11-08-2019 LETTING ITEM 085

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	1
	ILLINOIS	CONTRACT NO. 61G03		

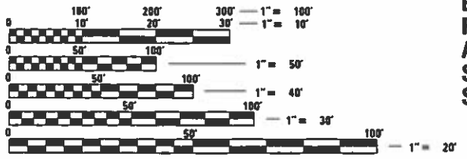
FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

MUN ROUTE 2005 (PRATER AVENUE)
OVER ADDISON CREEK
BRIDGE SUPERSTRUCTURE REPLACEMENT
SECTION NO.: 14–00086–00–BR
PROJECT NO.: NLZX(856)
CITY OF NORTHLAKE
COOK COUNTY
C–91–071–18

DESIGN DESIGNATION: MUNICIPAL STREET
PRATER AVENUE
2013 AADT = 1000
2032 AADT = 2200
DESIGN SPEED = 30 MPH
POSTED SPEED = 25 MPH



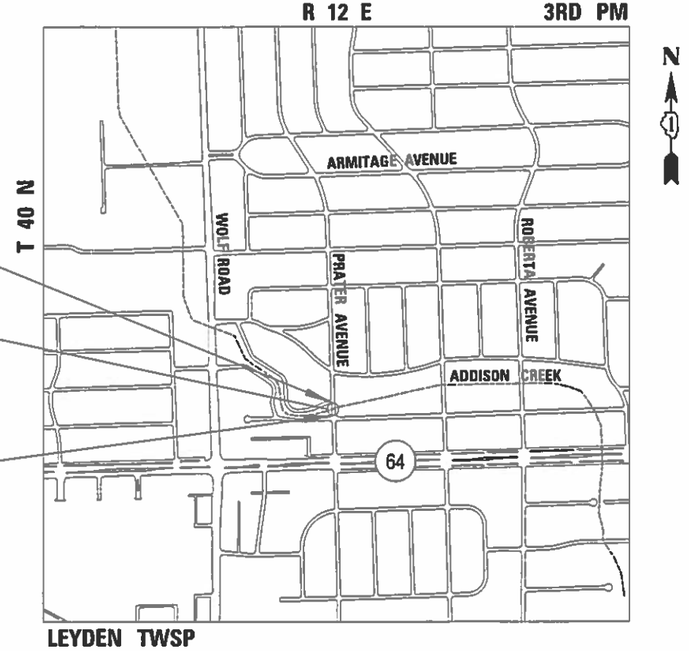
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

END PROJECT
STA. 12+26.22

BRIDGE REHABILITATION
PRATER AVENUE OVER
ADDISON CREEK
S.N. 016–7610
STATION 11+50.60

BEGIN PROJECT
STA. 10+94.50



LOCATION MAP
NOT TO SCALE
GROSS LENGTH = 110.68 FT. = 0.02 MILE
NET LENGTH = 110.68 FT. = 0.02 MILE

PROJECT MANAGER: GARY ROZWADOWSKI, PE (847) 823–0500

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CONTRACT NO. 61G03

FEDERAL AID ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

GARY ROZWADOWSKI 062-051689 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

ENGINEER 08–23–2019 DATE

GARY ROZWADOWSKI
ILLINOIS REGISTRATION No. 062-054957
EXPIRATION DATE: 11/30/19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED 09/29/2019
JEFFREY T. SHERWIN
CITY OF NORTHLAKE, MAYOR

PASSED SEPT 6 20 20

RELEASING FOR BID BASED ON LIMITED REVIEW SEPTEMBER 10 19
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

INDEX OF HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS

DISTRICT 1 DETAILS

DETAIL NO.	DESCRIPTION
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPERS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	TYPICAL PAVEMENT MARKINGS
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "DETAILS" IN THE PLANS, THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS, THE APRIL 1, 2016 EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE JANUARY 1, 2019 EDITION OF "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE 2009 EDITION AND JUNE 2014 REVISION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD), THE AMERICANS WITH DISABILITIES ACT OF 1990 ACCESSIBILITY GUIDELINES, THE "DRAFT" REHABILITATION ACT OF 1973 (SECTION 504), AND THE LATEST PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES.

2. THE CONTRACTOR SHALL COMPLY WITH ALL RULES AND REGULATIONS OF OSHA DURING CONSTRUCTION OF IMPROVEMENTS AND RESTORATION. NEITHER THE CITY, DEPARTMENT, NOR THE APPOINTED ENGINEER SHALL BE RESPONSIBLE FOR THE CONTRACTOR'S COMPLIANCE WITH OSHA.

3. THE CONTRACTOR SHALL GIVE NOTICES AND COMPLY WITH APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ALL PUBLIC AUTHORITIES BEARING ON SAFETY OF PERSONS OR PROPERTY OR THEIR PROTECTION FROM DAMAGE, INJURY OR LOSS.

4. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.

5. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THE WORK AREAS DESIGNATED ON THE PLANS. ANY DAMAGE TO AREAS OUTSIDE OF THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

6. THE CONTRACTOR SHALL RELOCATE OR REMOVE AND REPLACE SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. IF EXISTING SIGNS ARE DAMAGED DURING THE REMOVAL AND REPLACEMENT PROCESS, THE SIGN SHALL BE REPLACED.

7. AT THE END OF EACH DAY, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASSURE THAT ALL STREETS ADJACENT TO THE PROJECT ARE FREE OF ALL CONSTRUCTION RELATED DEBRIS INCLUDING DIRT, STONE, NAILS, ETC. THE WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER AS COORDINATED WITH THE CITY OF NORTHLAKE.

8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

9. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS: WATER MAIN, SEWERS, GAS LINES, ETC. AS SHOWN ON THE PLANS, HAVE BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND ONLY REPRESENT THE OPINION OF THE CITY OF NORTHLAKE AS TO THEIR LOCATIONS. THE PROVIDED LOCATIONS OF EXISTING UNDERGROUND UTILITIES IS GIVEN FOR THE CONVENIENCE OF THE BIDDER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES (48-HOUR NOTIFICATION IS REQUIRED).

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

11. DRAINAGE: DURING THE CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS CAUSED BY THE CONSTRUCTION.

12. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/ DIRECTION AND MEANS/METHODS OF CONSTRUCTION.

13. THE CONTRACTOR SHALL INSTALL/MAINTAIN/REMOVE INLET FILTERS IN ALL OPEN LID DRAINAGE STRUCTURES IN THE PAVEMENT THAT ARE WITHIN THE WORK ZONE OR ACCEPT STORMWATER THAT FLOWS OUT OF THE WORK ZONE, AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

14. AREAS OF PARKWAY RESTORATION ARE SHOWN ON THE PLANS. AREAS DISTURBED BY THE CONTRACTOR BEYOND THOSE SHOWN IN THE PLANS SHALL BE REPAIRED.

15. PERPENDICULAR CURB RAMPS SHALL BE 6' WIDE FACE TO FACE OF CURB. THE 6' SIDEWALK SHALL CONTINUE BEYOND THE SIDEWALK CURB UNTIL IT MEETS EXISTING MAINLINE SIDEWALK.

16. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

17. SOIL STOCKPILES OR OTHER CONSTRUCTION MATERIALS SHALL NOT BE LOCATED WITHIN THE FLOOD PROTECTION AREA.

18. NO SPOILS RESULTING FROM CONSTRUCTION ACTIVITES SHALL LEAVE THE SITE. ANY SPOILS RESULTING FROM CONSTRUCTION ACTIVITES SHALL BE PLACED AT THE LOCATION DESIGNATED ON THE PROPOSED ROADWAY PLAN OR AS DIRECTED BY THE ENGINEER AS COORDINATED WITH THE CITY. NO SPOILS SHALL BE PLACED IN THE FLOOD PLAIN.

COMMITMENTS

NONE.

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	DRAWN - DOC	REVISED -	
PLOT SCALE =	CHECKED - GROZ	REVISED -	
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND INDEX OF SHEETS, STANDARDS, AND DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	2
		CONTRACT NO. 61G03		
	ILLINOIS	FED. AID PROJECT		

0013

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	10
	20400800	FURNISHED EXCAVATION	CU YD	5
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	45
*	25200110	SODDING, SALT TOLERANT	SQ YD	45
*	25200200	SUPPLEMENTAL WATERING	UNIT	1
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2
	28000400	PERIMETER EROSION BARRIER	FOOT	140
	28000510	INLET FILTERS	EACH	5
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	45
	35800200	AGGREGATE BASE REPAIR	TON	5
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	365
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	40
	40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	75
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	115
	42400800	DETECTABLE WARNINGS	SQ FT	25
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	335
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	112
	44000600	SIDEWALK REMOVAL	SQ FT	469
	44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	5
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	10
	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	10
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	5
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1
	50102400	CONCRETE REMOVAL	CU YD	8.7

0013

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	50300225	CONCRETE STRUCTURES	CU YD	8.7
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	38.4
	50300300	PROTECTIVE COAT	SQ YD	130
	50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	2,322
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4080
*	50900105	ALUMINUM RAILING, TYPE L	FOOT	100
	51500100	NAME PLATES	EACH	1
	58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	258
	58300100	PORTLAND CEMENT MORTAR FAIRING COURSE	FOOT	340
	67100100	MOBILIZATION	L SUM	1
*	72000100	SIGN PANEL - TYPE 1	SQ FT	7
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	7
*	72900200	METAL POST - TYPE B	FOOT	12
*	73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	1
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	50
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	13
*	B2006220	TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	1
Δ	X1700034	FORM LINER TEXTURED SURFACE, SPECIAL	SQ FT	525
Δ	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	723
Δ	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1
Δ	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
Δ	XX009048	CURB AND GUTTER (SPECIAL)	FOOT	112
Δ	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Δ	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	45

* SPECIALTY ITEMS
Δ SPECIAL PROVISION

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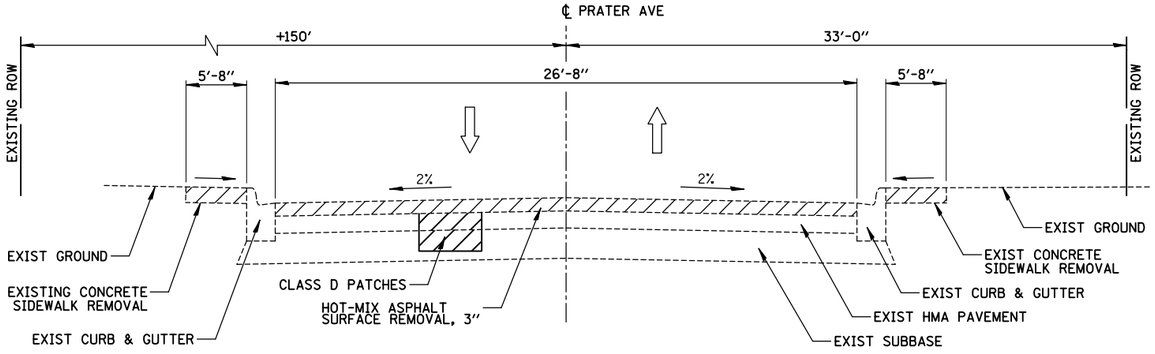
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

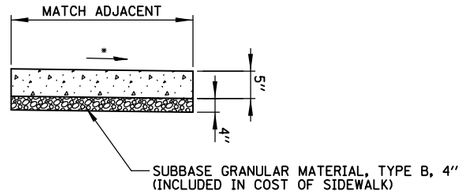
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	3
		CONTRACT NO. 61G03		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

PRATER AVENUE
STA. 10+94.50 TO 12+26.22
BRIDGE OMISSION (STA. 11+23.60 TO 11+77.60)
SCALE: N.T.S.

NOTE:
SEE STRUCTURAL PLAN SHEETS FOR BRIDGE SECTION



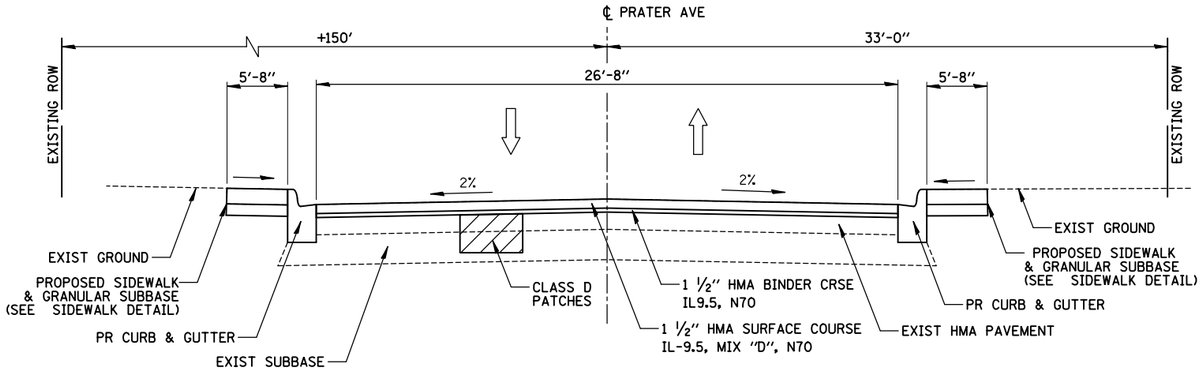
* CROSS SLOPE 2% MAX OR AS SHOWN ON CROSS SECTIONS

P.C.C. SIDEWALK 5 INCH, SPECIAL

NOT TO SCALE

NOTE:

ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF P.C.C. SIDEWALK 5 INCH, SPECIAL.



PROPOSED TYPICAL SECTION

PRATER AVENUE
STA. 10+94.50 TO 12+26.22
BRIDGE OMISSION (STA. 11+23.60 TO 11+77.60)
SCALE: N.T.S.

NOTE:
SEE STRUCTURAL PLAN SHEETS FOR BRIDGE SECTION

NOTE:

1. CONTRACTOR SHALL MILL PAVEMENT BEFORE PATCHING.

2. THE EXISTING PAVEMENT SECTION CONSISTS OF VARIABLE DEPTH HMA.

3. CONTRACTOR SHALL REMOVE AND REPLACE ANY UNSUITABLE MATERIAL UNDER SIDEWALK, CURB AND GUTTER REPLACEMENT AND PATCHING LOCATIONS AS DIRECTED BY THE ENGINEER.

4. AGGREGATE BASE REPAIR (SUBBASE GRANULAR MATERIAL, TYPE B) UNDER SIDEWALKS, CURB AND GUTTER, AND PAVEMENT PATCHES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. COST SHALL BE INCLUDED IN AGGREGATE BASE REPAIR

HOT - MIX ASHPHLAT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VIODS (%) @ Ndes
PAVEMENT RESURFACING:	
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 1 1/2"	4% @ 70 GYR
PATCHING:	
CLASS D (HMA BINDER IL-19MM), 8"	4% @ 70 GYR
DECK OVERLAY:	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5mm), 2"	4% @ 70 GYR

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE QUANTITIES IS 112 LB/SQ TD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. THE CONTRACTOR SHALL MILL BEFORE PATCHING.

