

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	1

CONTRACT NO. 61D24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**MUN 1090 (15TH AVENUE)
OVER SILVER CREEK
BRIDGE REMOVAL AND REPLACEMENT
SECTION 10-00117-00-BR
PROJECT BRM-9003(751)
VILLAGE OF MELROSE PARK
COOK COUNTY
JOB NO. C-91-216-11**

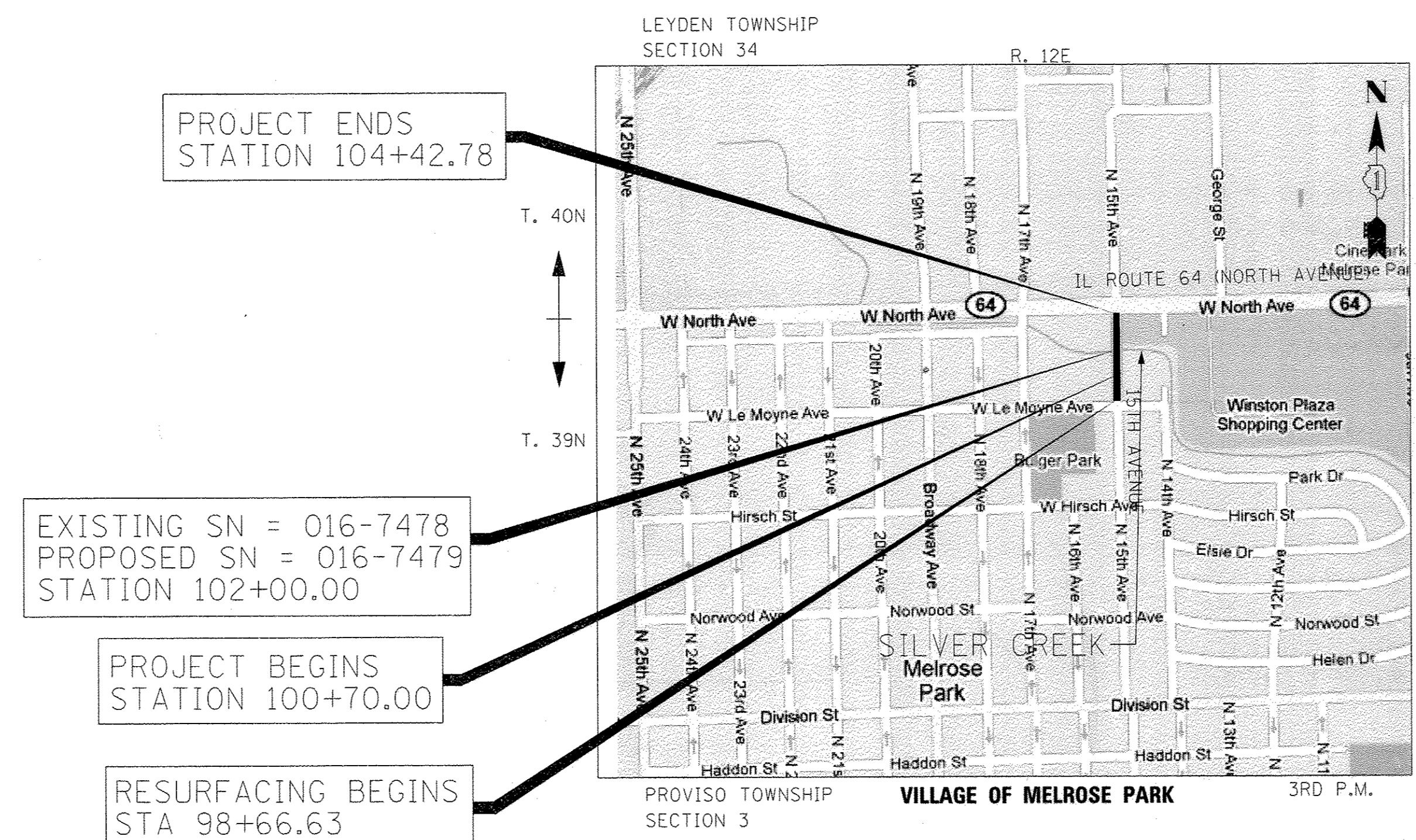
TRAFFIC DATA

ADT:
15TH AVENUE 2,000 VPD (2014)
1% TRUCKS

POSTED SPEED **DESIGN SPEED**
15TH AVENUE: 25 MPH 15TH AVENUE: 30 MPH

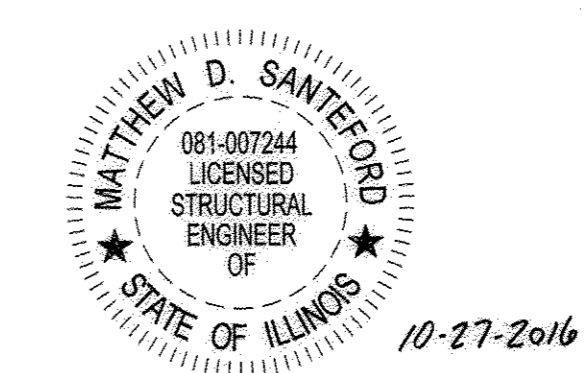
FUNCTIONAL CLASSIFICATION

15TH AVENUE - LOCAL ROAD

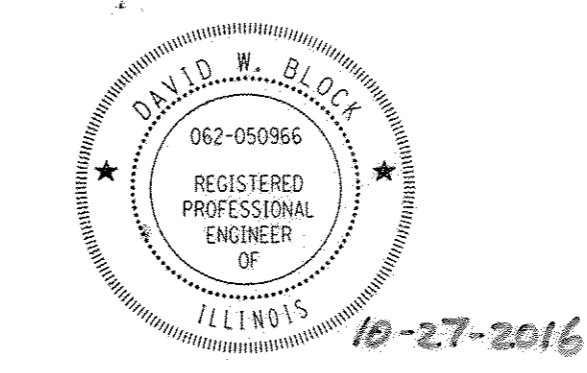


LOCATION MAP

NOT TO SCALE
PROJECT LENGTH (GROSS AND NET)
372.78 FT (0.07 MILES)



Matthew D. Santeford
MATTHEW D. SANTEFORD, P.E., S.E.
NO. 081-007244
EXP. DATE 11/30/2016
(SHEETS 18-30)



David W. Block
DAVID W. BLOCK, P.E.
NO. 062-050966
EXP. DATE 11/30/17
(SHEETS 1-17, 31-48)

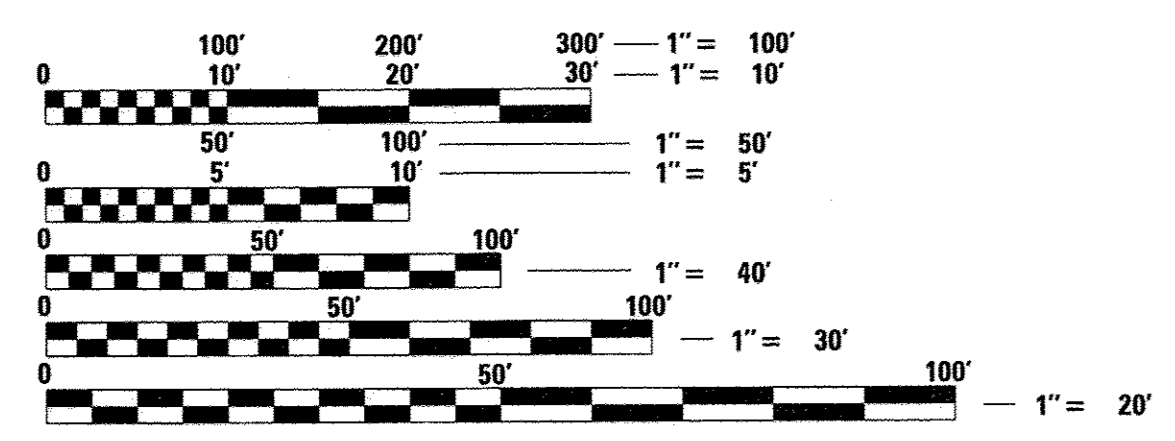
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

APPROVED 10-28, 2016
Christopher Holt
VILLAGE OF MELROSE PARK, PUBLIC WORKS DIRECTOR

PASSED NOVEMBER 2, 2016
Christopher Holt
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW November 3, 2016
John Fallman
REGIONAL ENGINEER

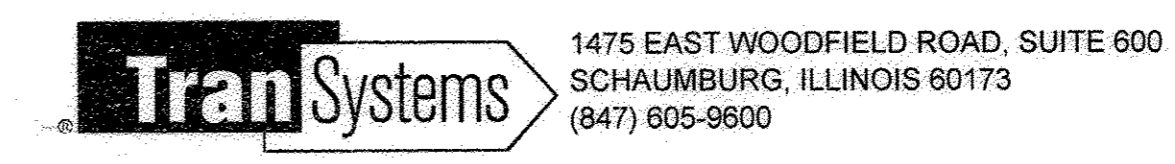
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OF THE STATE OF ILLINOIS**



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

CONTRACT NO. 61D24



PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE, P.E. (847) 705-4406, SCHAUMBURG, IL

GENERAL NOTES

REQUIREMENTS: THE PROJECT MUST BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, IDOT SUPPLEMENTAL SPECIFICATIONS, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS (2014 EDITION).

VILLAGE COORDINATION: THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF MELROSE PARK TEL. NO. (708) 343-5128 AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER, PRIOR TO BEGINNING CONSTRUCTION, WITH THE NAME AND PHONE NUMBER OF A CONTACT PERSON THAT WILL BE AVAILABLE FOR QUICK RESPONSE FOR AFTER-HOURS EMERGENCIES. IF THAT PERSON DOES NOT RESPOND WITHIN 4 HOURS OF THE CALL, THEN THE ENGINEER SHALL HIRE OR USE OTHER PERSONNEL TO REMEDY THE EMERGENCY AND DEDUCT ALL COSTS INCURRED FROM THE PAYMENTS DUE THE CONTRACTOR.

PUBLIC OR PRIVATE UTILITIES: THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE LOCATIONS OF SUCH FACILITIES TO AVOID DAMAGE TO THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS. THEIR FACILITIES MAY BE REQUIRED TO BE ADJUSTED OR RELOCATED.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. AT LEAST 48 HOURS NOTIFICATION IS REQUIRED. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL ALSO CALL THE "FIBER OPTIC HOT LINE" AT (800) 336-9193 FOR FIELD LOCATIONS OF FIBER OPTIC LINES. AT LEAST 48 HOURS NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY DUE TO THEIR NEGLIGENCE, AND SHALL RESTORE SUCH PROPERTY TO ITS PRECONSTRUCTION STATE AT HIS/HER OWN EXPENSE.

DISPOSAL OF MATERIALS: THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS, OUTSIDE THE 100-YEAR FLOODPLAIN, AT HIS/HER OWN EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM SITE ON THE DAY IT IS EXCAVATED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS, PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF THE IMPROVEMENT.

MAINTAINING DRAINAGE: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS WITH APPROPRIATE EROSION CONTROL MEASURES AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.

STEEL BAR CERTIFICATION: FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT 847-705-4363.

PROPOSED DETOUR: THE CONTRACTOR SHALL INSTALL THE PROPOSED DETOUR IN ACCORDANCE WITH THE DETOUR PLAN, NOTES, SPECIAL PROVISIONS, AND AT THE DIRECTION OF THE ENGINEER.

DRAIN TILES: DRAIN TILE SYSTEMS DISTURBED DURING DEVELOPMENT MUST BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE UNLESS THE APPROVED ENGINEERING PLANS INDICATE HOW THE DRAIN TILE SYSTEM IS TO BE CONNECTED TO THE PROPOSED STORMWATER MANAGEMENT SYSTEM. ALL ABANDONED DRAIN TILES SHALL BE REMOVED IN THEIR ENTIRETY.

LOCAL ROUTE BRIDGE: THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC AS-BUILT OR OTHER RECORD PLANS AND DOCUMENTS MUST CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

EDWIN STOELINGA, ENGINEER
HANCOCK ENGINEERING
(708) 865-0300

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001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
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886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	DATE		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	DATE		
	NO.		

A. REFERENCED SPECIFICATIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
 - STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - VILLAGE OF SKOKIE MUNICIPAL CODE;
 - THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
 - IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

- THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
- THE VILLAGE OF MELROSE PARK PUBLIC AND WORK DEPARTMENT MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

- ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88).
- MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
- THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
- THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
- ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
- THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
- ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
- RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

- THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
- A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
- DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
- ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
- ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
- ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
- ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL

- VITRIFIED CLAY PIPE
 REINFORCED CONCRETE SEWER PIPE
 CAST IRON SOIL PIPE
 DUCTILE IRON PIPE
 POLYVINYL CHLORIDE (PVC) PIPE
 6-INCH TO 15-INCH DIAMETER SDR 26
 18-INCH TO 27-INCH DIAMETER F/DY=46
 HIGH DENSITY POLYETHYLENE (HDPE)
 WATER MAIN QUALITY PVC
 4-INCH TO 36-INCH
 4-INCH TO 12-INCH
 14-INCH TO 48-INCH

PIPE SPECIFICATIONS

- ASTM C-700
 ASTM C-76
 ASTM A-74
 ANSI A21.51
 ASTM D-3034
 ASTM F-679
 ASTM D-3350
 ASTM D-3035
 ASTM D-2241
 AWWA C900
 AWWA C905

JOINT SPECIFICATIONS

- ASTM C-425
 ASTM C-443
 ASTM C-564
 ANSI A21.11
 ASTM D-3212
 ASTM D-3212
 ASTM D-3261,F-2620 (HEAT FUSION)
 ASTM D-3212,F-477 (GASKETED)
 ASTM D-2672 OR ASTM D-3139
 ASTM D-3212
 ASTM D-3212

- ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
- "BAND SEAL" OR SIMILAR NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
- BELOW THE FLOOD PROTECTION ELEVATION (FPE = BFE + 2 FEET), ALL SANITARY SEWER MANHOLES AND STRUCTURES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
- WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
 - A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
 - REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
 - WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
- WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.
- ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
- ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
- ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
- ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
- EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
- A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

- THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
- EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
- ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT OF WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
- TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
- DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
- ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
- VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
- SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
- EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
- STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
- THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
- ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
- THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

PLAN

DATE: _____ BY: _____

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PROFILE

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FILE NAME =	USER NAME = CEC	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	15TH AVENUE OVER SILVER CREEK MWRDGC NOTES	SCALE: NONE	SHEET NO. 3 OF 48 SHEETS	STA. _____ TO STA. _____	MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\transystems\pw\local\transyscorp\pw\dcom\229413\0023_MWRDGC_NOTES.dgn	DRAWN - CEC	REVISED -	1090						10-00117-00-BR	COOK	48	3	
PLOT SCALE = 1.0000' / in.	CHECKED - DWB	REVISED -	CONTRACT NO. 61D24										
PLOT DATE = 11/17/2016	DATE 10/17/2016	REVISED -	ILLINOIS FED. AID PROJECT										

DATE: _____ BY: _____
 REVISIONS: _____
 CHECKED: _____
 ALIGNED: _____
 NOTE BOOK NO. _____
 FILE NAME: _____

DATE: _____ BY: _____
 SURVEYED: _____
 GRADES CHECKED: _____
 NOTE BOOK NO. _____
 FILE NAME: _____

SUMMARY OF QUANTITIES					0004 ROADWAY STP-BR 20% LA	0011 BRIDGE S.N. 016-7479 80% STP-BR 20% LA	0043 WATERMAIN 100% LA	0005 RESURFACING 100% LA
CODE NUMBER	ITEMS	UNIT	TOTAL QUANTITY					
20101000	TEMPORARY FENCE	FOOT	120	120				
20200100	EARTH EXCAVATION	CU YD	155	155				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	105	105				
20800150	TRENCH BACKFILL	CU YD	359	10		349		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	125	125				
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	482	482				
* 25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25				
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23				
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23				
* 25100630	EROSION CONTROL BLANKET	SQ YD	482	482				
* 25200200	SUPPLEMENTAL WATERING	UNIT	5	5				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100				
28000400	PERIMETER EROSION BARRIER	FOOT	104	104				
28000510	INLET FILTERS	EACH	4	4				
28100107	STONE RIPRAP, CLASS A4	SQ YD	246		246			
28200200	FILTER FABRIC	SQ YD	246		246			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	42	42				
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,245	1,245				
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	568	568				
35800100	PREPARATION OF BASE	SQ YD	69				69	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25				25	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	39				39	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	30	15			15	
40600990	TEMPORARY RAMP	SQ YD	30	15			15	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	77				77	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	464	464				
40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	41	41				
42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SQ YD	1,052	1,052				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	32	32				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,167	3,167				
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	1,109	1,109				
42400800	DETECTABLE WARNINGS	SQ FT	40	40				
44000100	PAVEMENT REMOVAL	SQ YD	1,114	1,114				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	126	126				
44000300	CURB REMOVAL	FOOT	18	18				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	717	717				
44000600	SIDEWALK REMOVAL	SQ FT	3,306	3,306				
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	204				204	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1			
50200300	COFFERDAM EXCAVATION	CU YD	696		696			
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1			
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1			

• SPECIALTY ITEM

FILE NAME =	USER NAME = CECmin	DESIGNED - CEC	REVISED -
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	PLOT SCALE = 1:8000' / 1"	CHECKED - DWB	REVISED -
	PLOT DATE = 10/26/2016	DATE 10/17/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

15TH AVENUE OVER SILVER CREEK		MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SUMMARY OF QUANTITIES		1090	10-00117-00-BR	COOK	48	4
SCALE: NONE		SHEET NO. 4 OF 48 SHEETS		STA.	TO STA.	
				CONTRACT NO. 61D24		
ILLINOIS FED. AID PROJECT						

DATE	BY	SURVEYED	ALIGNED	CHECKED
PLAN	NOTE BOOK NO.	FILE NAME	FILE NAME	FILE NAME

DATE	BY	SURVEYED	GRADES	CHECKED
PROFILE	NOTE BOOK NO.	FILE NAME	FILE NAME	FILE NAME

SUMMARY OF QUANTITIES				0004 ROADWAY STP-BR 20% LA	0011 BRIDGE S.N. 016-7479 80% STP-BR 20% LA	0043 WATERMAIN 100% LA	0005 RESURFACING 100% LA
CODE NUMBER	ITEMS	UNIT	TOTAL QUANTITY				
50300225	CONCRETE STRUCTURES	CU YD	113		113		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	88		88		
50300260	BRIDGE DECK GROOVING	SQ YD	118		118		
50300300	PROTECTIVE COAT	SQ YD	182		182		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	48,290		48,290		
★ 50900105	ALUMINUM RAILING, TYPE L	FOOT	67		67		
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1,024		1,024		
51202305	DRIVING PILES	FOOT	1,024		1,024		
51203200	TEST PILE METAL SHELLS	EACH	2		2		
51204650	PILE SHOES	EACH	48		48		
51500100	NAME PLATES	EACH	1		1		
550A2510	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 10"	FOOT	8	8			
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	32	32			
550A2560	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	8	8			
550A2630	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 54"	FOOT	8	8			
55100400	STORM SEWER REMOVAL 10"	FOOT	10	10			
55100500	STORM SEWER REMOVAL 12"	FOOT	37	37			
55101200	STORM SEWER REMOVAL 24"	FOOT	15	15			
55102000	STORM SEWER REMOVAL 54"	FOOT	10	10			
★ 56100200	WATER MAIN 1 1/2"	FOOT	19			19	
★ 56100500	WATER MAIN 4"	FOOT	19			19	
★ 56100600	WATER MAIN 6"	FOOT	85			85	
★ 56100700	WATER MAIN 8"	FOOT	400			400	
★ 56101150	DUCTILE IRON WATER MAIN REDUCER, 8" X 6"	EACH	2			2	
★ 56104800	WATER VALVES 4"	EACH	1			1	
★ 56104900	WATER VALVES 6"	EACH	4			4	
★ 56105000	WATER VALVES 8"	EACH	1			1	
★ 56201600	CORPORATION STOPS 1 1/2"	EACH	1			1	
★ 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	2	2			
★ 56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1			1	
★ 56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	2			2	
★ 56500800	DOMESTIC WATER SERVICE BOXES	EACH	1			1	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	110		110		
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60248700	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4			4	
60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2			2	
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3	3			
60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	1	1			
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1			
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2			

• SPECIALTY ITEM

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		CHECKED - DWB	REVISED -
		DATE 10/17/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

15TH AVENUE OVER SILVER CREEK
SUMMARY OF QUANTITIES

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	5
SCALE: NONE			SHEET NO. 5 OF 48 SHEETS STA. TO STA.	
ILLINOIS FED. AID PROJECT				

CONTRACT NO. 61D24

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PROFILE SURVEYED BY DATE
 PLOTTED BY DATE
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 NO. STRUCTURE NOTATIONS CHRD

SUMMARY OF QUANTITIES				0004 ROADWAY STP-BR 20% LA	0011 BRIDGE S.N. 016-7479 80% STP-BR 20% LA	0043 WATERMAIN 100% LA	0005 RESURFACING 100% LA
CODE NUMBER	ITEMS	UNIT	TOTAL QUANTITY				
6050060	REMOVING INLETS	EACH	2	2			
60500405	FILLING VALVE VAULTS	EACH	6			6	
60600605	CONCRETE CURB, TYPE B	FOOT	16	16			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	733	733			
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	25	25			
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1			
67100100	MOBILIZATION	LSUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	150	150			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	10	10			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	38	38			
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	18	18			
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	58	58			
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	97	97			
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	30	30			
* 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	117	117			
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1			
* 88600100	DETECTOR LOOP, TYPE I	FOOT	30	30			
* 88600700	PREFORMED DETECTOR LOOP	FOOT	60	60			
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	152	152			
X0327357	CONSTRUCTION VIBRATION MONITORING	LSUM	1		1		
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1			
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	4	4			
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	657				657
* X5610706	WATER MAIN REMOVAL, 6"	FOOT	50	50			
* X5630704	CONNECTION TO EXISTING WATER MAIN 4"	EACH	1			1	
* X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	4			4	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	147		147		
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	2	2			
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	12	12			
* X6640535	CHAIN LINK FENCE, 6' ATTACHED TO STRUCTURE	FOOT	50		50		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1			
X7040650	REMOVE TEMPORARY CONCRETE BARRIER	FOOT	50	50			
* X8360095	EXISTING LIGHT POLE FOUNDATION ADJUSTMENT	EACH	2	2			
Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	61	61			
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	127	127			
* Z0067700	STEEL CASINGS 20"	FOOT	55			55	
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2			
Δ Z0076600	TRAINEES	HOURL	500	500			
Δ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	500	500			

• SPECIALTY ITEM
 Δ 0042

FILE NAME =	USER NAME = CEC	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	15TH AVENUE OVER SILVER CREEK SUMMARY OF QUANTITIES	MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\transystems\pk_local\transyscorp\pwl\ce	omn\d0229413\02023_QUANT.dgn	DRAWN - CEC	REVISED -			1090	10-00117-00-BR	COOK	48	6
PLOT SCALE = 1:2000		CHECKED - DWB	REVISED -			CONTRACT NO. 61D24				
PLOT DATE = 10/27/2016		DATE 10/17/2016	REVISED -			SCALE: NONE	SHEET NO. 6 OF 48 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

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PROFILE	SURVEYED	DATE
	PLOTTED	
NOTE BOOK NO.	CHECKED	
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	FILE NAME	

LOCATION	20201200 REM & DISP OF UNSUITABLE MATERIAL (CU YD) (NOTE 1)	20200100 EARTH EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (ADJ 15% FOR SHRINKAGE) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
15TH AVENUE - SOUTH LIMITS TO BRIDGE	10	84	72	1	+71
15TH AVENUE - BRIDGE TO NORTH LIMITS	45	71	61	42	+19
TOTAL	55	155	133	43	0

NOTE 1: INCLUDES TOPSOIL STRIPPING.

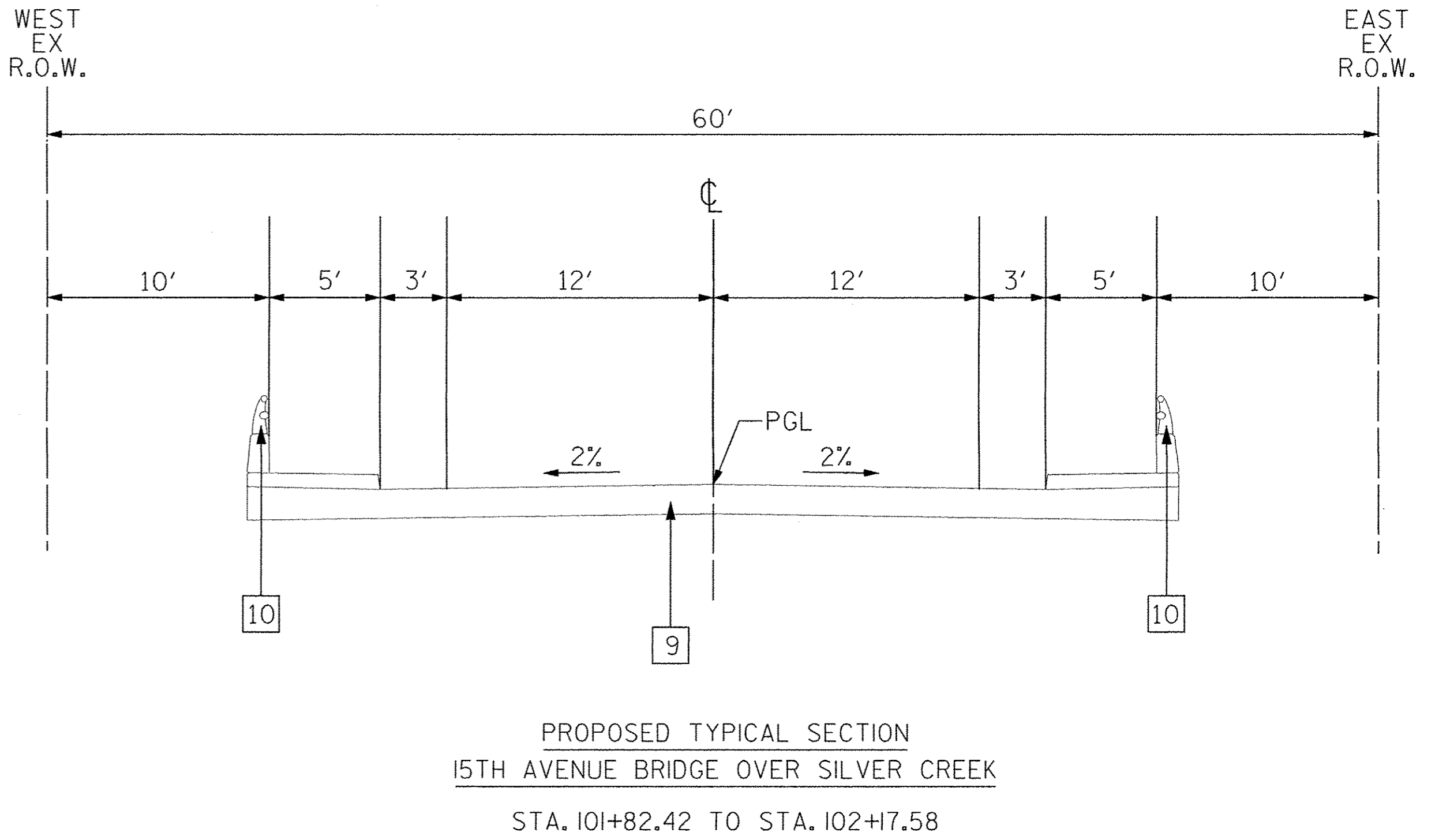
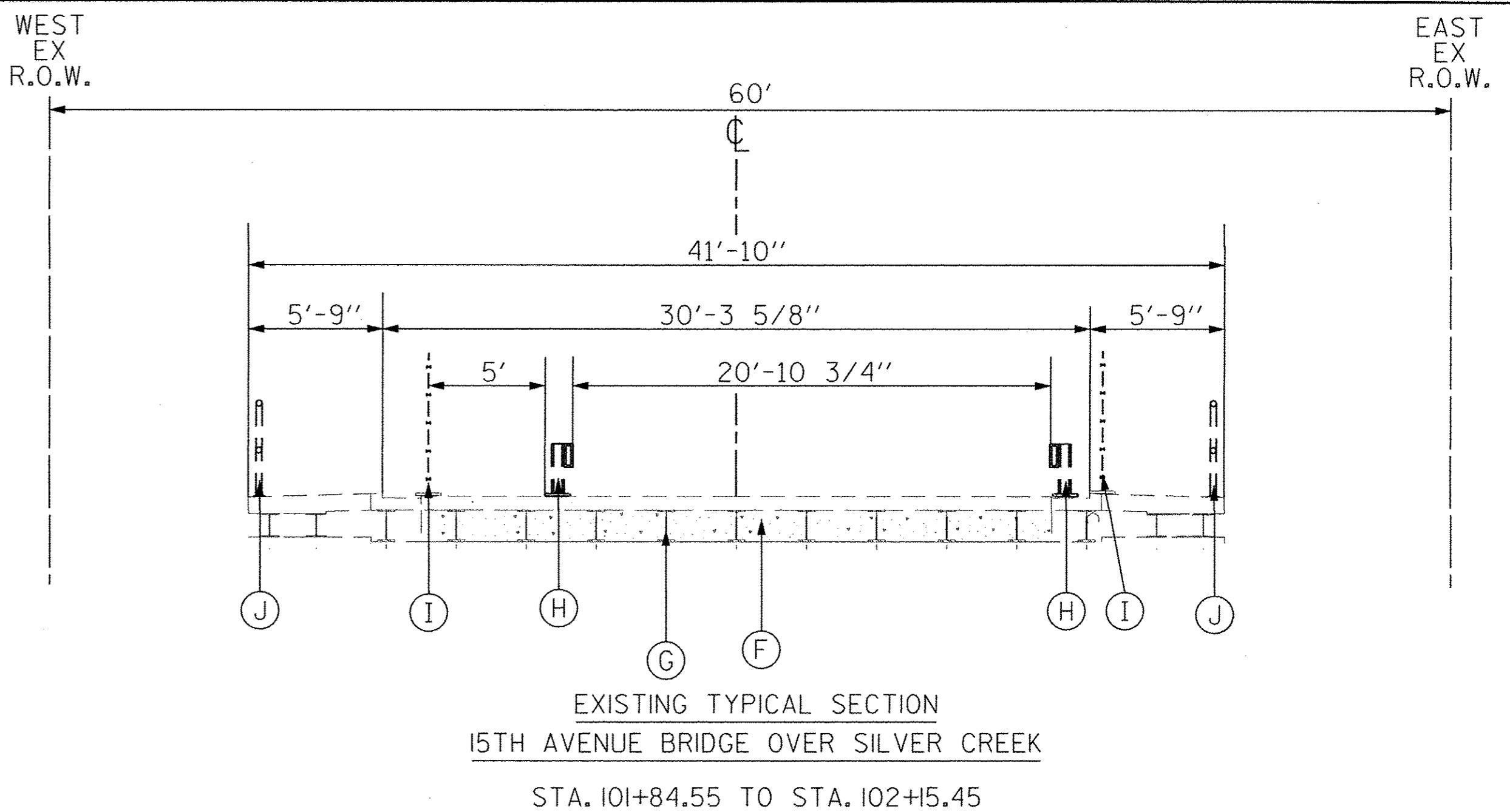
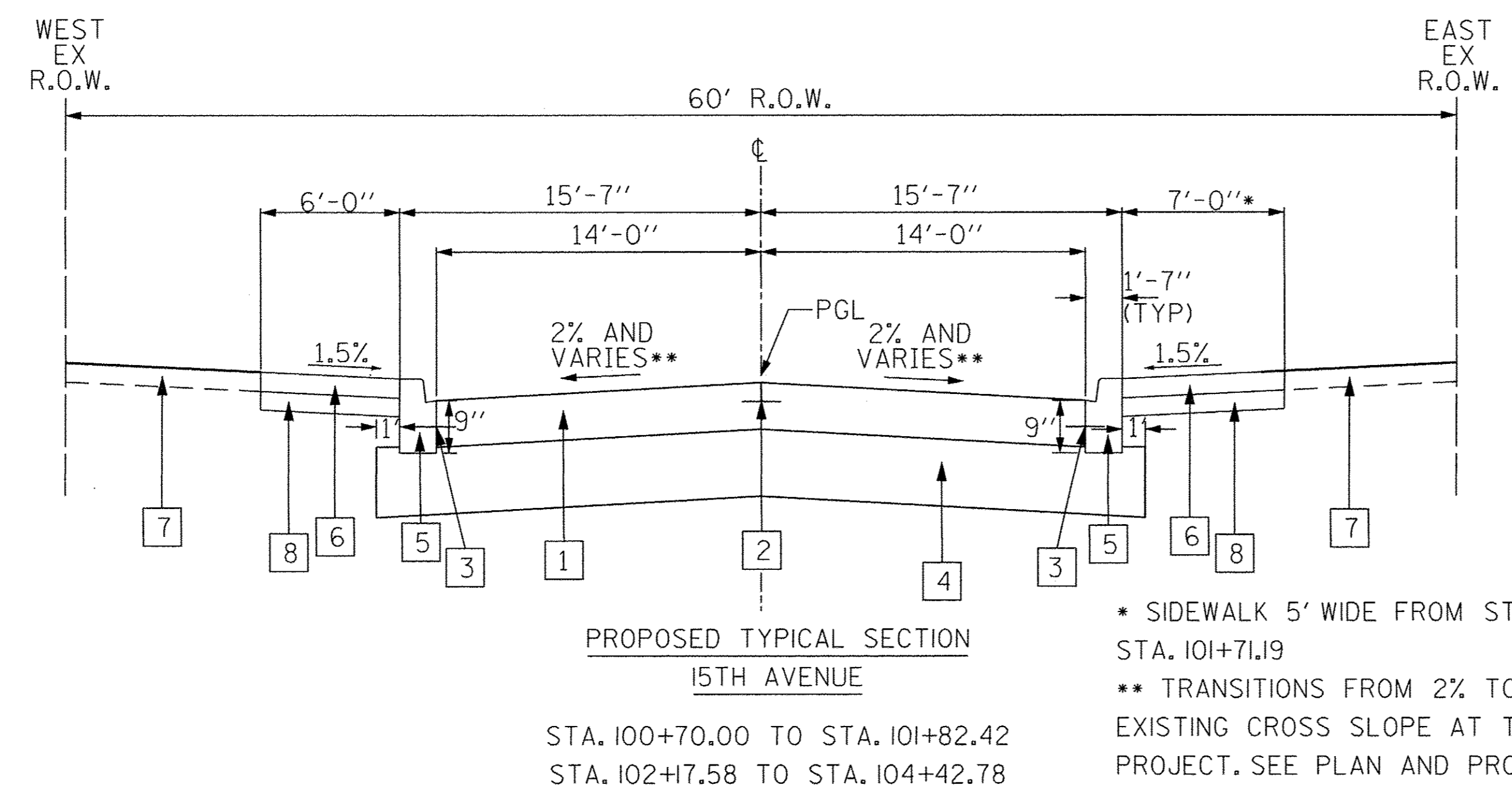
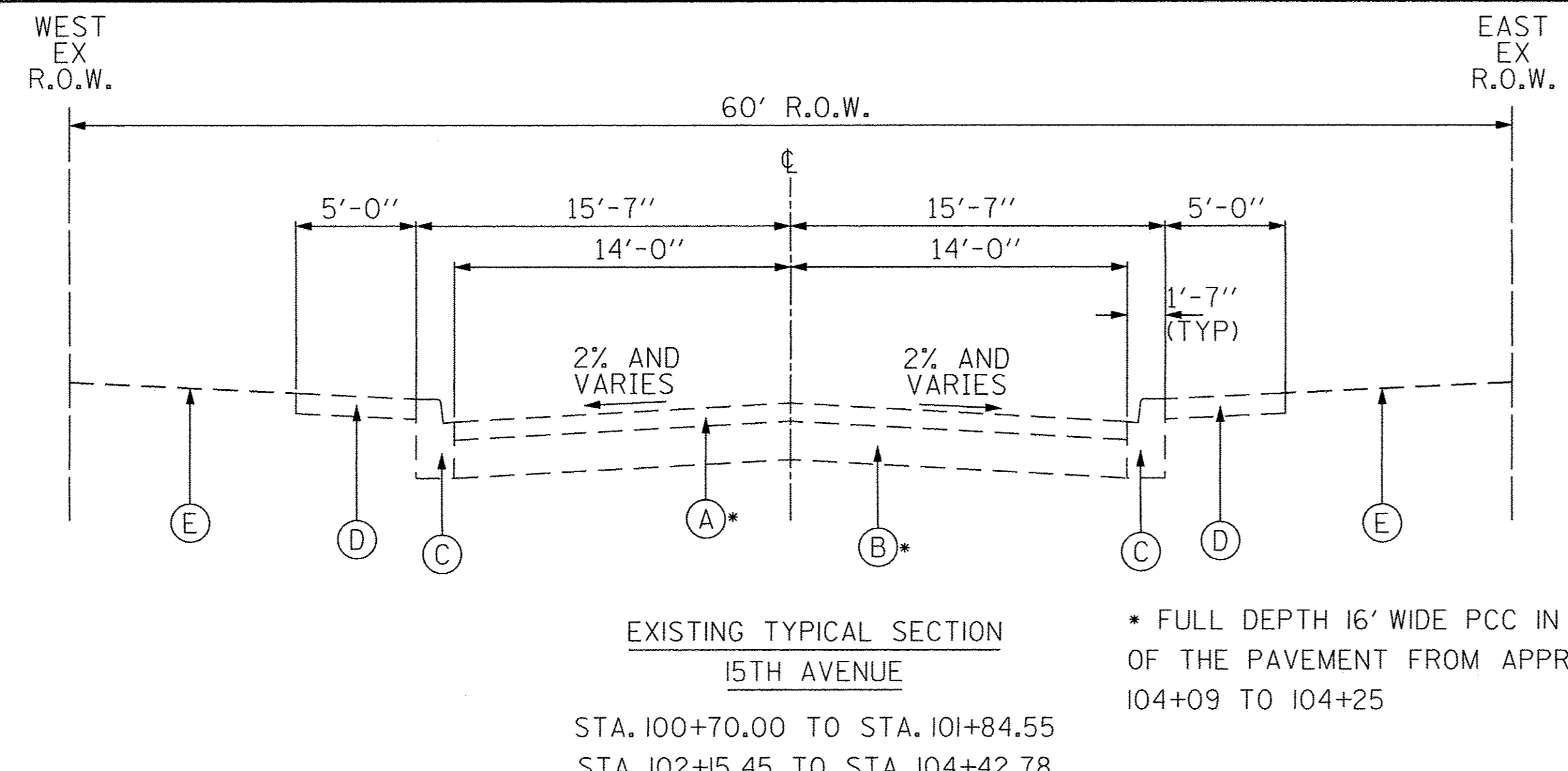
NOTE 2: 50 CY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL WAS ASSUMED FOR UNDERCUTTING. TOTAL QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL IS 105 CY.

THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT SHOULD BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY AGGREGATE SUBGRADE IMPROVEMENT NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.

FILE NAME =	USER NAME = CEComin	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	15TH AVENUE OVER SILVER CREEK SCHEDULE OF QUANTITIES EARTHWORK TABLE	MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\transystems\pw_local\transyscorp\pw1\ccomin\0229413\0023.SCHEDULE.dgn	DRAWN - CEC	REVISED -	1090			10-00117-00-BR	COOK	48	7	
PLOT SCALE = 1.0000' / 1" .	CHECKED - DWB	REVISED -	CONTRACT NO. 61D24							
PLOT DATE = 11/17/2016	DATE 10/17/2016	REVISED -	SCALE: NONE			SHEET NO. 7 OF 48 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

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- LEGEND**
- EXISTING
- (A) HMA BINDER AND SURFACE COURSES, VARIES 2" TO 7" (TO BE REMOVED AND PAID FOR AS PAVEMENT REMOVAL)
 - (B) PCC BASE COURSE, VARIES 6" TO 13" (TO BE REMOVED AND PAID FOR AS PAVEMENT REMOVAL)
 - (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TO BE REMOVED AND PAID FOR AS COMB CURB & GUTTER REMOVAL)
 - (D) PCC SIDEWALK, 5" (TO BE REMOVED AND PAID FOR AS SIDEWALK REMOVAL)
 - (E) EXISTING GROUND SURFACE (ASSUME TOPSOIL DEPTH IS 6")
 - (F) 4 1/2" REINFORCED CONCRETE DECK WITH 2 1/2" HMA OVERLAY (TO BE REMOVED AND PAID FOR AS REMOVAL OF EXISTING STRUCTURES)
 - (G) STEEL ROLLED BEAMS (TO BE REMOVED AND PAID FOR AS REMOVAL OF EXISTING STRUCTURES)
 - (H) GUARDRAIL (TO BE REMOVED AND PAID FOR AS REMOVAL OF EXISTING STRUCTURES)
 - (I) CHAIN LINK FENCE (TO BE REMOVED AND PAID FOR AS REMOVAL OF EXISTING STRUCTURES)
 - (J) STEEL RAILING (TO BE REMOVED AND PAID FOR AS REMOVAL OF EXISTING STRUCTURES)

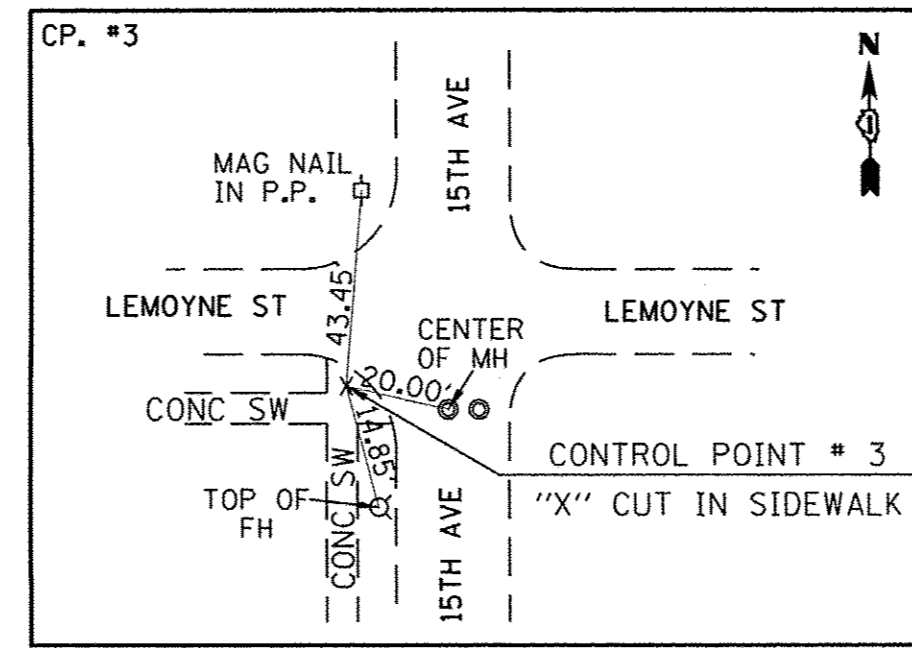
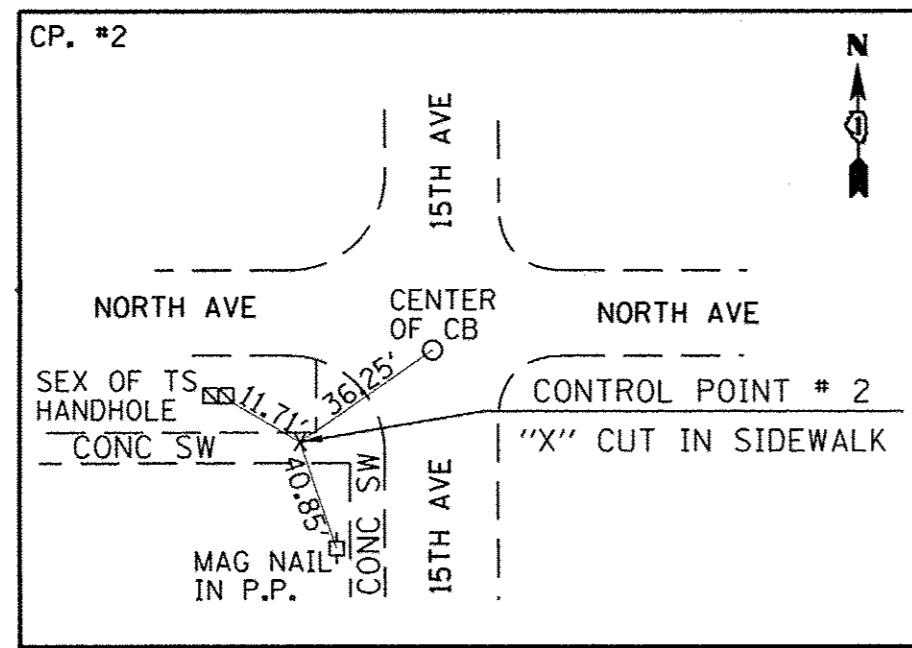
- PROPOSED
- (1) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
 - (2) LONGITUDINAL CONSTRUCTION JOINT NO. 6 X 2' LONG DEFORMED TIE BARS (EPOXY COATED) AT 2' C-C (STANDARD 420001-08 INCLUDED IN THE COST OF PCC PAVEMENT)
 - (3) NO. 6 X 2' LONG DEFORMED TIE BARS GROUTED-IN-PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-08 INCLUDED IN THE COST OF COMB CONC CURB AND GUTTER)
 - (4) AGGREGATE SUBGRADE IMPROVEMENT 12"
 - (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - (6) PCC SIDEWALK, 5" (PCC SIDEWALK, 8" ACROSS DRIVEWAYS)
 - (7) TOPSOIL FURNISH AND PLACE, 6" AND SEEDING, CLASS 2A
 - (8) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
 - (9) REINFORCED CONCRETE SLAB, 16" MINIMUM
 - (10) TYPE L RAILING

MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) AT Ndes
15TH AVENUE (STATION 98+66.63 TO STATION 100+70.00) HMA SURFACE COURSE, MIX "D", N70 (IL 9.5 mm) 2" LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5 mm) 1" HMA DRIVEWAYS 10" HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm) 2" HMA BASE COURSE (HMA BINDER IL - 19mm) 8" (IN 3 LIFTS)	4% AT 70 GYRATIONS 4% AT 70 GYRATIONS 4% AT 50 GYRATIONS 4% AT 50 GYRATIONS

NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC-TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.



COORDINATE INFORMATION

POINT ON ALIGNMENT	STA	NORTHING	EASTING
15TH AVENUE, POT	98+00.00	1,908,742.11	1,115,198.37
15TH AVENUE, POT	105+99.97	1,909,541.73	1,115,174.88

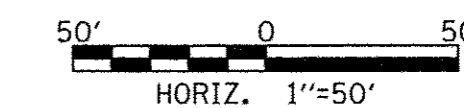
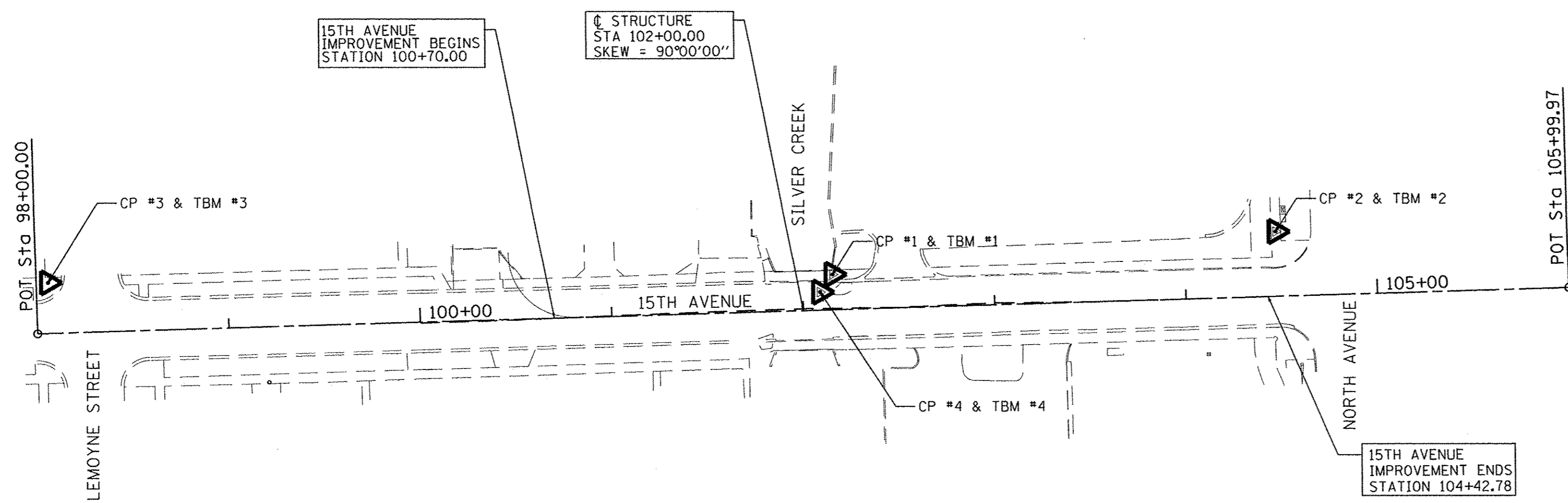
BENCHMARK SUMMARY

NAME	ELEVATION**	STATION	DESCRIPTION
TBM #1	626.68	102+15.80, 18.5' LT	FOUND "X" IN NW CORNER OF SILVER CREEK AND 15TH AVENUE.
TBM #2	629.13	104+47.85, 33.9' LT	SET "X" IN SIDEWALK AT THE SW CORNER OF NORTH AVENUE AND 15TH AVENUE.
TBM #3	626.29	98+06.23, 26.6' LT	SET "X" IN SIDEWALK AT THE SW CORNER OF LEMOYNE STREET AND 15TH AVENUE.
TBM #4	626.60	102+09.02, 9.4' LT	SET MAG NAIL ON NW CORNER OF SILVER CREEK BRIDGE AND 15TH AVENUE.

CONTROL POINT SUMMARY

NAME	NORTHING	EASTING	DESCRIPTION
CP #1	1,909,157.19	1,115,167.69	FOUND "X" IN NW CORNER OF SILVER CREEK AND 15TH AVENUE.
CP #2	1,909,388.68	1,115,145.49	SET "X" IN SIDEWALK AT THE SW CORNER OF NORTH AVENUE AND 15TH AVENUE.
CP #3	1,908,747.56	1,115,171.66	SET "X" IN SIDEWALK AT THE SW CORNER OF LEMOYNE STREET AND 15TH AVENUE.
CP #4	1,909,150.68	1,115,176.96	SET MAG NAIL ON NW CORNER OF SILVER CREEK BRIDGE AND 15TH AVENUE.

