11-08-2024 LETTING ITEM 019

FOR INDEX OF SHEETS, SEE SHEET NO. 3

PROJECT LOCATED IN VILLAGE OF ARLINGTON HEIGHTS AND CITY OF ROLLING MEADOWS

TRAFFIC DATA
ADT:
IL RTE. 53 = 122,400 (2021)
EUCLID AVENUE = 22,000 (2018)

DESIGN SPEED
IL RTE. 53 = 55 MPH
EUCLID AVENUE = 45 MPH

POSTED SPEED
IL RTE. 53 = 55 MPH
EUCLID AVENUE = 45 MPH

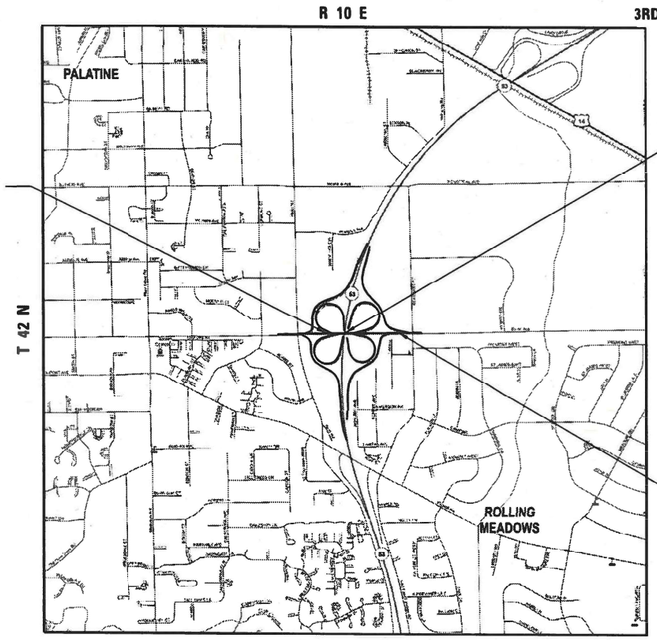
DESIGN DESIGNATION
IL RTE. 53 = FREEWAY OR EXPRESSWAY (FD-20)
EUCLID AVENUE = MINOR ARTERIAL (FD-20)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAU ROUTE 1292 (EUCLID AVENUE) OVER
FAP ROUTE 342 (IL ROUTE 53)
STRUCTURE #016–1018 REPLACEMENT
SECTION (531–2–HB)BR 23
FEDERAL PROJECT NO.: NHPP-8Z8C(183
STRUCTURE REHABILITATION
COOK COUNTY

C–91–123–24

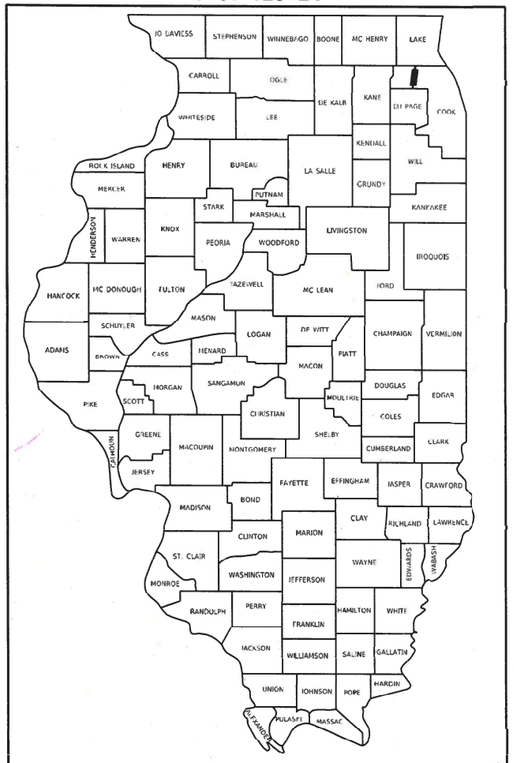


PALATINE TOWNSHIP

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	1
	ILLINOIS	CONTRACT NO.: 62W30		

187 + 7 = 194 TOTAL SHEETS

D–91–123–24



LOCATION OF SECTION INDICATED THUS: –

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Aug 13th 20 24
REGIONAL ENGINEER

October 4, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

October 4, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER: FIRAS UDDIN (847)705–4552
PROJECT MANAGER: MATTHEW ROTHENBERG, P.E. (847)705–4230

CONTRACT NO.: 62W30

GROSS LENGTH = 605.02 FT. = 0.115 MILE
NET LENGTH = 605.02 FT. = 0.115 MILE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

FAU ROUTE 1292 (EUCLID AVENUE) OVER
FAP ROUTE 342 (IL ROUTE 53)
STRUCTURE #016–1018 REPLACEMENT
SECTION (531–2–HB)BR 23
FEDERAL PROJECT NO.: 8Z8C(183)
STRUCTURE REHABILITATION
COOK COUNTY
C–91–123–24

STRAND ASSOCIATES, INC.
STEVEN R. BARBER, P.E.
* 062-072469
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
1 TO 36 AND 146 TO 187
8/16/2024

STEVEN R. BARBER 062-072469 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

WSP USA INC.
ANDREW A. THOMPSON, P.E.
* 062-072372
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
37 TO 50
8/16/2024

ANDREW A. THOMPSON 062-072372 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

STRAND ASSOCIATES, INC.
ALEXANDER M. SCHWARZ, P.E.
* 062-070948
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
51 TO 54
8/16/2024

ALEXANDER M. SCHWARZ 062-070948 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

LIN ENGINEERING, LTD.
SHIRAZ TARIQUE, P.E.
* 062-064219
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
60 TO 62
8/16/2024

SHIRAZ TARIQUE 062-069151 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

PINPOINT PRECISION ENGINEERING, LLC
ARIF SHAIKH, P.E.
* 062-057409
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
63 TO 65
8/16/2024

ARIF SHAIKH 062-057409 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

STRAND ASSOCIATES, INC.
RYAN R. SMITH, P.E.
* 062-069611
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
70 TO 81
8/16/2024

RYAN R. SMITH 062-069611 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

CZAPLICKI LOPEZ, PLLC
SARAH L. CZAPLICKI, P.E., S.E.
* 081-006191
EXPIRATION DATE: 11-30-2024
SIGNATURE AND SEAL APPLY TO DRAWINGS:
66 TO 69 AND 97 TO 141
8/16/2024

LICENSED STRUCTURAL ENGINEER
SARAH L. CZAPLICKI
081.006191
STATE OF ILLINOIS
08/16/2024
Sarah L. Czaplicki, PE, SE
Expires: November 30, 2024

SINGH & ASSOCIATES, INC.
RASHESHKUMAR D. PATEL, P.E.
* 062-064617
EXPIRATION DATE: 11-30-2025
SIGNATURE AND SEAL APPLY TO DRAWINGS:
82 TO 96
8/16/2024

RASHESHKUMAR D PATEL 062-064617 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -	
	DRAWN - DJW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFESSIONAL SEALS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	2
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
420111-04	PCC PAVEMENT ROUNDOUTS
420201-12	ENTRANCE RAMP TERMINAL
420301-09	EXIT RAMP TERMINAL
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
515001-04	NAME PLATES FOR BRIDGES
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
606301-04	PC CONCRETE ISLANDS AND MEDIANS
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-06	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATION, MULTILANE, MORE THAN 16' (4.5m) AWAY
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
720021-03	SIGN PANELS, EXTRUDED ALUMINUM TYPE
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001-01	RACEWAYS EMBEDDED IN STRUCTURE

IDOT DISTRICT ONE STANDARD DETAILS

BD34	DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL
BD49	DETAIL FOR CENTERLINE SAW CUT 16' AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS
BD51	BENCHING DETAIL FOR EMBANKMENT WIDENING
BD52	DETAIL OF PAVEMENT SEPARATION JOINT FOR PCC PAVEMENTS AT INTERSECTIONS
BD53	DETAIL OF VARIOUS TYPES OF LANE REDUCTION FOR PCC PAVEMENT
BD54	DETAIL FOR CENTERLINE SAW CUT FOR DEAD END JOINT
BE-400	ALUMINUM LIGHT POLE47'-6" (14.478 m) MOUNTING HEIGHT
BE-701	LUMINAIRE SAFETY CABLE ASSEMBLY
BE-702	MISC. ELECTRICAL DETAILS SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-901	SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS
TC08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC09	SINGLE LANE WEAVE AND MULTI-LANE WEAVE
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAIL
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC16	SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC18	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS
TC22	ARTERIAL ROAD INFORMATION SIGN
TS05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (7 SHEETS)

ILLINOIS URBAN MANUAL STANDARDS

IL-610	PIPE OULET TO FLAT AREA

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -	
	DRAWN - DJW	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 9/25/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	3
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

1. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL THE DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. THE LOCATION AND ELEVATION OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM AND IS RESPONSIBLE FOR ANY DAMAGE CAUSED.
5. THE CONTRACTOR SHALL NOTIFY THE AGENCIES AND UTILITIES AT LEAST 10 DAYS PRIOR TO ANY CONSTRUCTION IN THE AREA AND SHALL COMPLY WITH ALL RESTRICTIONS FOR EQUIPMENT MOVEMENTS AND CLEARANCES IN REGARDS TO THEIR FACILITIES.
6. 48 HOURS PRIOR TO THE START OF ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E., COOK COUNTY FOR VERIFICATION OF ALL UTILITY LOCATIONS IN THE FIELD.
7. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
8. THE CONTRACTOR SHALL COORDINATE WITH ALL ABOVE AND UNDERGROUND UTILITY COMPANIES IF UTILITIES NEED TO BE RELOCATED.
9. THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK.
10. THE CONTRACTOR SHALL ENSURE THAT POSITIVE DRAINAGE IS MAINTAINED AT ALL TIMES DURING AND AFTER THE CONSTRUCTION.
11. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
12. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
13. THE FRAMES AND LIDS OF EXISTING UTILITY OR DRAINAGE STRUCTURES WITHIN THE LIMITS OF THIS IMPROVEMENT PROJECT THAT ARE NOT NOTED ON THE PLANS FOR REPLACEMENT OR RECONSTRUCTION SHALL BE ADJUSTED TO MATCH THE PROPOSED ROADWAY GRADES. THE FRAMES AND LIDS OF PRIVATE UTILITY STRUCTURES SHALL BE ADJUSTED BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT. HOWEVER, THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY OWNERS TO HAVE ADJUSTMENTS PERFORMED.
14. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT. IF NECESSARY, AND A TEMPORARY OUTLET SHALL BE PREPARED AT ALL TIME TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT ROADSIDE DRAINAGE SYSTEM IS BUILT AND IN SERVICE.
15. PROPOSED END SECTIONS SHALL BE SLOPED TO MATCH THE PROPOSED CULVERTS AND STORM SEWER PIPE SLOPES. STORM SEWER PIPE LENGTHS IN SCHEDULES INCLUDE THE LENGTH OF END SECTION WHERE APPLICABLE. DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENT SHALL BE AS DIRECTED BY THE ENGINEER. PROPOSED RIM ELEVATIONS SHOWN FOR DRAINAGE STRUCTURES IN THE GUTTER REFERENCE THE PROPOSED BOTTOM OF GUTTER ELEVATION.
16. UNLESS OTHERWISE NOTED, LOCATIONS SHOWN ON THE PLANS ARE TO THE FACE OF CURB FOR GRATES IN THE CURB AND GUTTER AND TO THE CENTER OF THE GRATE/LID FOR ALL OTHER STRUCTURES. FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD, UNLESS OTHERWISE NOTED ON THE STRUCTURE IN THE PLANS. ALL FLAT TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.
17. ALL SUBSURFACE DRAINS ENCOUNTERED IN THE ROADWAY EXCAVATION SHALL BE REMOVED AND CONSIDERED TO BE INCLUDED IN THE COST OF EARTH EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CAPPING THE EXISTING SUBSURFACE DRAINS OR AS DIRECTED BY THE OWNER.
18. THE PROPOSED DRAINAGE STRUCTURES AND PIPES SHALL BE PROTECTED IMMEDIATELY AFTER THEY ARE CONSTRUCTED UNTIL THE SURFACES THAT DRAIN TO THEM ARE FULLY PAVED OR VEGETATED.
19. ALL SIGN RELOCATIONS AND PROPOSED SIGNS SHALL BE PLACED IN THE LOCATION INDICATED IN THE SIGN SCHEDULE IN THE SCHEDULE OF QUANTITIES. ALL SIGNS SHALL BE INSTALLED ACCORDING TO THE MUTCD, THE ILLINOIS SUPPLEMENT TO THE MUTCD, AND THE STANDARD SPECIFICATIONS.
20. IT IS ASSUMED THAT THE TOP 6" OF THE EXISTING GROUND OUTSIDE THE PAVEMENT SHALL BE EXCAVATED AND RE-SPREAD. QUANTITIES FOR THIS WORK ARE INCLUDED IN TOP SOIL EXCAVATION AND PLACEMENT.
21. THE REMOVAL AND REPLACEMENT AREAS SHOWN ON THE PLANS ARE ESTIMATED FROM THE BORINGS INFORMATION. THE ACTUAL EXTENT OF THE REMOVAL AND REPLACEMENT SHALL BE DETERMINED AND EITHER VERIFIED OR ADJUSTED TO THE CONDITIONS ENCOUNTERED IN THE FIELD AT THE TIME OF CONSTRUCTION BY A QUALIFIED SOILS INSPECTOR.
22. TEN FOOT TRANSITIONS SHALL BE USED TO TRANSITION PROPOSED CURB AND GUTTER AND MEDIAN ITEMS TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE TYPE OF COMBINATION CONCRETE CURB AND GUTTER.
23. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICADED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AND THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSITABLE SOILS ARE ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPESATION WIL BE DUE TO THE CONTRACTOR.
24. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
25. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, ARTERIAL TRAFFIC FIELD ENGINEER VIA EMAIL AT FADI.SULTAN@ILLINOIS.GOV AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
26. BELOW ARE CONTACT DETAILS FOR VARIOUS UTILITIES THAT WILL BE AFFECTED BY THE PROJECT.

    AGENCY - CONTACT PERSON, EMAIL, TELEPHONE NO.

    ASTOUND - JUAN DEL REAL, JUAN.DELREAL@ASTOUND.COM, 312-955-2020
    AT&T DISTRIBUTION - G11629@ATT.COM
    COMCAST - MARTHA GIERAS, MARTHA_GIERAS@CABLE.COMCAST.COM, 224-229-5682
    VILLAGE OF ARLINGTON HEIGHTS - STEVE MULLANY, SMULLANY@VAH.COM, 847-368-5800
    VILLAGE OF PALATINE - GEORGE RUPPERT, GRUPPERT@PALATINE.IL.US, 847-202-6963
    VINAKOM COMMUNICATIONS - DICKY PATEL, DICKY.PATEL@VINAKOM.COM, 847-592-5785
    NICOR - CHARLES PARROTT, CPARROTT@SOUTHERNCO.COM, 630-388-2362
    REDSPEED ILLINOIS, LLC. - JOSE CHAVEZ, JOSE.CHAVEZ@REDSPEED-ILLINOIS.COM, 630-317-5705, 630-936-9129
    VERIZON WIRELESS - NATIONAL FACILITY LOCATE, 800-624-9675
    ATT/T-TCG - BOBBY AKHTER, 630-390-0089
    COMED - DESIGN STAGE LOCATE, PLANSUBMITTALSANDMAPREQUESTS@EXELONCORP.COM, 630-576-7094
    LEVEL 3 (CENTURYLINK) - LUMEN NETWORK RELOCATIONS, NATIONALRELO@CENTURYLINK.COM, 877-366-8344 X 2
    METROPOLITAN WATER RECLAMATION DISTRICT - JOE SCHUESSLER, SCHEUSSLERJ@MWRD.ORG, 312-750-3236
    MCI/VERIZON - 000-000-0000, INVESTIGATIONS@VERIZON.COM
    USIC LOCATING SERVICES - NO INFORMATION PROVIDED
    HBK ENGINEERING, LLC. - NO INFORMATION PROVIDED
    CITY OF ROLLING MEADOWS - RYAN RIVARD, RIVARDR@CITYRM.ORG
27. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
28. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING AND AFTER CONSTRUCTION.
29. DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENT SHALL BE AS DIRECTED BY THE ENGINEER.
30. STABILIZED CONSTRUCTION ENTRANCES ACCORDING TO THE ILLINOIS URBAN MANUAL LATEST EDITION WILL BE REQUIRED. ALL LOCATIONS SHALL BE APPROVED BY THE RESIDENT ENGINEER.
31. SILT FENCE SHALL BE USED AS A PERIMETER EROSION BARRIER TO FILTER RUNOFF LEAVING THE PROJECT LIMITS. J-HOOKS SHALL BE INSTALLED AS SHOWN IN HIGHWAY STANDARD 280001-07 AT LOCATIONS APPROVED BY THE RESIDENT ENGINEER.
32. FOR INLET AND PIPE PROTECTION, USE A COMBINATION OF PERIMETER EROSION BARRIER AND TEMPORARY DITCH CHECKS FOR PIPE PROTECTION. THE USE OF STRAW BALES FOR PIPE PROTECTION SHALL NOT BE ALLOWED.
33. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
34. EROSION CONTROL MEASURES SHALL BE CHECKED WEEKLY AND AFTER EACH RAINFALL, 1/2" OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SIGNIFICANT SNOW MELT.
35. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
36. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
37. CONTRACTOR SHALL NOTIFY THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 SEVENTY-TWO (72) HOURS PRIOR TO LANDSCAPE INSTALLATION TO VERIFY LAYOUT.
38. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 606001-05. TOP OF PIPE UNDERDRAINS SHALL BE MINIMUM OF 6" BELOW THE AGGREGATE SUBGRADE LAYER. THE COST OF MAKING UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COSTS OF THE PIPE UNDERDRAINS.
39. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c) OF THE SSRBC WILL NOT BE ALLOWED.
40. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EROSION CONTROL NOTES

1. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION FOUND ON THE CONSTRUCTION TAB AT: (https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/manuals-guides-and-handbooks/highways/environment/erosion-and-sediment-control-field-guide-for-construction-inspection.pdf).
2. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL PROVIDE THE RE A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BEETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
4. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
5. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENETLY SEEDED AT ONE TIME.
7. "WETLANDS NO INTRUSION" SIGNAGE SHOULD BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WATERS OF THE US TO BE PROTECTED BY TEMPORARY FENCE AS SHOWN ON THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN.
8. IF WETLANDS ARE FLOODED, PERIMETER EROSION BARRIER MAY BE DETERMINED BY THE ENGINEER IN FIELD TO BE INSUFFICIENT FOR PROMOTING WATER QUALITY. IF SO, THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING A SUITABLE ALTERNATIVE FOR PROMOTING WATER QUALITY. THIS WORK SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER IN FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE COOK COUNTY PERMIT DIVISION, MR. MICHAEL STERR AT (312) 603-1734 AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
2. IF ANY EXISTING PAVEMENT MARKINGS AND/OR SIGNING ALONG EUCLID AVENUE IS/ARE DISTRUBED DUE TO CONSTRUCTION OF THE PROPOSED IMPROVEMENTS ALONG EUCLID AVENUE, THE CONTRACTOR SHALL REPLACE THE DISTURBED TRAFFIC CONTROL DEVICES PER CCODTH AND IDOT-DISTRICT 1 STANDARDS FOR PAVEMENT MARKINGS AND SIGNING.
3. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT.
4. COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS IS NOT PART OF JULIE. FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL AND LANDSCAPING DIVISION AT 312-603-1734.
5. FOR THE LOCATION OF UNDERGROUND COUNTY MAINTAINED FACILITIES, SEE COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL."
6. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COOK COUNTY HIGHWAYS, TWO-WAY TRAFFIC SHALL REMAIN OPEN TO ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M, FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD APPLICATIONS.

METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO GENERAL NOTES

1. MWRD REQUESTS THAT YOU WORK WITH MWRD STAFF TO PHYSICALLY LOCATE MWRD FACILITIES IN THE FIELD IN ORDER TO AVOID ANY NEGATIVE IMPACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING MWRD FACILITIES FROM ALL CONSTRUCTION OPERATIONS, VIBRATIONS, AND HEAVY EQUIPMENT. DURING CONSTRUCTION IT IS REQUESTED TO EXERCISE EXTRA CAUTION FOR THE SAFETY AND INTEGRITY OF OUR FACILITIES. IN ORDER TO MAINTAIN SERVICE, NO ACCESS HATCHES AND MANHOLE COVERS ON MWRD STRUCTURES AND MANHOLES WITHIN THE PROJECT AREA SHALL BE BURIED OR COVERED; NO DEBRIS SHALL ENTER MWRD STRUCTURES, SEWERS, OR FACILITIES. MWRD PERSONNEL SHALL HAVE UNRESTRICTED ACCESS 24 HOURS A DAY TO ALL MWRD FACILITIES. FOR ANY QUESTIONS REGARDING ACCESS TO OUR FACILITY OR FIELD LOCATION, PLEASE CONTACT MR. PAUL SOBANSKI, AT TELEPHONE (708) 588-4080. WE FURTHER REQUEST THAT MWRD MANHOLES BE LOCATED, PROTECTED AND/OR ADJUSTED TO GRADE, IF NECESSARY. AUTHORIZATION MAY BE OBTAINED BY CONTACTING MR. SOBANSKI.

RED LIGHT RUNNING (RLR) NOTES

1. DUE TO THE PRESENCE OF A RED LIGHT RUNNING (RLR) CAMERA FOR THE BELOW LISTED LOCATIONS, THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY AND RLR CAMERA COMPANY PRIOR TO THE START OF CONSTRUCTION. THE MUNCIPALITY OR THE RLR CAMERA COMPANY SHALL MAKE THE CAMERA INOPERATIVE FOR THE TIME OF CONSTRUCTION. ANY RLR CAMERA EQUIPMENT THAT IS IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED BY ITS RESPECTIVE OWNERS PRIOR TO THE START OF CONSTRUCTION.

RLR CAMERA LOCATION:
EUCLID AVENUE AND HICKS ROAD (TS 5300)

CITY OF ROLLING MEADOWS
3600 KIRCHOFF RD
ROLLING MEADOWS, IL 60008
(847) 255-2416

RED SPEED, LLC.
400 EISENHOWER LN
LOMBARD, IL 60148
(630) 317-5700

COMMITMENTS

1. NONE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	4
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: \\strand.com\projects\IDL\6300-6399\6346\13\Drawings\C4DMicro-SS4\CAD_Sheets\D162W30-alt-geninote.dgn

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003	STRUCTURE REPLACMENT S.N. #016-1018 0010	TRAFFIC SIGNALS 0021	STREET LIGHTING 0021	AESTHETIC IMPROVEMENTS 0031	EVP 0021
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL ROLLING MEADOWS	100% LOCAL ROLLING MEADOWS
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
	20101000	TEMPORARY FENCE	FOOT	4,141	4,141					
+	20101700	SUPPLEMENTAL WATERING	UNIT	198	198					
	20200100	EARTH EXCAVATION	CU YD	2,659	2,659					
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	400	400					
	20800150	TRENCH BACKFILL	CU YD	20	20					
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,200	1,200					
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	2,086	2,086					
+	25000210	SEEDING, CLASS 2A	ACRE	1.00	1.00					
+	25000300	SEEDING, CLASS 3	ACRE	.50	.50					
+	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	270	270					
+	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	270	270					
+	25000750	MOWING	ACRE	20.00	20.00					
+	25100630	EROSION CONTROL BLANKET	SQ YD	7,468	7,468					
+	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2,785	2,785					
+	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	192	192					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	5
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003	STRUCTURE REPLACMENT S.N. #016-1018 0010	TRAFFIC SIGNALS 0021	STREET LIGHTING 0021	AESTHETIC IMPROVEMENTS 0031	EVP 0021
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL ROLLING MEADOWS	100% LOCAL ROLLING MEADOWS
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
+	28000305	TEMPORARY DITCH CHECKS	FOOT	36	36					
+	28000400	PERIMETER EROSION BARRIER	FOOT	3,121	3,121					
+	28000500	INLET AND PIPE PROTECTION	EACH	8	8					
+	28000510	INLET FILTERS	EACH	2	2					
+	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	6,436	6,436					
+	28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2,828	2,828					
	28100105	STONE RIPRAP, CLASS A3	SQ YD	67	67					
	28200200	FILTER FABRIC	SQ YD	67	67					
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	400	400					
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3,959	3,959					
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2,408	2,408					
	31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	3,220	3,220					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	85	85					
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	6	6					
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	276	276					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	6
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

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FILE NAME: S:\QL\6300-6399\6346\13Drawings\CADMicro-SS4\CAD_Sheets\D162W30-alt-SOQ-SAL.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	2,777	2,777					
42001300	PROTECTIVE COAT	SQ YD	4,012	4,012					
44000100	PAVEMENT REMOVAL	SQ YD	4,771	4,771					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	45	45					
44003100	MEDIAN REMOVAL	SQ FT	1,590	1,590					
44004000	PAVED DITCH REMOVAL	FOOT	15	15					
44004250	PAVED SHOULDER REMOVAL	SQ YD	1,888	1,888					
48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	842	842					
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	809	809					
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	859	859					
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1				
50102400	CONCRETE REMOVAL	CU YD	97		97				
50104000	BRIDGE RAIL REMOVAL	FOOT	501		501				
50104650	SLOPE WALL REMOVAL	SQ YD	983		983				
50157300	PROTECTIVE SHIELD	SQ YD	3,400		3,400				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	7
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003	STRUCTURE REPLACMENT S.N. #016-1018 0010	TRAFFIC SIGNALS 0021	STREET LIGHTING 0021	AESTHETIC IMPROVEMENTS 0031	EVP 0021
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL ROLLING MEADOWS	100% LOCAL ROLLING MEADOWS
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
50200100	STRUCTURE EXCAVATION	CU YD	384		384				
50300225	CONCRETE STRUCTURES	CU YD	228.0		227.7			.3	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	853.5		836.7			16.8	
50300260	BRIDGE DECK GROOVING	SQ YD	2,468		2,468				
50300300	PROTECTIVE COAT	SQ YD	3,432		3,432				
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	267.4		266.4			1.0	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1				
50500505	STUD SHEAR CONNECTORS	EACH	14,532		14,532				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	353,200		350,940			2,260	
50800515	BAR SPLICERS	EACH	2,484		2,484				
50800530	MECHANICAL SPLICERS	EACH	34		34				
51100100	SLOPE WALL 4 INCH	SQ YD	986		986				
51500100	NAME PLATES	EACH	1		1				
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	311		311				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	56		56				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	8
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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52100530	ANCHOR BOLTS, 1 1/4"	EACH	84		84				
52100540	ANCHOR BOLTS, 1 1/2"	EACH	56		56				
52200010	TEMPORARY SHEET PILING	SQ FT	178		178				
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	61		61				
5421D012	PIPE CULVERTS, CLASS D, TYPE 1 12" (TEMPORARY)	FOOT	215	215					
54262712	METAL FLARED END SECTIONS 12"	EACH	2	2					
55100500	STORM SEWER REMOVAL 12"	FOOT	151	151					
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	615		615				
58700300	CONCRETE SEALER	SQ FT	1,606		1,606				
59000200	EPOXY CRACK INJECTION	FOOT	98		98				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	172		172				
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4					
60100945	PIPE DRAINS 12"	FOOT	223	223					
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	92	92					
60108206	PIPE UNDERDRAINS, TYPE 2, 6"	FOOT	703	703					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 5 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	9
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	296		296				
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	3	3					
	60500060	REMOVING INLETS	EACH	3	3					
	60618390	CONCRETE MEDIAN SURFACE, CORRUGATED	SQ FT	1,200	1,200					
	61000050	CONCRETE THRUST BLOCKS	EACH	2	2					
	61000115	TYPE E INLET BOX, STANDARD 610001	EACH	2	2					
+	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1,314	1,314					
+	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4					
+	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2					
+	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4					
+	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6					
	63200310	GUARDRAIL REMOVAL	FOOT	1,497	1,497					
	66201120	CONCRETE SHOULDER CURB	FOOT	30	30					
+	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	300	300					
+	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3					

+ INDICATES SPECIALTY ITEM

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 9/11/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 6 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	10
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\OL\6300-6399\6346\13Drawings\CADMicro-SS4\CAD_Sheets\D162W30-alt-SOQ-SAL.dgn

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
+	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
+	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
+	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	50	50					
	67100100	MOBILIZATION	L SUM	1	1					
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	112	112					
	70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1					
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	18,413	18,413					
	70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	182	182					
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	19,393	19,393					
	70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	10,960	10,960					
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	5,118	5,118					
	70307140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE	FOOT	5,734	5,734					
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	476	476					
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	97.0	97.0					
+	70400100	TEMPORARY CONCRETE BARRIER	FOOT	3,350	3,350					
+	70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	306	306					
+	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,437.5	2,437.5					

+ INDICATES SPECIALTY ITEM

STRAND ASSOCIATES®
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 7 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	11
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

REV-SEP

MODEL: Default
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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4					
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4					
+	72000100	SIGN PANEL - TYPE 1	SQ FT	50	50					
+	72000200	SIGN PANEL - TYPE 2	SQ FT	20	20					
+	72000300	SIGN PANEL - TYPE 3	SQ FT	336	336					
+	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1					
+	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	36	36					
+	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	6	6					
+	73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	42		42				
*	73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	2		2				
+	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	146					
+	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	7,740	7,740					
+	78009005	MODIFIED URETHANE PAVEMENT MARKING - LINE 5"	FOOT	1,089	1,089					
+	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1,149	1,149					
+	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	3,713	3,713					

+ INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 8 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	12
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
+	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	399	399					
+	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	90	90					
+	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	10	10					
+	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	348	348					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10					
	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	268	268					
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	7,358	7,358					
+	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	635			220	415		
+	81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	491				491		
+	81100805	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	20				20		
+	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1,344				1,344		
+	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	12				12		
+	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	3				3		
+	81300800	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	8				8		
+	81300830	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	1				1		
+	81603081	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	1,900				1,900		
+	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2,365				2,365		

+ INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 9 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	13
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

MODEL: Default
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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003	STRUCTURE REPLACMENT S.N. #016-1018 0010	TRAFFIC SIGNALS 0021	STREET LIGHTING 0021	AESTHETIC IMPROVEMENTS 0031	EVP 0021
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL ROLLING MEADOWS	100% LOCAL ROLLING MEADOWS
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
+	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	414				414		
+	81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1,242				1,242		
+	81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	555				555		
+	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2				2		
+	82110027	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E	EACH	12				12		
+	83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	2				2		
+	83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	2				2		
+	84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	2				2		
+	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2				2		
+	84200804	REMOVAL OF POLE FOUNDATION	EACH	2				2		
+	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1			1			
+	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	327			327			
+	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	719			719			
+	87900200	DRILL EXISTING HANDHOLE	EACH	4			4			
+	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4			4			

+ INDICATES SPECIALTY ITEM

MODEL: Default
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(815) 744-4200

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 10 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	14
		CONTRACT NO. 62W30		
		ILLINOIS FED. AID PROJECT		

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
+	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2						2
+	A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
+	A2005040	TREE, GYMNOCLADUS DIOICUS ESPRESSO-JFS (ESPRESSO KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
+	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
+	A2006616	TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	4	4					
+	A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3					
+	C3005924	SHRUB, RHUS GLABRA (SMOOTH SUMAC), 2' HEIGHT, BARE ROOT	EACH	100	100					
+	C3006024	SHRUB, RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, BARE ROOT	EACH	100	100					
+	K0029629	WEED CONTROL, BROADLEAF IN TURF	POUND	1	1					
+	X8301802	REMOVE TEMPORARY WOOD POLE	EACH	4				4		
+	X8302161	TEMPORARY WOOD POLE, 60 FT., CLASS 4	EACH	4.00				4		
	X0338320	CONCRETE COLOR ADDITIVE	CU YD	90.1					90.1	
+	X1400341	REMOVAL OF LUMINAIRE, SALVAGE	EACH	91				91		
	X5030282	FORM LINER TEXTURED SURFACE, SPECIAL	SQ FT	1,730					1,730	
+	X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	1.00	1.00					

+ INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 11 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	15
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

MODEL: Default
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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
	X5080530	BAR TERMINATORS	EACH	1,266		1,266				
	X5091755	PARAPET RAILING (SPECIAL)	FOOT	498					498	
+	X6050700	REMOVE INLET BOX	EACH	2	2					
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	11	11					
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
	X7011015	TRAFFIC CONTROL AND PROTECTION,(EXPRESSWAYS)	L SUM	1	1					
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	42	42					
+	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	42	42					
+	X8211008	TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2				2		
+	X8420111	REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	12				12		
+	X8500104	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EACH	1			1			
+	X8870510	CONFIRMATION BEACON	EACH	2						2
	X0325496	ARCHITECTURAL FORM LINER	SQ YD	8					8	
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	640		640				

+ INDICATES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 12 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	16
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0003 80% FED 20% STATE URBAN	STRUCTURE REPLACMENT S.N. #016-1018 0010 80% FED 20% STATE URBAN	TRAFFIC SIGNALS 0021 80% FED 20% STATE URBAN	STREET LIGHTING 0021 80% FED 20% STATE URBAN	AESTHETIC IMPROVEMENTS 0031 100% LOCAL ROLLING MEADOWS URBAN	EVP 0021 100% LOCAL ROLLING MEADOWS URBAN
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	75		75				
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	116	116					
+	Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	91				91		
+	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	11				11		
	Z0062456	TEMPORARY PAVEMENT	SQ YD	1,646	1,646					
	Z0073345	SLEEPER SLAB	FOOT	129	129					
+	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1			1			
Ø	Z0076600	TRAINEES	HOUR	1,000	1,000					
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000					
+	X8900106	TEMPORARY TRAFFIC SIGNAL TIMING (SPECIAL)	EACH	1			1			
	X5870003	CONCRETE SEALANT, SPECIAL	SQ YD	137					137	
	X8210007	LUMINAIRE, LED, ROADWAY, REPLACEMENT, OUTPUT DESIGNATION H	EACH	89				89		

+ INDICATES SPECIALTY ITEM

Ø 0042

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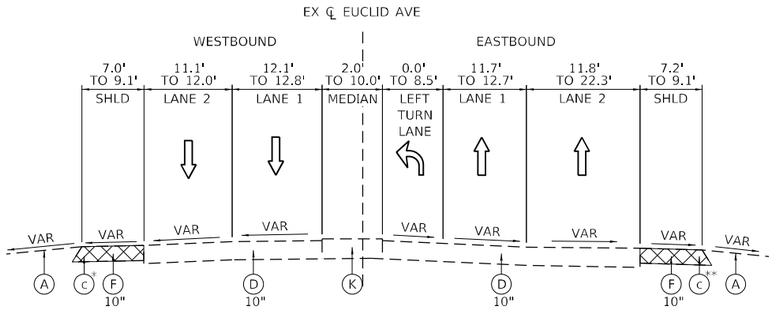
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 13 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	17
		CONTRACT NO. 62W30		
		ILLINOIS | FED. AID PROJECT		

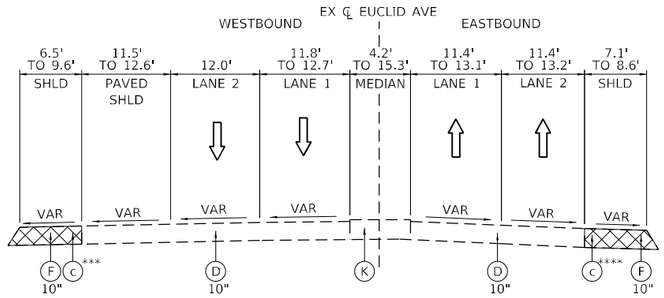
REV-SEP



EXISTING TYPICAL SECTION
EUCLID AVENUE

STA. 404+06.68 TO STA. 408+32.60

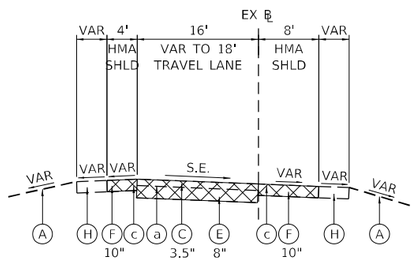
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**STA. 405+82.00 TO STA. 408+32.60



EXISTING TYPICAL SECTION
EUCLID AVENUE

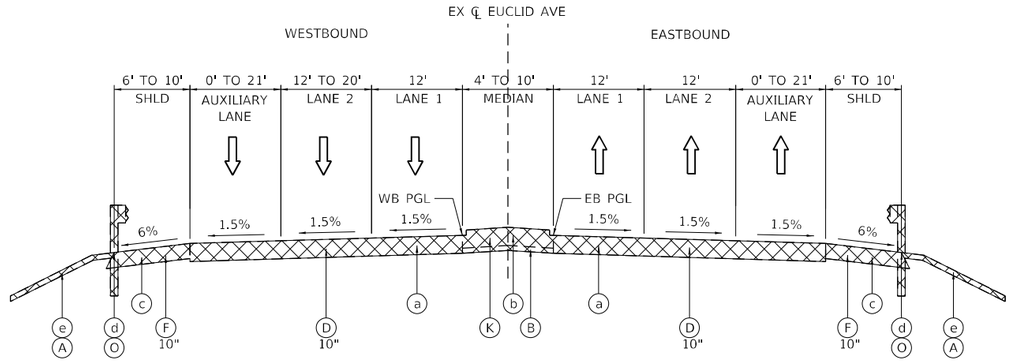
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***STA. 413+80.68 TO STA. 417+07.00
****STA. 414+15.59 TO STA. 415+87.00



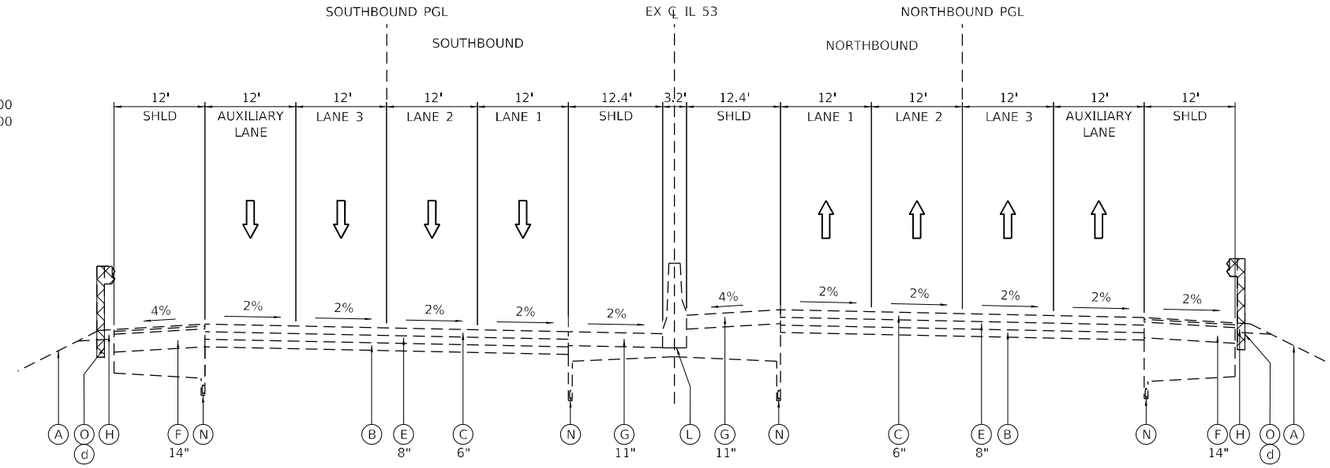
EXISTING RAMP TYPICAL SECTION
EUCLID AVENUE

RAMP A: STA. 712+01.73 TO STA. 712+64.50
RAMP B: STA. 743+79.93 TO STA. 744+33.48
RAMP C: STA. 762+54.25 TO STA. 763+16.12
RAMP D: STA. 770+73.83 TO STA. 771+59.00



EXISTING TYPICAL SECTION
EUCLID AVENUE AT IL 53

STA. 408+32.60 TO STA. 409+65.66
STA. 412+14.31 TO STA. 414+37.60
(BRIDGE OMMISION STA. 409+65.66 TO STA. 412+14.31)



EXISTING TYPICAL SECTION
IL ROUTE 53

STA. 1225+50.00 TO STA. 1232+26.00

EXISTING LEGEND:

- (A) EXISTING TOPSOIL
- (B) EXISTING AGGREGATE SUBGRADE
- (C) EXISTING HMA PAVEMENT
- (D) EXISTING PCC PAVEMENT
- (E) EXISTING CRC PAVEMENT
- (F) EXISTING HMA SHOULDER
- (G) EXISTING PCC SHOULDER
- (H) EXISTING AGGREGATE SHOULDER
- (I) EXISTING CURB AND GUTTER
- (J) EXISTING CONCRETE MEDIAN
- (K) EXISTING CONCRETE CORRUGATED MEDIAN
- (L) EXISTING MEDIAN CONCRETE BARRIER
- (M) EXISTING SIDEWALK
- (N) EXISTING PIPE UNDERDRAIN
- (O) EXISTING GUARDRAIL

REMOVAL LEGEND:

- (a) PAVEMENT REMOVAL
- (b) MEDIAN REMOVAL
- (c) PAVED SHOULDER REMOVAL
- (d) GUARDRAIL REMOVAL
- (e) TOPSOIL EXCAVATION
- REMOVAL ITEMS

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	DRAWN - DJW	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

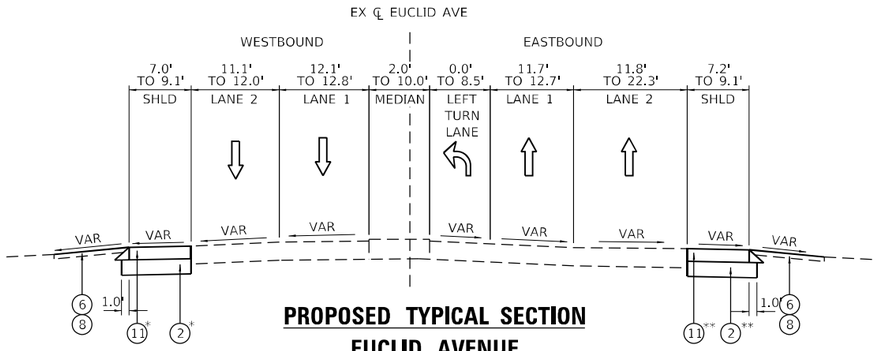
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE AND IL ROUTE 53
EXISTING TYPICAL SECTIONS

SCALE: NA | SHEET 1 OF 1 SHEETS | STA. 400+58.72 TO STA. 408+26.36

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	18
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

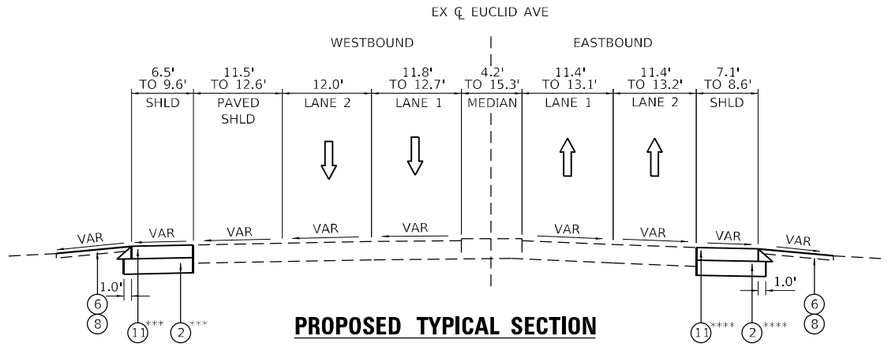
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PROPOSED TYPICAL SECTION
EUCLID AVENUE

STA. 406+56.00 TO STA. 408+32.60

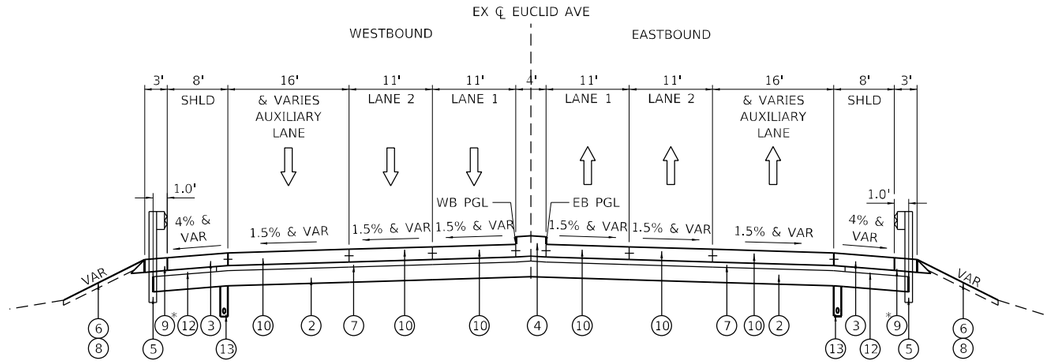
*STA. 406+56.00 TO STA. 407+73.69
**STA. 405+82.00 TO STA. 408+32.60



PROPOSED TYPICAL SECTION
EUCLID AVENUE

STA. 413+80.68 TO STA. 417+07.00

***STA. 413+80.68 TO STA. 417+07.00
****STA. 414+15.59 TO STA. 415+87.00



PROPOSED TYPICAL SECTION
EUCLID AVENUE AT IL 53

STA. 408+32.60 TO STA. 409+65.66
STA. 412+14.31 TO STA. 414+37.60
(BRIDGE OMISSION STA. 409+65.66 TO STA. 412+14.31)

*SHOULDER STABILIZATION AT STEEL PLATE BEAM GUARDRAIL SEE APPLICABLE HIGHWAY STANDARDS

PROPOSED RAMP TYPICAL SECTION
EUCLID AVENUE

RAMP A: STA. 712+01.73 TO STA. 712+64.50
RAMP B: STA. 743+79.93 TO STA. 744+33.48
RAMP C: STA. 762+54.25 TO STA. 763+16.12
RAMP D: STA. 770+73.83 TO STA. 771+59.00

PROPOSED LEGEND:

1. BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
2. AGGREGATE SUBGRADE IMPROVEMENT 12"
3. PORTLAND CEMENT CONCRETE SHOULDER, 10"
4. CONCRETE MEDIAN SURFACE, CORRUGATED
5. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
6. SEEDING (SEE PLANS FOR TYPE)
7. STABILIZED SUBBASE HOT-MIX ASPHALT, 4"
8. 4" TOPSOIL
9. AGGREGATE SHOULDERS, TYPE B, 10"
10. PCC PAVEMENT 10" (JOINTED)
11. HOT-MIX ASPHALT SHOULDERS, 10"
12. SUBBASE GRANULAR MATERIAL, TYPE B 4"
13. PIPE UNDERDRAIN, TYPE 2, 4"

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1170 SOUTH HOUBOLT ROAD
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PLOT SCALE = 20.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

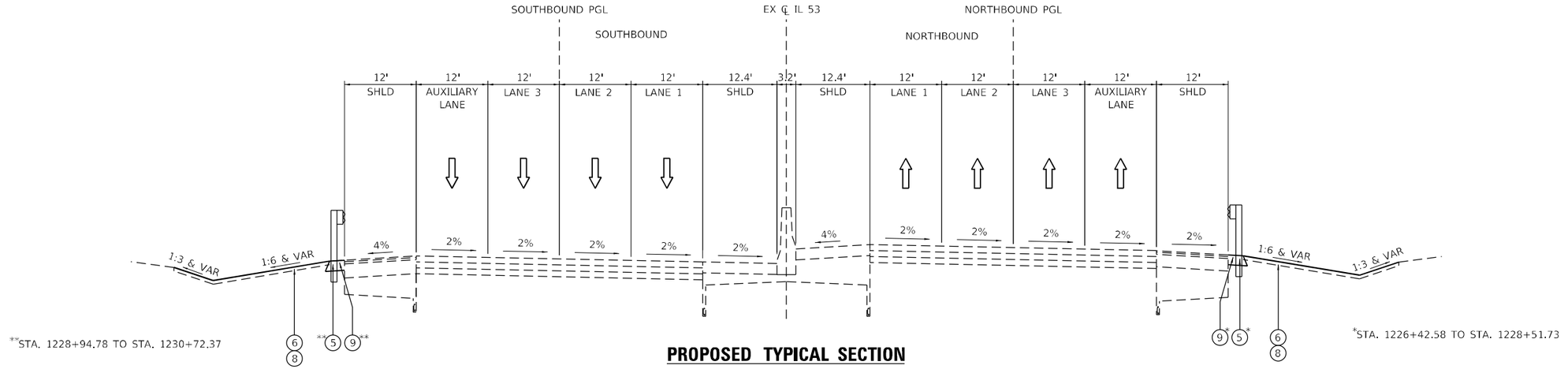
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PROPOSED TYPICAL SECTIONS

SCALE: NA | SHEET 1 OF 1 SHEETS | STA. 408+32.60 TO STA. 412+14.31

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	19
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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PROPOSED TYPICAL SECTION
IL ROUTE 53

STA. 1225+50.00 TO STA. 1232+26.00

IDOT DISTRICT ONE
HOT–MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"		
STABILIZED SUBBASE-HMA (HMA BINDER IL-19.0)	3% @ 50 GYR	QC/QA
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70: 2"	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 8"	4% @ 70 GYR	QC/QA
HMA SHOULDERS 10"		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70: 2"	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BASE COURSE, IL-19.0, N70: 8"	4% @ 70 GYR	QC/QA
HMA SURFACE COURSE, 2"		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

HOT-MIX ASPHALT NOTES:

THE UNIT WEIGHT USED TO CALCULATE HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HOT-MIX ASPHALT MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HOT-MIX ASPHALT THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

IF THE CONTRACTOR CHOOSES TO USE PORTLAND CEMENT CONCRETE FOR TEMPORARY PAVEMENT, THE THICKNESS SHALL BE 8". PCC TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

PROPOSED LEGEND:

1. BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
2. AGGREGATE SUBGRADE IMPROVEMENT 12"
3. PORTLAND CEMENT CONCRETE SHOULDER, 10"
4. CONCRETE MEDIAN SURFACE, CORRUGATED
5. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
6. SEEDING (SEE PLANS FOR TYPE)
7. STABILIZED SUBBASE HOT-MIX ASPHALT, 4"
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9. AGGREGATE SHOULDERS, TYPE B, 10"
10. PCC PAVEMENT 10" (JOINTED)
11. HOT-MIX ASPHALT SHOULDERS, 10"
12. SUBBASE GRANULAR MATERIAL, TYPE B 4"
13. PIPE UNDERDRAIN, TYPE 2, 4"

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PLOT SCALE = 20.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
PROPOSED TYPICAL SECTIONS

SCALE: NA | SHEET 1 OF 1 SHEETS | STA. 1225+50.00 TO STA. 1232+26.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	20
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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EARTHWORK SCHEDULE								
LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE(+) OR SHORTAGE(-)
STATION	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
EUCLID AVENUE - PRESTAGE								
RAMP A - TEMPORARY RAMP		22	19	490	-471	292	292	0
RAMP B - TEMPORARY RAMP		273	232	154	78	461	461	0
RAMP C - TEMPORARY RAMP		127	108	309	-201	275	275	0
RAMP D - TEMPORARY RAMP		78	66	185	-119	483	483	0
TOTALS		500	425	1,138	-713	1,511	1,511	0

EARTHWORK SCHEDULE								
LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE(+) OR SHORTAGE(-)
STATION	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
EUCLID AVENUE - STAGE 1								
405+82.04	406+00.00	11.09	9.43	0.00	9.43	0.66	0.00	0.66
406+00.00	406+50.00	29.94	25.44	0.00	25.44	1.75	0.00	1.75
406+50.00	406+56.04	5.46	4.64	0.00	4.64	0.41	0.00	0.41
406+56.04	407+00.00	52.91	44.97	0.00	44.97	4.68	0.00	4.68
407+00.00	407+23.39	56.93	48.39	0.00	48.39	19.86	0.00	19.86
407+23.39	407+50.00	94.63	80.43	0.00	80.43	39.00	0.19	38.81
407+50.00	407+78.17	90.84	77.21	0.00	77.21	20.51	0.54	19.97
407+78.17	408+00.00	69.12	58.75	0.00	58.75	3.33	1.30	2.03
408+00.00	408+32.61	106.79	90.77	0.00	90.77	30.74	4.51	26.22
408+32.61	408+50.00	56.02	47.62	0.00	47.62	28.73	3.04	25.69
408+50.00	409+00.00	144.95	123.21	0.00	123.21	49.04	7.45	41.59
409+00.00	409+21.38	49.31	41.92	0.00	41.92	9.08	3.33	5.75
409+21.38	409+27.20	11.68	9.93	0.00	9.93	2.96	1.09	1.87
409+27.20	409+50.00	22.42	19.06	0.00	19.06	5.90	2.19	3.72
412+00.00	412+50.00	21.64	18.39	0.00	18.39	5.17	1.33	3.83
412+50.00	412+65.50	22.57	19.18	0.00	19.18	5.46	1.82	3.64
412+65.50	412+71.31	10.68	9.08	0.00	9.08	3.09	1.08	2.01
412+71.31	413+00.00	59.15	50.28	0.00	50.28	22.97	7.38	15.59
413+00.00	413+50.00	140.97	119.82	0.00	119.82	86.88	18.99	67.89
413+50.00	414+00.00	178.78	151.97	0.00	151.97	102.86	15.53	87.32
414+00.00	414+37.60	132.22	112.39	0.00	112.39	33.27	4.54	28.74
414+37.60	414+50.00	38.71	32.91	0.00	32.91	1.13	0.64	0.49
414+50.00	414+82.55	99.47	84.55	0.00	84.55	3.73	0.80	2.93
414+82.55	415+00.00	35.81	30.44	0.00	30.44	2.32	0.00	2.32
415+00.00	415+50.00	58.46	49.69	0.00	49.69	6.33	0.00	6.33
415+50.00	415+86.92	42.67	36.27	0.00	36.27	4.73	0.00	4.73
415+86.92	416+00.00	11.63	9.89	0.00	9.89	1.44	0.00	1.44
416+00.00	416+50.00	29.25	24.86	0.00	24.86	4.73	0.00	4.73
416+50.00	417+00.00	28.61	24.32	0.00	24.32	4.54	0.00	4.54
417+00.00	417+06.97	3.91	3.32	0.00	3.32	0.57	0.00	0.57
IL ROUTE 53 - STAGE 1								
1226+42.57	1226+50.00	0.12	0.10	0.28	-0.18	0.83	0.41	0.42
1226+50.00	1227+00.00	0.59	0.50	2.34	-1.84	6.10	5.02	1.07
1227+00.00	1227+50.00	0.22	0.19	2.75	-2.56	5.48	4.62	0.86
1227+50.00	1228+00.00	5.48	4.66	4.18	0.48	13.30	7.87	5.43
1228+00.00	1228+50.00	5.97	5.07	2.56	2.52	11.32	6.56	4.76
1228+50.00	1228+51.74	0.03	0.03	0.01	0.02	0.07	0.02	0.06
1228+51.74	1228+94.84	1.60	1.36	1.77	-0.41	3.43	1.46	1.97
1228+94.84	1229+00.00	0.18	0.15	0.36	-0.21	0.61	0.46	0.15
1229+00.00	1229+50.00	6.10	5.19	4.04	1.15	13.30	9.33	3.97
1229+50.00	1230+00.00	17.31	14.71	3.76	10.95	21.08	12.99	8.09
1230+00.00	1230+50.00	11.84	10.06	3.40	6.66	14.32	8.53	5.79
1230+50.00	1230+72.37	1.94	1.65	1.87	-0.22	3.45	1.90	1.56
TOTALS		1,729	1,470	12	1,458	543	100	443

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USER NAME = StevenB	DESIGNED - SRB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES
	DRAWN - DJW	REVISED -		
PLOT SCALE = 2.0000 ' / in.	CHECKED - MAG	REVISED -		SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	21
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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EARTHWORK SCHEDULE

LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE(+) OR SHORTAGE(-)
STATION	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
EUCLID AVENUE - STAGE 2								
408+00.00	408+32.61	23.40	19.89	0.00	19.89	0.00	0.00	0.00
408+32.61	408+50.00	25.00	21.25	0.00	21.25	0.00	0.00	0.00
408+50.00	409+00.00	68.39	58.13	0.00	58.13	0.00	0.00	0.00
409+00.00	409+21.38	26.55	22.57	0.00	22.57	0.00	0.00	0.00
409+21.38	409+27.20	6.71	5.70	0.00	5.70	0.00	0.00	0.00
412+00.00	412+50.00	13.71	11.66	0.00	11.66	0.00	0.00	0.00
412+50.00	412+65.50	13.46	11.44	0.00	11.44	0.00	0.00	0.00
412+65.50	412+71.31	6.19	5.26	0.00	5.26	0.00	0.00	0.00
412+71.31	413+00.00	28.82	24.49	0.00	24.49	0.00	0.00	0.00
413+00.00	413+50.00	56.94	48.40	0.00	48.40	0.00	0.00	0.00
413+50.00	414+00.00	69.63	59.19	0.00	59.19	0.00	0.00	0.00
414+00.00	414+37.60	57.97	49.28	0.00	49.28	0.00	0.00	0.00
414+37.60	414+50.00	9.37	7.96	0.00	7.96	0.00	0.00	0.00
RAMP C - STAGE 2								
758+37.14	758+50.00	0.22	0.19	0.06	0.13	0.49	0.10	0.40
758+50.00	759+00.00	0.83	0.70	0.44	0.26	2.45	0.70	1.75
759+00.00	759+50.00	0.82	0.70	0.75	-0.05	3.20	1.19	2.01
759+50.00	760+00.00	0.87	0.74	0.57	0.17	2.71	0.93	1.79
760+00.00	760+49.31	0.91	0.78	0.40	0.38	1.63	0.30	1.33
RAMP E - STAGE 2								
798+18.31	798+50.00	0.52	0.44	0.80	-0.36	1.95	0.70	1.25
798+50.00	799+00.00	0.75	0.64	1.04	-0.40	2.51	0.73	1.78
799+00.00	799+50.00	1.66	1.41	0.53	0.88	2.05	0.44	1.62
799+50.00	800+00.00	1.63	1.38	0.62	0.77	2.19	0.52	1.66
800+00.00	800+50.00	0.56	0.47	0.75	-0.28	2.24	0.55	1.69
800+50.00	801+00.00	0.39	0.33	0.96	-0.62	2.44	0.69	1.75
801+00.00	801+50.00	0.31	0.26	0.82	-0.56	2.59	0.79	1.80
801+50.00	802+00.00	0.50	0.43	0.94	-0.52	2.31	0.60	1.71
802+00.00	802+50.00	0.70	0.60	0.72	-0.12	2.03	0.44	1.60
802+50.00	803+00.00	0.73	0.62	0.30	0.32	1.93	0.39	1.54
803+00.00	803+26.49	0.41	0.35	0.27	0.07	0.81	0.27	0.54
TOTALS		430	365	10	356	32	9	23

SUMMARY
EARTHWORK SCHEDULE

LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE(+) OR SHORTAGE(-)
		CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
PRESTAGE		500	425	1138	-713	1511	1511	0
STAGE 1		1,729	1,470	12	1,458	543	100	443
STAGE 2		430	365	10	356	32	9	23
TOTAL QUANTITIES		2,659	2,260	1,160	1,100	2,086	1,620	466

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PLOT SCALE = 2.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

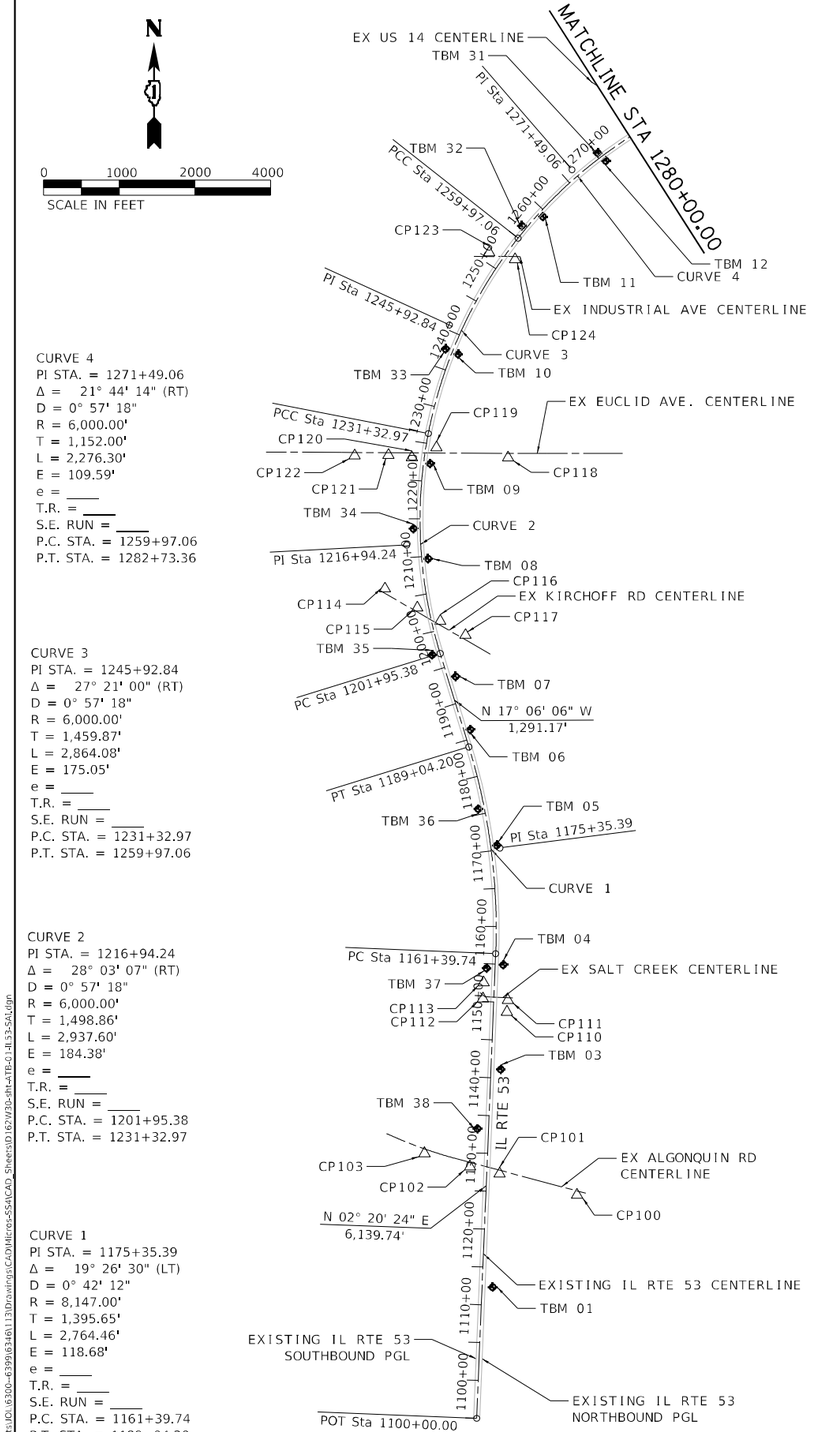
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	22
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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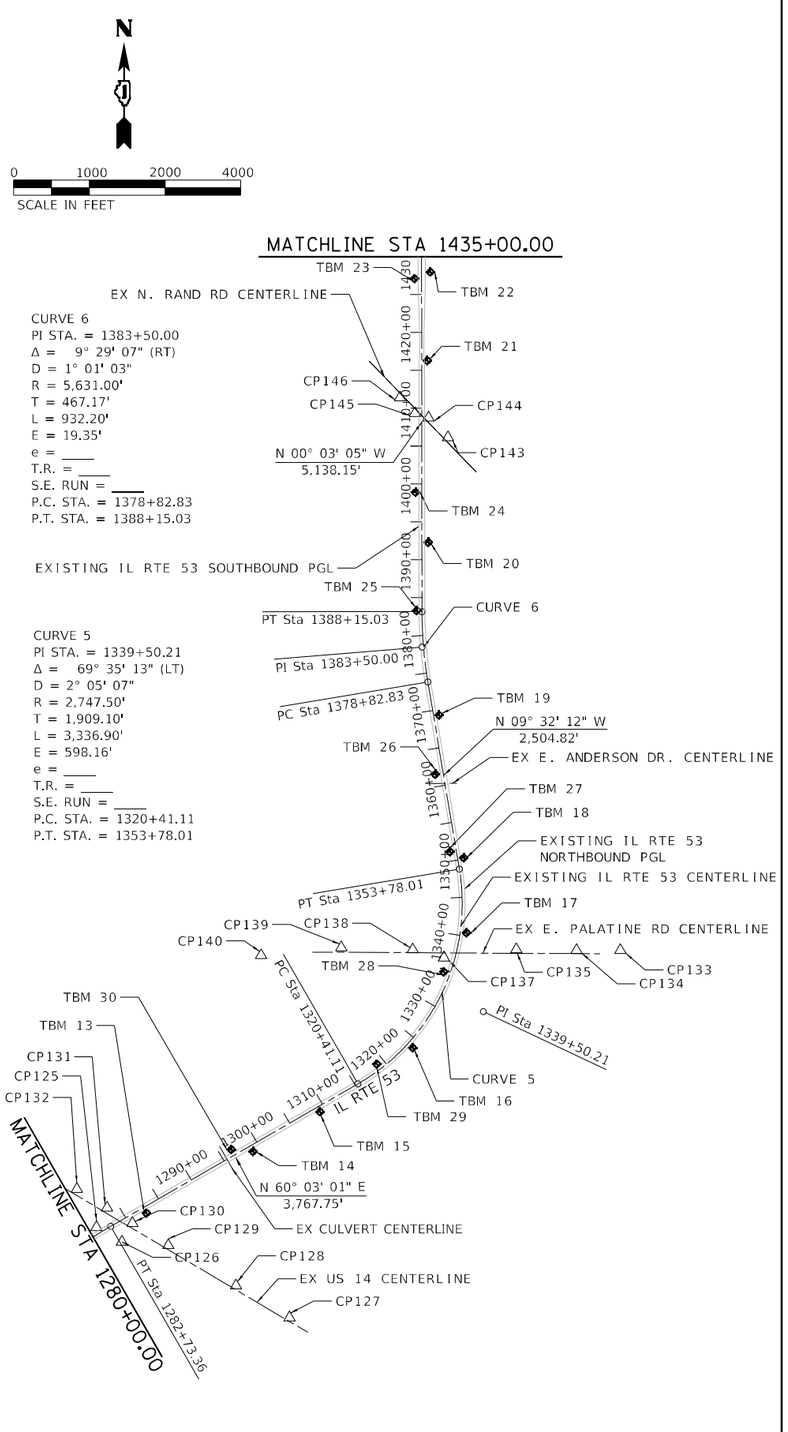


CURVE 4
PI STA. = 1271+49.06
Δ = 21° 44' 14" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 1,152.00'
L = 2,276.30'
E = 109.59'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1259+97.06
P.T. STA. = 1282+73.36

CURVE 3
PI STA. = 1245+92.84
Δ = 27° 21' 00" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 1,459.87'
L = 2,864.08'
E = 175.05'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1231+32.97
P.T. STA. = 1259+97.06

CURVE 2
PI STA. = 1216+94.24
Δ = 28° 03' 07" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 1,498.86'
L = 2,937.60'
E = 184.38'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1201+95.38
P.T. STA. = 1231+32.97

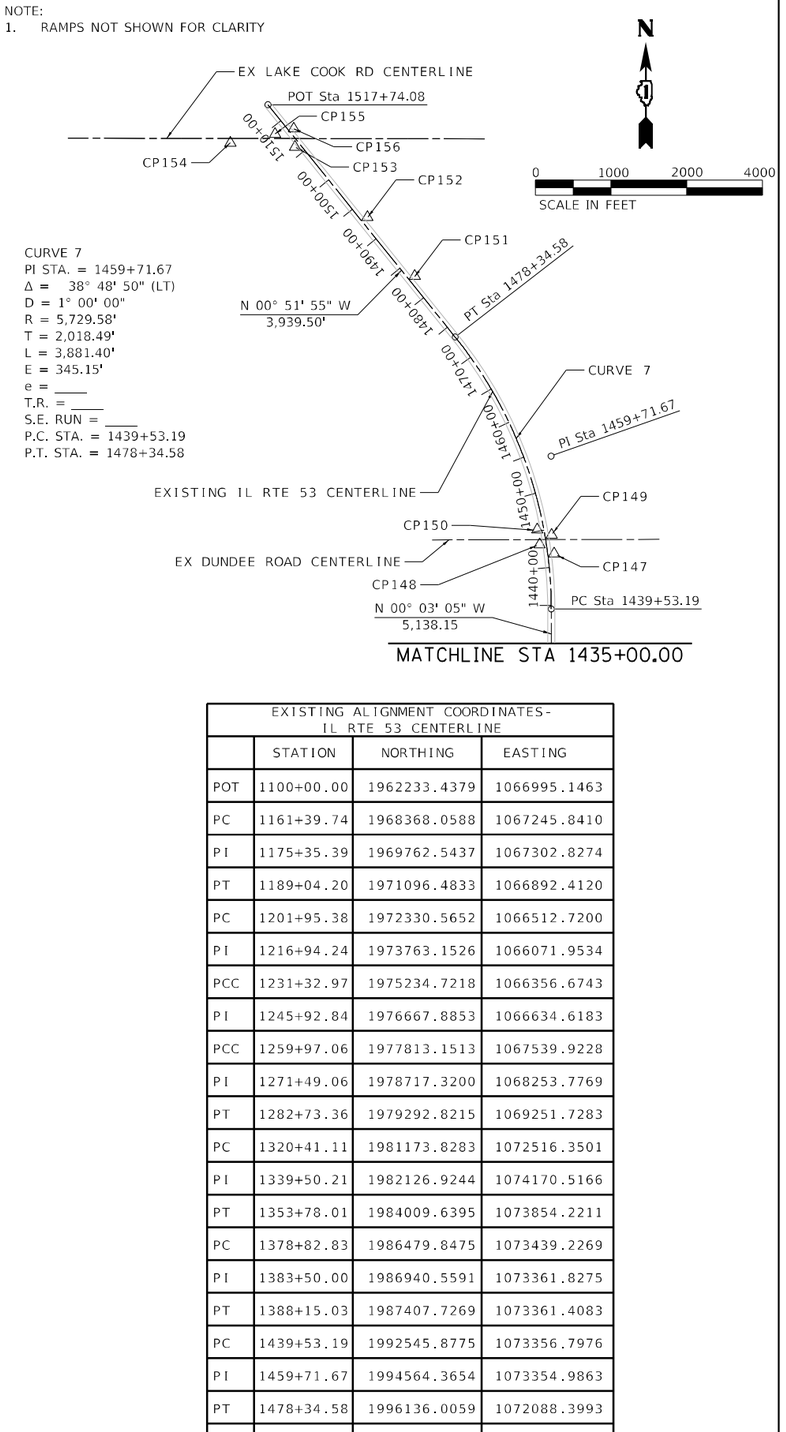
CURVE 1
PI STA. = 1175+35.39
Δ = 19° 26' 30" (LT)
D = 0° 42' 12"
R = 8,147.00'
T = 1,395.65'
L = 2,764.46'
E = 118.68'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1161+39.74
P.T. STA. = 1189+04.20



CURVE 6
PI STA. = 1383+50.00
Δ = 9° 29' 07" (RT)
D = 1° 01' 03"
R = 5,631.00'
T = 467.17'
L = 932.20'
E = 19.35'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1378+82.83
P.T. STA. = 1388+15.03

CURVE 5
PI STA. = 1339+50.21
Δ = 69° 35' 13" (LT)
D = 2° 05' 07"
R = 2,747.50'
T = 1,909.10'
L = 3,336.90'
E = 598.16'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1320+41.11
P.T. STA. = 1353+78.01

NOTE:
1. RAMPS NOT SHOWN FOR CLARITY



CURVE 7
PI STA. = 1459+71.67
Δ = 38° 48' 50" (LT)
D = 1° 00' 00"
R = 5,729.58'
T = 2,018.49'
L = 3,881.40'
E = 345.15'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1439+53.19
P.T. STA. = 1478+34.58

EXISTING ALIGNMENT COORDINATES-
IL RTE 53 CENTERLINE

	STATION	NORTHING	EASTING
POT	1100+00.00	1962233.4379	1066995.1463
PC	1161+39.74	1968368.0588	1067245.8410
PI	1175+35.39	1969762.5437	1067302.8274
PT	1189+04.20	1971096.4833	1066892.4120
PC	1201+95.38	1972330.5652	1066512.7200
PI	1216+94.24	1973763.1526	1066071.9534
PCC	1231+32.97	1975234.7218	1066356.6743
PI	1245+92.84	1976667.8853	1066634.6183
PCC	1259+97.06	1977813.1513	1067539.9228
PI	1271+49.06	1978717.3200	1068253.7769
PT	1282+73.36	1979292.8215	1069251.7283
PC	1320+41.11	1981173.8283	1072516.3501
PI	1339+50.21	1982126.9244	1074170.5166
PT	1353+78.01	1984009.6395	1073854.2211
PC	1378+82.83	1986479.8475	1073439.2269
PI	1383+50.00	1986940.5591	1073361.8275
PT	1388+15.03	1987407.7269	1073361.4083
PC	1439+53.19	1992545.8775	1073356.7976
PI	1459+71.67	1994564.3654	1073354.9863
PT	1478+34.58	1996136.0059	1072088.3993
POT	1517+74.08	1999203.3866	1069616.3935

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	DRAWN - DJW	REVISED -	
PLOT SCALE = 2000.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

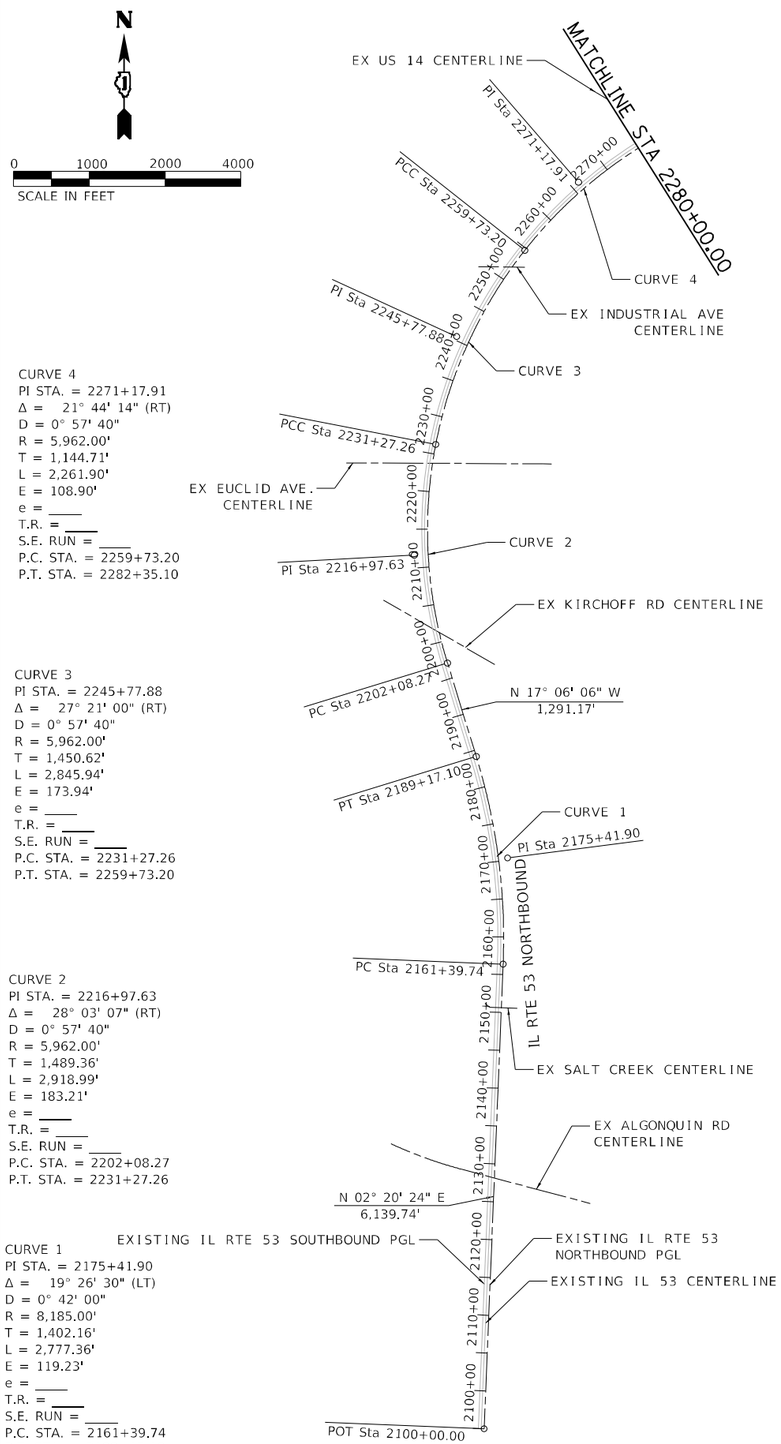
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (CENTERLINE)
ALIGNMENT

SCALE: 1" = 1000 | SHEET 1 OF 7 SHEETS | STA. 1100+00.00 TO STA. 1438+19.33

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	23
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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CURVE 4
PI STA. = 2271+17.91
Δ = 21° 44' 14" (RT)
D = 0° 57' 40"
R = 5,962.00'
T = 1,144.71'
L = 2,261.90'
E = 108.90'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2259+73.20
P.T. STA. = 2282+35.10

CURVE 3
PI STA. = 2245+77.88
Δ = 27° 21' 00" (RT)
D = 0° 57' 40"
R = 5,962.00'
T = 1,450.62'
L = 2,845.94'
E = 173.94'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2231+27.26
P.T. STA. = 2259+73.20

CURVE 2
PI STA. = 2216+97.63
Δ = 28° 03' 07" (RT)
D = 0° 57' 40"
R = 5,962.00'
T = 1,489.36'
L = 2,918.99'
E = 183.21'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2202+08.27
P.T. STA. = 2231+27.26

CURVE 1
PI STA. = 2175+41.90
Δ = 19° 26' 30" (LT)
D = 0° 42' 00"
R = 8,185.00'
T = 1,402.16'
L = 2,777.36'
E = 119.23'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2161+39.74
P.T. STA. = 2189+17.10

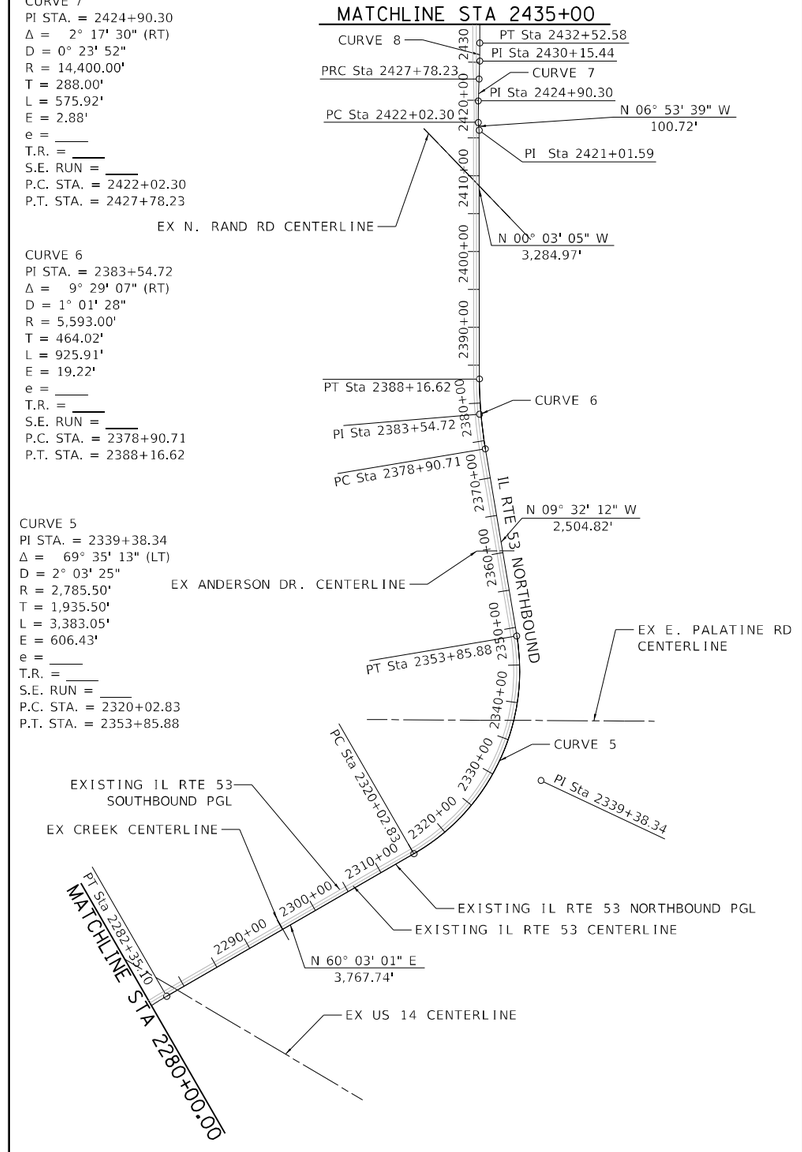


CURVE 8
PI STA. = 2430+15.44
Δ = 2° 17' 29" (LT)
D = 0° 28' 59"
R = 11,860.50'
T = 237.21'
L = 474.36'
E = 2.37'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2427+78.23
P.T. STA. = 2432+52.58

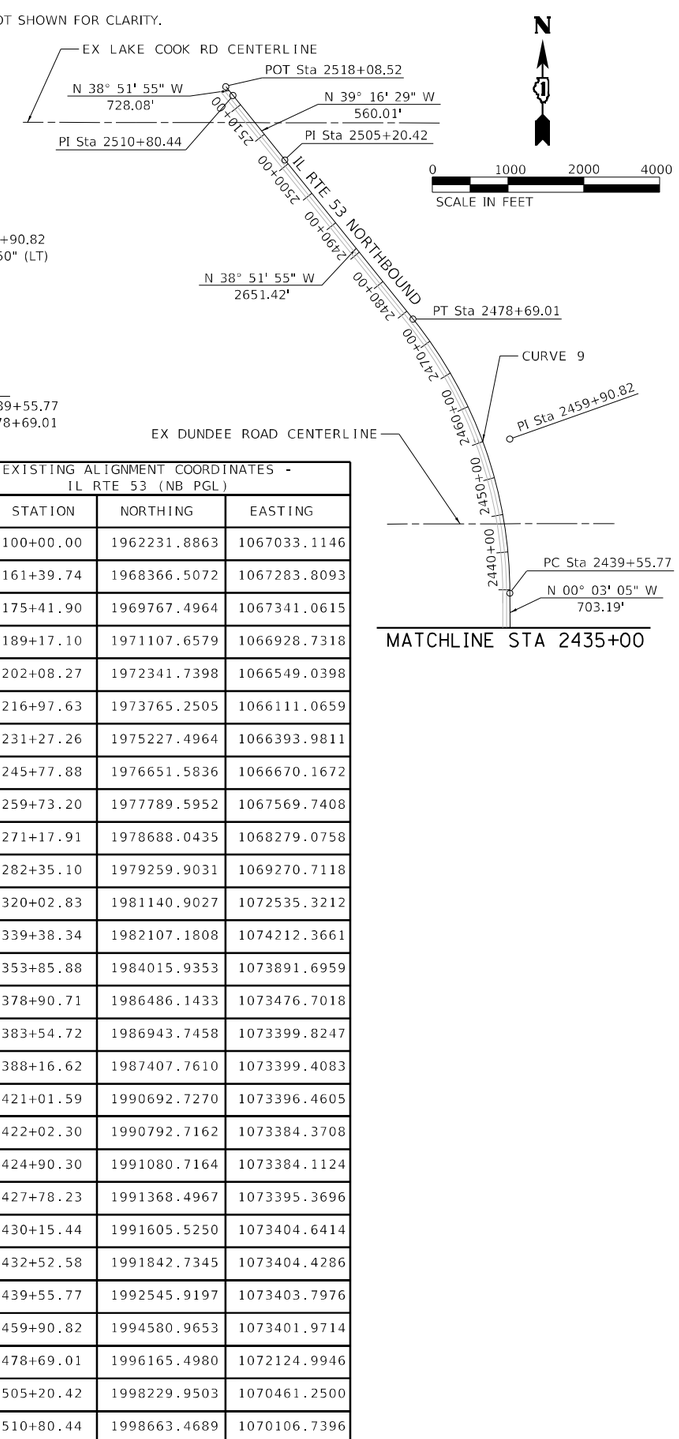
CURVE 7
PI STA. = 2424+90.30
Δ = 2° 17' 30" (RT)
D = 0° 23' 52"
R = 14,400.00'
T = 288.00'
L = 575.92'
E = 2.88'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2422+02.30
P.T. STA. = 2427+78.23

CURVE 6
PI STA. = 2383+54.72
Δ = 9° 29' 07" (RT)
D = 1° 01' 28"
R = 5,593.00'
T = 464.02'
L = 925.91'
E = 19.22'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2378+90.71
P.T. STA. = 2388+16.62

CURVE 5
PI STA. = 2339+38.34
Δ = 69° 35' 13" (LT)
D = 2° 03' 25"
R = 2,785.50'
T = 1,935.50'
L = 3,383.05'
E = 606.43'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2320+02.83
P.T. STA. = 2353+85.88



NOTE:
1. RAMPS NOT SHOWN FOR CLARITY.



CURVE 9
PI STA. = 2459+90.82
Δ = 38° 48' 50" (LT)
D = 0° 59' 31"
R = 5,776.58'
T = 2,035.05'
L = 3,913.24'
E = 347.98'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 2439+55.77
P.T. STA. = 2478+69.01

EXISTING ALIGNMENT COORDINATES - IL RTE 53 (NB PGL)

	STATION	NORTHING	EASTING
POT	2100+00.00	1962231.8863	1067033.1146
PC	2161+39.74	1968366.5072	1067283.8093
PI	2175+41.90	1969767.4964	1067341.0615
PT	2189+17.10	1971107.6579	1066928.7318
PC	2202+08.27	1972341.7398	1066549.0398
PI	2216+97.63	1973765.2505	1066111.0659
PCC	2231+27.26	1975227.4964	1066393.9811
PI	2245+77.88	1976651.5836	1066670.1672
PCC	2259+73.20	1977789.5952	1067569.7408
PI	2271+17.91	1978688.0435	1068279.0758
PT	2282+35.10	1979259.9031	1069270.7118
PC	2320+02.83	1981140.9027	1072535.3212
PI	2339+38.34	1982107.1808	1074212.3661
PT	2353+85.88	1984015.9353	1073891.6959
PC	2378+90.71	1986486.1433	1073476.7018
PI	2383+54.72	1986943.7458	1073399.8247
PT	2388+16.62	1987407.7610	1073399.4083
PI	2421+01.59	1990692.7270	1073396.4605
PC	2422+02.30	1990792.7162	1073384.3708
PI	2424+90.30	1991080.7164	1073384.1124
PRC	2427+78.23	1991368.4967	1073395.3696
PI	2430+15.44	1991605.5250	1073404.6414
PT	2432+52.58	1991842.7345	1073404.4286
PC	2439+55.77	1992545.9197	1073403.7976
PI	2459+90.82	1994580.9653	1073401.9714
PT	2478+69.01	1996165.4980	1072124.9946
PI	2505+20.42	1998229.9503	1070461.2500
PI	2510+80.44	1998663.4689	1070106.7396
POT	2518+08.52	1999230.3687	1069649.8743

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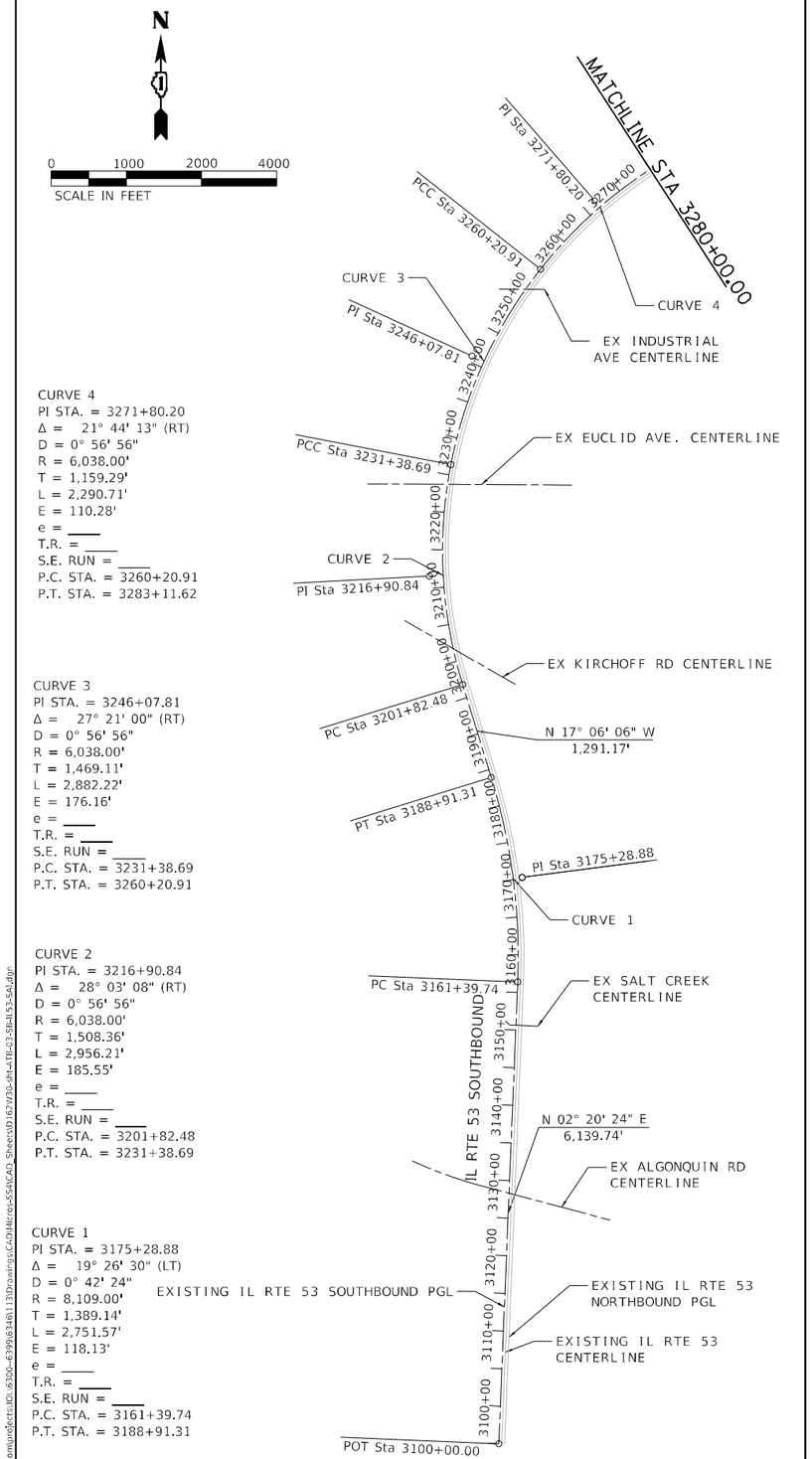
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	DRAWN - DJW	REVISED -
PLOT SCALE = 2000.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (NORTHBOUND PGL)
ALIGNMENT

SCALE: 1" = 1000 | SHEET 2 OF 7 SHEETS | STA. 2100+00.00 | TO STA. 2438+20.92

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	24
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

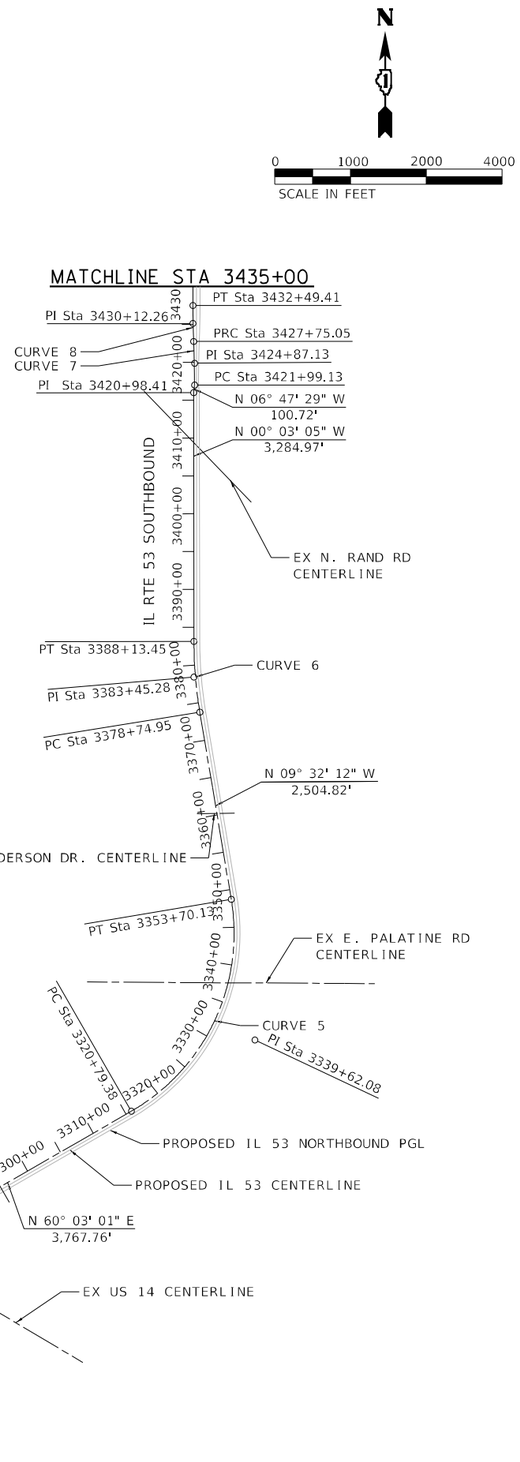


CURVE 4
PI STA. = 3271+80.20
Δ = 21° 44' 13" (RT)
D = 0° 56' 56"
R = 6,038.00'
T = 1,159.29'
L = 2,290.71'
E = 110.28'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3260+20.91
P.T. STA. = 3283+11.62

CURVE 3
PI STA. = 3246+07.81
Δ = 27° 21' 00" (RT)
D = 0° 56' 56"
R = 6,038.00'
T = 1,469.11'
L = 2,882.22'
E = 176.16'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3231+38.69
P.T. STA. = 3260+20.91

CURVE 2
PI STA. = 3216+90.84
Δ = 28° 03' 08" (RT)
D = 0° 56' 56"
R = 6,038.00'
T = 1,508.36'
L = 2,956.21'
E = 185.55'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3201+82.48
P.T. STA. = 3231+38.69

CURVE 1
PI STA. = 3175+28.88
Δ = 19° 26' 30" (LT)
D = 0° 42' 24"
R = 8,109.00'
T = 1,389.14'
L = 2,751.57'
E = 118.13'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3161+39.74
P.T. STA. = 3188+91.31



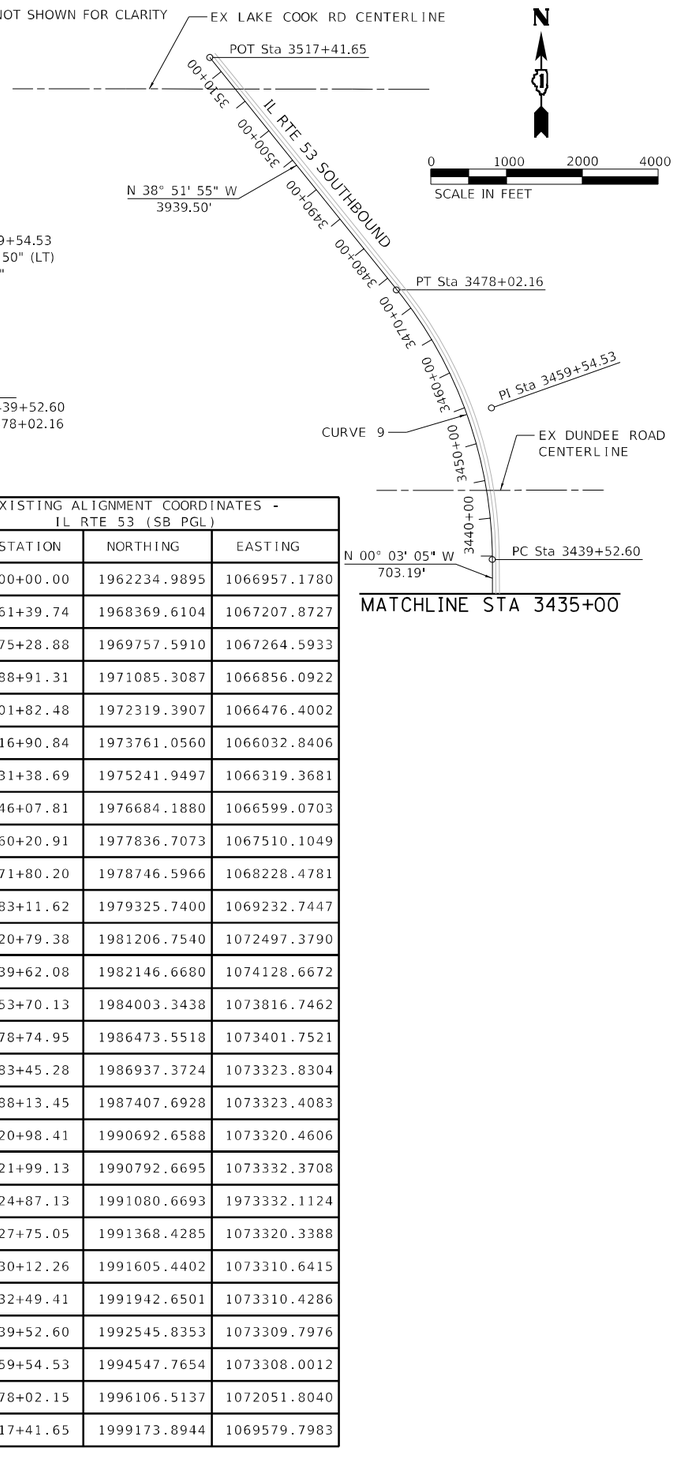
CURVE 8
PI STA. = 3430+12.26
Δ = 2° 17' 29" (RT)
D = 0° 28' 59"
R = 11,860.50'
T = 237.21'
L = 474.36'
E = 2.37'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3427+75.05
P.T. STA. = 3432+49.41

CURVE 7
PI STA. = 3424+87.13
Δ = 2° 17' 29" (LT)
D = 0° 23' 52"
R = 14,400.00'
T = 288.00'
L = 575.92'
E = 2.88'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3421+99.13
P.T. STA. = 3427+75.05

CURVE 6
PI STA. = 3383+45.28
Δ = 9° 29' 07" (RT)
D = 1° 00' 38"
R = 5,669.00'
T = 470.32'
L = 938.49'
E = 19.48'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3378+74.95
P.T. STA. = 3388+13.45

CURVE 5
PI STA. = 3339+62.08
Δ = 69° 35' 13" (LT)
D = 2° 06' 53"
R = 2,709.50'
T = 1,882.69'
L = 3,290.75'
E = 589.88'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3320+79.38
P.T. STA. = 3353+70.13

NOTE:
1. RAMPS NOT SHOWN FOR CLARITY



CURVE 9
PI STA. = 3459+54.53
Δ = 38° 48' 50" (LT)
D = 1° 00' 30"
R = 5,682.58'
T = 2,001.93'
L = 3,849.56'
E = 342.32'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 3439+52.60
P.T. STA. = 3478+02.16

EXISTING ALIGNMENT COORDINATES - IL RTE 53 (SB PGL)

	STATION	NORTHING	EASTING
POT	3100+00.00	1962234.9895	1066957.1780
PC	3161+39.74	1968369.6104	1067207.8727
PI	3175+28.88	1969757.5910	1067264.5933
PT	3188+91.31	1971085.3087	1066856.0922
PC	3201+82.48	1972319.3907	1066476.4002
PI	3216+90.84	1973761.0560	1066032.8406
PCC	3231+38.69	1975241.9497	1066319.3681
PI	3246+07.81	1976684.1880	1066599.0703
PCC	3260+20.91	1977836.7073	1067510.1049
PI	3271+80.20	1978746.5966	1068228.4781
PT	3283+11.62	1979325.7400	1069232.7447
PC	3320+79.38	1981206.7540	1072497.3790
PI	3339+62.08	1982146.6680	1074128.6672
PT	3353+70.13	1984003.3438	1073816.7462
PC	3378+74.95	1986473.5518	1073401.7521
PI	3383+45.28	1986937.3724	1073323.8304
PT	3388+13.45	1987407.6928	1073323.4083
PI	3420+98.41	1990692.6588	1073320.4606
PC	3421+99.13	1990792.6695	1073332.3708
PI	3424+87.13	1991080.6693	1973332.1124
PRC	3427+75.05	1991368.4285	1073320.3388
PI	3430+12.26	1991605.4402	1073310.6415
PT	3432+49.41	1991942.6501	1073310.4286
PC	3439+52.60	1992545.8353	1073309.7976
PI	3459+54.53	1994547.7654	1073308.0012
PT	3478+02.15	1996106.5137	1072051.8040
POT	3517+41.65	1999173.8944	1069579.7983

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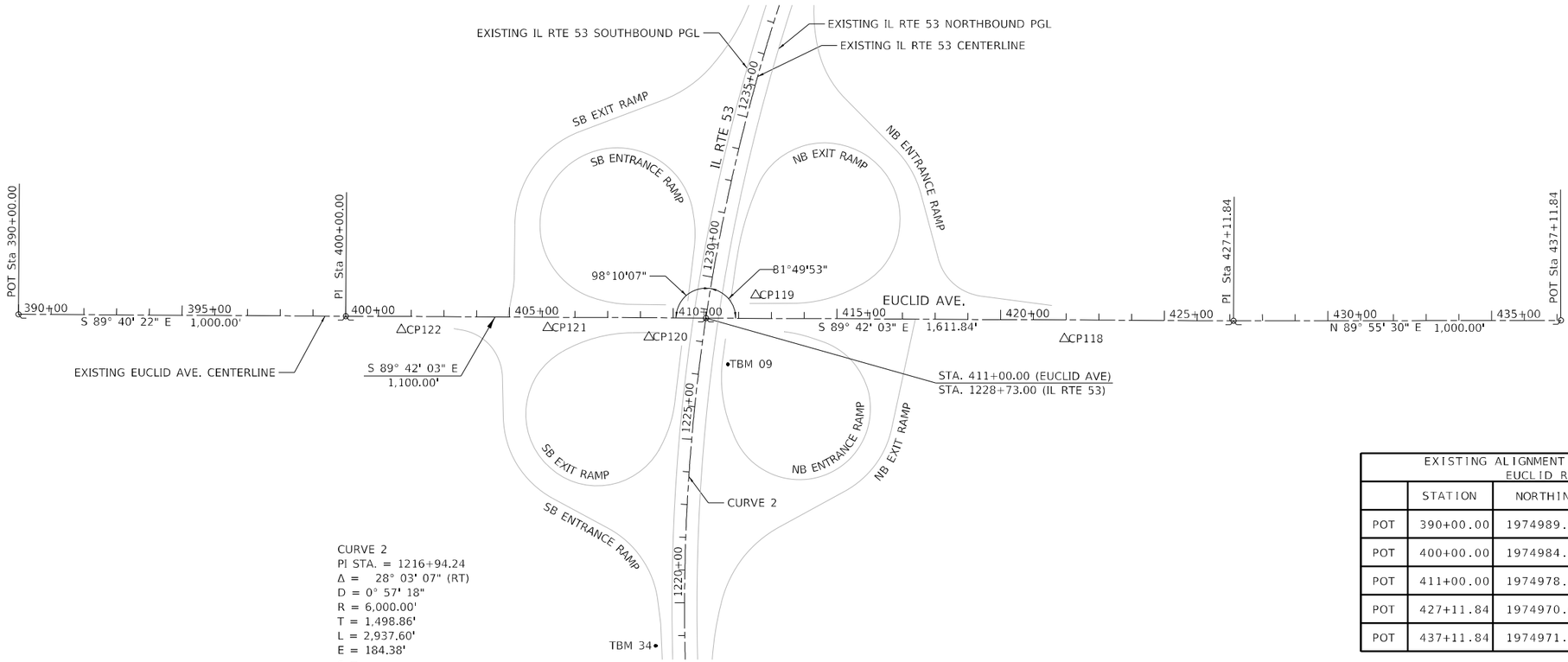
USER NAME = StevenB	DESIGNED - SRB		REVISED -
	DRAWN - DJW		REVISED -
PLOT SCALE = 2000.0000 ' / in.	CHECKED - MAG		REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (SOUTHBOUND PGL)
ALIGNMENT

SCALE: 1" = 1000 | SHEET 3 OF 7 SHEETS | STA. 3100+00.00 | TO STA. 3438+17.74

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	25
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



CURVE 2
PI STA. = 1216+94.24
Δ = 28° 03' 07" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 1,498.86'
L = 2,937.60'
E = 184.38'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1201+95.38
P.T. STA. = 1231+32.97

EXISTING ALIGNMENT COORDINATES - EUCLID ROAD			
	STATION	NORTHING	EASTING
POT	390+00.00	1974989.9464	1064212.8660
POT	400+00.00	1974984.2331	1065212.8496
POT	411+00.00	1974978.4898	1066312.8341
POT	427+11.84	1974970.0741	1067924.6550
POT	437+11.84	1974971.3812	1068924.6541

MODEL: Default
FILE NAME: \\cronus\Companyprojects\JOL\6300-6399\6346\133\Drawings\C4D\MicroSS4\CAD_Sheets\D1627W30-alt4-TR-04-Euclid-SM.dgn

SA STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 400.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
ALIGNMENT

SCALE: 1" = 200' | SHEET 4 OF 7 SHEETS | STA. 390+00.00 TO STA. 437+11.84

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	26
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

RAMP CURVE 22
PI STA. = 774+63.85
Δ = 115° 25' 43" (RT)
D = 26° 26' 33"
R = 216.68'
T = 342.94'
L = 436.53'
E = 188.98'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 771+20.90
P.T. STA. = 775+57.43

RAMP CURVE 21
PI STA. = 770+41.85
Δ = 11° 46' 59" (RT)
D = 14° 08' 03"
R = 405.37'
T = 41.83'
L = 83.36'
E = 2.15'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 770+00.02
P.T. STA. = 770+83.39

RAMP CURVE 20
PI STA. = 762+46.64
Δ = 29° 03' 19" (RT)
D = 12° 56' 39"
R = 442.64'
T = 114.70'
L = 224.47'
E = 14.62'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 761+31.94
P.T. STA. = 763+56.41

RAMP CURVE 19
PI STA. = 760+15.64
Δ = 105° 06' 56" (RT)
D = 26° 13' 20"
R = 218.50'
T = 285.35'
L = 400.86'
E = 140.90'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 757+30.29
P.T. STA. = 761+31.15

RAMP CURVE 18
PI STA. = 756+13.63
Δ = 105° 00' 57" (RT)
D = 26° 29' 12"
R = 216.32'
T = 281.99'
L = 396.49'
E = 139.09'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 753+31.64
P.T. STA. = 757+28.12

RAMP CURVE 17
PI STA. = 752+53.48
Δ = 23° 17' 55" (RT)
D = 14° 41' 46"
R = 389.87'
T = 80.38'
L = 158.54'
E = 8.20'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 751+73.10
P.T. STA. = 753+31.63

RAMP CURVE 28
PI STA. = 867+89.87
Δ = 9° 07' 11" (LT)
D = 1° 08' 16"
R = 5,035.52'
T = 401.60'
L = 801.51'
E = 15.99'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 863+88.27
P.T. STA. = 871+89.77

RAMP CURVE 27
PI STA. = 859+99.75
Δ = 54° 01' 39" (RT)
D = 19° 44' 34"
R = 290.21'
T = 147.96'
L = 273.66'
E = 35.54'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 858+51.80
P.T. STA. = 861+25.45

RAMP CURVE 26
PI STA. = 855+21.30
Δ = 60° 14' 51" (LT)
D = 19° 57' 04"
R = 287.18'
T = 166.63'
L = 301.98'
E = 44.84'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 853+54.66
P.T. STA. = 856+56.64

RAMP CURVE 25
PI STA. = 851+47.42
Δ = 79° 44' 31" (RT)
D = 38° 35' 18"
R = 148.48'
T = 124.02'
L = 206.65'
E = 44.98'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 850+23.39
P.T. STA. = 852+30.04

RAMP CURVE 24
PI STA. = 781+22.13
Δ = 27° 47' 12" (RT)
D = 13° 44' 32"
R = 416.93'
T = 103.13'
L = 202.20'
E = 12.57'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 780+19.00
P.T. STA. = 782+21.19

RAMP CURVE 23
PI STA. = 778+99.96
Δ = 115° 21' 57" (RT)
D = 26° 26' 33"
R = 216.68'
T = 342.53'
L = 436.29'
E = 188.63'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 775+57.43
P.T. STA. = 779+93.72

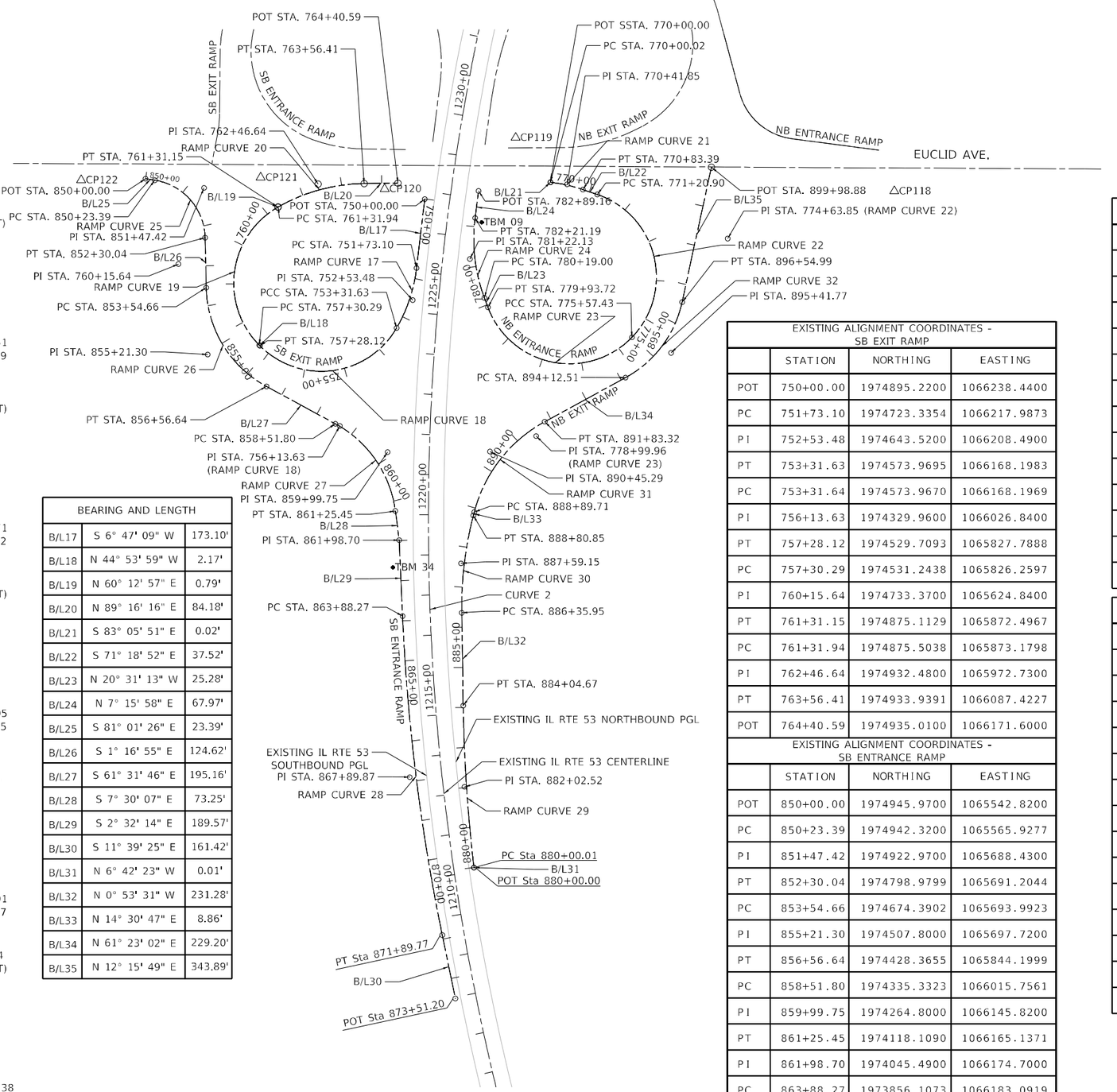
RAMP CURVE 32
PI STA. = 895+41.77
Δ = 49° 07' 16" (LT)
D = 20° 15' 29"
R = 282.83'
T = 129.25'
L = 242.48'
E = 28.14'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 894+12.51
P.T. STA. = 896+54.99

RAMP CURVE 31
PI STA. = 890+45.29
Δ = 46° 52' 14" (RT)
D = 15° 57' 50"
R = 358.91'
T = 155.58'
L = 293.61'
E = 32.27'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 888+89.71
P.T. STA. = 891+83.32

RAMP CURVE 30
PI STA. = 887+59.15
Δ = 15° 24' 18" (RT)
D = 6° 17' 25"
R = 910.85'
T = 123.19'
L = 244.90'
E = 8.29'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 886+35.95
P.T. STA. = 888+80.85

RAMP CURVE 29
PI STA. = 882+02.52
Δ = 5° 48' 52" (RT)
D = 1° 26' 13"
R = 3,987.49'
T = 202.50'
L = 404.66'
E = 5.14'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 880+00.01
P.T. STA. = 884+04.67

CURVE 2
PI STA. = 1216+94.24
Δ = 28° 03' 07" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 1,498.86'
L = 2,937.60'
E = 184.38'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1201+95.38
P.T. STA. = 1231+32.97



BEARING AND LENGTH		
B/L17	S 6° 47' 09" W	173.10'
B/L18	N 44° 53' 59" W	2.17'
B/L19	N 60° 12' 57" E	0.79'
B/L20	N 89° 16' 16" E	84.18'
B/L21	S 83° 05' 51" E	0.02'
B/L22	S 71° 18' 52" E	37.52'
B/L23	N 20° 31' 13" W	25.28'
B/L24	N 7° 15' 58" E	67.97'
B/L25	S 81° 01' 26" E	23.39'
B/L26	S 1° 16' 55" E	124.62'
B/L27	S 61° 31' 46" E	195.16'
B/L28	S 7° 30' 07" E	73.25'
B/L29	S 2° 32' 14" E	189.57'
B/L30	S 11° 39' 25" E	161.42'
B/L31	N 6° 42' 23" W	0.01'
B/L32	N 0° 53' 31" W	231.28'
B/L33	N 14° 30' 47" E	8.86'
B/L34	N 61° 23' 02" E	229.20'
B/L35	N 12° 15' 49" E	343.89'

EXISTING ALIGNMENT COORDINATES - SB EXIT RAMP			
	STATION	NORTHING	EASTING
POT	750+00.00	1974895.2200	1066238.4400
PC	751+73.10	1974723.3354	1066217.9873
PI	752+53.48	1974643.5200	1066208.4900
PT	753+31.63	1974573.9695	1066168.1983
PC	753+31.64	1974573.9670	1066168.1969
PI	756+13.63	1974329.9600	1066026.8400
PT	757+28.12	1974529.7093	1065827.7888
PC	757+30.29	1974531.2438	1065826.2597
PI	760+15.64	1974733.3700	1065624.8400
PT	761+31.15	1974875.1129	1065872.4967
PC	761+31.94	1974875.5038	1065873.1798
PI	762+46.64	1974932.4800	1065972.7300
PT	763+56.41	1974933.9391	1066087.4227
POT	764+40.59	1974935.0100	1066171.6000

EXISTING ALIGNMENT COORDINATES - SB ENTRANCE RAMP			
	STATION	NORTHING	EASTING
POT	850+00.00	1974945.9700	1065542.8200
PC	850+23.39	1974942.3200	1065565.9277
PI	851+47.42	1974922.9700	1065688.4300
PT	852+30.04	1974798.9799	1065691.2044
PC	853+54.66	1974674.3902	1065693.9923
PI	855+21.30	1974507.8000	1065697.7200
PT	856+56.64	1974428.3655	1065844.1999
PC	858+51.80	1974335.3323	1066015.7561
PI	859+99.75	1974264.8000	1066145.8200
PT	861+25.45	1974118.1090	1066165.1371
PI	861+98.70	1974045.4900	1066174.7000
PC	863+88.27	1973856.1073	1066183.0919
PI	867+89.87	1973454.9000	1066200.8700
PT	871+89.77	1973061.5821	1066282.0144
POT	873+51.20	1972903.4900	1066314.6300

EXISTING ALIGNMENT COORDINATES - NB ENTRANCE RAMP			
	STATION	NORTHING	EASTING
POT	770+00.00	1974937.1800	1066551.4200
PC	770+00.02	1974937.1772	1066551.4432
PI	770+41.85	1974932.1500	1066592.9700
PT	770+83.39	1974918.7488	1066632.5951
PC	771+20.90	1974906.7297	1066668.1335
PI	774+63.85	1974796.8600	1066993.0000
PCC	775+57.43	1974550.6422	1066754.2817
PI	778+99.96	1974304.7200	1066515.8500
PT	779+93.72	1974625.5128	1066395.7809
PC	780+19.00	1974649.1859	1066386.9203
PI	781+22.13	1974745.7700	1066350.7700
PT	782+21.19	1974848.0696	1066363.8136
POT	782+89.16	1974915.4900	1066372.4100

EXISTING ALIGNMENT COORDINATES - NB EXIT RAMP			
	STATION	NORTHING	EASTING
POT	880+00.00	1973229.5400	1066360.9700
PC	880+00.01	1973229.5547	1066360.9683
PI	882+02.52	1973430.6705	1066337.3200
PT	884+04.67	1973633.1473	1066334.1678
PC	886+35.95	1973864.4026	1066330.5676
PI	887+59.15	1973987.5800	1066328.6500
PT	888+80.85	1974106.8413	1066359.5222
PC	888+89.71	1974115.4174	1066361.7422
PI	890+45.29	1974266.0300	1066400.7300
PT	891+83.31	1974340.5422	1066537.3029
PC	894+12.51	1974450.3147	1066738.5042
PI	895+41.77	1974512.2200	1066851.9700
PT	896+54.99	1974638.5256	1066879.4225
POT	899+98.88	1974974.5652	1066952.4672

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 300.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID ROAD SOUTH RAMP
ALIGNMENTS

SCALE: 1" = 150' | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	27
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: \\ccrovd.com\projects\JOL\6300-6399\6348\13Drawings\CAD\Micros-SSA\CAD Sheets\D162V30-IHT-ATB-05-EuclidRamps1-SAI.dgn

RAMP CURVE 38
PI STA. = 734+15.80
Δ = 28° 02' 27" (RT)
D = 27° 45' 39"
R = 206.39'
T = 51.54'
L = 101.01'
E = 6.34'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 733+64.26
P.T. STA. = 734+65.27

RAMP CURVE 44
PI STA. = 795+52.10
Δ = 29° 10' 03" (RT)
D = 15° 21' 49"
R = 372.93'
T = 97.03'
L = 189.85'
E = 12.42'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 794+55.07
P.T. STA. = 796+44.92

RAMP CURVE 50
PI STA. = 822+27.18
Δ = 15° 02' 56" (RT)
D = 12° 07' 44"
R = 472.39'
T = 62.40'
L = 124.07'
E = 4.10'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 821+64.79
P.T. STA. = 822+88.86

RAMP CURVE 37
PI STA. = 732+42.47
Δ = 14° 39' 54" (RT)
D = 6° 22' 36"
R = 898.52'
T = 115.62'
L = 229.98'
E = 7.41'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 731+26.85
P.T. STA. = 733+56.82

RAMP CURVE 43
PI STA. = 793+45.33
Δ = 18° 04' 30" (RT)
D = 8° 52' 35"
R = 645.49'
T = 102.67'
L = 203.63'
E = 8.11'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 792+42.66
P.T. STA. = 794+46.29

RAMP CURVE 49
PI STA. = 820+73.84
Δ = 31° 57' 19" (RT)
D = 18° 11' 21"
R = 315.00'
T = 90.19'
L = 175.68'
E = 12.66'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 819+83.65
P.T. STA. = 821+59.33

RAMP CURVE 36
PI STA. = 722+85.97
Δ = 15° 09' 04" (RT)
D = 15° 51' 38"
R = 361.25'
T = 48.04'
L = 95.53'
E = 3.18'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 722+37.92
P.T. STA. = 723+33.45

RAMP CURVE 42
PI STA. = 787+23.31
Δ = 2° 52' 55" (LT)
D = 1° 29' 48"
R = 3,828.13'
T = 96.29'
L = 192.55'
E = 1.21'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 786+27.02
P.T. STA. = 788+19.56

RAMP CURVE 48
PI STA. = 816+89.05
Δ = 29° 36' 52" (LT)
D = 18° 37' 08"
R = 307.73'
T = 81.35'
L = 159.06'
E = 10.57'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 816+07.71
P.T. STA. = 817+66.76

RAMP CURVE 35
PI STA. = 721+45.98
Δ = 121° 16' 59" (RT)
D = 24° 21' 30"
R = 235.22'
T = 418.16'
L = 497.91'
E = 244.55'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 717+27.82
P.T. STA. = 722+25.73

RAMP CURVE 41
PI STA. = 743+52.93
Δ = 26° 49' 49" (RT)
D = 13° 55' 35"
R = 411.42'
T = 98.13'
L = 192.66'
E = 11.54'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 742+54.81
P.T. STA. = 744+47.46

RAMP CURVE 47
PI STA. = 813+22.81
Δ = 67° 25' 47" (RT)
D = 37° 03' 21"
R = 154.62'
T = 103.18'
L = 181.97'
E = 31.26'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 812+19.63
P.T. STA. = 814+01.60

RAMP CURVE 51
PI STA. = 823+93.03
Δ = 15° 41' 46" (RT)
D = 11° 31' 28"
R = 497.17'
T = 68.53'
L = 136.20'
E = 4.70'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 823+24.50
P.T. STA. = 824+60.70

RAMP CURVE 52
PI STA. = 830+93.06
Δ = 13° 38' 54" (RT)
D = 1° 05' 04"
R = 5,283.96'
T = 632.34'
L = 1,258.70'
E = 37.70'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 824+60.72
P.T. STA. = 837+19.42

RAMP CURVE 33
PI STA. = 711+68.03
Δ = 18° 32' 23" (RT)
D = 14° 38' 37"
R = 391.27'
T = 63.86'
L = 126.61'
E = 5.18'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 711+04.17
P.T. STA. = 712+30.78

RAMP CURVE 39
PI STA. = 737+19.40
Δ = 95° 53' 17" (RT)
D = 24° 59' 30"
R = 229.26'
T = 254.12'
L = 383.68'
E = 112.99'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 734+65.28
P.T. STA. = 738+48.96

RAMP CURVE 45
PI STA. = 801+25.59
Δ = 68° 40' 21" (LT)
D = 18° 33' 37"
R = 308.70'
T = 210.87'
L = 370.00'
E = 65.15'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 799+14.73
P.T. STA. = 802+84.72

RAMP CURVE 34
PI STA. = 716+47.15
Δ = 121° 13' 54" (RT)
D = 24° 26' 14"
R = 234.46'
T = 416.37'
L = 496.09'
E = 243.38'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 712+30.78
P.T. STA. = 717+26.88

RAMP CURVE 40
PI STA. = 741+06.34
Δ = 95° 54' 31" (RT)
D = 24° 46' 43"
R = 231.23'
T = 256.40'
L = 387.06'
E = 114.03'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 738+49.95
P.T. STA. = 742+37.01

RAMP CURVE 46
PI STA. = 804+62.17
Δ = 10° 03' 47" (RT)
D = 21° 38' 29"
R = 264.75'
T = 23.31'
L = 46.50'
E = 1.02'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 804+38.86
P.T. STA. = 804+85.36

CURVE 2
PI STA. = 1216+94.24
Δ = 28° 03' 07" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 1,498.86'
L = 2,937.60'
E = 184.38'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 1201+95.38
P.T. STA. = 1231+32.97

RAMP CURVE 33
PI STA. = 711+68.03
Δ = 18° 32' 23" (RT)
D = 14° 38' 37"
R = 391.27'
T = 63.86'
L = 126.61'
E = 5.18'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 711+04.17
P.T. STA. = 712+30.78

RAMP CURVE 39
PI STA. = 737+19.40
Δ = 95° 53' 17" (RT)
D = 24° 59' 30"
R = 229.26'
T = 254.12'
L = 383.68'
E = 112.99'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 734+65.28
P.T. STA. = 738+48.96

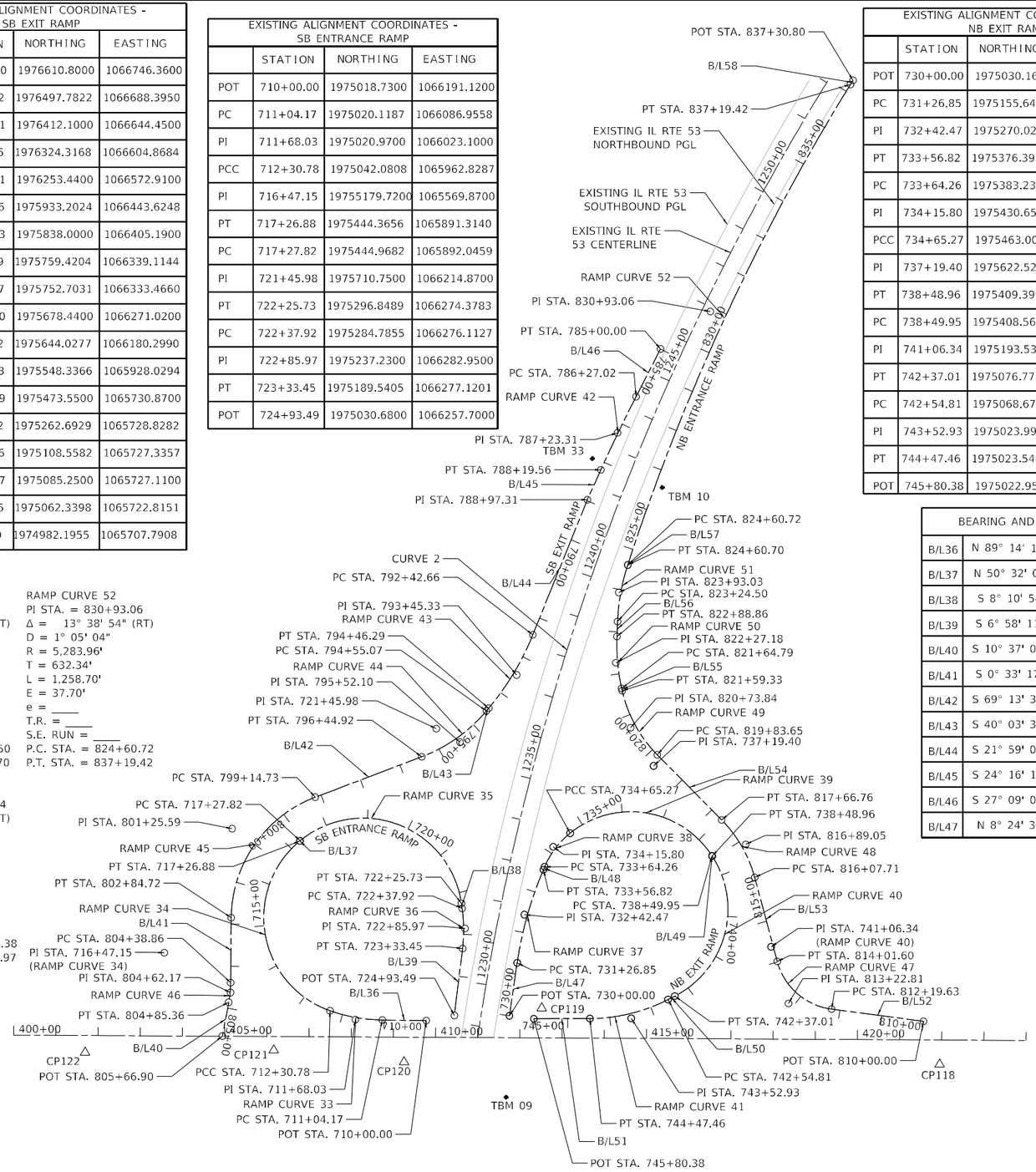
RAMP CURVE 45
PI STA. = 801+25.59
Δ = 68° 40' 21" (LT)
D = 18° 33' 37"
R = 308.70'
T = 210.87'
L = 370.00'
E = 65.15'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 799+14.73
P.T. STA. = 802+84.72

EXISTING ALIGNMENT COORDINATES - SB EXIT RAMP

	STATION	NORTHING	EASTING
POT	785+00.00	1976610.8000	1066746.3600
PC	786+27.02	1976497.7822	1066688.3950
PI	787+23.31	1976412.1000	1066644.4500
PT	788+19.56	1976324.3168	1066604.8684
PI	788+97.31	1976253.4400	1066572.9100
PC	792+42.66	1975933.2024	1066443.6248
PI	793+45.33	1975838.0000	1066405.1900
PT	794+46.29	1975759.4204	1066339.1144
PC	794+55.07	1975752.7031	1066333.4660
PI	795+52.10	1975678.4400	1066271.0200
PT	796+44.92	1975644.0277	1066180.2990
PC	799+14.73	1975548.3366	1065928.0294
PI	801+25.59	1975473.5500	1065730.8700
PT	802+84.72	1975262.6929	1065728.8282
PC	804+38.86	1975108.5582	1065727.3357
PI	804+62.17	1975085.2500	1065727.1100
PT	804+85.36	1975062.3398	1065722.8151
POT	805+66.90	1974982.1955	1065707.7908

EXISTING ALIGNMENT COORDINATES - SB ENTRANCE RAMP

	STATION	NORTHING	EASTING
POT	710+00.00	1975018.7300	1066191.1200
PC	711+04.17	1975020.1187	1066086.9558
PI	711+68.03	1975020.9700	1066023.1000
PCC	712+30.78	1975042.0808	1065962.8287
PI	716+47.15	19755179.7200	1065569.8700
PT	717+26.88	1975444.3656	1065891.3140
PC	717+27.82	1975444.9682	1065892.0459
PI	721+45.98	1975710.7500	1066214.8700
PT	722+25.73	1975296.8489	1066274.3783
PC	722+37.92	1975284.7855	1066276.1127
PI	722+85.97	1975237.2300	1066282.9500
PT	723+33.45	1975189.5405	1066277.1201
POT	724+93.49	1975030.6800	1066257.7000

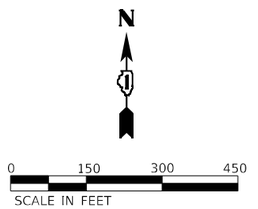


EXISTING ALIGNMENT COORDINATES - NB EXIT RAMP

	STATION	NORTHING	EASTING
POT	730+00.00	1975030.1600	1066388.1000
PC	731+26.85	1975155.6419	1066406.6508
PI	732+42.47	1975270.0200	1066423.5600
PT	733+56.82	1975376.3911	1066468.8752
PC	733+64.26	1975383.2362	1066471.7912
PI	734+15.80	1975430.6501	1066491.9900
PCC	734+65.27	1975463.0057	1066532.1109
PI	737+19.40	1975622.5298	1066729.9201
PT	738+48.96	1975409.3996	1066868.3107
PC	738+49.95	1975408.5692	1066868.8499
PI	741+06.34	1975193.5300	1067008.4800
PT	742+37.01	1975076.7779	1066780.2096
PC	742+54.81	1975068.6738	1066764.3646
PI	743+52.93	1975023.9900	1066677.0000
PT	744+47.46	1975023.5483	1066578.8724
POT	745+80.38	1975022.9500	1066445.9600

BEARING AND LENGTH

B/L36	N 89° 14' 10" W	104.17'
B/L37	N 50° 32' 07" E	0.95'
B/L38	S 8° 10' 54" E	12.19'
B/L39	S 6° 58' 11" W	160.04'
B/L40	S 10° 37' 04" W	81.54'
B/L41	S 0° 33' 17" W	154.14'
B/L42	S 69° 13' 38" W	269.81'
B/L43	S 40° 03' 35" W	8.78'
B/L44	S 21° 59' 05" W	345.35'
B/L45	S 24° 16' 14" W	77.75'
B/L46	S 27° 09' 09" W	127.02'
B/L47	N 8° 24' 34" E	126.85'



EXISTING ALIGNMENT COORDINATES - NB ENTRANCE RAMP

	STATION	NORTHING	EASTING
POT	810+00.00	1975017.0533	1067369.8166
PC	812+19.63	1975045.8103	1067152.0782
PI	813+22.81	1975059.3200	1067049.7900
PT	814+01.60	1975158.9591	1067023.0049
PC	816+07.71	1975358.0018	1066969.4981
PI	816+89.05	1975436.5600	1066948.3800
PT	817+66.76	1975494.4205	1066891.2002
PC	819+83.65	1975648.6886	1066738.7467
PI	820+73.84	1975712.8400	1066675.3500
PT	821+59.33	1975800.8231	1066655.5129
PC	821+64.79	1975806.1416	1066654.3137
PI	822+27.18	1975867.0100	1066640.5900
PT	822+88.86	1975929.3542	1066643.1410
PC	823+24.50	1975964.9690	1066644.5983
PI	823+93.03	1976033.4400	1066647.4000
PT	824+60.70	1976098.5998	1066668.6209
PC	824+60.72	1976098.5815	1066668.6150
PI	830+93.06	1976699.8400	1066864.4300
PT	837+19.42	1977237.9146	1067196.5911
POT	837+30.80	1977247.6000	1067202.5700

BEARING AND LENGTH

B/L48	N 23° 04' 28" E	7.44'
B/L49	S 32° 59' 48" E	0.99'
B/L50	S 62° 54' 43" W	17.80'
B/L51	S 89° 44' 32" W	132.91'
B/L52	N 82° 28' 35" W	219.63'
B/L53	N 15° 02' 48" W	206.11'
B/L54	N 44° 39' 40" W	216.89'
B/L55	N 12° 42' 21" W	5.45'
B/L56	N 2° 20' 35" E	35.64'
B/L57	S 18° 02' 21" W	0.02'
B/L58	N 31° 41' 15" E	11.38'

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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

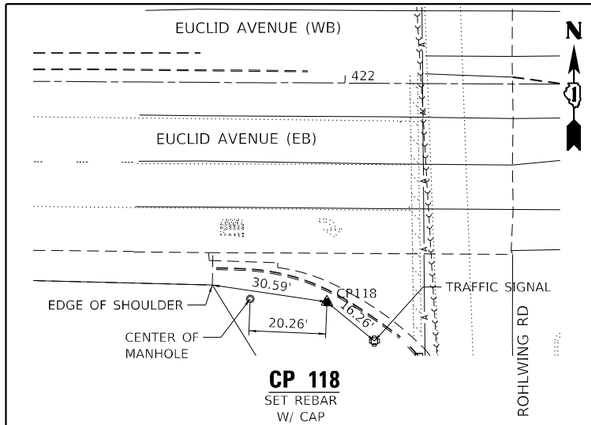
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	DRAWN - DJW	REVISED -	
PLOT SCALE = 300.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

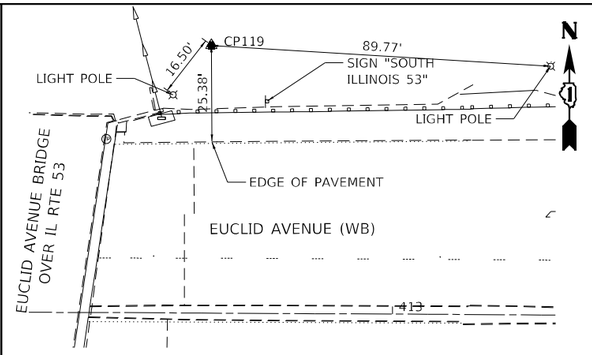
EUCLID ROAD NORTH RAMP
ALIGNMENTS

SCALE: 1" = 150' | SHEET 6 OF 7 SHEETS | STA. | TO STA.