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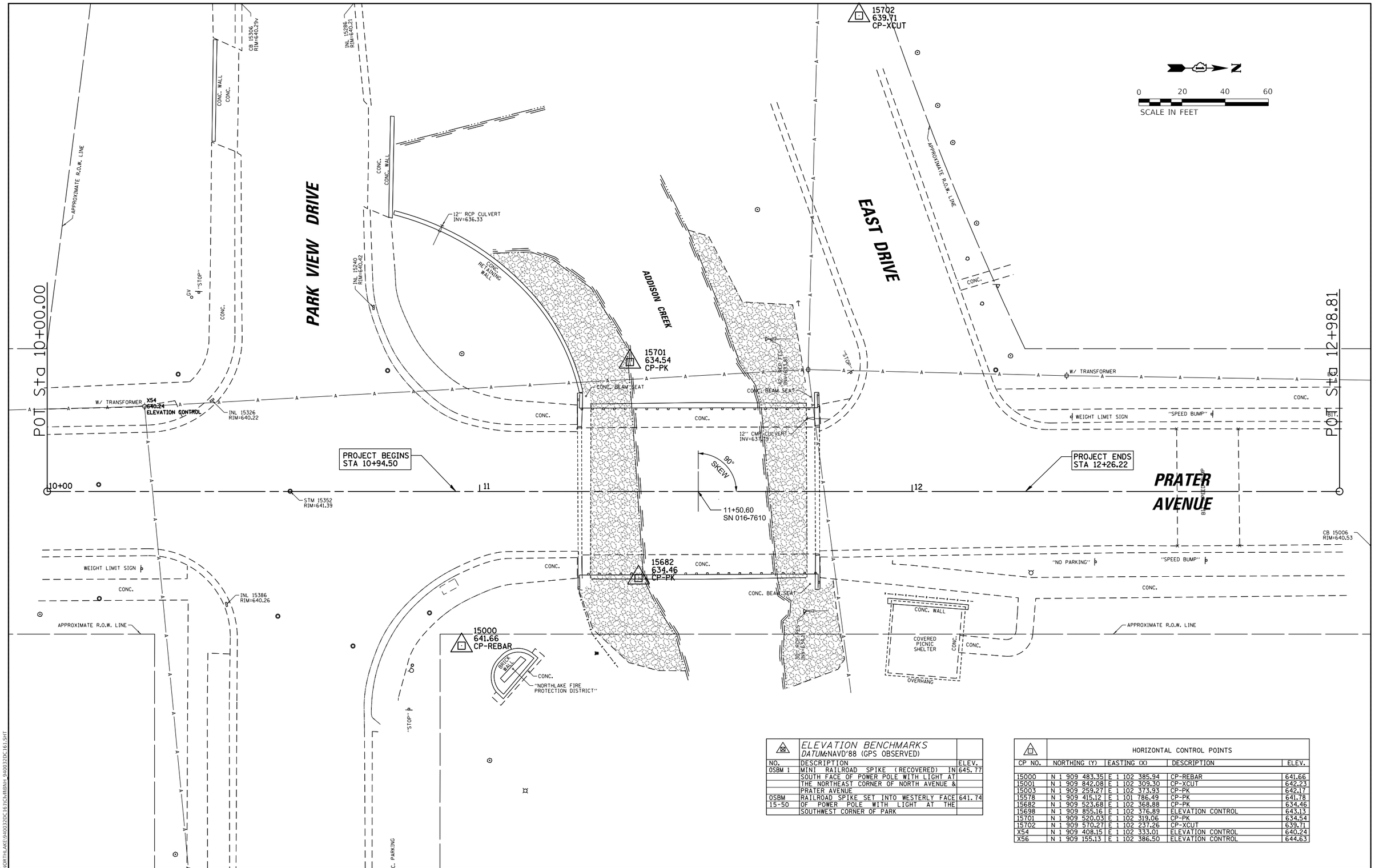
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	4
		CONTRACT NO. 61G03		
		ILLINOIS	FED. AID PROJECT	



	ELEVATION BENCHMARKS DATUM: NAVD'88 (GPS OBSERVED)	
NO.	DESCRIPTION	ELEV.
OSBM 1	MINI RAILROAD SPIKE (RECOVERED) IN SOUTH FACE OF POWER POLE WITH LIGHT AT THE NORTHEAST CORNER OF NORTH AVENUE & PRATER AVENUE	645.77
OSBM	RAILROAD SPIKE SET INTO WESTERLY FACE	641.74
15-50	OF POWER POLE WITH LIGHT AT THE SOUTHWEST CORNER OF PARK	

CP NO.	HORIZONTAL CONTROL POINTS NORTHING (Y)	EASTING (X)	DESCRIPTION	ELEV.
15000	N 1 909 483.35	E 1 102 385.94	CP-REBAR	641.66
15001	N 1 909 842.08	E 1 102 309.30	CP-XCUT	642.23
15003	N 1 909 259.27	E 1 102 373.93	CP-PK	642.17
15578	N 1 909 415.12	E 1 101 786.49	CP-PK	641.78
15682	N 1 909 523.68	E 1 102 368.88	CP-PK	634.46
15698	N 1 909 855.16	E 1 102 376.89	ELEVATION CONTROL	643.13
15701	N 1 909 520.03	E 1 102 319.06	CP-PK	634.54
15702	N 1 909 570.27	E 1 102 237.26	CP-XCUT	639.71
X54	N 1 909 408.15	E 1 102 333.01	ELEVATION CONTROL	640.24
X56	N 1 909 155.13	E 1 102 386.50	ELEVATION CONTROL	644.63

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	5
		CONTRACT NO. 61G03		
		ILLINOIS	FED. AID PROJECT	

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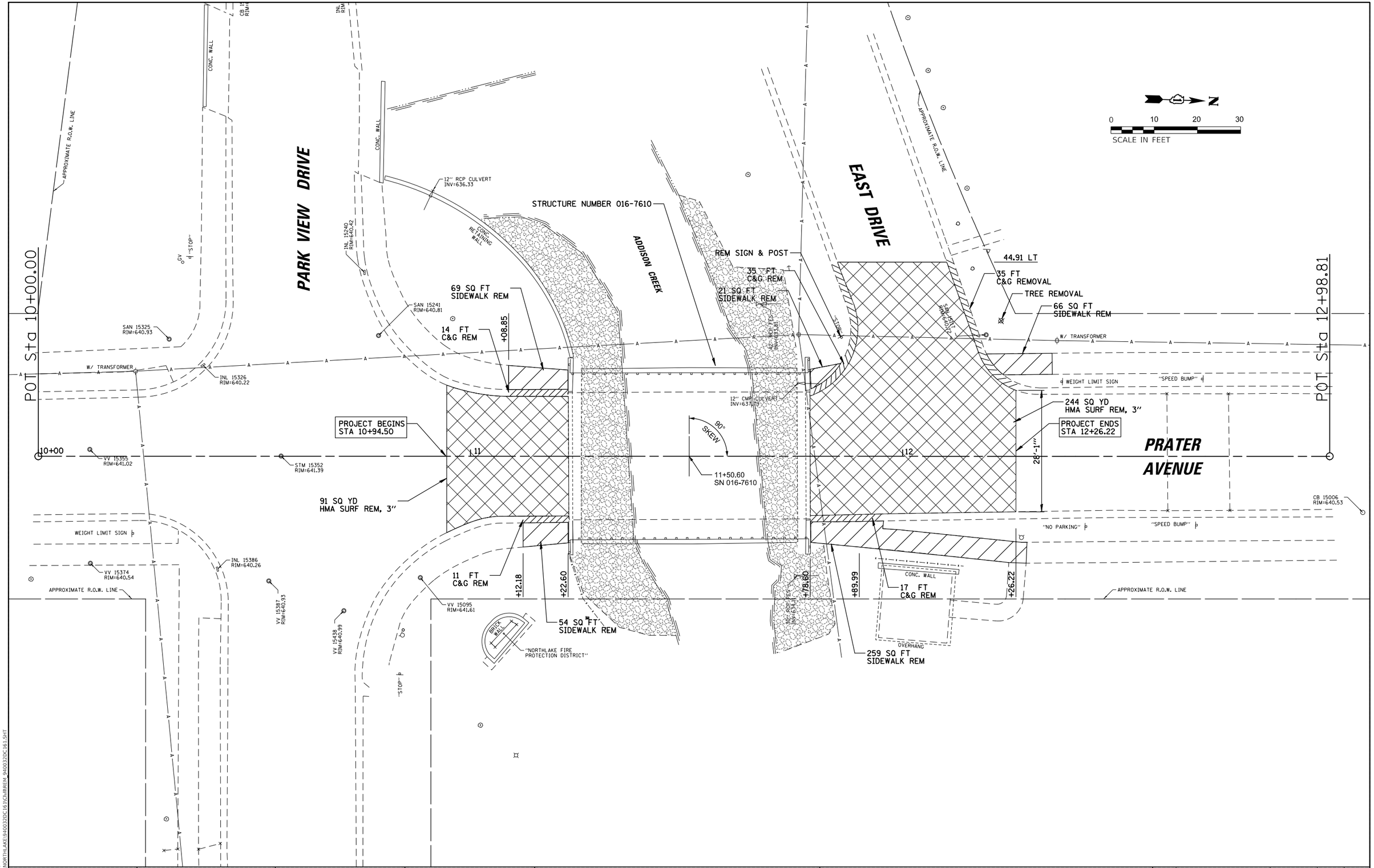

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PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS AND REMOVAL PLAN

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	6
		CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

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

PROFILE
SURVEYED
PLOTTED
GRADE CHECKED
B.M. NOTED
STRUCTURE NO(S).7165 CHKD
NOTE BOOK
NO.
DATE
BY

POT Sta 10+00.00

POT Sta 12+98.81

PARK VIEW DRIVE

ADDISON CREEK

EAST DRIVE

PRATER AVENUE

STRUCTURE NUMBER 016-7610

12" RCP CULVERT
INV=636.33

INL 15240
RIM=640.42

"STOP"

SAN 15241
RIM=640.81

SAN 15325
RIM=640.93

W/ TRANSFORMER

INL 15326
RIM=640.22

77 SQ FT
PCC SIDEWALK

14 FT
C&G

+08.85

PROJECT BEGINS
STA 10+94.50

10+00

VV 15355
RIM=641.02

STM 15352
RIM=641.39

HMA BUTT JOINT

91 SQ YD
HMA SC "D" N70, 1½"
HMA BIND CRSE N70, 1½"

PLACE CONSTRUCTION SPOILS
AS DIRECTED BY ENGINEER
COVER WITH 4" TOPSOIL & SOD

11 FT
C&G

WEIGHT LIMIT SIGN

INL 15386
RIM=640.26

VV 15374
RIM=640.54

APPROXIMATE R.O.W. LINE

VV 15387
RIM=640.93

VV 15438
RIM=640.99

VV 15095
RIM=641.61

+12.18

+22.60

59 SQ FT
PCC SIDEWALK

"NORTHLAKE FIRE
PROTECTION DISTRICT"

PRESERVE
WOODEN FENCE

27'-8"

90°

11

12

12" CMP/RCP VERT
INV=637.79

EDGE OF WATER AS LOCATED BY
CBBEL SURVEY ON 3-11-2015

36" RCP
INV=634.

+78.60

THERMOPLASTIC PAVEMENT
MARKING LINE 24"

R1-1 SIGN (30x30)
METAL POST TY B

DETECTABLE
WARNING

144 SQ FT
PCC SIDEWALK

35 FT C&G

40" RCP FES
INV=636.85

SAN 15317
RIM=640.72

6'-0"

4'-0"

36'-2"

13'-8¾"

17 FT
C&G

+26.22

263 SQ FT
PCC SIDEWALK

OVERHANG

HMA BUTT JOINT

THERMOPLASTIC
PAVEMENT MARKING
LINE 6"

DETECTABLE
WARNING

44.91 LT

SAN MH TO BE ADJ

35 FT C&G

JAPANESE TREE LILAC

180 SQ FT
PCC SIDEWALK

W/ TRANSFORMER

WEIGHT LIMIT SIGN

"SPEED BUMP"

244 SQ YD
HMA SC "D" N70, 1½"
HMA BIND CRSE N70, 1½"

PROJECT ENDS
STA 12+26.22

28'-1"

HMA BUTT
JOINT

"NO PARKING"

"SPEED BUMP"

CB 1500
RIM=640

APPROXIMATE R.O.W. LINE

NOTE:
LOCATIONS OF CLASS D PATCHES TO BE
DETERMINED BY THE ENGINEER.

0 10 20 30
SCALE IN FEET

0 2.5 5 7.5
VERTICAL SCALE IN FEET

PROPOSED ℄ GRADE PROFILE

EXISTING ℄ ROADWAY

MEET EXISTING
STA. 10+94.50
ELEV. 641.94

VPC STA. 11+21.22
ELEVATION 642.50

VPI STA. 11+59.00
ELEVATION 643.30

+2.11%

-3.43%

VPT STA. 11+96.78
ELEVATION 642.00

MEET EXISTING
STA. 12+05.18
ELEV. 641.72

D.H.W. Elev. 639.74

645
640
635

641.09
642.01 642.06
642.28 642.48
642.43 642.77
642.44 642.77
642.33 642.48
641.87 641.89

10+00 10+20 10+40 10+60 10+80 11+00 11+20 11+40 11+60 11+80 12+00 12+20 12+40 12+60 12+80 13+00

MODEL: Default
FILE NAME: N:\NORTHLAKE\940032DC161\Cwil\RPP_940032DC161.SHT

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9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
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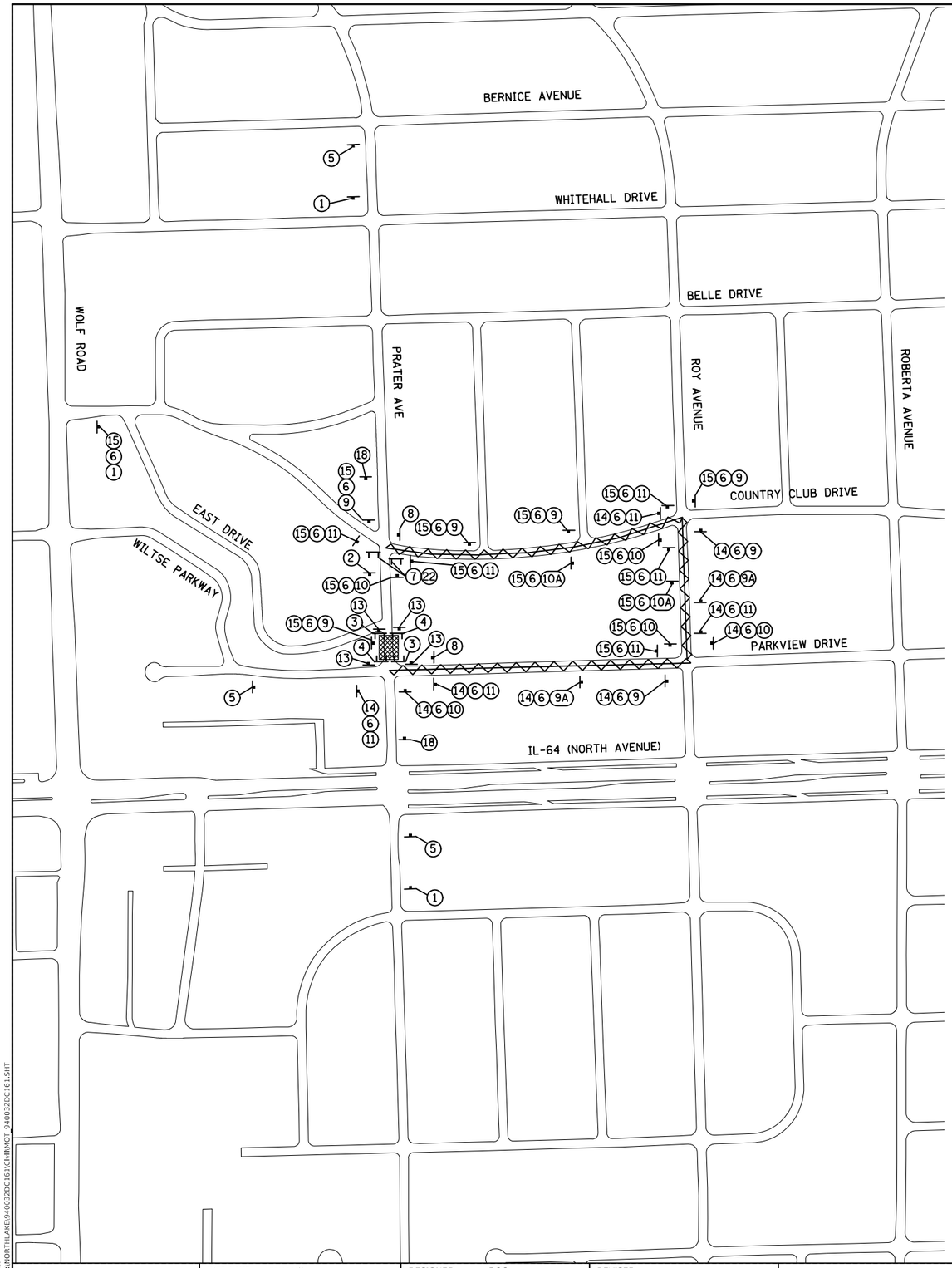
USER NAME = doconnell	DESIGNED - DOC	REVISED -
	DRAWN - DOC	REVISED -
PLOT SCALE = 20'	CHECKED - GROZ	REVISED -
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	7
		CONTRACT NO. 61G03		
	ILLINOIS	FED. AID PROJECT		



N

1. DETOUR AHEAD — W20-2(0) 4848
2. ROAD CLOSED 500 FT — W20-3(0) 4848
3. ROAD CLOSED — R11-2 4830
4. BRIDGE OUT — R11-2 4830
5. Prater Ave CLOSED AT Addison Creek — 6" BLACK LETTERS, ORANGE REFLECTIVE BACKGROUND
6. Prater Avenue — 6" BLACK LETTERS, ORANGE REFLECTIVE BACKGROUND
7. ROAD CLOSED TO THRU TRAFFIC — R11-4 6030
8. END DETOUR — M4-8A 2418
9. DETOUR ← — M4-9L 3021
9A. DETOUR ↰
10. DETOUR → — M4-9R 3021
10A. DETOUR ↱
11. DETOUR ↑ — M4-9 3021
13. SIDEWALK CLOSED — R9-9 2412
14. NORTH — M3-1(0) 2412
15. SOUTH — M3-3(0) 2412
16. R3-1 2424
17. R3-2 2424
18. ROAD CLOSED AHEAD — W20-3 4848
21. DETOUR — M4-10L 4818
22. DETOUR — M4-10R 4818

NOTE: REFER TO DISTRICT 1 DETAIL TC-21 FOR GUIDANCE ON TYPICAL SIGN LAYOUT AND SPACING

LEGEND:

- SIGN
- TYPE III BARRICADE
- PROJECT AREA (COMPLETE CLOSURE)
- DETOUR ROUTE

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE LATEST EDITION OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.

2. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES. CITY WILL PROVIDE CONTRACTOR WITH AGENCY NAMES AND CONTACT INFORMATION ONCE THE NOTICE IS SUBMITTED TO THE CITY FOR REVIEW.

3. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.

4. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT, THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.

6. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM/HER ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.

8. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY FOR THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION.

9. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.

10. ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.

11. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION OF THE SIGNS. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.

12. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

13. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

14. WHEN REQUIRED THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THESE PLANS ARE 18" X 18".

17. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.

15. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

16. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" X VARIABLE OR A 12" X VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.

17. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

19. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES. CITY WILL PROVIDE CONTRACTOR WITH AGENCY NAMES AND CONTACT INFORMATION ONCE THE NOTICE IS SUBMITTED TO THE CITY FOR REVIEW.

20. BRIDGE MAY BE CLOSED FOR NO LONGER THAN 60 DAYS.

21. NO SIGNS SHALL BE PLACED ON IDOT ROW

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	DRAWN - DOC	REVISED -
PLOT SCALE =	CHECKED - GROZ	REVISED -
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN AND MAINTENANCE OF TRAFFIC PLAN

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	8
		CONTRACT NO. 61G03		
		ILLINOIS	FED. AID PROJECT	

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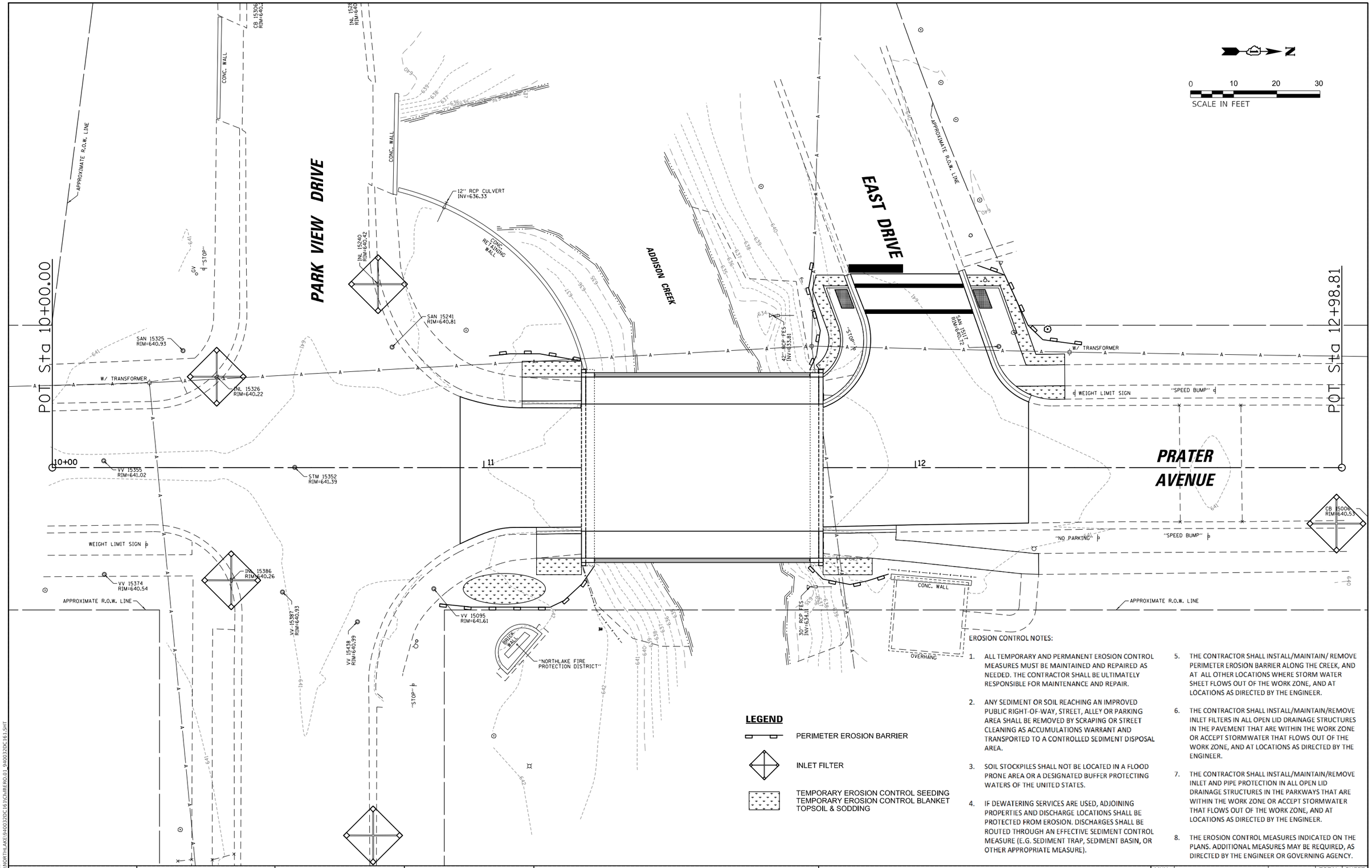

LEGEND

- PERIMETER EROSION BARRIER
- INLET FILTER
- TEMPORARY EROSION CONTROL SEEDING
  TEMPORARY EROSION CONTROL BLANKET
  TOPSOIL & SODDING

EROSION CONTROL NOTES:

1. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
2. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
3. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES.
4. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
5. THE CONTRACTOR SHALL INSTALL/MAINTAIN/ REMOVE PERIMETER EROSION BARRIER ALONG THE CREEK, AND AT ALL OTHER LOCATIONS WHERE STORM WATER SHEET FLOWS OUT OF THE WORK ZONE, AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR SHALL INSTALL/MAINTAIN/REMOVE INLET FILTERS IN ALL OPEN LID DRAINAGE STRUCTURES IN THE PAVEMENT THAT ARE WITHIN THE WORK ZONE OR ACCEPT STORMWATER THAT FLOWS OUT OF THE WORK ZONE, AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.
7. THE CONTRACTOR SHALL INSTALL/MAINTAIN/REMOVE INLET AND PIPE PROTECTION IN ALL OPEN LID DRAINAGE STRUCTURES IN THE PARKWAYS THAT ARE WITHIN THE WORK ZONE OR ACCEPT STORMWATER THAT FLOWS OUT OF THE WORK ZONE, AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.
8. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

MODEL: Default
FILE NAME: N:\NORTHLAKE\940032DC161\Civil\ERO.01_940032DC161.SHT

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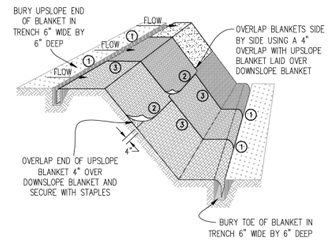
USER NAME = doconnell	DESIGNED - DOC	REVISED -	
	DRAWN - DOC	REVISED -	
PLOT SCALE =	CHECKED - GROZ	REVISED -	
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

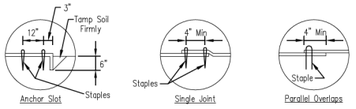
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

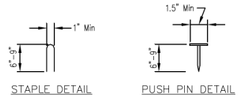
SCALE: | SHEET OF SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	9
		CONTRACT NO. 61G03		
	ILLINOIS	FED. AID PROJECT		





DETAIL 1 DETAIL 2 DETAIL 3



STAPLE DETAIL PUSH PIN DETAIL

NOTES:

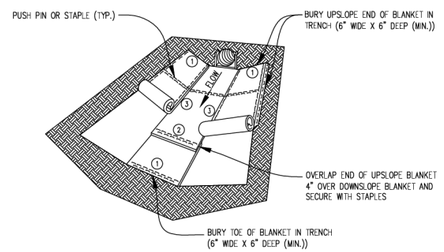
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

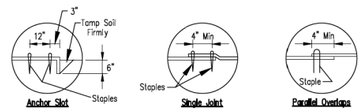
Plot	By	Date	Revision
-	-	-	-

EROSION CONTROL BLANKET INSTALLATION DETAILS

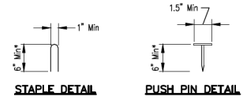
Designed ____ Date ____
Drawn B. JOHNSON 11/08
Checked ____ ____
Approved ____ ____

EROSION CONTROL BLANKET - TURF REINFORCEMENT MAT (TRM)





DETAIL 1 DETAIL 2 DETAIL 3



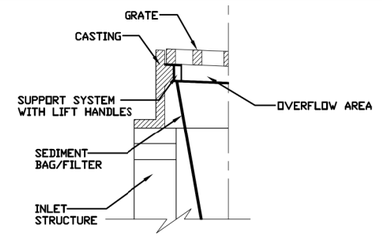
STAPLE DETAIL PUSH PIN DETAIL

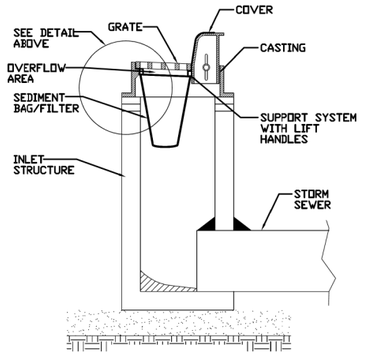
*Note:
1. For sandy soil conditions, staple or push pin shall be a minimum 8 inches.

REFERENCE
Project ____
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-531
SHEET 1 OF 1
DATE 02-22-11

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION

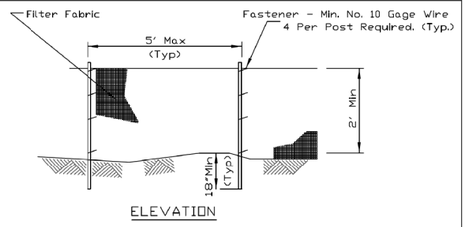




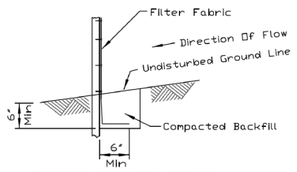
REFERENCE
Project ____
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-561D
SHEET 1 OF 1
DATE 01-11-11

SILT FENCE PLAN



ELEVATION



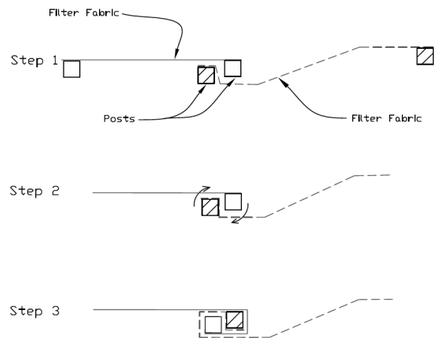
FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE
Project ____
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-620A
SHEET 1 OF 2
DATE 3-16-12

SILT FENCE - SPLICING TWO FENCES



ATTACHING TWO SILT FENCES

1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE
Project ____
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-620B(W)
SHEET 1 OF 1
DATE 3-16-2012

MODEL: Default
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USER NAME = doconnell	DESIGNED - DOC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAIL	
	DRAWN - DOC	REVISED -			
PLOT SCALE =	CHECKED - GROZ	REVISED -			
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	10
		CONTRACT NO. 61G03		
		ILLINOIS	FED. AID PROJECT	

Benchmark: OSBM 15-50 Railroad spike set into westerly face of power pole with light at the southwest corner of the park. Elevation 641.74

Existing Structure:

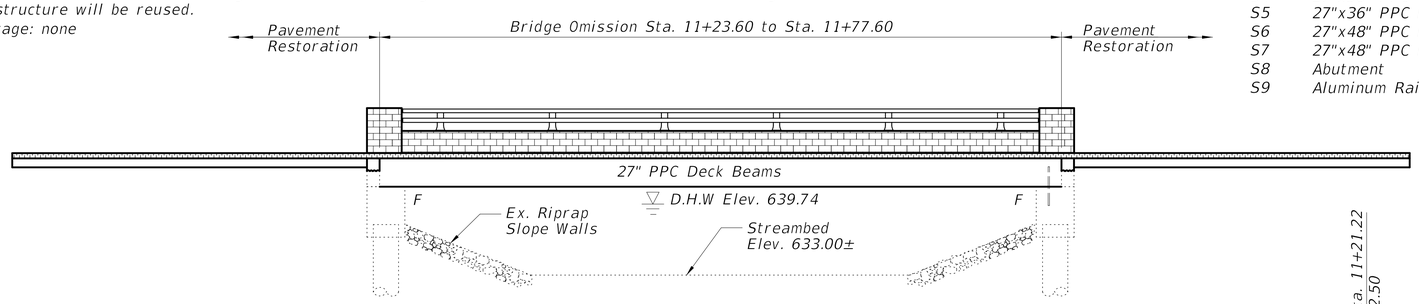
SN. 016-7610 was constructed in 1965. The bridge is a single span structure with a length 56'-0" back to back of abutments and has no skew. The superstructure consists of 13-27"x36" PPC deck beams and has a total deck width of 40'-0". The deck provides two lanes of traffic with a 4'-6" wide sidewalk with a pipe handrail type railing mounted to the top of the sidewalk. The bridge will be closed during construction and traffic detoured. No stage construction. The substructure will be reused.

Salvage: none

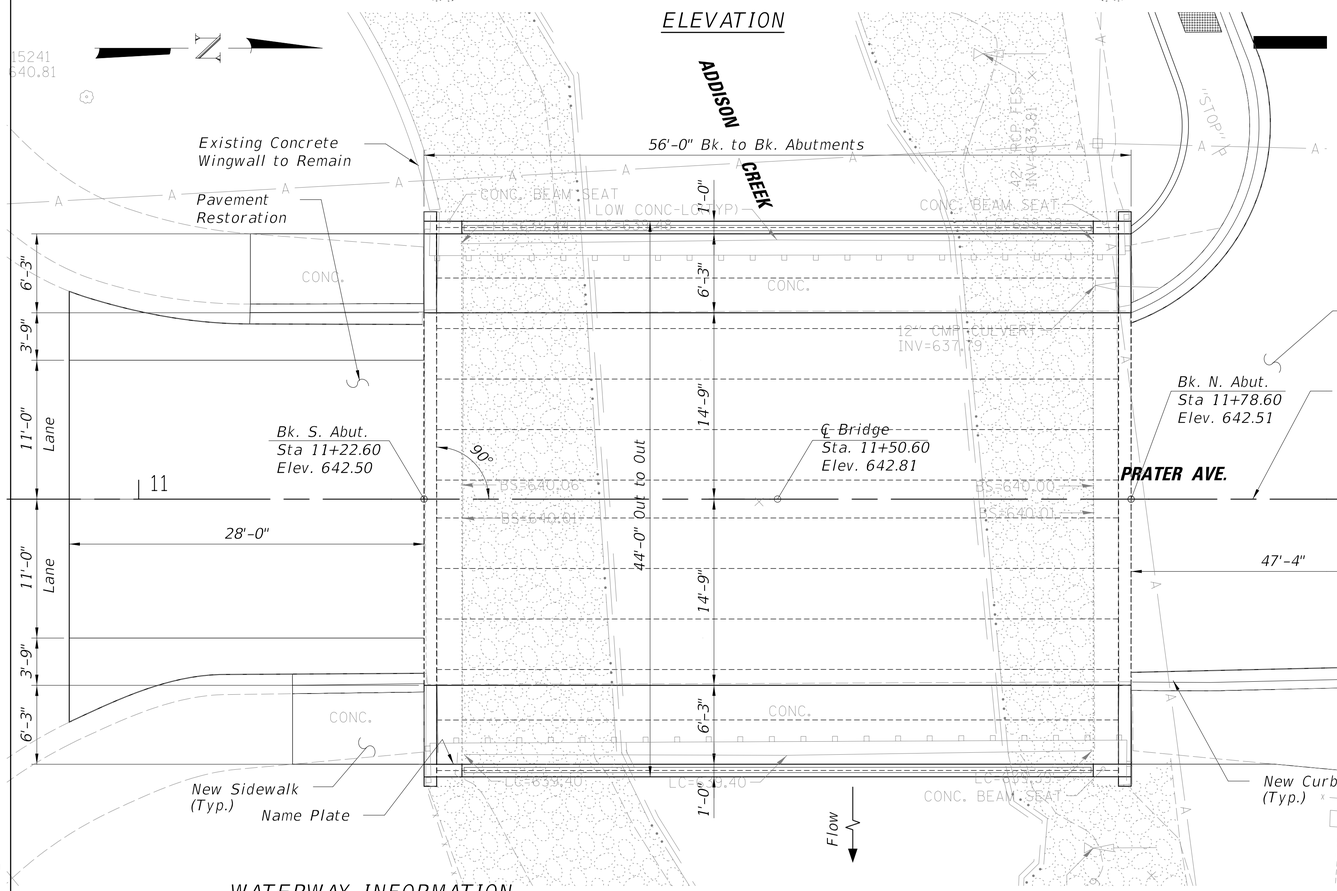
INDEX OF SHEETS

GENERAL NOTES

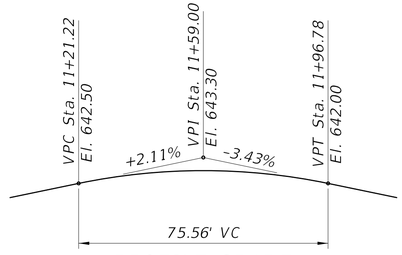
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contactor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
4. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.



