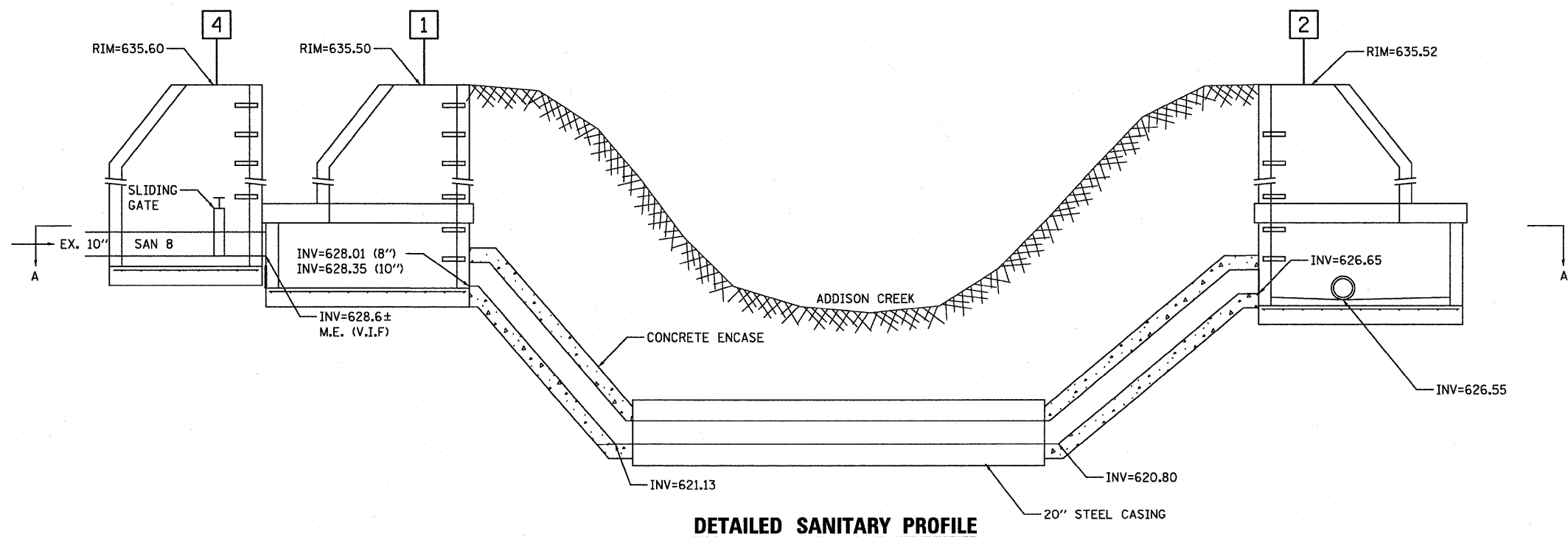
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	64
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

**INVERTED SIPHON DETAIL**



**SECTION A-A**



**DETAILED SANITARY PROFILE**

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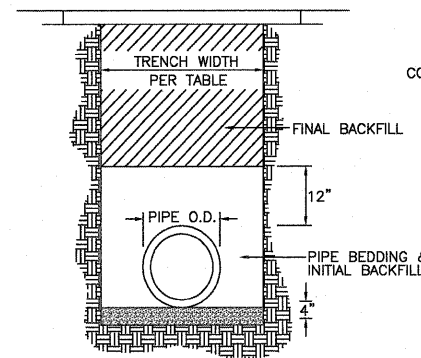
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>UTILITY DETAILS</b>	
<b>LAKE STREET OVER ADDISON CREEK</b>	
SCALE: N.T.S.	SHEET NO. 1 OF 3 SHEETS
STA. 96+40	TO STA. 106+68

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 65
				CONTRACT NO. 60H44
ILLINOIS FED. AID PROJECT				

### PIPE BEDDING & BACKFILL



TRENCH WIDTH - MINIMUM TO COMPLY WITH OSHA SAFETY STANDARDS

PIPE SIZE	ALLOWABLE TRENCH WIDTH	MINIMUM TRENCH WIDTH
6"	3'-2"	3'-2"
8"	3'-2"	3'-2"
10"	3'-2"	3'-2"
12"	3'-4"	3'-4"
15"	3'-6"	3'-6"
18"	3'-8"	3'-8"
21"	4'-4"	4'-4"
24"	4'-8"	4'-8"

**PIPE BEDDING & INITIAL BACKFILL**  
FOR PVC (IDOT CA-11 OR CA-13) TO 1 FOOT OVER PIPE. FOR RCP & DIP, CA-6 TO SPRING LINE. PLACE IN MAXIMUM 6" LIFTS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY PER AASHTO T-99.

**FINAL BACKFILL**  
IN PAVEMENT AREAS AND WHERE TRENCH FALLS WITHIN A 1 TO 1 SLOPE EXTENDED FROM THE EDGE OF THE PAVEMENT, MATERIAL SHALL BE TRENCH-BACKFILL (CA-7 PER I.D.O.T. SPECS.) COMPACTED TO 95% STANDARD PROCTOR DENSITY PER AASHTO T-99.

IN AREAS WHERE GRASS IS REMOVED AND PARKWAY RESTORATION IS REQUIRED LANDSCAPE FABRIC SHALL BE PLACED BETWEEN THE BACKFILLED MATERIAL AND THE REQUIRED TOPSOIL AS DIRECTED BY THE MUNICIPAL DIRECTOR OF PUBLIC WORKS.

IN LANDSCAPE AREAS MATERIAL SHALL BE SELECT, EXCAVATED MATERIAL, FREE OF ROCKS AND DEBRIS COMPACTED TO 95% STANDARD PROCTOR DENSITY PER AASHTO T-99.

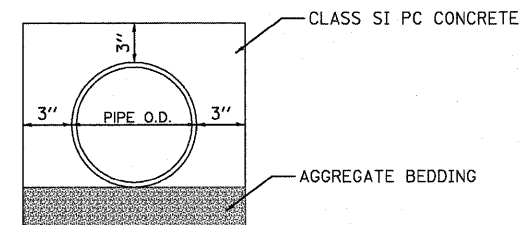
**UTILITY CROSSINGS**  
AT UTILITY CROSSINGS, INSTALL TRENCH BACKFILL, AS ABOVE, FROM THE PIPE BEDDING TO 1 FOOT OVER THE HIGHER PIPE. SUCH A GRANULAR CRADLE SHALL BE CONSTRUCTED REGARDLESS OF WHETHER THE CROSSING OCCURS IN PAVED OR LANDSCAPED AREAS.

WHERE UTILITY CROSSINGS INCLUDE A WATER MAIN, USE CLASS IV COMPACTED SELECT EXCAVATED MATERIAL BETWEEN PIPES AS REQUIRED BY THE STANDARD SPECIFICATIONS FOR SEWER & WATER MAIN CONSTRUCTION IN ILLINOIS, STANDARD DRAWINGS 19 THROUGH 24.

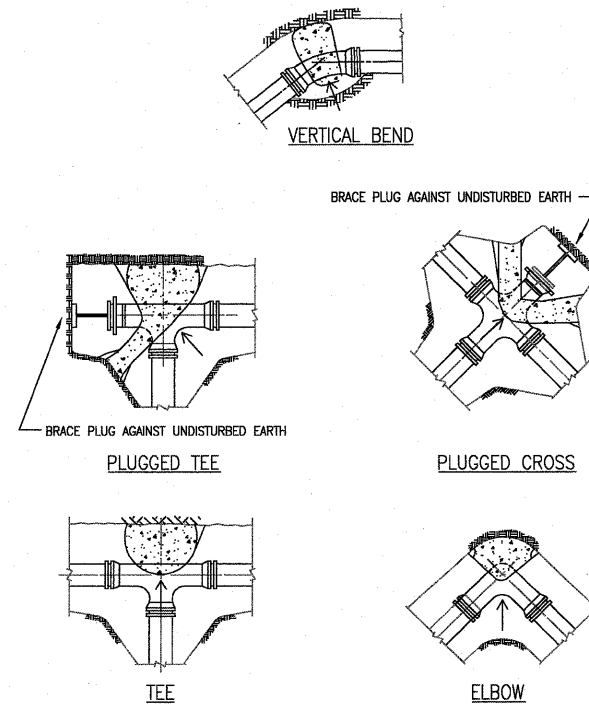
**NOTES:**

1. TRENCH WIDTH - MINIMUM TO COMPLY WITH OSHA SAFETY STANDARDS.
2. RESTORATION TO ORIGINAL SURFACE REQUIRED.
3. A MINIMUM OF 24 HOURS NOTICE MUST BE GIVEN TO THE MUNICIPALITY BEFORE BACKFILLING AND RESTORATION WORK ARE TO COMMENCE.

### CONCRETE ENCASEMENT DETAIL



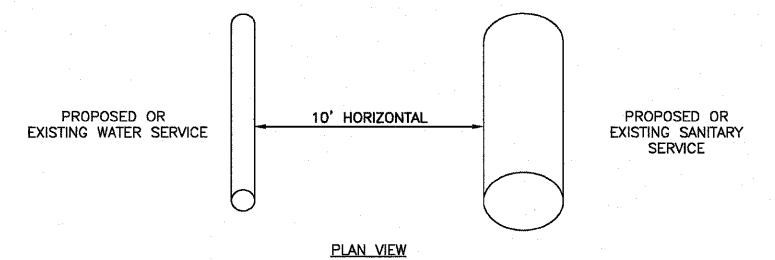
### THRUST BLOCKS



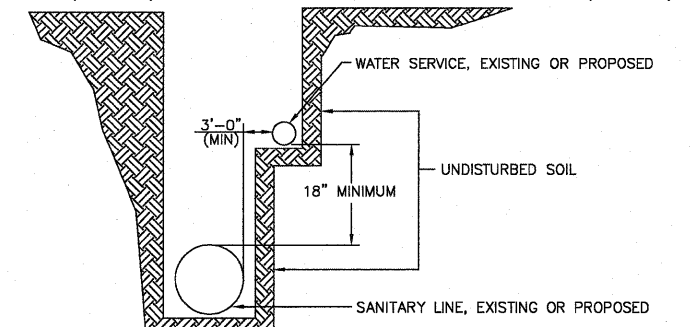
NOTE: ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH. ARROWS INDICATE DIRECTION OF THRUST. ALL BLOCKS TO BE 3000 P.S.I CONCRETE. ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND.

### HORIZONTAL SEPARATION

PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (OR SEWER).



PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER)



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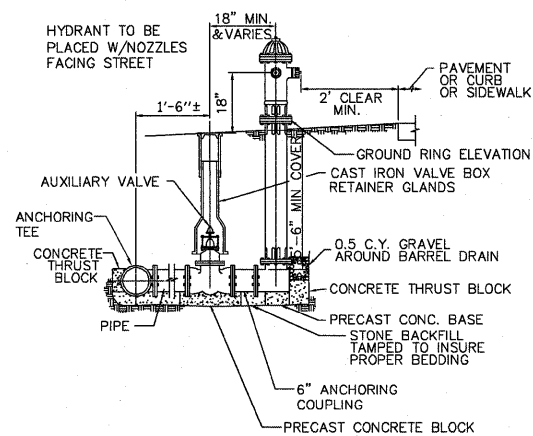
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

UTILITY DETAILS  
LAKE STREET OVER ADDISON CREEK

SCALE: N.T.S. SHEET NO. 2 OF 3 SHEETS STA. 96+40 TO STA. 106+68

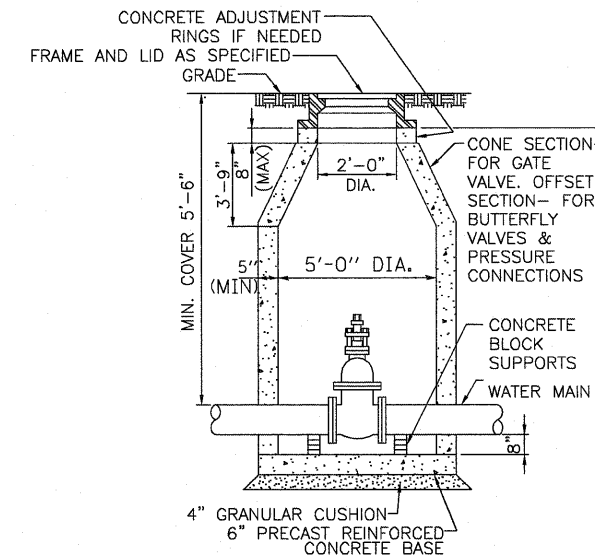
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	66
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

### FIRE HYDRANT WITH AUX VALVE & VALVE BOX



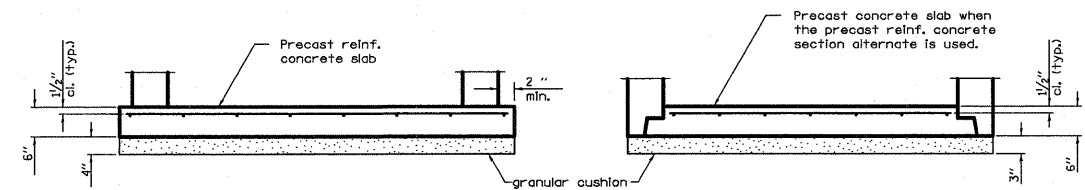
- NOTES:**
1. CONCRETE BASE & THRUST BLOCK SHALL BE SET SO AS TO NOT BLOCK OR OBSTRUCT THE HYDRANT DRAIN.

### VALVE VAULT



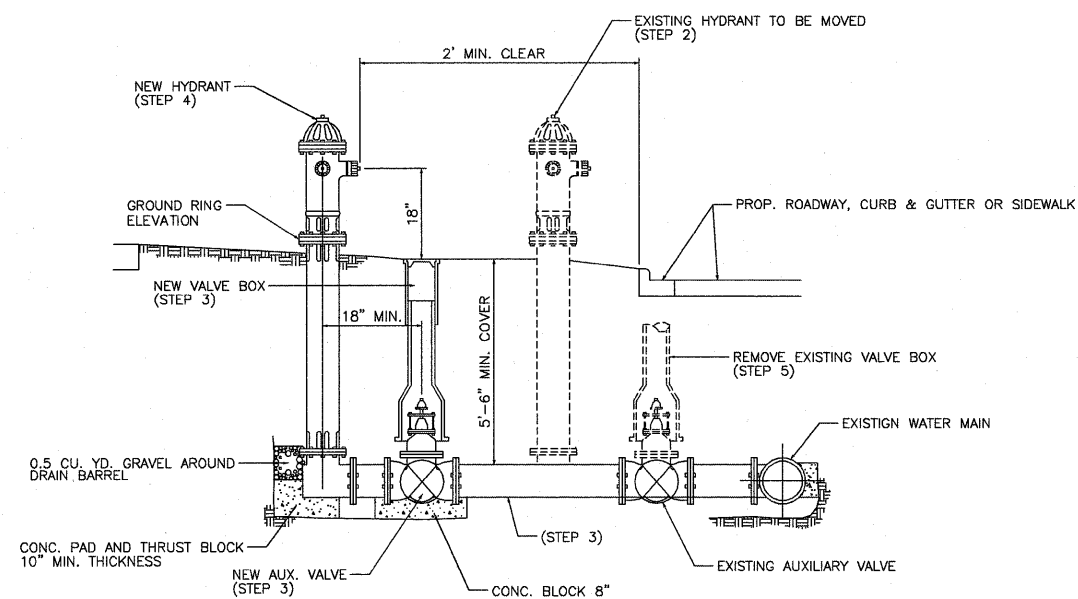
- GENERAL NOTES**
- Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).
- Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.
- The cone dimension for precast risers may vary from that given to plus 6".
- All joints, top slab sections, adjustment rings, and casting shall be sealed with a bituminous material to ensure water tightness.
- Frame and lid castings to be provided, shall be as specified on the plans or in the special provisions. The words "WATER" and "VILLAGE OF MELROSE PARK" shall be cast in the lid.

SEE WATER MAIN GENERAL NOTES FOR ALL DETAILS NOT SPECIFIED



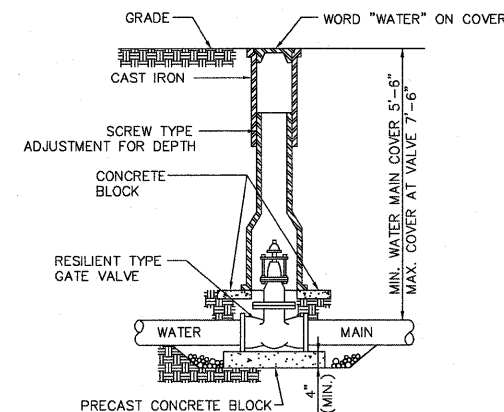
**PRECAST REINFORCED CONCRETE BASE METHODS**

### FIRE HYDRANTS TO BE REMOVED AND REPLACED

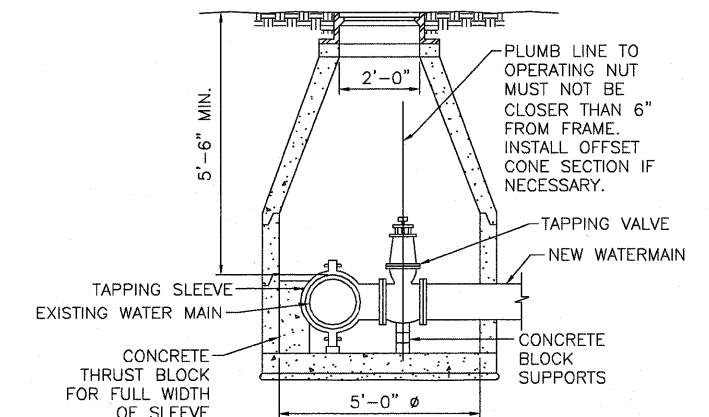


- SEQUENCE OF CONSTRUCTION:**
1. CLOSE EXISTING VALVE
  2. REMOVE EXISTING HYDRANT \*
  3. INSTALL HYDRANT EXTENSION (WM 15) AND NEW VALVE AND VALVE BOX
  4. INSTALL NEW HYDRANT
  5. OPEN EXISTING VALVE, REMOVE BOX \*
  6. BACKFILL
  7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST
- ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS
- \* ITEMS REMOVED TO BE DELIVERED TO VILLAGE OF MELROSE PARK'S PUBLIC WORKS.

### VALVE VAULT BOX



### PRESSURE CONNECTION



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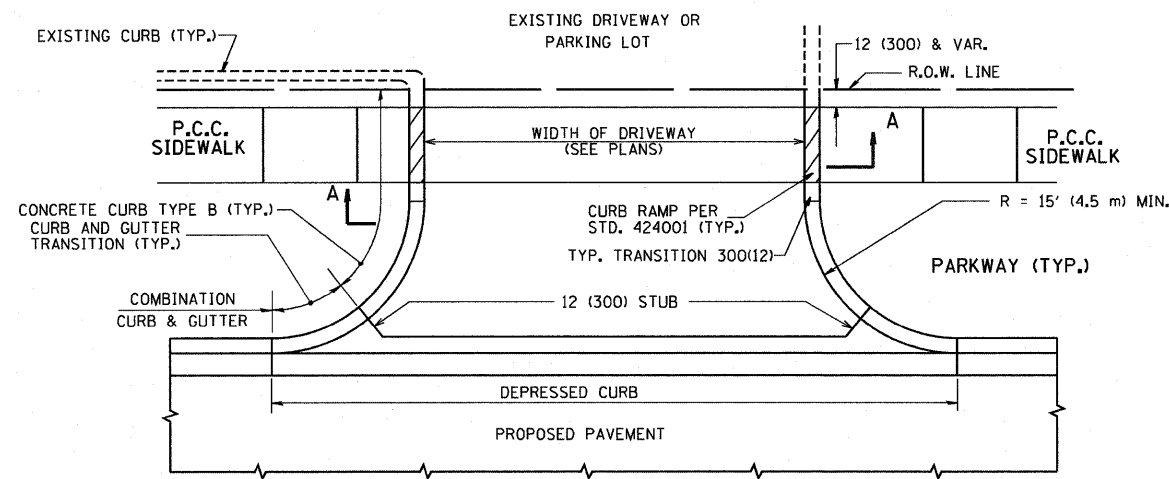
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

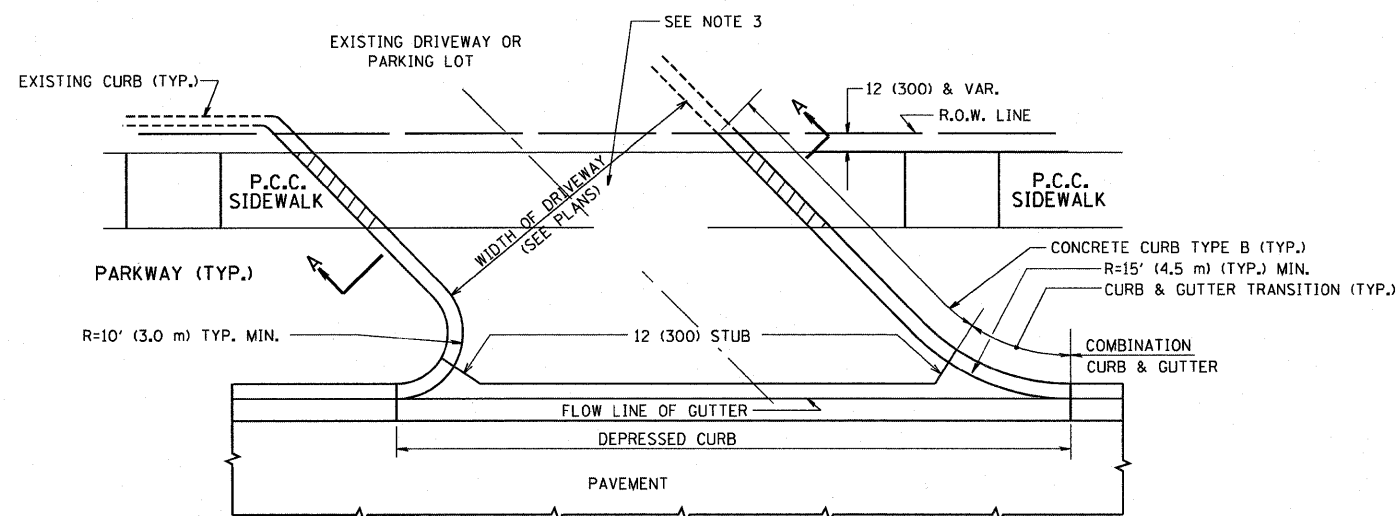
UTILITY DETAILS  
LAKE STREET OVER ADDISON CREEK

SCALE: N.T.S. SHEET NO. 3 OF 3 SHEETS STA. 96+40 TO STA. 106+68

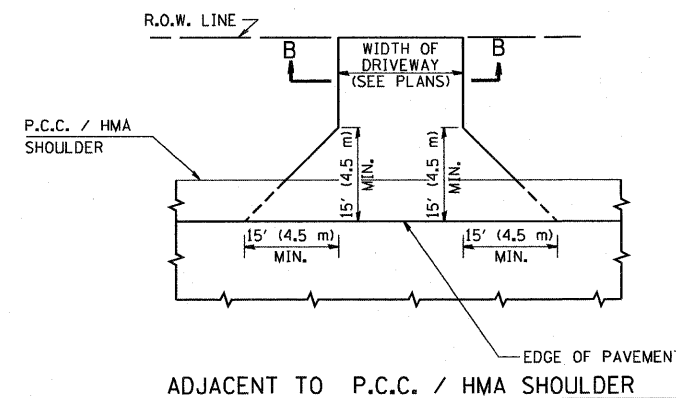
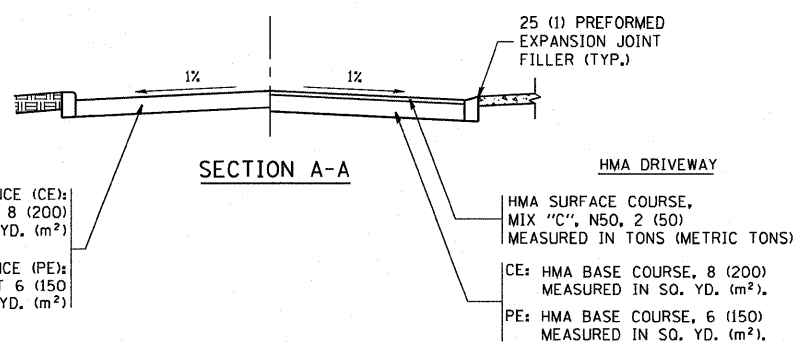
F.A.J. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 67
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



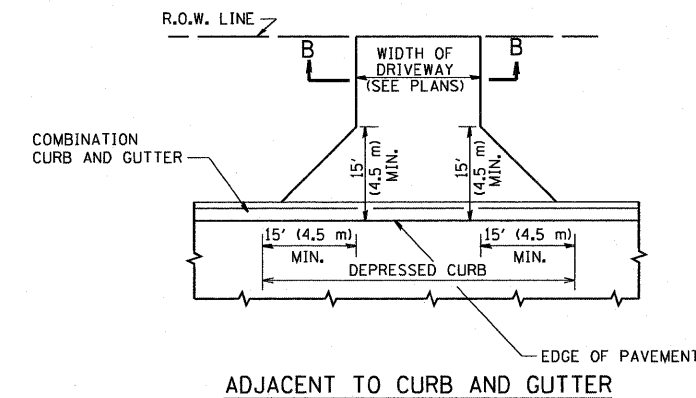
WITH CONCRETE CURB, TYPE B



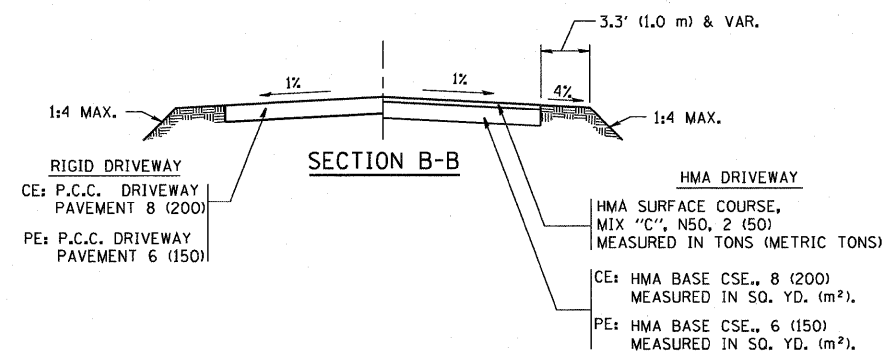
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

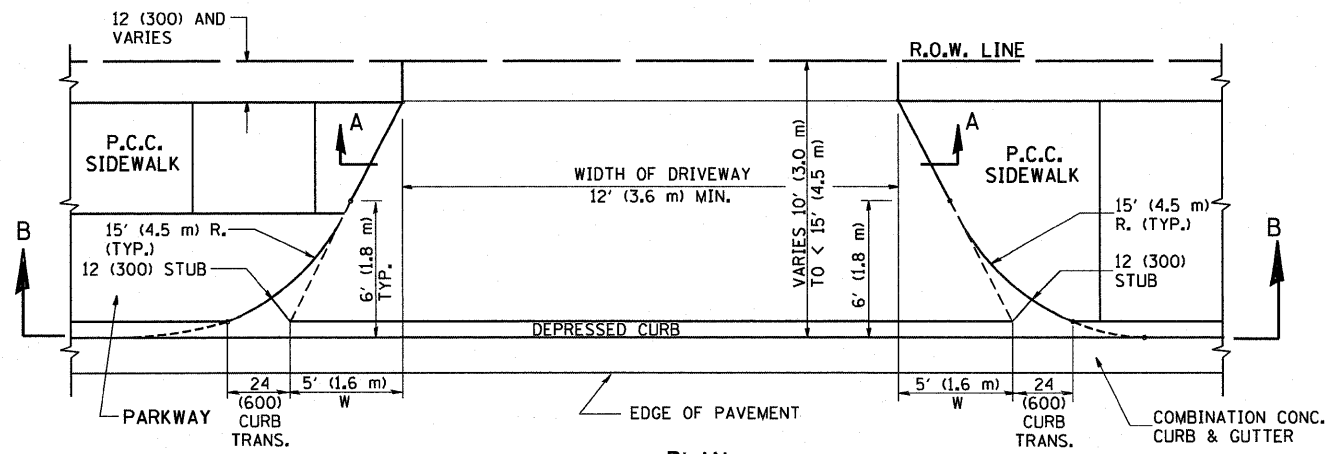
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

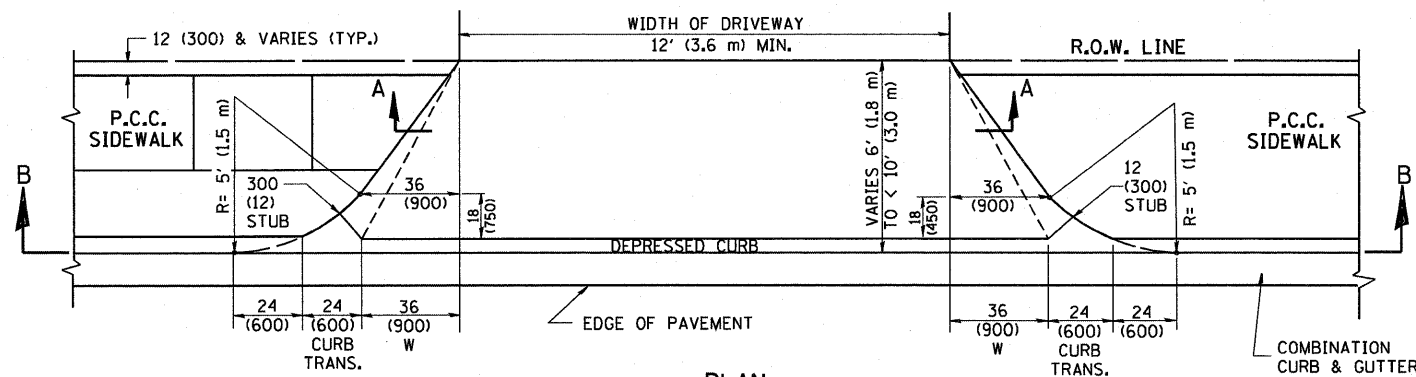
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

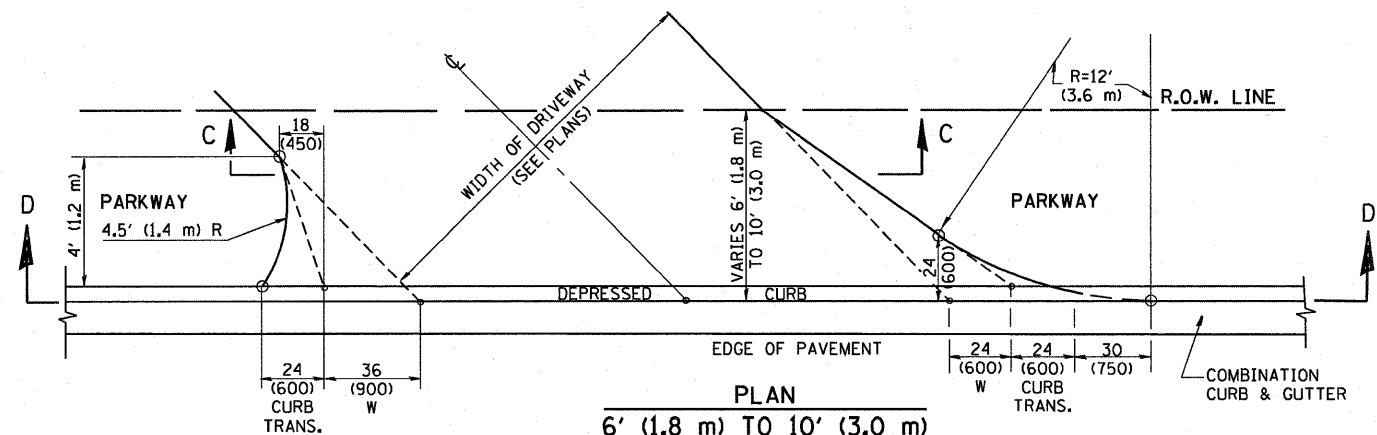
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	PLOT SCALE = 49.9999' / IN.	DRAWN -	REVISED - P. LaFLUER 04-15-03			3537	3264-T	COOK	110	68	
	PLOT DATE = 6/12/2008	CHECKED -	REVISED - R. BORO 01-01-07			<b>BD0156-07 (BD-01)</b>		<b>CONTRACT NO.</b>			
		DATE - 11-04-95	REVISED - R. BORO 06-11-08			SCALE: NONE		SHEET NO. OF SHEETS		STA. TO STA.	



