

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	* 136	1
			ILLINOIS	CONTRACT NO. 62F29

\* 136 + 1 = 137 TOTAL SHEETS

D-91-275-17



LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

SAUK TRAIL: MINOR ARTERIAL  
I-57: INTERSTATE

SAUK TRAIL ADT 10,300 (2014)  
I-57 ADT 54,500 (2017)

DESIGN SPEED (POSTED SPEED)  
SAUK TRAIL 45 MPH (40 MPH)  
I-57 65 MPH (65 MPH)

PROPOSED  
HIGHWAY PLANS

FAU ROUTE 1632: SAUK TRAIL  
SECTION 0203-1001HB-BR  
OVER I-57  
BRIDGE REHABILITATION  
PROJECT: NHPP AKUH(865)  
COOK COUNTY

C-91-275-17

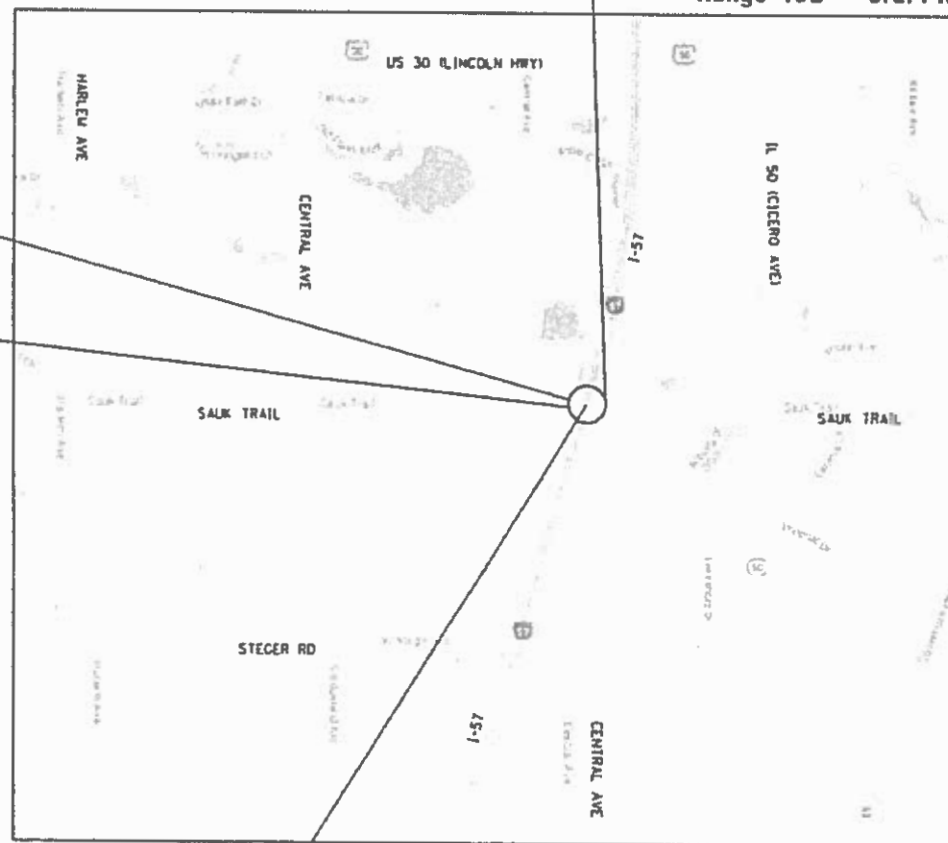
END STA. 50 + 36.5 (SAUK TRAIL)  
Range 13E - 3rd. PM

IMPROVEMENT LOCATED IN  
VILLAGE OF RICHTON PARK

IMPROVEMENT LOCATION  
SAUK TRAIL  
OVER I-57  
STRUCTURE NO. 016-0575

BEGIN STA. 40 + 15 (SAUK TRAIL)

RICH TOWNSHIP

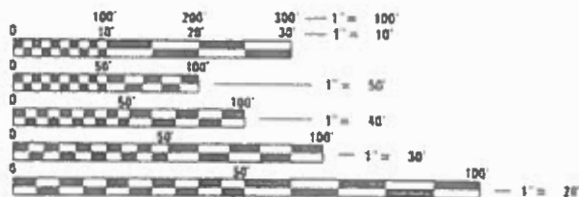


T-35N

STATION EQUATION  
45 + 00 (SAUK TRAIL) = 28 + 00 (I-57)

GROSS LENGTH = 1140 FT. = 0.22 MILE  
NET LENGTH = 1140 FT. = 0.22 MILE

LOCATION MAP NOT TO SCALE



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123 OR 811  
MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE  
CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND  
UNDERGROUND CABLES 773-287-7672



COLLINS ENGINEERS, INC.  
EWA MROZCEK, P.E., S.E.  
NO. 081-066067  
EXP.: 11/30/2020



COLLINS ENGINEERS, INC.  
ZACHARY TANNER, P.E.  
NO. 062-068582  
EXPIRES 11-30-2019

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED 10-10-2018  
June 14 2019  
June 14 2019

REGIONAL ENGINEER  
ENGINEER OF DESIGN AND ENVIRONMENT  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

PROJECT MANAGER: MR. FAWAD AQUEEL, P.E. (847) 705-4247  
CONTRACT NO. 62F29

COLLINS  
ENGINEERS, INC.  
123 N. WACKER DR., SUITE 900  
CHICAGO, IL 60606  
1521 704-9300  
ILLINOIS PROFESSIONAL DESIGN FIRM  
LICENSE NO. 194-000993

## INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS, GENERAL NOTES AND HIGHWAY STANDARDS
3-13	SUMMARY OF QUANTITIES
14-15	TYPICAL SECTIONS
16	EARTHWORK SCHEDULE
17	ALIGNMENT, TIES AND BENCHMARKS
18	REMOVAL PLAN
19	ROADWAY PLAN & PROFILE
20	MAINTENANCE OF TRAFFIC GENERAL NOTES
21-25	MAINTENANCE OF TRAFFIC STAGE I (SAUK TRAIL)
26-30	MAINTENANCE OF TRAFFIC STAGE II (SAUK TRAIL)
31-35	MAINTENANCE OF TRAFFIC STAGE III (SAUK TRAIL)
36-40	MAINTENANCE OF TRAFFIC STAGE IV (SAUK TRAIL)
41-42	MAINTENANCE OF TRAFFIC STAGE I & II (I-57)
43	MAINTENANCE OF TRAFFIC TEMPORARY SIGN DETAIL
44	EROSION CONTROL PLAN
45	DRAINAGE PLAN
46	SIGN, PAVEMENT MARKING AND LANDSCAPING PLAN
47-69	TRAFFIC SIGNAL PLANS
70-83	LIGHTING PLANS
84-122	STRUCTURAL PLANS SN 016-0575
123-128	CROSS SECTIONS-SAUK TRAIL
129	BD-48 SEMI CIRCULAR PCC PAVEMENT ROUNDOUTS AT EDGE OF PAVEMENT OR BACK OF CURB
130	TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
131	TC-11 RAISED REFLECTIVE PAVEMENT MARKER (SNOW-PLOW RESISTANT)
132	TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
133	TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
134	TC-16 TEMPORARY PAVEMENT MARKING AND SYMBOLS FOR TRAFFIC STAGING
135	TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
136	TC-22 ARTERIAL ROAD INFORMATION SIGN
137	TC-26 DRIVEWAY ENTRANCE SIGNING

## HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-09	PAVEMENT JOINTS
420111-04	PCC PAVEMENT ROUNDOUTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420101-06	24' (7.2 M) JOINTED PCC PAVEMENT
601001-05	PIPE UNDERDRAINS
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC / HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
643001-02	SAND MODULE IMPACT ATTENUATORS
666001-01	RIGHT-OF-WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701400-09	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY / EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS <= 40 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY / EXPRESSWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKINGS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
812001	RACEWAY EMBEDDED IN STRUCTURE
814001-03	HANDHOLES

## GENERAL NOTES:

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES (48 HOUR NOTICE IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE RIGHT-OF-WAY OR PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE ENGINEER.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND THE VILLAGE OF RICHTON PARK.
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIAN ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED LARGER ITEM OF SPECIFIED WORK.
- PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL, AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- BEFORE BEGINNING ANY WORK THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- FOR WORK OUTSIDE THE LIMITS OF THE STRUCTURE, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.
- THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 TRAFFIC CONTROL SUPERVISOR, AT 847-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER. WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM ALL THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE, INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT. COORDINATION WITH ALL AGENCIES INVOLVED IS REQUIRED.
- DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT SHOULD BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. ANY MATERIAL NOT NEEDED FOR UNDERCUT REPLACEMENT AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.
- DRAINAGE AND UTILITY ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

## GENERAL NOTES (CONT.):

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION PURPOSES.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)".
- THE CONTRACTOR SHALL TAKE WHATEVER PRECAUTIONS WHICH MAY BE NECESSARY TO PROTECT THE PROPERTY OF THE VARIOUS PUBLIC UTILITIES WHICH MAY BE LOCATED UNDERGROUND OR ABOVE GROUND, AT OR ADJACENT TO THE SITE OF THIS IMPROVEMENT. HE WILL BE REQUIRED TO REPAIR OR REPLACE AT HIS OWN EXPENSE, OR BEAR THE COST, TO REPAIR OR REPLACE, ANY PUBLIC UTILITY PROPERTY WHICH HAS BEEN DAMAGED THROUGH HIS EFFORTS.
- OVERHEAD WIRES ARE NOT INSULATED AND EXTRA CAUTION AND VIGILANCE SHALL BE ADHERED TO WHEN WORKING NEARBY. CONTRACTORS SHALL ALWAYS USE CAUTION WHILE OPERATING CRANES AND OR OTHER EQUIPMENT NEAR OVERHEAD ELECTRICAL FACILITIES. THE OCCUPATIONAL HEALTH AND SAFETY ORGANIZATION (OSHA) RULES REQUIRE THAT WORKERS AND EQUIPMENT SHALL NOT APPROACH WITHIN TEN (10) FEET AWAY OF OVERHEAD ELECTRICAL EQUIPMENT WITHOUT APPROPRIATE SUPPLEMENTAL PROTECTION. BE CERTAIN THAT ALL WORKERS ON THIS PROJECT HAVE BEEN FULLY TRAINED AND CONFORM TO OSHA RULES AND OTHER APPLICABLE GUIDELINES REGARDING WORKING SAFELY AROUND ELECTRICAL POWER LINES.
- BEFORE ORDERING FLOOR DRAINS AND SCUPPERS, THE CONTRACTOR SHALL REVIEW THE EXISTING FIELD CONDITIONS AND THE DRAINAGE SCHEDULES FOUND IN THE PLANS FOR THE LENGTH AND QUANTITY REQUIRED.
- THE CONTRACTOR SHALL REQUEST AND GAIN THE APPROVAL FROM ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR HOURS IN ADVANCE OF ALL DAILY LANE AND RAMP CLOSURES. CONTRACTOR SHALL REGISTER AN ACCOUNT AT WWW.IDOT.LCS TO SUBMIT DAILY LANE AND SHOULDER CLOSURES.
- CONTRACTOR WILL BE REQUIRED TO IMPLEMENT FULL EXPRESSWAY CLOSURES TO INSTALL AND REMOVE AERIAL CABLES ACROSS I-57, REMOVE AND REINSTALL BRIDGE MOUNTED INTERSTATE SIGNS OVER THE INTERSTATE AND OTHER CONSTRUCTION ACTIVITIES AS IDENTIFIED BY THE CONTRACTOR OR ENGINEER. PLEASE SEE CONTRACT SPECIAL PROVISIONS FOR MORE INFORMATION.

## COMMITMENTS

- NONE.

## HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS	OMP
HOT-MIX ASPHALT SHOULDERS, 8":		
HMA BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.	QC/OA
TEMPORARY PAVEMENT VAR DP:		
HMA SURFACE COURSE, MIX "D", N70, (IL-9.5mm)	4% @ 70 GYR.	QC/OA
TEMPORARY PAVEMENT 10:		
HMA SURFACE COURSE, MIX "D", N70, (IL-9.5mm), 2"	4% @ 70 GYR.	QC/OA
HMA BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.	QC/OA
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

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

- THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS"

FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS.

- QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

FILE NAME = I:\10203 PTB 182 04\10203\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-gemnotes.dgn



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
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PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 6/12/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
INDEX OF SHEETS, GENERAL NOTES, AND HIGHWAY STANDARDS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	2
				CONTRACT NO. 62F29
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\18203.PTB.182.84\18203.09 - Interstate 57 - at Sauk Trail\CD\CA00.Sheets\0162F29-ht-500.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE	ROADWAY
				0013	0013
				016-0575	URBAN
20200100	EARTH EXCAVATION	CU YD	850		850
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	105		105
20800150	TRENCH BACKFILL	CU YD	10		10
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1432		1432
25000312	SEEDING, CLASS 4A	ACRE	0.25		0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23		23
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23		23
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23		23
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1095		1095
25200110	SODDING, SALT TOLERANT	SQ YD	337		337
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	739		739
28000400	PERIMETER EROSION BARRIER	FOOT	1241		1241
28000510	INLET FILTERS	EACH	12		12
28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1983		1983

LEGEND:  
\* - DENOTES SPECIALTY ITEM



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PLOT SCALE = 2.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SAUK TRAIL OVER I-57 SUMMARY OF QUANTITIES</b>	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	

URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013	ROADWAY 0013
				016-0575	URBAN
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	141		141
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3799		3799
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	817		817
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	333		333
42000541	PORTLAND CEMENT CONCRETE PAVEMENT 12" (JOINTED)	SQ YD	2888		2888
42001300	PROTECTIVE COAT	SQ YD	4288		4288
44000100	PAVEMENT REMOVAL	SQ YD	4019		4019
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1020		1020
44003100	MEDIAN REMOVAL	SQ FT	12139		12139
44004250	PAVED SHOULDER REMOVAL	SQ YD	272		272
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	515		515
50102400	CONCRETE REMOVAL	CU YD	30	30	
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1	
50157300	PROTECTIVE SHIELD	SQ YD	1039	1039	

LEGEND:  
\* - DENOTES SPECIALTY ITEM

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57 - at Sauk Trail\CAD\CADD\_Sheets\0162F29-ht-500.dgn



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
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PLOT SCALE = 2.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	

FILE NAME = I:\18203.PTB.182.84\18203.09 - Interstate 57 - at Sauk Trail\CD\CA0D\_Sheets\0162F29-ht-500.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013 016-0575	ROADWAY 0013 URBAN
				URBAN	
50300225	CONCRETE STRUCTURES	CU YD	143	143	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1001.7	1001.7	
50300260	BRIDGE DECK GROOVING	SQ YD	2138	2138	
50300300	PROTECTIVE COAT	SQ YD	3196	3196	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	237	237	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	28790	28790	
50500505	STUD SHEAR CONNECTORS	EACH	5208	5208	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	317700	317700	
50800515	BAR SPLICERS	EACH	816	816	
50901730	BRIDGE FENCE RAILING	FOOT	586	586	
51500100	NAME PLATES	EACH	2	2	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	172	172	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28	28	
52100505	ANCHOR BOLTS, 5/8"	EACH	56	56	

LEGEND:  
\* - DENOTES SPECIALTY ITEM



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	5
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57 - at Sauk Trail\CAD\CADD\_Sheets\0162F29-ht-500.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013 016-0575	ROADWAY 0013 URBAN
52100520	ANCHOR BOLTS, 1"	EACH	28	28	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	4		4
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	258		258
55100700	STORM SEWER REMOVAL 15"	FOOT	270		270
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	22	22	
58700300	CONCRETE SEALER	SQ FT	1130	1130	
59000200	EPOXY CRACK INJECTION	FOOT	36	36	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	4		4
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	4		4
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1		1
60500060	REMOVING INLETS	EACH	4		4
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	900		900
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	3005		3005
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	4265		4265
61000050	CONCRETE THRUST BLOCKS	EACH	4		4

LEGEND:  
\* - DENOTES SPECIALTY ITEM



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
	DRAWN - ZJT	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57 - at Sauk Trail\CAD\CADD\_Sheets\0162F29-ht-500.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013 016-0575	ROADWAY 0013 URBAN
				URBAN	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	25		25
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2		2
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1		1
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1		1
63200310	GUARDRAIL REMOVAL	FOOT	301		301
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	96		96
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2		2
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1		1
* 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DAYS	5		5
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1		1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12		12
67100100	MOBILIZATION	L SUM	1		1
70300900	PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS	SQ FT	690		690

LEGEND:  
\* - DENOTES SPECIALTY ITEM

	USER NAME = ztanner	DESIGNED - ZJT	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SAUK TRAIL OVER I-57 SUMMARY OF QUANTITIES</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000' / in.	DRAWN - ZJT	REVISED -					1632	0203-1001HB-BR	COOK	137	7
	PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -					CONTRACT NO. 62F29				
	DATE -	REVISED -	SCALE:					SHEET	OF	SHEETS	STA.	TO

URBAN

CONSTRUCTION CODE	
90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
BRIDGE 0013	ROADWAY 0013
016-0575	URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY		
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	18486		18486
70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	3334		3334
70300908	PAVEMENT MARKING TAPE, TYPE IV 8"	FOOT	1380		1380
70300912	PAVEMENT MARKING TAPE, TYPE IV 12"	FOOT	147		147
70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	171		171
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2750		2750
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	975		975
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4		4
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2		2
70600330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	4		4
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	7		7
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2		2
73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	71		71
73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	4		4

LEGEND:  
\* - DENOTES SPECIALTY ITEM

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57.at Sauk Trail\CAD\CADD\_Sheets\0162F29-ht-500.dgn



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PLOT DATE = 5/23/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	8
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				



FILE NAME = I:\18203.PTB.182.84\18203.09 - Interstate 57 - at Sauk Trail\CAD\CADD\_Sheets\0182F29-ht-500.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013 016-0575	ROADWAY 0013 URBAN
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	510		510
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8995		8995
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2201		2201
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1121		1121
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	459		459
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	222		222
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	28		28
* 78100300	REPLACEMENT REFLECTOR	EACH	100		100
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	6		6
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	298		298
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	25	25
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	245		245
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	800		800
* 81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	30		30

LEGEND:  
\* - DENOTES SPECIALTY ITEM



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	9
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013	ROADWAY 0013
				016-0575	URBAN
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1200		1200
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	12		12
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2		2
* 81300800	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	6		6
* 81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2		2
* 81400100	HANDHOLE	EACH	4		4
* 81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	800		800
* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2800		2800
* 81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	1200		1200
* 82102310	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	4		4
* 83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	4		4
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	38		38
* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	4		4
* 84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4		4

LEGEND:  
\* - DENOTES SPECIALTY ITEM

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PLOT DATE = 5/23/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	10
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013	ROADWAY 0013
				016-0575	URBAN
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	4		4
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1698		1698
* 88600100	DETECTOR LOOP, TYPE I	FOOT	66		66
	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2	2
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2000		2000
* 89502380	REMOVE EXISTING HANDHOLE	EACH	4		4
* X0322141	REMOVE TEMPORARY WOOD POLE	EACH	4		4
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	500		500
* X0327349	TEMPORARY WOOD POLE, 40 FT., CLASS 4	EACH	4		4
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	6233	6233
	X0900027	PROTECTIVE SHIELD (PERMANENT) REMOVAL	SQ FT	10080	10080
* X1400181	LUMINAIRE, UNDERPASS, LED, TYPE B	EACH	12		12

LEGEND:  
\* - DENOTES SPECIALTY ITEM

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57 - at Sauk Trail\CAD\CADD\_Sheets\0162F29-ht-500.dgn

	USER NAME = ztanner	DESIGNED - ZJT	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SAUK TRAIL OVER I-57</b> <b>SUMMARY OF QUANTITIES</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000' / in.	DRAWN - ZJT	REVISED -				1632	0203-1001HB-BR	COOK	137	11
	PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -				CONTRACT NO. 62F29				
	DATE -	REVISED -	SCALE:				SHEET	OF	SHEETS	STA.	TO

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57 - at Sauk Trail\CD\CA0D\_Sheets\0162F29-ht-500.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013	ROADWAY 0013
				016-0575	URBAN
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1		1
70107025	CHANGEABLE MESSAGE SIGN	CAL DAY	240		240
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	9928		9928
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	252		252
* X7200052	REMOVE, STORE AND RE-ERECT SIGN PANEL	SQ FT	642		642
* X8100105	CONDUIT SPLICE	EACH	3		3
* X8100863	INTERCEPT EXISTING CONDUIT	EACH	1		1
* X8420111	REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	12		12
* X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	1724		1724
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	41870	41870	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	254		254
Z0018800	DRAINAGE SYSTEM	L SUM	1	4	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	267	267	

LEGEND:  
\* - DENOTES SPECIALTY ITEM



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
SUMMARY OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

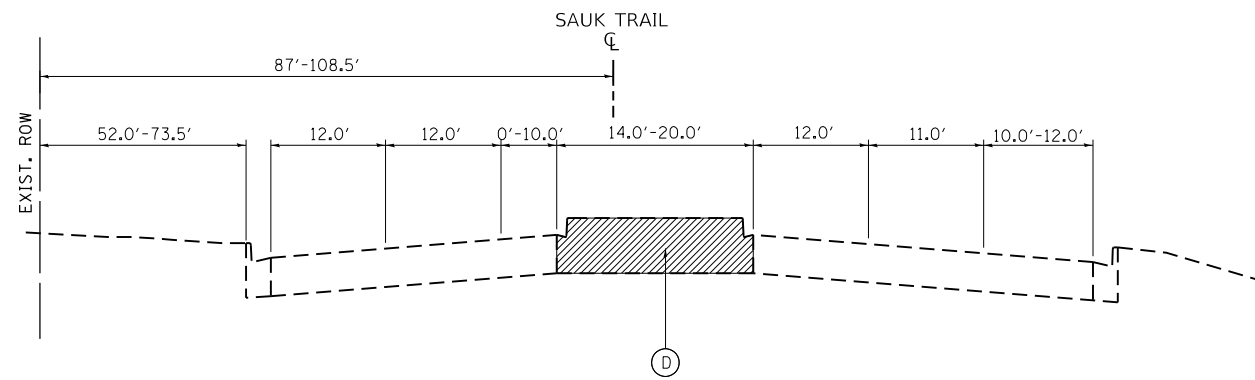
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	12
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\18303\_PTB\_182\_84\18303\_09 - Interstate 57.at Saur Trail\CAD\CADD\_Sheets\0162F29-ht-500.dgn

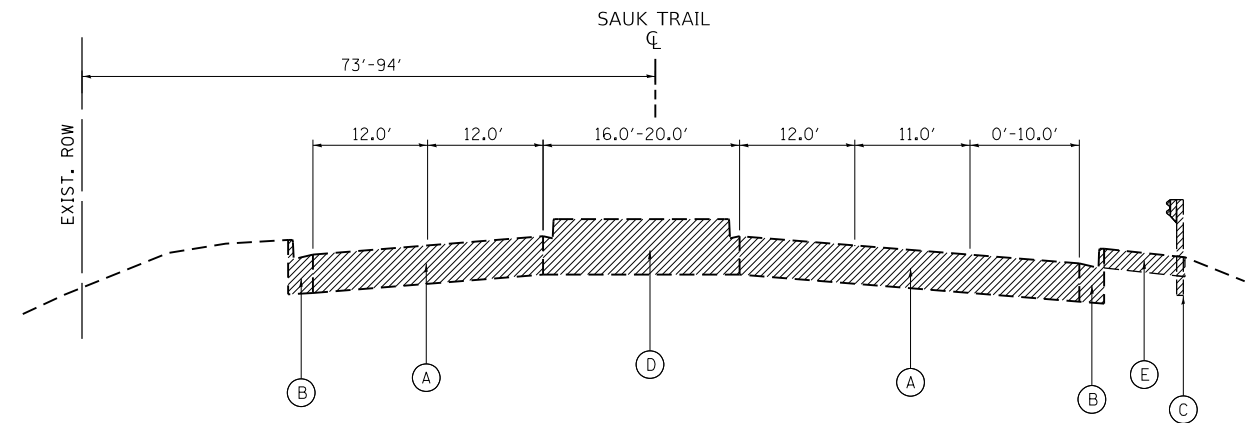
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				BRIDGE 0013	ROADWAY 0013
				016-0575	URBAN
				URBAN	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	6	6	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	212		212
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1	1	
* Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	4		4
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8		8
Z0062456	TEMPORARY PAVEMENT	SQ YD	1278		1278
Z0062458	TEMPORARY PAVEMENT (VARIABLE DEPTH)	TON	77		77
Z0073300	TEMPORARY SHORING AND CRIBBING	L SUM	1	1	
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	5		5
* X8110462	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., STAINLESS STEEL	FOOT	40		40
Z0076600	TRAINEES	HOUR	500		500
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500		500

LEGEND:  
\* - DENOTES SPECIALTY ITEM

	USER NAME = ztanner	DESIGNED - ZJT	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SAUK TRAIL OVER I-57</b> <b>SUMMARY OF QUANTITIES</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 2.0000' / in.	CHECKED - CEI	REVISED -			1632	0203-1001HB-BR	COOK	137	13		
	PLOT DATE = 5/23/2019	DATE -	REVISED -			CONTRACT NO. 62F29		ILLINOIS FED. AID PROJECT				
	SCALE:		SHEET OF SHEETS			STA.	TO STA.					

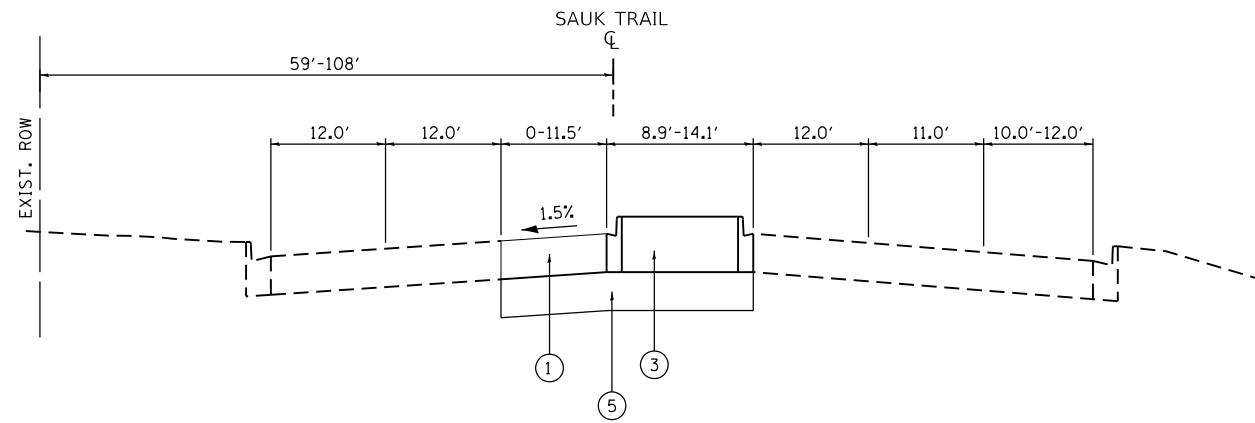


**EXISTING TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 38+97 TO STA. 41+50

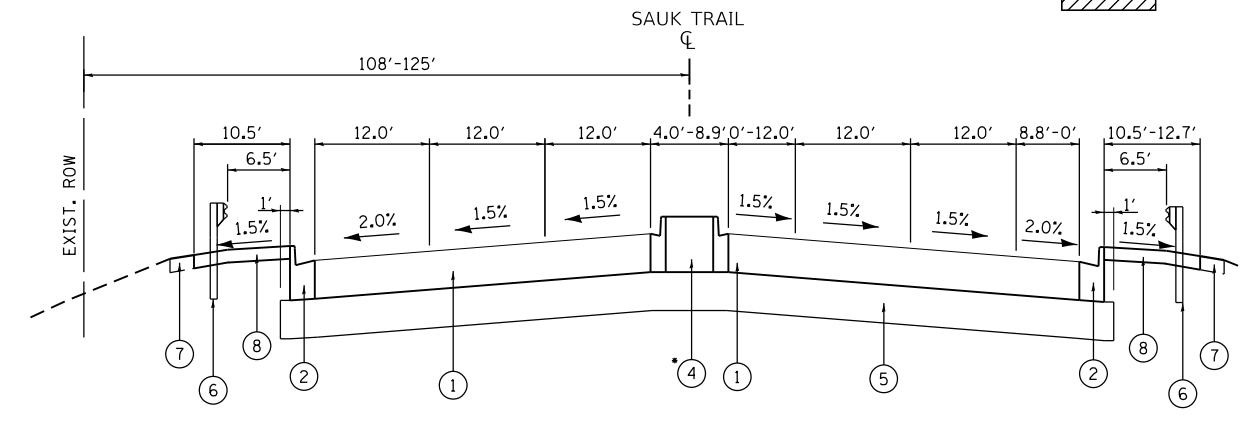


**EXISTING TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 41+50 TO STA. 43+49.5

- EXISTING LEGEND:**
- (A) EXIST. PCC PAVEMENT, 12"
  - (B) EXIST. CURB AND GUTTER
  - (C) EXIST. GUARDRAIL
  - (D) EXIST. CONCRETE MEDIAN
  - (E) EXIST. PAVED SHOULDER
- TO BE REMOVED



**PROPOSED TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 38+97 TO STA. 41+50



**PROPOSED TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 41+50 TO STA. 43+49.5

- PROPOSED LEGEND:**
- (1) PCC PAVEMENT 12" (JOINTED)
  - (2) COMB. CONCRETE CURB AND GUTTER TYPE B-6.24
  - (3) CONCRETE MEDIAN TYPE SB-6.12
  - (4) CONCRETE MEDIAN TYPE SB-6.06
  - (5) AGGREGATE SUBGRADE IMPROVEMENT, 12"
  - (6) PROP. GUARDRAIL
  - (7) TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 4A HEAVY DUTY EROSION CONTROL BLANKET
  - (8) HOT-MIX ASPHALT SHOULDERS, 8"

\* STA. 41+50 TO STA. 41+60 TRANSITIONS FROM CONCRETE MEDIAN SB-6.12 TO SB-6.06

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tp.dgn



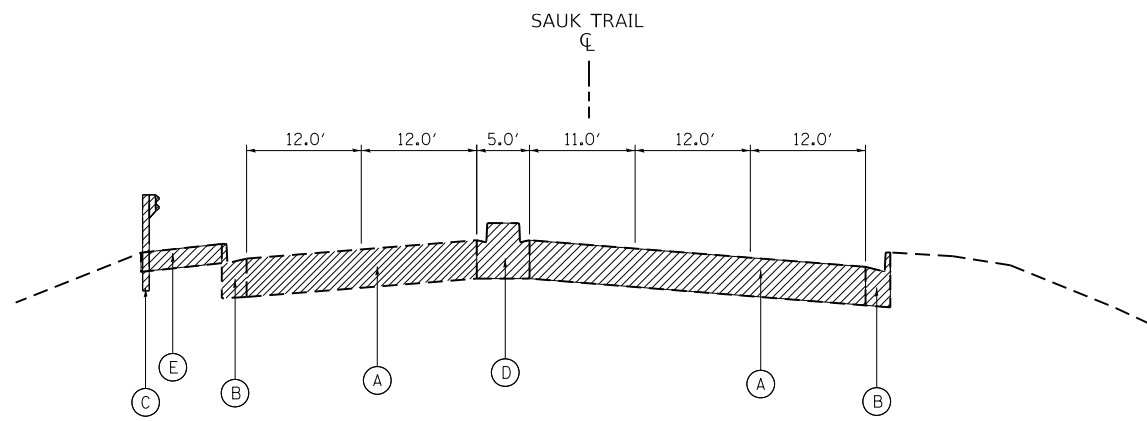
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PLOT SCALE = 20.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

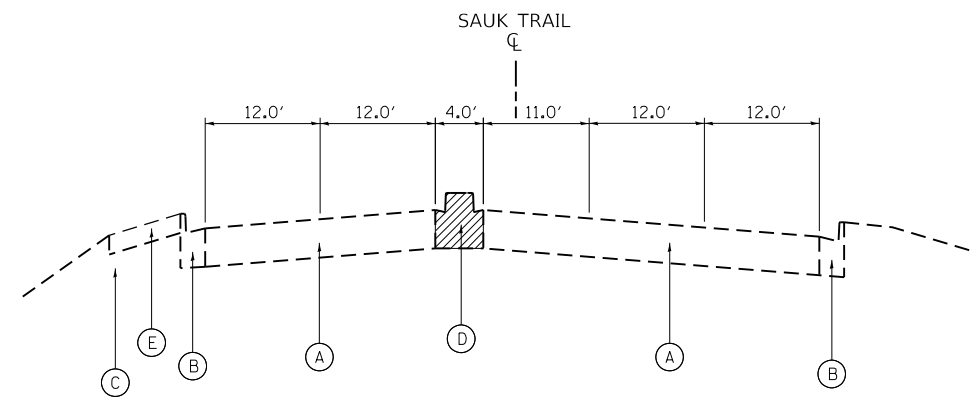
**SAUK TRAIL OVER I-57**  
**TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	14
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

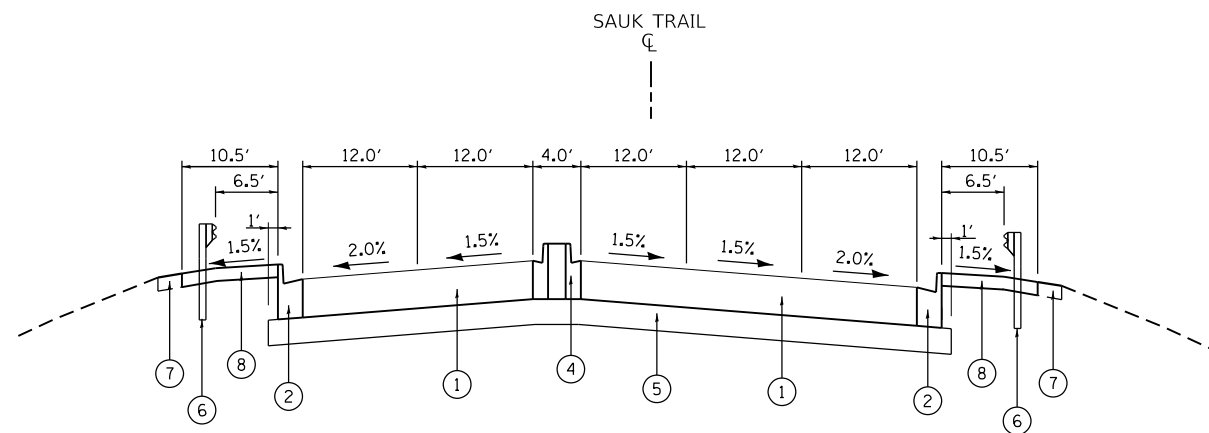


**EXISTING TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 46+50.5 TO STA. 49+00

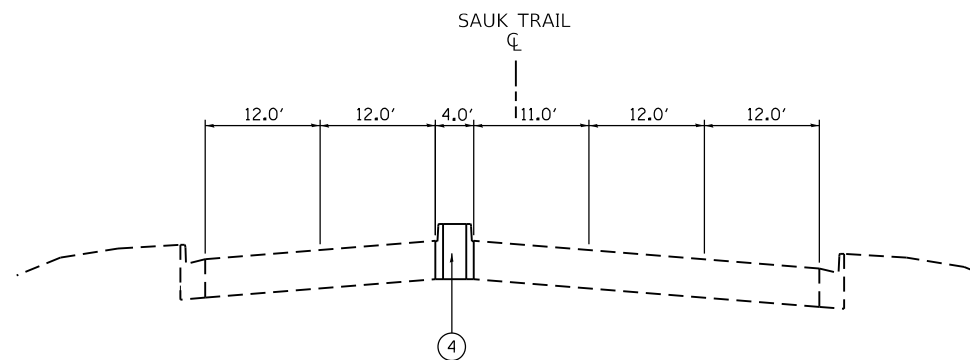


**EXISTING TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 49+00 TO STA. 51+00

- EXISTING LEGEND:**
- (A) EXIST. PCC PAVEMENT, 12"
  - (B) EXIST. CURB AND GUTTER
  - (C) EXIST. GUARDRAIL
  - (D) EXIST. CONCRETE MEDIAN
  - (E) EXIST. PAVED SHOULDER
- TO BE REMOVED



**PROPOSED TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 46+50.5 TO STA. 49+00



**PROPOSED TYPICAL SECTION**  
**SAUK TRAIL**  
 STA. 49+00 TO STA. 51+00

- PROPOSED LEGEND:**
- (1) PCC PAVEMENT 12" (JOINTED)
  - (2) COMB. CONCRETE CURB AND GUTTER TYPE B-6.24
  - (3) CONCRETE MEDIAN TYPE SB-6.12
  - (4) CONCRETE MEDIAN TYPE SB-6.06
  - (5) AGGREGATE SUBGRADE IMPROVEMENT, 12"
  - (6) PROP. GUARDRAIL
  - (7) TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 4A HEAVY DUTY EROSION CONTROL BLANKET
  - (8) HOT-MIX ASPHALT SHOULDERS, 8"

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tp.dgn



USER NAME = ztaner	DESIGNED - ZJT	REVISED -
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PLOT SCALE = 20.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
 TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	15
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE

SAUK TRAIL		EARTH EXCAVATION [CU YD]	UNSUITABLE OR UNSTABLE MATERIAL [CU YD]	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) [CU YD]	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) [CU YD]
FROM STA.	TO STA.				
40+00	41+00	68.02	0.00	0.00	68.02
41+00	42+00	172.63	0.00	0.15	172.48
42+00	43+00	149.04	9.56	49.65	99.39
43+00	43+49.5	6.47	37.88	24.50	-18.03
43+49.5	44+00	0.00	14.02	0.00	0.00
44+00	45+00	0.00	0.00	0.00	0.00
45+00	46+00	0.00	0.00	0.00	0.00
46+00	46+50.5	0.00	0.00	0.00	0.00
46+50.5	47+00	21.43	5.98	34.98	-13.55
47+00	48+00	168.22	20.19	70.67	97.55
48+00	49+00	260.11	14.19	0.00	260.11
49+00	50+00	0.00	0.00	0.00	0.00
50+00	51+00	0.00	0.00	0.00	0.00
<b>TOTAL</b>		846	102	180	666

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	DRAWN - ZJT	REVISED -
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PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

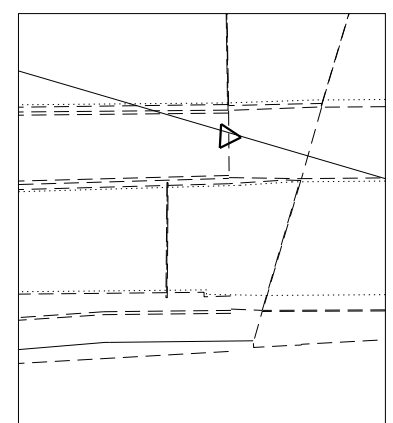
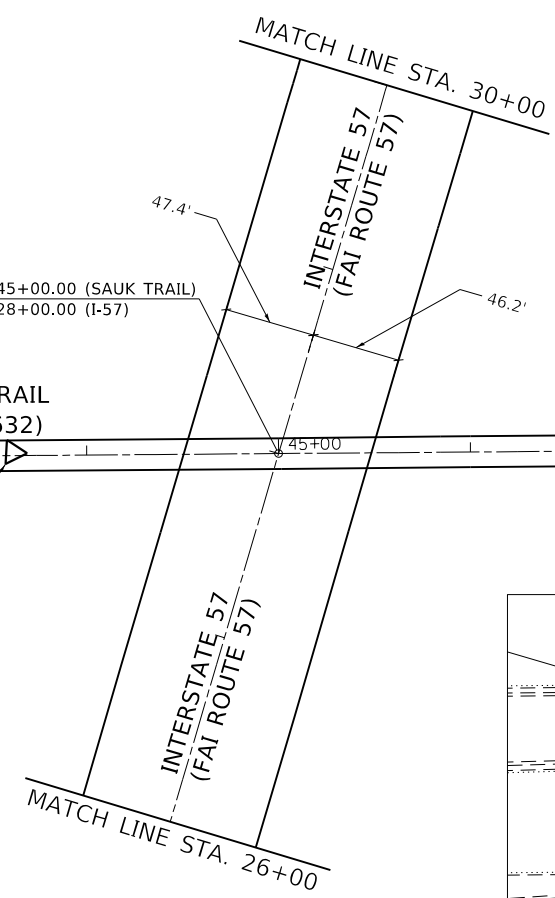
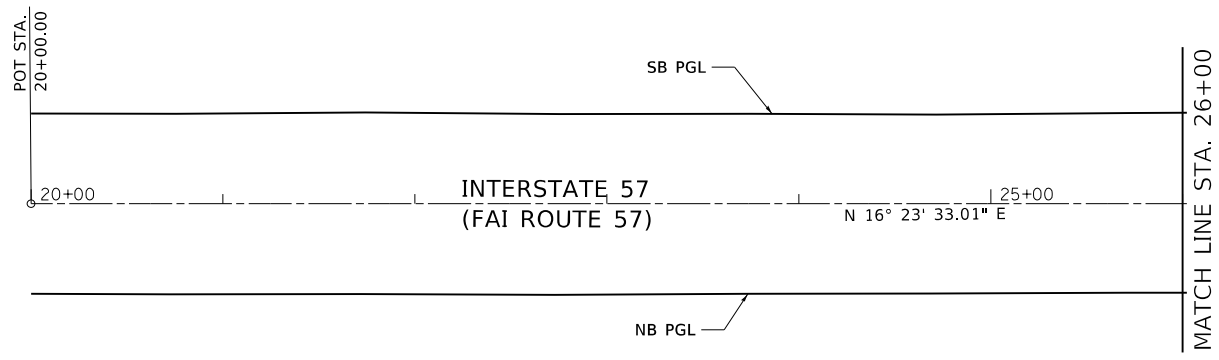
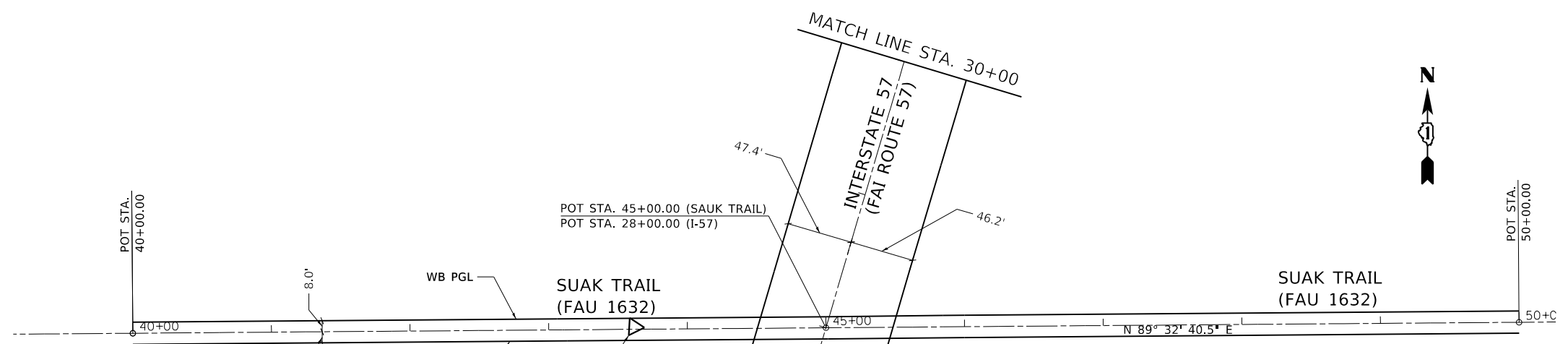
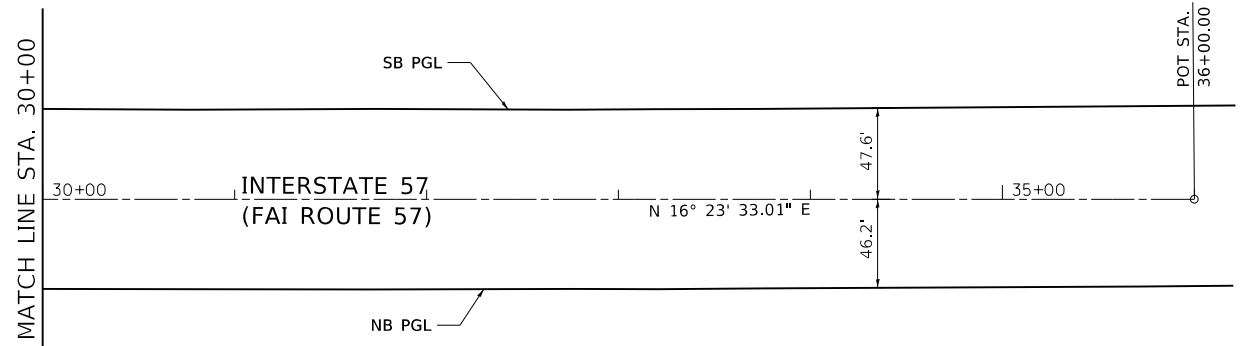
<b>SAUK TRAIL OVER I-57 EARTHWORK SCHEDULE</b>			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	16
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

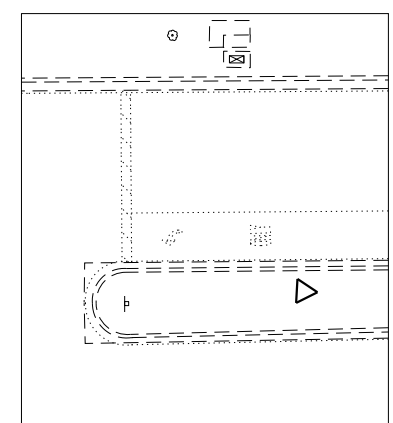


**ALIGNMENT COORDINATES**

POINT	STATION	NORTHING	EASTING
EXIST. SAUK TRAIL ~			
POT	40+00.00	1755222.1331	1144512.0255
POT	45+00.00	1755226.0904	1145012.0099
POT	50+00.00	1755230.0476	1145511.9942
EXIST. INTERSTATE 57 ~			
POT	20+00.00	1754458.6096	1144786.2372
POT	28+00.00	1755226.0904	1145012.0099
POT	36+00.00	1755993.5711	1145237.7826



**CONTROL POINT #1**  
 N 1755226.684  
 E 1144873.811  
 ELEV. 750.795



**CONTROL POINT #2**  
 N 1755209.873  
 E 1144231.348  
 ELEV. 734.352



**LEGEND**

▷ CONTROL POINT

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-ATB.dgn



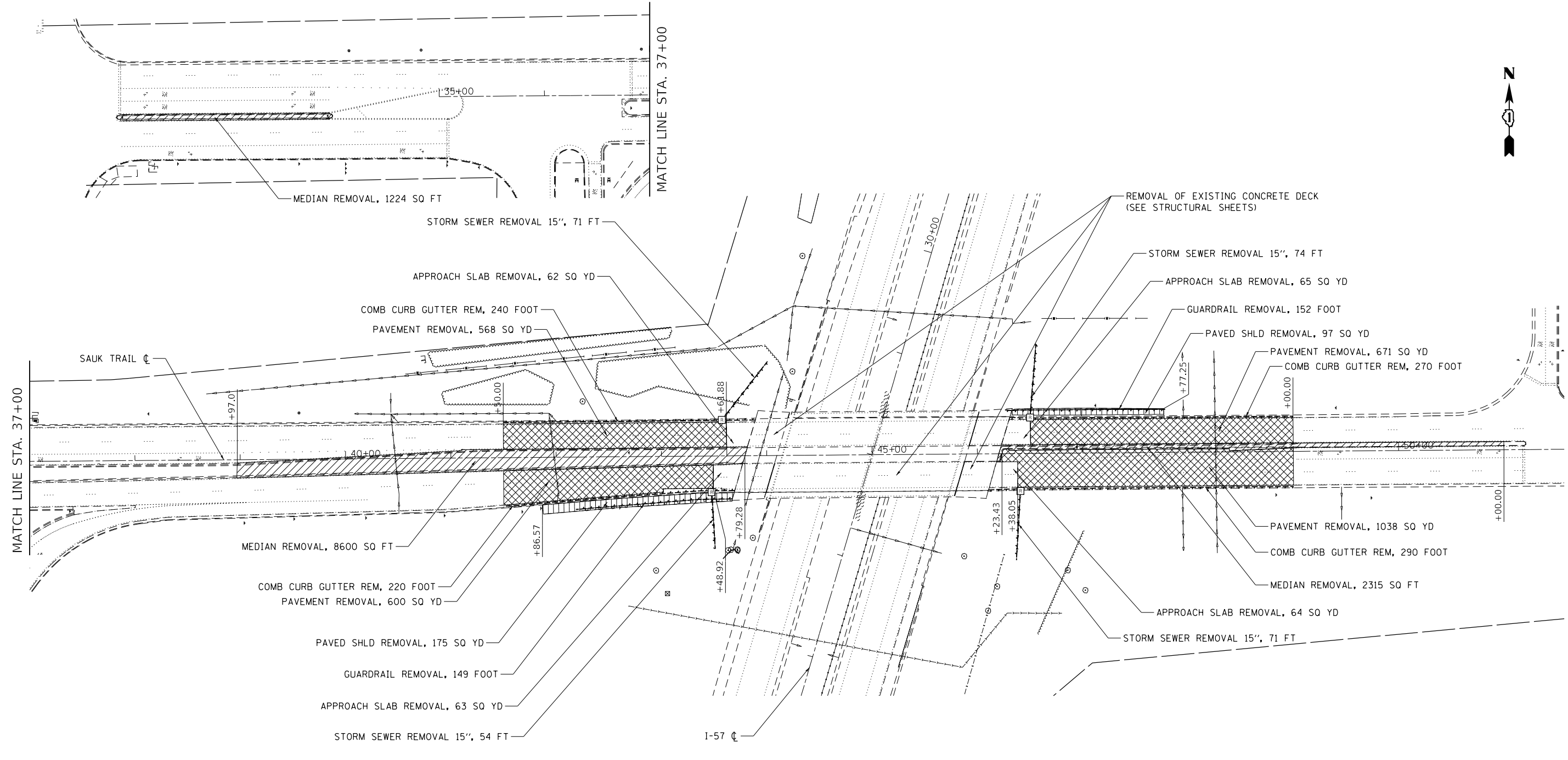
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PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
 ALIGNMENT, TIES AND BENCHMARKS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	17
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 37+00

MEDIAN REMOVAL, 1224 SQ FT

STORM SEWER REMOVAL 15", 71 FT

APPROACH SLAB REMOVAL, 62 SQ YD

COMB CURB GUTTER REM, 240 FOOT

PAVEMENT REMOVAL, 568 SQ YD

SAUK TRAIL CL

MEDIAN REMOVAL, 8600 SQ FT

COMB CURB GUTTER REM, 220 FOOT

PAVEMENT REMOVAL, 600 SQ YD

PAVED SHLD REMOVAL, 175 SQ YD

GUARDRAIL REMOVAL, 149 FOOT

APPROACH SLAB REMOVAL, 63 SQ YD

STORM SEWER REMOVAL 15", 54 FT

I-57 CL

REMOVAL OF EXISTING CONCRETE DECK  
(SEE STRUCTURAL SHEETS)

STORM SEWER REMOVAL 15", 74 FT

APPROACH SLAB REMOVAL, 65 SQ YD

GUARDRAIL REMOVAL, 152 FOOT

PAVED SHLD REMOVAL, 97 SQ YD

PAVEMENT REMOVAL, 671 SQ YD

COMB CURB GUTTER REM, 270 FOOT

PAVEMENT REMOVAL, 1038 SQ YD






COMB CURB GUTTER REM, 290 FOOT

MEDIAN REMOVAL, 2315 SQ FT

APPROACH SLAB REMOVAL, 64 SQ YD

STORM SEWER REMOVAL 15", 71 FT

**LEGEND**

-  PAVEMENT REMOVAL
-  MEDIAN REMOVAL
-  LINEAR REMOVAL ITEM
-  PAVED SHOULDER REMOVAL
-  STRUCTURE TO BE REMOVED

FILE NAME = I:\10203 PTB 182 04\10203\09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-rem.dgn



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

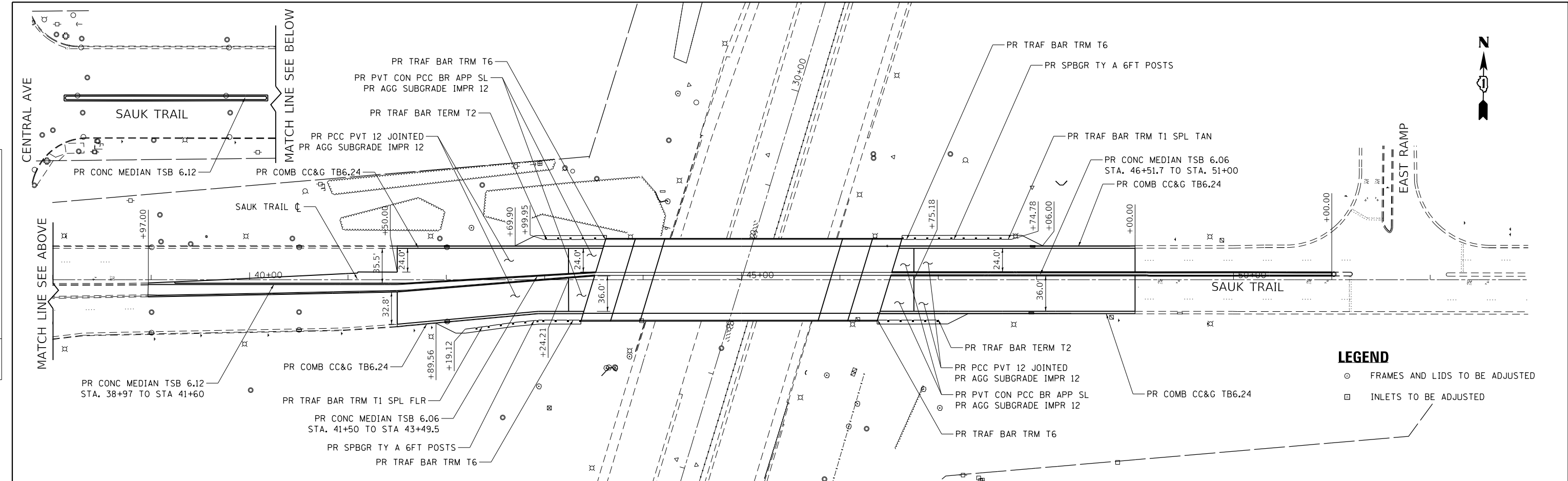
**SAUK TRAIL OVER I-57  
REMOVAL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	18
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

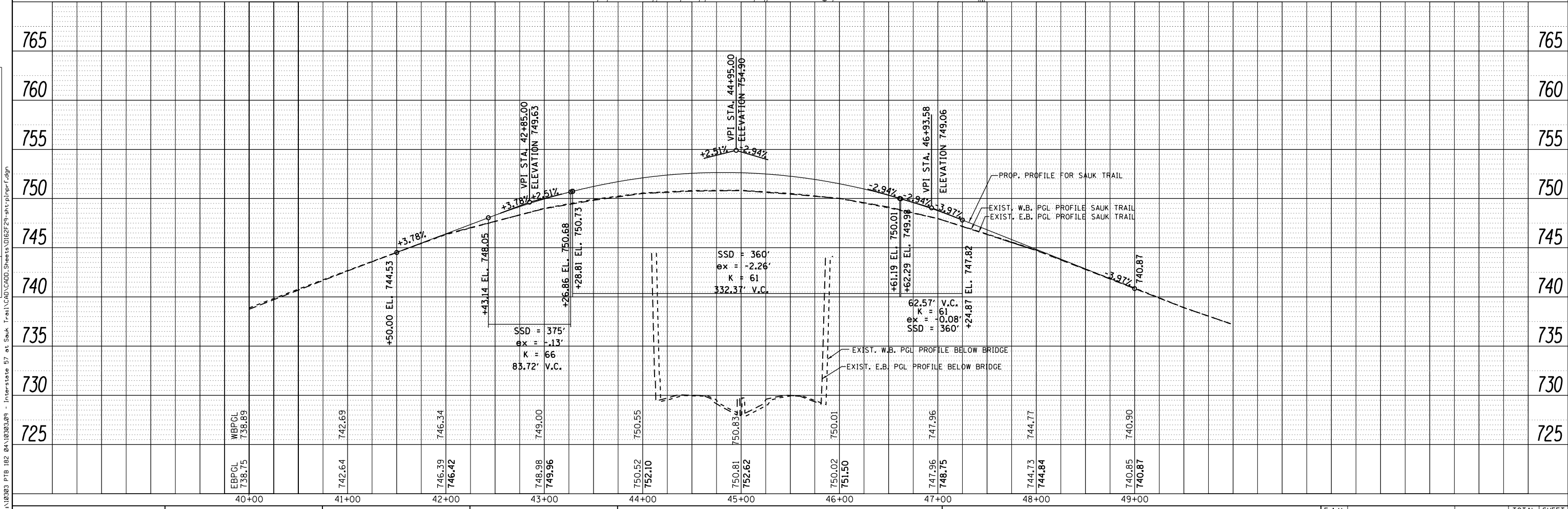
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	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO. _____	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	
	FILE NAME	



**LEGEND**

- FRAMES AND LIDS TO BE ADJUSTED
- INLETS TO BE ADJUSTED



COLLINS ENGINEERS INC.

USER NAME = ztaner	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/23/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
ROADWAY PLAN & PROFILE

SCALE: 1"=50'    SHEET    OF    SHEETS    STA.    TO    STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	136	19
				CONTRACT NO. 62F29
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\10203 PTB 1B2 0A\10203.09 - Interstate 57 at Sauk Trail\CD\GADD\_Sheets\0162F29-plt-prf.dgn

**MAINTENANCE OF TRAFFIC – GENERAL NOTES**

1. SEE SPECIAL PROVISIONS TITLED TRAFFIC CONTROL AND PROTECTION (ARTERIALS).
2. THE CONTRACTOR SHALL REMOVE AND SAFELY STORE (FREE FROM THEFT OR DAMAGE) OR COVER ALL CONFLICTING EXISTING SIGNS FOR THE DURATION OF THE CONSTRUCTION. ALL SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF CONSTRUCTION. COST INCLUDED WITH TRAFFIC CONTROL & PROTECTION (SPECIAL).
3. THE FOLLOWING APPLY TO CONSTRUCTION SIGNS:
  - A) THE CONTRACTOR SHALL FURNISH ALL SIGNS.
  - B) THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR SUBCONTRACTORS DURING RELOCATION OR CONSTRUCTION OPERATIONS.
  - C) ALL SIGNS AND ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350. TEST LEVEL 2.
  - D) ALL SIGNS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION (SPECIAL) PAY ITEM, EXCEPT FOR TEMPORARY INFORMATIONAL SIGNING AS NOTED ON THE PLANS.
4. ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE ENGINEER.
5. ALL TEMPORARY PAVEMENT MARKINGS DURING STAGED CONSTRUCTION SHALL BE PAVEMENT MARKING TAPE, TYPE IV OF THE WIDTH AND COLOR SPECIFIED ON THE PLAN SHEETS.
6. THE CONTRACTOR SHALL MAINTAIN DRAINAGE AND EROSION CONTROL DURING CONSTRUCTION FOR THE DURATION OF THE CONTRACT.
7. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL ENTRANCES FOR THE ENTIRE DURATION OF THE PROJECT UNLESS OTHERWISE NOTED ON THE PLANS.
8. SIDE ROAD, INTERSECTIONS, AND DRIVEWAY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE TYPICAL ENTRANCE SIGNING DETAIL, DISTRICT DETAILS TC-10 AND TC-26, AND AS SHOWN ON THE PLANS.
9. TEMPORARY PAVEMENT SHALL BE ACCORDING TO THE PAVEMENT STRUCTURE DETAILS AND MIX DESIGN REQUIREMENTS ON THE TYPICAL SECTIONS SHEETS.
10. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 TRAFFIC CONTROL SUPERVISOR, AT 847-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
11. CONTRACTOR WILL BE REQUIRED TO IMPLEMENT FULL EXPRESSWAY CLOSURES TO INSTALL AND REMOVE AERIAL CABLES ACROSS I-57, REMOVE AND RE-INSTALL BRIDGE MOUNTED INTERSTATE SIGNS OVER THE INTERSTATE AND OTHER CONSTRUCTION ACTIVITIES AS IDENTIFIED BY THE CONTRACTOR OR ENGINEER. PLEASE SEE CONTRACT SPECIAL PROVISIONS FOR MORE INFORMATION.
12. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THESE MOT PLANS WILL BE REMOVED ACCORDINGLY AND SHALL BE INCLUDED UNDER PAVEMENT MARKING REMOVAL - WATER BLASTING.
13. THE CONTRACTOR SHALL MAINTAIN TEMPORARY QUEUE DETECTION SYSTEM ALONG SOUTHBOUND I-57 EXIT TO SAUK TRAIL DURING ALL STAGES OF THESE MOT PLANS.
14. ONE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED AT EACH END OF THE PROJECT. CONTRACTOR SHALL OBTAIN APPROVAL FROM THE ENGINEER BEFORE PLACEMENT OF THE CHANGEABLE MESSAGE SIGNS.

**SAUK TRAIL, STAGING NOTES: PRE-STAGE**

WORK IN THIS STAGE CONSISTS OF CONSTRUCTING TEMPORARY PAVEMENT REQUIRED FOR STAGE 1.

TRAFFIC CONTROL FOR WORK DURING THIS STAGE WILL CONSIST OF DAILY LANES CLOSURE THAT ARE IN ACCORDANCE WITH HIGHWAY STANDARDS 701601, 701701, 701101 & 701426.

FLOW OF TRAFFIC FROM SB I-57 TO SAUK TRAIL EXIT MAY NOT BE INTERRUPTED IN THIS STAGE.

**SAUK TRAIL, STAGING NOTES: STAGE I**

WORK IN THIS STAGE CONSISTS RAISING EXISTING STEEL BEAMS, REMOVE, GROUND MOUNT AND RE-ERECT OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED AND THE CONSTRUCTION OF NEW BRIDGE DECK, APPROACH SLABS & PCC PAVEMENT (JOINTED) ALONG THE EASTBOUND LANES OF TRAFFIC ON SAUK TRAIL.