ELEVATION



PLAN



PROFILE GRADE

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1	–	1
Protective Coat	Sq. Yd.	130	–	130
Concrete Removal	Cu. Yd.	–	8.7	8.7
Concrete Structures	Cu. Yd.	–	8.7	8.7
Concrete Superstructures	Cu. Yd.	38.4	–	38.4
Reinforcement Bar, Epoxy Coated	Pound	4080	–	4080
Hot-Mix Asphalt Surface Course, Mix D, N70	Ton	30.8	–	30.8
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	2322	–	2322
Aluminum Railing, Type L	Foot	100	–	100
Waterproofing Membrane System	Sq. Yd.	258	–	258
Portland Cement Mortar Fairing Course	Foot	340	–	340
Name Plates	Each	1	–	1
Form Liner Textured Surface	Sq. Ft.	525	–	525

ADDISON CREEK
RE-BUILT BY
CITY OF NORTHLAKE
SEC. 14-00086-00-BR
STATION 11+50.60
STR. NO. 016-7610
LOADING HL-93

NAME PLATE

See Std. 515001

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 6,000 psi
f'c = 5,000 psi
f = 270,000 psi (½" ∅ low relax. strands)
f = 201,960 psi (½" ∅ low relax. strands)

FIELD UNITS (EXIST. CONSTRUCTION)

f'c = 2,500 psi
fy = 40,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.036g
Site Coefficient (S) = 1.2

LOADING H-5 (SUBSTRUCTURE)

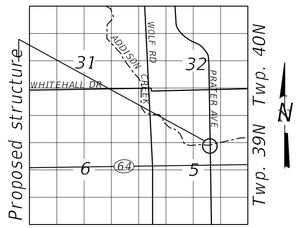
LOADING HL-93 (SUPERSTRUCTURE)

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

DESIGN SPECIFICATIONS

2018 AASHTO LRFD Bridge Design Specifications, 8th Edition

Range 12E - 3rd PM



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 8.1 Sq. Miles Low Grade Elev. – @ Sta. –

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head – Ft. Exist.	Head – Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	236	213.9	213.9	639.09	0.27	0.27	639.36	639.36
Design	30	337	230.7	230.7	639.72	0.02	0.02	639.74	639.74
Base	100	505	230.7	230.7	640.72	0.08	0.08	640.80	640.80
Overtopping									
Max. Calc.	500	860	230.7	230.7	641.55	0.26	0.26	641.78	641.78

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)	N. Abut.	S. Abut.	Item 113
Q100	637.0	637.0	
Q200	637.0	637.0	5
Design	637.0	637.0	

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

STATE OF ILLINOIS · MAJID MOBASSERI · 081-005058 · CHAMPAIGN, ILLINOIS · LICENSED STRUCTURAL ENGINEER

7/30/19

MAJID MOBASSERI

ILLINOIS REGISTRATION No. 081-005058 STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/2020

GENERAL PLAN & ELEVATION
PRATER AVENUE OVER
ADDISON CREEK
SECTION 14-00086-00-BR
COOK COUNTY
STA. 11+50.60
STRUCTURE NO. 016-7610

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

USER NAME = doconnell	DESIGNED – MM	REVISED –	
	DRAWN – PR	REVISED –	
PLOT SCALE = 6'	CHECKED – CPF	REVISED –	
PLOT DATE = 10/2/2019	DATE – 08/26/2019	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	11
		CONTRACT NO. 61G03		
		ILLINOIS FED. AID PROJECT		

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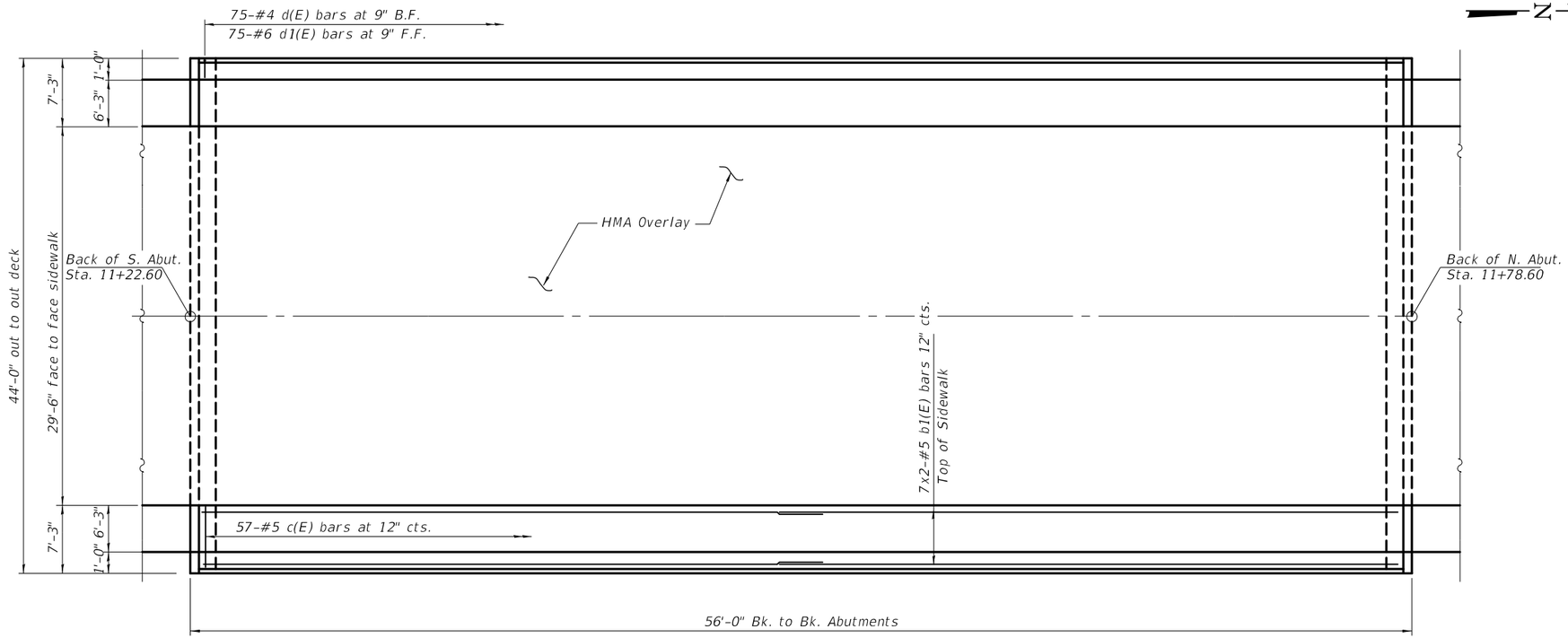
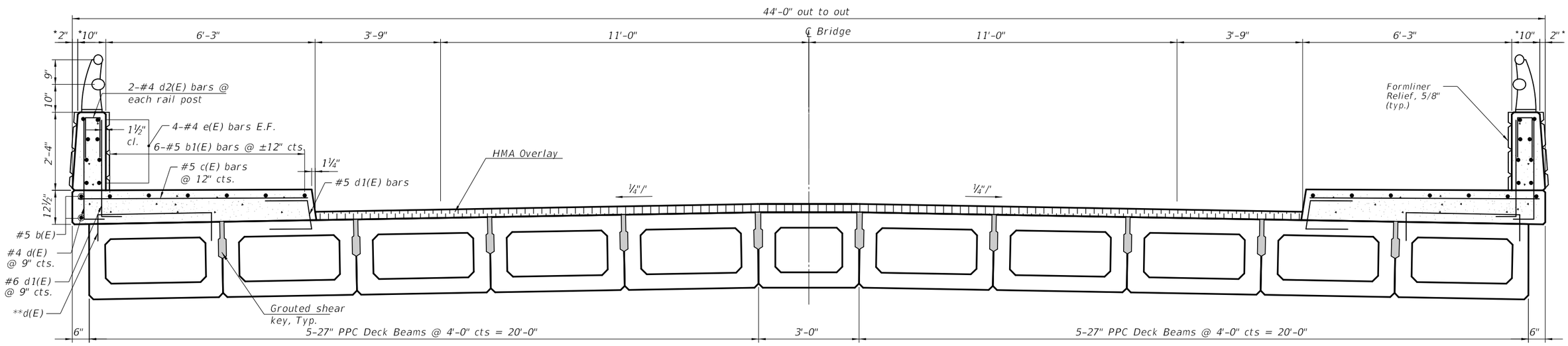


PLAN



CROSS SECTION
(Looking North)

* Dimensiuons are for Barrier Only. Add 5/8" for Formliner Relief to Each Side of Barrier.

Notes:
See sheet SX of SX for Bearing Pad Details.
See sheet S4 of S20 for Superstructure Details and Bill of Material.
Bars indicated thus 20 x 2-#4 etc. indicates 20 lines of bars with 2 lengths per line.

MINIMUM BAR LAP
#4 bar = 2'–2"

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	DRAWN - PR	REVISED -
PLOT SCALE = 2'	CHECKED - CPF	REVISED -
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	12
		CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

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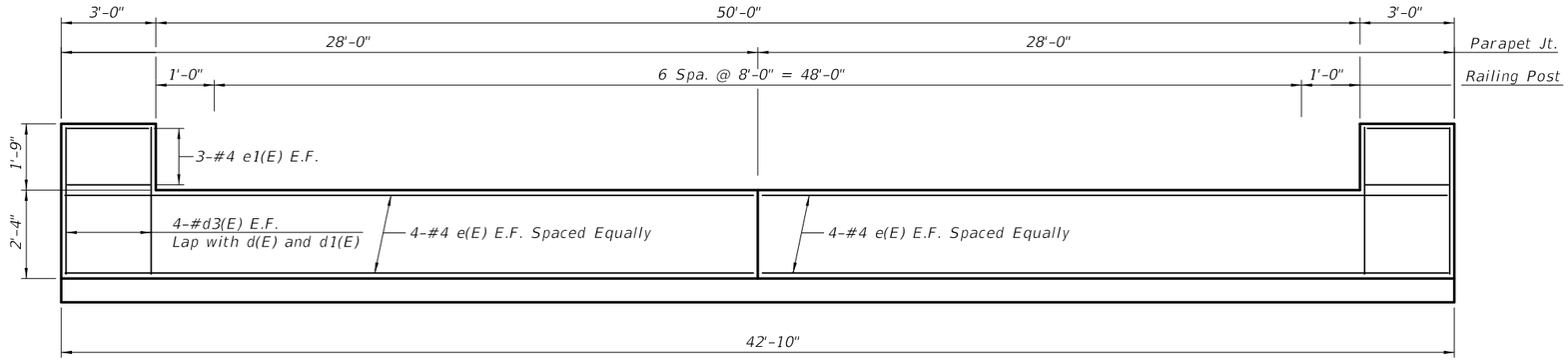
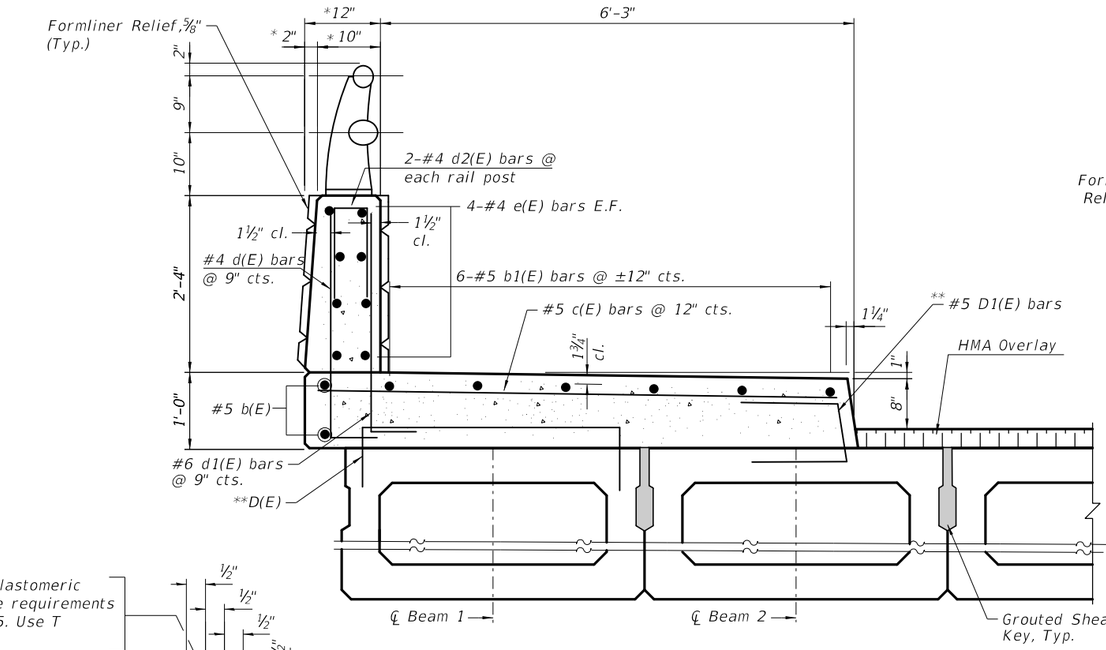


MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-8"

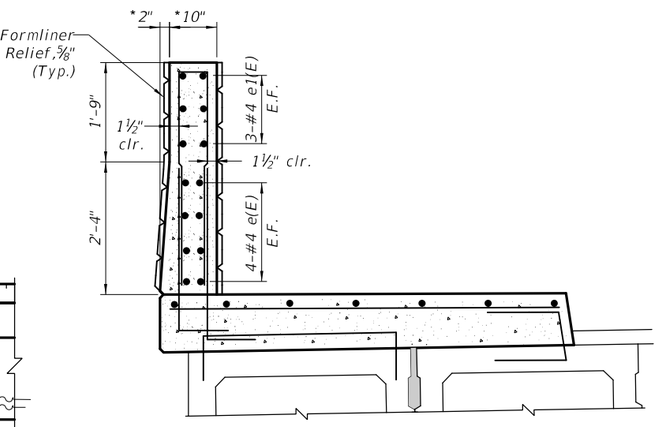
BRIDGE SIDEWALK PARAPET ELEVATION



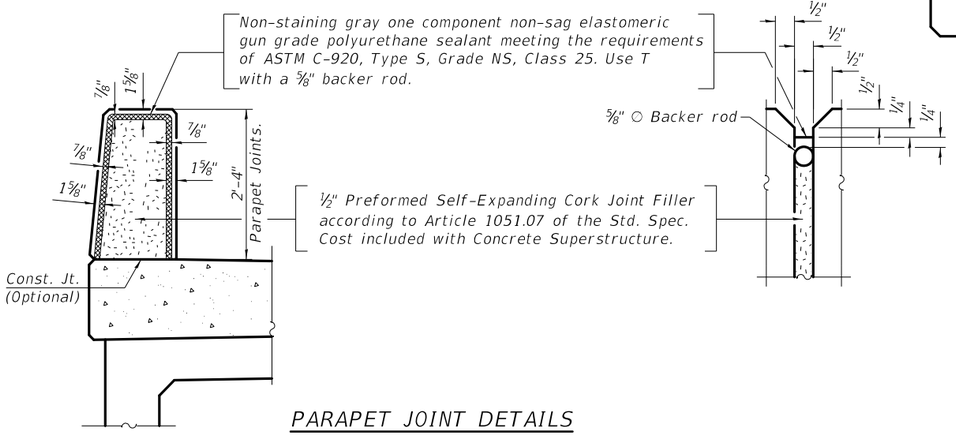
SECTION THRU PARAPET

** Place #4 D(E) and D1 (E) bars at 9" cts. in beam 1 and beam 2. Beam 10 and beam 11 will be a mirror image. D(E) and D1 (E) bars included in cost of Precast Prestressed Concrete Deck Beam (27" depth).

