02-28-14 LETTING ITEM 115

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	~~143~~	1
		ILLINOIS	CONTRACT NO. 60J11	

*143 + 11 = 154

FOR INDEX OF SHEETS SEE SHEET NO.2

PROPOSED HIGHWAY PLANS

FAP ROUTE 307 (IL ROUTE 64)
SECTION 541Y-3-B PROJECT: ACNHPP-0307(039)
NORTH AVENUE (IL ROUTE 64)
OVER DES PLAINES RIVER
BRIDGE REPLACEMENT AND
INTERSECTION IMPROVEMENT
COOK COUNTY

C-91-183-10

DESIGN DESIGNATION

1725 (30) OTHER PRINCIPAL ARTERIAL 5.36 (PCC-20)

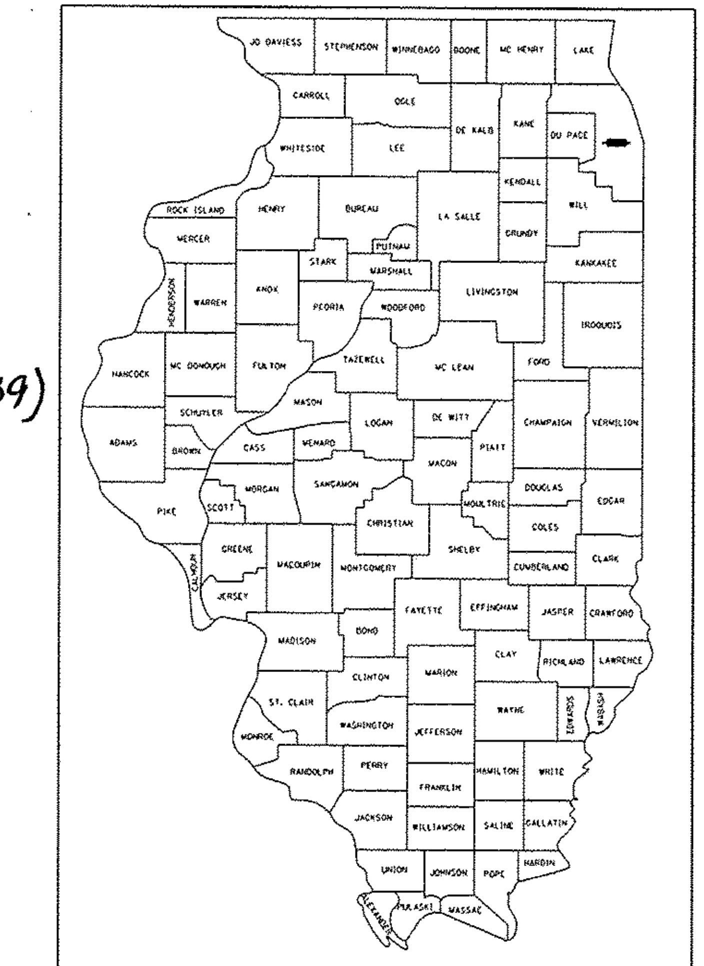
TRAFFIC DATA

ADT:
54,000 (2007)
56,000 (2030)

SPEED LIMIT:
40 MPH (POSTED)
45 MPH (DESIGN)

P.V. = 95.9%
S.U. = 2.8 %
M.U. = 1.3%

D-91-183-10

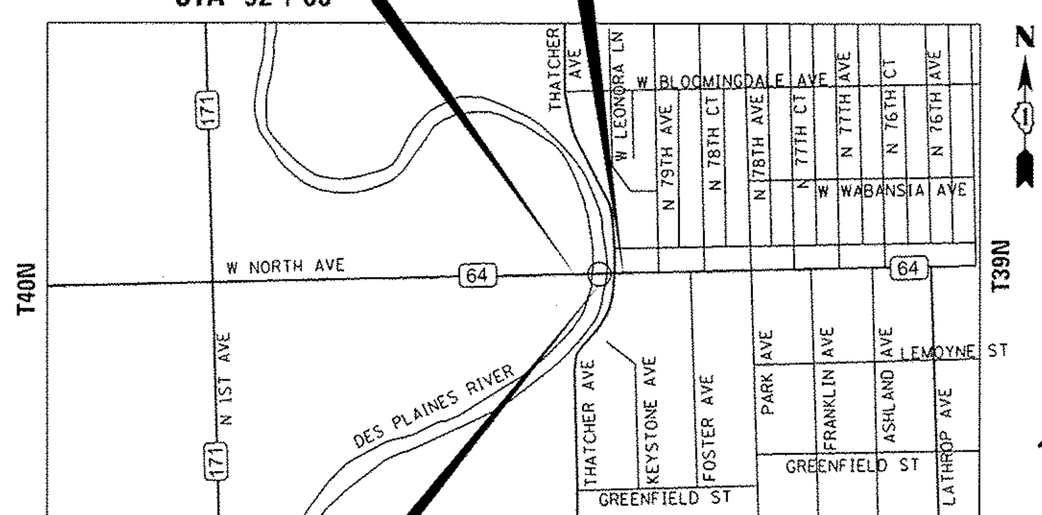


LOCATION OF SECTION INDICATED THUS: —▬—

PROJECT LOCATED IN THE VILLAGES OF RIVER FOREST, ELMWOOD PARK, AND MELROSE PARK.

BEGIN IMPROVEMENT
STA 92+00

END IMPROVEMENT
STA 103+18



BRIDGE REPLACEMENT
STA 97+64.86 TO 99+59.20
EXIST SN 016-0501
PROP SN 016-3035

R12E

LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 1468 FT. = 0.278 MILE
NET LENGTH = 1468 FT. = 0.278 MILE

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

PROJECT ENGINEER MR. SUNG BYUN
PROJECT MANAGER MS. KIM HARVEY

CONTRACT NO. 60J11

STATE OF ILLINOIS JOEL J. HUFF 5051 ITASCA STRUCTURAL ENGINEER

DATE SIGNED: 8-14-2013
EXP. DATE: 11-30-2014

CRAIG A. LUKOWICZ 062-041788 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

CONSULTING ENGINEERS
Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P.(630) 438 6400 F.(630) 438 6444 www.bollingerlach.com
ITASCA • CHICAGO • ALGONQUIN • LAKE GENEVA • SOUTH BEND • INDIANAPOLIS

DATE 8/14/2013
CRAIG A. LUKOWICZ
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-041788
MY LICENSE EXPIRES ON 11-30-15.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 19 2013
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Jan 24 2014
John D. Baranzelli P.E. for
ENGINEER OF DESIGN AND ENVIRONMENT
Jan 24 2014
Omer Osman, P.E. for
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Rev.

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2m) JOINTED PCC PAVEMENT
420106-04	36' (10.8m) JOINTED PCC PAVEMENT
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
424001-07	PERPENDICULAR CURB RAMPS
424006-01	DIAGONAL CURB RAMPS
424011-01	CORNER PARALLEL CURB RAMPS
424021-02	DEPRESSED CORNERS
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602301-04	INLET, TYPE A
602401-03	MANHOLE, TYPE A
602701-02	MANHOLE STEPS
604001-03	FRAME AND LID TYPE 1
604051-03	FRAME AND GRATE TYPE 11
604091-02	FRAME AND GRATE TYPE 24
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
637001-05	CONCRETE BARRIER, DOUBLE FACE, 32 IN (815mm) HEIGHT
637006-03	CONCRETE BARRIER, DOUBLE FACE, 42 IN (1065mm) HEIGHT
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
643001-02	SAND MODULE IMPACT ATTENUATOR
664001-02	CHAIN LINK FENCE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5M) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., SPEEDS<40 MPH
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-09	URBAN LANE CLOSURE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAIL
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS)
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
862001-01	UNITERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-03	PEDESTRIAN PUSH BUTTON POST
877006-04	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARM
877011-05	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-09	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUT FOR DETECTOR LOOPS

DISTRICT ONE DETAILS

BD-02 DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FOC IS LESS THAN 15'
BD-07 STORM SEWER CONNECTION TO EXISTING SEWER
BD-34DETAILS FOR DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL
BD-48 PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER
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TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
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TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-09 PEDESTRIAN PUSH BUTTON POST TYPE A

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
2. 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF ELMWOOD PARK, RIVER FOREST, MELROSE PARK AND ANY OTHER AGENCIES.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
6. REMOVAL OF TEMPORARY PIPE CULVERTS AND TEMPORARY CATCH BASINS SHALL BE CONSIDERED INCLUDED TO THEIR RESPECTIVE PAY ITEMS.
7. WHEN CONSTRUCTING SIDEWALK RAMPS FOR THE HANDICAPPED, STATE STANDARD 424001-07, 424006-01, 424011-01, 424021-01 SHALL BE USED.
8. THE CONTRACTOR SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER MR. WALTER CZARNY AT 847-715-8419, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
9. THE CONTRACTOR SHALL NOTIFY THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
10. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
11. THIS PROJECT REQURIES A U.S. ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER THE INSTREAM WORK BY THE CONTRACTOR, THEREFORE, AFTER AWARD, THE CONTRACTOR SHALL SUBMIT THE WORK PLAN TO THE DEPARTMENT'S RESIDENT ENGINEER FOR ACCEPTANCE. THE ACCEPTABLE PLAN MUST BE SUBMITTED TO THE CORPS PRIOR TO STARTING WORK. THE CORPS WILL NOT BE PROVIDING AN APPROVAL UNLESS STATED OTHERWISE IN THE PERMIT, AND INSTREAM WORK CAN COMMENCE AT THE CONTRACTOR'S DISCRETION AFTER THE CORPS HAS BEEN COPIED WITH THE PLAN ACCEPTABLE TO THE DEPARTMENT. GUIDELINES ON ACCEPTABLE INSTREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS' WEBSITE:

    HTTP://WWW.LRC.USACE.ARMY.MIL/CO-R/PDF/COFFERDAM.PDF. LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
12. THE CONTRACTOR WILL USE CAUTION AROUND THE EXISTING ABANDONED 16" AND 24" SANITARY SEWERS DURING CONSTRUCTION AS SHOWN ON THE DRAINAGE AND UTILITY PLANS.
13. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTIONS II.5A AND B OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
14. THE CONTRACTOR SHALL FOLLOW THE VILLAGE OF ELMWOOD PARK AND THE VILLAGE OF RIVER FOREST NOISE ORDINANCE AND AS DIRECTED BY THE RESIDENT ENGINEER.
15. ALL WETLANDS IDENTIFIED BY THE INHS ADJACENT TO THE EXISTING AND PROPOSED RIGHT-OF-WAY ARE TO BE PROTECTED FROM INTRUSION AND SEDIMENTATION. PROTECTIVE FENCING AND SILT FENCING WILL BE INSTALLED TO RESTRICT ENTRY BY PERSONNEL, EQUIPMENT, AND SUPPLIES. THE LOCATION OF THE WETLAND SITES SHALL BE SHOWN ON THE CONSTRUCTION DOCUMENTS.
16. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

COMMITMENTS

NONE

[ ] DENOTES COST INCLUDED IN THE CONTRACT LINE ITEM.

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -	
	DRAWN - MTC	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -	
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	5411-3-B	COOK	143	2
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

MWRD GENERAL NOTES

1. 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 708-588-4080).

2. ELEVATION OF DATUM IS NGVD 29.

3. ALL SANITARY SEWER CONSTRUCTION AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS, REQUIRES STONE BEDDING WITH STONE 5/64 INCH TO 1 INCH 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.

4. 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 INCHES 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 INCHES VERTICAL SEPARATION. IF EITHER THE VERTICAL AND HORIZONTAL DISTANCES DESCRIBED ABOVE CAN NOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

5. THE CONTRACTOR SHALL PROTECT AND UTILIZE EXTREME CARE WORKING WITHIN THE VICINITY OF THE MWRD FACILITIES.

6. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS AS DIRECTED BY THE ENGINEER TO ALL MWRD FACILITIES, 24 HOURS A DAY.

7. THE CONTRACTOR SHALL SUBMIT THE PLAN AND METHODOLOGY FOR DRIVING SHEET PILES AROUND MWRD STRUCTURES TO MWRD AND THE ENGINEER FOR REVIEW TO AVOID DAMAGE TO MWRD FACILITIES AND APPROVAL THREE (3) WEEKS PRIOR TO THE START OF WORK . THE MWRD STRUCTRES SHALL BE PROTECTED AS PER THE MWRD GUIDELINES.

8. THE CONTRACTOR SHALL COMPLY WITH THE GENERAL CONDITION OF THE MWRD REQUIREMENTS. THE COST FOR COMPLYING WITH THESE MWRD REQUIREMENTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT PAY ITEMS.

9. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND FLOW OF ALL THE MWRD FACILITIES AT ALL TIMES DURING CONSTRUCTION. THE EXISTING CONDUIT AND CABLE ATTACHED TO THE EXISTING STRUCTURE SHALL BE MAINTAINED AND OPERABLE DURING CONSTRUCTION AT ALL TIMES PRIOR TO ITS REMOVAL AS DIRECTED BY THE ENGINEER. THE LOCATION OF THE TEMPORARY AND PROPOSED MWRD CONDUIT, WIRE, HANDHOLE AND ALL OTHER ITEMS NECESSARY TO MAINTAIN THE MWRD FACILITY SHALL BE DETERMINED BY THE ENGINEER AND COORDINATED WITH MWRD.

10. THE CONTRACTOR SHALL OBTAIN A CONFINED SPACE ENTRY PERMIT FROM MWRD. THIS PERMIT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

11. MWRD WILL PROVIDE THE FRAMES AND LIDS FOR ALL MWRD STRUCTURES TO BE RECONSTRUCTED. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL STEPS NEEDED WITHIN THE STRUCTURE. THE STEPS SHALL ADHERE TO MWRD SPECIFICATIONS.

12. THE CONTRACTOR WILL BE RESPONSIBLE FOR POST-CONSTRUCTION VIDEOTAPING OF THE MWRD FACILITY. THE POST-CONSTRUCTION VIDEO WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR VIDEO TAPING OF MWRD SEWERS. A PRE-CONSTRUCTION VIDEO OF THE MWRD FACILITY HAS BEEN PERFORMED BY THE DEPARTMENT AND THE VIDEO WILL BE AVAILABLE AT IDOT FOR REVIEW.

13. THE CONTRACTOR SHALL OBTAIN SPECIFICATIONS OF MANHOLE STEPS FOR THE RECONSTRUCTION OF THE MWRD FACILITIES FROM MWRD.

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - MTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - MTC	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - JTP	REVISED -	
	PLOT DATE = 12/20/2013	DATE - 12/20/2013	REVISED -	

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
MWRD GENERAL NOTES

SCALE: NONE | SHEET NO. 2 OF 2SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	3
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

07ROL,01 07POL,01 07POL,02 07POL,03

					CONSTRUCTION CODE						
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	784	784						
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	831	831						
	20101000	TEMPORARY FENCE	FOOT	900	900						
*	20101700	SUPPLEMENTAL WATERING	UNIT	0.7	0.7						
	20200100	EARTH EXCAVATION	CU YD	4982	4982						
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	552	552						
	20400800	FURNISHED EXCAVATION	CU YD	1245	1245						
	20800150	TRENCH BACKFILL	CU YD	1684	1475				80	129	
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3044	3044						
*	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	602	602						
*	21101805	COMPOST FURNISH AND PLACE, 2"	SQ YD	602	602						
*	25000210	SEEDING, CLASS 2A	ACRE	0.56	0.56						
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	65.4	65.4						
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	65.4	65.4						

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC		REVISED -
	DRAWN - MTC		REVISED -
PLOT SCALE = $SCALE$	CHECKED - JJP		REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	4
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	25100135	MULCH, METHOD 4	ACRE	0.75	0.75						
*	25100630	EROSION CONTROL BLANKET	SQ YD	3475	3475						
*	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1530	1530						
*	25200110	SODDING, SALT TOLERANT	SQ YD	331	331						
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75	75						
	28000400	PERIMETER EROSION BARRIER	FOOT	2006	2006						
	28000510	INLET FILTERS	EACH	40	40						
	28100107	STONE RIPRAP, CLASS A4	SQ YD	2085		1978		107			
	28200200	FILTER FABRIC	SQ YD	2085		1978		107			
	30300104	AGGREGATE SUBGRADE IMPROVEMENT 4"	SQ YD	1872	1872						
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	10042	10042						
	35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	877	877						
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	132	132						
	40600300	AGGREGATE (PRIME COAT)	TON	3	3						

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - MTC | REVISED -
DRAWN - MTC | REVISED -
CHECKED - JJP | REVISED -
DATE - 12/20/2013 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	5411Y-3-B	COOK	143	5
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	147	147						
42000401	PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)	SQ YD	8896	8896						
42001300	PROTECTIVE COAT	SQ YD	10830	10830						
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	404	404						
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	94	94						
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5412	5412						
42400800	DETECTABLE WARNINGS	SQ FT	161	141	20					
44000100	PAVEMENT REMOVAL	SQ YD	12986	12986						
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	95	95						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3083	3083						
44000600	SIDEWALK REMOVAL	SQ FT	5349	5349						
44003100	MEDIAN REMOVAL	SQ FT	177	177						
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	181	181						
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1					

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -	
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PLOT SCALE = $SCALE$	CHECKED - JJP	REVISED -	
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 18SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	6

CONTRACT NO. 60J11
ILLINOIS FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
50200100	STRUCTURE EXCAVATION	CU YD	180		180					
50200300	COFFERDAM EXCAVATION	CU YD	4555		4361		194			
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1					
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1					
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1		1					
50300225	CONCRETE STRUCTURES	CU YD	1430.2		1410.6		19.6			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1056.3		1056.3					
50300260	BRIDGE DECK GROOVING	SQ YD	2463		2463					
50300265	SEAL COAT CONCRETE	CU YD	1568.2		1520.3		47.9			
50300280	CONCRETE ENCASEMENT	CU YD	9.8		9.8					
50300300	PROTECTIVE COAT	SQ YD	3357		3357					
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1					
50500505	STUD SHEAR CONNECTORS	EACH	15630		15630					
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	365080		363440		1640			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 4 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	7
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE						
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
50800515	BAR SPLICERS	EACH	1270		1270					
50901720	BICYCLE RAILING	FOOT	184		184					
50901750	PARAPET RAILING	FOOT	455		455					
51201600	FURNISHING STEEL PILES HP12X53	FOOT	6690		6690					
51202305	DRIVING PILES	FOOT	6690		6690					
51203600	TEST PILE STEEL HP12X53	EACH	5		5					
51204650	PILE SHOES	EACH	187		187					
51500100	NAME PLATES	EACH	1		1					
51602000	PERMANENT CASING	FOOT	28		28					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	218		218					
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	51		51					
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	2		2					
52100510	ANCHOR BOLTS, 3/4"	EACH	72		72					
52100520	ANCHOR BOLTS, 1"	EACH	34		34					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 5 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	8
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

				CONSTRUCTION CODE						
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
52100530	ANCHOR BOLTS, 1 1/4"	EACH	34		34					
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1						
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1						
54216180	REINFORCED CONCRETE PIPE TEE, 12" PIPE WITH 12" RISER	EACH	1	1						
54216210	REINFORCED CONCRETE PIPE TEE, 30" PIPE WITH 12" RISER	EACH	2	2						
54216220	REINFORCED CONCRETE PIPE TEE, 36" PIPE WITH 12" RISER	EACH	2	2						
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	240	240						
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	87	87						
550A0730	STORM SEWERS, CLASS A, TYPE 3 30"	FOOT	121	121						
550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	119	119						
550A0860	STORM SEWERS, CLASS A, TYPE 3 96"	FOOT	16				16			
55100300	STORM SEWER REMOVAL 8"	FOOT	145	145						
55100400	STORM SEWER REMOVAL 10"	FOOT	50	50						
55100500	STORM SEWER REMOVAL 12"	FOOT	394	394						

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 6 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	5417-3-B	COOK	143	9

CONTRACT NO. 60J11
ILLINOIS FED. AID PROJECT

				CONSTRUCTION CODE						
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
55100700	STORM SEWER REMOVAL 15"	FOOT	72	72						
55101400	STORM SEWER REMOVAL 30"	FOOT	125	125						
55101600	STORM SEWER REMOVAL 36"	FOOT	125	125						
56103000	DUCTILE IRON WATER MAIN 6"	FOOT	128					128		
56103300	DUCTILE IRON WATER MAIN 12"	FOOT	117						117	
56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1						1	
58700300	CONCRETE SEALER	SQ FT	3815		3815					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	447		447					
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	19				19			
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	9	9						
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	4	4						
60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	2	2						
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	4	4						
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	3						

* SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 7 OF 18SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	10
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE						
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4						
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	5	5						
60250200	CATCH BASINS TO BE ADJUSTED	EACH	8	8						
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4						
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1						
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	4	4						
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3						
60500040	REMOVING MANHOLES	EACH	4	4						
60500050	REMOVING CATCH BASINS	EACH	7	7						
60500060	REMOVING INLETS	EACH	2	2						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1111	1111						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1730	1730						
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	106	106						

* SPECIALTY ITEMS

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PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 8 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	11
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	637.5	637.5						
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1						
*	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1						
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3						
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1						
	63200310	GUARDRAIL REMOVAL	FOOT	488.5	488.5						
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2100	2100						
*	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1						
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2						
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16	16						
	67100100	MOBILIZATION	L SUM	1	1						
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	48	48						
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	364	364						
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	27392	27392						

* SPECIALTY ITEMS

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ITASCA, ILLINOIS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 9 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	5419-3-B	COOK	143	11A
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

				CONSTRUCTION CODE						
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
Z0062456	TEMPORARY PAVEMENT	SQ YD	1872	1872						
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	8800		8800					
Z0073346	SLEEPER SLAB	SQ YD	45	45						
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1			1				
Ø Z0076600	TRAINEES	HOUR	1000	1000						
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1000	1000						
Z0077900	WOOD POST AND RAIL FENCE	FOOT	19	19						
~~XX006119~~	~~TRAFFIC CONTROL AND PROTECTION (DETOUR)~~	~~EACH~~	~~1~~	~~1~~						
X0327638	~~FURNISH AND INSTALL~~ STREAM GAUGE	EACH	1		1					
X0323160	VIDEO INSPECTION OF STORM SEWER ~~TAPING OF MWRD SEWERS~~	FOOT	140				140			

Ø 0042

* SPECIALTY ITEMS

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ITASCA, ILLINOIS

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PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 18 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	11J
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2904	2904						
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	171	171						
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	12741	12741						
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	950	950						
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1171	1171						
	70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
	70600340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
*	72000100	SIGN PANEL - TYPE 1	SQ FT	18			18				
*	72000200	SIGN PANEL - TYPE 2	SQ FT	22.5			22.5				
*	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	40.5			40.5				
*	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	359	359						
*	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	6818	6818						
*	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	2259	2259						
*	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	324	324						

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 10 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	11B
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	160	160						
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	153	153						
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	31	31						
	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	382	382						
*	78100300	REPLACEMENT REFLECTOR	EACH	57	57						
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	18	18						
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	85	85						
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1						
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	3098	3098						
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	135	135						
*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			1				
*	81028170	UNDERGROUND CONDUIT, GALVANIZED STEEL, 1" DIA.	FOOT	200				200			
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1730			1330	400			
*	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	42			42				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 11 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	11C
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	60			60				
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	438			438				
*	81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	384			184	200			
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	92			92				
*	81304350	JUNCTION BOX EMBEDDED IN STRUCTURE 14" X 16" X 6"	EACH	2			2				
*	81400100	HANDHOLE	EACH	8			7	1			
*	81400200	HEAVY-DUTY HANDHOLE	EACH	4			3	1			
*	81400300	DOUBLE HANDHOLE	EACH	2			2				
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2				
*	86400100	TRANSCEIVER - FIBER OPTIC	EACH	3			3				
*	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5265			5265				
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1180			1180				
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1900			1900				
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2058			2058				

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$ | PLOT SCALE = $SCALE$ | PLOT DATE = $DATE$

DESIGNED - MTC | DRAWN - MTC | CHECKED - JIP | DATE 12/20/2013

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 12 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	110
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2514			2514				
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4014			4014				
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	98			98				
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2546			2546				
*	87702201	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 18 FT. AND 34 FT.	EACH	1			1				
*	87702245	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 20 FT. AND 55 FT.	EACH	1			1				
*	87702520	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 34 FT. AND 30 FT.	EACH	1			1				
*	87704516	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 48 FT. AND 30 FT.	EACH	1			1				
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8			8				
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4			4				
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54			54				
*	87900200	DRILL EXISTING HANDHOLE	EACH	2			2				
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	11			11				
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	10			10				

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -	
	DRAWN - MTC	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - JJP	REVISED -	
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 13 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	11E
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2				
*	88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2				
*	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	21			21				
*	88600700	PREFORMED DETECTOR LOOP	FOOT	798			798				
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	6			6				
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1				
*	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2							2
*	89501510	RELOCATE EXISTING FLASHING BEACON	EACH	2							2
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5102			5102				
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1				
*	89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	3			3				
*	89502380	REMOVE EXISTING HANDHOLE	EACH	10			8	2			
*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	2			2				
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8			8				

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JJP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 14 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	11F
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	A2002920	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6	6						
*	A2006520	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3						
*	C2C016G3	SHRUB, CORNUS RACEMOSA (GRAY DOGWOOD), CONTAINER GROWN, 3-GALLON	EACH	30	30						
*	C2C09624	SHRUB, SAMBUCUS CANADENSIS (AMERICAN ELDER), 2' HEIGHT, CONTAINER	EACH	30	30						
	X0322881	TREE TRIMMING	EACH	5	5						
*	X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1	1						
*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	705							705
*	X0326619	#12 AWG XHHW-2 WIRE	FOOT	2000				2000			
*	X0327200	MICROWAVE VEHICLE SENSOR (SMARTSENSOR ADVANCE)	EACH	1			1				
*	X0327639	BRIDGE MOUNTED PEDESTRIAN SIGNAL POST	EACH	1			1				
*	X2501800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.12	0.12						
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1						
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1	1						
	X4024100	TEMPORARY ACCESS (WINTERIZE)	SQ YD	94	94						

* SPECIALTY ITEMS

FILE NAME = #FILE#

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = #SCALE#	CHECKED - JJP	REVISED -
PLOT DATE = #DATE#	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 15 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	115

CONTRACT NO. 60J11

ILLINOIS FED. AID PROJECT

					CONSTRUCTION CODE						
					80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% MWRD	100% RIVER FOREST WATERMAIN	100% ELMWOOD PARK WATERMAIN	100% ELMWOOD PARK EMERGENCY PRE-EMPTION
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAFFIC SIGNALS 0021	UTILITY 0043	UTILITY 0043	UTILITY 0043	TRAFFIC SIGNALS 0021
	X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	828					228	600	
	X5610706	WATER MAIN REMOVAL, 6"	FOOT	77					77		
	X5610712	WATER MAIN REMOVAL, 12"	FOOT	122						122	
	X5620112	WATER SERVICE CONNECTION	EACH	1						1	
	X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	2					2		
	X5630712	CONNECTION TO EXISTING WATER MAIN 12"	EACH	2						2	
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	1910		1775		135			
	X6026051	SANITARY MANHOLES TO BE RECONSTRUCTED	EACH	6				6			
	X6640525	CHAIN LINK FENCE, 4' ATTACHED TO STRUCTURE	FOOT	80		80					
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1						
	X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	2	2						
	X7811200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE SPECIAL)	EACH	48	48						
*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	3			3				
*	X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	200				200			

* SPECIALTY ITEMS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JJP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 16 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	5419-3-B	COOK	143	11H
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011	80% FED 20% STATE TRAFFIC SIGNALS 0021	100% MWRD UTILITY 0043	100% RIVER FOREST WATERMAIN UTILITY 0043	100% ELMWOOD PARK WATERMAIN UTILITY 0043	100% ELMWOOD PARK EMERGENCY PRE-EMPTION TRAFFIC SIGNALS 0021
*	X8570226	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1			1				
*	X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1			1				
*	X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	5265			5265				
*	X8760055	PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2			2				
*	X8950450	REMOVE EXISTING UNDERGROUND CONDUIT	FOOT	500				500			
	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	333	333						
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1						
	Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	6		6					
NP	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6	6						
	Z0026407	TEMPORARY SHEET PILING	SQ FT	3570		3570					
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	153	153						
*	Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1			1				
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	145		145					
	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	476	476						

NP - 100% STATE

* SPECIALTY ITEMS

FILE NAME = &FILE&

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

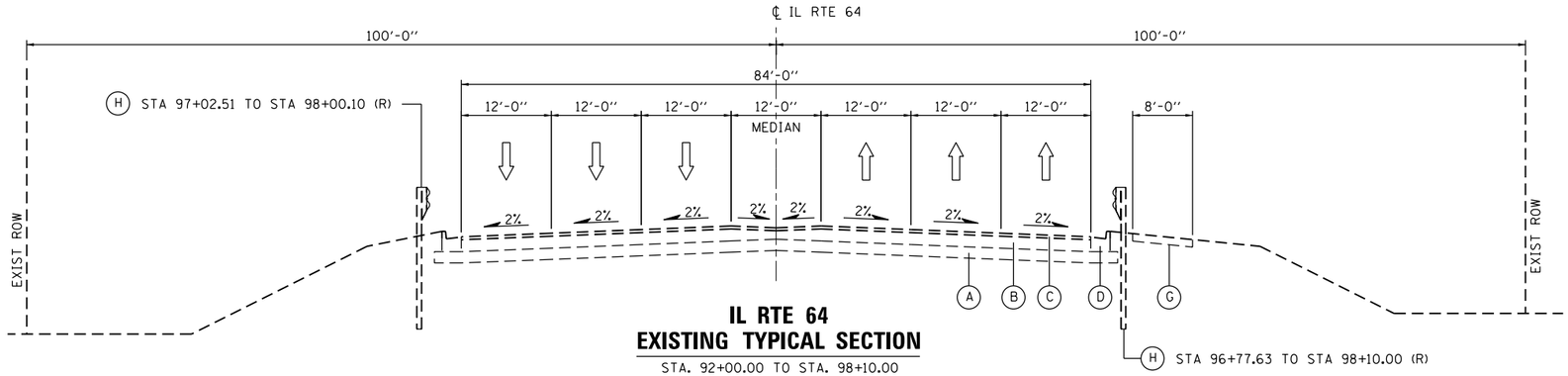
USER NAME = &USER&	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = &SCALE&	CHECKED - JJP	REVISED -
PLOT DATE = &DATE&	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUMMARY OF QUANTITIES

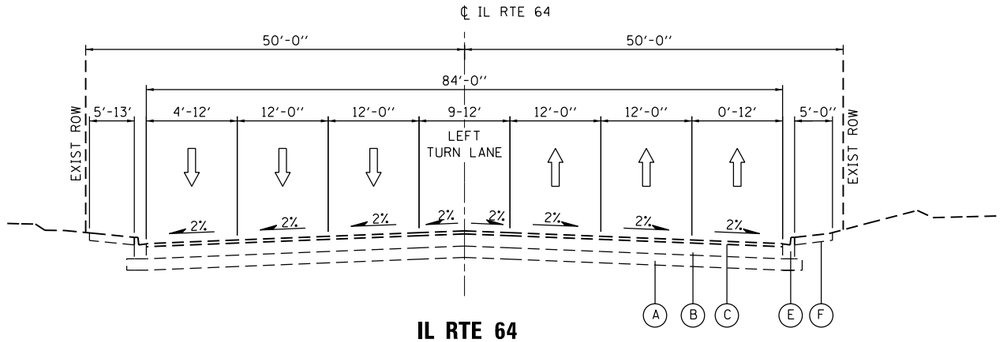
SCALE: NONE | SHEET NO. 17 OF 18 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	111
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



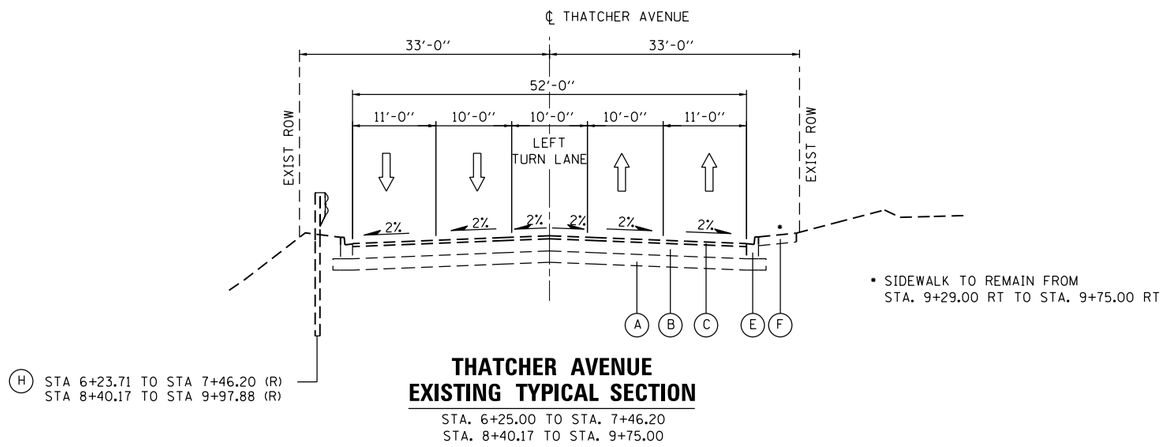
IL RTE 64
EXISTING TYPICAL SECTION

STA. 92+00.00 TO STA. 98+10.00



IL RTE 64
EXISTING TYPICAL SECTION

STA. 99+58.45 TO STA. 103+18.00



THATCHER AVENUE
EXISTING TYPICAL SECTION

STA. 6+25.00 TO STA. 7+46.20
STA. 8+40.17 TO STA. 9+75.00

EXISTING

- Ⓐ EXISTING AGGREGATE SUBBASE (R)
- Ⓑ EXISTING CONCRETE PAVEMENT 10" (R)
- Ⓒ EXISTING HMA PAVEMENT, VARIES 4.5" TO 6.0" (R)
- Ⓓ EXISTING COMB. CONC. CURB & GUTTER, B-6.24 (R)
- Ⓔ EXISTING COMB. CONC. CURB & GUTTER, B-6.12 (R)
- Ⓕ EXISTING CONCRETE SIDEWALK (R)
- Ⓖ EXISTING ASPHALT MULTI-USE PATH (R) - (AS PAVEMENT REMOVAL)
- Ⓗ EXISTING GUARDRAIL (R)

NOTE: ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICALS AND/OR SHOWN ON THE PLANS.

FOR TYPICAL SECTIONS OF EXISTING BRIDGE (STA. 98+10.00 TO STA. 99+58.45) SEE STRUCTURAL PLANS

FILE NAME = W:\191-138.IDOT.IL64\CADD_Sheets\D1682J1-sht-typicall.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

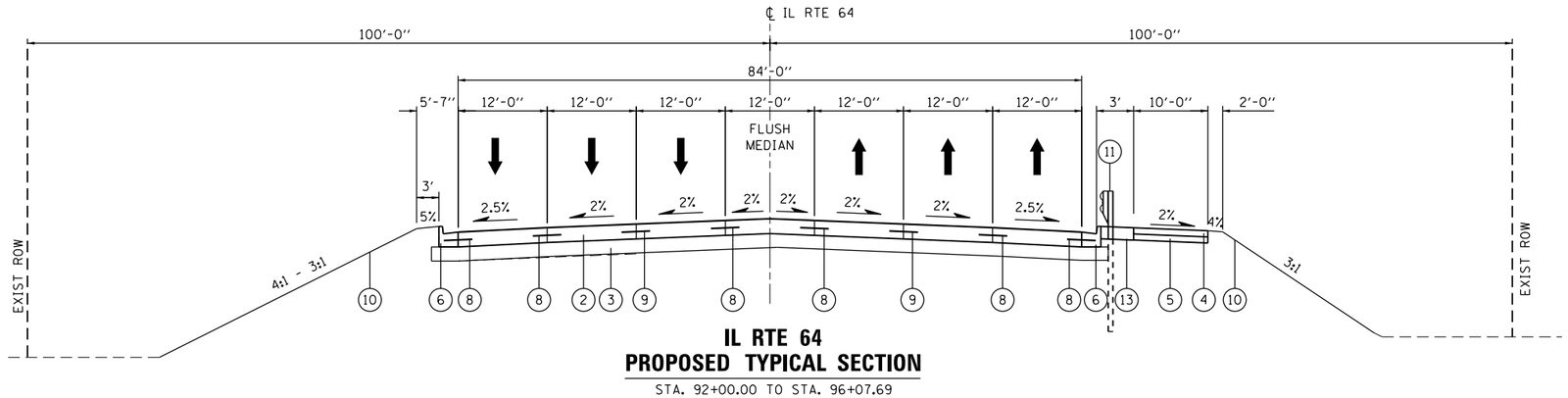
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/16/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
EXISTING TYPICAL SECTIONS

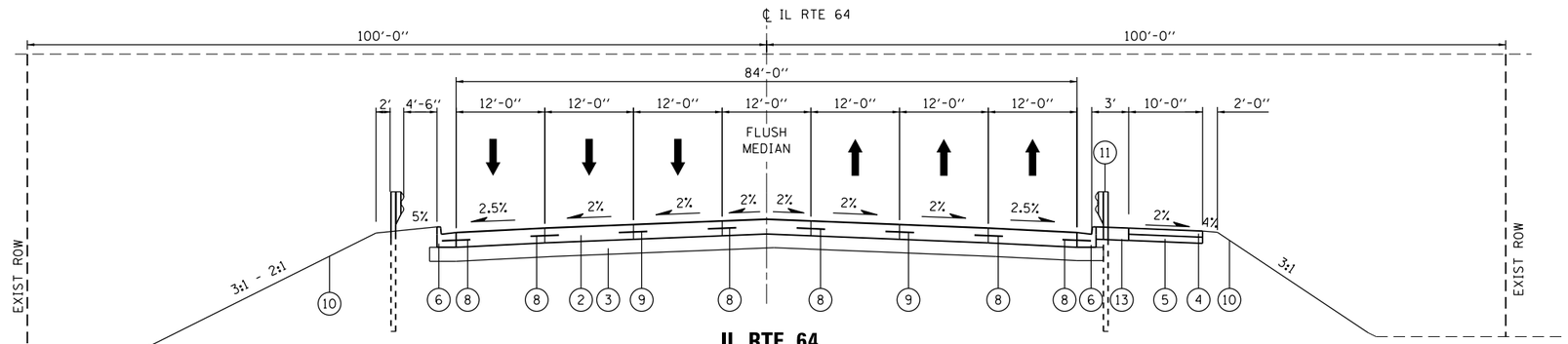
SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	12
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		



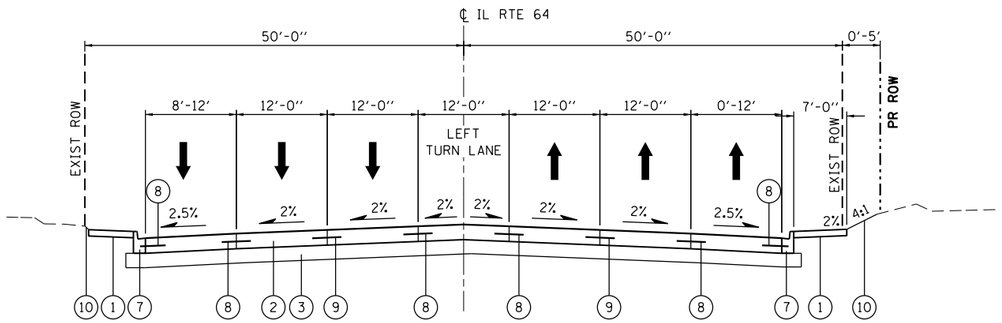
IL RTE 64
PROPOSED TYPICAL SECTION

STA. 92+00.00 TO STA. 96+07.69



IL RTE 64
PROPOSED TYPICAL SECTION

STA. 96+07.69 TO STA. 97+20.86



IL RTE 64
PROPOSED TYPICAL SECTION

STA. 100+02.79 TO STA. 103+18.00

NOTE: FOR PROPOSED BRIDGE TYPICAL SECTION, SEE STRUCTURAL PLANS

PROPOSED

1. PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5"
2. PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)
3. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 12"
4. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 3"
5. PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
6. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
7. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
8. PROPOSED LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED DEFORMED TIE BARS AT 24" CENTERS
9. PROPOSED SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED DEFORMED TIE BARS AT 30" CENTERS
10. •• PROPOSED TOPSOIL FURNISH AND PLACE, 4" OR 6" , SODDING, SALT TOLERANT OR SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
11. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
12. PROPOSED MODIFIED CONCRETE BARRIER SINGLE FACE 34" (SEE STRUCT. PLANS)
13. PROPOSED AGGREGATE SHOULDERS, TYPE B 8"

•• AS SHOWN ON THE PAVEMENT MARKING AND LANDSCAPING PLAN

STRUCTURAL DESIGN TRAFFIC: Year 2011

PV = 52953 SU = 1546 MU = 718

ROAD/STREET CLASSIFICATION: Class I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 8% S = 37% M = 37%

TRAFFIC FACTOR: Actual TF = 5.36

Minimum TF = 8.26

SUBGRADE SUPPORT RATING:

SSR = POOR (Sta. 92 + 00 to 103 + 18) IL RTE 64

SSR = POOR (Sta. 6+25 to 9+75) THATCHER AVENUE

STRUCTURAL PAVEMENT DESIGN INFORMATION BLOCK

HMA MIXTURE REQUIREMENTS CHART

MIXTURE TYPE	AIR VOIDS @ N_{DES}	THICKNESS
MULTI-USE PATH HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	3.0"
TEMPORARY PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR. 4% @ 50 GYR.	2.0" 8.0"

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES 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 DISTRICT ONE SPECIAL PROVISIONS.

IF THE CONTRACTOR CHOOSES TO USE PCC PAVEMENT FOR TEMPORARY PAVEMENT THE THICKNESS WILL BE 8". IF THE CONTRACTOR CHOOSES TO USE HMA PAVEMENT FOR TEMPORARY PAVEMENT THE THICKNESS WILL BE 10" AS SPECIFIED IN THE SPECIAL PROVISIONS AND THE MIXTURE TABLE ABOVE.

PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS, 8" THICK. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

ALL TEMPORARY PAVEMENT SHALL HAVE 4" AGGREGATE SUBGRADE IMPROVEMENT REGARDLESS OF THE PAVEMENT MATERIAL.

FOR TYPICAL SECTIONS OF PROPOSED BRIDGE SEE STRUCTURAL PLANS

FILE NAME = W:\191-130.IDOT.IL64\C400.Sheets\D160JJ1-sht-typical2.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

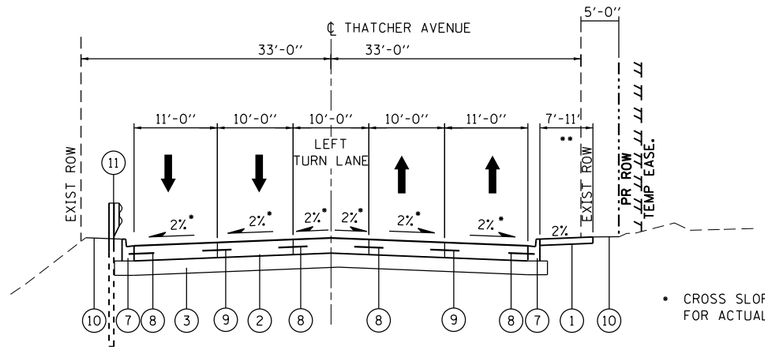
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/16/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PROPOSED TYPICAL SECTIONS – IL RTE 64

SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	13
		CONTRACT NO. 60J11		
		ILLINOIS	FED. AID PROJECT	

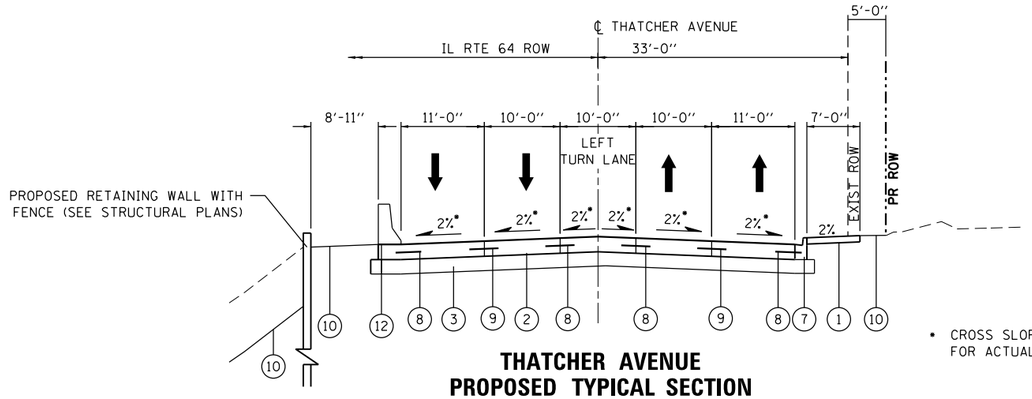


THATCHER AVENUE
PROPOSED TYPICAL SECTION

STA. 6+25.00 TO STA. 6+95.00
STA. 8+60.20 TO STA. 9+75.00

• CROSS SLOPE VARIES, SEE CROSS SECTIONS FOR ACTUAL CROSS SLOPES

•• STA. 6+25.00 TO STA. 6+95.00 SIDEWALK = 7'
STA. 8+60.20 TO STA. 9+11.00 SIDEWALK = 11'
STA. 9+11.00 TO STA. 9+75.00 SIDEWALK REMAINS



THATCHER AVENUE
PROPOSED TYPICAL SECTION

STA. 6+95.00 TO STA.7+30.65

• CROSS SLOPE VARIES, SEE CROSS SECTIONS FOR ACTUAL CROSS SLOPES

PROPOSED

1. PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5"
2. PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)
3. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 12"
4. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 3"
5. PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
6. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
7. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
8. PROPOSED LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED DEFORMED TIE BARS AT 24" CENTERS
9. PROPOSED SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED DEFORMED TIE BARS AT 30" CENTERS
10. ••PROPOSED TOPSOIL FURNISH AND PLACE, 4" OR 6" , SODDING, SALT TOLERANT OR SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
11. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
12. PROPOSED MODIFIED CONCRETE BARRIER SINGLE FACE 34" (SEE STRUCT. PLANS)
13. PROPOSED AGGREGATE SHOULDERS, TYPE B 8"

•• AS SHOWN ON THE PAVEMENT MARKING AND LANDSCAPING PLAN

STRUCTURAL DESIGN TRAFFIC: Year 2011

PV = 52953 SU = 1546 MU = 718

ROAD/STREET CLASSIFICATION: Class I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 8% S = 37% M = 37%

TRAFFIC FACTOR: Actual TF = 5.36

Minimum TF = 8.26

SUBGRADE SUPPORT RATING:

SSR = POOR (Sta. 92 + 00 to 103 + 18) IL RTE 64

SSR = POOR (Sta. 6+25 to 9+75) THATCHER AVENUE

STRUCTURAL PAVEMENT DESIGN INFORMATION BLOCK

FILE NAME = W:\191-138.IDOT_IL64\CADD.Sheets\D1608J11-sht-typical3.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/16/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PROPOSED TYPICAL SECTIONS – THATCHER AVENUE

SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	14
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		

TREE REMOVAL SCHEDULE (6-15 UNITS)

NO.	STATION	OFFSET (FT)	QUANTITY (UNIT)
1	92+38.59	53.89 LT	7.0
2	94+60.92	59.58 LT	13.0
3	94+76.61	63.08 LT	13.0
4	95+45.95	60.09 LT	11.0
5	96+05.87	58.16 LT	15.0
6	96+48.96	65.32 LT	13.0
7	96+70.28	70.44 LT	12.0
8	97+29.00	72.00 LT	8.0
9	97+51.28	56.44 LT	11.0
10	97+89.00	65.00 LT	8.0
11	97+97.00	68.00 LT	10.0
12	91+98.00	62.50 RT	10.0
13	92+03.00	64.50 RT	10.0
14	92+07.00	65.50 RT	9.5
15	92+07.22	69.29 RT	9.0
16	92+09.32	70.00 RT	10.0
17	92+16.16	62.93 RT	13.0
18	92+21.74	67.42 RT	14.0
19	92+44.77	62.64 RT	11.0
20	92+49.21	60.09 RT	11.0
21	92+57.41	61.53 RT	10.0
22	92+72.00	62.00 RT	9.0
23	92+78.20	67.82 RT	9.0
24	93+40.60	59.67 RT	11.0
25	93+54.44	60.33 RT	13.0
26	94+77.14	61.78 RT	9.0
27	94+99.20	62.32 RT	12.5
28	95+17.01	65.50 RT	12.0
29	95+19.00	64.50 RT	8.0
30	95+24.20	60.22 RT	7.5
31	95+23.31	62.49 RT	11.0
32	95+28.00	60.50 RT	7.5
33	95+31.24	59.62 RT	10.0
34	95+41.20	63.32 RT	10.0
35	95+83.21	63.58 RT	12.0
36	96+05.16	66.15 RT	9.0
37	96+07.74	63.05 RT	9.0
38	96+20.52	69.82 RT	9.0
39	96+56.02	61.42 RT	10.0
40	96+58.49	61.40 RT	11.0
41	96+60.33	61.33 RT	13.0
42	96+53.93	68.38 RT	11.0
43	97+02.63	61.05 RT	13.0
44	97+04.49	60.93 RT	13.0
45	97+18.00	68.00 RT	8.0
46	97+17.28	66.56 RT	8.0
47	97+40.51	68.61 RT	10.0
48	97+44.99	67.94 RT	10.0
49	97+48.79	65.34 RT	7.5
50	99+62.53	81.36 LT	13.0
51	99+63.11	74.97 LT	13.0
52	101+92.40	39.01 LT	11.0
53	99+50.82	66.65 RT	8.0
54	100+73.00	47.00 RT	6.5
55	100+88.00	46.80 RT	6.5
56	101+08.20	50.42 RT	7.0
57	101+27.24	47.12 RT	7.0
SELECTIVE TREES			200.0
		TOTAL	784.0

TREE REMOVAL SCHEDULE (OVER 15 UNITS)

NO.	STATION	OFFSET (FT)	QUANTITY (UNIT)
1	94+73.70	63.19 LT	17.0
2	95+59.76	61.01 LT	17.0
3	95+98.90	59.41 LT	17.0
4	96+25.12	65.47 LT	21.0
5	96+30.41	62.43 LT	18.0
6	96+53.88	61.85 LT	28.0
7	96+56.66	64.67 LT	26.0
8	96+70.28	66.39 LT	23.0
9	96+85.28	67.14 LT	18.0
10	97+62.72	56.49 LT	22.0
11	97+74.64	60.68 LT	28.0
12	97+95.42	65.49 LT	16.0
13	92+40.88	66.55 RT	17.0
14	92+62+28	61.06 RT	18.0
15	92+62.70	69.12 RT	20.5
16	92+69.00	61.00 RT	18.0
17	92+70.00	68.50 RT	18.5
18	92+71.00	72.00 RT	20.0
19	92+75.77	68.79 RT	23.0
20	92+84.00	65.00 RT	18.5
21	93+03.16	63.96 RT	21.0
22	93+08.18	62.62 RT	18.0
23	93+92.97	59.61 RT	33.0
24	94+68.33	60.03 RT	19.0
25	95+20.00	61.50 RT	18.0
26	95+23.00	67.00 RT	15.5
27	95+31.00	63.00 RT	17.0
28	96+39.94	62.88 RT	17.0
29	96+783.77	67.14 RT	21.0
30	96+98.57	70.77 RT	17.0
31	97+07.93	72.40 RT	17.0
32	97+58.69	59.35 RT	37.0
33	97+89.30	67.10 RT	26.0
SELECTIVE TREES			150.0
		TOTAL	831.0

CATCH BASIN TO BE ADJUSTED

STATION	OFFSET	QUANTITY (EACH)
THATCHER AVE		
6+29.51	LT	1
STAGE I		2
STAGE II		5
	TOTAL	8

MANHOLES TO BE RECONSTRUCTED

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
100+17.31	RT	1
	TOTAL	1

REMOVING MANHOLES

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
99+70.58	LT	1
100+41.18	LT	1
100+28.60	RT	1
100+50.59	RT	1
	TOTAL	4

MANHOLES TO BE ADJUSTED

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
92+06.05	RT	1
102+27.76	RT	1
102+94.51	LT	1
STAGE II		1
	TOTAL	4

VALVE VAULTS TO BE ADJUSTED

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
100+28.09	LT	1
101+10.77	LT	1
102+21.48	RT	1
THATCHER AVE		
9+72.42	LT	1
	TOTAL	4

VALVE BOXES TO BE ADJUSTED

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
100+33.68	LT	1
101+78.60	LT	1
102+27.12	LT	1
	TOTAL	3

SANITARY MANHOLES TO BE RECONSTRUCTED

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
99+77.31	LT	1
99+92.61	LT	1
99+98.96	LT	1
100+13.62	LT	1
100+27.63	LT	1
100+25.98	LT	1
	TOTAL	6

REMOVING CATCH BASINS

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
99+62.91	RT	1
95+73.57	CL	1
94+87.17	RT	1
94+52.81	LT	1
93+24.11	CL	1
102+92.95	RT	1
100+22.65	RT	1
	TOTAL	7

GUARDRAIL REMOVAL

LOCATION STA. - STA.	OFFSET	QUANTITY (FOOT)
IL ROUTE 64		
97+02.51 - 97+99.51	LT	97.0
96+77.63 - 97+99.63	RT	122.0
THATCHER AVE		
6+23.71 - 7+36.21	LT	112.5
8+40.88 - 9+97.88	LT	157.0
	TOTAL	488.5

STORM SEWER REMOVAL

LOCATION STATION-STATION	8" (FT)	10" (FT)	12" (FT)	15" (FT)	18" (FT)	24" (FT)	30" (FT)	36" (FT)
IL ROUTE 64								
92+00.00 - 96+00.00	51	21	250					
96+00.00 - 100+00.00			72	72			125	125
100+00.00 - 104+00.00	94	29	72					
TOTAL	145	50	394	72			125	125

CURB & GUTTER REMOVAL

LOCATION STA. - STA.	TYPE	QUANTITY (FOOT)
IL ROUTE 64		
92+00.00 - 98+00.09	B.6-24	600
92+00.00 - 98+00.11	B.6-24	600
100+30.16 - 103+18.00	B.6-12	332
100+20.17 - 103+18.00	B.6-12	378
THATCHER AVE		
6+25.00 - 7+48.20	B.6-12	128
8+40.04 - 9+75.00	B.6-12	145
6+25.00 - 7+41.39	B.6-12	120
8+56.67 - 9+75.00	B.6-12	120
TEMP PAVEMENT LOCATION		660
	TOTAL	3083

SIDEWALK REMOVAL

LOCATION STA. - STA.	OFFSET	QUANTITY (SQ. FT)
IL. ROUTE 64		
92+00.00 - 97+64.86	---	0
99+59.20 - 103+18.00	RT	1003
99+59.20 - 103+18.00	LT	3171
THATCHER AVE		
6+25.00 - 8+00.00	RT	652
8+00.00 - 9+75.00	RT	523
	TOTAL	5349

PAVEMENT REMOVAL

STA. - STA.	LOCATION	QUANTITY (SQ. YD)
IL. ROUTE 64		
89+00.00 - 92+00.00	MULTI-USE	289
92+00.00 - 97+64.86	MULTI-USE	533
92+00.00 - 97+64.86	ROADWAY	5673
99+59.20 103+18.00	ROADWAY	3292
THATCHER AVE		
6+25.00 - 8+00.00	ROADWAY	654
8+00.00 - 9+75.00	ROADWAY	673
TEMP. PAVEMENT		
89+76.00 98+00.00	LT, SI	423
87+63.00 98+00.00	RT, SI	1377
100+18.00 101+65.00	RT, SII	72
	TOTAL	12986

REMOVING INLETS

STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
100+43.62	42.95 RT	1
100+55.97	42.25 LT	1
	TOTAL	2

DRIVEWAY PAVEMENT REMOVAL

NO.	LOCATION STA. - STA.	OFFSET	QUANTITY (SQ. YD)
IL ROUTE 64			
1	102+00.00	RT	82
THATCHER AVE			
1	9+19.13	RT	13
		TOTAL	95

REMOVE EXISTING HANDHOLE

STATION	OFFSET	QUANTITY (EACH)	
IL ROUTE 64			
92+93.02	46.46 LT	1	
95+43.93	46.32 LT	1	
96+91.69	46.79 LT	1	
97+08.39	47.08 RT	1	
99+60.53	65.29 RT	1	MWRD
THATCHER AVE			
6+26.41	31.35 RT	1	
7+39.94	5.23 LT	1	
8+65.97	29.56 LT	1	
8+74.64	5.40 RT	1	
MWRD		1	
	TOTAL	10	

REMOVE EXISTING DOUBLE HANDHOLE

STATION	OFFSET	QUANTITY (EACH)
THATCHER AVE		
7+39.21	30.95 RT	1
8+79.41	28.58 RT	1
	TOTAL	2

REMOVE EXISTING CONCRETE FOUNDATION

STATION	OFFSET	TYPE	QUANTITY (EACH)
IL ROUTE 64			
99+72.79	59.52 LT	Traffic Pole	1
99+64.81	52.11 LT	Traffic Pole	1
99+63.18	52.82 RT	Traffic Pole	1
100+49.44	50.66 RT	Traffic Pole	1
100+46.61	53.14 LT	Traffic Pole	1
100+36.47	53.82 LT	Traffic Pole	1
100+33.05	48.96 RT	Traffic Pole	1
THATCHER AVE			
10+88.33	31.79 RT	Cabinet	1
		TOTAL	8

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	15
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

Stage 1 - IL RTE 64 EARTHWORK QUANTITIES

ILLINOIS ROUTE 64 — CUT

	CUT (SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		2.27	50.00	113.25	4.19
89+00	4.53				
		5.36	50.00	268.23	9.93
89+50	6.20				
		6.98	50.00	349.05	12.93
90+00	7.76				
		9.95	50.00	497.35	18.42
90+50	12.13				
		13.89	50.00	694.50	25.72
91+00	15.65				
		14.37	50.00	718.35	26.61
91+50	13.08				
		51.20	50.00	2559.84	94.81
92+00	89.31				
		87.97	50.00	4398.66	162.91
92+50	86.64				
		80.65	50.00	4032.33	149.35
93+00	74.66				
		63.80	50.00	3190.04	118.15
93+50	52.95				
		41.31	50.00	2065.30	76.49
94+00	29.67				
		16.88	50.00	843.89	31.26
94+50	4.09				
		3.47	50.00	173.57	6.43
95+00	2.85				
		2.56	50.00	128.19	4.75
95+50	2.27				
		2.78	50.00	139.23	5.16
96+00	3.29				
		2.41	50.00	120.70	4.47
96+50	1.53				
		2.22	50.00	110.79	4.10
97+00	2.90				
		2.76	50.00	137.80	5.10
97+50	2.61				
		2.61	4.00	10.46	0.39
97+54	2.61				
		1.31	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		0.00	50.00	0.00	0.00
100+00	0.00				
		5.43	50.00	271.71	10.06
100+50	10.87				
		16.14	50.00	806.94	29.89
101+00	21.41				
		20.73	50.00	1036.33	38.38
101+50	20.04				
		21.92	50.00	1096.23	40.60
102+00	23.81				
		20.07	50.00	1003.28	37.16
102+50	16.33				
		15.20	50.00	760.21	28.16
103+00	14.08				
		7.04	50.00	352.06	13.04
103+50	0.00				
ABUT.	0.00	---	---	---	0.00
BRIDGE	1027.61	---	---	---	1027.61
				TOTAL	1986

ILLINOIS ROUTE 64 — FILL

	FILL (SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		0.01	50.00	0.63	0.02
89+00	0.03				
		0.03	50.00	1.35	0.05
89+50	0.03				
		0.44	50.00	21.95	0.81
90+00	0.85				
		0.45	50.00	22.62	0.84
90+50	0.06				
		0.96	50.00	48.16	1.78
91+00	1.87				
		0.96	50.00	48.24	1.79
91+50	0.06				
		0.82	50.00	41.07	1.52
92+00	1.58				
		0.81	50.00	40.26	1.49
92+50	0.03				
		0.03	50.00	1.34	0.05
93+00	0.03				
		0.34	50.00	17.03	0.63
93+50	0.65				
		0.34	50.00	17.03	0.63
94+00	0.03				
		2.32	50.00	115.84	4.29
94+50	4.61				
		17.87	50.00	893.69	33.10
95+00	31.14				
		44.09	50.00	2204.54	81.65
95+50	57.04				
		72.93	50.00	3646.43	135.05
96+00	88.82				
		103.00	50.00	5150.17	190.75
96+50	117.19				
		130.90	50.00	6545.13	242.41
97+00	144.61				
		178.91	50.00	8945.63	331.32
97+50	213.21				
		213.21	4.00	852.84	31.59
97+54	213.21				
		106.61	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		7.90	50.00	394.89	14.63
100+00	15.80				
		7.90	50.00	395.08	14.63
100+50	0.01				
		0.00	50.00	0.19	0.01
101+00	0.00				
		0.00	50.00	0.00	0.00
101+50	0.00				
		0.48	50.00	24.03	0.89
102+00	0.96				
		1.41	50.00	70.56	2.61
102+50	1.86				
		1.51	50.00	75.33	2.79
103+00	1.15				
		0.58	50.00	28.80	1.07
103+50	0.00				
ABUT.	24.06	---	---	---	24.06
BRIDGE	0.00	---	---	---	0.00
				TOTAL	1120

ILLINOIS ROUTE 64 — UNSUITABLES

	UNSUIT(SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		0.82	50.00	40.96	1.52
89+00	1.64				
		2.04	50.00	102.08	3.78
89+50	2.44				
		2.19	50.00	109.42	4.05
90+00	1.93				
		3.30	50.00	164.77	6.10
90+50	4.66				
		5.64	50.00	282.06	10.45
91+00	6.62				
		5.74	50.00	287.03	10.63
91+50	4.86				
		6.52	50.00	326.18	12.08
92+00	8.19				
		7.23	50.00	361.54	13.39
92+50	6.27				
		5.52	50.00	275.87	10.22
93+00	4.76				
		5.42	50.00	271.11	10.04
93+50	6.08				
		5.43	50.00	271.42	10.05
94+00	4.77				
		5.99	50.00	299.70	11.10
94+50	7.21				
		8.11	50.00	405.68	15.03
95+00	9.01				
		7.34	50.00	367.23	13.60
95+50	5.67				
		7.17	50.00	358.51	13.28
96+00	8.67				
		18.49	50.00	924.34	34.23
96+50	28.31				
		17.84	50.00	892.01	33.04
97+00	7.37				
		7.39	50.00	369.40	13.68
97+50	7.40				
		7.40	4.00	29.61	1.10
97+54	7.40				
		3.70	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		0.00	50.00	0.00	0.00
100+00	0.00				
		0.97	50.00	48.35	1.79
100+50	1.93				
		1.55	50.00	77.72	2.88
101+00	1.17				
		1.27	50.00	63.70	2.36
101+50	1.37				
		0.69	50.00	34.32	1.27
102+00	0.00				
		1.61	50.00	80.56	2.98
102+50	3.22				
		2.89	50.00	144.43	5.35
103+00	2.55				
		1.28	50.00	63.87	2.37
103+50	0.00				
ABUT.	0.00	---	---	---	0.00
BRIDGE	0.00	---	---	---	0.00
				TOTAL	246

Stage 2 - IL RTE 64 EARTHWORK QUANTITIES

ILLINOIS ROUTE 64 — CUT

	CUT (SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		0.00	50.00	0.00	0.00
89+00	0.00				
		0.00	50.00	0.00	0.00
89+50	0.00				
		0.37	50.00	18.72	0.69
90+00	0.75				
		0.38	50.00	18.76	0.69
90+50	0.00				
		0.63	50.00	31.65	1.17
91+00	1.26				
		0.63	50.00	31.62	1.17
91+50	0.00				
		36.38	50.00	1818.95	67.37
92+00	72.76				
		75.19	50.00	3759.32	139.23
92+50	77.62				
		70.95	50.00	3547.30	131.38
93+00	64.28				
		54.70	50.00	2735.12	101.30
93+50	45.13				
		32.27	50.00	1613.30	59.75
94+00	19.40				
		9.71	50.00	485.75	17.99
94+50	0.03				
		0.01	50.00	0.73	0.03
95+00	0.00				
		0.00	50.00	0.17	0.01
95+50	0.00				
		0.01	50.00	0.25	0.01
96+00	0.01				
		0.01	50.00	0.26	0.01
96+50	0.00				
		0.00	50.00	0.17	0.01
97+00	0.00				
		9.24	50.00	461.83	17.10
97+50	18.47				
		18.47	4.00	73.88	2.74
97+54	18.47				
		9.23	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		0.00	50.00	0.00	0.00
100+00	0.00				
		1.59	50.00	79.60	2.95
100+50	3.18				
		16.13	50.00	806.48	29.87
101+00	29.08				
		38.02	50.00	1901.11	70.41
101+50	46.97				
		50.96	50.00	2547.90	94.37
102+00	54.95				
		58.75	50.00	2937.26	108.79
102+50	62.54				
		60.57	50.00	3028.74	112.18
103+00	58.61				
		29.30	50.00	1465.15	54.26
103+50	0.00				
ABUT.	0.00	---	---	---	0.00
BRIDGE	1328.81	---	---	---	1328.81
				TOTAL	2342