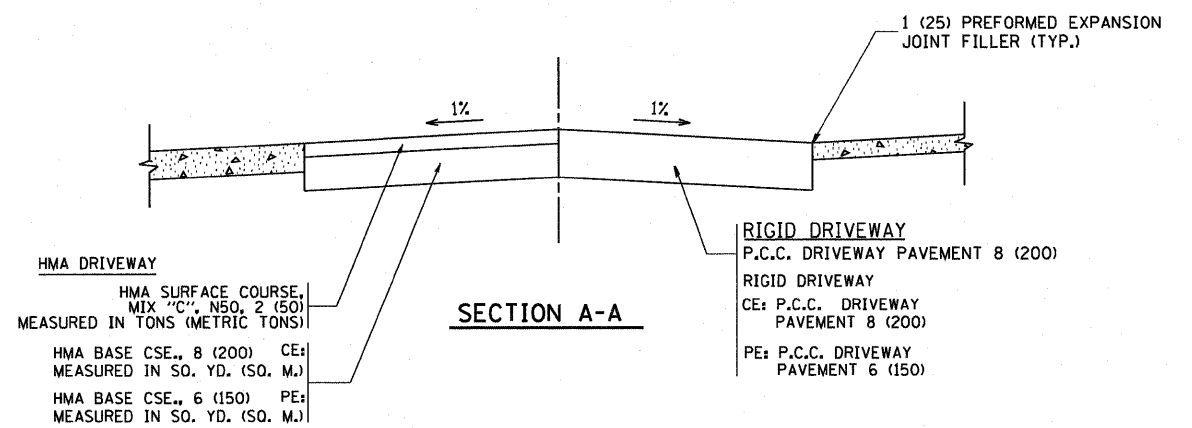
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



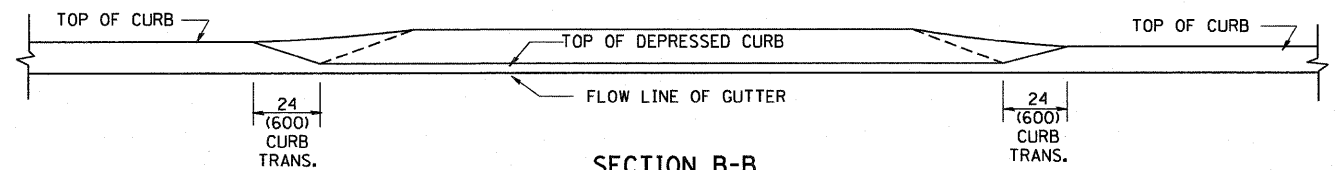
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



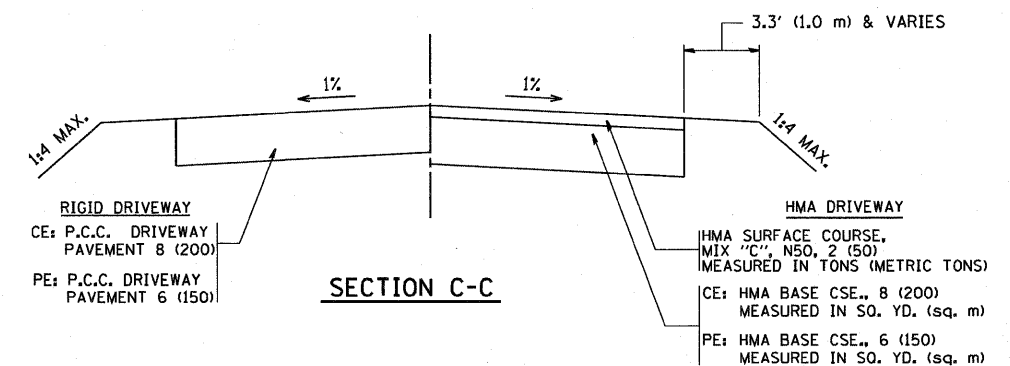
PLAN  
6' (1.8 m) TO 10' (3.0 m)



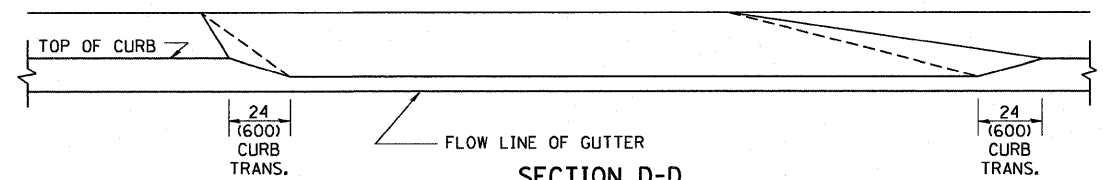
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

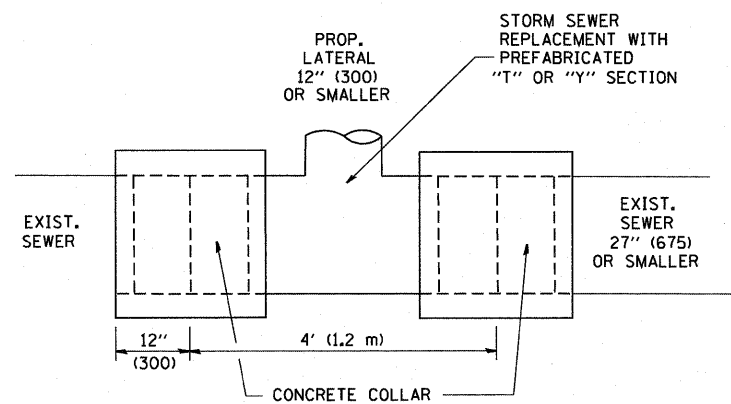
THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

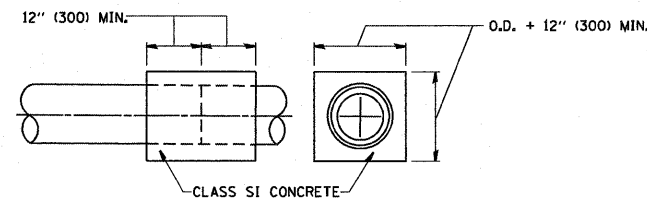
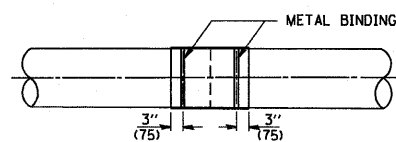
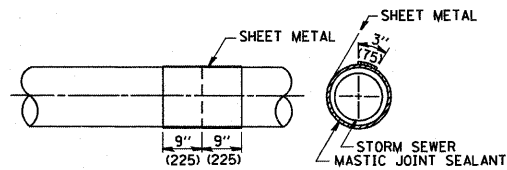
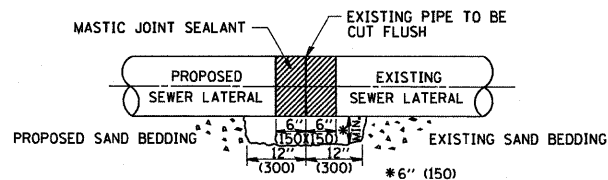
FILE NAME = W:\distatd\22x34\bd02.dgn	USER NAME = geglinoht	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS</b>			F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 04-06-01		<b>DISTANCE BETWEEN ROW AND FACE OF CURB &lt; 15' (4.5 m)</b>			3537	3264-T	COOK	110	69
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.			<b>BD400-02 (BD-02)</b>				
	PLOT DATE = 1/4/2008	DATE - 11-06-95	REVISED - R. BORO 01-01-07					CONTRACT NO. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





**DETAIL "A"**

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

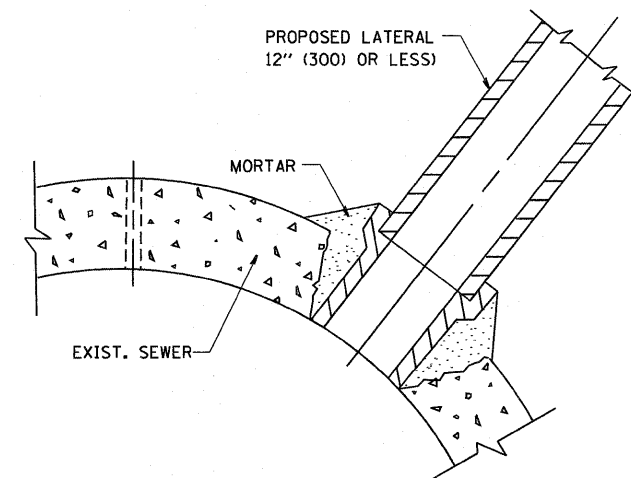


**DETAIL "B"**

CLASS SI CONCRETE COLLAR

**CONSTRUCTION SEQUENCE**

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



**DETAIL "C"**

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

**NOTES**

**MATERIAL**

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

**CONSTRUCTION METHODS**

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

**GENERAL**

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

**BASIS OF PAYMENT**

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\distatd\22x34\bd07.dgn

USER NAME = geglianobt

DESIGNED - M. DE YONG

REVISED - M. DE YONG 05-08-92

DRAWN -

REVISED - R. SHAH 09-09-94

PLOT SCALE = 50.000 / IN.

CHECKED -

REVISED - R. SHAH 10-25-94

PLOT DATE = 1/4/2008

DATE - 07-25-90

REVISED - R. SHAH 06-12-96

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAIL OF STORM SEWER  
CONNECTION TO EXISTING SEWER**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	70
BD500-01 (BD-7)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**

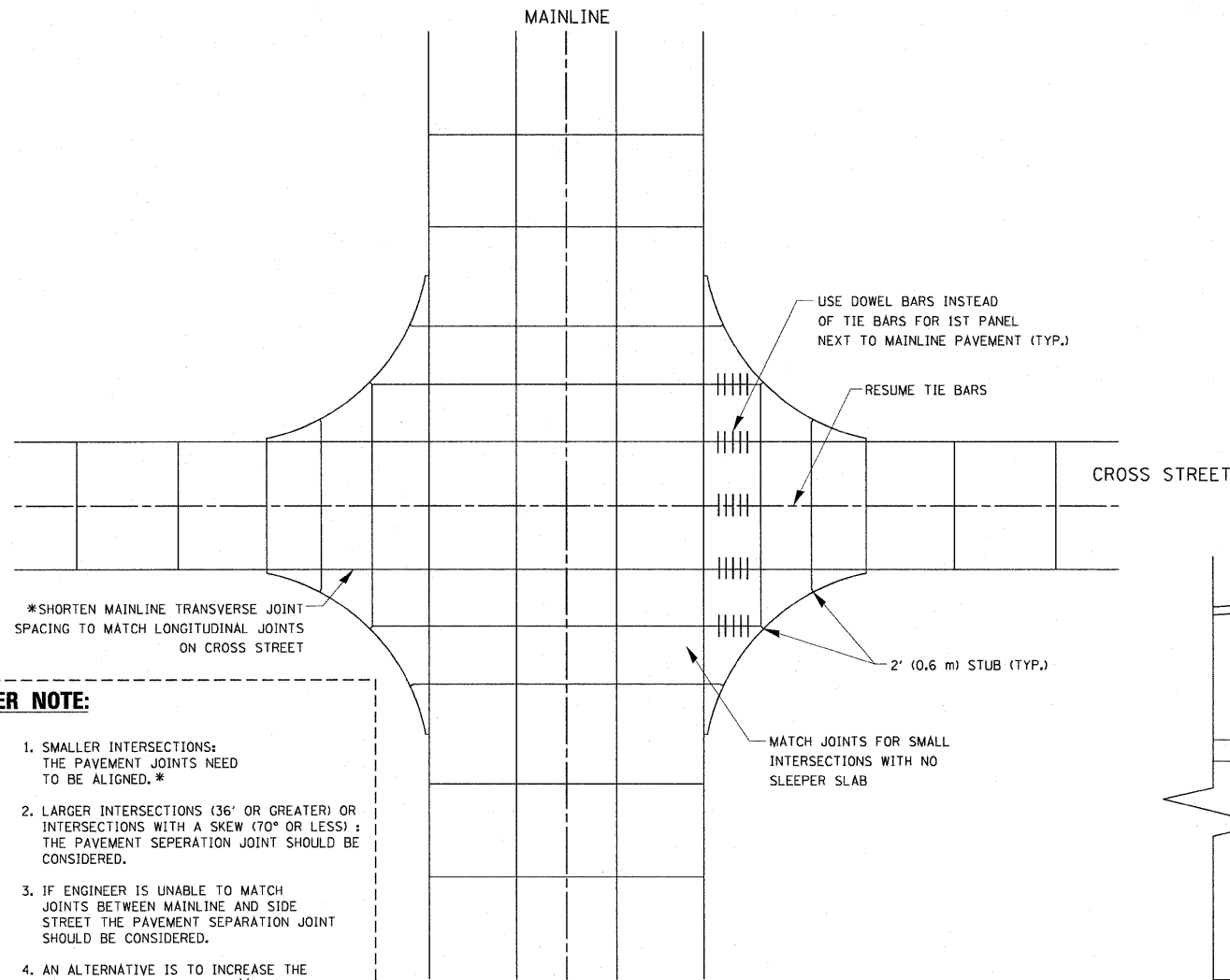
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os:\pw\work\p\dot\drivakosgn\d0106315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	3537			3264-T	COOK	110	71	
PLOT SCALE = 50,000 / / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	<b>BD600-06 (BD-24)</b>			CONTRACT NO.				
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

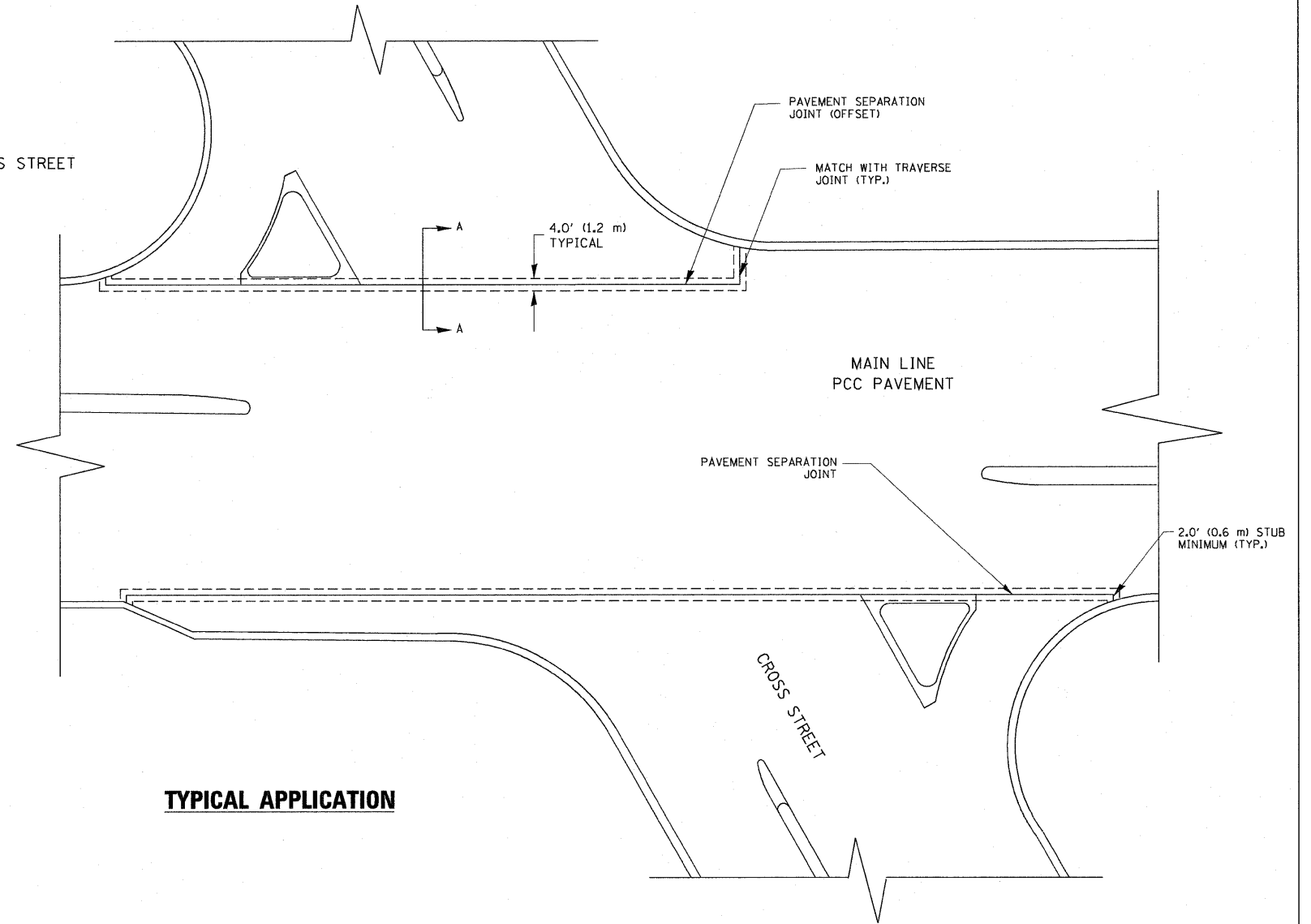
**THE USE OF  
CROSS STREET PAVEMENT SEPARATION JOINTS  
FOR SKEWED OR LARGE INTERSECTIONS  
WHERE JOINTS MAY NOT MATCH**



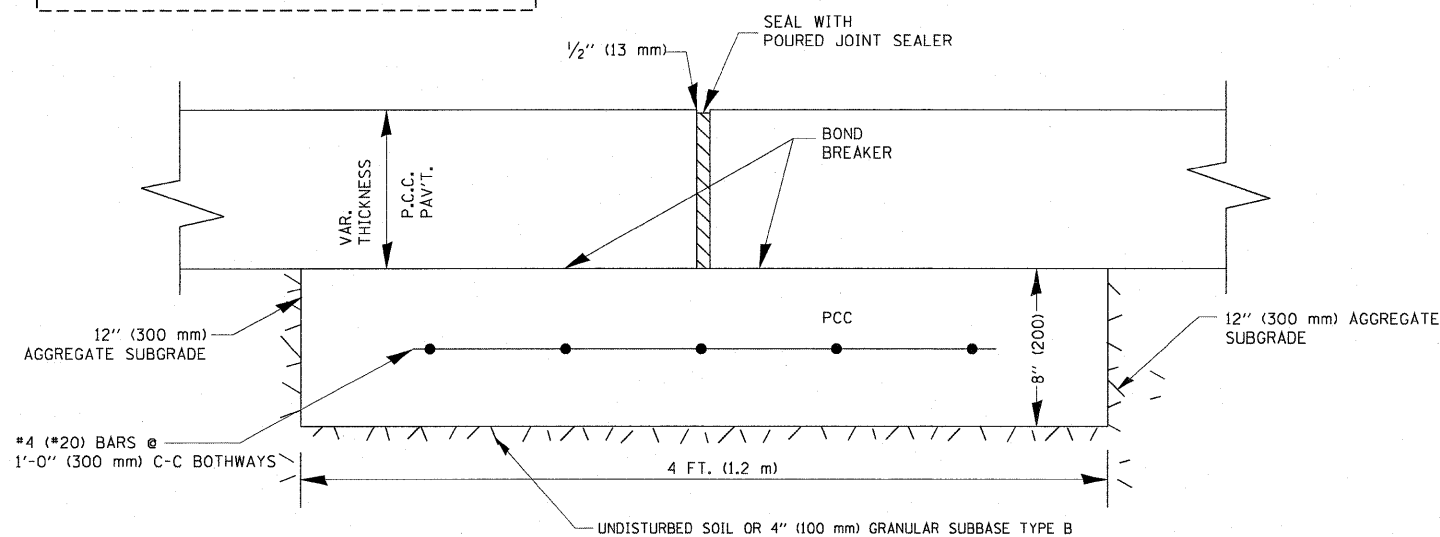
**DESIGNER NOTE:**

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.\*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

**PLAN**



**TYPICAL APPLICATION**



**PROPOSED SECTION A-A**

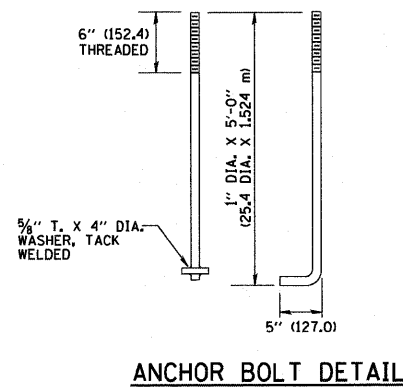
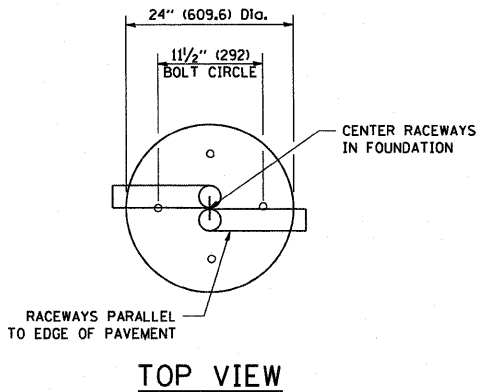
**NOTE:**

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".

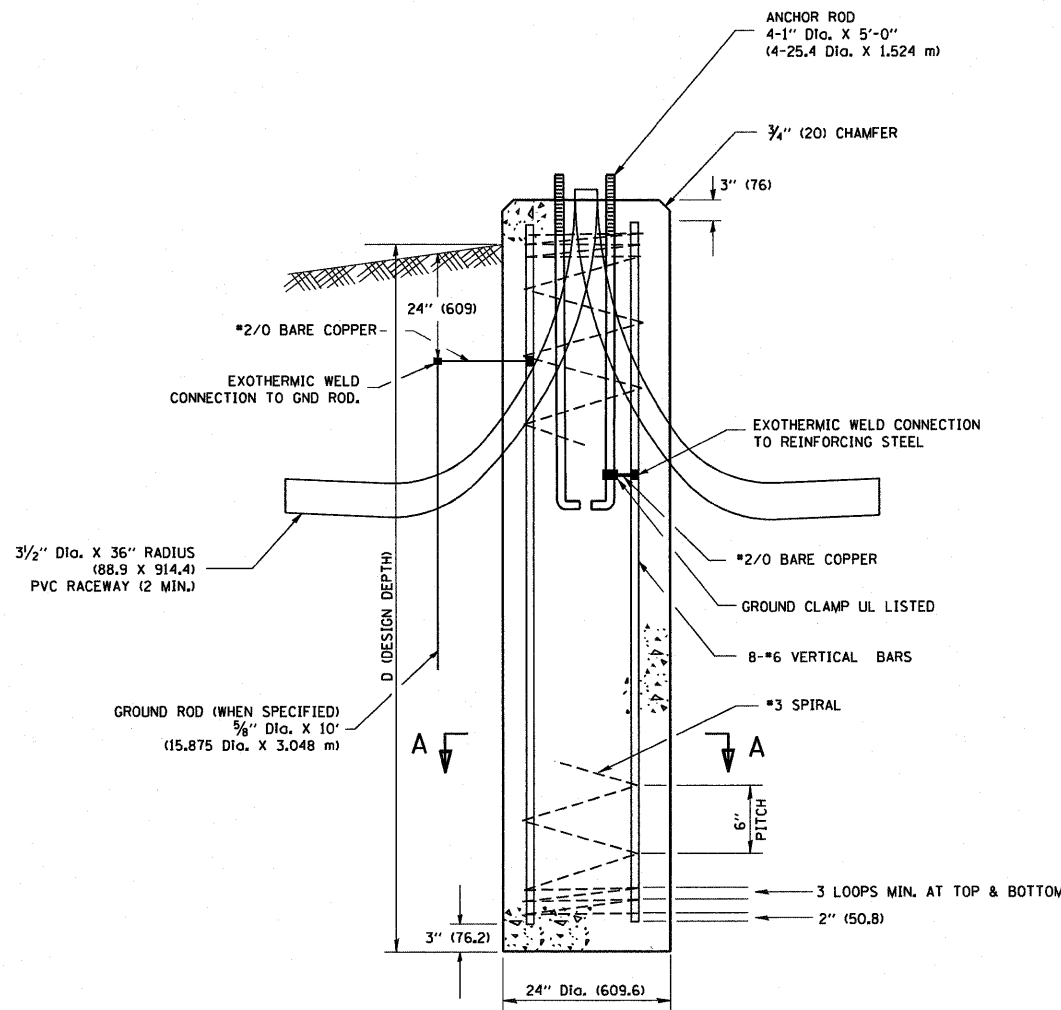
FILE NAME = bd52.dgn	USER NAME = gqglanobt	DESIGNED -	REVISED - CADD 06-18-10	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED -		3537	3264-T	COOK	110	72		
PLOT DATE = 6/18/2010	DATE -	REVISED -	REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD52</b> CONTRACT NO.			
								ILLINOIS FED. AID PROJECT			

**LIGHT POLE FOUNDATION DEPTH TABLE**  
**30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT**

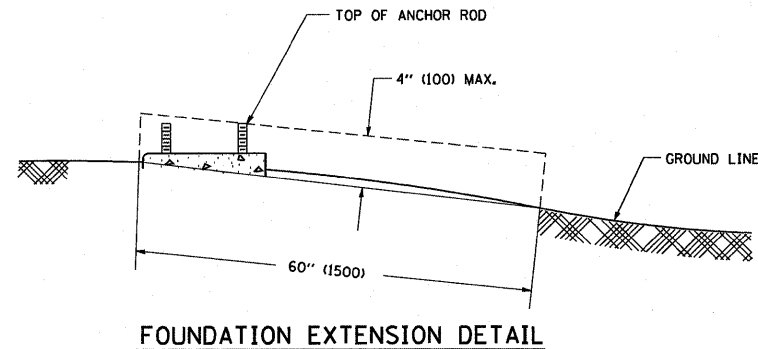
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SO. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SO. FT.	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SO. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