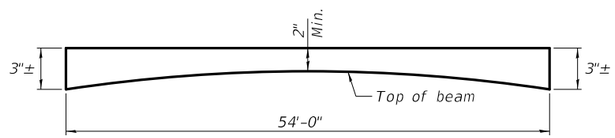
* Dimensions are for barrier only. Add 5/8" for formliner relief to each side of barrier.



SECTION THRU PARAPET AT ENDPOST

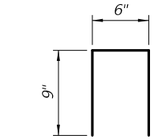


PARAPET JOINT DETAILS

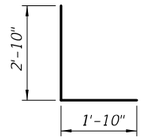


ANTICIPATED HMA WEARING SURFACE PROFILE

(For information only)



BAR d2(E)



BARS d(E) & d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b(E)	32	#5	29'-4"	——
c(E)	114	#5	6'-9"	——
d(E)	150	#4	4'-8"	L
d1(E)	150	#6	4'-8"	L
d2(E)	24	#4	2'-0"	⊓
d3(E)	32	#4	3'-9"	——
e(E)	32	#4	29'-4"	——
e1(E)	24	#4	2'-8"	——
Reinforcement Bars, Epoxy Coated		Pound	4,080	
Concrete Superstructure		Cu. Yd.	38.4	
Hot-Mix Asphalt Surface Course, Mix D, N 70		Ton	30.8	

Bars indicated thus 1 x -#4 etc. indicates 1 line of bars with lengths per line.

MODEL: Default
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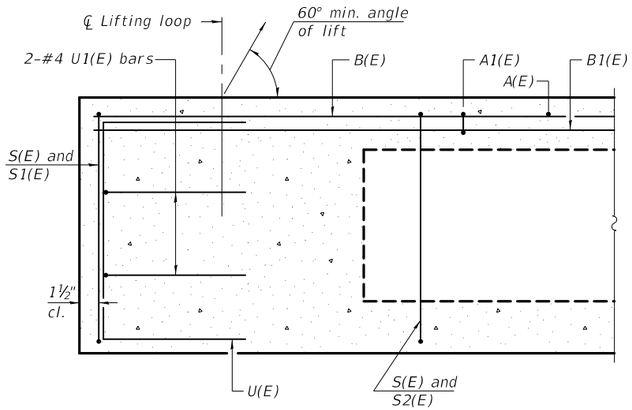
	DRAWN - PR	REVISED -	
PLOT SCALE = 2'	CHECKED - CPF	REVISED -	
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

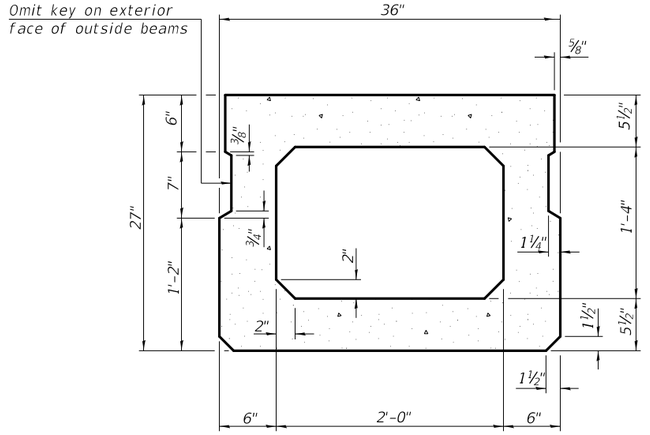
SUPERSTRUCTURE DETAILS
PRATER AVENUE (SN.016-7610)

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

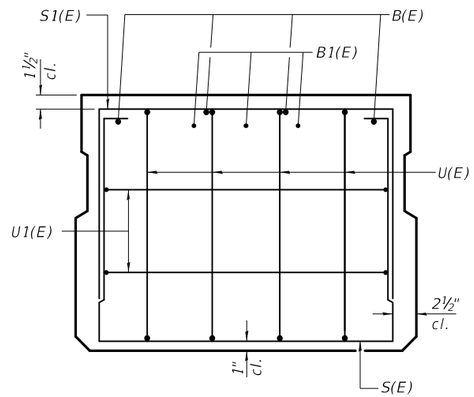
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	13
		CONTRACT NO. 61G03		
		ILLINOIS FED. AID PROJECT		



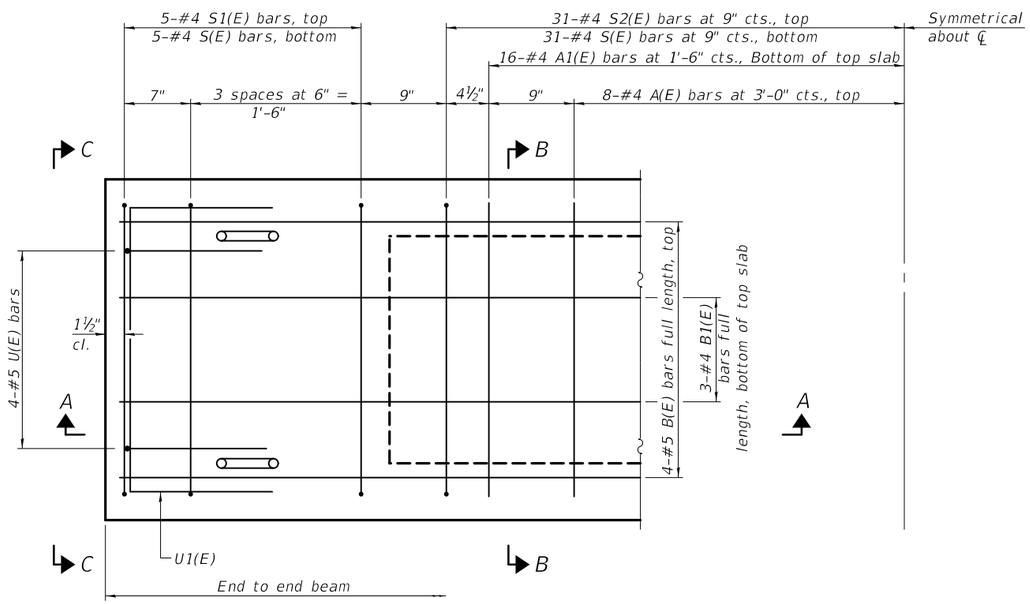
SECTION A-A



SECTION B-B
(Showing dimensions)

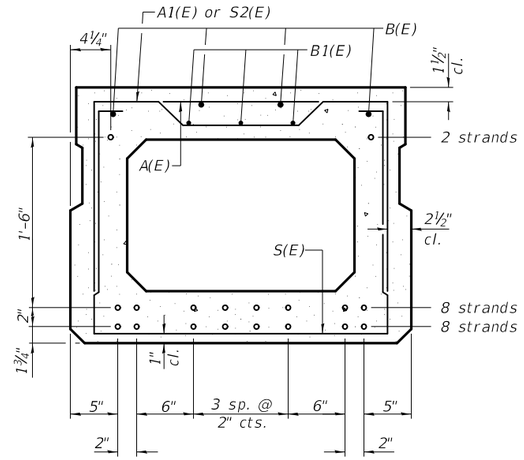


VIEW C-C



PLAN VIEW

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

MINIMUM BAR LAP
#4 bar = 1'-11"
#5 bar = 2'-6"

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	16	#4	2'-7"	—
A1(E)	32	#4	2'-10"	~
B(E)	10	#5	27'-2"	—
B1(E)	8	#4	26'-10"	—
S(E)	72	#4	7'-5"	⊔
S1(E)	10	#4	5'-11"	⊓
S2(E)	62	#4	6'-2"	⊓
U(E)	8	#5	4'-6"	⊏
U1(E)	4	#4	5'-0"	⊓

Note:
See sheet of for additional details and Bill of Material.

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	DRAWN - PR	REVISED -	
PLOT SCALE = 2'	CHECKED - CPF	REVISED -	
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27" x 36" PPC DECK BEAM DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	14
		CONTRACT NO. 61G03		
		ILLINOIS FED. AID PROJECT		

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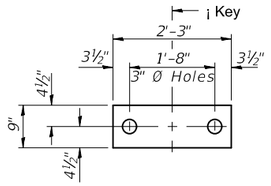
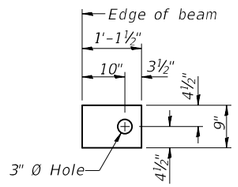


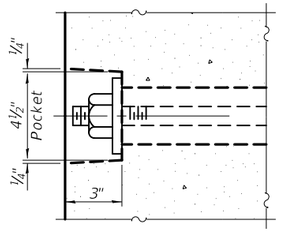
FABRIC BEARING PAD
(Interior)



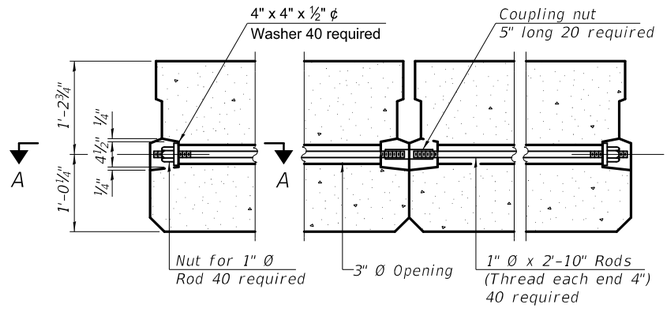
FABRIC BEARING PAD
(Exterior)

FIXED

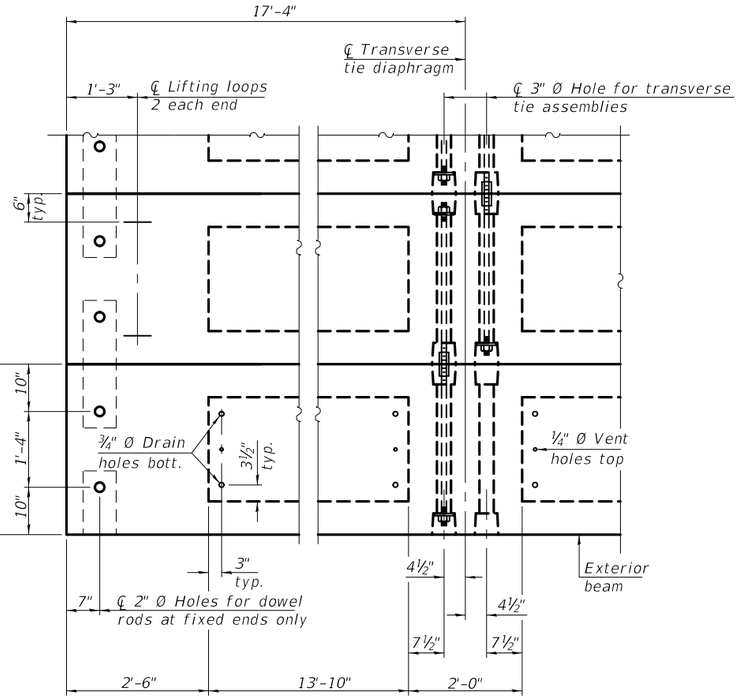
Notes:
All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



SECTION A-A

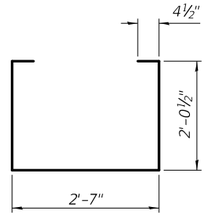


TYPICAL TRANSVERSE TIE ASSEMBLY

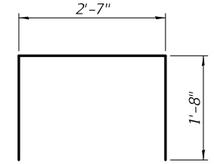


PLAN VIEW

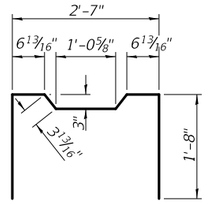
Note: Connect beams in pairs with the transverse tie configuration shown.



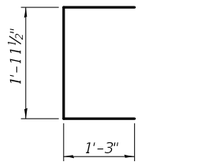
BAR S(E)



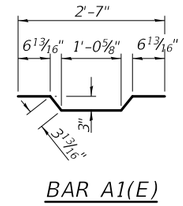
BAR S1(E)



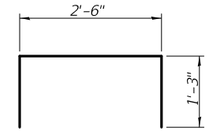
BAR S2(E)



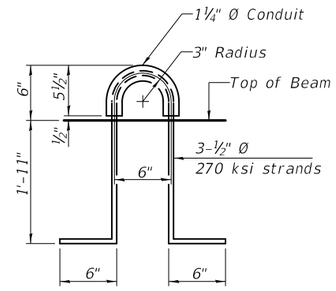
BAR U(E)



BAR A1(E)



BAR U1(E)



LIFTING LOOP DETAIL

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" Ø rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 6000 psi.

Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (27" depth)	Sq. Ft.	162

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Rosemont, Illinois 60018
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USER NAME = doconnell	DESIGNED - MM	REVISED -	
	DRAWN - PR	REVISED -	
PLOT SCALE = 2'	CHECKED - CPF	REVISED -	
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27" x 36" PPC DECK BEAM DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	15
		CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

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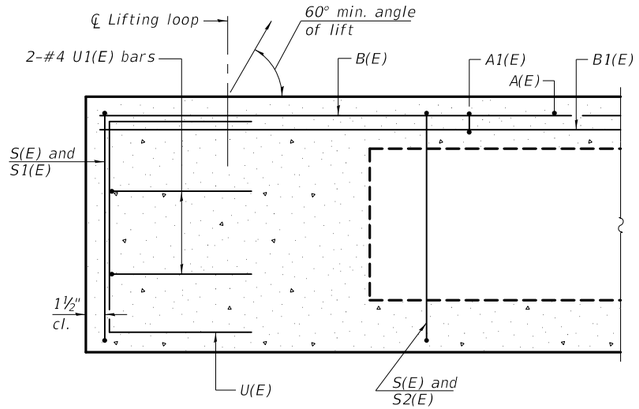
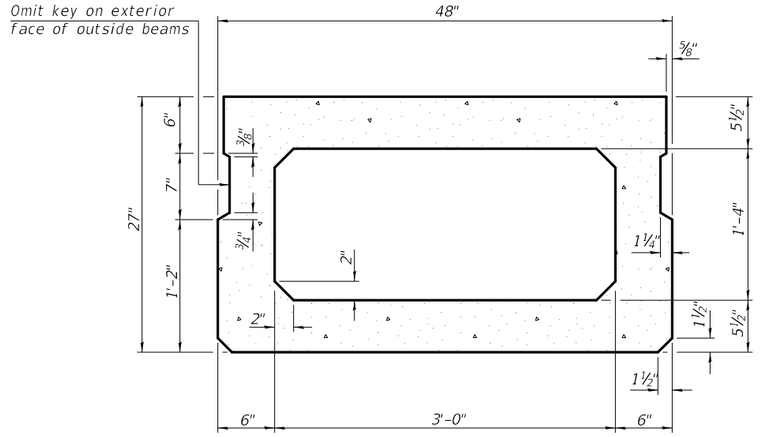
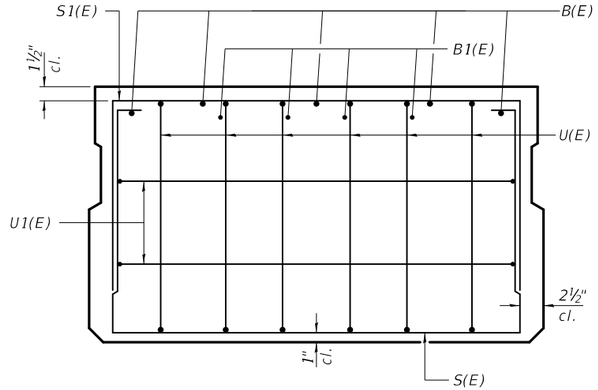