ILLINOIS ROUTE 64 — FILL

	FILL (SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		0.00	50.00	0.00	0.00
89+00	0.00				
		0.00	50.00	0.00	0.00
89+50	0.00				
		0.25	50.00	12.44	0.46
90+00	0.50				
		0.84	50.00	41.95	1.55
90+50	1.18				
		1.24	50.00	62.01	2.30
91+00	1.30				
		2.08	50.00	104.21	3.86
91+50	2.87				
		1.83	50.00	91.32	3.38
92+00	0.78				
		0.76	50.00	37.77	1.40
92+50	0.73				
		0.91	50.00	45.31	1.68
93+00	1.09				
		2.01	50.00	100.67	3.73
93+50	2.94				
		3.74	50.00	187.02	6.93
94+00	4.54				
		11.19	50.00	559.53	20.72
94+50	17.84				
		34.85	50.00	1742.73	64.55
95+00	51.87				
		70.64	50.00	3532.17	130.82
95+50	89.42				
		102.29	50.00	5114.40	189.42
96+00	115.16				
		146.66	50.00	7333.08	271.60
96+50	178.17				
		189.04	50.00	9452.13	350.08
97+00	199.92				
		226.99	50.00	11349.47	420.35
97+50	254.06				
		254.06	4.00	1016.24	37.64
97+54	254.06				
		127.03	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		11.81	50.00	590.63	21.88
100+00	23.63				
		14.62	50.00	730.76	27.07
100+50	5.61				
		3.12	50.00	156.13	5.78
101+00	0.64				
		0.46	50.00	22.94	0.85
101+50	0.28				
		0.14	50.00	6.94	0.26
102+00	0.00				
		0.00	50.00	0.04	0.00
102+50	0.00				
		0.82	50.00	41.10	1.52
103+00	1.64				
		0.82	50.00	41.06	1.52
103+50	0.00				
ABUT.	24.06	---	---	---	24.06
Bridge	0.00	---	---	---	0.00
				TOTAL	1593

ILLINOIS ROUTE 64 — UNSUITABLES

	UNSUIT(SF)	AVE	LENGTH	TOTAL	TOT (CY)
8850	0.00				
		0.00	50.00	0.00	0.00
8900	0.00				
		0.00	50.00	0.00	0.00
8950	0.00				
		1.01	50.00	50.62	1.87
9000	2.02				
		1.72	50.00	85.99	3.18
9050	1.41				
		2.42	50.00	120.86	4.48
9100	3.42				
		2.82	50.00	141.20	5.23
9150	2.23				
		3.41	50.00	170.36	6.31
9200	4.59				
		5.18	50.00	259.17	9.60
9250	5.78				
		4.64	50.00	232.00	8.59
9300	3.50				
		3.19	50.00	159.75	5.92
9350	2.89				
		2.47	50.00	123.69	4.58
9400	2.06				
		2.93	50.00	146.64	5.43
9450	3.81				
		4.06	50.00	202.79	7.51
9500	4.30				
		5.10	50.00	255.12	9.45
9550	5.90				
		4.89	50.00	244.59	9.06
9600	3.88				
		7.54	50.00	376.80	13.96
9650	11.19				
		11.93	50.00	596.57	22.10
9700	12.67				
		14.95	50.00	747.55	27.69
9750	17.23				
		17.23	4.00	68.92	2.55
9754	17.23				
		8.61	46.00	---	---
9800	0.00				
		0.00	50.00	0.00	0.00
9850	0.00				
		0.00	50.00	0.00	0.00
9900	0.00				
		0.00	50.00	0.00	0.00
9950	0.00				
		0.00	50.00	0.00	0.00
10000	0.00				
		0.28	50.00	14.08	0.52
10050	0.56				
		0.62	50.00	30.91	1.14
10100	0.67				
		0.55	50.00	27.52	1.02
10150	0.43				
		0.56	50.00	27.76	1.03
10200	0.68				
		0.72	50.00	36.23	1.34
10250	0.77				
		0.65	50.00	32.35	1.20
10300	0.53				
		0.26	50.00	13.19	0.49
10350	0.00				
ABUT.	0.00	---	---	---	0.00
Bridge	0.00	---	---	---	0.00
				TOTAL	154

Stage 1 - THATCHER AVE EARTHWORK QUANTITIES

THATCHER AVE — CUT

	CUT (SF)	AVE	LENGTH	TOTAL	TOT (CY)
6+00	0.00				
		27.92	50.00	1396.07	51.71
6+50	55.84				
		52.40	50.00	2619.76	97.03
7+00	48.95				
		25.53	50.00	1276.46	47.28
7+50	2.11				
		1.06	50.00	52.78	1.95
8+00	0.00				
		0.00	50.00	0.00	0.00
8+50	0.00				
		0.00	50.00	0.00	0.00
9+00	0.00				
		0.00	50.00	0.00	0.00
9+50	0.00				
		0.00	50.00	0.00	0.00
10+00	0.00				
				TOTAL	198

THATCHER AVE — FILL

	FILL (SF	AVE	LENGTH	TOTAL	TOT (CY)
6+00	0.00				
		0.49	50.00	24.46	0.91
6+50	0.98				
		1.35	50.00	67.52	2.50
7+00	1.72				
		18.47	50.00	923.63	34.21
7+50	35.22				
		17.61	50.00	880.57	32.61
8+00	0.00				
		0.00	50.00	0.00	0.00
8+50	0.00				
		0.00	50.00	0.00	0.00
9+00	0.00				
		0.00	50.00	0.00	0.00
9+50	0.00				
		0.00	50.00	0.00	0.00
10+00	0.00				
				TOTAL	70

THATCHER AVE — UNSUITABLES

	UNSUIT(SF)	AVE	LENGTH	TOTAL	TOT (CY)
6+00	0.00				
		1.20	50.00	60.07	2.22
6+50	2.40				
		4.16	50.00	207.93	7.70
7+00	5.91				
		6.94	50.00	347.16	12.86
7+50	7.97				
		3.99	50.00	199.29	7.38
8+00	0.00				
		0.00	50.00	0.00	0.00
8+50	0.00				
		0.00	50.00	0.00	0.00
9+00	0.00				
		0.00	50.00	0.00	0.00
9+50	0.00				
		0.00	50.00	0.00	0.00
10+00	0.00				
				TOTAL	30

Stage 2 - THATCHER AVE EARTHWORK QUANTITIES

THATCHER AVE — CUT

	CUT (SF)	AVE	LENGTH	TOTAL	TOT (CY)
006+00	0.00				
		0.00	50.00	0.00	0.00
006+50	0.00				
		0.00	50.00	0.00	0.00
007+00	0.00				
		0.00	50.00	0.00	0.00
007+50	0.00				
		0.00	50.00	0.00	0.00
008+00	0.00				
		6.04	50.00	301.87	11.18
008+50	12.07				
		37.64	50.00	1881.89	69.70
009+00	63.20				
		62.50	50.00	3124.94	115.74
009+50	61.80				
		30.90	50.00	1544.92	57.22
010+00	0.00				
				TOTAL	254

THATCHER AVE — FILL

	FILL (SF	AVE	LENGTH	TOTAL	TOT (CY)
6+00	0.00				
		0.00	50.00	0.00	0.00
6+50	0.00				
		0.00	50.00	0.00	0.00
7+00	0.00				
		0.00	50.00	0.00	0.00
7+50	0.00				
		0.00	50.00	0.00	0.00
8+00	0.00				
		8.39	50.00	419.68	15.54
8+50	16.79				
		8.90	50.00	445.14	16.49
9+00	1.02				
		0.74	50.00	36.96	1.37
9+50	0.46				
		0.23	50.00	11.50	0.43
10+00	0.00				
				TOTAL	34

THATCHER AVE — UNSUITABLES

	UNSUIT(SF)	AVE	LENGTH	TOTAL	TOT (CY)
6+00	0.00				
		0.00	50.00	0.00	0.00
6+50	0.00				
		0.00	50.00	0.00	0.00
7+00	0.00				
		0.00	50.00	0.00	0.00
7+50	0.00				
		0.00	50.00	0.00	0.00
8+00	0.00				
		1.50	50.00	75.19	2.78
8+50	3.01				
		2.49	50.00	124.37	4.61
9+00	1.97				
		1.84	50.00	92.19	3.41
9+50	1.72				
		0.86	50.00	43.01	1.59
10+00	0.00				
				TOTAL	12

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\101808J11-sht-schedule.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/16/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	16
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		

Stage 3 - IL RTE 64 EARTHWORK QUANTITIES

	ILLINOIS ROUTE 64 CUT				
	CUT (SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		1.77	50.00	88.29	3.27
89+00	3.53				
		3.49	50.00	174.54	6.46
89+50	3.45				
		2.57	50.00	128.62	4.76
90+00	1.69				
		0.90	50.00	44.92	1.66
90+50	0.10				
		0.05	50.00	2.55	0.09
91+00	0.00				
		0.00	50.00	0.00	0.00
91+50	0.00				
		14.45	50.00	722.53	26.76
92+00	28.90				
		27.65	50.00	1382.51	51.20
92+50	26.40				
		15.69	50.00	784.43	29.05
93+00	4.98				
		4.28	50.00	214.03	7.93
93+50	3.58				
		3.59	50.00	179.37	6.64
94+00	3.59				
		3.59	50.00	179.68	6.65
94+50	3.60				
		3.59	50.00	179.69	6.66
95+00	3.59				
		3.59	50.00	179.65	6.65
95+50	3.59				
		3.59	50.00	179.63	6.65
96+00	3.59				
		3.59	50.00	179.71	6.66
96+50	3.60				
		3.62	50.00	180.94	6.70
97+00	3.64				
		1.82	50.00	91.01	3.37
97+50	0.00				
		0.00	4.00	0.00	0.00
97+54	0.00				
		0.00	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		0.00	50.00	0.00	0.00
100+00	0.00				
		1.79	50.00	89.69	3.32
100+50	3.59				
		3.64	50.00	181.89	6.74
101+00	3.69				
		3.77	50.00	188.59	6.98
101+50	3.86				
		1.93	50.00	96.38	3.57
102+00	0.00				
		0.00	50.00	0.00	0.00
102+50	0.00				
		0.00	50.00	0.00	0.00
103+00	0.00				
		0.00	50.00	0.00	0.00
103+50	0.00				
ABUT.	0.00	---	---	---	0.00
BRIDGE	0.00	---	---	---	0.00
				TOTAL	202

	ILLINOIS ROUTE 64 FILL				
	FILL (SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		2.51	50.00	125.61	4.65
89+00	5.02				
		6.03	50.00	301.59	11.17
89+50	7.04				
		6.76	50.00	337.79	12.51
90+00	6.47				
		7.43	50.00	371.64	13.76
90+50	8.39				
		10.17	50.00	508.58	18.84
91+00	11.95				
		9.81	50.00	490.45	18.16
91+50	7.67				
		7.63	50.00	381.43	14.13
92+00	7.59				
		7.42	50.00	371.15	13.75
92+50	7.26				
		7.25	50.00	362.52	13.43
93+00	7.24				
		7.76	50.00	388.02	14.37
93+50	8.28				
		8.20	50.00	409.87	15.18
94+00	8.12				
		9.16	50.00	458.03	16.96
94+50	10.20				
		11.01	50.00	550.37	20.38
95+00	11.81				
		12.12	50.00	605.90	22.44
95+50	12.42				
		13.35	50.00	667.73	24.73
96+00	14.28				
		15.18	50.00	759.18	28.12
96+50	16.08				
		17.25	50.00	862.41	31.94
97+00	18.41				
		9.21	50.00	460.33	17.05
97+50	0.00				
		0.00	4.00	0.00	0.00
97+54	0.00				
		0.00	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		0.00	50.00	0.00	0.00
100+00	0.00				
		2.85	50.00	142.54	5.28
100+50	5.70				
		4.66	50.00	233.21	8.64
101+00	3.63				
		3.11	50.00	155.38	5.75
101+50	2.59				
		1.29	50.00	64.71	2.40
102+00	0.00				
		0.00	50.00	0.00	0.00
102+50	0.00				
		0.00	50.00	0.00	0.00
103+00	0.00				
		0.00	50.00	0.00	0.00
103+50	0.00				
ABUT.	0.00	---	---	---	0.00
BRIDGE	0.00	---	---	---	0.00
				TOTAL	334

	ILLINOIS ROUTE 64 UNSUITABLES				
	UNSUIT(SF)	AVE	LENGTH	TOTAL	TOT (CY)
88+50	0.00				
		0.16	50.00	8.13	0.30
89+00	0.33				
		0.33	50.00	16.50	0.61
89+50	0.33				
		0.42	50.00	20.80	0.77
90+00	0.50				
		0.58	50.00	29.07	1.08
90+50	0.67				
		0.78	50.00	39.17	1.45
91+00	0.90				
		0.57	50.00	28.38	1.05
91+50	0.23				
		4.67	50.00	233.45	8.65
92+00	9.10				
		9.76	50.00	487.76	18.07
92+50	10.41				
		7.76	50.00	388.22	14.38
93+00	5.12				
		3.38	50.00	168.98	6.26
93+50	1.64				
		1.40	50.00	70.11	2.60
94+00	1.17				
		1.61	50.00	80.56	2.98
94+50	2.05				
		2.40	50.00	120.12	4.45
95+00	2.75				
		2.87	50.00	143.28	5.31
95+50	2.98				
		3.38	50.00	169.24	6.27
96+00	3.79				
		4.20	50.00	210.18	7.78
96+50	4.62				
		5.08	50.00	254.07	9.41
97+00	5.55				
		2.77	50.00	138.63	5.13
97+50	0.00				
		0.00	4.00	0.00	0.00
97+54	0.00				
		0.00	46.00	---	---
98+00	0.00				
		0.00	50.00	0.00	0.00
98+50	0.00				
		0.00	50.00	0.00	0.00
99+00	0.00				
		0.00	50.00	0.00	0.00
99+50	0.00				
		0.00	50.00	0.00	0.00
100+00	0.00				
		1.04	50.00	51.76	1.92
100+50	2.07				
		1.93	50.00	96.60	3.58
101+00	1.79				
		2.11	50.00	105.69	3.91
101+50	2.43				
		1.22	50.00	60.85	2.25
102+00	0.00				
		0.00	50.00	0.00	0.00
102+50	0.00				
		0.00	50.00	0.00	0.00
103+00	0.00				
		0.00	50.00	0.00	0.00
103+50	0.00				
ABUT.	0.00	---	---	---	0.00
BRIDGE	0.00	---	---	---	0.00
				TOTAL	108

EARTHWORK QUANTITIES SUMMARY TABLE															
LOCATION	EARTH EX. (CU YD)			ADJ. EARTH EX. (15% SHRINKAGE FACTOR)			EMBANKMENT (CU YD)			BALANCE WASTE (+) OR SHORTAGE (-)			UNSUITABLE (CU YD)		
	STAGE I	STAGE II	STAGE III	STAGE I	STAGE II	STAGE III	STAGE I	STAGE II	STAGE III	STAGE I	STAGE II	STAGE III	STAGE I	STAGE II	STAGE III
PROJECT	2184	2596	202	1856	2207	172	1191	1627	334	-666	-579	162	277	167	108

	STAGE I	STAGE II	STAGE III	TOTAL
EARTH EXCAVATION	2184	2596	202	4982
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	277	167	108	552
FURNISHED EXCAVATION	666	579	0	1245

PROPOSED PAVEMENT								
LOCATION STATION-STATION	AGGREGATE SUBGRADE IMPROVEMENT, 12" (SQ. YD)	PORTLAND CEMENT CONCRETE PAVEMENT, JOINTED 9" (SQ. YD.)	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (SQ. YD.)	AGGREGATE SHOULDERS, TYPE B, 8" (SQ. YD.)	AGGREGATE BASE COURSE, TYPE B 6" (SQ YD)	HMA SURFACE COURSE MIX "D", N50 (TONS)	AGGREGATE (PRIME COAT) (TON)	BITUMINOUS MATERIAL (PRIME COAT) (GAL)
IL. ROUTE 64								
89+00.00 - 92+00.00					289	48	1.5	44
92+00.00 - 97+64.86	5418	4862	129	181	588	99	1.5	88
99+59.20 - 103+18.00	2957	2753	275					
THATCHER AVE								
6+25.00 - 8+00.00	822	663						
8+00.00 - 9+75.00	845	618						
TOTAL	10042	8896	404	181	877	147	3	132

•BRIDGE OMISSION - 97+64.86 TO 99+59.20

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS			
LOCATION STA. - STA.	OFFSET	No. OF STICKS	QUANTITY (FOOT)
IL ROUTE 64			
96+20.19 - 97+20.19	LT	8	100.0
92+41.64 - 96+91.64	RT	36	450.0
THATCHER AVE			
6+23.71 - 6+48.71	LT	2	25.0
9+35.38 - 9+97.88	LT	5	62.5
		TOTAL	637.5

COMBINATION CONCRETE CURB & GUTTER			
LOCATION STA. - STA.	OFFSET	TYPE B-6.12 (FT)	TYPE B-6.24 (FT)
IL ROUTE 64			
89+76.00 - 92+00.00	LT		224
87+64.00 - 92+00.00	RT		436
92+00.00 - 97+34.91	LT		535
92+00.00 - 97+34.91	RT		535
100+31.84 - 103+18.00	LT	325	
100+21.79 - 103+18.00	RT	346	
THATCHER AVE			
6+25.00 - 6+94.97	LT	70	
6+25.00 - 7+44.94	RT	123	
8+48.14 - 9+75.00	LT	127	
8+57.66 - 9+75.00	RT	120	
	TOTAL	1111	1730

•ALL TRANSITIONS TO BE PAID FOR AS B-6.12 C&G

HEAVY DUTY HANDHOLE		
STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
100+54.58	0.12 RT	1
THATCHER AVE		
7+30.28	0.18 LT	1
8+80.71	0.52 LT	1
MWRD		1
	TOTAL	4

PCC SIDEWALK 5 IN		
LOCATION STA. - STA.	OFFSET	QUANTITY (SQ. FT)
IL. ROUTE 64		
92+00.00 - 97+64.86	---	0
99+59.20 - 103+18.00	RT	1247
99+59.20 - 103+18.00	LT	2709
THATCHER AVE		
6+25.00 - 8+00.00	RT	877
8+00.00 - 9+75.00	RT	579
	TOTAL	5412

HANDHOLE		
STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
92+00.00	44.86 LT	1
97+05.20	47.13 LT	1
97+02.20	60.31 RT	1
99+57.78	79.49 RT	1
100+34.29	68.70 LT	1
102+96.65	40.55 LT	1
THATCHER AVE		
6+34.81	35.62 RT	1
9+84.35	29.23 LT	1
	TOTAL	8

DOUBLE HANDHOLE		
STATION	OFFSET	QUANTITY (EACH)
IL ROUTE 64		
99+70.49	72.88 LT	1
100+27.25	75.03 RT	1
	TOTAL	2

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	17
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

INLET FILTERS			
NO.	LOCATION STA.	OFFSET	QUANTITY (EACH)
IL ROUTE 64			
1	87+63.29	CL	1
2	88+88.99	CL	1
3	90+84.95	CL	1
4	89+20.42	LT	1
5	87+41.43	RT	1
6	89+68.74	RT	1
7	91+52.02	LT	1
8	92+00.00	LT	1
9	91+74.57	CL	1
10	91+95.17	RT	1
11	92+85.83	LT	1
12	92+90.16	RT	1
13	93+23.72	CL	1
14	94+10.25	LT	1
15	94+53.13	LT	1
16	95+30.00	LT	1
17	95+73.68	CL	1
18	95+30.31	RT	1
19	94+09.94	RT	1
20	96+90.19	RT	1
21	100+49.21	LT	1
22	100+56.33	LT	1
23	101+11.04	LT	1
24	101+21.80	LT	1
25	100+50.27	RT	1
26	101+11.76	RT	1
27	101+21.91	RT	1
28	102+69.95	LT	1
29	102+70.29	RT	1
30	96+89.94	LT	1
THATCHER AVE			
31	9+29.50	LT	1
32	9+19.12	LT	1
33	8+61.42	LT	1
34	9+05.48	RT	1
35	8+95.50	RT	1
36	8+63.54	RT	1
37	7+24.55	LT	1
38	7+32.73	RT	1
39	6+84.70	RT	1
40	6+96.60	RT	1
		TOTAL	40

LANDSCAPING PLACEMENT							
LOCATION STA. - STA.	OFFSET	TOPSOIL FURNISH AND PLACE 4'' (SQ. YD.)	TOPSOIL FURNISH AND PLACE 6'' (SQ. YD.)	COMPOST FURNISH AND PLACE 2'' (SQ. YD.)	SEEDING, CLASS 2A (ACRE)	SEEDING, CLASS 4 (MODIFIED) (ACRE)	SODDING SALT TOLERANT (SQ. YD.)
IL ROUTE 64							
92+00.00 - 97+68.29	LT	1742			0.36		
92+00.00 - 97+68.29	RT	968			0.20		
97+68.29 - WATERS EDGE	LT		278	278		0.06	127
97+68.29 - WATERS EDGE	RT		206	206		0.04	
WATERS EDGE 99+75.00	LT		20	20		0.00	
WATERS EDGE 99+75.00	RT		98	98		0.02	
100+30.00 103+18.00	RT	130					
THATCHER AVE							
6+25.00 - 7+30.00	LT	72					72
8+48.00 - 9+75.00	LT	97					97
6+25.00 - 7+16.00	RT	35					35
	TOTAL	3044	602	602	0.56	0.12	331

PROPOSED PAVEMENT MARKING					
LOCATION STA. - STA.	EPOXY PAVEMENT				
	MARKING LINE				LETTERS & SYMBOLS (SQ FT)
	4'' (FT)	6'' (FT)	12'' (FT)	24'' (FT)	
IL ROUTE 64					
92+00.00 - 100+00.00	2940	698	84	50	177
100+00.00 - 104+00.00	1028	840	100	48	36
THATCHER AVE					
2+50.00 - 7+50.00	980	287	90	---	73
7+50.00 - 13+00.00	1870	434	50	62	73
TOTAL	6818	2259	324	160	359

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

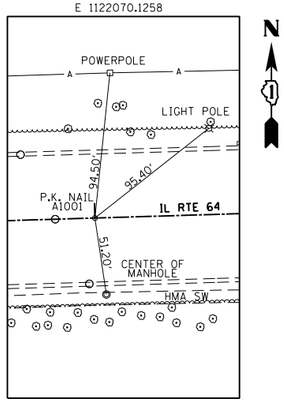
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SCHEDULE OF QUANTITIES

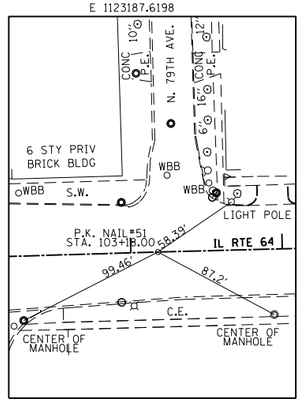
SCALE: NONE | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	18
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

CENTERLINE TIE_IL RTE 64
BEGIN PROJECT
P.K. NAIL="A1001
STA. 92+00
N 1909660.6218
E 1122070.1258



CENTERLINE TIE_IL RTE 64
END PROJECT
P.K. NAIL="51
STA. 103+18.00
N 1909694.2514
E 1123187.6198

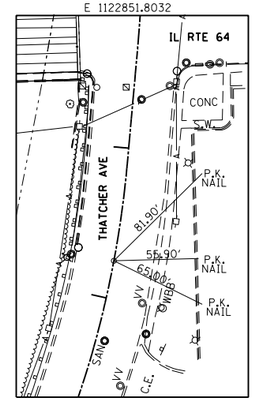


ILLINOIS ROUTE 64

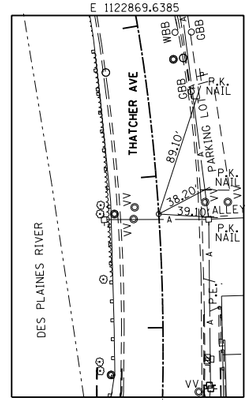
BENCHMARKS

BM "CONTROL POINT "1" IDOT "101
CROSS CUT IN SIDEWALK @ SE CORNER OF IL 64 (NORTH AVE)
& THATCHER AVE. 21.23' W. FROM T.S. FOUNDATION, 4.93' S.
OF CROSS CUT IN CONC. C & G, 6.60' NE OF P.K. IN POWER POLE.
N 1909635.56
E 1122899.40
ELEV=625.23'

CENTERLINE TIE_THATCHER
BEGIN PROJECT
P.K. NAIL
STA. 6+25
N 1909513.4533
E 1122851.8032



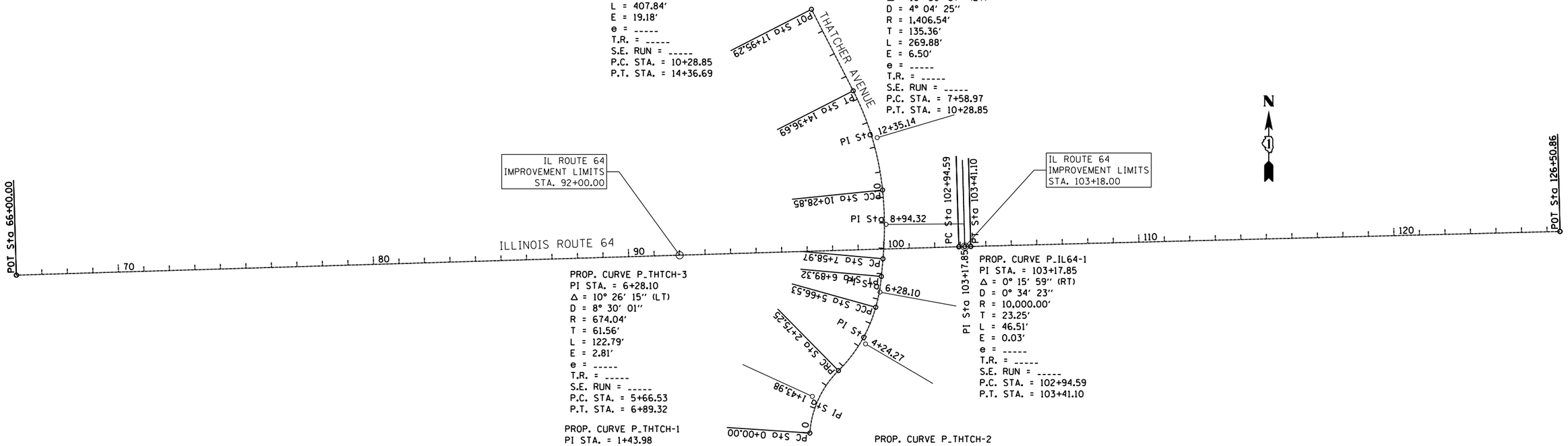
CENTERLINE TIE_THATCHER
END PROJECT
P.K. NAIL
STA. 9+75
N 1909862.3123
E 1122869.6385



THATCHER AVENUE

PROP. CURVE P_THTCH-5
PI STA. = 12+35.14
Δ = 21° 14' 36" (LT)
D = 5° 12' 31"
R = 1,100.00'
T = 206.29'
L = 407.84'
E = 19.18'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 10+28.85
P.T. STA. = 14+36.69

PROP. CURVE P_THTCH-4
PI STA. = 8+94.32
Δ = 10° 59' 37" (LT)
D = 4° 04' 25"
R = 1,406.54'
T = 135.36'
L = 269.88'
E = 6.50'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 7+58.97
P.T. STA. = 10+28.85



PROP. CURVE P_THTCH-3
PI STA. = 6+28.10
Δ = 10° 26' 15" (LT)
D = 8° 30' 01"
R = 674.04'
T = 61.56'
L = 122.79'
E = 2.81'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 5+66.53
P.T. STA. = 6+89.32

PROP. CURVE P_IL64-1
PI STA. = 103+17.85
Δ = 0° 15' 59" (RT)
D = 0° 34' 23"
R = 10,000.00'
T = 23.25'
L = 46.51'
E = 0.03'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 102+94.59
P.T. STA. = 103+41.10

PROP. CURVE P_THTCH-1
PI STA. = 1+43.98
Δ = 41° 30' 09" (RT)
D = 15° 04' 40"
R = 380.00'
T = 143.98'
L = 275.25'
E = 26.36'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 0+00.00
P.T. STA. = 2+75.25

PROP. CURVE P_THTCH-2
PI STA. = 4+24.27
Δ = 29° 48' 07" (LT)
D = 10° 13' 53"
R = 560.00'
T = 149.01'
L = 291.28'
E = 19.49'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 2+75.25
P.T. STA. = 5+66.53

FILE NAME = W:\191-138_IDOT_IL64\CADD_Sheets\D1608J11-sht-ATB.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

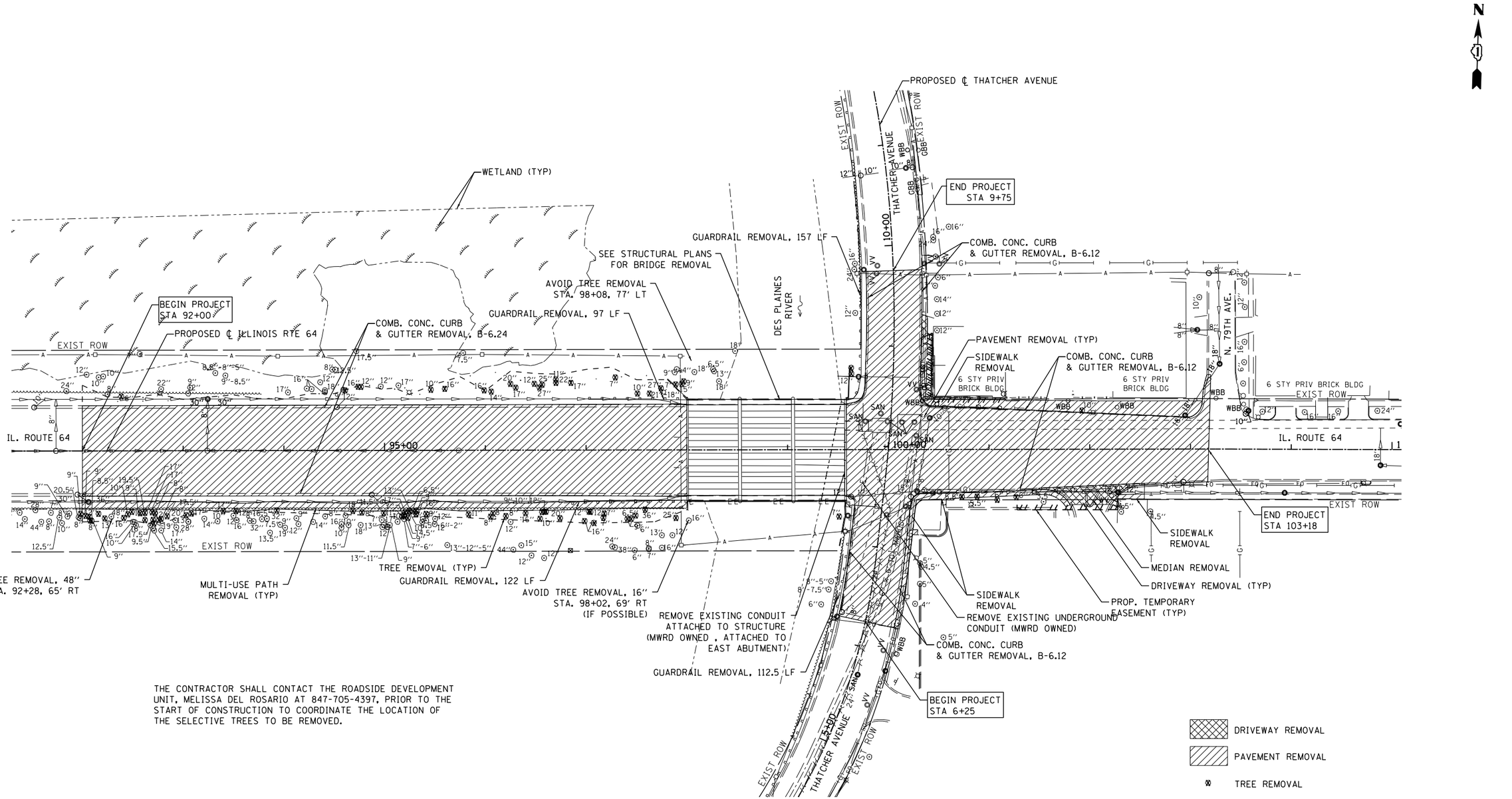
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 400.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/16/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=200' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	19
		CONTRACT NO. 60J11		
		ILLINOIS	FED. AID PROJECT	



THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT, MELISSA DEL ROSARIO AT 847-705-4397, PRIOR TO THE START OF CONSTRUCTION TO COORDINATE THE LOCATION OF THE SELECTIVE TREES TO BE REMOVED.

NOTE: REMOVALS OF EXISTING STORM SEWER AND STORM STRUCTURES IS SHOWN ON THE DRAINAGE PLAN AND UTILITIES SHEETS, SEE DRAINAGE PLAN AND UTILITIES SHEETS.

EXISTING GUARDRAIL AND TERMINAL BARRIERS TO BE REMOVED AS SHOWN ON THE PLANS SHALL BE PAID FOR AS "GUARDRAIL REMOVAL"

EXISTING MULTI-USE PATH REMOVAL SHALL BE PAID FOR AS "PAVEMENT REMOVAL"

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

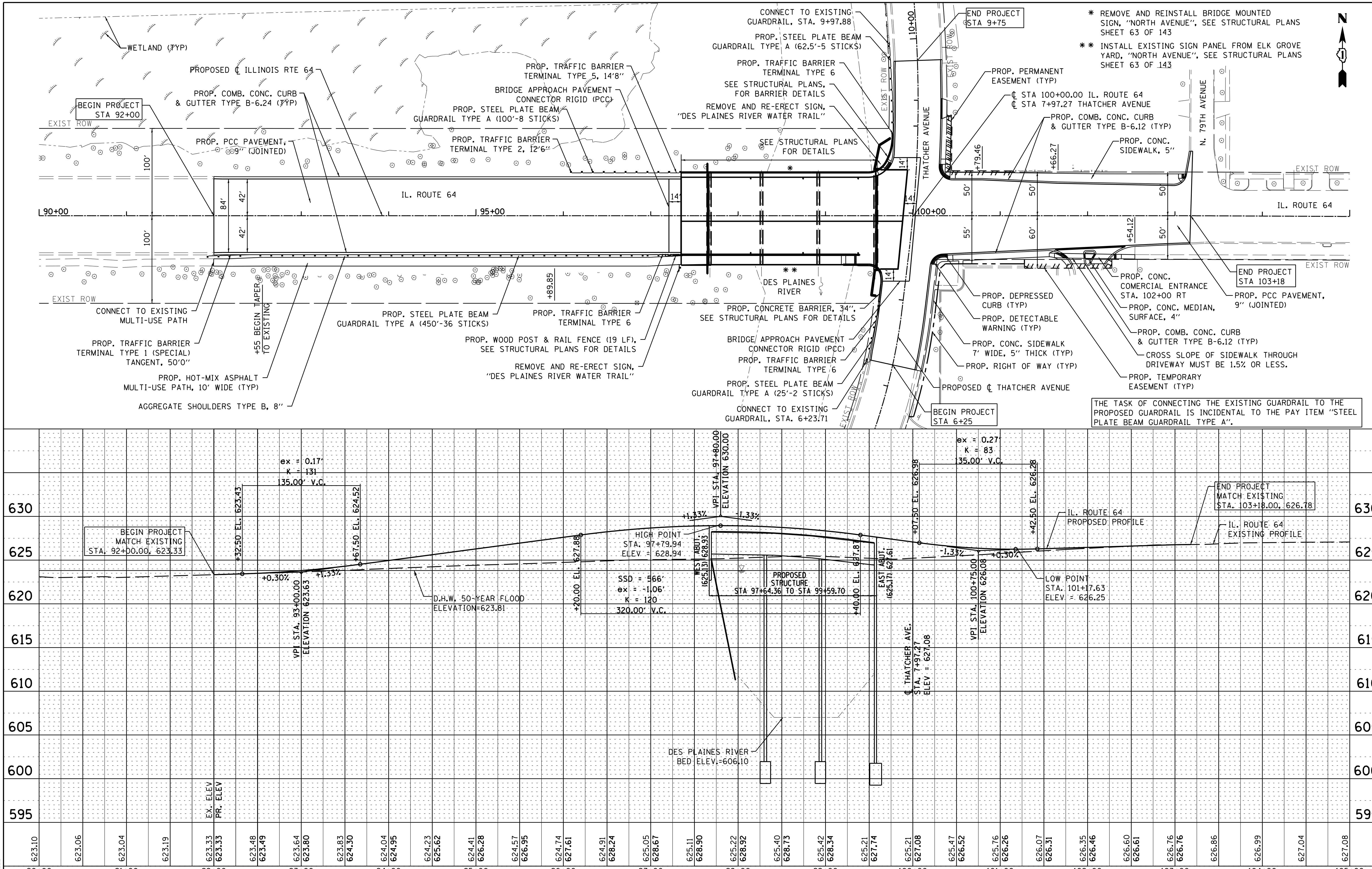
USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
REMOVAL PLAN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	20
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



N
* REMOVE AND REINSTALL BRIDGE MOUNTED SIGN, "NORTH AVENUE", SEE STRUCTURAL PLANS SHEET 63 OF 143
** INSTALL EXISTING SIGN PANEL FROM ELK GROVE YARD, "NORTH AVENUE", SEE STRUCTURAL PLANS SHEET 63 OF 143
WETLAND (TYP)
PROPOSED ℄ ILLINOIS RTE 64
PROP. COMB. CONC. CURB & GUTTER TYPE B-6.24 (TYP)
BEGIN PROJECT STA 92+00
EXIST ROW
PROP. PCC PAVEMENT, 9" (JOINTED)
PROP. TRAFFIC BARRIER TERMINAL TYPE 5, 14'8"
BRIDGE APPROACH PAVEMENT CONNECTOR RIGID (PCC)
PROP. STEEL PLATE BEAM GUARDRAIL TYPE A (100'-8 STICKS)
PROP. TRAFFIC BARRIER TERMINAL TYPE 2, 12'6"
CONNECT TO EXISTING GUARDRAIL, STA. 9+97.88
PROP. STEEL PLATE BEAM GUARDRAIL TYPE A (62.5'-5 STICKS)
PROP. TRAFFIC BARRIER TERMINAL TYPE 6
SEE STRUCTURAL PLANS, FOR BARRIER DETAILS
REMOVE AND RE-ERECT SIGN, "DES PLAINES RIVER WATER TRAIL"
SEE STRUCTURAL PLANS FOR DETAILS
END PROJECT STA 9+75
10+00
THATCHER AVENUE
PROP. PERMANENT EASEMENT (TYP)
℄ STA 100+00.00 IL. ROUTE 64
℄ STA 7+97.27 THATCHER AVENUE
PROP. COMB. CONC. CURB & GUTTER TYPE B-6.12 (TYP)
PROP. CONC. SIDEWALK, 5"
N. 79TH AVENUE
IL. ROUTE 64
90+00
95+00
100+00
100'
84'
42'
14'
+79.46
+66.27
+54.12
50'
55'
60'
DES PLAINES RIVER
CONNECT TO EXISTING MULTI-USE PATH
PROP. TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT, 50'0"
+55 BEGIN TAPER TO EXISTING
PROP. HOT-MIX ASPHALT MULTI-USE PATH, 10' WIDE (TYP)
AGGREGATE SHOULDERS TYPE B, 8"
PROP. STEEL PLATE BEAM GUARDRAIL TYPE A (450'-36 STICKS)
+89.85
PROP. TRAFFIC BARRIER TERMINAL TYPE 6
PROP. WOOD POST & RAIL FENCE (19 LF), SEE STRUCTURAL PLANS FOR DETAILS
REMOVE AND RE-ERECT SIGN, "DES PLAINES RIVER WATER TRAIL"
PROP. CONCRETE BARRIER, 34", SEE STRUCTURAL PLANS FOR DETAILS
BRIDGE APPROACH PAVEMENT CONNECTOR RIGID (PCC)
PROP. TRAFFIC BARRIER TERMINAL TYPE 6
PROP. STEEL PLATE BEAM GUARDRAIL TYPE A (25'-2 STICKS)
CONNECT TO EXISTING GUARDRAIL, STA. 6+23.71
BEGIN PROJECT STA 6+25
PROPOSED ℄ THATCHER AVENUE
PROP. RIGHT OF WAY (TYP)
PROP. CONC. SIDEWALK 7' WIDE, 5" THICK (TYP)
PROP. DETECTABLE WARNING (TYP)
PROP. DEPRESSED CURB (TYP)
PROP. CONC. COMERCIAL ENTRANCE STA. 102+00 RT
PROP. CONC. MEDIAN, SURFACE, 4"
PROP. COMB. CONC. CURB & GUTTER TYPE B-6.12 (TYP)
CROSS SLOPE OF SIDEWALK THROUGH DRIVEWAY MUST BE 1.5% OR LESS.
PROP. TEMPORARY EASEMENT (TYP)
END PROJECT STA 103+18
PROP. PCC PAVEMENT, 9" (JOINTED)
THE TASK OF CONNECTING THE EXISTING GUARDRAIL TO THE PROPOSED GUARDRAIL IS INCIDENTAL TO THE PAY ITEM "STEEL PLATE BEAM GUARDRAIL TYPE A".
630
625
620
615
610
605
600
595
ex = 0.17'
K = 131
135.00' V.C.
+32.50 EL. 623.43
+67.50 EL. 624.52
BEGIN PROJECT MATCH EXISTING STA. 92+00.00, 623.33
+0.30%
+1.33%
VPI STA. 93+00.00 ELEVATION 623.63
D.H.W. 50-YEAR FLOOD ELEVATION=623.81
+20.00 EL. 627.88
SSD = 566'
ex = -1.06'
K = 120
320.00' V.C.
HIGH POINT STA. 97+79.94 ELEV = 628.94
VPI STA. 97+80.00 ELEVATION 630.00
+1.33%
-1.33%
WEST ABUT. (625.13) 628.93
PROPOSED STRUCTURE STA 97+64.36 TO STA 99+59.70
+40.00 EL. 627.87
EAST ABUT. (625.17) 627.61
DES PLAINES RIVER BED ELEV.=606.10
ex = 0.27'
K = 83
135.00' V.C.
+07.50 EL. 626.98
+42.50 EL. 626.28
-1.33%
+0.30%
℄ THATCHER AVE. STA. 7+97.27 ELEV = 627.08
VPI STA. 100+75.00 ELEVATION 626.08
LOW POINT STA. 101+17.63 ELEV = 626.25
IL. ROUTE 64 PROPOSED PROFILE
IL. ROUTE 64 EXISTING PROFILE
END PROJECT MATCH EXISTING STA. 103+18.00, 626.78
EX. ELEV
PR. ELEV
623.10
623.06
623.04
623.19
623.33 623.33
623.48 623.49
623.64 623.80
623.83 624.30
624.04 624.95
624.23 625.62
624.41 626.28
624.57 626.95
624.74 627.61
624.91 628.24
625.05 628.67
625.11 628.90
625.22 628.92
625.40 628.73
625.42 628.34
625.21 627.74
625.21 627.08
625.47 626.52
625.76 626.26
626.07 626.31
626.35 626.46
626.60 626.61
626.76 626.76
626.86
626.99
627.04
627.08
90+00
91+00
92+00
93+00
94+00
95+00
96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
104+00
105+00

PLAN	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
R/T. OF WAY CHECKED	
CADD FILE NAME	
NOTE BOOK	
NO.	

PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M. NOTED	
STRUCTURE NOTATN'S CHK'D	
NOTE BOOK	
NO.	

FILE NAME = $FILEL$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PLAN & PROFILE

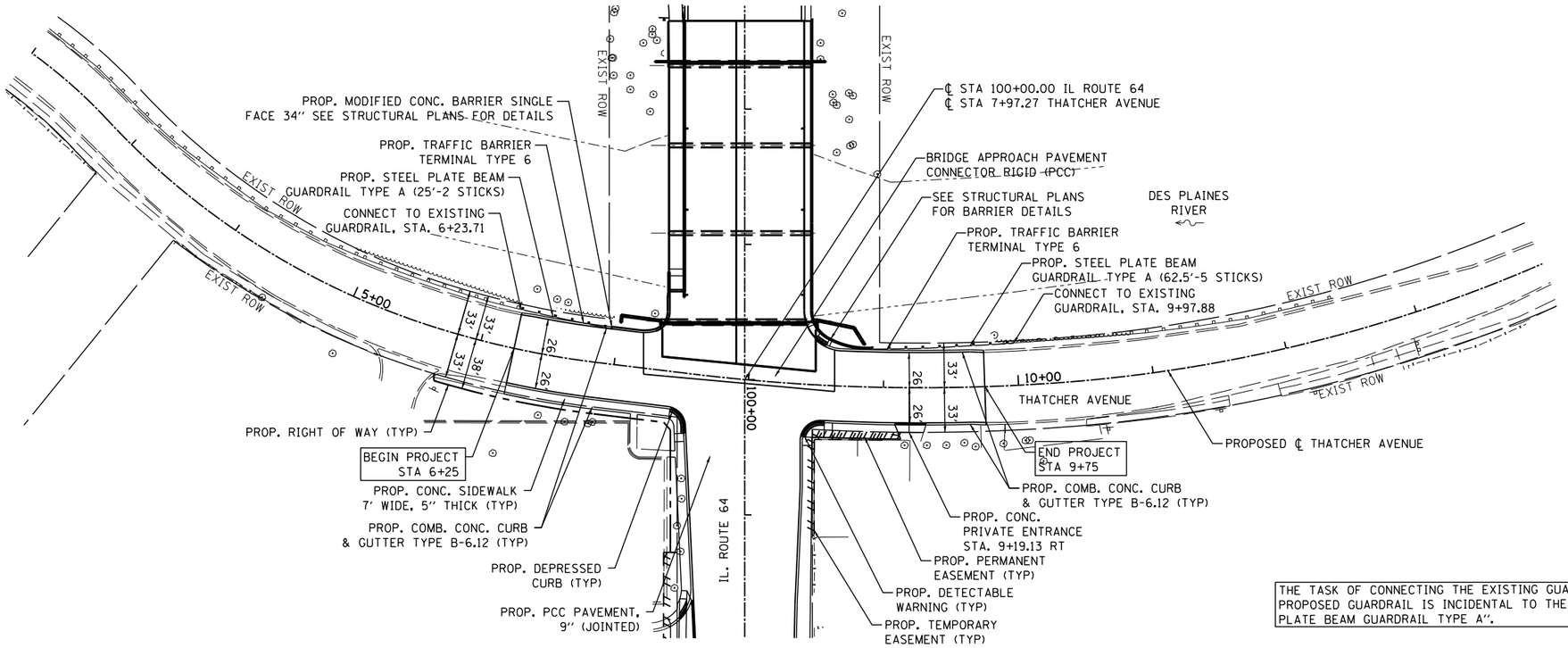
HORIZ 1"=50'
SCALE: VERT 1"=5' | SHEET NO. 1 OF 2 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	21

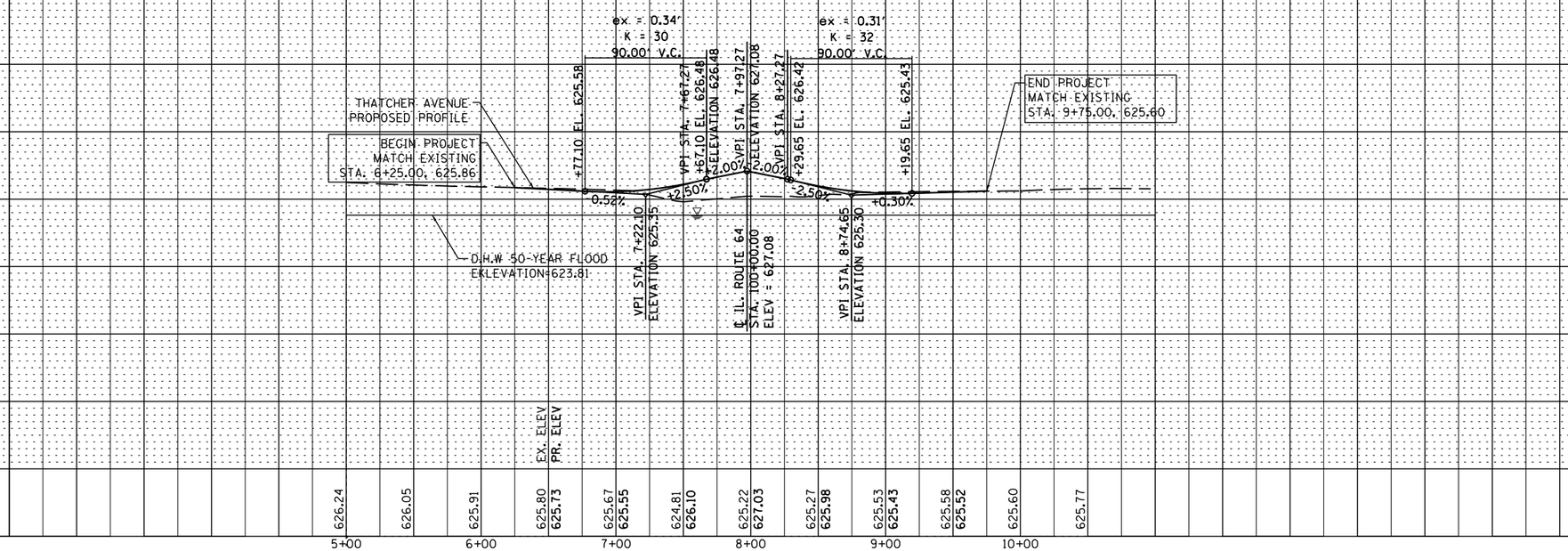
CONTRACT NO. 60J11
ILLINOIS FED. AID PROJECT

PLAN
SURVEYED
PLOTTED
DESIGNED CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DESIGNED CHECKED
B.M. NOTED
STRUCTURE NO(YA)TNS CHKD
NOTE BOOK
NO.
BY
DATE



THE TASK OF CONNECTING THE EXISTING GUARDRAIL TO THE PROPOSED GUARDRAIL IS INCIDENTAL TO THE PAY ITEM "STEEL PLATE BEAM GUARDRAIL TYPE A".



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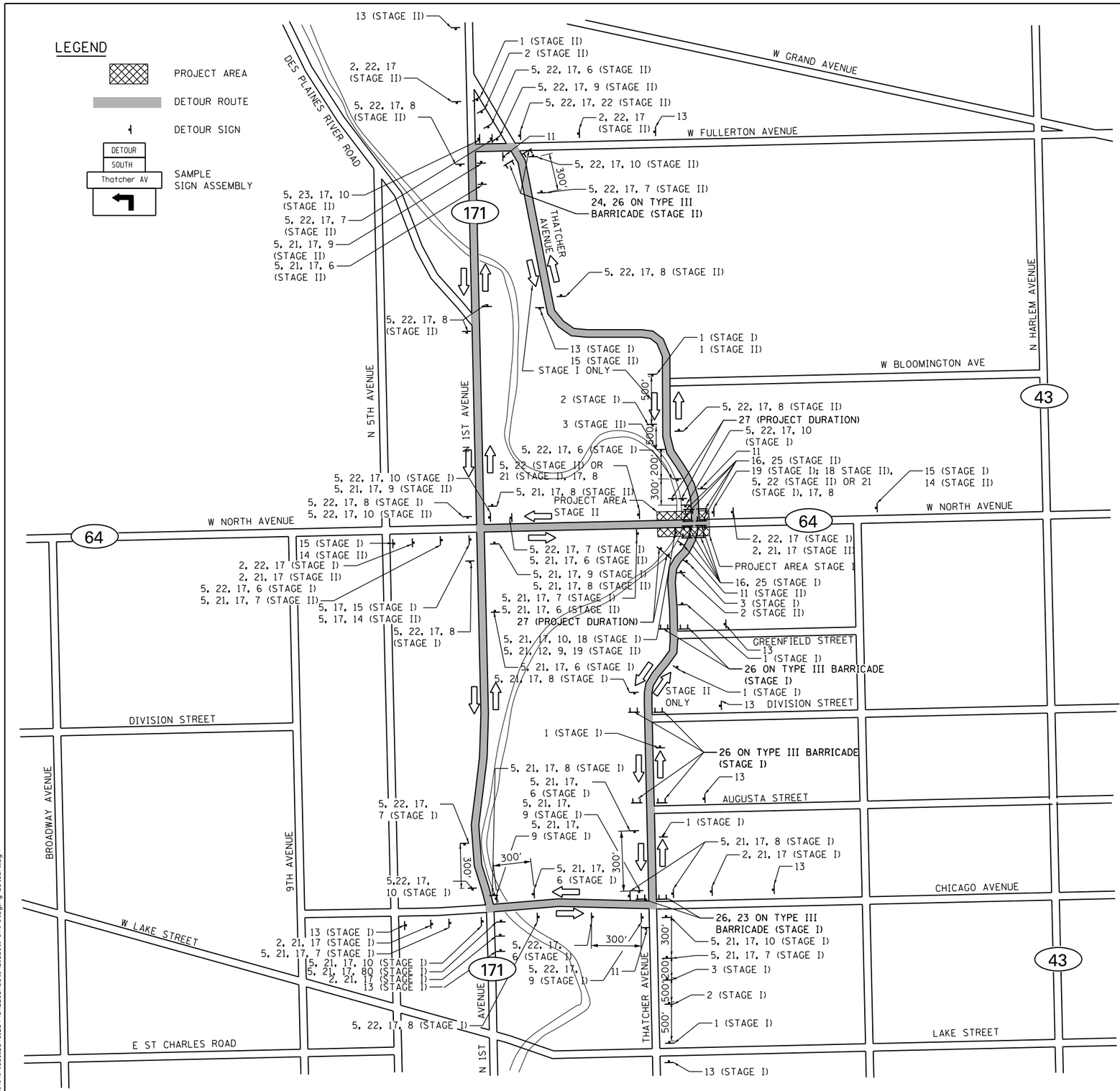
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - MTC	REVISED -
		DRAWN - MTC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
	PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PLAN & PROFILE
HORIZ 1"=50' | SCALE: VERT 1"=5' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	22
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



SIGN LEGEND

1. ADVANCE ROAD CLOSED SIGNS W20-1 48″x48″ WITH AMBER FLASHING LIGHT
2. ADVANCE DETOUR SIGNS W20-2 48″x48″ WITH AMBER FLASHING LIGHT
3. ADVANCE ROAD CLOSED SIGNS W20-3 48″x48″ WITH AMBER FLASHING LIGHT
4. OMITTED
5. DETOUR ASSEMBLY SIGN M1-7 24″x 12″
6. DETOUR ARROW SIGNS M5-1R 21″x 15″
7. DETOUR ARROW SIGNS M5-1L 21″x 15″
8. DETOUR ARROW SIGNS M6-3 21″x 15″
9. DETOUR ARROW SIGNS M6-1R 21″x 15″
10. DETOUR ARROW SIGNS M6-1L 21″x 15″
11. END DETOUR SIGN M4-3A 21″X 15″
12. OMITTED
13. R11-3a 60″X 30″ (SEE NOTE 3)
14. R11-3a 60″X 30″ (SEE NOTE 3)
15. R11-3a 60″X 30″ (SEE NOTE 3)
16. TYPE III BARRICADE WITH TWO AMBER FLASHING LIGHTS
17. ROAD NAME SIGN, 48″X18″ 8″ UC LETTERS, 6″ LC LETTERS
18. R3-1 30″X 30″
19. R3-2 30″X 30″
20. R5-1 30″X 30″
21. NORTH ASSEMBLY SIGN M3-1-219 24″x 12″
22. SOUTH ASSEMBLY SIGN M3-2-219 24″x 12″
23. M4-10R-4818
24. M4-10L-4818, MOUNTED ABOVE TY III BARRICADE
25. R11-2-4830, MOUNTED ABOVE TY III BARRICADE
26. R11-2-6030, MOUNTED ABOVE TY III BARRICADE
27. ADVISORY SIGN

NOTES:

1. ALL DETOUR SIGNING SHALL BE PAID AS ″TRAFFIC CONTROL AND PROTECTION FOR DETOUR″ (L SUM) IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
2. THE CONTRACTOR SHALL NOTIFY THE VILLAGES ONE MONTH PRIOR TO THE ROAD CLOSURES, DETOUR ROUTES AND ASSOCIATED SIGNAGE WILL NEED TO BE IN PLACE TWO WEEKS PRIOR TO CLOSURE. THE TRAFFIC WILL BE DETOURED ALONG CHICAGO AVENUE, 1ST AVENUE AND FULLERTON AVENUE.
3. PARKWAY SPACE IS LIMITED. THE CONTRACTOR WILL MAKE SURE THAT THESE SIGNS DO NOT BLOCK THE SIDEWALK OR EXTEND ONTO THE STREET.
4. ALL DETOUR SIGN SPACING SHALL BE IN ACCORDANCE WITH DISTRICT DETAIL TC-21.

FILE NAME = W:\191-130.1DOT-IL64\CADD\Sheets\D16BJ11-sht-staging-detour1.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 2000.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
DETOUR PLAN

SCALE: 1″=50′ | SHEET NO. 1 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	23
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

IL ROUTE 64 SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. TEMPORARY TRAFFIC SIGNALS SHALL BE CONSTRUCTED AT THE INTERSECTIONS NOTED IN THE PLANS. TEMPORARY INTERSECTION SIGNALIZATION SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION SHOWN. EXISTING STOP AND STOP AHEAD SIGNS ALONG IL. ROUTE 64 SHALL BE RELOCATED TO CONTROL SIDE STREET OR ENTRANCE TRAFFIC FOR THE VARIOUS STAGES OF CONSTRUCTION. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT.

A MINIMUM OF TWO LANES (1 - 11 FEET & 1 - 10'-6") IN EACH DIRECTION OF IL. ROUTE 64 SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER.

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = \frac{WS^2}{60}$$

WHERE EQUATION IS FOR SPEED LIMIT OF 45 MPH OR LESS. THE TAPER IS DEFINED AS FOLLOWS:

L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

S = POSTED SPEED IN MPH.

THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 703 "WORK ZONE PAVEMENT MARKINGS" OF STANDARD SPECIFICATIONS AT ALL THE FOLLOWING LOCATIONS IN EACH OF THE VARIOUS STAGES OF CONSTRUCTION:

4 IN WHITE EDGE LINE - EACH EDGE (YELLOW FOR INSIDE EDGE)

4 IN WHITE SKIP DASH (30 ft SKIP - 10 ft DASH) - BETWEEN LANES

4 IN DOUBLE YELLOW - MEDIANS AND BETWEEN OPPOSING LANES

6 IN WHITE LANE LINE - STORAGE AREA OF LEFT - TURN BAY

6 IN WHITE SKIP DASH (6 ft SKIP - 2 ft DASH) LEFT TURN

12 IN YELLOW DIAGONALS (50 ft C-C) OR 5 EQUALLY SPACED- MEDIANS AND GORES

24 IN WHITE STOP BAR - ALL LOCATIONS

WHITE LETTERS AND SYMBOLS - TURN LANES

TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE PROJECT IN ACCORDANCE WITH THE DISTRICT ONE C.A.D.D. DETAIL FOR "RAISED REFLECTIVE PAVEMENT MARKERS" OR AS DIRECTED BY THE ENGINEER.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE 8 INFORMATIONAL SIGNS ON TEMPORARY SUPPORTS FOR DRIVEWAYS. THESE SIGNS SHALL BE WHITE ON GREEN IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). ALSO, "CAUTION NEW LANES OPEN STOP HERE" SIGNS WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AT THE APPROPRIATE LOCATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE VARIOUS ITEMS FOR TEMPORARY INFORMATION SIGNING.

TEMPORARY PAVEMENT IS REQUIRED TO MAINTAIN THE REQUIRED TRAFFIC LANES ON IL. ROUTE 64 AND THE SIDE STREETS AS SHOWN ON THE STAGING PLANS. TEMPORARY PAVEMENT, AT THE OPTION OF THE CONTRACTOR, SHALL BE CONSTRUCTED OF EITHER 8 inch PCC, CLASS PV CONCRETE OR 2 inch HOT-MIX ASPHALT SURFACE COURSE, MIX D, WITH 8 inch HOT- MIX ASPHALT BINDER COURSE. AGGREGATE SUBGRADE IMPOVEMENT 4" IS REQUIRED UNDER TEMPORARY PAVEMENT REGARDLESS THE PAVEMENT TYPE. THE REMOVAL OF TEMPORARY PAVEMENT IS INCLUDED IN THE PAY ITEM "PAVEMENT REMOVAL".

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL PLACED PRIOR TO THE PROJECT ON ALL FOUR LEGS OF THE INTERSECTION AS DIRECTED BY THE ENGINEER. THESE SHALL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN". (CAL. MONTH)

THE CONTRACTOR WILL GIVE AT LEAST 48 HOURS PRIOR NOTICE TO THE VILLAGE ENGINEER (RIVER FOREST, ELMWOOD PARK AND MELROSE PARK), EMERGENCY SERVICES, SCHOOLS, PACE BUS AND THE POST OFFICE, BEFORE CLOSING ANY SIDE STREET DURING CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE 48 HOUR WRITTEN NOTICE TO THE VILLAGES OF ANY DRIVEWAY CLOSURES. APPROXIMATE DIRECTIONAL SIGNAGE SHALL BE PROVIDED SO THAT PATRONS OF THESE AFFECTED BUSINESSES CAN ACCESS THE PROPERTIES BY OTHER ROUTES. THIS ACTIVITY SHALL BE COORDINATED WITH THE RESIDENT ENGINEER FOR THE PROJECT.

ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.

A MONO-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED TO THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.

STOP SIGNS AND STOP BARS ARE TO BE MAINTAINED FOR UNSIGNALIZED SIDE STREETS AND DRIVEWAYS THROUGH ALL CONSTRUCTION STAGES IN WHICH THEY ARE TO BE MAINTAINED.

POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, INCLUDING THE FLOW LINE OF DITCHES, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE AND THE FINAL SHAPING AND GRADING OF DITCHES IS PERFORMED. THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS (TEMPORARY OR PERMANENT USED AS TEMPORARY) TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR DIRECTLY, BUT THE COST SHALL BE CONSIDERED INCLUDED IN THE PROPOSED ITEMS OF WORK IN THE CONTRACT.

THE CONTRACTOR SHALL INSTALL ADVISORY SIGNS FOR THE CANOEISTS, KAYAKERS, AND BOATERS. THESE SIGNS SHALL BE PLACED, ONE ON EACH BANK, APPROXIMATELY 200 FEET UPSTREAM AND DOWNSTREAM OF THE CENTERLINE OF THE IL. ROUTE 64 BRIDGE OR AS DIRECTED BY THE ENGINEER. THE COST OF THE ABOVE WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

A 3ft-6in DEFLECTION AREA IS REQUIRED FROM THE BACK SIDE OF THE TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE. IF THIS 3ft-6in DEFLECTION AREA CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT (EXCLUDING BRIDGE DECKS) THROUGH THE 3 ANCHORING HOLES ON THE TRAFFIC SIDE OF THE TEMPORARY CONCRETE BARRIER WALL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER WALL PAY ITEM.

IL ROUTE 64 SUGGESTED MAINTENANCE OF TRAFFIC

PRE-STAGE I

CLOSE EXISTING MULT-USE PATH AT STATION 87+60 RT (WILL REMAIN CLOSED FOR THE DURATION OF THE PROJECT). EXISTING CURB AND GUTTER WILL BE REMOVED FROM 89+76 TO 98+00 FROM THE WESTBOUND EDGE OF PAVEMENT OF IL. RTE 64 AND REPLACED WITH TEMPORARY PAVEMENT. WESTBOUND LANES WILL BE REDUCED TO 2-12' LANES UTILIZING DAYTIME LANE CLOSURE IN ACCORDANCE WITH STANDARD 701602-06; EASTBOUND TRAFFIC WILL NOT BE EFFECTED. DURING THE PRE-STAGE TEMPORARY PAVEMENT CONSTRUCTION, ADJUST EXISTING DRAINAGE STRUCTURE FRAMES TO MATCH SURFACE OF TEMPOARY PAVEMENT.