** NOTE: ALL ELEVATIONS SHOWN HERE ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).



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		CHECKED - DWB	REVISED -
		DATE 10/17/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

15TH AVENUE OVER SILVER CREEK
ALIGNMENT, TIES AND BENCHMARKS

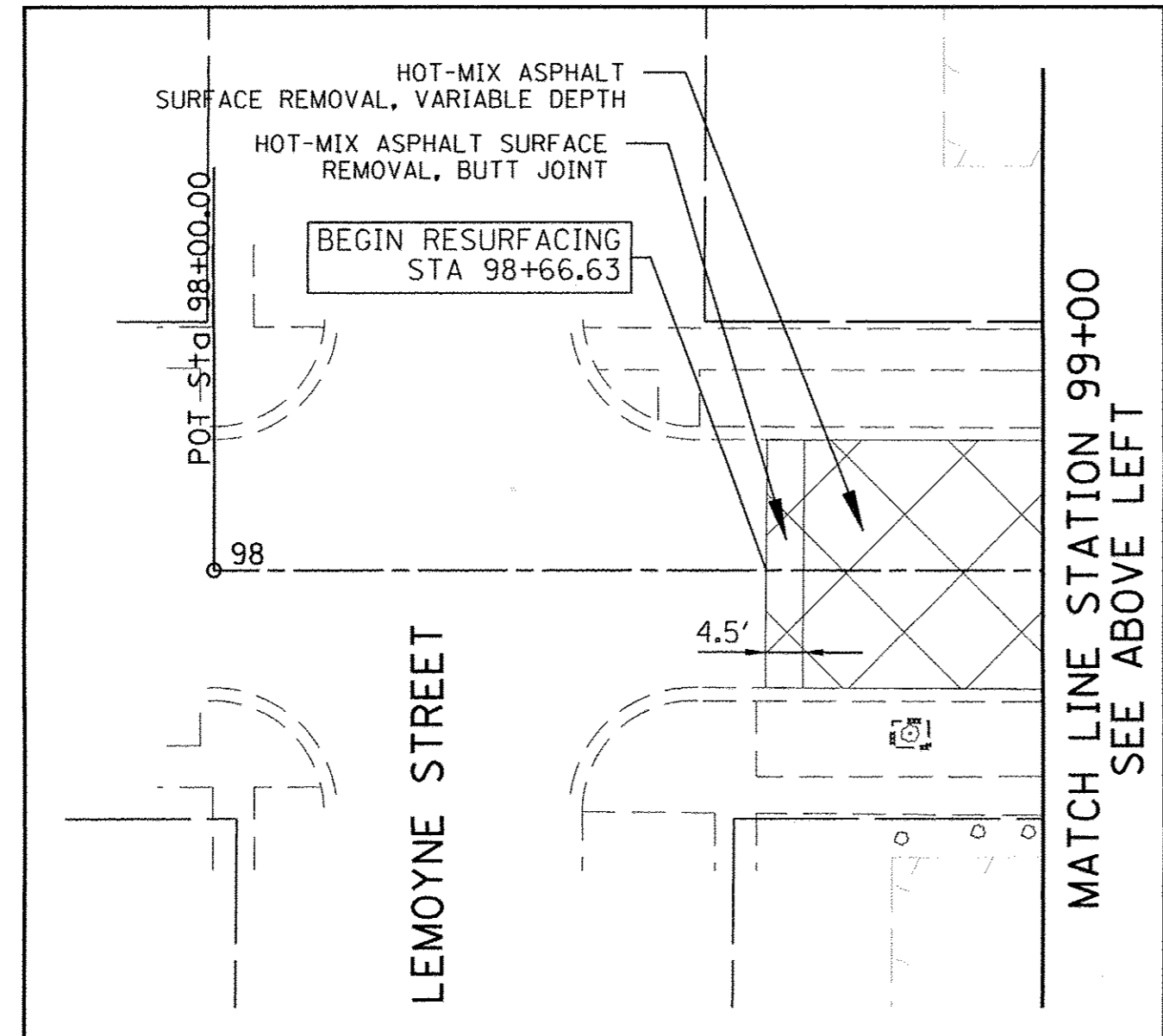
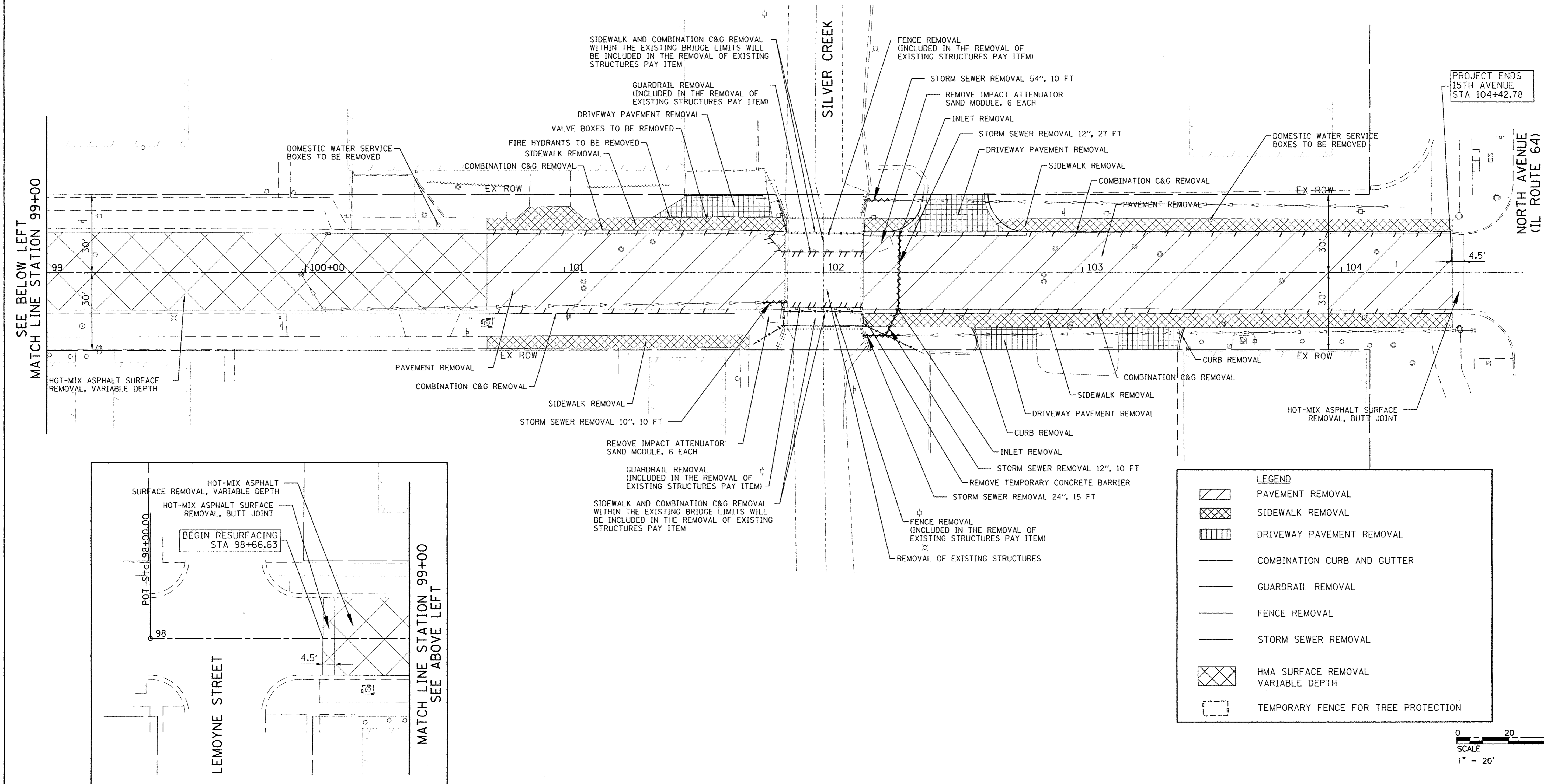
SCALE: 1" = 50' SHEET NO. 9 OF 48 SHEETS STA. TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	9
CONTRACT NO. 61D24				
ILLINOIS FED. AID PROJECT				



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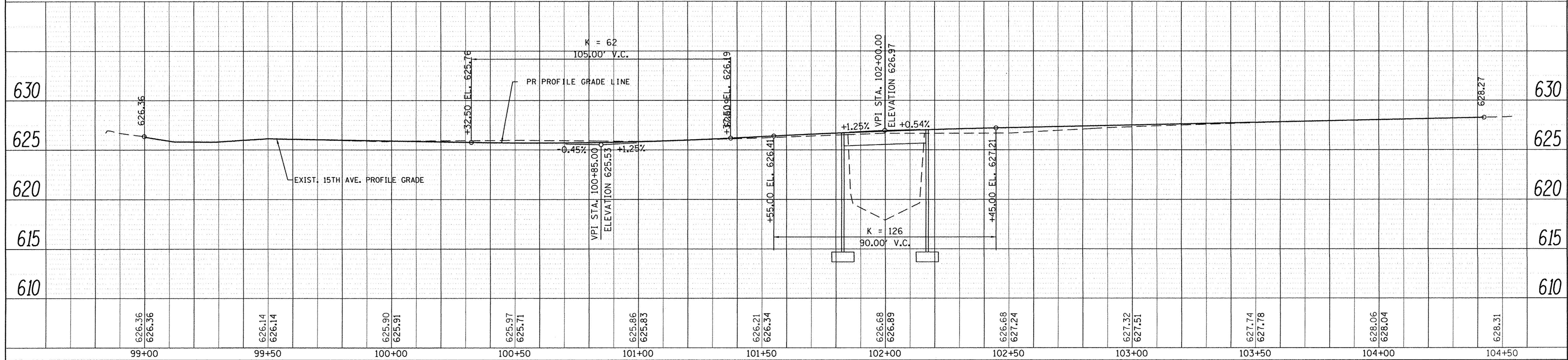
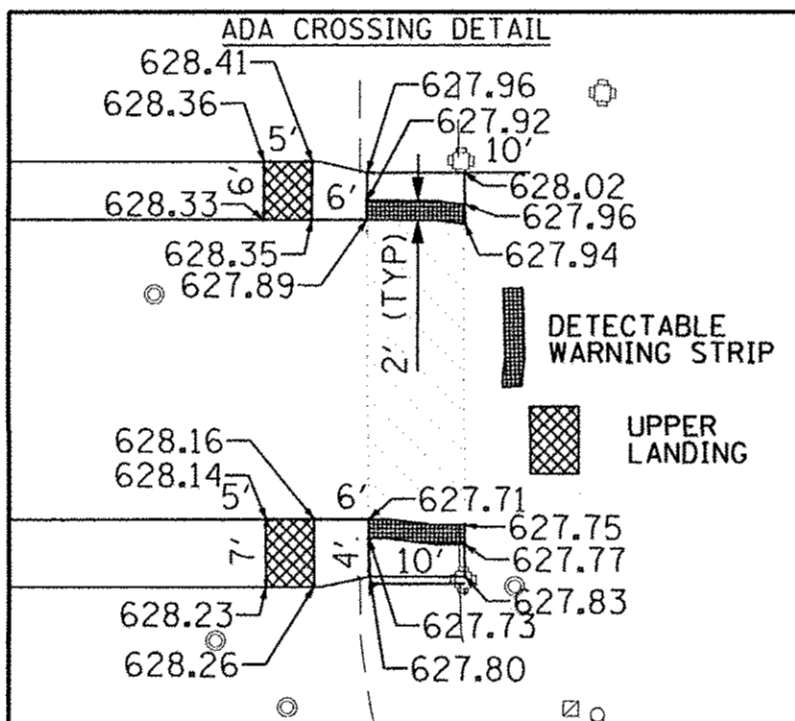
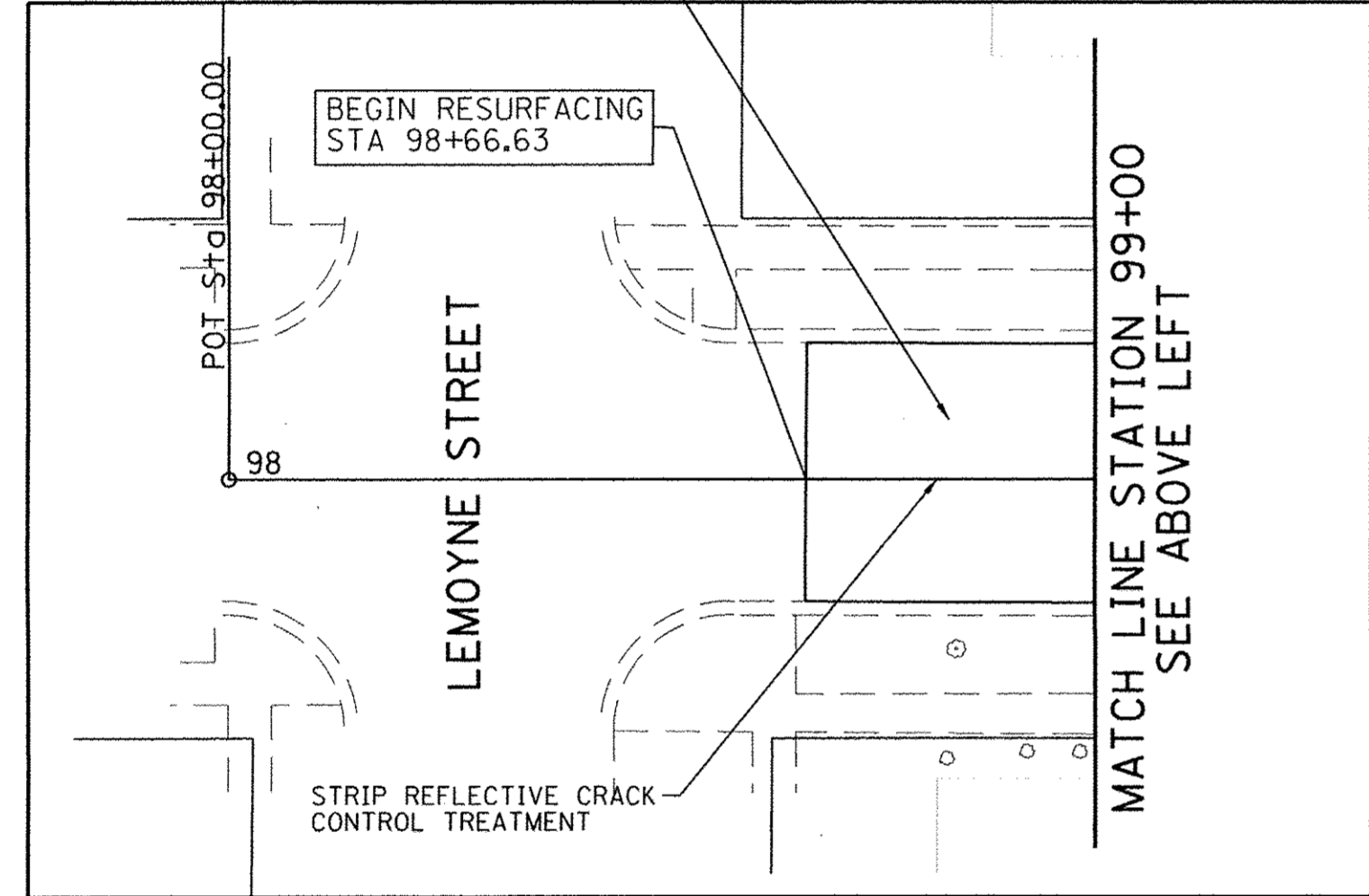
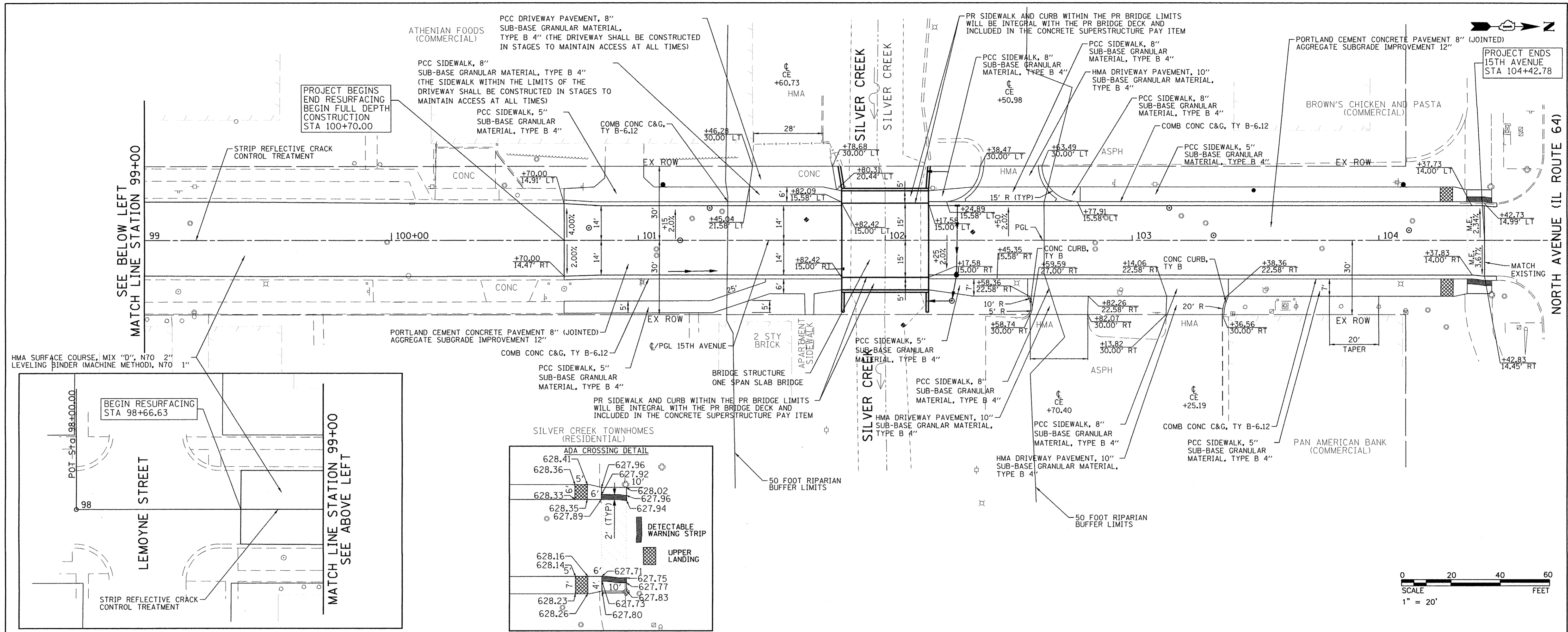
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PLLOT DATE = 11/17/2016	DATE -	CHECKED -	REVISED -		SCALE: 1" = 20'			SHEET NO. 10 OF 48 SHEETS		STA. 100+70.00 TO STA. 104+42.78	
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

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	STRUCTURE NOTATIONS CHRD	



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PLOT SCALE = 20.00' / 1"		CHECKED - DWB	REVISED -			CONTRACT NO. 61D24					
PLOT DATE = 11/17/2016		DATE 10/17/2016	REVISED -			ILLINOIS FED. AID PROJECT					

SIGN LEGEND

① DETOUR AHEAD W20-2 48"X48"	② ROAD CLOSED AHEAD W20-3 48"X48"	③ ROAD CLOSED R11-2 48"X30"
④ DETOUR M4-10L 48"X18"	⑤ DETOUR M4-10R 48"X18"	⑥ ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"
⑦ 15TH AVE 28"X12"	⑧ WILL NOT BE USED	⑨ DETOUR M4-9-R 30"X24"
⑩ DETOUR M4-9-L 30"X24"	⑪ END DETOUR M4-8A 24"X18"	⑫ DETOUR M4-9-S 30"X24"
⑬ DETOUR M4-9-AR 30"X24"	⑭ DETOUR M4-9-AL 30"X24"	⑮ NORTH M3-1(O) 24"X12"
⑯ SOUTH M3-3(O) 24"X12"	⑰ ROAD CLOSED 500 FT W20-3 48"X48"	⑱ ONE WAY R6-1 36"X12"

LEGEND

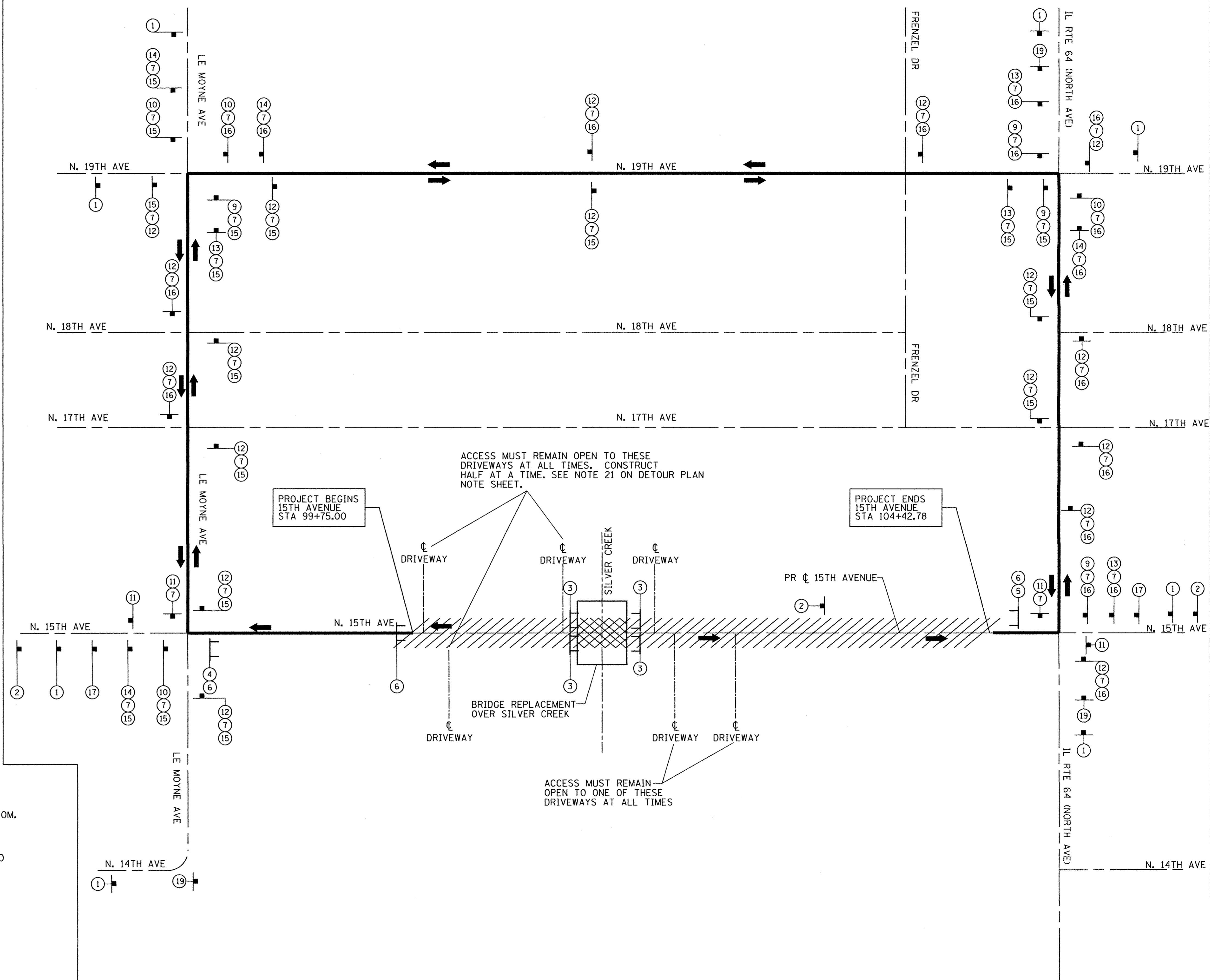
	SIGN
	DETOUR ROUTE FOR 15TH AVE TRAFFIC
	TYPE III BARRICADE
	ROAD PARTIALLY CLOSED
	DETOUR ROUTE
	FULLY CLOSED ROAD

DETOUR TYPICAL ASSEMBLY



NOTES:

1. SIGNS ARE TO BE ASSEMBLED AND MOUNTED IN THE ORDER SPECIFIED, TOP TO BOTTOM.
2. ALL SIGN SPACING SHALL BE IN ACCORDANCE WITH DISTRICT DETAIL TC-21
3. THE COST OF THE DETOUR AND THE COST OF THE DETOUR SIGNS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
4. ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION.



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NOTES:

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION
2. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE (3) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
3. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE (3) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF SIGNS.
4. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, WITH THE APPROVAL OF THE ENGINEER.
5. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM, ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
7. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO CLOSE THIS ROAD. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER.
8. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED. IN ACCORDANCE WITH ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS AND STANDARD 701901.
10. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE "STANDARD SPECIFICATIONS". ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
11. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE "THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
12. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE "STANDARD SPECIFICATIONS". ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
13. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.
14. THE "ROAD CLOSED" (R11-2), AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.
15. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9"X VARIABLE OR 12"X VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.
16. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC, THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
17. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE "STANDARD SPECIFICATIONS" SHALL APPLY.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
19. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR THIS WORK: STANDARD 701901-05 AND DISTRICT DETAIL TC-21 FOR SIGN SPACING.
20. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
21. IN ORDER TO ALLOW FOR ACCESS TO REMAIN OPEN TO LOCAL DRIVEWAYS, CONSTRUCTION OF THE DRIVEWAYS WILL PROCEED WITH HALF OF THE DRIVEWAY BEING RE-CONSTRUCTED AND THE OTHER HALF OF THE DRIVEWAY ACCESSIBLE TO TRAFFIC. ONCE THE FIRST HALF OF THE DRIVEWAY CONSTRUCTION IS COMPLETED, THE SECOND HALF OF THE DRIVEWAY WILL BE RE-CONSTRUCTED WHILE TRAFFIC IS DIRECTED ON TO THE NEWLY CONSTRUCTED HALF OF THE DRIVEWAY.

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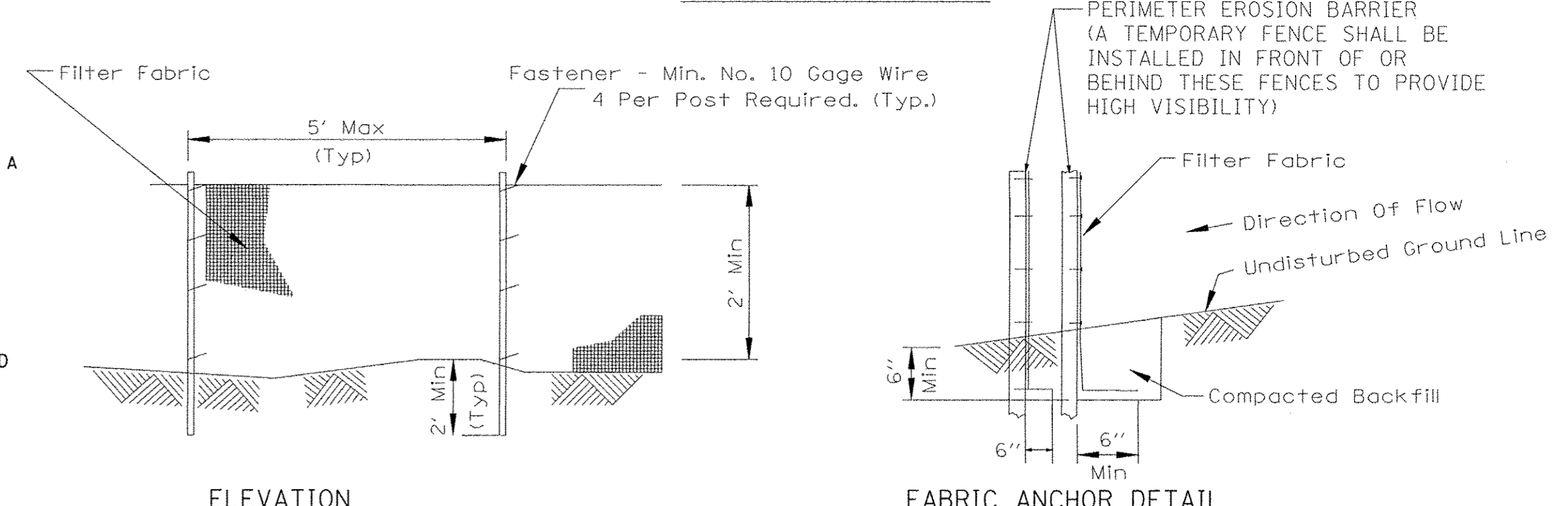
TEMPORARY EROSION CONTROL NOTES

- THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
- EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
- ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE. THE WASHOUT FACILITY SHALL BE ESTABLISHED ON THE EXISTING ROADWAY PAVEMENT WITH ONE ON EACH SIDE OF SILVER CREEK IN LOCATIONS APPROVED BY THE RESIDENT ENGINEER AND VILLAGE OF MELROSE PARK. WASHOUTS SHALL BE REMOVED FROM THE SITE PRIOR TO COMPLETING ROADWORK.
- TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
- DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
- ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
- VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
- SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
- EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
- STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
- THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMANS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
- ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
- THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

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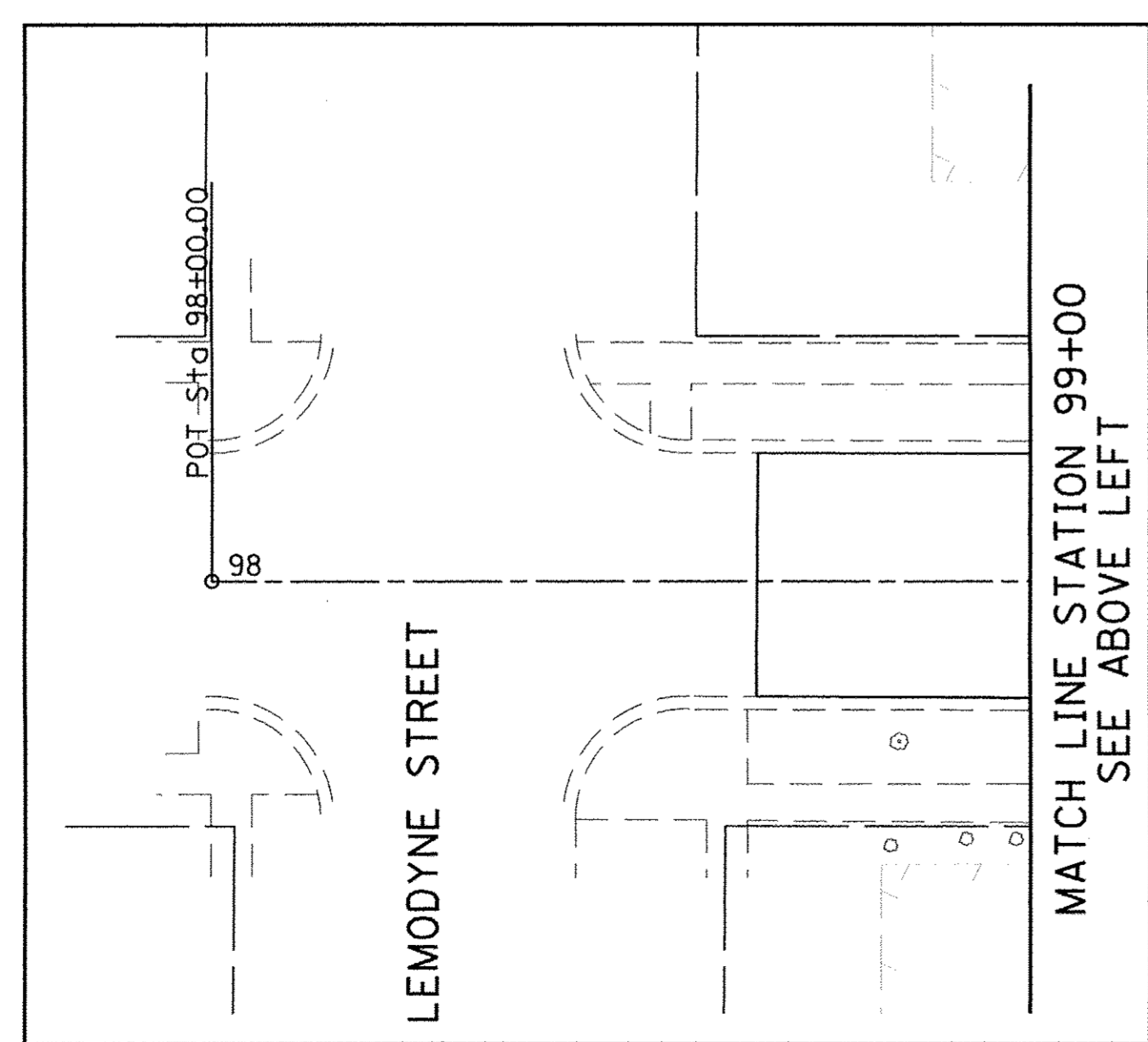
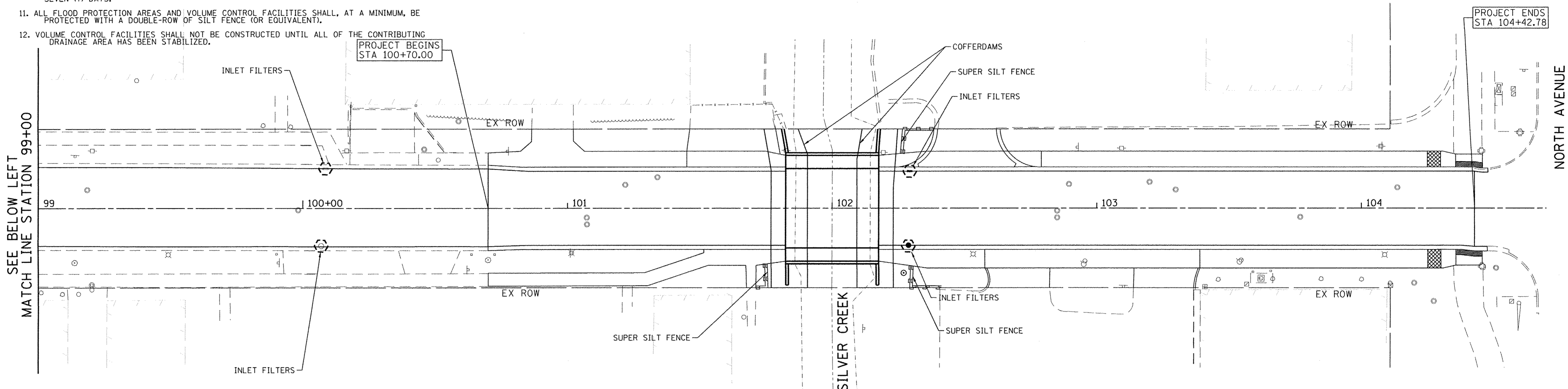
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SUPER SILT FENCE



- NOTES
- PAID PER FOOT FOR PERIMETER EROSION BARRIER.
 - EACH FOOT OF SUPER SILT FENCE EQUALS 2 FEET OF PERIMETER EROSION BARRIER.
 - THE POSTS SHALL BE A MINIMUM OF 4 FEET LONG.
 - TEMPORARY FENCE SHALL BE INSTALLED IN FRONT OF OR BEHIND THESE FENCES TO PROVIDE HIGH VISIBILITY. PAID FOR AS TEMPORARY FENCE.

SEE BELOW LEFT
MATCH LINE STATION 99+00



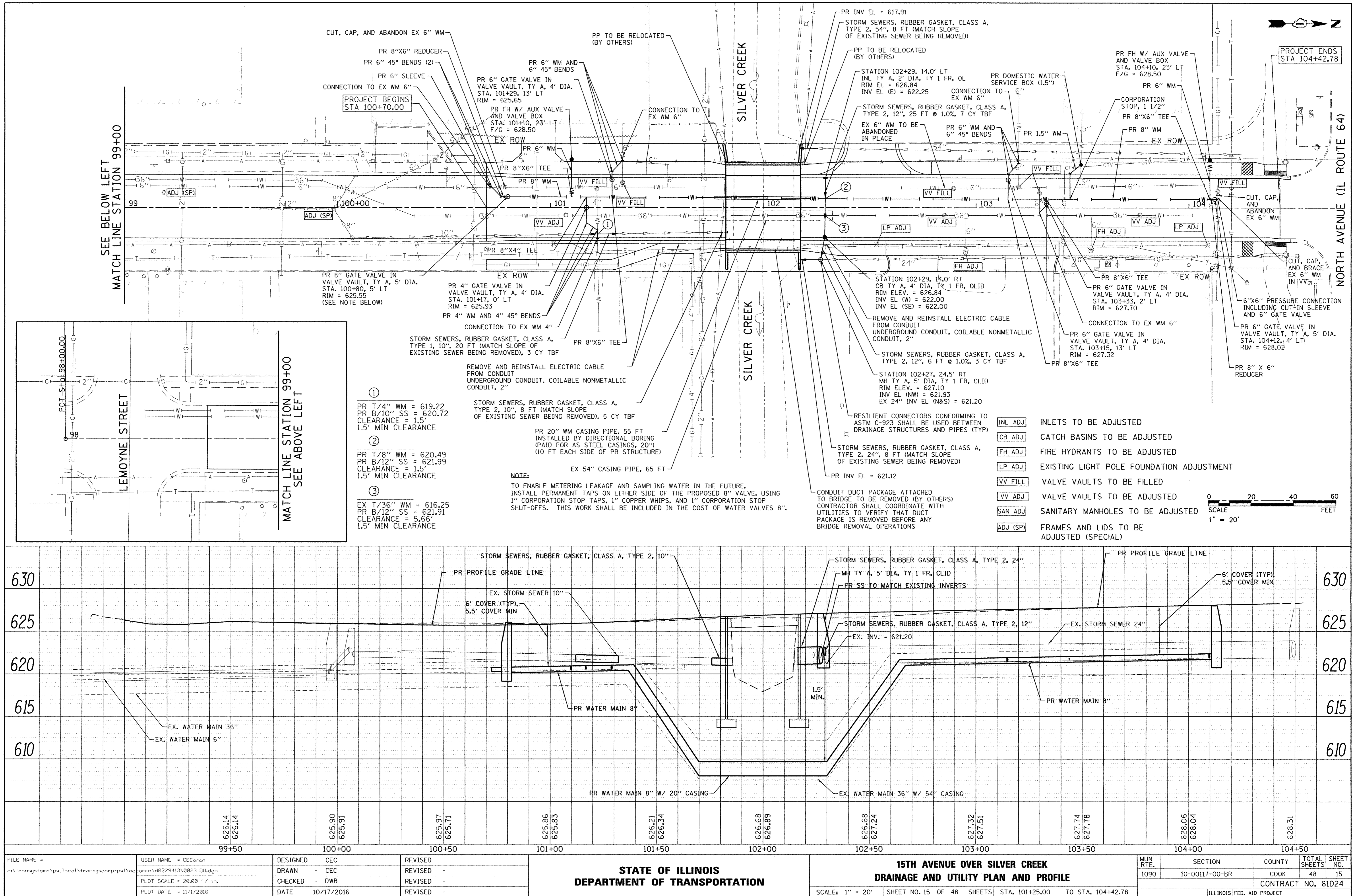
EROSION AND SEDIMENTATION CONTROL SEQUENCES

- THE FOLLOWING EROSION CONTROL MEASURES ARE TO BE INSTALLED PRIOR TO CLEARING
 - SILT FENCES**
ERECT ALL SILT FENCES AS SHOWN ON THE EROSION CONTROL PLANS TO CONTROL SEDIMENT FROM THE RUNOFF LEAVING THE DISTURBED AREAS.
 - TREE PROTECTION**
INSTALL TREE PROTECTION TO THE TREES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN OR AS DIRECTED BY THE ENGINEER.
- WITHIN 7 DAYS OF THE COMPLETION OF CLEARING OR GRADING OR WITHIN 14 DAYS OF LAST DISTURBANCE, THE FOLLOWING MEASURES SHALL BE ENFORCED.
 - TEMPORARY STABILIZATION**
PROVIDE TEMPORARY STABILIZATION OVER AREAS THAT CANNOT BE STABILIZED WITH PERMANENT VEGETATIVE MEASURES FOR 14 DAYS OR MORE AND CONSEQUENTLY REQUIRE TEMPORARY SEEDING AND TEMPORARY EROSION CONTROL BLANKET. THESE AREAS SHALL BE TREATED WITH PERMANENT VEGETATIVE COVER AT SOME FUTURE DATE.

- THE FOLLOWING EROSION CONTROL MEASURE SHALL BE PERFORMED AFTER PROPOSED DRAINAGE STRUCTURES AND STORM SEWERS ARE CONSTRUCTED.
 - INLET FILTER PROTECTION**
INLET PROTECTION SHALL BE PROVIDED TO ALL PROPOSED INLETS OR CATCH BASINS LOCATED IN ALL AREAS AS SHOWN ON EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.
- THE FOLLOWING MEASURES SHALL BE PROVIDED DURING THE CONTRACT ON AN AS NEEDED BASIS.
 - DUST CONTROL WATERING**
DUST CONTROL WATERING SHALL BE APPLIED TO CONTROL THE DUST RESULTING FROM THE CONSTRUCTION OPERATION.
 - STREET CLEANING AND SWEEPING**
STREET CLEANING AND SWEEPING SHALL BE PERFORMED ON EACH WORKDAY, AS REQUIRED AND DIRECTED AND APPROVED BY THE ENGINEER. COST FOR THIS WORK WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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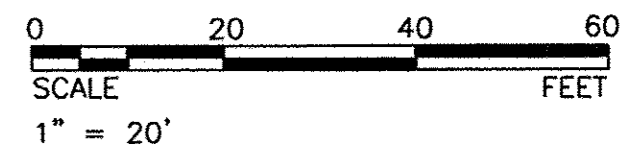
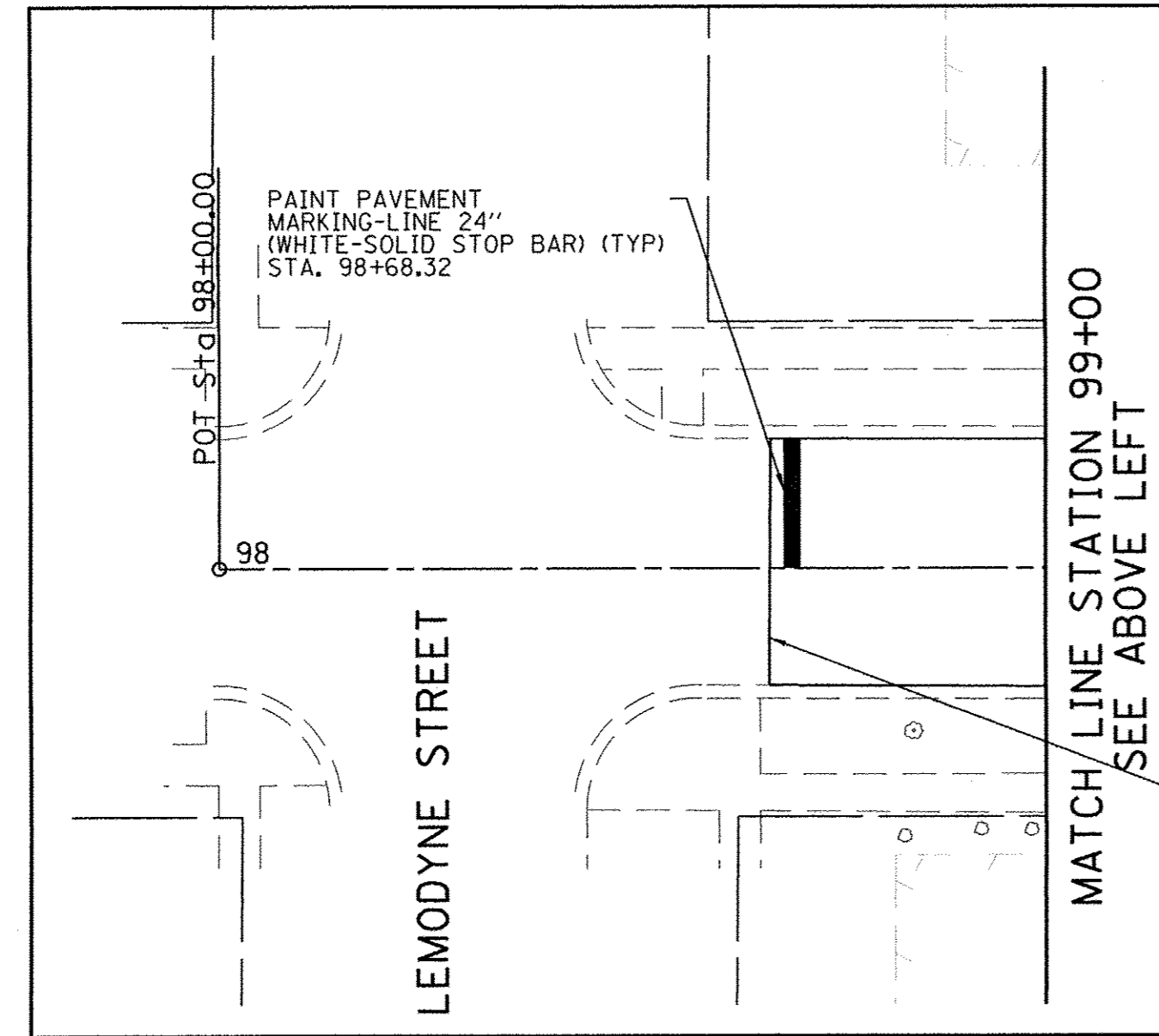
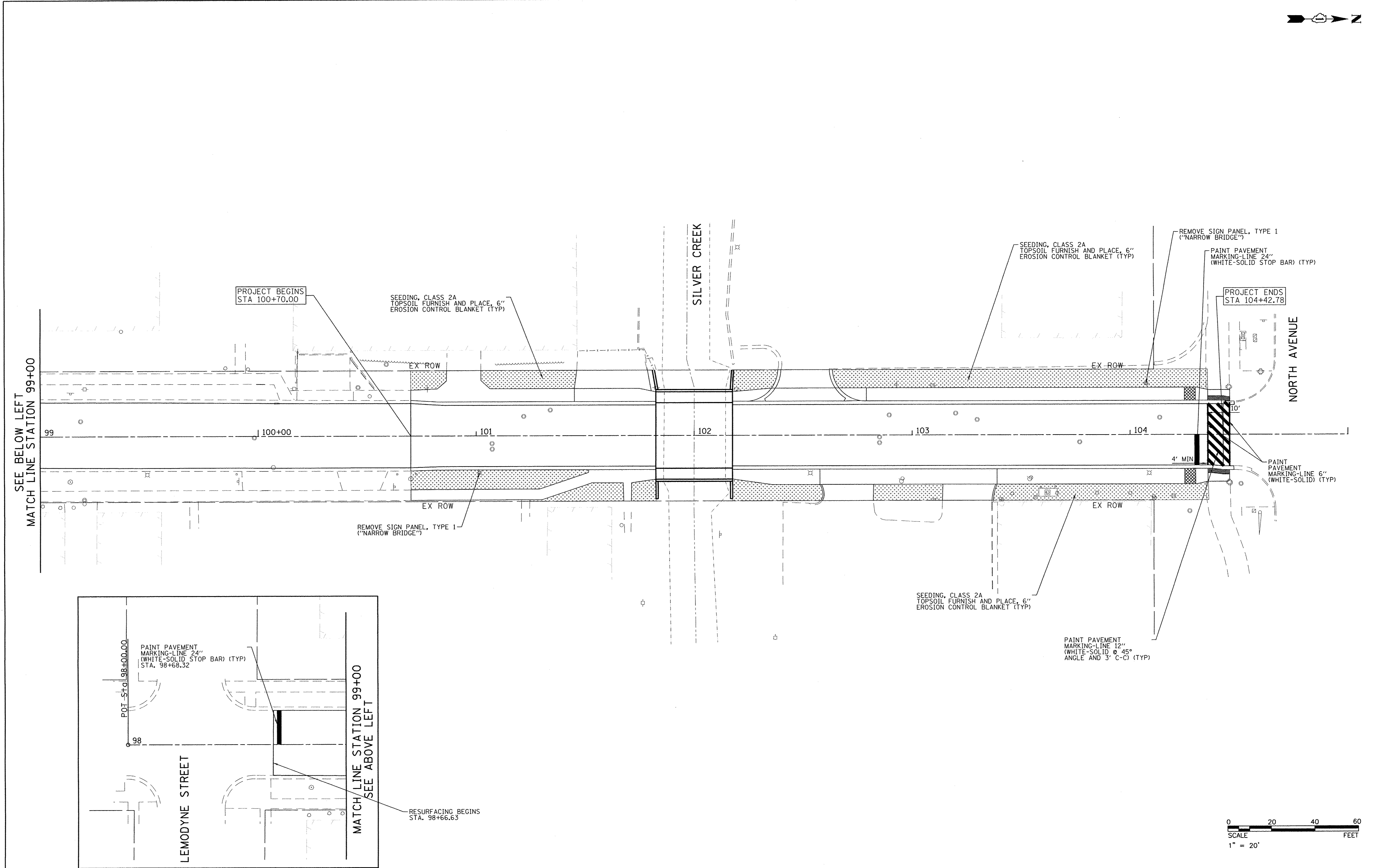


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PLOT SCALE = 20.00' / 1"	CHECKED - DWB	REVISED -	CONTRACT NO. 61D24							
PLDT DATE = 11/17/2016	DATE 10/17/2016	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE: 1" = 20'		SHEET NO. 15 OF 48 SHEETS		STA. 101+25.00 TO STA. 104+42.78						



PLAN	DATE
BY	
DESIGNED	
CHECKED	
IN CHARGE	
NO.	
DATE	

PROFILE	DATE
BY	
DESIGNED	
CHECKED	
IN CHARGE	
NO.	
DATE	

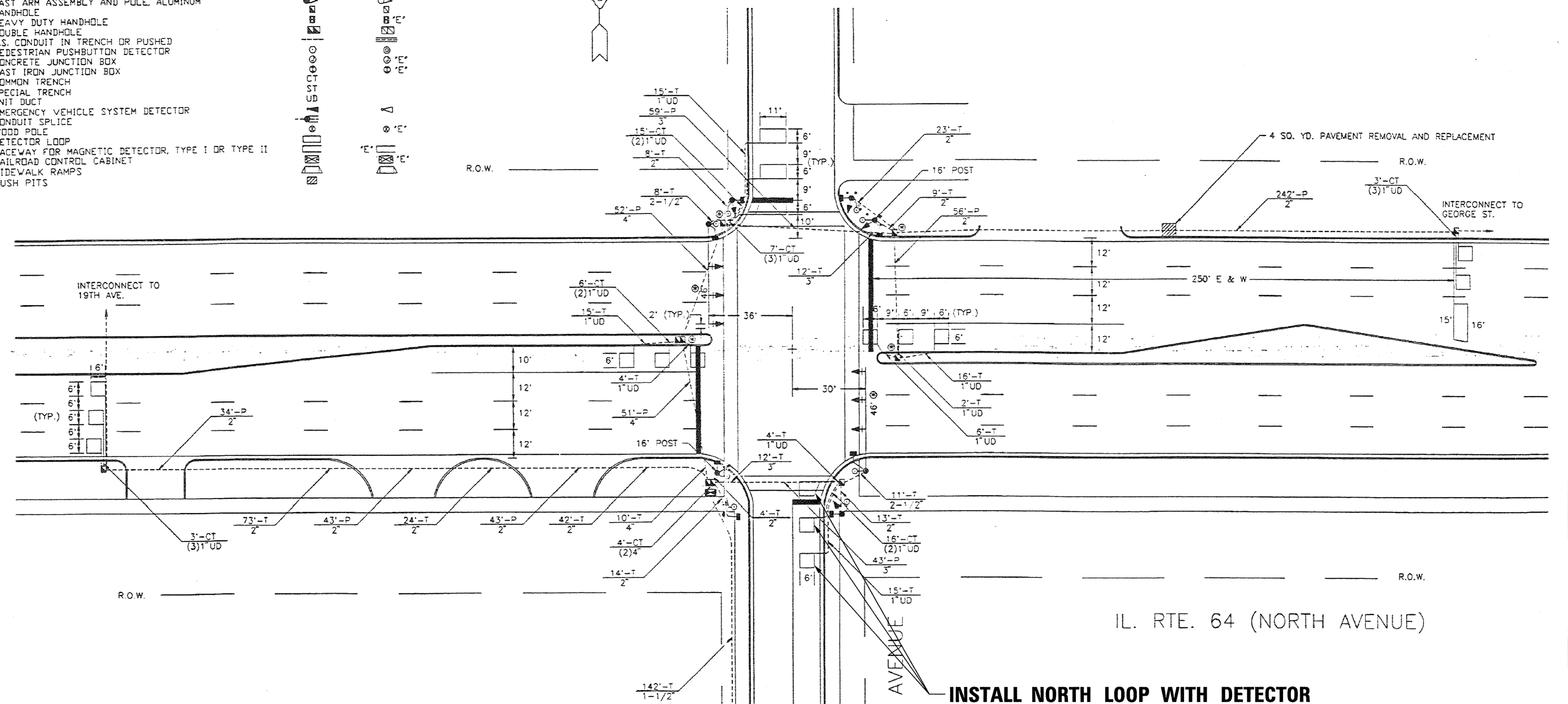
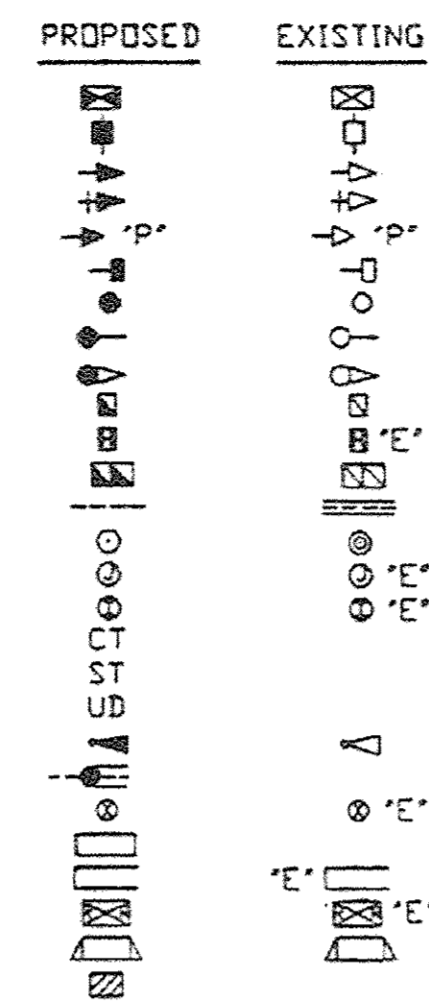


FILE NAME =	USER NAME = CEComin	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	15TH AVENUE OVER SILVER CREEK LANDSCAPING, SIGNING & PAVEMENT MARKING	MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\transys\pwr\local\transyscorp\pwl\cecomin\0229413\023.LSS1.dgn	DESIGNED -	REVISED -	1090			10-00117-00-BR	COOK	48	16	
PLOT SCALE = 20.00' / 1"	CHECKED -	REVISED -	CONTRACT NO. 61D24							
PLOT DATE = 11/1/2016	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE: 1" = 20'	SHEET NO. 16 OF 48 SHEETS		STA. 100+70.00 TO STA. 104+42.78		

F.A.P. R/E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	⊕	COOK	148	85
STA. TO STA.		FED. AID PROJECT		
⊕-541-541(X.S-1); 3105(A,B) & 3278(RS-1)80				

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD OPTICALLY PROGRAMMED
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- SPECIAL TRENCH
- UNIT DUCT
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONDUIT SPLICE
- WOOD POLE
- DETECTOR LOOP
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- RAILROAD CONTROL CABINET
- SIDEWALK RAMPS
- PUSH PITS



INSTALL NORTH LOOP WITH DETECTOR LOOP TYPE 1 (IN EXISTING HMA) AND SOUTH LOOPS WITH PREFORMED DETECTOR LOOPS (IN PROPOSED PCC)

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DETECTOR LOOP, TYPE 1	FOOT	30
PREFORMED DETECTOR LOOP	FOOT	60

REVISIONS	
NAME	DATE
⊕ LION RINGLER	4-6-93

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION
IL RTE. 64 (NORTH AVENUE)
AND
15TH AVENUE

SCALE: VERT. 1"=20'
HOR. 1"=20'

DATE: JANUARY 24, 1992

DRAWN BY: WJK
CHECKED BY: JTR

DATE	BY	NO.