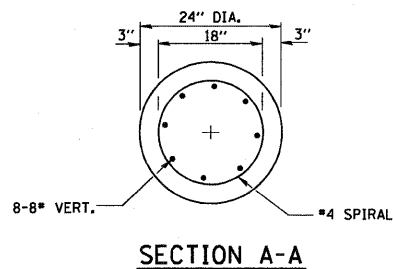
**ANCHOR BOLT DETAIL**



**FOUNDATION DETAIL**



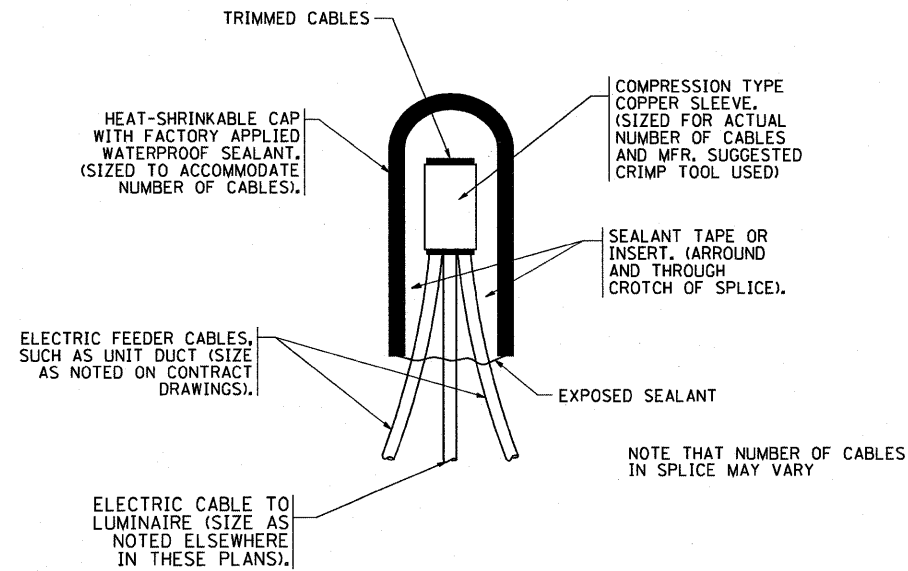
**FOUNDATION EXTENSION DETAIL**



**SECTION A-A**

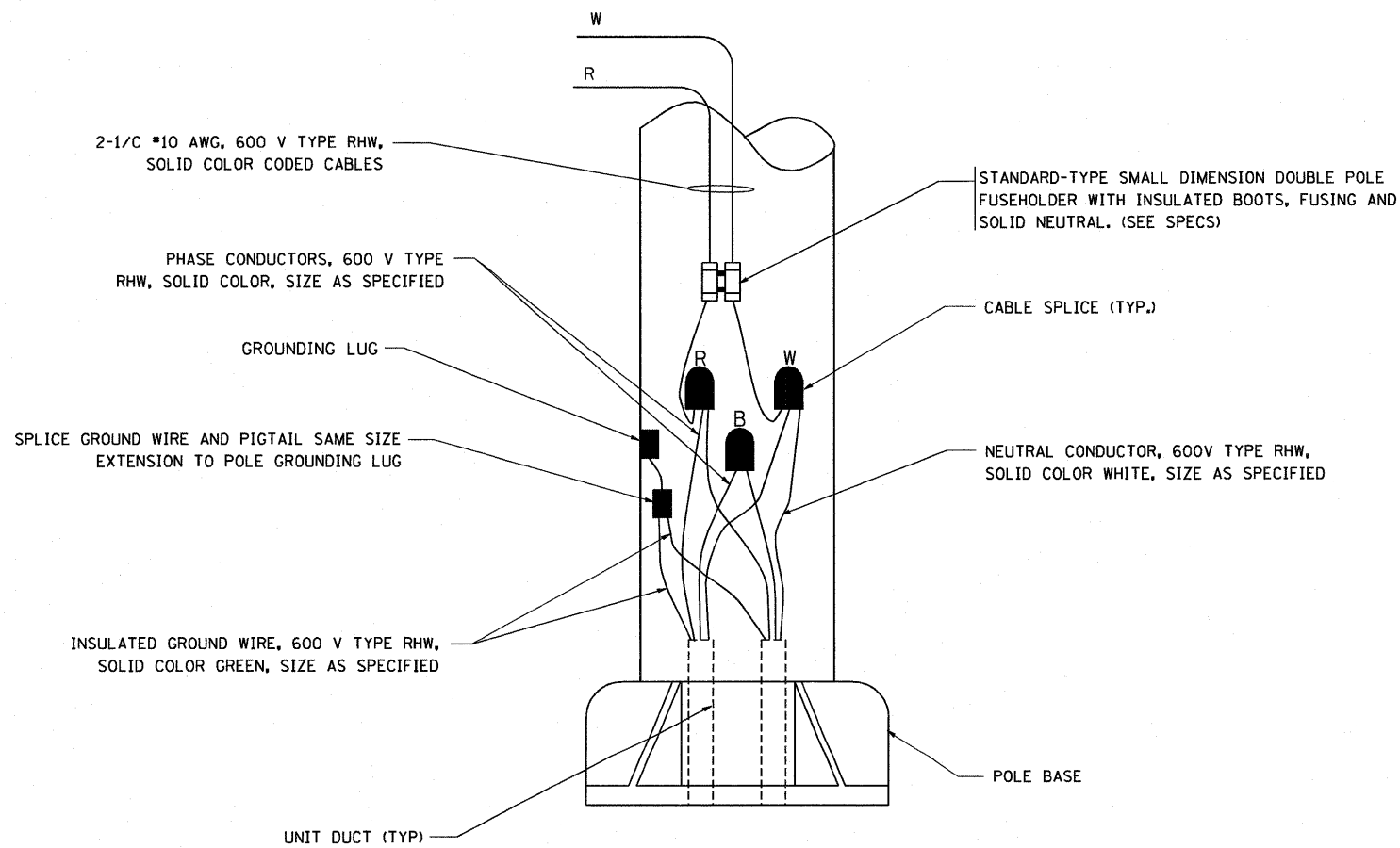
**NOTES**

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED. IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



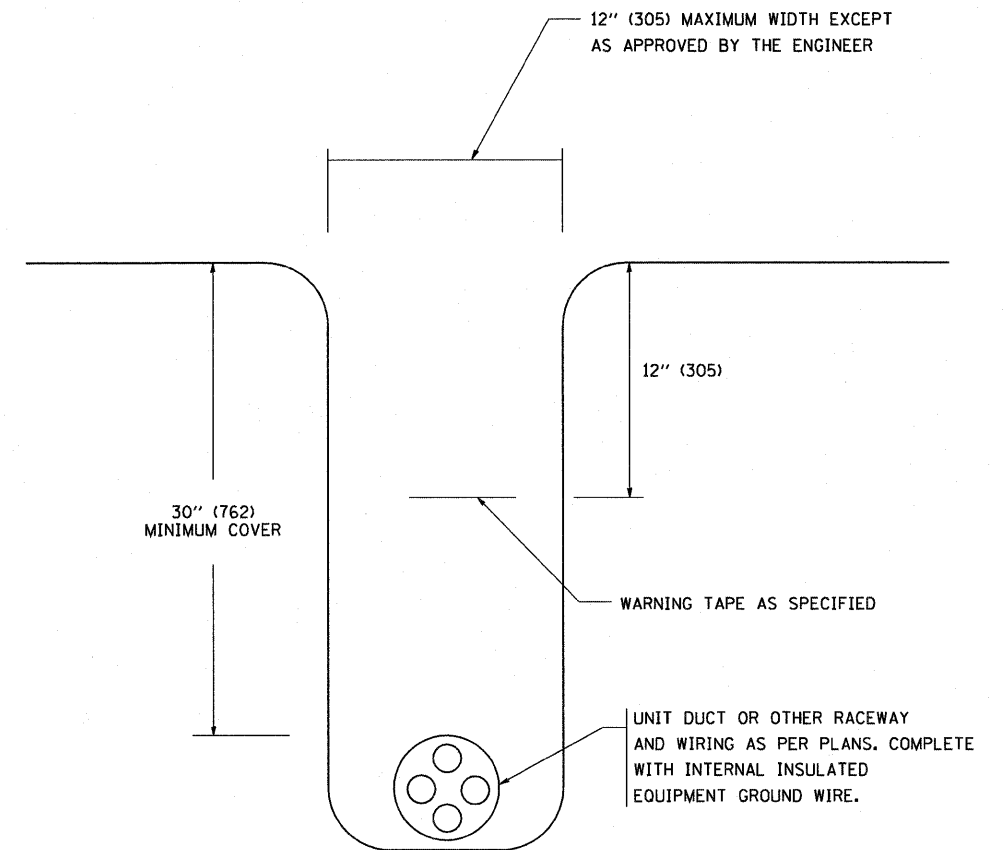
**TYPICAL SPLICE DETAIL**

N.T.S.



**POLE WIRING DETAIL**

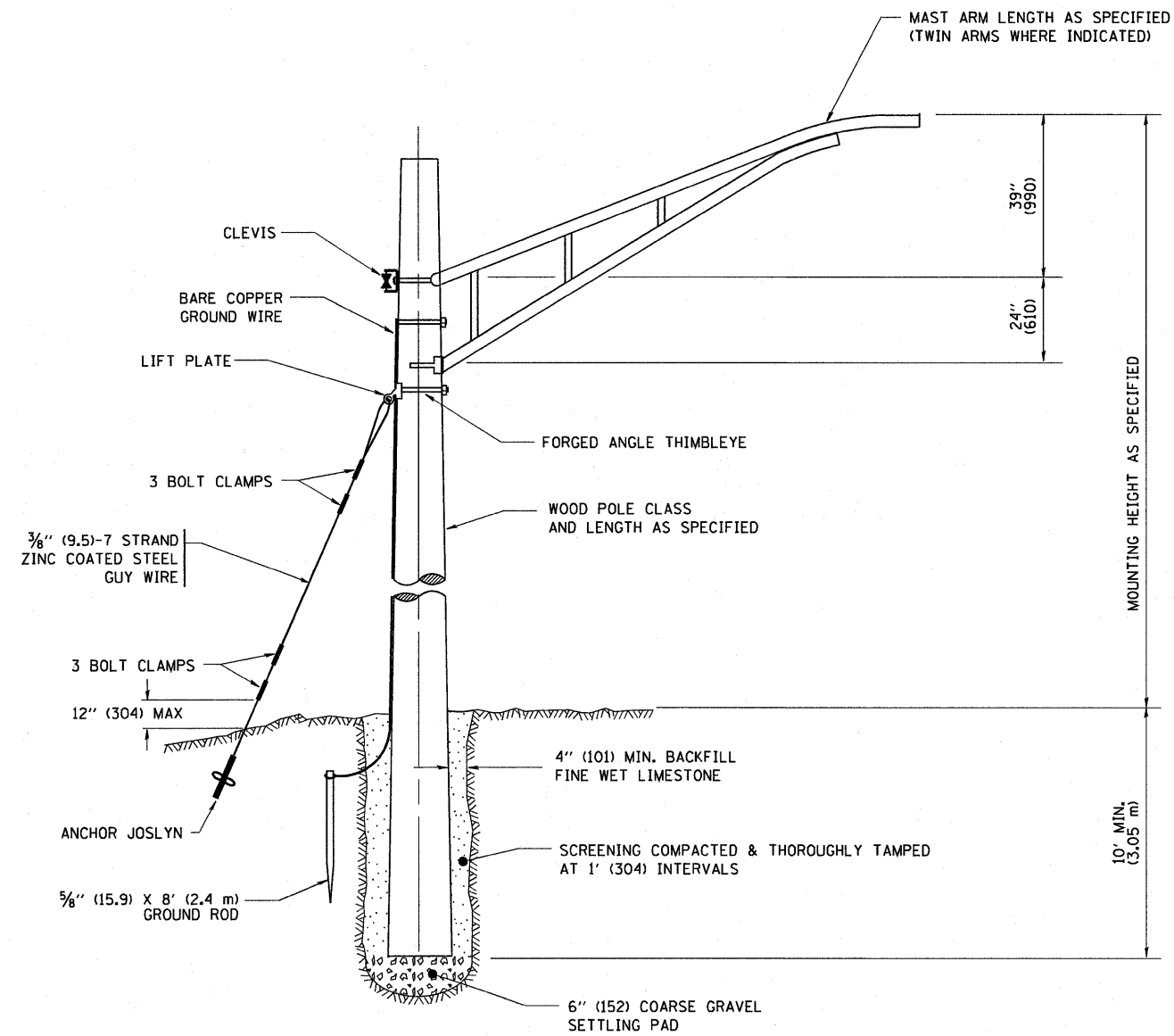
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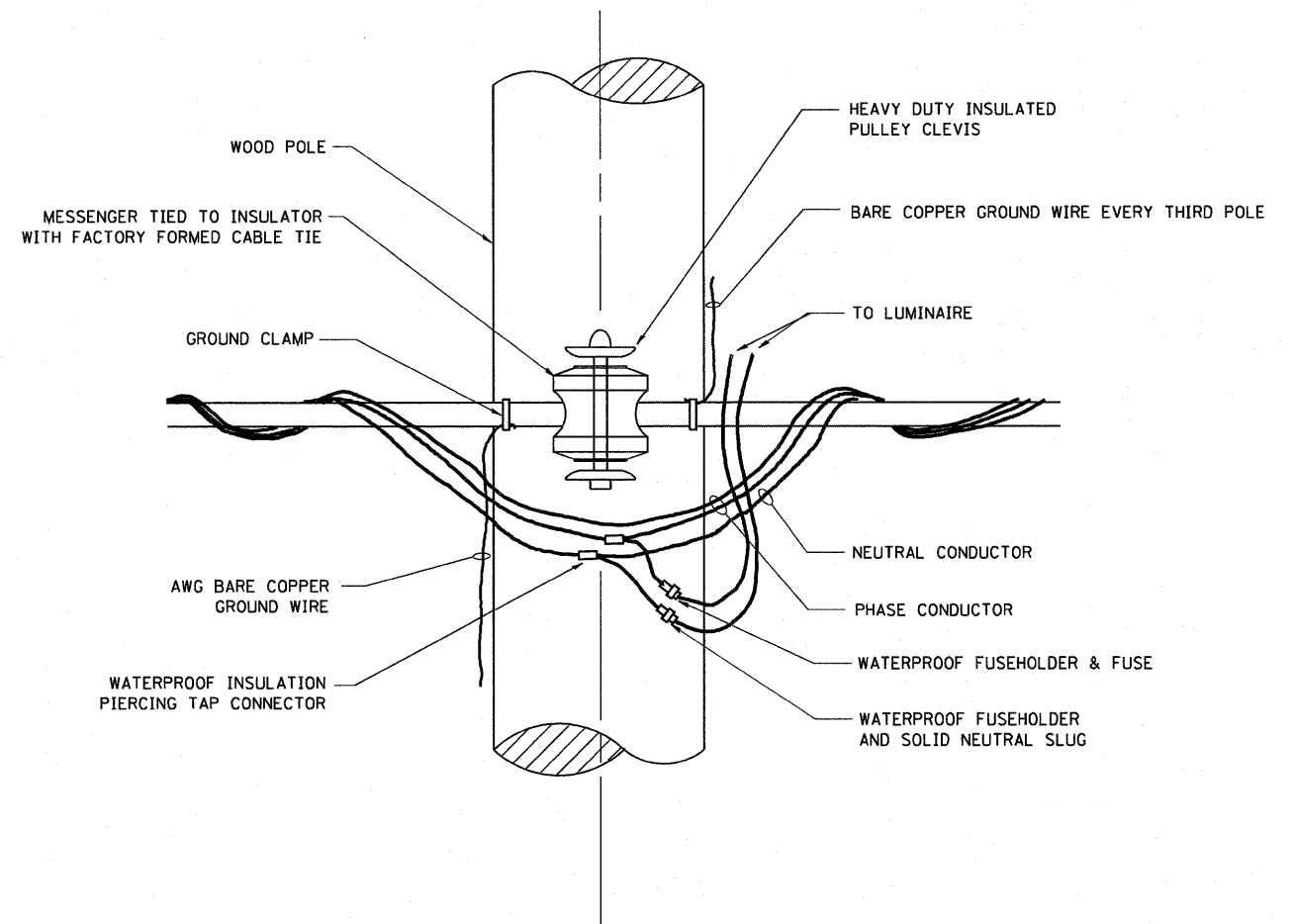
**TYPICAL WIRING IN TRENCH DETAIL**

N.T.S.

FILE NAME = W:\diststd\22x34\be702.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MISC. ELECTRICAL DETAILS SHEET A</b>			F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -					3537	3264-T	COOK	110	74
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE    SHEET NO.    OF    SHEETS    STA.    TO STA.			<b>BE-702</b>		CONTRACT NO.		
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL



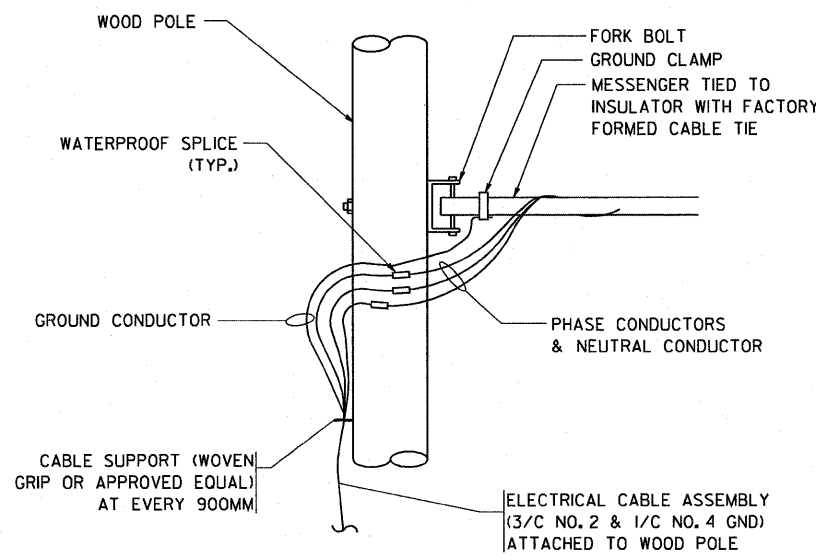
TEMPORARY LIGHT POLE ATTACHMENT DETAIL

**NOTES:**

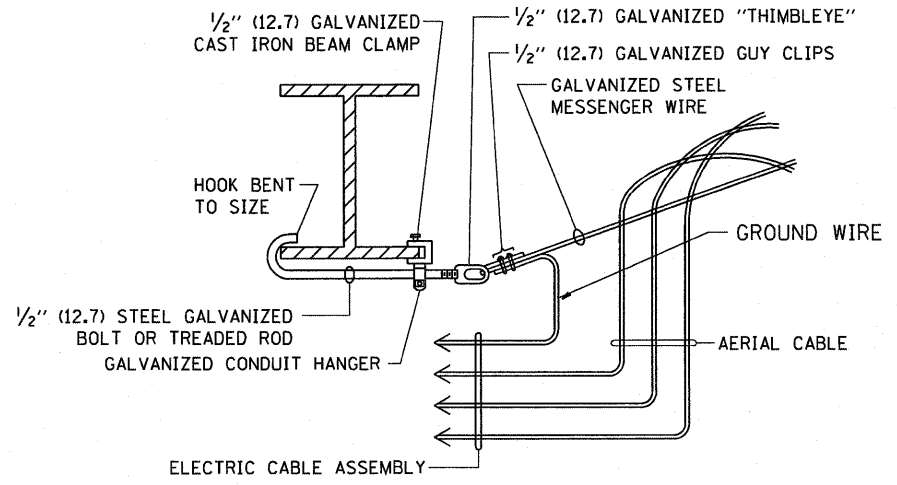
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME = W:\distatd\22x34\be800.dgn	USER NAME = gaglianob	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHT POLE DETAILS</b>			F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED -					3537	3264-T	COOK	110	75
PLOT DATE = 1/4/2008	CHECKED -	DATE -	REVISED -	SCALE: NONE    SHEET NO.    OF    SHEETS    STA.    TO STA.			<b>BE-800</b>		CONTRACT NO.			
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT												





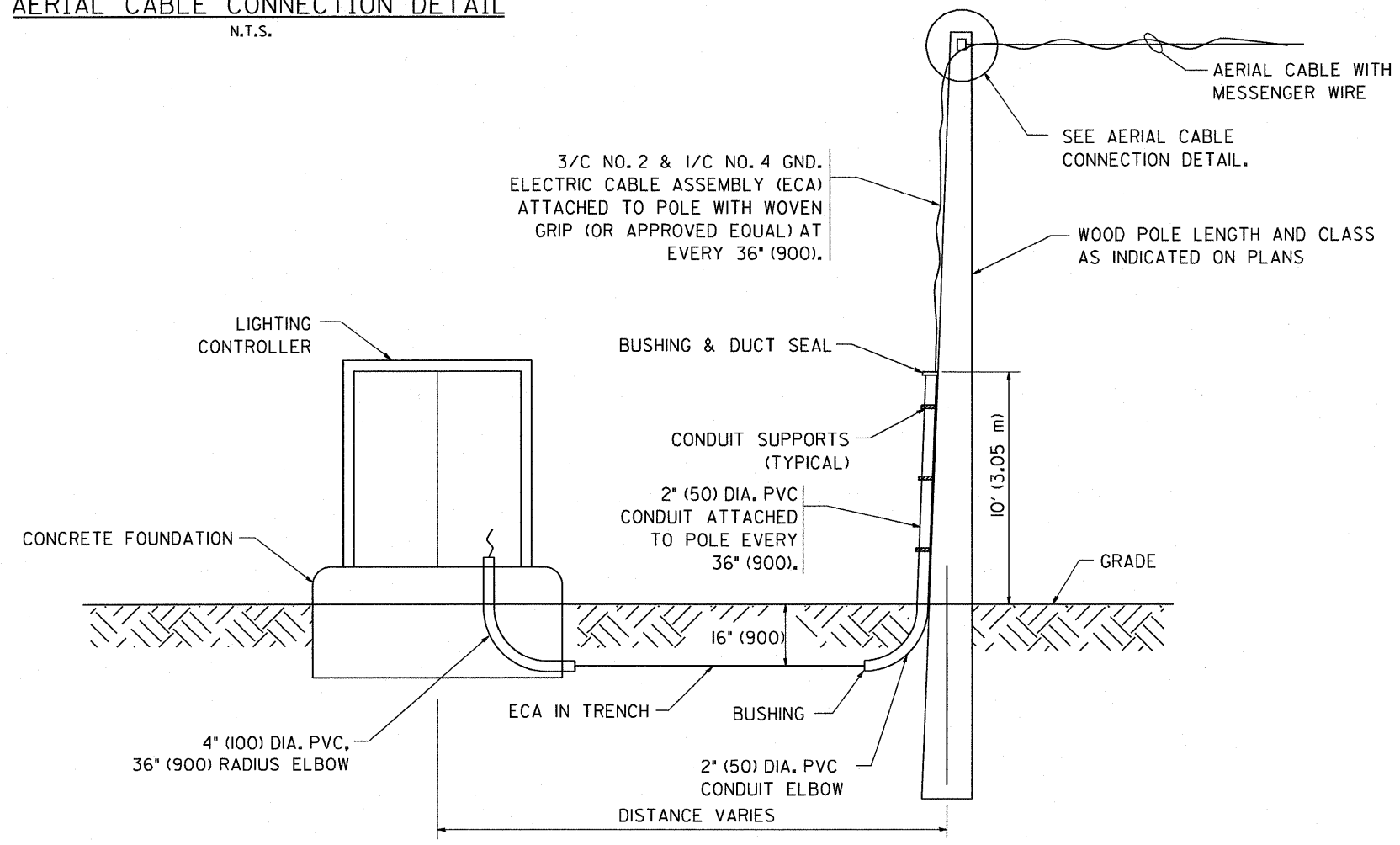
**AERIAL CABLE CONNECTION DETAIL**  
N.T.S.



**AERIAL CABLE ATTACHED TO STRUCTURE**  
NOT TO SCALE

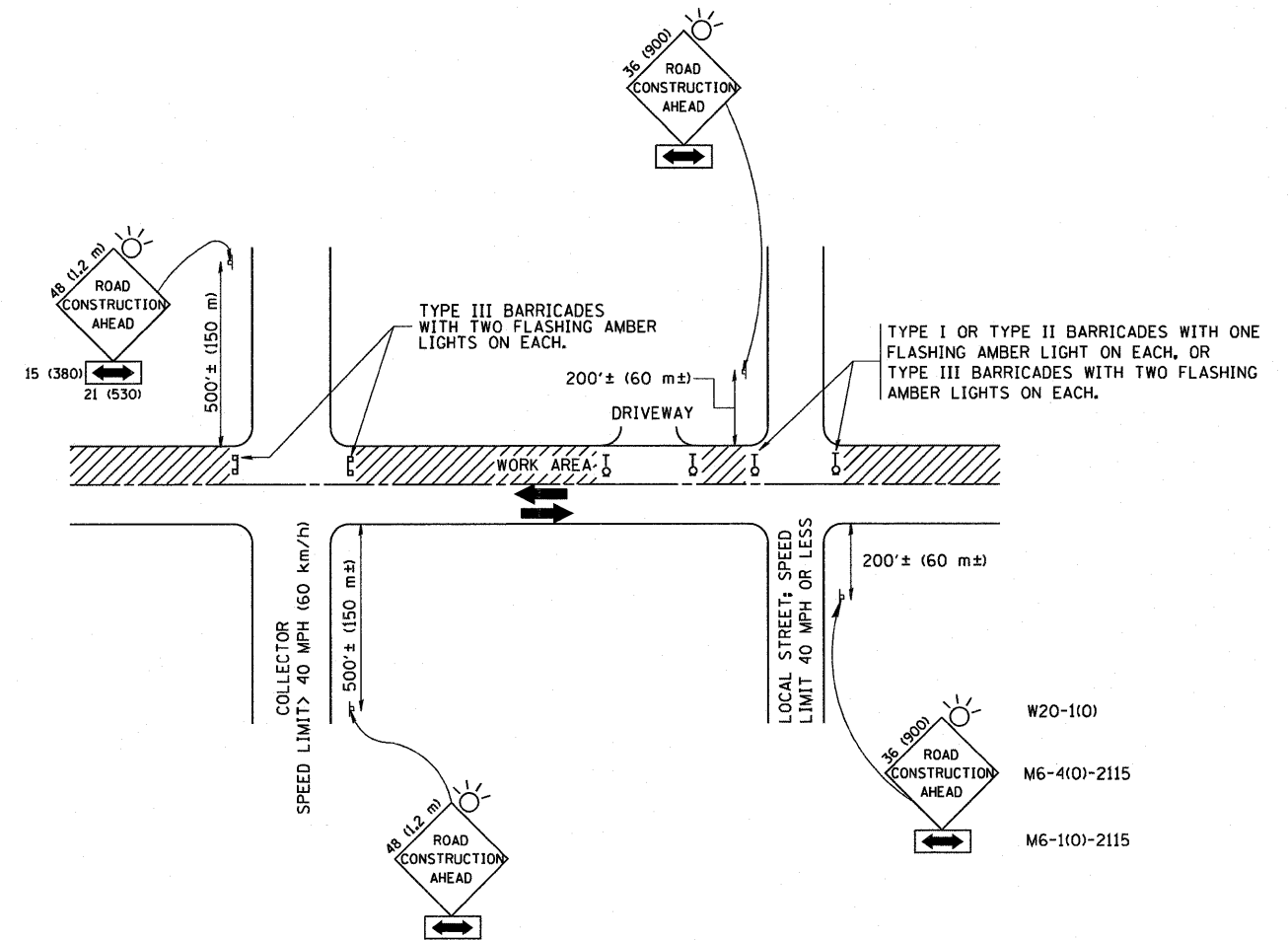
**NOTES:**

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



**WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL**  
N.T.S.

FILE NAME = W:\distatd\22x34\be801.dgn	USER NAME = gegl1anob1	DESIGNED - DRAWN -	REVISED - 08-08-03 REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY AERIAL CABLE INSTALLATION</b>			F.A.U. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 76
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: NONE	SHEET NO.	OF SHEETS	STA.	TO STA.	<b>BE-801</b>		
PLOT DATE = 1/4/2009	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT							
CONTRACT NO.												