STAGE I

TWO LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED. LANE STRIPING OF 11' (OUTSIDE) AND 10.5' (INSIDE) WIDTH WILL BE PROVIDED IN EACH DIRECTION DUE TO BRIDGE BEAM SPACING. NO LEFT TURNING WILL BE ALLOWED FROM WESTBOUND IL. RTE 64 ONTO SOUTHBOUND THATCHER AVE. THATCHER AVE WILL BE CLOSED AT STA 6+25. BRIDGE AND ROADWAY PAVEMENTS WILL BE CONSTRUCTED FROM STA 92+00 TO 103+18 IN THE EASTBOUND DIRECTION. CONSTRUCT TEMPORARY PAVEMENT ON THE EASTBOUND EDGE OF PAVEMENT OF IL. RTE 64 FROM STA 87+64 TO 97+21 AND CONSTRUCT TEMPORARY PAVEMENT AT CENTERLINE OF IL. RTE 64 FROM STA 101+00.00 TO 103+18. CONSTRUCT TEMPORARY PAVEMENT FROM STATION 100+25 TO STA 101+68 OF THE SOUTH SIDE OF IL 64. DURING THE CONSTRUCTION OF THE STAGE I TEMPORARY PAVEMENT, ADJUST EXISTING DRAINAGE STRUCTURE FRAMES TO MATCH SURFACE OF TEMPOARY PAVEMENT. THE SIDEWALK LOCATED ON THE BRIDGE WILL BE POURED AS A BRIDGE DECK UP TO THE SOUTH PARAPET WALL. TEMPORARY ACCESS DRIVES MUST BE IN PLACE AND MAINTAINED WITHIN THE CONSTRUCTION LIMITS. TEMPORARY TRAFFIC SIGNALS WILL BE PROVIDED AT THE INTERSECTION OF IL. RTE 64 AND THATCHER AVE FOLLOWING THE TEMPORARY SIGNAL PLANS.

STAGE II

REMOVAL OF THE TEMPORARY PAVEMENT ON THE NORTH SIDE OF IL. RTE 64 WILL TAKE PLACE AT THE BEGINNING OF STAGE II. TWO LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED. LANE STRIPING OF 11' (OUTSIDE) AND 10.5' (INSIDE) WIDTH WILL BE PROVIDED IN EACH DIRECTION DUE TO BRIDGE BEAM SPACING. NO LEFT TURN WILL BE ALLOWED FROM EASTBOUND IL. RTE 64 ONTO NORTHBOUND THATCHER AVE. THATCHER AVE WILL BE CLOSED AT STA 9+75. BRIDGE AND ROADWAY PAVEMENTS WILL BE CONSTRUCTED FROM STA 92+00 TO 103+18 IN THE WESTBOUND DIRECTION. TEMPORARY ACCESS DRIVES MUST BE IN PLACE AND MAINTAINED WITHIN THE CONSTRUCTION LIMITS. TEMPORARY TRAFFIC SIGNALS WILL BE PROVIDED AT THE INTERSECTION IL. RTE 64 AND THATCHER AVE FOLLOWING THE TEMPORARY SIGNAL PLANS. REESTABLISH PAVEMENT MARKINGS OUTSIDE OF PROJECT LIMITS AS NECESSARY.

STAGE III

REMOVAL OF THE TEMPORARY PAVEMENT ON THE SOUTH SIDE OF IL. RTE 64 WILL TAKE PLACE AT THE BEGINNING OF STAGE III. THREE LANES OF TRAFFIC IN THE WESTBOUND DIRECTION AND TWO LANES IN THE EASTBOUND DIRECTION WILL BE OPEN ON THE NEWLY CONSTRUCTED IL. RTE 64 ROADWAY WITH 12' STRIPED LANES AND A 12' STRIPED MEDIAN FOR TURNING ONTO NORTHBOUND THATCHER AVE. CONSTRUCT THE SIDEWALK AND PARAPET WALL ON THE BRIDGE DECK. CONSTRUCT THE PROPOSED MULTI-USE PATH ON THE SOUTH SIDE OF IL. RTE 64 FROM STA 92+00 TO 97+35. CONSTRUCT CURB AND SIDEWALK ON THE SOUTH SIDE OF IL. RTE 64 FROM STATION 100+25 TO STA. 101+68. THE REMAINING CURB AND GUTTER WILL BE PLACED IN AREAS WHERE TEMPORARY PAVEMENT WAS REMOVED.

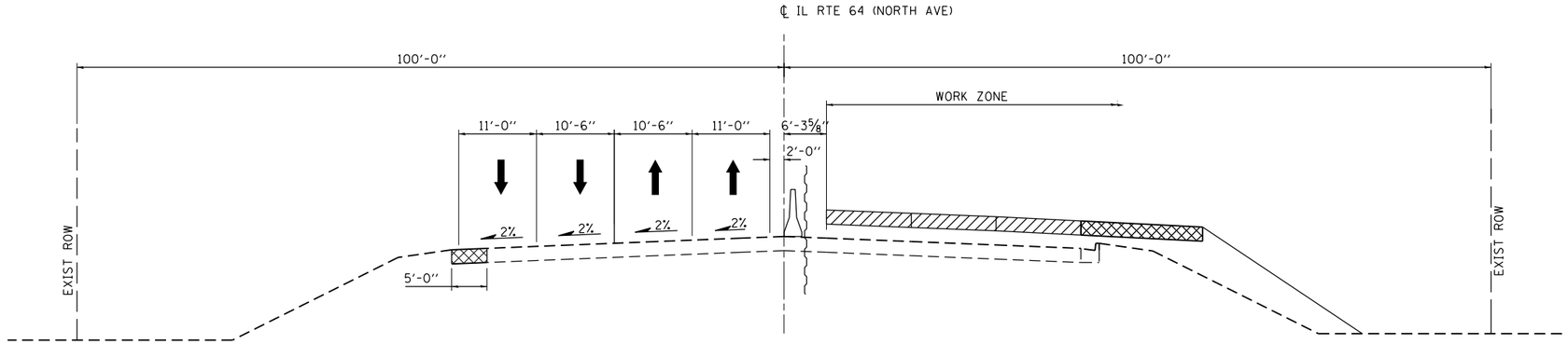
FILE NAME = W:\191-138.IDOT.IL64\CADD.Sheets\D1608J11-sht-staging-gennote.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - MTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - MTC	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -	
	PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -	

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES

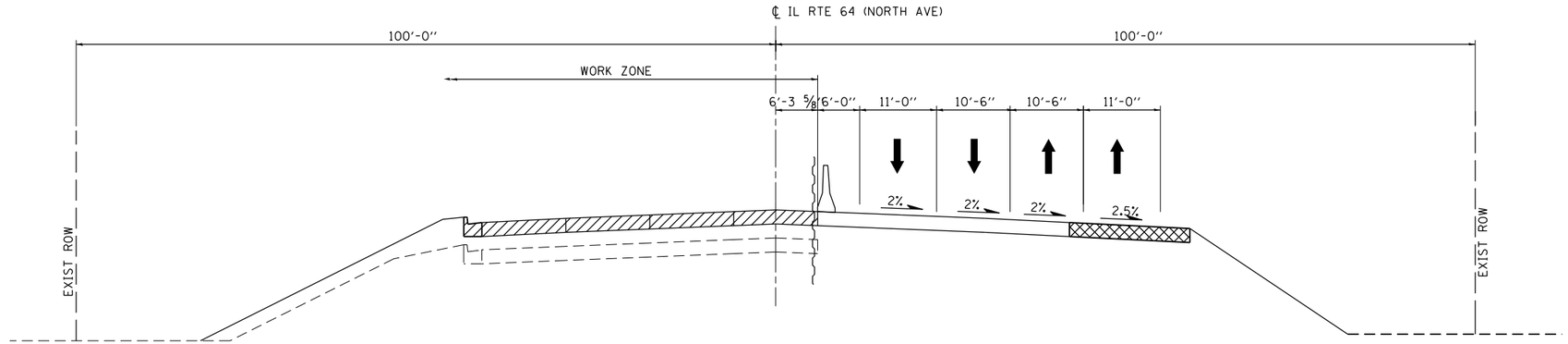
SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	24
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		



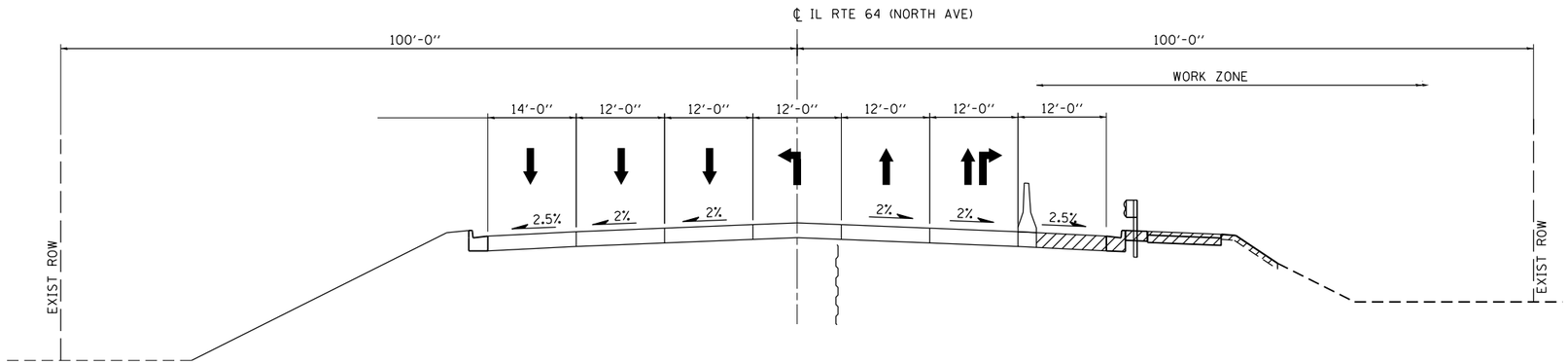
STAGE I

SEE STRUCTURAL PLANS FOR
STA. 97+20.86 TO STA. 100+02.79



STAGE II

SEE STRUCTURAL PLANS FOR
STA. 97+20.86 TO STA. 100+02.79



STAGE III

SEE STRUCTURAL PLANS FOR
STA. 97+20.86 TO STA. 100+02.79

LEGEND

- PROPOSED CONSTRUCTION
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- TEMPORARY BARRIER WALL
- TEMPORARY SHEET PILING

TEMPORARY PAVEMENT

OPTION #1
2" HMA SURFACE COURSE, MIX "D", N50
8" HMA BINDER COURSE, IL-19.0, N50
4" AGGREGATE SUBGRADE IMPROVEMENT

OPTION #2
8" TEMPORARY PCC PAVEMENT CLASS PV CONCRETE
4" AGGREGATE SUBGRADE IMPROVEMENT

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ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
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PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUGGESTED MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

SCALE: 1"=50' | SHEET NO. 3 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	25
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		

* MUST BE REMOVED WHEN WORKERS ARE NOT PRESENT

(1)
W 20-1
48 in X 48 in

(2)
W 20-5
48 in X 48 in

(3)
W 20-5
48 in X 48 in

(4)
W 4-2
48 in X 48 in

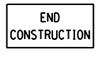
(5)
W 4-2
48 in X 48 in

OMITTED
(6) (7) (8)

(9)
W 21-1 a
48 in X 48 in

(10)
W 20-1 48 in X 48 in
MG-4(0)-2115

(11)
W1-4L 48 in X 48 in
W 13-1 24 in X 24 in



(12)
G 20-2
60 in X 24 in

(13)
W1-4R 48 in X 48 in
W 13-1 24 in X 24 in

(14)
R3-8
30 in X 30 in

(15)
R3-8
30 in x 48 in

(16)
R3-8
30 in x 30 in

OMITTED
(17)

(18)
R 3-2
30 in x 30 in

OMITTED
(19) (20)

(21)
R 9-9
24 in x 12 in

(22)
R 3-5
30 in x 36 in

(23)
R 3-1
30 in x 30 in

OMITTED
(24) (25) (26) (27)
(28) (29) (30) (31)

(32)
W 1-6R
60 in X 30 in
MOUNTED ABOVE
TY III BARRICADE

(33)
W 1-6L
60 in x 30 in
MOUNTED ABOVE
TY III BARRICADE

(34)
W 1-7
60 in x 30 in
MOUNTED ABOVE
TY III BARRICADE

OMITTED
(35) (36)

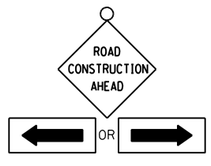
(37)
30 in x 30 in
BACK-TO-BACK TO
BE PLACED ON NEAR
RIGHT OF DRIVEWAYS

OMITTED
(38)

(39)
R 11-2
48 in X 30 in

OMITTED
(40) (41) (42) (43)

(44)
R3-8
30 in X 30 in

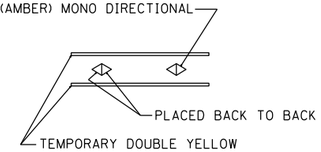


(45)
W 20-1 48 in X 48 in
MG1(0)-2115

LEGEND:

- WORK ZONE
- TEMPORARY PAVEMENT (8" PCC BASE COURSE OR 2" HMA SURFACE AND 8" HMA BINDER COURSE) ON 4" AGGREGATE SUBGRADE IMPROVEMENT
- BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- DRUMS, WITH STEADY-BURNING LIGHT @ 25' C-C
- TEMPORARY TRAFFIC ADVISORY SIGN.
- (10) SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- FLASHING ARROW BOARD
- 4 in SOLID WHITE EDGE LINE UNLESS OTHERWISE NOTED
- 4 in DOUBLE YELLOW LINES @ 11 in C/C
- 4 in WHITE SKIP-DASH 10 ft LINE WITH 30 ft DASH
- 24 in WHITE STOP BAR
- FLOW OF TRAFFIC
- VERTICAL PANEL WITH STEADY BURN LIGHT @ 50 ft CENTERS, @ 25 ft CENTER ON TAPER AND CURVES
- DRUM WITH STEADY LIGHT @ 25 ft CENTERS OR @ 20 ft CENTERS ON TAPER AND CURVES.
- TYPE III BARRICADE
- TEMPORARY RRPM (ONE WAY CRYSTAL) @ 40 ft C/C
- TEMPORARY RRPM (ONE WAY AMBER) @ 40 ft C/C
- TEMPORARY RRPM (TWO WAY AMBER) @ 40 ft C/C
- TEMPORARY IMPACT ATTENUATOR (NON-REDIRECTIVE) TEST LEVEL 2
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT @ 20' C-C

(2) TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS (AMBER) MONO DIRECTIONAL



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USER NAME = cesario	DESIGNED - MTC	REVISED -
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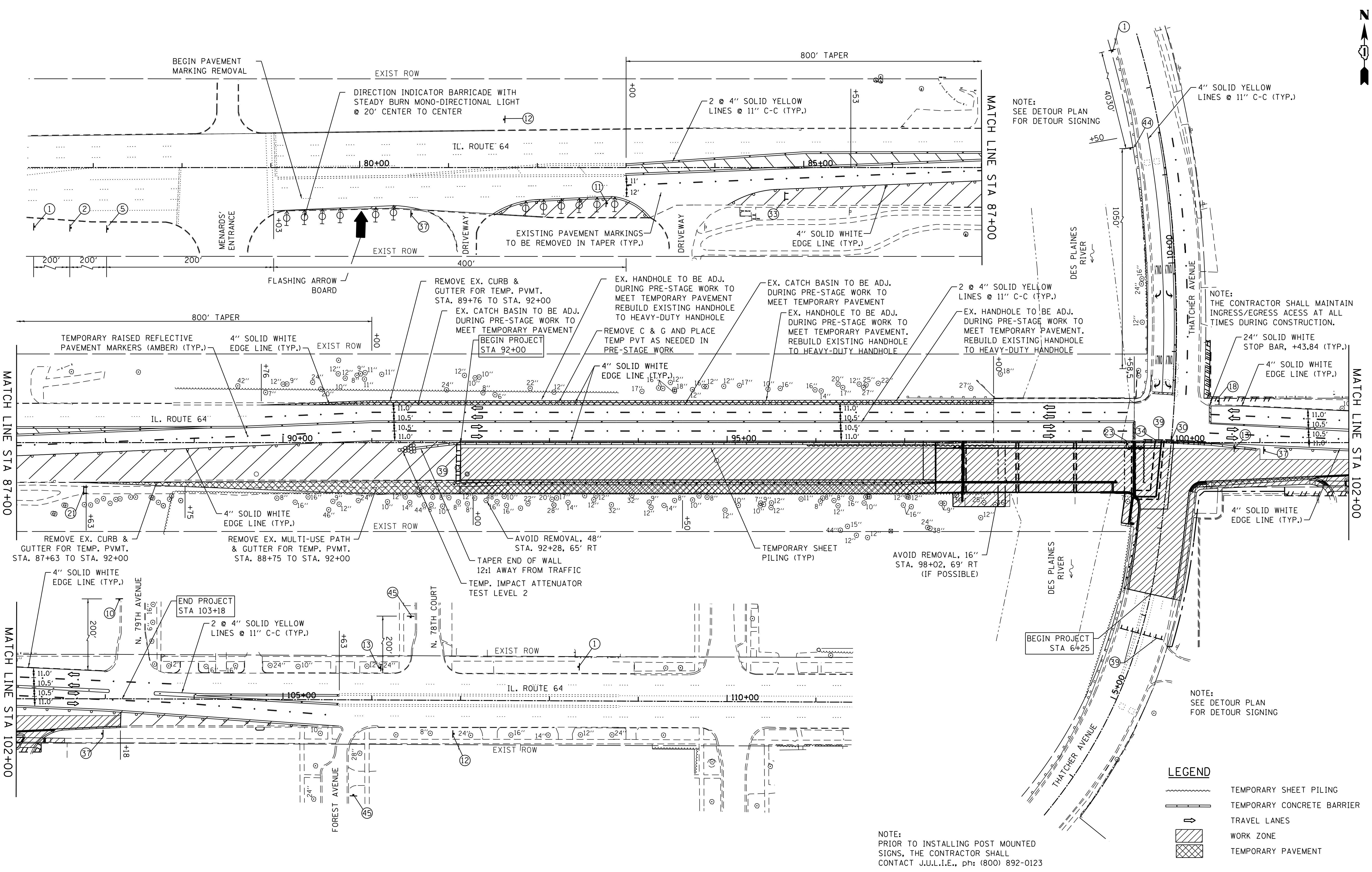
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUGGESTED MAINTENANCE OF TRAFFIC SIGNING LEGEND

SCALE: 1"=50' | SHEET NO. 4 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	26
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



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		DRAWN - MTC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
	PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUGGESTED MAINTENANCE OF TRAFFIC STAGE I

SCALE: 1"=50' | SHEET NO. 5 OF 7 SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	27

CONTRACT NO. 60J11

ILLINOIS FED. AID PROJECT

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\D160J11-sht-staging1.dgn

800' TAPER

DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT @ 20' CENTER TO CENTER

EXIST ROW

BEGIN PAVEMENT MARKING REMOVAL

FLASHING ARROW BOARD

EXISTING PAVEMENT MARKINGS TO BE REMOVED IN TAPER (TYP.)

4" SOLID WHITE EDGE LINE (TYP.)

2 @ 4" SOLID YELLOW LINES @ 11" C-C (TYP.)

IL. ROUTE 64

80+00

85+00

MATCH LINE STA 87+00

MENARDS' ENTRANCE

DRIVEWAY

DRIVEWAY

EXIST ROW

5280'

400'

NOTE:
THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER AND THE PROPERTY OWNER TO MAINTAIN PEDESTRIAN ACCESS TO THE BUSINESS ENTRANCE AT STA. 100+50 LT AT ALL TIMES DURING CONSTRUCTION.

DES PLAINES RIVER

THATCHER AVENUE

NOTE:
SEE DETOUR PLAN FOR DETOUR SIGNING

NOTE:
THE CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS ACCESS AT ALL TIMES DURING CONSTRUCTION.

END PROJECT STA 9+75

800' TAPER

TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS (AMBER) (TYP.)

PROP. COMB. CONC. CURB & GUTTER TYPE B-6.24 STA. 89+76 TO STA. 92+00

EXIST ROW

BEGIN PROJECT STA 92+00

IL. ROUTE 64

90+00

95+00

100+00

MATCH LINE STA 87+00

MATCH LINE STA 102+00

24" SOLID WHITE STOP BAR, +32.00 (TYP.)

TAPER END OF WALL 12:1 AWAY FROM TRAFFIC

TEMP. IMPACT ATTENUATOR TEST LEVEL 2

EXIST ROW

EX. CATCH BASIN TO BE ADJ. BEFORE STAGE II WORK TO MEET TEMPORARY PAVEMENT

EX. CATCH BASIN TO BE ADJ. BEFORE STAGE II WORK TO MEET TEMPORARY PAVEMENT

PROP. MANHOLE TO BE ADJ. BEFORE STAGE II WORK TO MEET TEMPORARY PAVEMENT

PROP. CATCH BASIN TO BE ADJ. BEFORE STAGE II WORK TO MEET TEMPORARY PAVEMENT

PROP. CATCH BASIN TO BE ADJ. BEFORE STAGE II WORK TO MEET TEMPORARY PAVEMENT

2 @ 4" SOLID YELLOW LINES @ 11" C-C (TYP.)

4" SOLID WHITE EDGE LINE (TYP.)

WHITE LETTERS AND SYMBOLS (TYP)

2 @ 4" SOLID YELLOW LINES @ 11" C-C (TYP.)

4" SOLID YELLOW LANE LINE (TYP.)

BEGIN PROJECT STA 6+25

NOTE:
SIDEWALK WILL BE CLOSED THROUGHOUT CONSTRUCTION

N. 79TH AVENUE

END PROJECT STA 103+18

4" SOLID WHITE EDGE LINE (TYP.)

N. 78TH COURT

EXIST ROW

IL. ROUTE 64

105+00

110+00

MATCH LINE STA 102+00

2 @ 4" SOLID YELLOW LINES @ 11" C-C (TYP.)

FOREST AVENUE

EXIST ROW

THATCHER AVENUE

115+00

NOTE:
SEE DETOUR PLAN FOR DETOUR SIGNING

NOTE:
PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E., ph: (800) 892-0123

LEGEND

- TEMPORARY SHEET PILING
- TEMPORARY CONCRETE BARRIER
- TRAVEL LANES
- WORK ZONE
- TEMPORARY PAVEMENT

FILE NAME = W:\191-138.IDOT.IL64\CADD\Sheets\D1682J11-int-staging2.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
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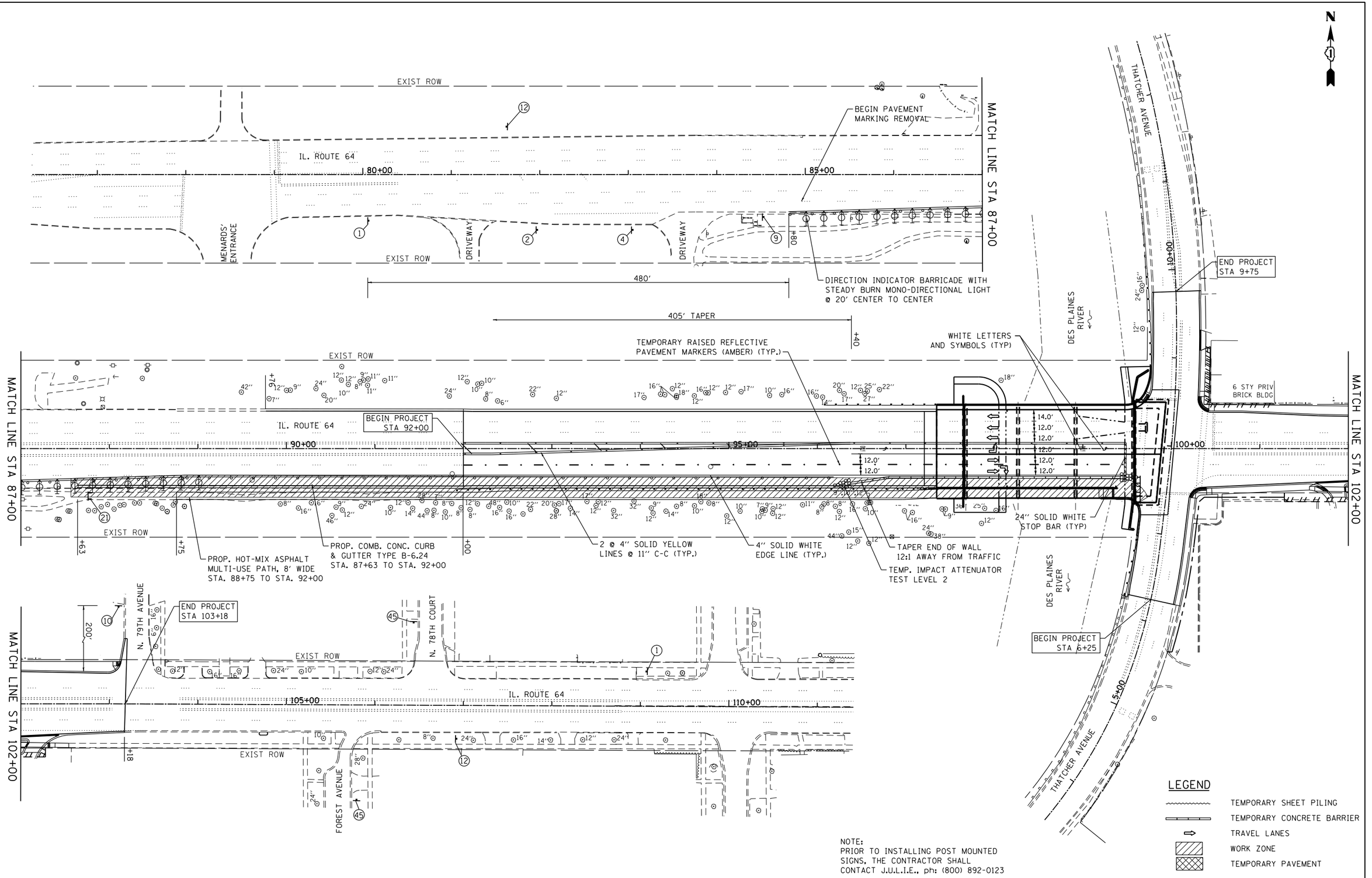
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUGGESTED MAINTENANCE OF TRAFFIC STAGE II

SCALE: 1"=50' | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	28
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



NOTE:
PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E., ph: (800) 892-0123

FILE NAME = W:\191-130.1DOT_IL64\CADD_Sheets\D1600J11-sht-staging3.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
SUGGESTED MAINTENANCE OF TRAFFIC STAGE III

SCALE: 1"=50' | SHEET NO. 7 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	29
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION SEQUENCE:

PRE-STAGE;

1. ADJUST EXISTING CATCH BASINS ON NORTH SIDE OF THE ROADWAY TO GRADE OF TEMPORARY PAVEMENT AND INSTALL INLET FILTERS.
2. ADJUST EXISTING HANDHOLES ON THE NORTH SIDE OF THE ROADWAY TO GRADE OF TEMPORARY PAVEMENT.
3. PROVIDE TEMPORARY PAVEMENT WIDENING ON NORTH SIDE OF ROADWAY.

STAGE I;

1. INSTALL TRAFFIC CONTROL DEVICES.
2. PRESERVE AND PROTECT EXISTING VEGETATION AND PRAIRIE GRASSES.
3. INSTALL TEMPORARY VEGETATIVE STABILIZATION CONTROL MEASURES. REMOVE EXISTING PAVEMENT AS SHOWN ON M.O.T. PLANS.
4. INSTALL DRAINAGE STRUCTURES, STORM SEWERS, CULVERTS, AND OTHER UTILITIES AS SHOWN ON DRAINAGE PLANS.
5. INSTALL ROADWAY SUBGRADE AND EMBANKMENT WIDENING.
6. INSTALL NEW PAVEMENT AND BRIDGE STRUCTURE PER M.O.T. PLANS.
7. PROVIDE SODDING AND SEEDING.
8. PERFORM CONTINUING MAINTENANCE OF SEDIMENT CONTROL MEASURES.

STAGE II;

1. INSTALL TRAFFIC CONTROL DEVICES.
2. ADJUST EXISTING AND NEWLY CONSTRUCTED CATCH BASINS AND MANHOLES ON SOUTH SIDE OF THE ROADWAY AND INSTALL INLET FILTERS.
3. PROVIDE TEMPORARY PAVEMENT WIDENING ON SOUTH SIDE OF ROADWAY.
4. PRESERVE AND PROTECT EXISTING VEGETATION AND PRAIRIE GRASSES.
5. INSTALL TEMPORARY EROSION CONTROL MEASURES.
6. REMOVE EXISTING PAVEMENT AS SHOWN ON THE PLANS.
7. INSTALL DRAINAGE STRUCTURES, STORM SEWERS, CULVERTS, AND OTHER UTILITIES AS SHOWN ON DRAINAGE PLANS.
8. INSTALL ROADWAY SUBGRADE AND EMBANKMENT WIDENING.
9. INSTALL NEW PAVEMENT AND BRIDGE STRUCTURE PER M.O.T. PLANS.
10. PROVIDE SODDING AND SEEDING.
11. PERFORM CONTINUING MAINTENANCE OF SEDIMENT CONTROL MEASURES.

STAGE III;

1. PROVIDE TRAFFIC CONTROL DEVICES.
2. REMOVE TEMPORARY PAVEMENT FROM STAGE II.
3. INSTALL SIDEWALK AND CRASH WALL ON BRIDGE.
4. INSTALL REMAINING CURB AND GUTTER.
5. PROVIDE LANDSCAPING ITEMS.
6. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER STABILIZATION OF DISTURBED GROUND.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
2. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
3. SEE TRAFFIC STAGING PLANS FOR LIMITS OF CONSTRUCTION STAGING.
4. SEE DRAINAGE PLANS FOR LOCATIONS OF EXISTING UTILITIES AND PROPOSED STORM SEWER.
5. CONTACT MR. RICK WANNER AT 847-405 4172 FOR THE LOCATION AND THE USE OF THE "DO NOT DISTURB WETLAND" SIGNS. PICKUP, INSTALLATION, MAINTENANCE, REMOVAL AND RETURN OF THE SIGNS ARE INCLUDED IN THE COST OF PERIMETER EROSION BARRIER.
6. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
7. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.
8. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
9. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
10. THE CORPS OF ENGINEERS MUST BE NOTIFIED 10 CALENDAR DAYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, 10 CALENDAR DAYS PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND 10 CALENDAR DAYS PRIOR TO THE FINAL INSPECTION.
11. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
12. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE NORTH COOK SOIL & WATER CONSERVATION DISTRICT (N.C.S.W.C.D.) AND CORPS OF ENGINEERS.
13. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY IDOT, AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2 INCH RAIN EVENT OR EQUIVALENT SNOWFALL.
14. EROSION CONTROL BLANKET AND/OR STRAW MULCH WITH NETTING (DEPENDING ON SLOPE, SLOPE LENGTH, AND FLOW RATES) SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS (I.E. PERIMETERS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.
15. IN AREAS WHERE WORK IS COMPLETED, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7TH DAY AFTER WORK HAS CEASED.
16. OFFSITE BORROW, WASTE, USE AREAS: PRIOR TO WORKING IN AREAS APPROVED FOR THE BWU BY THE BDE 2290 PROCEDURES, THE CONTRACTOR WILL NEED TO SUBMIT A BWU SITE WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE BWU SITE WORK TECHNIQUES CAN BE FOUND IN SECTION II.5a AND b OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT A BWU SITE WORK PLAN WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
17. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THE PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AND IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SOIL EROSION AND SEDIMENT CONTROL LEGEND:

PERIMETER EROSION BARRIER (TYP.)

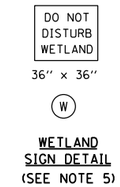
TEMPORARY FENCE (TYP.)

CONSTRUCTION ZONE

EROSION CONTROL BLANKET AND TEMPORARY SEEDING

TEMPORARY PAVEMENT

INLET FILTERS (TYP.)



WETLAND SIGN DETAIL (SEE NOTE 5)

AS A BEST MANAGEMENT PRACTICE THE CONTRACTOR SHALL INSTALL A BERM (24"HIGH 18" WIDE) CONSISTING OF A 50/50 BLEND OF COMPOST AND WOODCHIPS (MULCH METHOD 4) ALONG THE LENGTH OF THE PERIMETER EROSION BARRIER ON THE WEST SIDE OF THE DES PLAINES RIVER. TEMPORARY DITCH CHECKS SHALL BE PLACED PERPENDICULAR TO THE FLOW OF WATER EVERY 50' BETWEEN THE PERIMETER EROSION BARRIER AND THE EMBANKMENT ON THE WEST SIDE OF THE DES PLAINES RIVER. THE TEMPORARY DITCH CHECKS SHALL CONSIST OF A 50/50 BLEND OF COMPOST AND WOODCHIPS (MULCH METHOD 4), 24" HIGH, 18" WIDE.

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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

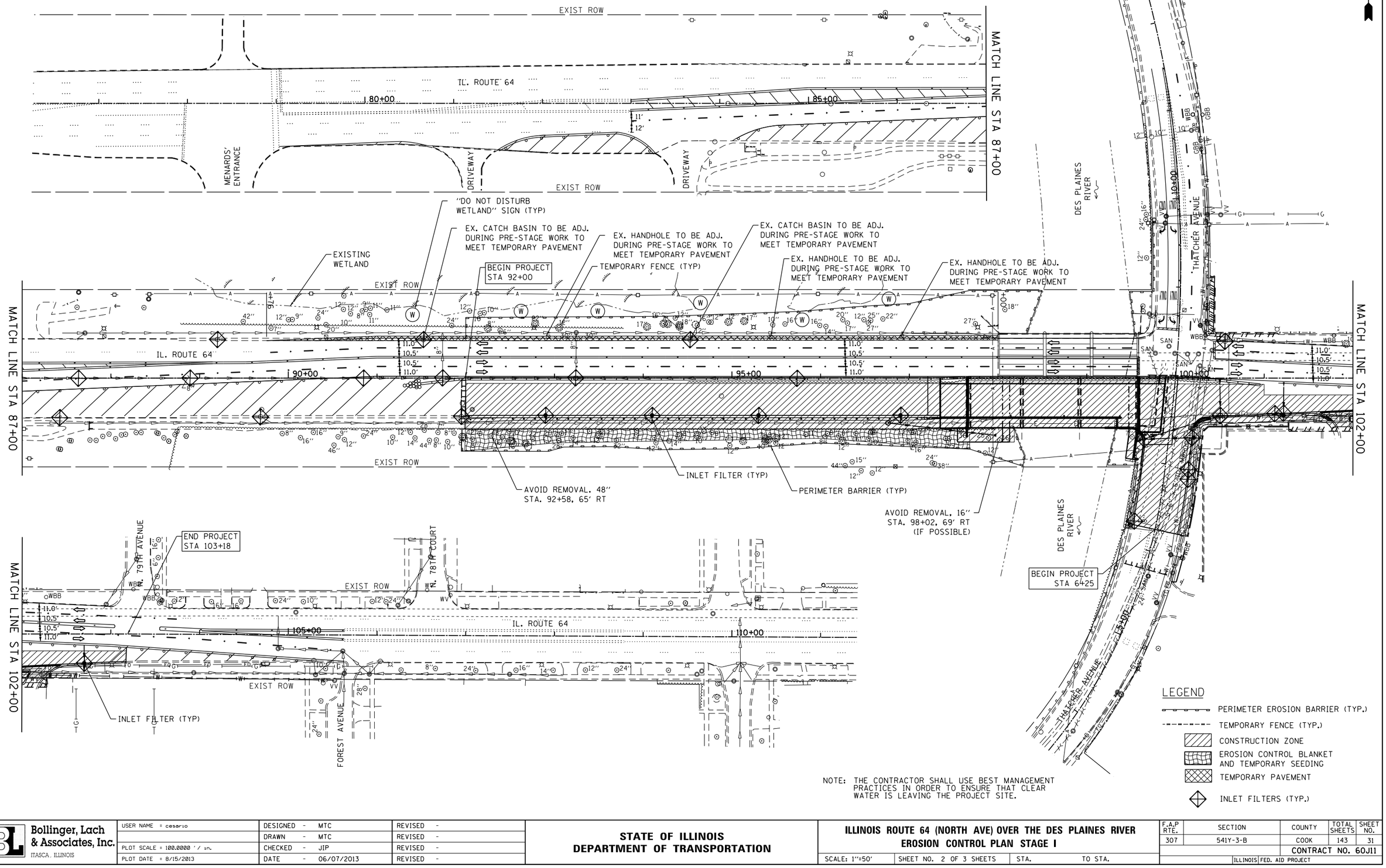
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
EROSION AND SEDIMENT CONTROL GENERAL NOTES

SCALE: 1"=50' | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	30
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



NOTE: THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES IN ORDER TO ENSURE THAT CLEAR WATER IS LEAVING THE PROJECT SITE.

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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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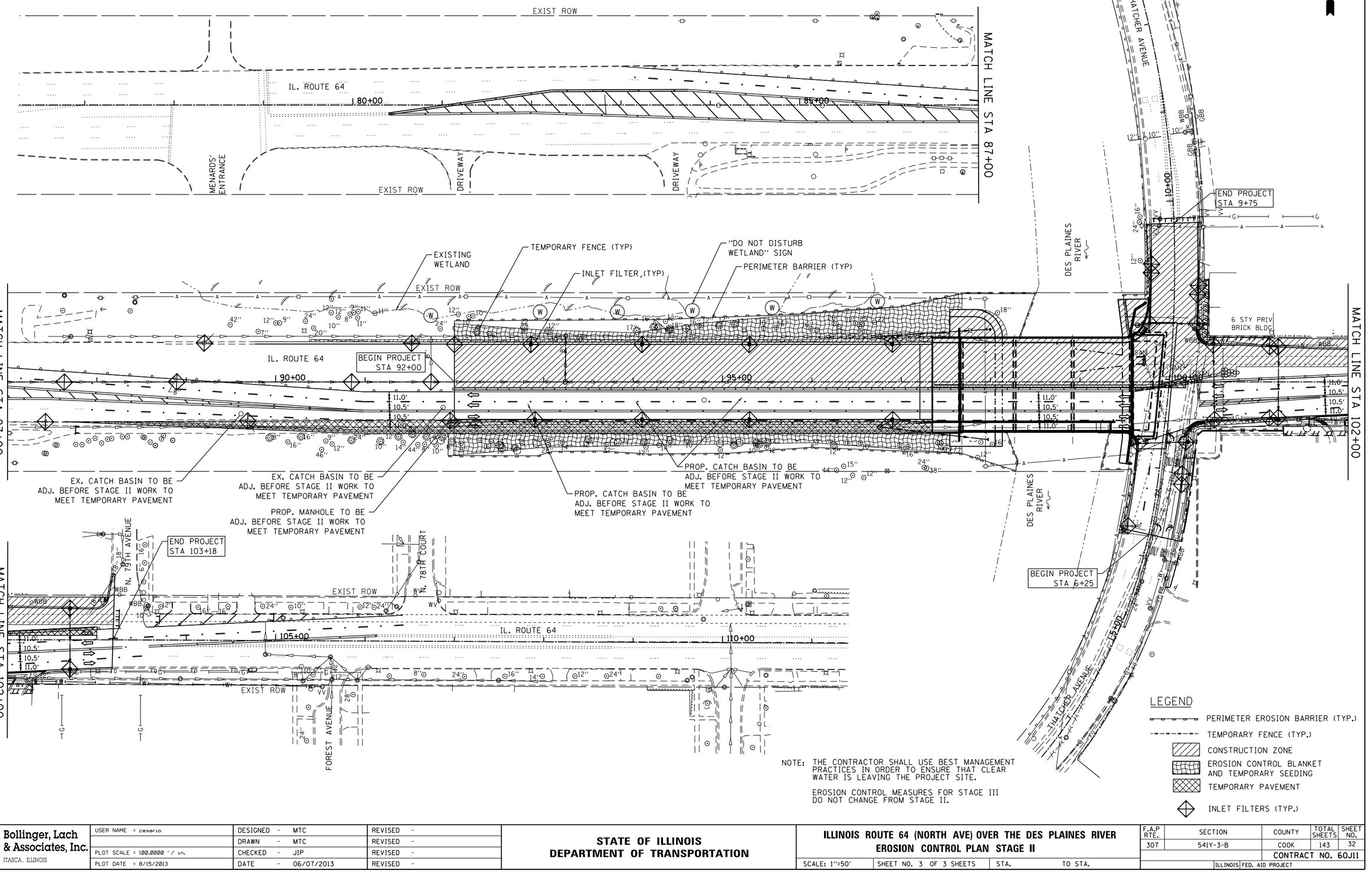
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
EROSION CONTROL PLAN STAGE I

SCALE: 1"=50' | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	31
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



NOTE: THE CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES IN ORDER TO ENSURE THAT CLEAR WATER IS LEAVING THE PROJECT SITE.

EROSION CONTROL MEASURES FOR STAGE III DO NOT CHANGE FROM STAGE II.

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ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
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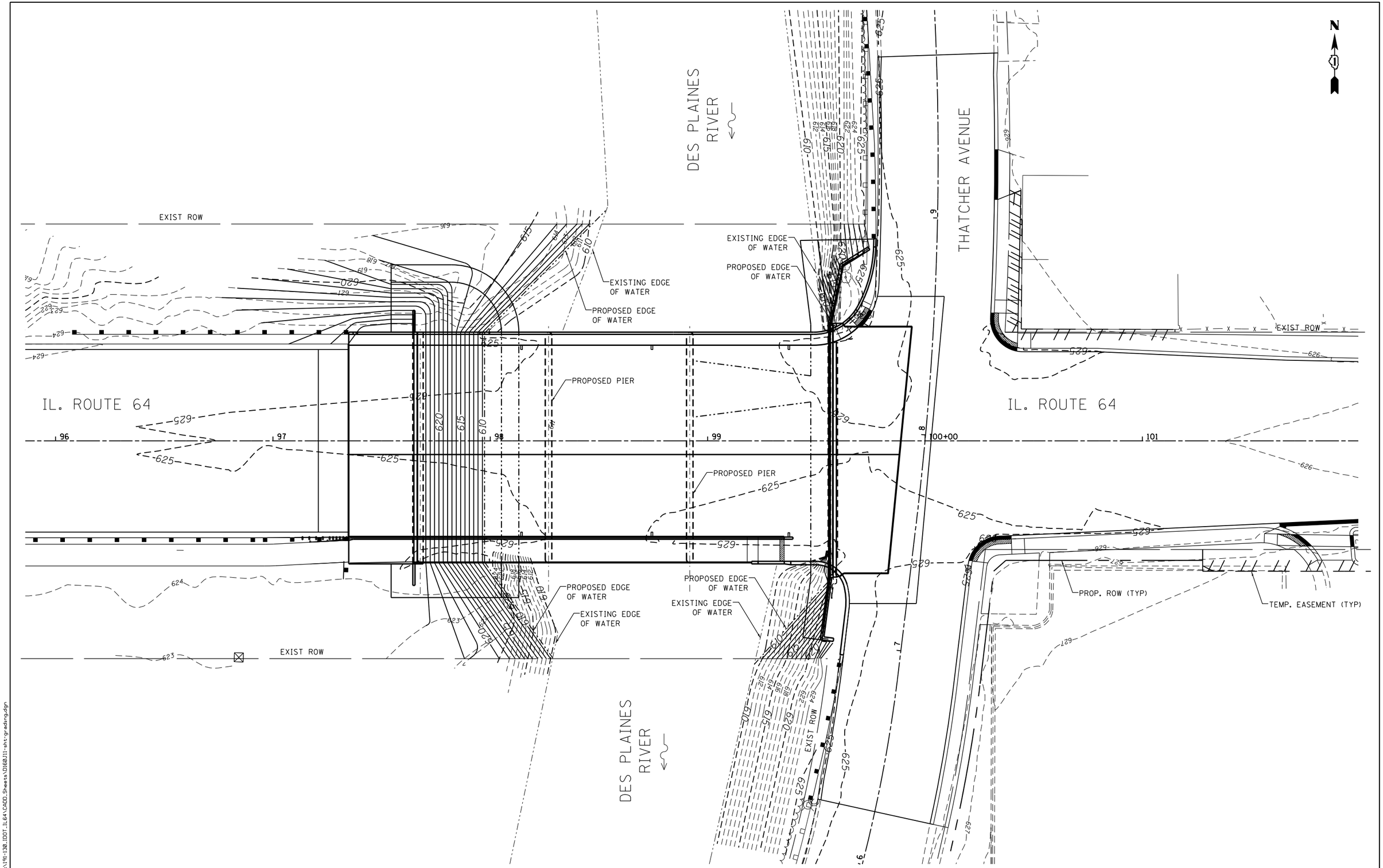
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
EROSION CONTROL PLAN STAGE II

SCALE: 1"=50' | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	32
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



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	PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

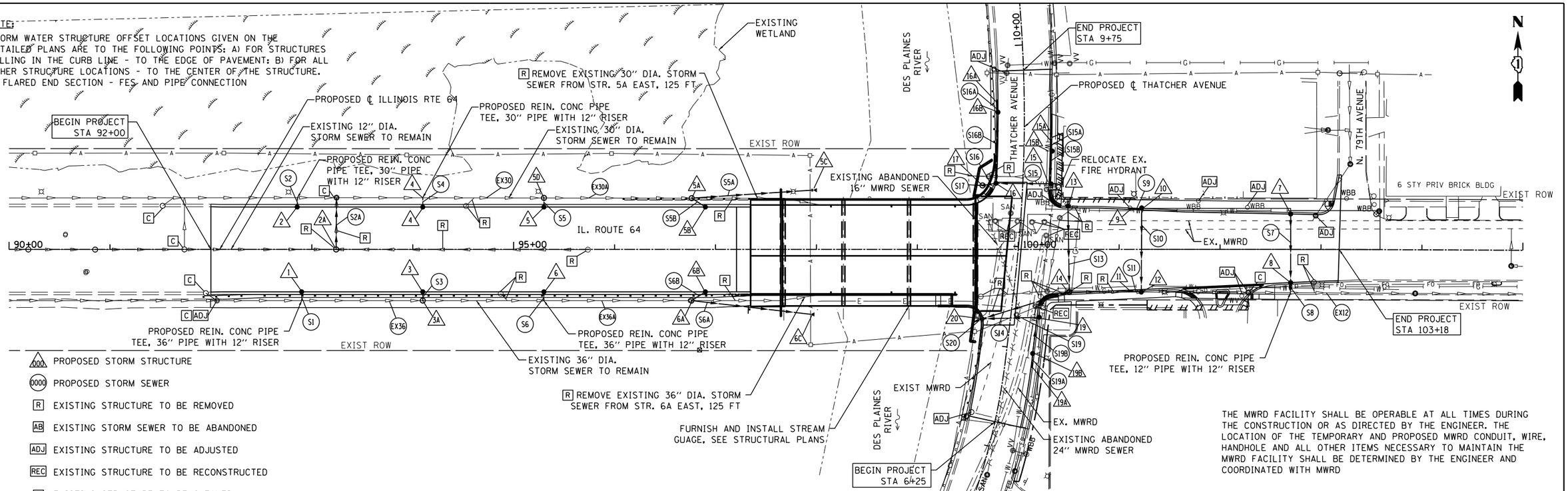
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
GRADING PLAN

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

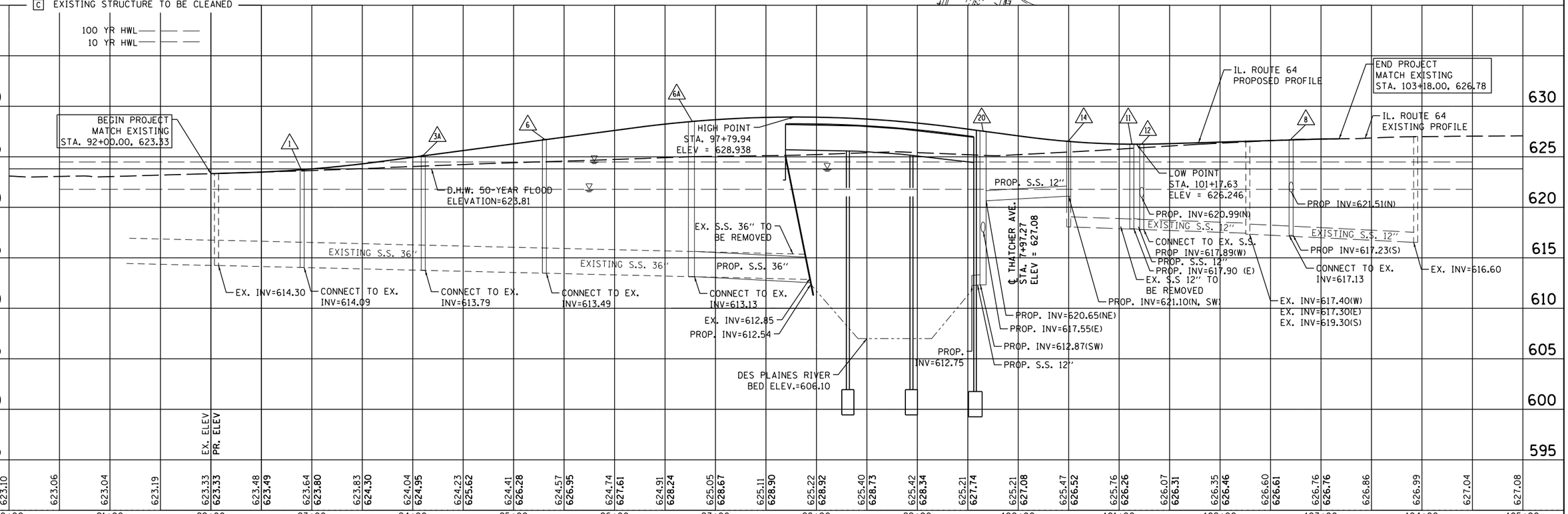
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	33
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

NOTE:
STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE. C) FLARED END SECTION - FES AND PIPE CONNECTION



000 PROPOSED STORM STRUCTURE
0000 PROPOSED STORM SEWER
R EXISTING STRUCTURE TO BE REMOVED
AB EXISTING STORM SEWER TO BE ABANDONED
ADJ EXISTING STRUCTURE TO BE ADJUSTED
REC EXISTING STRUCTURE TO BE RECONSTRUCTED
C EXISTING STRUCTURE TO BE CLEANED

THE MWRD FACILITY SHALL BE OPERABLE AT ALL TIMES DURING THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. THE LOCATION OF THE TEMPORARY AND PROPOSED MWRD CONDUIT, WIRE, HANDHOLE AND ALL OTHER ITEMS NECESSARY TO MAINTAIN THE MWRD FACILITY SHALL BE DETERMINED BY THE ENGINEER AND COORDINATED WITH MWRD



PLAN — SURVEYED — PLOTTED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — PLOTTED — PROFILE CHECKED — B.M. NOTED — STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — BY — DATE

FILE NAME = $FILE1$

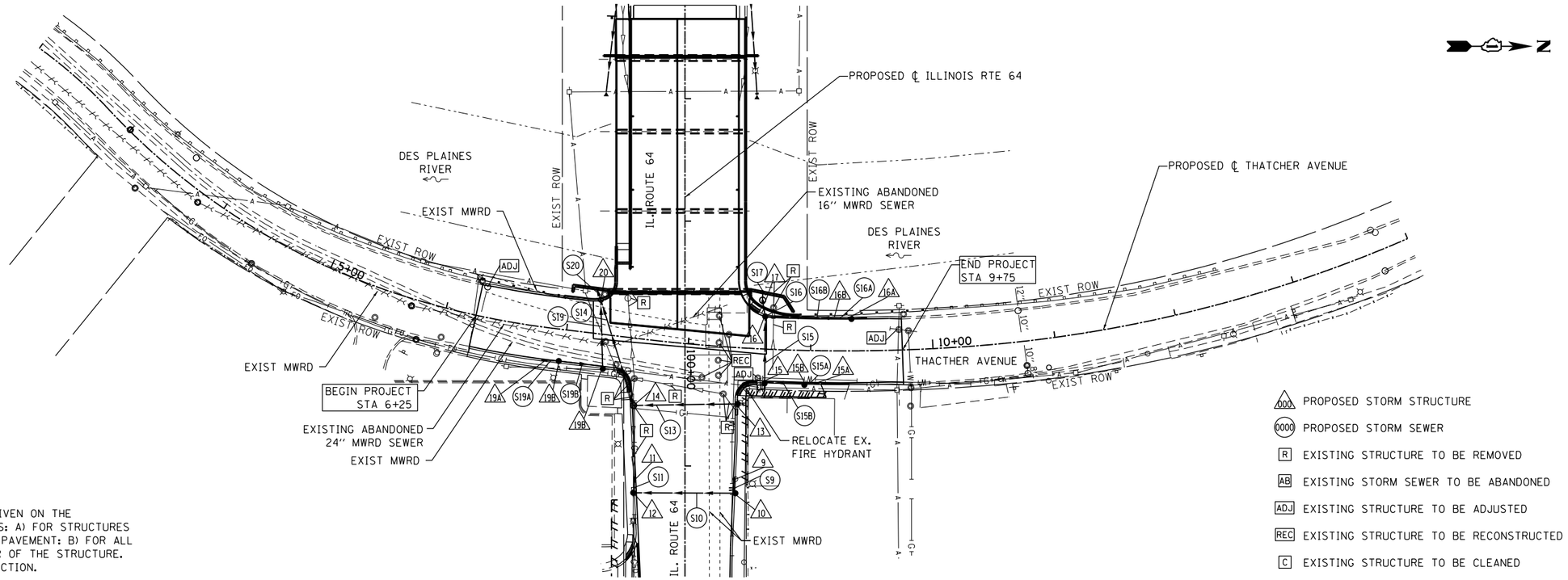
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

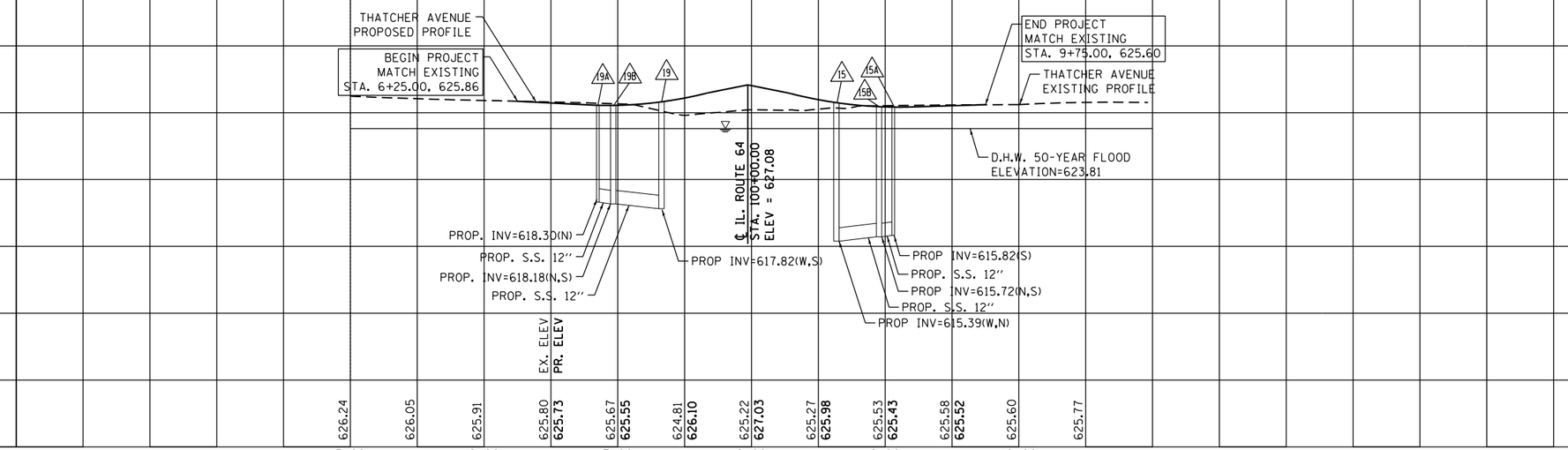
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
DRAINAGE PLAN AND UTILITIES
HORIZ 1"=50'
SCALE: VERT 1"=5' | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	34
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



NOTE:
STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT: B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE. C) FLARED END SECTION - FES AND PIPE CONNECTION.



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - MTC	REVISED -
		DRAWN - MTC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
	PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
DRAINAGE PLAN AND UTILITIES
HORIZ 1"=50' SCALE: VERT 1"=5' SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	35
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / CHANNEL CHECKED / BM. NOTED / STRUCTURE NO'S/TNS CHKD / NOTE BOOK / NO. / BY / DATE

FILE NAME = w:\191-130.IDOT..IL64\CADD.Sheets\DI60J11-sht-drain2.dgn

STORM SEWER STRUCTURE TABLE

STR. NO.	STATION	OFFSET	STR TYPE/SIZE				F&G	INVERT ELEV.	RIM ELEV.
			MH	CB	IN	OTHER			
1	92+89.94	42' RT		C			24	614.18 (S)	622.83
2	92+85.51	42' LT		C			24	614.50 (N)	622.80
2A	93+24.12	0' (CL)	A 4'				1 CL	617.26 (N)	624.02
3	94+09.94	42' RT		A 4'			24	613.88 (S)	624.19
3A	94+09.94	50.92' RT	A 5'				1 CL	613.79 (N,E,W)	624.40
4	94+09.94	42' LT		A 4'			24	613.97 (N)	624.19
5	95+30.00	42' LT		A 4'			24	613.66 (N)	625.78
5A	96+76.74	50.78' LT	A 5'				1 CL	613.19 (E,W) 622.55 (SE)	627.91
5B	96+90.28	42' LT		C			24	622.72 (NW)	627.72
5C	97+96.74	58.81' LT				PRC FES 30"		612.60 (W)	---
5D	95+30.00	50.98' LT	A 5'				1 CL	613.57 (S,E,W)	625.14
6	95+30.00	42' RT		A 4'			24	613.58 (S)	
6A	96+76.14	50.66' RT	A 5'				1 CL	613.13 (W, SE) 622.55 (NE)	628.09
6B	96+90.19	42' RT		C			24	622.72 (SW)	627.72
6C	97+94.27	64.29' RT				PRC FES 36"		612.54 (NW)	---
7	102+69.94	35.08' LT		C			11	621.85 (S)	625.93
8	102+69.94	32.89' RT		A 4'			11	617.17 (S) 621.51 (N)	625.99
9	101+11.15	39.58' LT			A		11	621.50 (E)	625.40
10	101+22.31	39.08' LT		A 4'			11	621.40 (E, S)	625.40
11	101+11.15	40.20' RT			A		11	622.39 (E)	625.39
12	101+21.93	39.78' RT		A 4'			11	617.79 (E) 620.99 (N) 622.28 (W)	625.39
• 13	100+49.33	41.00' LT		C			11	621.52 (S)	625.65
14	100+50.59	42.06' RT	A 4'				1 OL	621.10 (N) 616.41 (SW)	625.61
• 15	8+63.55	26' RT		A 4'			11	615.39 (W,N)	625.21
15A	9+05.99	26' RT			A		11	615.82 (S)	625.00
• 15B	8+95.48	26' RT		A 4'			11	615.72 (N,S)	625.00
16	8+61.67	26.65' LT		A 4'			11	615.13 (E,W,N)	626.00
16A	9+43.65	26' LT			A		11	615.93 (S)	624.96
16B	9+33.34	26' LT		A 4'			11	615.83 (N,S)	624.94
17	8+58.84	39.83' LT	A 4'				1 OL	615.00 (E) 614.06 (W)	625.50
• 19	7+32.70	26' RT		A 4'			11	617.82 (W,S)	625.30
19A	6+85.04	26' RT			A		11	618.30 (N)	625.03
19B	6+96.60	26' RT		A 4'			11	618.18 (N,S)	625.03
20	7+24.95	27.34' LT	A 4'				1 OL	615.50 (NE) 617.55 (E) 612.87 (SW)	626.10
NE WINGWALL	8+58.69	46.92' LT						614.00	---
SE WINGWALL	7+19.83	37.20' LT						612.75	---

• THE CONE OF THE STRUCTURE SHALL BE CONSTRUCTED UNDER THE SIDEWALK AND AWAY FROM THE EXISTING WATERMAIN

NOTE: STORM STRUCTURES #17 AND #20 AND STORM SEWER PIPE #S17 AND #S20 SHALL BE CONSTRUCTED WHEN THE EAST WING WALLS ARE CONSTRUCTED.

