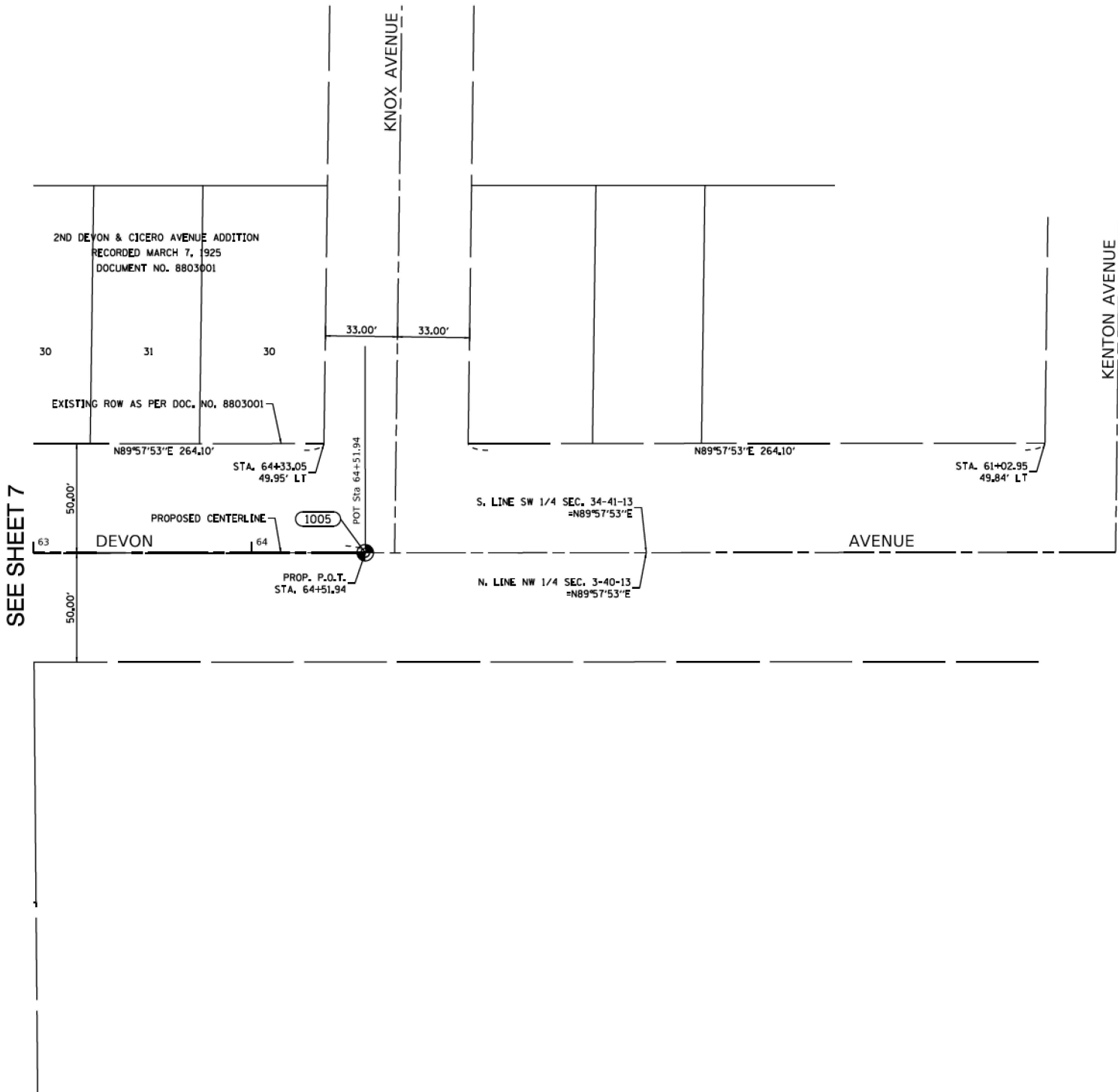


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PART OF THE SE QUARTER OF SECTION 34, TWP. 41 N., R. 13 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.
PART OF THE NW QUARTER OF SECTION 3, TWP. 40 N., R. 13 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



LEGEND

SECTION CORNER
QUARTER SECTION CORNER

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

129.32'
129.32' (COMP)
(129.32')
129.32'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2011 ADJUSTMENT), EAST ZONE.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
MAG NAIL SET
5 / 8" REBAR SET

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

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

PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET

SURVEY NOTES:
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999797943.
4. AREAS SHOWN ON THIS PLAT ARE "GROUND".
5. FIELD SURVEY COMPLETED ON JULY 25, 2022.

STATE OF ILLINOIS
COUNTY OF COOK

THIS IS TO CERTIFY THAT I, BRADLEY K. LUEDERS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, ROBINSON ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER, 184001128) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 33 AND 34, TOWNSHIP 41 NORTH, RANGE 13 EAST AND SECTION 3 AND 4, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT SOUTH HOLLAND, ILLINOIS THIS 26TH DAY OF JANUARY 2023 A.D.

Bradley K. Lueders
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003406
LICENSE EXPIRATION DATE NOVEMBER 30, 2024

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

Robinson ENGINEERING
17000 SOUTH PARK AVENUE
SOUTH HOLLAND, IL 60473
(708) 331-8700

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

POINT NUMBER	NORTHING	EASTING
1005	1942145.1541	1144241.7861

DOT USE ONLY

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
INTERSTATE 94 (BRIDGES)

LIMITS: AT DEVON AVENUE
SECTION: STA. 63+00 TO STA. 64+51.94
SCALE: 1" = 30'

COUNTY: COOK
JOB NO: R-90-016-21
SHEET 8 OF 8 SHEETS

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

BAXTER & WOODMAN
Consulting Engineers

USER NAME = cstoczynski	DESIGNED - CMS	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 40.0000" / in.	CHECKED - AMW	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

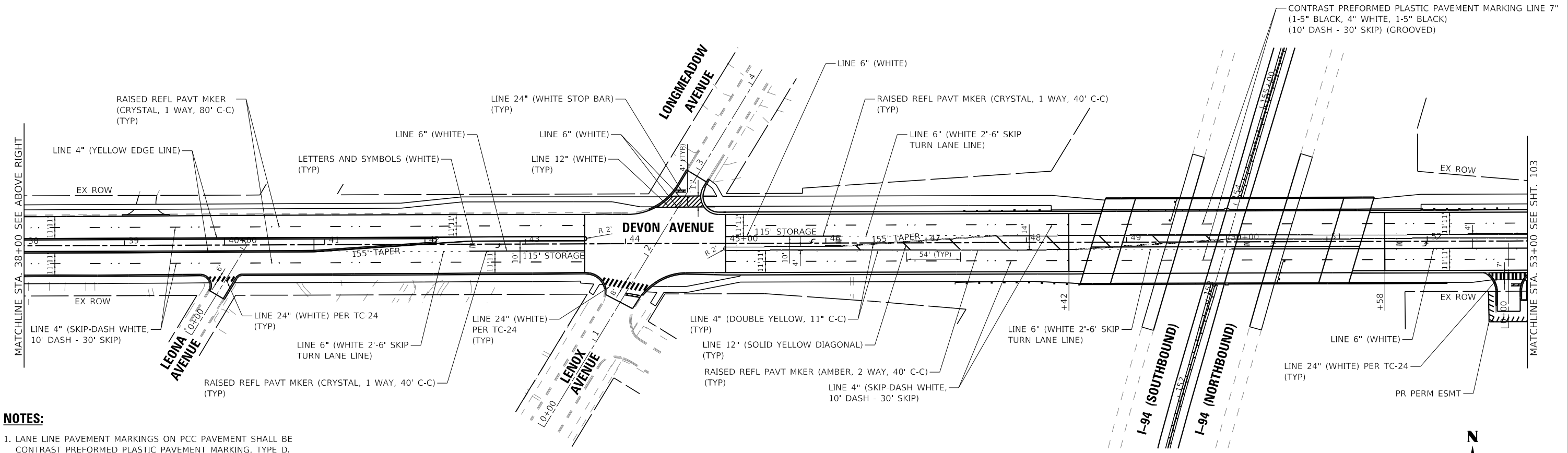
PLAT OF HIGHWAYS

SCALE: SHEET 8 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	101
CONTRACT NO. 62R63				
ILLINOIS / FED. AID PROJECT				

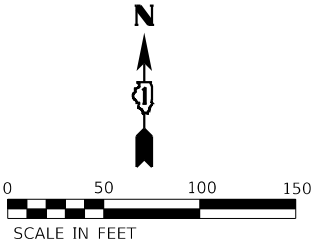
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LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
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8/11/2025 10:31:19 AM



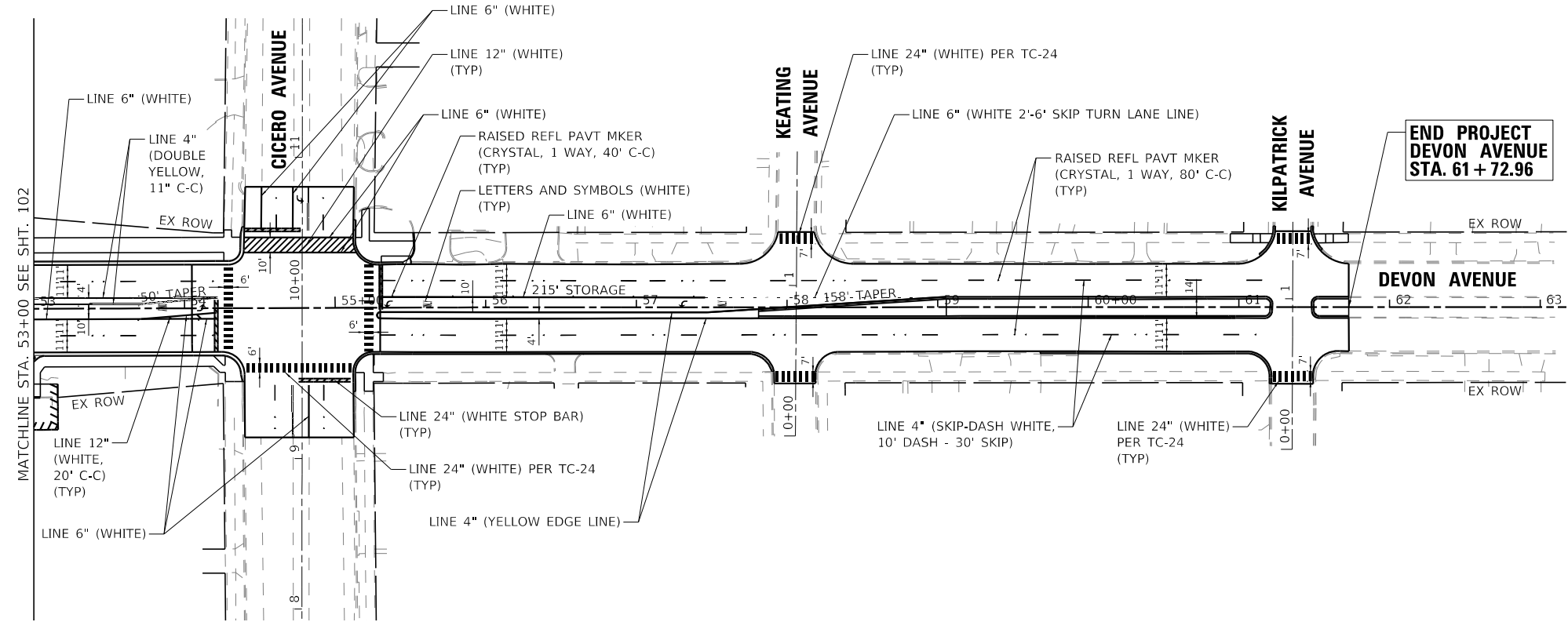
NOTES:

1. LANE LINE PAVEMENT MARKINGS ON PCC PAVEMENT SHALL BE CONTRAST PREFORMED PLASTIC PAVEMENT MARKING, TYPE D. ALL OTHER PAVEMENT MARKINGS ON PCC PAVEMENT SHALL BE MODIFIED URETHANE PAVEMENT MARKING.
2. FINAL PAVEMENT MARKINGS ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.
3. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED WITHIN BRIDGE LIMITS.



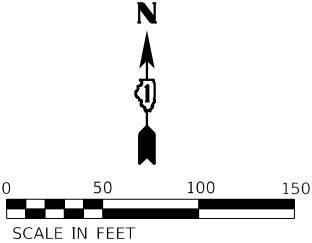
BAXTER & WOODMAN Consulting Engineers	USER NAME = cstoczynski	DESIGNED - CMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & SIGNING PLAN DEVON AVENUE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000 ' / in.	DRAWN - MJO	REVISED -						1349	FAI 94 22 STRUCTURE 1	COOK	268	102
	PLOT DATE = 8/11/2025	CHECKED - AMW	REVISED -		SCALE: 1" = 50'				SHEET 1 OF 3 SHEETS		CONTRACT NO. 62R63		
		DATE - 8-11-2025	FILE - 62R63_SHT-PMK_01.dgn		STA. 30+00 TO STA. 53+00				ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
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NOTES:

1. FINAL PAVEMENT MARKINGS ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.



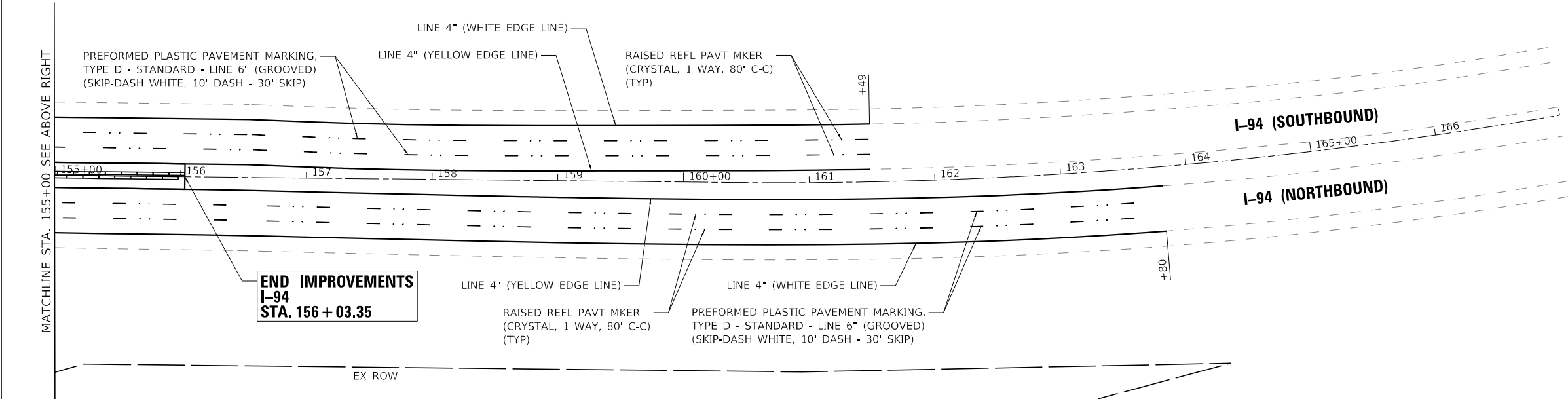
BAXTER & WOODMAN Consulting Engineers	USER NAME = cstoczynski	DESIGNED - CMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & SIGNING PLAN DEVON AVENUE					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN - MJO	REVISED -							1349	FAI 94 22 STRUCTURE 1	COOK	268	103
	PLOT DATE = 8/11/2025	CHECKED - AMW	REVISED -		SCALE: 1" = 50'			SHEET 2 OF 3 SHEETS			TO STA. 64+52			
		DATE - 8-11-2025	FILE - 62R63_SHT-PMK_02.dgn					ILLINOIS FED. AID PROJECT						
CONTRACT NO. 62R63														

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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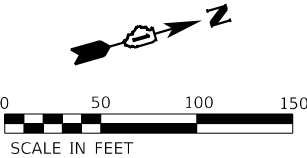
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NOTES:

- LANE LINE PAVEMENT MARKINGS ON HMA PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING, TYPE D (GROOVED).
- FINAL PAVEMENT MARKINGS ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.



BAXTER & WOODMAN Consulting Engineers	USER NAME = cstoczynski	DESIGNED - CMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & SIGNING PLAN I-94 (EDENS EXPRESSWAY)					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100,0000 ' / in.	DRAWN - MJO	REVISED -							1349	FAI 94 22 STRUCTURE 1	COOK	268	104
	PLOT DATE = 8/11/2025	CHECKED - AMW	REVISED -		SCALE: 1" = 50'			SHEET 3 OF 3 SHEETS			CONTRACT NO. 62R63			
		DATE - 8-11-2025	FILE - 62R63_SHT-PMK_03.dgn		STA. 140+00 TO STA. 167+00			ILLINOIS FED. AID PROJECT						

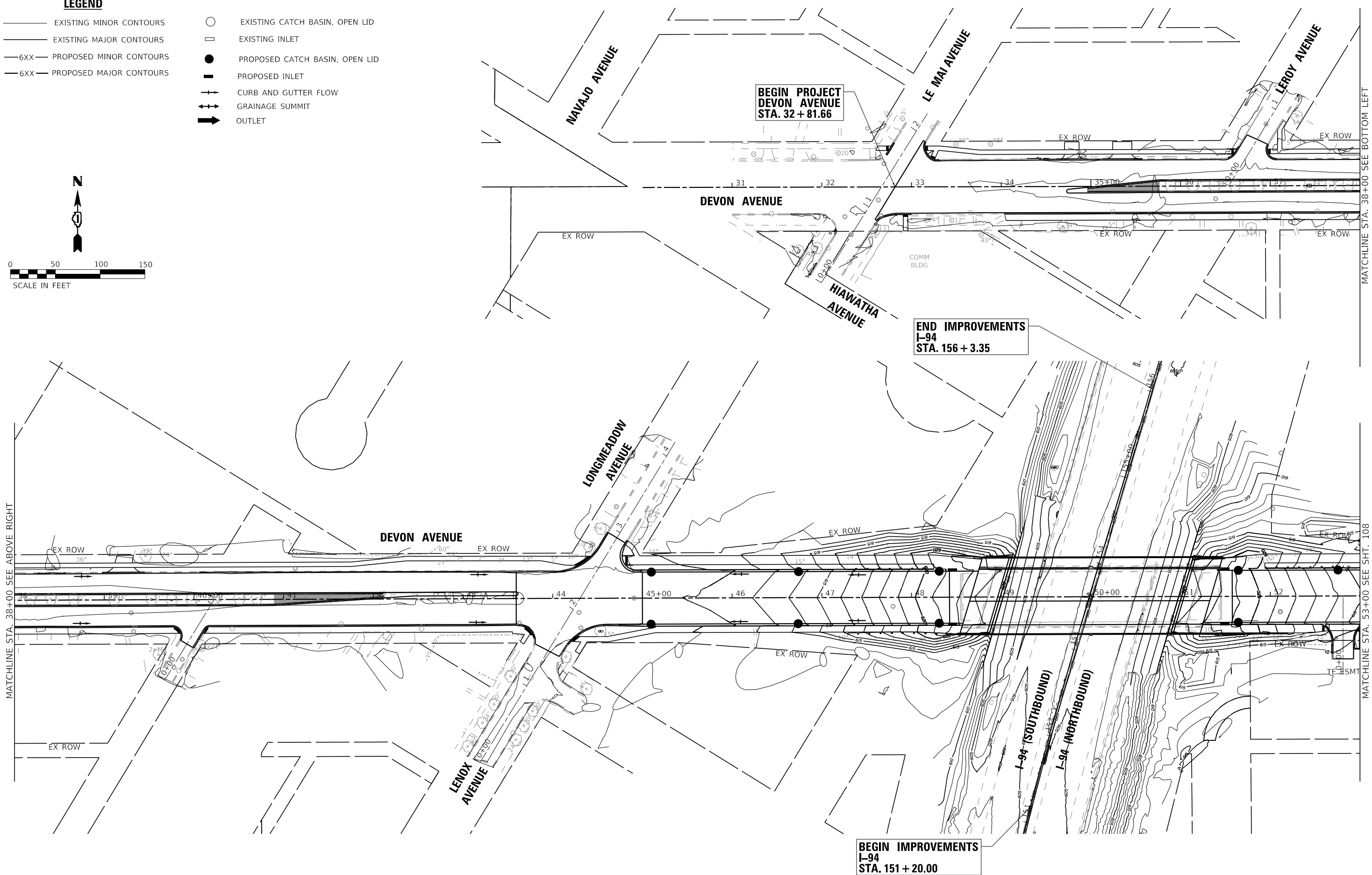
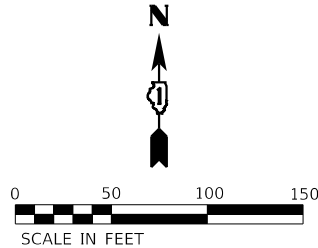
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- LEGEND**
- EXISTING MINOR CONTOURS
 - EXISTING MAJOR CONTOURS
 - 6XX PROPOSED MINOR CONTOURS
 - 6XX PROPOSED MAJOR CONTOURS
 - EXISTING CATCH BASIN, OPEN LID
 - EXISTING INLET
 - PROPOSED CATCH BASIN, OPEN LID
 - PROPOSED INLET
 - CURB AND GUTTER FLOW
 - GRAINAGE SUMMIT
 - OUTLET



AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = cstoczynski	DESIGNED -	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

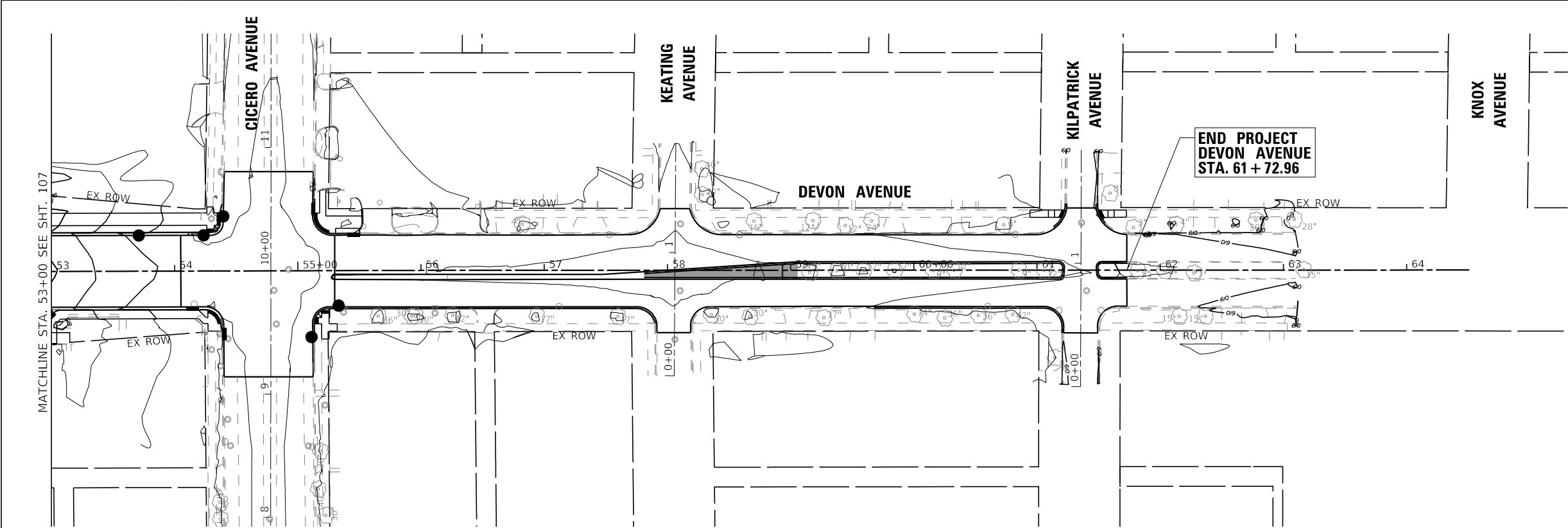
GRADING PLAN
DEVON AVENUE

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. 30+00 TO STA. 53+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	105
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

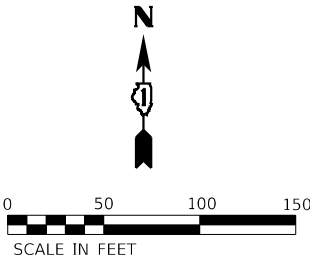
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LEGEND

- EXISTING MINOR CONTOURS
- EXISTING MAJOR CONTOURS
- 6XX PROPOSED MINOR CONTOURS
- 6XX PROPOSED MAJOR CONTOURS
- EXISTING CATCH BASIN, OPEN LID
- EXISTING INLET
- PROPOSED CATCH BASIN, OPEN LID
- PROPOSED INLET
- CURB AND GUTTER FLOW
- GRAINAGE SUMMIT
- OUTLET



AEG ATLAS ENGINEERING
GROUP, LTD.

USER NAME = cstoczynski	DESIGNED -	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/11/2025	DATE - 8-11-2025	FILE - 62R63_SHT-Grading_02-BAJ.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN
DEVON AVENUE

SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. 53+00 TO STA. 64+52

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	106
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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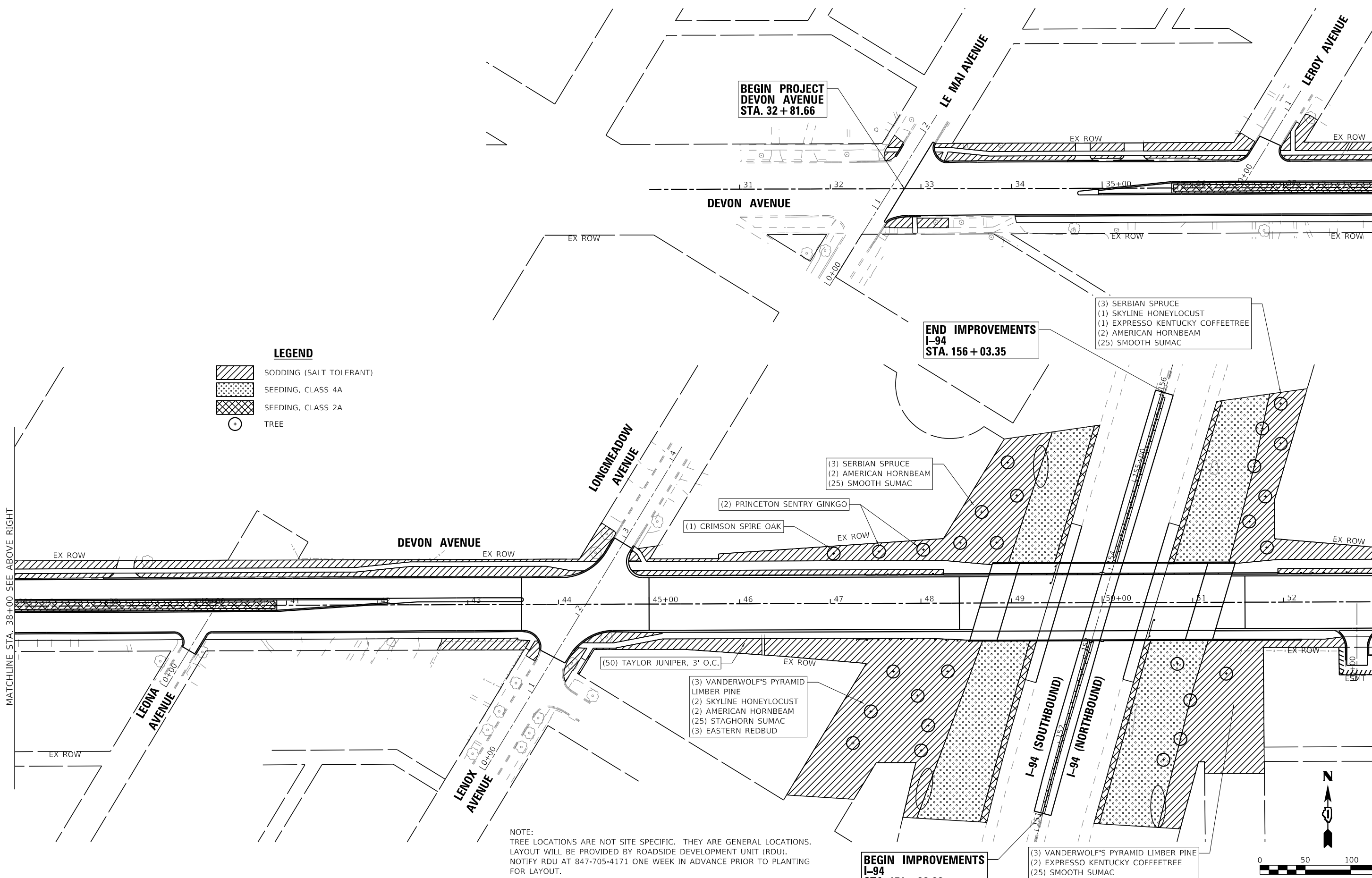
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PLOT DATE	= 8/11/2025	DATE	- 8-11-2025	FILE	- 62R63_SHT-Landscaping_01.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN
DEVON AVENUE

SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA. 30+00 TO STA. 53+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	107
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



LEGEND

- SODDING (SALT TOLERANT)
- SEEDING, CLASS 4A
- SEEDING, CLASS 2A
- TREE

BEGIN PROJECT
DEVON AVENUE
STA. 32 + 81.66

END IMPROVEMENTS
I-94
STA. 156 + 03.35

BEGIN IMPROVEMENTS
I-94
STA. 151 + 20.00

(3) SERBIAN SPRUCE
(1) SKYLINE HONEYLOCUST
(1) EXPRESSO KENTUCKY COFFEETREE
(2) AMERICAN HORNBEAM
(25) SMOOTH SUMAC

(3) SERBIAN SPRUCE
(2) AMERICAN HORNBEAM
(25) SMOOTH SUMAC

(2) PRINCETON SENTRY GINKGO
(1) CRIMSON SPIRE OAK

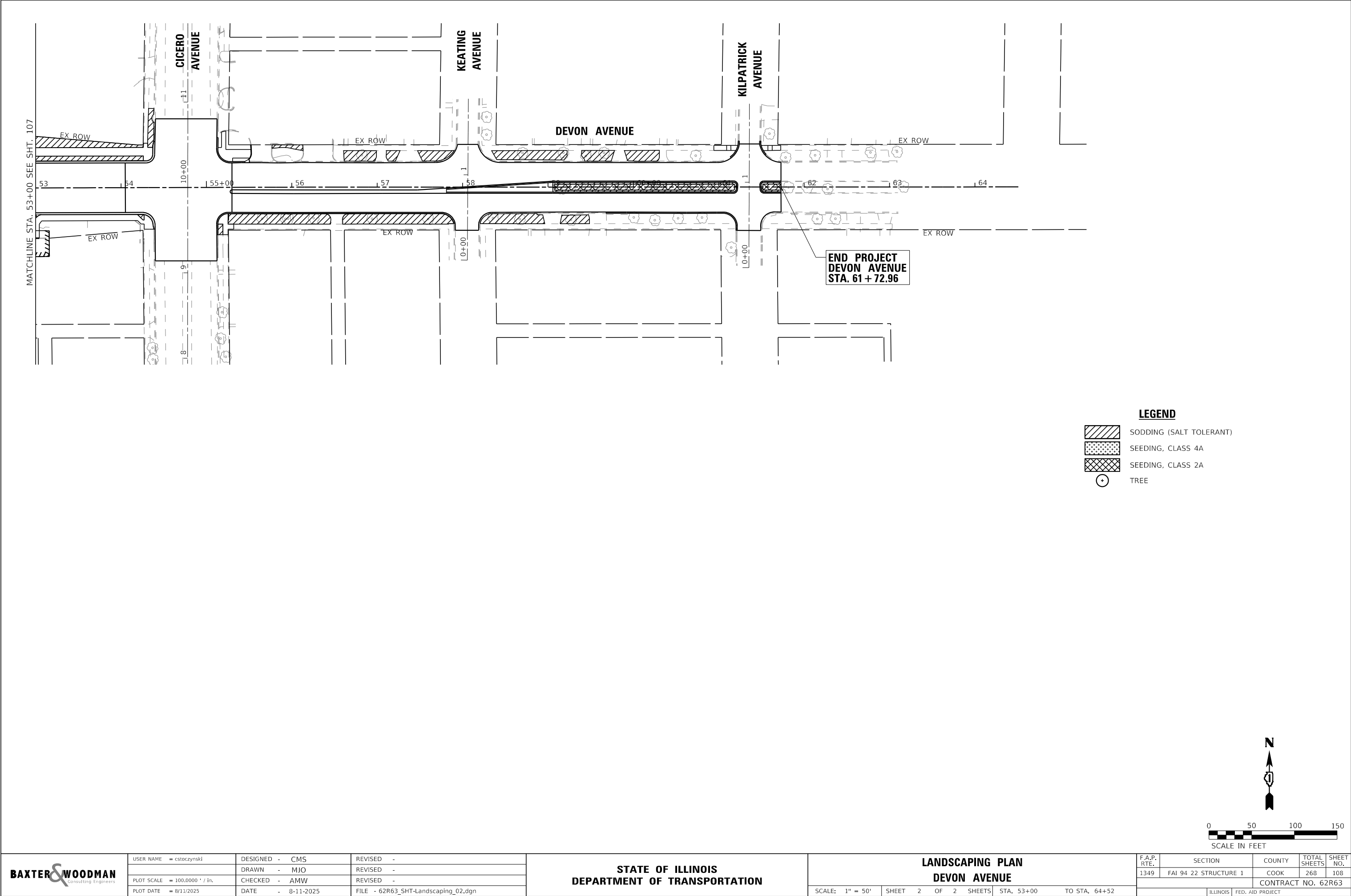
(50) TAYLOR JUNIPER, 3' O.C.
(3) VANDERWOLF'S PYRAMID
LIMBER PINE
(2) SKYLINE HONEYLOCUST
(2) AMERICAN HORNBEAM
(25) STAGHORN SUMAC
(3) EASTERN REDBUD

(3) VANDERWOLF'S PYRAMID LIMBER PINE
(2) EXPRESSO KENTUCKY COFFEETREE
(25) SMOOTH SUMAC
(2) EASTERN REDBUD

NOTE:
TREE LOCATIONS ARE NOT SITE SPECIFIC. THEY ARE GENERAL LOCATIONS.
LAYOUT WILL BE PROVIDED BY ROADSIDE DEVELOPMENT UNIT (RDU).
NOTIFY RDU AT 847-705-4171 ONE WEEK IN ADVANCE PRIOR TO PLANTING
FOR LAYOUT.

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
cstoczynski 8/11/2025 6:43:13 AM
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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
cstoczynski 8/11/2025 7:50:09 AM



1016 W. JACKSON BLVD.
CHICAGO, ILLINOIS 60607
(312) 776-5591

USER NAME	= cstoczynski	DESIGNED	- AK	REVISED	-
DRAWN	- AK	DRAWN	- AK	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

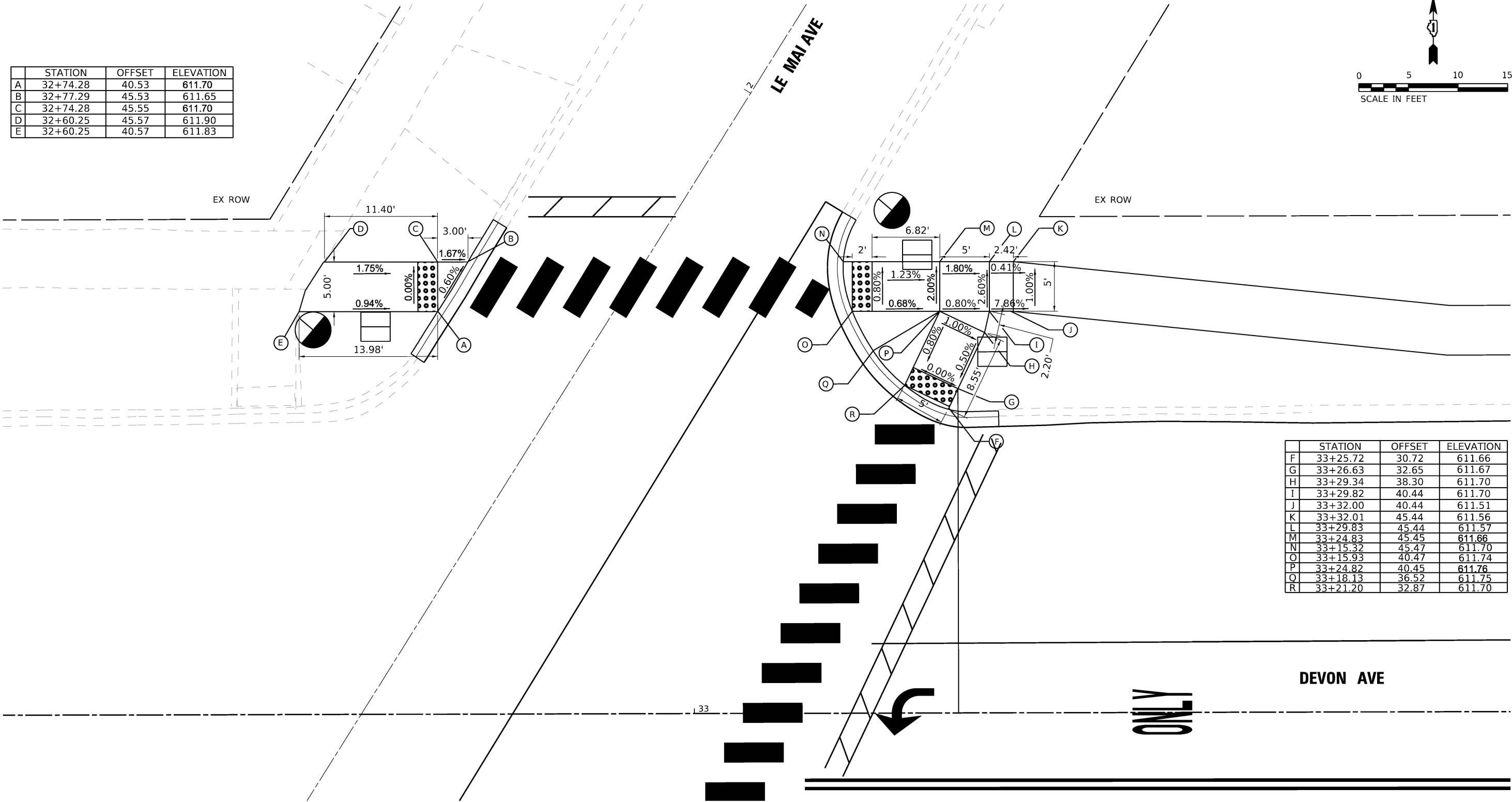
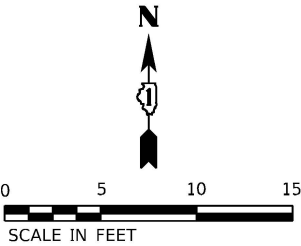
I-94 AT DEVON AVE
ADA RAMPS - DEVON AVE AT LE MAI AVE

SCALE: 1"=5'

SHEET 1 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	109
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

	STATION	OFFSET	ELEVATION
A	32+74.28	40.53	611.70
B	32+77.29	45.53	611.65
C	32+74.28	45.55	611.70
D	32+60.25	45.57	611.90
E	32+60.25	40.57	611.83



NOTES

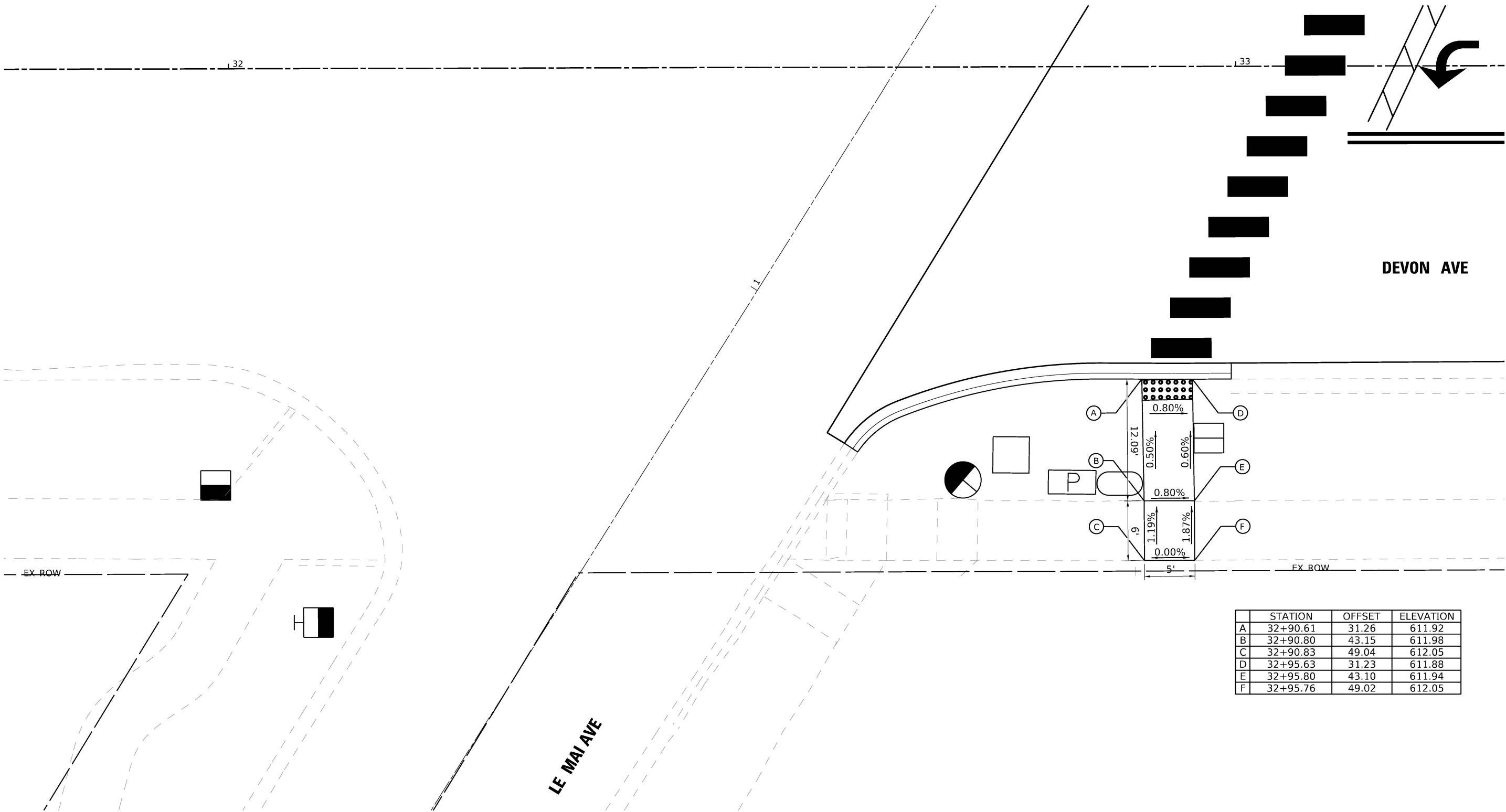
- NORTHWEST CORNER DEPRESSED C & G LENGTH IS 5.8 FEET.
- NORTHEAST CORNER DEPRESSED C & G LENGTH IS 10.2 FEET.

LEGEND

XX.XX'	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
(XXX.XX)	EXISTING ELEVATION/SLOPE		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
cstoczynski 8/11/2025 7:50:14 AM



NOTES

1. SOUTHEAST CORNER DEPRESSED C & G LENGTH IS 5 FEET.

LEGEND

XX.XX'

EXISTING LENGTH

PROPOSED SIDE CURB

PROPOSED SIDE CURB

(XXX.XX)

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	STATION	OFFSET	ELEVATION
A	32+90.61	31.26	611.92
B	32+90.80	43.15	611.98
C	32+90.83	49.04	612.05
D	32+95.63	31.23	611.88
E	32+95.80	43.10	611.94
F	32+95.76	49.02	612.05



1016 W. JACKSON BLVD.
CHICAGO, ILLINOIS 60607
(312) 776-5591

USER NAME	= cstoczynski
DESIGNED	- AK
DRAWN	- AK
PLOT SCALE	= 10.0000 " / in.
CHECKED	- AAS
PLOT DATE	= 8/11/2025

DESIGNED	- AK
DRAWN	- AK
CHECKED	- AAS
DATE	- 8-11-2025

REVISED	-
REVISED	-
REVISED	-
FILE	- 62R63_SHT-ADA_02_PIN.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-94 AT DEVON AVE
ADA RAMPS - DEVON AVE AT LE MAI AVE

SCALE: 1"=5'

SHEET 2 OF 10 SHEETS STA. TO STA.

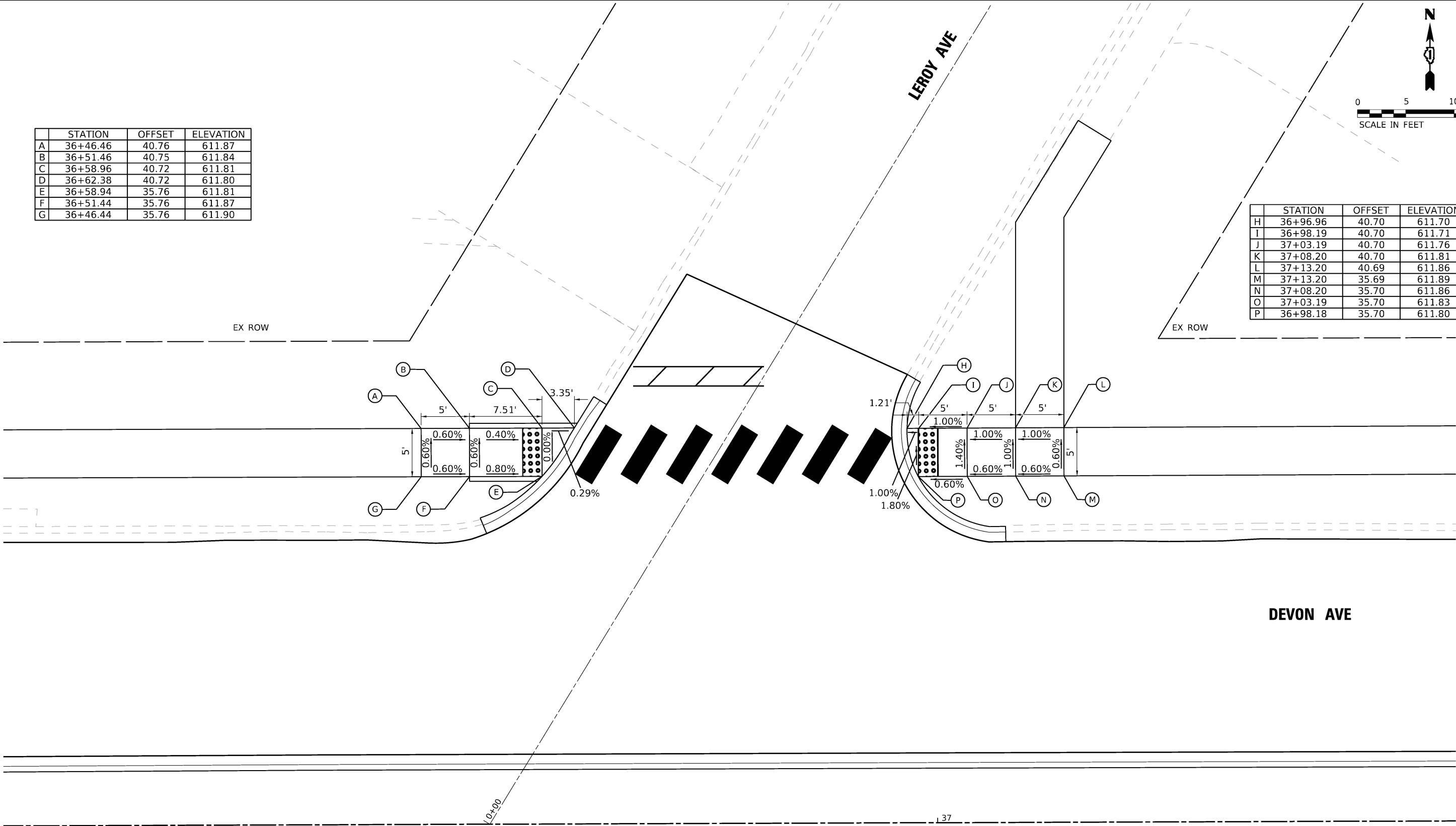
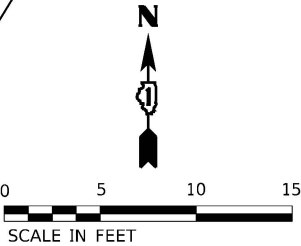
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	110
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
cstoczynski 8/11/2025 6:43:26 AM

	STATION	OFFSET	ELEVATION
A	36+46.46	40.76	611.87
B	36+51.46	40.75	611.84
C	36+58.96	40.72	611.81
D	36+62.38	40.72	611.80
E	36+58.94	35.76	611.81
F	36+51.44	35.76	611.87
G	36+46.44	35.76	611.90

	STATION	OFFSET	ELEVATION
H	36+96.96	40.70	611.70
I	36+98.19	40.70	611.71
J	37+03.19	40.70	611.76
K	37+08.20	40.70	611.81
L	37+13.20	40.69	611.86
M	37+13.20	35.69	611.89
N	37+08.20	35.70	611.86
O	37+03.19	35.70	611.83
P	36+98.18	35.70	611.80



NOTES

1. WEST CORNER DEPRESSED C & G LENGTH IS 6.1 FEET.
2. EAST CORNER DEPRESSED C & G LENGTH IS 5.2 FEET.

LEGEND

- xx.xx'

EXISTING LENGTH
- PROPOSED SIDE CURB

PROPOSED SIDE CURB
- (xxx.xx)

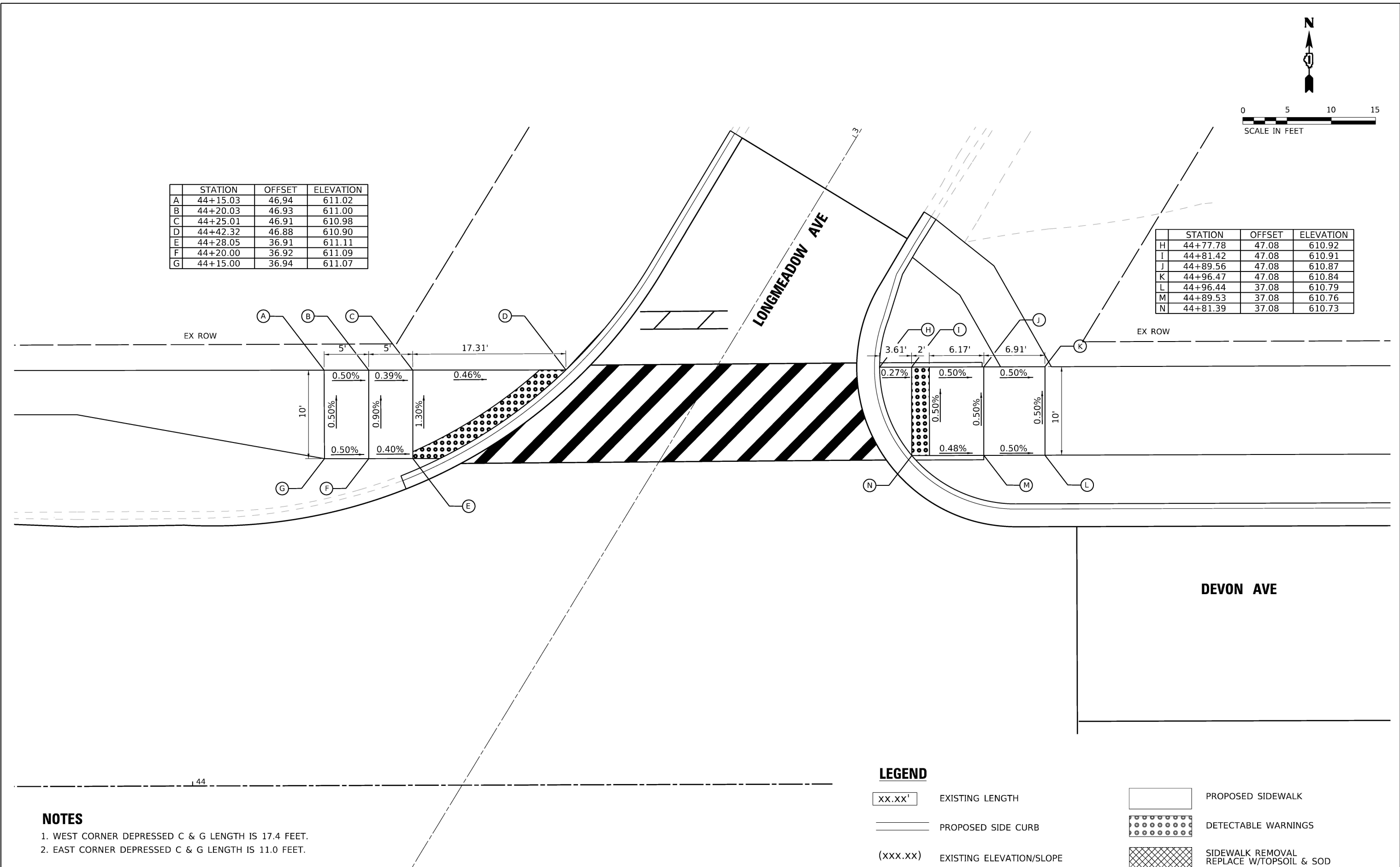
EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK

PROPOSED SIDEWALK
- DETECTABLE WARNINGS

DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
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NOTES

1. WEST CORNER DEPRESSED C & G LENGTH IS 17.4 FEET.
2. EAST CORNER DEPRESSED C & G LENGTH IS 11.0 FEET.

LEGEND

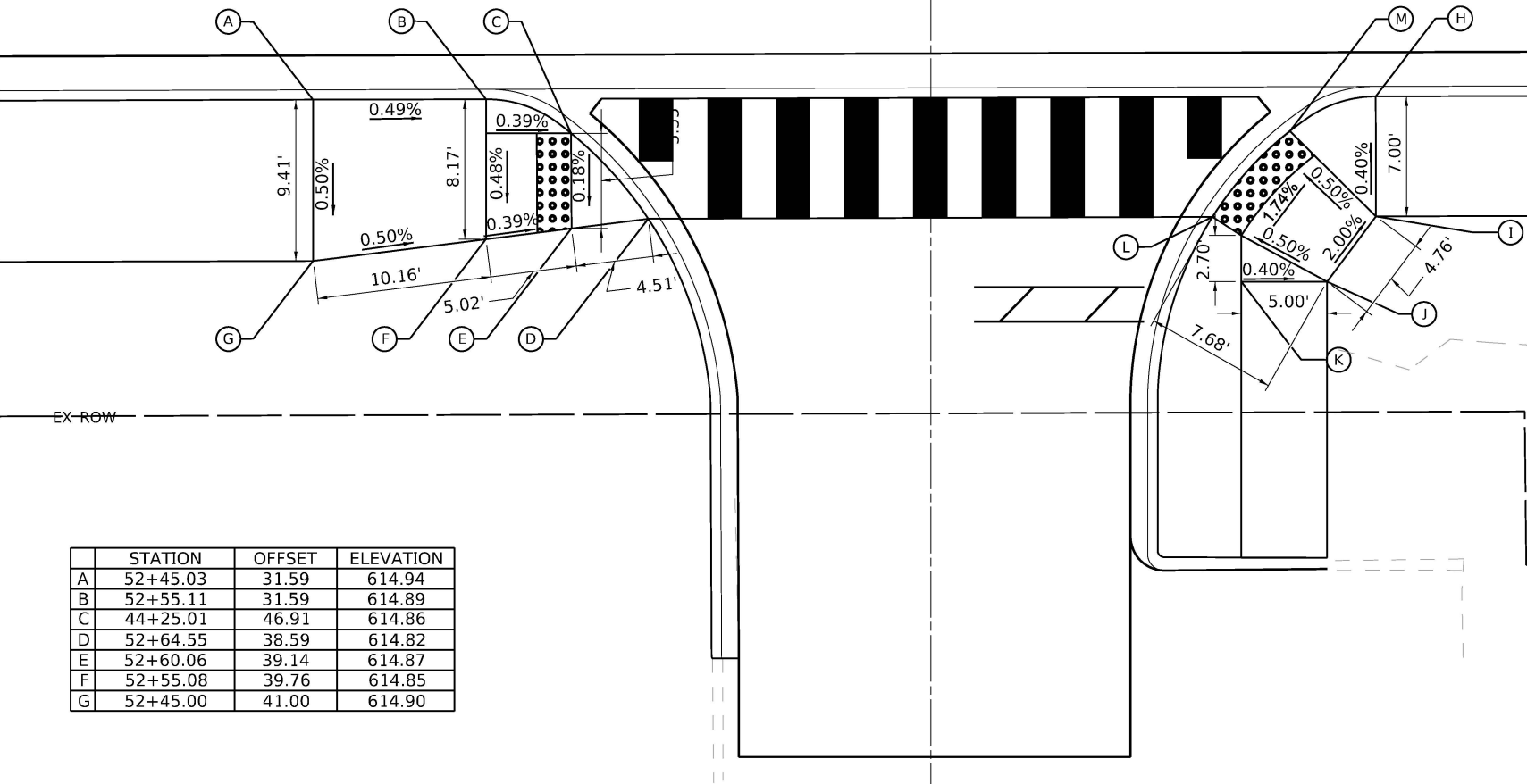
- XX.XX' EXISTING LENGTH
- PROPOSED SIDE CURB
- (XXX.XX) EXISTING ELEVATION/SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

 1016 W. JACKSON BLVD. CHICAGO, ILLINOIS 60607 (312) 776-5591	USER NAME = cstoczynski		DESIGNED - AK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-94 AT DEVON AVE ADA RAMPS – DEVON AVE AT LONGMEADOW AVE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - AK		REVIS	ED		1349	FAI 94 22 STRUCTURE 1	COOK	268	112				
	PLOT SCALE = 10.0000 ' / in.		CHECKED - AAS	REVISED -		CONTRACT NO. 62R63								
	PLOT DATE = 8/11/2025		DATE - 8-11-2025	FILE - 62R63_SHT-ADA_04 PIN.dgn		ILLINOIS FED. AID PROJECT								
SCALE: 1"=5'						SHEET 4 OF 10 SHEETS		STA. TO STA.						

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
cstoczynski 8/11/2025 6:43:34 AM
cstoczynski



	STATION	OFFSET	ELEVATION
A	52+45.03	31.59	614.94
B	52+55.11	31.59	614.89
C	44+25.01	46.91	614.86
D	52+64.55	38.59	614.82
E	52+60.06	39.14	614.87
F	52+55.08	39.76	614.85
G	52+45.00	41.00	614.90

	STATION	OFFSET	ELEVATION
H	53+06.98	31.59	614.27
I	53+06.98	38.59	614.12
J	53+04.12	42.39	614.22
K	52+99.12	42.38	614.24
L	52+97.45	38.59	614.19
M	53+01.97	33.59	614.08

NOTES

1. WEST CORNER DEPRESSED C & G LENGTH IS 6.7 FEET.
2. EAST CORNER DEPRESSED C & G LENGTH IS 6.8 FEET.

LEGEND

- XX.XX'
- EXISTING LENGTH
-
- PROPOSED SIDE CURB
- (XXX.XX)
- EXISTING ELEVATION/SLOPE

-
- PROPOSED SIDEWALK
-
- DETECTABLE WARNINGS
-
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD



1016 W. JACKSON BLVD.
CHICAGO, ILLINOIS 60607
(312) 776-5591

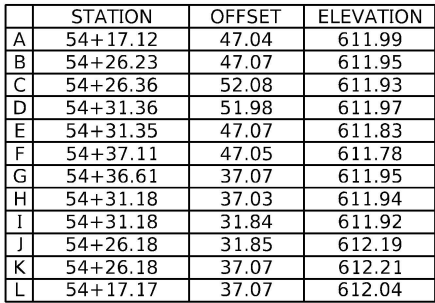
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PLOT DATE	= 8/11/2025	DATE	- 8-11-2025	FILE	- 62R63_SHT-ADA_05 PIN.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

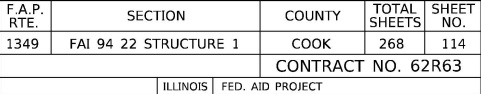
I-94 AT DEVON AVE
ADA RAMPS – DRIVEWAY ENTRANCE

SCALE: 1"=5' SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	113
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



	STATION	OFFSET	ELEVATION
M	55+13.78	46.75	611.40
N	55+17.90	46.74	611.42
O	55+22.89	45.17	611.45
P	55+29.18	44.35	611.48
Q	55+29.17	40.98	611.54
R	55+30.70	34.35	611.66
S	55+30.60	30.23	611.72
T	55+17.96	37.50	611.54
U	55+22.89	40.98	611.51
V	55+22.89	44.37	611.45



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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
Cstoczynski 8/11/2025 6:43:43 AM
Cstoczynski



1016 W. JACKSON BLVD.
CHICAGO, ILLINOIS 60607
(312) 776-5591

USER NAME	= cstoczynski
DESIGNED	- AK
DRAWN	- AK
REVIS	-
PLOT SCALE	= 10.0000 " / in.
CHECKED	- AAS
REVIS	-
PLOT DATE	= 8/11/2025
DATE	- 8-11-2025
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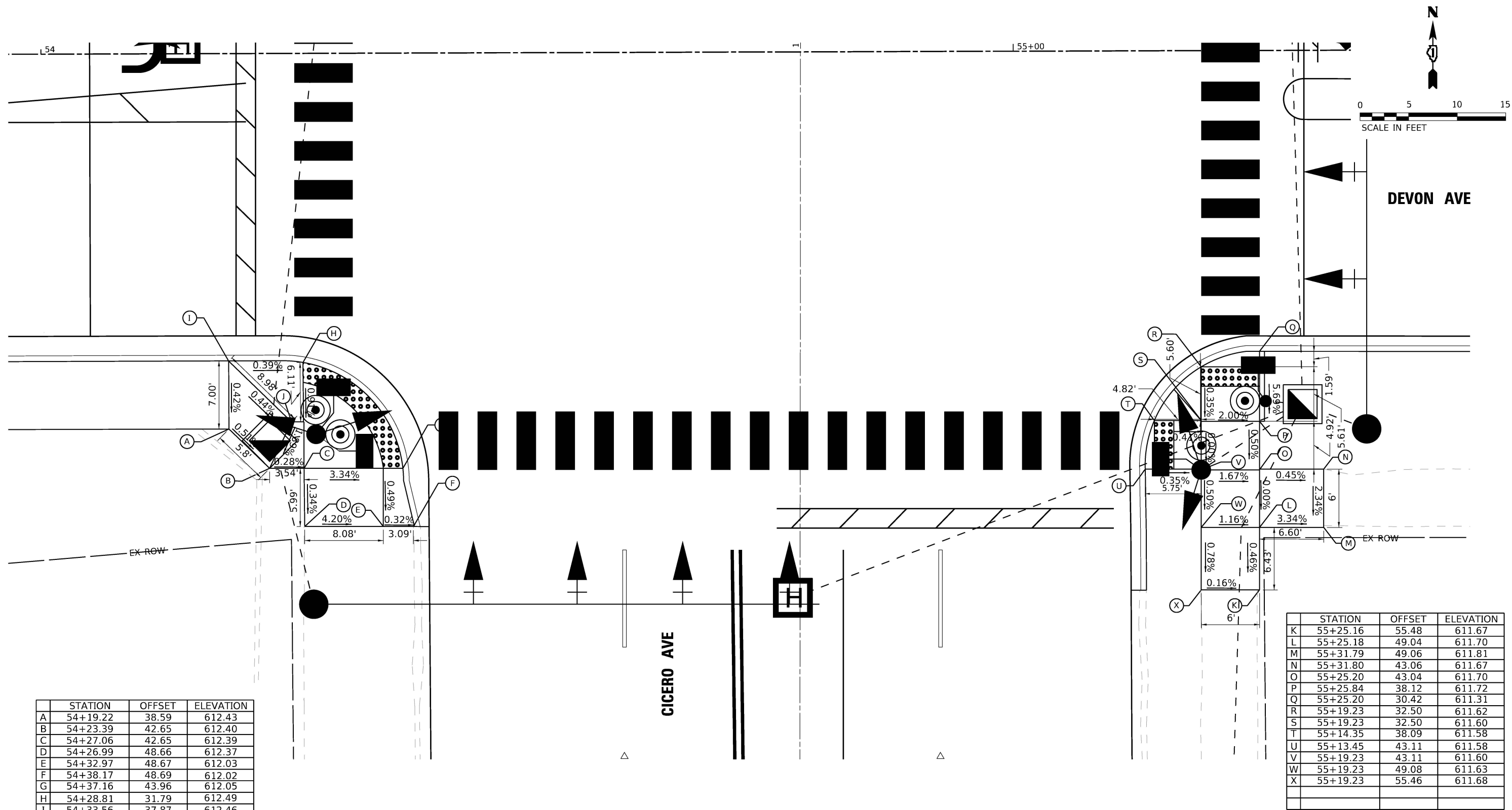
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DATE	- 8-11-2025
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DESIGNED	- AK
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REVIS	-
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REVIS	-
PLOT DATE	= 8/11/2025
DATE	- 8-11-2025
FILE	- 62R63_SHT-ADA_07_PIN.dgn

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

I-94 AT DEVON AVE ADA RAMPS – DEVON AVE AT CICERO AVE				
SCALE: 1"=5'	SHEET	7	OF	10 SHEETS
STA.			TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	115
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



LEGEND

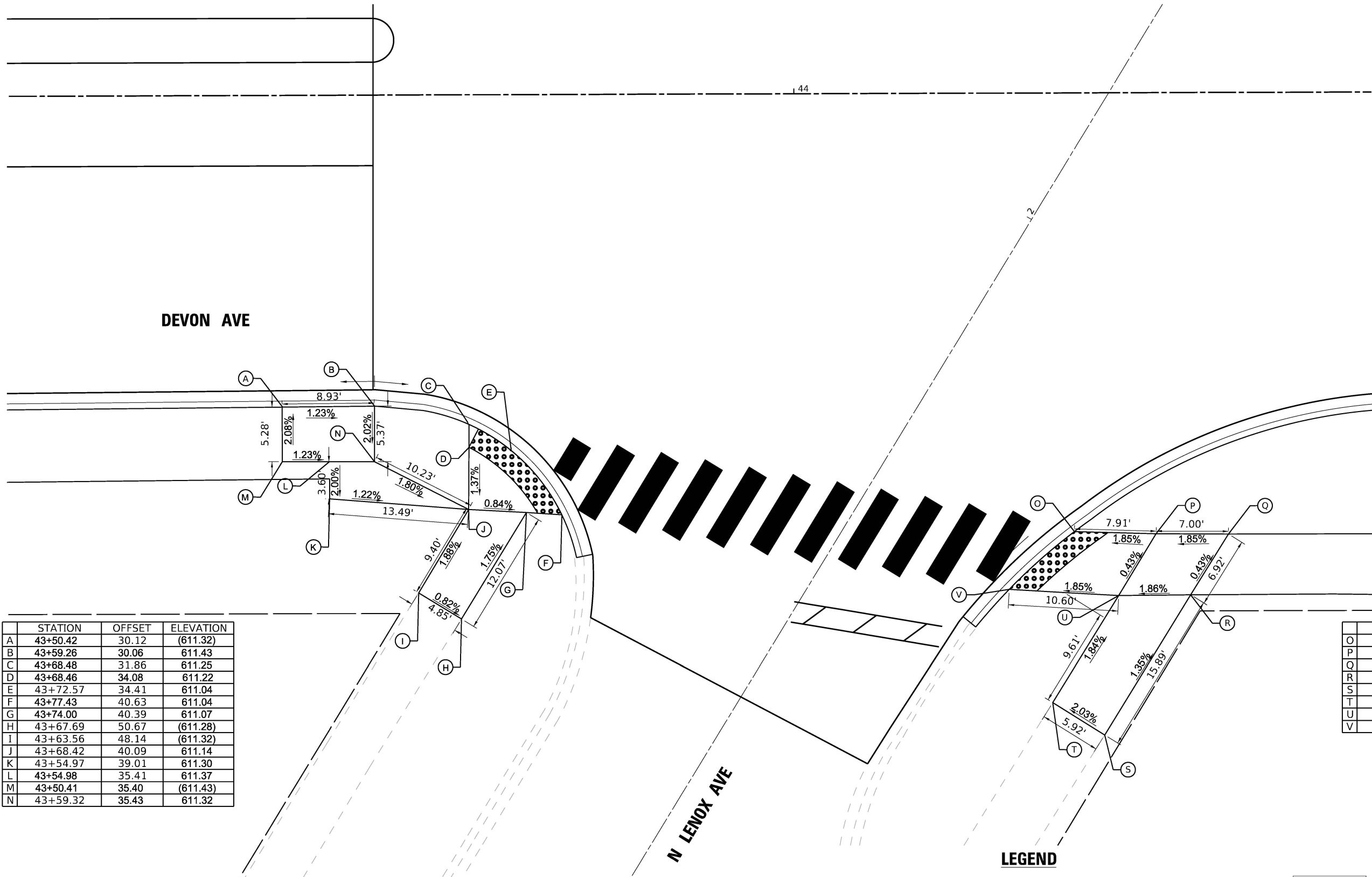
- XX.XX'

EXISTING LENGTH
- PROPOSED SIDE CURB

PROPOSED SIDEWALK
- (XXX.XX)

EXISTING ELEVATION/SLOPE
- DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD



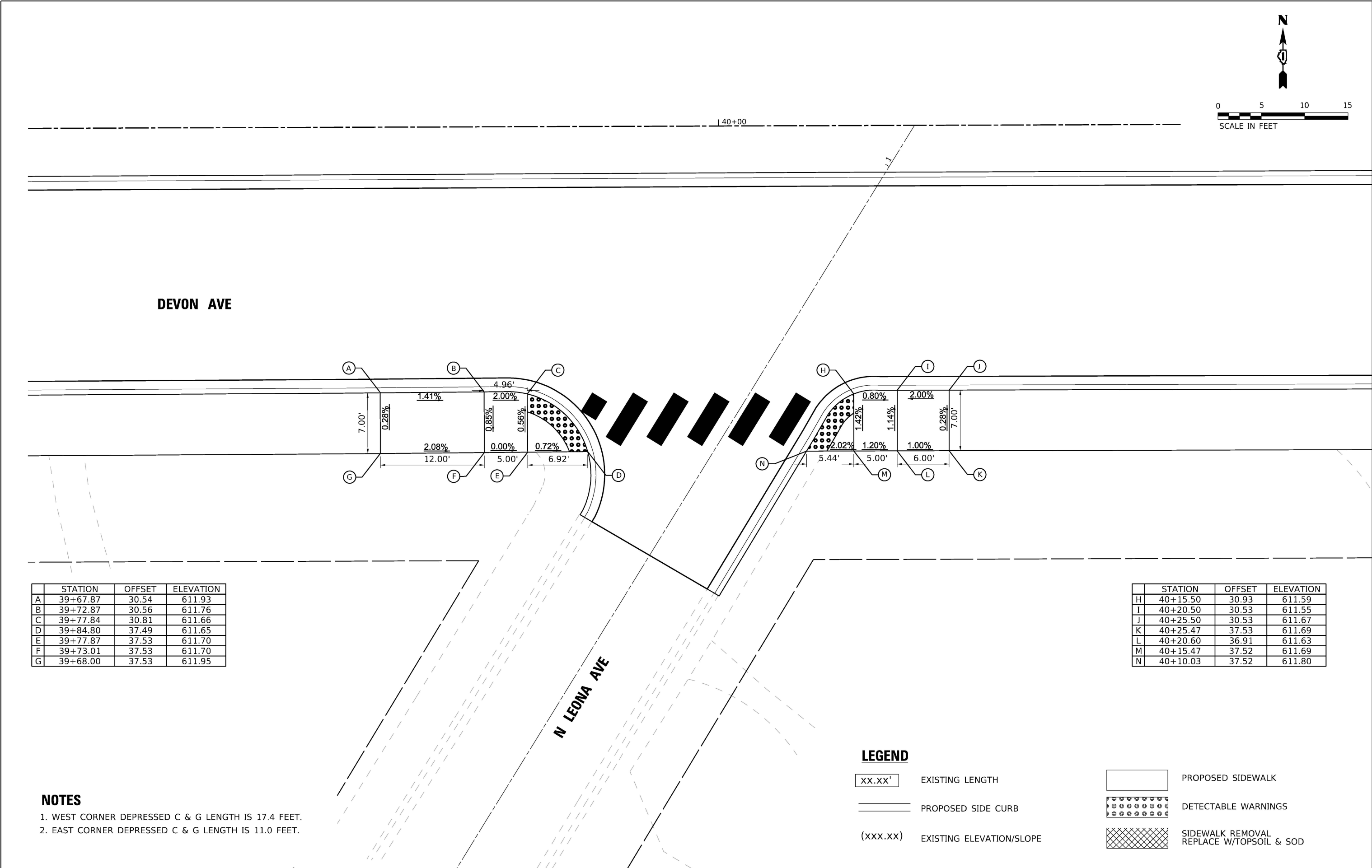
	STATION	OFFSET	ELEVATION
O	44+27.01	42.41	611.06
P	44+34.91	42.65	611.21
Q	44+41.89	42.70	611.34
R	44+38.23	48.56	611.37
S	44+29.88	62.07	(611.58)
T	44+24.87	58.93	(611.46)
U	44+31.27	48.67	611.24
V	44+20.69	47.97	611.04

1. WEST CORNER DEPRESSED C & G LENGTH IS 11.0 FEET.
2. EAST CORNER DEPRESSED C & G LENGTH IS 11.5 FEET.

XX.XX'	EXISTING LENGTH
	PROPOSED SIDE CURB
(xxx.xx)	EXISTING ELEVATION/SLOPE

- | | |
|---|---|
|  | PROPOSED SIDEWALK |
|  | DETECTABLE WARNINGS |
|  | SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD |

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2020
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	STATION	OFFSET	ELEVATION
A	39+67.87	30.54	611.93
B	39+72.87	30.56	611.76
C	39+77.84	30.81	611.66
D	39+84.80	37.49	611.65
E	39+77.87	37.53	611.70
F	39+73.01	37.53	611.70
G	39+68.00	37.53	611.95

	STATION	OFFSET	ELEVATION
H	40+15.50	30.93	611.59
I	40+20.50	30.53	611.55
J	40+25.50	30.53	611.67
K	40+25.47	37.53	611.69
L	40+20.60	36.91	611.63
M	40+15.47	37.52	611.69
N	40+10.03	37.52	611.80

NOTES

1. WEST CORNER DEPRESSED C & G LENGTH IS 17.4 FEET.
2. EAST CORNER DEPRESSED C & G LENGTH IS 11.0 FEET.

LEGEND

- XX.XX' EXISTING LENGTH
PROPOSED SIDE CURB
(XXX.XX) EXISTING ELEVATION/SLOPE

- PROPOSED SIDEWALK
DETECTABLE WARNINGS
SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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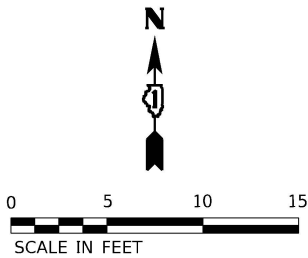
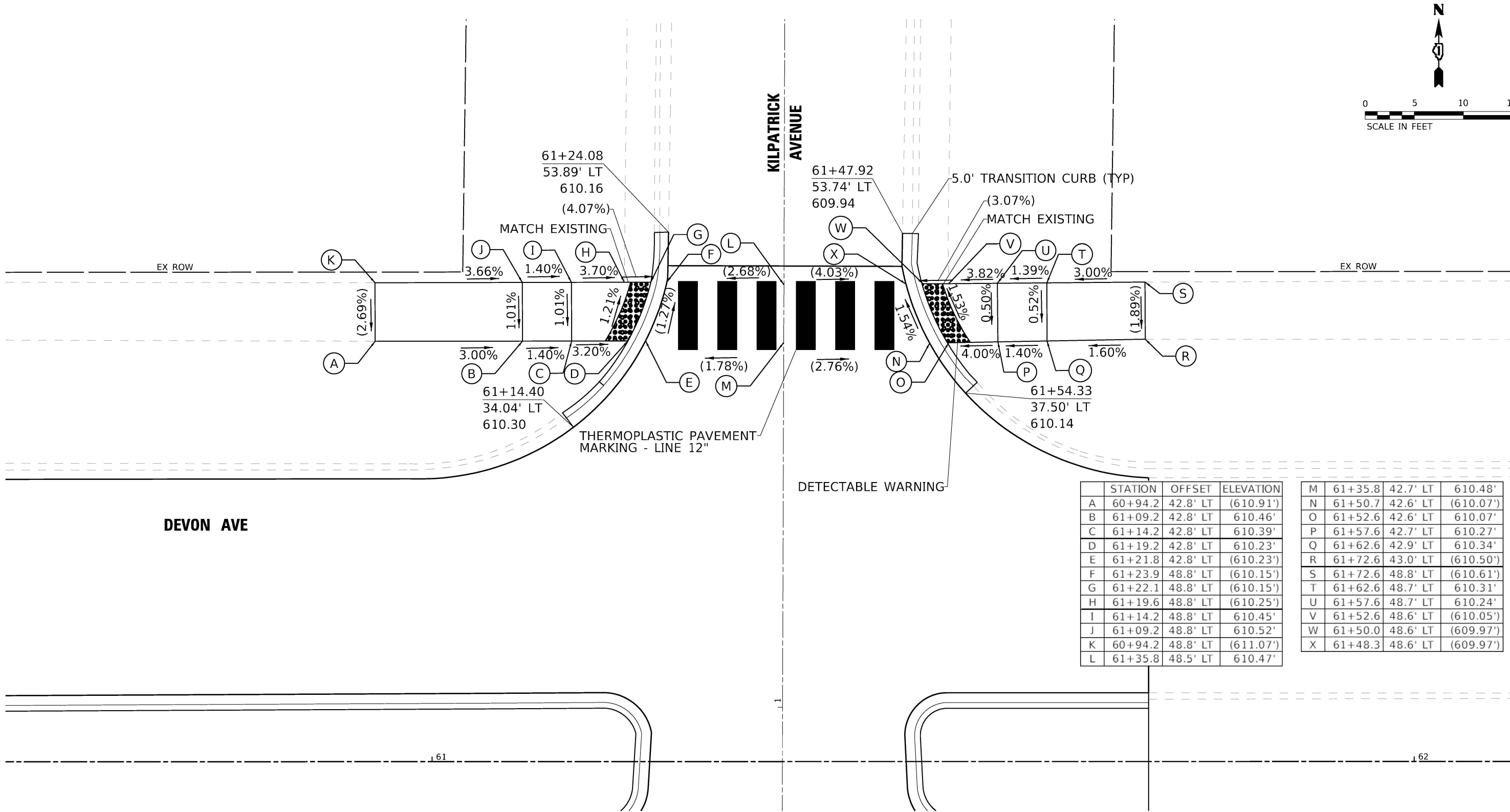
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PLOT DATE	= 8/11/2025	DATE	- 8-11-2025	FILE	- 62R63_SHT-ADA_08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-94 AT DEVON AVE
ADA RAMPS – DEVON AVE AT KILPATRICK AVE

SCALE: 1"=5' SHEET 10 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	118
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

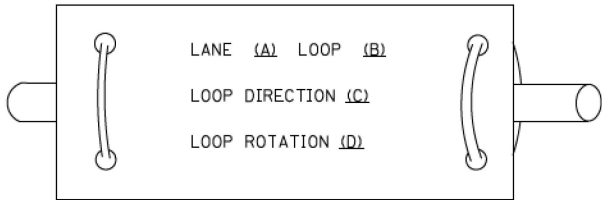
TS SHT NO.1

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		DRAWN - IP	REVISED -						1349	FAI 94 22 STRUCTURE 1	COOK	268	119
		CHECKED - LP	REVISED -						TS-05		CONTRACT NO. 62R63		
		PLOT DATE = 6/10/2016	DATE - 6/8/2016						REVISED -	ILLINOIS FED. AID PROJECT			
					SCALE: NONE	SHEET 1	OF 7 SHEETS	STA.	TO STA.				