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

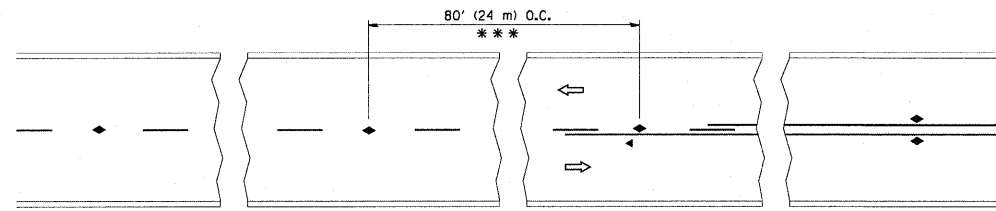
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

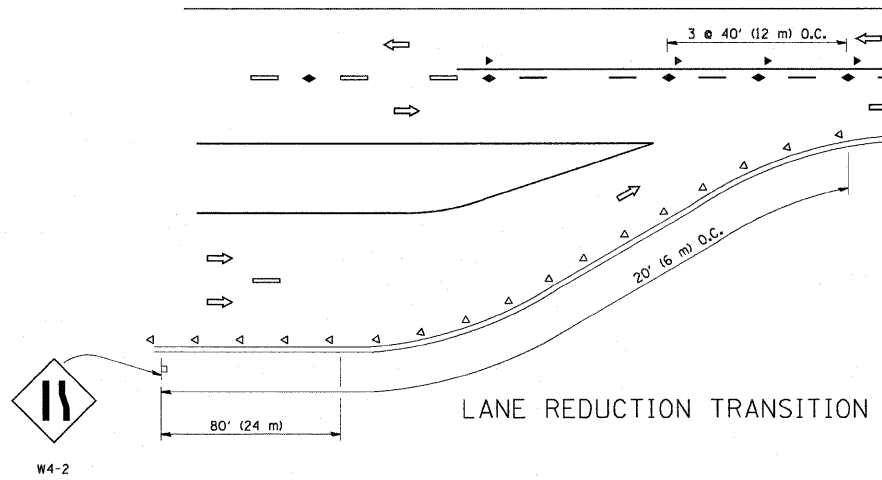
SCALE: NONE	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

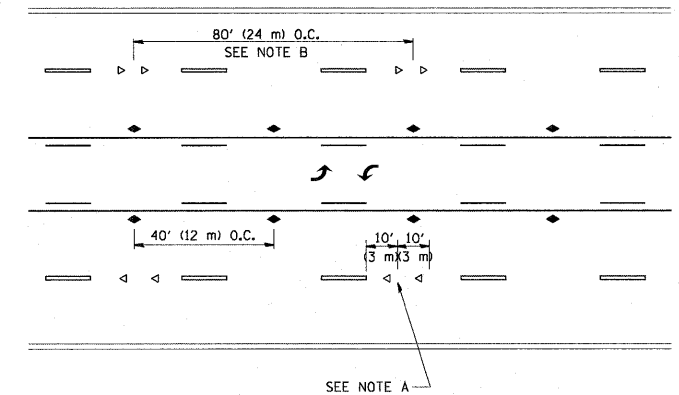


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

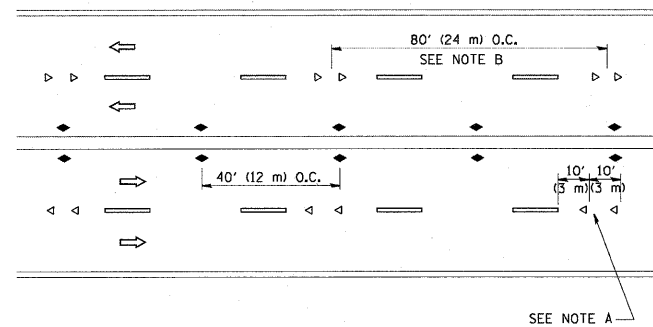
TWO-LANE/TWO-WAY



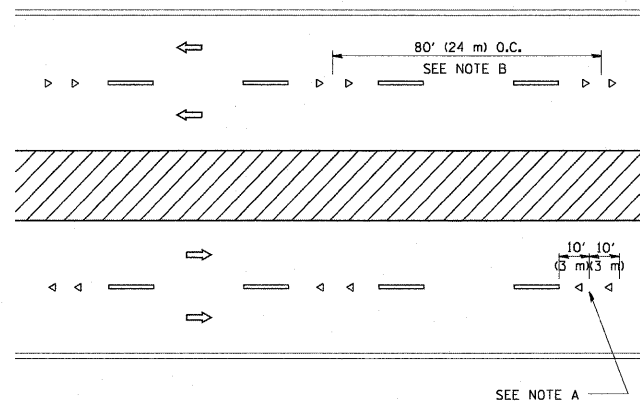
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

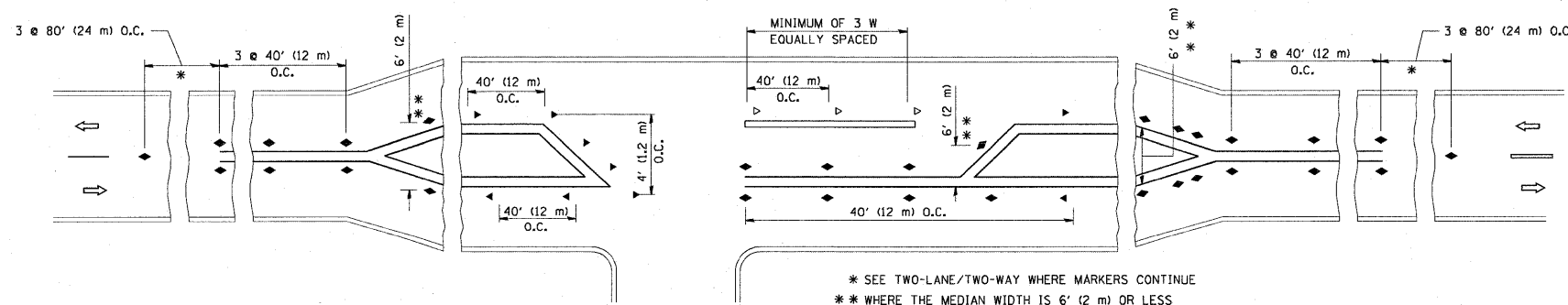
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

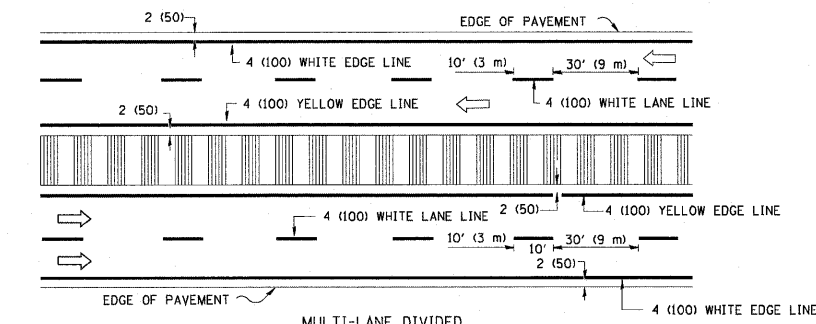
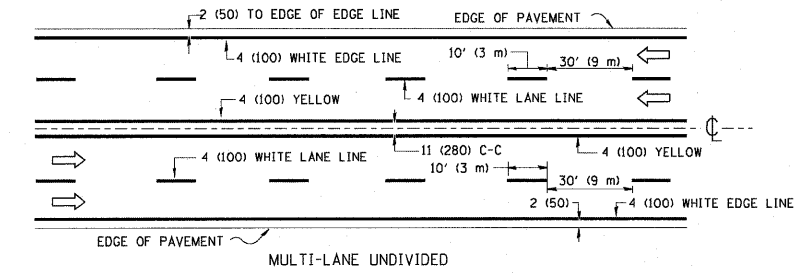
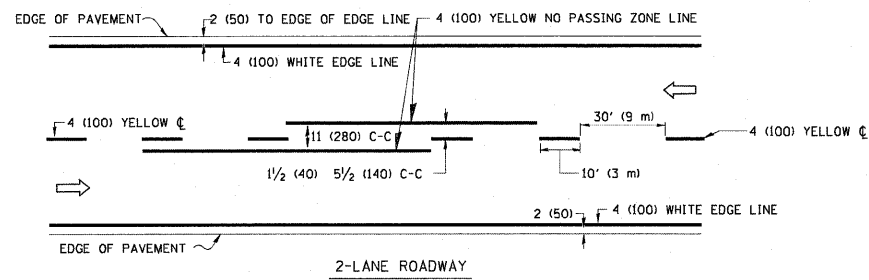
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	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

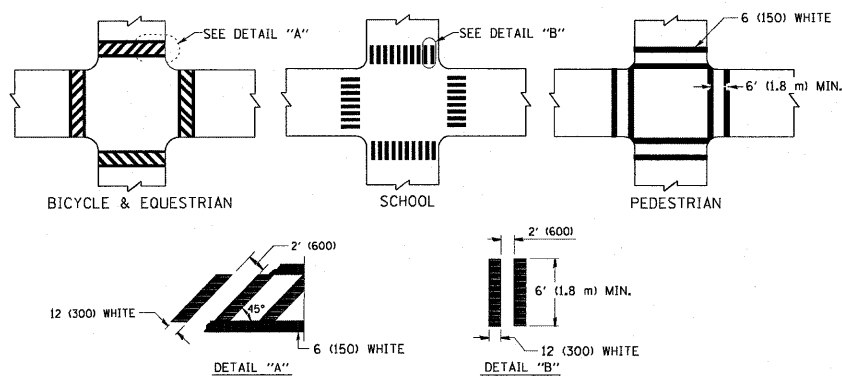
F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	78
TC-11			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

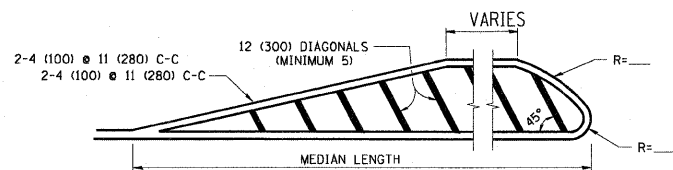
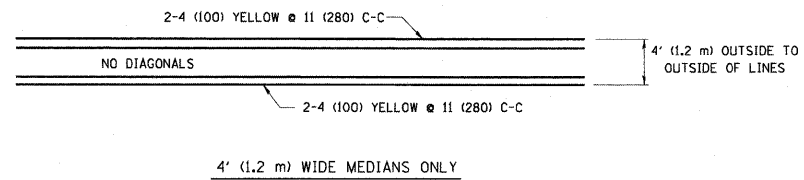


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

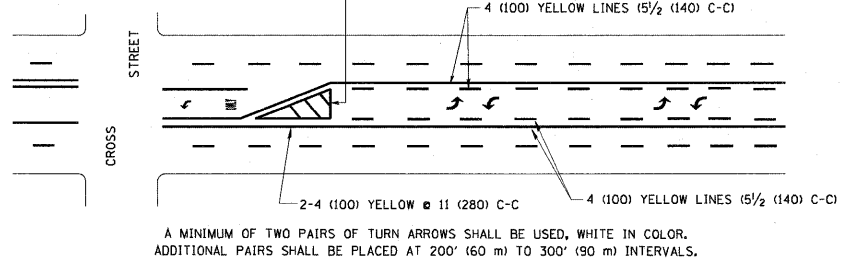


TYPICAL CROSSWALK MARKING

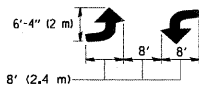


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

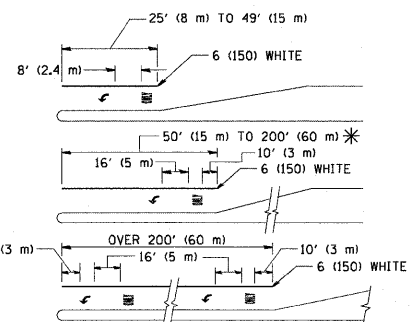


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

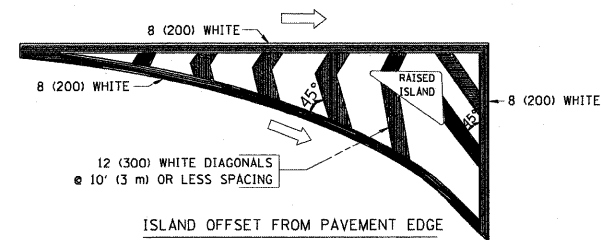
TYPICAL PAINTED MEDIAN MARKING



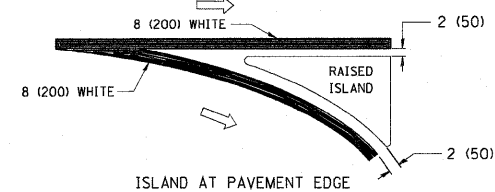
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
\* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) [ ] AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

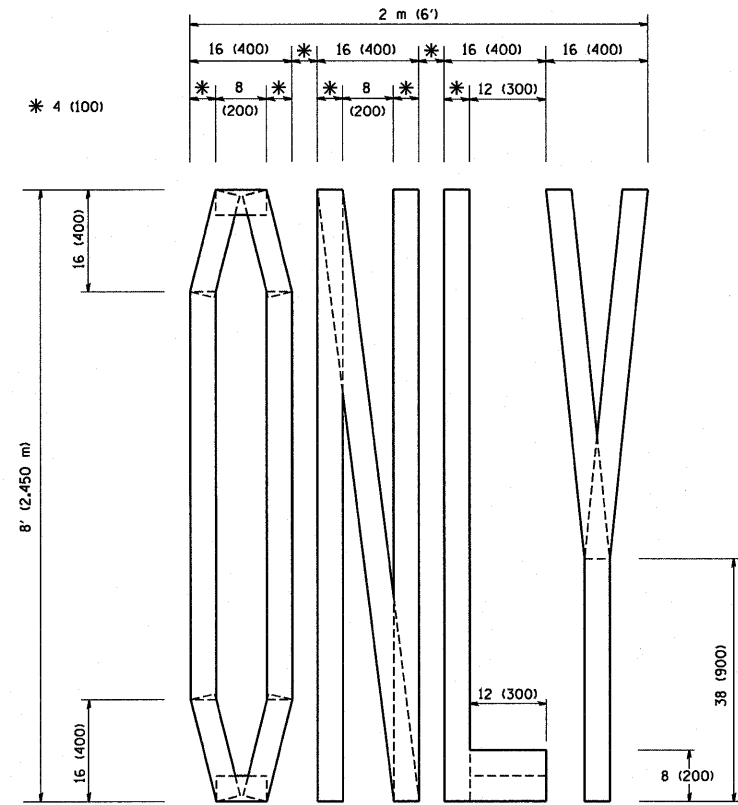
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

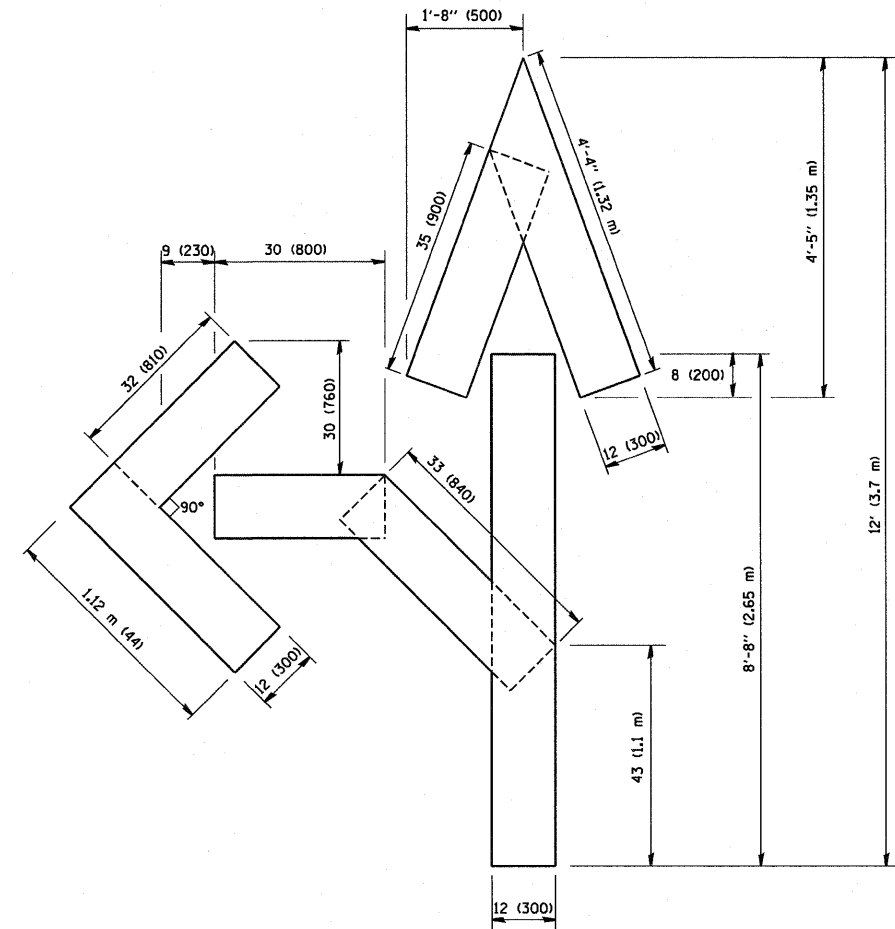
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

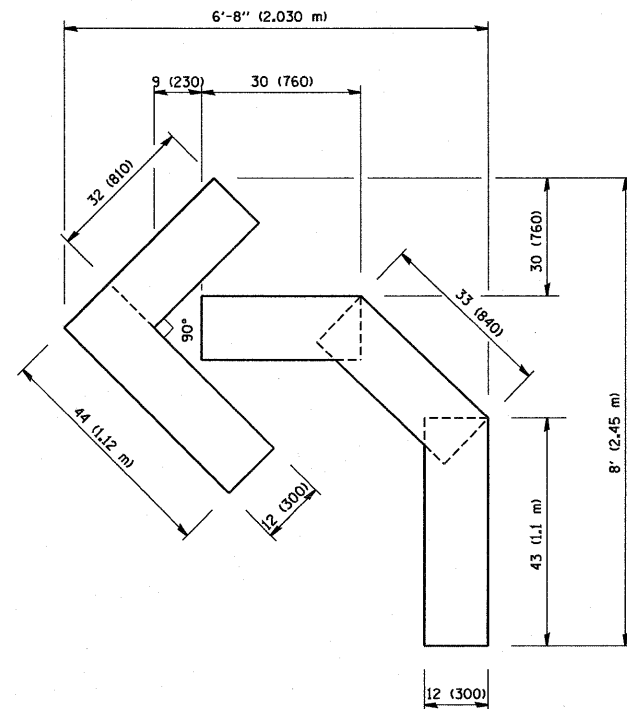
F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	79
TC-13		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\c16.dgn	USER NAME = gegljanobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
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PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

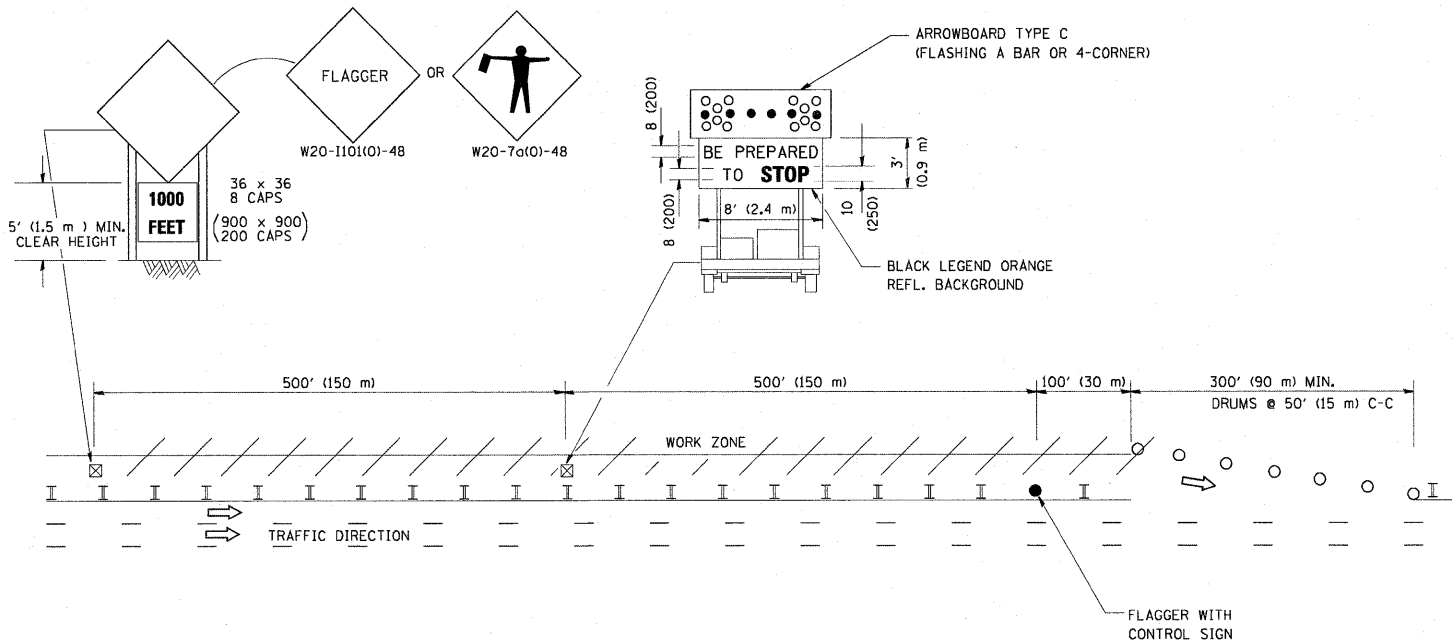
PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

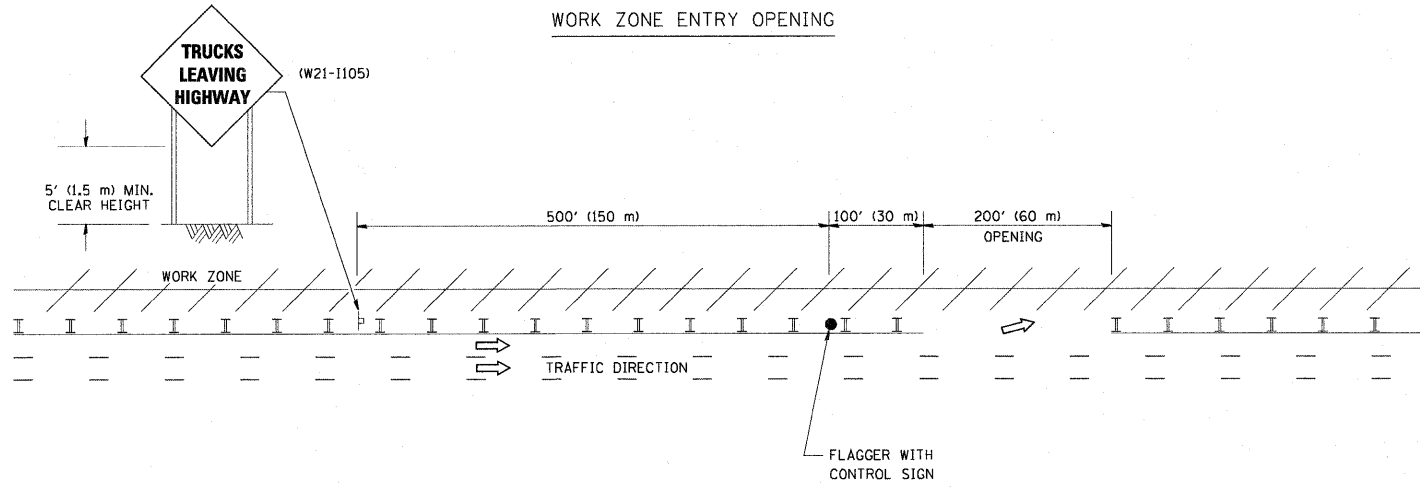
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3537	3264-T	COOK	110	80
TC-16			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



- NOTES:
1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
  2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
  3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
  4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

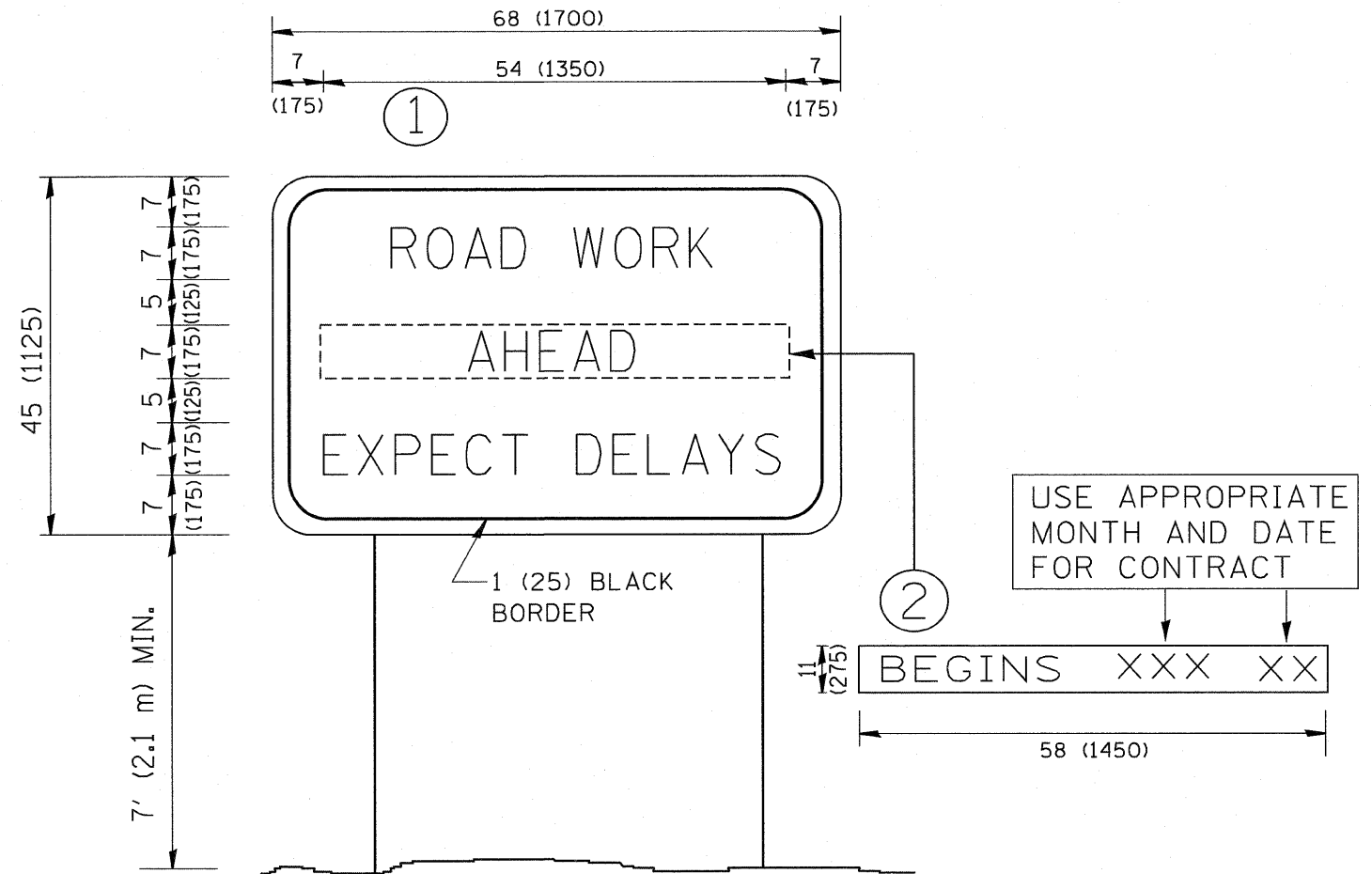
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	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 81
TC-18		CONTRACT NO.		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



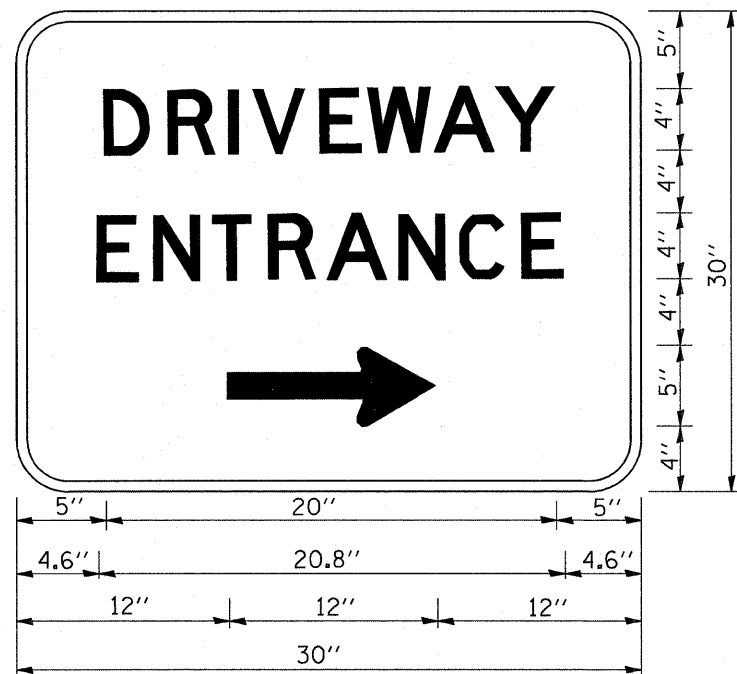


**NOTES:**

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

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

FILE NAME = W:\diststd\22x34\cc22.dgn	USER NAME = gagliano	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO.	OF SHEETS	STA.	TO STA.	3537	3264-T	COOK	110	82
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		TC-22			CONTRACT NO.						
		DATE -	REVISED - C. JUCIUS 01-31-07		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT									



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

**NOTES:**

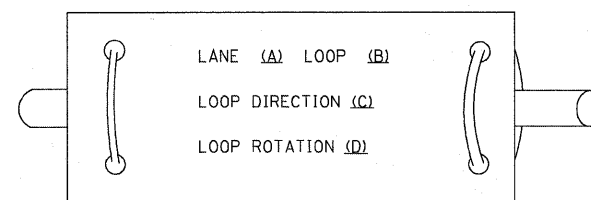
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE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

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -	C. JUCIUS 02-15-07	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY ENTRANCE SIGNING</b>			F.A.U. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 83
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -	REVISED -			SCALE: NONE    SHEET NO.    OF    SHEETS    STA.    TO STA.			<b>TC-26</b>		<b>CONTRACT NO.</b>		
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							

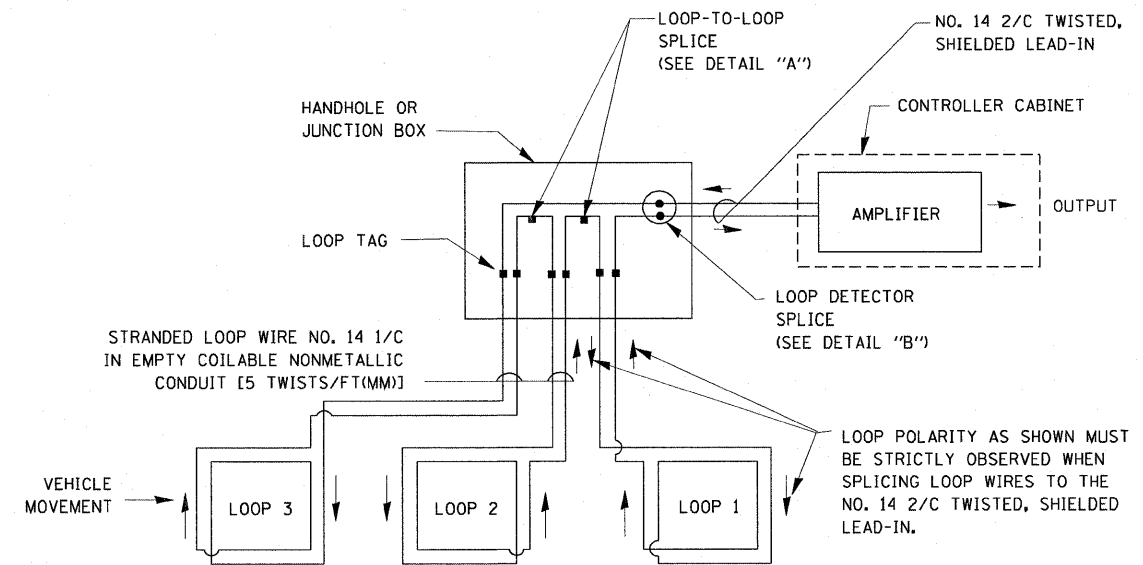
## LOOP DETECTOR NOTES

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- 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

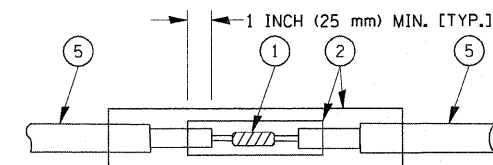


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

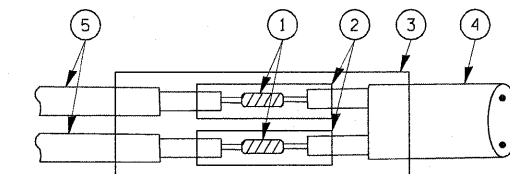


### DETECTOR LOOP WIRING SCHEMATIC

- 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.