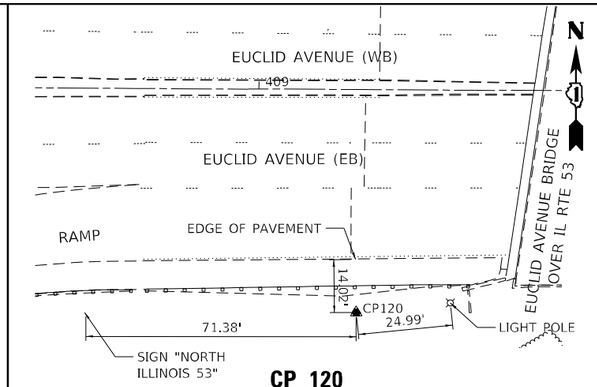
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	28
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



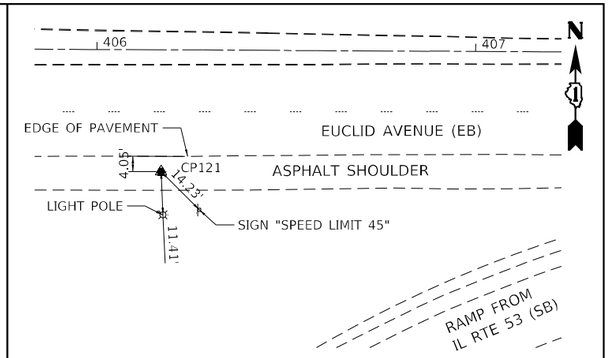
CP 118
SET REBAR
W/ CAP
N: 1,974,914.9720
E: 1,067,408.0270
STA 421+95.51
OFF 57.80' RT
ELEV.=723.669'



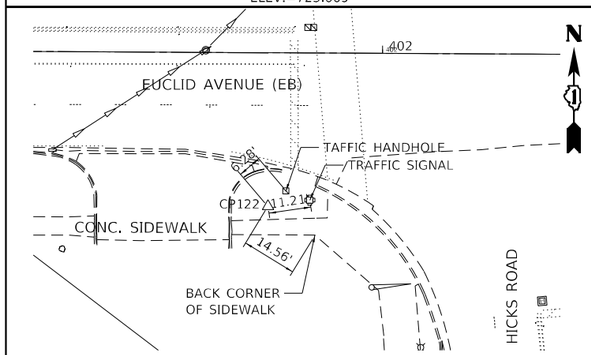
CP 119
SET REBAR
W/ CAP
N: 1,975,048.3760
E: 1,066,464.9650
STA 412+51.76
OFF 70.68' LT
ELEV.=743.040'



CP 120
SET REBAR
W/ CAP
N: 1,974,920.5580
E: 1,066,138.5070
STA 409+25.98
OFF 58.84' RT
ELEV.=751.085'



CP 121
MAG NAIL
N: 1,974,948.8280
E: 1,065,829.7830
STA 406+17.11
OFF 32.18' RT
ELEV.=750.930'



CP 122
SET REBAR
W/ CAP
N: 1,974,942.8000
E: 1,065,382.5640
STA 401+69.93
OFF 40.55' RT
ELEV.=743.979'

BENCHMARKS:

TBM 08
CUT X ON THE SW CORNER OF THE
OVEREHAD SIGN CONC. FOUNDATION
83.62' RT. STA. 1214+63.71
ELEVATION 742.382

TBM 09
CUT X ON THE SW BOLT OF LIGHT POLE
85.92' RT. STA. 1227+41.35
ELEVATION 901.775

TBM 10
CUT X ON THE SW BOLT OF LIGHT POLE
83.25' RT. STA. 1242+58.36
ELEVATION 731.786

TBM 33
CUT X ON THE SE CORNER OF
OVERHEAD SIGN WEST LEG FOUNDATION
96.10' LT. STA. 1242+60.80
ELEVATION 733.769

TBM 34
CUT X ON THE SE BOLT OF LIGHT POLE
89.58' LT. STA. 1218+40.40
ELEVATION 736.810

NOTES:

1. HORIZONTAL DATUM IS BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM (EAST ZONE) NAD 83 (1986).

2. BENCHMARKS AND VERTICAL DATUM ARE BASED ON NAVD 88.

3. CONTROL HAS BEEN TIED TO NGS PID DM3905 AND PID DM3897

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL TIES
AND BENCHMARKS

SCALE: NTS | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	29
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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LEGEND

- LINEAR REMOVAL ITEMS (AS NOTED)
- APPROACH SLAB REMOVAL
- SUPERSTRUCTURE REMOVAL
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

N

0 50 100 150
SCALE IN FEET

GUARDRAIL REMOVAL

℄ RAMP A

HMA SURFACE REMOVAL, 2"
STA. 712+60.00 TO
STA. 712+64.50

PAVED SHOULDER REMOVAL
STA. 712+60.00 TO
STA. 409+79.52

GUARDRAIL REMOVAL

REMOVE OVERHEAD SIGN
STRUCTURE - BRIDGE MOUNTED

APPROACH SLAB REMOVAL
STA. 409+31.80 TO
STA. 409+78.63

GUARDRAIL REMOVAL

PAVEMENT REMOVAL
STA. 712+60.00 TO
STA. 409+35.08

MEDIAN REMOVAL
STA. 408+32.60 TO
STA. 409+73.00

℄ RAMP E

PAVED SHOULDER REMOVAL
STA. 406+56.00 TO
STA. 407+73.69

EX PCC PVMT

EX. ℄ EUCLID AVE.

PAVED SHOULDER REMOVAL
STA. 405+82.00 TO
STA. 408+68.48

℄ RAMP G

PAVED SHOULDER REMOVAL
STA. 762+43.00 TO
STA. 763+50.67

HMA SURFACE REMOVAL, 2"
STA. 762+54.25 TO
STA. 762+58.75

PAVEMENT REMOVAL
STA. 762+58.75 TO
STA. 409+28.24

PAVED SHOULDER REMOVAL
STA. 762+58.75 TO
STA. 409+66.13

GUARDRAIL REMOVAL

APPROACH SLAB REMOVAL
STA. 409+24.51 TO
STA. 409+72.48

GUARDRAIL REMOVAL

℄ RAMP C

PIPE ATTACHED TO STRUCTURE
TO BE REMOVED (TYP.). ITEM
PAID FOR UNDER REMOVAL OF
EXISTING SUPERSTRUCTURE

IL RTE. 53 (FAP 342)

REMOVAL OF EXISTING SUPERSTRUCTURES
(S.N. 016-1018)

STORM SEWER REMOVAL 12"

APPROACH SLAB REMOVAL
STA. 412+20.60 TO
STA. 412+47.51

REMOVE INLET BOX
STA. 412+38.75
OFF. 51.71 LT

PAVEMENT REMOVAL
STA. 412+44.87 TO
STA. 414+37.60

GUARDRAIL REMOVAL

PAVED SHOULDER REMOVAL
STA. 412+26.32 TO
STA. 743+79.93

PAVED SHOULDER REMOVAL
STA. 412+14.53 TO
STA. 771+54.50

GUARDRAIL REMOVAL

APPROACH SLAB REMOVAL
STA. 412+15.24 TO
STA. 412+40.56

REMOVE INLET BOX
STA. 412+25.36
OFF. 45.86 LT

STORM SEWER REMOVAL 12"

PAVED DITCH REMOVAL

REMOVE OVERHEAD SIGN
STRUCTURE - BRIDGE MOUNTED

GUARDRAIL REMOVAL

EX. ℄ IL 53

℄ RAMP B

PAVED SHOULDER REMOVAL
STA. 744+72.95 TO
STA. 743+30.00

HMA SURFACE REMOVAL, 2"
STA. 743+75.43 TO
STA. 743+79.93

PAVED SHOULDER REMOVAL
STA. 413+30.30 TO
STA. 417+07.00

MEDIAN REMOVAL
STA. 412+20.18 TO
STA. 414+37.60

PAVEMENT REMOVAL
STA. 412+37.09 TO
STA. 414+37.60

℄ RAMP D

℄ RAMP F

EX PCC PVMT

EUCLID AVENUE

PAVED SHOULDER REMOVAL
STA. 414+10.62 TO
STA. 415+87.00

PAVED SHOULDER REMOVAL
STA. 770+69.12 TO
STA. 771+54.50

HMA SURFACE
REMOVAL, 2"
STA. 771+54.50 TO
STA. 771+59.00

℄ RAMP I

EX ROW

EX ROW

KEY MAP
I-90
IL 62 (ALGONQUIN RD)
KIRCHOFF RD
EUCLID AVE
INDUSTRIAL AVE
US 14 (NW HWY)
PALATINE ROAD
ANDERSON DR
US 12 (RAND RD)
IL 68 DUNDEE RD
LAKE COOK ROAD

MODEL: Default
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SA STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
REMOVAL PLAN

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 404+50.00 | TO STA. 419+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	30
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

N

0 50 100 150
SCALE IN FEET

TBT, TY. 1 (SPL) TANGENT
STA. 797+80.81 TO STA. 798+18.31

AGG. SHLD., TY. B 10"
STA. 797+80.81 TO STA. 803+26.48

SPBGR. TY. A, 6 FOOT POSTS
STA. 797+80.81 TO STA. 803+13.98

TBT, TY. 2
STA. 803+13.98 TO STA. 803+26.48

APPROACH SLAB

TBT, TY. 5
STA. 409+34.53 TO STA. 409+72.03

PAVEMENT CONNECTOR (PCC)
FOR BRIDGE APPROACH SLAB
STA. 409+26.18 TO STA. 409+45.98

SPBGR. TY. A, 6 FOOT POSTS
STA. 408+38.42 TO STA. 409+34.53

PCC PVMT 10" (JOINTED)
STA. 712+60.00 TO STA. 409+40.87

PCC SHLD. 10"
STA. 712+60.00 TO STA.
710+29.96

EX HMA SHLD

EX HMA SHLD

℄ RAMP A

TBT, TY. 2 STA. 408+25.92
TO STA. 408+38.42

AGG. SHLD., TY. B 10"
STA. 712+60.00 TO
STA. 710+14.63

HMA S.C., IL-9.5, MIX "D", N70, 2"
STA. 712+60.00 TO STA. 712+64.50

HMA SHLD. 10"
STA. 406+56.00 TO
STA. 407+73.38

EX HMA SHLD

CONC. MED. SURFACE, CORRUGATED
STA. 408+32.60 TO STA. 409+40.87

EX PCC PVMT

EX PCC MED

MATCH EXISTING
BEGIN PCC PAVEMENT
STA. 408+32.60

EX HMA SHLD

EX PCC PVMT

HMA SHLD. 10"
STA. 405+82.00 TO
STA. 408+32.60

HMA S.C., IL-9.5, MIX "D", N70, 2"
STA. 762+54.25 TO STA. 762+58.75

TBT, TY. 2 STA.
760+36.82
TO STA. 760+49.32

EX HMA SHLD

TBT, TY. 1 (SPL) TANGENT
STA. 407+97.84 TO
STA. 408+35.34

AGG. SHLD., TY. B 10"
STA. 758+37.14 TO
STA. 760+49.32

PCC SHLD. 10"
STA. 762+58.75 TO
STA. 764+16.60

℄ RAMP C

PCC PVMT 10" (JOINTED)
STA. 762+58.75 TO STA. 409+21.24

EX HMA SHLD

SPBGR. TY. A, 6 FOOT POSTS
STA. 408+35.34 TO STA. 409+20.04

AGG. SHLD., TY. B 10"
STA. 762+58.75 TO STA. 764+31.36

PAVEMENT CONNECTOR (PCC)
FOR BRIDGE APPROACH SLAB
STA. 409+25.46 TO STA. 409+40.87

SPBGR. TY. A, 6 FOOT POSTS
STA. 758+49.64 TO STA. 760+36.82

TBT, TY. 1 (SPL) TANGENT
STA. 758+37.14 TO STA. 758+49.64

TBT, TY. 6
STA. 409+20.04 TO
STA. 409+57.54

AGG. SHLD., TY. B 10"
STA. 1228+94.78 TO
STA. 1230+72.37

TBT, TY. 1 (SPL) TANGENT
STA. 1230+34.87 TO STA.
1230+72.37

SPBGR. TY. A, 6 FOOT
POSTS
STA. 1229+32.28 TO
STA. 1230+34.87

TBT, TY. 6
STA. 1228+94.78 TO
STA. 1229+32.28

P.R. S.N. 016-1018
℄ STA. 411+00.00
250'-8" BK-BK ABUTMENTS
FOUR SPAN, SKEW= 8°10'7"

APPROACH SLAB

EB EUCLID PGL
WB EUCLID PGL

IL RTE. 53 (FAP 342)

SB IL 53 PGL

EX. ℄ IL 53

NB IL 53 PGL

TBT, TY. 6
STA. 1228+14.23 TO STA. 1228+51.73

AGG. SHLD., TY./B 10"
STA. 1226+42.58 TO STA. 1228+51.73

SPBGR. TY. A, 6 FOOT POSTS
STA. 1226+80.08 TO STA. 1228+14.23

TBT, TY. 1 (SPL) TANGENT
STA. 1228+42.58 TO STA. 1226+80.08

EX. ℄ EUCLID AVE.
APPROACH SLAB

TBT, TY. 6
STA. 412+38.73 TO STA. 412+76.23

CONCRETE SHOULDER CURB
STA. 412+42.67 TO STA. 412+68.30

PAVEMENT CONNECTOR (PCC)
FOR BRIDGE APPROACH SLAB
STA. 412+51.92 TO STA. 412+73.86

SPBGR. TY. A, 6 FOOT POSTS
STA. 412+76.23 TO STA. 413+49.23

PCC PVMT 10" (JOINTED)
STA. 412+51.57 TO STA. 414+37.60

PCC SHLD. 10"
STA. 745+55.79 TO STA. 743+79.93

EX HMA SHLD

TBT, TY. 1 (SPL) TANGENT
STA. 413+49.23 TO STA. 413+86.73

AGG. SHLD., TY. B 10"
STA. 745+70.53 TO STA. 743+80.46

HMA S.C., IL-9.5, MIX "D", N70, 2"
STA. 743+75.43 TO STA. 743+79.93

HMA SHLD. 10"
STA. 413+80.60
TO STA. 417+07.00

MATCH EXISTING
END PCC PAVEMENT
STA. 414+37.60

EUCLID AVENUE

CONC. MED. SURFACE, CORRUGATED
STA. 412+51.57 TO STA. 414+37.60

PCC PVMT 10" (JOINTED)
STA. 412+65.27 TO
STA. 414+37.60

PCC SHLD. 10"
STA. 412+44.33 TO STA. 771+54.50

SPBGR. TY. A, 6 FOOT POSTS
STA. 412+60.00 TO STA. 413+67.31

℄ RAMP D

PAVEMENT CONNECTOR (PCC)
FOR BRIDGE APPROACH SLAB
STA. 412+46.47 TO STA. 412+66.25

EX HMA SHLD

CONCRETE SHOULDER CURB
STA. 412+29.07 TO STA. 412+54.44

APPROACH SLAB

TBT, TY. 5
STA. 412+23.50 TO STA. 412+60.00

℄ RAMP B

AGG SHLD., TY. B 10"
STA. 740+86.23 TO STA. 741+68.91

EX HMA SHLD

EX ROW

EX PCC PVMT

EX HMA SHLD

EX PCC MED

EX PCC PVMT

EX HMA SHLD

HMA SHLD. 10"
STA. 414+15.58
TO STA. 415+87.00

HMA S.C., IL-9.5 MIX "D", N70, 2"
STA. 771+54.50 TO STA. 771+59.00

AGG. SHLD., TY. B 10"
STA. 412+29.05 TO STA. 771+54.50

TBT, TY. 2
STA. 413+67.31 TO STA. 413+80.31

EX HMA SHLD

AGG SHLD., TY. B 10"
STA. 772+49.27 TO
STA. 773+37.30

EX ROW

KEY MAP

I-90 (ALGONQUIN RD) · IL 62 · KIRCHOFF RD · EUCLID AVE · INDUSTRIAL AVE · US 14 (NW HWY) · PALATINE ROAD · ANDERSON DR · US 12 (RAND RD) · IL 68 DUNDEE RD · LAKE COOK ROAD

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JOLIET, ILLINOIS 60431
(815) 744-4200

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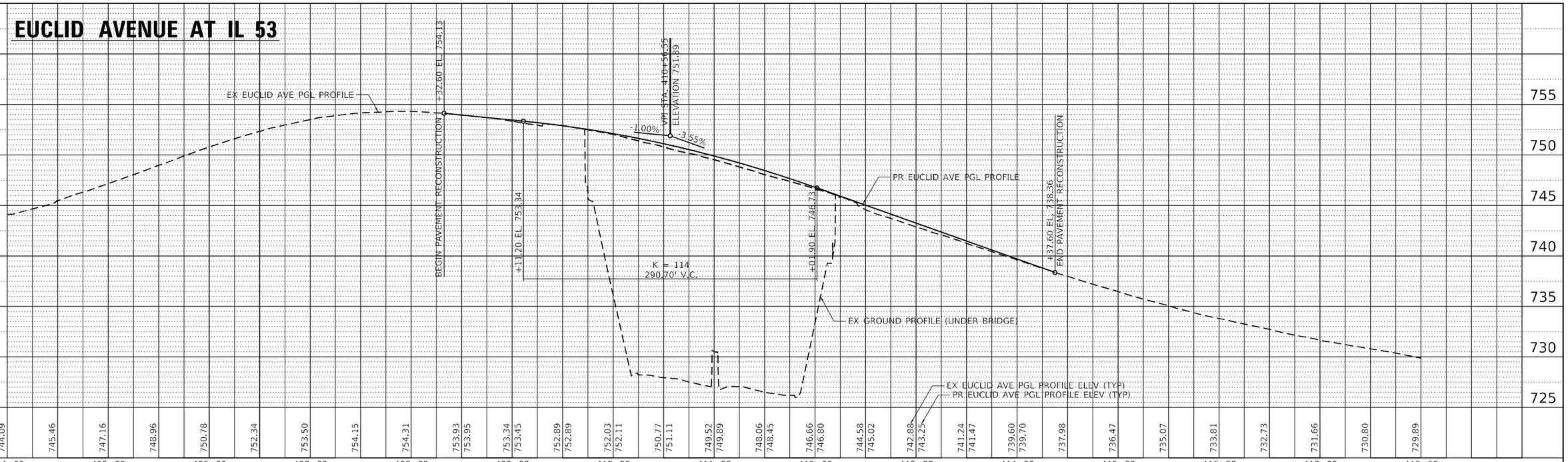
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
ROADWAY PLAN

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 404+50.00 | TO STA. 419+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	31
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

EUCLID AVENUE AT IL 53



PLAN
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DRAWN
ALIGNMENT CHECKED
R.O.W. CHECKED
NOTE BOOK
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CADD FILE NAME
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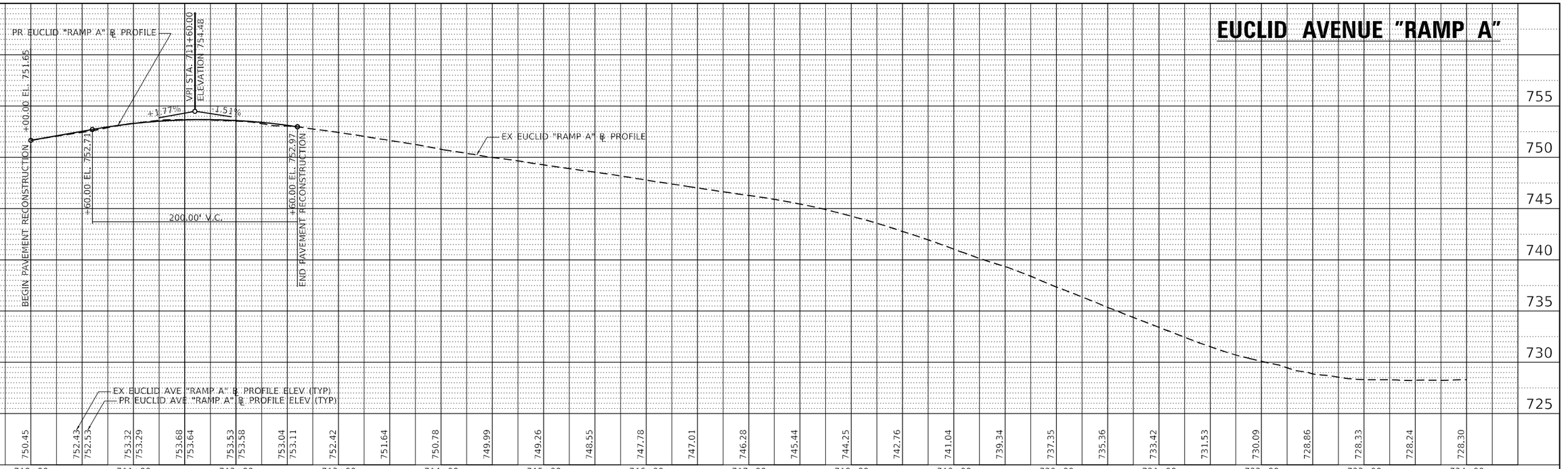
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE AT IL 53
ROADWAY PROFILE

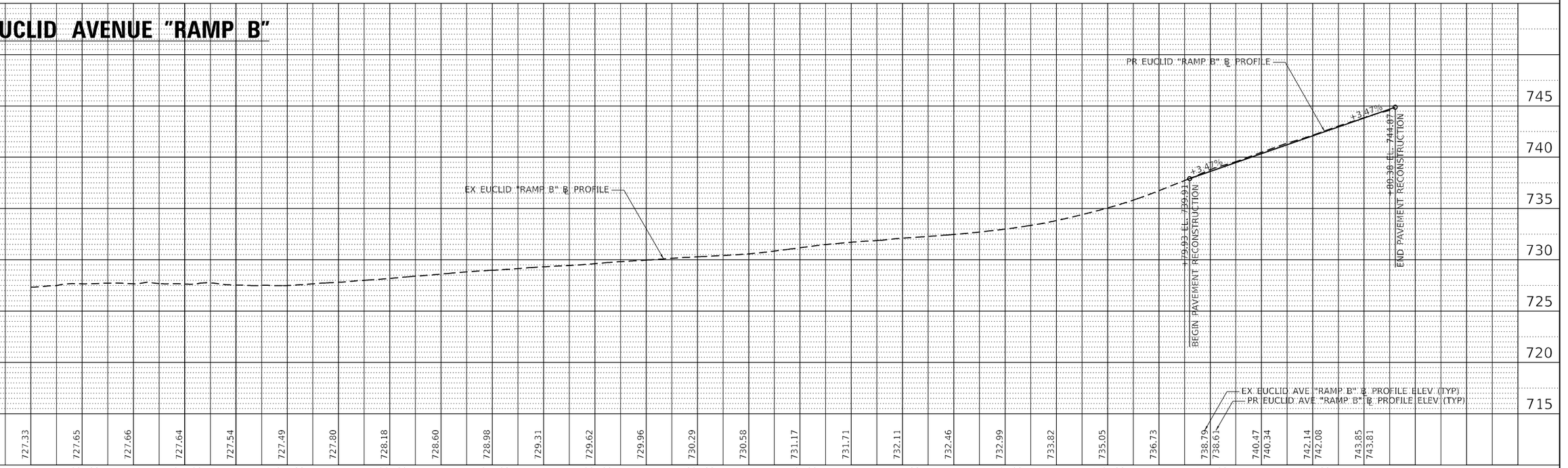
SCALE: 1" = 50' | SHEET 1 OF 3 SHEETS | STA. 404+00.00 | TO STA. 414+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	32
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

EUCLID AVENUE "RAMP A"



EUCLID AVENUE "RAMP B"



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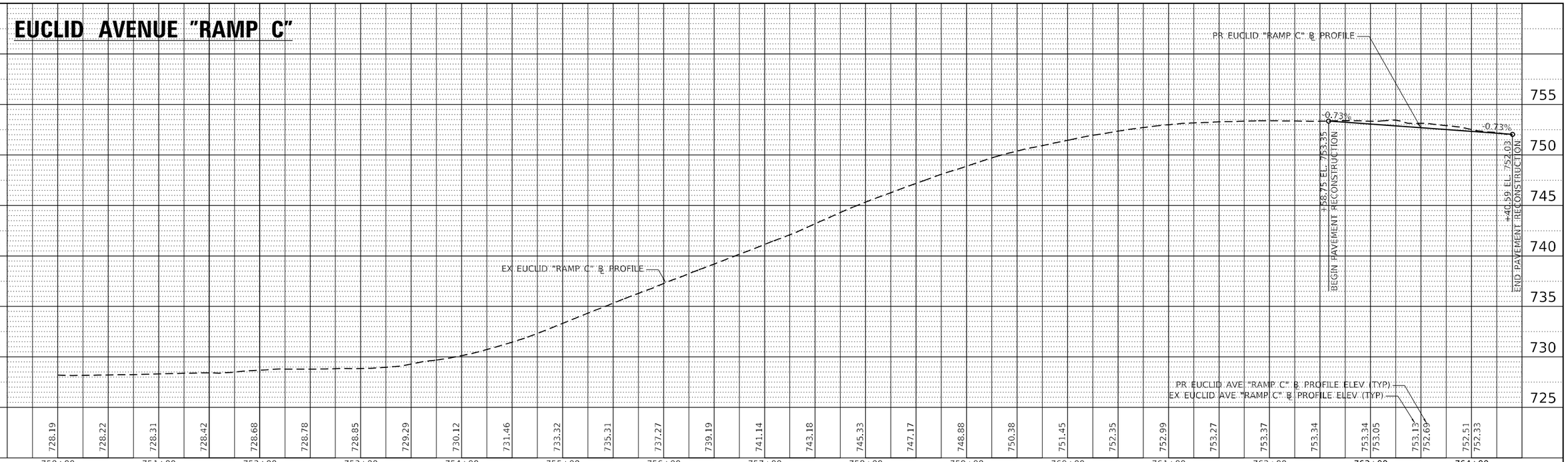
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE AT IL 53
RAMP PROFILES

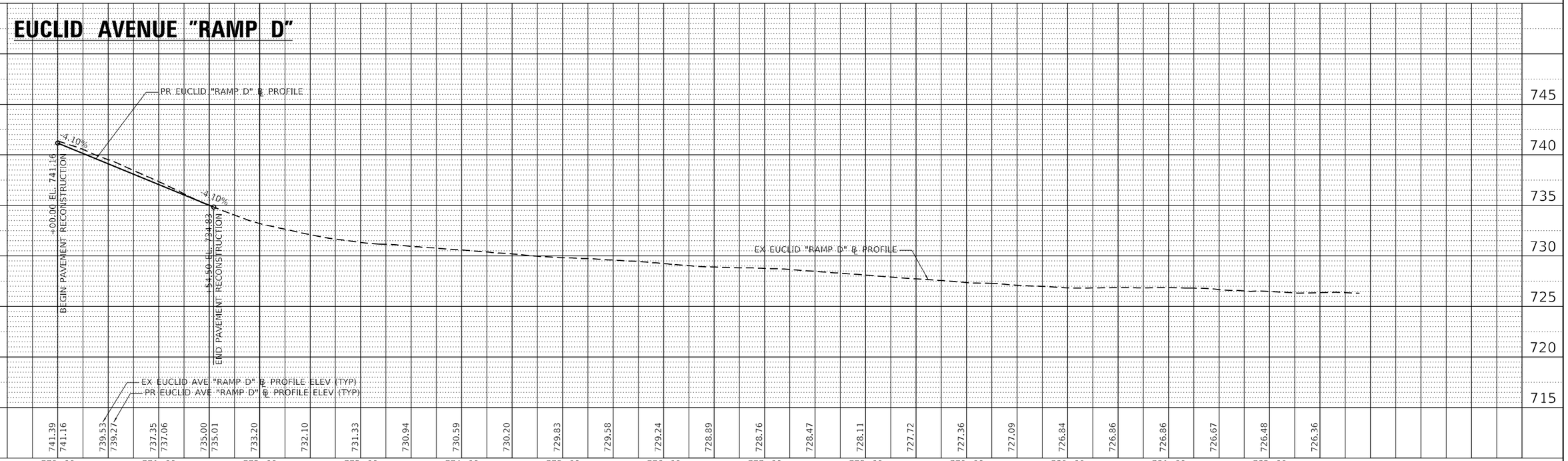
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	33
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

EUCLID AVENUE "RAMP C"



EUCLID AVENUE "RAMP D"



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ALIGNMENT CHECKED
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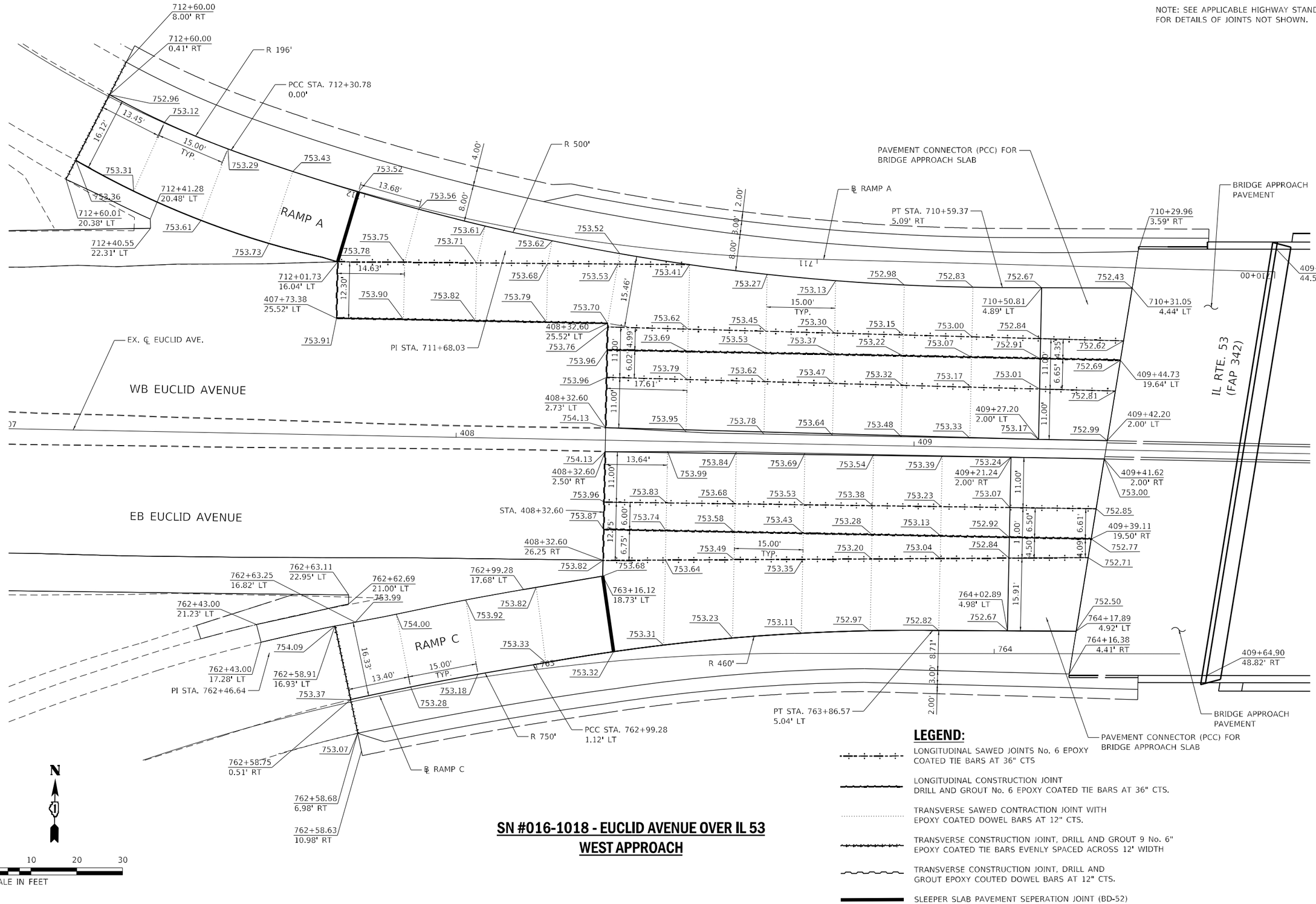
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE AT IL 53
RAMP PROFILES

SCALE: 1" = 50' | SHEET 3 OF 3 SHEETS | STA. 750+00.00 | TO STA. 782+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	34
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

NOTE: SEE APPLICABLE HIGHWAY STANDARDS FOR DETAILS OF JOINTS NOT SHOWN.



SN #016-1018 - EUCLID AVENUE OVER IL 53
WEST APPROACH

LEGEND:

- LONGITUDINAL SAWED JOINTS No. 6 EPOXY COATED TIE BARS AT 36" CTS
- LONGITUDINAL CONSTRUCTION JOINT DRILL AND GROUT No. 6 EPOXY COATED TIE BARS AT 36" CTS.
- TRANSVERSE SAWED CONTRACTION JOINT WITH EPOXY COATED DOWEL BARS AT 12" CTS.
- TRANSVERSE CONSTRUCTION JOINT, DRILL AND GROUT 9 No. 6" EPOXY COATED TIE BARS EVENLY SPACED ACROSS 12' WIDTH
- TRANSVERSE CONSTRUCTION JOINT, DRILL AND GROUT EPOXY COUTED DOWEL BARS AT 12" CTS.
- SLEEPER SLAB PAVEMENT SEPERATION JOINT (BD-52)

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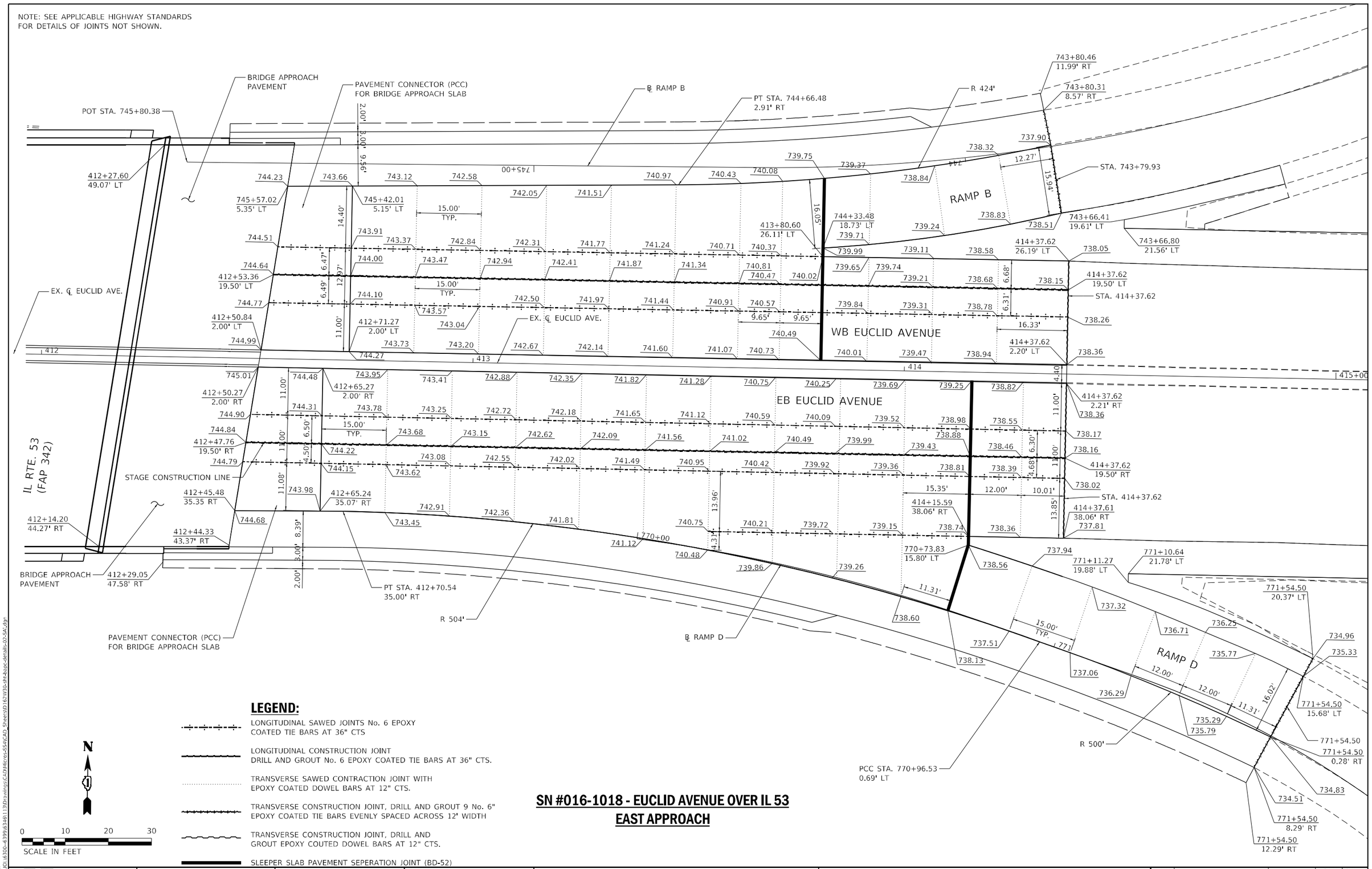
BRIDGE APPROACH PAVEMENT CONNECTOR DETAILS

SCALE: 1" = 10' | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	35
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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NOTE: SEE APPLICABLE HIGHWAY STANDARDS
FOR DETAILS OF JOINTS NOT SHOWN.



PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

LEGEND:

LONGITUDINAL SAWED JOINTS No. 6 EPOXY COATED TIE BARS AT 36" CTS

LONGITUDINAL CONSTRUCTION JOINT DRILL AND GROUT No. 6 EPOXY COATED TIE BARS AT 36" CTS.

TRANSVERSE SAWED CONTRACTION JOINT WITH EPOXY COATED DOWEL BARS AT 12" CTS.

TRANSVERSE CONSTRUCTION JOINT, DRILL AND GROUT 9 No. 6" EPOXY COATED TIE BARS EVENLY SPACED ACROSS 12' WIDTH

TRANSVERSE CONSTRUCTION JOINT, DRILL AND GROUT EPOXY COUTED DOWEL BARS AT 12" CTS.

SLEEPER SLAB PAVEMENT SEPERATION JOINT (BD-52)

N

0 10 20 30
SCALE IN FEET

SN #016-1018 - EUCLID AVENUE OVER IL 53
EAST APPROACH

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DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT CONNECTOR DETAILS

SCALE: 1" = 10' | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	36
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

STAGING GENERAL NOTES

1. TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION FOR TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. THE ENGINEER SHALL BE INFORMED IN WRITING A MINIMUM OF 48 HOURS IN ADVANCE OF ANY CHANGE TO THE TRAFFIC CONTROL PLANS.

2. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATIONS SHOWN IN THE TRAFFIC CONTROL PLANS. THE CONTRACTOR SHALL RESPOND PROMPTLY TO ANY DIRECTION GIVEN BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC CONTROL DEVICES.

3. CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE DISTRICT ONE AND STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER.

4. CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

5. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.

6. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED.

7. EXISTING SIGNS SHALL BE COVERED UP IF IN CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN.

8. REFER TO TEMPORARY TRAFFIC SIGNAL PLANS FOR INFORMATION REGARDING TRAFFIC SIGNAL EQUIPMENT AND TIMING DURING CONSTRUCTION.

9. A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING ALL STAGES OF CONSTRUCTION.

10. CONTRACT 62W38 AND 62W30 IS ANTICIPATED TO BE CONSTRUCTED IN 2025. CONTRACT 62W38 LIMITS ARE WITHIN THE CONTRACT 62W30 LIMITS. THE SCOPE OF CONTRACT 62W38 CONSISTS OF REHABILITATION OF ADJACENT BRIDGES AND MAINLINE AND RAMP RESURFACING INCLUDING THE EUCLID AVENUE RAMPS. CONTRACT 62W38 SHALL RESPONSIBLE FOR THE IL 53 TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE COORDINATED WITH CONTRACT 62W38 TO COMPLETE CONTRACT 62W30 WORK ITEMS.

    IF CONTRACT 62W38 DOES NOT BEGIN ON SCHEDULE THEN ALTERNATIVE TRAFFIC LAYOUT FOR MAINLINE IL 53 SHALL BE UTILIZED.

11. CONTRACTOR SHALL PLACE A MINIMUM OF ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT LOCATION(S) DESIGNATED BY THE ENGINEER IN ORDER TO INFORM MOTORIST OF UPCOMING CONSTRUCTION CHANGES A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE COMMENCEMENT OF CONSTRUCTION AND SUBSEQUENT STAGE CHANGES.

12. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COOK COUNTY HIGHWAYS, TWO-WAY TRAFFIC SHALL REMAIN OPEN TO ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M. FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD APPLICATIONS.

SEQUENCE OF CONSTRUCTION

EUCLID AVENUE PRESTAGE

1. INSTALL PORTABLE CHANGEABLE MESSAGE SIGNING AS DIRECTED BY THE ENGINEER.

2. CONSTRUCT TEMPORARY PAVEMENT FOR TEMPORARY INTERSECTIONS AT RAMPS SPECIFIED ON PLANS UTILIZING APPLICABLE IDOT HIGHWAY STANDARDS DURING ALLOWABLE NIGHT TIME HOURS.

EUCLID AVENUE STAGE 1

1. REMOVE AND RELOCATE OR COVER ANY CONFLICTING EXISTING SIGNS.

2. REMOVE PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS THAT MAY CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLANS.

3. PLACE TEMPORARY PAVEMENT MARKINGS PER STAGE 1 TRAFFIC CONTROL PLAN.

4. REMOVE OUTSIDE PORTION OF BRIDGE TO 19.5' OFFSET OF CENTERLINE. REMOVE EXISTING OUTSIDE LANE AND OUTSIDE SHOULDER PER PLANS.

5. CONSTRUCT SUPERSTRUCTURE WITH GALVANIZED STEEL BEAMS. CONSTRUCT OUTSIDE SHOULDER AND OUTSIDE LANE OF BRIDGE DECK. CONSTRUCT PERMANENT OUTSIDE LANE AND OUTSIDE SHOULDER PER PLANS.

EUCLID AVENUE STAGE 2

1. REMOVE AND RELOCATE OR COVER ANY CONFLICTING EXISTING SIGNS.

2. PLACE TEMPORARY PAVEMENT MARKINGS PER STAGE 2 TRAFFIC CONTROL PLAN.

3. REMOVE INSIDE PORTION OF BRIDGE TO 19.5' OFFSET OF CENTERLINE. REMOVE EXISTING INSIDE LANE AND MEDIAN PER PLANS.

4. CONSTRUCT SUPERSTRUCTURE WITH GALVANIZED STEEL BEAMS. CONSTRUCT REMAINDER OF BRIDGE DECK INCLUDING INSIDE LANE AND MEDIAN. CONSTRUCT PERMANENT INSIDE LANE AND MEDIAN PER PLANS.

EUCLID AVENUE FINAL STAGE

1. REMOVE TEMPORARY PAVEMENT, RECONSTRUCT SHOULDER AT LOCATION SPECIFIED ON PLAN AND COMPLETE LANDSCAPING RESTORATION UTILIZING APPLICABLE IDOT HIGHWAY STANDARDS.

USE OF THE FOLLOWING SEQUENCE IS CONTINGENT UPON THE DELAY OF CONTRACT 62W38 AND ITS ABILITY TO PERFORM MAINTENANCE OF TRAFFIC ALONG MAINLINE IL 53:

IL 53 STAGE 1 (ALTERNATIVE)

1. REMOVE AND RELOCATE OR COVER ANY CONFLICTING EXISTING SIGNS.

2. REMOVE PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS THAT MAY CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLANS.

3. PLACE TEMPORARY PAVEMENT MARKINGS, ADD TEMPORARY RAISED PAVEMENT MARKERS PER STAGE 1 TRAFFIC CONTROL PLAN.

4. CLOSE OUTSIDE SHOULDER AND SHIFT LANE ONTO INSIDE SHOULDER.

5. COMPLETE SUBSTRUCTURE REPAIRS.

IL 53 STAGE 2 (ALTERNATIVE)

1. REMOVE AND RELOCATE OR COVER ANY CONFLICTING EXISTING SIGNS.

2. REMOVE PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS THAT MAY CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLANS.

3. PLACE TEMPORARY PAVEMENT MARKINGS, ADD TEMPORARY RAISED PAVEMENT MARKERS PER STAGE 2 TRAFFIC CONTROL PLAN.

4. CLOSE INSIDE SHOULDER AND SHIFT LANE ONTO OUTSIDE SHOULDER.

5. COMPLETE SUBSTRUCTURE REPAIRS.

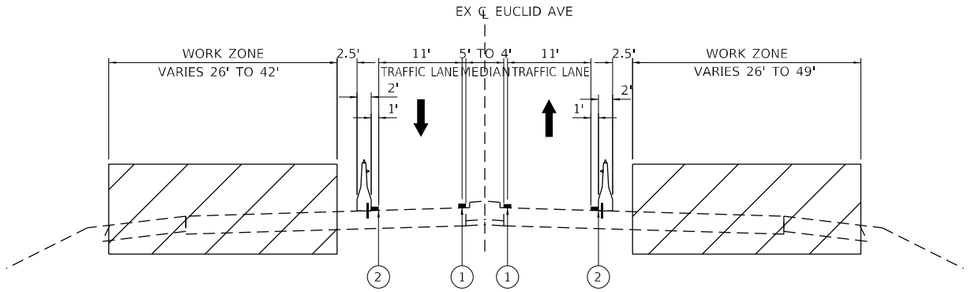
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DESIGNED - AT | DRAWN - AT | CHECKED - TC | DATE - 9/20/2024
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
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EUCLID AVENUE AND IL 53
GENERAL NOTES AND SEQUENCE OF CONSTRUCTION
SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. | TO STA.

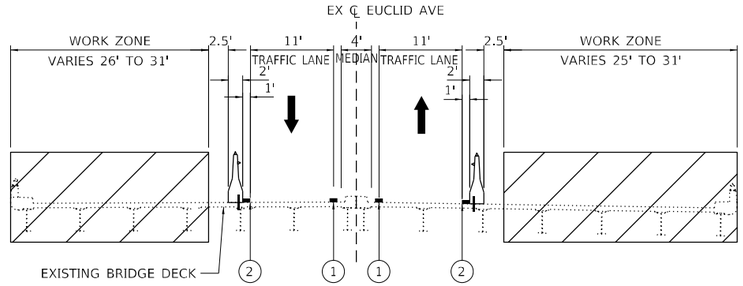
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	37
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



WESTBOUND **EASTBOUND**

EUCLID AVENUE AT IL 53 BRIDGE
STAGE 1

STA. 408+32.59 TO STA. 409+40.87
STA. 412+51.89 TO STA. 414+37.59



WESTBOUND **EASTBOUND**

EUCLID AVENUE AT IL 53 BRIDGE
STAGE 1

STA. 409+40.87 TO STA. 412+51.89

LEGEND

- (A) EXISTING PAVEMENT MARKING 4" YELLOW
- (B) EXISTING PAVEMENT MARKING 4" WHITE
- (C) EXISTING PAVEMENT MARKING 4" WHITE SKIP-DASH
- (1) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
- (2) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
- (3) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' SKIP- 30' DASH

- DIRECTION OF TRAFFIC FLOW
- TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS
- TEMPORARY CONCRETE BARRIER TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS - PINNED PER DETAIL R-27
- TYPE II BARRICADE OR DRUM
- WORK ZONE

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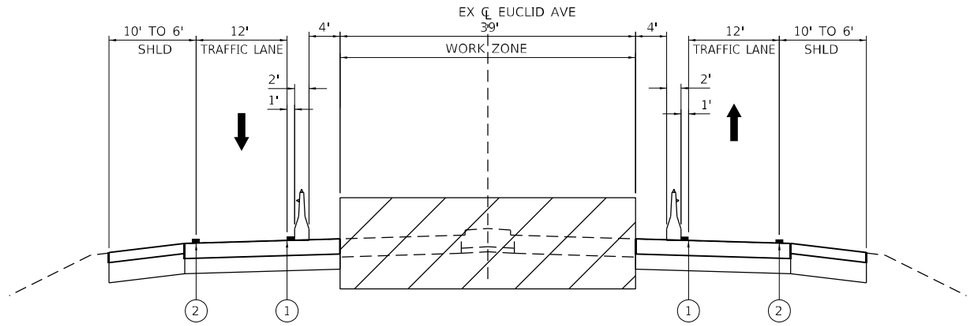
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EUCLID AVENUE
TRAFFIC CONTROL TYPICAL SECTION – STAGE 1

SCALE: NTS | SHEET 1 OF 6 SHEETS | STA. | TO STA.

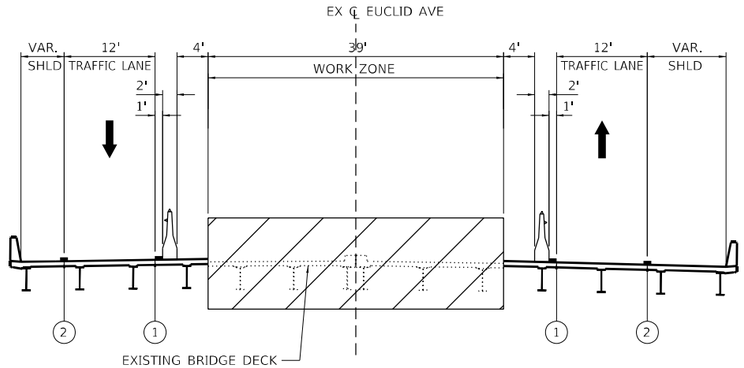
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1292	(531-2-HB)BR 23	COOK	187	38
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



WESTBOUND **EASTBOUND**

EUCLID AVENUE AT IL 53 BRIDGE
STAGE 2

STA. 408+32.59 TO STA. 409+40.87
STA. 412+51.89 TO STA. 414+37.59



WESTBOUND **EASTBOUND**

EUCLID AVENUE AT IL 53 BRIDGE
STAGE 2

STA. 409+40.87 TO STA. 412+51.89

LEGEND

- (A) EXISTING PAVEMENT MARKING 4" YELLOW
- (B) EXISTING PAVEMENT MARKING 4" WHITE
- (C) EXISTING PAVEMENT MARKING 4" WHITE SKIP-DASH
- (1) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
- (2) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
- (3) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' SKIP- 30' DASH

- DIRECTION OF TRAFFIC FLOW
- TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS
- TEMPORARY CONCRETE BARRIER TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS - PINNED PER DETAIL R-27
- TYPE II BARRICADE OR DRUM
- WORK ZONE

MODEL: Default
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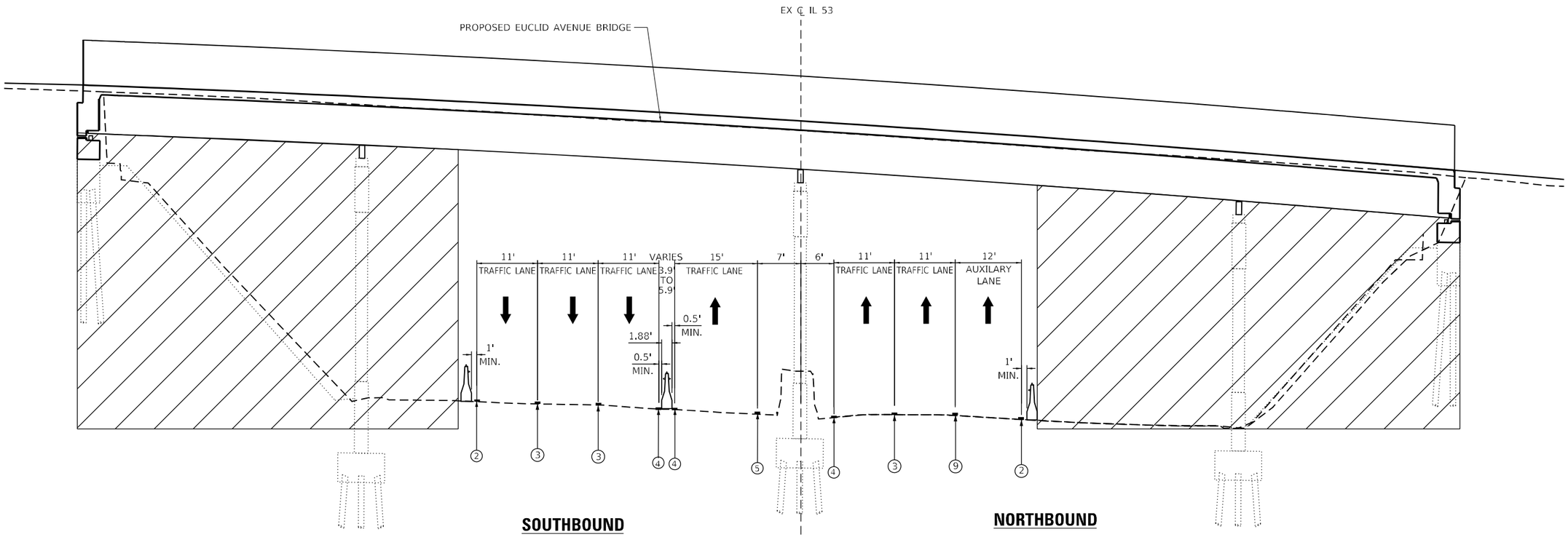
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TRAFFIC CONTROL TYPICAL SECTION – STAGE 2

SCALE: NTS | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	39
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

NOTE: SHEET INCLUDED FOR REFERENCE ONLY. CONTRACT 62W38 SHALL BE RESPONSIBLE FOR IL 53 TRAFFIC CONTROL. COORDINATE WITH CONTRACT 62W38 TO COMPLETE WORK ITEMS.



STAGE 1A
IL 53 AT EUCLID AVENUE BRIDGE

LEGEND

- (A) EXISTING PAVEMENT MARKING 4" YELLOW
- (B) EXISTING PAVEMENT MARKING 4" WHITE
- (C) EXISTING PAVEMENT MARKING 5" WHITE DASH-SKIP
- (1) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
- (2) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
- (3) TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH - 30' SKIP
- (4) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
- (5) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
- (6) PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLAN
- (7) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
- (8) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE
- (9) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED

- DIRECTION OF TRAFFIC FLOW
- TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT
- WORK ZONE

USER NAME = USAT719599	DESIGNED - AT	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

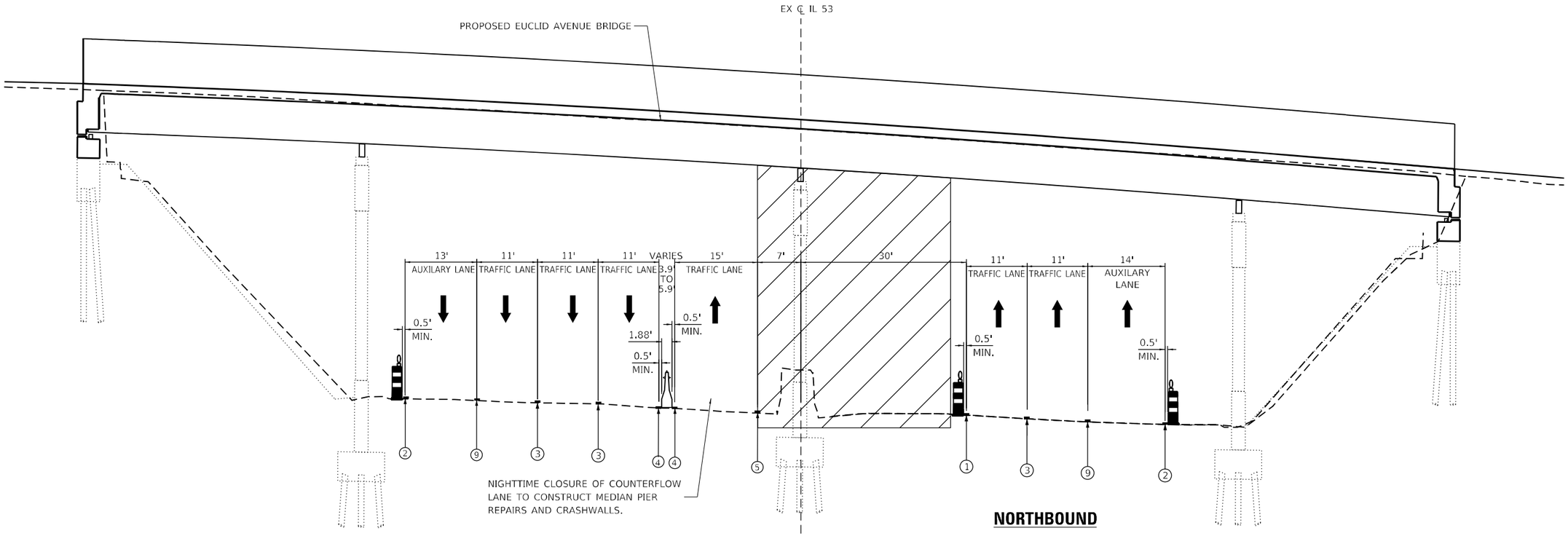
IL 53 STAGE 1A
TRAFFIC CONTROL TYPICAL SECTION

SCALE: NTS | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	40
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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NOTE: SHEET INCLUDED FOR REFERENCE ONLY. CONTRACT 62W38 SHALL BE RESPONSIBLE FOR IL 53 TRAFFIC CONTROL. COORDINATE WITH CONTRACT 62W38 TO COMPLETE WORK ITEMS.



STAGE 2A
IL 53 AT EUCLID AVENUE BRIDGE

LEGEND

- (A) EXISTING PAVEMENT MARKING 4" YELLOW
- (B) EXISTING PAVEMENT MARKING 4" WHITE
- (C) EXISTING PAVEMENT MARKING 5" WHITE DASH-SKIP
- (1) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
- (2) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
- (3) TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH - 30' SKIP
- (4) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
- (5) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
- (6) PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLAN
- (7) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
- (8) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE
- (9) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED

DIRECTION OF TRAFFIC FLOW

TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS

TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT

WORK ZONE

MODEL: Default
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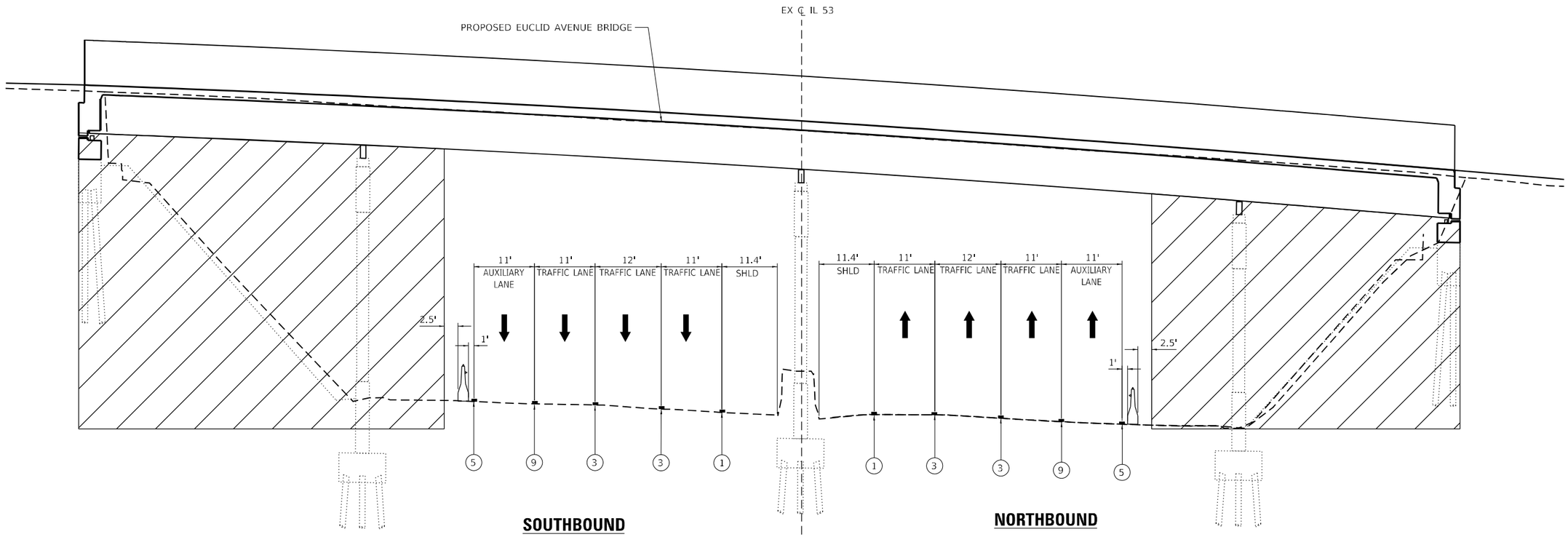
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 STAGE 2A
TRAFFIC CONTROL TYPICAL SECTION

SCALE: NTS | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	41
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

NOTE: USE OF THE SHOWN MAINTENANCE OF TRAFFIC SCHEME IS CONTINGENT UPON THE DELAY OF CONTRACT 62W38 AND ITS ABILITY TO PERFORM MAINTENANCE OF TRAFFIC ALONG MAINLINE IL 53.



STAGE 1 (ALTERNATIVE)
IL 53 AT EUCLID AVENUE BRIDGE

LEGEND

- (A) EXISTING PAVEMENT MARKING 4" YELLOW
- (B) EXISTING PAVEMENT MARKING 4" WHITE
- (C) EXISTING PAVEMENT MARKING 5" WHITE DASH-SKIP
- (1) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
- (2) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
- (3) TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH - 30' SKIP
- (4) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
- (5) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
- (6) PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLAN
- (7) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
- (8) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE
- (9) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED

DIRECTION OF TRAFFIC FLOW

TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS

TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT

WORK ZONE

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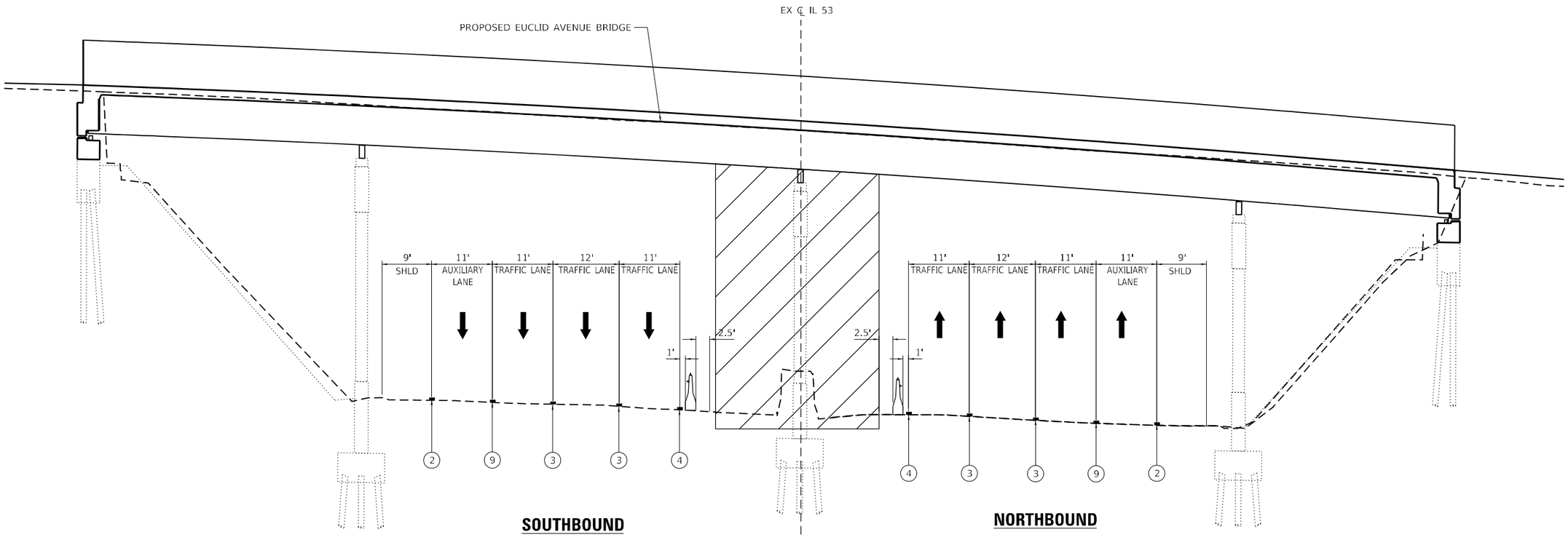
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 STAGE 1 (ALTERNATIVE)
TRAFFIC CONTROL TYPICAL SECTION

SCALE: NTS | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	41A
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

NOTE: USE OF THE SHOWN MAINTENANCE OF TRAFFIC SCHEME IS CONTINGENT UPON THE DELAY OF CONTRACT 62W38 AND ITS ABILITY TO PERFORM MAINTENANCE OF TRAFFIC ALONG MAINLINE IL 53.



STAGE 2 (ALTERNATIVE)
IL 53 AT EUCLID AVENUE BRIDGE

LEGEND

- (A) EXISTING PAVEMENT MARKING 4" YELLOW
- (B) EXISTING PAVEMENT MARKING 4" WHITE
- (C) EXISTING PAVEMENT MARKING 5" WHITE DASH-SKIP
- (1) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
- (2) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
- (3) TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH - 30' SKIP
- (4) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
- (5) TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
- (6) PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING PLAN
- (7) TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
- (8) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE
- (9) TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED

DIRECTION OF TRAFFIC FLOW

TEMPORARY CONCRETE BARRIER WITH TYPE C AMBER MONODIRECTIONAL REFLECTORS

TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT

WORK ZONE

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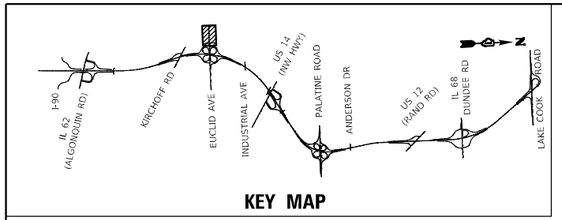
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

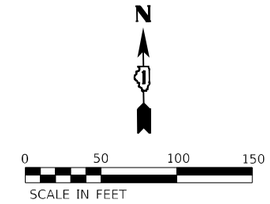
IL 53 STAGE 2 (ALTERNATIVE)
TRAFFIC CONTROL TYPICAL SECTION

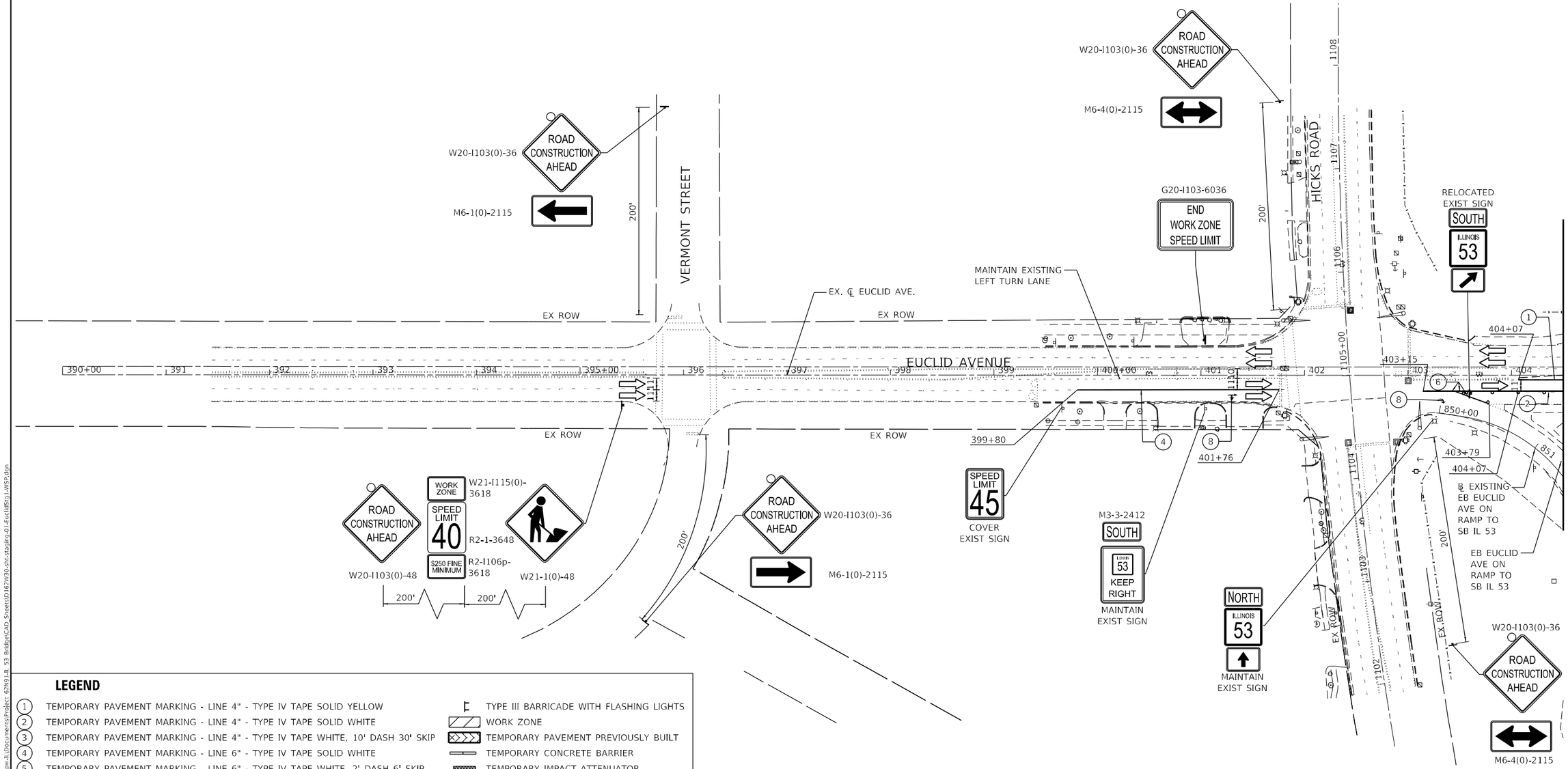
SCALE: NTS | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	41B
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



KEY MAP





LEGEND

(1)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
(2)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
(3)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
(4)	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
(5)	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE WHITE, 2' DASH 6' SKIP
(6)	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
(7)	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE SOLID WHITE
(8)	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
	SIGN
	TYPE II BARRICADE OR DRUM AT 50' CENTERS IN TANGENT AND 20' CENTERS IN TAPERS AND RADII
	TYPE III BARRICADE WITH FLASHING LIGHTS
	WORK ZONE
	TEMPORARY PAVEMENT PREVIOUSLY BUILT
	TEMPORARY CONCRETE BARRIER
	TEMPORARY IMPACT ATTENUATOR
	FLASHING ARROW BOARD
	TRAFFIC FLOW DIRECTION
	VERTICAL PANELS POST MOUNTED AT 20' CENTERS (TYP.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

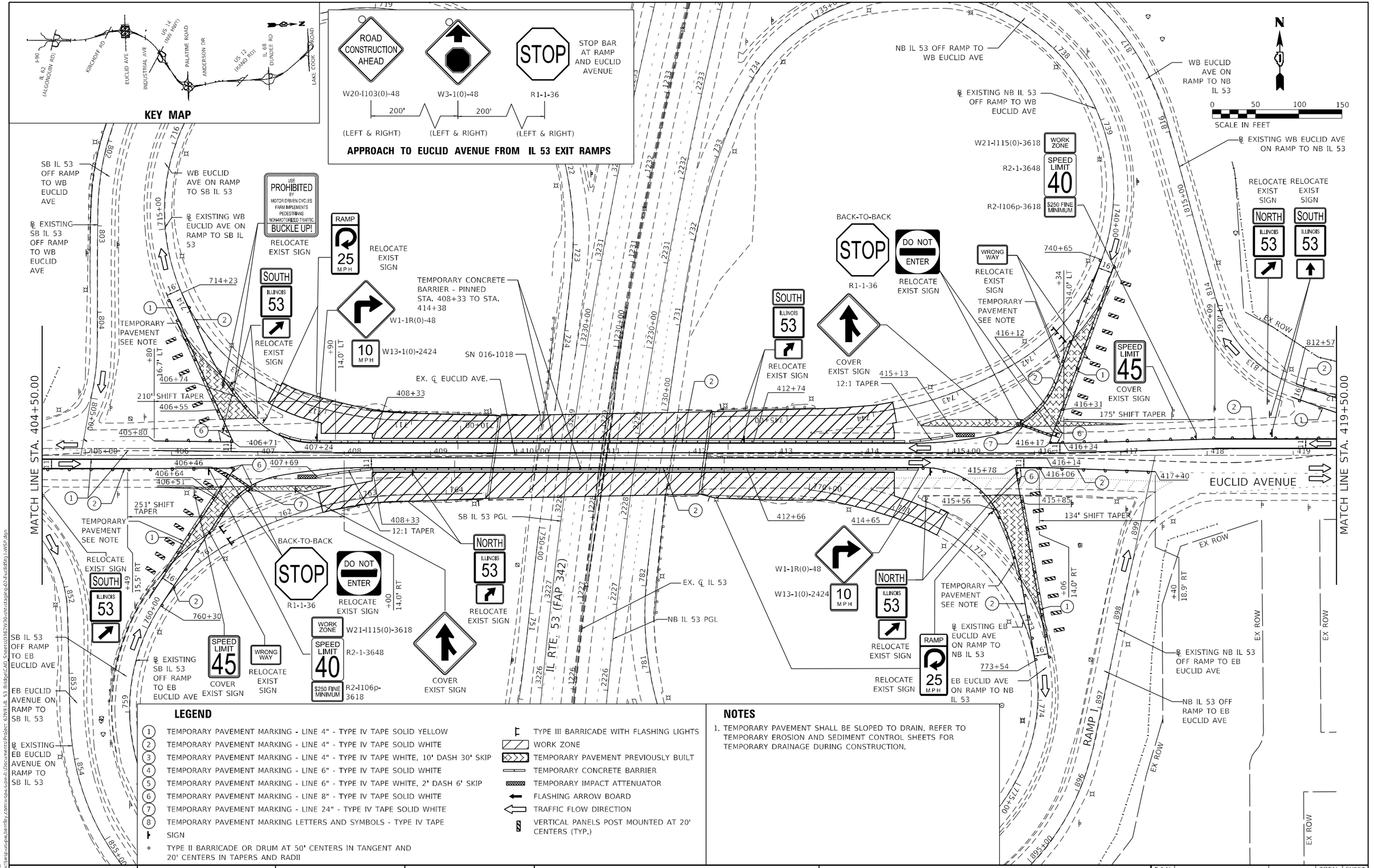
EUCLID AVENUE
TRAFFIC CONTROL PLAN – STAGE 1

SCALE: 1" = 50' | SHEET 1 OF 11 SHEETS | STA. 400+00.00 | TO STA. 404+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	42
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

KEY MAP

APPROACH TO EUCLID AVENUE FROM IL 53 EXIT RAMPS



LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE WHITE, 2' DASH 6' SKIP
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE SOLID WHITE
8. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE

- SIGN
- TYPE II BARRICADE OR DRUM AT 50' CENTERS IN TANGENT AND 20' CENTERS IN TAPERS AND RADII
- TYPE III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- TEMPORARY PAVEMENT PREVIOUSLY BUILT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR
- FLASHING ARROW BOARD
- TRAFFIC FLOW DIRECTION
- VERTICAL PANELS POST MOUNTED AT 20' CENTERS (TYP.)

NOTES

1. TEMPORARY PAVEMENT SHALL BE SLOPED TO DRAIN. REFER TO TEMPORARY EROSION AND SEDIMENT CONTROL SHEETS FOR TEMPORARY DRAINAGE DURING CONSTRUCTION.

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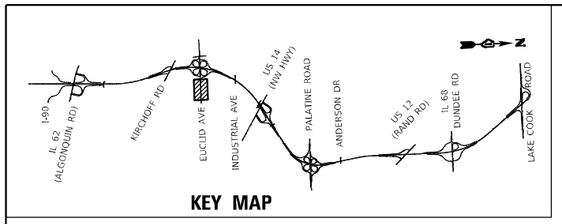
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TRAFFIC CONTROL PLAN – STAGE 1

SCALE: 1" = 50' | SHEET 2 OF 11 SHEETS | STA. 404+50.00 | TO STA. 419+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	43
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

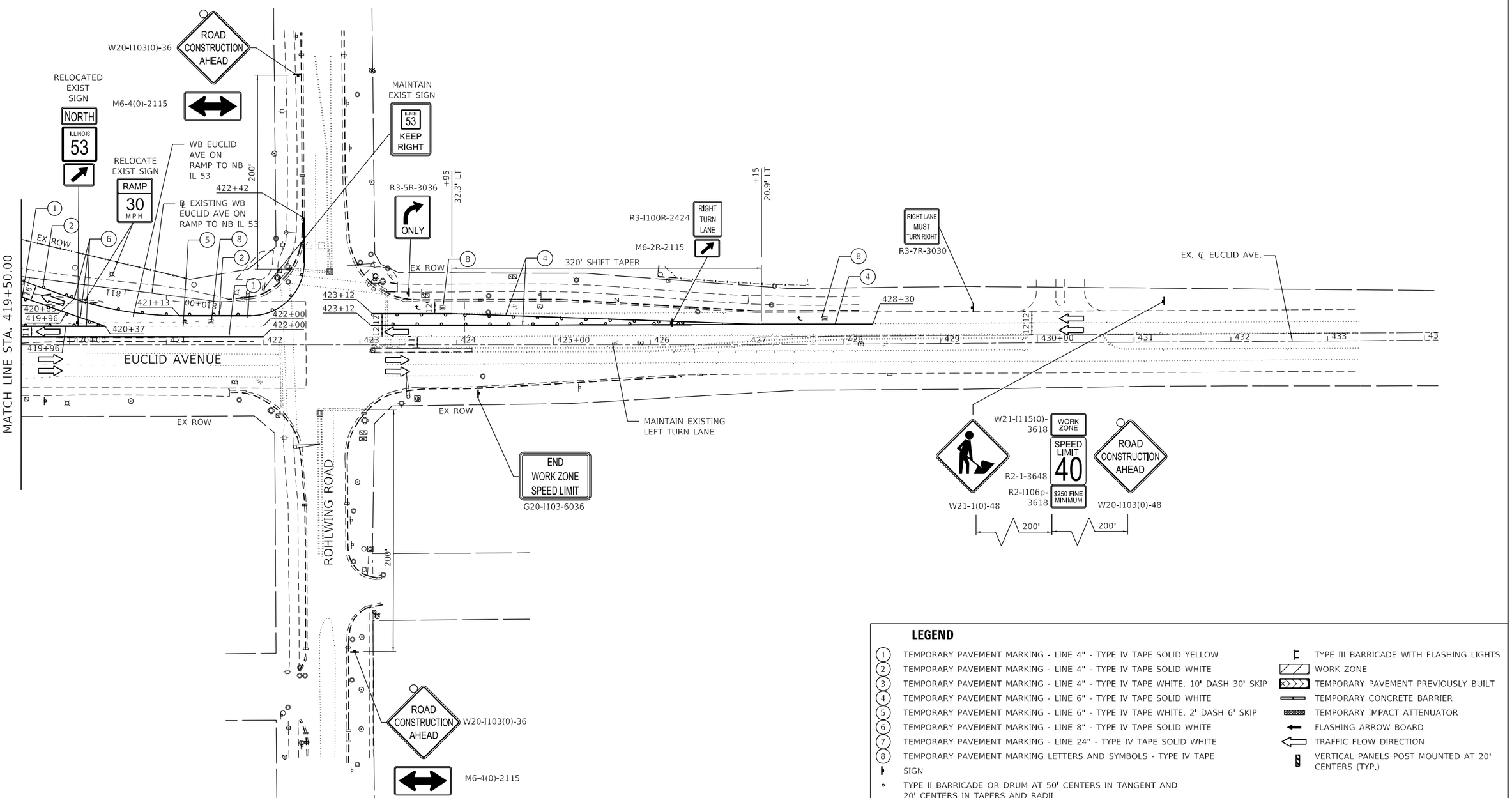


KEY MAP

N

0 50 100 150

SCALE IN FEET



LEGEND

(1)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
(2)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
(3)	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
(4)	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
(5)	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE WHITE, 2' DASH 6' SKIP
(6)	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
(7)	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE SOLID WHITE
(8)	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
	SIGN
	TYPE II BARRICADE OR DRUM AT 50' CENTERS IN TANGENT AND 20' CENTERS IN TAPERS AND RADII
	TYPE III BARRICADE WITH FLASHING LIGHTS
	WORK ZONE
	TEMPORARY PAVEMENT PREVIOUSLY BUILT
	TEMPORARY CONCRETE BARRIER
	TEMPORARY IMPACT ATTENUATOR
	FLASHING ARROW BOARD
	TRAFFIC FLOW DIRECTION
	VERTICAL PANELS POST MOUNTED AT 20' CENTERS (TYP.)

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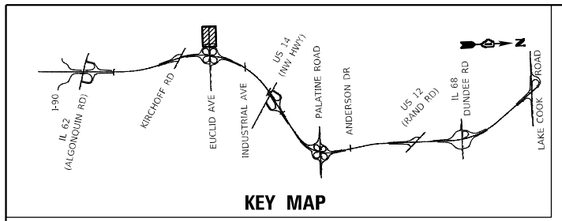
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TRAFFIC CONTROL PLAN – STAGE 1

SCALE: 1"=50' | SHEET 3 OF 11 SHEETS | STA. 419+50.00 TO STA. 427+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	44
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



KEY MAP

N

0 50 100 150

SCALE IN FEET

W20-I103(0)-36 ROAD CONSTRUCTION AHEAD

M6-4(0)-2115

W20-I103(0)-36 ROAD CONSTRUCTION AHEAD

M6-1(0)-2115

200'

VERMONT STREET

EX ROW

EX. ℄ EUCLID AVE.

EUCLID AVENUE

G20-I103-6036 END WORK ZONE SPEED LIMIT

HICKS ROAD

BACK-TO-BACK

R4-7A-3036 KEEP RIGHT

R3-5L-3036 ONLY

RELOCATE FROM PREV. STAGE

SOUTH ILLINOIS 53

MATCH LINE STA. 404+50.00

390+00 391 392 393 394 395+00 396 396+73 397 397+87 398 399 400+00 400+15 400+82 401 401+76 402 403 403+00 403+75 404 404+28 404+30 404+50.00

1101 1102 1103 1104 1105+00 1106 1107 1108

W21-I115(0)-3618 WORK ZONE SPEED LIMIT 40 R2-1-3648 $250 FINE MINIMUM R2-I106p-3618

W20-I103(0)-48 ROAD CONSTRUCTION AHEAD

W21-1(0)-48

200' 200'

R3-7L-3030 LEFT LANE MUST TURN LEFT

W20-I103(0)-36 ROAD CONSTRUCTION AHEAD

M6-1(0)-2115

+87 14.7' RT

+82 3.7' RT

295' TAPER

SPEED LIMIT 45 COVER EXIST SIGN

R3-I100L-2424 LEFT TURN LANE

I-DOT 53 KEEP RIGHT MAINTAIN EXIST SIGN

NORTH ILLINOIS 53 MAINTAIN EXIST SIGN

270' SHIFT TAPER TO EXISTING EB EUCLID AVE ON RAMP TO SB IL 53

EB EUCLID AVE ON RAMP TO SB IL 53

+30 28.5' RT

W1-4R-48

W20-I103(0)-36 ROAD CONSTRUCTION AHEAD

M6-4(0)-2115

LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE WHITE, 2' DASH 6' SKIP
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE SOLID WHITE
8. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE

SIGN

TYPE II BARRICADE OR DRUM AT 50' CENTERS IN TANGENT AND 20' CENTERS IN TAPERS AND RADII

TYPE III BARRICADE WITH FLASHING LIGHTS

WORK ZONE

TEMPORARY PAVEMENT PREVIOUSLY BUILT

TEMPORARY CONCRETE BARRIER

TEMPORARY IMPACT ATTENUATOR

FLASHING ARROW BOARD

TRAFFIC FLOW DIRECTION

VERTICAL PANELS POST MOUNTED AT 20' CENTERS (TYP.)

USER NAME = USAT719599	DESIGNED - AT	REVISED -	
	DRAWN - AT	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - TC	REVISED -	
PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TRAFFIC CONTROL PLAN – STAGE 2

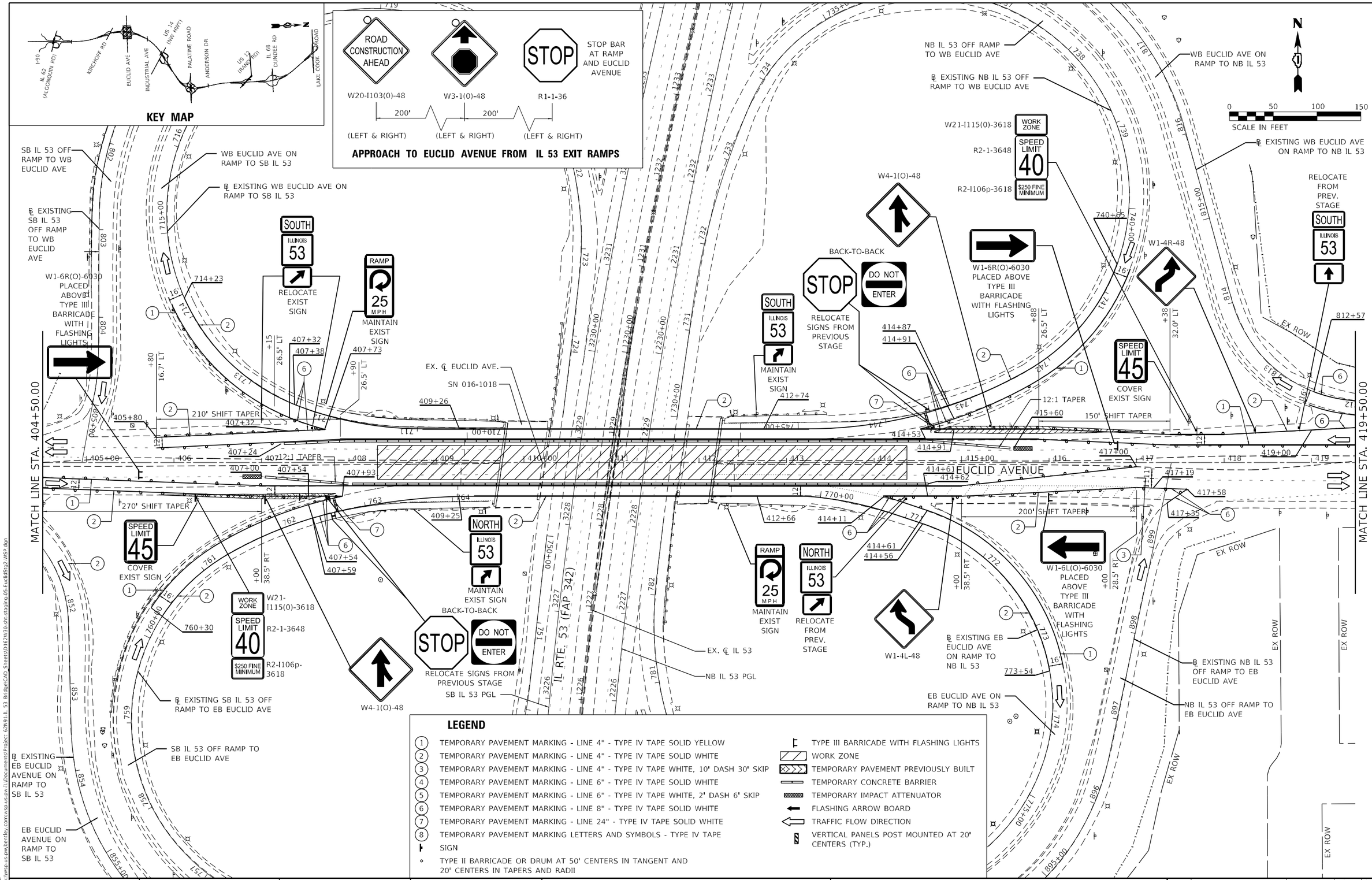
SCALE: 1" = 50' | SHEET 4 OF 11 SHEETS | STA. 400+00.00 TO STA. 404+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	45
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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KEY MAP

APPROACH TO EUCLID AVENUE FROM IL 53 EXIT RAMPS



LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE WHITE, 2' DASH 6' SKIP
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE SOLID WHITE
8. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE

SIGN

TYPE II BARRICADE OR DRUM AT 50' CENTERS IN TANGENT AND 20' CENTERS IN TAPERS AND RADII

TYPE III BARRICADE WITH FLASHING LIGHTS

WORK ZONE

TEMPORARY PAVEMENT PREVIOUSLY BUILT

TEMPORARY CONCRETE BARRIER

TEMPORARY IMPACT ATTENUATOR

FLASHING ARROW BOARD

TRAFFIC FLOW DIRECTION

VERTICAL PANELS POST MOUNTED AT 20' CENTERS (TYP.)

USER NAME = USAT719599	DESIGNED - AT	REVISED -	
	DRAWN - AT	REVISED -	
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PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

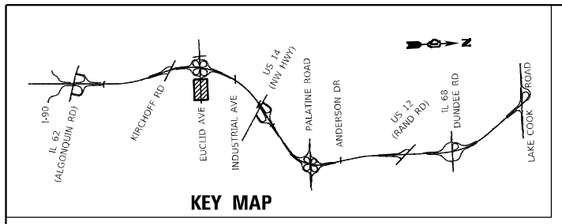
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TRAFFIC CONTROL PLAN – STAGE 2

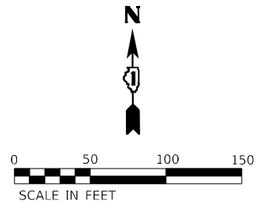
SCALE: 1" = 50' | SHEET 5 OF 11 SHEETS | STA. 404+50.00 TO STA. 419+50.00

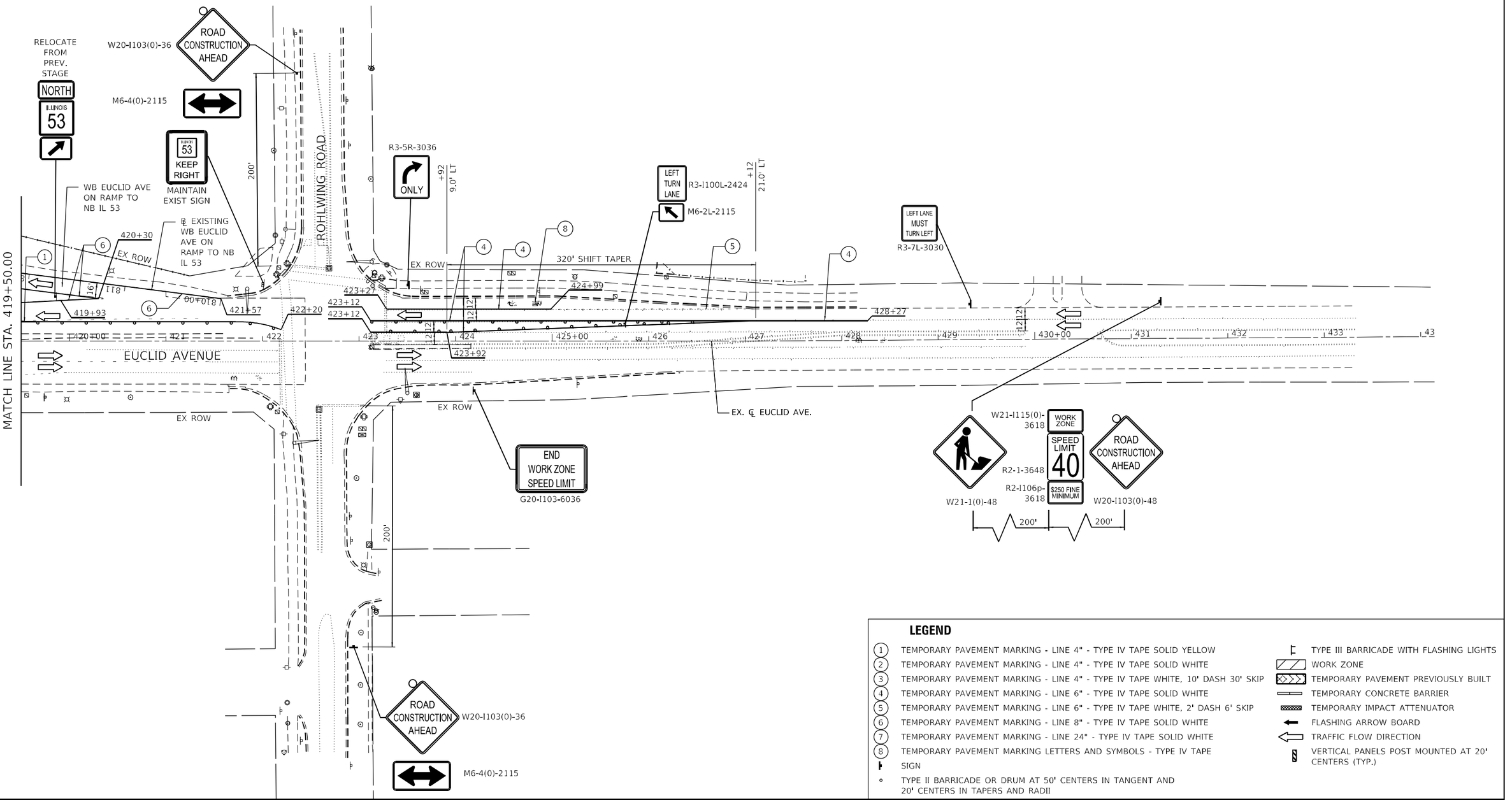
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	46
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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KEY MAP





LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE WHITE, 2' DASH 6' SKIP
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE SOLID WHITE
8. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE

SIGN

TYPE II BARRICADE OR DRUM AT 50' CENTERS IN TANGENT AND 20' CENTERS IN TAPERS AND RADII

TYPE III BARRICADE WITH FLASHING LIGHTS

WORK ZONE

TEMPORARY PAVEMENT PREVIOUSLY BUILT

TEMPORARY CONCRETE BARRIER

TEMPORARY IMPACT ATTENUATOR

FLASHING ARROW BOARD

TRAFFIC FLOW DIRECTION

VERTICAL PANELS POST MOUNTED AT 20' CENTERS (TYP.)

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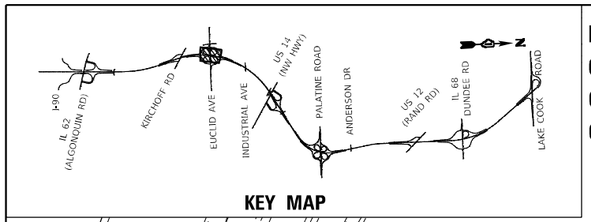
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PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TRAFFIC CONTROL PLAN – STAGE 2

SCALE: 1"=50' | SHEET 6 OF 11 SHEETS | STA. 419+50.00 TO STA. 427+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	47
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



KEY MAP

NOTE: SHEET INCLUDED FOR REFERENCE ONLY. CONTRACT 62W38 SHALL BE RESPONSIBLE FOR IL 53 TRAFFIC CONTROL. COORDINATE WITH CONTRACT 62W38 TO COMPLETE WORK ITEMS.

0 50 100 150
SCALE IN FEET

℄ EXISTING SB IL 53 OFF RAMP TO EB EUCLID AVE

SB IL 53 OFF RAMP TO EB EUCLID AVE

℄ EXISTING WB EUCLID AVE ON RAMP TO SB IL 53

WB EUCLID AVE ON RAMP TO SB IL 53

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48
STA. 715+00

W3-2(O)-48
STA. 717+55

R1-2-48
STA. 3228+62

EXIT
MAINTAIN EXISTING SIGN
754+83

RAMP
25 MPH
MAINTAIN EXISTING SIGN

CLOSE AUXILARY LANE FROM STAGE 1 LAYOUT

EAST Euclid Ave
TEMPORARY INFORMATION SIGNING FROM CONTRACT 62W30

R1-2-48
STA. 722+55

MAINTAIN EXISTING SIGN

EXIT OPEN AHEAD
D4-I102(G)-3648
STA. 3232+24

RAMP WORK AHEAD
W20-1
STA. 3234+00

12:1 TAPER

160'

300'

750+65

721+89

722+98

SB IL 53 PGL

IL RTE. 53 (FAP 342)

MAINTAIN STAGE 1 MAINLINE NORTHBOUND AND SOUTHBOUND LANE CONFIGURATION

NB IL 53 PGL

RAMP WORK AHEAD
W20-1
STA. 2223+00

EXIT OPEN AHEAD
D4-I102(G)-3648
STA. 2226+00

MAINTAIN EXISTING SIGN

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48
STA. 778+00

℄ EXISTING EB EUCLID AVE ON RAMP TO NB IL 53

EB EUCLID AVE ON RAMP TO NB IL 53

12:1 TAPER

WEST Euclid Ave
TEMPORARY INFORMATION SIGNING FROM CONTRACT 62W30

MAINTAIN STAGE 1 MAINLINE NORTHBOUND AND SOUTHBOUND LANE CONFIGURATION

EUCLID AVENUE

EX. ℄ EUCLID AVENUE

RAMP
25 MPH
MAINTAIN EXISTING SIGN

EXIT
MAINTAIN EXISTING SIGN

NB IL 53 OFF RAMP TO WB EUCLID AVE

℄ EXISTING NB IL 53 OFF RAMP TO WB EUCLID AVE

LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
5. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED
8. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID YELLOW
9. TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE WHITE (CHEVRON MARKING SPACED 30' C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
11. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE

- TYPE III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- TEMPORARY RAMP (SPECIAL)
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT PREVIOUSLY BUILT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR - TEST LEVEL 3
- FLASHING ARROW BOARD
- TRAFFIC FLOW DIRECTION
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT AT 50' CENTERS IN TAPERS ,TANGENT AND RADII AND 25' CENTERS IN RAMPS

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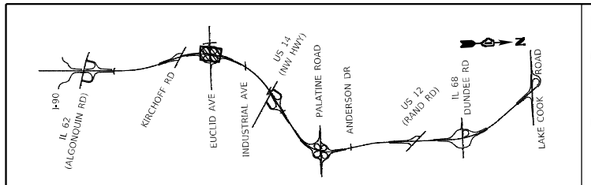
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PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
TRAFFIC CONTROL PLAN – STAGE 1A

SCALE: 1" = 50' | SHEET 7 OF 11 SHEETS | STA. 1221+50.00 TO STA. 1236+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	48
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



KEY MAP

NOTE: SHEET INCLUDED FOR REFERENCE ONLY. CONTRACT 62W38 SHALL BE RESPONSIBLE FOR IL 53 TRAFFIC CONTROL. COORDINATE WITH CONTRACT 62W38 TO COMPLETE WORK ITEMS.

SCALE IN FEET: 0 50 100 150

℄ EXISTING WB EUCLID AVE ON RAMP TO SB IL 53

EXISTING WB EUCLID AVE ON RAMP TO SB IL 53

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48
STA. 719+00

℄ EXISTING SB IL 53 OFF RAMP TO EB EUCLID AVE

EXISTING SB IL 53 OFF RAMP TO EB EUCLID AVE

RAMP 25 MPH
MAINTAIN EXIST SIGN

EXIT
MAINTAIN EXIST SIGN

EXIT OPEN AHEAD
D4-I102(G)-3648
STA. 3232+24

EAST Euclid Ave
MAINTAIN TEMPORARY INFORMATION SIGNING FROM CONTRACT 62W30

MAINTAIN EXIST SIGN

NIGHTTIME CLOSURE OF COUNTERFLOW LANE TO CONSTRUCT MEDIAN PIER REPAIRS AND CRASHWALLS SEE NOTE 1

RAMP WORK AHEAD
W20-1
STA. 3234+00

SB IL 53 PGL

IL RTE. 53 (FAP 342)

NB IL 53 PGL

MAINTAIN STAGE 2 MAINLINE NORTHBOUND AND SOUTHBOUND LANE CONFIGURATION

WEST Euclid Ave
MAINTAIN TEMPORARY INFORMATION SIGNING FROM CONTRACT 62W30

MAINTAIN STAGE 2 MAINLINE NORTHBOUND AND SOUTHBOUND LANE CONFIGURATION

RAMP WORK AHEAD
W20-1
STA. 2223+00

MAINTAIN EXIST SIGN

EXIT OPEN AHEAD
D4-I102(G)-3648
STA. 2226+00

RAMP 25 MPH
MAINTAIN EXIST SIGN

EXIT
MAINTAIN EXIST SIGN

EXISTING NB IL 53 OFF RAMP TO WB EUCLID AVE

℄ EXISTING NB IL 53 OFF RAMP TO WB EUCLID AVE

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48
STA. 778+00

EUCLID AVENUE

EX. ℄ EUCLID AVENUE

℄ EXISTING EB EUCLID AVE ON RAMP TO NB IL 53

EXISTING EB EUCLID AVE ON RAMP TO NB IL 53

NOTES

1. BARRICADE OR DRUMS SHALL BE INSTALLED TO CLOSE COUNTERFLOW LANE SOUTH OF KIRCHOFF ROAD.
2. PORTABLE CHANGEABLE MESSAGE SIGN AT BEGINNING OF STAGE 2 TO BE UPDATED WITH INFORMATION REGARDING THE NIGHTTIME CLOSURE OF COUNTERFLOW LANE PRIOR TO THE START OF WORK IN SUBSTAGE 2A.
3. ROAD CLOSURE SHALL BE USED DURING BRIDGE BEAM REMOVAL AND ERECTION.

LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
5. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED
8. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID YELLOW
9. TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE WHITE (CHEVRON MARKING SPACED 30' C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
11. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE

- TYPE III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- TEMPORARY RAMP (SPECIAL)
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT PREVIOUSLY BUILT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR - TEST LEVEL 3
- FLASHING ARROW BOARD
- TRAFFIC FLOW DIRECTION
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT AT 50' CENTERS IN TAPERS ,TANGENT AND RADII AND 25' CENTERS IN RAMPS

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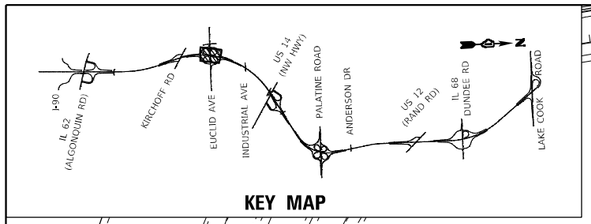
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PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

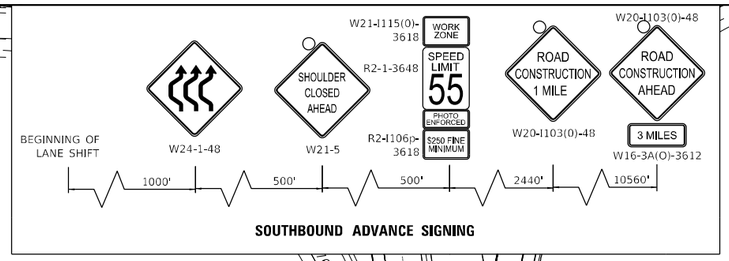
IL ROUTE 53
TRAFFIC CONTROL PLAN – STAGE 2A

SCALE: 1" = 50' | SHEET 8 OF 11 SHEETS | STA. 1221+50.00 TO STA. 1236+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	49
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



KEY MAP



SOUTHBOUND ADVANCE SIGNING

0 50 100 150
SCALE IN FEET

℄ EXISTING WB EUCLID AVE ON RAMP TO SB IL 53

WB EUCLID AVE ON RAMP TO SB IL 53

ROAD CONSTRUCTION AHEAD
W20-I103(0)-48

W1-6L(O)-6030 PLACED ABOVE TYPE III BARRICADE WITH FLASHING LIGHTS

EXIT OPEN AHEAD
D4-I102(G)-3648

RAMP WORK AHEAD
W20-1

ALL TRAFFIC

℄ EXISTING SB IL 53 OFF RAMP TO EB EUCLID AVE

SB IL 53 OFF RAMP TO EB EUCLID AVE

EXIT
MAINTAIN EXISTING SIGN

TEMP RAIS REF PVT MKR PER DISTRICT ONE STANDARD TC-12

RAMP 25 MPH
MAINTAIN EXISTING SIGN

G20-I103-6036
END WORK ZONE SPEED LIMIT

EAST Euclid Ave
TEMPORARY INFORMATION SIGNING

MAINTAIN EXISTING SIGN

753+33
751+52
3225+58
722+00
3231+90
722+85
3.22' RT
723+99
3230+82
12:1 TAPER
200' SHIFT TAPER
165' SHIFT TAPER
3224+46
3225+00
3226
3227
3228
3229
3230+00
3231
3232
3233
3234
3235+00
3236
1225+00
1226
1227
1228
1229
1230+00
1231
1232
1233
1234
1235+00
1236
2225+00
2226
2227
2228
2229
2230+00
2231
2232
2233
2234
2235+00
2236
IL RTE. 53 (FAP 342)

+00 12.0' RT
+00 9.0' RT
+65 12.4' RT
18.0' RT

ALL TRAFFIC

RAMP WORK AHEAD
W20-1

W20-I103(0)-48
ROAD CONSTRUCTION AHEAD

175' SHIFT TAPER
781+33
6.65' RT
781+05
2227+24
12:1 TAPER
782+55
731+52
2231+60
732+80
175' SHIFT TAPER

EXIT OPEN AHEAD
D4-I102(G)-3648

TEMP RAIS REF PVT MKR PER DISTRICT ONE STANDARD TC-12

WEST Euclid Ave
TEMPORARY INFORMATION SIGNING

TEMP RAIS REF PVT MKR PER DISTRICT ONE STANDARD TC-12

RAMP 25 MPH
MAINTAIN EXISTING SIGN

EXIT
MAINTAIN EXISTING SIGN

END WORK ZONE SPEED LIMIT
G20-I103-6036

W1-6L(O)-6030 PLACED ABOVE TYPE III BARRICADE WITH FLASHING LIGHTS

MAINTAIN EXISTING SIGN

EUCLID AVENUE

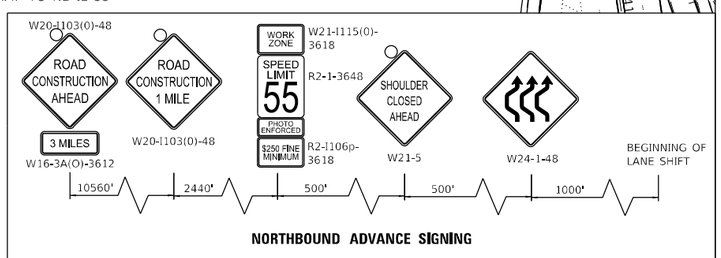
NB IL 53 OFF RAMP TO WB EUCLID AVE

℄ EXISTING NB IL 53 OFF RAMP TO WB EUCLID AVE

℄ EXISTING EB EUCLID AVE ON RAMP TO NB IL 53

EB EUCLID AVE ON RAMP TO NB IL 53

+25 12.3' RT
+00 9.3' RT
+65 18.5 RT
+00 9.2' RT
+75 12.2' RT



NORTHBOUND ADVANCE SIGNING

NOTE: USE OF THE SHOWN MAINTENANCE OF TRAFFIC SCHEME IS CONTINGENT UPON THE DELAY OF CONTRACT 62W38 AND ITS ABILITY TO PERFORM MAINTENANCE OF TRAFFIC ALONG MAINLINE IL 53.

LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
5. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED
8. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID YELLOW
9. TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE WHITE (CHEVRON MARKING SPACED 30' C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
11. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE

- TYPE III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- TEMPORARY RAMP (SPECIAL)
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT PREVIOUSLY BUILT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR - TEST LEVEL 3
- FLASHING ARROW BOARD
- TRAFFIC FLOW DIRECTION
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT AT 50' CENTERS IN TAPERS ,TANGENT AND RADII AND 25' CENTERS IN RAMPS

wsp

USER NAME = USAT719599	DESIGNED - AT	REVISED -	
	DRAWN - AT	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - TC	REVISED -	
PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

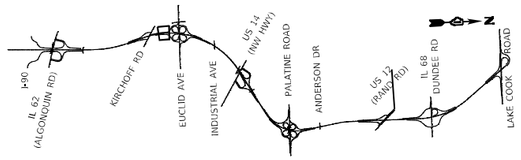
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
TRAFFIC CONTROL PLAN – STAGE 1 (ALTERNATIVE)

SCALE: 1" = 50' | SHEET 9 OF 11 SHEETS | STA. 1221+50.00 TO STA. 1236+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	49A
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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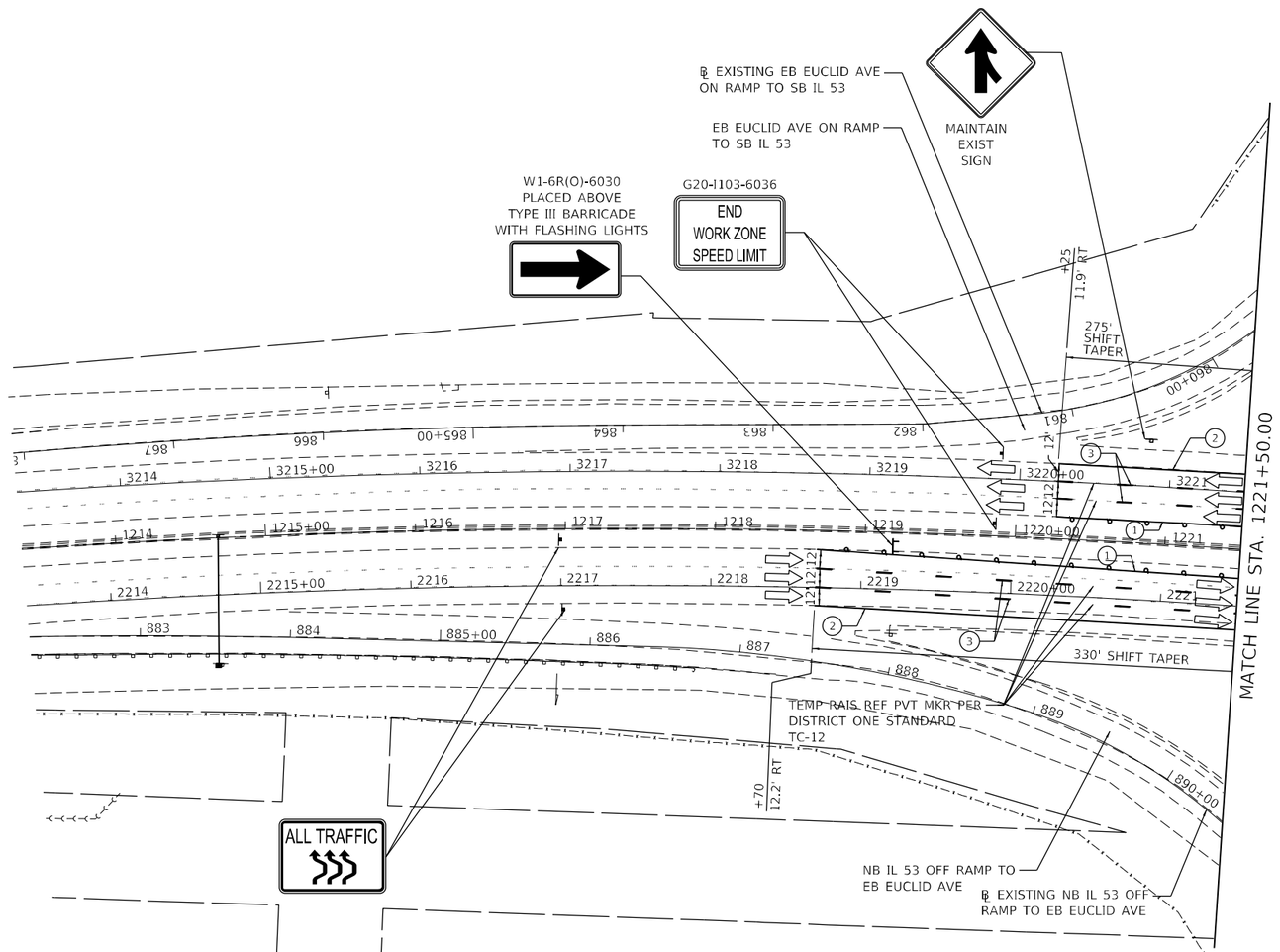


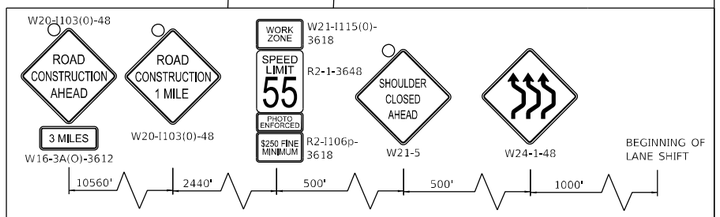
KEY MAP

N

0 50 100 150

SCALE IN FEET





NORTHBOUND ADVANCE SIGNING

NOTE: USE OF THE SHOWN MAINTENANCE OF TRAFFIC SCHEME IS CONTINGENT UPON THE DELAY OF CONTRACT 62W38 AND ITS ABILITY TO PERFORM MAINTENANCE OF TRAFFIC ALONG MAINLINE IL 53.

LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
5. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED
8. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID YELLOW
9. TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE WHITE (CHEVRON MARKING SPACED 30' C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
11. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE

- TYPE III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- TEMPORARY RAMP (SPECIAL)
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT PREVIOUSLY BUILT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR - TEST LEVEL 3
- FLASHING ARROW BOARD
- TRAFFIC FLOW DIRECTION
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT AT 50' CENTERS IN TAPERS ,TANGENT AND RADII AND 25' CENTERS IN RAMPS

MODEL: Default
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wsp

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	DRAWN - AT	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - TC	REVISED -	
PLOT DATE = 9/20/2024	DATE - 9/20/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

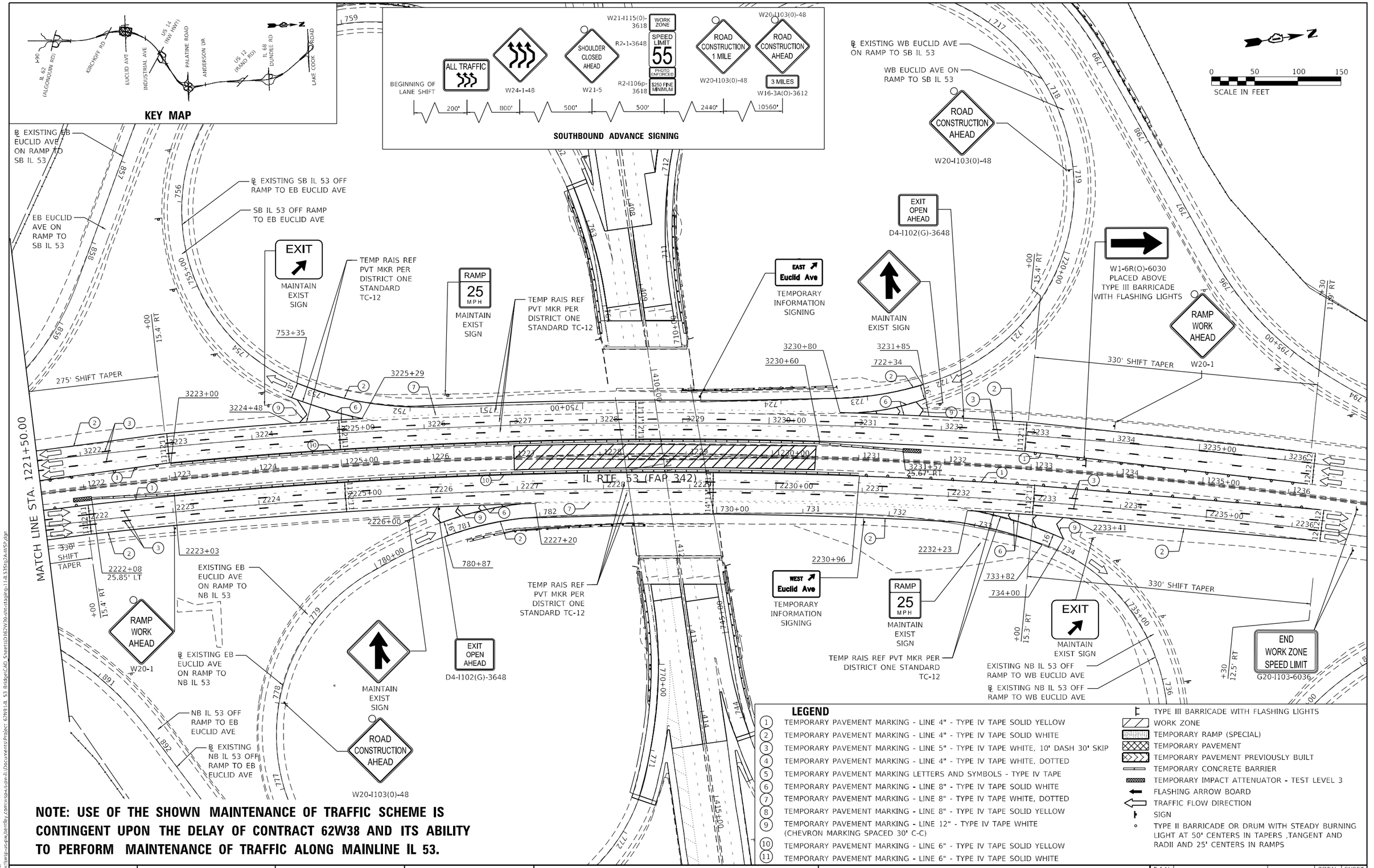
IL ROUTE 53
TRAFFIC CONTROL PLAN – STAGE 2 (ALTERNATIVE)

SCALE: 1"=50' | SHEET 10 OF 11 SHEETS | STA. 1213+50.00 | TO STA. 1221+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	175	49B
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

KEY MAP

SOUTHBOUND ADVANCE SIGNING



NOTE: USE OF THE SHOWN MAINTENANCE OF TRAFFIC SCHEME IS CONTINGENT UPON THE DELAY OF CONTRACT 62W38 AND ITS ABILITY TO PERFORM MAINTENANCE OF TRAFFIC ALONG MAINLINE IL 53.

LEGEND

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID YELLOW
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SOLID WHITE
3. TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE WHITE, 10' DASH 30' SKIP
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE WHITE, DOTTED
5. TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE
6. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID WHITE
7. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE WHITE, DOTTED
8. TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE IV TAPE SOLID YELLOW
9. TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE WHITE (CHEVRON MARKING SPACED 30' C-C)
10. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID YELLOW
11. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE SOLID WHITE

- TYPE III BARRICADE WITH FLASHING LIGHTS
- WORK ZONE
- TEMPORARY RAMP (SPECIAL)
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT PREVIOUSLY BUILT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY IMPACT ATTENUATOR - TEST LEVEL 3
- FLASHING ARROW BOARD
- TRAFFIC FLOW DIRECTION
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURNING LIGHT AT 50' CENTERS IN TAPERS ,TANGENT AND RADII AND 25' CENTERS IN RAMPS

wsp

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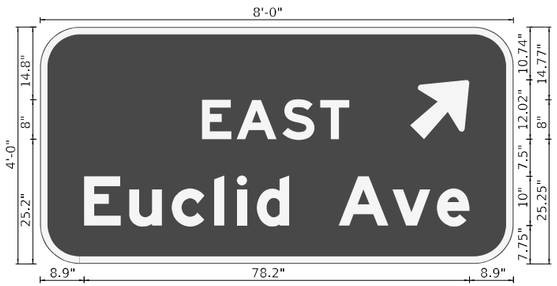
IL ROUTE 53
TRAFFIC CONTROL PLAN – STAGE 2 (ALTERNATIVE)

SCALE: 1" = 50' | SHEET 11 OF 11 SHEETS | STA. 1221+50.00 | TO STA. 1236+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	49C
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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SIGN DETAIL



BORDER
R=8"
TH=1.5"

Panel Style: guide_exp_gore.ssi
M.U.T.C.D.: 2009 Edition

Panel Style: guide_exp_gore.ssi
Dimensions are in inches.tenths

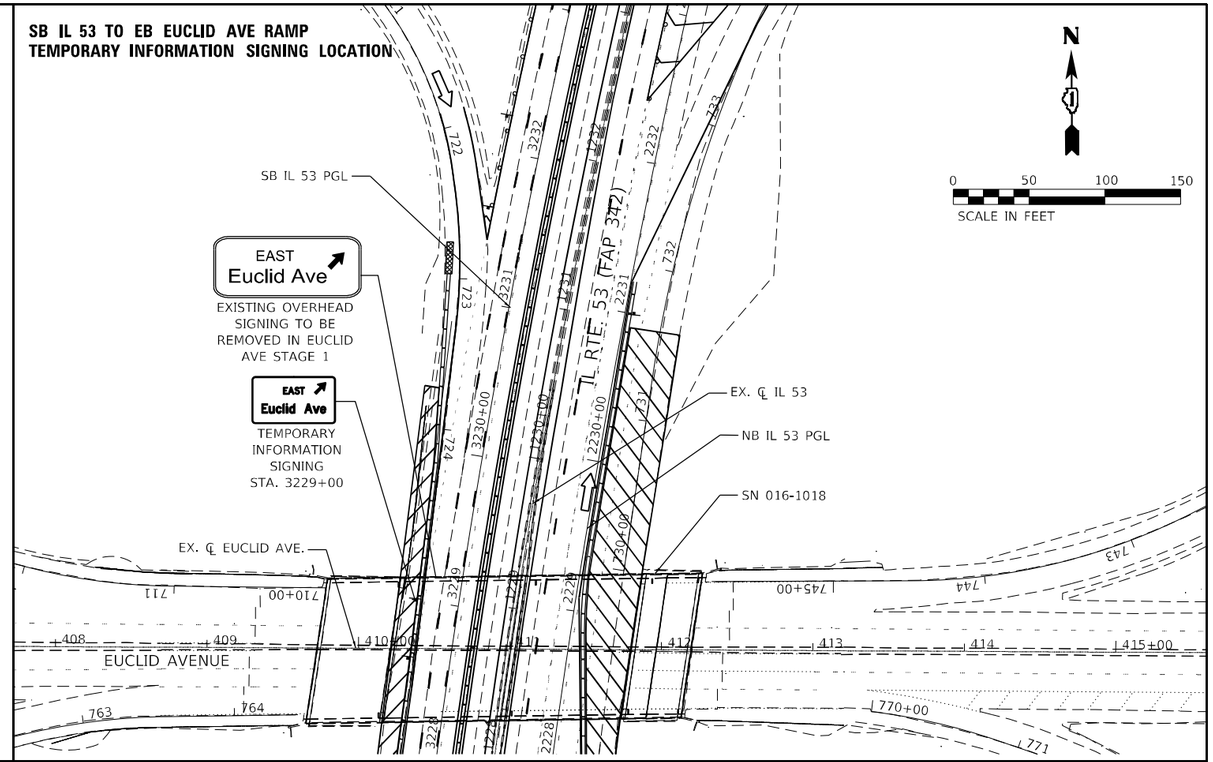
Letter locations are panel edge to lower left corner

SIGN NUMBER	Euclid East
WIDTH x HGHT.	8'-0" x 4'-0"
BORDER WIDTH	1.5"
CORNER RADIUS	8"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

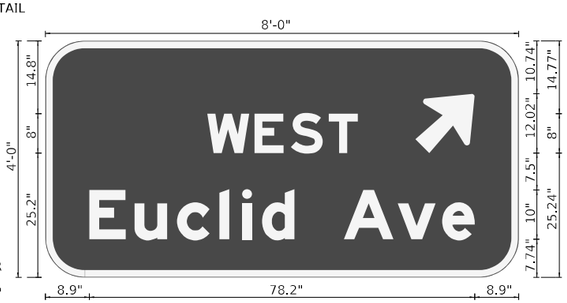
SYMBOL	ROT	X	Y	WID	HT
AR_Type B	315	75	25.2	13	14.7

LETTER POSITIONS (X)																						LENGTH	SERIES/SIZE
E	A	S	T																				EM 2000
32.8	39.8	49.1	56.8																			29.9	8
E	u	c	l	i	d		A	v	e														EM 2000
8.9	18.1	26.7	35.3	39.9	43.9	50.5	60.5	71.5	80.5													78.2	10/7.5

SB IL 53 TO EB EUCLID AVE RAMP
TEMPORARY INFORMATION SIGNING LOCATION



SIGN DETAIL



BORDER
R=8"
TH=1.5"

Panel Style: guide_exp_gore.ssi
M.U.T.C.D.: 2009 Edition
Panel Style:guide_exp_gore.ssi
Dimensions are in inches.tenths

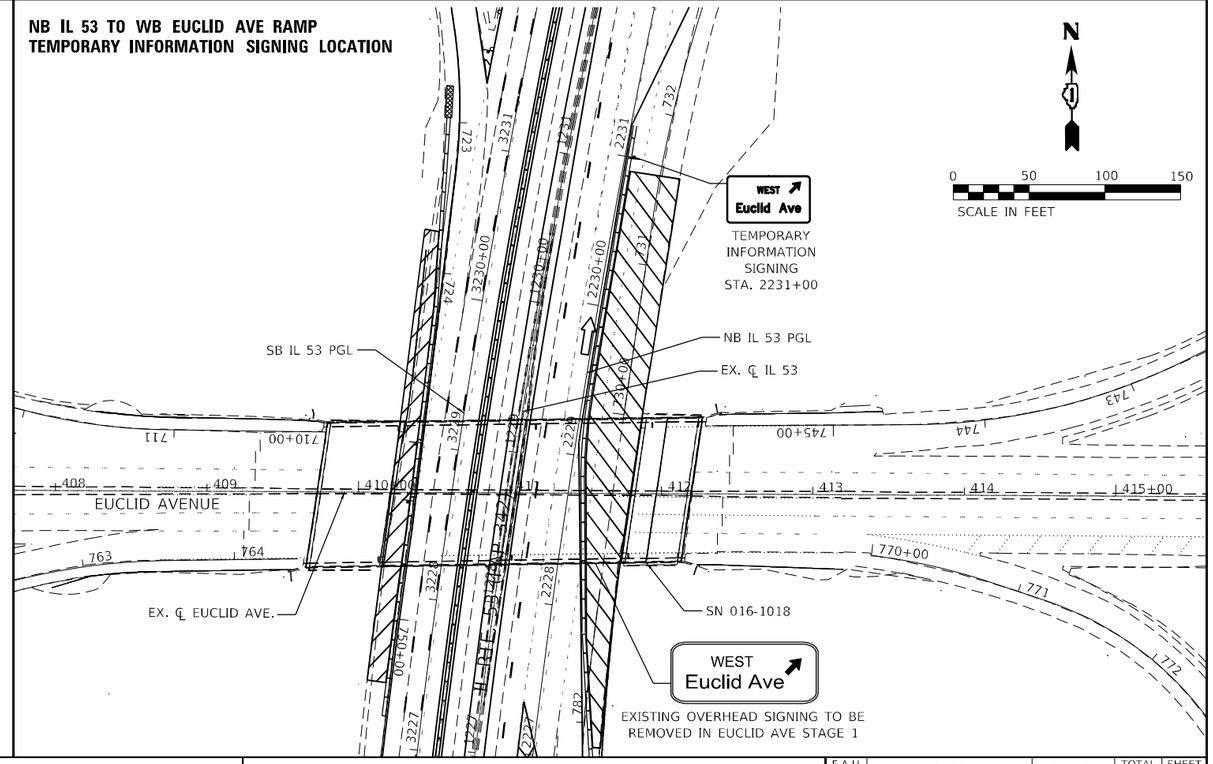
Letter locations are panel edge to lower left corner

SIGN NUMBER	Euclid West
WIDTH x HGHT.	8'-0" x 4'-0"
BORDER WIDTH	1.5"
CORNER RADIUS	8"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
AR_Type B	315	75	25.2	13	14.7

LETTER POSITIONS (X)																						LENGTH	SERIES/SIZE
W	E	S	T																				EM 2000
32.8	42.4	49.8	57.5																			30.5	8
E	u	c	l	i	d		A	v	e														EM 2000
8.9	18.1	26.7	35.3	39.9	43.9	50.5	60.5	71.5	80.5													78.2	10/7.5

NB IL 53 TO WB EUCLID AVE RAMP
TEMPORARY INFORMATION SIGNING LOCATION



USER NAME = USAT719599	DESIGNED - GAP	REVISED -
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IL ROUTE 53
TEMPORARY INFORMATION SIGN DETAIL

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

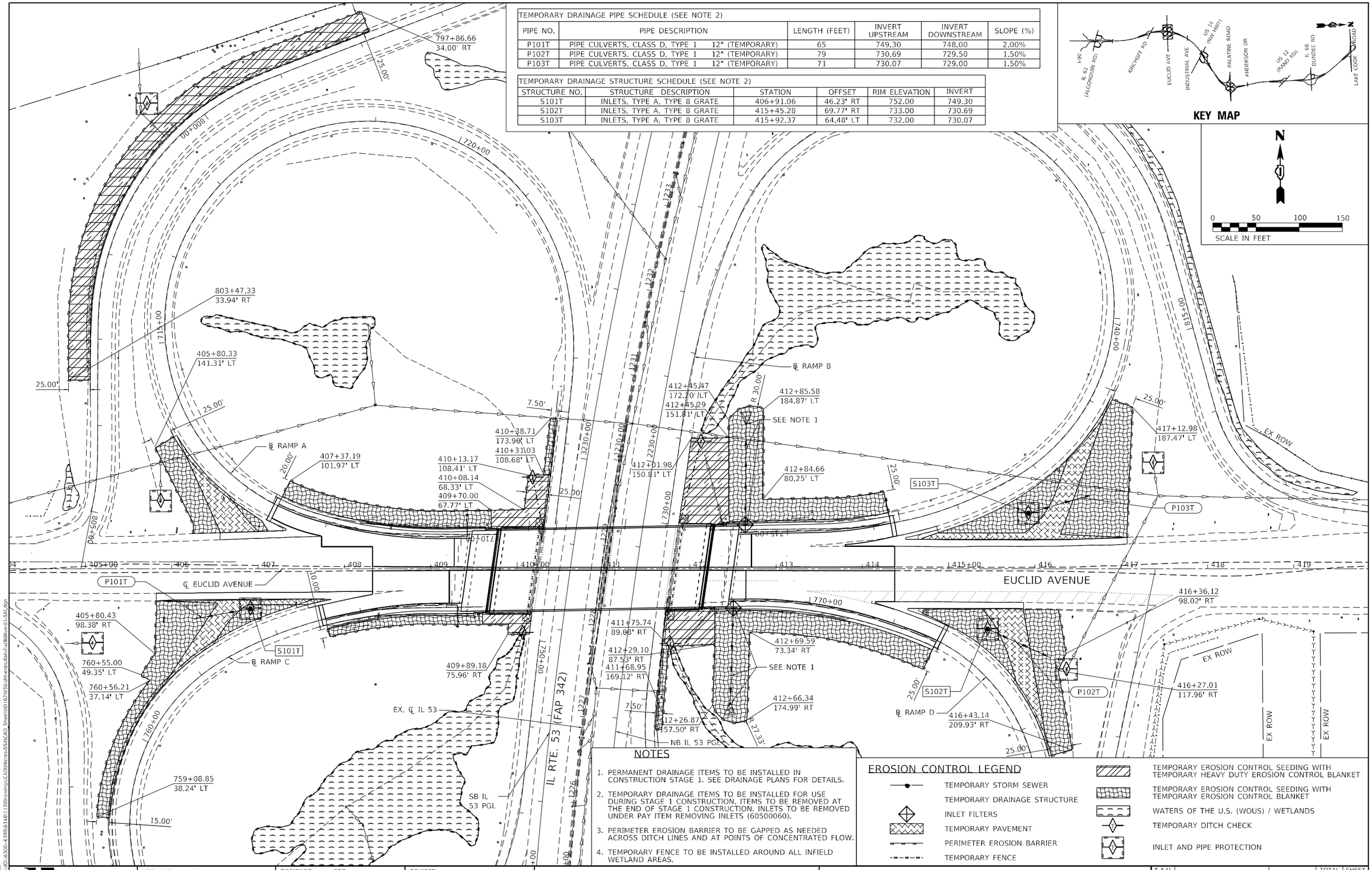
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	50
		CONTRACT NO. 62W30		
		ILLINOIS FED. AID PROJECT		

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TEMPORARY DRAINAGE PIPE SCHEDULE (SEE NOTE 2)					
PIPE NO.	PIPE DESCRIPTION	LENGTH (FEET)	INVERT UPSTREAM	INVERT DOWNSTREAM	SLOPE (%)
P101T	PIPE CULVERTS, CLASS D, TYPE 1 12" (TEMPORARY)	65	749.30	748.00	2.00%
P102T	PIPE CULVERTS, CLASS D, TYPE 1 12" (TEMPORARY)	79	730.69	729.50	1.50%
P103T	PIPE CULVERTS, CLASS D, TYPE 1 12" (TEMPORARY)	71	730.07	729.00	1.50%

TEMPORARY DRAINAGE STRUCTURE SCHEDULE (SEE NOTE 2)					
STRUCTURE NO.	STRUCTURE DESCRIPTION	STATION	OFFSET	RIM ELEVATION	INVERT
S101T	INLETS, TYPE A, TYPE 8 GRATE	406+91.06	46.23' RT	752.00	749.30
S102T	INLETS, TYPE A, TYPE 8 GRATE	415+45.28	69.77' RT	733.00	730.69
S103T	INLETS, TYPE A, TYPE 8 GRATE	415+92.37	64.48' LT	732.00	730.07

KEY MAP



NOTES

1. PERMANENT DRAINAGE ITEMS TO BE INSTALLED IN CONSTRUCTION STAGE 1. SEE DRAINAGE PLANS FOR DETAILS.
2. TEMPORARY DRAINAGE ITEMS TO BE INSTALLED FOR USE DURING STAGE 1 CONSTRUCTION. ITEMS TO BE REMOVED AT THE END OF STAGE 1 CONSTRUCTION. INLETS TO BE REMOVED UNDER PAY ITEM REMOVING INLETS (60500060).
3. PERIMETER EROSION BARRIER TO BE GAPPED AS NEEDED ACROSS DITCH LINES AND AT POINTS OF CONCENTRATED FLOW.
4. TEMPORARY FENCE TO BE INSTALLED AROUND ALL INFIELD WETLAND AREAS.

EROSION CONTROL LEGEND

- TEMPORARY STORM SEWER
- TEMPORARY DRAINAGE STRUCTURE
- INLET FILTERS
- TEMPORARY PAVEMENT
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET
- WATERS OF THE U.S. (WOUS) / WETLANDS
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION

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DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

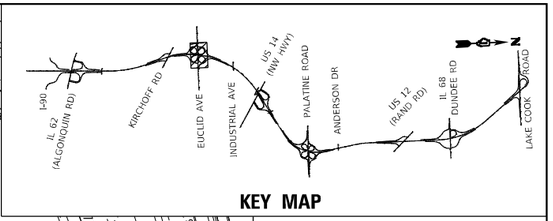
SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 404+50.00 | TO STA. 419+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	51
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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PERMANENT DRAINAGE PIPE SCHEDULE							
PIPE NO.	PIPE DESCRIPTION	LENGTH (FEET)	FROM STRUCTURE	INVERT UPSTREAM	TO STRUCTURE	INVERT DOWNSTREAM	SLOPE
P101	PIPE DRAINS 12"	108	S101	741.32	S102	729.00	MATCH FORESLOPE
P102	PIPE DRAINS 12"	115	S103	740.97	S104	729.00	MATCH FORESLOPE

PERMANENT DRAINAGE STRUCTURE SCHEDULE					
STRUCTURE NO.	STRUCTURE DESCRIPTION	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATION
S101	TYPE E INLET BOX, STANDARD 610001	412+50.57	45.54' RT	743.99	741.32
S102	METAL FLARED END SECTIONS 12"	412+47.00	156.12' RT		729.00
S103	TYPE E INLET BOX, STANDARD 610001	412+64.40	51.00' LT	743.64	740.97
S104	METAL FLARED END SECTIONS 12"	412+65.40	167.96' LT		729.00



KEY MAP

N

0 50 100 150

SCALE IN FEET

PROPOSED V-BOTTOM SWALE
FORESLOPE 1:6 V:H (TYP)
BACKSLOPE 1:3 V:H (TYP)
STA. 410+29.97, OFF. 46.63' LT TO
STA. 410+18.04, OFF. 106.40' LT
GRADE TO DRAIN

℄ RAMP A

CONCRETE HEADWALL FOR PIPE UNDERDRAINS

℄ EUCLID AVENUE

PIPE UNDERDRAIN TYPE 2, 6"

CONCRETE HEADWALL FOR PIPE UNDERDRAINS

℄ RAMP C

PROPOSED V-BOTTOM SWALE
FORESLOPE 1:6 V:H (TYP)
BACKSLOPE 1:3 V:H (TYP)
STA. 410+16.46, OFF. 49.29' RT TO
STA. 410+06.57, OFF. 73.57' RT
GRADE TO DRAIN

SB IL 53 PGL

IL RTE. 53 (FAP 342)

NB IL 53 PGL

EX. ℄ IL 53

℄ RAMP B

S104

PROPOSED V-BOTTOM SWALE
FORESLOPE 1:6 V:H (TYP)
BACKSLOPE 1:3 V:H (TYP)
STA. 411+88.44, OFF. 52.98' LT TO
STA. 412+13.17, OFF. 147.80' LT
GRADE TO DRAIN

P102

CONCRETE HEADWALL FOR PIPE UNDERDRAINS

S103

EUCLID AVENUE

PIPE UNDERDRAIN TYPE 2, 6"

S101

P101

PROPOSED V-BOTTOM SWALE
FORESLOPE 1:6 V:H (TYP)
BACKSLOPE 1:3 V:H (TYP)
STA. 411+74.07, OFF. 46.14' RT TO
STA. 411+77.81, OFF. 86.63' RT
GRADE TO DRAIN

S102

℄ RAMP D

CONCRETE HEADWALL FOR PIPE UNDERDRAINS

EX ROW

EX ROW

EX ROW

EX ROW

DRAINAGE LEGEND

EXISTING	PROPOSED			
		STORM SEWER / PIPE DRAINS		SUMMIT
		PIPE UNDERDRAINS/TRENCH DRAINS		DITCH FLOW ARROW
		CULVERT		SWALE FLOW ARROW
		DITCH/SWALE BOTTOM	S101	PROPOSED DRAINAGE STRUCTURE
		HEADWALL	P101	PROPOSED STORM SEWER
		END SECTION		WATERS OF THE U.S. (WOUS) / WETLANDS
		CATCH BASIN	ADJ	DRAINAGE STRUCTURES TO BE ADJUSTED
		MANHOLE		STONE RIPRAP
		INLET		
		SCUPPER		
		FLOOR DRAIN		

NOTES

1. PIPES P101 AND P102 WILL UTILIZE THE HIGHWAY STANDARD FOR SHOULDER INLET WITH CURB (610001-09).

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PLOT DATE = 8/14/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PROPOSED DRAINAGE PLAN

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 404+50.00 | TO STA. 419+50.00

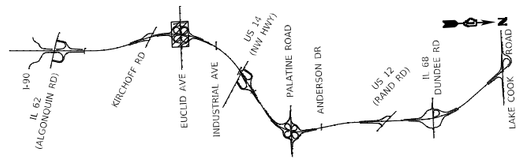
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	52
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

PERMANENT EROSION CONTROL LEGEND

- SEEDING, CLASS 2A WITH EROSION CONTROL BLANKET
- SEEDING, CLASS 2A WITH HEAVY DUTY EROSION CONTROL BLANKET
- SEEDING, CLASS 3 WITH HEAVY DUTY EROSION CONTROL BLANKET
- SEEDING, CLASS 4A (MODIFIED) WITH EROSION CONTROL BLANKET
- WATERS OF THE U.S. (WOUS) / WETLANDS
- STONE RIPRAP, CLASS A3
- PROPOSED TREE
- PROPOSED SHRUB

ABBREVIATIONS OF COMMON NAMES

SO (SHINGLE OAK)	KC (KENTUCKY COFFEETREE)
HB (HACKBERRY)	SWO (SWAMP WHITE OAK)
BO (BUR OAK)	SS (STAGHORN SUMAC)
SR (SMOOTH SUMAC)	



KEY MAP

N

0 50 100 150

SCALE IN FEET

1-SWO
SS - 4 GROUPS OF 25 3' O.C., STAGGERED DOUBLE ROW
1-HB
803+47.33 33.94' RT
℄ RAMP A
℄ RAMP B
℄ RAMP C
℄ RAMP D
℄ EUCLID AVENUE
EUCLID AVENUE
1-SO
410+31.03 108.68' LT
410+26.49 108.61' LT
410+13.17 108.41' LT
410+08.14 68.33' LT
409+70.00 67.77' LT
409+70.00 59.79' LT
405+80.91 140.01' LT
412+45.47 172.20' LT
412+85.58 184.87' LT
412+13.99 151.09' LT
412+45.29 151.81' LT
412+01.30 64.75' LT
412+45.29 65.34' LT
412+84.66 80.25' LT
417+12.98 187.47' LT
412+29.07 60.92' RT
405+80.43 98.38' RT
405+64.39 122.76' RT
405+74.66 129.52' RT
409+60.00 64.51' RT
409+90.40 64.84' RT
409+89.18 75.96' RT
411+75.74 89.08' RT
412+29.10 87.53' RT
411+67.66 186.17' RT
412+69.57 73.34' RT
416+36.12 98.02' RT
416+27.01 117.96' RT
416+43.11 209.43' RT
412+66.34 174.99' RT
412+26.87 57.50' RT
759+08.85 38.24' LT
1-BO
1-KC
SB IL 53 PGL
IL RTE. 53 (FAP 342)
NB IL 53 PGL
EX. ℄ IL 53
MATCH LINE STA. 417+25.00
R 30.00'
R 27.33'
797+86.66 34.00' RT

PERMANENT EROSION CONTROL LEGEND

SEE NEXT SHEET FOR PROPOSED LANDSCAPING SCHEDULE

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PLOT DATE = 8/14/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PERMANENT EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. 404+50.00 | TO STA. 419+50.00

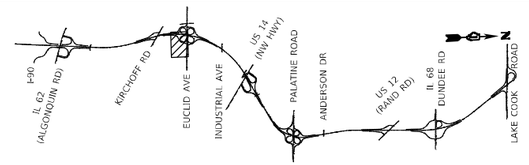
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	53
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

PERMANENT EROSION CONTROL LEGEND

- SEEDING, CLASS 2A WITH EROSION CONTROL BLANKET
- SEEDING, CLASS 2A WITH HEAVY DUTY EROSION CONTROL BLANKET
- SEEDING, CLASS 3 WITH HEAVY DUTY EROSION CONTROL BLANKET
- SEEDING, CLASS 4A (MODIFIED) WITH EROSION CONTROL BLANKET
- WATERS OF THE U.S. (WOUS) / WETLANDS
- STONE RIPRAP, CLASS A3
- PROPOSED TREE
- PROPOSED SHRUB

ABBREVIATIONS OF COMMON NAMES

SO (SHINGLE OAK)	KC (KENTUCKY COFFEETREE)
HB (HACKBERRY)	SWO (SWAMP WHITE OAK)
BO (BUR OAK)	SS (STAGHORN SUMAC)
SR (SMOOTH SUMAC)	



KEY MAP

0 50 100 150

SCALE IN FEET

PROPOSED LANDSCAPING SCHEDULE

SWAMP WHITE OAK (A2006516)			
FROM STATION	TO STATION	LT/RT	EACH
407+00.00	409+25.00	LT	3

SHINGLE OAK (A2006616)			
FROM STATION	TO STATION	LT/RT	EACH
408+30.00	408+40.00	RT	1
407+45.00	407+50.00	LT	1
414+00.00	414+75.00	RT	2

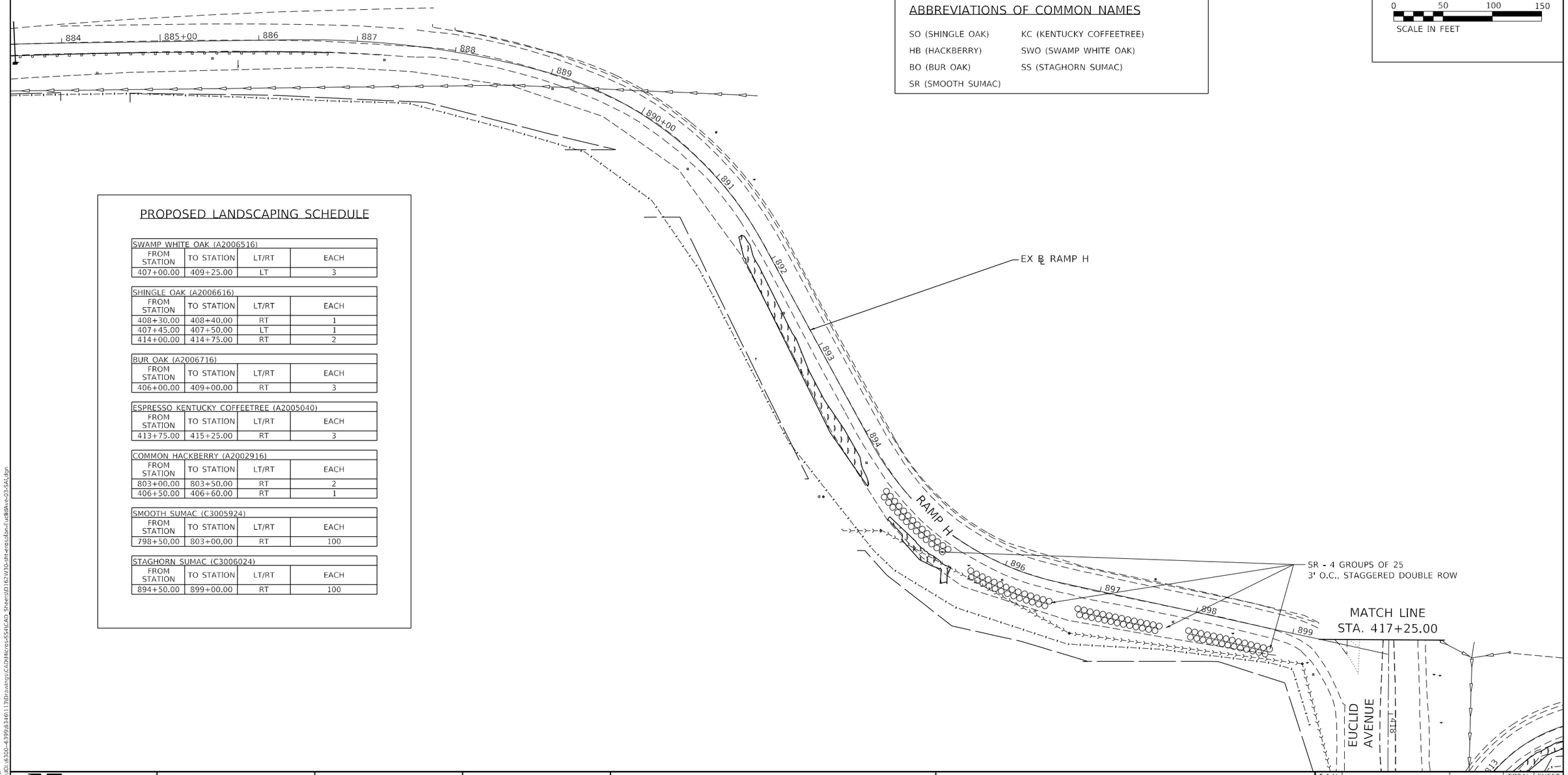
BUR OAK (A2006716)			
FROM STATION	TO STATION	LT/RT	EACH
406+00.00	409+00.00	RT	3

ESPRESSO KENTUCKY COFFEETREE (A2005040)			
FROM STATION	TO STATION	LT/RT	EACH
413+75.00	415+25.00	RT	3

COMMON HACKBERRY (A2002916)			
FROM STATION	TO STATION	LT/RT	EACH
803+00.00	803+50.00	RT	2
406+50.00	406+60.00	RT	1

SMOOTH SUMAC (C3005924)			
FROM STATION	TO STATION	LT/RT	EACH
798+50.00	803+00.00	RT	100

STAGHORN SUMAC (C3006024)			
FROM STATION	TO STATION	LT/RT	EACH
894+50.00	899+00.00	RT	100



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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = noaha	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MAG	REVISED -
PLOT DATE = 8/14/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PERMANENT EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. 884+00.00 | TO STA. 900+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	54
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

Accurate
GROUP, INC.

WWW.ACCGI.COM
101 SCHELTER RD., SUITE B-200
LINCOLNSHIRE, ILLINOIS 60069
T (847) 613-1100 F (847) 613-1105

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.002053

COVER SHEET

LEGEND

AERIAL
CABLE TV
ELECTRIC
FIBER OPTIC
GAS
TELEPHONE
WATER
SANITARY MAIN
STORM SEWER
QUALITY LEVEL D
UNKNOWN
PROJECT LIMITS

AHMEDI BEE 062-072692 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I, AHMEDI BEE, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 09/28/2023

AHMEDI BEE, PE
PROJECT ENGINEER; ACCURATE GROUP, INC.

UTILITY OWNERS

ASTOUND
ATTN: JUAN DEL REAL
JUAN.DELREAL@ASTOUND.COM
312-955-2020

AT&T /DISTRIBUTION
G11629@ATT.COM

COMCAST
ATTN: MARTHA GIERAS
MARTHA_GIERAS@CABLE.COMCAST.COM
224-229-5862

VILLAGE OF ARLINGTON HEIGHTS
ATTN: STEVE MULLANY
SMULLANY@VAH.COM
847-368-5800

VILLAGE OF PALATINE
ATTN: GEORGE RUPPERT
GRUPPERT@PALATINE.IL.US
847-202-6963

VINAKOM COMMUNICATIONS
ATTN: DICKY PATEL
DICKY.PATEL@VINAKOM.COM
847-592-5785

NICOR GAS
ATTN: CHARLES PARROTT
CPARROTT@SOLTHERNCO.COM
630-388-2362

REDSPEED ILLINOIS, LLC
ATTN: JOSE CHAVEZ
JOSE.CHAVEZ@REDSPEED-ILLINOIS.COM
630-317-5705, 630-936-9129

VERIZON WIRELESS
ATTN: NATIONAL FACILITY LOCATE
800-624-9675

ATT/T-TCG
ATTN: BOBBY AKHTER
630-390-0089

COMED
DESIGN STAGE LOCATE LINE
PLANSUBMITTALSANDMAPREQUESTS@EXELONCORP.COM
630-576-7094

LEVEL 3 (CENTURYLINK)
LUMEN NETWORK RELOCATIONS
NATIONALRELO@CENTURYLINK.COM
877-366-8344 X 2

METROPOLITAN WATER RECLAMATION DISTRICT
ATTN: JOE SCHUESSLER
SCHEUSSLERJ@MWRD.ORG
312-750-3236

MCI/VERIZON
000-000-0000
INVESTIGATIONS@VERIZON.COM

USIC LOCATING SERVICES
NO INFORMATION PROVIDED

HBK ENINEERING, LLC
NO INFORMATION PROVIDED

CITY OF ROLLING MEADOWS
ATTN: RYAN RIVARD
RIVARDR@CITYRM.ORG

NOTES

ALL UTILITY INFORMATION HEREON IS DEPICTED TO QUALITY LEVEL "B" (QL-B) UNLESS OTHERWISE NOTED. QL-B INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO IDENTIFY THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QL-B DATA ARE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES AND REDUCED ONTO PLAN DOCUMENTS.
SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS OR BEST EFFORT TO MEASURE IN THE FIELD.

ABBREVIATIONS:

(QL-A)	PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILIITES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES) USING MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT TO MINIMIZE POTENTIAL FOR UTILITY DAMAGE, AND SUBSEQUENT MEASUREMENT OF THE SUBSURFACE UTILITIES WITH OTHER UTILITY ATTRIBUTES SUCH AS TYPE, SIZE & MATERIAL OF UTILITY.
(QL-C)	DEPICTED ACCORDING TO RECORD INFORMATION AND EXISTING ASSOCIATED UTILITY STRUCTURES. NO ELECTRONIC INFORMATION WAS OBTAINED.
(QL-D)	DEPICTED ACCORDING TO RECORD INFORMATION. NO ELECTRONIC INFORMATION WAS OBTAINED.
(DATFI)	DEPICTED ACCORDING TO FIELD INSPECTION
(FO)	FIBER OPTIC
(AATUR)	ABANDONED ACCORDING TO UTILITY RECORDS

ABBREVIATIONS (CONT.):

(AATFI)	ABANDONED ACCORDING TO FIELD INSPECTION
(EATFI)	EMPTY ACCORDING TO FIELD INSPECTION
DBC	DIRECT BURIED CABLE
RIP	RETIRED IN PLACE
EOI	END OF ELECTRONIC DESIGNATING INFORMATION
EORI	END OF UTILITY RECORD INFORMATION
(NAC)	NO ASSOCIATED CABLE FOUND FROM UTILITY STRUCTURE
(NAP)	NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE
(ATW)	ATTACHED TO WALL
(ATB)	ATTACHED TO BRIDGE
⟍	UTILITY ENDPOINT
(FOD)	FULL OF DEBRIS
(FOW)	FULL OF WATER
ELEV.	ELEVATION

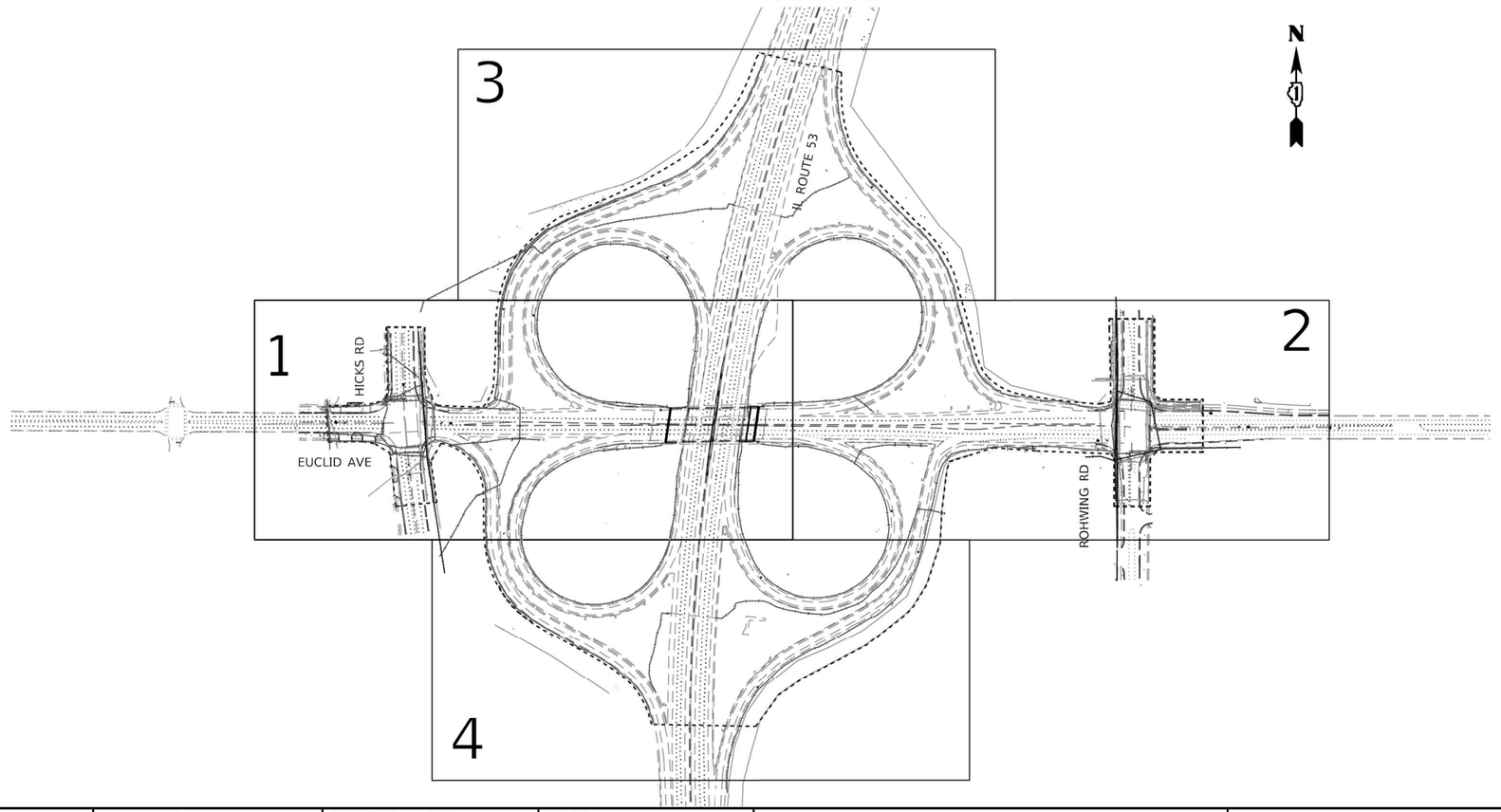
UTILITY INFORMATION LABELED "QL-C" OR "QL-D" IS DERIVED FROM FURNISHED RECORDS. SUCH INFORMATION MAY NOT BE ACCURATE OR RELIABLE. ACCURATE GROUP, INC. EXPRESSLY DISCLAIMS RESPONSIBILITY FOR THE ACCURACY OR RELIABILITY OF UTILITY INFORMATION DEPICTED ACCORDING TO RECORDS.

ELECTRONIC DEPTH READINGS WERE TAKEN DIRECTLY FROM ELECTRONIC DESIGNATION INSTRUMENTS AND HAVE NOT BEEN VERIFIED BY ANY OTHER MEANS. EQUIPMENT MANUFACTURERS WILL NOT GUARANTEE AND ACCURACY FOR THIS DATA. THEREFORE, THE DEPTH READINGS ARE NOT TO BE CONSIDERED SUITABLE FOR DESIGN DECISIONS. ACCURATE GROUP, INC. DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF RELIABILITY OF ANY ELECTRONIC DEPTH READINGS.

THE BACKGROUND BASE (TOPO) AND ALIGNMENTS SHOWN WERE PROVIDED BY IDOT.

THE PROPOSED DESIGN AND/OR ALIGNMENT IS SHOWN FOR REFERENCE PURPOSES ON SHEETS ONTO WHICH THE EXISTING ROADWAYS DO NOT EXTEND. ALL PROPOSED DESIGNS WERE PROVIDED BY IDOT.

THE ELEVATION ON ALL STORM SEWER STRUCTURES WITH BEEHIVE GRATES WERE SHOT AT THE HIGHEST POINT OF THE GRATE.



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Accurate GROUP, INC.

USER NAME = abee	DESIGNATED - LP/AC	REVISED -
	DRAFTED - AK	REVISED -
	CHECKED - AB	REVISED -
PLOT DATE = 9/28/2023	DATE - 09/28/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY
EUCLID AVENUE – HICKS ROAD TO ROHWING ROAD

SCALE: | SHEET 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	55
		PROJECT NO. 62W30		
		ILLINOIS	FED. AID PROJECT WKBE(580)	

Accurate
GROUP, INC.

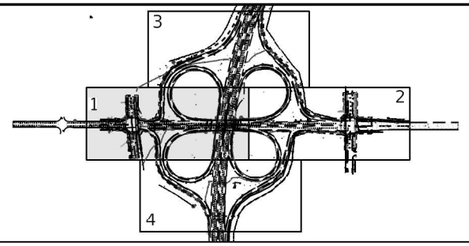
WWW.ACCGI.COM
101 SCHELTER RD., SUITE B-200
LINCOLNSHIRE, ILLINOIS 60069
T (847) 613-1100 F (847) 613-1105

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.002053

1

LEGEND

- AERIAL
- CABLE TV
- ELECTRIC
- FIBER OPTIC
- GAS
- TELEPHONE
- WATER
- SANITARY MAIN
- STORM SEWER
- QUALITY LEVEL D
- UNKNOWN
- PROJECT LIMITS



N

0 50 100 150

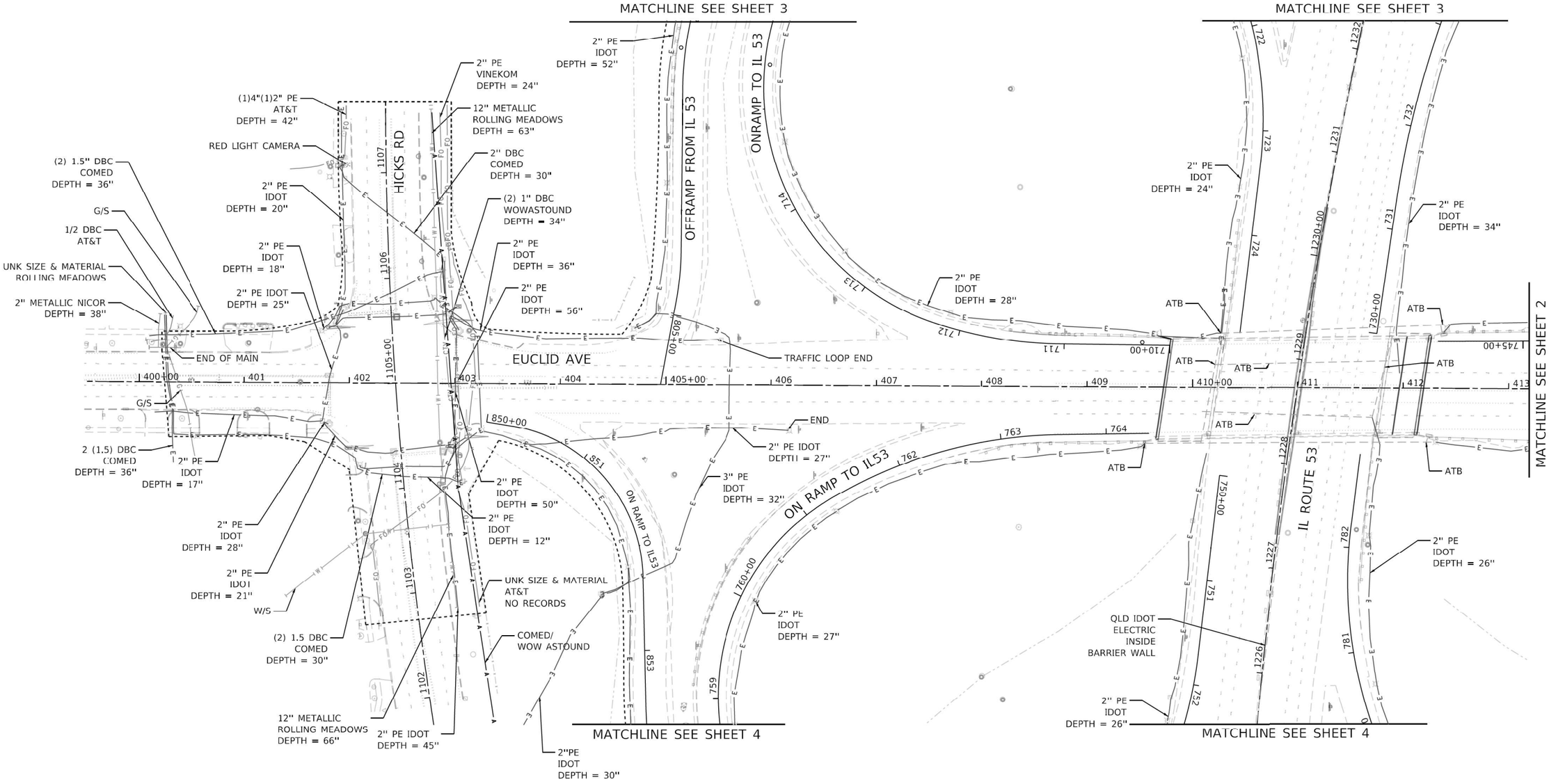
SCALE IN FEET

062-072692 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I, AHMEDI BEE, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 09/28/2023

AHMEDI BEE, PE
PROJECT ENGINEER: ACCURATE GROUP, INC.



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FILE NAME: Q:\Engineering\LiveProjects\23010_IDOT SUEWO 802\CADD\CADD Sheets\Civil\D16(N9) - SHT1.dgn

Accurate GROUP, INC.	USER NAME = abee	DESIGNATED - LP/AC	REVISED -
		DRAFTED - AK	REVISED -
		CHECKED - AB	REVISED -
	PLOT DATE = 9/28/2023	DATE - 09/28/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSURFACE UTILITY ENGINEERING STUDY
EUCLID AVENUE – HICKS ROAD TO ROHWING ROAD

SCALE: | SHEET 2 OF 5 SHEETS | STA. | TO STA.

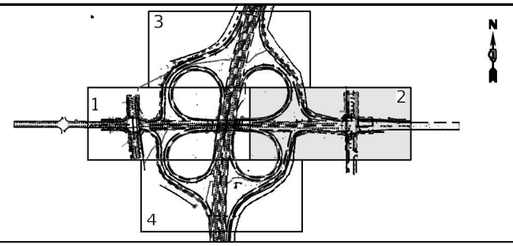
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342	(5331-2-HB)BR 23	COOK	187	56
		PROJECT NO. 62W30		
	ILLINOIS	FED. AID PROJECT WKBE(580)		

Accurate
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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.002053

2

LEGEND

AERIAL
CABLE TV
ELECTRIC
FIBER OPTIC
GAS
TELEPHONE
WATER
SANITARY MAIN
STORM SEWER
QUALITY LEVEL D
UNKNOWN
PROJECT LIMITS



N

0 50 100 150
SCALE IN FEET

AHMEDI BEE
062-072692
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I, AHMEDI BEE, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 09/28/2023

AHMEDI BEE, PE
PROJECT ENGINEER; ACCURATE GROUP, INC.

MATCHLINE SEE SHEET 3

2" PE IDOT DEPTH = 27"
2" PE IDOT DEPTH = 34"
2" PE IDOT DEPTH = 30"
OFFRAMP TO IL 53
ONRAMP FROM IL 53
END
MATCHLINE SEE SHEET 1
EUCLID AVE
414 415+00 416 417 418 419 420+00 421 422 423 424 425+00 426 427
770+00 OFFRAMP FROM IL 53
2" PE IDOT DEPTH = 24"
END
2" PE IDOT DEPTH = 22"
END TRAFFIC LOOP
5G TOWER
2" PE IDOT DEPTH = 19"
(3) PE WOWASTOUND DEPTH = 36"
(1) 3" & (1) 2" DBC AT&T DEPTH = 48"
2" PE IDOT DEPTH = 24"
ONRAMP TO IL 53
2" PE IDOT DEPTH = 29"
COMED/COMCAST
2" PE IDOT DEPTH = 18"
4" DBC AT&T DEPTH = 36"
2" DBC AT&T DEPTH = 60"
4" PE CONTINENTAL CABLEVISION DEPTH = 36"
2" PE MCI/VERIZON DEPTH = 31"
(3) 2" CENTURYLINK DEPTH = 32"
4" PE CONTINENTAL CABLEVISION DEPTH = 63"
(1) 3" & (1) 2" DBC AT&T DEPTH = 34"
8" METALLIC CITY OF ROLLING MEADOWS DEPTH = 66"
1 /12 DBC COMED DEPTH = 36"
6" METALLIC FIRE HYDRANT
2" PE IDOT DEPTH = 36"
ROHWING RD
6" METALLIC NICOR DEPTH = 60"
AT&T DUCT DEPTH = 60"
12" METALLIC ARLINGTON HEIGHTS DEPTH = 54"
2" PE IDOT DEPTH = 10"
AT&T
ANCHOR
(2) 2" DBC AT&T DEPTH = 18"
(3) 2" PE CENTURYLINK DEPTH = 36"
(2) 4" PE COMED DEPTH = 46"
4" PE NICOR DEPTH = 60"
2" PE MCI/VERIZON DEPTH = 37"
AT&T DUCT DEPTH = 36"
COMED/AT&T/COMCAST
2" PE IDOT DEPTH = 8"
(3)2" DBC COMED DEPTH = 15"
4" PE AT&T DEPTH = 32"
AT&T DUCT DEPTH = 61"
4" PE AT&T DEPTH = 48"

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Accurate
GROUP, INC.

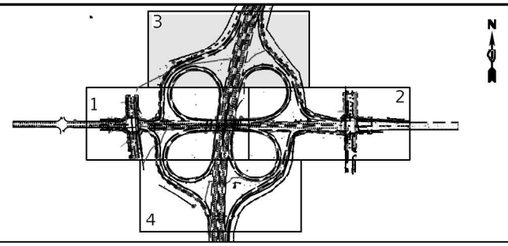
WWW.ACCGI.COM
101 SCHELTER RD., SUITE B-200
LINCOLNSHIRE, ILLINOIS 60069
T (847) 613-1100 F (847) 613-1105

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.002053

3

LEGEND

- AERIAL
- CABLE TV (CTV)
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- TELEPHONE (T)
- WATER (W)
- SANITARY MAIN
- STORM SEWER
- QUALITY LEVEL D
- UNKNOWN (UNK)
- PROJECT LIMITS



N

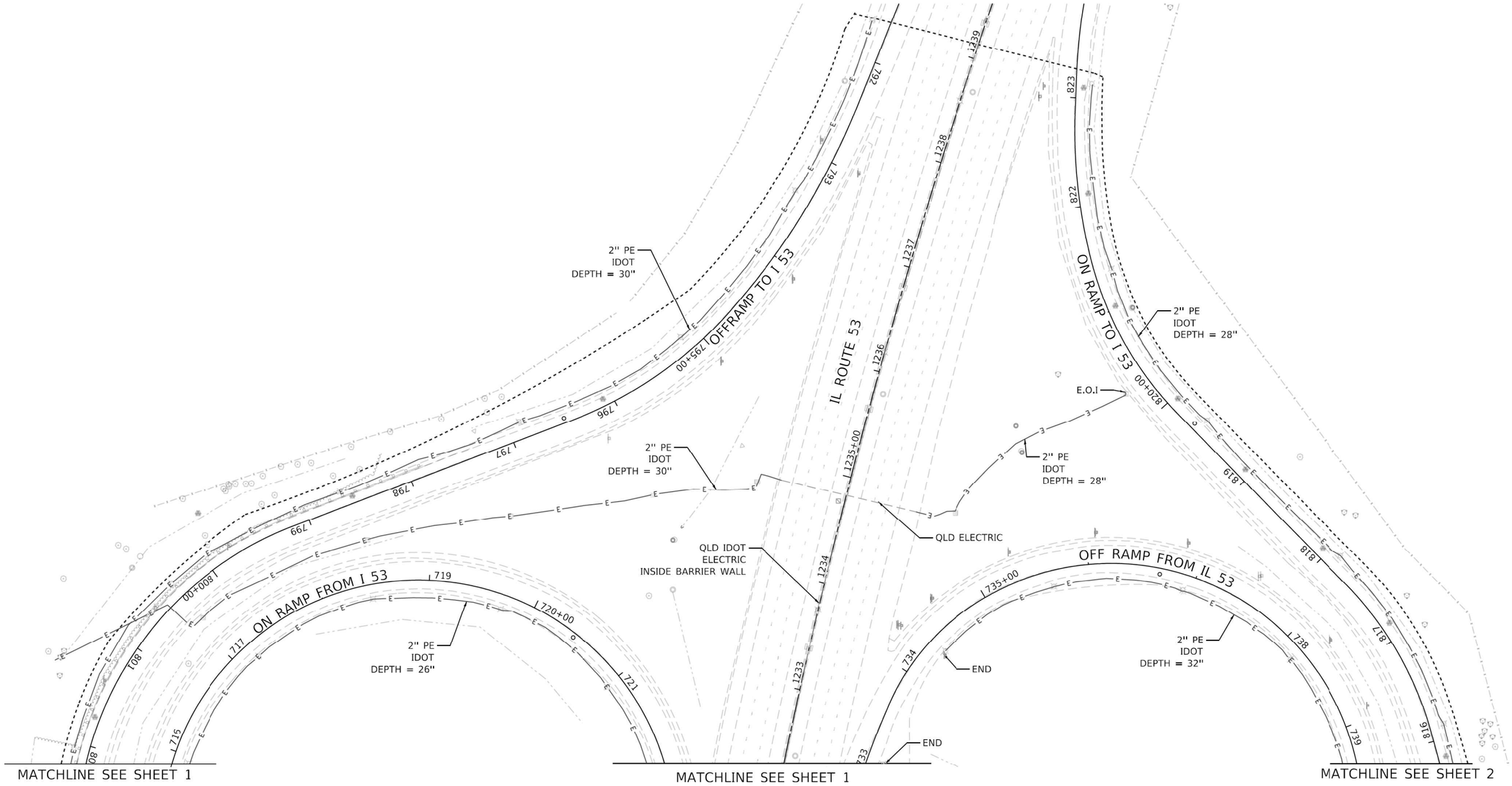
0 50 100 150
SCALE IN FEET

AHMEDI BEE
062-072692
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I, AHMEDI BEE, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 09/28/2023

AHMEDI BEE, PE
PROJECT ENGINEER: ACCURATE GROUP, INC.



Accurate GROUP, INC.	USER NAME = abee	DESIGNATED - LP/AC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SUBSURFACE UTILITY ENGINEERING STUDY EUCLID AVENUE – HICKS ROAD TO ROHWING ROAD**
		DRAFTED - AK	REVISED -		
		CHECKED - AB	REVISED -		
	PLOT DATE = 9/28/2023	DATE - 09/28/2023	REVISED -		SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	58
		PROJECT NO.	62W30	
	ILLINOIS	FED. AID PROJECT WKBE(580)		

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Accurate
GROUP, INC.

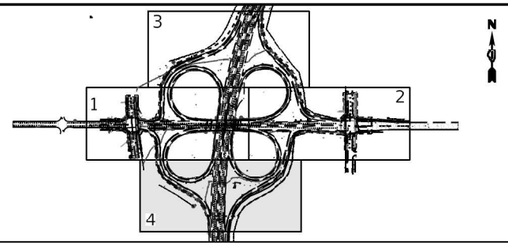
WWW.ACCGI.COM
101 SCHELTER RD., SUITE B-200
LINCOLNSHIRE, ILLINOIS 60069
T (847) 613-1100 F (847) 613-1105

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.002053

4

LEGEND

- AERIAL
- CABLE TV
- ELECTRIC
- FIBER OPTIC
- GAS
- TELEPHONE
- WATER
- SANITARY MAIN
- STORM SEWER
- QUALITY LEVEL D
- UNKNOWN
- PROJECT LIMITS



N

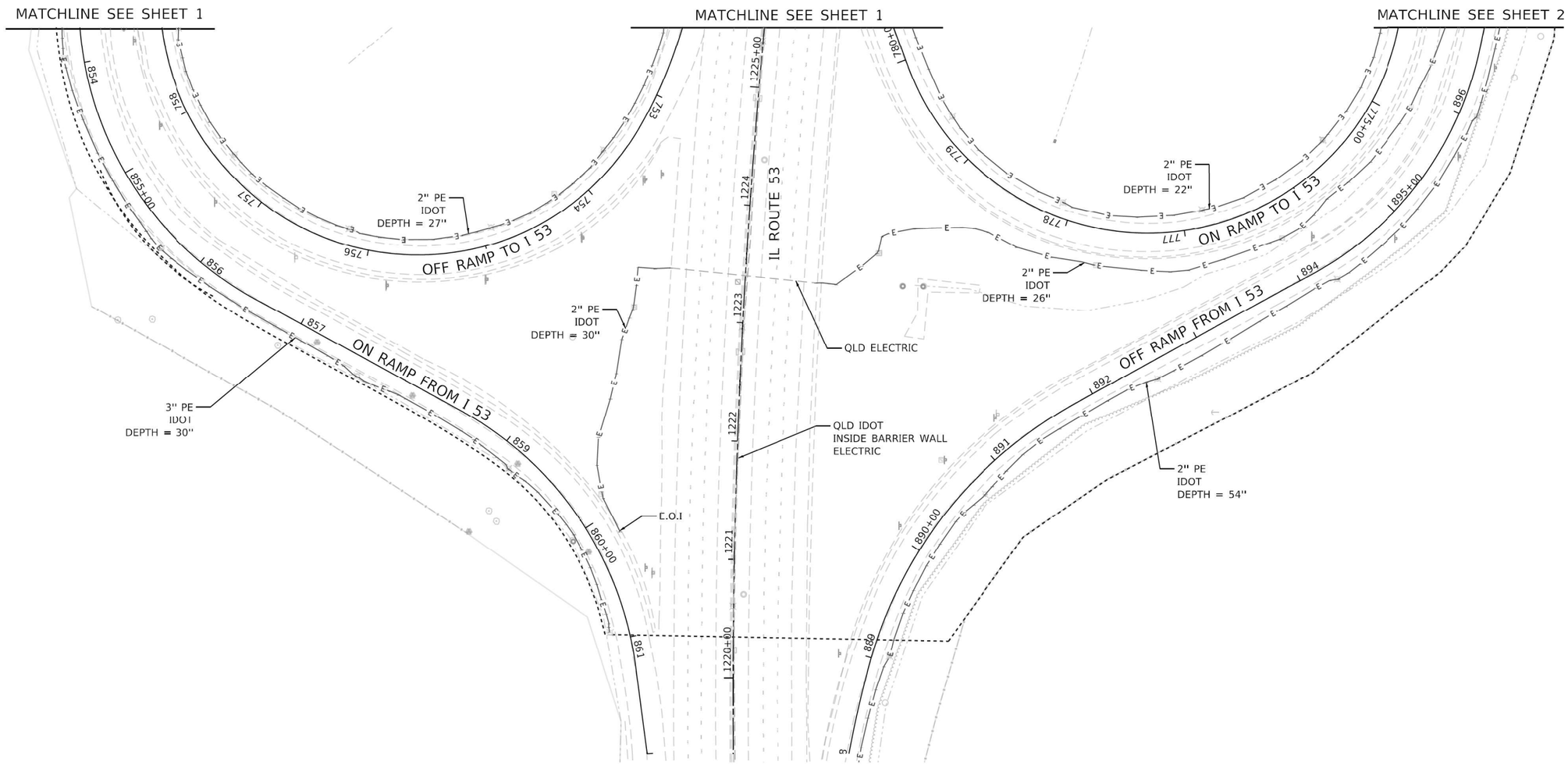
0 50 100 150
SCALE IN FEET

AHMEDI BEE 062-072692 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I, AHMEDI BEE, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE UTILITY INFORMATION DEPICTED BY ACCURATE GROUP, INC. ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 09/28/2023

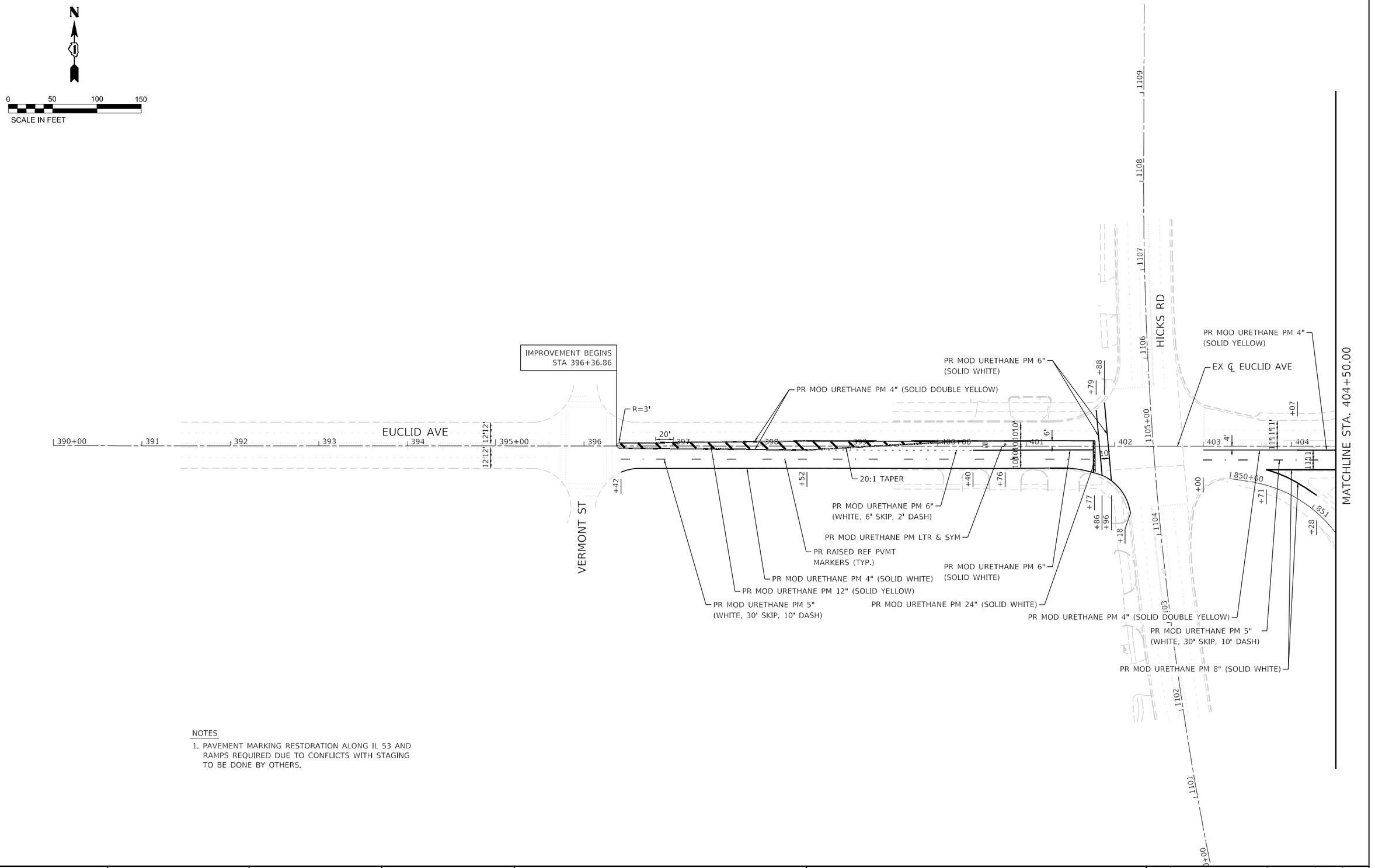
AHMEDI BEE, PE
PROJECT ENGINEER: ACCURATE GROUP, INC.



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Accurate GROUP, INC.	USER NAME = abee	DESIGNATED - LP/AC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSURFACE UTILITY ENGINEERING STUDY EUCLID AVENUE – HICKS ROAD TO ROHWING ROAD
		DRAFTED - AK	REVISED -		
		CHECKED - AB	REVISED -		
	PLOT DATE = 9/28/2023	DATE - 09/28/2023	REVISED -		SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	59
		PROJECT NO.	62W30	
	ILLINOIS	FED. AID PROJECT WKBE(580)		



NOTES

1. PAVEMENT MARKING RESTORATION ALONG IL 53 AND RAMPS REQUIRED DUE TO CONFLICTS WITH STAGING TO BE DONE BY OTHERS.

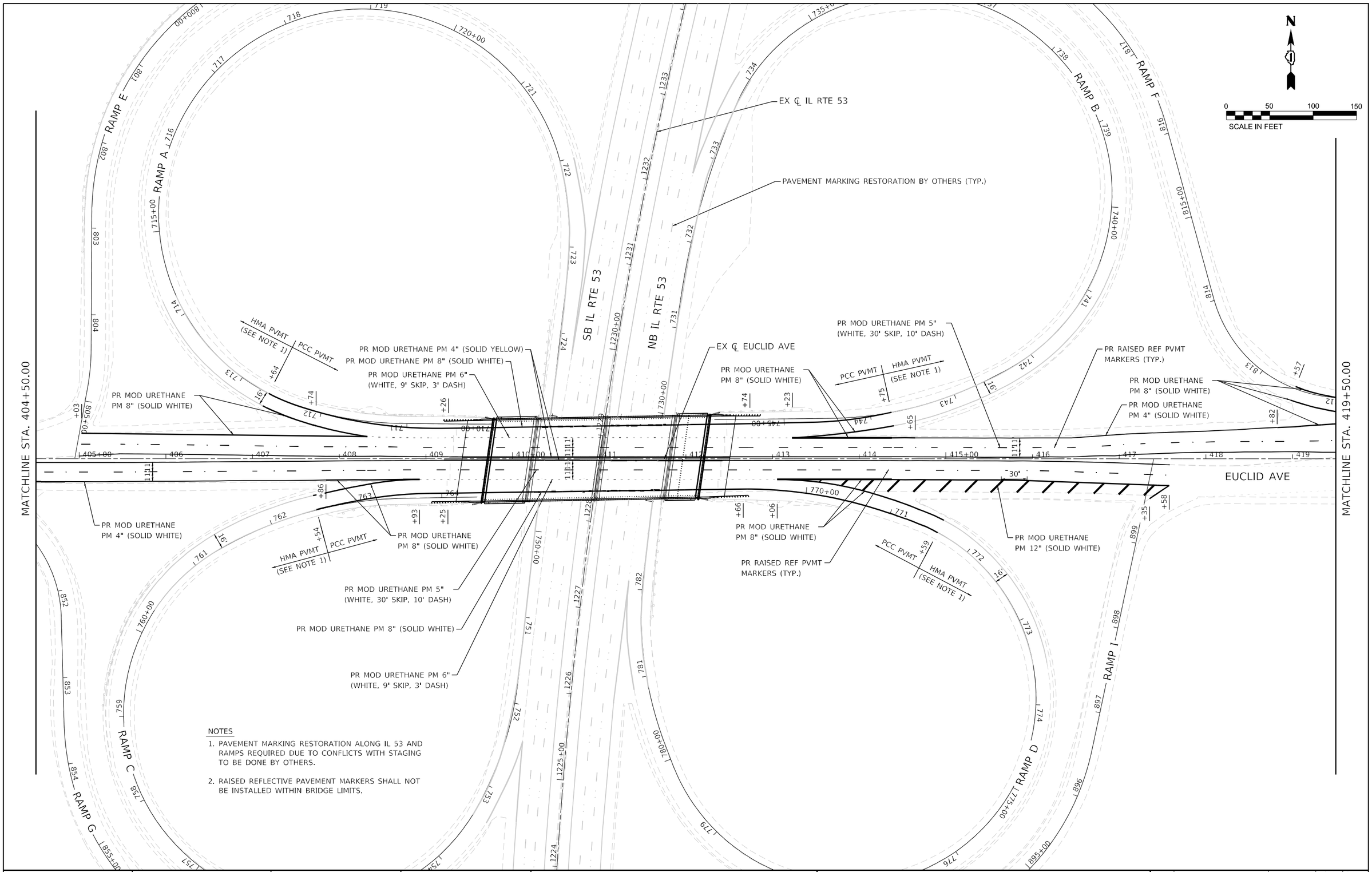
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = jkeinn	DESIGNED - JK	REVISED -
		DRAWN - JK	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RC	REVISED -
	PLOT DATE = 8/14/2024	DATE - $DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 396+36.86 TO STA. 404+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	60
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



NOTES

1. PAVEMENT MARKING RESTORATION ALONG IL 53 AND RAMPS REQUIRED DUE TO CONFLICTS WITH STAGING TO BE DONE BY OTHERS.
2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED WITHIN BRIDGE LIMITS.

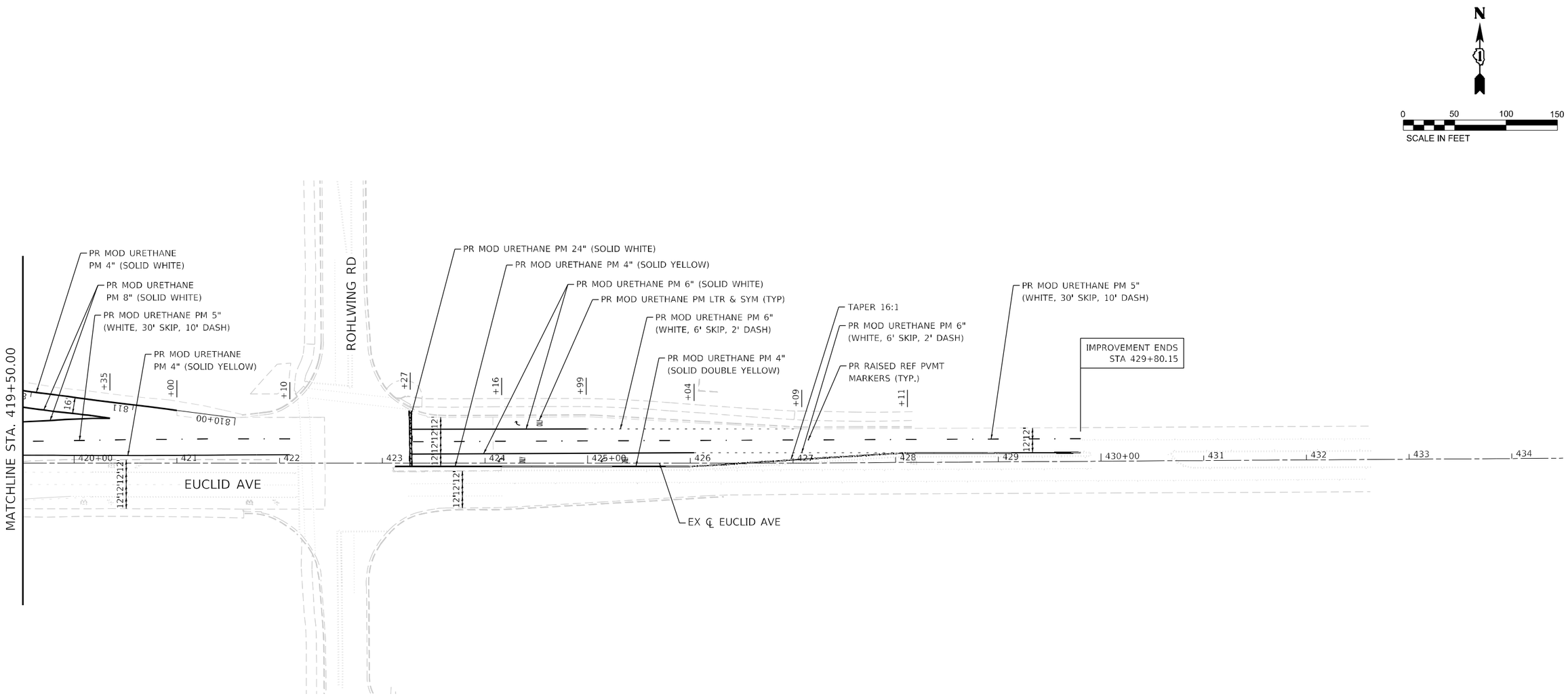
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 404+50.00 TO STA. 419+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	61
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



NOTES

1. PAVEMENT MARKING RESTORATION ALONG IL 53 AND RAMPS REQUIRED DUE TO CONFLICTS WITH STAGING TO BE DONE BY OTHERS.

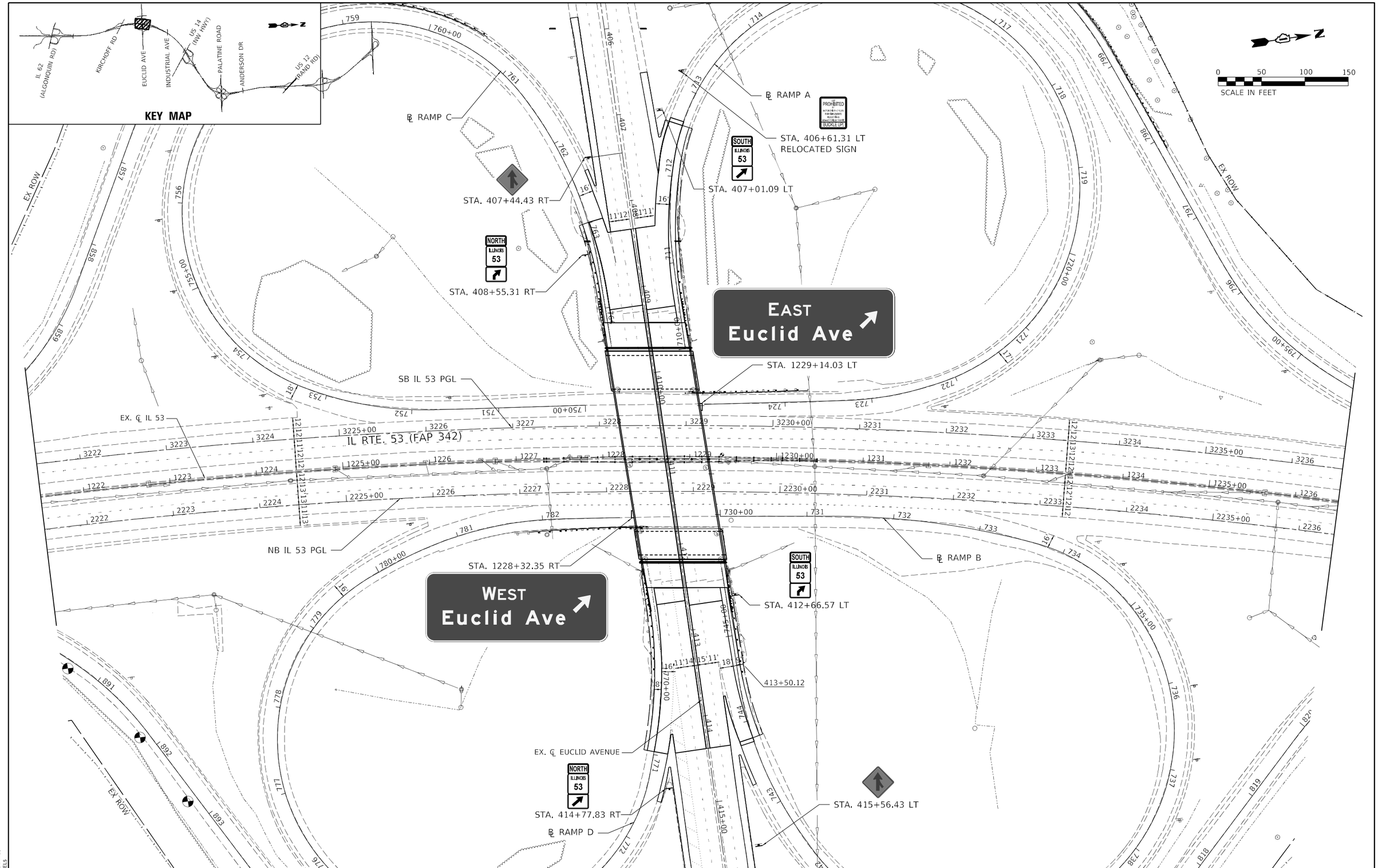
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 419+50.00 | TO STA. 429+80.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	62
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



MODEL: $MODELNAME$
FILE NAME: $FILE$

1016 W. JACKSON BLVD. CHICAGO, ILLINOIS 60607 (312) 776-5591	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

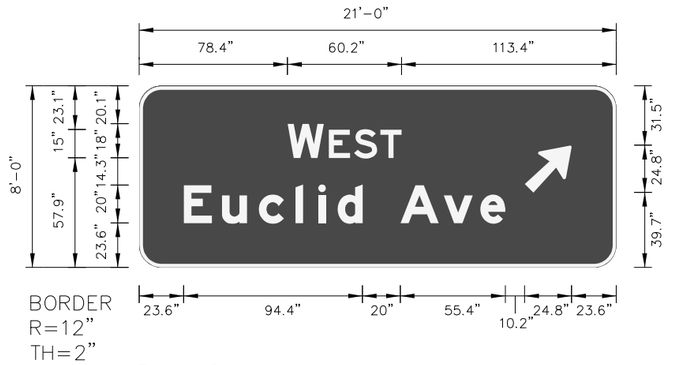
IL ROUTE 53
BRIDGE MOUNTED SIGNING PLAN

SCALE: 1" = 50' | SHEET 1 OF 1 SHEETS | STA. 1221+50.00 TO STA. 1236+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(532-2-HB)BR 23	COOK	187	63
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT 8Z8C(183)		

SIGN DETAIL

1:75



Panel Style: guide_exp_advance_a.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	name
WIDTH x HGHT.	21'-0" x 8'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/White

SYMBOL	ROT	X	Y	WID	HT
AR_Type A	315	203.6	39.7	20	31.5

Panel Style: guide_exp_advance_a.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																LENGTH	SERIES/SIZE
W	E	S	T																														E 2000
78.4	100.2	113.5	127.3																													60.2	18,15
E	u	c	l	i	d		A	v	e																								EM 2000
23.6	43.8	63.2	82.6	94.6	104.8	118	138	160.8	180.2																							169.8	20/15

MODEL: $MODELNAME$
FILE NAME: $FILE$

PIN POINT PRECISION ENGINEERING
1016 W. JACKSON BLVD.
CHICAGO, ILLINOIS 60607
(312) 776-5591

USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

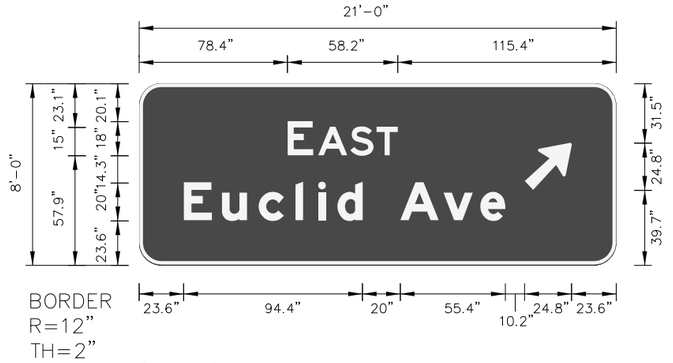
IL ROUTE 53
BRIDGE MOUNTED SIGNING DETAILS

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(532-2-HB)BR 23	COOK	187	64
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT 8Z8C(183)		

SIGN DETAIL

1:75



Panel Style: guide_exp_advance_a.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	name	
WIDTH x HGHT.	21'-0" x 8'-0"	
BORDER WIDTH	2"	
CORNER RADIUS	12"	
MOUNTING	Overhead	
BACKGROUND	TYPE:	Reflective
	COLOR:	Green
LEGEND/BORDER	TYPE:	Reflective
	COLOR:	White/White

SYMBOL	ROT	X	Y	WID	HT
AR_Type A	315	203.6	39.7	20	31.5

Panel Style: guide_exp_advance_a.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																LENGTH	SERIES/SIZE
E	A	S	T																														E 2000
78.4	94.6	111.6	125.4																													58.2	18,15
E	u	c	l	i	d		A	v	e																								EM 2000
23.6	43.8	63.2	82.6	94.6	104.8	118	138	160.8	180.2																							169.8	20/15

PIN POINT PRECISION ENGINEERING
1016 W. JACKSON BLVD.
CHICAGO, ILLINOIS 60607
(312) 776-5591

USER NAME = $USERS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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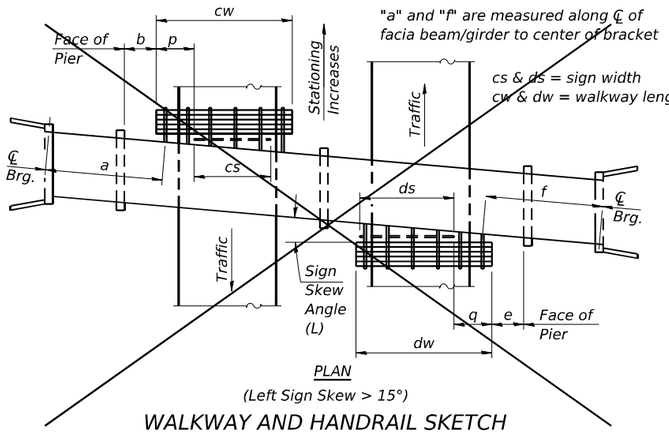
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
BRIDGE MOUNTED SIGNING DETAILS

SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(532-2-HB)BR 23	COOK	187	65
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT 8Z8C(183)		

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FILE NAME: $FILEL$

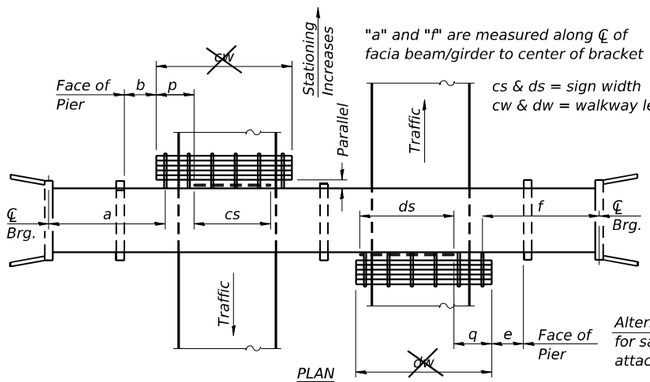


PLAN

(Left Sign Skew > 15°)

WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)

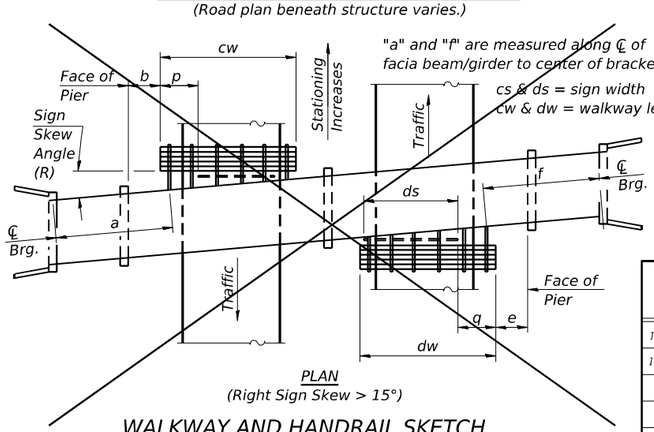


PLAN

(For Sign Skew ≤ 15°, all brackets constant)

WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)

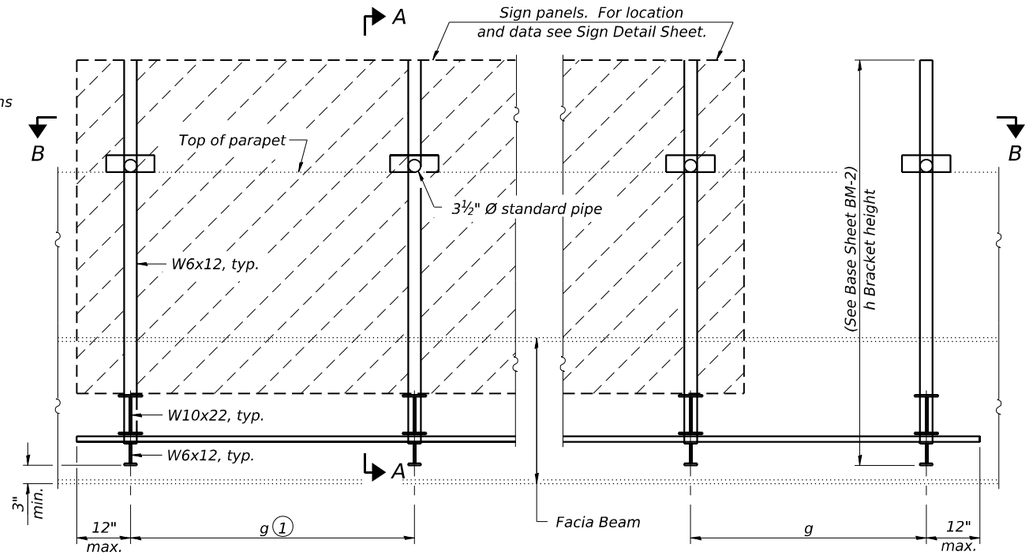


PLAN

(Right Sign Skew > 15°)

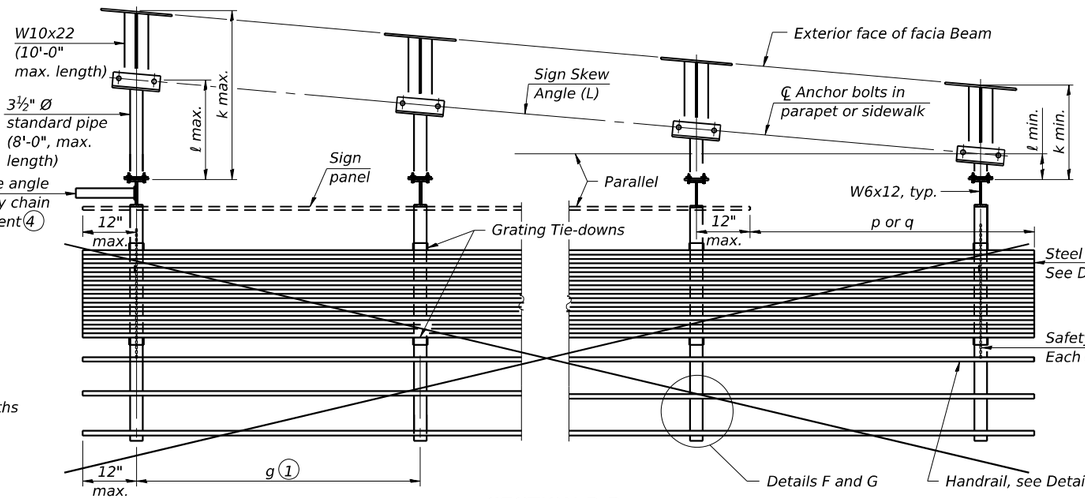
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath structure varies.)



TYPICAL FRONT ELEVATION

(With lights, safety chain and handrail omitted for clarity.)



SECTION B-B

(Shown: Left Sign Skew>15°)

Structure Number	Sign Skew Angle (L) or (R)	Bridge Station	Bridge Structure Number	Contract Route Designation	a	b	cs	cw	ds	dw	e	f	g	No. of Brackets (Total)	p	q	Total Grating/ Hndrl. Lengths (cw + dw)
1B016S053L000.0	8° 10' 7" (R)	1228+73.00	016-1018	F.A.P. 342		9'-0"	21'-0"	0'-0"					5'-0"	5	0'-0"		0'-0"
1B016S053R000.0	8° 10' 7" (R)	1228+73.00	016-1018	F.A.P. 342					21'-0"	0'-0"	9'-0"		5'-0"	5		0'-0"	0'-0"

Dimensions a, b, e, f & g may vary as approved by the Engineer, see (1).
When cw < cs and/or dw < ds, use alternate brackets without walkway supports where applicable, see (3).

GENERAL NOTES

SPECIFICATIONS:

DESIGN: AASHTO Standard Specifications for Structural Supports for (2) Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

MINIMUM CLEARANCE: 3" greater than bridge members at all locations. (All Obstructions)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specificiations.

MATERIALS: All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50,).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, ¾" Ø x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

(1) *Bracket spacing g ≤ 6'-0", max. Spacing shall be uniform if possible but may vary ±6" to miss existing obstruction (rail post, light poles, web stiffeners, splice plates, etc.). Adjust bracket lengths accordingly on skewed structures.*

(2) *Any design modifications shall be based on the current version of applicable specifications and submitted for the Engineer's approval.*

(3) *Unit price includes grating, handrail, brackets, supports, anchor bolts, fasteners, fabrication, delivery, erection, field drilling and other necessary items. Limits of payment are based on grating length (cw, dw) unless otherwise specified. For Safety Chain Details and Details D, F and G, see Base Sheet BM-4.*

(4) *If walkway bracket at safety chain location is behind sign, add angle to bracket. See detail on Base Sheet BM-4.*

TOTAL BILL OF MATERIAL

(3) OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED	Foot	42
REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	Each	2

BM-1

5-15-2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED -	HP	REVISED -	
		CHECKED -	CSP	REVISED -	
PLOT SCALE =		DRAWN -	PAF	REVISED -	
PLOT DATE =		CHECKED -	HP	REVISED -	

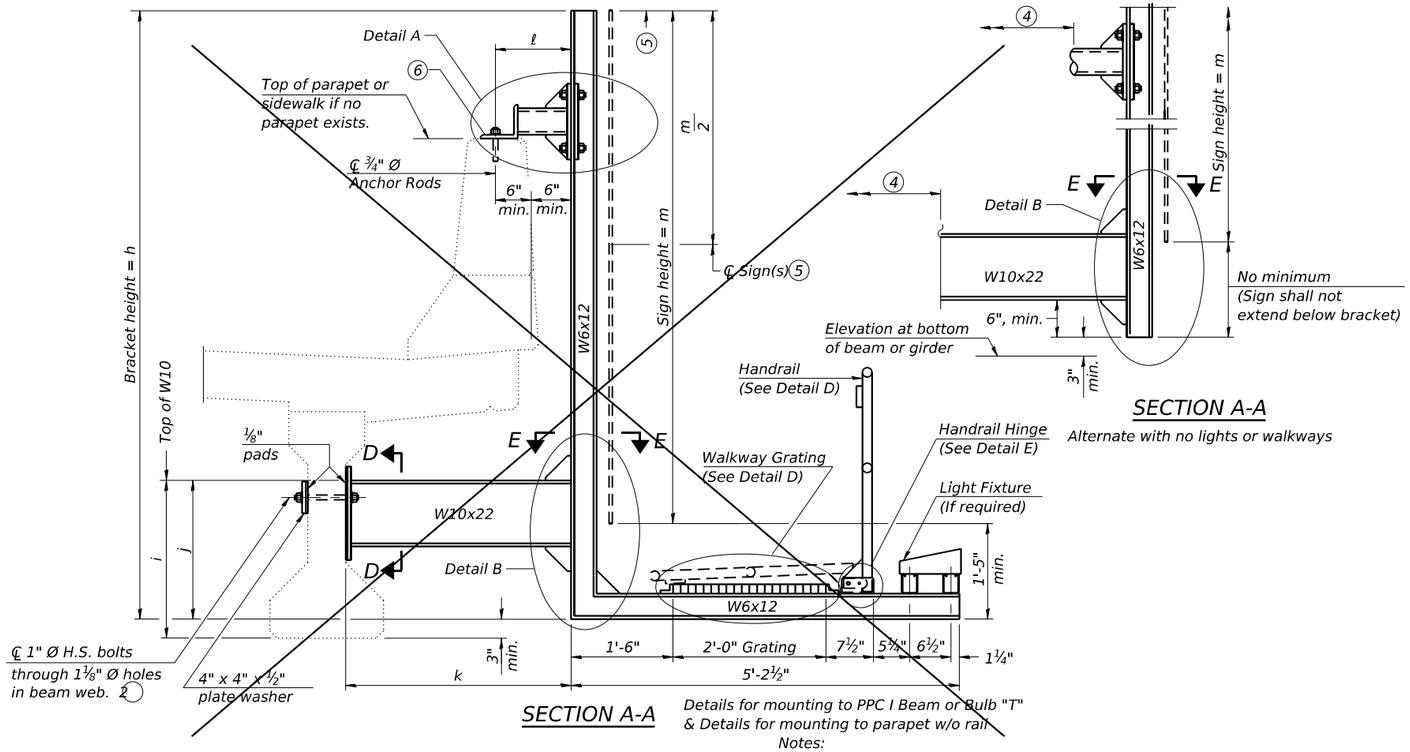
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
GENERAL PLAN AND ELEVATION

SHEET 1 OF 4 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	66
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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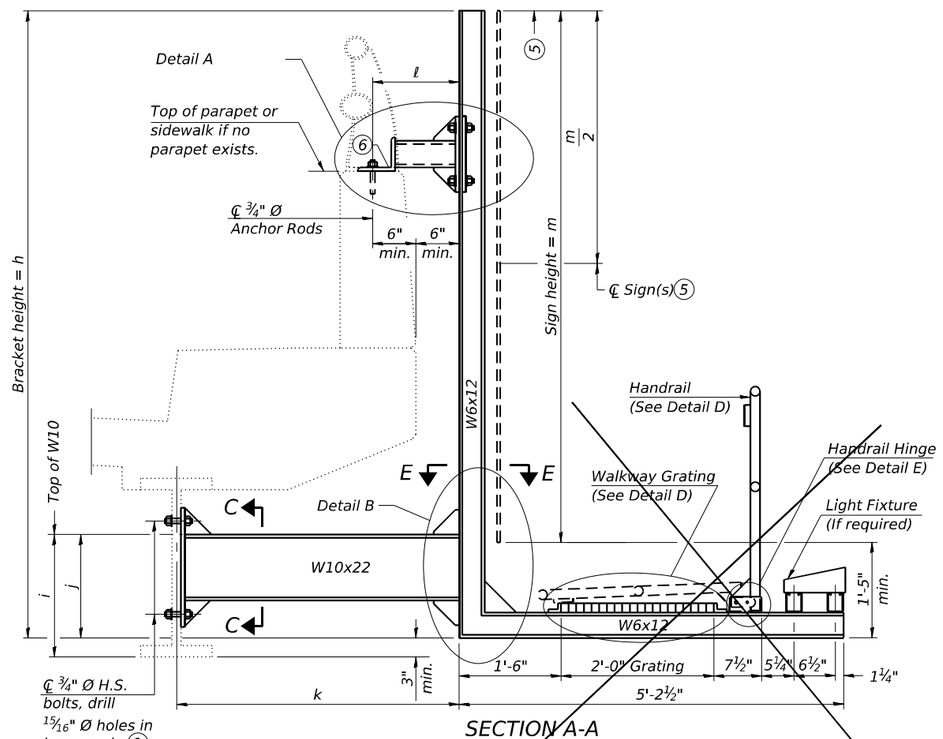


SECTION A-A

Alternate with no lights or walkways

SECTION A-A

Details for mounting to PPC I Beam or Bulb "T" & Details for mounting to parapet w/o rail



SECTION A-A

Details for mounting to steel beam or girder & Details for mounting with existing parapet mounted rail

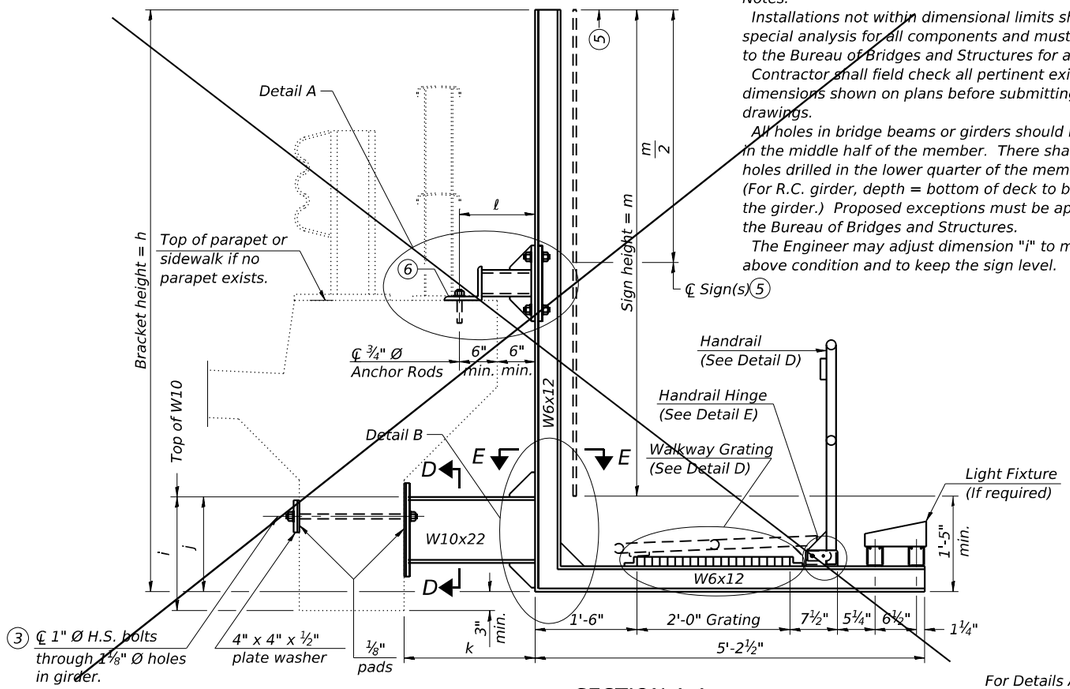
Notes:

Installations not within dimensional limits shown require special analysis for all components and must be submitted to the Bureau of Bridges and Structures for approval.

Contractor shall field check all pertinent existing bridge dimensions shown on plans before submitting shop drawings.

All holes in bridge beams or girders should be located in the middle half of the member. There shall be no holes drilled in the lower quarter of the member's depth. (For R.C. girder, depth = bottom of deck to bottom of the girder.) Proposed exceptions must be approved by the Bureau of Bridges and Structures.

The Engineer may adjust dimension "j" to meet the above condition and to keep the sign level.



SECTION A-A

Details for mounting to integral reinforced concrete girder & Details for mounting on safety curb with surface-mount bridge rail

For Details A & B, Sections C-C, D-D and E-E, see Base Sheet BM-3.

For Details D & E, see Base Sheet BM-4.

1. Holes in new steel members may be drilled in the fabrication shop or in the field. Field drill existing members.
2. For new PPC I beams, holes shall be formed during casting. For existing PPC I beams, prestressing strand locations shall be determined and spaced to miss strands by 6", min. Minimize spalling during field drilling of existing beams.
3. For new construction, form holes. For existing RC beams, locate primary reinforcement and space holes to miss by 6", min. Minimize spalling and concrete fracturing/damage during field drilling of existing concrete. Spalls over ¼" deep or beyond the coverage of the 4x4 plate washer shall be repaired with epoxy mortar before installing washer.
4. For attachment details of 3½" pipe and W10x22, see other sections as applicable.
5. Sign shall not extend more than 6" above top of bracket, and this dimension may vary to keep sign level if bridge is on grade or vertical curve. Multiple signs of various heights shall share a common horizontal centerline and use equal bracket heights. If no sign is attached to a W6x12 vertical (bracket only supporting walkway), dimension h shall be the same as an adjacent bracket with a sign attached, unless Engineer specifically directs shorter brackets due to locational restraints on future uses. (See Detail A for minimum bracket height.)
6. For bridge mounted sign structures installed on new bridges with railing, during design, bracket spacing must be coordinated with railing post spacing and the Contractor must install upper brackets prior to railing installation. For bridge mounted sign structures installed on existing bridges with railing, during design, brackets spacing must be coordinated with railing post spacing and the Contractor must temporarily remove sections of railing to facilitate upper bracket installation. If it is determined during design that existing railings can't be removed, alternate upper connection details must be developed for the contract plans and approved by the Bureau of Bridges and Structures.

Structure Number	Station	h	i	j	k max. (10'-0" max.)	ℓ max. (8'-0" max.)	m (15'-0" max.)
1B016S053L000.0	1228+73.00	9'–5"	2'–1"	1'–8"	3'–10"	1'–0"	8'–0"
1B016S053R000.0	1228+73.00	9'–5"	2'–1"	1'–8"	3'–10"	1'–0"	8'–0"

BM-2

5-15-2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED - HP	REVISED -	
		CHECKED - CSP	REVISED -	
PLOT SCALE =		DRAWN - PAF	REVISED -	
PLOT DATE =		CHECKED - HP	REVISED -	

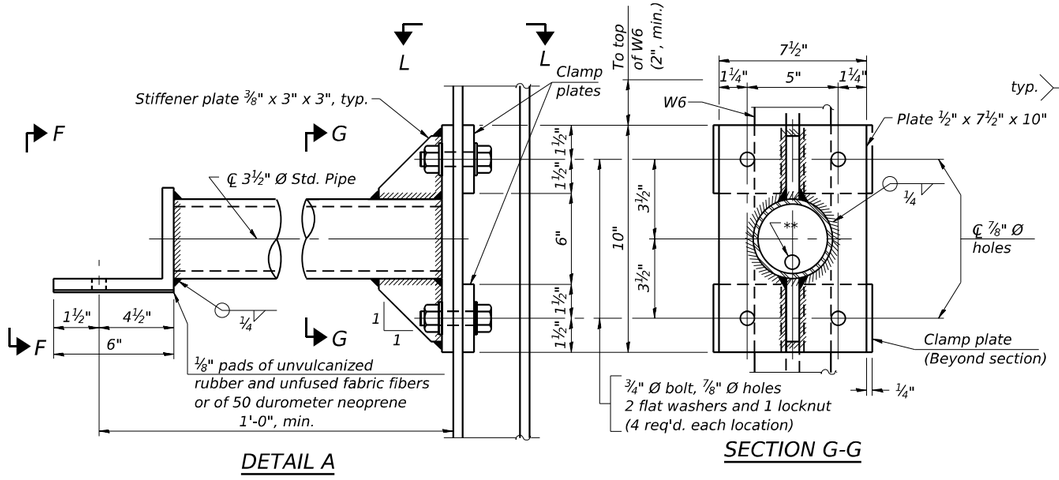
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY AND CONNECTION DETAILS

SHEET 2 OF 4 SHEETS

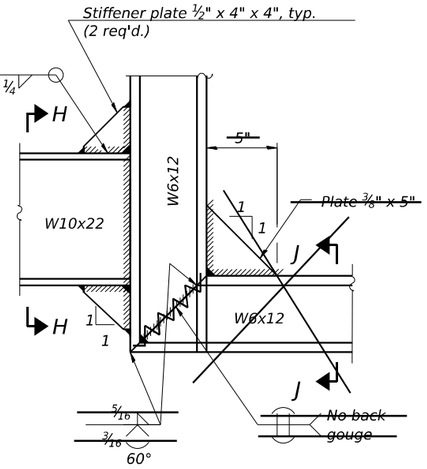
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		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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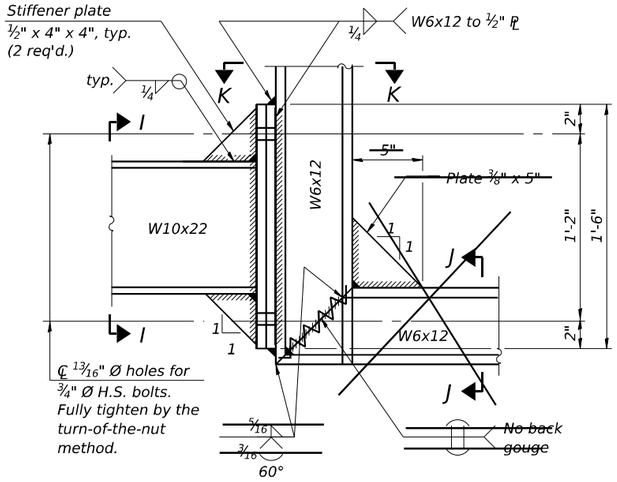


DETAIL A

SECTION G-G



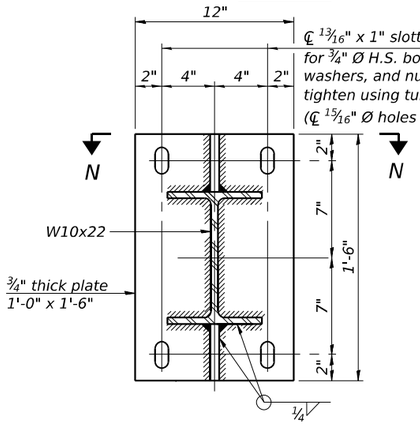
DETAIL B - WELDED W10x22 TO W6x12 CONNECTION



℄ 13⁄16" Ø holes for ¾" Ø H.S. bolts. Fully tighten by the turn-of-the-nut method.

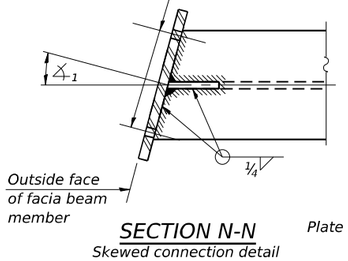
DETAIL B - ALTERNATE BOLTED W10x22 TO W6x12 CONNECTION

Alternate may be substituted by contractor to facilitate construction or galvanizing, especially on long struts for skewed bridges.



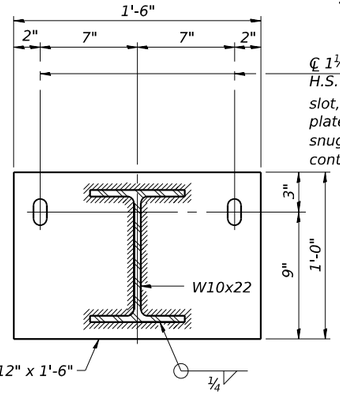
SECTION C-C

Steel beam or girder connection plate details



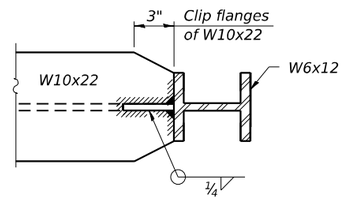
SECTION N-N

Skewed connection detail for W10x22 to facia beam.

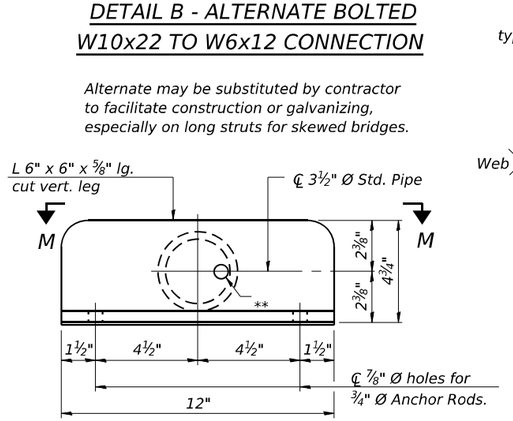


SECTION D-D

Concrete beam or girder connection plate details.

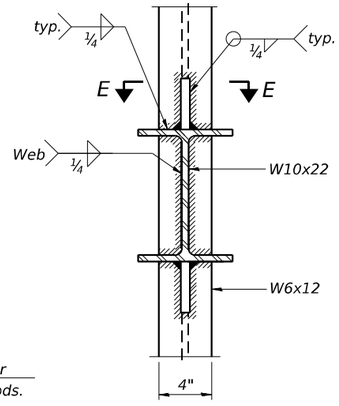


SECTION E-E

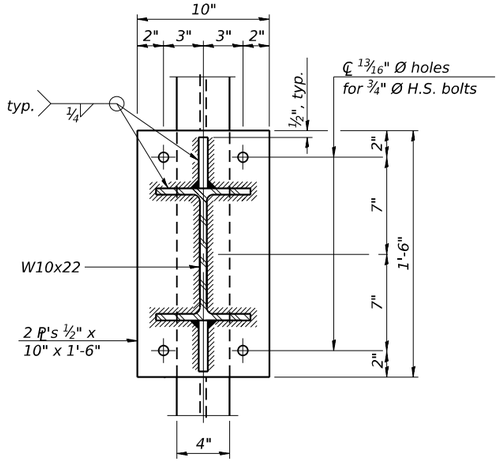


VIEW F-F

** 13⁄16" Ø holes for galvanizing. After galvanizing, install ⅞" Ø A307 hot-dip galvanized bolt to close hole in angle. (No bolt required in ½" plate.)

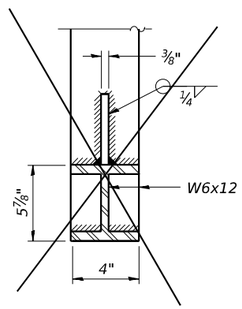


SECTION H-H

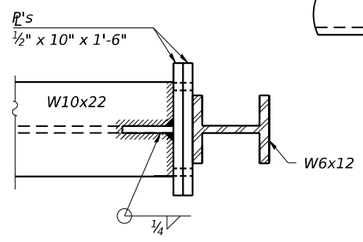


SECTION I-I

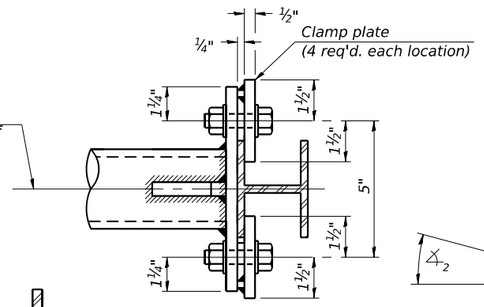
Note: For constant slab overhang at facia beam, $\measuredangle_1 = \measuredangle_2$ = sign angle. For flared beams or other special cases where $\measuredangle_1 \neq \measuredangle_2$, $\measuredangle_1$ = sign angle.



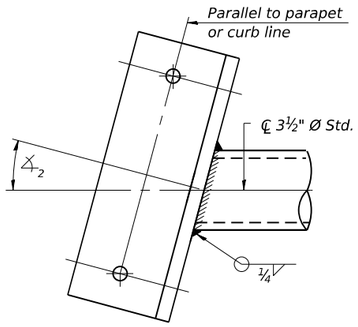
SECTION J-J



SECTION K-K

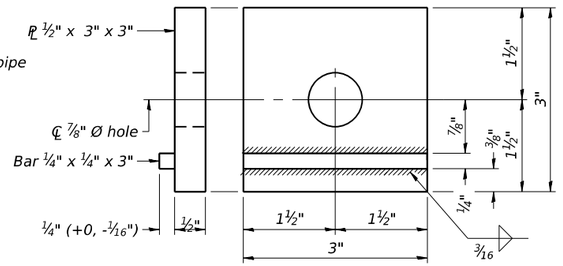


SECTION L-L



SECTION M-M

Skewed connection detail for 3½" Ø pipe to parapet.