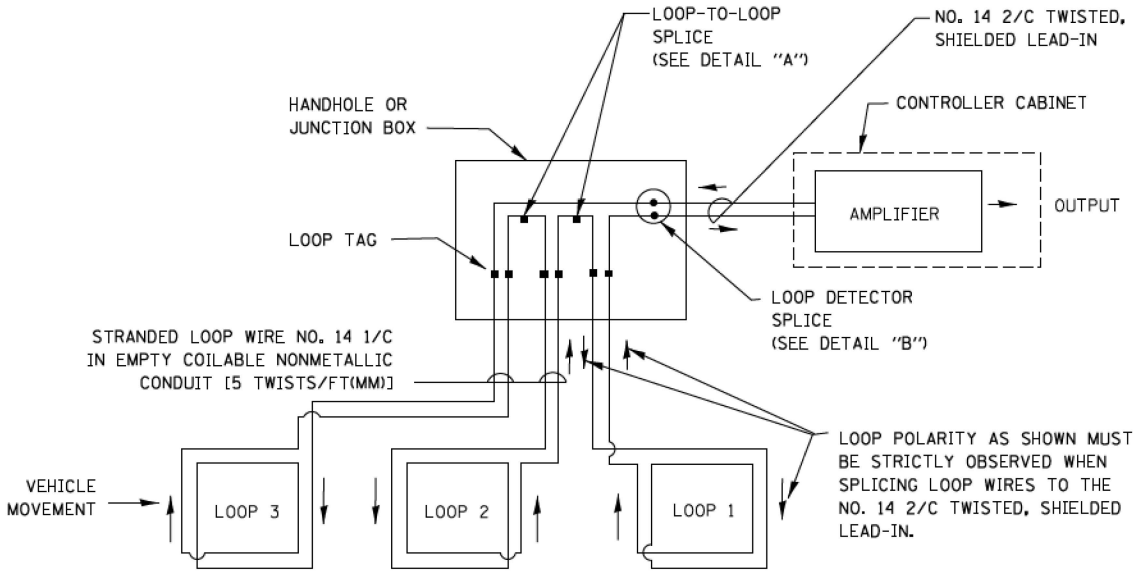
LOOP DETECTOR NOTES

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

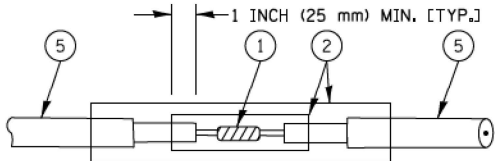


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

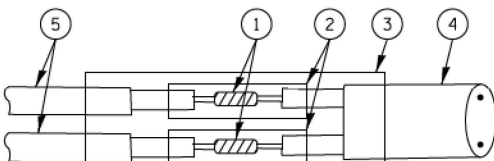


DETECTOR LOOP WIRING SCHEMATIC

- 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.

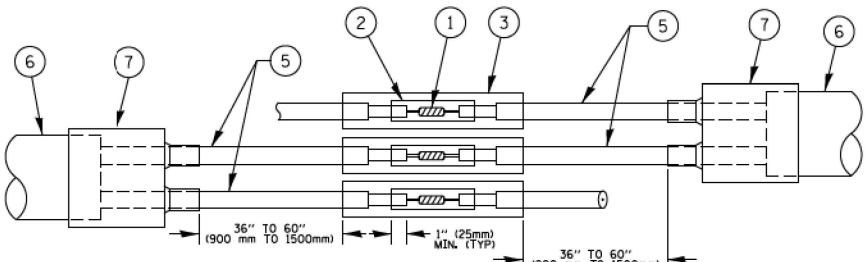


DETAIL "A"
LOOP-TO-LOOP SPLICE

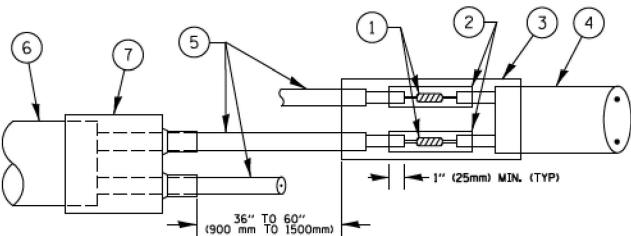


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

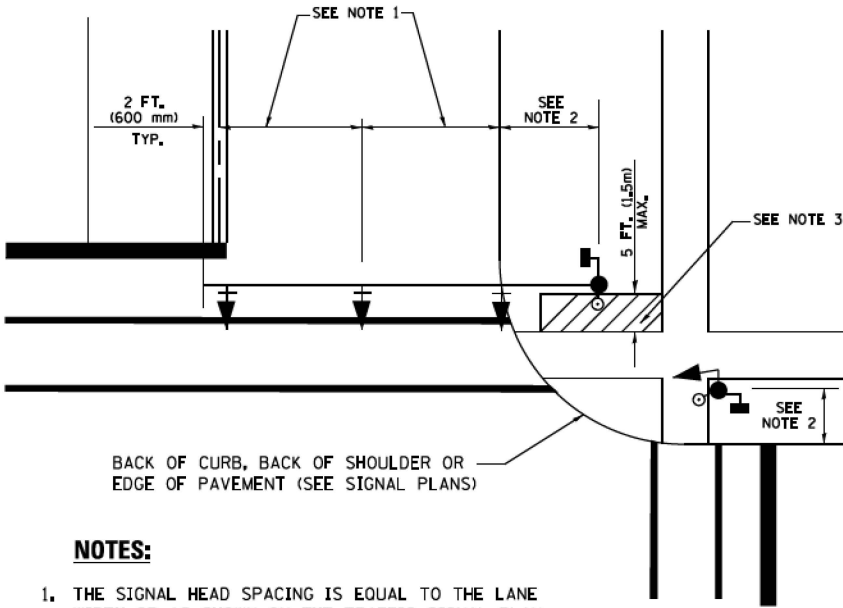
PRE-FORMED LOOP

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 LENGHT 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PRE-FORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = ca\pw_work\pwsdot\footemj\d0100315\ts05.dgn	USER NAME = footemj		DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - BCK		CHECKED - DAD	REVISED -					1349	FAI 94 22 STRUCTURE 1	COOK	268	120
	PLOT SCALE = 50.0000' / 1".		DATE - 10-28-09	REVISED -		SCALE: NONE			CONTRACT NO. 62R63				
	PLOT DATE = 1/13/2014					SHEET NO. 2 OF 7 SHEETS			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

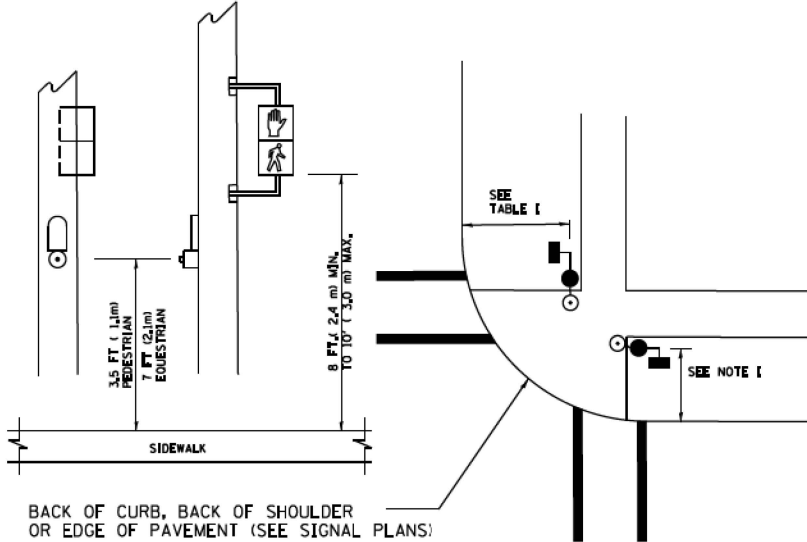
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA, INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

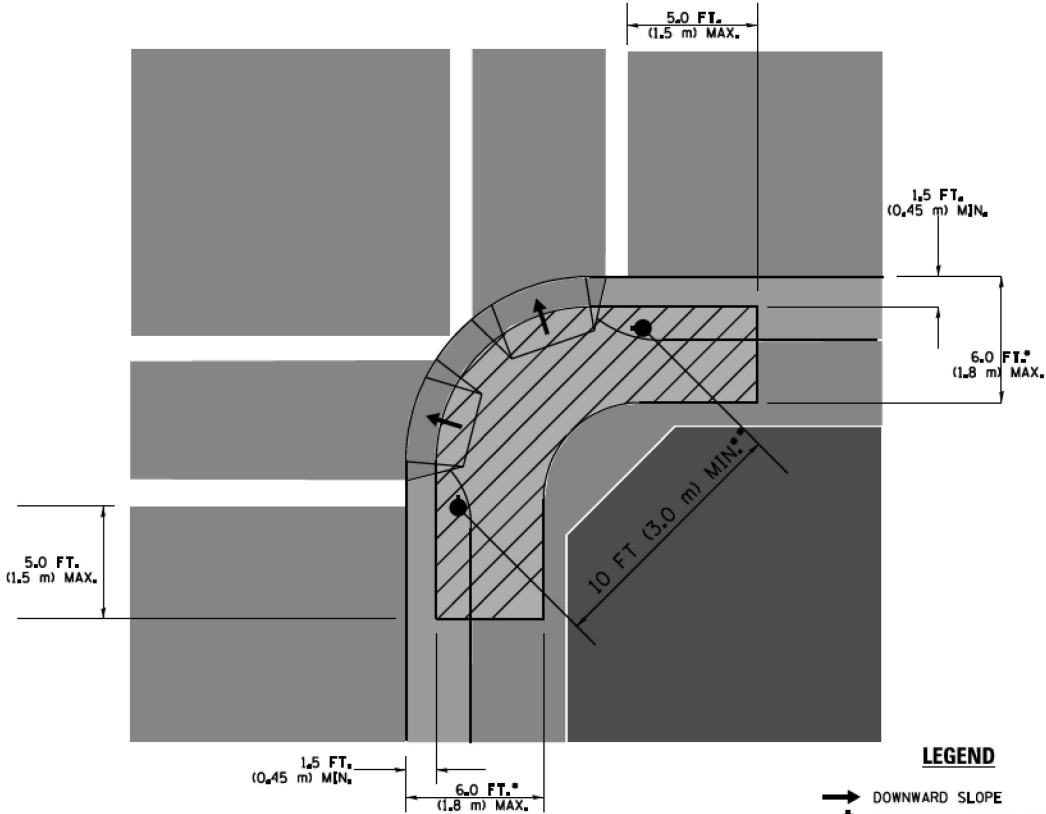
PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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.

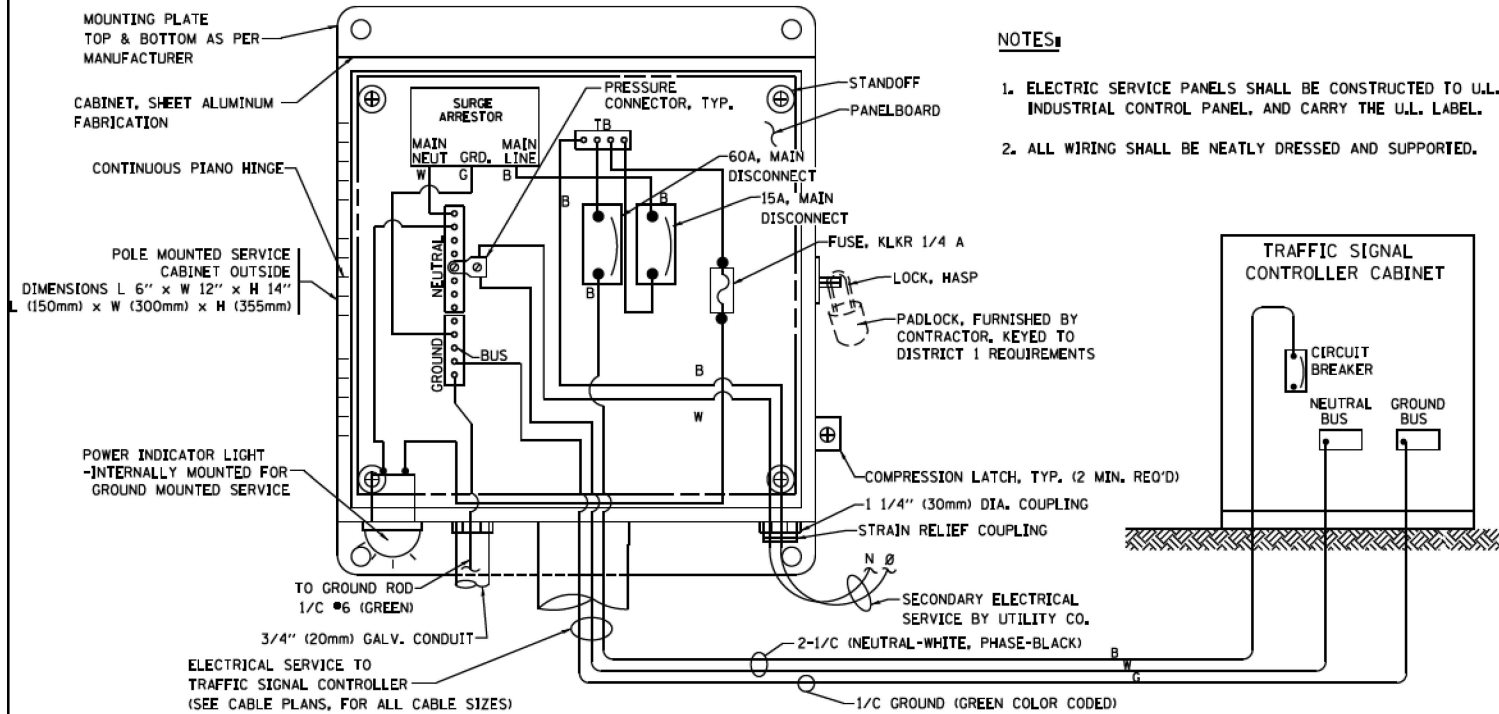
TRAFFIC SIGNAL EQUIPMENT OFFSET

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.

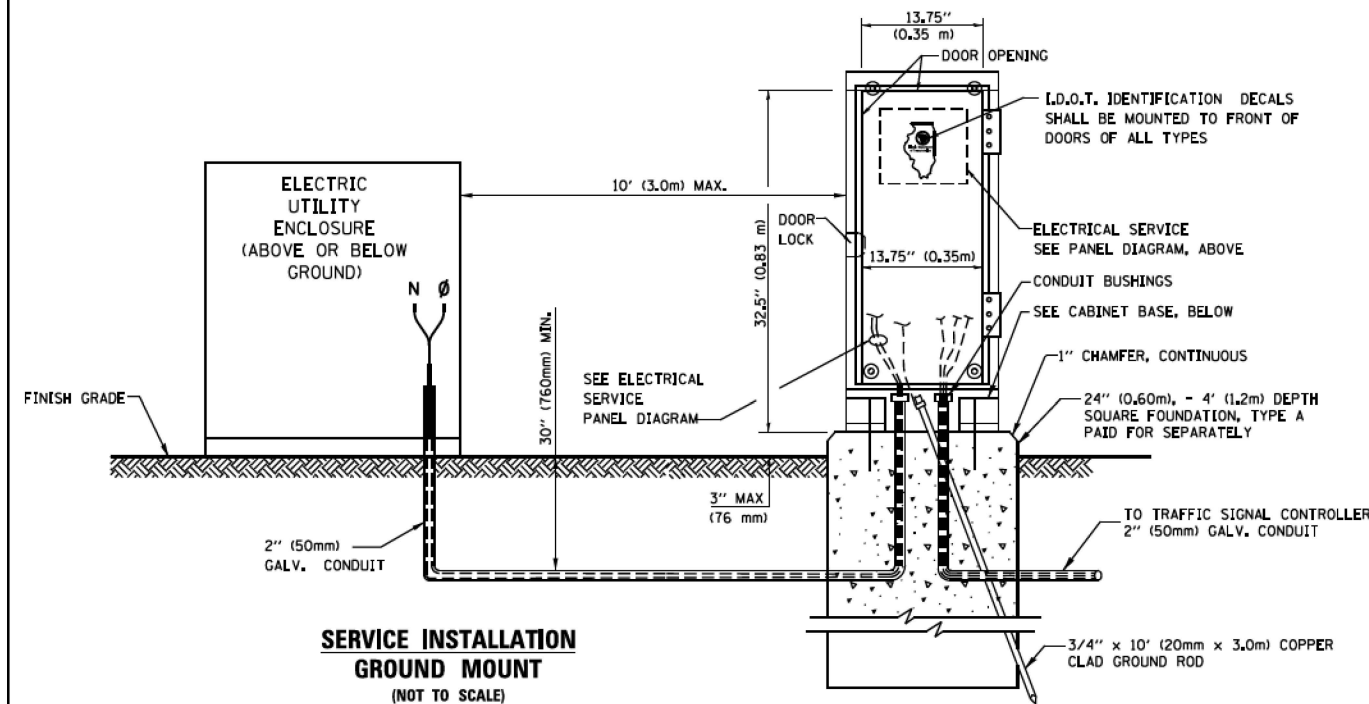
NOTES:

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.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	SCALE: NONE	SHEET NO. 3 OF 7 SHEETS	STA. TO STA.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ca:\pw\work\pmdot\footemj\d0100315\ts05.dgn		DRAWN - BCK	REVISED -						1349	FAI 94 22 STRUCTURE 1	COOK	268	121		
	PLOT SCALE = 50.0000 ' / 1".	CHECKED - DAD	REVISED -						TS-05					CONTRACT NO. 62R63	
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

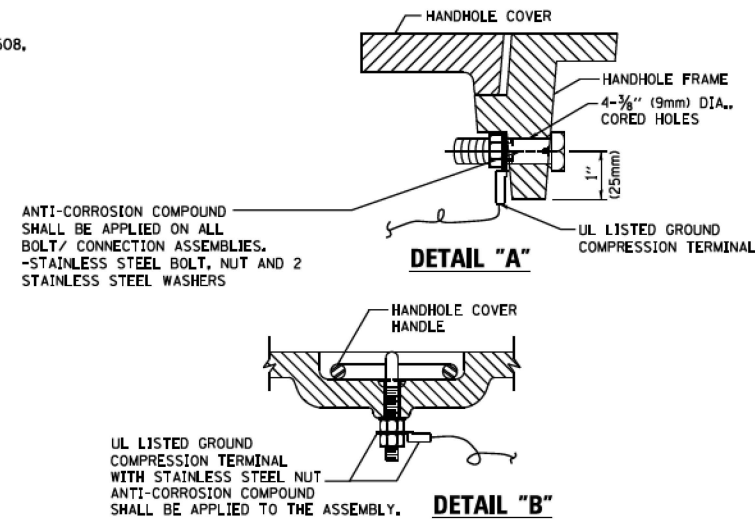
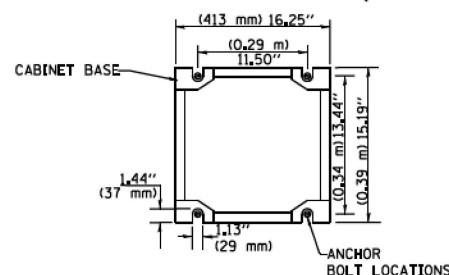


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



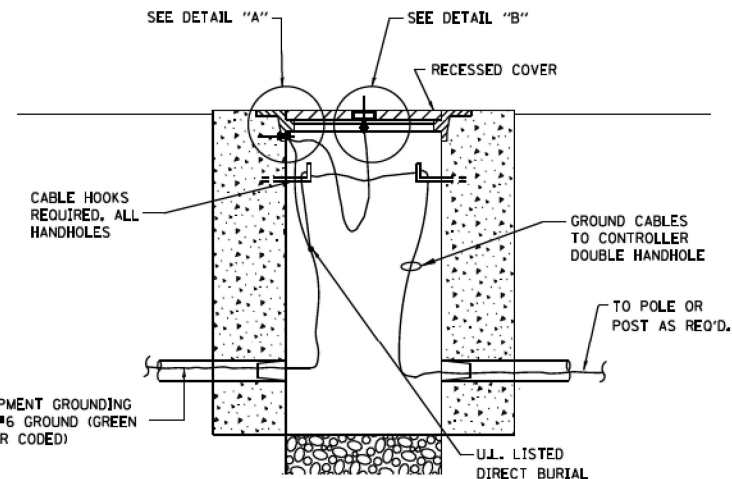
SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

CABINET - BASE BOLT PATTERN (NOT TO SCALE)

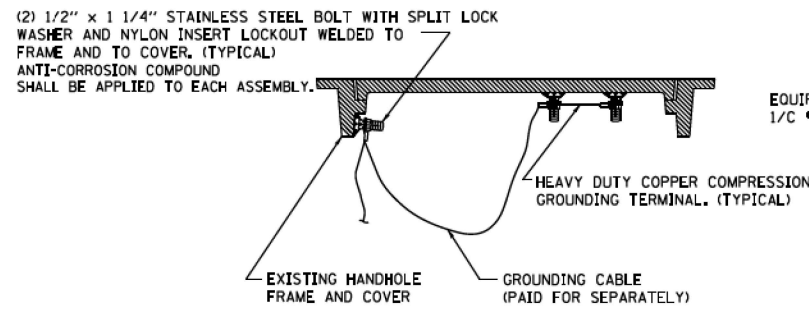


NOTES:
GROUNDING SYSTEM

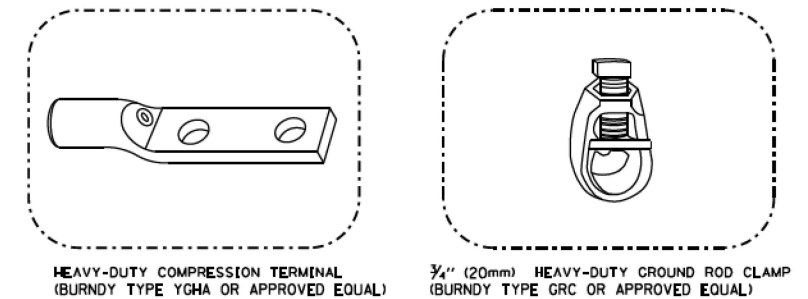
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE,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



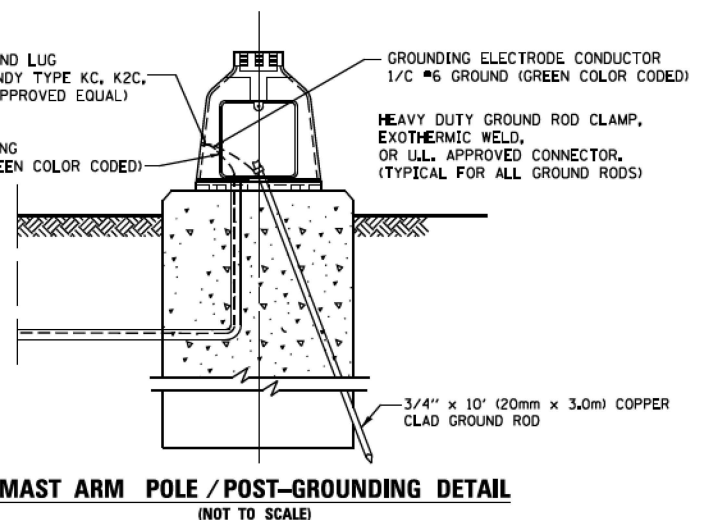
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



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

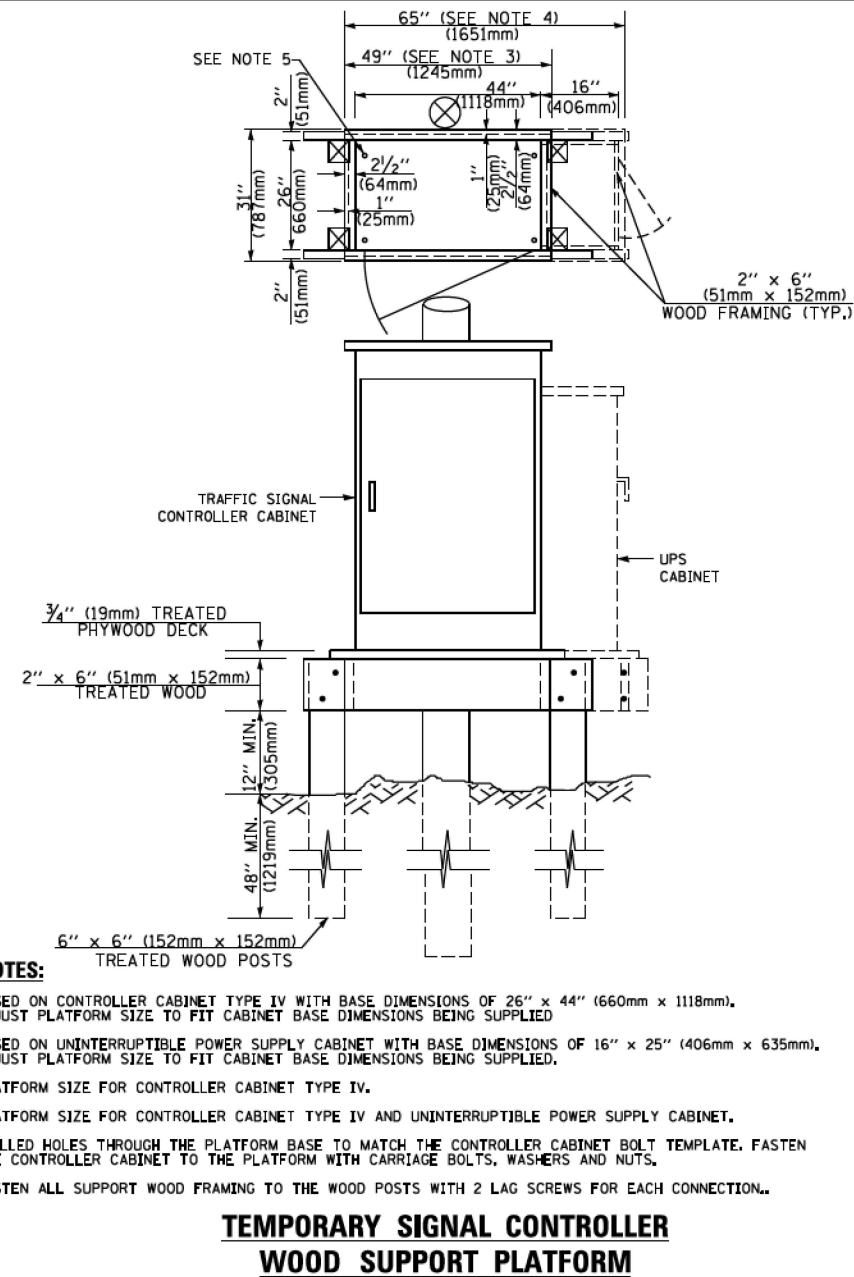
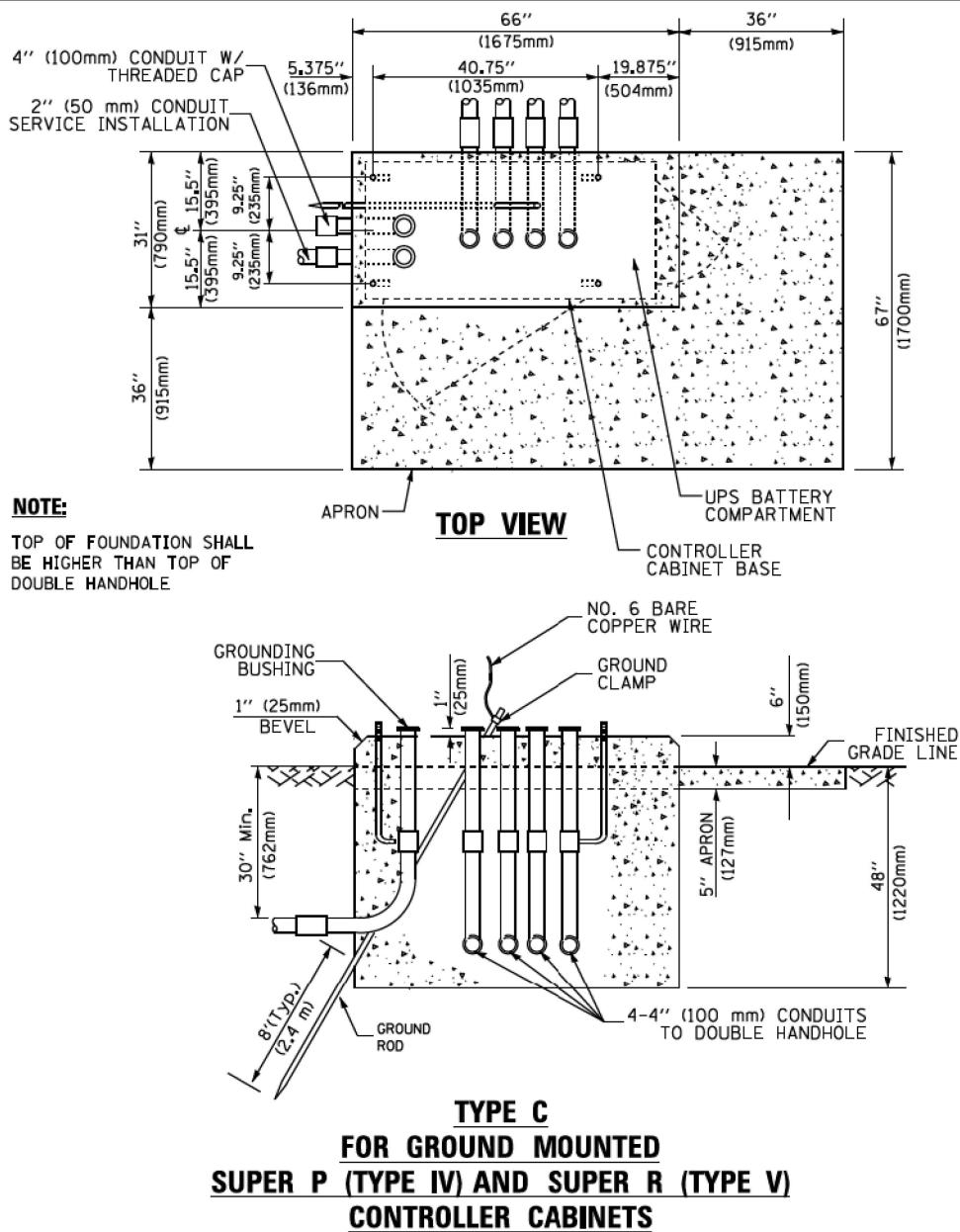
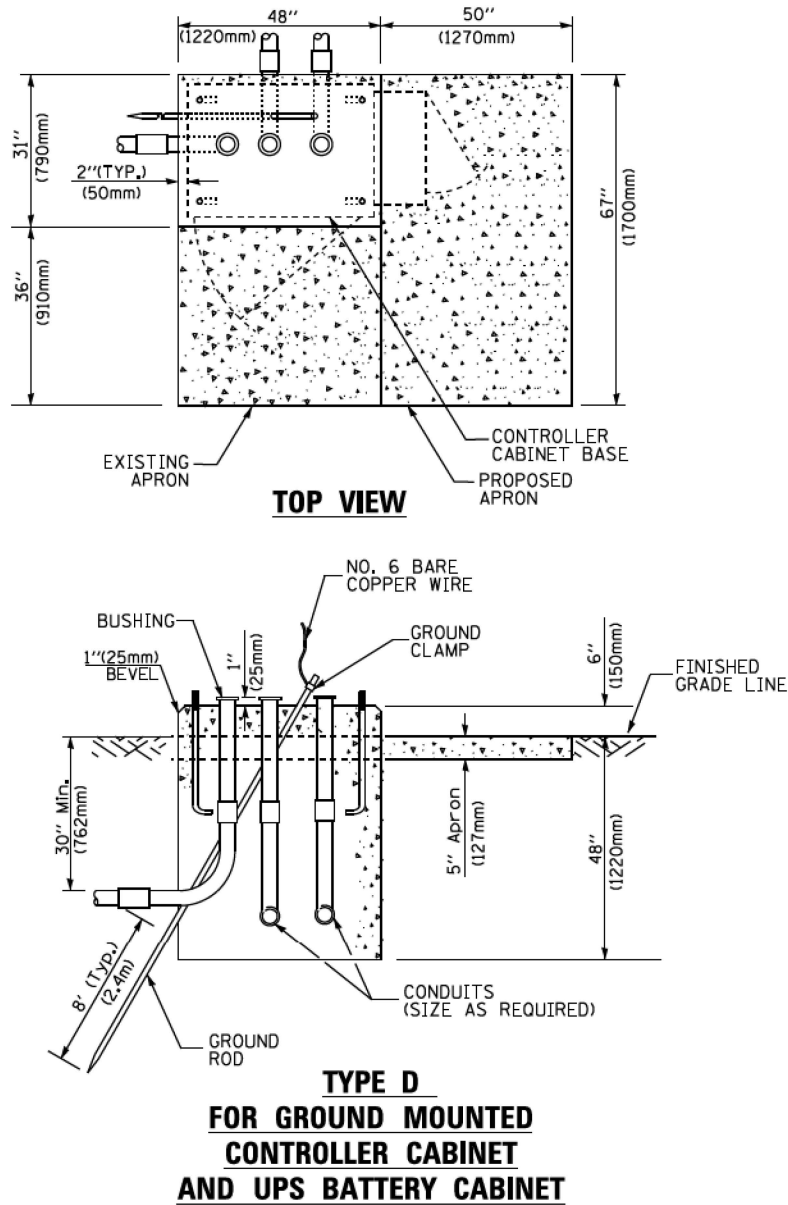


NOTES:



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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ca:\pw\work\pndot\footemj\00100315\ts05.dgn		DRAWN - BCK	REVISED -		STANDARD TRAFFIC SIGNAL DESIGN DETAILS					1349	FAI 94 22 STRUCTURE 1	COOK	268	122		
	PLOT SCALE = 50.0000' / 1".	CHECKED - DAD	REVISED -		SCALE: NONE					SHEET NO. 4 OF 7 SHEETS					CONTRACT NO. 62R63	
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -		STA. TO STA.					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



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 less than 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 (qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

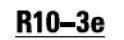
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pndot\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -			1349	FAI 94 22 STRUCTURE 1	COOK	268	123
PLOT SCALE = 50.0000' / 1in.	CHECKED - DAD	REVISED -				TS-05 CONTRACT NO. 62R63				
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -			SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE		F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
as:\pw_work\pwidot\footemj\dot08315\ts05.dgn		DRAWN - BCK	REVISED -		STANDARD TRAFFIC SIGNAL DESIGN DETAILS		1349	FAI 94 22 STRUCTURE 1	COOK	268	124
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -				TS-05		CONTRACT NO. 62R63		
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -		SCALE: NONE		SHEET NO. 6 OF 7 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

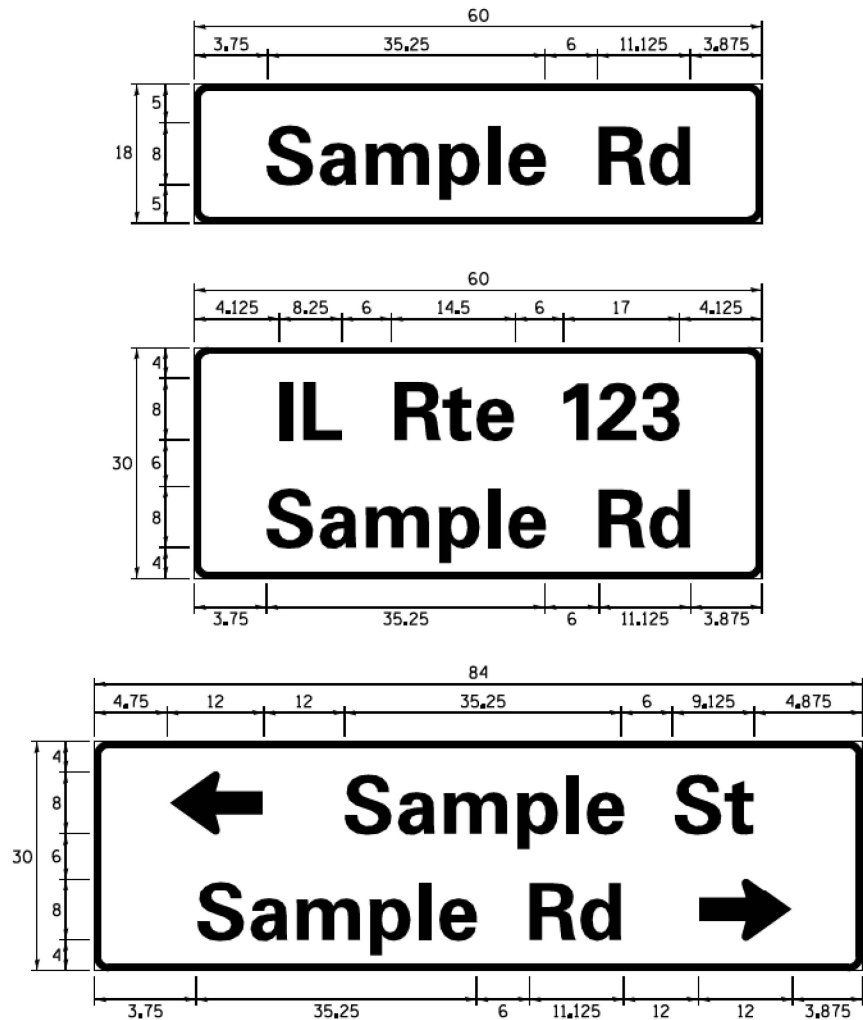


CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER



1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15,000	18,250
BOULEVARD	Blvd	17,125	20,000
CIRCLE	Cir	11,125	13,000
COURT	Ct	8,250	9,625
DRIVE	Dr	8,625	10,125
HIGHWAY	Hwy	18,375	22,000
ILLINOIS	IL	7,000	8,250
LANE	Ln	9,125	10,750
PARKWAY	Pkwy	23,375	27,375
PLACE	Pl	7,125	7,750
ROAD	Rd	9,625	11,125
ROUTE	Rte	12,625	14,500
STREET	St	8,000	9,125
TERRACE	Ter	12,625	14,625
TRAIL	Tr	7,750	9,125
UNITED STATES	US	10,375	12,250

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THERE IS SPACE AVAILABLE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

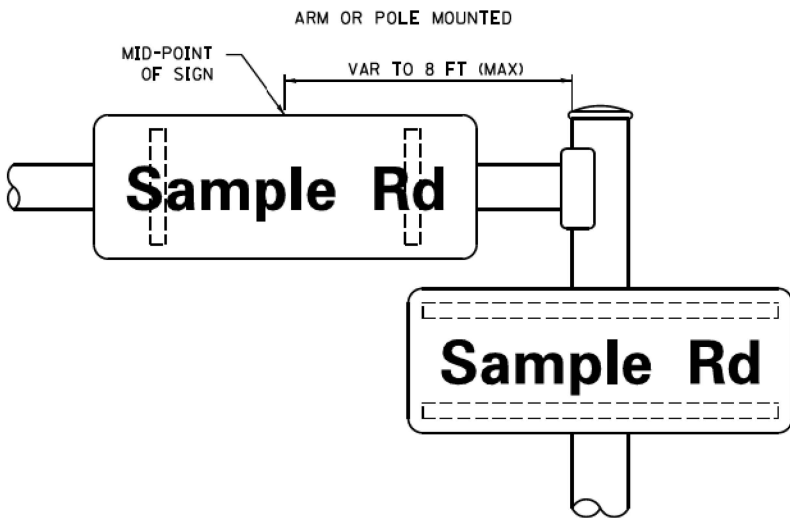
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

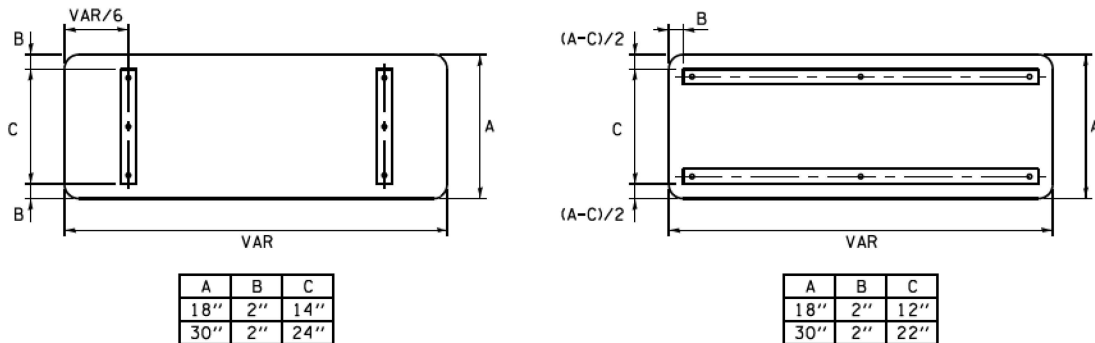
- SIGN CHANNEL
SIGN SCREWS
BRACKETS
- PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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USER NAME	■ cstoczynski	DESIGNED -	TM	REVISED -	
		DRAWN -	TM	REVISED -	
PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE -	11-17-2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	127
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

REMOVAL AND RELOCATION NOTES:

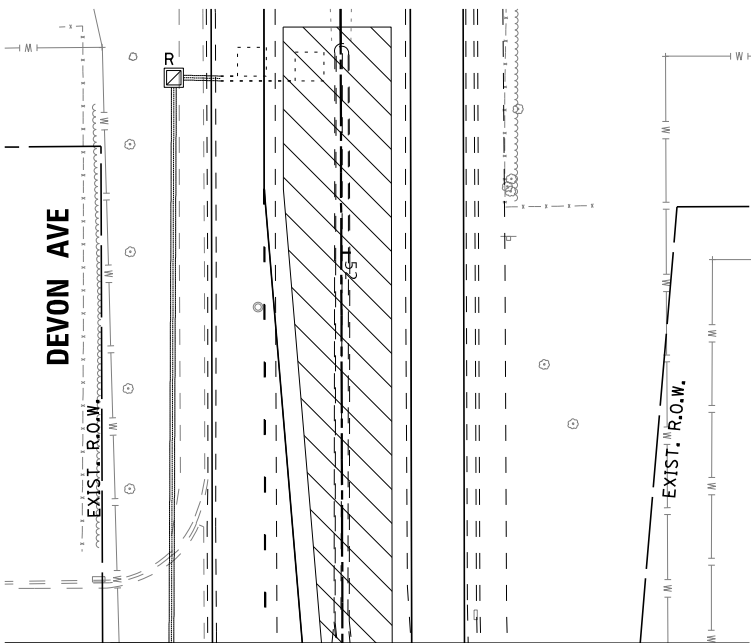
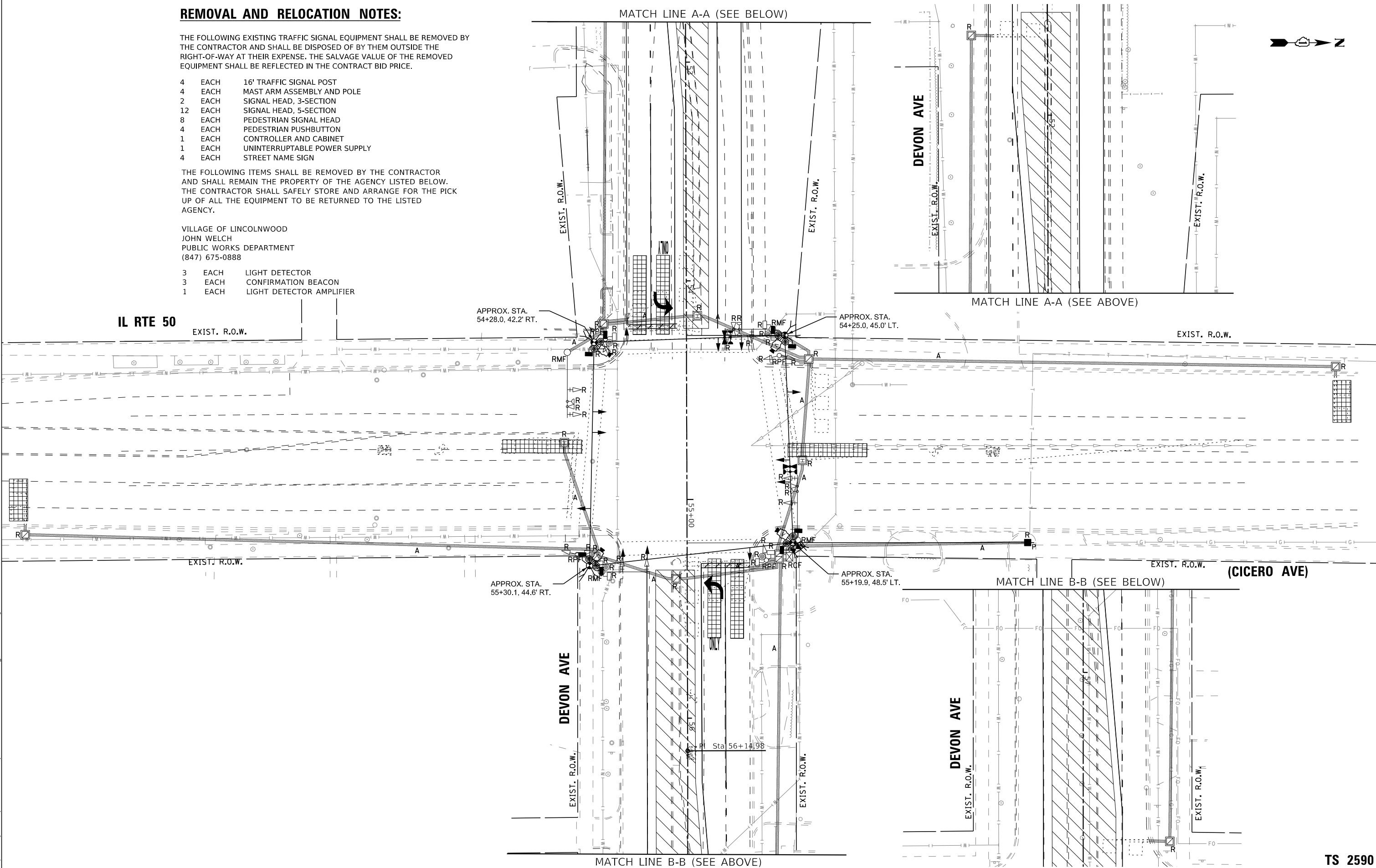
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH 16' TRAFFIC SIGNAL POST
- 4 EACH MAST ARM ASSEMBLY AND POLE
- 2 EACH SIGNAL HEAD, 3-SECTION
- 12 EACH SIGNAL HEAD, 5-SECTION
- 8 EACH PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSHBUTTON
- 1 EACH CONTROLLER AND CABINET
- 1 EACH UNINTERRUPTABLE POWER SUPPLY
- 4 EACH STREET NAME SIGN

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR THE PICK UP OF ALL THE EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY.

VILLAGE OF LINCOLNWOOD
JOHN WELCH
PUBLIC WORKS DEPARTMENT
(847) 675-0888

- 3 EACH LIGHT DETECTOR
- 3 EACH CONFIRMATION BEACON
- 1 EACH LIGHT DETECTOR AMPLIFIER



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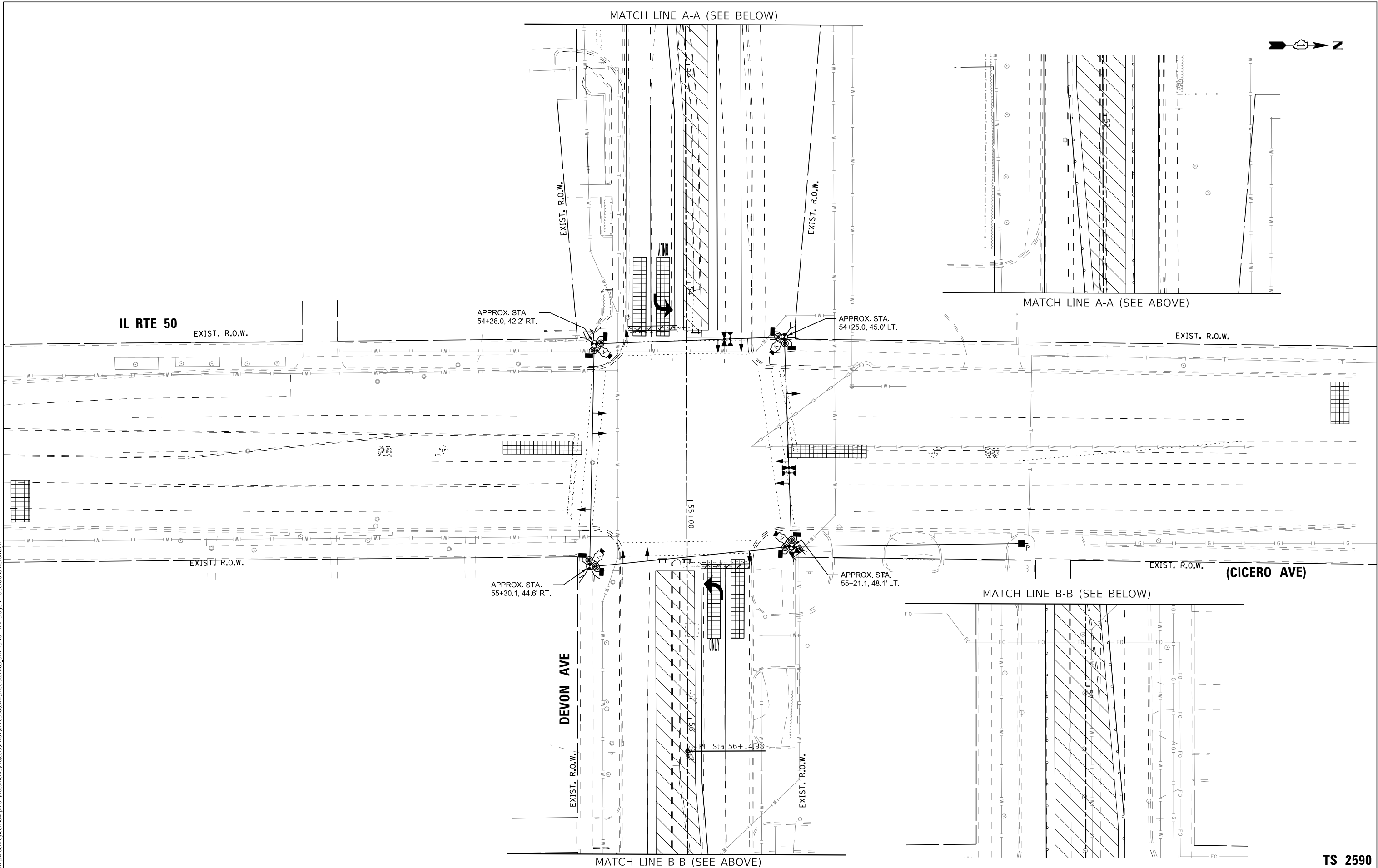
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		DRAWN -	TM	REVISED -	
PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE	■ 11-17-2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	128
CONTRACT NO. 62R63				
ILLINOIS		FED. AID PROJECT		



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USER NAME	■ cstoczynski	DESIGNED -	TM	REVISED -	
		DRAWN -	TM	REVISED -	
PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE -	11-17-2023	REVISED -	

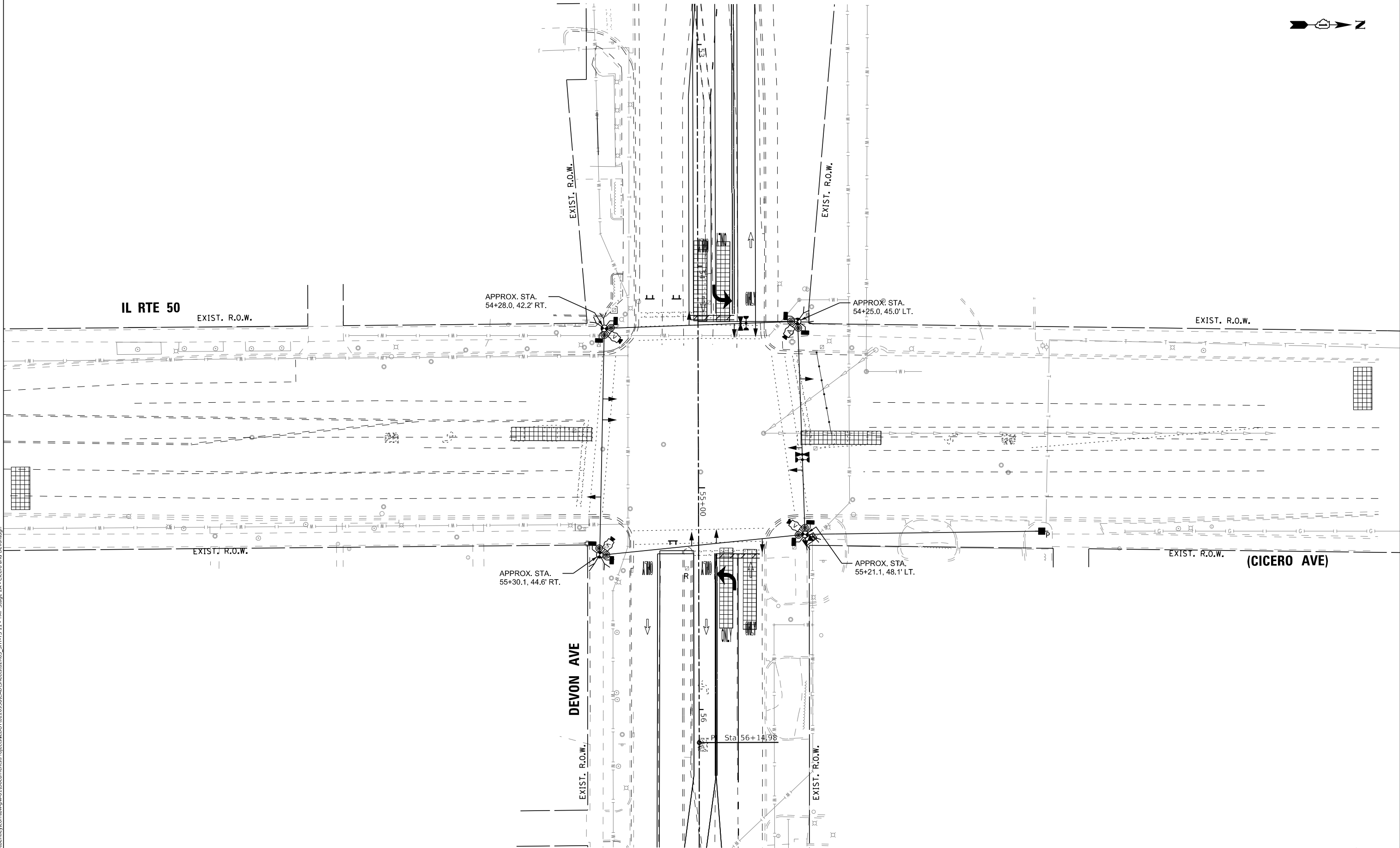
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2A TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	129
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

TS 2590



MODEL: Default
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USER NAME	■ cstoczynski	DESIGNED -	TM	REVISED -	
		DRAWN -	TM	REVISED -	
PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE -	11-17-2023	REVISED -	

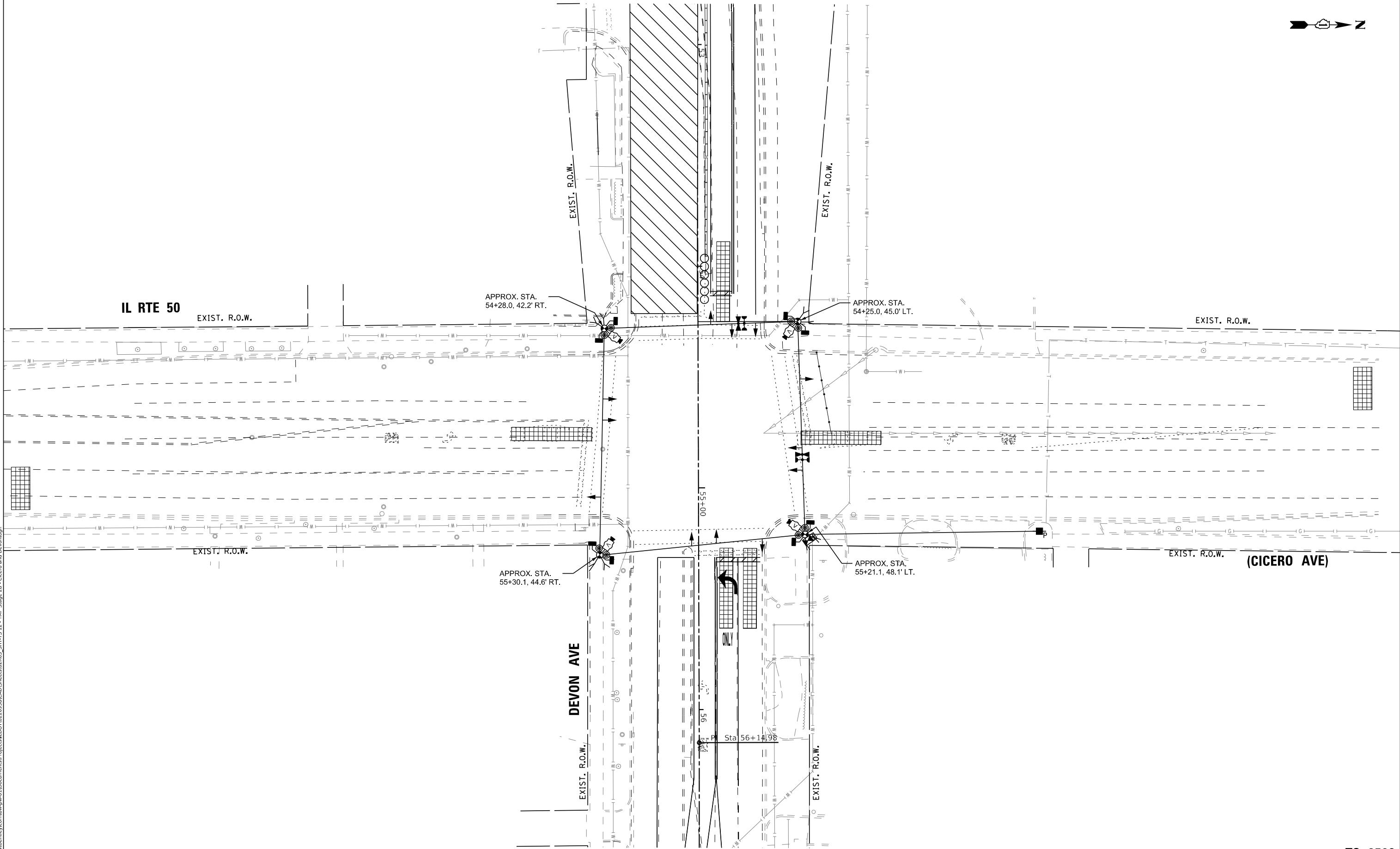
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2B TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	130
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

TS 2590



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USER NAME	■ cstoczynski	DESIGNED -	TM	REVISED -	
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PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE -	11-17-2023	REVISED -	

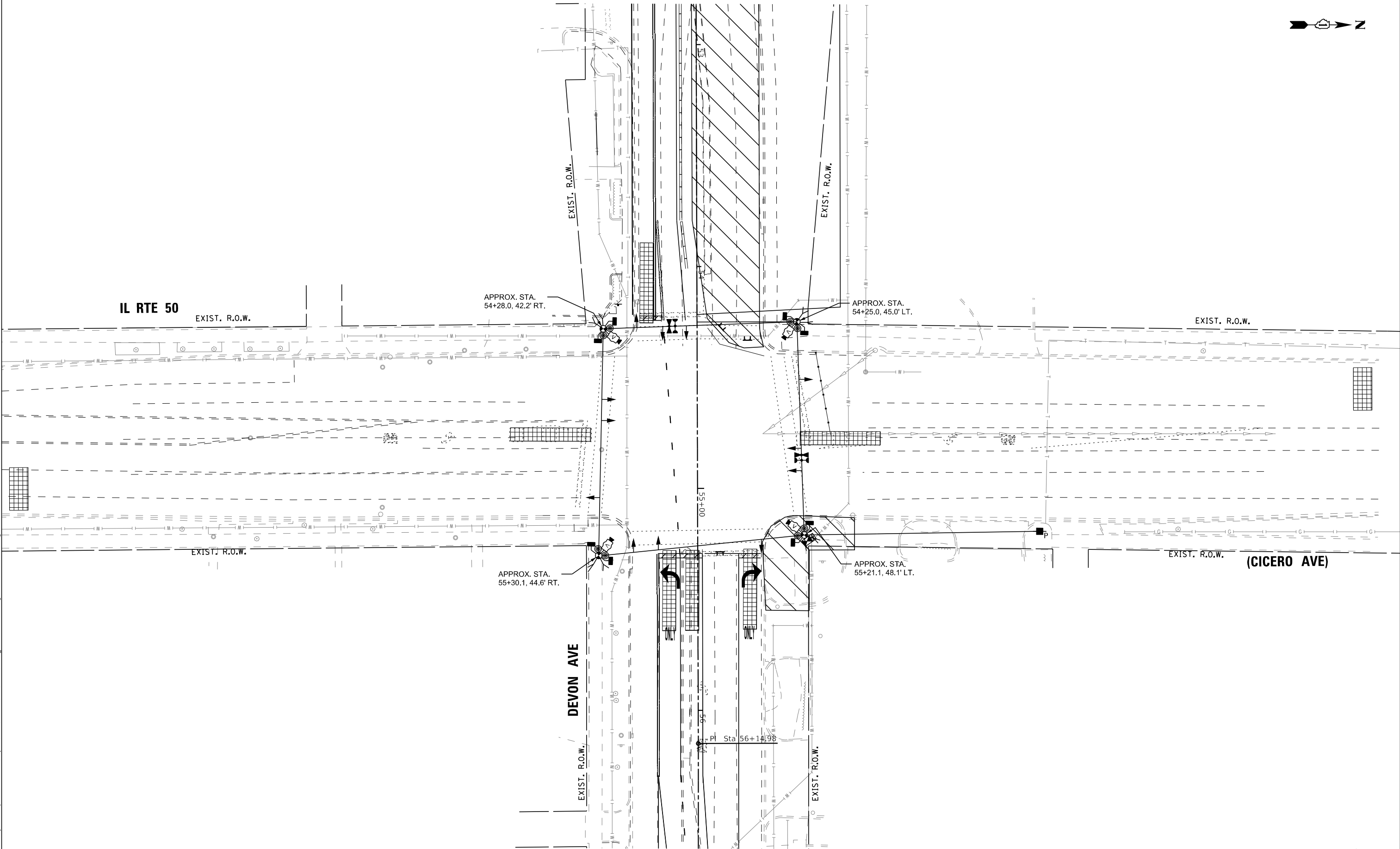
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 3 TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	131
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

TS 2590



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USER NAME	■ cstoczynski	DESIGNED -	TM	REVISED -	
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PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE -	11-17-2023	REVISED -	

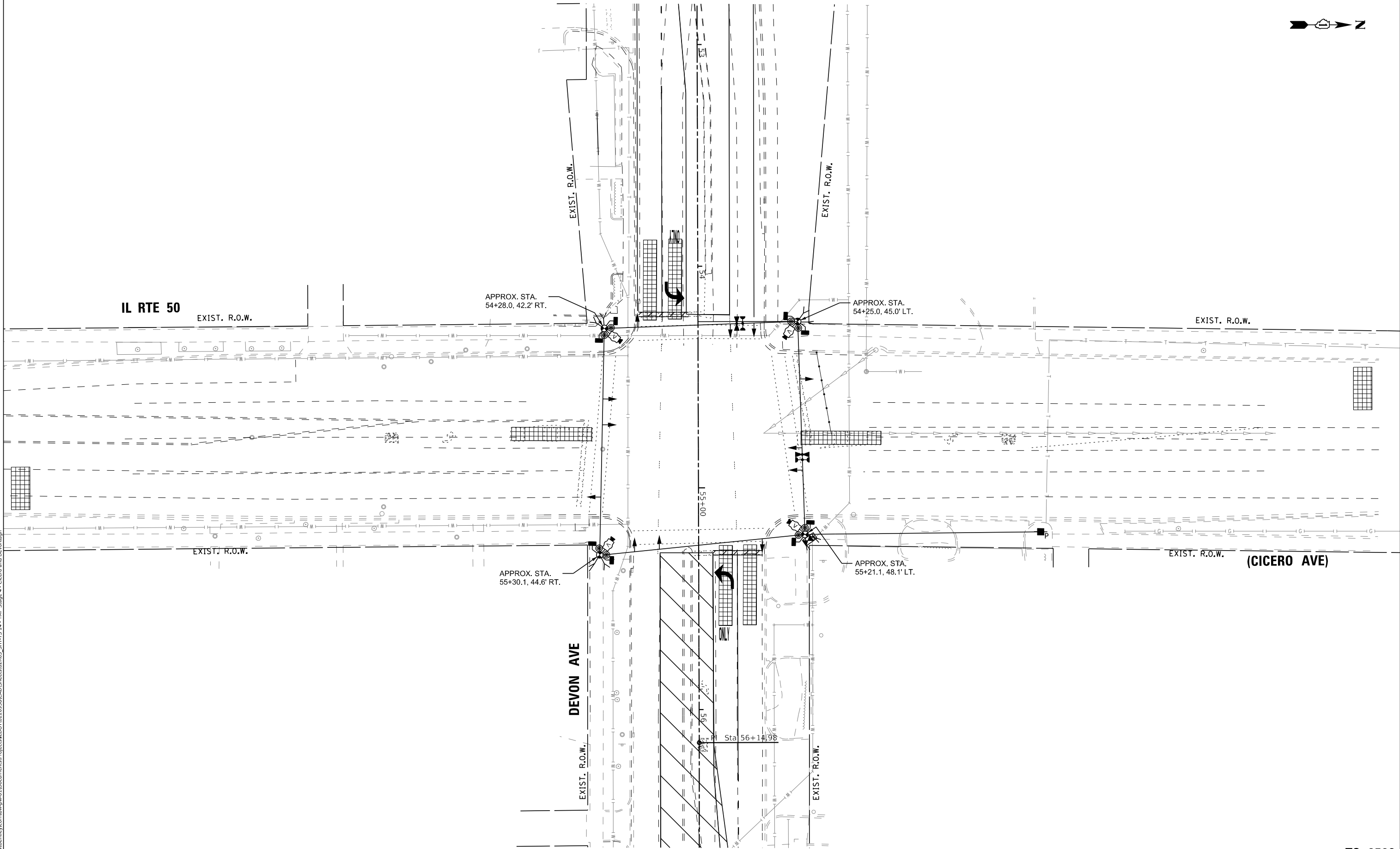
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 4 TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

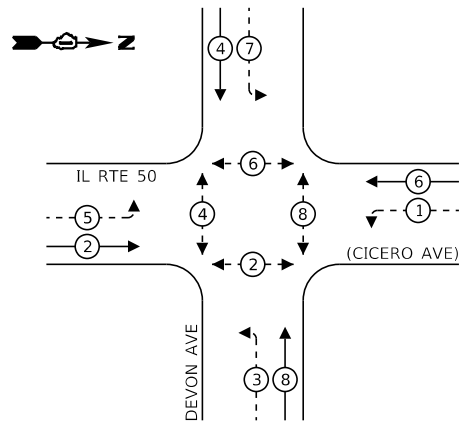
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	132
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

TS 2590



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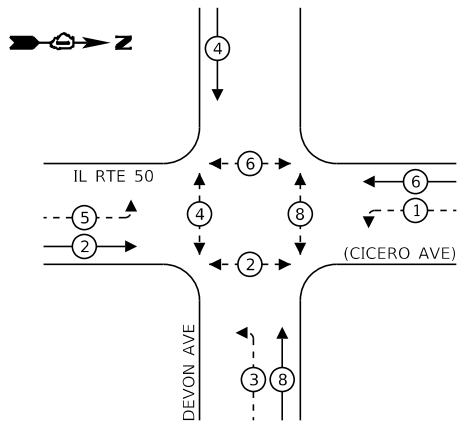
STAGES 1, 2, 2A, AND 4
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

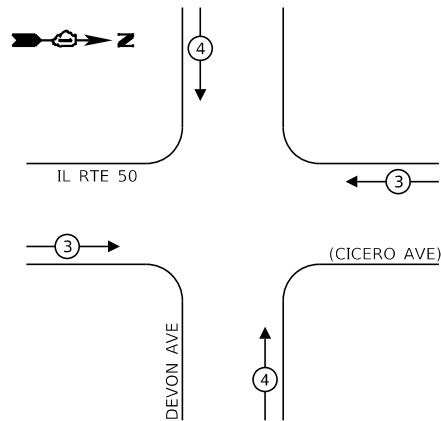
STAGES 2B AND 3
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

ALL STAGES TEMPORARY EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	4	11	44
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	4	20	80
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			523
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1128

CONSTRUCTION NOTES:

- THE YELLOW AND GREEN ARROW SECTIONS SHALL BE BAGGED AND DISABLED DURING STAGES 2B AND 3.