STORM SEWER PIPE TABLE

PIPE NO.	FROM STR.	TO STR.	DESCRIPTION	DIA. (INCH)	LENGTH (FT)	SLOPE (%)	T.B.F. (CU YD)
S1	1	EX36	SS TY 2, CLASS A RCP	12	9	1.00	11.17
S2	2	EX30	SS TY 2, CLASS A RCP	12	9	1.00	11.37
S2A	2A	EX. MANHOLE	SS TY 2, CLASS A RCP	12	51	0.50	50.53
S3	3	3A	SS TY 3, CLASS A RCP	12	9	1.00	13.54
S4	4	EX30	SS TY 3, CLASS A RCP	12	9	1.00	13.94
S5	5	5D	SS TY 3, CLASS A RCP	12	9	1.00	14.66
S5A	5A	5C	SS TY 3, CLASS A RCP	30	121	0.50	348.24
S5B	5B	5A	SS TY 3, CLASS A RCP	12	17	1.00	12.01
S6	6	EX36	SS TY 3, CLASS A RCP	12	9	1.00	14.09
S6A	6A	6C	SS TY 3, CLASS A RCP	36	119	0.50	377.96
S6B	6B	6A	SS TY 3, CLASS A RCP	12	17	1.00	12.37
S7	7	8	SS TY 2, CLASS A RCP	12	68	0.50	24.61
S8	8	EX12	SS TY 2, CLASS A RCP	12	10	1.00	13.38
S9	9	10	SS (WATERMAIN REQUIREMENTS)	12	11	1.00	11.12
S10	10	12	SS (WATERMAIN REQUIREMENTS)	12	82	0.50	29.73
S11	11	12	SS (WATERMAIN REQUIREMENTS)	12	11	1.00	12.07
S13	13	14	SS (WATERMAIN REQUIREMENTS)	12	83	0.50	30.07
S14	14	20	SS (WATERMAIN REQUIREMENTS)	12	91	1.00	59.50
S15	15	16	SS (WATERMAIN REQUIREMENTS)	12	53	0.50	81.22
S15A	15A	15B	SS (WATERMAIN REQUIREMENTS)	12	10	1.00	13.80
S15B	15B	15	SS (WATERMAIN REQUIREMENTS)	12	33	1.00	46.27
S16	16	17	SS TY 2, CLASS A RCP	12	13	1.00	20.51
S16A	16A	16B	SS TY 2, CLASS A RCP	12	10	1.00	15.35
S16B	16B	16	SS TY 2, CLASS A RCP	12	70	1.00	89.01
S17	17	NE WINGWALL	SS TY 3, CLASS A RCP	12	6	1.00	11.22
S19	19	20	SS (WATERMAIN REQUIREMENTS)	12	55	0.50	62.08
S19A	19A	19B	SS (WATERMAIN REQUIREMENTS)	12	12	1.00	11.41
S19B	19B	19	SS (WATERMAIN REQUIREMENTS)	12	36	1.00	37.87
S20	20	SE WINGWALL	SS TY 3, CLASS A RCP	12	12	1.00	23.76
• ---	MWRD	E ABUTMENT	SS TY 3, CLASS A RCP	96	16	4.25	---

• OUTLET INVERT TO MATCH EXISTING INVERT, 608.90. SEE STRUCTURAL PLANS

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

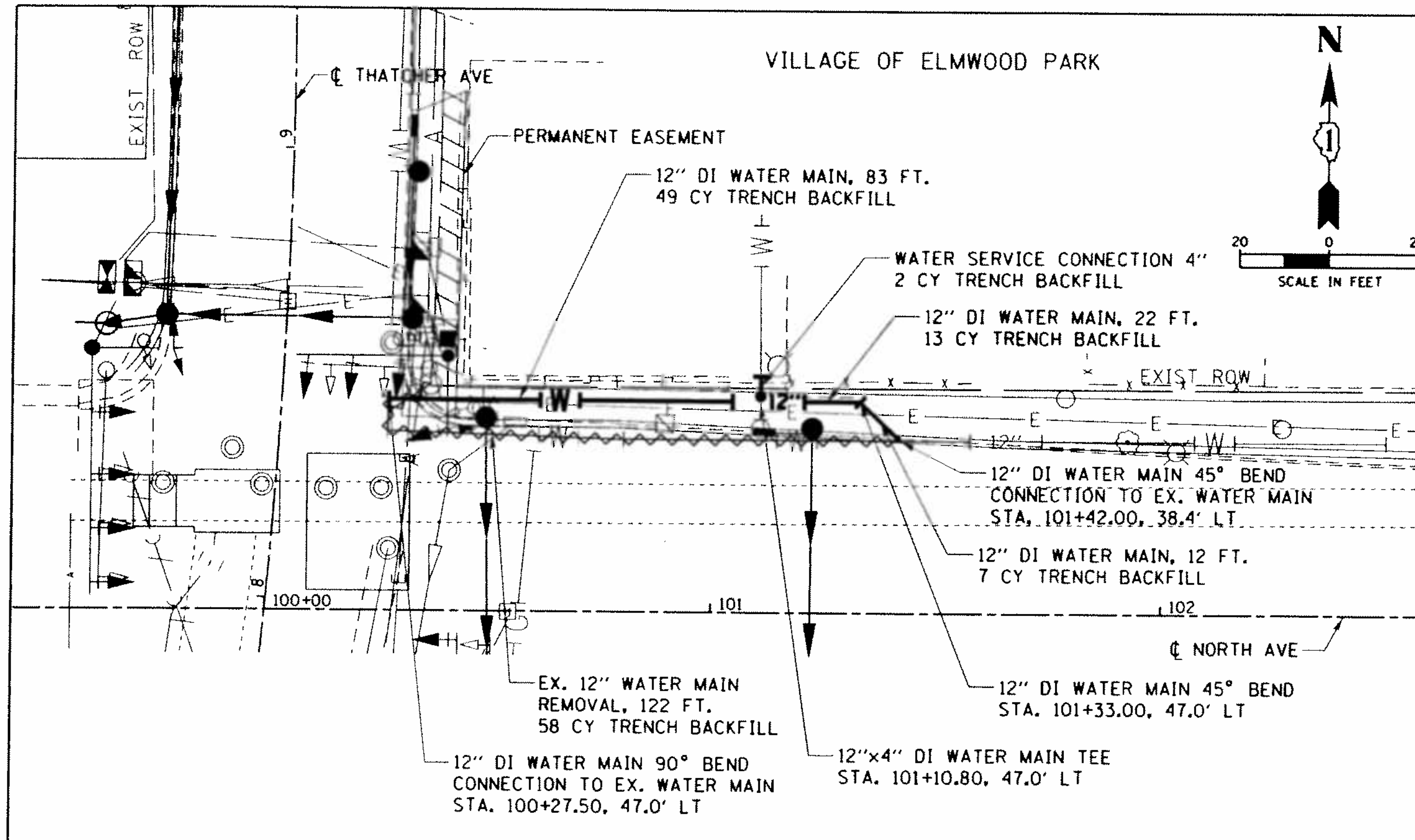
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
DRAINAGE TABLES

SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

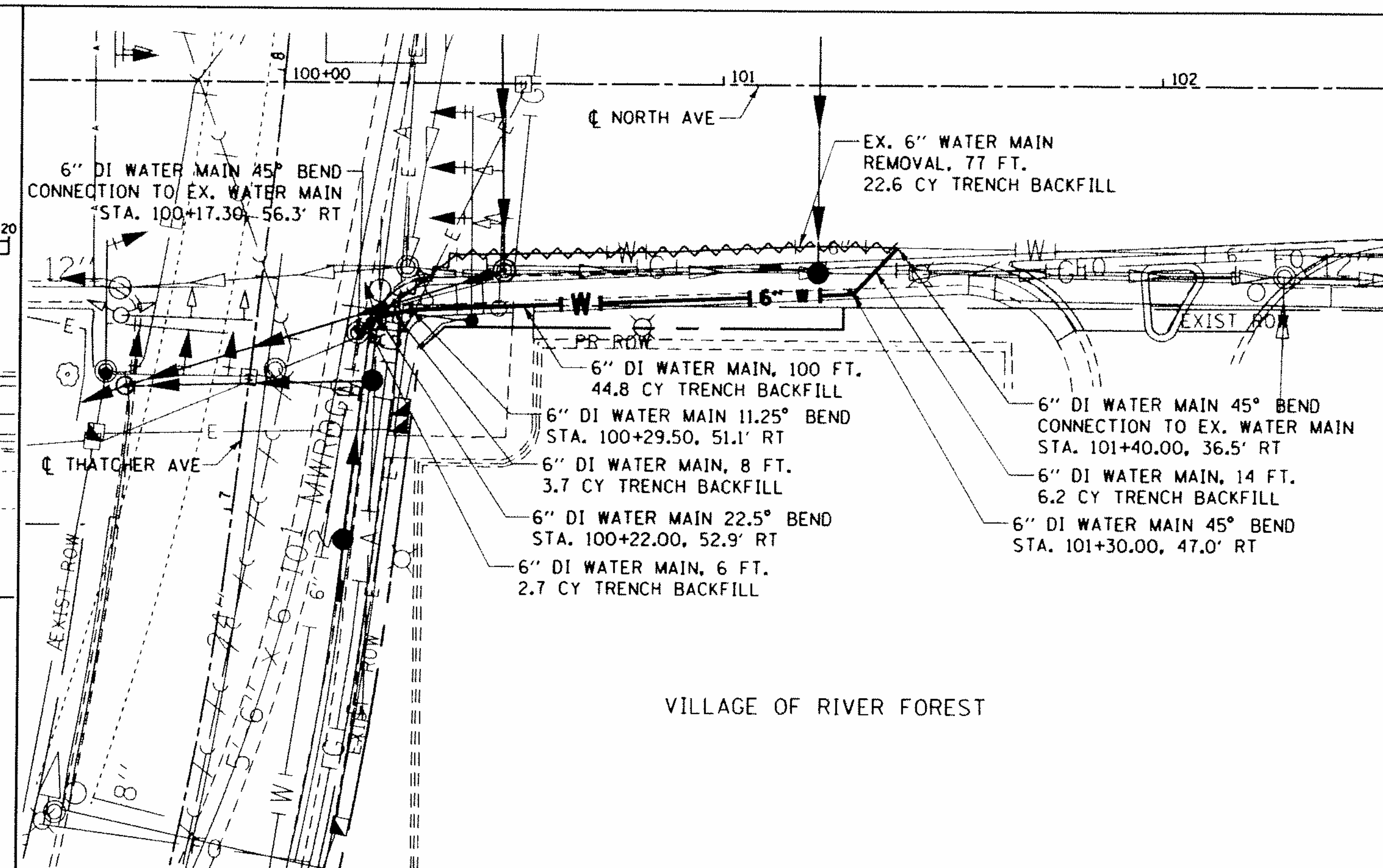
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	36
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		

VILLAGE OF ELMWOOD PARK



QUANTITIES IN ELMWOOD PARK

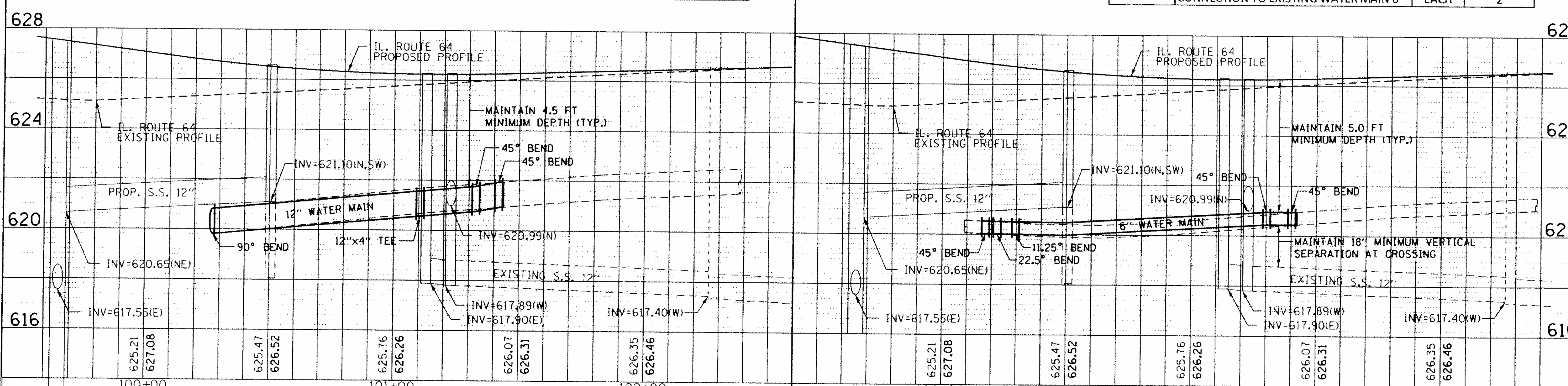
ITEM	UNIT	QUANTITY
TRENCH BACKFILL	CY	129
DUCTILE IRON WATER MAIN 12"	FOOT	117
DUCTILE IRON WATER MAIN FITTINGS	POUND	600
WATER MAIN REMOVAL, 12"	FOOT	122
WATER SERVICE CONNECTION	EACH	1
CONNECTION TO EXISTING WATER MAIN 12"	EACH	2



VILLAGE OF RIVER FOREST

QUANTITIES IN RIVER FOREST

ITEM	UNIT	QUANTITY
TRENCH BACKFILL	CY	80
DUCTILE IRON WATER MAIN 6"	FOOT	128
DUCTILE IRON WATER MAIN FITTINGS	POUND	228
WATER MAIN REMOVAL, 6"	FOOT	77
CONNECTION TO EXISTING WATER MAIN 6"	EACH	2



CHRISTOPHER B. BURKE ENGINEERING, LTD.	USER NAME = vrocich	DESIGNED - VMR	REVISED -
		DRAWN - PM	REVISED -
	PLOT SCALE = 40.0000 '/ in.	CHECKED - JGS	REVISED -
	PLOT DATE = 12/10/2013	DATE 12/05/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
WATER MAIN RELOCATIONS

HORIZ 1"=20'
SCALE: VERT 1"=4' | SHEET NO. OF SHEETS | STA. TO STA.

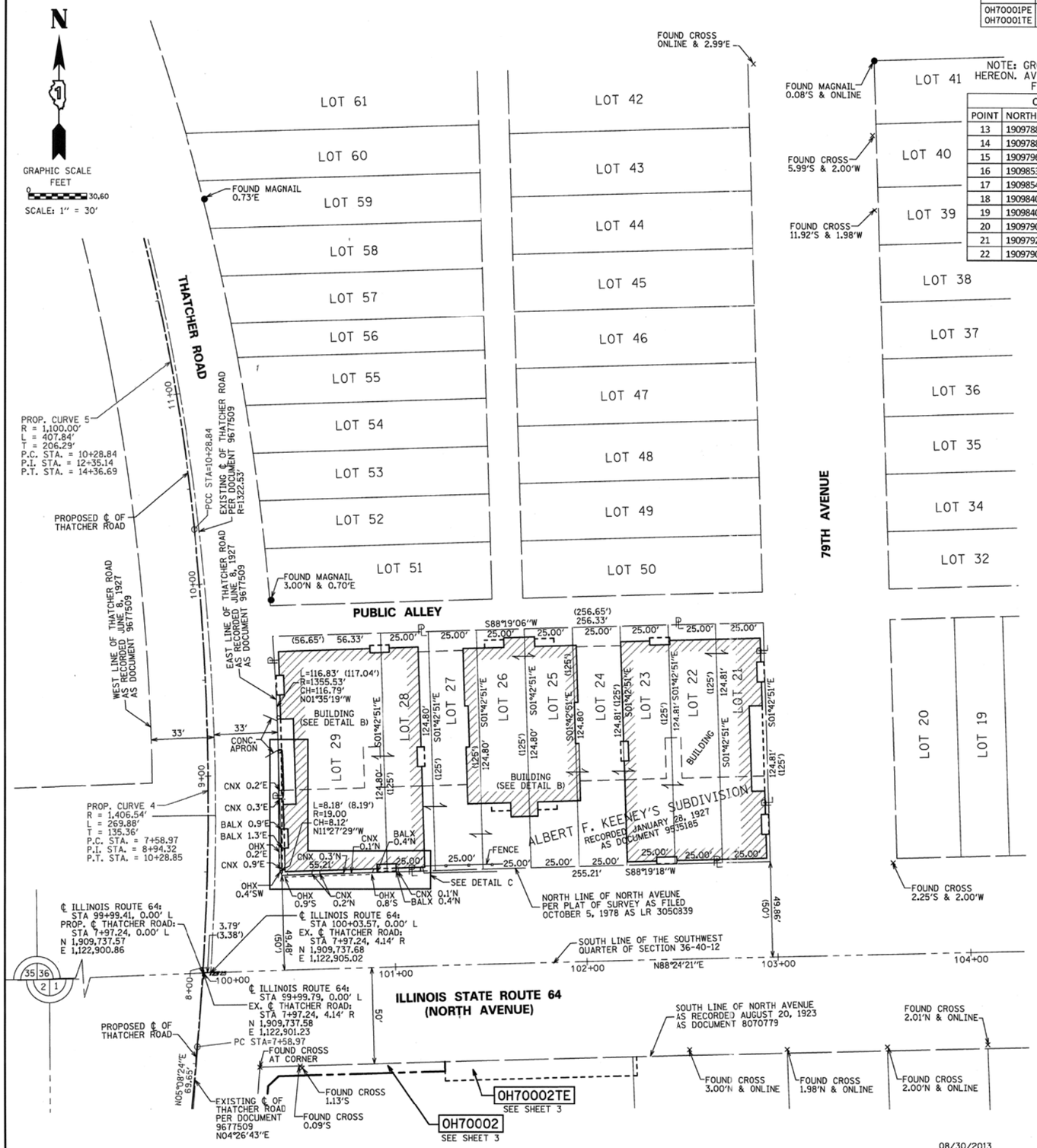
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	36a

CONTRACT NO. 60J11

ILLINOIS FED. AID PROJECT

PART OF THE SOUTHWEST QUARTER OF SECTION 36, TWP. 40 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

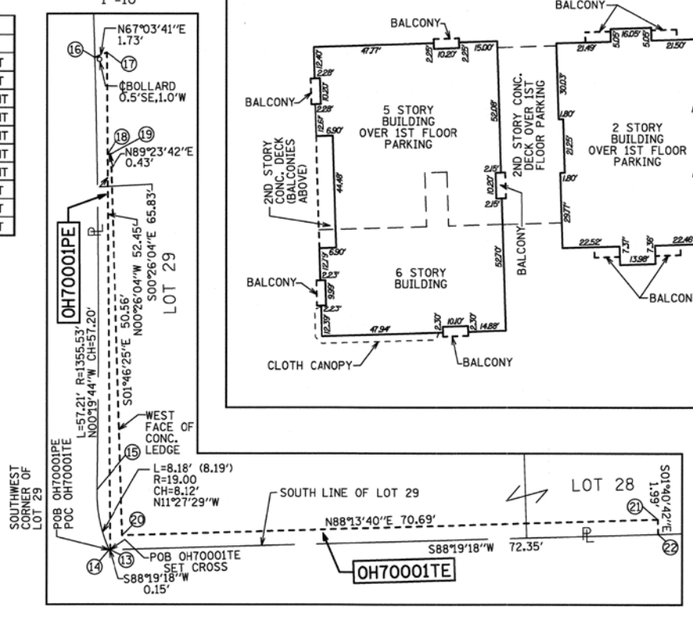
PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	SQ.FT.	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
0H70001PE 0H70001TE	RIVER-FOREST WINDINGS CONDOMINIUM ASSOCIATION	0.732	0.000	0	0	0.732	0.002 0.004	93 191	PERMANENT TEMPORARY	12-36-323-029-1001 THROUGH 1081	



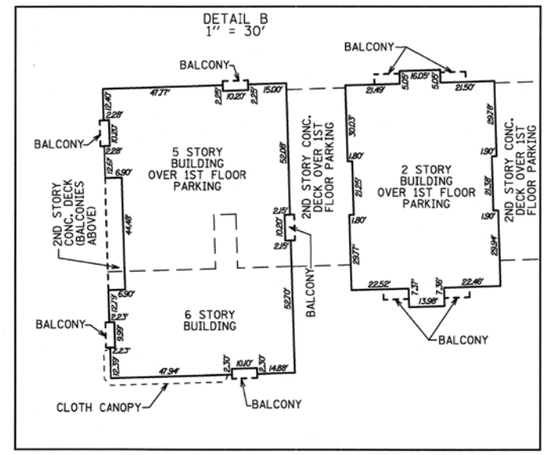
NOTE: GROUND COORDINATES ARE SHOWN HEREON. AVERAGE PROJECT COMBINED SCALE FACTOR IS 0.999972307

COORDINATE/STATION TABLE					
POINT	NORTHING	EASTING	STATION	OFFSET	
13	1909788.21	1122942.01	100+41.95	49.48	LEFT
14	1909788.21	1122941.85	100+41.80	49.48	LEFT
15	1909796.17	1122940.24	8+56.65	36.93	RIGHT
16	1909853.37	1122939.91	9+12.40	36.58	RIGHT
17	1909854.05	1122941.51	9+13.02	38.18	RIGHT
18	1909840.67	1122941.61	9+00.00	38.08	RIGHT
19	1909840.67	1122942.04	9+00.00	38.52	RIGHT
20	1909790.13	1122943.61	100+43.61	51.35	LEFT
21	1909792.32	1123014.27	101+14.30	51.57	LEFT
22	1909790.33	1123014.33	101+14.30	49.59	LEFT

DETAIL C
1"=10'



DETAIL B
1" = 30'



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- P — PROPERTY (DEED) LINE
- APL — APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- BALX = BALCONY CORNER
- CNX = CONCRETE CORNER
- OHX = OVERHANG CORNER
- ● IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION
- \+ CUT CROSS FOUND OR SET
- ● T1 T2 T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1 BT2 BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ◔ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET

RECEIVED
SEP 05 2013
PLATS & LEGALS

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, SPACECO, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001157, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 40 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS 5TH DAY OF SEPTEMBER 2013 A.D. AT ROSEMONT, ILLINOIS

Rebecca Y. Popeck

REBECCA Y. POPECK
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3642
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

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

REBECCA Y. POPECK 3642 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

UPDATED SET MONUMENTS — RYP
REVISION PER IDOT COMMENT LETTER — MADE BY RYP

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 64
(NORTH AVENUE)

SECTION: AT THATCHER ROAD — COUNTY: COOK
PROJECT — JOB NO.: R-90-004-10
STATION 99+99.41 — TO STATION 104+00
SCALE: 1"=30' — SHEET 2 OF 3

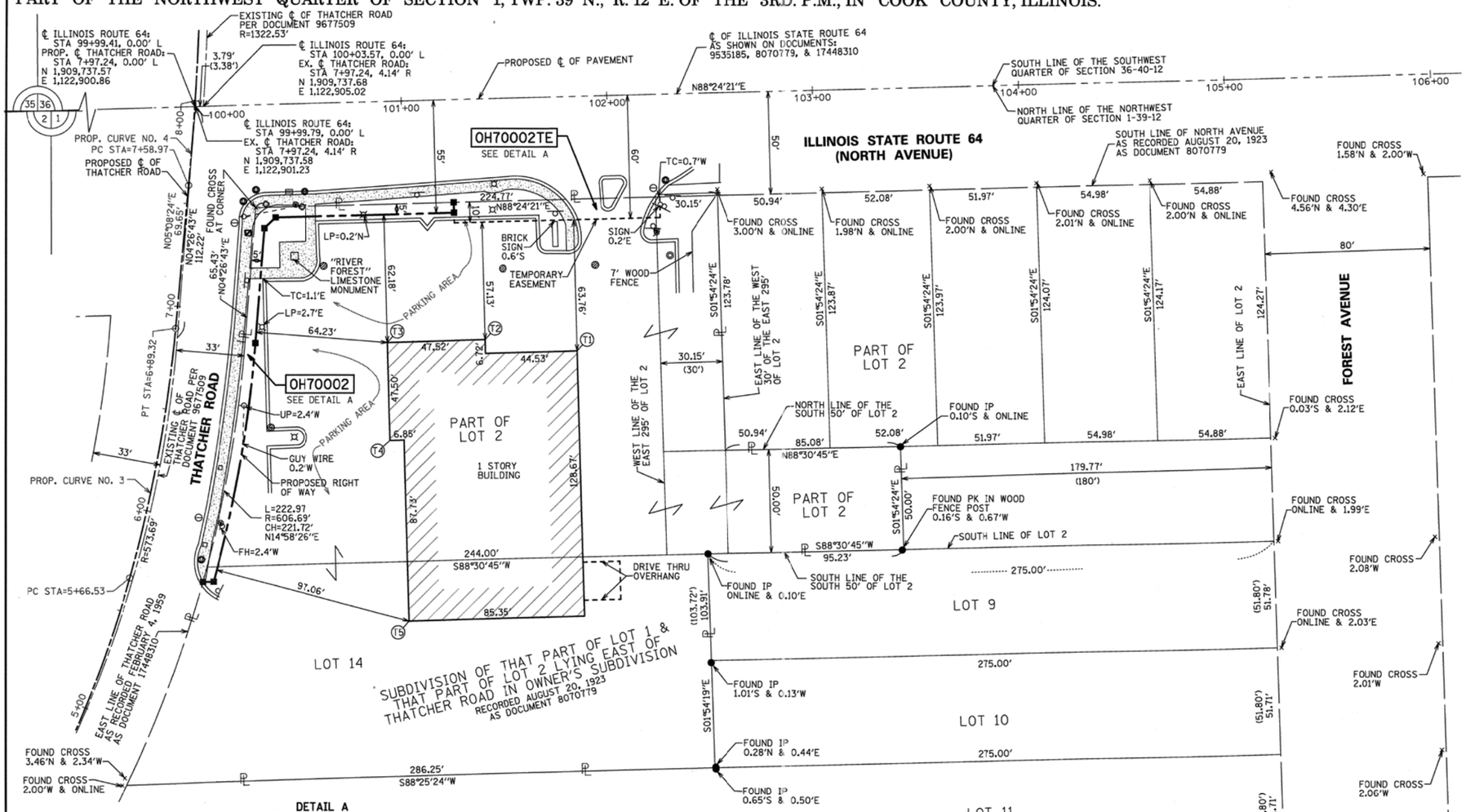
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

TOTAL SHEET SHEETS NO.
143 37

08/30/2013
REVISION DATE: 11/21/2012

ROUTE NAME IL ROUTE 64 (NORTH AVENUE) | SECTION: AT THATCHER ROAD | COUNTY COOK | JOB NO.: R-90-004-10 | RECORDING: RECORDED ON

PART OF THE NORTHWEST QUARTER OF SECTION 1, TWP. 39 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



LEGEND

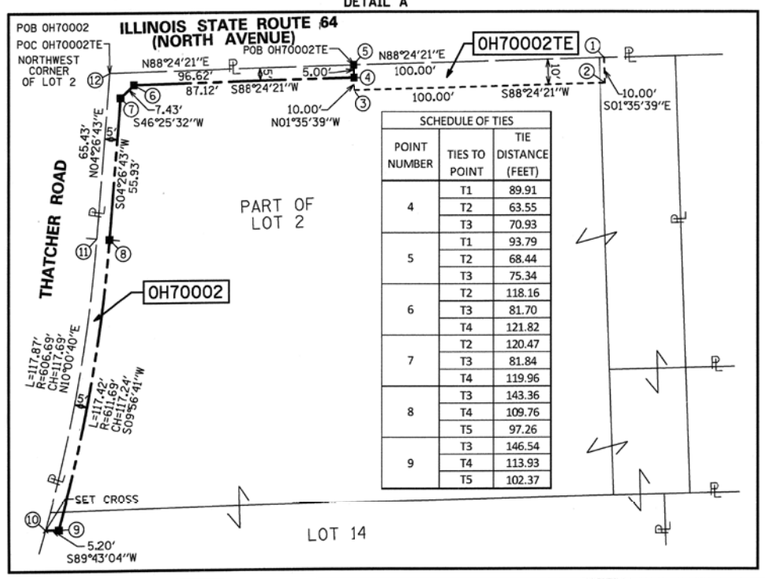
- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- STORM MANHOLE
- CATCH BASIN
- INLET
- FIRE HYDRANT
- VALVE AND VAULT
- HAND HOLE
- STREET LIGHT
- UNIDENTIFIED MANHOLE
- UTILITY POLE
- TRAFFIC SIGNAL
- SIGN

N

GRAPHIC SCALE FEET
0 30.60
SCALE: 1" = 30'

- ● IRON PIPE OR ROD FOUND ○ REPLACED AFTER CONSTRUCTION
- \+ CUT CROSS FOUND OR SET
- ● T1, T2, T3 **THESE STAKES REFEERENCE FOUND OR SET MONUMENTATION.** SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- • BT1, BT2, BT3 **THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION.** BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ **STAKING OF PROPOSED RIGHT OF WAY.** SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M **STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.** BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET

DETAIL A



SCHEDULE OF TIES		
POINT NUMBER	TIES TO POINT	TIE DISTANCE (FEET)
4	T1	89.91
	T2	63.55
	T3	70.93
5	T1	93.79
	T2	68.44
	T3	75.34
6	T2	118.16
	T3	81.70
	T4	121.82
7	T2	120.47
	T3	81.84
	T4	119.96
8	T3	143.36
	T4	109.76
	T5	97.26
9	T3	146.54
	T4	113.93
	T5	102.37

NOTE: GROUND COORDINATES ARE SHOWN HEREON. AVERAGE PROJECT COMBINED SCALE FACTOR IS 0.999972307

COORDINATE/STATION TABLE					
POINT	NORTHING	EASTING	STATION	OFFSET	
1	1909693.84	1123127.06	102+24.30	50.00	RIGHT
2	1909683.85	1123127.34	102+24.30	60.00	RIGHT
3	1909681.06	1123027.37	101+24.30	60.00	RIGHT
4	1909686.06	1123027.24	101+24.30	55.00	RIGHT
5	1909691.06	1123027.10	101+24.30	50.00	RIGHT
6	1909683.64	1122940.14	100+37.18	55.00	RIGHT
7	1909678.51	1122934.76	7+41.46	38.53	RIGHT
8	1909622.75	1122930.42	6+85.74	39.22	RIGHT
9	1909507.26	1122910.17	5+74.85	39.66	RIGHT
10	1909507.23	1122904.98	5+73.56	34.64	RIGHT
11	1909623.13	1122925.44	6+85.66	34.22	RIGHT
12	1909688.37	1122930.51	100+27.68	50.00	RIGHT

PROP. CURVE 3
R = 674.04'
L = 122.79'
T = 61.56'
P.C. STA. = 5+66.53
P.I. STA. = 6+28.10
P.T. STA. = 6+89.32

PROP. CURVE 4
R = 1,406.54'
L = 269.88'
T = 135.36'
P.C. STA. = 7+58.97
P.I. STA. = 8+94.32
P.T. STA. = 10+28.85

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, SPACECO, INC. AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 1 & 36, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED THIS 5TH DAY OF SEPTEMBER 2013 A.D, AT ROSEMONT, ILLINOIS

Rebecca Y. Popeck

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ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3642
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

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REBECCA Y. POPECK 3642 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

GS
RECEIVED
SEP 05 2013
PLATS & LEGALS

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
0H70002 0H70002TE	HARRY LANGER LLC, A DELAWARE LIMITED LIABILITY COMPANY	1.669	0.032	0	1.637	0.023	TEMPORARY	15-01-102-001 15-01-102-002 15-01-102-006 15-01-102-091 15-01-102-113 15-01-102-114	

REVISION DATE: JULY 2, 2010
08/30/2013 ADD SCHEDULE OF TIES RYP
11/21/2012 PER IDOT COMMENTS RYP
10/24/2012 ADDED PROP. THATCHER CENTERLINE RYP
REVISION PER IDOT COMMENTS MADE BY JWM

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 64
(NORTH AVENUE)

SECTION: AT THATCHER ROAD COUNTY: COOK
PROJECT JOB NO.: R-90-004-10
STATION 99+99.41 TO STATION 106+00
SCALE: 1"=30' SHEET 3 OF 3

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

TOTAL SHEET SHEETS NO. 143 38

ROUTE NAME IL ROUTE 64 (NORTH AVENUE) SECTION: AT THATCHER ROAD COUNTY COOK JOB NO.: R-90-004-10 RECORDING: RECORDED ON

THATCHER AVE

DES PLAINES RIVER

N. 79TH AVENUE

IL. ROUTE 64

FOR ELEVATIONS OF APPROACH SLAB SEE STRUCTURAL PLANS "TOP OF APPR. SLAB ELEVATIONS"

PAVEMENT SEPERATION JOINT (TYP)

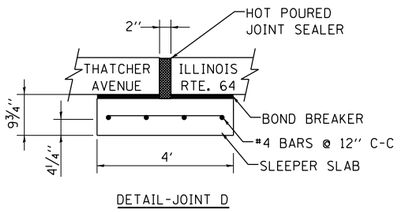
END PROJECT STA. 103+18

SEE STRUCTURAL PLANS FOR EAST BRIDGE APPROACH.

SEE STRUCTURAL PLANS FOR DETAILS OF REINFORCEMENT FROM CONCRETE BARRIER WALL INTO PCC PAVEMENT.

BEGIN PROJECT STA. 6+25

THATCHER AVE



DETAIL-JOINT D

JOINT LEGEND:

Ⓐ LONGITUDINAL CONSTRUCTION JOINT, NO. 6 DEFORMED EPOXY COATED TIE BARS, 24 IN LONG AT 24 IN CENTERS (DRILL AND GROUT). INCLUDED IN COST OF P.C.C. PAVEMENT (JOINTED).

Ⓑ SAWED LONGITUDINAL JOINT, NO. 6 DEFORMED EPOXY COATED TIE BARS, 30 IN LONG AT 30 IN CENTERS. INCLUDED IN COST OF P.C.C. PAVEMENT (JOINTED).

Ⓒ SAWED TRANSVERSE CONTRACTION JOINT WITH 18 IN DOWEL BARS, 18 IN LONG AT 12 IN CENTERS.

Ⓓ 2" WIDE EXPANSION JOINT WITH SLEEPER SLAB.

NOTE:
ACTUAL ELEVATION = 620 + ELEVATION SHOWN

FILE NAME = w:\191-130_IDOT_IL64\CADD_Sheets\D1608J11-sht-intersec 14' Spacing.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/16/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

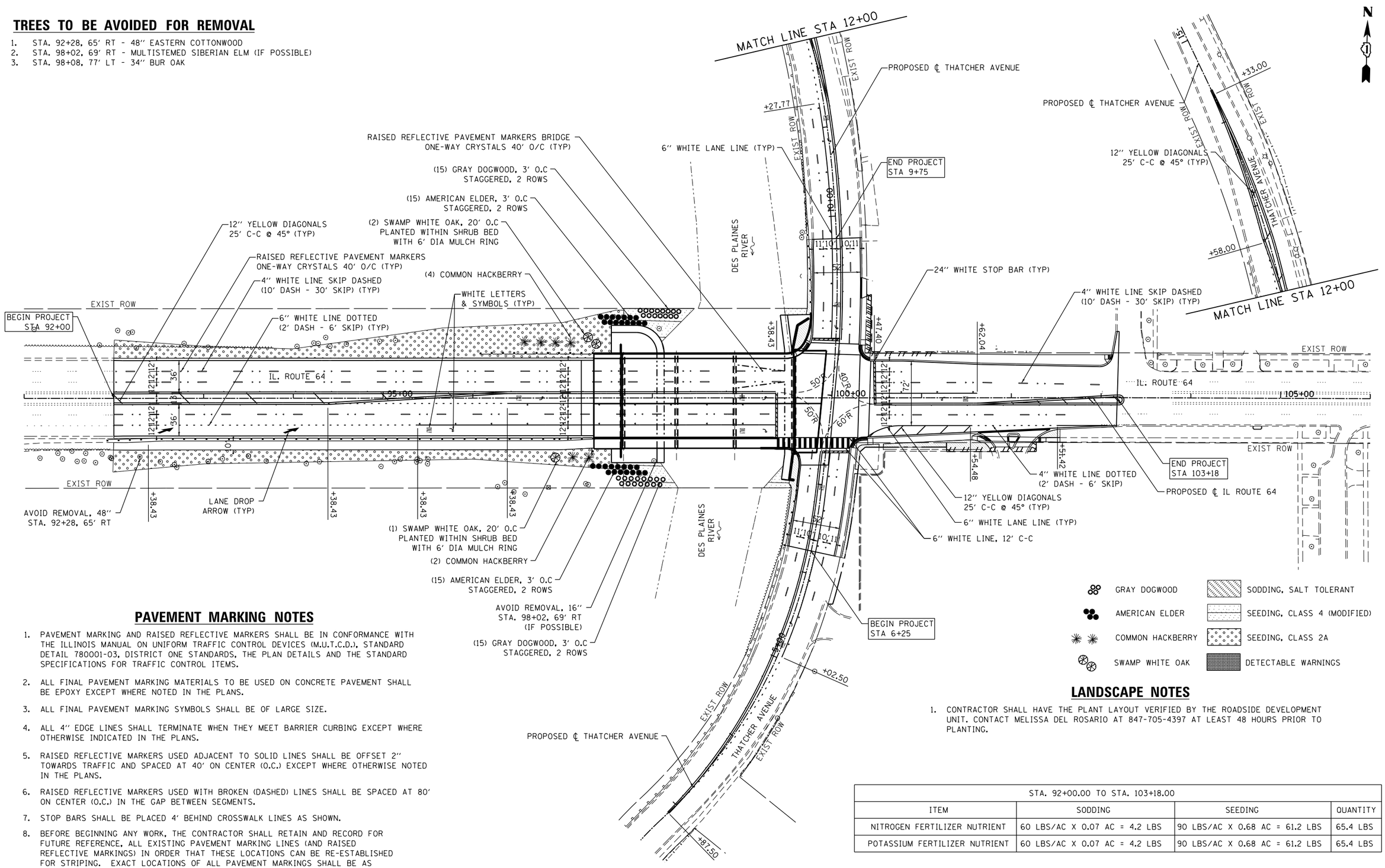
ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
INTERSECTION JOINTING PLAN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	39
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		

TREES TO BE AVOIDED FOR REMOVAL

1. STA. 92+28, 65' RT - 48" EASTERN COTTONWOOD
2. STA. 98+02, 69' RT - MULTISTEMED SIBERIAN ELM (IF POSSIBLE)
3. STA. 98+08, 77' LT - 34" BUR OAK



PAVEMENT MARKING NOTES

1. PAVEMENT MARKING AND RAISED REFLECTIVE MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), STANDARD DETAIL 780001-03, DISTRICT ONE STANDARDS, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
2. ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE EPOXY EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF LARGE SIZE.
4. ALL 4" EDGE LINES SHALL TERMINATE WHEN THEY MEET BARRIER CURBING EXCEPT WHERE OTHERWISE INDICATED IN THE PLANS.
5. RAISED REFLECTIVE MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.) EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
6. RAISED REFLECTIVE MARKERS USED WITH BROKEN (DASHED) LINES SHALL BE SPACED AT 80' ON CENTER (O.C.) IN THE GAP BETWEEN SEGMENTS.
7. STOP BARS SHALL BE PLACED 4' BEHIND CROSSWALK LINES AS SHOWN.
8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

GRAY DOGWOOD — SODDING, SALT TOLERANT
AMERICAN ELDER — SEEDING, CLASS 4 (MODIFIED)
COMMON HACKBERRY — SEEDING, CLASS 2A
SWAMP WHITE OAK — DETECTABLE WARNINGS

LANDSCAPE NOTES

1. CONTRACTOR SHALL HAVE THE PLANT LAYOUT VERIFIED BY THE ROADSIDE DEVELOPMENT UNIT. CONTACT MELISSA DEL ROSARIO AT 847-705-4397 AT LEAST 48 HOURS PRIOR TO PLANTING.

STA. 92+00.00 TO STA. 103+18.00			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.07 AC = 4.2 LBS	90 LBS/AC X 0.68 AC = 61.2 LBS	65.4 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.07 AC = 4.2 LBS	90 LBS/AC X 0.68 AC = 61.2 LBS	65.4 LBS

FILE NAME = W:\191-130.IDOT_IL64\CADD_Sheets\D1680J11-shtcpmk-landdgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PAVEMENT MARKING AND LANDSCAPING PLAN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	40
		CONTRACT NO. 60J11		
	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.

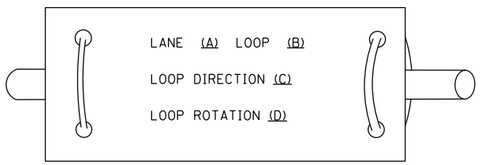
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

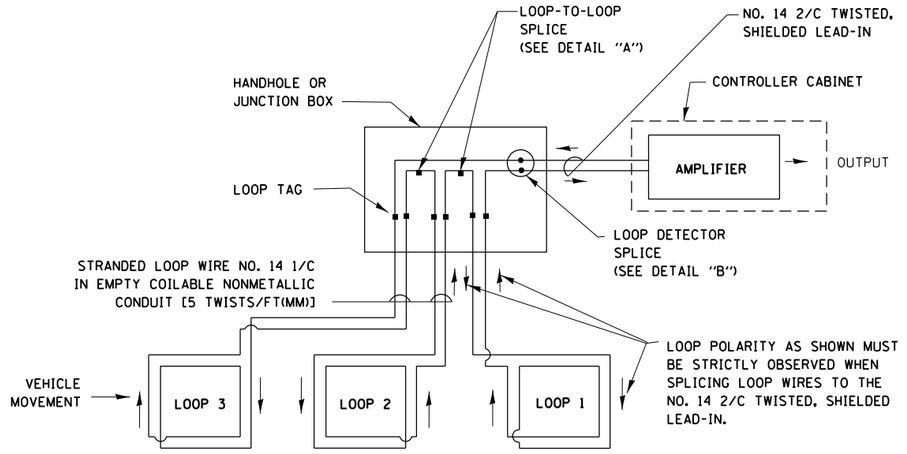


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

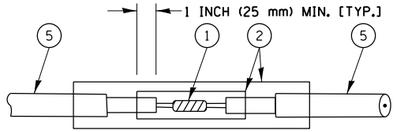
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

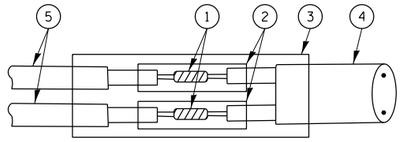


DETECTOR LOOP WIRING SCHEMATIC

- 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.

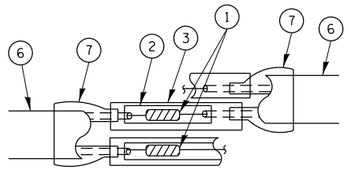


DETAIL "A"
LOOP-TO-LOOP SPLICE



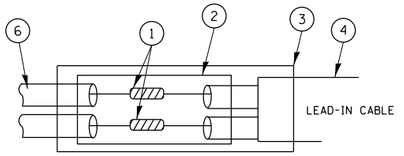
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\D160J11-Sht-Details-ts05.dgn	USER NAME = cesario	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED - DAD	REVISED -
	PLOT DATE = 8/15/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

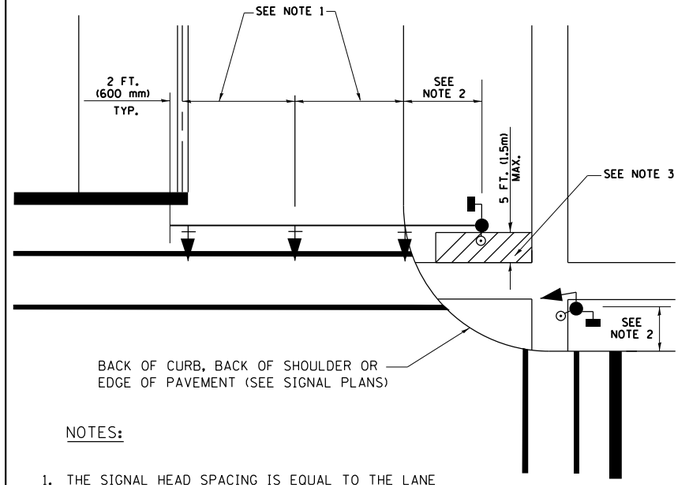
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 21 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	41
	TS-05	CONTRACT NO. 60J11		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

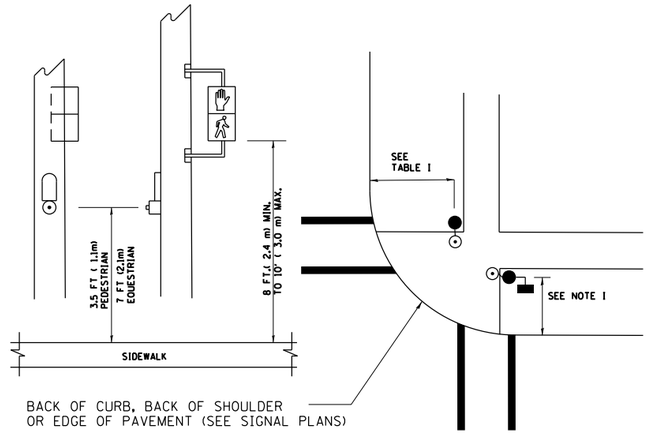
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

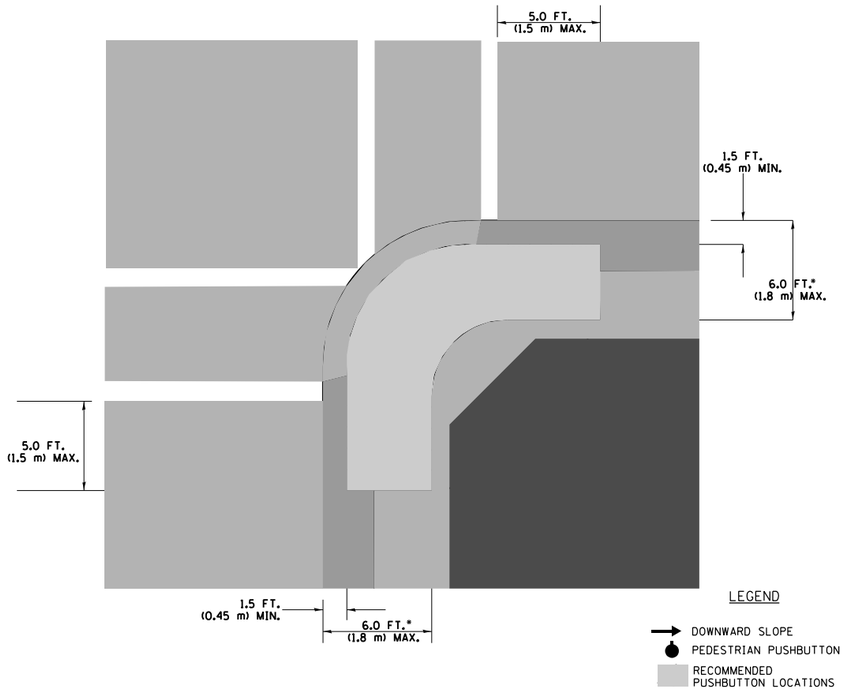
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- •• WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

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

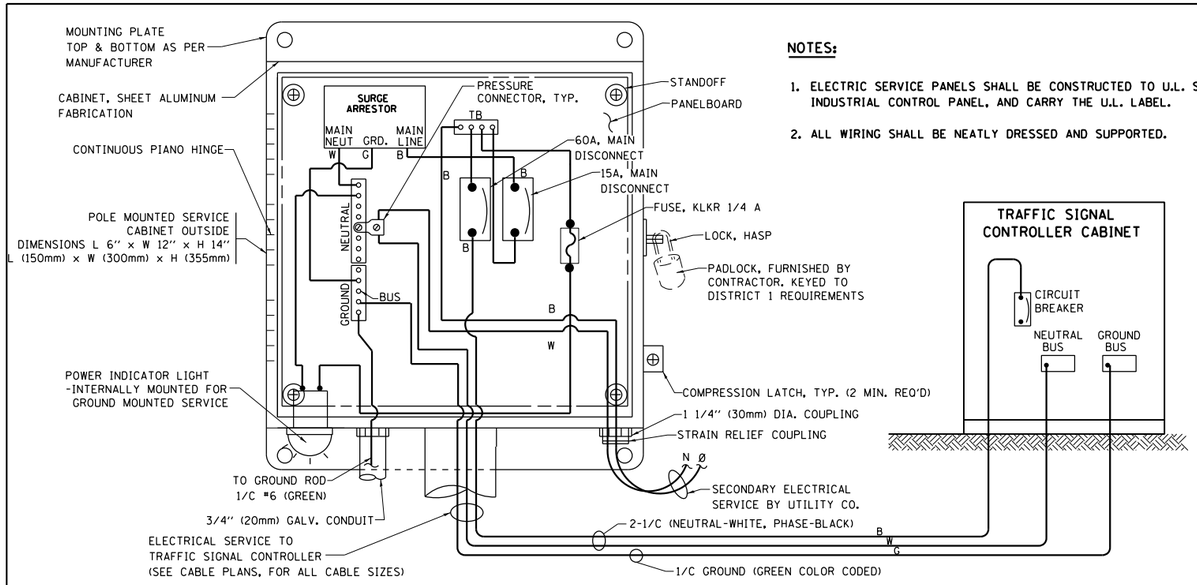
FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\D160J11-sht-Details-ts05.dgn	USER NAME = cesario	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 8/15/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 21 SHEETS | STA. | TO STA.

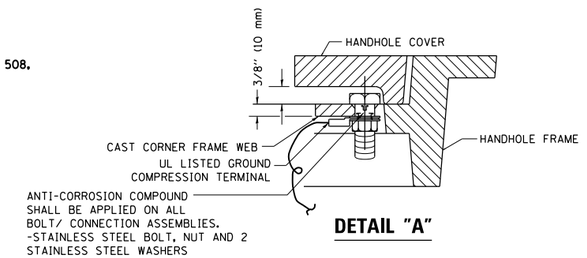
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	541Y-3-B	COOK	143	42
	TS-05	CONTRACT NO. 60J11		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



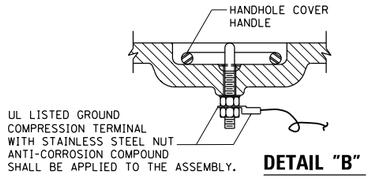
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

NOTES:

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



DETAIL "A"

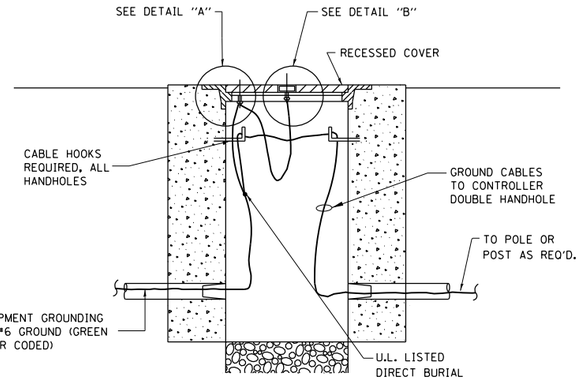


DETAIL "B"

NOTES:

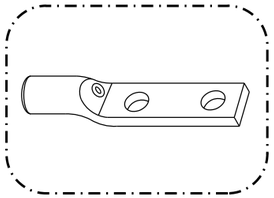
GROUNDING SYSTEM

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

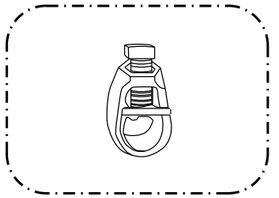


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



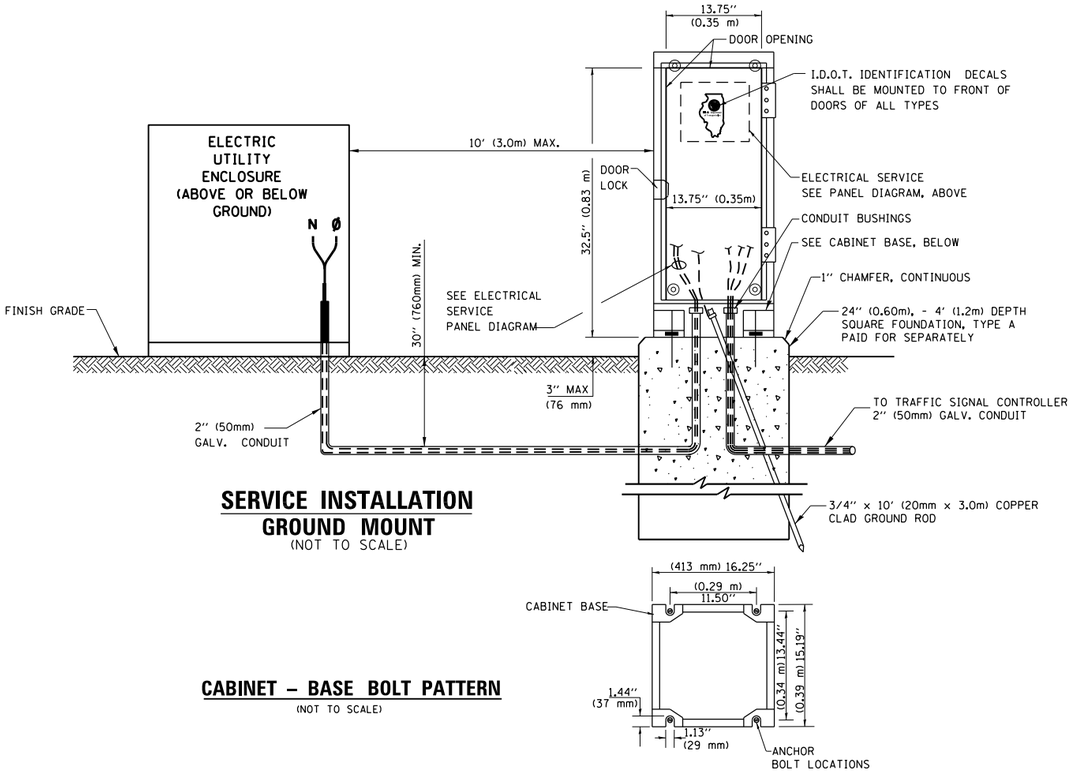
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

NOTES:

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

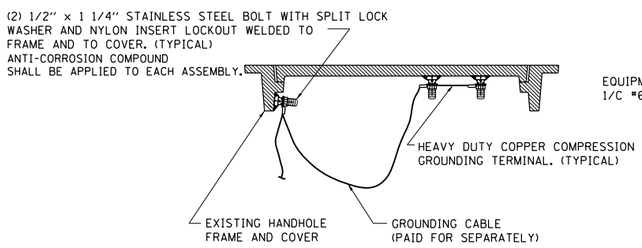


SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)

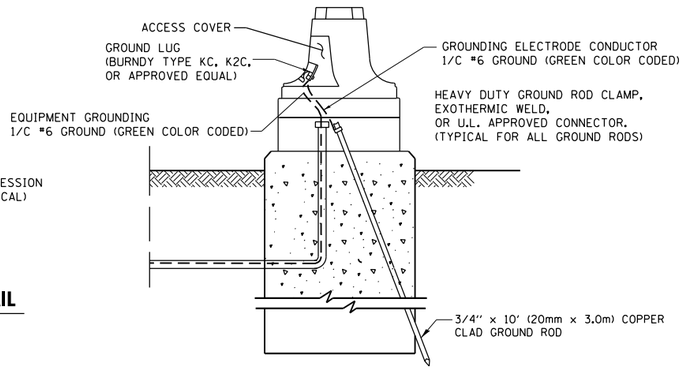
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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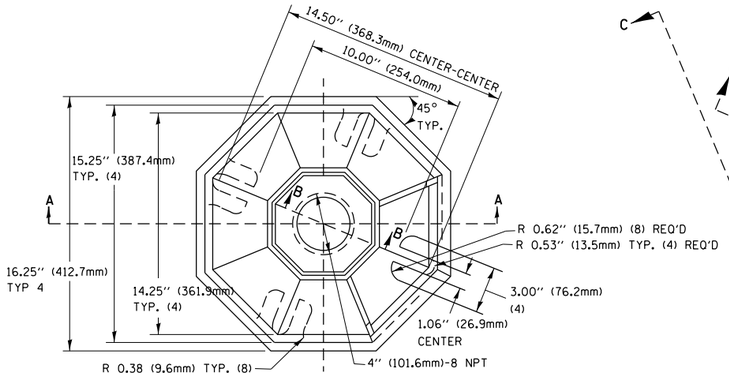
		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 8/15/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

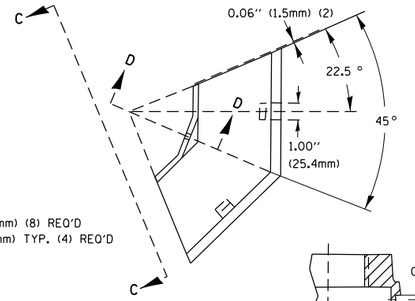
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

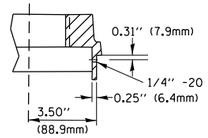
SCALE: NONE | SHEET NO. 3 OF 21 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	541Y-3-B	COOK	143	43
	TS-05	CONTRACT NO. 60J11		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

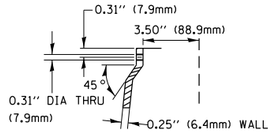


TOP VIEW

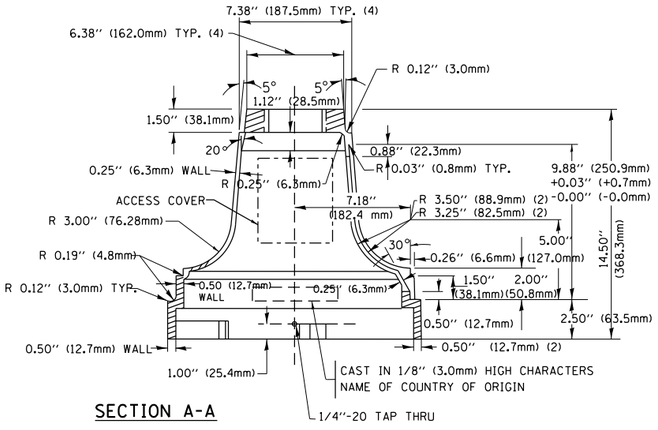




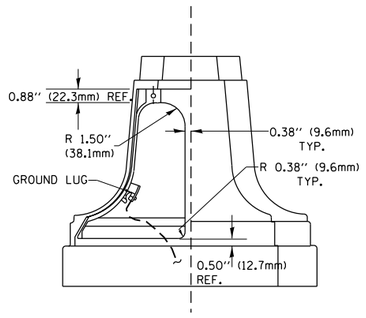
SECTION B-B



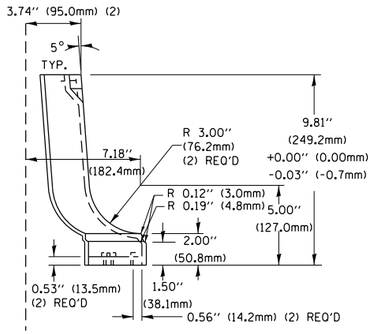
SECTION D-D



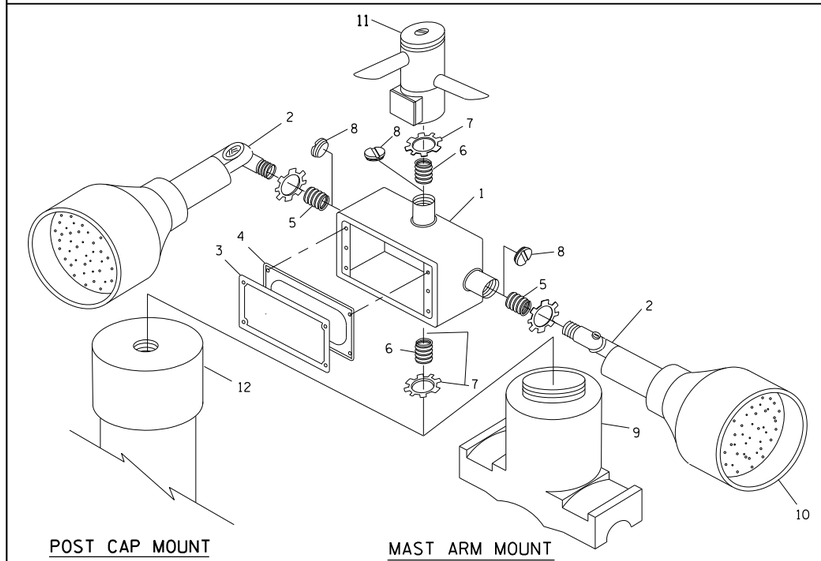
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

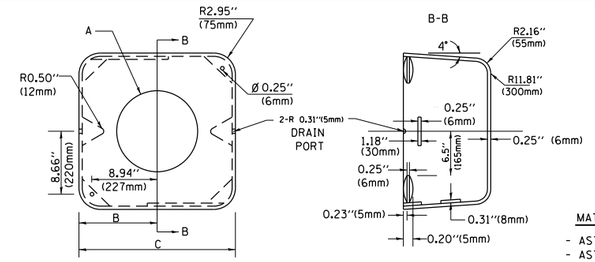
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



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

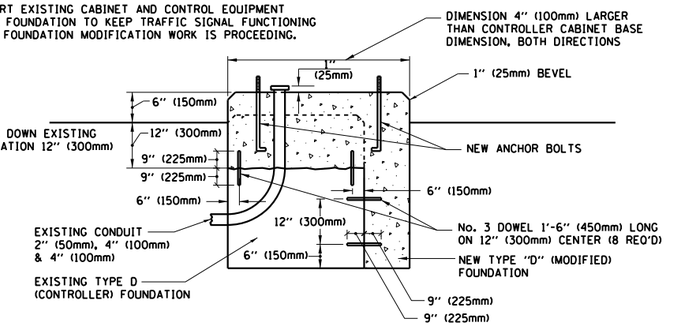
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

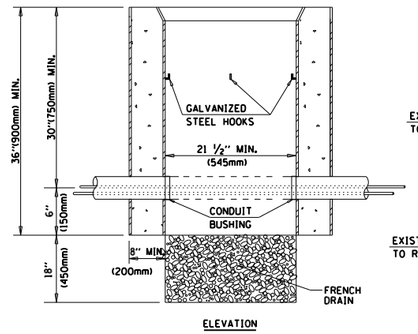
NOTES:

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

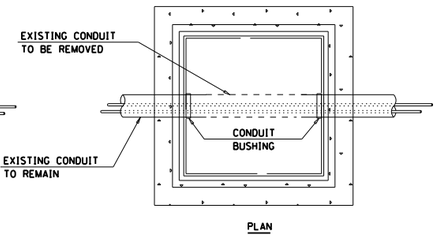
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



ELEVATION



PLAN

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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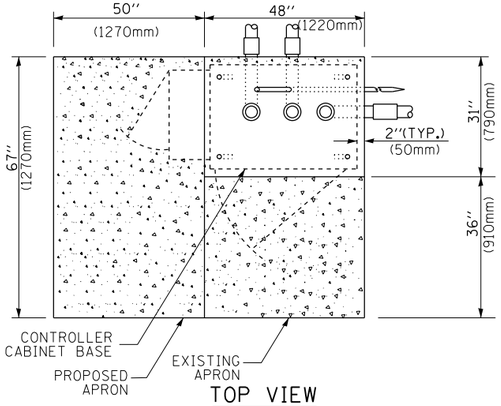
	PLOT DATE = 8/15/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

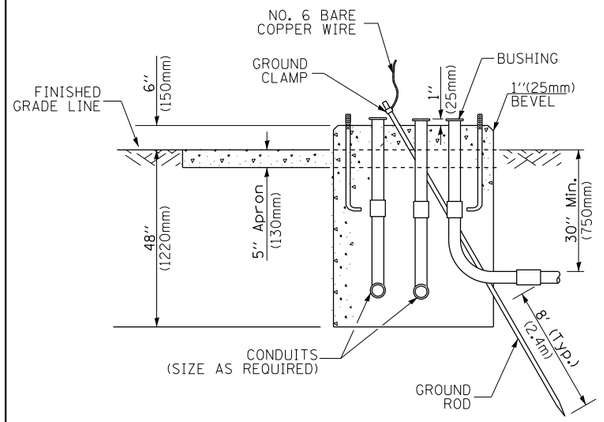
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 21 SHEETS | STA. | TO STA.

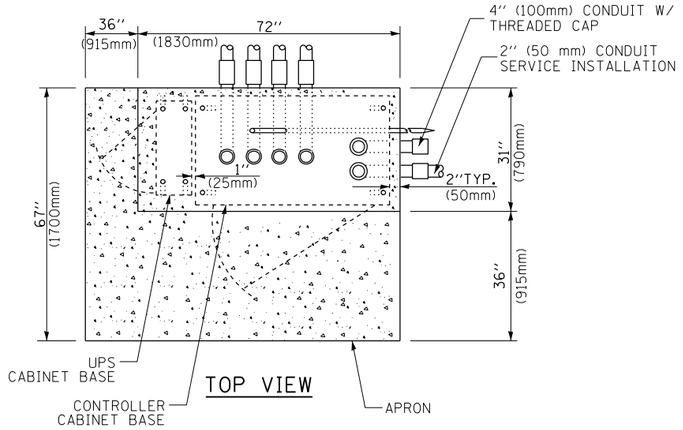
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	44
	TS-05	CONTRACT NO. 60J11		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



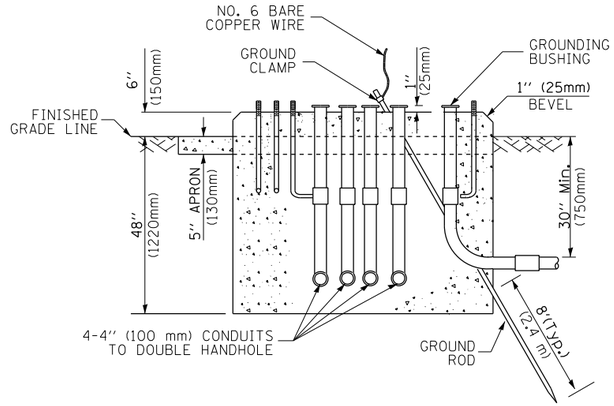
TOP VIEW



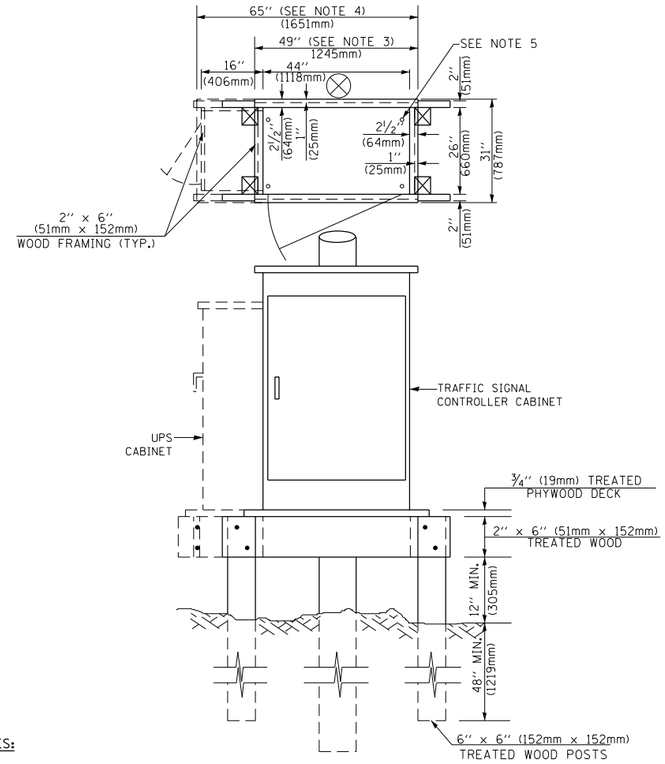
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 8/15/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 21 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	45
	TS-05	CONTRACT NO. 60J11		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		RR	RR
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		Y P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		I	I
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

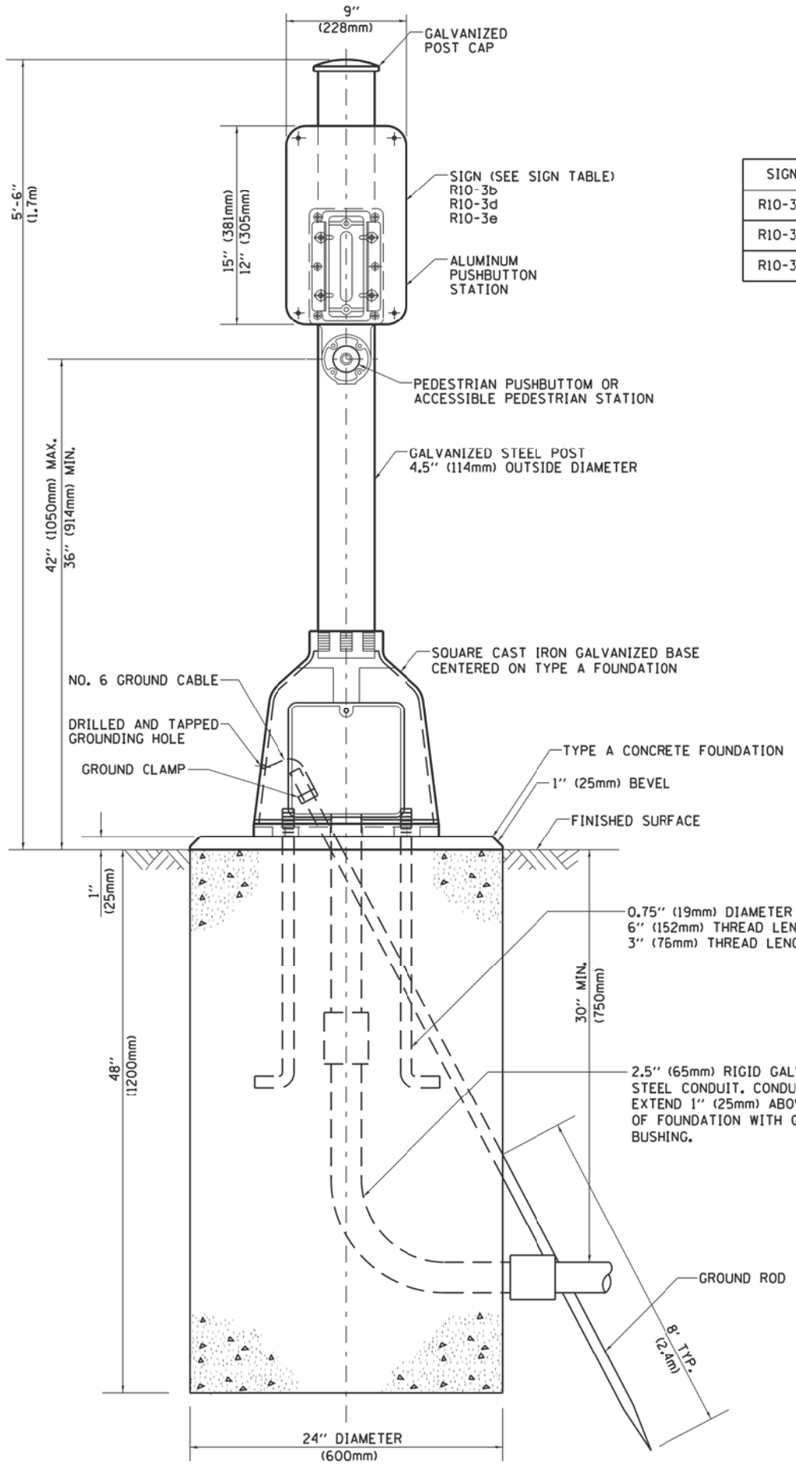
FILE NAME = W:\191-130.IDOT_IL64\CADD_Sheets\D160J11-sht-Details-ts05.dgn	USER NAME = cesario	DESIGNED - DAG/BCK	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 8/15/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

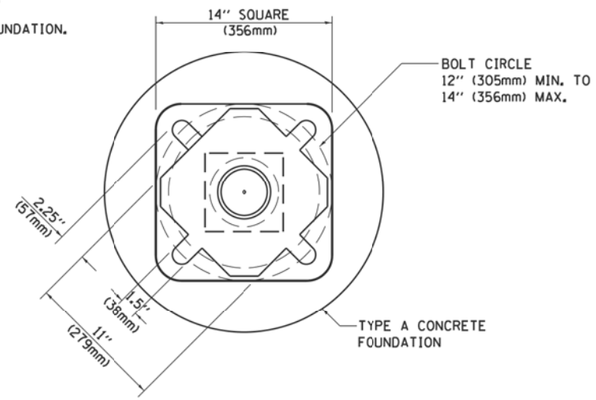
SCALE: NONE | SHEET NO. 6 OF 21 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	46
	TS-05	CONTRACT NO. 60J11		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



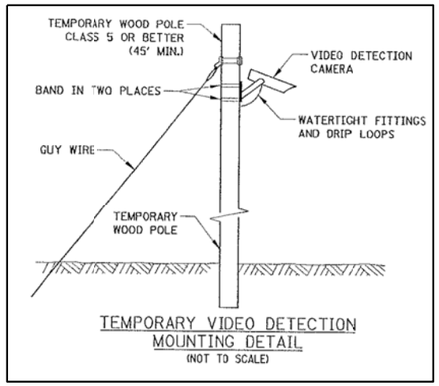
SIGN TABLE

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



BOLT PATTERN

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\ts09.dgn	USER NAME = leysa	DESIGNED - DAG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 PEDESTRIAN PUSH BUTTON POST, TYPE A			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GND	REVISED -					307	541Y-3-B	COOK	143	47
	PLOT SCALE = 100.0000 ' / in.	CHECKED - DAD	REVISED -						TS-09	CONTRACT NO.		
	PLOT DATE = 10/5/2012	DATE - 10/1/2012	REVISED -		SCALE: NONE	SHEET NO. + 7 OF 21 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: IDOT, VILLAGE OF RIVER FOREST, VILLAGE OF ELMWOOD PARK

• 2	EACH	LIGHT DETECTOR
• 1	EACH	LIGHT DETECTOR AMPLIFIER
1	EACH	PHASING UNIT

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

1	EACH	CONTROLLER AND CABINET (COMPLETE)
15	EACH	TRAFFIC SIGNAL BACKPLATE
8	EACH	SIGNAL HEAD, 1-FACE
4	EACH	MAST ARM ASSEMBLY AND POLE
4	EACH	TRAFFIC SIGNAL POST
1	EACH	SERVICE INSTALLATION
7	EACH	SIGNAL HEAD, 3-FACE
8	EACH	SIGNAL HEAD, 5-FACE

• TO BE RE-USED FOR PERMANENT SIGNAL INSTALLATION

N

DES PLAINES RIVER

EXIST ROW

THATCHER AVENUE

EXIST ROW

EXIST ROW

TEMPORARY WOOD POLE
STA. 99+73.77, O/S 66.71' LT

TEMPORARY CONTROLLER
SEE DETAIL A

TEMPORARY WOOD POLE
STA. 100+39.49, O/S 61.06' LT

TEMPORARY RADIO INTERCONNECT
TO POLK PLAZA AND 76TH AVE

EXIST ROW

IL. ROUTE 64

97 98 99 100+00 101 102 103

IL. ROUTE 64

EXIST ROW

PROP. ROW

TEMPORARY WOOD POLE
STA. 100+30.79, O/S 55.58' RT

TEMPORARY WOOD POLE
STA. 99+58.88, O/S 73.84' RT

EXIST ROW

DES PLAINES RIVER

EXIST ROW

PROP. ROW

CONSTRUCTION NOTES:

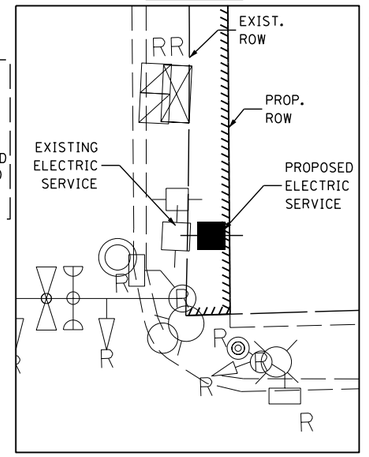
1. RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.
2. RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROLLER CABINET.
3. MAINTAIN IN THE TEMPORARY AND PROPOSED CONDITIONS THE ADVANCED EMERGENCY VEHICLE SYSTEM DETECTOR ON THATCHER AVE, NORTHBOUND AND SOUTHBOUND. THE COST SHALL BE INCIDENTAL TO "89501510 RELOCATE EXISTING FLASHING BEACON".