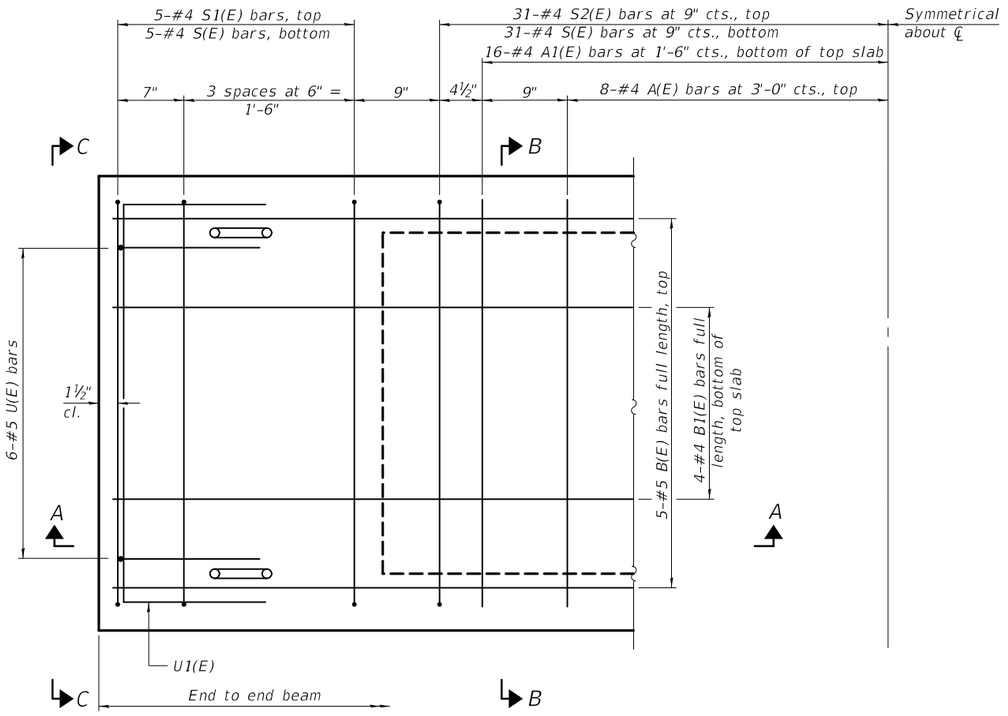
SECTION A-A



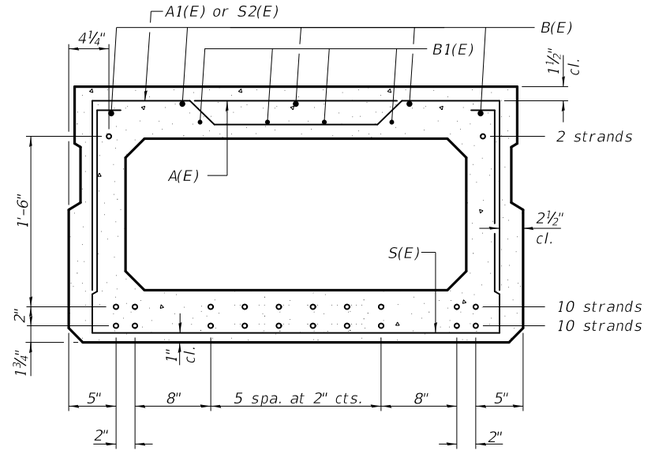
SECTION B-B
(Showing dimensions)



VIEW C-C



PLAN VIEW



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

MINIMUM BAR LAP
#4 bar = 1'-11"
#5 bar = 2'-6"

BAR LIST
ONE BEAM ONLY
(For information only)

	Bar	No.	Size	Length	Shape
	A(E)	16	#4	3'-7"	—
	A1(E)	32	#4	3'-10"	⌒
	B(E)	10	#5	27'-2"	—
	B1(E)	8	#4	26'-10"	—
*	D(E)	73	#5	5'-9"	—
**	D1(E)	73	#5	2'-9"	—
	S(E)	72	#4	8'-5"	⌴
	S1(E)	10	#4	6'-11"	⌐¬
	S2(E)	62	#4	7'-2"	⌐¬
	U(E)	12	#5	4'-6"	⊏
	U1(E)	4	#4	6'-0"	⌐¬

* Beams 1 and 11 Only.
** Beams 2 and 10 Only.

Note:
See sheet of for additional details and Bill of Material.

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	DRAWN - PR	REVISED -	
PLOT SCALE = 2'	CHECKED - CPF	REVISED -	
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27" x 48" PPC DECK BEAM DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	16
		CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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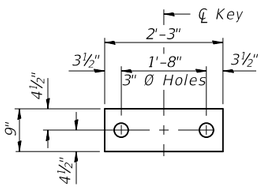
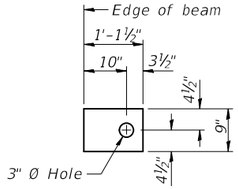


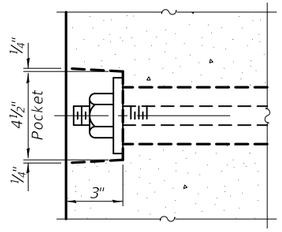
FABRIC BEARING PAD
(Interior)



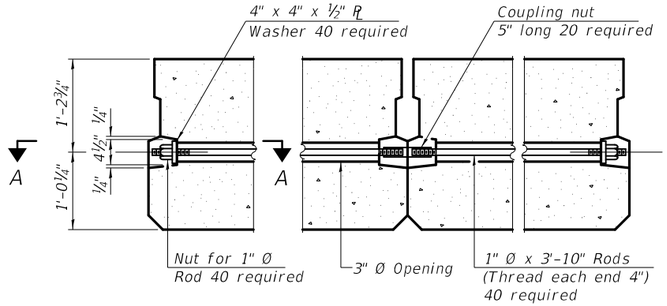
FABRIC BEARING PAD
(Exterior)

FIXED

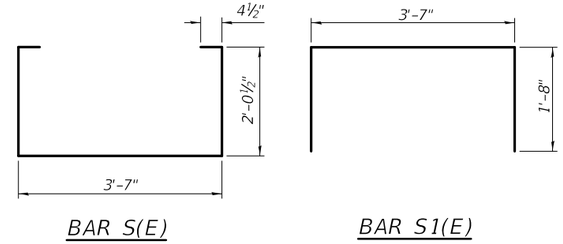
Notes:
All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



SECTION A-A

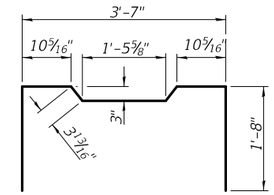


TYPICAL TRANSVERSE TIE ASSEMBLY

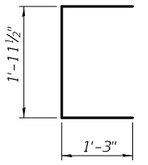


BAR S(E)

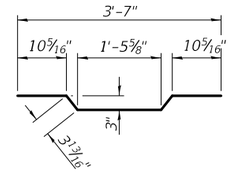
BAR S1(E)



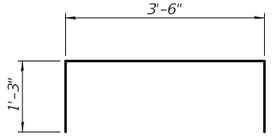
BAR S2(E)



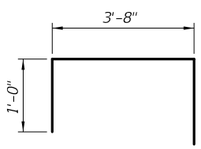
BAR U(E)



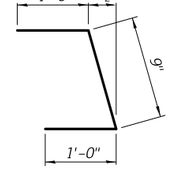
BAR A1(E)



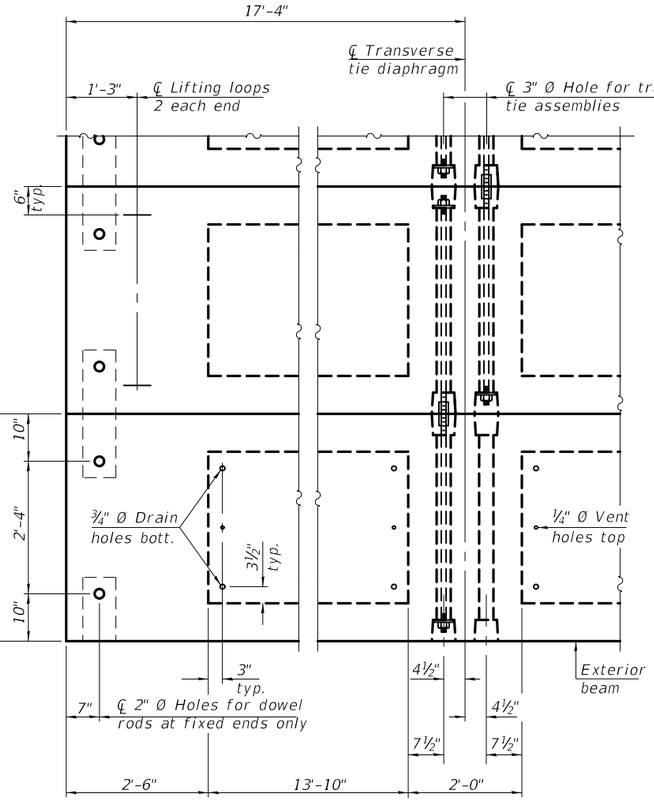
BAR U1(E)



BAR D(E)

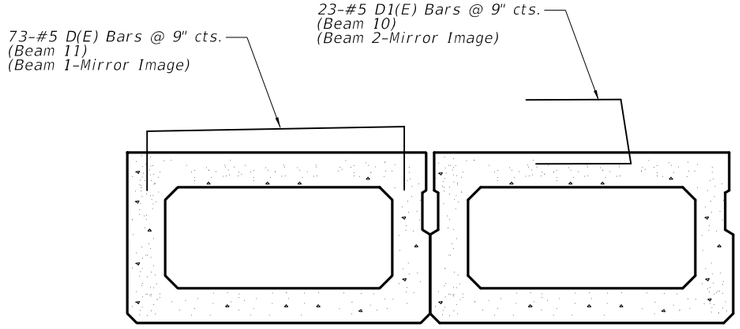


BAR D1(E)



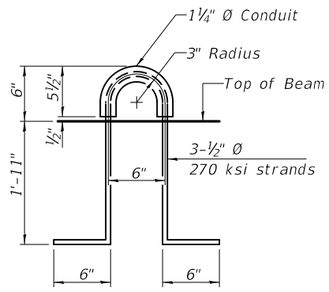
PLAN VIEW

Note: Connect beams in pairs with the transverse tie configuration shown.



SECTION THRU BEAMS NO. 10 AND 11
WITH SIDEWALK REINFORCEMENT

(Beams No. 1 and 2 Will Be Mirror Image)



LIFTING LOOP DETAIL

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" Ø rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 6000 psi.

Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (27" depth)	Sq. Ft.	2160

2-17-2017

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PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27" x 48" PPC DECK BEAM DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	17
		CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

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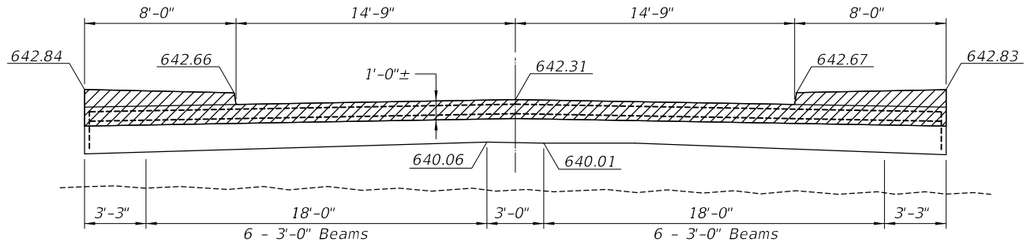
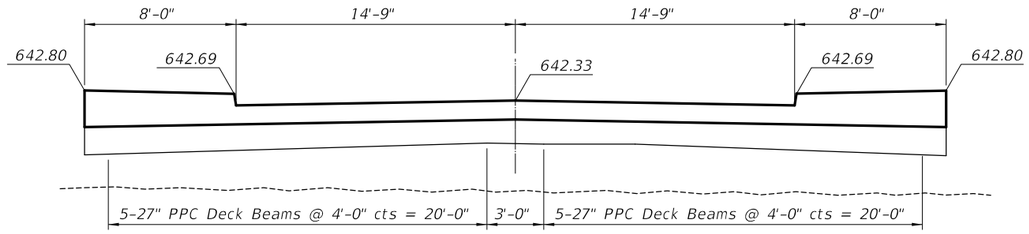
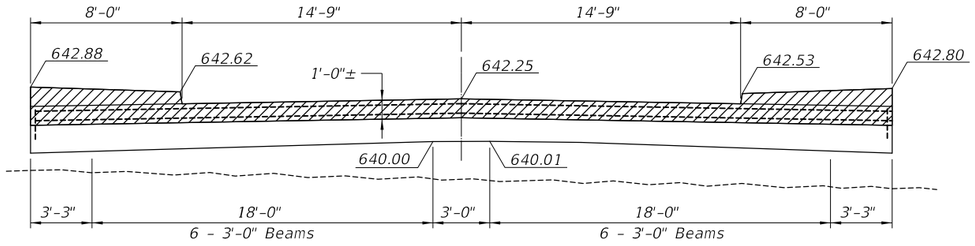


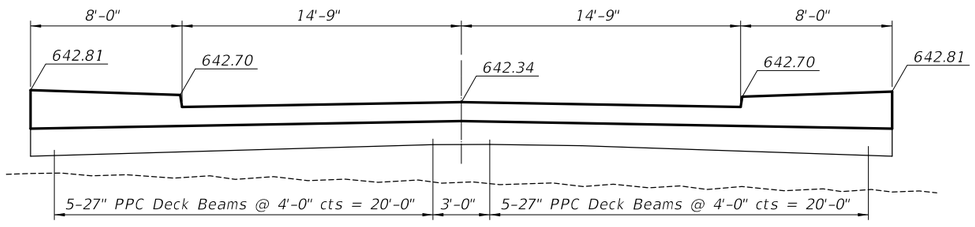
REMOVAL-SOUTH ABUTMENT



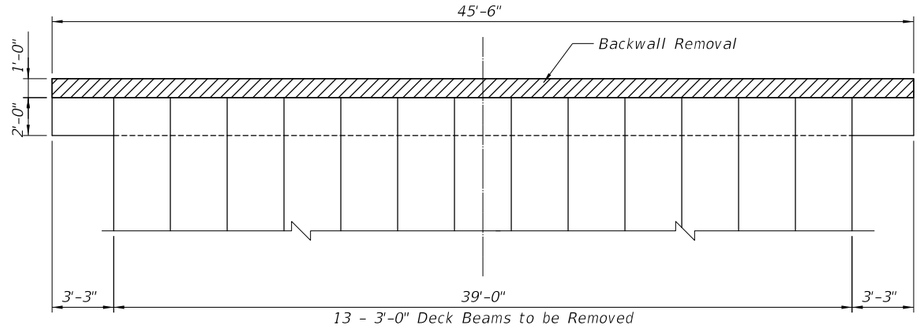
PROPOSED-SOUTH ABUTMENT



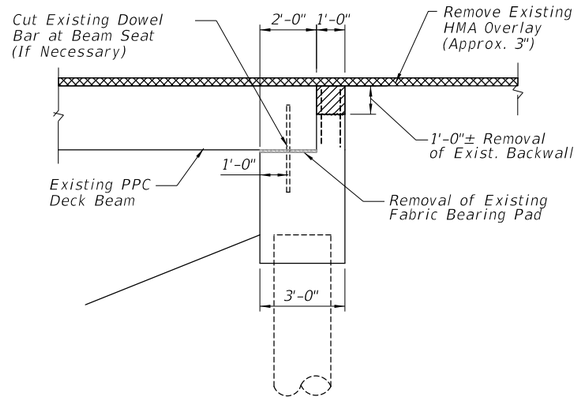
REMOVAL-NORTH ABUTMENT



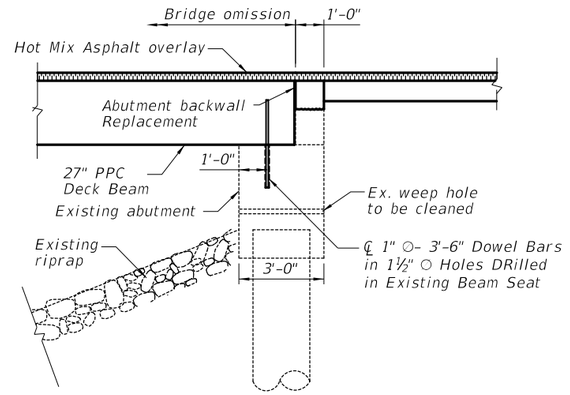
PROPOSED-NORTH ABUTMENT



REMOVAL PLAN AT ABUTMENTS



ABUTMENT - REMOVAL



PROPOSED ABUTMENT

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PLOT SCALE = 2'	CHECKED - CPF	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAIL

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	18
		CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