MAINTAIN TRAFFIC IN ACCORDANCE WITH MOT PLAN.

PRIOR TO SHIFTING TRAFFIC INTO TEMPORARY LANE CONFIGURATION, TEMPORARY PAVEMENT SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS.

INSTALL STAGE I TEMPORARY SIGNAGE AND TEMPORARY TRAFFIC SIGNALS.

SHIFT TRAFFIC INTO THE STAGE I CONFIGURATION AS SHOWN ON THE PLANS.

**SAUK TRAIL, STAGING NOTES: STAGE II**

WORK IN THIS STAGE CONSISTS RAISING EXISTING STEEL BEAMS, REMOVE, GROUND MOUNT AND RE-ERECT OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED AND THE CONSTRUCTION OF NEW BRIDGE DECK, APPROACH SLABS & PCC PAVEMENT (JOINTED) ALONG THE WESTBOUND LANES OF TRAFFIC ON SAUK TRAIL.

MAINTAIN TRAFFIC IN ACCORDANCE WITH MOT PLAN.

PRIOR TO SHIFTING TRAFFIC INTO TEMPORARY LANE CONFIGURATION, TEMPORARY PAVEMENT SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS.

INSTALL STAGE II TEMPORARY SIGNAGE AND TEMPORARY TRAFFIC SIGNALS.

SHIFT TRAFFIC INTO THE STAGE II CONFIGURATION AS SHOWN ON THE PLANS.

**SAUK TRAIL, STAGING NOTES: STAGE III**

WORK IN THIS STAGE CONSISTS PCC PAVEMENT (JOINTED) ALONG THE WESTBOUND LANES OF TRAFFIC ON SAUK TRAIL.

MAINTAIN TRAFFIC IN ACCORDANCE WITH MOT PLAN.

INSTALL STAGE III TEMPORARY SIGNAGE AND TEMPORARY TRAFFIC SIGNALS.

SHIFT TRAFFIC INTO THE STAGE III CONFIGURATION AS SHOWN ON THE PLANS.

**SAUK TRAIL, STAGING NOTES: STAGE IV**

WORK IN THIS STAGE CONSISTS PCC PAVEMENT (JOINTED) AND MEDIAN ALONG EASTBOUND & WESTBOUND LANES OF TRAFFIC ON SAUK TRAIL.

MAINTAIN TRAFFIC IN ACCORDANCE WITH MOT PLAN.

INSTALL STAGE IV TEMPORARY SIGNAGE AND TEMPORARY TRAFFIC SIGNALS.

SHIFT TRAFFIC INTO THE STAGE IV CONFIGURATION AS SHOWN ON THE PLANS.

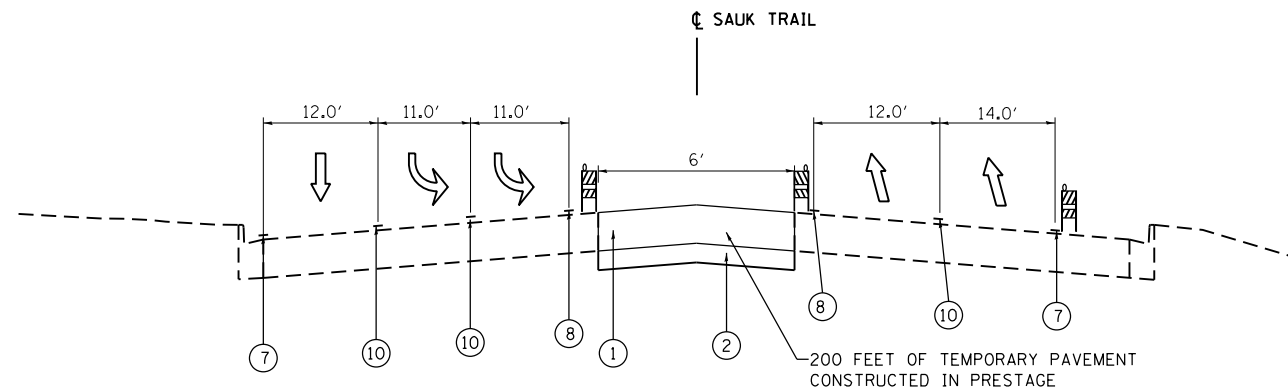
**I-57, STAGING NOTES: STAGE I & II**

WORK IN THIS STAGE CONSISTS OF CONSTRUCTING TEMPORARY SHORING FOR STAGE 1 AND STAGE 2 BRIDGE DECK CONSTRUCTION.

MAINTAIN TRAFFIC IN ACCORDANCE WITH DISTRICT ONE DETAIL TC-17.

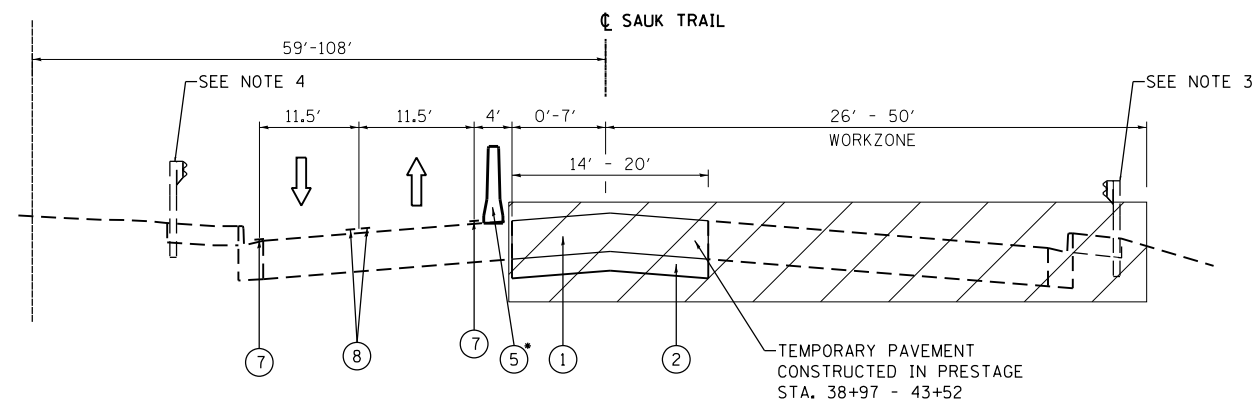
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	PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -			1632	0203-100IHB-BR	COOK	137	20
PLOT DATE = 5/23/2019	DATE -	REVISED -		SCALE:	SHEET OF SHEETS	STA.	TO STA.	<p align="right">CONTRACT NO. 62F29</p> <p align="right">ILLINOIS FED. AID PROJECT</p>		



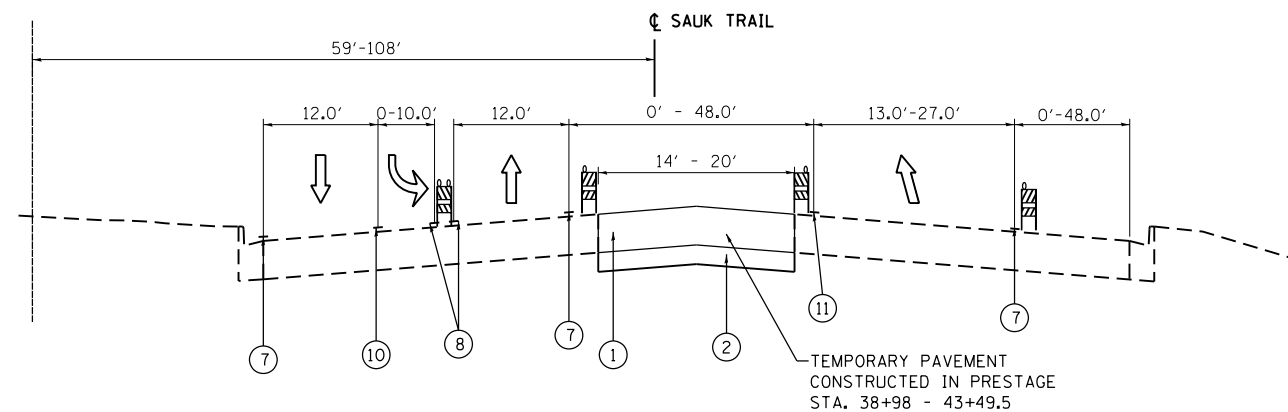
**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE I**

CENTRAL AVE. TO STA. 36+50.00



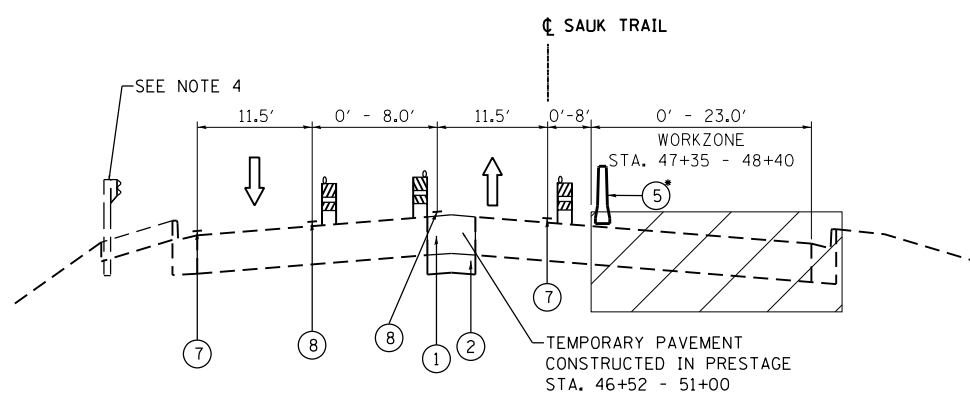
**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE I**

STA. 41+15.00 TO STA. 47+57.00  
\* CONCRETE BARRIER FROM STA. 41+45 - STA. 48+88  
PINNED FROM STA. 42+50 - STA. 47+50



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE I**

STA. 36+50.00 TO STA. 41+20.00



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE I**

STA. 47+57.00 TO STA. 51+00.00  
CONCRETE BARRIER FROM STA. 41+45 - STA. 48+88  
PINNED FROM STA. 42+50 - STA. 47+50

**NOTES:**

- TEMPORARY PAVEMENT SHALL BE ACCORDING TO THE PAVEMENT STRUCTURE DETAILS AND MIX DESIGN REQUIREMENTS IN THE HMA TABLE.
- THE CONTRACTOR SHALL FIELD VERIFY SUBGRADE CONDITIONS AND PROVIDE ADDITIONAL SUBBASE GRANULAR MATERIAL UNDER TEMPORARY PAVEMENT FOR STABILITY AT THE DIRECTION OF THE ENGINEER. THIS WORK IS INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT.
- GUARDRAIL LOCATED FROM STA. 42+18.50 - 43+67.00
- GUARDRAIL LOCATED FROM STA. 46+24.00 - 47+78.00

**PROPOSED LEGEND:**

- ① TEMPORARY PAVEMENT, 10"
- ② SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ③ AGGREGATE SHOULDERS, TYPE B, 6"
- ④ TEMPORARY EROSION CONTROL SEEDING
- ⑤ TEMPORARY CONCRETE BARRIER
- ⑥ TEMPORARY CONCRETE BARRIER, RELOCATE
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE
- ⑧ PAVEMENT MARKING TAPE, TYPE IV 4" YELLOW
- ⑨ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE (10' DASH - 30' SKIP)
- ⑩ PAVEMENT MARKING TAPE, TYPE IV 6" WHITE
- ⑪ PAVEMENT MARKING TAPE, TYPE IV 8" WHITE
- WORK AREA

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tp-MOT-spl.dgn

**COLLINS ENGINEERS**

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	DATE -	REVISED -

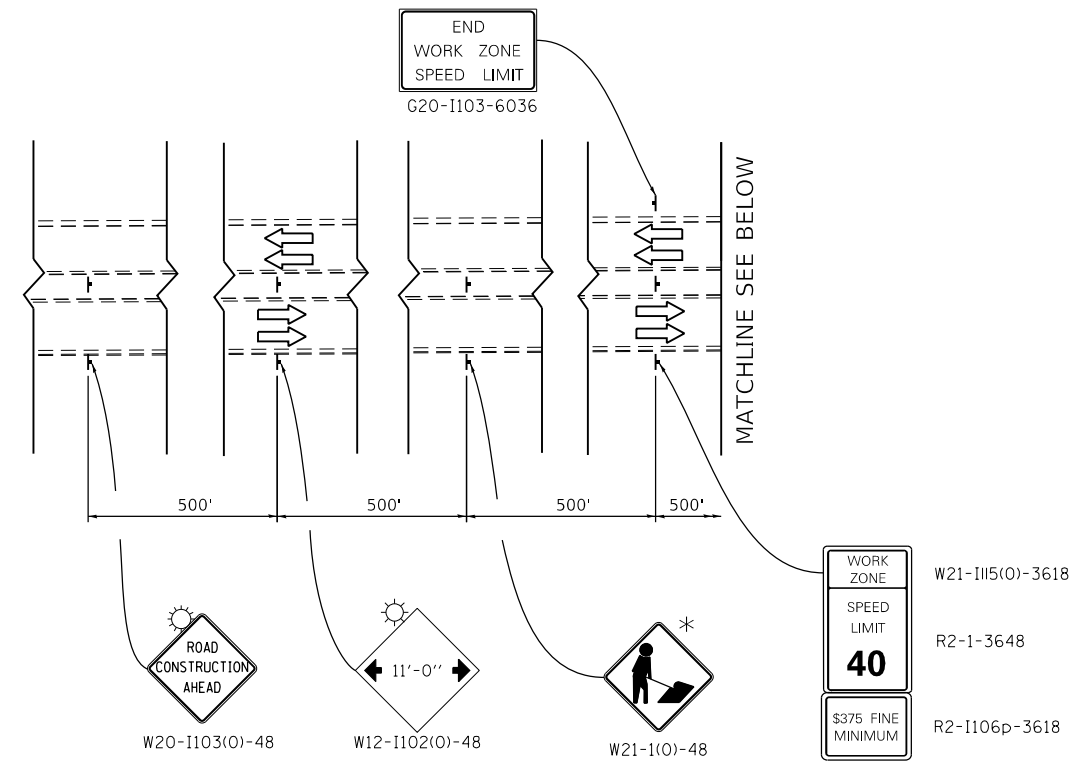
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER IL 57  
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

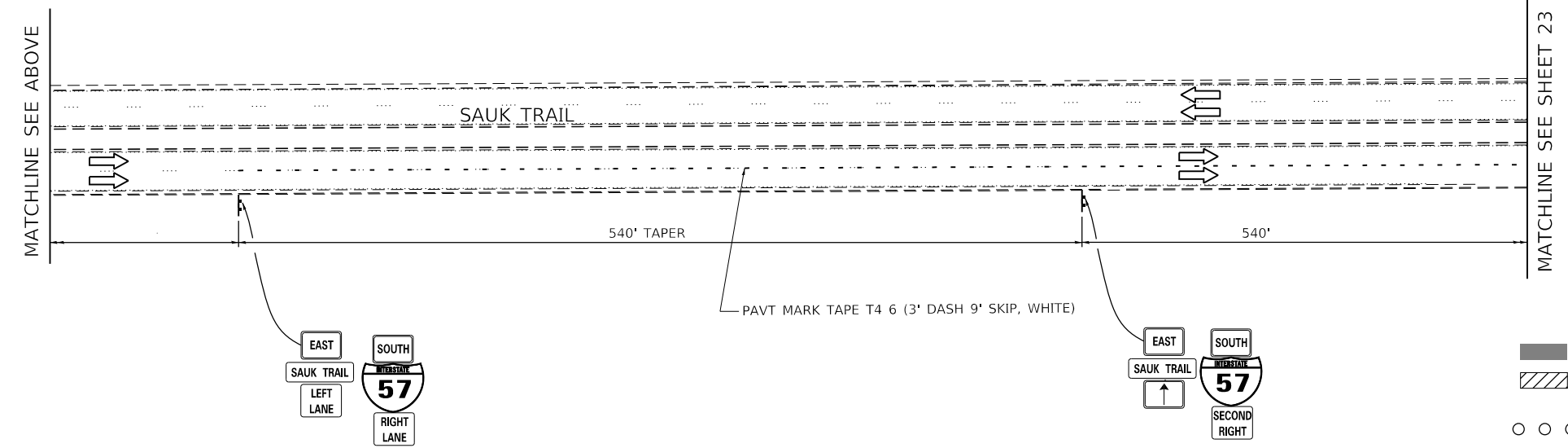
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	21
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-sgl.dgn



WORK ZONE	W21-115(O)-3618
SPEED LIMIT	R2-1-3648
<b>40</b>	
S375 FINE MINIMUM	R2-1106p-3618

\* MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR



- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



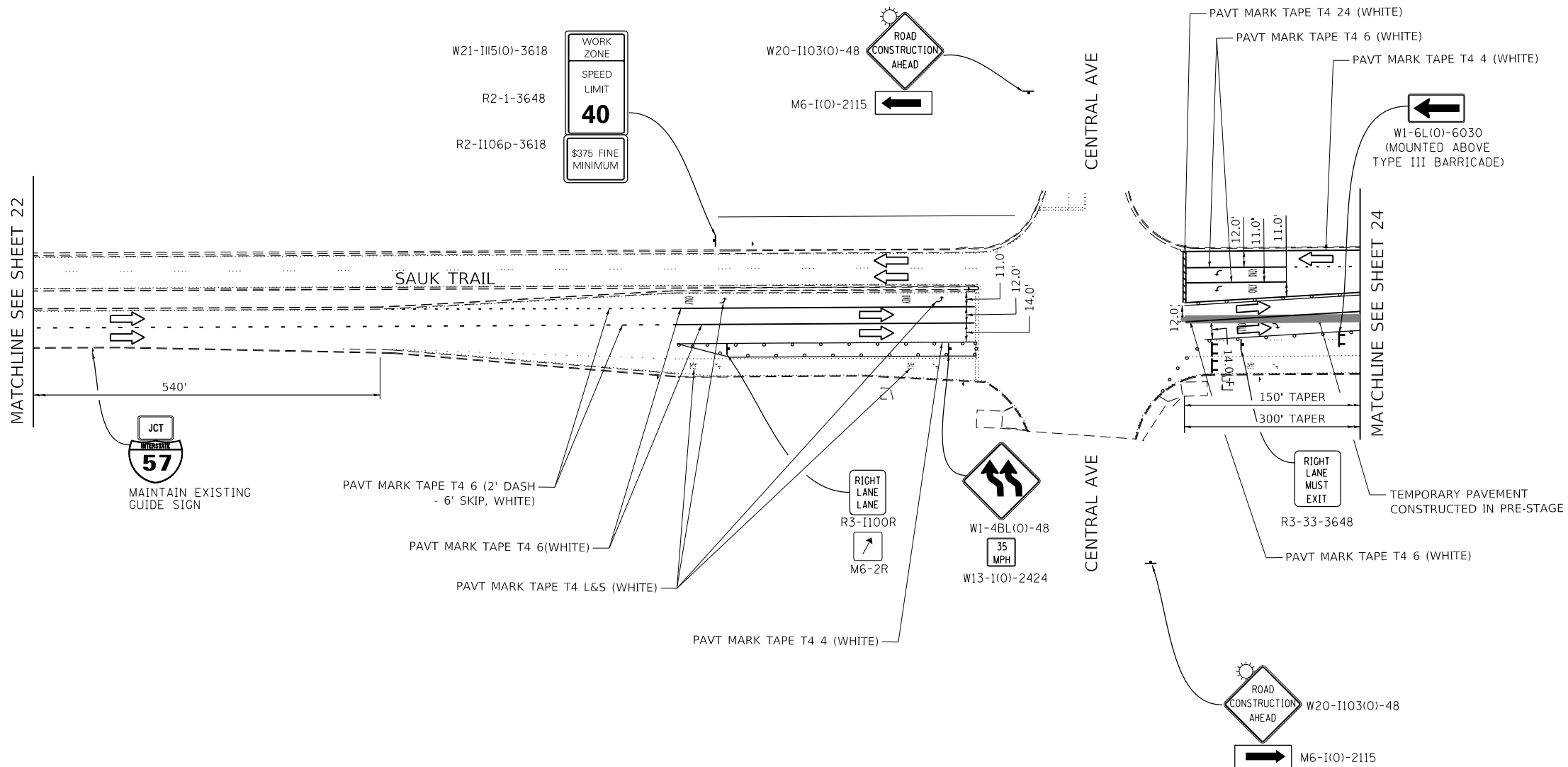
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PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE I (SAUK TRAIL)

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	22
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

NOTES:  
 1. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/CENTRAL AVE INTERSECTION.

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg1.dgn



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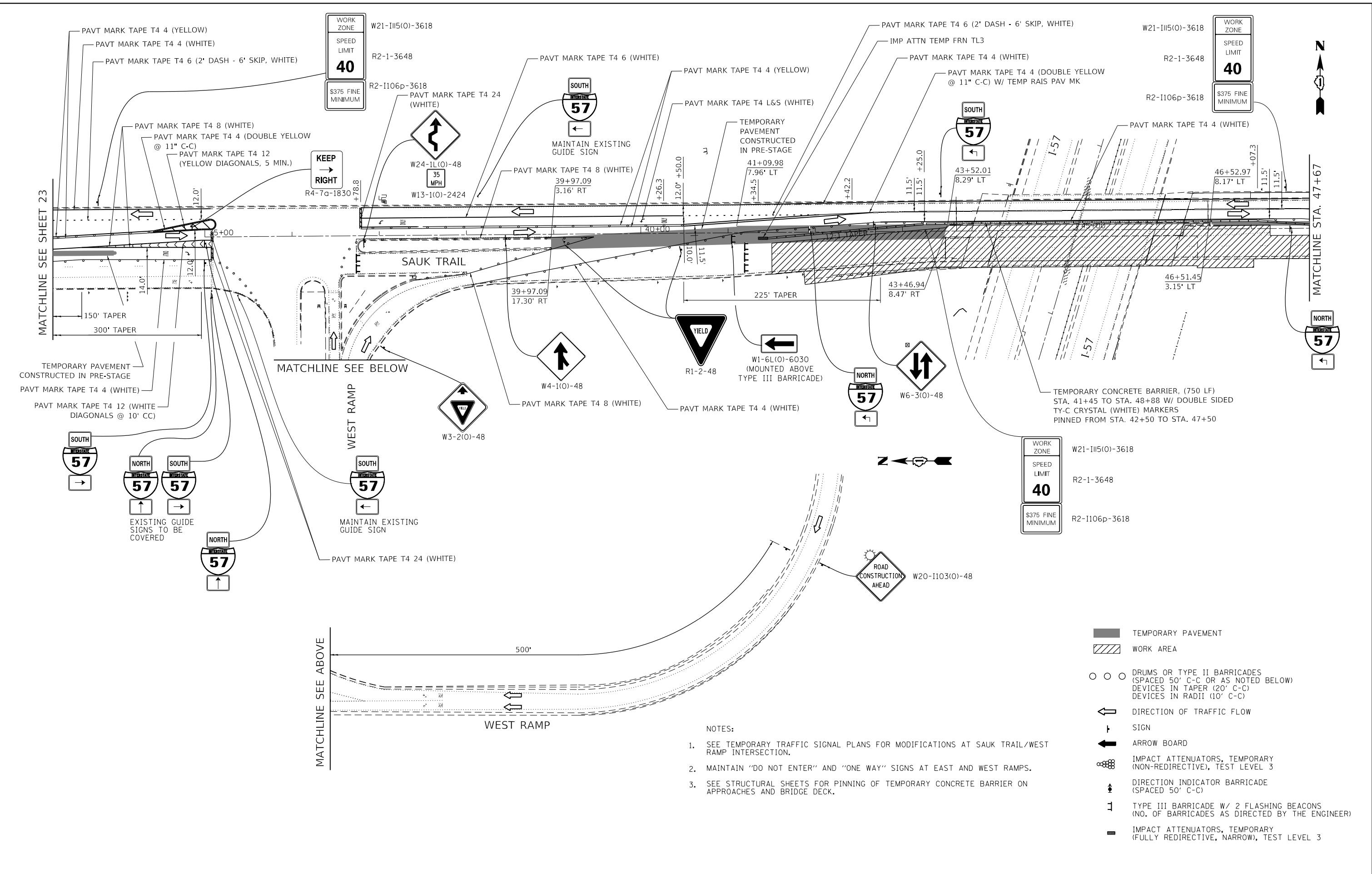
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE I (SAUK TRAIL)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	23
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-sgl.dgn



**NOTES:**

- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/WEST RAMP INTERSECTION.
- MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.
- SEE STRUCTURAL SHEETS FOR PINNING OF TEMPORARY CONCRETE BARRIER ON APPROACHES AND BRIDGE DECK.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)
- DEVICES IN TAPER (20' C-C)
- DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



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PLOT SCALE = 100.0000' / in.	DRAWN - ZJT	REVISED -
PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

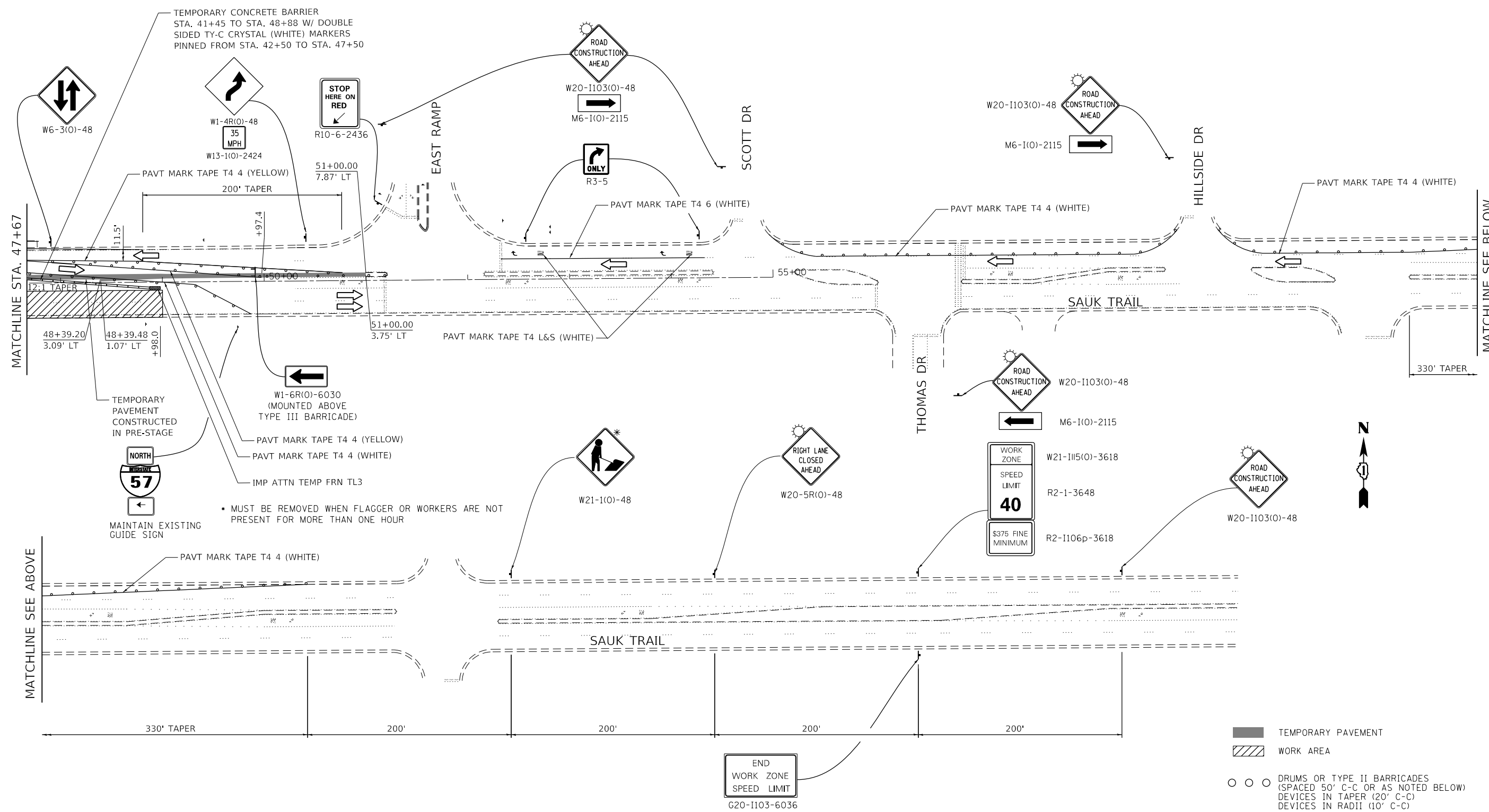
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SAUK TRAIL OVER I-57 MAINTENANCE OF TRAFFIC - STAGE I (SAUK TRAIL)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	24
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-sgl.dgn



END  
WORK ZONE  
SPEED LIMIT  
G20-1103-6036

NOTES:

1. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/THOMAS & SAUK TRAIL/EAST RAMP INTERSECTIONS.
2. SIGNING FOR COMMERCIAL ENTRANCES SHALL FOLLOW DETAIL TC 26.
3. MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.

- TEMPORARY PAVEMENT
- ▨ WORK AREA
- ○ ○ DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- ← DIRECTION OF TRAFFIC FLOW
- ↑ SIGN
- ARROW BOARD
- ⊙ ⊙ ⊙ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- ↑ ↓ DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- ⊠ TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



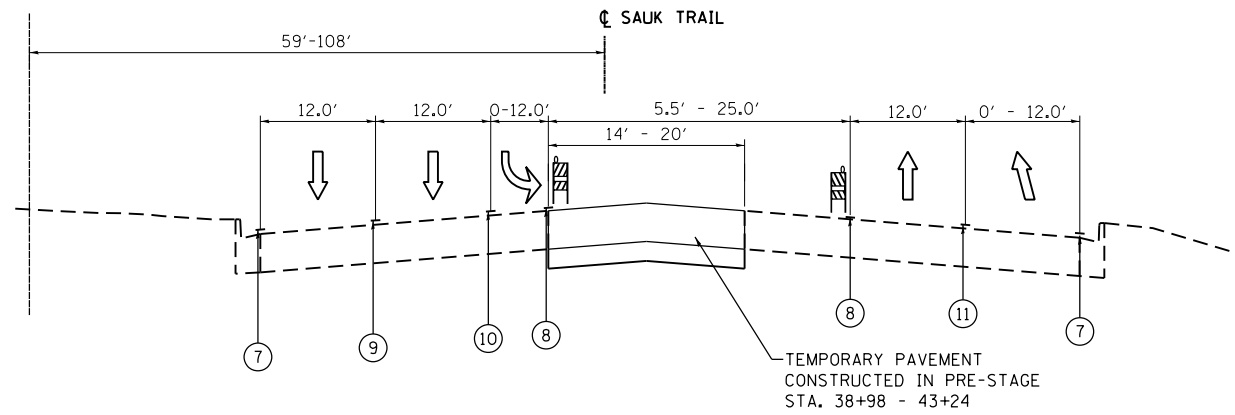
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PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE I (SAUK TRAIL)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	25
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE II**

STA. 36+50.00 TO STA. 41+50.00

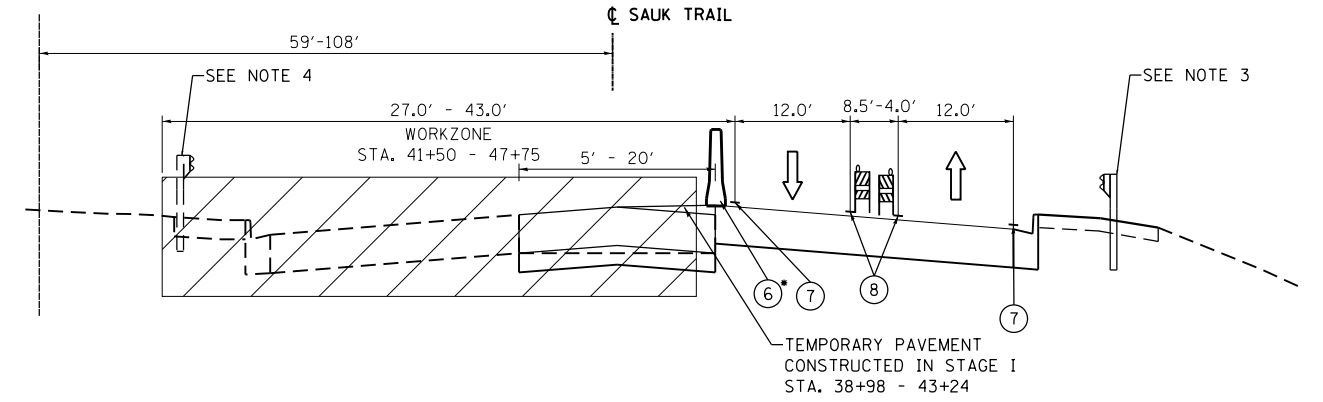
**PROPOSED LEGEND:**

- ① TEMPORARY PAVEMENT, 10"
- ② SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ③ AGGREGATE SHOULDERS, TYPE B, 6"
- ④ TEMPORARY EROSION CONTROL SEEDING
- ⑤ TEMPORARY CONCRETE BARRIER
- ⑥ TEMPORARY CONCRETE BARRIER, RELOCATE
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE
- ⑧ PAVEMENT MARKING TAPE, TYPE IV 4" YELLOW
- ⑨ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE (10' DASH - 30' SKIP)
- ⑩ PAVEMENT MARKING TAPE, TYPE IV 6" WHITE
- ⑪ PAVEMENT MARKING TAPE, TYPE IV 8" WHITE

▨ WORK AREA

**NOTES:**

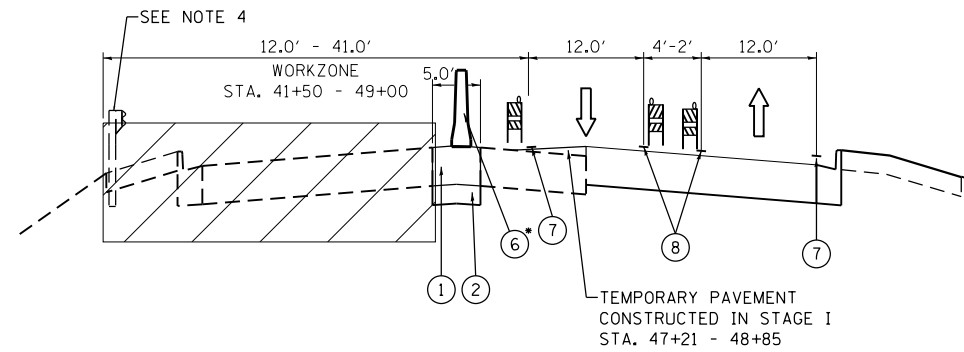
1. TEMPORARY PAVEMENT SHALL BE ACCORDING TO THE PAVEMENT STRUCTURE DETAILS AND MIX DESIGN REQUIREMENTS IN THE HMA TABLE.
2. THE CONTRACTOR SHALL FIELD VERIFY SUBGRADE CONDITIONS AND PROVIDE ADDITIONAL SUBBASE GRANULAR MATERIAL UNDER TEMPORARY PAVEMENT FOR STABILITY AT THE DIRECTION OF THE ENGINEER. THIS WORK IS INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT.
3. GUARDRAIL LOCATED FROM STA. 42+18.50 - 43+67.00 AND STA. 46+38.00 - 47+00.00
4. GUARDRAIL LOCATED FROM STA. 46+24.00 - 47+78.00



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE II**

STA. 41+50.00 TO STA. 47+00.00

\* CONCRETE BARRIER FROM STA. 40+80 - STA. 48+59



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE II**

STA. 47+00.00 TO STA. 51+00.00

\* CONCRETE BARRIER FROM STA. 40+80 - 48+59

FILE NAME = I:\10203 PTB 182 04\10203\09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tp\_MOT-sig2.dgn



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	DATE -	REVISED -

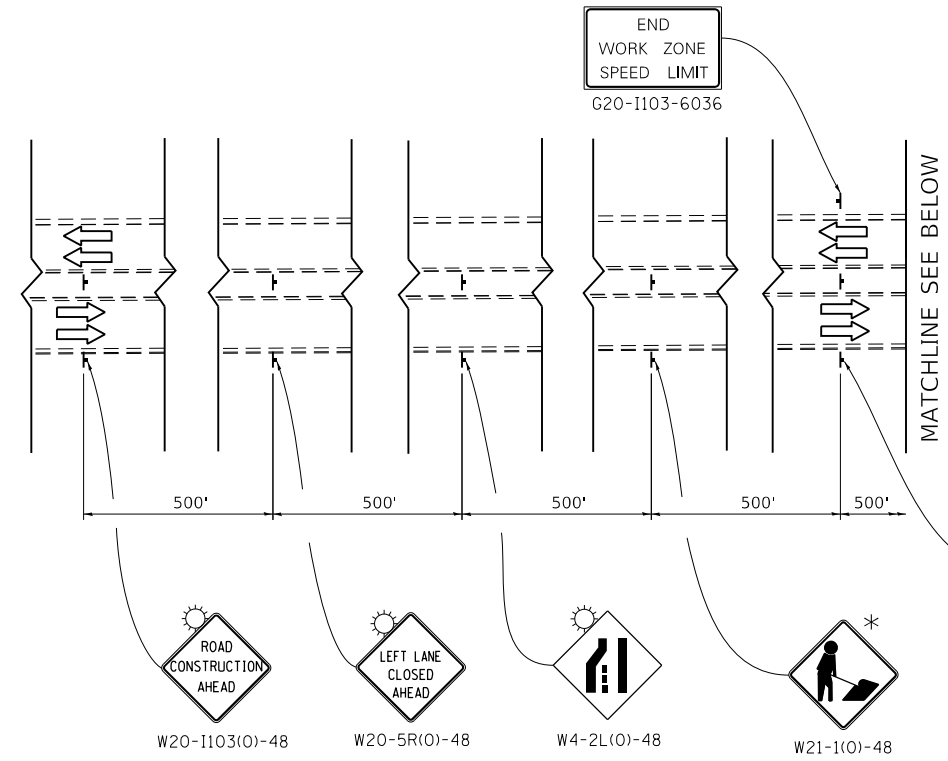
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER IL 57  
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

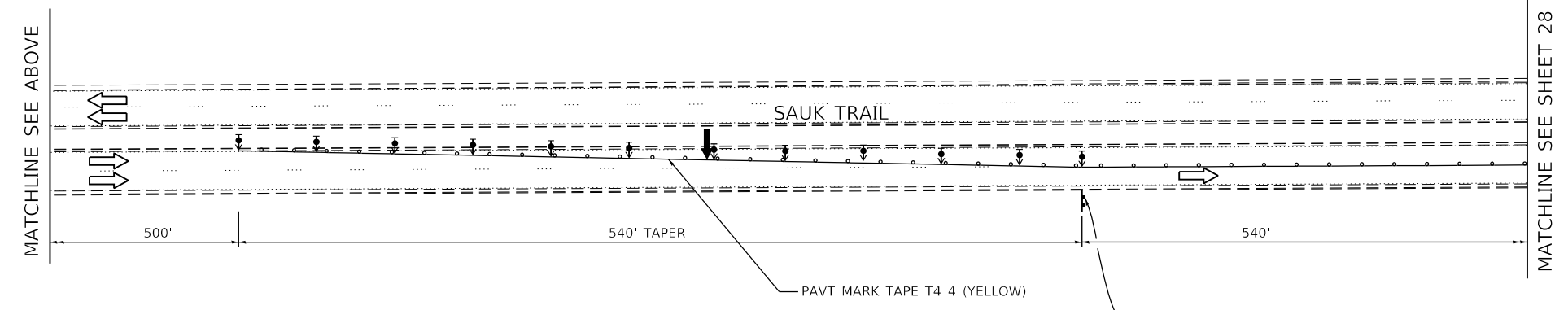
SCALE: SHEET OF SHEETS STA. TO STA.

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ILLINOIS FED. AID PROJECT				

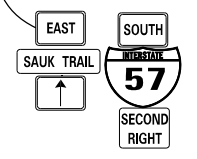
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\* MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR



- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
	DRAWN - ZJT	REVISED -
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PLOT DATE = 5/23/2019	DATE -	REVISED -

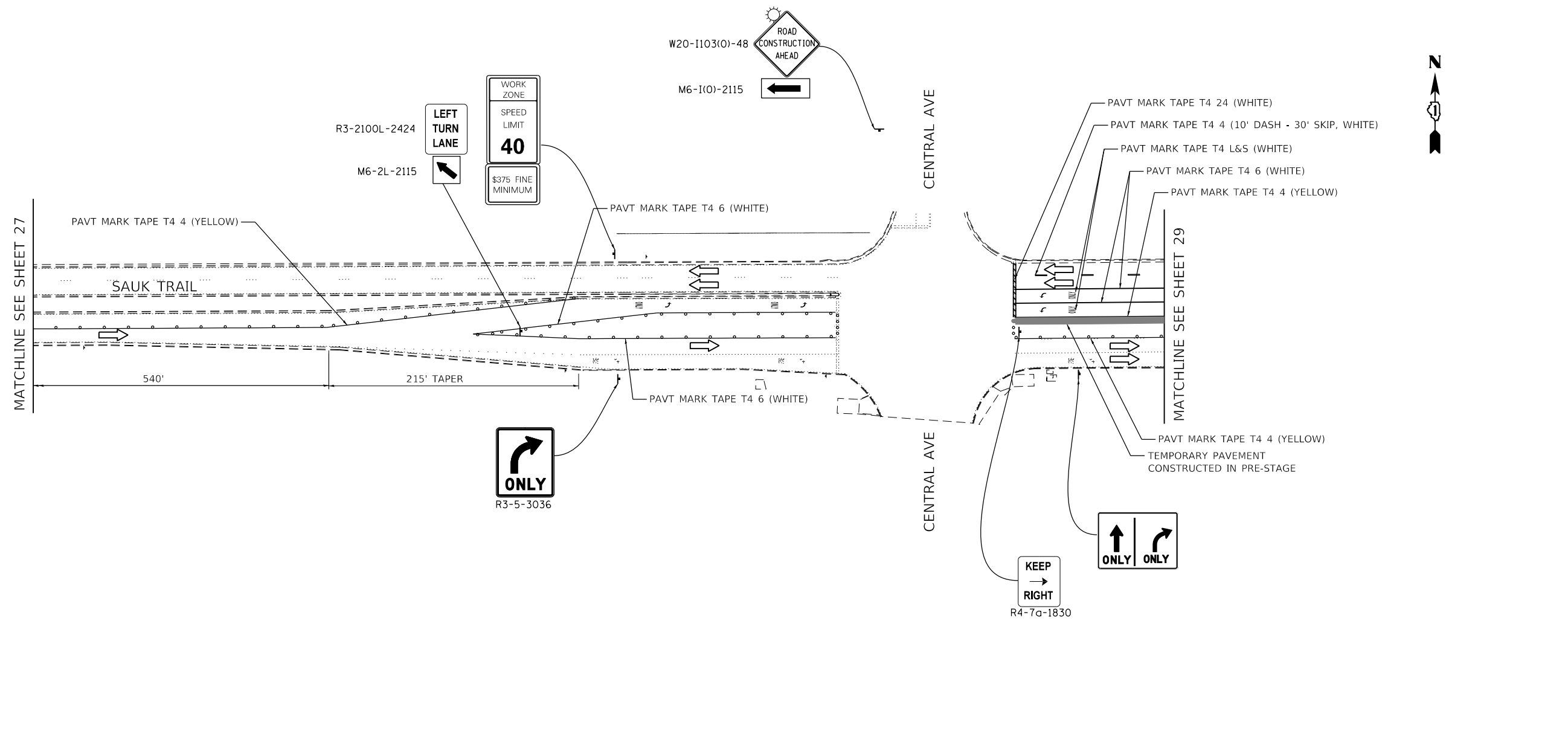
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE II (SAUK TRAIL)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	27
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stage2.dgn



NOTES:

- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/CENTRAL AVE INTERSECTION.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



USER NAME = ztaner	DESIGNED - ZJT	REVISED -
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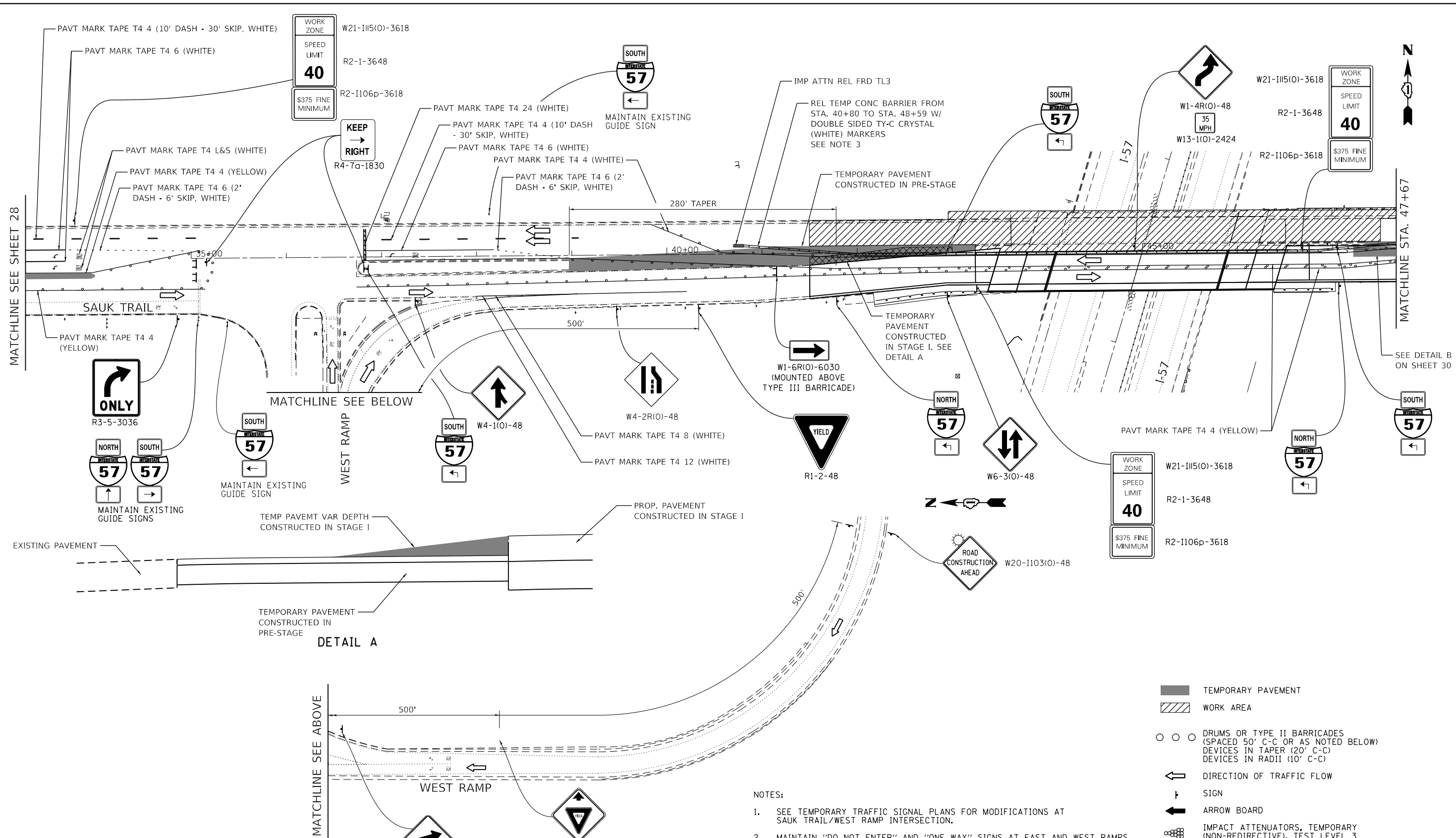
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE II (SAUK TRAIL)

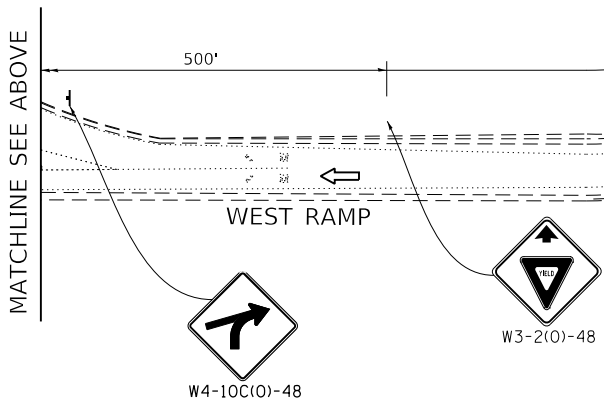
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	28
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg2.dgn



DETAIL A



NOTES:

- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/WEST RAMP INTERSECTION.
- MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.
- SEE STRUCTURAL SHEETS FOR PINNING OF RELOCATE TEMPORARY CONCRETE BARRIER FROM 43+49.5 TO STA. 46+50.5

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
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PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

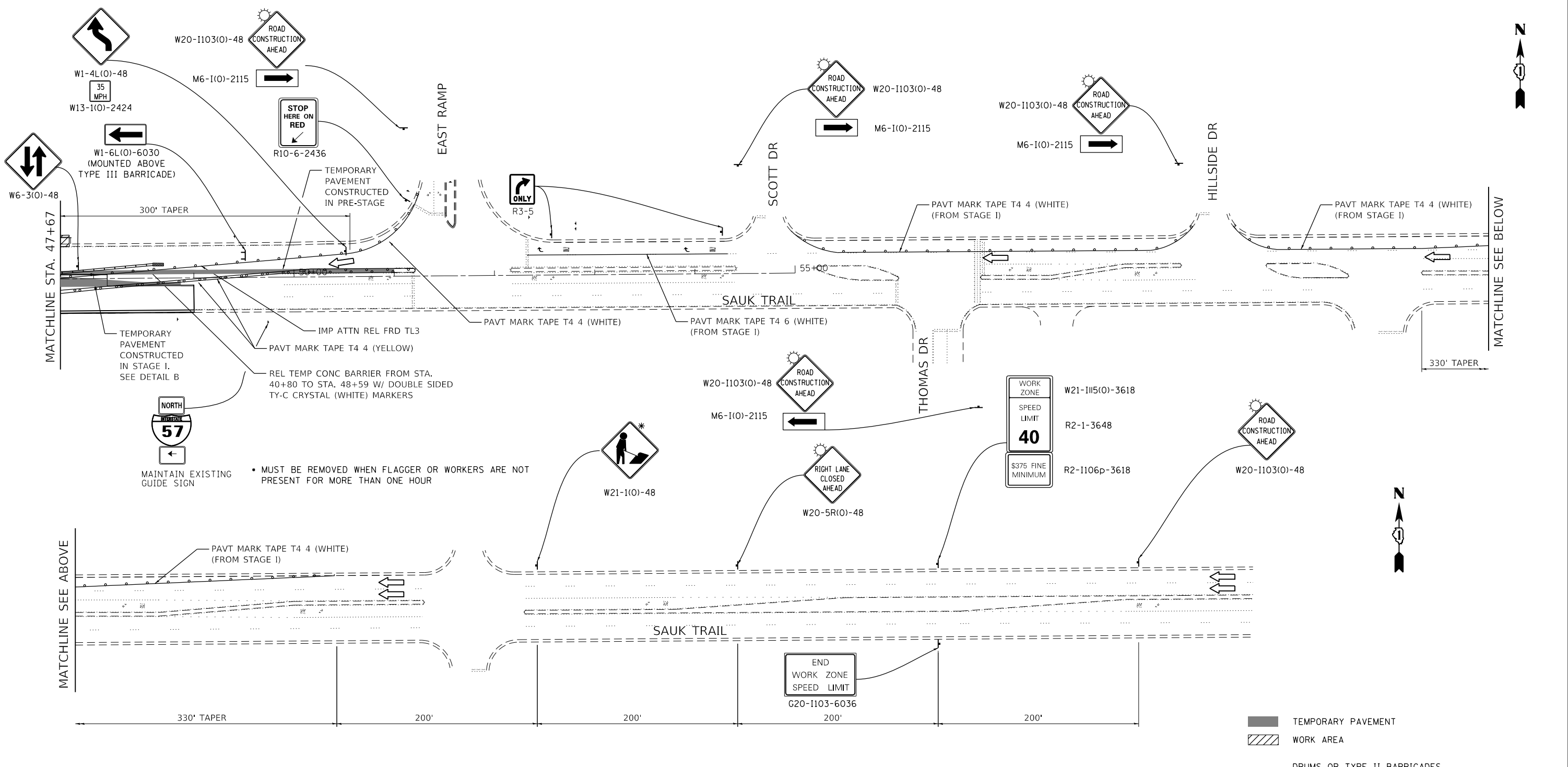
SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE II (SAUK TRAIL)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	29
CONTRACT NO. 62F29				

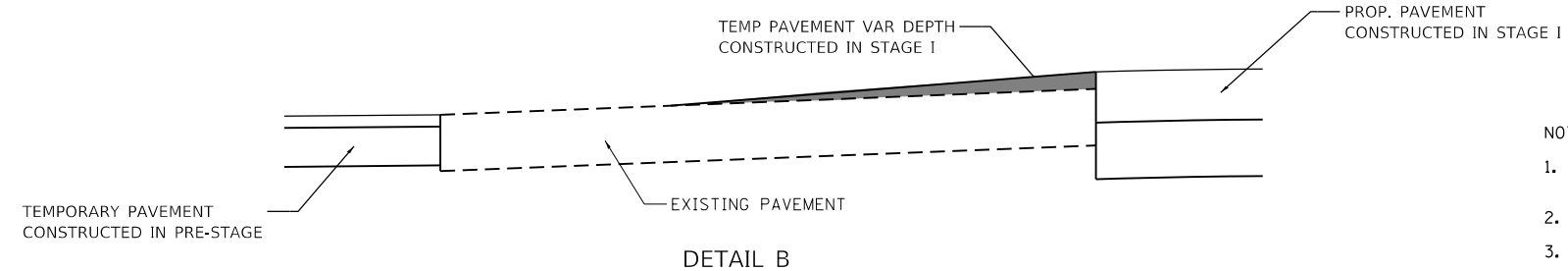
ILLINOIS FED. AID PROJECT

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stage2.dgn



MAINTAIN EXISTING GUIDE SIGN

MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR



DETAIL B

NOTES:

1. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/THOMAS & SAUK TRAIL/EAST RAMP INTERSECTIONS.
2. SIGNING FOR COMMERCIAL ENTRANCES SHALL FOLLOW DETAIL TC 26.
3. MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.
4. SEE STRUCTURAL SHEETS FOR PINNING OF RELOCATE TEMPORARY CONCRETE BARRIER FROM 43+49.5 TO STA. 46+50.5

- TEMPORARY PAVEMENT
- ▨ WORK AREA
- ○ ○ DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- ← DIRECTION OF TRAFFIC FLOW
- ↑ SIGN
- ARROW BOARD
- ⊙ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- ↑↓ DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- ⊠ TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- ▬ IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



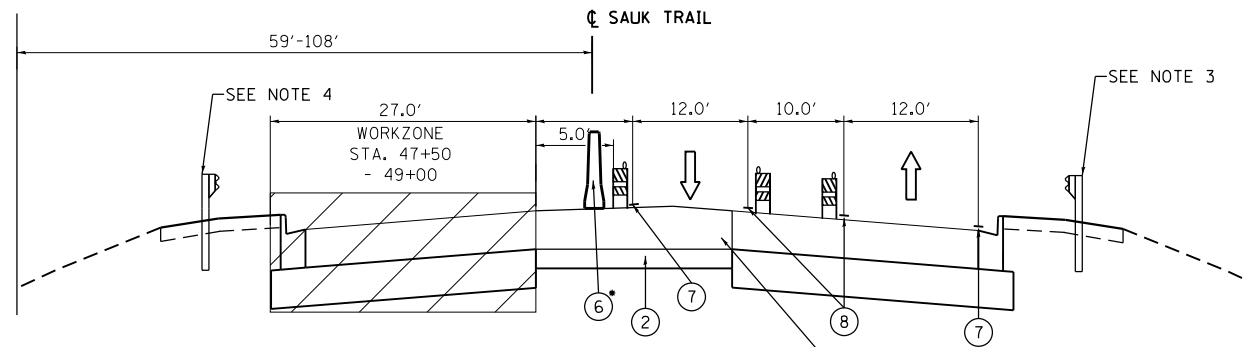
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PLOT DATE = 5/23/2019	DATE -	REVISIONS -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE II (SAUK TRAIL)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	30
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE III**

STA. 40+28.00 TO STA. 49+00.00

- CONCRETE BARRIER FROM STA. 47+51 - 49+61

**PROPOSED LEGEND:**

- ① TEMPORARY PAVEMENT, 10"
- ② SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ③ AGGREGATE SHOULDERS, TYPE B, 6"
- ④ TEMPORARY EROSION CONTROL SEEDING
- ⑤ TEMPORARY CONCRETE BARRIER
- ⑥ TEMPORARY CONCRETE BARRIER, RELOCATE
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE
- ⑧ PAVEMENT MARKING TAPE, TYPE IV 4" YELLOW
- ⑨ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE (10' DASH - 30' SKIP)
- ⑩ PAVEMENT MARKING TAPE, TYPE IV 6" WHITE
- ⑪ PAVEMENT MARKING TAPE, TYPE IV 8" WHITE

**NOTES:**

1. TEMPORARY PAVEMENT SHALL BE ACCORDING TO THE PAVEMENT STRUCTURE DETAILS AND MIX DESIGN REQUIREMENTS IN THE HMA TABLE.
2. THE CONTRACTOR SHALL FIELD VERIFY SUBGRADE CONDITIONS AND PROVIDE ADDITIONAL SUBBASE GRANULAR MATERIAL UNDER TEMPORARY PAVEMENT FOR STABILITY AT THE DIRECTION OF THE ENGINEER. THIS WORK IS INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT.
3. GUARDRAIL LOCATED FROM STA. 42+18.50 - 43+67.00 AND STA. 46+38.00 - 47+00.00
4. GUARDRAIL LOCATED FROM STA. 42+00.00 - 42+62.00 AND STA. 46+24.00 - 47+78.00

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tp-MOT-sag3.dgn



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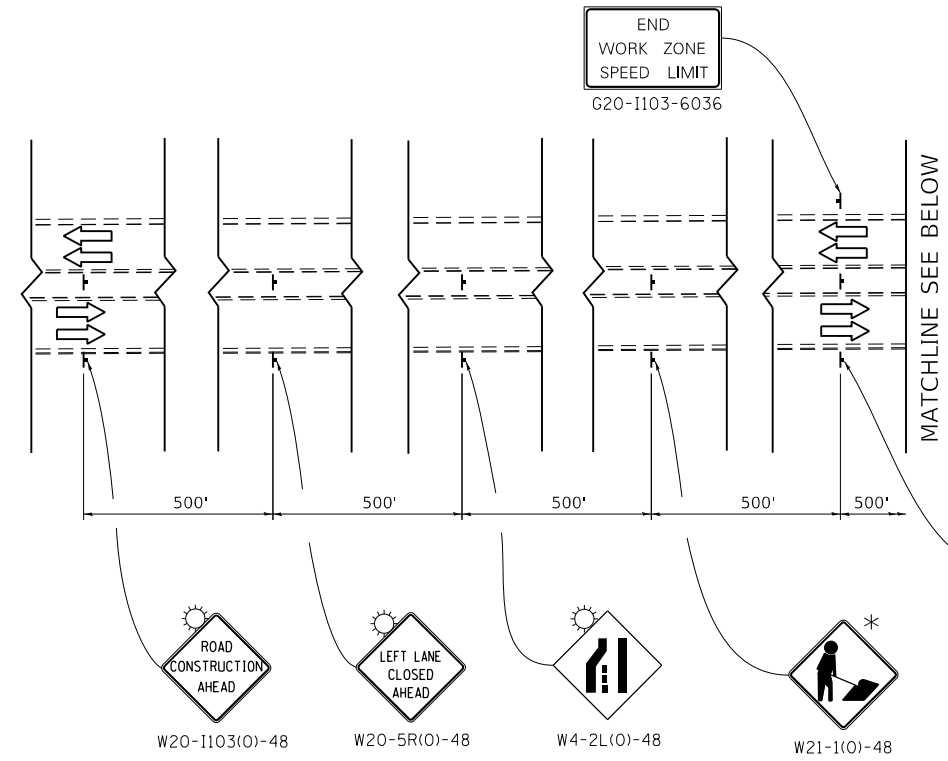
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER IL 57  
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	31
				CONTRACT NO. 62F29
ILLINOIS FED. AID PROJECT				

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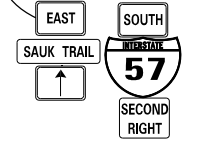
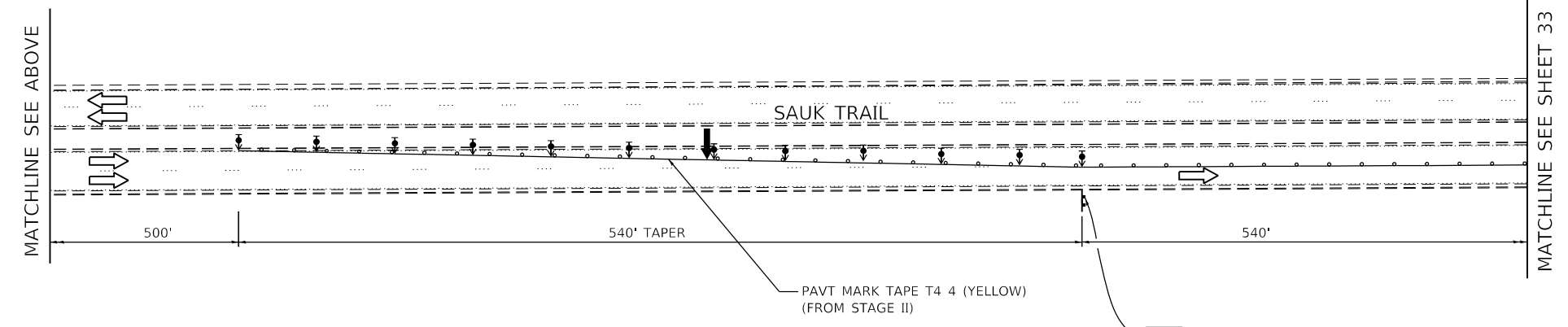


END  
WORK ZONE  
SPEED LIMIT  
G20-1103-6036

WORK ZONE  
SPEED LIMIT  
**40**  
\$375 FINE MINIMUM

W21-1115(O)-3618  
R2-1-3648  
R2-1106p-3618

\* MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR



- TEMPORARY PAVEMENT
- ▨ WORK AREA
- ○ ○ DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- ← DIRECTION OF TRAFFIC FLOW
- ↑ SIGN
- ARROW BOARD
- ⊙ ⊙ ⊙ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- ↑ ↓ DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- ⊓ TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- ⊞ IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
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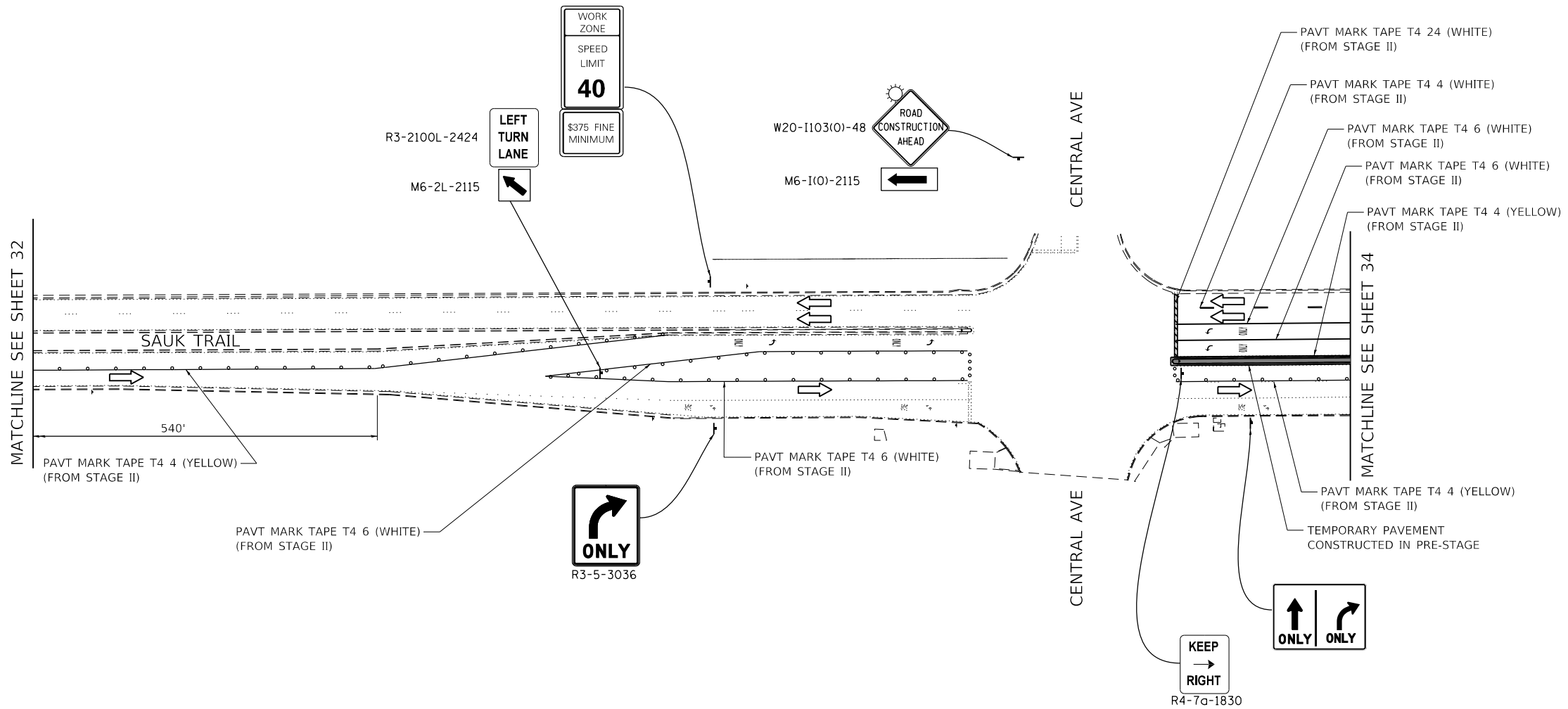
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE III (SAUK TRAIL)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	32
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				





- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

NOTES:  
 1. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/CENTRAL AVE INTERSECTION.