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ENERGY SUPPLY: CONTACT: LARRY SHANK

PHONE: 779-231-0497

COMPANY: COMED

ACCOUNT NUMBER: 20731-18191

METER NUMBER: ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALL STAGES TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION
DIAGRAM AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 50 (CICERO AVE) AND DEVON AVE

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	133
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



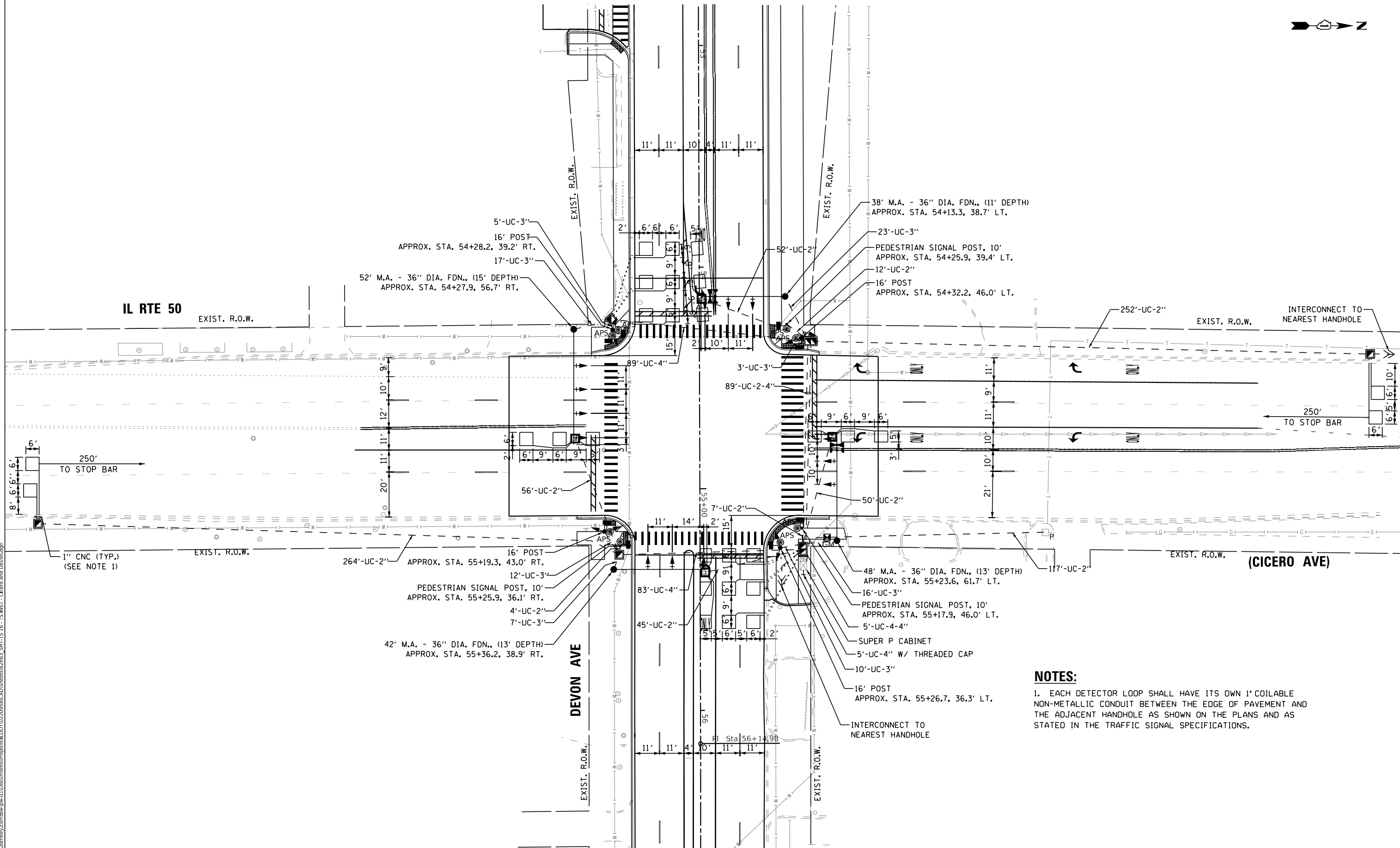
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		DRAWN -	TM	REVISED -	
PLOT SCALE	■ 39.9984' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE	■ 11-17-2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

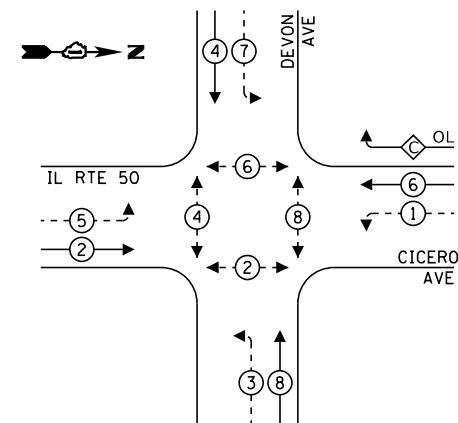
TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 50 (CICERO AVE) AT DEVON AVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	134
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



PROPOSED CONTROLLER SEQUENCE



LEGEND:

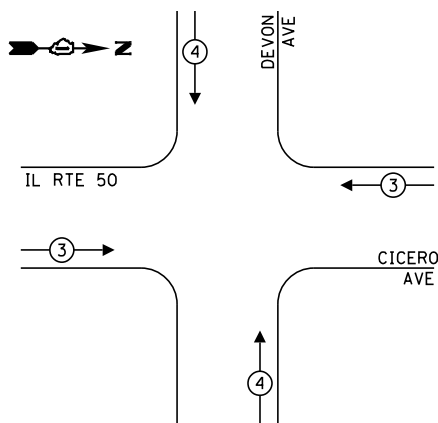
- ← (⊙) → PROTECTED PHASE
- ← (⊙) - - - PROTECTED/PERMITTED PHASE
- ← (⊙) → PEDESTRIAN PHASE
- ← (⊙) OL OVERLAP

RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
C	= 6	+ 7

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

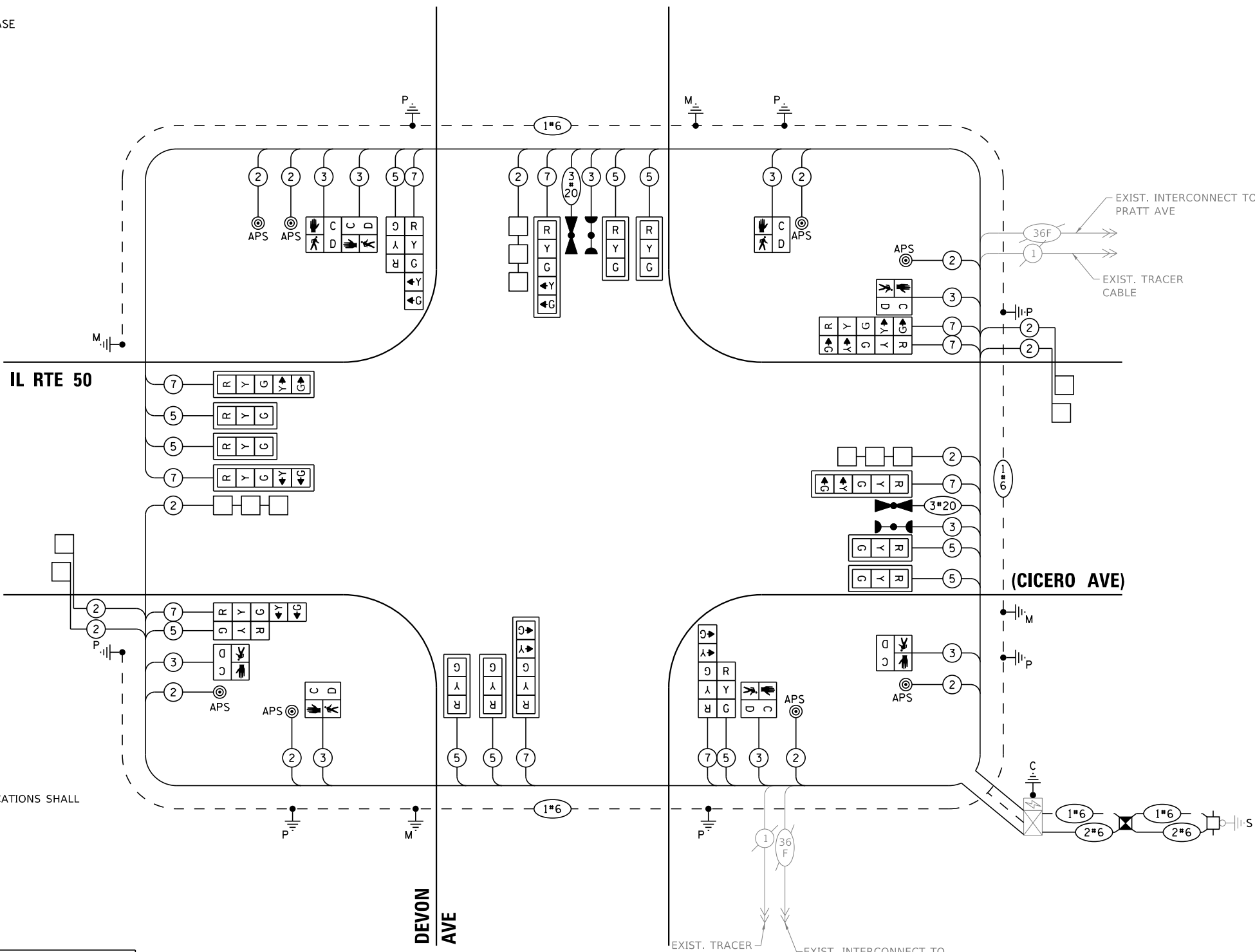
EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	11	11	121
4-SECTION	-	14	-
5-SECTION	10	13	130
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	40
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			586
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1191

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ENERGY SUPPLY: CONTACT: LARRY SHANK
PHONE: 779-231-0497
COMPANY: COMED
ACCOUNT NUMBER: 20731-18191
METER NUMBER: ---

NOTE: ALL RED INDICATIONS SHALL HAVE A LENS COVER



CABLE PLAN
(NOT TO SCALE)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM AND
EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 50 (CICERO AVE) AND DEVON AVE

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	135
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

TS 2590

TS SHT NO. 17

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AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME	■ cstoczynski
PLOT SCALE	■ 39.9584' / in.
PLOT DATE	■ 8/11/2025

DESIGNED	- TM	REVISED	-
DRAWN	- TM	REVISED	-
CHECKED	- AS	REVISED	-
DATE	- 11-17-2023	REVISED	-

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PLOT SCALE	■ 39.9984 ' / in.	CHECKED -	AS	REVISED -	
PLOT DATE	■ 8/11/2025	DATE -	11-17-2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

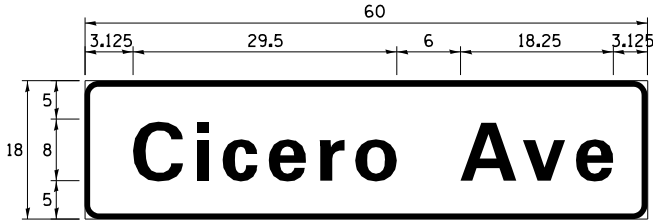
MAST ARM MOUNTED STREET NAME SIGNS
AND SCHEDULE OF QUANTITIES
IL RTE 50 (CICERO AVE) AND DEVON AVE

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

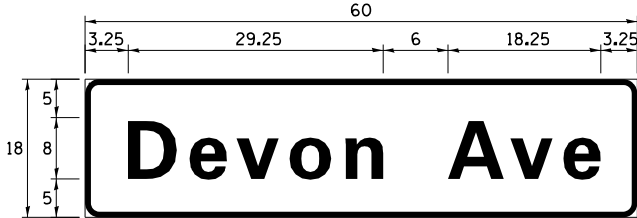
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	136
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	7.5	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	7.5	1	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION
PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME
SIGNS DETAIL.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	30
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	426
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	93
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	375
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1064
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1446
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1997
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1713
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2515
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	199
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1125
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	13
INDUCTIVE LOOP DETECTOR	EACH	6
DETECTOR LOOP, TYPE I	FOOT	924
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7313
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	11
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	310
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3
RELOCATE EXISTING CONTROLLER AND CABINET AND UPS	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A, 12-INCH DIAMETER	FOOT	12
LED SIGNAL FACE, LENS COVER	EACH	21
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	6

- 100% COST TO THE VILLAGE OF LINCOLNWOOD

PROPOSED PRESENT

- SIGNAL, TRAFFIC 3 SECTION 1-WAY ADJUSTABLE, 12" CR AS NOTED
- SIGNAL, TRAFFIC 3 SECTION 2-WAY ADJUSTABLE, 12" CR AS NOTED
- * SIGNAL OPTICALLY PROGRAMMED
- SIGNAL, PEDESTRIAN, DON'T WALK/WALK
- SIGNAL FACE ARROW, 12" COLOR AS NOTED
- SIGNAL FACE, 1 SECTION YELLOW/GREEN ARROW DUAL INDICATION
- PUSH BUTTON, PEDESTRIAN
- SIGN, ILLUMINATED, WITH MESSAGE OR SYMBOL AS INDICATED
- MAST ARM, MONOTUBE, STEEL, SIZE AS INDICATED (SEE DWG. #870)
- MAST ARM, TRUSS, ALUMINUM, SIZE AS INDICATED
- CONTROLLER, TRAFFIC SIGNAL, PEDISTAL OR BASE MOUNTED AS INDICATED
- CONTROLLER, STREET LIGHTING, PEDESTAL OR BASE MOUNTED. (DWG. #876 or #880)
- CONTROLLER, STREET LIGHTING, POLE MOUNTED (DWG. #11940)
- POLE, WOOD, COMMONWEALTH EDISON COMPANY, SERVICE
- POLE, CITY STEEL, ANCHOR BASE, 34'-6", 7 GA., 10" DIA. AND 15" B.C., 24"x7" FND. W/1 1/4" ANCHOR RODS DWG. #818.
- POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA., 10" DIA. AND 15" B.C., 24"x9" FND. W/1 1/4" ANCHOR RODS DWG. #818 (16' 20' or 26' M.A.)
- POLE, CITY STEEL, ANCHOR BASE, 34'-6", 3 GA., 11" DIA. AND 17 1/4" B.C., 30"x9" FND. W/1 1/4" ANCHOR RODS DWG. #816. (30' M.A.)
- POLE, CITY STEEL, ANCHOR BASE 34'-6", 3 GA., 12 1/2" DIA. AND 16 1/2" B.C., 30"x11" FND. W/1 1/2" ANCHOR RODS DWG. #817. (35' 40' or 44' M.A.)
- POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., 10" DIA., WITH 3 GA. BAL. HSG. BASE AND 17 1/4" B.C. ON 30"x9" FND. W/ 1 1/4" ANCHOR RODS DWG. #816.
- POLE, CITY STEEL, ANCHOR BASE, 20'-27'-6", 29'-6", 7 GA. WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DWG. #716.
- POLE, CITY STEEL, ANCHOR BASE, 20'-27'-6", 29'-6", 3 GA., WITH STEEL BAL. HSG. BASE AND FND. W/10" D. B.C. AND 1" ANCHOR RODS DWG. #719.
- POLE, CITY STEEL, ANCHOR BASE, 20'-27'-6", 29'-6" 7 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DWG. #11408B.
- POLE, CITY STEEL, ANCHOR BASE, 20'-27'-6", 29'-6" 3 GA., AND FND. WITH 10" B.C. AND 1" ANCHOR RODS DWG. #11408B.
- POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DWG. #753.
- POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., AND FND. WITH 11 1/2" B.C. AND 1" ANCHOR RODS DWG. #753.
- POLE, CITY STEEL, ANCHOR BASE, 32'-6", 7 GA., ALUM. BHB AND FND. WITH 15" B.C.-24"x7" WITH 1" ANCHOR RODS DWG. #691.
- POLE, CITY STEEL, ANCHOR BASE, 32'-6", 3 GA., ALUM. BHB AND FND. WITH 15" B.C. 24"x7" WITH 1" ANCHOR RODS DWG. #691.
- POLE, CITY ALUMINUM, WITH ROUND BAL. HSG. BASE, 25', 28', or 30' ON FND. WITH 14" B.C., ACQUIRED FROM CHICAGO PARK DISTRICT.
- POLE, CITY STEEL, EMBEDDED, 4"X 9"X 35' 7 GA., TAPERED TUBULAR. (DWG. #658)
- POLE, CITY STEEL, EMBEDDED, 4"X 9"X 35' 3 GA., TAPERED TUBULAR. (DWG. #658)
- POLE, CITY STEEL, EMBEDDED. (ACQUIRED FROM CTA)
- COLUMN, ELEVATED STRUCTURE
- POLE, WOOD. (SIZE AS NOTED)
- POLE, FOUNDATION WITH E-BOWS AS INDICATED. (SIZE AS NOTED)
- POLE, ORNAMENTAL OR OTHER, AS INDICATED ON THE PLANS

PROPOSED PRESENT

- HANDHOLE, HEAVY DUTY, 36" I.D. (DWG. #866)
- HANDHOLE, CIRCULAR WITH 24" FRAME & COVER, 30" I.D. (#866)
- MANHOLE, CITY 3'X4'X4' DWG. #729 or 730; 4'X6'X6' DWG. #732 or 733.
- FOUNDATION, CONTROLLER OR PEDESTAL, 13" B.C., 20"X5' (DWG. #709)
- FOUNDATION, TRAFFIC CONTROLLER DWG. #854, F.A. TERMINAL FND. DWG. #11972
- FOUNDATION, TRAFFIC TYPE "P", BASE MOUNT. (DWG. #888)
- FOUNDATION, CONTROLLER STREET LIGHT, SPECIAL, 100A & 200A. (DWG. #876 & #880)
- FOUNDATION, TRANSCLUSIVE: TRANSCLUSIVE HOUSING. (DWG. #583 & #891)
- CONTROLLER, UNDERPASS LIGHTING 120V. & 240V. (DWG. #860 & #861)
- MANHOLE, UTILITY, E=COMMONWEALTH EDISON; T=TELEPHONE; G=PEOPLES GAS; W=CITY WATER; P=CHICAGO PARK DISTRICT; CUA=C.I.A.; S=SEWER
- JUNCTION BOX, IN PAVEMENT (DWG. #815)
- DETECTOR LOOP IN PAVEMENT
- CONDUIT or P.V.C., NUMBER, SIZE & TYPE. (AS NOTED)
- CONDUIT or P.V.C. ENCASED IN CONCRETE. (SECTION or NUMBER OF CONDUIT INDICATED)
- LUMINAIRE, H.P.S.V. 400W LAMP, 240V, SEMI-CUTOFF
- LUMINAIRE, H.P.S.V. 400W LAMP, 240V, CUTOFF
- LUMINAIRE, H.P.S.V. 310W LAMP, 240V
- LUMINAIRE, H.P.S.V. 310W LAMP 240V, CUTOFF
- LUMINAIRE, H.P.S.V. 150W LAMP, 240V
- LUMINAIRE, H.P.S.V. 150W LAMP, 120V
- LUMINAIRE, H.P.S.V. 250W LAMP, 120V, (ALLEY LIGHT)
- LUMINAIRE, H.P.S.V. 250W LAMP, 120V
- TERMINAL, CARINER F.A. & P.C.
- FIRE ALARM BOX, MOUNTED
- FIRE ALARM BOX, POLE MOUNTED
- PR CABLE, TRAFFIC SIGNAL, COMMUNICATION, 1-PAIR #14 SHIELDED, IN CONDUIT
- 2 CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C-#4, 600 V. EPR, IN CONDUIT
- 3 CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2 1/C-#2 or #10 600V. EPR IN CONDUIT
- 4 CABLE, TRAFFIC SIGNAL POWER SUPPLY, 2/C-#10 or #6, 600V NSRI, IN CONDUIT
- 5 CABLE, TRAFFIC SIGNAL, 7/C-#2 or #14, 600V. EPR IN CONDUIT
- 6 CABLE, TRAFFIC SIGNAL, 10/C-#2 600V. EPR IN CONDUIT
- 7 CABLE, TRAFFIC SIGNAL, 14/C-#4, 600V. EPR IN CONDUIT
- 8 CABLE, TRAFFIC SIGNAL, 19/C-#2 600V. EPR IN CONDUIT
- 9 CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN PARKWAY
- 10 CABLE, STREET LIGHT, 2 1/C-#6, 600V. RINS IN CONDUIT
- 11 CABLE, STREET LIGHT, 2 1/C-#6 EPRN 600V. & 1 1/C-#8 GREEN, TRIPLEXED, IN CONDUIT
- 12 CABLE, STREET LIGHT, 3 1/C-#10, or #2/0, or #4, 600V. EPR IN CONDUIT
- 13 WIRE, STREET LIGHT, 2 1/C-#6, 4DNS. AERIAL
- 14 WIRE, STREET LIGHT, 2 1/C-#6 & 1 1/C-#8, 4DNS. AERIAL
- 15 CABLE, STREET LIGHT AERIAL, 3 1/C-#4 or #2 SELF SUPPORTING, 600V EPR
- 16 WIRE, F.A. & P.C. AERIAL, 1/C-#10, NUMERAL DENOTES QUANTITY
- 17 CABLE, F.A. & P.C. AERIAL, W/ MESSENGER #19-(NUMBER OF PAIRS AS INDICATED)
- 18 CABLE, F.A. & P.C. AERIAL, SELF SUPPORTING, #19 (NUMBER OF PAIRS AS INDICATED)
- 19 CABLE, F.A. & P.C., IN CONDUIT, #19 (NUMBER OF PAIRS AS INDICATED)
- 20 DOWNLIGHT ASSEMBLY. (DWG. #850)
- 21 LIGHT, TRAFFIC SAFETY ISLAND
- 22 FLASHING BEACON & DOWNLIGHT

ORNAMENTAL LUMINAIRES
PROPOSED EXISTING

○	310W PENDANT (240V)
○	400W PENDANT (240V)
○	250W PENDANT (240V)
○	150W ACORN (120V)
○	150W ACORN (240V)
○	50W ACORN (240V)
○	100W ACORN (240V)
○	150W GLOBE (240V)
○	100W GLOBE (240V)
○	50W GLOBE (240V)

04-01-02	REVISED/REDRAW	R. POOL/B.I.
12-4-01	ADDED ORNAMENTAL SYMBOLS	
8-6-96	REDRAWN	
DATE	REVISED	

STANDARD CODE
FOR
TRAFFIC SIGNALS/
STREET LIGHTING

CITY OF CHICAGO DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICITY		
DRAWING R. IVY	CHECKED R. CARTER	ENGINEER R. POOL/R.C./W.T.
SUPERVISING ENGINEER	ELECTRICAL ENGINEER	DWG. NO.
ENGINEER OF ELECTRICITY		826
CHIEF SURV. OF CONSTRUCTION		
DEPUTY CHIEF OF CONSTRUCTION		
DATE: 22" 36"	SCALE	DATE:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	138
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

1.

THE LOCATIONS OF VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY AND SHALL NOT BE TAKEN AS EXACT. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM TO PREVENT DAMAGE AND SHALL COORDINATE ALL WORK WITH UTILITY COMPANIES AND THE CITY OF CHICAGO IN ACCORDANCE WITH THE SPECIAL PROVISIONS. ANY UTILITY THAT IS DAMAGED DURING THE CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
2.

ITEMS OF WORK LISTED IN THE SUMMARY OF QUANTITIES WHICH ARE NOT SPECIFICALLY INDICATED ON THE PLANS SHALL BE PERFORMED AT THE LOCATIONS INDICATED AND DIRECTED BY THE COMMISSIONER.
3.

ALL DIMENSIONS SHOWN ON THE PLANS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
4.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING DIGGER, 744-7000, FOR EXISTING UTILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED, AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.
5.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN WHETHER ANY PERMITS, SPECIAL INSPECTIONS, ETC. ARE REQUIRED IN RESPECT TO THE CONSTRUCTION OPERATIONS AND WORK UNDER THIS CONTRACT. IT IS SOLELY HIS/HER DUTY TO PROVIDE FOR SUCH REQUIREMENTS AND TO MAKE PAYMENTS FOR THEM.
6.

A PERMIT IS REQUIRED FROM THE DEPARTMENT OF SEWERS PRIOR TO THE CONSTRUCTION OF, OR REPAIRS TO, UNDERGROUND SEWERS, DRAIN CON- SECTIONS OR SEWER STRUCTURES, INCLUDING THE ADJUSTMENT OF SEWER STRUCTURES AND REMOVAL/REPLACEMENT OF FRAMES AND LIDS. THE PERMIT MUST BE OBTAINED BY A DRAIN LAYER CURRENTLY LICENSED FROM THE DEPARTMENT OF SEWERS.
7.

A MINIMUM DISTANCE OF THE OUTSIDE DIAMETER OF SEWER (O.D.) PLUS FOUR (4) FEET MUST BE MAINTAINED BETWEEN THE SEWER AND THE UTILITY CENTERLINES. IF THE OUTSIDE DIAMETER/ WIDTH OF UTILITY CONDUIT IS MORE THAN THE SEWER O.D., A MINIMUM OF 4 FEET HORIZONTAL CLEARANCE MUST BE OBTAINED FROM THE OUTSIDE FACE TO OUTSIDE FACE. FOUR (4) FEET HORIZONTAL CLEARANCE IS ALSO REQUIRED FROM ALL SEWER STRUCTURES. A MINIMUM OF 10 FEET HORIZONTAL CLEARANCE AND 18 INCHES VERTICAL CLEARANCE IS DESIRABLE BETWEEN THE SEWER AND WATER MAIN.
8.

WHEN, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR THE DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE OF ALL DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
9.

MANHOLES, CATCH BASIN AND INLETS MUST BE PROTECTED FROM ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR SHALL MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING
10.

WHEN REMOVING PAVEMENT, CURB OR ANY STRUCTURES, THE USE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE THE UNDERGROUND PUBLIC OR PRIVATE STRUCTURES AND UTILITIES WILL NOT BE PERMITTED.
11.

IN THE EVENT SECTION OR SUBSECTION MARKERS AND/OR PERMANENT BENCHMARKS ARE ENCOUNTERED WITHIN THE PAVEMENT AREA RESURFACED, THE CONTRACTOR SHALL ADJUST SAME AS DIRECTED BY THE COMMISSIONER. THIS WORK SHALL BE PAID IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS. BENCH MONUMENT LOCATIONS IN THE LIMITS OF THIS IMPROVEMENT CAN BE OBTAINED AT CITY HALL - ROOM 406.
12.

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS ENCOUNTERED UNTIL THE RESPECTIVE OWNER, OR AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
13.

WHENEVER IT IS NECESSARY TO TRENCH ACROSS DRIVEWAYS OR SIDEWALKS, THE CONTRACTOR SHALL RESTORE THE SURFACE TO ITS ORIGINAL CONDITION IN ACCORDANCE TO THE CITY OF CHICAGO CONSTRUCTION SPECIFICATIONS.
14.

ANY REFERENCE TO "STANDARDS" THROUGHOUT THE CONTRACT PLANS OR DOCUMENTS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) AND ALL SUBSEQUENT REVISIONS, THE CITY OF CHICAGO STANDARDS, AND THE STATE OF ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
15.

ALL MATERIALS AND CONSTRUCTION METHODS USED FOR THIS CONTRACT SHALL CONFORM TO THE CITY OF CHICAGO CONSTRUCTION SPECIFICATIONS.
16.

ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE VESTS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THIS CONTRACT.
17.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD WHICH MAY AFFECT THE DETAILS AND CLEARANCES OF ALL COMPONENT PARTS PRIOR TO THE CONSTRUCTION, FABRICATION AND ORDERING OF MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING AND ASSEMBLY OF ALL PARTS OF THIS WORK AND SHALL INDICATE ON ALL SHOP DRAWINGS WHICH DIMENSIONS WERE OBTAINED BY ACTUAL FIELD MEASUREMENTS.
18.

WHILE EVERY ATTEMPT HAS BEEN MADE TO PROVIDE DRAWINGS AND SPECIFICATIONS FREE OF ERROR, OMISSION OR DISCREPANCY, IT NEVERTHELESS REMAINS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY DIMENSIONS AND GEOMETRY, WITH NO ADDITIONAL COMPENSATION.
19.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RECTIFY DISCREPANCIES, OMISSIONS, OR MODIFY DETAILS SHOWN ON THE DESIGN DRAWINGS OR SPECIFICATIONS AS DEEMED NECESSARY, SUBJECT TO THE APPROVAL OF THE COMMISSIONER WITH NO ADDITIONAL COMPENSATION FOR SUCH MODIFICATIONS TO THE DRAWINGS OR CONTRACT SPECIFICATIONS. THE CONTRACTOR'S RESPONSIBILITY INCLUDES VERIFICATION OF DIMENSIONS AS SHOWN WITH THAT ON EXISTING DESIGN AND SHOP DRAWINGS.
20.

PRIOR TO INITIATING ANY REMOVAL OPERATION THE CONTRACTOR SHALL SAW-CUT EXISTING CONCRETE AND BITUMINOUS SURFACES WHERE REMOVAL ABUTS EXISTING TO REMAIN. THE CONTRACTOR SHALL RESTORE OR REPLACE ANY AND ALL CONDITIONS ABUTTING THE WORK AREA DAMAGED BY HIS/HER OPERATIONS AT NO ADDITIONAL COST AS DIRECTED BY THE COMMISSIONER.
21.

NIGHT OPERATIONS: WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST CAUTION IN PREVENTING ADVERSE EFFECTS TO THE VISIBILITY OF THE MOTORING PUBLIC AS WELL AS THE COMMERCIAL PREMISES.
22.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE WITHIN THE CITY PROPER WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF CHICAGO.
- 23

PRIOR TO THE START OF ANY EXCAVATION OPERATION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND STRUCTURES, INCLUDING BUT NOT LIMITED TO VAULTED SIDEWALKS.
24.

THE CONTRACTOR SHALL INFORM MR. MIKE McLINDEN AT THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS, AT (312) 746-4525 PRIOR TO THE CUT-OVER DATE FROM THE TEMPORARY SIGNALS TO THE PERMANENT SIGNALS. A MINIMUM OF 72 HOURS ADVANCE NOTICE IS REQUIRED.
25.

THE CONTRACTOR SHALL NOTIFY THE POST OFFICE OF ANY MAIL BOX TO BE REMOVED OR RELOCATED. THE COST OF COORDINATION WITH THE POST OFFICE WILL BE INCIDENTAL TO THE SIDEWALK REMOVAL.
26.

THE CONTRACTOR SHALL USE CARE IN GRADING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOTS OR TRUNKS. PARKING AND STORAGE OF MATERIALS AND EQUIPMENT IS NOT ALLOWED WITHIN THE DRIP LINE OF TREES AND SHRUBS.
27.

THE ENTIRE AREA WHICH IS TO RECEIVE BITUMINOUS MATERIALS (PRIME COAT) SHALL BE SWEEP CLEAN BEFORE THE MATERIAL IS APPLIED. THE SWEEPINGS SHALL NOT BE DEPOSITED IN THE GUTTER, ON THE CURB, PARKWAY OR SIDEWALK, BUT SHALL BE PICKED UP AND DISPOSED OF PROPERLY BEYOND THE LIMITS OF THE PROJECT ON THE SAME DAY THAT THE SWEEPING IS DONE. THE WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO BITUMINOUS MATERIALS (PRIME COAT).
28.

TRAFFIC SHALL BE MAINTAINED ON ALL STREETS AND PARKING SHALL BE PROHIBITED WITHIN FIFTY FEET OF THE CONSTRUCTION AREA AT ALL TIMES. THE CONTRACTOR SHALL NOTIFY THE CITY OF CHICAGO DOT 48 HOURS BEFORE COMMENCING CONSTRUCTION.
29.

ALL REMOVED TRAFFIC SIGNALS, POSTS AND LIGHT POLES SHALL BE DELIVERED TO THE DIVISION OF ELECTRICAL OPERATIONS AS DIRECTED BY THE ELECTRICAL INSPECTOR.
30.

MOVING UTILITIES SHALL BE THE RESPONSIBILITY OF THE OWNERS UNLESS OTHERWISE NOTED ON THE PLANS.
31.

SIDEWALK RAMPS SHALL BE CONSTRUCTED AT LOCATIONS INDICATED AND AS DIRECTED BY THE COMMISSIONER. ALL RAMPED SIDEWALKS SHALL BE EIGHT INCH (8") DEPTH.
32.

THE CONTRACTOR SHALL USE EXTREME CARE WHEN WORKING AND/OR STORING MATERIAL/EQUIPMENT OUTSIDE THE LIMITS OF THE CONSTRUCTION AS SHOWN ON THE PLANS SO AS NOT TO DAMAGE, DEFACE OR OTHERWISE DISTURB ADJACENT IMPROVED AREAS OR PRIVATE PROPERTY. ANY CORRECTIVE WORK OUTSIDE THE LIMITS OF THE PROJECT THAT IS NECESSARY TO RESTORE ADJACENT AREAS TO EXISTING CONDITIONS SHALL BE AT THE SOLE EXPENSE OF THE CONTRACTOR. ALL SUCH RESTORATION WORK SHALL BE DONE TO THE SATISFACTION OF THE COMMISSIONER.
33.

IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGE FACILITIES AT HIS/HER EXPENSE TO THE SATISFACTION OF THE DEPARTMENT OF SEWERS. THE SEWER FLOW SHALL BE MAINTAINED AT ALL TIMES.
34.

ALL BANNERS OR EXISTING POLES THAT WILL BE REQUIRED TO BE REMOVED SHALL BE REINSTALLED BY THE CONTRACTOR AT NO EXPENSE TO THIS CONTRACT.
35.

THE CONTRACTOR SHALL NOT PERFORM ANY WORK ON, OR DISTURB THE FIRE ALARM AND POLICE TELEGRAPH SYSTEM.
36.

THE CONTRACTOR SHALL OBTAIN AT HIS/HER OWN EXPENSE ALL PERMITS FROM FOREIGN UTILITY COMPANIES OR EXTENSION OF SERVICE WHERE REQUIRED ATTACHMENT TO FOREIGN UTILITY POLES, OR INSTALLATION OF CONDUIT INTO UTILITY MANHOLES AND SHALL BE LIABLE FOR INSPECTION FEES OR PRESENCE OF RESIDENT INSPECTOR WHEN INSTALLING SUCH CONDUIT, CABLE, OR SPLICING CABLE IN FOREIGN UTILITY MANHOLES.
37.

DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. SUCH VARIATIONS SHALL NOT BE THE CAUSE FOR ADDITIONAL COMPENSATION OR FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITIES FURNISHED AT THE CONTRACT UNIT PRICE BID FOR THE WORK.
38.

ADDITIONAL AREAS OF FAILED SIDEWALK SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE COMMISSIONER. THIS WORK SHALL BE PAID FOR AS "SIDEWALK REMOVE/REPLACE, 5" " OR "SIDEWALK REMOVE/REPLACE AT INTERSECTIONS, 8'."
39.

ALL EXISTING HANDHOLES AND MANHOLES IDENTIFIED BY THE COMMISSIONER SHALL BE COMPLETELY CLEANED OF DIRT AND DEBRIS AND ANY WATER SHALL BE REMOVED. ALL MATERIAL REMOVED FROM EXISTING HANDHOLES AND MANHOLES SHALL BE DISPOSED OF OFF SITE.
40.

ALL SIGNS REMOVED AND NOT SHOWN AS RELOCATED SHALL BE TRANSPORTED TO THE CITY OF CHICAGO SIGN DIVISION, 3458 SOUTH LAWNSDALE AVENUE OR AS DIRECTED BY THE COMMISSIONER. THE COST OF THE COMPLETE REMOVAL OF THESE SIGNS INCLUDING THE SUPPORTING CHANNELS, BRACKETS, BANDING AND ENTIRE SUPPORT AND DELIVERY OF THESE SIGNS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
41.

PRIOR TO PERFORMING ANY ELECTRICAL WORK, THE CONTRACTOR SHALL REQUEST AN INSPECTION AND MAINTENANCE TRANSFER OF THE EXISTING LIGHTING SYSTEM IMPACTED BY THE PROJECT. THIS SHOULD BE DONE AT LEAST FIVE (5) WORKING DAYS BEFORE SCHEDULED WORK. THE PERSON TO CONTACT IS MR. DAN GRIGAS AT 312-744-4608 DANIEL.GRIGAS@CITYOFCHICAGO.ORG
42.

STREET LIGHT POLES AND ARMS REMOVED ARE TO BE DELIVERED TO THE CITY OF CHICAGO DIVISION OF ELECTRICAL OPERATIONS, 1539 SOUTH ASHLAND. LIGHT FIXTURES SHOULD BE DELIVERED TO 2451 SOUTH ASHLAND.

A		
	DATE	REVISION
TRAFFIC CONTROL SIGNALS GENERAL NOTES		
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING		
CONSULTING ENGINEERS:		
 AMES Engineering, Inc. CONSULTING ENGINEERS 6330 Belmont Road, Suite 4B Downers Grove, IL 60516 PROJECT # 1079		DWG. NO.
SIZE:	22" x 34"	SCALE: AS NOTED DATE: 03/28/2025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE I	COOK	268	139
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CITY OF CHICAGO STANDARD DRAWINGS

579. STANDARD METHOD FOR BACKFILLING CABLE AND CONDUIT TRENCHES
IN SODDED PARKWAY AND LAWNS.
659. 2 BOLT MAST ARM ATTACHMENT POLE PLATE DETAILS
730. 3’ X 4’ X 4’ CONCRETE MANHOLE WITH 24’’ FRAME AND COVER
736. TYPICAL GROUNDING METHODS FOR BUREAU OF ELECTRICITY EQUIPMENT
740. TRAFFIC SIGNAL UPPER AND LOWER BRACKET ARM ASSEMBLY
741. TRAFFIC SIGNAL BRACKET ARM ASSEMBLY
806. 1½’’ X 60’’ STEEL ANCHOR ROD
808. 5.17’’ X 10.0’’ STEEL/34’-6’’ POLE 7 OR 3 GAUGE
811. 1-1/4’’ X 60’’ STEEL ANCHOR ROD
813. INSTALLATION METHOD OF INSTALLING CONDUIT UNDER PAVED ROADWAY
816. FOUNDATION FOR 34’-6’’ TRAFFIC SIGNAL POLE WITH 17¼’’ BOLT CIRCLE
- 818 FOUNDATION FOR 34’ - 6’’ ARTERIAL STREET LIGHT OR TRAFFIC SIGNAL
POLE - 3 OR 7 GUAGE WITH 15’’ BOLT CIRCLE
827. 7.67’’ X 12.5’’ STEEL/34-6-’’ POLE 3 GAUGE
834. TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS
835. TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS
839. 12’ MAST ARM FOR 2-BOLT ATTACHMENT
870. STEEL TRAFFIC SIGNAL MAST ARM-MONOTUBE
872. 24’’ DIA. CIRCULAR MANHOLE FRAME AND COVER WITH 41-3/4’’ O.D. FRAME
888. TYPE ‘’P’’ FOUNDATION FOR BASE MOUNTED TRAFFIC SIGNAL CONTROL CABINET
954. JUNCTION BOX FOR TRAFFIC SIGNAL & FIRE ALARM
7878. PULLING IRON
- 11420-A. CAST POLETOP FOR STEEL POLE.
11925. INSTALLATION OF SERVICE EQUIPMENT ON C.E. CO. WOOD POLES
11984. BANDING FITTINGS FOR POLE MOUNTING TRAFFIC SIGNAL
- 12268-A. TRAFFIC CONTROL SIGNALS STRIP WIRING LAYOUT

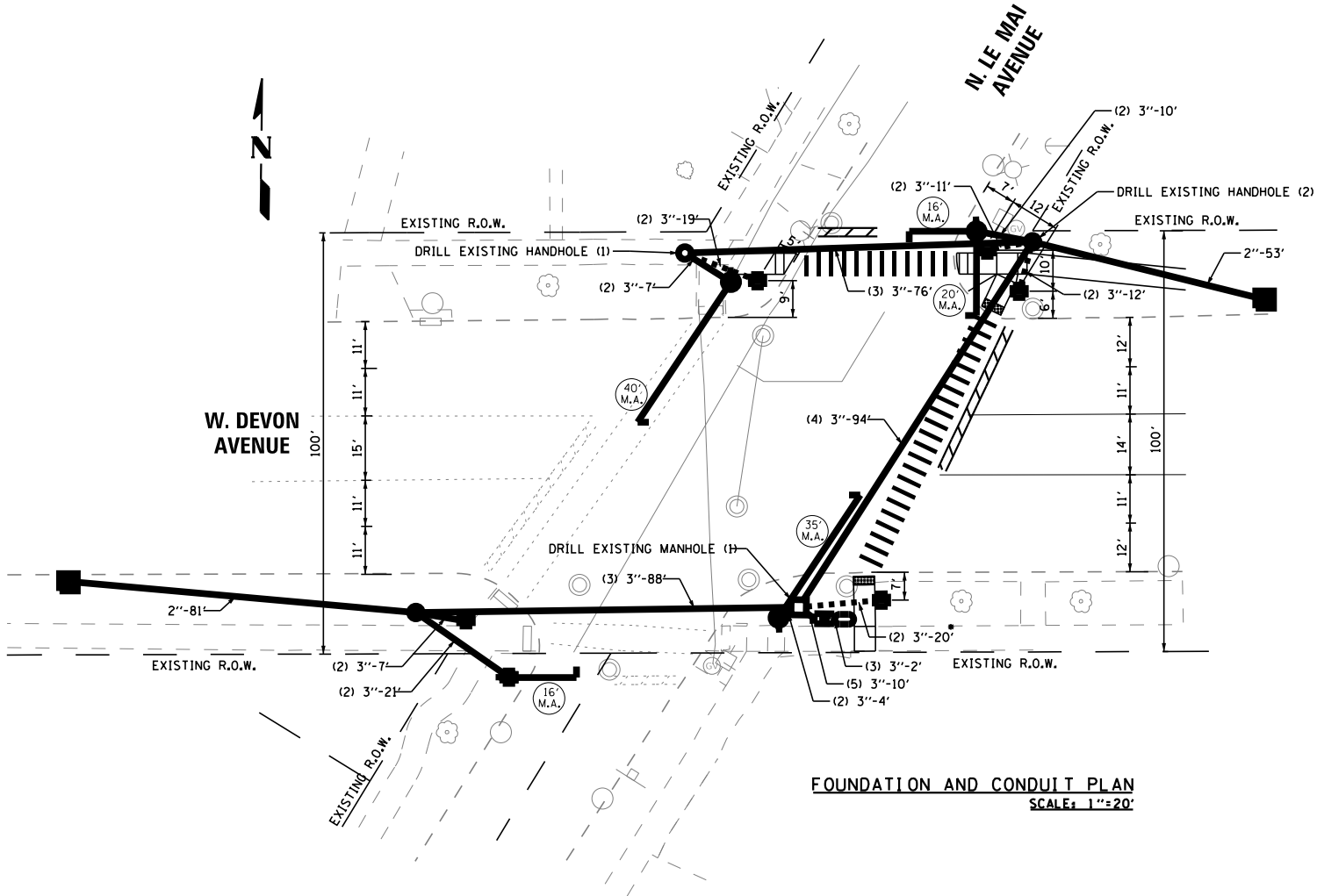
A		
DATE		REVISION
TRAFFIC CONTROL SIGNALS INDEX OF STANDARD DRAWINGS		
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING		
CONSULTING ENGINEERS:		
 AMES Engineering, Inc. CONSULTING ENGINEERS 6330 Belmont Road, Suite 4B Downers Grove, IL 60516 PROJECT # 1079		DWG. NO.
SIZE: 22" X 34"	SCALE: AS NOTED	DATE: 03/28/2025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	140
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

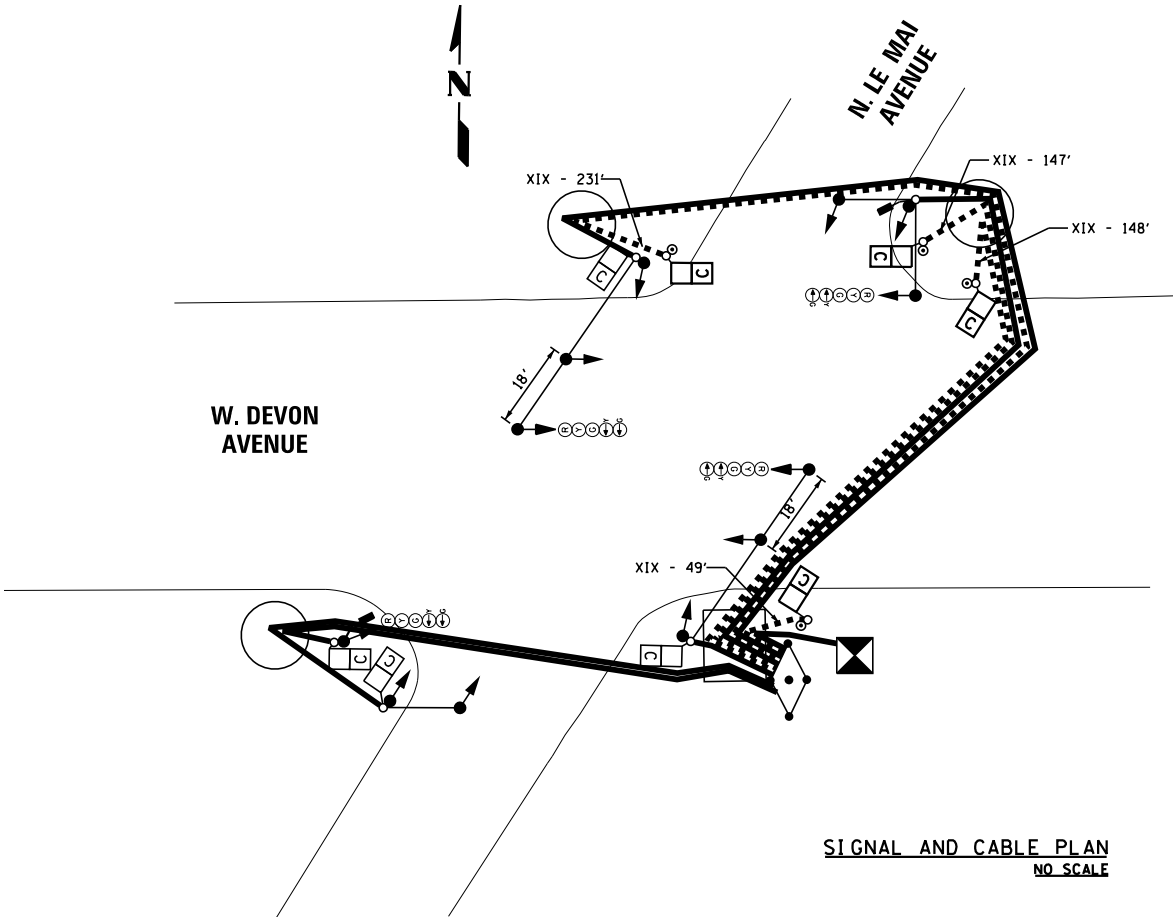
SCHEDULE OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
1	PVC CONDUIT IN TRENCH 3"	FOOT	124
2	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
3	CONCRETE FOUNDATION, 24" DIAMETER, 1 1/4" ANCHOR RODS, 15" BOLT CIRCLE, 7 FEET	EACH	4
4	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 19/C	FOOT	575
5	POLE STEEL, ANCHOR BASE, 10" DIAMETER, 7 GAUGE, 34'-6"	EACH	4
6	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 1-FACE, LED, COUNTDOWN, BRACKET MOUNTED	EACH	4
7	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
8	SIGNAL TIMING	LSUM	1
9	DRILL EXISTING HANDHOLE OR MANHOLE	EACH	4

A			
DATE		REVISION	
TRAFFIC CONTROL SIGNALS SCHEDULE OF QUANTITIES			
W. DEVON AVENUE & N. LE MAI AVENUE			
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING			
CONSULTING ENGINEERS:			
 AMES Engineering, Inc. CONSULTING ENGINEERS 6330 Belmont Road, Suite 4B Downers Grove, IL 60516		DWG. NO. XXXX	
PROJECT # 1079			
SIZE: 22" X 34"	SCALE: AS NOTED	DATE: 03/28/2025	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	141
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



FOUNDATION AND CONDUIT PLAN
SCALE: 1"=20'



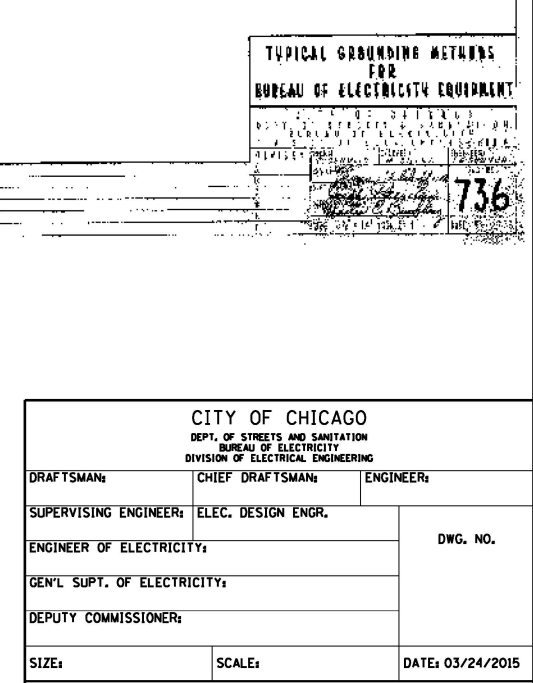
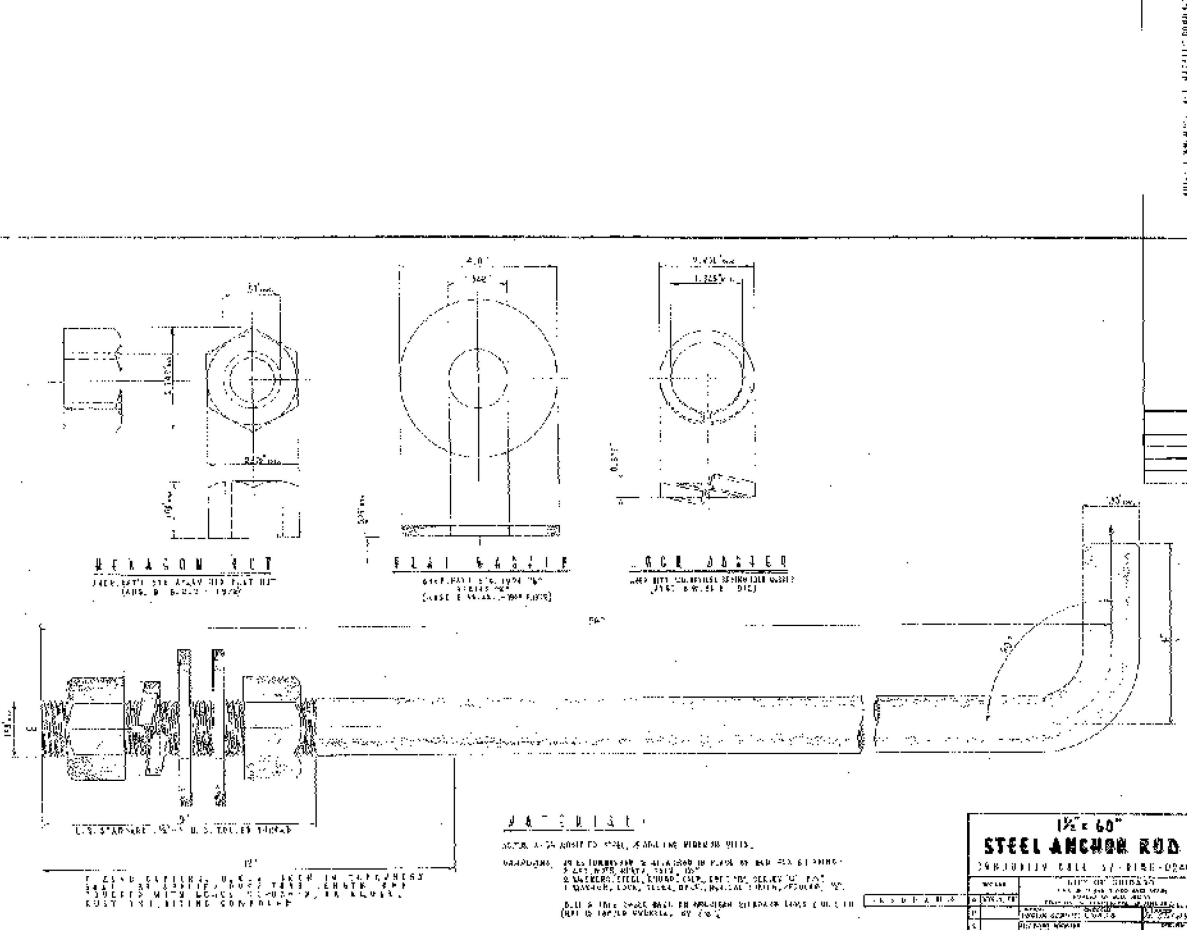
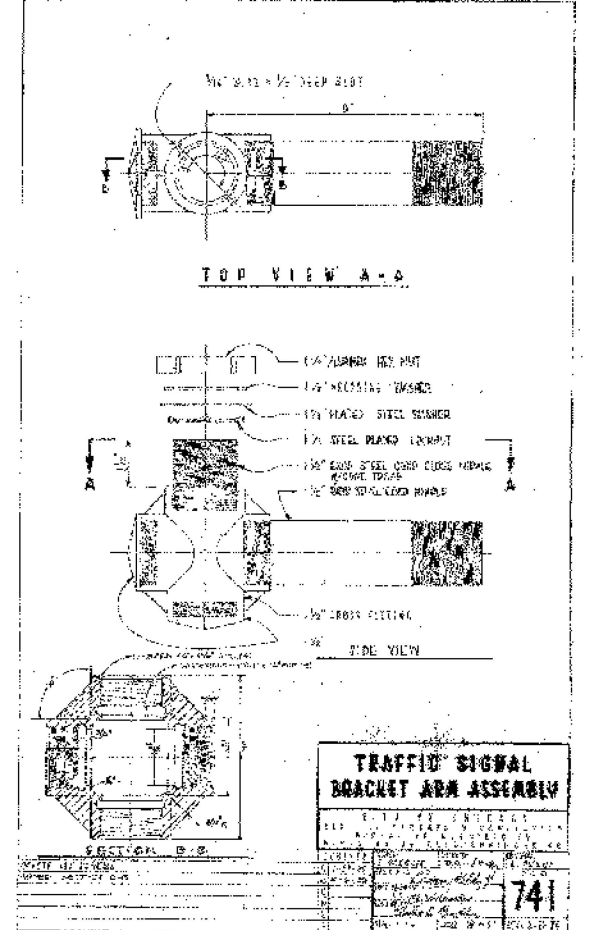
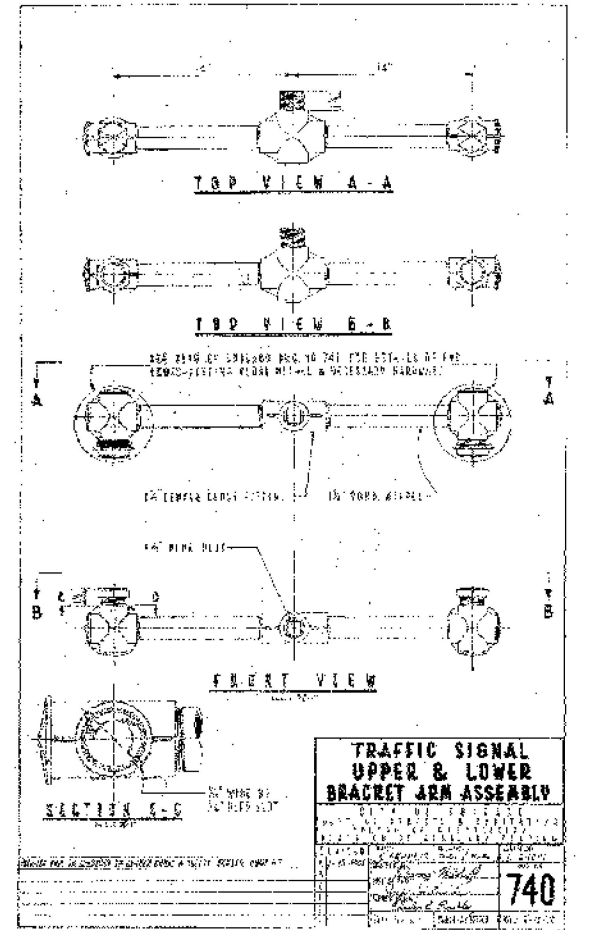
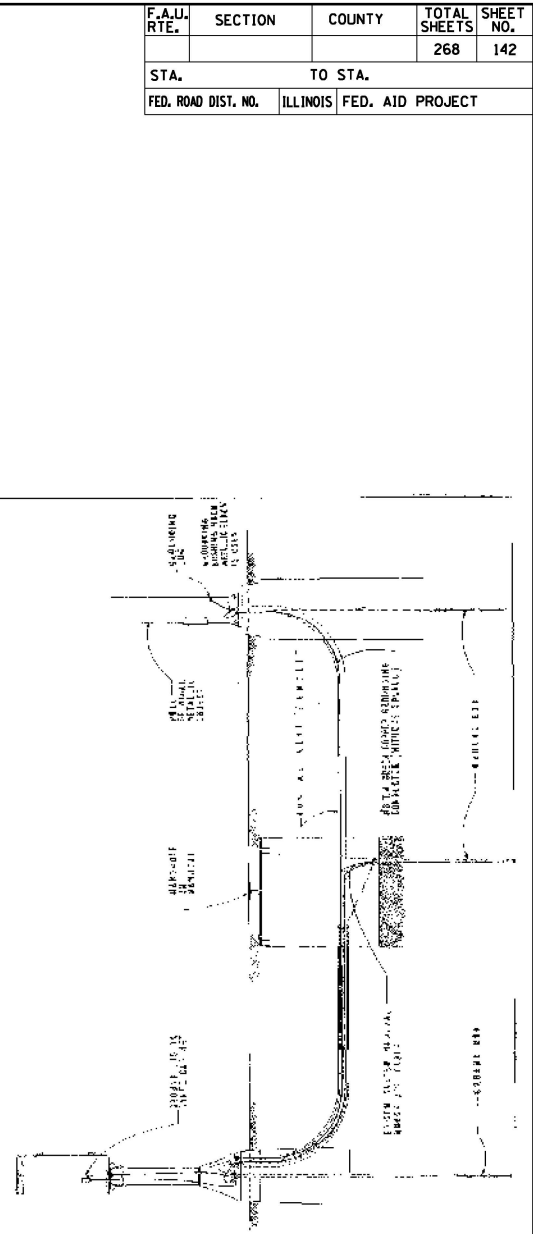
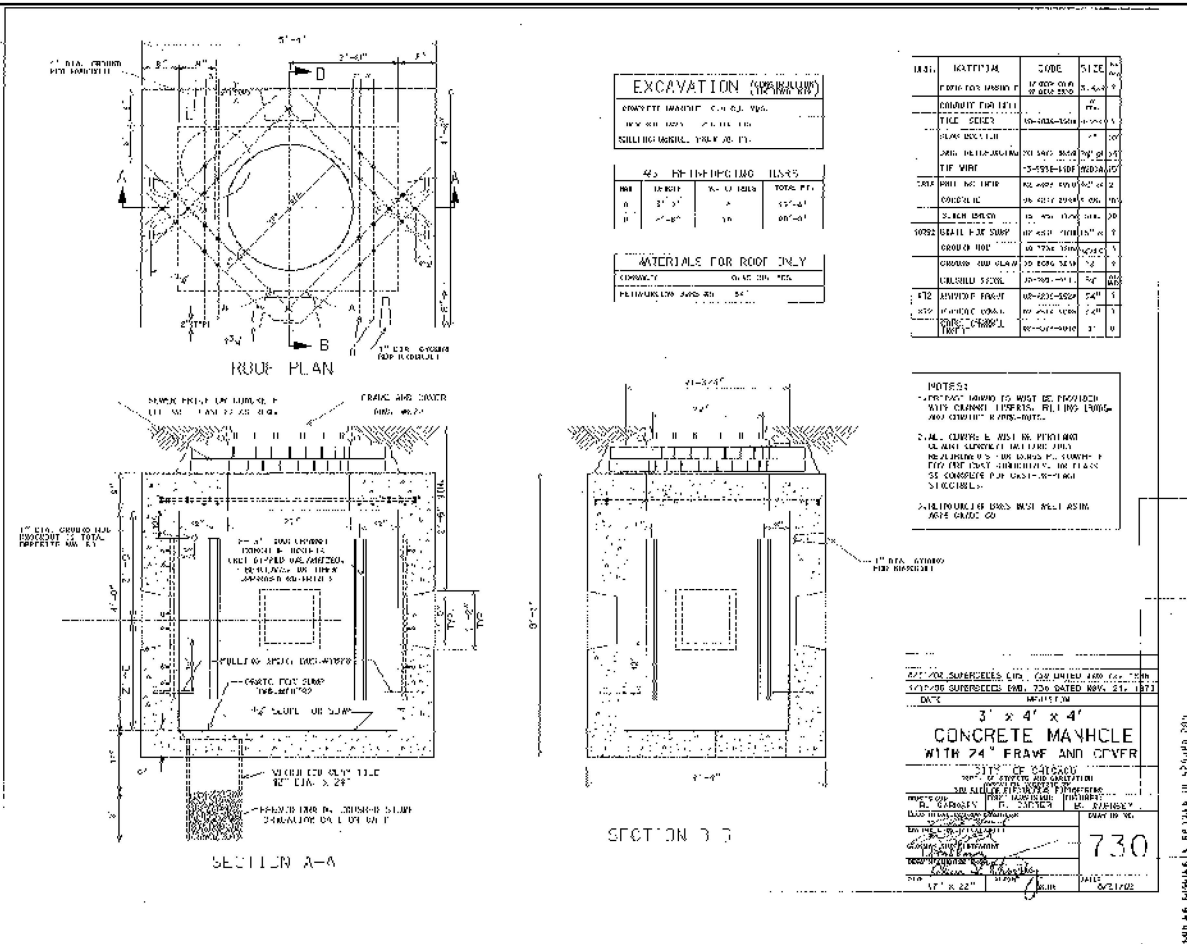
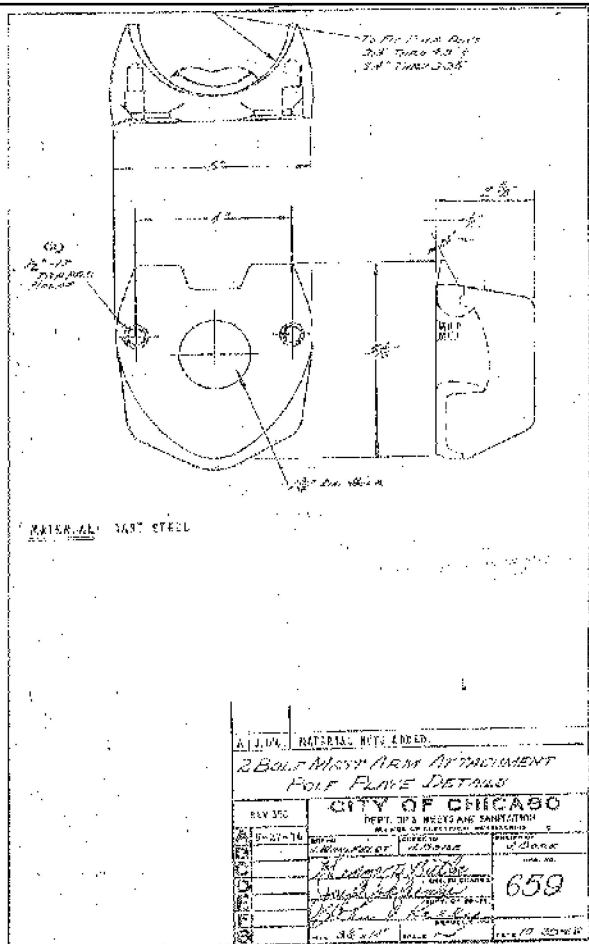
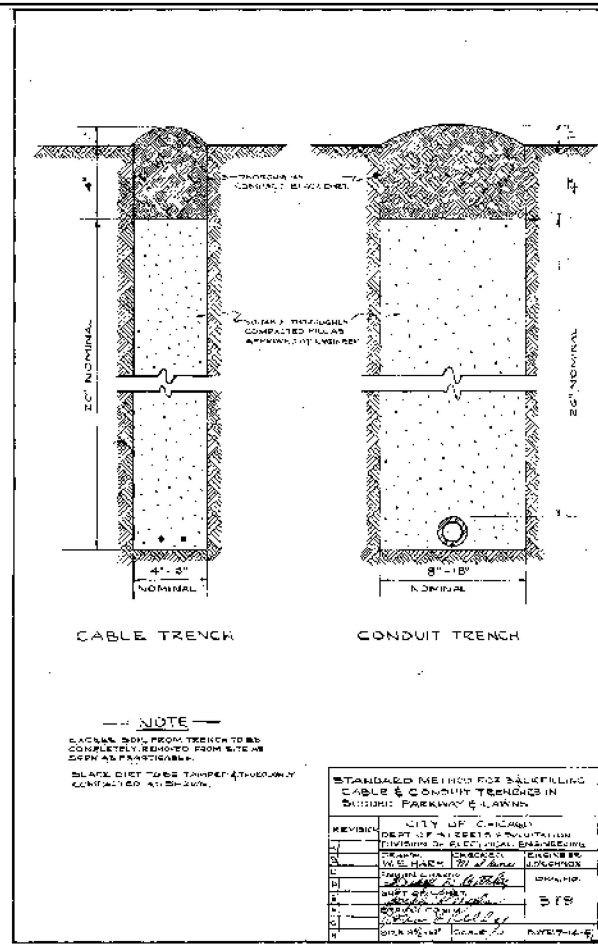
SIGNAL AND CABLE PLAN
NO SCALE

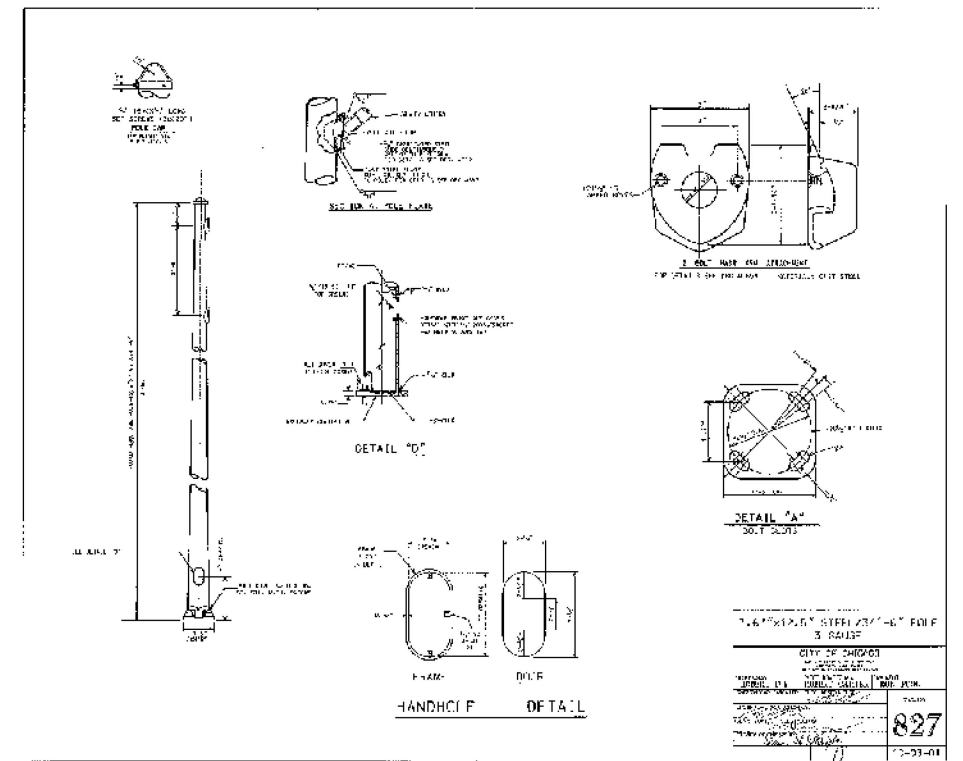
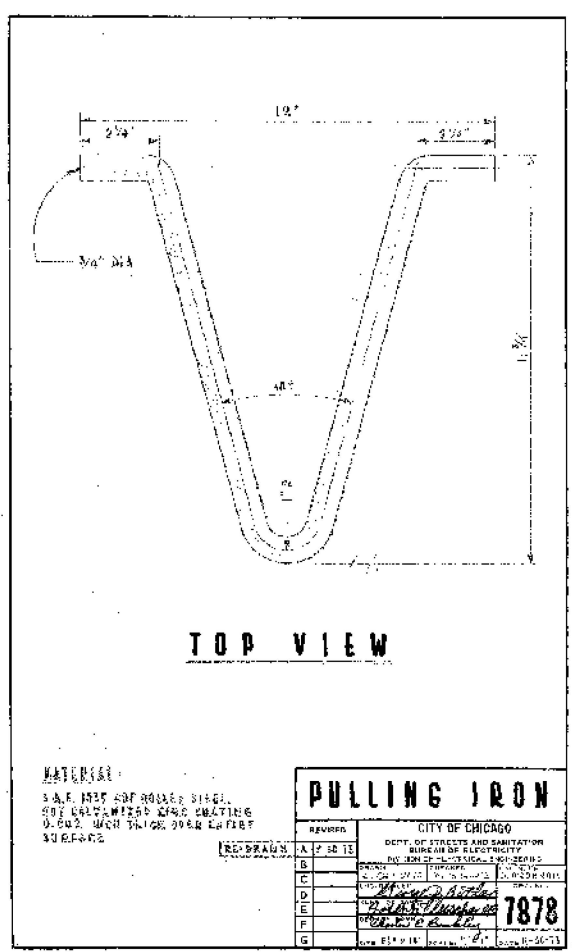
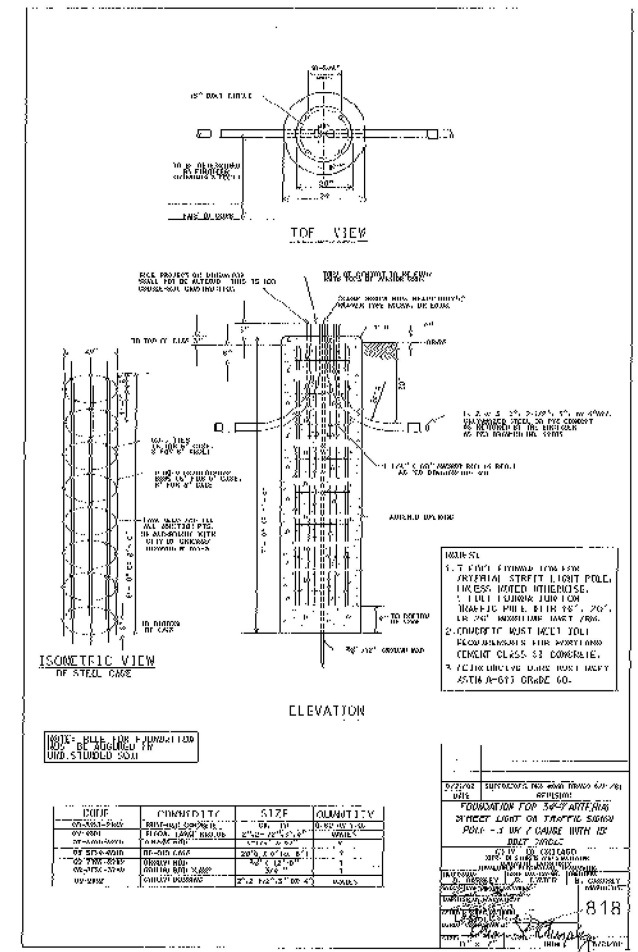
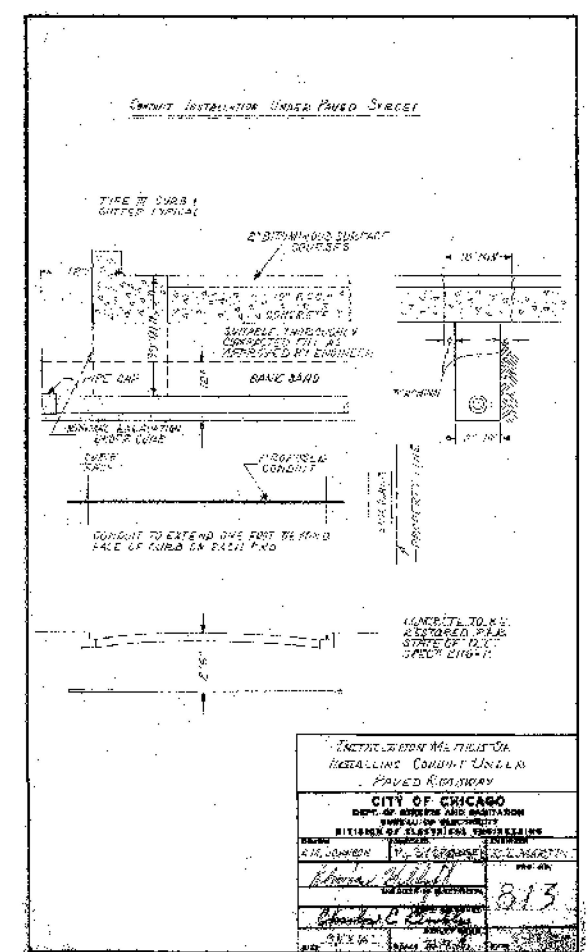
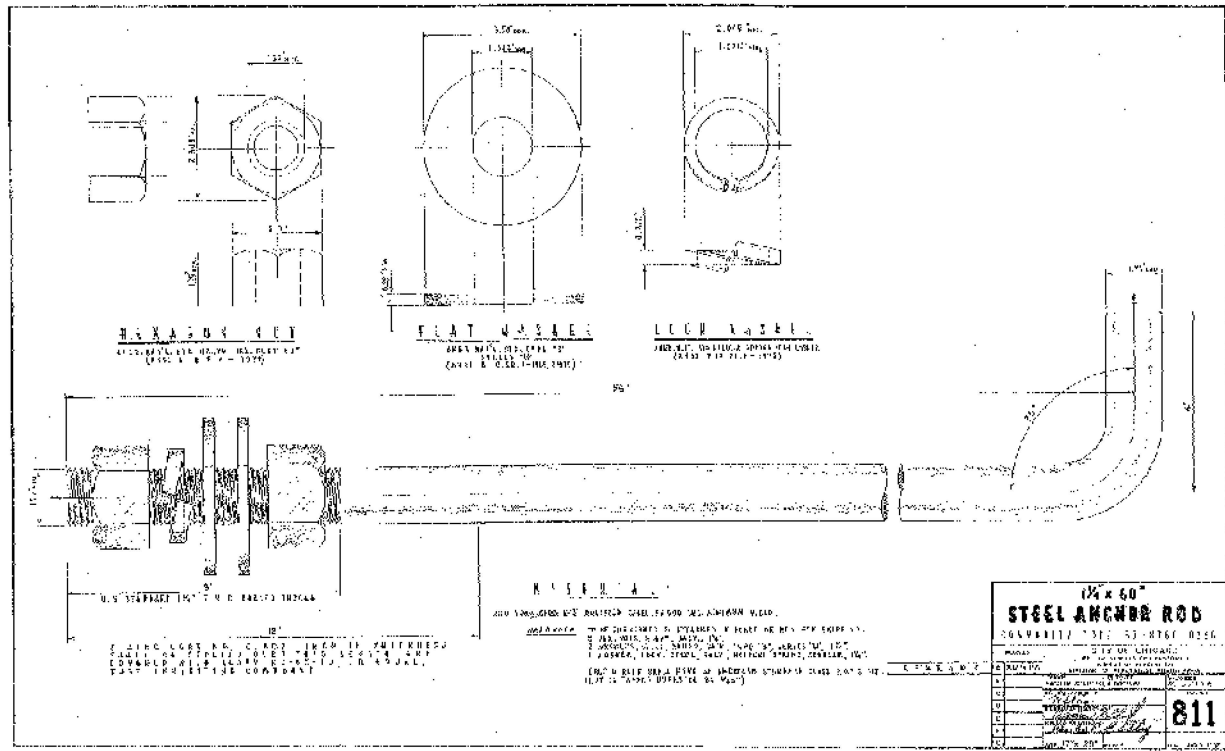
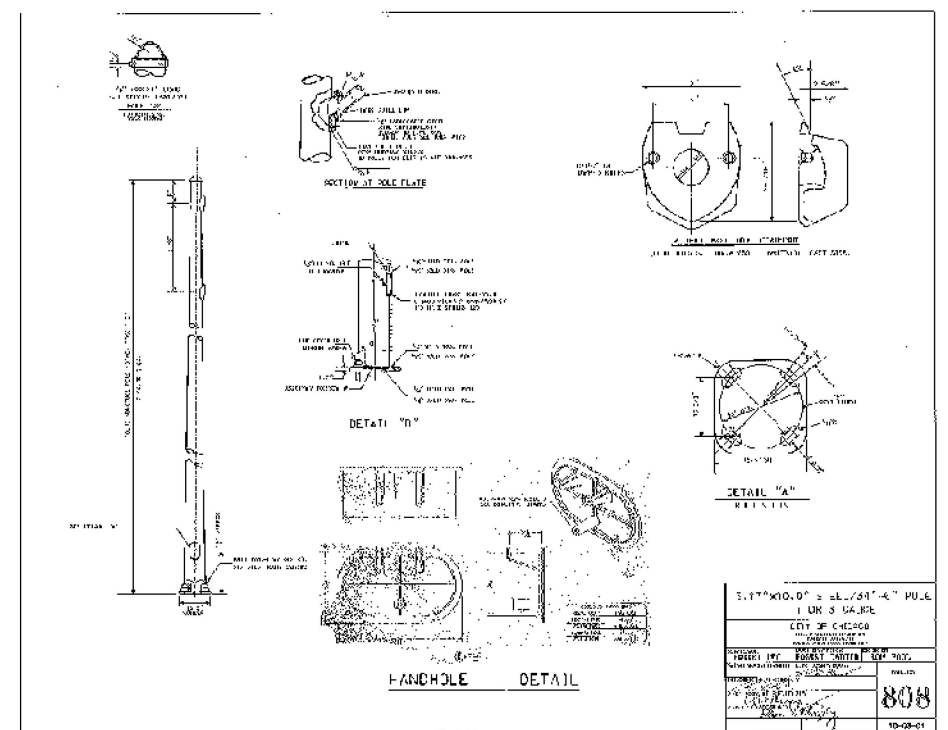
CONSTRUCTION NOTES

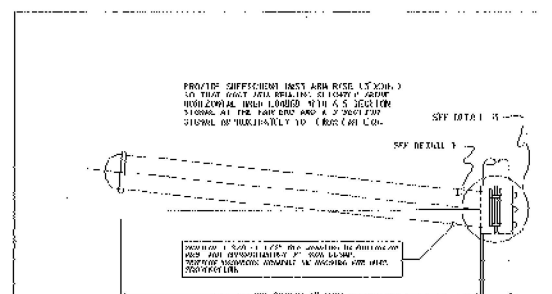
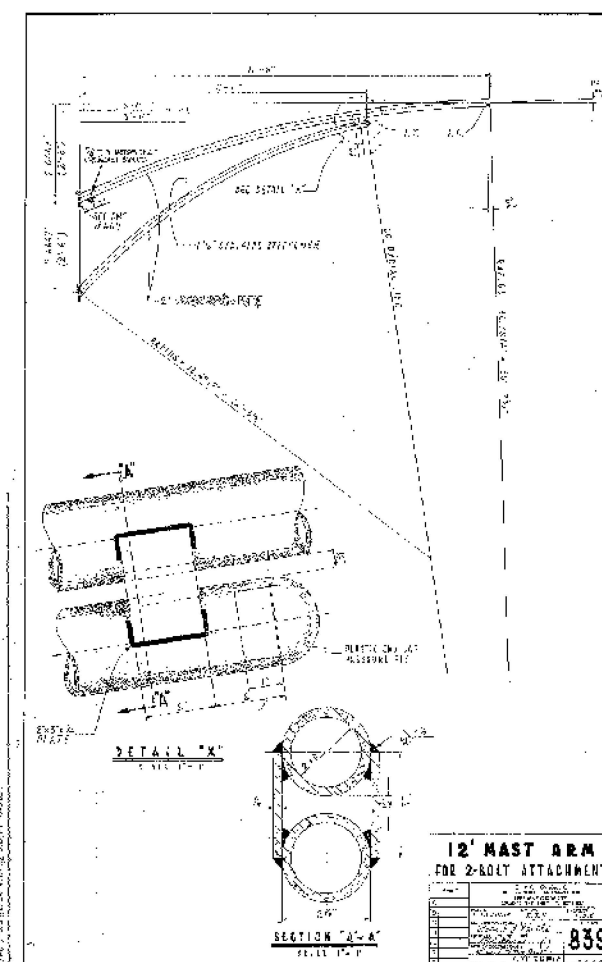
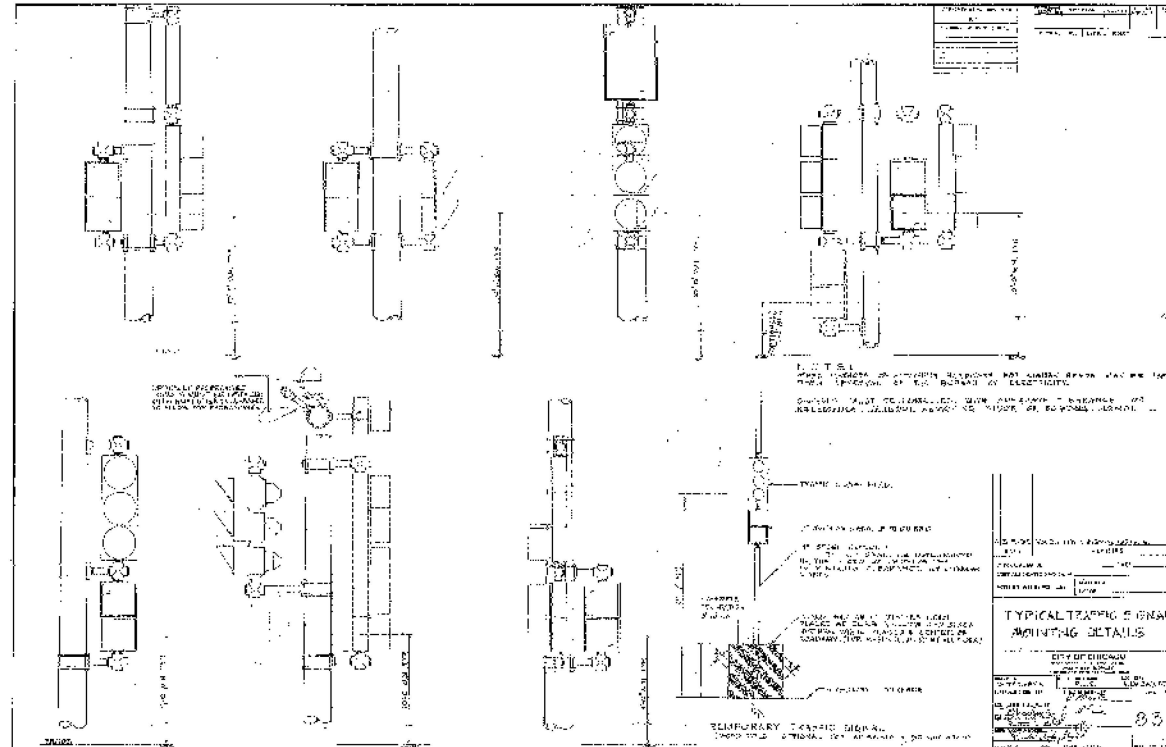
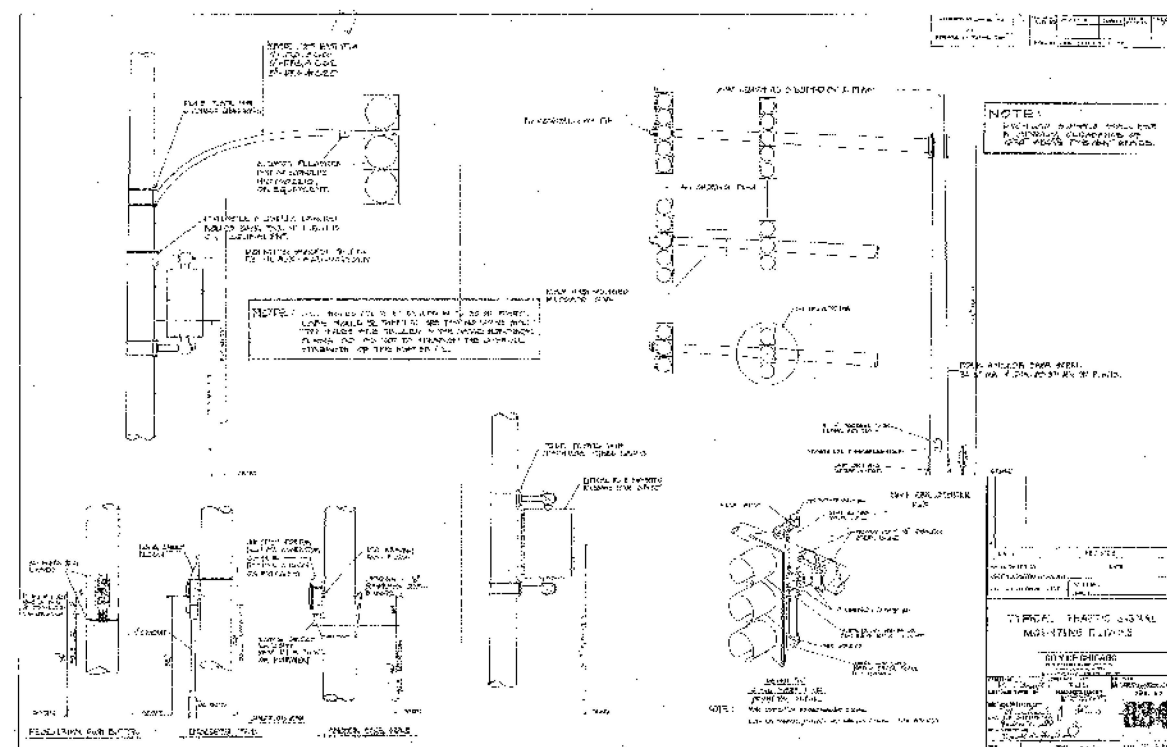
- FOREMAN TO CALL ALL UG UTILITIES PRIOR TO DIGGING TO DETERMINE THE EXACT LOCATION OF THEIR UG FACILITIES.
- MAINTAIN 3' MINIMUM CLEARANCE FROM ALL GAS MAIN.
- ALL SIGNAL SECTIONS TO BE STANDARD 12" SIZE.
- ALL VEHICULAR SIGNAL HEADS TO BE OF STANDARD LED 3-SECTION UNITS UNLESS OTHERWISE NOTED.
- ALL PEDESTRIAN SIGNAL HEADS TO BE 16" LED 1-SECTION UNITS WITH COUNTDOWN TIMERS, AND TO BE INSTALLED BELOW VEHICULAR SIGNAL WHERE APPLICABLE.