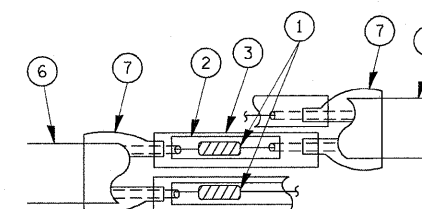


DETAIL "A"  
LOOP-TO-LOOP SPLICE

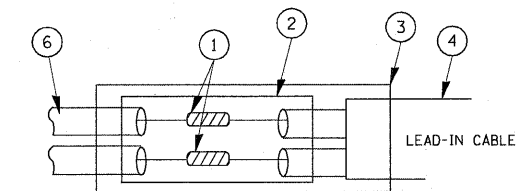


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

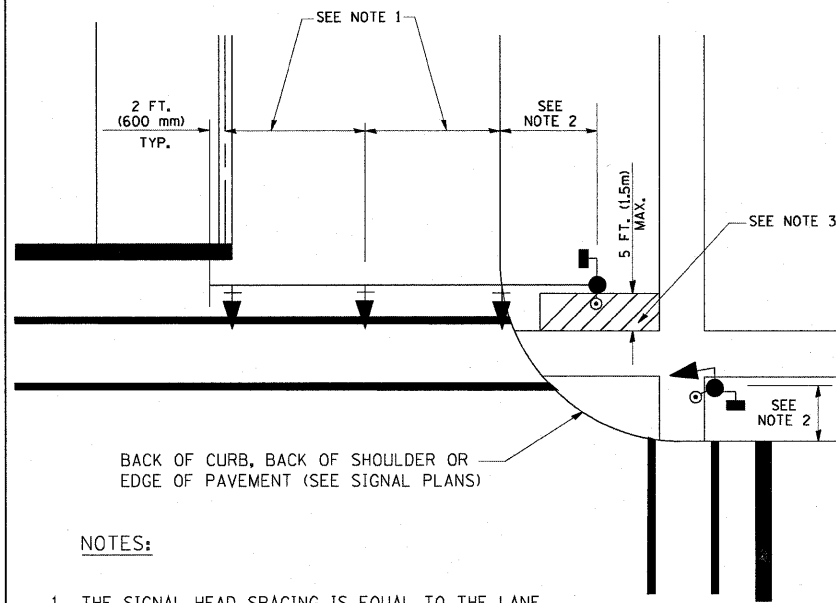
### LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = bauer-dl	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os\pw\work\p\WIDOT\BAUERDL\d2108315\ts05.dgn	DRAWN - BCK	REVISIONS -	3537			3264-T	COOK	110	84	
PLOT SCALE = 50.0000 "/ IN.	CHECKED - DAD	REVISIONS -	<b>TS-05</b>			CONTRACT NO.				
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISIONS -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.					

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

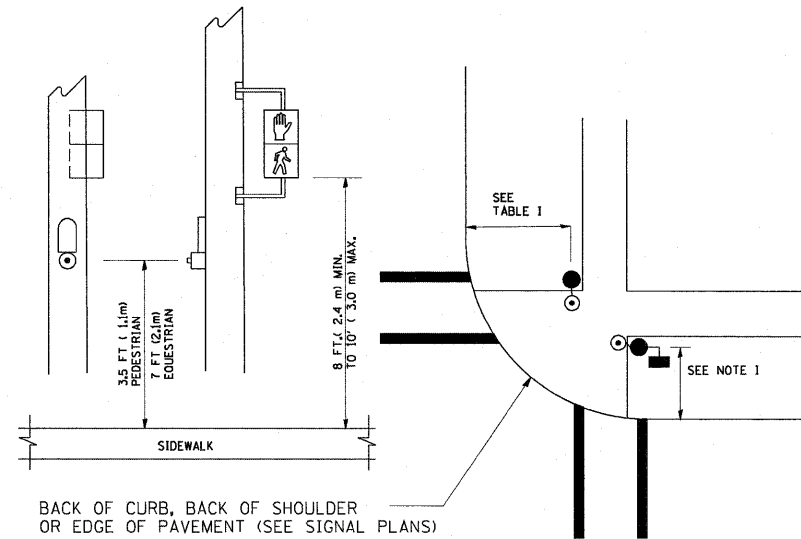
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**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."

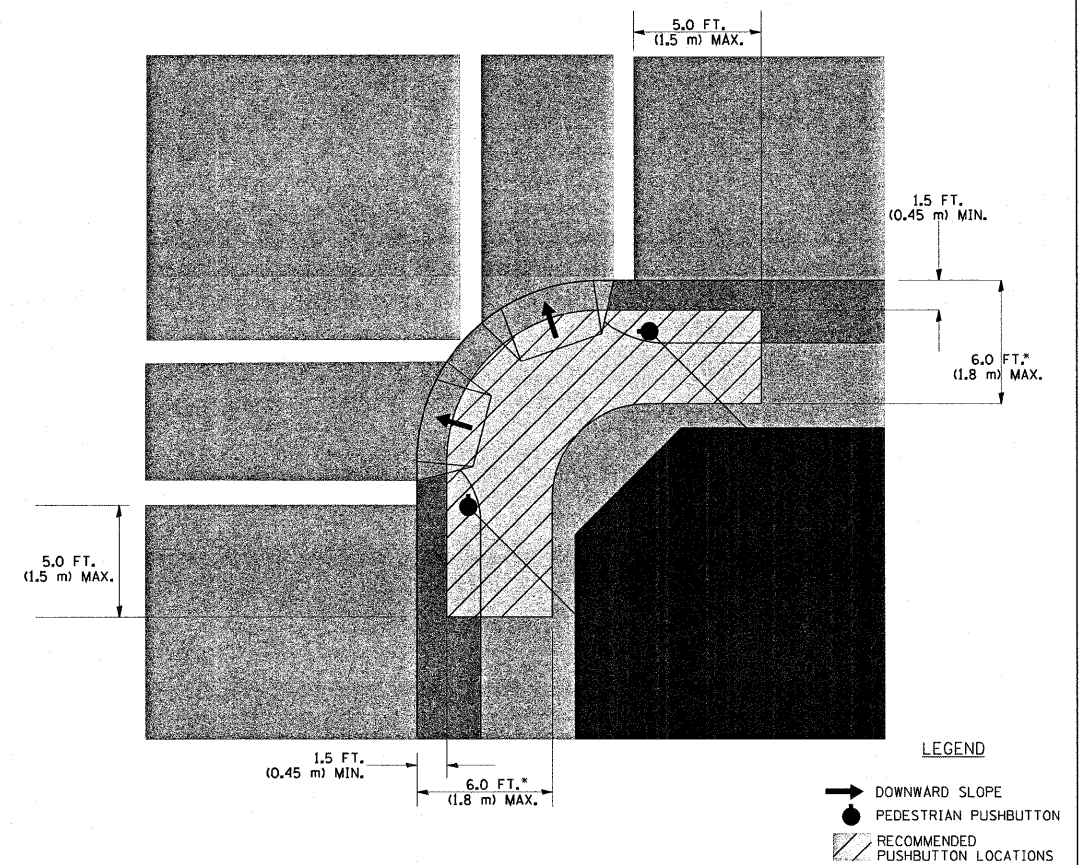
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**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.

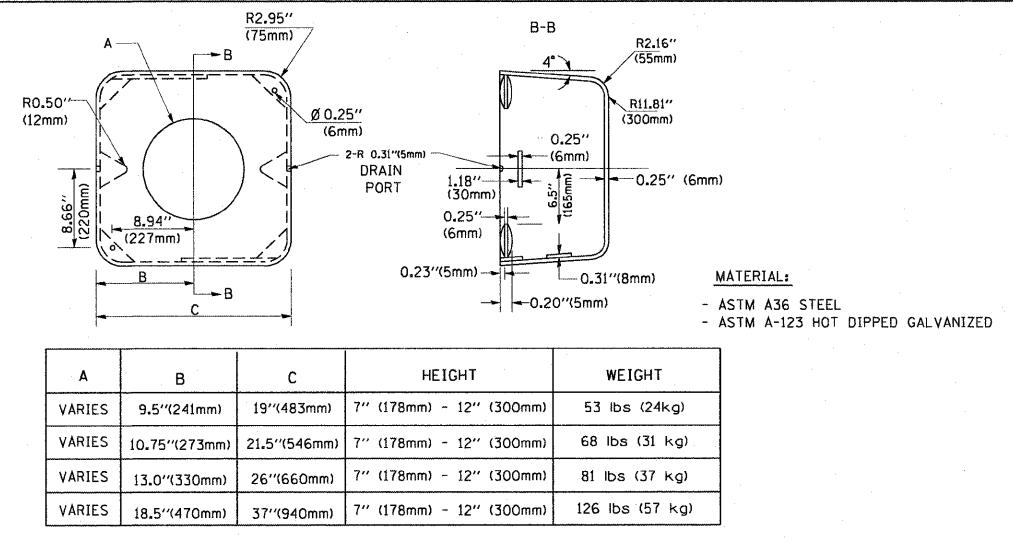
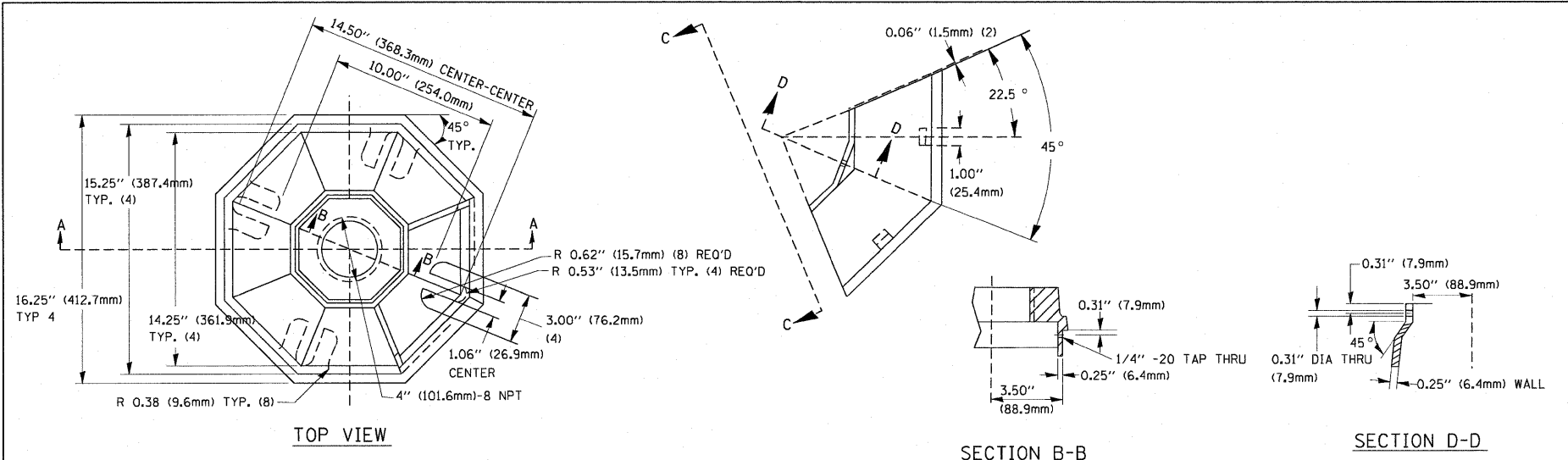
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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 TO THE 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.

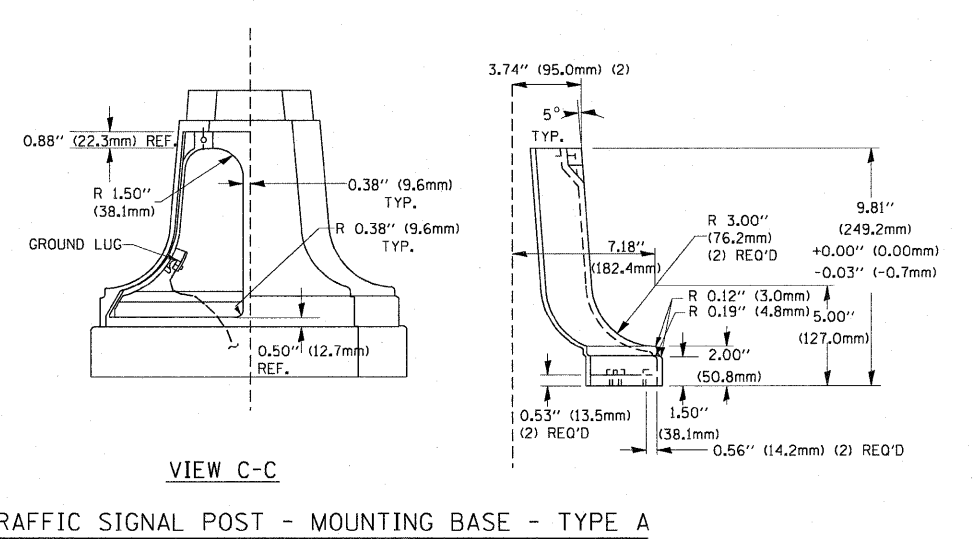
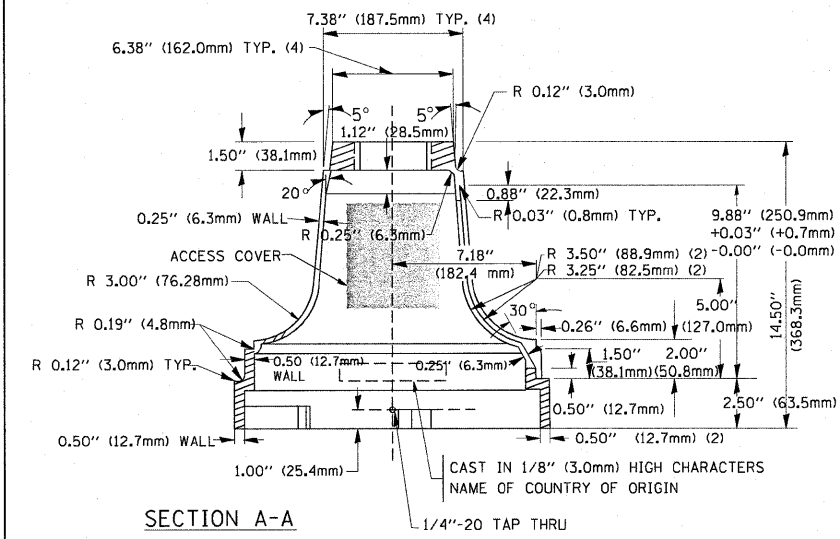




A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)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

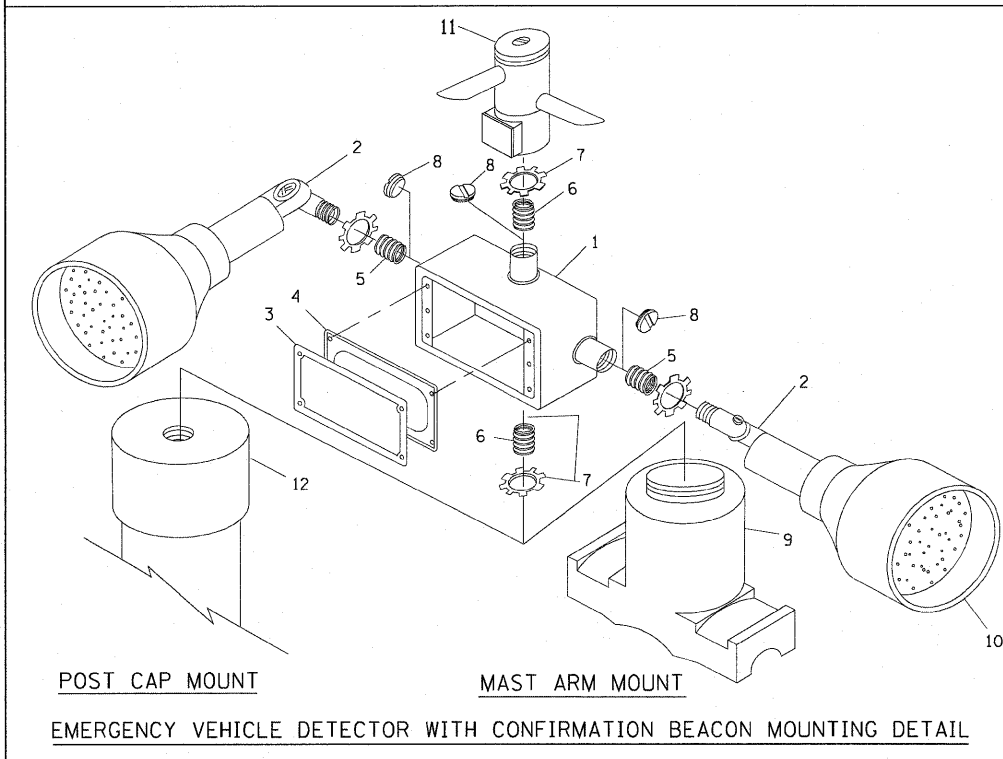
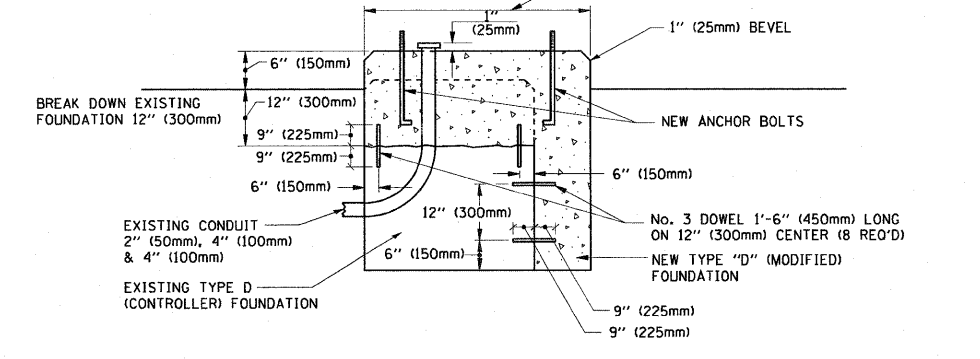
**NOTES:**

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 VERIFY 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:**

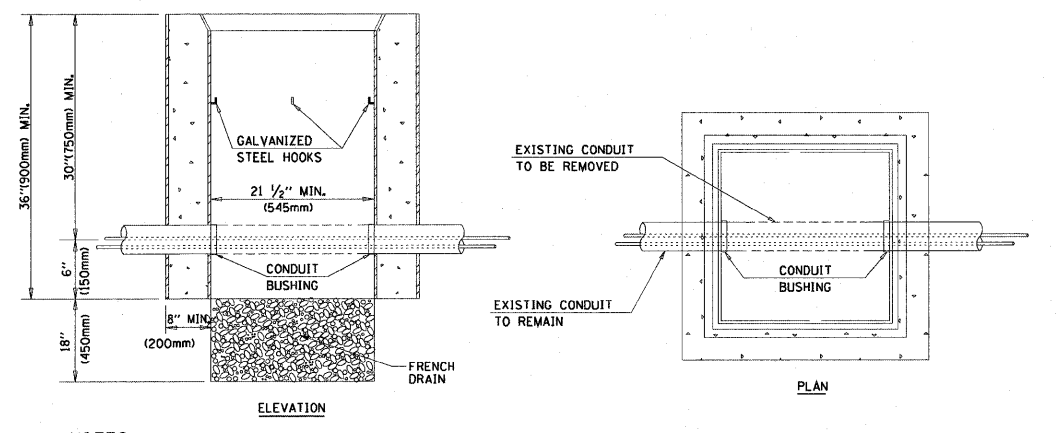
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



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:**

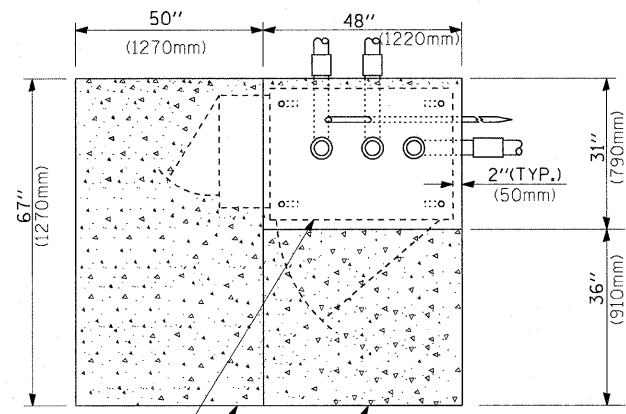
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. 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.



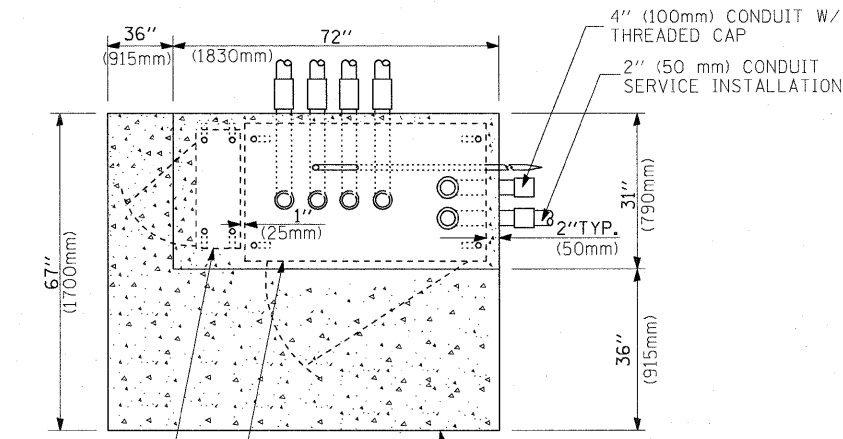
**NOTES:**

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 INCIDENTAL TO THE HANDHOLE.

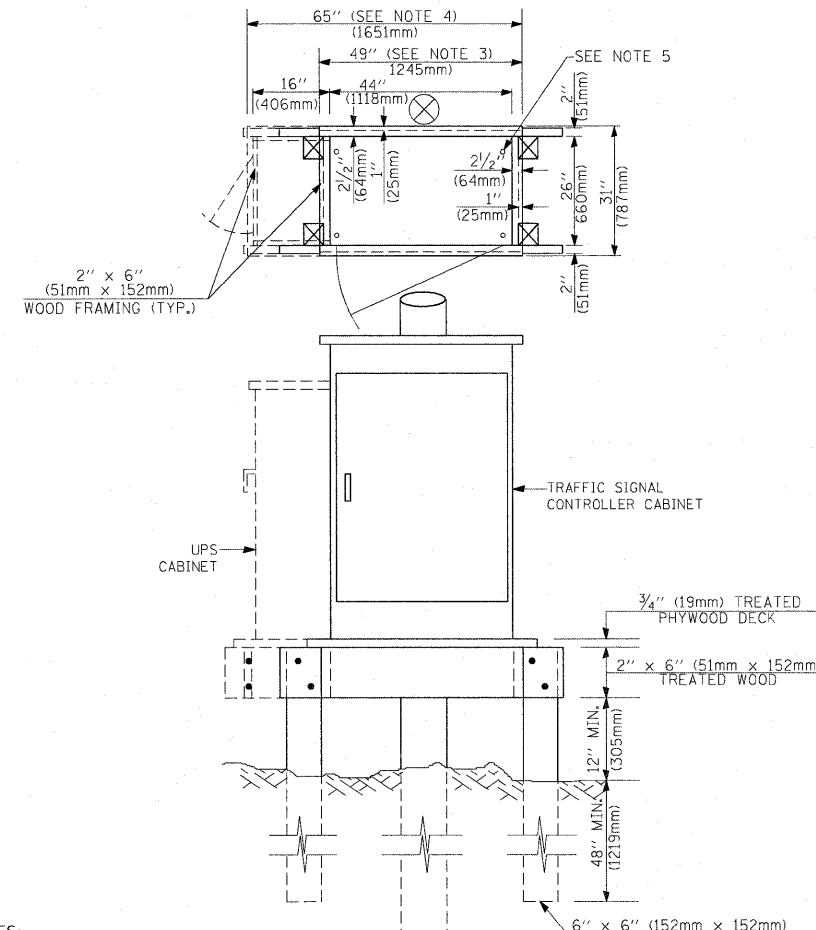




CONTROLLER CABINET BASE  
EXISTING APRON  
PROPOSED APRON  
**TOP VIEW**

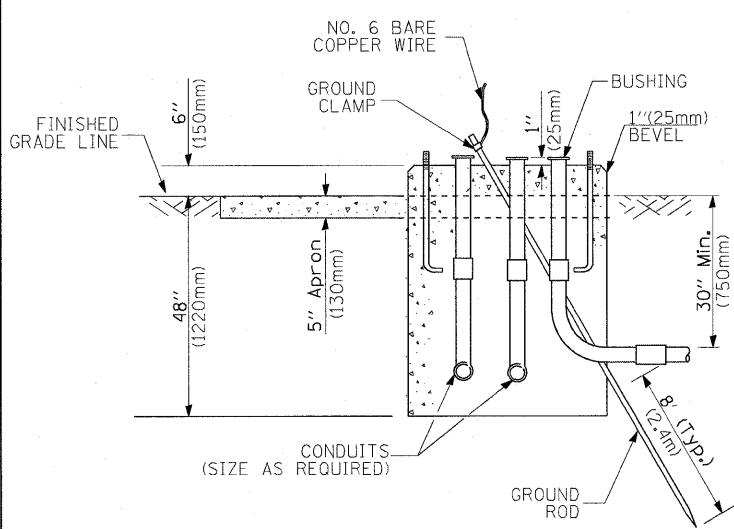


4" (100mm) CONDUIT W/  
THREADED CAP  
2" (50mm) CONDUIT  
SERVICE INSTALLATION  
CONTROLLER CABINET BASE  
UPS CABINET BASE  
APRON  
**TOP VIEW**

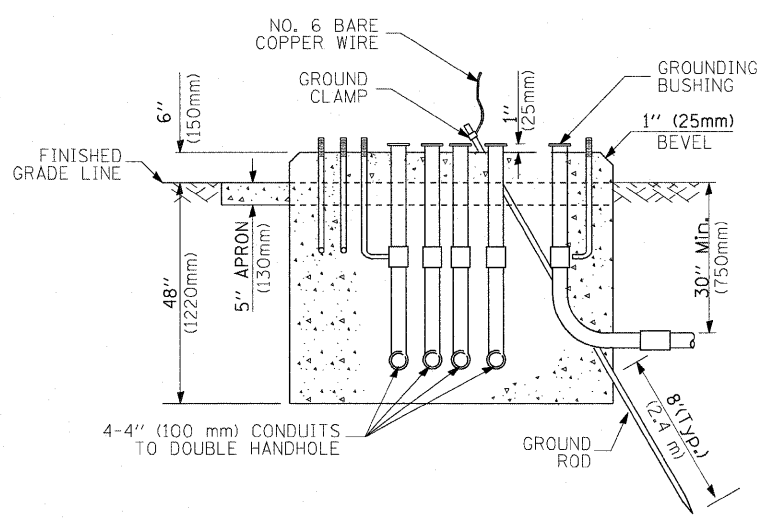


- NOTES:**
- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  - BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  - PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
  - PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
  - 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.
  - FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**



**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



**TYPE C  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

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)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
- 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.
  - Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
  - Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
  - For mast arm assemblies with dual arms refer to state standard 878001.