CLAMP PLATE DETAILS

BM-3

5-15-2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME	=	DESIGNED	- HP	REVISED	-
		CHECKED	- CSP	REVISED	-
PLOT SCALE	=	DRAWN	- PAF	REVISED	-
PLOT DATE	=	CHECKED	- HP	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

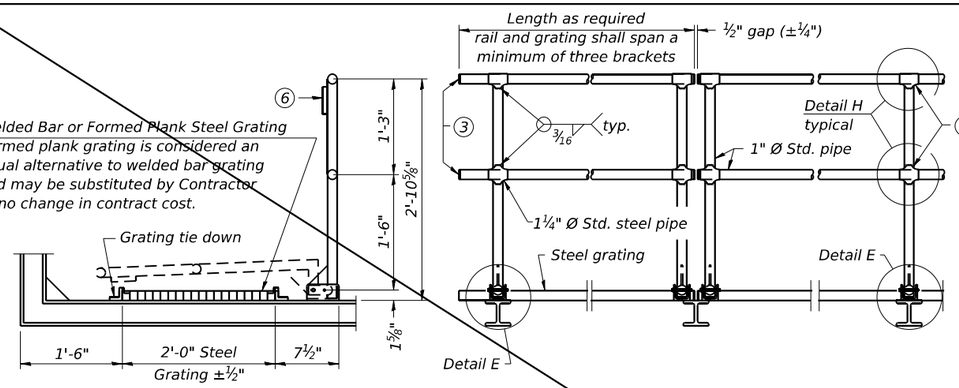
BRIDGE MOUNT SIGN STRUCTURES
CONNECTION DETAILS

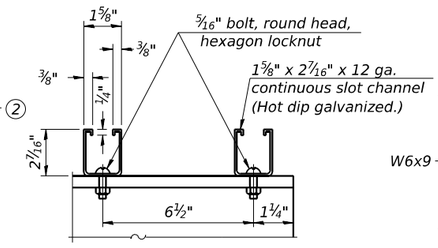
SHEET 3 OF 4 SHEETS

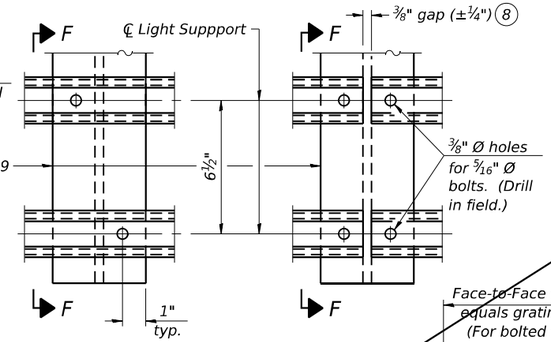
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	68
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

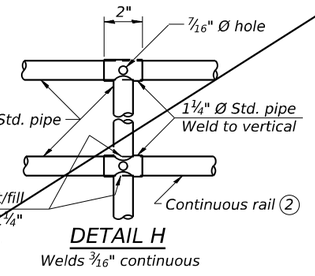
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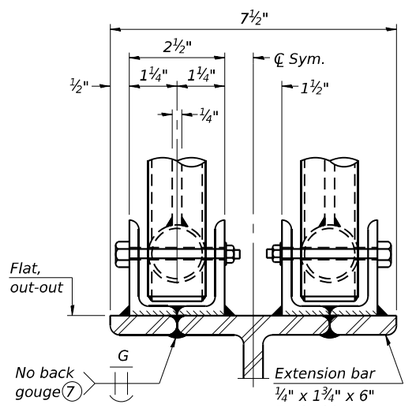
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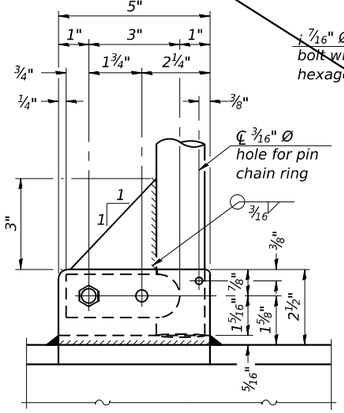


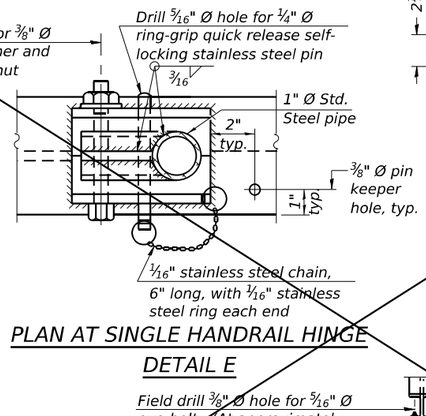


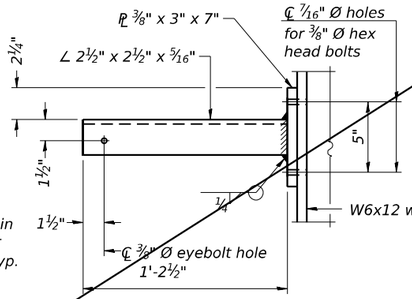


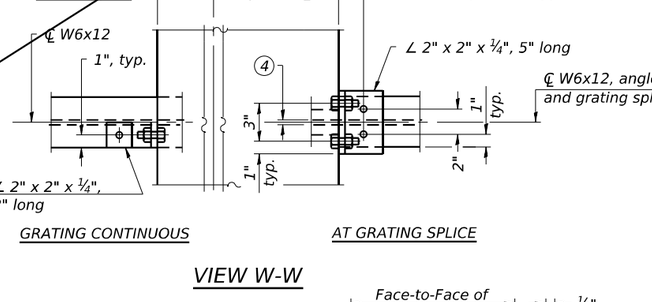


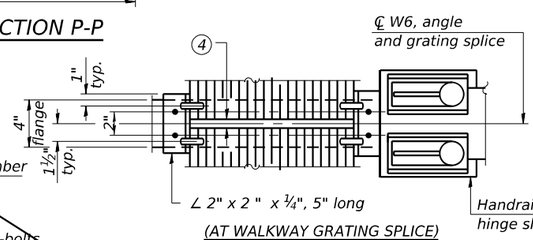


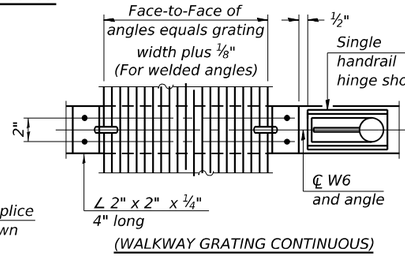


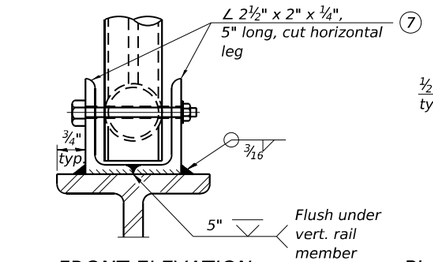


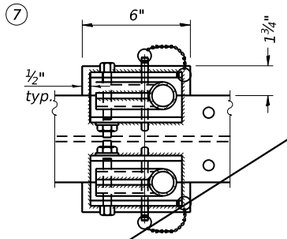


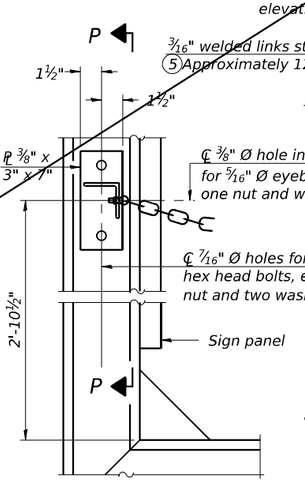


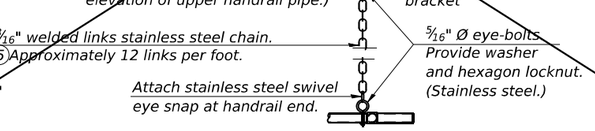


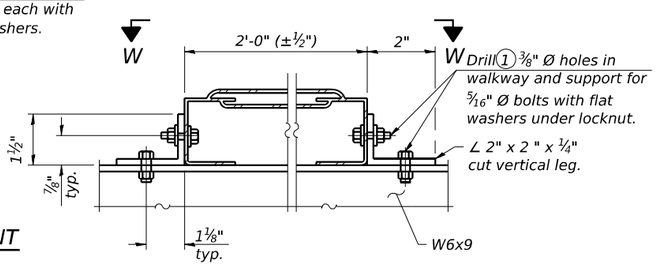


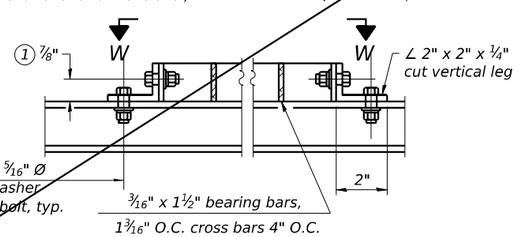












NOTES

1. Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment. Field drilled holes must be touched up with galvanized paint.
2. Horizontal rail member shall be continuous thru 1¼" Ø pipe. Provide 7⁄16" Ø hole in 1¼"Ø pipe for ⅜" Ø bolt. Field drill 7⁄16" Ø hole in horizontal rail member. Provide washer and locknut for bolt. (Use 5⁄16" eyebolts in 7⁄16" Ø holes on top rail at ends only.)
3. Install standard force-fit end caps or weld ⅛" end plates with ⅛" c.f.w. and grind smooth. (All rail ends.)
4. ⅜" (±¼") gap between grating panels at splice.
5. Chain to be type 304L stainless steel suitable for prolonged exterior exposure. Approximately 3'-6" long chain per location. Maximum sag with handrail erected = 4".
6. ℄ ⅛" x ½" x 2" welded to handrail posts to protect locations that contact grating.
7. Extrusions may be used in lieu of details shown, with approval by Engineer.
8. Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

BM-4

5-15-2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE MOUNT SIGN STRUCTURES
WALKWAY DETAILS

SHEET 4 OF 4 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	69
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

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TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

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

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

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STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = footemj		DESIGNED - IP		REVISED -	
		DRAWN - IP		REVISED -	
PLOT SCALE = 50.0000 ' / in.		CHECKED - LP		REVISED -	
PLOT DATE = 3/4/2019		DATE - 9/29/2016		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	70
	TS-05	CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

ts05.dgn 3/4/2019 11:21:59 AM User:footemj

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

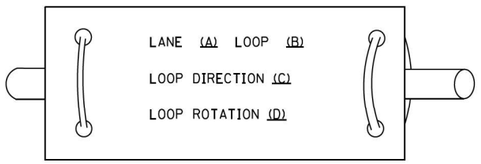
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

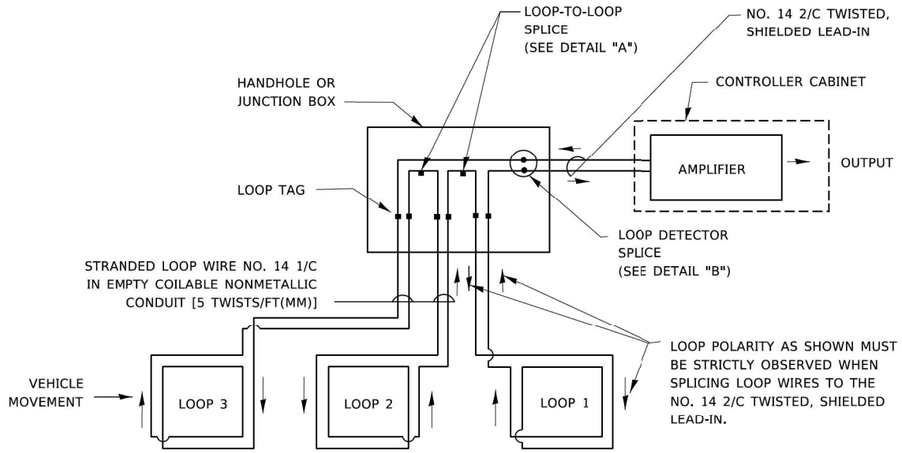
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

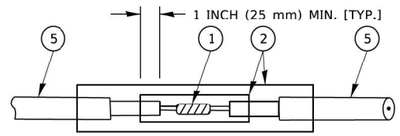


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

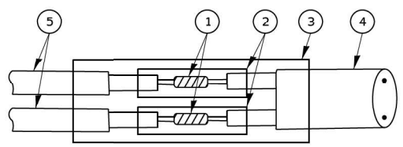


DETECTOR LOOP WIRING SCHEMATIC

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

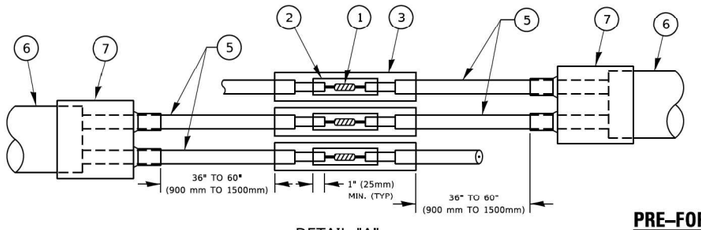


DETAIL "A"
LOOP-TO-LOOP SPLICE



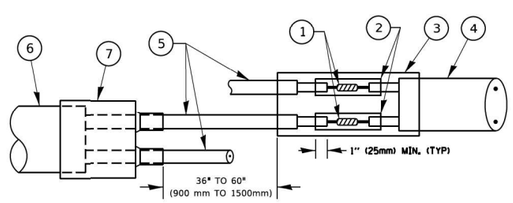
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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STRAND ASSOCIATES
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JOLIET, ILLINOIS 60431
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USER NAME = footemj	DESIGNED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

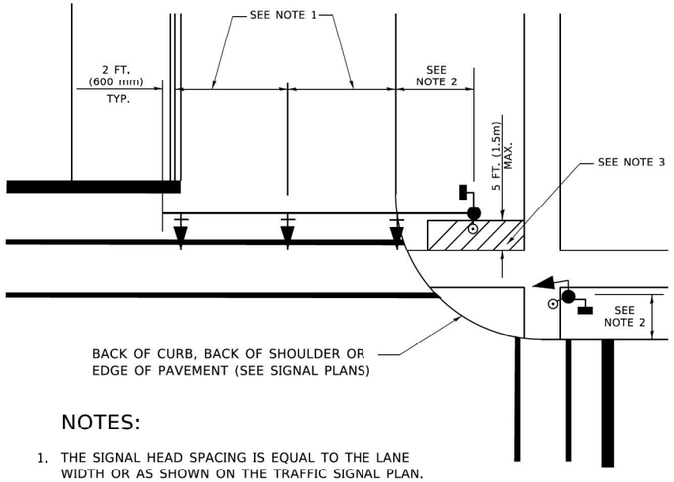
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	71
	TS-05	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

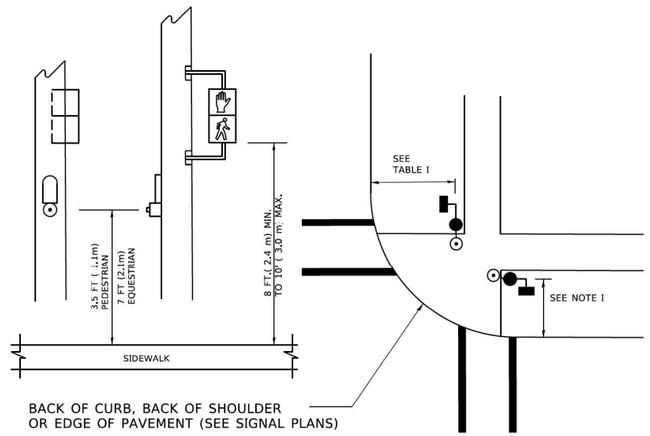
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

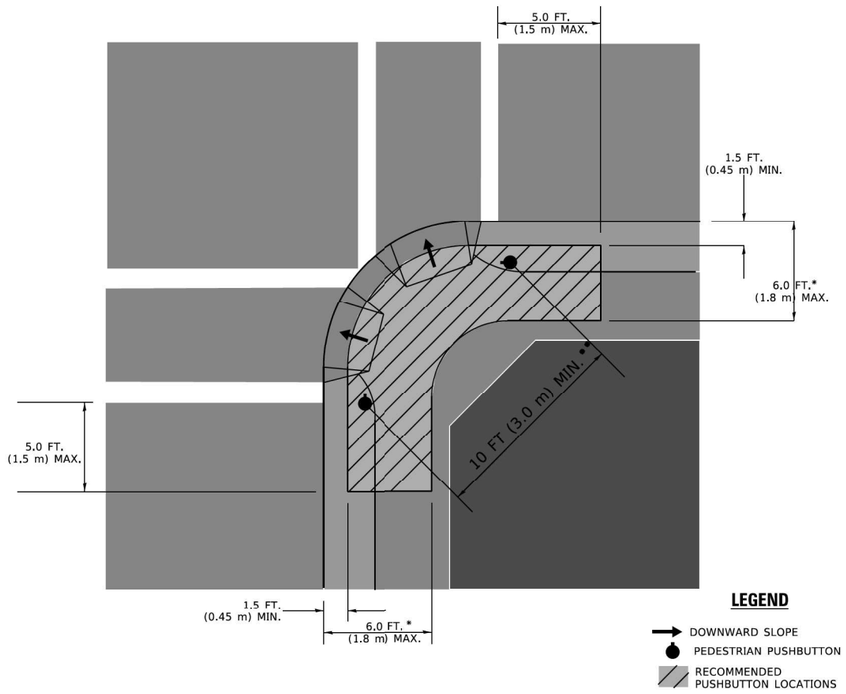
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



* 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 (0.5m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

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

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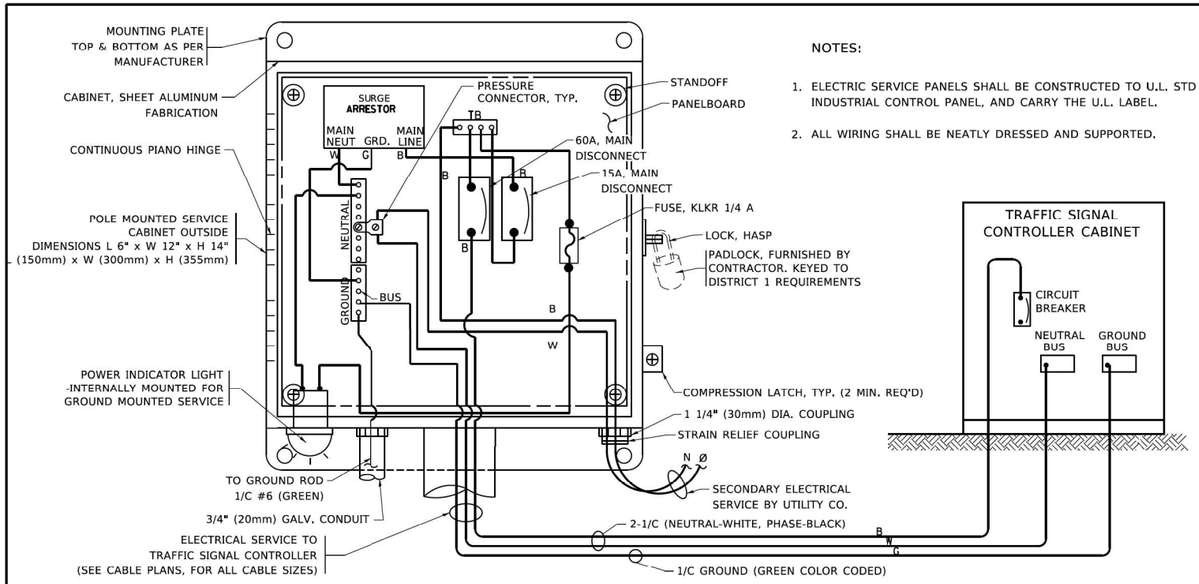
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	72
	TS-05	CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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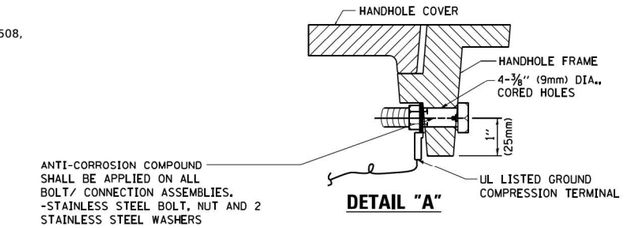
NOTES:

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

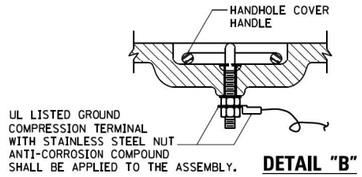
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

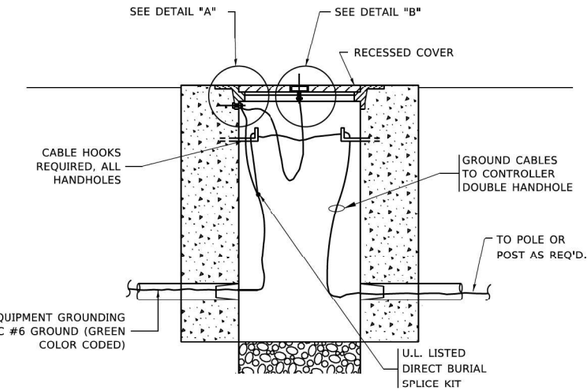


DETAIL "B"

NOTES:

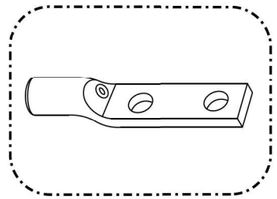
GROUNDING SYSTEM

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, ILLINCIS 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)



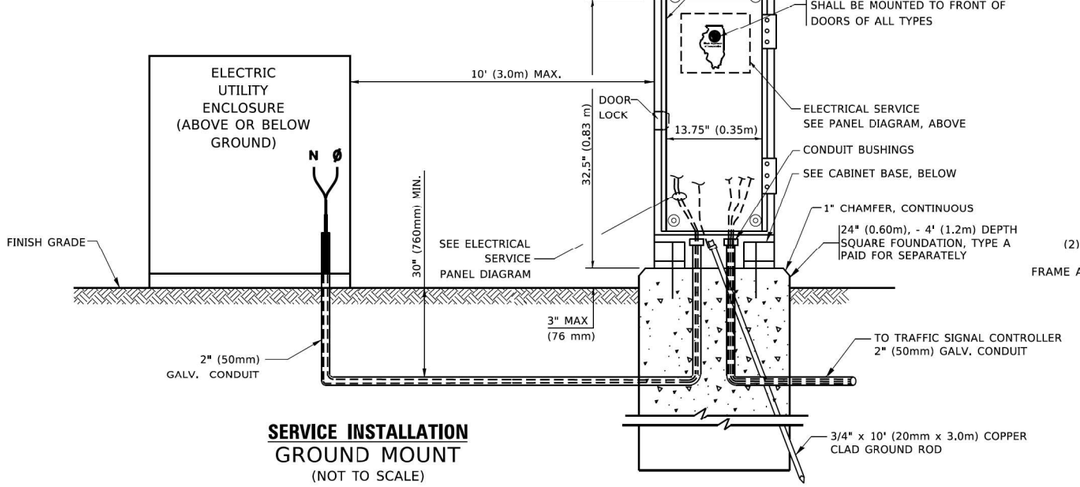
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

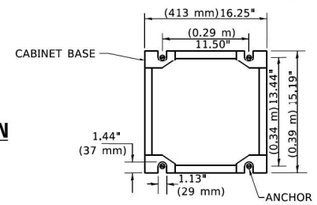
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
  6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
  13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
  5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION

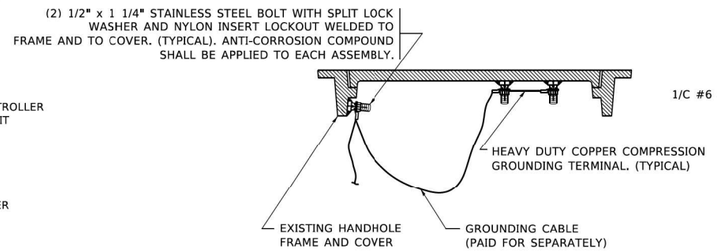
GROUND MOUNT

(NOT TO SCALE)



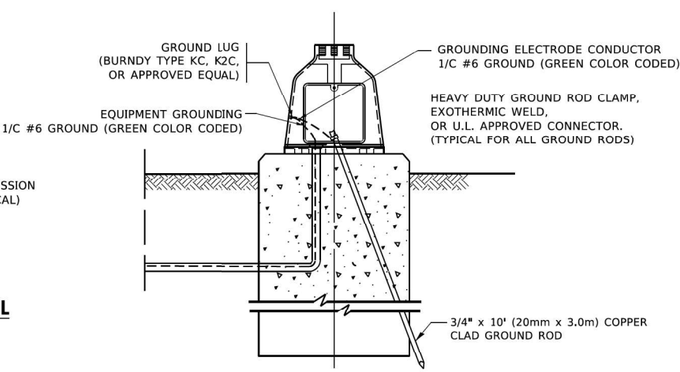
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

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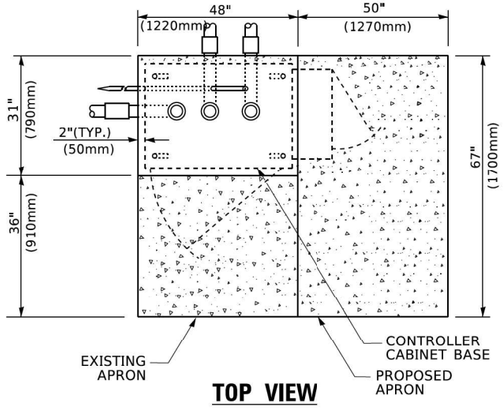
DISTRICT ONE
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SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. | TO STA.

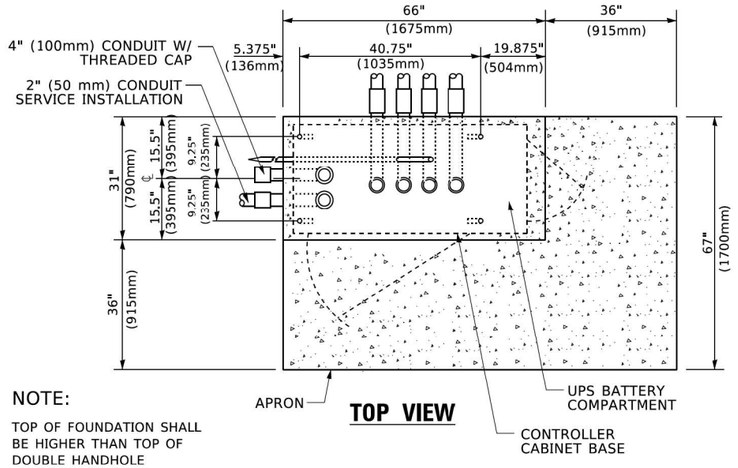
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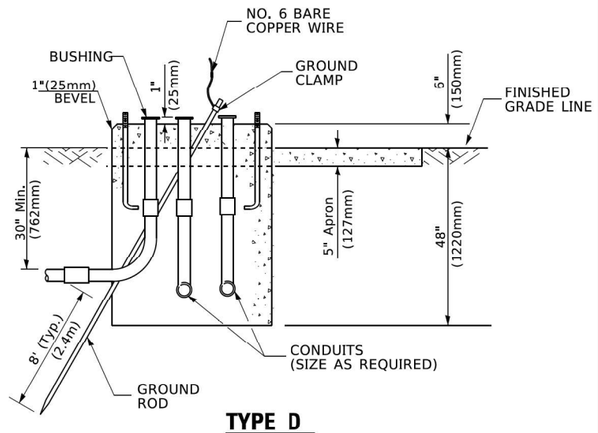
TOP VIEW



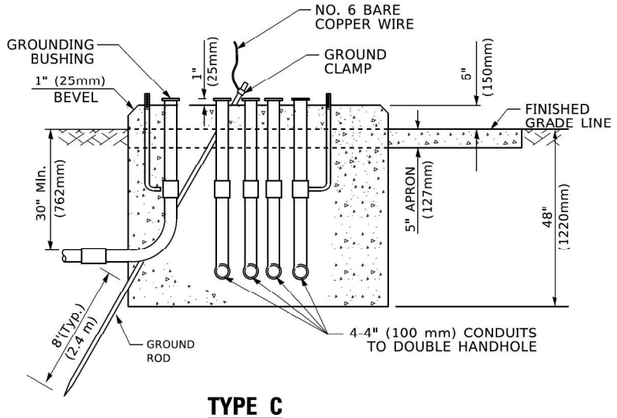
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

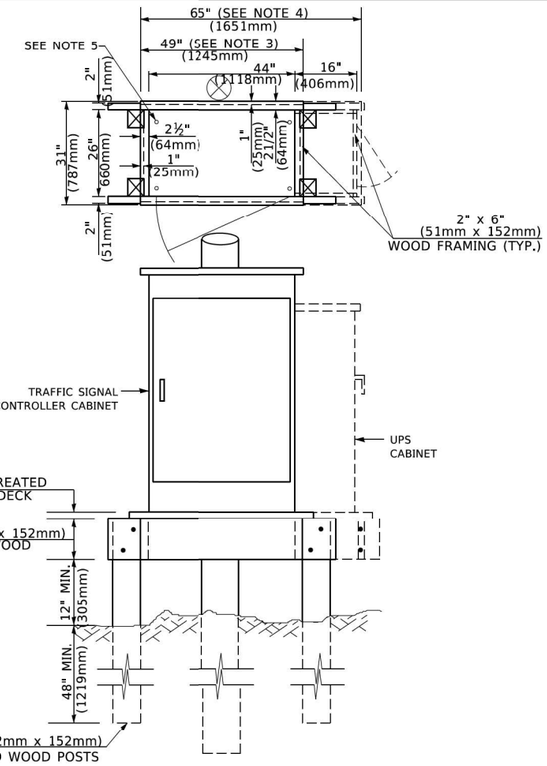
TOP VIEW



TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
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(815) 744-4200

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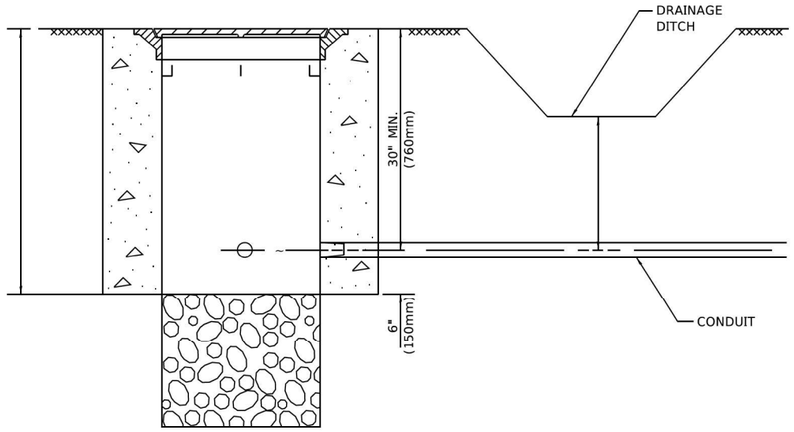
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	74
	TS-05	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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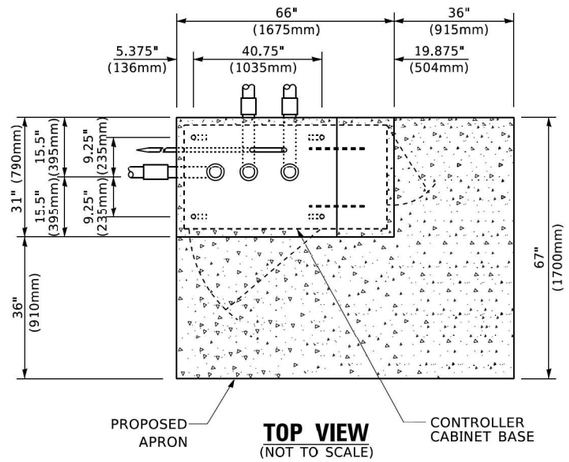


NOTES:

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

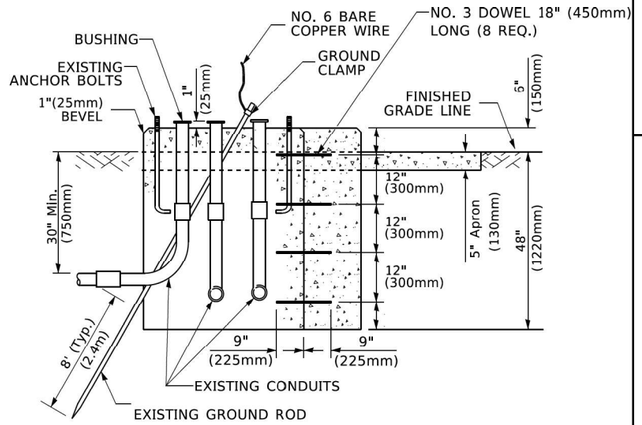
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



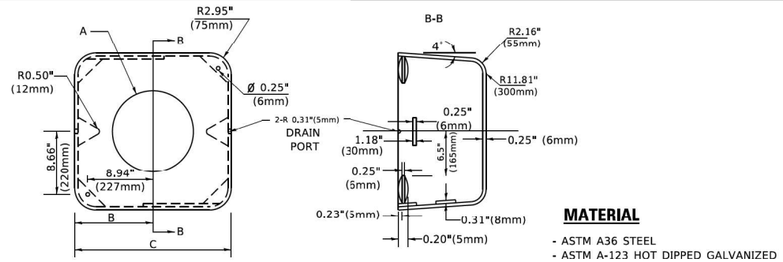
TOP VIEW

(NOT TO SCALE)



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

(NOT TO SCALE)



MATERIAL

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

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

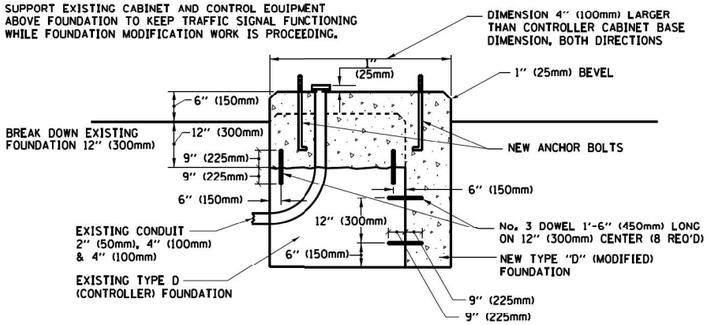
SHROUD

NOTES:

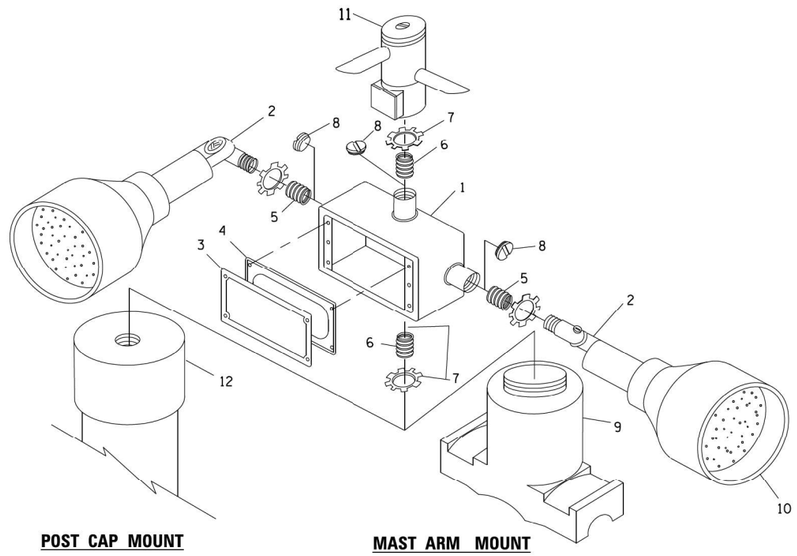
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



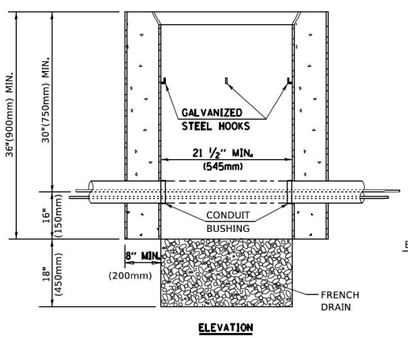
POST CAP MOUNT **MAST ARM MOUNT**

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	½"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

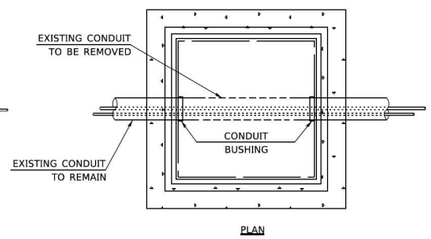
NOTES:

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

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



ELEVATION



PLAN

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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(815) 744-4200

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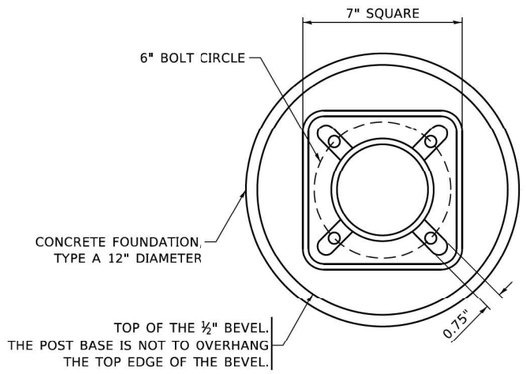
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	75
	TS-05	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

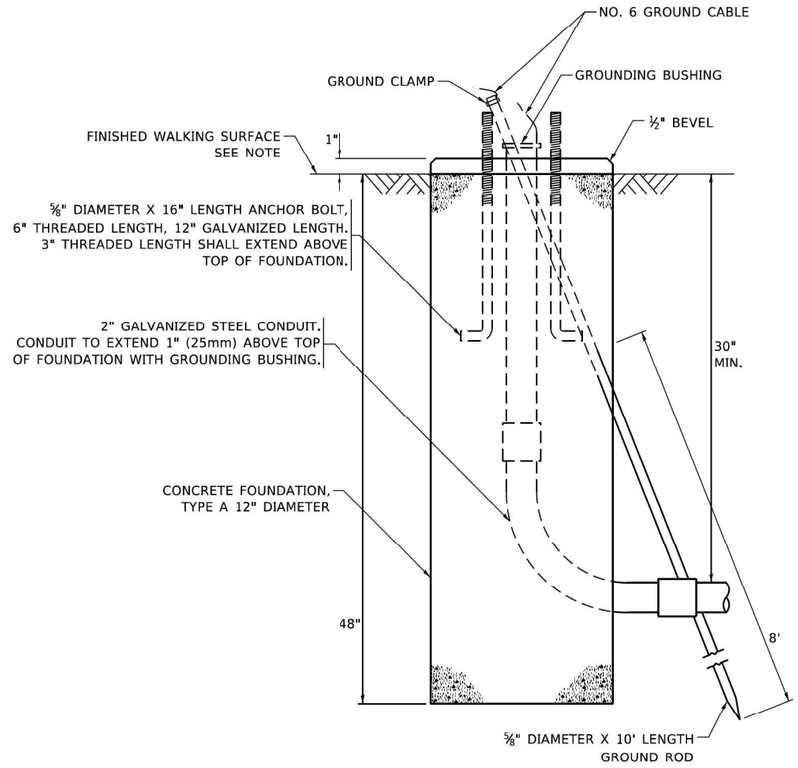
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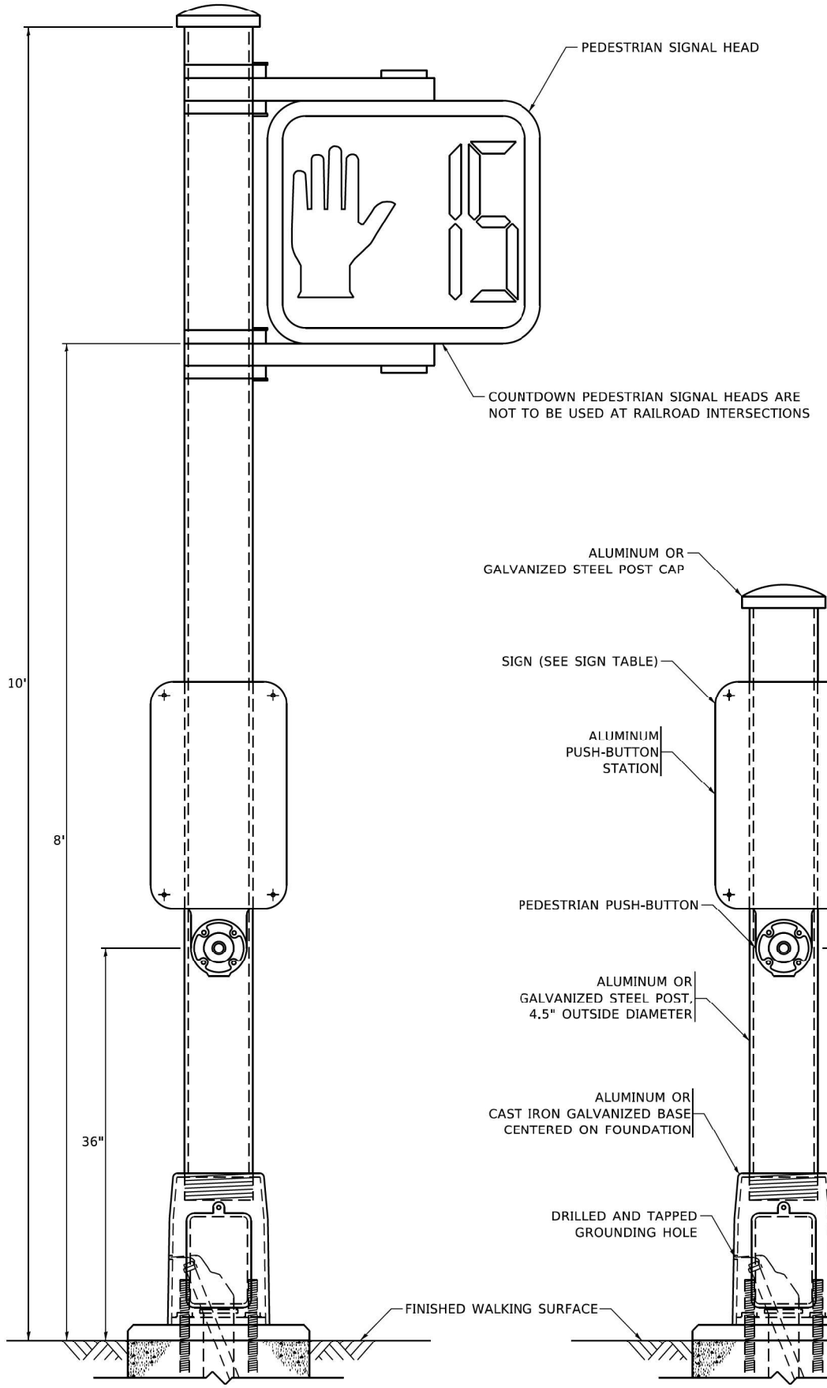
BOLT PATTERN

NOTE:

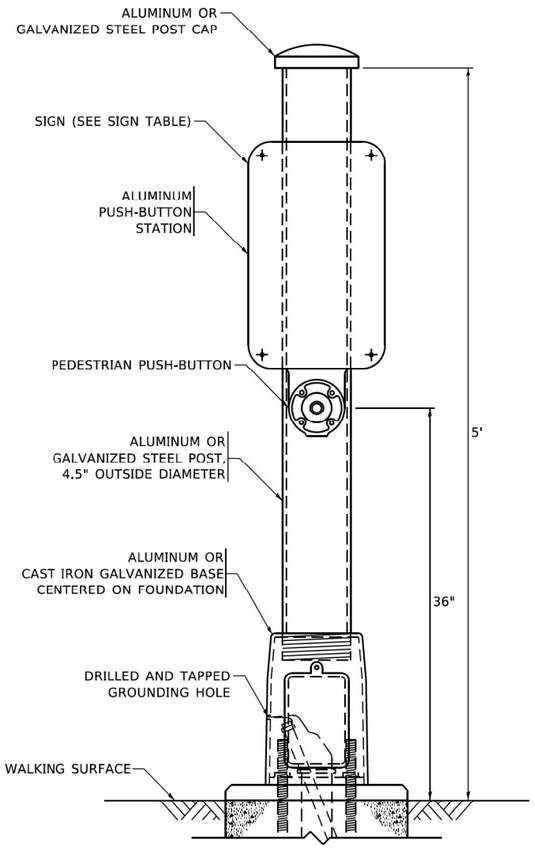
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



CONCRETE FOUNDATION, TYPE A 12–INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



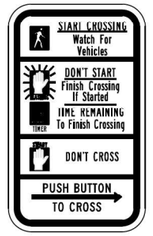
PEDESTRIAN SIGNAL POST, 5 FT.



R10–3b



R10–3d



R10–3e

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

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.

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STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

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	DRAWN - IP	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - LP	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

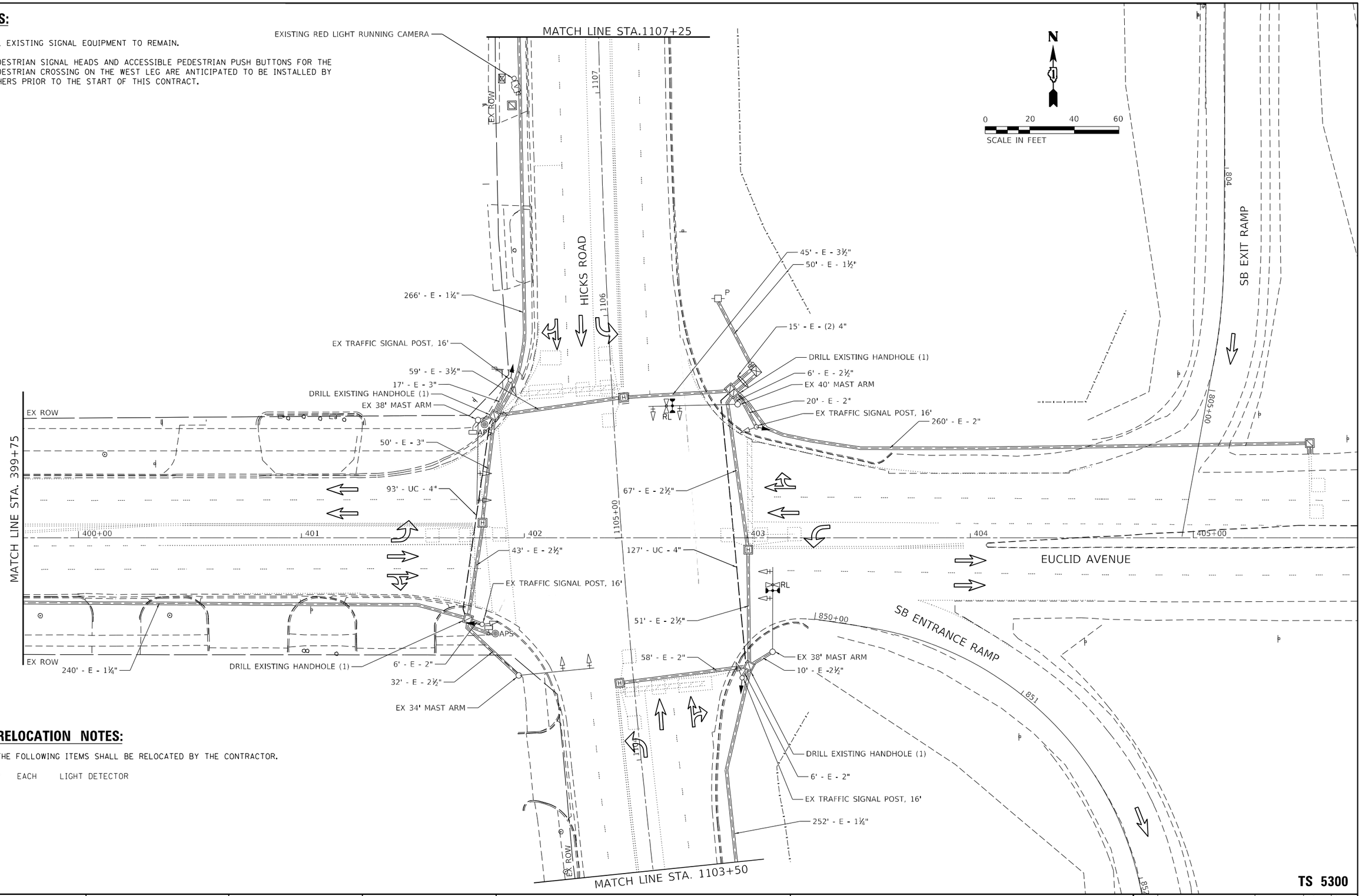
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	76
	TS–05	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

NOTES:

1. ALL EXISTING SIGNAL EQUIPMENT TO REMAIN.
2. PEDESTRIAN SIGNAL HEADS AND ACCESSIBLE PEDESTRIAN PUSH BUTTONS FOR THE PEDESTRIAN CROSSING ON THE WEST LEG ARE ANTICIPATED TO BE INSTALLED BY OTHERS PRIOR TO THE START OF THIS CONTRACT.



RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE RELOCATED BY THE CONTRACTOR.

2 EACH LIGHT DETECTOR

TS 5300

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = alexam	DESIGNED - RRS	REVISED -	
	DRAWN - DJW	REVISED -	
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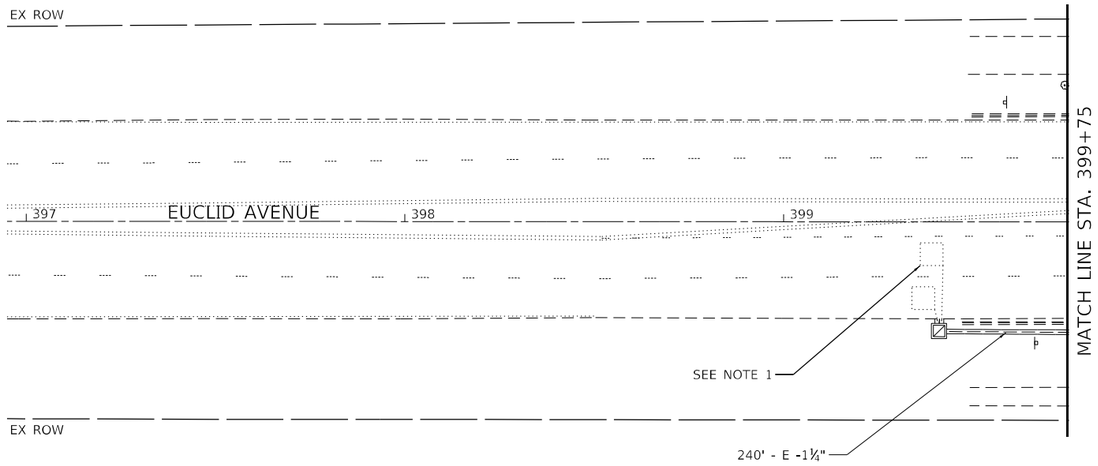
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

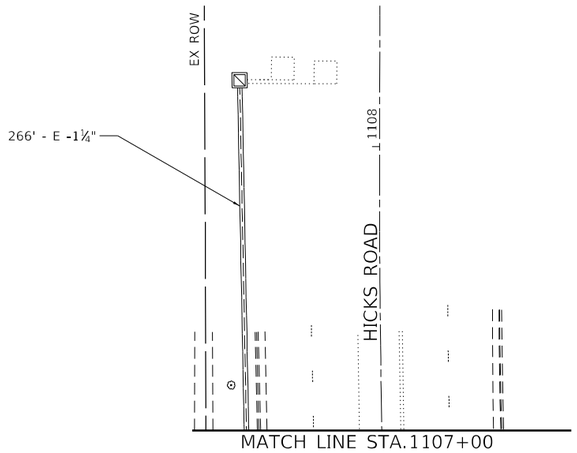
TRAFFIC SIGNAL RELOCATION AND MODERNIZATION PLAN
EUCLID AVENUE AND HICKS ROAD

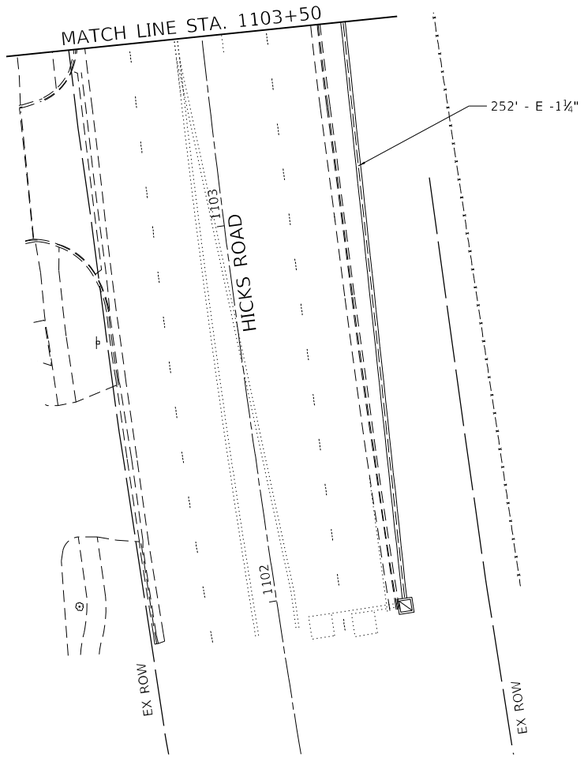
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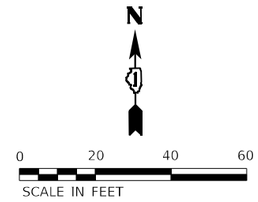
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1292	(531-2-HB)8R 23	COOK	187	77
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

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NOTE:

1. PRIOR TO STAGE 2, THE CONTRACTOR SHALL DISCONNECT THE EXISTING EASTBOUND FAR BACK LOOP DETECTOR INDICATED ON EUCLID AVENUE IN THE EXISTING HANDHOLE. THE CONTRACTOR SHALL RECONNECT THE LOOP WHEN MOT IS REMOVED FROM EUCLID AVE. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

TS 5300

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

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	DRAWN - DJW	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/14/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

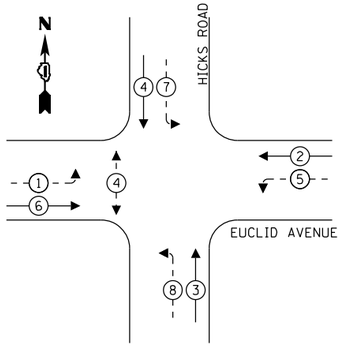
TRAFFIC SIGNAL RELOCATION AND MODERNIZATION PLAN
EUCLID AVENUE AND HICKS ROAD

SCALE: 1" = 20' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	78
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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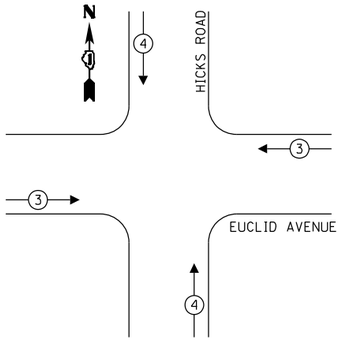
EXISTING AND PROPOSED CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRIC SERVICE REQUIREMENTS			
TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD			
3 - SECTION	8	11	88
4 - SECTION		14	
5 - SECTION	8	13	104
PROGRAMMABLE SIGNALS			
3 - SECTION		22	
4 - SECTION		32	
5 - SECTION		28	
PED. SIGNAL	2	15	30
CONTROLLER	1	150	150
MASTER CONTROLLER		100	
UPS	1	25	25
DETECTION RADAR		20	
DETECTION VIDEO		20	
BLANK-OUT SIGN		25	
NETWORK SWITCH II OR III		35	
CELLULAR MODEM		15	
TOTAL UPS SIZING			397
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			1,002

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

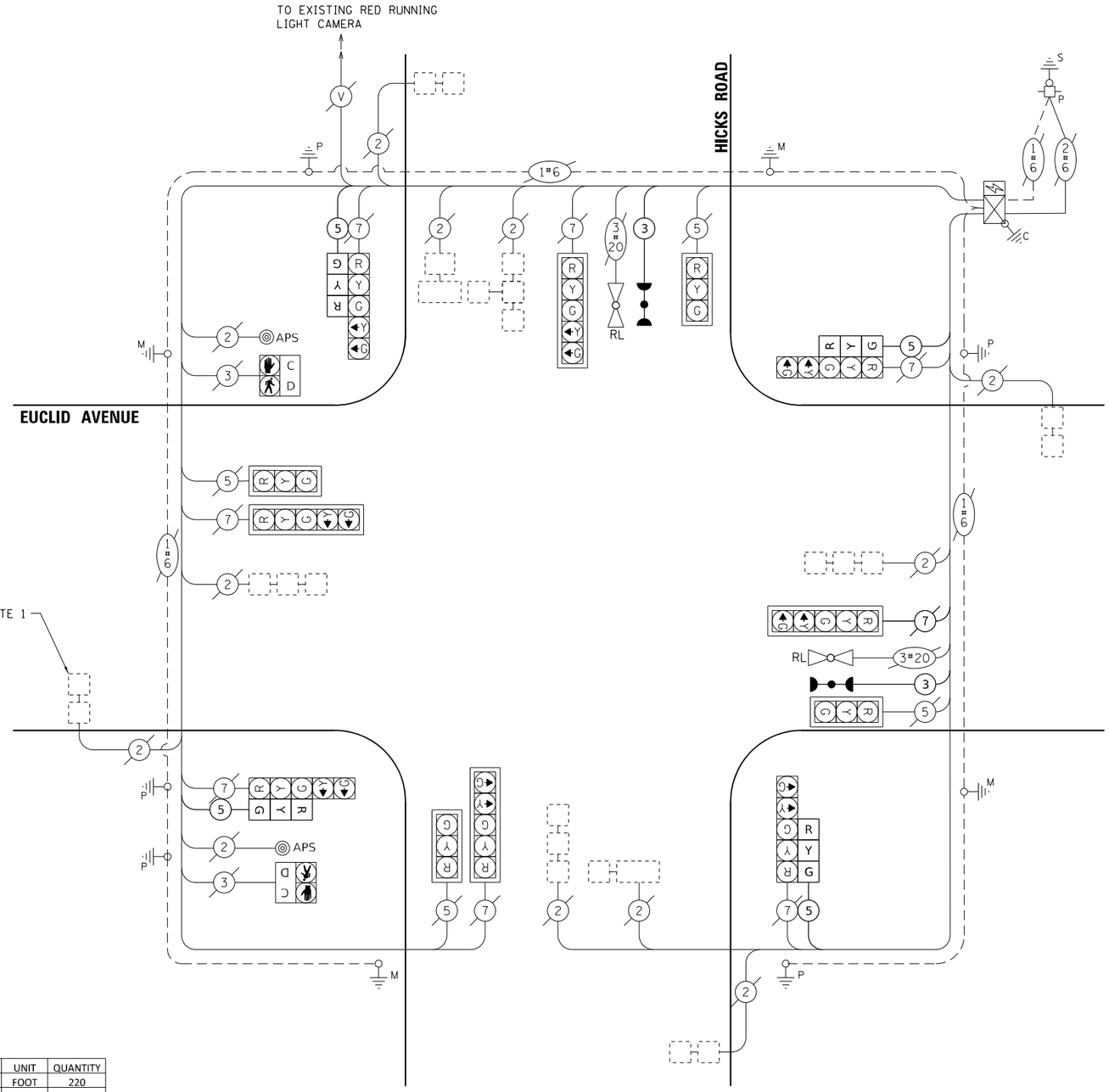
ENERGY SUPPLY:
CONTACT: NEW BUSINESS DEPT
PHONE: (866) 639-3532
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 5211-71082

NOTES:

1. PRIOR TO STAGE 2, THE CONTRACTOR SHALL DISCONNECT THE EXISTING EASTBOUND FAR BACK LOOP DETECTOR IN THE EXISTING HANDHOLE INDICATED ON EUCLID AVE. THE CONTRACTOR SHALL RECONNECT THE LOOP WHEN MOT IS REMOVED FROM EUCLID AVE. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	220
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	327
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	719
DRILL EXISTING HANDHOLE	EACH	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
CONFIRMATION BEACON	EACH	2
TEMPORARY TRAFFIC SIGNAL TIMING (SPECIAL)	EACH	1



CABLE PLAN
(NOT TO SCALE)

TS 5300

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = alexam	DESIGNED - RRS	REVISED -	
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PLOT DATE = 8/14/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITES
EUCLID AVENUE AND HICKS ROAD

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	79
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

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NOTES:

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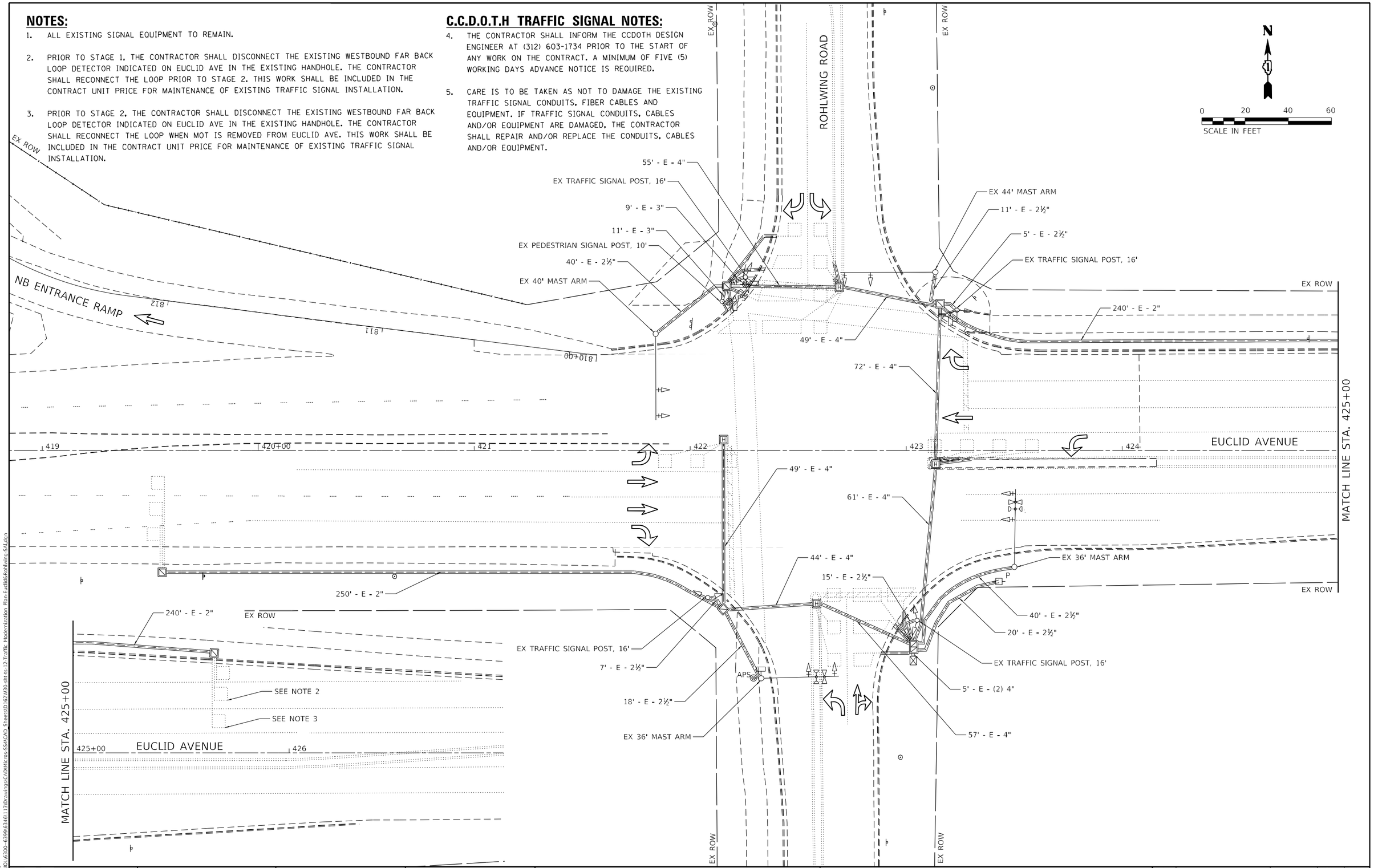
2. PRIOR TO STAGE 1, THE CONTRACTOR SHALL DISCONNECT THE EXISTING WESTBOUND FAR BACK LOOP DETECTOR INDICATED ON EUCLID AVE IN THE EXISTING HANDHOLE. THE CONTRACTOR SHALL RECONNECT THE LOOP PRIOR TO STAGE 2. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

3. PRIOR TO STAGE 2, THE CONTRACTOR SHALL DISCONNECT THE EXISTING WESTBOUND FAR BACK LOOP DETECTOR INDICATED ON EUCLID AVE IN THE EXISTING HANDHOLE. THE CONTRACTOR SHALL RECONNECT THE LOOP WHEN MOT IS REMOVED FROM EUCLID AVE. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

C.C.D.O.T.H TRAFFIC SIGNAL NOTES:

4. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1734 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

5. CARE IS TO BE TAKEN AS NOT TO DAMAGE THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT ARE DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT.



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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = alexam	DESIGNED - RRS	REVISED -	
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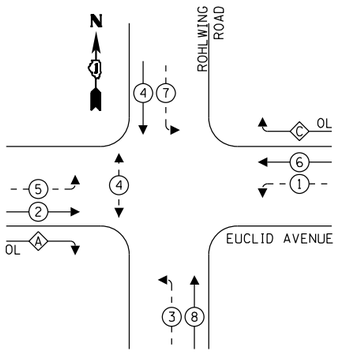
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
EUCLID AVENUE AND ROHLWING ROAD

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	80
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

EXISTING CONTROLLER SEQUENCE



LEGEND:

PROTECTED PHASE

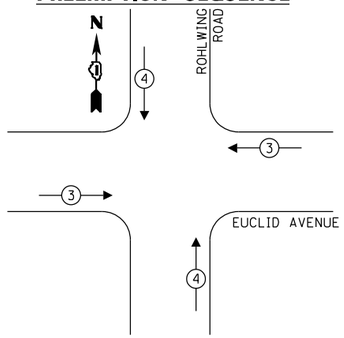
PROTECTED/PERMITTED PHASE

PEDESTRIAN PHASE

RIGHT TURN OVERLAP PHASE DESIGNATION:

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

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRIC SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD			
3 - SECTION	4	11	44
4 - SECTION		14	
5 - SECTION	12	13	156
PROGRAMMABLE SIGNALS			
3 - SECTION		22	
4 - SECTION		32	
5 - SECTION		28	
PED. SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER		100	
UPS	1	25	25
DETECTION RADAR		20	
DETECTION VIDEO		20	
BLANK-OUT SIGN		25	
NETWORK SWITCH II OR III		35	
CELLULAR MODEM		15	
TOTAL UPS SIZING			435
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			1040

ENERGY COSTS TO: ENERGY COST SHARE:
COOK COUNTY BUREAU OF ADMINISTRATION COOK COUNTY: 50%
118 N. CLARK STREET, ROOM 801 CHICAGO, IL 60602
TOWER ACCOUNT NO. 2207140021
SUPPLEMENT NO. NC150378

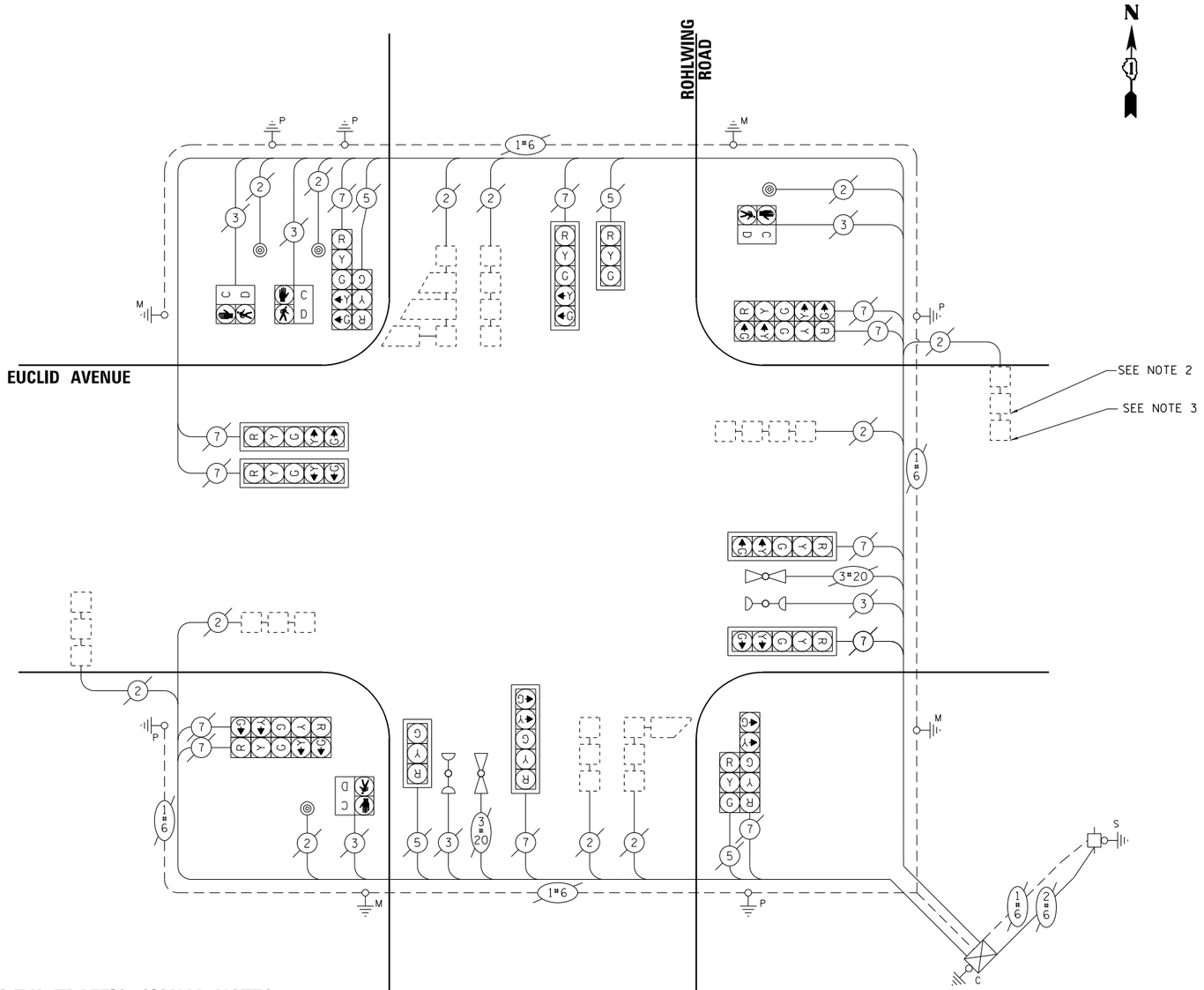
VILLAGE OF ROLLING MEADOWS ROLLING MEADOWS: 50%
3900 BERDNICK STREET
ROLLING MEADOWS, IL 6008
ENERGY SUPPLY: CONTACT: NEW BUSINESS DEPT
PHONE: (866) 639-3532
COMPANY: COMMONWEALTH EDISON

NOTES:

1. ALL EXISTING SIGNAL EQUIPMENT TO REMAIN.
2. PRIOR TO STAGE 1, THE CONTRACTOR SHALL DISCONNECT THE EXISTING WESTBOUND FAR BACK LOOP DETECTOR IN THE EXISTING HANDHOLE INDICATED ON EUCLID AVE. THE CONTRACTOR SHALL RECONNECT THE LOOP PRIOR TO STATE 2. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.
3. PRIOR TO STAGE 2, THE CONTRACTOR SHALL DISCONNECT THE EXISTING WESTBOUND FAR BACK LOOP DETECTOR IN THE EXISTING HANDHOLE INDICATED ON EUCLID AVE. THE CONTRACTOR SHALL RECONNECT THE LOOP WHEN MOT IS REMOVED FROM EUCLID AVE. THIS WOK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

C.C.D.O.T.H TRAFFIC SIGNAL NOTES:

4. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1734 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
5. CARE IS TO BE TAKEN AS NOT TO DAMAGE THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT ARE DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT.



CABLE PLAN
(NOT TO SCALE)

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

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PLOT SCALE = 20.0000 ' / in.	CHECKED - MAG	REVISED -	
PLOT DATE = 8/14/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES
EUCLID AVENUE AND ROHLWING ROAD

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	81
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\DOT\6300-639\6346111\3Drawings\CAD\Micro-SS\ACAD Sheets\D1627W30-SH-14-13-Euclid & Rohlwing-Cable Plan-SA1.dgn

LIGHTING AND ELECTRICAL LEGEND

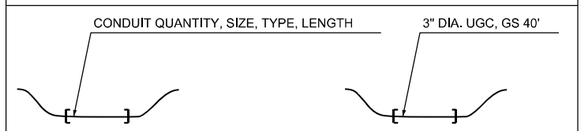
SYMBOL	DESCRIPTION
(E)—☼—(E)	EXISTING MEDIAN MOUNTED LIGHTING UNIT TO REMAIN
—(LR)	REMOVE EXISTING LUMINAIRE, SALVAGE. INSTALL LUMINAIRE SAFETY CABLE AND LED LUMINAIRE (HORIZONTAL MOUNT, OUTPUT DESIGNATION H) ON EXISTING GROUND MOUNTED LIGHT POLE AND MAST ARM.
—(P)	PROPOSED LIGHTING UNIT MOUNTED ON BREAKWAY DEVICE, NEW METAL FOUNDATION, 47.5 FT MOUNTING HEIGHT, 15 FT MAST ARM, LUMINAIRE TO BE LED, HORIZONTAL MOUNT OUTPUT DESIGNATION H (240VAC) UNO.
—(T)	TEMPORARY LIGHTING UNIT, 60-FT WOOD POLE, 15-FT MAST ARM, LUMINAIRE, LED, ROADWAY OUTPUT DESIGNATION H (240VAC)
—(R)	EXISTING LIGHTING UNIT TO BE REMOVED
▲ O R	EXISTING UNDERPASS LUMINAIRE TO BE REMOVED, NO SALVAGE
▲ O	PROPOSED UNDERPASS LED LUMINAIRE, SUSPENDED MOUNT, OUTPUT DESIGNATION E
J R	EXISTING JUNCTION BOX TO BE REMOVED
J	PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
✉	EXISTING IDOT LIGHTING CONTROLLER TO REMAIN
△	EXISTING ELECTRIC UTILITY SERVICE TO REMAIN
——·——·——	PROPOSED UNIT DUCT
- - - - - - - - - -	PROPOSED EMBEDDED CONDUIT, SIZE AND TYPE AS NOTED
——E——	EXISTING CONDUIT ATTACHED TO STRUCTURE TO BE REMOVED
——L——	EXISTING UNDERGROUND UNIT DUCT TO BE ABANDONED
—— – ——	EXISTING UNDERGROUND UNIT DUCT TO REMAIN
——A——	TEMPORARY AERIAL LIGHTING CABLE WITH MESSENGER WIRE, SIZE AND TYPE AS NOTED
⊗	TEMPORARY WOOD POLE, CLASS 4, 60-FT

ABBREVIATIONS

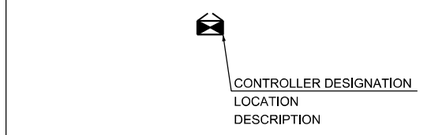
ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
ATS	ATTACHED TO STRUCTURE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
COMED	COMMONWEALTH EDISON COMPANY
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING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

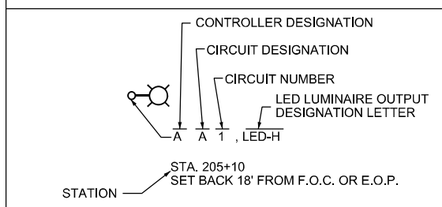
CALL–OUT SAMPLE

DEFINITION AND EXAMPLE

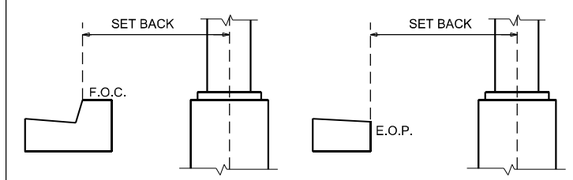








PROPOSED LIGHTING UNIT



POLE SET BACK DETAIL

GENERAL NOTES

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. THE CONTRACTOR SHALL CONTACT MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672.

IDOT–D1 HIGHWAY STANDARDS:

812001	RACEWAYS EMBEDDED IN STRUCTURE

IDOT–D1 STANDARDS:

STANDARD NO.	TITLE
BE-400	ALUMINUM LIGHT POLE 47'-6" (14.478 m) MOUNTING HEIGHT
BE-701	LUMINAIRE SAFETY CABLE ASSEMBLY
BE-702	MISC. ELECTRICAL DETAILS SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-901	SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS

INDEX OF DRAWING:

DRAWING NO.	TITLE
LT-01	LIGHTING LEGEND, ABBREVIATIONS, GENERAL NOTES, AND INDEX OF DRAWINGS
LT-02	SCHEDULE OF QUANTITIES
LT-03	REMOVAL AND TEMPORARY LIGHTING PLAN IL 53 AND EUCLID AVE
LT-04	PROPOSED LIGHTING PLAN IL 53 AND EUCLID AVE
LT-05	PROPOSED LIGHTING PLAN IL 53 AND EUCLID AVE
LT-06	PROPOSED LIGHTING PLAN IL 53 AND EUCLID AVE
LT-07	PROPOSED LIGHTING PLAN IL 53 AND EUCLID AVE
LT-08	EXISTING UNDERPASS LIGHTING REMOVAL PLAN IL 53 AND EUCLID AVE
LT-09	UNDERPASS PROPOSED LIGHTING PLAN IL 53 AND EUCLID AVE
LT-10	WIRING DIAGRAM - IDOT CONTROLLER "U"
LT-11	IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-400)
LT-12	IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-701)
LT-13	IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-702)
LT-14	IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-800)
LT-15	IDOT D1 BUREAU OF TRAFFIC STANDARD (BE-901)

MODEL: Default
FILE NAME: $FILE$

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING LEGEND, ABBREVIATIONS, GENERAL NOTES, AND INDEX OF DRAWINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	82
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

LT–01

ITEM	UNIT	TOTAL QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	415
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	491
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL	FOOT	20
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1,344
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	12
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	3
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 6"	EACH	8
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"	EACH	1
UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	1,900
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2,365
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	414
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1,242
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	555
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2
LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E	EACH	12
LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	2
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	2
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	2
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2
REMOVAL OF POLE FOUNDATION	EACH	2
REMOVAL OF LUMINAIRE, SALVAGE	EACH	91
TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2
REMOVE TEMPORARY WOOD POLE	EACH	4
TEMPORARY WOOD POLE, 60 FT., CLASS 4	EACH	4
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	12
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	91
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	11
LUMINAIRE, LED, ROADWAY, REPLACEMENT, OUTPUT DESIGNATION H	EACH	89

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FILE NAME: SHEETS

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

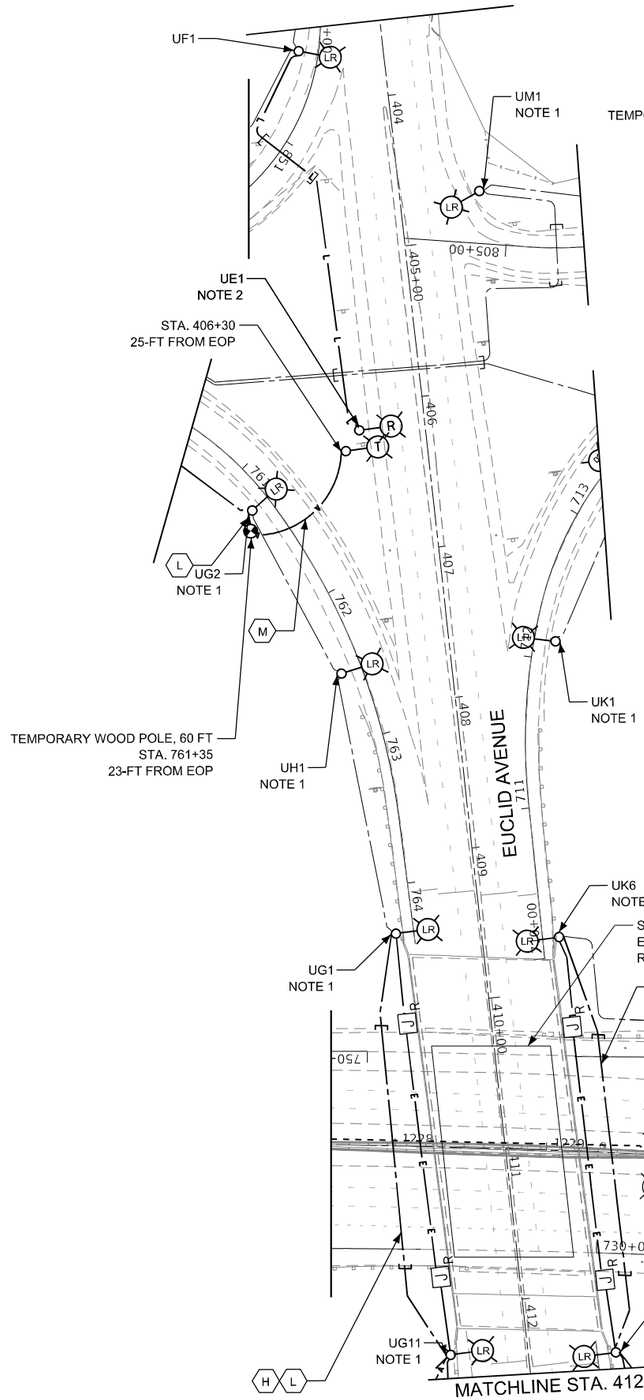
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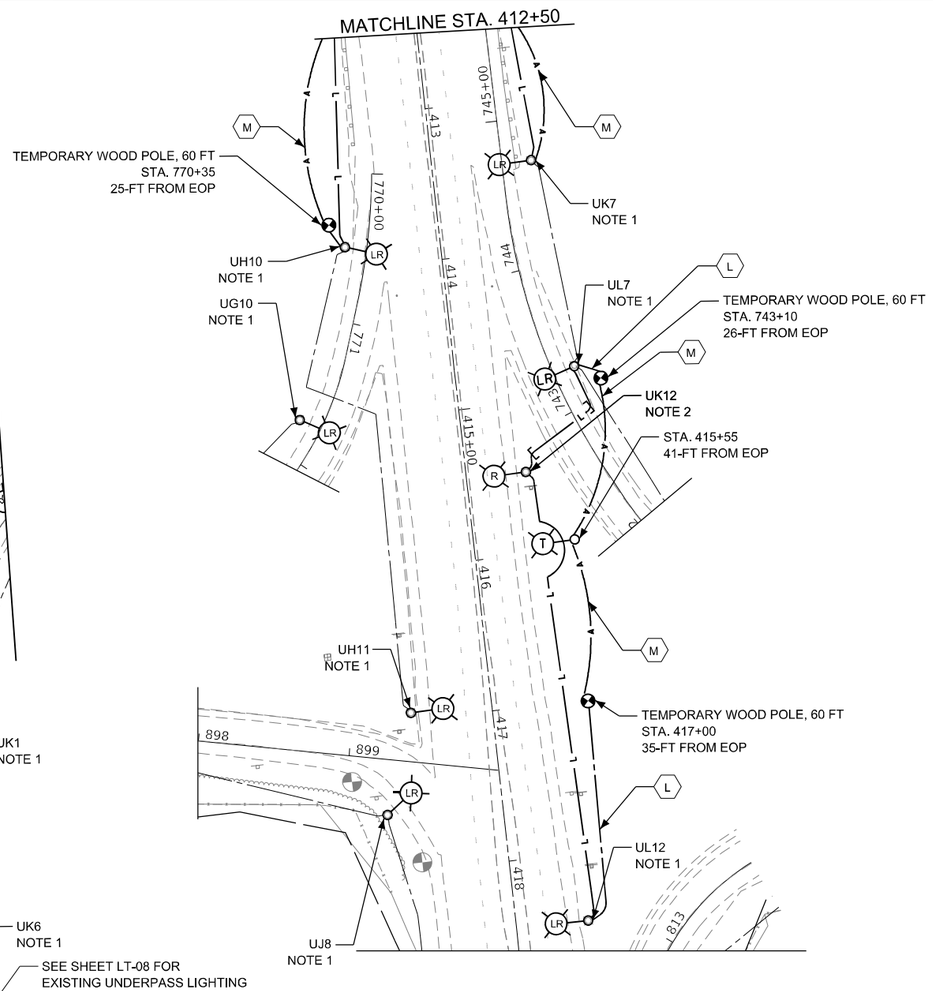
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

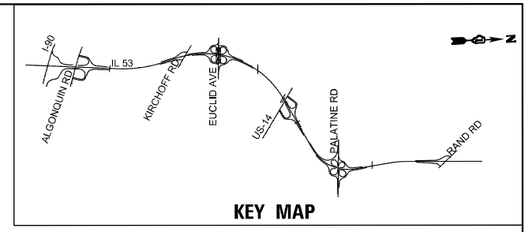
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	83
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		







LEGEND

- (H) UNDERGROUND CONDUIT, GS, 4" DIA.
- (L) UNIT DUCT, 600V, 3-1/C NO.2, 1/C NO.4 GROUND,(XLP-TYPE), 1 1/2" DIA. POLYETHYLENE
- (M) AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE

NOTES:

1. SEE PROPOSED LIGHTING SHEETS FOR PROPOSED WORK ON THE EXISTING LIGHT POLE.
2. EXISTING LIGHT POLE, MAST ARM, LUMINAIRE AND FOUNDATION TO BE REMOVED. LIGHTING UNIT SHALL REMAIN OPERATIONAL UNTIL TEMPORARY LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
3. EXISTING CIRCUITS SHALL REMAIN UNTIL TEMPORARY LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.

0 50 100 150
SCALE IN FEET

LT–03

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CONSULTING ENGINEERS

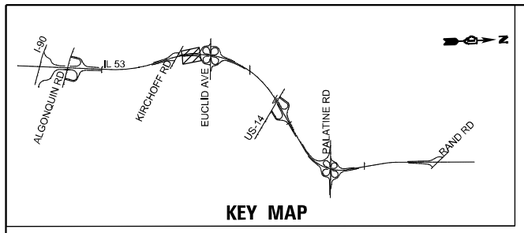
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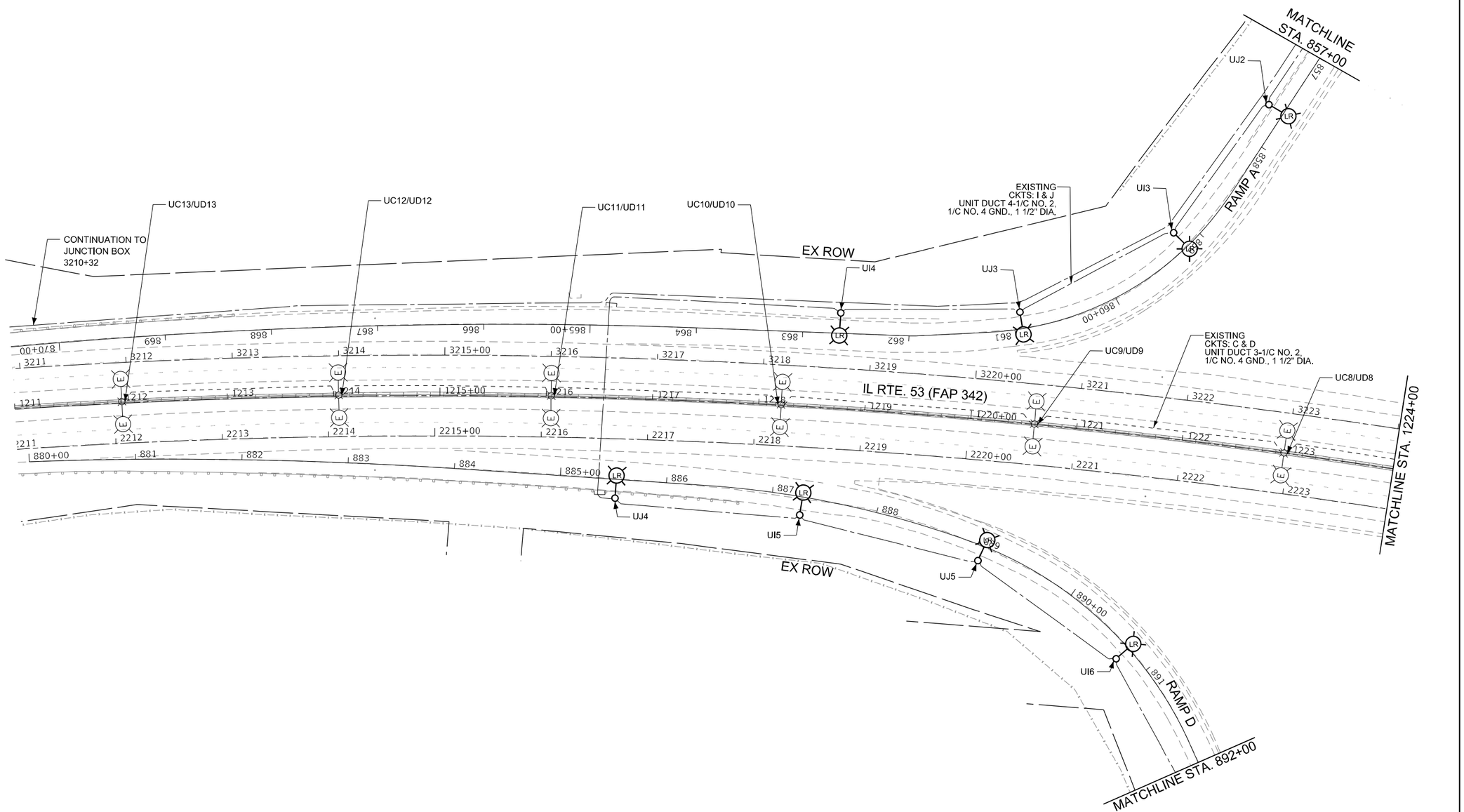
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL AND TEMPORARY LIGHTING PLAN
IL 53 AND EUCLID AVE

SCALE: 1:50 | SHEET OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	84
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		





LT–04

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
IL 53 AND EUCLID AVE

SCALE: 1:50 | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	85
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. THIS JUNCTION BOX AND DETAILS ARE SHOWN ON SHEET LT-09 FOR THE UNDERPASS LIGHTING SYSTEM.
2. INSTALL SPARE 2" CONDUIT FOR FUTURE USE.
3. REFER TO IDOT STANDARD 812001 (SHEET 1 OF 3) FOR MORE DETAILS. USE 3" CONDUIT TRANSITIONING FROM JUNCTION BOX ATTACHED TO STRUCTURE GOING UNDERGROUND TO ACCOMODATE 1 1/2" UNIT DUCT. USE IDOT STANDARD WITH EXCEPTION NOTED ON DETAILS HERE ON PLANS.

SCALE IN FEET: 0 50 100 150

DETAIL A-A
JUNCTION BOX ATTACHED TO BARRIER WALL

LEGEND

- (H) UNDERGROUND CONDUIT, GS, 4" DIA.
- (J) UNIT DUCT, 600V, 3-1/C NO. 2, 1/C NO. 4 GROUND IN 1 1/2" DIA.
- (K) CONDUIT EMBEDDED IN STRUCTURE, 2" DIA. GS
- (L) ELECTRIC CABLE IN CONDUIT, 600V, 3-1/C NO.2, 1/C NO.4 GROUND

KEY MAP

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = vnunez	DESIGNED - MAG	REVISED -
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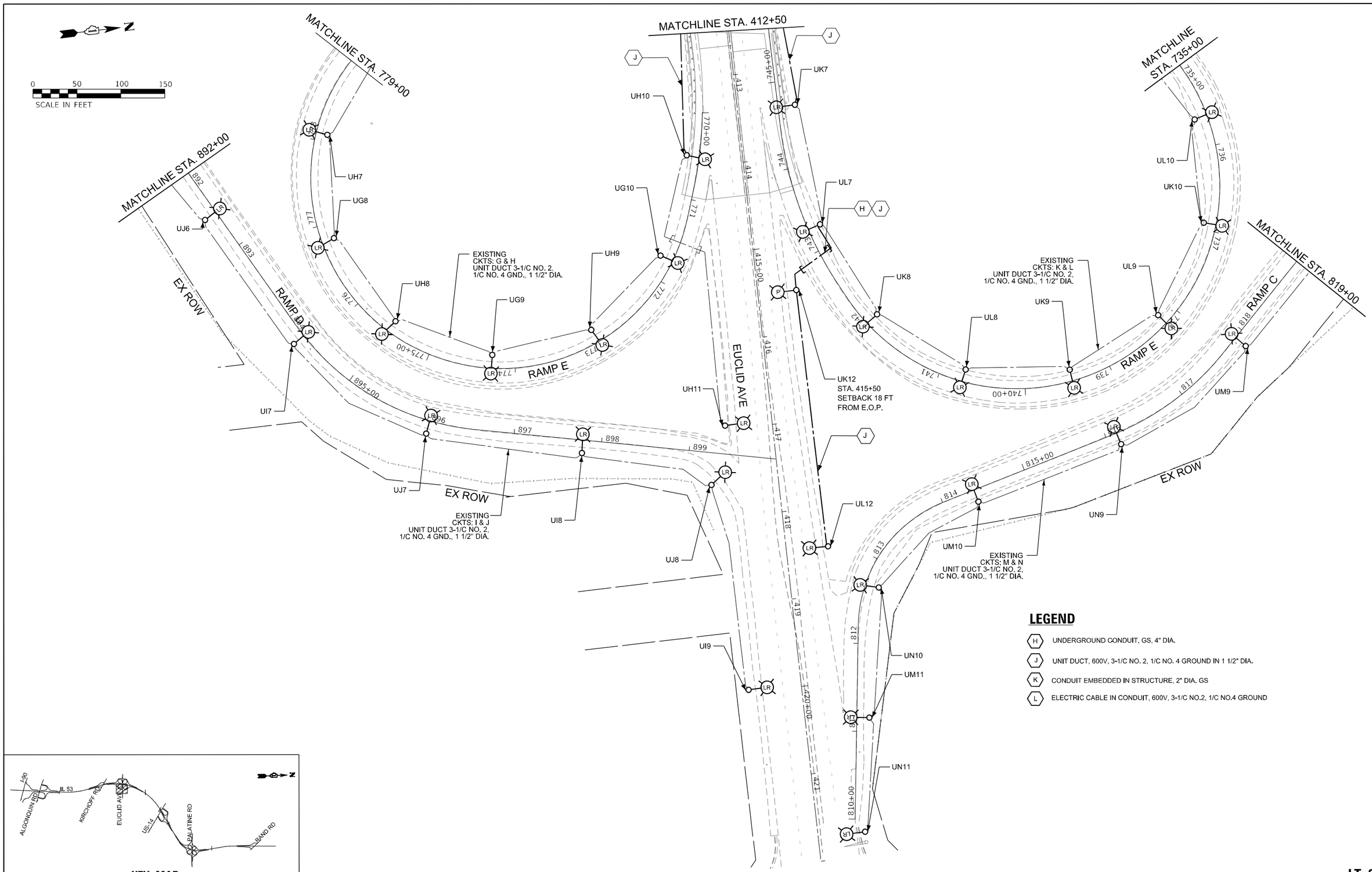
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
IL 53 AND EUCLID AVE

SCALE: 1:50 | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	86
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

LT–05



MODEL: Default
FILE NAME: $FILELS

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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	DRAWN - MAG/ML	REVISED -	
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PLOT DATE = 9/26/2024	DATE - 8/16/2024	REVISED -	

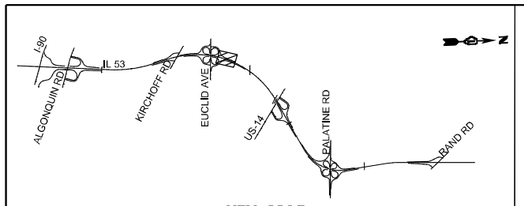
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

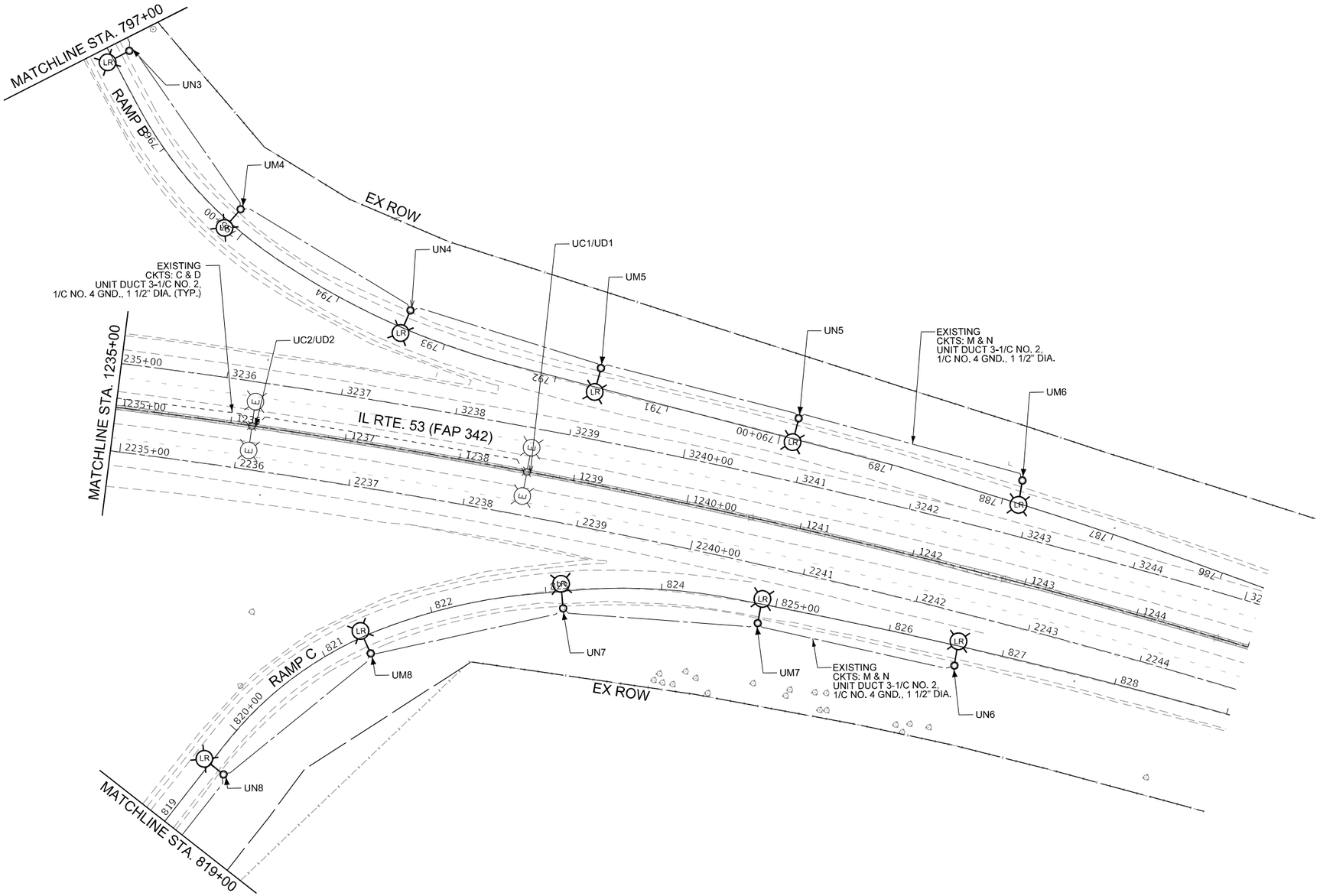
PROPOSED LIGHTING PLAN
IL 53 AND EUCLID AVE

SCALE: 1:50 | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	87
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

LT–06





LT–07

MODEL: Default
FILE NAME: $FILE%

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

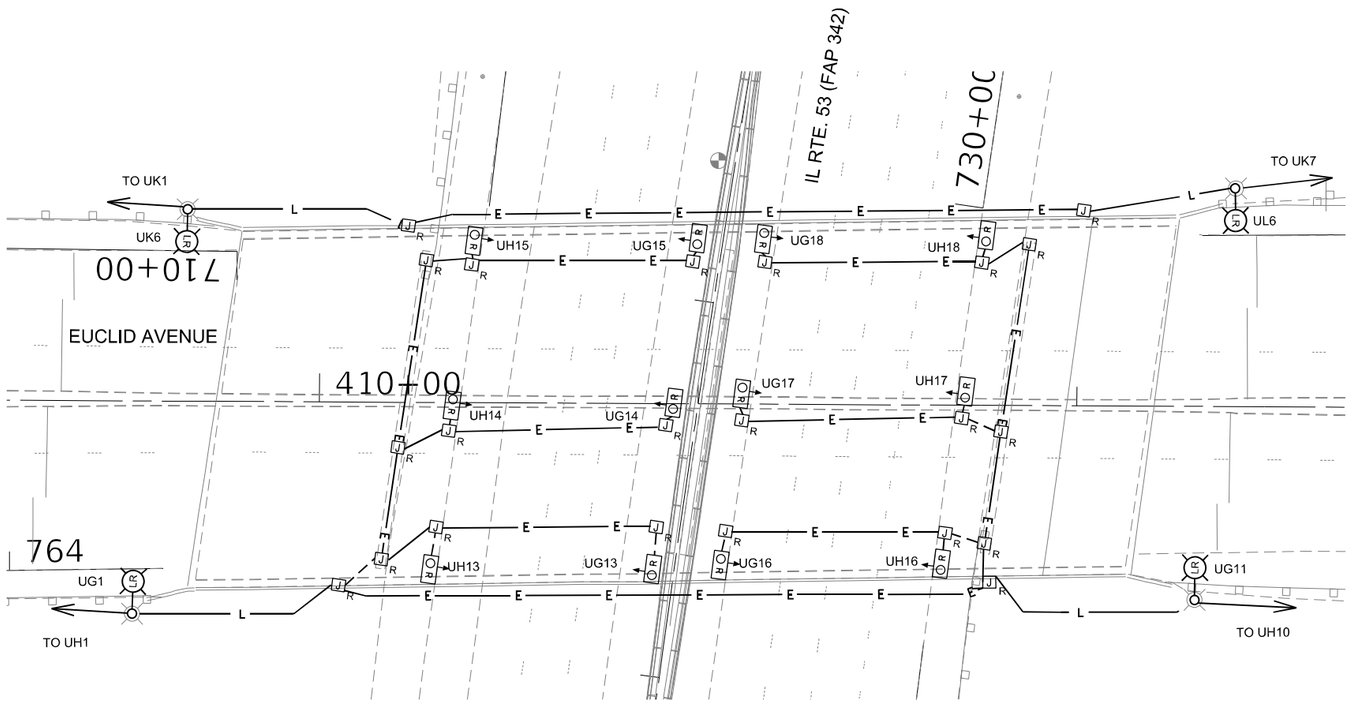
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
IL 53 AND EUCLID AVE

SCALE: 1:50 | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	88
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. THE REMOVAL OF EXISTING UNDERPASS LIGHTING UNITS SHALL INCLUDE LUMINAIRES, LAMPS, MOUNTING RINGS, CONDUITS, JUNCTION BOXES, AND ALL ASSOCIATED HARDWARE AND APPURTENANCES. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ITEM "REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE."

LEGEND:

- R — REMOVE EXISTING UNDERPASS LIGHTING FIXTURE
- J R — REMOVE EXISTING JUNCTION BOX
- L — EXISTING UNDERGROUND UNIT DUCT TO BE ABANDONED
- E — EXISTING CONDUIT ATTACHED TO STRUCTURE TO BE REMOVED

LT–08

MODEL: Default
FILE NAME: $FILE%

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

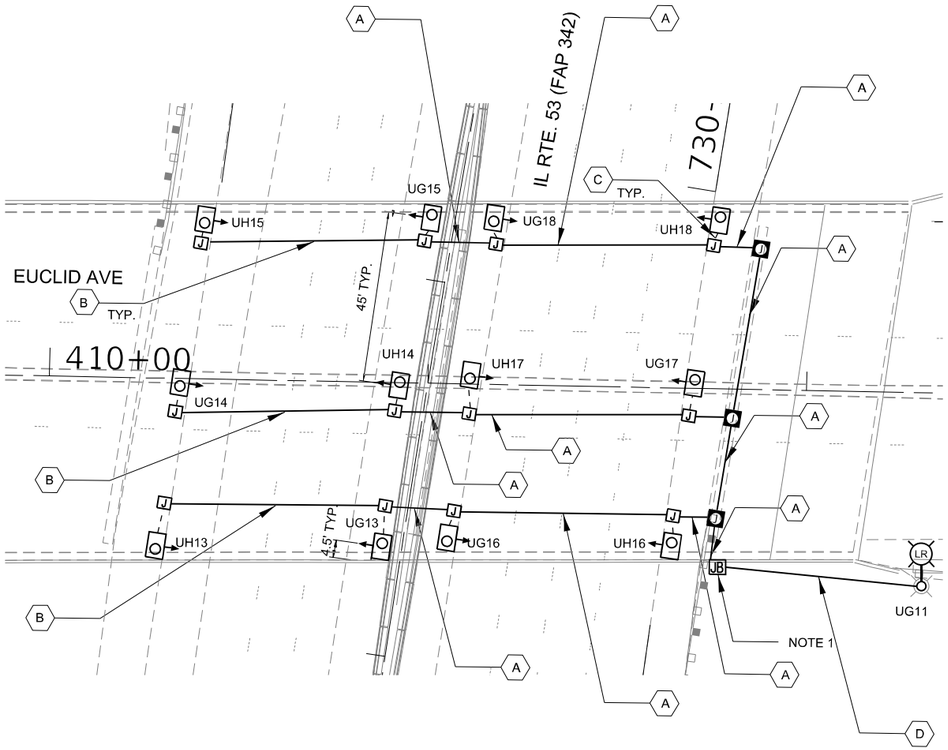
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PLOT DATE = 9/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING UNDERPASS LIGHTING REMOVAL PLAN
IL 53 & EUCLID AVE

SCALE: 1:20 | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	89
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



N

0 20 40 60

SCALE IN FEET

LEGEND

- A — 3-1/C NO.10 AND 1/C NO.10 GND IN 1" PVCC RGC
- B — 2-1/C NO.10 AND 1/C NO.10 GND IN 1"PVCC RGC
- C — 2-1/C NO.10 AND 1-1/C NO.10 GND IN 3/4" LIQUID-TIGHT FLEXIBLE CONDUIT
- D — UNIT DUCT, 600V, 3-1/C NO. 2 1/C NO. 4, GND 1 1/2" DIA. TYP.
- LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E (14.5-FT M.H.)
- J — JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"X6"X4"
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"
- JB — JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 6"
- PROPOSED CONDUIT, TYPE AS NOTED

NOTES:

1. INSTALL FUSEHOLDER WITH 30 AMP FUSES AND NEUTRAL SLUG INSIDE THE JUNCTION BOX.
2. PROPOSED UNDERPASS LUMINAIRES SHALL BE SETBACK 6' FROM THE EDGE OF PAVEMENT.

LT–09

MODEL: Default
FILE NAME: SHEETS

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vnunez	DESIGNED - MAG	REVISED -
	DRAWN - MAG/ML	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MG	REVISED -
PLOT DATE = 9/26/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED UNDERPASS LIGHTING PLAN
IL 53 AND EUCLID AVE

SCALE: 1:20 | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	90
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

N.T.S.

EXISTING CKTS: A & B UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

MATCHLINE A-A

KIRCHOFF RD.

IL RTE 53. (FAP 342)

EXISTING LIGHTING CONTROLLER "U" 240/480V, 1-PHASE, 3-WIRE

EXISTING CKTS: K & L UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

EXISTING CKTS: I & J UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

EXISTING CKTS: C & D UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

PROPOSED CKTS: E & F UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA.

EXISTING CKTS: M & N UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

EXISTING CKTS: C & D UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

SEE UNDERPASS WIRING DIAGRAM

PROPOSED CKTS: G & H UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

PROPOSED CKTS: K & L UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA.

PROPOSED CKTS: K & L UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA.

EXISTING CKTS: G & H UNIT DUCT 3-1/C NO. 2, 1/C NO. 4 GND., 1 1/2" DIA. (TYP.)

EUCLID AVENUE

IL RTE 53. (FAP 342)

TO UNIT UG11

EUCLID UNDERPASS WIRING DIAGRAM

LOAD TABLE							
LIGHTING CONTROLLER 'U', 240/480V, 1-Φ, 3-WIRE							
RED PHASE	NO. LUM.	AMPS	WATTS	BLACK PHASE	NO. LUM.	AMPS	WATTS
A	18-230W	17.25	4140.0	B	18-230W	17.25	4140.0
C	13-230W	12.46	2990.0	D	13-230W	12.46	2990.0
E	3-230W	2.88	690.0	F	3-230W	2.88	690.0
G	11-230W	10.54	2530.0	H	11-230W	10.54	2530.0
I	9-230W	8.63	2070.0	J	8-230W	7.67	1840.0
K	12-230W	11.50	2760.0	L	12-230W	11.50	2760.0
M	11-230W	10.54	2530.0	N	11-230W	10.54	2530.0
TOTAL	77-230W	73.8	17710.0	TOTAL	76-230W	72.8	17480.0
TOTAL CONNECTED LOAD CAPACITY: 35.19 KVA							
LED H=230W;LED UNDERPASS=100W							

LEGEND

- PROPOSED IDOT LED LUMINAIRE
- PROPOSED IDOT LIGHTING UNIT
- EXISTING IDOT HPS LUMINAIRE
- EXISTING LIGHTING CONTROLLER
- EXISTING ELECTRIC UTILITY SERVICE
- PROPOSED JUNCTION BOX
- PROPOSED CIRCUIT
- EXISTING CIRCUIT
- PROPOSED UNDERPASS LIGHTING UNIT, LED

LT–10

MODEL: Default
FILE NAME: SHEETS

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

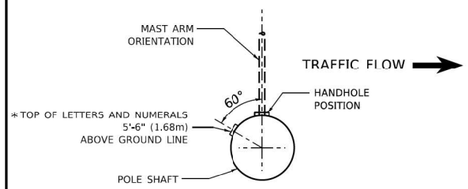
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	DRAWN - MAG/ML	REVISED -	
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PLOT DATE = 9/26/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

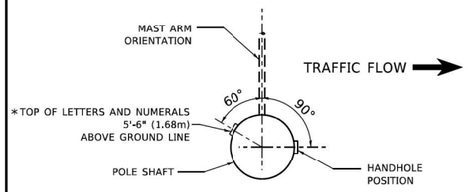
WIRING DIAGRAM–IDOT CONTROLLER "U"

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

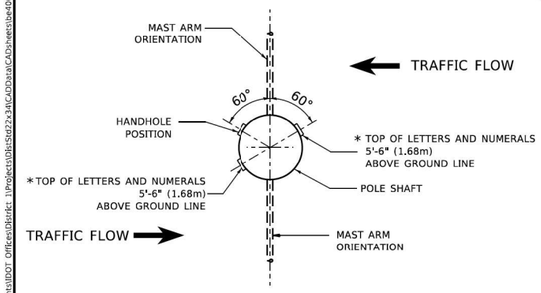
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	91
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



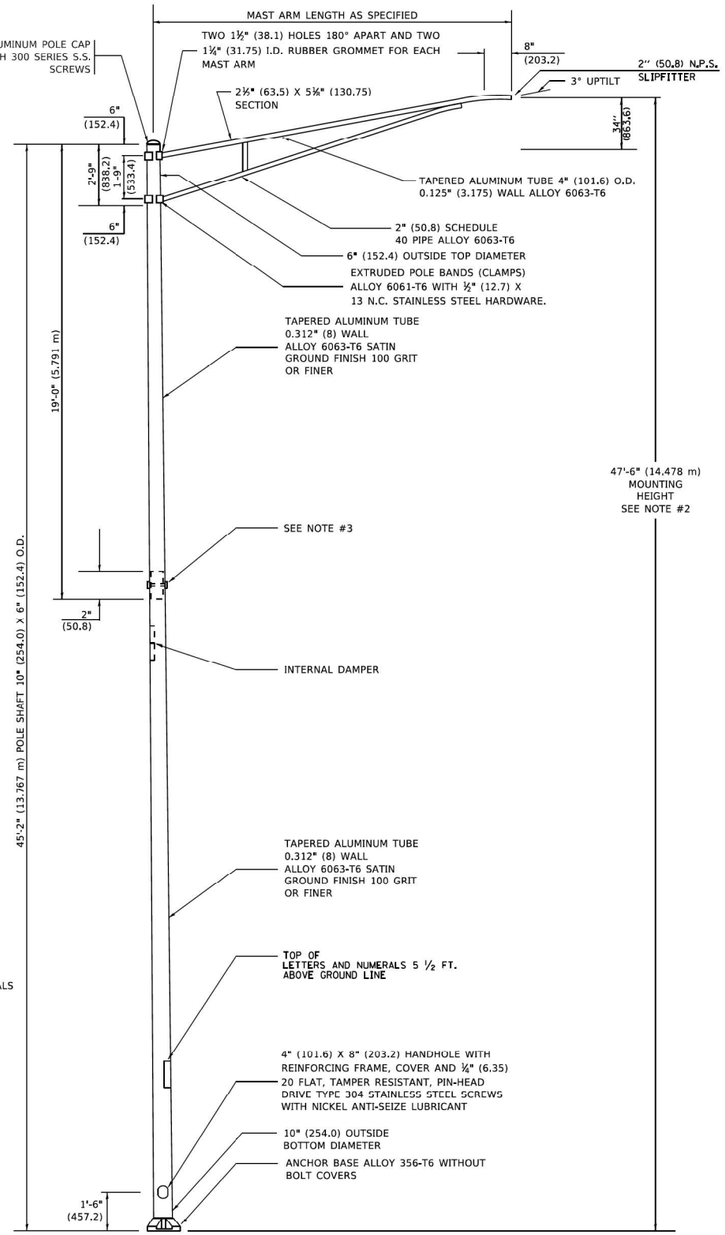
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

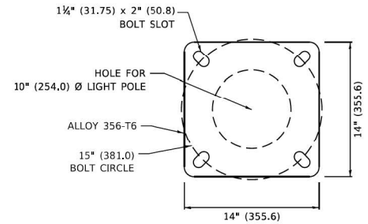


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



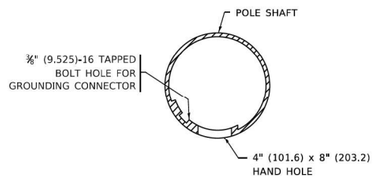
NOTES

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



LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL

(N.T.S.)

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		DRAWN -	REVISED - R. TOMSONS 03-18-15		
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE–400	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LT–11

MODEL: Default
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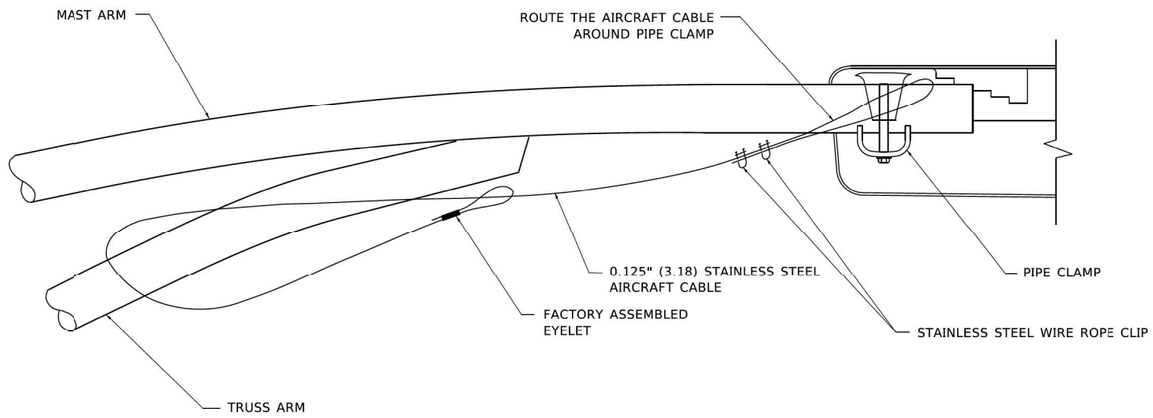
SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = vnunez	DESIGNED - MAG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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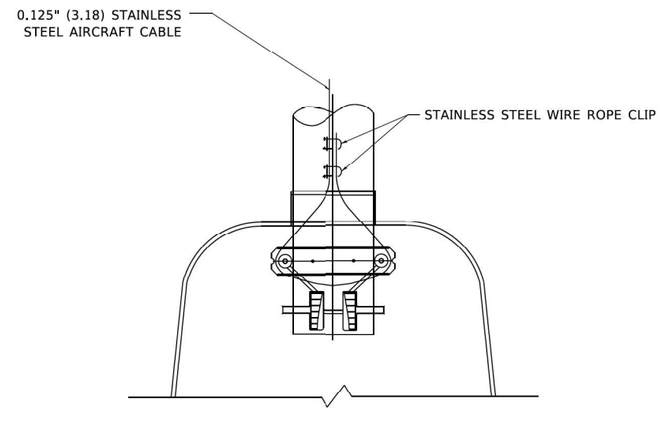
IDOT D1 BUREAU OF TRAFFIC STANDARDS (BE–400)

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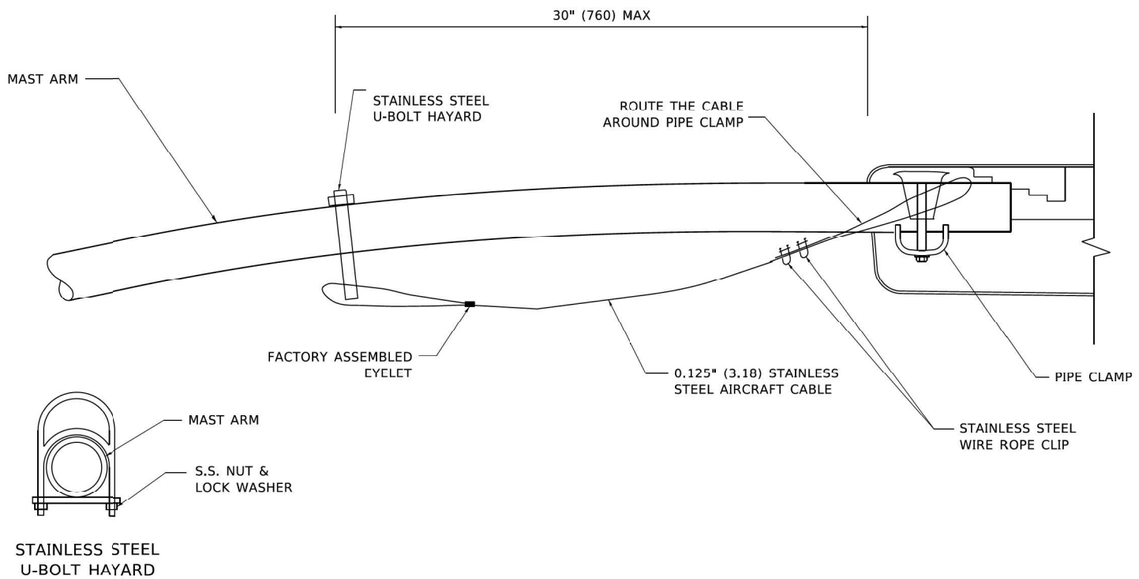
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	92
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



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



BOTTOM VIEW
N.T.S.