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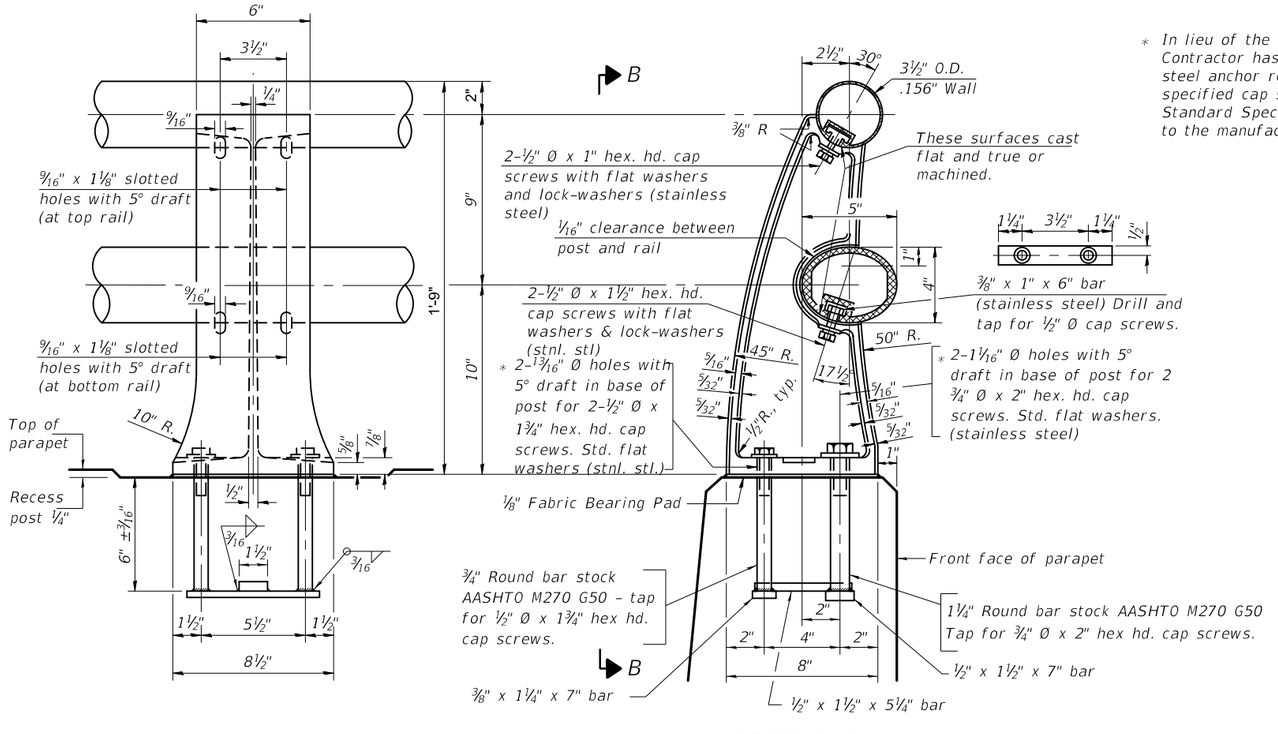
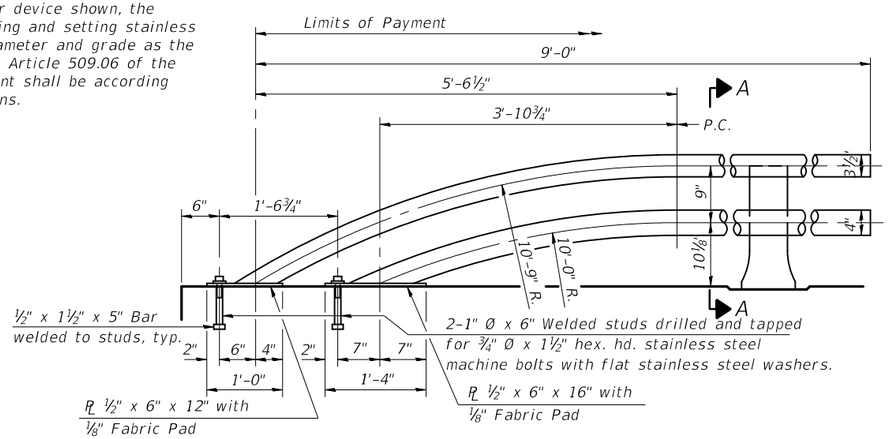
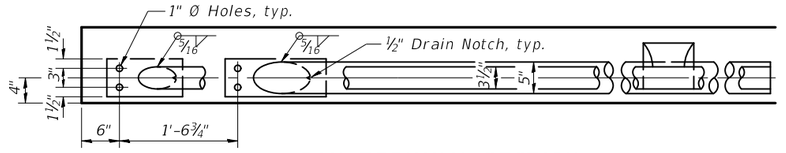


VIEW B-B

SECTION A-A

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

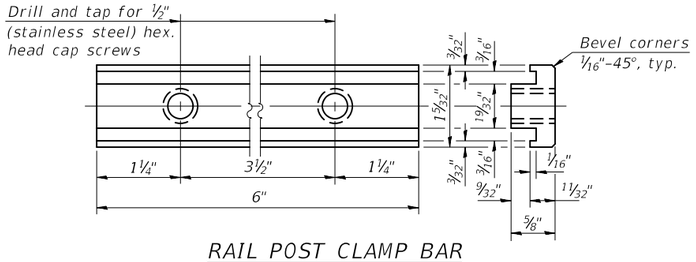




RAIL TERMINAL SECTION

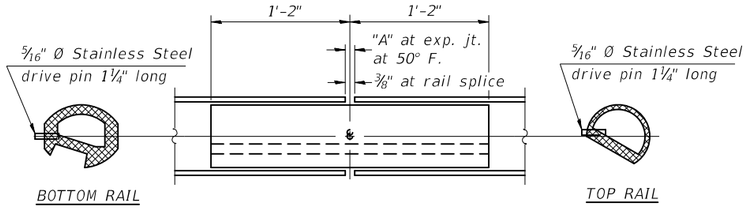
Note: The end rail post shall be set back as required for the terminal rail section.

RAIL POST DETAILS



RAIL POST CLAMP BAR

For Top Rail

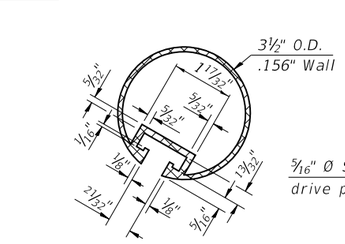


RAIL SPLICE

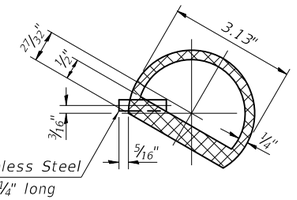
T	"A"
≤ 4"	2½"
> 4" ≤ 6½"	3¾"
> 6½" ≤ 9"	5"
> 9" ≤ 13"	7"

T = Total movement at expansion joint as shown on the design plans.

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

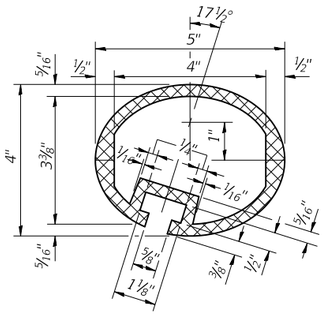


SECTION THRU TOP RAIL

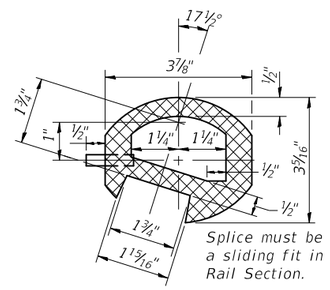


SECTION THRU SPLICE

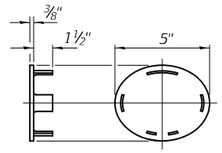
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION

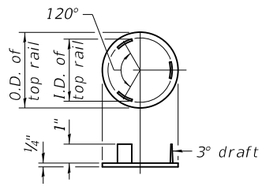


SEC. THRU SPLICE



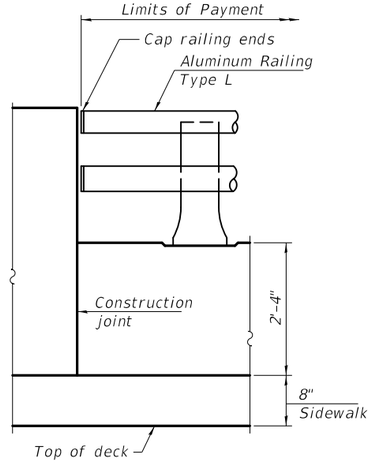
CAST END CAP

For bottom rail
DRIVE FIT TYPE



CAST END CAP

For top rail



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
All exposed rail ends shall be capped per detail.
Provide 1-⅛" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
See sheet of for rail post spacing.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	100

MODEL: Default
FILE NAME: N:\NORTHLAKE\940032DC161\Struct\RAILING_940032DC161.SHT

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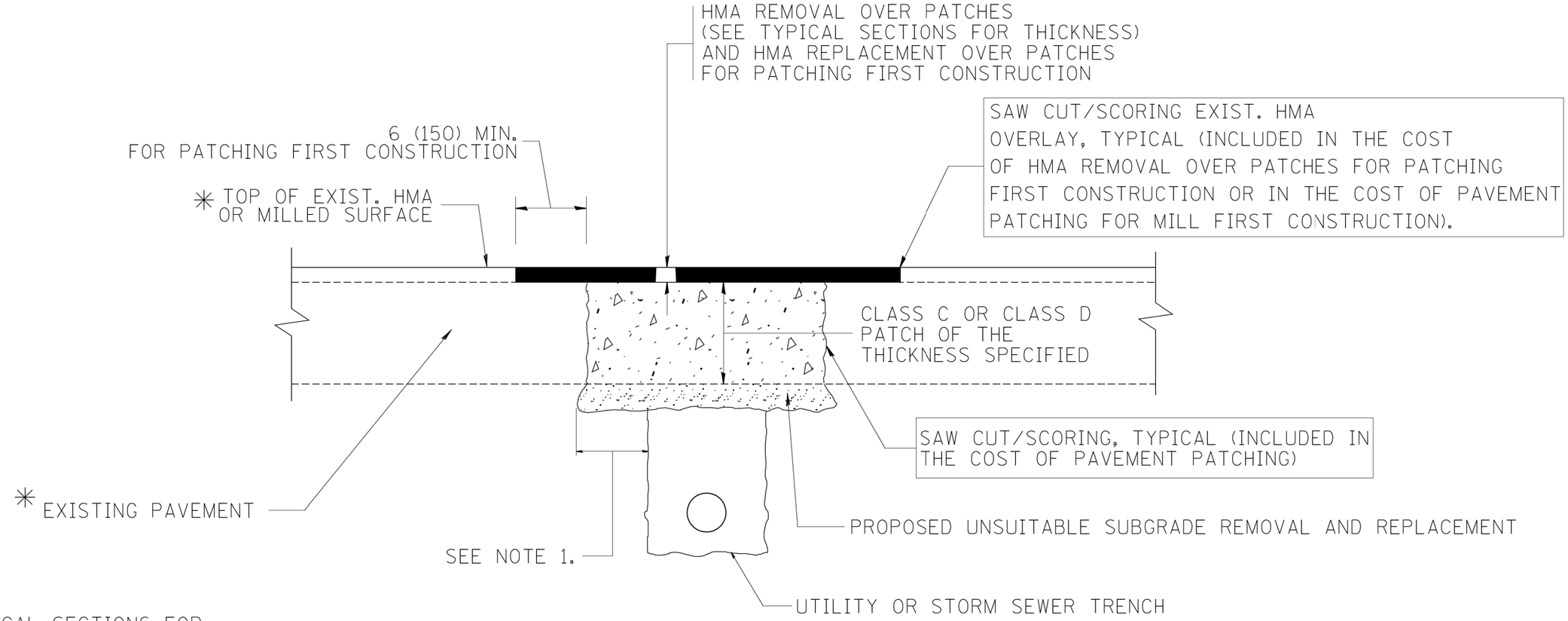
USER NAME = doconnell	DESIGNED - MM	REVISED -
	DRAWN - PR	REVISED -
PLOT SCALE = 2'	CHECKED - CPF	REVISED -
PLOT DATE = 09/03/2019	DATE - 08/26/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM RAILING, TYPE L

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	19
		CONTRACT NO. 61G03		
		ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			MUN RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07					2005	14-00086-00-BR	COOK	26 / 20
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07						BD400-04 (BD-22)		CONTRACT NO. 61G03
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT

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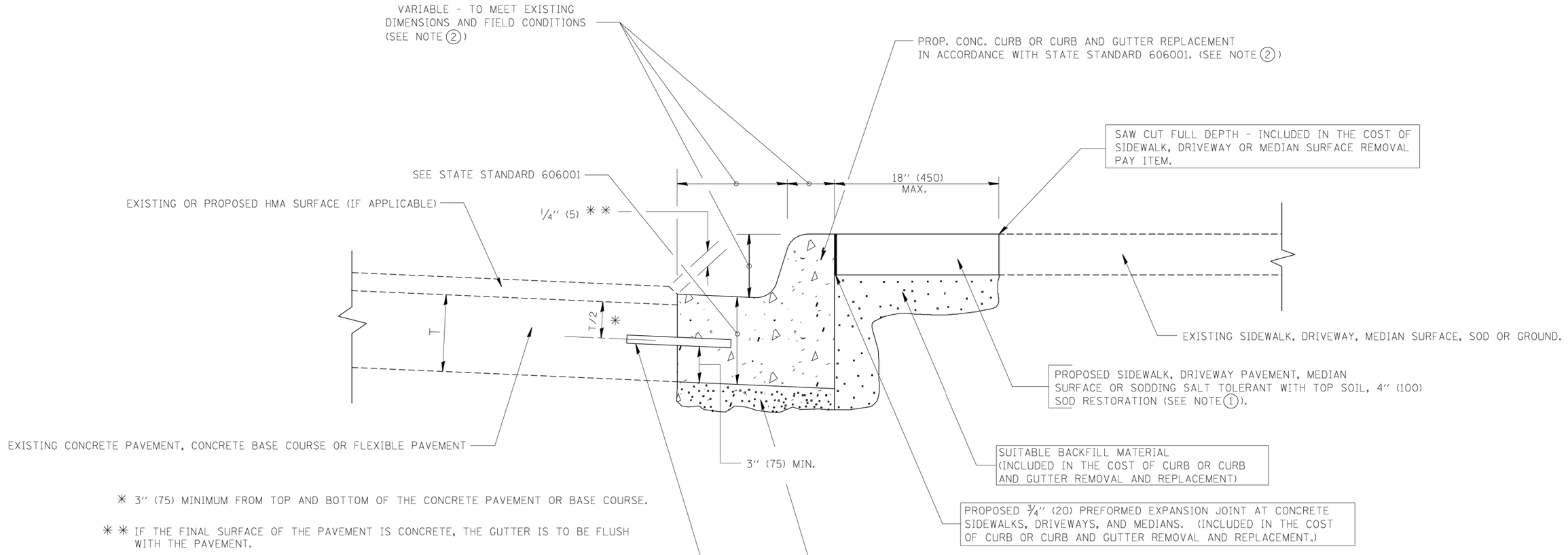

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

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

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

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	21
	BD600-06 (BD-24)	CONTRACT NO. 61G03		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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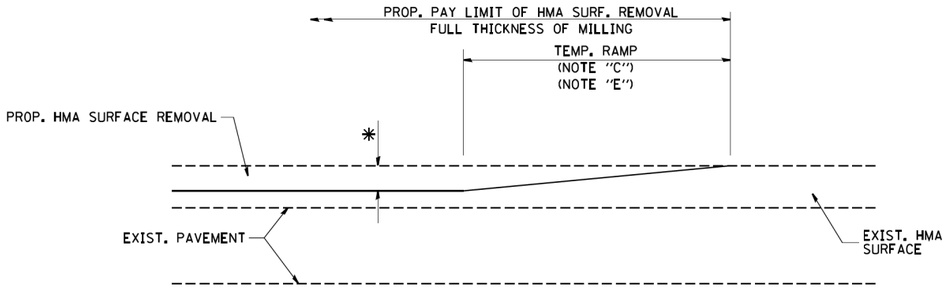
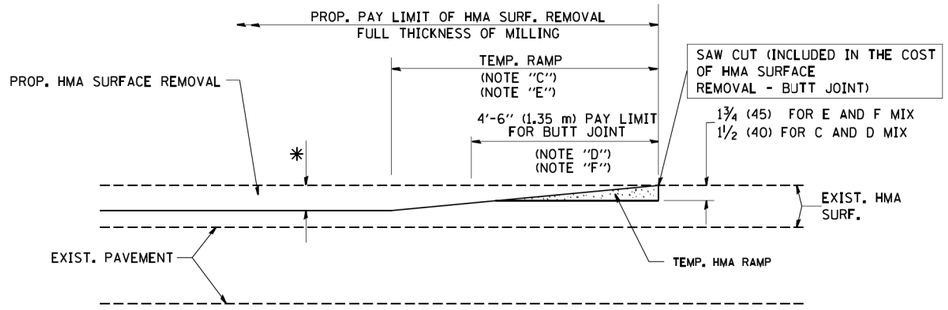