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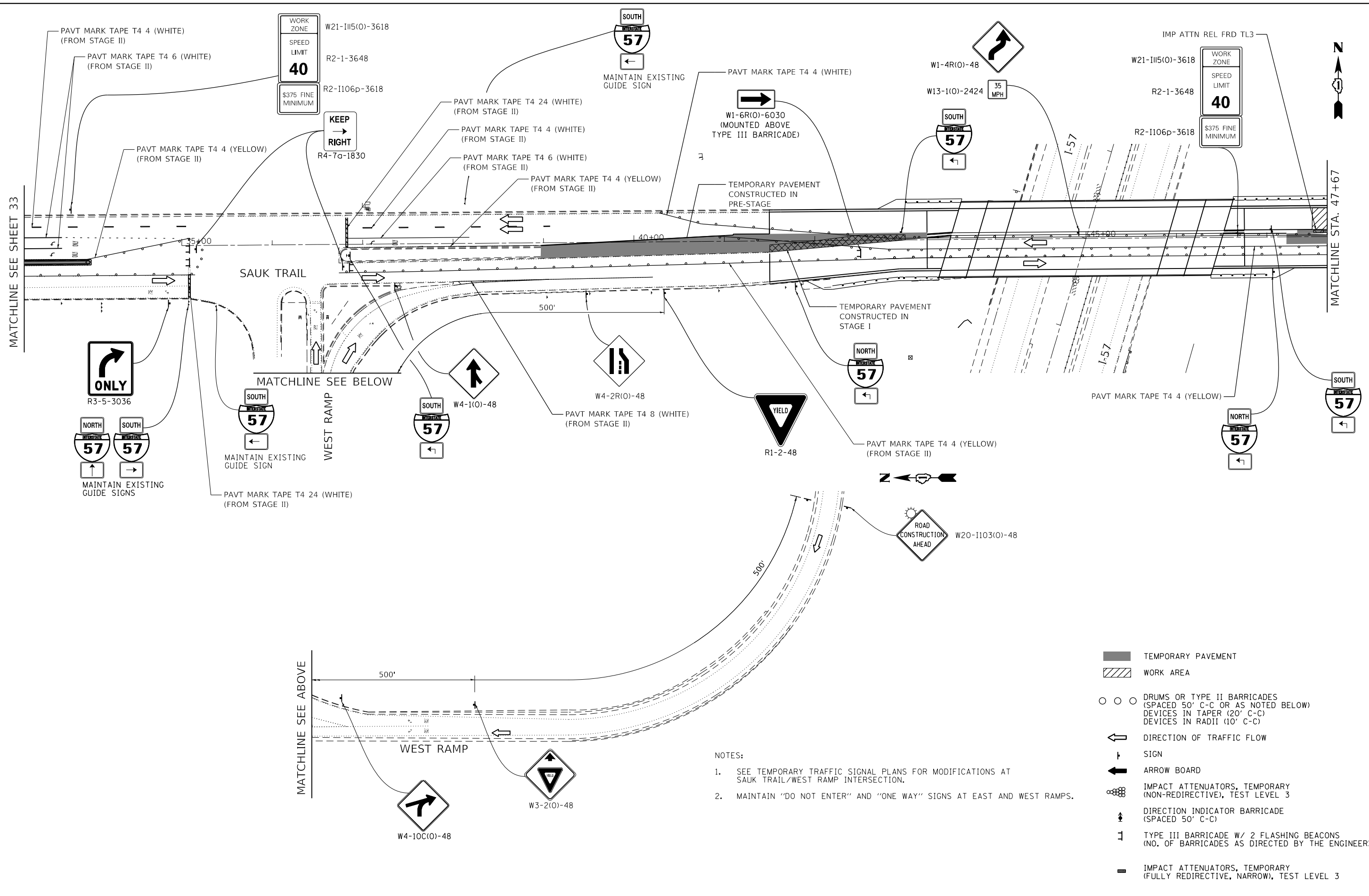
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PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SAUK TRAIL OVER I-57 MAINTENANCE OF TRAFFIC - STAGE III (SAUK TRAIL)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	33
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\10203 PTB 182 04\10203\09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg3.dgn



- NOTES:
- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/WEST RAMP INTERSECTION.
  - MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)
- DEVICES IN TAPER (20' C-C)
- DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



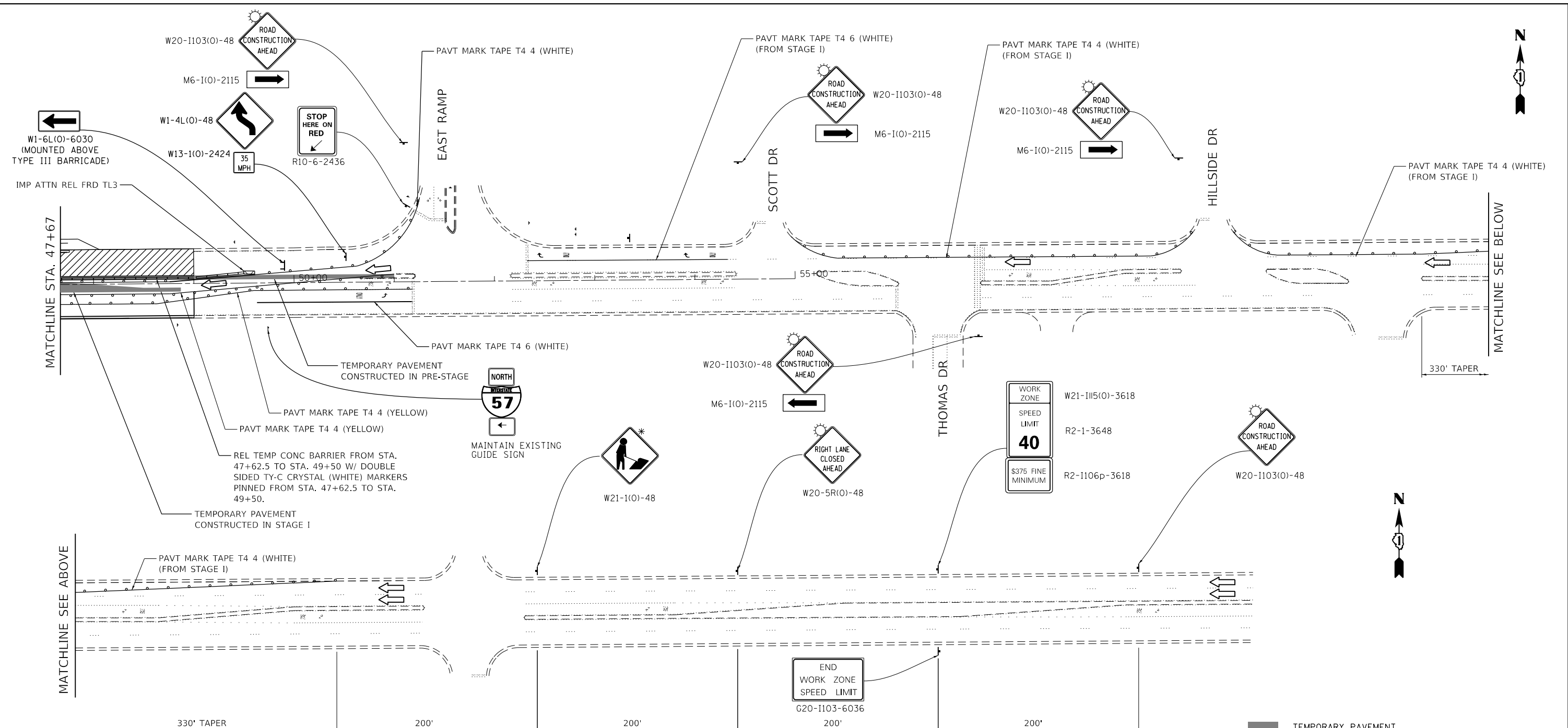
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PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SAUK TRAIL OVER I-57 MAINTENANCE OF TRAFFIC - STAGE III (SAUK TRAIL)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	34
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\10203 PTB 182 04\10203\09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-tg3.dgn



• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR

- NOTES:
- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/THOMAS & SAUK TRAIL/EAST RAMP INTERSECTIONS.
  - SIGNING FOR COMMERCIAL ENTRANCES SHALL FOLLOW DETAIL TC 26.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



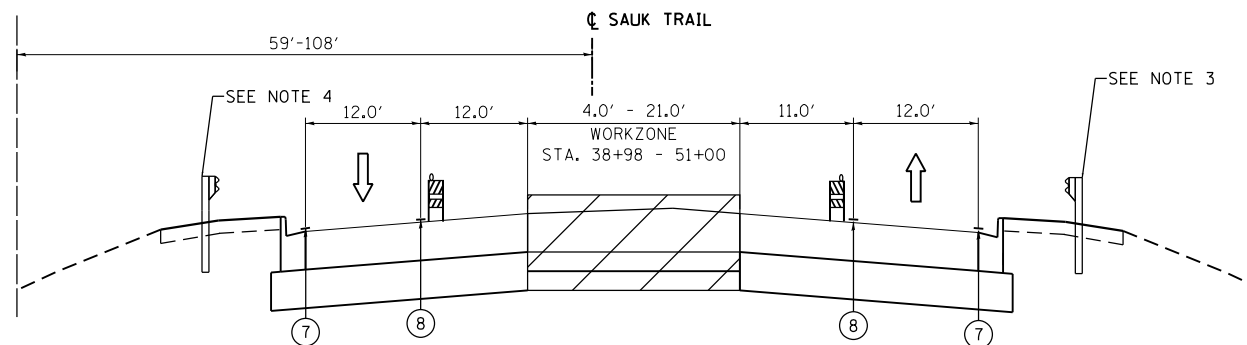
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PLOT SCALE = 100.0000' / in.	DRAWN - ZJT	REVISED -
PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE III (SAUK TRAIL)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	35
				CONTRACT NO. 62F29
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



**PROPOSED TYPICAL SECTION  
SAUK TRAIL - STAGE IV**

STA. 38+98.00 TO STA. 51+00.00

**PROPOSED LEGEND:**

- ① TEMPORARY PAVEMENT, 10"
- ② SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ③ AGGREGATE SHOULDERS, TYPE B, 6"
- ④ TEMPORARY EROSION CONTROL SEEDING
- ⑤ TEMPORARY CONCRETE BARRIER
- ⑥ TEMPORARY CONCRETE BARRIER, RELOCATE
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE
- ⑧ PAVEMENT MARKING TAPE, TYPE IV 4" YELLOW
- ⑨ PAVEMENT MARKING TAPE, TYPE IV 4" WHITE (10' DASH - 30' SKIP)
- ⑩ PAVEMENT MARKING TAPE, TYPE IV 6" WHITE
- ⑪ PAVEMENT MARKING TAPE, TYPE IV 8" WHITE

**NOTES:**

1. TEMPORARY PAVEMENT SHALL BE ACCORDING TO THE PAVEMENT STRUCTURE DETAILS AND MIX DESIGN REQUIREMENTS IN THE HMA TABLE.
2. THE CONTRACTOR SHALL FIELD VERIFY SUBGRADE CONDITIONS AND PROVIDE ADDITIONAL SUBBASE GRANULAR MATERIAL UNDER TEMPORARY PAVEMENT FOR STABILITY AT THE DIRECTION OF THE ENGINEER. THIS WORK IS INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT.
3. GUARDRAIL LOCATED FROM STA. 42+18.50 - 43+67.00 AND STA. 46+38.00 - 47+00.00
4. GUARDRAIL LOCATED FROM STA. 42+00.00 - 42+62.00 AND STA. 46+24.00 - 47+78.00

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tpg\_MOT-seg4.dgn



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
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PLOT DATE = 5/23/2019	DATE -	REVISED -

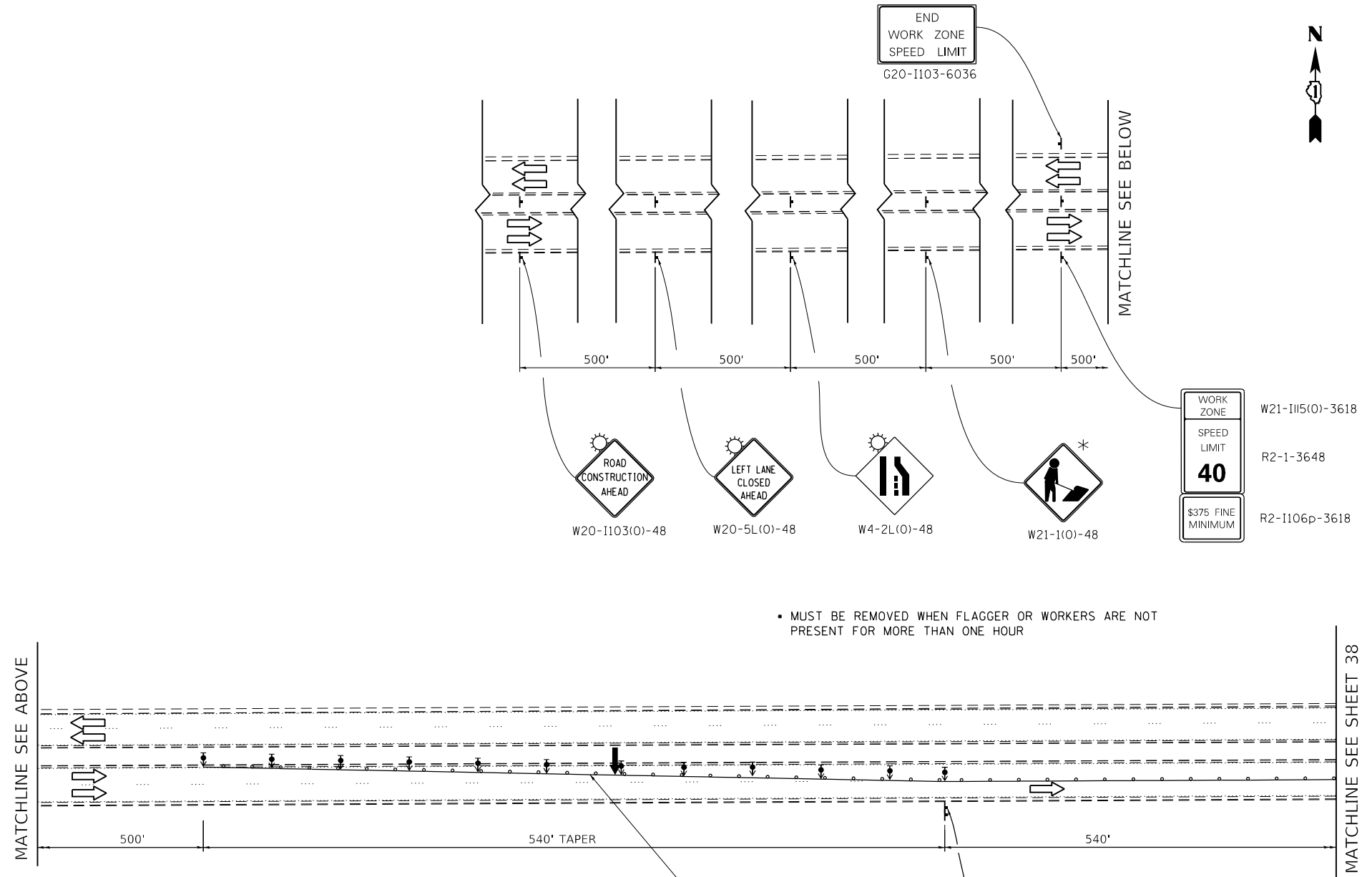
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER IL 57  
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS**

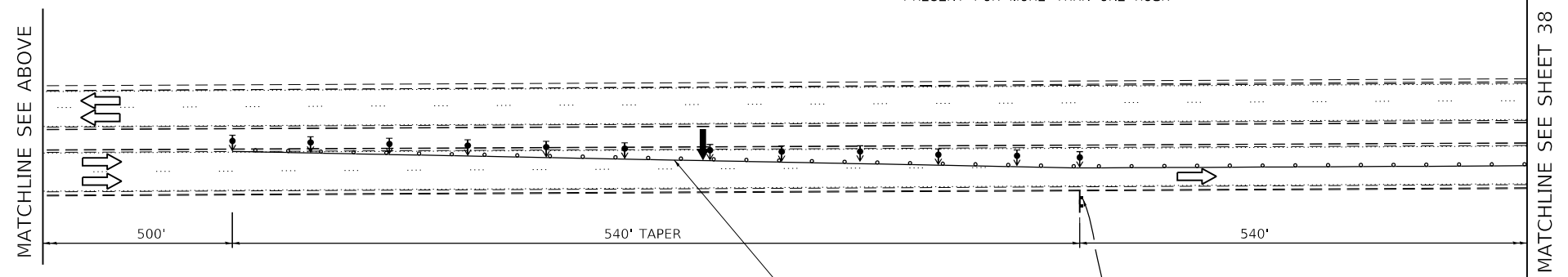
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	36
				CONTRACT NO. 62F29
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg4.dgn



• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR



- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
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PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

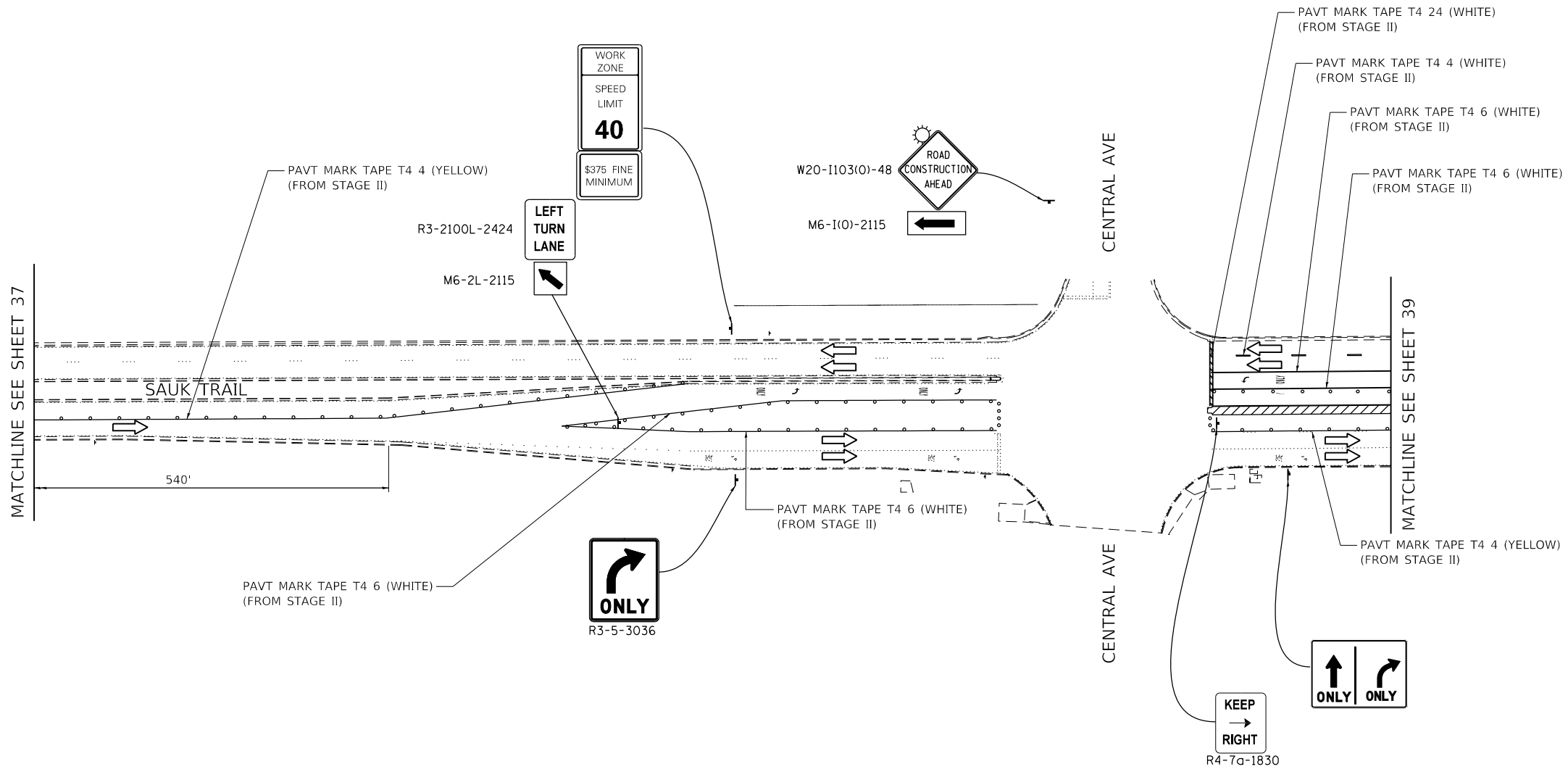
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE IV (SAUK TRAIL)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	37
CONTRACT NO. 62F29				

SCALE: SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT



- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

NOTES:  
 1. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/CENTRAL AVE INTERSECTION.

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg4.dgn



USER NAME = ztaner	DESIGNED - ZJT	REVISED -
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PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

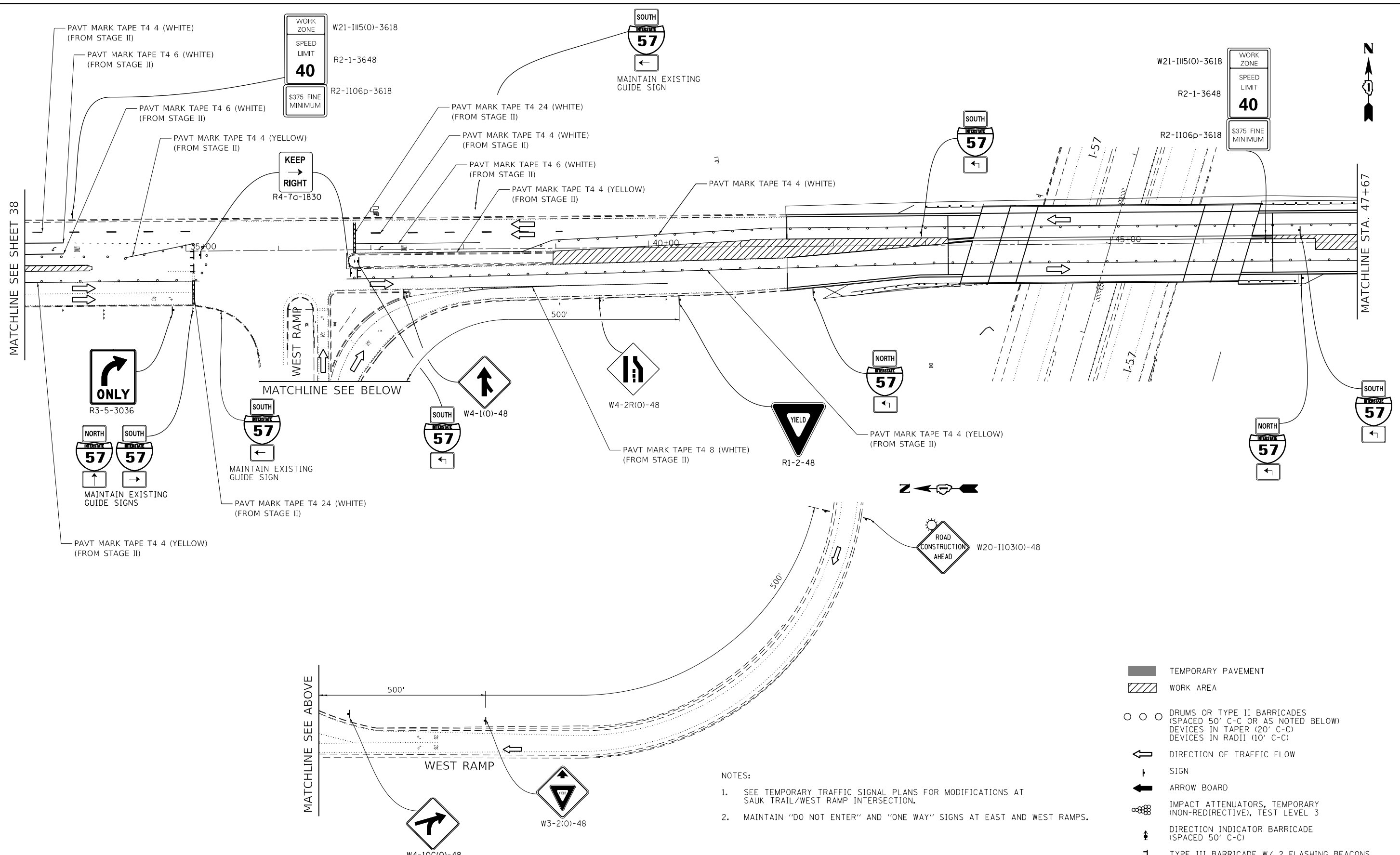
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
 MAINTENANCE OF TRAFFIC - STAGE IV (SAUK TRAIL)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	38
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg4.dgn



- NOTES:
- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/WEST RAMP INTERSECTION.
  - MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
DRAWN - ZJT	REVISIONS -	
PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISIONS -
PLOT DATE = 5/23/2019	DATE -	REVISIONS -

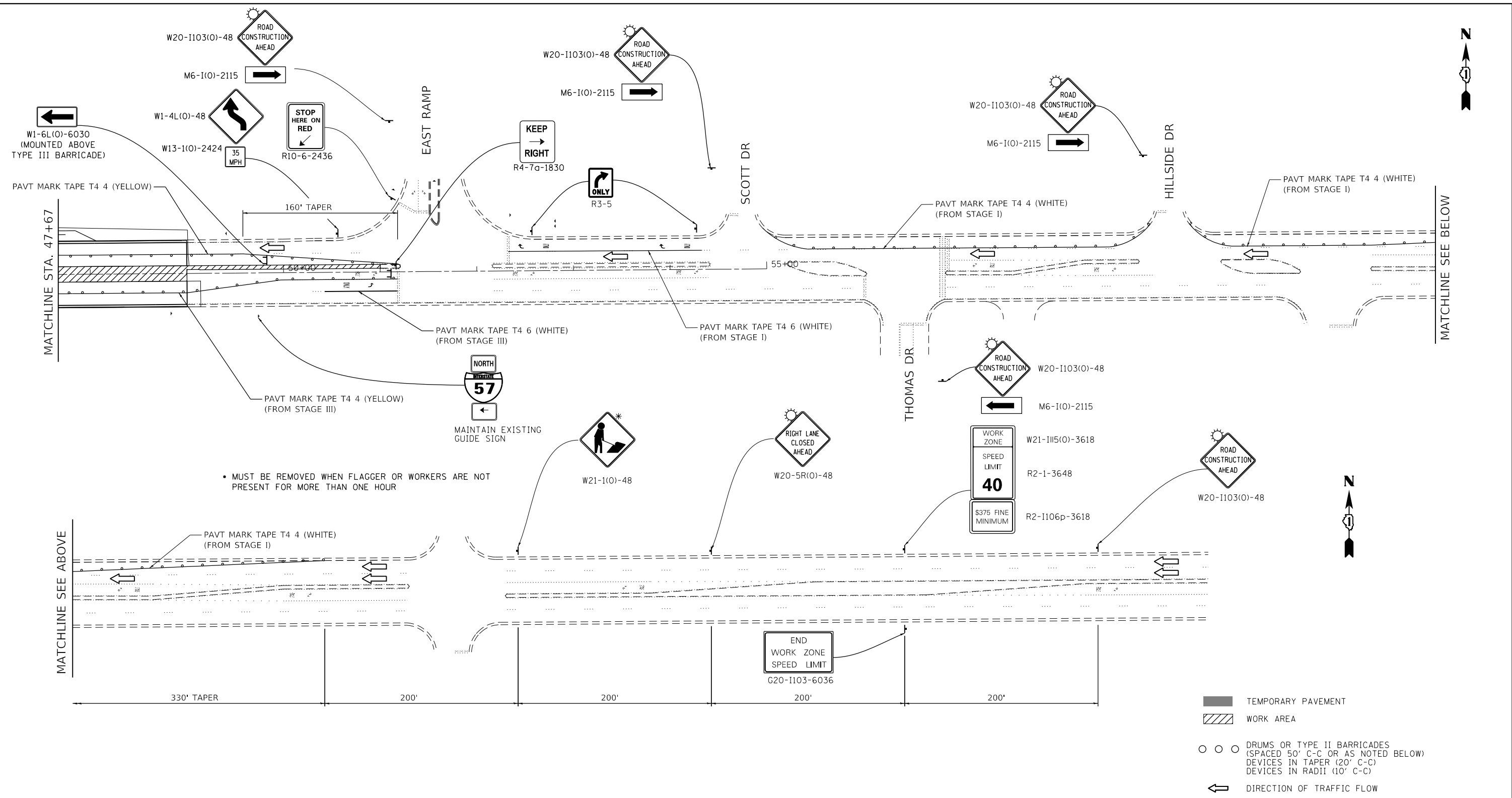
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE IV (SAUK TRAIL)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	39
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

FILE NAME = I:\10203\_PTB\_182\_04\10203\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-stg4.dgn



• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR

- NOTES:
- SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT SAUK TRAIL/THOMAS & SAUK TRAIL/EAST RAMP INTERSECTIONS.
  - SIGNING FOR COMMERCIAL ENTRANCES SHALL FOLLOW DETAIL TC 26.
  - MAINTAIN "DO NOT ENTER" AND "ONE WAY" SIGNS AT EAST AND WEST RAMPS.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II BARRICADES (SPACED 50' C-C OR AS NOTED BELOW)  
DEVICES IN TAPER (20' C-C)  
DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3



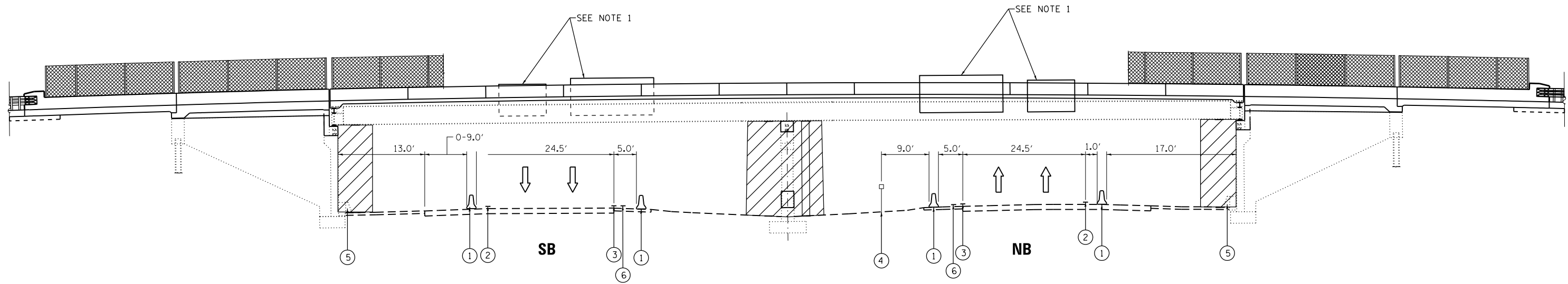
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PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SAUK TRAIL OVER I-57 MAINTENANCE OF TRAFFIC - STAGE IV (SAUK TRAIL)</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	40
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				





**PROPOSED TYPICAL SECTION  
I-57 - STAGE I & II**

**LEGEND:**

- ① TEMPORARY CONCRETE BARRIER
- ② PAVEMENT MARKING TAPE, TYPE IV 4" WHITE
- ③ EXISTING PAVEMENT MARKING
- ④ EXISTING HIGH TENSION CABLE BARRIER
- ⑤ EXISTING CONCRETE BARRIER
- ⑥ EXISTING RUMBLE STRIPS
- WORK ZONE

**NOTES:**

1. EXISTING SIGN PANELS SHALL BE REMOVED DURING PRE-STAGE AND STORED DURING STAGE I & II.

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-tp\_MOT-I57.dgn

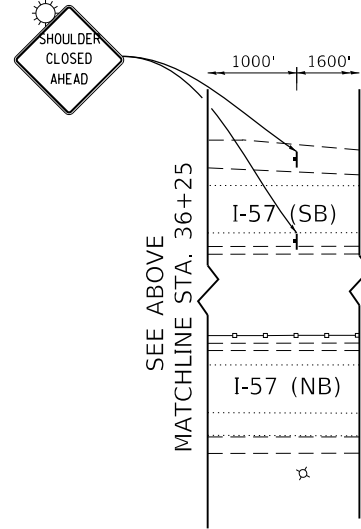
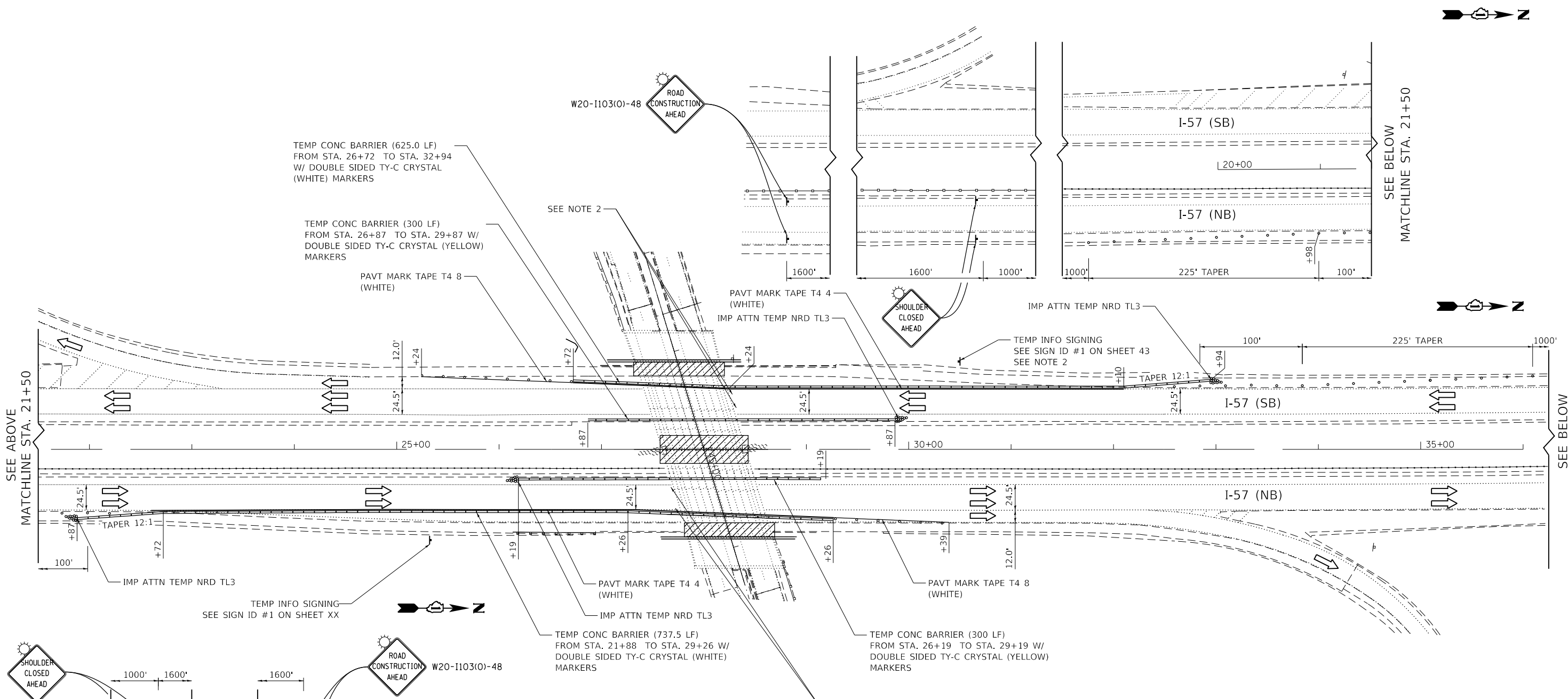
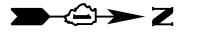


USER NAME = ztanner	DESIGNED - ZJT	REVISED -
	DRAWN - ZJT	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SAUK TRAIL OVER IL 57 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	41
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



- NOTES:
1. THE CONTRACTOR SHALL NOT IMPACT EXISTING HIGH TENSION CABLE BARRIER AND EXISTING IMPACT ATTENUATORS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
  2. EXISTING SIGN PANELS SHALL BE REMOVED DURING PRE-STAGE AND STORED DURING STAGE I & II. TEMPORARY INFORMATION SIGNING SHALL BE INSTALLED BEFORE EXISTING SIGN PANELS ARE REMOVED.

- TEMPORARY PAVEMENT
- WORK AREA
- DRUMS OR TYPE II'S (SPACED 25' C-C OR AS NOTED BELOW)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION INDICATOR BARRICADE (SPACED 50' C-C)
- TYPE III BARRICADE W/ 2 FLASHING BEACONS (NO. OF BARRICADES AS DIRECTED BY THE ENGINEER)
- DOUBLE VERTICAL PANELS EVERY 25' C-C
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-staging-157.dgn

**COLLINS ENGINEERS INC**

USER NAME = ztaner	DESIGNED - ZJT	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - ZJT	REVISED -
PLOT DATE = 5/23/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

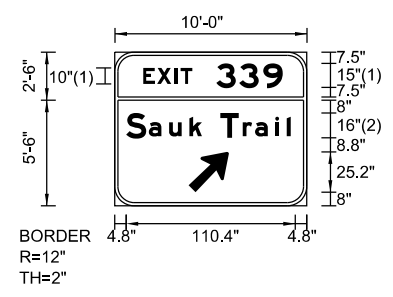
**SAUK TRAIL OVER I-57  
MAINTENANCE OF TRAFFIC - STAGE I & II (I-57)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001HB-BR	COOK	137	42
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

FILE NAME = I:\102003 PTB 182 04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\162F29-shr-staging-Sign.dgn

**SIGN DETAIL**  
1":10'



SIGN NUMBER	SIGN I.D. #1
WIDTH x HIGHT.	10'-0" x 8'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	GROUND
BACKGROUND	TYPE: REFLECTIVE-ZZ
	COLOR: GREEN-3M 4097
LEGEND/BORDER	TYPE: REFLECTIVE-ZZ
	COLOR: White-3M 4090

SYMBOL	ROT	X	Y	WID	HT
AR TYPE A	315	46.2	12.7	22.3	25.2

NOTES:  
1. FHWA SERIES E(M)  
2. LETTER LOCATIONS ARE FROM LEFT PANEL EDGE TO LOWER LEFT CORNER OF TEXT.

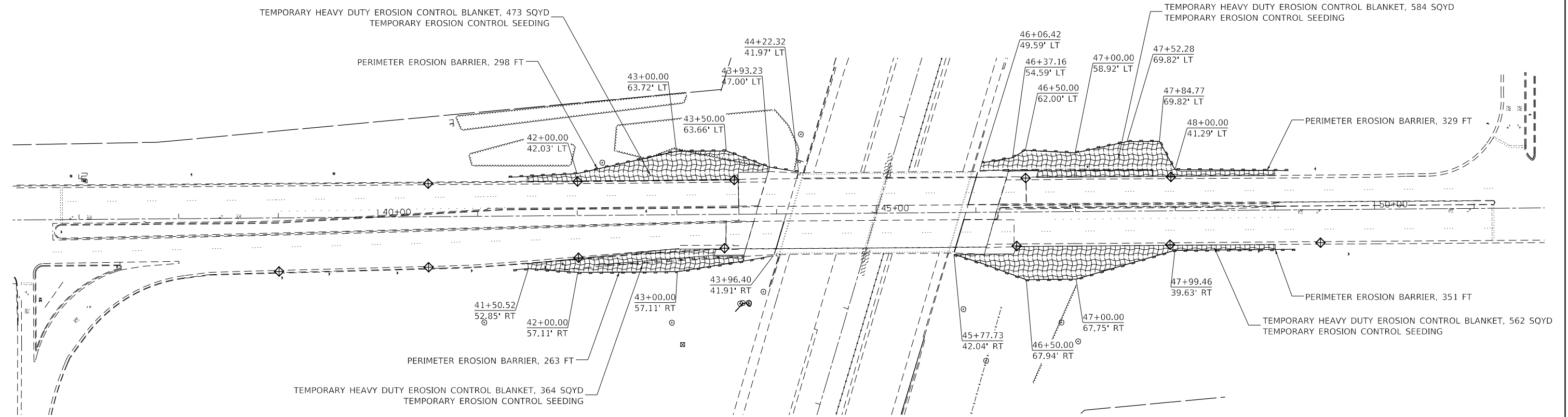
Panel Style:  
Dimensions are in Inches, tenths

LETTER POSITIONS (X)


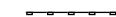

LETTER	X	Y	WID	HT	LENGTH	SERIES SIZE
E	17.1					FHWA SERIES E(M)
X	25.9				90.0	1015
I	37.4					
T	41.2					
	48.6					
	63.6					
	77.7					
	92.8					
S	4.8					FHWA SERIES E(M)
a	20.8				110.4	1612
u	33.8					
k	46.3					
	54.2					
	70.2					
	85.1					
	92.9					
	105.6					
	112.8					

USER NAME = ztanner	DESIGNED - ZJT	REVISED -
DRAWN - ZJT		
PLOT SCALE = 10.0000" / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

SCALE: SHEET OF SHEETS STA. TO STA.



**EROSION CONTROL LEGEND**

-  TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET  
TEMPORARY EROSION CONTROL SEEDING
-  PERIMETER EROSION BARRIER
-  INLET FILTERS

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 - at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-erosion.dgn



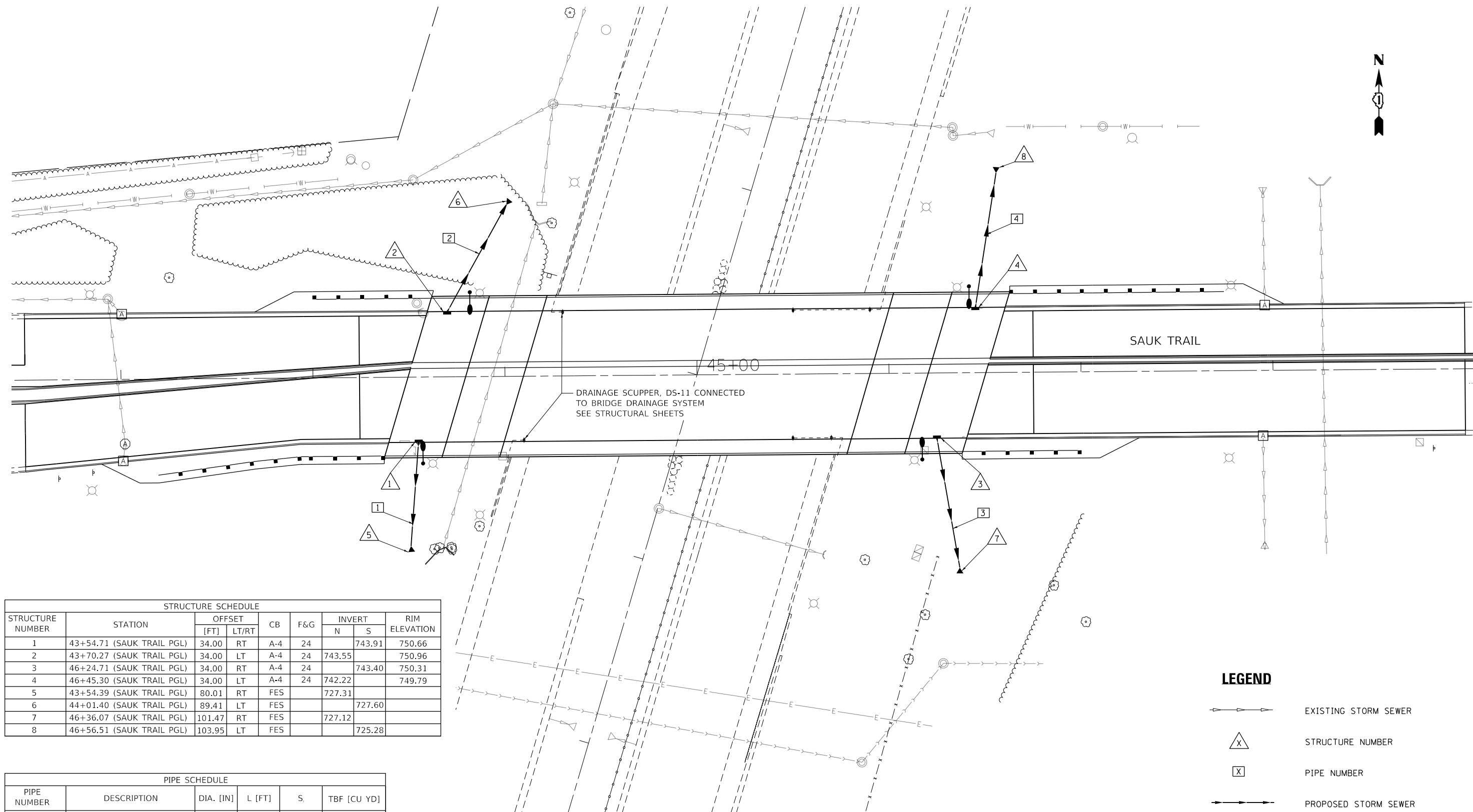
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PLOT SCALE = 100.0000' / in.	CHECKED - CEI	REVISED -
PLOT DATE = 5/23/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
EROSION CONTROL PLAN**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	44
				CONTRACT NO. 62F29
ILLINOIS FED. AID PROJECT				



STRUCTURE SCHEDULE								
STRUCTURE NUMBER	STATION	OFFSET [FT]		CB	F&G	INVERT		RIM ELEVATION
		[FT]	LT/RT			N	S	
1	43+54.71 (SAUK TRAIL PGL)	34.00	RT	A-4	24	743.91	750.66	
2	43+70.27 (SAUK TRAIL PGL)	34.00	LT	A-4	24	743.55	750.96	
3	46+24.71 (SAUK TRAIL PGL)	34.00	RT	A-4	24	743.40	750.31	
4	46+45.30 (SAUK TRAIL PGL)	34.00	LT	A-4	24	742.22	749.79	
5	43+54.39 (SAUK TRAIL PGL)	80.01	RT	FES		727.31		
6	44+01.40 (SAUK TRAIL PGL)	89.41	LT	FES		727.60		
7	46+36.07 (SAUK TRAIL PGL)	101.47	RT	FES		727.12		
8	46+56.51 (SAUK TRAIL PGL)	103.95	LT	FES		725.28		

PIPE SCHEDULE					
PIPE NUMBER	DESCRIPTION	DIA. [IN]	L [FT]	S	TBF [CU YD]
1	STORM SEW CL A 1 12	12	54.2	30.7%	2.0
2	STORM SEW CL A 1 12	12	63.6	25.1%	3.0
3	STORM SEW CL A 1 12	12	68.4	23.8%	2.0
4	STORM SEW CL A 1 12	12	70.9	23.9%	3.0

- NOTES:
1. STORM SEWER PIPE SLOPES SHALL BE THE SAME AS ROADWAY EMBANKMENT FORESLOPE. SEE STANDARD 610001-08 - SHOULDER INLET FOR ADDITIONAL DETAILS REGARDING PLACEMENT OF PIPE DRAINS, THRUST BLOCKS AND END SECTION.

- LEGEND**
- EXISTING STORM SEWER
  - STRUCTURE NUMBER
  - PIPE NUMBER
  - PROPOSED STORM SEWER
  - FRAME AND GRATES TO BE ADJUSTED
  - FRAME AND LIDS TO BE ADJUSTED

FILE NAME = I:\102003\_PTB\_182\_04\102003\_09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-stt-drainage.dgn



USER NAME = ztaner  
 PLOT SCALE = 100.0000' / 1" =  
 PLOT DATE = 5/23/2019

DESIGNED - ZJT  
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 CHECKED - CEI  
 DATE -

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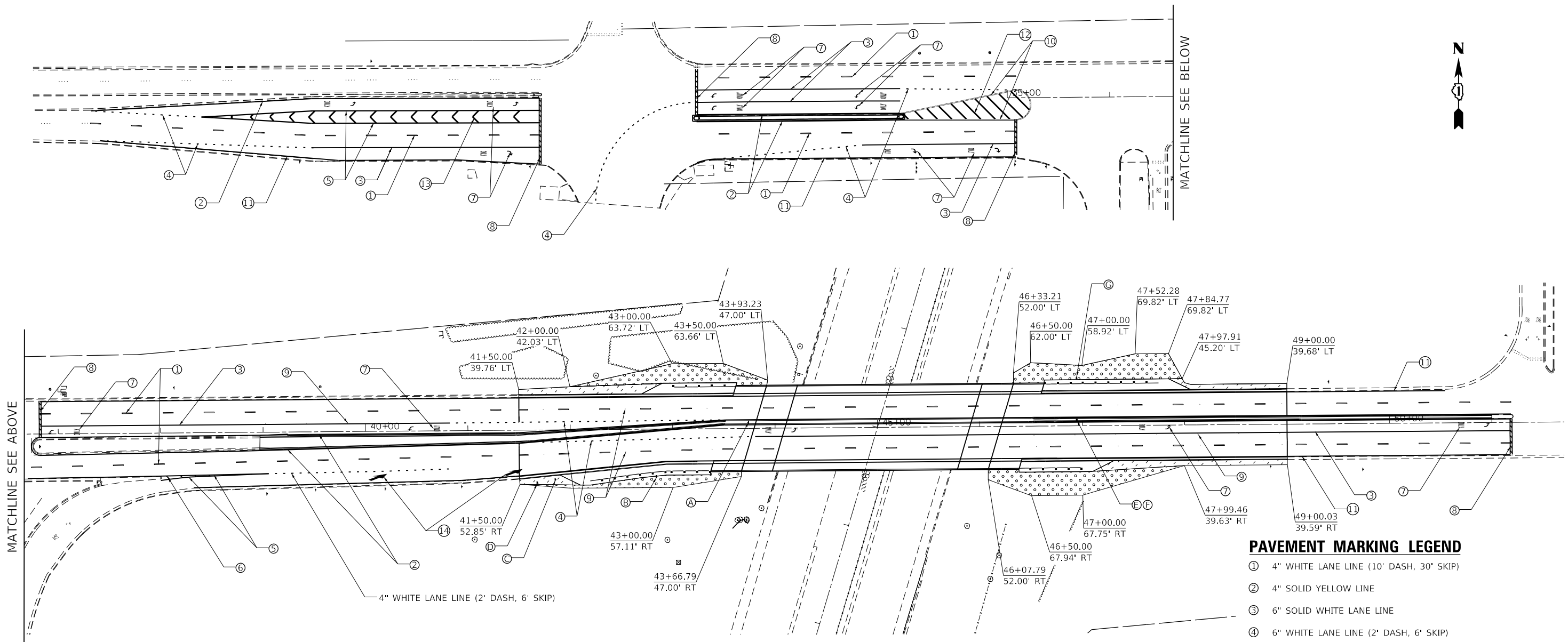
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
 DRAINAGE PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	45
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\102003 PTB 182 04\102003\09 - Interstate 57 at Sauk Trail\CADD\CADD\_Sheets\0162F29-shr-pmk & Landscp.dgn



MATCHLINE SEE ABOVE

MATCHLINE SEE BELOW



**PAVEMENT MARKING LEGEND**

- ① 4" WHITE LANE LINE (10' DASH, 30' SKIP)
- ② 4" SOLID YELLOW LINE
- ③ 6" SOLID WHITE LANE LINE
- ④ 6" WHITE LANE LINE (2' DASH, 6' SKIP)
- ⑤ 8" SOLID WHITE LANE LINE
- ⑥ 12" WHITE LINE (45° DIAGONALS @ 10' C-C)
- ⑦ WHITE LETTER AND SYMBOLS
- ⑧ 24" WHITE STOP BAR
- ⑨ RAISED REFLECTIVE PAVEMENT MARKER
- ⑩ 4" SOLID YELLOW LINE (DOUBLE @ 11" C-C)
- ⑪ 4" SOLID WHITE LINE
- ⑫ 12" YELLOW LINE (45° DIAGONALS @ 15' C-C) (5 MINIMUM)
- ⑬ 12" WHITE LINE (45° DIAGONALS @ 20' C-C)
- ⑭ WHITE LANE REDUCTION ARROW

**LANDSCAPING LEGEND**

- PROP. SODDING, SALT TOLERANT  
PROP. TOPSOIL FURNISH AND PLACE, 4"
- PROP. HEAVY DUTY EROSION CONTROL BLANKET  
PROP. SEEDING, CLASS 4A  
PROP. TOPSOIL FURNISH AND PLACE, 4"

SIGN RELOCATION SCHEDULE			
SIGN		PROPOSED RELOCATION	
ID.	DESCRIPTION	STATION	OFFSET
Ⓐ	INTERSTATE GUIDE (M3-3, M1-1 & M5-1)	44+73.8	6.0' LT
Ⓑ	CHEVRON ALIGNMENT (W1-8)	42+84.3	46.3' RT
Ⓒ	INTERSTATE GUIDE (M3-1, M1-1 & M5-1)	41+85.6	48.3' RT
Ⓓ	CHEVRON ALIGNMENT (W1-8)	41+67.9	51.5' RT
Ⓔ	INTERSTATE GUIDE (M3-1, M1-1 & M5-1)	46+94.6	6.0' LT
Ⓕ	INTERSTATE GUIDE (M3-3, M1-1 & M5-1)	46+94.6	6.0' LT
Ⓖ	INTERSTATE GUIDE (M3-3, M1-1 & M5-1)	46+94.6	46.7' LT

**NOTES:**

1. REFER TO DISTRICT ONE DETAILS TC-11 AND TC-13 FOR ADDITIONAL INFORMATION.
2. ALL PAVEMENT MARKINGS ON THE BRIDGE DECK, APPROACHES AND CONCRETE PAVEMENT SHALL BE MODIFIED URETHANE.
3. IF ANY SIGNS ARE DISTURBED DUE TO THE CONSTRUCTION OF THE PROPOSED IMPROVEMENT, THE CONTRACTOR SHALL REPLACE THE DAMAGED/RELOCATED SIGNS TO THE SATISFACTION OF COOK COUNTY PER IDOT DISTRICT-1 STANDARDS FOR SIGNAGE.