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

NOTES:

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

USER NAME = footem]	DESIGNED -	REVISED -	08-08-03
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BE-701		CONTRACT NO.		
ILLINOIS	FED. AID PROJECT			

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LT–12

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vnunez	DESIGNED - MAG	REVISED -	
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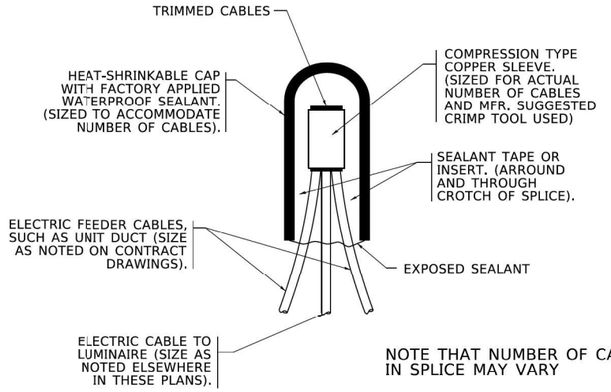
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT D1 BUREAU OF TRAFFIC STANDARDS (BE–701)

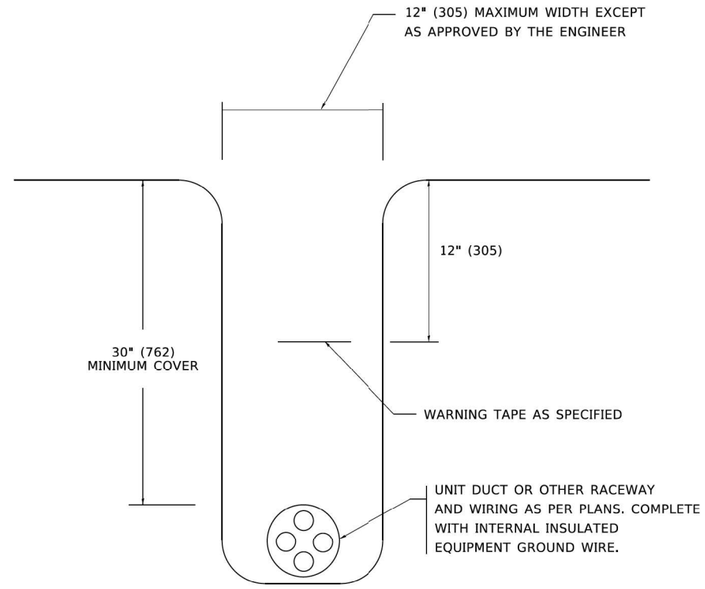
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	93
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

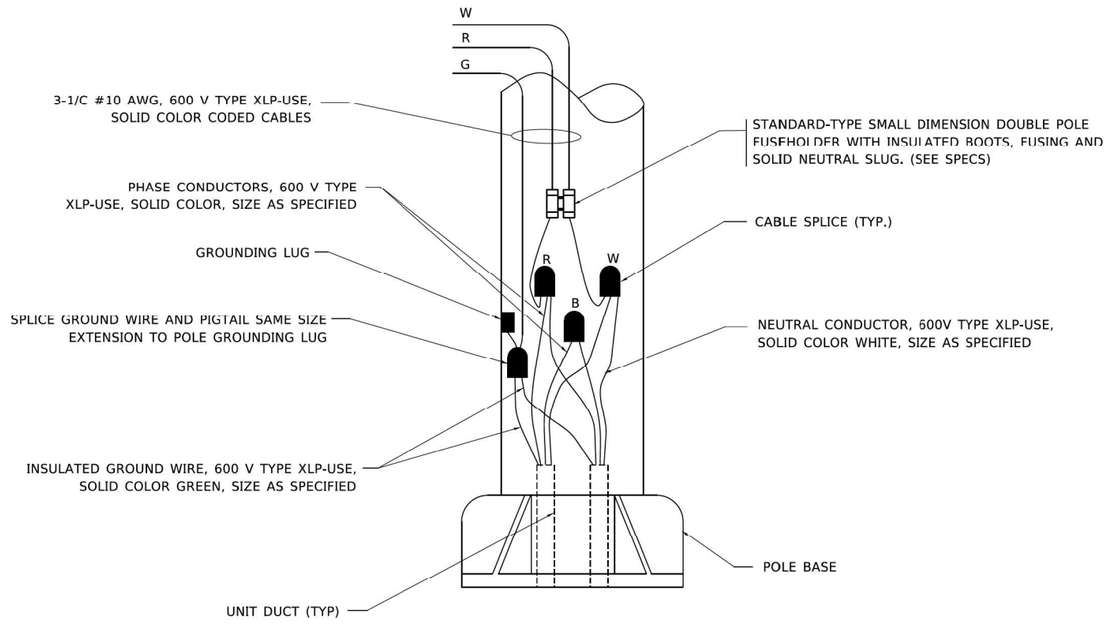
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TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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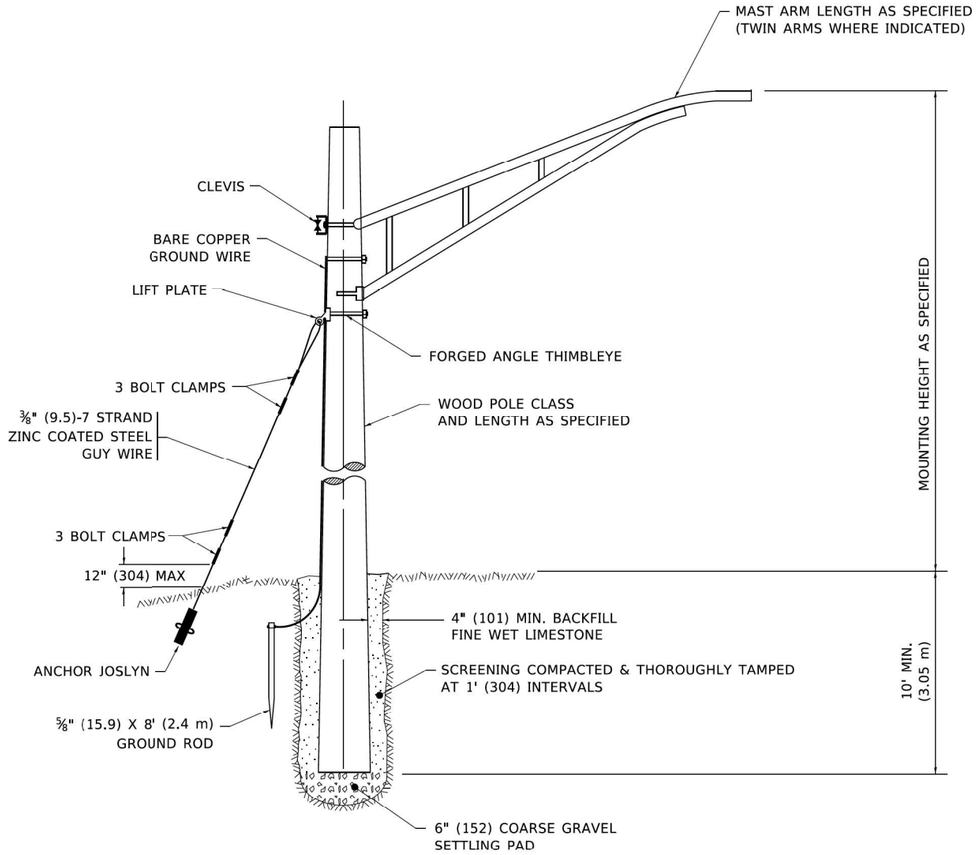
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE–702	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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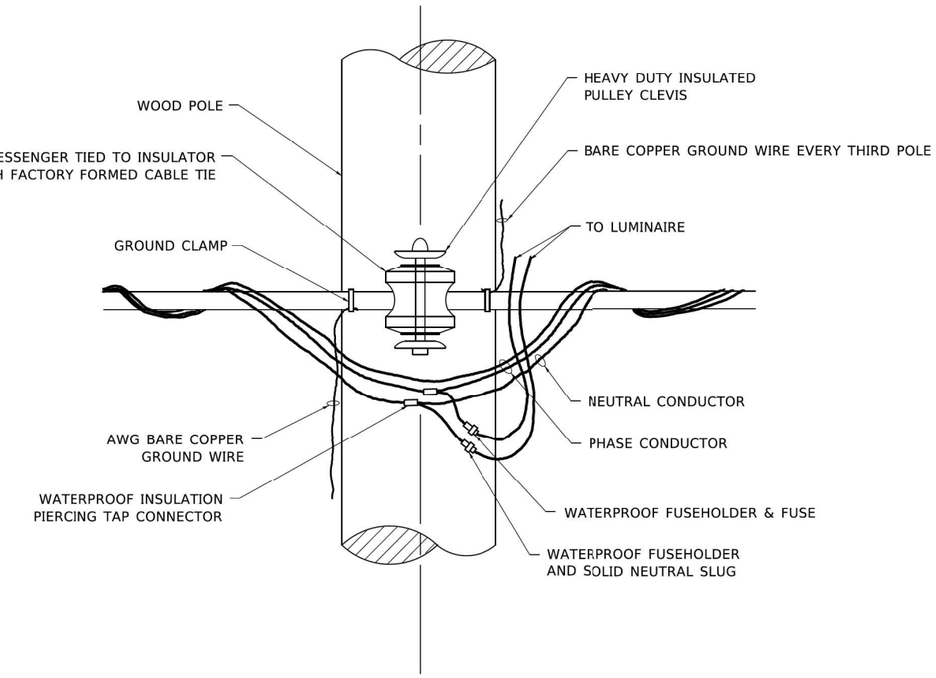
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = vnunez	DESIGNED - MAG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - MAG/ML	REVISED -	IDOT D1 BUREAU OF TRAFFIC STANDARDS (BE – 702)
PLOT SCALE = 2.0000 ' / in.	CHECKED - MG	REVISED -	SCALE: | SHEET OF SHEETS | STA. | TO STA.
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	94
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

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

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	DRAWN -	REVISED -	R.T. 07-26-16
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PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHT POLE DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-800	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LT-14

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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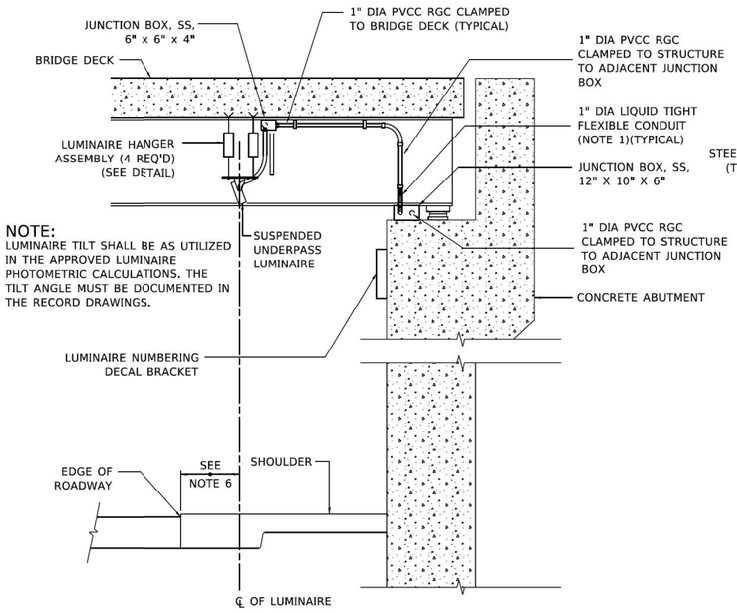
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

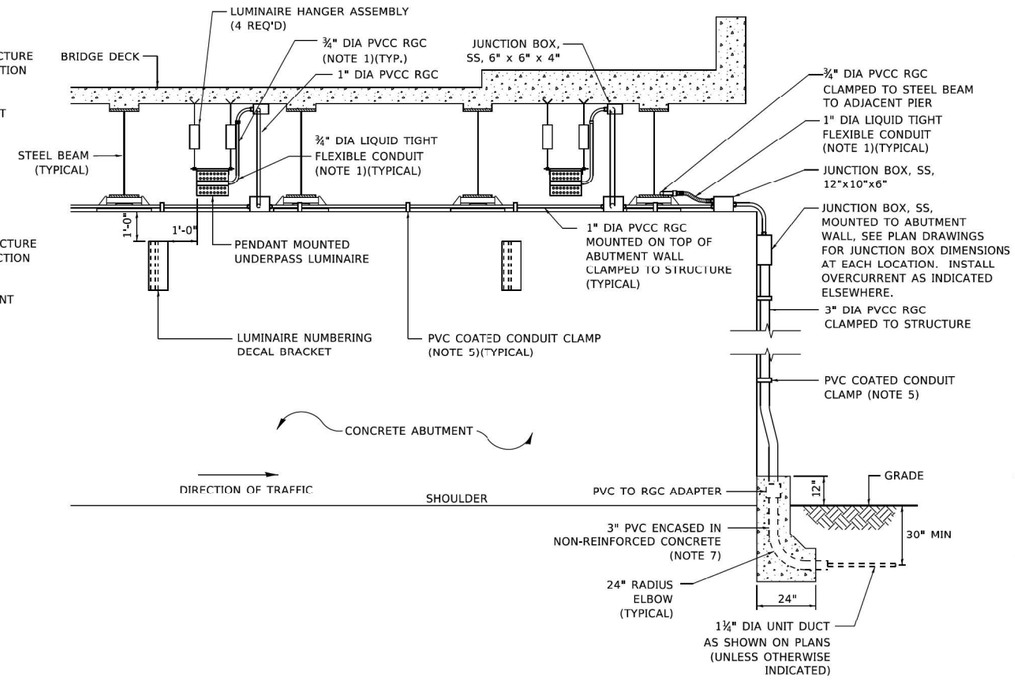
IDOT D1 BUREAU OF TRAFFIC STANDARDS (BE – 800)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	95
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

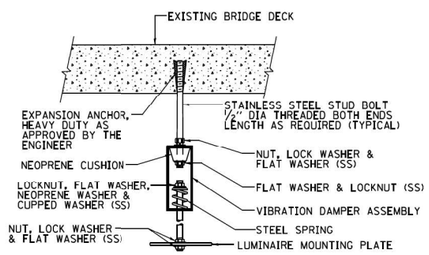
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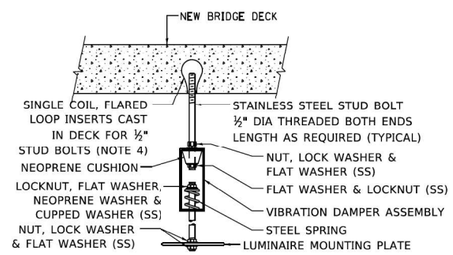


NOTES:

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT " DIA. CONDUIT AND " DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
3. THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
4. THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
6. ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS
7. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
8. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.
9. IN NO INSTANCE SHALL ANY UNDERPASS LUMINAIRE OR ANY OTHER ELECTRICAL EQUIPMENT BE INSTALLED BELOW THE ELEVATION OF THE BOTTOM OF THE BRIDGE BEAM WHEN OVER ANY PAVEMENT (ROADWAY OR SHOULDER).

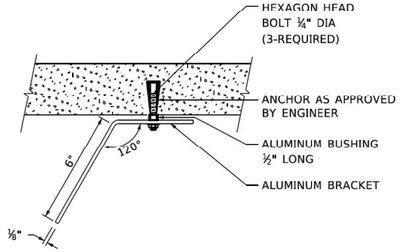


EXISTING BRIDGE DECK INSTALLATION

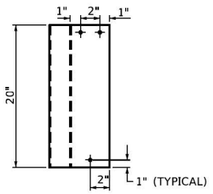


NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS



TOP VIEW



ELEVATION

LUMINAIRE NUMBERING DECAL BRACKET

NOT TO SCALE



PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE



PVC COATED CONDUIT CLAMP
NOT TO SCALE

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PLOT DATE = 1/15/2020	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUSPENDED MOUNT LED UNDERPASS LUMINAIRE INSTALLATION DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BE-901	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LT–15

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IDOT D1 BUREAU OF TRAFFIC STANDARDS (BE – 901)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	96
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

Benchmark: TBM 09 – Cut cross on the southwest anchor bolt for the first light pole south of Euclid Avenue and on the east side of IL Route 53, Elev. 901.77.

Existing Structure: Structure 016-1018, built in 1963 F.A. Route 61, Section 531-2-HB, is a 4 span wide flange structure with hinge pins in the east span supporting a RC slab on RC piers with crashwall on footings supported by creosoted timber piles & RC abutments supported on concrete piles. The structure has an overall length of 250'-8" back to back of abutment and a width of 95'-11" out to out of deck. The superstructure and deck are to be replaced. The abutments are to be converted to semi-integral. The piers are to be repaired.

Traffic to be maintained using stage construction. Ramps of interchange to be temporarily reconfigured and remain open during construction.

No salvage

IL 53 CURVE DATA

SB PG	℄ IL 53	NB PG
P.I. Sta. = 3216+90.84	P.I. Sta. = 1216+94.24	P.I. Sta. = 2216+97.63
Δ = 28° 03' 08" (RT)	Δ = 28° 03' 07"	Δ = 28° 03' 07" (RT)
D = 0° 56' 56"	D = 0° 57' 18"	D = 0° 57' 40"
R = 6,038.00'	R = 6000.00'	R = 5,962.00'
T = 1,508.36'	T = 1,498.86'	T = 1,489.36'
L = 2,956.21'	L = 2,937.60'	L = 2,918.99'
E = 185.55'	E = 184.38'	E = 183.21'
e = .02'/'	e = .02'/'	e = .02'/'
P.C. Sta. = 3201+82.48	P.C. Sta. = 1201+95.38	P.C. Sta. = 2202+08.27
P.T. Sta. = 3231+38.69	P.T. Sta. = 1231+32.97	P.T. Sta. = 2231+27.26

SEISMIC DATA

Seismic Retrofit Category (SRC) = A
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.083g
Design Spectral Acceleration at 0.2 sec. (SDS) =0.143g
Soil Site Class = D
Performance Level = PL 1

LOADING HL-93

No Future Wearing Surface Allowed

DESIGN SPECIFICATIONS

NEW CONSTRUCTION
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition
EXISTING CONSTRUCTION
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
2006 FHWA Seismic Retrofitting Manual for Highway Structures

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)
f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)

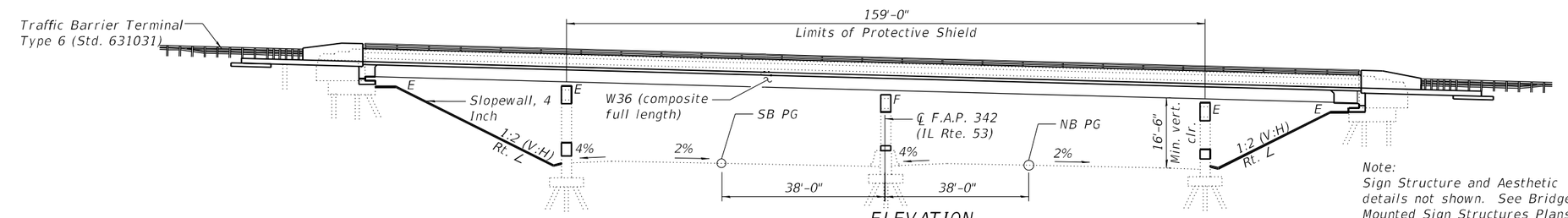
FIELD UNITS (EXISTING CONSTRUCTION)
fc = 1,400 psi
fs = 20,000 psi (Reinforcement)
fs = 20,000 psi (Structural A36)

SCOPE OF WORK

1. Remove existing superstructure, bearings, approach slabs, and slopewalls.
2. Modify existing abutments to semi-integral configurations and reconstruct wingwalls.
3. Reconstruct bearing seats at piers and extend tops of crashwalls to 5'-0" above shoulders.
4. Construct new bearings and superstructure consisting of galvanized steel beams and concrete deck slab.
5. Construct new approach slabs.
6. Repair abutments, and piers, with formed concrete repairs and epoxy crack sealing.
7. Construct new slopewalls.

Notes:
All structural steel shall be galvanized.

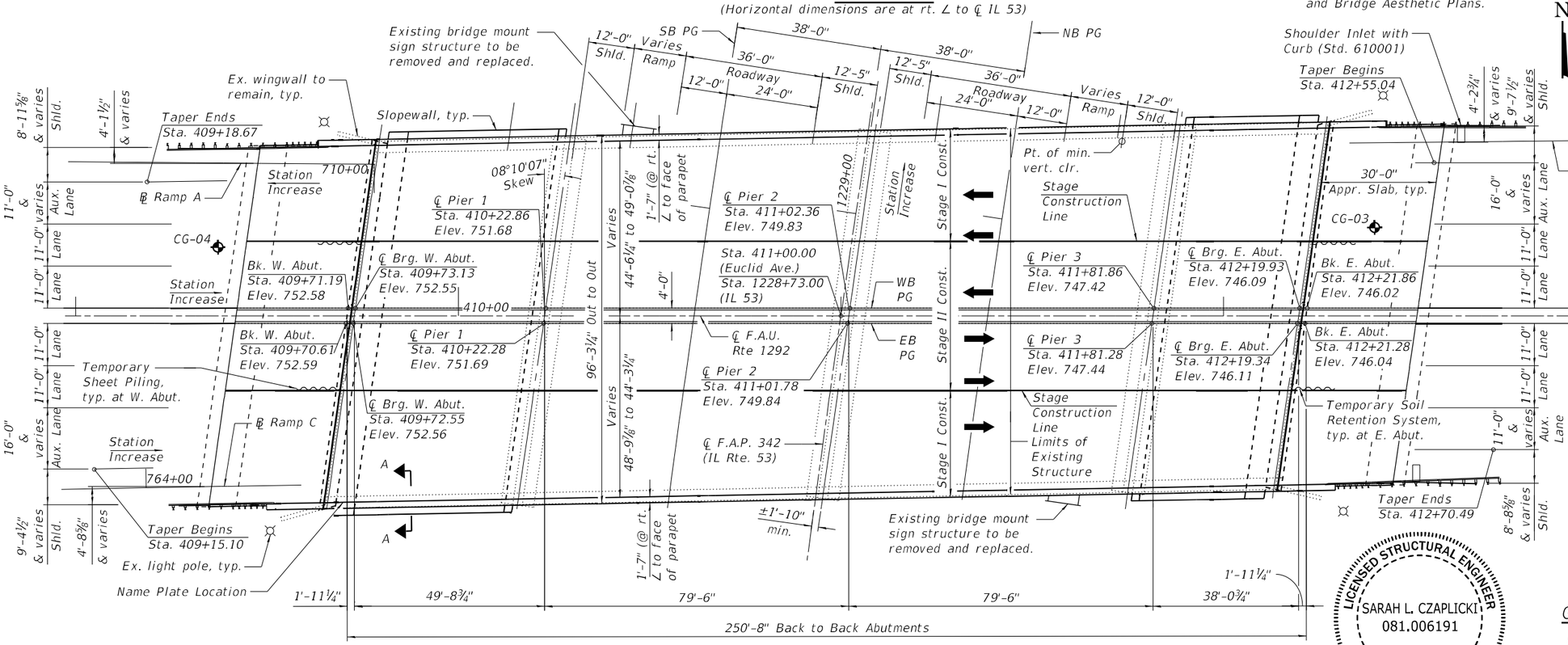
See Sheet 2 for Section A-A.



ELEVATION

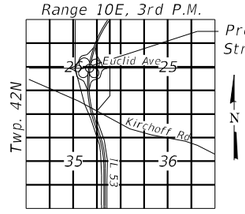
(Horizontal dimensions are at rt. ℒ to ℄ IL 53)

Note:
Sign Structure and Aesthetic details not shown. See Bridge Mounted Sign Structures Plans and Bridge Aesthetic Plans.



PLAN

(Transverse dimensions are measured along rt. ℒ's to ℄ Euclid Ave., unless noted otherwise)



LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
SARAH L. CZAPLICKI
081.006191
STATE OF ILLINOIS
09/20/2024
Sarah L. Czaplicki P.E., SE
Expires: November 30, 2024

GENERAL PLAN AND ELEVATION
EUCLID AVE. OVER IL RTE. 53
F.A.U. RTE. 1292 - SEC. (531-2-HB) BR 23
COOK COUNTY
STATION 411+00.00
STRUCTURE NO. 016-1018

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	97
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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9/20/2024 1:56:19 PM

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1 General Plan and Elevation
2 General Data
3 Stage Construction Details I
4 Stage Construction Details II
5 Temporary Concrete Barrier
6 Top of Slab Elevations Layout
7 Top of Slab Elevations I
8 Top of Slab Elevations II
9 Top of Slab Elevations III
10 Top of Slab Elevations IV
11 Top of Slab Elevations V
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16 Top of E Approach Slab Elevations
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18 Deck Cross Section
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35 Abutment Details
36 Pier 1 Removal and Repairs
37 Pier 2 Removal and Repairs
38 Pier 3 Removal and Repairs
39 Pier 1
40 Pier 2
41 Pier 3
42 Pier Details
43 Bar Splicer Assembly and Mechanical Splicer Details
44 Boring Logs I
45 Boring Logs II

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." Bolt $\frac{7}{8}$ in. diameter, holes $\frac{15}{16}$ in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel = 603,060 lbs. (M270 Grade 50)
   70,230 lbs. (M270 Grade 36)
3. All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within tolerance of $\frac{1}{8}$ in. (0.01ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to all surfaces of only new substructure concrete and shall be applied before bearing and beam erection. A penetrating sealer from the Department's qualified product list shall be used for all vertical surfaces.
8. Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
10. Pinning of the Temporary Concrete Barrier in the top of the new bridge deck and approach slabs is not allowed.

STA. 411+00.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 1292 – SEC. (531-2-HB) BR 23
LOADING HL-93
STR. NO. 016-1018

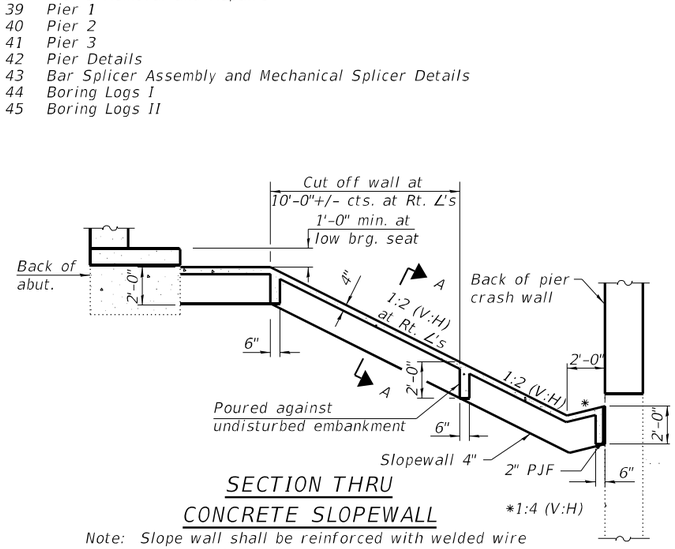
NAME PLATE

See Std. 515001

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

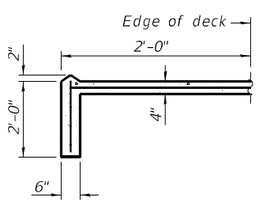
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Superstructures	Each	1	–	1
Concrete Removal	Cu. Yd.	–	96.8	96.8
Protective Shield	Sq. Yd.	3,400	–	3,400
Bridge Rail Removal	Foot	501	–	501
Slopewall Removal	Sq. Yd.	–	983	983
Structure Excavation	Cu. Yd.	–	384	384
Concrete Structures	Cu. Yd.	59.0	169.0	228.0
Concrete Superstructure	Cu. Yd.	853.5	–	853.5
Bridge Deck Grooving	Sq. Yd.	2,468	–	2,468
Protective Coat	Sq. Yd.	3,432	–	3,432
Concrete Superstructure (Approach Slab)	Cu. Yd.	267.4	–	267.4
Furnishing And Erecting Structural Steel	L. Sum	1	–	1
Stud Shear Connectors	Each	14,532	–	14,532
Reinforcement Bars, Epoxy Coated	Pound	324,250	28,950	353,200
Bar Splicers	Each	2,370	114	2,484
Mechanical Splicers	Each	34	–	34
Slopewall 4 Inch	Sq. Yd.	–	986	986
Name Plates	Each	1	–	1
Preformed Joint Seal 2 1/2"	Foot	311		311
Elastomeric Bearing Assembly, Type I	Each	56	–	56
Anchor Bolts, 1 1/4"	Each	84	–	84
Anchor Bolts, 1 1/2"	Each	56	–	56
Temporary Sheet Piling	Sq. Ft.	–	178	178
Temporary Soil Retention System	Sq. Ft.	–	61	61
Granular Backfill For Structures	Cu. Yd.	–	615	615
Concrete Sealer	Sq. Ft.	–	1,606	1,606
Epoxy Crack Injection	Foot	–	98	98
Geocomposite Wall Drain	Sq. Yd.	–	172	172
Pipe Underdrains For Structures 4"	Foot	–	296	296
Overhead Sign Structure – Bridge Mounted	Foot	42	–	42
Remove Overhead Sign Structure – Bridge Mounted	Each	2	–	2
Concrete Color Additive	Cu. Yd.	90.1		90.1
Form Liner Textured Surface (Special)	Sq. Ft.	1,730	–	1,730
Bar Terminators	Each	1,266		1,266
Parapet Railing (Special)	Foot	498	–	498
Architectural Form Liner	Sq. Yd.	8	–	8
Concrete Sealant, Special	Sq. Yd.	137	–	137
Approach Slab Removal	Sq. Yd.	640	–	640
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq. Ft.	–	75	75

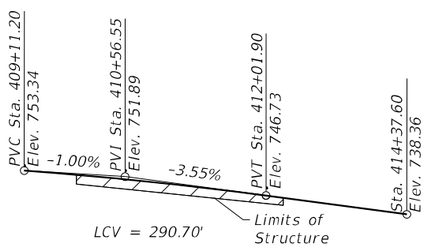


SECTION THRU CONCRETE SLOPEWALL

Note: Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. – W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft. Filling voids below existing slopewall shall be paid for as Granular Backfill for Structures.

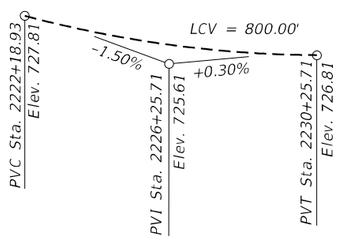


SECTION A–A

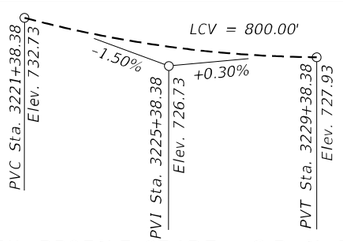


PROFILE GRADE – EUCLID AVE.

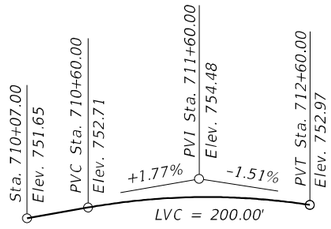
(Along EB PG and WB PB along edges of median)



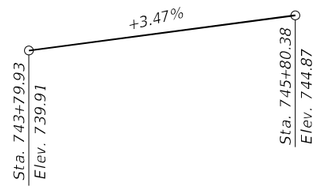
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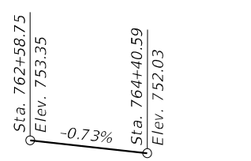
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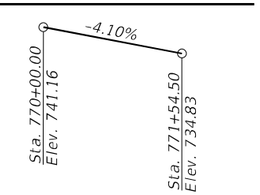
PROFILE GRADE – RAMP A



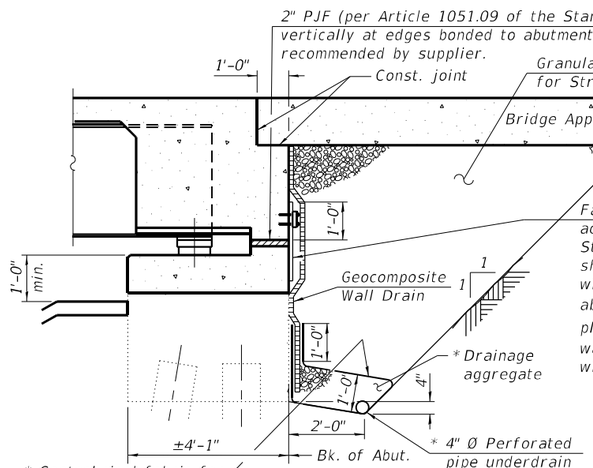
PROFILE GRADE – RAMP B



PROFILE GRADE – RAMP C



PROFILE GRADE – RAMP D



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. at Rt. ℄'s)

*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

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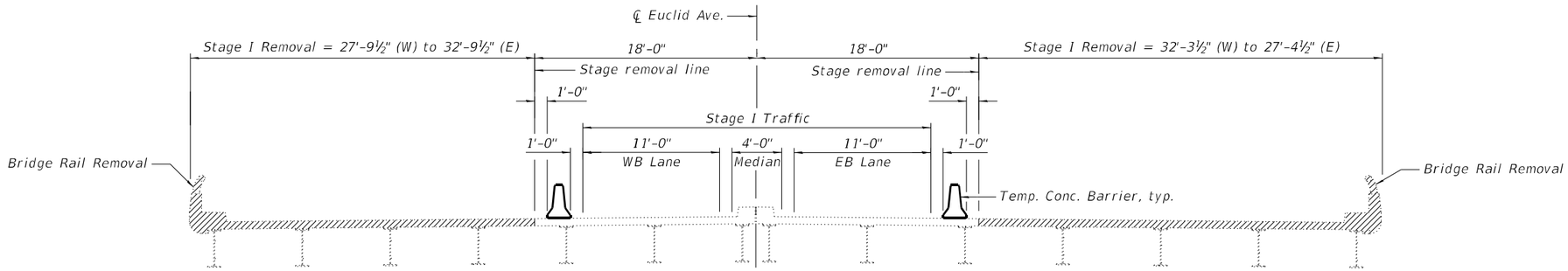
CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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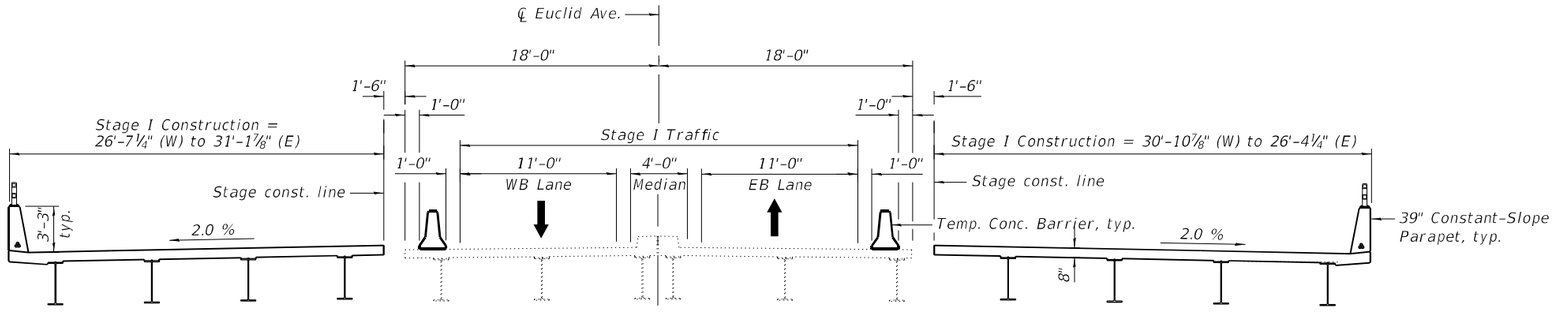
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SHEET 2 OF 45 SHEETS

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		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



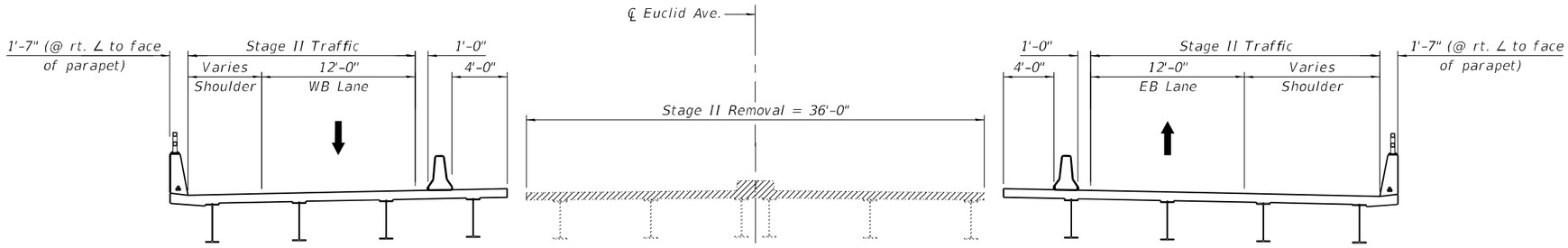
STAGE I REMOVAL

(Looking East)
(Transverse dimensions are measured along rt.
∠ to ℄ Euclid Ave., unless noted otherwise)



STAGE I CONSTRUCTION

(Looking East)
(Transverse dimensions are measured along rt.
∠ to ℄ Euclid Ave., unless noted otherwise)



STAGE II REMOVAL

(Looking East)
(Transverse dimensions are measured along rt.
∠ to ℄ Euclid Ave., unless noted otherwise)

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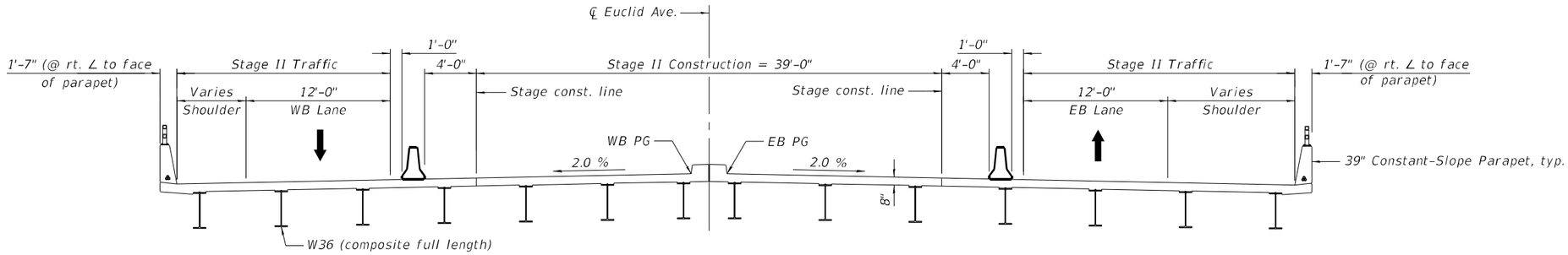
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STATE OF ILLINOIS
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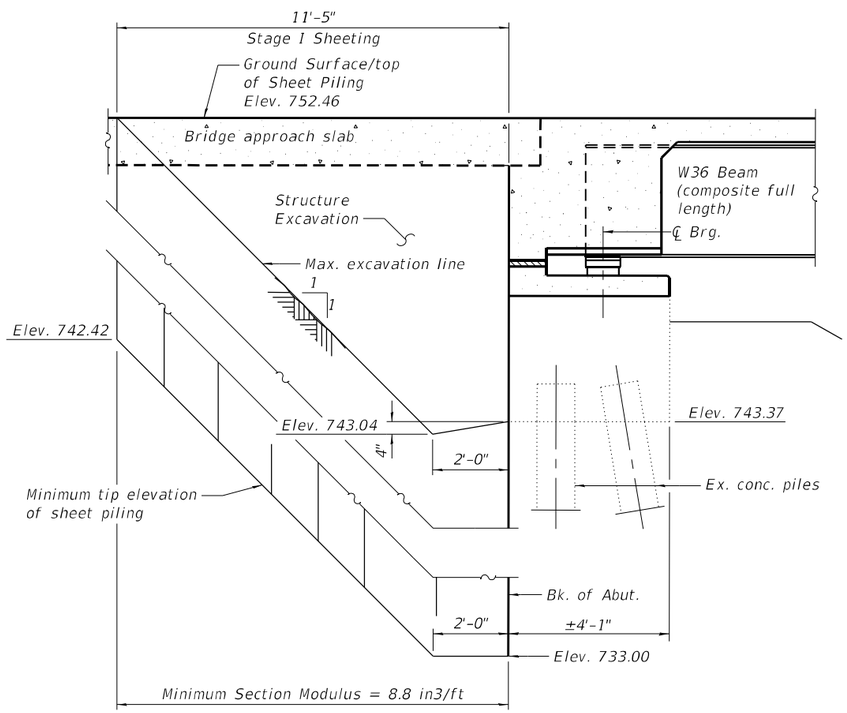
STAGE CONSTRUCTION DETAILS I
STRUCTURE NO. 016-1018
SHEET 3 OF 45 SHEETS

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		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



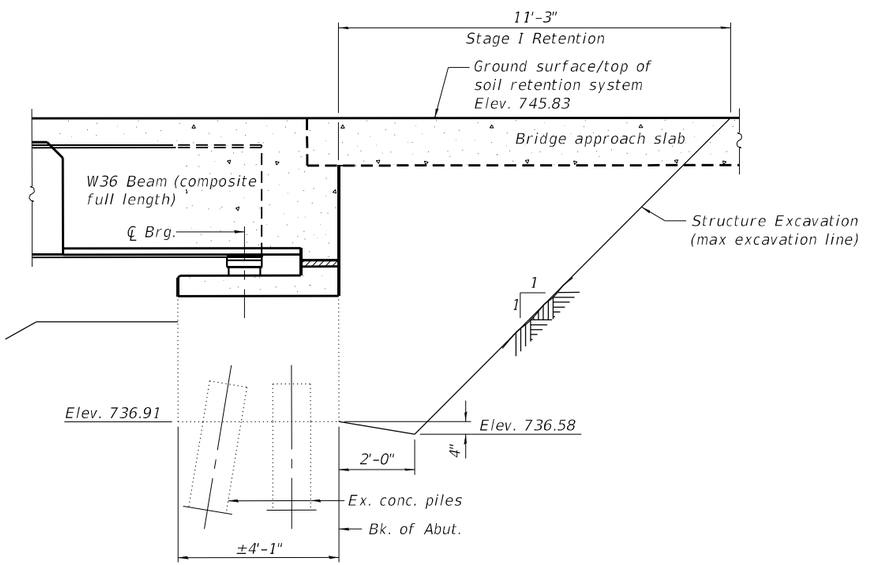
STAGE II CONSTRUCTION

(Looking East)
(Transverse dimensions are measured along rt. ∠ to ℄ Euclid Ave., unless noted otherwise)



TEMPORARY SHEET PILING

(Horiz. dim. at Rt. ∠'s)
(West Abutment, Looking North)



TEMPORARY SOIL RETENTION SYSTEM

(Horiz. dim. at Rt. ∠'s)
(East Abutment, Looking North)

Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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

BILL OF MATERIAL

Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	178
Temporary Soil Retention System	Sq. Ft.	61

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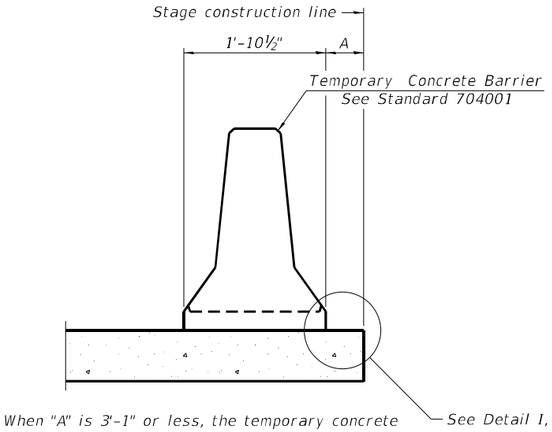
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STAGE CONSTRUCTION DETAILS II
STRUCTURE NO. 016-1018
SHEET 4 OF 45 SHEETS

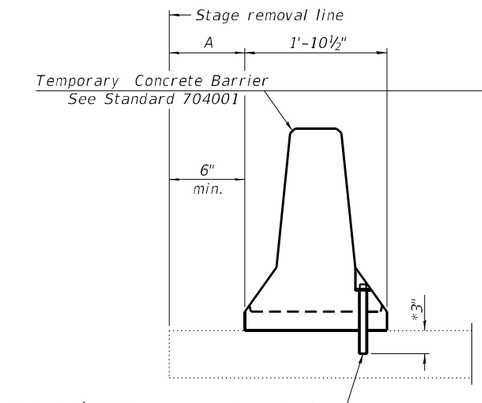
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	ILLINOIS	FED. AID PROJECT		

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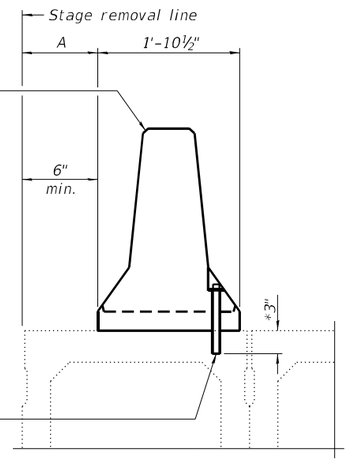
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

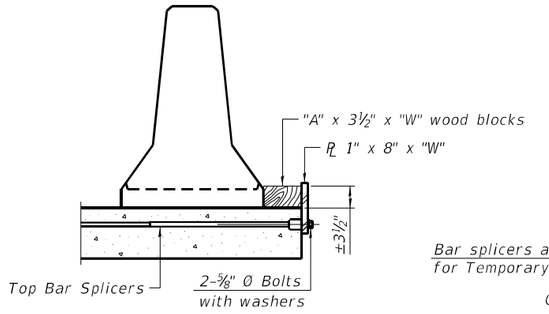
EXISTING SLAB



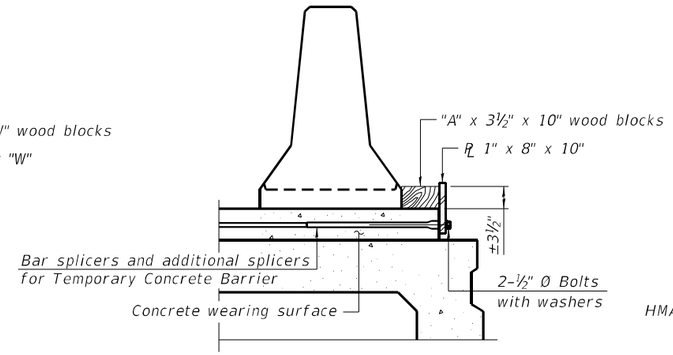
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

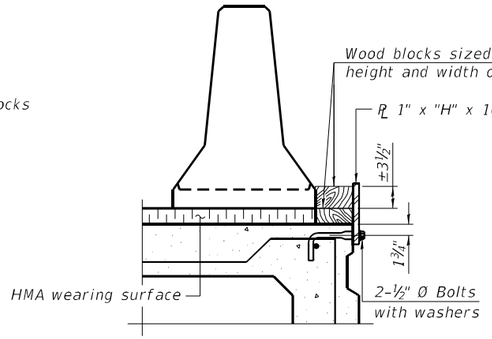
SECTIONS THRU SLAB OR DECK BEAM



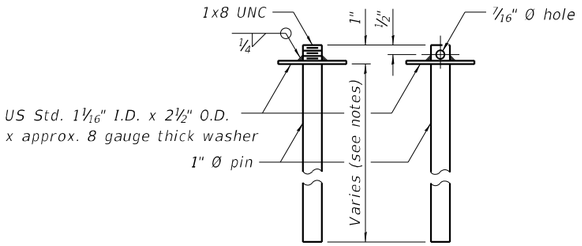
DETAIL I



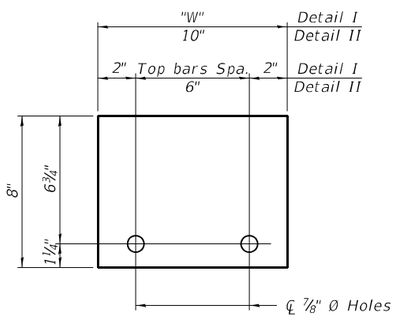
DETAIL II



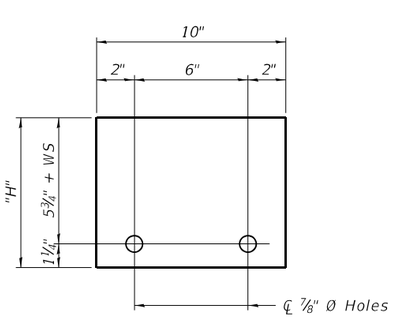
DETAIL III



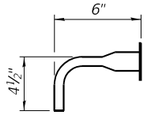
RESTRAINING PIN



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



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



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ 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 1½", 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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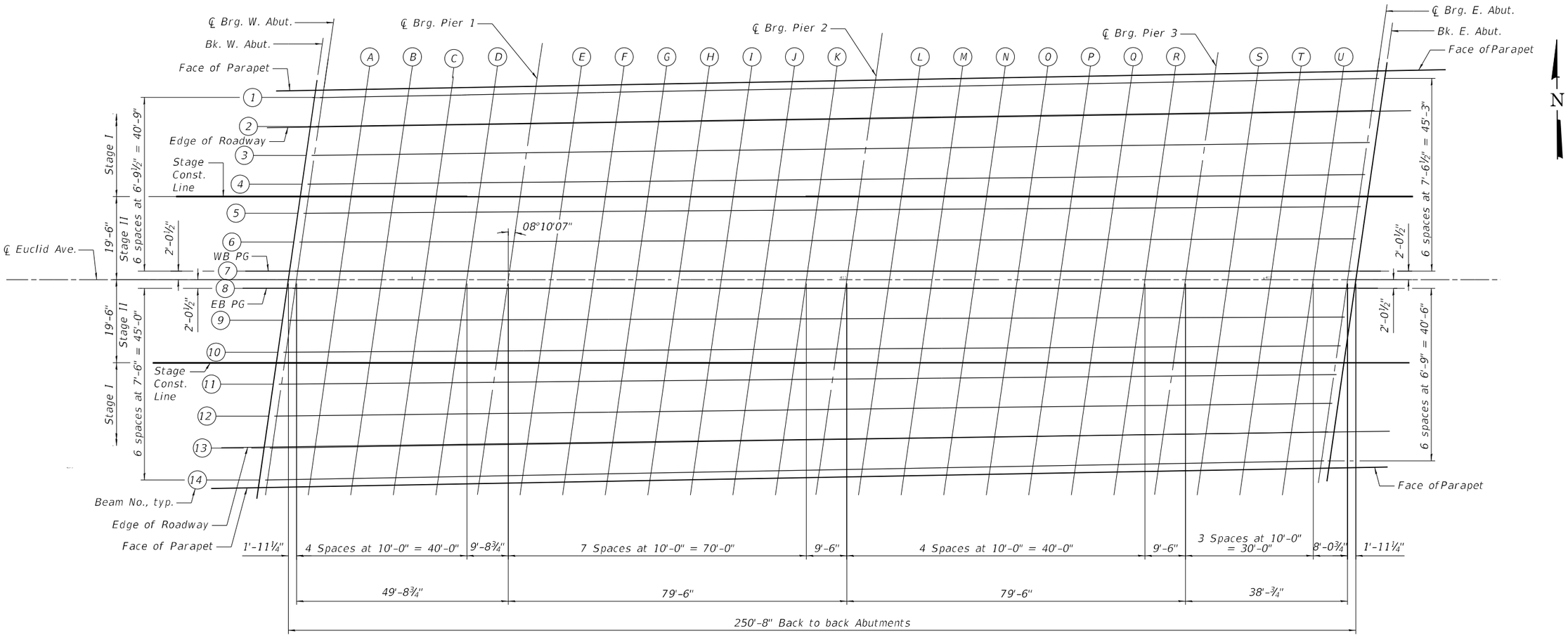
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 016-1018
SHEET 5 OF 45 SHEETS

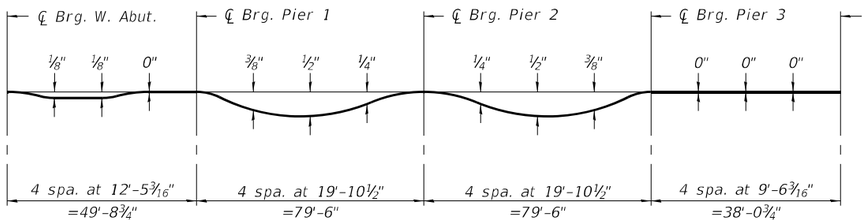
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PLAN

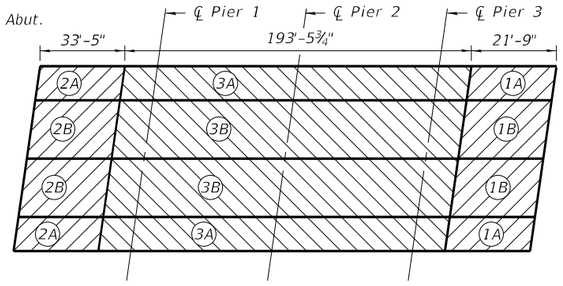
(Transverse dimensions are measured along rt. ∠'s to ℄ Euclid Ave., unless noted otherwise)



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

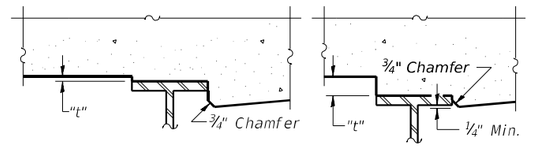
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



MANDATORY DECK POURING SEQUENCE

A deck pouring sequence is required to prevent uplift at the Abutments. The followings sequence shall be used:

1. *Pour 1 shall be placed from the East end of deck towards Pier 3.*
2. *Pour 2 shall be placed from the West end of deck towards Pier 1.*
3. *Pour 3 shall not begin until both Pour 1 and Pour 2 are in place.*
4. *Pour 1 and 2 may be placed on the same day.*



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

FILLET HEIGHTS

Notes:

All dimensions noted are either parallel or perpendicular to ℄ Euclid Ave.

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

a. At least 72 hours shall have elapsed from the end of the previous pour.

b. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

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PLOT DATE =		CHECKED - HP	REVISED -		SHEET 6 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

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FACE OF NORTH PARPAET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+77.31	-44.62	751.63	751.63
Brg. W. Abut.	409+79.25	-44.65	751.60	751.60
A	409+89.28	-44.84	751.44	751.44
B	409+99.31	-45.02	751.26	751.27
C	410+09.33	-45.20	751.07	751.08
D	410+19.36	-45.38	750.88	750.88
CL. Brg. Pier 1	410+29.11	-45.56	750.68	750.68
E	410+39.14	-45.75	750.47	750.48
F	410+49.17	-45.93	750.25	750.28
G	410+59.19	-46.11	750.02	750.06
H	410+69.22	-46.29	749.78	749.82
I	410+79.24	-46.48	749.53	749.57
J	410+89.27	-46.66	749.28	749.30
K	410+99.30	-46.84	749.01	749.02
CL. Brg. Pier 2	411+08.82	-47.02	748.75	748.75
L	411+18.85	-47.20	748.47	748.48
M	411+28.87	-47.38	748.18	748.21
N	411+38.90	-47.56	747.88	747.92
O	411+48.93	-47.75	747.57	747.62
P	411+58.95	-47.93	747.25	747.30
Q	411+68.98	-48.11	746.93	746.96
R	411+79.01	-48.30	746.59	746.61
CL. Brg. Pier 3	411+88.53	-48.47	746.26	746.26
S	411+98.56	-48.65	745.91	745.91
T	412+08.58	-48.83	745.56	745.55
U	412+18.61	-49.02	745.20	745.20
Brg. E. Abut.	412+26.69	-49.17	744.91	744.91
Bk. E. Abut.	412+28.63	-49.20	744.84	744.84

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+77.06	-42.86	751.67	751.67
Brg. W. Abut.	409+79.00	-42.90	751.64	751.64
A	409+89.03	-43.08	751.47	751.48
B	409+99.05	-43.26	751.30	751.31
C	410+09.08	-43.45	751.11	751.12
D	410+19.11	-43.63	750.92	750.92
CL. Brg. Pier 1	410+28.86	-43.81	750.72	750.72
E	410+42.25	-44.05	750.44	750.45
F	410+52.27	-44.23	750.21	750.25
G	410+62.30	-44.42	749.98	750.02
H	410+72.32	-44.60	749.74	749.78
I	410+82.35	-44.78	749.49	749.52
J	410+92.38	-44.97	749.23	749.25
K	411+02.40	-45.15	748.96	748.96
CL. Brg. Pier 2	411+08.57	-45.26	748.79	748.79
L	411+18.60	-45.44	748.51	748.52
M	411+28.62	-45.63	748.22	748.25
N	411+38.65	-45.81	747.92	747.97
O	411+48.67	-45.99	747.61	747.67
P	411+58.70	-46.18	747.29	747.35
Q	411+68.73	-46.36	746.97	747.01
R	411+78.75	-46.54	746.63	746.65
CL. Brg. Pier 3	411+88.28	-46.71	746.31	746.31
S	411+98.30	-46.90	745.96	745.95
T	412+08.33	-47.08	745.60	745.60
U	412+18.36	-47.26	745.24	745.24
Brg. E. Abut.	412+26.44	-47.41	744.95	744.95
Bk. E. Abut.	412+28.38	-47.45	744.88	744.88

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+76.08	-36.04	751.83	751.83
Brg. W. Abut.	409+78.02	-36.07	751.79	751.79
A	409+88.04	-36.23	751.63	751.63
B	409+98.07	-36.38	751.45	751.46
C	410+08.09	-36.53	751.27	751.27
D	410+18.11	-36.68	751.08	751.08
CL. Brg. Pier 1	410+27.86	-36.83	750.88	750.88
E	410+37.88	-36.98	750.67	750.68
F	410+47.90	-37.14	750.45	750.48
G	410+57.93	-37.29	750.22	750.27
H	410+67.95	-37.44	749.99	750.03
I	410+77.97	-37.59	749.74	749.78
J	410+87.99	-37.75	749.49	749.51
K	410+98.01	-37.90	749.22	749.23
CL. Brg. Pier 2	411+07.53	-38.04	748.97	748.97
L	411+17.56	-38.19	748.68	748.70
M	411+27.58	-38.35	748.40	748.42
N	411+37.60	-38.50	748.10	748.14
O	411+47.62	-38.65	747.79	747.85
P	411+57.64	-38.80	747.48	747.53
Q	411+67.66	-38.96	747.15	747.19
R	411+77.69	-39.11	746.82	746.83
CL. Brg. Pier 3	411+87.21	-39.25	746.49	746.49
S	411+97.23	-39.41	746.14	746.14
T	412+07.25	-39.56	745.79	745.79
U	412+17.27	-39.71	745.43	745.43
Brg. E. Abut.	412+25.35	-39.83	745.14	745.14
Bk. E. Abut.	412+27.29	-39.86	745.07	745.07

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+76.07	-35.96	751.83	751.83
Brg. W. Abut.	409+78.01	-35.99	751.80	751.80
A	409+88.03	-36.14	751.63	751.64
B	409+98.05	-36.29	751.45	751.46
C	410+08.07	-36.44	751.27	751.28
D	410+18.10	-36.58	751.08	751.08
CL. Brg. Pier 1	410+27.85	-36.73	750.88	750.88
E	410+37.87	-36.88	750.67	750.69
F	410+47.89	-37.03	750.45	750.48
G	410+57.91	-37.18	750.23	750.27
H	410+67.93	-37.33	749.99	750.03
I	410+77.95	-37.47	749.74	749.78
J	410+87.97	-37.62	749.49	749.51
K	410+97.99	-37.77	749.23	749.23
CL. Brg. Pier 2	411+07.52	-37.91	748.97	748.97
L	411+17.54	-38.06	748.69	748.70
M	411+27.56	-38.21	748.40	748.43
N	411+37.58	-38.36	748.10	748.15
O	411+47.60	-38.51	747.79	747.85
P	411+57.62	-38.66	747.48	747.53
Q	411+67.64	-38.81	747.16	747.19
R	411+77.66	-38.96	746.82	746.84
CL. Brg. Pier 3	411+87.19	-39.10	746.50	746.50
S	411+97.21	-39.25	746.15	746.14
T	412+07.23	-39.39	745.79	745.79
U	412+17.25	-39.54	745.43	745.43
Brg. E. Abut.	412+25.33	-39.66	745.15	745.14
Bk. E. Abut.	412+27.27	-39.69	745.08	745.08

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+75.10	-29.23	751.98	751.98
Brg. W. Abut.	409+77.04	-29.26	751.95	751.95
A	409+87.06	-29.38	751.78	751.79
B	409+97.08	-29.50	751.61	751.62
C	410+07.10	-29.62	751.43	751.43
D	410+17.11	-29.74	751.23	751.23
CL. Brg. Pier 1	410+26.86	-29.86	751.04	751.04
E	410+36.88	-29.98	750.83	750.84
F	410+46.89	-30.11	750.61	750.64
G	410+56.91	-30.23	750.39	750.43
H	410+66.93	-30.35	750.15	750.20
I	410+76.95	-30.47	749.91	749.95
J	410+86.96	-30.59	749.66	749.68
K	410+96.98	-30.71	749.39	749.40
CL. Brg. Pier 2	411+06.50	-30.83	749.14	749.14
L	411+16.52	-30.95	748.86	748.87
M	411+26.53	-31.07	748.57	748.60
N	411+36.55	-31.19	748.28	748.32
O	411+46.57	-31.32	747.97	748.03
P	411+56.59	-31.44	747.66	747.71
Q	411+66.60	-31.56	747.33	747.37
R	411+76.62	-31.68	747.00	747.02
CL. Brg. Pier 3	411+86.14	-31.80	746.68	746.68
S	411+96.15	-31.92	746.33	746.33
T	412+06.17	-32.04	745.98	745.97
U	412+16.19	-32.16	745.62	745.62
Brg. E. Abut.	412+24.27	-32.26	745.33	745.33
Bk. E. Abut.	412+26.21	-32.28	745.26	745.26

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+74.13	-22.43	752.13	752.13
Brg. W. Abut.	409+76.07	-22.44	752.10	752.10
A	409+86.08	-22.53	751.93	751.94
B	409+96.09	-22.63	751.76	751.77
C	410+06.10	-22.72	751.58	751.59
D	410+16.12	-22.81	751.39	751.39
CL. Brg. Pier 1	410+25.86	-22.90	751.20	751.20
E	410+35.87	-22.99	750.99	751.01
F	410+45.89	-23.08	750.78	750.81
G	410+55.90	-23.17	750.55	750.59
H	410+65.91	-23.26	750.32	750.36
I	410+75.93	-23.35	750.08	750.11
J	410+85.94	-23.45	749.82	749.85
K	410+95.95	-23.54	749.56	749.57
CL. Brg. Pier 2	411+05.46	-23.62	749.31	749.31
L	411+15.48	-23.71	749.03	749.04
M	411+25.49	-23.81	748.75	748.78
N	411+35.50	-23.90	748.45	748.50
O	411+45.52	-23.99	748.15	748.20
P	411+55.53	-24.08	747.84	747.89
Q	411+65.54	-24.17	747.52	747.55
R	411+75.56	-24.26	747.19	747.20
CL. Brg. Pier 3	411+85.07	-24.35	746.86	746.86
S	411+95.08	-24.44	746.52	746.51
T	412+05.09	-24.53	746.17	746.16
U	412+15.11	-24.62	745.81	745.81
Brg. E. Abut.	412+23.18	-24.70	745.52	745.52
Bk. E. Abut.	412+25.12	-24.71	745.45	745.45

MODEL: Default
FILE NAME: C:\Users\StevenJohnsonOneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(CL-D162N91-SN016-1018_508 Top of Deck Slab Elevations (2 of 8) -CL.dgn
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CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184,008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 016-1018
SHEET 8 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	104
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

WESTBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+73.71	-19.50	752.19	752.19
Brg. W. Abut.	409+75.64	-19.50	752.16	752.16
A	409+85.64	-19.50	752.00	752.01
B	409+95.64	-19.50	751.83	751.84
C	410+05.64	-19.50	751.65	751.66
D	410+15.64	-19.50	751.47	751.47
CL. Brg. Pier 1	410+25.37	-19.50	751.28	751.28
E	410+35.37	-19.50	751.07	751.09
F	410+45.37	-19.50	750.86	750.89
G	410+55.37	-19.50	750.64	750.68
H	410+65.37	-19.50	750.41	750.45
I	410+75.37	-19.50	750.17	750.20
J	410+85.37	-19.50	749.92	749.94
K	410+95.37	-19.50	749.66	749.67
CL. Brg. Pier 2	411+04.87	-19.50	749.41	749.41
L	411+14.87	-19.50	749.13	749.14
M	411+24.87	-19.50	748.85	748.88
N	411+34.87	-19.50	748.56	748.60
O	411+44.87	-19.50	748.26	748.31
P	411+54.87	-19.50	747.95	748.00
Q	411+64.87	-19.50	747.63	747.67
R	411+74.87	-19.50	747.30	747.32
CL. Brg. Pier 3	411+84.37	-19.50	746.99	746.99
S	411+94.37	-19.50	746.64	746.64
T	412+04.37	-19.50	746.29	746.29
U	412+14.37	-19.50	745.94	745.94
Brg. E. Abut.	412+22.43	-19.50	745.65	745.65
Bk. E. Abut.	412+24.37	-19.50	745.58	745.58

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+73.15	-15.63	752.28	752.28
Brg. W. Abut.	409+75.09	-15.64	752.25	752.25
A	409+85.10	-15.70	752.09	752.09
B	409+95.11	-15.76	751.92	751.93
C	410+05.11	-15.82	751.74	751.74
D	410+15.12	-15.88	751.55	751.55
CL. Brg. Pier 1	410+24.86	-15.94	751.36	751.36
E	410+34.87	-16.00	751.15	751.17
F	410+44.88	-16.06	750.94	750.97
G	410+54.89	-16.12	750.72	750.76
H	410+64.90	-16.18	750.48	750.53
I	410+74.90	-16.24	750.24	750.28
J	410+84.91	-16.30	749.99	750.02
K	410+94.92	-16.37	749.74	749.74
CL. Brg. Pier 2	411+04.43	-16.42	749.48	749.48
L	411+14.44	-16.48	749.21	749.22
M	411+24.45	-16.54	748.92	748.95
N	411+34.46	-16.61	748.63	748.67
O	411+44.47	-16.67	748.33	748.38
P	411+54.47	-16.73	748.02	748.07
Q	411+64.48	-16.79	747.70	747.73
R	411+74.49	-16.85	747.37	747.39
CL. Brg. Pier 3	411+84.00	-16.91	747.05	747.05
S	411+94.01	-16.97	746.70	746.70
T	412+04.02	-17.03	746.35	746.35
U	412+14.03	-17.09	746.00	746.00
Brg. E. Abut.	412+22.10	-17.14	745.71	745.71
Bk. E. Abut.	412+24.03	-17.15	745.64	745.64

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+72.18	-8.83	752.43	752.43
Brg. W. Abut.	409+74.11	-8.84	752.40	752.40
A	409+84.12	-8.87	752.24	752.25
B	409+94.12	-8.90	752.07	752.08
C	410+04.13	-8.93	751.89	751.90
D	410+14.13	-8.96	751.71	751.71
CL. Brg. Pier 1	410+23.86	-8.99	751.52	751.52
E	410+33.87	-9.02	751.31	751.33
F	410+43.87	-9.05	751.10	751.13
G	410+53.88	-9.08	750.88	750.92
H	410+63.88	-9.11	750.65	750.69
I	410+73.88	-9.14	750.41	750.45
J	410+83.89	-9.17	750.16	750.18
K	410+93.89	-9.20	749.91	749.91
CL. Brg. Pier 2	411+03.40	-9.23	749.65	749.65
L	411+13.40	-9.26	749.38	749.39
M	411+23.41	-9.29	749.10	749.13
N	411+33.41	-9.32	748.81	748.85
O	411+43.42	-9.35	748.51	748.56
P	411+53.42	-9.38	748.20	748.25
Q	411+63.42	-9.41	747.88	747.92
R	411+73.43	-9.44	747.55	747.57
CL. Brg. Pier 3	411+82.93	-9.47	747.23	747.23
S	411+92.94	-9.50	746.89	746.89
T	412+02.94	-9.53	746.54	746.54
U	412+12.95	-9.56	746.19	746.19
Brg. E. Abut.	412+21.01	-9.59	745.90	745.90
Bk. E. Abut.	412+22.95	-9.59	745.83	745.83

MODEL: Default
FILE NAME: C:\Users\StevenJohnsonOneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(C)-D162N91-SN016-1018_S09 Top of Deck Slab Elevations (3 of 8) -CL.dgn
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CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 016-1018
SHEET 9 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	105
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+71.20	-2.04	752.58	752.58
Brg. W. Abut.	409+73.14	-2.04	752.55	752.55
A	409+83.14	-2.04	752.39	752.40
B	409+93.14	-2.04	752.23	752.23
C	410+03.14	-2.04	752.05	752.05
D	410+13.14	-2.04	751.86	751.86
CL. Brg. Pier 1	410+22.87	-2.04	751.68	751.68
E	410+32.87	-2.04	751.47	751.49
F	410+42.87	-2.04	751.26	751.29
G	410+52.87	-2.04	751.04	751.09
H	410+62.87	-2.04	750.81	750.86
I	410+72.87	-2.04	750.58	750.61
J	410+82.87	-2.04	750.33	750.35
K	410+92.87	-2.04	750.08	750.08
CL. Brg. Pier 2	411+02.37	-2.04	749.82	749.82
L	411+12.37	-2.04	749.55	749.56
M	411+22.37	-2.04	749.27	749.30
N	411+32.37	-2.04	748.98	749.03
O	411+42.37	-2.04	748.68	748.74
P	411+52.37	-2.04	748.38	748.43
Q	411+62.37	-2.04	748.06	748.10
R	411+72.37	-2.04	747.74	747.75
CL. Brg. Pier 3	411+81.87	-2.04	747.42	747.42
S	411+91.87	-2.04	747.08	747.07
T	412+01.87	-2.04	746.73	746.72
U	412+11.87	-2.04	746.38	746.37
Brg. E. Abut.	412+19.93	-2.04	746.09	746.09
Bk. E. Abut.	412+21.86	-2.04	746.02	746.02

WESTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+71.19	-2.00	752.58	752.58
Brg. W. Abut.	409+73.13	-2.00	752.55	752.55
A	409+83.13	-2.00	752.39	752.40
B	409+93.13	-2.00	752.23	752.23
C	410+03.13	-2.00	752.05	752.05
D	410+13.13	-2.00	751.86	751.86
CL. Brg. Pier 1	410+22.86	-2.00	751.68	751.68
E	410+32.86	-2.00	751.47	751.49
F	410+42.86	-2.00	751.26	751.29
G	410+52.86	-2.00	751.04	751.09
H	410+62.86	-2.00	750.81	750.86
I	410+72.86	-2.00	750.58	750.61
J	410+82.86	-2.00	750.33	750.35
K	410+92.86	-2.00	750.08	750.08
CL. Brg. Pier 2	411+02.36	-2.00	749.83	749.83
L	411+12.36	-2.00	749.55	749.56
M	411+22.36	-2.00	749.27	749.30
N	411+32.36	-2.00	748.98	749.03
O	411+42.36	-2.00	748.68	748.74
P	411+52.36	-2.00	748.38	748.43
Q	411+62.36	-2.00	748.06	748.10
R	411+72.36	-2.00	747.74	747.75
CL. Brg. Pier 3	411+81.86	-2.00	747.42	747.42
S	411+91.86	-2.00	747.08	747.07
T	412+01.86	-2.00	746.73	746.73
U	412+11.86	-2.00	746.38	746.38
Brg. E. Abut.	412+19.92	-2.00	746.09	746.09
Bk. E. Abut.	412+21.86	-2.00	746.02	746.02

NORTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+71.12	-1.50	752.57	752.57
Brg. W. Abut.	409+73.06	-1.50	752.54	752.54
A	409+83.06	-1.50	752.38	752.39
B	409+93.06	-1.50	752.22	752.23
C	410+03.06	-1.50	752.04	752.05
D	410+13.06	-1.50	751.86	751.86
CL. Brg. Pier 1	410+22.79	-1.50	751.67	751.67
E	410+32.79	-1.50	751.47	751.48
F	410+42.79	-1.50	751.25	751.29
G	410+52.79	-1.50	751.03	751.08
H	410+62.79	-1.50	750.81	750.85
I	410+72.79	-1.50	750.57	750.61
J	410+82.79	-1.50	750.32	750.34
K	410+92.79	-1.50	750.07	750.07
CL. Brg. Pier 2	411+02.29	-1.50	749.82	749.82
L	411+12.29	-1.50	749.55	749.56
M	411+22.29	-1.50	749.26	749.29
N	411+32.29	-1.50	748.98	749.02
O	411+42.29	-1.50	748.68	748.73
P	411+52.29	-1.50	748.37	748.42
Q	411+62.29	-1.50	748.05	748.09
R	411+72.29	-1.50	747.73	747.75
CL. Brg. Pier 3	411+81.79	-1.50	747.41	747.41
S	411+91.79	-1.50	747.07	747.07
T	412+01.79	-1.50	746.72	746.72
U	412+11.79	-1.50	746.37	746.37
Brg. E. Abut.	412+19.85	-1.50	746.08	746.08
Bk. E. Abut.	412+21.86	-1.50	746.01	746.01

SOUTH EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+70.69	1.50	752.58	752.58
Brg. W. Abut.	409+72.62	1.50	752.55	752.55
A	409+82.62	1.50	752.39	752.40
B	409+92.62	1.50	752.23	752.23
C	410+02.62	1.50	752.05	752.05
D	410+12.62	1.50	751.86	751.86
CL. Brg. Pier 1	410+22.35	1.50	751.68	751.68
E	410+32.35	1.50	751.47	751.49
F	410+42.35	1.50	751.26	751.30
G	410+52.35	1.50	751.04	751.09
H	410+62.35	1.50	750.82	750.87
I	410+72.35	1.50	750.58	750.62
J	410+82.35	1.50	750.33	750.36
K	410+92.35	1.50	750.08	750.09
CL. Brg. Pier 2	411+01.85	1.50	749.83	749.83
L	411+11.85	1.50	749.56	749.57
M	411+21.85	1.50	749.28	749.30
N	411+31.85	1.50	748.99	749.03
O	411+41.85	1.50	748.69	748.74
P	411+51.85	1.50	748.38	748.43
Q	411+61.85	1.50	748.07	748.10
R	411+71.85	1.50	747.74	747.76
CL. Brg. Pier 3	411+81.35	1.50	747.43	747.43
S	411+91.35	1.50	747.09	747.08
T	412+01.35	1.50	746.74	746.73
U	412+11.35	1.50	746.38	746.38
Brg. E. Abut.	412+19.41	1.50	746.10	746.10
Bk. E. Abut.	412+21.35	1.50	746.03	746.03

EASTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+70.61	2.00	752.59	752.59
Brg. W. Abut.	409+72.55	2.00	752.56	752.56
A	409+82.55	2.00	752.40	752.41
B	409+92.55	2.00	752.24	752.25
C	410+02.55	2.00	752.06	752.07
D	410+12.55	2.00	751.88	751.88
CL. Brg. Pier 1	410+22.28	2.00	751.69	751.69
E	410+32.28	2.00	751.49	751.50
F	410+42.28	2.00	751.28	751.31
G	410+52.28	2.00	751.06	751.10
H	410+62.28	2.00	750.83	750.88
I	410+72.28	2.00	750.59	750.63
J	410+82.28	2.00	750.35	750.37
K	410+92.28	2.00	750.09	750.10
CL. Brg. Pier 2	411+01.78	2.00	749.84	749.84
L	411+11.78	2.00	749.57	749.58
M	411+21.78	2.00	749.29	749.32
N	411+31.78	2.00	749.00	749.04
O	411+41.78	2.00	748.70	748.75
P	411+51.78	2.00	748.40	748.44
Q	411+61.78	2.00	748.08	748.11
R	411+71.78	2.00	747.76	747.77
CL. Brg. Pier 3	411+81.28	2.00	747.44	747.44
S	411+91.28	2.00	747.10	747.09
T	412+01.28	2.00	746.75	746.75
U	412+11.28	2.00	746.40	746.40
Brg. E. Abut.	412+19.34	2.00	746.11	746.11
Bk. E. Abut.	412+21.28	2.00	746.04	746.04

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+70.61	2.04	752.59	752.59
Brg. W. Abut.	409+72.54	2.04	752.56	752.56
A	409+82.54	2.04	752.40	752.41
B	409+92.54	2.04	752.24	752.24
C	410+02.54	2.04	752.06	752.06
D	410+12.54	2.04	751.88	751.87
CL. Brg. Pier 1	410+22.27	2.04	751.69	751.69
E	410+32.27	2.04	751.49	751.50
F	410+42.27	2.04	751.27	751.31
G	410+52.27	2.04	751.06	751.10
H	410+62.27	2.04	750.83	750.88
I	410+72.27	2.04	750.59	750.63
J	410+82.27	2.04	750.34	750.37
K	410+92.27	2.04	750.09	750.10
CL. Brg. Pier 2	411+01.77	2.04	749.84	749.84
L	411+11.77	2.04	749.57	749.58
M	411+21.77	2.04	749.29	749.31
N	411+31.77	2.04	749.00	749.04
O	411+41.77	2.04	748.70	748.75
P	411+51.77	2.04	748.40	748.44
Q	411+61.77	2.04	748.08	748.11
R	411+71.77	2.04	747.76	747.77
CL. Brg. Pier 3	411+81.27	2.04	747.44	747.44
S	411+91.27	2.04	747.10	747.09
T	412+01.27	2.04	746.75	746.75
U	412+11.27	2.04	746.40	746.40
Brg. E. Abut.	412+19.34	2.04	746.11	746.11
Bk. E. Abut.	412+21.27	2.04	746.04	746.04

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+69.53	9.55	752.46	752.46
Brg. W. Abut.	409+71.47	9.54	752.43	752.43
A	409+81.47	9.51	752.27	752.28
B	409+91.48	9.48	752.10	752.11
C	410+01.48	9.45	751.93	751.94
D	410+11.49	9.42	751.75	751.75
CL. Brg. Pier 1	410+21.22	9.39	751.56	751.56
E	410+31.22	9.36	751.36	751.37
F	410+41.23	9.33	751.15	751.18
G	410+51.23	9.30	750.93	750.98
H	410+61.24	9.27	750.71	750.76
I	410+71.24	9.24	750.47	750.51
J	410+81.24	9.21	750.23	750.25
K	410+91.25	9.18	749.97	749.98
CL. Brg. Pier 2	411+00.75	9.15	749.73	749.73
L	411+10.76	9.12	749.46	749.46
M	411+20.76	9.09	749.18	749.20
N	411+30.77	9.06	748.89	748.93
O	411+40.77	9.03	748.59	748.64
P	411+50.78	9.00	748.29	748.33
Q	411+60.78	8.97	747.97	748.01
R	411+70.78	8.94	747.65	747.67
CL. Brg. Pier 3	411+80.29	8.91	747.34	747.34
S	411+90.29	8.88	747.00	746.99
T	412+00.30	8.85	746.65	746.64
U	412+10.30	8.82	746.30	746.29
Brg. E. Abut.	412+18.37	8.79	746.01	746.01
Bk. E. Abut.	412+20.30	8.79	745.94	745.94

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+68.45	17.07	752.32	752.32
Brg. W. Abut.	409+70.39	17.05	752.29	752.29
A	409+80.40	16.99	752.14	752.15
B	409+90.41	16.93	751.97	751.98
C	410+00.42	16.87	751.80	751.81
D	410+10.42	16.81	751.62	751.62
CL. Brg. Pier 1	410+20.16	16.75	751.43	751.43
E	410+30.17	16.69	751.24	751.25
F	410+40.18	16.63	751.03	751.06
G	410+50.19	16.57	750.81	750.86
H	410+60.20	16.51	750.59	750.63
I	410+70.21	16.45	750.35	750.39
J	410+80.21	16.39	750.11	750.13
K	410+90.22	16.33	749.86	749.87
CL. Brg. Pier 2	410+99.73	16.27	749.61	749.61
L	411+09.74	16.21	749.34	749.35
M	411+19.75	16.15	749.06	749.09
N	411+29.76	16.09	748.78	748.82
O	411+39.77	16.03	748.48	748.53
P	411+49.78	15.96	748.18	748.23
Q	411+59.78	15.90	747.87	747.90
R	411+69.79	15.84	747.54	747.56
CL. Brg. Pier 3	411+79.30	15.79	747.23	747.23
S	411+89.31	15.72	746.89	746.89
T	411+99.32	15.66	746.54	746.54
U	412+09.33	15.60	746.19	746.19
Brg. E. Abut.	412+17.40	15.55	745.91	745.91
Bk. E. Abut.	412+19.33	15.54	745.84	745.84

EASTBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+68.10	19.50	752.28	752.28
Brg. W. Abut.	409+70.04	19.50	752.25	752.25
A	409+80.04	19.50	752.09	752.10
B	409+90.04	19.50	751.93	751.94
C	410+00.04	19.50	751.76	751.76
D	410+10.04	19.50	751.57	751.57
CL. Brg. Pier 1	410+19.77	19.50	751.39	751.39
E	410+29.77	19.50	751.19	751.20
F	410+39.77	19.50	750.98	751.01
G	410+49.77	19.50	750.76	750.81
H	410+59.77	19.50	750.54	750.59
I	410+69.77	19.50	750.30	750.34
J	410+79.77	19.50	750.06	750.08
K	410+89.77	19.50	749.81	749.81
CL. Brg. Pier 2	410+99.27	19.50	749.56	749.56
L	411+09.27	19.50	749.29	749.30
M	411+19.27	19.50	749.01	749.04
N	411+29.27	19.50	748.72	748.77
O	411+39.27	19.50	748.43	748.48
P	411+49.27	19.50	748.12	748.17
Q	411+59.27	19.50	747.81	747.84
R	411+69.27	19.50	747.49	747.50
CL. Brg. Pier 3	411+78.77	19.50	747.17	747.17
S	411+88.77	19.50	746.84	746.83
T	411+98.77	19.50	746.49	746.48
U	412+08.77	19.50	746.14	746.14
Brg. E. Abut.	412+16.83	19.50	745.85	745.85
Bk. E. Abut.	412+18.77	19.50	745.78	745.78

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184,008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VI
STRUCTURE NO. 016-1018
SHEET 12 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	108
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+67.37	24.59	752.19	752.19
Brg. W. Abut.	409+69.31	24.57	752.16	752.16
A	409+79.32	24.48	752.01	752.01
B	409+89.34	24.39	751.84	751.85
C	409+99.35	24.30	751.67	751.68
D	410+09.36	24.21	751.49	751.49
CL. Brg. Pier 1	410+19.11	24.12	751.31	751.31
E	410+29.12	24.03	751.11	751.12
F	410+39.13	23.93	750.90	750.94
G	410+49.14	23.84	750.69	750.73
H	410+59.16	23.75	750.47	750.51
I	410+69.17	23.66	750.23	750.27
J	410+79.18	23.57	749.99	750.02
K	410+89.20	23.48	749.74	749.75
CL. Brg. Pier 2	410+98.71	23.39	749.49	749.49
L	411+08.72	23.30	749.23	749.24
M	411+18.74	23.21	748.95	748.98
N	411+28.75	23.12	748.67	748.71
O	411+38.76	23.03	748.37	748.42
P	411+48.77	22.94	748.07	748.12
Q	411+58.79	22.84	747.76	747.79
R	411+68.80	22.75	747.44	747.45
CL. Brg. Pier 3	411+78.31	22.67	747.13	747.13
S	411+88.33	22.57	746.79	746.78
T	411+98.34	22.48	746.44	746.44
U	412+08.35	22.39	746.09	746.09
Brg. E. Abut.	412+16.43	22.32	745.81	745.81
Bk. E. Abut.	412+18.36	22.30	745.74	745.74

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+66.29	32.12	752.05	752.05
Brg. W. Abut.	409+68.23	32.09	752.03	752.03
A	409+78.25	31.97	751.87	751.88
B	409+88.27	31.85	751.71	751.72
C	409+98.28	31.73	751.54	751.55
D	410+08.30	31.61	751.36	751.36
CL. Brg. Pier 1	410+18.05	31.49	751.18	751.18
E	410+28.06	31.37	750.99	751.00
F	410+38.08	31.25	750.78	750.81
G	410+48.10	31.12	750.57	750.61
H	410+58.12	31.00	750.34	750.39
I	410+68.13	30.88	750.11	750.15
J	410+78.15	30.76	749.87	749.90
K	410+88.17	30.64	749.62	749.63
CL. Brg. Pier 2	410+97.69	30.52	749.38	749.38
L	411+07.70	30.40	749.11	749.12
M	411+17.72	30.28	748.84	748.86
N	411+27.74	30.16	748.55	748.60
O	411+37.76	30.03	748.26	748.31
P	411+47.77	29.91	747.96	748.01
Q	411+57.79	29.79	747.65	747.69
R	411+67.81	29.67	747.33	747.35
CL. Brg. Pier 3	411+77.33	29.55	747.02	747.02
S	411+87.34	29.43	746.69	746.68
T	411+97.36	29.31	746.34	746.34
U	412+07.38	29.19	745.99	745.99
Brg. E. Abut.	412+15.45	29.09	745.71	745.71
Bk. E. Abut.	412+17.39	29.07	745.64	745.64

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+65.21	39.65	751.92	751.92
Brg. W. Abut.	409+67.15	39.62	751.89	751.89
A	409+77.17	39.47	751.74	751.75
B	409+87.19	39.32	751.58	751.59
C	409+97.22	39.17	751.41	751.42
D	410+07.24	39.01	751.23	751.23
CL. Brg. Pier 1	410+16.99	38.87	751.05	751.05
E	410+27.01	38.71	750.86	750.87
F	410+37.03	38.56	750.66	750.69
G	410+47.05	38.41	750.44	750.49
H	410+57.08	38.26	750.22	750.27
I	410+67.10	38.11	749.99	750.03
J	410+77.12	37.95	749.75	749.78
K	410+87.14	37.80	749.51	749.51
CL. Brg. Pier 2	410+96.66	37.66	749.26	749.26
L	411+06.68	37.50	749.00	749.01
M	411+16.71	37.35	748.73	748.75
N	411+26.73	37.20	748.44	748.49
O	411+36.75	37.05	748.15	748.20
P	411+46.77	36.89	747.85	747.90
Q	411+56.79	36.74	747.54	747.58
R	411+66.81	36.59	747.23	747.24
CL. Brg. Pier 3	411+76.34	36.45	746.92	746.92
S	411+86.36	36.29	746.58	746.58
T	411+96.38	36.14	746.24	746.24
U	412+06.40	35.99	745.89	745.89
Brg. E. Abut.	412+14.48	35.87	745.61	745.61
Bk. E. Abut.	412+16.42	35.84	745.54	745.54

MODEL: Default
FILE NAME: C:\Users\StevenJohnsonOneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(C)-D162N91-SN016-1018_S13 Top of Deck Slab Elevations (7 of 8) -CL.dgn
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CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VII
STRUCTURE NO. 016-1018
SHEET 13 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	109
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+65.25	39.39	751.92	751.92
Brg. W. Abut.	409+67.19	39.37	751.90	751.90
A	409+77.21	39.23	751.74	751.75
B	409+87.23	39.09	751.58	751.59
C	409+97.25	38.95	751.42	751.42
D	410+07.27	38.81	751.24	751.24
CL. Brg. Pier 1	410+17.02	38.68	751.06	751.06
E	410+27.04	38.54	750.86	750.88
F	410+37.06	38.40	750.66	750.69
G	410+47.08	38.26	750.45	750.49
H	410+57.10	38.12	750.23	750.27
I	410+67.11	37.98	749.99	750.03
J	410+77.13	37.84	749.76	749.78
K	410+87.15	37.71	749.51	749.52
CL. Brg. Pier 2	410+96.67	37.57	749.27	749.27
L	411+06.69	37.43	749.00	749.01
M	411+16.71	37.30	748.73	748.75
N	411+26.73	37.16	748.44	748.49
O	411+36.75	37.02	748.15	748.20
P	411+46.77	36.88	747.85	747.90
Q	411+56.79	36.74	747.54	747.58
R	411+66.81	36.60	747.23	747.24
CL. Brg. Pier 3	411+76.33	36.47	746.92	746.92
S	411+86.35	36.33	746.58	746.58
T	411+96.37	36.19	746.24	746.23
U	412+06.39	36.05	745.89	745.89
Brg. E. Abut.	412+14.47	35.94	745.60	745.60
Bk. E. Abut.	412+16.41	35.92	745.54	745.54

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+64.13	47.20	751.78	751.78
Brg. W. Abut.	409+66.07	47.16	751.76	751.76
A	409+76.09	46.98	751.61	751.61
B	409+86.12	46.79	751.45	751.46
C	409+96.15	46.61	751.28	751.29
D	410+06.17	46.43	751.11	751.11
CL. Brg. Pier 1	410+15.93	46.25	750.93	750.93
E	410+25.95	46.07	750.73	750.75
F	410+35.98	45.89	750.53	750.56
G	410+46.01	45.70	750.32	750.37
H	410+56.03	45.52	750.10	750.15
I	410+66.06	45.34	749.87	749.91
J	410+76.09	45.15	749.64	749.66
K	410+86.11	44.97	749.39	749.40
CL. Brg. Pier 2	410+95.64	44.80	749.15	749.15
L	411+05.66	44.61	748.88	748.89
M	411+15.69	44.43	748.61	748.64
N	411+25.72	44.25	748.33	748.37
O	411+35.74	44.07	748.04	748.09
P	411+45.77	43.88	747.74	747.79
Q	411+55.79	43.70	747.44	747.47
R	411+65.82	43.52	747.12	747.14
CL. Brg. Pier 3	411+75.35	43.34	746.81	746.81
S	411+85.37	43.16	746.48	746.47
T	411+95.40	42.98	746.14	746.13
U	412+05.42	42.80	745.79	745.79
Brg. E. Abut.	412+13.51	42.65	745.50	745.50
Bk. E. Abut.	412+15.45	42.61	745.44	745.44

FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	409+63.88	48.95	751.75	751.75
Brg. W. Abut.	409+65.82	48.91	751.72	751.72
A	409+75.84	48.73	751.58	751.58
B	409+85.87	48.55	751.42	751.43
C	409+95.90	48.37	751.25	751.26
D	410+05.92	48.18	751.08	751.08
CL. Brg. Pier 1	410+15.68	48.01	750.90	750.90
E	410+25.70	47.82	750.70	750.72
F	410+35.73	47.64	750.50	750.53
G	410+45.75	47.46	750.29	750.34
H	410+55.78	47.27	750.07	750.12
I	410+65.81	47.09	749.84	749.88
J	410+75.83	46.91	749.61	749.63
K	410+85.86	46.73	749.36	749.37
CL. Brg. Pier 2	410+95.38	46.55	749.12	749.12
L	411+05.41	46.37	748.86	748.87
M	411+15.44	46.19	748.58	748.61
N	411+25.46	46.00	748.30	748.35
O	411+35.49	45.82	748.01	748.07
P	411+45.52	45.64	747.72	747.76
Q	411+55.54	45.45	747.41	747.44
R	411+65.57	45.27	747.09	747.11
CL. Brg. Pier 3	411+75.09	45.10	746.78	746.78
S	411+85.12	44.92	746.45	746.45
T	411+95.15	44.73	746.11	746.11
U	412+05.17	44.55	745.76	745.76
Brg. E. Abut.	412+13.26	44.40	745.48	745.48
Bk. E. Abut.	412+15.20	44.37	745.41	745.41

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS VIII
STRUCTURE NO. 016-1018
SHEET 14 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	110
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+48.19	-43.75	752.08
A1	409+58.21	-43.94	751.93
A2	409+68.24	-44.12	751.78
E. End of West Appr. Slab	409+78.27	-44.30	751.63

WESTBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+44.71	-19.50	752.61
A1	409+54.71	-19.50	752.47
A2	409+64.71	-19.50	752.33
E. End of West Appr. Slab	409+74.71	-19.50	752.18

WESTBOUND PROFILE GRADELINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+42.19	-2.00	752.99
A1	409+52.19	-2.00	752.86
A2	409+62.19	-2.00	752.72
E. End of West Appr. Slab	409+72.19	-2.00	752.57

℄ EUCLID AVE, TOP OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+41.91	0.00	753.74
A1	409+51.91	0.00	753.61
A2	409+61.91	0.00	753.47
E. End of West Appr. Slab	409+71.91	0.00	753.32

EASTBOUND PROFILE GRADELINE

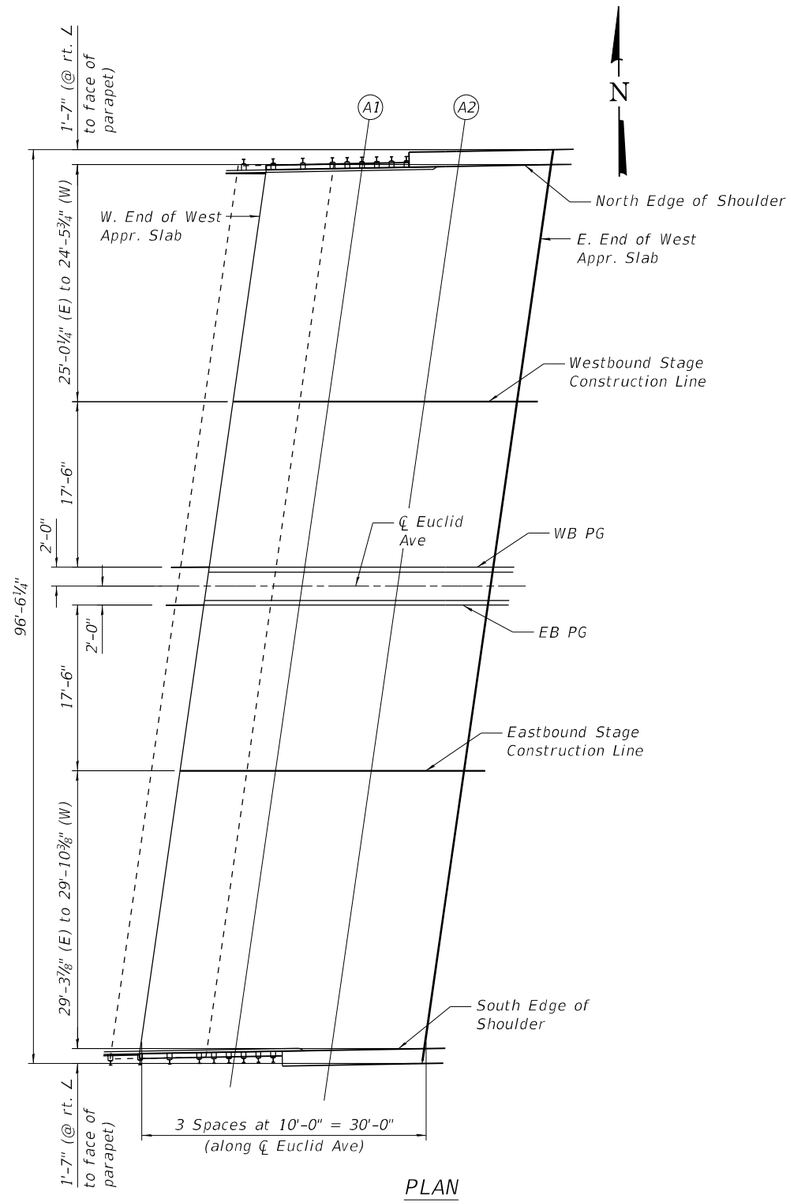
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+41.61	2.00	753.00
A1	409+51.61	2.00	752.86
A2	409+61.61	2.00	752.72
E. End of West Appr. Slab	409+71.61	2.00	752.58

EASTBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+39.10	19.50	752.68
A1	409+49.10	19.50	752.55
A2	409+59.10	19.50	752.41
E. End of West Appr. Slab	409+69.10	19.50	752.26

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	409+34.85	49.15	752.14
A1	409+44.87	48.96	752.01
A2	409+54.90	48.78	751.88
E. End of West Appr. Slab	409+64.93	48.60	751.74



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF W APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-1018

SHEET 15 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	111
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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NORTH EDGE OF SHOULDER

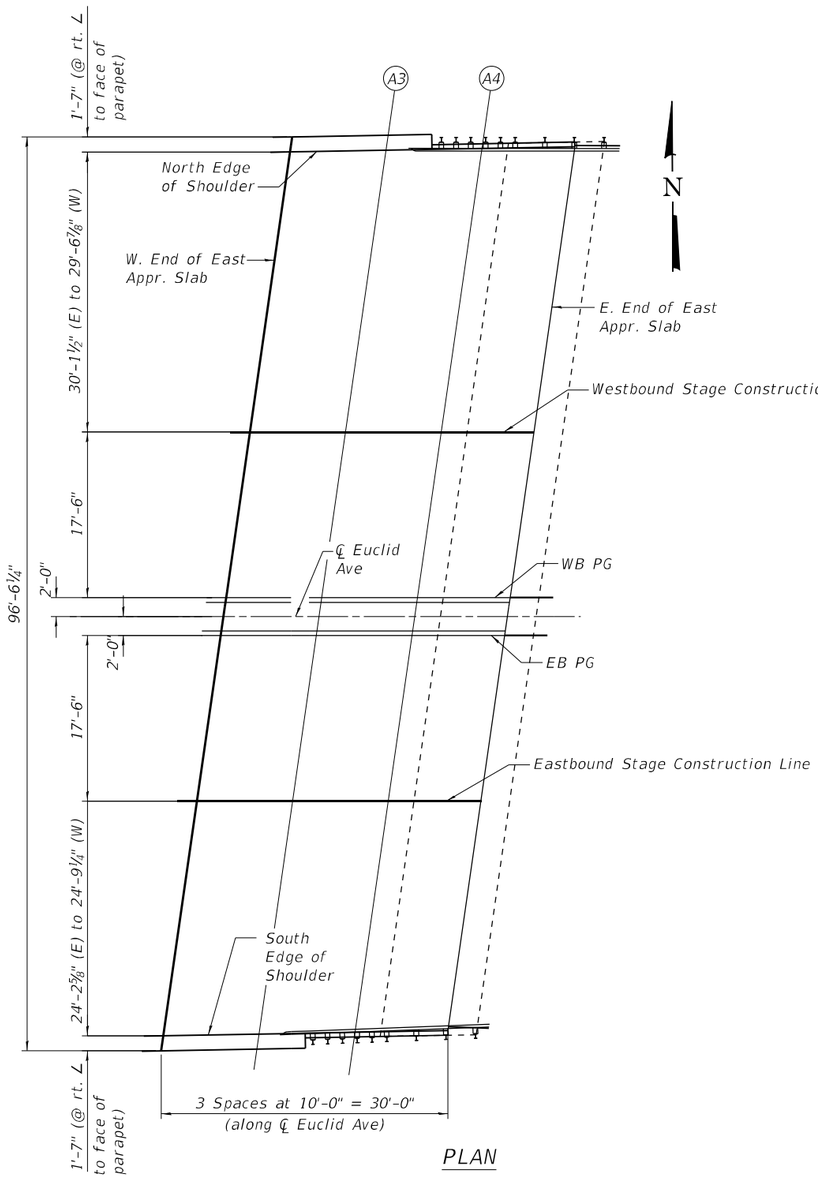
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+27.58	-48.85	744.88
A3	412+37.61	-49.03	744.52
A4	412+47.64	-49.21	744.16
E. End of East Appr. Slab	412+57.66	-49.40	743.80

WESTBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+23.37	-19.50	745.62
A3	412+33.37	-19.50	745.26
A4	412+43.37	-19.50	744.91
E. End of East Appr. Slab	412+53.37	-19.50	744.55

WESTBOUND PROFILE GRADELINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+20.86	-2.00	746.06
A3	412+30.86	-2.00	745.70
A4	412+40.86	-2.00	745.35
E. End of East Appr. Slab	412+50.86	-2.00	744.99



PLAN

℄ EUCLID AVE, TOP OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+20.57	0.00	746.82
A3	412+30.57	0.00	746.46
A4	412+40.57	0.00	746.11
E. End of East Appr. Slab	412+50.57	0.00	745.75

EASTBOUND PROFILE GRADELINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+20.28	2.00	746.08
A3	412+30.28	2.00	745.72
A4	412+40.28	2.00	745.37
E. End of East Appr. Slab	412+50.28	2.00	745.01

EASTBOUND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+17.77	19.50	745.82
A3	412+27.77	19.50	745.46
A4	412+37.77	19.50	745.11
E. End of East Appr. Slab	412+47.77	19.50	744.75

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	412+14.24	44.05	745.45
A3	412+24.27	43.87	745.10
A4	412+34.29	43.69	744.75
E. End of East Appr. Slab	412+44.32	43.50	744.39

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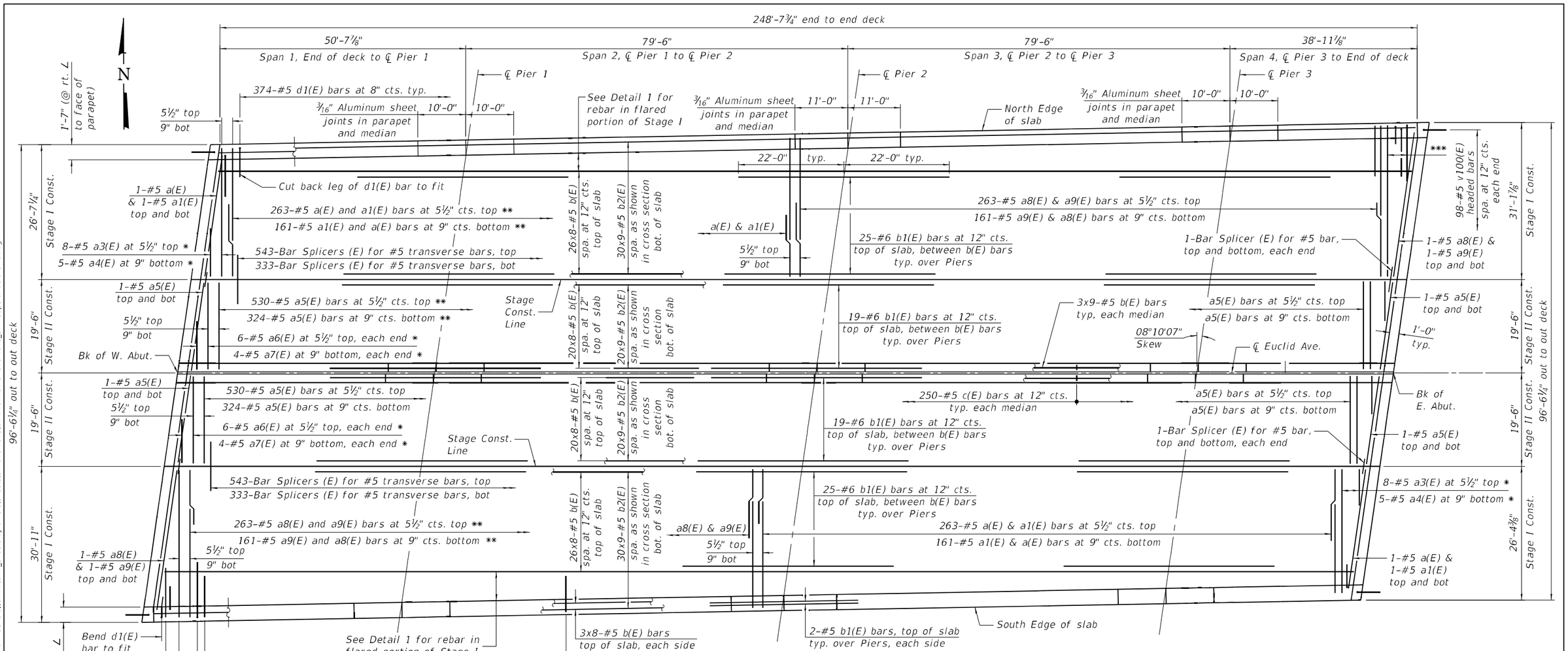
TOP OF E APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-1018

SHEET 16 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	112
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

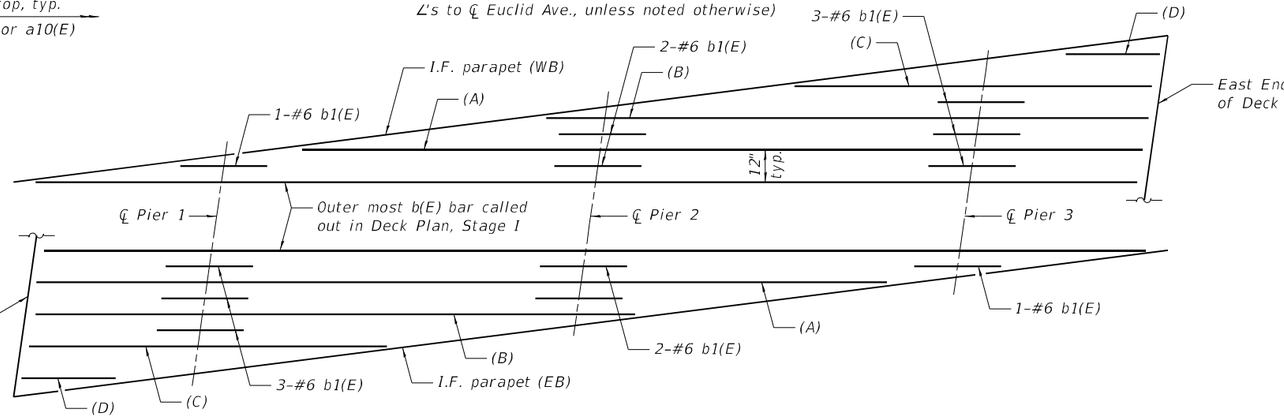
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PLAN

(Transverse dimensions are measured along rt. ∠'s to ℄ Euclid Ave., unless noted otherwise)



DETAIL 1 – LONGITUDINAL REBARS IN FLARED PORTION

MINIMUM BAR LAP

#5 bars = 3'-6"

* See Field Cutting Diagram on Sheet 20
** Stagger the splices between top and bottom transverse bars
*** 9-#5 a10(E) at 5½" top and 6-#5 a11(E) at 9" bottom *

REBAR CALLOUTS IN DETAIL 1

(A) 1x6-#5 b(E) bars & 1-#5 b3(E)

(B) 1x4-#5 b(E) bars & 1-#5 b4(E) bar

(C) 1x2-#5 b(E) bars & 1-#5 b5(E) bar

(D) 1-#5 b(E) bar, cut as needed

Notes:
All dimensions on this sheet are parallel or perpendicular to ℄ Euclid Ave.
See Sheets 19 and 20 for Superstructure Details and Bill of Material.
See Sheets 18 thru 20 for parapet reinforcement.
See Sheet 18 for Deck Cross Section.
See Sheet 21 and 22 for Diaphragm Details.
See Sheet 43 For Bar Splicer Details.
See Sheet 6 for Mandatory Deck Pouring Sequence.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

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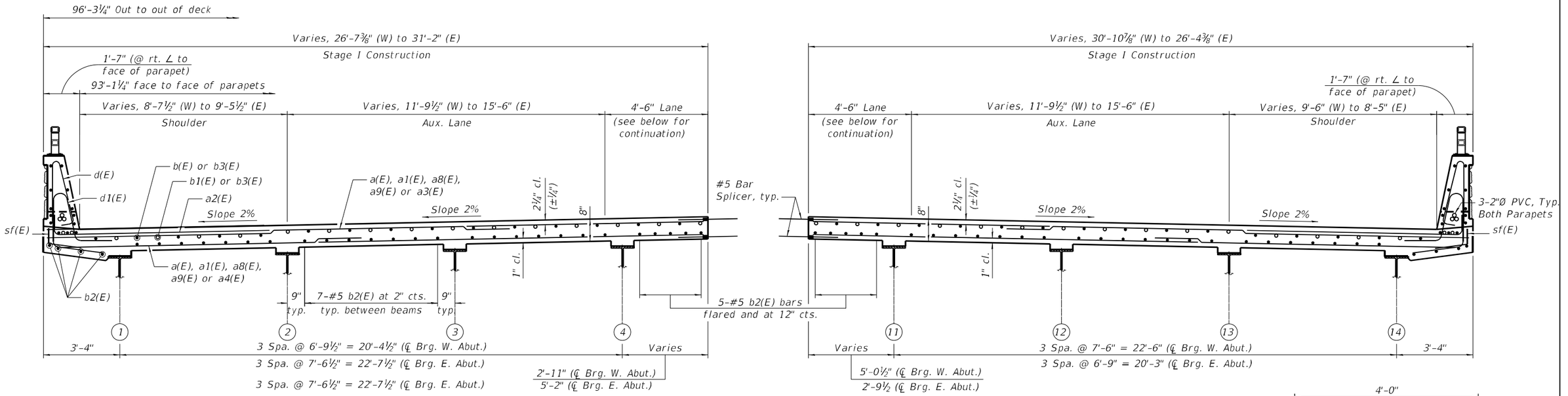
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DECK PLAN
STRUCTURE NO. 016-1018
SHEET 17 OF 45 SHEETS

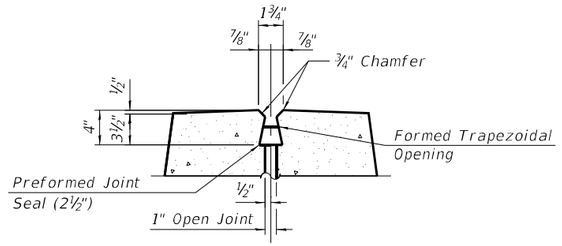
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342	(531-2-HB) BR 23	COOK	187	113
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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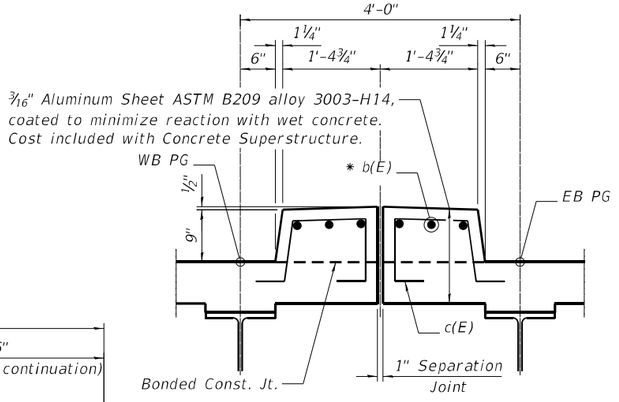


CROSS SECTION - STAGE I CONSTRUCTION

(Looking East)
(Transverse dimensions are measured along rt. ∠'s to ℄ Euclid Ave., unless noted otherwise)

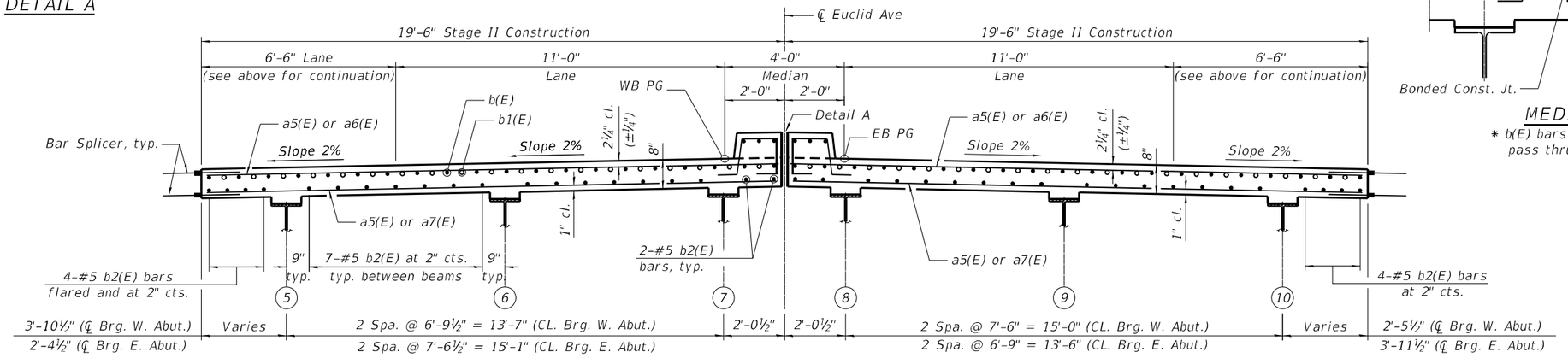


DETAIL A



MEDIAN DETAIL

* b(E) bars in median shall not pass thru aluminum sheet.



CROSS SECTION - STAGE II CONSTRUCTION

(Looking East)
(Transverse dimensions are measured along rt. ∠'s to ℄ Euclid Ave., unless noted otherwise)

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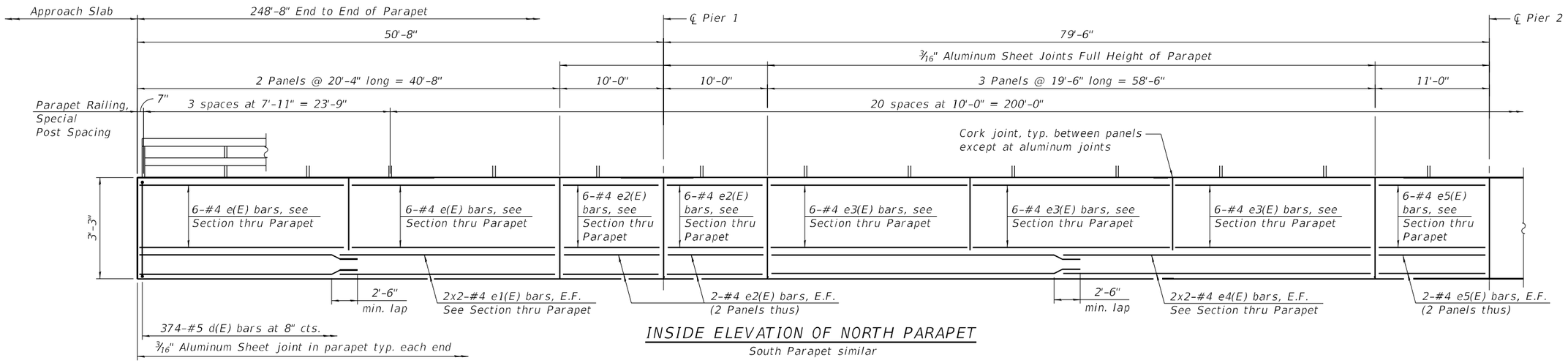
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTION
STRUCTURE NO. 016-1018

SHEET 18 OF 45 SHEETS

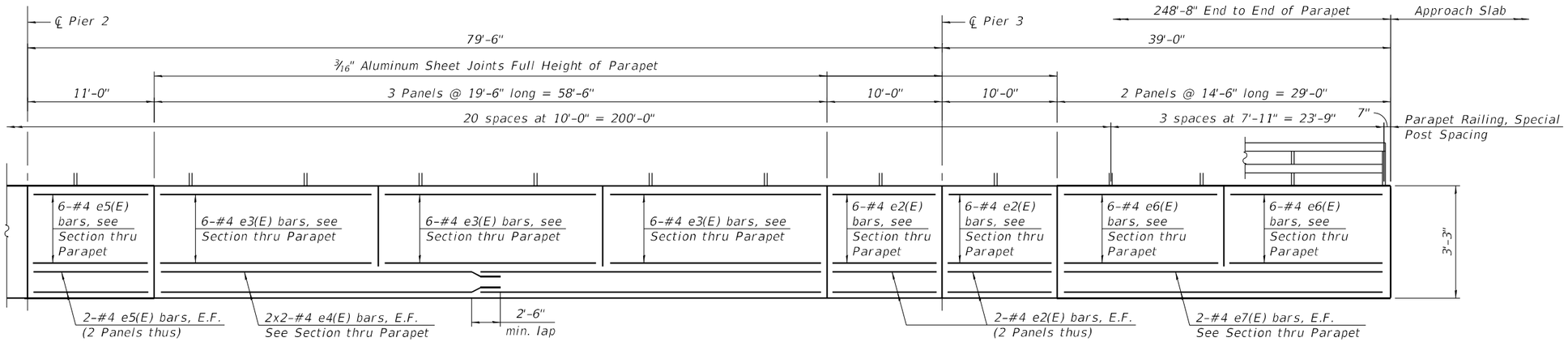
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	114
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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INSIDE ELEVATION OF NORTH PARAPET

South Parapet similar



INSIDE ELEVATION OF NORTH PARAPET

South Parapet similar

For Bridge Aesthetics plan and details not shown in Structure Plans, See Bridge Aesthetic Plans. See Sheet 20 for Section Thru Parapet.

MINIMUM BAR LAP

#4 bar = 2'-5"

MODEL: Default
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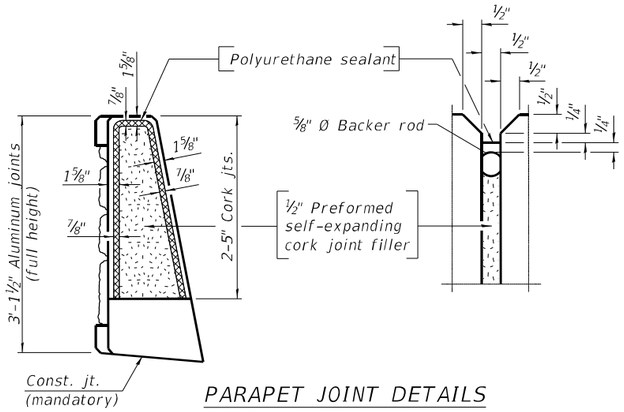
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STATE OF ILLINOIS
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SUPERSTRUCTURE DETAILS I
STRUCTURE NO. 016-1018

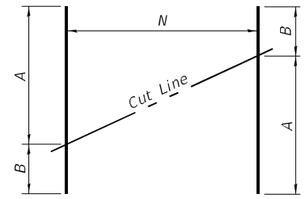
SHEET 19 OF 45 SHEETS

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



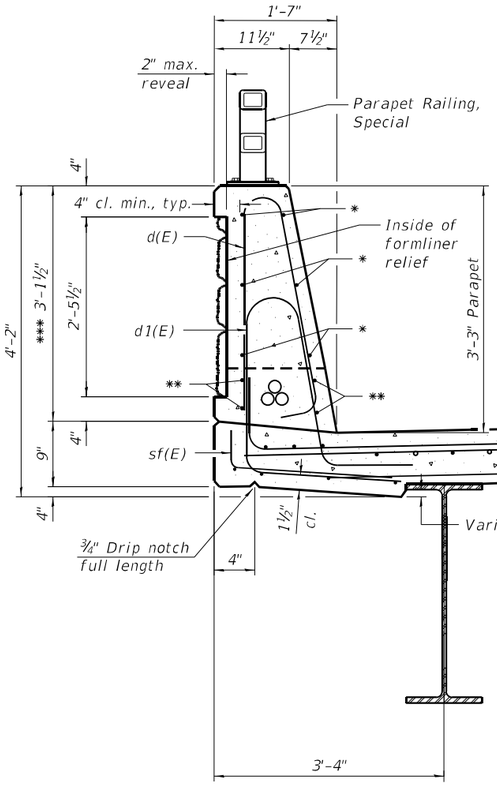
PARAPET JOINT DETAILS

Bar	A	B	N
a3(E)	26'-0"	3'-0"	8
a4(E)	26'-0"	3'-0"	5
a6(E)	19'-2"	3'-0"	6
a7(E)	19'-2"	3'-0"	4
a10(E)	30'-5"	3'-0"	9
a11(E)	30'-5"	3'-0"	6



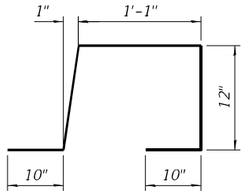
FIELD CUTTING DIAGRAM

Order a3(E), a4(E), a6(E), a7(E), a10(E), and a11(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

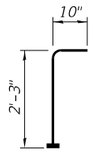


SECTION THRU PARAPET

For Bridge Aesthetics plan and details not shown in Structure Plans, See Bridge Aesthetic Plans.