* CONDUITS TO BE INSTALLED VIA DIRECTIONAL BORING.

A		
	DATE	REVISION
TRAFFIC CONTROL SIGNALS		
N. LE MAI AVENUE & W. DEVON AVENUE		
CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF ENGINEERING		
CONSULTING ENGINEERS:		
 AMES Engineering, Inc. CONSULTING ENGINEERS 6330 Belmont Road, Suite 4B Downers Grove, IL 60516 PROJECT # 1079		DWG. NO. XXXX
SIZE: 22" X 34"	SCALE: AS NOTED	DATE: 03/28/2025





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WHITE 9.

- [illegible]

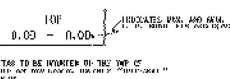
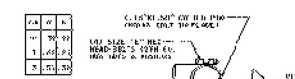
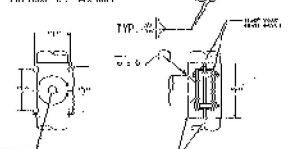


TABLE TO BE INSERTED ON THE TOP OF
THE NEW YORK STATE BAR EXAMINATION "WITNESS" PAGE

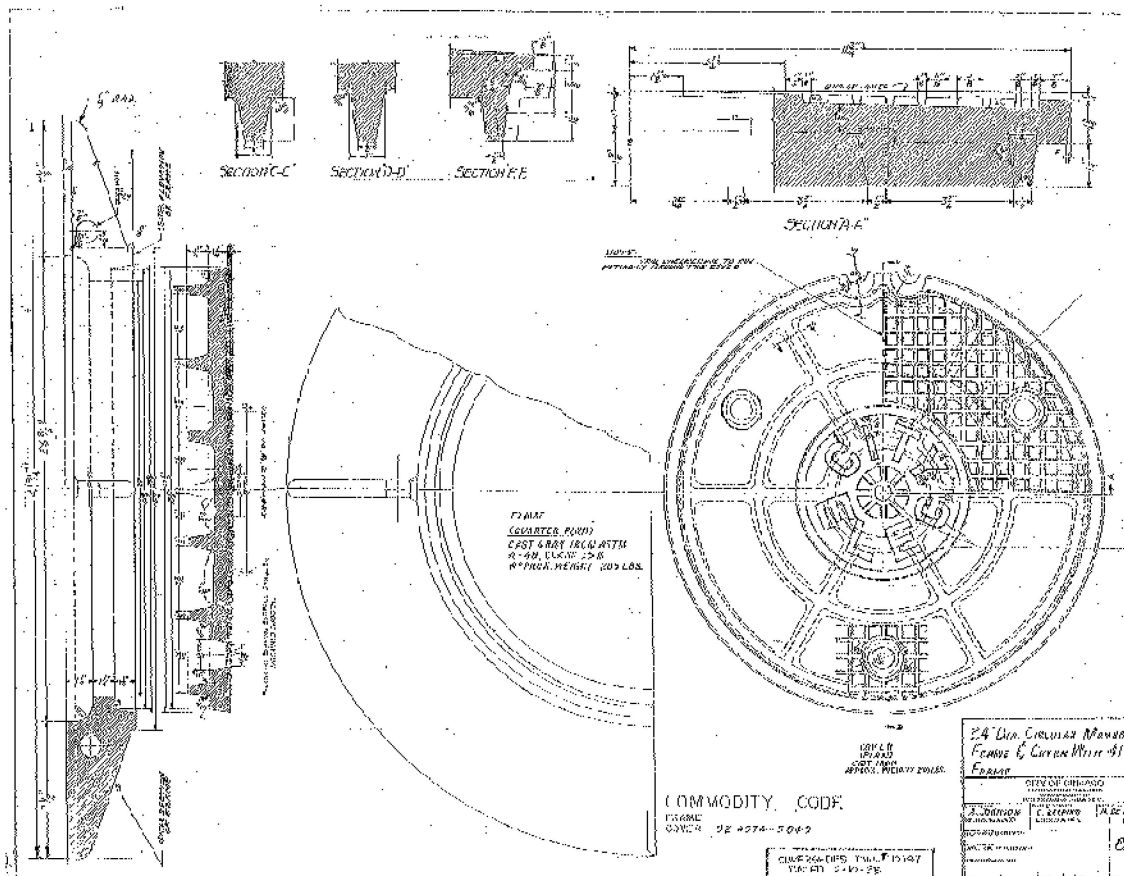


WRC # 10 POSE FIELD BELLEFLORE
EDD. 0-10-70 2-27-70



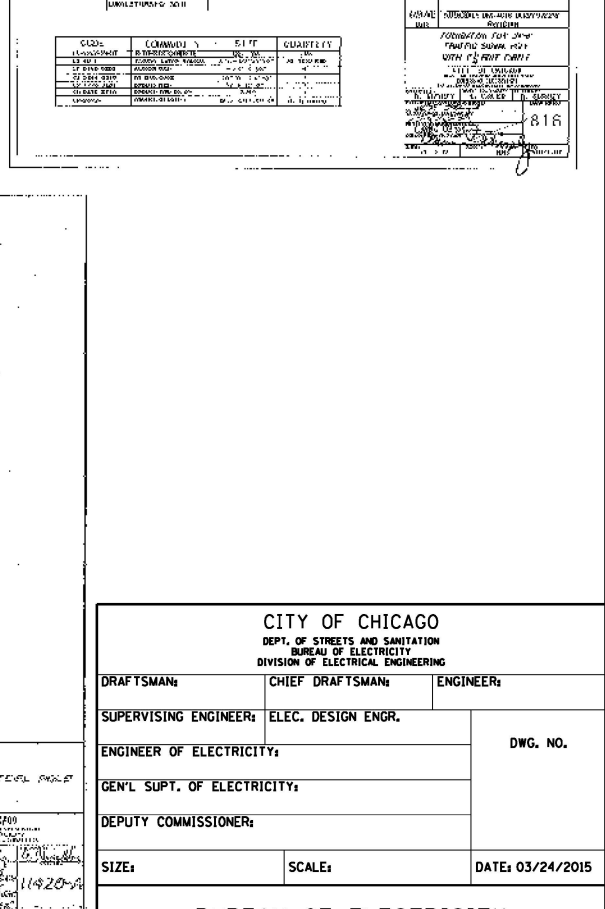
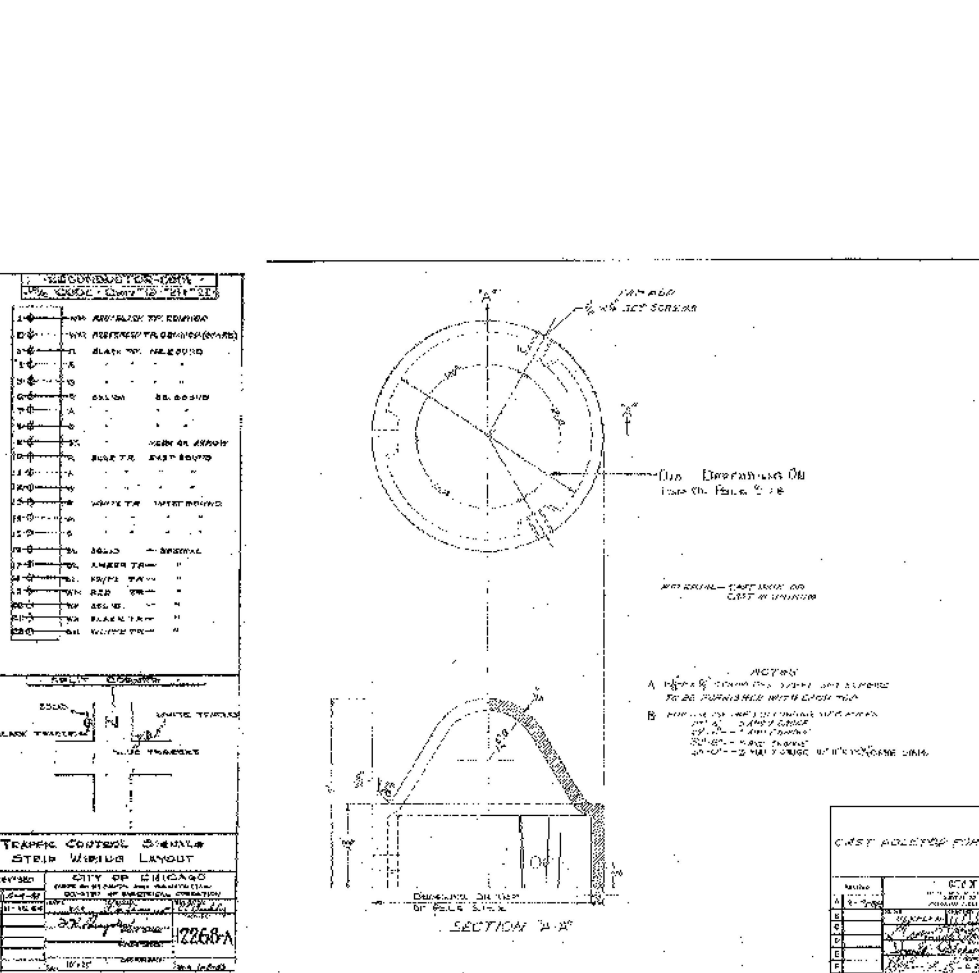
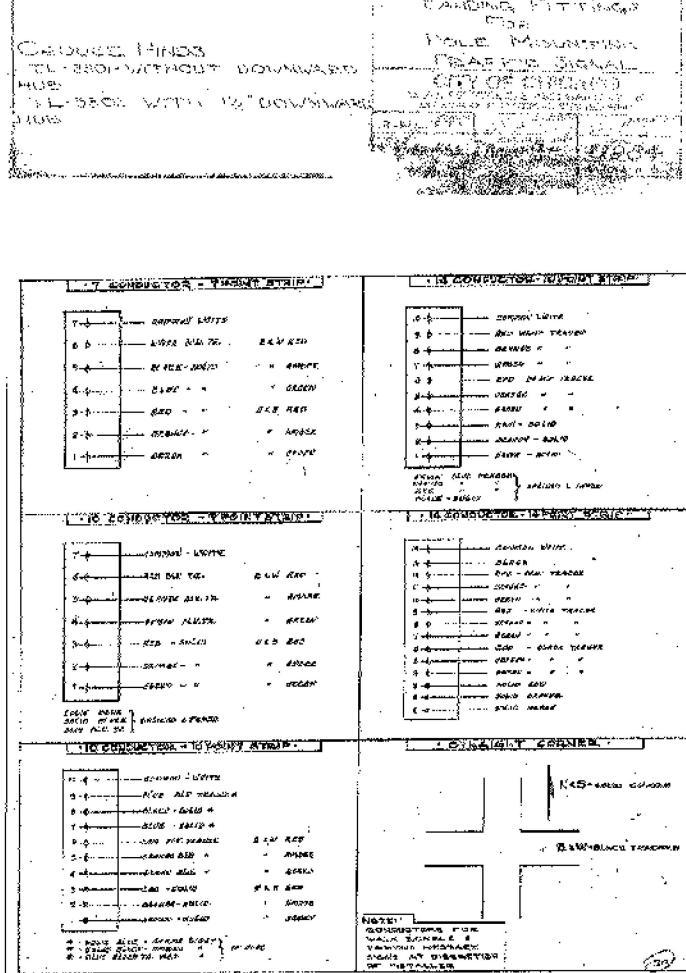
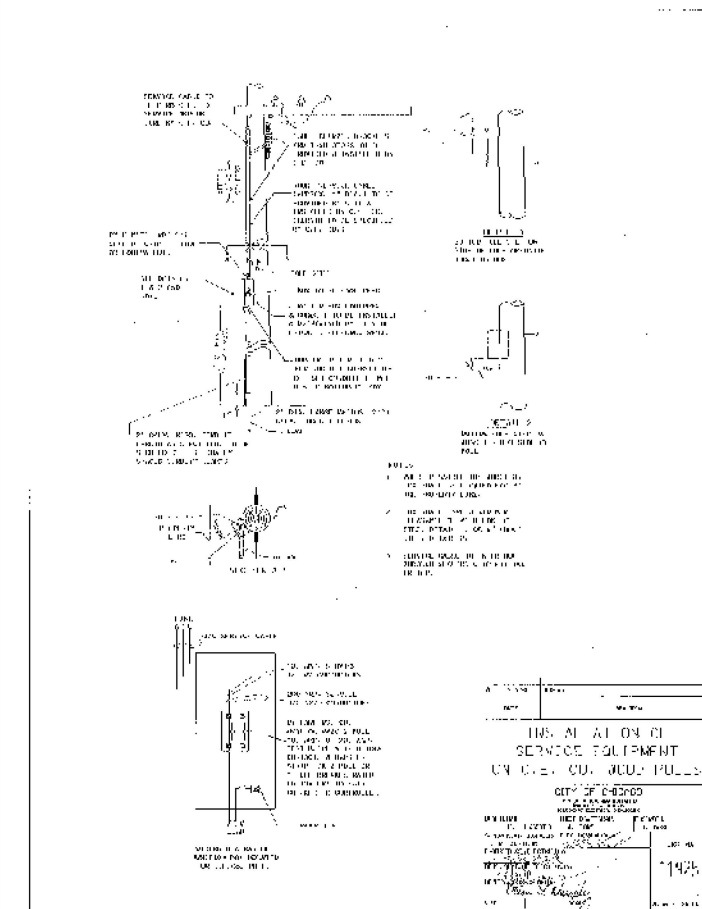
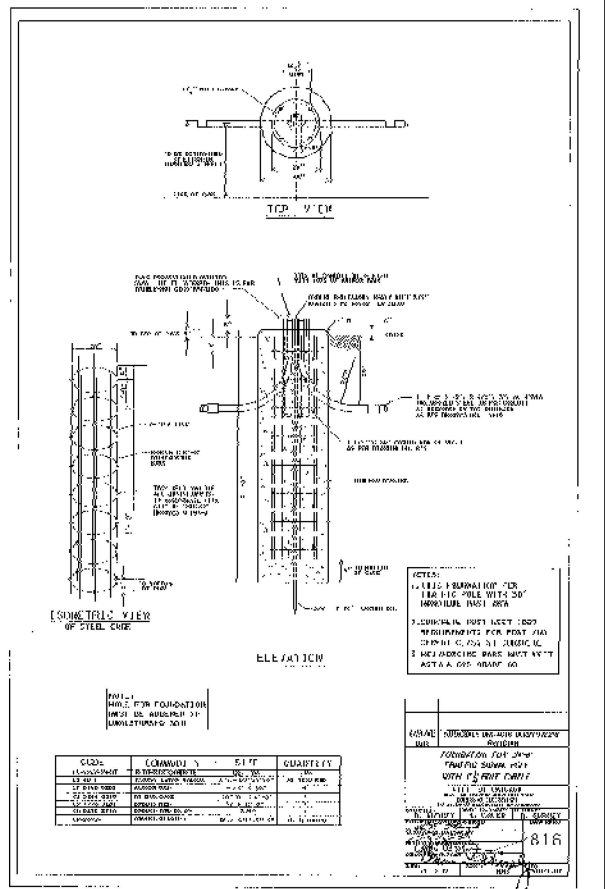
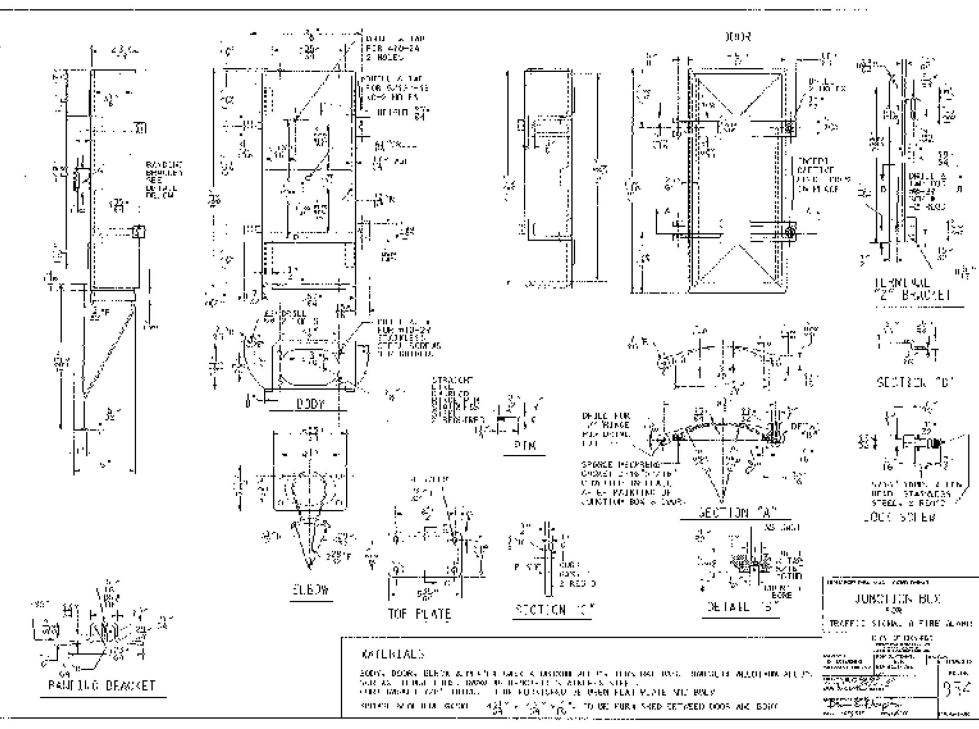
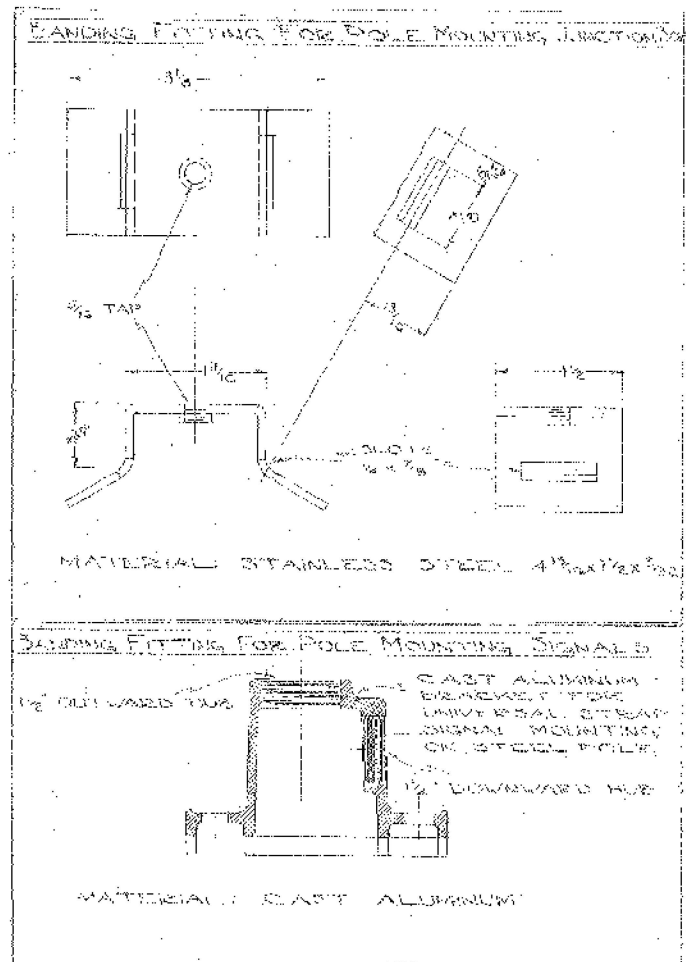
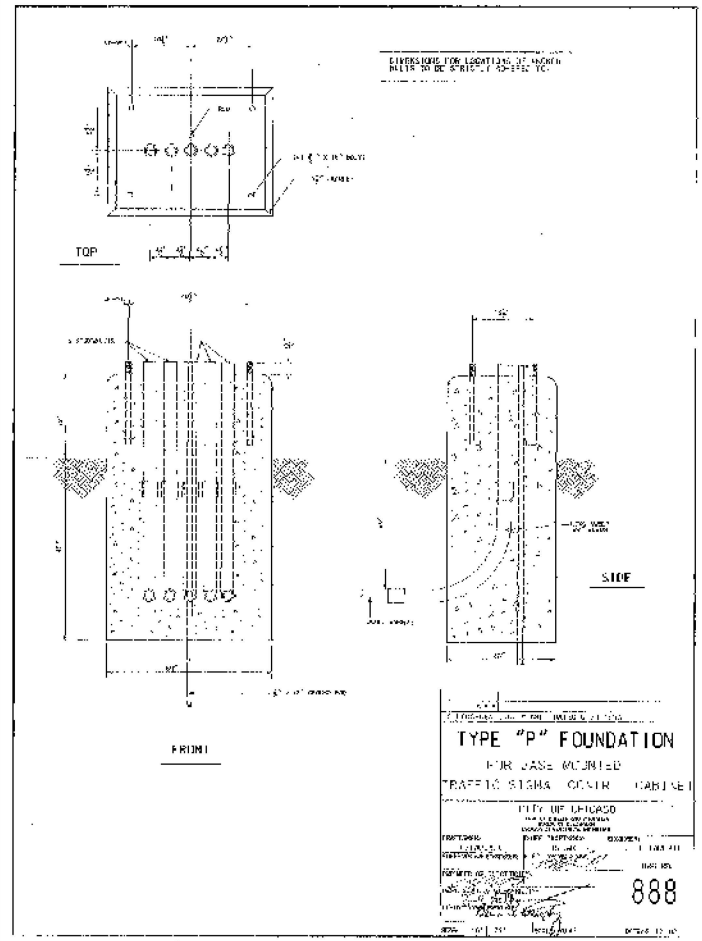
9.38° THRU PLATE

S. GROW		AIR ATTACHMENT		BATH	
Q.M.P.	K.M.P.	"a"	"b"	"c"	"d"
7.45 ⁰⁰	7.45 ⁰⁰	7.45 ⁰⁰	8.42 ⁰⁰	9.09 ⁰⁰	10.34 ⁰⁰
8.45 ⁰⁰	8.45 ⁰⁰	9.30 ⁰⁰	10.66 ⁰⁰	11.06 ⁰⁰	12.10 ⁰⁰
9.05 ⁰⁰	10.45 ⁰⁰	10.25 ⁰⁰	12.64 ⁰⁰	15.20 ⁰⁰	17.50 ⁰⁰

[illegible]

12' MAST ARM
FOR 2-BOLT ATTACHMENT

CITY OF CHICAGO		
DEPT. OF STREETS AND SANITATION BUREAU OF ELECTRICITY DIVISION OF ELECTRICAL ENGINEERING		
DRAFTSMAN:	CHIEF DRAFTSMAN:	ENGINEER:
SUPERVISING ENGINEER:	ELEC. DESIGN ENGR.	DWG. NO.
ENGINEER OF ELECTRICITY:		
GEN'L SUPT. OF ELECTRICITY:		
DEPUTY COMMISSIONER:		
SIZE:	SCALE:	DATE: 03/24/2015
BUREAU OF ELECTRICITY STANDARD DRAWINGS		



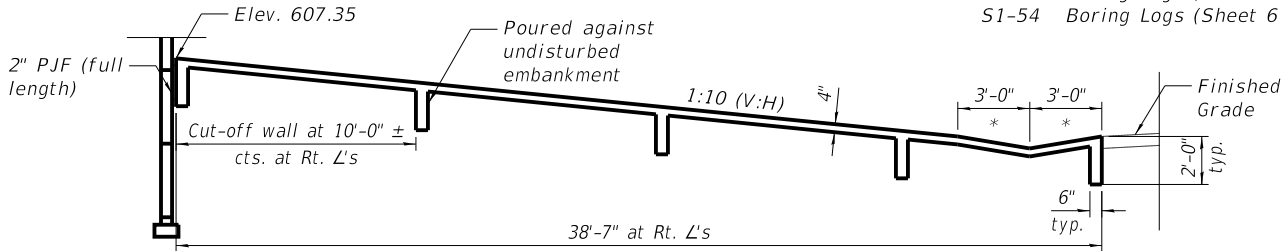
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GENERAL NOTES:

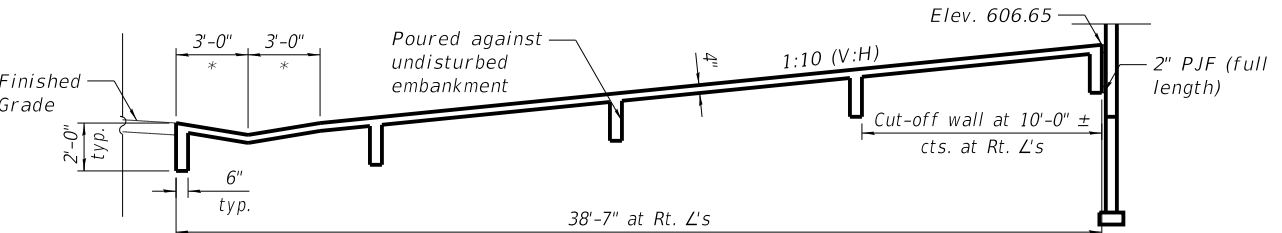
1. Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."Bolts 3/4 in. diameter, holes 13/16 in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel = 791,980 lb. (Gr. 50), 52,370 lb. (Gr. 36).
3. All structural steel shall be AASHTO M270 Grade 50 except as noted and shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
4. No field welding is permitted expect as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Slipforming of the parapets is not allowed.
7. Bearing seat surface shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Protective coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.
9. A film-forming Concrete Sealer shall be applied to the horizontal designated areas of the pier. A penetrating Concrete Sealer shall be applied to the vertical designated areas of the pier.
10. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
11. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
12. The Organic Zinc Rich Primer / Epoxy / Urethane paint system shall be used for painting of all Railings. The entire system shall be shop applied, with the exception that the masked off connection surfaces and field installed fasteners shall all be touched up and finish coated in the field. The color of the final finish coat for all railings shall be Black, Munsell No. N1.

NOTE:

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in.-W4.0xW4.0, weighing 58 lbs. per 100 sq. ft.



SECTION THRU CONCRETE WEST SLOPE WALL



SECTION THRU CONCRETE EAST SLOPE WALL

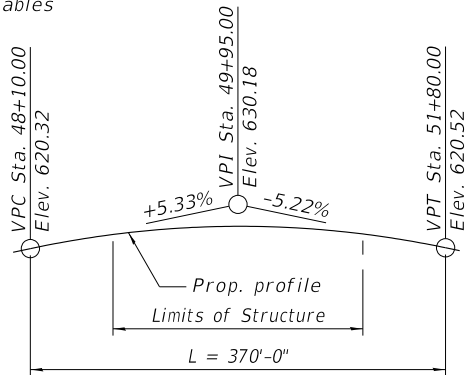
INDEX OF SHEETS

- S1-01 General Plan and Elevation
- S1-02 General Data
- S1-03 Substructure Layout
- S1-04 Stage Construction Details
- S1-05 Temporary Concrete Barrier For Stage Construction
- S1-06 Substructure Removal - Plan
- S1-07 Substructure Removal (Sheet 1 of 2)
- S1-08 Substructure Removal (Sheet 2 of 2)
- S1-09 Temporary Soil Retention System Details
- S1-10 Top of Slab Elevations Layout
- S1-11 Top of Slab Elevations (Sheet 1 of 4)
- S1-12 Top of Slab Elevations (Sheet 2 of 4)
- S1-13 Top of Slab Elevations (Sheet 3 of 4)
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- S1-16 Top of East Approach Slab Elevations
- S1-17 Superstructure Plan and Cross Section
- S1-18 Parapet Elevations
- S1-19 Superstructure Details
- S1-20 Diaphragm Details
- S1-21 West Approach Slab Plan
- S1-22 West Approach Slab Details
- S1-23 East Approach Slab Plan
- S1-24 East Approach Slab Details
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- S1-26 Bicycle Railing, Curved and Parapet Railing (Sheet 2 of 2)
- S1-27 Bicycle Fence Railing, Curved (Sheet 1 of 2)
- S1-28 Bicycle Fence Railing, Curved (Sheet 2 of 2)
- S1-29 Framing Plan
- S1-30 Girder Moment, Camber Diagram and Reaction Tables
- S1-31 Girder Elevation and Details
- S1-32 Structural Steel Details
- S1-33 Bearing Details
- S1-34 West Abutment Plan and Elevation
- S1-35 West Abutment Wingwall Details
- S1-36 West Abutment Sections and Details
- S1-37 East Abutment Plan and Elevation
- S1-38 East Abutment Wingwall Details
- S1-39 East Abutment Sections and Details
- S1-40 Pier Plan and Elevation
- S1-41 Pier Sections and Details
- S1-42 West MSE Wall Plan and Elevation
- S1-43 East MSE Wall Plan and Elevation
- S1-44 MSE Wall Details
- S1-45 General Plan (Utility Protection Slabs)
- S1-46 Pile Bent Details (Utility Protection Slabs)
- S1-47 HP Pile Details
- S1-48 Bar Splicer Assembly and Mechanical Splicer Details
- S1-49 Boring Logs (Sheet 1 of 6)
- S1-50 Boring Logs (Sheet 2 of 6)
- S1-51 Boring Logs (Sheet 3 of 6)
- S1-52 Boring Logs (Sheet 4 of 6)
- S1-53 Boring Logs (Sheet 5 of 6)
- S1-54 Boring Logs (Sheet 6 of 6)

STA. 50+00.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RTE. 1349
SEC. FAP 94 22 STRUCTURE 1
LOADING HL-93
STR. NO. 016-0840

NAME PLATE

See Std. 515001



PROFILE GRADE

(Along CL Devon Ave.)

LEGEND:



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



EXISTING PROFILE GRADE

(Along PGL NB I-94)

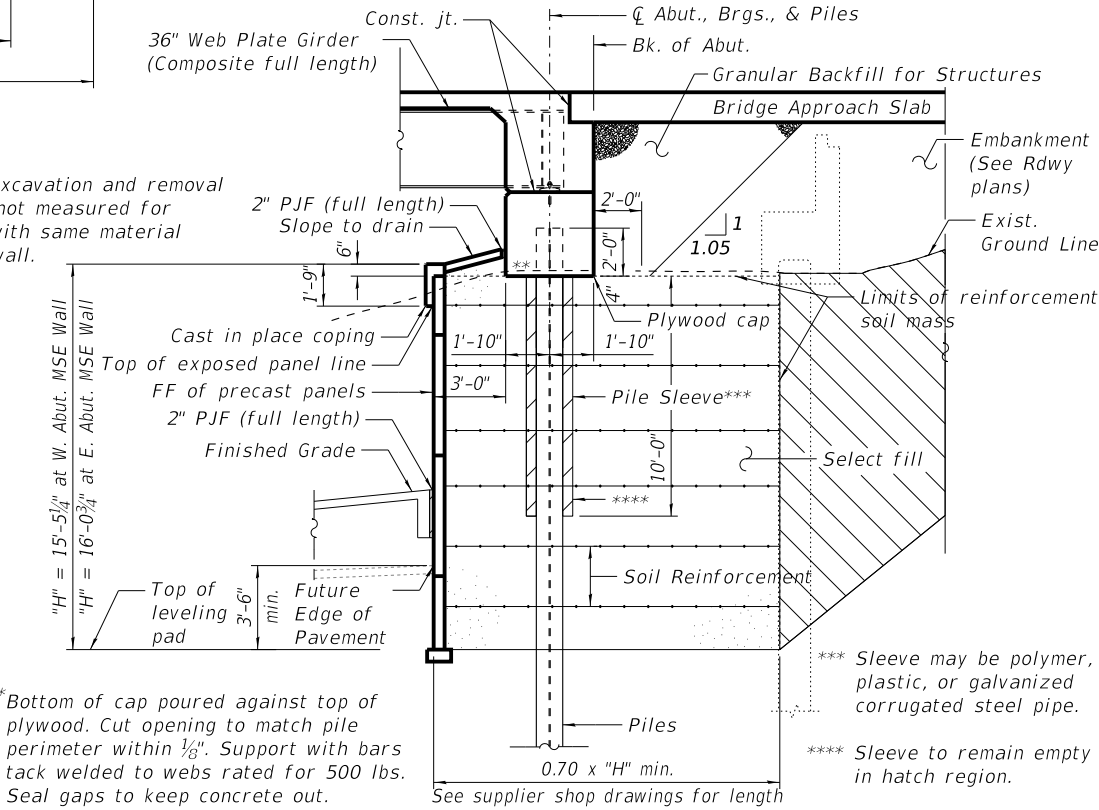


EXISTING PROFILE GRADE

(Along PGL SB I-94)

TOTAL BILL OF MATERIAL

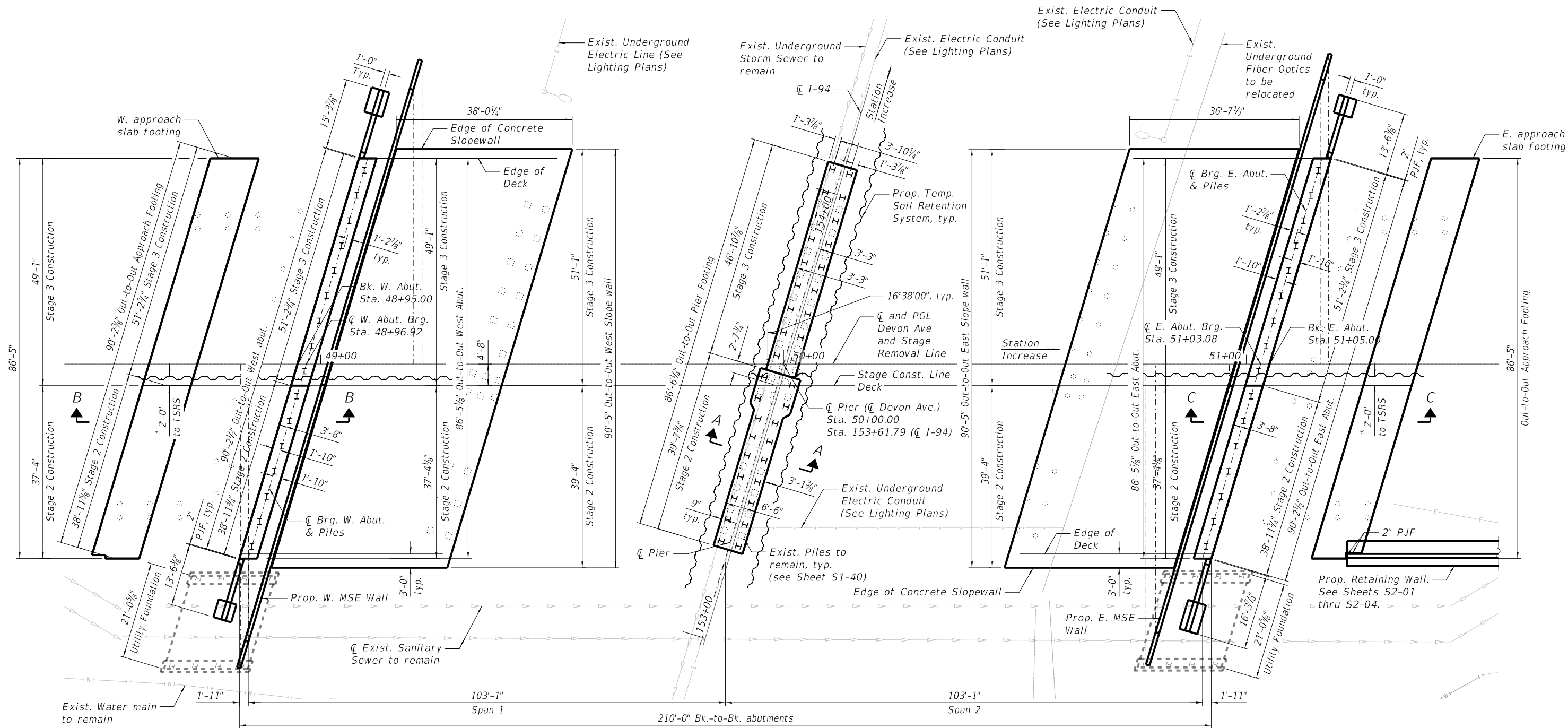
ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Structures	Each		1	1
Slope Wall Removal	Sq Yd		717	717
Protective Shield	Sq Yd	1,033		1,033
Structure Excavation	Cu Yd		996	996
Concrete Structures	Cu Yd	55.5	361.1	416.6
Concrete Superstructure	Cu Yd	675.3		675.3
Bridge Deck Grooving	Sq Yd	1,787		1,787
Protective Coat	Sq Yd	2,850		2,850
Concrete Superstructure (Approach Slab)	Cu Yd	240.1		240.1
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	12,000		12,000
Reinforcement Bars, Epoxy Coated	Pound	243,980	72,640	315,690
Bar Splicers	Each	914	111	1,025
Mechanical Splicers	Each	8		8
Bicycle Railing, Curved	Foot	268		268
Bridge Fence Railing, Curved	Foot	264		264
Parapet Railing	Foot	268		268
Slope Wall, 4 Inch	Sq Yd		781	781
Furnishing Steel Piles HP12x74	Foot		3,073	3,073
Furnishing Steel Piles HP14X89	Foot		2,170	2,170
Driving Piles	Foot		5,243	5,243
Test Pile Steel HP12x74	Each		2	2
Test Pile Steel HP14X89	Each		1	1
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	16		16
Anchor Bolts, 1"	Each	64		64
Anchor Bolts, 1 1/4"	Each	32		32
Temporary Soil Retention System	Sq Ft		2,217	2,217
Mechanically Stabilized Earth Retaining Wall	Sq Ft		4,065	4,065
Granular Backfill For Structures	Cu Yd		358	358
Concrete Sealer	Sq Ft		3,290	3,290
Geocomposite Wall Drain	Sq Yd	99		99
Controlled Low-Strength Material	Cu Yd	40		40
Membrane Waterproofing System For Buried Structures	Sq Yd	99		99
Bar Terminators	Each	560		560
Approach Slab Removal	Sq Yd	233		233



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. at Rt. L's)

BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig	DESIGNED - EBK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 016-0840	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - EBK	REVISED -			1349	FAI 94 22 STRUCTURE 1	COOK	268	147
		CHECKED - BLB	REVISED -			CONTRACT NO. 62R63				
	PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -			ILLINOIS FED. AID PROJECT				



NOTES:

- Proposed H-piles shall be spaced transversely to miss existing piles.
- The information shown for Temporary Soil Retention System is estimated. It is the Contractor's responsibility to provide a design and details for each Temporary Soil Retention System, complete with calculations and drawings, signed and sealed by an Illinois licensed Structural Engineer, for the Engineer's review and acceptance before starting work.
- For Removal of Existing Structures, see Sheets S1-03 thru S1-05.
- The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge, structure excavation, driving piles, and other loads applied will not have detrimental effects on the existing Storm Sewer. Any damage to the storm sewer during construction shall be repaired by the Contractor at his expense at no charge to IDOT.

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BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig	DESIGNED - EBK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSTRUCTURE LAYOUT STRUCTURE NO. 016-0840	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - EBK	REVISED -			1349	FAI 94 22 STRUCTURE 1	COOK	268	148
		CHECKED - BLB	REVISED -			CONTRACT NO. 62R63				
	PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -			ILLINOIS FED. AID PROJECT				

1. All cross-sections are shown looking east.
2. For quantities of Temporary Concrete Barrier, see Roadway plans.
3. Hatched area indicates Removal of Existing Structures.
4. For Temporary Concrete Barrier details, see sheet S1-05 of S1-54.

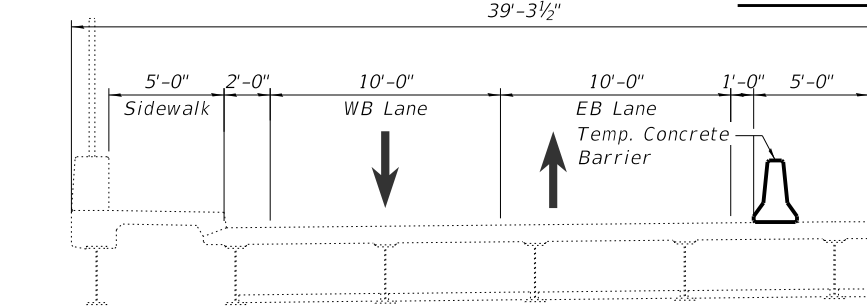
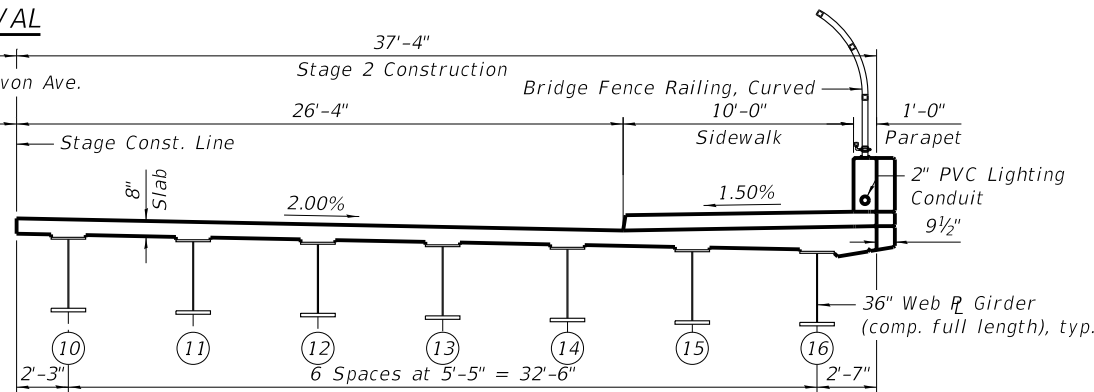


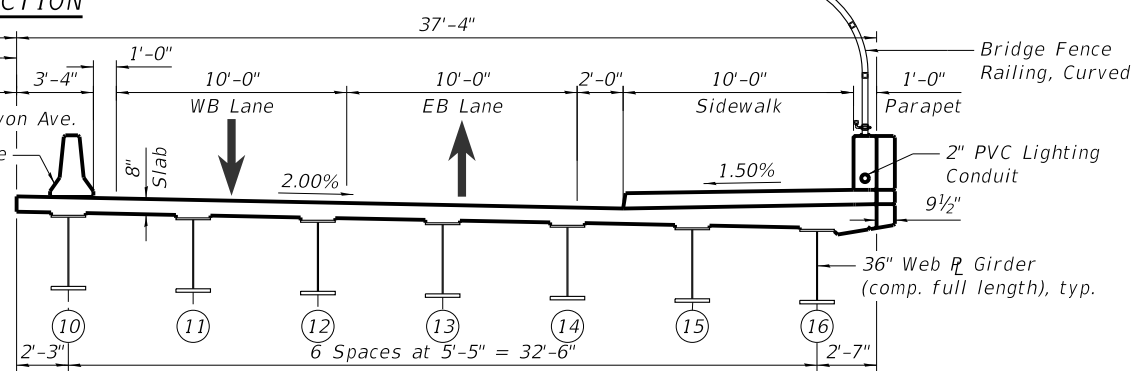
Diagram illustrating the Stage 3 Removal process. The diagram shows a cross-section of a barrier structure. Key dimensions and labels include:

- Overall length: $39'-3\frac{1}{2}"$
- Stage 3 Removal length: $34'-7\frac{1}{2}"$
- Stage 3 Removal label: *Stage 3 Removal*
- Stage 3 Removal label: *Stage Cons*
- Barrier label: *Temp*
- Barrier label: *Barri*
- Dimensions for the first section: $6'-0\frac{3}{8}"$
- Dimensions for the remaining sections: $4 \text{ spaces at } 6'-6" = 26'-0"$



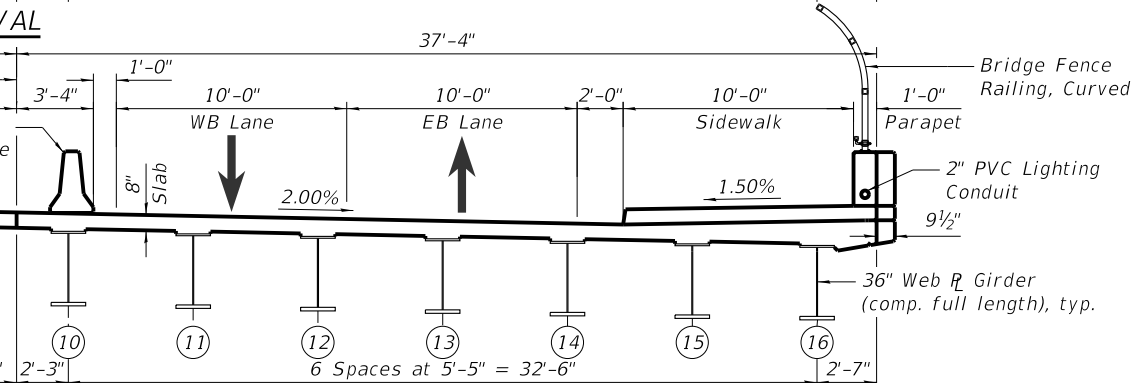
The diagram illustrates the cross-section of a bridge deck with various construction stages and dimensions. Key features include:

- Stage 3 Construction:** Indicated by a horizontal line across the top of the deck.
- Stage 3 Construction Dimensions:**
 - 49'-1" (Total width)
 - 1'-5" (Parapet width)
 - 35'-8" (Main deck width)
- Stage 3 Construction Details:**
 - 2 Way Multi-Use Path
 - 2" PVC Lighting Conduit, typ.
 - Parapet Railing
 - Parapet
- Stage 3 Construction Slope:** 2.00% (indicated by a slope triangle)
- Stage 3 Construction Crown:** Crown (indicated by a line pointing to the top of the deck)
- Stage 3 Construction Dimensions:**
 - 11'-0" (Path width)
 - 6" (Path depth)
 - 1'-0" (Path offset)
 - 2'-7" (Path offset)
- Stage 3 Construction Details:**
 - 8 Spaces at 5'-5" = 43'-4" (Total length of 8 spaces)
 - 1 (Numbered circle)
 - 2 (Numbered circle)
 - 3 (Numbered circle)
 - 4 (Numbered circle)
 - 5 (Numbered circle)
 - 6 (Numbered circle)
 - 7 (Numbered circle)
 - 8 (Numbered circle)
- Stage 3 Construction Labels:**
 - Devon Ave. (Label pointing to the right)
 - Crown (Label pointing to the top of the deck)



The diagram illustrates the cross-section of a bridge deck with the following details:

- Overall Dimensions:**
 - Top width: 86'-5" Out-To-Out
 - Deck height: 9'-3 1/8"
 - Bottom width: 6"
- Deck Components and Dimensions:**
 - Bridge Railing, Curved:** 1'-0" wide.
 - Multi-Use Path:** 11'-0" wide, sloped at 2.00%.
 - Parapet:** 1'-5" wide.
 - Parapet Railing:** 1'-3" wide.
 - 2 WB Lanes at 11'-0" = 22'-0":** Two 11-foot wide lanes, sloped at 2.00%.
 - Striped Median:** 14'-0" wide.
 - Crown:** The top surface of the deck.
- Support Structure:**
 - 8 piers are shown, numbered 1 through 8.
 - Spacing between piers: 15 Spaces at 5'-0" (labeled at the bottom right).
 - Clearance from the first pier to the railing: 2'-7".
 - Clearance from the railing to the first lane: 1'-0".



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	PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

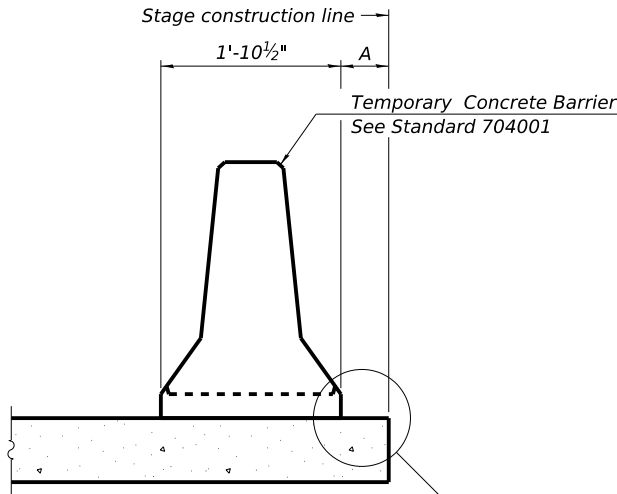
1. *Install temporary concrete barrier as shown to locate traffic on the north side of the existing structure.*
2. *Install Temporary Soil Retention Systems at the abutments, slopewalls and pier.*
3. *Remove existing concrete bridge deck, approaches, sidewalk, parapet railing, girders, bearings, slopewalls and substructure elements within the limits of Stage 2 Removal.*

1. Drive H piles for abutments, and drive H-piles for pier, as shown in the Substructure Layout Plan.
2. Construct integral abutment caps, pier footing, pier columns and pier caps.
3. Erect Girders 10 thru 16 and associated permanent bracing.
4. Install deck forms and reinforcement.
5. Construct reinforced concrete deck, concrete diaphragms, sidewalk, parapets and install parapet railing.
6. Construct the bridge approach slabs.
7. Perform bridge deck grooving for bridge deck and approaches.
8. Apply protective coat for bridge deck, approaches, sidewalks and top and inside faces of south parapet.
9. Place temporary pavement markings on the top of deck for Stage 3 traffic (see Roadway Plans).

1. *Install temporary concrete barrier as shown to locate Stage 3 traffic on the newly constructed Stage 2 portion of the bridge (see ROADWAY Plans).*
2. *Remove existing concrete bridge deck, approaches, sidewalk, parapet railing, girders, bearings, slopewalls and substructure elements within the limits of Stage 3 Removal.*

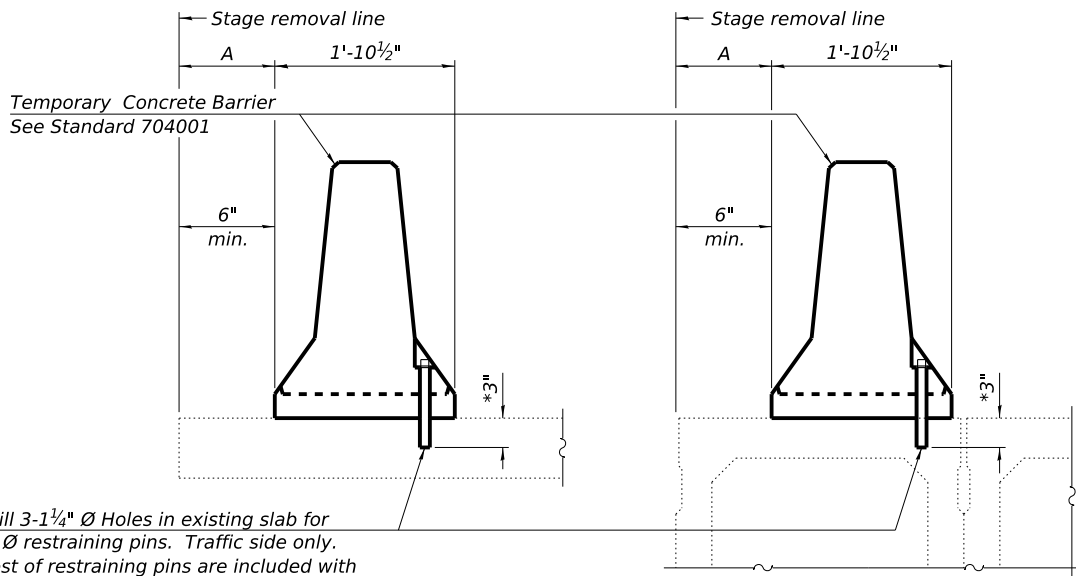
1. Drive H piles for remaining abutments, and drive H-piles for remaining portion of pier, as shown in the Substructure Layout Plan.
2. Construct remaining portions of integral abutment caps, pier footing, pier columns and pier caps.
3. Erect Girders 1 thru 9 and associated permanent bracing.
4. Install deck forms and reinforcement.
5. Construct reinforced concrete decks, concrete diaphragms, parapet and install railings.
6. Construct remaining portions of bridge approach slabs.
7. Perform bridge deck grooving for bridge deck and approaches.
8. Apply protective coat for bridge deck, approaches, and all faces of north parapet.
9. Place final lane markings (see Roadway Plans).

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

NEW SLAB OR NEW DECK BEAM

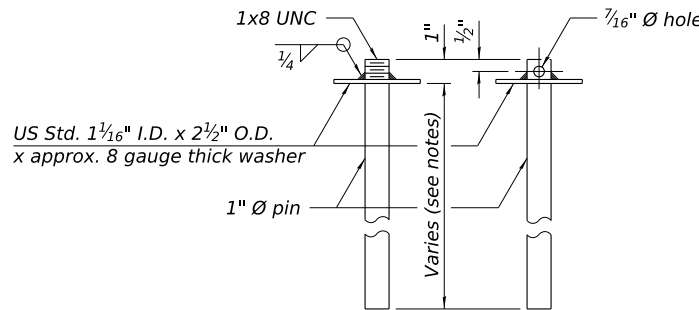


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

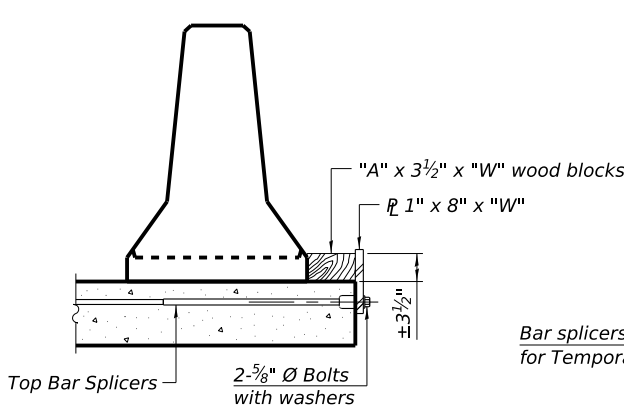
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

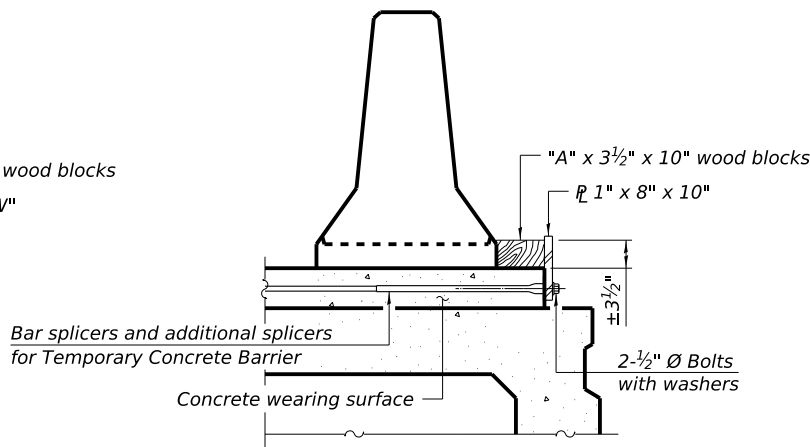


RESTRAINING PIN

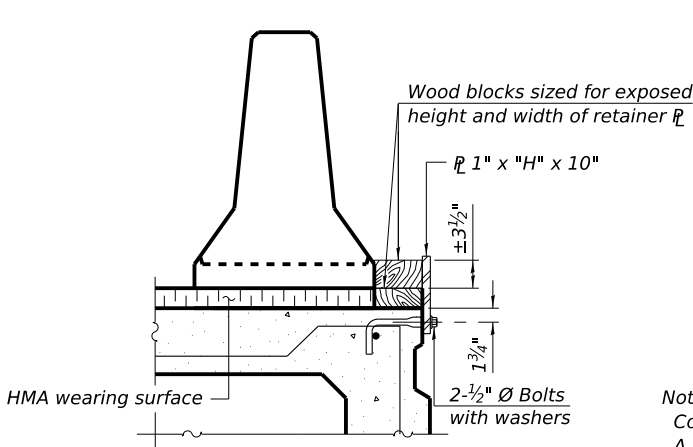
SECTIONS THRU SLAB OR DECK BEAM



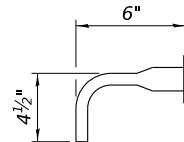
DETAIL I



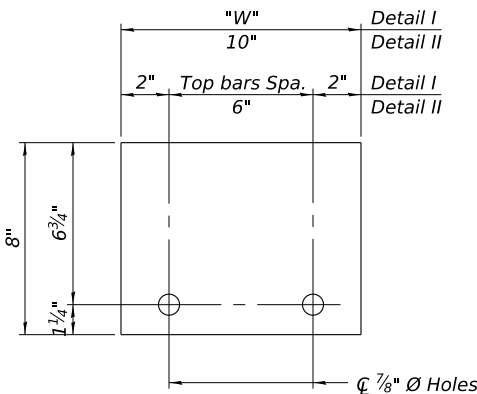
DETAIL II



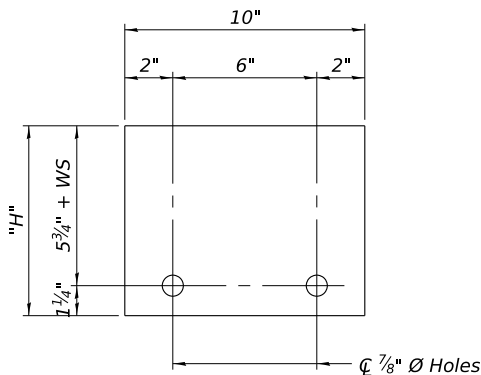
DETAIL III



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

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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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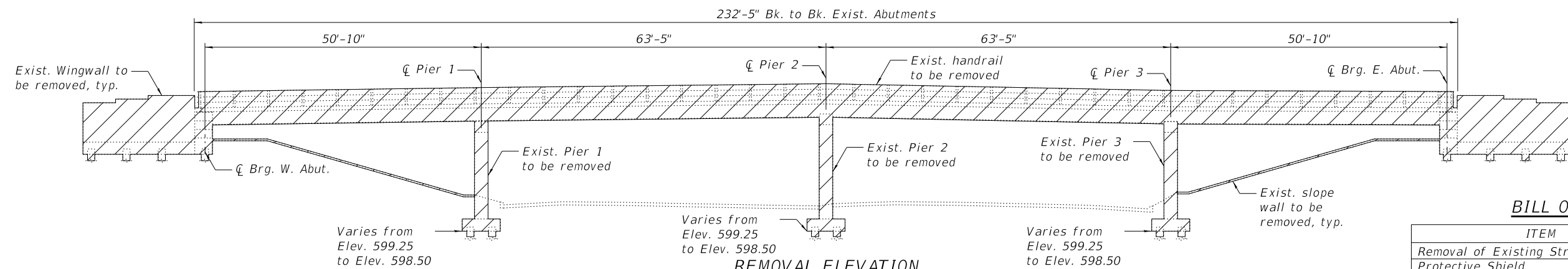
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PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

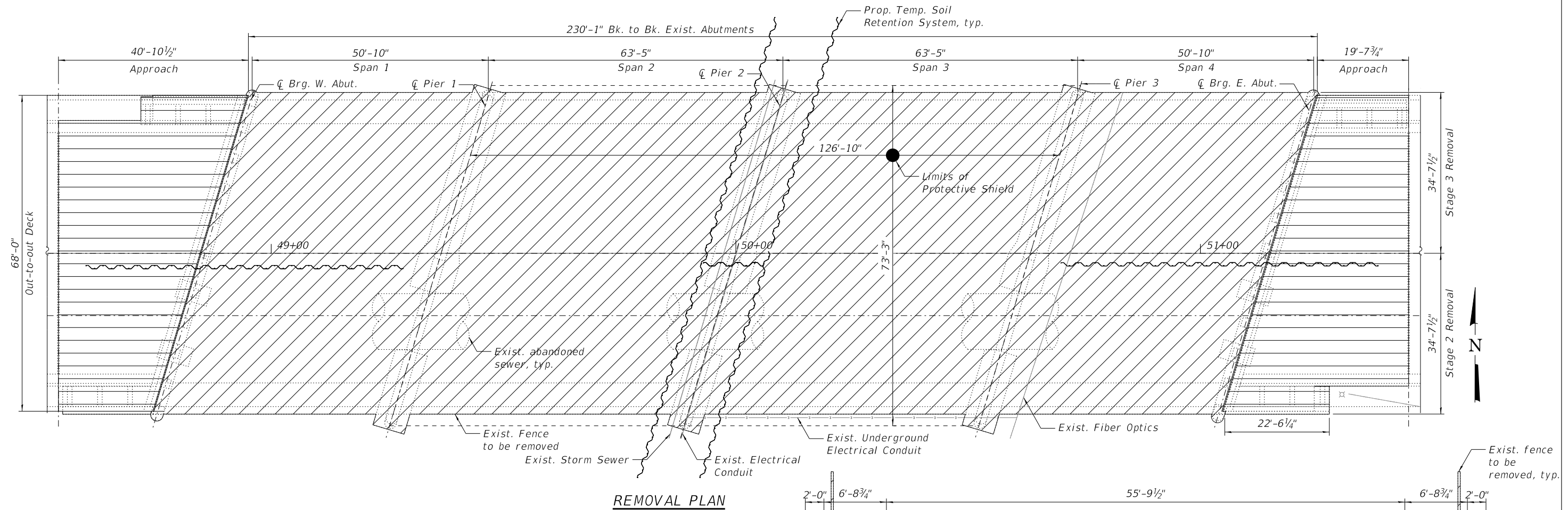
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-0840

SHEET S1-05 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

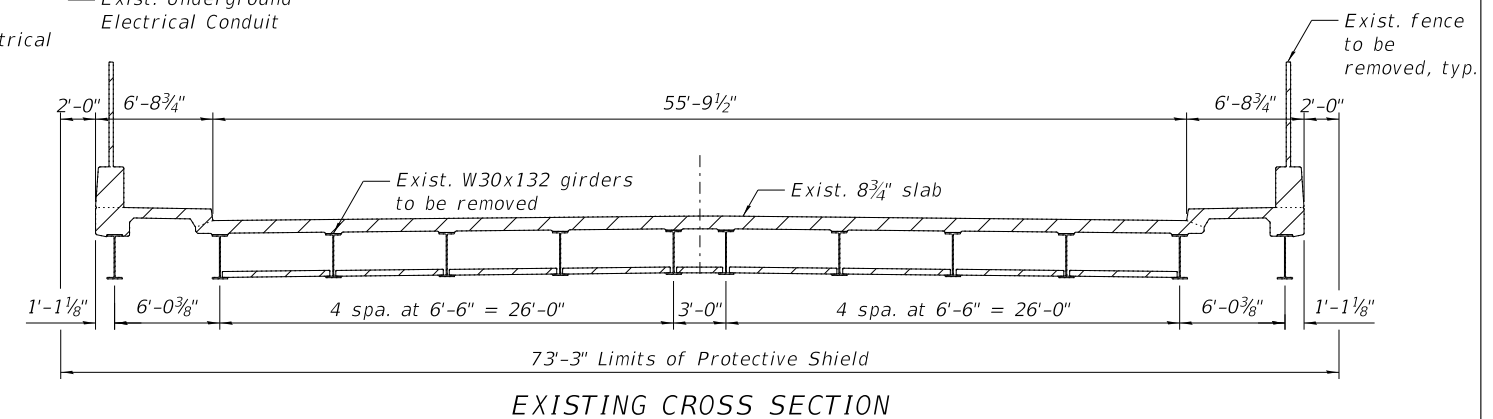


<u>BILL OF MATERIAL</u>		
ITEM	UNIT	QUANTITY
Removal of Existing Structures	Each	1
Protective Shield	Sq. Yd.	1033



NOTES:

1. *Dimensions shown have been taken from historical design drawings and may not represent "as built" conditions. The Contractor must verify all dimensions in the field. Variation in the field dimensions shall not warrant additional compensation for Removal of Existing Structures.*
2. *For suggested stages of construction and sequencing requirements, see Roadway Plans and Special Provisions.*
3. *For substructure removal details, see Sheets S1-07 and S1-08.*
4. *For Approach Slab Removal, see Roadway Plans.*
5. *For Temporary Soil Retention System limits and details, see Sheet S1-09.*
6. *The Contractor shall take all necessary precautions to protect existing utilities, foundations and adjacent structures during removal/construction of the bridge.*
7. *Removal of existing handrail within the limits of construction shall not be paid separately but shall be included in the cost of Removal of Existing Structures.*



LEGEND:

-  Removal of Existing Structures
 -  Approach Slab Removal

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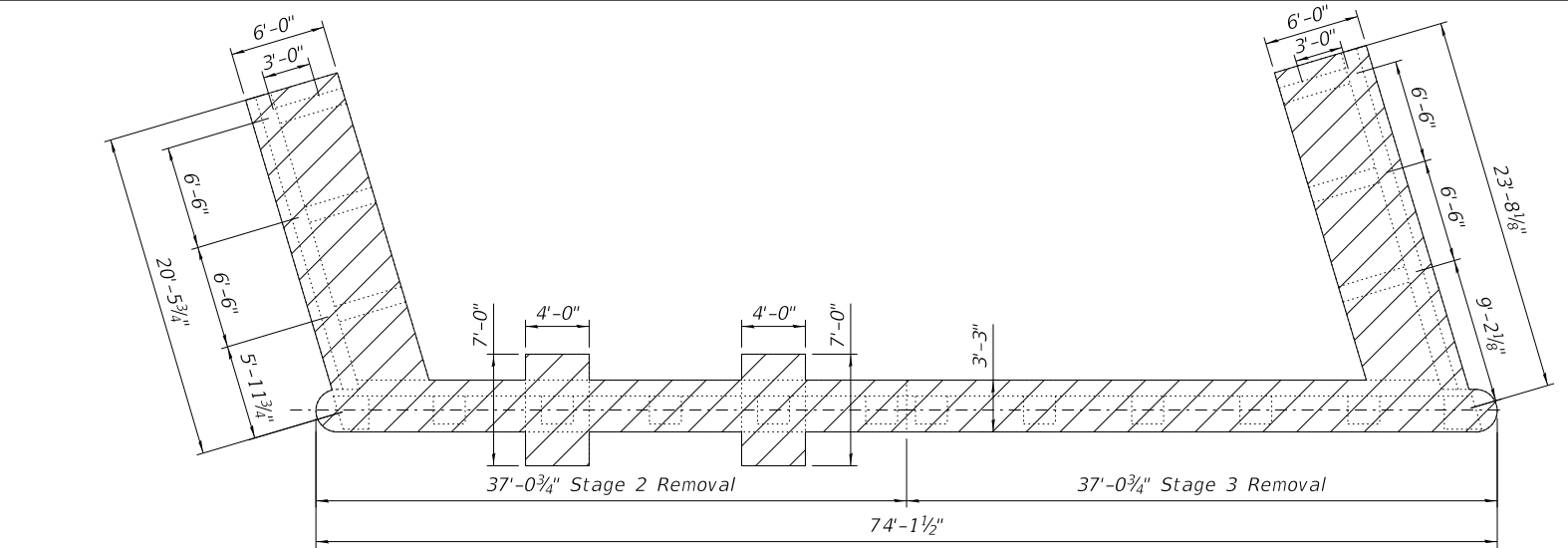
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PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

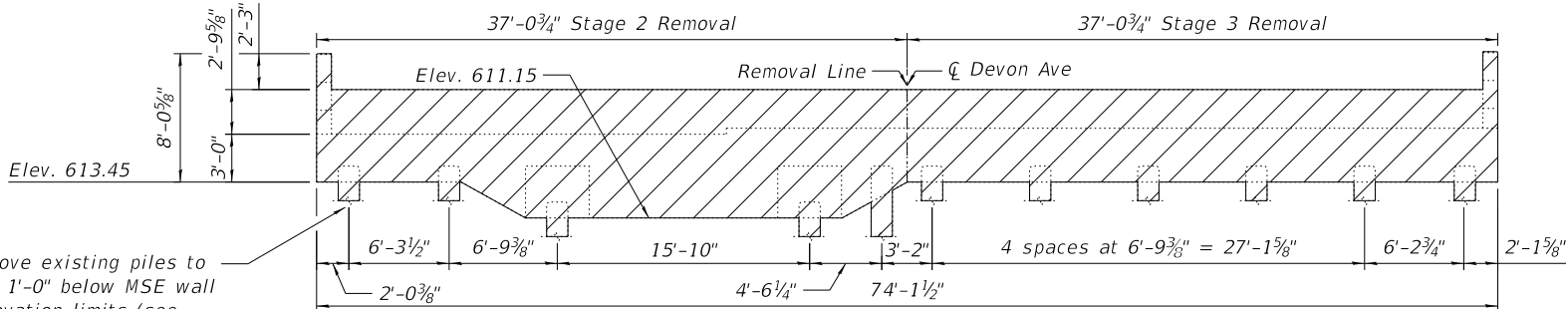
SUBSTRUCTURE REMOVAL (SHEET 1 OF 2)
STRUCTURE NO. 016-0840

SHEET S1-07 OF S1-54 SHEETS

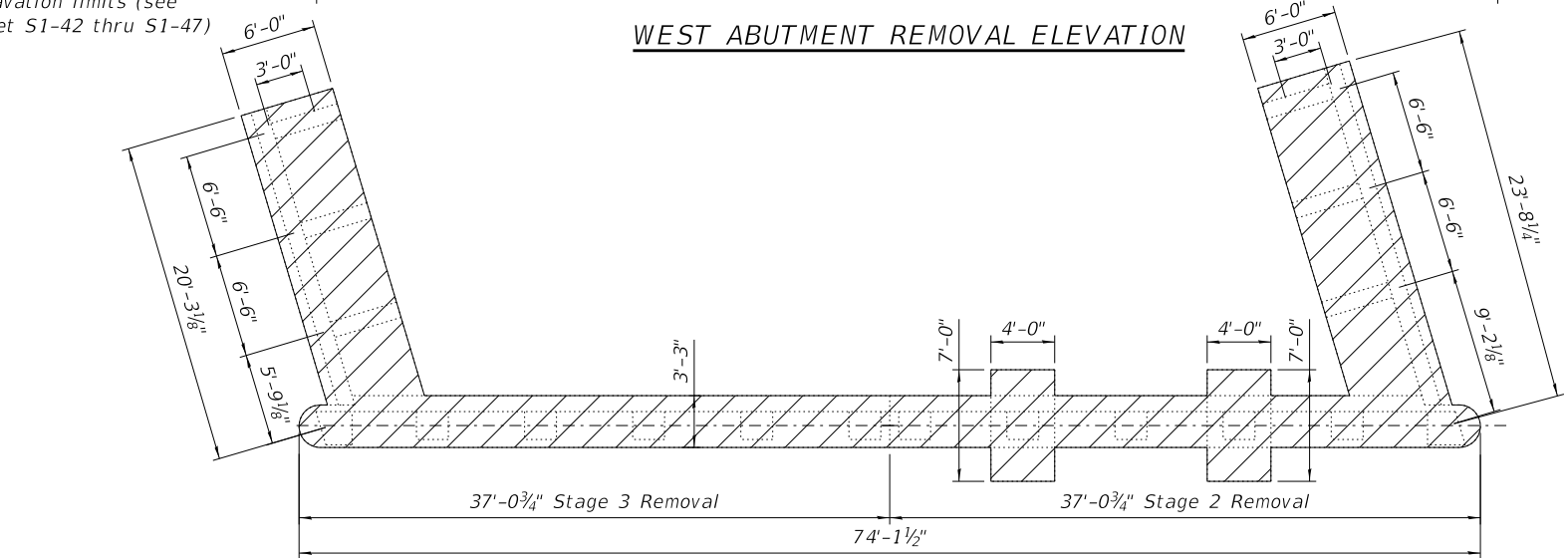
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CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	



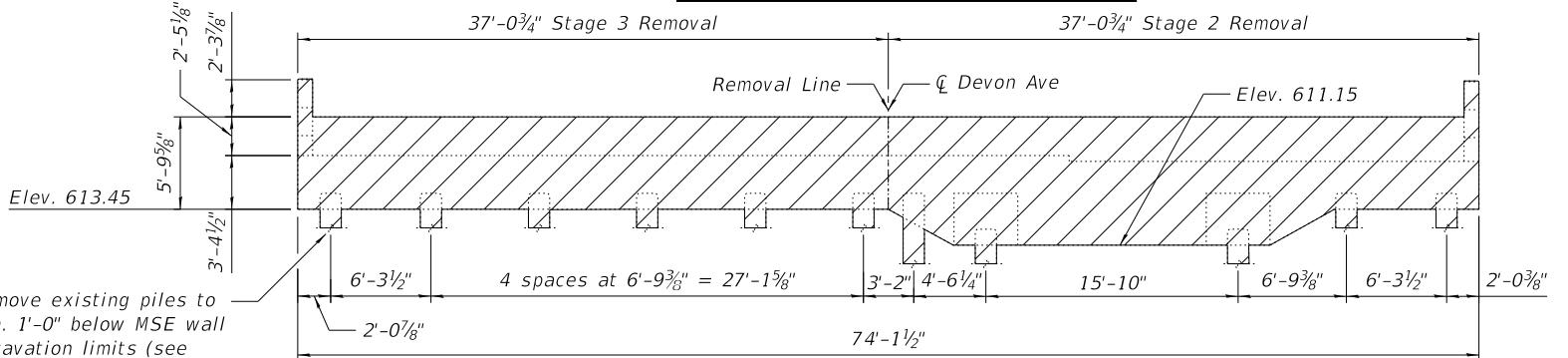
WEST ABUTMENT REMOVAL PLAN



WEST ABUTMENT REMOVAL ELEVATION



EAST ABUTMENT REMOVAL PLAN

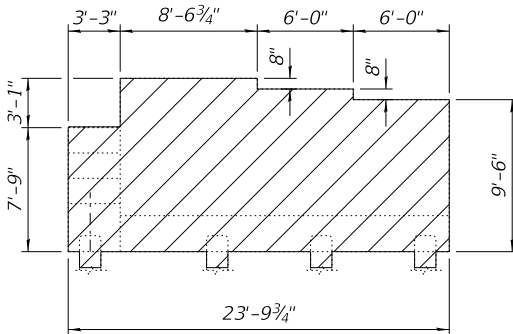


EAST ABUTMENT REMOVAL ELEVATION

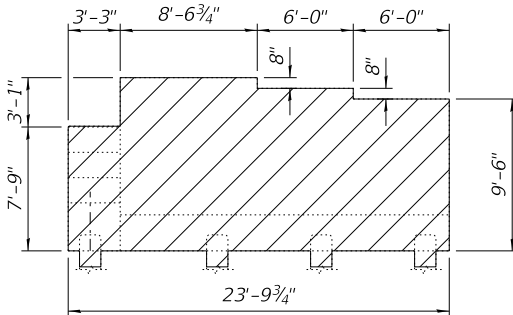
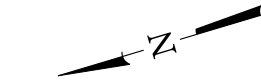
LEGEND:



Removal of Existing Structures

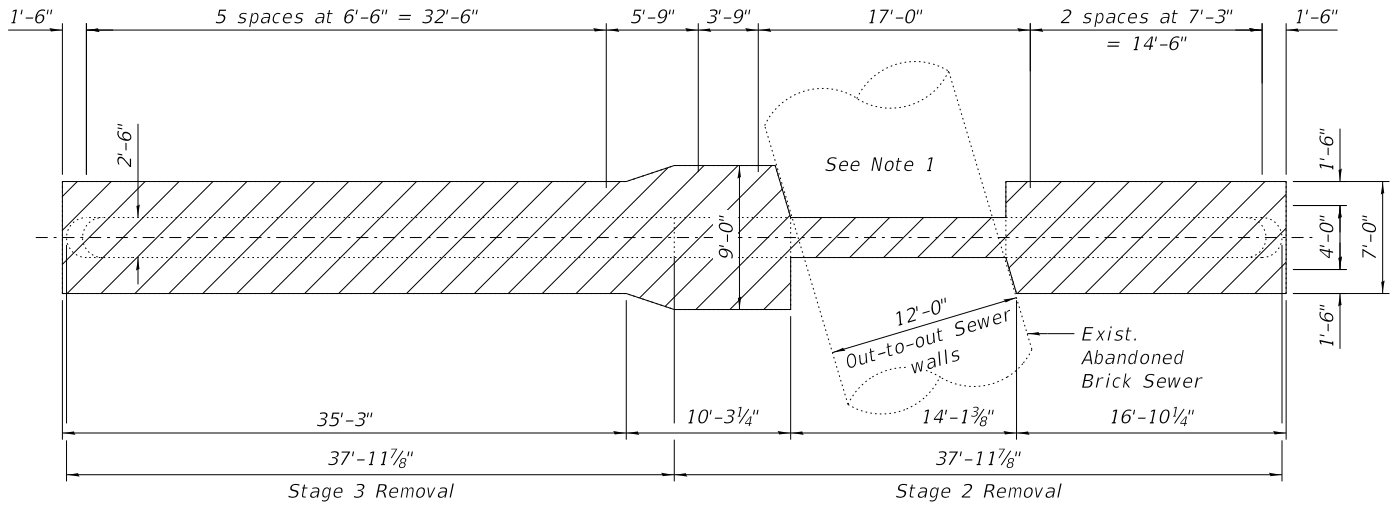


TYPICAL WEST WING WALL ELEVATION

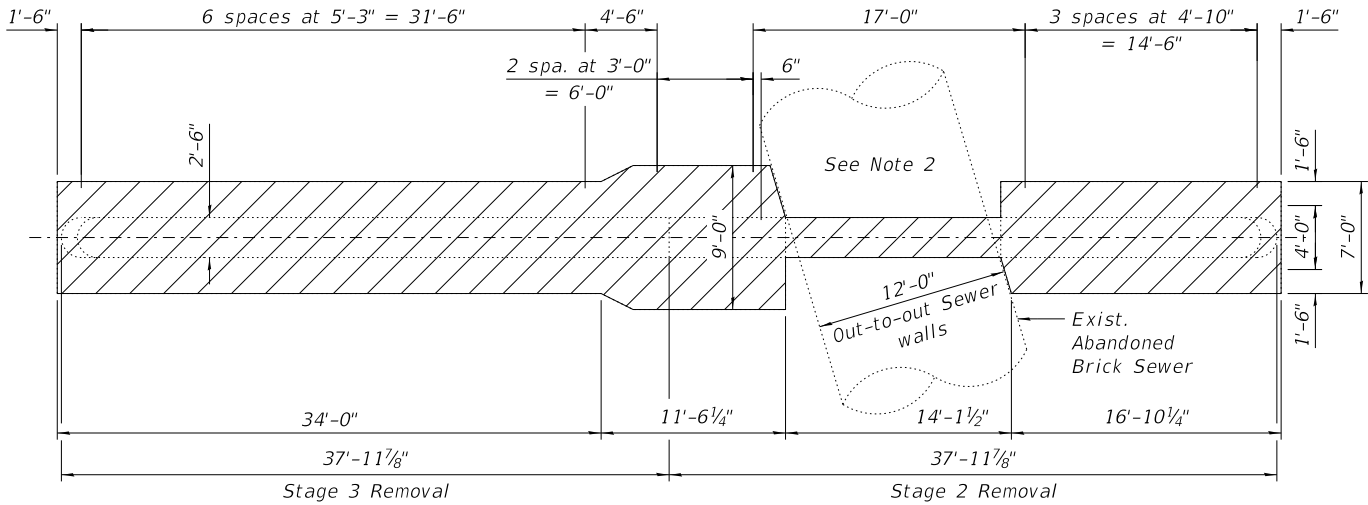


TYPICAL EAST WING WALL ELEVATION

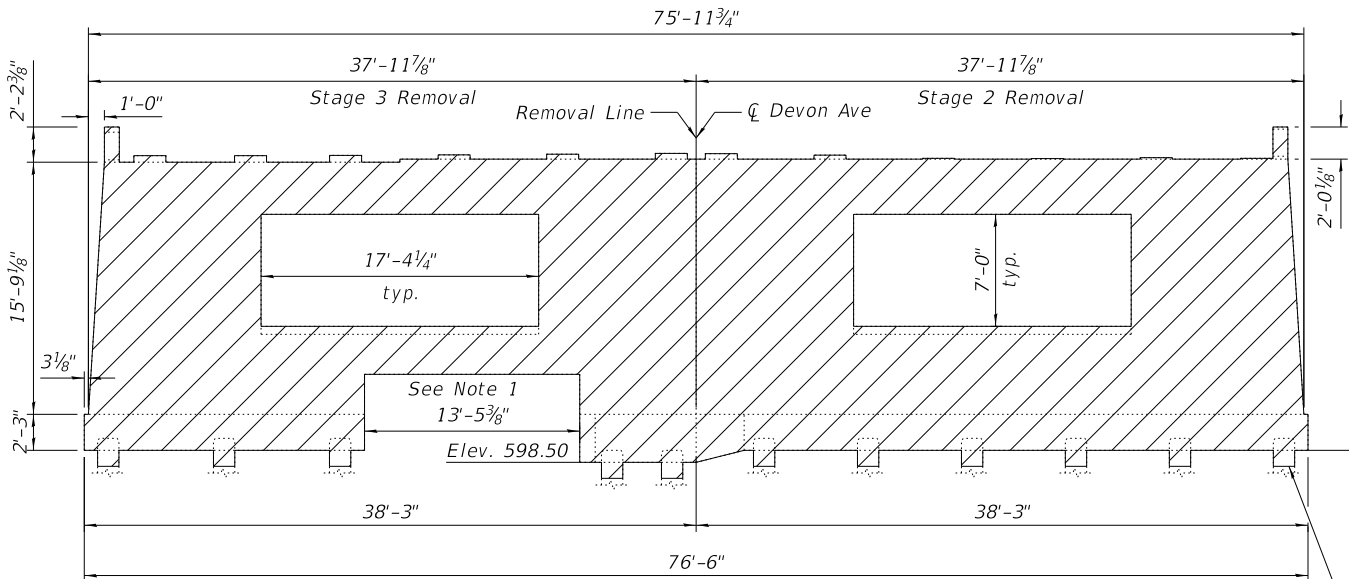
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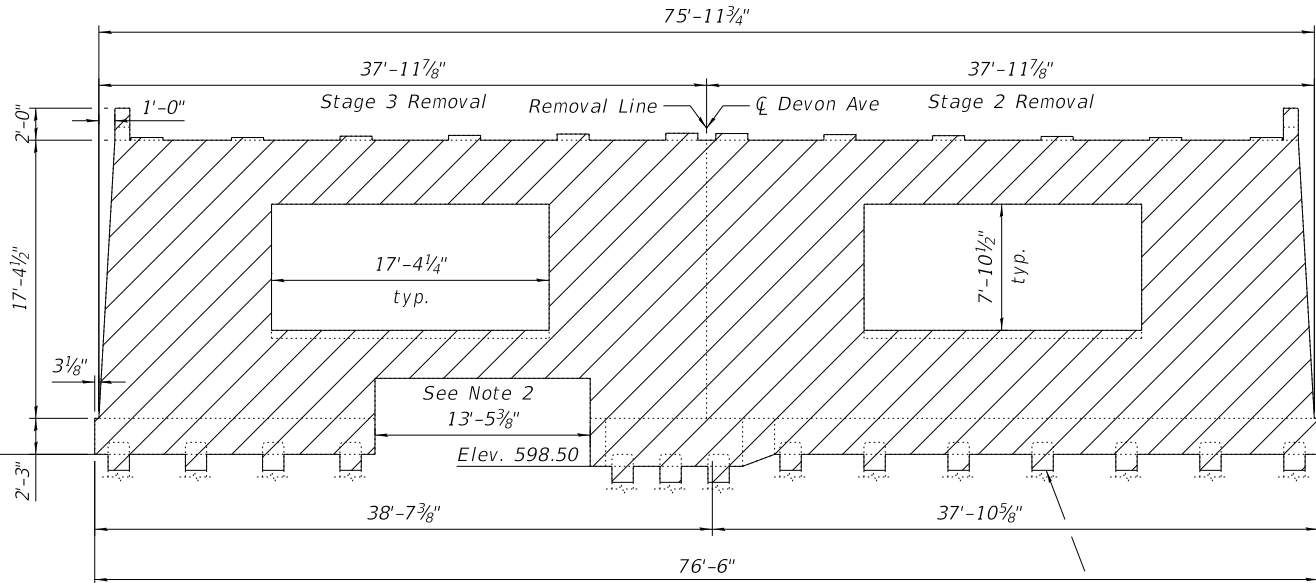
PIER 1 AND 3 REMOVAL PLAN



PIER 2 REMOVAL PLAN



PIER 1 AND 3 REMOVAL ELEVATION



PIER 2 REMOVAL ELEVATION

Note 1:
At Piers 1 and 3, any portions of the existing abandoned sewer located above the bottom of the pier footing and within the pier footprint shall be removed and disposed of in the same manner as the pier itself. Cost included with Removal of Existing Structures.