DATE	BY	NO.

Bench Mark: TBM #4 P.K. nail in Northwest of Silver Creek Bridge and 15th Avenue. Elev. 626.60

Existing Structure: S.N. 016-7478, Constructed in 1949. Simple span rolled steel beam bridge supporting a concrete deck, on closed abutments. 30'-10³/₄" back-to-back of abutments and 41'-9⁵/₈" out-to-out deck. The existing bridge is to be removed and replaced. The road will be closed and traffic detoured during construction.

No salvage.

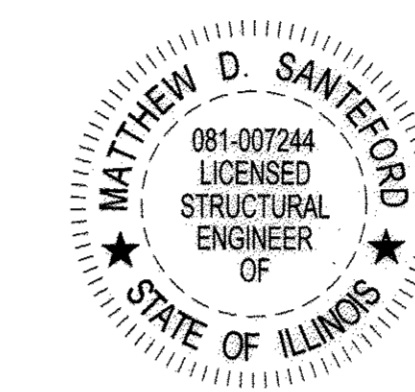
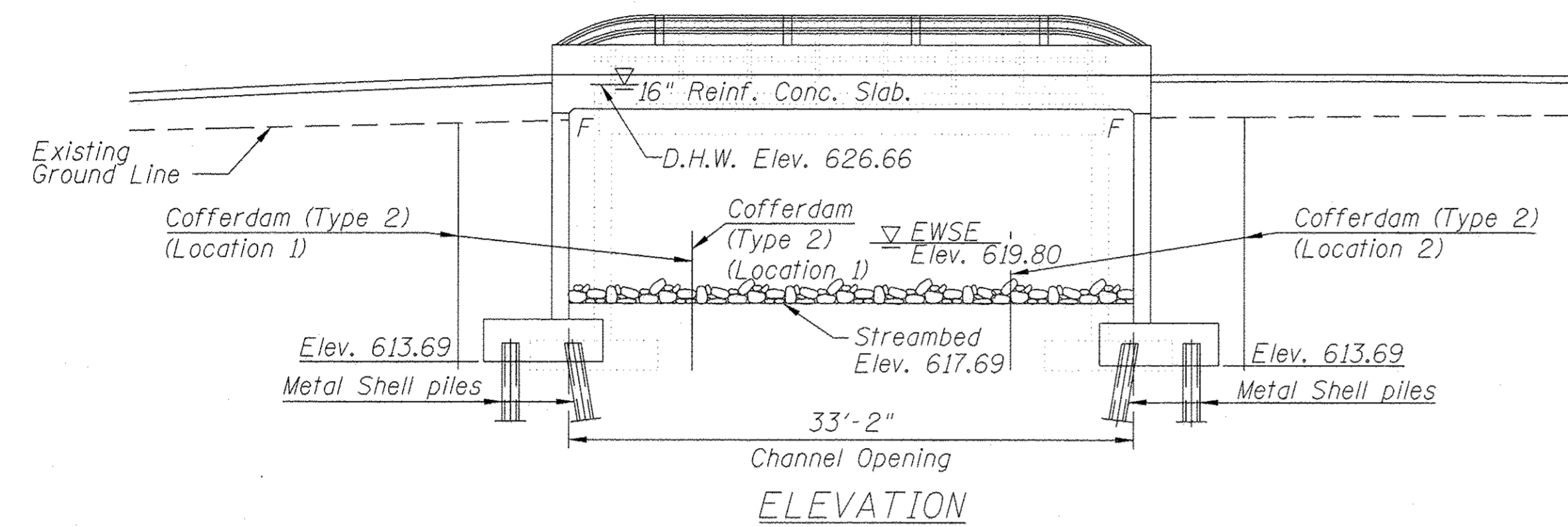
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)		
	S. Abut.	N. Abut.
Q100	611.90	612.10
Q500	613.20	610.60

WATERWAY INFORMATION

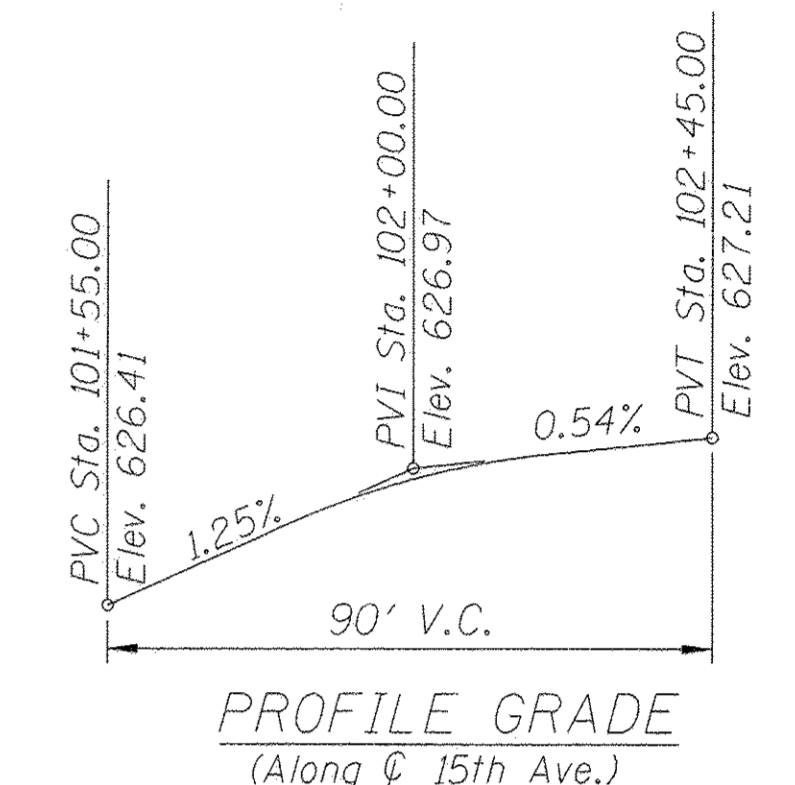
Drainage Area = 5.0 Sq. Miles Low Grade Elev. 625.94 @ Sta. 10+06

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	30	760	155	204	626.46	0.30	0.20	626.76	626.66
Base	100	1265	155	204	628.70	0.02	0.03	628.72	628.73
Overtopping	45	870	155	204	627.05	0.21	0.21	627.26	627.26
Max. Calc.	500	2060	155	204	630.64	0.03	0.04	630.67	630.68



10-27-2016
 Matthew D. Santeford
 MATTHEW D. SANTEFORD, P.E., S.E.
 NO. 081-007244
 EXP. DATE 11/30/2016

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



LOADING HL-93
 Allow 50#/sq. ft. for future wearing surface.

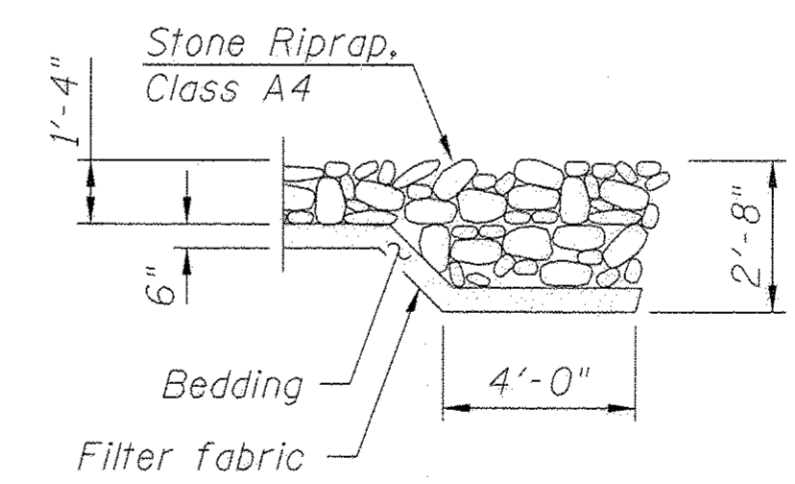
DESIGN SPECIFICATIONS
 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES
 FIELD UNITS

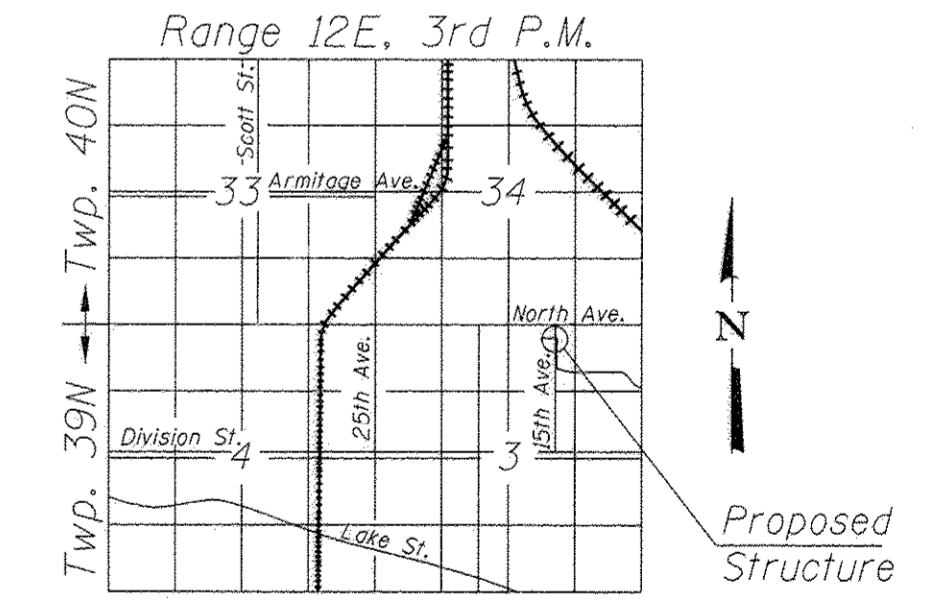
f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.061g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.112g
 Soil Site Class = C

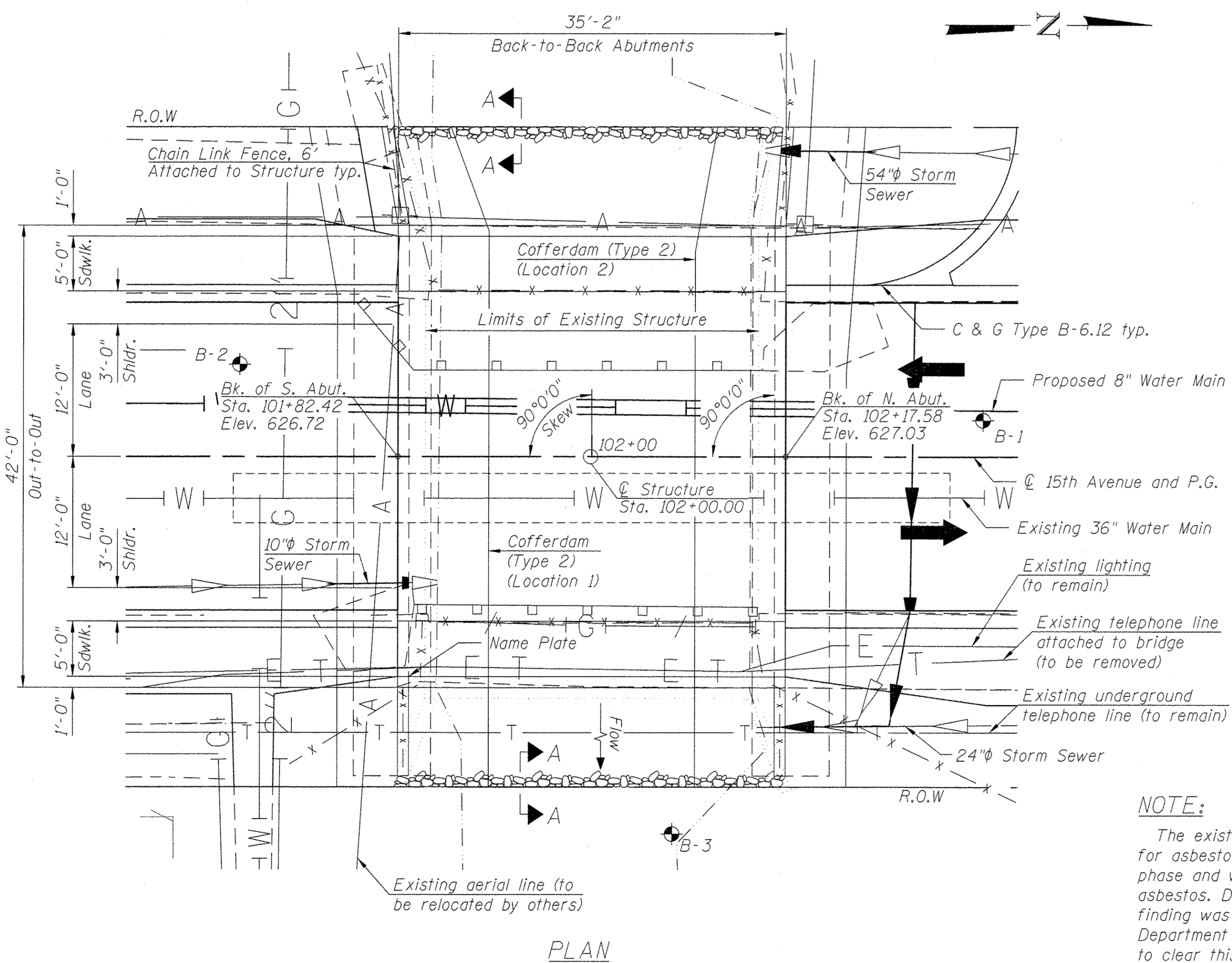


SECTION A-A



LOCATION SKETCH

GENERAL PLAN & ELEVATION
 15TH AVENUE OVER
 SILVER CREEK
 SEC. 10-00117-00-BR
 COOK COUNTY
 STATION 102+00.00
 STRUCTURE NO. 016-7479



PLAN

NOTE:
 The existing structure was investigated for asbestos during the preliminary design phase and was found to NOT contain asbestos. Documentation confirming this finding was provided to the Illinois Department of Transportation at that time to clear this project for approval.

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	USER NAME = CEComin	DESIGNED - JRM	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEET NO. 1 OF 13 SHEETS
	PLOT SCALE = 7/6" = 1" / 10'	CHECKED - MDS	REVISIONS -		
	PLOT DATE = 10/26/2016	DRAWN - JRM	REVISIONS -		
		CHECKED - MDS	REVISIONS -		
					MUN. RTE. 1090 SECTION 10-00117-00-BR COUNTY COOK TOTAL SHEETS 48 SHEET NO. 18 CONTRACT NO. 61D24 ILLINOIS FED. AID PROJECT

GENERAL NOTES

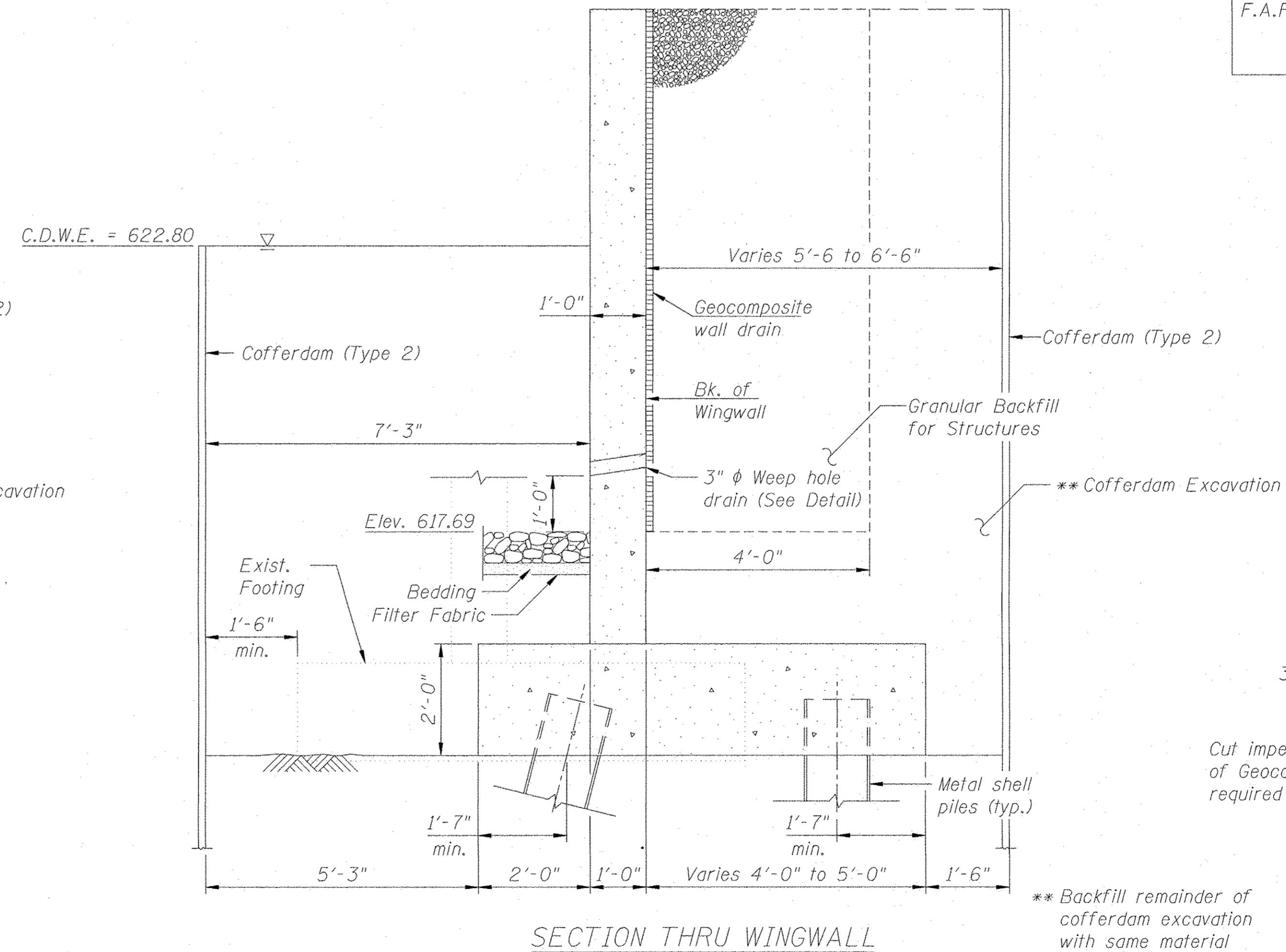
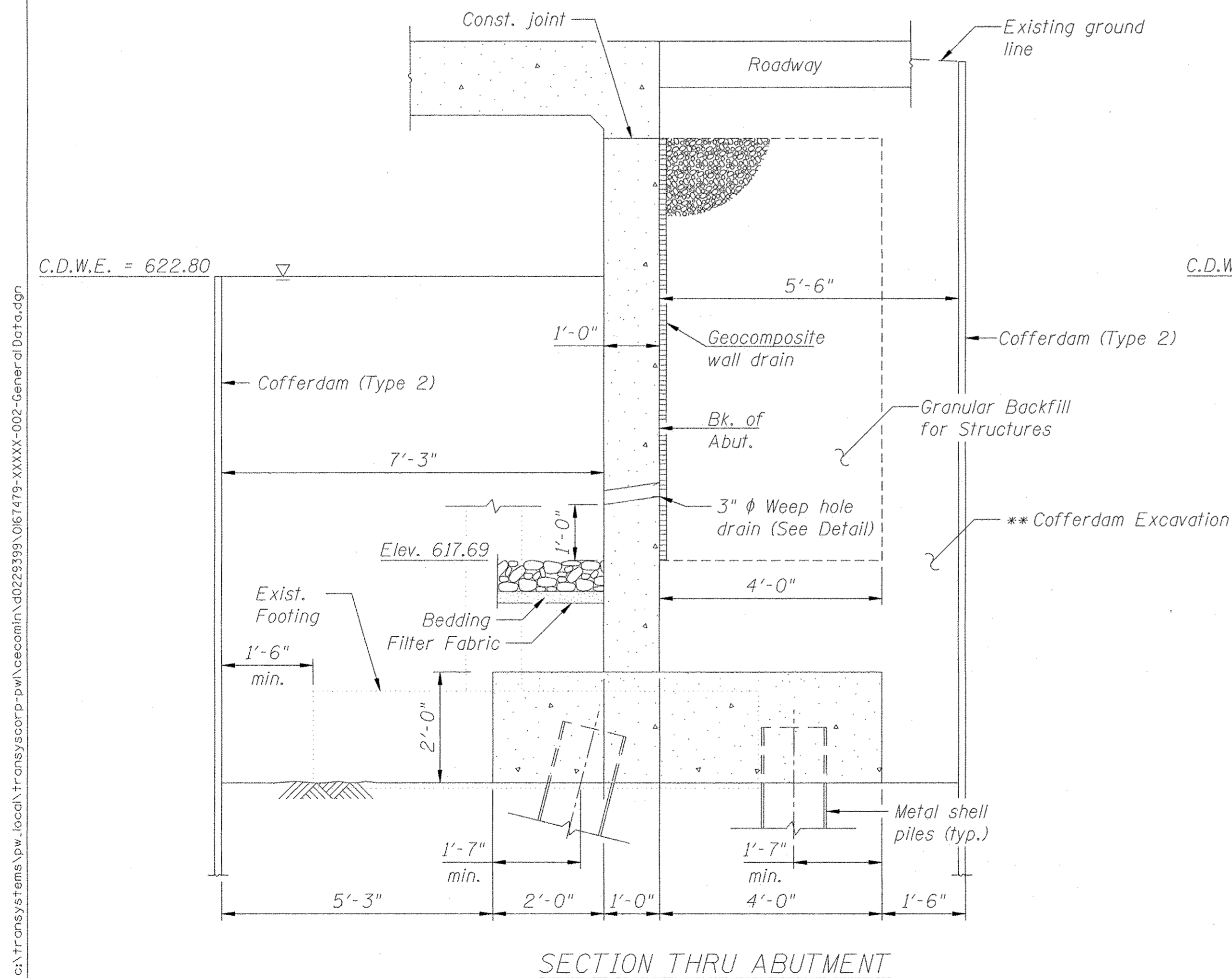
- Reinforcement bars designated (E) shall be epoxy coated.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence and disposal of lead on this project.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
- Work in the waterway shall be limited to take place during low flow conditions.
- Work may not be performed in the water except for the placement of the materials necessary for de-watering.
- The contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the existing structure when developing construction procedures for removal.

INDEX OF SHEETS

- General Plan & Elevation
- General Data
- Top of Slab Elevations
- Deck Plan and Cross Section
- Superstructure Details
- Aluminum Railing, Type L
- North Abutment
- South Abutment
- Abutment Details
- Metal Shell Pile Details
- Chain Link Fence Attached to Structure
- Soil Boring Logs 1
- Soil Boring Logs 2

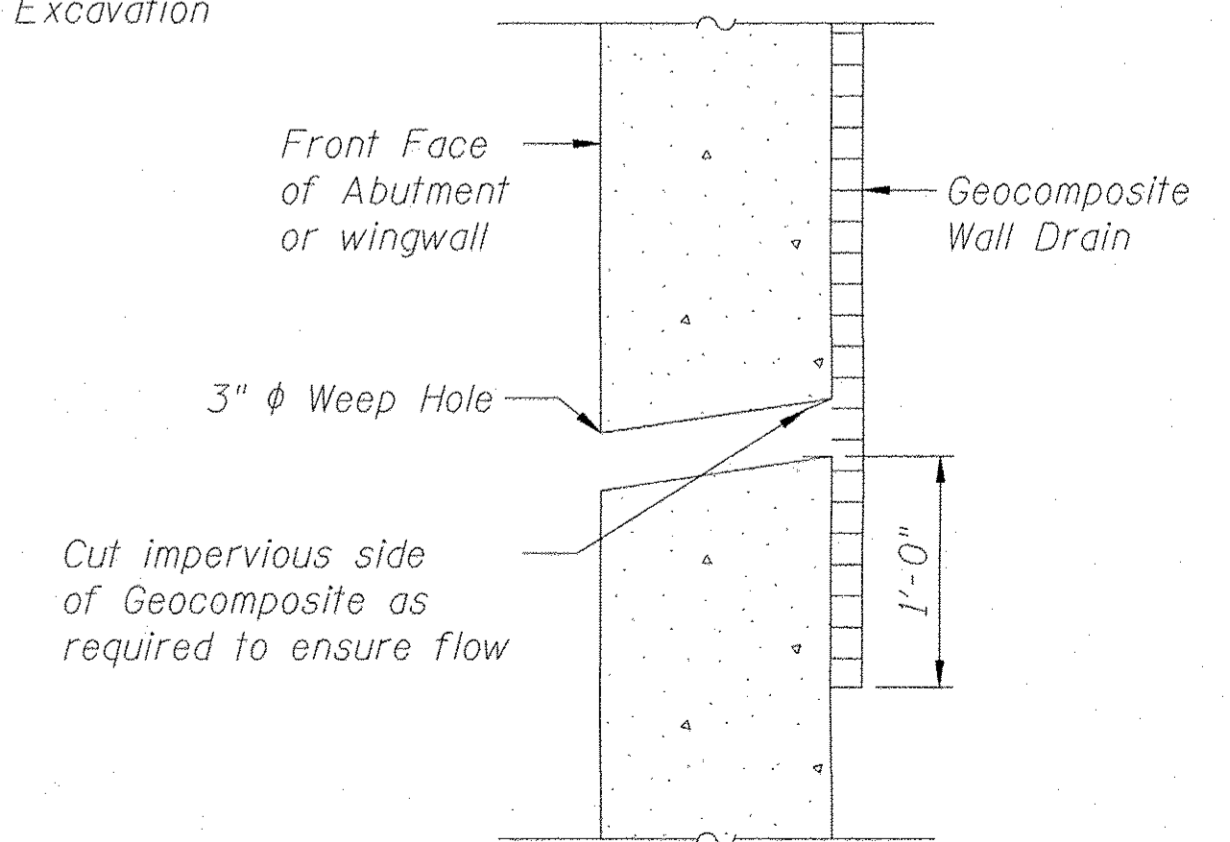
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		246	246
Filter Fabric	Sq. Yd.		246	246
Removal Of Existing Structures	Each		1	1
Cofferdam Excavation	Cu. Yd.		696	696
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Concrete Structures	Cu. Yd.		112.8	112.8
Concrete Superstructure	Cu. Yd.	88.0		88.0
Bridge Deck Grooving	Sq. Yd.		118	118
Protective Coat	Sq. Yd.		182	182
Reinforcement Bars, Epoxy Coated	Pound	31,640	16,650	48,290
Aluminum Railing, Type L	Foot		67	67
Furnishing Metal Shell Piles 14" X 0.312"	Foot		1,024	1,024
Driving Piles	Foot		1,024	1,024
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		48	48
Name Plates	Each		1	1
Geocomposite Wall Drain	Sq. Yd.		110	110
Construction Vibration Monitoring	L Sum		1	1
Granular Backfill For Structures	Cu. Yd.		147	147
Chain Link Fence, 6' Attached To Structure	Foot	50		50



SILVER CREEK
 BUILT 2017 BY
 VILLAGE OF MELROSE PARK
 SEC. 10-00117-00-BR
 F.A.P. RT. 1090 STA. 102+00
 STR. NO. 016-7479
 LOADING HL-93

NAME PLATE
 See Std. 515001



** Backfill remainder of cofferdam excavation with same material specified for roadway embankment

WEEP HOLE DRAIN DETAIL
 Weep hole spacing shall be at ±8'-0" horizontally

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DRAWN - JM	REVISED -	
PLOT DATE = 11/1/2016	CHECKED - JRM	REVISED -

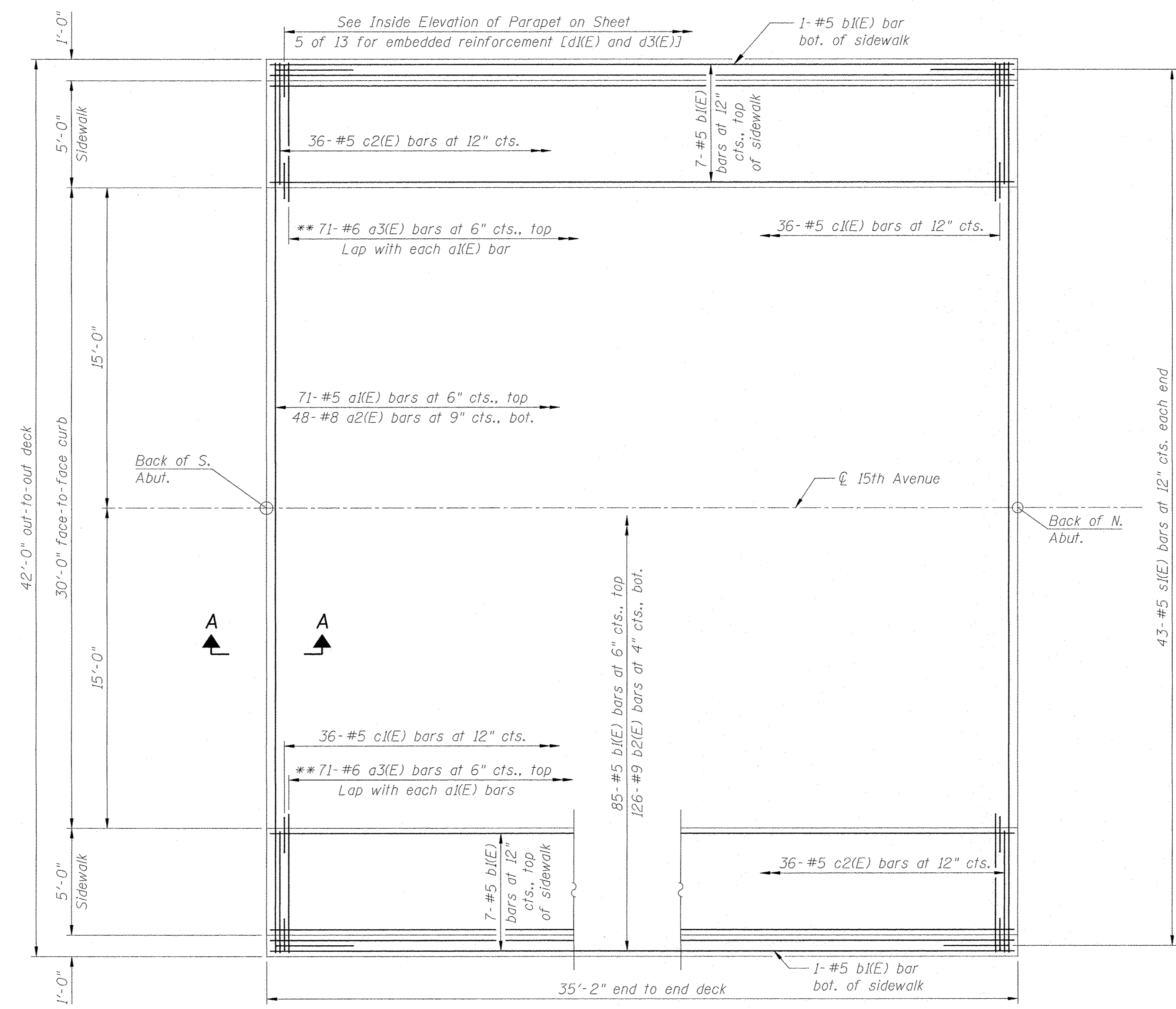
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA
 STRUCTURE NO. 016-7479

SHEET NO. 2 OF 13 SHEETS

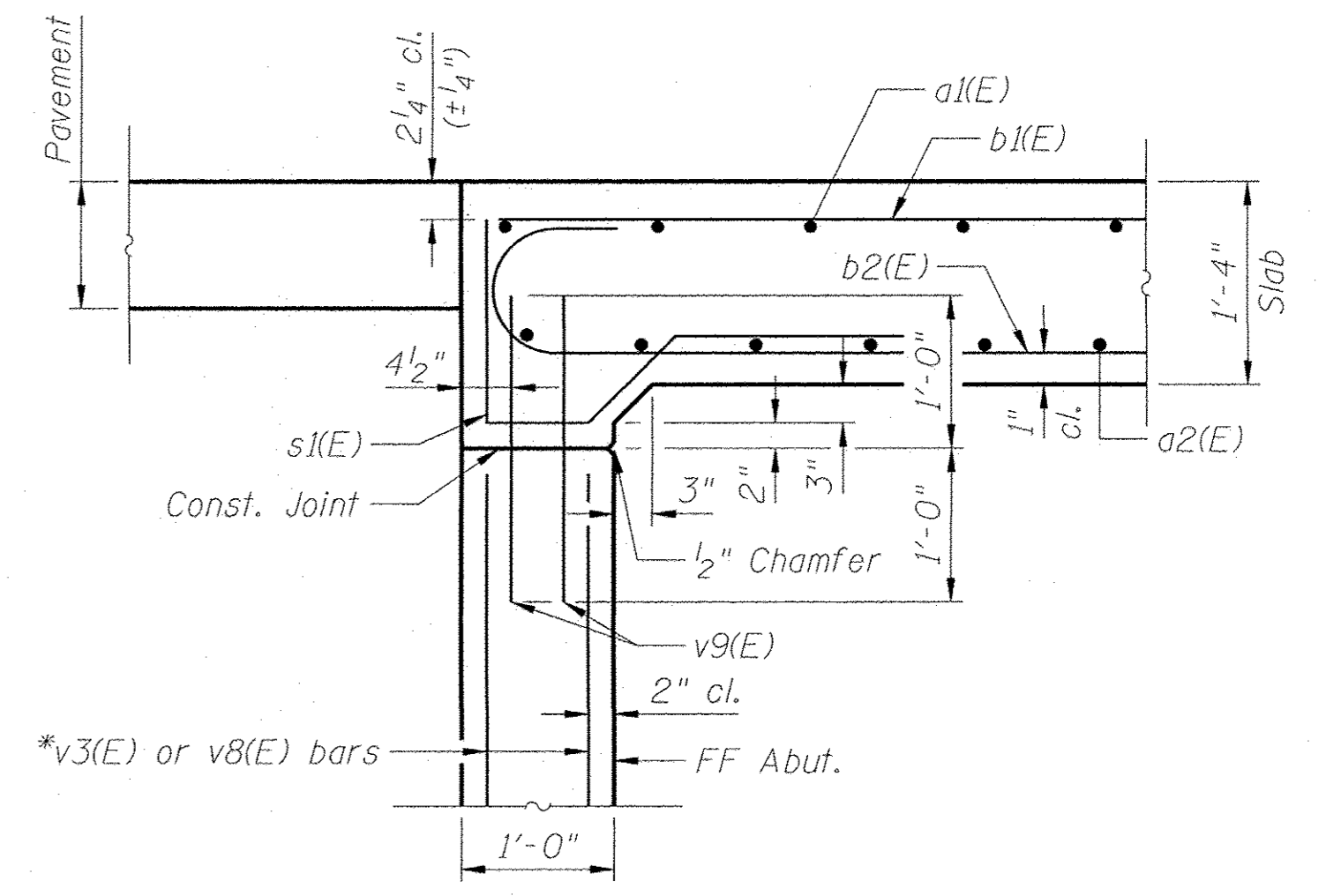
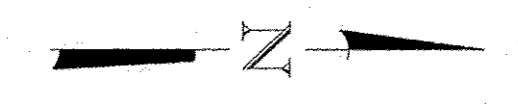
MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	19
CONTRACT NO. 61D24			ILLINOIS FED. AID PROJECT	

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 8/1/2016



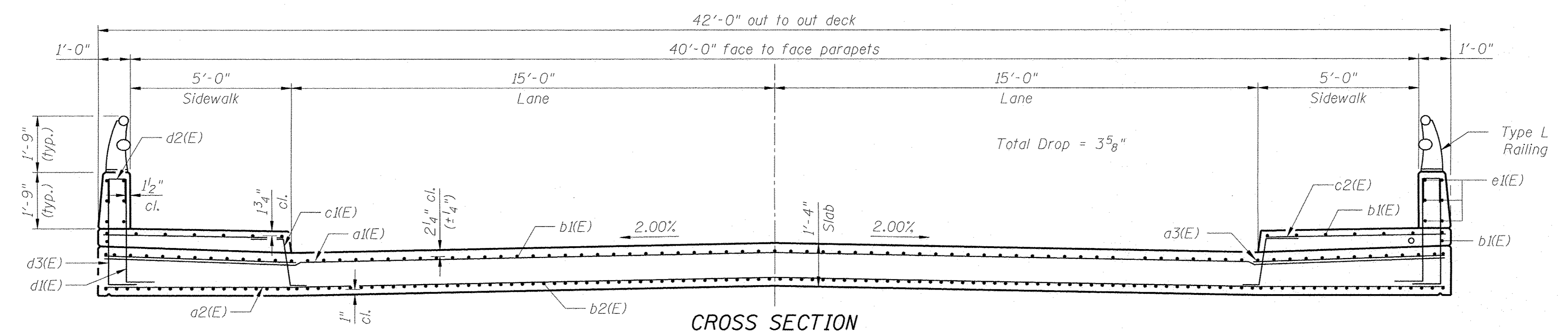
** Space with a1(E) bars, typ. each parapet

PLAN



SECTION A-A

* v3(E) and v8(E) bars included with the abutments on sheets 7 and 8 of 13



CROSS SECTION
(Looking North)

Notes:
See Sheet 5 of 13 for superstructure details, Section Thru Sidewalk, Parapet Reinforcement, and Bill of Material.



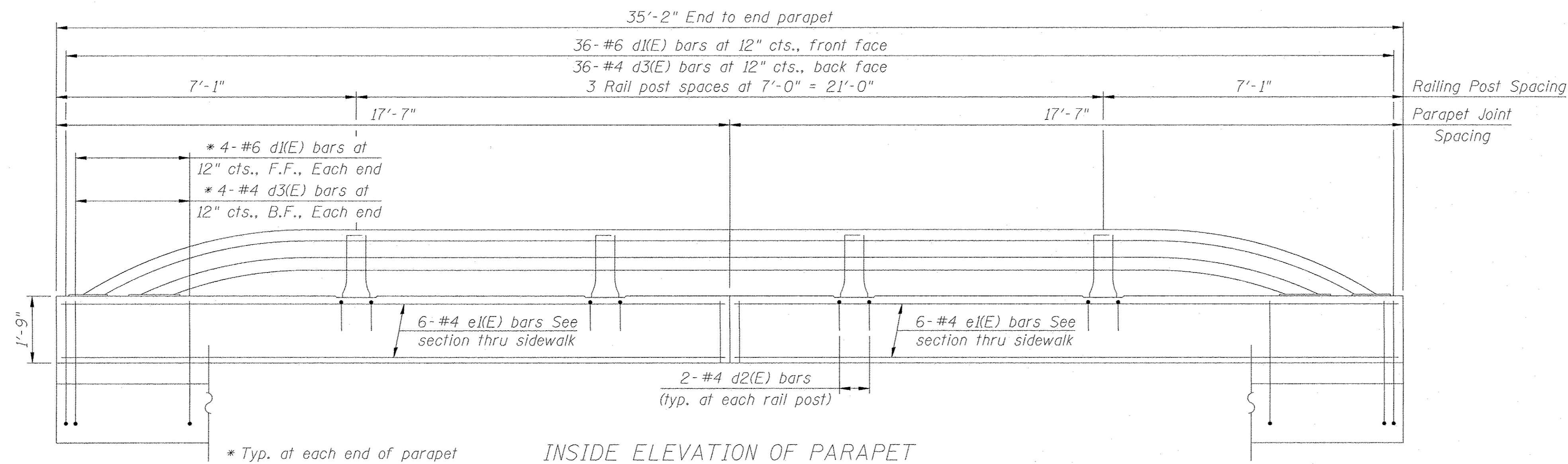
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PLT DATE = 11/1/2016	DRAWN - JM	REVISED -
	CHECKED - JRM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

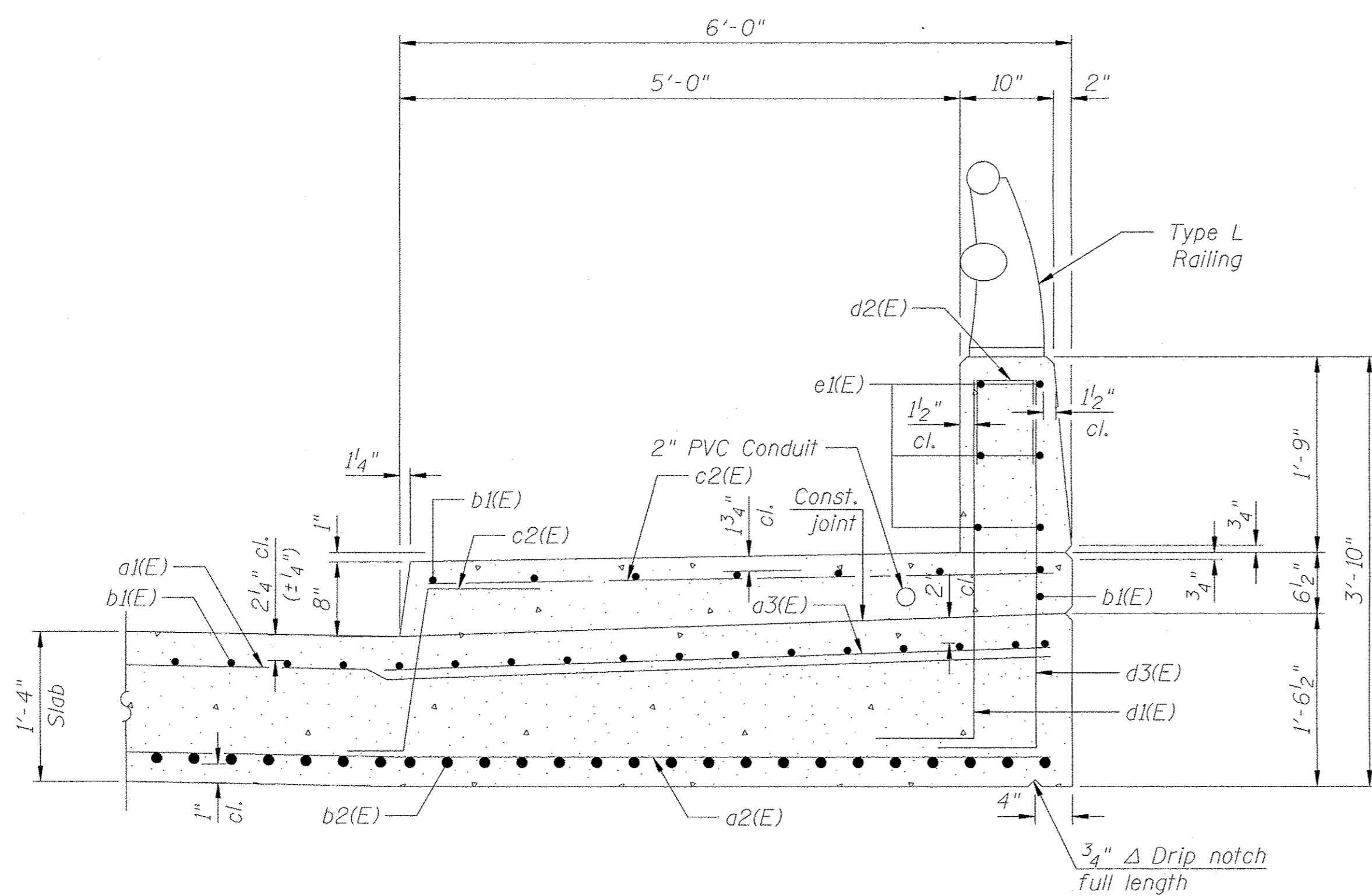
DECK PLAN AND CROSS SECTION
STRUCTURE NO. 016-7479

SHEET NO. 4 OF 13 SHEETS

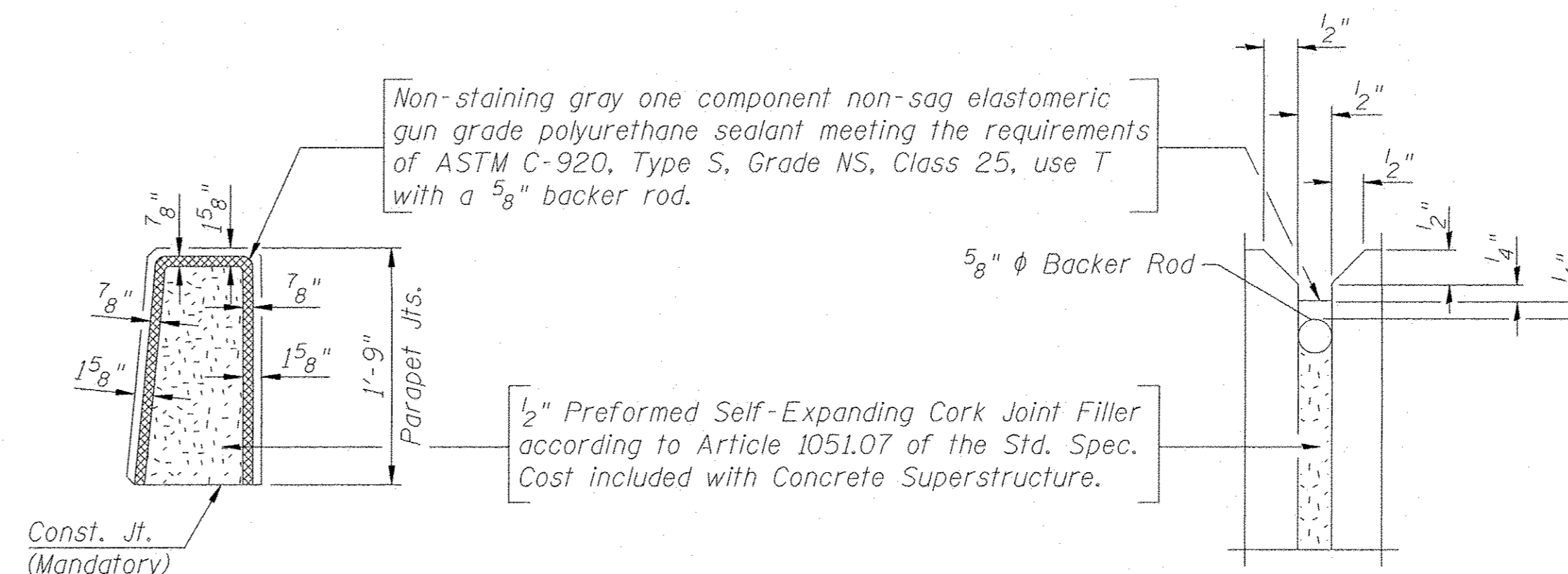
MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	21
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET

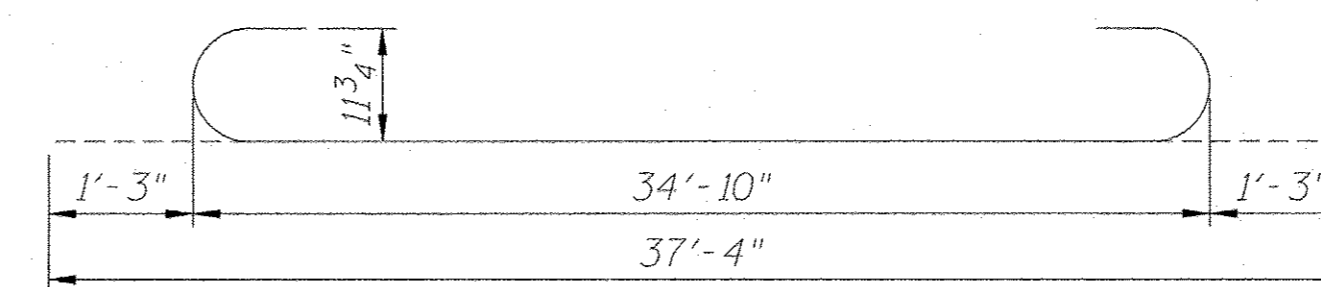


SECTION THRU SIDEWALK

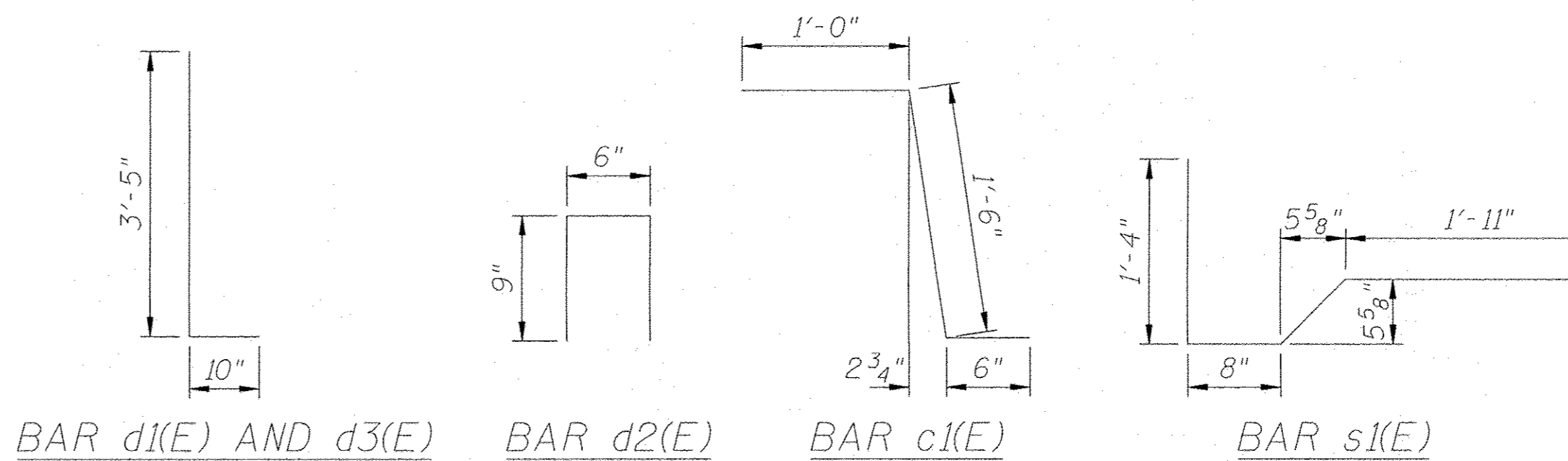


PARAPET JOINT DETAILS

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



BAR b2(E)



SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	71	#5	41'-8"	—
a2(E)	48	#8	41'-8"	—
a3(E)	142	#6	6'-6"	—
b1(E)	101	#5	34'-10"	—
b2(E)	126	#9	37'-4"	—
c1(E)	72	#5	3'-0"	┌
c2(E)	72	#5	5'-7"	—
d1(E)	88	#6	4'-3"	┌
d2(E)	16	#4	2'-0"	┌
d3(E)	88	#4	4'-3"	┌
e1(E)	24	#4	17'-3"	—
s1(E)	86	#5	4'-7"	┌
Concrete Superstructure			Cu. Yd.	88.0
Bridge Deck Grooving			Sq. Yd.	118
Protective Coaf			Sq. Yd.	182
Reinforcement Bars, Epoxy Coated			Pound	31,640

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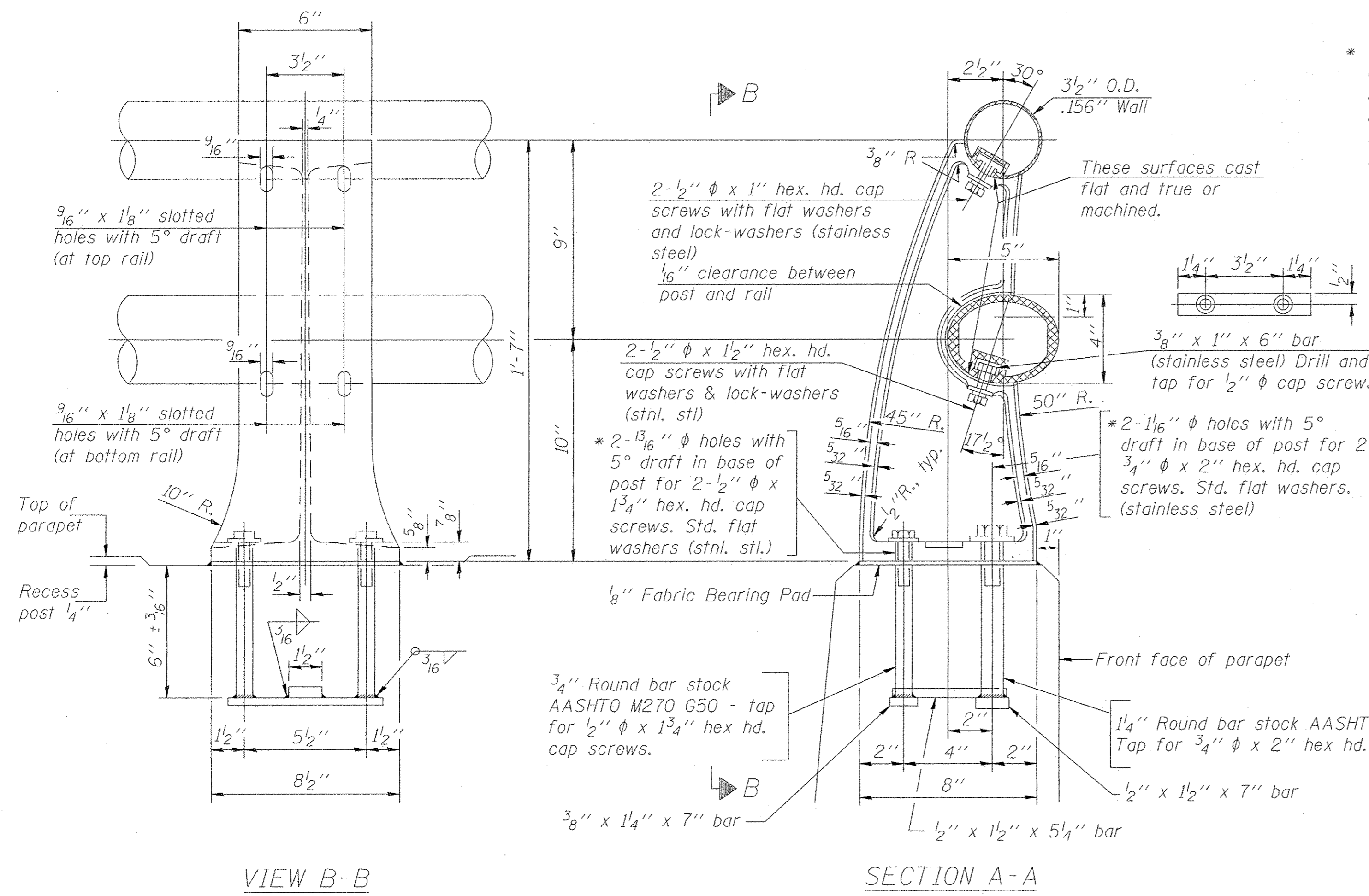
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	CHECKED - JRM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

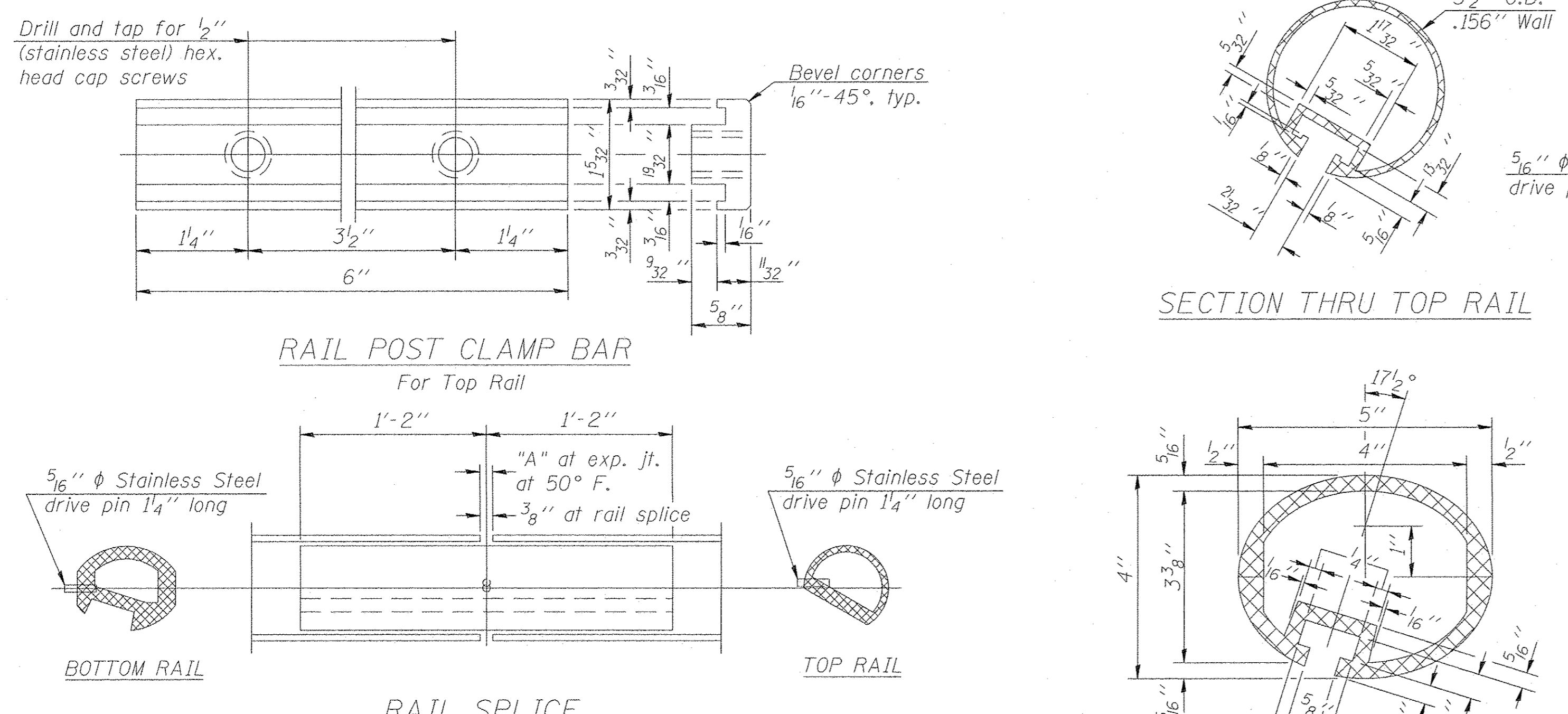
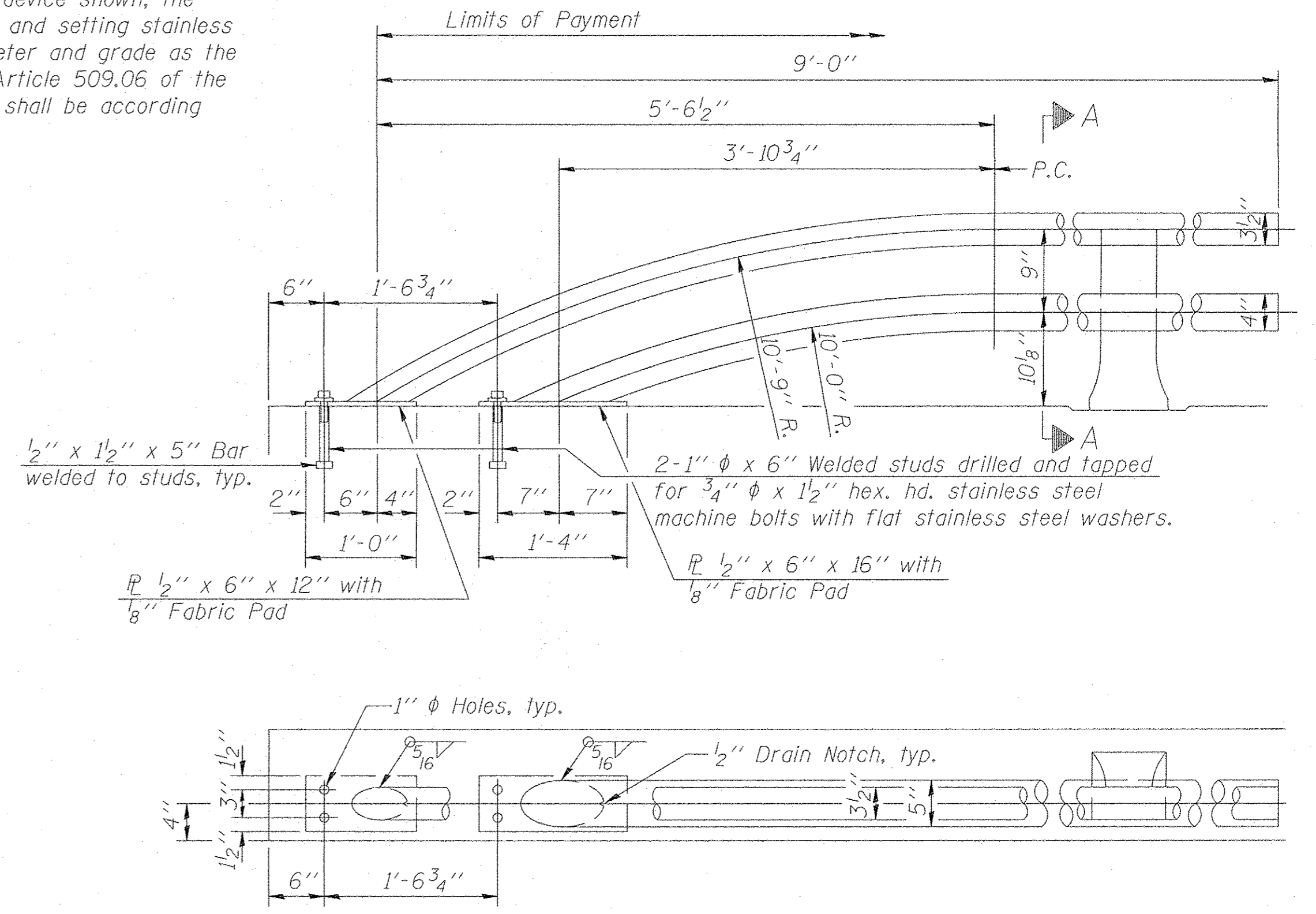
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-7479

SHEET NO. 5 OF 13 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61D24			ILLINOIS FED. AID PROJECT	

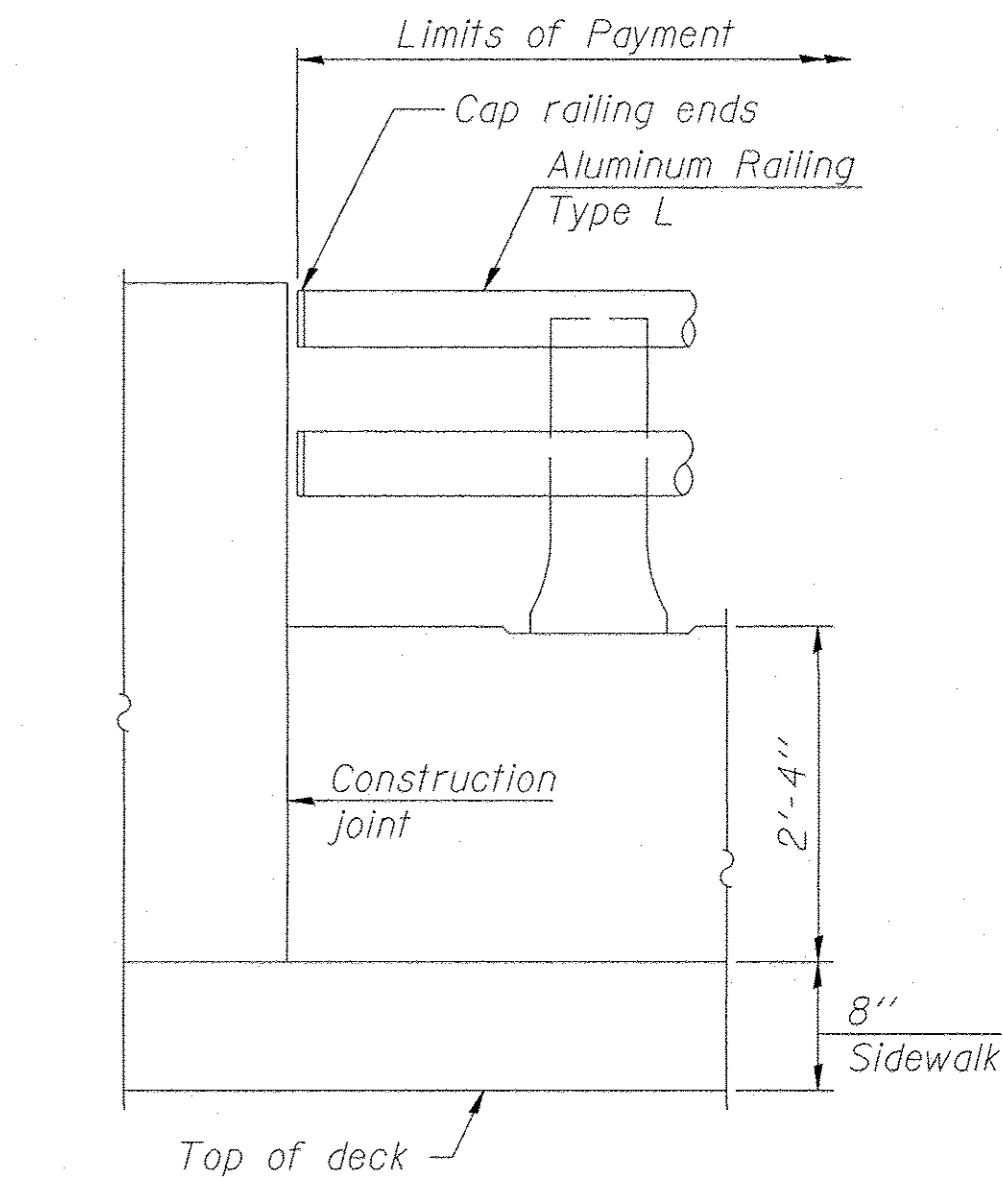
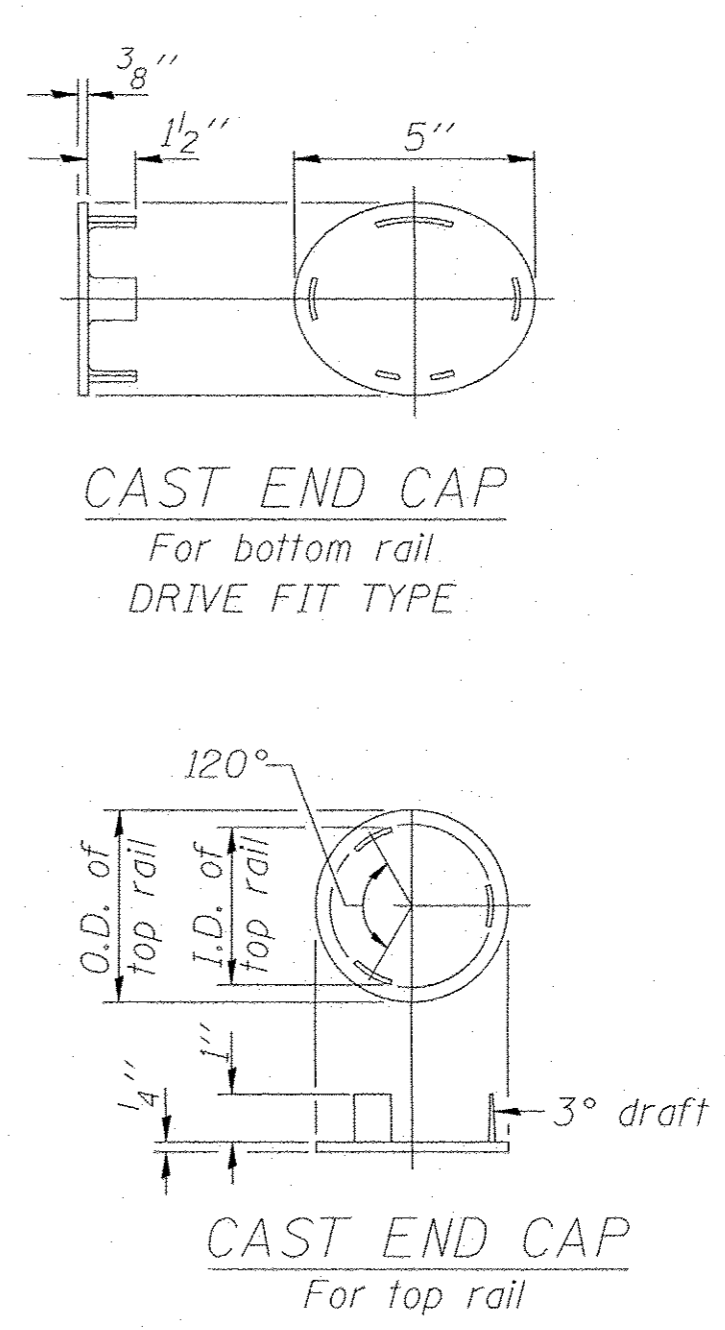
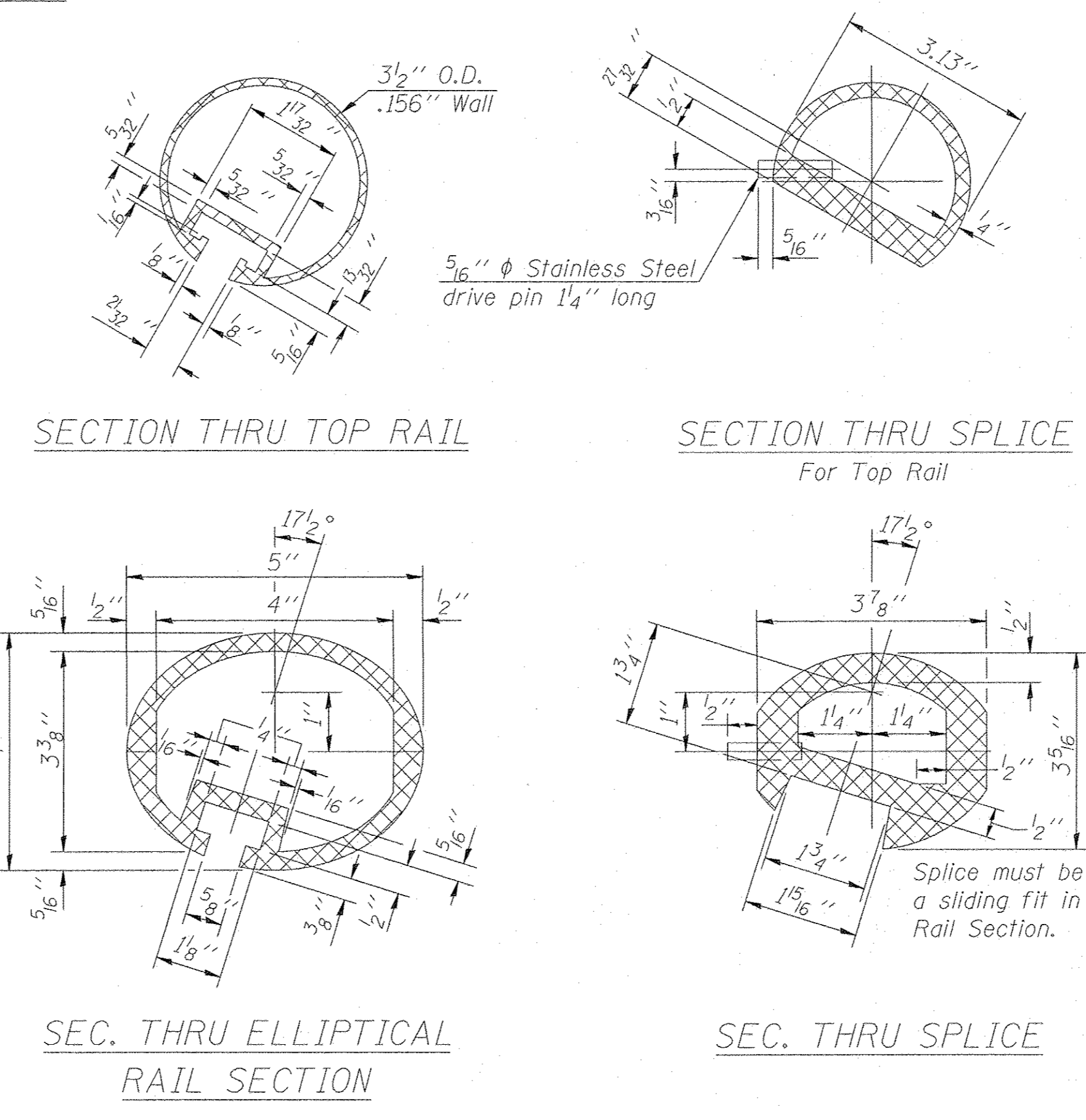


* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's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



T	"A"
≤ 4"	2 1/2"
> 4" ≤ 6 1/2"	3 3/4"
> 6 1/2" ≤ 9"	5"
> 9" ≤ 13"	7"

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



BILL OF MATERIAL

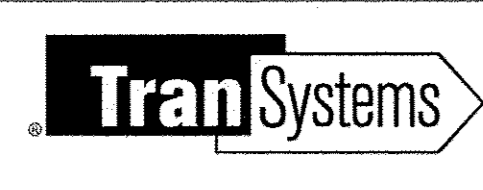
Item	Unit	Quantity
Aluminum Railing, Type L	Foot	67

Notes:

- All Posts shall be normal to parapet.
- All joints in rail shall be spliced per detail.
- All exposed rail ends shall be capped per detail.
- Provide 1-1/8" and 2-1/8" Aluminum Shim for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
- See sheet 5 of 13 for rail post spacing.

R-20 1-12-15 (7'-0" to 10'-0" Post spacing)

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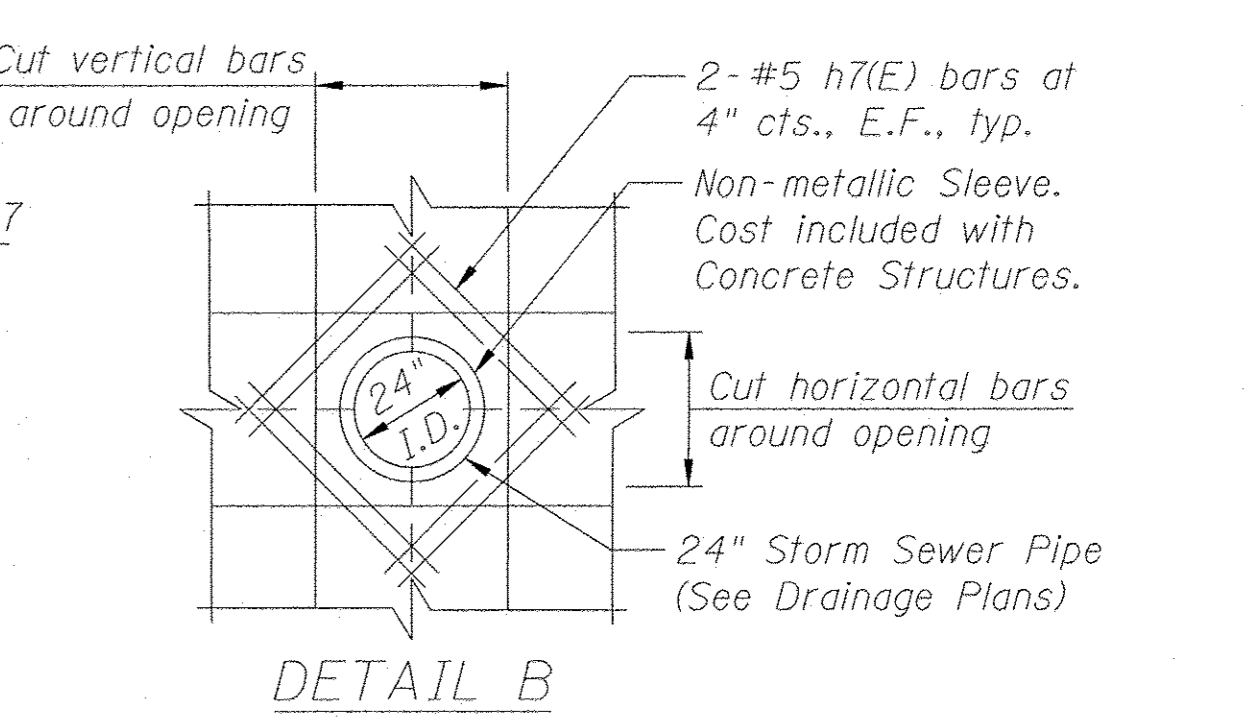
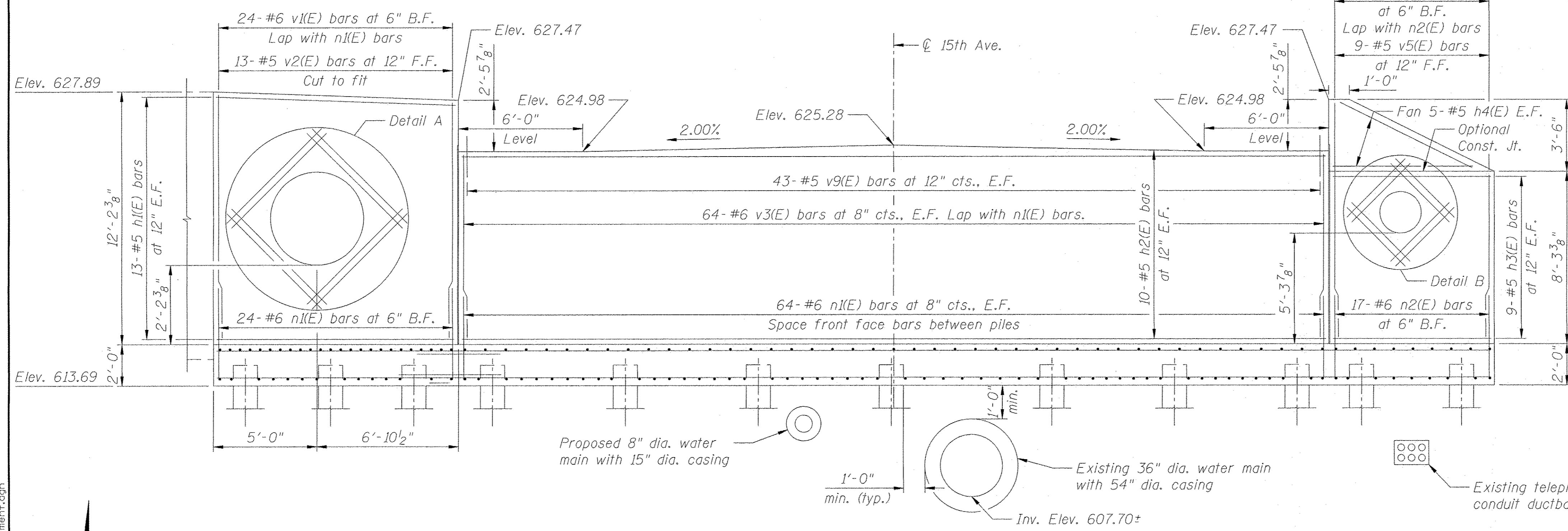
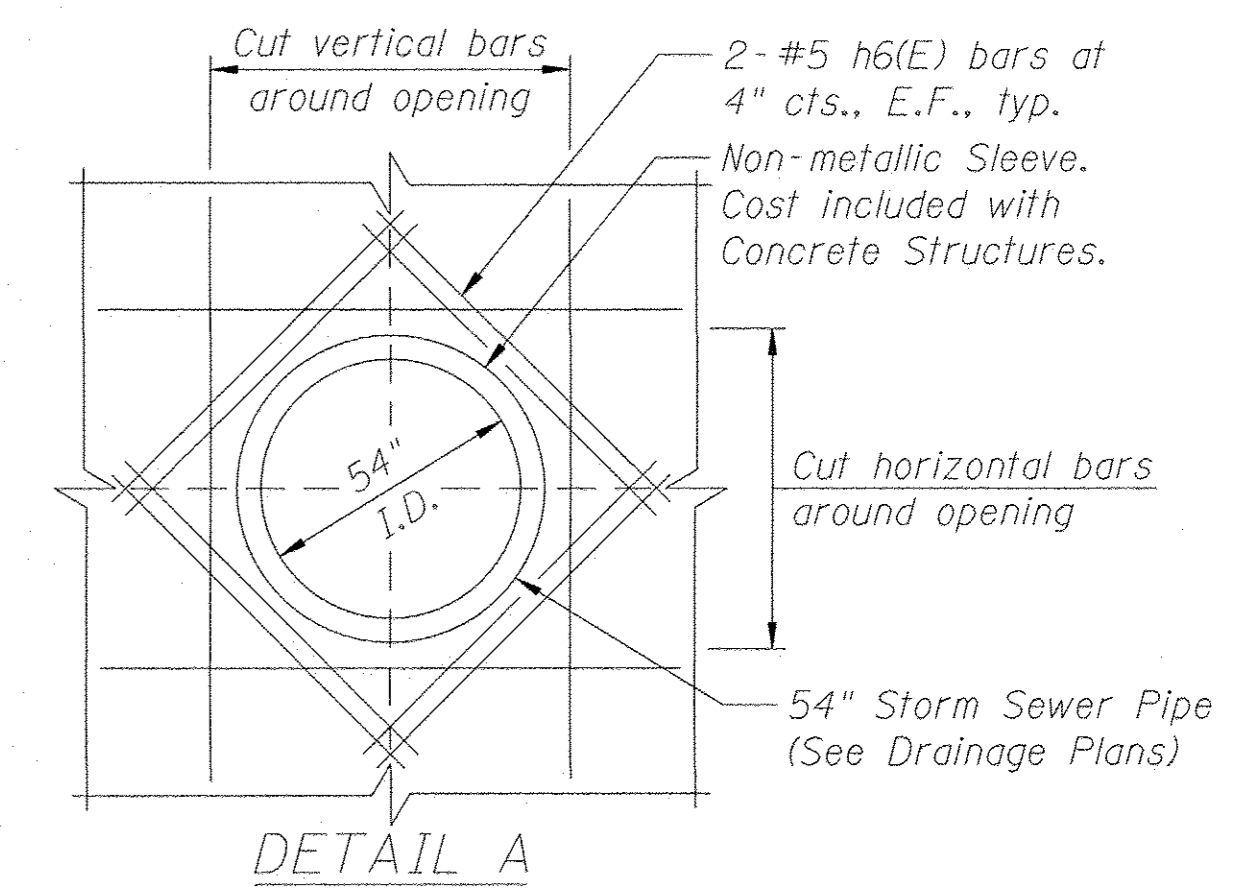
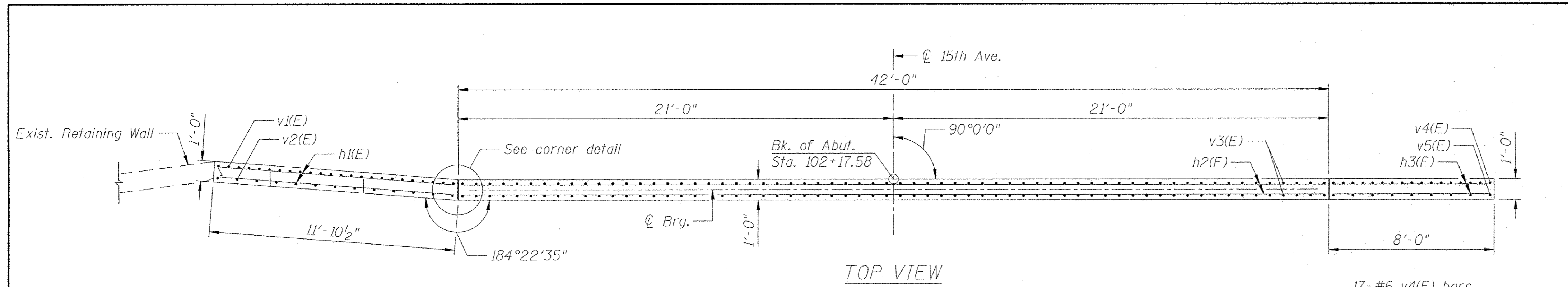


USER NAME = CEComn	DESIGNED - JNP	REVISÉD -
PLOT SCALE = 0:1' = 1/8" = 1/4"	CHECKED - JRM	REVISÉD -
PLOT DATE = 11/1/2016	DRAWN - JNP	REVISÉD -
	CHECKED - JRM	REVISÉD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM RAILING, TYPE L
STRUCTURE NO. 016-7479

MUN. RTE. 1090	SECTION 10-00117-00-BR	COUNTY COOK	TOTAL SHEETS 48	SHEET NO. 23
SHEET NO. 6 OF 13 SHEETS			CONTRACT NO. 61D24	
ILLINOIS FED. AID PROJECT				



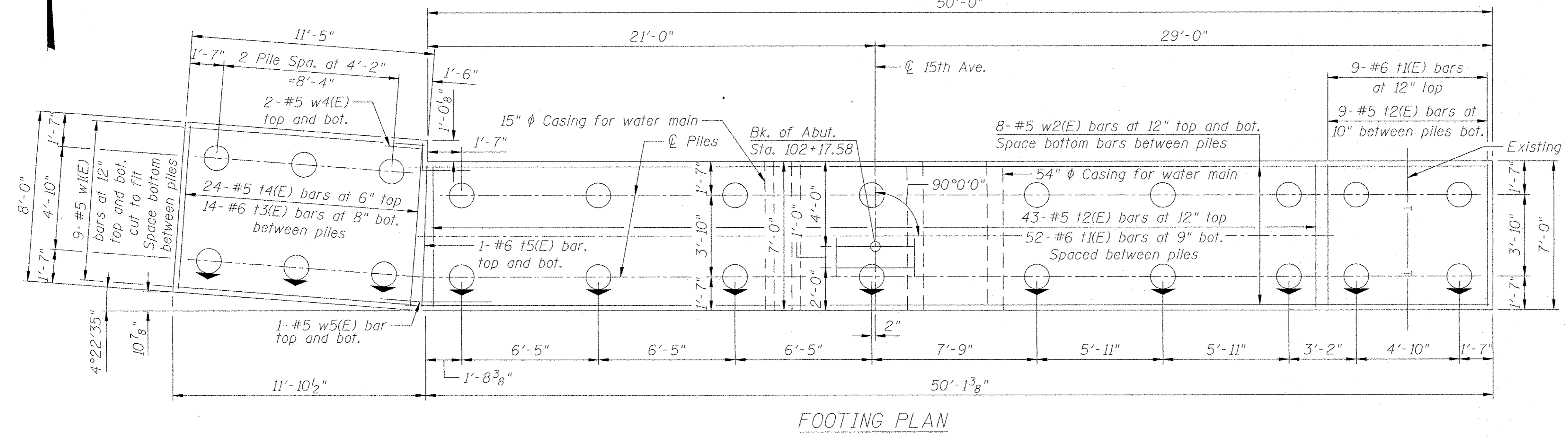
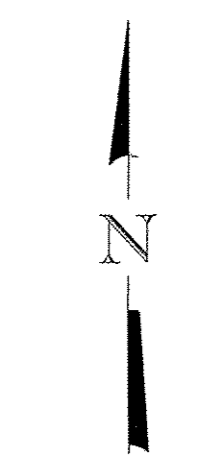
PILE DATA
 Type: Metal Shell Piles 14" x 0.312"
 Nominal Required Bearing: 495 K
 Factored Resistance Available: 260 K
 Est. Length: 21 ft (Straight Pile)
 No. Production Piles: 23
 No. Test piles: 1

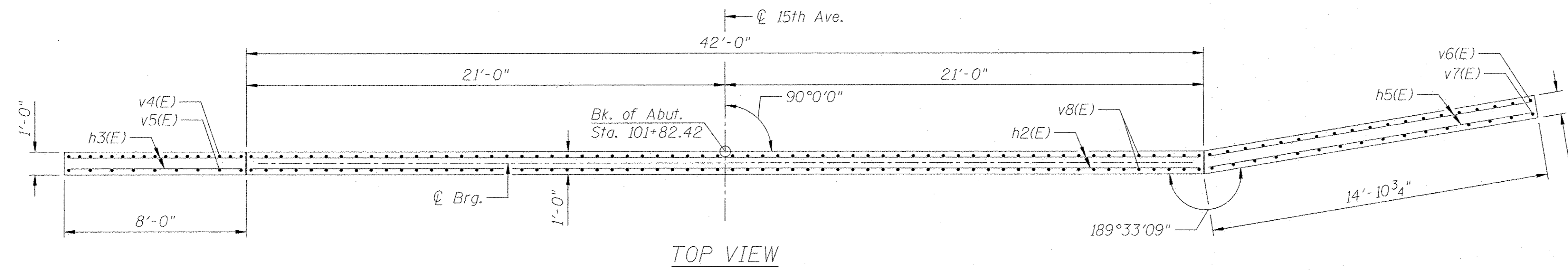
MIN. BAR LAP
 #5 bar = 3'-3"
 #6 bar = 3'-10"
 #7 bar = 5'-2"

LEGEND
 ○ Proposed Pile
 ⊙ Proposed Battered Pile

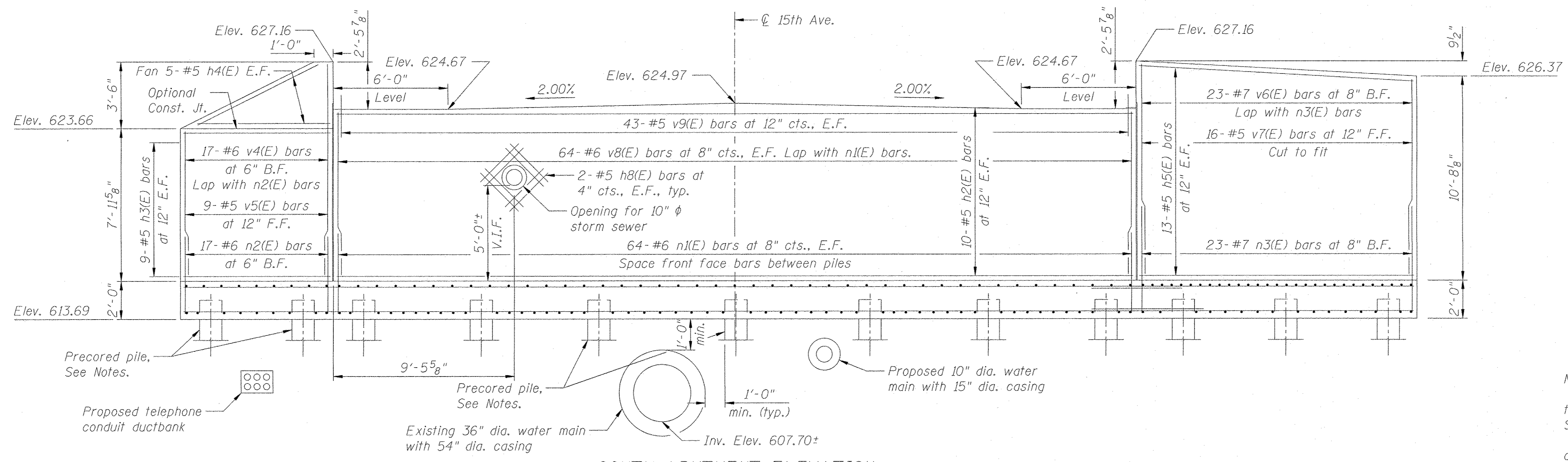
Notes:
 Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
 For Section thru Abutment, Section thru Wingwall, Corner Detail and Bill of Material, see sheet 9 of 13.
 The existing 36" water main and pile locations shall be verified in the field and approved by the Engineer prior to pile construction.
 Cut v1(E), v2(E), v4(E), v5(E), h1(E) and h3(E) bars to miss openings for storm sewers.
 Weep Holes at abutments and wingwalls shall be provided at 8 feet spacing.
 All piles shall be driven through 18" diameter precored holes extending to elevation 603.70 according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.

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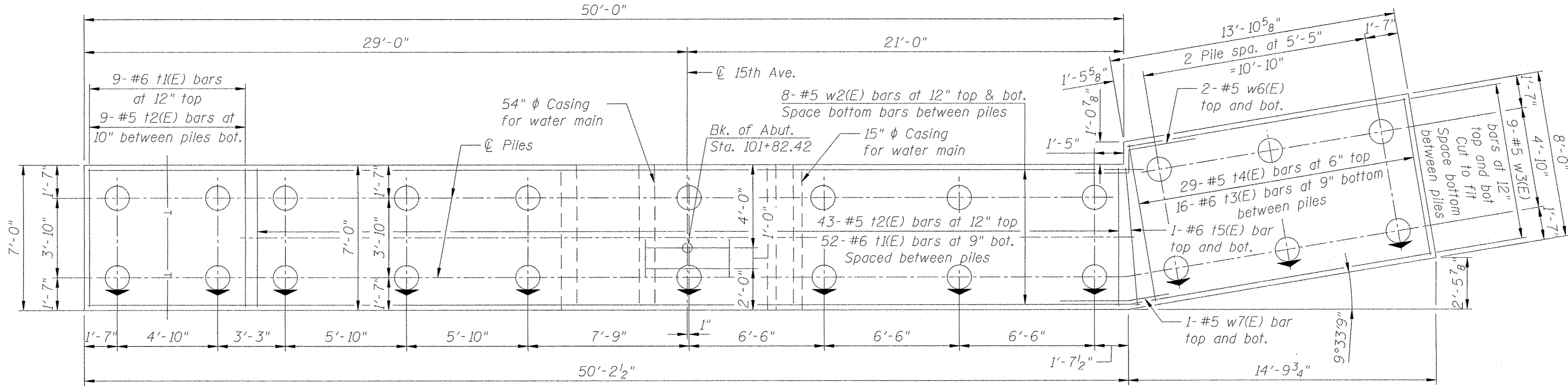




TOP VIEW



SOUTH ABUTMENT ELEVATION (Looking South)



FOOTING PLAN

PILE DATA
 Type: Metal Shell Piles 14" x 0.312"
 Nominal Required Bearing: 495 K
 Factored Resistance Available: 260 K
 Est. Length: 21 ft (Straight Pile)
 No. Production Piles: 23
 No. Test piles: 1

LEGEND
 ○ Proposed Pile
 ⊙ Proposed Battered Pile

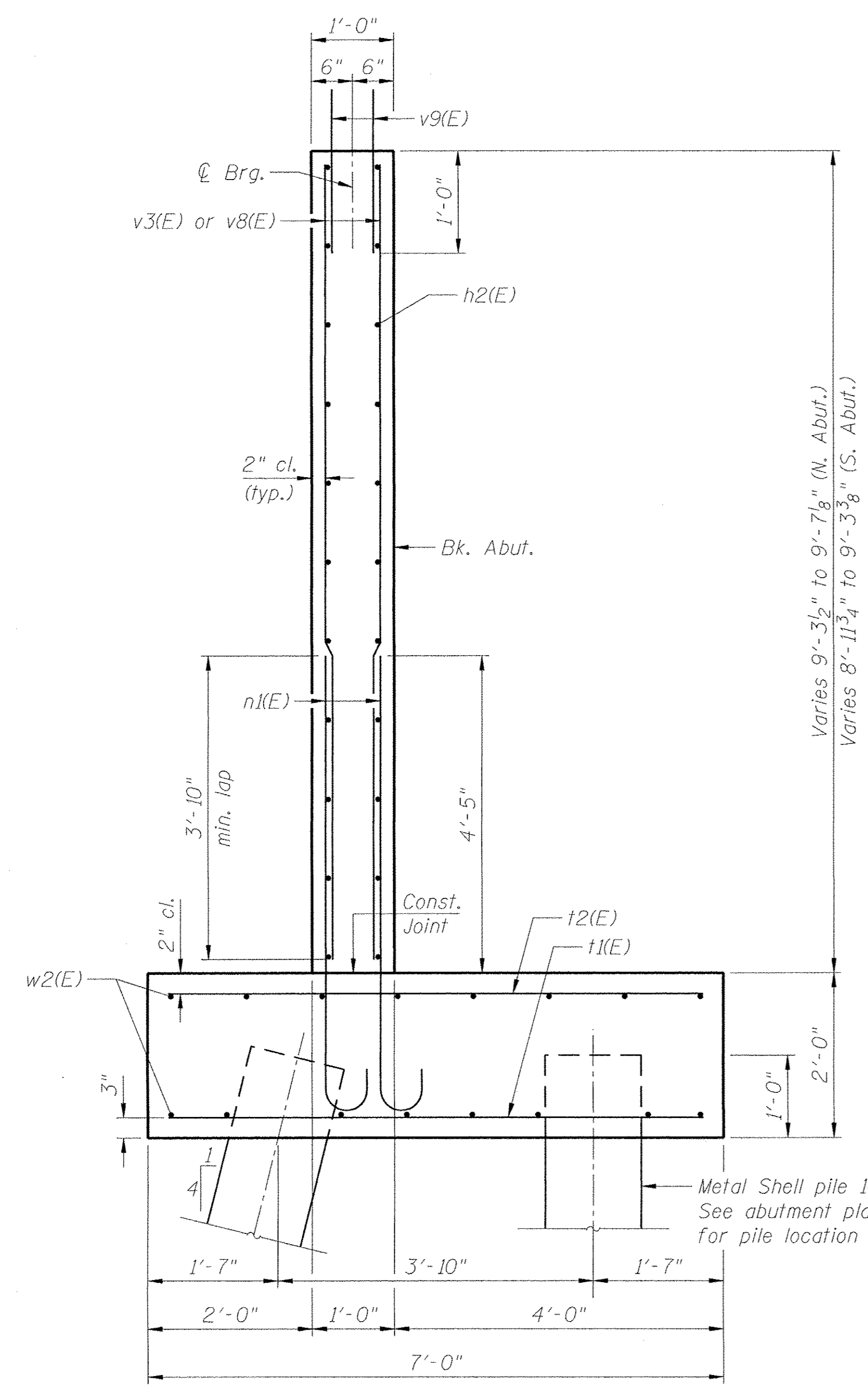
Notes:
 Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
 For Section thru Abutment, Section thru Wingwall, corner detail and Bill of Material, see sheet 9 of 13.
 The existing 36" water main and pile locations shall be verified in the field and approved by the Engineer prior to pile construction.
 Cut h2(E) bars to miss opening for storm sewer. Move v8(E) bars to each side of opening.
 Weep Holes at abutments and wingwalls shall be provided at 8 feet spacing.
 Piles in the southeast wingwall shall be driven through 18" diameter precored holes extending to elevation 611.00 according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.
 Piles adjacent to the 36" diameter water main shall be driven through 18" diameter precored holes extending to elevation 606.95 according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.