NOTE:

1. THE CONTRACTOR SHALL INSTALL THE WOOD POLE AS SHOWN IN THE PLAN AND CONNECT THE AERIAL CABLE TO THE EXISTING HANDHOLE USING 2" CONDUIT. THIS WORK IS INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

DETAIL A



NOTE:

STAGE I: LEFT TURN IS PERMITTED FROM EASTBOUND TO NORTHBOUND

STAGE II: LEFT TURN IS PERMITTED FROM WESTBOUND TO SOUTHBOUND

STAGE I WORK ZONE

RL = RELOCATION

THE REMOVAL OF HEAVY DUTY HANDHOLES SHALL BE PAID FOR AS "REMOVE EXISTING HANDHOLE".

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

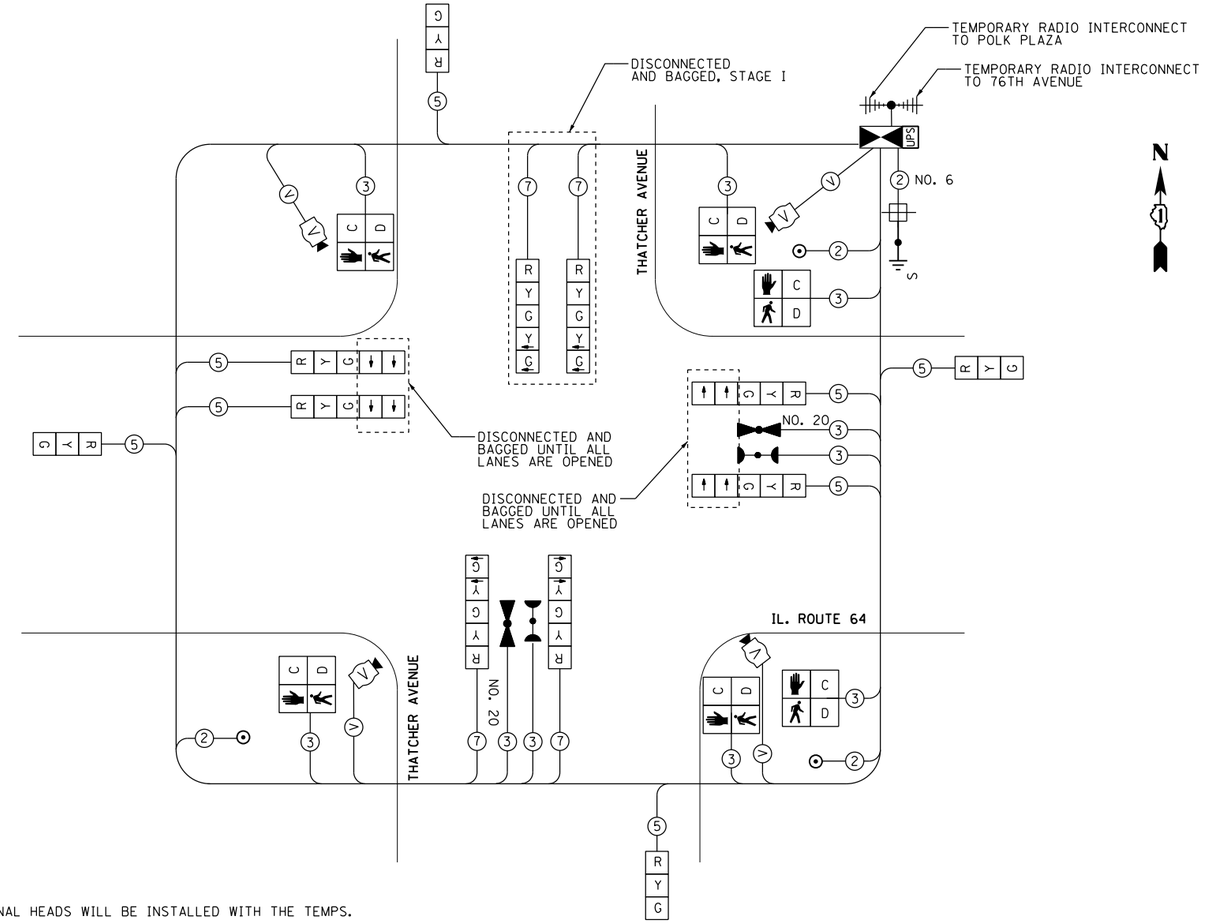
USER NAME = $USER$	DESIGNED - MTC	REVISED -	
	DRAWN - MTC	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -	
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN – STAGE 1 & 2

SCALE: 1"=20' | SHEET NO. 8 OF 21SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	48
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



NOTE: ALL SIGNAL HEADS WILL BE INSTALLED WITH THE TEMPS.
TEMPORARY PUSH BUTTONS ARE LATCHING TYPE

STAGE I TEMPORARY CABLE PLAN

NOT TO SCALE

NOTES FOR TEMPORARY TRAFFIC SIGNALS

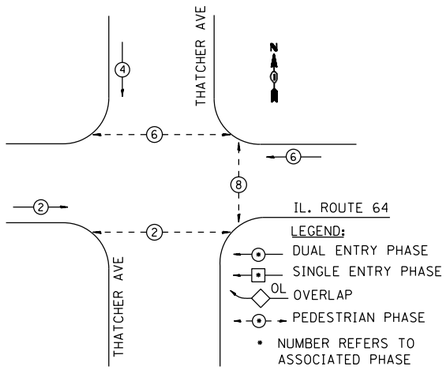
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATED HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	X WATTAGE INCAND	X WATTAGE LED	X % OPERATION	
SIGNAL (RED)	10		17	0.50	85
(YELLOW)	10		25	0.25	62.5
(GREEN)	10		15	0.25	37.5
ARROW	16		12	0.10	19.2
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER			25	0.50	
				TOTAL =	604.2

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

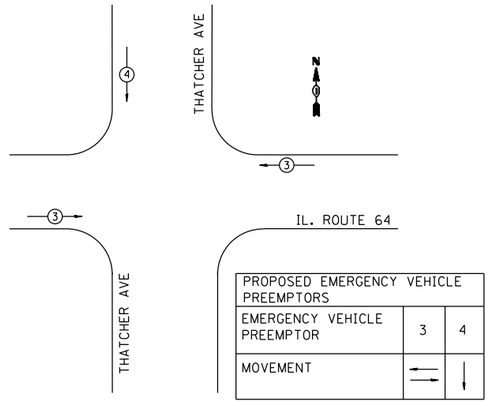
ENERGY SUPPLY: CONTACT: MR. FERNANDO FLOREZ
PHONE: 708-410-5313
COMPANY: ComEd

TEMPORARY CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM - STAGE I

TEMPORARY EMERGENCY VEHICLE PRE-EMPTION SEQUENCE - STAGE I



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME = W:\191-130.IDOT.IL64\CADD.Sheets\D1681J1-int-ts2-tempdiag.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

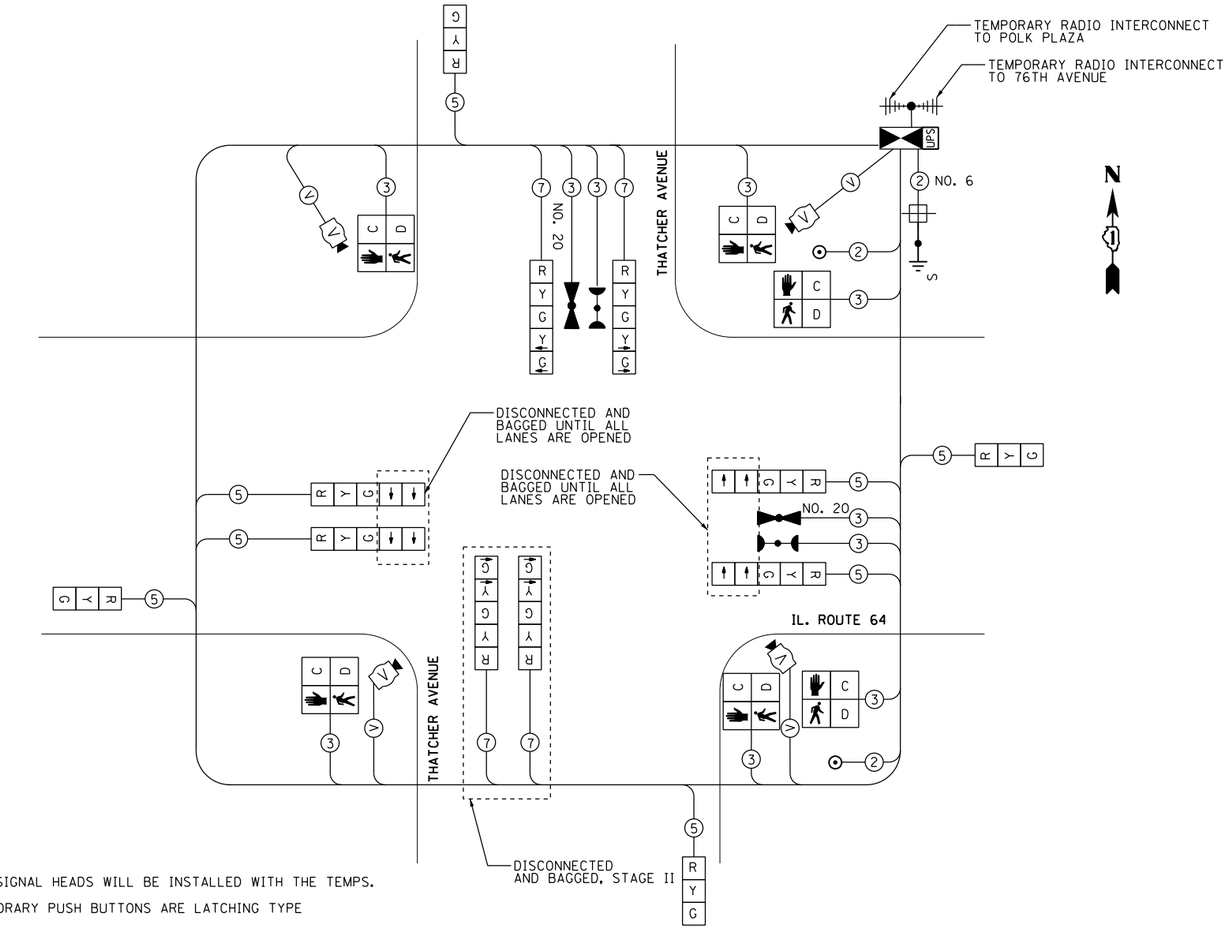
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE – STAGE 1

SCALE: NONE | SHEET NO. 9 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	49
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



NOTE: ALL SIGNAL HEADS WILL BE INSTALLED WITH THE TEMPS.
TEMPORARY PUSH BUTTONS ARE LATCHING TYPE

STAGE II TEMPORARY CABLE PLAN

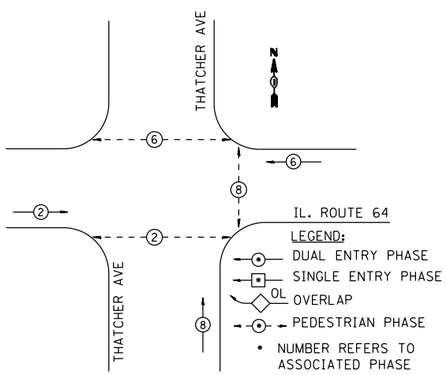
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	X WATTAGE INCAND	X WATTAGE LED	X % OPERATION	
SIGNAL (RED)	10		17	0.50	85
(YELLOW)	10		25	0.25	62.5
(GREEN)	10		15	0.25	37.5
ARROW	16		12	0.10	19.2
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER			25	0.50	
				TOTAL =	604.2

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

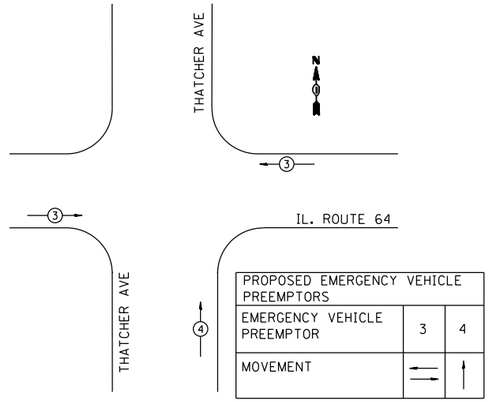
ENERGY SUPPLY: CONTACT: MR. FERNANDO FLOREZ
PHONE: 708-410-5313
COMPANY: ComEd

TEMPORARY CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM - STAGE II

TEMPORARY EMERGENCY VEHICLE PRE-EMPTION SEQUENCE - STAGE II



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

NOTES FOR TEMPORARY TRAFFIC SIGNALS

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3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATED HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
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10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

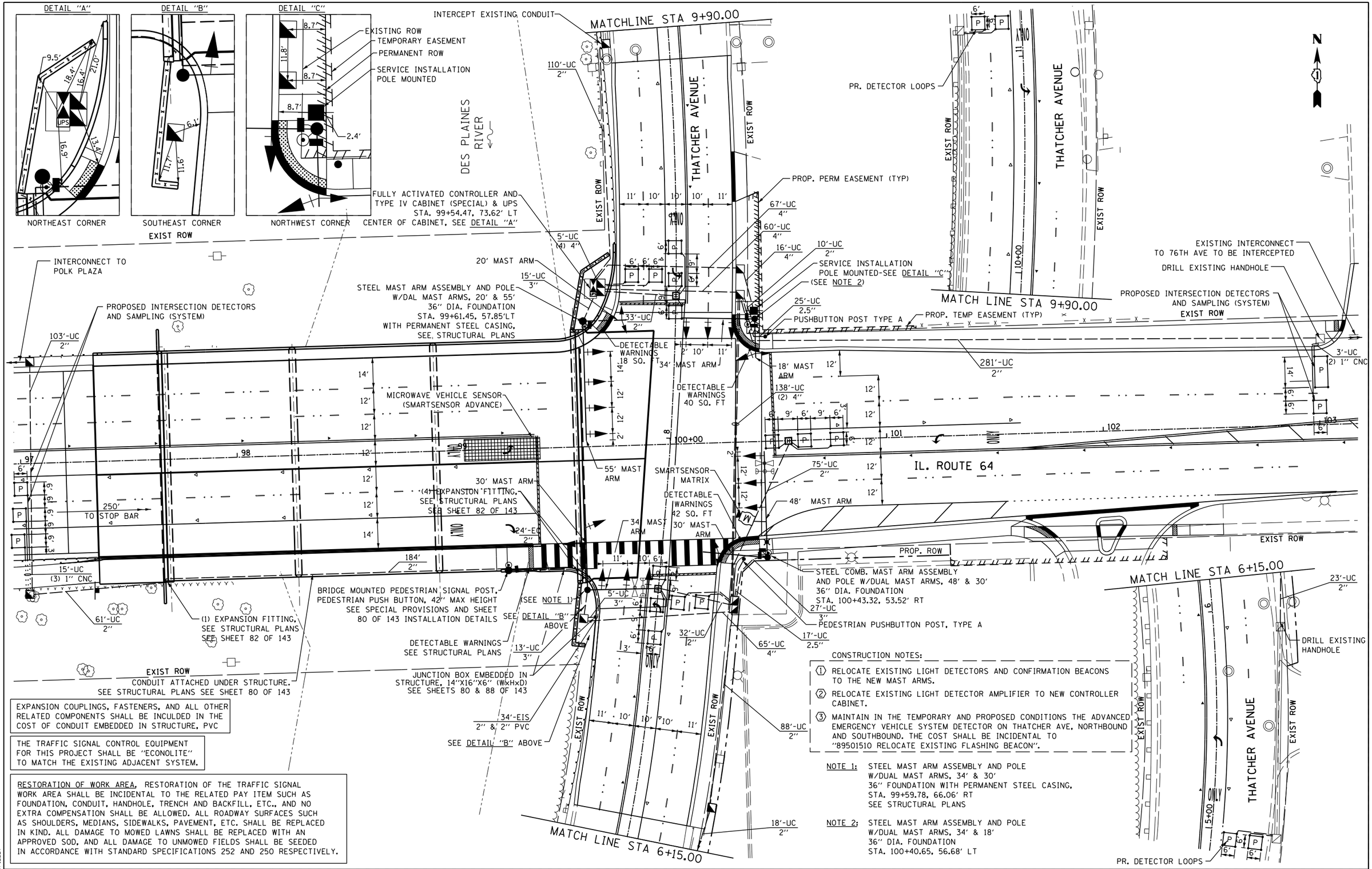
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE – STAGE 2

SCALE: NONE | SHEET NO. 10 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	50
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



CONSTRUCTION NOTES:

1. RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.
2. RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROLLER CABINET.
3. MAINTAIN IN THE TEMPORARY AND PROPOSED CONDITIONS THE ADVANCED EMERGENCY VEHICLE SYSTEM DETECTOR ON THATCHER AVE, NORTHBOUND AND SOUTHBOUND. THE COST SHALL BE INCIDENTAL TO "8950151O RELOCATE EXISTING FLASHING BEACON".

NOTE 1: STEEL MAST ARM ASSEMBLY AND POLE W/DUAL MAST ARMS, 34' & 30' 36" FOUNDATION WITH PERMANENT STEEL CASING, STA. 99+59.78, 66.06' RT SEE STRUCTURAL PLANS

NOTE 2: STEEL MAST ARM ASSEMBLY AND POLE W/DUAL MAST ARMS, 34' & 18' 36" DIA. FOUNDATION STA. 100+40.65, 56.68' LT

EXPANSION COUPLINGS, FASTENERS, AND ALL OTHER RELATED COMPONENTS SHALL BE INCULDED IN THE COST OF CONDUIT EMBEDDED IN STRUCTURE, PVC

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

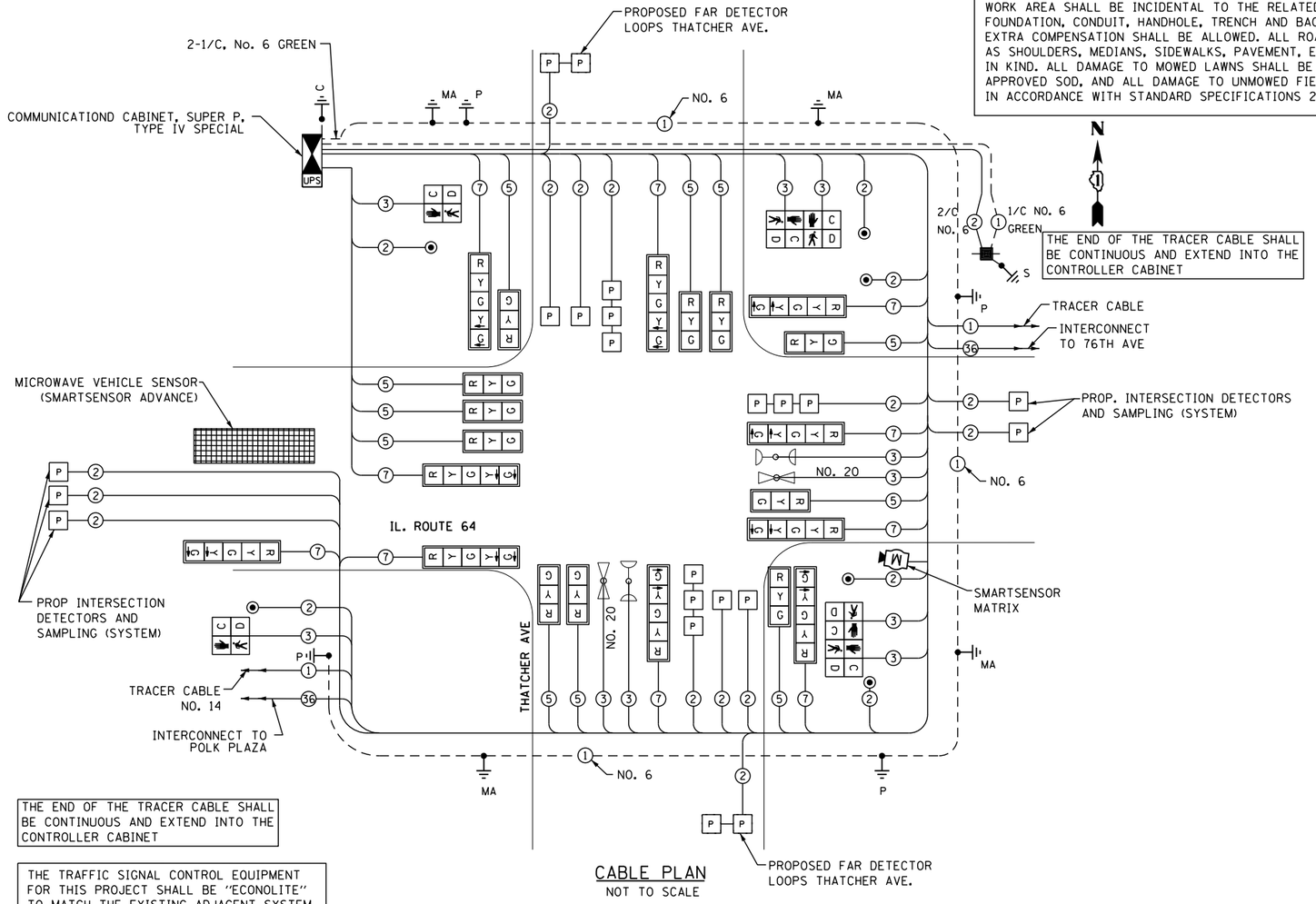
USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TRAFFIC SIGNAL INSTALLATION PLAN

SCALE: 1"=20' | SHEET NO. 11 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	51
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CABLE PLAN
NOT TO SCALE

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

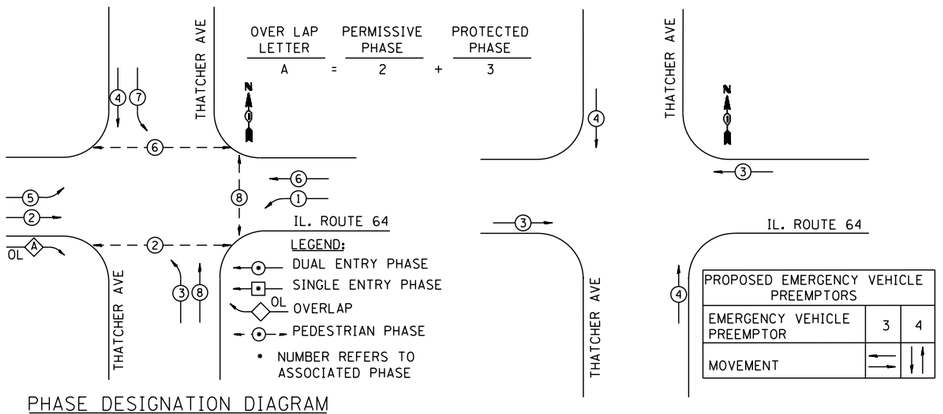
TYPE	NO. LAMPS	WATTAGE INCAND	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	21		17	0.50	178.5
(YELLOW)	21		25	0.25	131.25
(GREEN)	21		15	0.25	78.75
ARROW	20		12	0.10	24
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1		100	1.00	100
FLASHER			25	0.50	
				TOTAL =	762.5

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 W Center Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MR. FERNANDO FLOREZ
PHONE: 708-410-5313
COMPANY: ComEd

CONTROLLER SEQUENCE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PHASE DESIGNATION DIAGRAM

SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY.
SIGN PANEL TYPE I	SQ FT	18
SIGN PANEL TYPE II	SQ FT	22.5
REMOVE SIGN PANEL TYPE I	SQ FT	40.5
MICROWAVE VEHICLE SENSOR (SMARTSENSOR ADVANCE)	EACH	1
SERVICE INSTALLATION POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL 2 IN DIA	FOOT	1730
UNDERGROUND CONDUIT, GALVANIZED STEEL 2 1/2 IN DIA	FOOT	42
UNDERGROUND CONDUIT, GALVANIZED STEEL 3 IN DIA	FOOT	60
UNDERGROUND CONDUIT, GALVANIZED STEEL 4 IN DIA	FOOT	438
CONDUIT ATTACHED TO STRUCTURE 2IN DIA GALVANIZED STEEL	FOOT	384
CONDUIT EMBEDDED IN STRUCTURE 2IN DIA PVC	FOOT	92
HANDHOLE	EACH	8
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
UNINTERRUPTABLE POWER SUPPLY SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1180
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1900
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2058
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 17 7C	FOOT	2514
ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FOOT	4014
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	98
STEEL COMB. MAST ARM ASSEMBLY AND POLE W/DUAL MAST ARMS, 48' & 30 '	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 34' & 30'	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 20' & 55'	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 18' & 34'	EACH	1
CONCRETE FOUNDATION TYPE A	FOOT	8
CONCRETE FOUNDATION TYPE C	FOOT	4
CONCRETE FOUNDATION TYPE E 36-INCH DIAMETER	FOOT	54
SIGNAL HEAD LED 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	11
SIGNAL HEAD LED 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	10
PED. SIGNAL HEAD, LED 1-FACE, BRACKET MOUNTED W/COUNTDOWN TIMER	EACH	2
PED. SIGNAL HEAD, LED 2-FACE, BRACKET MOUNTED W/COUNTDOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED ALUMINUM	EACH	21
PERFORMED DETECTOR LOOP	FOOT	798
PEDESTRIAN PUSH BUTTON	EACH	6
PEDESTRIAN PUSH BUTTON POST TYPE A	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNIT	EACH	2
RELOCATE EXISTING FLASHING BEACON	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXITING HANDHOLE	EACH	10
REMOVE EXISTING DOUBLE HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	3
BRIDGE MOUNTED PEDESTRIAN SIGNAL POST	EACH	1
JUNCTION BOX EMBEDDED IN STR 14IN×16IN×6IN	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
DRILL EXISTING HANDHOLE	EACH	2
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F SM24F	FOOT	5265
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14IC	FOOT	5265
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	705
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5102
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR NO. 6 1C	FOOT	2546
REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	3
HANDHOLE TO BE ADJUSTED	EACH	3

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

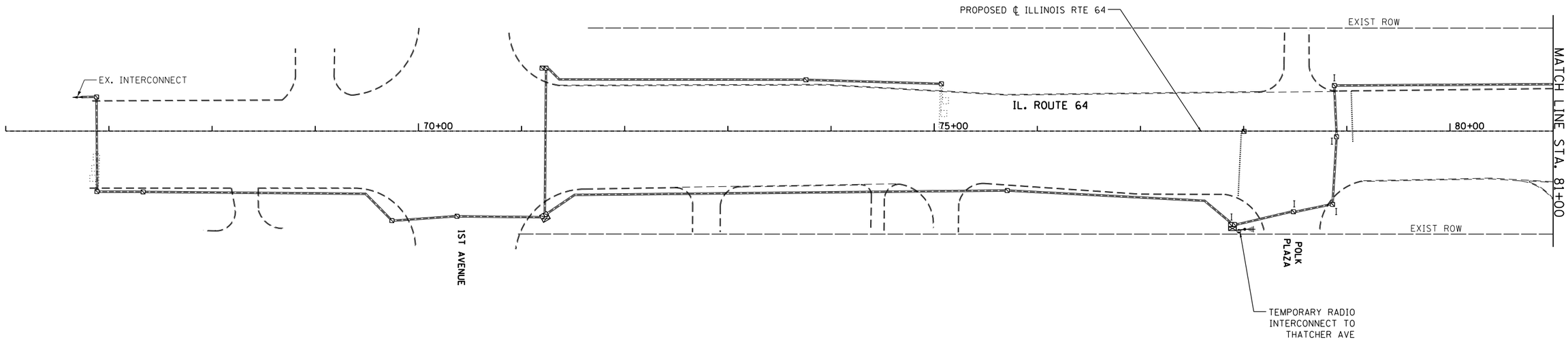
USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE

SCALE: NONE | SHEET NO. 12 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	52
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



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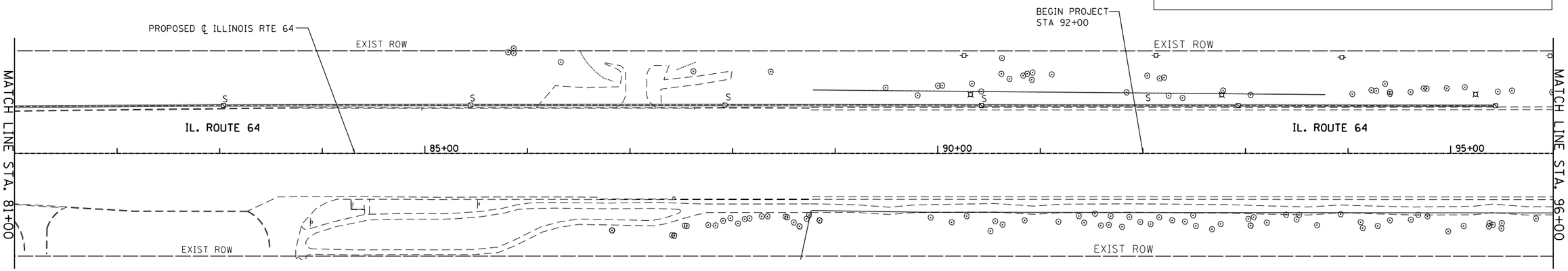

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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

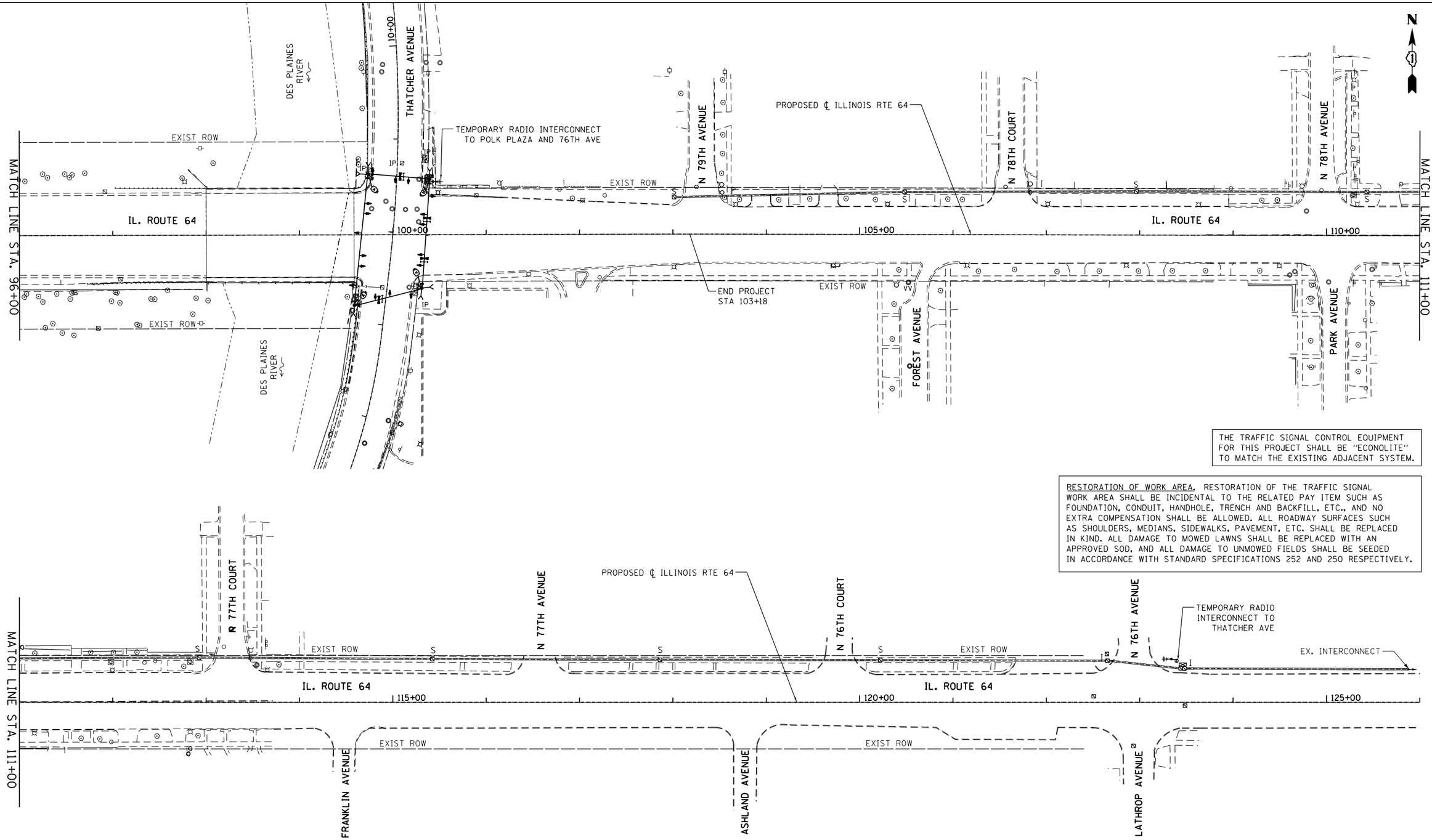
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY INTERCONNECT PLAN (1 OF 2)

SCALE: 1"=50' | SHEET NO. 13 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	53
		CONTRACT NO. 60J11		
		ILLINOIS	FED. AID PROJECT	



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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

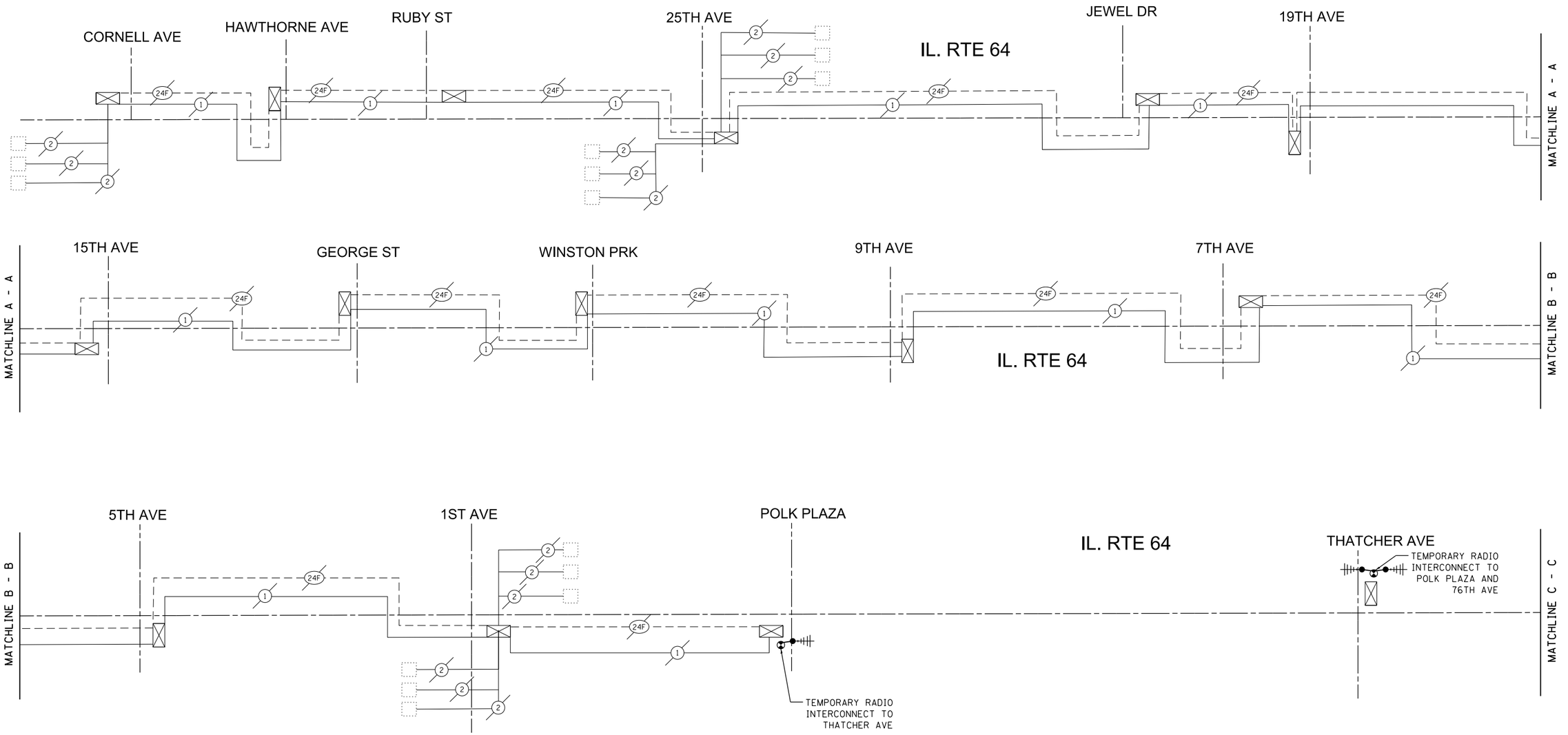
USER NAME = cesario	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY INTERCONNECT PLAN (2 OF 2)

SCALE: 1"=50' | SHEET NO. 14 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	54
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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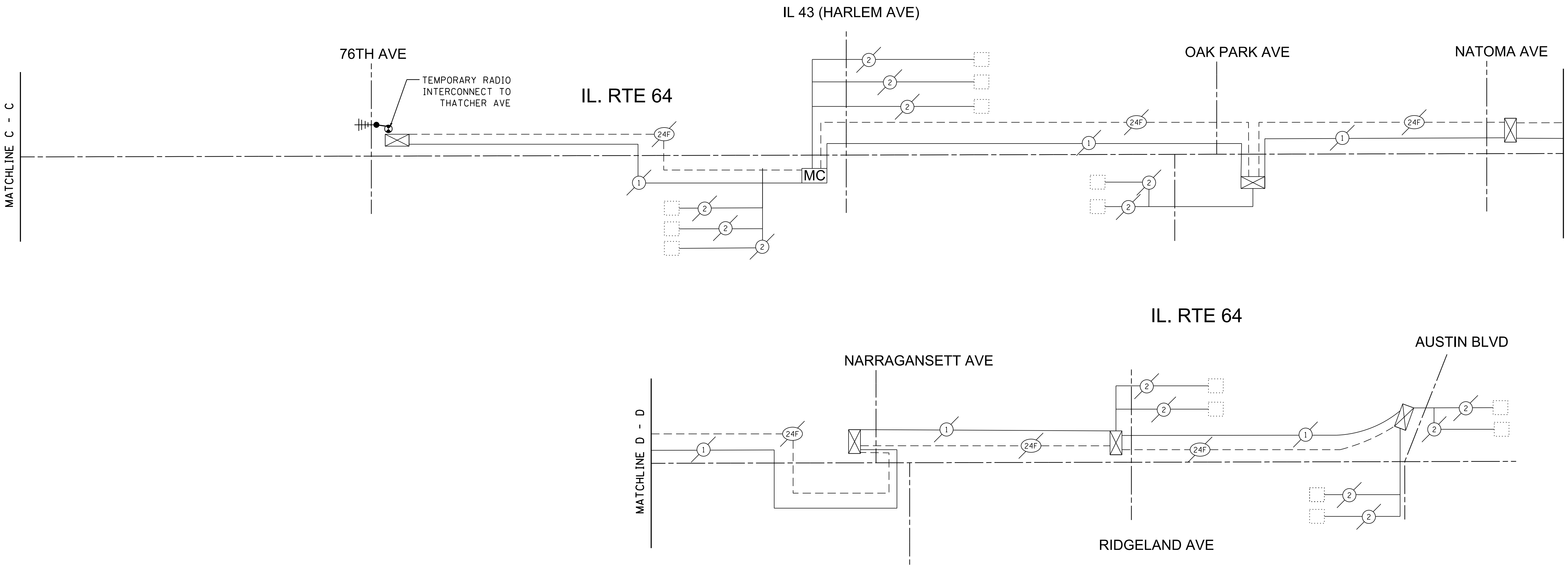
	DRAWN - MTC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY INTERCONNECT SCHEMATIC (1 OF 2)

SCALE: | SHEET NO. 15 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	55
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - MTC	REVISED -
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	PLOT SCALE = 100.0000 '/ in.	CHECKED - JIP	REVISED -
	PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
TEMPORARY INTERCONNECT SCHEMATIC (2 OF 2)

SCALE: | SHEET NO. 16 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	56

CONTRACT NO. 60J11

ILLINOIS | FED. AID PROJECT

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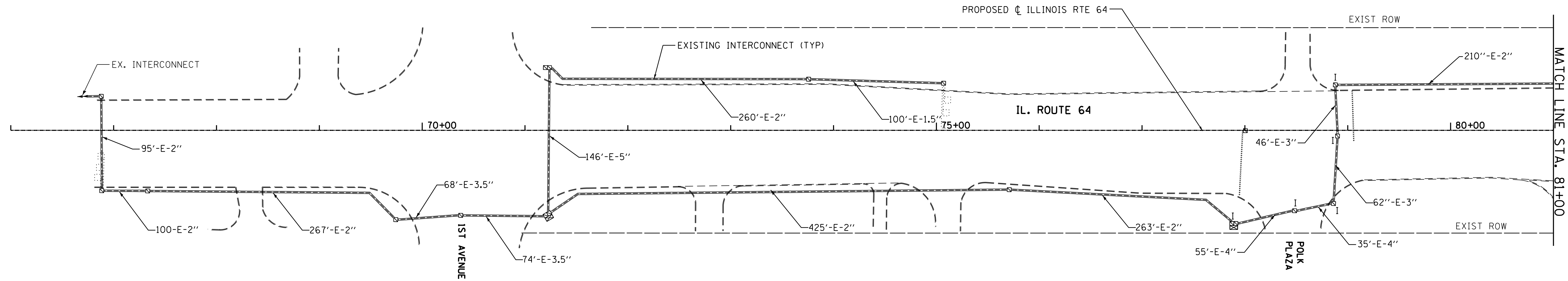

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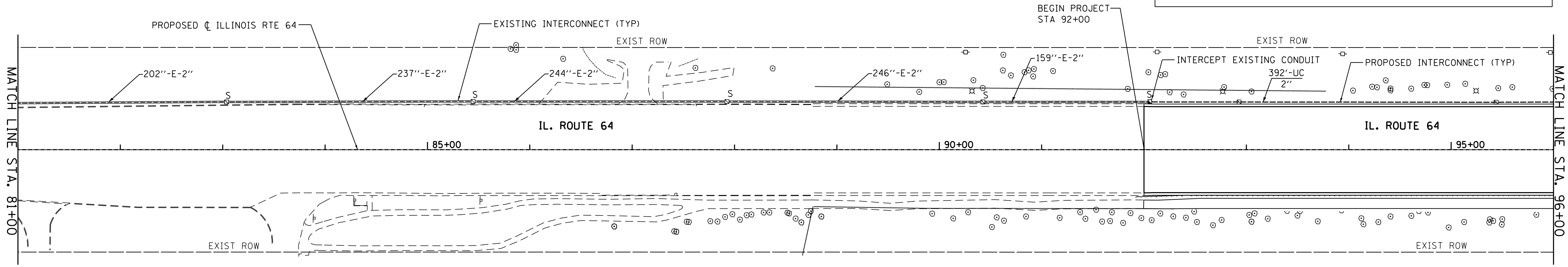

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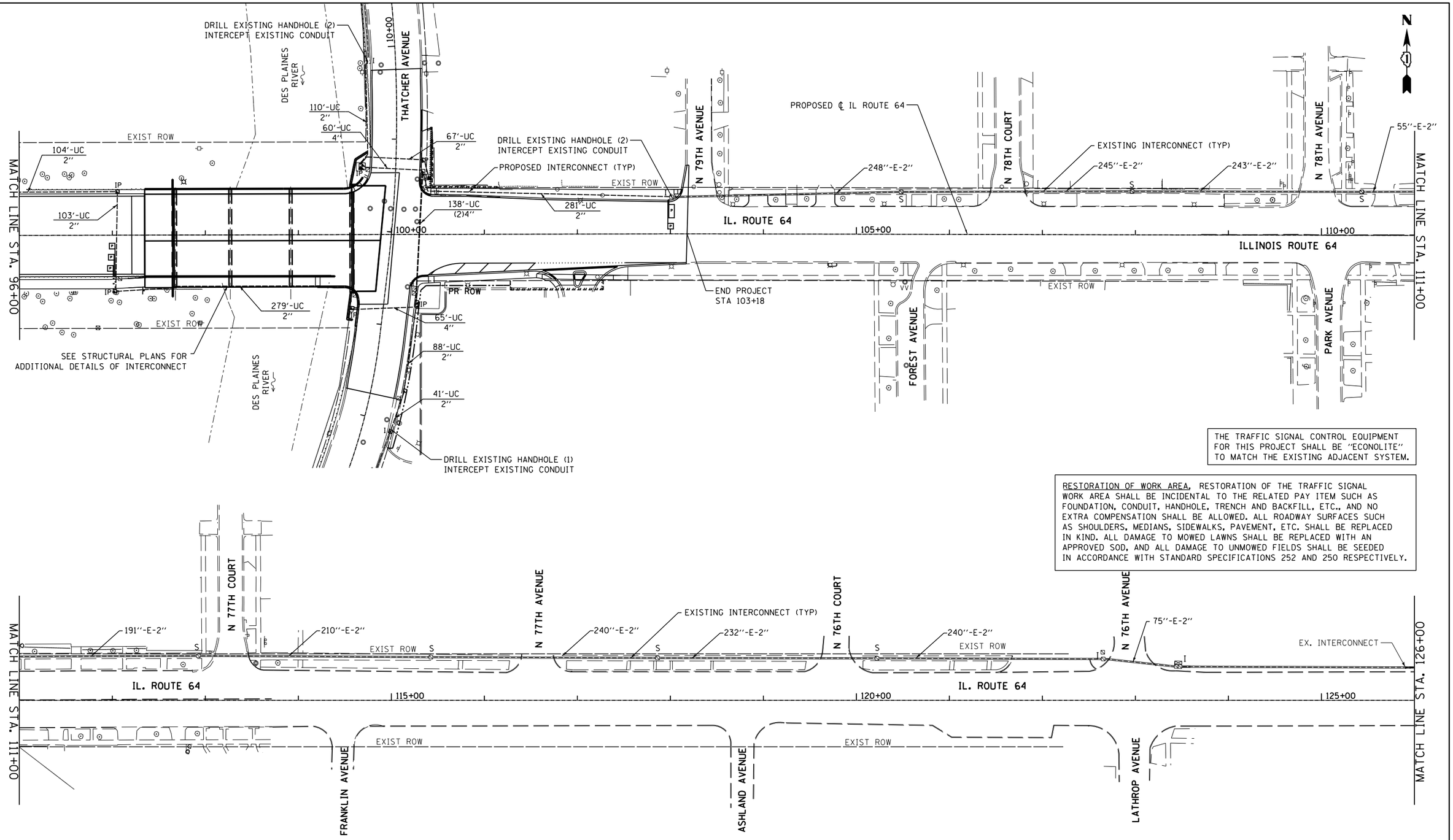
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - MTC	REVISED -
		DRAWN - MTC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JIP	REVISED -
	PLOT DATE = 8/15/2013	DATE - 06/07/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PROPOSED INTERCONNECT PLAN (1 OF 2)

SCALE: 1''=50' | SHEET NO. 17 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	57
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
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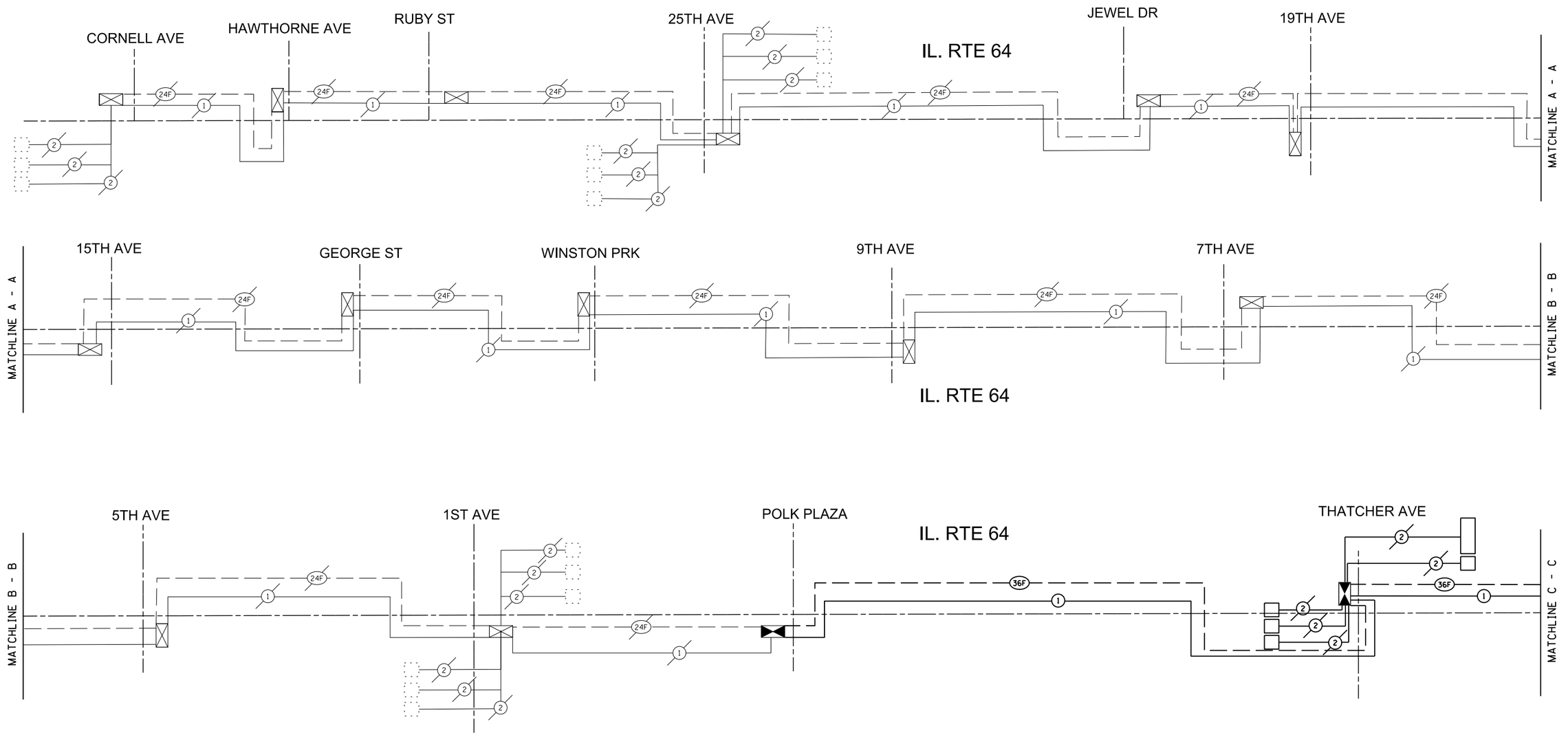
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PROPOSED INTERCONNECT PLAN (2 OF 2)

SCALE: 1"=50' | SHEET NO. 18 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	58
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY.
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	5265
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5265
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5102
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

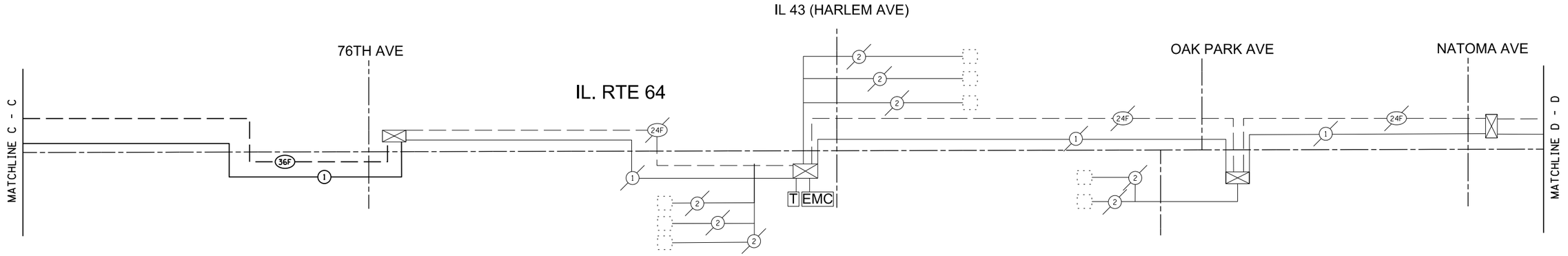
USER NAME = $USER$	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

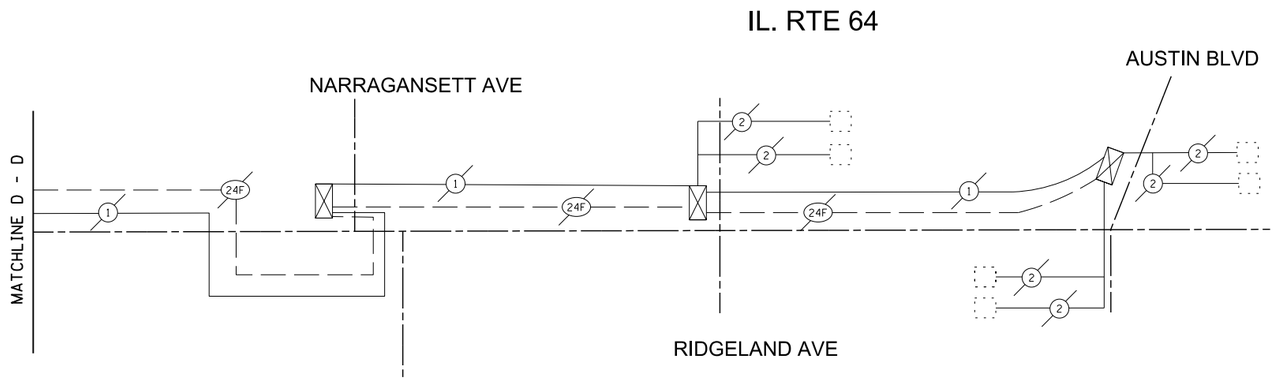
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PROPOSED INTERCONNECT SCHEMATIC (1 OF 2)

SCALE: 1"=50' | SHEET NO. 19 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	59
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			





FILE NAME = $FILE$

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PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -

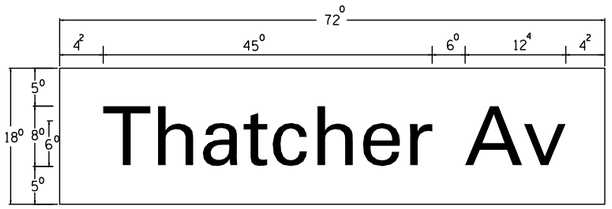
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
PROPOSED INTERCONNECT SCHEMATIC (2 OF 2)

SCALE: 1"=50' | SHEET NO. 20 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	60
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		

PANEL SIGN DESIGN TYPE 1



PANEL SIGN DESIGN TYPE 2

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877011, AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" X 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND. TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
4. ALL BORDERS SHALL BE 3/4 " WIDE AND CORNER RADIUS SHALL BE 2 1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

•J.O. HERBERT CO. MIDLOTHIAN, VA

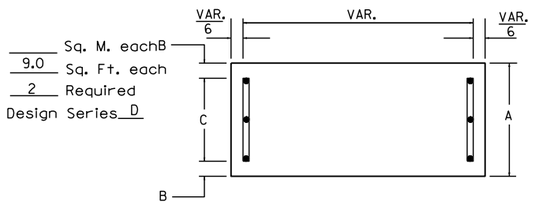
•WESTERN REMAC INC. WOODRIDGE, IL.

PARTS LISTING:

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

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

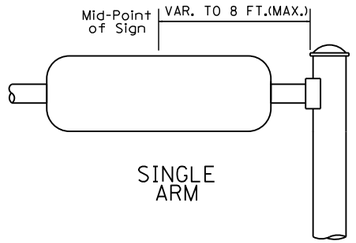
SUPPORTING CHANNELS



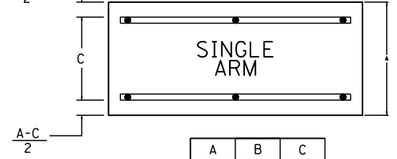
9.0 Sq. M. eachB
9.0 Sq. Ft. each
2 Required
Design Series D

A	B	C
18"	2"	14"

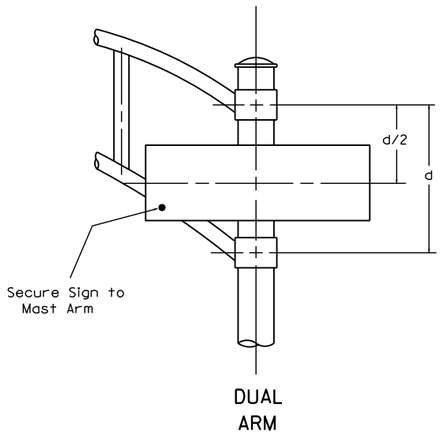
11.25 Sq. M. each
11.25 Sq. Ft. each
2 Required
Design Series D



SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"



SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM
Shall be used. See Note #5.