USER NAME = ztanner	DESIGNED - ZJT	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - ZJT	REVISED -
PLOT DATE = 5/24/2019	CHECKED - CEI	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SAUK TRAIL OVER I-57  
SIGN, PAVEMENT MARKING AND LANDSCAPING PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-100IHB-BR	COOK	137	46
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	

# TRAFFIC SIGNAL LEGEND

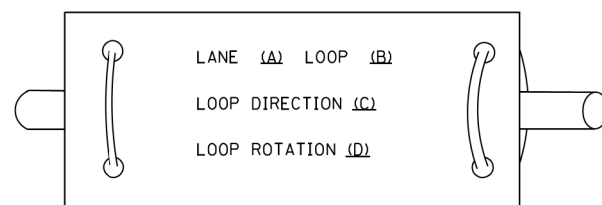
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PERFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

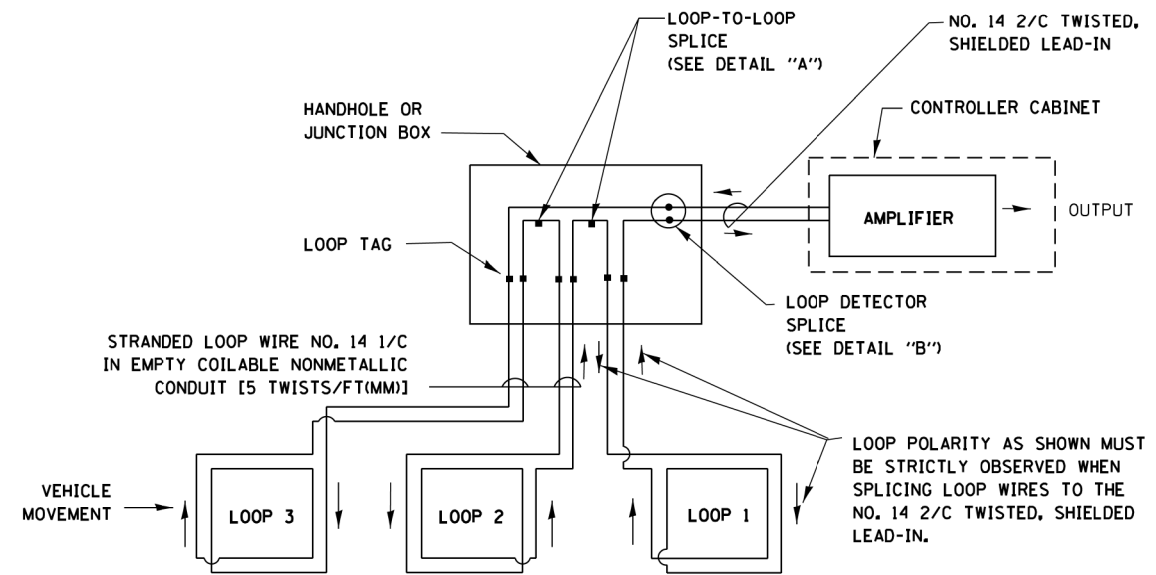
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

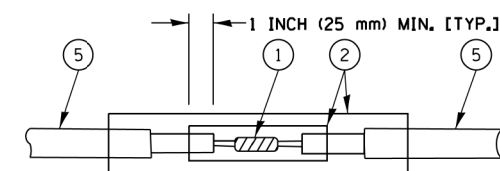


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

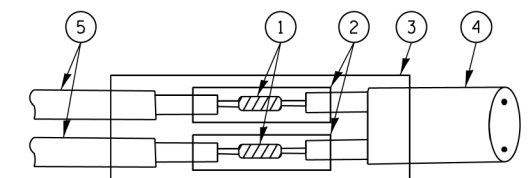


**DETECTOR LOOP WIRING SCHEMATIC**

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

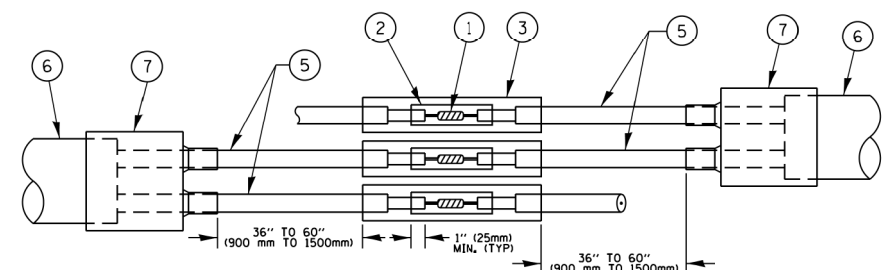


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

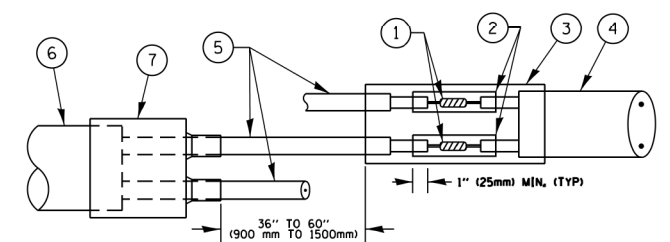


**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**PREFORMED LOOP**

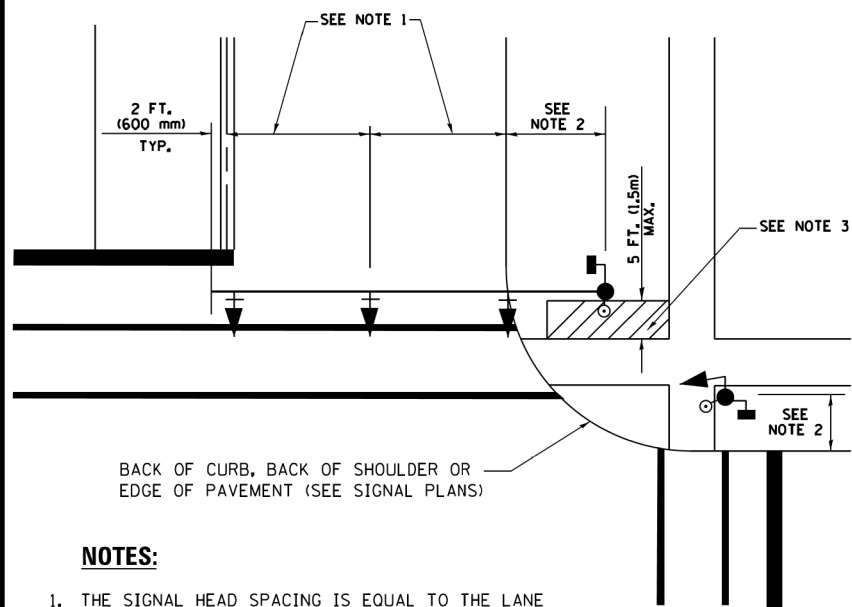
**LOOP DETECTOR SPLICE**

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
St:\WP\Design\Iovan\SamplePlans\DGNF\iles	TSExample01-sh1-ts.dgn	DRAWN -	REVISED -		1632	0203-1001-HB-BR	COOK	137	48			
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.			TS-05		CONTRACT NO. 62F29		
	PLOT DATE = 5/17/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



**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.**

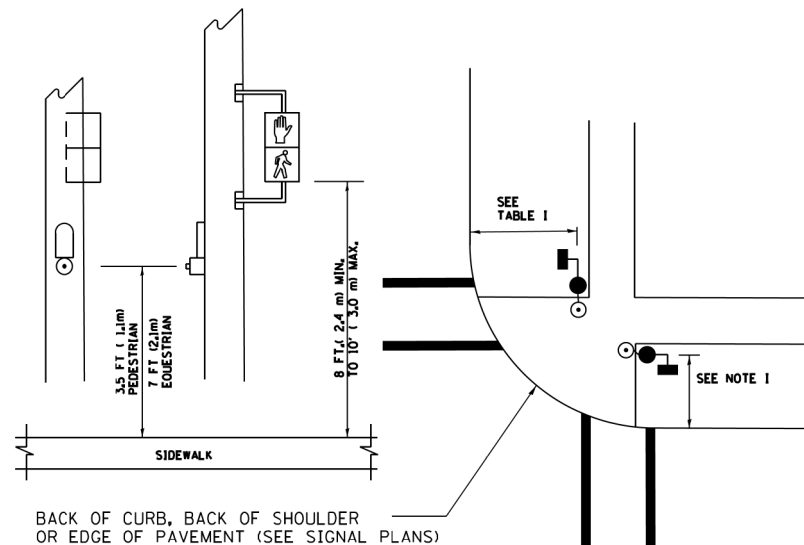


BACK OF CURB, BACK OF SHOULDER OR  
EDGE OF PAVEMENT (SEE SIGNAL PLANS)

**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**

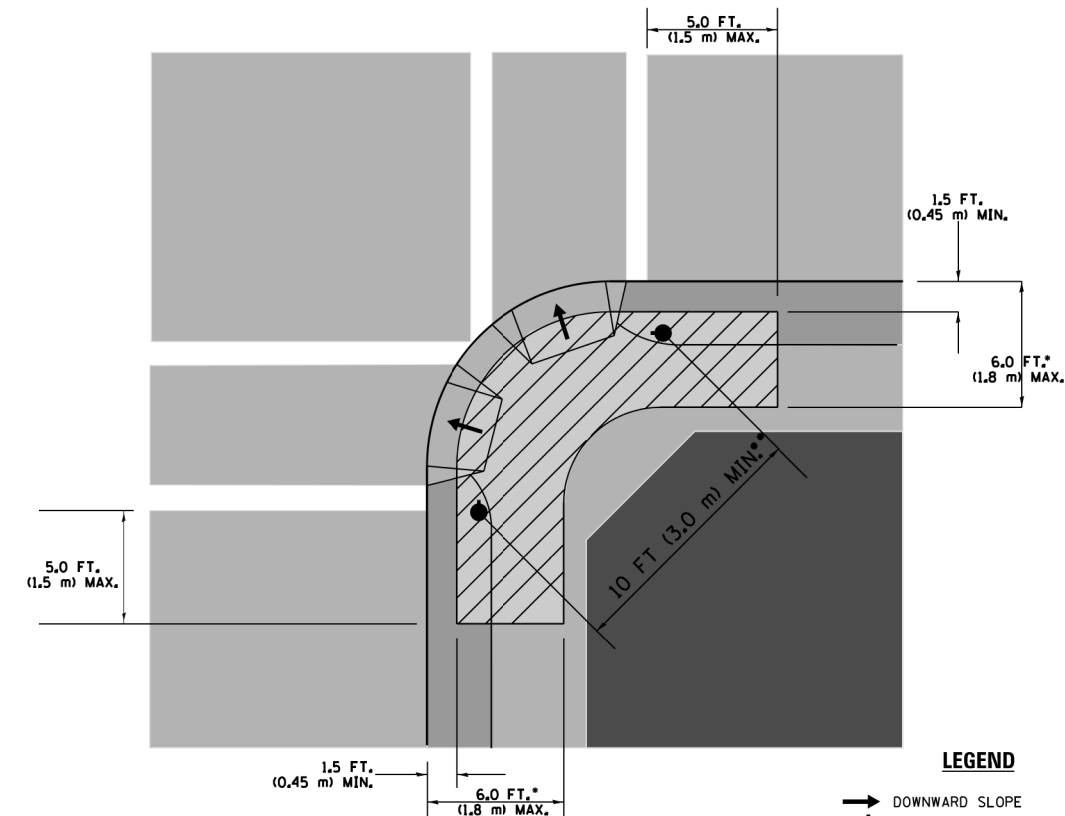


BACK OF CURB, BACK OF SHOULDER  
OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

**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**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ 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:**

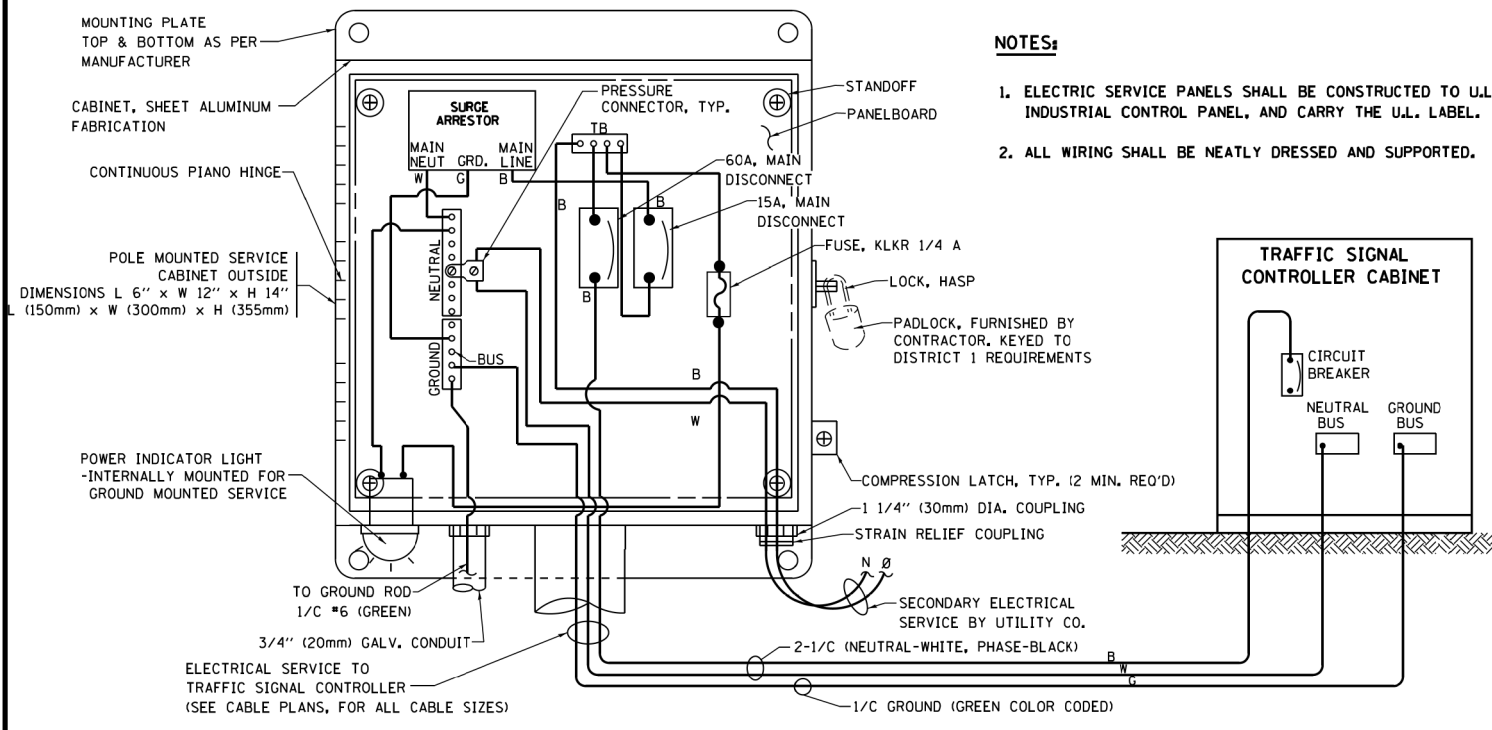
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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**

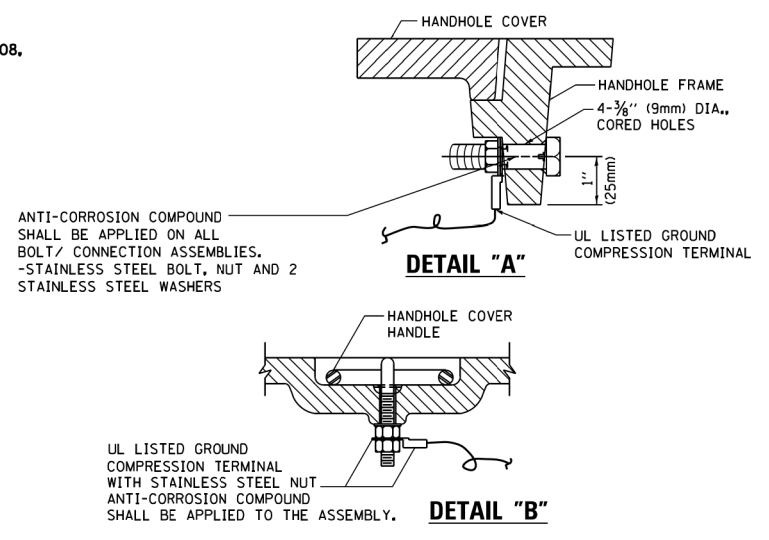
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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.

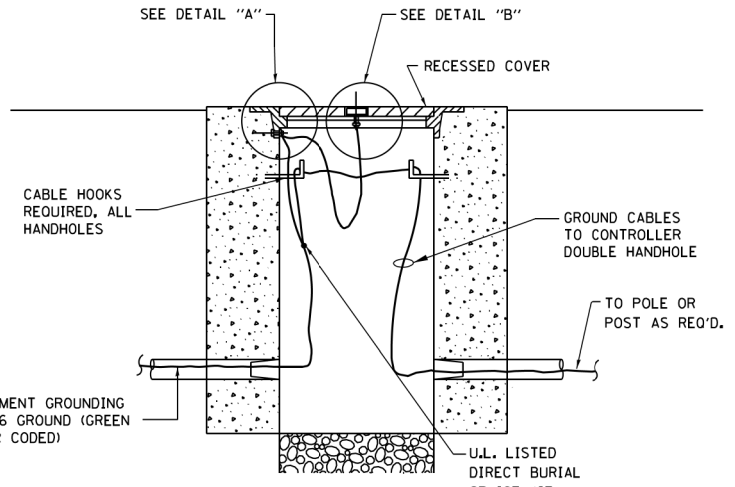


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

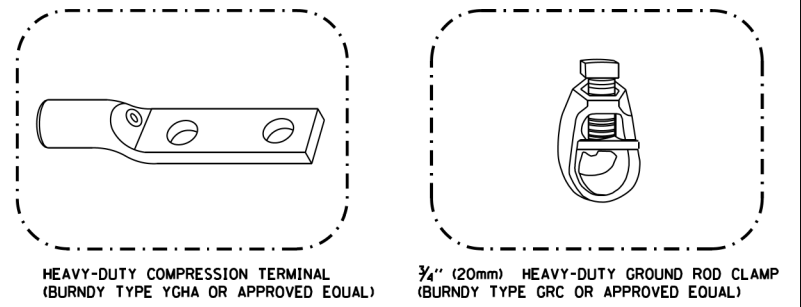


**NOTES:**  
**GROUNDING SYSTEM**

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

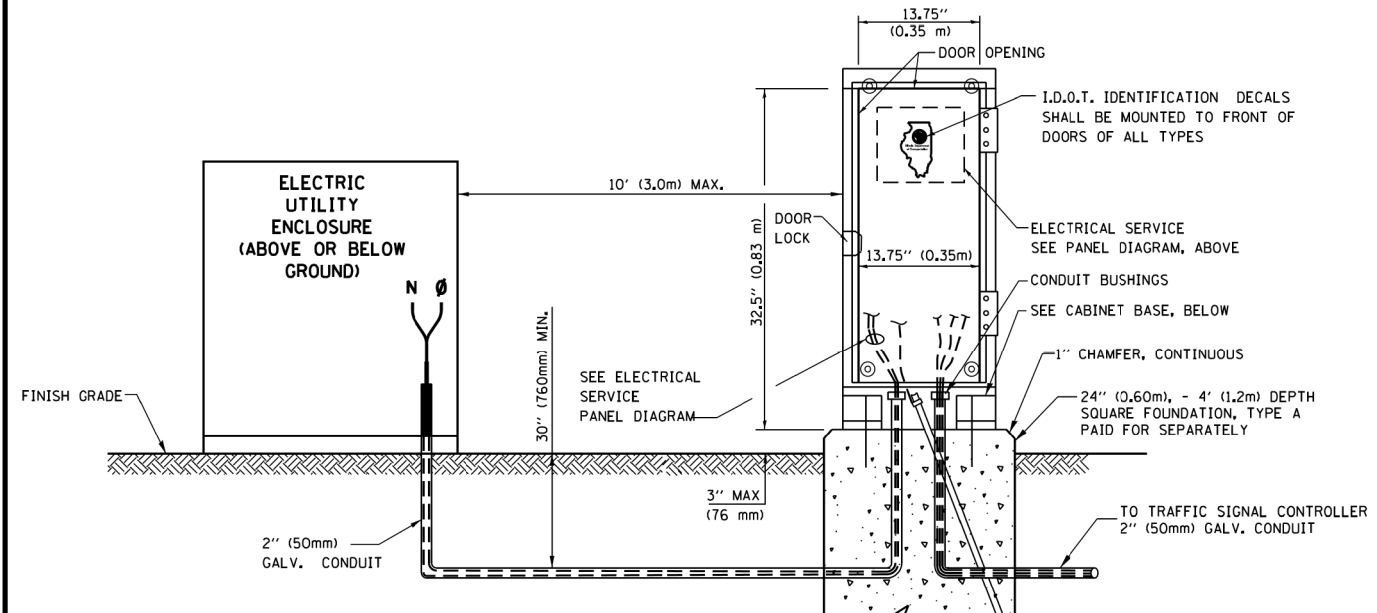


**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

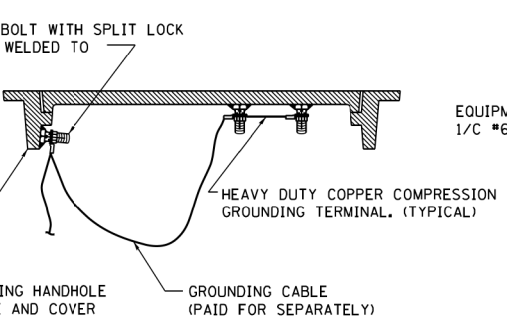


**NOTES:**

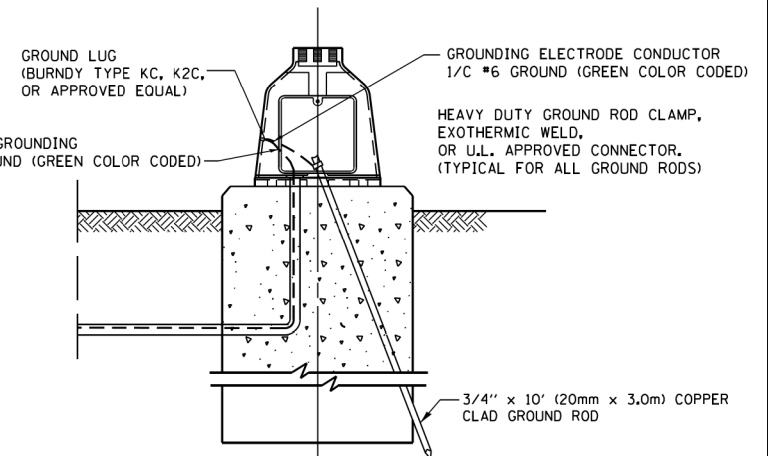
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



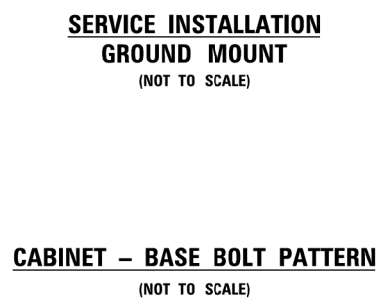
**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)



**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)



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

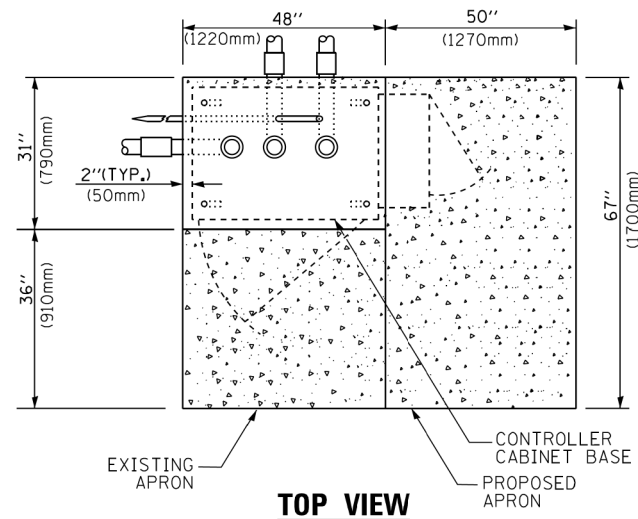


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	PLOT DATE = 5/17/2016	DATE -	REVISED -

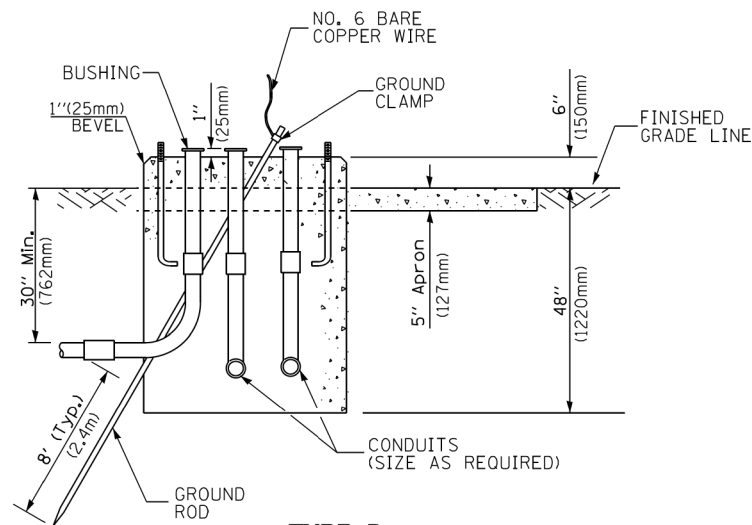
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET 4	OF 7 SHEETS	STA. TO STA.

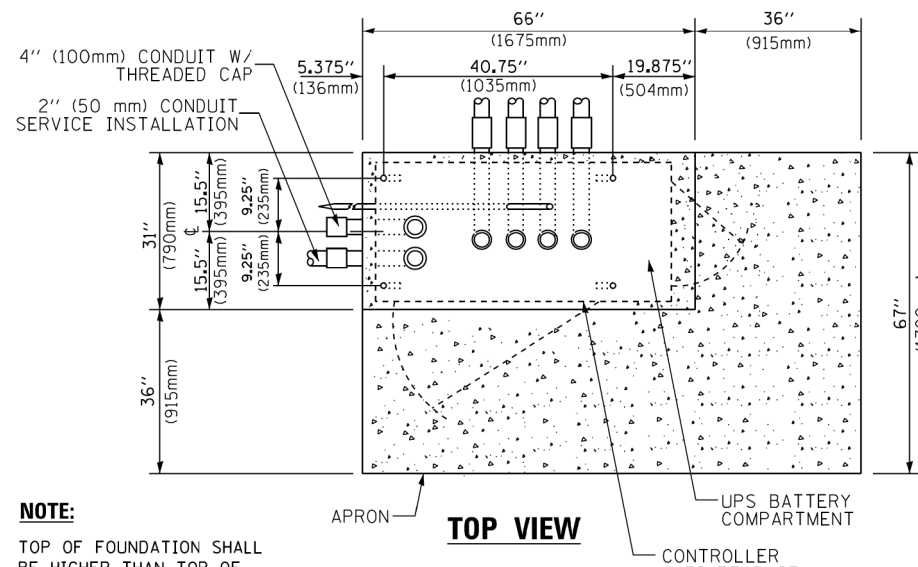
F.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	50
TS-05			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				



**TOP VIEW**

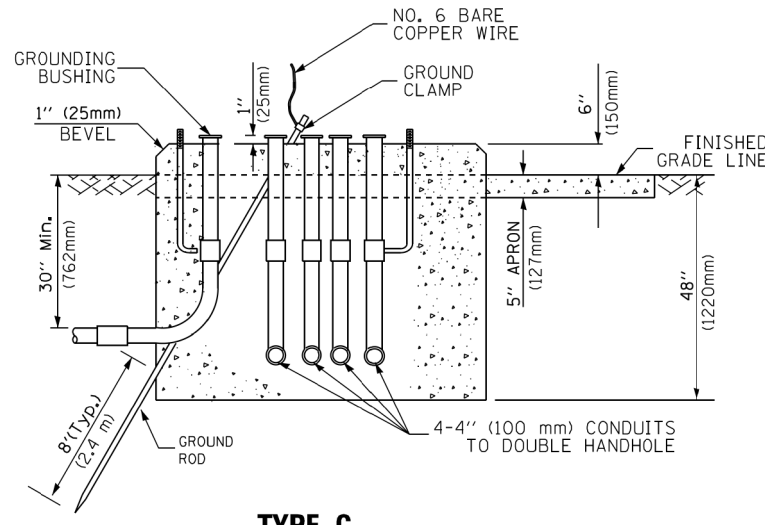


**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

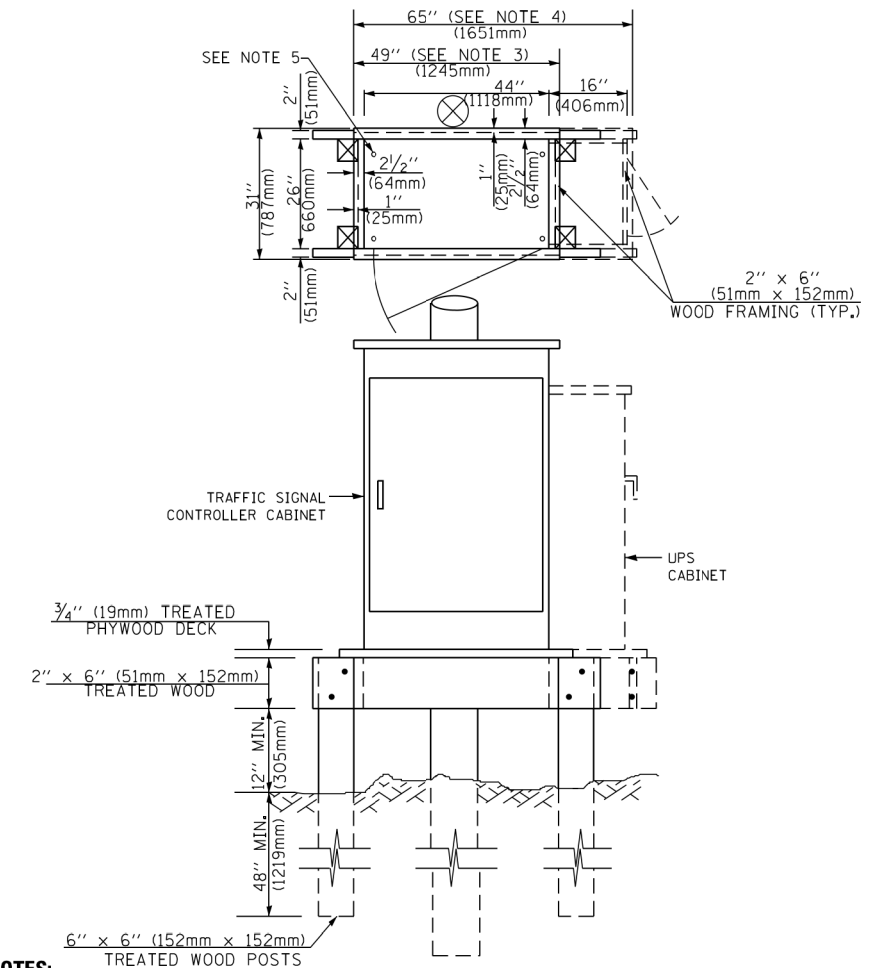


**TOP VIEW**

**NOTE:**  
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



**NOTES:**

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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

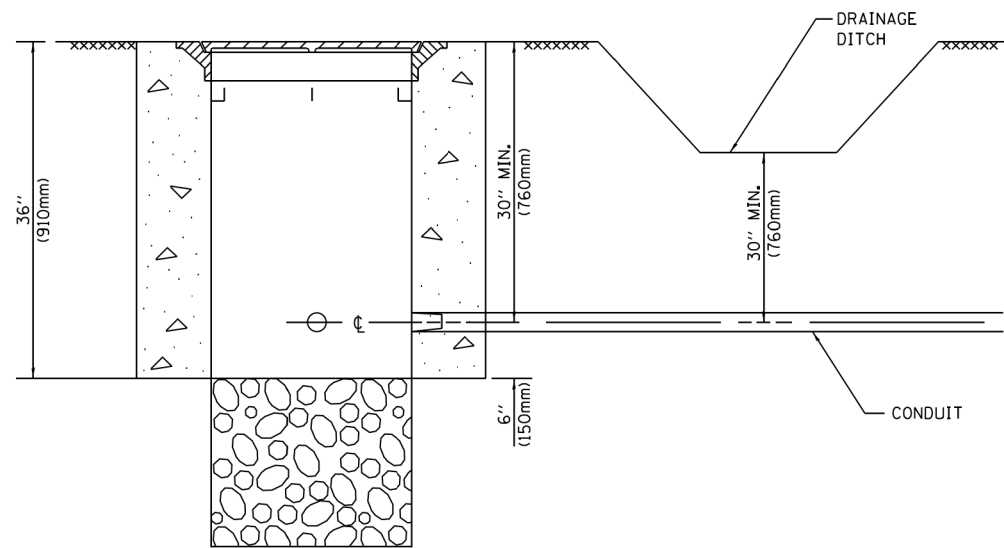
**DEPTH OF FOUNDATION**

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

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

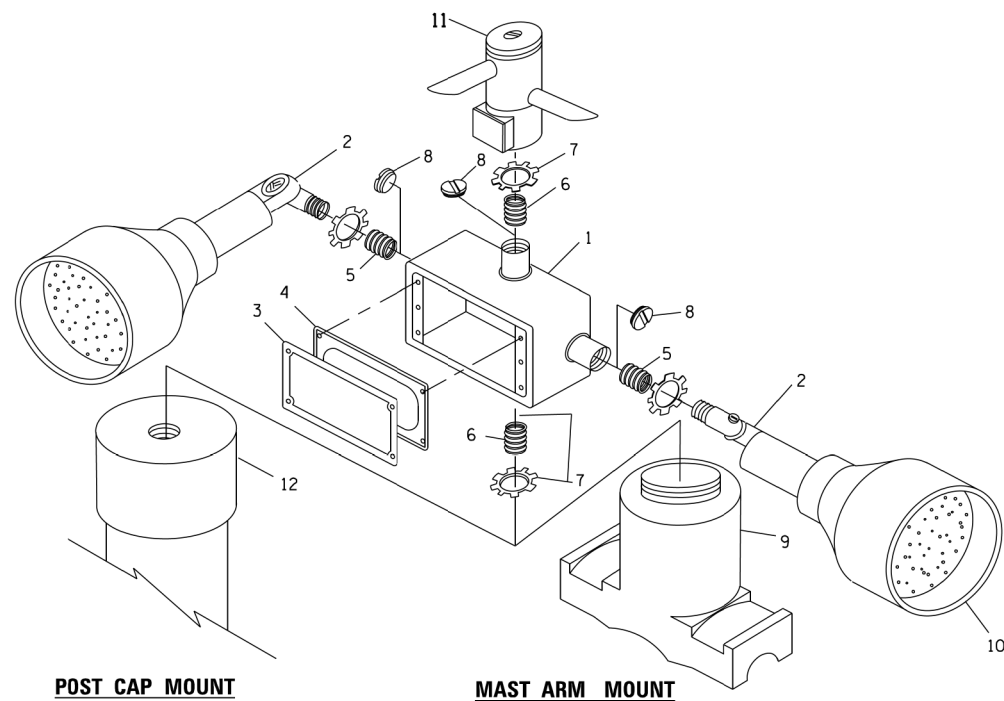
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**



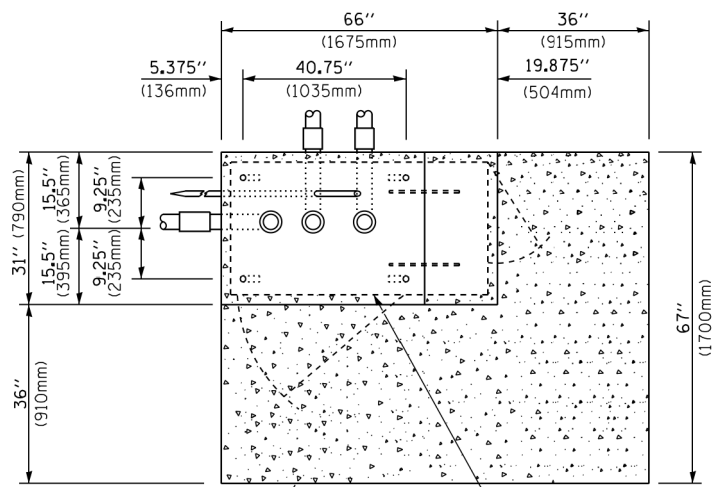
**NOTES:**

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

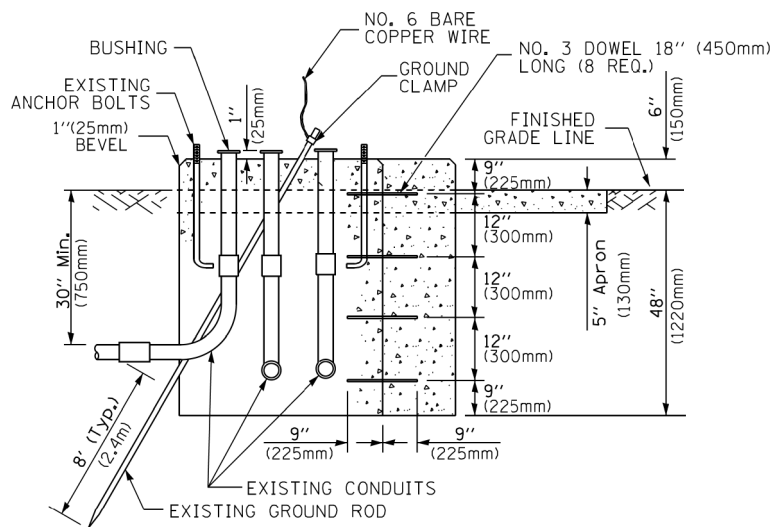
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**



**TOP VIEW**  
(NOT TO SCALE)

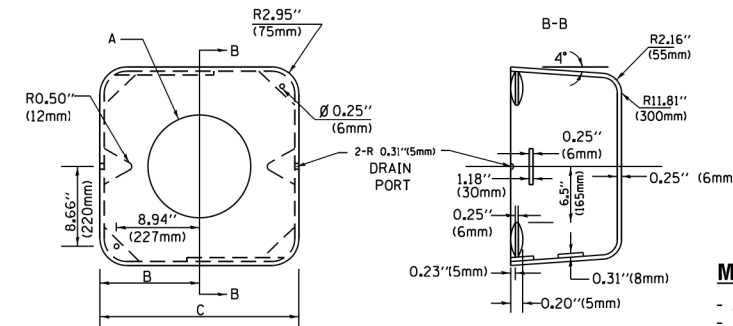


**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)

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.



**MATERIAL:**

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

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)

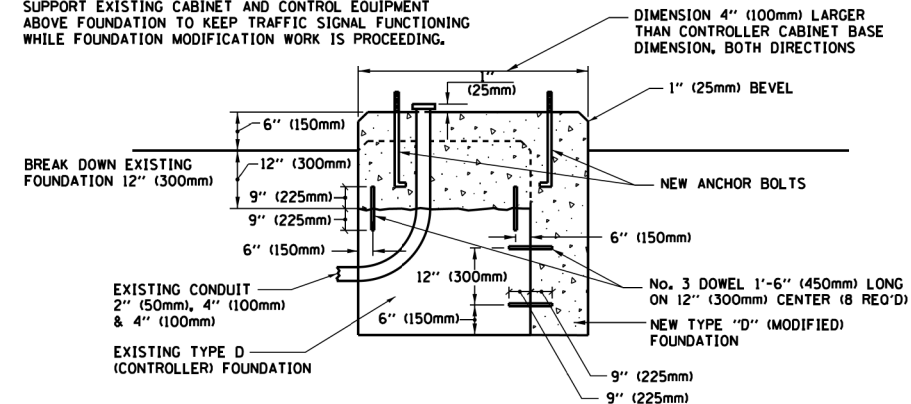
**SHROUD**

**NOTES:**

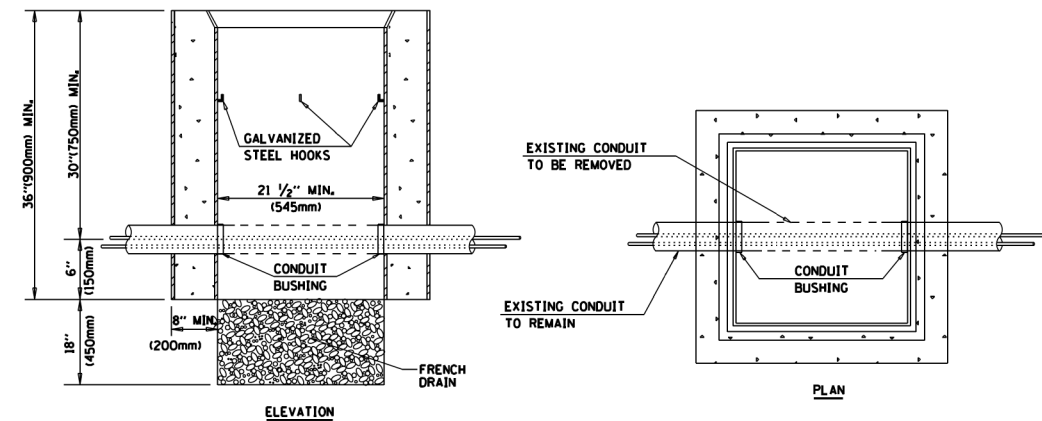
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 8:4001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

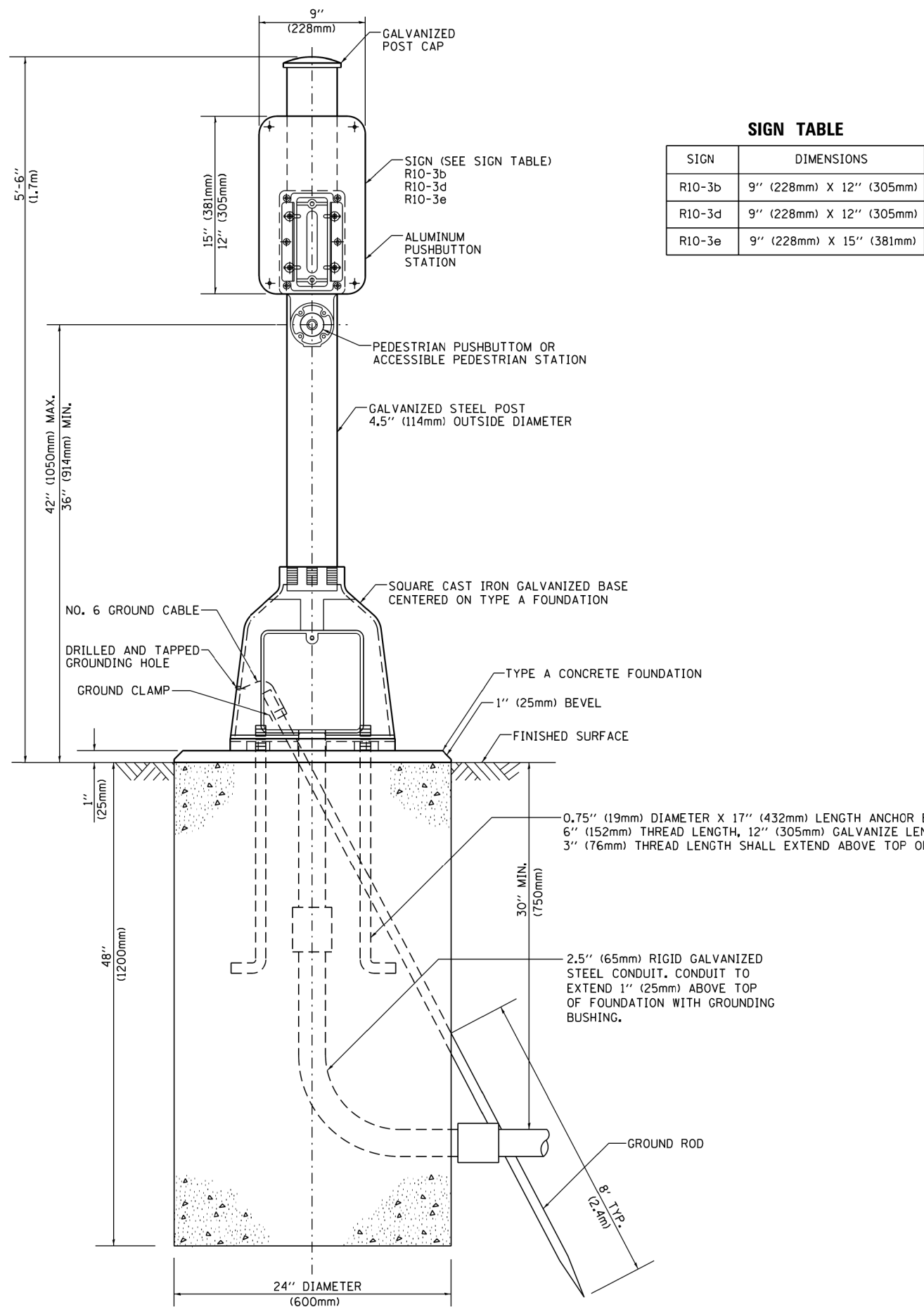
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 5/17/2016	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

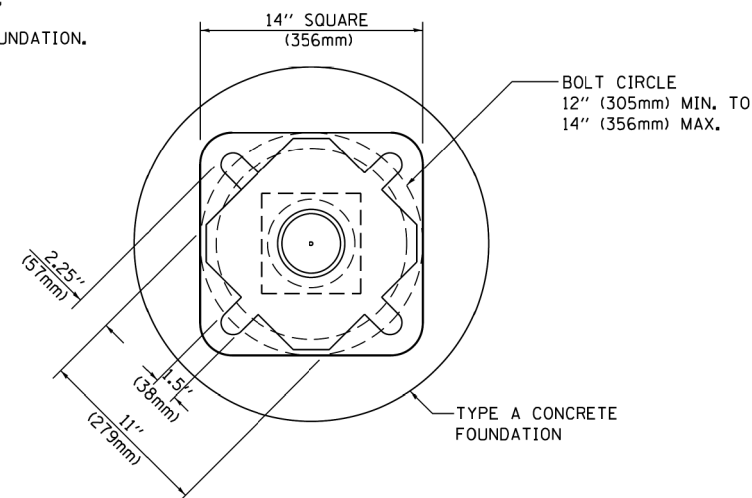
SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	52
TS-05			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				



**SIGN TABLE**

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



**BOLT PATTERN**

**PEDESTRIAN PUSH BUTTON POST, TYPE A**

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

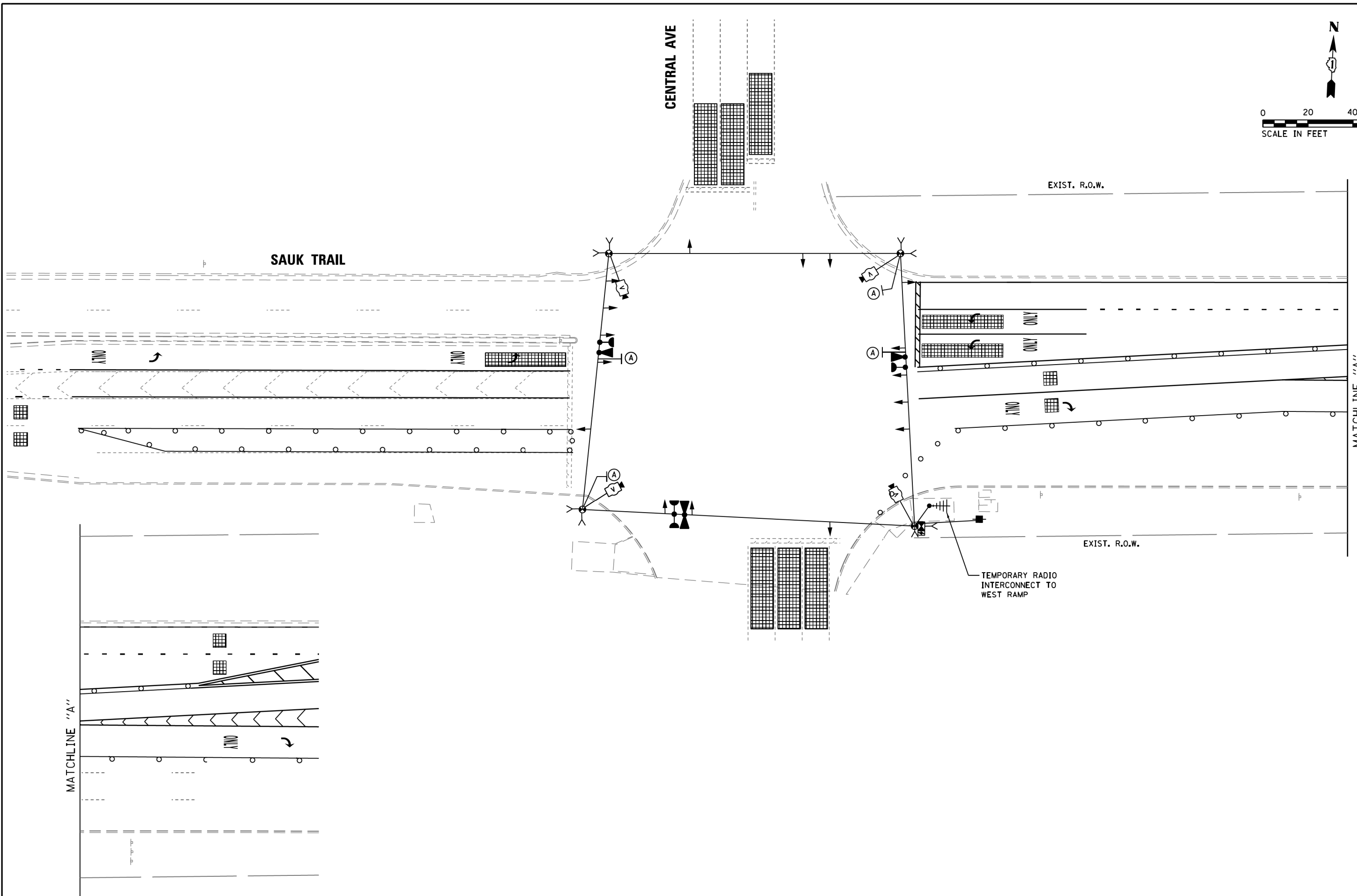
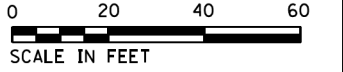
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	53
TS-05			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				







FILE NAME = D162F29-sht 10A Temp TS Sauk Trail at Central Ave-Stage 1	USER NAME = mgr-vida	DESIGNED - M.G./E.C.	REVISED - _____
#MODELNAME#	PLOT SCALE = 39.999920x1.000000	DRAWN - M.G.	REVISED - _____
	PLOT DATE = 22-MAY-2019 16:58	CHECKED - K.P.	REVISED - _____
		DATE - 05/22/2019	REVISED - _____

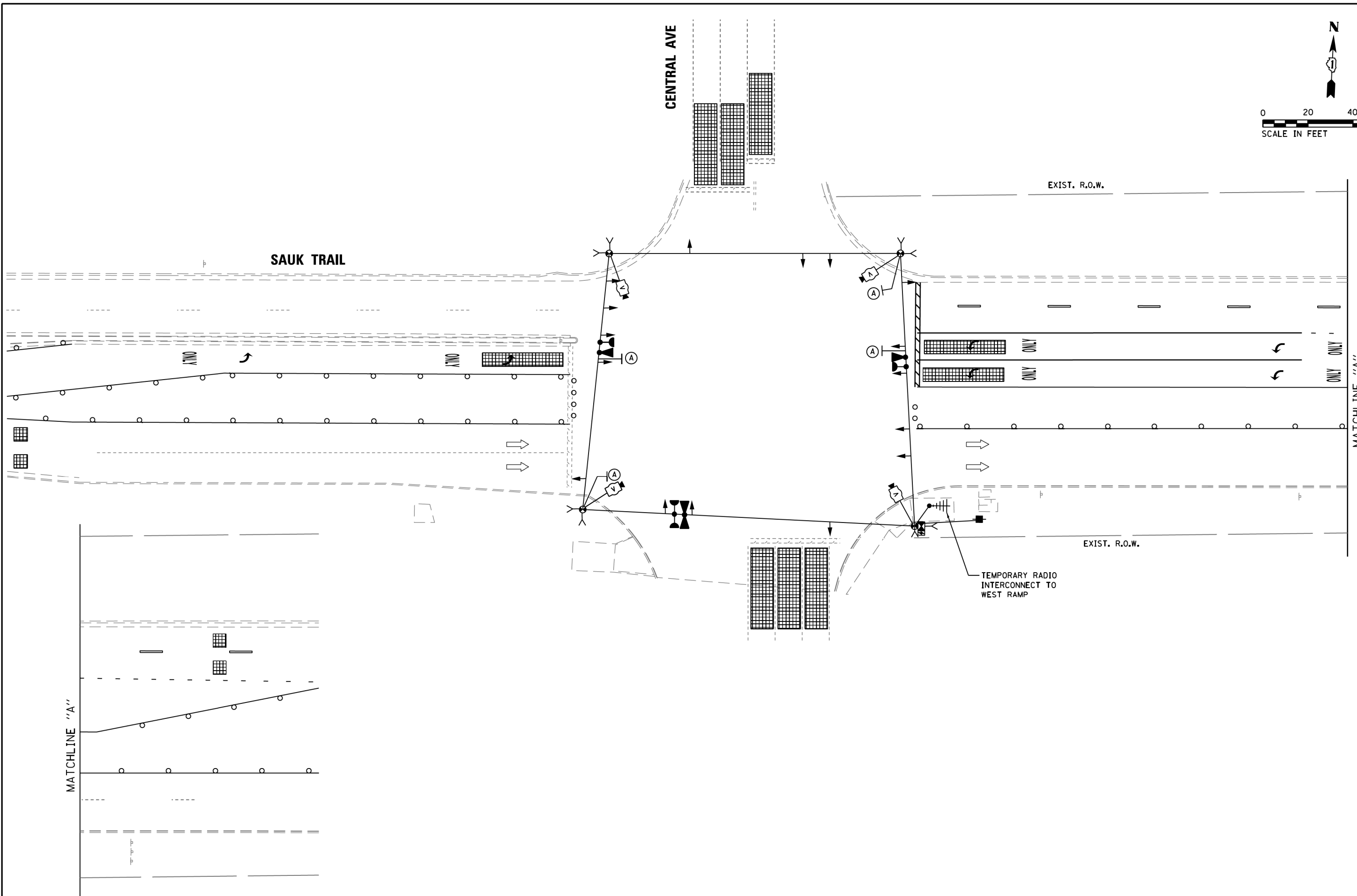
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION  
SAUK TRAIL AT CENTRAL AVE  
STAGE 1**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	56
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				





FILE NAME =	USER NAME = mgr-vida	DESIGNED - M.G./E.C.	REVISED -
D162F29-sht 10B Temp TS Sauk Trail at Central Ave-Stage 2-4		DRAWN - M.G.	REVISED -
#MODELNAME#	PLOT SCALE = 39.999920x1.000000	CHECKED - K.P.	REVISED -
	PLOT DATE = 22-MAY-2019 16:58	DATE - 05/22/2019	REVISED -

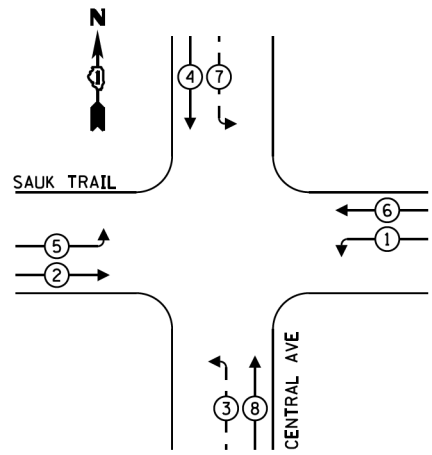
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION  
SAUK TRAIL AT CENTRAL AVE  
STAGE 2 TO STAGE 4**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	57
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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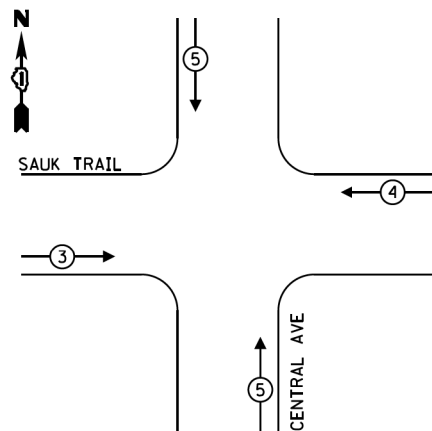
**TEMPORARY CONTROLLER SEQUENCE**



**LEGEND:**

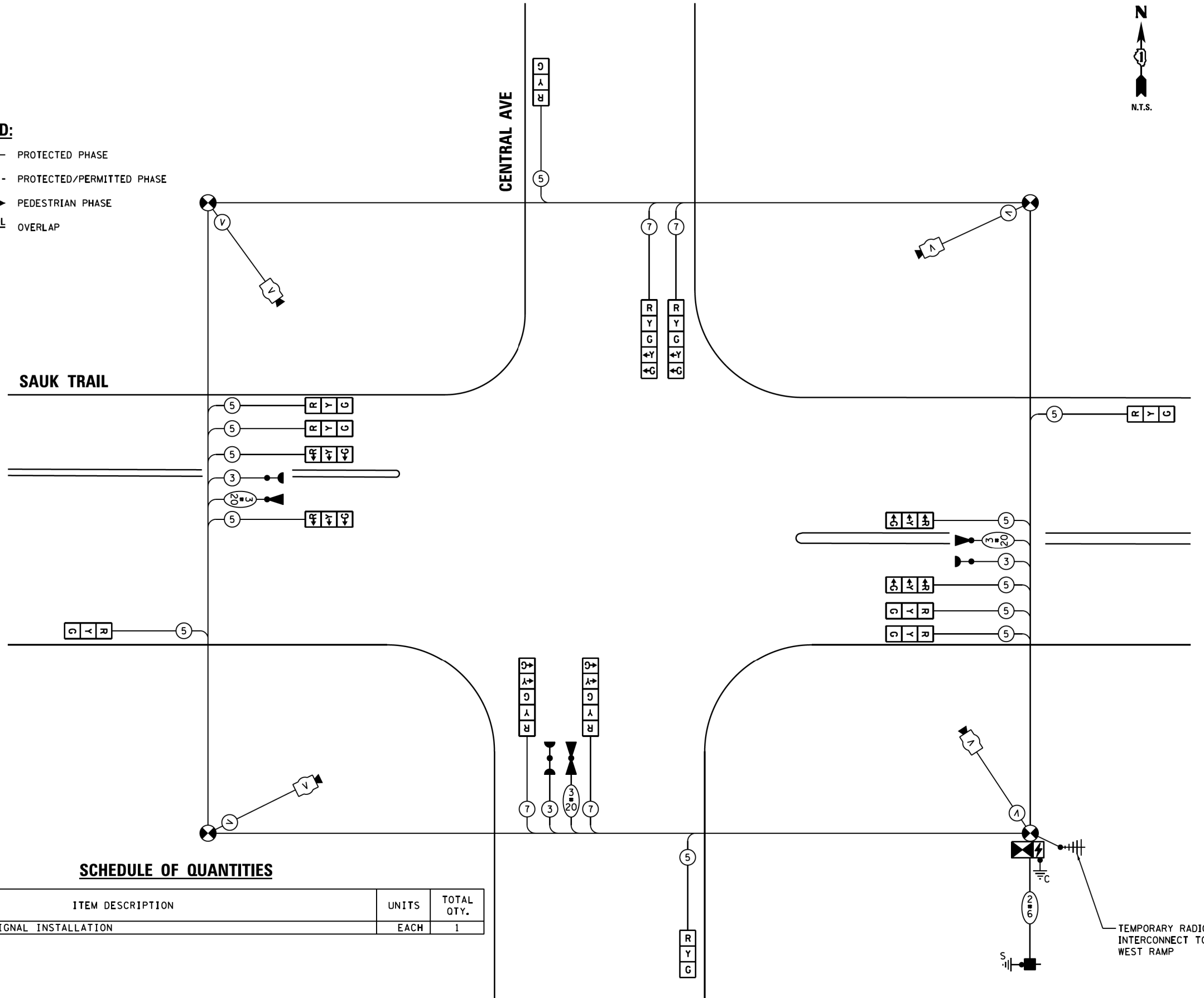
- ← ⊙ → PROTECTED PHASE
- ← ⊙ - PROTECTED/PERMITTED PHASE
- ← ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL → OVERLAP

**TEMPORARY EMERGENCY VEHICLE  
PREEMPTION SEQUENCE**



**SAUK TRAIL**

**CENTRAL AVE**



**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1

**TRAFFIC SIGNAL  
ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88.0
(YELLOW)	16	20	5	16.0
(GREEN)	16	12	45	86.4
PERMISSIVE ARROW	8	10	10	8.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				473.4

ENERGY COSTS TO:

COOK COUNTY HIGHWAY DEPARTMENT  
69 W. WASHINGTON STREET, ROOM NO. 2300  
CHICAGO, ILLINOIS 60602-1369

ENERGY SUPPLY: CONTACT: ---  
PHONE: ---  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: ---

FILE NAME =	USER NAME = mgr-vida
D162F29-sh11 Temp TS Cable Sauk Trail	at Central
#MODELNAME#	PLOT SCALE = 39.999920x1.000000
	PLOT DATE = 22-MAY-2019 16:58

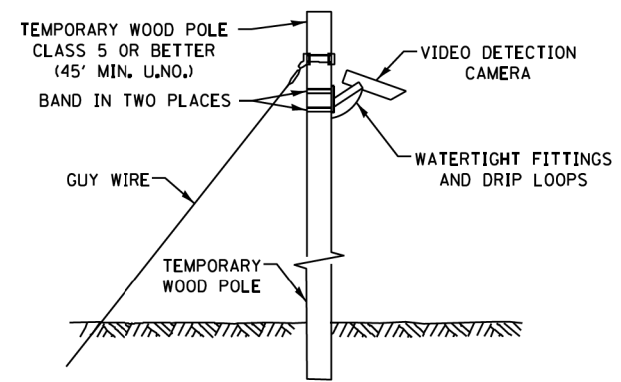
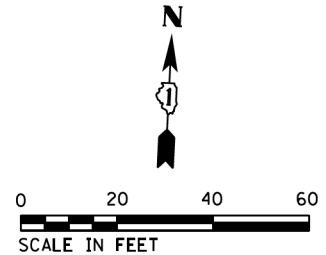
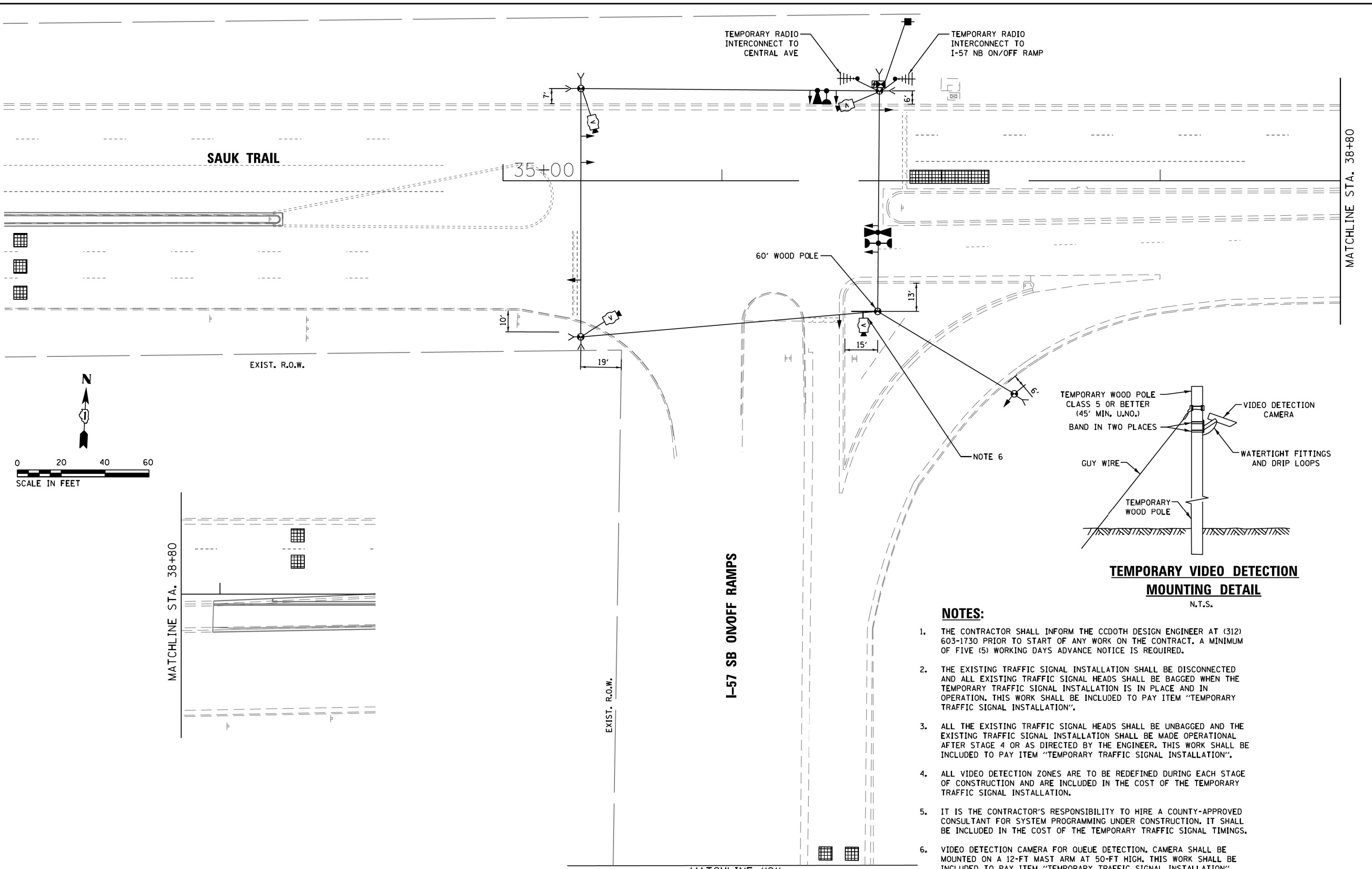
DESIGNED -	M.G./E.C.	REVISED -	
DRAWN -	M.G.	REVISED -	
CHECKED -	K.P.	REVISED -	
DATE -	05/22/2019	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,  
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND  
SCHEDULE OF QUANTITIES—SAUK TRAIL AT CENTRAL AVE

SCALE: SHEET OF SHEETS STA. TO STA.