MIN. BAR LAP
 #5 bar = 3'-3"
 #6 bar = 3'-10"
 #7 bar = 5'-2"

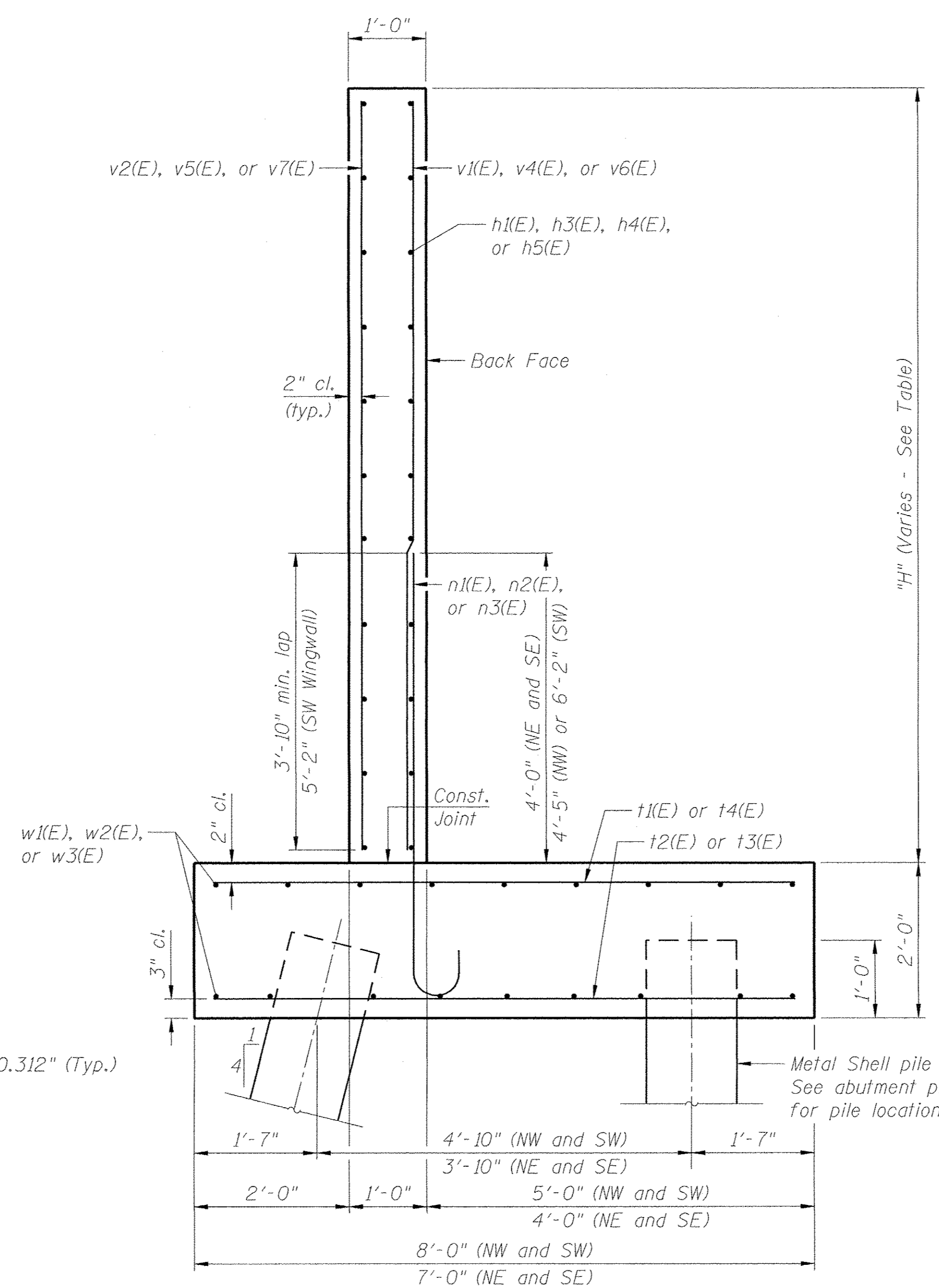
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	USER NAME = CEComin	DESIGNED - JM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT STRUCTURE NO. 016-7479	MUN. RTE. = 1090	SECTION = 10-00117-00-BR	COUNTY = COOK	TOTAL SHEETS = 48	SHEET NO. = 25
	PLOT SCALE = 3/4" = 1' - 0"	DRAWN - JM	REVISED -			CONTRACT NO. 61D24				
	PLOT DATE = 11/1/2016	CHECKED - JRM	REVISED -			ILLINOIS FED. AID PROJECT				

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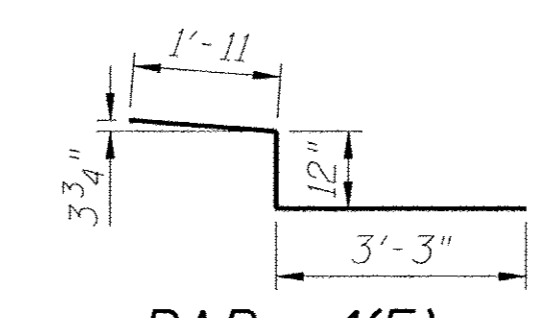


SECTION THRU ABUTMENT

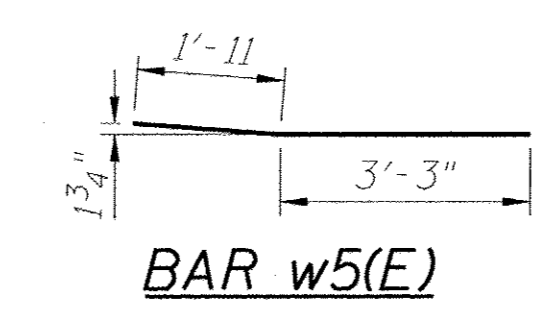


SECTION THRU WINGWALL

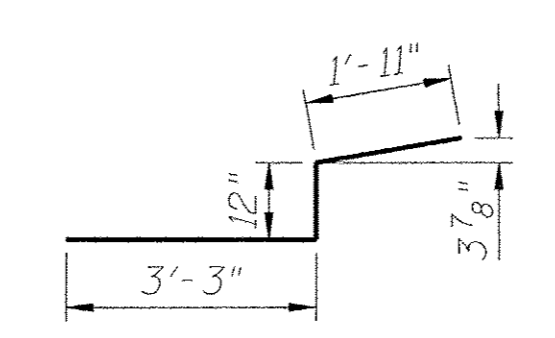
Location	H
W. wingwall, N. Abut.	11'-9 ³ / ₈ " to 12'-2 ⁵ / ₈ "
E. wingwall, N. Abut.	8'-3 ³ / ₈ " to 11'-9 ³ / ₈ "
W. wingwall, S. Abut.	10'-8 ³ / ₈ " to 11'-5 ³ / ₈ "
E. wingwall, S. Abut.	7'-11 ³ / ₈ " to 11'-5 ³ / ₈ "



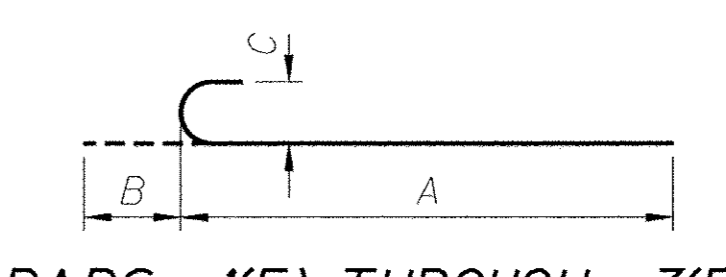
BAR w4(E)



BAR w5(E)



BAR w6(E)

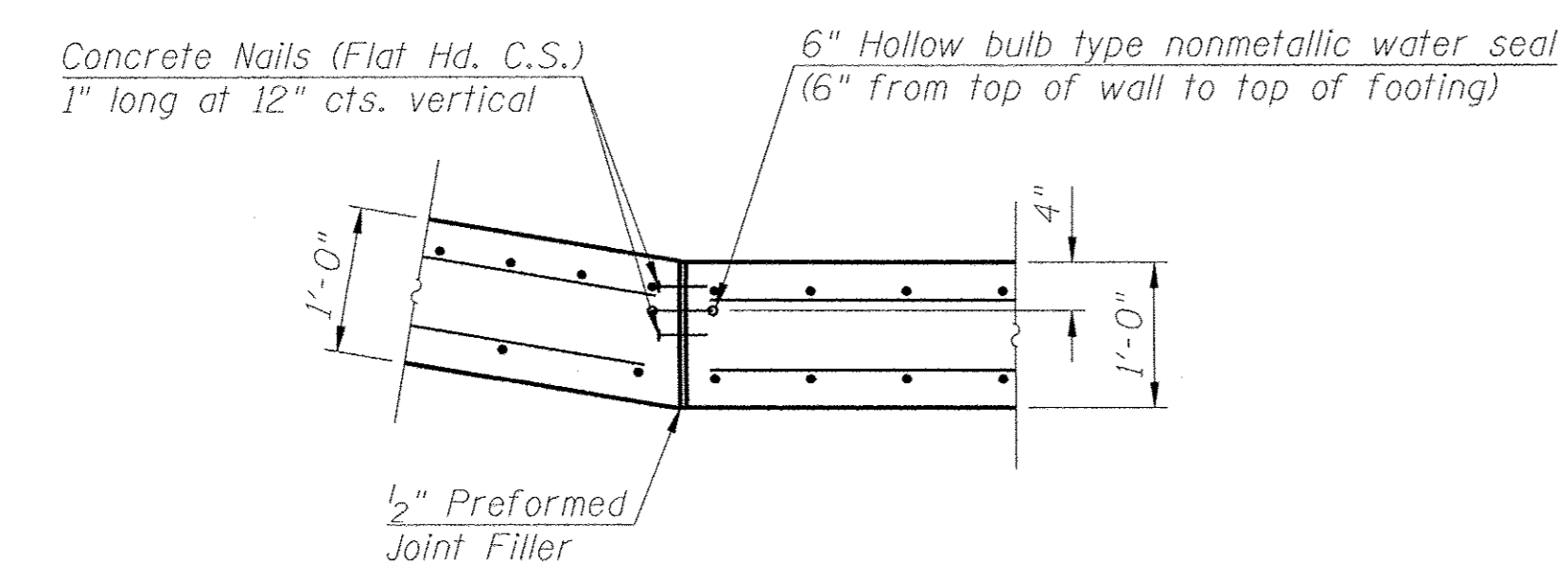


BARS n1(E) THROUGH n3(E)

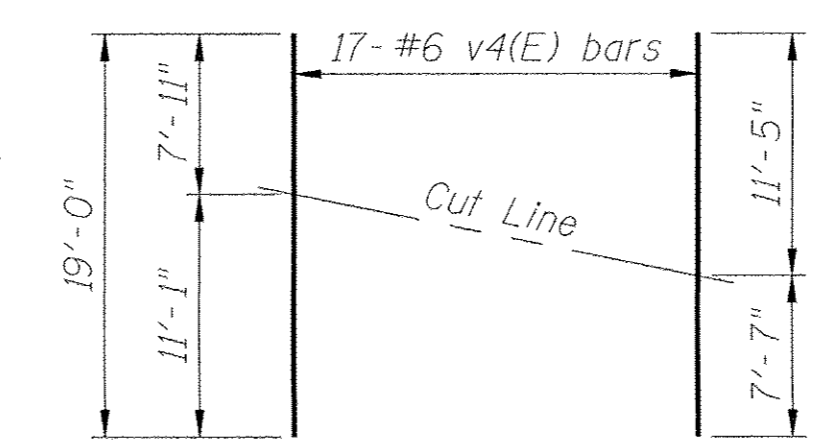
Bar	A	B	C
n1(E)	6'-2"	8"	6"
n2(E)	5'-9"	8"	6"
n3(E)	7'-11"	10"	7"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	26	#5	11'-6"	
h2(E)	40	#5	41'-8"	
h3(E)	36	#5	7'-8"	
h4(E)	20	#5	8'-6"	
h5(E)	26	#5	14'-6"	
h6(E)	16	#5	6'-11"	
h7(E)	16	#5	4'-0"	
h8(E)	16	#5	2'-6"	
n1(E)	24	#6	6'-10"	
n2(E)	256	#6	6'-5"	
n3(E)	23	#7	8'-9"	
v1(E)	24	#6	11'-5"	
v2(E)	13	#5	11'-10"	
v3(E)	128	#6	9'-0"	
v4(E)	17	#6	19'-0"	
v5(E)	9	#5	19'-0"	
v6(E)	23	#7	10'-4"	
v7(E)	16	#5	10'-4"	
v8(E)	128	#6	8'-8"	
v9(E)	172	#5	2'-0"	
w1(E)	18	#5	11'-7"	
w2(E)	32	#5	51'-9"	
w3(E)	18	#5	14'-8"	
w4(E)	4	#5	6'-2"	
w5(E)	2	#5	5'-2"	
w6(E)	4	#5	6'-2"	
w7(E)	2	#5	5'-2"	
Concrete Structures			Cu. Yd.	112.8
Reinforcement Bars, Epoxy Coated			Pound	16,650
Furnishing Metal Shell Piles 14" X 0.312"			Foot	1,024
Driving Piles			Foot	1,024
Test Pile Metal Shells			Each	2
Pile Shoes			Each	48

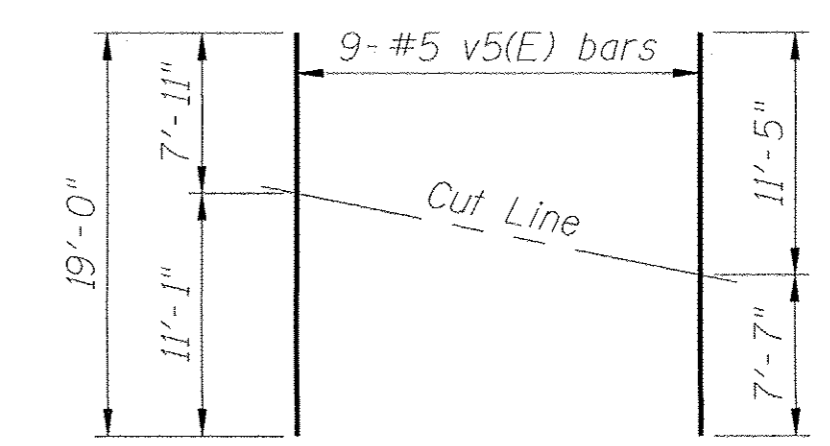


CORNER DETAIL



FIELD CUTTING DIAGRAM

Order v4(E) bars full length. Cut as shown and use remainder of bars from NE wingwall in Back Face of SE Wingwall.



FIELD CUTTING DIAGRAM

Order v5(E) bars full length. Cut as shown and use remainder of bars from NE wingwall in Front Face of SE Wingwall.



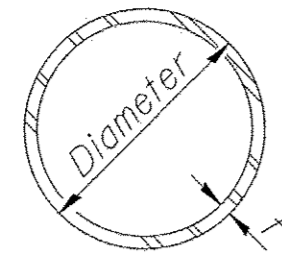
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DETAILS
STRUCTURE NO. 016-7479**

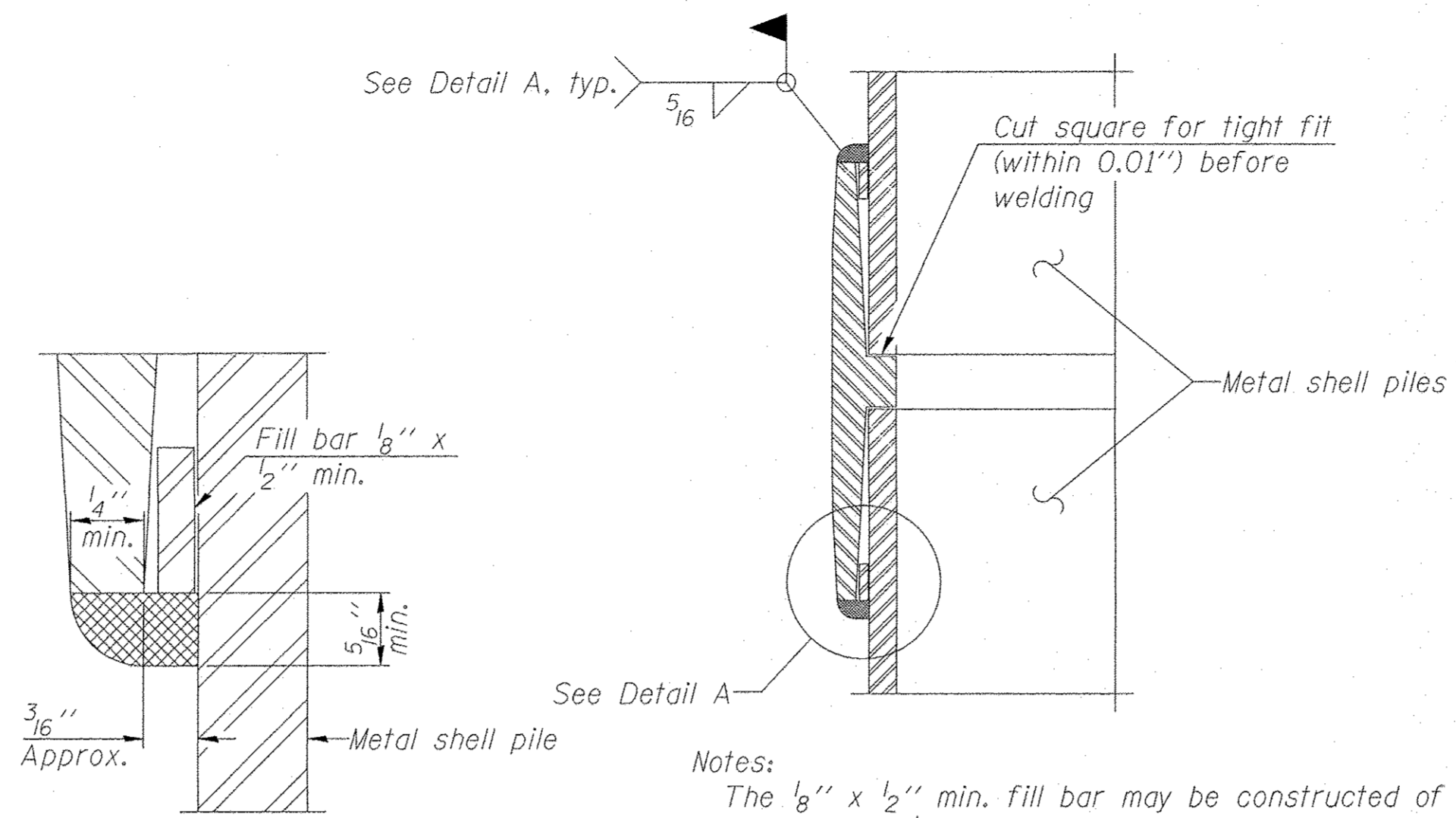
SHEET NO. 9 OF 13 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	26
ILLINOIS FED. AID PROJECT				



METAL SHELL PILE TABLE

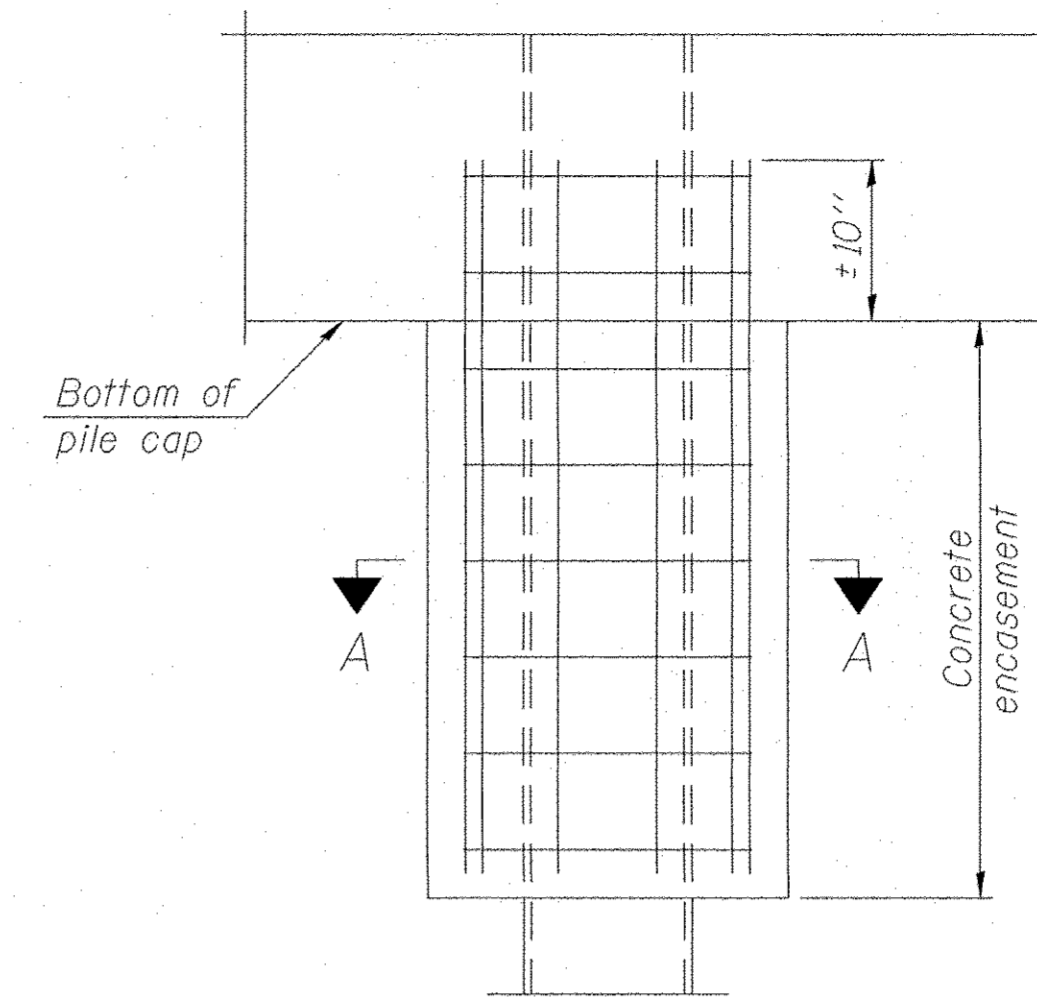
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



DETAIL A

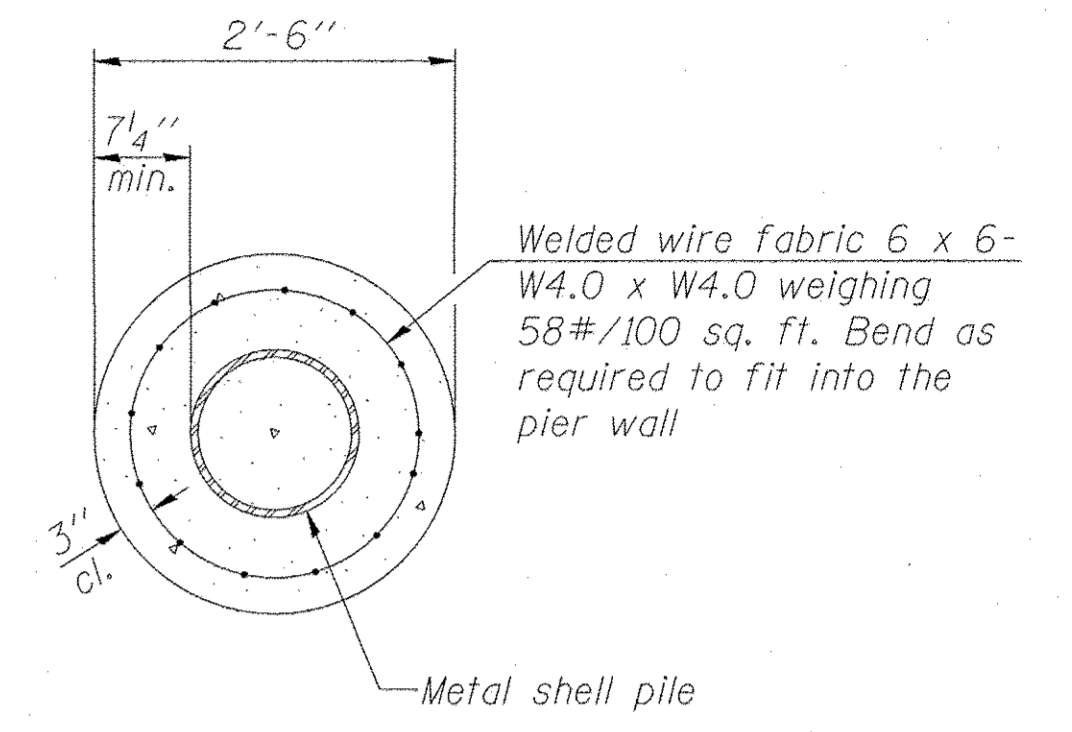
WELDED COMMERCIAL SPLICE

Notes:
 The $\frac{1}{8}$ " x $\frac{1}{2}$ " min. fill bar may be constructed of 2 bars with a $\frac{1}{8}$ " max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.



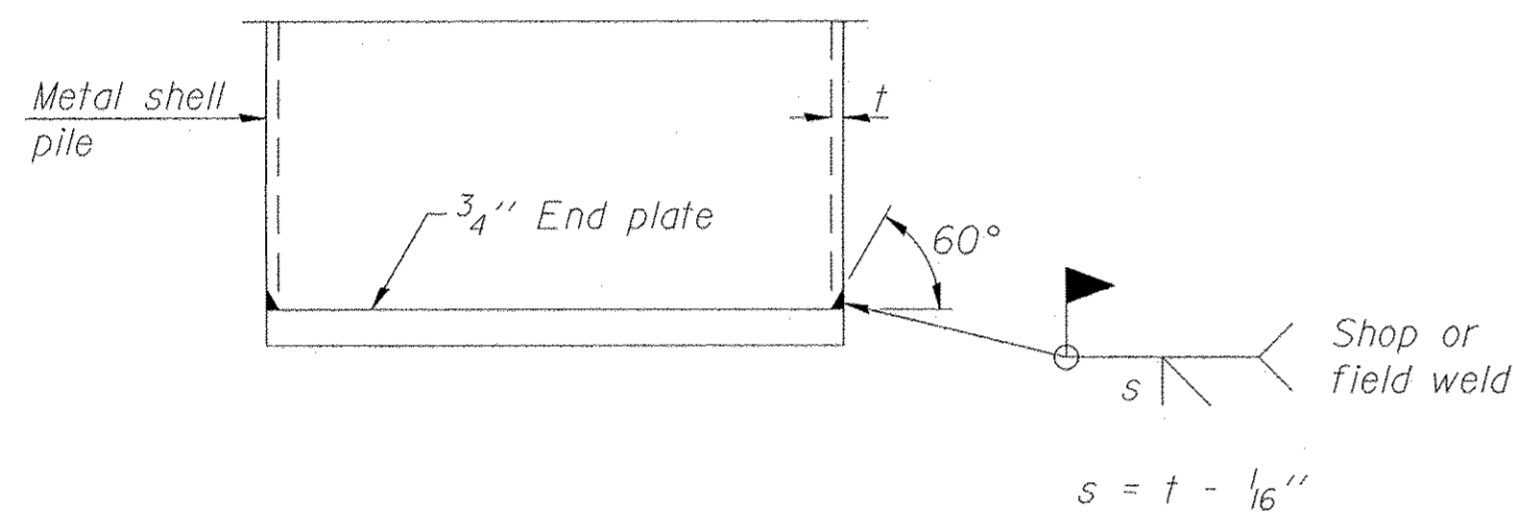
ELEVATION

CONCRETE ENCASEMENT AT PIERS

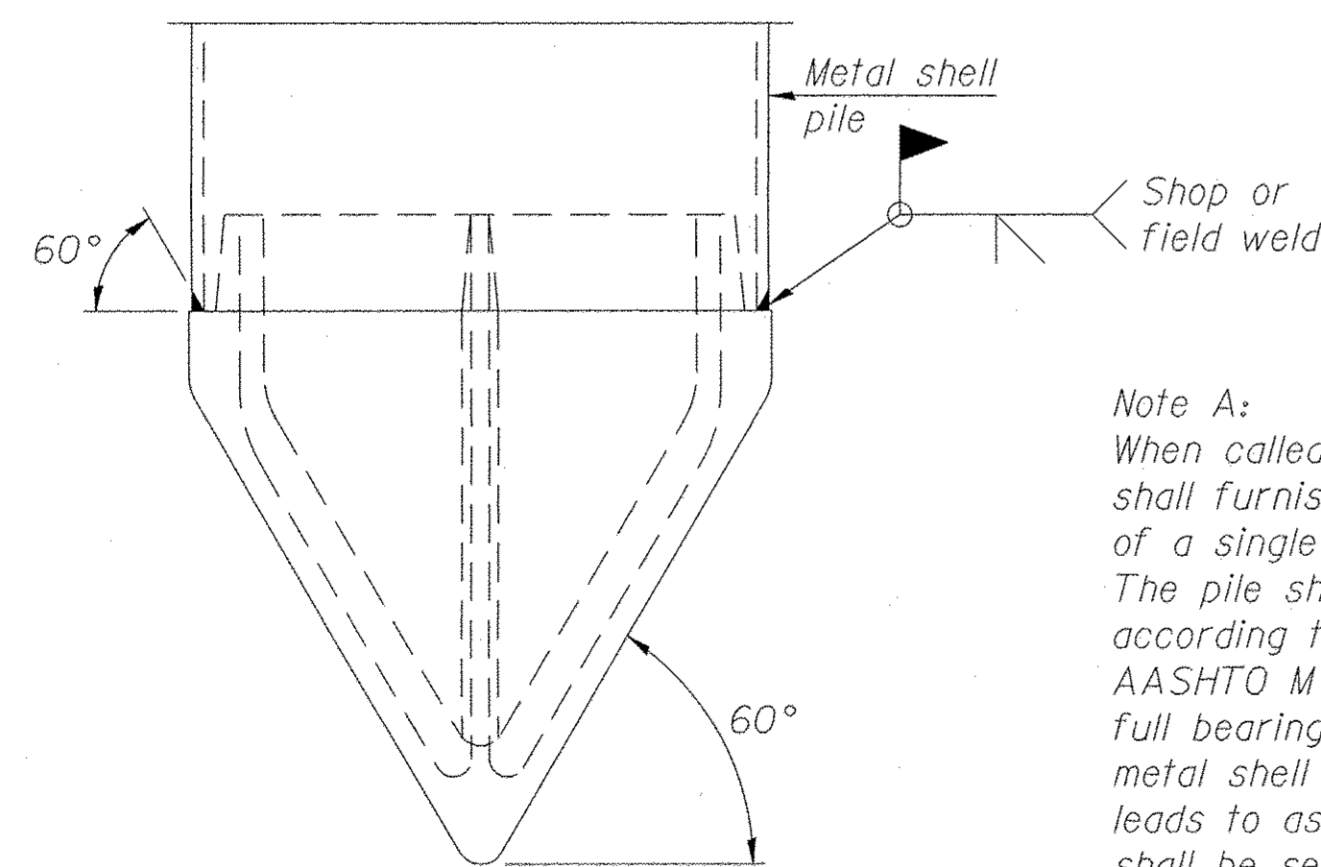


SECTION A-A

Note:
 Forms for encasement may be omitted when soil conditions permit.



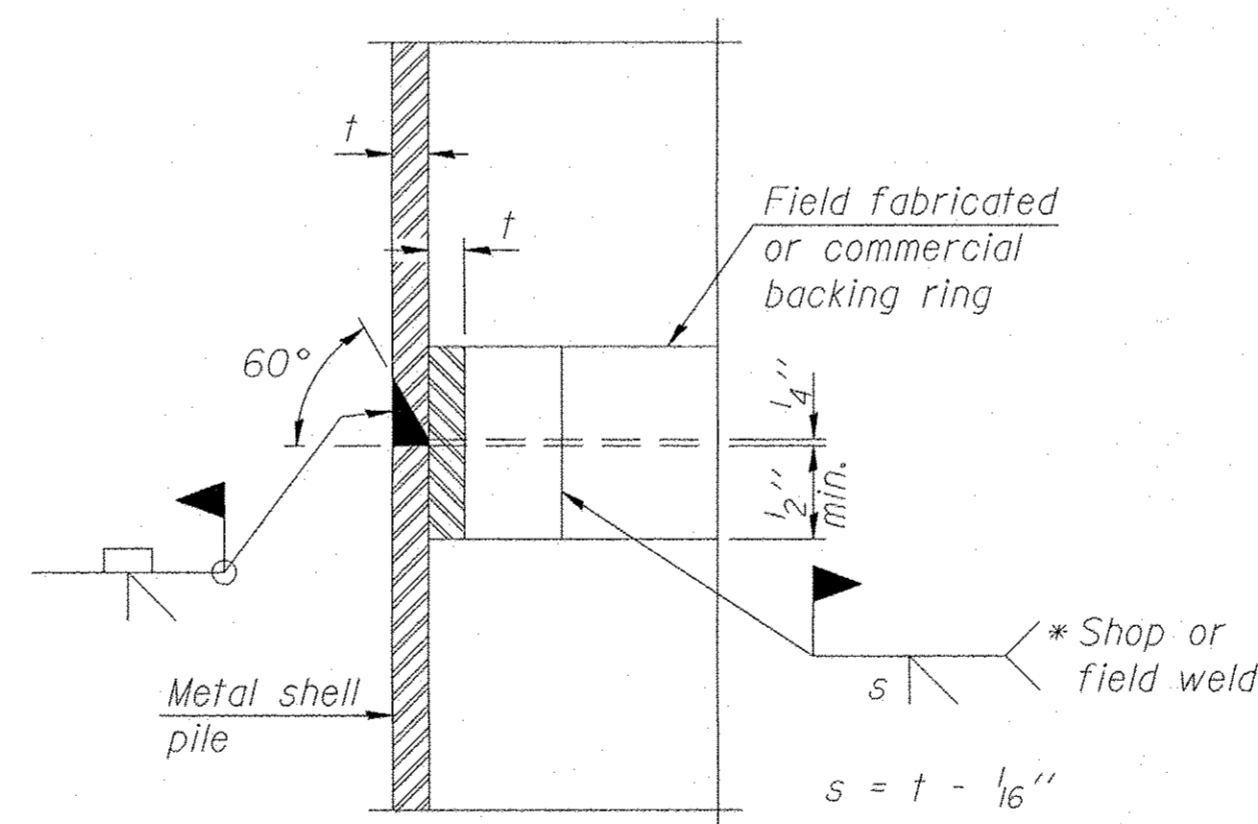
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

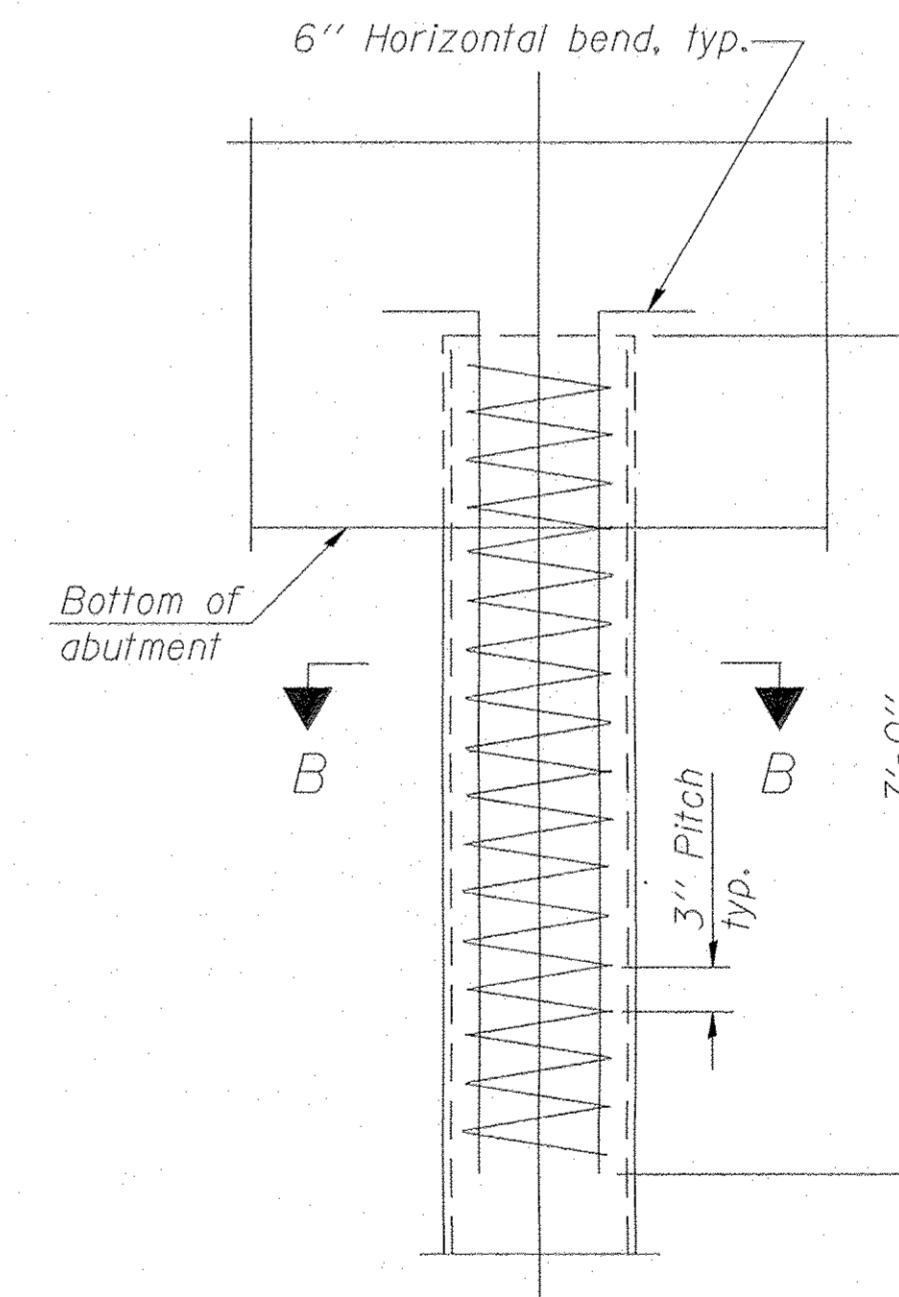
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



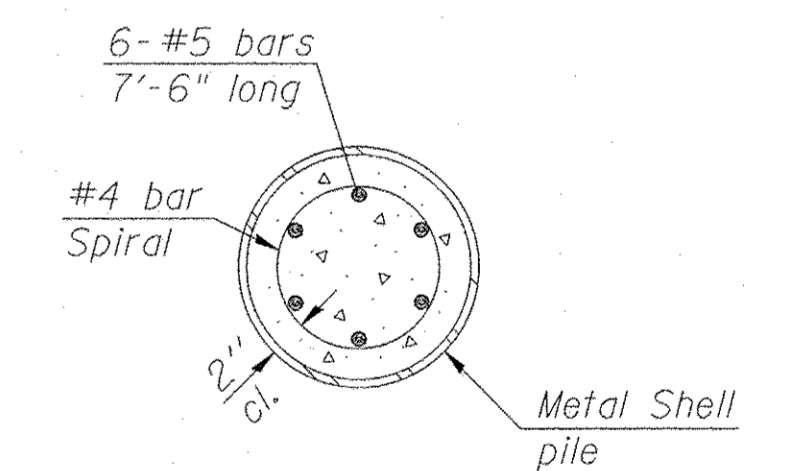
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

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F-MS

1-27-12



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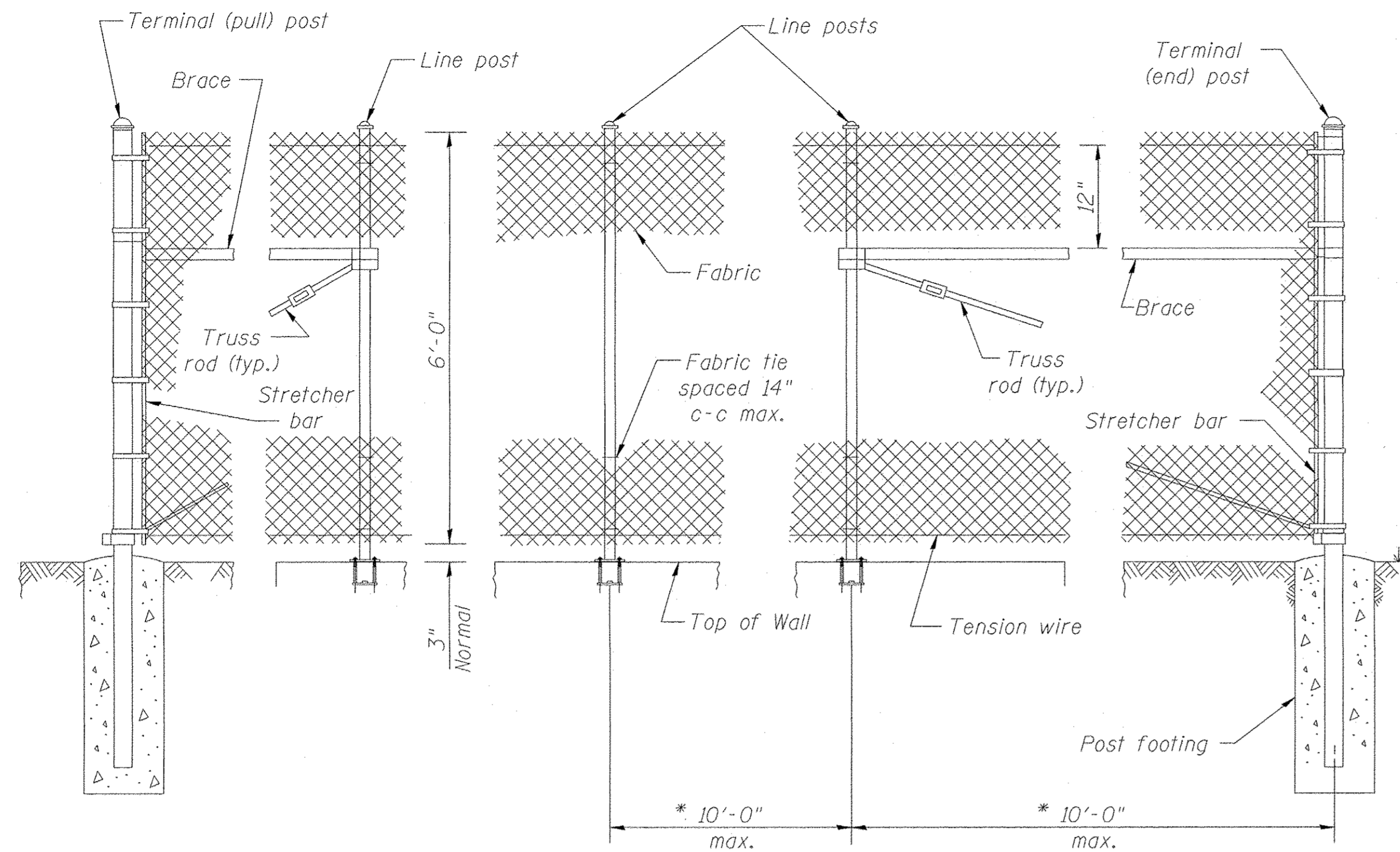
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS STRUCTURE NO. 016-7479

SHEET NO. 10 OF 13 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	27
CONTRACT NO. 61D24				

ILLINOIS FED. AID PROJECT

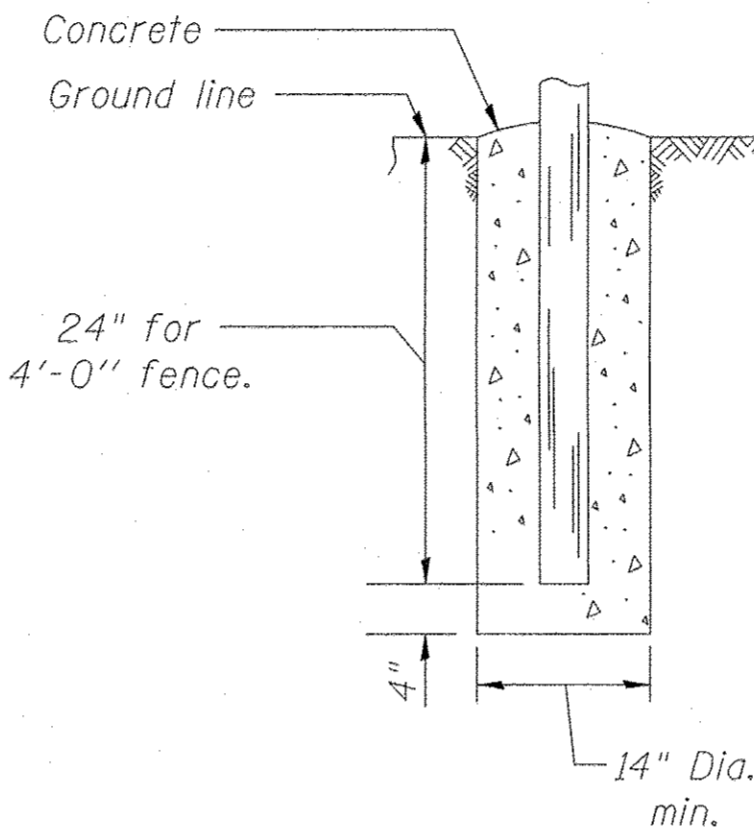


PULL POST ARRANGEMENT

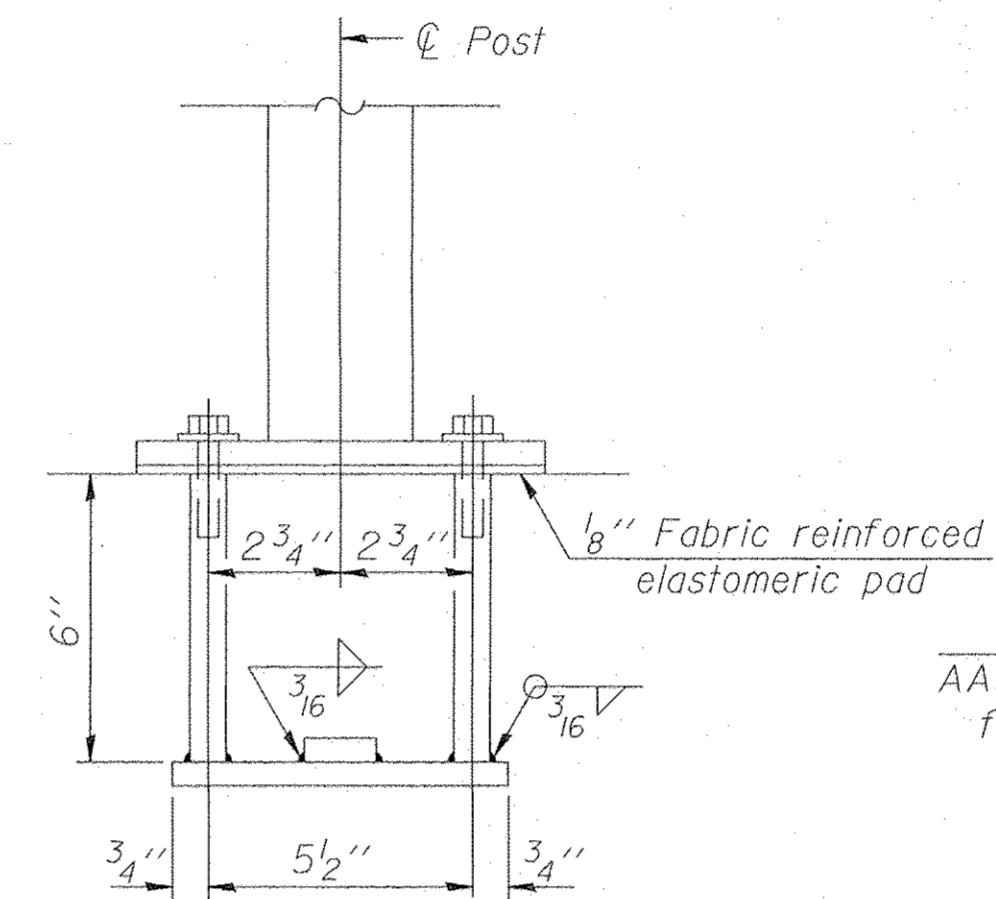
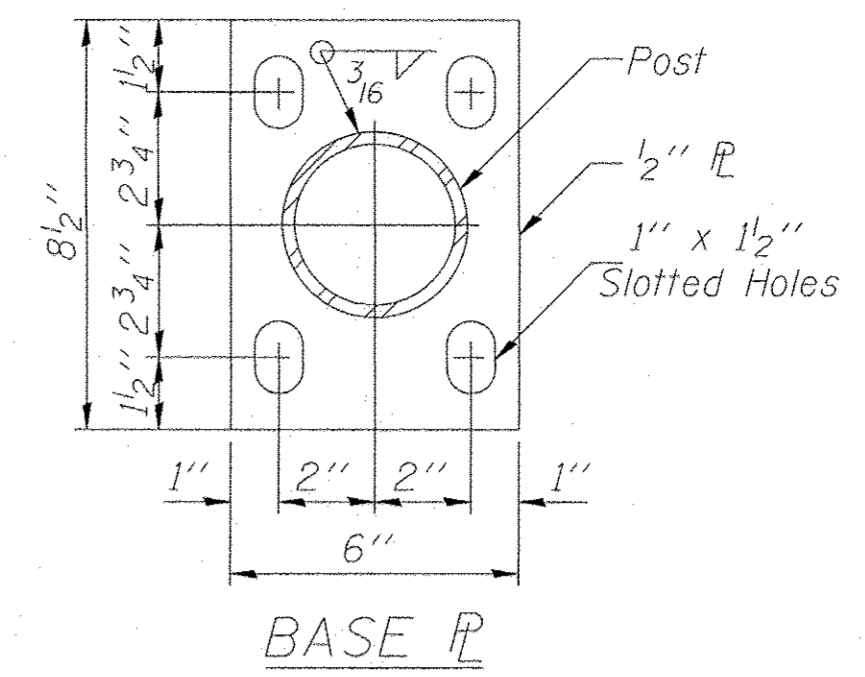
LINE POST ARRANGEMENT

END POST ARRANGEMENT

* The Post Anchors Shall be At least 2'-0" From Wall Expansion Joints.
Pull Post Shall Be Placed Off of Wall.