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

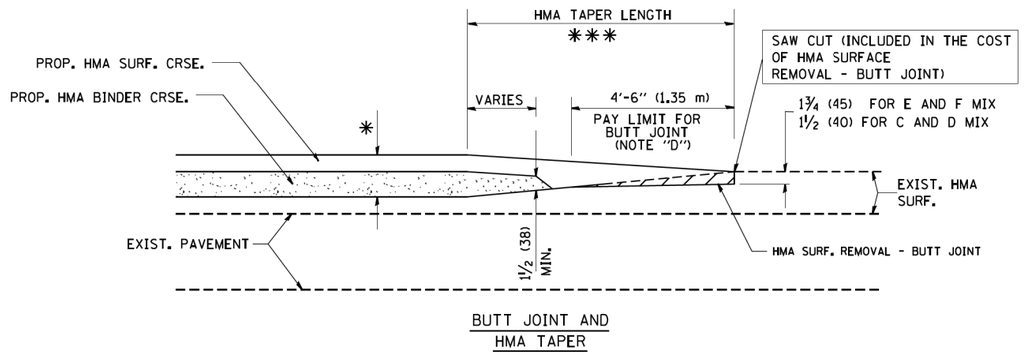


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

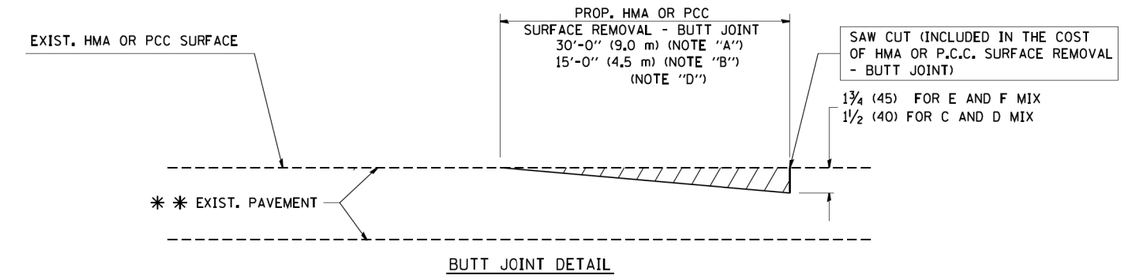
OPTION 2

TYPICAL TEMPORARY RAMP

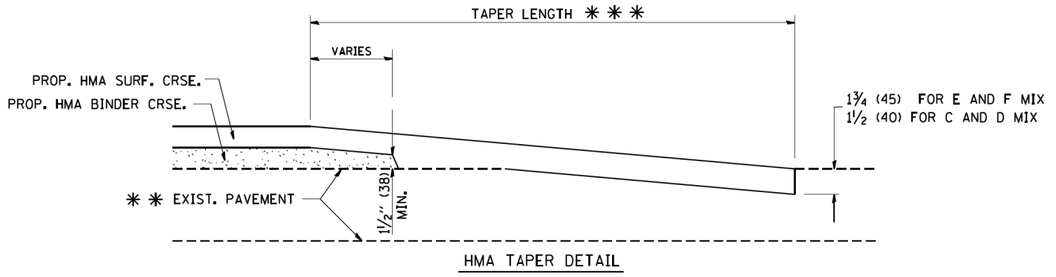


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	22
	BD400-05 BD32	CONTRACT NO. 61G03		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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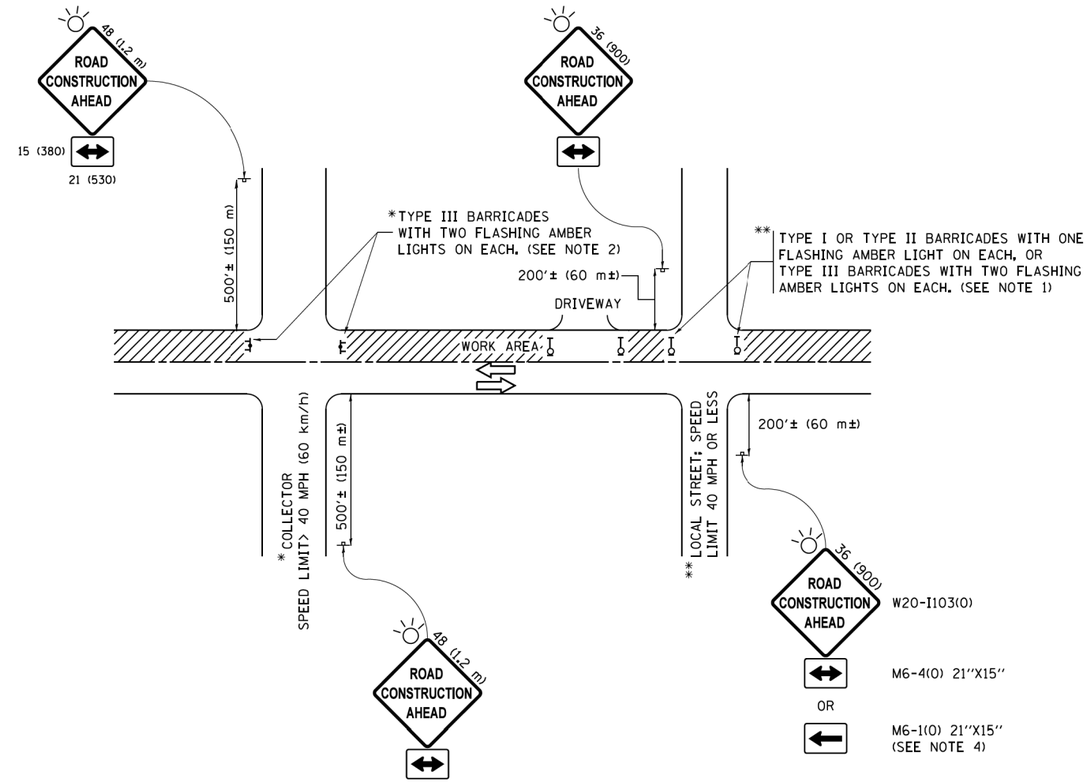

NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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	PLOT SCALE = 50.000 ' / in.	DRAWN -	REVISED -T. RAMMACHER 01-06-00
Default	PLOT DATE = 9/15/2016	CHECKED -	REVISED - A. SCHUETZE 07-01-13
		DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	23
	TC-10	CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

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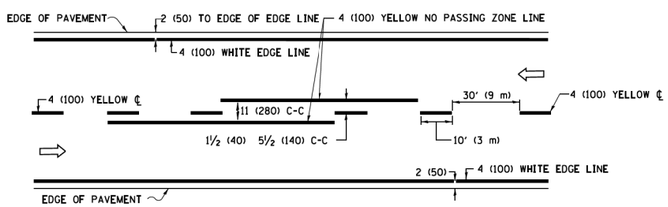
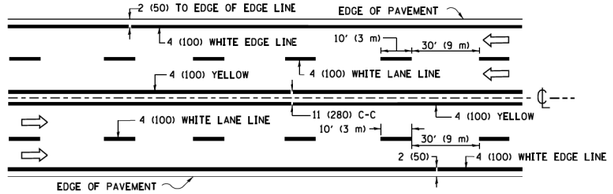
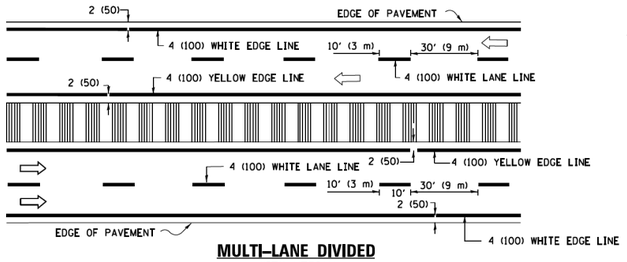


2–LANE ROADWAY

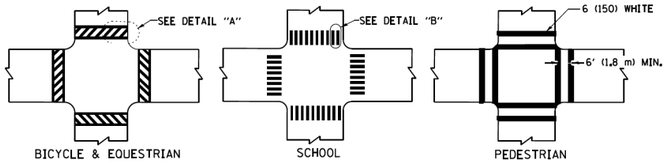


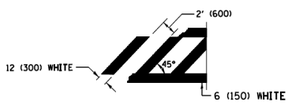
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

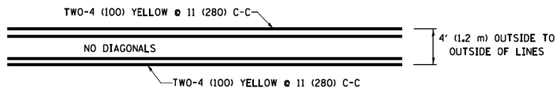
TYPICAL LANE AND EDGE LINE MARKING



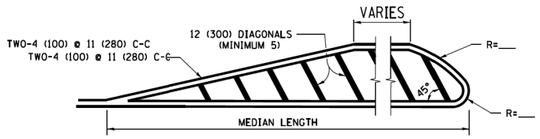


TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



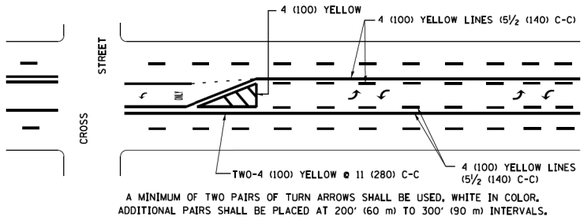
4' (1.2 m) WIDE MEDIANS ONLY



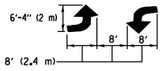
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

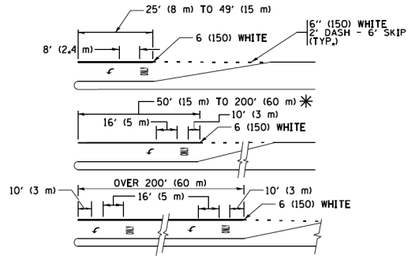


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

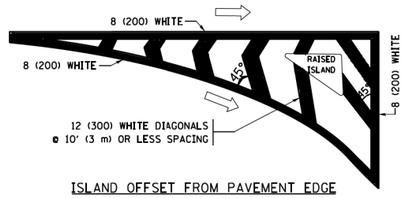


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ↑ AREA = 20.8 SQ. FT. (1.9 m²)

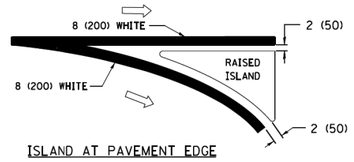
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

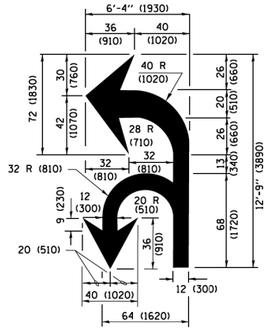


ISLAND OFFSET FROM PAVEMENT EDGE

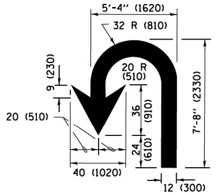


ISLAND AT PAVEMENT EDGE

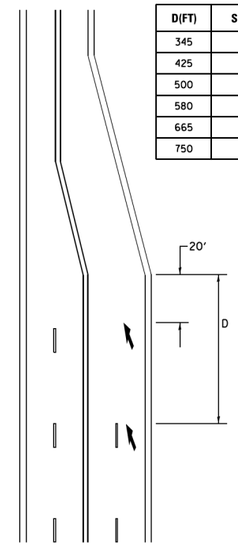
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊄ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊄ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊄ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊄ 6 (150) 12 (300) ⊄ 45° 12 (300) ⊄ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊄ 4 (100) WITH 12 (300) DIAGONALS ⊄ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊄ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊄ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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		DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	24
	TC-13	CONTRACT NO. 61G03		
	ILLINOIS FED. AID PROJECT			

FILE NAME N:\NORTHLAKE\940032DC161\Civil\DET.05_940032DC161.SHT

tc13.dgn 6/23/2017 9:41:34 AM User:leysa

ROUTE MARKERS

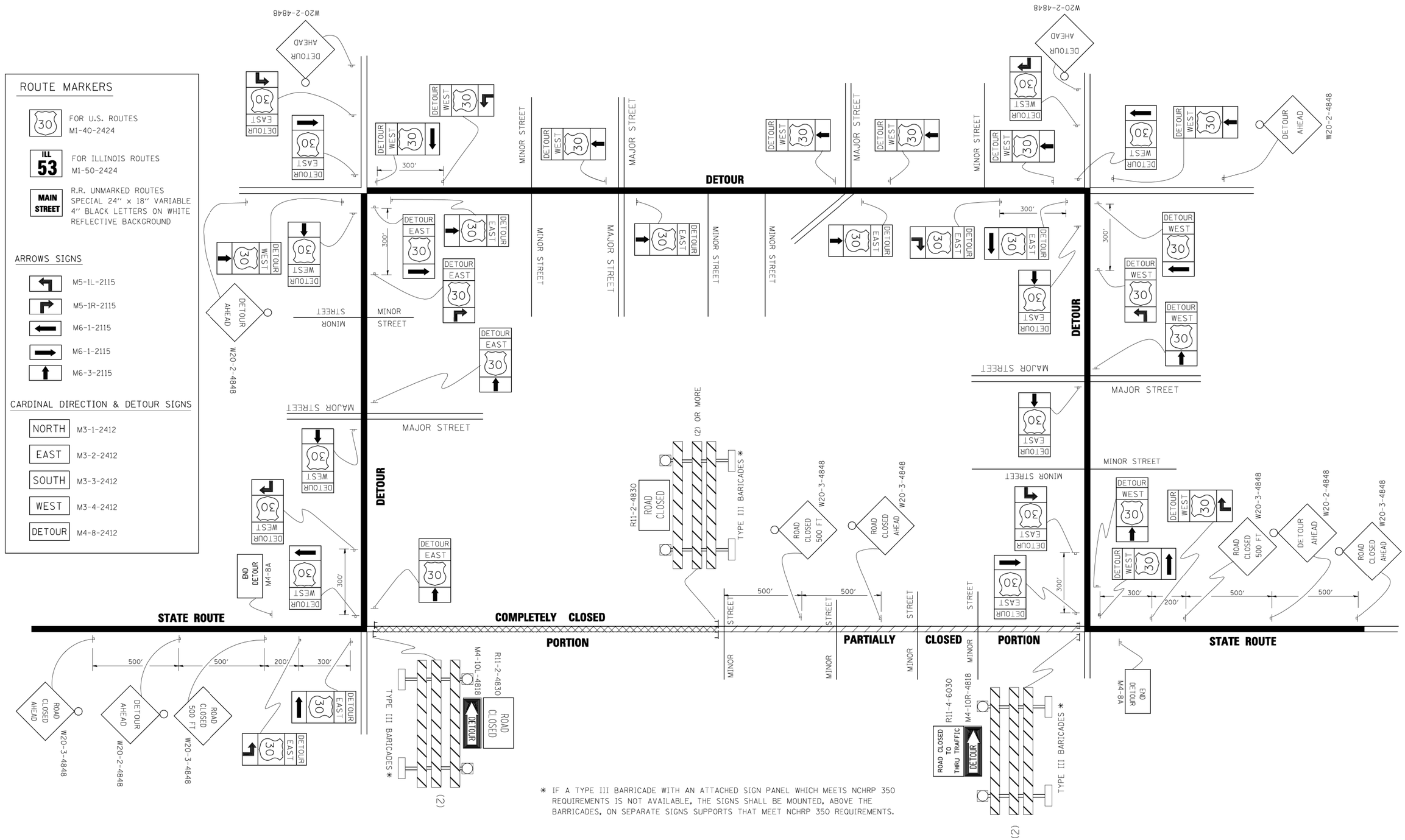
- 30 — FOR U.S. ROUTES M1-4O-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-5O-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH M3-1-2412
- EAST M3-2-2412
- SOUTH M3-3-2412
- WEST M3-4-2412
- DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME - c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\ta21.dgn	USER NAME - d-svakosgn	DESIGNED -	REVISED - 10 18 02
		DRAWN -	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/14/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005	14-00086-00-BR	COOK	26	25
	TC-21	CONTRACT NO. 61G03		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FILE NAME N:\NORTHLAKE\9400320C161\Civil\DET.06.9400320C161.SHT

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

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

MODEL: Default
FILE NAME: N:\NORTHLAKE\940032DC161\Civil\XSEC.01_940032DC161.SHT

N:\NORTHLAKE\940032DC161\Civil\XSEC.01_940032DC161.SHT

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

USER NAME = doconnell
PLOT SCALE = 20'
PLOT DATE = 09/03/2019

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

DOC	
DOC	
GROZ	
08/26/2019	

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 20H 5V
SHEET 1 OF 1 SHEETS
STA. 11+00.00 TO STA. 11+80.00

MUN	RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2005		14-00086-00-BR	COOK	26	26

ILLINOIS FED. AID PROJECT

CONTRACT NO. 61G03

650
647.5
645
642.5
640
637.5
635
632.5
630

11+80.00

℄ PRATER AVENUE
1.5%
642.48
1.5%
EXISTING ROW

11+50.00

℄ PRATER AVENUE
2.1%
642.50
2.1%
EXISTING ROW
NORMAL WATER LEVEL: 639.74

11+20.00

℄ PRATER AVENUE
1.5%
642.48
1.5%
EXISTING ROW

11+00.00

℄ PRATER AVENUE
1.5%
642.06
1.5%
EXISTING ROW

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90