Upper Case To Lower Case
Spacing Chart 8-6 inch Series "C & D"

EXAMPLE. 2 (3) DENOTES 3/8"

FIRST LETTER	SECOND LETTER: acde goq		bhikl mnpru		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{2}	1^{4}
B	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{6}	1^{7}
C E G	1^{4}	1^{5}	2^{0}	2^{1}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
D O Q R	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
F	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}
H I M N	2^{0}	2^{1}	2^{2}	2^{4}	2^{0}	2^{1}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}	2^{0}	2^{1}
J U	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}
K L	1^{1}	1^{2}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
P	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
S	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
T	1^{1}	1^{2}	1^{6}	1^{7}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
V	0^{6}	1^{0}	1^{4}	1^{5}	1^{1}	1^{2}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
Y	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{5}	0^{7}	0^{5}	0^{6}	0^{6}	1^{0}	1^{1}	1^{2}
Z	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}

Lower Case To Lower Case
Spacing Chart 6 inch Series "C & D"

FIRST LETTER	SECOND LETTER: acde goq		bhikl mnpru		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
adhgij lmnqu	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}
bfkops	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
ce	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
r	0^{6}	1^{0}	1^{2}	1^{4}	0^{6}	1^{0}	0^{3}	0^{3}	0^{5}	0^{6}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}
tz	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
vy	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}
w	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
x	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}

Number to Number
Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}
1	2^{0}	2^{1}	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}
2 3 4	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{6}	1^{7}	1^{4}	1^{5}
5	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
6	1^{6}	1^{7}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
7	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{5}	0^{5}	0^{6}	1^{2}	1^{4}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}
8	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{4}	1^{5}

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS SERIES C	D	8 INCH UPPER CASE LETTERS SERIES C	D	LETTERS	6 INCH LOWER CASE LETTERS SERIES C	D
A	3^{6}	5^{0}	5^{0}	6^{5}	a	3^{5}	4^{2}
B	3^{2}	4^{0}	4^{3}	5^{3}	b	3^{5}	4^{2}
C	3^{2}	4^{0}	4^{3}	5^{3}	c	3^{5}	4^{1}
D	3^{2}	4^{0}	4^{3}	5^{3}	d	3^{5}	4^{2}
E	3^{0}	3^{5}	4^{0}	4^{7}	e	3^{5}	4^{2}
F	3^{0}	3^{5}	4^{0}	4^{7}	f	2^{3}	2^{6}
G	3^{2}	4^{0}	4^{3}	5^{3}	g	3^{5}	4^{2}
H	3^{2}	4^{0}	4^{3}	5^{3}	h	3^{5}	4^{2}
I	0^{7}	0^{7}	1^{1}	1^{2}	i	1^{1}	1^{1}
J	3^{0}	3^{6}	4^{0}	5^{0}	j	2^{0}	2^{2}
K	3^{2}	4^{1}	4^{3}	5^{4}	k	3^{5}	4^{2}
L	3^{0}	3^{5}	4^{0}	4^{7}	l	1^{1}	1^{1}
M	3^{7}	4^{5}	5^{1}	6^{1}	m	6^{0}	7^{0}
N	3^{2}	4^{0}	4^{3}	5^{3}	n	3^{5}	4^{2}
O	3^{4}	4^{2}	4^{5}	5^{5}	o	3^{6}	4^{3}
P	3^{2}	4^{0}	4^{3}	5^{3}	p	3^{5}	4^{2}
Q	3^{4}	4^{2}	4^{5}	5^{5}	q	3^{5}	4^{2}
R	3^{2}	4^{0}	4^{3}	5^{3}	r	2^{6}	3^{2}
S	3^{2}	4^{0}	4^{3}	5^{3}	s	3^{6}	4^{2}
T	3^{0}	3^{5}	4^{0}	4^{7}	t	2^{7}	3^{2}
U	3^{2}	4^{0}	4^{3}	5^{3}	u	3^{5}	4^{2}
V	3^{5}	4^{4}	4^{7}	6^{0}	v	4^{2}	4^{7}
W	4^{4}	5^{2}	6^{0}	7^{0}	w	5^{5}	6^{4}
X	3^{4}	4^{0}	4^{5}	5^{3}	x	4^{4}	5^{1}
Y	3^{6}	5^{0}	5^{0}	6^{6}	y	4^{6}	5^{3}
Z	3^{2}	4^{0}	4^{3}	5^{3}	z	3^{6}	4^{3}

NUMBER	6 INCH SERIES C	D	8 INCH SERIES C	D
1	1^{2}	1^{4}	1^{5}	2^{0}
2	3^{2}	4^{0}	4^{3}	5^{3}
3	3^{2}	4^{0}	4^{3}	5^{3}
4	3^{5}	4^{3}	4^{7}	5^{7}
5	3^{2}	4^{0}	4^{3}	5^{3}
6	3^{2}	4^{0}	4^{3}	5^{3}
7	3^{2}	4^{0}	4^{3}	5^{3}
8	3^{2}	4^{0}	4^{3}	5^{3}
9	3^{2}	4^{0}	4^{3}	5^{3}
0	3^{4}	4^{2}	4^{5}	5^{5}

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - MTC	REVISED -	
	DRAWN - MTC	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - JIP	REVISED -	
PLOT DATE = $DATE$	DATE - 12/20/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER THE DES PLAINES RIVER
MAST ARM MOUNTED STREET NAME SIGNS

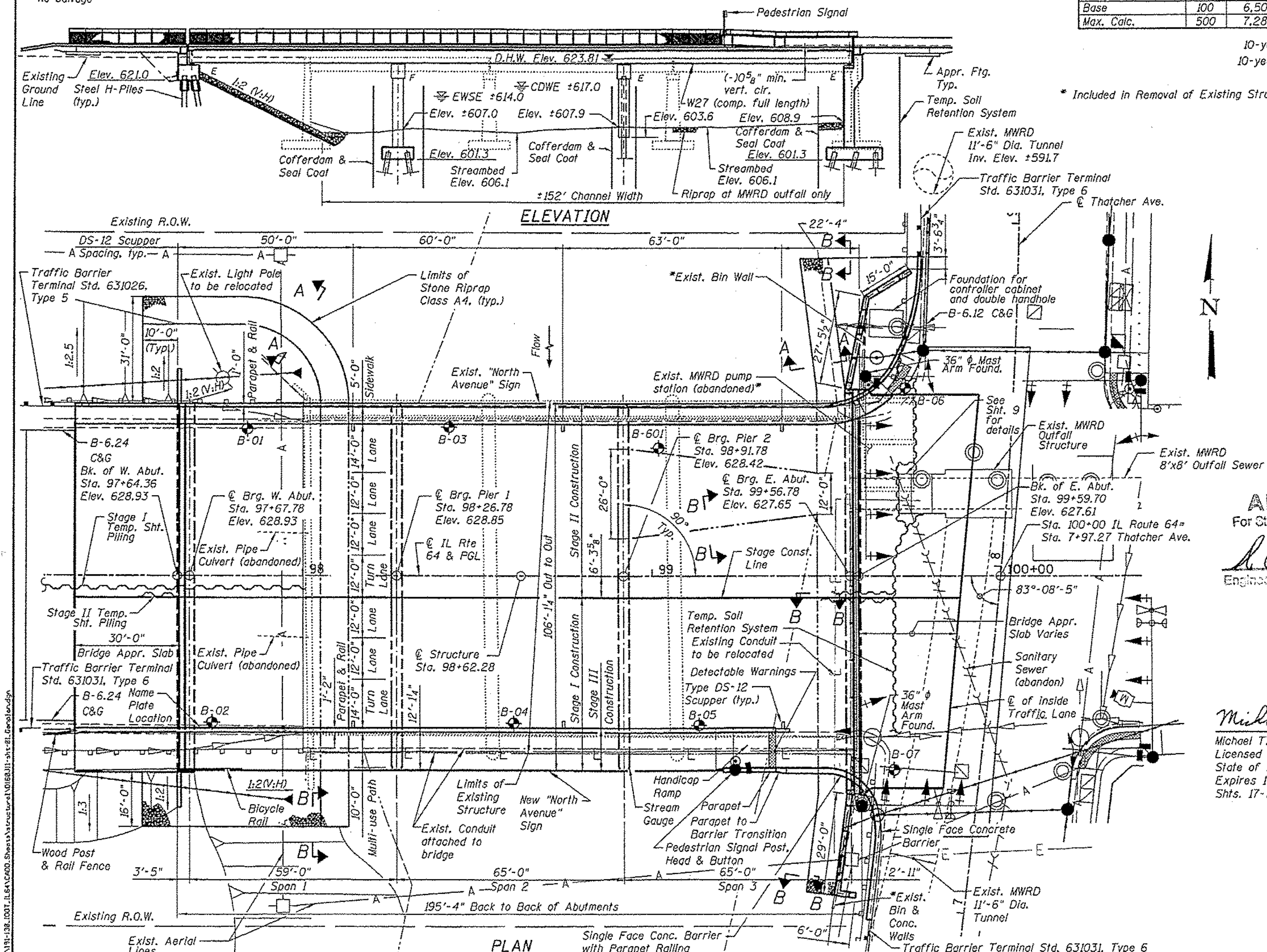
SCALE: | SHEET NO. 21 OF 21 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	61
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

Bench Mark: Cross cut at southeast corner of IL Route 64/Thatcher Avenue intersection.
Sta. 100+28.1, 50.0' RT., Elev. 625.23

Existing Structure: S.N. 016-0501 built 1926, widened in 1956 as S.B.I Route 54, Section 541-Y-3. The existing three simple span superstructure consists of cast-in-place tee beams, with some tee beams replaced by ppc box beams in 1995. Superstructure supported on closed abutments and solid wall piers, all on spread footings. The structure is 159'-0" back to back of abutments and 101'-8" out to out of deck. The existing structure will be replaced. Stage construction will be utilized to maintain two lanes of traffic in each direction at all times on IL64. Portions of Thatcher Avenue will be alternately closed and traffic detoured during construction.

No salvage



* Included in Removal of Existing Structures

WATERWAY INFORMATION

Drainage Area = 455 square miles   Low Grade Elev. 622.64 @ Sta. 92+20.83

Flood	Freq. Yr.	Discharge (cfs)	Waterway Opening Sq. Ft. Exist.	Waterway Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	4,990	2,423	2,980	621.78	0.02	0.01	621.80	621.79
Overtop Existing	20	5,499	2,557	3,144	622.64	0.00	0.00	622.64	622.64
Overtop Proposed	20	5,499	2,557	3,144	622.64	0.00	0.00	622.64	622.64
Design	50	6,100	2,740	3,368	623.81	0.07	0.02	623.88	623.83
Base	100	6,508	2,846	3,499	624.49	0.08	0.02	624.57	624.51
Max. Calc.	500	7,286	3,046	3,746	625.78	0.05	0.03	625.83	625.81

10-year Velocity through Existing Bridge = 2.45 fps
10-year Velocity through Proposed Bridge = 2.45 fps

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	E. Abut.
	621.0	601.3	601.3	601.3

LOADING HL-93

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

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

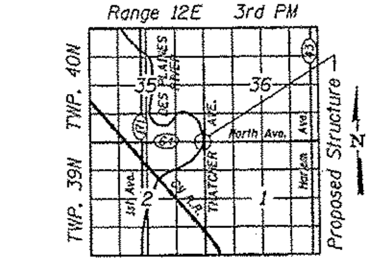
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.061
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.111
Soil Site Class = C



LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

MICHAEL T. HALEY 81-5991 CHATHAM
LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

Michael J. Haley 8-21-13
Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2014
Shts. 17-21 of 62
Date

STATE OF ILLINOIS LICENSED STRUCTURAL ENGINEER 5051 ITASCA

DATE SIGNED: 8-22-13
EXP. DATE: 11-30-2014
Shts. 1-16 & 22-62 of 62

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 64 OVER DES PLAINES RIVER
F.A.P. RTE. 307 - SEC. 541Y-3-B
COOK COUNTY
STATION 98+62.28
STRUCTURE NO. 016-3035

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JJI	REVISED
	CHECKED - JMT	REVISED
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE =	CHECKED - JMT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	62

CONTRACT NO. 60J11
ILLINOIS FED. AID PROJECT

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ -in. ϕ, holes $\frac{15}{16}$ -in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 551,020 lbs AASHTO M270 Gr. 50
= 30,270 lbs AASHTO M270 Gr. 36

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the exposed surface of abutment backwalls, abutment bridge seats, front face and ends of West Abutment pile cap and front face of East Abutment wall.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

Removal and disposal of debris (logs and branches) under the bridge or lodged against substructures is included in the item Removal of Existing Structures.

The detectable warnings shall be cast grey iron.

Slipforming of parapets is not allowed.

Compact Granular Backfill for Structures behind east abutment and east wingwalls. See Section 205.06 of the Standard Specifications.

Cost for temporary support of existing utilities is included in the item Removal of Existing Structures.

Remove and Reinstall Existing "North Avenue" sign on North Face of Parapet. Install new "North Avenue" sign on South Face of Sidewalk. Install both signs 32'-0" west of ℄ Pier 2. New sign can be picked up at District One Elk Grove yard. Cost included in the item Concrete Superstructure.

See Roadway Plans for Quantities and Payment for Conduit Attached to Structure and Conduit Embedded in Structure.

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3. General Data II
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5. Temporary Soil Retention
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8. Temporary Barrier Details
9. MWRDGC Outfall Structure Modification
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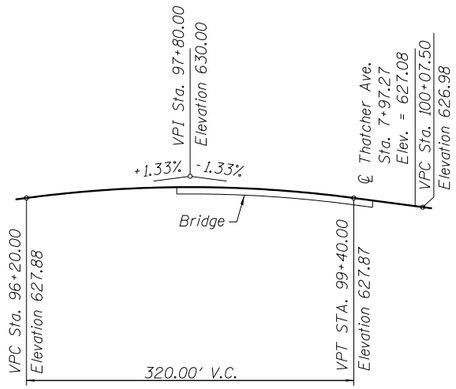
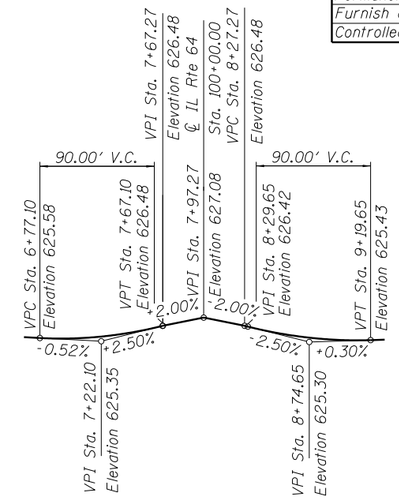
29. Railing & Fence Details
30. Deck Expansion Joint
31. Framing Plan
32. Structural Steel Details I
33. Structural Steel Details II
34. Abutment Bearings
35. Beam 1a & 17a East Abutment Bearing Details
36. Pier Bearings
37. West Abutment - Stage I
38. West Abutment - Stage II
39. West Abutment Details
40. East Abutment - Stage I
41. East Abutment Footing-Stage I
42. East Abutment - Stage II
43. East Abutment Footing-Stage II
44. East Abutment Details I
45. East Abutment Details II
46. Pier 1 - Stage I
47. Pier 1 - Stage II
48. Pier 1 Details
49. Pier 2 - Stage I
50. Pier 2 - Stage II
51. Pier 2 Details
52. HP-Piles (F-HP)
53. Bar Splicer Assembly Details
54. Scupper Details
55. Cantilever Forming Brackets
56. Soil Boring Logs I
57. Soil Boring Logs II
58. Soil Boring Logs III
59. Soil Boring Logs IV
60. Soil Boring Logs V
61. Soil Boring Logs VI
62. Soil Boring Logs VII

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		2085	2085
Filter Fabric	Sq. Yd.		2085	2085
Detectable Warnings	Sq. Ft.	20		20
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		180	180
Cofferdam Excavation	Cu. Yd.		4555	4555
Cofferdam (Type 2) (Location-1)	Each		1	1
Cofferdam (Type 2) (Location-2)	Each		1	1
Cofferdam (Type 2) (Location-3)	Each		1	1
Concrete Structures	Cu. Yd.		1430.2	1430.2
Concrete Superstructure	Cu. Yd.	1056.3		1056.3
Bridge Deck Grooving	Sq. Yd.	2463		2463
Seal Coat Concrete	Cu. Yd.		1568.2	1568.2
Concrete Encasement	Cu. Yd.		9.8	9.8
Protective Coat	Sq. Yd.	3151	206	3357
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	15,630		15,630
Reinforcement Bars, Epoxy Coated	Pound	213,270	151,810	365,080
Bar Splicers	Each	731	539	1270
Bicycle Railing	Foot	184		184
Parapet Railing	Foot	455		455
Furnishing Steel Piles HP 12x53	Foot		6690	6690
Driving Piles	Foot		6690	6690
Pile Shoes	Each		187	187
Test Pile Steel HP 12x53	Each		5	5
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	218		218
Elastomeric Bearing Assembly, Type I	Each	51		51
Elastomeric Bearing Assembly, Type II	Each	2		2
Anchor Bolts, $\frac{3}{4}$"	Each	72		72
Anchor Bolts, 1"	Each	34		34
Anchor Bolts, $1\frac{1}{4}$"	Each	34		34
Concrete Sealer	Sq. Ft.		3815	3815
Geocomposite Wall Drain	Sq. Yd.		447	447
Storm Sewers, Class A, Type 3, 96"	Foot		16	16
Granular Backfill For Structures	Cu. Yd.		1910	1910
Chain Link Fence, 4' Attached to Structure	Foot		80	80
Drainage Scuppers, DS-12	Each	6		6
Temporary Sheet Piling	Sq. Ft.		3570	3570
Pipe Underdrains for Structures 4"	Foot		145	145
Temporary Soil Retention System	Sq. Ft.		8800	8800
Permanent Casing	Foot		28	28
Furnish and Install Stream Gauge	Each		1	1
Controlled Low-Strength Material	Cu. Yd.		19.0	19.0



PROFILE GRADE IL RTE. 64
(along ℄ Rdwy.)



PROFILE GRADE THATCHER AVE.
(along ℄ Rdwy.)

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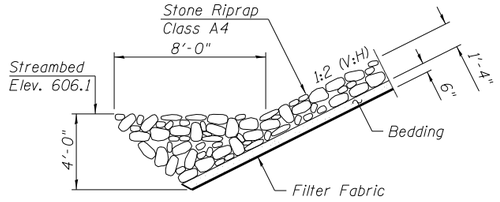
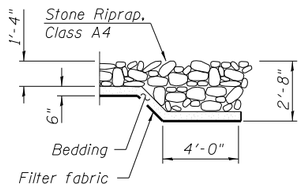
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA I
STRUCTURE NO. 016-3035
SHEET NO. 2 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	63
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



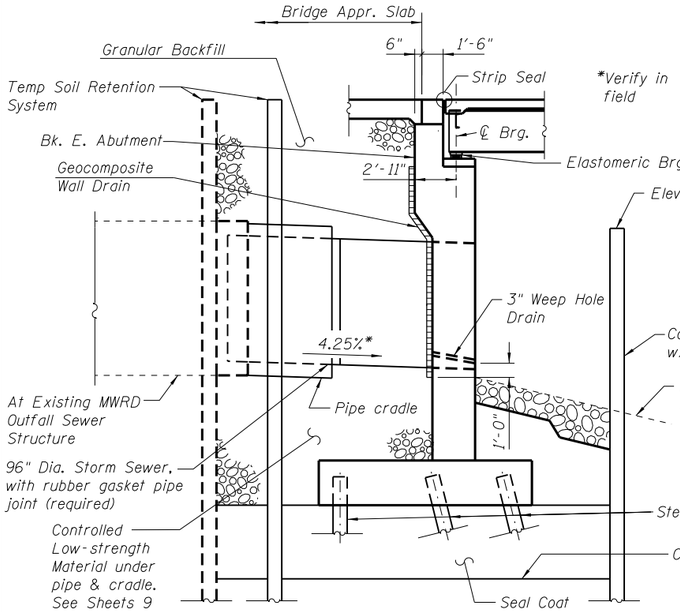
SECTION A-A



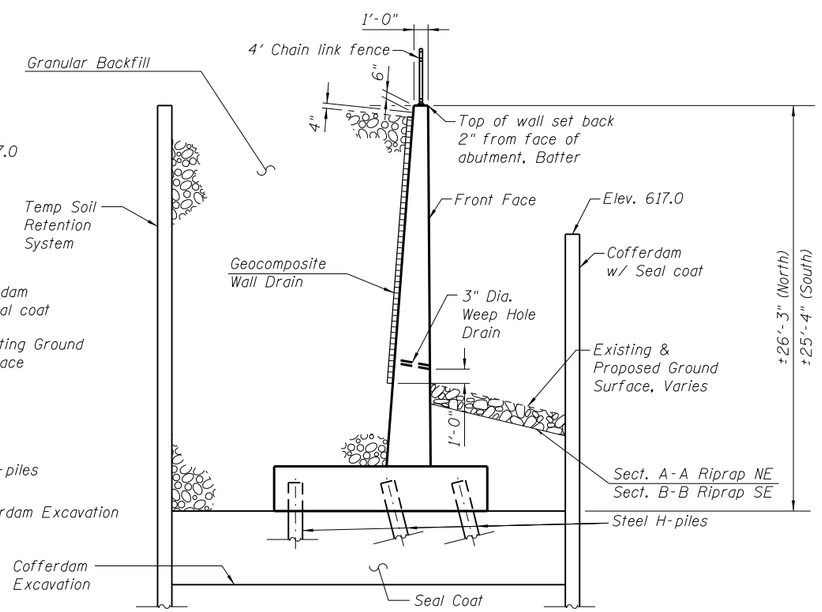
SECTION B-B

STATION 98+62.28
BUILT 201_ BY
STATE OF ILLINOIS
F.A.P. RT. 307 SEC. 541Y-3-B
LOADING HL-93
STRUCTURE NO. 016-3035

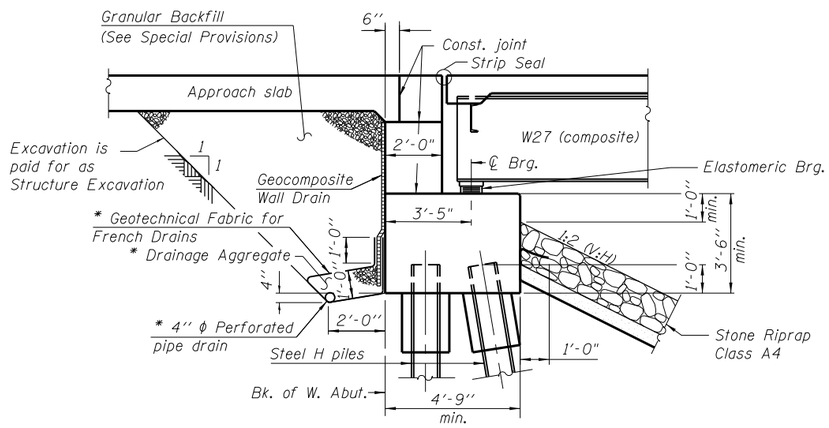
NAME PLATE
(See Std. 515001)



TYPICAL SECTION THRU PILE SUPPORTED
EAST CLOSED ABUTMENT



TYPICAL SECTION THRU EAST ABUTMENT WINGWALLS



* Included in the cost of Pipe Underdrains for Structures 4". (See Special Provisions)

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TYPICAL SECTION THRU PILE SUPPORTED
WEST STUB ABUTMENT

FILE NAME = W:\191-138_IDOT_IL64\CADD_Sheets\structural\D1683J11-sht-02a_GenData_1.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA II
STRUCTURE NO. 016-3035
SHEET NO. 3 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	64
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

Notes:

*** A Cantilevered sheet piling design does not appear feasible at the East Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer. The design shall incorporate details for the adjacent cofferdam and seal coat.

The contractor shall submit the plan and methodology for driving sheet piles around MWRD structures to the MWRD and the Engineer for review to avoid damage to district facilities and approval three (3) weeks prior to the start of work and the MWRD structures shall be protected as per the details of Shoring and Bracing System plans signed and sealed by an Illinois Registered Structural Engineer.

Use of temporary soil retention is mandatory. Open cut will not be allowed.

See Drainage Plans for additional details.

See Sheet 5 of 62 for Temporary Sheeting, Temporary Soil Retention System and Section A-A.

** The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) shall have 24 hour a day access for heavy equipment to their facilities. Flow from the outfall structures shall not be blocked and shall be maintained at all times. Gate control and alarm circuits shall be maintained throughout construction. The conduit can be shut down for 24-48 hours during the dry season while being relocated. A temporary heavy duty handhole and underground conduit, galvanized steel 1" dia. and 2" dia. may be installed during construction. See MWRD general notes sheet 3 of 143 and the Summary of Quantity sheets.

All work for removing the existing pipes and installing the new pipes is included in the drainage items, except for existing arch pipe and 8'-0" RCP. All work shall be as approved by the Engineer in the field.

The exact location of underground structures and tunnel are not known. The contractor shall probe for the location of existing MWRD structures and tunnel prior to installing temporary soil retention system. Cost included in the Temporary Soil Retention System item.

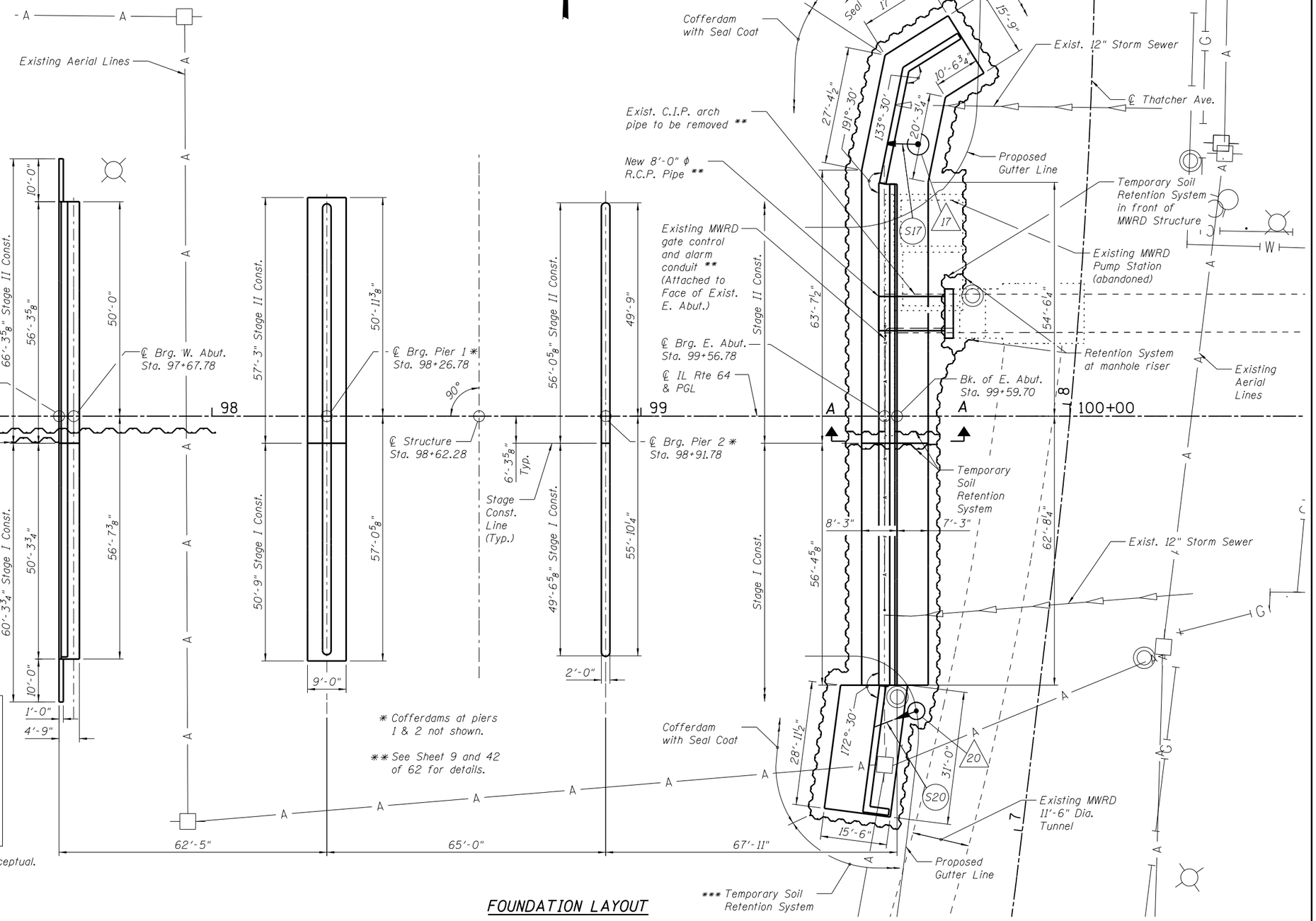
Drainage Structures 17 & 20 and Pipes S17 & S20 to be installed during wing wall construction.

Protect all MWRDGC structures and utilities per Article 107.31 of the Standard Specifications.

Positive drainage within the work zone must be maintained at all times. When existing drainage facilities are disturbed, the contractor shall provide and maintain temporary inlets, outlets, and connections for all existing and proposed facilities including temporary pumping if necessary. Temporary accommodations shall be maintained until such time as the permanent connections with sewers are built and in service. The cost of all labor, equipment, and materials (temporary or permanent used as temporary) to comply with this requirement will not be paid for directly, but the cost shall be considered included in the proposed items of work in the contract.

Cofferdams and soil retention system shown on the plans are conceptual. Contractor shall determine layout and prepare and submit plans, see Special Provisions.

Method of measurement for temporary soil retention system shall be according to the Special Provision for Temporary Soil Retention System. The temporary soil retention system shall be designed to act as part of the cofferdam for the East Abutment. All costs to comply with this requirement are included in the Cofferdam (Type 2)(Location-3) item.



FOUNDATION LAYOUT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT AND TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 016-3035
SHEET NO. 4 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	65
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

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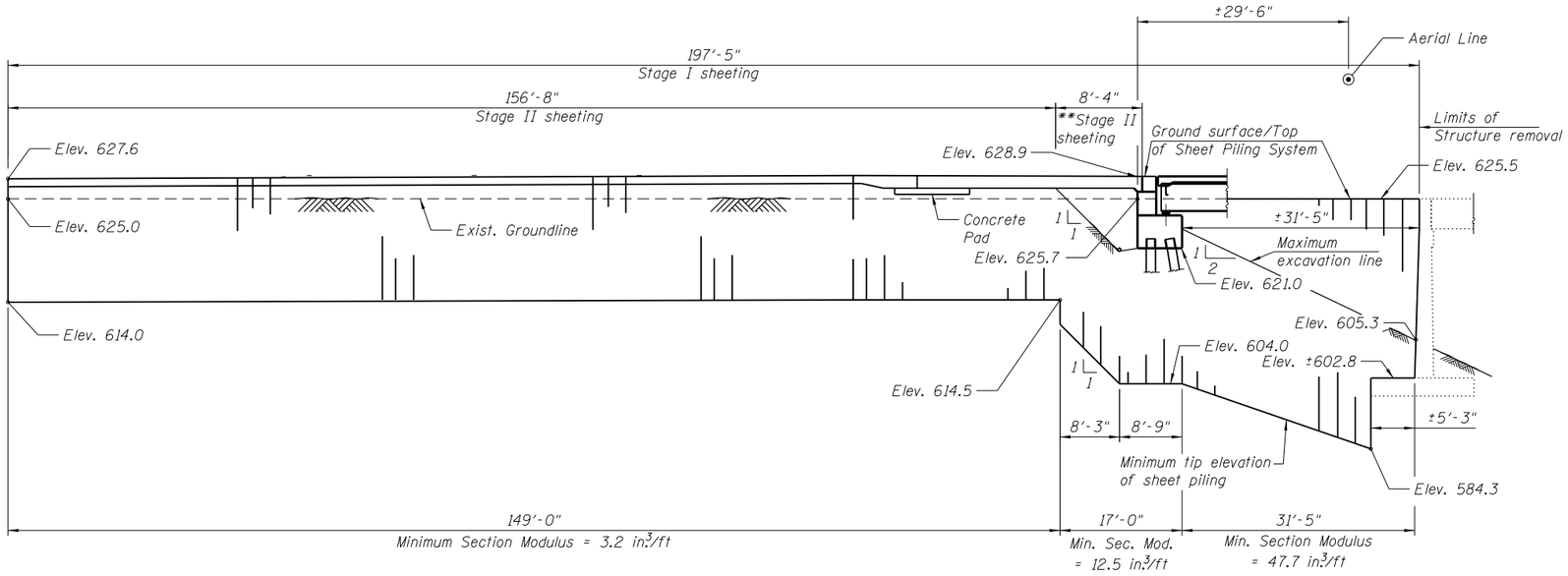
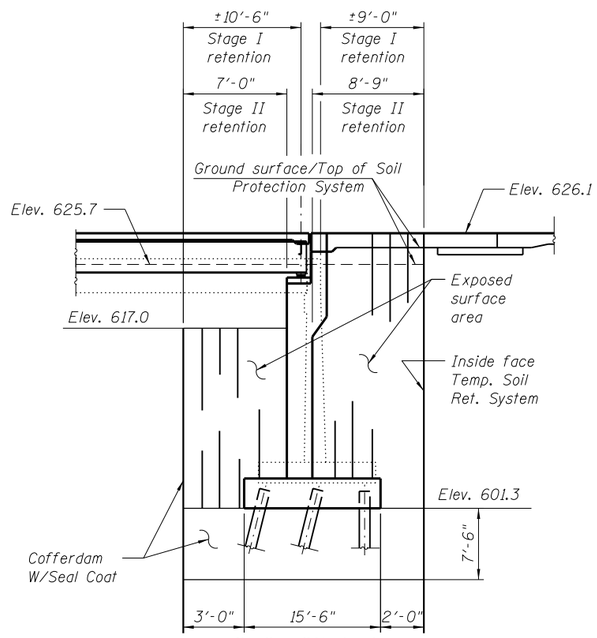
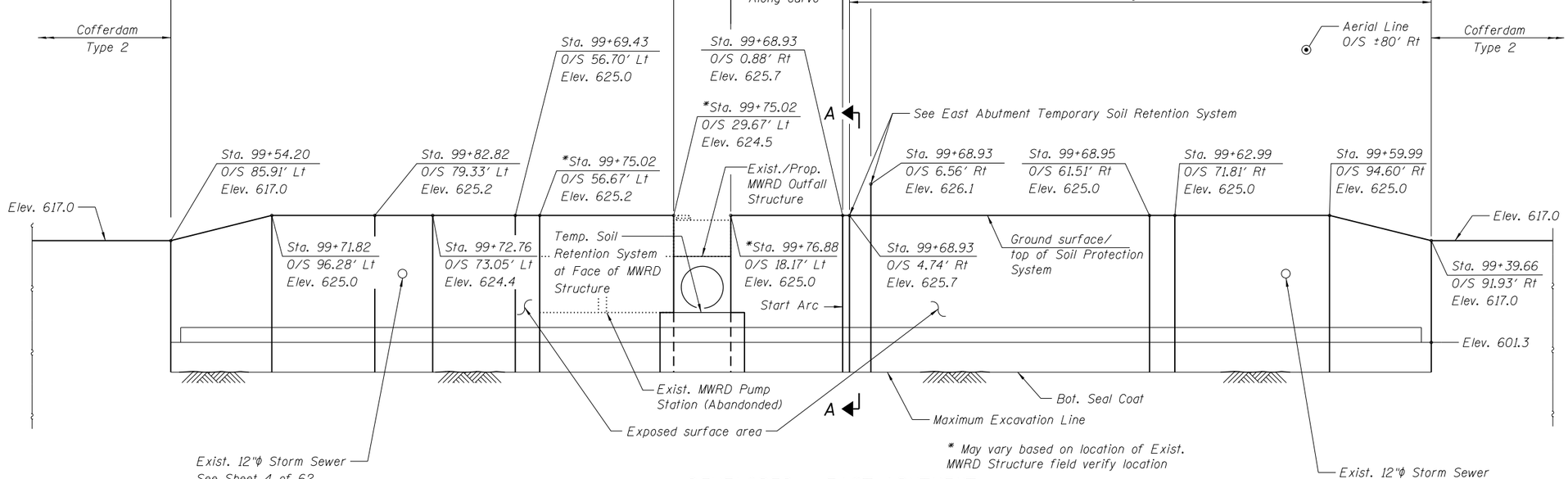


** At Stage Const. Line

WEST ABUTMENT
TEMPORARY SHEET PILING
(NTS)



SECTION A-A
EAST ABUTMENT
TEMPORARY SOIL RETENTION SYSTEM
AT STAGE CONSTRUCTION LINE
(NTS)



* May vary based on location of Exist. MWRD Structure field verify location

DEVELOPED - EAST ABUTMENT
TEMPORARY SOIL RETENTION SYSTEM
(NTS)
(Looking at Inside Face)
(Sta. and O/S with respect to ℄ IL 64)

Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment walls to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling and in the cost for Temporary Soil Retention System.

BILL OF MATERIAL

Item	Unit	Total
Temporary Sheet Pilling	Sq. Ft.	3570
Temporary Soil Retention System	Sq. Ft.	8800

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\structural\IDOTJ11-sht-03a_TempSoilRetention.dgn

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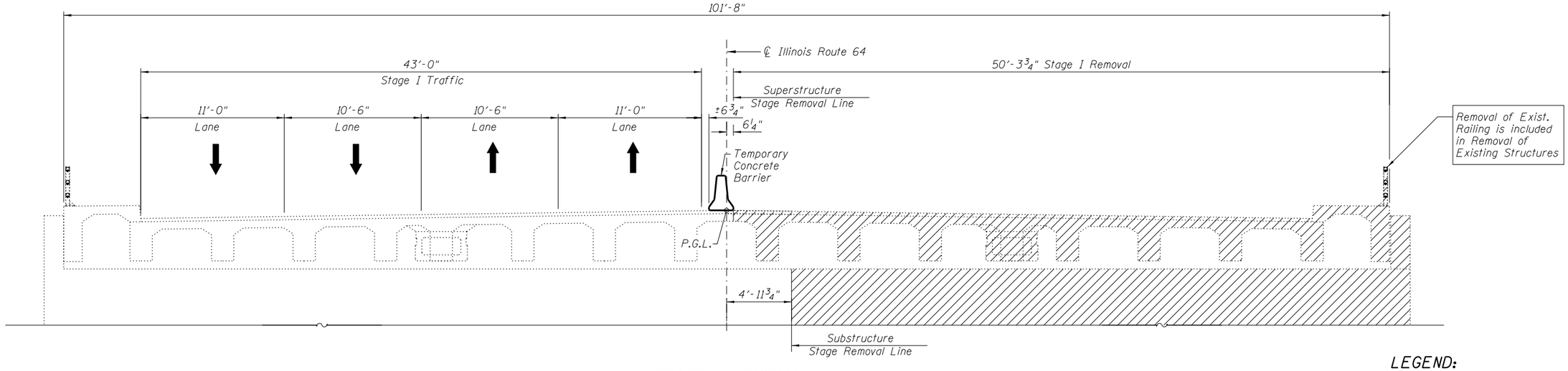
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION
STRUCTURE NO. 016-3035
SHEET NO. 5 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	66
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

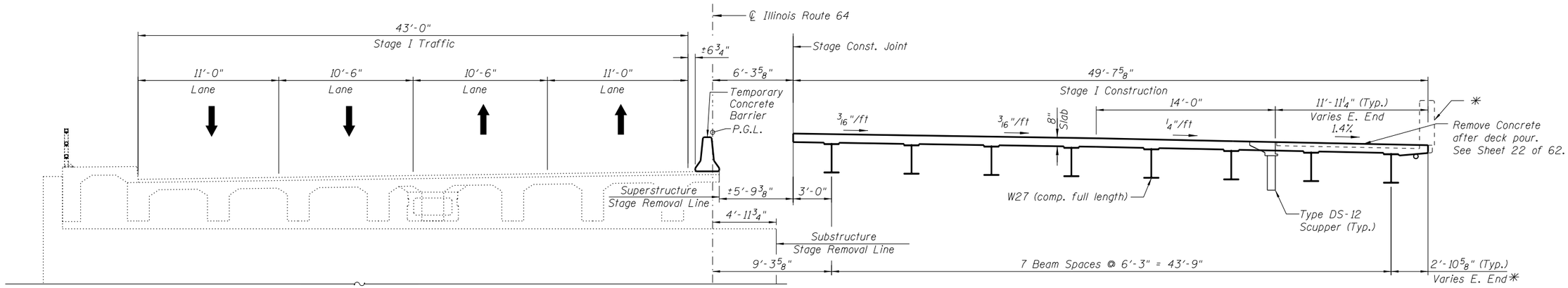


STAGE I REMOVAL

(Looking East)

LEGEND:

Removal of Existing structures



STAGE I CONSTRUCTION

(Looking East)

✳ Vertical parapet and single face barrier with parapet railing at east end superstructure. Built in Stage I see Plan.

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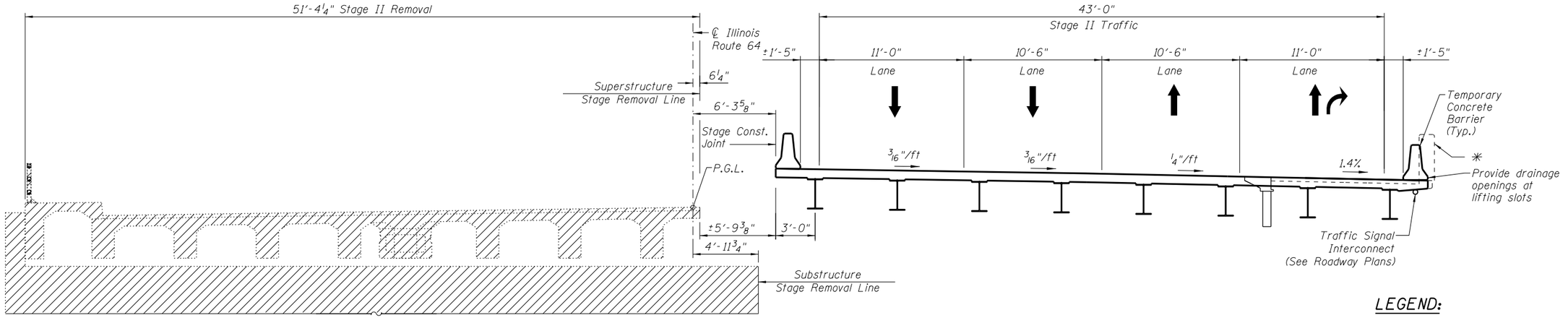
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

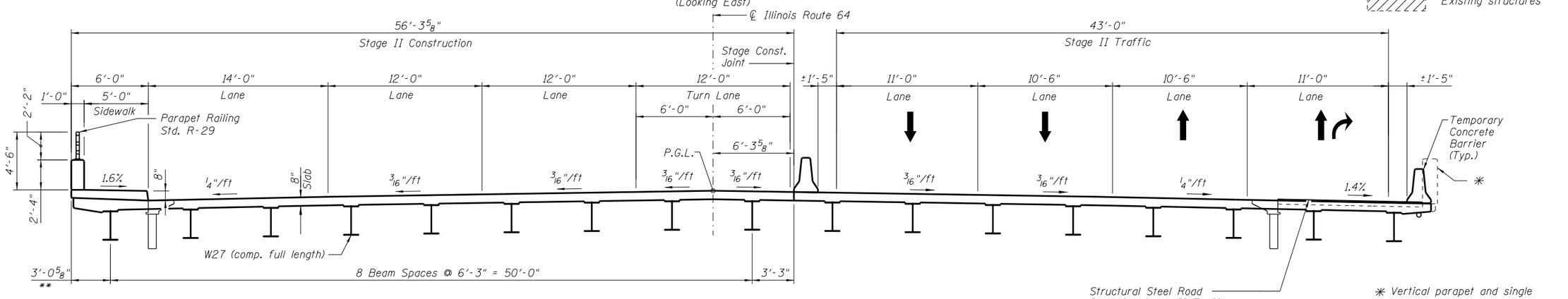
STAGE CONSTRUCTION I
STRUCTURE NO. 016-3035
SHEET NO. 6 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	67
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



STAGE II REMOVAL

(Looking East)



STAGE II CONSTRUCTION

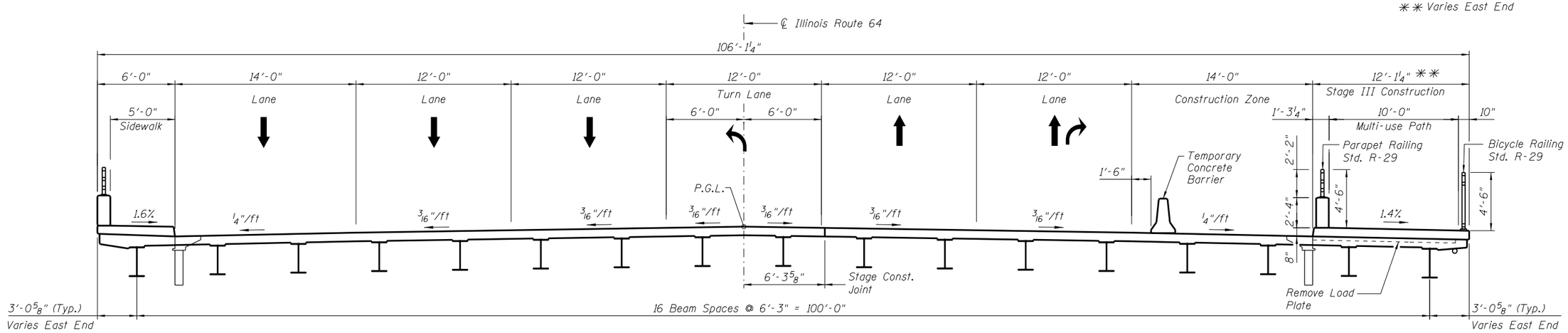
(Looking East)

LEGEND:

Removal of Existing structures

* Vertical parapet and single face barrier with parapet railing at east end superstructure. Built in Stage I see Plan.

** Varies East End



STAGE III CONSTRUCTION

(Looking East)

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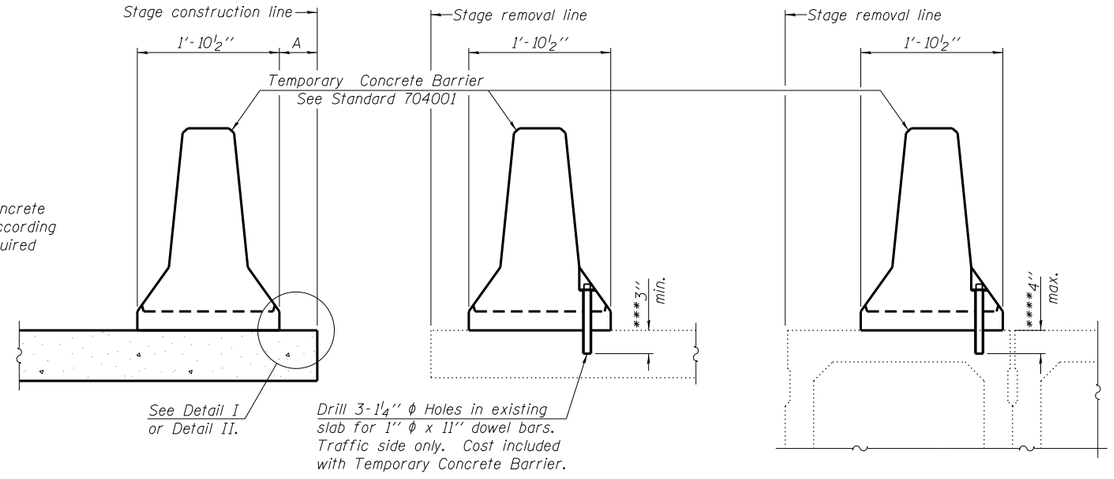
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION II
STRUCTURE NO. 016-3035
SHEET NO. 7 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	68
		CONTRACT NO. 60JJ1		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1'' x 7' 'x ''W'' steel ℙ to the top layer of couplers with 2-$\frac{5}{8}$'' ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1'' x 7'' x ''W'' steel ℙ to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

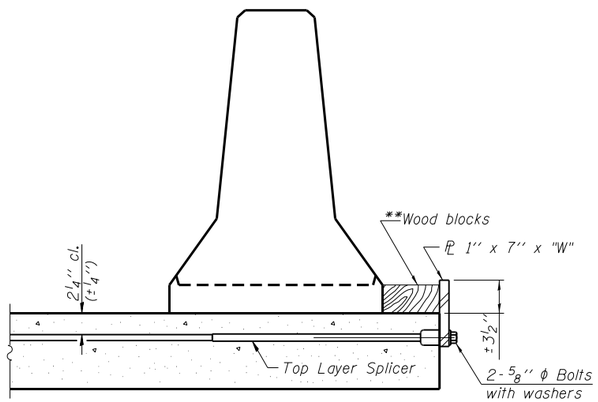
Cost of anchorage is included with Temporary Concrete Barrier.

The 1'' x 7'' x ''W'' plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

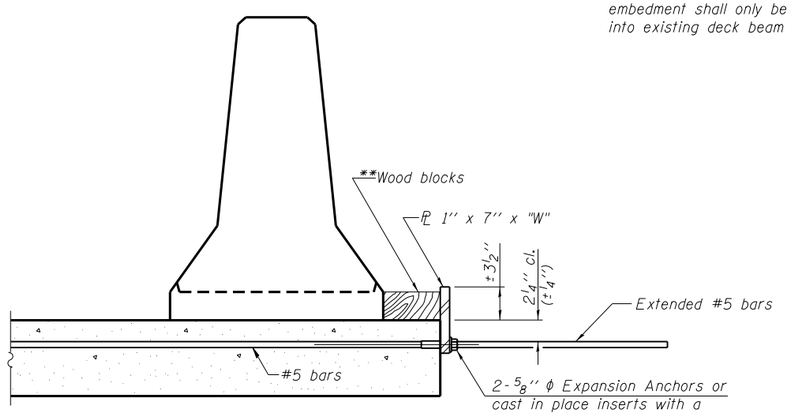
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



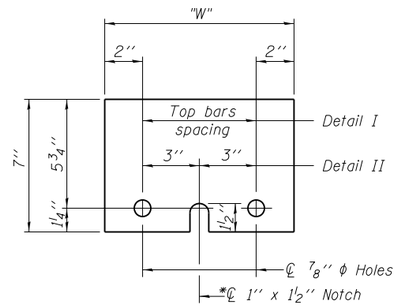
DETAIL I



DETAIL II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4''



STEEL RETAINER ℙ 1'' x 7'' x ''W''

* Required only with Detail II

R-27

7-1-10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY BARRIER DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 8 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	69
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

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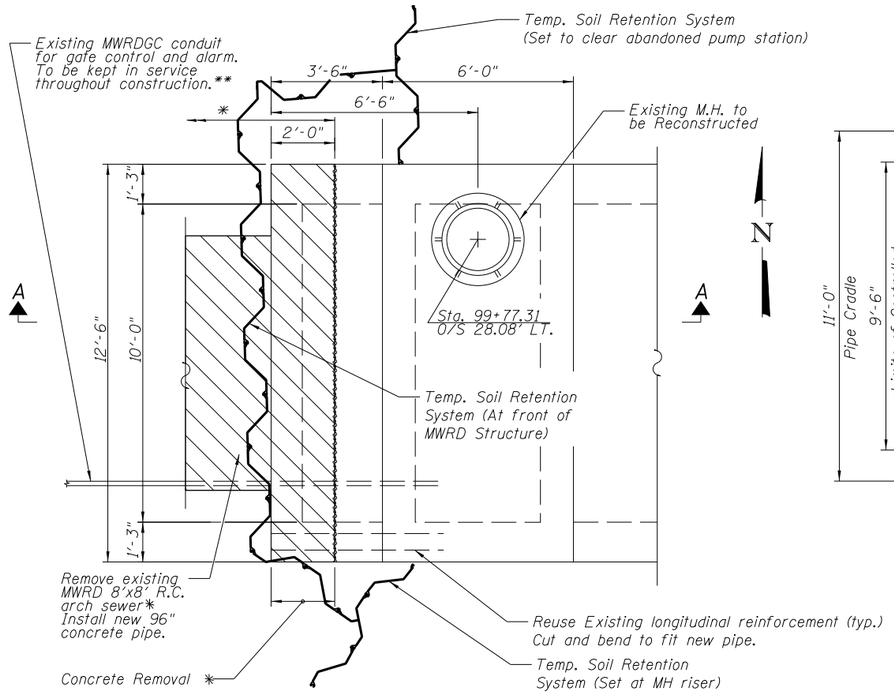
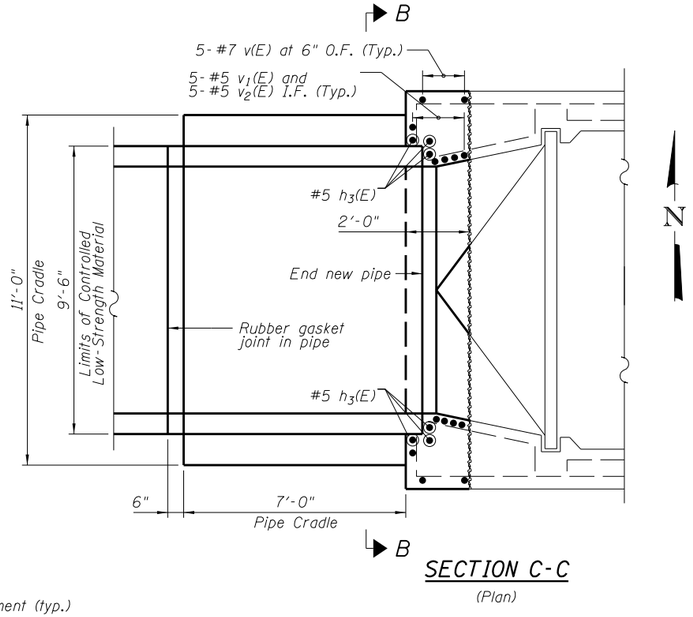


*Removal included in Removal of Existing Structures

PARTIAL PLAN - EXISTING MWRD NORTH CONNECTING STRUCTURE

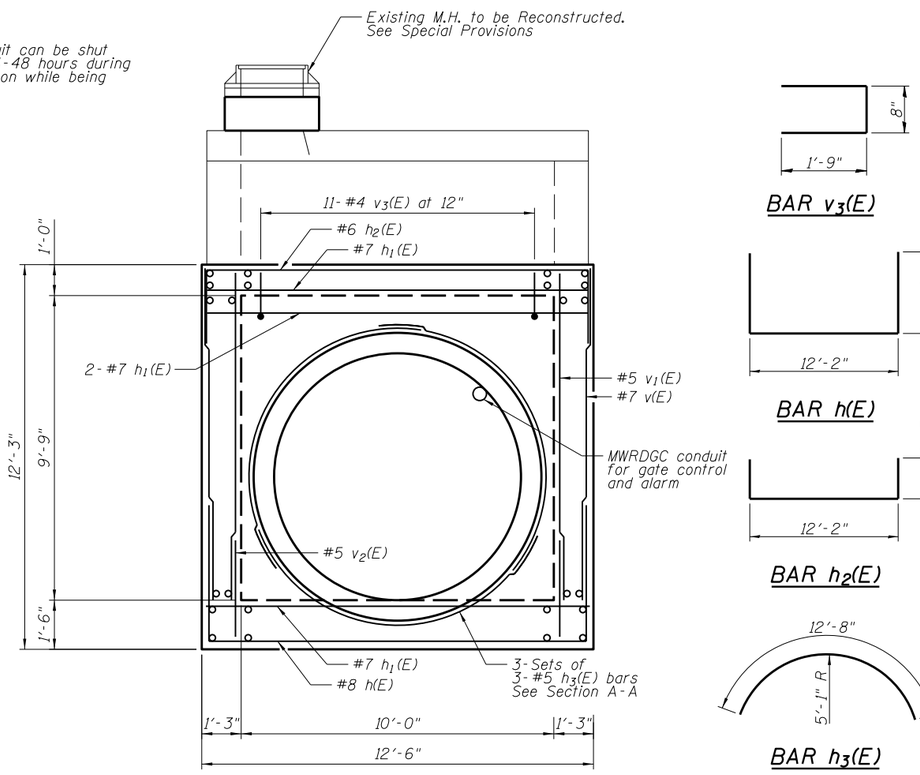
**The conduit can be shut down for 24-48 hours during the dry season while being relocated.



SECTION C-C

(Plan)

SECTION A-A



SECTION B-B

Notes:

See Drainage Plans for additional details.

The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) shall have 24 hour a day access for heavy equipment to their facilities. Flow from the outfall structures shall not be blocked and shall be maintained at all times. See Special Provisions.

The Contractor shall exercise care when removing the existing CIP arch outfall pipe and concrete from the MWRDGC structure.

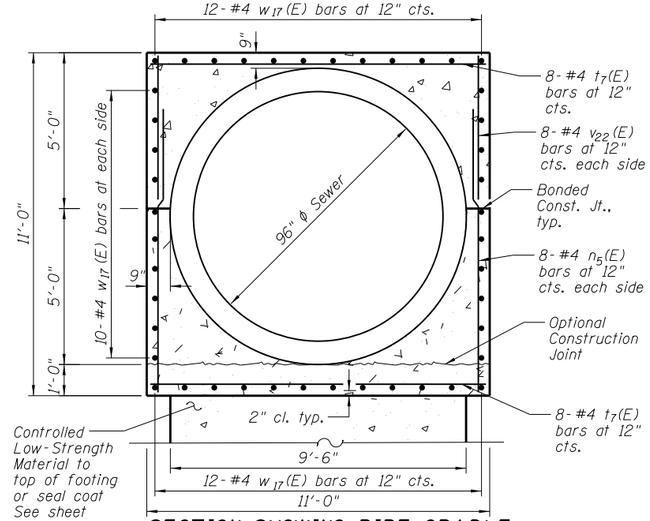
Forming inside the MWRDGC structure shall be as approved by the Engineer.

I.F. denotes Inner Face.

O.F. denotes Outer Face.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Structures.



SECTION SHOWING PIPE CRADLE

(Bend & Cut Reinforcement in Field as Required)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	5	#8	21'-2"	⊔
h_1(E)	11	#7	12'-2"	—
h_2(E)	5	#6	17'-0"	⊔
h_3(E)	9	#5	12'-8"	⌒
n_5(E)	16	#4	7'-9"	—
t_7(E)	16	#4	10'-8"	—
v(E)	10	#7	10'-7"	—
v_1(E)	10	#5	10'-7"	—
v_2(E)	10	#5	3'-6"	—
v_3(E)	11	#4	4'-2"	⊐
v_{22}(E)	16	#4	4'-8"	—
w_{17}(E)	44	#4	6'-8"	—
Concrete Structures			Cu. Yd.	19.6
Reinforcement Bars, Epoxy Coated			Pound	1640

FILE NAME = $FILE1$

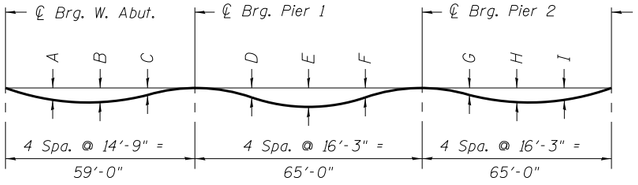
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JJI	REVISED
	CHECKED - JMT	REVISED
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = $DATE$	CHECKED - JMT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MWRDGC OUTFALL STRUCTURE MODIFICATION
STRUCTURE NO. 016-3035
SHEET NO. 9 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	70
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



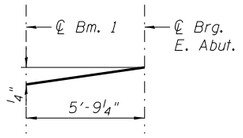
DEAD LOAD DEFLECTION DIAGRAM (BEAMS 1 THRU 17)

(Includes weight of concrete only.)

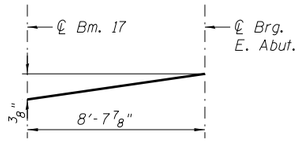
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 11-14 of 62.