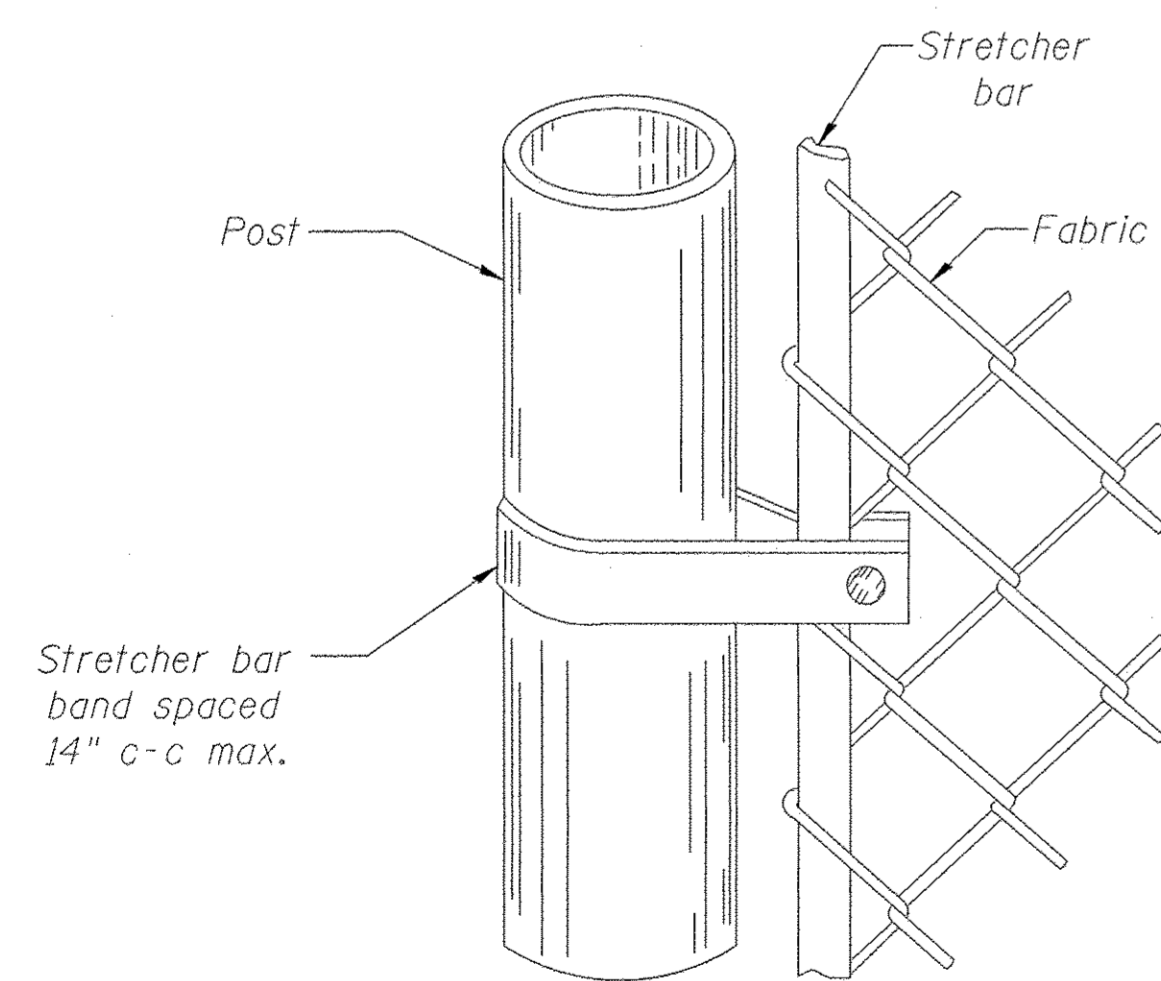
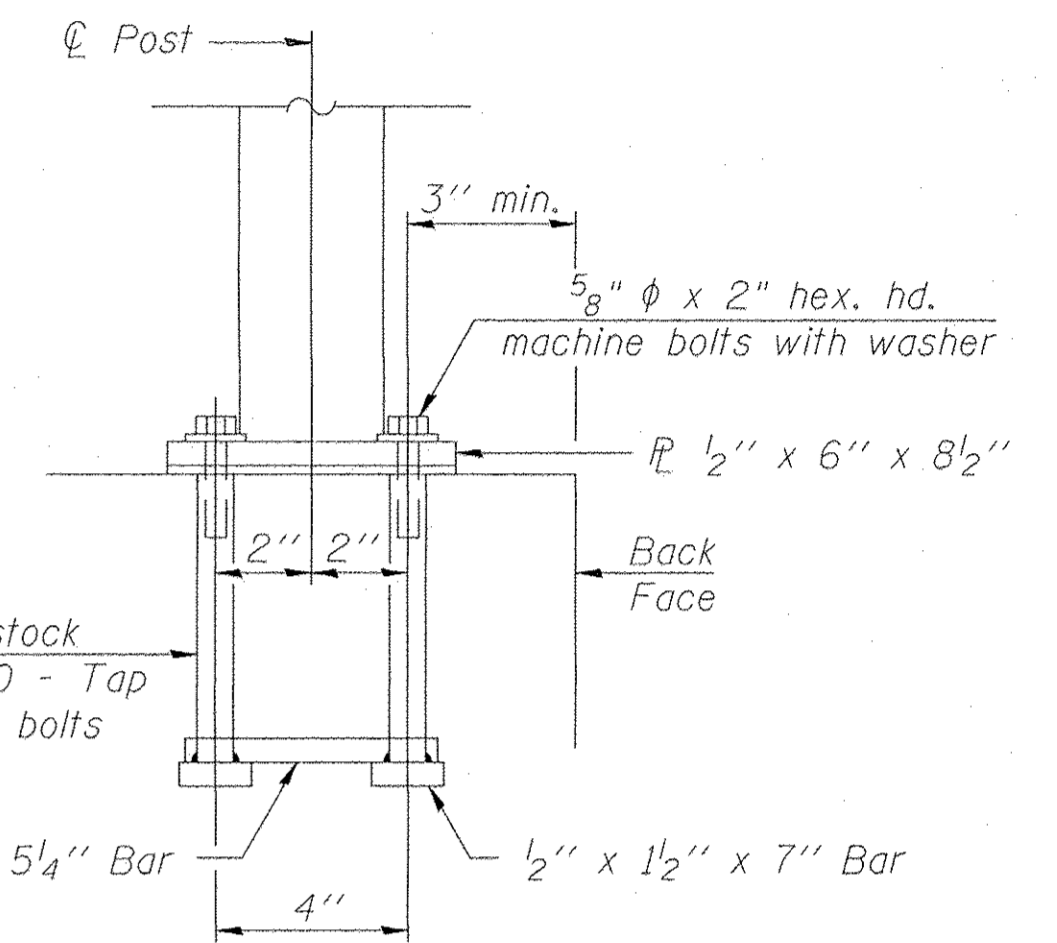


FOOTING FOR TERMINAL POST

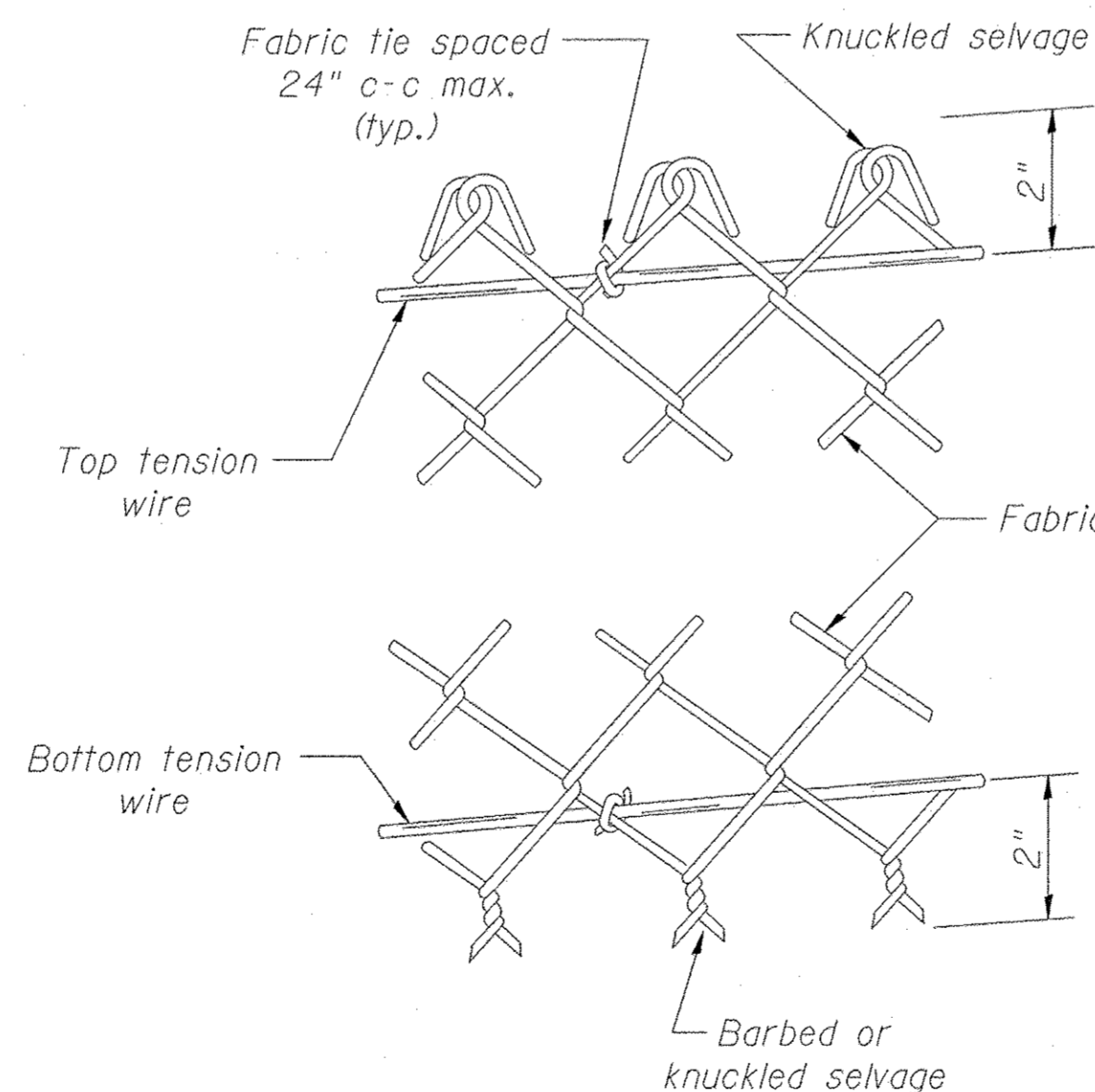


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" phi anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



METHOD OF FASTENING STRETCHER BAR TO POST



METHOD OF TYING FABRIC TO TENSION WIRES

BILL OF MATERIAL

LINE POST	
Section	lbs./ft.
Pipe Type A 1.90 (48.3) O.D.	2.72
Pipe Type B 1.90 (48.3) O.D.	2.28
Pipe Type C 1.90 (48.3) O.D.	2.26
H 1.875x1.625 (47.6x41.3)	2.72

Item	Unit	Quantity
Chain Link Fence, 6' Attached to Structure	Foot	50

NOTES:

Cost of all the anchor bolts and accessories required for Chain Link Supports are included in Chain Link Fence, 6' Attached to Structure.

TERMINAL POST	
Section	lbs./ft.
Pipe Type A 2.375 O.D.	3.65
Pipe Type B 2.375 O.D.	3.11
Pipe Type C 2.375 O.D.	3.09
Roll Formed 3 1/2 x 3 1/2	See detail
Sq. Tubing 2 1/2 x 2 1/2	4.32

HORIZONTAL BRACES	
Section	lbs./ft.
Pipe Type A 1.66 O.D.	2.27
Pipe Type B 1.66 O.D.	1.83
Pipe Type C 1.66 O.D.	1.82
H 1.31x1.5	2.25
Roll Formed 1 5/8 x 1 1/4	See detail

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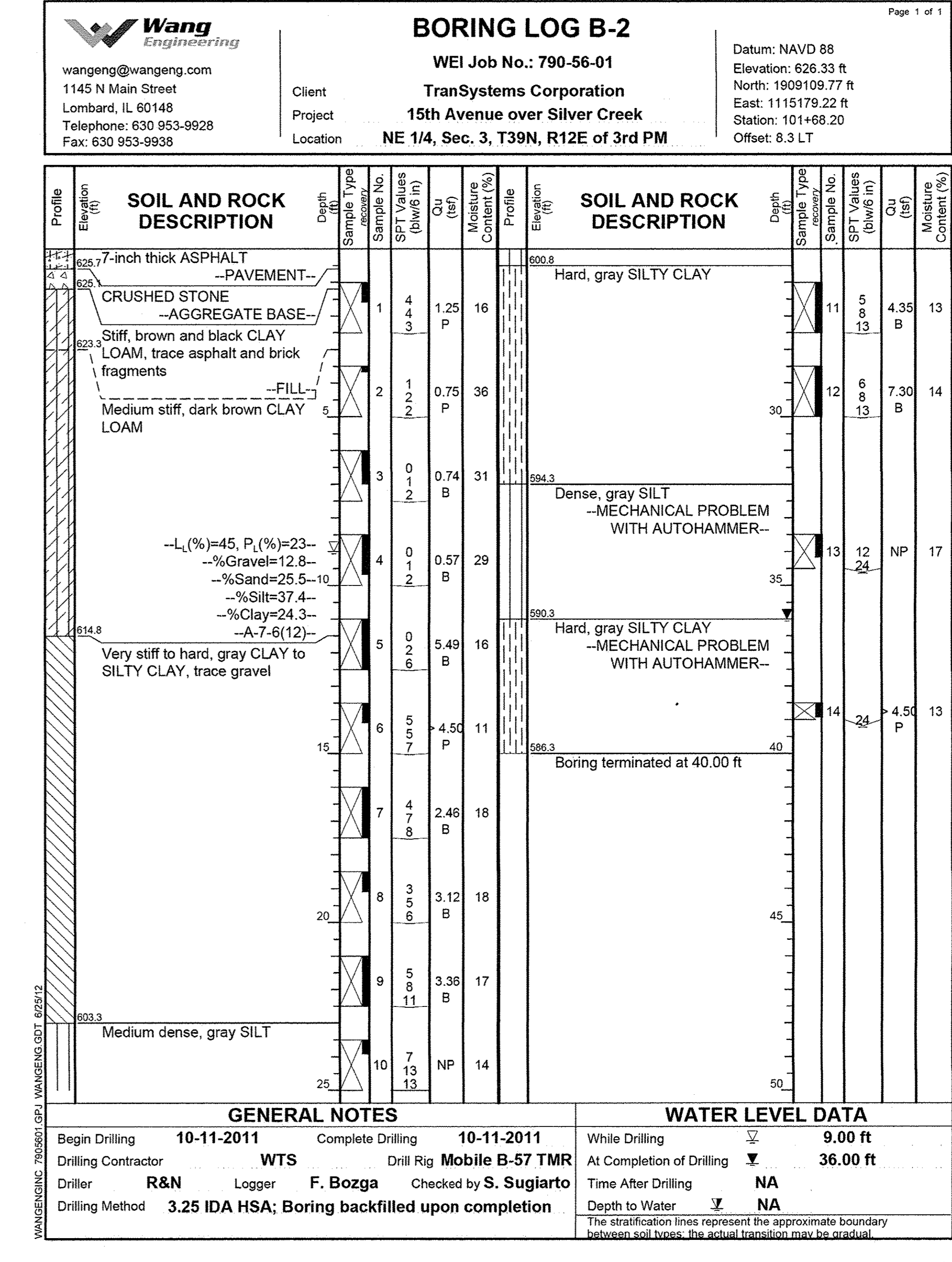
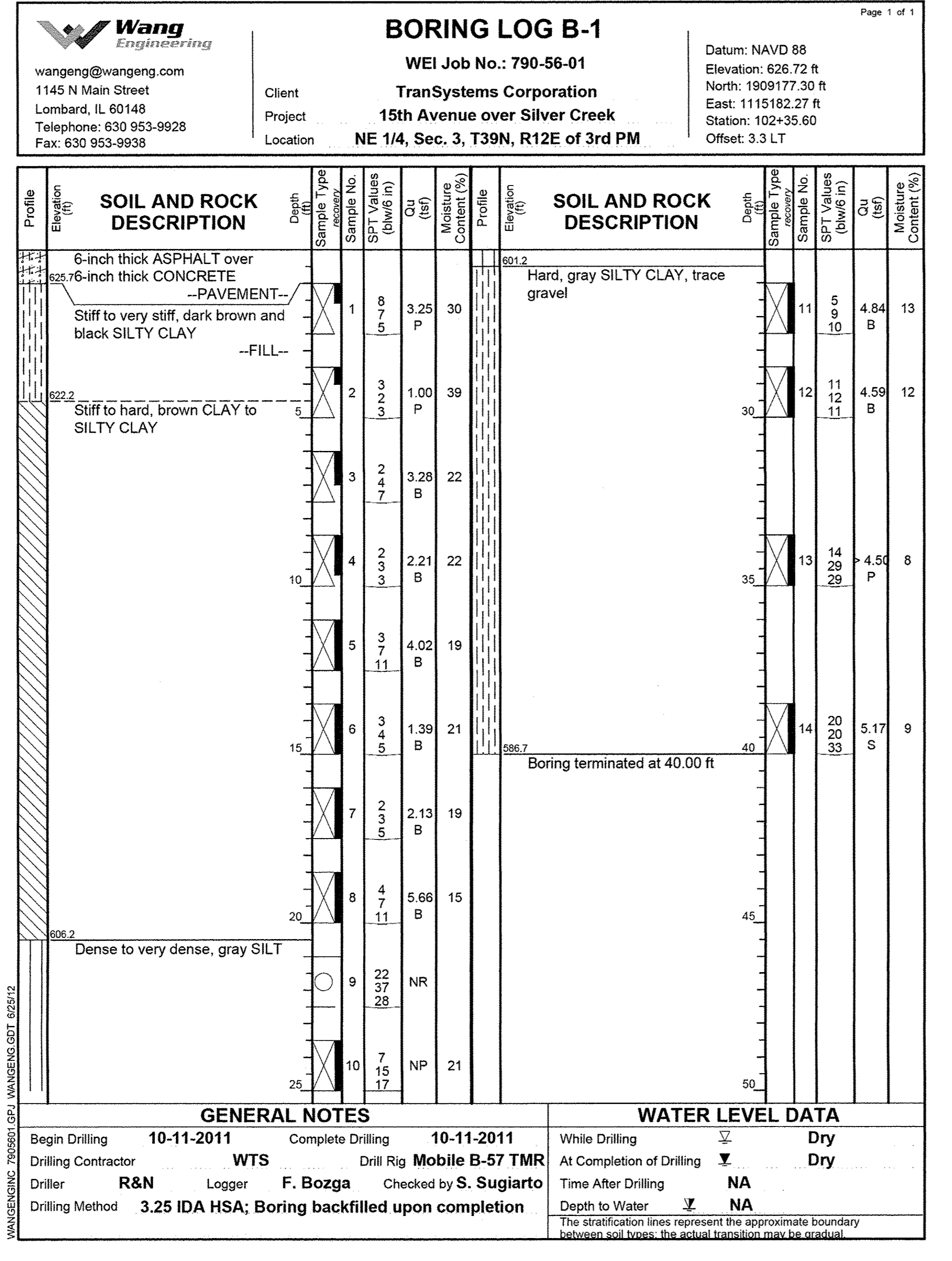
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHAIN LINK FENCE ATTACHED TO STRUCTURE
STRUCTURE NO. 016-7479

SHEET NO. 11 OF 13 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	28
CONTRACT NO. 61D24				
ILLINOIS FED. AID PROJECT				

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	CHECKED - JRM	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS 1
STRUCTURE NO. 016-7479**

SHEET NO. 12 OF 13 SHEETS

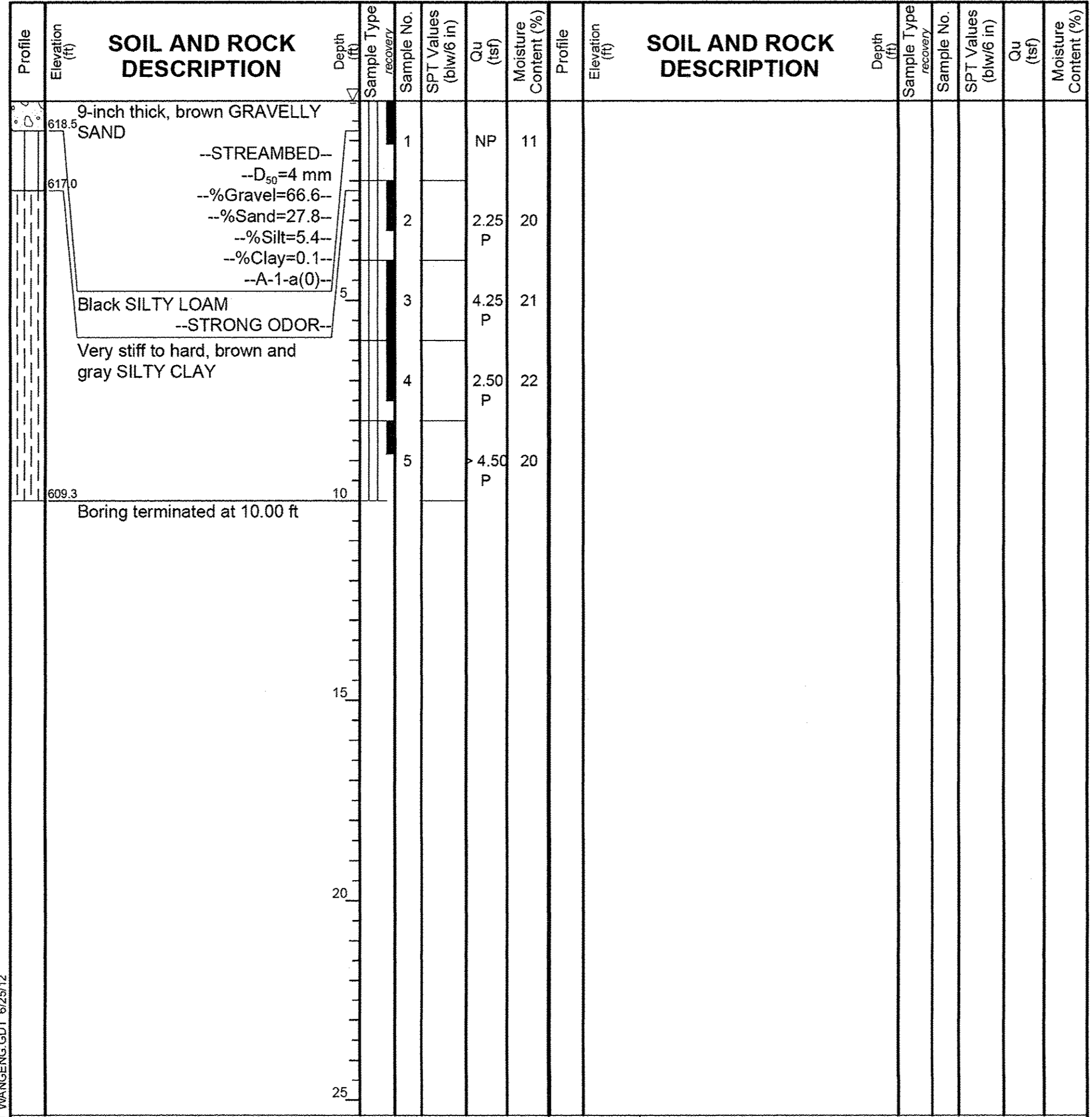
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1090	10-00117-00-BR	COOK	48	29
CONTRACT NO. 61D24			ILLINOIS FED. AID PROJECT	

Wang Engineering
 wangeng@wangeng.com
 1145 N Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG B-3
WEI Job No.: 790-56-01

Datum: NAVD 88
 Elevation: 619.27 ft
 North: 1909150.22 ft
 East: 1115220.67 ft
 Station: 102+07.40
 Offset: 34.3 RT

Client: **TranSystems Corporation**
 Project: **15th Avenue over Silver Creek**
 Location: **NE 1/4, Sec. 3, T39N, R12E of 3rd PM**



GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	10-12-2011	Complete Drilling	10-12-2011	While Drilling	▽	0.00 ft	
Drilling Contractor	WTS	Drill Rig	Geoprobe	At Completion of Drilling	▽	DRY	
Driller	F&N	Logger	N. Boddy	Time After Drilling	NA		
Drilling Method	Hand Auger	Checked by	S. Sugiarto	Depth to Water	▽	NA	

The stratification lines represent the approximate boundary between soil types. The actual transition may be gradual.

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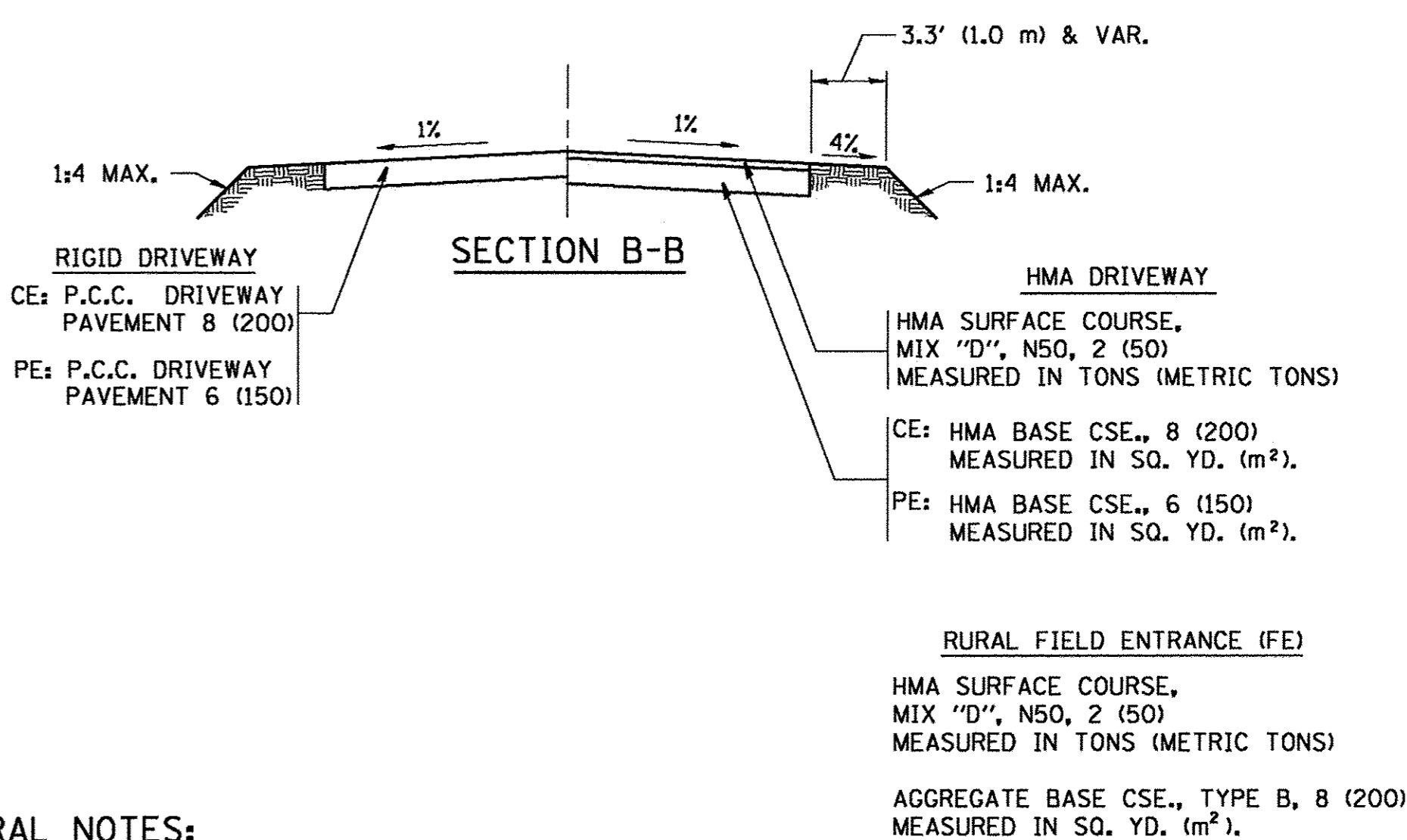
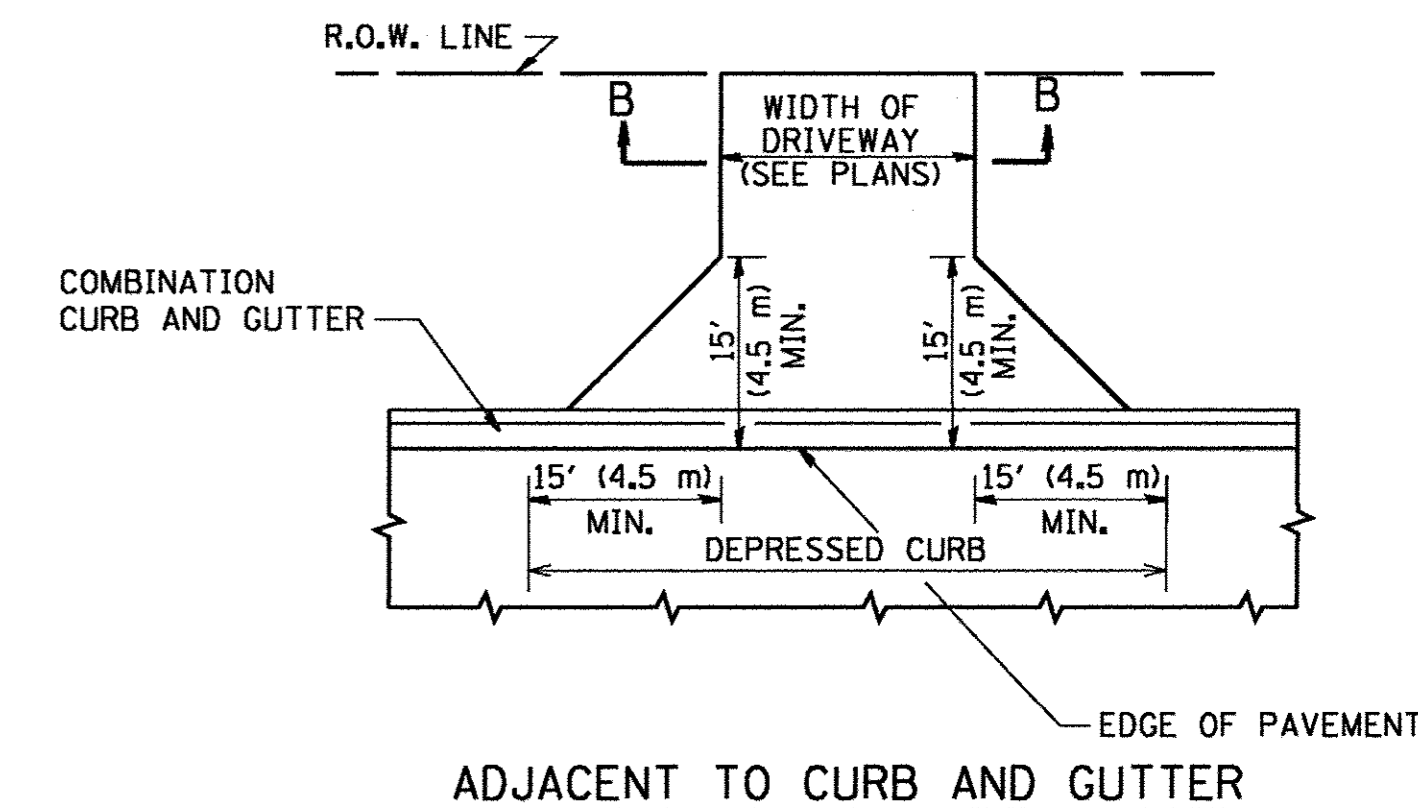
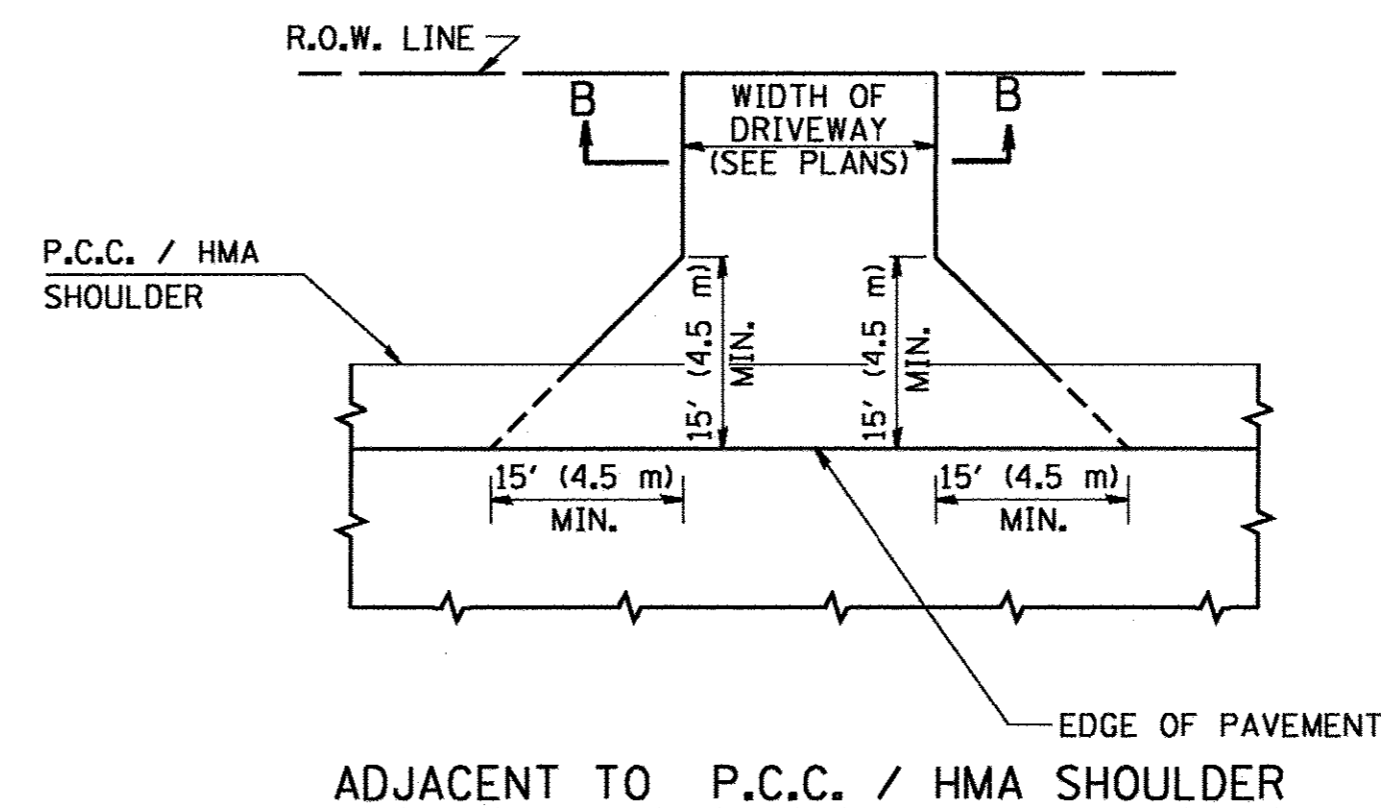
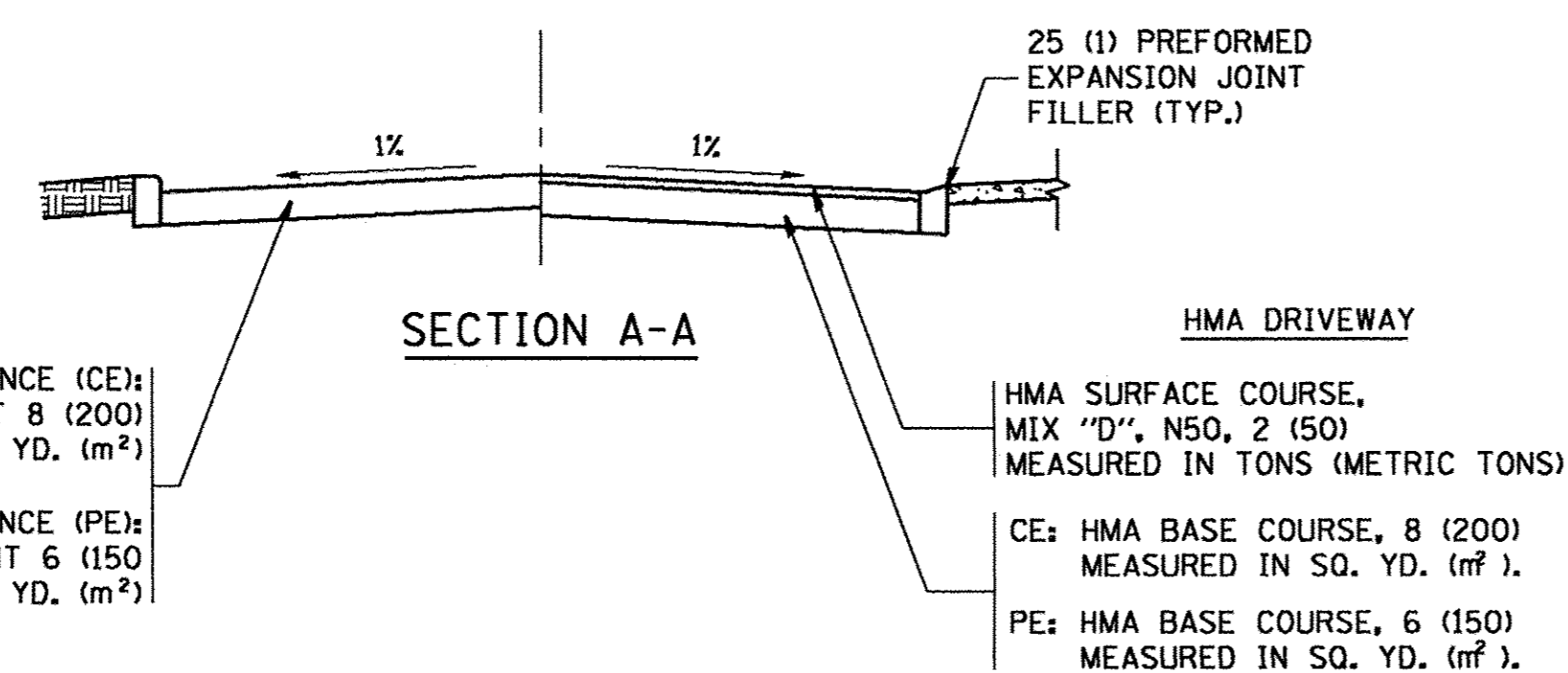
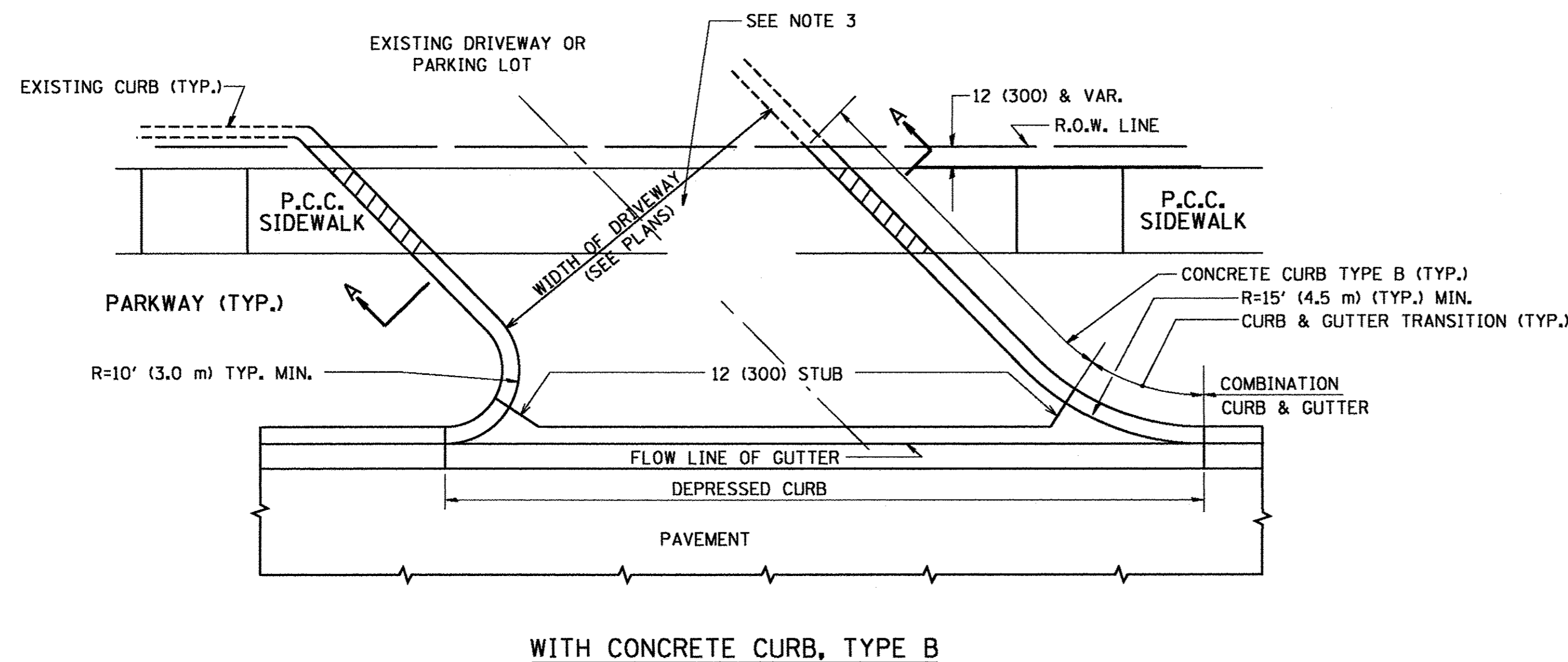
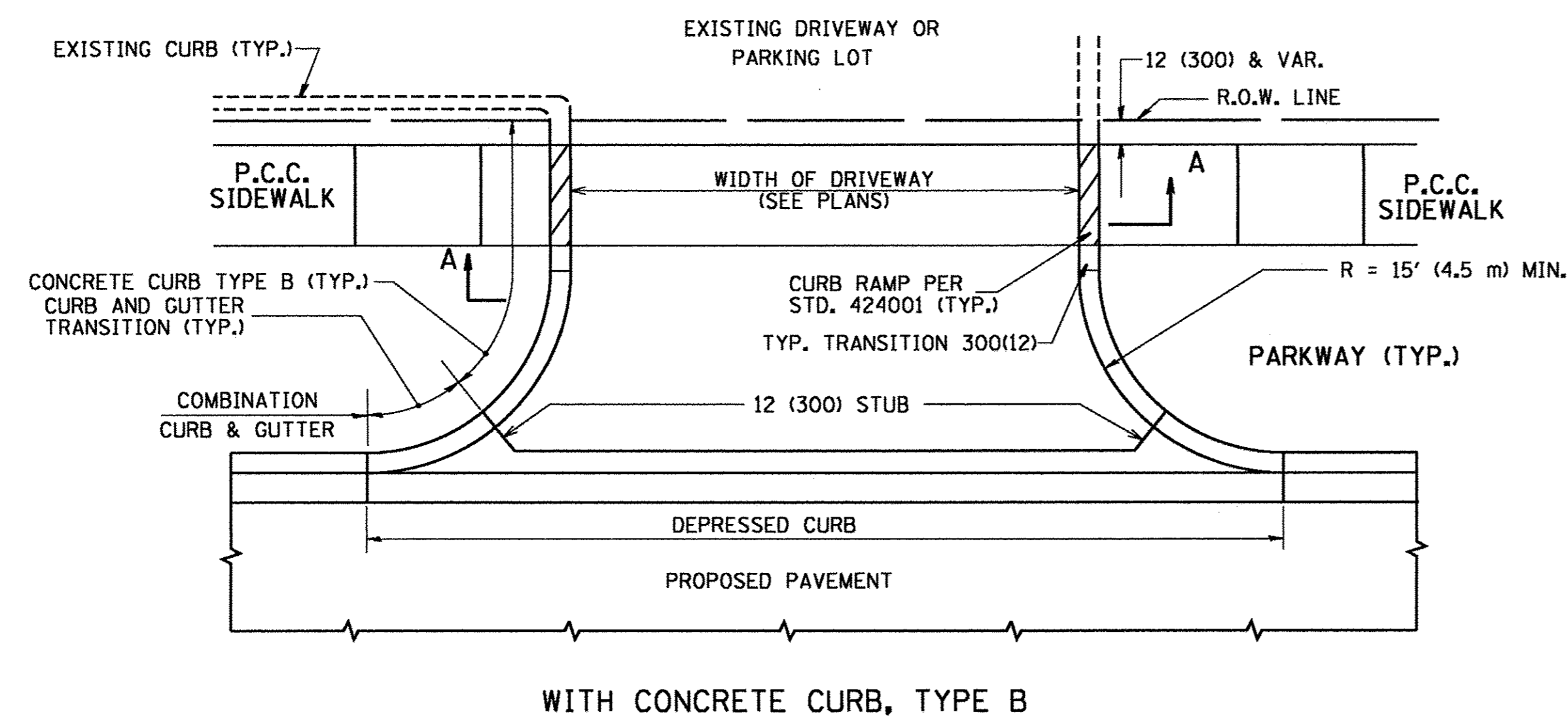
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 2
STRUCTURE NO. 016-7479

SHEET NO. 13 OF 13 SHEETS

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-0017-00-BR	COOK	48	30
CONTRACT NO. 61D24 ILLINOIS FED. AID PROJECT				



GENERAL NOTES:

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

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

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

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

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

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

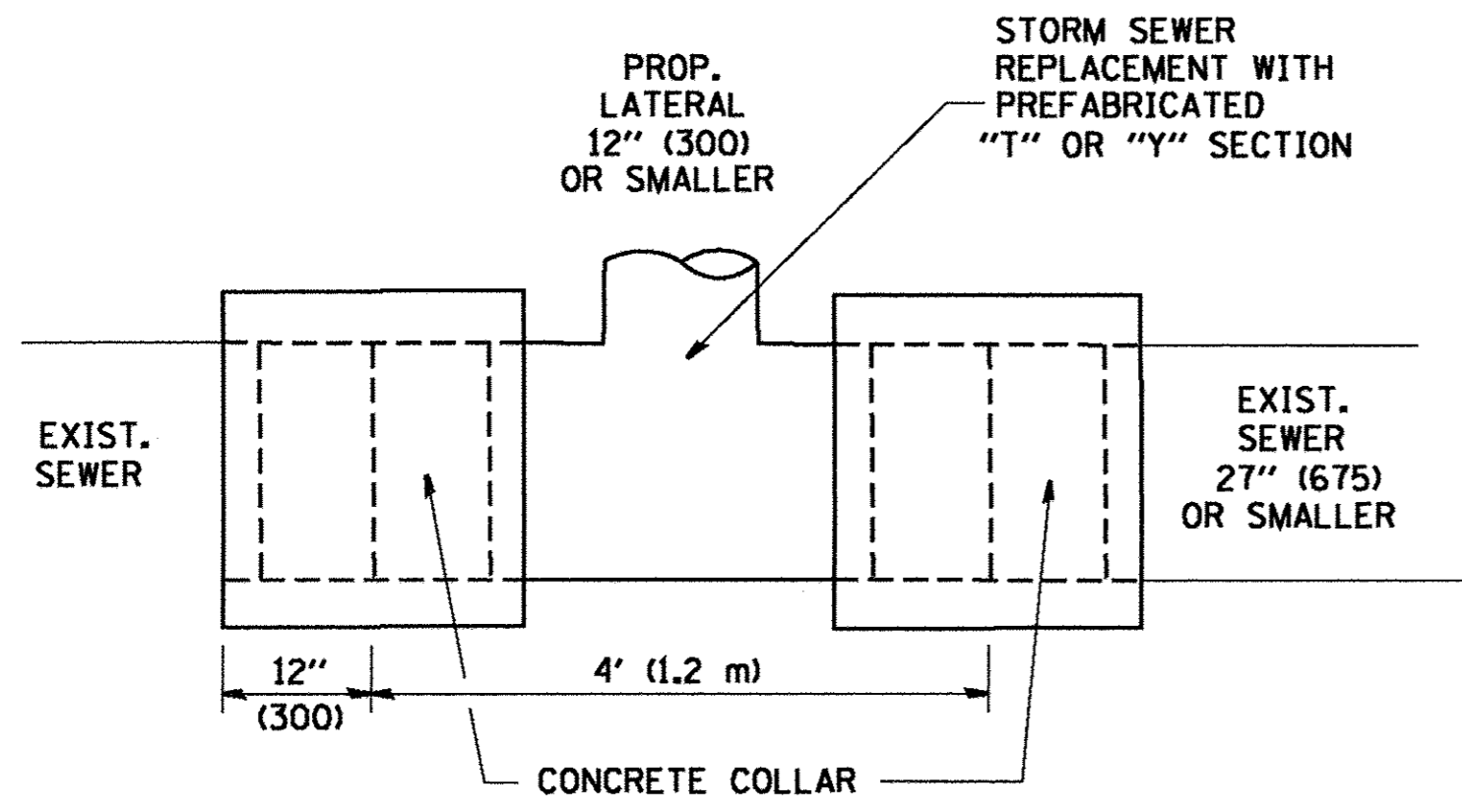
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

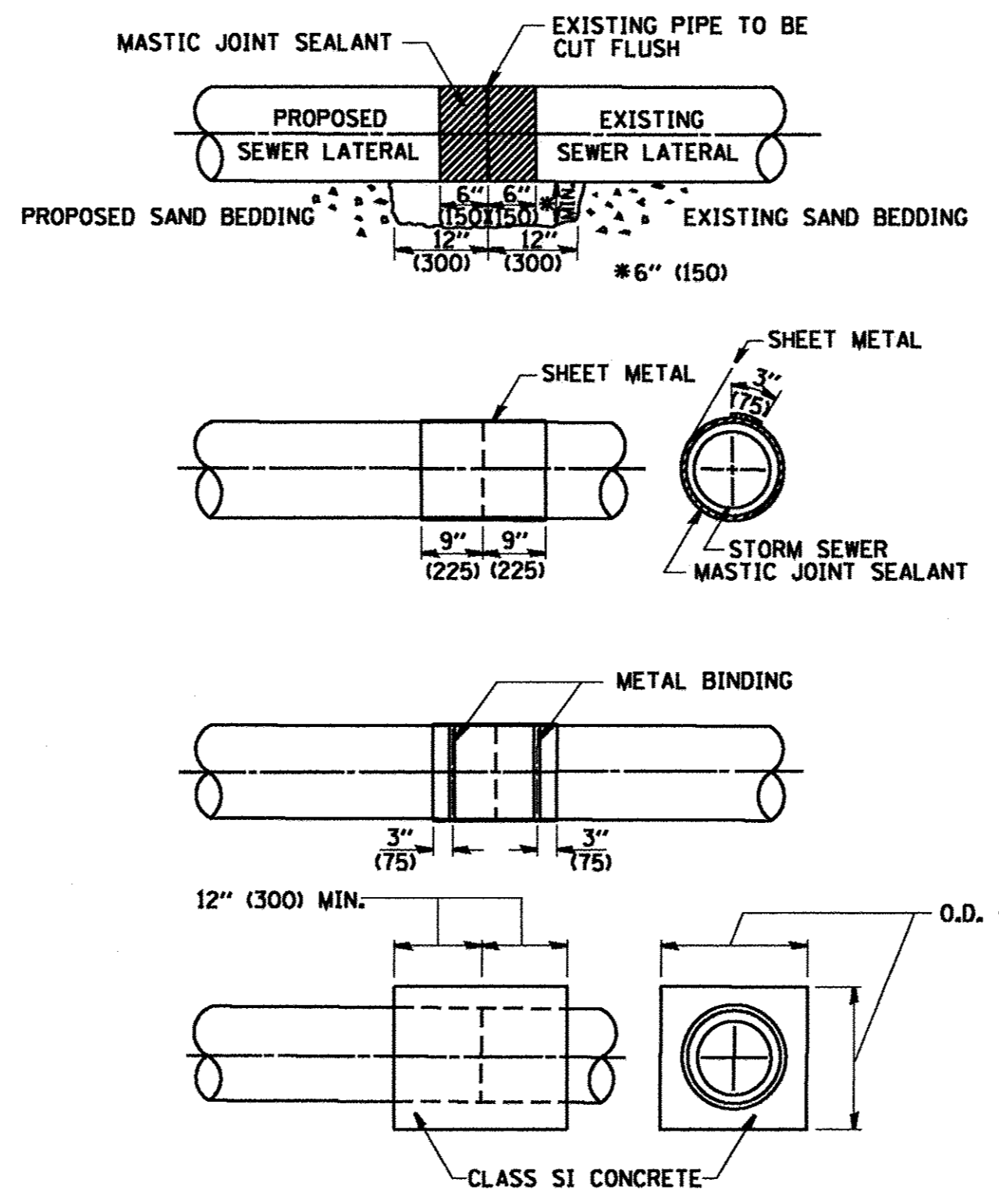
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MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	31
BD0156-07 (BD-01)			CONTRACT NO. 61D24	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