Note 2:
At Pier 2, any portions of the existing abandoned sewer interfering with construction of the proposed pier footing shall be removed and disposed of in the same manner as the pier itself. Cost included with Removal of Existing Structures.

Any bulkheading or temporary support necessary to protect adjacent portions to remain shall be paid for according to Article 109.04 of the Standard Specifications. If any such protective work is necessary, the Contractor shall perform the work in a method satisfactory to the Engineer.

LEGEND:
Removal of Existing Structures

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	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REMOVAL (SHEET 2 OF 2)
STRUCTURE NO. 016-0840

SHEET S1-08 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	153
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

Retention of existing embankment associated with Stage 2 Construction, and any portions needing to remain in place during Stage 3 Construction, shall be paid for as Temporary Soil Retention System.

Retention of any MSE wall components constructed during Stage 2, or the associated backfill area, shall be paid for as Temporary Mechanically Stabilized Earth Retaining Wall.

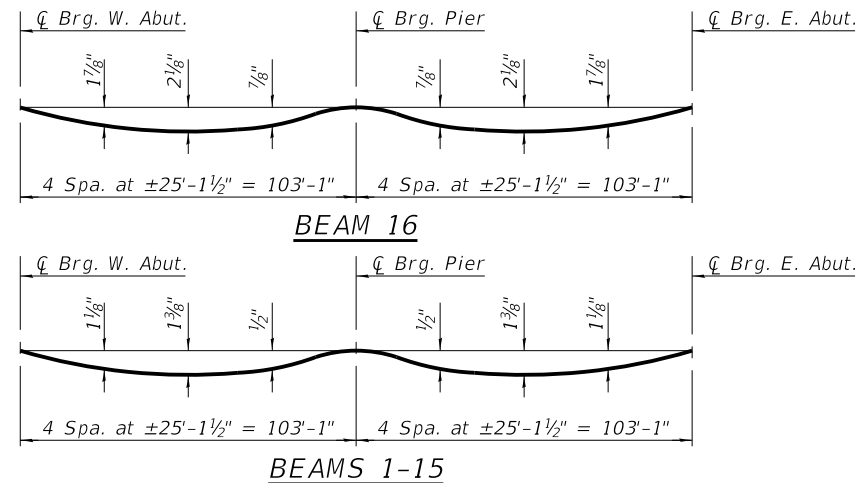
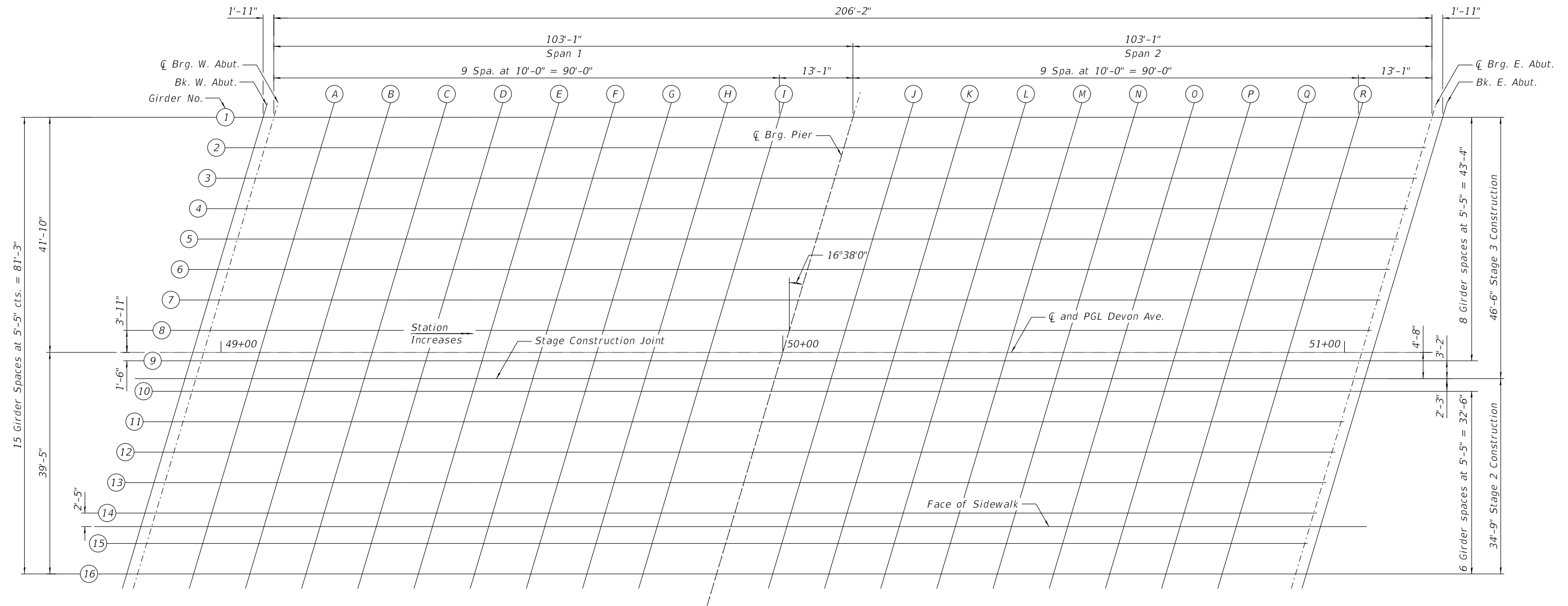


Looking West

Item	Unit	Quantity
Temporary Soil Retention System	Sq Ft	2217
Temporary Mechanically Stabilized Earth Retaining Wall	Sq Ft	1314



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

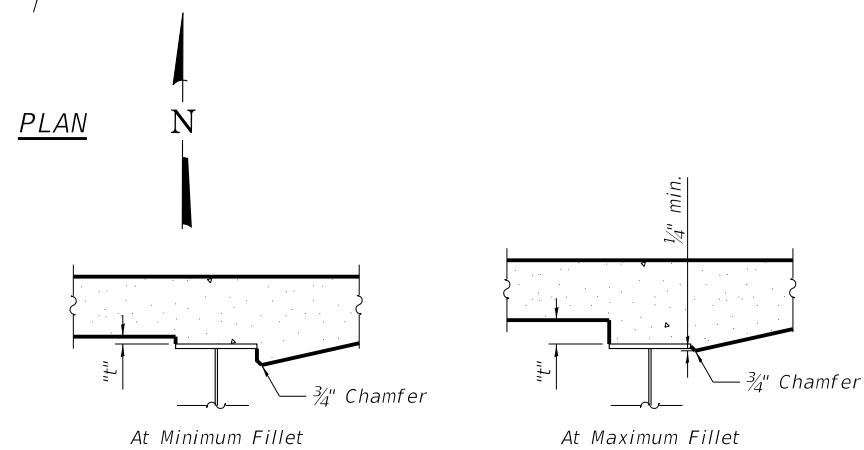


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding girders).

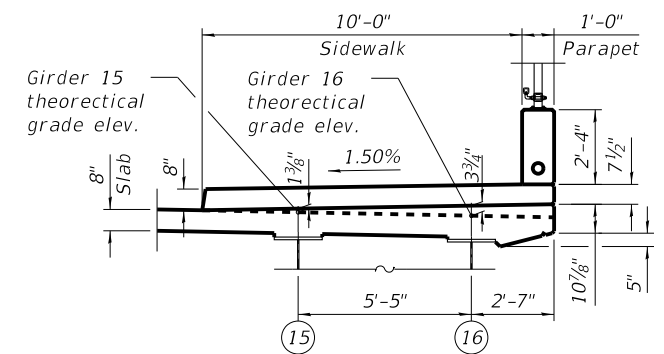
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevs. adjusted for dead load deflections as shown on Sheets S1-11 thru S1-14.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in sheets S1-11 thru S1-14, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



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GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	49+07.50	-41.83	623.32	623.32
CL Brg. W. Abut.	49+09.41	-41.83	623.37	623.37
A	49+19.41	-41.83	623.61	623.65
B	49+29.41	-41.83	623.81	623.90
C	49+39.41	-41.83	623.99	624.10
D	49+49.41	-41.83	624.14	624.26
E	49+59.41	-41.83	624.26	624.37
F	49+69.41	-41.83	624.36	624.45
G	49+79.41	-41.83	624.42	624.49
H	49+89.41	-41.83	624.46	624.49
I	49+99.41	-41.83	624.46	624.48
CL Brg. Pier	50+12.50	-41.83	624.43	624.43
J	50+22.50	-41.83	624.37	624.37
K	50+32.50	-41.83	624.28	624.31
L	50+42.50	-41.83	624.17	624.23
M	50+52.50	-41.83	624.02	624.11
N	50+62.50	-41.83	623.85	623.96
O	50+72.50	-41.83	623.65	623.77
P	50+82.50	-41.83	623.42	623.53
Q	50+92.50	-41.83	623.16	623.25
R	51+02.50	-41.83	622.88	622.93
CL Brg. E. Abut.	51+15.59	-41.83	622.46	622.46
Bk. E. Abut.	51+17.50	-41.83	622.39	622.39

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	49+05.88	-36.42	623.39	623.39
CL Brg. W. Abut.	49+07.79	-36.42	623.44	623.44
A	49+17.79	-36.42	623.68	623.73
B	49+27.79	-36.42	623.89	623.97
C	49+37.79	-36.42	624.07	624.18
D	49+47.79	-36.42	624.23	624.35
E	49+57.79	-36.42	624.35	624.47
F	49+67.79	-36.42	624.45	624.54
G	49+77.79	-36.42	624.52	624.59
H	49+87.79	-36.42	624.56	624.60
I	49+97.79	-36.42	624.57	624.59
CL Brg. Pier	50+10.88	-36.42	624.55	624.55
J	50+20.88	-36.42	624.49	624.49
K	50+30.88	-36.42	624.41	624.44
L	50+40.88	-36.42	624.30	624.35
M	50+50.88	-36.42	624.16	624.24
N	50+60.88	-36.42	623.99	624.10
O	50+70.88	-36.42	623.79	623.91
P	50+80.88	-36.42	623.57	623.68
Q	50+90.88	-36.42	623.31	623.41
R	51+00.88	-36.42	623.03	623.09
CL Brg. E. Abut.	51+13.97	-36.42	622.62	622.62
Bk. E. Abut.	51+15.88	-36.42	622.56	622.56

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	49+04.26	-31.00	623.46	623.46
CL Brg. W. Abut.	49+06.17	-31.00	623.51	623.51
A	49+16.17	-31.00	623.75	623.80
B	49+26.17	-31.00	623.97	624.05
C	49+36.17	-31.00	624.15	624.26
D	49+46.17	-31.00	624.31	624.43
E	49+56.17	-31.00	624.44	624.56
F	49+66.17	-31.00	624.55	624.64
G	49+76.17	-31.00	624.62	624.69
H	49+86.17	-31.00	624.66	624.70
I	49+96.17	-31.00	624.68	624.70
CL Brg. Pier	50+09.26	-31.00	624.66	624.66
J	50+19.26	-31.00	624.61	624.61
K	50+29.26	-31.00	624.53	624.56
L	50+39.26	-31.00	624.43	624.48
M	50+49.26	-31.00	624.29	624.38
N	50+59.26	-31.00	624.13	624.23
O	50+69.26	-31.00	623.94	624.05
P	50+79.26	-31.00	623.71	623.83
Q	50+89.26	-31.00	623.47	623.56
R	50+99.26	-31.00	623.19	623.25
CL Brg. E. Abut.	51+12.35	-31.00	622.78	622.78
Bk. E. Abut.	51+14.26	-31.00	622.72	622.72

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	49+02.64	-25.58	623.52	623.52
CL Brg. W. Abut.	49+04.55	-25.58	623.57	623.57
A	49+14.55	-25.58	623.82	623.87
B	49+24.55	-25.58	624.04	624.13
C	49+34.55	-25.58	624.23	624.34
D	49+44.55	-25.58	624.40	624.52
E	49+54.55	-25.58	624.53	624.64
F	49+64.55	-25.58	624.64	624.73
G	49+74.55	-25.58	624.72	624.78
H	49+84.55	-25.58	624.77	624.81
I	49+94.55	-25.58	624.79	624.80
CL Brg. Pier	50+07.64	-25.58	624.77	624.77
J	50+17.64	-25.58	624.73	624.73
K	50+27.64	-25.58	624.65	624.69
L	50+37.64	-25.58	624.55	624.61
M	50+47.64	-25.58	624.42	624.51
N	50+57.64	-25.58	624.26	624.37
O	50+67.64	-25.58	624.08	624.19
P	50+77.64	-25.58	623.86	623.97
Q	50+87.64	-25.58	623.62	623.71
R	50+97.64	-25.58	623.34	623.40
CL Brg. E. Abut.	51+10.73	-25.58	622.94	622.94
Bk. E. Abut.	51+12.64	-25.58	622.88	622.88



USER NAME = mornig	DESIGNED - BAB	REVISED -
	DRAWN - BAB	REVISED -
	CHECKED - BLB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (SHEET 1 OF 4)
STRUCTURE NO. 016-0840

SHEET S1-11 OF S1-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	156
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\low-pw.bentley.com:bw-pw-01\Documents\Projects\LDOT\20958\CAD\Sheets\62R63_SHT-STR-51-12-Elevation2.dgn

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	49+01.02	-20.17	623.59	623.59
CL Brg. W. Abut.	49+02.93	-20.17	623.64	623.64
A	49+12.93	-20.17	623.89	623.94
B	49+22.93	-20.17	624.12	624.20
C	49+32.93	-20.17	624.31	624.42
D	49+42.93	-20.17	624.48	624.60
E	49+52.93	-20.17	624.62	624.73
F	49+62.93	-20.17	624.73	624.83
G	49+72.93	-20.17	624.82	624.88
H	49+82.93	-20.17	624.87	624.91
I	49+92.93	-20.17	624.90	624.91
CL Brg. Pier	50+06.02	-20.17	624.89	624.89
J	50+16.02	-20.17	624.85	624.85
K	50+26.02	-20.17	624.78	624.81
L	50+36.02	-20.17	624.68	624.74
M	50+46.02	-20.17	624.55	624.64
N	50+56.02	-20.17	624.40	624.51
O	50+66.02	-20.17	624.22	624.33
P	50+76.02	-20.17	624.01	624.12
Q	50+86.02	-20.17	623.77	623.86
R	50+96.02	-20.17	623.50	623.55
CL Brg. E. Abut.	51+09.11	-20.17	623.10	623.10
Bk. E. Abut.	51+11.02	-20.17	623.04	623.04

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+99.41	-14.75	623.65	623.65
CL Brg. W. Abut.	49+01.32	-14.75	623.70	623.70
A	49+11.32	-14.75	623.96	624.01
B	49+21.32	-14.75	624.19	624.27
C	49+31.32	-14.75	624.39	624.50
D	49+41.32	-14.75	624.57	624.68
E	49+51.32	-14.75	624.71	624.82
F	49+61.32	-14.75	624.83	624.92
G	49+71.32	-14.75	624.91	624.98
H	49+81.32	-14.75	624.97	625.01
I	49+91.32	-14.75	625.00	625.02
CL Brg. Pier	50+04.41	-14.75	625.00	625.00
J	50+14.41	-14.75	624.96	624.96
K	50+24.41	-14.75	624.90	624.93
L	50+34.41	-14.75	624.81	624.86
M	50+44.41	-14.75	624.68	624.77
N	50+54.41	-14.75	624.54	624.64
O	50+64.41	-14.75	624.36	624.47
P	50+74.41	-14.75	624.15	624.26
Q	50+84.41	-14.75	623.92	624.01
R	50+94.41	-14.75	623.65	623.71
CL Brg. E. Abut.	51+07.50	-14.75	623.26	623.26
Bk. E. Abut.	51+09.41	-14.75	623.20	623.20

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+97.79	-9.33	623.71	623.71
CL Brg. W. Abut.	48+99.70	-9.33	623.77	623.77
A	49+09.70	-9.33	624.03	624.07
B	49+19.70	-9.33	624.26	624.35
C	49+29.70	-9.33	624.47	624.58
D	49+39.70	-9.33	624.65	624.76
E	49+49.70	-9.33	624.80	624.91
F	49+59.70	-9.33	624.92	625.01
G	49+69.70	-9.33	625.01	625.07
H	49+79.70	-9.33	625.07	625.11
I	49+89.70	-9.33	625.11	625.12
CL Brg. Pier	50+02.79	-9.33	625.11	625.11
J	50+12.79	-9.33	625.08	625.08
K	50+22.79	-9.33	625.02	625.05
L	50+32.79	-9.33	624.93	624.99
M	50+42.79	-9.33	624.81	624.90
N	50+52.79	-9.33	624.67	624.78
O	50+62.79	-9.33	624.50	624.61
P	50+72.79	-9.33	624.29	624.41
Q	50+82.79	-9.33	624.06	624.15
R	50+92.79	-9.33	623.80	623.86
CL Brg. E. Abut.	51+05.88	-9.33	623.42	623.42
Bk. E. Abut.	51+07.79	-9.33	623.36	623.36

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+96.17	-3.92	623.78	623.78
CL Brg. W. Abut.	48+98.08	-3.92	623.83	623.83
A	49+08.08	-3.92	624.10	624.14
B	49+18.08	-3.92	624.34	624.42
C	49+28.08	-3.92	624.55	624.65
D	49+38.08	-3.92	624.73	624.85
E	49+48.08	-3.92	624.88	624.99
F	49+58.08	-3.92	625.01	625.10
G	49+68.08	-3.92	625.10	625.17
H	49+78.08	-3.92	625.17	625.21
I	49+88.08	-3.92	625.21	625.23
CL Brg. Pier	50+01.17	-3.92	625.22	625.22
J	50+11.17	-3.92	625.19	625.19
K	50+21.17	-3.92	625.14	625.17
L	50+31.17	-3.92	625.06	625.11
M	50+41.17	-3.92	624.94	625.03
N	50+51.17	-3.92	624.80	624.91
O	50+61.17	-3.92	624.63	624.75
P	50+71.17	-3.92	624.44	624.55
Q	50+81.17	-3.92	624.21	624.30
R	50+91.17	-3.92	623.96	624.01
CL Brg. E. Abut.	51+04.26	-3.92	623.58	623.58
Bk. E. Abut.	51+06.17	-3.92	623.52	623.52

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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+95.00	0.00	623.82	623.82
CL Brg. W. Abut.	48+96.91	0.00	623.87	623.87
A	49+06.91	0.00	624.15	624.19
B	49+16.91	0.00	624.39	624.47
C	49+26.91	0.00	624.60	624.71
D	49+36.91	0.00	624.79	624.90
E	49+46.91	0.00	624.94	625.06
F	49+56.91	0.00	625.07	625.17
G	49+66.91	0.00	625.17	625.24
H	49+76.91	0.00	625.24	625.28
I	49+86.91	0.00	625.29	625.30
CL Brg. Pier	50+00.00	0.00	625.30	625.30
J	50+10.00	0.00	625.28	625.28
K	50+20.00	0.00	625.23	625.26
L	50+30.00	0.00	625.15	625.20
M	50+40.00	0.00	625.04	625.12
N	50+50.00	0.00	624.90	625.01
O	50+60.00	0.00	624.73	624.85
P	50+70.00	0.00	624.54	624.65
Q	50+80.00	0.00	624.32	624.41
R	50+90.00	0.00	624.07	624.12
CL Brg. E. Abut.	51+03.09	0.00	623.69	623.69
Bk. E. Abut.	51+05.00	0.00	623.64	623.64



USER NAME = mornig	DESIGNED - BAB	REVISED -
	DRAWN - BAB	REVISED -
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PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (SHEET 2 OF 4)
STRUCTURE NO. 016-0840

SHEET 51-12 OF 51-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	157
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\low-pw.bentley.com:bw-pw-01\Documents\Projects\LDOT\020958\CAD\Sheets\62R63_SHT-STR-51-13-Elevation3.dgn

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+94.55	1.50	623.78	623.78
CL Brg. W. Abut.	48+96.46	1.50	623.83	623.83
A	49+06.46	1.50	624.10	624.15
B	49+16.46	1.50	624.35	624.43
C	49+26.46	1.50	624.56	624.67
D	49+36.46	1.50	624.75	624.87
E	49+46.46	1.50	624.91	625.02
F	49+56.46	1.50	625.04	625.13
G	49+66.46	1.50	625.14	625.20
H	49+76.46	1.50	625.21	625.25
I	49+86.46	1.50	625.26	625.27
CL Brg. Pier	49+99.55	1.50	625.27	625.27
J	50+09.55	1.50	625.25	625.25
K	50+19.55	1.50	625.20	625.23
L	50+29.55	1.50	625.12	625.18
M	50+39.55	1.50	625.01	625.10
N	50+49.55	1.50	624.88	624.98
O	50+59.55	1.50	624.71	624.83
P	50+69.55	1.50	624.52	624.63
Q	50+79.55	1.50	624.30	624.39
R	50+89.55	1.50	624.05	624.11
CL Brg. E. Abut.	51+02.64	1.50	623.68	623.68
Bk. E. Abut.	51+04.55	1.50	623.62	623.61

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+93.60	4.67	623.69	623.69
CL Brg. W. Abut.	48+95.51	4.67	623.74	623.74
A	49+05.51	4.67	624.02	624.07
B	49+15.51	4.67	624.26	624.35
C	49+25.51	4.67	624.48	624.60
D	49+35.51	4.67	624.67	624.80
E	49+45.51	4.67	624.83	624.95
F	49+55.51	4.67	624.96	625.06
G	49+65.51	4.67	625.07	625.14
H	49+75.51	4.67	625.14	625.18
I	49+85.51	4.67	625.19	625.21
CL Brg. Pier	49+98.60	4.67	625.21	625.21
J	50+08.60	4.67	625.19	625.19
K	50+18.60	4.67	625.14	625.17
L	50+28.60	4.67	625.06	625.13
M	50+38.60	4.67	624.96	625.05
N	50+48.60	4.67	624.83	624.94
O	50+58.60	4.67	624.67	624.79
P	50+68.60	4.67	624.48	624.60
Q	50+78.60	4.67	624.26	624.36
R	50+88.60	4.67	624.01	624.07
CL Brg. E. Abut.	51+01.69	4.67	623.64	623.64
Bk. E. Abut.	51+03.60	4.67	623.59	623.58

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+92.93	6.92	623.62	623.62
CL Brg. W. Abut.	48+94.84	6.92	623.68	623.68
A	49+04.84	6.92	623.95	624.00
B	49+14.84	6.92	624.20	624.29
C	49+24.84	6.92	624.42	624.54
D	49+34.84	6.92	624.61	624.74
E	49+44.84	6.92	624.78	624.90
F	49+54.84	6.92	624.91	625.01
G	49+64.84	6.92	625.02	625.09
H	49+74.84	6.92	625.09	625.14
I	49+84.84	6.92	625.14	625.16
CL Brg. Pier	49+97.93	6.92	625.16	625.16
J	50+07.93	6.92	625.15	625.15
K	50+17.93	6.92	625.10	625.13
L	50+27.93	6.92	625.03	625.09
M	50+37.93	6.92	624.92	625.02
N	50+47.93	6.92	624.79	624.91
O	50+57.93	6.92	624.63	624.76
P	50+67.93	6.92	624.44	624.57
Q	50+77.93	6.92	624.23	624.33
R	50+87.93	6.92	623.98	624.04
CL Brg. E. Abut.	51+01.02	6.92	623.62	623.62
Bk. E. Abut.	51+02.93	6.92	623.56	623.55

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+91.32	12.33	623.46	623.46
CL Brg. W. Abut.	48+93.23	12.33	623.52	623.52
A	49+03.23	12.33	623.80	623.85
B	49+13.23	12.33	624.06	624.15
C	49+23.23	12.33	624.28	624.40
D	49+33.23	12.33	624.48	624.60
E	49+43.23	12.33	624.64	624.76
F	49+53.23	12.33	624.78	624.88
G	49+63.23	12.33	624.89	624.96
H	49+73.23	12.33	624.97	625.02
I	49+83.23	12.33	625.03	625.04
CL Brg. Pier	49+96.32	12.33	625.05	625.05
J	50+06.32	12.33	625.04	625.04
K	50+16.32	12.33	625.00	625.03
L	50+26.32	12.33	624.93	624.99
M	50+36.32	12.33	624.83	624.93
N	50+46.32	12.33	624.71	624.82
O	50+56.32	12.33	624.55	624.68
P	50+66.32	12.33	624.37	624.49
Q	50+76.32	12.33	624.16	624.26
R	50+86.32	12.33	623.92	623.98
CL Brg. E. Abut.	50+99.41	12.33	623.56	623.56
Bk. E. Abut.	51+01.32	12.33	623.50	623.49

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+89.70	17.75	623.31	623.31
CL Brg. W. Abut.	48+91.61	17.75	623.36	623.36
A	49+01.61	17.75	623.65	623.70
B	49+11.61	17.75	623.91	624.00
C	49+21.61	17.75	624.14	624.25
D	49+31.61	17.75	624.34	624.47
E	49+41.61	17.75	624.51	624.63
F	49+51.61	17.75	624.65	624.75
G	49+61.61	17.75	624.77	624.84
H	49+71.61	17.75	624.85	624.90
I	49+81.61	17.75	624.91	624.93
CL Brg. Pier	49+94.70	17.75	624.95	624.95
J	50+04.70	17.75	624.94	624.94
K	50+14.70	17.75	624.90	624.93
L	50+24.70	17.75	624.84	624.90
M	50+34.70	17.75	624.74	624.84
N	50+44.70	17.75	624.62	624.74
O	50+54.70	17.75	624.47	624.60
P	50+64.70	17.75	624.29	624.41
Q	50+74.70	17.75	624.08	624.18
R	50+84.70	17.75	623.85	623.91
CL Brg. E. Abut.	50+97.79	17.75	623.50	623.50
Bk. E. Abut.	50+99.70	17.75	623.44	623.43



USER NAME = mornig	DESIGNED - BAB	REVISED -
	DRAWN - BAB	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (SHEET 3 OF 4)
STRUCTURE NO. 016-0840

SHEET 51-13 OF 51-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	158
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\low-pw.bentley.com:bw-pw-01\Documents\Projects\LDOT\020958\CAD\Sheets\62R63_SHT-STR-51-13A-Elevations4.dgn

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+88.08	23.17	623.15	623.15
CL Brg. W. Abut.	48+89.99	23.17	623.21	623.21
A	48+99.99	23.17	623.50	623.55
B	49+09.99	23.17	623.76	623.85
C	49+19.99	23.17	623.99	624.11
D	49+29.99	23.17	624.20	624.33
E	49+39.99	23.17	624.38	624.50
F	49+49.99	23.17	624.52	624.62
G	49+59.99	23.17	624.64	624.72
H	49+69.99	23.17	624.73	624.78
I	49+79.99	23.17	624.80	624.81
CL Brg. Pier	49+93.08	23.17	624.84	624.84
J	50+03.08	23.17	624.83	624.83
K	50+13.08	23.17	624.80	624.83
L	50+23.08	23.17	624.74	624.80
M	50+33.08	23.17	624.65	624.74
N	50+43.08	23.17	624.53	624.65
O	50+53.08	23.17	624.39	624.52
P	50+63.08	23.17	624.21	624.34
Q	50+73.08	23.17	624.01	624.11
R	50+83.08	23.17	623.78	623.84
CL Brg. E. Abut.	50+96.17	23.17	623.43	623.43
Bk. E. Abut.	50+98.08	23.17	623.38	623.37

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+86.46	28.58	622.99	622.99
CL Brg. W. Abut.	48+88.37	28.58	623.05	623.05
A	48+98.37	28.58	623.34	623.39
B	49+08.37	28.58	623.61	623.70
C	49+18.37	28.58	623.85	623.97
D	49+28.37	28.58	624.06	624.19
E	49+38.37	28.58	624.24	624.36
F	49+48.37	28.58	624.39	624.49
G	49+58.37	28.58	624.52	624.59
H	49+68.37	28.58	624.61	624.65
I	49+78.37	28.58	624.68	624.70
CL Brg. Pier	49+91.46	28.58	624.73	624.73
J	50+01.46	28.58	624.73	624.73
K	50+11.46	28.58	624.70	624.73
L	50+21.46	28.58	624.64	624.71
M	50+31.46	28.58	624.56	624.65
N	50+41.46	28.58	624.45	624.56
O	50+51.46	28.58	624.31	624.43
P	50+61.46	28.58	624.14	624.26
Q	50+71.46	28.58	623.94	624.04
R	50+81.46	28.58	623.71	623.77
CL Brg. E. Abut.	50+94.55	28.58	623.37	623.37
Bk. E. Abut.	50+96.46	28.58	623.32	623.31

FACE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+85.74	31.00	622.92	622.92
CL Brg. W. Abut.	48+87.65	31.00	622.98	622.98
A	48+97.65	31.00	623.28	623.33
B	49+07.65	31.00	623.54	623.63
C	49+17.65	31.00	623.79	623.90
D	49+27.65	31.00	624.00	624.12
E	49+37.65	31.00	624.18	624.30
F	49+47.65	31.00	624.33	624.44
G	49+57.65	31.00	624.46	624.53
H	49+67.65	31.00	624.56	624.60
I	49+77.65	31.00	624.63	624.64
CL Brg. Pier	49+90.74	31.00	624.68	624.68
J	50+00.74	31.00	624.68	624.68
K	50+10.74	31.00	624.65	624.69
L	50+20.74	31.00	624.60	624.66
M	50+30.74	31.00	624.52	624.61
N	50+40.74	31.00	624.41	624.52
O	50+50.74	31.00	624.27	624.40
P	50+60.74	31.00	624.10	624.22
Q	50+70.74	31.00	623.90	624.00
R	50+80.74	31.00	623.68	623.74
CL Brg. E. Abut.	50+93.83	31.00	623.34	623.34
Bk. E. Abut.	50+95.74	31.00	623.29	623.28

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+84.84	34.00	622.83	622.83
CL Brg. W. Abut.	48+86.75	34.00	622.89	622.89
A	48+96.75	34.00	623.19	623.24
B	49+06.75	34.00	623.46	623.55
C	49+16.75	34.00	623.70	623.82
D	49+26.75	34.00	623.92	624.05
E	49+36.75	34.00	624.10	624.23
F	49+46.75	34.00	624.26	624.36
G	49+56.75	34.00	624.39	624.46
H	49+66.75	34.00	624.49	624.53
I	49+76.75	34.00	624.56	624.58
CL Brg. Pier	49+89.84	34.00	624.61	624.61
J	49+99.84	34.00	624.62	624.62
K	50+09.84	34.00	624.60	624.63
L	50+19.84	34.00	624.55	624.61
M	50+29.84	34.00	624.47	624.56
N	50+39.84	34.00	624.36	624.47
O	50+49.84	34.00	624.22	624.35
P	50+59.84	34.00	624.06	624.18
Q	50+69.84	34.00	623.86	623.96
R	50+79.84	34.00	623.64	623.70
CL Brg. E. Abut.	50+92.93	34.00	623.31	623.31
Bk. E. Abut.	50+94.84	34.00	623.25	623.24

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	48+83.22	39.42	622.67	622.67
CL Brg. W. Abut.	48+85.13	39.42	622.73	622.73
A	48+95.13	39.42	623.04	623.11
B	49+05.13	39.42	623.31	623.45
C	49+15.13	39.42	623.56	623.73
D	49+25.13	39.42	623.78	623.97
E	49+35.13	39.42	623.97	624.15
F	49+45.13	39.42	624.13	624.28
G	49+55.13	39.42	624.26	624.37
H	49+65.13	39.42	624.37	624.43
I	49+75.13	39.42	624.45	624.47
CL Brg. Pier	49+88.22	39.42	624.50	624.50
J	49+98.22	39.42	624.51	624.51
K	50+08.22	39.42	624.49	624.54
L	50+18.22	39.42	624.45	624.54
M	50+28.22	39.42	624.37	624.51
N	50+38.22	39.42	624.27	624.44
O	50+48.22	39.42	624.14	624.33
P	50+58.22	39.42	623.98	624.16
Q	50+68.22	39.42	623.79	623.94
R	50+78.22	39.42	623.57	623.66
CL Brg. E. Abut.	50+91.31	39.42	623.24	623.24
Bk. E. Abut.	50+93.22	39.42	623.19	623.18



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	DRAWN - BAB	REVISED -
	CHECKED - BLB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (SHEET 4 OF 4)
STRUCTURE NO. 016-0840

SHEET S1-14 OF S1-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	159
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

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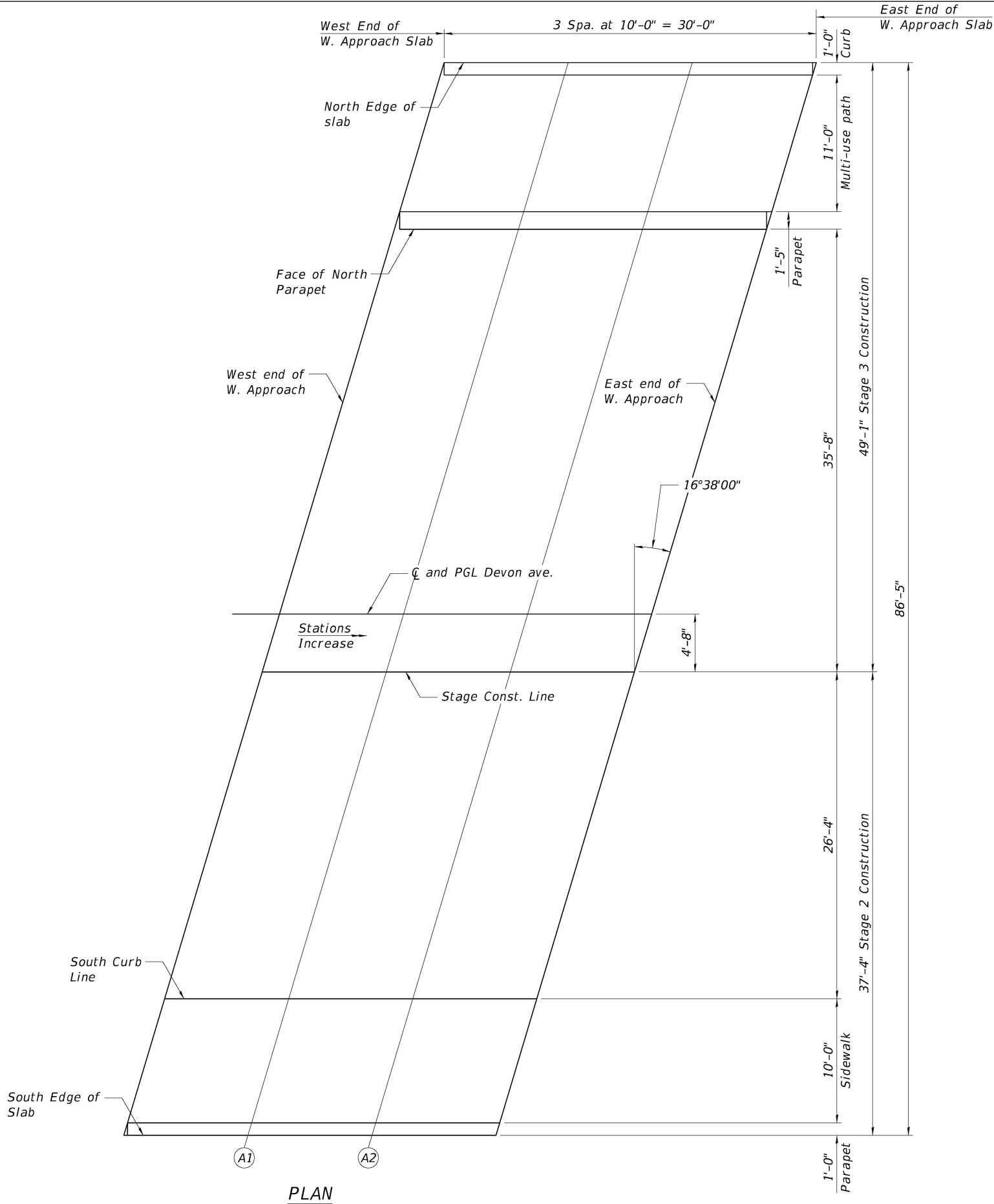
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0840

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	160
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

SHEET S1-15 OF S1-54 SHEETS



NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevation
West end of W. Approach	48+79.31	-44.42	622.44
A1	48+89.31	-44.42	622.76
A2	48+99.31	-44.42	623.05
East end of W. Approach	49+09.31	-44.42	623.32

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevation
West end of W. Approach	48+75.30	-31.00	622.57
A1	48+85.30	-31.00	622.90
A2	48+95.30	-31.00	623.21
East end of W. Approach	49+05.30	-31.00	623.48

☐ AND PGL DEVON AVE.

Location	Station	Offset	Theoretical Grade Elevation
West end of W. Approach	48+66.04	0.00	622.86
A1	48+76.04	0.00	623.22
A2	48+86.04	0.00	623.55
East end of W. Approach	48+96.04	0.00	623.85

STAGE CONST. LINE

Location	Station	Offset	Theoretical Grade Elevation
West end of W. Approach	48+64.65	4.67	622.71
A1	48+74.65	4.67	623.08
A2	48+84.65	4.67	623.41
East end of W. Approach	48+94.65	4.67	623.72

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
West end of W. Approach	48+56.78	31.00	621.88
A1	48+66.78	31.00	622.27
A2	48+76.78	31.00	622.62
East end of W. Approach	48+86.78	31.00	622.95

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevation
West end of W. Approach	48+53.50	42.00	621.93
A1	48+63.50	42.00	622.33
A2	48+73.50	42.00	622.70
East end of W. Approach	48+83.50	42.00	623.03

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Consulting Engineers

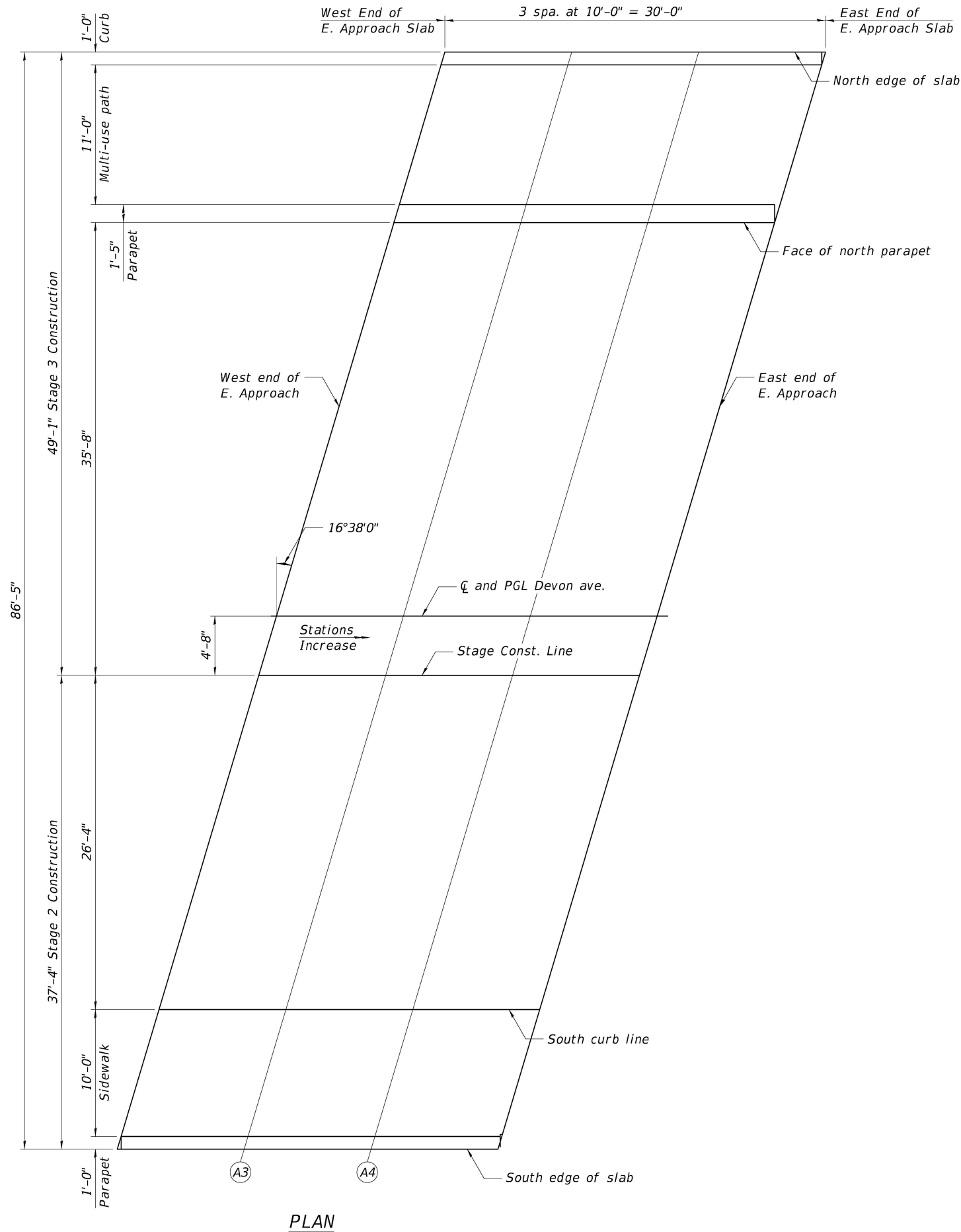
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PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0840

SHEET S1-16 OF S1-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	161
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	



NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevation
West end of E. Approach	51+17.23	-44.42	622.35
A3	51+27.23	-44.42	621.99
A4	51+37.23	-44.42	621.61
East end of E. Approach	51+47.23	-44.42	621.19

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevation
West end of E. Approach	51+13.22	-31.00	622.75
A3	51+23.22	-31.00	622.41
A4	51+33.22	-31.00	622.03
East end of E. Approach	51+43.22	-31.00	621.63

CL AND PGL DEVON AVE.

Location	Station	Offset	Theoretical Grade Elevation
West end of E. Approach	51+03.96	0.00	623.67
A3	51+13.96	0.00	623.35
A4	51+23.96	0.00	623.00
East end of E. Approach	51+33.96	0.00	622.62

STAGE CONST. LINE

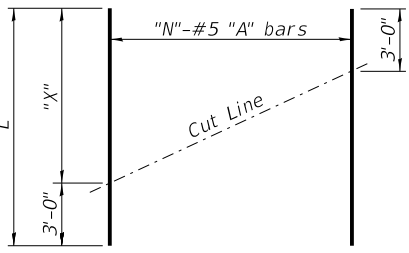
Location	Station	Offset	Theoretical Grade Elevation
West end of E. Approach	51+02.56	4.67	623.62
A3	51+12.56	4.67	623.30
A4	51+22.56	4.67	622.96
East end of E. Approach	51+32.56	4.67	622.59

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
West end of E. Approach	50+94.70	31.00	623.32
A3	51+04.70	31.00	623.03
A4	51+14.70	31.00	622.70
East end of E. Approach	51+24.70	31.00	622.35

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevation
West end of E. Approach	50+91.41	42.00	623.59
A3	51+01.41	42.00	623.31
A4	51+11.41	42.00	623.00
East end of E. Approach	51+21.41	42.00	622.66



<i>N</i>	<i>A</i>	<i>X</i>	<i>L</i>
13	<i>a7(E)</i>	36'-6"	39'-6"
18	<i>a8(E)</i>	36'-2"	39'-2"
17	<i>a9(E)</i>	47'-7"	50'-7"
24	<i>a4(E)</i>	47'-10"	50'-10"

NOTES:

1.

For Notes, Sections thru parapet, joint details, bar diagrams and Bill of Material, see Sheet S1-19.
2.

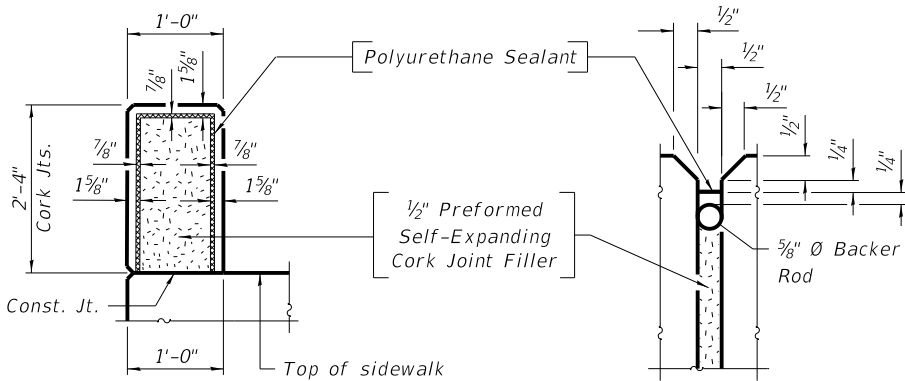
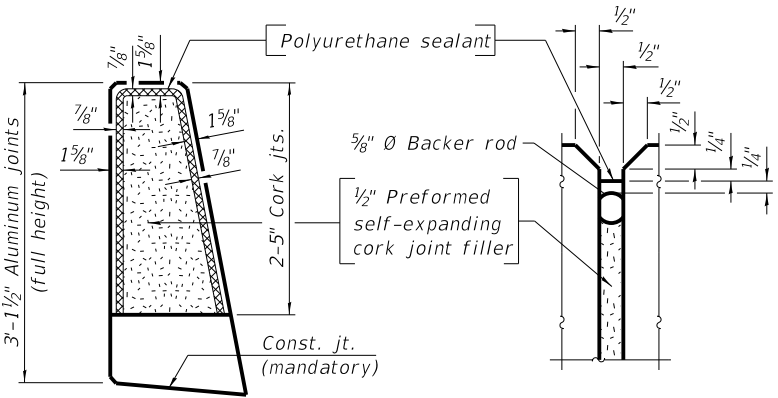
For railing details, see Sheets S1-25 thru S1-28.
3.

The $\frac{3}{16}$ " min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
4.

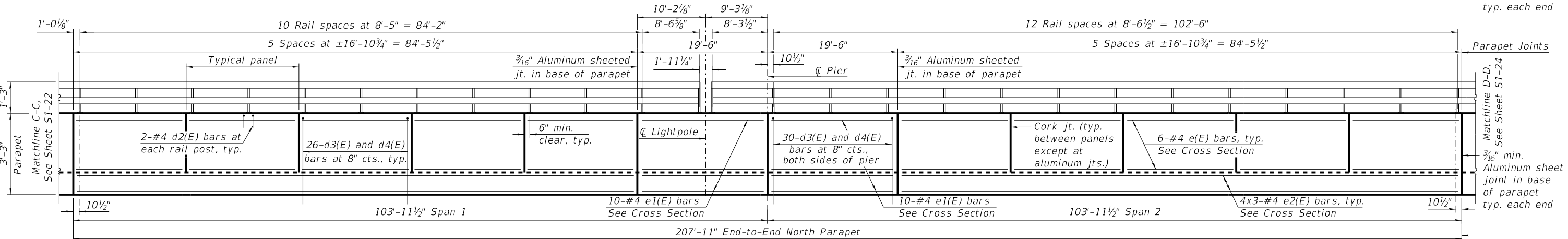
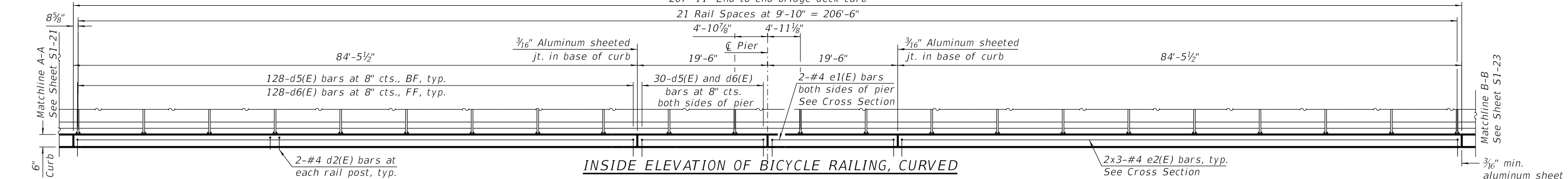
Bar terminators, paid for separately. See Total Bill of Material.
5.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

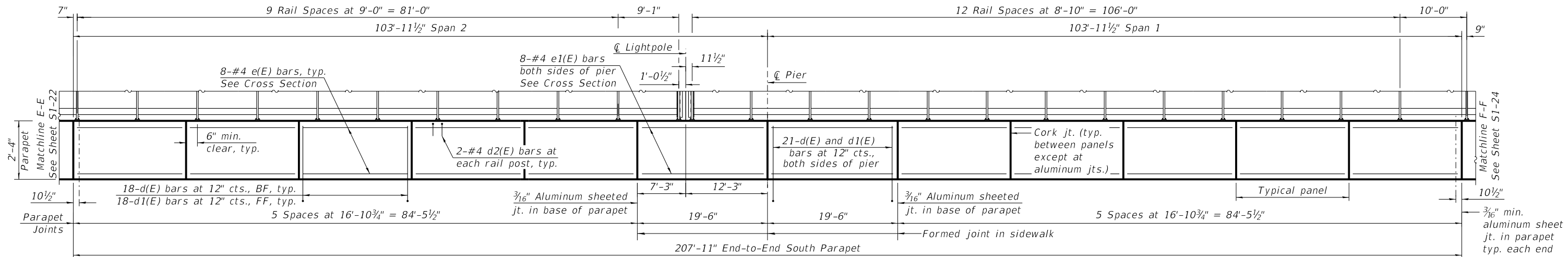
NORTH PARAPET
JOINT DETAILS



SOUTH PARAPET
JOINT DETAILS



INSIDE ELEVATION OF 39" NORTH PARAPET

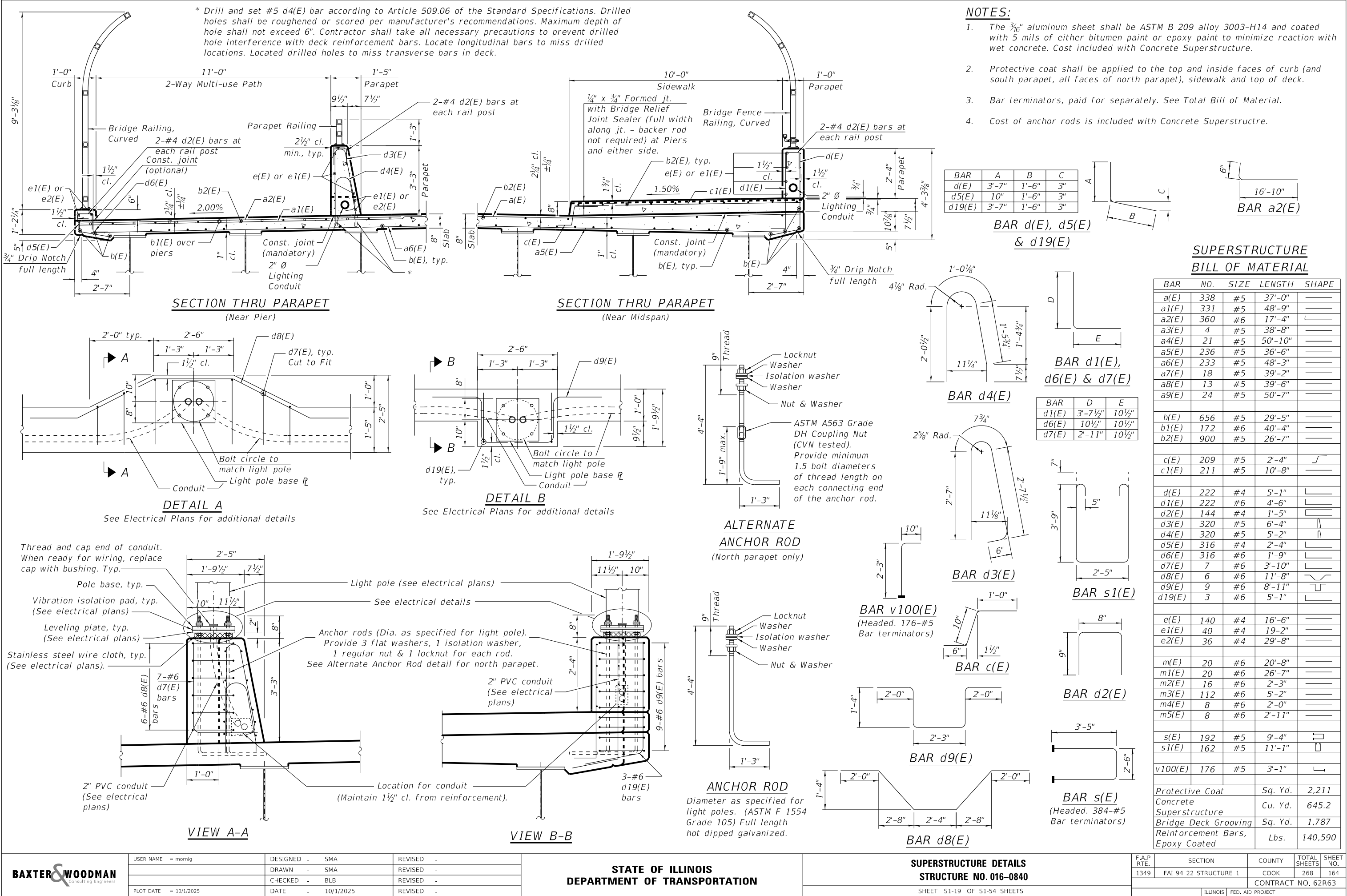


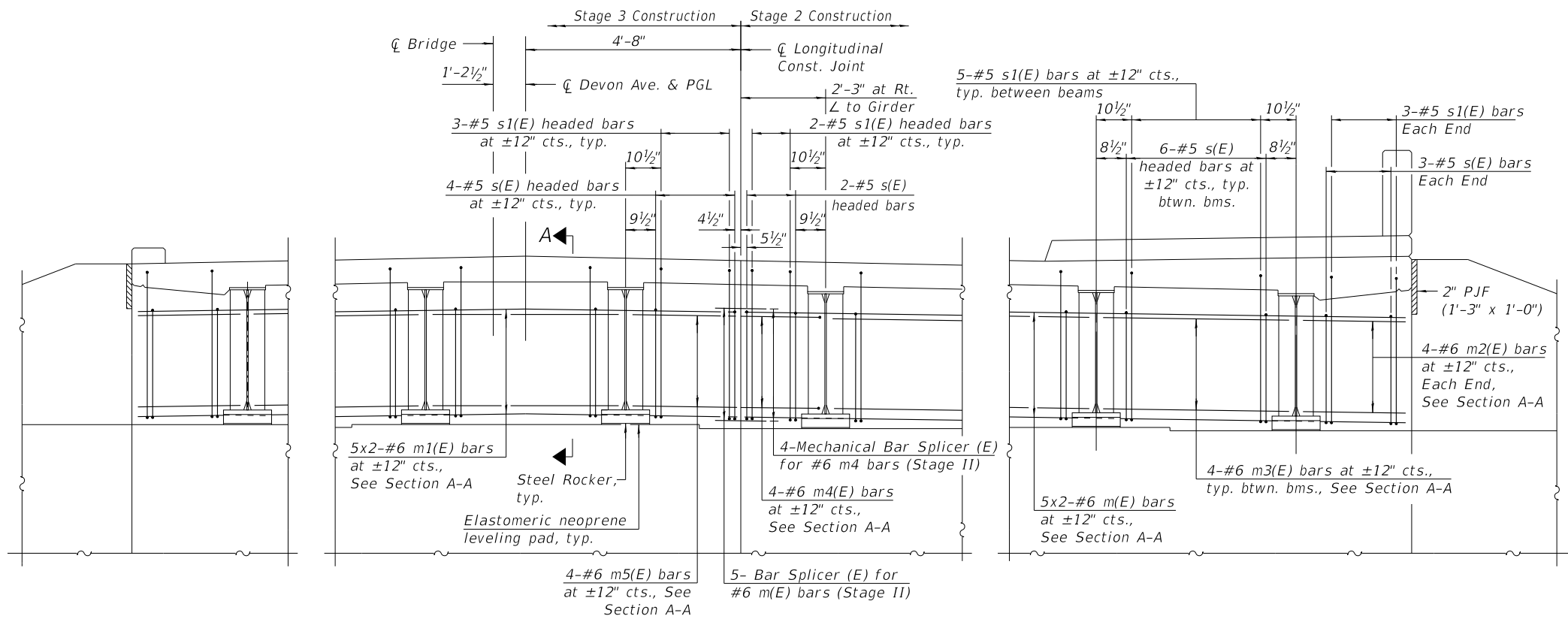
INSIDE ELEVATION OF 28" SOUTH PARAPET

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

BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig	DESIGNED - EBK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARAPET ELEVATIONS STRUCTURE NO. 016-0840	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - EBK	REVISED -			1349	FAI 94 22 STRUCTURE 1	COOK	268	163
		CHECKED - BLB	REVISED -			CONTRACT NO. 62R63				
	PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -			ILLINOIS FED. AID PROJECT				

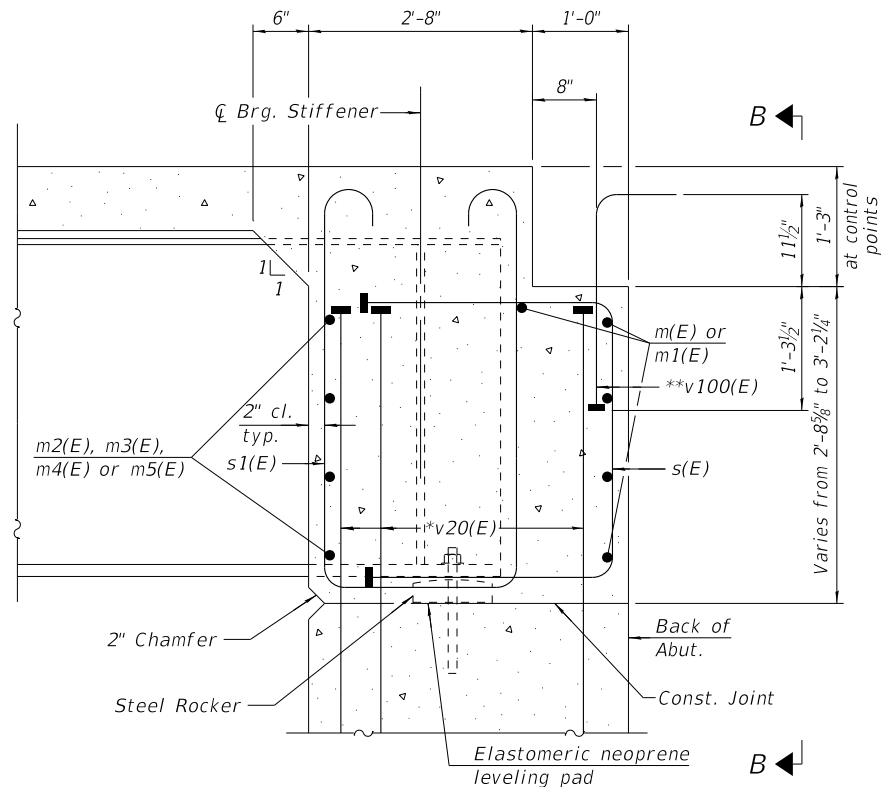
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DIAPHRAGM AT ABUTMENT

(Looking East at East Abut., West Abut. similar)



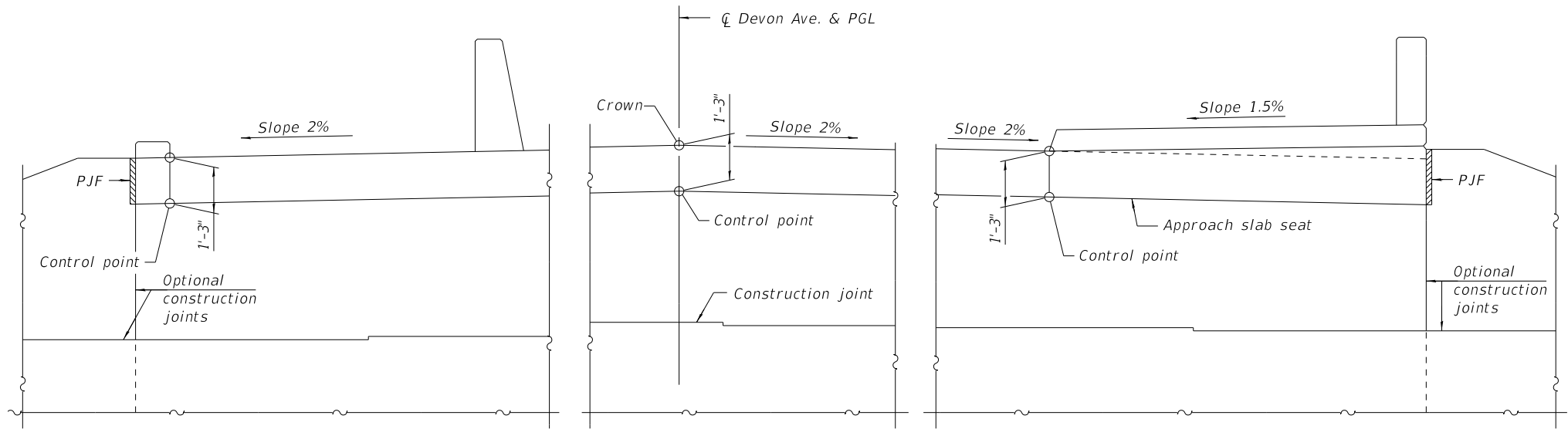
SECTION A-A

(at Rt. L's)

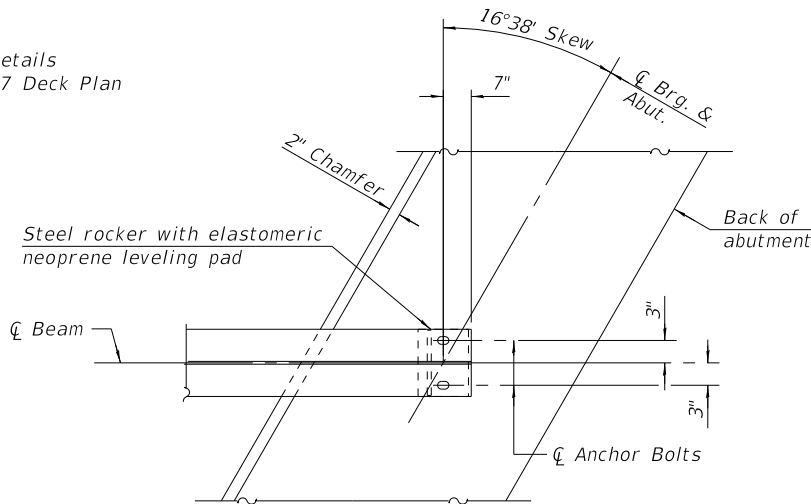
MINIMUM BAR LAP

#6 bar = 4'-0"

* See Abutment Details
** See Sheet S1-17 Deck Plan for details



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

NOTES:

- See Sheet S1-19 of S1-54 for superstructure details and Bill of Material.
- The s(E) and s1(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- See Sheet S1-44 for PJF details.

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	DRAWN - SMA	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

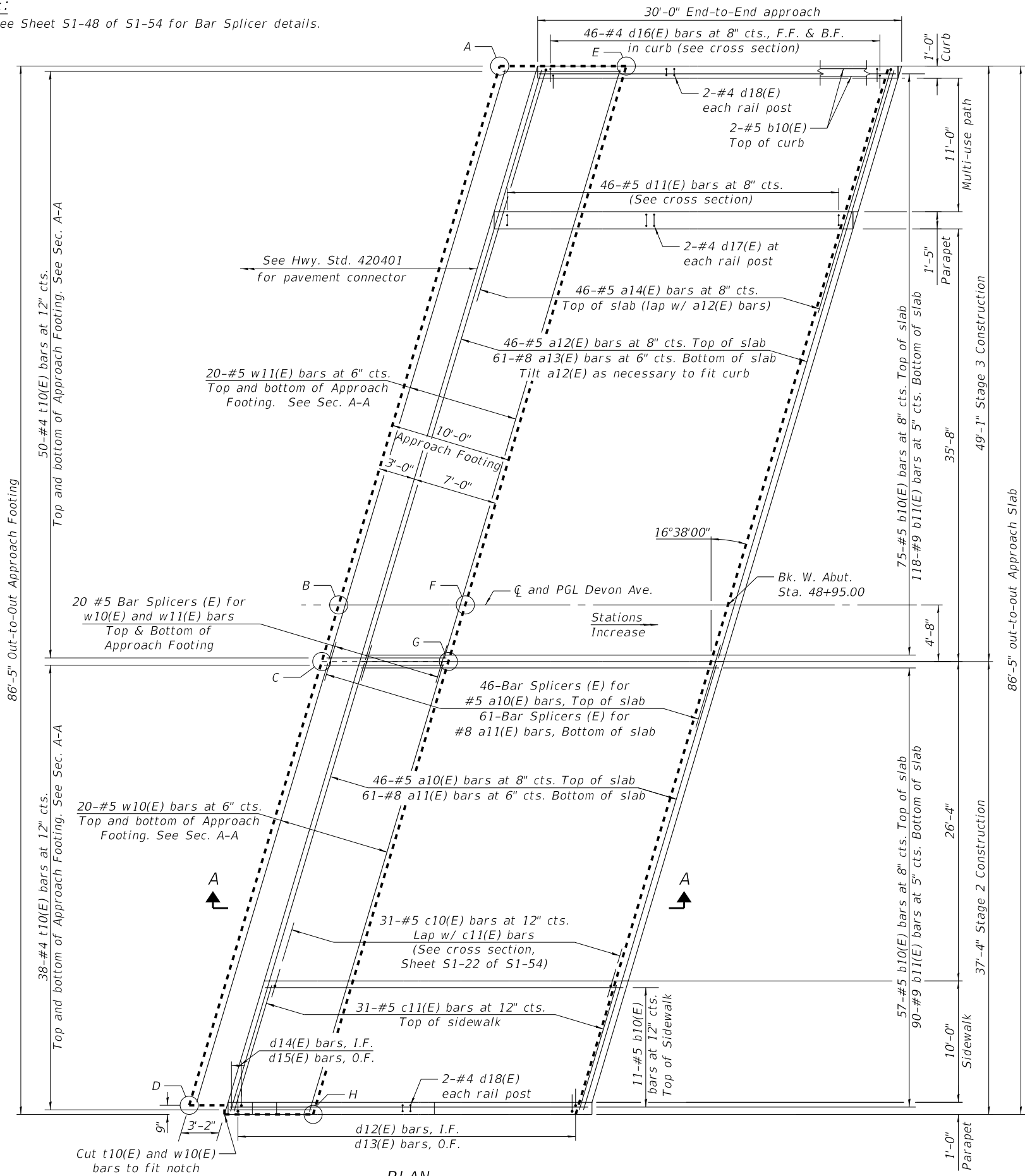
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
STRUCTURE NO. 016-0840**

SHEET S1-20 OF S1-54 SHEETS

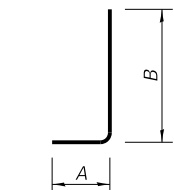
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1349	FAI 94 22 STRUCTURE 1	COOK	268	165
CONTRACT NO. 62R63				
ILLINOIS		FED. AID PROJECT		

NOTE:
1. See Sheet S1-48 of S1-54 for Bar Splicer details.

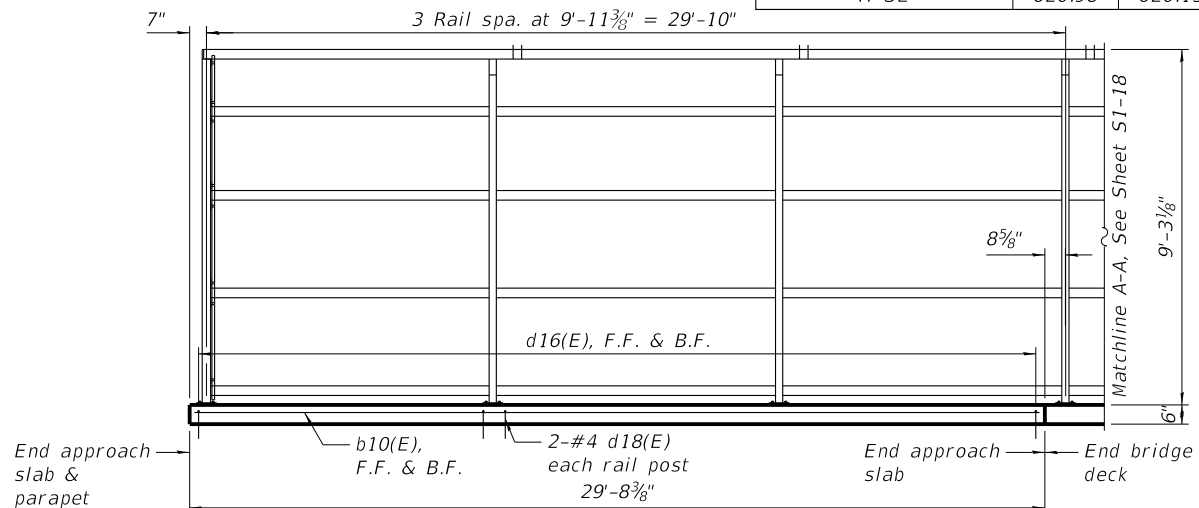


BARS d12(E) THRU d15(E)

Bar	A	B
d12(E)	10½"	4'-1½"
d13(E)	10½"	4'-1½"
d14(E)	10½"	5'-0½"
d15(E)	10½"	5'-0½"



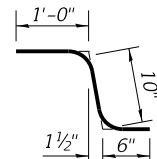
BARS d12(E)
THRU d15(E)



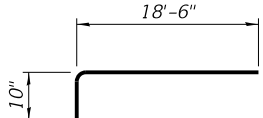
INSIDE ELEVATION OF BICYCLE RAILING, CURVED AT WEST APPROACH

BILL OF MATERIAL

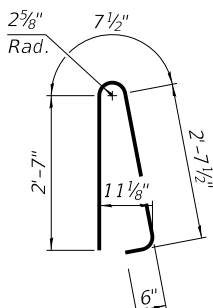
Bar	No.	Size	Length	Shape
a10(E)	46	#5	38'-8"	—
a11(E)	61	#8	38'-8"	—
a12(E)	46	#5	50'-11"	—
a13(E)	61	#8	50'-11"	—
a14(E)	46	#5	19'-4"	—
b10(E)	134	#5	29'-8"	—
b11(E)	208	#9	29'-8"	—
c10(E)	31	#5	2'-4"	┐
c11(E)	31	#5	11'-1"	—
d10(E)	46	#5	6'-4"	┐
d11(E)	46	#5	5'-2"	┐
d12(E)	28	#6	5'-0"	┐
d13(E)	28	#4	5'-0"	┐
d14(E)	5	#6	5'-11"	┐
d15(E)	5	#4	5'-11"	┐
d16(E)	92	#4	1'-10"	┐
d17(E)	6	#4	1'-3"	┐
d18(E)	14	#4	1'-5"	┐
e10(E)	12	#4	14'-5"	—
e11(E)	4	#4	29'-3"	—
e12(E)	8	#4	12'-8"	—
e13(E)	8	#4	16'-8"	—
e14(E)	4	#4	3'-8"	—
t10(E)	176	#4	10'-1"	—
w10(E)	40	#5	38'-8"	—
w11(E)	40	#5	50'-11"	—
Concrete Structures			Cu. Yd.	27.8
Concrete Superstructure			Cu. Yd.	15.1
Protective Coat			Sq. Yd.	320
Concrete Superstructure (Approach Slab)			Cu. Yd.	120.1
Reinforcement Bars, Epoxy Coated			Pound	51,720



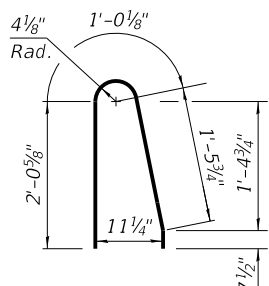
BAR c10(E)



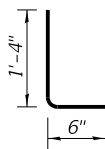
BAR a14(E)



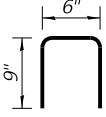
BAR d10(E)



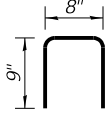
BAR d11(E)



BAR d16(E)



BAR d17(E)



BAR d18(E)

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Consulting Engineers

USER NAME = mornig	DESIGNED - BLB	REVISED -
	DRAWN - BLB	REVISED -
	CHECKED - BAB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

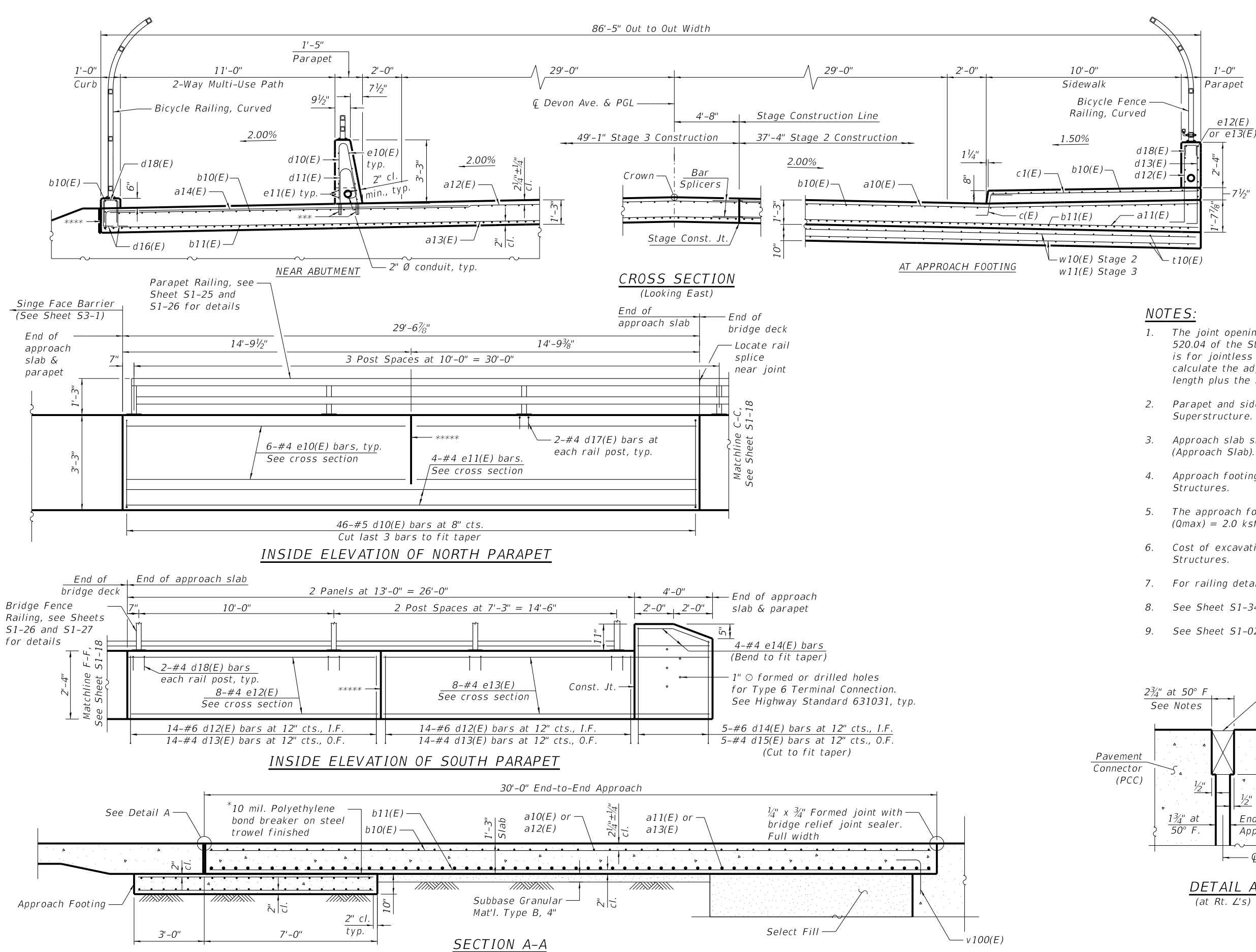
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB PLAN
STRUCTURE NO. 016-0840

SHEET S1-21 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	166
CONTRACT NO. 62R63				
ILLINOIS		FED. AID PROJECT		

MODEL: Default
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10/1/2025 4:16:42 PM



* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer's recommendations

*** Drill and set #5 d11(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Contractor shall take all necessary precautions to prevent drilled hole interference with slab reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in approach slab.