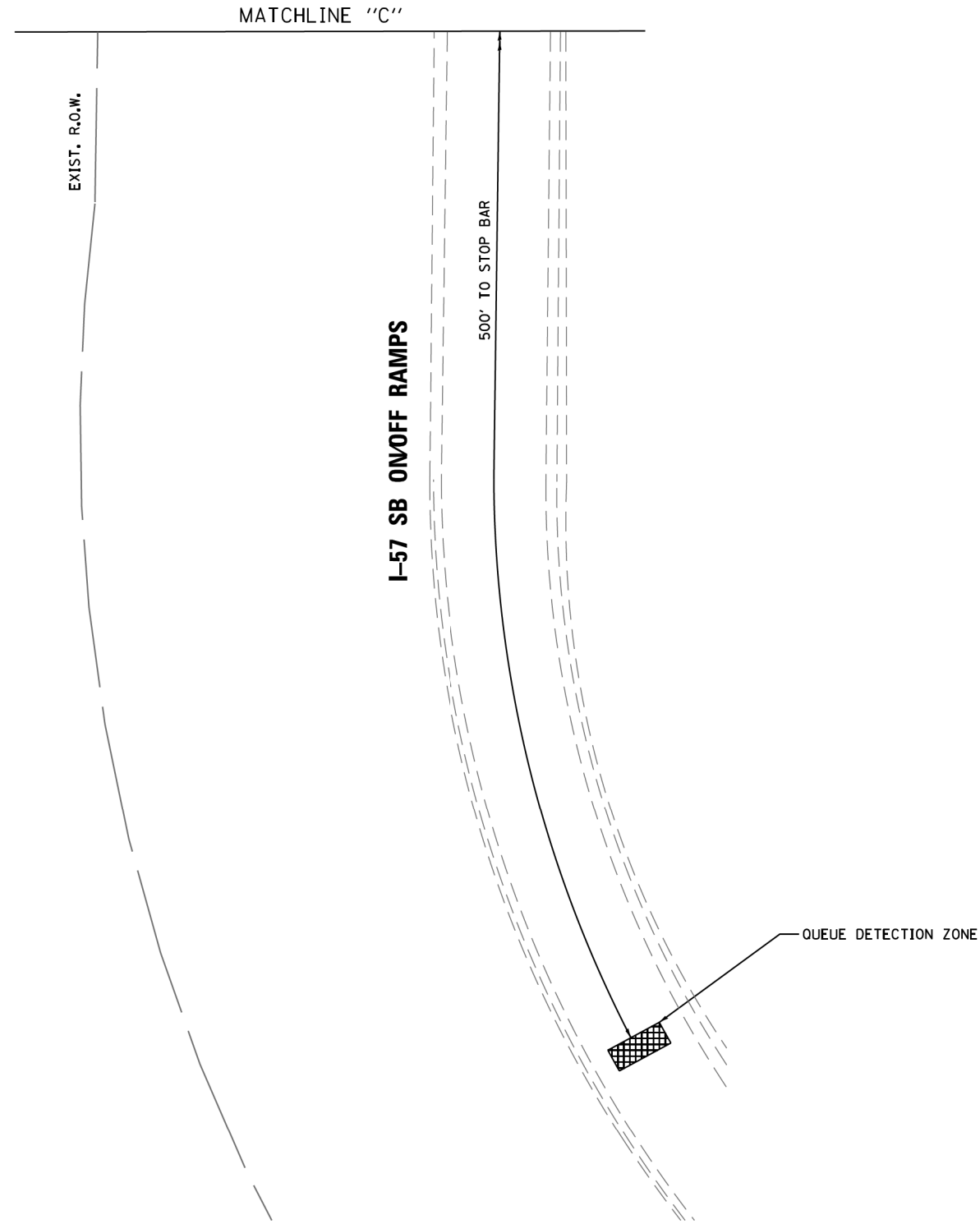
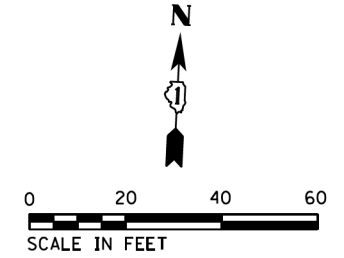
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	58
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
2. THE EXISTING TRAFFIC SIGNAL INSTALLATION SHALL BE DISCONNECTED AND ALL EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED WHEN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN PLACE AND IN OPERATION. THIS WORK SHALL BE INCLUDED TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
3. ALL THE EXISTING TRAFFIC SIGNAL HEADS SHALL BE UNBAGGED AND THE EXISTING TRAFFIC SIGNAL INSTALLATION SHALL BE MADE OPERATIONAL AFTER STAGE 4 OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
4. ALL VIDEO DETECTION ZONES ARE TO BE REDEFINED DURING EACH STAGE OF CONSTRUCTION AND ARE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HIRE A COUNTY-APPROVED CONSULTANT FOR SYSTEM PROGRAMMING UNDER CONSTRUCTION. IT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL TIMINGS.
6. VIDEO DETECTION CAMERA FOR QUEUE DETECTION. CAMERA SHALL BE MOUNTED ON A 12-FT MAST ARM AT 50-FT HIGH, THIS WORK SHALL BE INCLUDED TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

FILE NAME =	USER NAME = mgarvida	DESIGNED - M.G./E.C.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION SAUK TRAIL AT I-57 SB ON/OFF RAMP PRE-STAGE (SHEET 1 OF 2)</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
D162F29-sht 12 Temp TS Sauk Trail at West Ramp-Pre-Stage	DRAWN - M.G.	REVISED -	1632			0203-1001-HB-BR	COOK	137	59		
#MODELNAME#	PLOT SCALE = 39.999920x1.000000	CHECKED - K.P.	REVISED -			CONTRACT NO. 62F29					
	PLOT DATE = 22-MAY-2019 16:58	DATE - 05/22/2019	REVISED -			ILLINOIS FED. AID PROJECT					



**NOTES (CONTINUED):**

7. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR.
8. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTIONS STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO SIGNAL HEAD.
9. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
10. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
11. IF THE TEMPORARY TRAFFIC SIGNALS ARE IN CONFLICT WITH THE PERMANENT TRAFFIC SIGNALS, THE MAST ARMS SHALL BE ROTATED OR REMOVED AND STORED OUTSIDE OF R.O.W. AND WILL BE THE CONTRACTOR'S RESPONSIBILITY TO KEEP EQUIPMENT SAFE. THIS IS INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
12. THE CONTRACTOR MUST PROVIDE ASSURANCE THAT THE RADIO DEVICE WILL OPERATE PROPERLY AT ALL TIMES AND DURING ALL CONSTRUCTION STAGES. IF WIRELESS INTERCONNECT FAILS DURING TESTING OR OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING NECESSARY POLES, FIBER OPTIC CABLE AND OTHER INFRASTRUCTURE FOR PROVIDING TEMPORARY FIBER INTERCONNECT AT NO COST TO THE CONTRACT.
13. THE CONTROLLERS FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE "ECONOLITE" TO MATCH EXISTING CONTROLLER TYPE.

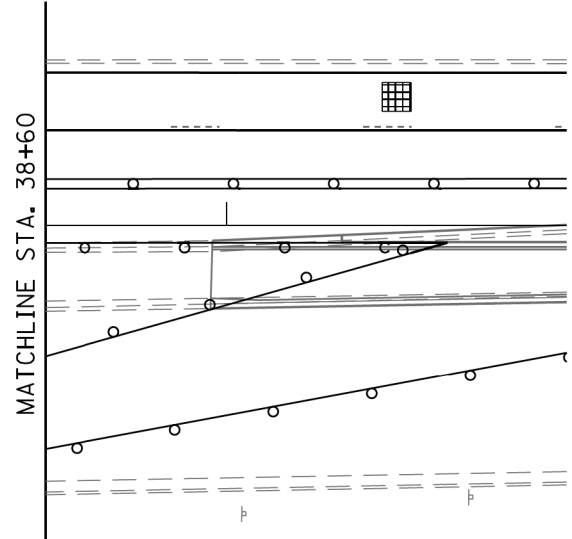
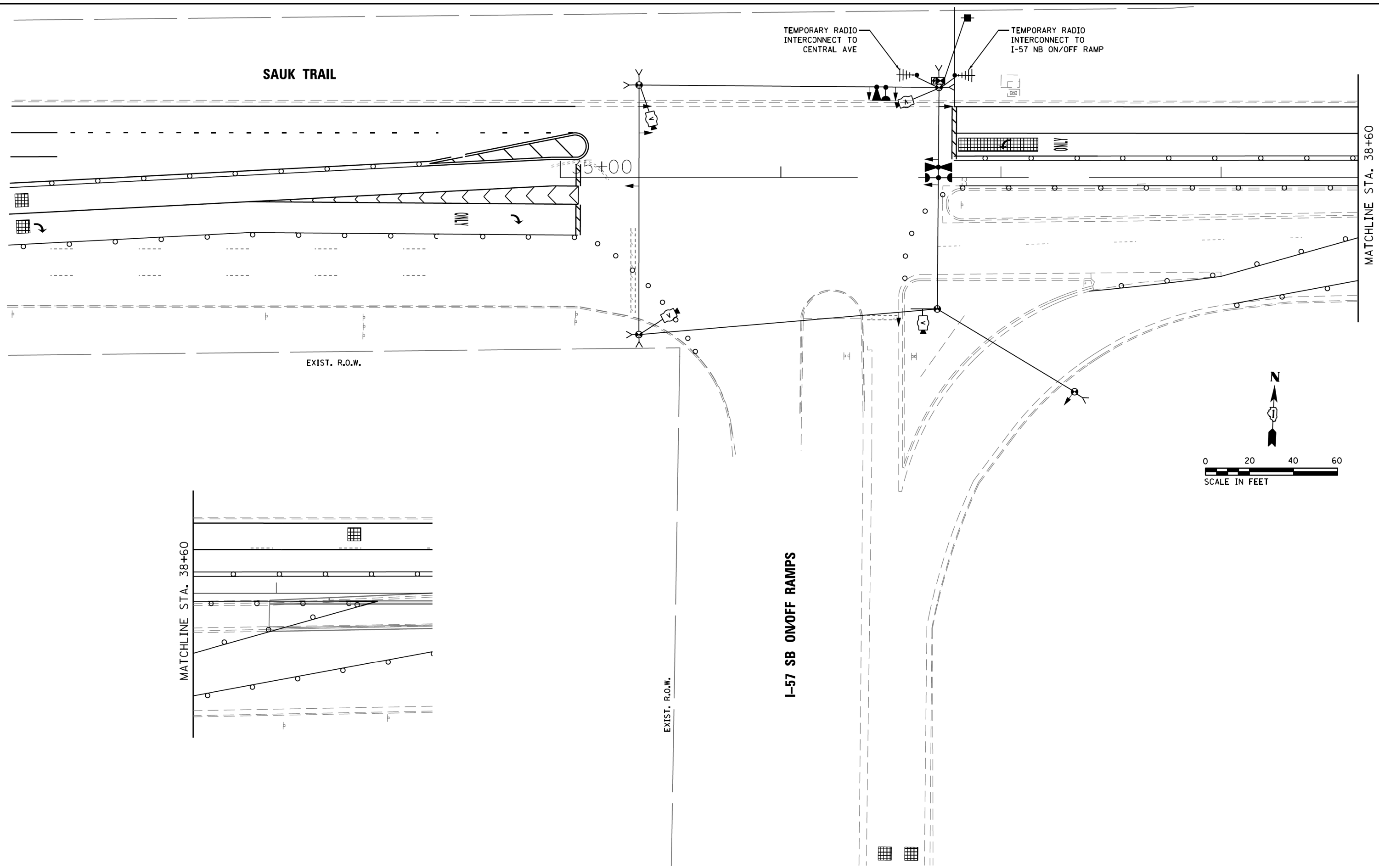
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	PLOT DATE = 22-MAY-2019 16:58	DATE - 05/22/2019	REVISED - _____

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION  
SAUK TRAIL AT I-57 SB ON/OFF RAMPS  
PRE-STAGE (SHEET 2 OF 2)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	60
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



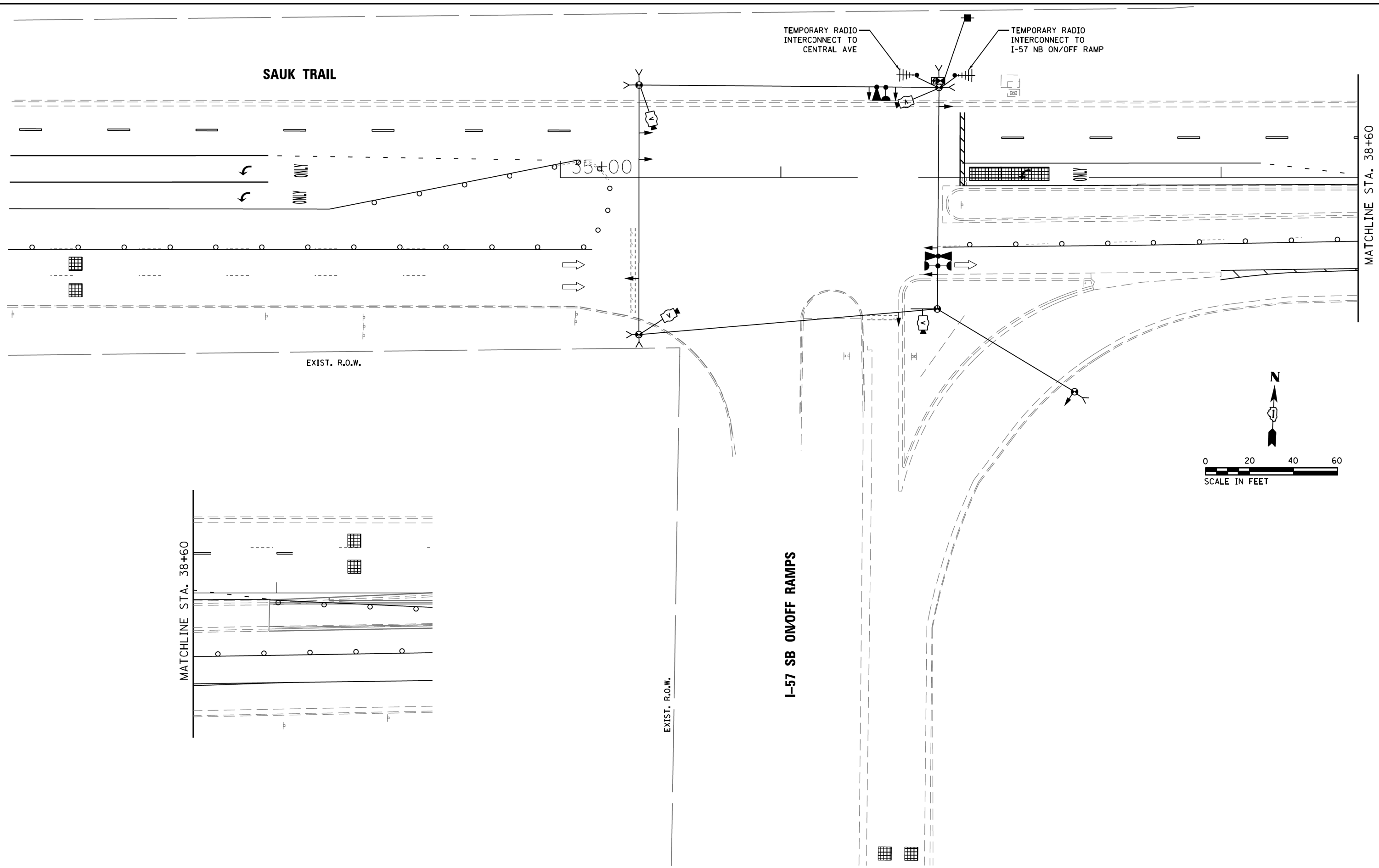
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#MODELNAME#	PLOT SCALE = 39.999920x1.000000	CHECKED - K.P.	REVISED -
	PLOT DATE = 22-MAY-2019 16:59	DATE - 05/22/2019	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION  
SAUK TRAIL AT I-57 SB ONOFF RAMPS  
STAGE 1

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	61
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = mgar-vida	DESIGNED - M.G./E.C.	REVISED -
D162F29-sht 12A Temp TS Sauk Trail at West Ramp-Stage 2-4		DRAWN - M.G.	REVISED -
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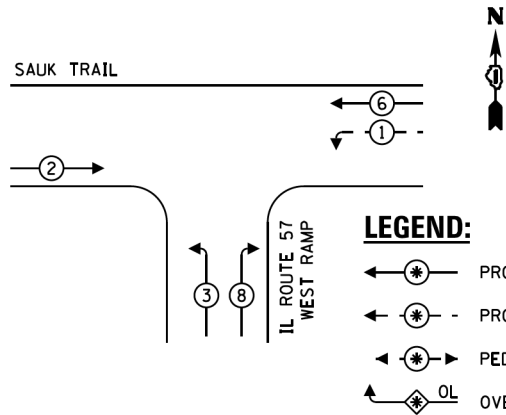
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION  
SAUK TRAIL AT I-57 SB ONOFF RAMPS  
STAGE 2 TO STAGE 4**

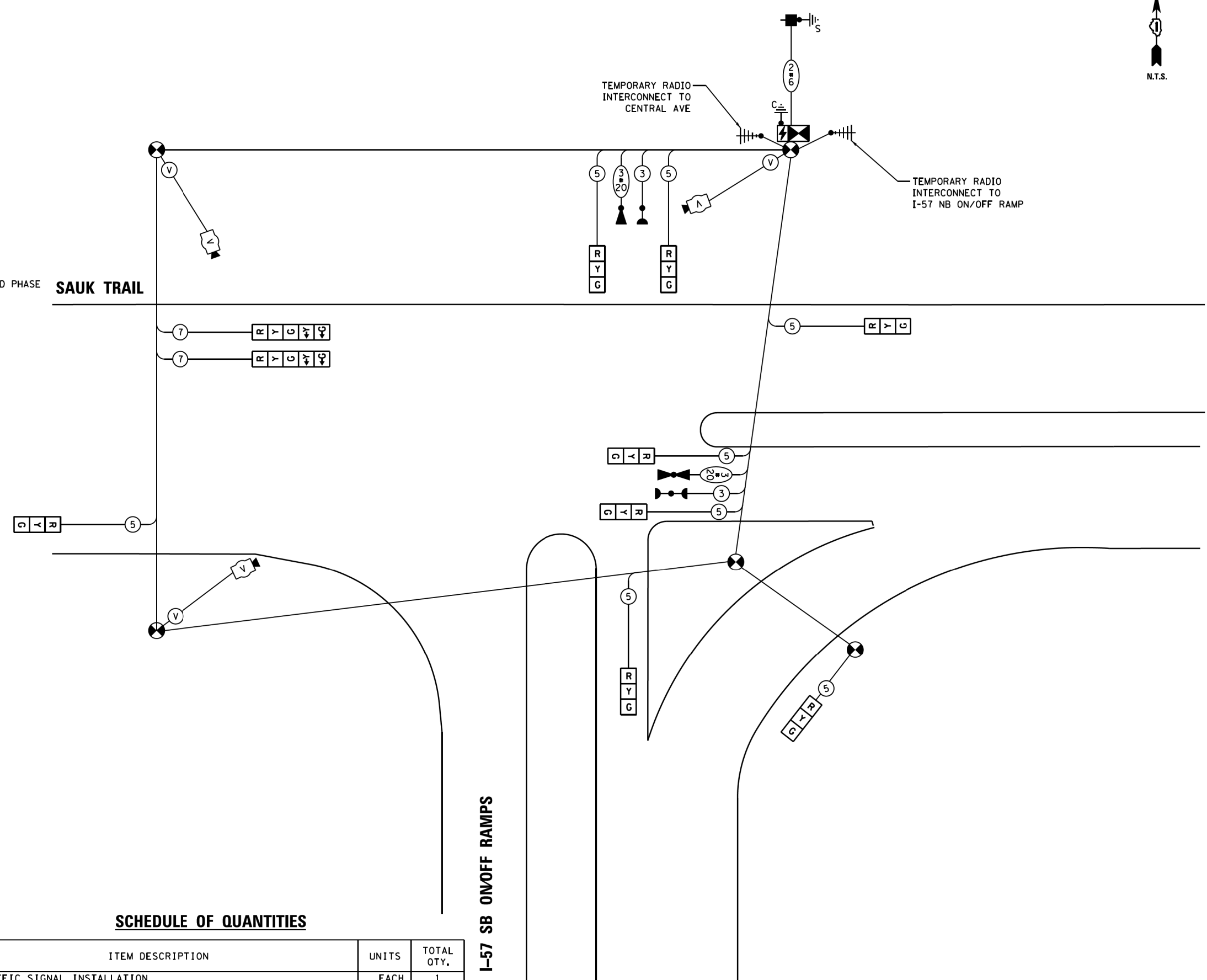
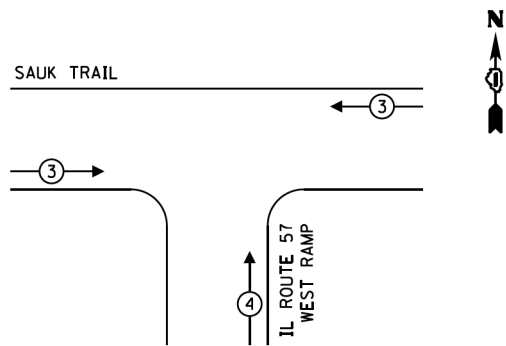
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	62
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

**TEMPORARY CONTROLLER SEQUENCE**



**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	10	11	50	55.0
(YELLOW)	10	20	5	10.0
(GREEN)	10	12	45	54.0
PERMISSIVE ARROW	4	10	10	4.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				398.0

ENERGY COSTS TO:  
 COOK COUNTY HIGHWAY DEPARTMENT  
 69 W. WASHINGTON STREET, ROOM NO. 2300  
 CHICAGO, ILLINOIS 60602-1369  
 ENERGY SUPPLY: CONTACT: ---  
 PHONE: ---  
 COMPANY: COMMONWEALTH EDISON  
 ACCOUNT NUMBER: ---

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1

FILE NAME = D:\62F29-sht 14 Temp TS Cable Sauk Trail at West Ramp  
 #MODELNAME#  
 USER NAME = mgr-vida  
 PLOT SCALE = 39.99992011000000  
 PLOT DATE = 22-MAY-2019 16:59

DESIGNED - M.G./E.C.  
 DRAWN - M.G.  
 CHECKED - K.P.  
 DATE - 05/22/2019  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

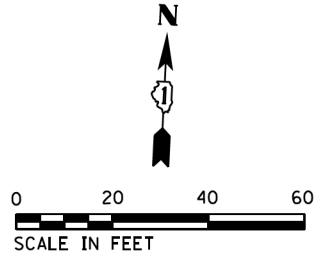
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,  
 TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND  
 SCHEDULE OF QUANTITIES—SAUK TRAIL AT I-57 SB ON/OFF RAMPS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	63

CONTRACT NO. 62F29  
 ILLINOIS FED. AID PROJECT

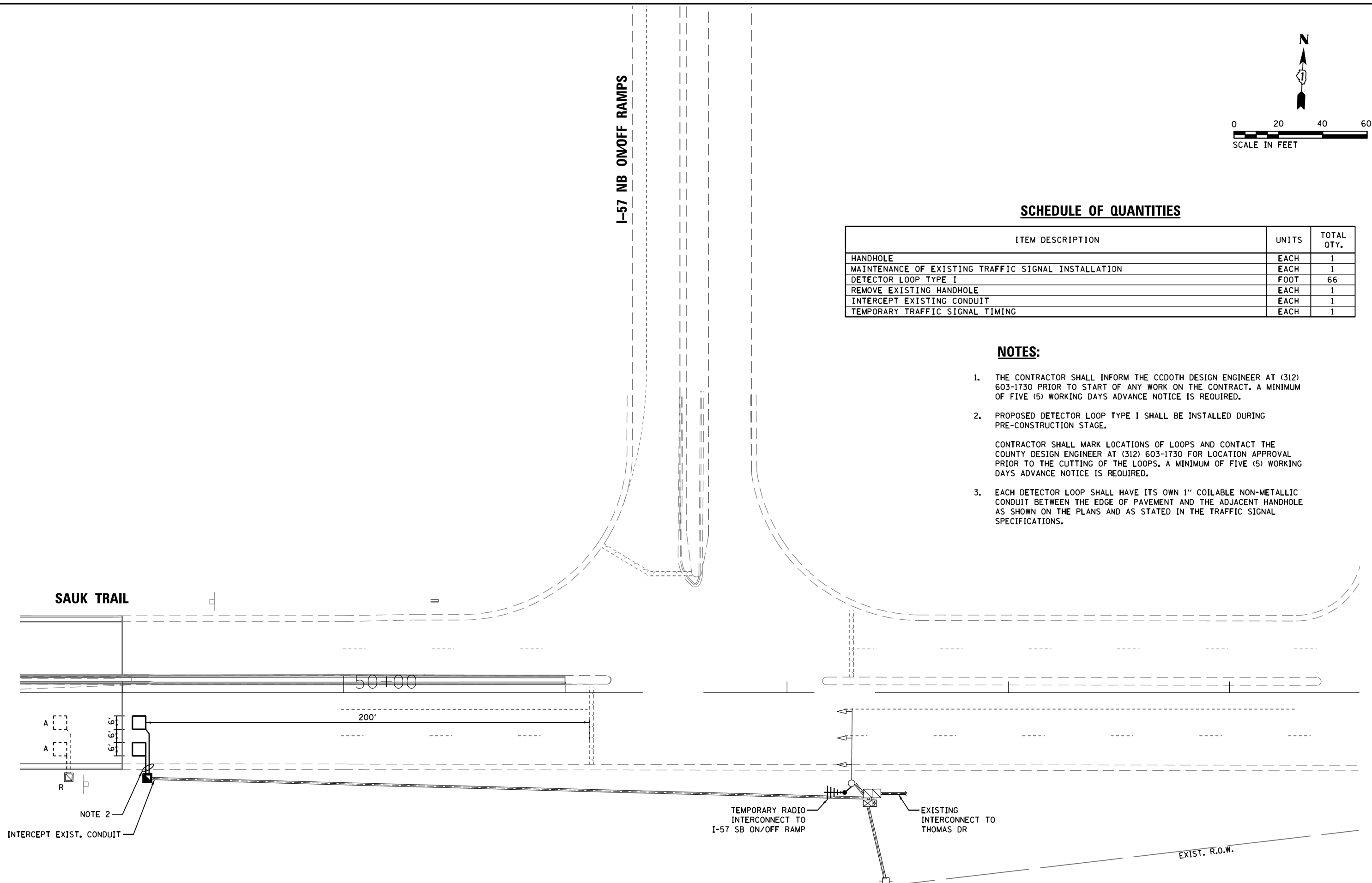


**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DETECTOR LOOP TYPE I	FOOT	66
REMOVE EXISTING HANDHOLE	EACH	1
INTERCEPT EXISTING CONDUIT	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

**NOTES:**

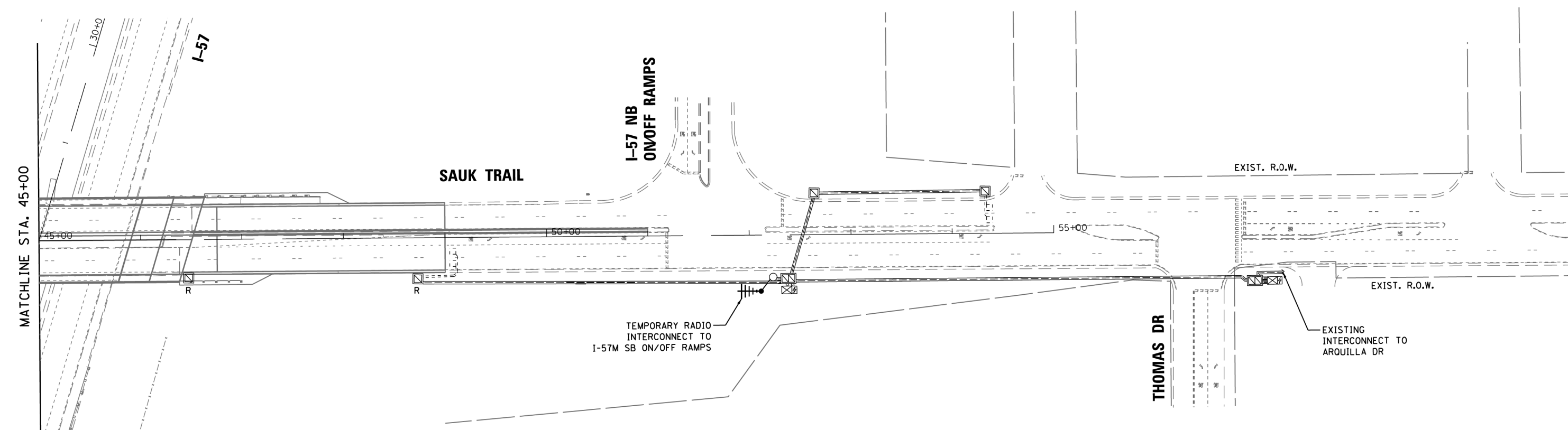
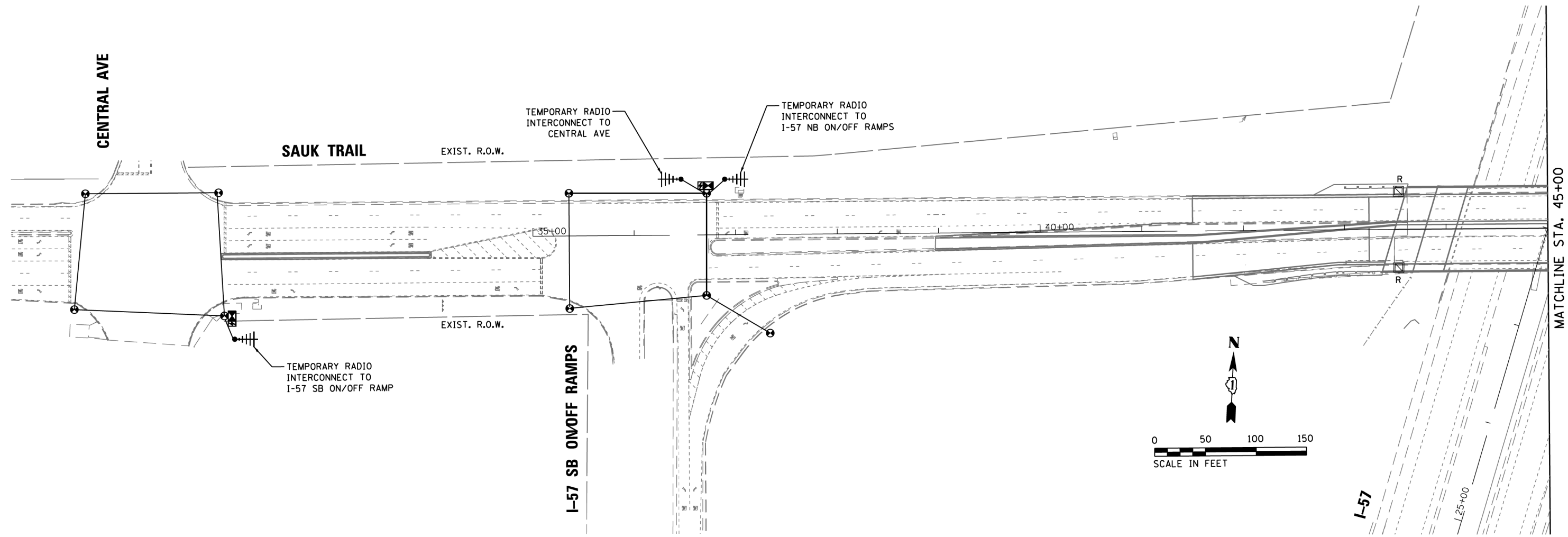
1. THE CONTRACTOR SHALL INFORM THE CDDOT DESIGN ENGINEER AT (312) 603-1730 PRIOR TO START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
2. PROPOSED DETECTOR LOOP TYPE I SHALL BE INSTALLED DURING PRE-CONSTRUCTION STAGE.  
  
CONTRACTOR SHALL MARK LOCATIONS OF LOOPS AND CONTACT THE COUNTY DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



FILE NAME =	USER NAME = mgr-vida	DESIGNED - M.G./E.C.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL MODIFICATION PLAN SAUK TRAIL AT I-57 NB ON/OFF RAMPS</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D162F29-sht 18 Temp TS Sauk Trail at East Ramp-Pre-Stage		DRAWN - M.G.	REVISED -		1632	0203-1001-HB-BR	COOK	137	64				
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	PLOT DATE = 22-MAY-2019 16:59	DATE - 05/22/2019	REVISED -		ILLINOIS FED. AID PROJECT								
					SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		







FILE NAME =	USER NAME = mgr-vida
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#MODELNAME#	

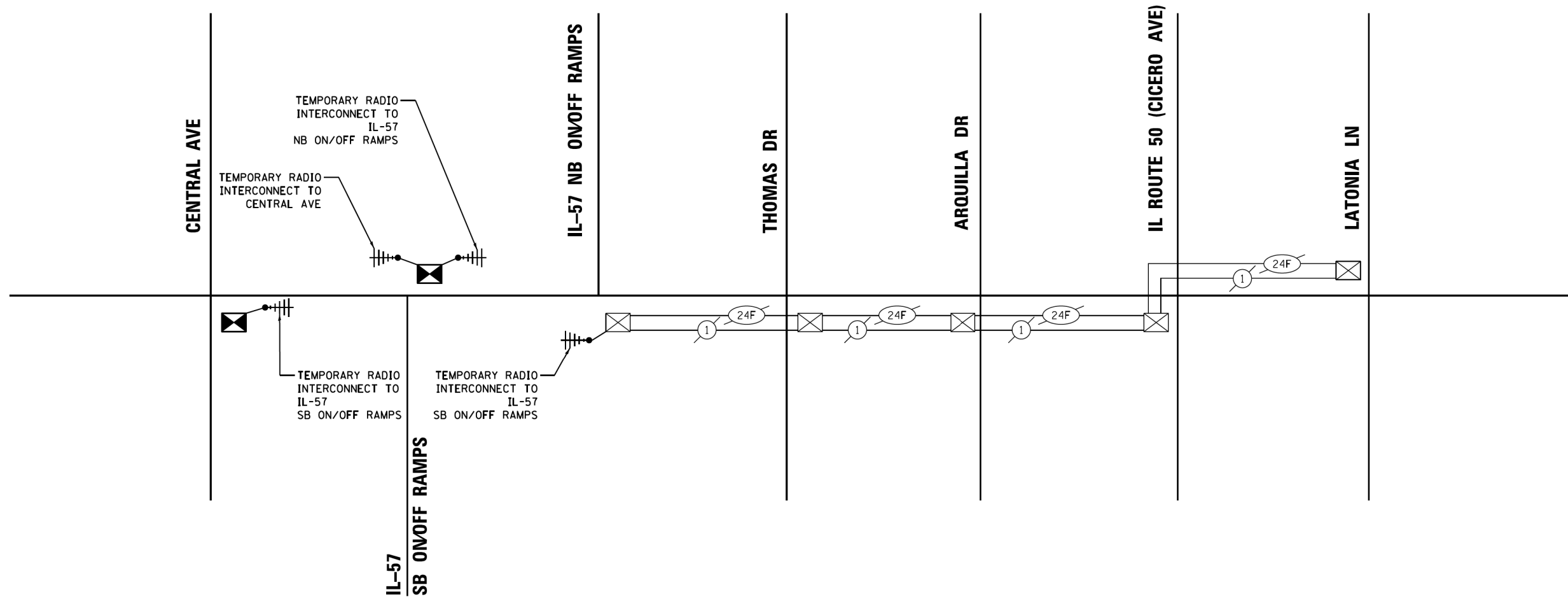
DESIGNED - M.G./E.C.	REVISD -
DRAWN - M.G.	REVISD -
CHECKED - K.P.	REVISD -
DATE - 05/22/2019	REVISD -

DESIGNED - M.G./E.C.	REVISD -
DRAWN - M.G.	REVISD -
CHECKED - K.P.	REVISD -
DATE - 05/22/2019	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TEMPORARY INTERCONNECT PLAN SAUK TRAIL FROM CENTRAL AVE TO THOMAS DR</b>				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	66
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = mgr-vida	DESIGNED - M.G./E.C.	REVISED -
D162F29-sht 20 Temp Interconnect Schematic		DRAWN - M.G.	REVISED -
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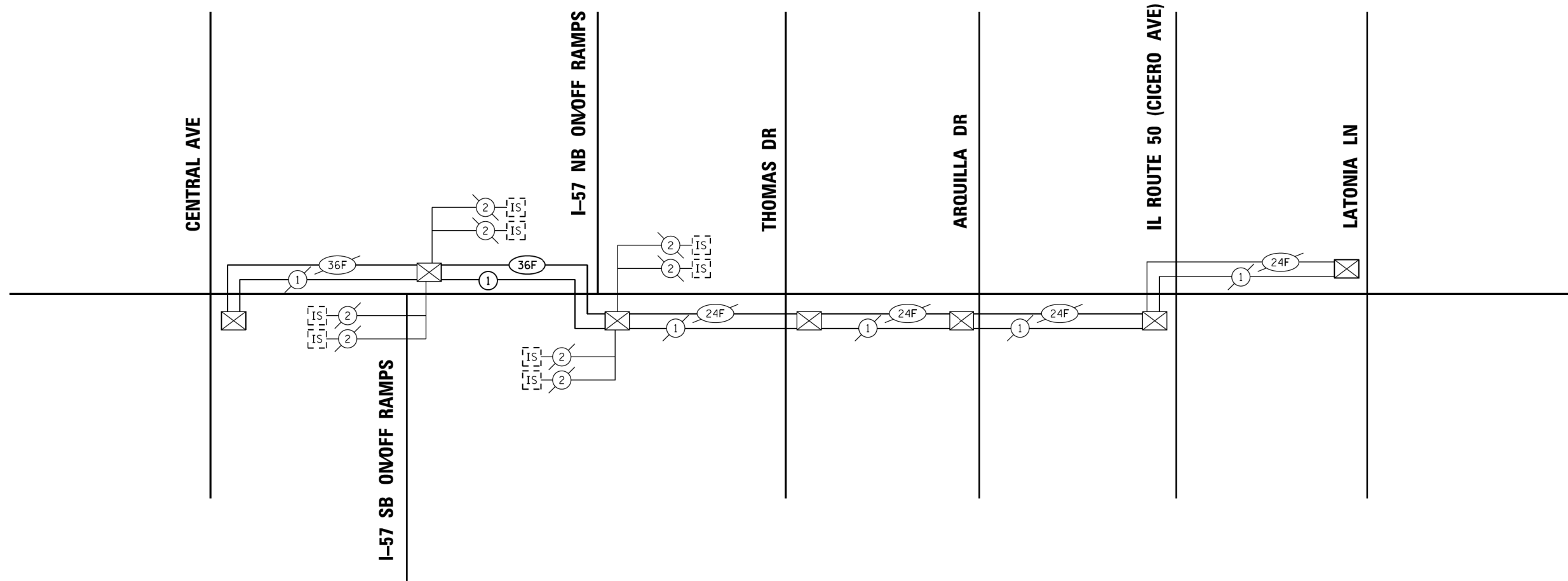
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT SCHEMATIC  
SAUK TRAIL FROM CENTRAL AVE TO LATONIA LN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	67
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				





**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	245
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	300
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	2
HANDHOLE	EACH	3
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1698
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2000
REMOVE EXISTING HANDHOLE	EACH	3
ROD AND CLEAN EXISTING CONDUIT	FOOT	500
CONDUIT SPLICE	EACH	3
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	1724
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2

• NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER

FILE NAME = D162F29-sht 24 Interconnect Schematic	USER NAME = mgr-vida	DESIGNED - M.G./E.C.	REVISED -
		DRAWN - M.G.	REVISED -
		CHECKED - K.P.	REVISED -
		DATE - 05/22/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT SCHEMATIC  
SAUK TRAIL FROM CENTRAL AVE TO LATONIA LN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	69
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

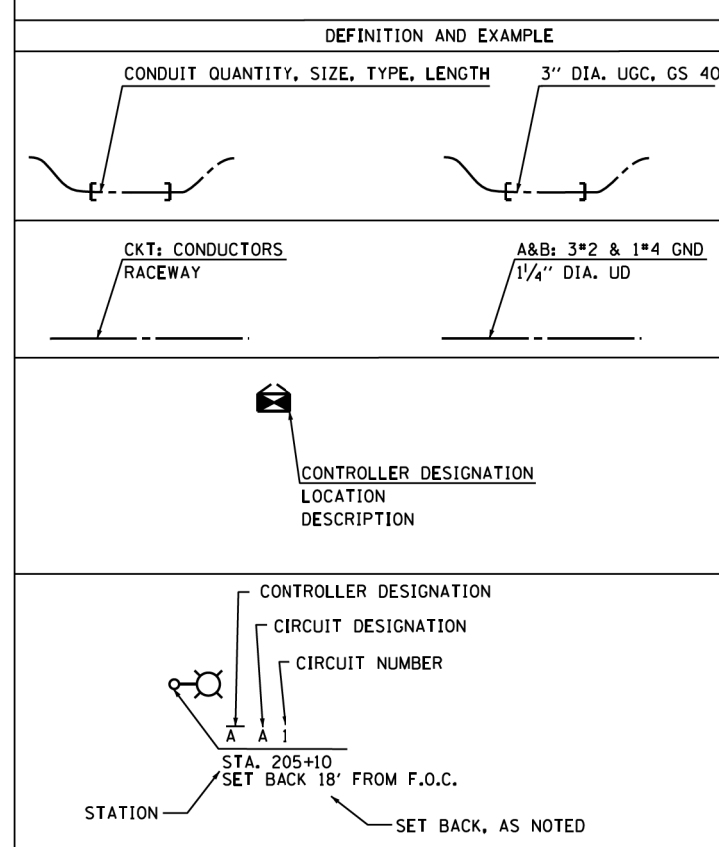
**LIGHTING AND ELECTRICAL LEGEND**

SYMBOL	DESCRIPTION
	PROPOSED IDOT LIGHTING UNIT MOUNTED ON BREAKAWAY TRANSFORMER BASE, 47.5 FT M.H. U.N.O., 15FT MAST ARM, 310W HPS LUMINAIRE, 240V, HORIZONTAL MOUNT
	EXISTING IDOT LIGHTING UNIT TO BE REMOVED, NO SALVAGE
	EXISTING IDOT LIGHTING UNIT TO REMAIN
	EXISTING UNDERPASS LUMINAIRE TO BE REMOVED
	PROPOSED UNDERPASS LUMINAIRE, LED
	EXISTING IDOT LIGHTING CONTROLLER TO REMAIN
	PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
	TEMPORARY WOOD POLE, 40 FT., CLASS 4
	EXISTING UNDERGROUND UNIT DUCT TO REMAIN
	EXISTING UNDERGROUND UNIT DUCT TO BE REMOVED OR ABANDONED IN PLACE
	PROPOSED CONDUIT ATTACHED TO STRUCTURE, SIZE AND TYPE AS NOTED
	PROPOSED CABLE OR UNIT DUCT IN EMBEDDED CONDUIT, SIZE AND TYPE AS NOTED
	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
	PROPOSED AERIAL LIGHTING CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE

**ABBREVIATIONS**

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
E.O.P.	EDGE OF PAVEMENT
F.O.C.	FACE OF CURB
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T/F	TOP OF FOUNDATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
UGC, GS	UNDERGROUND CONDUCT, GALVANIZED STEEL
WP	WOOD POLE
XFMR	TRANSFORMER
HPS	HIGH PRESSURE SODIUM
LPS	LOW PRESSURE SODIUM
LTFM	LIOUID TIGHT FLEXIBLE METALLIC

**CALL-OUT SAMPLE**



**GENERAL NOTES**

- THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- THE AERIAL CABLE INSTALLATION FOR TEMPORARY LIGHTING SHALL COMPLY WITH NEC (NATIONAL ELECTRICAL CODE) ARTICLE 225.18, NESC AND COMED STANDARDS FOR MINIMUM VERTICAL AND HORIZONTAL CLEARANCES.

**IDOT-D1 STANDARDS:**

STANDARD NO.	TITLE
BE-301	LIGHT POLE FOUNDATION 40' TO 47 1/2' M.H. 15" BOLT CIRCLE
BE-400	ALUMINUM LIGHT POLE 47'-6" MOUNTING HEIGHT
BE-701	LUMINAIRE SAFETY CABLE ASSEMBLY
BE-702	MISC. ELECTRICAL DETAILS SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-801	TEMPORARY AERIAL CABLE INSTALLATION
BE-902	PIER / ABUTMENT MOUNTED UNDERPASS LUMINAIRE INSTALLATION DETAILS

**IDOT HIGHWAY STANDARDS:**

STANDARD NO.	TITLE
812001	RACEWAY EMBEDDED IN STRUCTURE
838001	BREAKAWAY DEVICES

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNIT	TOTAL QTY
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	800
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	30
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	900
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	4
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	12
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	2
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	2
UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	800
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2800
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	1200
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	4
LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	4
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	38
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	4
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4
REMOVAL OF POLE FOUNDATION	EACH	4
REMOVE TEMPORARY WOOD POLE	EACH	4
TEMPORARY WOOD POLE, 40 FT., CLASS 4	EACH	4
LUMINAIRE, UNDERPASS, LED, TYPE B	EACH	12
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	12
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	4
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., STAINLESS STEEL	FOOT	40

**INDEX OF DRAWINGS:**

DRAWING NO.	TITLE
E-1	LEGEND, ABBREVIATIONS, GENERAL NOTES, INDEX OF DRAWINGS, AND SCHEDULE OF QUANTITIES
E-2	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
E-3	PROPOSED LIGHTING PLAN
E-4	EXISTING UNDERPASS LIGHTING REMOVAL PLAN
E-5	PROPOSED UNDERPASS LIGHTING PLAN
E-6	LIGHTING CONTROLLER "Y" WIRING DIAGRAM
E-7	AS-BUILT LIGHTING CONTROLLER "Y" WIRING DIAGRAM
E-8 TO E-14	IDOT D1-BUREAU OF ELECTRICAL DETAIL STANDARDS

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USER NAME = mgervado	DESIGNED - SG	REVISED -
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PLOT DATE = 22-MAY-2019 17:02	CHECKED - KGP	REVISED -
	DATE - 05/22/2019	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LEGEND, ABBREVIATIONS, GENERAL NOTES, INDEX OF DRAWINGS,  
AND SCHEDULE OF QUANTITIES

SCALE: AS NOTED SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	70
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				

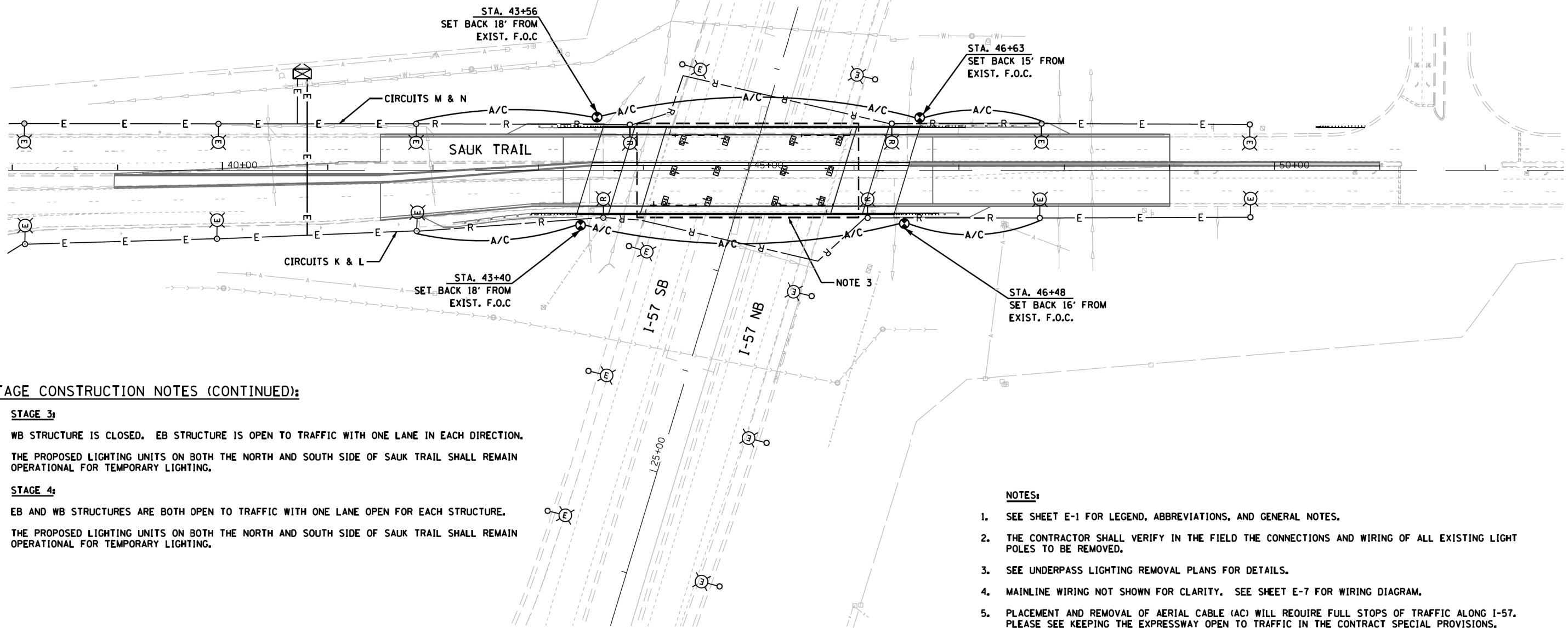
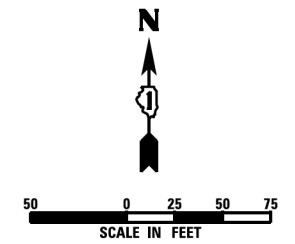
**STAGE CONSTRUCTION NOTES:**

**STAGE 1:**

1. EB STRUCTURE IS CLOSED. WB STRUCTURE IS OPEN TO TRAFFIC WITH ONE LANE IN EACH DIRECTION.
2. INSTALL THE TEMPORARY WOOD POLES AND AERIAL CABLE ALONG THE SOUTH SIDE OF SAUK TRAIL. REMOVE THE EXISTING LIGHTING UNITS ALONG THE SOUTH SIDE OF SAUK TRAIL ONCE THE TEMPORARY POWER FEED FOR CIRCUITS K & L IS MADE OPERATIONAL.
3. THE EXISTING LIGHTING UNITS ON THE NORTH SIDE OF SAUK TRAIL SHALL REMAIN IN PLACE AS TEMPORARY LIGHTING.
4. INSTALL THE PROPOSED LIGHTING UNITS ALONG THE SOUTH SIDE OF SAUK TRAIL.

**STAGE 2:**

1. WB STRUCTURE IS CLOSED. EB STRUCTURE IS OPEN TO TRAFFIC WITH ONE LANE IN EACH DIRECTION.
2. INSTALL THE TEMPORARY WOOD POLES AND AERIAL CABLE ALONG THE NORTH SIDE OF SAUK TRAIL. REMOVE THE EXISTING LIGHTING UNITS ALONG THE NORTH SIDE OF SAUK TRAIL ONCE THE TEMPORARY POWER FEED FOR CIRCUITS M & N IS MADE OPERATIONAL.
3. THE PROPOSED LIGHTING UNITS ON THE SOUTH SIDE OF SAUK TRAIL SHALL BE MADE OPERATIONAL FOR TEMPORARY LIGHTING.
4. INSTALL THE PROPOSED LIGHTING UNITS ALONG THE NORTH SIDE OF SAUK TRAIL.



**STAGE CONSTRUCTION NOTES (CONTINUED):**

**STAGE 3:**

1. WB STRUCTURE IS CLOSED. EB STRUCTURE IS OPEN TO TRAFFIC WITH ONE LANE IN EACH DIRECTION.
2. THE PROPOSED LIGHTING UNITS ON BOTH THE NORTH AND SOUTH SIDE OF SAUK TRAIL SHALL REMAIN OPERATIONAL FOR TEMPORARY LIGHTING.

**STAGE 4:**

1. EB AND WB STRUCTURES ARE BOTH OPEN TO TRAFFIC WITH ONE LANE OPEN FOR EACH STRUCTURE.
2. THE PROPOSED LIGHTING UNITS ON BOTH THE NORTH AND SOUTH SIDE OF SAUK TRAIL SHALL REMAIN OPERATIONAL FOR TEMPORARY LIGHTING.

**NOTES:**

1. SEE SHEET E-1 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. THE CONTRACTOR SHALL VERIFY IN THE FIELD THE CONNECTIONS AND WIRING OF ALL EXISTING LIGHT POLES TO BE REMOVED.
3. SEE UNDERPASS LIGHTING REMOVAL PLANS FOR DETAILS.
4. MAINLINE WIRING NOT SHOWN FOR CLARITY. SEE SHEET E-7 FOR WIRING DIAGRAM.
5. PLACEMENT AND REMOVAL OF AERIAL CABLE (AC) WILL REQUIRE FULL STOPS OF TRAFFIC ALONG I-57. PLEASE SEE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC IN THE CONTRACT SPECIAL PROVISIONS.

I:\62271\WORK\62271\DCN\CADD\_Sheets\62271-29-shr-light-002.dgn 22-MAY-2019 11:02:15AM



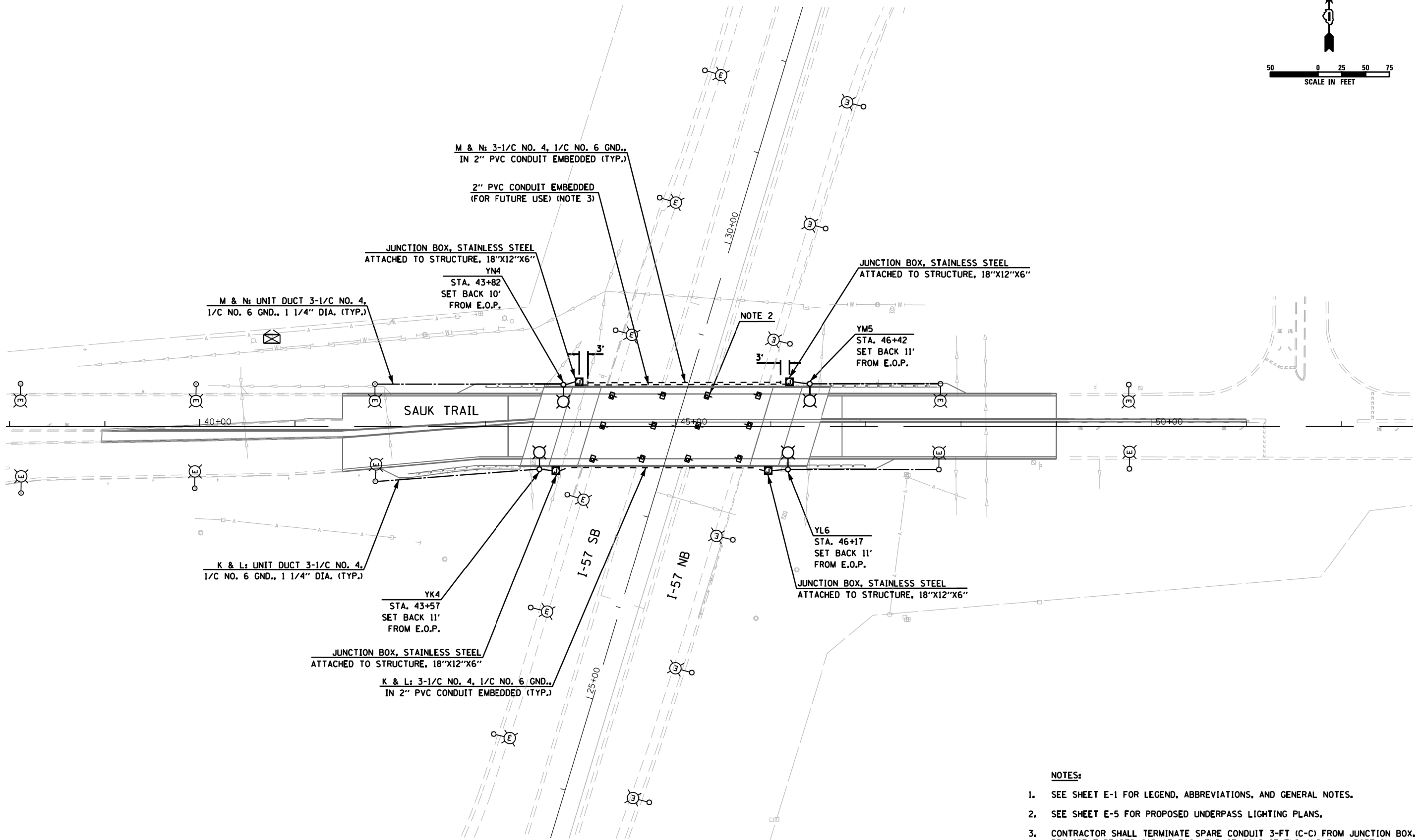
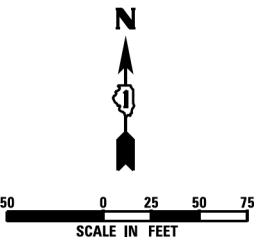
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	DATE - 05/22/2019	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN  
I-57 AT SAUK TRAIL

SCALE: AS NOTED SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	71
			CONTRACT NO. 62F29	
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. SEE SHEET E-1 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. SEE SHEET E-5 FOR PROPOSED UNDERPASS LIGHTING PLANS.
3. CONTRACTOR SHALL TERMINATE SPARE CONDUIT 3-FT (C-C) FROM JUNCTION BOX. PROVIDE THREADED CAP AT EACH END OF CONDUIT END AND PULL ROPE IN EMPTY CONDUIT. EXTEND CONDUIT OUT OF CONCRETE JUST ENOUGH TO CAP.

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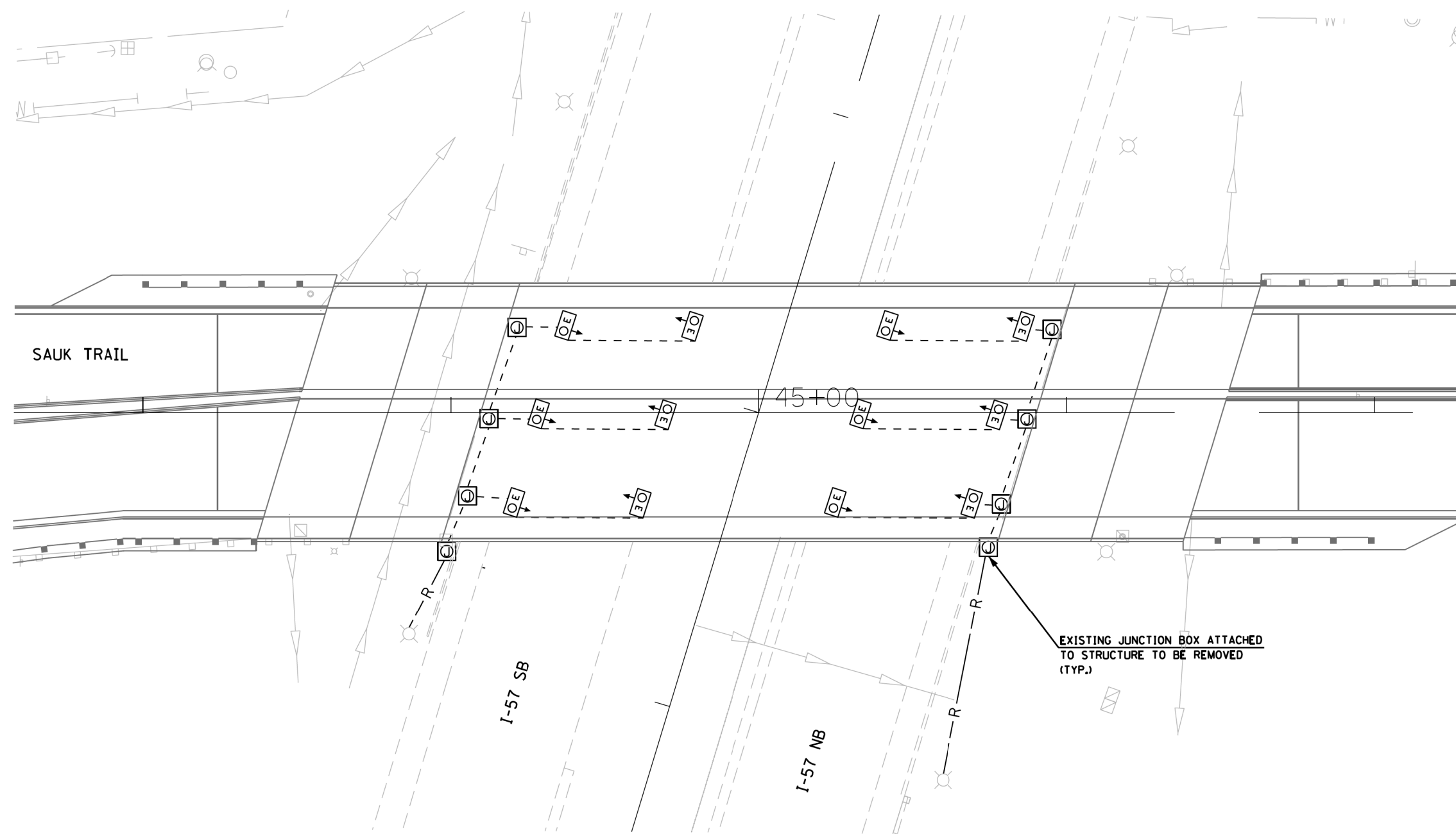
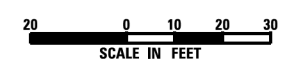
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED LIGHTING PLAN  
I-57 AT SAUK TRAIL**

SCALE: AS NOTED    SHEET NO.    OF SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	72
CONTRACT NO. 62F29			ILLINOIS FED. AID PROJECT	





**NOTES:**

1. SEE SHEET E-1 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. THE EXISTING SUSPENDED UNDERPASS LUMINAIRES SHALL REMAIN OPERATIONAL UNTIL THE PROPOSED WALL MOUNTED UNDERPASS LIGHTING SYSTEM IS INSTALLED AND ENERGIZED. THERE SHALL BE NO GAP IN ROADWAY LIGHTING CAUSED BY THE REMOVAL OF THE EXISTING LIGHTING OR THE INSTALLATION OF THE PROPOSED LIGHTING.