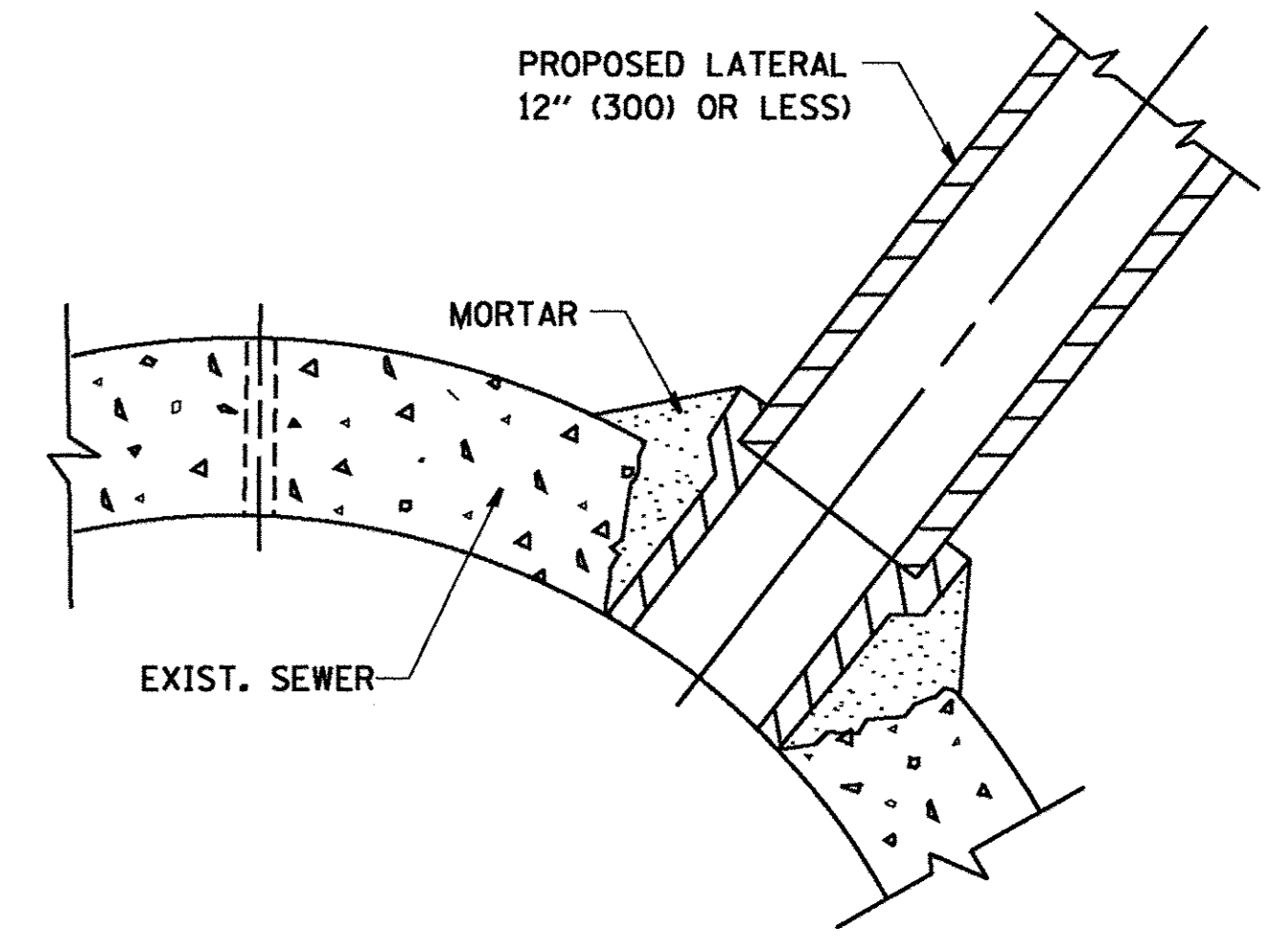


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

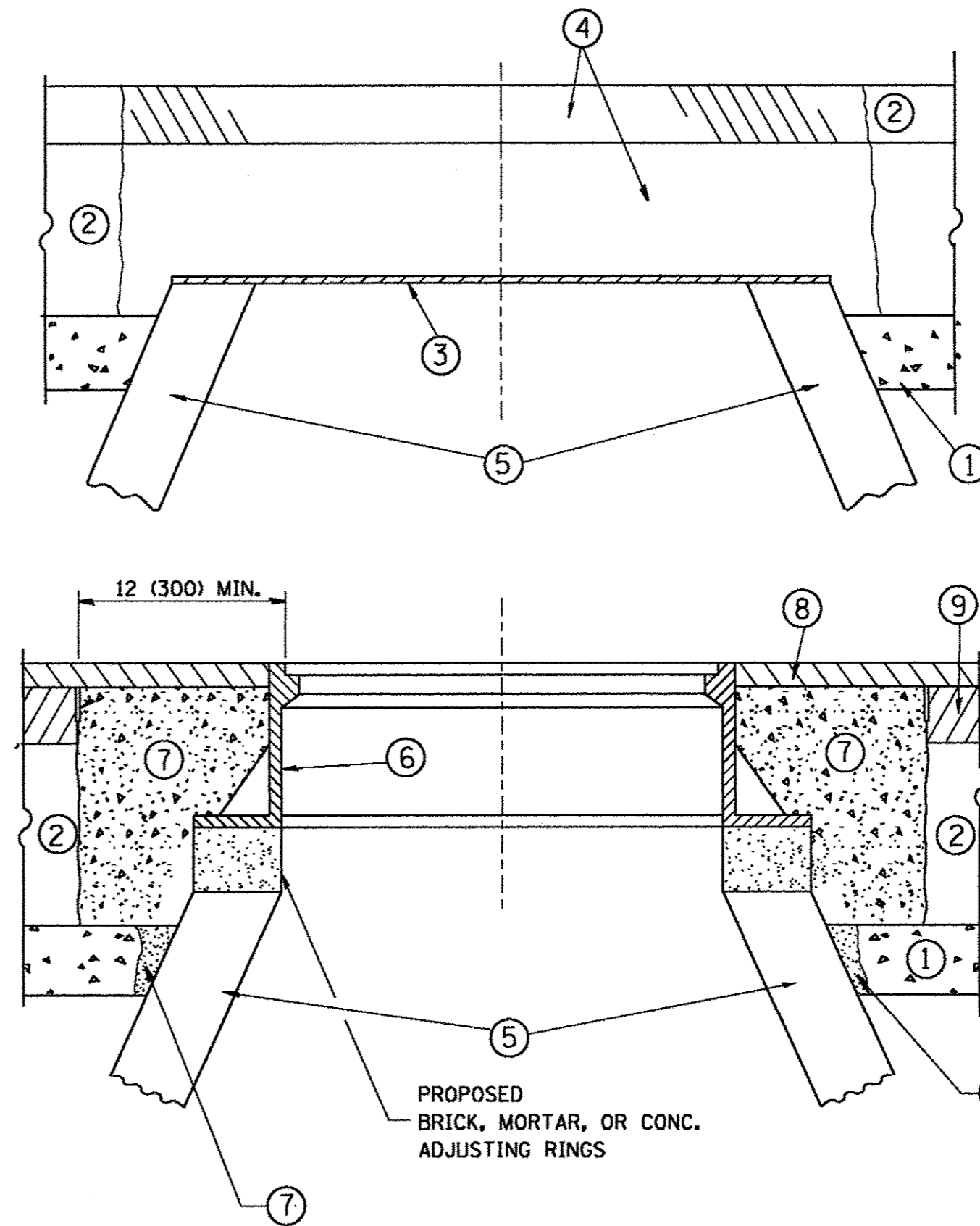
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

FILE NAME = W:\distsatd\22x34\bd07.dgn	USER NAME = gegl.enobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			MUN. RTE. 1090	SECTION 10-00117-00-BR	COUNTY COOK	TOTAL SHEETS 48	SHEET NO. 32
PLOT SCALE = 50.000' / IN.		DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD500-01 (BD-7)		CONTRACT NO. 61D24		
PLOT DATE = 1/4/2000		CHECKED -	REVISED - R. SHAH 10-25-94		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
DATE - 07-25-90		REVISIONS	REVISED - R. SHAH 06-12-96									

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



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

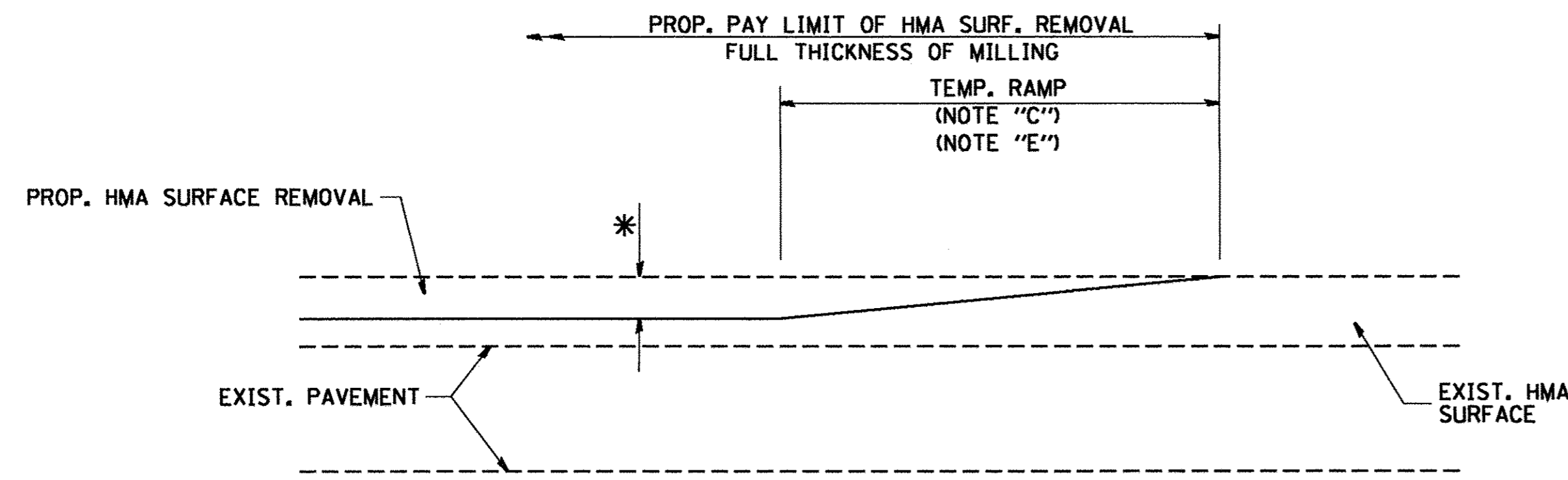
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	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

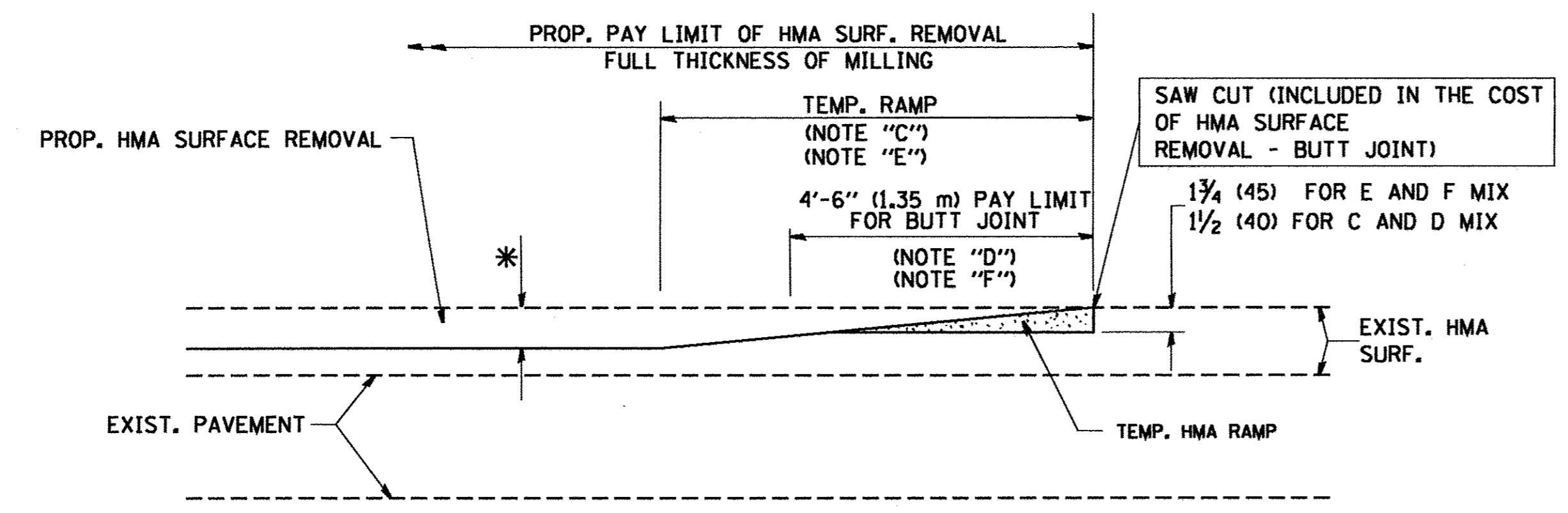
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MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	33
BD600-03 (BD-8)			CONTRACT NO. 61D24	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



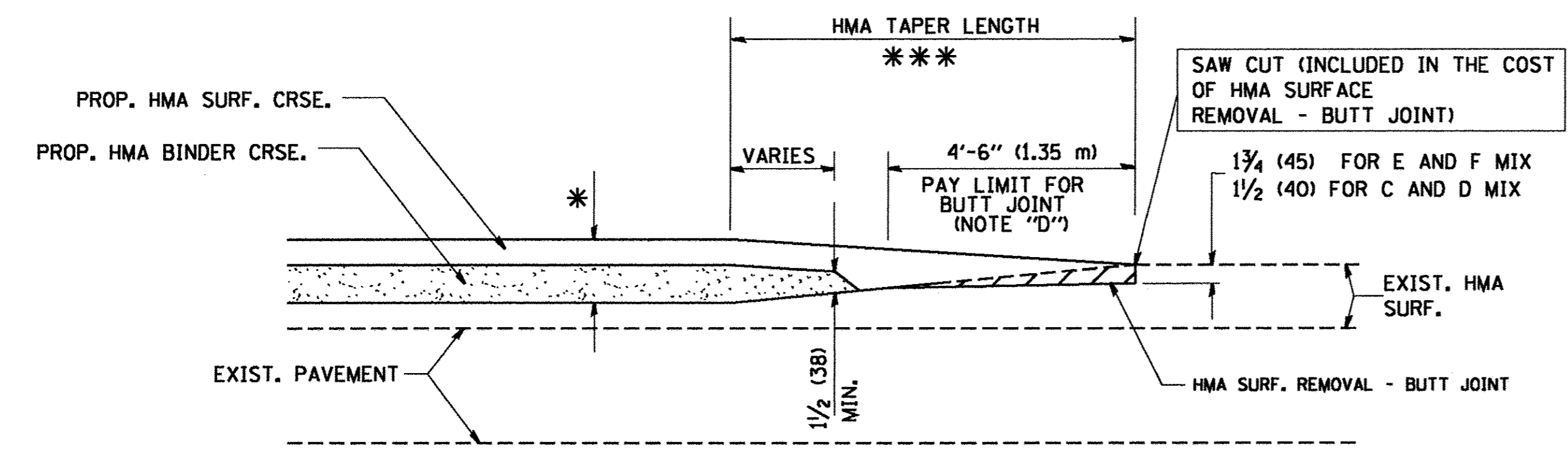
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



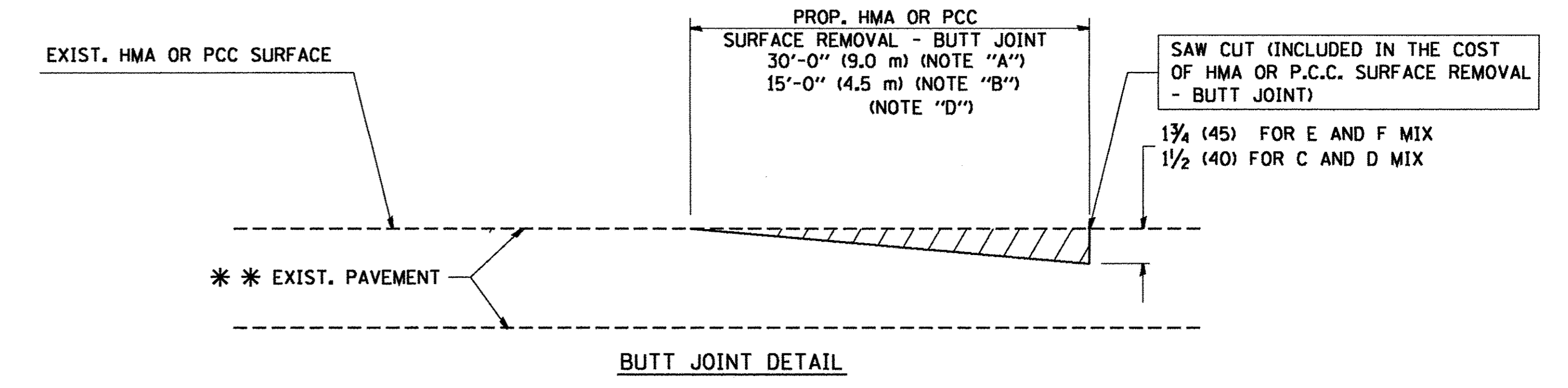
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

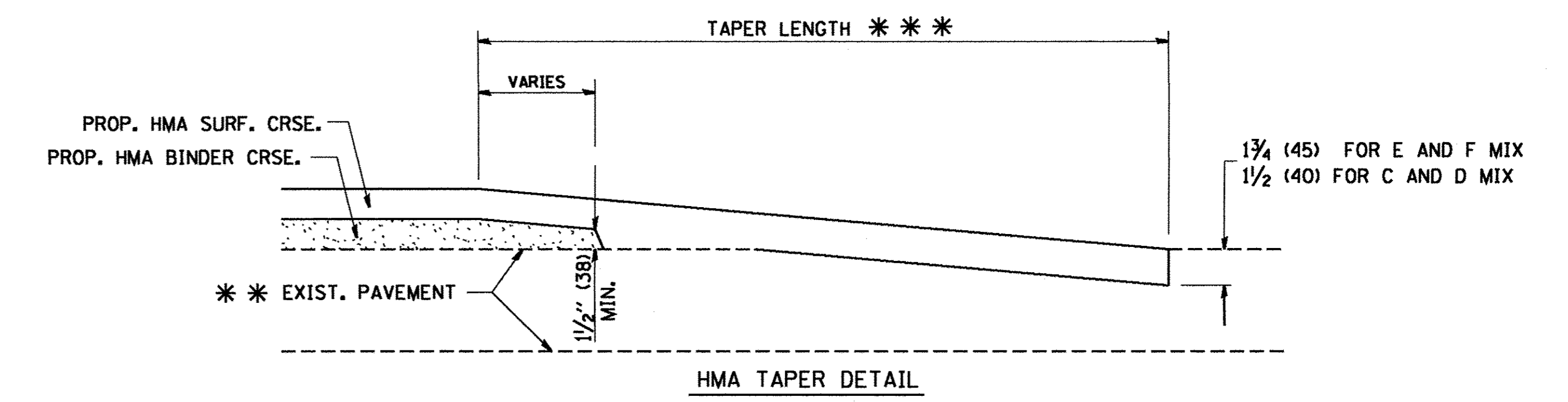


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

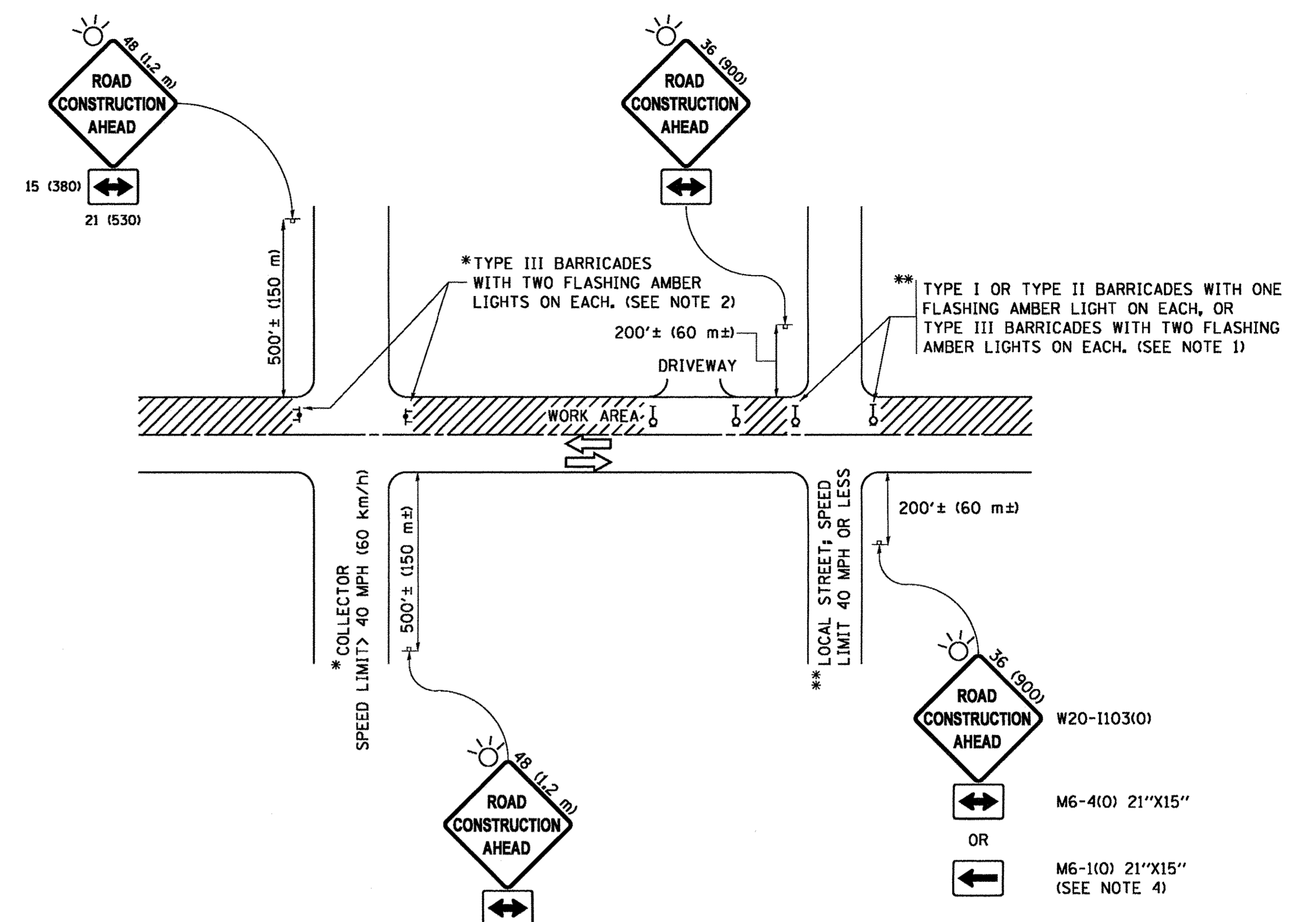
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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W:\dstatd\22x34\bd32.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	34
BD400-05 BD32		CONTRACT NO. 61D24		
FED. ROAD DIST. NO. 1 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.

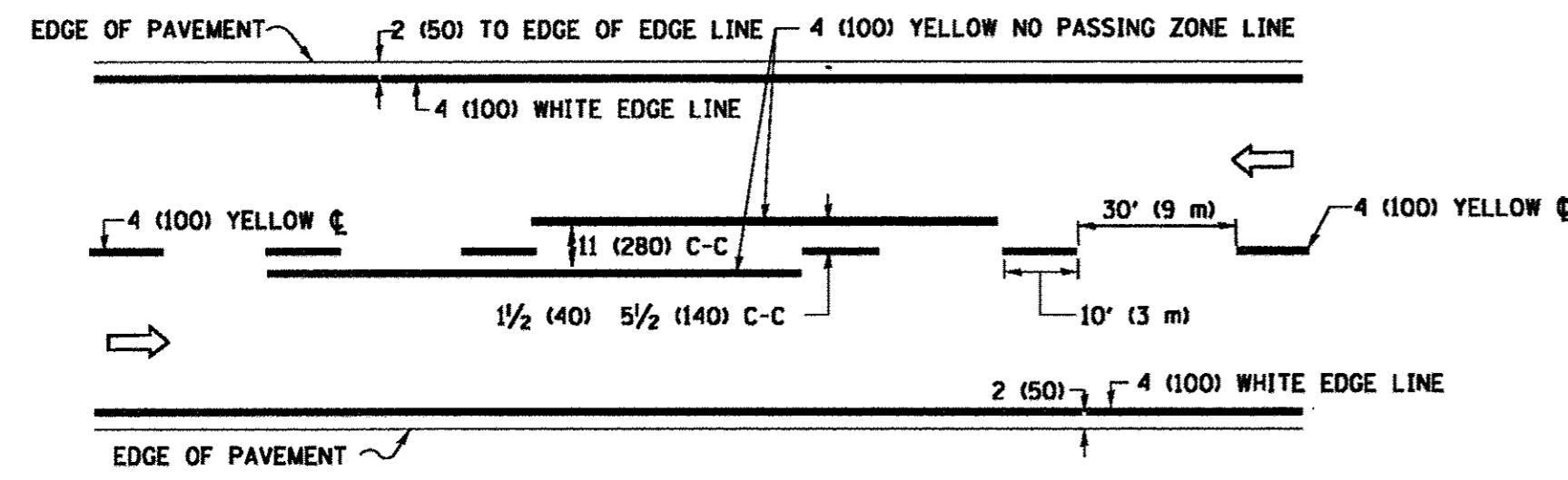
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Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

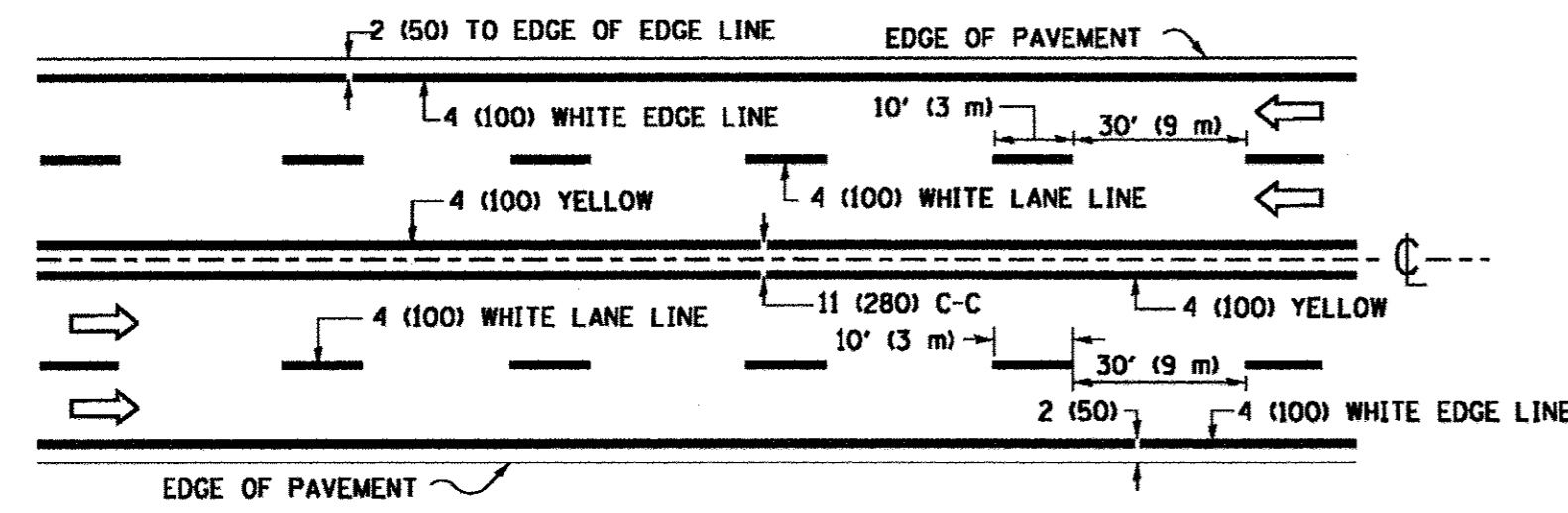
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

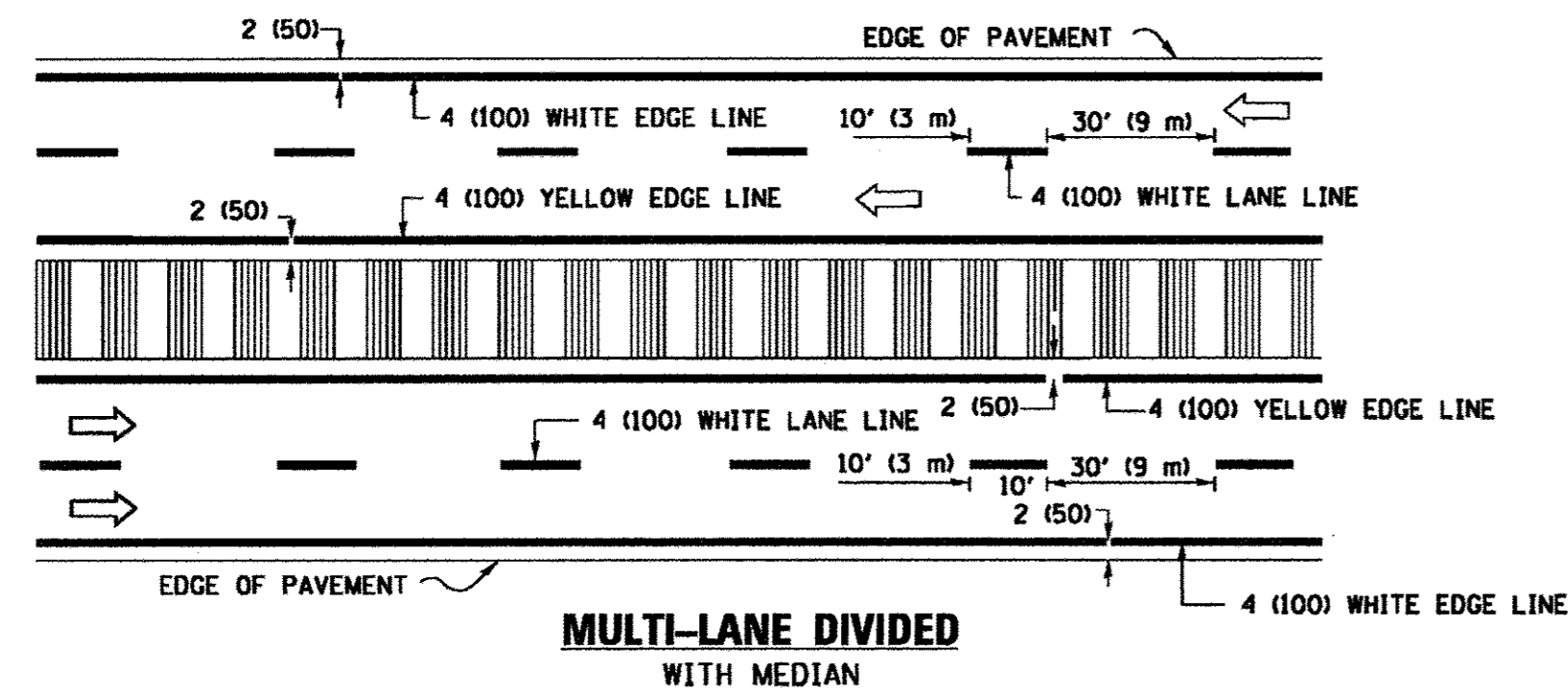
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1090	10-00117-00-BR	COOK	48	35
TC-10			CONTRACT NO. 61D24	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

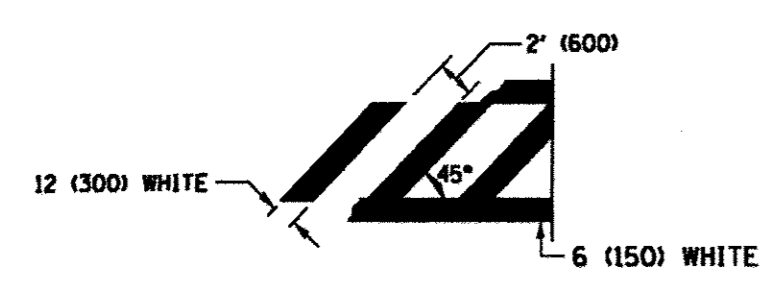
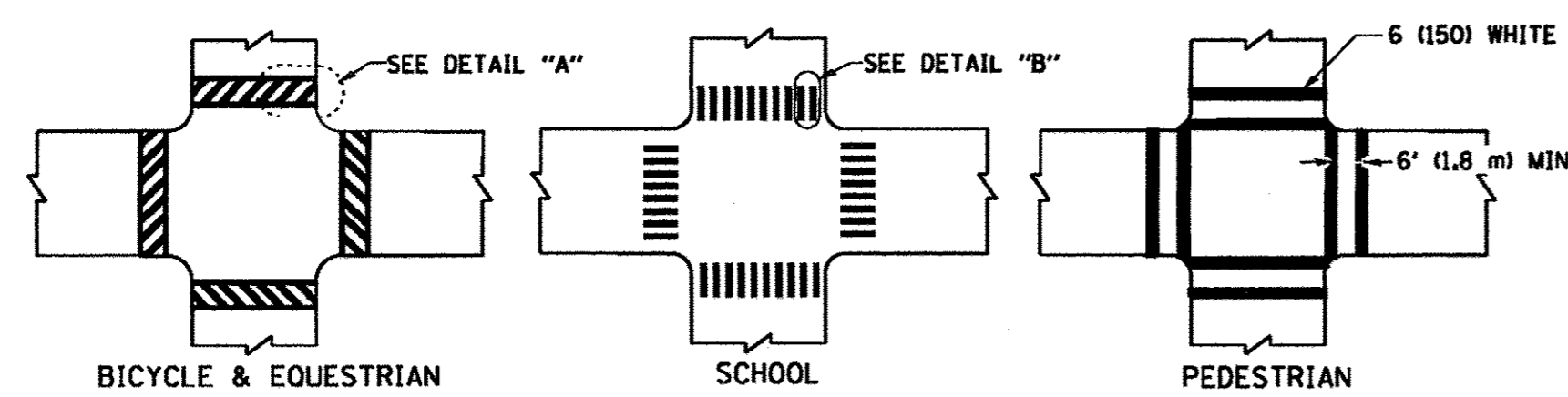


MULTI-LANE UNDIVIDED

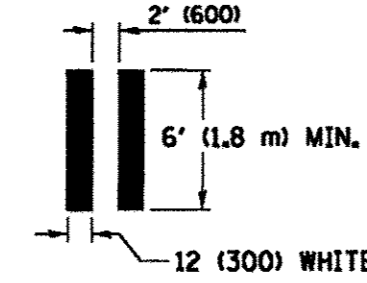


MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



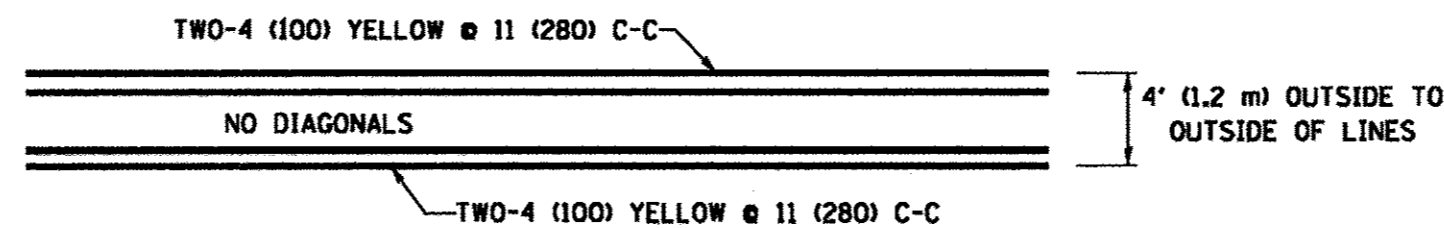
DETAIL "A"



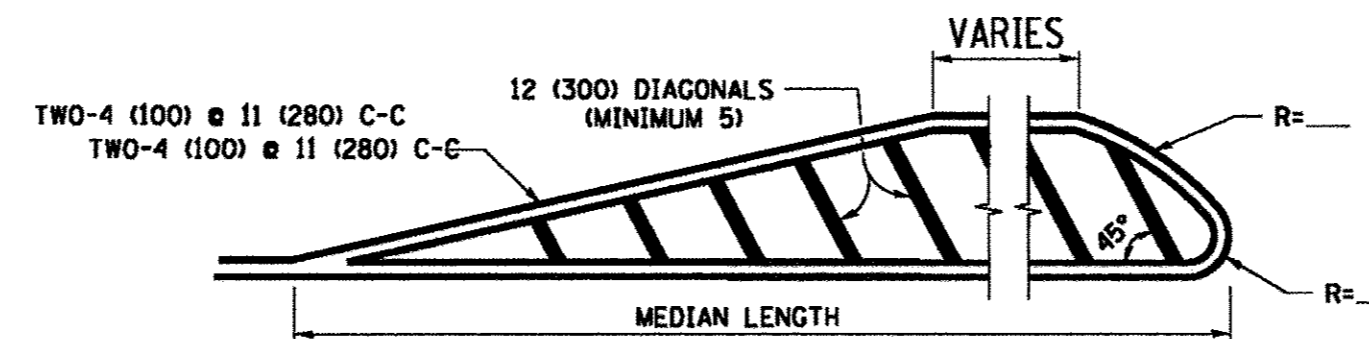
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



4' (1.2 m) WIDE MEDIANS ONLY

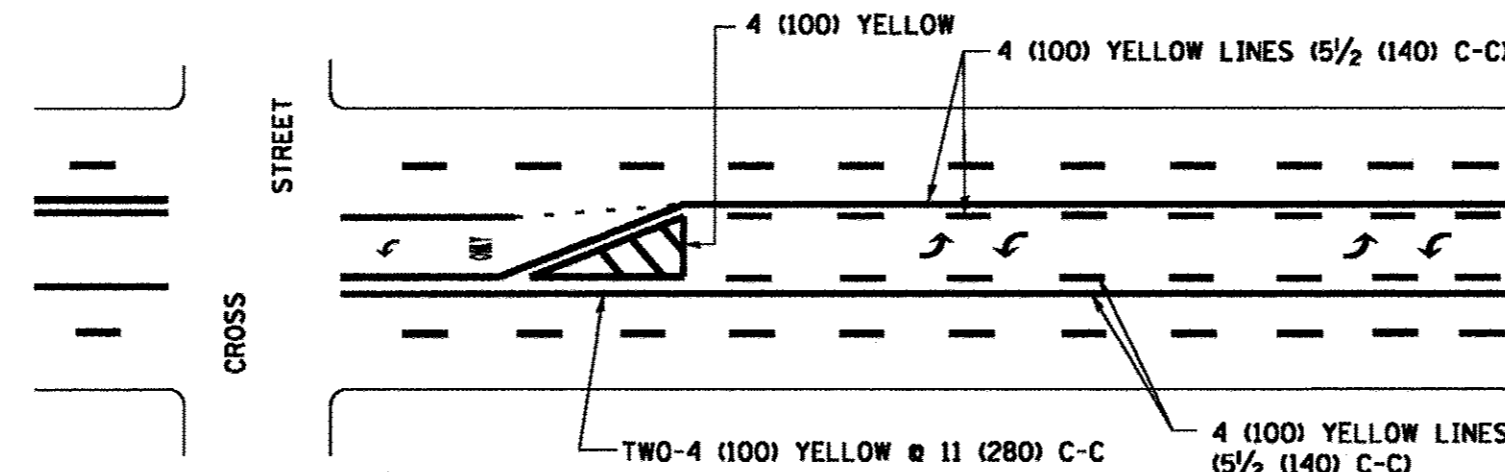


MEDIANS OVER 4' (1.2 m) WIDE

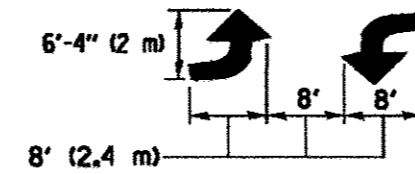
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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))

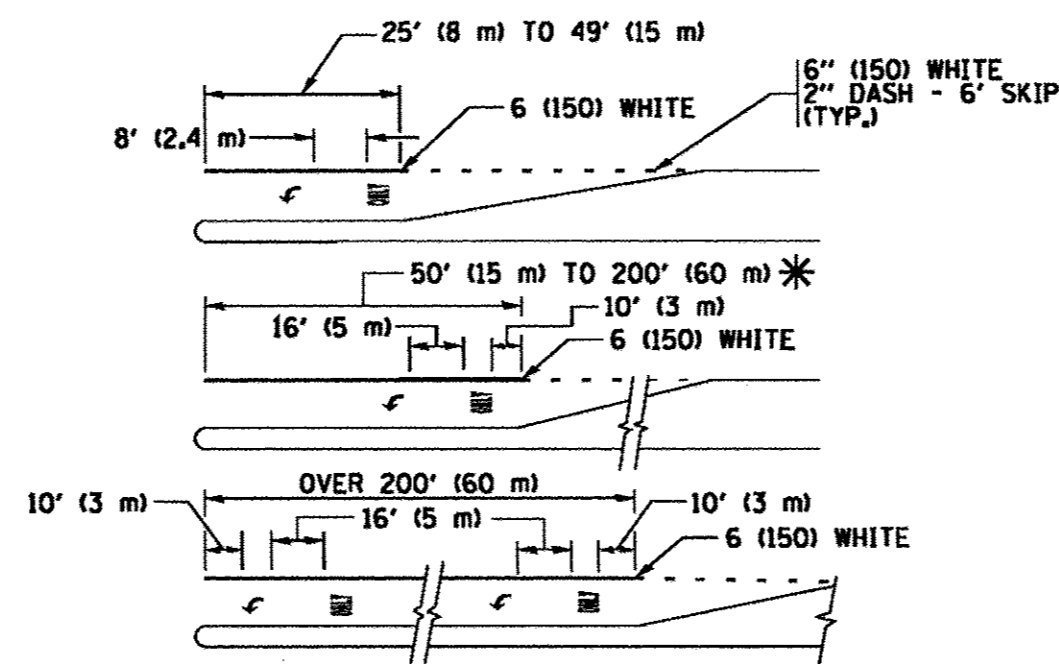
TYPICAL PAINTED MEDIAN MARKING



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



MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING

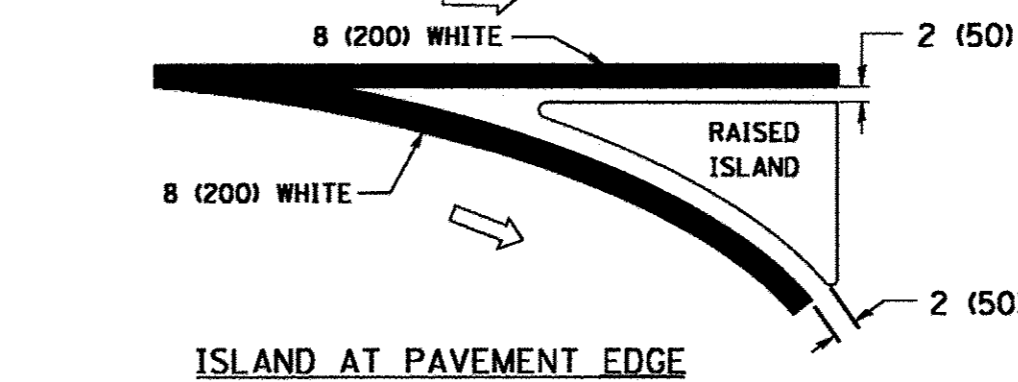
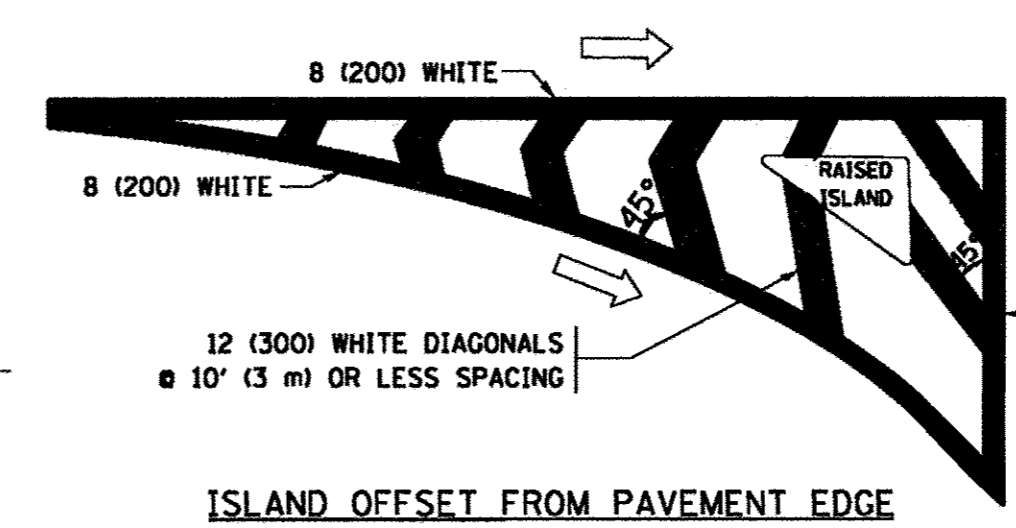


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) — AREA = 20.8 SQ. FT. (1.9 m²)

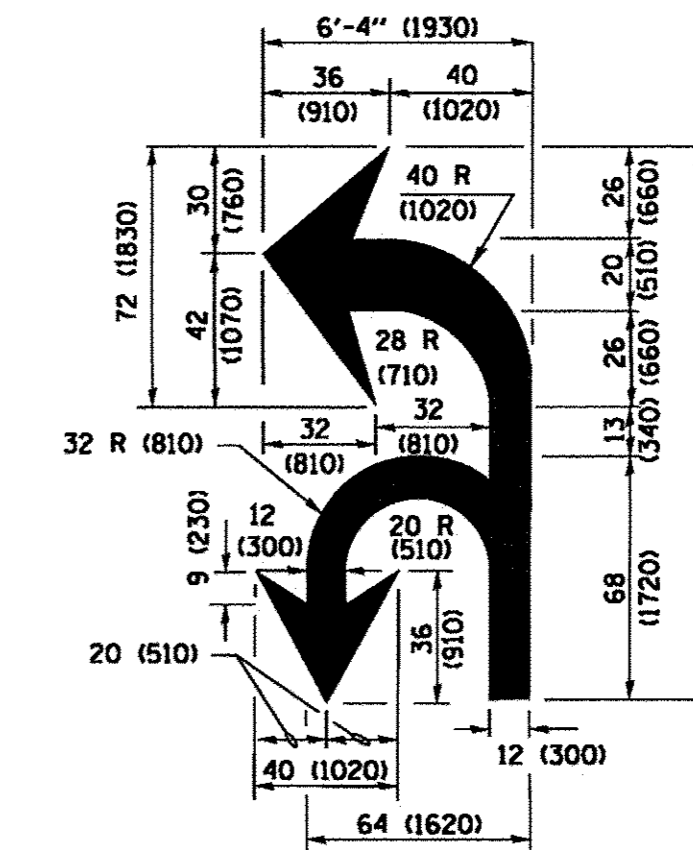
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

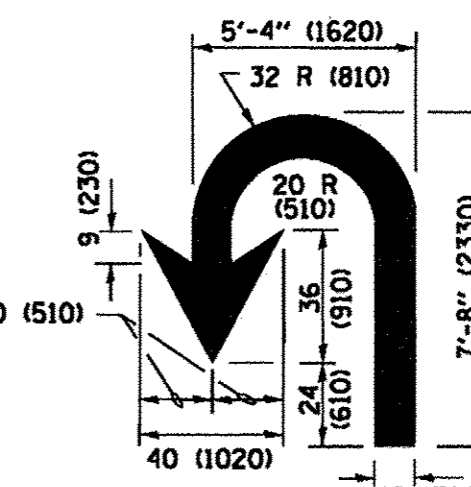
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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; WHITE; 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 (30 MPH (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 "RR" IS 3.6 SQ. FT. (0.33 m²) EACH "X" IS 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.