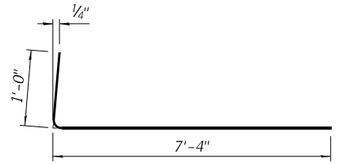


BAR c(E)

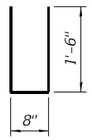


BAR v100(E)

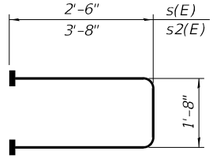
(Headed. 196 – #5 Bar terminators)



BAR a2(E)

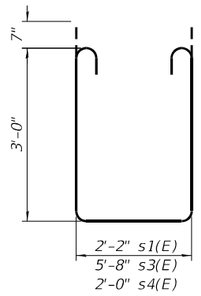


BAR u(E)

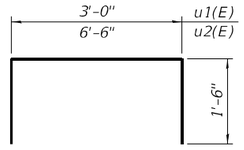


BARS s(E) & s2(E)

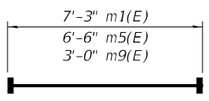
(Headed. 784 – #5 Bar terminators)



BARS s1(E), s3(E) & s4(E)

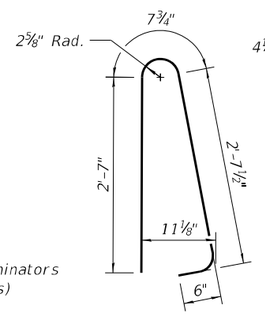


BARS u1(E) & u2(E)

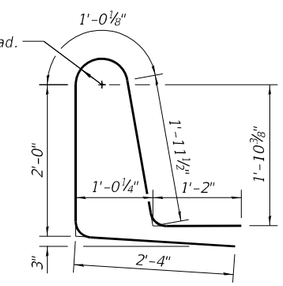


BAR m1(E), m5(E), & m9(E)

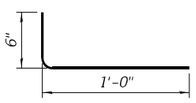
(m1(E) and m5(E) – Headed. 264 – #6 Bar terminators
m9(E) – Headed. 22 –#6 Bar Terminators)



BAR d(E)



BAR d1(E)



BAR sf(E)

Notes:

The 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.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	864	#5	21'-0"	
a1(E)	864	#5	11'-0"	
a2(E)	1084	#6	8'-4"	
a3(E)	8	#5	29'-0"	
a4(E)	5	#5	29'-0"	
a5(E)	1728	#5	19'-1"	
a6(E)	12	#5	22'-2"	
a7(E)	8	#5	22'-2"	
a8(E)	864	#5	22'-6"	
a9(E)	864	#5	12'-0"	
a10(E)	9	#5	33'-5"	
a11(E)	6	#5	33'-5"	
b(E)	810	#5	34'-2"	
b1(E)	288	#6	44'-0"	
b2(E)	900	#5	30'-9"	
b3(E)	2	#5	10'-0"	
b4(E)	2	#5	16'-0"	
b5(E)	2	#5	22'-0"	
c(E)	500	#5	4'-9"	
d(E)	748	#5	6'-5"	
d1(E)	748	#5	8'-6"	
e(E)	12	#4	20'-0"	
e1(E)	8	#4	21'-6"	
e2(E)	40	#4	9'-8"	
e3(E)	36	#4	19'-2"	
e4(E)	16	#4	30'-4"	
e5(E)	20	#4	10'-8"	
e6(E)	12	#4	14'-2"	
e7(E)	4	#4	28'-8"	
m(E)	12	#6	30'-10"	
m1(E)	66	#6	7'-3"	
m2(E)	36	#6	7'-3"	
m3(E)	8	#4	30'-10"	
m4(E)	12	#6	26'-6"	
m5(E)	66	#6	6'-6"	
m6(E)	36	#6	6'-6"	
m7(E)	8	#4	26'-6"	
m8(E)	24	#6	19'-6"	
m9(E)	22	#6	3'-0"	
m10(E)	12	#6	3'-0"	
m11(E)	8	#4	19'-6"	
s(E)	196	#5	6'-8"	
s1(E)	196	#5	9'-4"	
s2(E)	196	#5	9'-0"	
s3(E)	196	#5	12'-10"	
s4(E)	196	#5	9'-2"	
sf(E)	748	#3	1'-6"	
u(E)	196	#4	3'-8"	
u1(E)	8	#5	6'-0"	
u2(E)	8	#5	9'-6"	
v100(E)	196	#5	3'-1"	
Concrete Superstructure		Cu. Yd.	837.5	
Reinforcement Bars, Epoxy Coated		Pound	217,580	
Concrete Color Additive		Sq. Ft.	74.1	
Form Liner Textured Surface (Special)		Sq. Ft.	1490	
Architectural Form Liner		Sq. Yd.	8	
Concrete Sealant, Special		Sq. Yd.	116	

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

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		CHECKED - CSP	REVISED -	
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PLOT DATE =		CHECKED - HP	REVISED -	

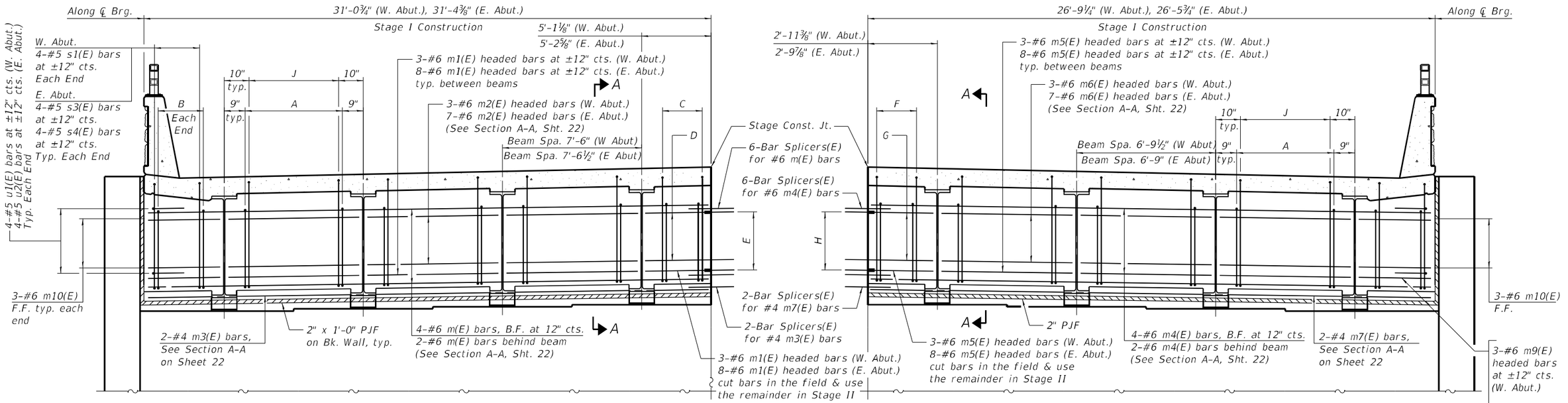
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS II
STRUCTURE NO. 016-1018

SHEET 20 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	116
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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LIST OF REBAR CALLOUTS

A = 7-#5 s(E) headed bars at ±12" cts. & 7-#4 u(E) bars at ±12" cts. (W. Abut.)
7-#5 s2(E) headed bars at ±12" cts. & 7-#4 u(E) bars at ±12" cts. (E. Abut.)
equally spaced, typ. between beams

B = 4-#4 u(E) bars at ±12" cts. with:
4-#5 s(E) headed bars at ±12" cts. (W. Abut.)
4-#5 s2(E) headed bars at ±12" cts. (E. Abut.)

C = W. Abut.-5 sets of 1-#5 s(E), 1-#5 s1(E), and 1-#4 u(E) at ±12" cts.
E. Abut.-5 sets of 1-#5 s(E), 1-#5 s1(E), and 1-#4 u(E) at ±12" cts.

D = 3-#6 m2(E) bars F.F., cut bars in field and use remainder in Stage II

E = 3-Mech. Splicers(E) for #6 m1(E) bars (W. Abut.)
8-Mech. Splicers(E) for #6 m1(E) bars (E. Abut.)
3-Mech. Splicers(E) for #6 m2(E) bars

F = W. Abut.-3 sets of 1-#5 s(E), 1-#5 s1(E), and 1-#4 u(E) at ±12" cts.
E. Abut.-3 sets of 1-#5 s(E), 1-#5 s1(E), and 1-#4 u(E) at ±12" cts.

G = 3-#6 m6(E) bars F.F., cut bars in field and use remainder in Stage II

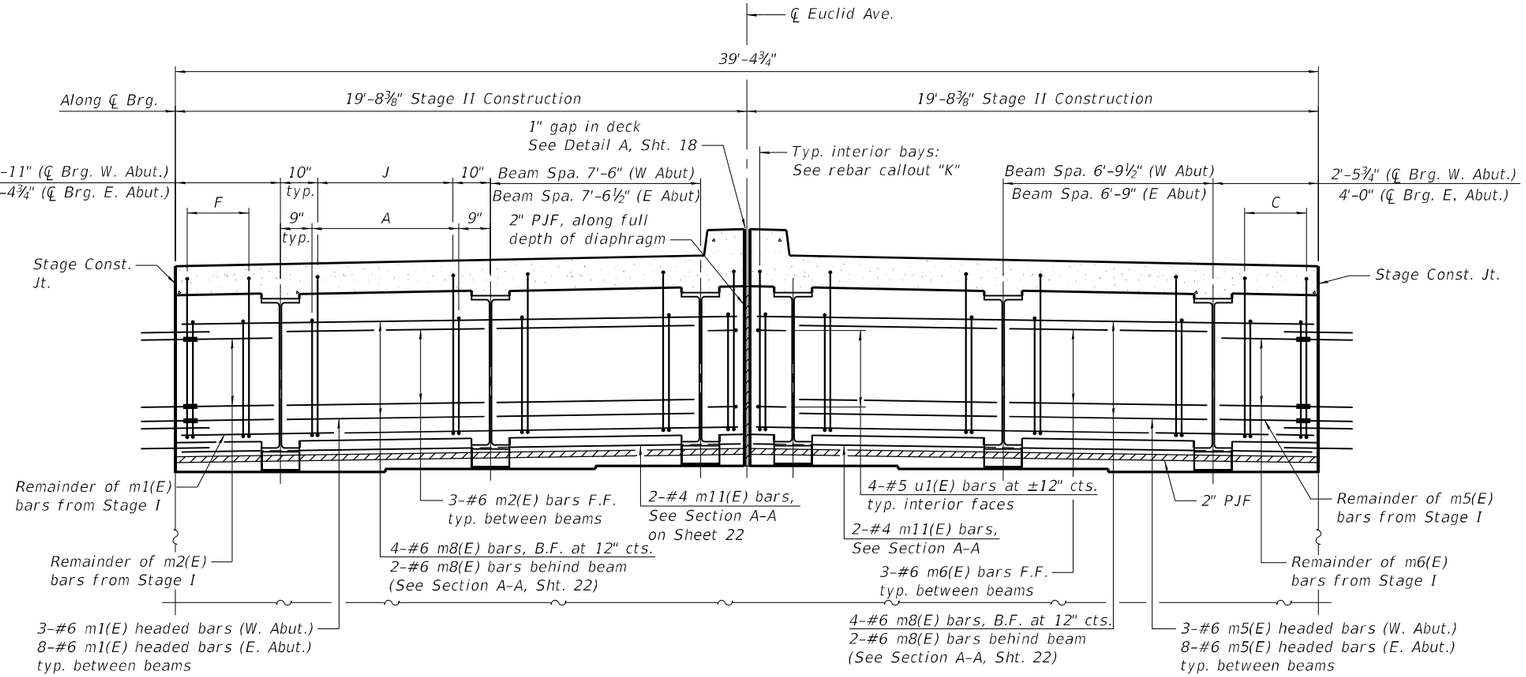
H = 3-Mech. Splicers(E) for #6 m5(E) bars (W. Abut.)
8-Mech. Splicers(E) for #6 m5(E) bars (E. Abut.)
3-Mech. Splicers(E) for #6m6(E) bars

J = W. Abut: 7-#5 s1(E) bars at ±12" cts.
E. Abut: 7 sets of 1-#5 s3(E) & 1-#5 s4(E) bars spa. at 12" cts, typ. between beams

K = W. Abut: 2-#5 s(E) headed bars at ±12" cts., 2-#5 s1(E) bars at ±12" cts., 2-#4 u(E) bars at ±12" cts.
E. Abut: 2-#5 s1(E) headed bars at ±12" cts., 2-#5 s3(E) bars at ±12" cts., 2-#5 s4(E) bars at ±12" cts., 2-#4 u(E) bars at ±12" cts.

CONCRETE DIAPHRAGM ELEVATION-STAGE I CONSTRUCTION

Looking west at West Abutment; Looking east at East Abutment



CONCRETE DIAPHRAGM ELEVATION-STAGE II CONSTRUCTION

Looking west at West Abutment; Looking east at East Abutment

Notes:
See sheet 20 of 45 for superstructure details and Bill of Material.
See sheet 22 of 45 for PJF details.
The s10(E) and s11(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.

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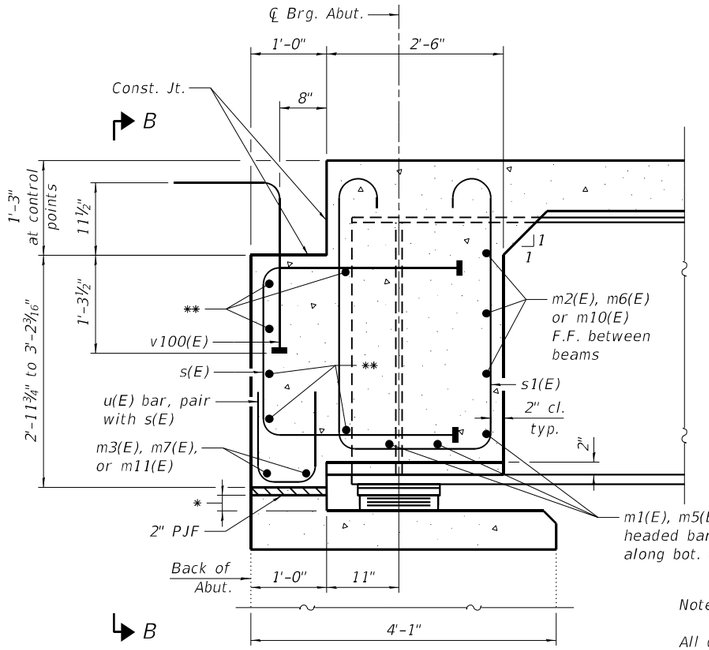
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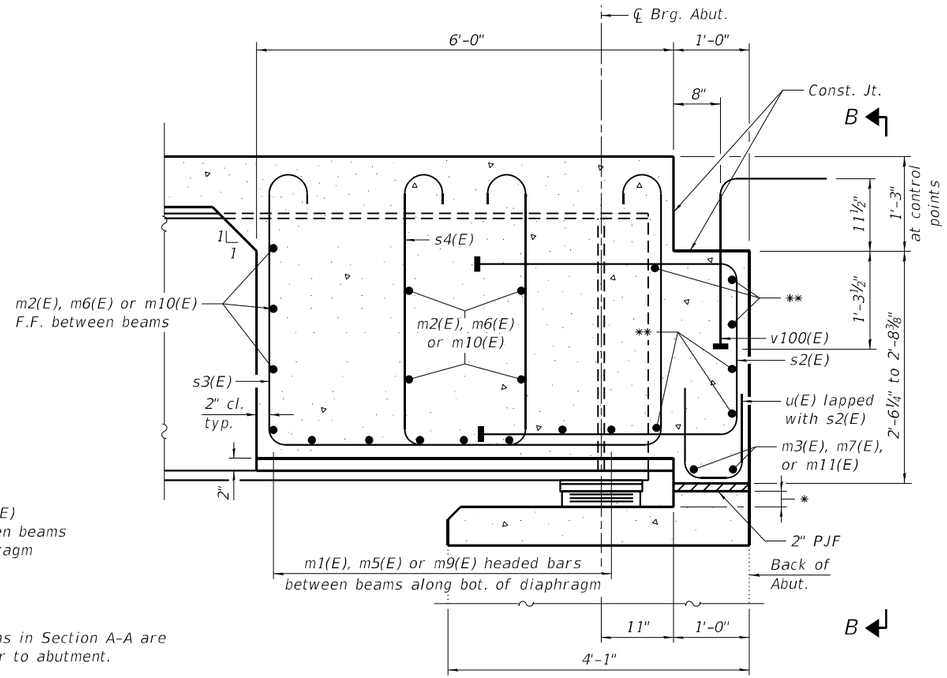
ABUTMENT DIAPHRAGM DETAILS I
STRUCTURE NO. 016-1018
SHEET 21 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	117
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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SECTION A-A
(At West Abut.)



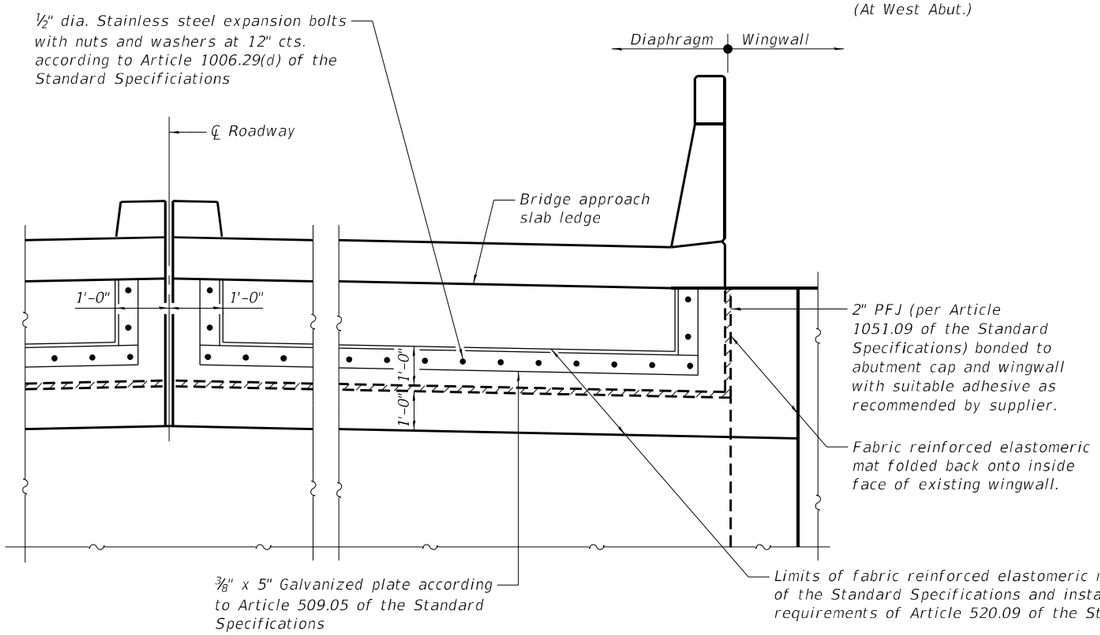
SECTION A-A
(At East Abut.)

Notes:

All dimensions in Section A-A are perpendicular to abutment.

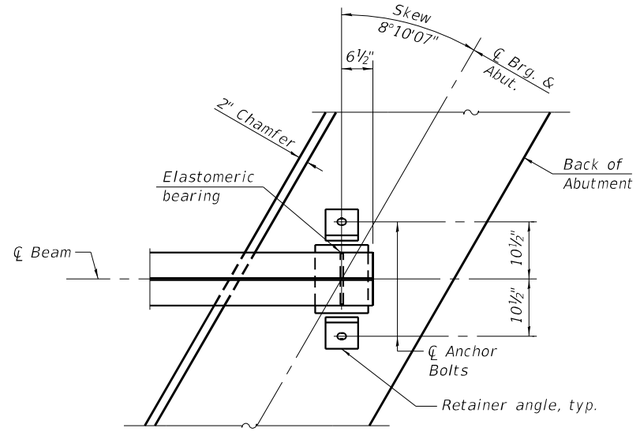
* Varies from 2" to 4"

** m(E), m4(E) or m8(E)



VIEW B-B - ABUTMENT JOINT

Note:
Cost of fabric reinforced elastomeric mat. galvanized plate. stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet 19 and 20 of 45 for superstructure details and Bill of Material.
See sheet 22 of 45 for PJF details.
The s10(E) and s11(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.

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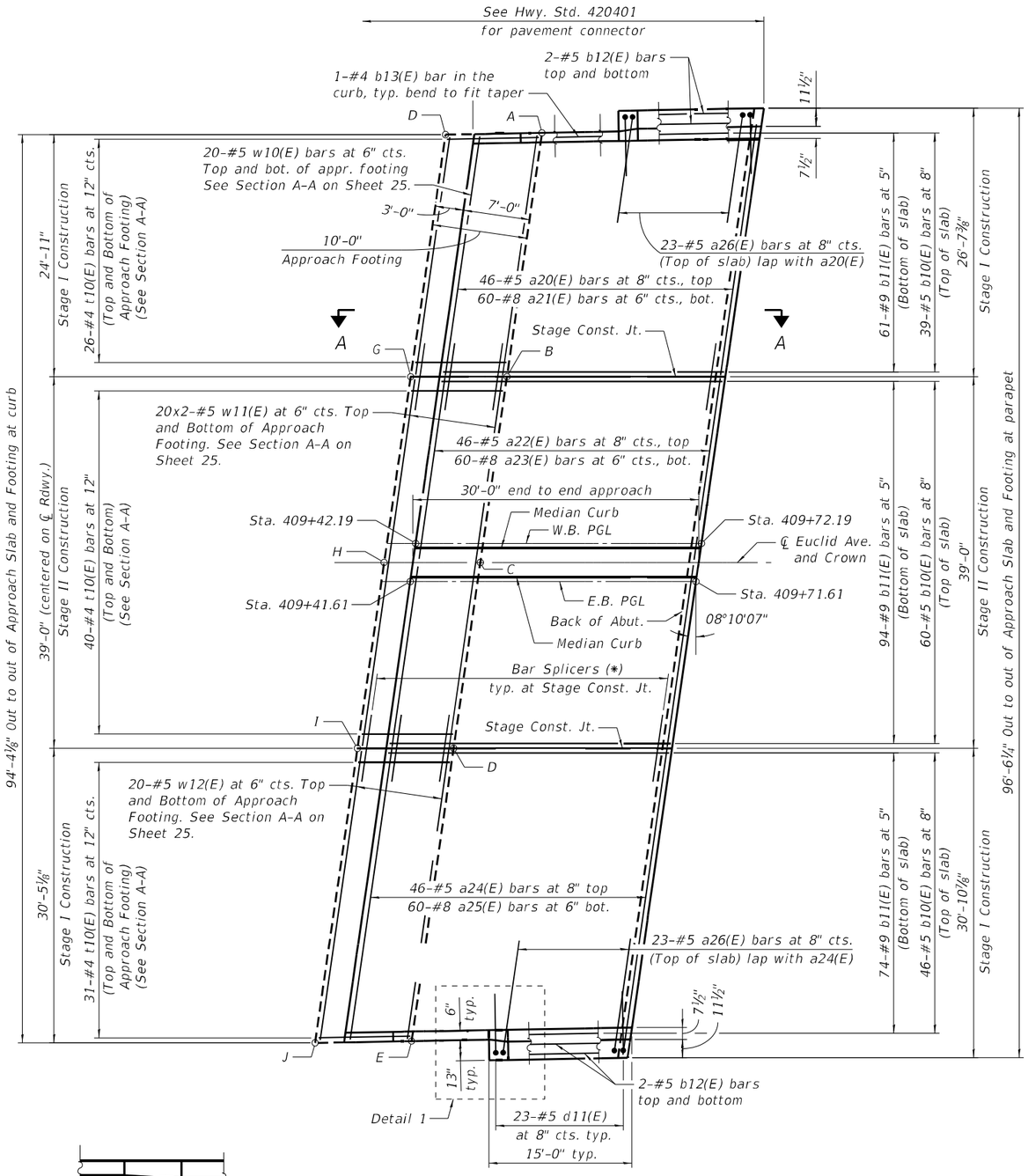
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ABUTMENT DIAPHRAGM DETAILS II
STRUCTURE NO. 016-1018
SHEET 22 OF 45 SHEETS

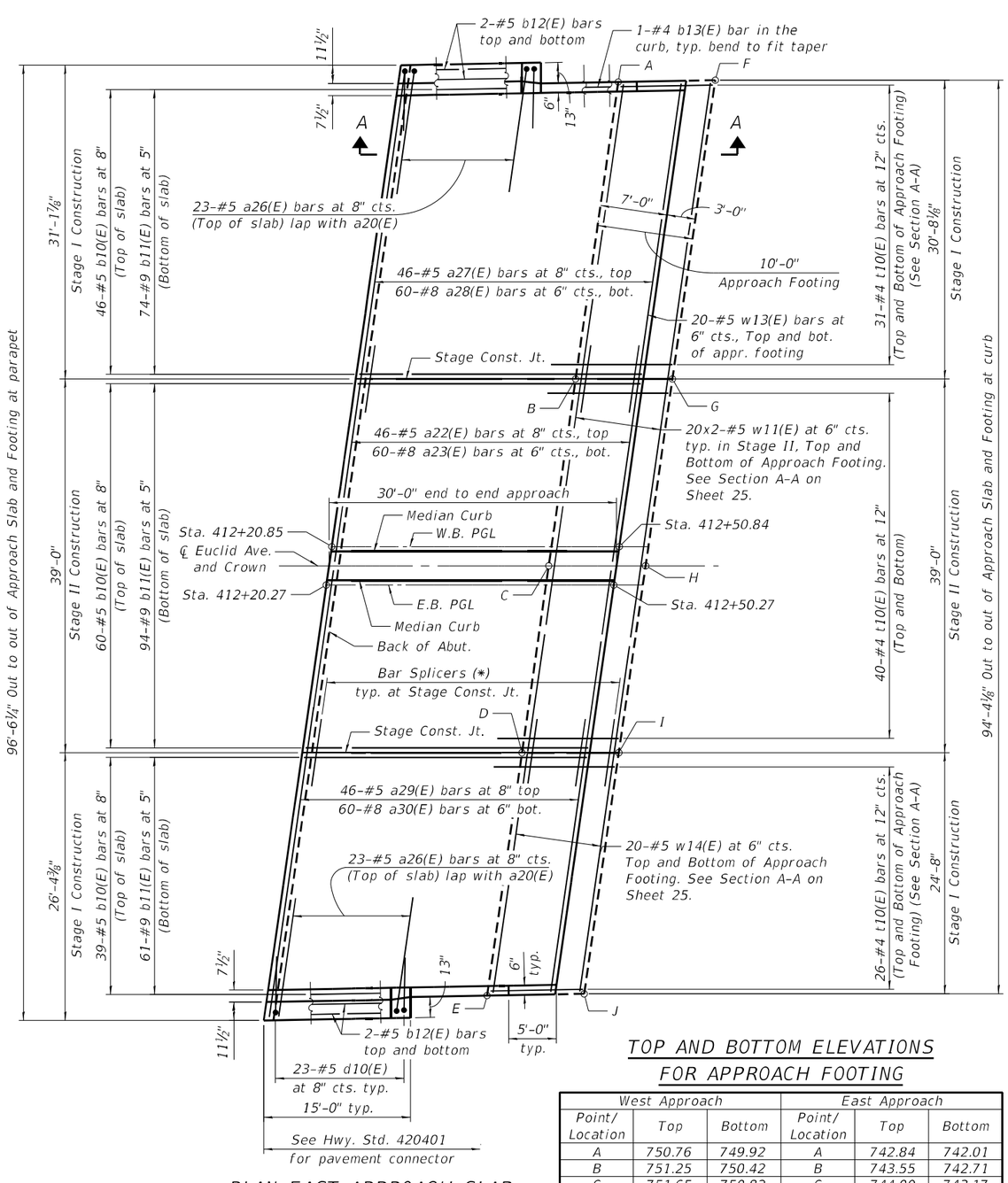
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342	(531-2-HB) BR 23	COOK	187	118
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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PLAN-WEST APPROACH SLAB

DETAIL 1 - PARAPET TAPER



PLAN-EAST APPROACH SLAB

* 46-Bar Splicers (E) for #5 bars, top of approach slab
60-Bar Splicers (E) for #8 bars, bot. of approach slab
20-Bar Splicers (E) for #5 bars, top of approach footing
20-Bar Splicers (E) for #5 bars, bot. of approach footing
For Bar Splicer details, see Sheet 43.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

West Approach			East Approach		
Point/ Location	Top	Bottom	Point/ Location	Top	Bottom
A	750.76	749.92	A	742.84	742.01
B	751.25	750.42	B	743.55	742.71
C	751.65	750.82	C	744.00	743.17
D	751.32	750.49	D	743.74	742.91
E	750.83	749.99	E	743.41	742.58
F	750.90	750.06	F	742.48	741.65
G	751.39	750.55	G	743.18	742.35
H	751.78	750.95	H	743.64	742.81
I	751.45	750.62	I	743.38	742.55
J	750.95	750.11	J	743.06	742.23

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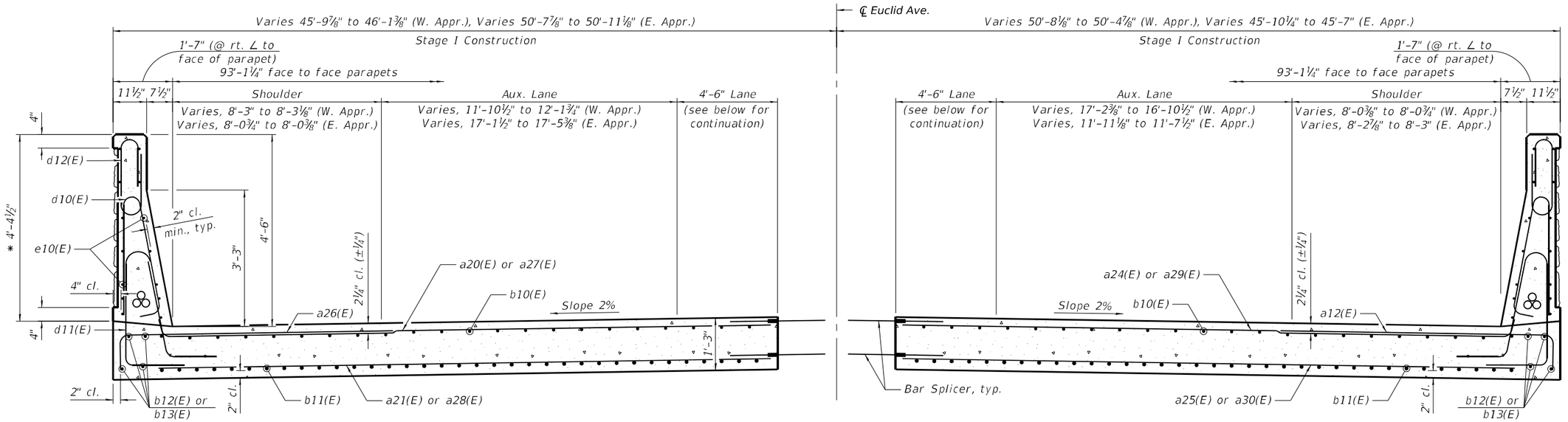
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BRIDGE APPROACH SLAB DETAILS I
STRUCTURE NO. 016-1018
SHEET 23 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	119
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

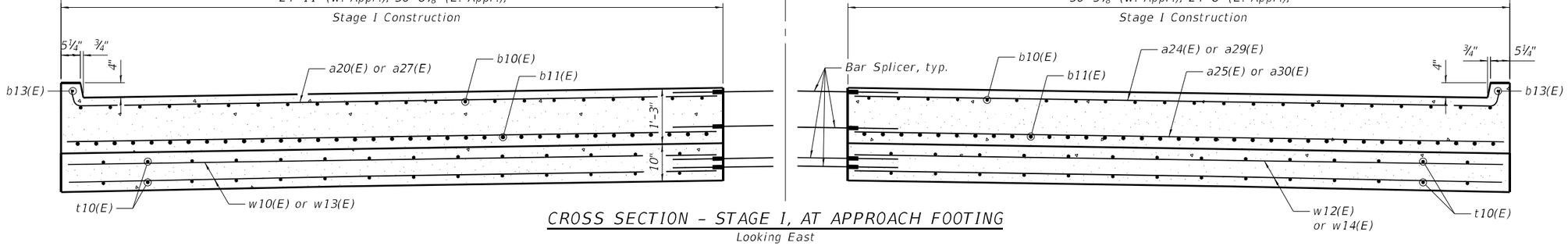
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CROSS SECTION - STAGE I, NEAR ABUTMENT

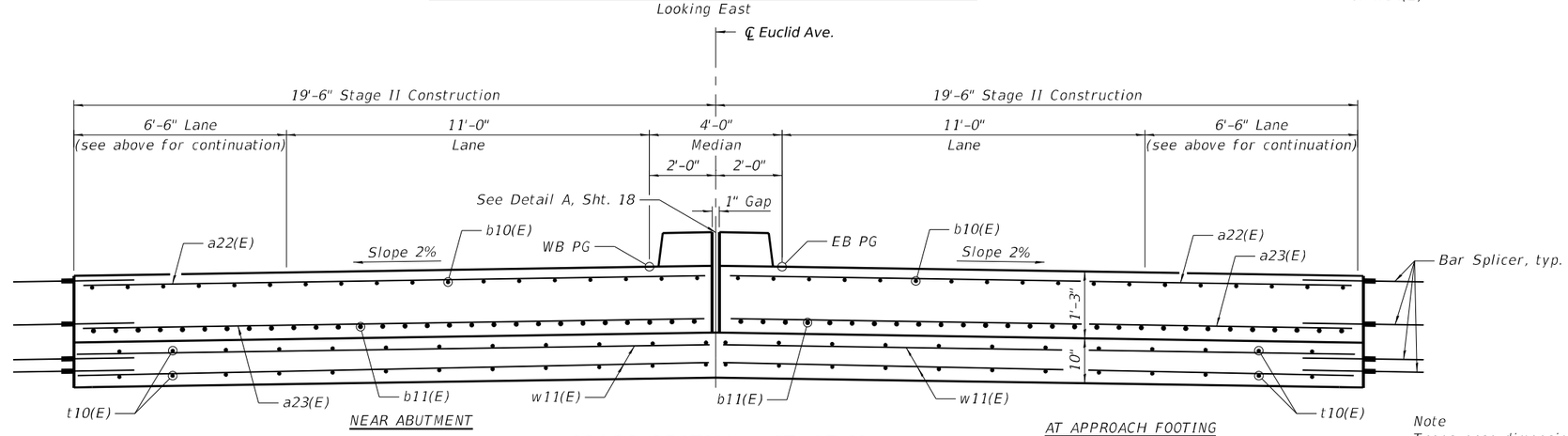
Looking East

* Pay Limits for Form Liner Textured Surface (Special).
For Bridge Aesthetics plan and details not shown in Structure Plans, See Bridge Aesthetic Plans.



CROSS SECTION - STAGE I, AT APPROACH FOOTING

Looking East



CROSS SECTION - STAGE II

Note
Transverse dimensions are measured along rt. ∠'s to ℄ Euclid Ave., unless noted otherwise

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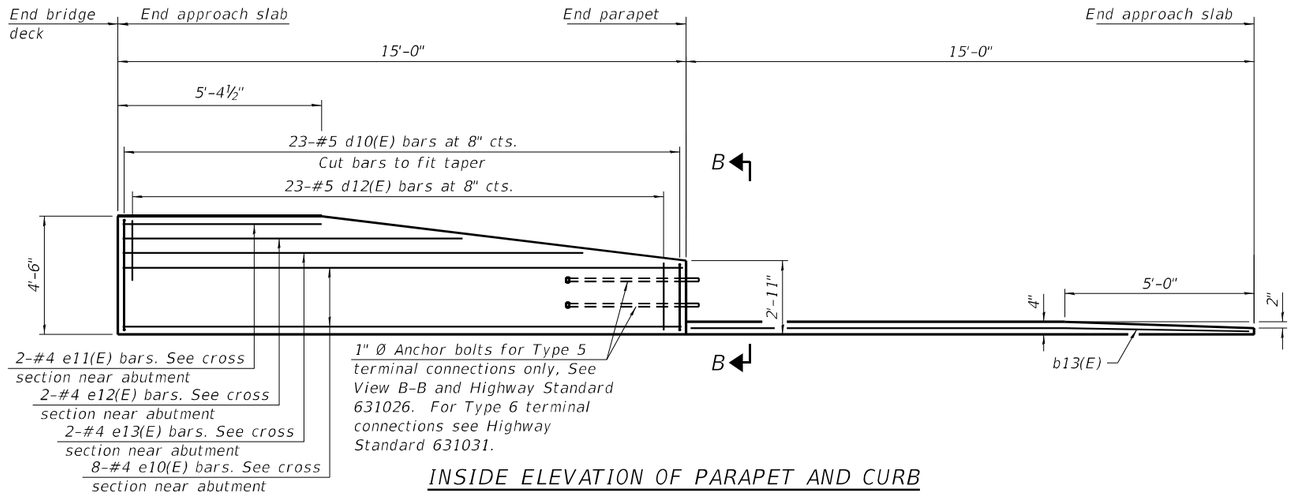
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BRIDGE APPROACH SLAB DETAILS II
STRUCTURE NO. 016-1018
SHEET 24 OF 45 SHEETS

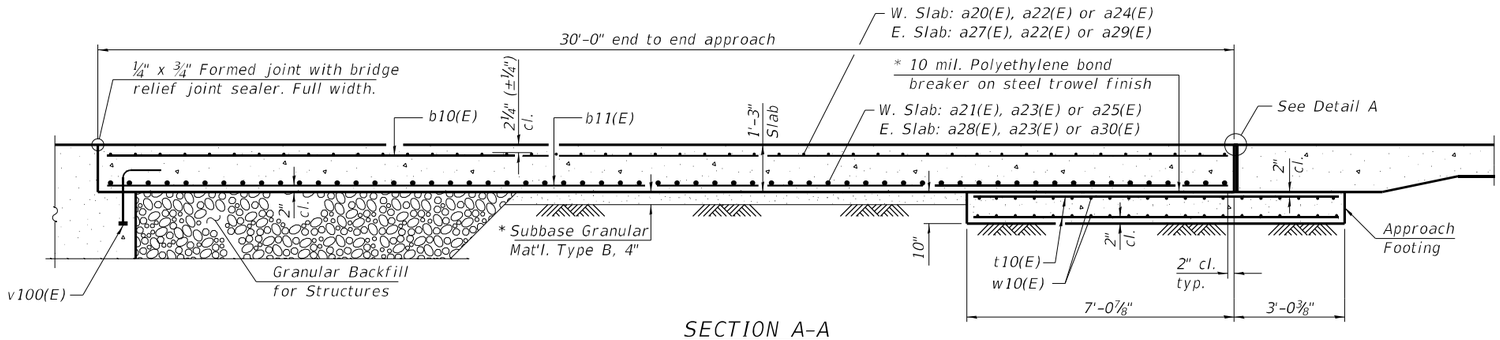
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		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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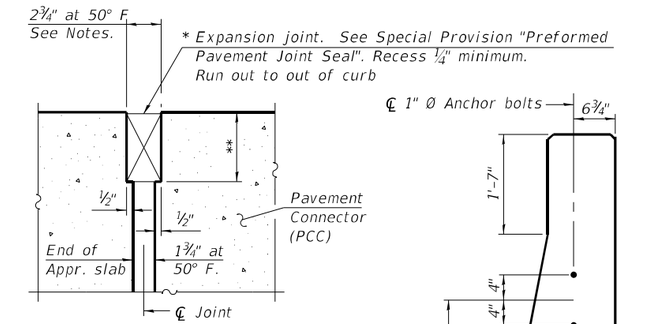
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INSIDE ELEVATION OF PARAPET AND CURB



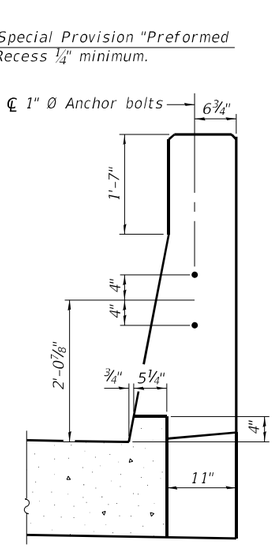
SECTION A-A



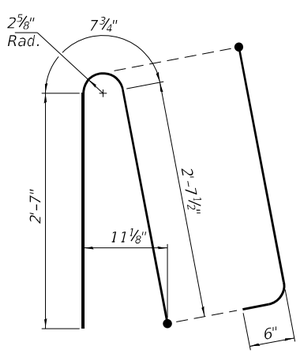
DETAIL A
(at Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).

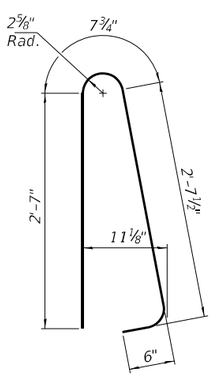
** Per manufacturer recommendations



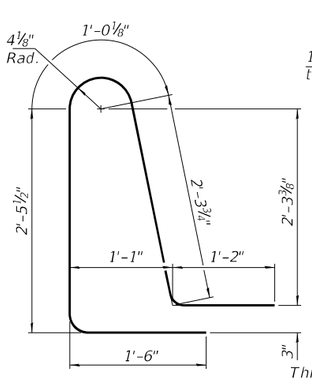
VIEW B-B



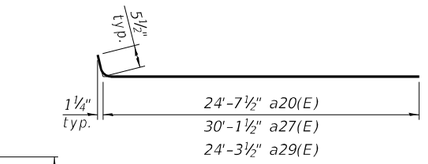
ALTERNATE BAR d10(E)
(When conduit is present)



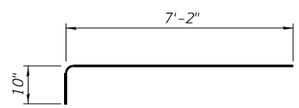
BAR d10(E)



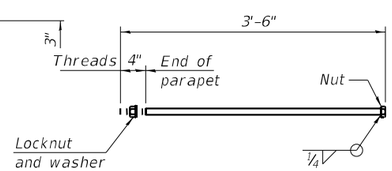
BAR d11(E)



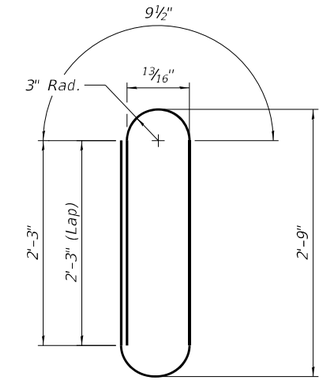
BARS a20(E), a27(E) & a29(E)



BAR a26(E)



*1" Ø ANCHOR BOLT
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)



BAR d12(E)

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 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 (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 45.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	46	#5	25'-1"	
a21(E)	60	#8	24'-9"	
a22(E)	184	#5	19'-4"	
a23(E)	240	#8	19'-4"	
a24(E)	46	#5	30'-0"	
a25(E)	60	#8	30'-0"	
a26(E)	92	#5	8'-0"	
a27(E)	46	#5	30'-7"	
a28(E)	60	#8	30'-4"	
a29(E)	46	#5	24'-9"	
a30(E)	60	#8	24'-5"	
b10(E)	290	#5	29'-8"	
b11(E)	458	#9	29'-8"	
b12(E)	16	#5	14'-8"	
b13(E)	4	#4	14'-8"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
d12(E)	92	#5	8'-4"	
e10(E)	32	#4	14'-8"	
e11(E)	8	#4	5'-0"	
e12(E)	8	#4	8'-3"	
e13(E)	8	#4	11'-5"	
t10(E)	388	#4	9'-8"	
w10(E)	40	#5	24'-9"	
w11(E)	80	#5	21'-1"	
w12(E)	40	#5	30'-0"	
w13(E)	40	#5	30'-4"	
w14(E)	40	#5	24'-5"	
Concrete Structures		Cu. Yd.	59.0	
Concrete Superstructure		Cu. Yd.	16.0	
Concrete Superstructure (Approach Slab)		Cu. Yd.	267.4	
Reinforcement Bars, Epoxy Coated		Pound	106,670	
Concrete Color Additive		Cu. Yd.	16.0	
Form Liner Textured Surface (Special)		Sq. Ft.	240	
Concrete Sealant, Special		Sq. Yd.	21	
Approach Slab Removal		Sq. Yd.	640	

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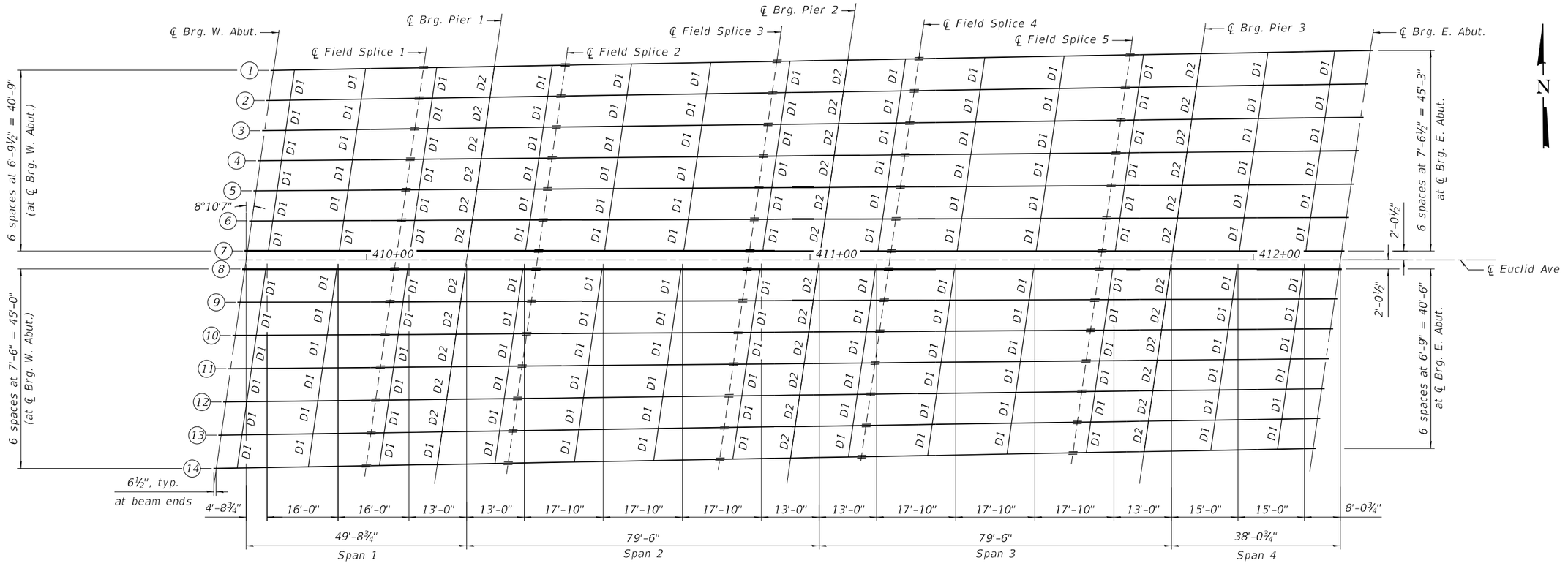
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BRIDGE APPROACH SLAB DETAILS III
STRUCTURE NO. 016-1018

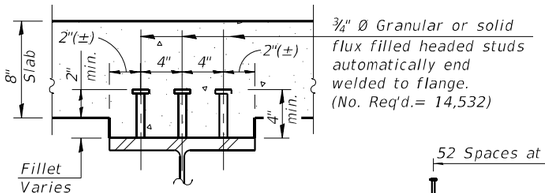
SHEET 25 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	121
		CONTRACT NO. 62W30		
	ILLINOIS | FED. AID PROJECT			

MODEL: Default
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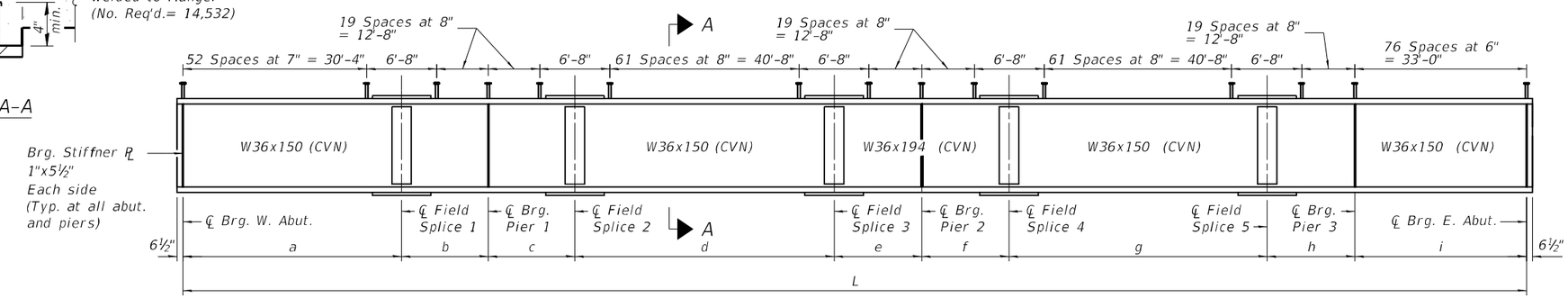


FRAMING PLAN



¾" Ø Granular or solid flux filled headed studs automatically end welded to flange. (No. Req'd.= 14,532)

SECTION A-A



BEAM ELEVATION

BEAM DIMENSIONS

(Measured along ℄ Beam)

Beam	a	b	c	d	e	f	g	h	i	L
1/14	33'-9⅞"	16'-0⁹⁄₁₆"	16'-0⁹⁄₁₆"	47'-7⁹⁄₁₆"	16'-0⁹⁄₁₆"	16'-0⁹⁄₁₆"	47'-7⁹⁄₁₆"	16'-0⁹⁄₁₆"	38'-2"	247'-5¹³⁄₁₆"
2/13	33'-9¹¹⁄₁₆"	16'-0⁷⁄₁₆"	16'-0⁷⁄₁₆"	47'-7⁵⁄₁₆"	16'-0⁷⁄₁₆"	16'-0⁷⁄₁₆"	47'-7⁵⁄₁₆"	16'-0⁷⁄₁₆"	38'-1¹³⁄₁₆"	247'-4⁵⁄₁₆"
3/12	33'-9½"	16'-0⅜"	16'-0⅜"	47'-7¹⁄₁₆"	16'-0⅜"	16'-0⅜"	47'-7¹⁄₁₆"	16'-0⅜"	38'-1⁹⁄₁₆"	247'-3¹⁄₁₆"
4/11	33'-9⁵⁄₁₆"	16'-0¼"	16'-0¼"	47'-6¾"	16'-0¼"	16'-0¼"	47'-6¾"	16'-0¼"	38'-1⅜"	247'-1⁷⁄₁₆"
5/10	33'-9⅛"	16'-0³⁄₁₆"	16'-0³⁄₁₆"	47'-6½"	16'-0³⁄₁₆"	16'-0³⁄₁₆"	47'-6½"	16'-0³⁄₁₆"	38'-1³⁄₁₆"	247'-0¼"
6/9	33'-8¹⁵⁄₁₆"	16'-0¹⁄₁₆"	16'-0¹⁄₁₆"	47'-6¼"	16'-0¹⁄₁₆"	16'-0¹⁄₁₆"	47'-6¼"	16'-0¹⁄₁₆"	38'-0¹⁵⁄₁₆"	246'-10¹¹⁄₁₆"
7/8	33'-8¾"	16'-0"	16'-0"	47'-6"	16'-0"	16'-0"	47'-6"	16'-0"	38'-0¾"	246'-9½"

Notes:

All dimensions noted are either parallel or perpendicular to ℄ Euclid Ave, unless noted otherwise.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames and diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.

All beams, splice plates and bearing stiffeners shall be AASHTO M270, Grade 50.

See sheet 27 of 45 for additional notes and Detail A.

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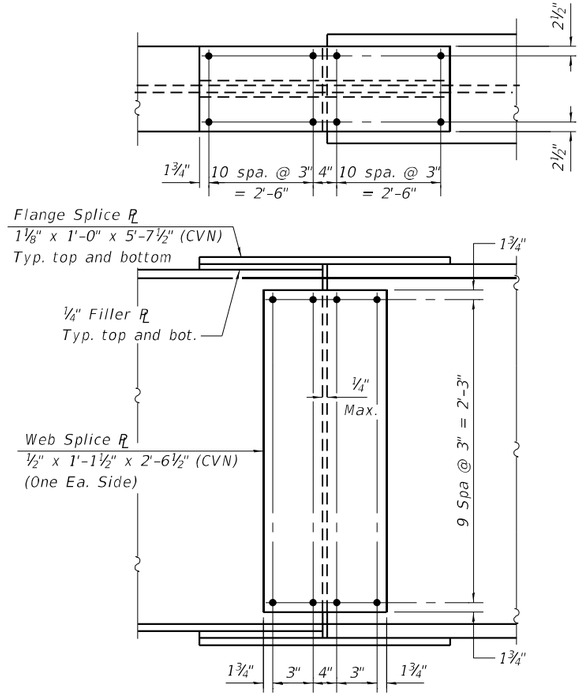
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DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND BEAM ELEVATION
STRUCTURE NO. 016-1018

SHEET 26 OF 45 SHEETS

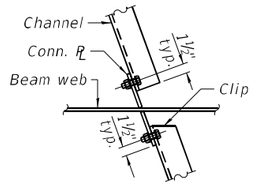
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	122
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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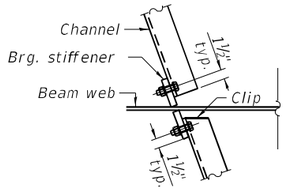
FIELD SPLICE DETAIL

(70 Required)



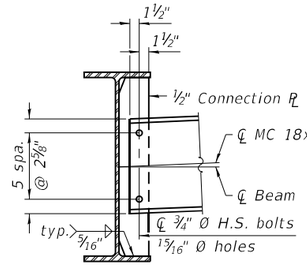
DETAIL A

Clip channel as necessary for ease of installation of diaphragms on skews.

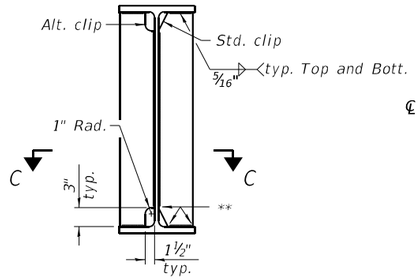


DETAIL A

Clip channel as necessary for ease of installation of diaphragms on skews.

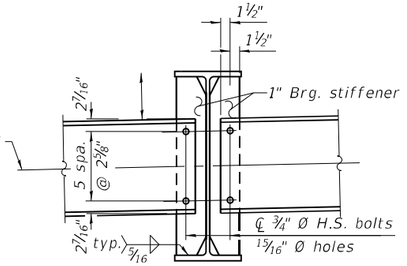


INTERIOR DIAPHRAGM – D1

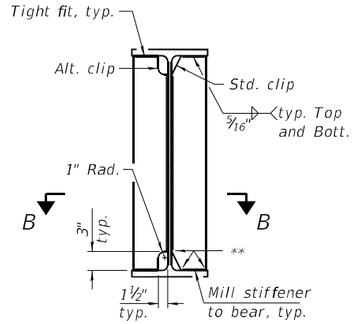


CONNECTION PLATES

** Stop welds ¼" (±⅛") from edges as shown. Typical.



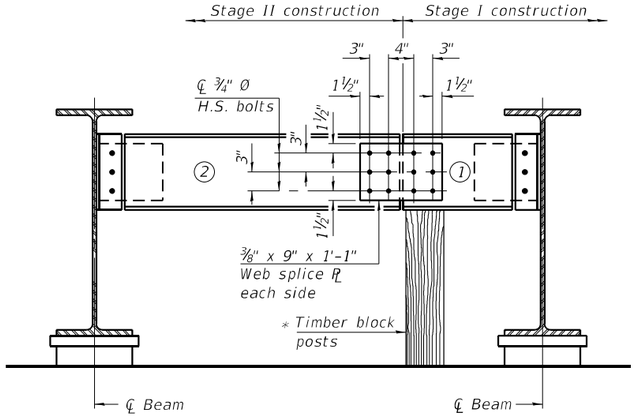
END DIAPHRAGMS – D2



BEARING STIFFENERS

** Stop welds ¼" (±⅛") 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.
All diaphragms and connecting plates shall be AASHTO M270, Grade 36.

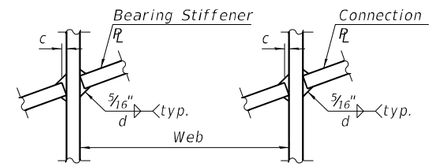


END DIAPHRAGM

* Cost of Timber Block Posts is included with Structural Steel.

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1. Order diaphragm in two sections.
2. Attach section (1) of diaphragm to beam
3. Place timber block posts between section (1) of diaphragm and abutment bearing section.
4. Attach section (2) of diaphragm to both beam and section (1) of diaphragm during stage II construction with splice plates.
5. Remove timber block posts.



SECTION B-B

SECTION C-C

WEB WELD DETAIL

$d = \frac{5}{16} + c$

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS I
STRUCTURE NO. 016-1018
SHEET 27 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	123
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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BEAM MOMENT TABLE															
		0.4 Span 1		Pier 1		0.5 Span 2		Pier 2		0.5 Span 3		Pier 3		0.6 Span 4	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
I_s	(in^4)	9040		9040		12100		12100		9040		9040		9040	
I_c (n)	(in^4)	23910		--		30100		--		23910		--		23910	
I_c (3n)	(in^4)	17989		--		22259		--		17989		--		17989	
I_c (cr)	(in^4)	--		11348		--		14530		--		11348		--	
S_s	(in^3)	504		504		664		664		504		504		504	
S_c (n)	(in^3)	725		--		933		--		725		--		725	
S_c (3n)	(in^3)	662		--		847		--		662		--		662	
S_c (cr)	(in^3)	--		557		--		719		--		557		--	
S_x	(in^3)														
DC1	(k/')	0.94	0.97	0.93	0.97	0.97	1.01	0.97	1.01	0.92	0.97	0.94	0.97	0.94	0.97
M_{DC1}	('k)	125	129	400	416	293	306	551	576	272	284	358	371	40	41
DC2	(k/')	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
M_{DC2}	('k)	15	15	46	46	32	32	65	65	34	34	44	44	5	5
DW	(k/')	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M_{DW}	('k)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LLDF		0.68	0.65	0.64	0.62	0.61	0.59	0.61	0.59	0.62	0.59	0.66	0.63	0.71	0.69
M_{L+IM}	('k)	503	484	649	624	715	688	823	792	669	643	659	635	368	355
f_f (Strength I)	(ksi)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$M_u + {}^1/_3 f_f S_x$	('k)	1055	1028	1693	1671	1657	1626	2211	2187	1552	1523	1657	1630	701	678
$\Phi_f M_n$	('k)	3761	3772	2085	2085	4766	4705	2938	2938	3728	3706	2089	2089	3761	3772
f_s DC1	(ksi)	2.98	3.08	9.52	9.92	5.30	5.53	9.96	10.40	6.48	6.76	8.52	8.84	0.95	0.98
f_s DC2	(ksi)	0.27	0.27	0.99	0.99	0.45	0.46	1.08	1.08	0.62	0.62	0.95	0.95	0.09	0.09
f_s DW	(ksi)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
f_s (L+IM)	(ksi)	8.32	8.04	13.98	13.45	9.19	8.88	13.74	13.22	11.07	10.69	14.21	13.67	6.10	5.89
f_f (Service II)	(ksi)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$f_s + {}^{ff}/_2$ (Service II)	(ksi)	14.07	13.81	28.69	28.40	17.70	17.54	28.91	28.68	21.48	21.28	27.94	27.56	8.97	8.74
Service II Resistance	(ksi)	47.50	47.50	40.00	40.00	47.50	47.50	40.00	40.00	47.50	47.50	40.00	40.00	47.50	47.50
$f_s + {}^{ff}/_3$ (Strength I)	(ksi)	18.63	18.27	37.61	37.18	23.27	23.04	37.85	37.50	28.23	27.94	36.70	36.16	11.98	11.66
$\Phi_f F_n$	(ksi)	--	--	--	--	--	--	--	--	--	--	--	--	--	--
V_f	(k)	31.46	31.46	39.71	39.71	23.91	23.91	35.88	35.88	23.99	23.99	38.67	38.67	30.34	30.34

BEAM REACTION TABLE											
		W. Abut.		Pier 1		Pier 2		Pier 3		E. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.77	0.60	0.77	0.60	0.76	0.59	0.77	0.60	0.78	0.60
OCF		1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
R_{DC1}	(k)	49.6	51.3	68.3	71.1	78.3	81.8	61.5	63.7	54.5	56.3
R_{DC2}	(k)	1.8	1.8	7.8	7.8	9.3	9.3	7.3	7.3	1.0	1.0
R_{DW}	(k)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R_L	(k)	55.0	42.6	92.4	71.6	102.0	79.0	93.1	72.2	50.4	39.0
R_{Im}	(k)	14.2	11.0	17.8	13.8	19.4	15.1	18.6	14.4	13.3	10.3
R_{Total} (Strength I)(Impact)	(k)	185.4	160.4	287.9	248.0	322.0	278.5	281.5	240.3	180.8	158.0
R_{Total} (Strength I)(No Impact)	(k)	160.5	141.1	256.8	223.9	287.9	252.1	249.0	215.1	157.5	139.9

TOP OF BEAM ELEVATIONS (FOR FABRICATION ONLY)										
Location	℄ Bearing W. Abut.	℄ Splice 1	℄ Bearing Pier 1	℄ Splice 2	℄ Splice 3	℄ Bearing Pier 2	℄ Splice 4	℄ Splice 5	℄ Bearing Pier 3	℄ Bearing E. Abut.
Beam 1	750.92	750.22	749.89	749.56	748.41	747.96	747.52	746.03	745.50	744.22
Beam 2	751.07	750.38	750.05	749.72	748.57	748.13	747.69	746.21	745.68	744.41
Beam 3	751.22	750.53	750.21	749.88	748.74	748.30	747.87	746.40	745.87	744.60
Beam 4	751.37	750.69	750.37	750.04	748.91	748.48	748.04	746.58	746.05	744.79
Beam 5	751.52	750.85	750.52	750.20	749.08	748.65	748.21	746.76	746.23	744.98
Beam 6	751.67	751.00	750.68	750.36	749.25	748.82	748.39	746.94	746.42	745.17
Beam 7	751.82	751.16	750.84	750.52	749.42	748.99	748.56	747.13	746.60	745.36
Beam 8	751.83	751.17	750.85	750.54	749.43	749.01	748.58	747.14	746.62	745.38
Beam 9	751.70	751.04	750.73	750.41	749.32	748.89	748.47	747.04	746.52	745.28
Beam 10	751.56	750.91	750.60	750.29	749.20	748.78	748.35	746.93	746.41	745.18
Beam 11	751.43	750.78	750.47	750.17	749.08	748.66	748.24	746.83	746.31	745.08
Beam 12	751.30	750.65	750.35	750.04	748.96	748.55	748.13	746.72	746.20	744.98
Beam 13	751.16	750.53	750.22	749.92	748.85	748.43	748.01	746.61	746.10	744.88
Beam 14	751.03	750.40	750.09	749.79	748.73	748.32	747.90	746.51	745.99	744.78

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_{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.). $1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

f_f: 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_sDC1: 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_sDC2: 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_sDW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi). M_{DW} / S_c (3n) or M_{DW} / S_c (cr) as applicable.

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

$f_s + f_f / 2$ (Service II): Sum of stresses as computed below (ksi). f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (L+ IM) + f_f /2

Service II Resistance: Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_f / 3$ (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 (L+ IM) + f_f /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} (Strength I)(Impact): Strength I load combination of factored design reactions (kip). $1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_L + R_{IM})$

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip). $1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_L)$

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PLOT DATE =	CHECKED - HP	REVISED -	

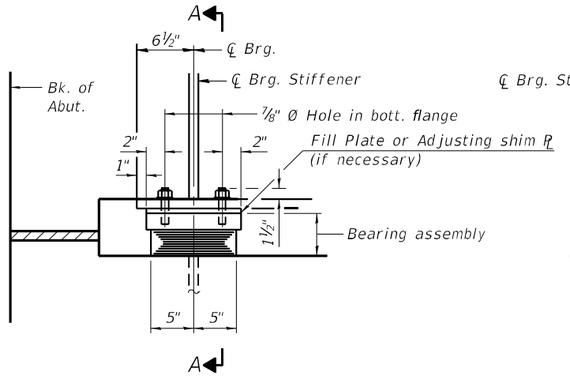
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS II
STRUCTURE NO. 016-1018

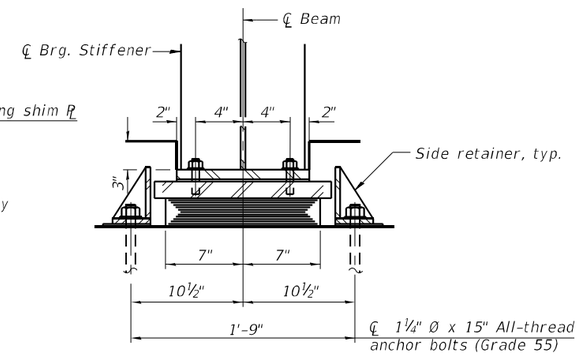
SHEET 28 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	124
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-byothers\Sheets\SN 016-1018(C)-D162N91-SN016-1018_528 Interior Moment and Reaction Tables - CL.dgn
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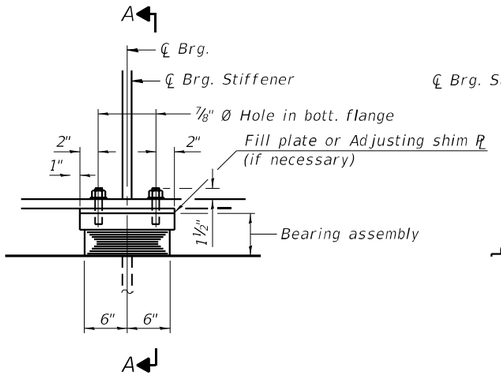
ELEVATION AT ABUT.



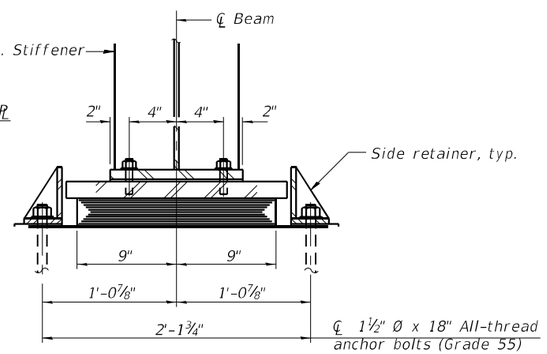
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

(At East and West Abut.)



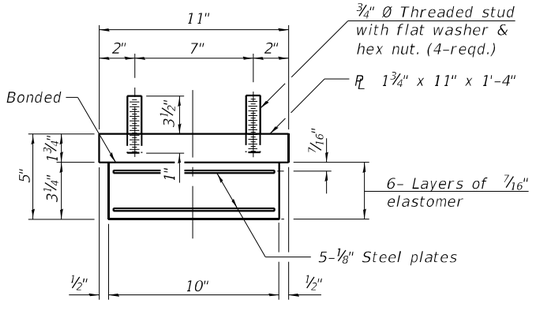
ELEVATION AT PIER



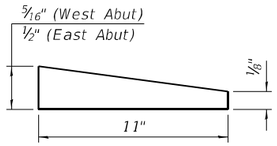
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

(At Pier 1 and 3)



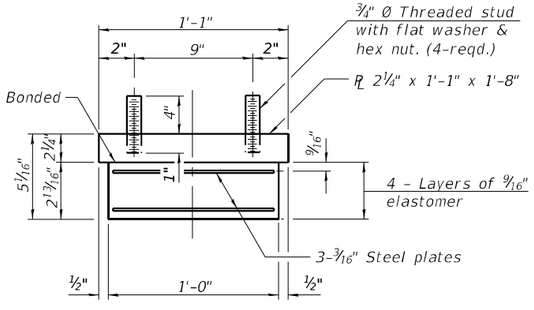
BEARING ASSEMBLY



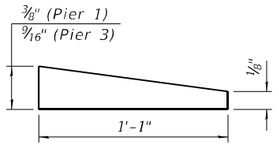
SLOPE ADJUSTING FILL PLATE

Orient thicker edge towards west end

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



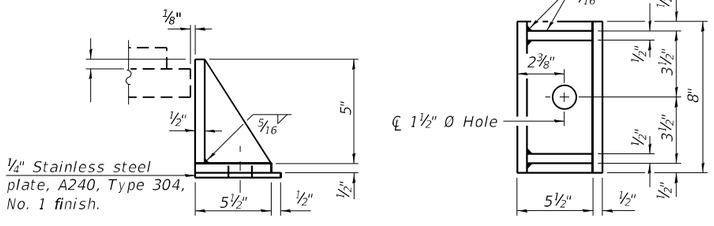
BEARING ASSEMBLY



SLOPE ADJUSTING FILL PLATE

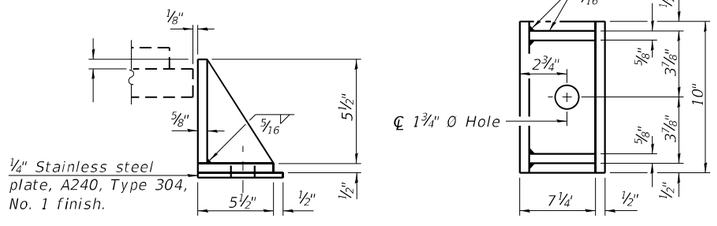
Orient thicker edge towards west end

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



SIDE RETAINER

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



SIDE RETAINER

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

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 the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

All (embedded or separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	56
Anchor Bolts, 1¼"	Each	56
Anchor Bolts, 1½"	Each	56

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PLOT DATE =		CHECKED - HP	REVISED -	

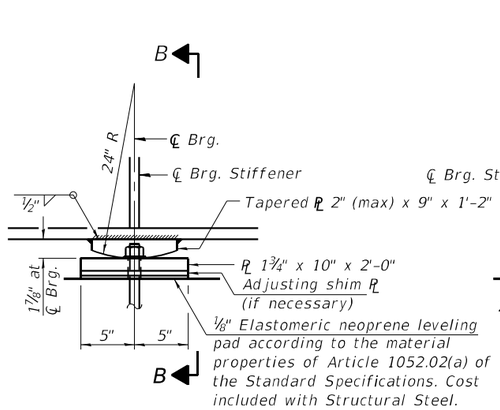
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS I
STRUCTURE NO. 016-1018

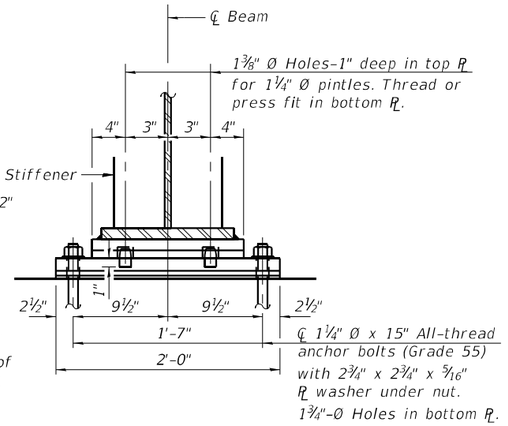
SHEET 29 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	125
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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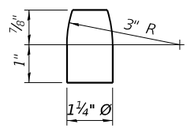
ELEVATION AT PIER



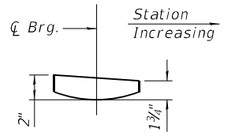
SECTION B-B

FIXED BEARING

(Pier 2)



PINTLE



TAPERED TOP PLATE

BILL OF MATERIAL

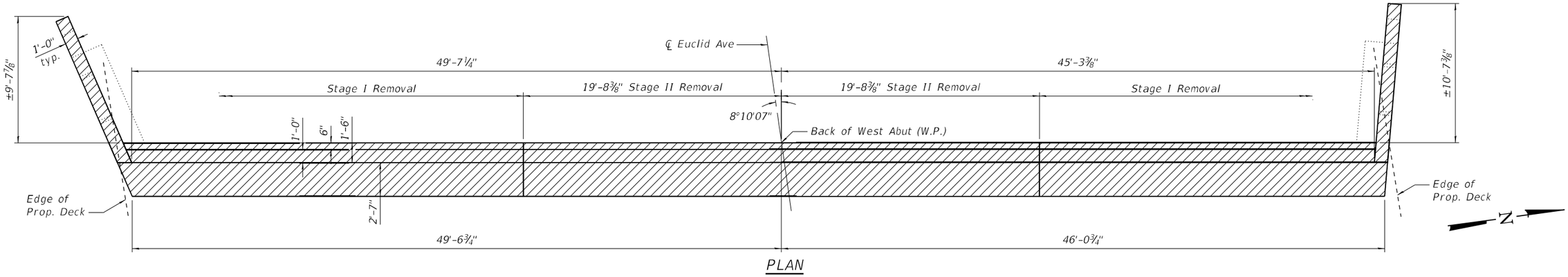
Item	Unit	Total
Anchor Bolts, 1¼"	Each	28

MODEL: Default
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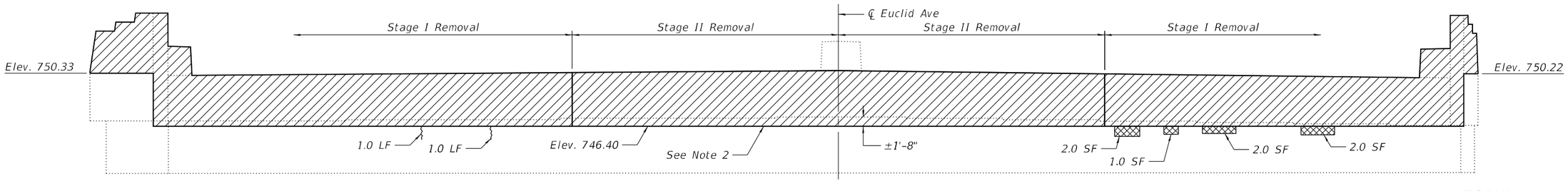
CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
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630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS II STRUCTURE NO. 016-1018
	CHECKED - CSP	REVISED -		
PLOT SCALE =	DRAWN - PAF	REVISED -		
PLOT DATE =	CHECKED - HP	REVISED -		SHEET 30 OF 45 SHEETS

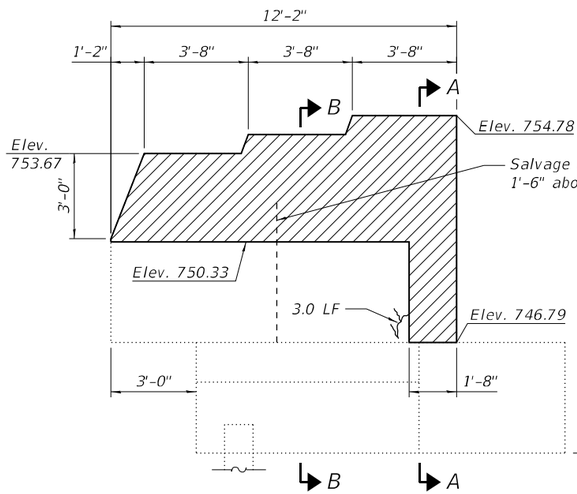
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	126
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



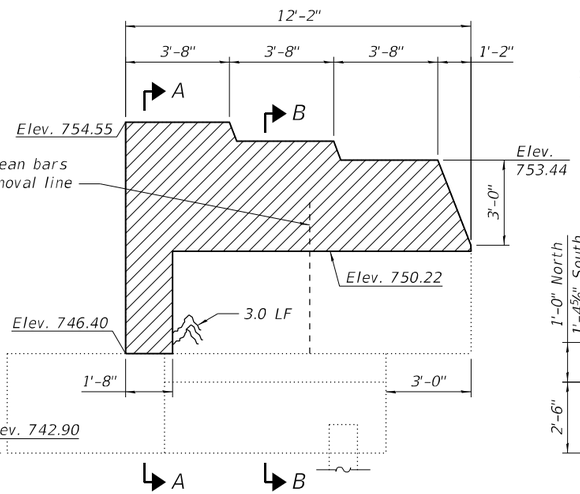
PLAN



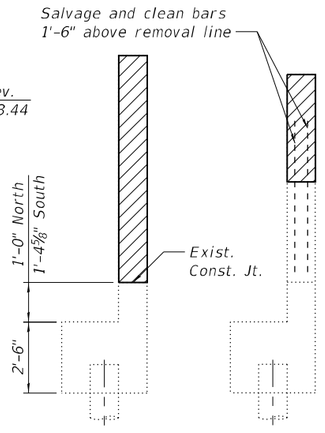
ELEVATION
Looking West



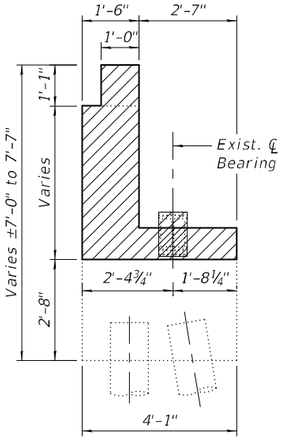
ELEVATION – SW WINGWALL



ELEVATION – NW WINGWALL



SECTION A-A SECTION B-B



SECTION THRU ABUTMENT

LEGEND

- Structural Repair of Concrete (Less than or Equal to 5 Inches)
- Epoxy Crack Injection
- Concrete Removal

Notes:

Existing abutment and wingwall elevations noted are datum adjusted to 0.47 ft less than elevations on original as-built plans.

Remove any existing concrete above the lowest bearing seat. Remove any additional delaminated concrete on surface down to sound concrete.

Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	28.7
Epoxy Crack Injection	Foot	8
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	7

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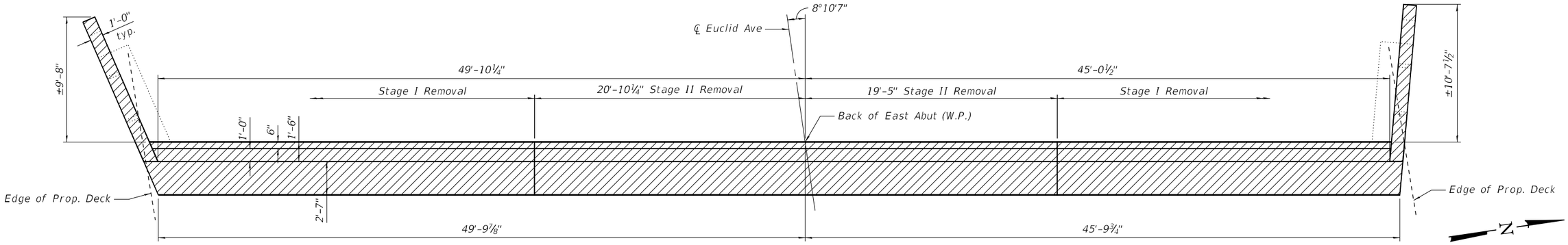
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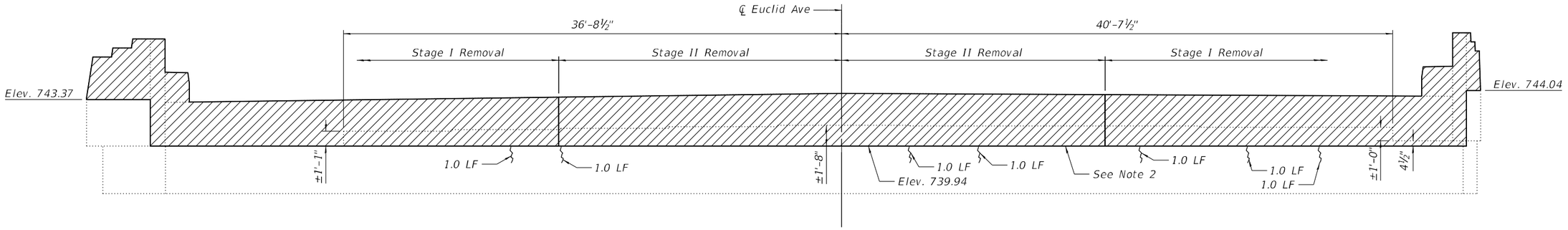
WEST ABUTMENT REMOVAL AND REPAIR
STRUCTURE NO. 016-1018
SHEET 31 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	127
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

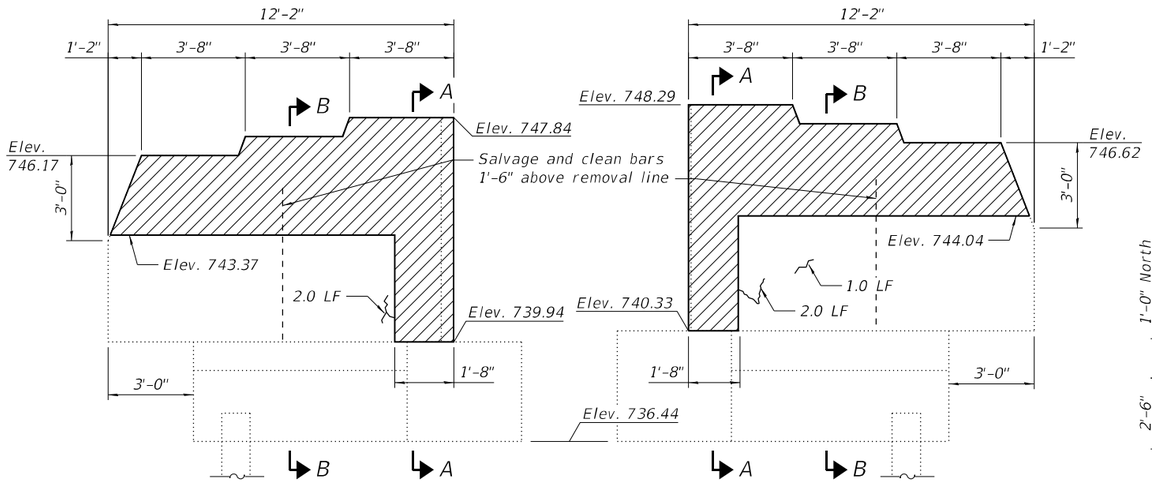
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PLAN

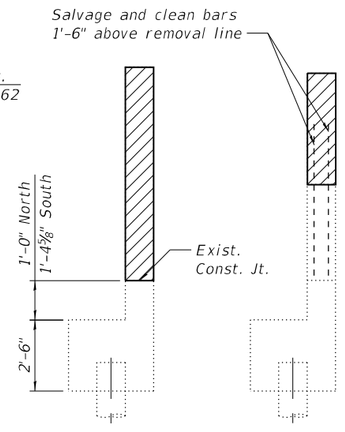


ELEVATION
Looking East



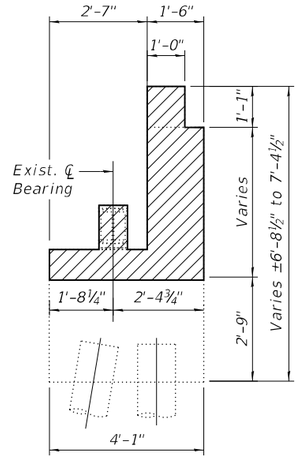
ELEVATION – NE WINGWALL

ELEVATION – SE WINGWALL



SECTION A-A

SECTION B-B



SECTION THRU ABUTMENT

LEGEND

Epoxy Crack Injection

Concrete Removal

Notes:

Existing abutment and wingwall elevations noted are datum adjusted to 0.47 ft less than elevations on original as-built plans.

Remove any existing concrete above the lowest bearing seat. Remove any additional delaminated concrete on surface down to sound concrete.

Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	34.7
Epoxy Crack Injection	Foot	12

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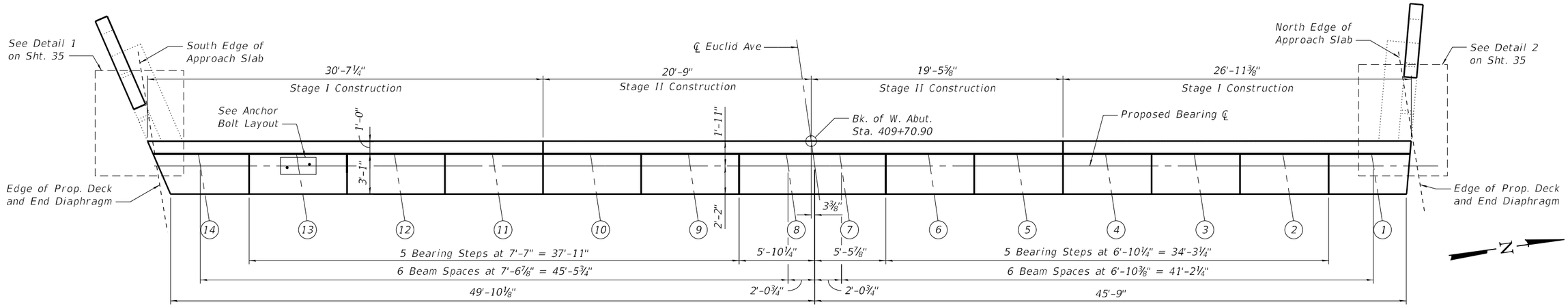
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REMOVAL AND REPAIR
STRUCTURE NO. 016-1018

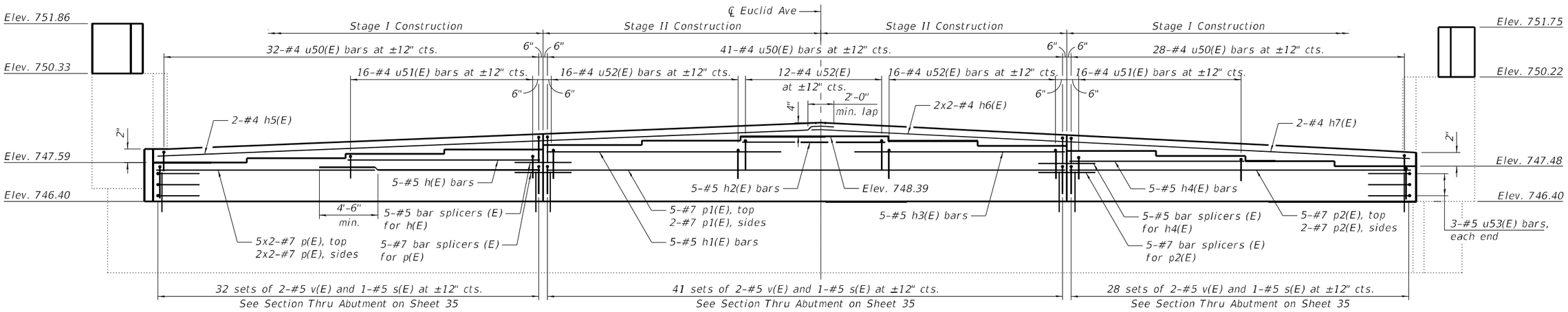
SHEET 32 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	128
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
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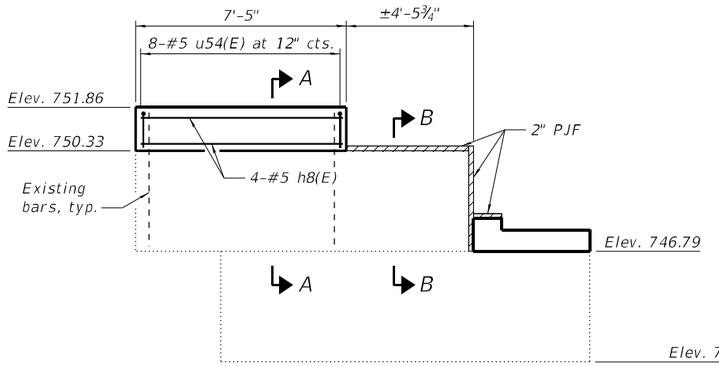
PLAN



ELEVATION

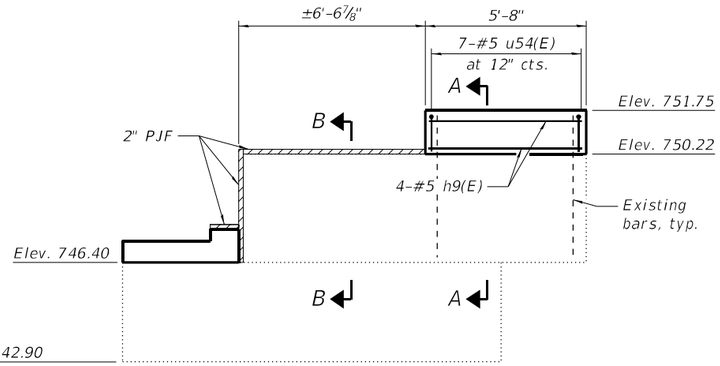
Looking West

Wingwalls shown unfolded for clarity



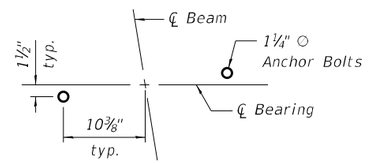
ELEVATION - SW WINGWALL

See Sheet 35 for Sections A-A and B-B.



ELEVATION - NW WINGWALL

See Sheet 35 for Sections A-A and B-B.



ANCHOR BOLT LOCATION

Beam No.	Brg. Seat Elevation	Step "T"
1	747.48	
2	747.63	1 7/8
3	747.78	1 7/8
4	747.93	1 7/8
5	748.08	1 7/8
6	748.23	1 3/4
7	748.39	1 3/4
8	748.39	
9	748.26	1 5/8
10	748.13	1 5/8
11	747.99	1 5/8
12	747.86	1 5/8
13	747.73	1 5/8
14	747.59	

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-9861
DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED -	HP	REVISED -	
		CHECKED -	CSP	REVISED -	
PLOT SCALE =		DRAWN -	PAF	REVISED -	
PLOT DATE =		CHECKED -	HP	REVISED -	

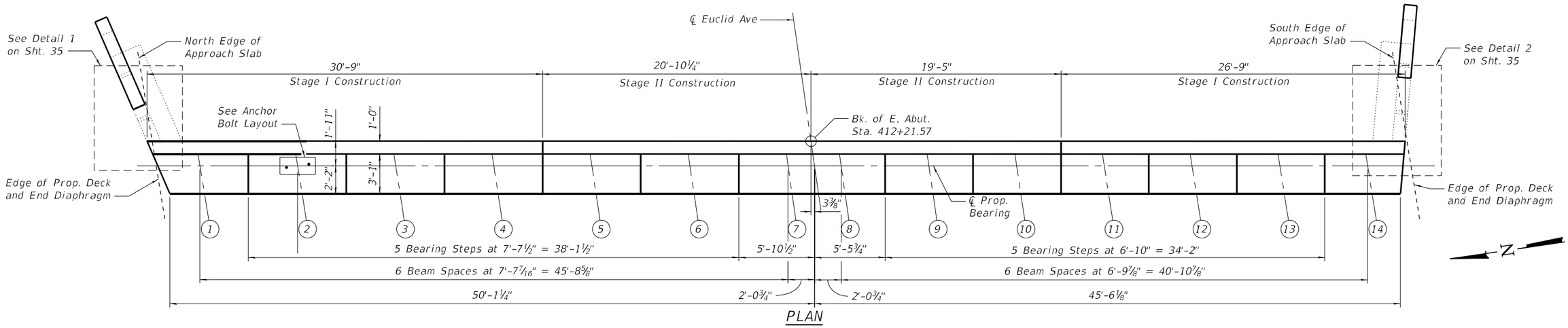
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 016-1018

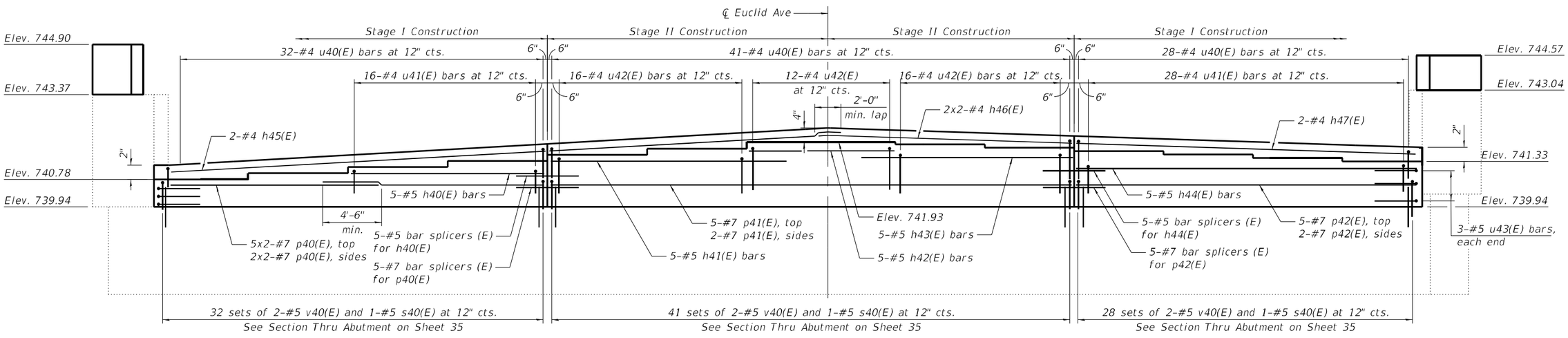
SHEET 33 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	129
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: C:\Users\Steven\Johnson\OneDrive - Czaplicki Lopez, PLLC\0D 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018\C1-D162N91-SN016-1018_S33 Abutment Plan and Elevation (1 of 2) - CL.dgn
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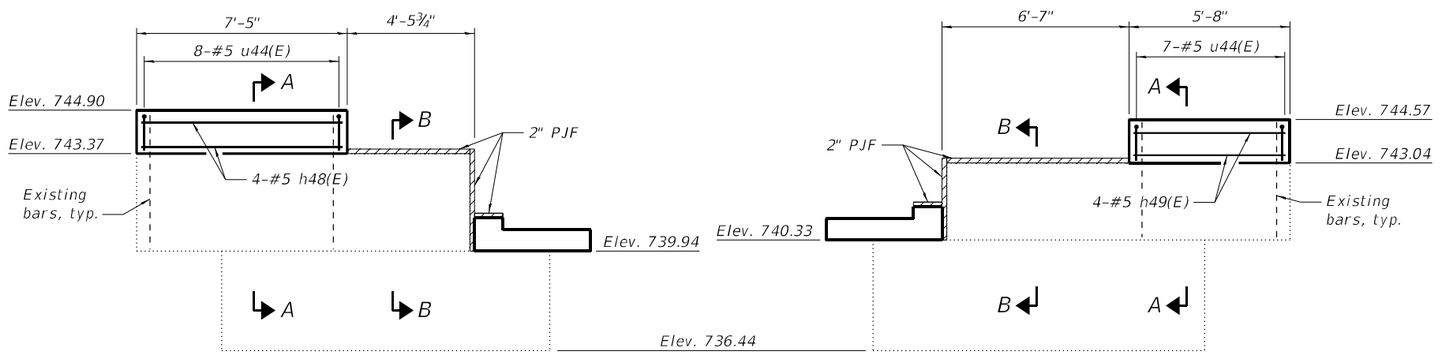


PLAN



ELEVATION

Looking East
Wingwalls shown unfolded for clarity

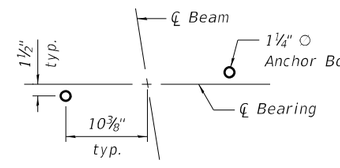


ELEVATION - NE WINGWALL

See Sheet 35 for Sections A-A and B-B.

ELEVATION - SE WINGWALL

See Sheet 35 for Sections A-A and B-B.



ANCHOR BOLT LOCATION

Beam No.	Brg. Seat Elevation	Step "T"
1	740.78	
2	740.97	2 1/4
3	741.16	2 1/4
4	741.35	2 1/4
5	741.54	2 1/4
6	741.73	2 1/4
7	741.93	
8	741.93	
9	741.84	1 1/4
10	741.74	1 1/4
11	741.63	1 1/4
12	741.53	1 1/4
13	741.43	1 1/4
14	741.33	1 1/4

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201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

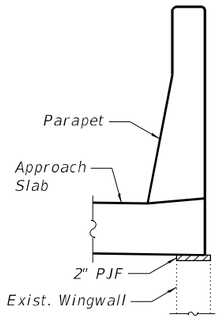
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 016-1018

SHEET 34 OF 45 SHEETS

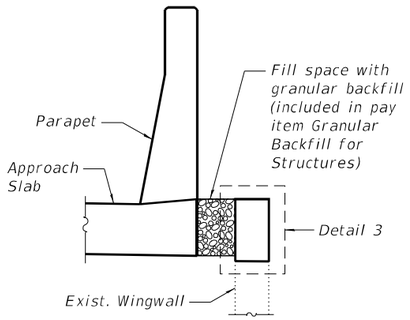
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	130
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: C:\Users\Steven\Johnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(CL-D162N91-SN016-1018_S34 Abutment Plan and Elevation (2 of 2) - CL.dgn
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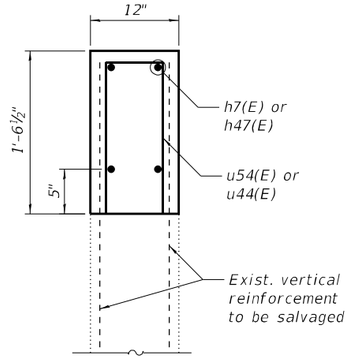
SECTION A-A

Approach Slab Edge over wingwall



SECTION B-B

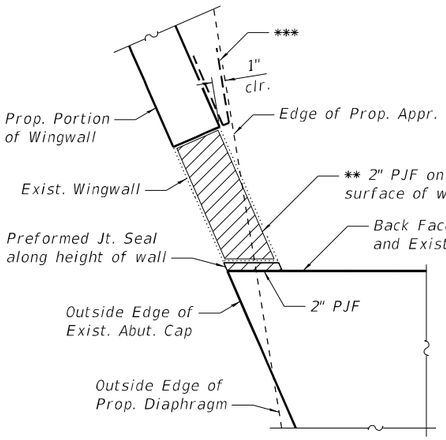
Approach Slab Edge inside of wingwall



DETAIL 3

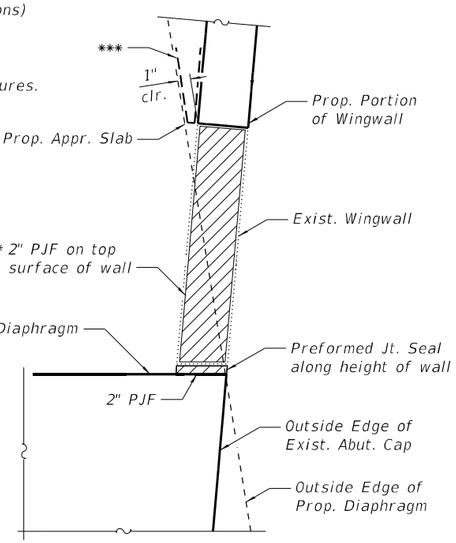
** 2" PJF (per Article 1051.09 of Standard Specifications) bonded to the wingwall with a suitable adhesive as recommended the by supplier.

*** Install geotextile fabric at 1" opening. Extend 1'-6" beyond opening. Cost included with Concrete Structures.



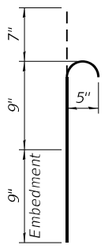
DETAIL 1

South corner of West Abutment shown.
North corner of East Abutment similar.

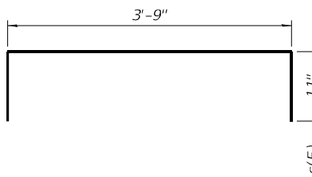


DETAIL 2

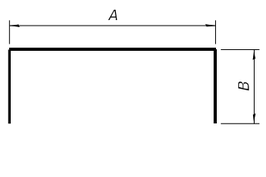
North corner of West Abutment shown.
South corner of East Abutment similar.



BARS v(E) & v40(E)



BARS s(E) & s40(E)



BARS u50(E) THRU u54(E)
BARS u40(E) THRU u44(E)

DIMENSIONS

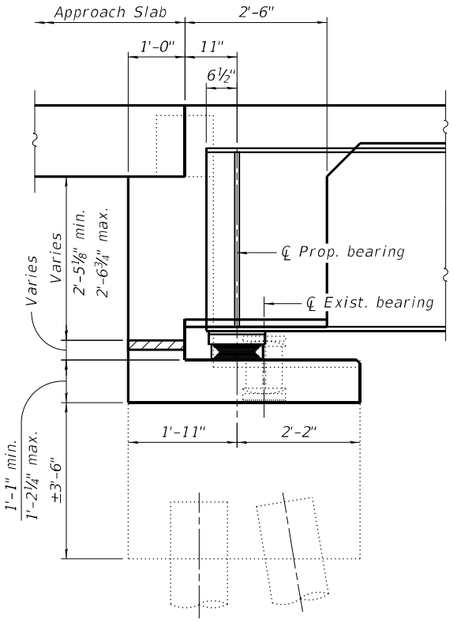
Bar	A	B
u50(E)	8"	1'-0"
u51(E)	3'-9"	1'-0"
u52(E)	3'-9"	1'-6"
u53(E)	3'-10"	2'-0"
u54(E)	8"	1'-4"
u40(E)	8"	1'-0"
u41(E)	3'-9"	1'-2"
u42(E)	3'-9"	1'-8"
u43(E)	3'-10"	2'-0"
u44(E)	8"	1'-4"

WEST ABUTMENT BILL OF MATERIAL

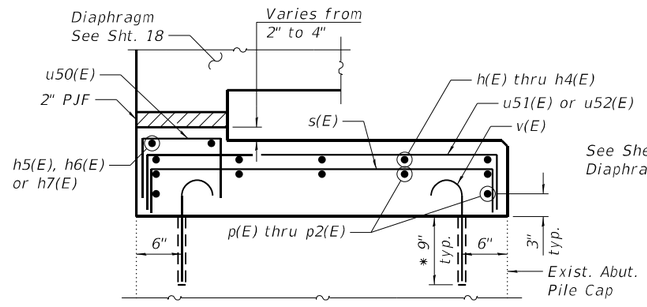
Bar	No.	Size	Length	Shape
h(E)	5	#5	15'-0"	
h1(E)	5	#5	17'-6"	
h2(E)	5	#5	11'-0"	
h3(E)	5	#5	16'-0"	
h4(E)	5	#5	13'-6"	
h5(E)	2	#4	30'-3"	
h6(E)	4	#4	21'-0"	
h7(E)	2	#4	26'-7"	
h8(E)	4	#5	7'-1"	
h9(E)	4	#5	5'-4"	
p(E)	14	#7	17'-5"	
p1(E)	7	#7	40'-0"	
p2(E)	7	#7	26'-7"	
s(E)	101	#5	5'-7"	
u50(E)	101	#4	2'-8"	
u51(E)	32	#4	5'-9"	
u52(E)	44	#4	6'-9"	
u53(E)	6	#5	7'-10"	
u54(E)	15	#5	3'-4"	
v(E)	202	#5	2'-1"	
Structure Excavation			Cu. Yd.	194
Concrete Structures			Cu. Yd.	25.2
Reinforcement Bars, Epoxy Coated			Pound	3,650

EAST ABUTMENT BILL OF MATERIAL

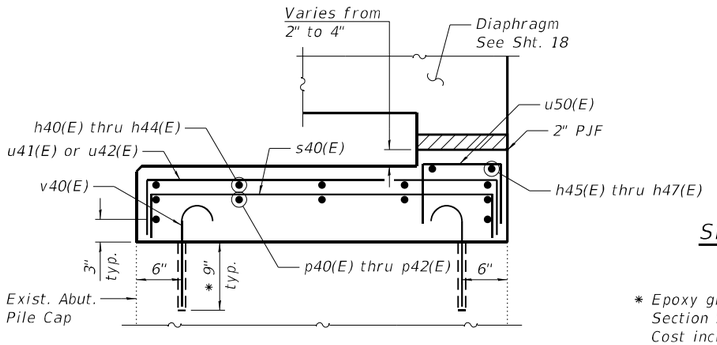
Bar	No.	Size	Length	Shape
h40(E)	5	#5	15'-1"	
h41(E)	5	#5	17'-7"	
h42(E)	5	#5	11'-0"	
h43(E)	5	#5	16'-0"	
h44(E)	5	#5	26'-5"	
h45(E)	2	#4	30'-5"	
h46(E)	4	#4	21'-0"	
h47(E)	2	#4	26'-5"	
h48(E)	4	#5	7'-1"	
h49(E)	4	#5	5'-4"	
p40(E)	14	#7	17'-6"	
p41(E)	7	#7	40'-0"	
p42(E)	7	#7	26'-5"	
s40(E)	101	#5	5'-1"	
u40(E)	101	#4	2'-8"	
u41(E)	32	#4	6'-1"	
u42(E)	44	#4	7'-1"	
u43(E)	6	#5	7'-10"	
u44(E)	15	#5	3'-4"	
v40(E)	202	#5	2'-1"	
Structure Excavation			Cu. Yd.	190
Concrete Structures			Cu. Yd.	24.5
Reinforcement Bars, Epoxy Coated			Pound	3,680



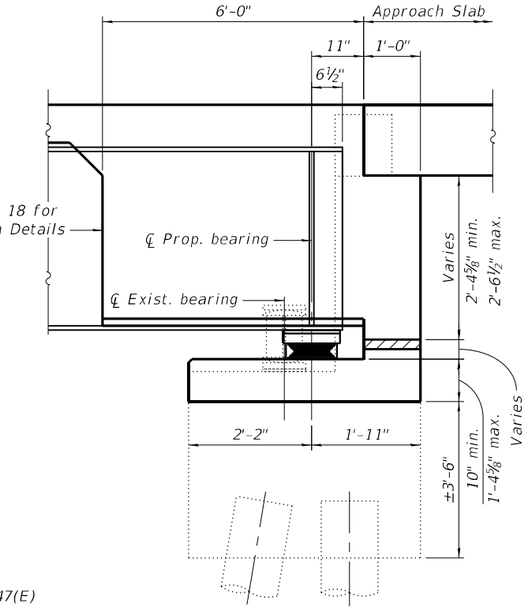
SECTION THRU WEST ABUTMENT



SECTION THRU WEST ABUTMENT SEAT



SECTION THRU EAST ABUTMENT SEAT



SECTION THRU EAST ABUTMENT

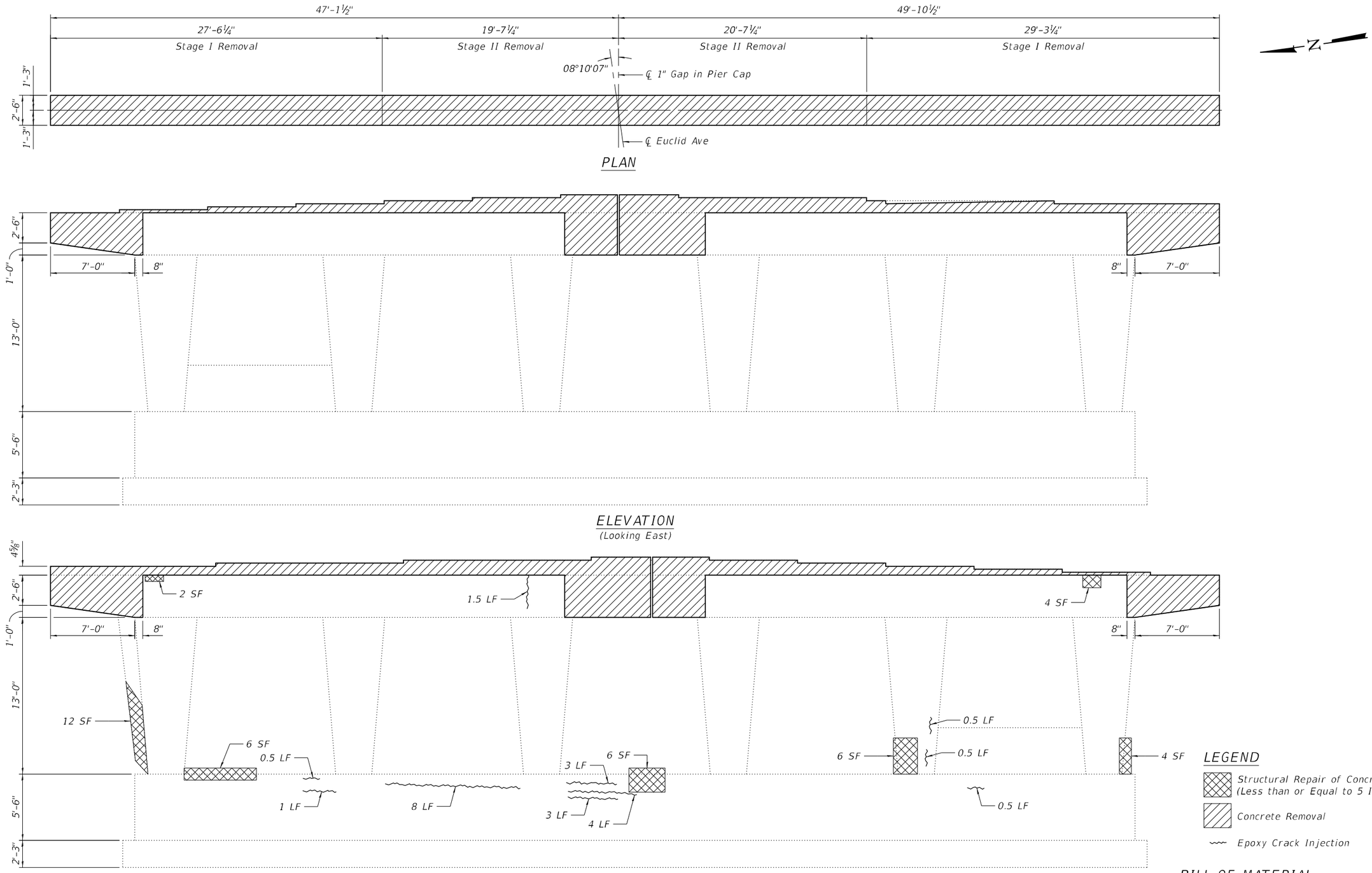
* Epoxy grout bars in 9" embedment according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.

CZAPLICKI LOPEZ, PLLC
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DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT DETAILS STRUCTURE NO. 016-1018
		CHECKED - CSP	REVISED -		
PLOT SCALE =		DRAWN - PAF	REVISED -		
PLOT DATE =		CHECKED - HP	REVISED -		SHEET 35 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	131
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	11.1
Epoxy Crack Injection	Foot	23
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	40

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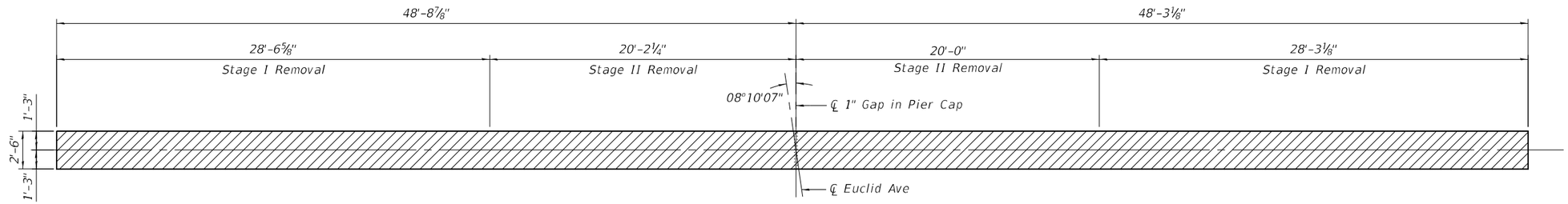
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REMOVAL AND REPAIRS
STRUCTURE NO. 016-1018

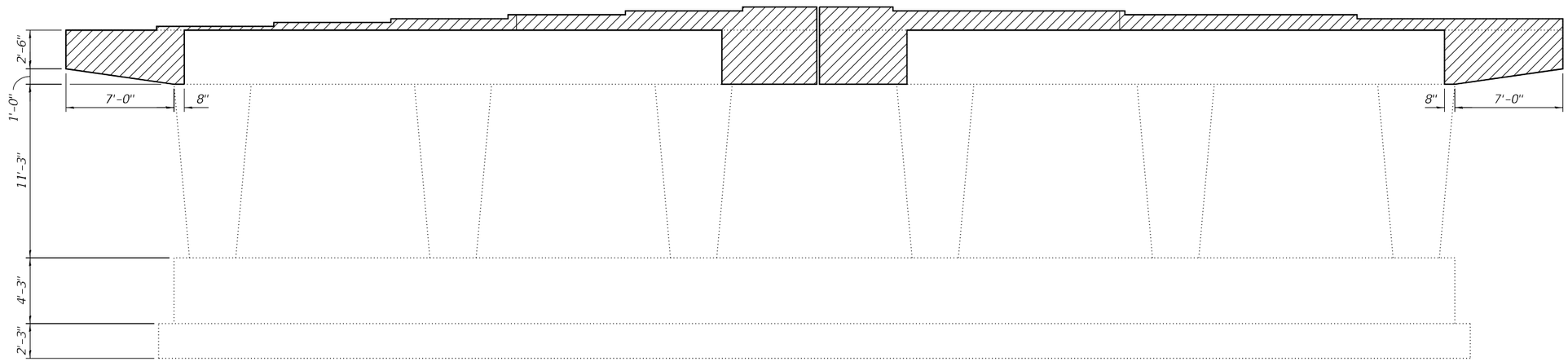
SHEET 36 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	132
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

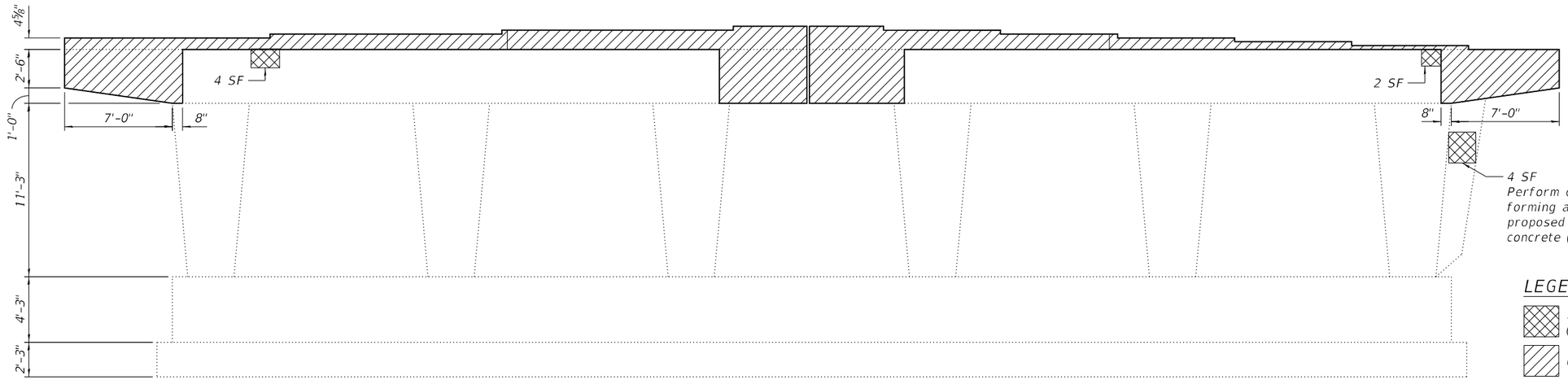
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9/20/2024 1:56:41 PM



PLAN



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

- Structural Repair of Concrete (Less than or Equal to 5 Inches)
- Concrete Removal
- Epoxy Crack Injection

BILL OF MATERIAL

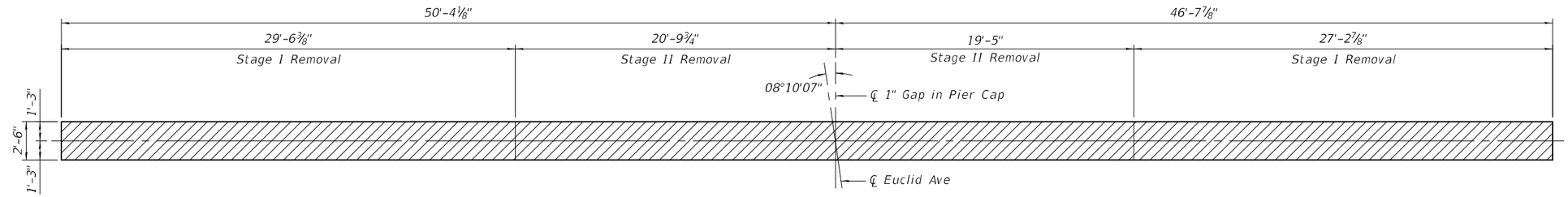
Item	Unit	Total
Concrete Removal	Cu. Yd.	11.1
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	8

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(C)-D162N91-SN016-1018_537 Pier Removal and Repair (2 of 3) - CL.dgn
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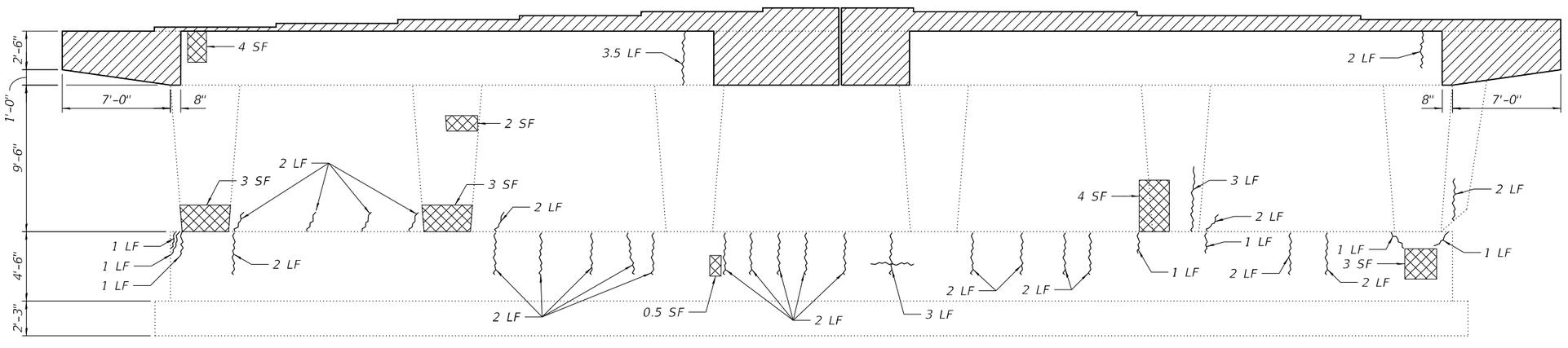
CZAPUCKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 REMOVAL AND REPAIRS STRUCTURE NO. 016-1018
	CHECKED - CSP	REVISED -		
PLOT SCALE =	DRAWN - PAF	REVISED -		
PLOT DATE =	CHECKED - HP	REVISED -		SHEET 37 OF 45 SHEETS

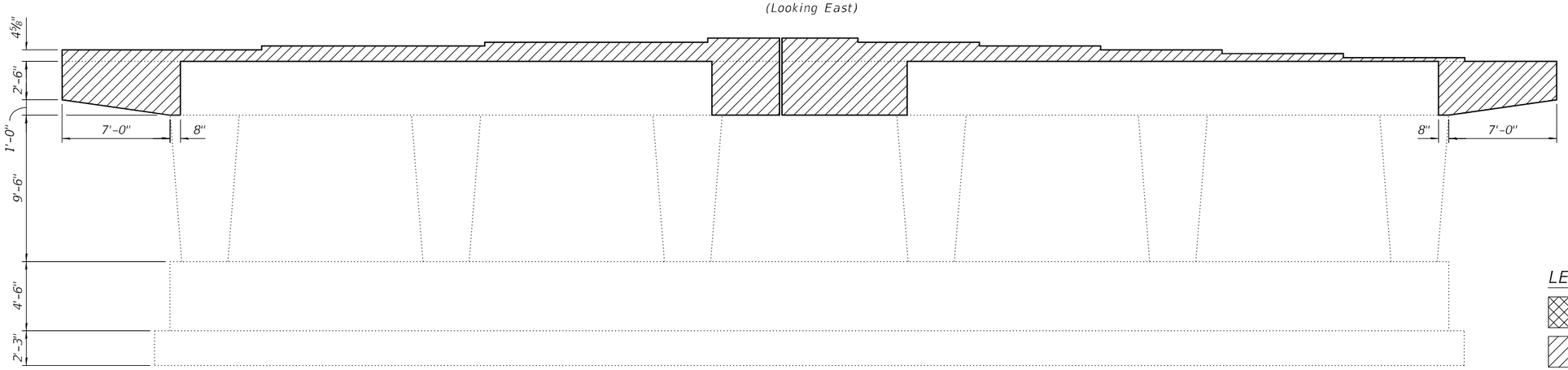
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	133
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



PLAN



ELEVATION
(Looking East)



ELEVATION
(Looking West)

LEGEND

- Structural Repair of Concrete (Less than or Equal to 5 Inches)
- Concrete Removal
- Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	11.2
Epoxy Crack Injection	Foot	55
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	20

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USER NAME =		DESIGNED -	HP	REVISED -
		CHECKED -	CSP	REVISED -
PLOT SCALE =		DRAWN -	PAF	REVISED -
PLOT DATE =		CHECKED -	HP	REVISED -

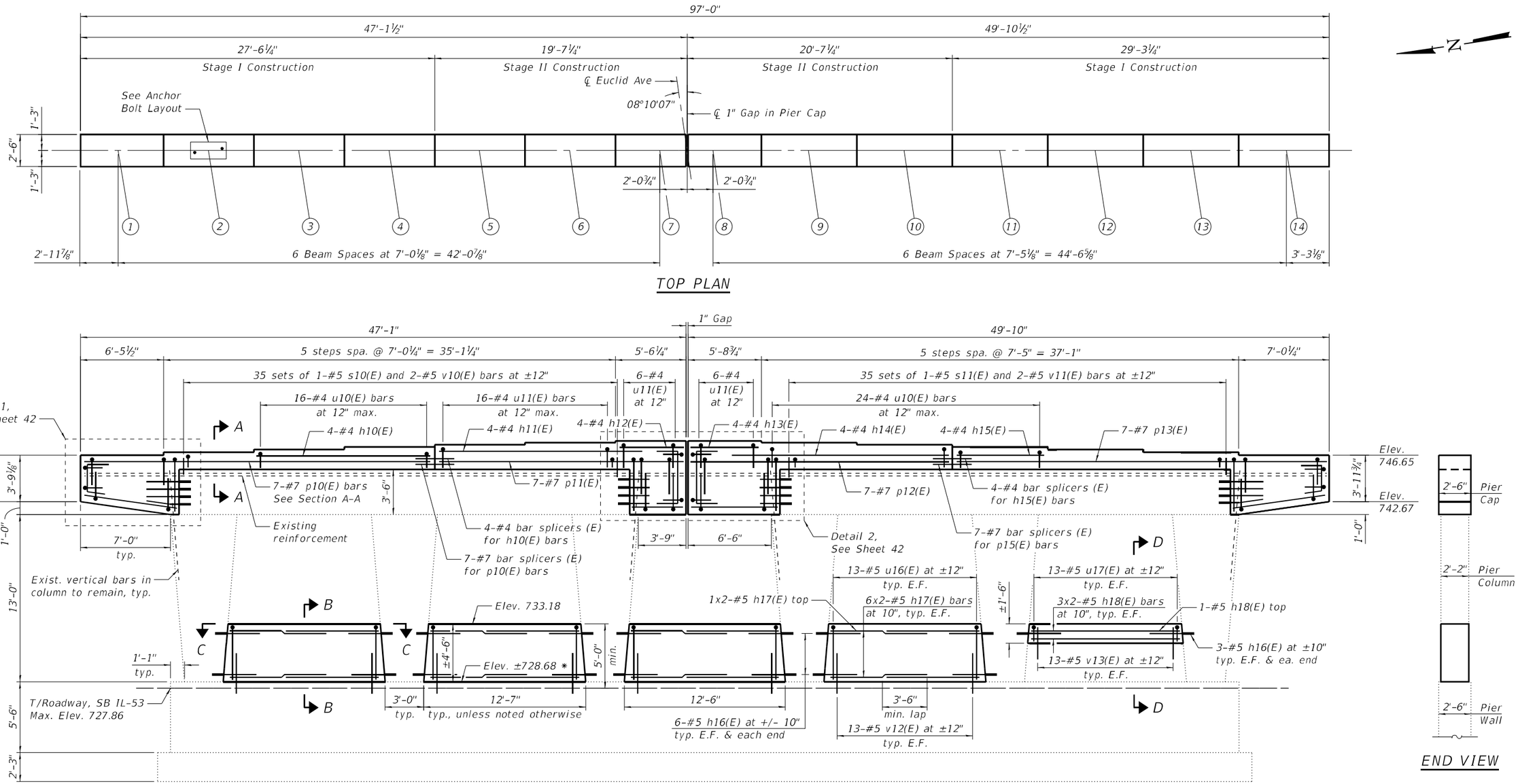
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3 REMOVAL AND REPAIRS
STRUCTURE NO. 016-1018

SHEET 38 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	134
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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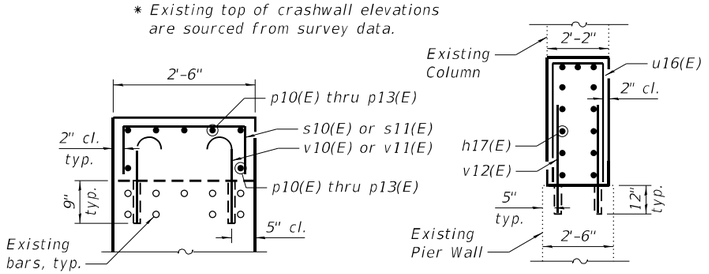


TOP PLAN

ELEVATION
Looking East

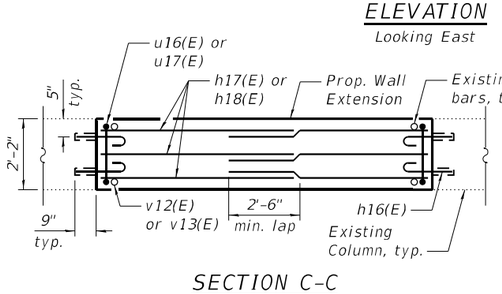
END VIEW

* Existing top of crashwall elevations are sourced from survey data.