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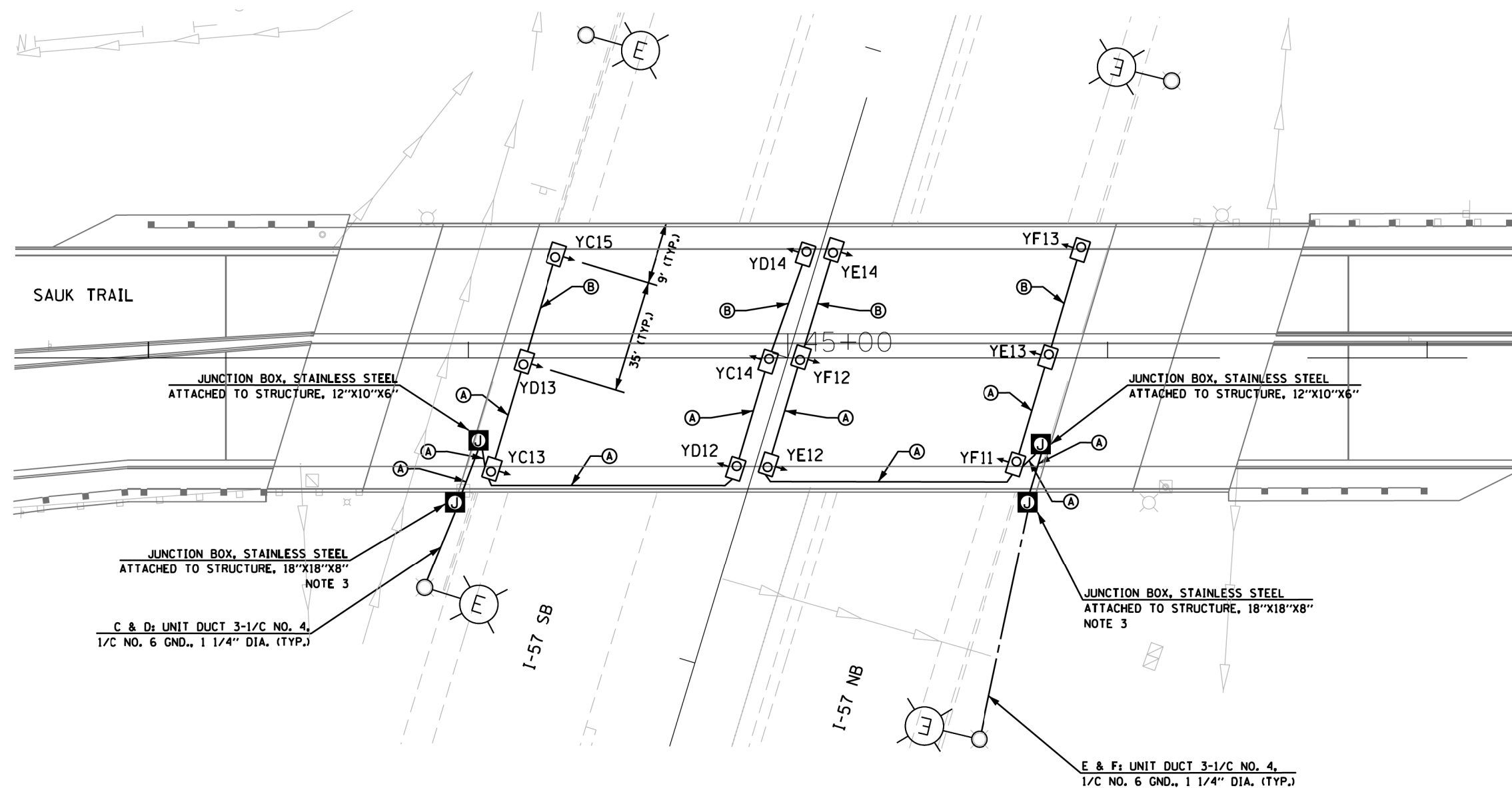
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>EXISTING UNDERPASS REMOVAL PLAN</b>			
<b>I-57 AT SAUK TRAIL</b>			
SCALE: AS NOTED	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	73
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	



20 0 10 20 30  
SCALE IN FEET



**LEGEND**

- (A) 3-1/2 NO. 10 AND 1/2 NO. 10 GND IN 1" PVCC RGC
- (B) 2-1/2 NO. 10 AND 1/2 NO. 10 GND IN 1" PVCC RGC

**NOTES:**

1. SEE SHEET E-1 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. PROPOSED JUNCTION BOX NEAR EACH UNDERPASS LUMINAIRE NOT SHOWN FOR CLARITY. SEE IDOT-D1 STANDARD DRAWING NO. BE-902 FOR DETAILS.
3. PROVIDE DOUBLE POLE FUSE HOLDER WITH 5 AMP FUSES. FUSES AND FUSEHOLDERS SHALL BE INCLUDED IN THE COST OF THE JUNCTION BOX.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION





PROPOSED UNDERPASS LIGHTING PLAN			
I-57 AT SAUK TRAIL			
SCALE: AS NOTED	SHEET NO.	OF SHEETS	STA. TO STA.

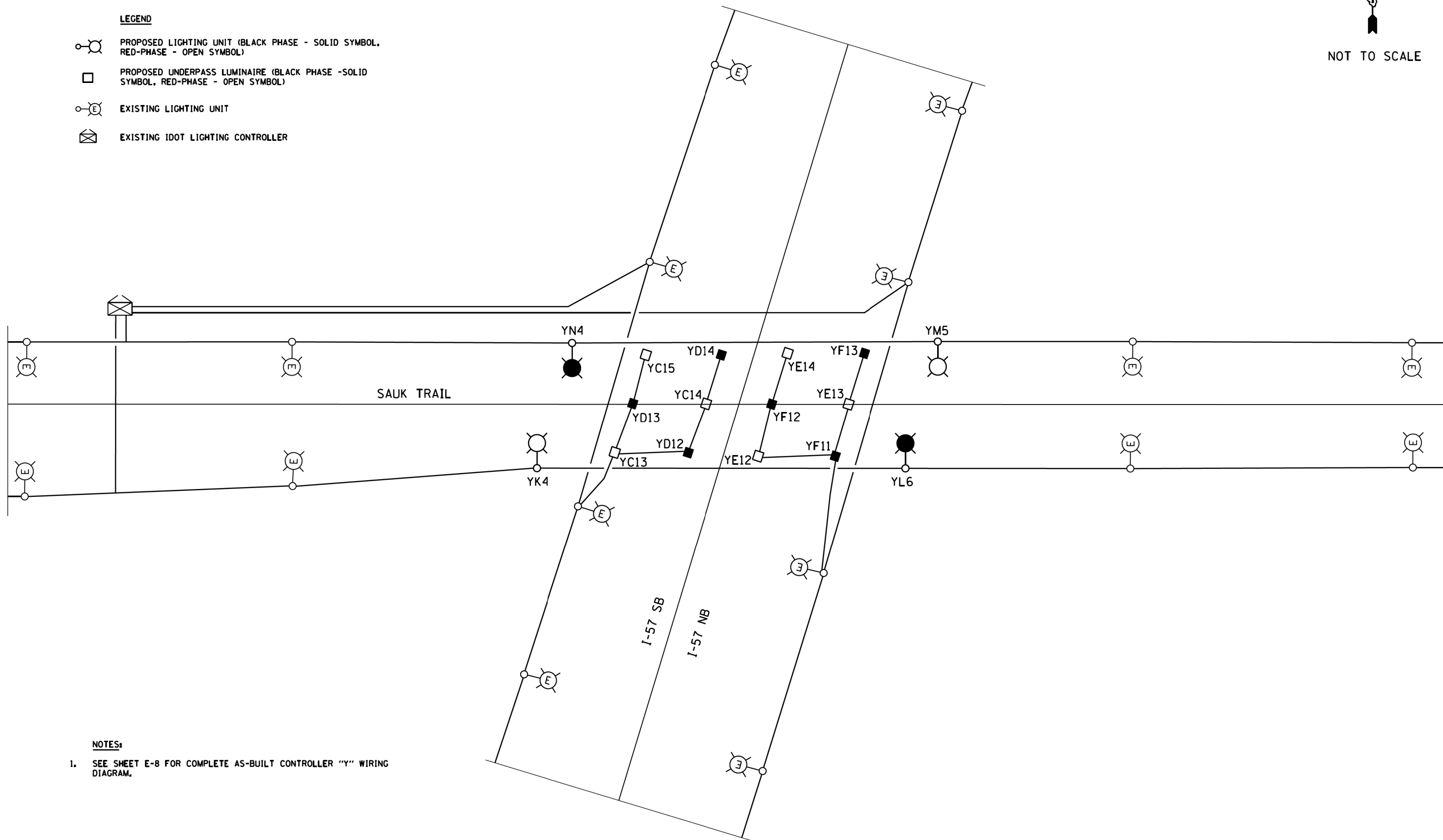
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1632	0203-1001-HB-BR	COOK	137	74
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



NOT TO SCALE

**LEGEND**

-  PROPOSED LIGHTING UNIT (BLACK PHASE - SOLID SYMBOL, RED-PHASE - OPEN SYMBOL)
-  PROPOSED UNDERPASS LUMINAIRE (BLACK PHASE - SOLID SYMBOL, RED-PHASE - OPEN SYMBOL)
-  EXISTING LIGHTING UNIT
-  EXISTING IDOT LIGHTING CONTROLLER



**NOTES:**

1. SEE SHEET E-8 FOR COMPLETE AS-BUILT CONTROLLER "Y" WIRING DIAGRAM.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

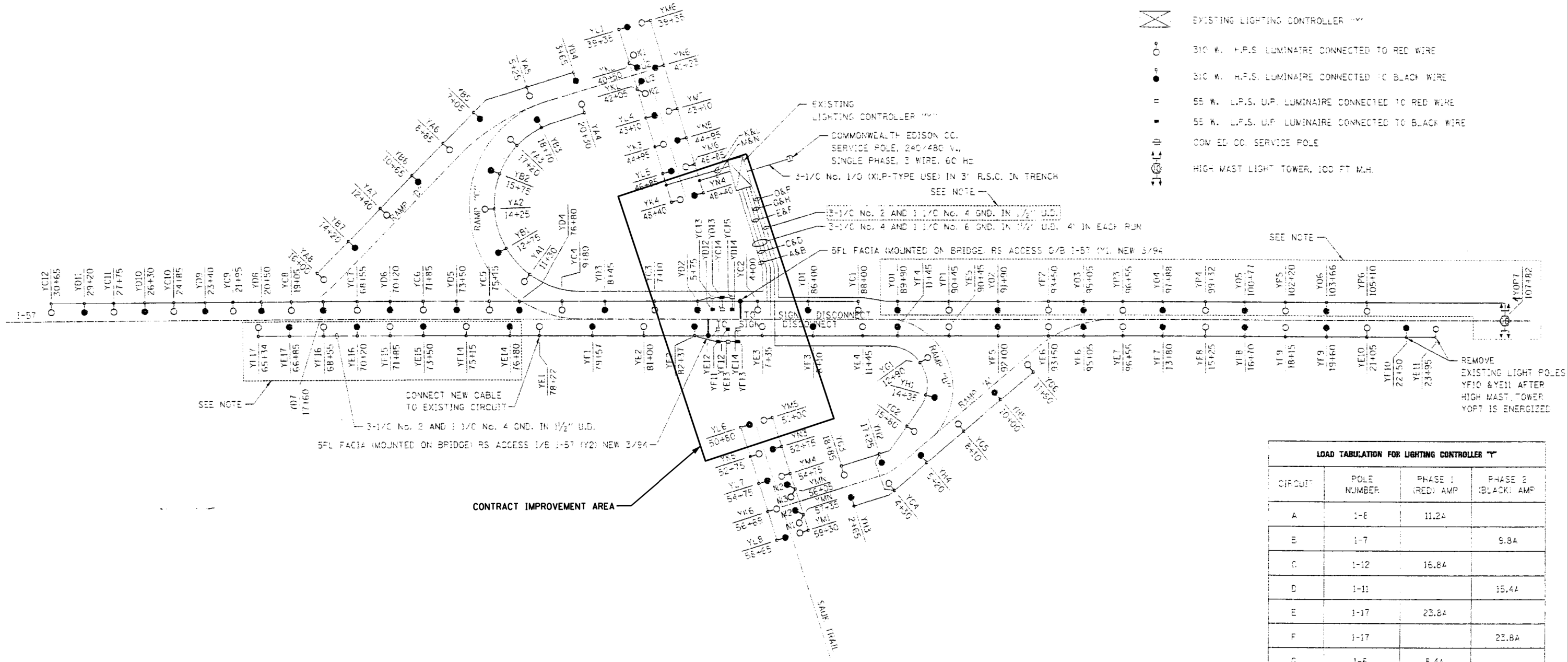
LIGHTING CONTROLLER "Y" WIRING DIAGRAM  
I-57 AT SAUK TRAIL

SCALE: AS NOTED SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	75
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	

**LEGEND**

- EXISTING LIGHTING CONTROLLER "Y"
- 310 W. H.P.S. LUMINAIRE CONNECTED TO RED WIRE
- 310 W. H.P.S. LUMINAIRE CONNECTED TO BLACK WIRE
- 55 W. L.P.S. U.P. LUMINAIRE CONNECTED TO RED WIRE
- 55 W. L.P.S. U.P. LUMINAIRE CONNECTED TO BLACK WIRE
- COM ED CO. SERVICE POLE
- HIGH MAST LIGHT TOWER, 100 FT M.H.



CONTRACT IMPROVEMENT AREA

**NOTE:**  
LIGHT POLES YE14 TO YE17, YF14 TO YF17, YD1 TO YD6, YP1 TO YP6, HIGH-MAST LIGHT TOWER YOPT, AND THE UNIT DUCTS SERVING THEM ARE ALL PROPOSED. ALL OTHER EQUIPMENT AND CONDUCTORS SHOWN ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.

LOAD TABULATION FOR LIGHTING CONTROLLER "Y"			
CIRCUIT	POLE NUMBER	PHASE 1 (RED) AMP	PHASE 2 (BLACK) AMP
A	1-6	11.2A	
B	1-7		9.8A
C	1-12	16.8A	
D	1-11		15.4A
E	1-17	23.8A	
F	1-17		23.8A
G	1-6	8.4A	
H	1-8		7A
I	1-8	11.2A	
K	1-6		8.4A
M	1-6	8.4A	
N	1-6		8.4A
O	1-7	16.4A	
P	1-7		16.4A
SUB-TOTAL		96.2A	89.2A
TOTAL		185.4A	

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

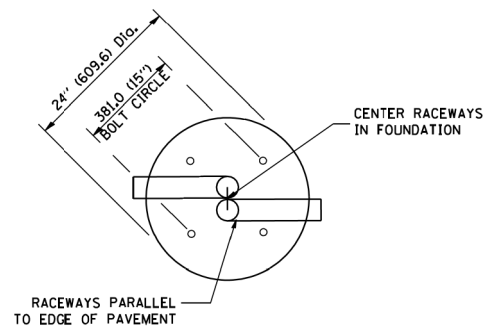
**AS-BUILT LIGHTING CONTROLLER "Y" WIRING DIAGRAM  
I-57 AT SAUK TRAIL**

SCALE: AS NOTED SHEET NO. OF SHEETS STA. TO STA.

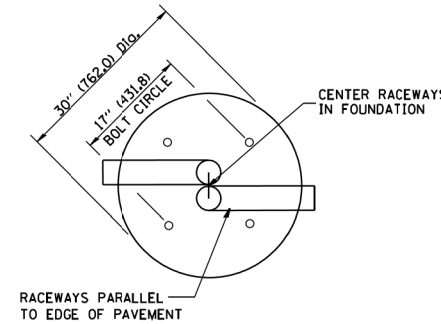
F.A.U. RTE. 1632	SECTION 0203-1001-HB-BR	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 76
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F29	

**LIGHT POLE FOUNDATION DEPTH TABLE**  
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O <sub>u</sub> = 0.375 TON/SO. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY O <sub>u</sub> = 0.75 TON/SO.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY O <sub>u</sub> = 1.50 TON/SO. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	7'-0" (2.13 m)



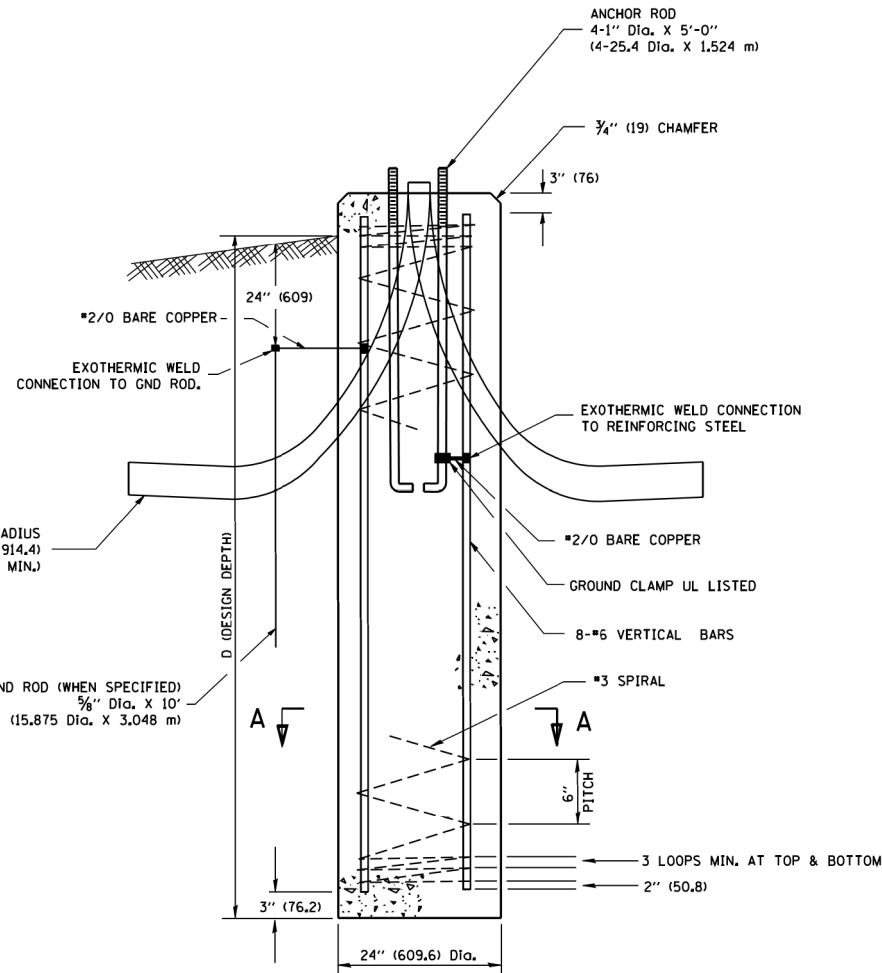
**TOP VIEW**



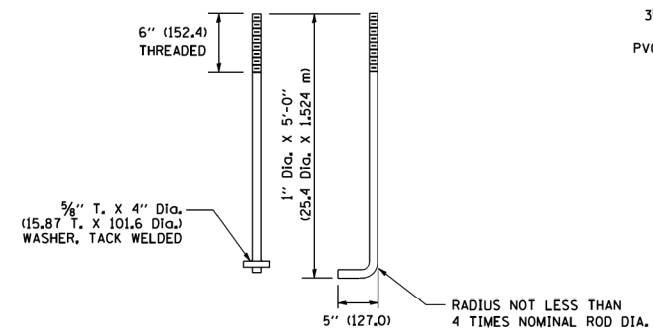
**TOP VIEW**

**NOTES**

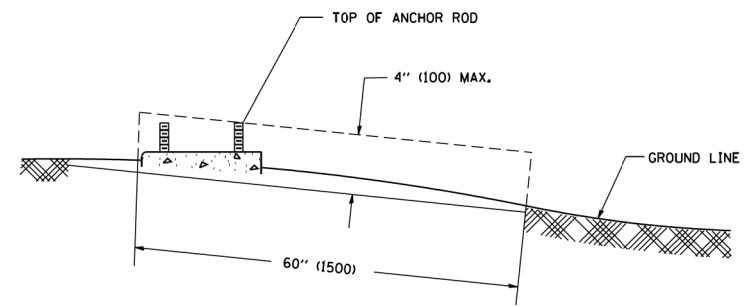
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, 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.



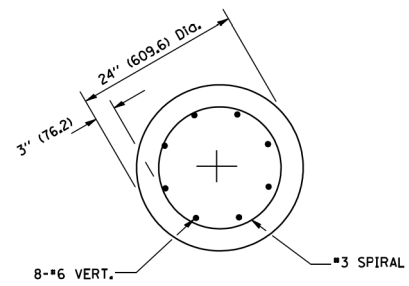
**FOUNDATION DETAIL**



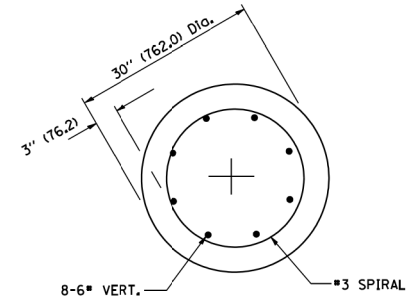
**ANCHOR ROD DETAIL**



**FOUNDATION EXTENSION DETAIL**

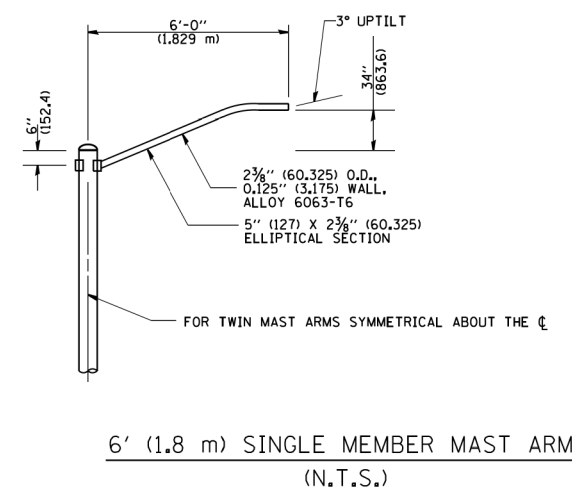
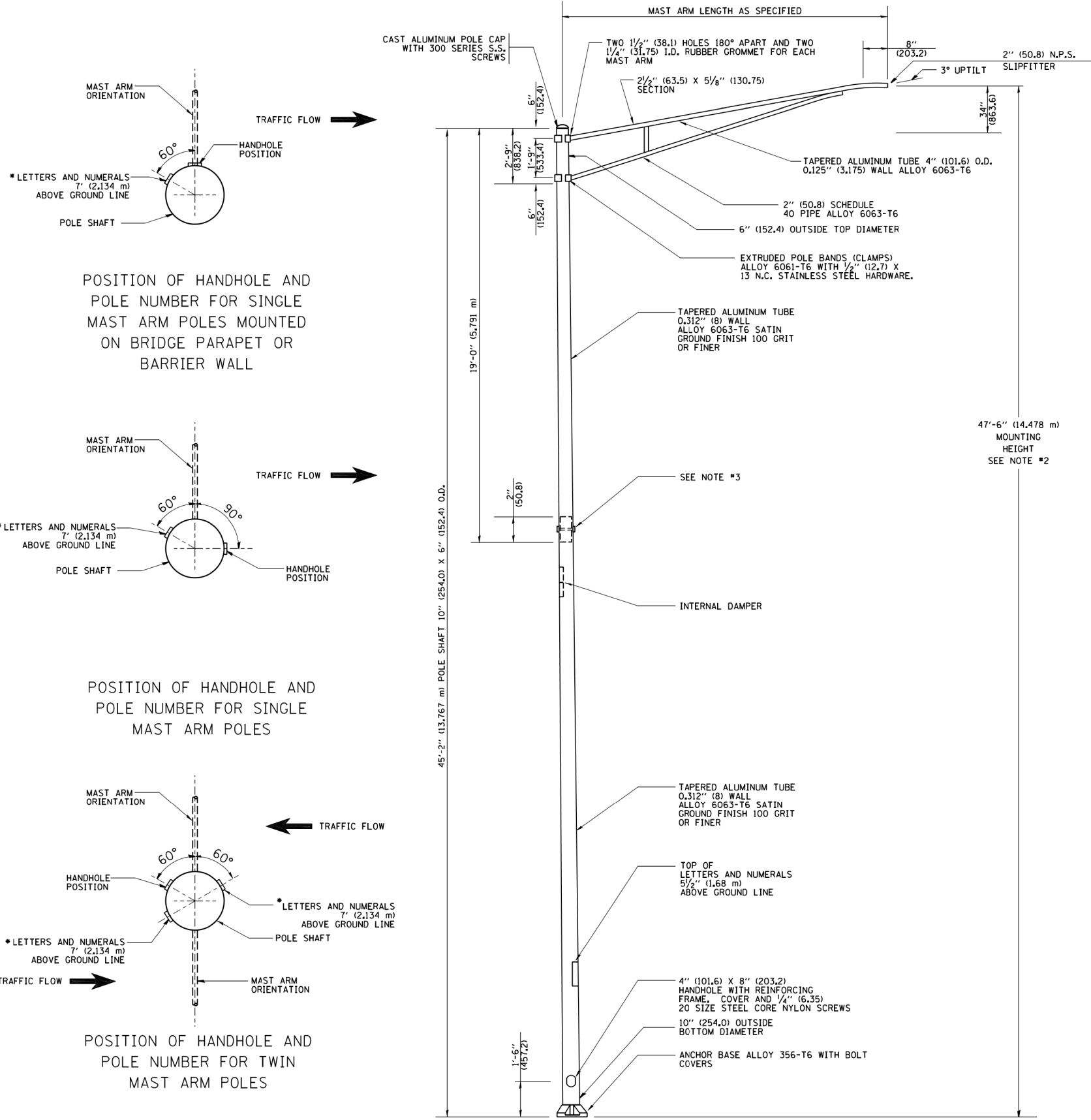


**SECTION A-A**

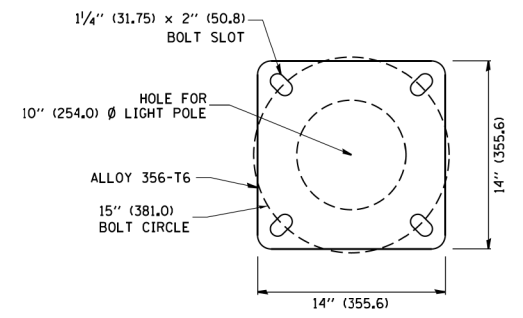


**SECTION A-A**

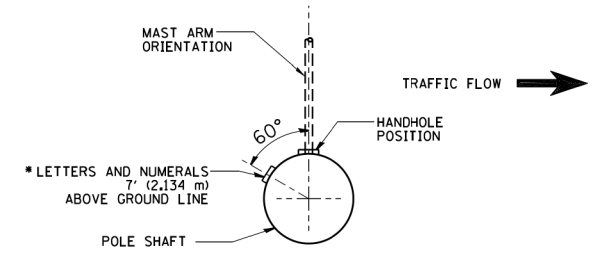
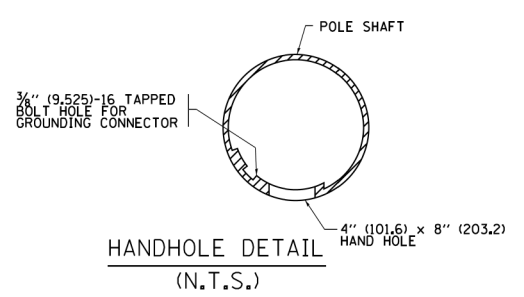
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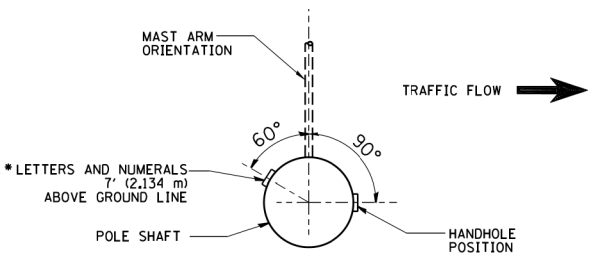
- NOTES:
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
  2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
  3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
  4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
  5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
  6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
  7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
  8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



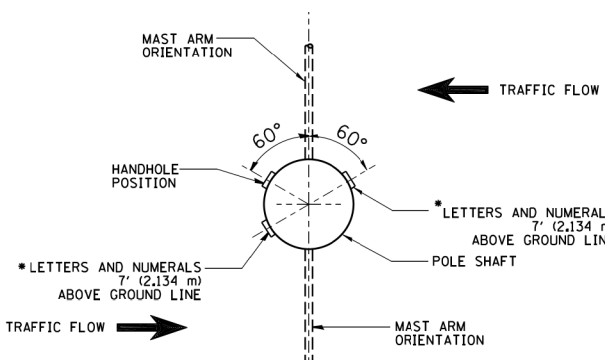
LIGHT POLE BASE PLATE DETAIL  
15 INCH (381.0) BOLT CIRCLE



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



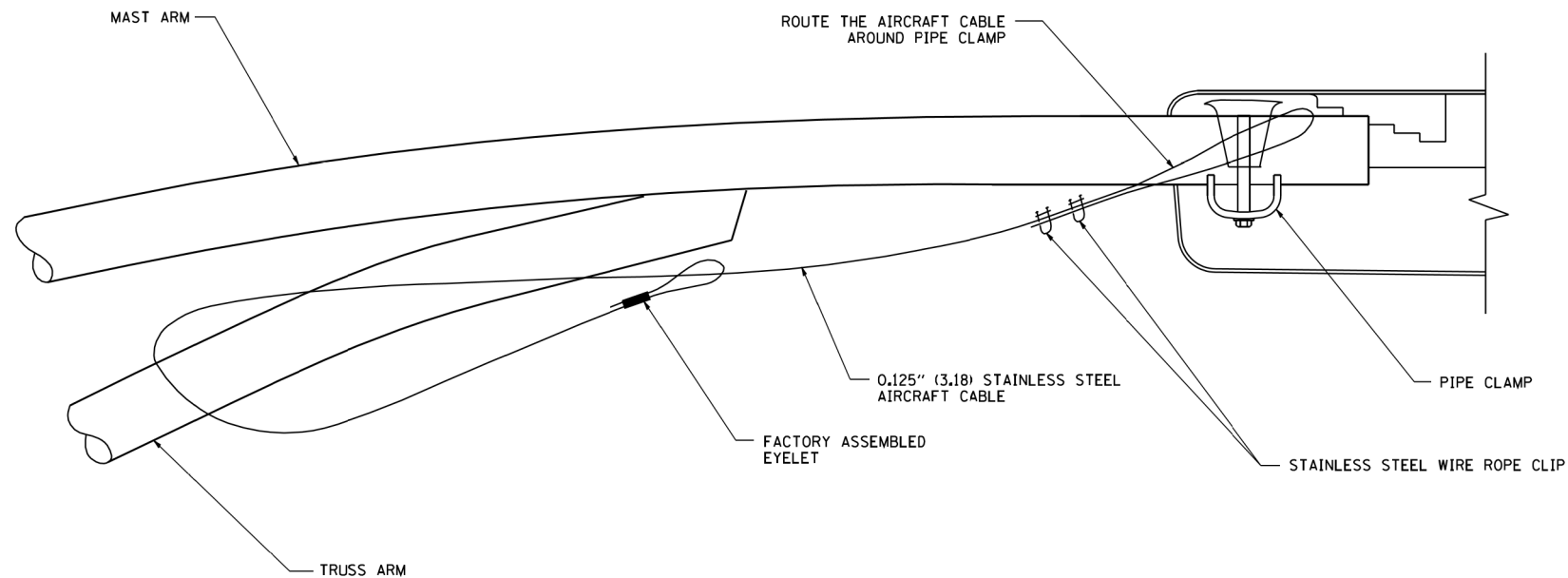
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



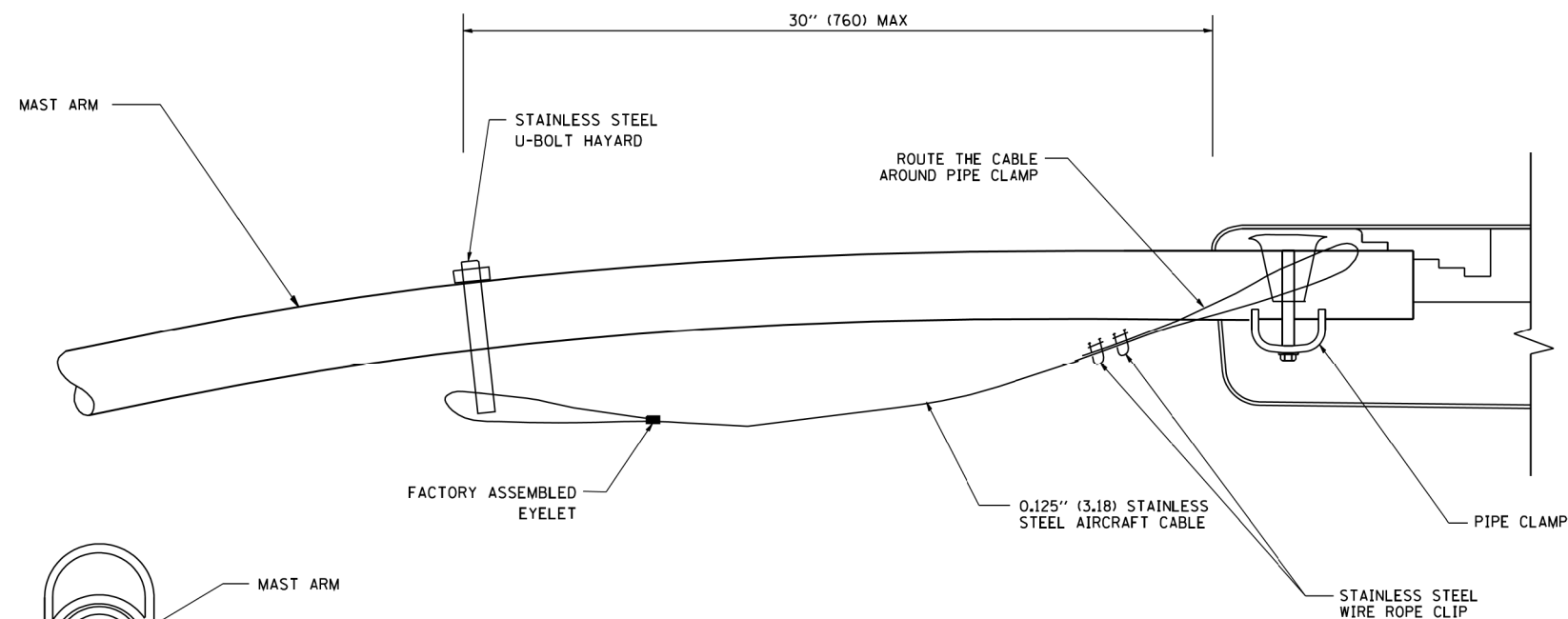
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES

Sheets\062F29-sht+light-009.dgn

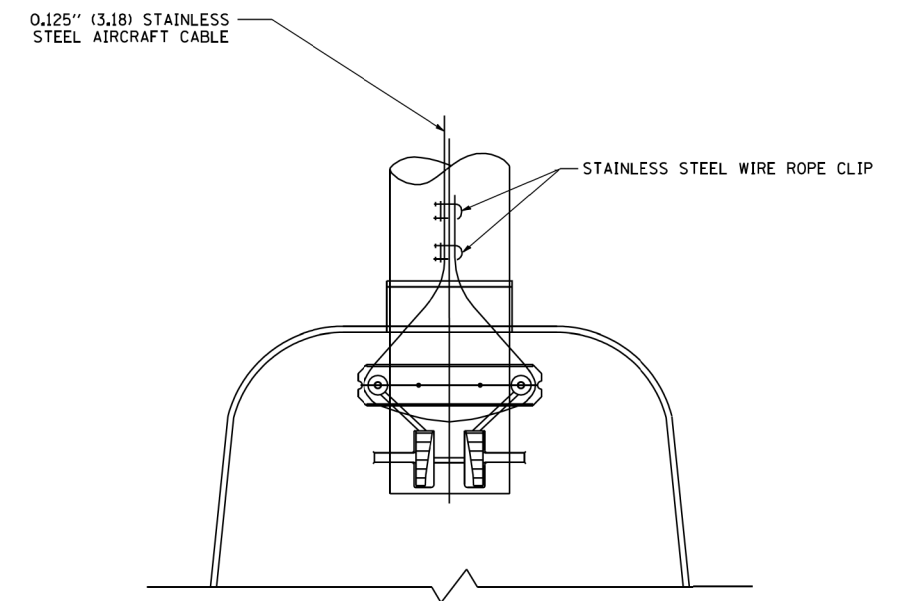
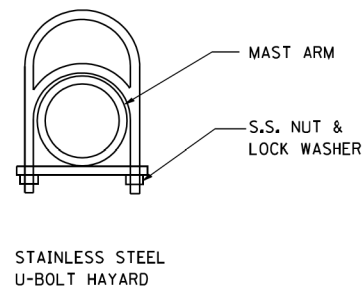
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Default	Default	DRAWN -	REVISED - R. TOMSONS 09-03-03		SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.	1632	0203-1001-HB-BR	COOK	137	78
		CHECKED -	REVISED - R. TOMSONS 01-18-13		47'-6" (14.478 m) MOUNTING HEIGHT			BE-400			CONTRACT NO. 62F29				
		DATE -	REVISED - R. TOMSONS 03-18-15		10" (254.0) OUTSIDE BOTTOM DIAMETER			ILLINOIS FED. AID PROJECT							



**SIDE VIEW (TRUSS ARM)**  
N.T.S.



**SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)**  
N.T.S.



**BOTTOM VIEW**  
N.T.S.

**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

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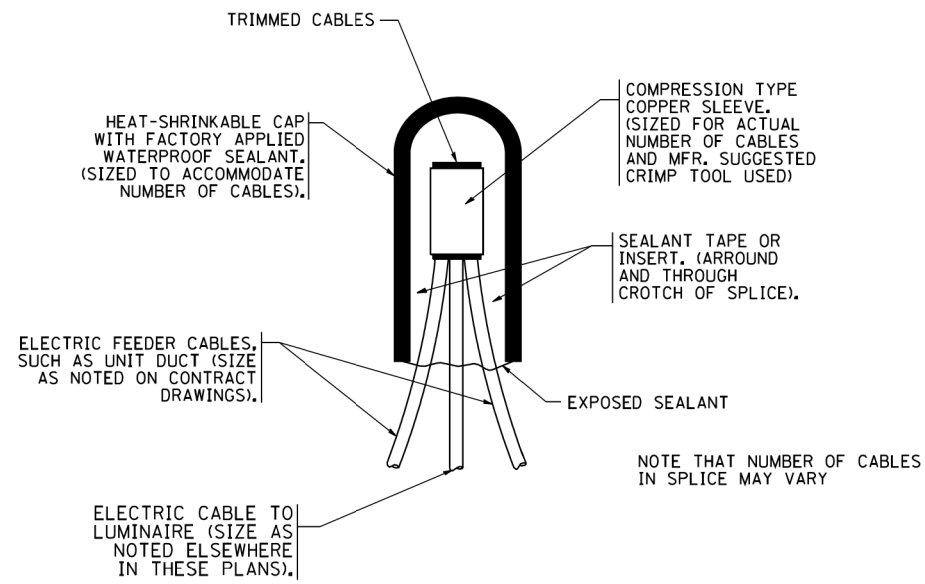
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PLOT DATE = 1/4/2008			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LUMINAIRE SAFETY CABLE ASSEMBLY**

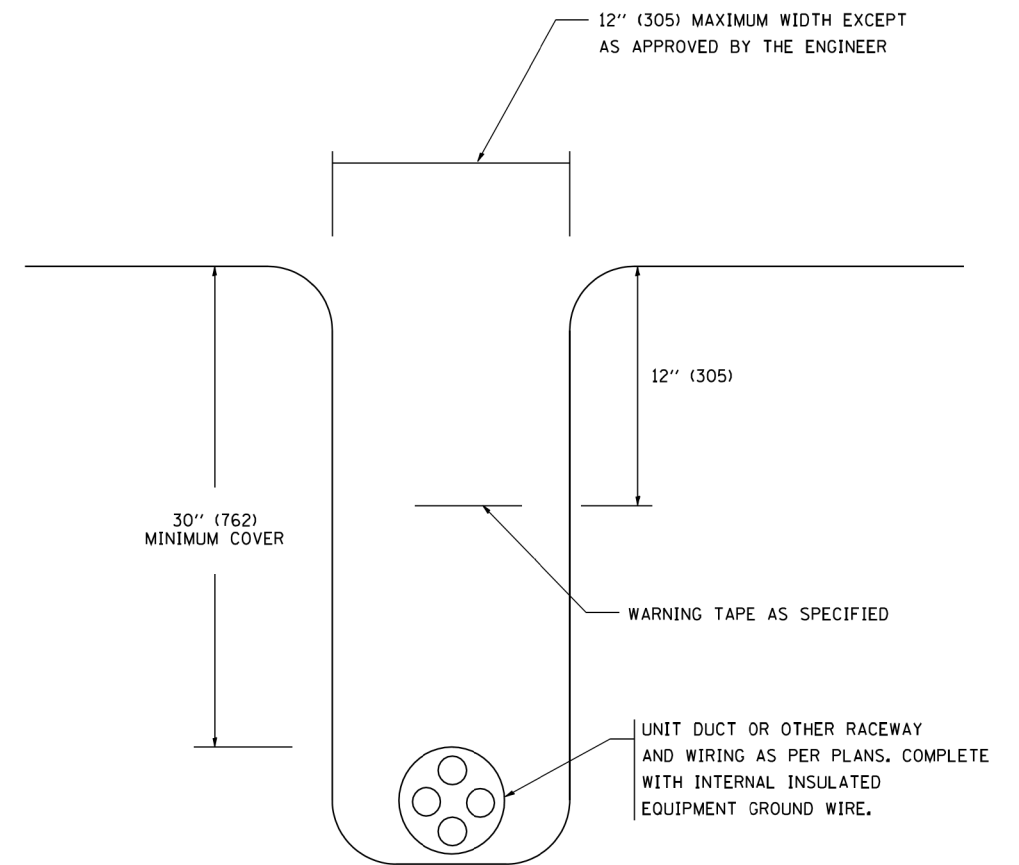
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-701		CONTRACT NO. 62F29		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



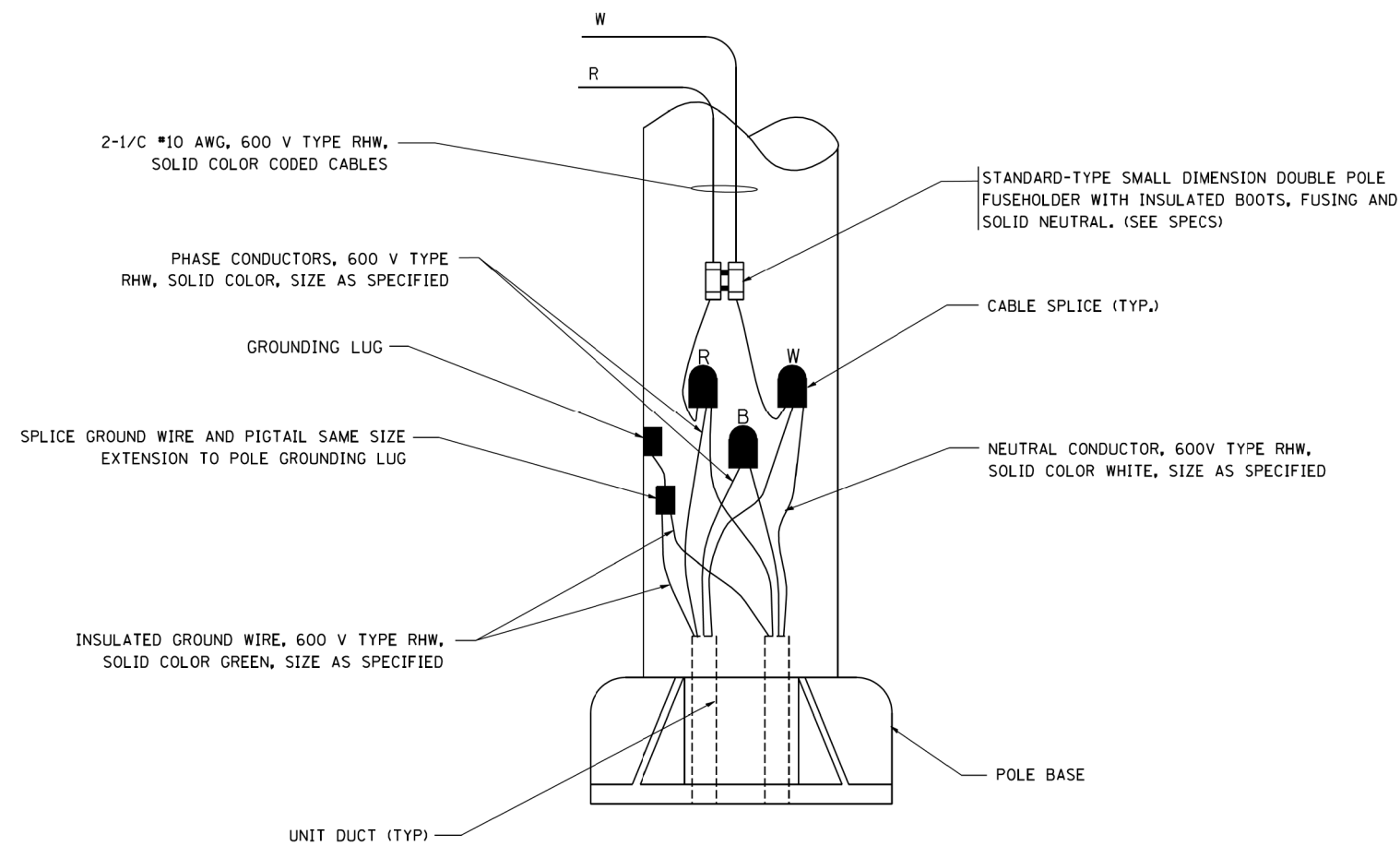
TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.

Sheets\062F29-sht-light-01.dgn

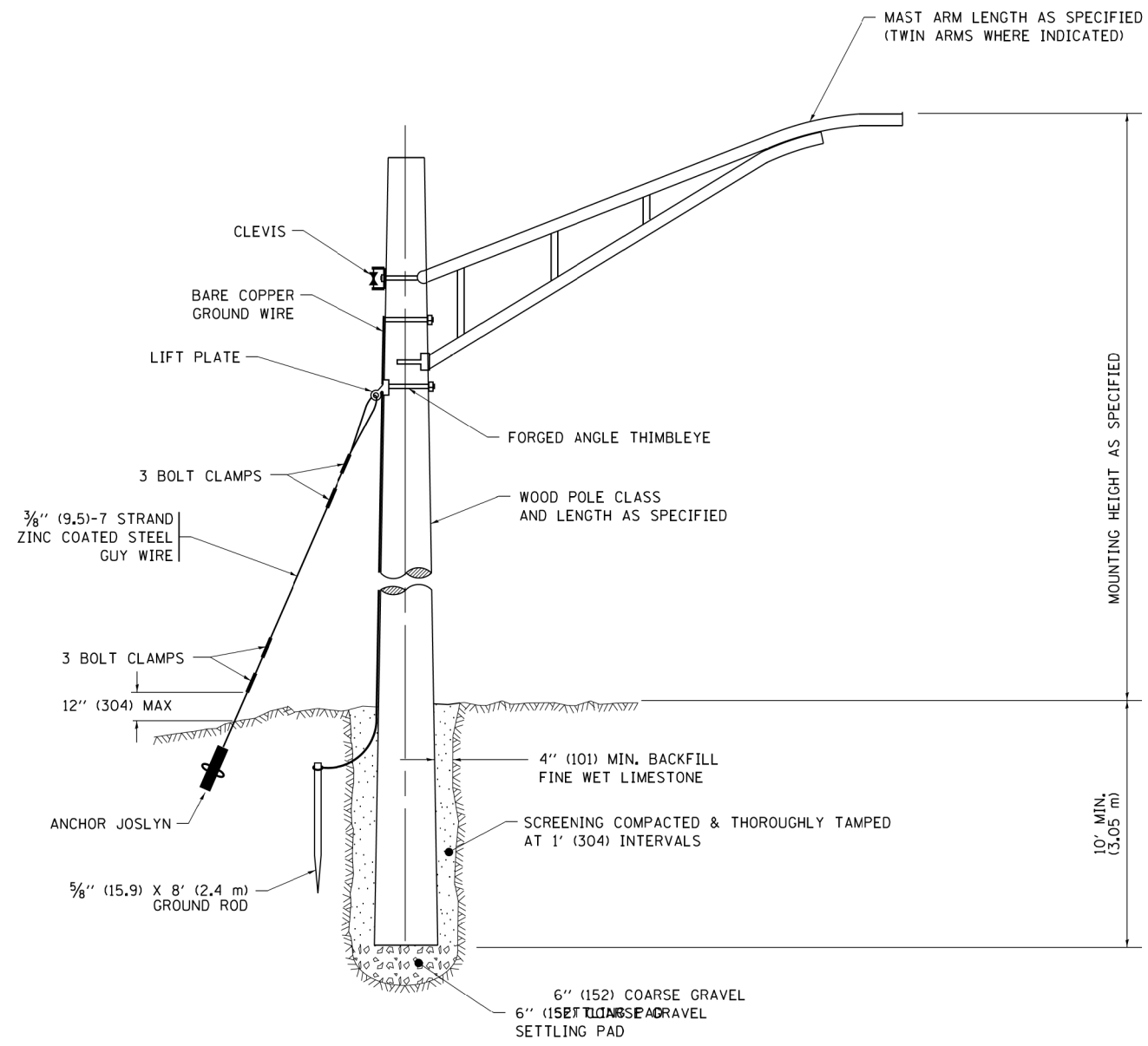
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS			
SHEET A			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	90
BE-702			CONTRACT NO. 62F29	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

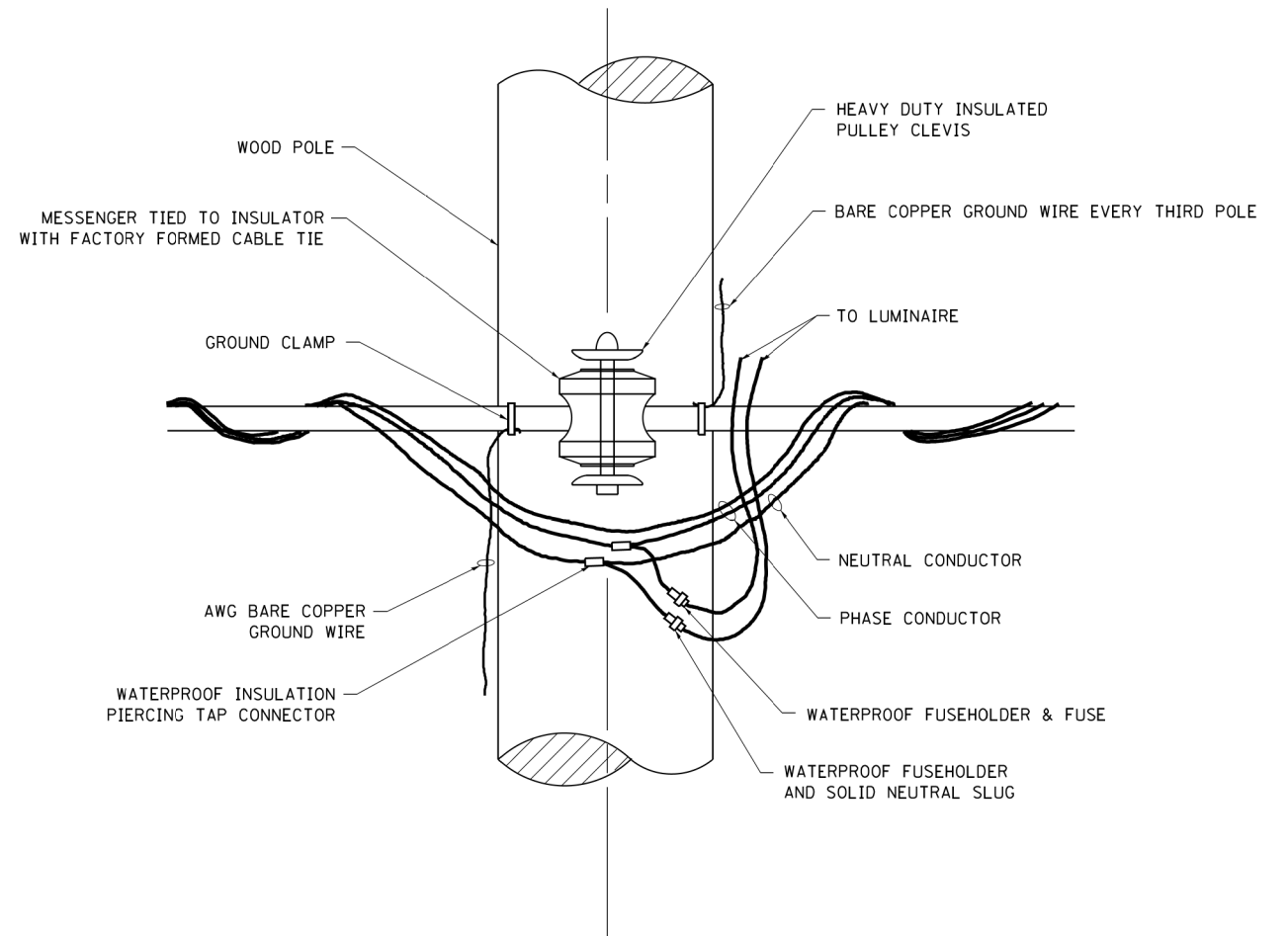




## TEMPORARY LIGHT POLE DETAIL

### NOTE:

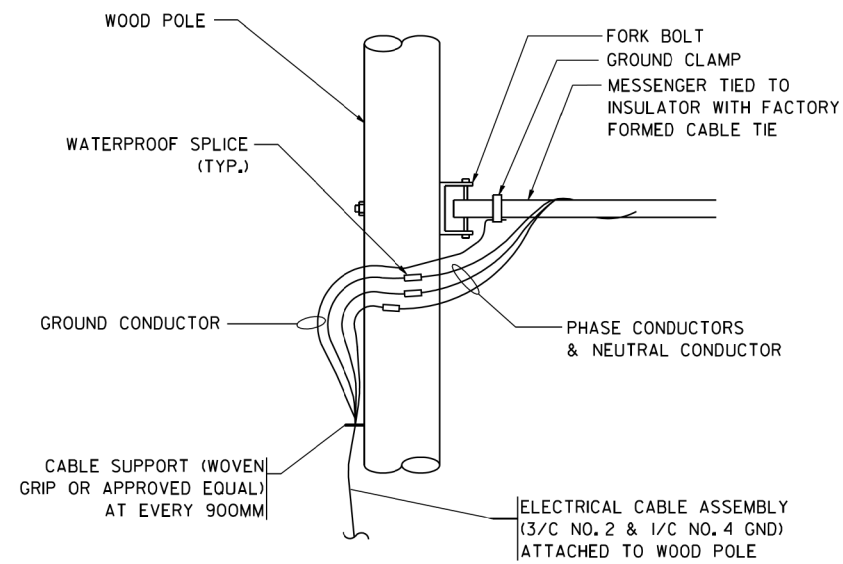
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



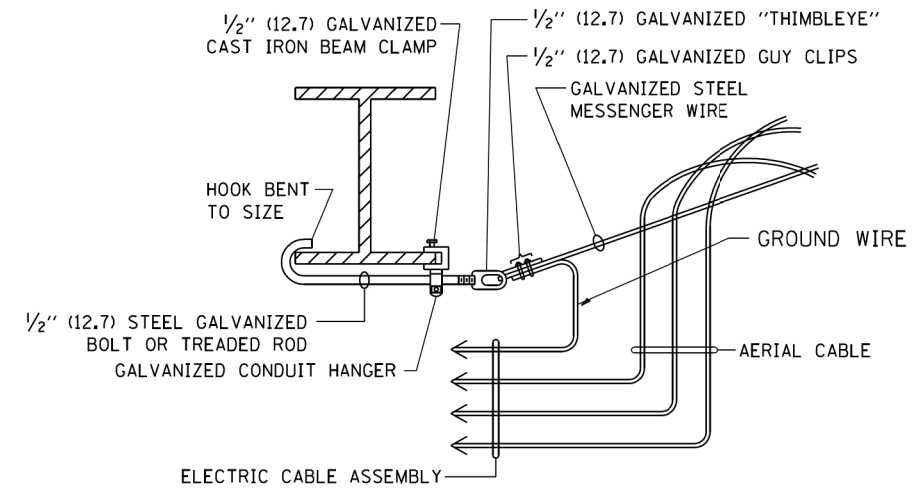
## TEMPORARY LIGHT POLE ATTACHMENT DETAIL

Sheets\162F29-shr-light-02.dgn

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Default		DRAWN -	REVISED - R.T. 07-26-16					1632	0203-1001-HB-BR	COOK	137	81
	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -		BE-800		CONTRACT NO. 62F29					
	PLOT DATE = 7/27/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



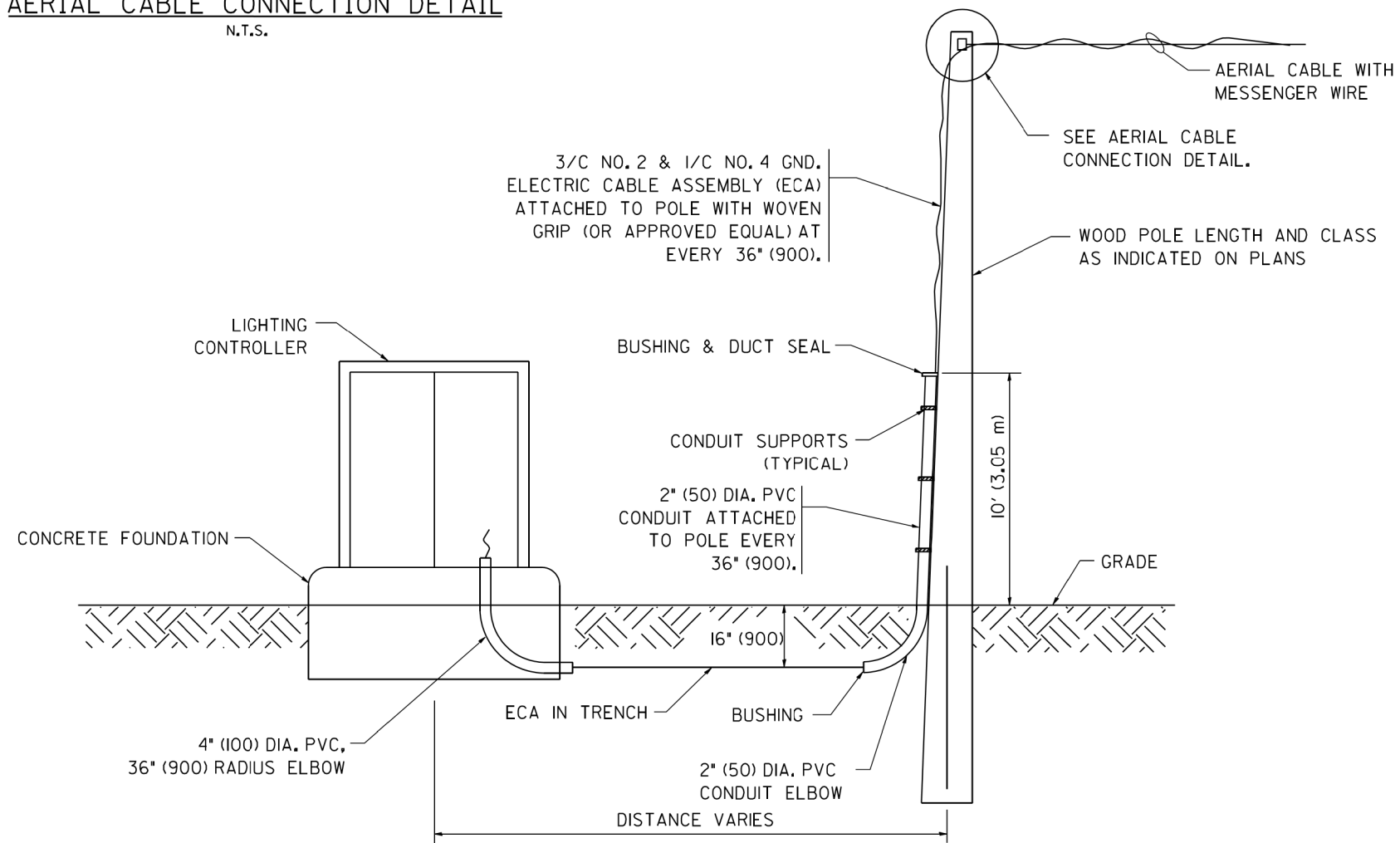
**AERIAL CABLE CONNECTION DETAIL**  
N.T.S.