BEAM DEAD LOAD DEFLECTION TABLE

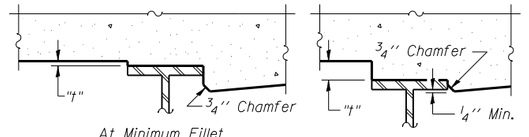
BEAM	A	B	C	D	E	F	G	H	I
② through ⑮	3/8	1/2	1/4	0	1/8	0	3/8	3/4	5/8
①, ⑯ and ⑰	1/2	5/8	3/8	0	1/8	0	1/2	7/8	3/4



BEAM 1a

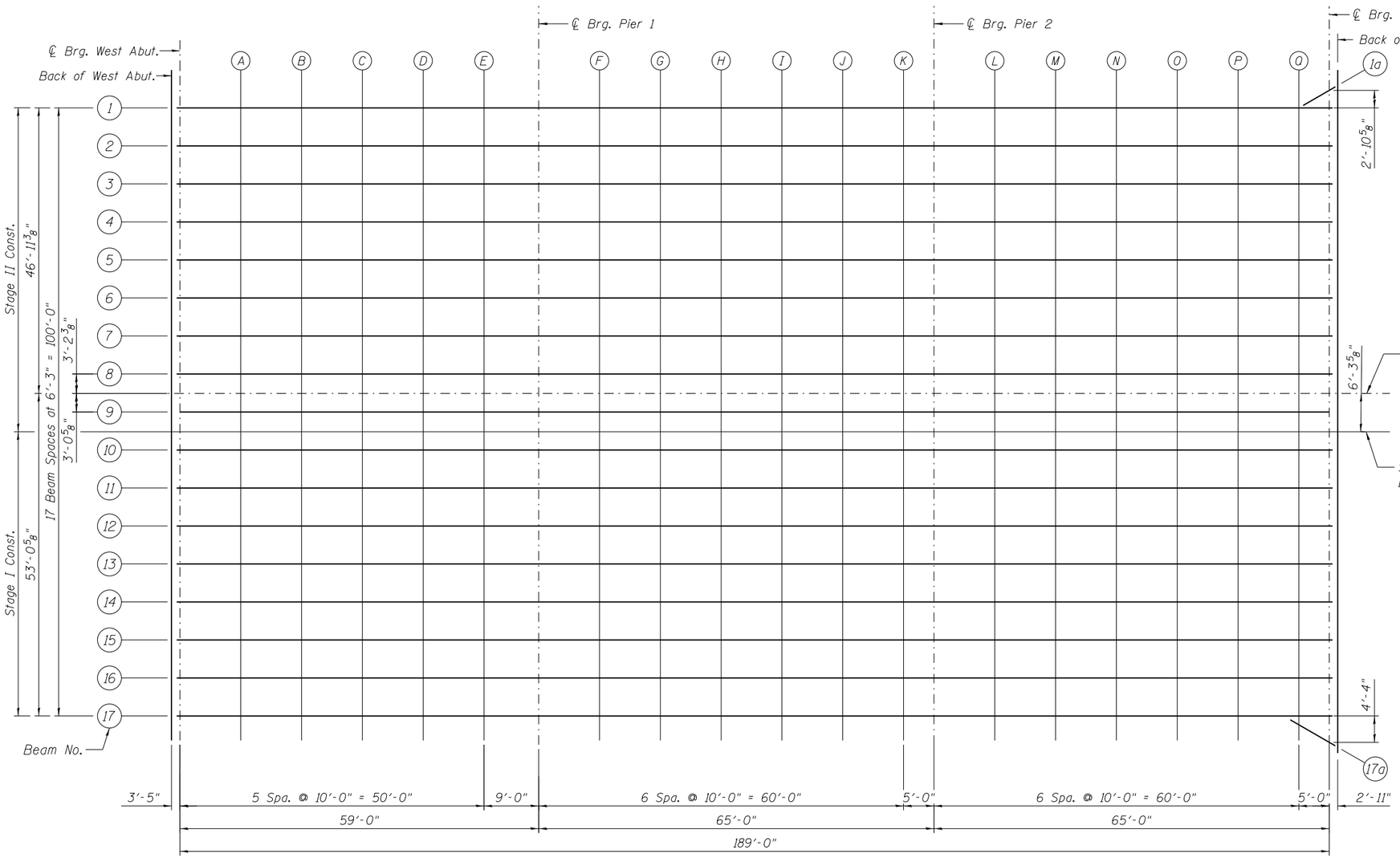


BEAM 17a

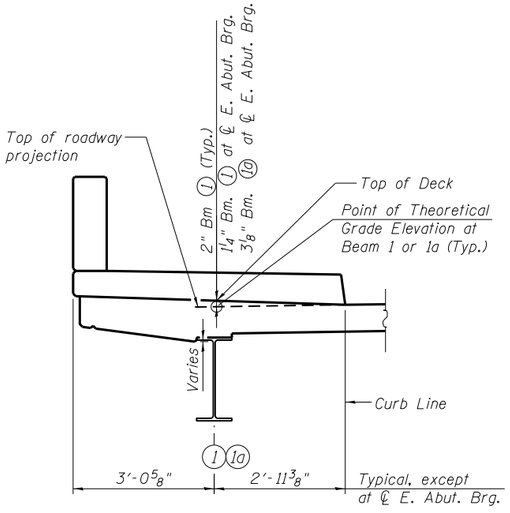


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 11-14 of 62, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



SECTION AT NORTH SIDEWALK

FILE NAME = W:\191-130.IDOT.IL64\CADD.Sheets\structural\DI60JI1-sht-07_TopSlab.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME =	DESIGNED - JJI	REVISED
		CHECKED - JMT	REVISED
	PLOT SCALE =	DRAWN - GM	REVISED
	PLOT DATE = 8/15/2013	CHECKED - JMT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 016-3035
SHEET NO. 10 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	71
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		

BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-46.95	628.10	628.10
CL Brg. West Abut.	97+67.78	-46.95	628.11	628.11
A	97+77.78	-46.95	628.11	628.14
B	97+87.78	-46.95	628.11	628.16
C	97+97.78	-46.95	628.10	628.15
D	98+07.78	-46.95	628.08	628.12
E	98+17.78	-46.95	628.05	628.07
CL Brg. Pier 1	98+26.78	-46.95	628.02	628.02
F	98+36.78	-46.95	627.98	627.98
G	98+46.78	-46.95	627.93	627.94
H	98+56.78	-46.95	627.87	627.88
I	98+66.78	-46.95	627.80	627.81
J	98+76.78	-46.95	627.72	627.72
K	98+86.78	-46.95	627.64	627.64
CL Brg. Pier 2	98+91.78	-46.95	627.59	627.59
L	99+01.78	-46.95	627.50	627.52
M	99+11.78	-46.95	627.39	627.44
N	99+21.78	-46.95	627.28	627.35
O	99+31.78	-46.95	627.16	627.23
P	99+41.78	-46.95	627.03	627.08
Q	99+51.78	-46.95	626.89	626.91
CL Brg. East Abut.	99+56.78	-46.95	626.83	626.83
Back of East Abut.	99+59.70	-46.95	626.79	626.79

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-40.70	628.23	628.23
CL Brg. West Abut.	97+67.78	-40.70	628.24	628.24
A	97+77.78	-40.70	628.24	628.27
B	97+87.78	-40.70	628.24	628.28
C	97+97.78	-40.70	628.23	628.27
D	98+07.78	-40.70	628.21	628.24
E	98+17.78	-40.70	628.18	628.20
CL Brg. Pier 1	98+26.78	-40.70	628.15	628.15
F	98+36.78	-40.70	628.11	628.11
G	98+46.78	-40.70	628.06	628.06
H	98+56.78	-40.70	628.00	628.01
I	98+66.78	-40.70	627.93	627.94
J	98+76.78	-40.70	627.85	627.85
K	98+86.78	-40.70	627.77	627.77
CL Brg. Pier 2	98+91.78	-40.70	627.72	627.72
L	99+01.78	-40.70	627.63	627.65
M	99+11.78	-40.70	627.52	627.57
N	99+21.78	-40.70	627.41	627.47
O	99+31.78	-40.70	627.29	627.35
P	99+41.78	-40.70	627.16	627.20
Q	99+51.78	-40.70	627.02	627.04
CL Brg. East Abut.	99+56.78	-40.70	626.96	626.96
Back of East Abut.	99+59.70	-40.70	626.92	626.92

BEAM #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-34.45	628.36	628.36
CL Brg. West Abut.	97+67.78	-34.45	628.37	628.37
A	97+77.78	-34.45	628.37	628.40
B	97+87.78	-34.45	628.37	628.41
C	97+97.78	-34.45	628.36	628.41
D	98+07.78	-34.45	628.34	628.37
E	98+17.78	-34.45	628.32	628.33
CL Brg. Pier 1	98+26.78	-34.45	628.28	628.28
F	98+36.78	-34.45	628.24	628.24
G	98+46.78	-34.45	628.19	628.19
H	98+56.78	-34.45	628.13	628.14
I	98+66.78	-34.45	628.06	628.07
J	98+76.78	-34.45	627.99	627.99
K	98+86.78	-34.45	627.90	627.90
CL Brg. Pier 2	98+91.78	-34.45	627.86	627.86
L	99+01.78	-34.45	627.76	627.78
M	99+11.78	-34.45	627.65	627.70
N	99+21.78	-34.45	627.54	627.60
O	99+31.78	-34.45	627.42	627.48
P	99+41.78	-34.45	627.29	627.33
Q	99+51.78	-34.45	627.15	627.17
CL Brg. East Abut.	99+56.78	-34.45	627.09	627.09
Back of East Abut.	99+59.70	-34.45	627.05	627.05

BEAM #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-28.20	628.48	628.48
CL Brg. West Abut.	97+67.78	-28.20	628.49	628.49
A	97+77.78	-28.20	628.49	628.52
B	97+87.78	-28.20	628.49	628.53
C	97+97.78	-28.20	628.48	628.53
D	98+07.78	-28.20	628.46	628.50
E	98+17.78	-28.20	628.44	628.45
CL Brg. Pier 1	98+26.78	-28.20	628.40	628.40
F	98+36.78	-28.20	628.36	628.36
G	98+46.78	-28.20	628.31	628.32
H	98+56.78	-28.20	628.25	628.26
I	98+66.78	-28.20	628.18	628.19
J	98+76.78	-28.20	628.11	628.11
K	98+86.78	-28.20	628.02	628.02
CL Brg. Pier 2	98+91.78	-28.20	627.98	627.98
L	99+01.78	-28.20	627.88	627.90
M	99+11.78	-28.20	627.77	627.82
N	99+21.78	-28.20	627.66	627.72
O	99+31.78	-28.20	627.54	627.60
P	99+41.78	-28.20	627.41	627.45
Q	99+51.78	-28.20	627.27	627.29
CL Brg. East Abut.	99+56.78	-28.20	627.21	627.21
Back of East Abut.	99+59.70	-28.20	627.17	627.17

BEAM #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-21.95	628.58	628.58
CL Brg. West Abut.	97+67.78	-21.95	628.59	628.59
A	97+77.78	-21.95	628.59	628.62
B	97+87.78	-21.95	628.59	628.63
C	97+97.78	-21.95	628.58	628.62
D	98+07.78	-21.95	628.56	628.59
E	98+17.78	-21.95	628.53	628.55
CL Brg. Pier 1	98+26.78	-21.95	628.50	628.50
F	98+36.78	-21.95	628.46	628.46
G	98+46.78	-21.95	628.41	628.41
H	98+56.78	-21.95	628.35	628.36
I	98+66.78	-21.95	628.28	628.29
J	98+76.78	-21.95	628.20	628.20
K	98+86.78	-21.95	628.12	628.12
CL Brg. Pier 2	98+91.78	-21.95	628.07	628.07
L	99+01.78	-21.95	627.98	628.00
M	99+11.78	-21.95	627.87	627.91
N	99+21.78	-21.95	627.76	627.82
O	99+31.78	-21.95	627.64	627.70
P	99+41.78	-21.95	627.51	627.55
Q	99+51.78	-21.95	627.37	627.39
CL Brg. East Abut.	99+56.78	-21.95	627.31	627.31
Back of East Abut.	99+59.70	-21.95	627.27	627.27

BEAM #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-15.70	628.68	628.68
CL Brg. West Abut.	97+67.78	-15.70	628.68	628.68
A	97+77.78	-15.70	628.69	628.72
B	97+87.78	-15.70	628.69	628.73
C	97+97.78	-15.70	628.68	628.72
D	98+07.78	-15.70	628.66	628.69
E	98+17.78	-15.70	628.63	628.64
CL Brg. Pier 1	98+26.78	-15.70	628.60	628.60
F	98+36.78	-15.70	628.56	628.56
G	98+46.78	-15.70	628.51	628.51
H	98+56.78	-15.70	628.45	628.45
I	98+66.78	-15.70	628.38	628.38
J	98+76.78	-15.70	628.30	628.30
K	98+86.78	-15.70	628.22	628.21
CL Brg. Pier 2	98+91.78	-15.70	628.17	628.17
L	99+01.78	-15.70	628.07	628.09
M	99+11.78	-15.70	627.97	628.01
N	99+21.78	-15.70	627.86	627.92
O	99+31.78	-15.70	627.73	627.80
P	99+41.78	-15.70	627.60	627.65
Q	99+51.78	-15.70	627.47	627.49
CL Brg. East Abut.	99+56.78	-15.70	627.40	627.40
Back of East Abut.	99+59.70	-15.70	627.36	627.36

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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JJI	REVISED
	CHECKED - JMT	REVISED
PLOT SCALE =	DRAWN - GJE	REVISED
PLOT DATE = 8/15/2013	CHECKED - JMT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 016-3035
SHEET NO. 11 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	72
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

BEAM #7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-9.45	628.78	628.78
CL Brg. West Abut.	97+67.78	-9.45	628.78	628.78
A	97+77.78	-9.45	628.79	628.81
B	97+87.78	-9.45	628.79	628.83
C	97+97.78	-9.45	628.78	628.82
D	98+07.78	-9.45	628.76	628.79
E	98+17.78	-9.45	628.73	628.74
CL Brg. Pier 1	98+26.78	-9.45	628.70	628.70
F	98+36.78	-9.45	628.65	628.65
G	98+46.78	-9.45	628.60	628.61
H	98+56.78	-9.45	628.54	628.55
I	98+66.78	-9.45	628.48	628.48
J	98+76.78	-9.45	628.40	628.40
K	98+86.78	-9.45	628.31	628.31
CL Brg. Pier 2	98+91.78	-9.45	628.27	628.27
L	99+01.78	-9.45	628.17	628.19
M	99+11.78	-9.45	628.07	628.11
N	99+21.78	-9.45	627.95	628.01
O	99+31.78	-9.45	627.83	627.89
P	99+41.78	-9.45	627.70	627.75
Q	99+51.78	-9.45	627.57	627.58
CL Brg. East Abut.	99+56.78	-9.45	627.50	627.50
Back of East Abut.	99+59.70	-9.45	627.46	627.46

BEAM #8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	-3.20	628.88	628.88
CL Brg. West Abut.	97+67.78	-3.20	628.88	628.88
A	97+77.78	-3.20	628.89	628.91
B	97+87.78	-3.20	628.88	628.93
C	97+97.78	-3.20	628.87	628.92
D	98+07.78	-3.20	628.85	628.89
E	98+17.78	-3.20	628.83	628.84
CL Brg. Pier 1	98+26.78	-3.20	628.79	628.79
F	98+36.78	-3.20	628.75	628.75
G	98+46.78	-3.20	628.70	628.71
H	98+56.78	-3.20	628.64	628.65
I	98+66.78	-3.20	628.57	628.58
J	98+76.78	-3.20	628.50	628.50
K	98+86.78	-3.20	628.41	628.41
CL Brg. Pier 2	98+91.78	-3.20	628.37	628.37
L	99+01.78	-3.20	628.27	628.29
M	99+11.78	-3.20	628.16	628.21
N	99+21.78	-3.20	628.05	628.11
O	99+31.78	-3.20	627.93	627.99
P	99+41.78	-3.20	627.80	627.85
Q	99+51.78	-3.20	627.67	627.68
CL Brg. East Abut.	99+56.78	-3.20	627.60	627.60
Back of East Abut.	99+59.70	-3.20	627.56	627.56

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	0.00	628.93	628.93
CL Brg. West Abut.	97+67.78	0.00	628.93	628.93
A	97+77.78	0.00	628.94	628.96
B	97+87.78	0.00	628.93	628.98
C	97+97.78	0.00	628.92	628.97
D	98+07.78	0.00	628.90	628.94
E	98+17.78	0.00	628.88	628.89
CL Brg. Pier 1	98+26.78	0.00	628.85	628.85
F	98+36.78	0.00	628.80	628.80
G	98+46.78	0.00	628.75	628.76
H	98+56.78	0.00	628.69	628.70
I	98+66.78	0.00	628.62	628.63
J	98+76.78	0.00	628.55	628.55
K	98+86.78	0.00	628.46	628.46
CL Brg. Pier 2	98+91.78	0.00	628.42	628.42
L	99+01.78	0.00	628.32	628.34
M	99+11.78	0.00	628.21	628.26
N	99+21.78	0.00	628.10	628.16
O	99+31.78	0.00	627.98	628.04
P	99+41.78	0.00	627.85	627.90
Q	99+51.78	0.00	627.72	627.73
CL Brg. East Abut.	99+56.78	0.00	627.65	627.65
Back of East Abut.	99+59.70	0.00	627.61	627.61

BEAM #9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	3.05	628.88	628.88
CL Brg. West Abut.	97+67.78	3.05	628.88	628.88
A	97+77.78	3.05	628.89	628.91
B	97+87.78	3.05	628.89	628.93
C	97+97.78	3.05	628.88	628.92
D	98+07.78	3.05	628.86	628.89
E	98+17.78	3.05	628.83	628.84
CL Brg. Pier 1	98+26.78	3.05	628.80	628.80
F	98+36.78	3.05	628.75	628.75
G	98+46.78	3.05	628.70	628.71
H	98+56.78	3.05	628.64	628.65
I	98+66.78	3.05	628.58	628.58
J	98+76.78	3.05	628.50	628.50
K	98+86.78	3.05	628.41	628.41
CL Brg. Pier 2	98+91.78	3.05	628.37	628.37
L	99+01.78	3.05	628.27	628.29
M	99+11.78	3.05	628.17	628.21
N	99+21.78	3.05	628.05	628.11
O	99+31.78	3.05	627.93	627.99
P	99+41.78	3.05	627.80	627.85
Q	99+51.78	3.05	627.67	627.68
CL Brg. East Abut.	99+56.78	3.05	627.60	627.60
Back of East Abut.	99+59.70	3.05	627.56	627.56

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	6.30	628.83	628.83
CL Brg. West Abut.	97+67.78	6.30	628.83	628.83
A	97+77.78	6.30	628.84	628.86
B	97+87.78	6.30	628.83	628.88
C	97+97.78	6.30	628.82	628.87
D	98+07.78	6.30	628.81	628.84
E	98+17.78	6.30	628.78	628.79
CL Brg. Pier 1	98+26.78	6.30	628.75	628.75
F	98+36.78	6.30	628.70	628.70
G	98+46.78	6.30	628.65	628.66
H	98+56.78	6.30	628.59	628.60
I	98+66.78	6.30	628.52	628.53
J	98+76.78	6.30	628.45	628.45
K	98+86.78	6.30	628.36	628.36
CL Brg. Pier 2	98+91.78	6.30	628.32	628.32
L	99+01.78	6.30	628.22	628.24
M	99+11.78	6.30	628.12	628.16
N	99+21.78	6.30	628.00	628.06
O	99+31.78	6.30	627.88	627.94
P	99+41.78	6.30	627.75	627.80
Q	99+51.78	6.30	627.62	627.63
CL Brg. East Abut.	99+56.78	6.30	627.55	627.55
Back of East Abut.	99+59.70	6.30	627.51	627.51

BEAM #10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	9.30	628.78	628.78
CL Brg. West Abut.	97+67.78	9.30	628.78	628.78
A	97+77.78	9.30	628.79	628.82
B	97+87.78	9.30	628.79	628.83
C	97+97.78	9.30	628.78	628.82
D	98+07.78	9.30	628.76	628.79
E	98+17.78	9.30	628.73	628.74
CL Brg. Pier 1	98+26.78	9.30	628.70	628.70
F	98+36.78	9.30	628.66	628.66
G	98+46.78	9.30	628.61	628.61
H	98+56.78	9.30	628.55	628.55
I	98+66.78	9.30	628.48	628.48
J	98+76.78	9.30	628.40	628.40
K	98+86.78	9.30	628.32	628.31
CL Brg. Pier 2	98+91.78	9.30	628.27	628.27
L	99+01.78	9.30	628.17	628.19
M	99+11.78	9.30	628.07	628.11
N	99+21.78	9.30	627.96	628.02
O	99+31.78	9.30	627.83	627.90
P	99+41.78	9.30	627.70	627.75
Q	99+51.78	9.30	627.57	627.59
CL Brg. East Abut.	99+56.78	9.30	627.50	627.50
Back of East Abut.	99+59.70	9.30	627.46	627.46

FILE NAME = W:\191-138_IDOT_IL64\CADD_Sheets\structural\D1680J11-sht-09_TopSlab.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 016-3035
SHEET NO. 12 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	73
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

BEAM #11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	15.55	628.68	628.68
CL Brg. West Abut.	97+67.78	15.55	628.69	628.69
A	97+77.78	15.55	628.69	628.72
B	97+87.78	15.55	628.69	628.73
C	97+97.78	15.55	628.68	628.72
D	98+07.78	15.55	628.66	628.69
E	98+17.78	15.55	628.63	628.65
CL Brg. Pier 1	98+26.78	15.55	628.60	628.60
F	98+36.78	15.55	628.56	628.56
G	98+46.78	15.55	628.51	628.51
H	98+56.78	15.55	628.45	628.46
I	98+66.78	15.55	628.38	628.39
J	98+76.78	15.55	628.30	628.30
K	98+86.78	15.55	628.22	628.22
CL Brg. Pier 2	98+91.78	15.55	628.17	628.17
L	99+01.78	15.55	628.08	628.10
M	99+11.78	15.55	627.97	628.01
N	99+21.78	15.55	627.86	627.92
O	99+31.78	15.55	627.74	627.80
P	99+41.78	15.55	627.61	627.65
Q	99+51.78	15.55	627.47	627.49
CL Brg. East Abut.	99+56.78	15.55	627.41	627.41
Back of East Abut.	99+59.70	15.55	627.37	627.37

BEAM #12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	21.80	628.59	628.59
CL Brg. West Abut.	97+67.78	21.80	628.59	628.59
A	97+77.78	21.80	628.59	628.62
B	97+87.78	21.80	628.59	628.63
C	97+97.78	21.80	628.58	628.63
D	98+07.78	21.80	628.56	628.60
E	98+17.78	21.80	628.54	628.55
CL Brg. Pier 1	98+26.78	21.80	628.50	628.50
F	98+36.78	21.80	628.46	628.46
G	98+46.78	21.80	628.41	628.42
H	98+56.78	21.80	628.35	628.36
I	98+66.78	21.80	628.28	628.29
J	98+76.78	21.80	628.21	628.21
K	98+86.78	21.80	628.12	628.12
CL Brg. Pier 2	98+91.78	21.80	628.08	628.08
L	99+01.78	21.80	627.98	628.00
M	99+11.78	21.80	627.87	627.92
N	99+21.78	21.80	627.76	627.82
O	99+31.78	21.80	627.64	627.70
P	99+41.78	21.80	627.51	627.55
Q	99+51.78	21.80	627.37	627.39
CL Brg. East Abut.	99+56.78	21.80	627.31	627.31
Back of East Abut.	99+59.70	21.80	627.27	627.27

BEAM #13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	28.05	628.49	628.49
CL Brg. West Abut.	97+67.78	28.05	628.49	628.49
A	97+77.78	28.05	628.50	628.52
B	97+87.78	28.05	628.49	628.54
C	97+97.78	28.05	628.48	628.53
D	98+07.78	28.05	628.47	628.50
E	98+17.78	28.05	628.44	628.45
CL Brg. Pier 1	98+26.78	28.05	628.41	628.41
F	98+36.78	28.05	628.36	628.36
G	98+46.78	28.05	628.31	628.32
H	98+56.78	28.05	628.25	628.26
I	98+66.78	28.05	628.18	628.19
J	98+76.78	28.05	628.11	628.11
K	98+86.78	28.05	628.02	628.02
CL Brg. Pier 2	98+91.78	28.05	627.98	627.98
L	99+01.78	28.05	627.88	627.90
M	99+11.78	28.05	627.78	627.82
N	99+21.78	28.05	627.66	627.72
O	99+31.78	28.05	627.54	627.60
P	99+41.78	28.05	627.41	627.46
Q	99+51.78	28.05	627.28	627.29
CL Brg. East Abut.	99+56.78	28.05	627.21	627.21
Back of East Abut.	99+59.70	28.05	627.17	627.17

BEAM #14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	34.30	628.37	628.37
CL Brg. West Abut.	97+67.78	34.30	628.37	628.37
A	97+77.78	34.30	628.38	628.40
B	97+87.78	34.30	628.38	628.42
C	97+97.78	34.30	628.36	628.41
D	98+07.78	34.30	628.35	628.38
E	98+17.78	34.30	628.32	628.33
CL Brg. Pier 1	98+26.78	34.30	628.29	628.29
F	98+36.78	34.30	628.24	628.24
G	98+46.78	34.30	628.19	628.20
H	98+56.78	34.30	628.13	628.14
I	98+66.78	34.30	628.06	628.07
J	98+76.78	34.30	627.99	627.99
K	98+86.78	34.30	627.90	627.90
CL Brg. Pier 2	98+91.78	34.30	627.86	627.86
L	99+01.78	34.30	627.76	627.78
M	99+11.78	34.30	627.66	627.70
N	99+21.78	34.30	627.54	627.60
O	99+31.78	34.30	627.42	627.48
P	99+41.78	34.30	627.29	627.34
Q	99+51.78	34.30	627.16	627.17
CL Brg. East Abut.	99+56.78	34.30	627.09	627.09
Back of East Abut.	99+59.70	34.30	627.05	627.05

BEAM #15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	40.55	628.24	628.24
CL Brg. West Abut.	97+67.78	40.55	628.24	628.24
A	97+77.78	40.55	628.25	628.27
B	97+87.78	40.55	628.25	628.29
C	97+97.78	40.55	628.23	628.28
D	98+07.78	40.55	628.22	628.25
E	98+17.78	40.55	628.19	628.20
CL Brg. Pier 1	98+26.78	40.55	628.16	628.16
F	98+36.78	40.55	628.11	628.11
G	98+46.78	40.55	628.06	628.07
H	98+56.78	40.55	628.00	628.01
I	98+66.78	40.55	627.93	627.94
J	98+76.78	40.55	627.86	627.86
K	98+86.78	40.55	627.77	627.77
CL Brg. Pier 2	98+91.78	40.55	627.73	627.73
L	99+01.78	40.55	627.63	627.65
M	99+11.78	40.55	627.53	627.57
N	99+21.78	40.55	627.41	627.47
O	99+31.78	40.55	627.29	627.35
P	99+41.78	40.55	627.16	627.21
Q	99+51.78	40.55	627.03	627.04
CL Brg. East Abut.	99+56.78	40.55	626.96	626.96
Back of East Abut.	99+59.70	40.55	626.92	626.92

BEAM #16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	46.80	628.13	628.13
CL Brg. West Abut.	97+67.78	46.80	628.13	628.13
A	97+77.78	46.80	628.14	628.17
B	97+87.78	46.80	628.13	628.18
C	97+97.78	46.80	628.12	628.17
D	98+07.78	46.80	628.10	628.14
E	98+17.78	46.80	628.08	628.09
CL Brg. Pier 1	98+26.78	46.80	628.05	628.05
F	98+36.78	46.80	628.00	628.00
G	98+46.78	46.80	627.95	627.96
H	98+56.78	46.80	627.89	627.90
I	98+66.78	46.80	627.82	627.83
J	98+76.78	46.80	627.75	627.75
K	98+86.78	46.80	627.66	627.66
CL Brg. Pier 2	98+91.78	46.80	627.62	627.62
L	99+01.78	46.80	627.52	627.54
M	99+11.78	46.80	627.42	627.47
N	99+21.78	46.80	627.30	627.37
O	99+31.78	46.80	627.18	627.25
P	99+41.78	46.80	627.05	627.10
Q	99+51.78	46.80	626.92	626.94
CL Brg. East Abut.	99+56.78	46.80	626.85	626.85
Back of East Abut.	99+59.70	46.80	626.81	626.81

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 016-3035
SHEET NO. 13 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	74
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

BEAM #17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	97+64.36	53.05	628.04	628.04
CL Brg. West Abut.	97+67.78	53.05	628.04	628.04
A	97+77.78	53.05	628.05	628.08
B	97+87.78	53.05	628.05	628.10
C	97+97.78	53.05	628.04	628.09
D	98+07.78	53.05	628.02	628.05
E	98+17.78	53.05	627.99	628.01
CL Brg. Pier 1	98+26.78	53.05	627.96	627.96
F	98+36.78	53.05	627.92	627.91
G	98+46.78	53.05	627.86	627.87
H	98+56.78	53.05	627.80	627.81
I	98+66.78	53.05	627.74	627.74
J	98+76.78	53.05	627.66	627.66
K	98+86.78	53.05	627.58	627.57
CL Brg. Pier 2	98+91.78	53.05	627.53	627.53
L	99+01.78	53.05	627.43	627.45
M	99+11.78	53.05	627.33	627.38
N	99+21.78	53.05	627.21	627.29
O	99+31.78	53.05	627.09	627.17
P	99+41.78	53.05	626.96	627.02
Q	99+51.78	53.05	626.83	626.85
CL Brg. East Abut.	99+56.78	53.05	626.76	626.76
Back of East Abut.	99+59.70	53.05	626.72	626.72

BEAM #1a

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
At Bm. 1	99+51.78	-46.95	626.89	626.91
CL Brg. East Abut.	99+56.78	-49.83	626.77	626.77
Back of East Abut.	99+59.70	-51.52	626.69	626.69

BEAM #17a

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
At Bm. 17	99+49.28	53.05	626.86	626.89
CL Brg. East Abut.	99+56.78	57.39	626.70	626.70
Back of East Abut.	99+59.70	59.07	626.64	626.63

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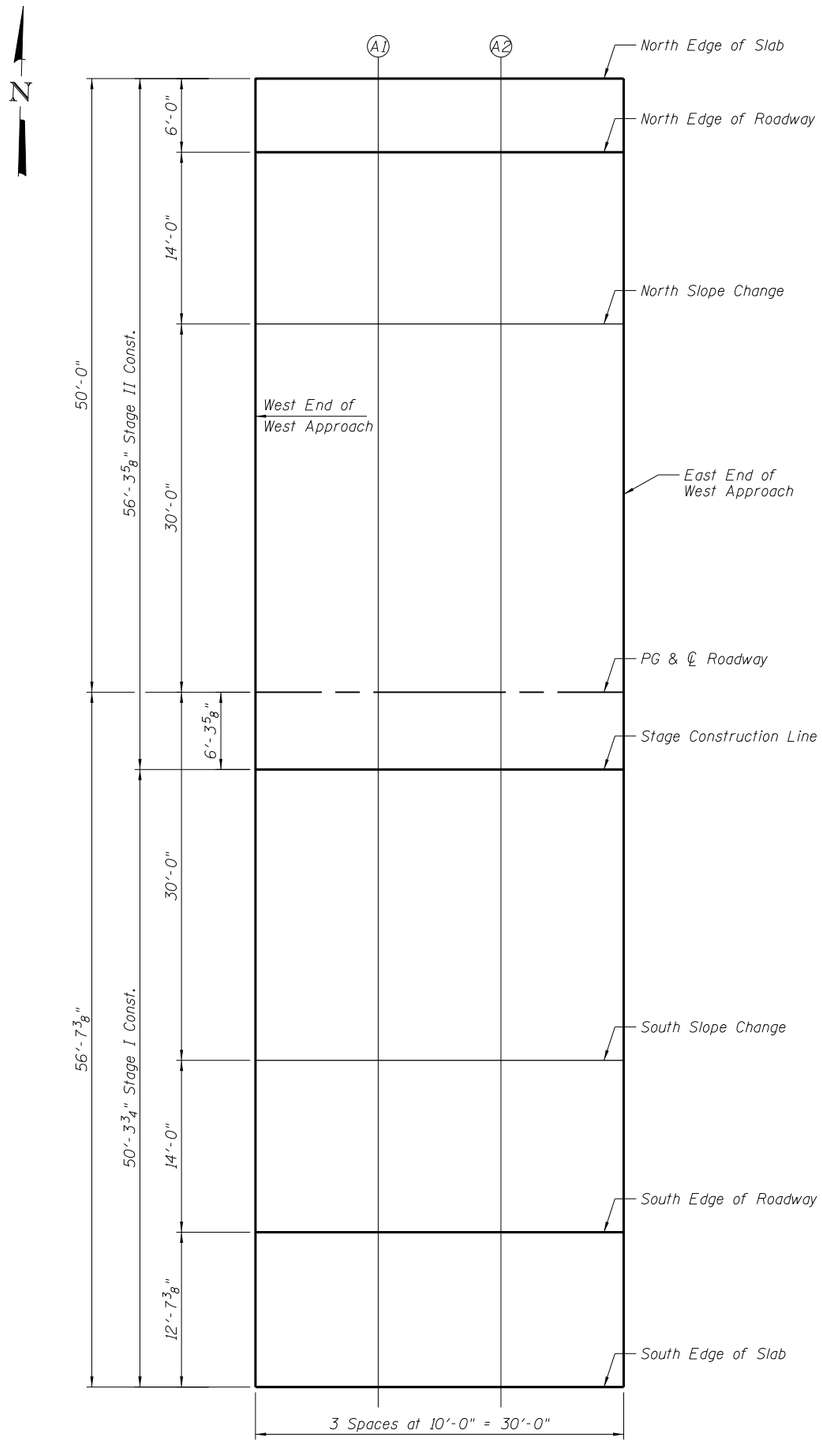
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS V
STRUCTURE NO. 016-3035
SHEET NO. 14 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	75
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



PLAN

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	-50.00	627.96
A1	97+44.86	-50.00	628.00
A2	97+54.86	-50.00	628.02
East End of West Appr.	97+64.86	-50.00	628.04

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	-44.00	628.08
A1	97+44.86	-44.00	628.12
A2	97+54.86	-44.00	628.14
East End of West Appr.	97+64.86	-44.00	628.16

NORTH SLOPE CHANGE

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	-30.00	628.38
A1	97+44.86	-30.00	628.42
A2	97+54.86	-30.00	628.44
East End of West Appr.	97+64.86	-30.00	628.46

PG & ℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	0.00	628.85
A1	97+44.86	0.00	628.89
A2	97+54.86	0.00	628.91
East End of West Appr.	97+64.86	0.00	628.93

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	6.30	628.75
A1	97+44.86	6.30	628.79
A2	97+54.86	6.30	628.81
East End of West Appr.	97+64.86	6.30	628.83

SOUTH SLOPE CHANGE

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	30.00	628.38
A1	97+44.86	30.00	628.42
A2	97+54.86	30.00	628.44
East End of West Appr.	97+64.86	30.00	628.46

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	44.00	628.08
A1	97+44.86	44.00	628.12
A2	97+54.86	44.00	628.14
East End of West Appr.	97+64.86	44.00	628.16

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
West End of West Appr.	97+34.86	56.61	627.90
A1	97+44.86	56.61	627.94
A2	97+54.86	56.61	627.96
East End of West Appr.	97+64.86	56.61	627.98

E-AS

7-1-10

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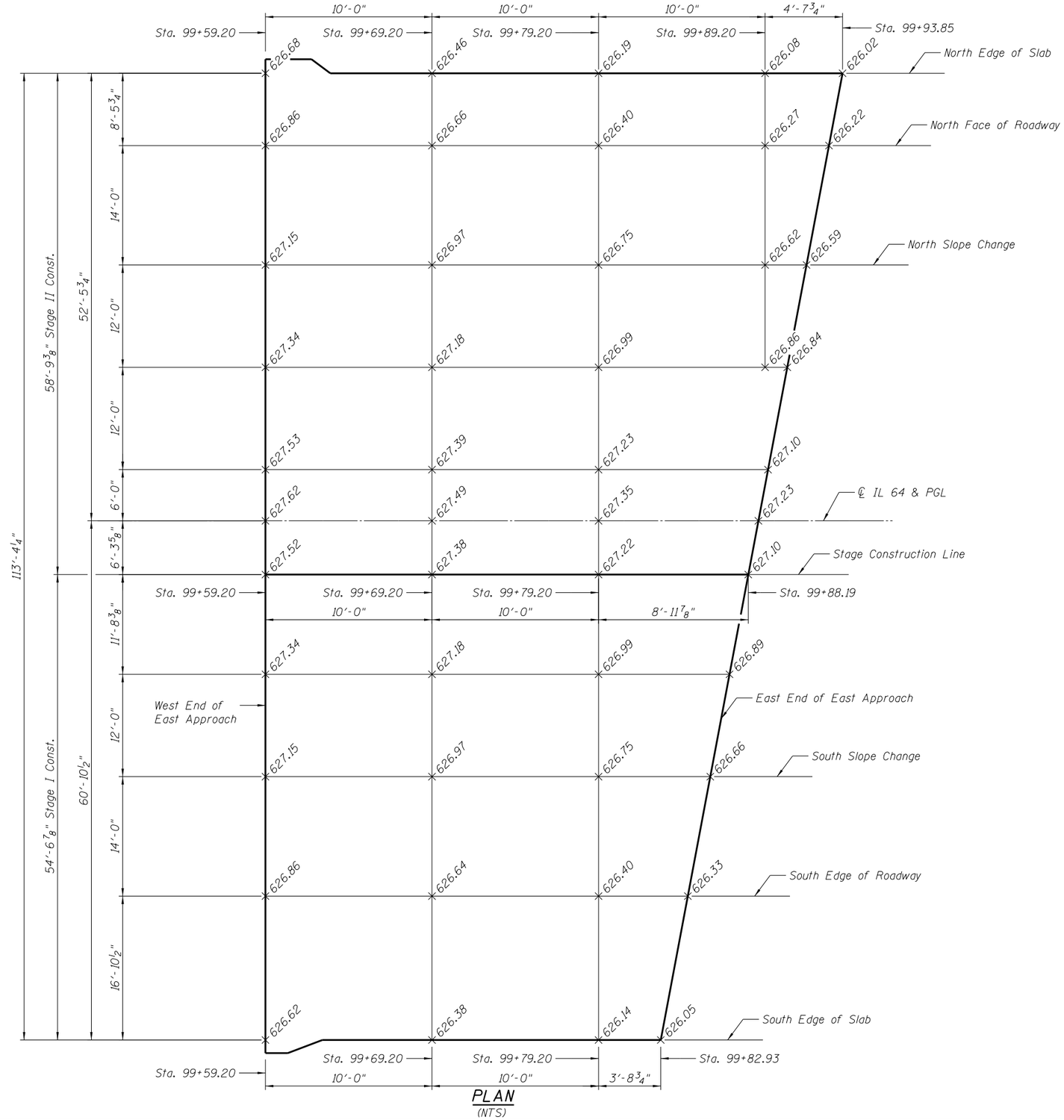
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF W. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-3035
SHEET NO. 15 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	76
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



PLAN
(NTS)

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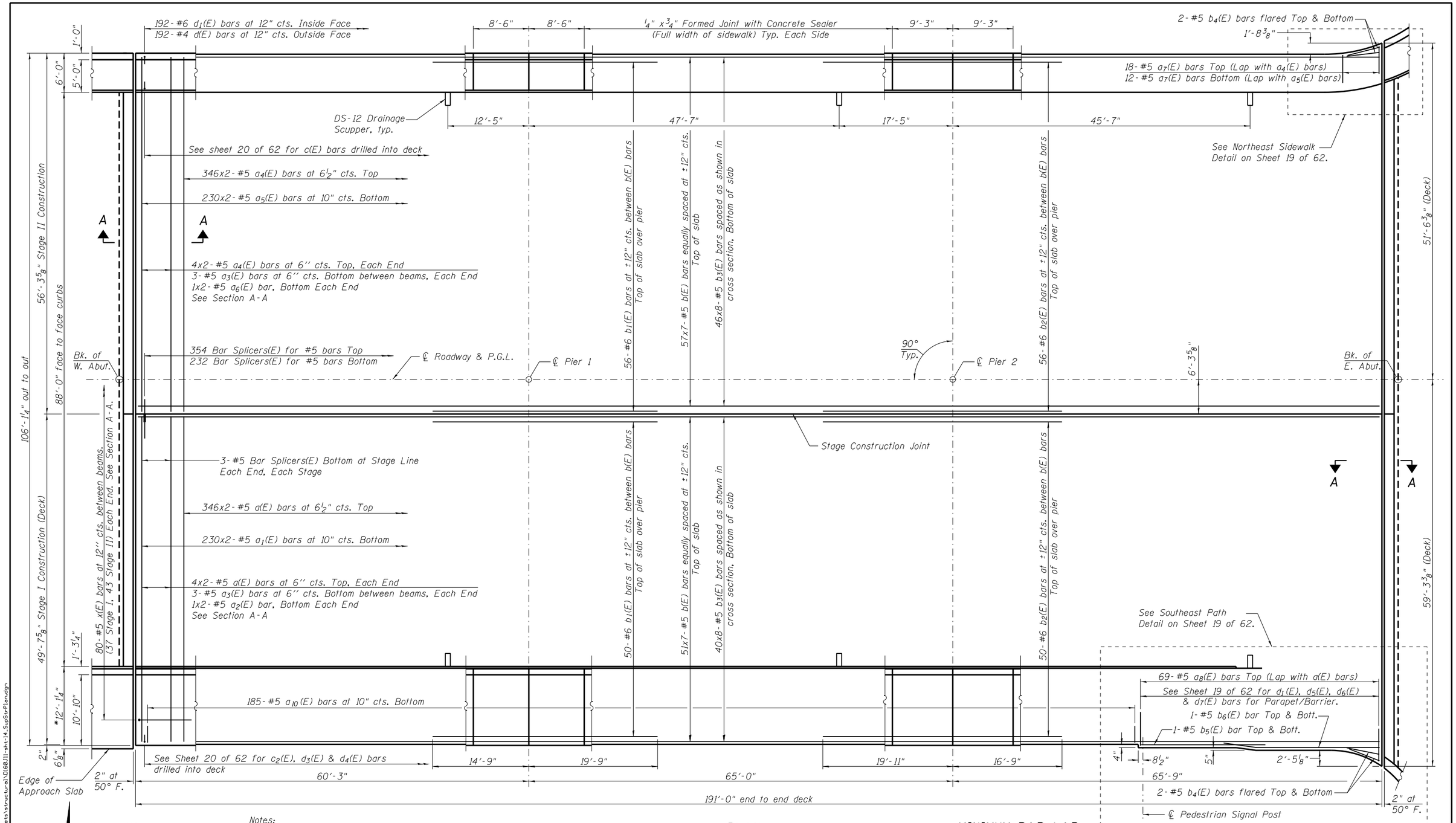
	CHECKED - JJI	REVISED
PLOT SCALE =	DRAWN - JMT	REVISED
PLOT DATE = 8/15/2013	CHECKED - JJI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF E. APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-3035
SHEET NO. 16 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	77
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		



*Stage III Construction

Notes:
See Sheets 18 thru 21 of 62 for superstructure details.
Bars indicated thus 51 x 7-#5 etc. indicates 51 lines of bars with 7 lengths per line.
See Sheet 21 of 62 for Section A-A, parapet joint details, Bill of Material, and Reinforcement at Scuppers.
See Sheet 54 of 62 for Scupper details.
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Sheet 30 of 62.

PLAN

MINIMUM BAR LAP

(Slab)
#5 bar = 2'-7"

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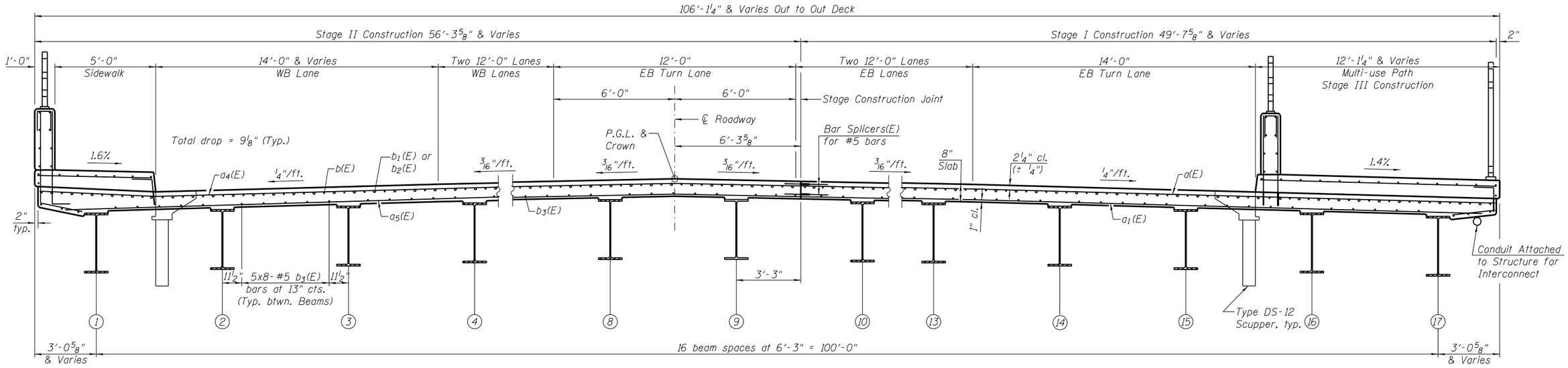
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN
STRUCTURE NO. 016-3035
SHEET NO. 17 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	78
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

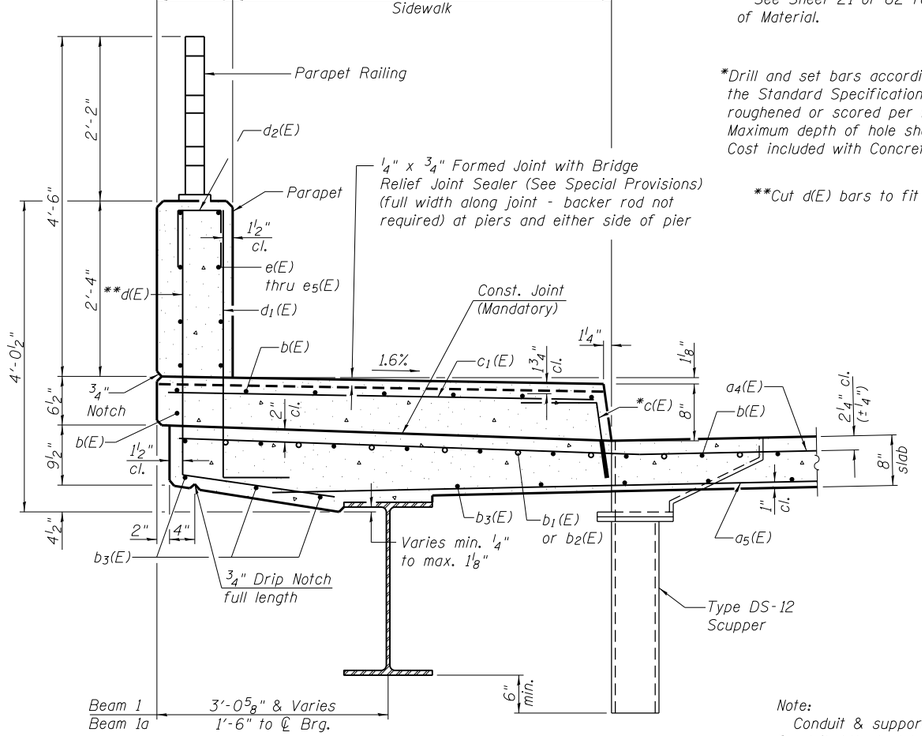


CROSS SECTION
(Looking East)

Note:
See Sheet 21 of 62 for bar details and Bill of Material.

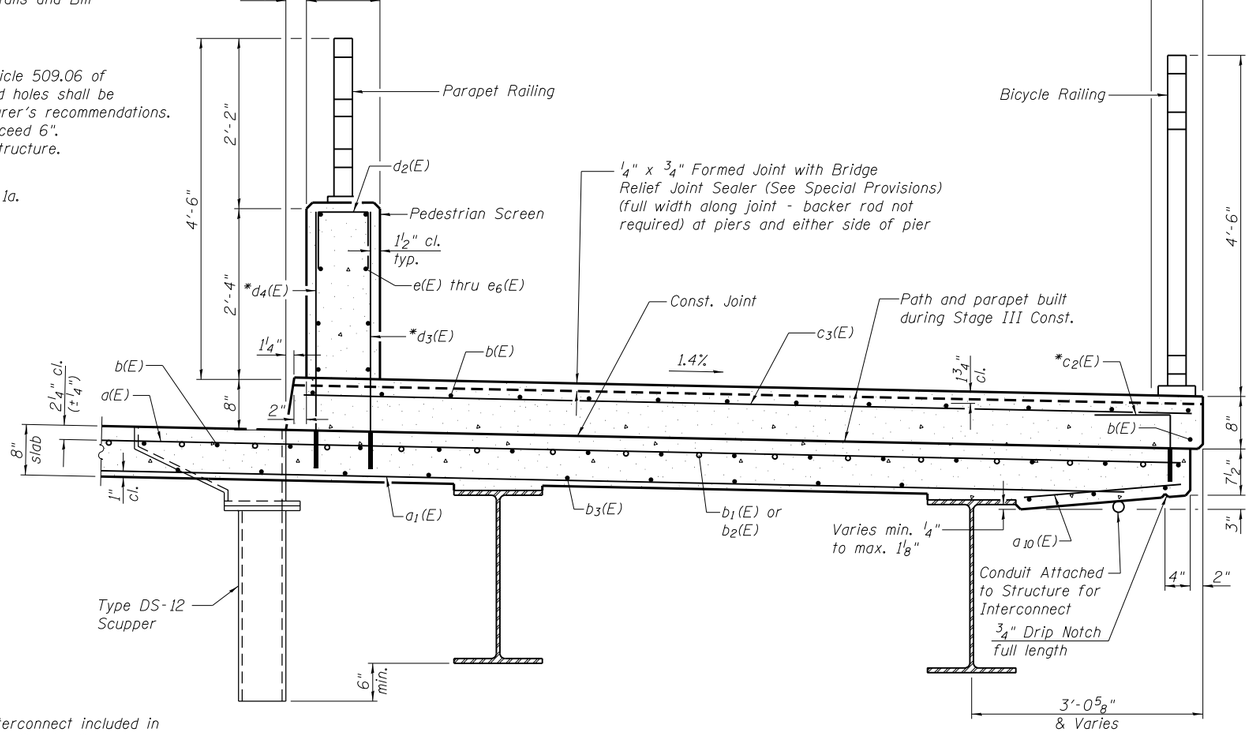
*Drill and set bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Cost included with Concrete Superstructure.

**Cut d(E) bars to fit at Beam 1a.



SECTION THRU NORTH SIDEWALK
(Looking East)

Note:
Conduit & supports for Interconnect included in Conduit Attached to Structure, 2" dia. Galvanized Steel. To be installed by Bridge Contractor.



SECTION THRU SOUTH PATH
(Looking East)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - HP	REVISED
		CHECKED - MTH	REVISED
	PLOT SCALE =	DRAWN - AJF	REVISED
	PLOT DATE = 8/15/2013	CHECKED - MTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTIONS
STRUCTURE NO. 016-3035
SHEET NO. 18 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	79
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

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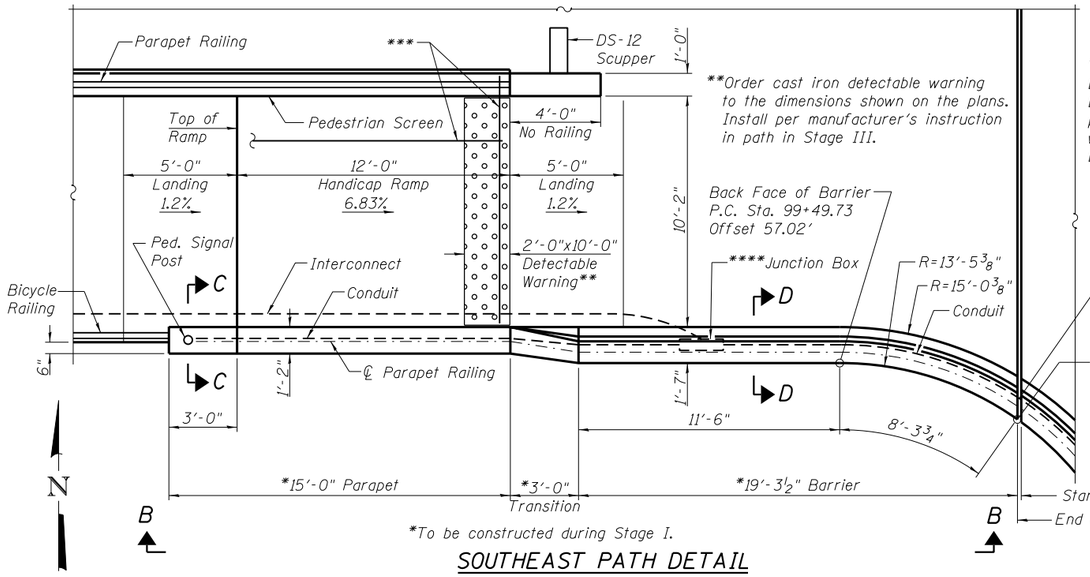
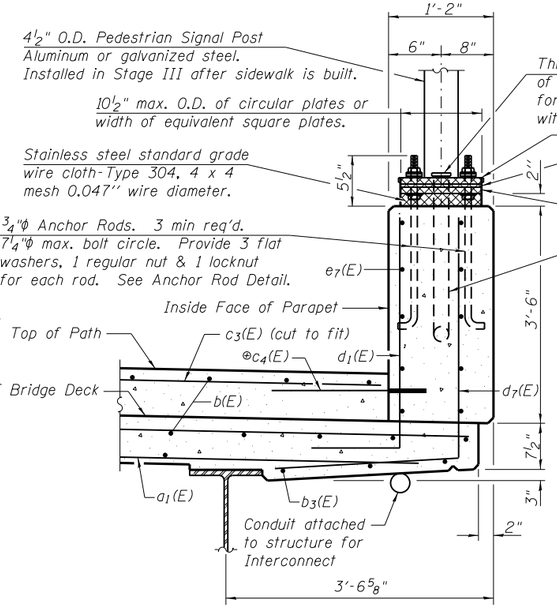


*To be constructed during Stage I.

SOUTHEAST PATH DETAIL

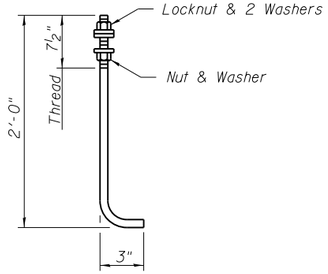
(For deck treatment during Stage I, see Sheet 22 of 62)

***Install $c_3(E)$ and $b(E)$ bars to bottom of ramp. Adjust or cut at bottom of ramp as required to provide clearance for detectable warning plate supplied. Cut $c_3(E)$ bars and bend $b(E)$ bars to fit ramp.



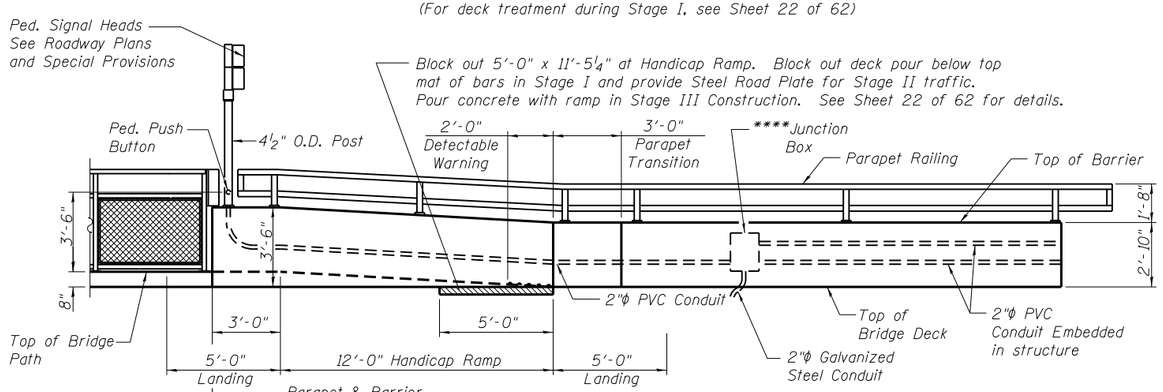
SECTION C-C

**** 14"x16"x6" (WxHxD) See Special Provisions



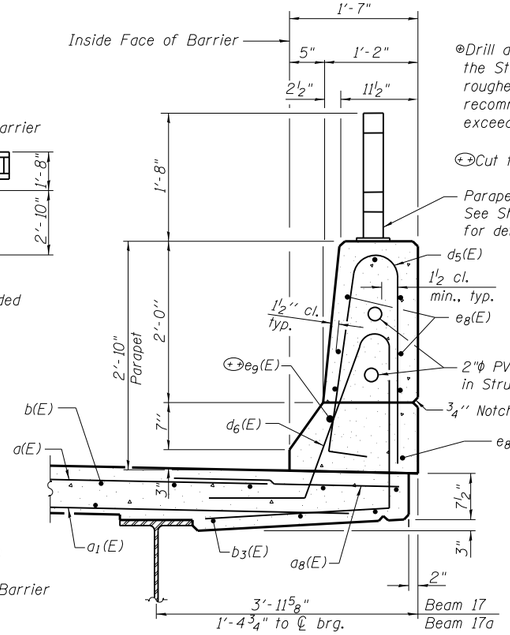
ANCHOR ROD

Diameter as specified.
(ASTM F 1554 Grade 105)
Full length hot dipped galvanized



VIEW B-B

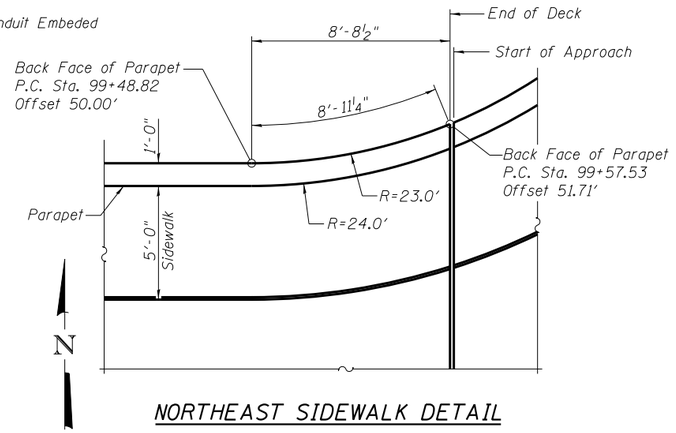
(Showing Dimensions)



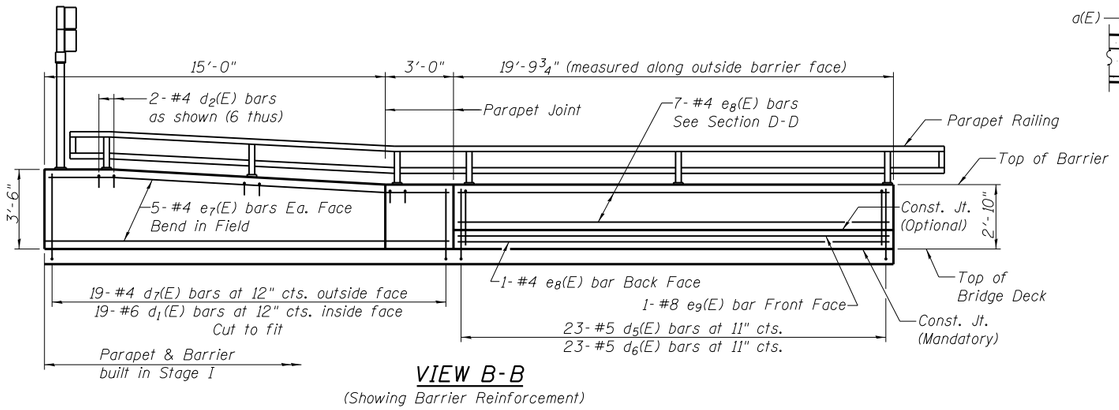
SECTION D-D

⊛Drill and set bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Cost included with Concrete Superstructure.

⊕Cut to fit at Beam 17a.



NORTHEAST SIDEWALK DETAIL



VIEW B-B

(Showing Barrier Reinforcement)

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - HP	REVISED
		CHECKED - MTH	REVISED
	PLOT SCALE =	DRAWN - AJF	REVISED
	PLOT DATE = 8/15/2013	CHECKED - MTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 19 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	80
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

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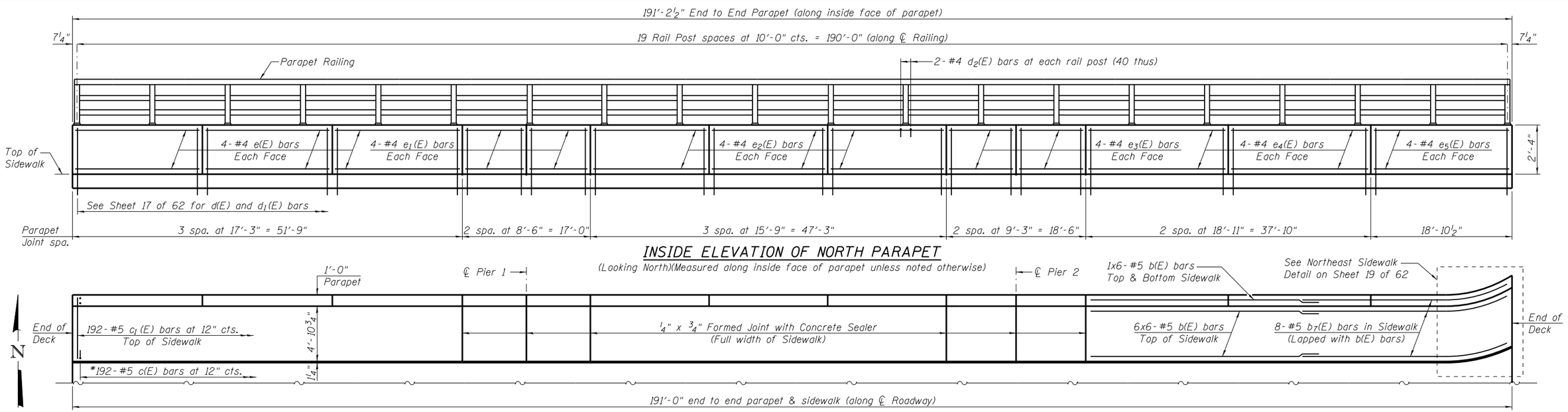


Notes:
See Sheet 18 of 62 for Sections Thru Sidewalk.
See Sheet 21 of 62 for parapet joint details, bar details and Bill of Material.
See Sheets 28 and 29 of 62 for railing details.
See Sheet 19 of 62 for Section C-C.

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\structural\D16811-sht-17_SupSidewalk.dgn

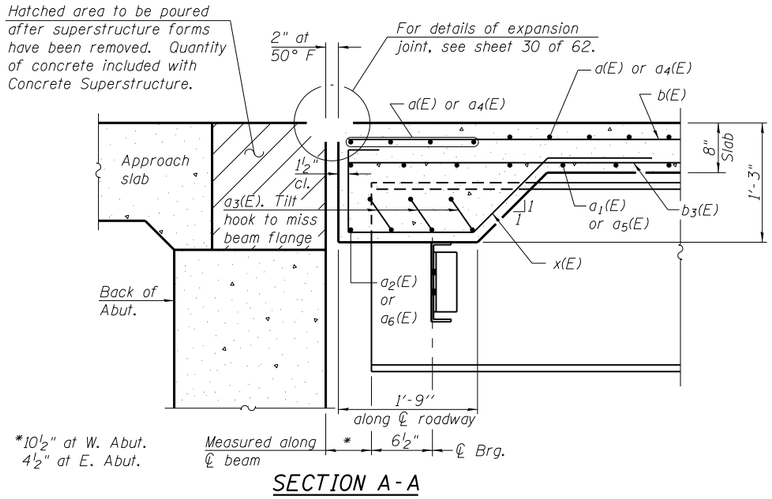
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - HP	REVISED
	CHECKED - MTH	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE = 8/15/2013	CHECKED - MTH	REVISED

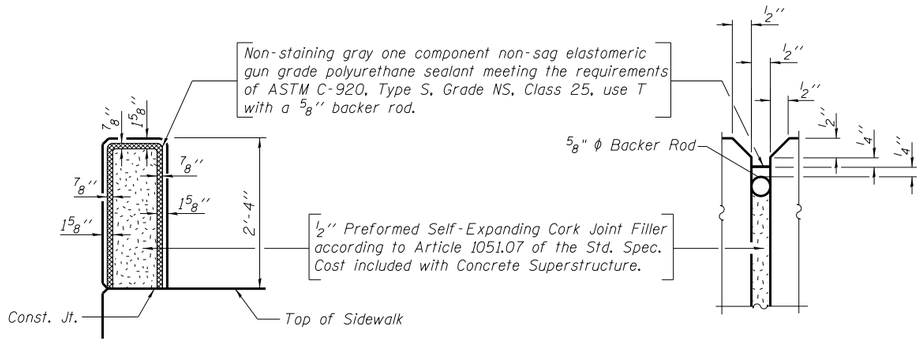
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE SIDEWALKS
STRUCTURE NO. 016-3035
SHEET NO. 20 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	81
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

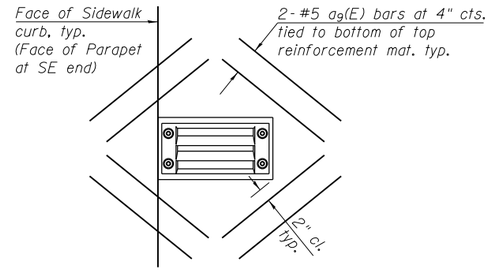


SECTION A-T



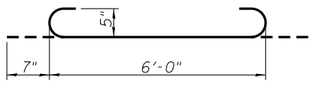
PARAPET JOINT DETAILS

Barrier joint details similar

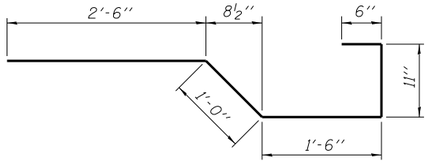


PLAN AT SCUPPER

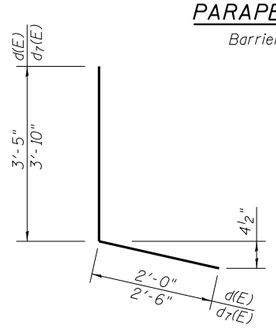
Cut longitudinal reinforcement to clear drainage scuppers.



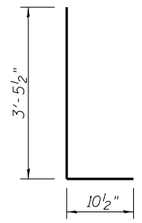
BAR a3(E)



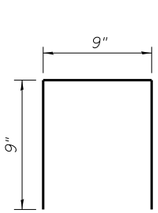
BAR x(E)



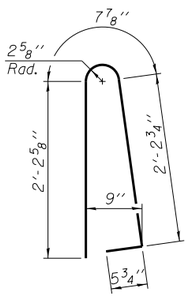
BARS d(E) & d7(E)



BAR d1(E)



BAR d2(E)



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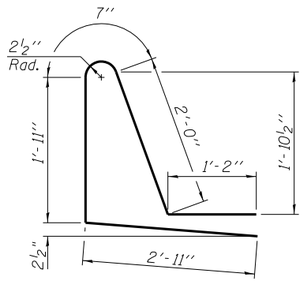
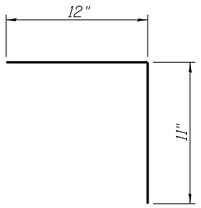
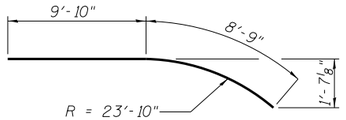


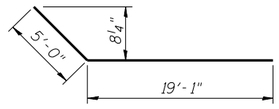
BAR d6(E)



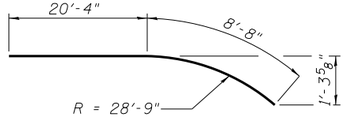
BAR c2(E)



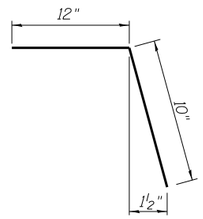
BAR e5(E)



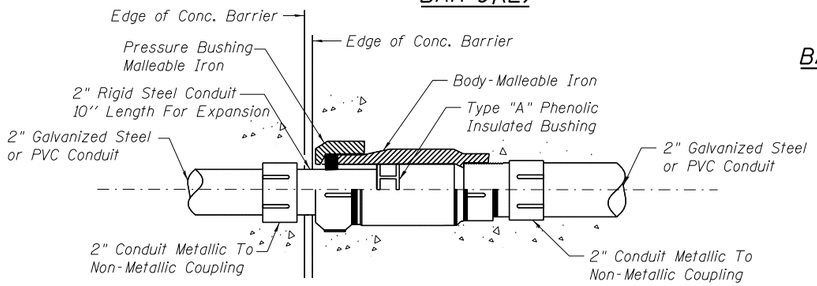
BAR b6(E)



BAR b7(E)



BAR c(E)



CONDUIT EXPANSION FITTING

(5-Req'd) (AX shown)

Note:

1. All conduit fittings and couplings shall be included in the cost of Conduit Embedded in Structure 2" dia. PVC and Conduit attached to structure 2" dia. Galvanized Steel.
2. Use O-Z Gedney AX-200 or approved equal (East side of bridge) (4-Req'd)
3. US O-Z Gedney AXB-200 or approved equal (West side of bridge) (1 Req'd)
4. Furnished and installed by Bridge Contractor

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	708	#5	26'-1"	
a1(E)	460	#5	25'-4"	
a2(E)	4	#5	26'-0"	
a3(E)	90	#5	7'-2"	
a4(E)	708	#5	29'-5"	
a5(E)	460	#5	28'-8"	
a6(E)	4	#5	29'-3"	
a7(E)	30	#5	4'-4"	
a8(E)	69	#5	5'-9"	
a9(E)	48	#5	2'-0"	
a10(E)	185	#5	2'-2"	
b(E)	888	#5	29'-6"	
b1(E)	106	#6	34'-6"	
b2(E)	106	#6	36'-8"	
b3(E)	688	#5	26'-2"	
b4(E)	8	#5	5'-6"	
b5(E)	2	#5	17'-0"	
b6(E)	2	#5	24'-1"	
b7(E)	8	#5	29'-0"	
c(E)	192	#5	1'-10"	
c1(E)	192	#5	5'-7"	
c2(E)	155	#5	1'-11"	
c3(E)	169	#5	11'-8"	
c4(E)	10	#5	2'-0"	
d(E)	192	#4	5'-5"	
d1(E)	211	#6	4'-4"	
d2(E)	82	#4	2'-3"	
d3(E)	174	#4	3'-4"	
d4(E)	174	#6	3'-4"	
d5(E)	23	#5	5'-7"	
d6(E)	23	#5	8'-7"	
d7(E)	19	#4	6'-4"	
e(E)	48	#4	16'-11"	
e1(E)	32	#4	8'-2"	
e2(E)	48	#4	15'-5"	
e3(E)	32	#4	8'-11"	
e4(E)	16	#4	18'-7"	
e5(E)	8	#4	18'-7"	
e6(E)	16	#4	18'-10"	
e7(E)	10	#4	17'-8"	
e8(E)	8	#4	19'-6"	
e9(E)	1	#8	19'-6"	
x(E)	160	#5	6'-5"	
Reinforcement Bars, Epoxy Coated			Pound	137,660
Concrete Superstructure			Cu. Yd.	653.6
Bridge Deck Grooving			Sq. Yd.	1821
Protective Coat			Sq. Yd.	2347

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\structural\D1602J11-sht-18_SupStsDet.dgn

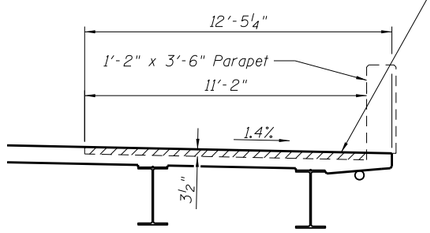
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - HP	REVISED
	CHECKED - MTH	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE = 8/15/2013	CHECKED - MTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 21 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	82
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

Remove top portion of deck concrete after it is placed and prior to concrete set.