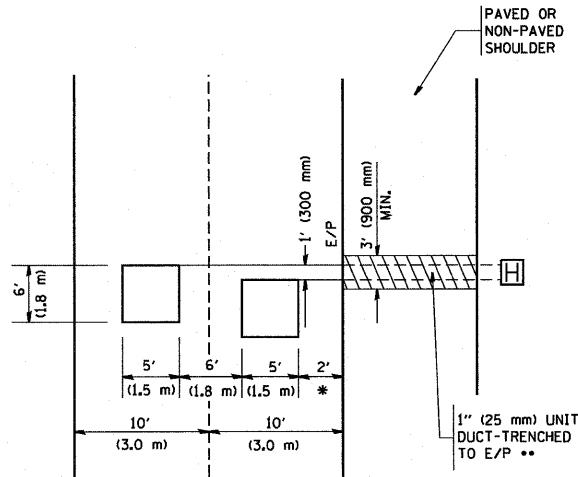
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S		ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I		STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				<b>RAILROAD SYMBOLS</b>			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				EXISTING		PROPOSED	
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

**LOOPS NEXT TO SHOULDERS**

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

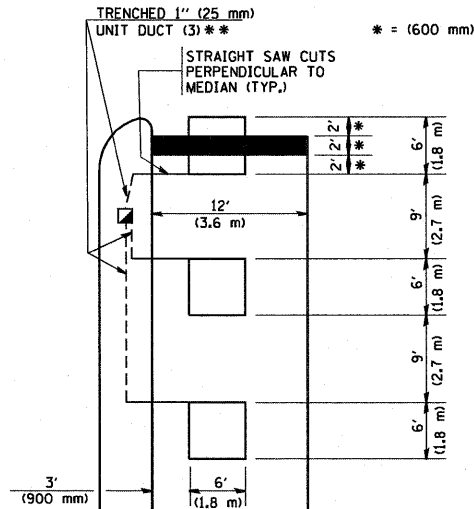


\* = (600 mm)

\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

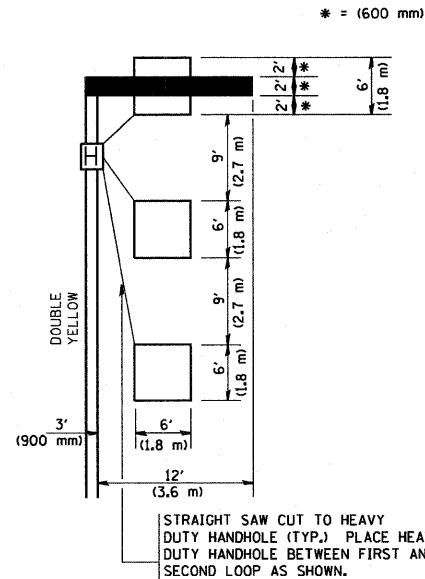
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

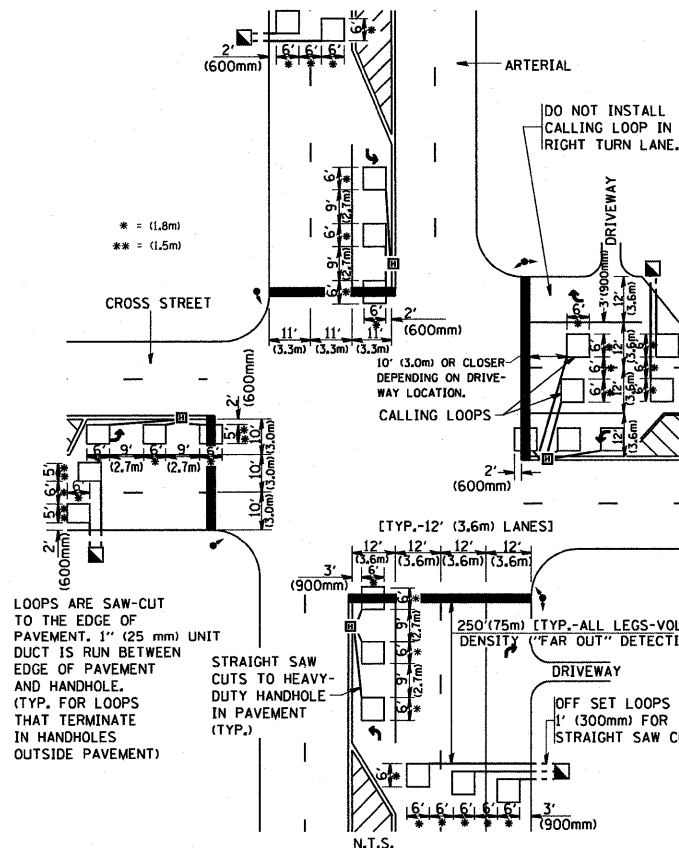
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**



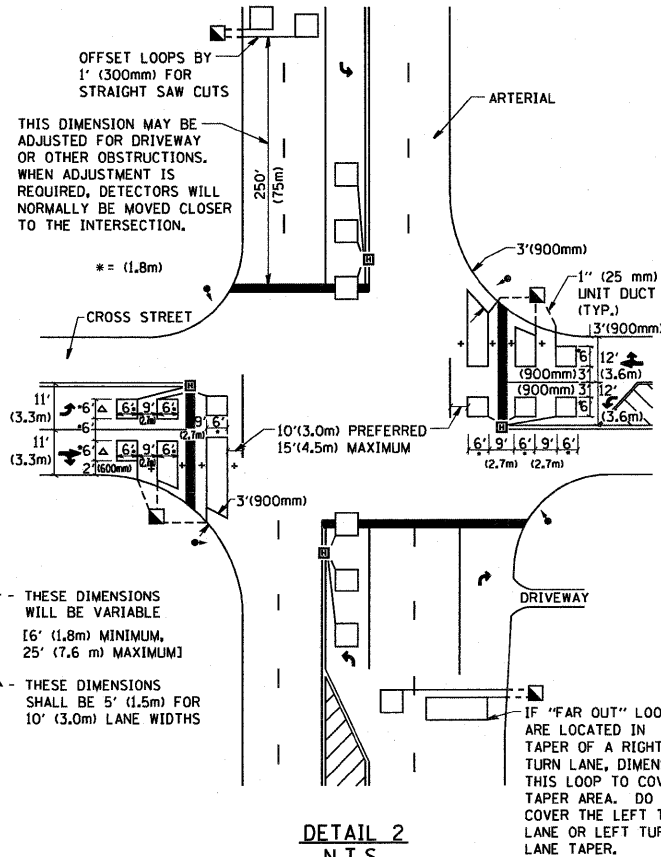
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



**DETAIL 1  
N.T.S.**

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



**DETAIL 2  
N.T.S.**

**NOTES:**

**VEHICLES LOOP DETECTORS**

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

**PLACEMENT OF DETECTORS**

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

**NOTE:**

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

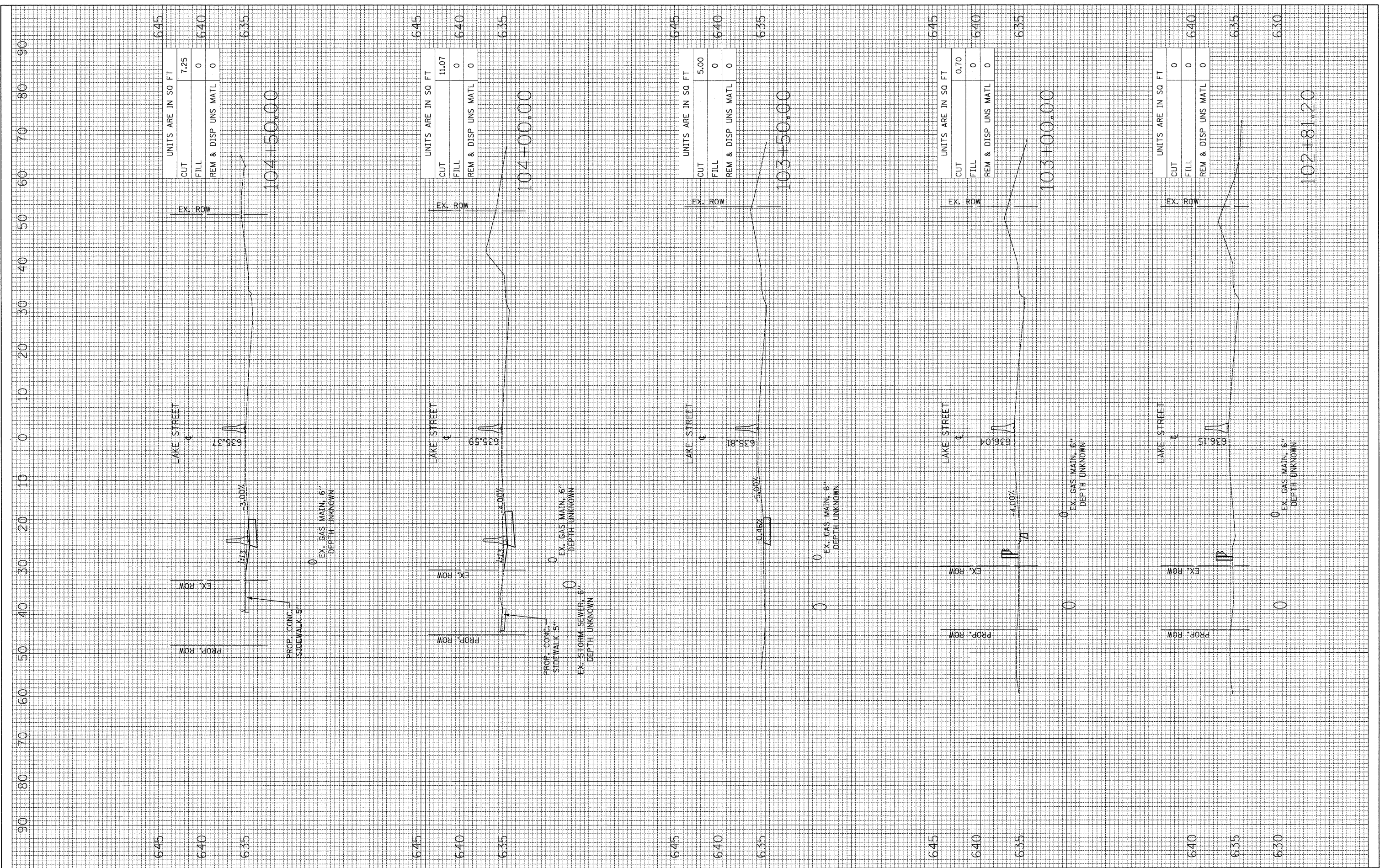
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglienob	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>			F.A.U. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 90
PLOT SCALE = 50,0000' / IN.	CHECKED - R.K.F.	REVISOR -	REVISOR -		SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	<b>TS-07</b>				
PLOT DATE = 1/4/2008	DATE -	REVISOR -	REVISOR -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



645	UNITS ARE IN SQ FT
640	CUT 7.25
635	FILL 0
	REM & DISP UNS MATL 0

645	UNITS ARE IN SQ FT
640	CUT 11.07
635	FILL 0
	REM & DISP UNS MATL 0

645	UNITS ARE IN SQ FT
640	CUT 5.00
635	FILL 0
	REM & DISP UNS MATL 0

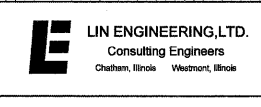
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640	CUT 0.70
635	FILL 0
	REM & DISP UNS MATL 0

645	UNITS ARE IN SQ FT
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635	FILL 0
	REM & DISP UNS MATL 0

FILE NAME =  
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CHECKED - FML  
DATE 01/2010

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

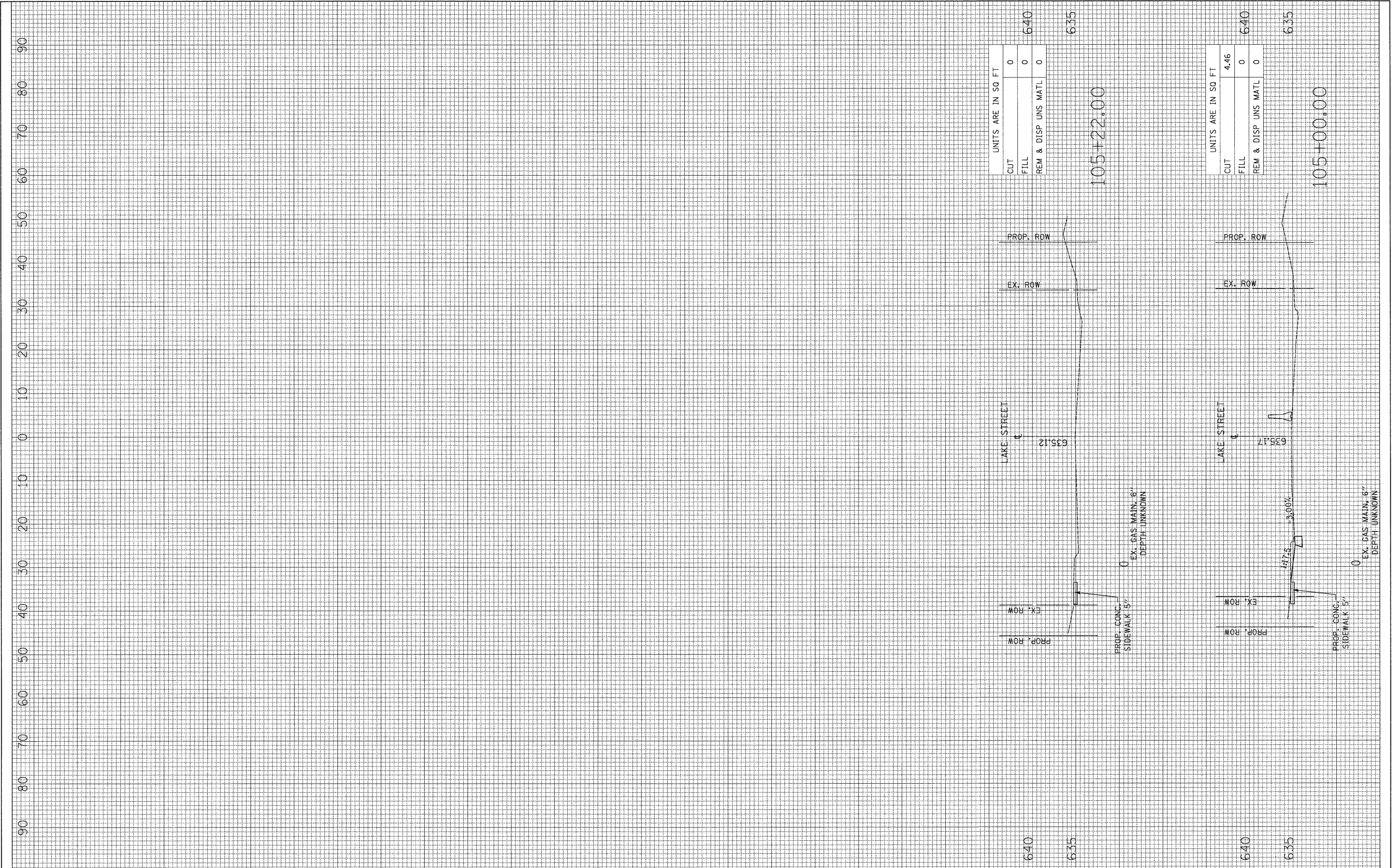
SCALE: 1"=5'-V, 10'-H  
SHEET NO. 1 OF 2 SHEETS  
STA. 102+80.00 TO STA. 104+50.00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 91
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MOT CROSS SECTIONS - PRESTAGE**  
**LAKE STREET OVER ADDISON CREEK**  
 SCALE: 1"=5'V, 10'H    SHEET NO. 2 OF 2 SHEETS    STA. 105+00.00 TO STA. 105+00.00

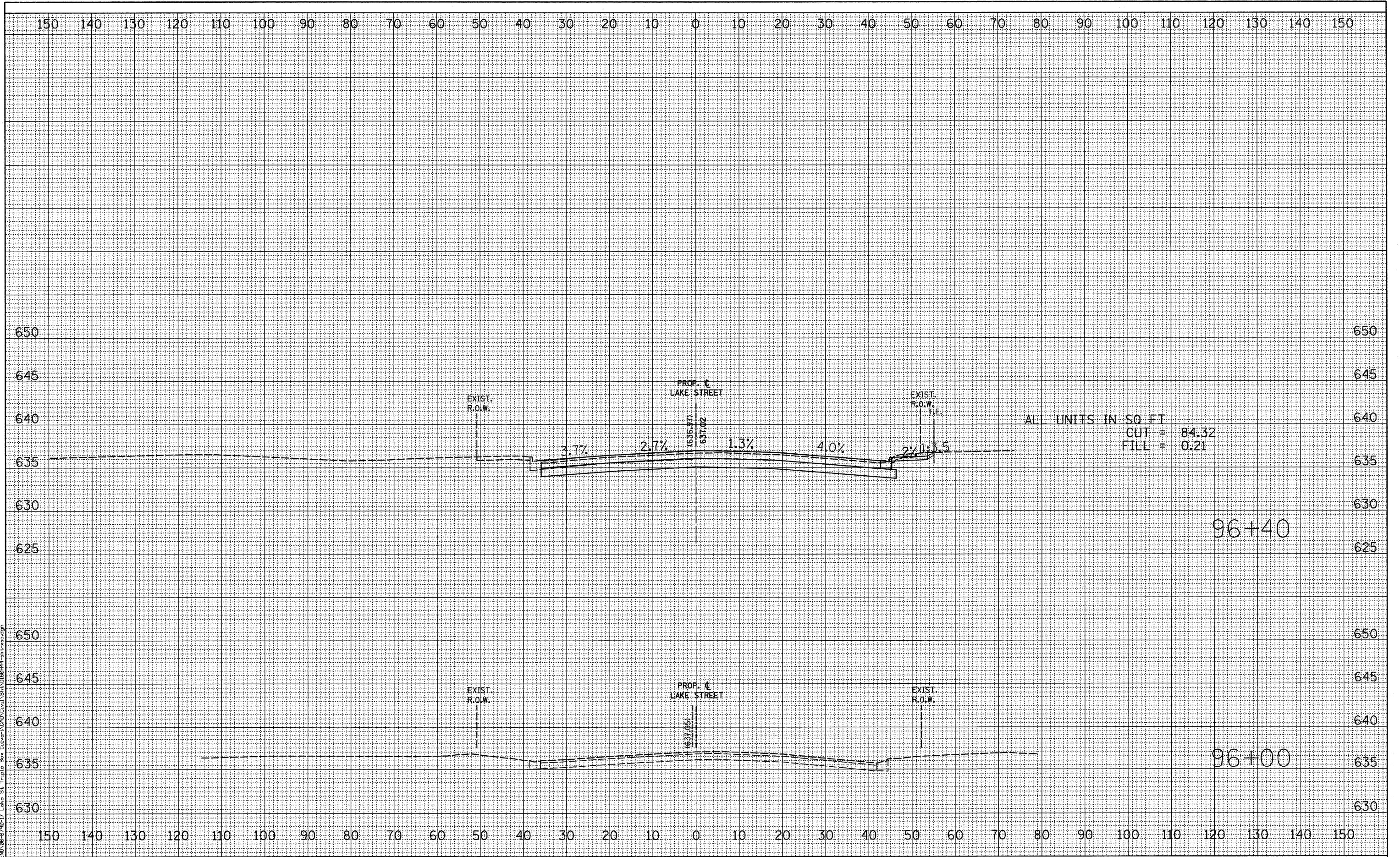
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	92
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				



DATE	
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TEMPLATE	
AREAS CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

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AREAS CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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PLOT DATE = 1/26/2011	DATE - 01/27/2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

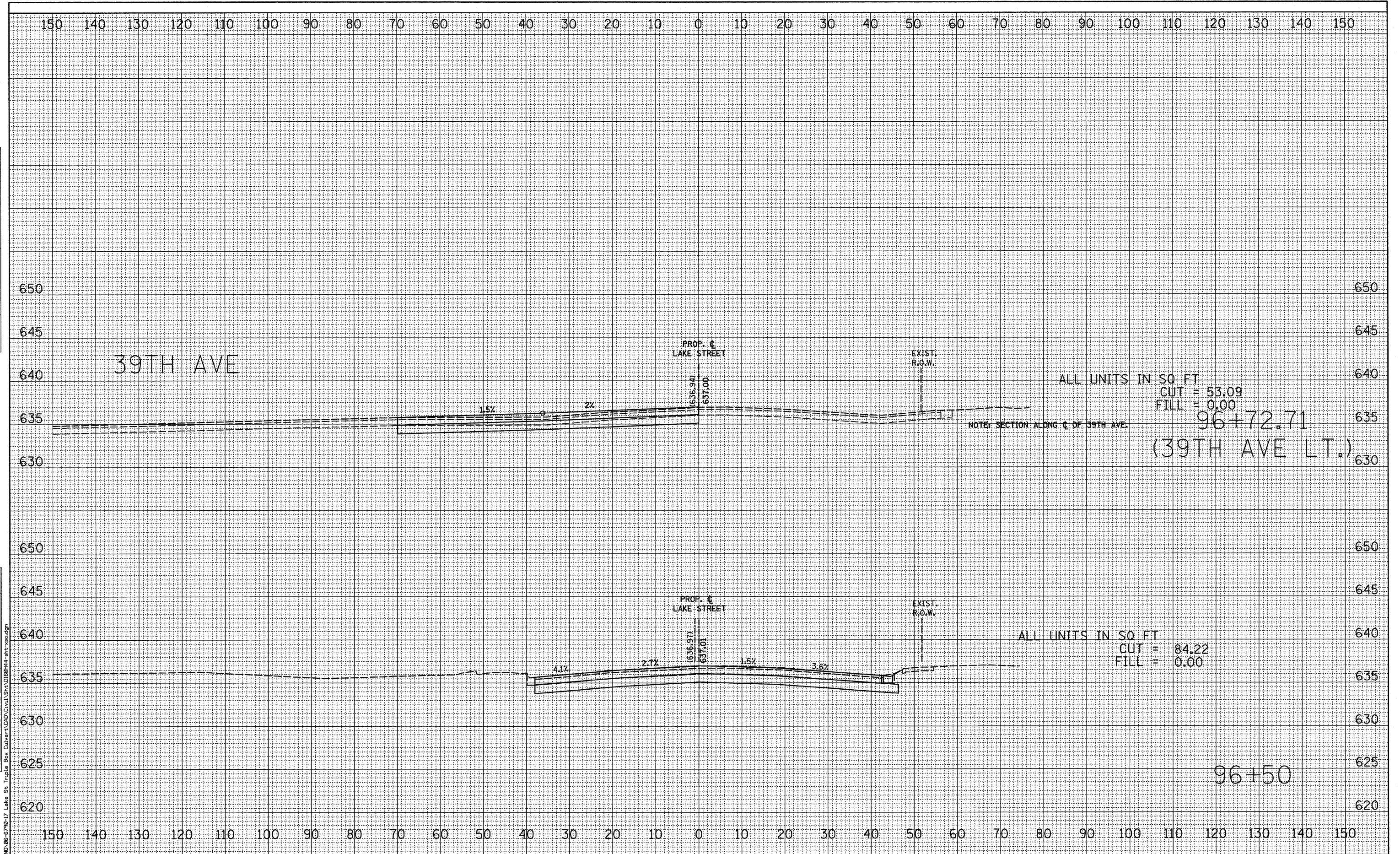
<b>PROPOSED CROSS SECTIONS</b>	
<b>LAKE STREET OVER ADDISON CREEK</b>	
SCALE: 1"=5'V, 10'H	SHEET NO. 1 OF 12 SHEETS
STA. 96+00 TO STA. 96+40	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	93
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	



DATE	
BY	
SURVEYED	
PLOTTED	
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
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SURVEYED	
PLOTTED	
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PLOT DATE = 1/26/2011	DATE - 01/27/2010	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS  
LAKE STREET OVER ADDISON CREEK  
SCALE: 1"=5'-V, 10'-H SHEET NO. 2 OF 12 SHEETS STA. 96+50 TO STA. 96+72.71

F.A.I. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 94
CONTRACT NO. 60H44				ILLINOIS FED. AID PROJECT



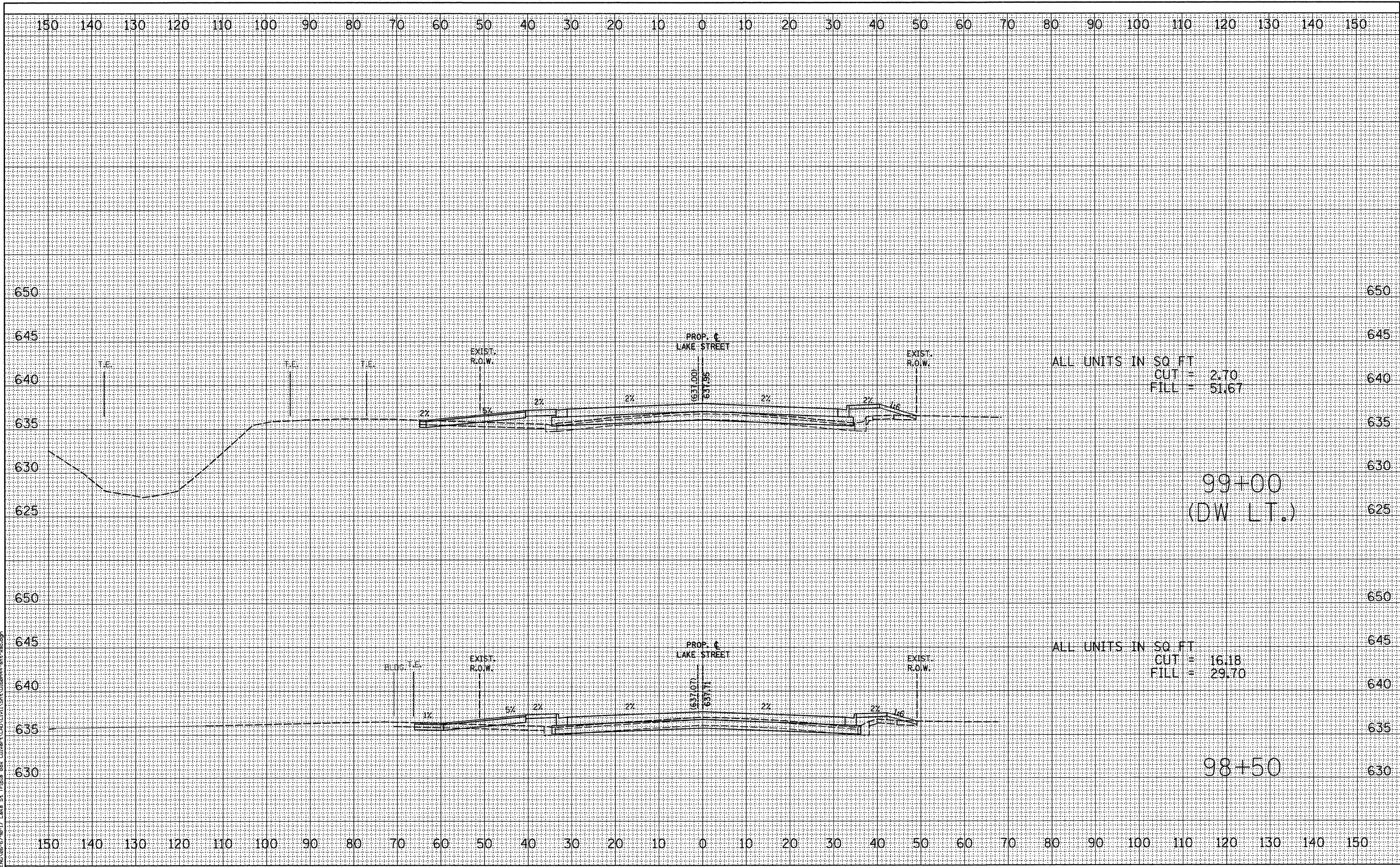




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FINAL SURVEY	
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TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
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ORIGINAL SURVEY	
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TEMPLATE	
AREAS CHECKED	
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DESIGNED - KAC  
 DRAWN - JNH  
 CHECKED - KAC  
 DATE - 01/27/2010

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

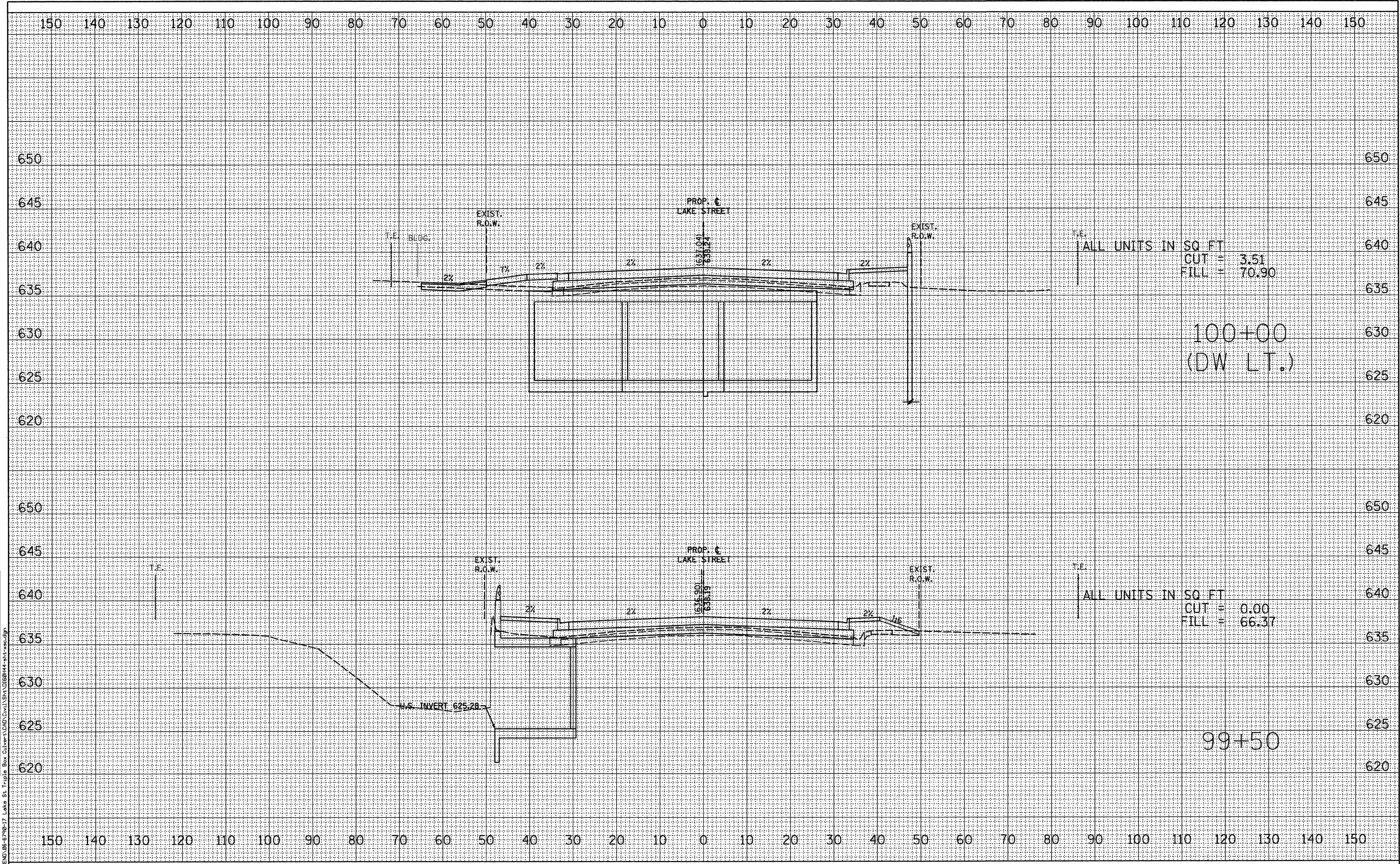
PROPOSED CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK  
 SCALE: 1"=5'V, 10'H SHEET NO. 4 OF 12 SHEETS STA. 98+50 TO STA. 99+08.72

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	96
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



DATE	
BY	
FINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



ALL UNITS IN SQ. FT.  
 CUT = 3.51  
 FILL = 70.90

100+00  
 (DW LT.)