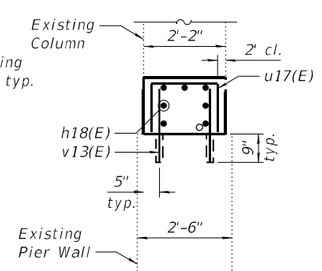


SECTION A-A

SECTION B-B

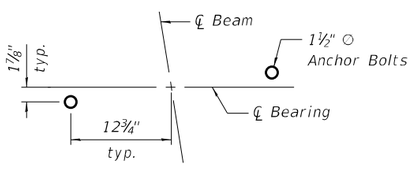


SECTION C-C



SECTION D-D

* Drill and Grout bars in 9" or 12" embedment (as specified in the details) according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



ANCHOR BOLT LAYOUT

Beam No.	Brg. Seat Elevation	Step "T"
1	746.44	1 7/8
2	746.60	1 7/8
3	746.76	1 7/8
4	746.92	1 7/8
5	747.08	1 7/8
6	747.24	1 7/8
7	747.40	
8	747.41	1 1/2
9	747.28	1 1/2
10	747.16	1 1/2
11	747.03	1 1/2
12	746.90	1 1/2
13	746.78	1 1/2
14	746.65	

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

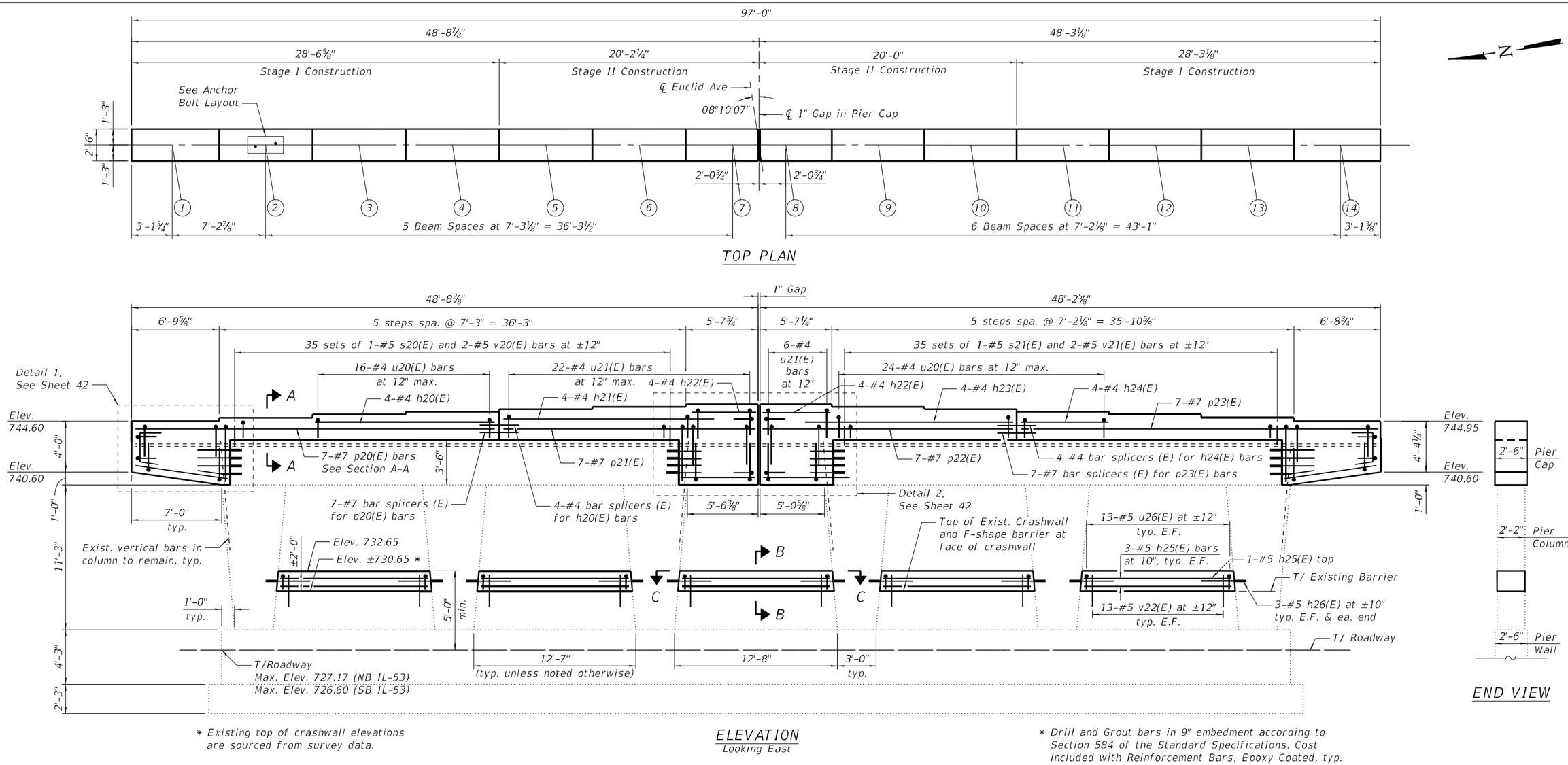
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		CHECKED	- CSP	REVISED	-
PLOT SCALE	=	DRAWN	- PAF	REVISED	-
PLOT DATE	=	CHECKED	- HP	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 016-1018
SHEET 39 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	135
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(C)-D162N91-SN016-1018_539 Pier Modification Details (1 of 4) - CL.dgn
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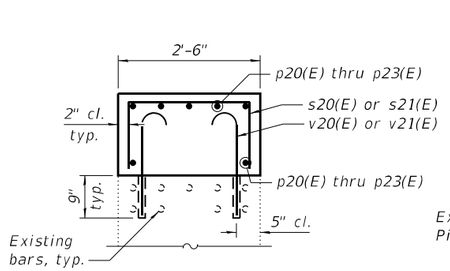
TOP PLAN

* Existing top of crashwall elevations are sourced from survey data.

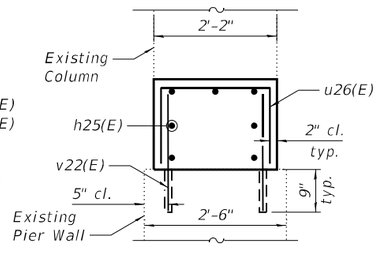
ELEVATION
Looking East

END VIEW

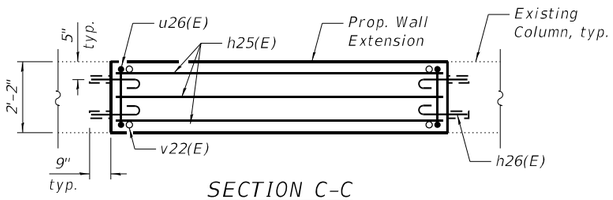
* Drill and Grout bars in 9" embedment according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



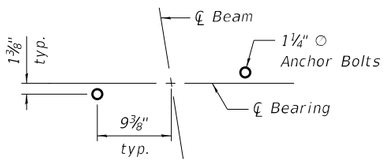
SECTION A-A



SECTION B-B



SECTION C-C



ANCHOR BOLT LAYOUT

Beam No.	Brg. Seat Elevation	Step "T"
1	744.60	
2	744.77	2
3	744.94	2
4	745.11	2
5	745.28	2
6	745.45	2
7	745.63	2
8	745.64	
9	745.53	1 3/8
10	745.41	1 3/8
11	745.30	1 3/8
12	745.18	1 3/8
13	745.07	1 3/8
14	744.95	1 3/8

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201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

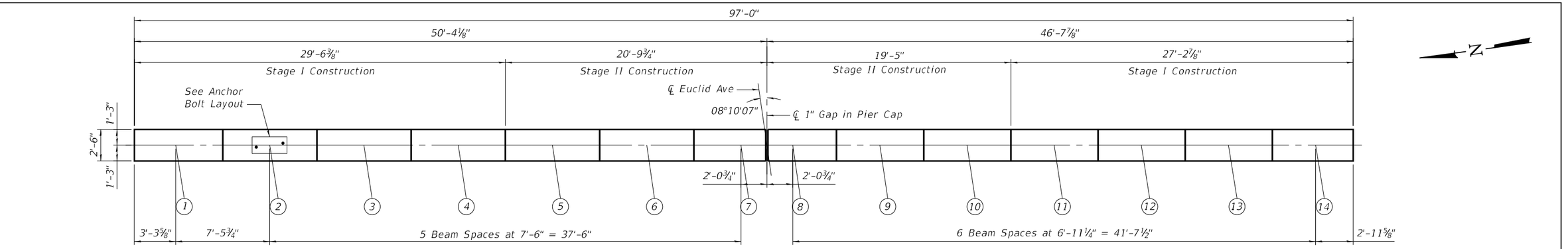
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	CHECKED - CSP	REVISED -	
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PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

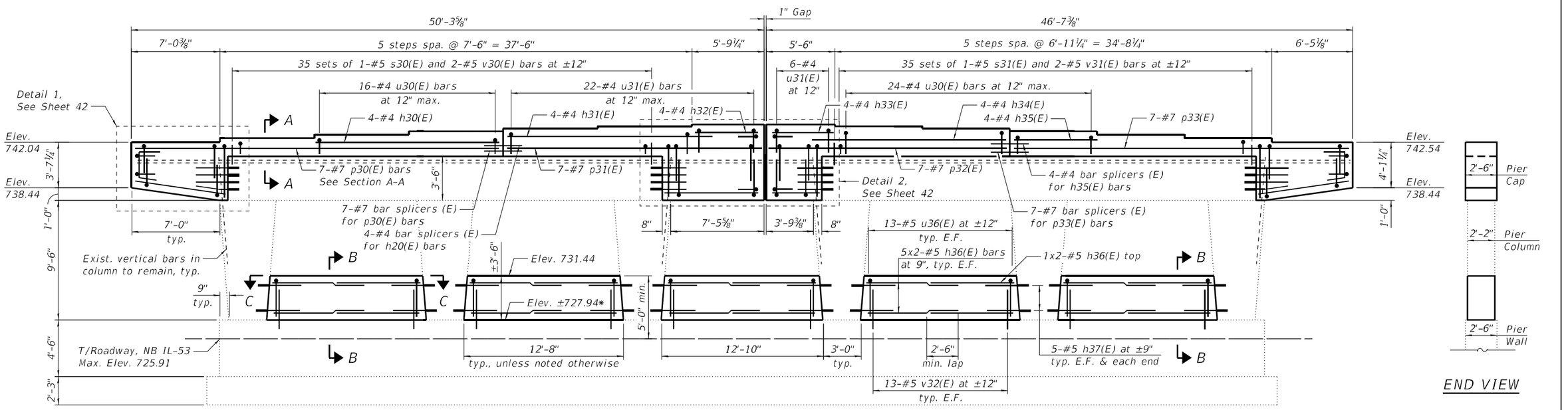
PIER 2
STRUCTURE NO. 016-1018
SHEET 40 OF 45 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	136
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(CL-D162N91-SN016-1018_S40 Pier Modification Details (2 of 4) - CL.dgn
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TOP PLAN

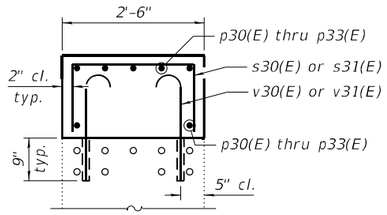


* Existing top of crashwall elevations are sourced from survey data.

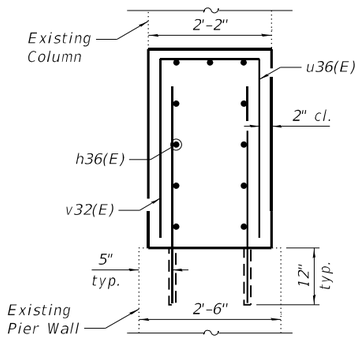
ELEVATION
Looking East

END VIEW

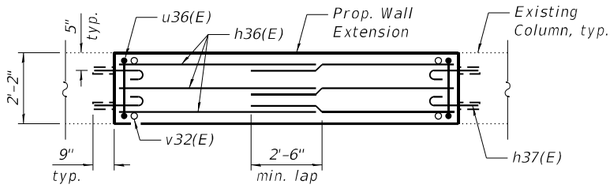
* Drill and Grout bars in 12" embedment according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated, typ.



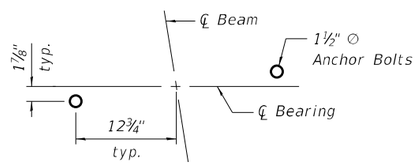
SECTION A-A



SECTION B-B



SECTION C-C



ANCHOR BOLT LAYOUT

Beam No.	Brg. Seat Elevation	Step "T"
1	742.04	
2	742.23	2 1/4
3	742.41	2 1/4
4	742.60	2 1/4
5	742.78	2 1/4
6	742.97	2 1/4
7	743.15	2 1/4
8	743.17	
9	743.07	1 1/4
10	742.96	1 1/4
11	742.86	1 1/4
12	742.75	1 1/4
13	742.65	1 1/4
14	742.54	1 1/4

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201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

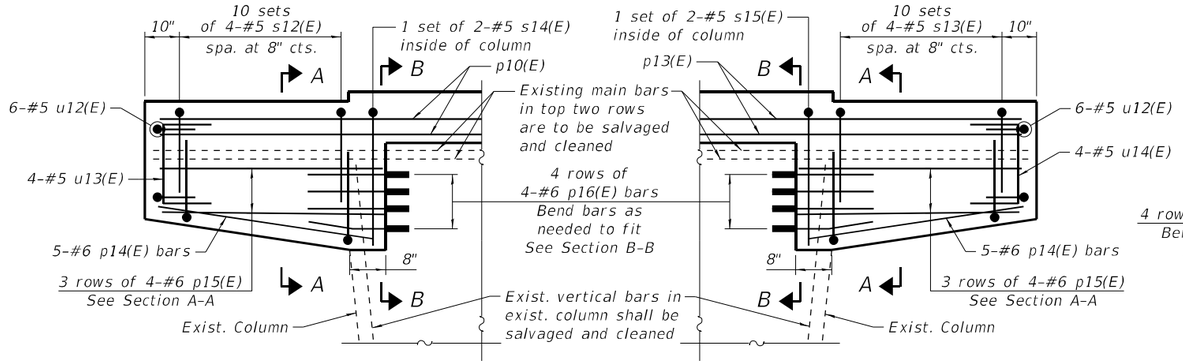
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		CHECKED	- CSP	REVISED	-
PLOT SCALE	=	DRAWN	- PAF	REVISED	-
PLOT DATE	=	CHECKED	- HP	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3
STRUCTURE NO. 016-1018
SHEET 41 OF 45 SHEETS

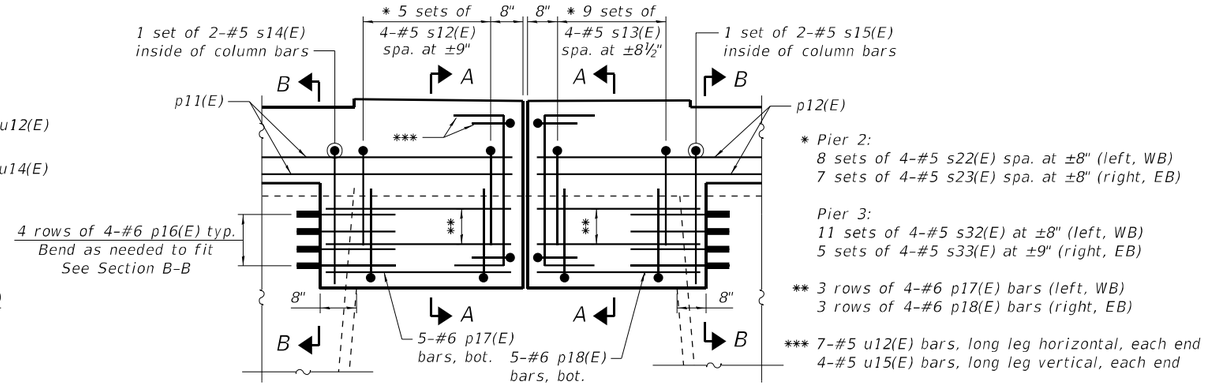
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	137
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\SN 016-1018(CJ-D162N91-SN016-1018_S41 Pier Modification Details (3 of 4) - CL.dgn
9/20/2024 1:56:45 PM



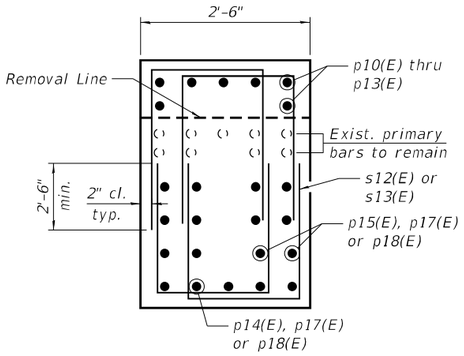
DETAIL 1

Pier 1 shown. Piers 2 and 3 similar, except with 20 and 30 series designated bars respectively.
E.g. u12(E) bar for Pier 1 corresponds to u22(E) bar for Pier 2 and u32(E) bar for Pier 3.

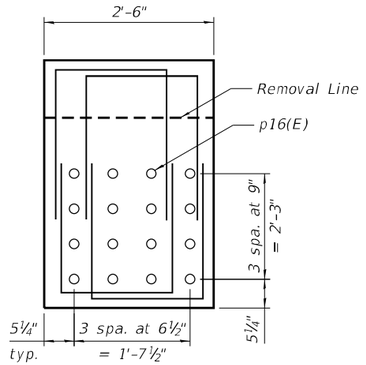


DETAIL 2

Pier 1 shown. Piers 2 and 3 similar, except with 20 and 30 series designated bars respectively.
E.g. u12(E) bar for Pier 1 corresponds to u22(E) bar for Pier 2 and u32(E) bar for Pier 3.

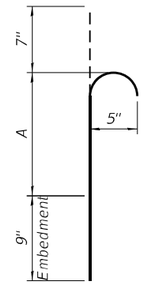


SECTION A-A



SECTION B-B

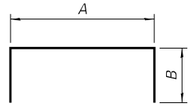
Showing horizontal dowels only



BARS v10(E), v11(E), v20(E), v21(E), v30(E), v31(E)

DIMENSIONS

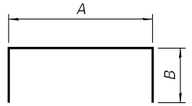
Bar	A
h16(E)	1'-1"
h26(E)	1'-1"
h37(E)	1'-1"
v10(E)	11"
v11(E)	1'-1"
v20(E)	1'-1"
v21(E)	1'-6"
v30(E)	9"
v31(E)	1'-3"



BARS s10(E) THRU s15(E)
BARS s20(E) THRU s25(E)
BARS s30(E) THRU s35(E)

DIMENSIONS

Bar	A	B
s10(E)	2'-2"	1'-1"
s11(E)	2'-2"	1'-3"
s12(E)	1'-9"	3'-6"
s13(E)	1'-9"	3'-7"
s14(E)	1'-9"	4'-5"
s15(E)	1'-9"	4'-8"
s20(E)	2'-2"	1'-4"
s21(E)	2'-2"	1'-8"
s22(E)	1'-9"	3'-7"
s23(E)	1'-9"	3'-10"
s24(E)	1'-9"	4'-8"
s25(E)	1'-9"	5'-0"
s30(E)	2'-2"	11"
s31(E)	2'-2"	1'-5"
s32(E)	1'-9"	3'-10"
s33(E)	1'-9"	3'-8"
s34(E)	1'-9"	4'-3"
s35(E)	1'-9"	4'-9"



BARS u10(E) THRU u17(E)
BARS u20(E) THRU u26(E)
BARS u30(E) THRU u36(E)

DIMENSIONS

Bar	A	B
u10(E)	2'-2"	1'-0"
u11(E)	2'-2"	1'-7"
u12(E)	2'-0"	2'-0"
u13(E)	3'-4"	2'-0"
u14(E)	3'-6"	2'-0"
u15(E)	5'-3"	2'-0"
u16(E)	1'-10"	4'-4"
u17(E)	1'-10"	1'-4"
u20(E)	2'-2"	1'-0"
u21(E)	2'-2"	1'-7"
u22(E)	2'-0"	2'-0"
u23(E)	3'-6"	2'-0"
u24(E)	3'-10"	2'-0"
u25(E)	5'-6"	2'-0"
u26(E)	1'-10"	1'-10"
u30(E)	2'-2"	1'-0"
u31(E)	2'-2"	1'-9"
u32(E)	2'-0"	2'-0"
u33(E)	3'-1"	2'-0"
u34(E)	3'-7"	2'-0"
u35(E)	5'-2"	2'-0"
u36(E)	3'-4"	1'-10"

Notes:
Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.

PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	4	#4	13'-8"	——
h11(E)	4	#4	16'-0"	——
h12(E)	4	#4	5'-2"	——
h13(E)	4	#4	5'-5"	——
h14(E)	4	#4	16'-10"	——
h15(E)	4	#4	7'-1"	——
h16(E)	108	#5	2'-5"	——
h17(E)	104	#5	8'-0"	——
h18(E)	7	#5	7'-8"	——
p10(E)	7	#7	27'-2"	——
p11(E)	7	#7	19'-3"	——
p12(E)	7	#7	20'-3"	——
p13(E)	7	#7	28'-10"	——
p14(E)	10	#6	7'-4"	——
p15(E)	24	#6	7'-4"	——
p16(E)	64	#6	5'-0"	——
p17(E)	17	#6	4'-0"	——
p18(E)	17	#6	6'-9"	——
s10(E)	35	#5	4'-4"	⌐
s11(E)	35	#5	4'-8"	⌐
s12(E)	60	#5	8'-9"	⌐
s13(E)	76	#5	8'-11"	⌐
s14(E)	4	#5	10'-7"	⌐
s15(E)	4	#5	11'-1"	⌐
u10(E)	40	#4	4'-2"	⌐
u11(E)	28	#4	5'-4"	⌐
u12(E)	26	#5	6'-0"	⌐
u13(E)	4	#5	7'-4"	⌐
u14(E)	4	#5	7'-6"	⌐
u15(E)	8	#5	9'-3"	⌐
u16(E)	52	#5	10'-6"	⌐
u17(E)	13	#5	4'-6"	⌐
v10(E)	70	#5	2'-3"	⌒
v11(E)	70	#5	2'-5"	⌒
v12(E)	104	#5	4'-0"	——
v13(E)	26	#5	2'-0"	——
Concrete Structures		Cu. Yd.	42.7	
Reinforcement Bars, Epoxy Coated		Pound	7,510	
Concrete Sealer		Sq. Ft.	670	

PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	4	#4	14'-2"	——
h21(E)	4	#4	16'-6"	——
h22(E)	4	#4	5'-4"	——
h23(E)	4	#4	16'-4"	——
h24(E)	4	#4	6'-10"	——
h25(E)	35	#5	11'-9"	——
h26(E)	30	#5	2'-5"	——
p20(E)	7	#7	28'-2"	——
p21(E)	7	#7	19'-9"	——
p22(E)	7	#7	19'-7"	——
p23(E)	7	#7	27'-10"	——
p24(E)	10	#6	7'-4"	——
p25(E)	24	#6	7'-4"	——
p26(E)	64	#6	5'-0"	——
p27(E)	17	#6	5'-10"	——
p28(E)	17	#6	5'-5"	——
s20(E)	35	#5	4'-10"	⌐
s21(E)	35	#5	5'-6"	⌐
s22(E)	72	#5	8'-11"	⌐
s23(E)	68	#5	9'-5"	⌐
s24(E)	4	#5	11'-1"	⌐
s25(E)	4	#5	11'-9"	⌐
u20(E)	40	#4	4'-2"	⌐
u21(E)	28	#4	5'-4"	⌐
u22(E)	26	#5	6'-0"	⌐
u23(E)	4	#5	7'-6"	⌐
u24(E)	4	#5	7'-10"	⌐
u25(E)	8	#5	9'-6"	⌐
u26(E)	65	#5	5'-6"	⌐
v20(E)	70	#5	2'-5"	⌒
v21(E)	70	#5	2'-10"	⌒
v22(E)	130	#5	2'-6"	——
Concrete Structures		Cu. Yd.	35.8	
Reinforcement Bars, Epoxy Coated		Pound	6,600	
Concrete Sealer		Sq. Ft.	386	

PIER 3 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	4	#4	14'-8"	——
h31(E)	4	#4	17'-0"	——
h32(E)	4	#4	5'-5"	——
h33(E)	4	#4	5'-2"	——
h34(E)	4	#4	15'-10"	——
h35(E)	4	#4	6'-7"	——
h36(E)	110	#5	7'-9"	——
h37(E)	50	#5	2'-5"	——
p30(E)	7	#7	29'-2"	——
p31(E)	7	#7	20'-5"	——
p32(E)	7	#7	19'-0"	——
p33(E)	7	#7	26'-10"	——
p34(E)	10	#6	7'-4"	——
p35(E)	24	#6	7'-4"	——
p36(E)	64	#6	5'-0"	——
p37(E)	17	#6	7'-10"	——
p38(E)	17	#6	4'-2"	——
s30(E)	35	#5	4'-0"	⌐
s31(E)	35	#5	5'-0"	⌐
s32(E)	84	#5	9'-5"	⌐
s33(E)	60	#5	9'-1"	⌐
s34(E)	4	#5	10'-3"	⌐
s35(E)	4	#5	11'-3"	⌐
u30(E)	40	#4	4'-2"	⌐
u31(E)	28	#4	5'-8"	⌐
u32(E)	26	#5	6'-0"	⌐
u33(E)	4	#5	7'-1"	⌐
u34(E)	4	#5	7'-7"	⌐
u35(E)	8	#5	9'-2"	⌐
u36(E)	65	#5	8'-6"	⌐
v30(E)	70	#5	2'-1"	⌒
v31(E)	70	#5	2'-7"	⌒
v32(E)	130	#5	4'-0"	——
Concrete Structures		Cu. Yd.	40.8	
Reinforcement Bars, Epoxy Coated		Pound	7,510	
Concrete Sealer		Sq. Ft.	550	

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED -	HP	REVISED -	
		CHECKED -	CSP	REVISED -	
PLOT SCALE =		DRAWN -	PAF	REVISED -	
PLOT DATE =		CHECKED -	HP	REVISED -	

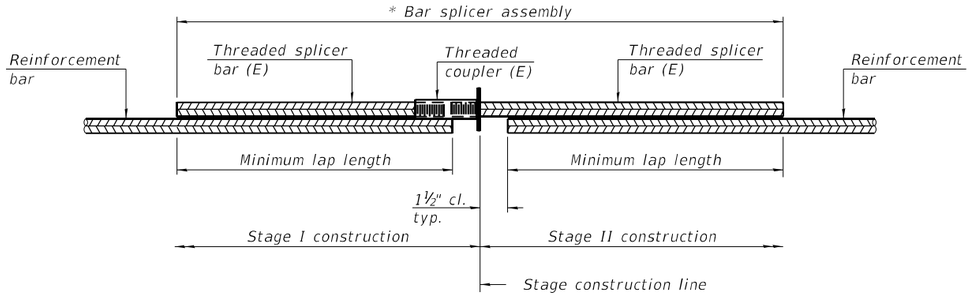
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 016-1018

SHEET 42 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	138
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018(CL-D162N91-SN016-1018_S42 Pier Modification Details (4 of 4) - CL.dgn
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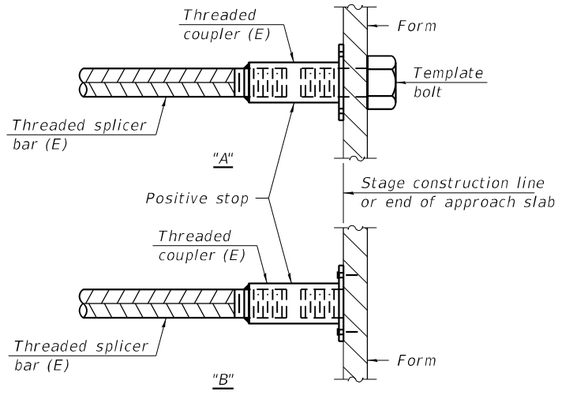
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + 1½" + thread length

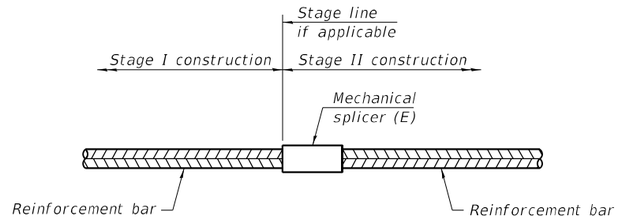
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab Top	#5	1084	3'-6"
Deck Slab Bottom	#5	662	3'-6"
Deck Slab Ends	#5	8	3'-6"
Diaphragms	#4	8	2'-8"
Diaphragms	#6	24	4'-2"
Appr Slab, Top	#5	184	3'-6"
Appr Slab, Bot	#8	240	4'-9"
Appr Footing	#5	160	3'-6"
Abutment Cap	#5	20	3'-6"
Abutment Cap	#7	28	4'-8"
Pier Cap	#4	24	2'-8"
Pier Cap	#7	42	4'-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
End Diaphragms	#6	34

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 5-15-2023

CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =		DESIGNED - HP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 016-1018
		CHECKED - CSP	REVISED -		
PLOT SCALE =		DRAWN - PAF	REVISED -		
PLOT DATE =		CHECKED - HP	REVISED -		SHEET 43 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	139
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\Users\StevenJohnson\OneDrive - Czaplicki Lopez, PLLC\OD 23003 IL 53 Bridges Phase II - Strand - General\CADD\CAD_Sheets-by-others\Sheets\SN 016-1018\C1-D162N91-SN016-1018_S43 Bar Splicer Details - CL.dgn
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SOIL BORING LOG

Date 05/01/23

ROUTE FAP 342 **DESCRIPTION** Euclid Rd over IL 53 **LOGGED BY** Gonzalez (NRK)

SECTION 2018-100-BR **LOCATION** NE 1/4, **SEC.** 26, **TWP.** 42N, **RNG.** 10E, 3rd **PM**,
Latitude 42.0886101, **Longitude** -88.0304341

COUNTY Cook **DRILLING METHOD** Hollow stem auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 105

STRUCT. NO. 016-1018
Station 411+00

BORING NO. GC-03
Station 2229+40
Offset 107.7 ft RT
Ground Surface Elev. 743.8 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 720.3 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT - 10" 743.0			
Medium Stiff to Very Stiff, Brown, Moist, CLAY, Some Gravel, Some Silt, Trace Sand (fill)	2		
	2 5	3.5 P	13
Trace Gravel	3		
	4 6	3.6 B	15
-5			
	3		
	4 7	2.1 B	16
	4		
	6 8	5.2 B	16
-10			
	4		
	9 10	5.4 B	14
729.8	7		
Stiff to Very Stiff, Brown, Moist, CLAY, Some Gravel, Some Silt, Trace Sand	7 10	7.7 B	14
-15			
	3		
	4 5	1.9 B	15
	4		
723.8 -20	4 7	2.1 B	15

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Stiff, Brown, Moist, CLAY, Trace Gravel, Some Silt	3		
	5 5		15
▼	3		
	4 5	1.6 B	14
-25			
	5		
716.8 716.4	6 6	1.6 B	13
Medium Dense, Brown, Course, Moist, SAND			
Stiff, Brown, Moist, CLAY, Trace Gravel, Trace Silt	4		
	7 4	5.1 B	19
-30			
	3		
	3 5	0.5 B	25
-35			
	8		
	7 8		18
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, M-Modified SPT)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Date 05/01/23

ROUTE FAP 342 **DESCRIPTION** Euclid Rd over IL 53 **LOGGED BY** Gonzalez (NRK)

SECTION 2018-100-BR **LOCATION** NE 1/4, **SEC.** 26, **TWP.** 42N, **RNG.** 10E, 3rd **PM**,
Latitude 42.0886101, **Longitude** -88.0304341

COUNTY Cook **DRILLING METHOD** Hollow stem auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 105

STRUCT. NO. 016-1018
Station 411+00

BORING NO. GC-03
Station 2229+40
Offset 107.7 ft RT
Ground Surface Elev. 743.8 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 720.3 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, Brown, Moist, CLAY, Trace Gravel, Trace Silt *(continued)*			
	3		
698.8 -45	4 7	2.5 B	21
Boring terminated at 45 feet.			
-50			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, M-Modified SPT)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

MODEL: Default
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201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

USER NAME =	DESIGNED - HP	REVISED -	
	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
PLOT DATE =	CHECKED - HP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I
STRUCTURE NO. 016-1018
SHEET 44 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	140
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

SOIL BORING LOG

Date 05/01/23

ROUTE FAP 342 **DESCRIPTION** Euclid Rd over IL 53 **LOGGED BY** Gonzalez (NRK)

SECTION 2018-100-BR **LOCATION** NE 1/4, **SEC.** 26, **TWP.** 42N, **RNG.** 10E, 3rd **PM**,
Latitude 42.0886032, **Longitude** -88.0315478

COUNTY Cook **DRILLING METHOD** Hollow stem auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 105

STRUCT. NO. 016-1018
Station 411+00

BORING NO. GC-04
Station 3228+98
Offset 114.4 ft LT
Ground Surface Elev. 751.9 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 715.4 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT - 9" 751.2			
Very Soft to Medium Stiff, Brown, Wet, CLAY, Trace Gravel (fill)	3		
	2 2	2.5 P	17
	1		
-5	2 2	1.1 B	16
Very Soft	WH		
	WH WH	0.5 P	23
	1		
-10	3 4	0.8 B	21
	3		
739.9	4 3	2.3 B	24
Medium Stiff to Stiff, Moist, Brown and Black, CLAY	2		
-15	2 3	1.0 B	29
	3		
733.9	4 7	2.5 B	16
Medium Stiff to Stiff, Moist, Brown, CLAY, Trace Gravel	3		
-20	5 7	3.1 B	15
Medium Stiff to Stiff, Moist, Brown, CLAY, Trace Gravel *(continued)*	3		
	4 6	2.9 B	14
	3		
-25	3 5	3.0 B	16
	2		
	4 4	2.3 B	18
	3		
-30	4 5	2.6 B	15
	3		
-35	3 6	1.7 B	18
▽			
	3		
-40	4 5	2.5 B	25

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, M-Modified SPT)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 05/01/23

ROUTE FAP 342 **DESCRIPTION** Euclid Rd over IL 53 **LOGGED BY** Gonzalez (NRK)

SECTION 2018-100-BR **LOCATION** NE 1/4, **SEC.** 26, **TWP.** 42N, **RNG.** 10E, 3rd **PM**,
Latitude 42.0886032, **Longitude** -88.0315478

COUNTY Cook **DRILLING METHOD** Hollow stem auger (8" O.D., 3.25" I.D.) **HAMMER TYPE** Auto 140 lb HE 105

STRUCT. NO. 016-1018
Station 411+00

BORING NO. GC-04
Station 3228+98
Offset 114.4 ft LT
Ground Surface Elev. 751.9 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 715.4 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Stiff to Stiff, Moist, Brown, CLAY, Trace Gravel *(continued)*	3		
	4 6	2.9 B	14
	3		
	12		
	10 10	4.0 P	21
706.9 -45			
Boring terminated at 45 feet.			
-50			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, M-Modified SPT)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

MODEL: Default
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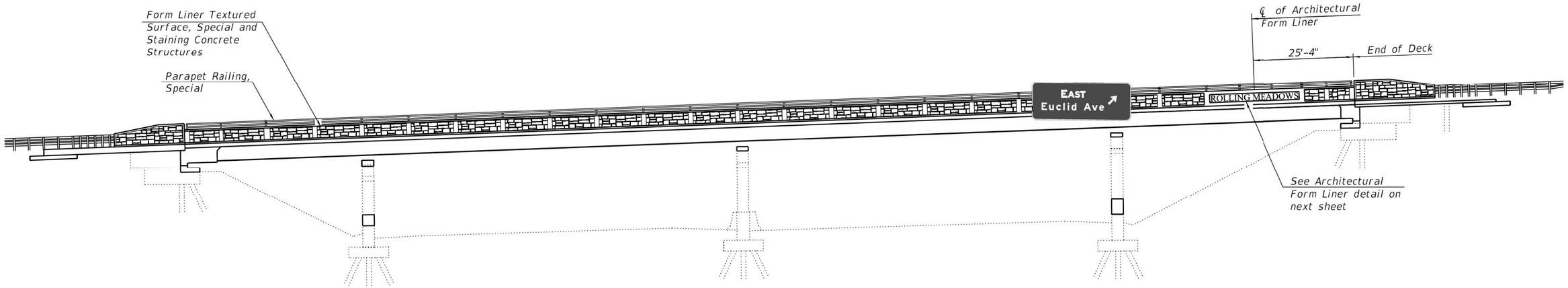
CZAPLICKI LOPEZ, PLLC
201 KENMARE DRIVE
BURR RIDGE, ILLINOIS 60527
630-915-8861
DESIGN FIRM NO: 184.008135

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	CHECKED - CSP	REVISED -	
PLOT SCALE =	DRAWN - PAF	REVISED -	
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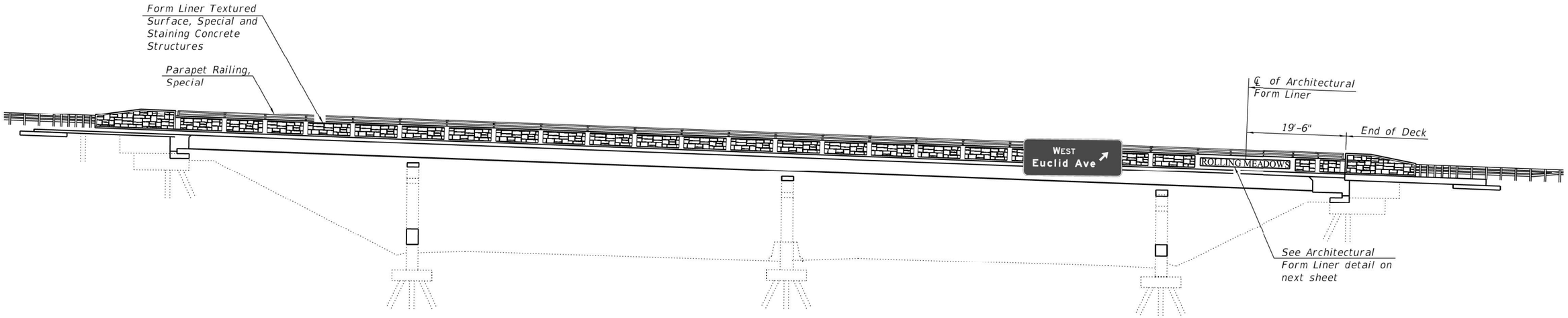
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS II
STRUCTURE NO. 016-1018
SHEET 45 OF 45 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	141
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



ELEVATION
(Looking South)



ELEVATION
(Looking North)

Notes:
1. For parapet dimensions, jointing and rail post spacing not shown, see Bridge Plans.

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JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

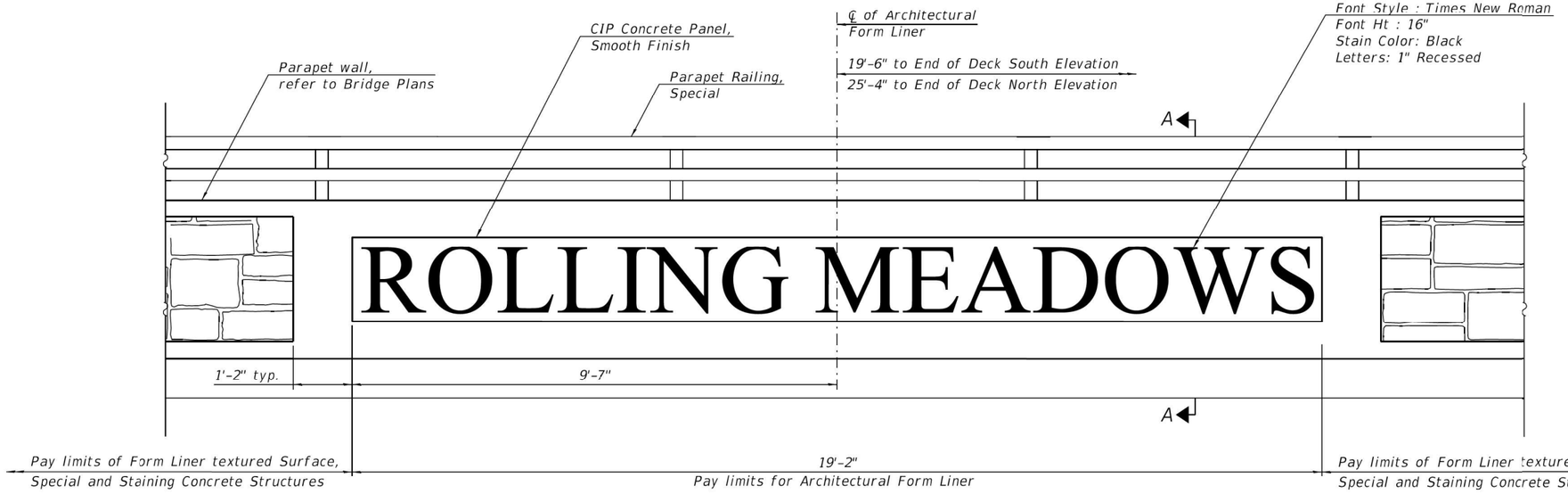
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

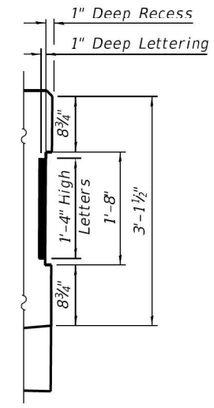
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STRUCTURE NO. 016-1018
SHEET OF

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	142
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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ARCHITECTURAL FORM LINER



SECTION A-A

Notes:
1. For parapet dimensions, jointing and rail post spacing not shown, see Bridge Plans.

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IDFPR NO. 184-001273

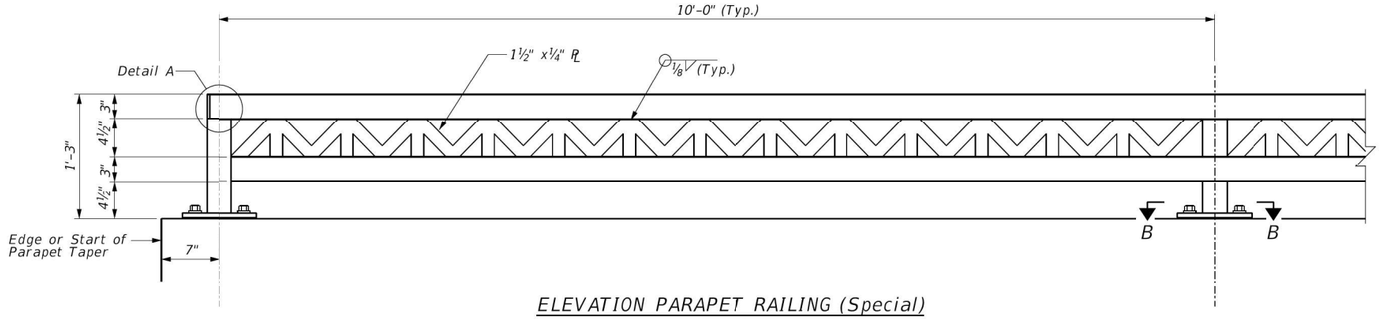
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PLOT DATE = 9/20/2024	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELEVATION & SECTION AESTHETIC DETAILS
STRUCTURE NO. 016-1018
SHEET OF

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB) BR 23	COOK	187	143
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

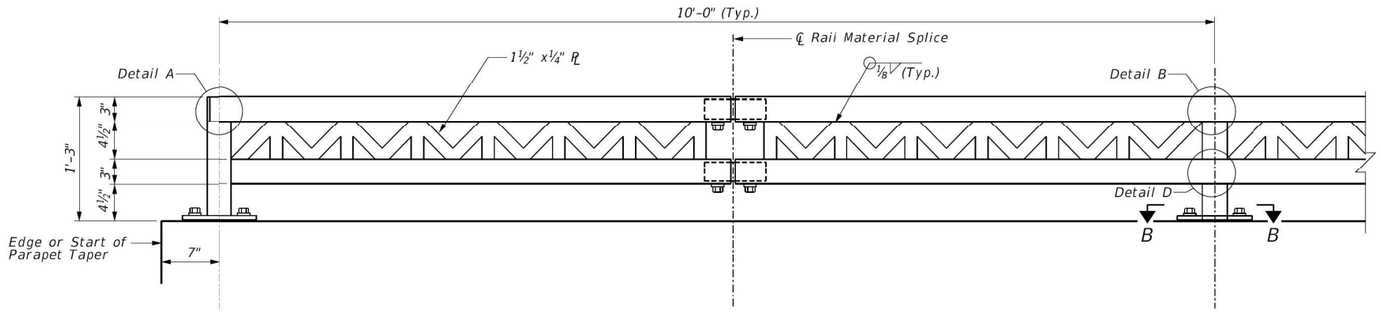
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ELEVATION PARAPET RAILING (Special)

(Inside face)

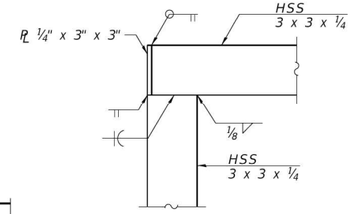
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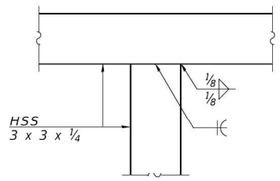
ELEVATION PARAPET RAILING (Special-Shown at Railing Splice)

(Inside face)

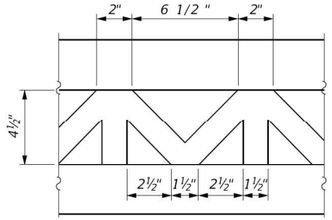
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DETAIL A

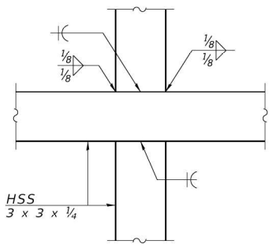


DETAIL B

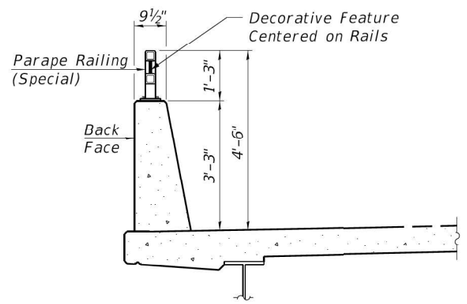


DECORATIVE FEATURE BLOW-UP DETAIL

Decorative Feature Shall be Centered Between Rails



DETAIL D



SECTION THRU DECK

RAILING CRITERIA

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

Jeff Barnett 07/09/24

STATE OF ILLINOIS
JEFFREY M. BARNETT
081-008359
ROSEMONT, ILLINOIS
LICENSED STRUCTURAL ENGINEER

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

CLIENT: CITY OF ROLLING MEADOWS

NO.	DATE	NATURE OF REVISION	CHKD.

FILE NAME: N:\ROLLINGMEADOWS\98036LBR's\BR200's\9836BR267\Struct\9836BR267-S-01.sht

DSGN.	
DWN.	
CHKD.	
SCALE:	1'
PLOT DATE:	7/9/2024
CAD USER:	jbarnett
MODEL:	Default

TITLE: PARAPET RAILING (SPECIAL)

PROJ. NO.
DATE:
SHEET 1 OF 2
DRAWING NO.
S-1

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

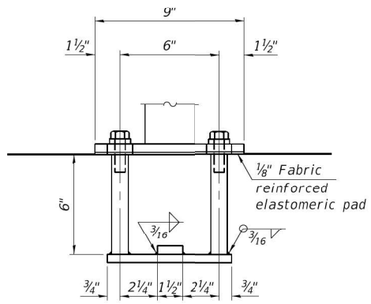
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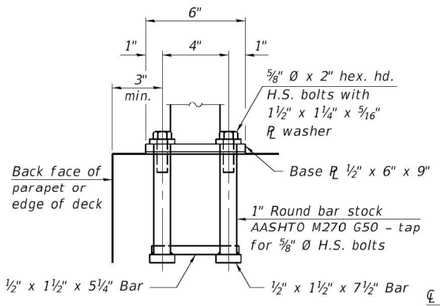
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE AESTHETIC PLAN (3 OF 4)
STRUCTURE NO. 016-1018
SHEET 3 OF 4 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	187	144
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

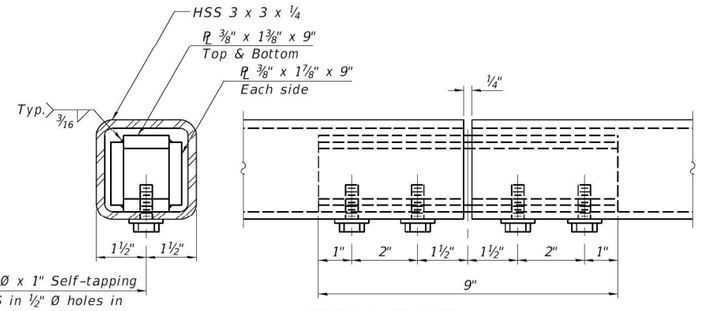
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ANCHORAGE ASSEMBLY

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" 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.



MATERIAL SPLICE

Notes:

Place reinforcement bars to miss anchor rod locations.

All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.

All base plates used for the Paraper Railing shall be AASHTO M270 grade 50.

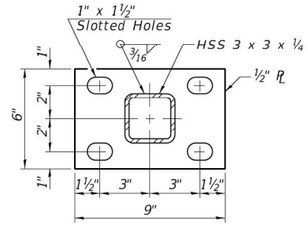
All heavy hex nuts shall be according to ASTM A 563 grade DH.

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 ⅛" 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.

All steel railing elements shall be galvanized according to Article 509.05 and then painted. Painting shall be per Article 506.08 except application of Organic Zinc Rich Primer will not be required. Railing shall be black.



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing (Special)	Foot	550

J.M. Barnett 07/09/24

STATE OF ILLINOIS
JEFFREY M. BARNETT
081-008359
ROSEMONT, ILLINOIS
LICENSED STRUCTURAL ENGINEER

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

CLIENT: CITY OF ROLLING MEADOWS

NO.	DATE	NATURE OF REVISION	CHKD.

FILE NAME: N:\ROLLINGMEADOWS\98036LBR's\BR200's\9836IBR267\Struct\9836IBR267-S-02.sht

DSGN.
DWN.
CHKD.
SCALE: 1'
PLOT DATE: 7/9/2024
CAD USER: jbarnett
MODEL: Default

TITLE: **PARAPET RAILING (SPECIAL)**

PROJ. NO.
DATE:
SHEET 2 OF 2
DRAWING NO.
S-2

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200
IDFPR NO. 184-001273

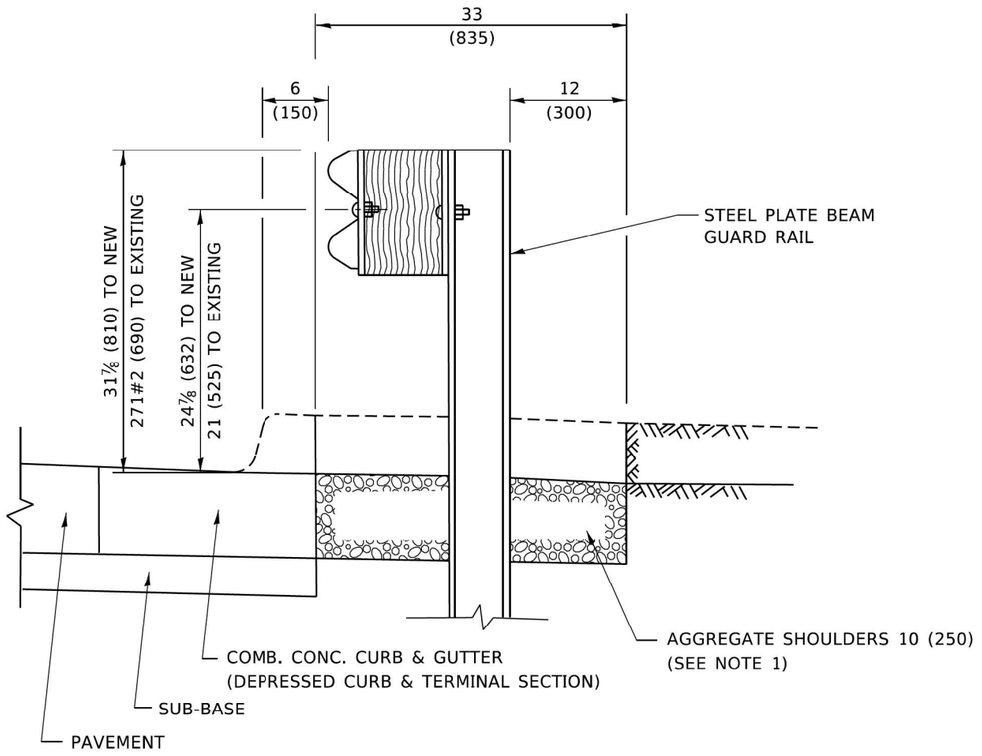
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PLOT DATE = 8/16/2024	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE AESTHETIC PLAN (4 OF 4)
STRUCTURE NO. 016-1018
SHEET 4 OF 4 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	2018-100-BR	COOK	187	145
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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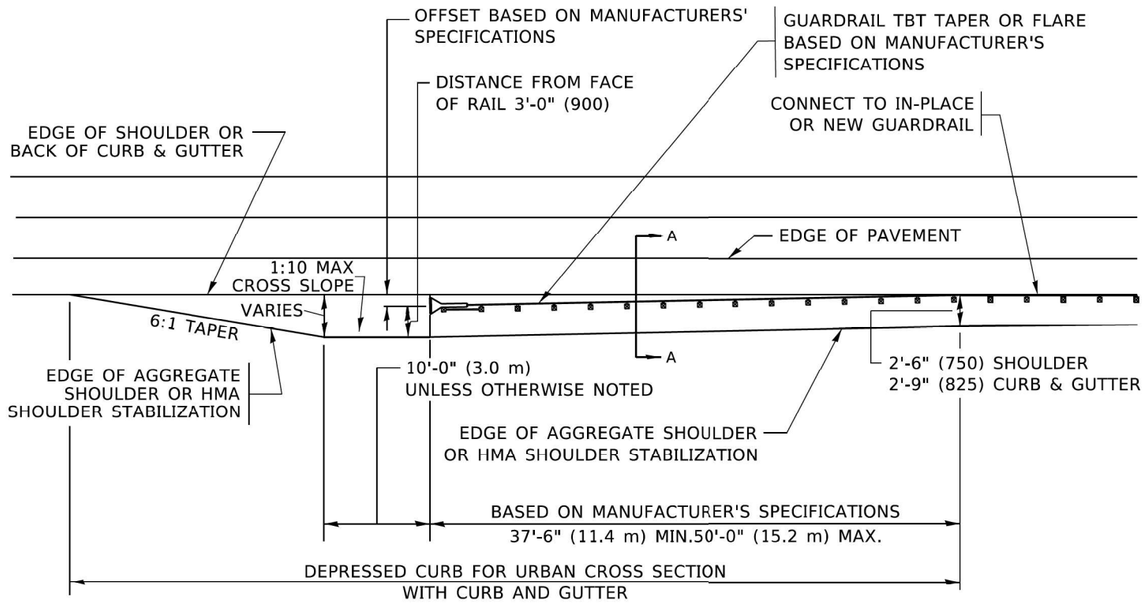


SECTION A–A

NOTES:

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE EXISTING GUARDRAIL HEIGHT SHALL TRANSISTION TO MATCH THE NEW TERMINAL END SECTION AND SHALL BE PAID FOR AS VERTICAL ADJUSTMENT OF EXISTING GUADRAIL.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

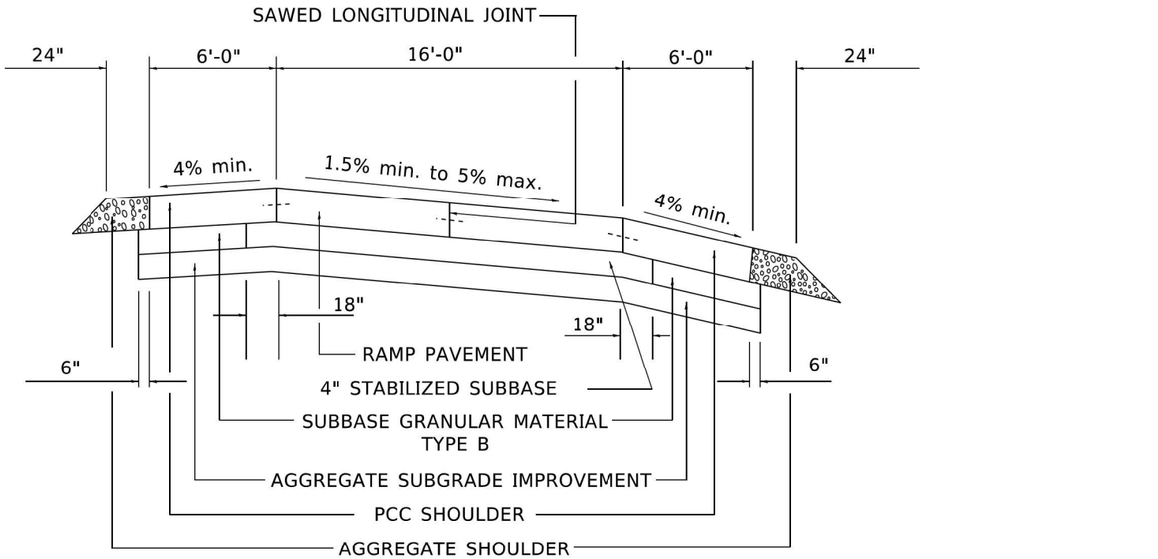
TBT = TRAFFIC BARRIER TERMINAL

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

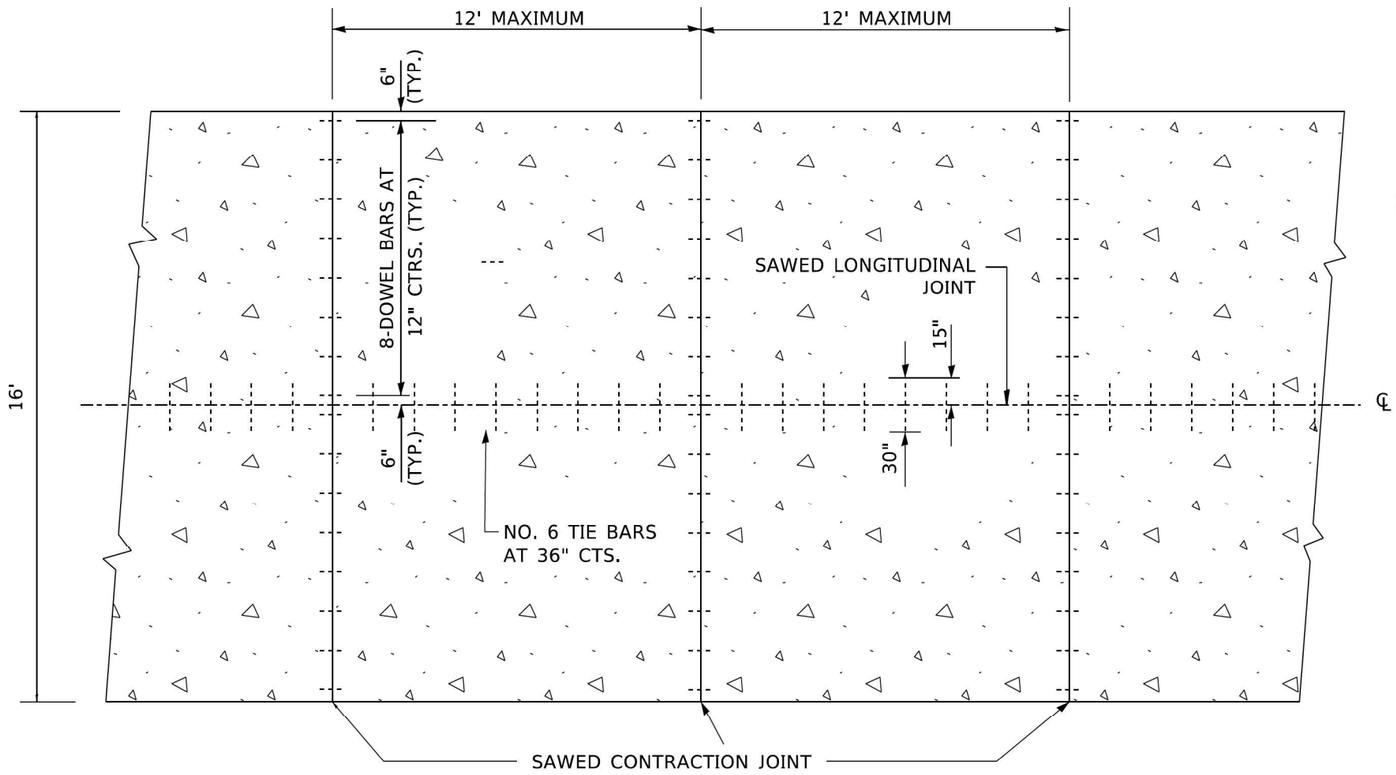
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	DRAWN -	REVISED - R. BORO 08-06-2012			
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PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD600–10 (BD–34)		CONTRACT NO. 62W30		
ILLINOIS	FED. AID PROJECT			



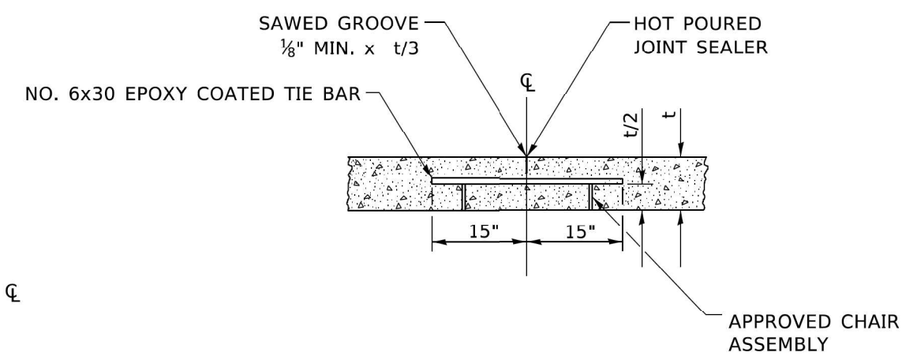
SECTION



PLAN

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12'.
2. ALL BARS TO BE EPOXY COATED.



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED

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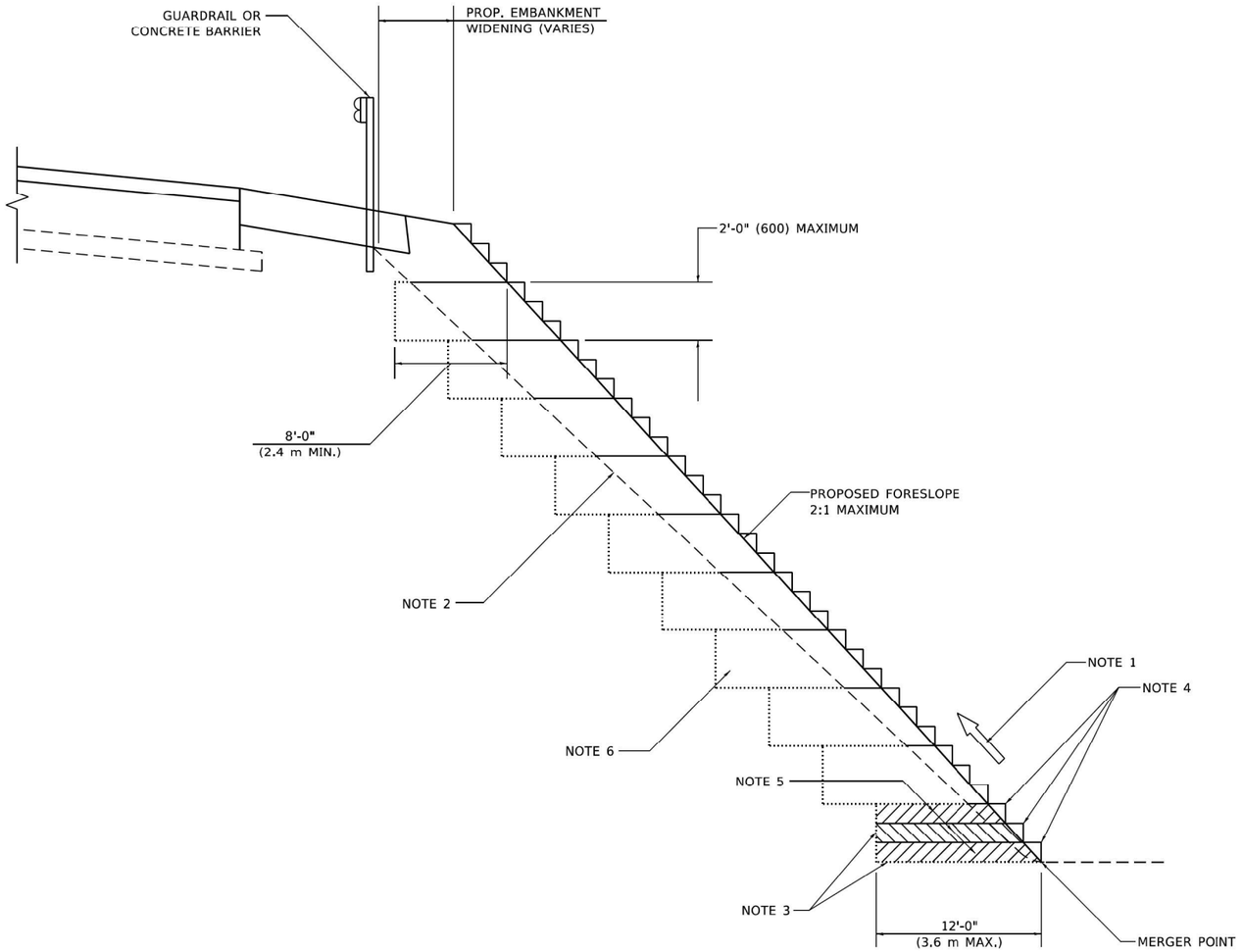
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PLOT DATE = 11/18/2022	DATE - 10-18-02	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL FOR CENTERLINE SAW CUT 16' AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	147
	BD-49	CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

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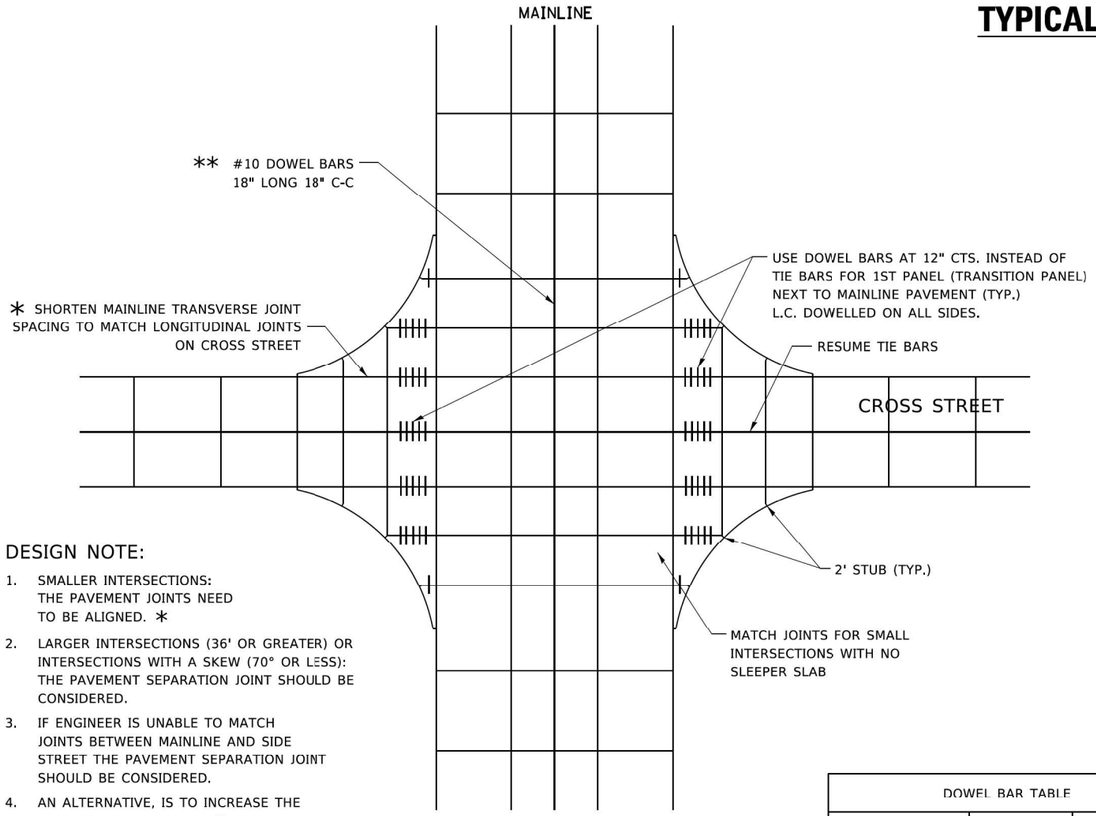
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	148
	BD-51	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

TYPICAL APPLICATION



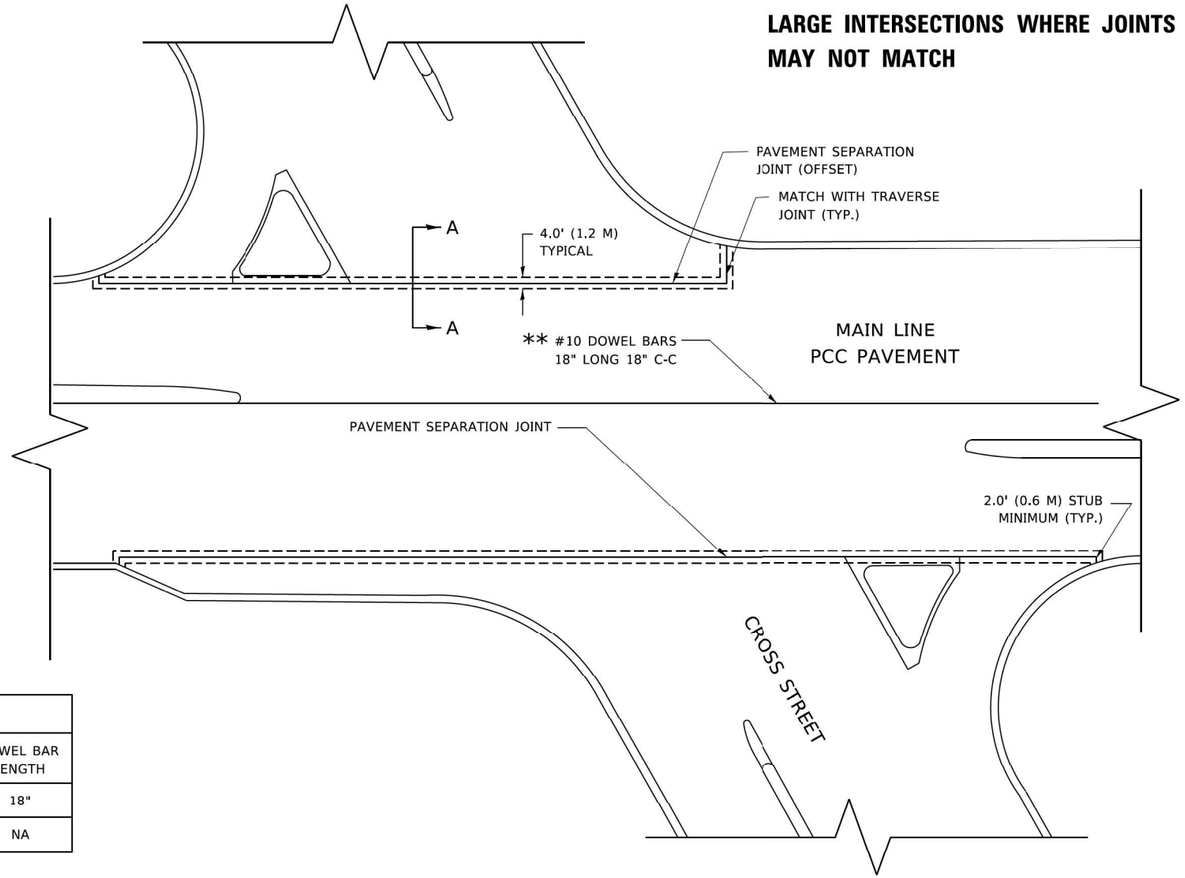
PLAN

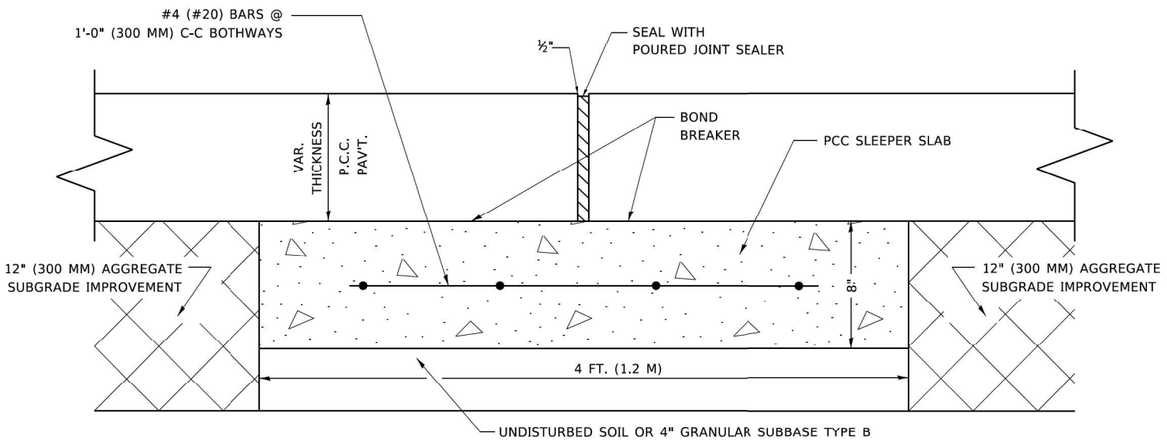
DESIGN NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED. *
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE, IS TO INCREASE THE PAVEMENT THICKNESS BY ½" FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS, (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED , USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	DOWEL BAR LENGTH
8" OR GREATER	1½"	18"
LESS THAN 8"	NA	NA

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





PROPOSED SECTION A–A

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.

METHOD OF MEASUREMENT

THIS WORK WILL BE MEASURED FOR PAYMENT IN FEET, MEASURED IN PLACE.

BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER FOOT FOR "SLEEPER SLAB".
2. BOND BREAKER AND½" (13MM) JOINT FILLER SHALL BE INCLUDED IN THE PAY ITEM "SLEEPER SLAB"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

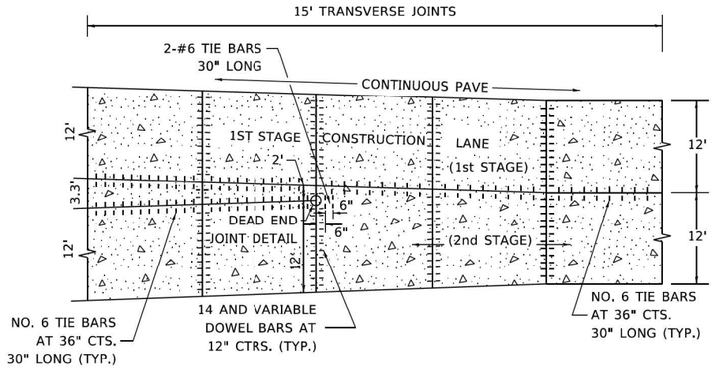
DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS

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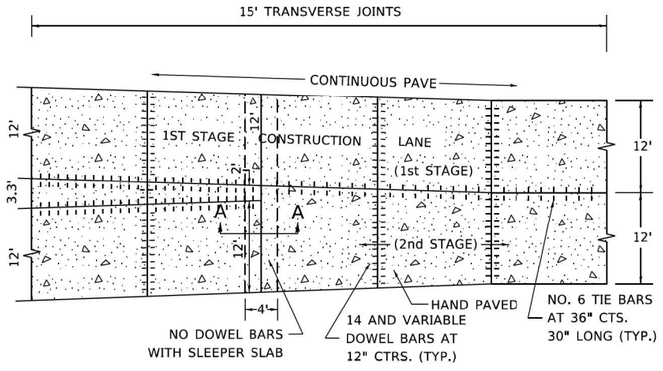
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	BD52	CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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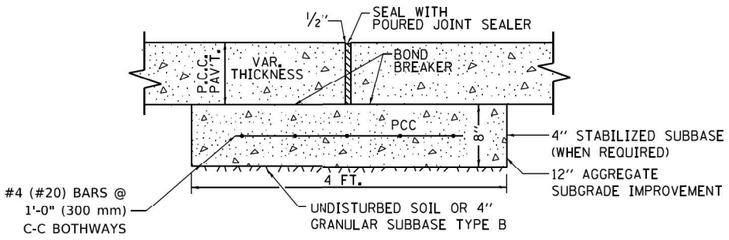
LANE REDUCTION WITH A CONTINUOUS PAVEMENT FOR 1ST STAGE WITH DEAD END JOINT OR SLEEPER SLAB



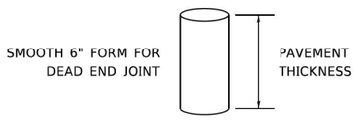
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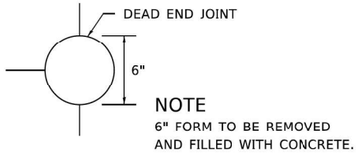
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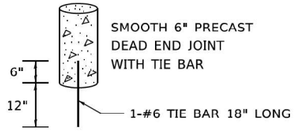
PROPOSED SECTION A–A OF SLEEPER SLAB



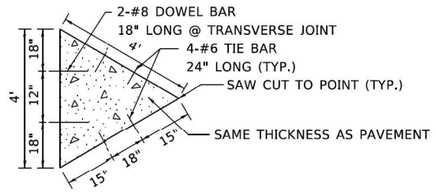
DEAD END JOINT DETAIL
SIDE VIEW



DEAD END JOINT DETAIL
TOP VIEW

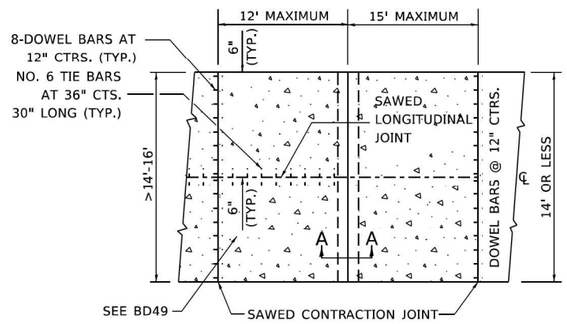


DEAD END JOINT PRECAST DETAIL

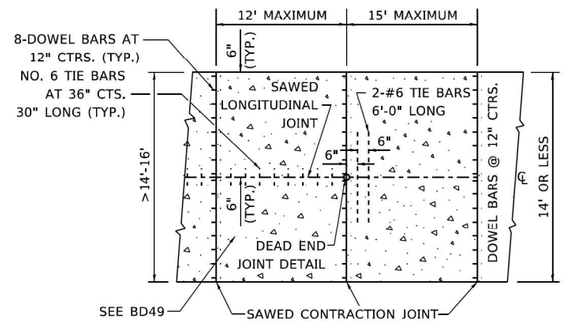


SAW–CUT MERGE DETAIL

TRANSITION DETAILS FOR CENTERLINE SAW CUT FOR DEAD END JOINT OR SLEEPER SLAB FOR VARIABLE JOINTED PCC PAVEMENT FOR LANES OVER 14'

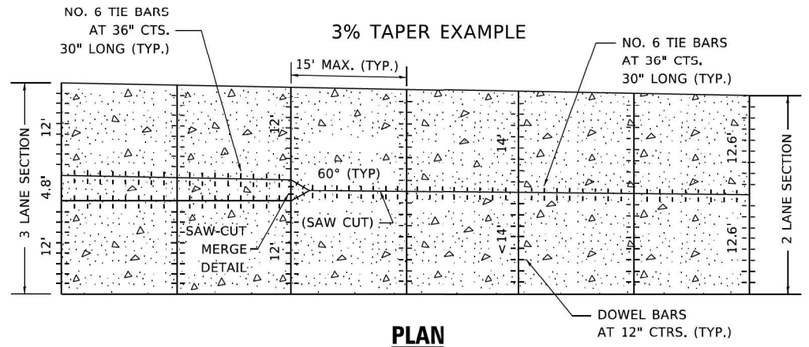


PLAN USING SLEEPER SLAB



PLAN USING DEAD END JOINT

INTERIOR LANE REDUCTION FOR THREE LANE SECTION IN PCC PAVEMENT



PLAN

NOTES:

1. SAW-CUT MERGE DETAIL: THE 4' TRIANGLE SECTION COULD BE PRECAST OR CAST INPLACE AND PROPERLY PLACED WITH TIE BARS AND PROPERLY ALIGNED DOWEL BARS.
2. TRANSVERSE JOINT SPACING MAY DECREASE DEPENDING ON PAVEMENT THICKNESS BELOW 9.5". USE FORMULA JOINT SPACING IN (FT) = 2 X PAVEMENT THICKNESS IN (IN)-4.
3. USE SAW-CUT MERGE DETAIL IN SITUATIONS WHERE THERE IS NO STAGING.
4. PRECAST DEAD END JOINT SET IN PLACE WITH DRILLED HOLE INTO SUBBASE/SUBGRADE FOR #6 TIE BAR.
5. DEAD END JOINTS WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PCC PAVEMENT.
6. SLEEPER SLAB WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SLEEPER SLAB.

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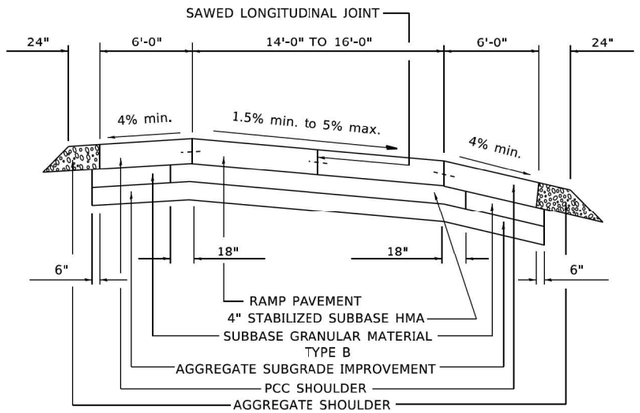
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PLOT DATE = 11/18/2022	DATE - 03/07/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

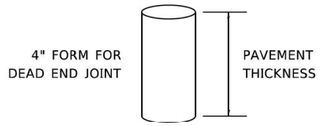
DETAIL OF VARIOUS TYPES OF LANE REDUCTION FOR PCC PAVEMENT

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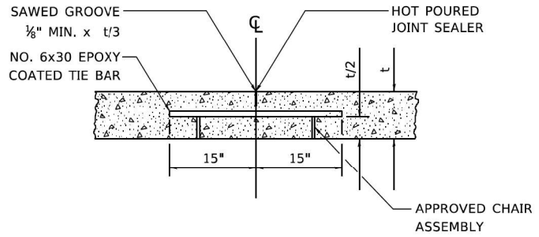
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	150
	BD–53	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



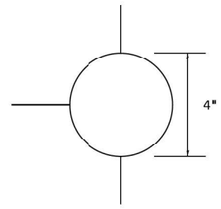
SECTION



DEAD END JOINT DETAIL

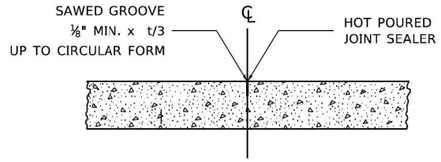


SAWED LONGITUDINAL JOINT

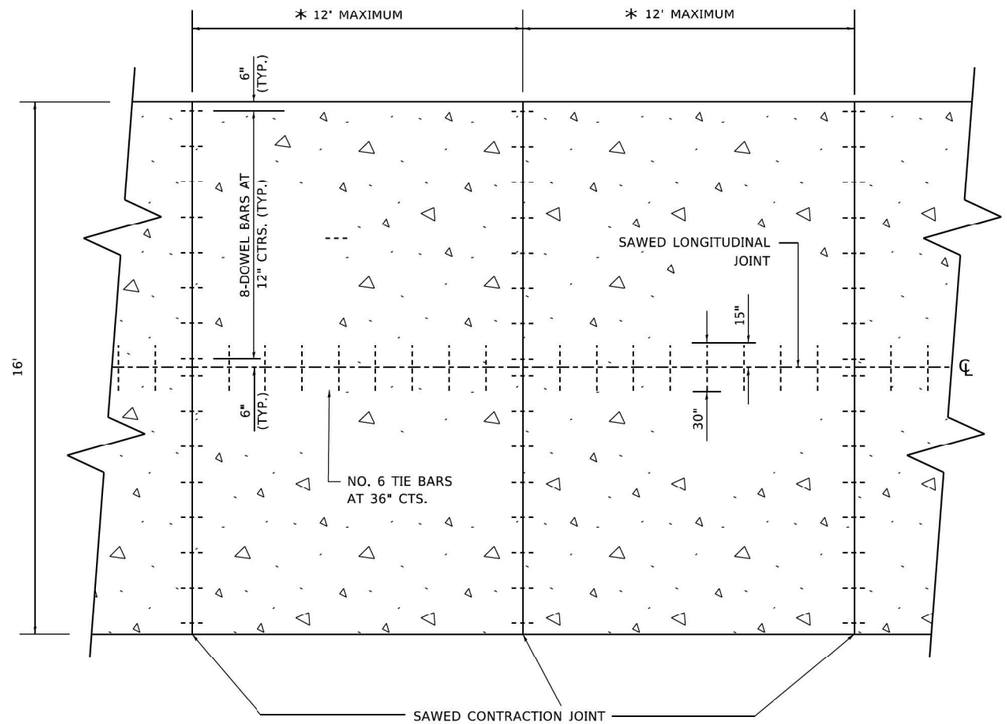


NOTE
4" FORM TO BE REMOVED AND FILLED WITH CONCRETE.

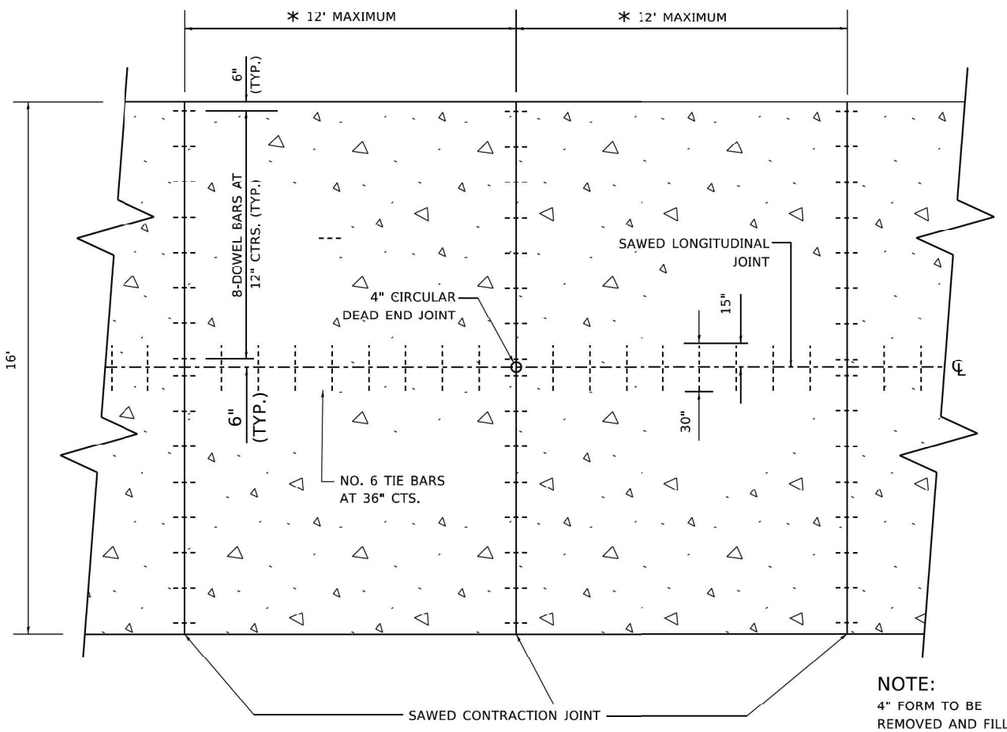
DEAD END JOINT DETAIL



SAWED LONGITUDINAL JOINT



PLAN



NOTE:
4" FORM TO BE REMOVED AND FILLED WITH CONCRETE

PLAN

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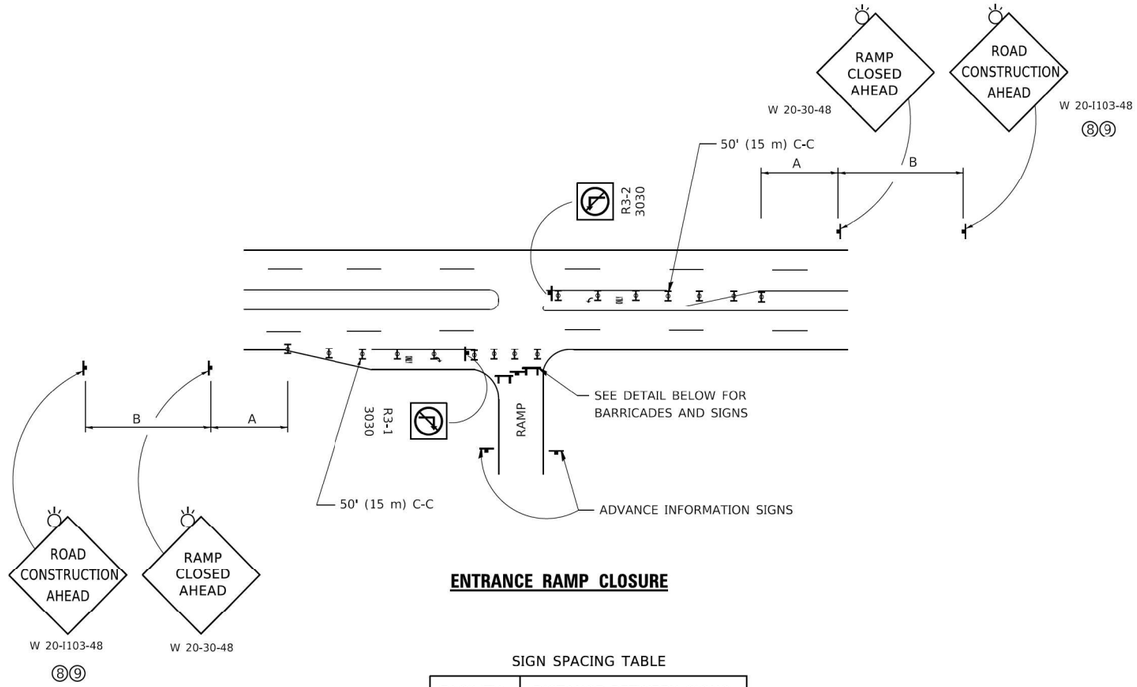
USER NAME = Lawrence,DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 11/18/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL FOR CENTERLINE SAW CUT FOR DEAD END JOINT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BD-54	CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

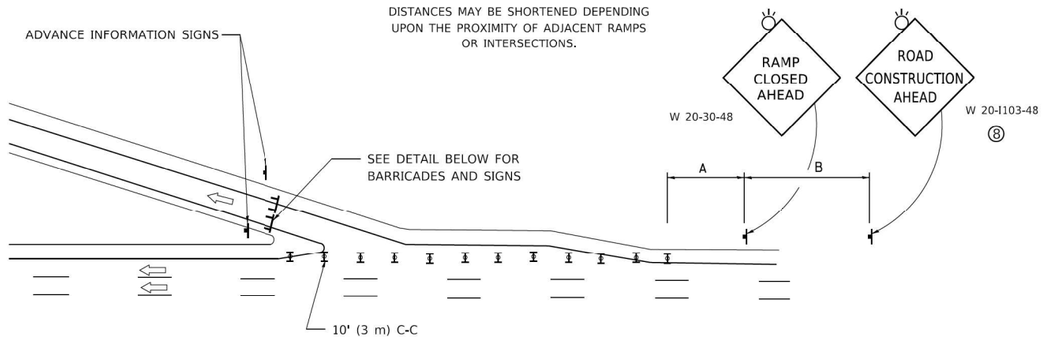


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

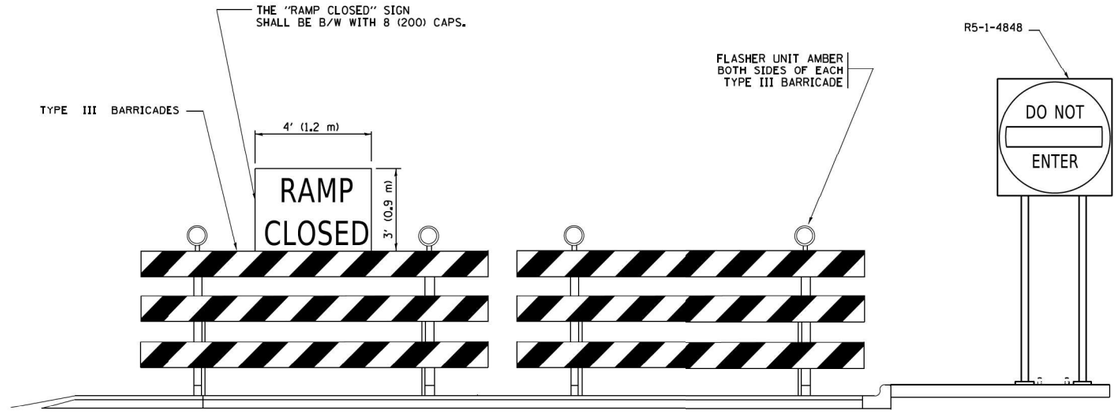


EXIT RAMP CLOSURE

SYMBOLS

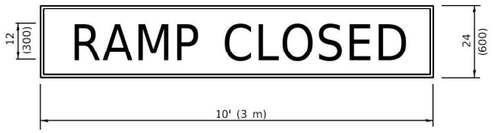
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

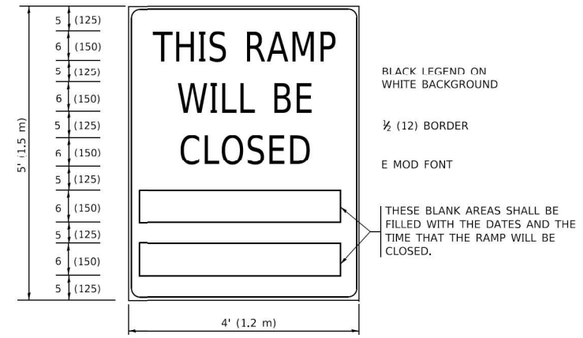
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

1. CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
2. VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
3. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
4. ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
5. THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
7. THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
8. ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
9. ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

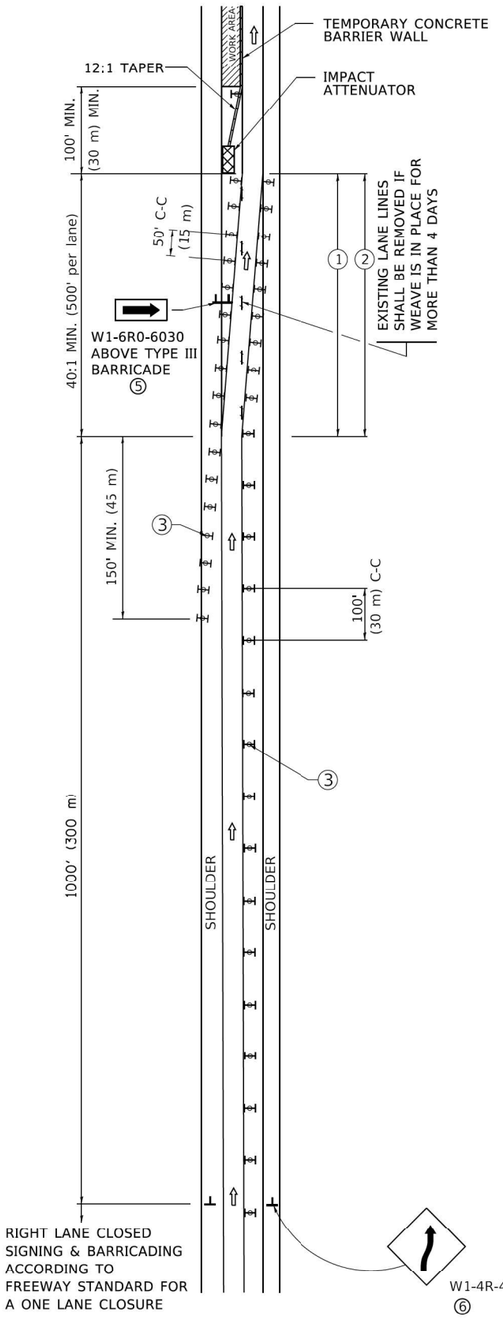
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	DRAWN -	REVISED - S.P.B._12-09			
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PLOT DATE = 3/4/2019	DATE - 02-83	REVISED - M.D._01-18		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	152
	TC-08	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

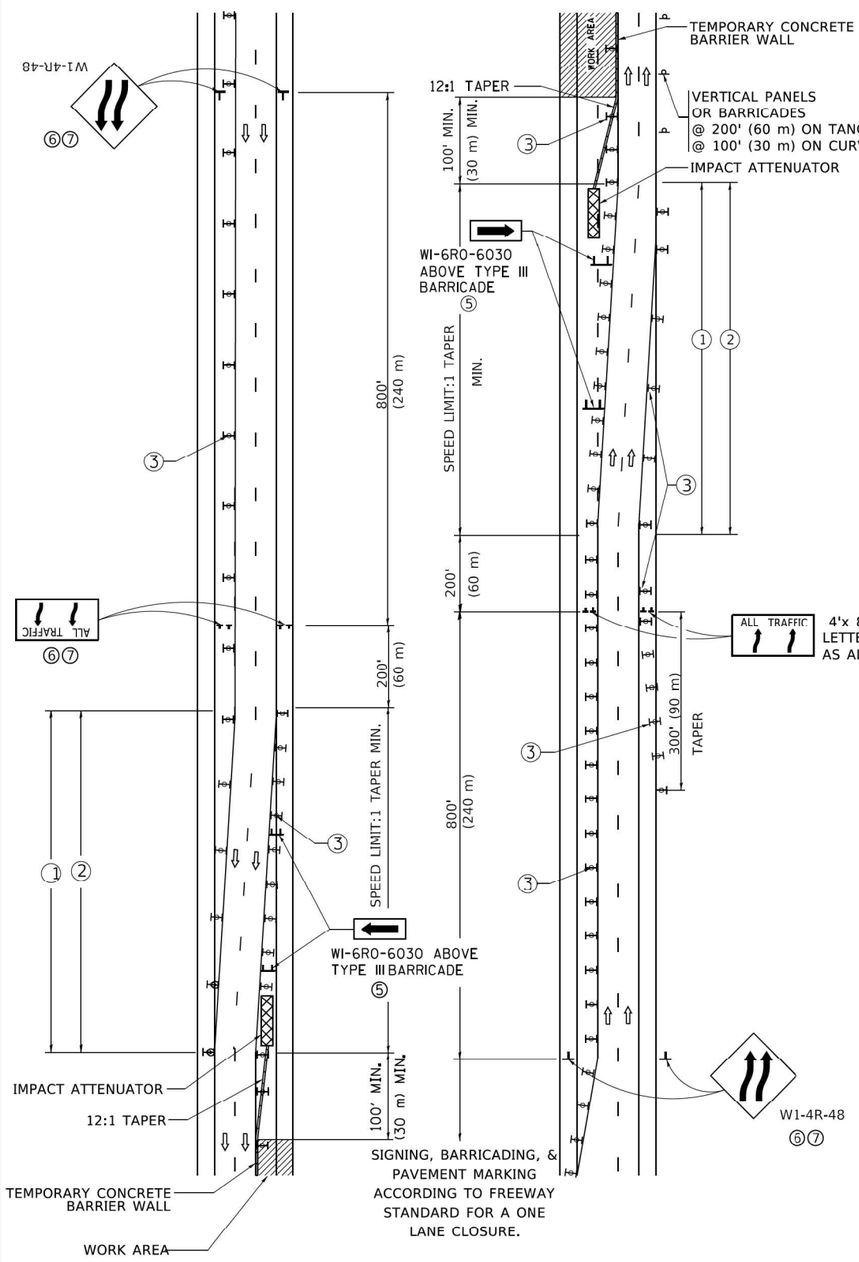
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tc08.dgn 3/4/2019 10:22:32 AM | user:footemj

SINGLE LANE WEAVE



MULTI–LANE WEAVE



GENERAL NOTES:

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.

② CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ TYPE III BARRICADES MAY BE OMMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.

⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

ALL TRAFFIC — 4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W24-1-48 ⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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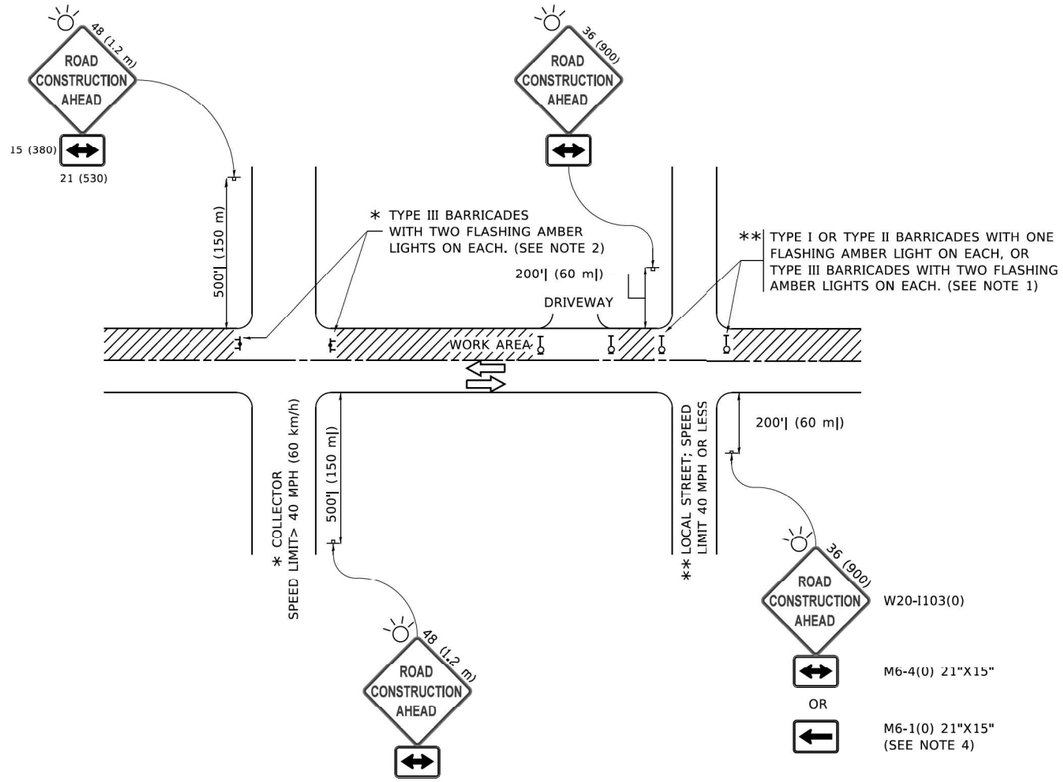
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	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09	
PLOT DATE = 3/4/2019	DATE - 02-87	REVISED - M.D. 06-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI–LANE WEAVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	153
	TC-09	CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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.

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

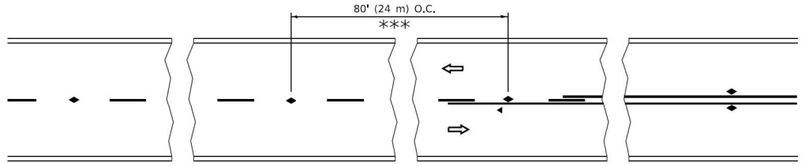
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-10	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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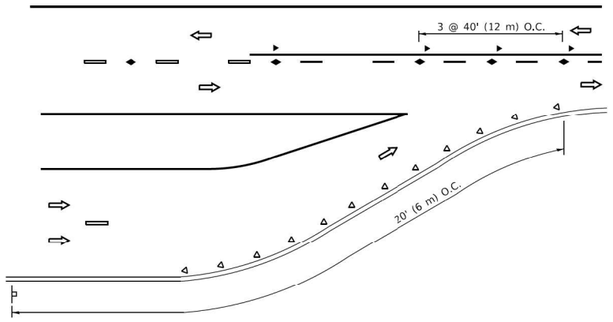
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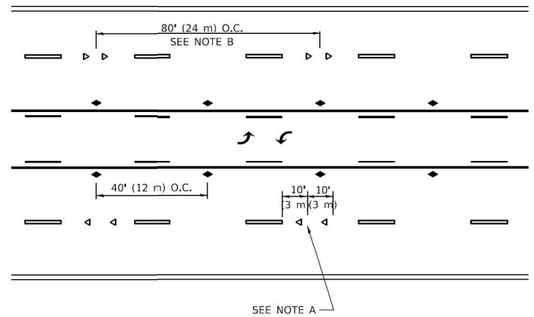
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

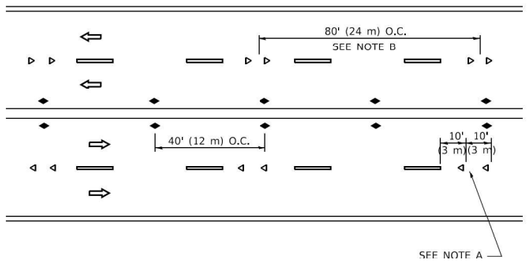
SEE FIGURE 3B-14 MUTCD



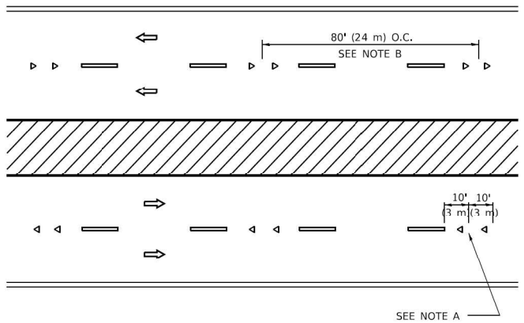
LANE REDUCTION TRANSITION



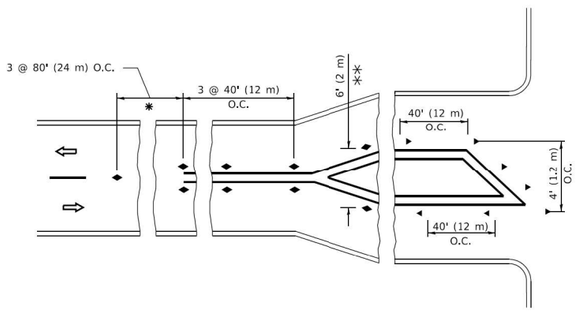
TWO–WAY LEFT TURN

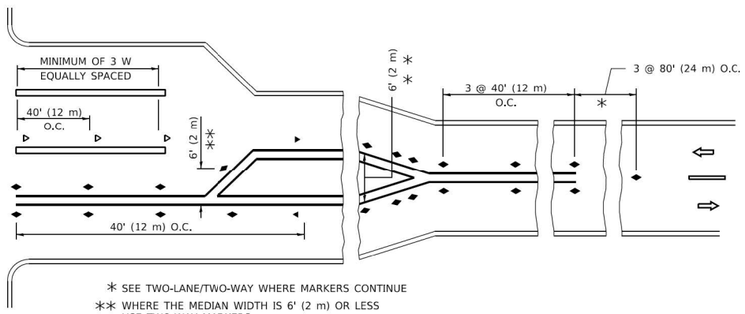


MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

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	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
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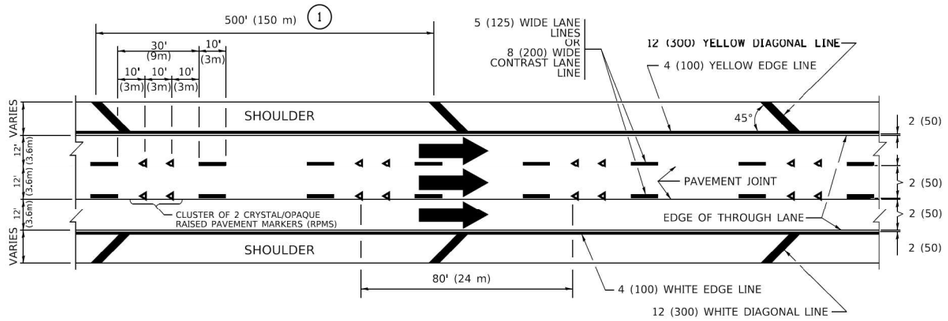
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	155
	TC-11	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

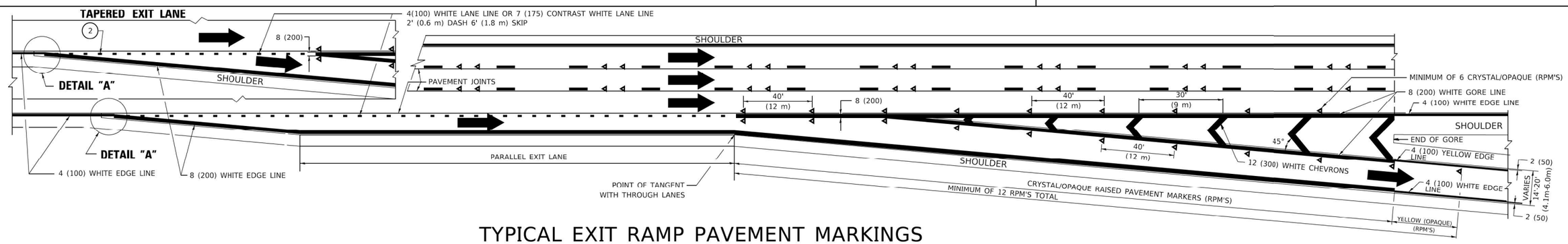
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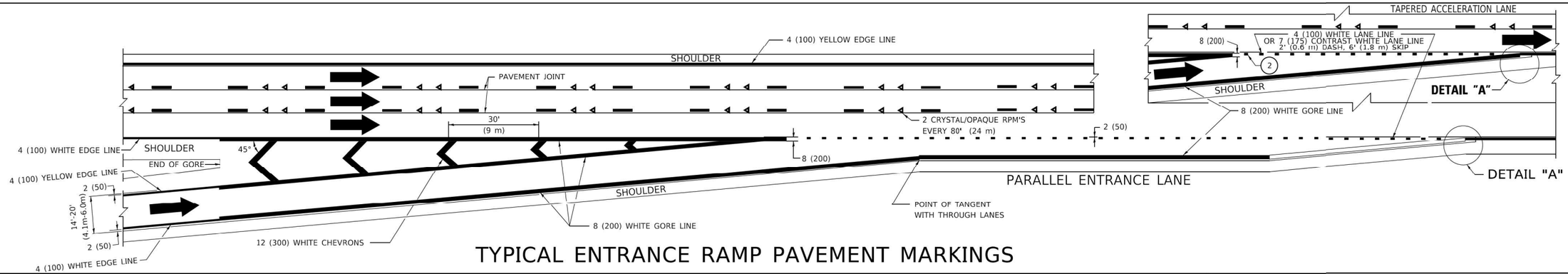
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

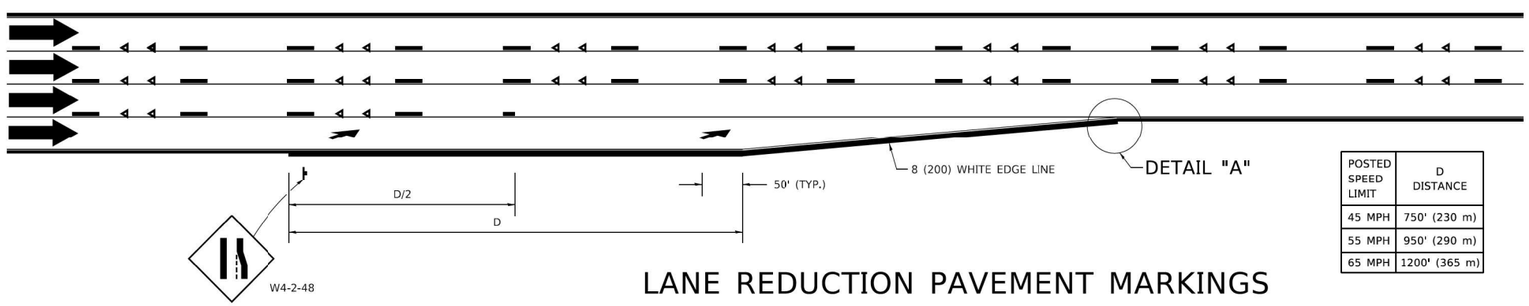
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

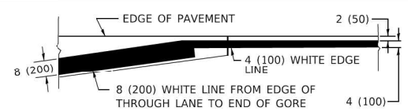


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
2. 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
	DRAWN -	REVISED - S.P.B. 01-10
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D. 05-13
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

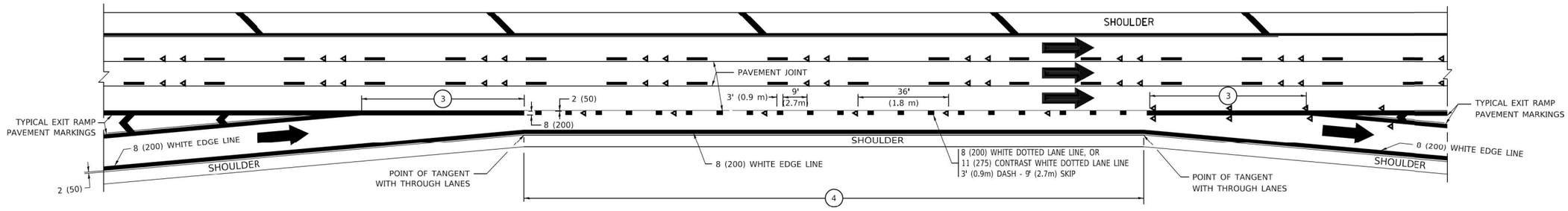
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

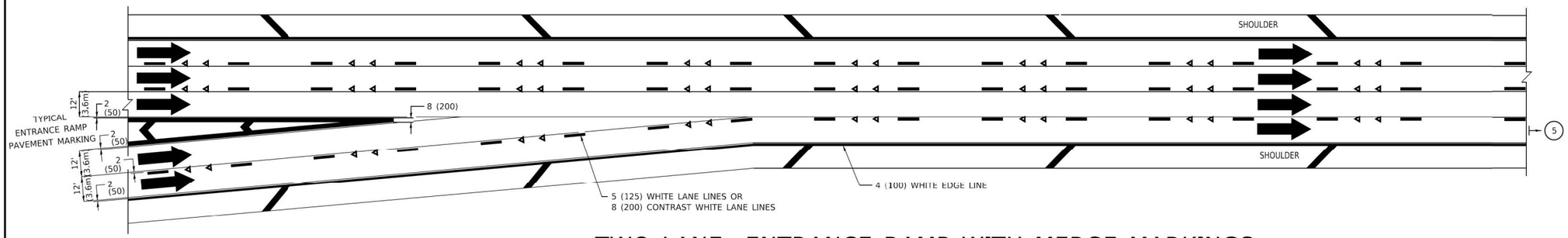
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	155A
	TC-12	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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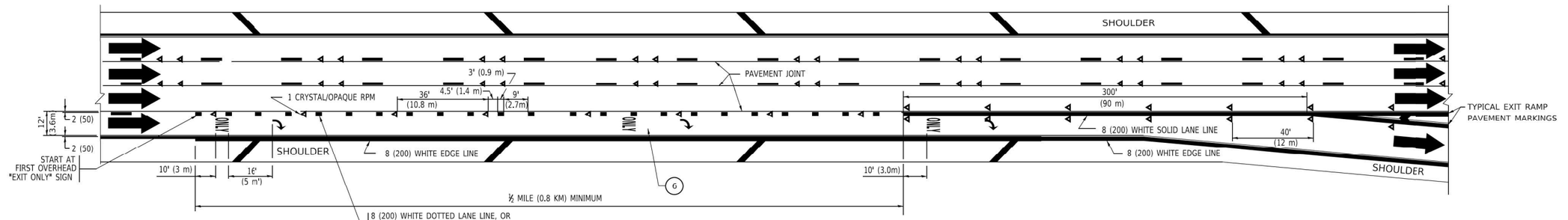
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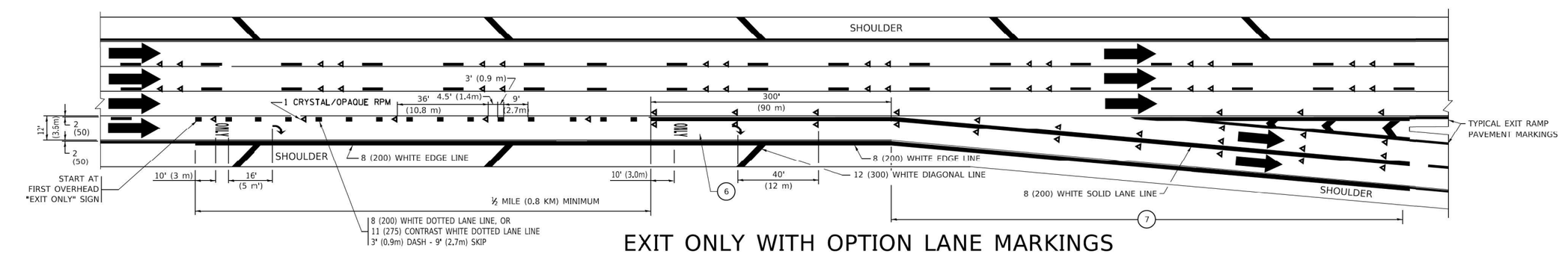
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

3. OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
4. 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
5. FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
6. ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED..
7. CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	
	DRAWN -	REVISED - S.P.B. 01-07	
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED - S.P.B. 01-10	
PLOT DATE = 3/4/2019	DATE - 01-90	REVISED - M.D. 09-17	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

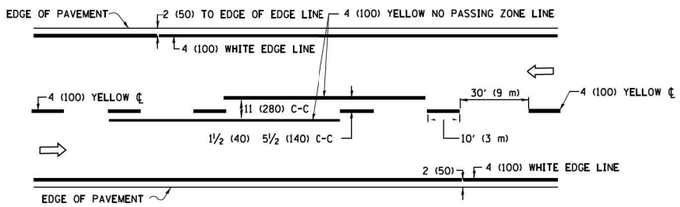
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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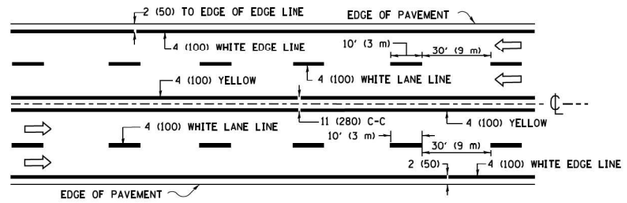
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342	(5331-2-HB)BR 23	COOK	187	155B
	TC-12	CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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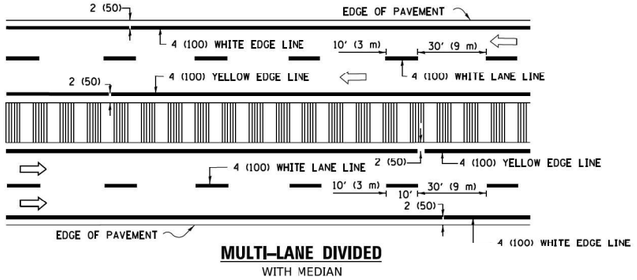
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2–LANE ROADWAY

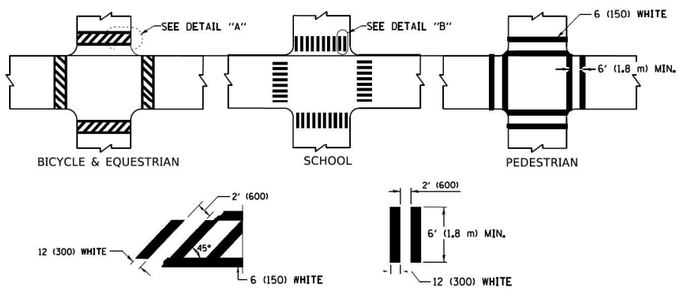


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

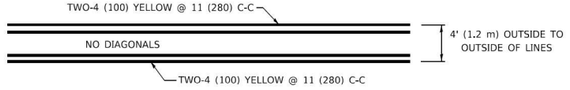
TYPICAL LANE AND EDGE LINE MARKING



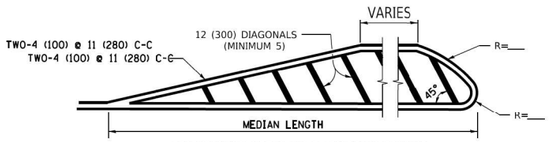
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



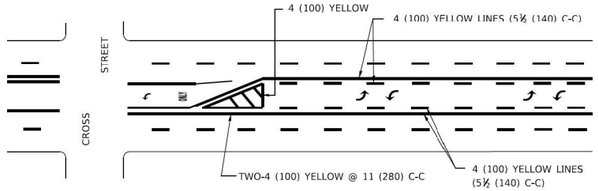
4' (1.2 m) WIDE MEDIANS ONLY



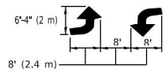
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

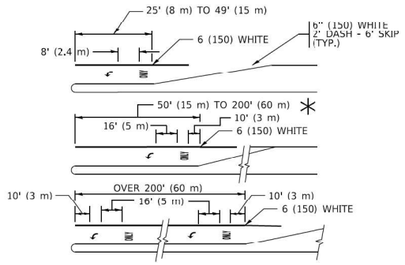


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

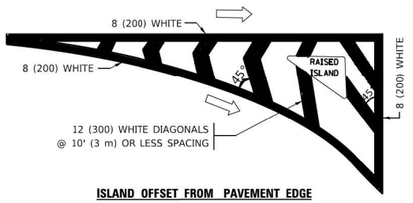


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

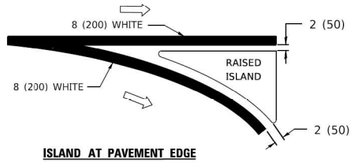
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

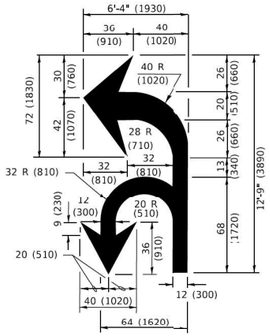


ISLAND OFFSET FROM PAVEMENT EDGE

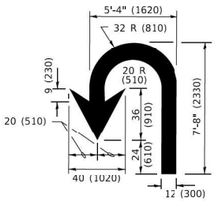


ISLAND AT PAVEMENT EDGE

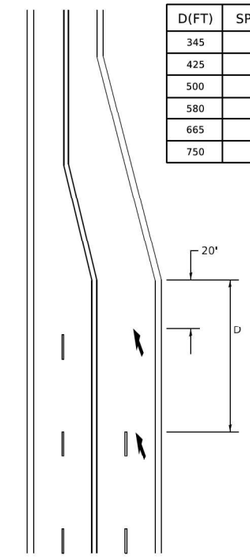
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

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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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	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 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	156
	TC–13	CONTRACT NO. 62W30		
		ILLINOIS | FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

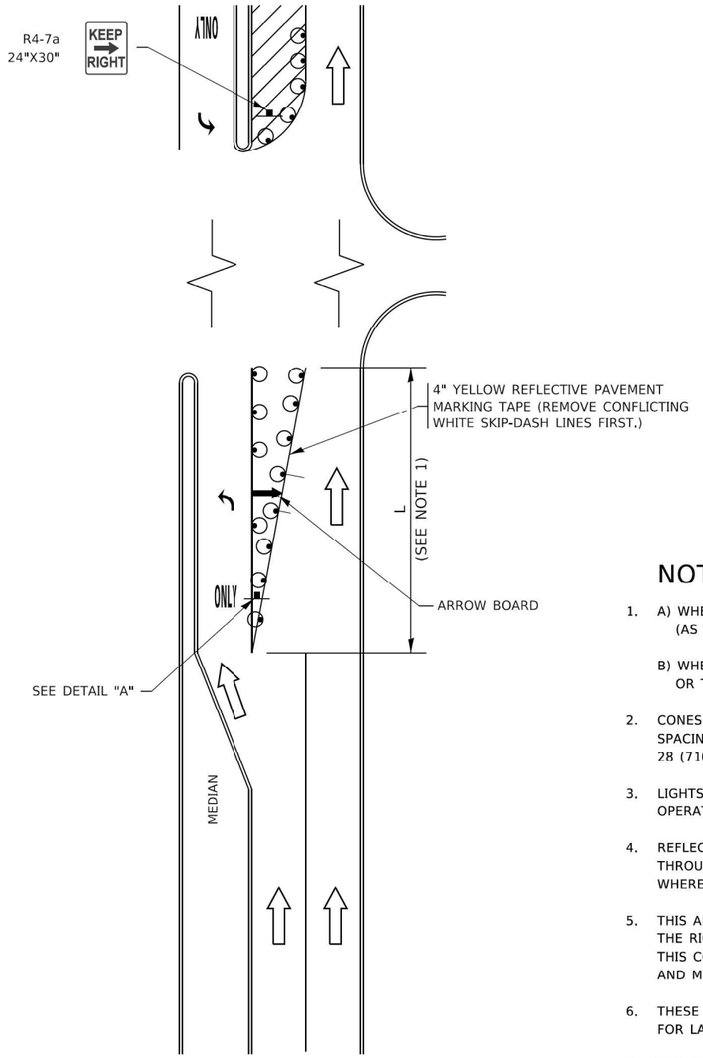


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. 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.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

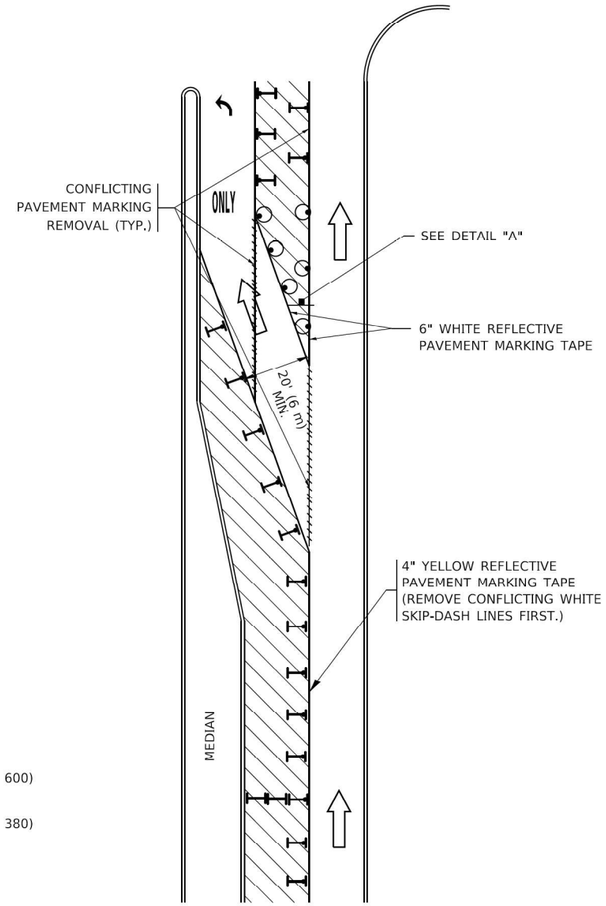
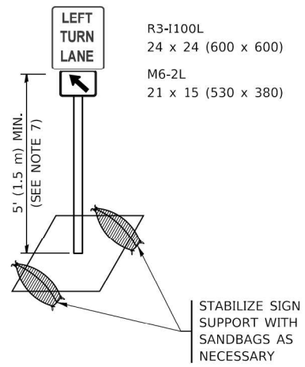


FIGURE 2



DETAIL A

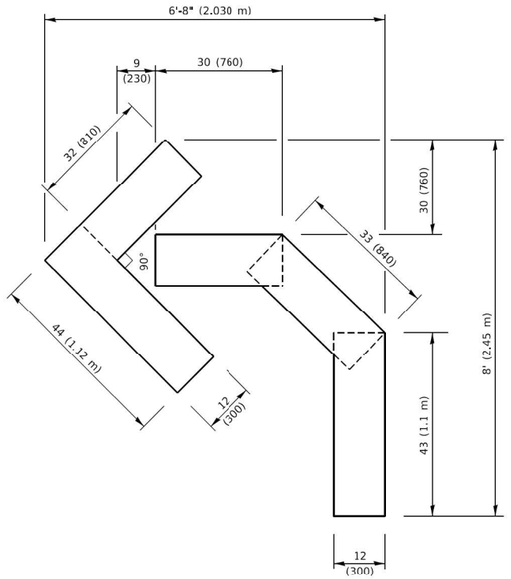
All dimensions are in inches (millimeters) unless otherwise shown.