**** 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

**** Cork joint (typ. between panels except at aluminum joints)

NOTES:

- The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
- Parapet and sidewalk concrete shall be paid for as Concrete Superstructure.
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For railing details, see Sheets S1-25 thru S1-28 of S1-54.
- See Sheet S1-34 of S1-54 for hatched block details.
- See Sheet S1-02 of S1-54 for Select Fill details.

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PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS
STRUCTURE NO. 016-0840

SHEET S1-22 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	167
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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Consulting Engineers

USER NAME = mornig	DESIGNED - EBK	REVISED -
	DRAWN - EBK	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB PLAN
STRUCTURE NO. 016-0840

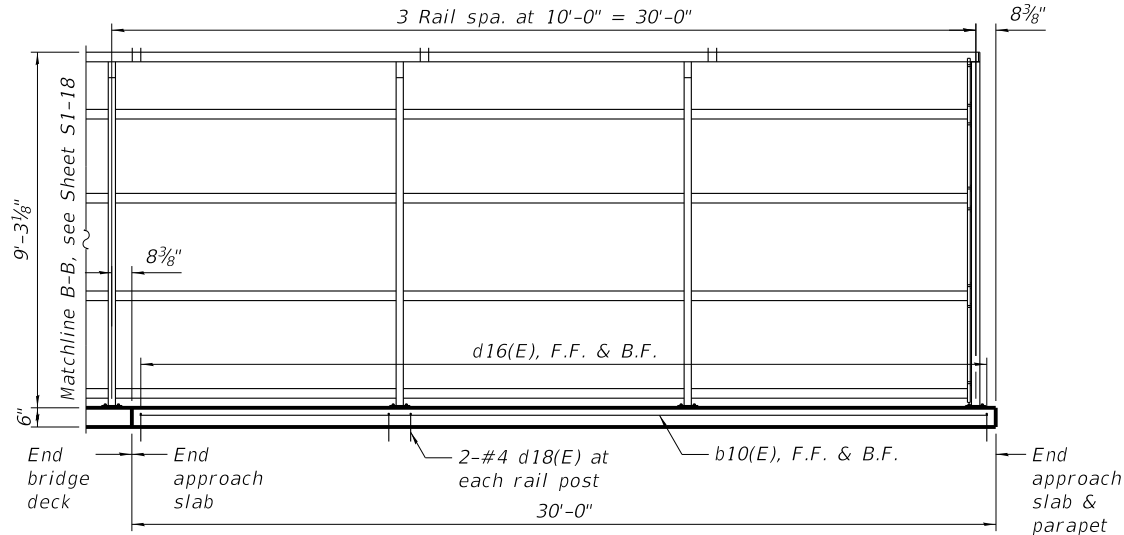
SHEET S1-23 OF S1-54 SHEETS

TOP AND BOTTOM ELEVATIONS
FOR EAST APPROACH FOOTING

Point/ Location	Top	Bottom
A-NW	620.25	619.42
B-W CL	621.65	620.82
C- W. Stage Const. Line	621.61	620.78
D-SW	621.66	620.83
E-NE	619.81	618.98
F-E CL	621.25	620.42
G- E. Stage Const. Line	621.21	620.38
H-SE	620.90	620.07

NOTE:

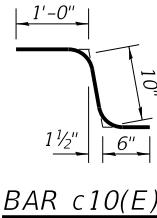
1. See Sheet S1-48 of S1-54 for Bar Splicer details.



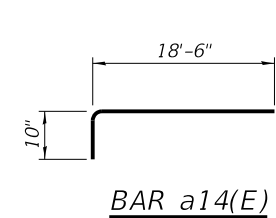
INSIDE ELEVATION OF BICYCLE RAILING, CURVED AT EAST APPROACH

BILL OF MATERIAL

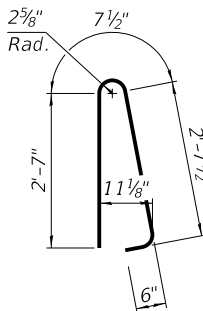
Bar	No.	Size	Length	Shape
a10(E)	46	#5	38'-8"	—
a11(E)	61	#8	38'-8"	—
a12(E)	46	#5	50'-11"	—
a13(E)	61	#8	50'-11"	—
a14(E)	46	#5	19'-4"	—
b10(E)	134	#5	29'-8"	—
b11(E)	208	#9	29'-8"	—
c10(E)	31	#5	2'-4"	┘
c11(E)	31	#5	11'-1"	—
d10(E)	46	#5	6'-4"	┘
d11(E)	46	#5	5'-2"	┘
d12(E)	31	#6	5'-0"	┘
d13(E)	31	#4	5'-0"	┘
d16(E)	92	#4	1'-10"	┘
d17(E)	6	#4	1'-3"	┘
d18(E)	6	#4	1'-5"	┘
e10(E)	12	#4	14'-8"	—
e11(E)	4	#4	29'-8"	—
e12(E)	16	#4	14'-8"	—
t10(E)	176	#4	10'-1"	—
w10(E)	40	#5	38'-8"	—
w11(E)	40	#5	50'-11"	—
Concrete Structures			Cu. Yd.	27.7
Concrete Superstructure			Cu. Yd.	15.0
Protective Coat			Sq. Yd.	319
Concrete Superstructure (Approach Slab)			Cu. Yd.	120.0
Reinforcement Bars, Epoxy Coated			Pound	51,670



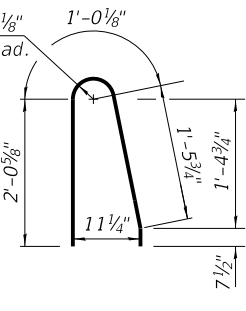
BAR c10(E)



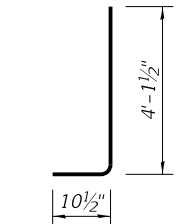
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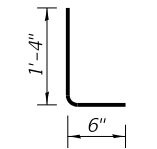
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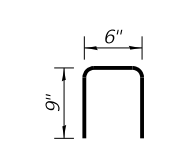
BAR d11(E)



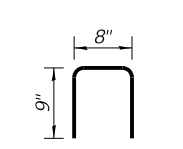
BARS d12(E)
AND d13(E)



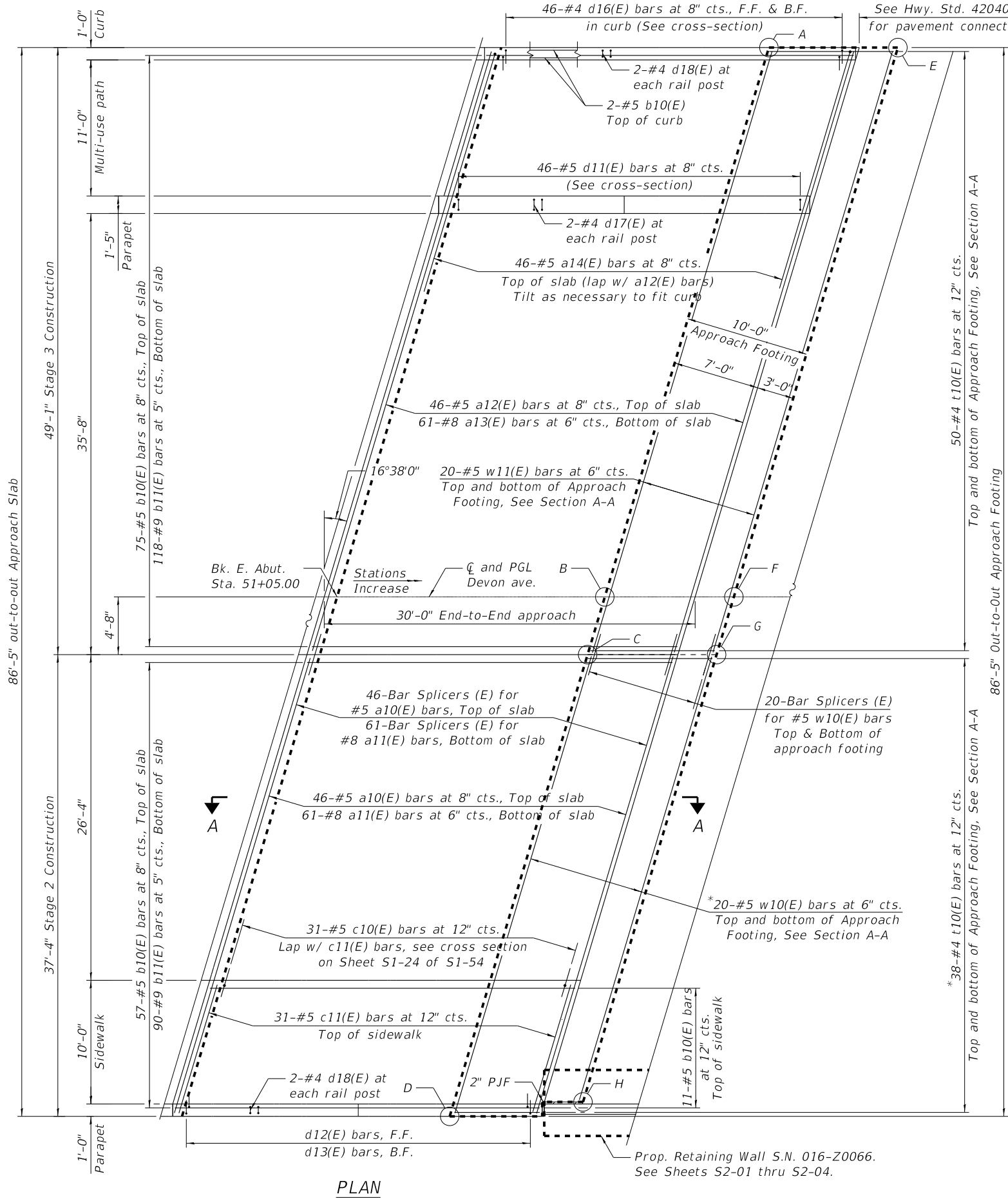
BAR d16(E)



BAR d17(E)



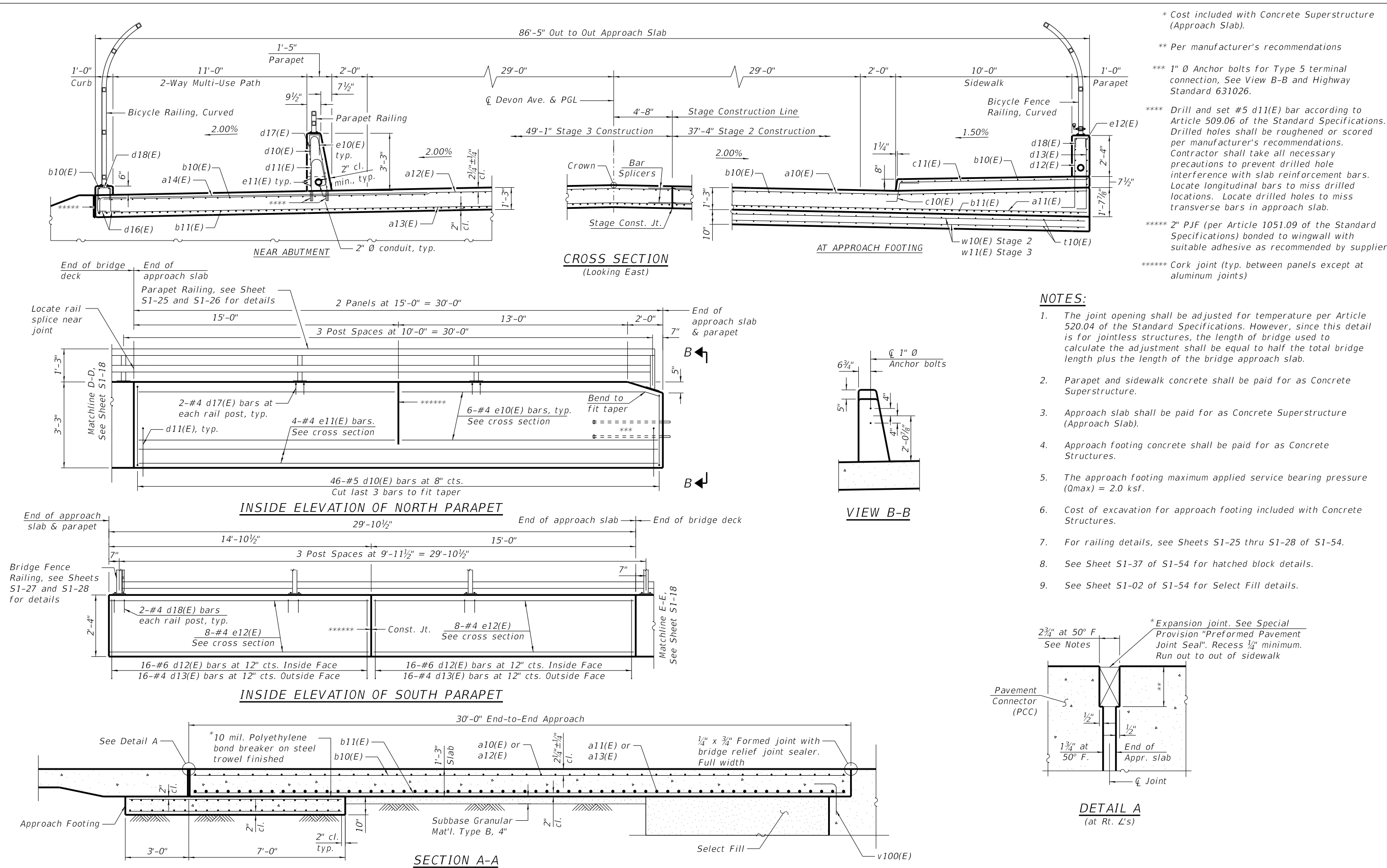
BAR d18(E)



PLAN

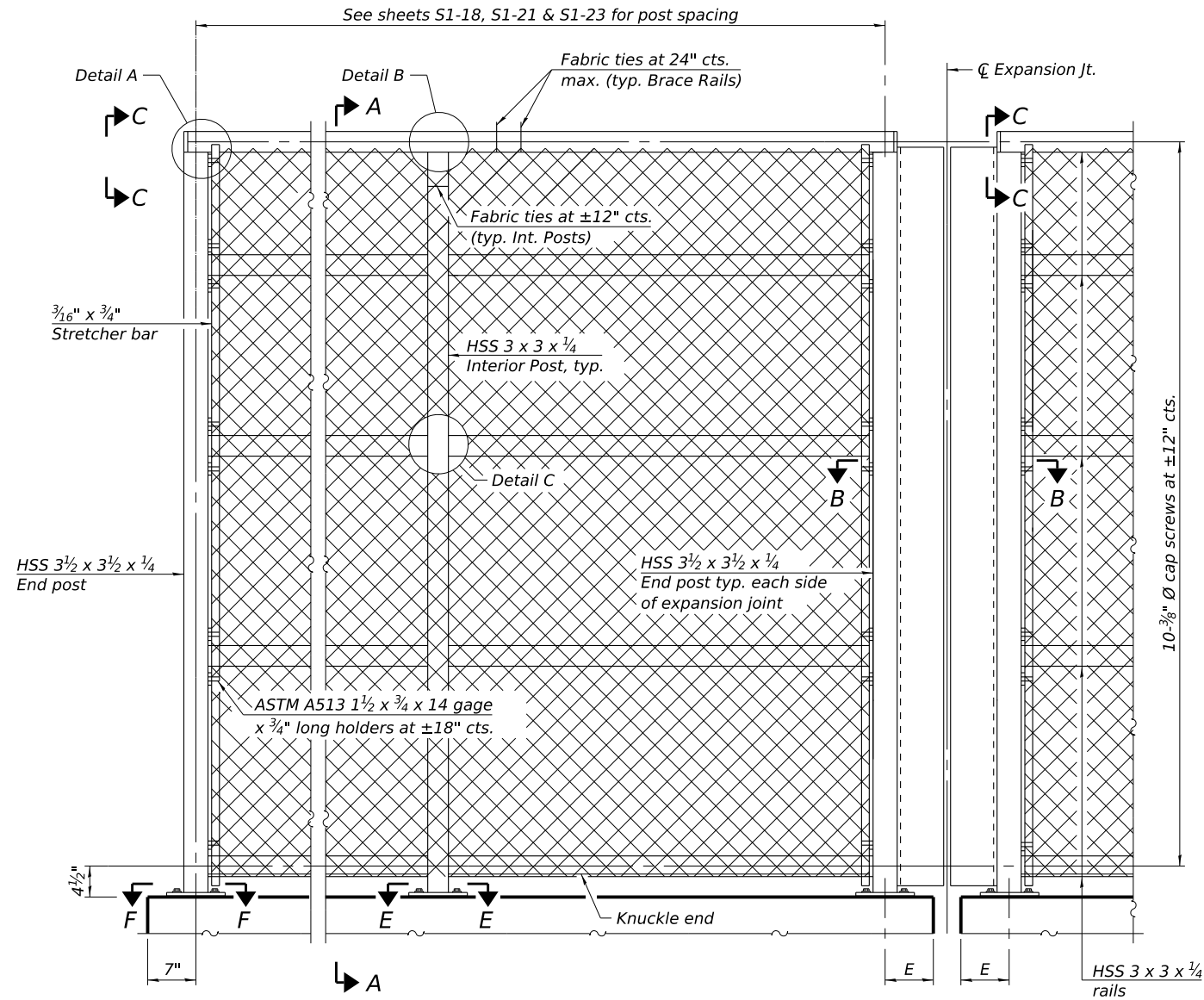
* Cut bars to fit notch.

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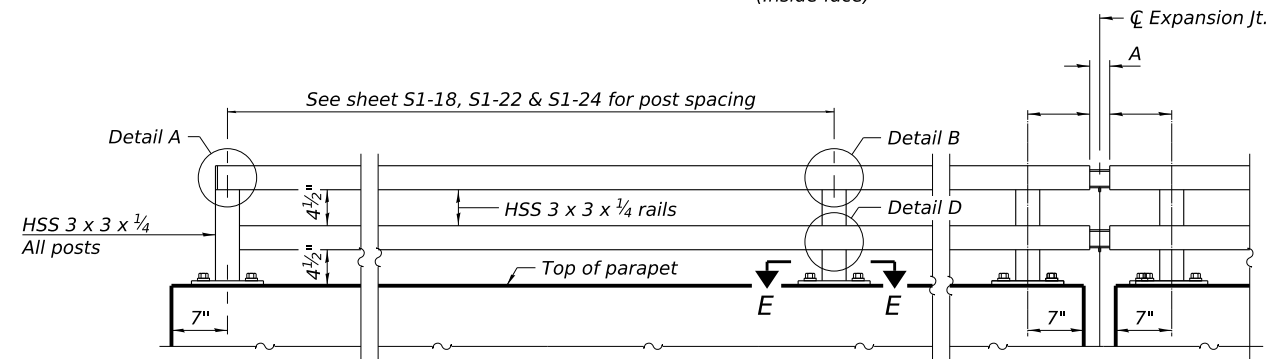


BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig	DESIGNED - EBK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST APPROACH SLAB DETAILS STRUCTURE NO. 016-0840	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - EBK	REVISED -			1349	FAI 94 22 STRUCTURE 1	COOK	268	169
		CHECKED - BLB	REVISED -			CONTRACT NO. 62R63				
	PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -			ILLINOIS FED. AID PROJECT				

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ELEVATION BICYCLE RAILING, CURVED
(Inside face)



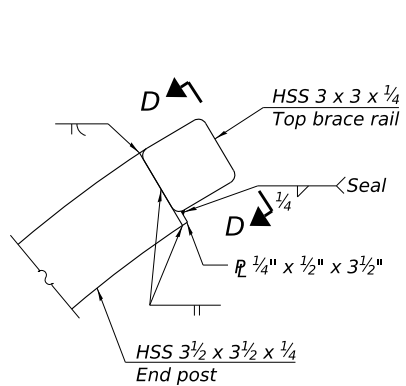
ELEVATION PARAPET RAILING
(Inside face)

RAILING CRITERIA

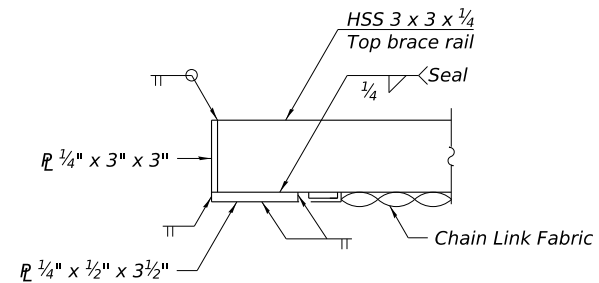
MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

R-33

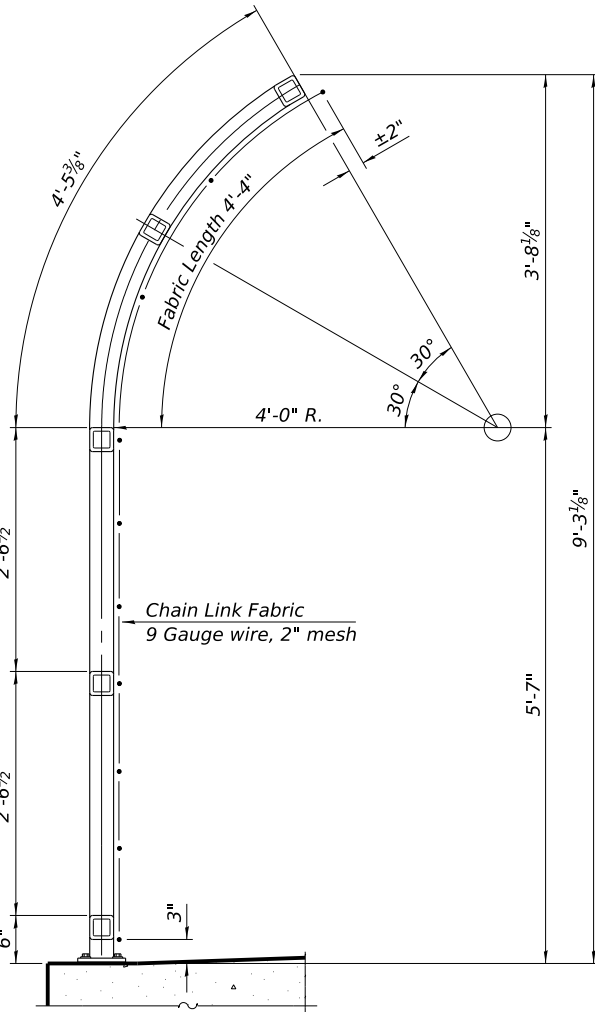
5-15-2023



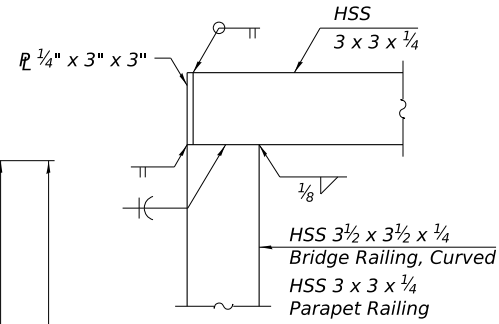
VIEW C-C



VIEW D-D

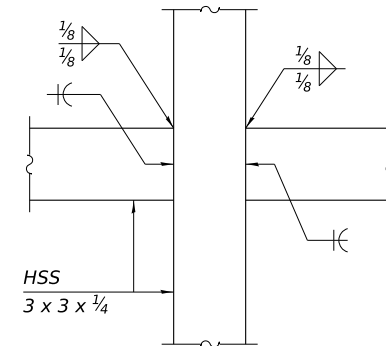


SECTION A-A

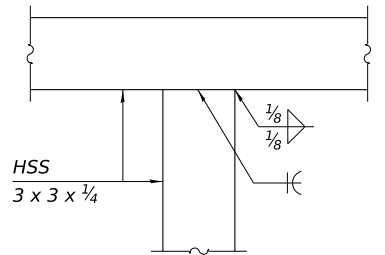


DETAIL A

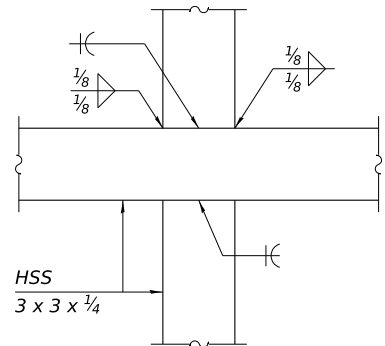
(Parapet railing shown,
bicycle railing similar)



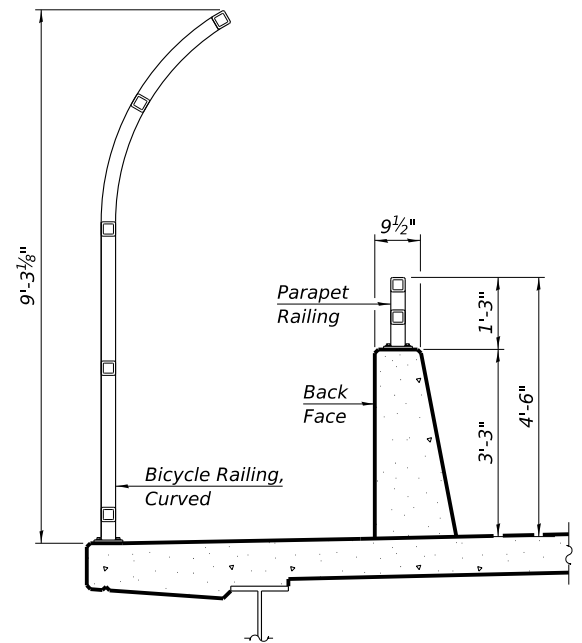
DETAIL C



DETAIL B



DETAIL D



SECTION THRU DECK

BAXTER & WOODMAN
Consulting Engineers

USER NAME	= mornig
PLOT DATE	= 10/1/2025

DESIGNED	- SR
DRAWN	- SR
CHECKED	- BLB
DATE	- 10/1/2025

REVISED	-
REVISED	-
REVISED	-
REVISED	-

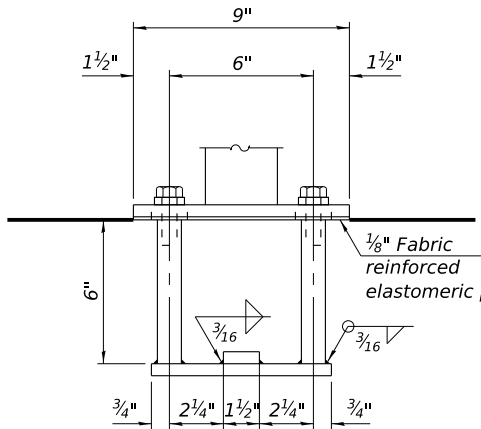
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING, CURVED & PARAPET RAILING (SHEET 1 OF 2)
STRUCTURE NO. 016-0840

SHEET S1-25 OF S1-54 SHEETS

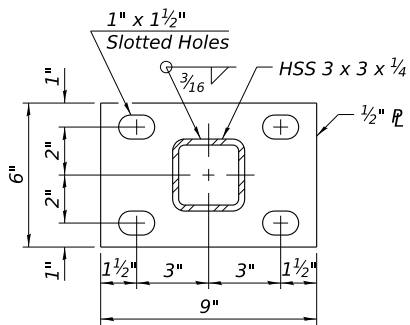
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	170
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

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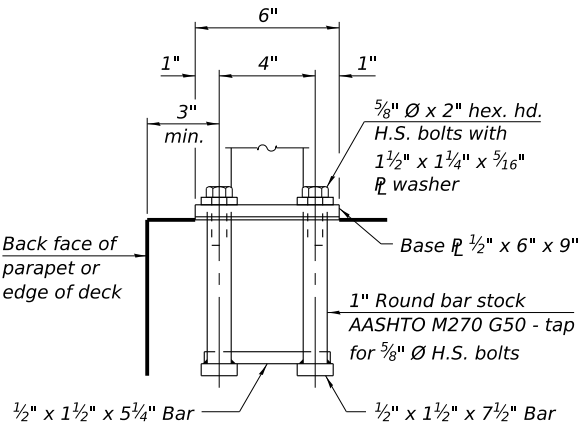


ANCHORAGE ASSEMBLY

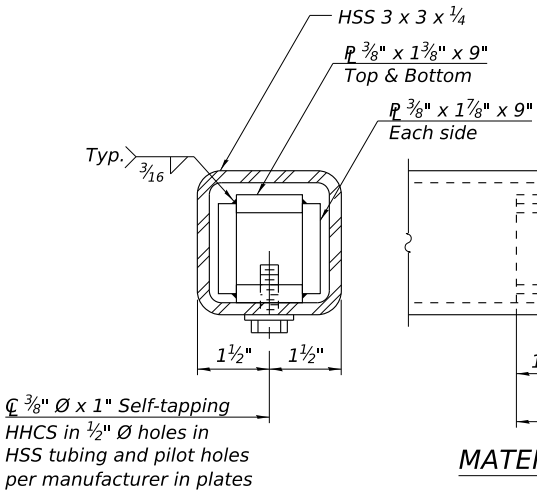
The Bicycle Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



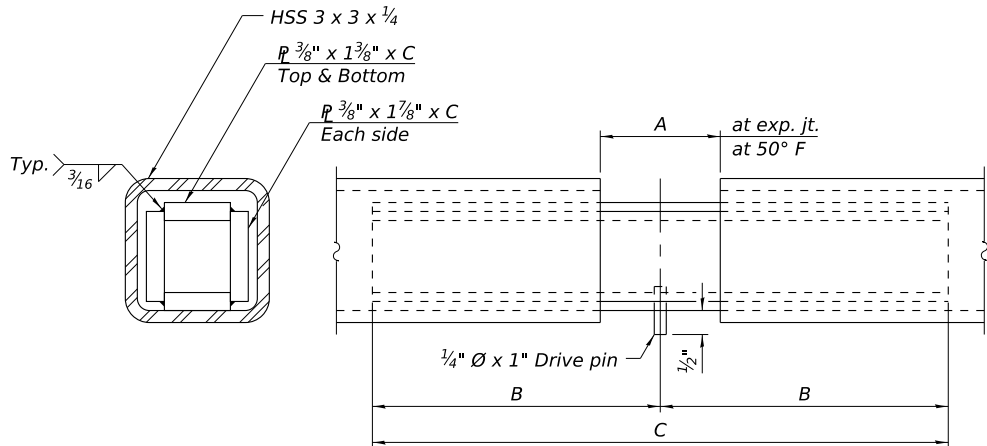
SECTION E-E



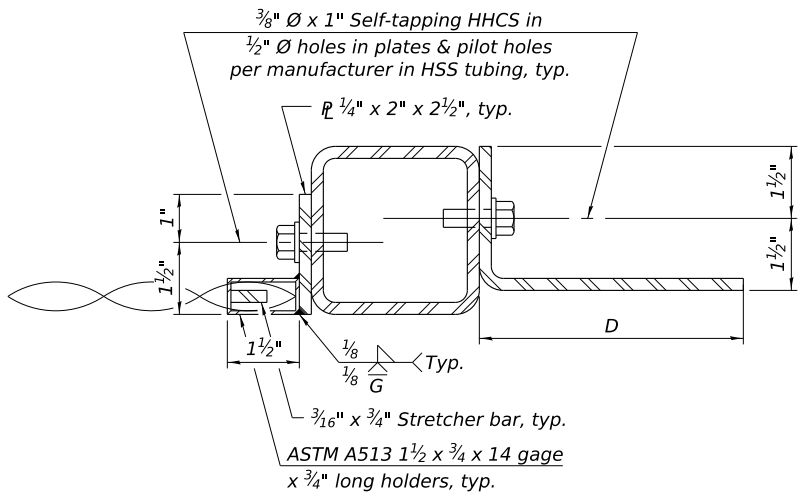
SECTION F-F



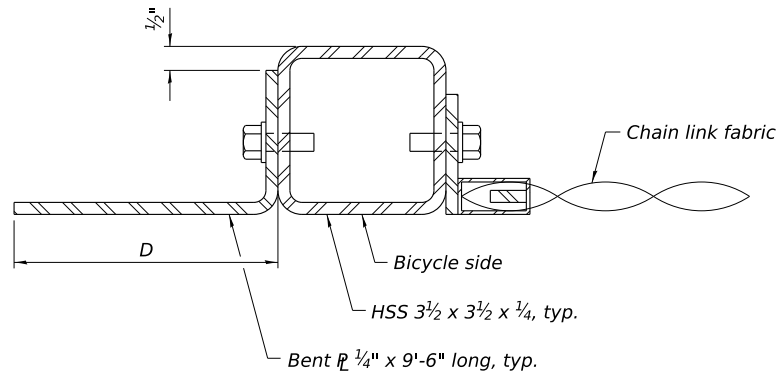
MATERIAL SPLICE



EXPANSION SPLICE



SECTION B-B



Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bicycle Railing, Curved.
All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.
All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

TABLE OF DIMENSIONS

Location	T	A	B	C	D	E
Over Strip Seal Jt.	≤4"	2 1/2"	1'-2"	2'-4"	7 1/4"	7"
Over Finger or Modular Jt.	≤9 1/2"	5 1/2"	1'-7 3/4"	3'-3 1/2"		
Over Finger or Modular Jt.	≤15"	8 1/4"	2'-1 1/4"	4'-2 1/2"		

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing, Curved	Foot	268
Parapet Railing	Foot	268

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Consulting Engineers

USER NAME = mornig	DESIGNED - SR	REVISED -
	DRAWN - SR	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

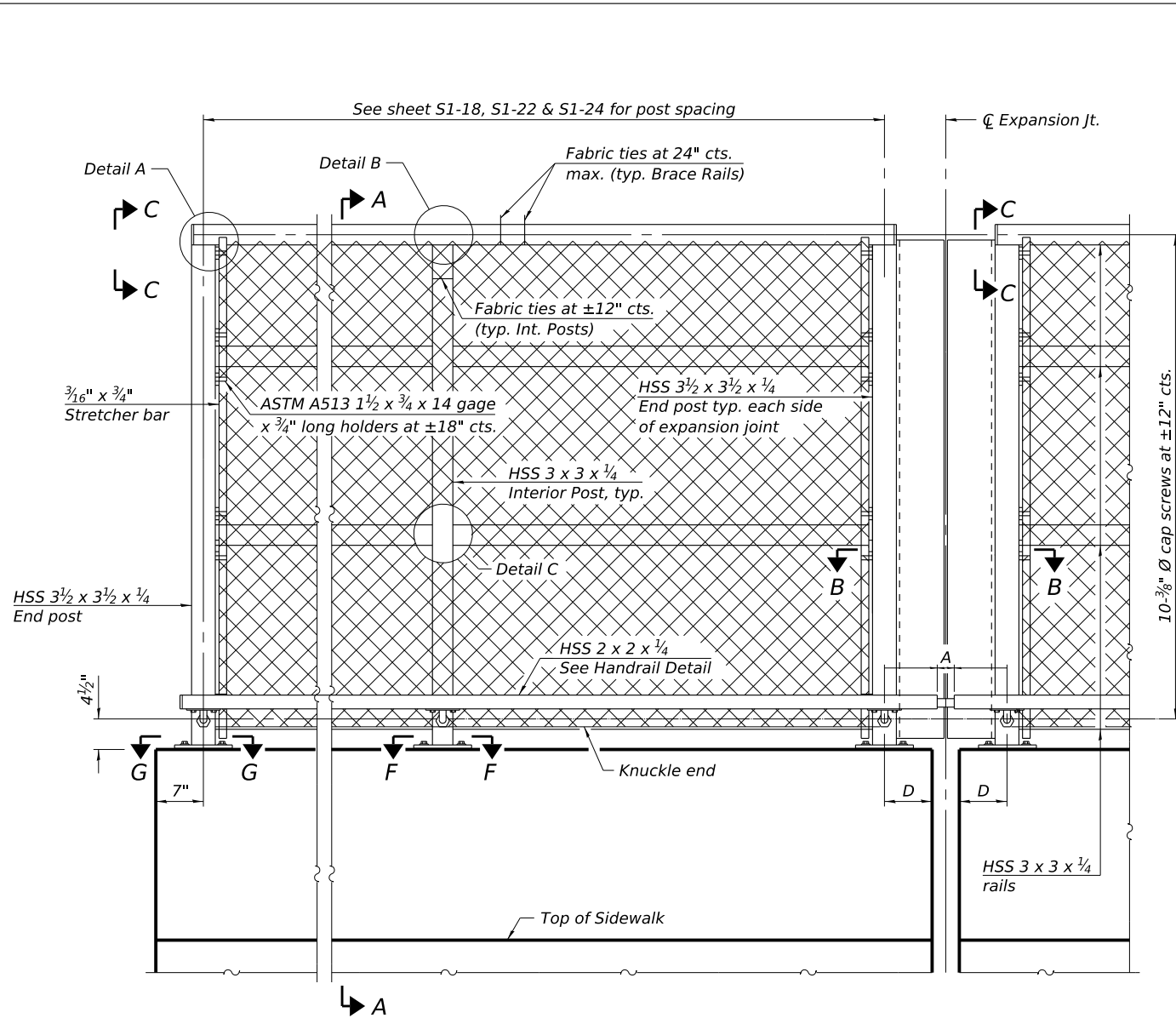
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING, CURVED & PARAPET RAILING (SHEET 2 OF 2)
STRUCTURE NO. 016-0840

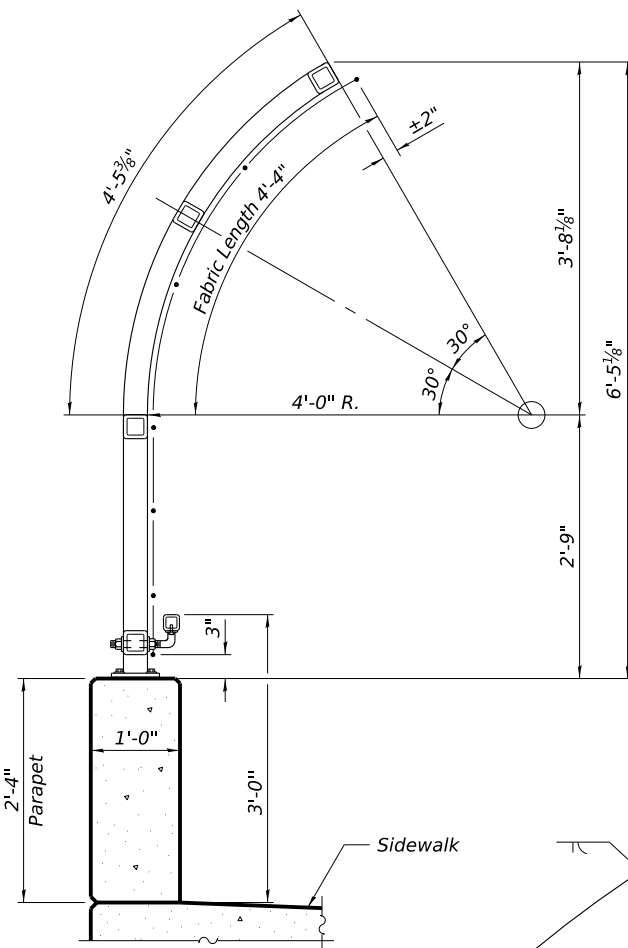
SHEET S1-26 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	171
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

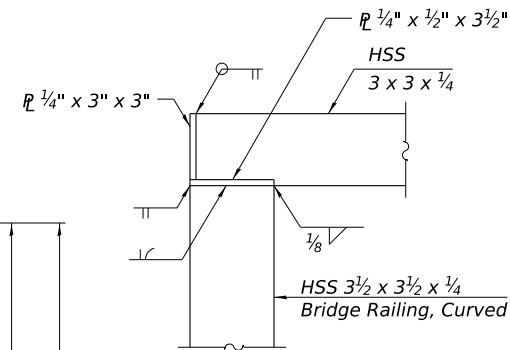
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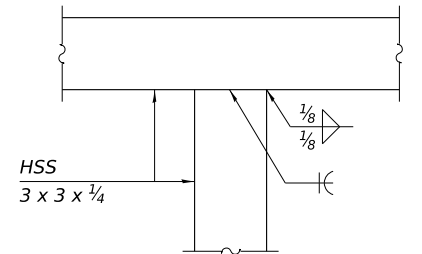
ELEVATION BRIDGE FENCE RAILING, CURVED
(Inside face)



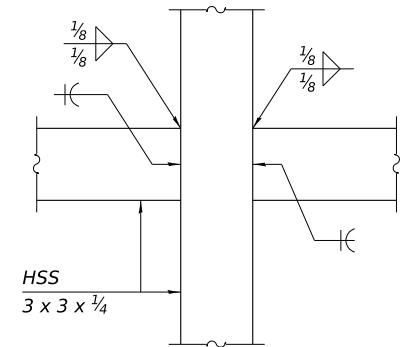
SECTION A-A



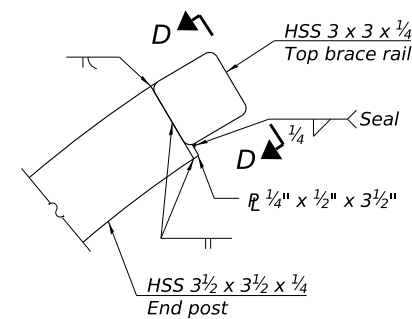
DETAIL A



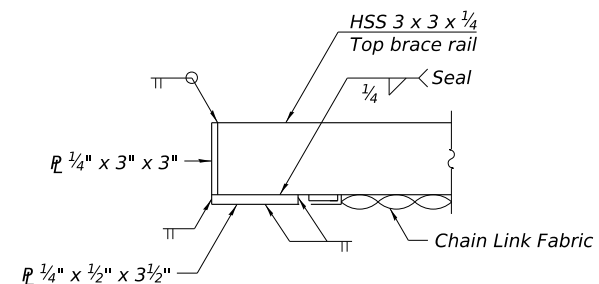
DETAIL B



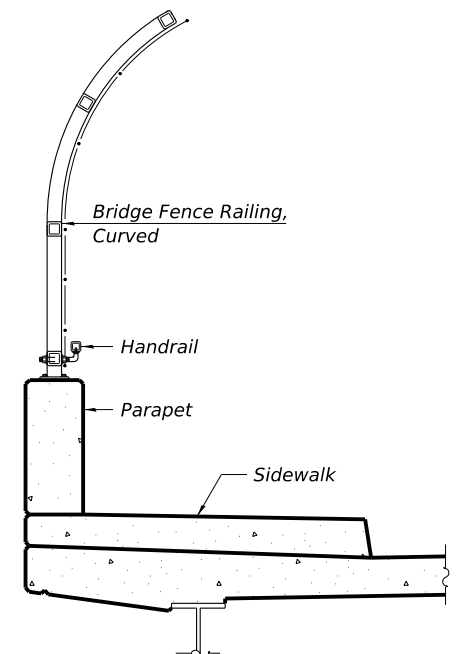
DETAIL C



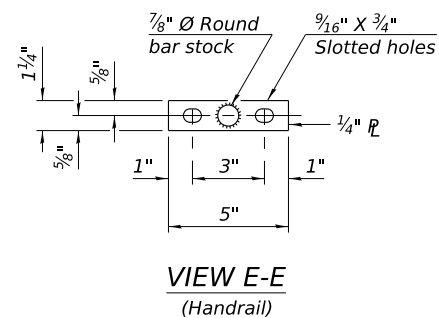
VIEW C-C



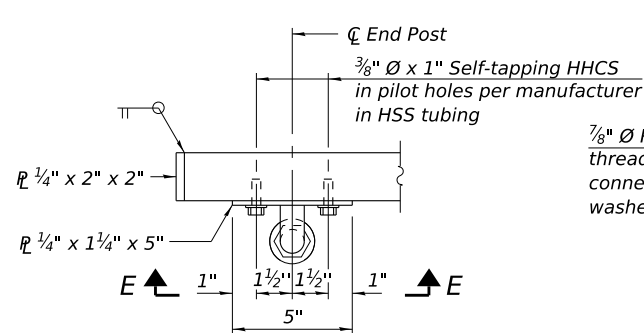
VIEW D-D



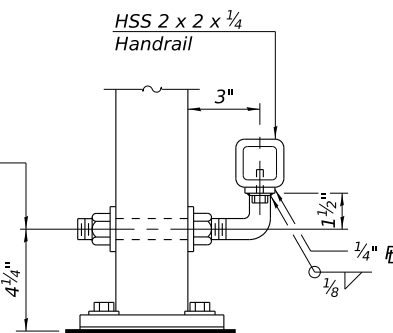
SECTION THRU DECK



VIEW E-E
(Handrail)



HANDRAIL DETAIL



RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	70
Max Post Spacing	10'-0"

R-32

5-15-2023

BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornij

PLOT DATE = 10/1/2025

DESIGNED - SR

DRAWN - SR

CHECKED - BLB

DATE - 10/1/2025

REVISED -

REVISED -

REVISED -

REVISED -

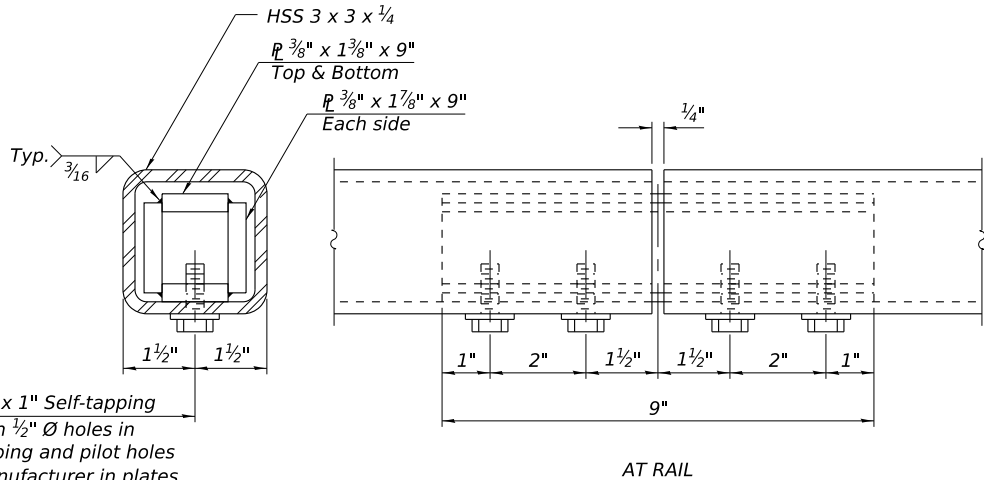
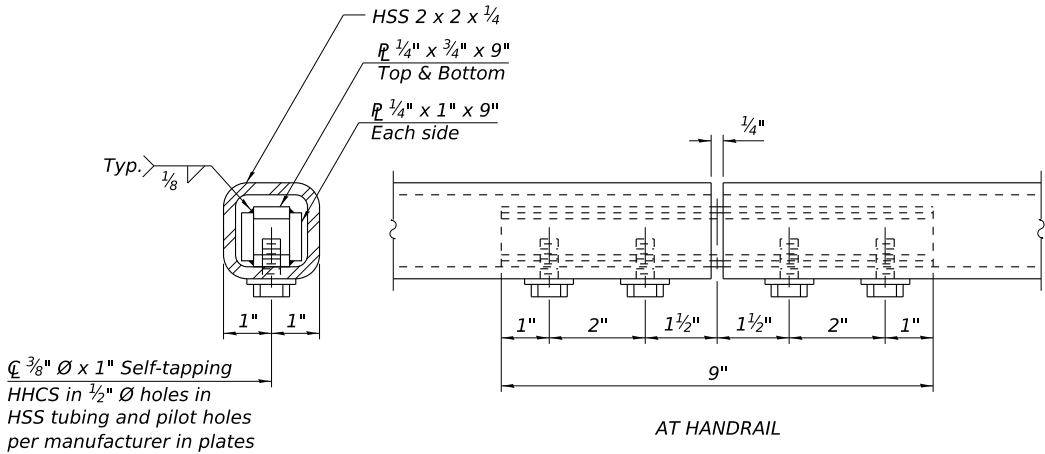
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, CURVED (SHEET 1 OF 2)
STRUCTURE NO. 016-0840

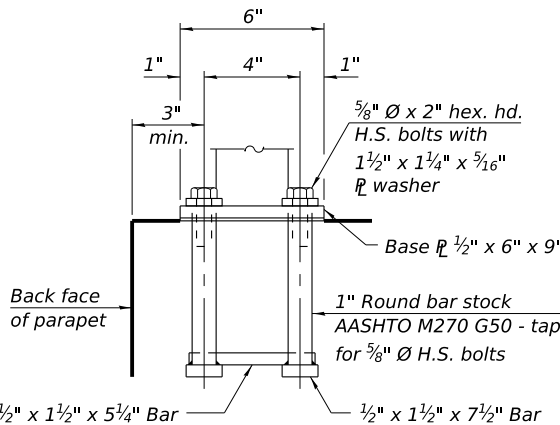
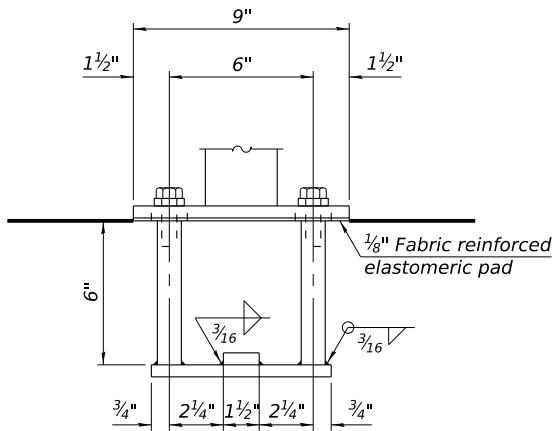
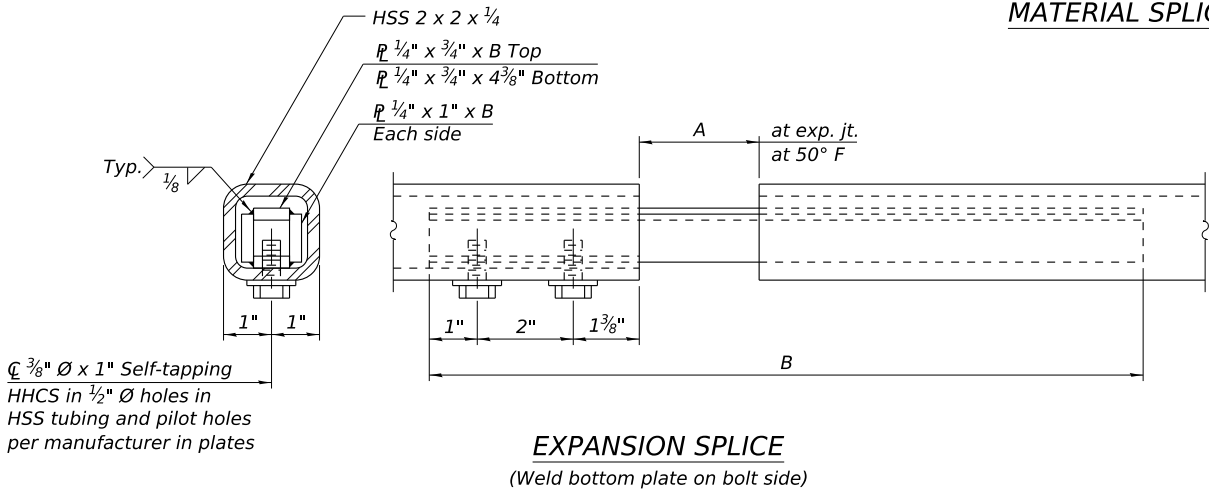
SHEET S1-27 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	172
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

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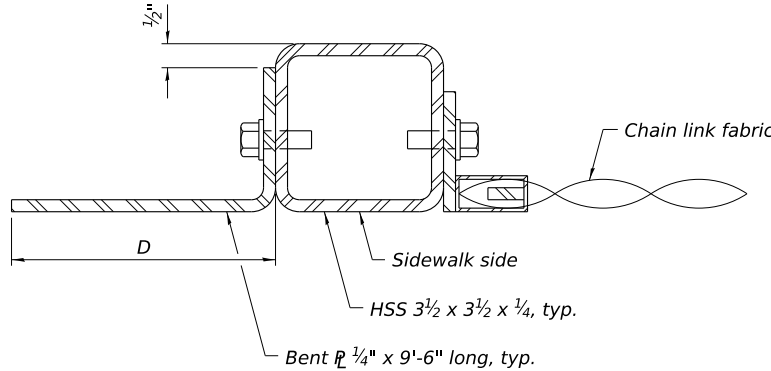
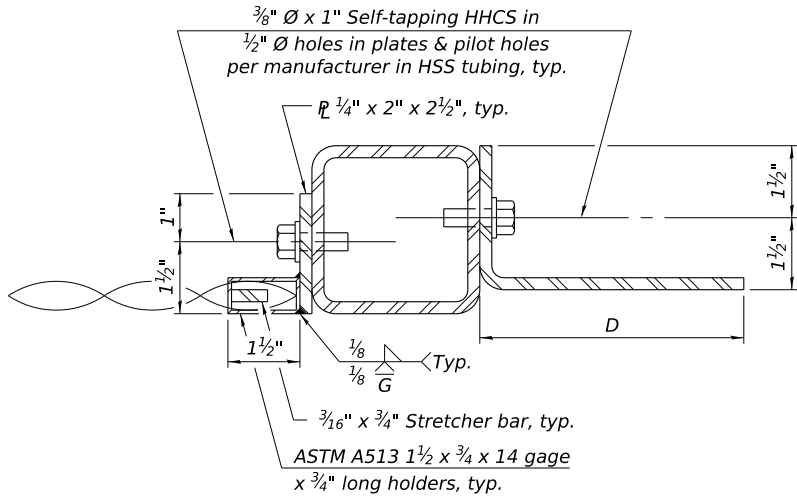
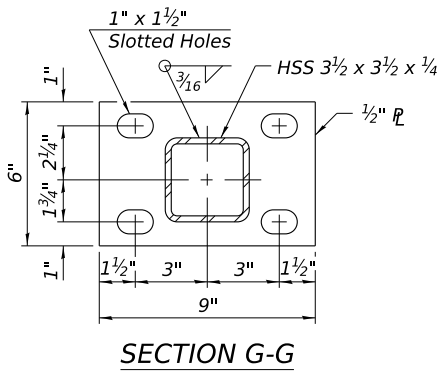
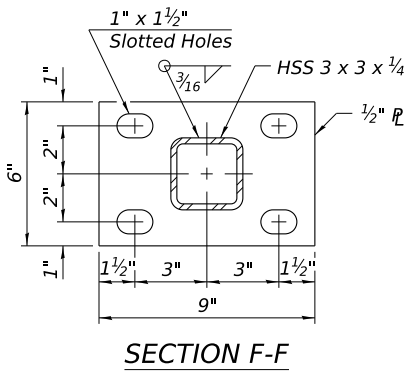


Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bridge Fence Railing, Curved.
All HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.



ANCHORAGE ASSEMBLY

The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 3/8" fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2 1/2"	1'-5 1/8"	7 1/4"	7"
Over Finger or Modular Jt.	≤9 1/2"	5 1/2"	1'-11 5/8"		
Over Finger or Modular Jt.	≤15"	8 1/4"	2'-5 1/8"		

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	264

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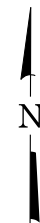
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	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, CURVED (SHEET 2 OF 2)
STRUCTURE NO. 016-0840

SHEET S1-28 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	173
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



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Symmetrical 2 span			
INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴)	13,327	29,282
$I_c(n)$	(in ⁴)	28,976	56,658
$I_c(3n)$	(in ⁴)	21,491	43,290
$I_c(cr)$	(in ⁴)	—	31,129
S_s	(in ³)	692	1,446
$S_c(n)$	(in ³)	923	1,816
$S_c(3n)$	(in ³)	838	1,671
$S_c(cr)$	(in ³)	—	1,478
S_x	(in ³)	—	—
DC1	(k/')	0.861	0.861
M_{DC1}	(k')	528	1442
DC2	(k/')	0.534	0.534
M_{DC2}	(k')	343	845
DW	(k/')	0.271	0.271
M_{DW}	(k')	174	429
LLDF		.442	.446
$M_{\text{L} + IM}$	(k')	992	1442
f_t (Strength I)	(ksi)	0.00	0.00
$M_u + \frac{1}{2} f_t S_x$	(k')	3,085	5,822
$\Phi_f M_n$	(k')	4,627	7,143
f_s DC1	(ksi)	9.15	11.96
f_s DC2	(ksi)	4.91	6.86
f_s DW	(ksi)	2.49	3.48
$f_s (\text{L} + IM)$	(ksi)	12.89	10.77
f_t (Service II)	(ksi)	0.00	0.00
$f_s + \frac{1}{2} f_t$ (Service II)	(ksi)	33.3	36.3
Service II Resistance	(ksi)	47.5	47.5
$f_s + \frac{1}{3} f_t$ (Strength I)	(ksi)	43.9	47.6
$\Phi_f F_n$	(ksi)	—	—
V_f	(k)	60.5	61.3

GIRDER REACTION TABLE		
	Abut.	Pier
LLDF	0.627	0.627
OCF	1.06	—
R_{DC1}	(k) 30.4	116.7
R_{DC2}	(k) 19.3	71.4
R_{DW}	(k) 9.8	36.3
R_{L}	(k) 57.5	115.9
R_{IM}	(k) 13.2	22.4
$R_{Total}(\text{Strength I})(\text{Impact})$	(k) 200.5	531.5
$R_{Total}(\text{Strength I})(\text{No Impact})$	(k) 177.5	492.4

INTERIOR GIRDER DEFLECTION TABLE		
Δ_{ALLOW}	(in)	1.24
$\Delta_{\text{L} + IM}$	(in)	1.07

Δ_{ALLOW} : Maximum allowable Service I live load plus impact deflection according to AASHTO LRFD Bridge Design Specifications 9.5.2.

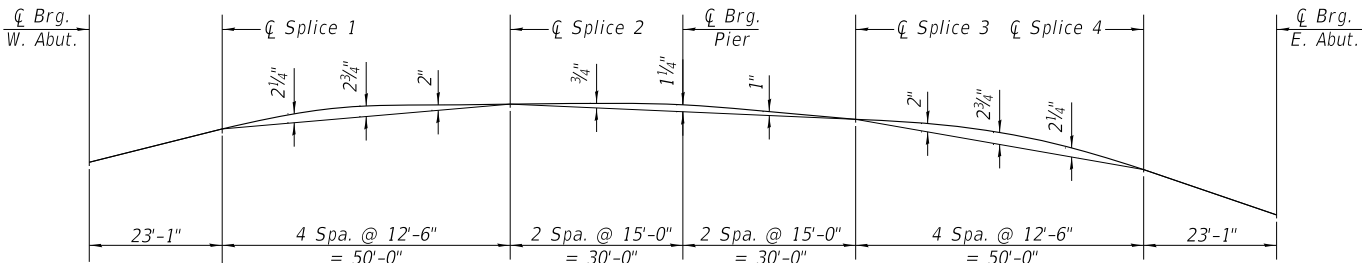
$\Delta_{\text{L} + IM}$: Calculated value Service I live load plus impact deflection.

TOP OF WEB ELEVATIONS* (in feet)							
GIRDER	CL BRG. W. ABUT.	CL SPLICE 1	CL SPLICE 2	CL PIER	CL SPLICE 3	CL SPLICE 4	CL BRG. E. ABUT.
1	622.54	623.12	623.55	623.51	623.29	622.41	621.62
2	622.61	623.20	623.65	623.63	623.41	622.57	621.79
3	622.67	623.28	623.75	623.74	623.54	622.72	621.95
4	622.74	623.35	623.85	623.86	623.67	622.88	622.11
5	622.81	623.43	623.95	623.97	623.80	623.02	622.27
6	622.87	623.50	624.05	624.08	623.92	623.17	622.43
7	622.93	623.58	624.15	624.19	624.05	623.31	622.59
8	623.00	623.65	624.24	624.30	624.17	623.46	622.75
9	623.00	623.66	624.28	624.35	624.24	623.55	622.85
10	622.87	623.50	624.05	624.25	623.92	623.17	622.43
11	622.69	623.39	624.04	624.14	624.06	623.42	622.72
12	622.53	623.24	623.92	624.03	623.96	623.35	622.66
13	622.37	623.09	623.80	623.92	623.87	623.27	622.60
14	622.22	622.95	623.67	623.81	623.77	623.20	622.54
15	622.06	622.80	623.55	623.70	623.67	623.13	622.47
16	621.90	622.69	623.45	623.59	623.60	623.09	622.41

* For fabrication use only.

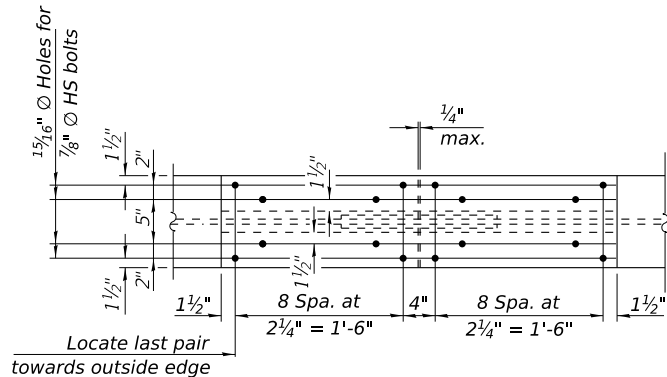
- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- $M_{\text{L} + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u : Strength I load combination of factored design moments (kip-ft.).
1.25 ($M_{DC1} + M_{DC2}$) + 1.5 M_{DW} + 1.75 $M_{\text{L} + IM}$
- f_t : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- $\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_s
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- $f_s (\text{L} + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\text{L} + IM} / S_c(n)$ or $M_{\text{L} + IM} / S_c(cr)$ as applicable.
- $f_s + f_t / 2$ (Service II): Sum of stresses as computed below (ksi).
 f_s DC1 + f_s DC2 + f_s DW + 1.3 $f_s (\text{L} + IM)$ + $f_t / 2$
- Service II Resistance: Composite (0.95 $R_h F_y t$) or noncomposite (0.80 $R_h F_y t$) stress capacity according to Article 6.10.4.2 (ksi).
- $f_s + f_t / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 $f_s (\text{L} + IM)$ + $f_t / 3$
- $\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- V_f : Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- R_{DC1} : Un-factored reaction due to non-composite dead load (kip).
- R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- R_{L} : Un-factored live load reaction (kip).
- R_{IM} : Un-factored dynamic load allowance (impact) (kip).
- $R_{Total}(\text{Strength I})(\text{Impact})$: Strength I load combination of factored design reactions (kip).
1.25 ($R_{DC1} + R_{DC2}$) + 1.5 R_{DW} + 1.75 ($R_{\text{L}} + R_{IM}$)
- $R_{Total}(\text{Strength I})(\text{No Impact})$: Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
1.25 ($R_{DC1} + R_{DC2}$) + 1.5 R_{DW} + 1.75 (R_{L})

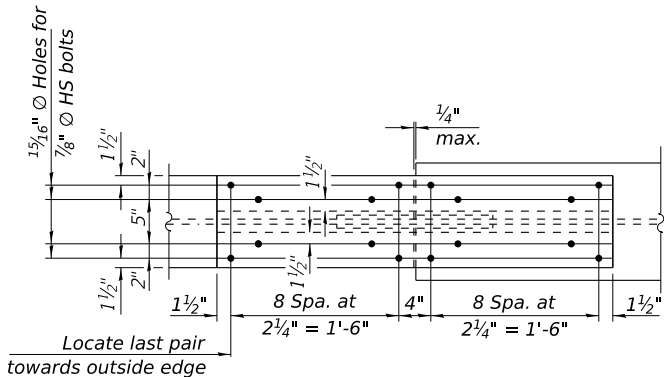


CAMBER DIAGRAM

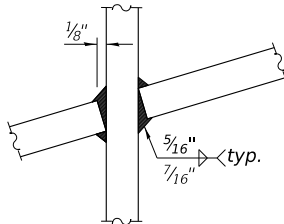
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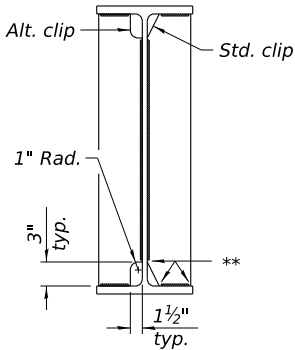
Top Flange Splice



Top Flange Splice



Web Weld Detail

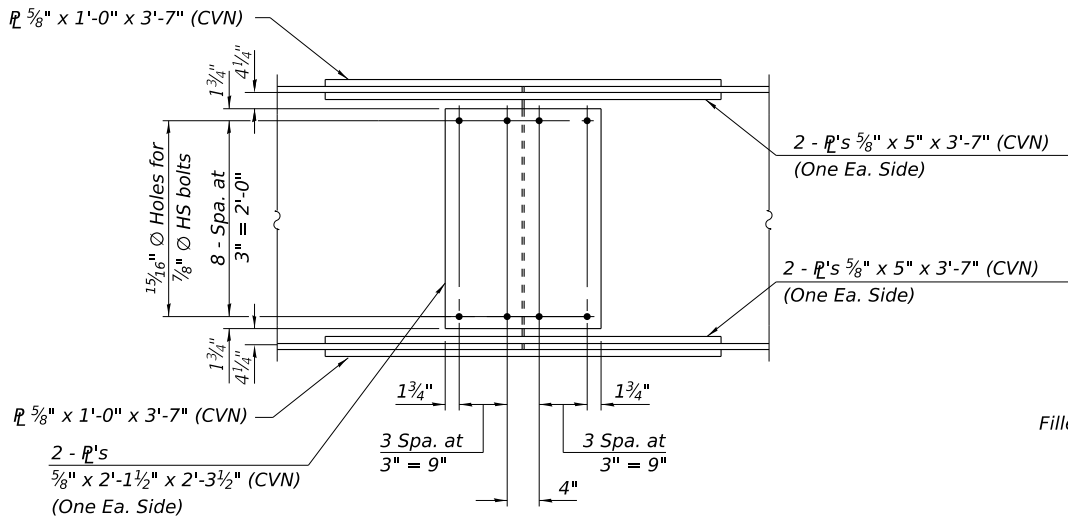


Weld Limits and Clip Details

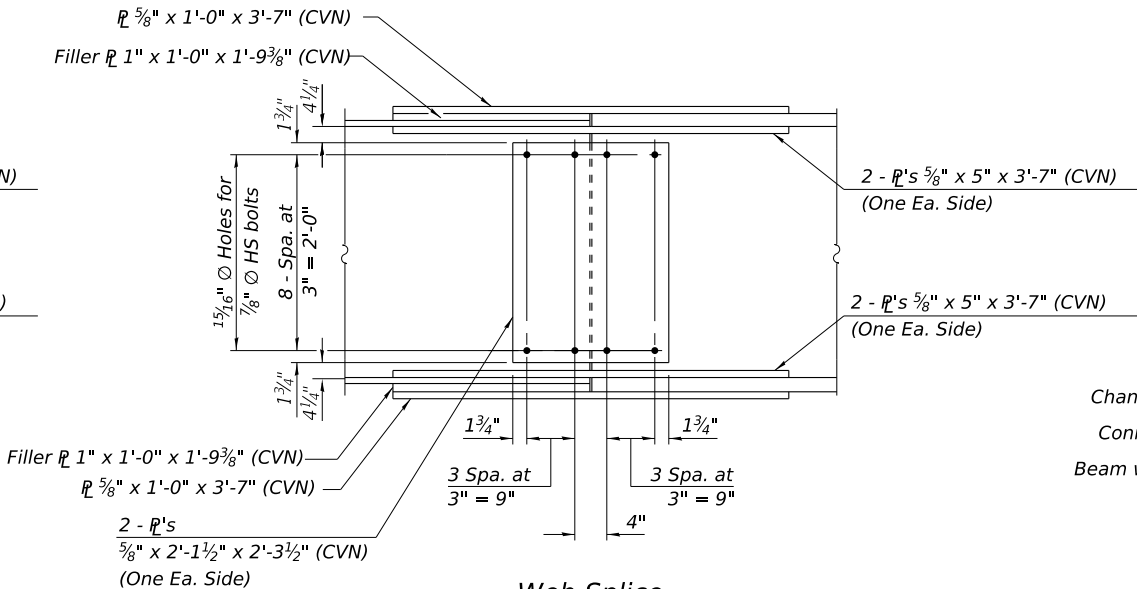
** Stop welds 1/4" ($\pm 1/8"$) from edges as shown. Typical.

NOTES:

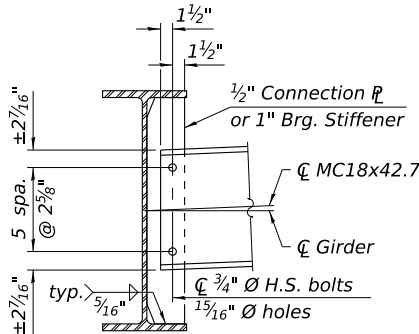
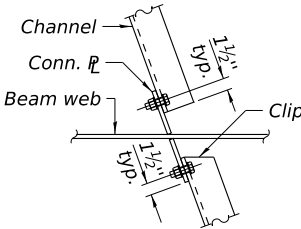
- Two hardened washers required for each set of oversized holes.
- Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.
- See Interior Diaphragm/Cross-Frame Framing Details for connection plate orientation.



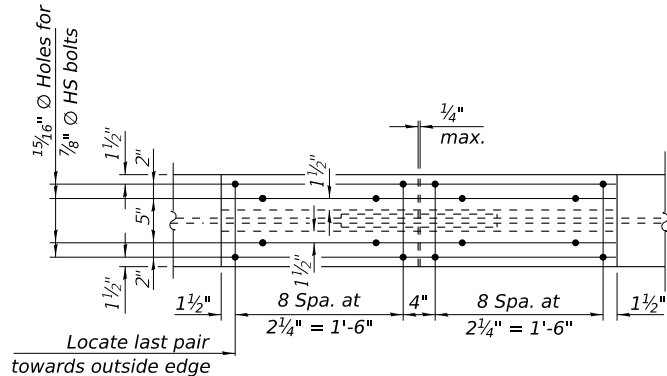
Web Splice



Web Splice

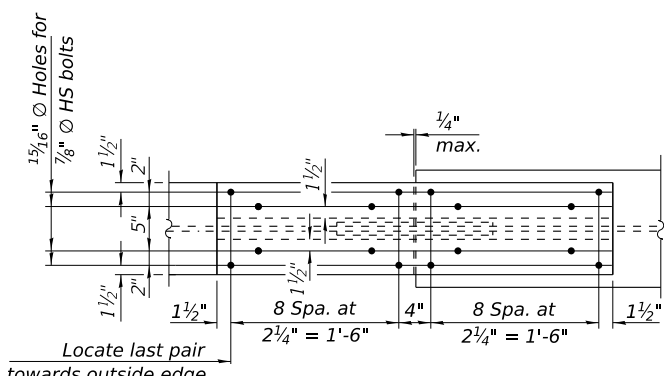


Interior Diaphragm



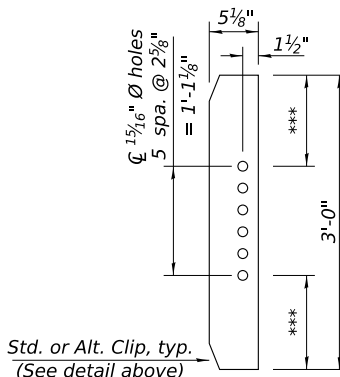
Bottom Flange Splice

FIELD SPLICE 1 AND 4 DETAIL

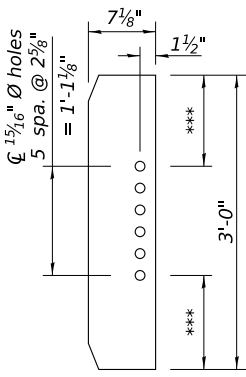


Bottom Flange Splice

FIELD SPLICE 2 DETAIL
(Field Splice 3 Similar and opposite)



Typical
1/2" Plate



At Pier
1" Plate

Connection Plates

INTERIOR DIAPHRAGM CONNECTION DETAILS

*** Varies (See Interior Diaphragm detail)

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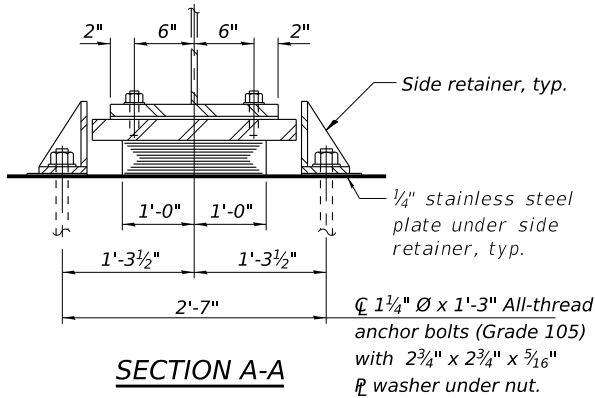
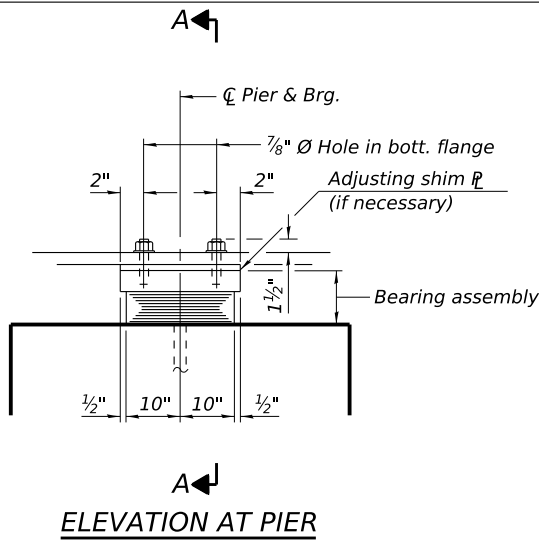
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PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

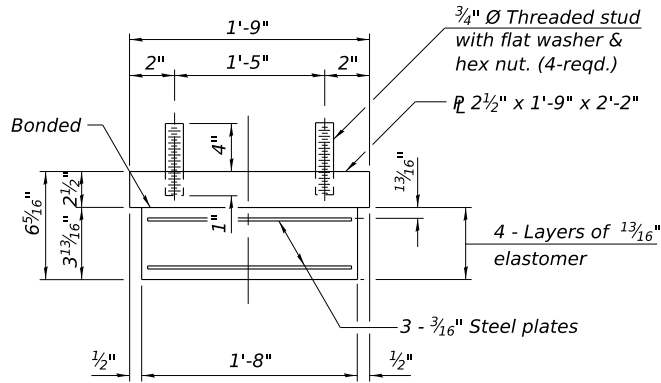
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 016-0840

SHEET S1-32 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	177
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				



TYPE I ELASTOMERIC EXP. BRG.
(At Pier)
(16 Required)

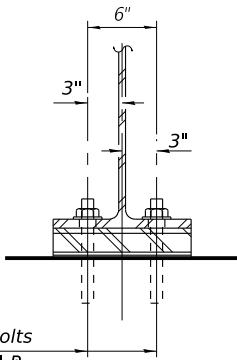
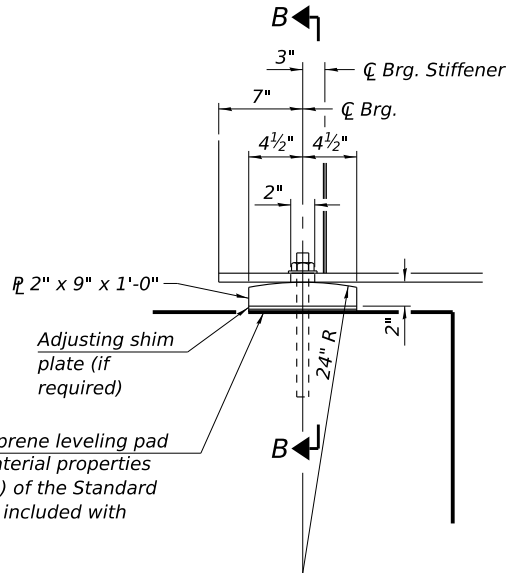


BEARING ASSEMBLY AT PIER

Note:
Shim plates shall not be placed under bearing assembly.