FILE NAME =	USER NAME = foatemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\\IL084EBID\INTEG\Illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\CAD\CAOData\CAOshets\to13.dgn		CHECKED - C. JUCIUS 07-01-13	REVISED - C. JUCIUS 12-21-15
PLOT SCALE = 50.0000 / in.		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16
Default	PLOT DATE = 4/13/2016		




STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS



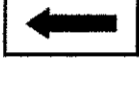


SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	36
TC-13				CONTRACT NO. 61D24
ILLINOIS FED. AID PROJECT				


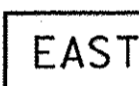
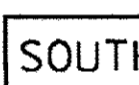
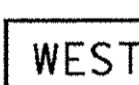
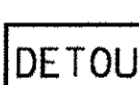
ROUTE MARKERS

-  FOR U.S. ROUTES
M1-40-2424
-  FOR ILLINOIS ROUTES
M1-50-2424
-  R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

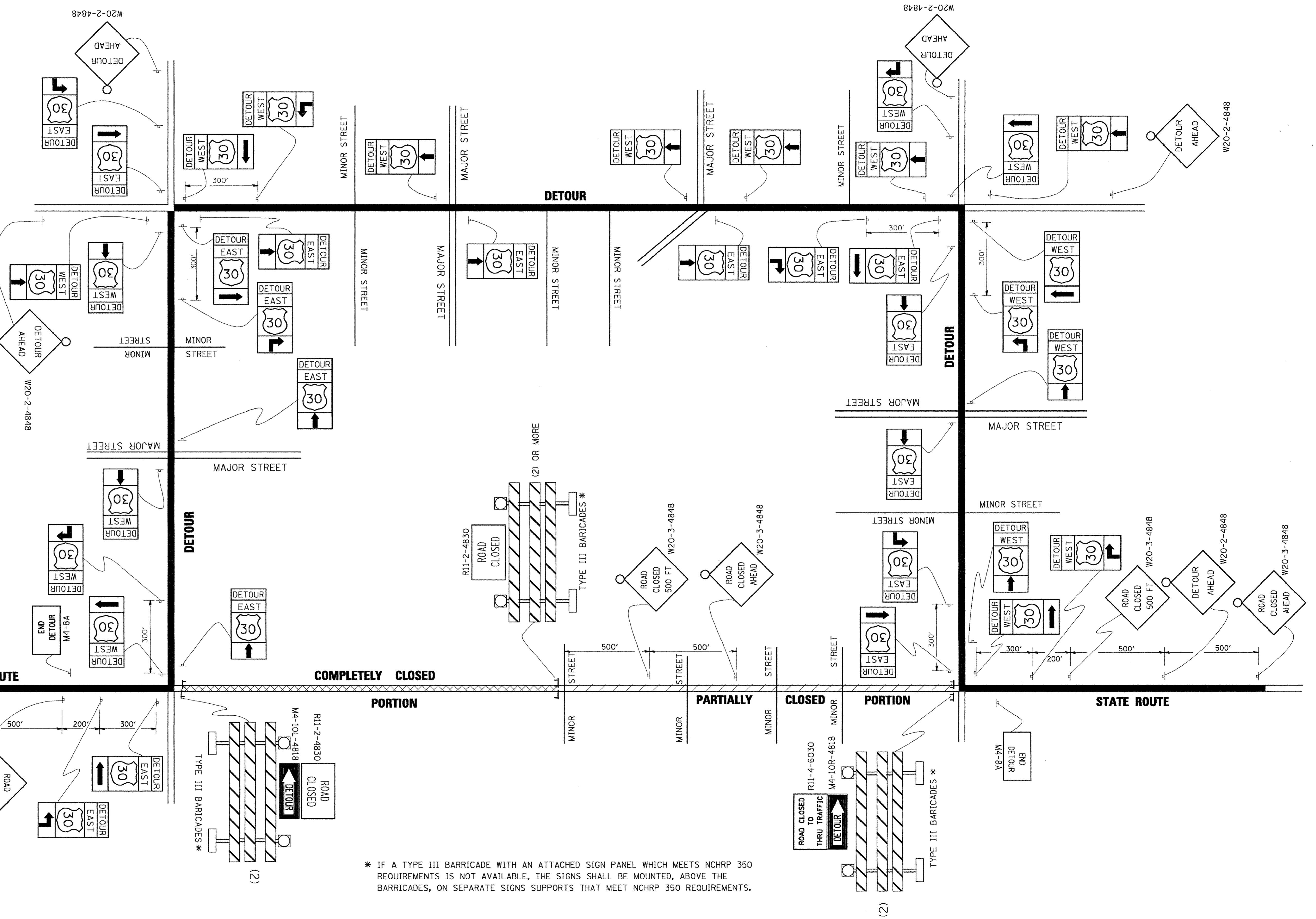
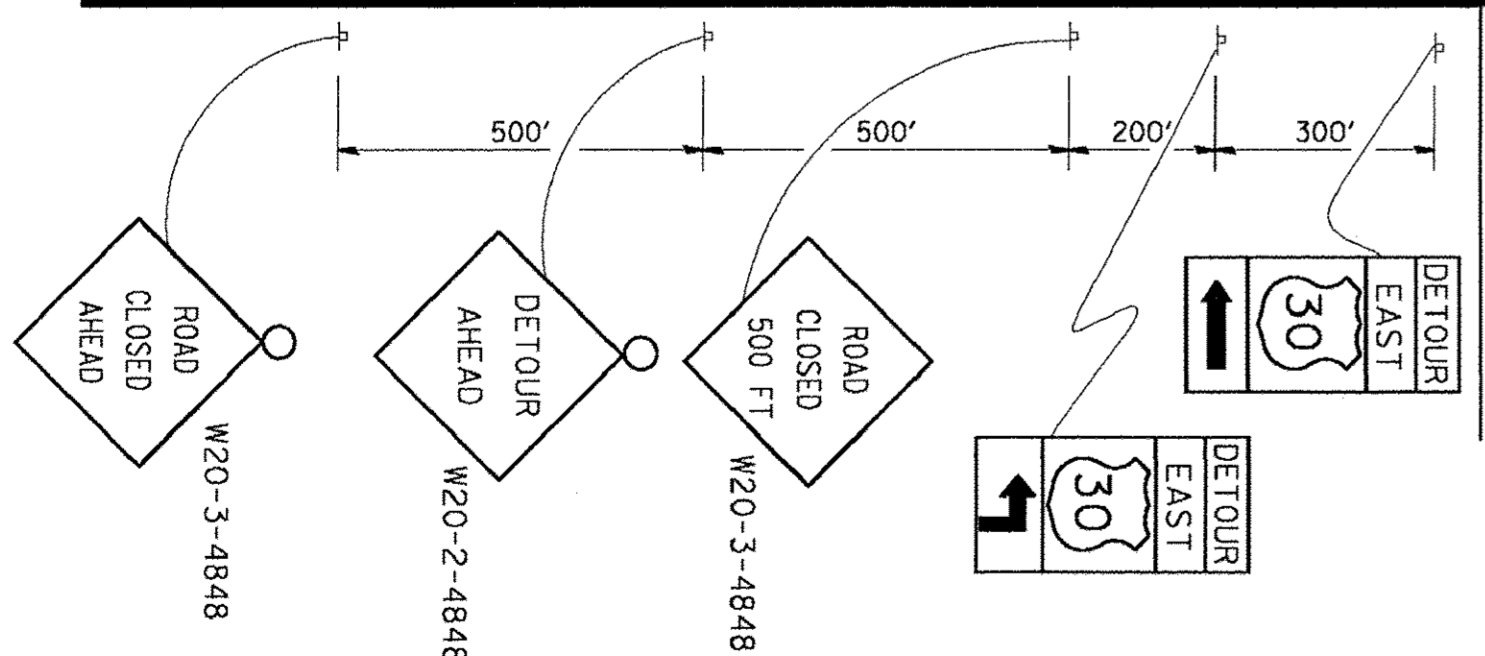
ARROWS SIGNS

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

CARDINAL DIRECTION & DETOUR SIGNS

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

STATE ROUTE



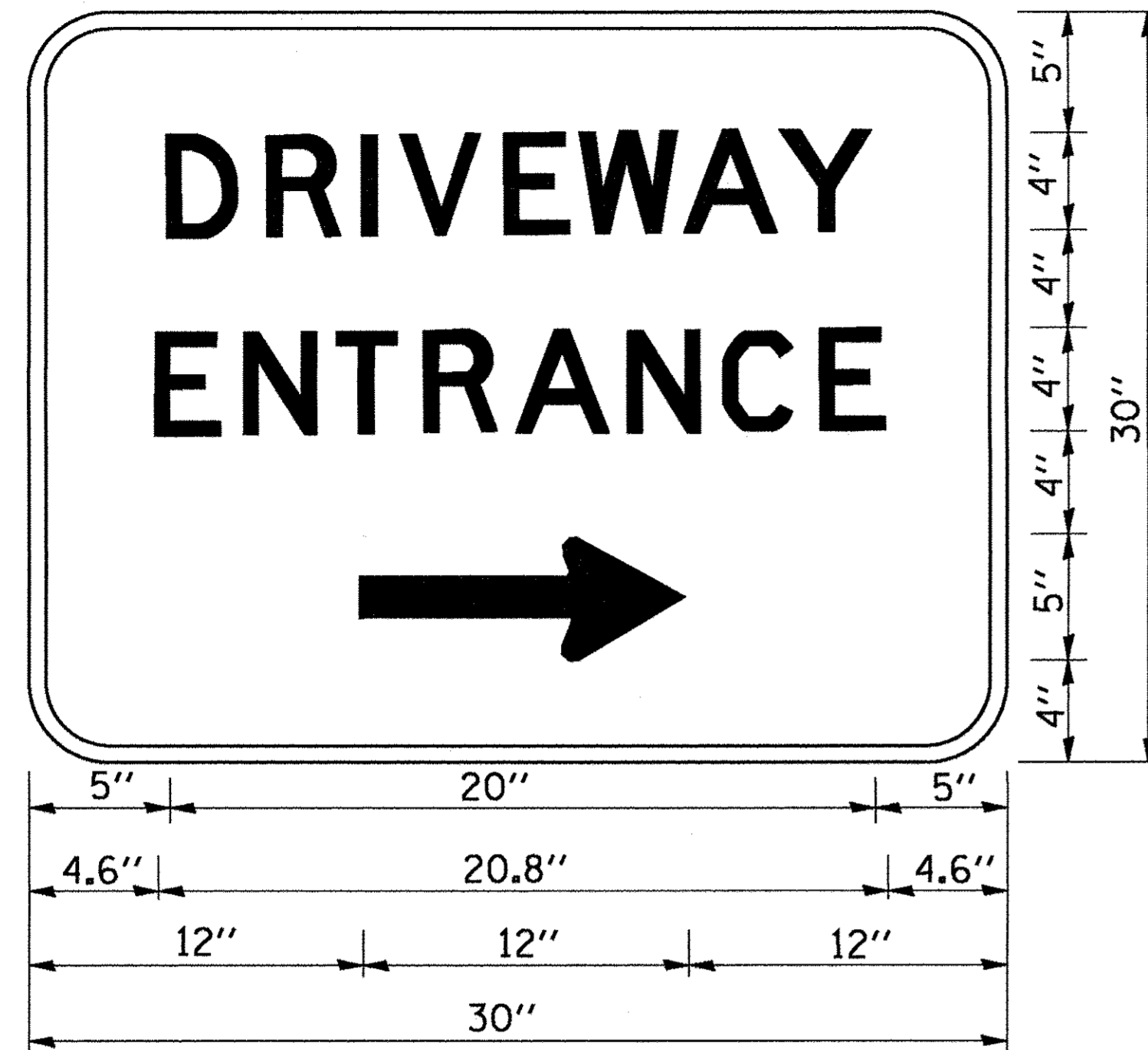
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
c:\pwwork\p\1001\DRIVAKOSGN\d0108315\21.dgn		DRAWN -	REVISED - R. BORO 09-14-09
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	37
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			TC-21 CONTRACT NO. 61D24	



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

NOTES:

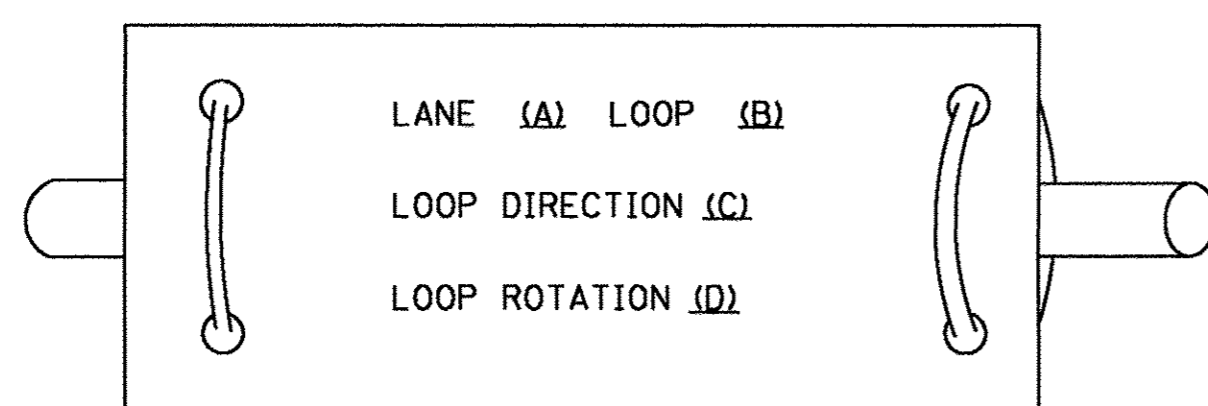
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE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

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = goglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			MUN. RTE. 1090	SECTION 10-00117-00-BR	COUNTY COOK	TOTAL SHEETS 48	SHEET NO. 38
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-26		CONTRACT NO. 61D24	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

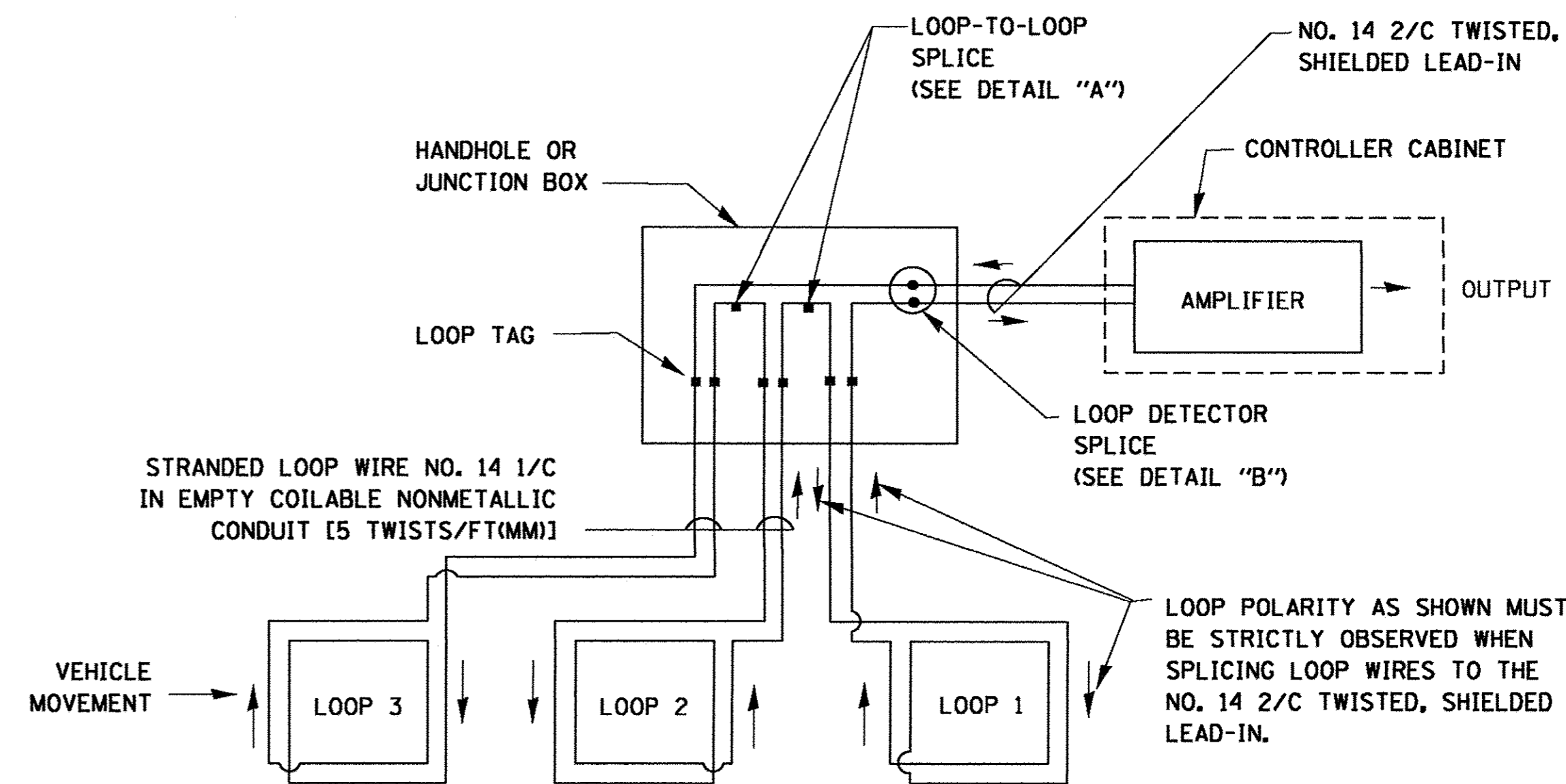
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

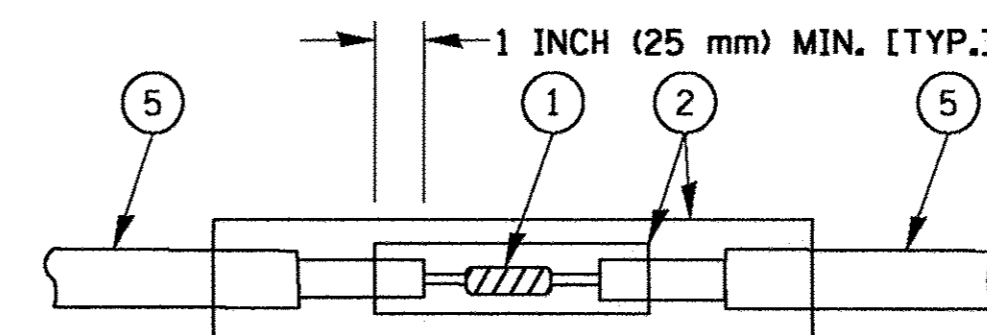


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

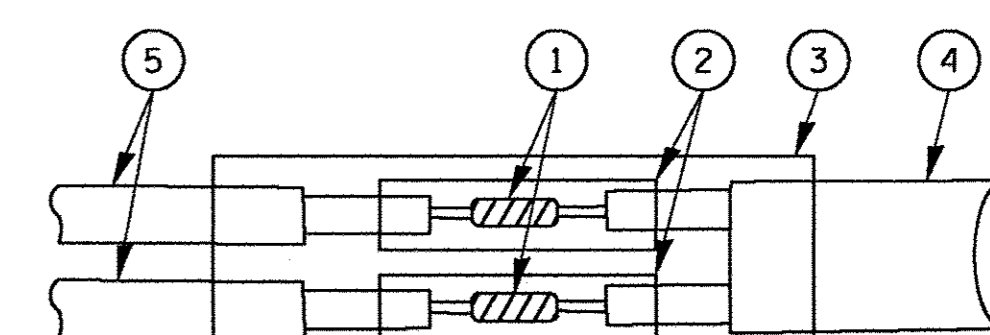


DETECTOR LOOP WIRING SCHEMATIC

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

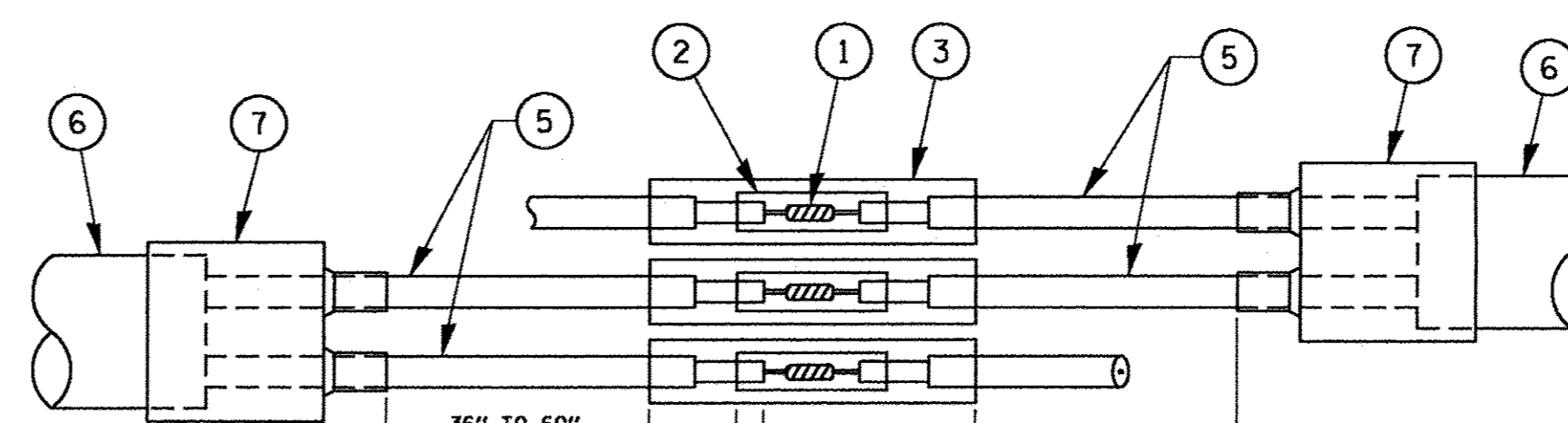


DETAIL "A"
LOOP-TO-LOOP SPLICE

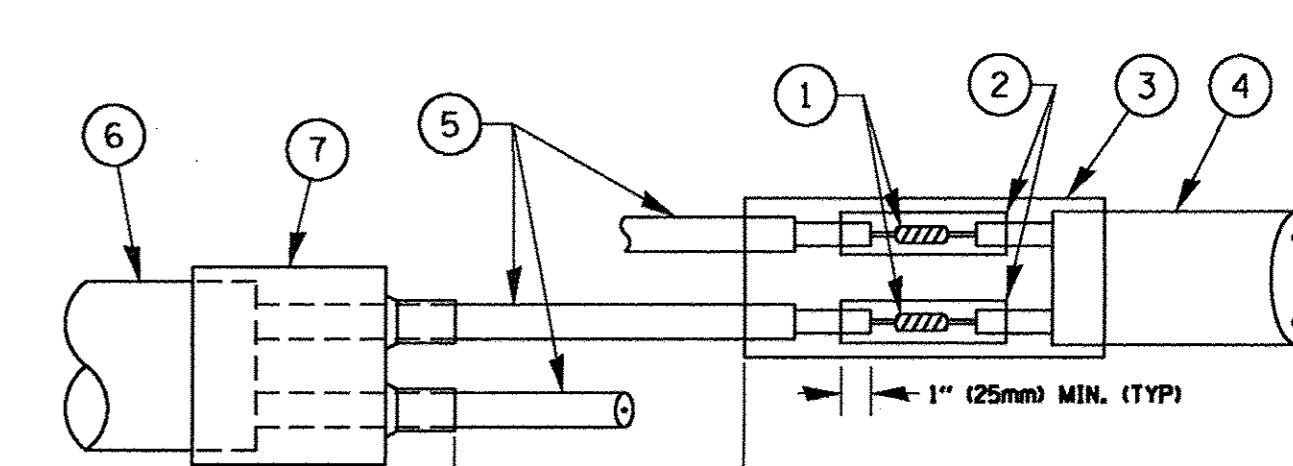


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

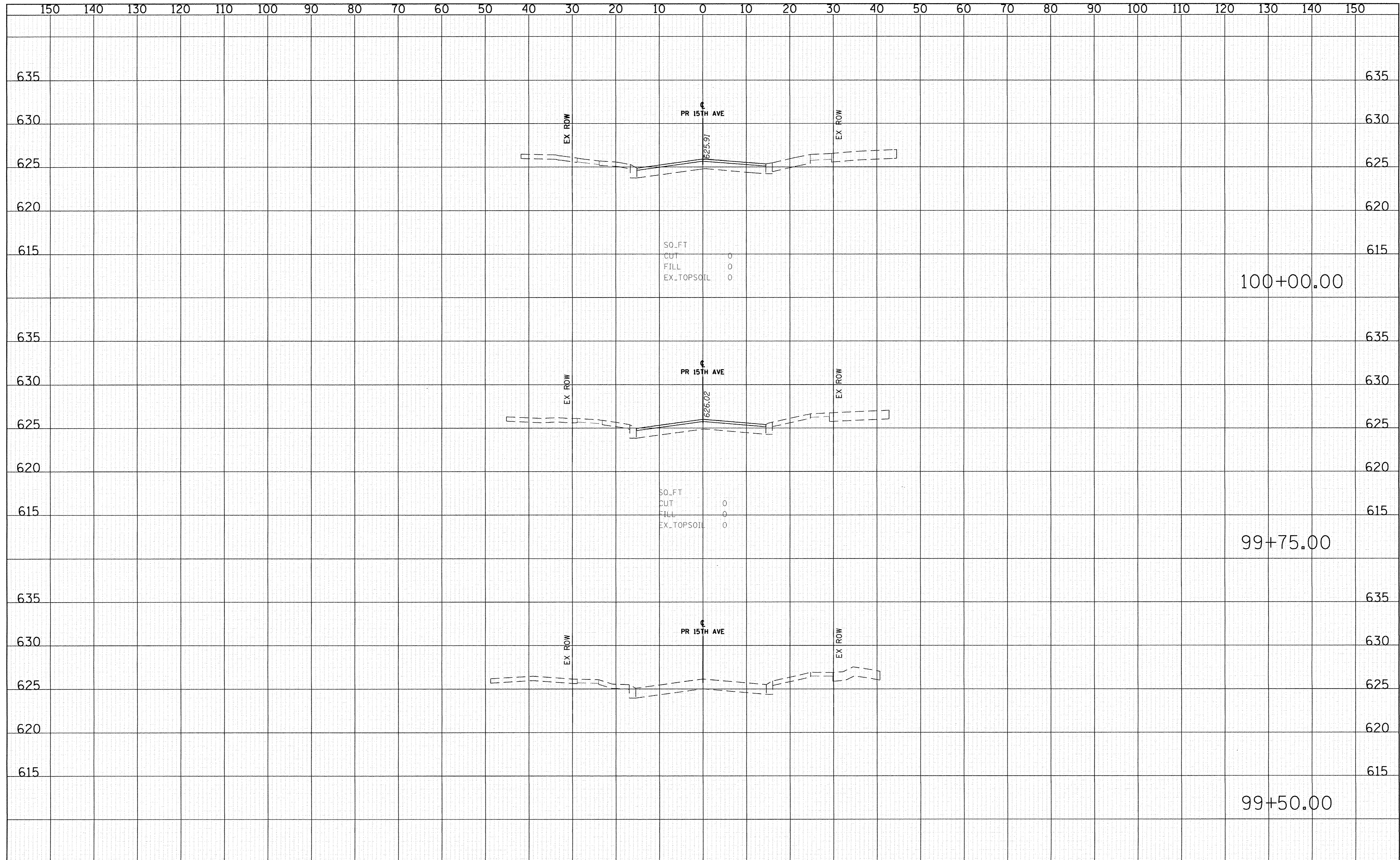
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = foatemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\pwr\dot\Foatemj\0108315\ts05.dgn		DRAWN - BCK	REVISED -		1090	10-00117-00-BR	COOK	48	39			
PLOT SCALE = 50.0000' / 1"		CHECKED - DAD	REVISED -		TS-05			CONTRACT NO. 61D24				
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -		SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

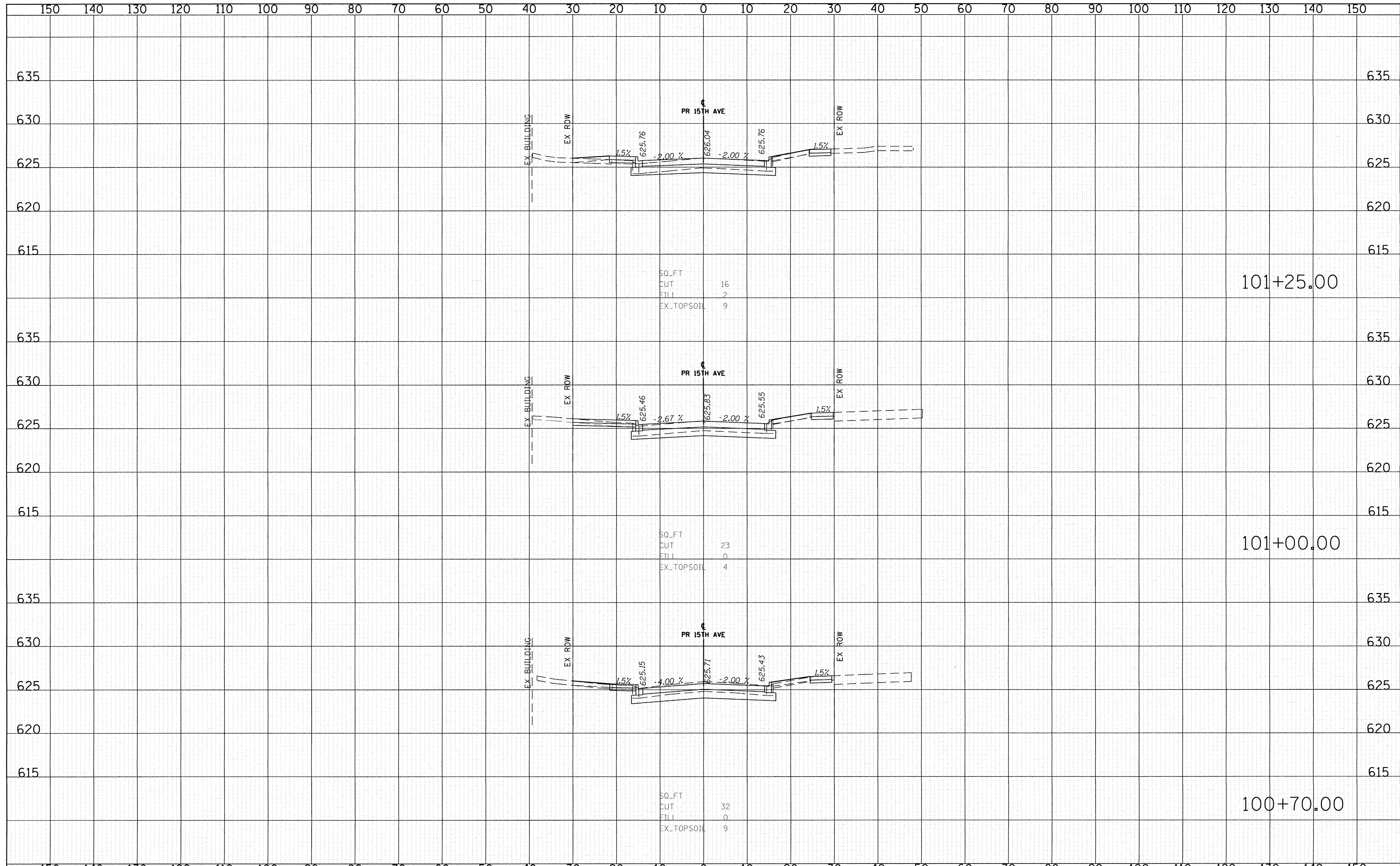
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DATE	BY	ORIGINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		NO.					

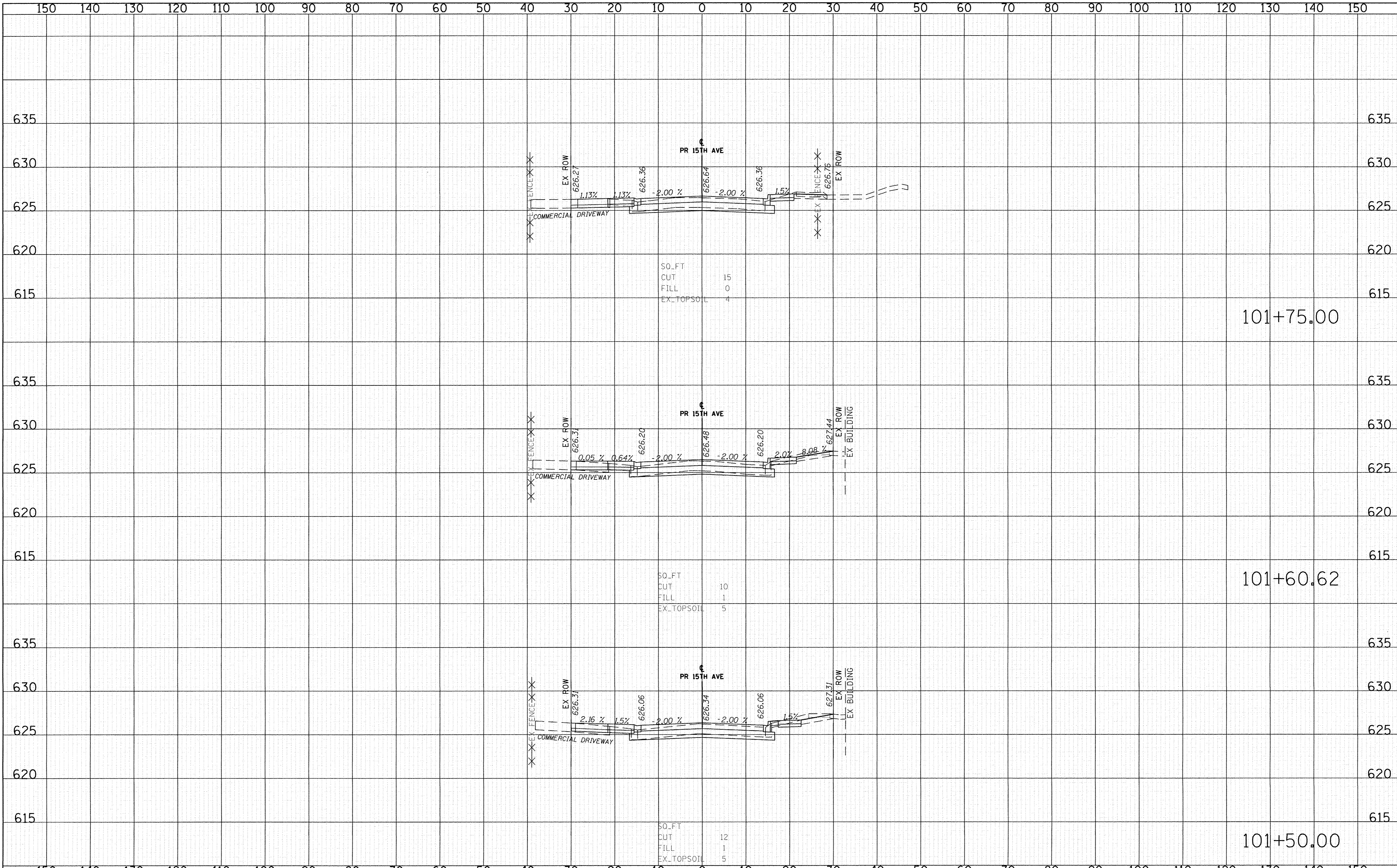


FINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	TEMPLATE	
	AREAS CHECKED	

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



FILE NAME =	USER NAME = CEComin	DESIGNED - MLB	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>SCALE: 10H : 5V SHEET NO. 42 OF 48 SHEETS STA. 100+70.00 TO STA. 101+25.00</p>	<p align="center">10' 0' 10'</p> <p align="center">5" HORIZ. 1"=10' 5"</p> <p align="center">VERT. 1"=5'</p>	<p align="center">15TH AVENUE OVER SILVER CREEK CROSS SECTIONS</p>	MUN. RTE. 1090	SECTION 10-00117-00-BR	COUNTY COOK	TOTAL SHEETS 48	SHEET NO. 42
CONTRACT NO. 61D24	ILLINOIS FED. AID PROJECT										
DATE 10/17/2016		CHECKED - DWB	REVISED -								
PLOT SCALE = 10.0000' / in.		DRAWN - MLB	REVISED -								

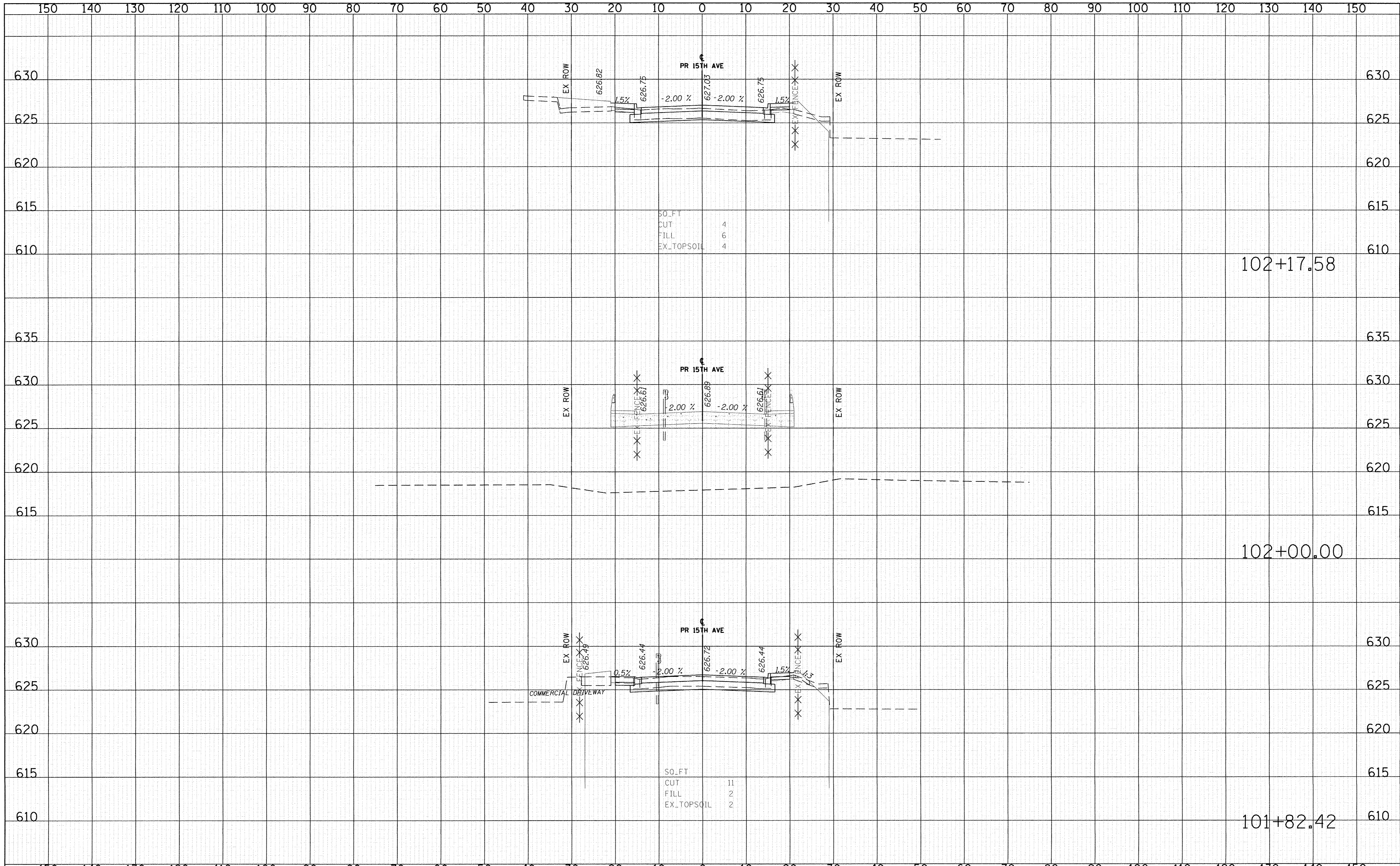


FINAL SURVEY	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

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

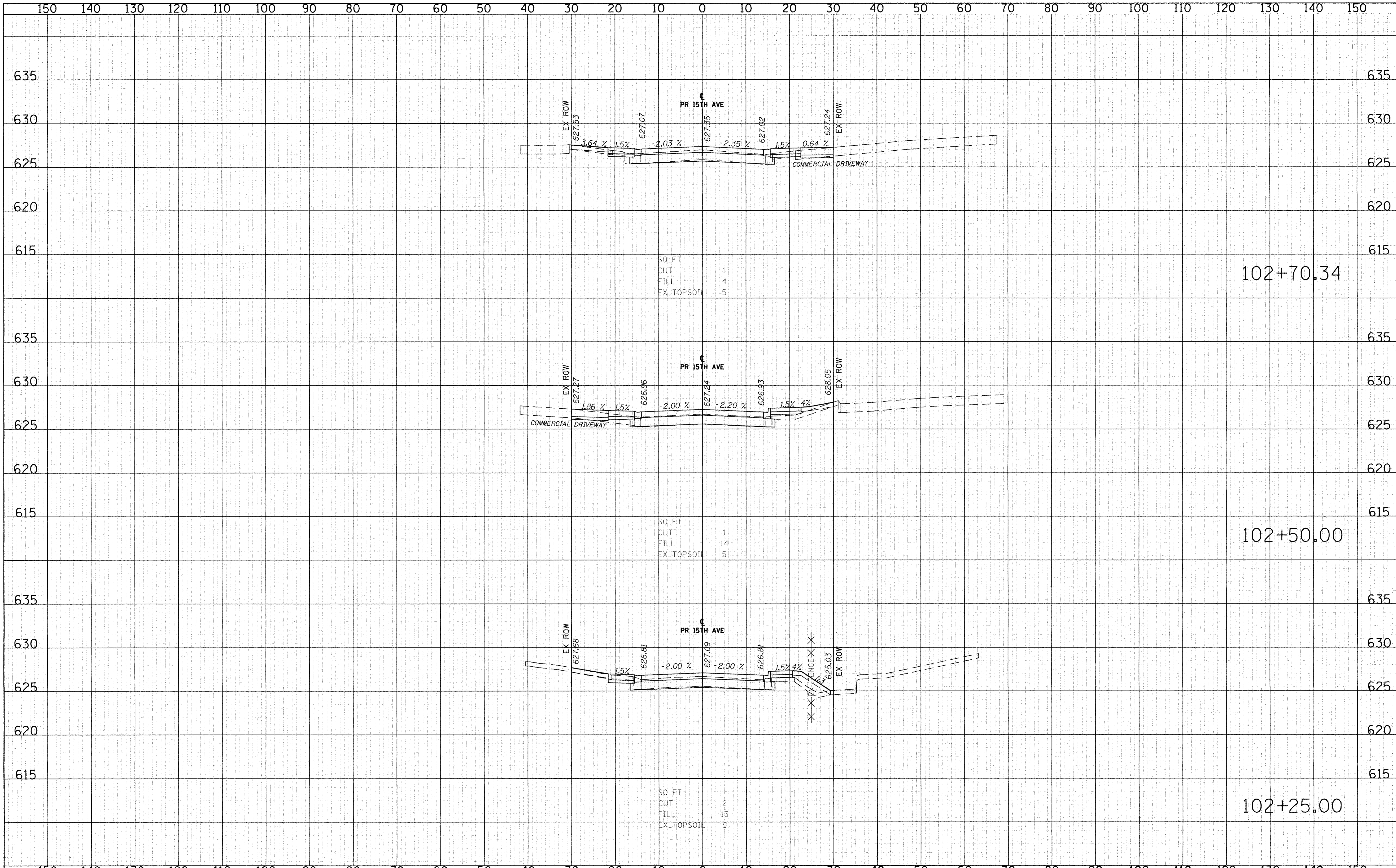
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		NO.				

DATE	BY	ORIGINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	AREAS CHECKED
		NO.				



DATE	BY	FINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	AREAS CHECKED
		NO.				

DATE	BY	ORIGINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	AREAS CHECKED
		NO.				



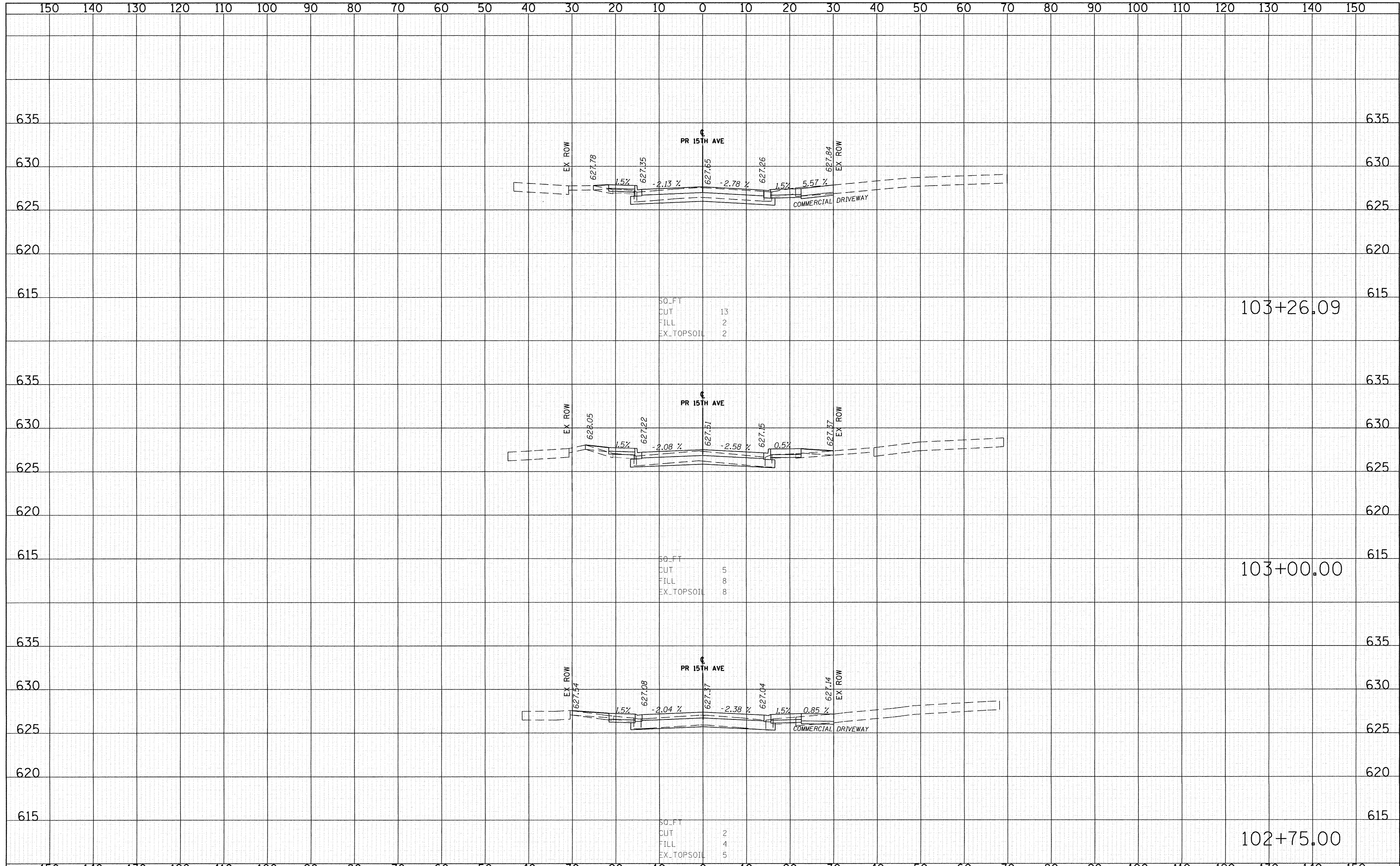
SO_FT
CUT 1
FILL 4
EX_TOPSOIL 5

SO_FT
CUT 1
FILL 14
EX_TOPSOIL 5

SO_FT
CUT 2
FILL 13
EX_TOPSOIL 9

DATE	BY	FINAL SURVEY	SURVEYED	PLOTTED	TEMPERATURE	AREAS CHECKED

DATE	BY	ORIGINAL SURVEY	SURVEYED	PLOTTED	TEMPERATURE	AREAS CHECKED

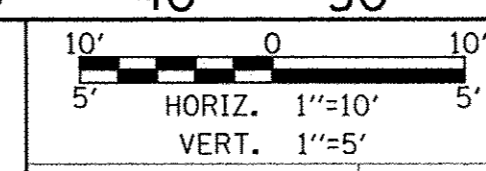


50. FT
CUT 13
FILL 2
EX_TOPSOIL 2

50. FT
CUT 5
FILL 8
EX_TOPSOIL 8

50. FT
CUT 2
FILL 4
EX_TOPSOIL 5

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**15TH AVENUE OVER SILVER CREEK
CROSS SECTIONS**

FILE NAME = c:\transystems\pw\local\transyscorp\pw\cecomin\10229413\0023_CROSS SECTIONS.dgn

USER NAME = CEComin
PLOT SCALE = 10.0000 / in.
PLOT DATE = 11/17/2016

DESIGNED - MLB
DRAWN - MLB
CHECKED - DWB
DATE 10/17/2016

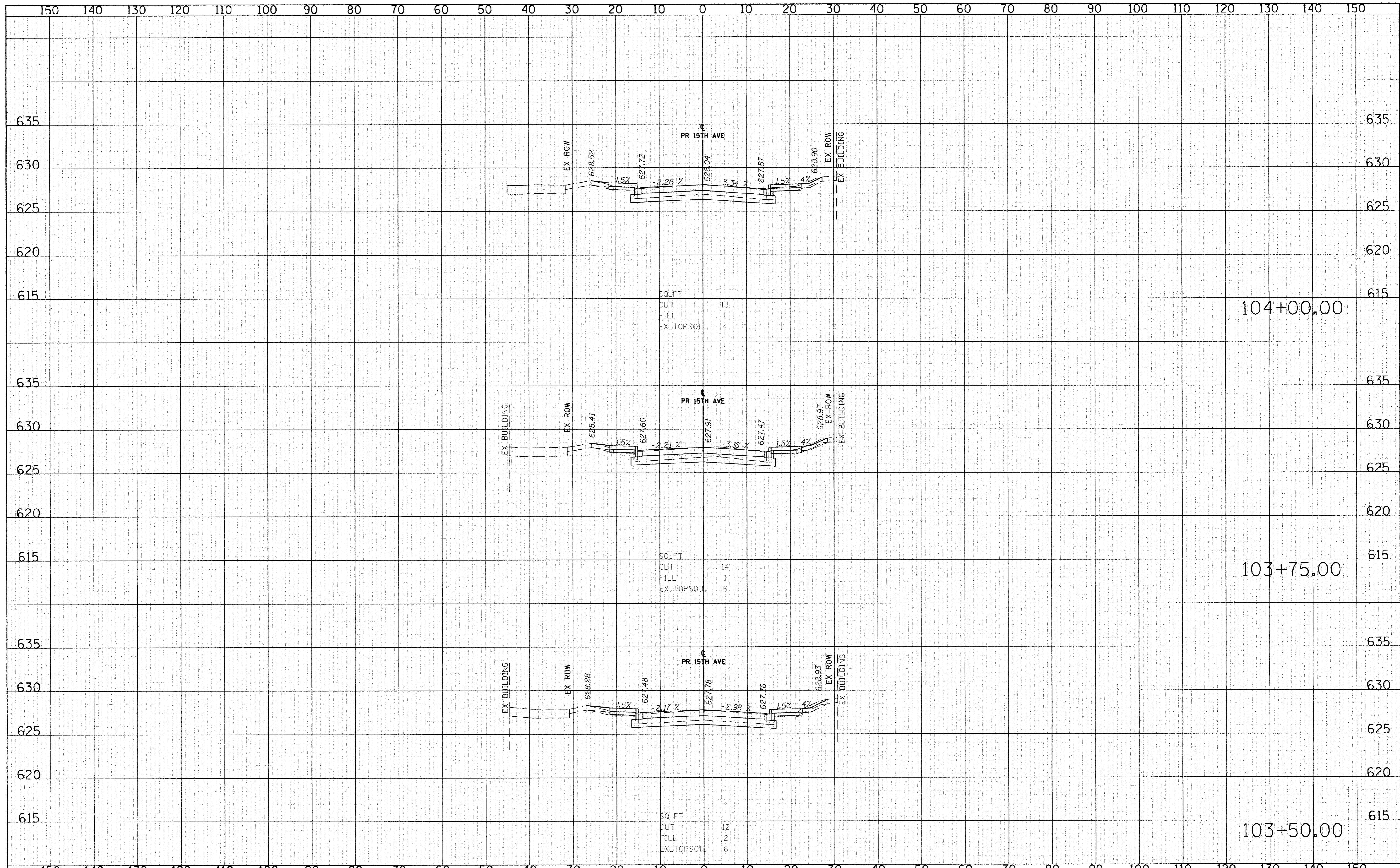
REVISED -
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REVISED -

SCALE: 10H : 5V SHEET NO. 46 OF 48 SHEETS STA. 102+75.00 TO STA. 103+26.09

MUN. RTE. 1090	SECTION 10-00117-00-BR	COUNTY COOK	TOTAL SHEETS 48	SHEET NO. 46
CONTRACT NO. 61D24			ILLINOIS FED. AID PROJECT	

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

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

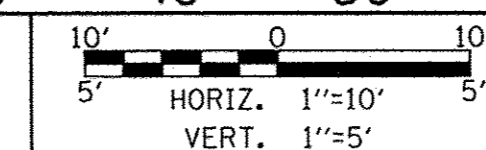


50_FT
CUT 13
FILL 1
EX_TOPSOIL 4

50_FT
CUT 14
FILL 1
EX_TOPSOIL 6

50_FT
CUT 12
FILL 2
EX_TOPSOIL 6

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**15TH AVENUE OVER SILVER CREEK
CROSS SECTIONS**

SCALE: 10H : 5V SHEET NO. 47 OF 48 SHEETS STA. 103+50.00 TO STA. 104+00.00

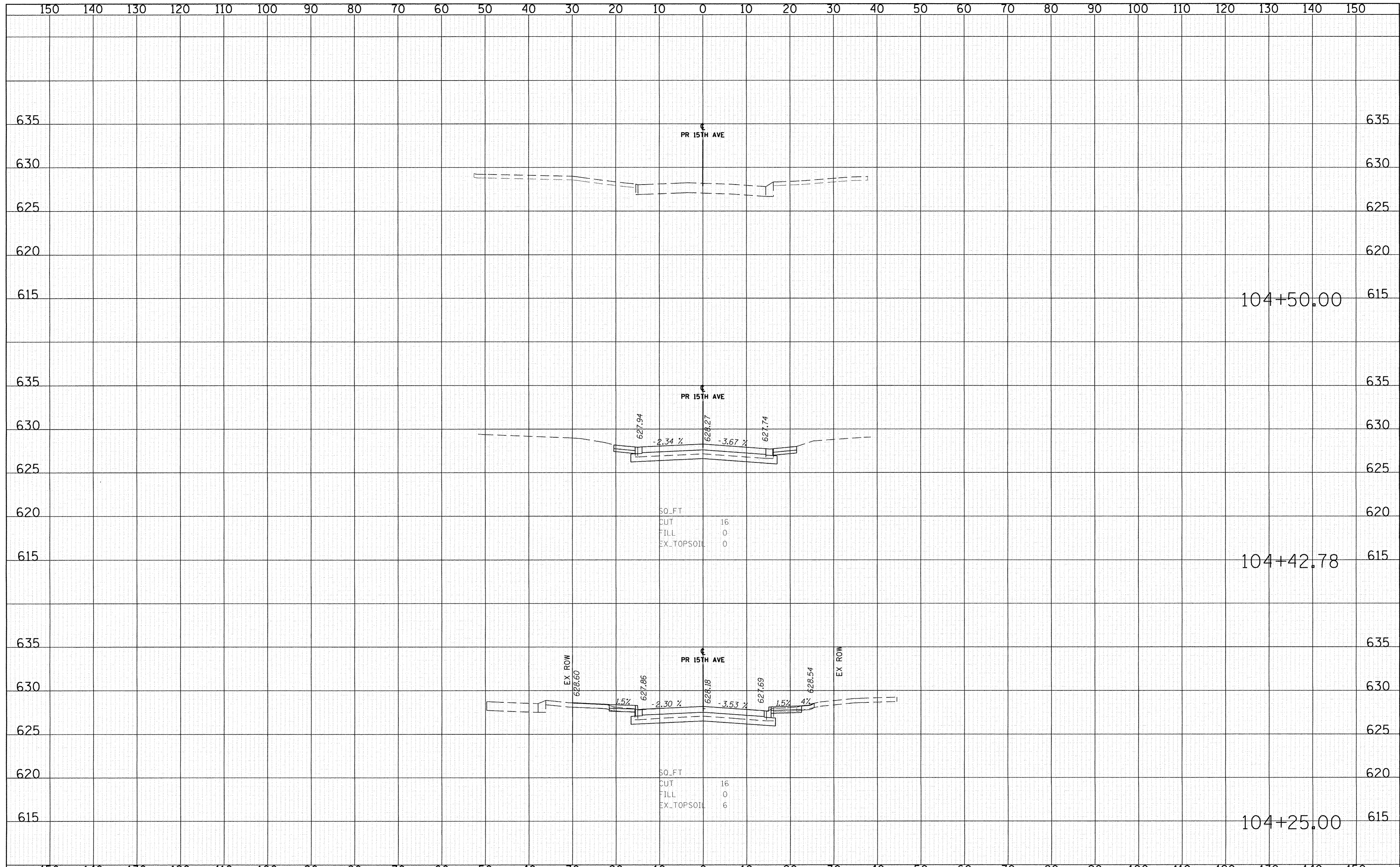
MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1090	10-00117-00-BR	COOK	48	47
			CONTRACT NO. 61D24	
ILLINOIS FED. AID PROJECT				

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

FILE NAME =	USER NAME = CECom	DESIGNED - MLB	REVISED -
c:\tr\systems\pw\local\transyscorp\pw\cecom\0229413\0023_CROSS SECTIONS.dgn		DRAWN - MLB	REVISED -
		CHECKED - DWB	REVISED -
		DATE 10/17/2016	REVISED -

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

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



FILE NAME =	USER NAME = CECOM	DESIGNED - MLB	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>SCALE: 10H : 5V SHEET NO. 48 OF 48 SHEETS STA. 104+25.00 TO STA. 104+50.00</p>	<p align="center">10' 0' 10'</p> <p align="center">5' HORIZ. 1"=10' 5'</p> <p align="center">VERT. 1"=5'</p>	<p align="center">15TH AVENUE OVER SILVER CREEK CROSS SECTIONS</p>	MUN. RTE. 1090	SECTION 10-00117-00-BR	COUNTY COOK	TOTAL SHEETS 48	SHEET NO. 48
CONTRACT NO. 61D24	ILLINOIS FED. AID PROJECT										
PLOT DATE = 11/17/2016		DATE 10/17/2016	REVISED -								
PLOT SCALE = 10.0000' / in.		CHECKED - DWB	REVISED -								
DRAWN - MLB		REVISED -	REVISED -								