ALL UNITS IN SQ. FT.  
 CUT = 0.00  
 FILL = 66.37

99+50



USER NAME = #USER#	DESIGNED - KAC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JNH	REVISED -
PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
	DATE - 01/27/2010	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS	
LAKE STREET OVER ADDISON CREEK	
SCALE: 1"=5'V, 10'H	SHEET NO. 5 OF 12 SHEETS
STA. 99+50 TO STA. 100+00	

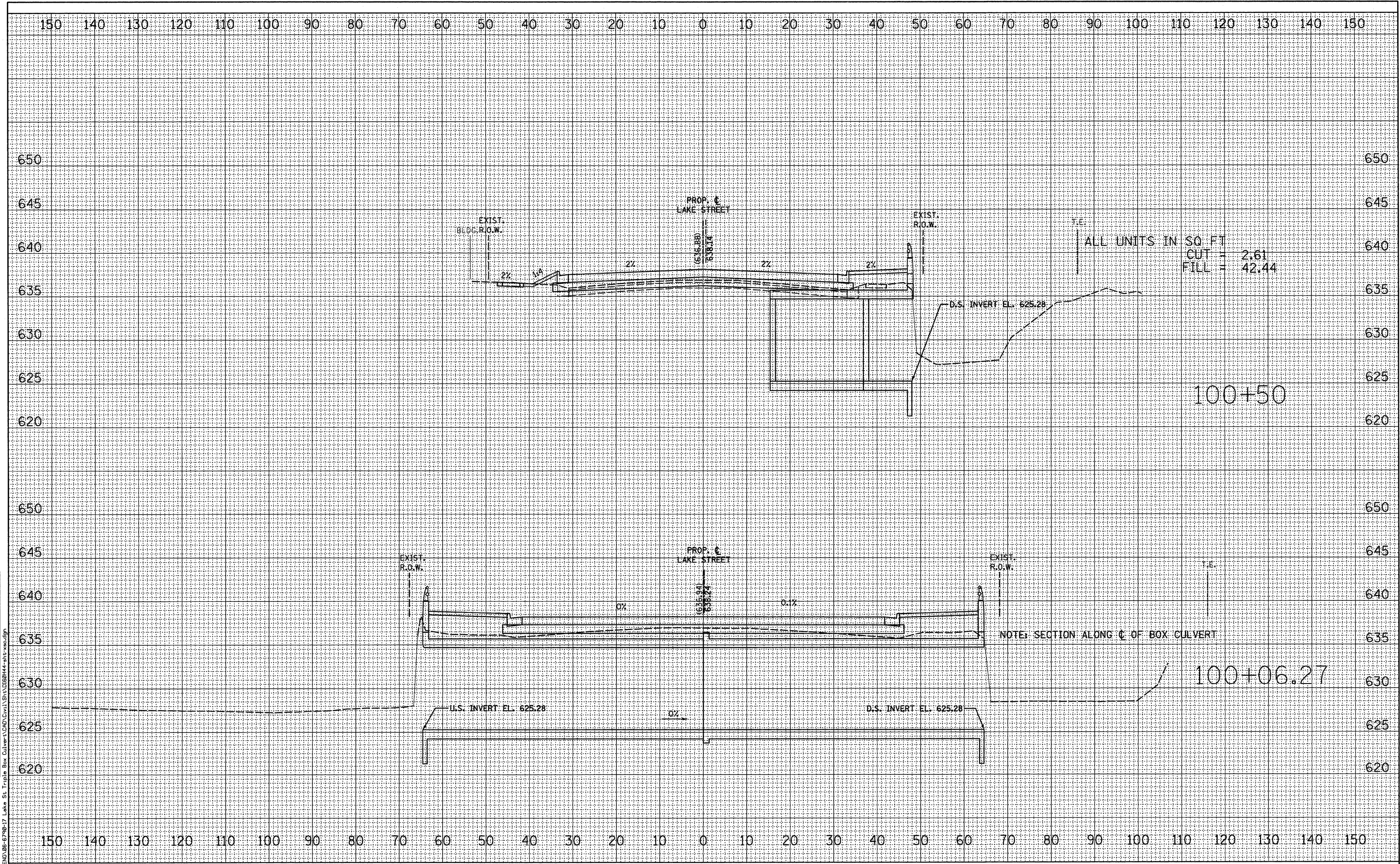
F.A.I. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 97
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				

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DATE	
BY	
FINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



ALL UNITS IN SQ. FT.	
CUT	2.61
FILL	42.44

NOTE: SECTION ALONG C. OF BOX CULVERT



USER NAME = #USER#	DESIGNED - KAC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - JNH	REVISED -
PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

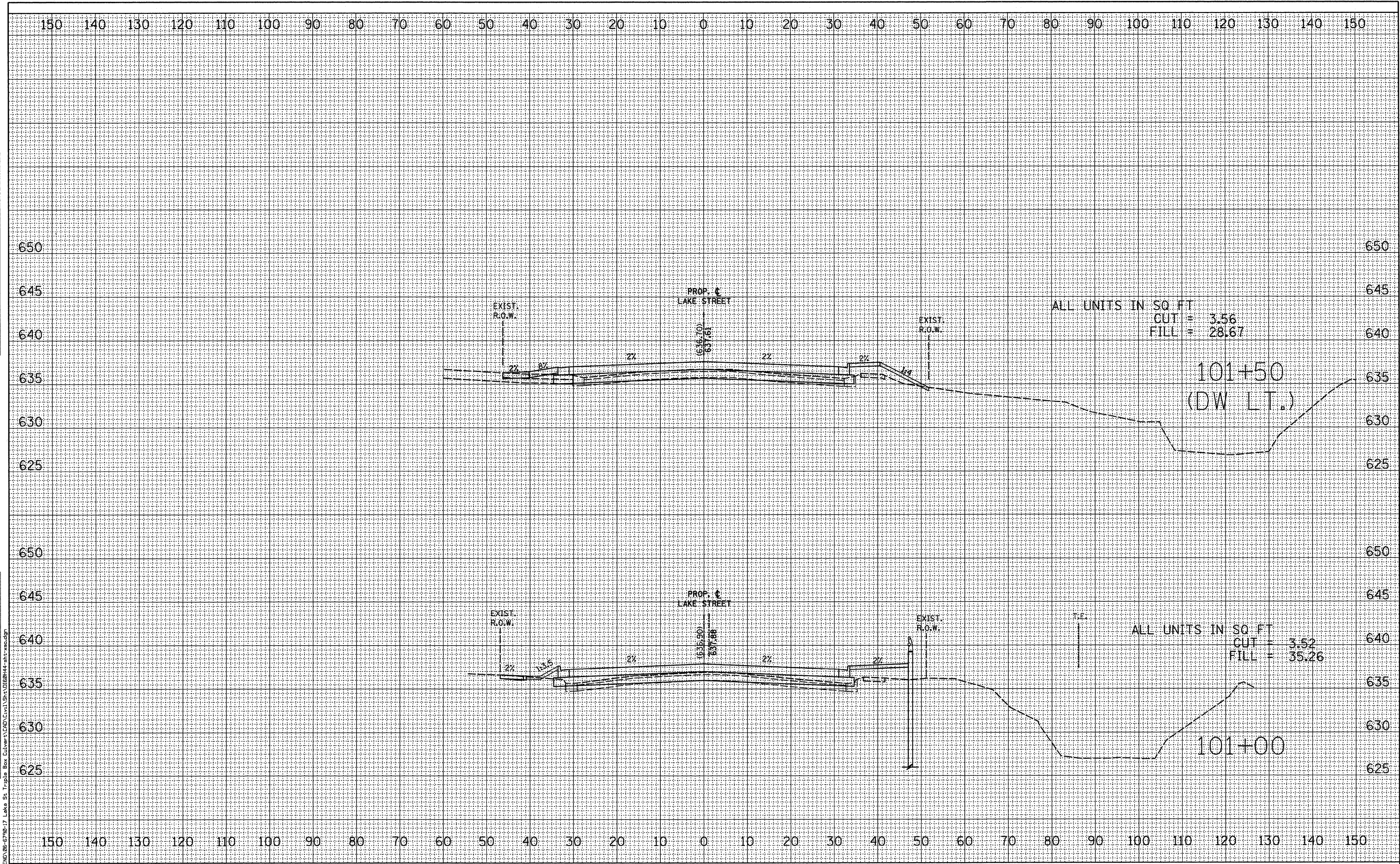
PROPOSED CROSS SECTIONS		
LAKE STREET OVER ADDISON CREEK		
SCALE: 1"=5'V, 10'H	SHEET NO. 6 OF 12 SHEETS	STA. 100+06.27 TO STA. 100+50

F.A.J. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 98
ILLINOIS FED. AID PROJECT				CONTRACT NO. 60H44



DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	



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PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
	DATE - 01/27/2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

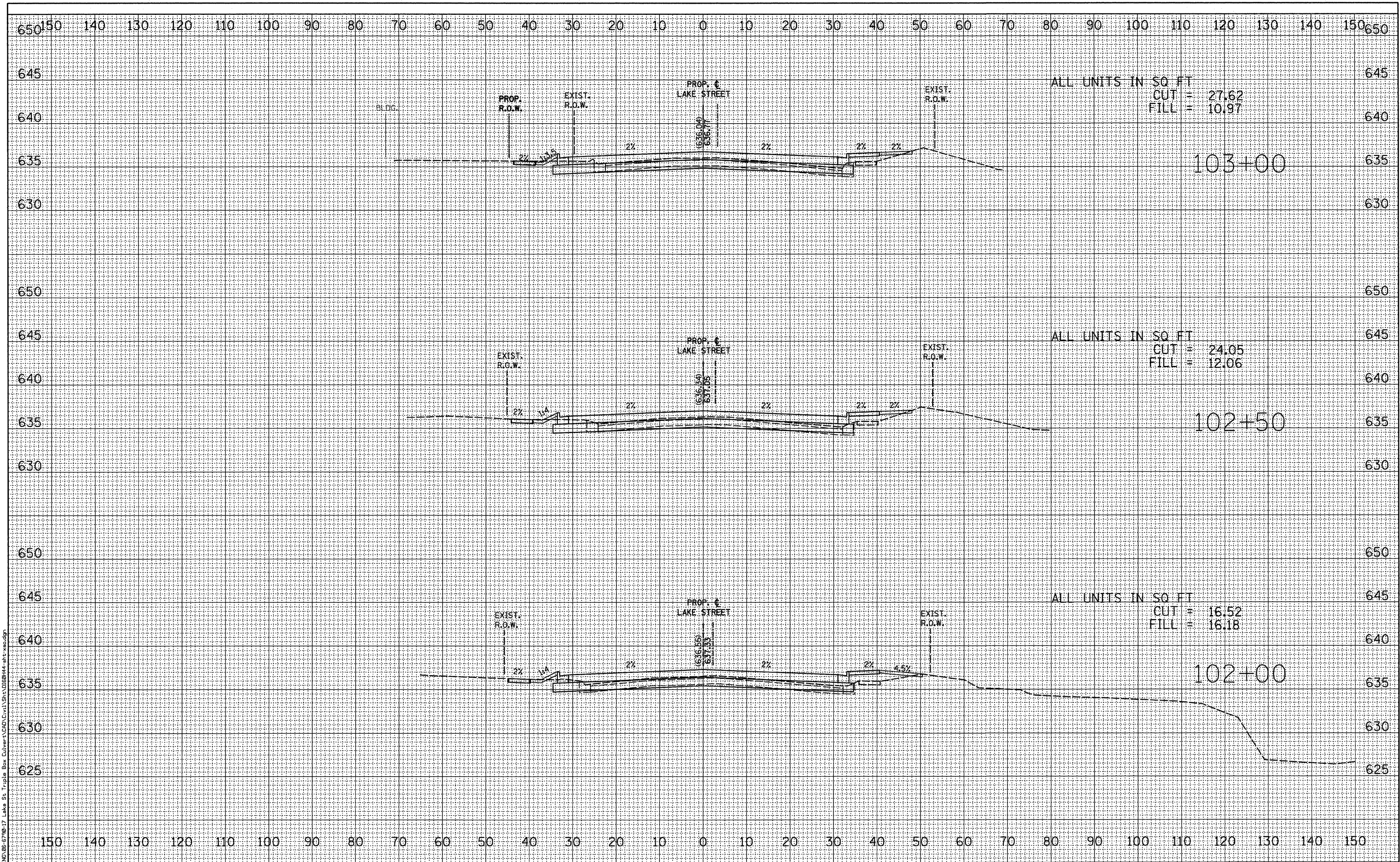
<b>PROPOSED CROSS SECTIONS</b>	
<b>LAKE STREET OVER ADDISON CREEK</b>	
SCALE: 1"=5'V, 10'H	SHEET NO. 7 OF 12 SHEETS
STA. 101+00 TO STA. 101+50	

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 99
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLotted	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLotted	
TEMPLATE	
AREAS	
CHECKED	
NO.	



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PLOT DATE = 1/26/2011	DATE - 01/27/2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

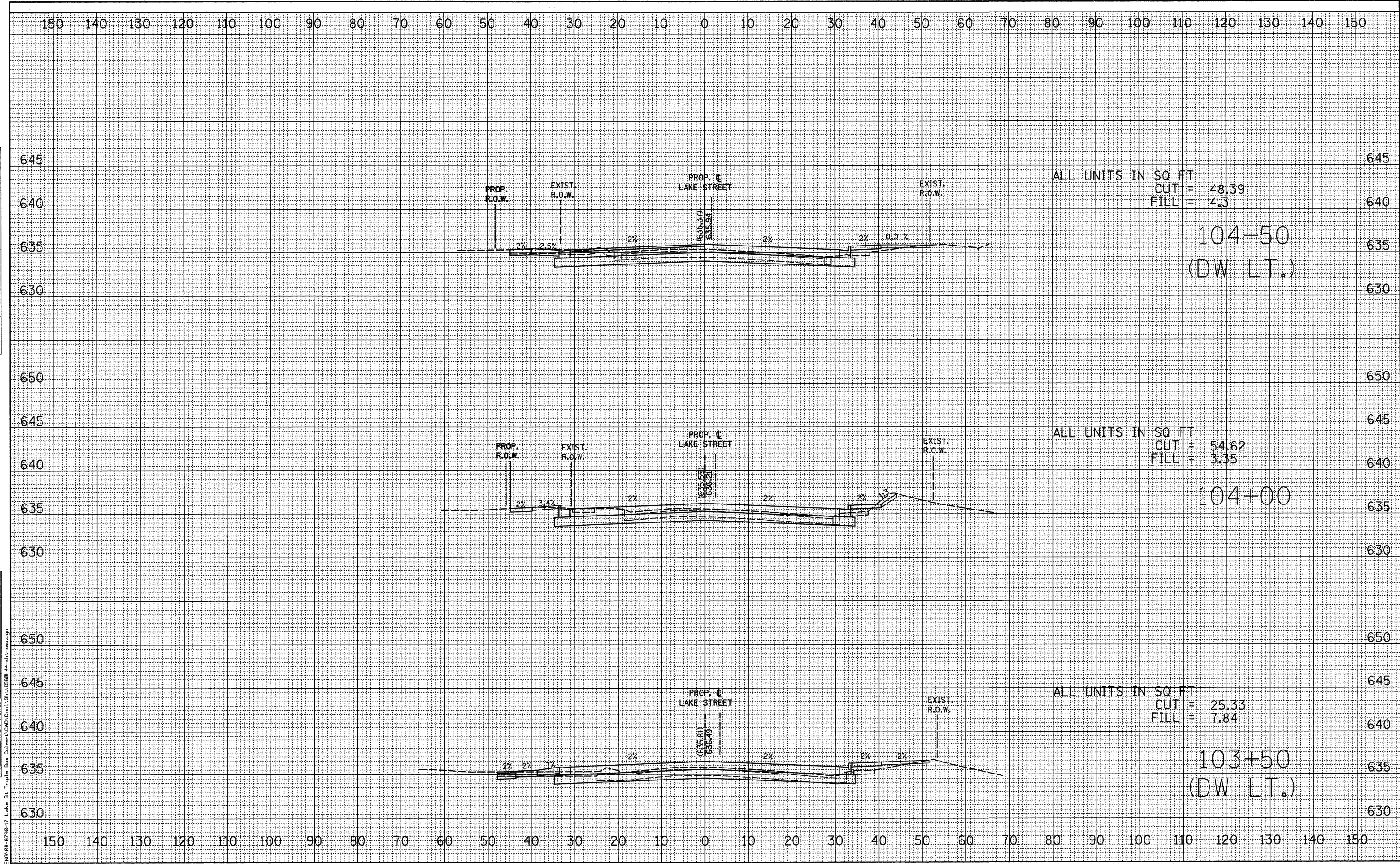
<b>PROPOSED CROSS SECTIONS LAKE STREET OVER ADDISON CREEK</b>	
F.A.U. RTE. 3537	SECTION 3264-T
SCALE: 1"=5'V, 10'H	SHEET NO. 8 OF 12 SHEETS
STA. 102+00 TO STA. 103+00	

COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 100
CONTRACT NO. 60H44		
ILLINOIS FED. AID PROJECT		



DATE	
BY	
FINAL SURVEY	
NOTE BOOK NO.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK NO.	
AREAS CHECKED	



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	DATE - 01/27/2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

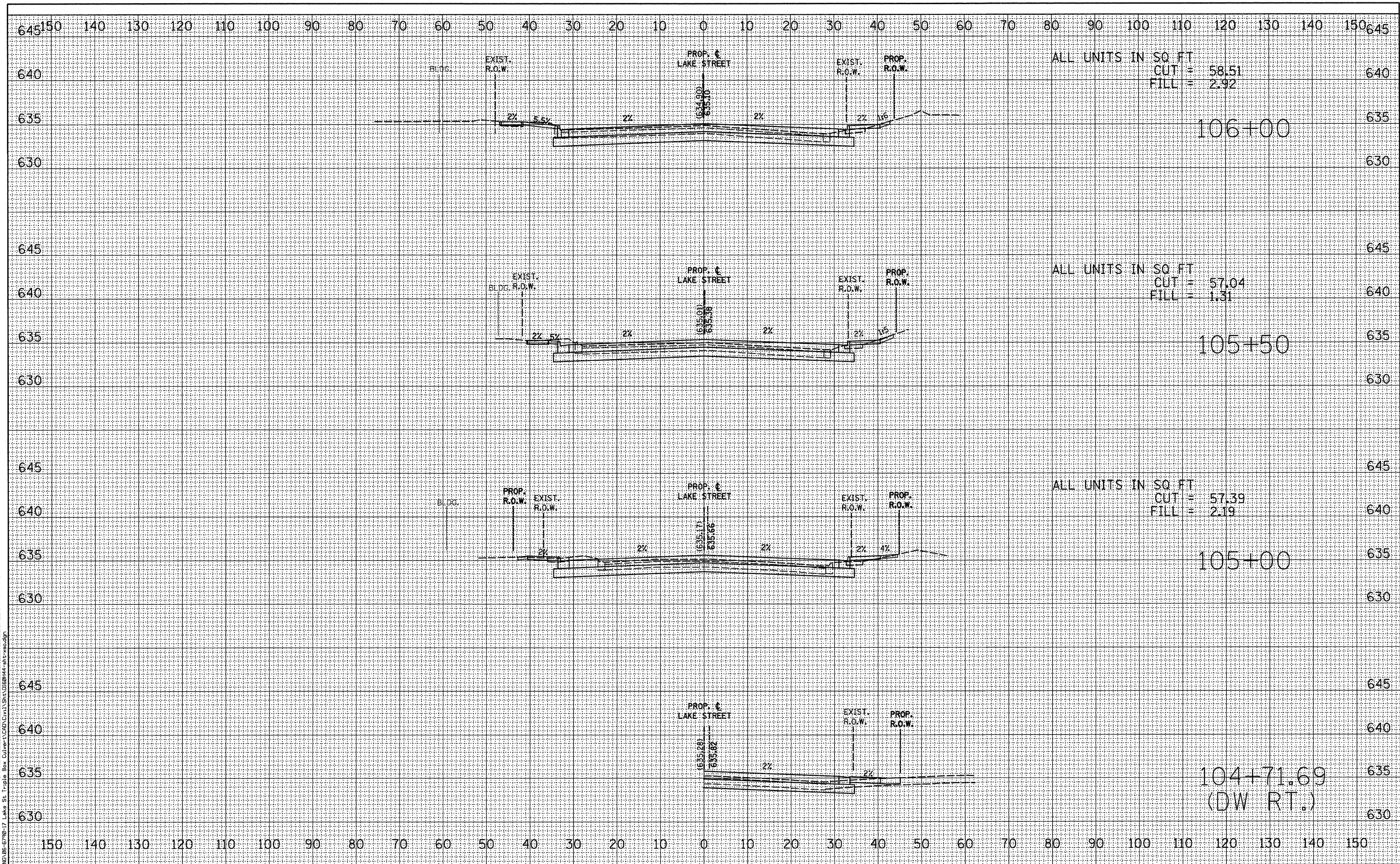
<b>PROPOSED CROSS SECTIONS</b>		
<b>LAKE STREET OVER ADDISON CREEK</b>		
SCALE: 1"=5'V, 10'H	SHEET NO. 9 OF 12 SHEETS	STA. 103+50 TO STA.104+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	101
				CONTRACT NO. 60H44
(ILLINOIS) FED. AID PROJECT				



DATE	
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SURVEYED	
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TEMPLATE	
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DATE	
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TEMPLATE	
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CHECKED	
ORIGINAL	
NO. _____	



ALL UNITS IN SQ FT  
 CUT = 58.51  
 FILL = 2.92

ALL UNITS IN SQ FT  
 CUT = 57.04  
 FILL = 1.31

ALL UNITS IN SQ FT  
 CUT = 57.39  
 FILL = 2.19

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

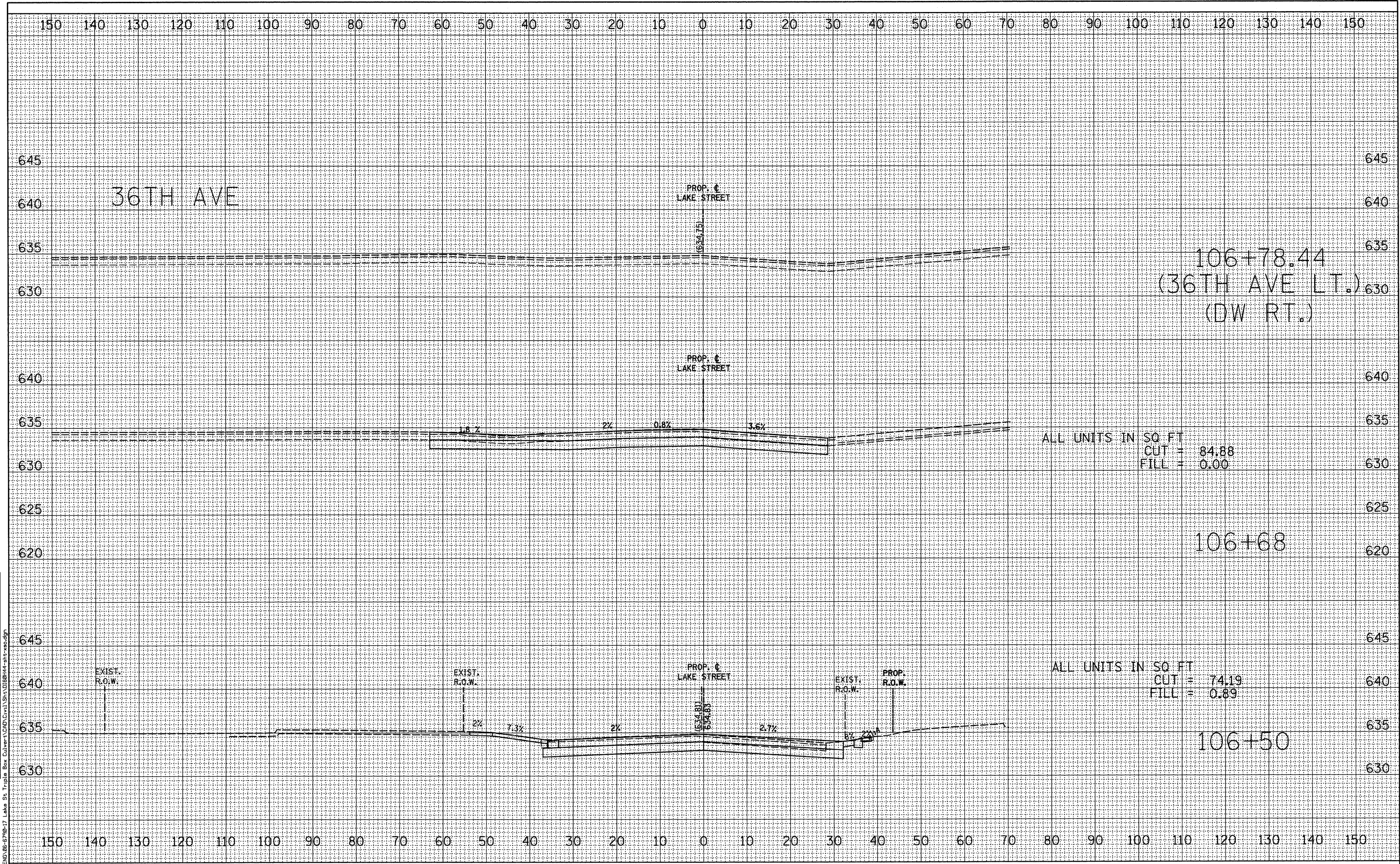
PROPOSED CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK  
 SCALE: 1"=5'-V, 10'H SHEET NO. 10 OF 12 SHEETS STA. 104+71.69 TO STA. 106+00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 102
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



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FINAL SURVEY	
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NOTE BOOK	
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ORIGINAL SURVEY	
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NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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ALL UNITS IN SQ FT  
 CUT = 84.88  
 FILL = 0.00

ALL UNITS IN SQ FT  
 CUT = 74.19  
 FILL = 0.89



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PLOT DATE = 1/26/2011	CHECKED - KAC	REVISED -
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK  
 SCALE: 1"=5'V, 10'H SHEET NO. 11 OF 12 SHEETS STA. 106+50 TO STA. 106+78.44