NOTES:

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The structural steel plates of Bearing Assembly shall conform to requirements of AASHTO M270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
All (embedded and separate) bearing plates, side retainers, anchor bolts, shim plates, nuts, washers and shim plates shall be galvanized according to AASHTO M111 or M232 as applicable.
Cost of steel plates for fixed bearings shall be included with Furnishing and Erecting Structural Steel.

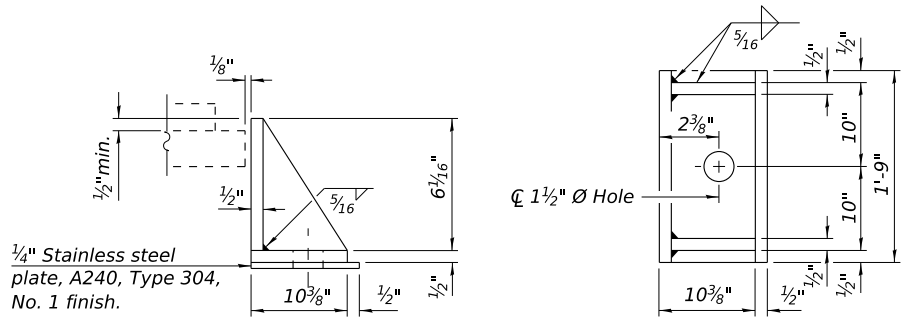


SECTION B-B

ELEVATION AT ABUTMENT

FIXED BEARING
(At abutments)
(32 Required)

Note:
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Pier	
Girder No.	8
Shim Height (in.)	1/8"

SHIM PLATE TABLE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	16
Anchor Bolts, 1"	Each	64
Anchor Bolts, 1 1/4"	Each	32

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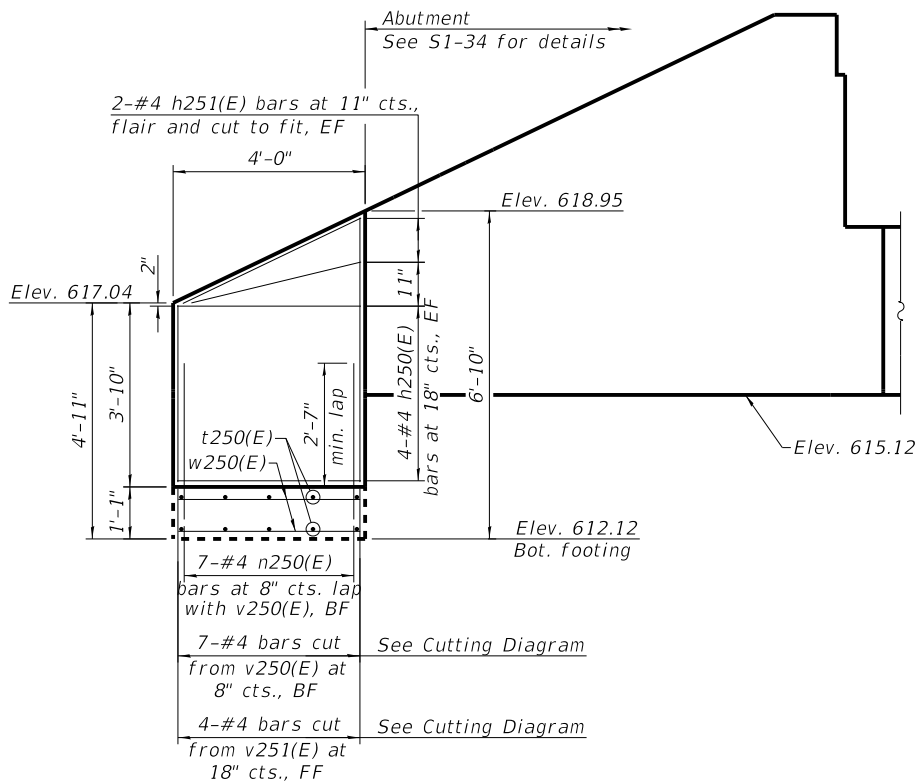
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 016-0840

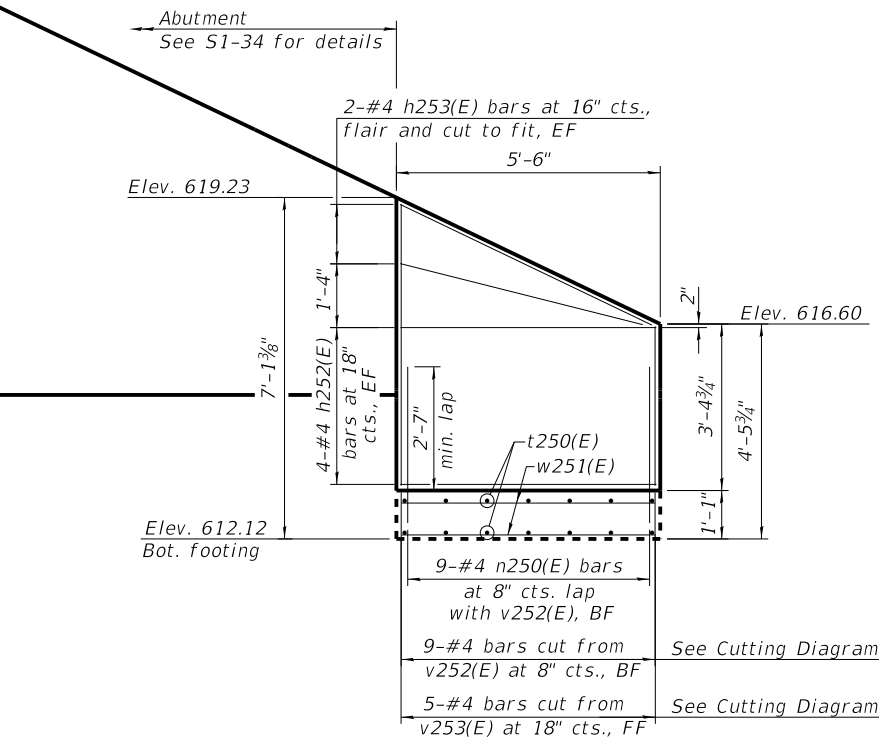
SHEET S1-33 OF S1-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

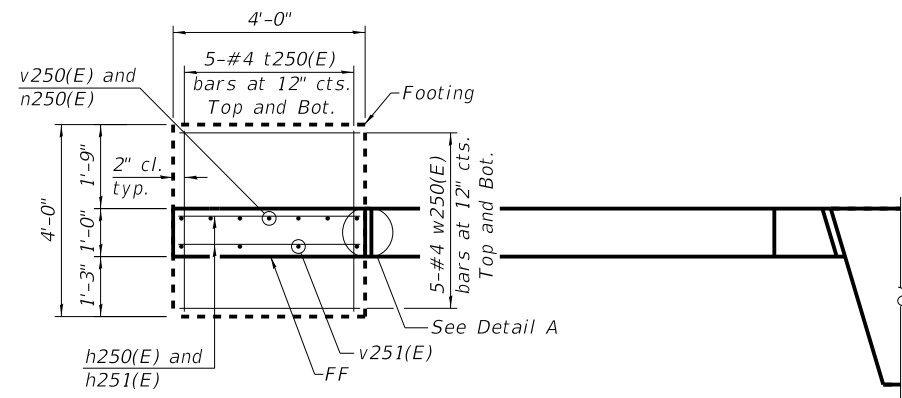
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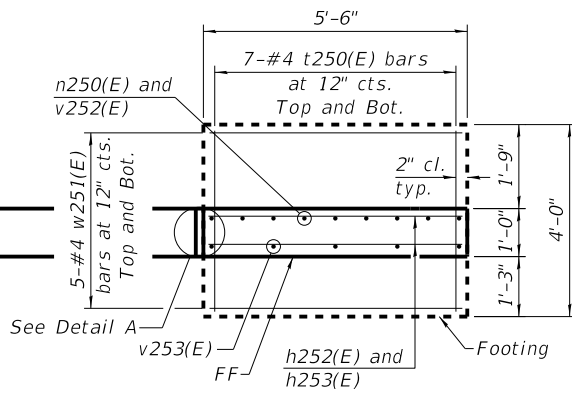
SOUTHWEST WINGWALL EXTENSION ELEVATION



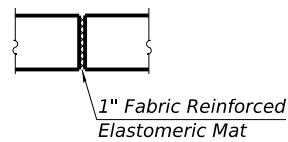
NORTHWEST WINGWALL EXTENSION ELEVATION



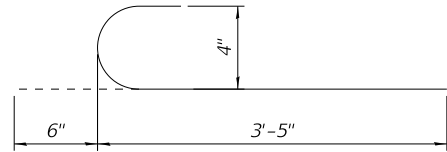
SOUTHWEST WINGWALL EXTENSION PLAN



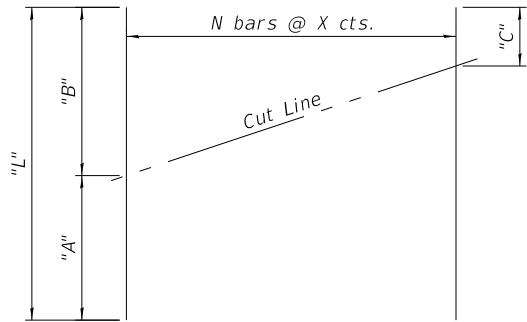
NORTHWEST WINGWALL EXTENSION PLAN



DETAIL A



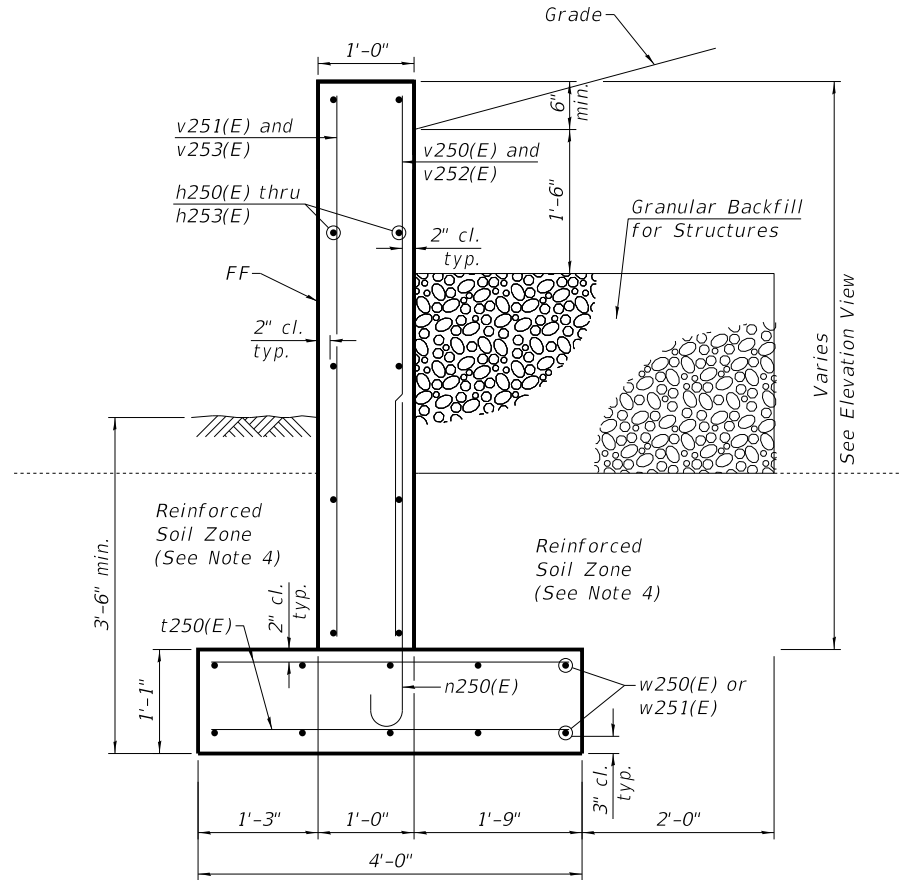
n250(E) BAR



Bar	N	L	A	B	C	X
v250(E)	4	8'-11"	3'-6"	5'-5"	4'-6"	8"
v251(E)	2	8'-11"	3'-6"	5'-5"	4'-10"	18"
v252(E)	5	8'-10"	3'-1"	5'-9"	4'-6"	8"
v253(E)	3	8'-10"	3'-1"	5'-9"	4'-6"	18"

Order v250(E), v251(E), v252(E), and v253(E) full length. Cut as shown and use remainder of bars in opposite end of wall. Discard extra portions of v250(E), v252(E), and v253(E).

BAR CUTTING TABLE



TYPICAL CROSS SECTION THROUGH WINGWALL EXTENSION

Notes:

- Maximum applied service load bearing pressure = 1,800 PSF.
- For abutment plan and elevations, see sheets S-34.
- Abutment Bill of Material includes Wingwall Extension quantities, see sheet S-36.
- M.S.E. supplier to design load transfer system to accommodate wingwall extensions if necessary. Cost included with Mechanically Stabilized Earth Retaining Wall.

BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - SMA	REVISED -
	DRAWN - SMA	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT WINGWALL DETAILS
STRUCTURE NO. 016-0840**

SHEET S1-35 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	180
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: pw:\bw-pw.bentley.com\bw-pw-01\Documents\Projects\LLDOT\0220958\CAD\Sheets\62R63_SHT-5TR-S1-35-WAbut_Detail.dgn

BAXTER & WOODMAN

Consulting Engineers

USER NAME	= mornig	DESIGNED -	SMA	REVISED -	
		DRAWN -	SMA	REVISED -	
		CHECKED -	BLB	REVISED -	
PLOT DATE	= 10/1/2025	DATE	= 10/1/2025	REVISED -	

DESIGNED -	SMA	REVISED -	
DRAWN -	SMA	REVISED -	
CHECKED -	BLB	REVISED -	
DATE	= 10/1/2025	REVISED -	

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT SECTIONS AND DETAILS

STRUCTURE NO. 016-0840

SHEET S1-36 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	181
CONTRACT NO. 62R63				
ILLINOIS		FED. AID PROJECT		

NOTES:

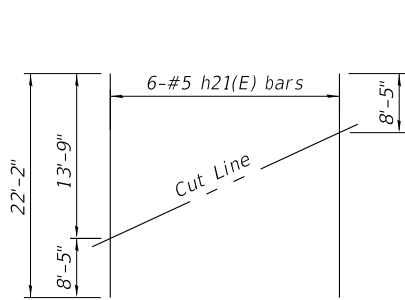
1. Pour steps monolithically with cap.
2. Bar terminators, paid for seperately. See Total Bill of Material.
3. For details of piles, see sheet S1-48.
4. s20(E) and s21(E) bars are placed at right angles to cap and spaced along cap.
5. Bars indicated thus 20x3-#5 indicates 30 lines of bars with 3 lenglths per line.
6. For diaphragm details, see Sheet S1-20.
7. Space reinforcement in cap to miss anchor bolts.

WEST ABUTMENT

BILL OF MATERIAL

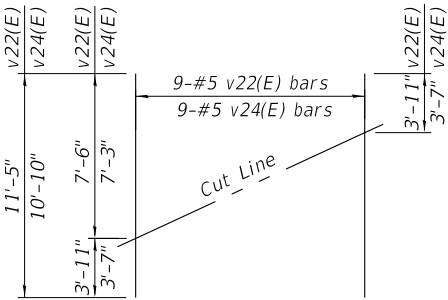
Bar	No.	Size	Length	Shape
h20(E)	30	#5	14'-2"	————
h21(E)	12	#5	22'-2"	————
h22(E)	4	#5	10'-1"	————/
h23(E)	4	#5	21'-11"	————
h24(E)	8	#5	28'-0"	————
h25(E)	4	#5	5'-0"	————
h26(E)	4	#5	22'-11"	————
h250(E)	8	#4	3'-8"	————
h251(E)	4	#4	3'-10"	————
h252(E)	8	#4	5'-2"	————
h253(E)	4	#4	5'-6"	————
n250(E)	16	#4	3'-11"	————┐
p20(E)	20	#7	21'-11"	————
P21(E)	20	#7	28'-0"	————
s20(E)	60	#6	14'-4"	————┐
s21(E)	32	#5	4'-4"	————┐
s22(E)	7	#6	14'-6"	————┐
s23(E)	2	#6	6'-10"	————┐
* sp20(E)	16	#4	2'-0"	
t250(E)	24	#4	3'-8"	————
u20(E)	8	#6	12'-2"	————┐
u21(E)	105	#5	5'-0"	————┐
v20(E)	212	#8	6'-4"	————
v21(E)	4	#5	7'-10"	————
v22(E)	9	#5	11'-5"	————
v23(E)	4	#5	7'-7"	————
v24(E)	9	#5	10'-10"	————
v250(E)	4	#4	8'-11"	————
v251(E)	2	#4	8'-11"	————
v252(E)	5	#4	8'-10"	————
v253(E)	3	#4	8'-10"	————
w250(E)	10	#4	3'-8"	————
w251(E)	10	#4	5'-2"	————
Structure Excavation		Cu. Yd.	111.4	
Concrete Structures		Cu. Yd.	54.2	
Reinforcement Bars, Epoxy Coated		Pound	10,470	
Furnishing Steel Piles HP12x74		Foot	1,080	
Driving Piles		Foot	1,080	
Test Pile Steel HP12x74		Each	1	

* Length is height of spiral.



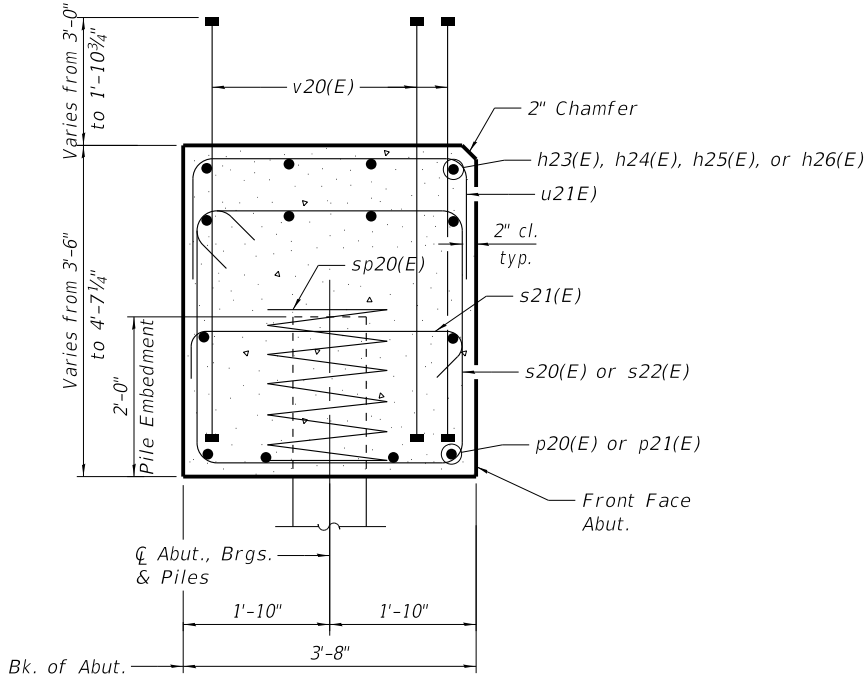
FIELD CUTTING DIAGRAM

Order h21(E) full length. Cut as shown and use remainder of bars in opposite face.



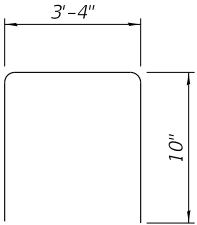
FIELD CUTTING DIAGRAM

Order v22(E) and v24(E) full length. Cut as shown and use remainder of bars in opposite face.

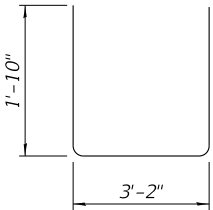


SECTION THRU ABUT.

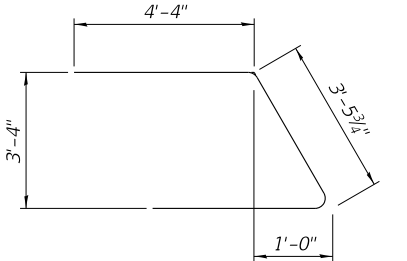
Dimensions at right angles to abutment



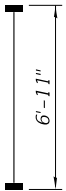
BAR u21(E)



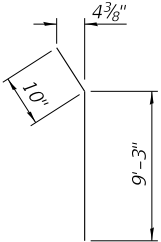
BAR s23(E)



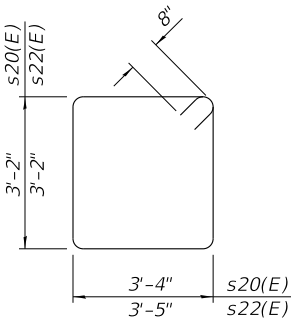
BAR u20(E)



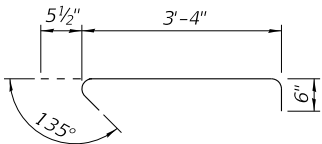
BAR v20(E)
(Headed)



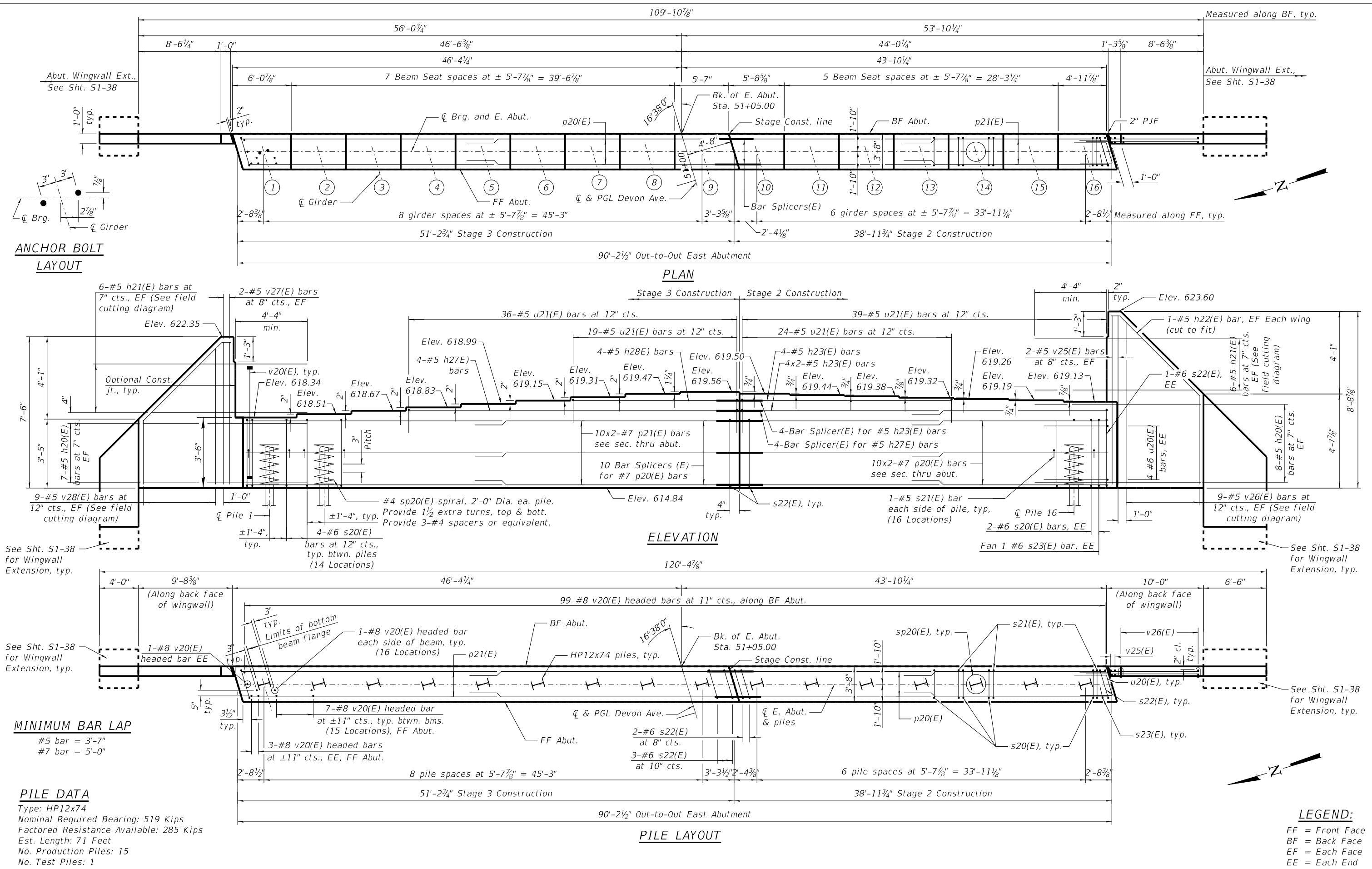
BAR h22(E)



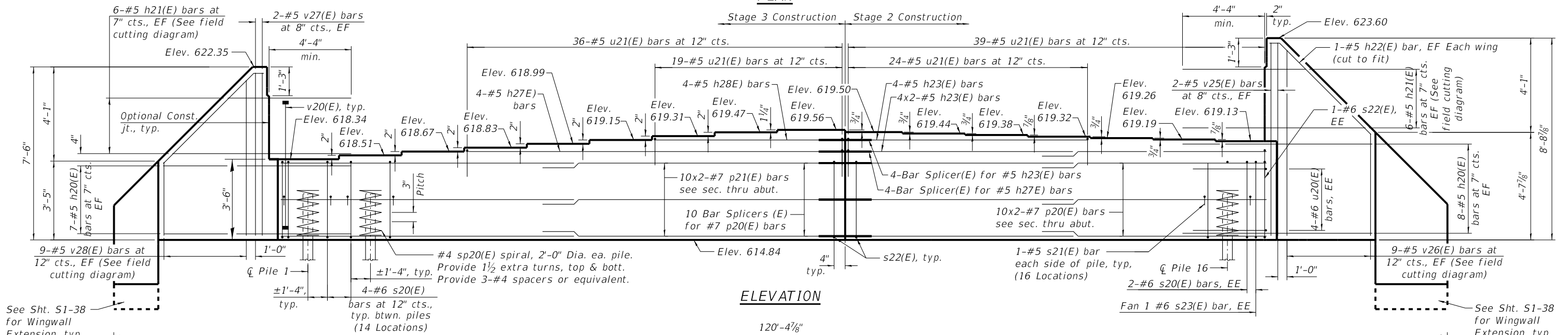
BARS s20(E) & s22(E)



BAR s21(E)



ANCHOR BOLT LAYOUT



MINIMUM BAR LAP
#5 bar = 3'-7"
#7 bar = 5'-0"

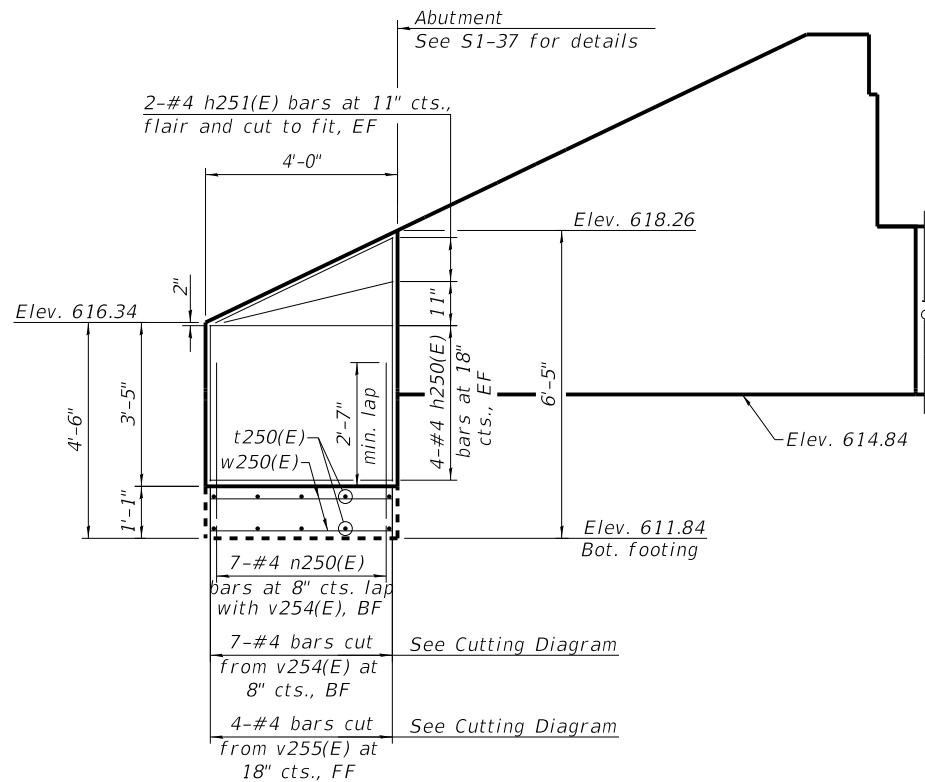
PILE DATA
Type: HP12x74
Nominal Required Bearing: 519 Kips
Factored Resistance Available: 285 Kips
Est. Length: 71 Feet
No. Production Piles: 15
No. Test Piles: 1

LEGEND:
FF = Front Face
BF = Back Face
EF = Each Face
EE = Each End

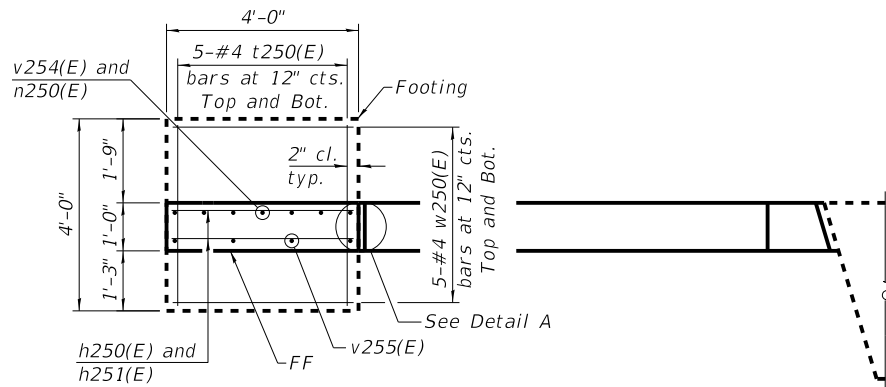
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10/1/2025 4:18:17 PM

BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig	DESIGNED - SMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT PLAN AND ELEVATION STRUCTURE NO. 016-0840	SHEET 51-37 OF 51-54 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - SMA	REVIS	REVISED -				1349	FAI 94 22 STRUCTURE 1	COOK	268	182
	CHECKED - BLB	REVIS	REVISED -				CONTRACT NO. 62R63				
	PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -				ILLINOIS FED. AID PROJECT				

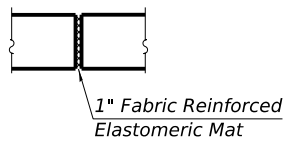
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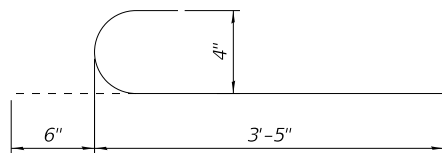
NORTHEAST WINGWALL EXTENSION ELEVATION



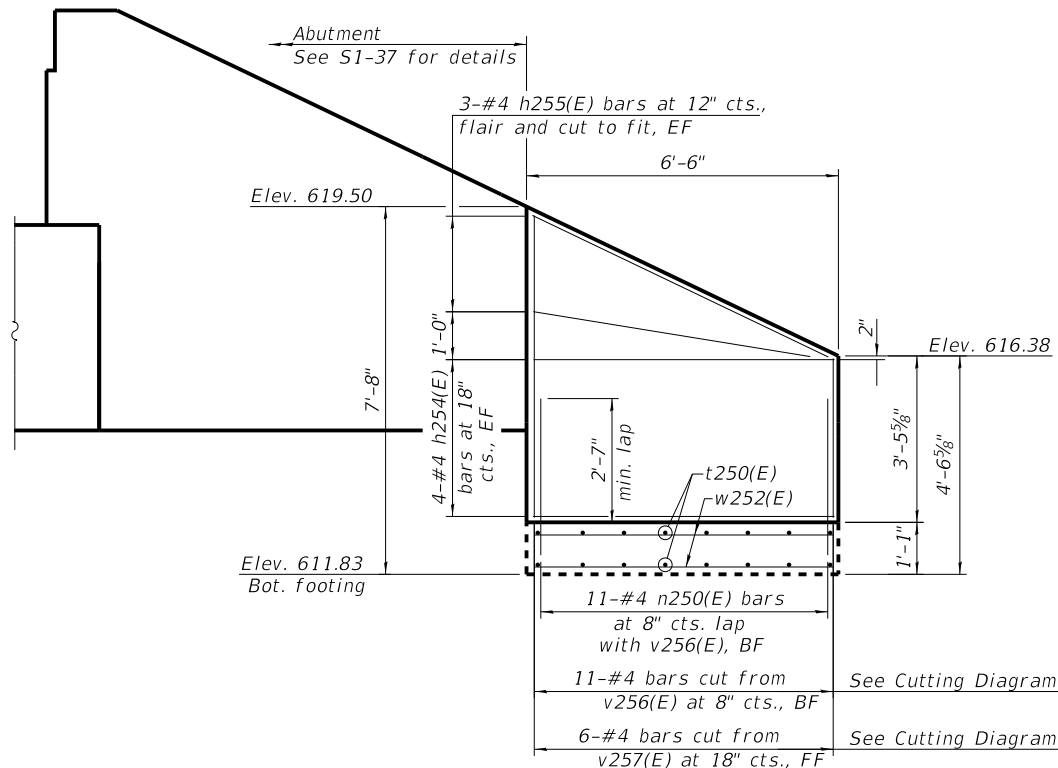
NORTHEAST WINGWALL EXTENSION PLAN



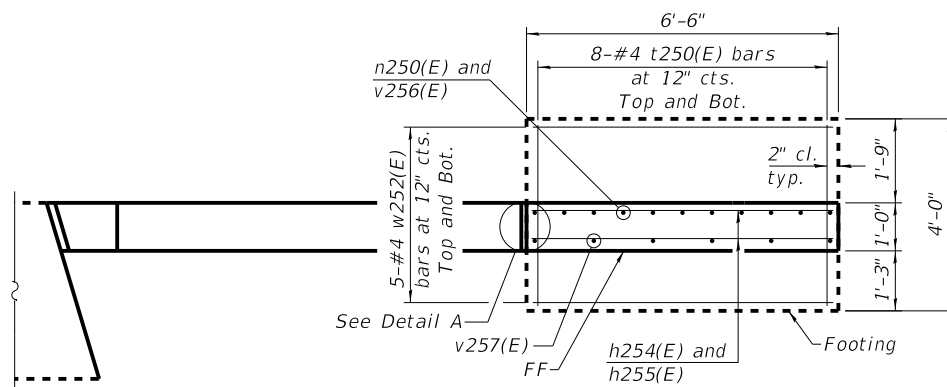
DETAIL A



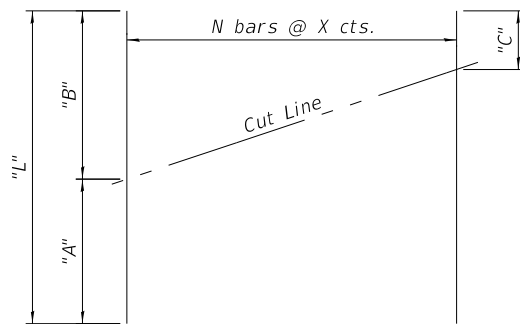
n250(E) BAR



SOUTHEAST WINGWALL EXTENSION ELEVATION



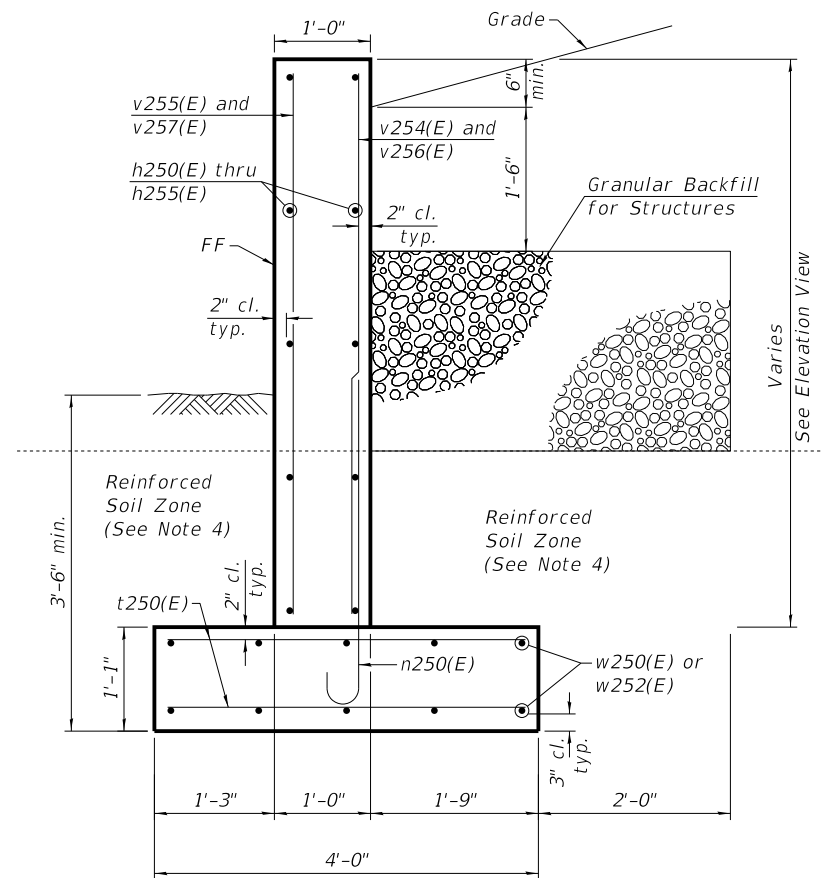
SOUTHEAST WINGWALL EXTENSION PLAN



Bar	N	L	A	B	C	X
v254(E)	4	8'-1"	3'-1"	5'-0"	4'-1"	8"
v255(E)	2	8'-1"	3'-1"	5'-0"	4'-5"	18"
v256(E)	6	9'-4"	3'-1"	6'-3"	4'-9"	8"
v257(E)	3	9'-4"	3'-1"	6'-3"	5'-1"	18"

Order v254(E), v255(E), v256(E), and v257(E) full length. Cut as shown and use remainder of bars in opposite end of wall. Discard extra portions of v254(E) and v256(E).

BAR CUTTING TABLE

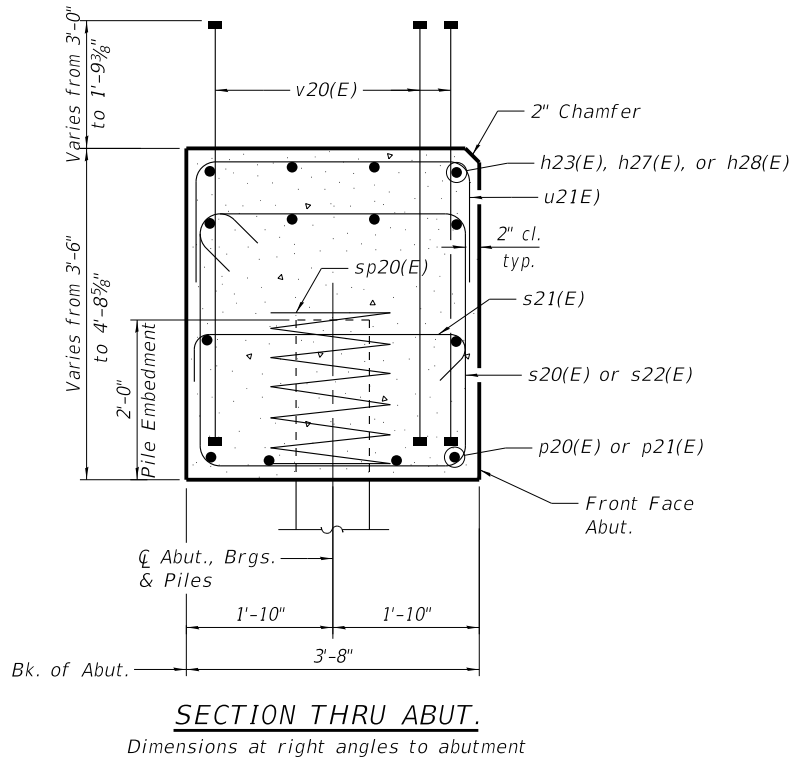


TYPICAL CROSS SECTION
THROUGH WINGWALL EXTENSION

Notes:

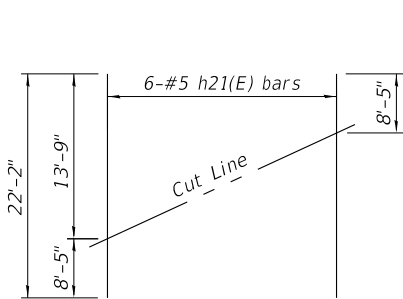
- Maximum applied service load bearing pressure = 1,800 PSF.
- For abutment plan and elevations, see sheets S-37.
- Abutment Bill of Material includes Wingwall Extension quantities, see sheet S-39.
- M.S.E. supplier to design load transfer system to accommodate wingwall extensions if necessary. Cost included with Mechanically Stabilized Earth Retaining Wall.

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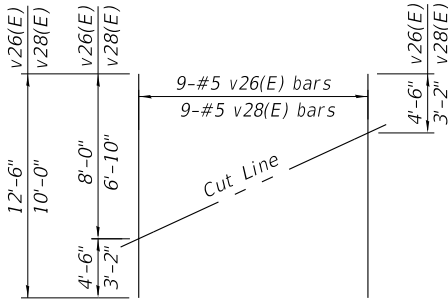
FIELD CUTTING DIAGRAM

Order h21(E) full length. Cut as shown and use remainder of bars in opposite face.

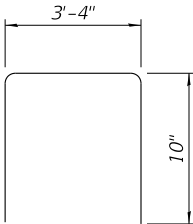


FIELD CUTTING DIAGRAM

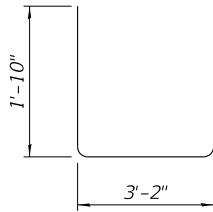
Order v26(E) and v28(E) full length. Cut as shown and use remainder of bars in opposite face.



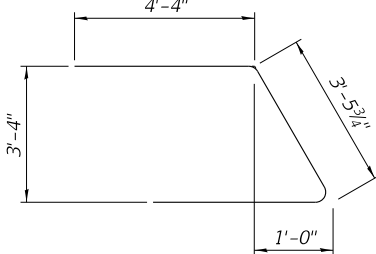
BAR u21(E)



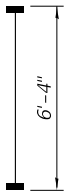
BAR s23(E)



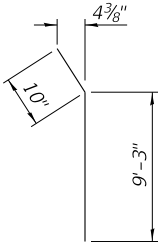
BAR u20(E)



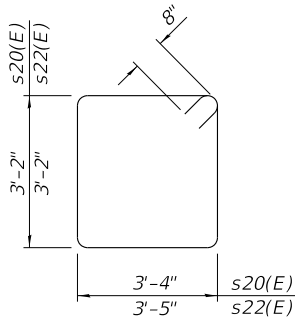
BAR v20(E)
(Headed)



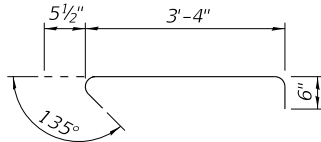
BAR h22(E)



BARS s20(E) & s22(E)



BAR s21(E)



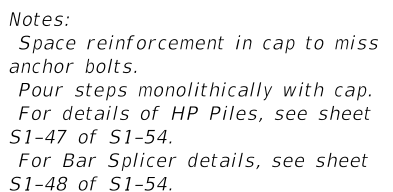
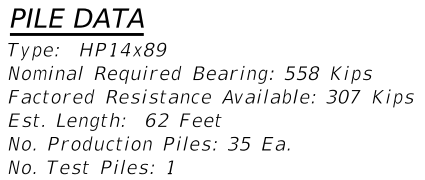
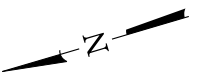
NOTES:

- Pour steps monolithically with cap.
- Bar terminators, paid separately. See Total Bill of Materials.
- For details of piles, see sheet S1-48.
- s30(E) and s31(E) bars are placed at right angles to cap and spaced along cap.
- Bars indicated thus 20x3-#5 indicates 30 lines of bars with 3 lengths per line.
- For diaphragm details, see Sheet S1-20.
- Space reinforcement in cap to miss anchor bolts.

**EAST ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	30	#5	14'-2"	—
h21(E)	12	#5	22'-2"	—
h22(E)	4	#5	10'-1"	—
h23(E)	12	#5	21'-11"	—
h27(E)	4	#5	34'-1"	—
h28(E)	4	#5	17'-2"	—
h250(E)	8	#4	3'-8"	—
h251(E)	4	#4	3'-10"	—
h254(E)	8	#4	6'-2"	—
h255(E)	6	#4	6'-7"	—
n250(E)	18	#4	3'-11"	—
p20(E)	20	#7	21'-11"	—
P21(E)	20	#7	28'-0"	—
s20(E)	60	#6	14'-4"	—
s21(E)	32	#5	4'-4"	—
s22(E)	7	#6	14'-6"	—
s23(E)	2	#6	6'-10"	—
* sp20(E)	16	#4	2'-0"	—
t250(E)	26	#4	3'-11"	—
u20(E)	8	#6	12'-2"	—
u21(E)	116	#5	5'-0"	—
v20(E)	212	#8	6'-4"	—
v25(E)	4	#5	8'-4"	—
v26(E)	9	#5	12'-6"	—
v27(E)	4	#5	7'-1"	—
v28(E)	9	#5	10'-0"	—
v254(E)	4	#4	8'-1"	—
v255(E)	2	#4	8'-1"	—
v256(E)	6	#4	9'-4"	—
v257(E)	3	#4	9'-4"	—
w250(E)	10	#4	3'-8"	—
w252(E)	10	#4	6'-2"	—
Structure Excavation		Cu. Yd.	112.0	
Concrete Structures		Cu. Yd.	55.5	
Reinforcement Bars, Epoxy Coated		Pound	10,720	
Furnishing Steel Piles HP12x74		Foot	1,065	
Driving Piles		Foot	1,065	
Test Pile Steel HP12x74		Each	1	

* Length is height of spiral.



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USER NAME = mornig	DESIGNED - BAB	REVISED -
	DRAWN - BAB	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER SECTIONS AND DETAILS
STRUCTURE NO. 016-0840

SHEET S1-41 OF S1-54 SHEETS

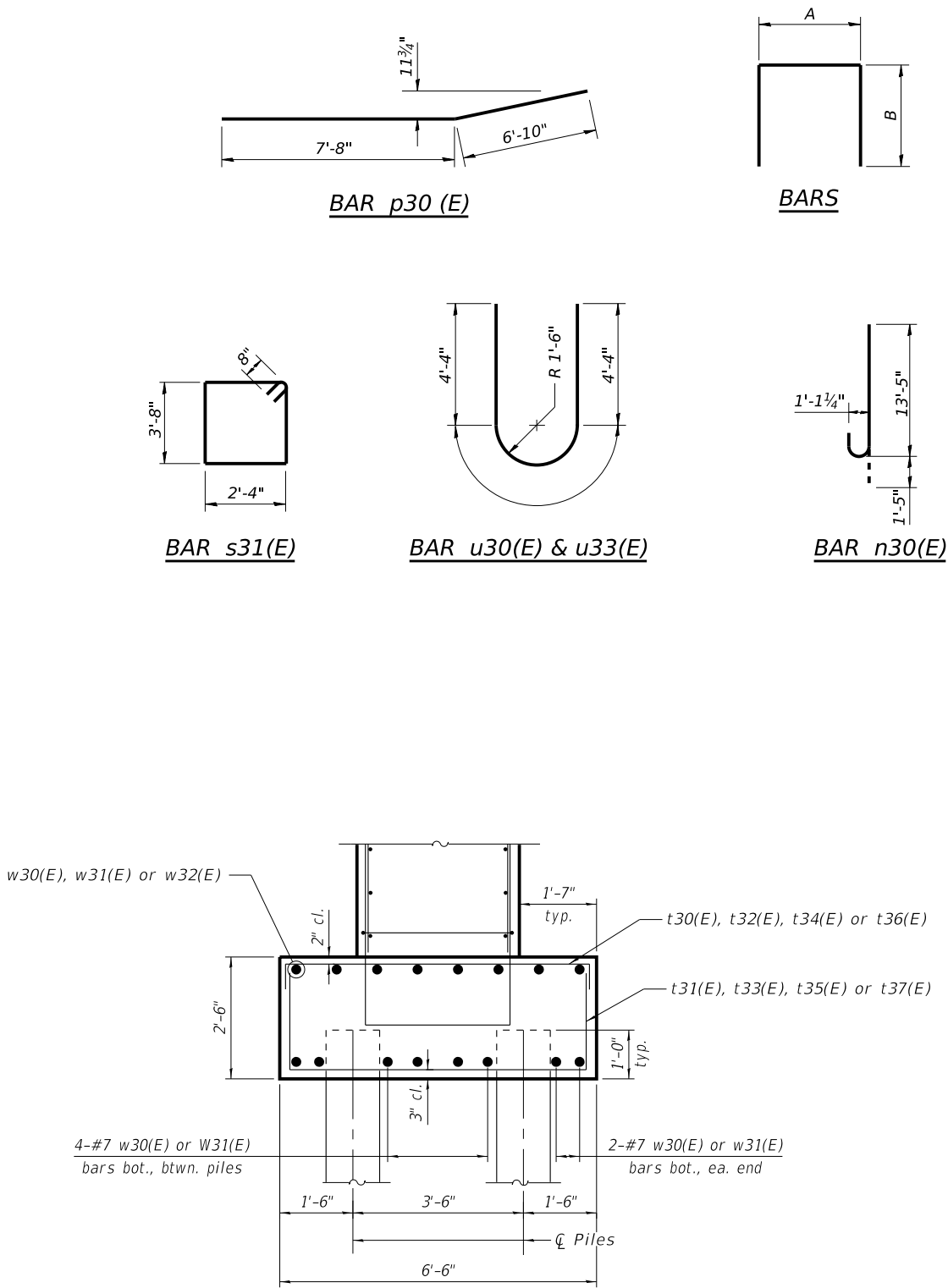
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	24	#5	26'-10"	—
h31(E)	12	#5	41'-6"	—
h32(E)	7	#5	27'-4"	—
h33(E)	7	#5	21'-9"	—
h34(E)	7	#5	10'-10"	—
h35(E)	7	#5	5'-3"	—
h36(E)	17	#5	44'-8"	—
h37(E)	17	#5	37'-11"	—
n30(E)	84	#10	14'-10"	⌒
n31(E)	10	#6	10'-0"	⌒
p30(E)	8	#10	45'-3"	—
p31(E)	8	#10	35'-0"	—
p32(E)	14	#9	50'-6"	—
p33(E)	14	#9	40'-4"	—
p34(E)	16	#10	45'-3"	—
s30(E)	56	#6	7'-2"	⌒
s31(E)	276	#6	13'-4"	⌒
s32(E)	80	#6	14'-4"	⌒
s33(E)	80	#6	16'-0"	⌒
*sp30(E)	6	#4	8'-0"	⌒
t30(E)	78	#5	7'-10"	⌒
t31(E)	101	#8	10'-6"	⌒
t32(E)	8	#5	10'-6"	⌒
t33(E)	9	#8	13'-2"	⌒
t34(E)	1	#5	9'-10"	⌒
t35(E)	1	#8	12'-6"	⌒
t36(E)	1	#5	8'-7"	⌒
t37(E)	1	#8	11'-3"	⌒
u30(E)	12	#6	13'-3"	⌒
u31(E)	36	#5	8'-2"	⌒
u32(E)	18	#5	7'-6"	⌒
u33(E)	14	#5	13'-3"	⌒
w30(E)	16	#7	46'-8"	—
w31(E)	16	#7	39'-7"	—
w32(E)	8	#7	8'-10"	—
Structure Excavation			Cu. Yd.	179.3
Concrete Structures			Cu. Yd.	179.9
Reinforcement Bars, Epoxy Coated			Pound	37,060
Furnishing Steel Piles, HP14x89			Foot	2,170
Driving Piles			Foot	2,170
Test Pile Steel HP 14x89			Each	1

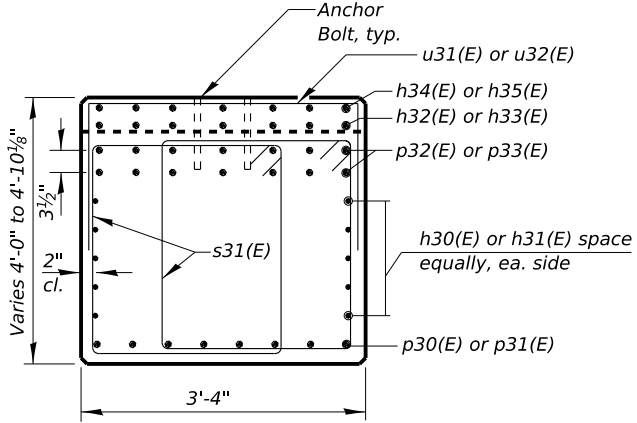
*Length is height of spiral.

A & B DIMENSIONS

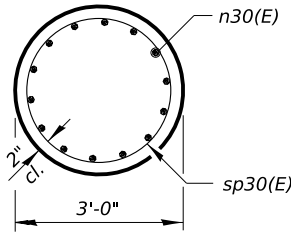
Bar	A	B
s30(E)	2'-3"	2'-8"
s32(E)	3'-0"	5'-8"
s33(E)	3'-0"	6'-6"
t30(E)	6'-2"	10"
t31(E)	6'-2"	2'-2"
t32(E)	8'-10"	10"
t33(E)	8'-10"	2'-2"
t34(E)	8'-2"	2'-2"
t35(E)	6'-11"	2'-2"
u31(E)	3'-0"	2'-7"
u32(E)	3'-0"	2'-10"



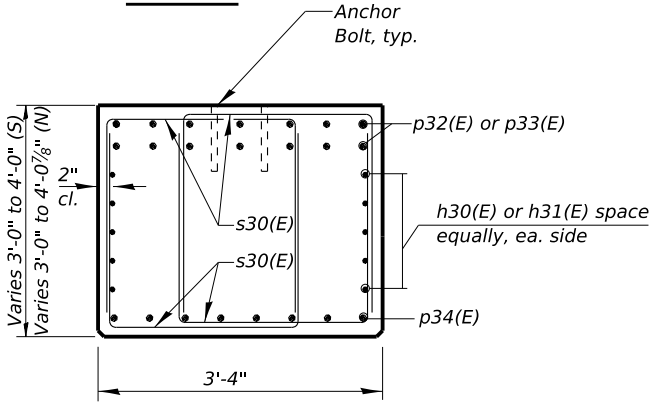
DETAIL A



SEC. A-A



SEC. B-B

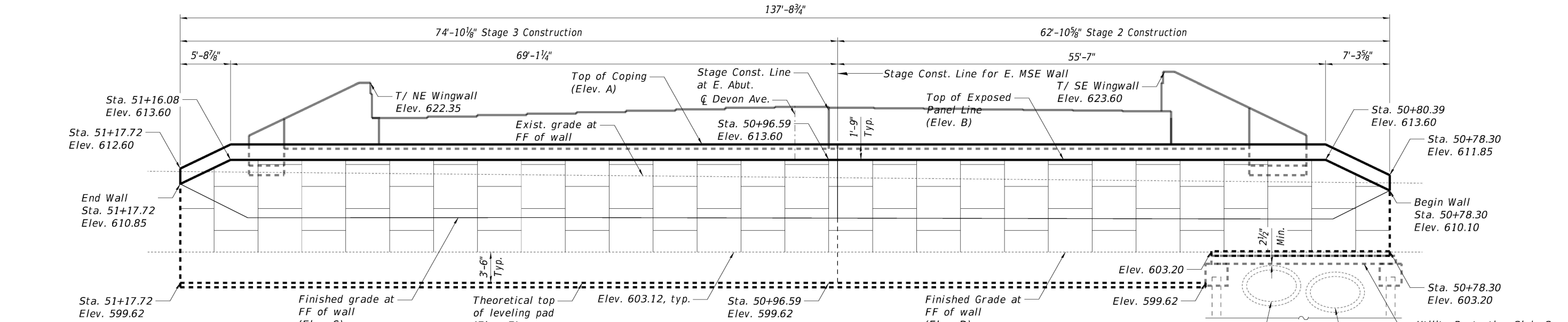


SEC. C-C

PIER CAP BAR SPLICER TABLE

Location	Bar	No. Bar Splicers
Bot. Cap	#10 p30(E)	8-Bar Splicers (E)
Top Cap	#9 p32(E)	14-Bar Splicers (E)
Side Cap	#5 h30(E)	12-Bar Splicers (E)
Beam Seat	#5 h32(E)	7-Bar Splicers (E)
Beam Seat	#5 h34(E)	7-Bar Splicers (E)

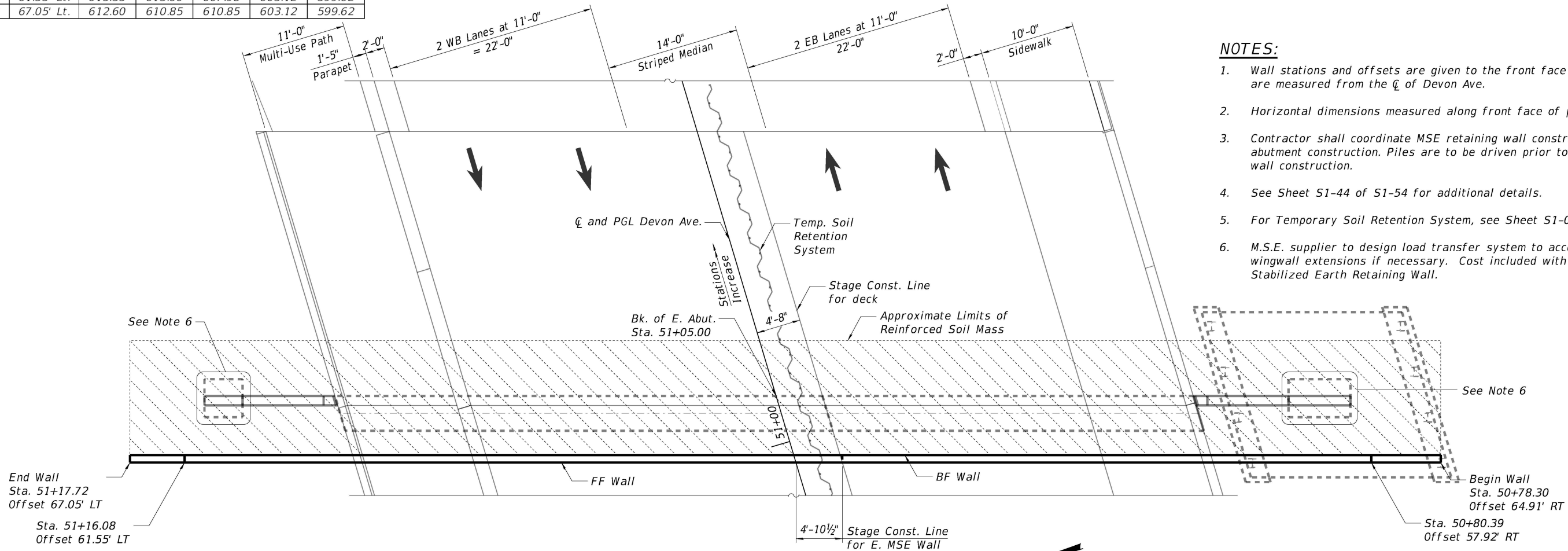
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EAST ABUTMENT MSE WALL ELEVATION TABLE

Station	Offset	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E
50+78.30	64.91' Rt.	611.85	610.10	610.10	603.12	603.20
50+80.39	57.92' Rt.	615.35	613.60	606.87	603.12	603.20
50+96.30	4.67' Rt.	615.35	613.60	606.96	603.12	599.62
51+16.08	61.55' Lt.	615.35	613.60	607.98	603.12	599.62
51+17.72	67.05' Lt.	612.60	610.85	610.85	603.12	599.62

EAST ABUTMENT MSE WALL ELEVATION
(Developed elevation along front face)



EAST ABUTMENT MSE WALL PLAN

NOTES:

1. Wall stations and offsets are given to the front face of wall and are measured from the $\bar{C}$ of Devon Ave.
2. Horizontal dimensions measured along front face of precast panels.
3. Contractor shall coordinate MSE retaining wall construction with abutment construction. Piles are to be driven prior to MSE retaining wall construction.
4. See Sheet S1-44 of S1-54 for additional details.
5. For Temporary Soil Retention System, see Sheet S1-09
6. M.S.E. supplier to design load transfer system to accommodate wingwall extensions if necessary. Cost included with Mechanically Stabilized Earth Retaining Wall.

BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - EBK	REVISED -
	DRAWN - EBK	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

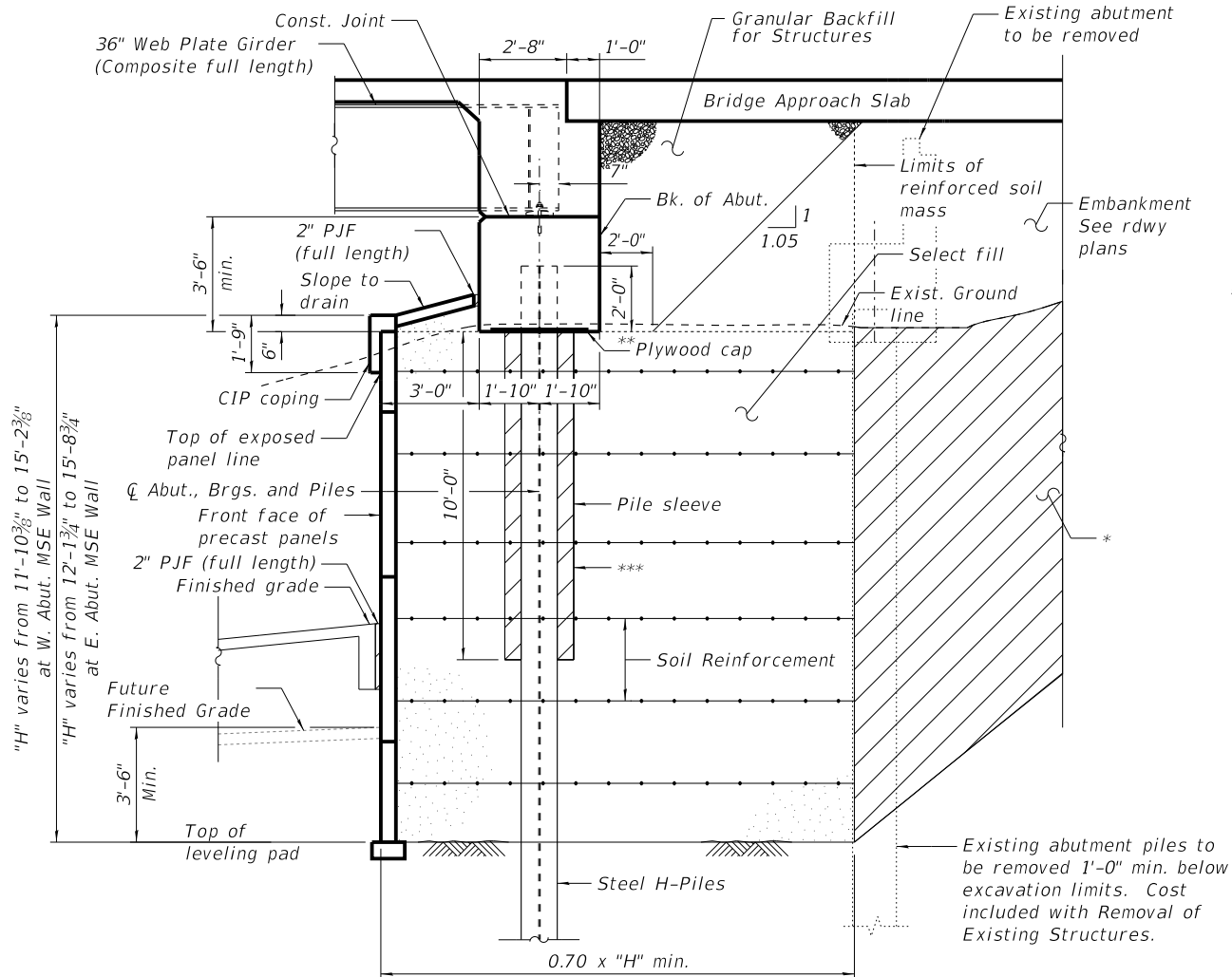
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST MSE WALL PLAN AND ELEVATION
STRUCTURE NO. 016-0840

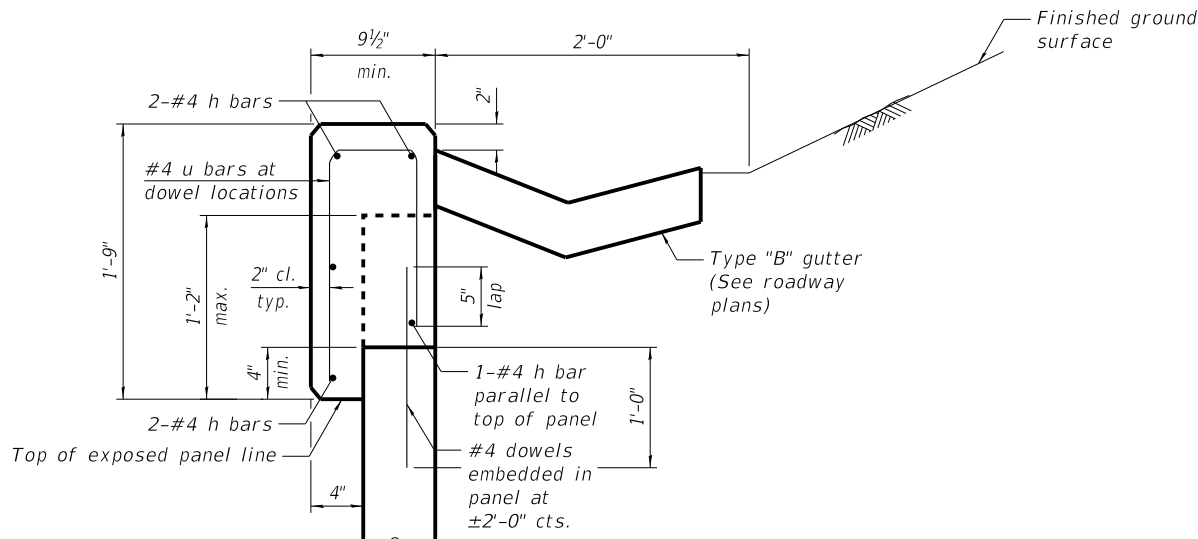
SHEET S1-43 OF S1-54 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	188
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

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SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim @ Rt. L's)

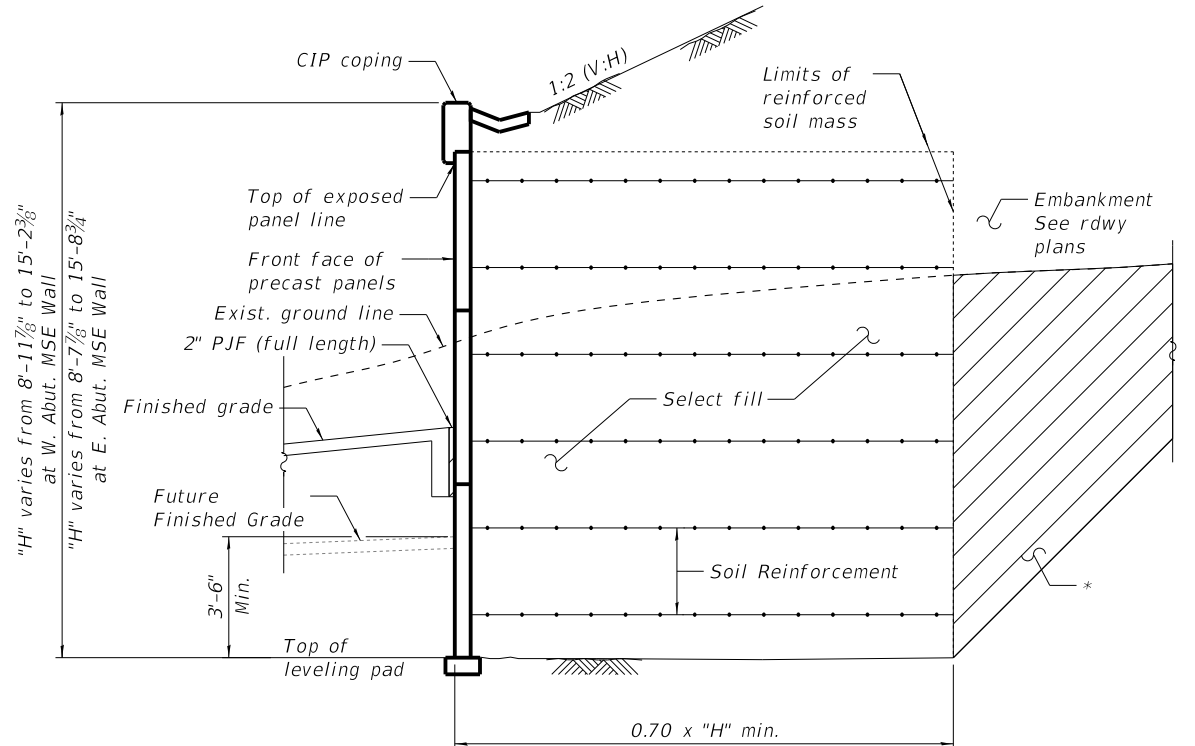


CAST IN PLACE COPING DETAILS
(typ. at all 4 corners)

* Overexcavation beyond Structure Excavation. This area not measured for payment. Backfill overexcavation with same material used for Select fill used in MSE wall.

** Bottom of cap poured against top of plywood. Cut opening to match pile perimeter within 1/8". Support with bars tack welded to webs rated for 500 lbs. Seal gaps to keep concrete out.

*** Sleeve to remain empty in hatched region.



SECTION THRU M.S.E. WALL
(Typ. at all 4 corners of the wall)

NOTES:

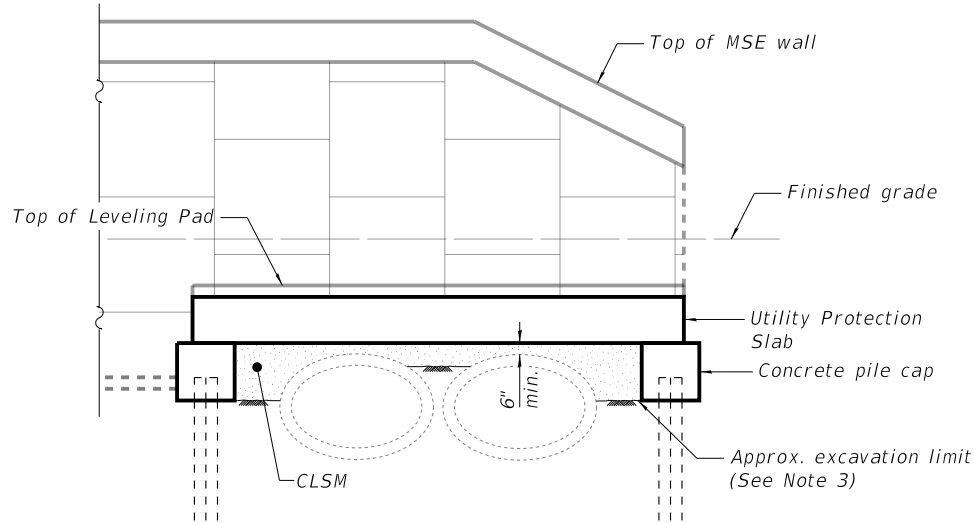
1. Cast in place concrete and reinforcement steel, epoxy coated, required for coping shall be included in payment for Mechanically Stabilized Earth Retaining Wall.
2. Cost of P.J.F, sealant and Concrete Seal required for coping shall be included in payment for Mechanically Stabilized Earth Retaining Wall.
3. For abutment details, see Sheets S1-34 thru S1-39 of S1-54.

BILL OF MATERIAL

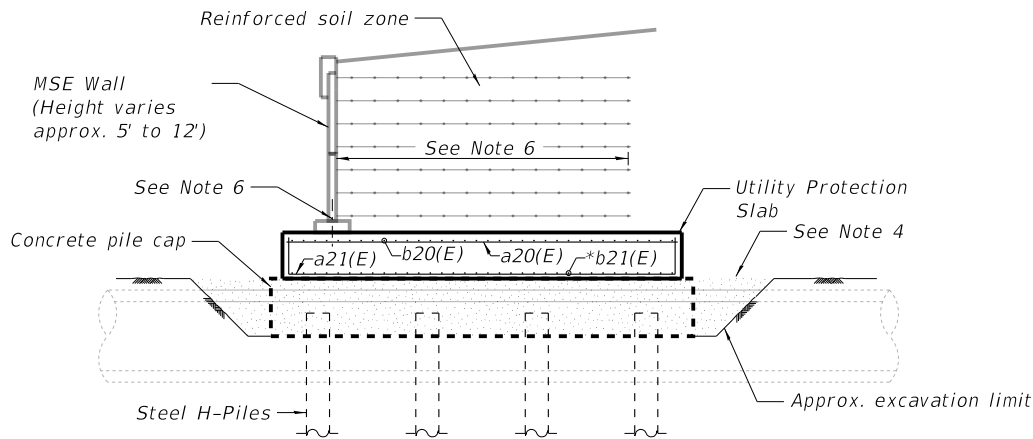
ITEM	UNIT	W. MSE Wall	E. MSE Wall	TOTAL
Structure Excavation	Cu. Yd.	259	278	537
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	1,993	2,072	4,065

USER NAME = mornig	DESIGNED - EBK	REVISED -
	DRAWN - EBK	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/2/2025	DATE - 10/2/2025	REVISED -

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	189
CONTRACT NO. 62R63				
ILLINOIS		FED. AID PROJECT		

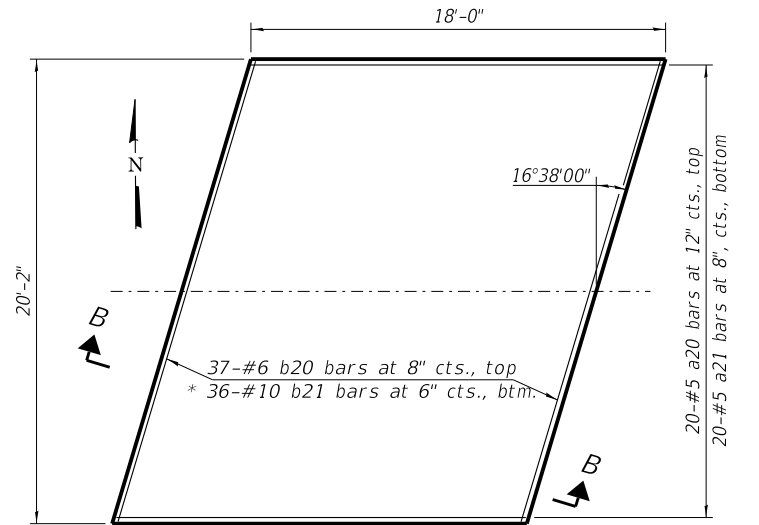


VIEW A-A
South end of East MSE Wall shown.
South end of West MSE Wall similar by rotation.