**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 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.

Sheets\062F29-sht-light-03.dgn

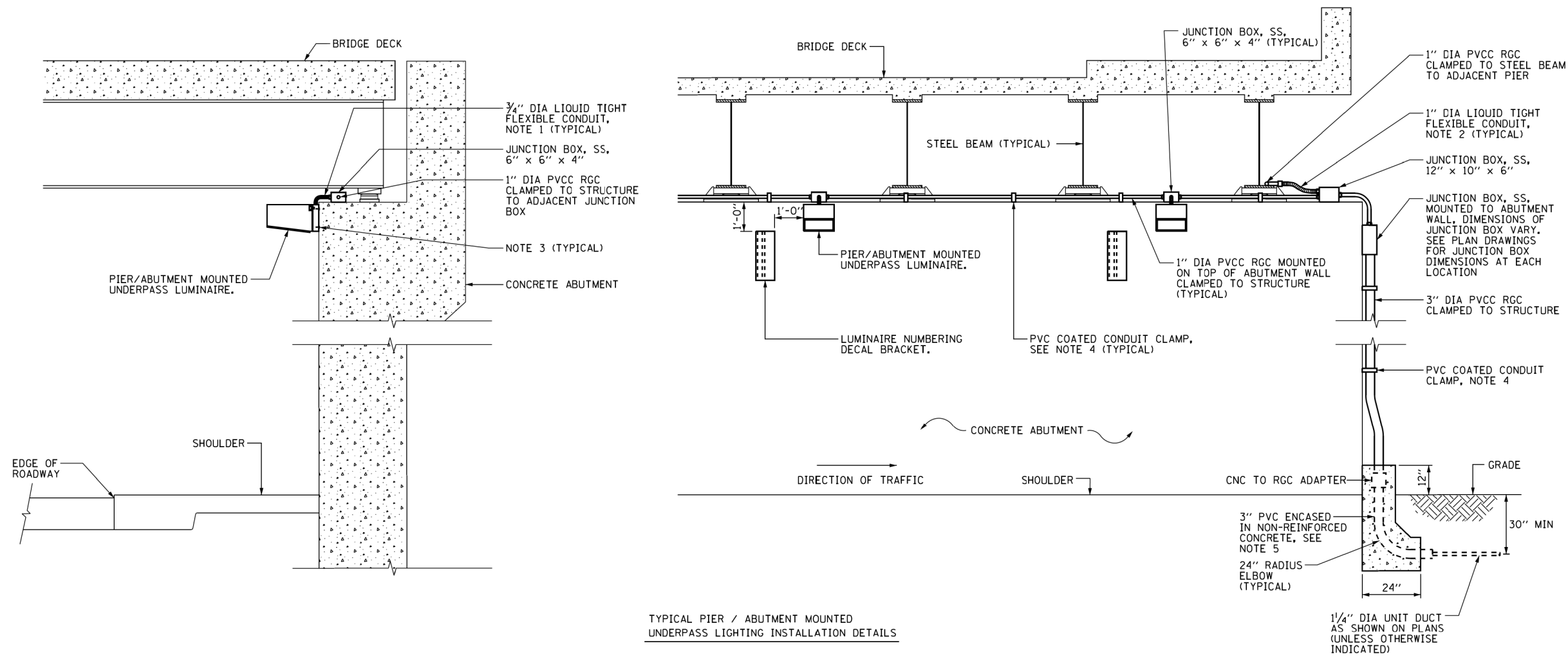
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	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

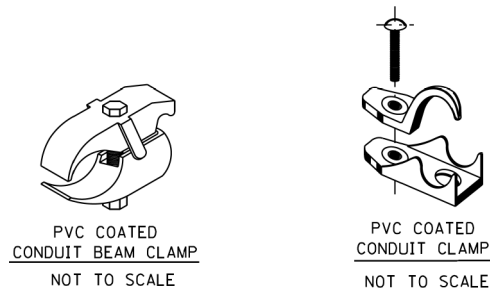
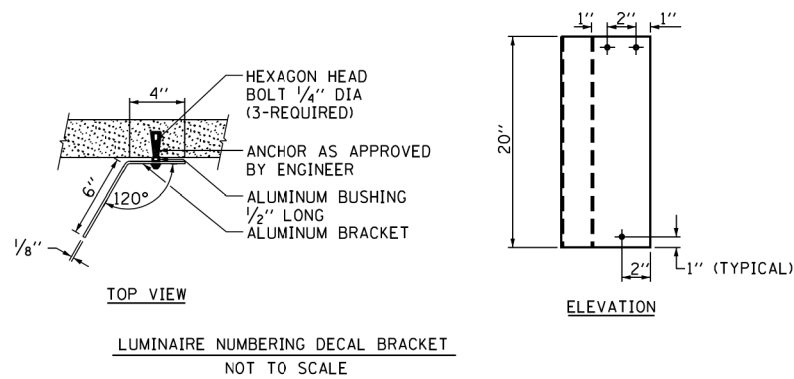
**TEMPORARY AERIAL CABLE INSTALLATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	82
BE-801			CONTRACT NO. 62F29	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL PIER / ABUTMENT MOUNTED UNDERPASS LIGHTING INSTALLATION DETAILS



- NOTES:**
- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN, PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
  - UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
  - EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
  - SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
  - THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
  - ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.

Sheets\062F29-sht-light-04.dgn

FILE NAME =	USER NAME = drvakosgn	DESIGNED -	REVISED - 01-25-05	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PIER / ABUTMENT MOUNTED UNDERPASS LUMINAIRE INSTALLATION DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pet\IL084EBIDINTEG\Illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\BROADWAY\CADDData\CADsheets\be982.dgn		CHECKED -	REVISED -		1632	0203-1001-HB-BR	COOK	137	83			
Default	PLOT SCALE = 100.000 / 1 in.	DATE -	REVISED -		BE-902			CONTRACT NO. 62F29				
	PLOT DATE = 11/17/2015				ILLINOIS FED. AID PROJECT							



**INDEX OF SHEETS**

S-1	General Plan and Elevation
S-2	General Notes, Index of Sheets and Total Bill of Material
S-3	Stage Construction Details
S-4	Temporary Concrete Barrier for Stage Construction
S-5 - S-8	Top of Slab Elevations
S-9	Top of West Vaulted Approach Span Slab Elevations
S-10	Top of East Vaulted Approach Span Slab Elevations
S-11	Top of West Approach Slab Elevations
S-12	Top of East Approach Slab Elevations
S-13	Superstructure
S-14	Superstructure Details 1
S-15	Superstructure Details 2
S-16 - S-17	Vaulted Abutment Approach Span
S-18 - S-19	Bridge Approach Slab Details
S-20	Bridge Fence Railing Details
S-21 - S-23	Preformed Joint Strip Seal - Sidewalk
S-24	Drainage Details
S-25	Drainage Scupper, DS-11
S-26	Steel Framing Plan and Details
S-27	Structural Steel Repairs
S-27A	Steel Repair Plan
S-28	Bearing Details
S-29	West Abutment Removal & Repairs
S-30	East Abutment Removal & Repairs
S-31	Abutment Concrete Extension
S-32	West Vaulted Approach Bent and Curtain Walls
S-33	East Vaulted Approach Bent and Curtain Walls
S-34	Pier Crashwall and Cap Extensions
S-35 - S-37	Sign Structure Details
S-38	Bar Splicer Assembly and Mechanical Splicer Details

**GENERAL NOTES**

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts  $\frac{3}{8}$  in.  $\emptyset$ , holes  $\frac{15}{16}$  in.  $\emptyset$ , unless otherwise noted.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding  $\frac{1}{4}$  inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the new abutment concrete backwalls and seat extensions.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection in Vaulted Approach Spans. Forms for Vaulted Approach slab shall be removed prior to placement of bridge approach slab.
- Existing structural steel that will be in contact with new structural steel shall be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
- The Contractor shall mark the top surface of the existing deck to identify the location and limits of the top flanges of the girders prior to the commencement of deck removal operation. Care shall be taken not to damage the existing girders. When a girder is damaged by deck removal operations, it is the Contractor's responsibility to repair the damage at his/her own expense, as approved by the Engineer.
- Aluminum Handrail shall be delivered to the District Maintenance Yard as directed by the Engineer. Cost included with Removal of Existing Concrete Deck.
- All new structural steel shall be painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

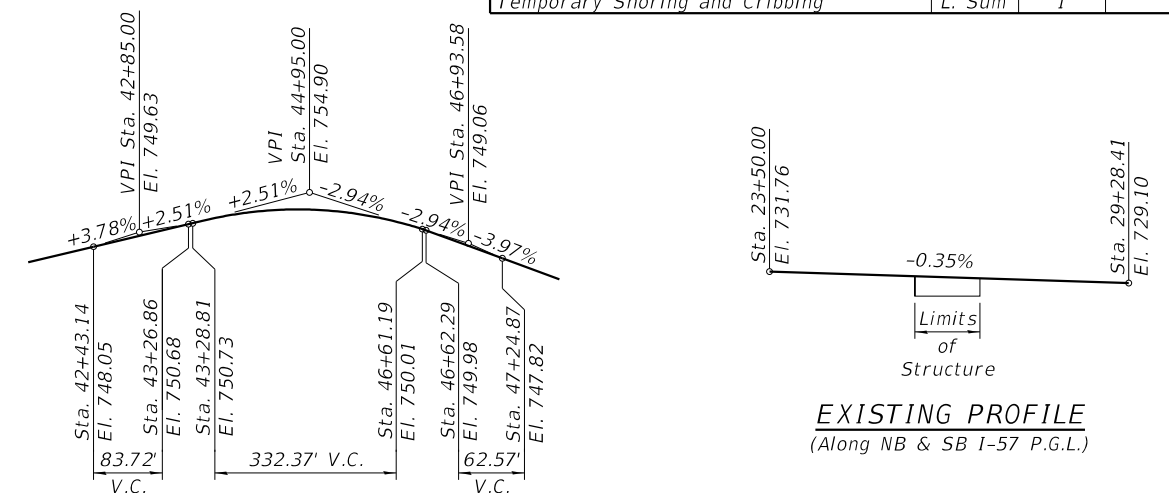
STATION 45+00.00  
RE-BUILT 202- BY  
STATE OF ILLINOIS  
F.A.U. RT. 1632  
SEC 0203-1001HB-BR  
LOADING HS-20  
STRUCTURE NO. 016-0575

**NAME PLATE**  
See Std. 515001

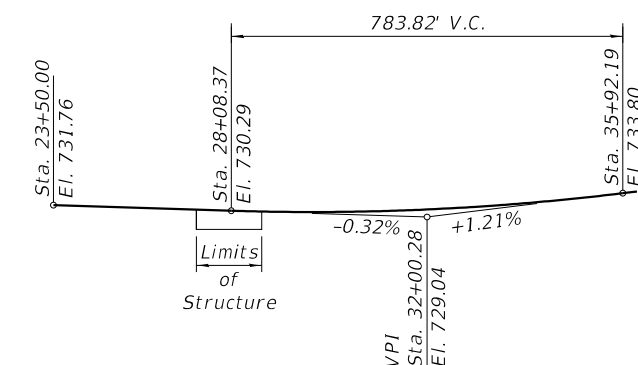
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plate.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		30	30
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	1,039		1,039
Concrete Structures	Cu. Yd.		143.0	143.0
Concrete Superstructure	Cu. Yd.	1,001.7		1,001.7
Bridge Deck Grooving	Sq. Yd.	2,138		2,138
Protective Coat	Sq. Yd.	3,196		3,196
Concrete Superstructure (Approach Slab)	Cu. Yd.	237.0		237.0
Furnishing and Erecting Structural Steel	Pound	28,790		28,790
Stud Shear Connectors	Each	5,208		5,208
Reinforcement Bars, Epoxy Coated	Pound	298,680	19,020	317,700
Bar Splicers	Each		816	816
Bridge Fence Railing	Foot	586		586
Name Plates	Each		2	2
Elastomeric Bearing Assembly, Type I	Each		28	28
Anchor Bolts, $\frac{5}{8}$ "	Each		56	56
Anchor Bolts, 1"	Each		28	28
Concrete Sealer	Sq. Ft.		1,130	1,130
Epoxy Crack Injection	Foot		36	36
Preformed Joint Strip Seal	Foot	172		172
Overhead Sign Structure - Bridge Mounted	Foot	71		71
Remove Overhead Sign Structure - Bridge Mounted	Each	4		4
Structural Steel Removal	Pound	41,870		41,870
Drainage System	L. Sum		1	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.		267	267
Drainage Scuppers, DS-11	Each	6		6
Jacking Existing Superstructure	L. Sum	1		1
Protective Shield (Permanent) Removal	Sq. Ft.	10,080		10,080
Granular Backfill for Structures	Cu. Yd.		22	22
Temporary Shoring and Cribbing	L. Sum	1		1



**PROPOSED PROFILE**  
(Along WB & EB Sauk Trail P.G.L.)



**PROPOSED FUTURE PROFILE**  
(Along NB & SB I-57 P.G.L.)  
Future profile information for I-57 to be constructed under separate contract.

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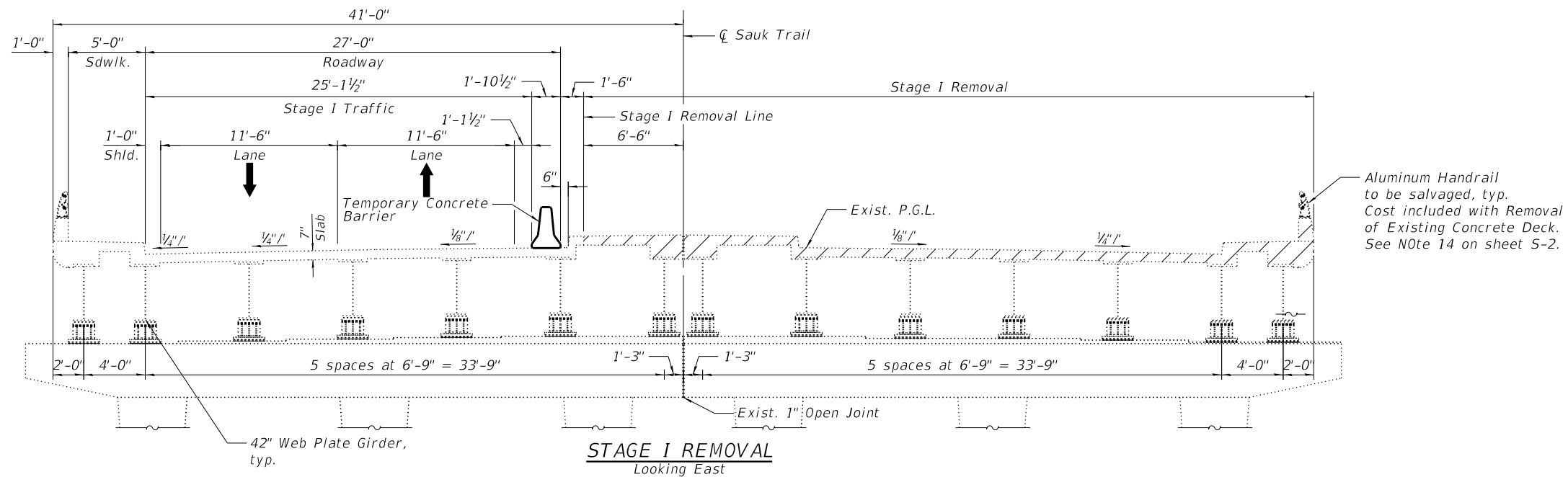
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	CHECKED - EKM	REVISED -
PLOT SCALE =	DRAWN - PRH	REVISED -
PLOT DATE = 6/18/2019	CHECKED - BMS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL  
STRUCTURE NO. 016-0575**

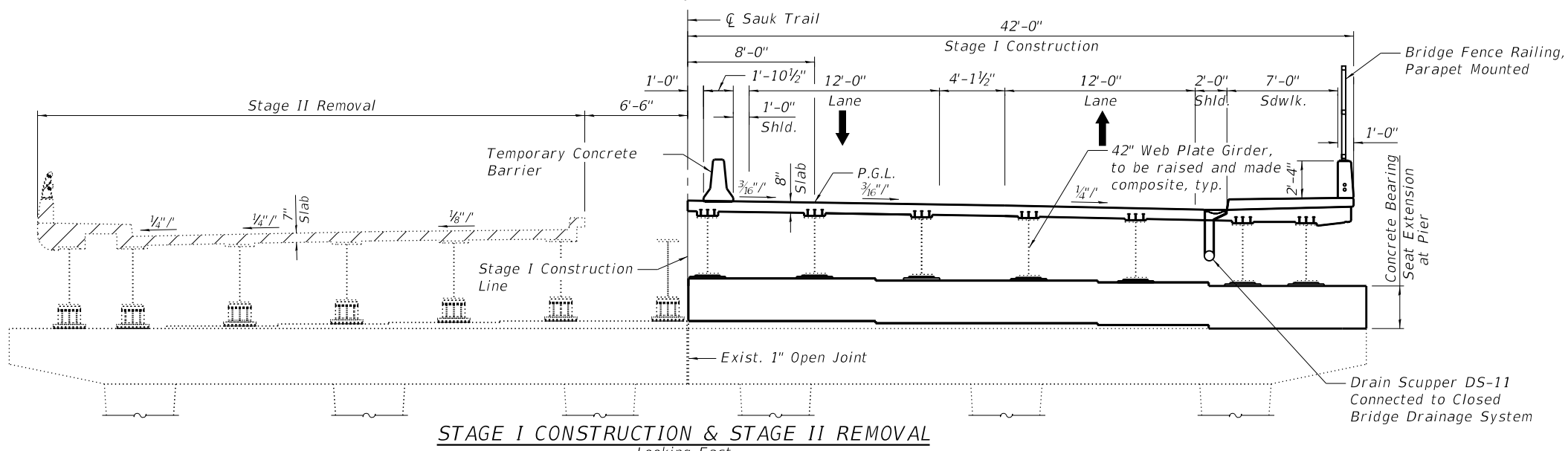
SHEET NO. S-2 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

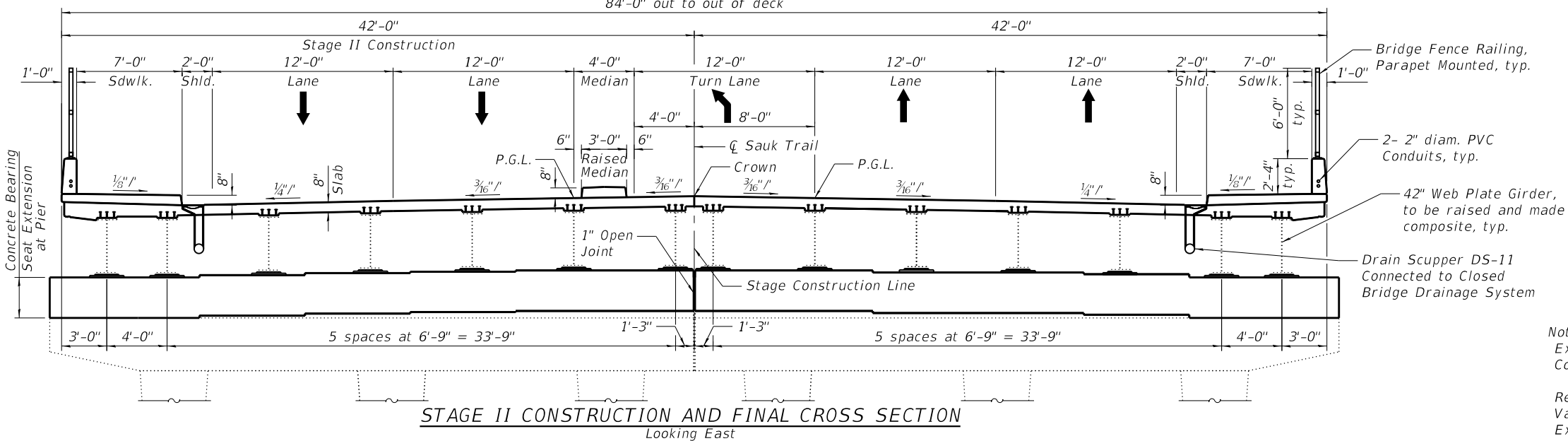


Aluminum Handrail to be salvaged, typ. Cost included with Removal of Existing Concrete Deck. See Note 14 on sheet S-2.

**STAGE I REMOVAL**  
Looking East



**STAGE I CONSTRUCTION & STAGE II REMOVAL**  
Looking East



**STAGE II CONSTRUCTION AND FINAL CROSS SECTION**  
Looking East

**LEGEND**  
 Denotes Removal

Notes:  
 Existing permanent protective shield to be removed. Cost included with Protective Shield (Permanent) Removal.  
 Removal of Concrete Bridge Deck and removal of Concrete Vaulted Approach Slabs are included in Removal of Existing Concrete Deck.

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**COLLINS ENGINEERS**  
 1111 W. 111th St.  
 Des Plaines, IL 60018  
 (708) 441-1111  
 FAX (708) 441-1112  
 www.collins-engineers.com  
 ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 04-08990

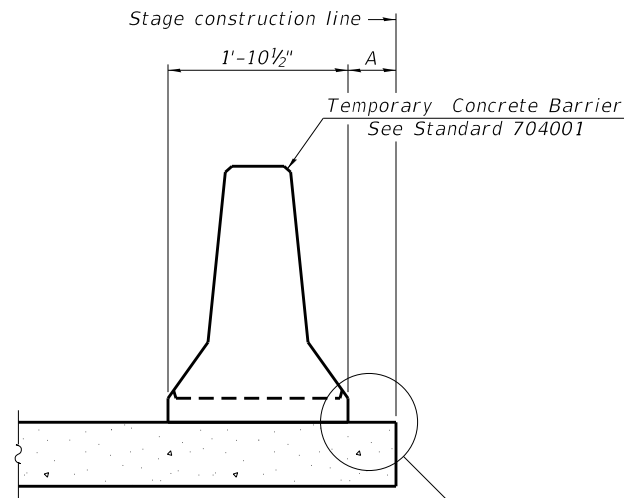
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PLOT DATE = 5/23/2019	CHECKED - BMS	REVISED -

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

**CONSTRUCTION STAGING I**  
**STRUCTURE NO. 016-0575**

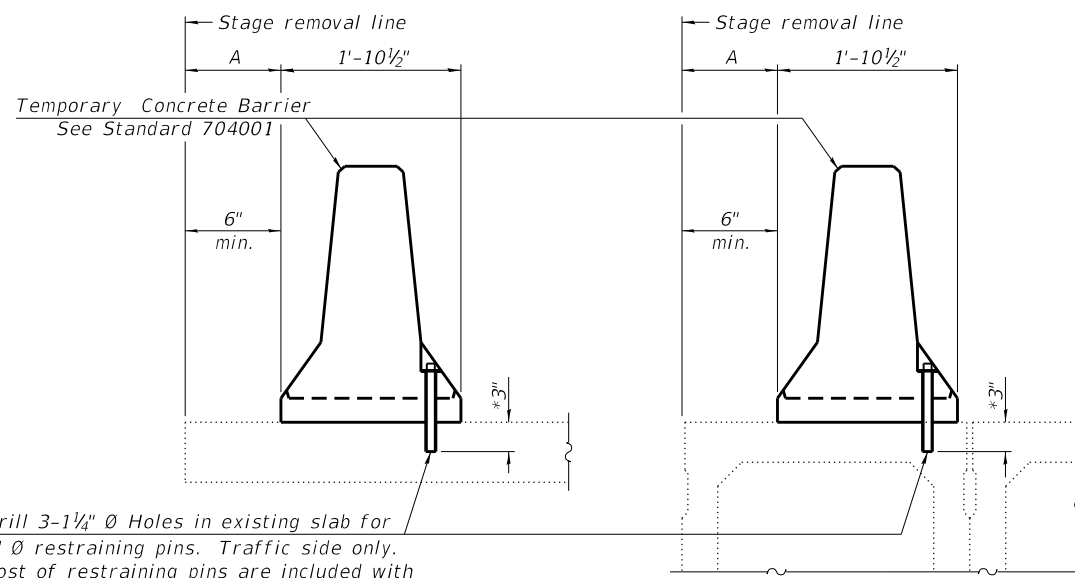
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	86
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM

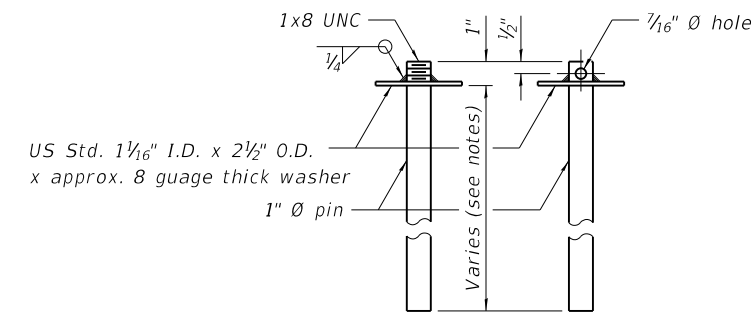


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

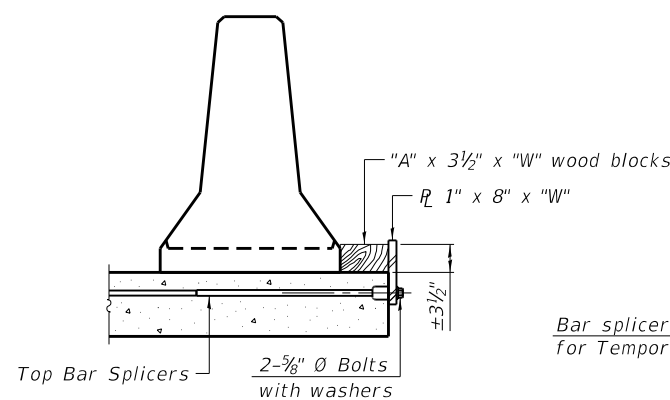
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM



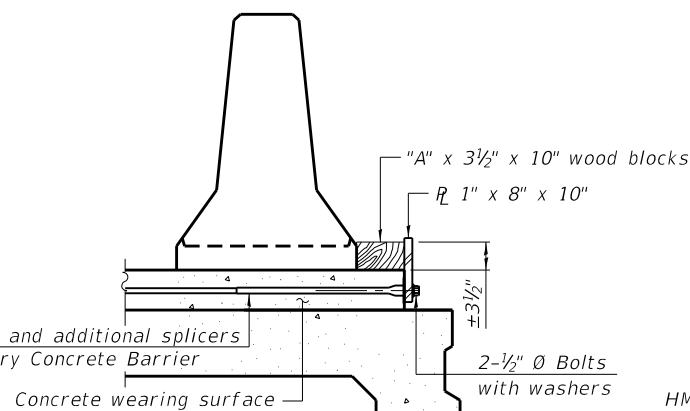
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

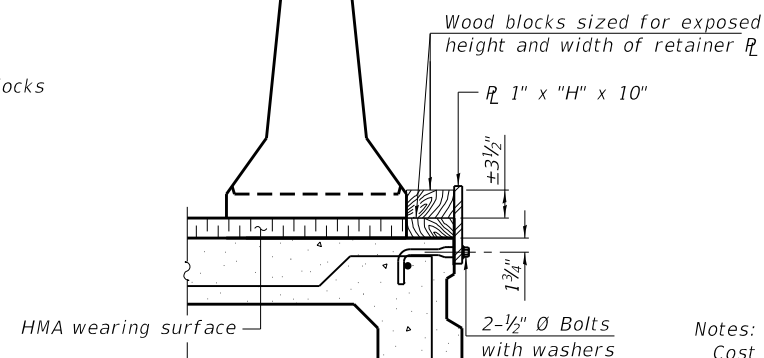


DETAIL I

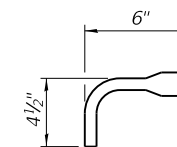
Bar splicers and additional splicers for Temporary Concrete Barrier



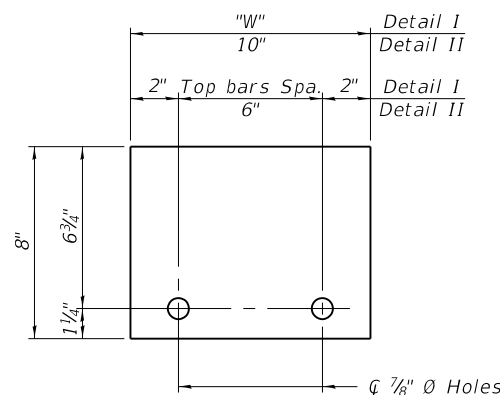
DETAIL II



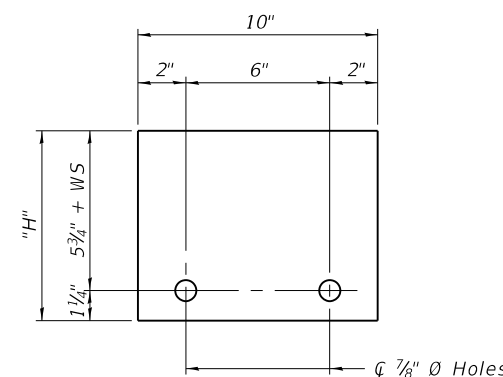
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

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

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

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

R-27

8-11-2017

**COLLINS ENGINEERS**  
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 04-08990

USER NAME =	DESIGNED - BMS	REVISED -
PLOT SCALE =	CHECKED - EKM	REVISED -
PLOT DATE = 5/23/2019	DRAWN - PRH	REVISED -
	CHECKED - BMS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 016-0575

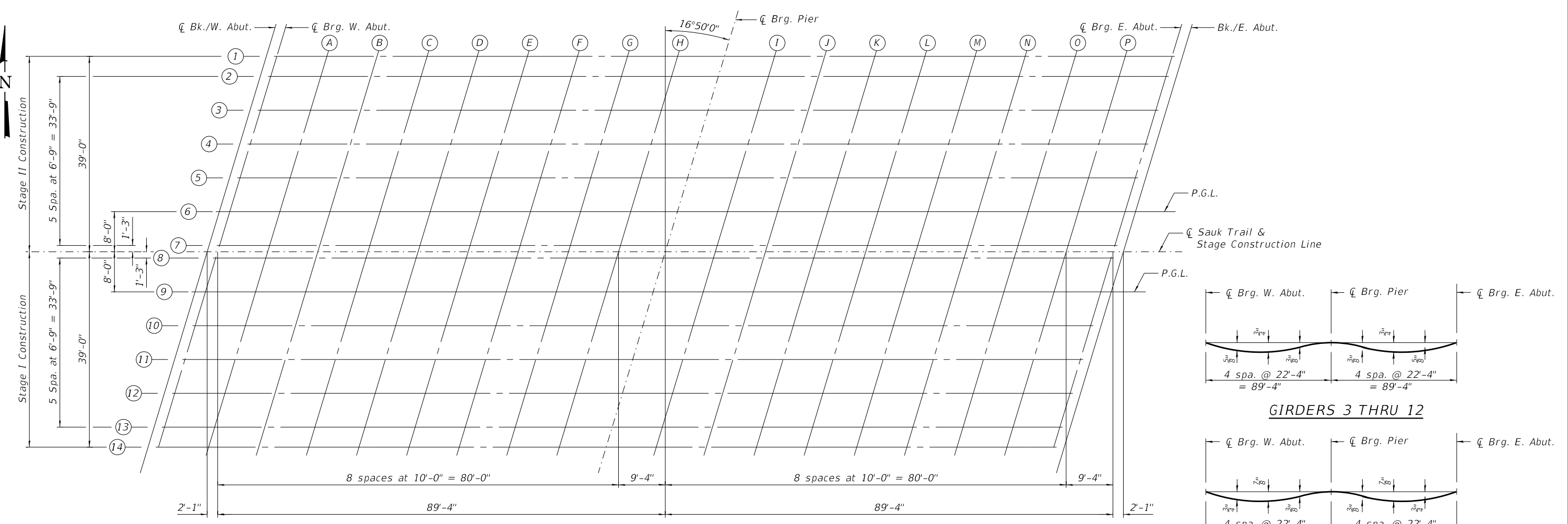
SHEET NO. S-4 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62F29				

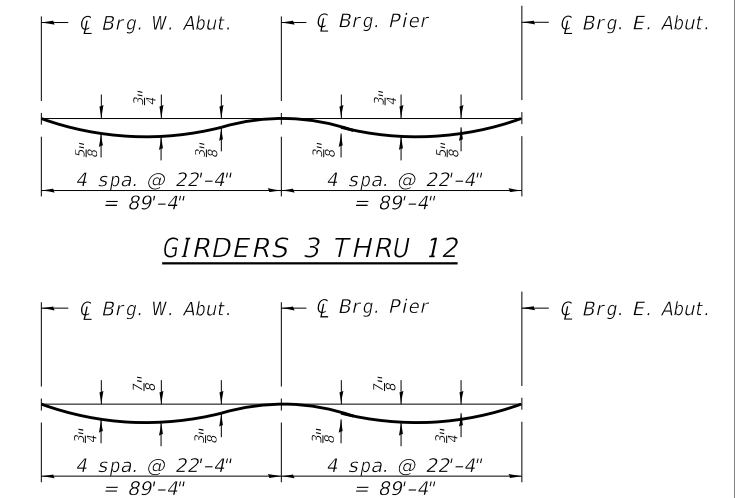
ILLINOIS FED. AID PROJECT

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**PLAN**

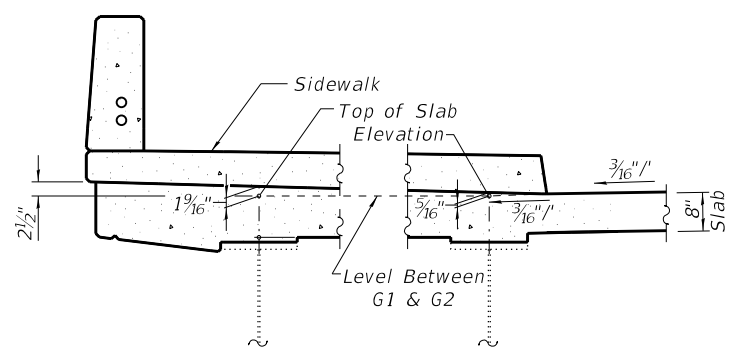


**GIRDERS 1, 2, 13 & 14  
DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete only.)

**Note:**  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on this sheet and on sheets S-6 through S-8.

**BEAM 1**

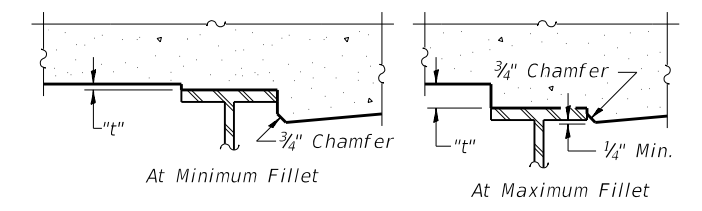
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
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☐ Brg. W. Abut.	44+22.47	-39.00	751.88	751.88
A	44+32.47	-39.00	751.97	752.01
B	44+42.47	-39.00	752.04	752.10
C	44+52.47	-39.00	752.10	752.17
D	44+62.47	-39.00	752.14	752.22
E	44+72.47	-39.00	752.16	752.23
F	44+82.47	-39.00	752.17	752.22
G	44+92.47	-39.00	752.16	752.19
H	45+02.47	-39.00	752.14	752.15
☐ Brg. Pier	45+11.80	-39.00	752.10	752.10
I	45+21.80	-39.00	752.04	752.05
J	45+31.80	-39.00	751.97	752.00
K	45+41.80	-39.00	751.88	751.93
L	45+51.80	-39.00	751.77	751.84
M	45+61.80	-39.00	751.65	751.72
N	45+71.80	-39.00	751.51	751.58
O	45+81.80	-39.00	751.35	751.41
P	45+91.80	-39.00	751.18	751.21
☐ Brg. E. Abut.	46+01.13	-39.00	751.00	751.00
Bk. E. Abut.	46+03.22	-39.00	750.96	750.96



**GIRDER 1 DETAIL**  
Girder 14 Opposite Hand

**GIRDER 2 DETAIL**  
Girder 13 Opposite Hand

**TOP OF SLAB ELEVATION LOCATION**



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet and on sheets S-6 through S-8, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**

**NOTE:**  
Offsets are measured from ☐ Sauk Trail.



**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+19.17	-35.00	751.85	751.85
☉ Brg. W. Abut.	44+21.26	-35.00	751.87	751.87
A	44+31.26	-35.00	751.96	752.00
B	44+41.26	-35.00	752.04	752.10
C	44+51.26	-35.00	752.09	752.17
D	44+61.26	-35.00	752.14	752.21
E	44+71.26	-35.00	752.16	752.23
F	44+81.26	-35.00	752.17	752.22
G	44+91.26	-35.00	752.16	752.19
H	45+01.26	-35.00	752.14	752.15
☉ Brg. Pier	45+10.59	-35.00	752.10	752.10
I	45+20.59	-35.00	752.05	752.06
J	45+30.59	-35.00	751.98	752.01
K	45+40.59	-35.00	751.89	751.94
L	45+50.59	-35.00	751.78	751.85
M	45+60.59	-35.00	751.66	751.74
N	45+70.59	-35.00	751.53	751.60
O	45+80.59	-35.00	751.37	751.43
P	45+90.59	-35.00	751.20	751.24
☉ Brg. E. Abut.	45+99.92	-35.00	751.03	751.03
Bk. E. Abut.	46+02.01	-35.00	750.99	750.99

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+17.13	-28.25	751.95	751.95
☉ Brg. W. Abut.	44+19.21	-28.25	751.97	751.97
A	44+29.21	-28.25	752.06	752.09
B	44+39.21	-28.25	752.14	752.19
C	44+49.21	-28.25	752.20	752.26
D	44+59.21	-28.25	752.25	752.31
E	44+69.21	-28.25	752.28	752.33
F	44+79.21	-28.25	752.29	752.33
G	44+89.21	-28.25	752.29	752.31
H	44+99.21	-28.25	752.27	752.27
☉ Brg. Pier	45+08.55	-28.25	752.23	752.23
I	45+18.55	-28.25	752.18	752.19
J	45+28.55	-28.25	752.11	752.14
K	45+38.55	-28.25	752.03	752.07
L	45+48.55	-28.25	751.93	751.98
M	45+58.55	-28.25	751.81	751.87
N	45+68.55	-28.25	751.67	751.74
O	45+78.55	-28.25	751.52	751.57
P	45+88.55	-28.25	751.36	751.38
☉ Brg. E. Abut.	45+97.88	-28.25	751.19	751.19
Bk. E. Abut.	45+99.96	-28.25	751.15	751.15

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+15.09	-21.50	752.07	752.07
☉ Brg. W. Abut.	44+17.17	-21.50	752.09	752.09
A	44+27.17	-21.50	752.19	752.21
B	44+37.17	-21.50	752.27	752.32
C	44+47.17	-21.50	752.33	752.39
D	44+57.17	-21.50	752.38	752.45
E	44+67.17	-21.50	752.41	752.47
F	44+77.17	-21.50	752.43	752.47
G	44+87.17	-21.50	752.43	752.45
H	44+97.17	-21.50	752.41	752.42
☉ Brg. Pier	45+06.50	-21.50	752.38	752.38
I	45+16.50	-21.50	752.33	752.34
J	45+26.50	-21.50	752.27	752.29
K	45+36.50	-21.50	752.19	752.23
L	45+46.50	-21.50	752.09	752.15
M	45+56.50	-21.50	751.97	752.04
N	45+66.50	-21.50	751.84	751.91
O	45+76.50	-21.50	751.70	751.75
P	45+86.50	-21.50	751.53	751.56
☉ Brg. E. Abut.	45+95.84	-21.50	751.37	751.37
Bk. E. Abut.	45+97.92	-21.50	751.33	751.33

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+13.05	-14.75	752.16	752.16
☉ Brg. W. Abut.	44+15.13	-14.75	752.18	752.18
A	44+25.13	-14.75	752.28	752.31
B	44+35.13	-14.75	752.37	752.41
C	44+45.13	-14.75	752.43	752.50
D	44+55.13	-14.75	752.49	752.55
E	44+65.13	-14.75	752.52	752.58
F	44+75.13	-14.75	752.54	752.58
G	44+85.13	-14.75	752.54	752.57
H	44+95.13	-14.75	752.53	752.54
☉ Brg. Pier	45+04.46	-14.75	752.50	752.50
I	45+14.46	-14.75	752.46	752.46
J	45+24.46	-14.75	752.40	752.42
K	45+34.46	-14.75	752.32	752.36
L	45+44.46	-14.75	752.22	752.28
M	45+54.46	-14.75	752.11	752.18
N	45+64.46	-14.75	751.99	752.05
O	45+74.46	-14.75	751.84	751.89
P	45+84.46	-14.75	751.68	751.71
☉ Brg. E. Abut.	45+93.80	-14.75	751.52	751.52
Bk. E. Abut.	45+95.88	-14.75	751.48	751.48

**BEAM 6 & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+11.00	-8.00	752.24	752.24
☉ Brg. W. Abut.	44+13.09	-8.00	752.26	752.26
A	44+23.09	-8.00	752.37	752.39
B	44+33.09	-8.00	752.45	752.50
C	44+43.09	-8.00	752.53	752.59
D	44+53.09	-8.00	752.58	752.65
E	44+63.09	-8.00	752.62	752.68
F	44+73.09	-8.00	752.64	752.69
G	44+83.09	-8.00	752.65	752.67
H	44+93.09	-8.00	752.64	752.65
☉ Brg. Pier	45+02.42	-8.00	752.62	752.62
I	45+12.42	-8.00	752.57	752.58
J	45+22.42	-8.00	752.52	752.54
K	45+32.42	-8.00	752.44	752.48
L	45+42.42	-8.00	752.35	752.41
M	45+52.42	-8.00	752.24	752.31
N	45+62.42	-8.00	752.12	752.18
O	45+72.42	-8.00	751.98	752.03
P	45+82.42	-8.00	751.82	751.85
☉ Brg. E. Abut.	45+91.75	-8.00	751.66	751.66
Bk. E. Abut.	45+93.84	-8.00	751.62	751.62

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+08.96	-1.25	752.32	752.32
☉ Brg. W. Abut.	44+11.04	-1.25	752.34	752.34
A	44+21.04	-1.25	752.45	752.48
B	44+31.04	-1.25	752.54	752.59
C	44+41.04	-1.25	752.62	752.68
D	44+51.04	-1.25	752.68	752.74
E	44+61.04	-1.25	752.72	752.78
F	44+71.04	-1.25	752.75	752.79
G	44+81.04	-1.25	752.76	752.78
H	44+91.04	-1.25	752.75	752.76
☉ Brg. Pier	45+00.38	-1.25	752.73	752.73
I	45+10.38	-1.25	752.69	752.70
J	45+20.38	-1.25	752.63	752.66
K	45+30.38	-1.25	752.56	752.60
L	45+40.38	-1.25	752.47	752.53
M	45+50.38	-1.25	752.37	752.43
N	45+60.38	-1.25	752.25	752.31
O	45+70.38	-1.25	752.11	752.16
P	45+80.38	-1.25	751.96	751.99
☉ Brg. E. Abut.	45+89.71	-1.25	751.80	751.80
Bk. E. Abut.	45+91.79	-1.25	751.77	751.77

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PLOT SCALE =	CHECKED - EKM	REVISED -
PLOT DATE = 5/23/2019	DRAWN - PRH	REVISED -
	CHECKED - BMS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 016-0575**

SHEET NO. S-6 OF S-38 SHEETS

F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	89
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

☉ SAUK TRAIL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+08.58	0.00	752.33	752.33
☉ Brg. W. Abut.	44+10.67	0.00	752.36	752.36
A	44+20.67	0.00	752.47	752.50
B	44+30.67	0.00	752.56	752.61
C	44+40.67	0.00	752.64	752.70
D	44+50.67	0.00	752.69	752.76
E	44+60.67	0.00	752.74	752.80
F	44+70.67	0.00	752.76	752.81
G	44+80.67	0.00	752.77	752.80
H	44+90.67	0.00	752.77	752.78
☉ Brg. Pier	45+00.00	0.00	752.75	752.75
I	45+10.00	0.00	752.71	752.72
J	45+20.00	0.00	752.66	752.68
K	45+30.00	0.00	752.59	752.63
L	45+40.00	0.00	752.50	752.55
M	45+50.00	0.00	752.39	752.46
N	45+60.00	0.00	752.27	752.34
O	45+70.00	0.00	752.14	752.19
P	45+80.00	0.00	751.99	752.01
☉ Brg. E. Abut.	45+89.33	0.00	751.83	751.83
Bk. E. Abut.	45+91.42	0.00	751.79	751.79

☉ BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+08.21	1.25	752.31	752.31
☉ Brg. W. Abut.	44+10.29	1.25	752.33	752.33
A	44+20.29	1.25	752.44	752.47
B	44+30.29	1.25	752.54	752.59
C	44+40.29	1.25	752.61	752.68
D	44+50.29	1.25	752.67	752.74
E	44+60.29	1.25	752.72	752.77
F	44+70.29	1.25	752.74	752.79
G	44+80.29	1.25	752.76	752.78
H	44+90.29	1.25	752.75	752.76
☉ Brg. Pier	44+99.62	1.25	752.73	752.73
I	45+09.62	1.25	752.69	752.70
J	45+19.62	1.25	752.64	752.66
K	45+29.62	1.25	752.57	752.61
L	45+39.62	1.25	752.48	752.54
M	45+49.62	1.25	752.38	752.44
N	45+59.62	1.25	752.26	752.32
O	45+69.62	1.25	752.12	752.17
P	45+79.62	1.25	751.97	752.00
☉ Brg. E. Abut.	45+88.96	1.25	751.82	751.82
Bk. E. Abut.	45+91.04	1.25	751.78	751.78

BEAM 9 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+06.16	8.00	752.18	752.18
☉ Brg. W. Abut.	44+08.25	8.00	752.21	752.21
A	44+18.25	8.00	752.32	752.35
B	44+28.25	8.00	752.41	752.46
C	44+38.25	8.00	752.49	752.56
D	44+48.25	8.00	752.56	752.62
E	44+58.25	8.00	752.60	752.66
F	44+68.25	8.00	752.63	752.68
G	44+78.25	8.00	752.65	752.67
H	44+88.25	8.00	752.65	752.65
☉ Brg. Pier	44+97.58	8.00	752.63	752.63
I	45+07.58	8.00	752.60	752.60
J	45+17.58	8.00	752.55	752.57
K	45+27.58	8.00	752.48	752.52
L	45+37.58	8.00	752.40	752.45
M	45+47.58	8.00	752.30	752.36
N	45+57.58	8.00	752.18	752.24
O	45+67.58	8.00	752.05	752.10
P	45+77.58	8.00	751.90	751.93
☉ Brg. E. Abut.	45+86.91	8.00	751.75	751.75
Bk. E. Abut.	45+89.00	8.00	751.71	751.71

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+04.12	14.75	752.05	752.05
☉ Brg. W. Abut.	44+06.20	14.75	752.07	752.07
A	44+16.20	14.75	752.19	752.22
B	44+26.20	14.75	752.29	752.34
C	44+36.20	14.75	752.37	752.43
D	44+46.20	14.75	752.44	752.50
E	44+56.20	14.75	752.49	752.55
F	44+66.20	14.75	752.52	752.57
G	44+76.20	14.75	752.54	752.57
H	44+86.20	14.75	752.54	752.55
☉ Brg. Pier	44+95.54	14.75	752.53	752.53
I	45+05.54	14.75	752.50	752.51
J	45+15.54	14.75	752.45	752.48
K	45+25.54	14.75	752.39	752.43
L	45+35.54	14.75	752.31	752.36
M	45+45.54	14.75	752.21	752.28
N	45+55.54	14.75	752.10	752.16
O	45+65.54	14.75	751.97	752.02
P	45+75.54	14.75	751.83	751.85
☉ Brg. E. Abut.	45+84.87	14.75	751.67	751.67
Bk. E. Abut.	45+86.95	14.75	751.64	751.64

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+02.08	21.50	751.91	751.91
☉ Brg. W. Abut.	44+04.16	21.50	751.94	751.94
A	44+14.16	21.50	752.05	752.08
B	44+24.16	21.50	752.16	752.21
C	44+34.16	21.50	752.24	752.31
D	44+44.16	21.50	752.31	752.38
E	44+54.16	21.50	752.37	752.43
F	44+64.16	21.50	752.41	752.45
G	44+74.16	21.50	752.43	752.45
H	44+84.16	21.50	752.43	752.44
☉ Brg. Pier	44+93.50	21.50	752.42	752.42
I	45+03.50	21.50	752.39	752.40
J	45+13.50	21.50	752.35	752.37
K	45+23.50	21.50	752.29	752.33
L	45+33.50	21.50	752.21	752.27
M	45+43.50	21.50	752.12	752.18
N	45+53.50	21.50	752.01	752.07
O	45+63.50	21.50	751.89	751.93
P	45+73.50	21.50	751.74	751.77
☉ Brg. E. Abut.	45+82.83	21.50	751.60	751.60
Bk. E. Abut.	45+84.91	21.50	751.56	751.56

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	44+00.04	28.25	751.74	751.74
☉ Brg. W. Abut.	44+02.12	28.25	751.77	751.77
A	44+12.12	28.25	751.89	751.92
B	44+22.12	28.25	752.00	752.05
C	44+32.12	28.25	752.09	752.15
D	44+42.12	28.25	752.16	752.22
E	44+52.12	28.25	752.22	752.27
F	44+62.12	28.25	752.26	752.30
G	44+72.12	28.25	752.28	752.31
H	44+82.12	28.25	752.29	752.30
☉ Brg. Pier	44+91.45	28.25	752.28	752.28
I	45+01.45	28.25	752.26	752.27
J	45+11.45	28.25	752.22	752.24
K	45+21.45	28.25	752.16	752.20
L	45+31.45	28.25	752.09	752.15
M	45+41.45	28.25	752.00	752.06
N	45+51.45	28.25	751.89	751.95
O	45+61.45	28.25	751.77	751.82
P	45+71.45	28.25	751.63	751.66
☉ Brg. E. Abut.	45+80.79	28.25	751.49	751.49
Bk. E. Abut.	45+82.87	28.25	751.45	751.45



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	CHECKED - EKM	REVISED -
PLOT SCALE =	DRAWN - PRH	REVISED -
PLOT DATE = 5/23/2019	CHECKED - BMS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 016-0575

SHEET NO. S-7 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	90
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

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**BEAM 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	43+97.99	35.00	751.59	751.59
☉ Brg. W. Abut.	44+00.08	35.00	751.62	751.62
A	44+10.08	35.00	751.75	751.78
B	44+20.08	35.00	751.86	751.92
C	44+30.08	35.00	751.95	752.03
D	44+40.08	35.00	752.03	752.11
E	44+50.08	35.00	752.09	752.16
F	44+60.08	35.00	752.13	752.18
G	44+70.08	35.00	752.16	752.19
H	44+80.08	35.00	752.17	752.18
☉ Brg. Pier	44+89.41	35.00	752.17	752.17
I	44+99.41	35.00	752.15	752.15
J	45+09.41	35.00	752.11	752.14
K	45+19.41	35.00	752.06	752.11
L	45+29.41	35.00	751.99	752.05
M	45+39.41	35.00	751.90	751.98
N	45+49.41	35.00	751.80	751.87
O	45+59.41	35.00	751.68	751.74
P	45+69.41	35.00	751.54	751.58
☉ Brg. E. Abut.	45+78.74	35.00	751.40	751.40
Bk. E. Abut.	45+80.83	35.00	751.37	751.37

**BEAM 14**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	43+96.78	39.00	751.58	751.58
☉ Brg. W. Abut.	43+98.87	39.00	751.61	751.61
A	44+08.87	39.00	751.73	751.77
B	44+18.87	39.00	751.84	751.91
C	44+28.87	39.00	751.94	752.01
D	44+38.87	39.00	752.02	752.10
E	44+48.87	39.00	752.08	752.15
F	44+58.87	39.00	752.13	752.18
G	44+68.87	39.00	752.16	752.19
H	44+78.87	39.00	752.17	752.18
☉ Brg. Pier	44+88.20	39.00	752.17	752.17
I	44+98.20	39.00	752.15	752.16
J	45+08.20	39.00	752.11	752.14
K	45+18.20	39.00	752.06	752.11
L	45+28.20	39.00	751.99	752.06
M	45+38.20	39.00	751.91	751.99
N	45+48.20	39.00	751.81	751.88
O	45+58.20	39.00	751.69	751.75
P	45+68.20	39.00	751.56	751.59
☉ Brg. E. Abut.	45+77.53	39.00	751.42	751.42
Bk. E. Abut.	45+79.62	39.00	751.39	751.39

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Sheet 4 of 4



USER NAME =	DESIGNED - BMS	REVISED -
	CHECKED - EKM	REVISED -
PLOT SCALE =	DRAWN - PRH	REVISED -
PLOT DATE = 5/23/2019	CHECKED - BMS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 016-0575**

SHEET NO. S-8 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	91
<b>CONTRACT NO. 62F29</b>				
ILLINOIS FED. AID PROJECT				

**NORTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+92.25	-42.00	751.72
AS1	44+02.25	-42.00	751.86
AS2	44+12.25	-42.00	751.98
E. End W. Vaulted Approach Slab Pvmnt.	44+22.34	-42.00	752.09

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+89.83	-34.00	751.48
AS1	43+99.83	-34.00	751.62
AS2	44+09.83	-34.00	751.74
E. End W. Vaulted Approach Slab Pvmnt.	44+19.91	-34.00	751.86

**P.G.L. NORTH OF C**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+81.97	-8.00	751.83
AS1	43+91.97	-8.00	751.99
AS2	44+01.97	-8.00	752.13
E. End W. Vaulted Approach Slab Pvmnt.	44+12.05	-8.00	752.25

**NORTH EDGE OF CONCRETE MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+81.81	-7.50	751.84
AS1	43+91.81	-7.50	751.99
AS2	44+01.81	-7.50	752.13
E. End W. Vaulted Approach Slab Pvmnt.	44+11.90	-7.50	752.26

**SOUTH EDGE OF CONCRETE MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+80.91	-4.50	751.87
AS1	43+90.91	-4.50	752.03
AS2	44+00.91	-4.50	752.17
E. End W. Vaulted Approach Slab Pvmnt.	44+10.99	-4.50	752.29

**C SAUK TRAIL & STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+79.54	0.00	751.92
AS1	43+89.54	0.00	752.08
AS2	43+99.54	0.00	752.22
E. End W. Vaulted Approach Slab Pvmnt.	44+09.63	0.00	752.35

**P.G.L. SOUTH OF C**

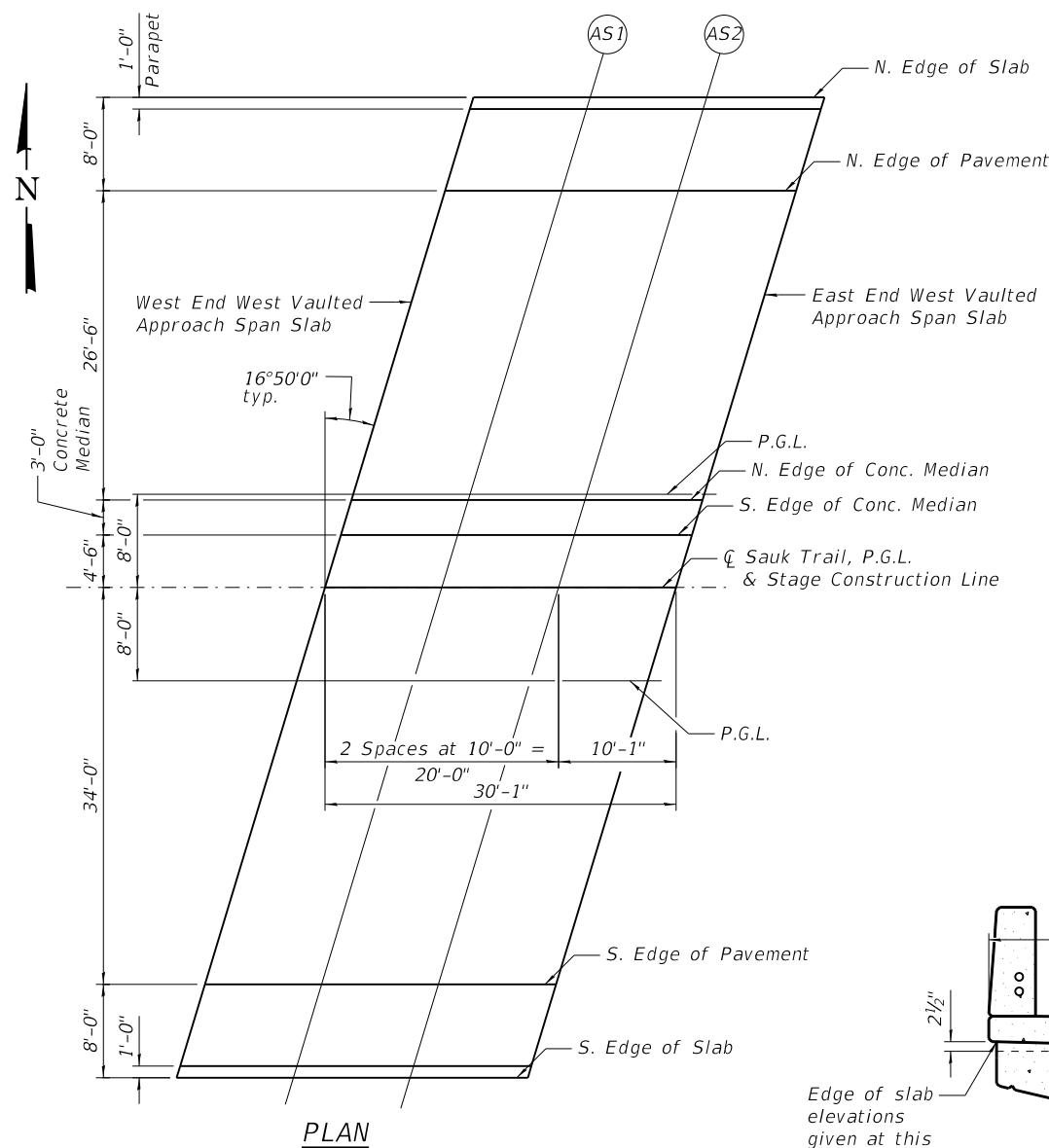
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+77.12	8.00	751.75
AS1	43+87.12	8.00	751.91
AS2	43+97.12	8.00	752.06
E. End W. Vaulted Approach Slab Pvmnt.	44+07.21	8.00	752.19

**SOUTH EDGE OF PAVEMENT**

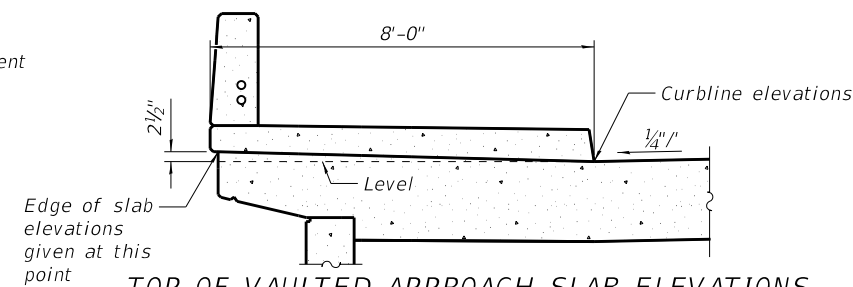
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+69.26	34.00	751.13
AS1	43+79.26	34.00	751.31
AS2	43+89.26	34.00	751.47
E. End W. Vaulted Approach Slab Pvmnt.	43+99.34	34.00	751.61

**SOUTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Vaulted Approach Slab Pvmnt.	43+66.84	42.00	751.29
AS1	43+76.84	42.00	751.47
AS2	43+86.84	42.00	751.64
E. End W. Vaulted Approach Slab Pvmnt.	43+96.92	42.00	751.79



**PLAN**



**TOP OF VAULTED APPROACH SLAB ELEVATIONS UNDER SIDEWALK**  
(N. Sidewalk shown, S. Sidewalk opp. hand)

E-AS 2-17-2017



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PLOT DATE = 5/23/2019	DRAWN - PRH	REVISED -
	CHECKED - BMS	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST VAULTED APPROACH SLAB ELEVATIONS STRUCTURE NO. 016-0575**

SHEET NO. S-9 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	92
CONTRACT NO. 62F29				

ILLINOIS FED. AID PROJECT

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**NORTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	46+03.08	-42.00	751.17
AS3	46+13.08	-42.00	750.97
AS4	46+23.08	-42.00	750.74
E. End E. Vaulted Approach Slab Pvmt.	46+33.16	-42.00	750.50

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	46+00.66	-34.00	751.01
AS3	46+10.66	-34.00	750.81
AS4	46+20.66	-34.00	750.59
E. End E. Vaulted Approach Slab Pvmt.	46+30.74	-34.00	750.35

**P.G.L. NORTH OF C**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+92.79	-8.00	751.64
AS3	46+02.79	-8.00	751.45
AS4	46+12.79	-8.00	751.25
E. End E. Vaulted Approach Slab Pvmt.	46+22.88	-8.00	751.02

**NORTH EDGE OF CONCRETE MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+92.64	-7.50	751.65
AS3	46+02.64	-7.50	751.46
AS4	46+12.64	-7.50	751.26
E. End E. Vaulted Approach Slab Pvmt.	46+22.72	-7.50	751.03

**SOUTH EDGE OF CONCRETE MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+91.73	-4.50	751.72
AS3	46+01.73	-4.50	751.53
AS4	46+11.73	-4.50	751.32
E. End E. Vaulted Approach Slab Pvmt.	46+21.82	-4.50	751.10

**C SAUK TRAIL & STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+90.37	0.00	751.81
AS3	46+00.37	0.00	751.62
AS4	46+10.37	0.00	751.42
E. End E. Vaulted Approach Slab Pvmt.	46+20.46	0.00	751.20