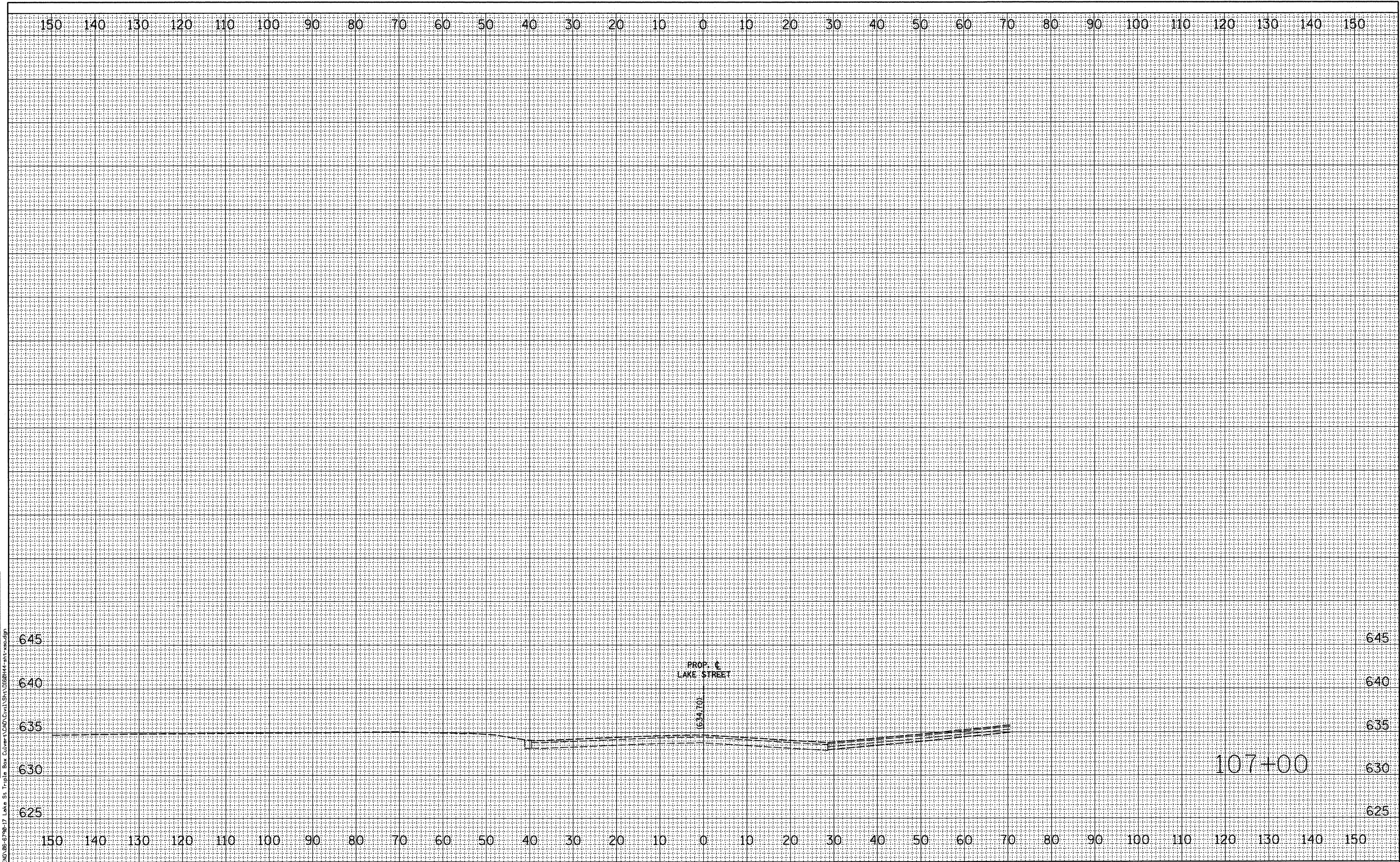
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CONTRACT NO. 60H44				ILLINOIS FED. AID PROJECT

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

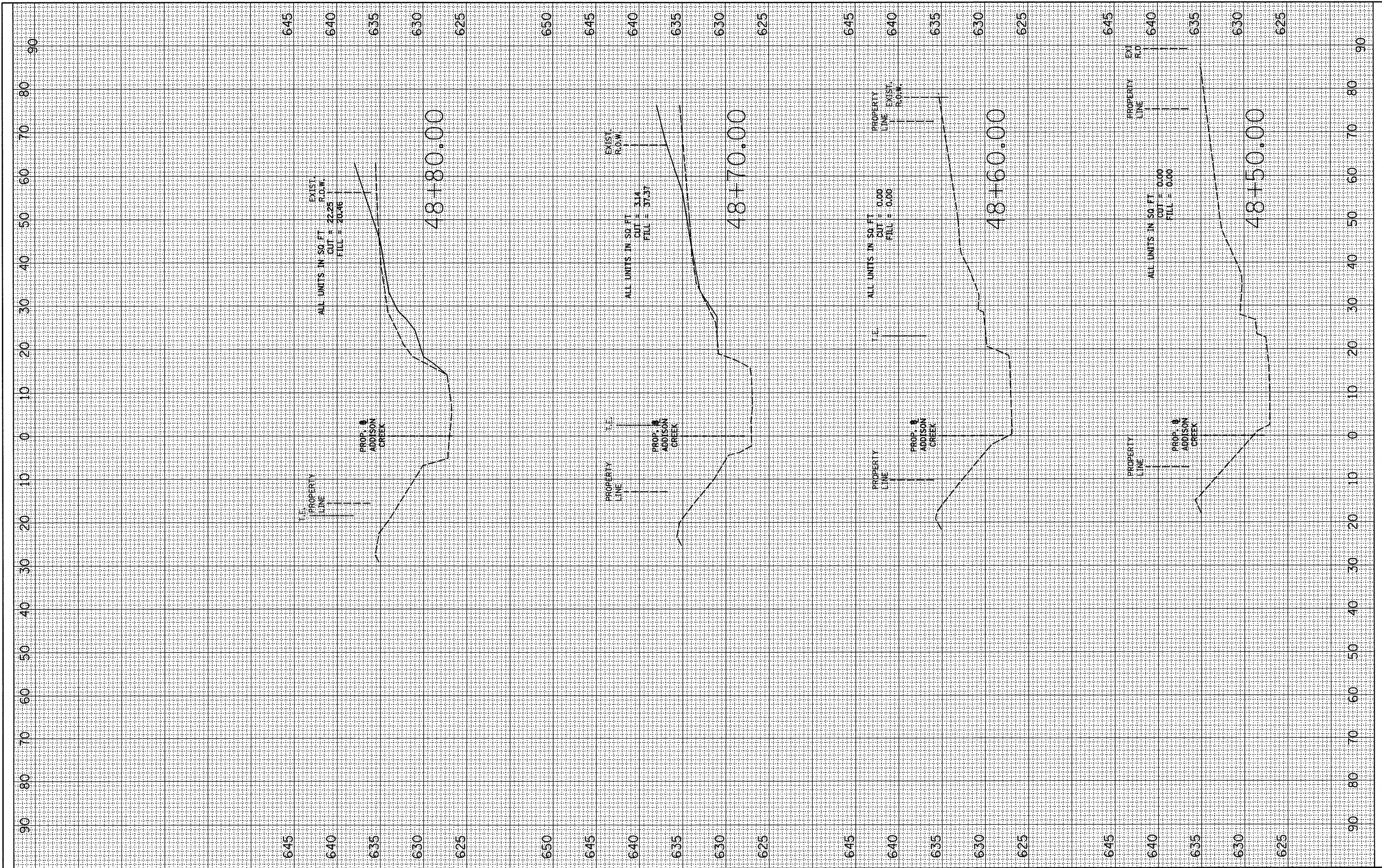
<b>PROPOSED CROSS SECTIONS LAKE STREET OVER ADDISON CREEK</b>		
SCALE: 1"=5'-V, 10'H	SHEET NO. 12 OF 12 SHEETS	STA. 107+00 TO STA. 107+00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 104
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	BY	DATE
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

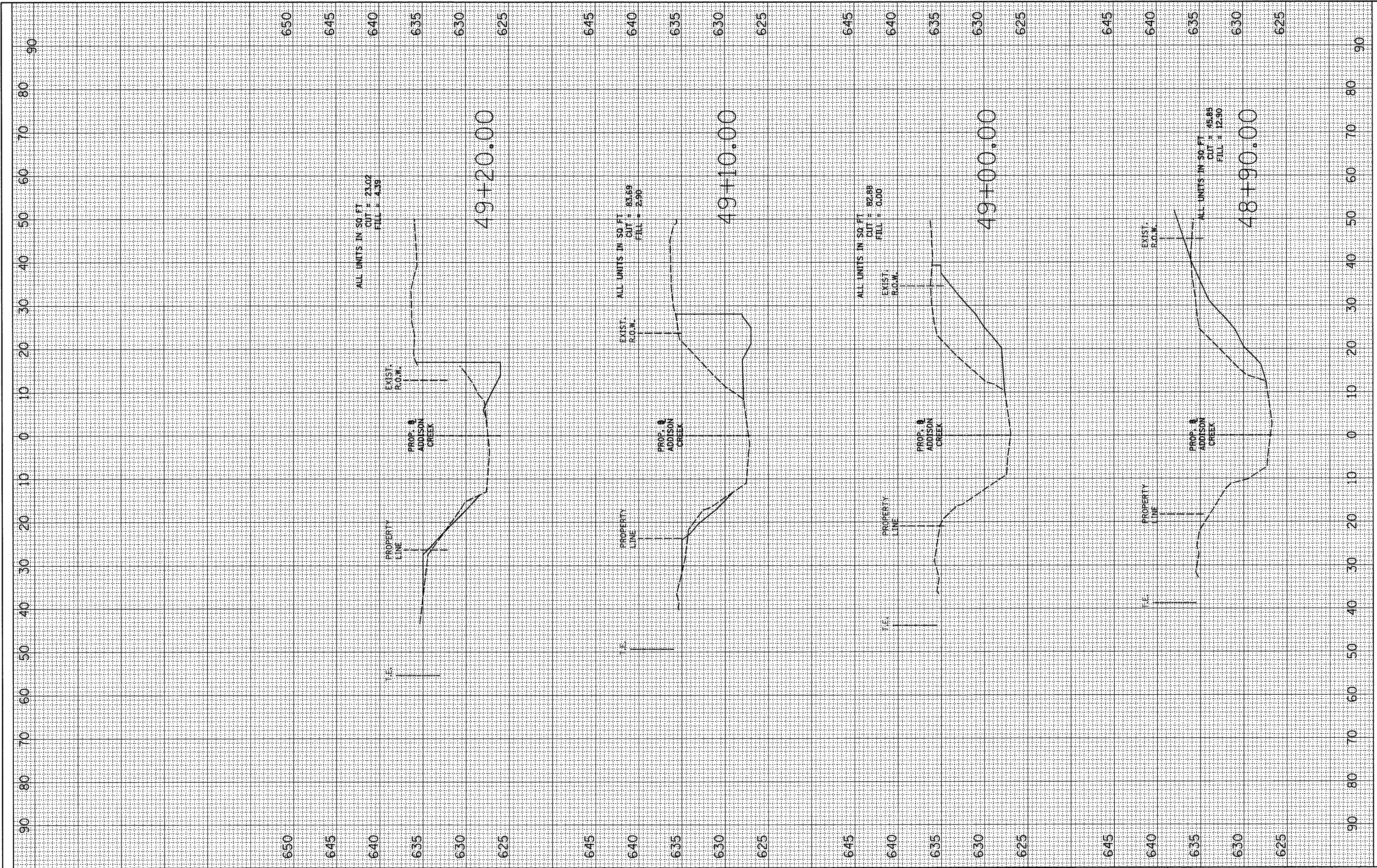
**PROPOSED ADDISON CREEK CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK**  
 SCALE: 1"=5'-V, 10H SHEET NO. 1 OF 6 SHEETS STA. 48+50.00 TO STA. 48+80.00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY	TOTAL SHEETS 110	SHEET NO. 105
CONTRACT NO. 60H44			[ILLINOIS] FED. AID PROJECT	



FINAL SURVEY	BY	DATE
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NOTE BOOK		
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ORIGINAL SURVEY	BY	DATE
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AREAS CHECKED		



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED ADDISON CREEK CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK**

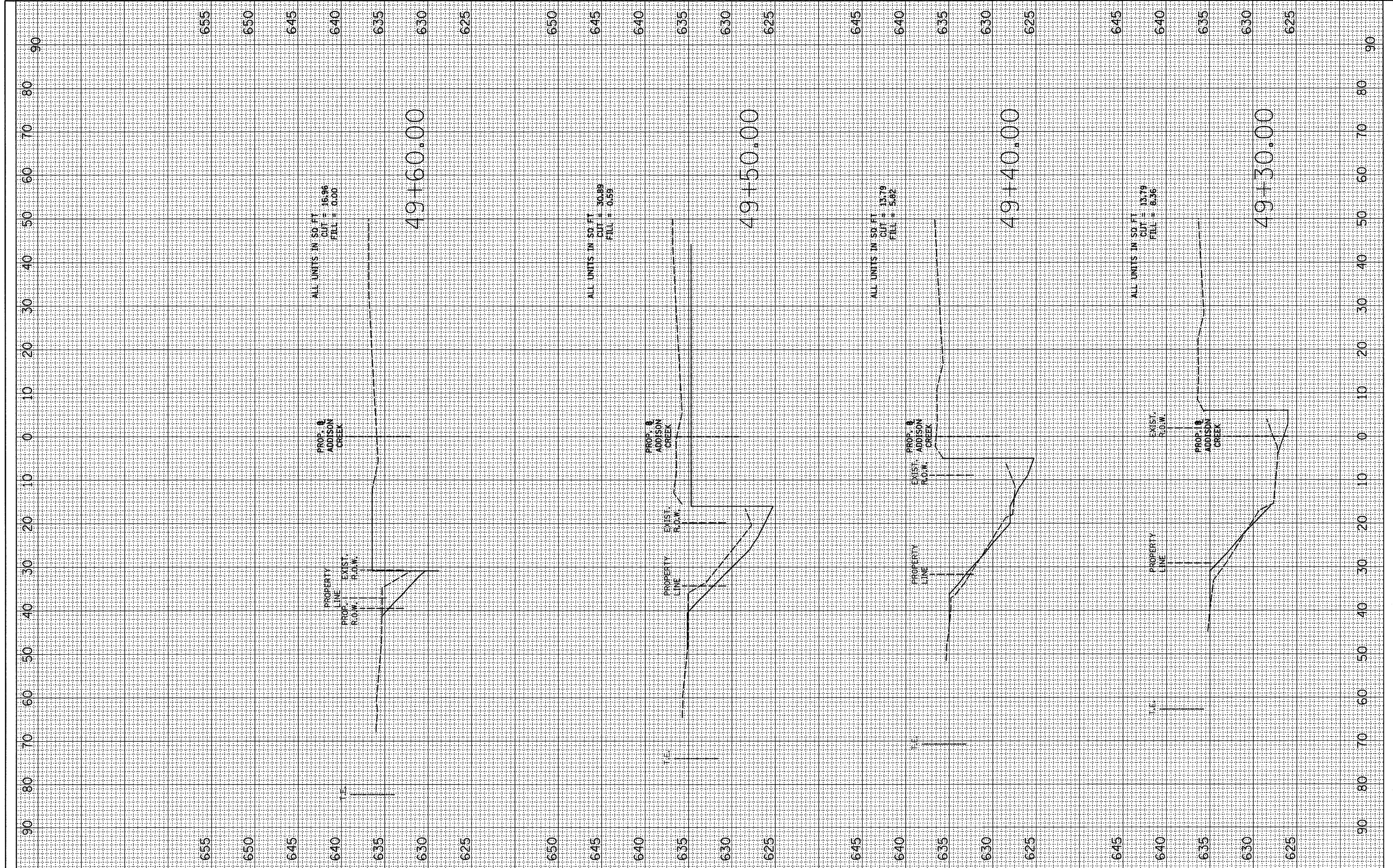
SCALE: 1"=5'V, 10'H | SHEET NO. 2 OF 6 SHEETS | STA. 48+90.00 TO STA. 49+20.00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY OOK	TOTAL SHEETS 110	SHEET NO. 106
CONTRACT NO. 60H44				ILLINOIS FED. AID PROJECT



FINAL SURVEY	BY	DATE
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ORIGINAL SURVEY	BY	DATE
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TEMPLATE		
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED ADDISON CREEK CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK**

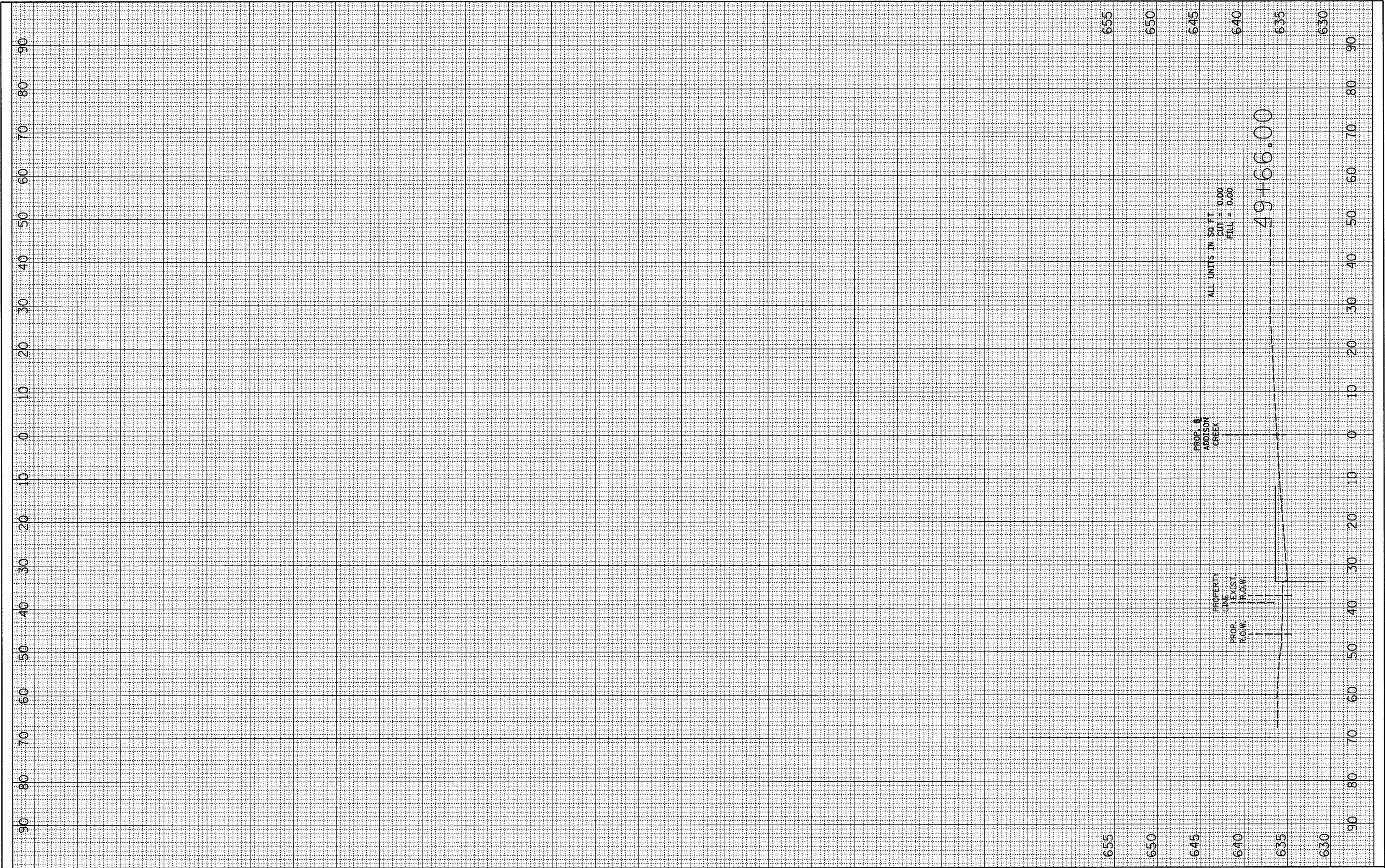
SCALE: ----- SHEET NO. 3 OF 6 SHEETS STA. 49+30.00 TO STA. 49+60.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	3264-T	COOK	110	107
CONTRACT NO. 60H44				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	
TEMPLATE	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED ADDISON CREEK CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK**

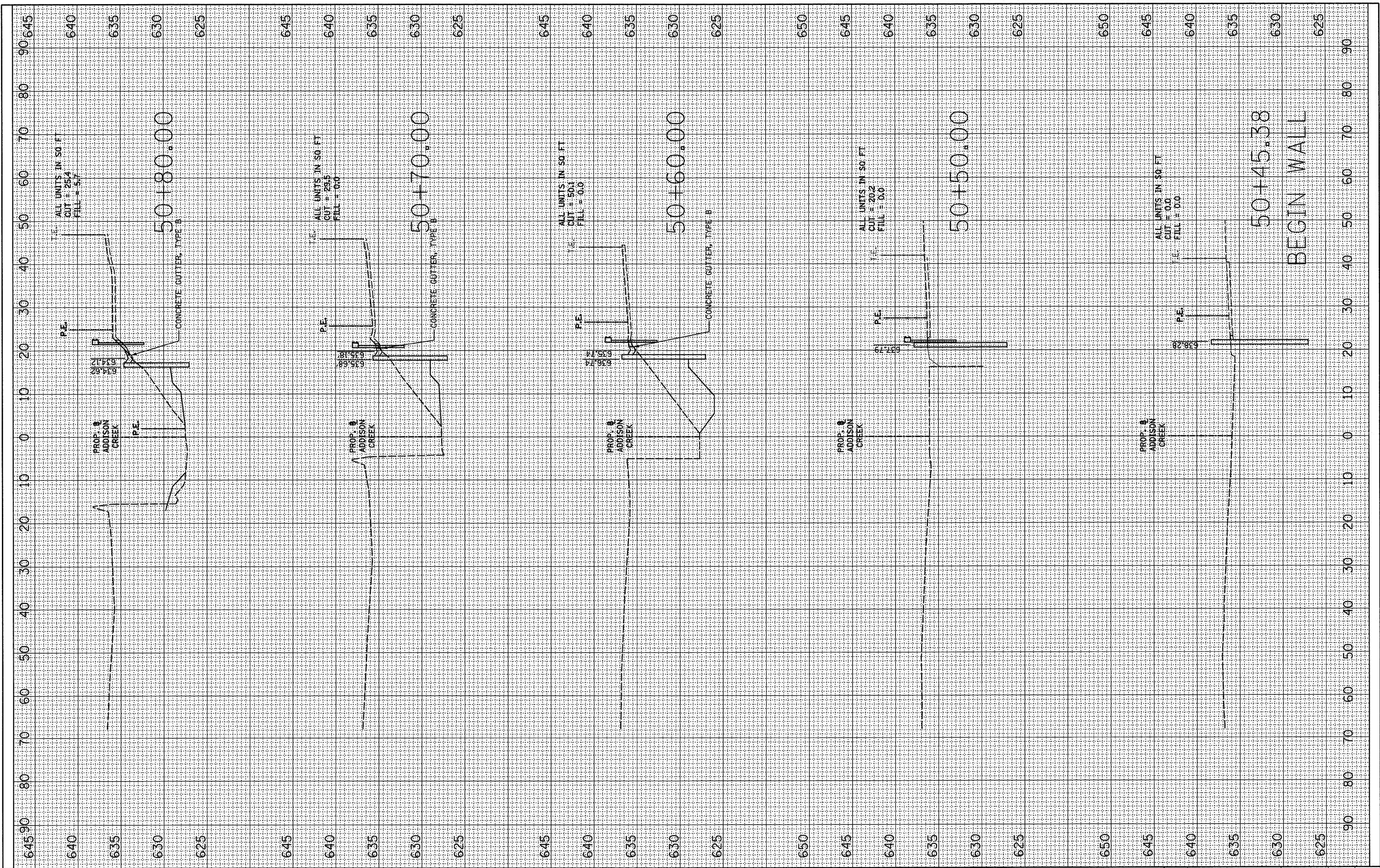
SCALE: \_\_\_\_\_ SHEET NO. 4 OF 6 SHEETS STA. 49+66.00 TO STA. 49+66.00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 108
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
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ORIGINAL SURVEY	BY	DATE
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NOTE BOOK		
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DESIGNED - KAC	REVISED -
DRAWN - JNH	REVISED -
CHECKED - KAC	REVISED -
DATE - 01/27/2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ADDISON CREEK CROSS SECTIONS  
LAKE STREET OVER ADDISON CREEK**

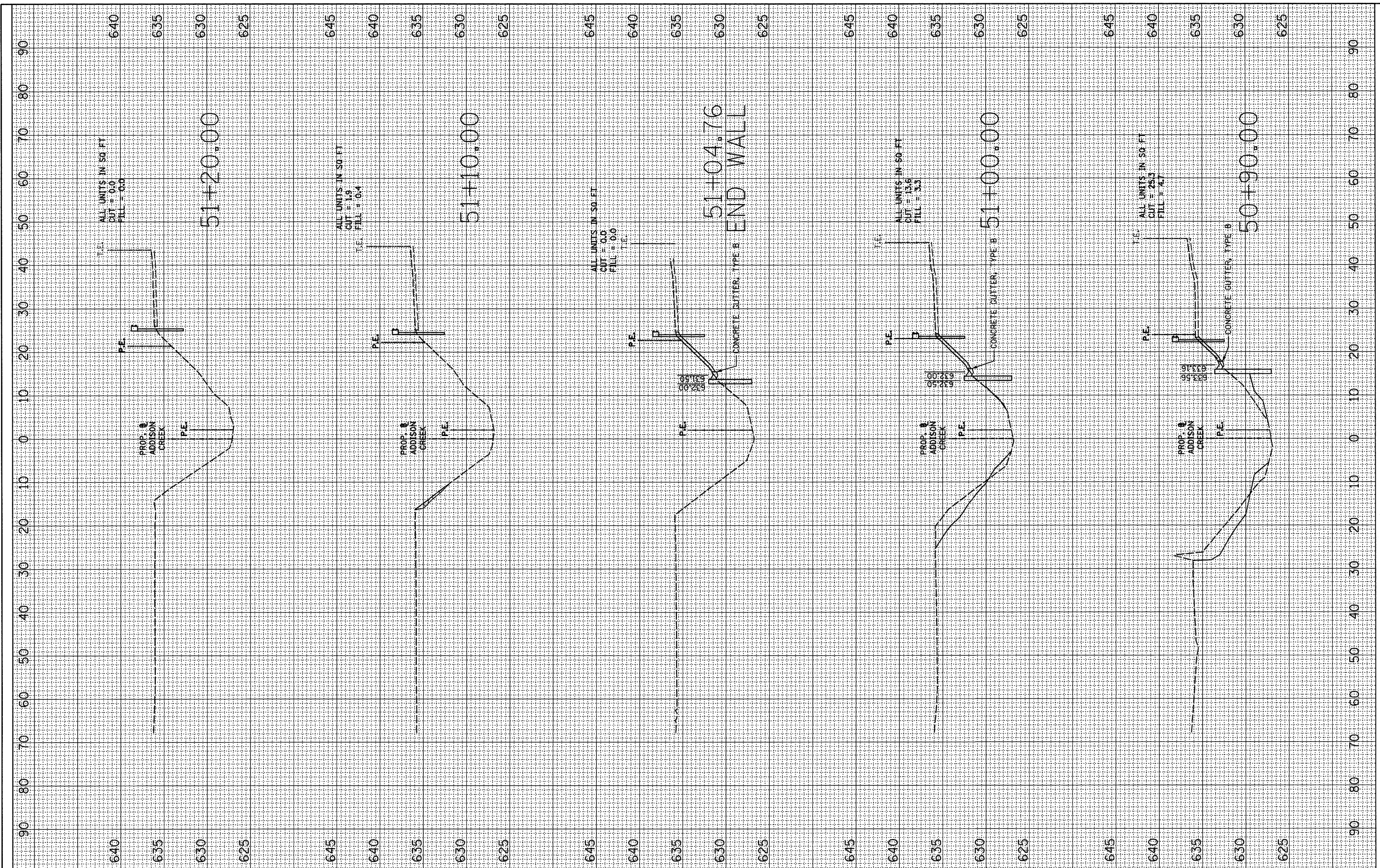
SCALE: 1"=5'-V, 10'-H | SHEET NO. 5 OF 6 SHEETS | STA. 50+45.38 TO STA. 50+80.00

F.A.U. RITE 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 109
			CONTRACT NO. 60H44	
ILLINOIS FED. AID PROJECT				



FINAL SURVEY SURVEYED SURVEYED SURVEYED SURVEYED  
 NOTE BOOK TEMPLATE AREAS CHECKED  
 NO. \_\_\_\_\_ BY \_\_\_\_\_ DATE \_\_\_\_\_

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 REVISIONS:

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ADDISON CREEK CROSS SECTIONS  
 LAKE STREET OVER ADDISON CREEK

SCALE: 1"=5'V, 10'H SHEET NO. 6 OF 6 SHEETS STA. 50+90.00 TO STA. 51+20.00

F.A.U. RTE. 3537	SECTION 3264-T	COUNTY COOK	TOTAL SHEETS 110	SHEET NO. 110
CONTRACT NO. 60H44			ILLINOIS FED. AID PROJECT	