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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13			
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. / TO STA.	

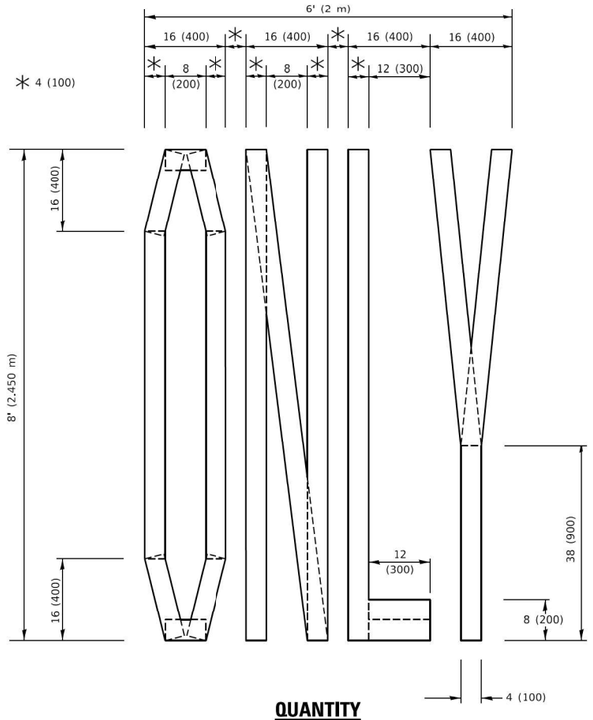
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342	(5331-2-HB)BR 23	COOK	187	157
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	ILLINOIS FED. AID PROJECT			

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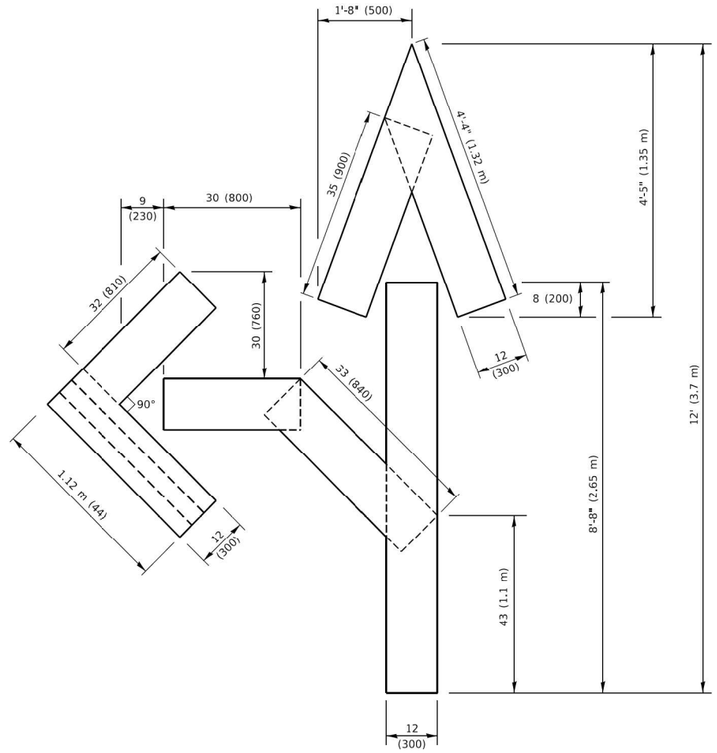
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

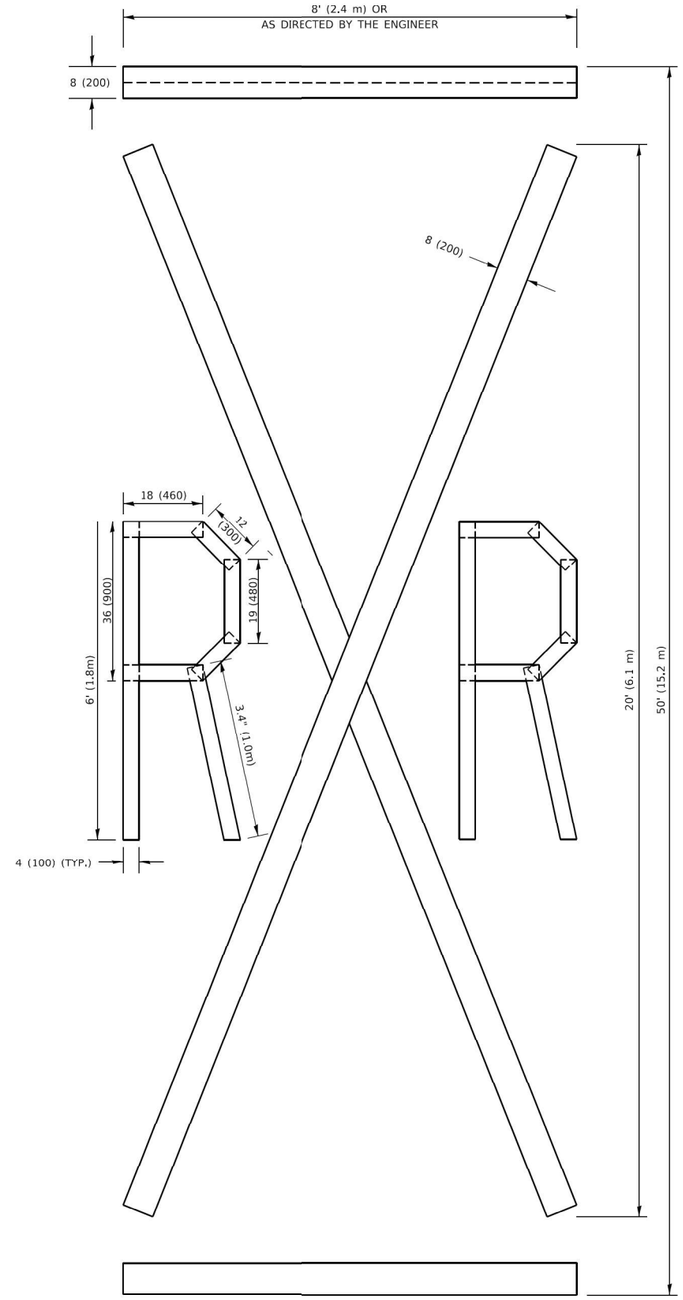


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

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	DRAWN -	REVISED - E. GOMEZ 08-28-00	
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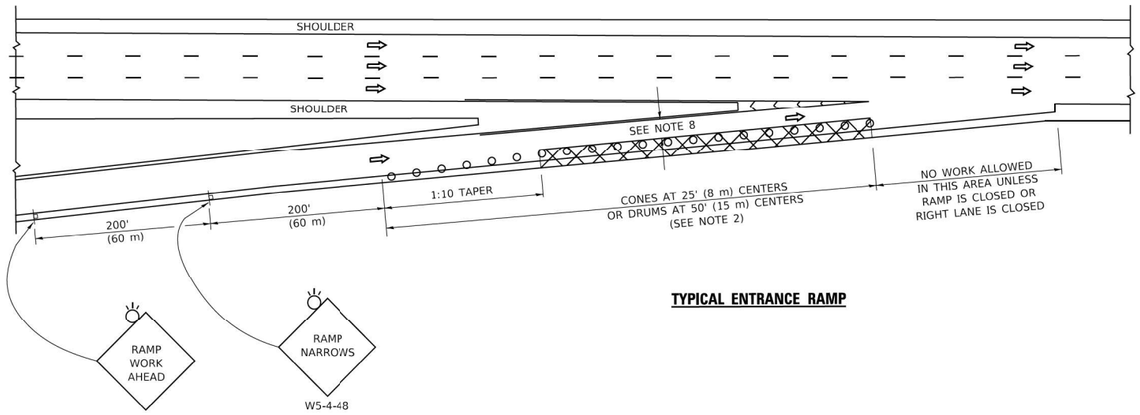
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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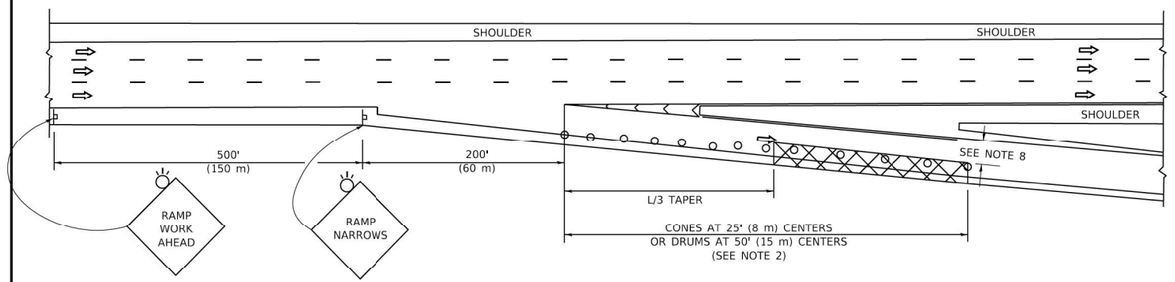
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	TC-16	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

tc16.dgn 3/4/2019 10:37:35 AM User=footemj

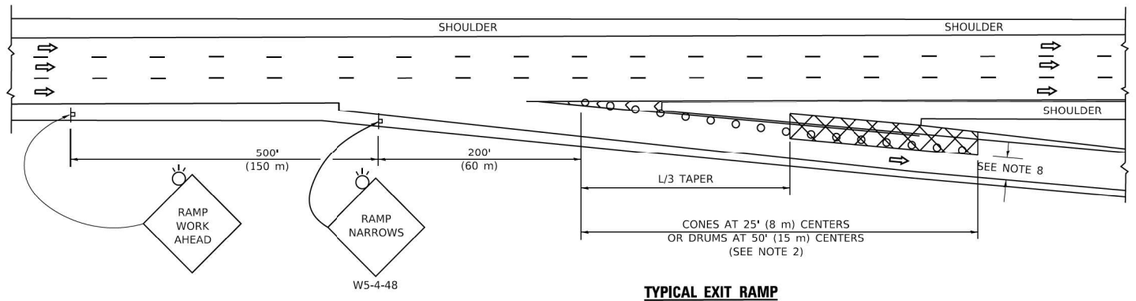
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

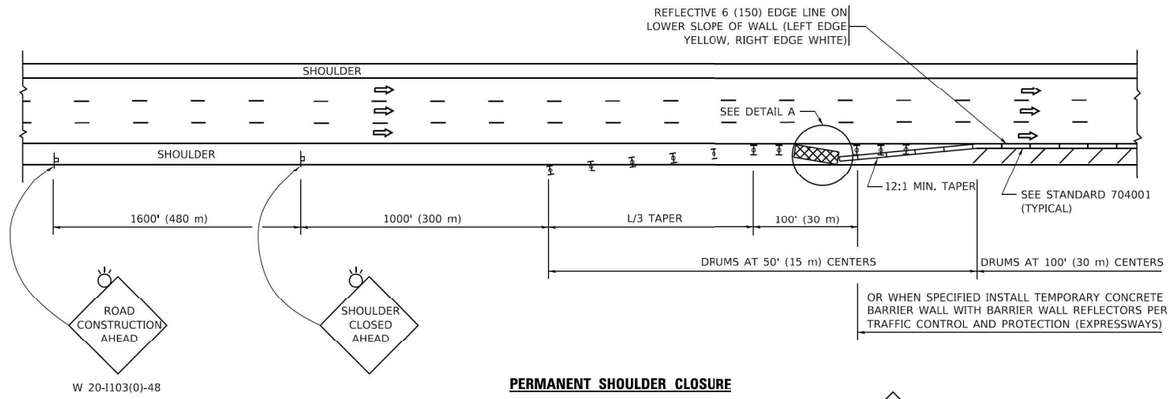


TYPICAL EXIT RAMP

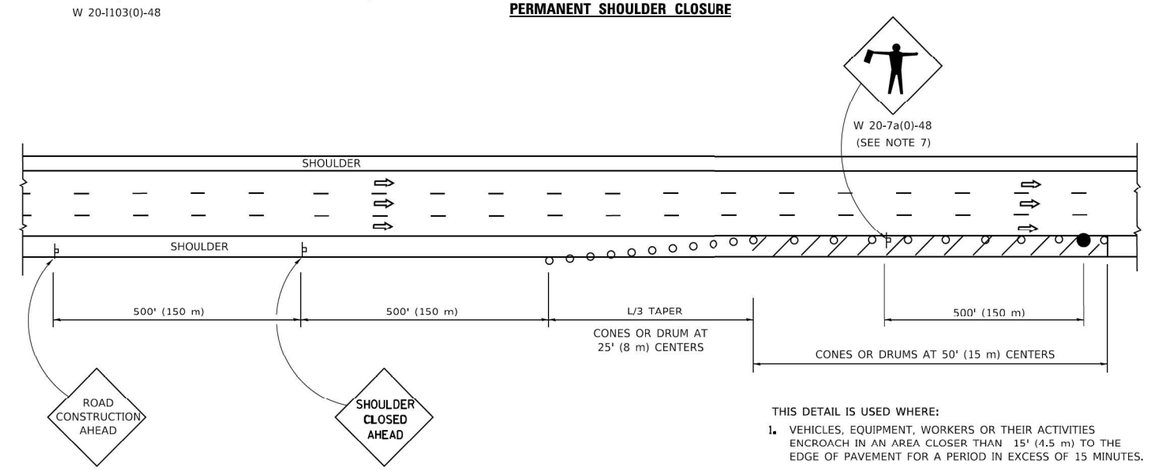


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



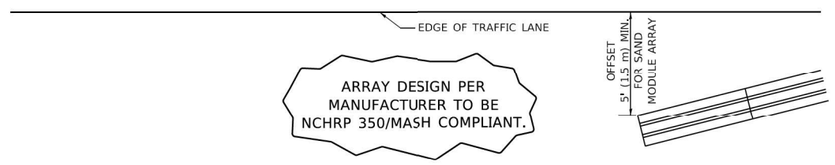
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
45 mph (80 km/h) OR GREATER:	METRIC L=0.65(W)(S)	ENGLISH L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN;
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

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

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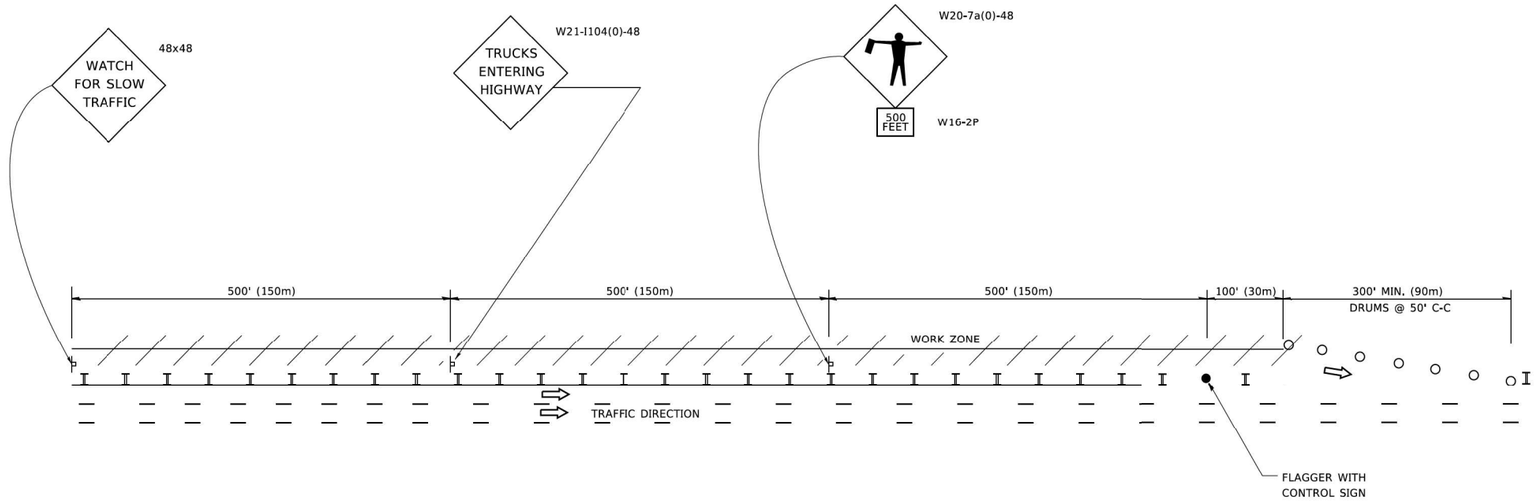
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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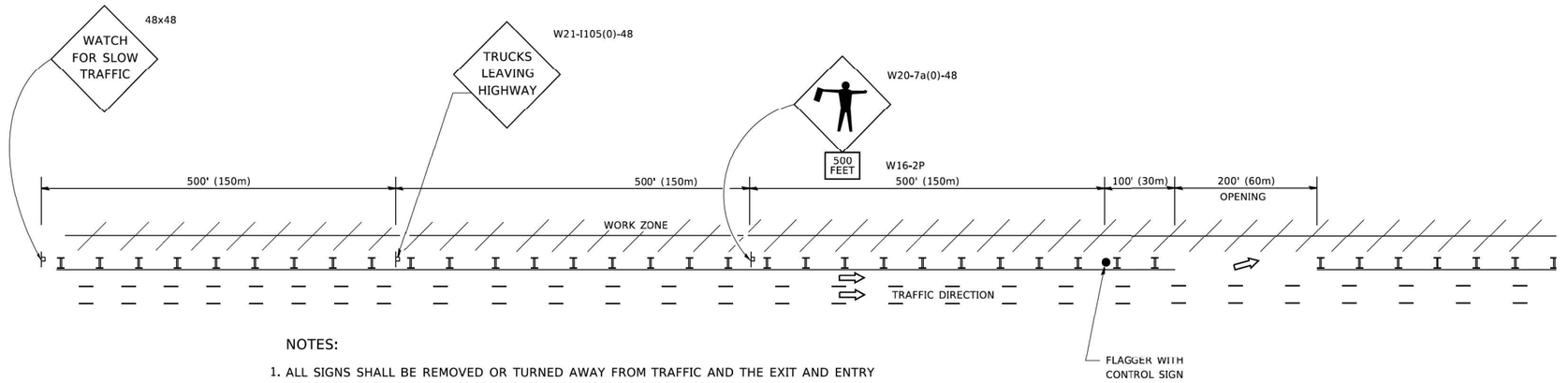
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342	(5331-2-HB)BR 23	COOK	187	159
	TC-17	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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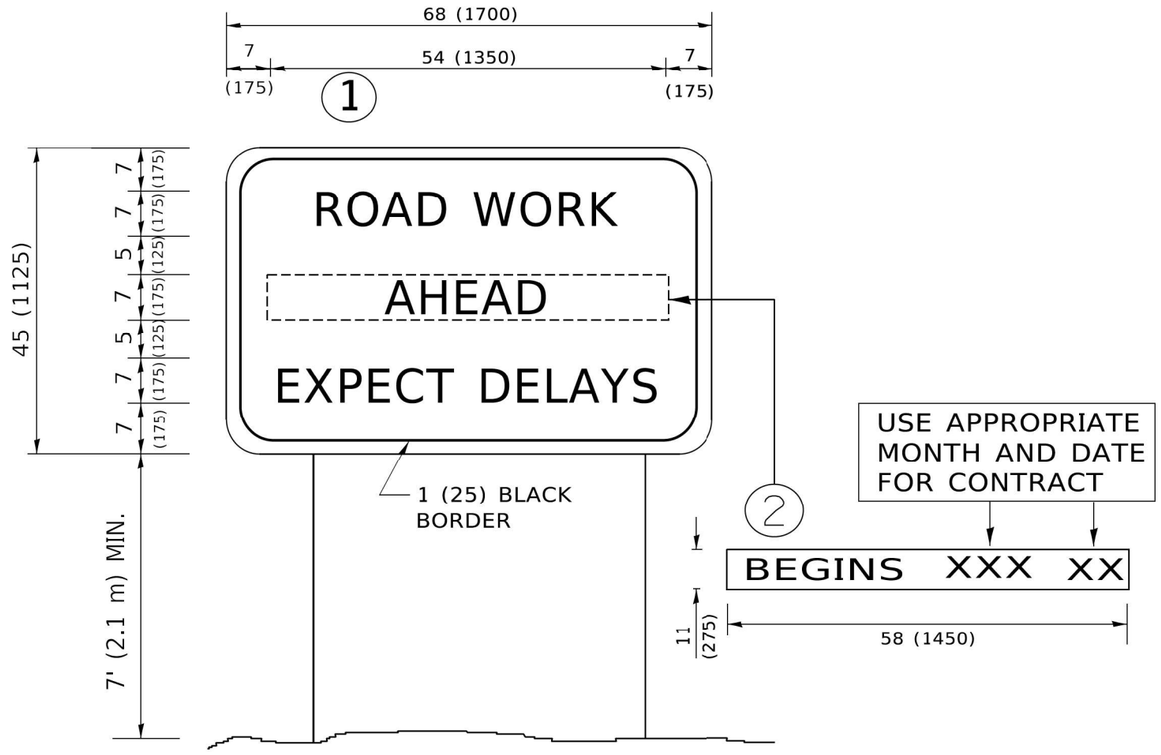
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DEPARTMENT OF TRANSPORTATION

FREEWAY /EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS /EXPRESSWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(5331-2-HB)BR 23	COOK	187	160
	TC-18	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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NOTES:

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

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

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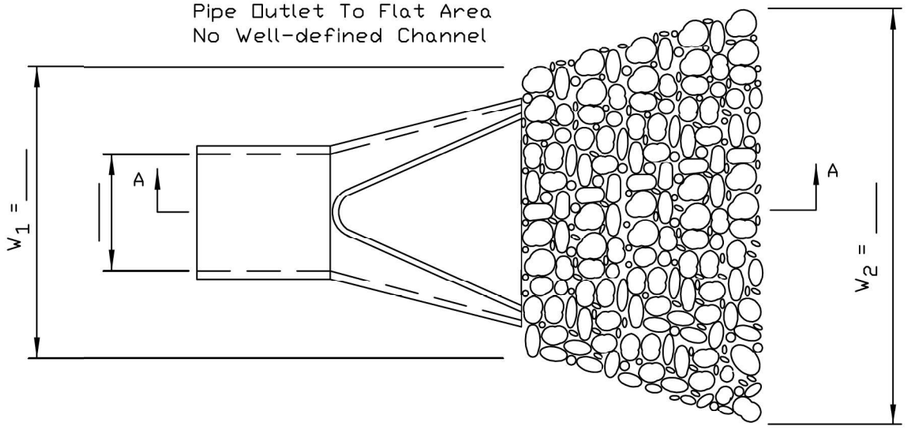
ARTERIAL ROAD INFORMATION SIGN

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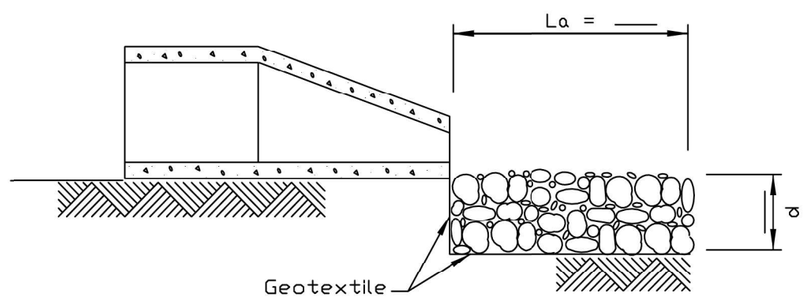
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	TC-22	CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

PIPE OUTLET TO FLAT AREA

Pipe Outlet To Flat Area
No Well-defined Channel



PLAN



SECTION A-A

NOTES:

1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class I, II or III.
2. The rock riprap shall shall meet the IDOT requirements for the following gradation: RR _____, Quality _____.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE		STANDARD DWG. NO.
Project _____	NRCS Natural Resources Conservation Service	IL-610
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 9-15-93
Approved _____ Date _____		

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USER NAME = StevenB	DESIGNED - SRB	REVISED -
	DRAWN - DJW	REVISED -
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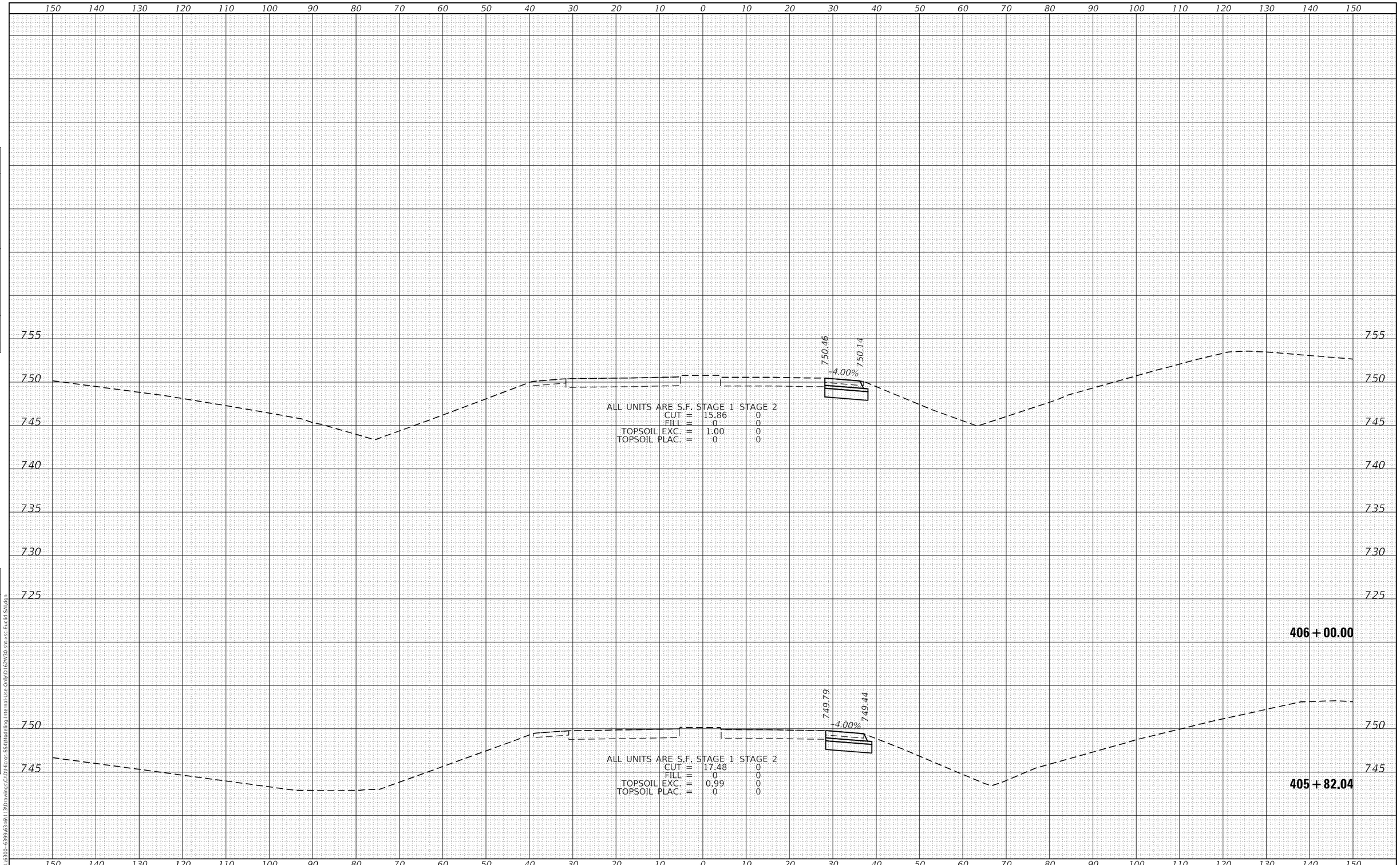
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ILLINOIS URBAN MANUAL STANDARDS

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		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			

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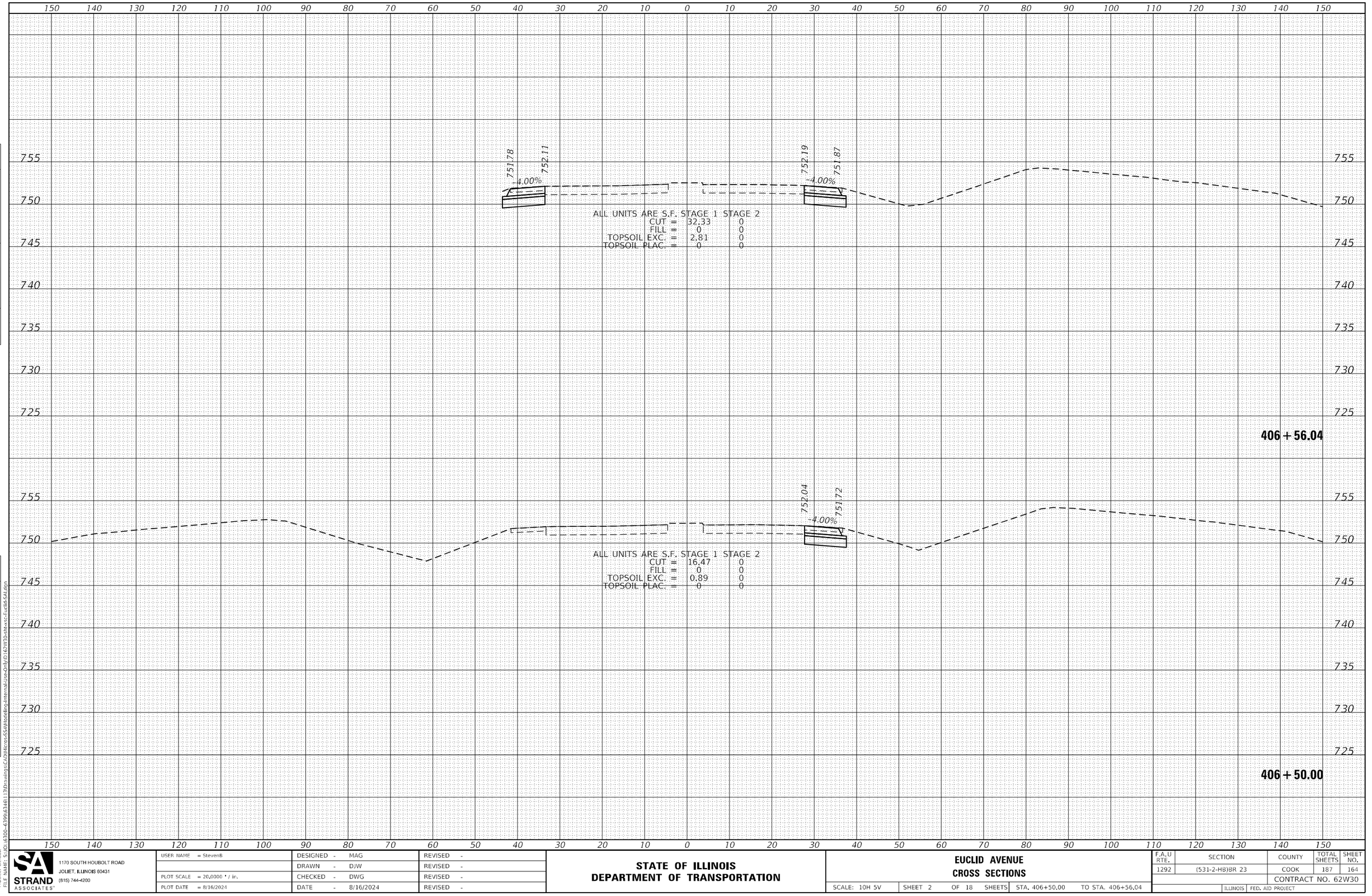
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STATE OF ILLINOIS
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EUCLID AVENUE
CROSS SECTIONS

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		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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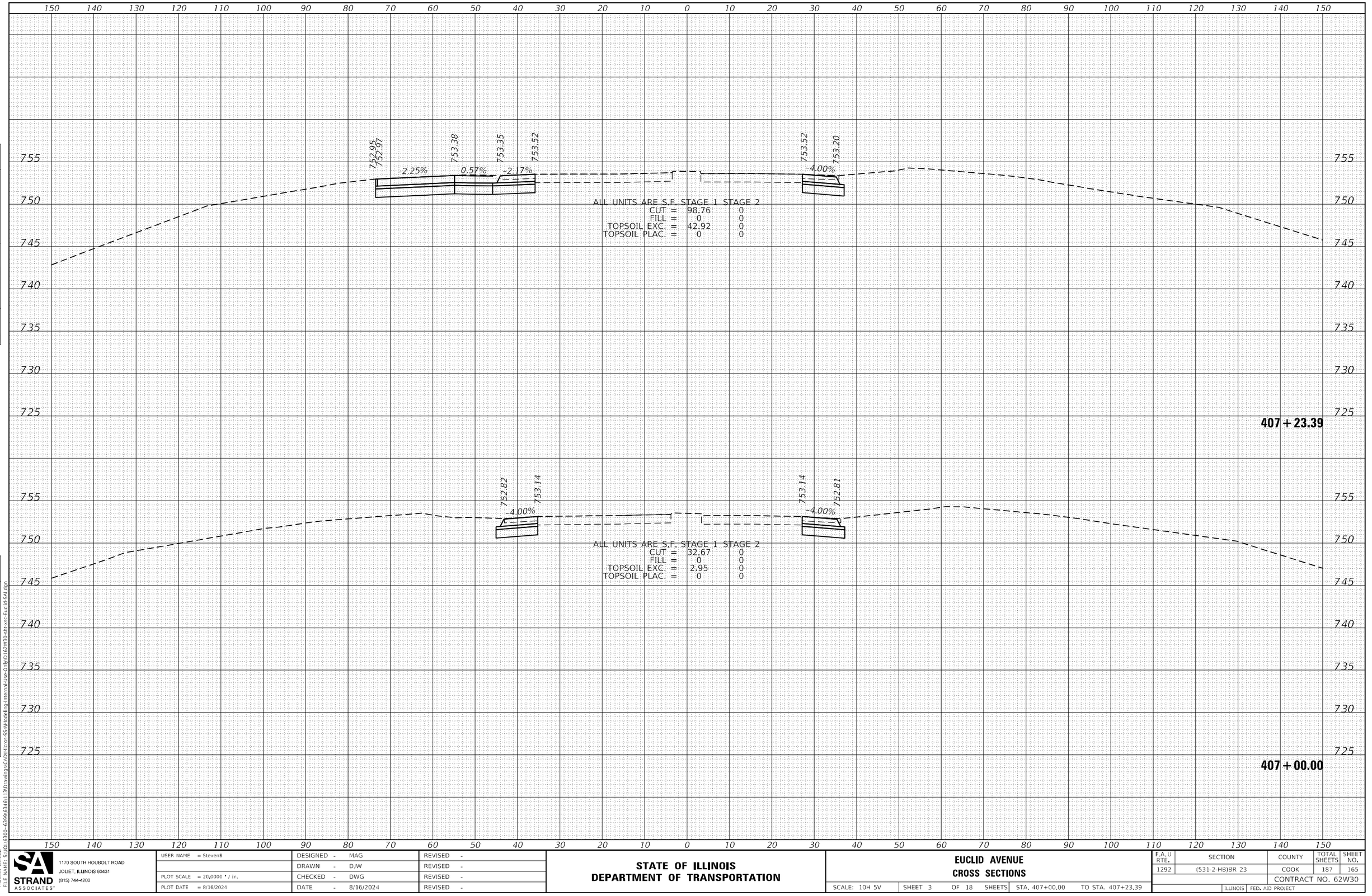
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EUCLID AVENUE
CROSS SECTIONS

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		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



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BY	DATE

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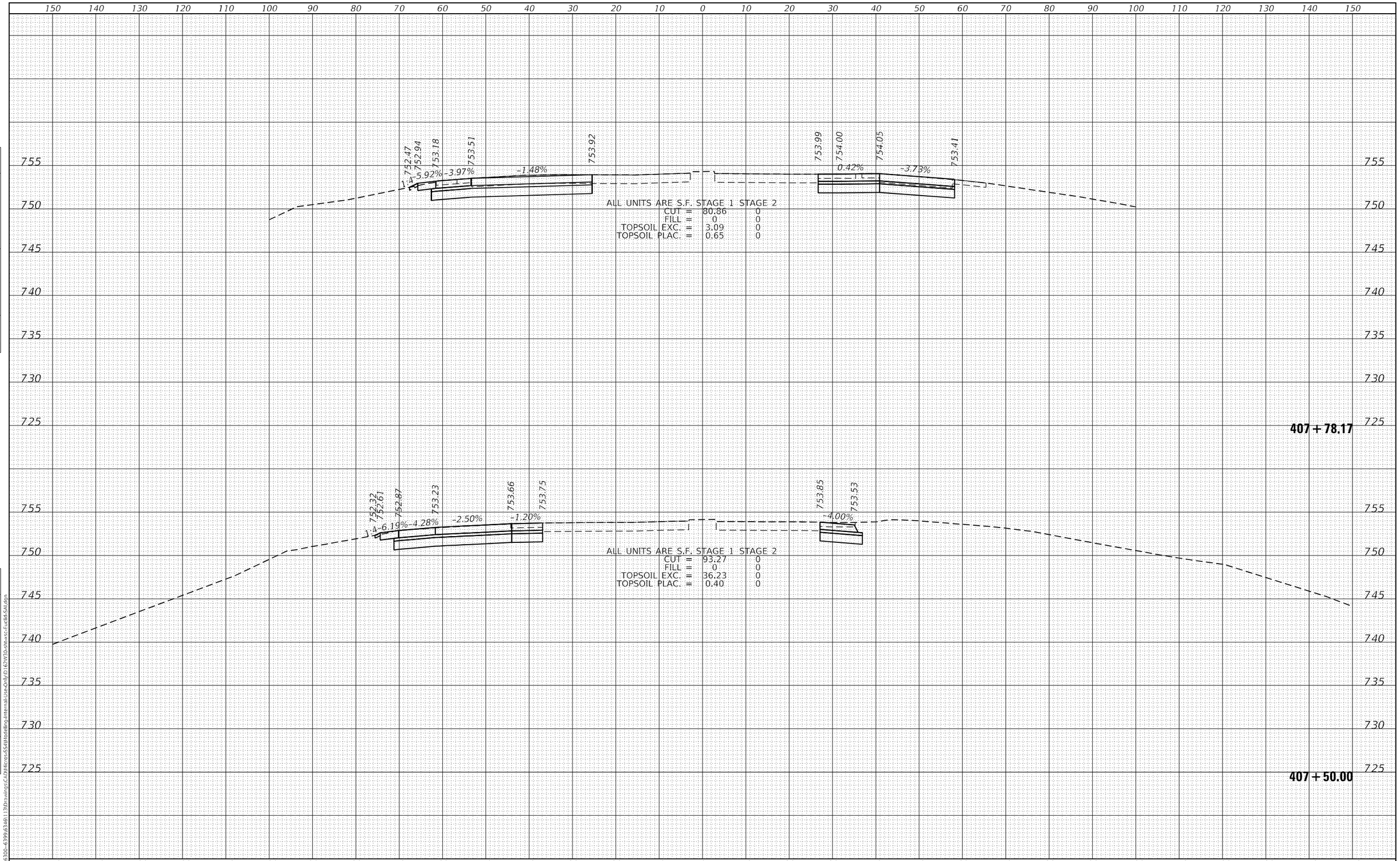
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EUCLID AVENUE
CROSS SECTIONS

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	ILLINOIS	FED. AID PROJECT		



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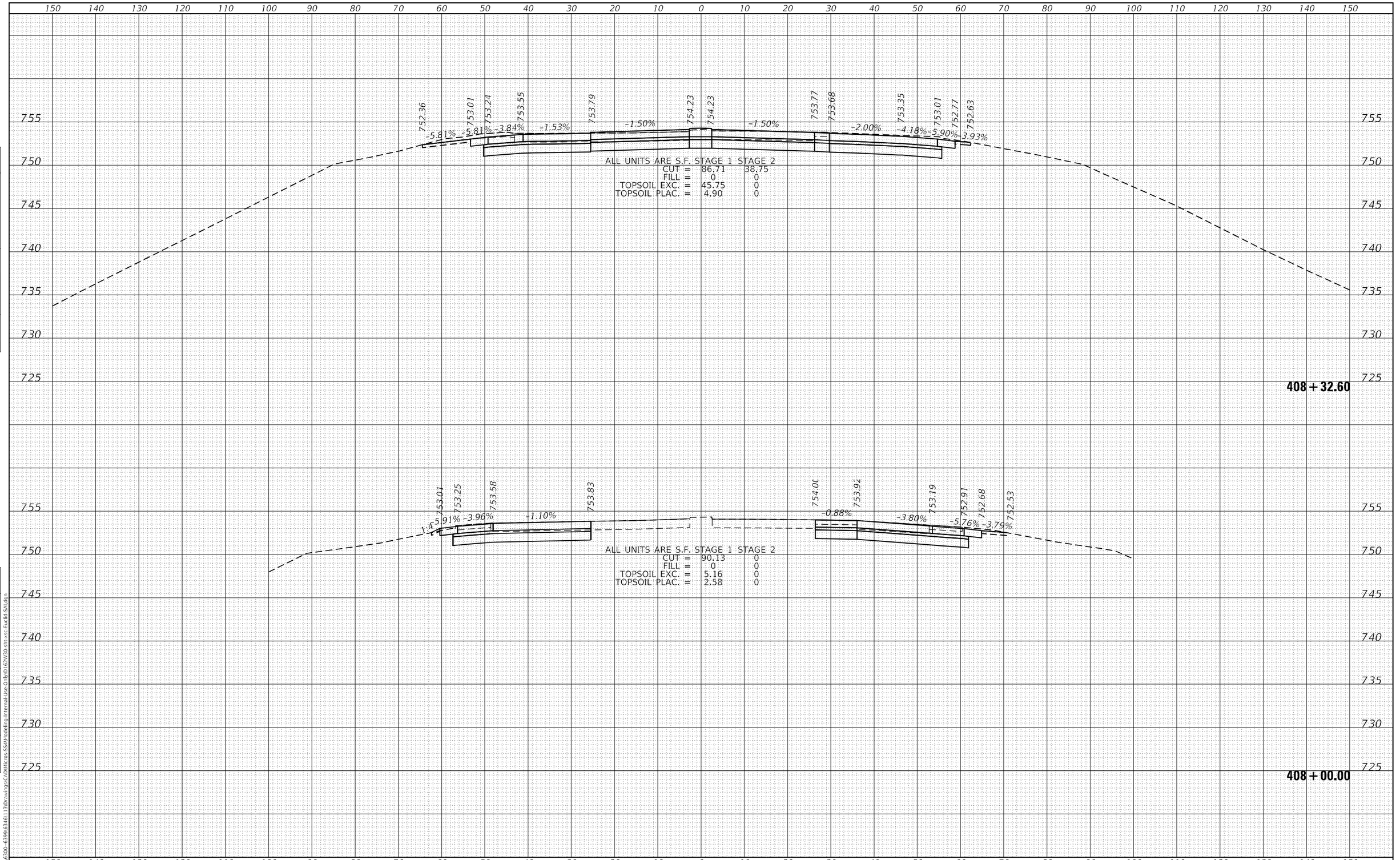
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EUCLID AVENUE
CROSS SECTIONS

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1292	(531-2-HB)BR 23	COOK	187	166
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY	BY	DATE
NOTE BOOK		
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NOTE BOOK		
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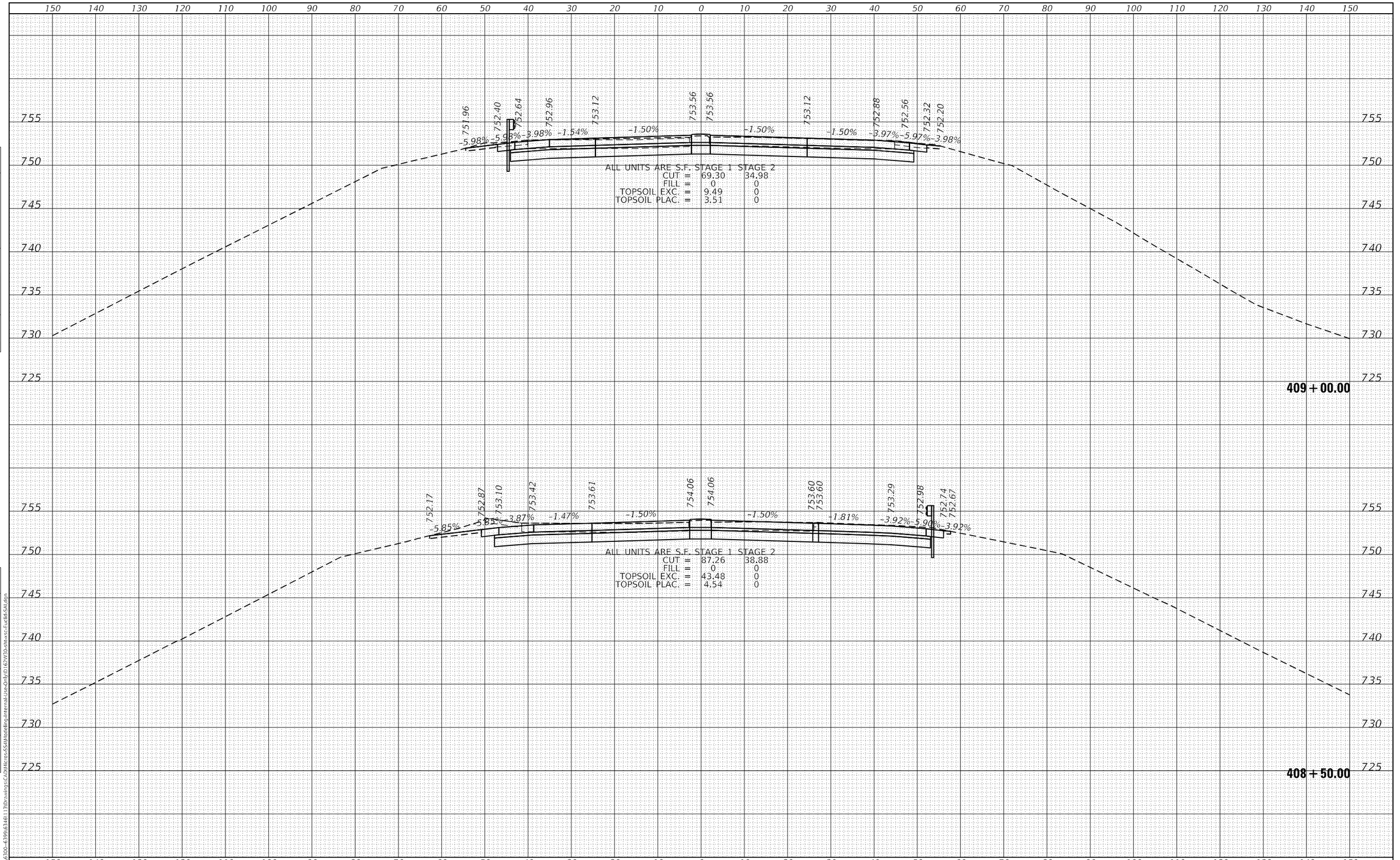
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EUCLID AVENUE
CROSS SECTIONS

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



FINAL SURVEY

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STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

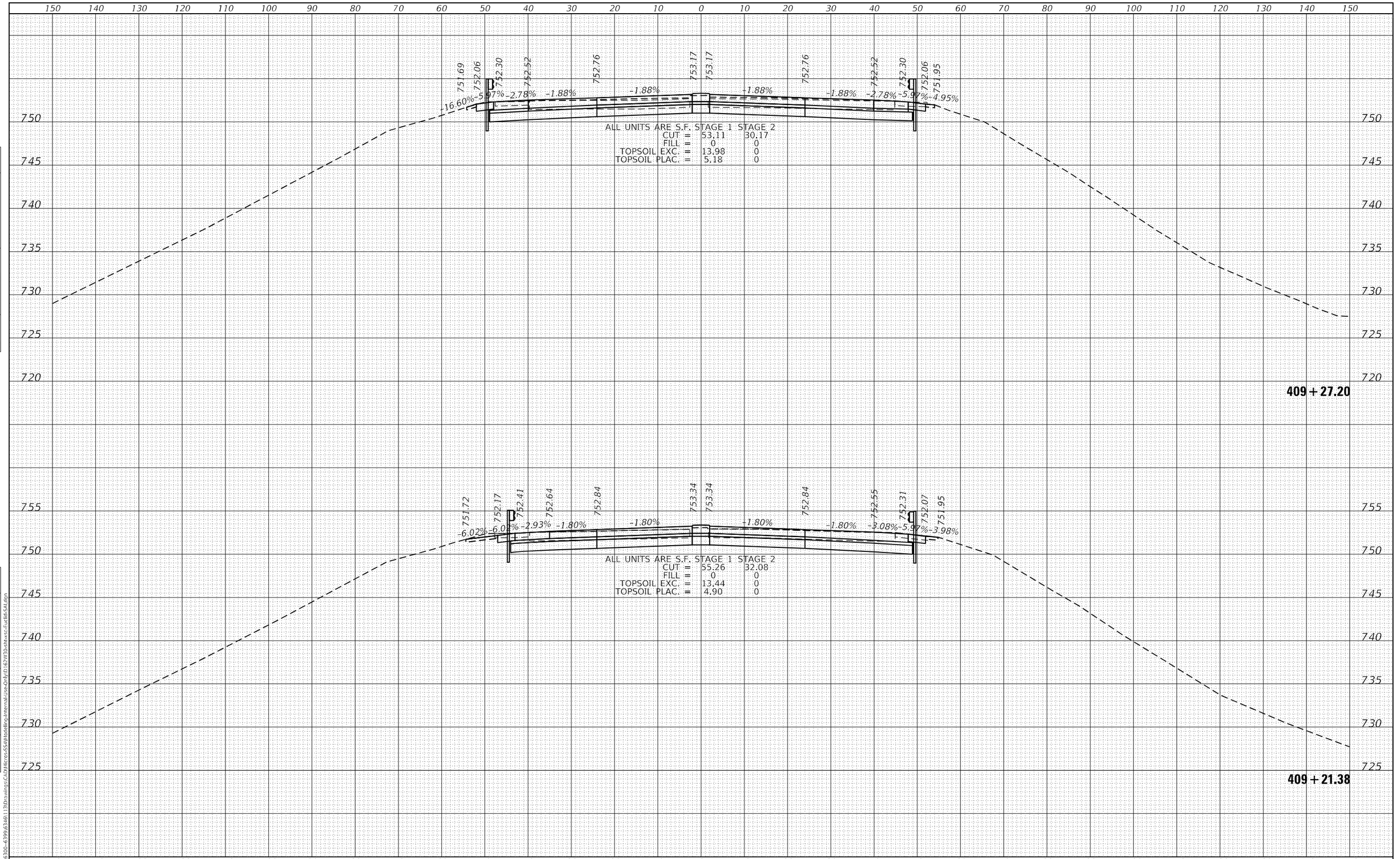
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 6 OF 18 SHEETS | STA. 408+50.00 TO STA. 409+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	168
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

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

ORIGINAL SURVEY

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

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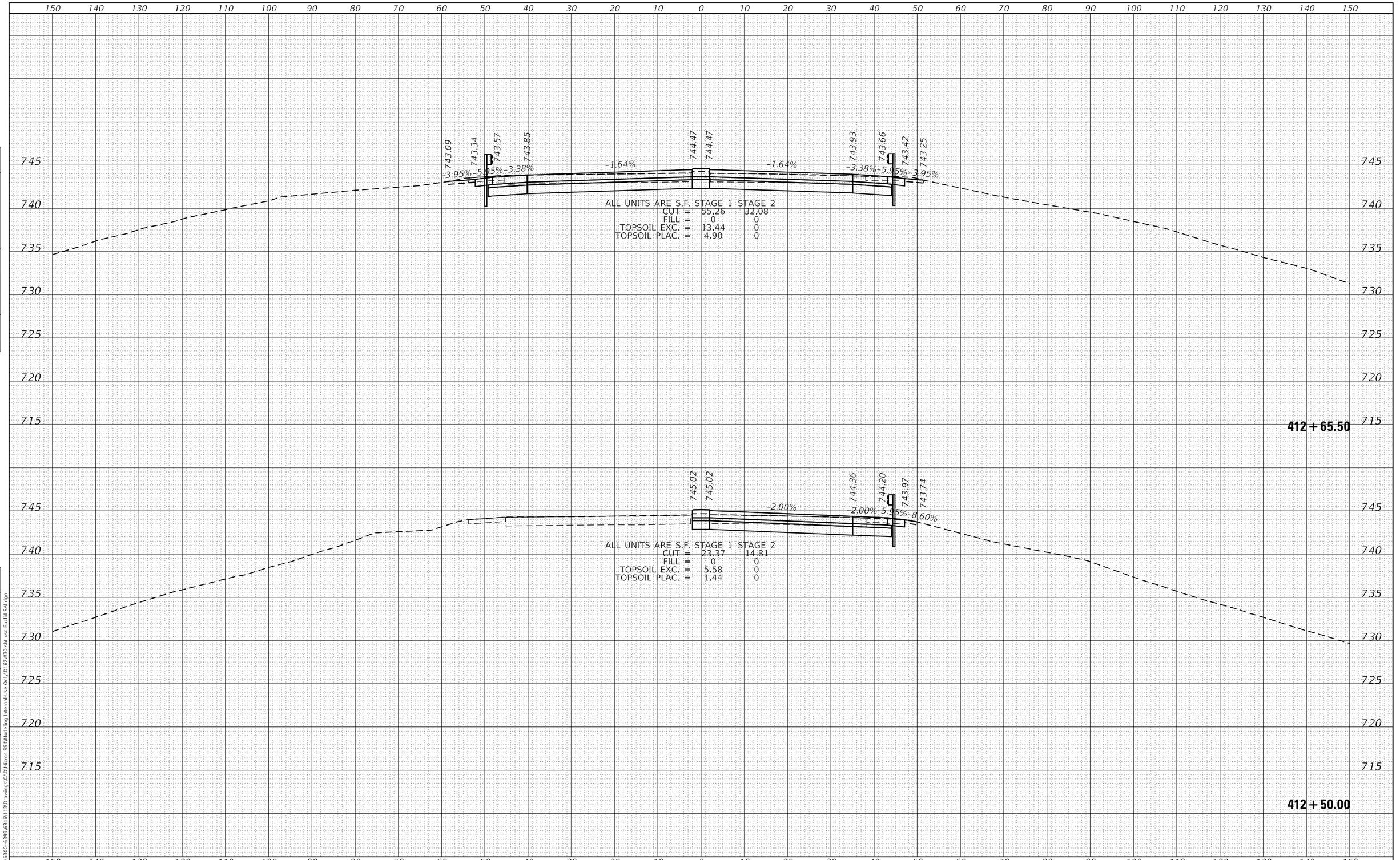
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 7 OF 18 SHEETS | STA. 409+21.38 | TO STA. 409+27.20

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	169
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

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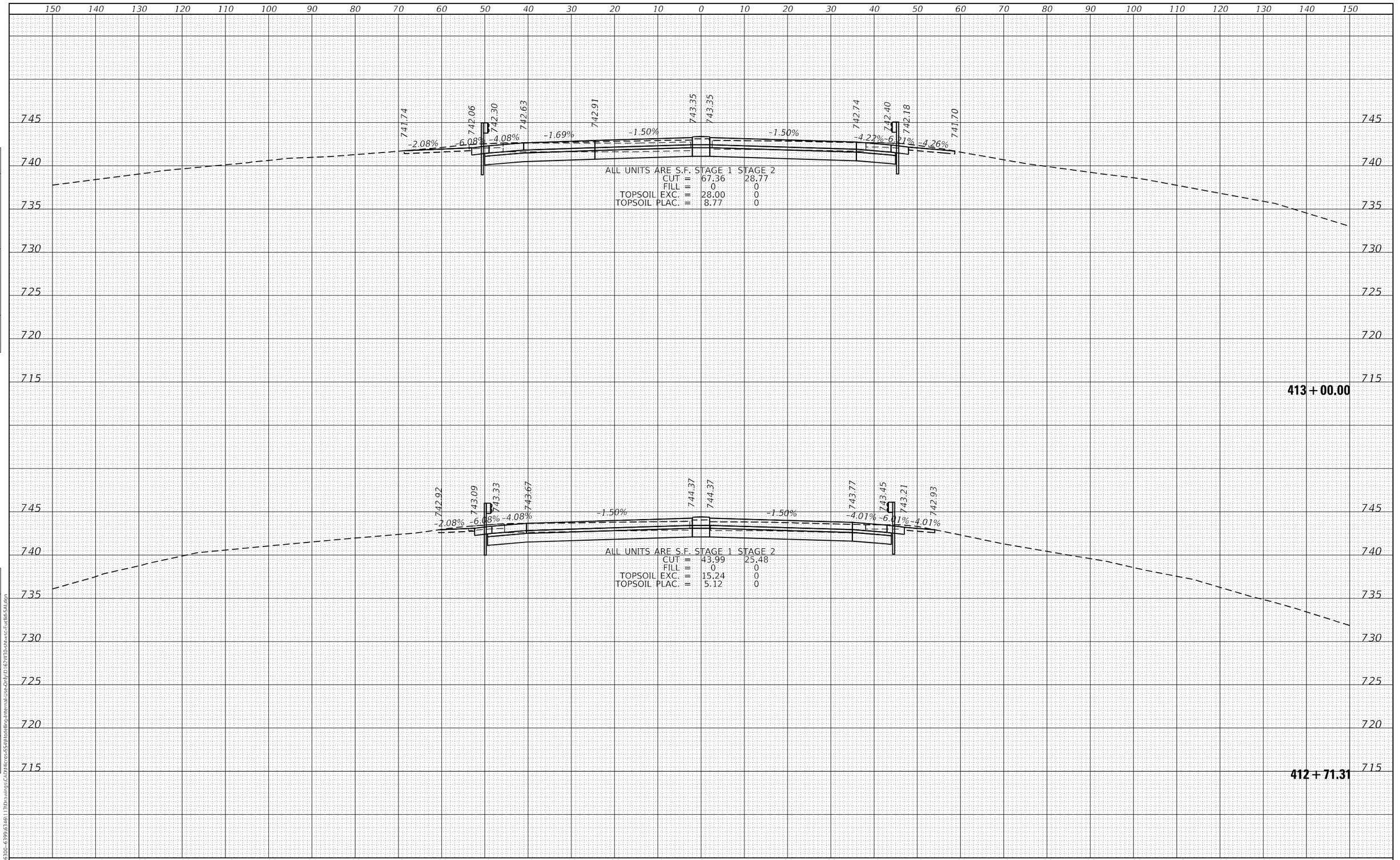
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 11 OF 18 SHEETS | STA. 412+50.00 | TO STA. 412+65.50

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	170
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

NO.	NOTE BOOK	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY

NO.	NOTE BOOK	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

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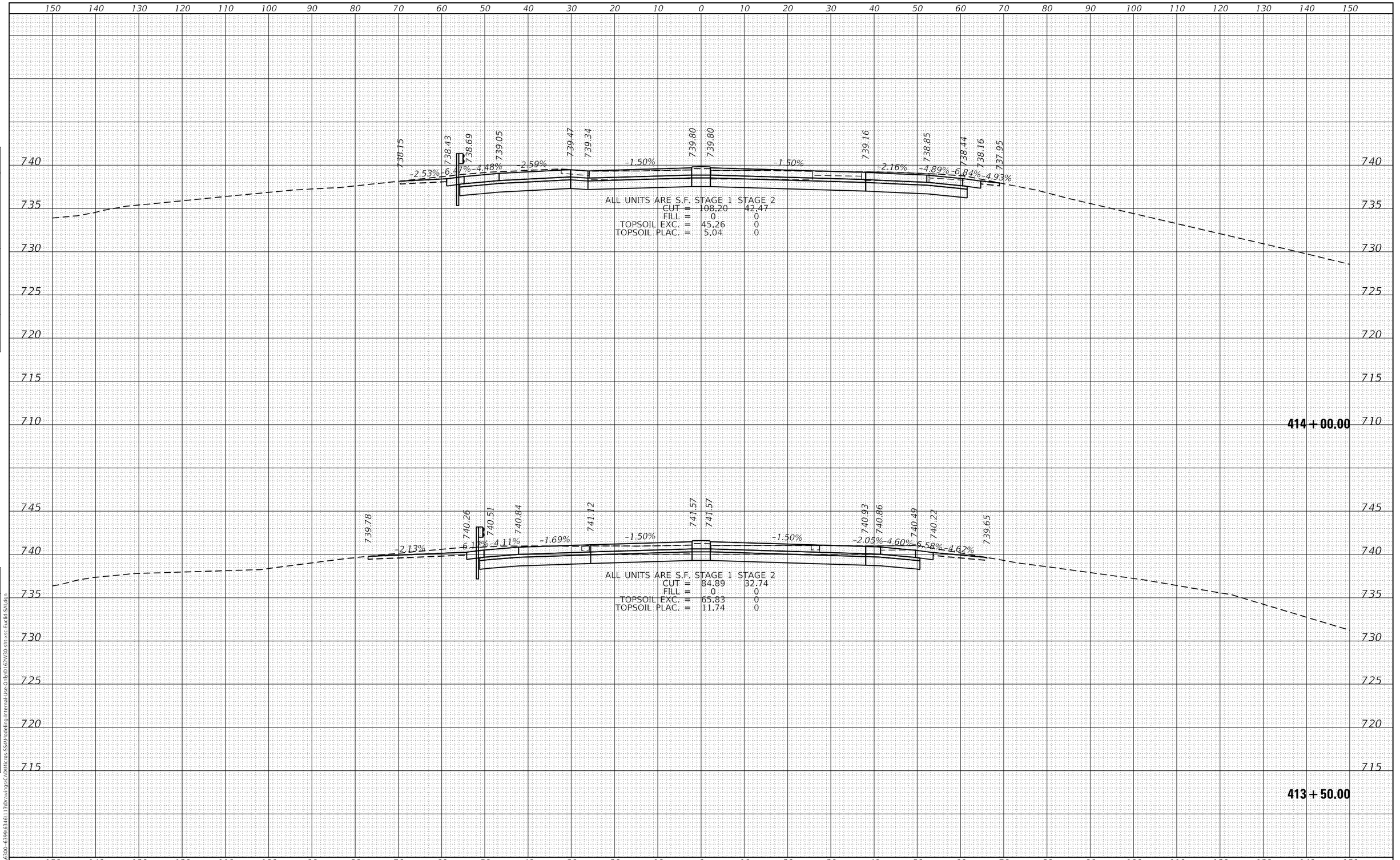
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 12 OF 18 SHEETS | STA. 412+71.31 TO STA. 413+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	171
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



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

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USER NAME = StevenB	DESIGNED - MAG	REVISED -
	DRAWN - DJW	REVISED -
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 13 OF 18 SHEETS | STA. 413+50.00 TO STA. 414+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	172
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

740 735 730 725 720 715 710

737.97 737.61 737.63 737.10 736.45 736.02 735.73 735.69

2.55% -4.06% -3.84% -5.09% -6.97% -5.09%

ALL UNITS ARE S.F. STAGE 1 STAGE 2

CUT =	89.60	41.84
FILL =	0	0
TOPSOIL EXC. =	2.40	0
TOPSOIL PLAC. =	1.32	0

414 + 50.00

738.44 738.00 738.36 738.36 737.82 737.65 736.98 736.57 736.27 736.23

3.87% -1.50% -1.50% -3.96% -4.96% -5.09%

ALL UNITS ARE S.F. STAGE 1 STAGE 2

CUT =	81.70	40.80
FILL =	0	0
TOPSOIL EXC. =	2.53	0
TOPSOIL PLAC. =	1.48	0

414 + 37.60

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

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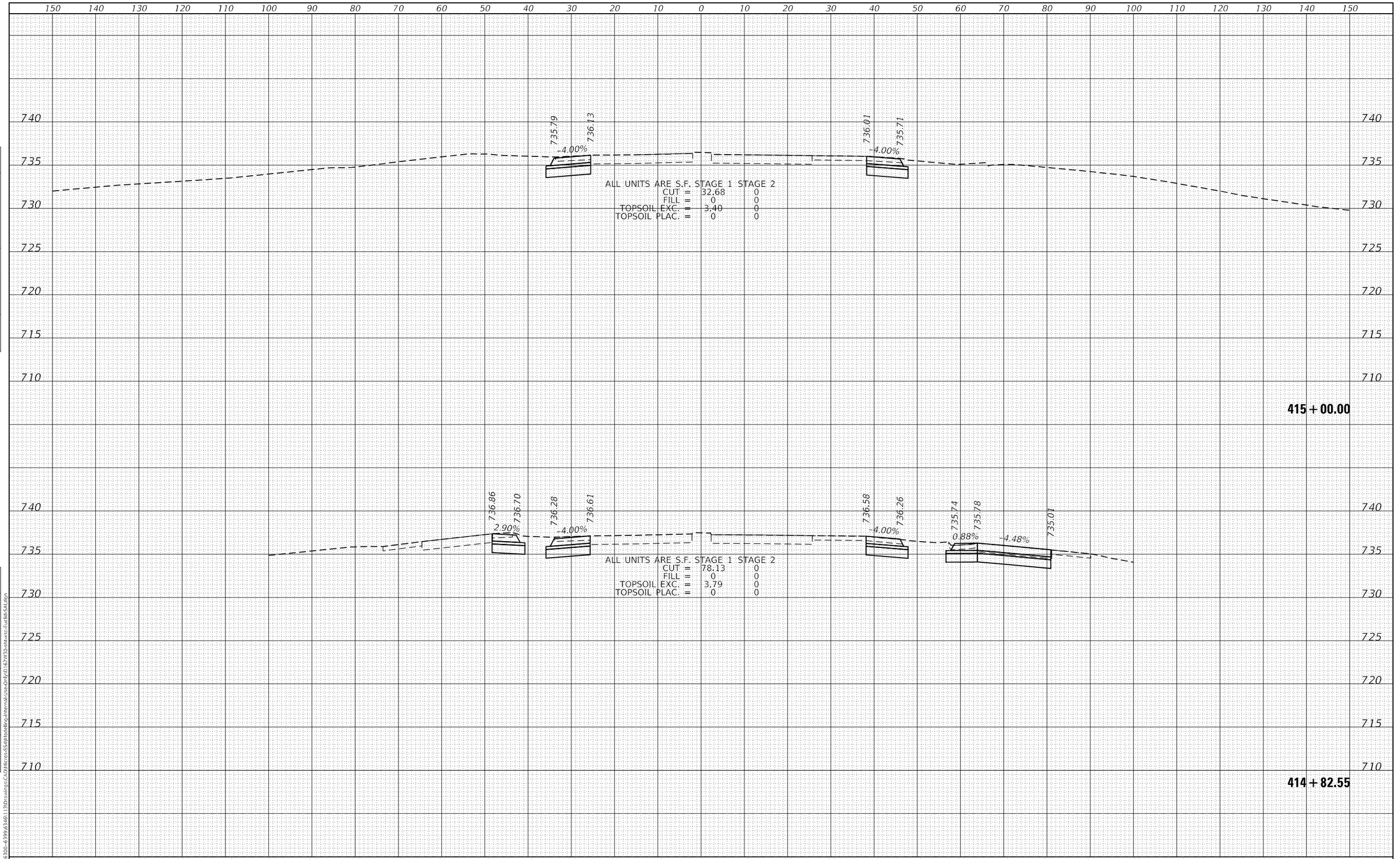
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 14 OF 18 SHEETS | STA. 414+31.57 TO STA. 414+33.01

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	173
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



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

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

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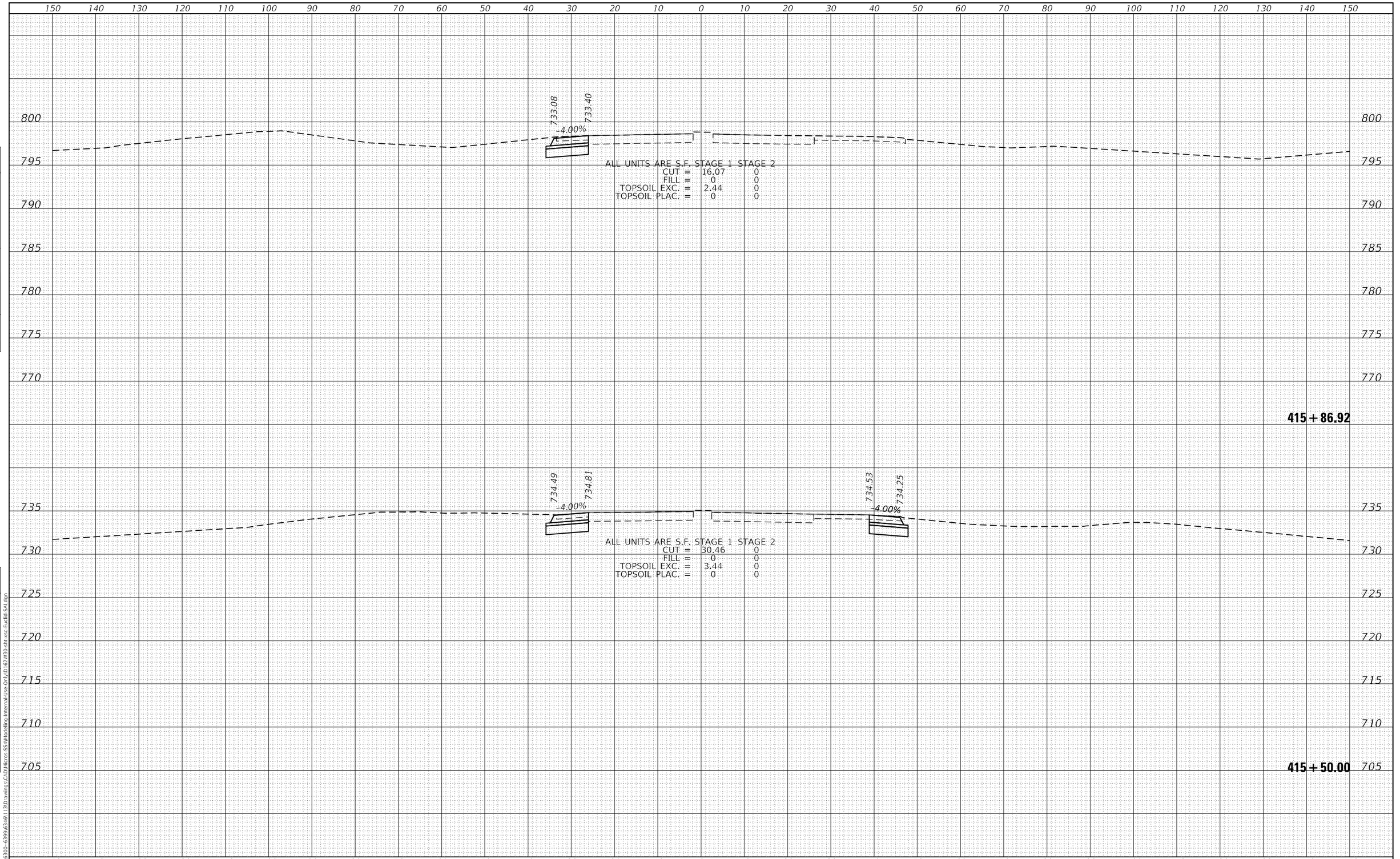
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 15 OF 18 SHEETS | STA. 414+50.00 TO STA. 415+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	174
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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

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

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USER NAME = StevenB	DESIGNED - MAG	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DWG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 16 OF 18 SHEETS | STA. 415+50.00 | TO STA. 415+86.92

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	175
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

735 730 725 720 715 710

731.86 732.18 -4.00%

ALL UNITS ARE S.F. STAGE 1 STAGE 2

CUT =	15.52	0
FILL =	0	0
TOPSOIL EXC. =	2.67	0
TOPSOIL PLAC. =	0	0

416 + 50.00

735 730 725 720 715 710

731.86 732.18 -4.00%

ALL UNITS ARE S.F. STAGE 1 STAGE 2

CUT =	15.52	0
FILL =	0	0
TOPSOIL EXC. =	2.67	0
TOPSOIL PLAC. =	0	0

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

416 + 00.00

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

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

BY	DATE

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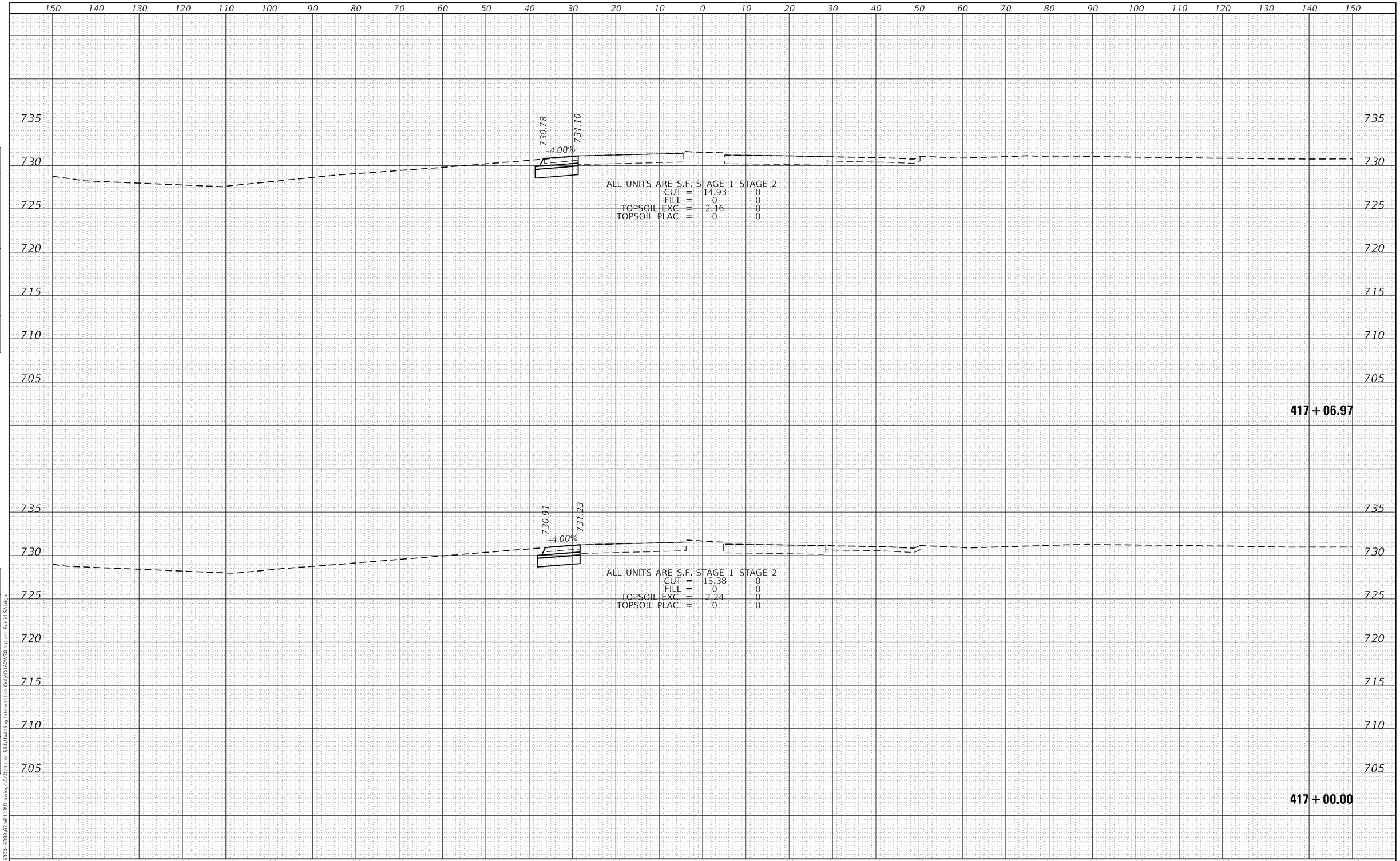
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 17 OF 18 SHEETS | STA. 416+00.00 TO STA. 416+50.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	176
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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

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

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USER NAME = StevenB	DESIGNED - MAG	REVISED -
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE
CROSS SECTIONS

SCALE: 10H 5V | SHEET 18 OF 18 SHEETS | STA. 417+00.00 | TO STA. 417+06.97

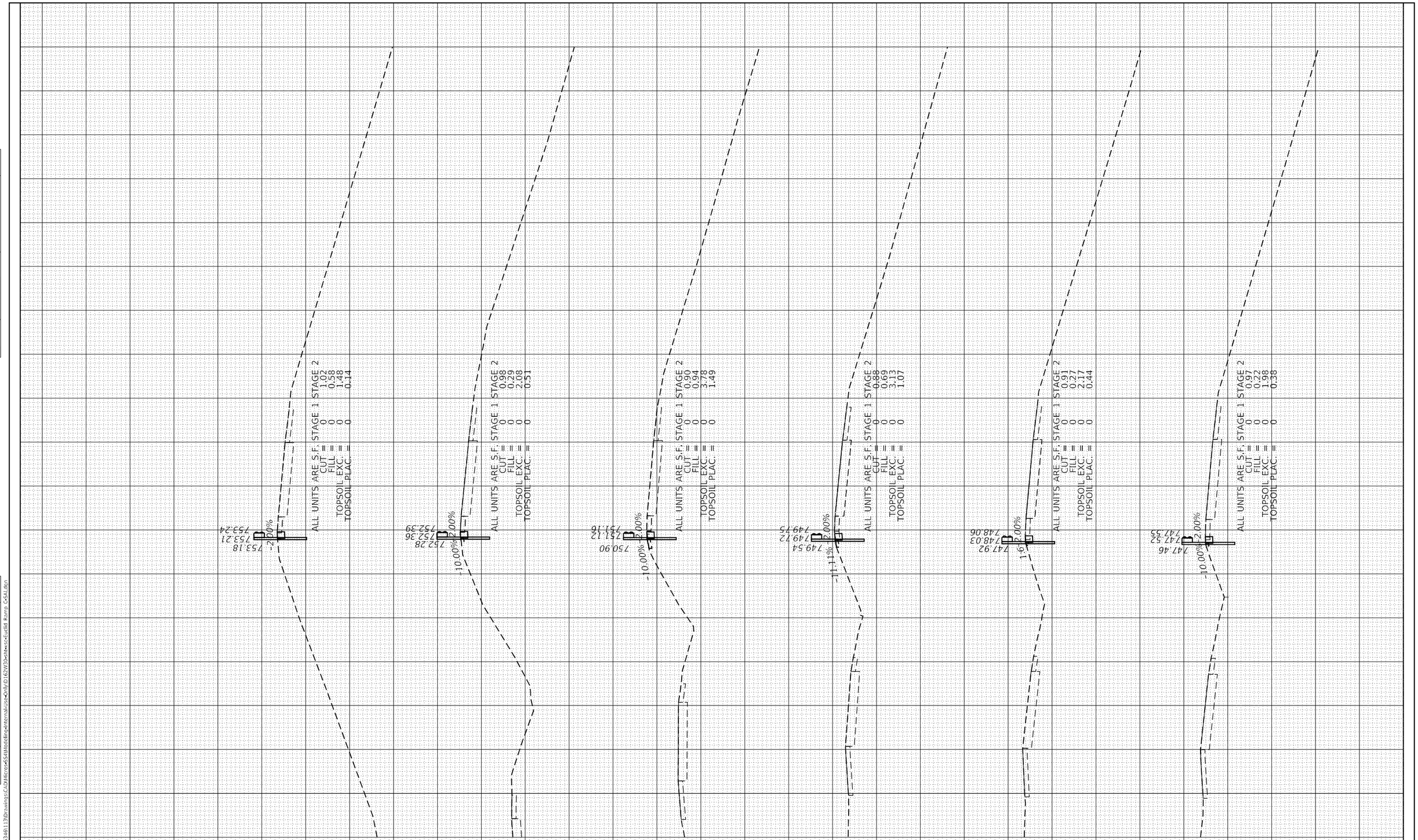
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1292	(531-2-HB)BR 23	COOK	187	177
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE RAMP C
CROSS SECTIONS

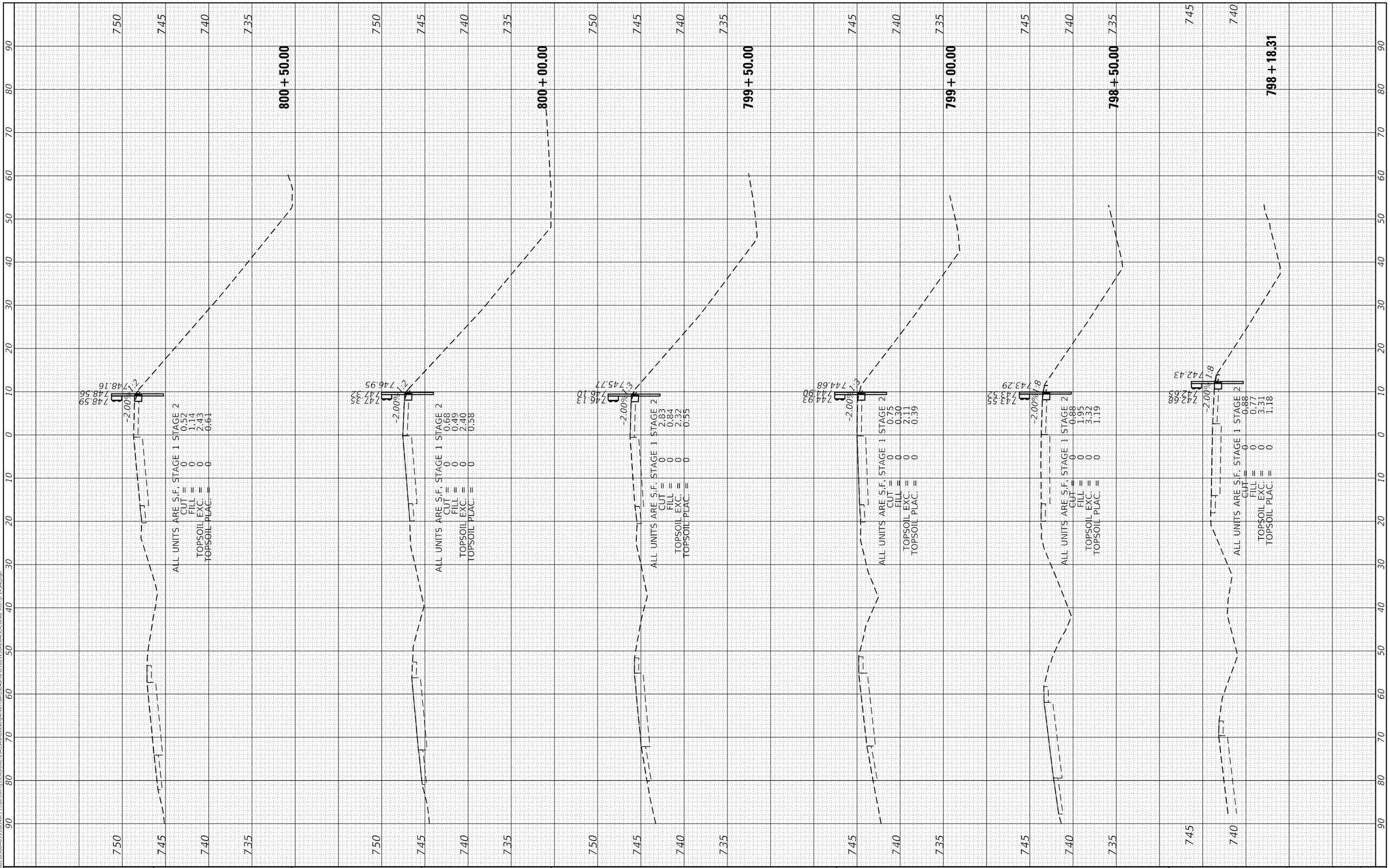
SCALE: 10-H 5-V | SHEET 1 OF 1 SHEETS | STA. 758+37.14 | TO STA. 760+49.31

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	178
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

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

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

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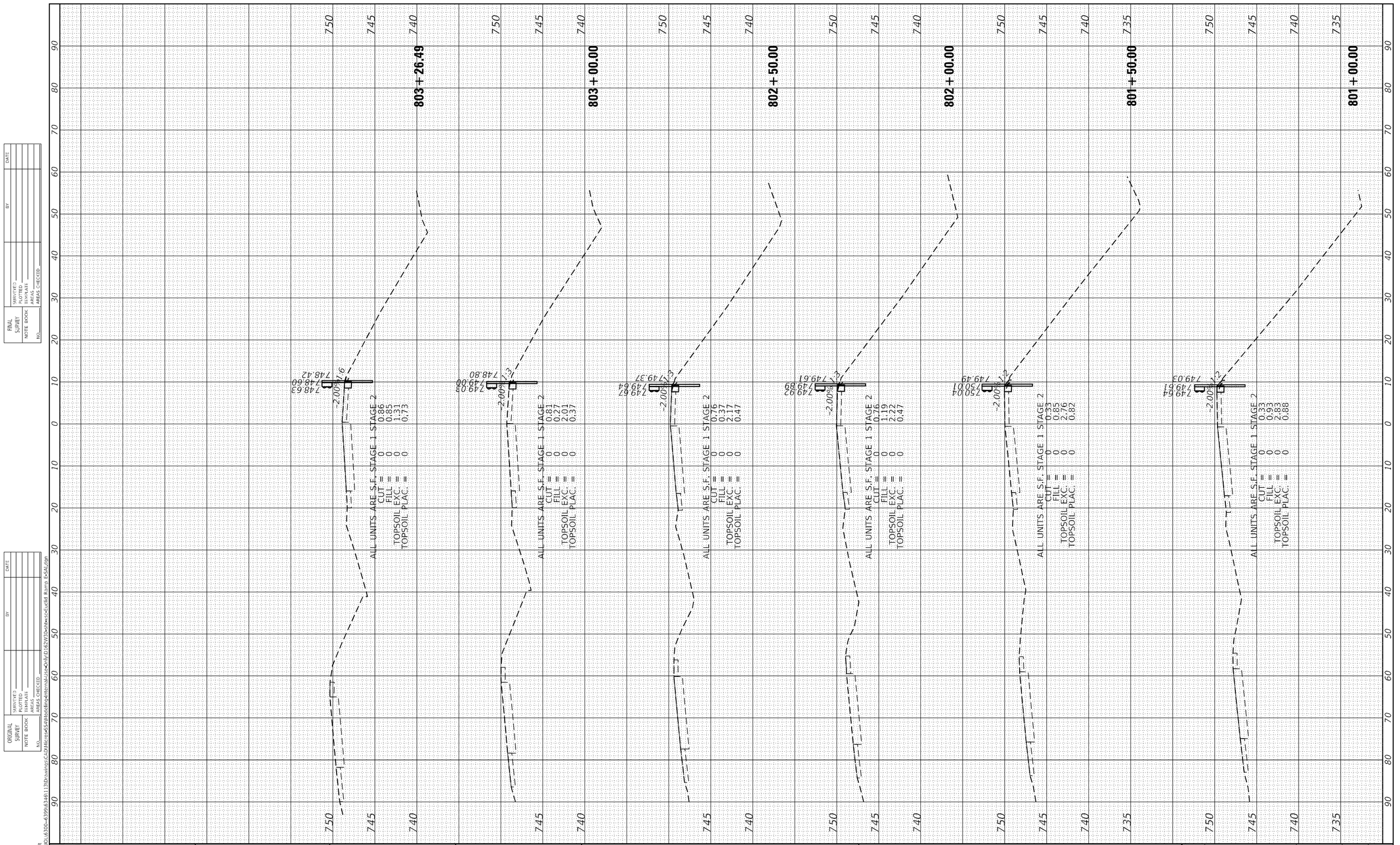
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REVISED -
REVISED -

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DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE RAMP E
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 1 OF 2 SHEETS | STA. 798+18.31 TO STA. 801+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	179
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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	AREAS		
	AREAS CHECKED		

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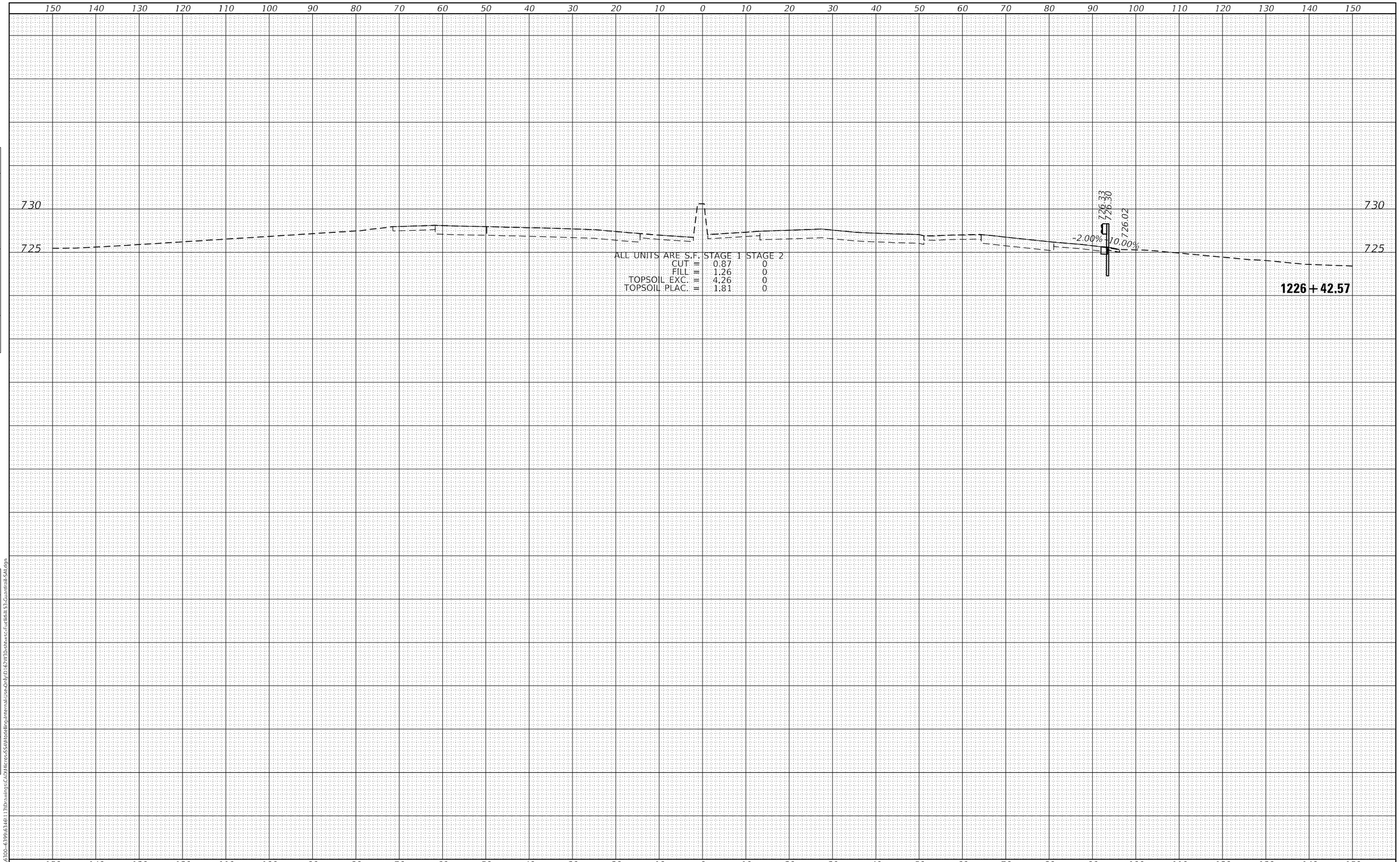
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EUCLID AVENUE RAMP E
CROSS SECTIONS

SCALE: 10-H 5-V | SHEET 2 OF 2 SHEETS | STA. 801+50.00 | TO STA. 803+26.49

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
342	(531-2-HB)BR 23	COOK	187	180
		CONTRACT NO. 62W30		
	ILLINOIS FED. AID PROJECT			



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

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

BY	DATE

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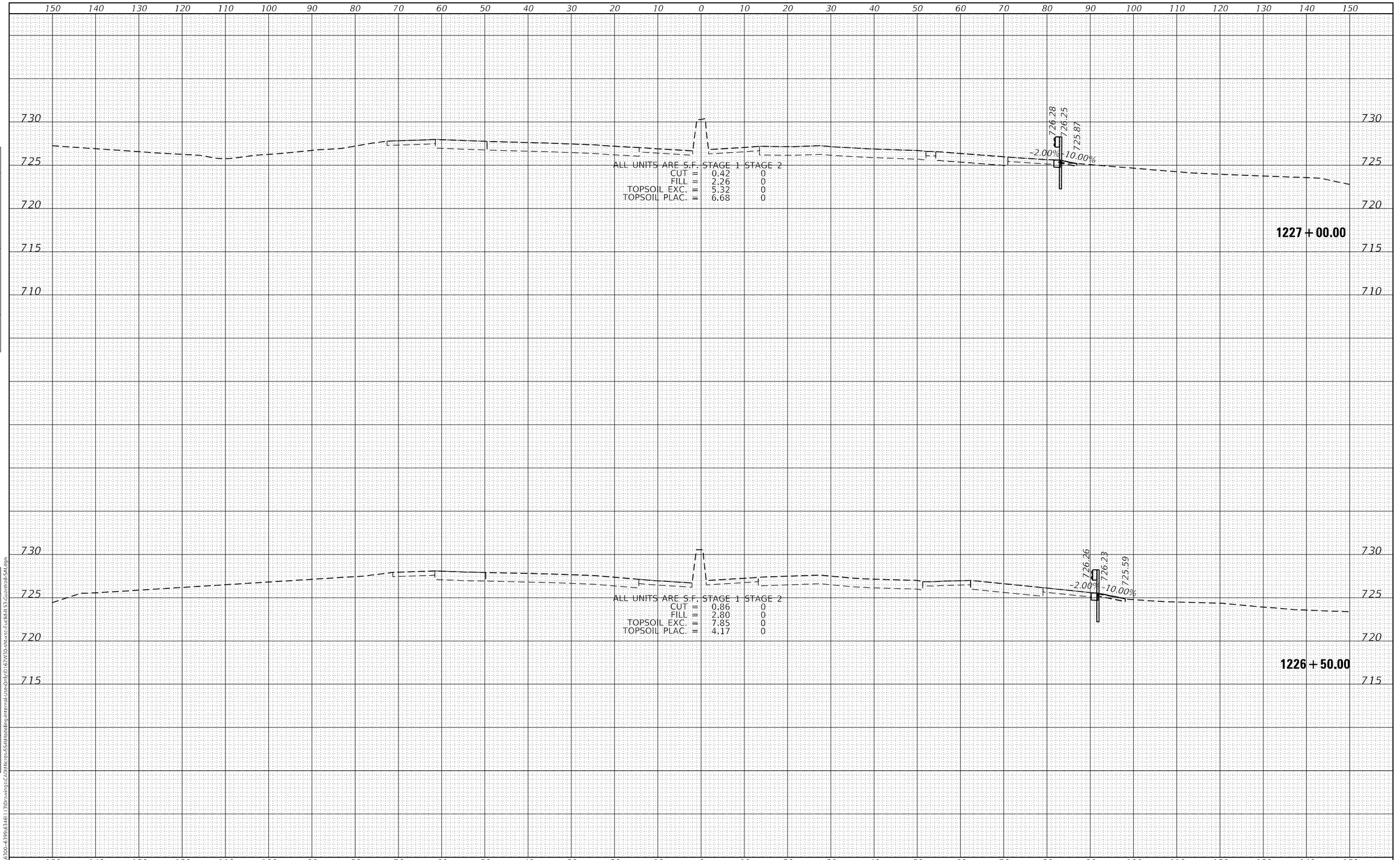
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 1 OF 7 SHEETS | STA. 1226+42.57 TO STA. 1226+42.57

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	181
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



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

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

DATE	BY

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STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

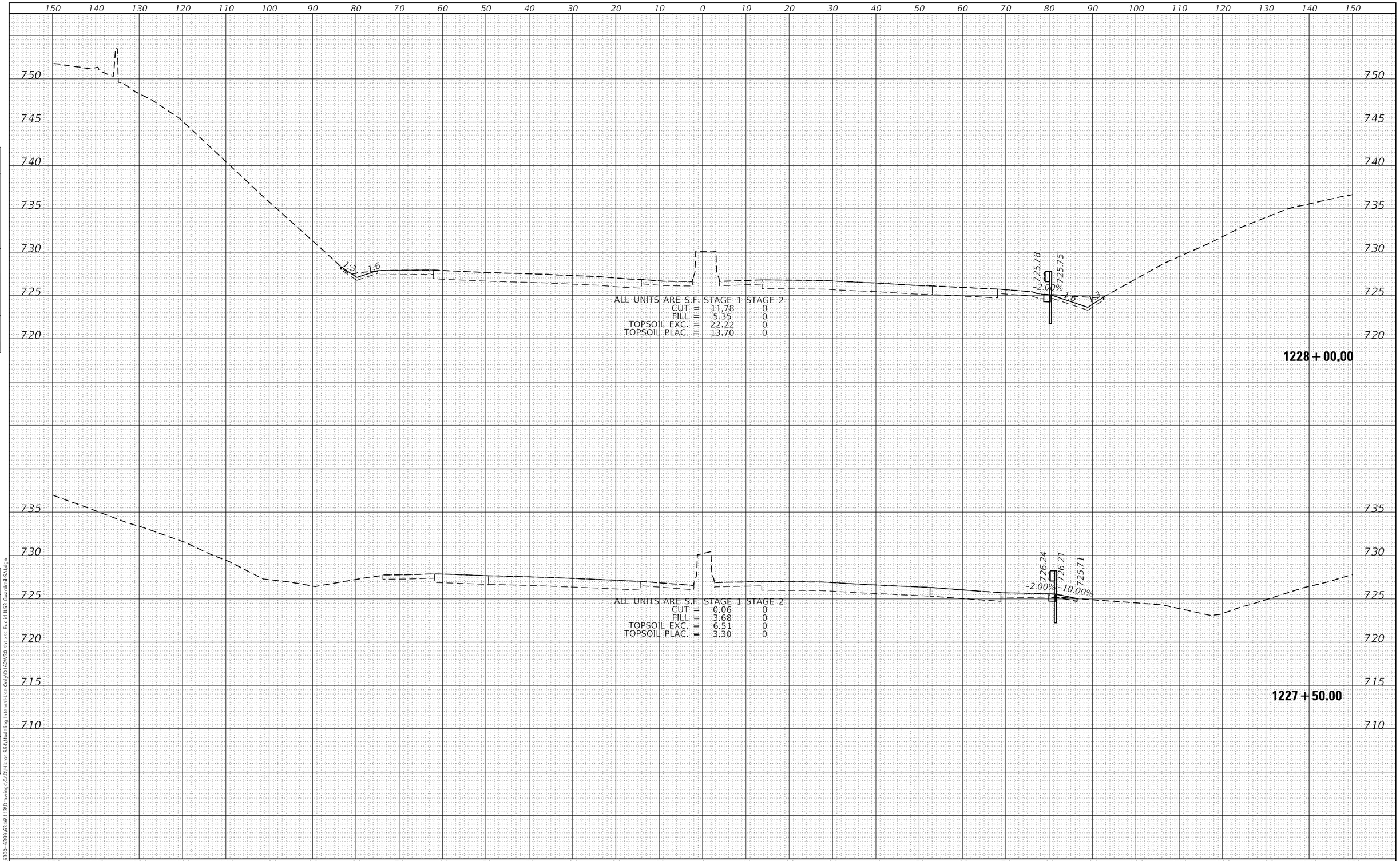
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PLOT SCALE = 20.0000 ' / in.	CHECKED - DWG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 2 OF 7 SHEETS | STA. 1226+50.00 TO STA. 1227+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	182
		CONTRACT NO. 62W30		
		ILLINOIS	FED. AID PROJECT	



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

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

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JOLIET, ILLINOIS 60431
(815) 744-4200

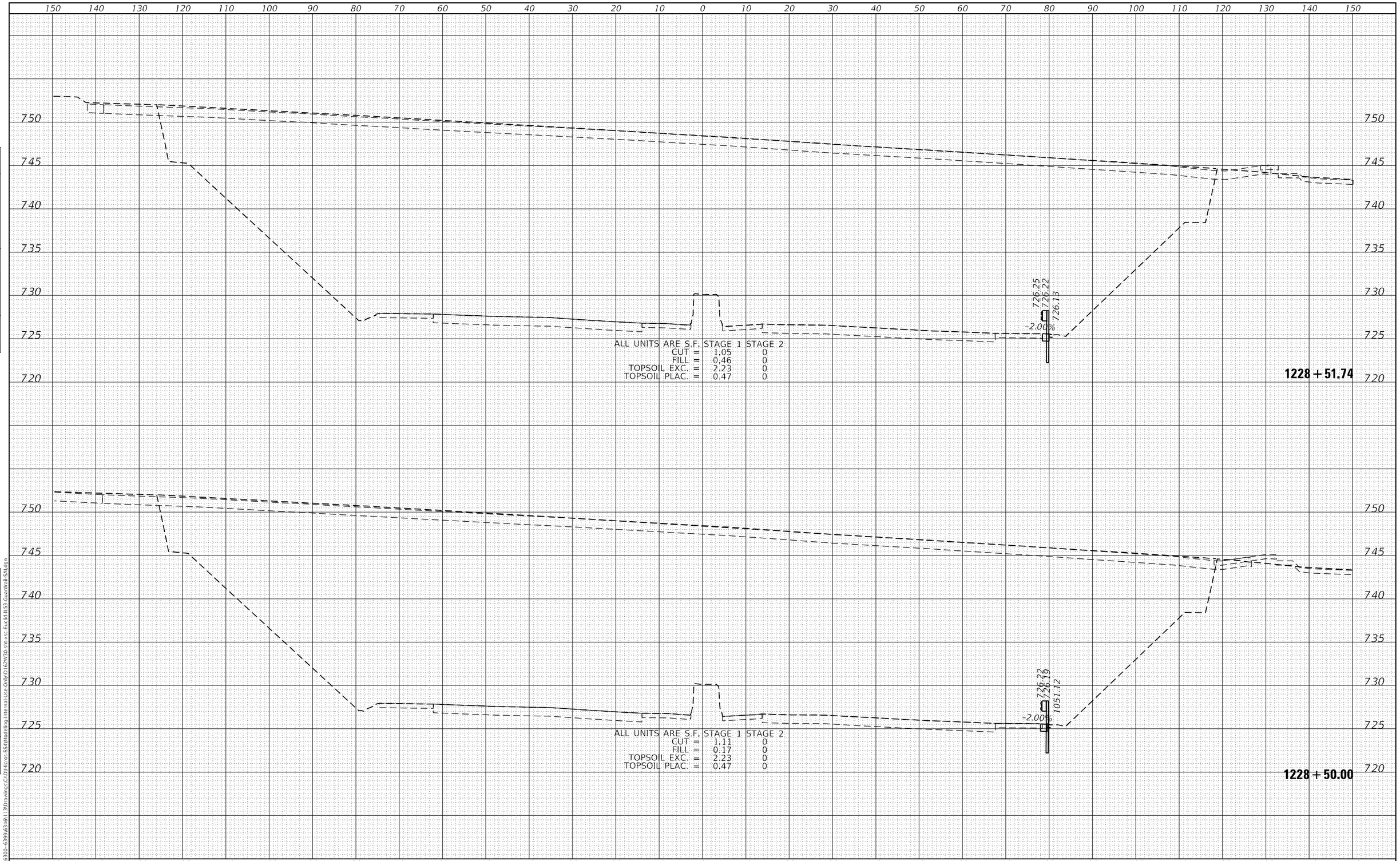
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	DRAWN - DJW	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DWG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 3 OF 7 SHEETS | STA. 1227+50.00 TO STA. 1228+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	183
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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

BY	DATE

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

BY	DATE

MODEL: Default
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(815) 744-4200

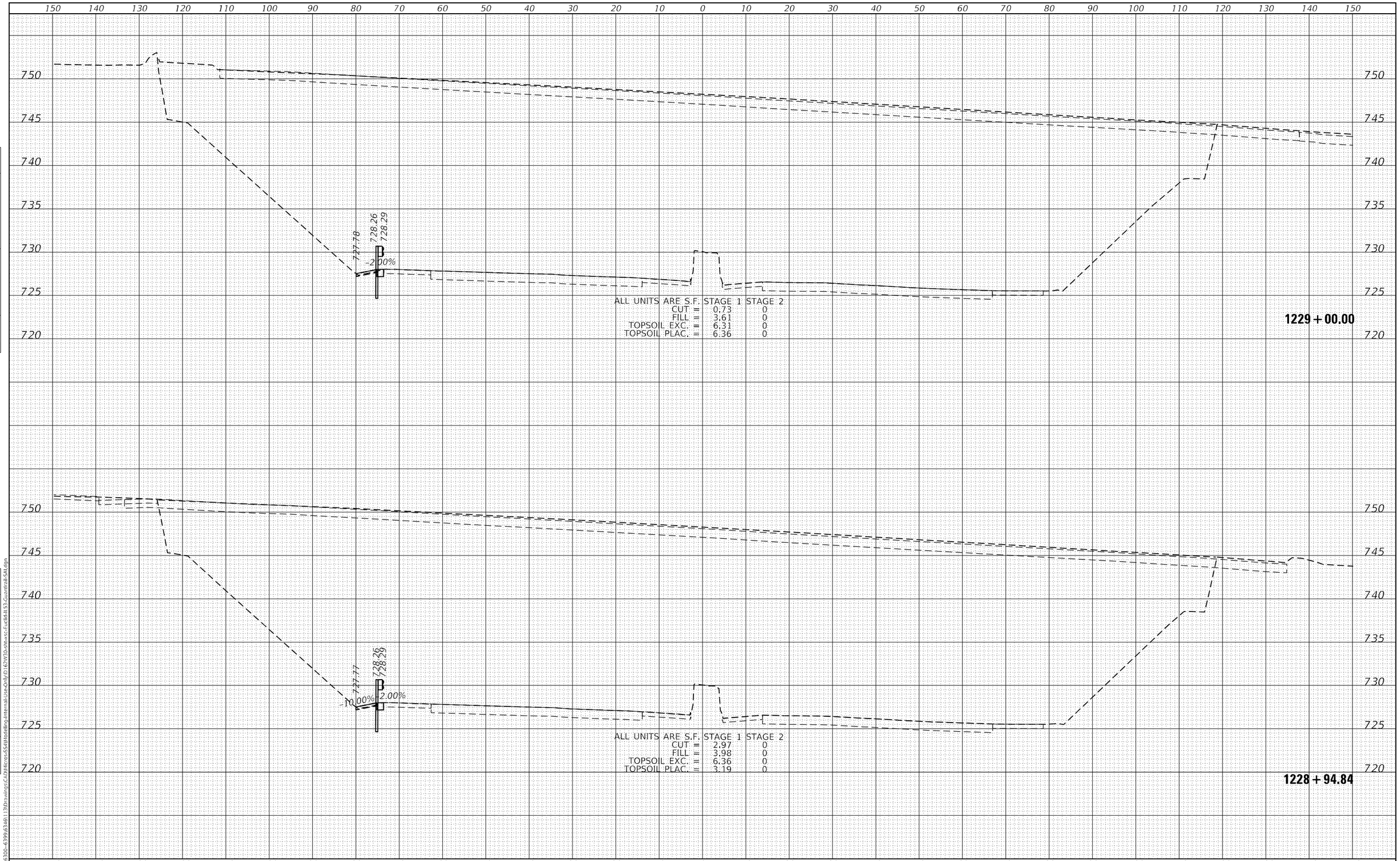
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	DRAWN - DJW	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DWG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 4 OF 7 SHEETS | STA. 1228+50.00 TO STA. 1228+51.74

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	184
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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

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

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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = StevenB	DESIGNED - MAG	REVISED -
	DRAWN - DJW	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DWG	REVISED -
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 5 OF 7 SHEETS | STA. 1228+94.84 TO STA. 1229+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	185
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

740 735 730 725 720 715

727.67
728.12
728.15
-10.00%
-2.00%
1.6
1.5

ALL UNITS ARE S.F. STAGE 1 STAGE 2
CUT = 24.93 0
FILL = 3.02 0
TOPSOIL EXC. = 23.13 0
TOPSOIL PLAC. = 14.27 0

1230 + 00.00

745 740 735 730 725 720 715

727.61
728.22
728.25
-11.00%
1.6
1.6
1.3

ALL UNITS ARE S.F. STAGE 1 STAGE 2
CUT = 12.45 0
FILL = 5.11 0
TOPSOIL EXC. = 22.41 0
TOPSOIL PLAC. = 13.79 0

1229 + 50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY / ORIGINAL SURVEY

NO.	NOTE BOOK	PAGE NOS.	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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STRAND ASSOCIATES
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(815) 744-4200

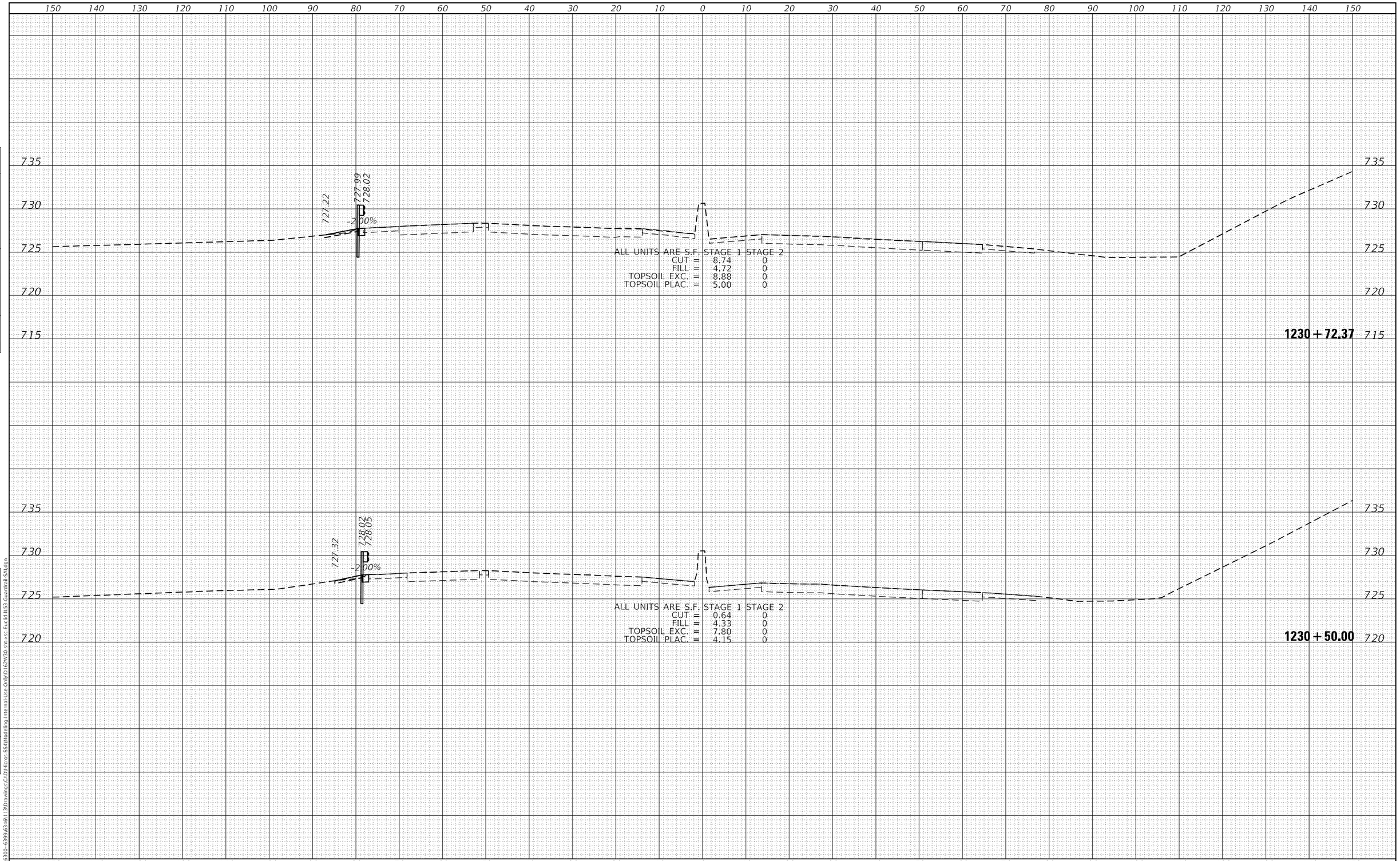
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PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 6 OF 7 SHEETS | STA. 1229+50.00 TO STA. 1230+50.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)8R 23	COOK	187	186
		CONTRACT NO. 62W30		
	ILLINOIS	FED. AID PROJECT		



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

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

BY	DATE

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USER NAME = StevenB	DESIGNED - MAG	REVISED -	
	DRAWN - DJW	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DWG	REVISED -	
PLOT DATE = 8/16/2024	DATE - 8/16/2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: 10H 5V | SHEET 7 OF 7 SHEETS | STA. 1230+50.00 TO STA. 1230+72.37

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1292	(531-2-HB)BR 23	COOK	187	187
		CONTRACT NO. 62W30		
		ILLINOIS FED. AID PROJECT		