**P.G.L. SOUTH OF C**

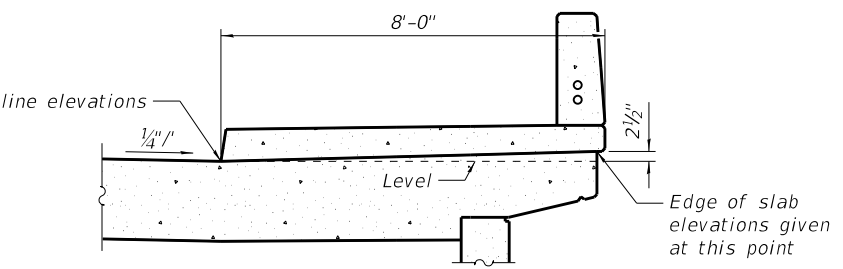
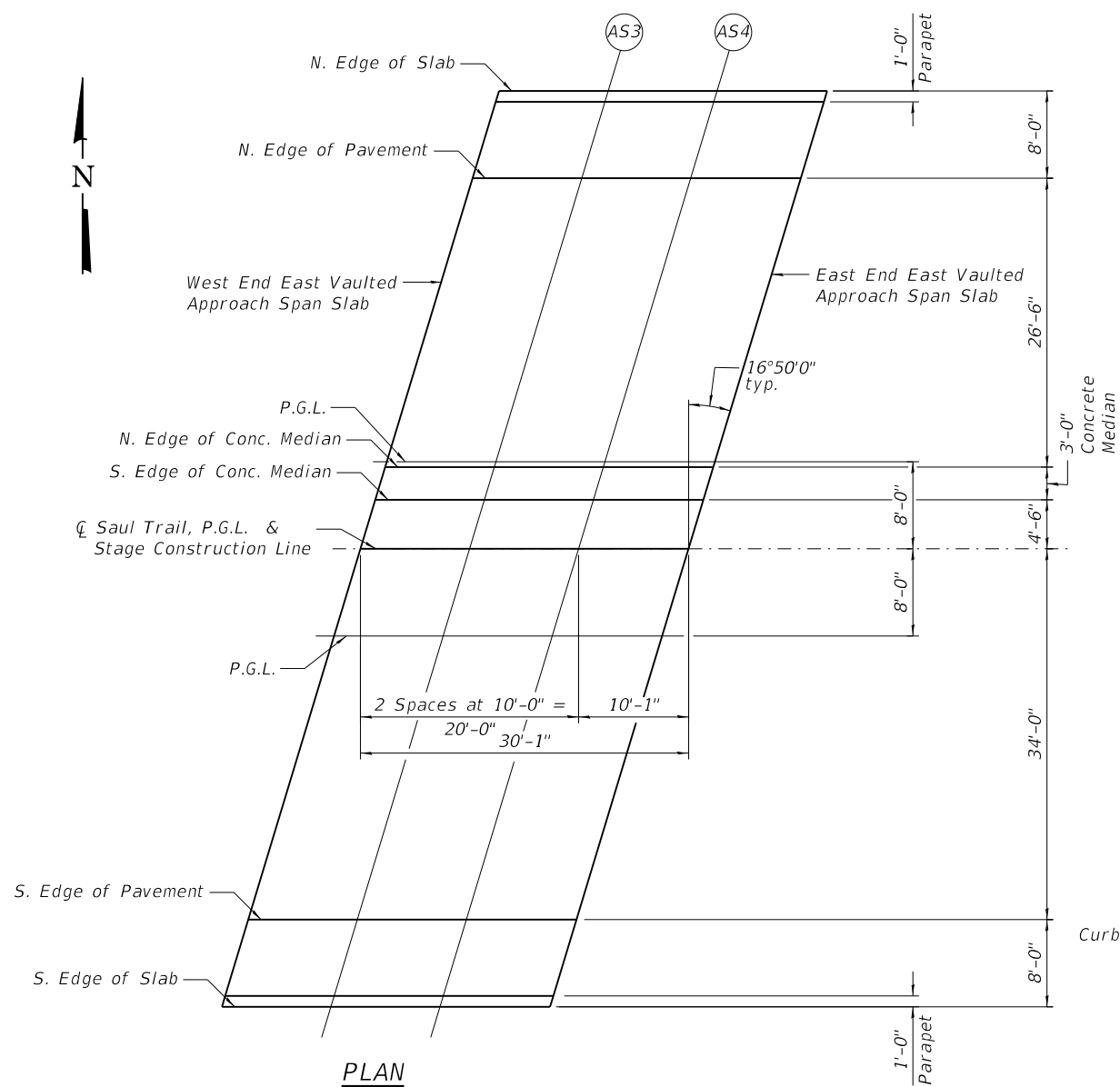
Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+87.95	8.00	751.73
AS3	45+97.95	8.00	751.55
AS4	46+07.95	8.00	751.35
E. End E. Vaulted Approach Slab Pvmt.	46+18.03	8.00	751.13

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+80.09	34.00	751.38
AS3	45+90.09	34.00	751.21
AS4	46+00.09	34.00	751.03
E. End E. Vaulted Approach Slab Pvmt.	46+10.17	34.00	750.82

**SOUTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
W. End E. Vaulted Approach Slab Pvmt.	45+77.66	42.00	751.63
AS3	45+87.66	42.00	751.46
AS4	45+97.66	42.00	751.28
E. End E. Vaulted Approach Slab Pvmt.	46+07.75	42.00	751.08



**TOP OF VAULTED APPROACH SLAB ELEVATIONS UNDER SIDEWALK**  
(S. Sidewalk shown, N. Sidewalk opp. hand)

E-AS 2-17-2017

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**COLLINS ENGINEERS**  
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 04-08990

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PLOT SCALE =	CHECKED - EKM	REVISED -
PLOT DATE = 5/23/2019	DRAWN - PRH	REVISED -
	CHECKED - BMS	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST VAULTED APPROACH SLAB ELEVATIONS**  
**STRUCTURE NO. 016-0575**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	93
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

**NORTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+62.25	-42.00	751.21
A1	43+72.25	-42.00	751.39
A2	43+82.25	-42.00	751.56
E. End W. Approach Pvm.	43+92.25	-42.00	751.72

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+59.83	-34.00	750.95
A1	43+69.83	-34.00	751.14
A2	43+79.83	-34.00	751.32
E. End W. Approach Pvm.	43+89.83	-34.00	751.48

**P.G.L. NORTH OF  $\zeta$**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+51.97	-8.00	751.27
A1	43+61.97	-8.00	751.47
A2	43+71.97	-8.00	751.66
E. End W. Approach Pvm.	43+81.97	-8.00	751.83

**NORTH EDGE OF CONCRETE MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+51.81	-7.50	751.27
A1	43+61.81	-7.50	751.48
A2	43+71.81	-7.50	751.66
E. End W. Approach Pvm.	43+81.81	-7.50	751.84

**SOUTH EDGE OF CONCRETE MEDIAN**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+50.91	-4.50	751.30
A1	43+60.91	-4.50	751.50
A2	43+70.91	-4.50	751.69
E. End W. Approach Pvm.	43+80.91	-4.50	751.87

**$\zeta$  SAUK TRAIL & STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+49.54	0.00	751.34
A1	43+59.54	0.00	751.55
A2	43+69.54	0.00	751.74
E. End W. Approach Pvm.	43+79.54	0.00	751.92

**P.G.L. SOUTH OF  $\zeta$**

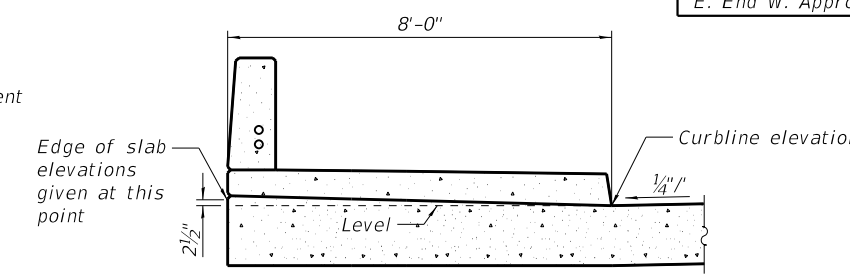
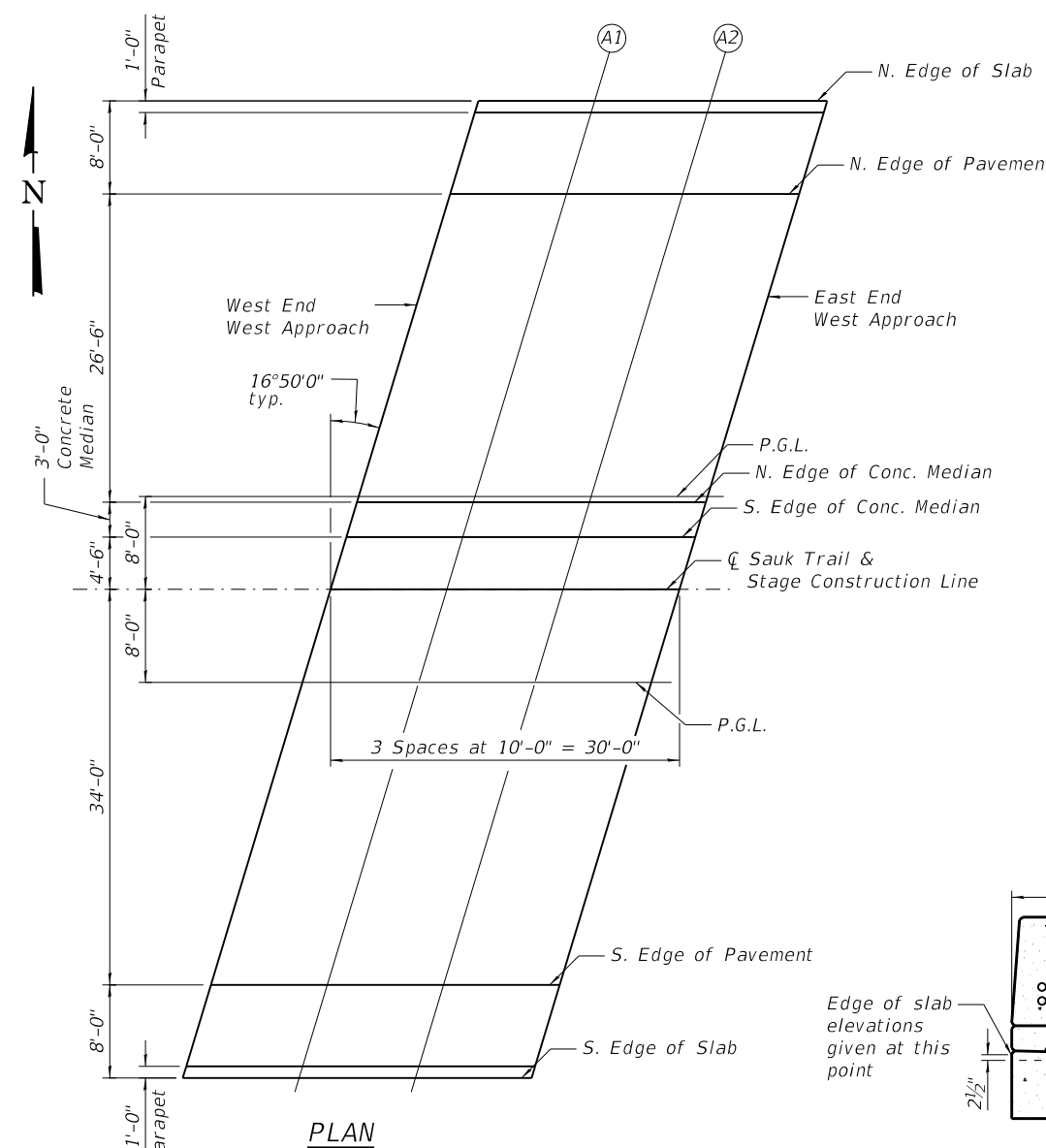
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+47.12	8.00	751.16
A1	43+57.12	8.00	751.37
A2	43+67.12	8.00	751.57
E. End W. Approach Pvm.	43+77.12	8.00	751.75

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+39.26	34.00	750.50
A1	43+49.26	34.00	750.73
A2	43+59.26	34.00	750.94
E. End W. Approach Pvm.	43+69.26	34.00	751.13

**SOUTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvm.	43+36.84	42.00	750.65
A1	43+46.84	42.00	750.88
A2	43+56.84	42.00	751.10
E. End W. Approach Pvm.	43+66.84	42.00	751.29



**TOP OF APPROACH SLAB ELEVATIONS UNDER SIDEWALK**  
(N. Sidewalk shown, S. Sidewalk opp. hand)

E-AS 2-17-2017



USER NAME =	DESIGNED - BMS	REVISED -
PLOT SCALE =	CHECKED - EKM	REVISED -
PLOT DATE = 5/23/2019	DRAWN - PRH	REVISED -
	CHECKED - BMS	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 016-0575**

SHEET NO. S-11 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	94
CONTRACT NO. 62F29				

ILLINOIS FED. AID PROJECT

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NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+33.16	-42.00	750.50
A3	46+43.16	-42.00	750.25
A4	46+53.16	-42.00	749.97
E. End W. Approach Pvmt.	46+63.16	-42.00	749.69

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+30.74	-34.00	750.35
A3	46+40.74	-34.00	750.10
A4	46+50.74	-34.00	749.83
E. End W. Approach Pvmt.	46+60.74	-34.00	749.55

P.G.L. NORTH OF  $\zeta$

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+22.88	-8.00	751.02
A3	46+32.88	-8.00	750.78
A4	46+42.88	-8.00	750.53
E. End W. Approach Pvmt.	46+52.88	-8.00	750.25

NORTH EDGE OF CONCRETE MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+22.72	-7.50	751.03
A3	46+32.72	-7.50	750.79
A4	46+42.72	-7.50	750.54
E. End W. Approach Pvmt.	46+52.72	-7.50	750.26

SOUTH EDGE OF CONCRETE MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+21.82	-4.50	751.10
A3	46+31.82	-4.50	750.86
A4	46+41.82	-4.50	750.61
E. End W. Approach Pvmt.	46+51.82	-4.50	750.34

$\zeta$  SAUK TRAIL & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+20.50	0.00	751.20
A3	46+30.50	0.00	750.97
A4	46+40.50	0.00	750.71
E. End W. Approach Pvmt.	46+50.50	0.00	750.45

P.G.L. SOUTH OF  $\zeta$

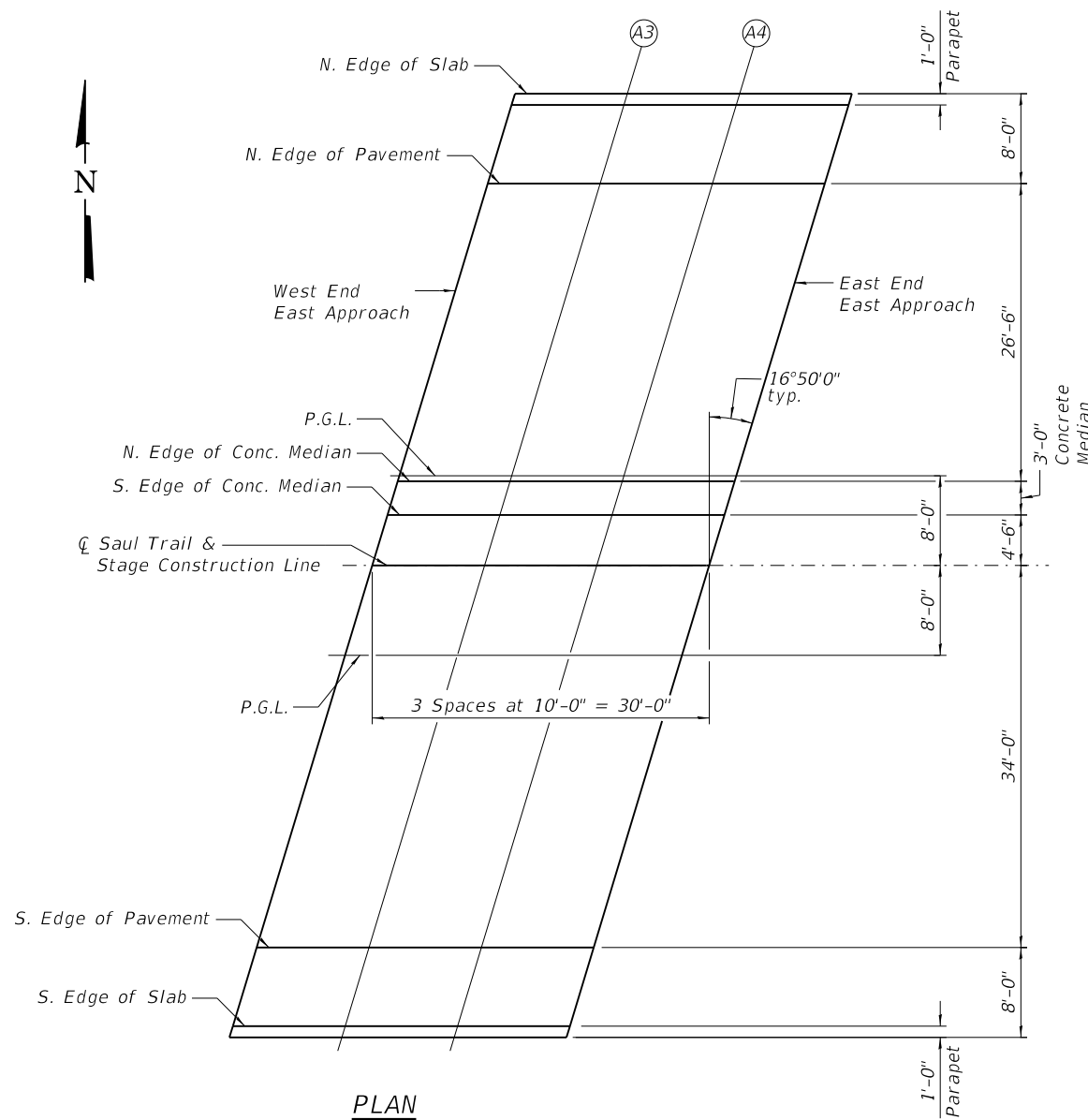
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+18.03	8.00	751.13
A3	46+28.03	8.00	750.90
A4	46+38.03	8.00	750.65
E. End W. Approach Pvmt.	46+48.03	8.00	750.39

SOUTH EDGE OF PAVEMENT

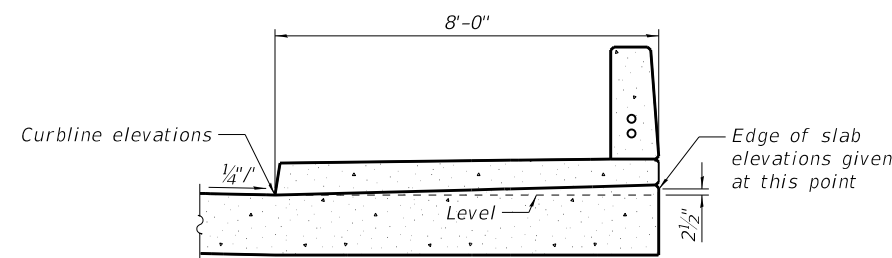
Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+10.17	34.00	750.82
A3	46+20.17	34.00	750.60
A4	46+30.17	34.00	750.37
E. End W. Approach Pvmt.	46+40.17	34.00	750.12

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Approach Pvmt.	46+07.75	42.00	751.08
A3	46+17.75	42.00	750.87
A4	46+27.75	42.00	750.63
E. End W. Approach Pvmt.	46+37.75	42.00	750.39



PLAN



TOP OF APPROACH SLAB ELEVATIONS

UNDER SIDEWALK

(S. Sidewalk shown, N. Sidewalk opp. hand)

E-AS

2-17-2017



USER NAME =	DESIGNED - BMS	REVISED -
	CHECKED - EKM	REVISED -
PLOT SCALE =	DRAWN - PRH	REVISED -
PLOT DATE = 5/23/2019	CHECKED - BMS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

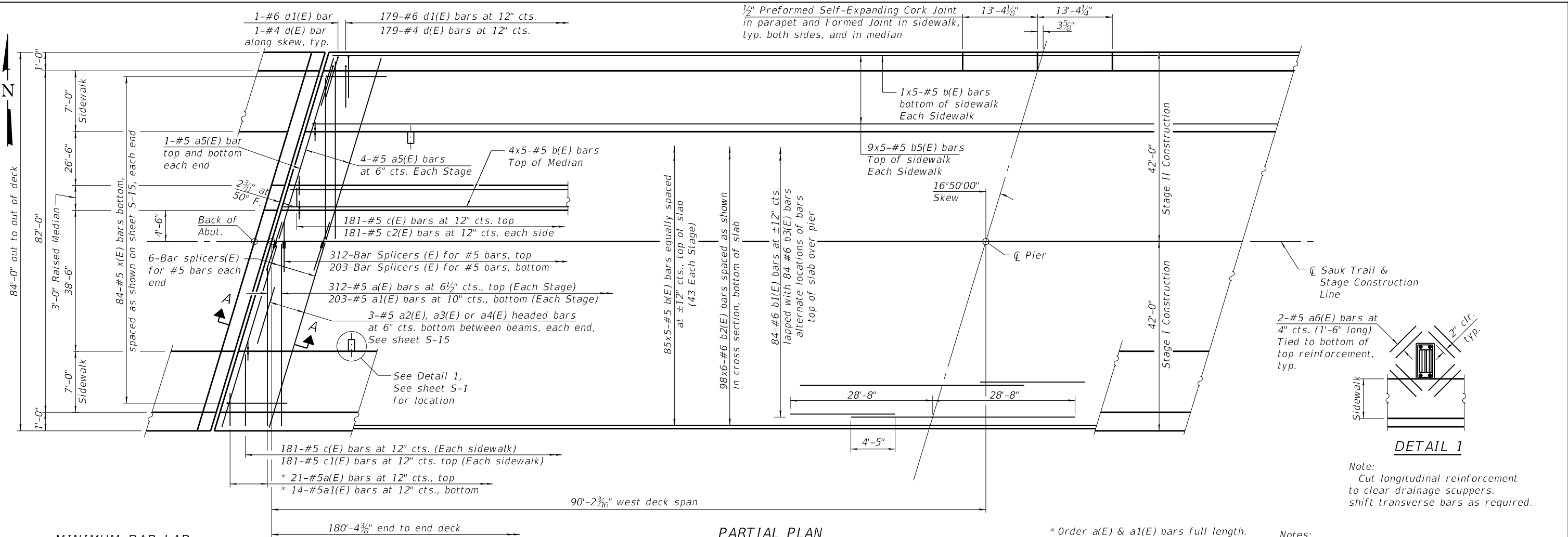
TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 016-0575

SHEET NO. S-12 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	95
CONTRACT NO. 62F29				

ILLINOIS FED. AID PROJECT

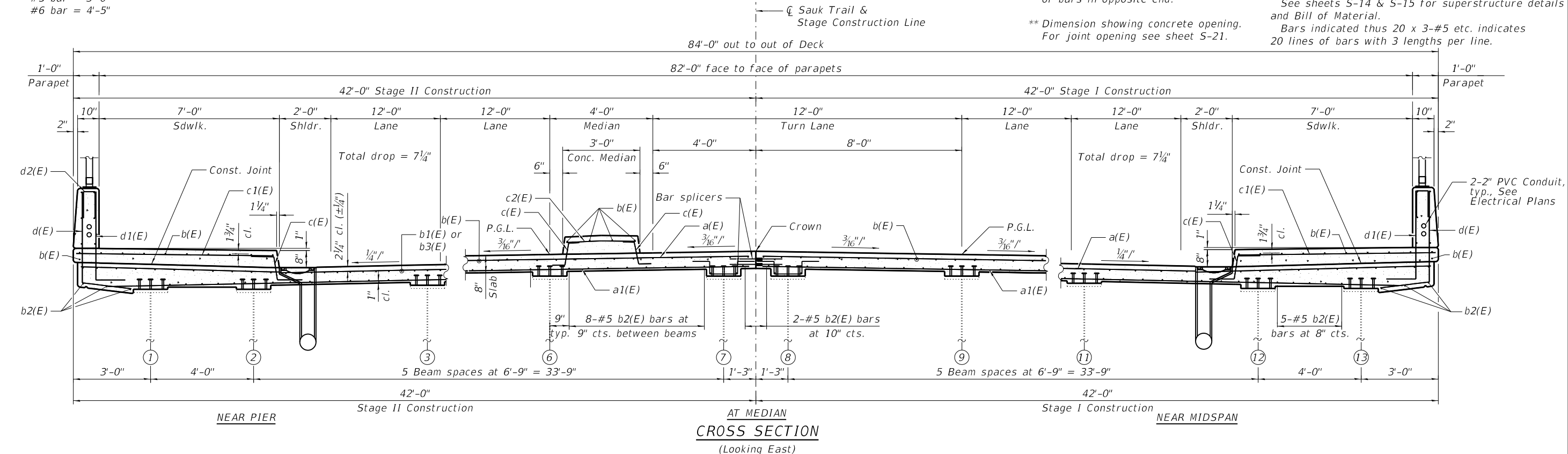
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**PARTIAL PLAN**

**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 4'-5"

\* Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.  
 \*\* Dimension showing concrete opening. For joint opening see sheet S-21.  
 Notes:  
 See sheet S-15 for section A-A.  
 See sheets S-14 & S-15 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



**CROSS SECTION**  
 (Looking East)

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**COLLINS ENGINEERS**  
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CHECKED - EKM	DRAWN - PRH	REVISED -
DRAWN - PRH	CHECKED - BMS	REVISED -
PLOT DATE = 5/23/2019		

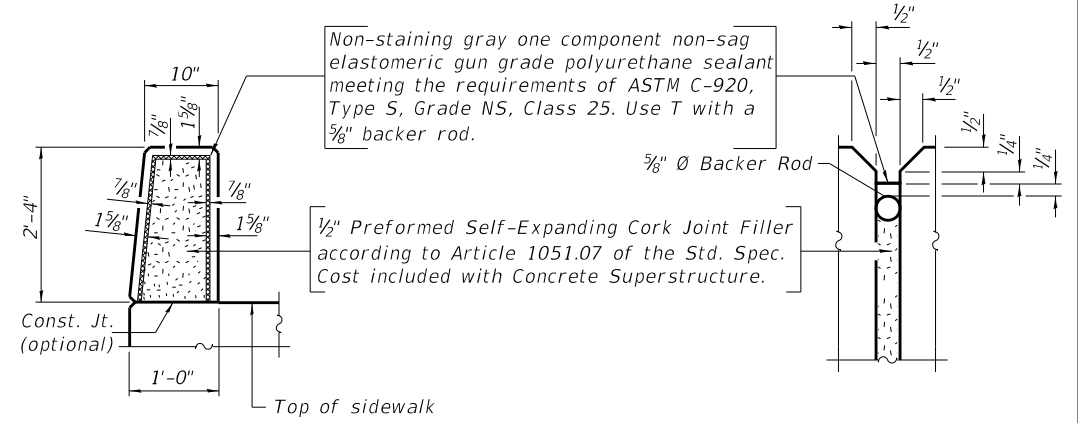
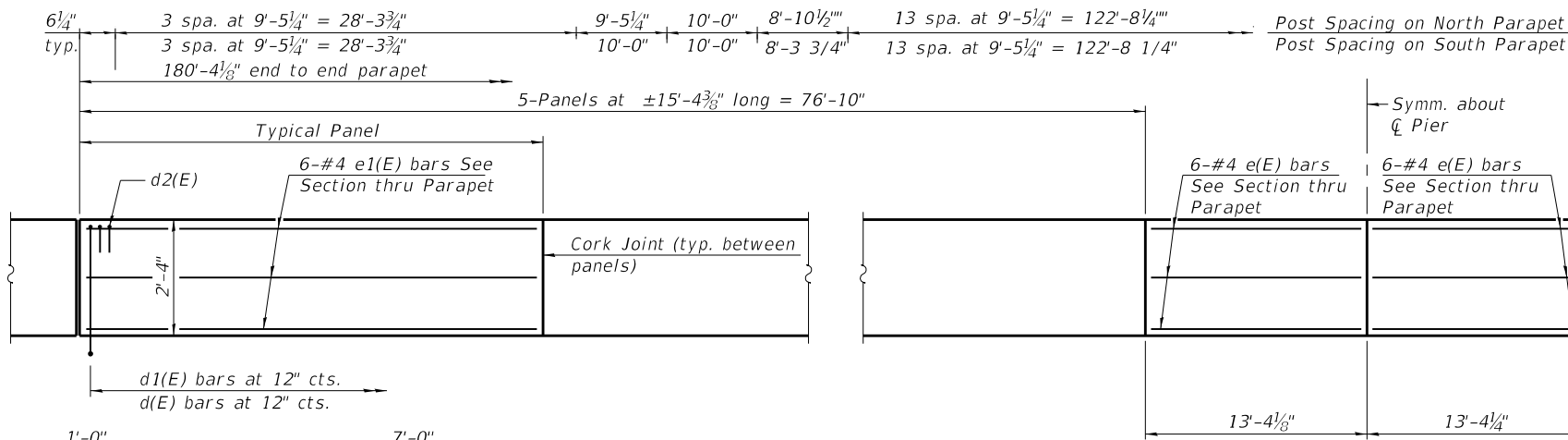
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 016-0575**  
 SHEET NO. S-13 OF S-38 SHEETS

F.A.U. RTE. 1632	SECTION 0203-1001-HB-BR	COUNTY COOK	TOTAL SHEETS 137	SHEET NO. 96
CONTRACT NO. 62F29				
ILLINOIS FED. AID PROJECT				

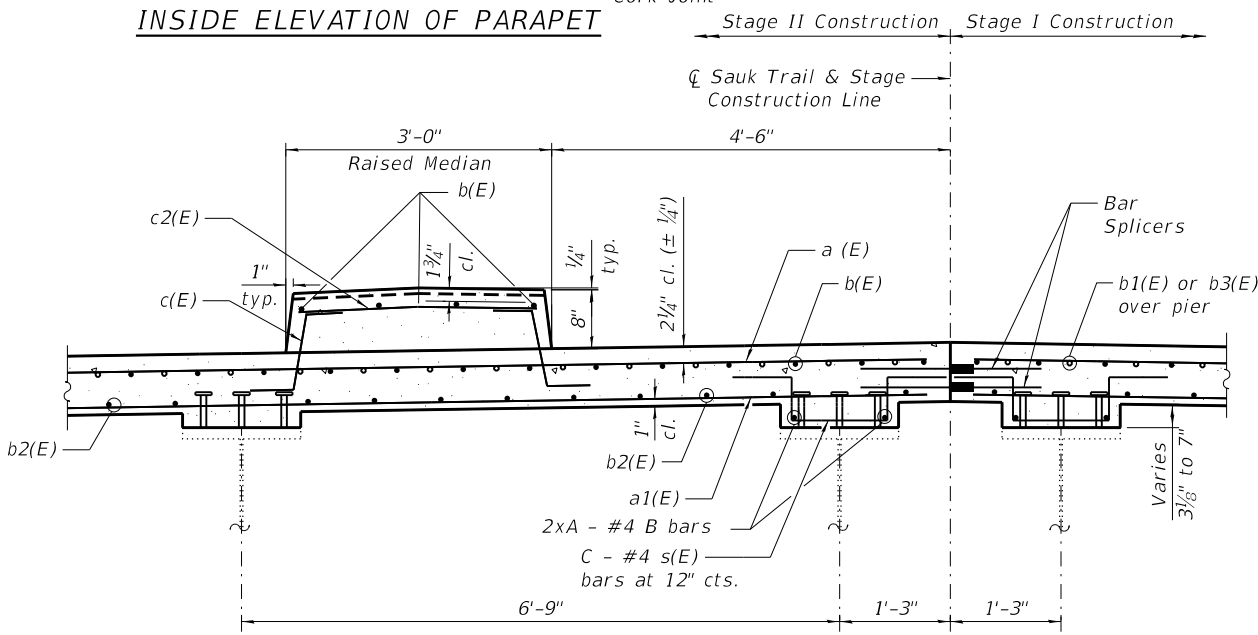


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**PARAPET JOINT DETAILS**

**INSIDE ELEVATION OF PARAPET**



**SECTION THRU RAISED MEDIAN**  
Looking East Near Pier

**FILLET REINFORCEMENT**

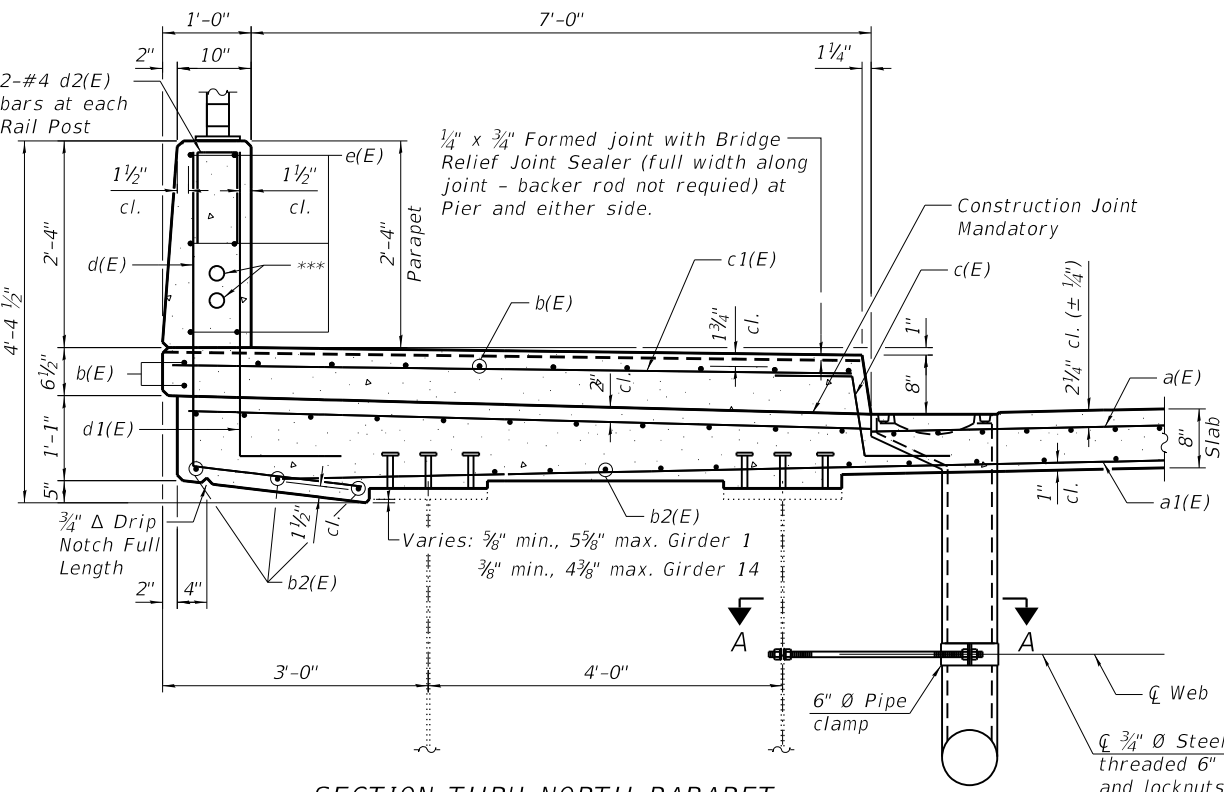
BEAM	#s(E) bars	BAR DESIGNATION	A (NUMBER OF LENGTHS)	START (ft)	END (ft)
7	116	b4(E)	3	35	150
8	151	b5(E)	4	0	150

Fillet Reinforcement to be provided where fillet height exceed 6". Start and End locations are measured from end of beams at West Abutment, to be verified in field by the Contractor.

**SUPERSTRUCTURE BILL OF MATERIAL**

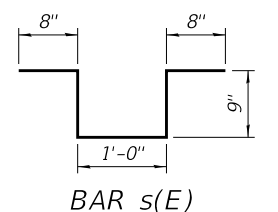
Bar	No.	Size	Length	Shape
a(E)	666	#5	41'-8"	—
a1(E)	434	#5	40'-8"	—
a2(E)	6	#5	2'-4"	—
a3(E)	60	#5	6'-10"	—
a4(E)	12	#5	3'-11"	—
a5(E)	24	#5	43'-7"	—
a6(E)	96	#5	1'-6"	—
b(E)	545	#5	38'-10"	—
b1(E)	84	#6	43'-0"	—
b2(E)	588	#5	32'-11"	—
b3(E)	84	#6	18'-9"	—
b4(E)	6	#4	39'-10"	—
b5(E)	8	#4	39'-3"	—
c(E)	724	#5	2'-6"	—
c1(E)	362	#5	7'-7"	—
c2(E)	181	#5	2'-7"	—
d(E)	362	#4	5'-3"	—
d1(E)	362	#6	4'-4"	—
d2(E)	80	#4	2'-0"	—
e(E)	24	#4	13'-0"	—
e1(E)	120	#4	15'-0"	—
s(E)	267	#4	3'-1"	—
x(E)	168	#5	6'-2"	—
Reinforcement Bars, Epoxy Coated		Lbs.	111,520	
Concrete Superstructure		Cu. Yds.	555.3	
Bridge Deck Grooving		Sq. Yd.	1,283	
Protective Coat		Sq. Yd.	1,918	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

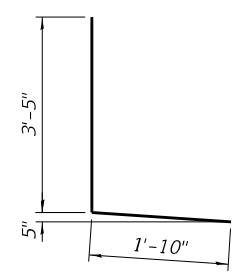


**SECTION THRU NORTH PARAPET & SIDEWALK**  
South Parapet & Sidewalk similar, opposite hand

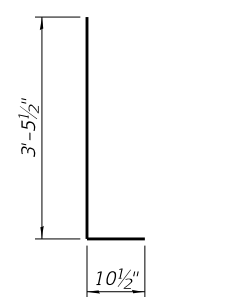
\*\*\* Maintain 1 1/2 inch cl. from reinforcement.



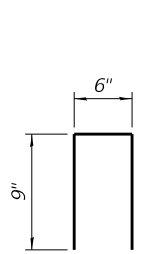
**MINIMUM BAR LAP**  
#4 bar = 2'-5"



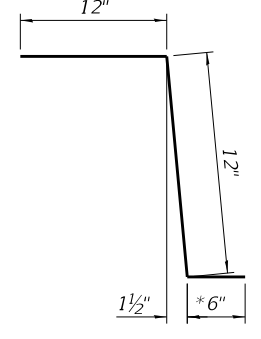
**BAR d(E)**



**BAR d1(E)**



**BAR d2(E)**



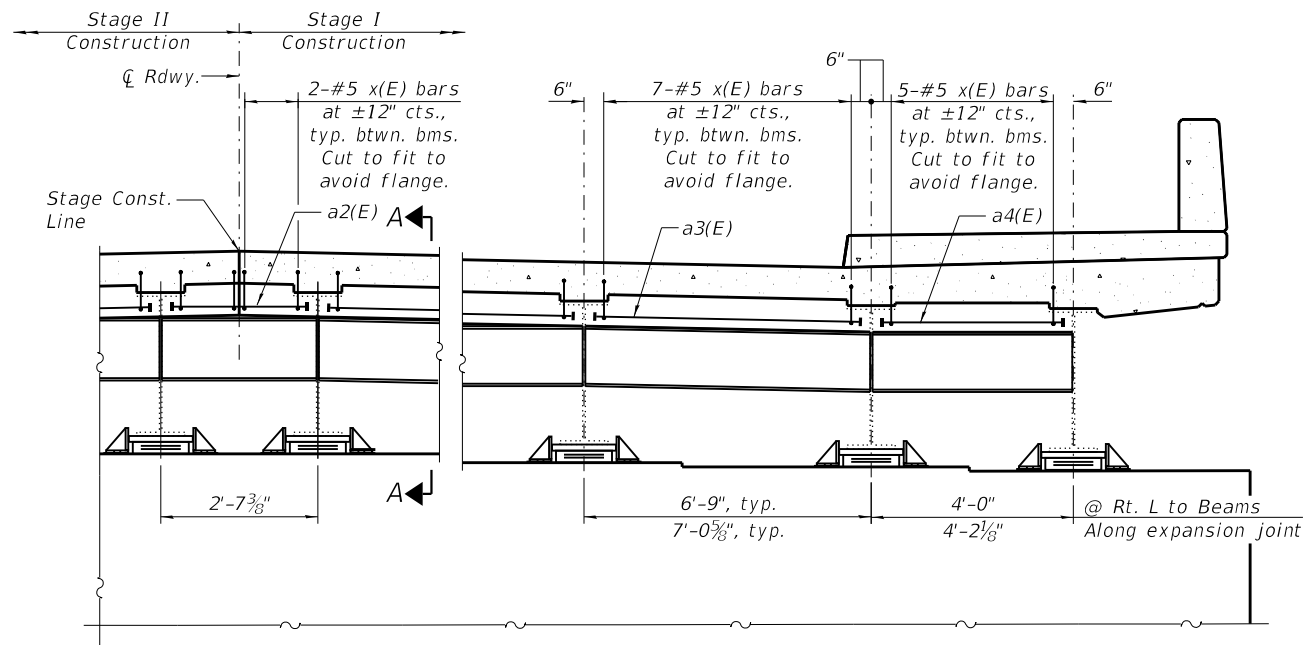
**BAR c(E)**

\* In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". The Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Located drilled holes to miss transverse bars in deck.

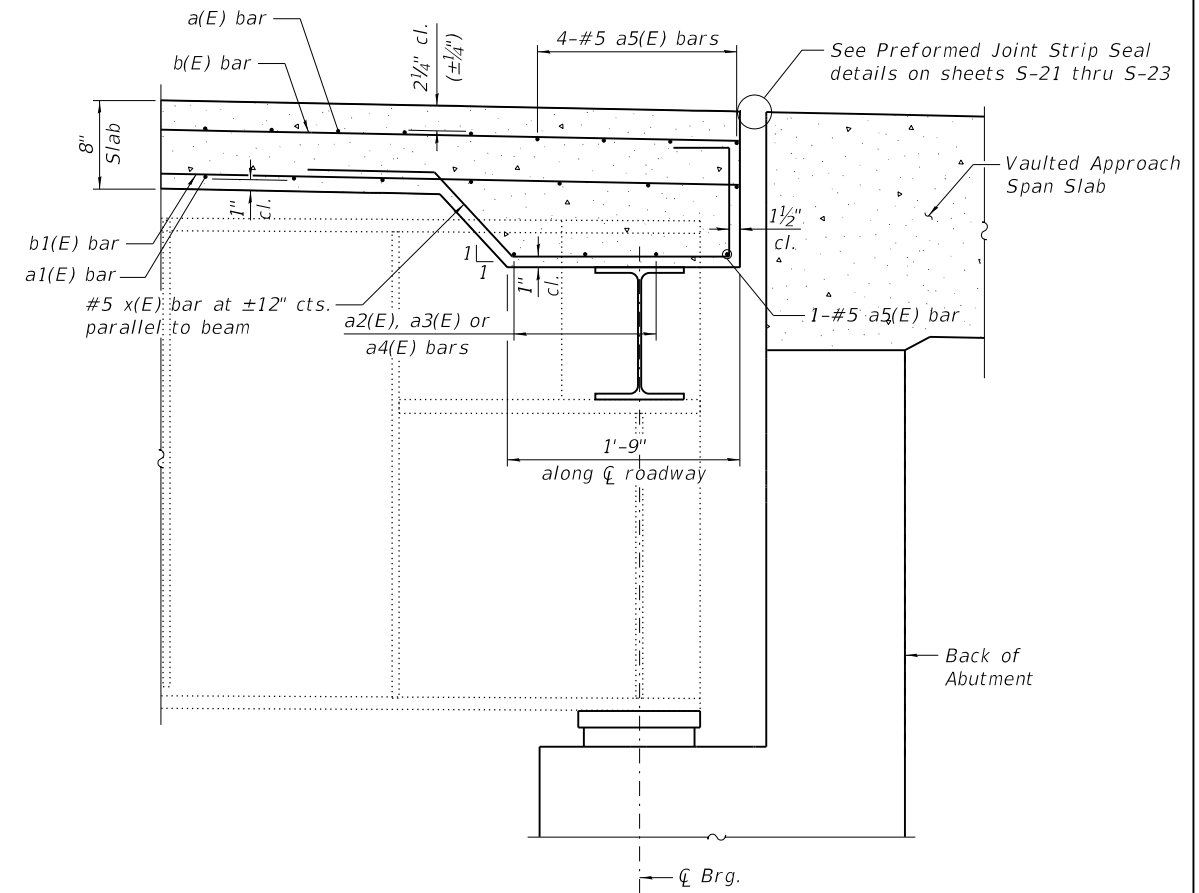
Notes:  
The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.  
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

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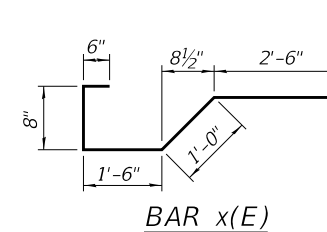
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1632	0203-1001-HB-BR	COOK	137	97
				<b>CONTRACT NO. 62F29</b>
ILLINOIS FED. AID PROJECT				



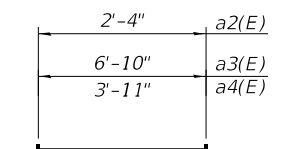
DIAPHRAGM AT ABUTMENT



SECTION A-A



BAR x(E)



BARS a2(E), a3(E) & a4(E)

Notes:  
 See sheet S-14 for superstructure details and Bill of Material.  
 The x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

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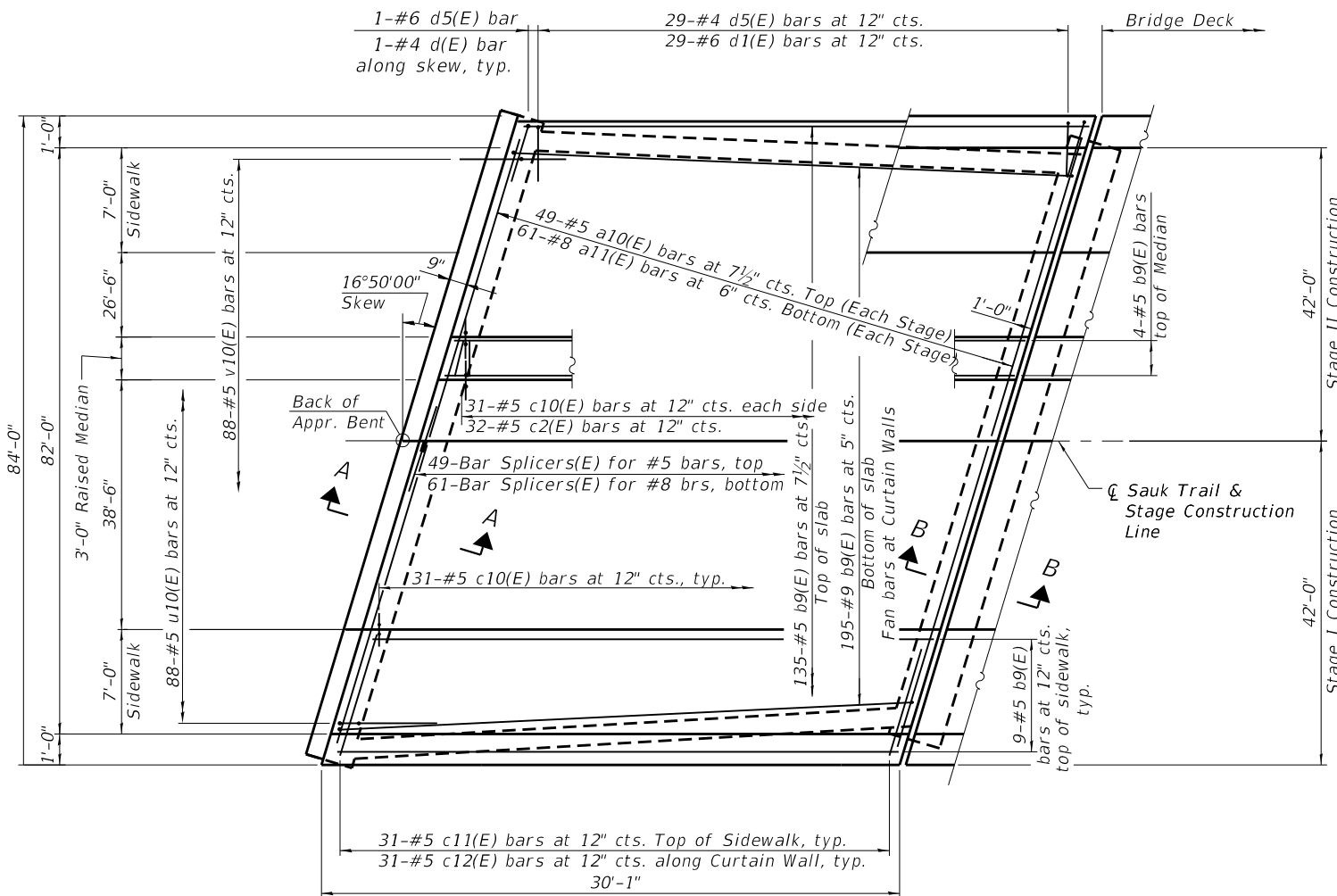
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**SUPERSTRUCTURE DETAILS 2  
 STRUCTURE NO. 016-0575**

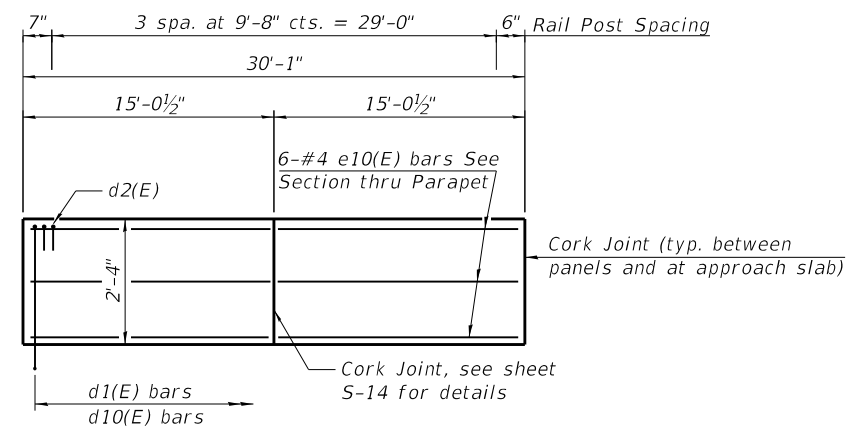
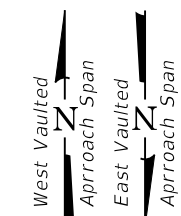
SHEET NO. S-15 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62F29				
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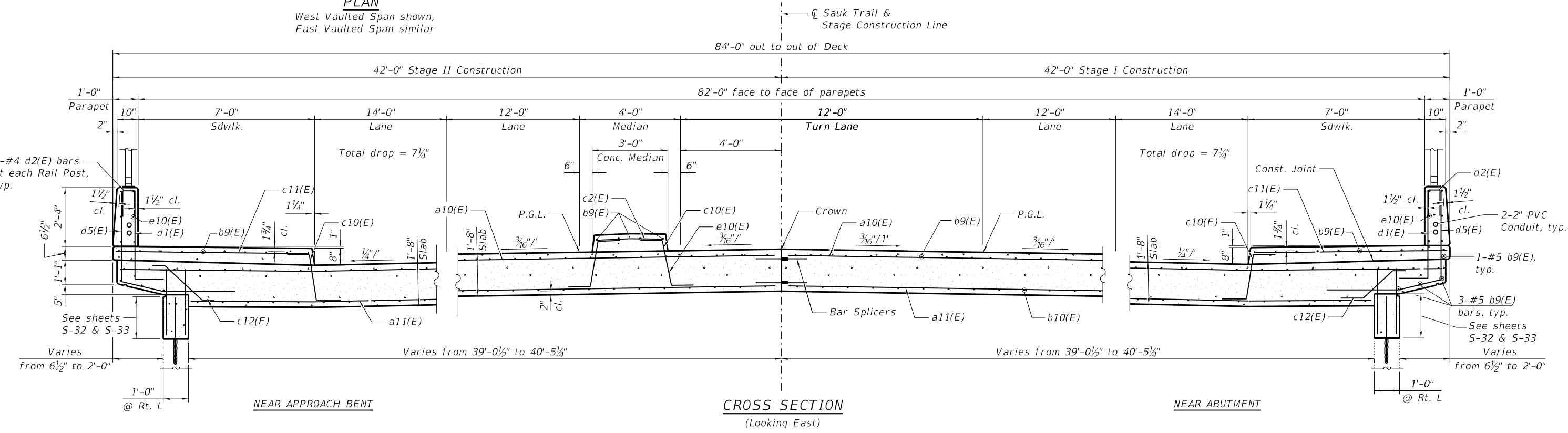


**PLAN**

West Vaulted Span shown,  
East Vaulted Span similar



**INSIDE ELEVATION OF PARAPET**



**CROSS SECTION**  
(Looking East)

(Sheet 1 of 2)

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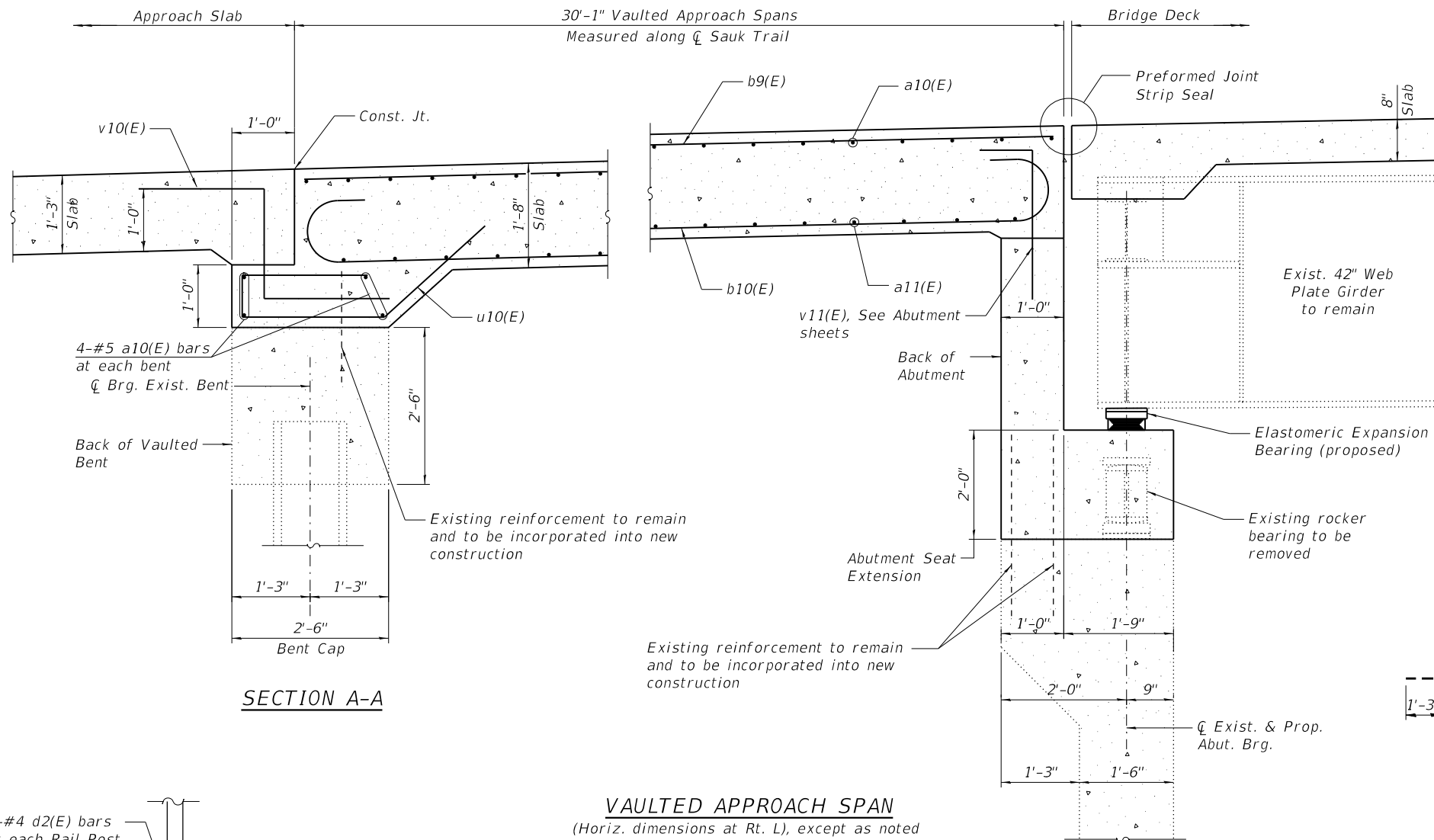


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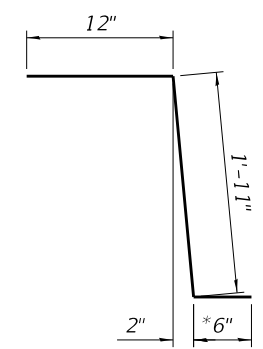
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**VAULTED ABUTMENT APPROACH SPAN**  
**STRUCTURE NO. 016-0575**  
SHEET NO. S-16 OF S-38 SHEETS

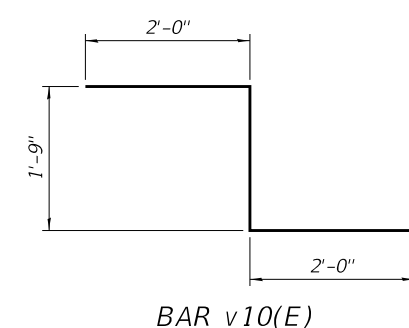
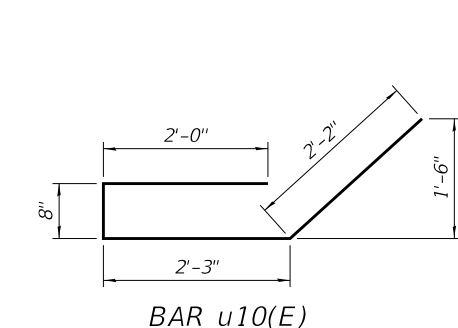
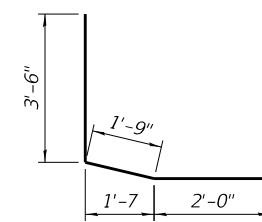
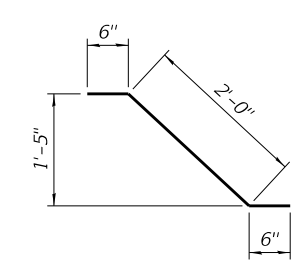
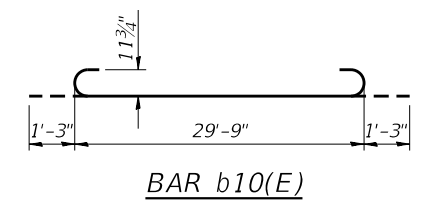
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1632	0203-1001-HB-BR	COOK	137	99
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- Notes:
- The u10(E) bars shall be placed parallel to  $\bar{C}$  Roadway.
  - Any reinforcement bars to remain that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".



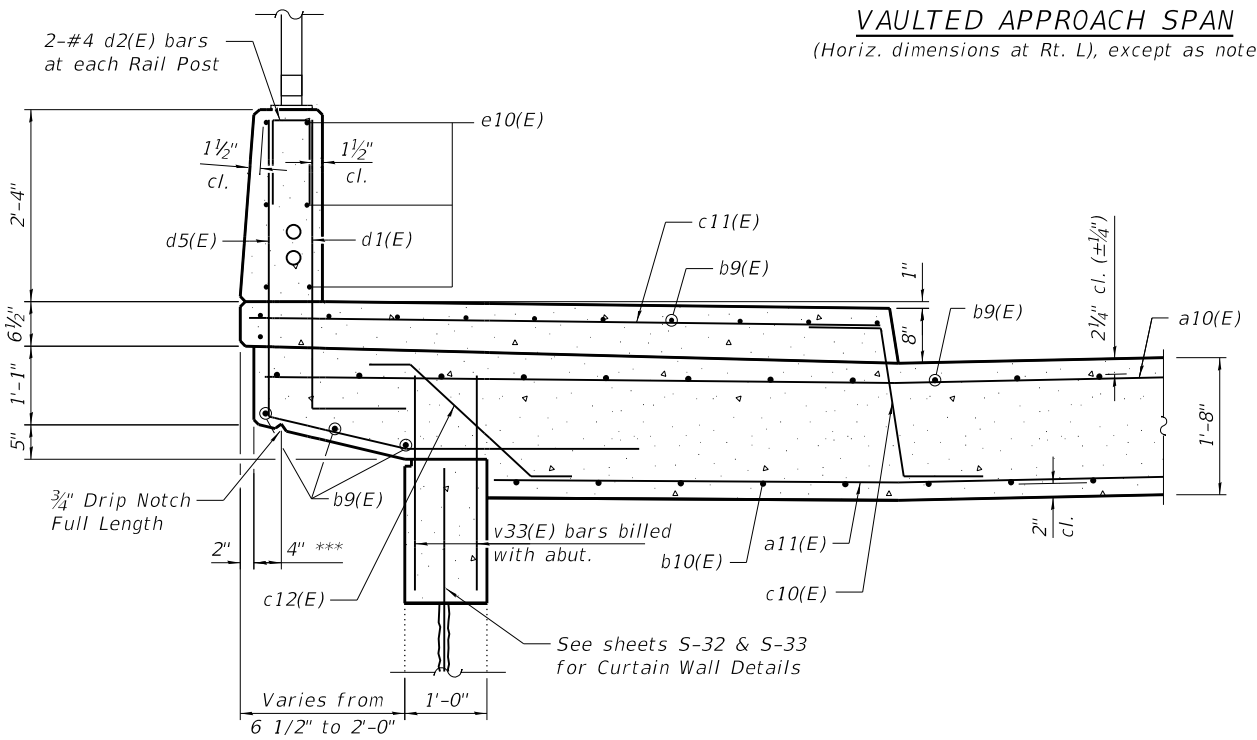
\* In lieu of bottom leg, c10(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of drilled hole shall not exceed 6". The Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Located drilled holes to miss transverse bars in deck.



**TWO VAULTED APPROACHES**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	212	#5	43'-7"	—
a11(E)	244	#8	40'-7"	—
b9(E)	330	#5	29'-9"	—
b10(E)	390	#9	32'-3"	—
c2(E)	62	#5	2'-7"	—
c10(E)	248	#5	3'-5"	—
c11(E)	124	#5	8'-0"	—
c12(E)	124	#5	3'-0"	—
d1(E)	124	#6	4'-4"	L
d2(E)	32	#4	2'-0"	—
d5(E)	124	#4	7'-3"	L
e10(E)	48	#4	14'-8"	—
u10(E)	176	#5	7'-1"	—
v10(E)	176	#5	5'-9"	—
Reinforcement Bars, Epoxy Coated			Pound	95,830
Concrete Superstructure			Cu. Yd.	359.8
Bridge Deck Grooving			Sq. Yd.	428
Protective Coat			Sq. Yd.	640

**VAULTED APPROACH SPAN**  
(Horiz. dimensions at Rt. L), except as noted



\*\*\*Vary to fit at Vaulted Bent

(Sheet 2 of 2)

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**VAULTED ABUTMENT APPROACH SPAN**  
**STRUCTURE NO. 016-0575**

SHEET NO. S-17 OF S-38 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1632	0203-1001-HB-BR	COOK	137	100
CONTRACT NO. 62F29				

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