SECTION B-B

* tilt hook of b21(E) bar if necessary
to achieve desired clearance



UTILITY PROTECTION SLAB PLAN

REINFORCEMENT BARS
TWO UTILITY PROTECTION SLABS

Bar	No.	Size	Length	Shape
a20(E)	40	#5	17'-8"	—
a21(E)	40	#5	21'-0"	└┐
b20(E)	74	#6	20'-9"	—
b21(E)	72	#10	24'-5"	└┐

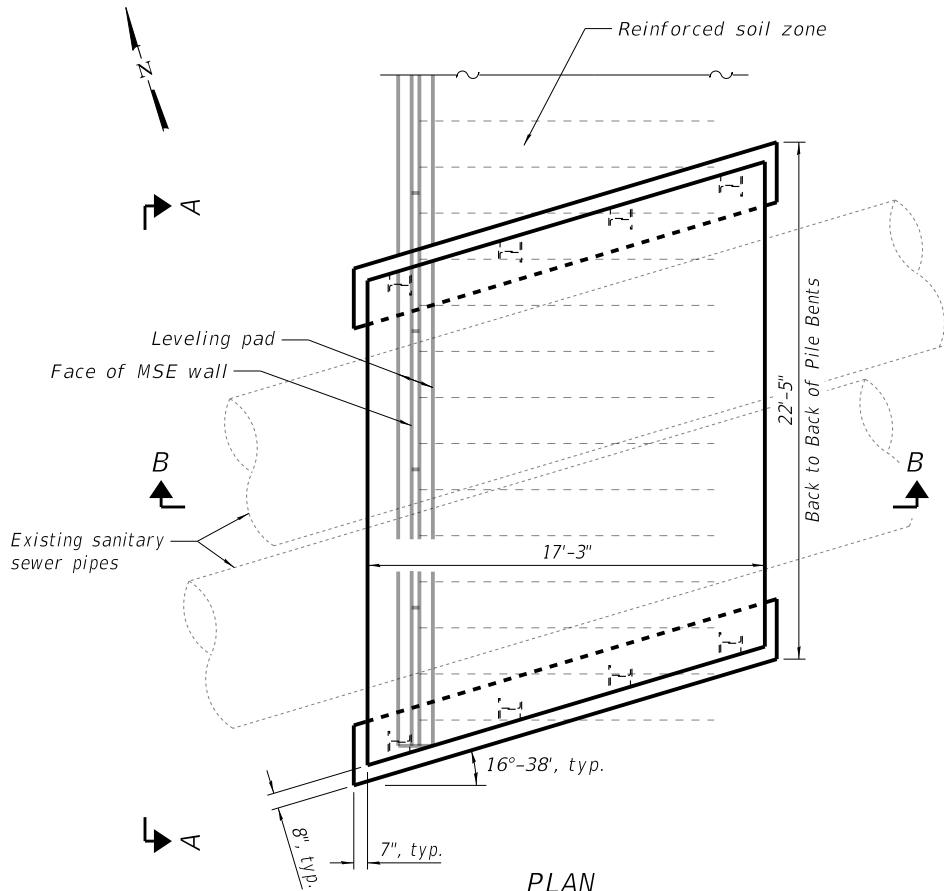
NOTES

- Top of pipe elevations are based on the results of a SUE study and are subject to nominal field variations. The contractor shall verify the actual top of pipe elevations and notify the Engineer in writing of any discrepancies prior to beginning Stage 2 removal operations.
- Leveling pad elevations and the associated geometry of MSE wall panels shall be coordinated by the Contractor after the top of pipe elevations have been verified in both locations.
- Excavation near the existing sewer pipes shall be kept to a minimum. Only remove material as necessary to verify the top of pipe elevations and construct the pile caps. The maximum depth of excavation shall not proceed below the mid-line of either sewer pipe.
- Backfill entire excavated area with CLSM to level with the top of pile cap prior to placing concrete utility slab.
- Structure Excavation quantity accounts for excavation below the top of leveling pad for the MSE walls. See MSE Wall Details for excavation quantity above this line.
- Slab design is based on a 15'-0" maximum width of the reinforced soil zone, with the MSE wall leveling pad centered on the outer beam.

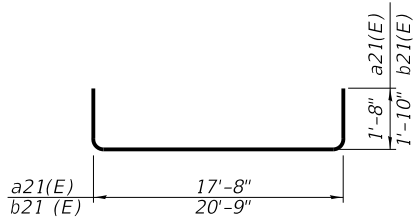
BILL OF MATERIAL
TWO UTILITY PROTECTION SLABS

(See Note 5)

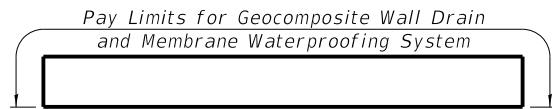
ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	56.0
Concrete Structures	Cu Yd	71.5
Reinforcement Bars, Epoxy Coated	Pound	14,390
Furnishing Steel Piles HP12x74	Foot	928
Driving Piles	Foot	928
Geocomposite Wall Drain	Sq Yd	99
Controlled Low-Strength Material	Cu Yd	40
Membrane Waterproofing System for Buried Structures	Sq Yd	99



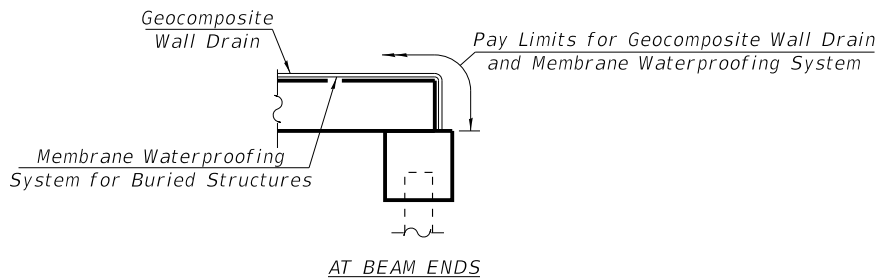
PLAN
South end of East MSE Wall shown.
South end of West MSE Wall similar by rotation.



BAR a21(E) and b21(E)



CROSS SECTION



MEMBRANE WATERPROOFING

Waterproofing shall not be applied until the minimum cure time on all grout has passed.

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BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - BLB	REVISED -
	DRAWN - BLB	REVISED -
	CHECKED - BAB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

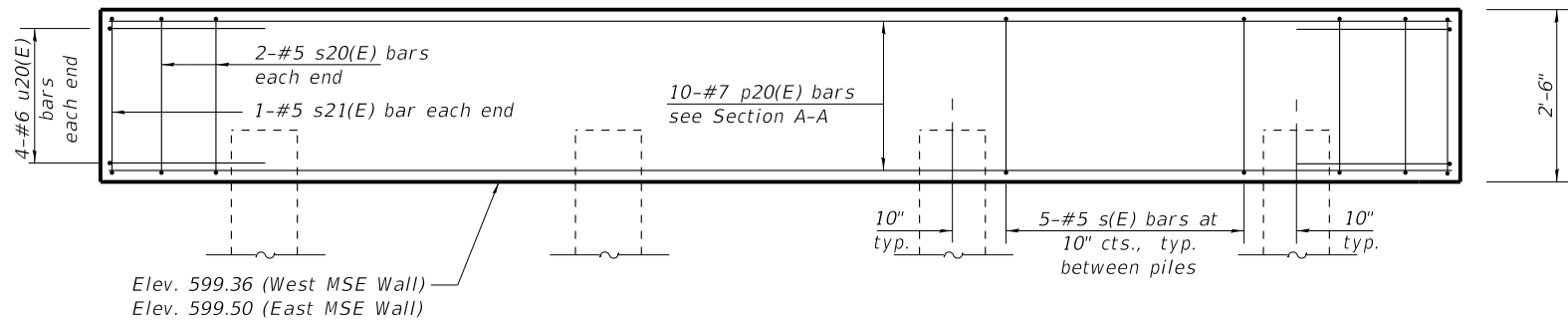
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN (UTILITY PROTECTION SLAB)
STRUCTURE NO. 016-0840

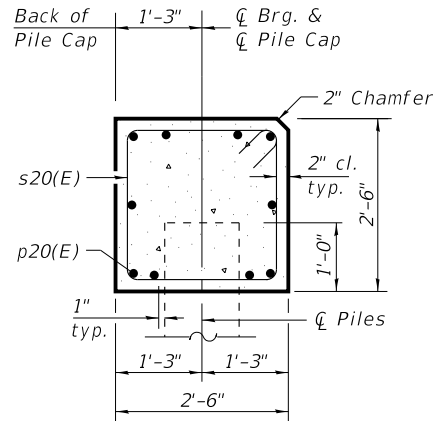
SHEET S1-45 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	190
CONTRACT NO. 62R63				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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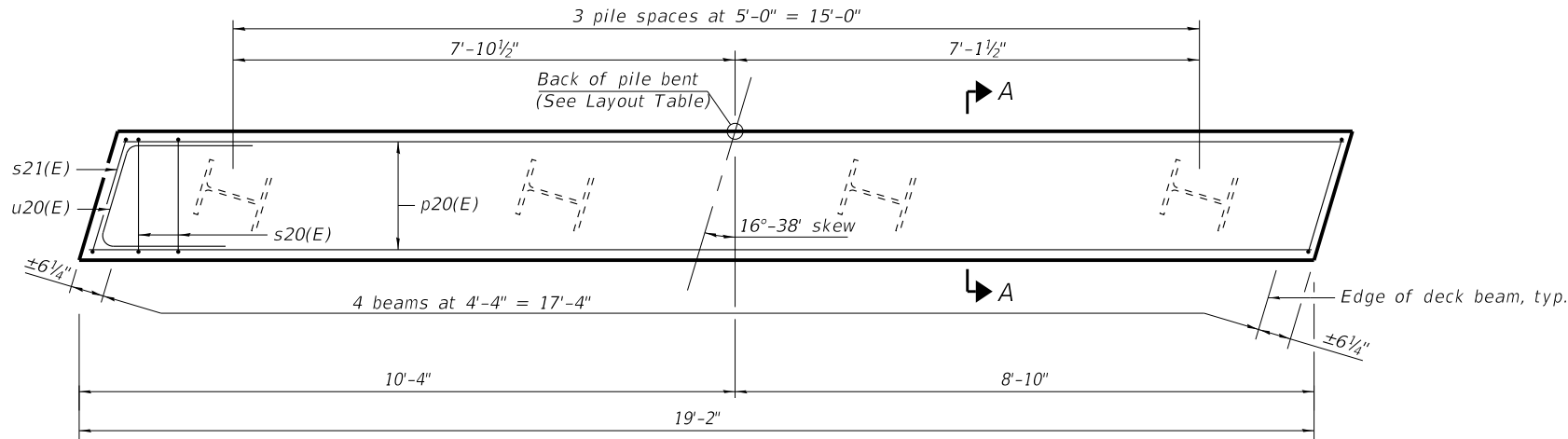


ELEVATION



SECTION A-A

(Dimensions are at right angles to pile cap)



PLAN

PILE DATA - WEST SLAB

Type: Steel HP12x74
Nominal Required Bearing: 485 kips
Factored Resistance Available: 267 kips
Est. Length: 56 feet
No. Production Piles: 8 (2 pile bents)
No. Test Piles: 0

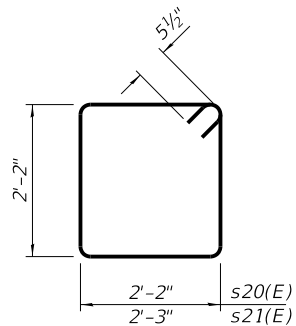
PILE DATA - EAST SLAB

Type: Steel HP12x74
Nominal Required Bearing: 519 kips
Factored Resistance Available: 285 kips
Est. Length: 60 feet
No. Production Piles: 8 (2 pile bents)
No. Test Piles: 0

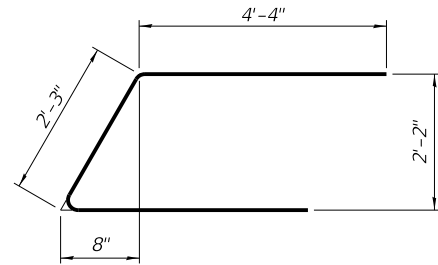
PILE BENT LAYOUT TABLE

MSE Wall	Bent	Station	Offset
West	South	48+75.0	66.6' Rt.
West	North	48+81.4	45.0' Rt.
East	South	50+85.4	66.2' Rt.
East	North	50+91.8	44.7' Rt.

Stations and offsets are given relative to Devon Avenue.
Bent locations are approximate and must be adjusted to
fit the actual locations of sewer pipes once determined.
See Sheet S1-42 and S1-43 for additional information.



BARS s20(E) & s21(E)



BAR u20(E)

REINFORCEMENT BARS
FOUR PILE CAPS

Bar	No.	Size	Length	Shape
p20(E)	40	#7	18'-9"	—
s20(E)	76	#5	9'-7"	□
s21(E)	8	#5	9'-9"	□
u20(E)	32	#6	10'-11"	⌒



SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



SHOE ATTACHMENT

Note:
The steel H-piles shall be according to
AASHTO M270 Grade 50.



WELDED COMMERCIAL SPLICE ALTERNATE

- * *Interrupt welds $\frac{1}{4}$ " from end of web and/or each flange.*
- * *Remove portions of backup P 's that extend outside the flanges.*
- * *Weld size per pile shoe manufacturer ($\frac{5}{16}$ " min.).*



END VIEW



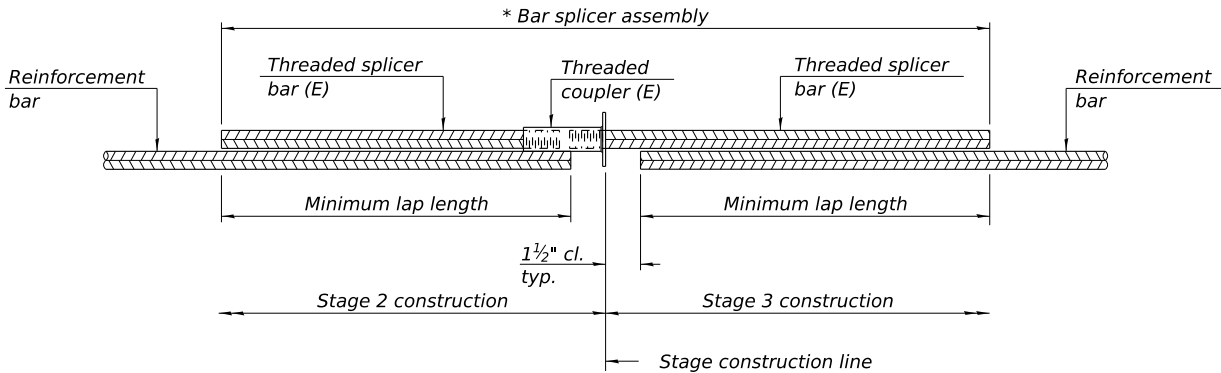
WELDED PLATE FIELD SPLICE



INDIVIDUAL PILE
CONCRETE ENCASEMENT
(when specified)



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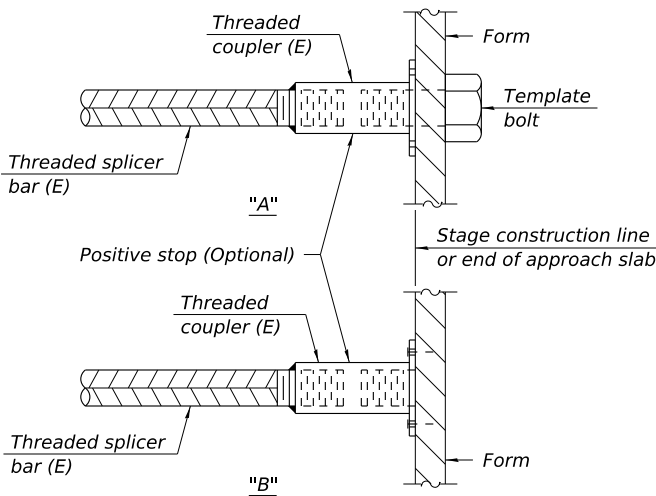
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	612	3'-6"
West Diaphragm	#6	5	3'-7"
East Diaphragm	#6	5	3'-7"
West Approach	#5	86	3'-6"
East Approach	#8	61	4'-9"
	#5	86	3'-6"
West Abutment	#8	61	4'-9"
	#5	8	3'-9"
East Abutment	#7	10	4'-5"
	#5	8	3'-9"
Pier	#5	37	3'-9"
	#7	16	4'-5"
	#9	14	6'-3"
	#10	8	7'-8"

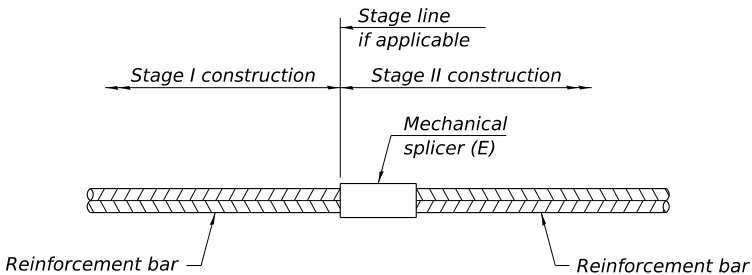


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

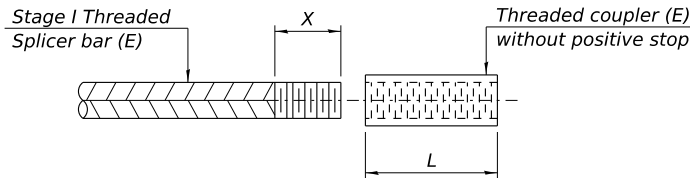
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
West Diaphragm	#6	4
East Diaphragm	#6	4



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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

BSD-1

4-4-2025

BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - SR	REVISED -
	DRAWN - SR	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-0840**

SHEET S1-48 OF S1-54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	193
CONTRACT NO. 62R63				
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\low-pw.bentley.com:bw-pw-01\Documents\Projects\LDOT\0220958\CAD\Sheets\62R63_SHT-STR-51-47-BoringLog1.dgn

NST NASH SOIL TESTING							BOREHOLE LOG				Number
							Client	Baxter and Woodman, Inc.			Plate 4
							Location	Devon Ave. Bridge over I-94-STA 51+51.93 (1942122.02N,1142941.671)			
23856 W. Andrew Rd., Unit 103, Plainfield, IL							Job Number	Job No. P-91-157-226; Contract No. 62R63			
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)	Moisture Content (%)	SPT Value	Blows/6 In	Drill Rig Type	Mobile B-57			
							Sampler Type	Split Spoon (SS)			
							Boring Location	STA 51+51.93 with offset 21.48' RT-See Plate 1			
							Boring Elevation (ft)	619.31			Date: 9/25/2023
							Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)
							0.5			7.5" of Asphalt, 11" of Concrete, 8" of Aggregate	618.81
							1.0			11" of Concrete	618.31
							1.5				617.81
1	SS	0.605	12	15.5	6	3	2.0			8" of Aggregate Base	617.31
							2.5			Brown and Gray Silty Clay (A-4)	616.81
							3.0			Trace Sand and Gravel, Stiff	616.31
							3.5			Unit Weight 116.5 pcf	615.81
							4.0				615.31
2	SS	2.419	16	16.2	2	3	4.5			Unit Weight 116.6 pcf	614.81
							5.0			Very Stiff	614.31
							5.5				613.81
							6.0				613.31
							6.5				612.81
3	SS	1.008	17	22.4	2	1	7.0			Unit Weight 115.4 pcf	612.31
							7.5				611.81
							8.0				611.31
							8.5				610.81
							9.0				610.31
4	SS	N/A	1	N/A	50/1		9.5			Brown Silty Gravel (A-1-b)	609.81
							10.0			Very Dense	609.31
							10.5				608.81
							11.0				608.31
5	SS	1.000	11	20.8	4	2	11.5			Brown and Gray Silty Clay (A-4)	607.81
							12.0			with Sand, Stiff	607.31
							12.5			Unit Weight 112.3 pcf	606.81
							13.0				606.31
							13.5				605.81
6	SS	1.250	18	22.5	3	2	14.0			Brown Lean Clay (A-6)	605.31
							14.5			Trace Gravel, Stiff	604.81
							15.0				604.31
							15.5				603.81
							16.0				603.31
7	SS	1.512	18	18.5	3	4	16.5			Brownish Gray Silty Clay (A-4)	602.81
							17.0			trace Sand and Gravel, Stiff	602.31
							17.5			Unit Weight 121.0 pcf	601.81
							18.0				601.31
							18.5				600.81
8	SS	1.750	12	19.2	2	3	19.0			Gray Silty Clay (A-4)	600.31
							19.5			Trace Sand and Gravel, Stiff	599.81
							20.0			Unit Weight 120.2 pcf	599.31
							20.5				598.81
							21.0				598.31
							21.5				597.81
9	SS	2.620	18	19.1	5	6	22.0			Unit Weight 114.8 pcf	597.31
							22.5				596.81
							23.0				596.31
							23.5				595.81
							24.0				595.31
10	SS	2.419	18	17.3	5	6	24.5			Unit Weight 120.4 pcf	594.81
							25.0				594.31
							25.5				593.81
							26.0				593.31
							26.5				592.81
11	SS	2.318	16	11.3	4	6	27.0			Unit Weight 128.6 pcf	592.31
							27.5				591.81
							28.0				591.31
							28.5				590.81
							29.0				590.31
12	SS	N/A	NR	N/A	6	7	29.5			NR No recovery	589.81
							30.0			Possible Boulders	589.31
Boring Continued											
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318											

NST NASH SOIL TESTING							BOREHOLE LOG				Number
							Client	Baxter and Woodman, Inc.			Plate 5
							Location	Devon Ave. Bridge over I-94-STA 51+51.93 (1942122.02N,1142941.671)			
23856 W. Andrew Rd., Unit 103, Plainfield, IL							Job Number	Job No. P-91-157-226; Contract No. 62R63			
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value	Blows/6 In	Drill Rig Type	Mobile B-57			
							Sampler Type	Split Spoon (SS)			
							Boring Location	STA 51+51.93 with offset 21.48' RT-See Plate 1			
							Boring Elevation (ft)	619.31			Date: 9/25/2023
							Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)
							30.5	NR		No recovery	588.81
							31.0			Possible Boulders	588.31
							31.5			587.81	
							32.0			587.31	
							32.5			586.81	
							33.0			586.31	
							33.5			585.81	
							34.0		585.31		
13	SS	0.750	2	20.1	5	6	34.5		Gray Silty Clay (A-4) Trace Sand & Gravel, Firm	584.81	
							35.0			584.31	
							35.5			583.81	
							36.0			583.31	
							36.5			582.81	
							37.0			582.31	
							37.5			581.81	
							38.0	581.31			
							38.5	580.81			
							39.0		580.31		
14	SS	1.250	9	22.6	7	8	39.5		Unit Weight 105.5 pcf Stiff	579.81	
							40.0			579.31	
							40.5			578.81	
							41.0			578.31	
							41.5			577.81	
							42.0			577.31	
							42.5			576.81	
							43.0	576.31			
							43.5	575.81			
							44.0		575.31		
15	SS	3.225	17	12.8	9	11	44.5	A-4	Unit Weight 133.7 pcf Very Stiff	574.81	
							45.0			574.31	
							45.5			573.81	
							46.0			573.31	
							46.5			572.81	
							47.0			572.31	
							47.5			571.81	
							48.0	571.31			
							48.5	570.81			
							49.0		570.31		
16	SS	4.636	18	16.7	7	9	49.5		Unit Weight 125.0 pcf Hard	569.81	
							50.0			569.31	
							50.5			568.81	
							51.0			568.31	
							51.5			567.81	
							52.0			567.31	
							52.5			566.81	
							53.0	566.31			
							53.5	565.81			
							54.0		565.31		
17	SS	1.411	16	22.1	5	7	54.5		Unit Weight 124.5 pcf Stiff	564.81	
							55.0			564.31	
							55.5			563.81	
							56.0			563.31	
							56.5			562.81	
							57.0			562.31	
							57.5			561.81	
							58.0	561.31			
							58.5	560.81			
							59.0	560.31			
18	SS	3.527	18	14.1	8	9	59.5		Unit Weight 126.5 pcf	559.81	
							60.0			559.31	
Boring Continued											
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318											

NST NASH SOIL TESTING							BOREHOLE LOG					Number
							Client	Baxter and Woodman, Inc.			Plate 6	
							Location	Devon Ave. Bridge over I-94-STA 51+51.93 (1942122.02N,1142941.671)				
23856 W. Andrew Rd., Unit 103, Plainfield, IL							Job Number	Job No. P-91-157-226; Contract No. 62R63				
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value	Blows/6 In	Drill Rig Type	Mobile B-57				
							Sampler Type	Split Spoon (SS)				
							Boring Location	STA 51+51.93 with offset 21.48' RT-See Plate 1				
							Boring Elevation (ft)	619.31				
							Date: 9/25/2023					
							Depth	Sample	Graphic	Soil Description	Elevation (ft)	
							(ft)	Depth				
							60.5			Gray Silty Clay (A-4)	558.81	
							61.0				558.31	
							61.5				557.81	
							62.0				557.31	
							62.5				556.81	
							63.0				556.31	
							63.5				555.81	
							64.0				555.31	
19	SS	5,946	18	14.6	13, 17, 18		64.5			Gray Lean Clay (A-6)	554.81	
							65.0			trace Sand & Gravel, Hard	554.31	
							65.5			Unit Weight 135.8 pcf	553.81	
							66.0				553.31	
							66.5				552.81	
							67.0				552.31	
							67.5				551.81	
							68.0				551.31	
							68.5				550.81	
							69.0				550.31	
20	SS	4,132	18	14.3	9, 12, 16		69.5			Hard	549.81	
							70.0			Unit Weight 130.0 pcf	549.31	
							70.5				548.81	
							71.0				548.31	
							71.5				547.81	
							72.0				547.31	
							72.5				546.81	
							73.0				546.31	
							73.5				545.81	
							74.0				545.31	
21	SS	4,837	18	12.4	22, 29, 35		74.5			Hard	544.81	
							75.0			Unit Weight 128.6 pcf	544.31	
							75.5				543.81	
							76.0				543.31	
							76.5				542.81	
							77.0				542.31	
							77.5				541.81	
							78.0				541.31	
							78.5				540.81	
							79.0				540.31	
22	SS	12,000+	3		50/4		79.5			Gray Silty Clay (A-4)	539.81	
							80.0			with Gravel and Sand Trace Clay	539.31	
							80.5			Possible Hard Pan	538.81	
							81.0				538.31	
							81.5				537.81	
							82.0				537.31	
							82.5				536.81	
							83.0				536.31	
							83.5				535.81	
							84.0				535.31	
23	SS	12,000+	3		50/3		84.5				534.81	
							85.0				534.31	
										End of Boring 85'		
										Water Level While Drilling : Dry		
										Water Level After Drilling : Dry		
										Cave In Depth : None		
										Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318		

MODEL: Default
FILE NAME: pw:\\bw-pw.bentley.com:bw-pw-01\\Documents\\Projects\\LDOT\\0220958\\CAD\\Sheets\\62R63_SHT-S1R-S1-48-BoringLog2.dgn

NST NASH SOIL TESTING							BOREHOLE LOG					Number
							Client	Baxter and Woodman, Inc.		Plate 8		
							Location	Devon Ave. Bridge over I-94-STA 48+38.17 (1942121.34N,1142627.907E)				
23856 W. Andrew Rd., Unit 103, Plainfield, IL							Job Number	Job No. P-91-157-226; Contract No. 62R63				
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Values Blows/6 In		Drill Rig Type	Mobile B-57				
							Sampler Type	Split Spoon (SS)				
							Boring Location	STA 48+38.17 with offset 21.20' RT-See Plate 1				
							Boring Elevation (ft)	619.16		Date: 9/25/2023		
							Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)	
							0.5			6" of Asphalt	618.55	
							1.0			CONC	618.16	
							1.5			12" of Concrete	617.66	
1	SS	N/A	10.00	N/A	6, 3, 4		2.0			AGG	617.16	
							2.5			6" of Aggregate Base AGG	616.66	
							3.0			Brown Sand (A-1-b)	616.16	
							3.5			Loose	615.66	
							4.0				615.16	
2	SS	N/A	14.00	N/A	3, 3, 3		4.5			A-1-b	614.66	
							5.0				614.16	
							5.5				613.66	
							6.0				613.16	
							6.5				612.66	
3	SS	N/A	10.00	N/A	1, 1, 1		7.0			Very Loose	612.16	
							7.5				611.66	
							8.0				611.16	
							8.5				610.66	
							9.0				610.16	
4	SS	N/A	11	N/A	3, 5, 6		9.5			A-1-a	609.66	
							10.0				609.16	
							10.5				608.66	
							11.0				608.16	
							11.5				607.66	
5	SS	N/A	9	N/A	1, 1, 2		12.0			A-1-b	607.16	
							12.5				606.66	
							13.0				606.16	
							13.5				605.66	
							14.0				605.16	
6	SS	N/A	8	N/A	1, 2, 2		14.5			A-1-a	604.66	
							15.0				604.16	
							15.5				603.66	
							16.0				603.16	
							16.5				602.66	
7	SS	2,419	13	16,7	3, 4, 6		17.0			A-64	602.16	
							17.5				601.66	
							18.0				601.16	
							18.5				600.66	
							19.0				600.16	
8	SS	3,930	15	17,4	4, 5, 7		19.5			Gray Silty Clay (A-6)	599.66	
							20.0				599.16	
							20.5				598.66	
							21.0				598.16	
							21.5				597.66	
9	SS	3,628	15	16,3	4, 6, 7		22.0			Unit weight 122.0 pcf	597.16	
							22.5				596.66	
							23.0				596.16	
							23.5				595.66	
							24.0				595.16	
10	SS	2,419	17	18,3	4, 5, 8		24.5			A-4	594.66	
							25.0				594.16	
							25.5				593.66	
							26.0				593.16	
							26.5				592.66	
11	SS	2,016	18	21,9	3, 6, 7		27.0			Unit weight 115.4 pcf	592.16	
							27.5				591.66	
							28.0				591.16	
							28.5				590.66	
							29.0				590.16	
12	SS	2,318	18	19,5	5, 5, 8		29.5			Unit weight 120.3 pcf	589.66	
							30.0				589.16	
Boring Continued												
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318												

NST NASH nash SOIL TESTING							BOREHOLE LOG					Number
							Client	Baxter and Woodman, Inc.		Plate 9		
							Location	Devon Ave. Bridge over I-94-STA 48+38.17 (1942121.34N,1142627.907E)				
23856 W. Andrew Rd., Unit 103, Plainfield, IL							Job Number	Job No. P-91-157-226; Contract No. 62R63				
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Values Blows/6 In		Drill Rig Type	Mobile B-57				
							Sampler Type	Split Spoon (SS)				
							Boring Location	STA 48+38.17 with offset 21.20' RT-See Plate 1				
							Boring Elevation (ft)	619.16 Date: 9/25/2023				
							Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)	
							30.5		A-4		588.66	
							31.0			588.16		
							31.5			587.66		
							32.0			587.16		
							32.5			586.66		
							33.0			586.16		
							33.5			585.66		
							34.0			585.16		
13	SS	2,620	18	15	7, 8, 9		34.5			584.66		
							35.0			584.16		
							35.5		Gray Lean Clay (A-6) Trace Gravel, Very Stiff Unit Weight 125.2 pcf	583.66		
							36.0			583.16		
							36.5			582.66		
							37.0			582.16		
							37.5			581.66		
							38.0			581.16		
							38.5			580.66		
							39.0			580.16		
14	SS	3,527	18	15,3	7, 8, 9		39.5			579.66		
							40.0			579.16		
							40.5		Unit Weight 141.6 pcf Very Stiff	578.66		
							41.0			578.16		
							41.5			577.66		
							42.0			577.16		
							42.5			576.66		
							43.0			576.16		
							43.5			575.66		
							44.0			575.16		
15	SS	3,430	4	19,7	6, 9, 12		44.5			574.66		
							45.0			574.16		
							45.5		A-6	573.66		
							46.0			573.16		
							46.5			572.66		
							47.0			572.16		
							47.5			571.66		
							48.0			571.16		
							48.5			570.66		
							49.0			570.16		
16	SS	4,636	18	21,0	9, 8, 12		49.5			569.66		
							50.0			569.16		
							50.5		Hard Unit Weight 121.3 pcf	568.66		
							51.0			568.16		
							51.5			567.66		
							52.0			567.16		
							52.5			566.66		
							53.0			566.16		
							53.5			565.66		
							54.0			565.16		
17	SS	5,543	18	13,1	9, 8, 12		54.5			564.66		
							55.0			564.16		
							55.5		Hard Unit Weight 131.7 pcf	563.66		
							56.0			563.16		
							56.5			562.66		
							57.0			562.16		
							57.5			561.66		
							58.0			561.16		
							58.5			560.66		
							59.0			560.16		
18	SS	5,744	18	14,9	8, 11, 14		59.5			559.66		
							60.0			559.16		
Boring Continued												
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318												

MODEL: Default
FILE NAME: pw:\\bw-pw.bentley.com:bw-pw-01\\Documents\\Projects\\LDOT\\2025\\8\\CAD\\Sheets\\62R63_SHT-STR-S1-49-BoringLog3.dgn

NST NASHnal SOIL TESTING							BOREHOLE LOG							Number
							Client		Baxter and Woodman, Inc.			BB-5A		
							Location		Devon Ave. Bridge over I-94-STA 48+51.11 (1942165.163N,1142640.715E)			Plate 11		
							Job Number		Job No. P-91-157-226; Contract No. 62R63					
23856 W. Andrew Rd., Unit 103, Plainfield							Drill Rig Type		Mobile B-57					
							Sampler Type		Split Spoon (SS)					
							Boring Location		STA 48+51.11 with offset 22.58' LT-See Plate 1					
							Boring Elevation (ft)		619.86			Date: 9/25/2023		
Sample # / RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value/6 In Blows	Depth (ft)	Sample Depth	Graphic	Soil Description					
									Elevation (ft)					
						0.5			AS	8.5 Inches of Asphalt	619.36			
						1.0			CONC	9.5 Inches of Concrete	618.86			
						1.5					618.36			
1	SS	1,510	7	19.7	3.3	2.0			AGG	6 Inches of Aggregate Base AGG	617.86			
						2.5				Brown Silty Clay (A-4)	617.36			
						3.0			A-4	Trace Sand and Gravel	616.86			
						3.5					616.36			
						4.0					615.86			
2	SS	N/A	6	15.2	3.6	4.5			A-1-a	Brown Sand (A-1-a)	615.36			
						5.0				Medium Dense	614.86			
						5.5					614.36			
						6.0					613.86			
						6.5					613.36			
3	SS	3,000	11	18.1	6.7	7.0			A-4	Brown Silty Clay (A-4)	612.86			
						7.5				Very Stiff	612.86			
						8.0				Unit Weight 111.6 pcf	612.36			
						8.5					611.86			
						9.0					611.36			
4	SS	N/A	1	22.1	50/1	9.5			A-1-b	Brown and Gray Silty Sand (A-1-b)	610.86			
						10.0				Medium Dense, possible boulder	610.36			
						10.5				Unit Weight 111.6 pcf	609.86			
						11.0					609.36			
						11.5					608.86			
5	SS	N/A	5	24.6	6.9	12.0					608.36			
						12.5					607.86			
						13.0					607.36			
						13.5					606.86			
						14.0					606.36			
6	SS	1,000	6	23.9	6.5	14.5				Gray Lean Clay (A-6)	605.86			
						15.0				Trace Gravel, Stiff	605.36			
						15.5					604.86			
						16.0					604.36			
						16.5					603.86			
7	SS	5,341	11	17.7	7.8	17.0				Hard	603.36			
						17.5				Unit Weight 123.7 pcf	602.86			
						18.0					602.36			
						18.5					601.86			
						19.0					601.36			
8	SS	3,527	16	17.8	8.9	19.5				Very Stiff	600.86			
						20.0				Unit Weight 128.9 pcf	600.36			
						20.5					599.86			
						21.0					599.36			
						21.5					598.86			
9	SS	2,419	12	20.1	6.8	22.0			A-6	Very Stiff	598.36			
						22.5				Unit Weight 110.4 pcf	597.86			
						23.0					597.36			
						23.5					596.86			
						24.0					596.36			
10	SS	2,217	16	18.2	5.6	24.5				Very Stiff	595.86			
						25.0				Unit Weight 127.2 pcf	595.36			
						25.5					594.86			
						26.0					594.36			
						26.5					593.86			
11	SS	2,620	18	20.4	5.7	27.0					593.36			
						27.5				Unit Weight 112.2 pcf	592.86			
						28.0					592.36			
						28.5					591.86			
						29.0					591.36			
12	SS	2,519	18	19.5	6.5	29.5				Very Stiff	590.86			
						30.0				Unit Weight 120.3 pcf	590.36			
											589.86			
									Boring continued					
									Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318					

NST NASHnal SOIL TESTING										BOREHOLE LOG					Number	
23856 W. Andrew Rd., Unit 103, Plainfield										Client	Baxter and Woodman, Inc.				Plate 12	
											Devon Ave. Bridge over I-94-STA 48+51.11 (1942165.163N,1142640.715E)					
											Job No. P-91-157-226; Contract No. 62R63					
											Job No. P-91-157-226; Contract No. 62R63					
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value Blows/6 In	Drill Rig Type		Sampler Type		Boring Location	STA 48+51.11 with offset 22.58' LT-See Plate 1			Date: 9/25/2023		
						Depth (ft)	Sample Depth	Graphic	Soil Description							
						30.5								589.36		
						31.0								588.86		
						31.5								588.36		
						32.0								587.86		
						32.5								587.36		
						33.0								586.86		
						33.5								586.36		
						34.0								585.86		
9	SS	2,116	18	19.4	5.6	34.5					Gray Lean Clay (A-6)			585.36		
						35.0					Trace Gravel, Very Stiff			584.86		
						35.5					Unit Weight 127.6 pcf			584.36		
						36.0								583.86		
						36.5								583.36		
						37.0								582.86		
						37.5								582.36		
						38.0								581.86		
						38.5								581.36		
						39.0								580.86		
10	SS	2,620	15	14.7	6.7	39.5					Very Stiff			580.36		
						40.0					Unit Weight 129.5 pcf			579.86		
						40.5								579.36		
						41.0								578.86		
						41.5								578.36		
						42.0								577.86		
						42.5								577.36		
						43.0								576.86		
						43.5								576.36		
						44.0								575.86		
11	SS	2,519	18	16.9	10.16	44.5					Gray Sandy Silty Clay (A-4)			575.36		
						45.0					Very Stiff			575.36		
						45.5					Unit Weight 133.1 pcf			574.86		
						46.0								574.36		
						46.5								573.86		
						47.0								573.36		
						47.5								572.86		
						48.0								572.36		
						48.5								571.86		
						49.0								571.36		
12	SS	4,334	18	18.2	11.14	49.5					Hard			570.86		
						50.0					Unit Weight 126.5 pcf			570.36		
						50.5								569.86		
						51.0								569.36		
						51.5								568.86		
						52.0								568.36		
						52.5								567.86		
						53.0								567.36		
						53.5								566.86		
						54.0								566.36		
13	SS	3,527	18	16.3	5.9	54.5					Very Stiff			565.86		
						55.0					Unit Weight 133.5 pcf			565.36		
						55.5								564.86		
						56.0								564.36		
						56.5								563.86		
						57.0								563.36		
						57.5								562.86		
						58.0								562.36		
						58.5								561.86		
						59.0								561.36		
14	SS	5,241	13	12.8	17.10	59.5					Hard			560.86		
						60.0					Unit Weight 118.6 pcf			560.36		
						60.0								559.86		
										Boring Continued						
										Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318						

MODEL: Default
FILE NAME: pw:\\bw-pw.bentley.com:bw-pw-01\\Documents\\Projects\\LDOT\\2025\\8\\CAD\\Sheets\\62R63_SHT-STR-S1-50-BoringLog4.dgn

NST Nashnal SOIL TESTING						BOREHOLE LOG				Number	
23856 W. Andrew Rd., Unit 103, Plainfield										BB-7A	
						Client	Baxter and Woodman, Inc.			Plate 15	
						Location	Devon Ave. Bridge over I-94-STA 51+29.63 (1942167.179N,1142919.233E)				
						Job Number	Job No. P-91-157-226; Contract No. 62R63				
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value Blows/6 In	Drill Rig Type	Mobile B-57				
						Sampler Type	Split Spoon (SS)				
						Boring Location	STA 51+29.63 with offset 23.75' LT-See Plate 1				
						Boring Elevation (ft)	620.5				
						Date: 9/25/2023					
						Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)	
						0.5			As	620.00	
						1.0			CONC	619.50	
						1.5			9 Inches of Concrete	619.00	
1	SS	1,500	7	16.6	3, 2, 2	2.0			AGG	618.50	
						2.5			6 Inches of Aggregate Base AGG	618.00	
						3.0			Brown and Gray Sandy Silty Clay (A-4)	617.50	
						3.5			Stiff	617.00	
						4.0			Unit Weight 114.5 pcf	616.50	
2	SS	1,310	10	23.0	3, 4, 3	4.5			A-4	616.00	
						5.0			Unit Weight 107.3 pcf	615.50	
						5.5				615.00	
						6.0				614.50	
						6.5			Brown Silty Clay (A-4)	614.00	
3	SS	1,612	18	17.9	4, 3, 4	7.0			A-4	613.50	
						7.5			Trace Gravel, Stiff	613.00	
						8.0			Unit Weight 119.0 pcf	612.50	
						8.5				612.00	
						9.0			Dark Brown Lean Clay (A-6)	611.50	
4	SS	2,519	15	15.4	5, 7, 8	9.5			A-6	611.00	
						10.0			Trace Gravel, Very Stiff	610.50	
						10.5			Unit Weight 113.0 pcf	610.00	
						11.0				609.50	
						11.5			Gray Lean Clay (A-6)	609.00	
5	SS	2,721	12	20.4	4, 4, 5	12.0			Trace Sand and Gravel , Very Stiff	608.50	
						12.5			Unit Weight 108.1 pcf	608.00	
						13.0				607.50	
						13.5			Very soft	607.00	
						14.0				606.50	
6	SS	<0.250	15	25.1	WOH	14.5				606.00	
						15.0				605.50	
						15.5				605.00	
						16.0			Very Stiff	604.50	
						16.5			Unit Weight 123.3 pcf	604.00	
7	SS	3,500	17	16.8	ST	17.0				603.50	
						17.5				603.00	
						18.0				602.50	
						18.5				602.00	
						19.0			Very Stiff	601.50	
8	SS	3,225	18	19.0	7, 10, 13	19.5			Unit Weight 123.9 pcf	601.00	
						20.0				600.50	
						20.5				600.00	
						21.0				599.50	
						21.5			Unit Weight 121.2 pcf	599.00	
9	SS	2,923	17	17.0	5, 7, 10	22.0				598.50	
						22.5				598.00	
						23.0				597.50	
						23.5				597.00	
						24.0			Unit Weight 121.6 pcf	596.50	
10	SS	2,822	16	17.7	5, 5, 9	24.5				596.00	
						25.0				595.50	
						25.5				595.00	
						26.0			Stiff	594.50	
						26.5			Unit Weight 118.7 pcf	594.00	
11	SS	1,814	18	19.3	5, 7, 8	27.0				593.50	
						27.5				593.00	
						28.0				592.50	
						28.5			Stiff	592.00	
						29.0			Unit Weight 119.9 pcf	591.50	
12	SS	1,612	18	20.9	4, 5, 7	29.5				591.00	
						30.0				590.50	
Boring Continued											
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318											

NST NASHnal SOIL TESTING						BOREHOLE LOG				Number	
23856 W. Andrew Rd., Unit 103, Plainfield										BB-7B	
						Client	Baxter and Woodman, Inc.			Plate 16	
						Location	Devon Ave. Bridge over I-94-STA 51+29.63 (1942167.179N,1142919.233E)				
						Job Number	Job No. P-91-157-226; Contract No. 62R63				
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value Blows/6 In	Drill Rig Type	Mobile B-57				
						Sampler Type	Split Spoon (SS)				
						Boring Location	STA 51+29.63 with offset 23.75' LT-See Plate 1				
						Boring Elevation (ft)	620.5			Date: 9/25/2023	
						Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)	
						30.5				590.00	
						31.0				589.50	
						31.5				589.00	
						32.0				588.50	
						32.5				588.00	
						33.0			Gray Lean Clay (A-6)	587.50	
						33.5			Trace Gravel	587.00	
						34.0			Stiff	586.50	
13	SS	2,519	18	19.8	4, 6, 6	34.5			Unit Weight 118.9 pcf	586.00	
						35.0				585.50	
						35.5				585.00	
						36.0				584.50	
						36.5				584.00	
						37.0				583.50	
						37.5				583.00	
						38.0				582.50	
						38.5				582.00	
						39.0			Very Stiff	581.50	
14	SS	4,233	16	16.3	6, 10, 14	39.5			Unit Weight 128.4 pcf	581.00	
						40.0				580.50	
						40.5				580.00	
						41.0				579.50	
						41.5				579.00	
						42.0				578.50	
						42.5				578.00	
						43.0				577.50	
						43.5				577.00	
15	SS	4,233	18	16.0	7, 8, 13	44.0			A-6	576.50	
						44.5			Unit Weight 123.2 pcf	576.00	
						45.0				575.50	
						45.5				575.00	
						46.0				574.50	
						46.5				574.00	
						47.0				573.50	
						47.5				573.00	
						48.0				572.50	
						48.5				572.00	
						49.0			Very Stiff	571.50	
16	SS	4,535	18	15.6	9, 12, 16	49.5			Unit Weight 120.0 pcf	571.00	
						50.0				570.50	
						50.5				570.00	
						51.0				569.50	
						51.5				569.00	
						52.0				568.50	
						52.5				568.00	
						53.0				567.50	
						53.5				567.00	
						54.0				566.50	
17	SS	3,225	15	25.3	9, 5, 7	54.5			Stiff	566.00	
						55.0			Unit Weight 116.9 pcf	565.50	
						55.5				565.00	
						56.0				564.50	
						56.5				564.00	
						57.0				563.50	
						57.5				563.00	
						58.0				562.50	
						58.5				562.00	
						59.0			With Sand, Stiff	561.50	
18	SS	5,543	18	14.4	9, 11, 17	59.5			Unit Weight 132.1 pcf	561.00	
						60.0				560.50	
Boring Continued											
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318											

NST NASHnal SOIL TESTING						BOREHOLE LOG						Number		
23856 W. Andrew Rd., Unit 103, Plainfield						Client						Baxter and Woodman, Inc.	B-7 C	
						Location						Devon Ave. Bridge over I-94-STA 51+29.63 (1942167.179N,1142919.233E)	Plate 17	
						Job Number						Job No. P-91-157-226; Contract No. 62R63		
Sample # /RUN #	Sampling Method	Rimac Cu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Value/see Blows/6 In	Drill Rig Type						Mobile B-57		
						Sampler Type						Split Spoon (SS)		
						Boring Location						STA 51+29.63 with offset 23.75' LT-See Plate 1		
						Boring Elevation (ft)						620.5	Date: 9/25/2023	
						Depth (ft)	Sample Depth	Graphic	Soil Description					Elevation (ft)
						80.5		A-6						560.00
						81.0								559.50
						81.5								559.00
						82.0								558.50
						82.5								558.00
						83.0								557.50
						83.5								557.00
						84.0								556.50
19	SS	4,535	18.00	14.8	9, 12, 16	84.5		A-5	Gray Silty Clay (A-5)					556.00
						85.0			trace Sand & Gravel, Hard					555.50
						85.5			Unit Weight 133.7 pcf					555.00
						86.0								554.50
						86.5								554.00
						87.0								553.50
						87.5								553.00
						88.0								552.50
						88.5								552.00
						89.0								551.50
						89.5								551.00
						90.0								550.50
20	SS	3,527	18.00	15.5	11, 12, 16	70.0		A-5	Unit Weight 121.8 pcf					550.00
						70.5			Very Stiff					549.50
						71.0								549.00
						71.5								548.50
						72.0								548.00
						72.5								547.50
						73.0								547.00
						73.5								546.50
						74.0		A-6	Gray Lean Clay (A-6)					546.00
						74.5			with Crushed Limestone and Sand, Very Stiff					545.50
						75.0			Unit Weight 124.9 pcf					545.00
						75.5								544.50
						76.0								544.00
						76.5								543.50
						77.0								543.00
						77.5								542.50
						78.0		A-1	Stone Fragments Gravel and Sand (A-1)					542.00
						78.5			Very Dense					541.50
						79.0			Altered Bed Rock					541.00
						79.5								540.50
						80.0								540.00
						81.0								539.50
						81.5								539.00
						82.0								538.50
						82.5							538.00	
						83.0							537.50	
						83.5							537.00	
23	SS	N/A	8.00	4	43, 50/4	84.0		Bed Rock Boring terminated at 84.0'					536.50	
													End of Boring 84'	
													Water Level While Drilling : Dry	
													Water Level After Drilling : Dry	
													Cave In Depth : None	
													Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318	

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NST NASHnal SOIL TESTING 23856 W. Andrew Rd., Unit 103, Plainfield						BOREHOLE LOG				Number WB-9	
						Client		Baxter and Woodman, Inc.		Plate 19	
Location		Devon Ave. Bridge over I-94-STA 50+80.83 (1942223.754N,1142870.26E)									
Job Number		Job No. P-91-157-226; Contract No. 62R63									
Drill Rig Type		Mobile B-57									
Sampler Type		Split Spoon (SS)									
Boring Location		STA 50+80.83 with offset 80.47' LT-See Plate 1									
Boring Elevation (ft)		603.88		Date: 9/28/2023							
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Values Blows/6 In	Depth	Sample	Graphic	Soil Description	Elevation (ft)	
						(ft)	Depth				
						0.5		AS	16 Inches of Asphalt	603.38	
						1.0				602.88	
						1.5				602.38	
1	SS	N/A	13	N/A	13, 10, 15	2.0		A-1-b	Brown and Gray Gravel (A-1-b) with Sand	601.88	
						2.5				601.38	
						3.0				600.88	
						3.5				600.38	
						4.0				599.88	
2	SS	4.535	12	13.4	5, 6, 5	4.5			Gray Lean Clay (A-6) Trace Gravel, Hard	599.38	
						5.0			Unit Weight 124.0 pcf	598.88	
						5.5				598.38	
						6.0				597.88	
						6.5				597.38	
3	SS	2.822	18	15.9	4, 5, 6	7.0			Very Stiff	596.88	
						7.5			Unit Weight 120.2 pcf	596.38	
						8.0				595.88	
						8.5				595.38	
						9.0				594.88	
4	SS	3.023	18	17.7	4, 4, 5	9.5				594.38	
						10.0			Unit Weight 120.4 pcf	593.88	
						10.5				593.38	
						11.0				592.88	
						11.5				592.38	
5	SS	2.318	18	16.6	5, 4, 6	12.0		A-6		591.88	
						12.5			Unit Weight 117.1 pcf	591.38	
						13.0				590.88	
						13.5				590.38	
						14.0				589.88	
6	SS	1.713	18	19.8	3, 5, 5	14.5			With Gravel, Stiff	589.38	
						15.0			Unit Weight 127.2 pcf	588.88	
						15.5				588.38	
						16.0				587.88	
						16.5				587.38	
7	SS	2.217	18	19.0	4, 5, 7	17.0				586.88	
						17.5			Unit Weight 118.7 pcf	586.38	
						18.0				585.88	
						18.5				585.38	
						19.0				584.88	
8	SS	2.519	18	17.6	5, 6, 8	19.5				584.38	
						20.0			Unit Weight 123.3 pcf	583.88	
									End of Boring 20'		
									Water Level While Drilling : Dry		
									Water Level After Drilling : Dry		
									Cave In Depth : None		



USER NAME = mornig	DESIGNED - SR	REVISED -
	DRAWN - SR	REVISED -
	CHECKED - BLB	REVISED -
PLOT DATE = 10/1/2025	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS (SHEET 5 OF 6)
STRUCTURE NO. 016-0840

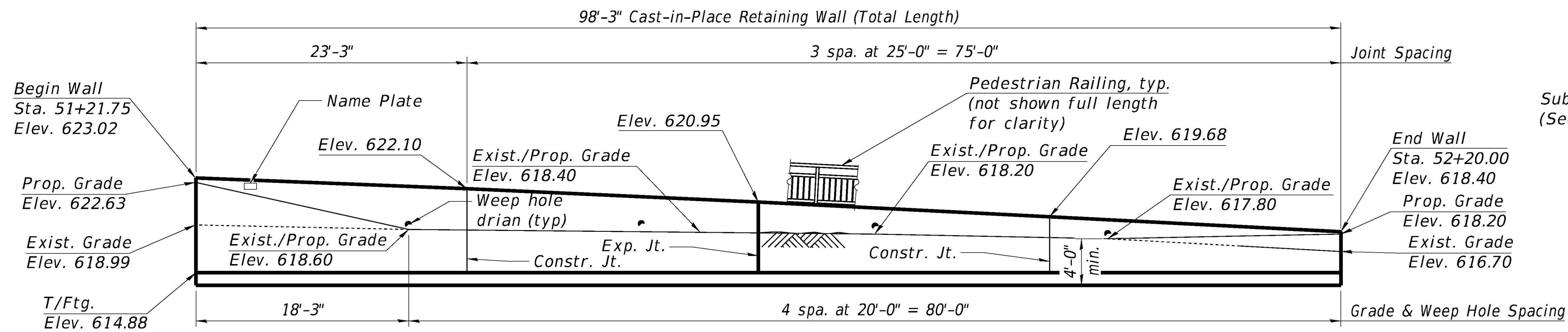
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	FAI 94 22 STRUCTURE 1	COOK	268	198
CONTRACT NO. 62R63				
ILLINOIS		FED. AID PROJECT		

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NASHnal SOIL TESTING							BOREHOLE LOG				Number
							Client	Baxter and Woodman, Inc.			BB-13A
							Location	Devon Ave. Bridge over I-94-STA 50+45.00 (41.997414,-87.74990)			Plate 22
23856 W. Andrew Rd., Unit 103, Plainfield							Job Number	Job No. P-91-157-226; Contract No. 62R63			
							Drill Rig Type	Mobile B-57			
							Sampler Type	Split Spoon (SS)			
							Boring Location	STA 50+45.00 with offset 60.28' LT-See Plate 1			
							Boring Elevation (ft)	603.76			Date: 11/4/2023
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Valueuse Blows/6 In		Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)
							0.5			4.0 Inches of Asphalt	603.26
							1.0			11 Inches of Concrete	602.76
							1.5			CONC	602.26
1	SS	NA	3	NA	50/3'		2.0			Concrete and Asphalt Fill (AGG FILL)	601.76
							2.5			Extreamly Dense	601.26
							3.0				600.76
							3.5				600.26
							4.0				599.76
2	SS	N/A	5	NA	50/5'		4.5			Aggregate Fill (AGG FILL)	599.26
							5.0			Gravel, Boulder, Cobble Mix-Extreamly Dense	598.76
							5.5				598.26
							6.0				597.76
							6.5				597.26
3	SS	3.124	16	27.8	3.6, 7		7.0			Gray Lean Clay (A-6)	596.76
							7.5			Very Stiff	596.26
							8.0			Unit Weight 107.7 pcf	595.76
							8.5				595.26
							9.0				594.76
4	SS	2.923	16	15.0	3.5, 7		9.5			Unit Weight 127.5 pcf	594.26
							10.0				593.76
							10.5				593.26
							11.0				592.76
							11.5				592.26
5	SS	3.830	18	21.2	2.5, 6		12.0			Unit Weight 112.5 pcf	591.76
							12.5				591.26
							13.0				590.76
							13.5				590.26
							14.0				589.76
6	SS	3.830	16	18.8	3.4, 5		14.5			Unit Weight 118.7 pcf	589.26
							15.0				588.76
							15.5				588.26
							16.0				587.76
							16.5				587.26
7	SS	1.915	16	20.2	2.4, 5		17.0			Stiff	586.76
							17.5			Unit Weight 118.4 pcf	586.26
							18.0				585.76
							18.5				585.26
							19.0				584.76
8	SS	1.000	6	22.7	5.8, 7		19.5			Stiff	584.26
							20.0				583.76
							20.5				583.26
							21.0				582.76
							21.5				582.26
9	SS	1.915	18	19.4	2.5, 6		22.0			Stiff	581.76
							22.5			Unit Weight 112.6 pcf	581.26
							23.0				580.76
							23.5				580.26
							24.0				579.76
10	SS	2.016	18	22.2	7.7, 7		24.5			Very Stiff	579.26
							25.0			Unit Weight 107.9 pcf	578.76
							25.5				578.26
							26.0				577.76
							26.5				577.26
11	SS	2.923	15	14.9	4.8, 9		27.0			Unit Weight 128.5 pcf	576.76
							27.5				576.26
							28.0				575.76
							28.5				575.26
							29.0				574.76
12	SS	4.132	18	15.8	5, 10, 15		29.5			Hard	574.26
							30.0			Unit Weight 130.3 pcf	573.76
Boring continued											
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318											

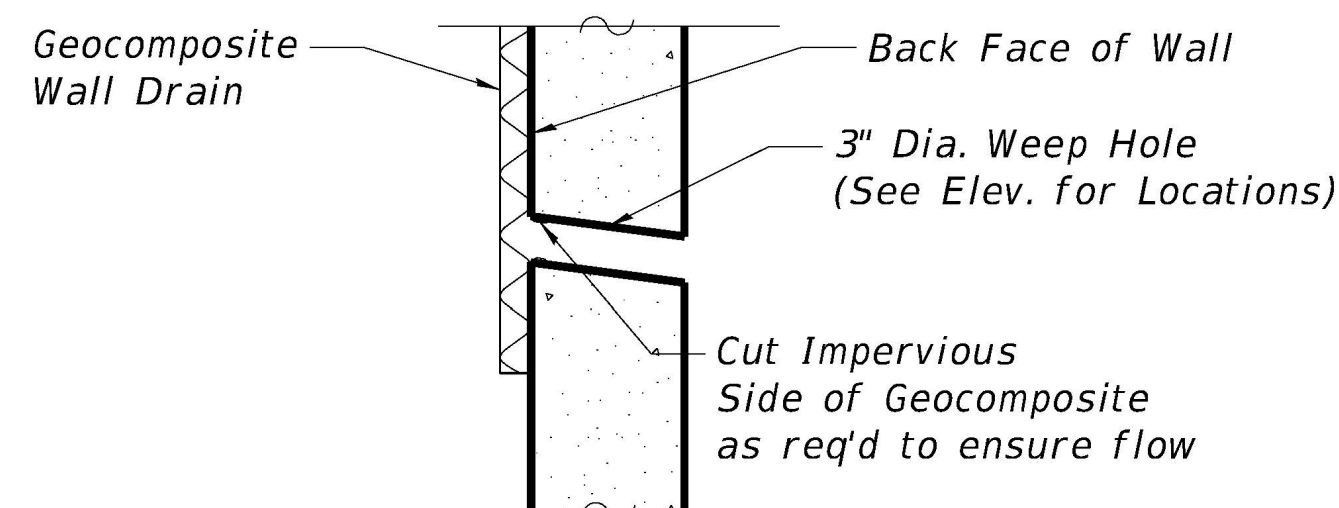
NASHnal SOIL TESTING							BOREHOLE LOG				Number
							Client	Baxter and Woodman, Inc.			BB-13B
							Location	Devon Ave. Bridge over I-94-STA 50+45.00 (41.997414,-87.74990)			Plate 23
23856 W. Andrew Rd., Unit 103, Plainfield							Job Number	Job No. P-91-157-226; Contract No. 62R63			
							Drill Rig Type	Mobile B-57			
							Sampler Type	Split Spoon (SS)			
							Boring Location	STA 50+45.00 with offset 60.28' LT-See Plate 1			
							Boring Elevation (ft)	603.76			Date: 11/4/2023
Sample # /RUN #	Sampling Method	Rimac Qu (tsf)	Sample Recovery (in)/%	Moisture Content (%)	SPT Valueuse Blows/6 In		Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)
							30.5				573.26
							31.0				572.76
							31.5				572.26
							32.0				571.76
							32.5				571.26
							33.0				570.76
							33.5				570.26
							34.0				569.76
13	SS	4.937	16	20	4.8, 16		34.5			Hard	569.26
							35.0			Unit Weight 117.8 pcf	568.76
							35.5				568.26
							36.0				567.76
							36.5				567.26
							37.0				566.76
							37.5				566.26
							38.0				565.76
							38.5				565.26
							39.0				564.76
14	SS	2.721	16	16.9	7.7, 9		39.5			Very Stiff	564.26
							40.0			Unit Weight 126.5 pcf	563.76
							40.5				563.26
							41.0				562.76
							41.5				562.26
							42.0				561.76
							42.5				561.26
							43.0				560.76
							43.5				560.26
							44.0				559.76
15	SS	4.233	14	14.1	6.9, 10		44.5			Hard	559.26
							45.0			Unit Weight 124.4 pcf	558.76
							45.5				558.26
							46.0				557.76
							46.5				557.26
							47.0				556.76
							47.5				556.26
							48.0				555.76
							48.5				555.26
							49.0				554.76
16	SS	2.721	13	15.5	6.10, 10		49.5			Very Stiff	554.26
							50.0			Unit Weight 124.0 pcf	553.76
							50.5				553.26
							51.0				552.76
							51.5				552.26
							52.0				551.76
							52.5				551.26
							53.0				550.76
							53.5				550.26
							54.0				549.76
17	SS	2.923	18	30.8	4.4, 5		54.5			Unit Weight 111.8 pcf	549.26
							55.0				548.76
							55.5				548.26
							56.0				547.76
							56.5				547.26
							57.0				546.76
							57.5				546.26
							58.0				545.76
							58.5				545.26
							59.0				544.76
18	SS	5.845	18	11.6	24, 29, 22		59.5			Hard	544.26
							60.0			Unit Weight 132.6 pcf	543.76
Boring continued											
Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318											

NST NASHnal SOIL TESTING							BOREHOLE LOG					Number
							Client	Baxter and Woodman, Inc.		BB-13C		
							Location	Devon Ave. Bridge over I-94-STA 50+45.00 (41.997414,-87.74990)		Plate 24		
23856 W. Andrew Rd., Unit 103, Plainfield							Job Number	Job No. P-91-157-226; Contract No. 62R63				
Sample #	RUN #	Sampling Method	Rimac Ou (tsf)	Sample Recovery (in) %	Moisture Content (%)	SPT Value#6 In	Drill Rig Type	Mobile B-57				
							Sampler Type	Split Spoon (SS)				
							Boring Location	STA 50+45.00 with offset 60.28' LT-See Plate 1				
							Boring Elevation (ft)	603.76		Date: 11/4/2023		
							Depth (ft)	Sample Depth	Graphic	Soil Description	Elevation (ft)	
							80.5			543.26		
							81.0			542.76		
							81.5			542.26		
							82.0			541.76		
							82.5			541.26		
							83.0			540.76		
							83.5			540.26		
							84.0			539.76		
19	SS	NA	1	NA	50/1"		84.5		No Recovery-Possible Rock	539.26		
							85.0			538.76		
							85.5			538.26		
							86.0			537.76		
							86.5			537.26		
							87.0			536.76		
							87.5			536.26		
							88.0			535.76		
							88.5			535.26		
							89.0			534.76		
20	SS	7.962	5	16.9	50/5'		89.5		Very Hard Hard Pan	534.26		
							90.0			533.76		
							90.5			533.26		
							91.0			532.76		
							91.5			532.26		
							92.0			531.76		
							92.5		Rock Type: Limestone	531.26		
							93.0		Well Cemented, Light Gray to Gray	530.76		
							93.5		Thinly Bedded, Slightly Weathered	530.26		
							94.0		Fine to Medium Grained	529.76		
							94.5		RQD %≈66	529.26		
							95.0			528.76		
							95.5			528.26		
							96.0			527.76		
							96.5			527.26		
							97.0			526.76		
							97.5			526.26		
							98.0			525.76		
							98.5			525.26		
							99.0			524.76		
							99.5			524.26		
							100.0			523.76		
							100.5			523.26		
							101.0			522.76		
							101.5			522.26		
							102.0			521.76		
							102.5			521.26		
							103.0			520.76		
							103.5			520.26		
							104.0			519.76		
							104.5			519.26		
							105.0			518.76		
							105.5			518.26		
							106.0			517.76		
							106.5			517.26		
							107.0			516.76		
							End of Boring 87.0'					
							Water Level While Drilling : Dry					
							Water Level After Drilling : Dry					
							Cave In Depth : None					
							Note: Soil group symbol and group name are determined based on visual classification, plasticity index and liquid limit wherever material was available using ASTM D2488 & D4318					



Notes:

The nominal soil bearing pressure capacity required shall be a minimum of 5,000 p.s.f. (The Factored Bearing Resistance required shall be a minimum of 6,500 p.s.f.). Contractor shall verify soil properties and notify the engineer if bearing values are not encountered at the bottom of footing elevations

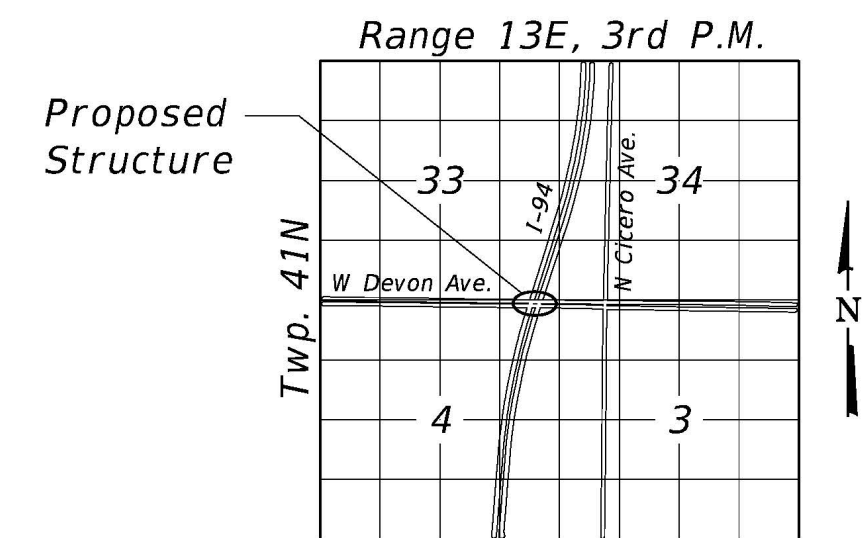


STA.51+21.75
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RTE. 1349
SEC. FAI 94 22 STRUCTURE 1
LOADING HL-93
STR. NO. 016-Z066

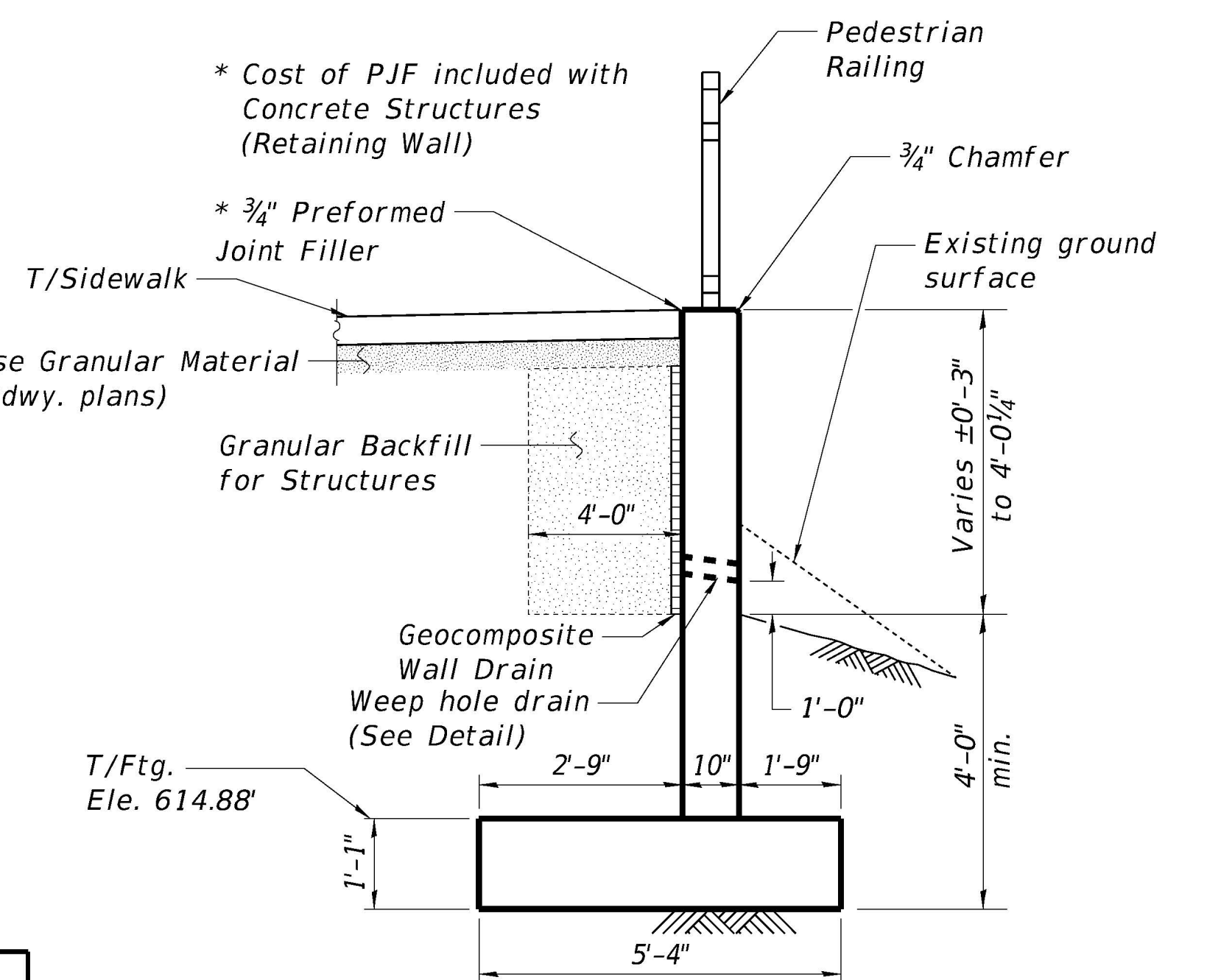
NAME PLATE
See Std. 515001

INDEX OF SHEETS

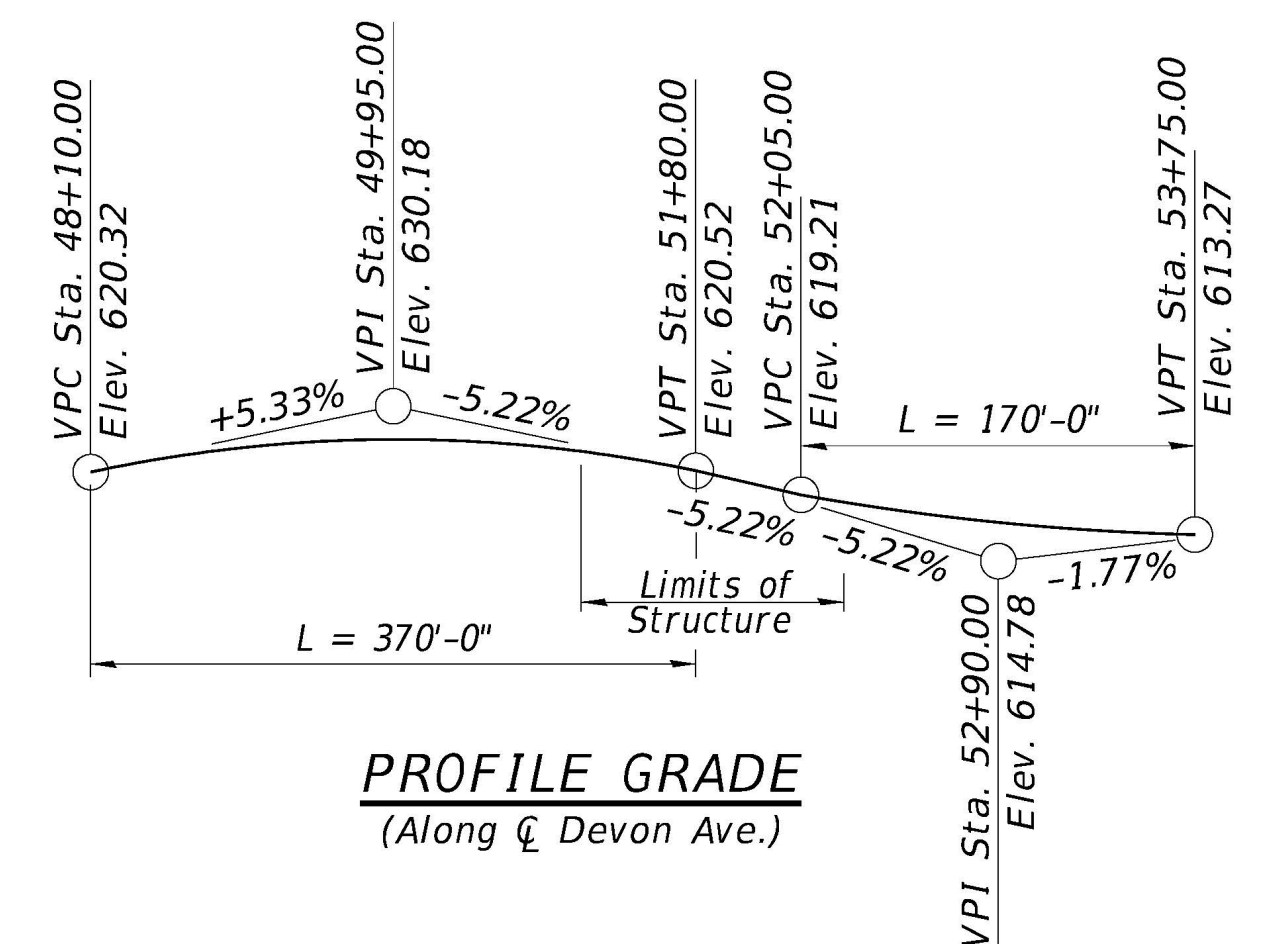
S2-01 General Plan and Elevation
S2-02 Details & Total Bill of Materials
S2-03 Pedestrian Railing
S2-04 Boring Logs



LOCATION SKETCH



Note:
See Roadway Plans for sidewalk details.



PROFILE GRADE
(Along & Devon Ave.)

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design
Specifications, 9th Edition with Interims

DESIGN STRESSES

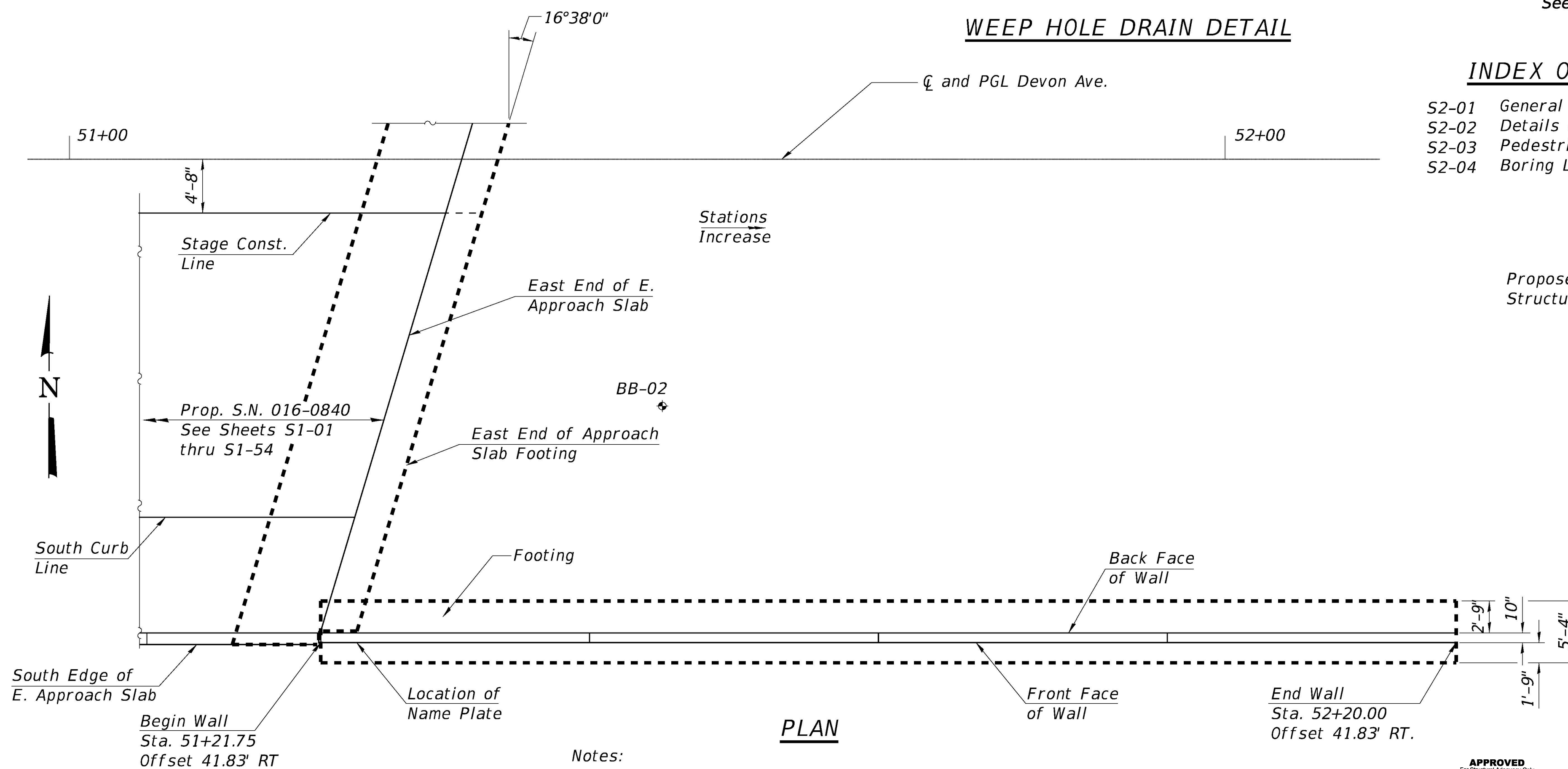
FIELD UNITS

$f'_c = 3,500 \text{ psi (Substructure)}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$

GENERAL PLAN AND ELEVATION
RETAINING WALL ALONG DEVON AVENUE

F.A.P. RTE. 1349
SEC. FAI 94 22 STRUCTURE 1
COOK COUNTY

STA. 51+21.75 TO 52+20
STRUCTURE NO. 016-Z066



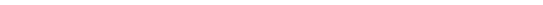
Notes:

1. Station and offsets are measured from ℄ Devon Avenue to the front Face of Wall.
2. Provide Protective Coat on all exposed concrete Retaining Wall surfaces.

APPROVED
For Structural Adequacy Only
[Signature]
Engineer of Bridges & Structures

BRANDON L. BUZZELL
081-006358
LICENSED
STRUCTURAL
ENGINEER
OF
STATE OF ILLINOIS

8/11/2025
Brandon Buzzell
BRANDON L. BUZZELL
NO. 081-006358
EXP. DATE 11/30/2026

	USER NAME = cstoczynski	DESIGNED - BAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 016-Z066	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BAB	REVISED -			1349	FAI 94 22 STRUCTURE 1	COOK	268	200
		CHECKED - BLB	REVISED -			CONTRACT NO. 62R63				
	PLOT DATE = 8/11/2025	DATE - 8/11/2025	REVISED -			SHEET S2-01 OF S2-04 SHEETS				