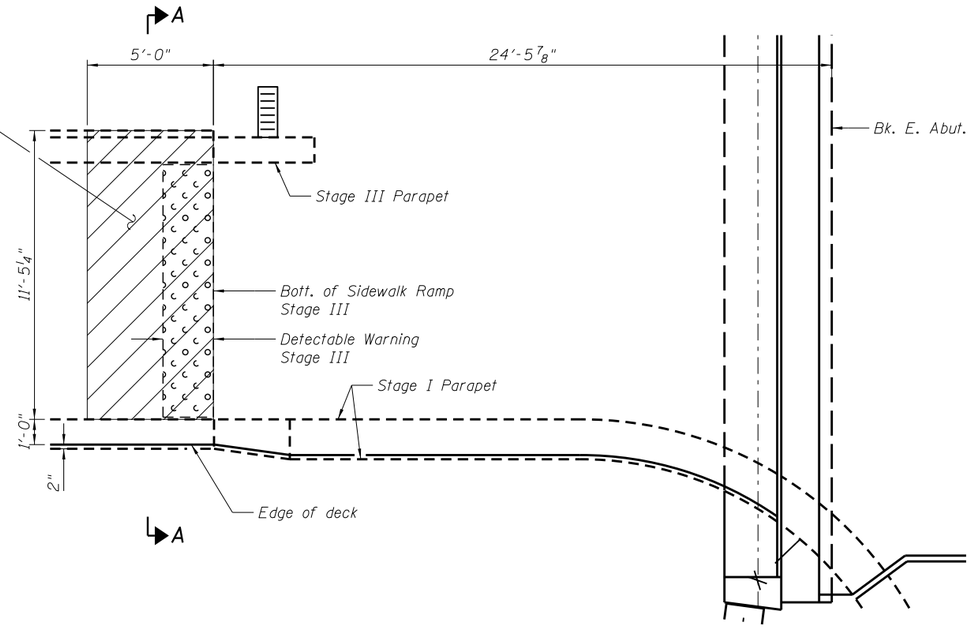
1. Pour concrete deck full depth, screed and vibrate.

2. When concrete has set enough to walk on, layout concrete removal area.

3. Sawcut green concrete to a depth of 1½ inches.

4. Carefully remove concrete to the depth specified, including in and around the top mat of reinforcing steel.

Contractor shall submit a written plan to the Engineer for this work. All costs to remove concrete are included in the Concrete Superstructure item.



PLAN - DECK CONCRETE REMOVAL

(Stage I)

Road Plate and Surface Preparation Notes:

The asphalt ramps and steel road plate shall be maintained to the satisfaction of the Engineer until they are no longer required. They shall be inspected twice a day.

If the anchors are removed, the holes shall be filled with nonshrink grout.

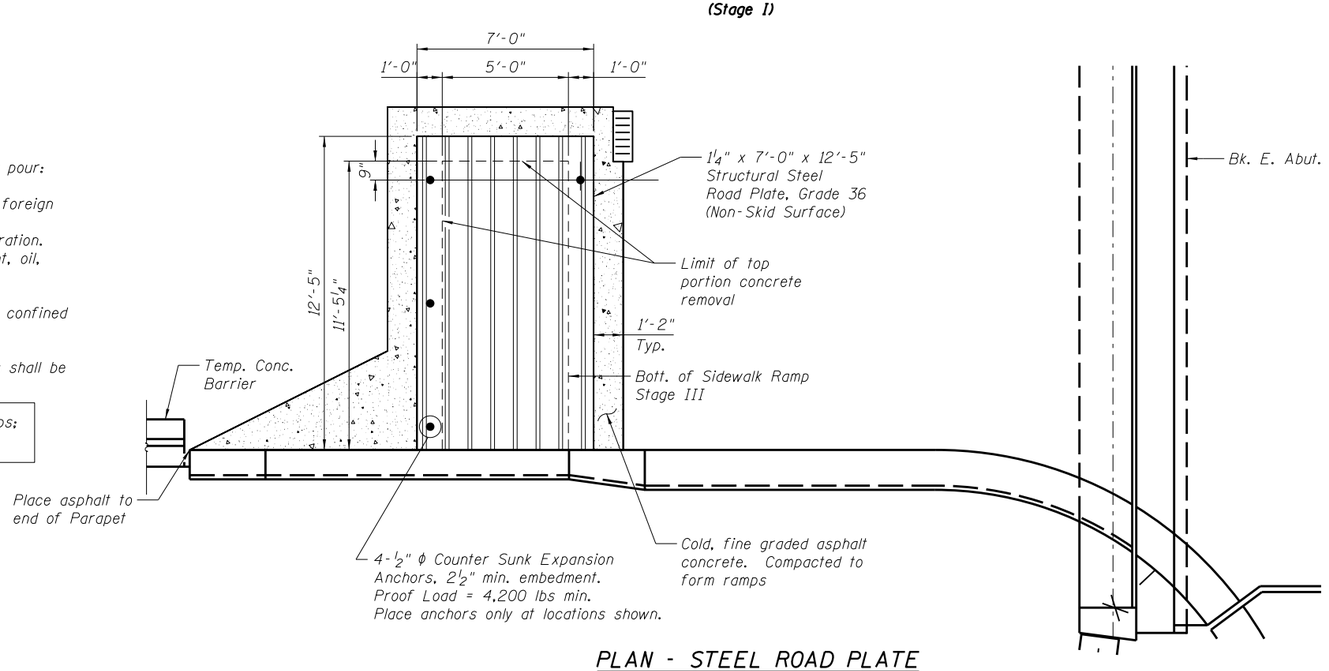
In addition to the requirements of Article 503.09 of the Standard Specifications, the following shall also apply to the surface preparation of the deck prior to the Stage III sidewalk pour:

Surface preparation shall also include the cleaning of all dust, debris, concrete fines and other foreign substances from the deck surface including vertical faces of the deck depression, and beneath reinforcement bars. Hand-held high-pressure waterblasting equipment shall be used for this operation. Exposed reinforcement bars in the deck depression shall be free of dirt, detrimental scale, paint, oil, and other foreign substances which may reduce bond with the concrete.

All dust, concrete fines, debris, including water, resulting from the surface preparation shall be confined and shall be immediately and thoroughly removed from all areas of accumulation.

Prior to placing the sidewalk, the Engineer will inspect the deck surface. All contaminated areas shall be blast cleaned again at the Contractor's expense.

Installation and subsequent removal of the steel road plate, anchors, and temporary asphalt ramps; and grout and surface preparation are included in the Concrete Superstructure item.



PLAN - STEEL ROAD PLATE

(End Stage I, Stage II)

FILE NAME = $FILE1$

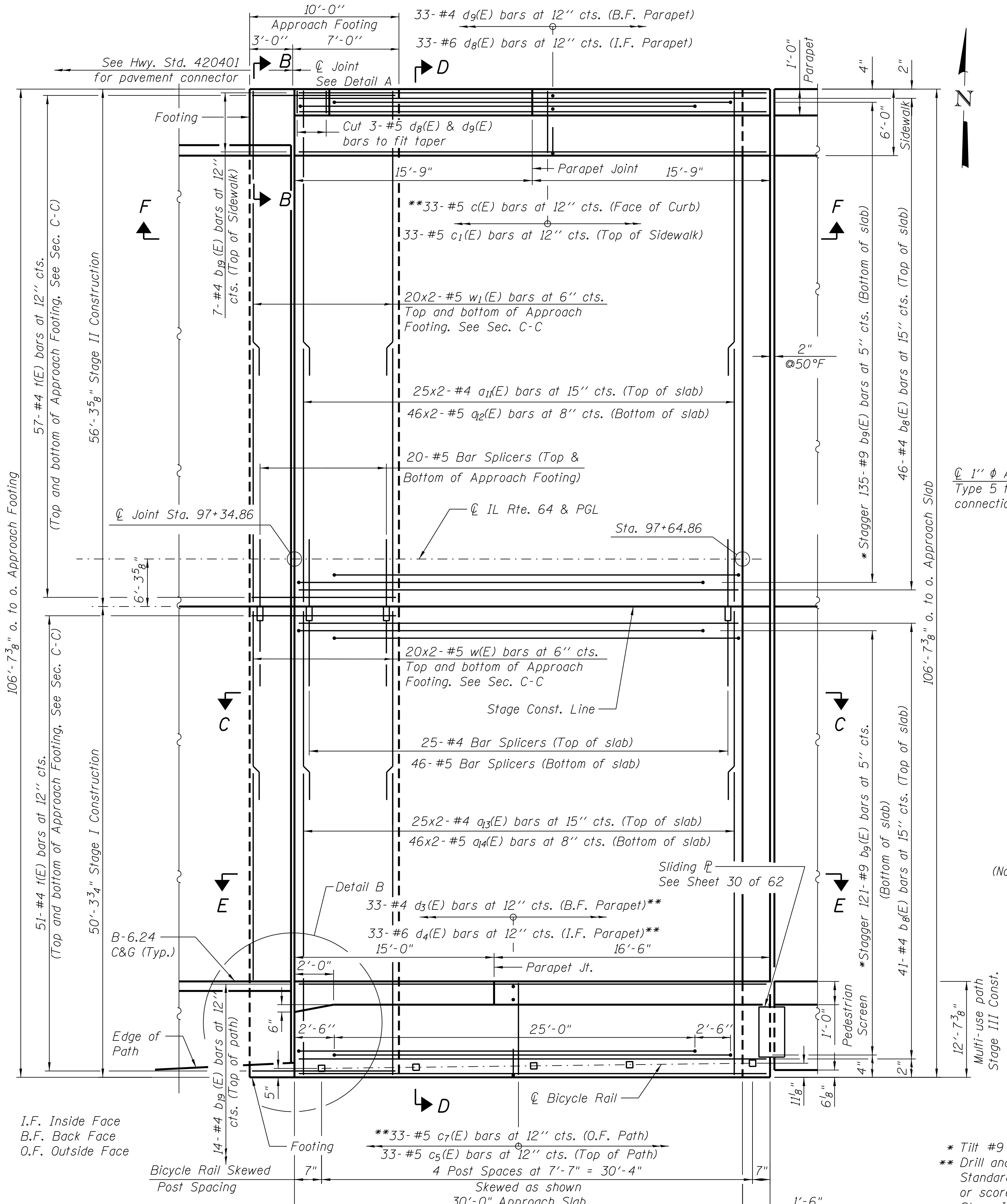
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JJI	REVISED
	CHECKED - JMT	REVISED
PLOT SCALE =	DRAWN - JMT	REVISED
PLOT DATE = $DATE$	CHECKED - JJI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

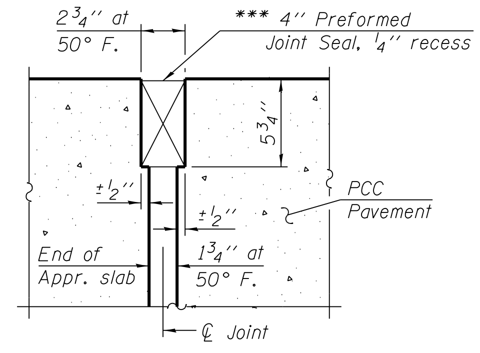
STEEL ROAD PLATE DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 22 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	83
		CONTRACT NO. 60J11		
	ILLINOIS	FED. AID PROJECT		



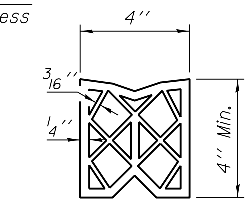
I.F. Inside Face
B.F. Back Face
O.F. Outside Face

PLAN



RIGID PAVEMENT

DETAIL A

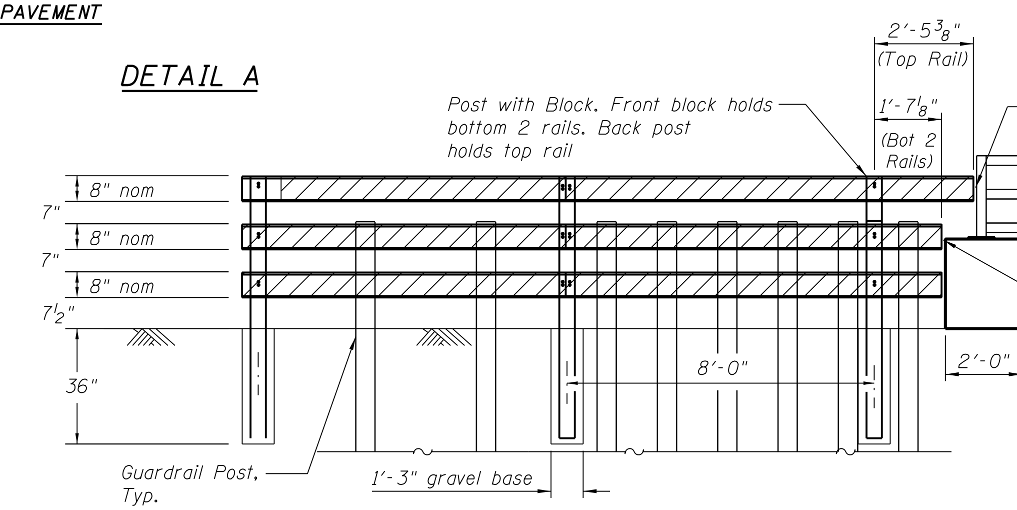


PREFORMED JOINT SEAL

Notes:
See sheet 24 of 62 for Sections C-C & D-D, View E-E and F-F.
See sheet 21 of 62 for Parapet Joint Details.
a_{11}(E) thru a_{14}(E) bar spacings measured along ℄ Rdwy.
Bars indicated thus 20x2 - #5 etc. indicates 20 lines of bars with 2 lengths per line.
See sheet 25 of 62 for Section Thru Preformed Joint Seal. Joint Seal runs up face of curb and top of sidewalk.
*** Cost included with Concrete Superstructure.

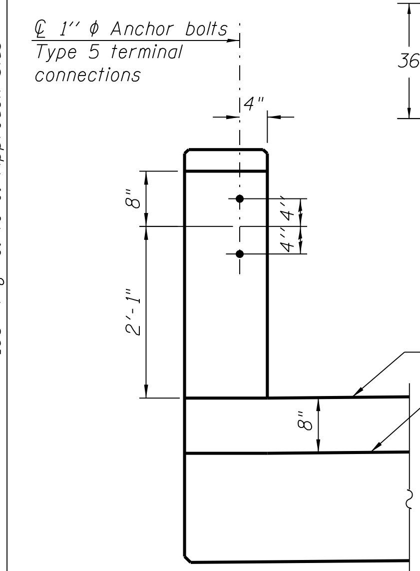
MINIMUM BAR LAP

#4 bars = 2'-1"
#5 bars = 2'-7"

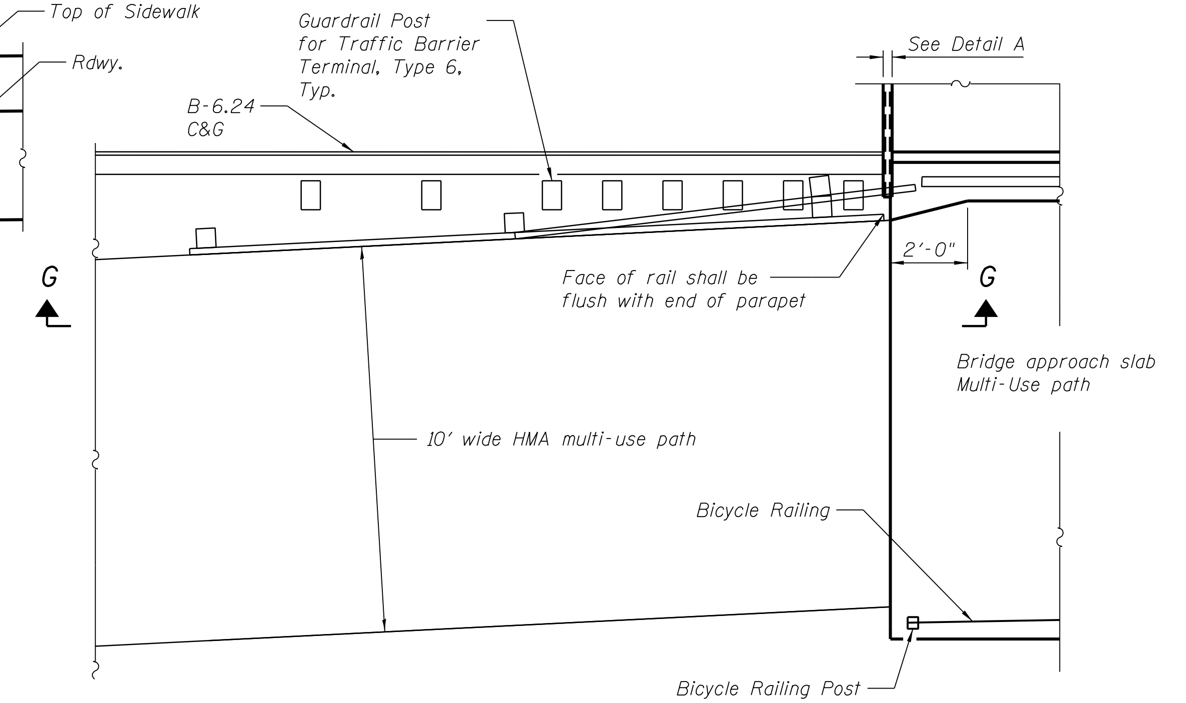


VIEW G-G
WOOD POST AND RAIL FENCE
(Stage III Const.)
(See Roadway Plans for Fence Quantities and Payment)

Notes:
Wood shall be southern pine or douglas fir. Wood shall be pressure treated with CCA or ACA. Two coats of clear sealing product shall be applied to the completed fence. See Special Provisions.



VIEW B-B
(Not showing railing for clarity)



DETAIL B
Wood Post placed to miss guardrail posts.

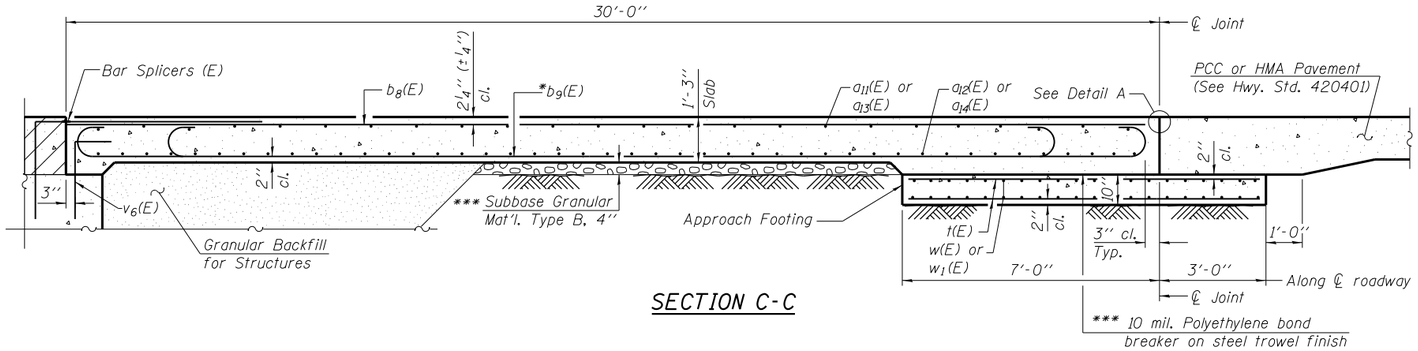
* Tilt #9 b_9(E) bars as required to maintain clearance.
** Drill and set bars according to article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per Manufacturer's recommendations during Stage I and II Construction. Cost included with Concrete Superstructure.

(Sheet 1 of 2)

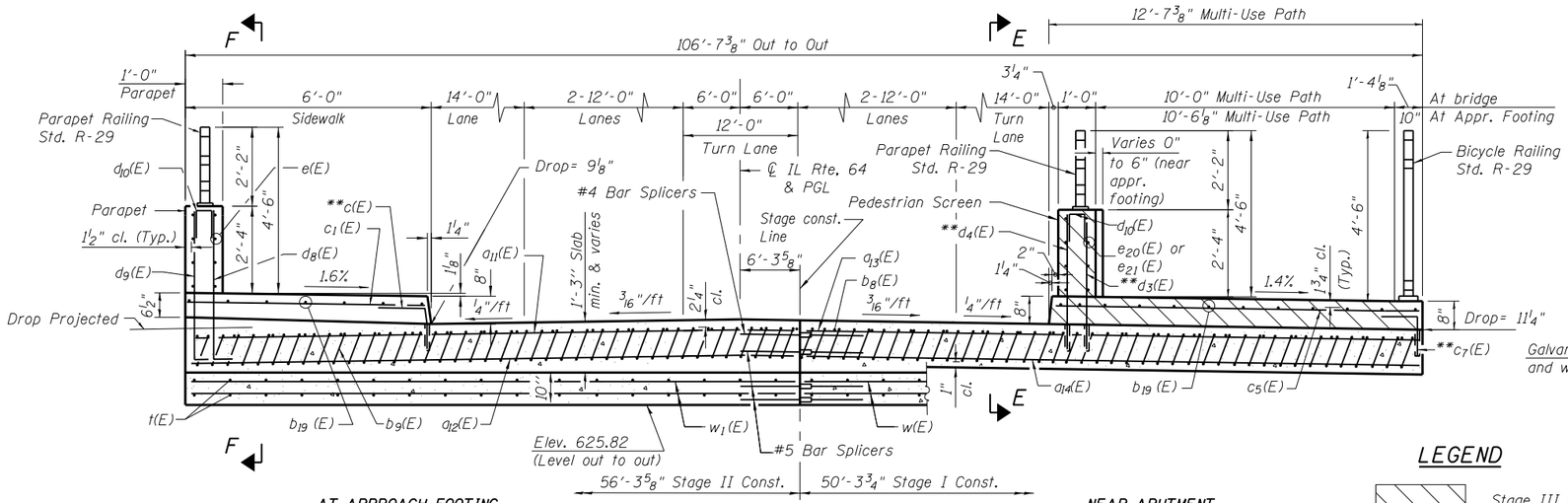
FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\structural\D160J11-sht-19_WappSlab.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME =	DESIGNED - JMT	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRIDGE APPROACH SLAB STRUCTURE NO. 016-3035
		CHECKED - JJI	REVISED		
	PLOT SCALE =	DRAWN - GM	REVISED		
	PLOT DATE = 8/16/2013	CHECKED - JJI	REVISED		SHEET NO. 23 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	84
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



SECTION C-C



AT APPROACH FOOTING — NEAR ABUTMENT

SECTION D-D

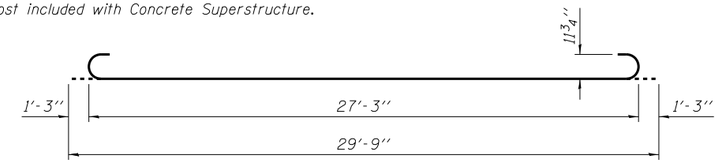
Looking East
(See Plan for dimensions not shown)

Notes:
See sheet 23 of 62 for Detail A, View B-B and off-bridge wood post and railing details.
Approach slab, sidewalk and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v_6(E) bar details, see sheets 37 thru 39 of 62.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For bar splicer details, see sheet 53 of 62.
For Granular backfill for structures and drainage treatment details, see sheet 3 of 62.
See Sheet 21 of 62 for Parapet Joint Details.

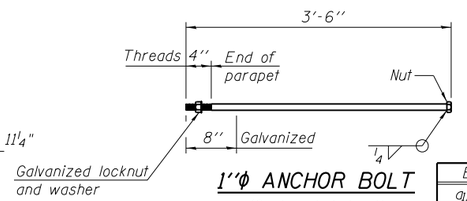
* Tilt #9 b_9(E) bars as required to maintain clearance.

** Drill and set bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Cost included with Concrete Superstructure.

*** Cost included with Concrete Superstructure.



BAR b_9(E)



1"ϕ ANCHOR BOLT

(Cost included with Concrete Superstructure)

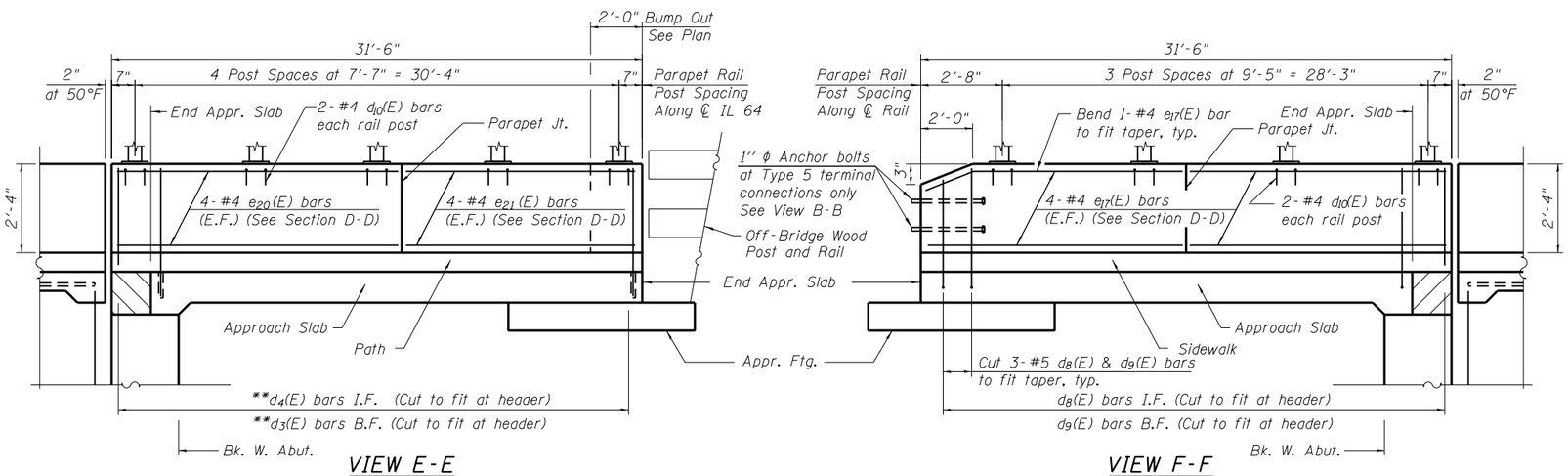
WEST APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{11}(E)	50	#4	29'-1"	
a_{12}(E)	92	#5	29'-4"	
a_{13}(E)	50	#4	26'-1"	
a_{14}(E)	92	#5	26'-4"	
b_8(E)	87	#4	29'-8"	
b_9(E)	256	#9	29'-9"	
b_{19} (E)	21	#4	31'-2"	
c(E)	33	#5	1'-10"	
c_1(E)	33	#5	5'-7"	
c_5(E)	33	#5	12'-2"	
c_7(E)	33	#5	4'-2"	
d_3(E)	33	#4	3'-4"	
d_4(E)	33	#6	3'-4"	
d_8(E)	33	#6	4'-9"	
d_9(E)	33	#4	4'-5"	
d_{10}(E)	18	#4	2'-2"	
e_{17}(E)	16	#4	15'-5"	
e_{20}(E)	8	#4	16'-2"	
e_{21}(E)	8	#4	14'-8"	
t(E)	216	#4	9'-8"	
w(E)	80	#5	26'-4"	
w_1(E)	80	#5	29'-4"	
Concrete Superstructure		Cu. Yd.	206.9	
Concrete Structures		Cu. Yd.	32.9	
Reinforcement Bars, Epoxy Coated		Pound	43,030	
Protective Coat		Sq. Yd.	395	
Bridge Deck Grooving		Sq. Yd.	284	

LEGEND

Stage III Const.

To be poured after Superstructure falsework has been removed.

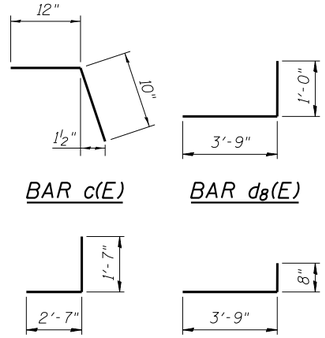


VIEW E-E

(South Pedestrian Screen)

VIEW F-F

(North Parapet)



BAR d_{10}(E) — BAR c(E) — BAR d_8(E) — BAR c_7(E) — BAR d_9(E)

FILE NAME = W:\191-138_IDOT_IL64\CADD\Sheets\structural\D1060J11-sht-20_WapperSlabDet.dgn

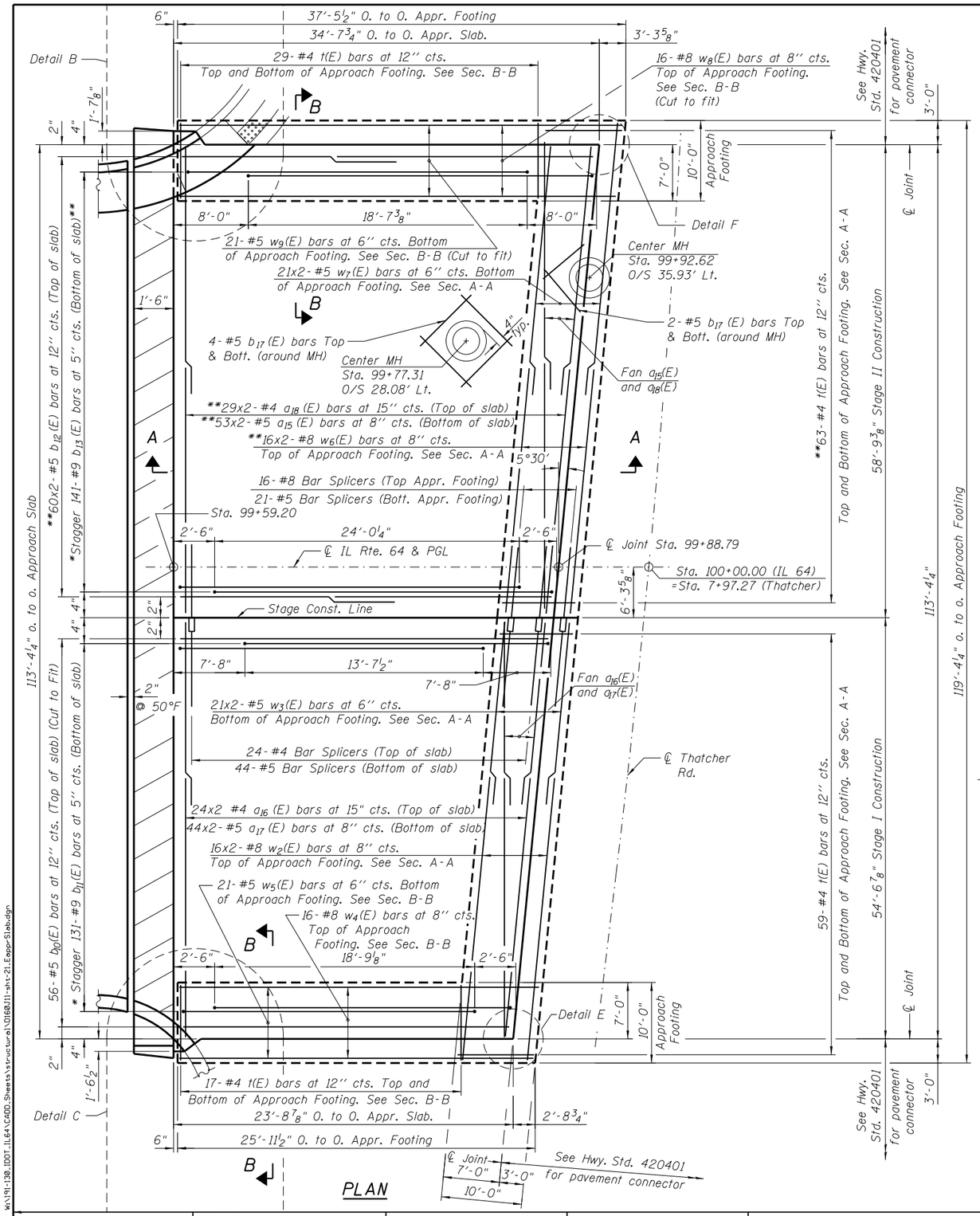
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JMT	REVISED
	CHECKED - JJI	REVISED
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = 8/16/2013	CHECKED - JJI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 24 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	85
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



PLAN

*** Preformed Joint Seal

6"

SECTION THRU PREFORMED JOINT SEAL IN B-6.24 CURB & GUTTER

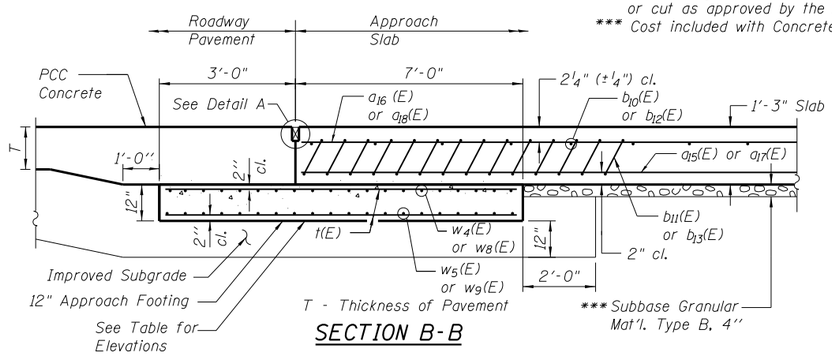
APPROACH FOOTING ELEVATION

Location	West Edge	East Edge
North Footing	624.43	623.77
South Footing	624.37	623.77
East Footing	623.77	

Notes:

See sheet 23 of 62 for Detail A.
See sheet 26 of 62 for Detail B.
See sheet 27 of 62 for Detail C.
a_{15}(E) thru a_{18}(E) bar spacings measured along ℄ Rdwy.
Bars indicated thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.
Approach footing concrete shall be paid for as Concrete Structures.
For v_6(E) bar details, see sheets 40 thru 45 of 62.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular backfill structures, see sheet 3 of 62.
12" Improved Subgrade under approach footing is included with cost of Concrete Structures.

* Tilt #9 b_{11}(E) and b_{13}(E) bars as required to maintain clearance.
** Reinforcing bars at manhole openings shall be adjusted or cut as approved by the Engineer.
*** Cost included with Concrete Superstructure.

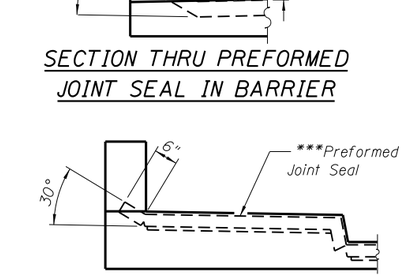


SECTION B-B

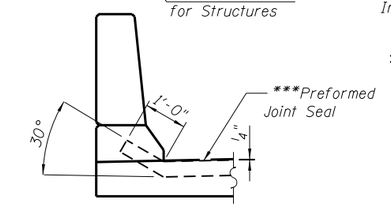
E.F. denotes Each Face
I.F. denotes Inner Face
O.F. denotes Outer Face

MINIMUM BAR LAP

#4 bars = 2'-1"
#5 bars = 2'-7"
#8 bars = 5'-5"

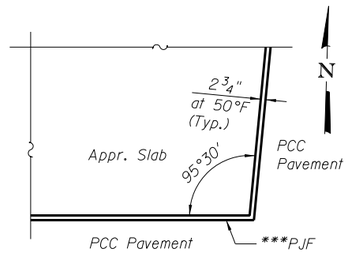


SECTION A-A

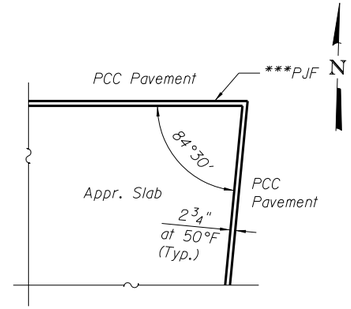


SECTION THRU PREFORMED JOINT SEAL IN BARRIER

SECTION THRU PREFORMED JOINT SEAL IN WALK



DETAIL E



DETAIL F

(Sheet 1 of 3)

FILE NAME = W:\191-130.1DOT.IL64\CADD.Sheets\structural\D16OJ11-sht-21.EappSlab.dgn

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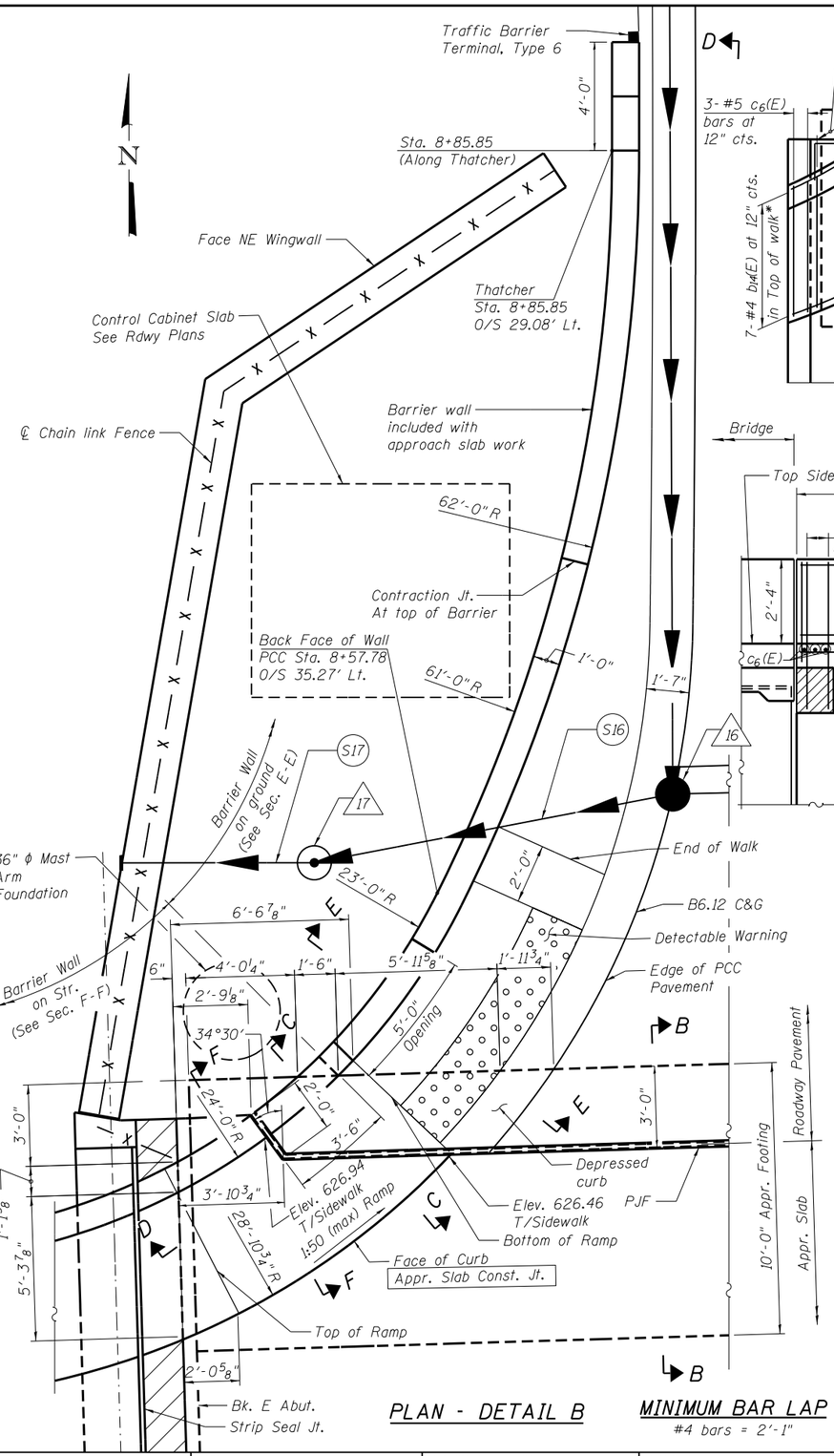
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = 8/16/2013	CHECKED - JJI	REVISED

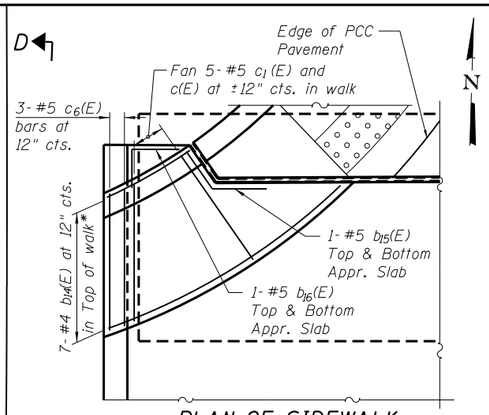
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB
STRUCTURE NO. 016-3035
SHEET NO. 25 OF 62 SHEETS

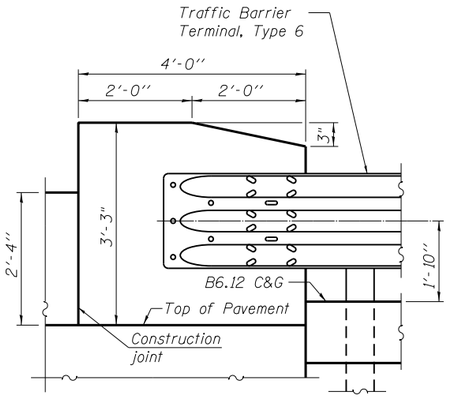
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	86
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



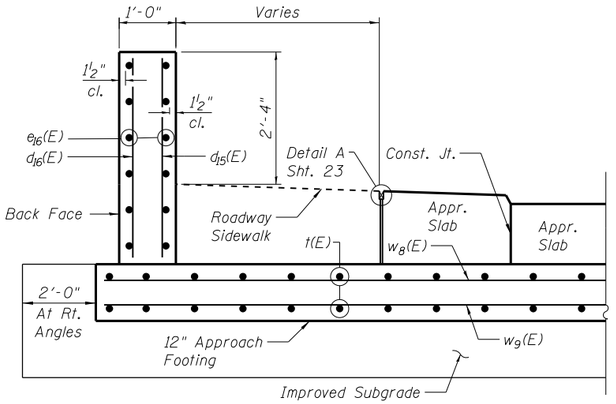
PLAN - DETAIL B



PLAN OF SIDEWALK WITH REINF.

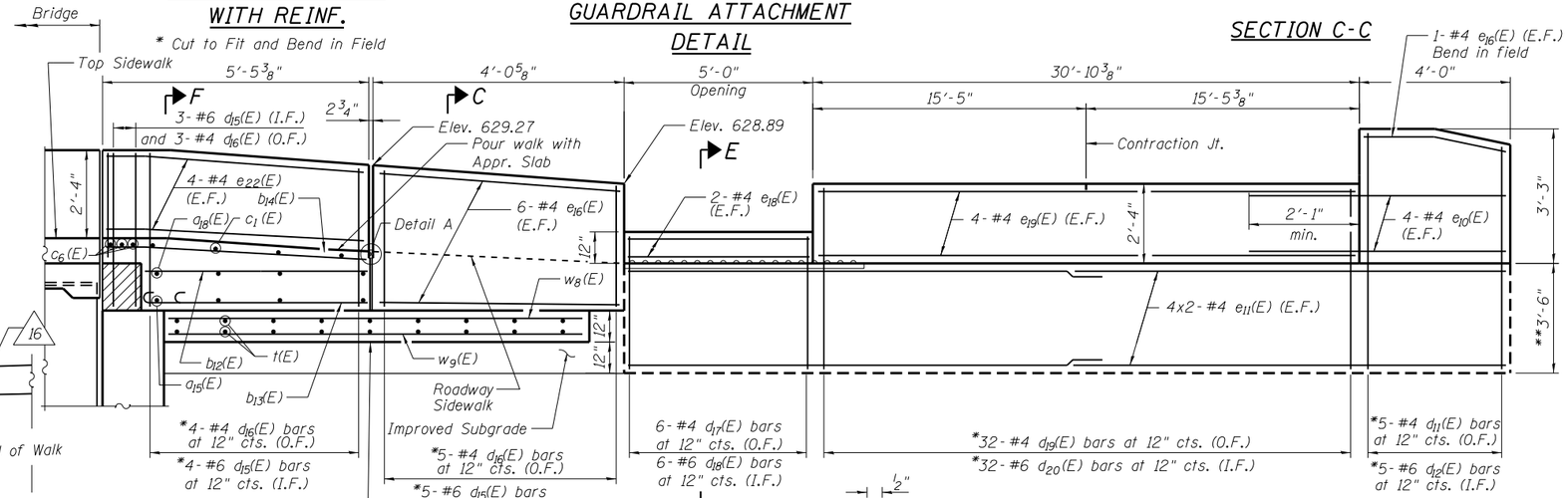


GUARDRAIL ATTACHMENT DETAIL



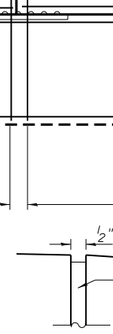
SECTION C-C

* Cut to Fit and Bend in Field

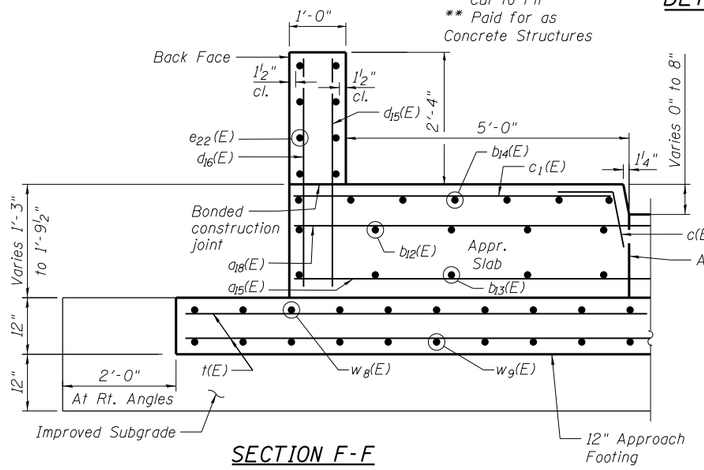


SECTION D-D

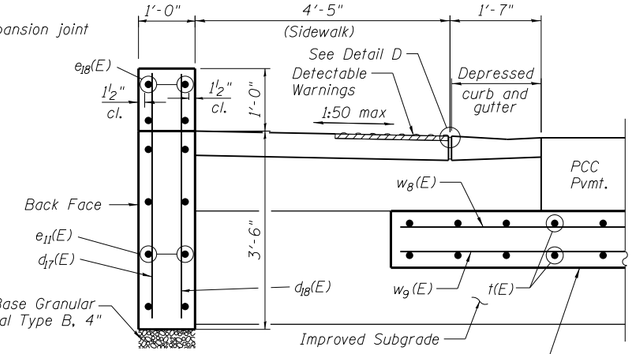
(NTS)
(Measured Along Front Face)
* Cut to Fit
** Paid for as Concrete Structures



DETAIL D



SECTION F-F



SECTION E-E

Notes:

See Hwy Std. 424006-01 for more details for ramp.

See Sheet 23 of 62 for Detail A.

I.F. denotes Inner Face
O.F. denotes Outer Face
E.F. denotes Each Face

See Sheet 25 of 62 for Section Thru Preformed Joint Seal in walk.

Bars indicated thus 4x2 -#4 etc. indicates 4 lines of bars with 2 lengths per line.

Work this Sheet with Sheet 21 of 143 in Roadway Plans.

Sub-Base Material, excavation and backfill required for barrier wall on ground is included in Concrete Structures.

MINIMUM BAR LAP

#4 bars = 2'-1"

(Sheet 2 of 3)

FILE NAME = W:\191-138.1DOT.IL64\CADD\Sheets\structural\D16@JJ1-sht-22_EapprSlabDet_1.dgn

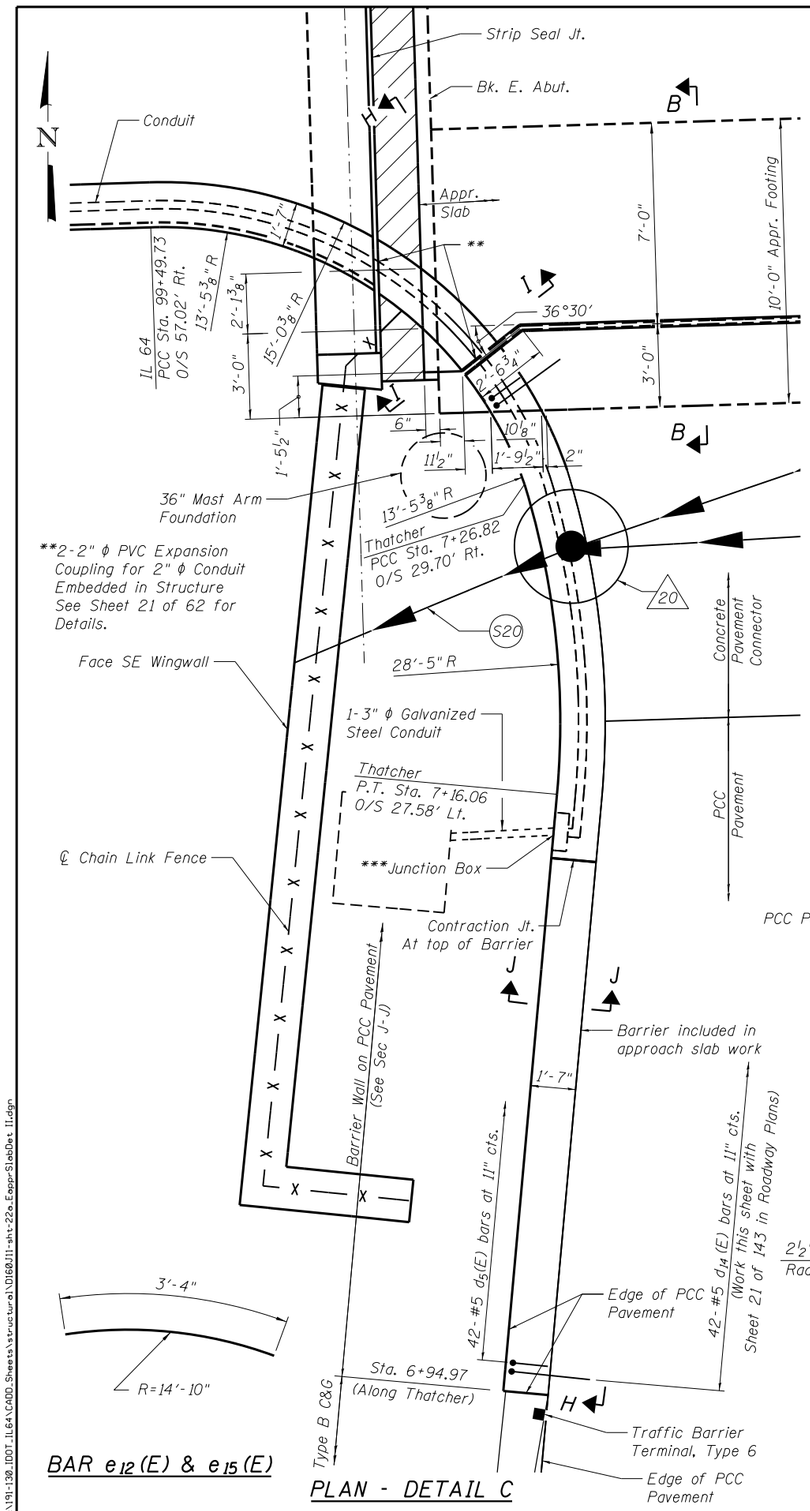
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JMT	REVISED
	CHECKED - JJI	REVISED
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = 8/16/2013	CHECKED - JJI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB NORTH DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 26 OF 62 SHEETS

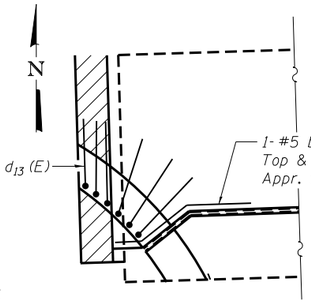
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	87
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



**2-2" ϕ PVC Expansion Coupling for 2" ϕ Conduit Embedded in Structure See Sheet 21 of 62 for Details.

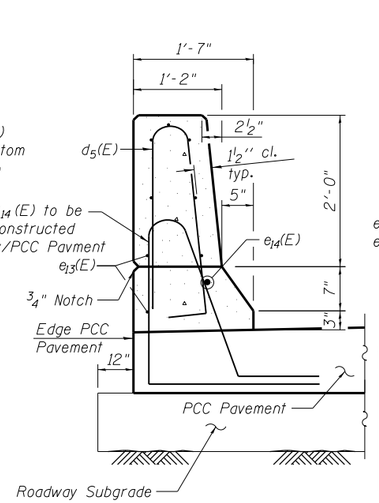
BAR $e_{12}(E)$ & $e_{15}(E)$

PLAN - DETAIL C

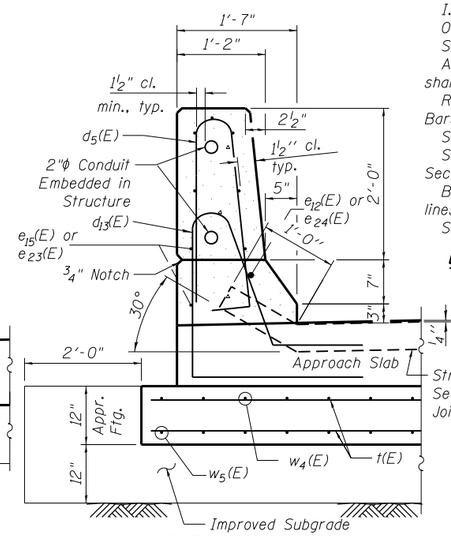


PLAN WITH REINF.

***14"x16"x6" (WxHxD) See Special Provisions



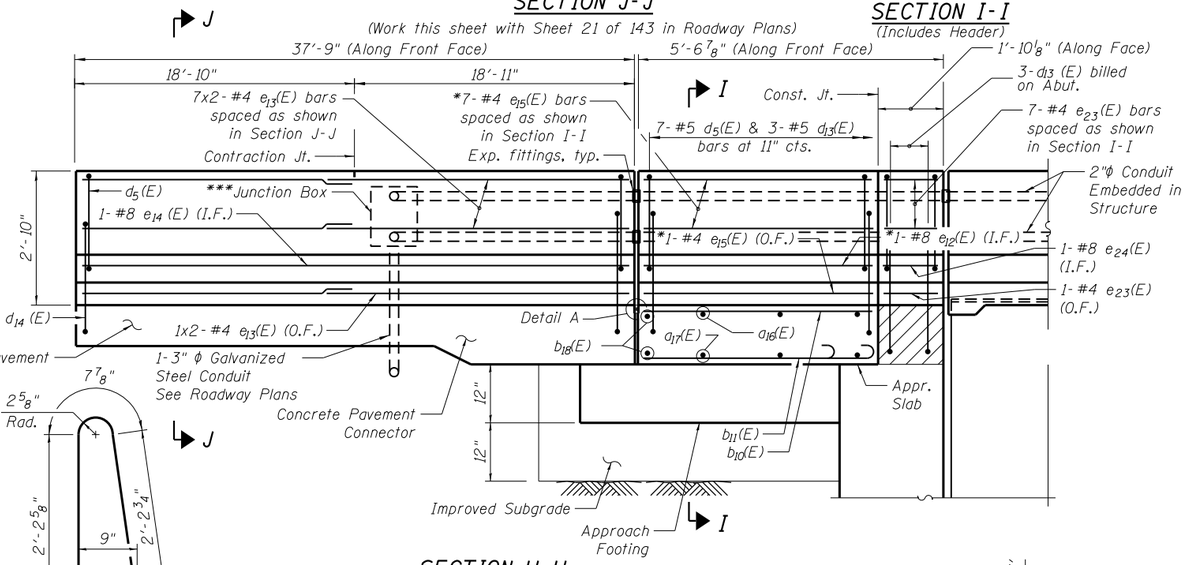
SECTION J-J



SECTION I-I

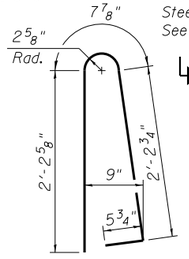
(Includes Header)

(Work this sheet with Sheet 21 of 143 in Roadway Plans)

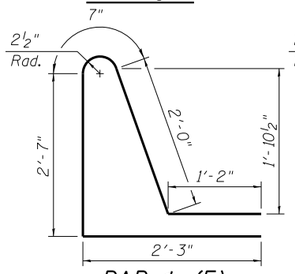


SECTION H-H

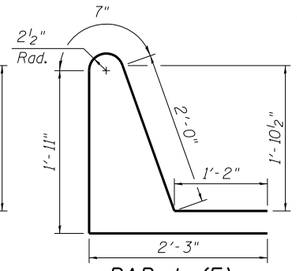
*Cut to Fit



BAR $d_5(E)$

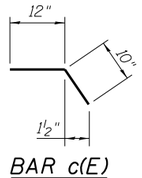


BAR $d_{13}(E)$

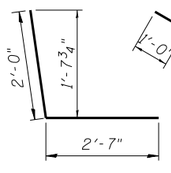


BAR $d_{14}(E)$

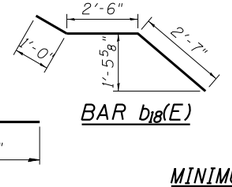
(Incl. w/Str. Plans)



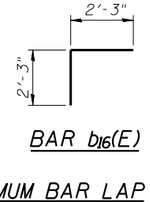
BAR c(E)



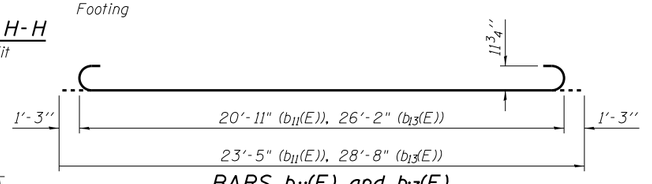
BAR $b_{15}(E)$



BAR $b_{18}(E)$



BAR $b_{16}(E)$



BARS $b_{11}(E)$ and $b_{13}(E)$

MINIMUM BAR LAP

#4 bars = 2'-1"

Notes:

I.F. Denotes Inner Face
O.F. Denotes Outer Face
See Sheet 23 of 62 For Detail A.
Approach Slab and parapet concrete shall be paid for as Concrete Superstructre.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
See Sheet 53 of 62 for Bar Splicer Details.
See Sheet 25 of 62 for Section B-B and Section thru Preformed Joint Seal in barrier.
Bars indicated thus 7x2-#4 etc. indicates 7 lines of bars with 2 lengths per line.
See Sheet 44 of 62 for $d_{13}(E)$ bar in abut.

EAST APPROACH & EAST BARRIER WALLS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{15}(E)$	106	#5	30'-8"	
$a_{16}(E)$	48	#4	28'-4"	
$a_{17}(E)$	88	#5	28'-7"	
$a_{18}(E)$	58	#4	30'-5"	
$b_{10}(E)$	56	#5	28'-8"	
$b_{11}(E)$	131	#9	23'-5"	
$b_{12}(E)$	120	#5	18'-6"	
$b_{13}(E)$	141	#9	28'-8"	
$b_{14}(E)$	7	#4	13'-0"	
$b_{15}(E)$	2	#5	4'-7"	
$b_{16}(E)$	2	#5	4'-6"	
$b_{17}(E)$	12	#5	6'-6"	
$b_{18}(E)$	2	#5	6'-1"	
$c(E)$	5	#5	1'-10"	
$c_1(E)$	5	#5	5'-7"	
$c_6(E)$	3	#5	7'-9"	
$d_5(E)$	49	#5	5'-7"	
$d_{11}(E)$	5	#4	6'-5"	
$d_{12}(E)$	5	#6	6'-5"	
$d_{13}(E)$	3	#5	8'-7"	
$d_{14}(E)$	42	#5	7'-11"	
$d_{15}(E)$	12	#6	4'-3"	
$d_{16}(E)$	12	#4	4'-3"	
$d_{17}(E)$	6	#4	4'-2"	
$d_{18}(E)$	6	#6	4'-2"	
$d_9(E)$	32	#4	5'-6"	
$d_{20}(E)$	32	#6	5'-6"	
$e_{10}(E)$	8	#4	5'-11"	
$e_{11}(E)$	16	#4	20'-10"	
$e_{12}(E)$	1	#8	3'-4"	
$e_{13}(E)$	16	#4	19'-9"	
$e_{14}(E)$	1	#8	37'-5"	
$e_{15}(E)$	8	#4	3'-4"	
$e_{16}(E)$	14	#4	3'-8"	
$e_{18}(E)$	4	#4	4'-8"	
$e_{19}(E)$	8	#4	30'-6"	
$e_{22}(E)$	8	#4	5'-1"	
$e_{23}(E)$	8	#4	1'-6"	
$e_{24}(E)$	1	#8	1'-6"	
$t(E)$	336	#4	9'-8"	
$w_2(E)$	32	#8	31'-6"	
$w_3(E)$	42	#5	30'-1"	
$w_4(E)$	16	#8	25'-7"	
$w_5(E)$	21	#5	25'-7"	
$w_6(E)$	32	#8	33'-7"	
$w_7(E)$	42	#5	32'-2"	
$w_8(E)$	16	#8	37'-1"	
$w_9(E)$	21	#5	37'-1"	
Concrete Superstructure		Cu. Yd.	195.8	
Concrete Structures		Cu. Yd.	65.2	
Reinforcement Bars, Epoxy Coated		Pound	53,130	
Protective Coat		Sq. Yd.	409	
Bridge Deck Grooving		Sq. Yd.	358	

FILE NAME = W:\191-130.1DOT.IL64\CADD\Sheets\structural\D16DJ11-sht-22a_EappSlabDet 11.dgn

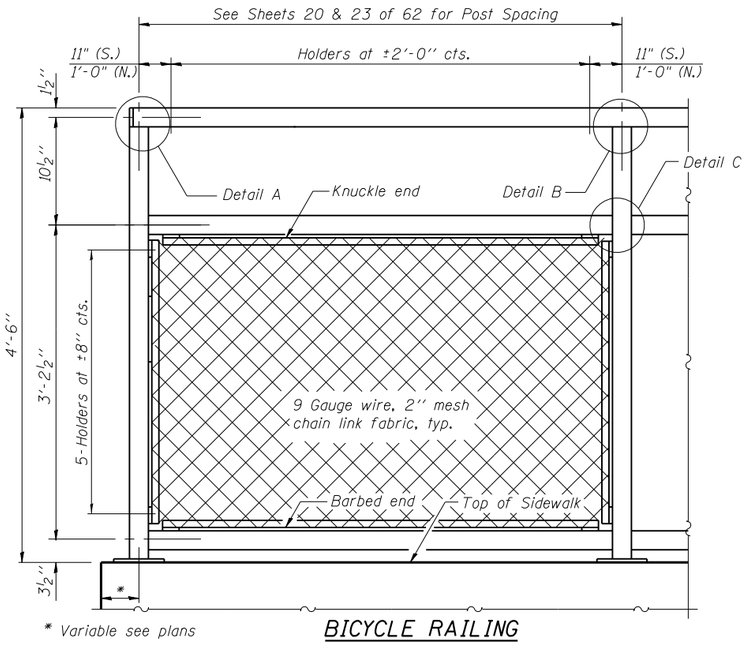
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - JMT	REVISED
	CHECKED - JJI	REVISED
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = 8/16/2013	CHECKED - JJI	REVISED

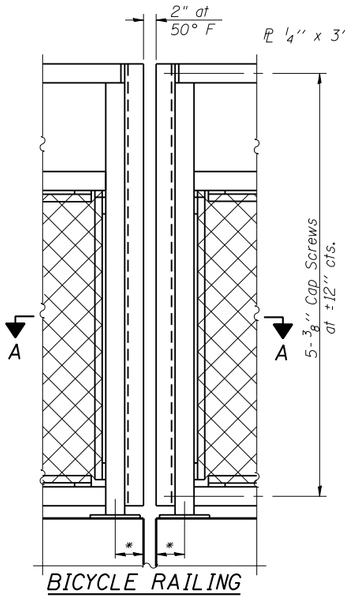
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB SOUTH DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 27 OF 62 SHEETS

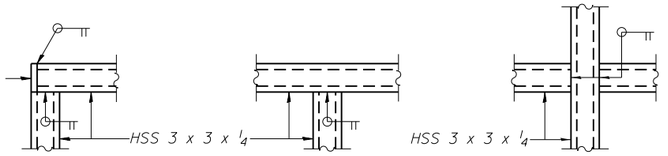
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	88
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



BICYCLE RAILING



BICYCLE RAILING

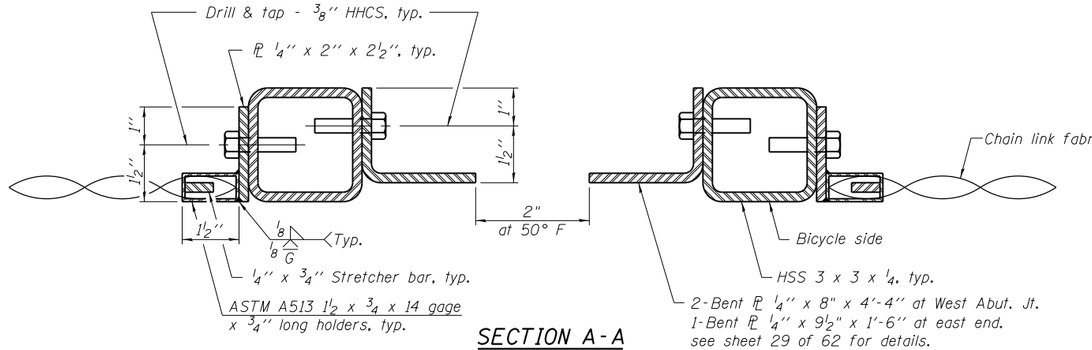


DETAIL A

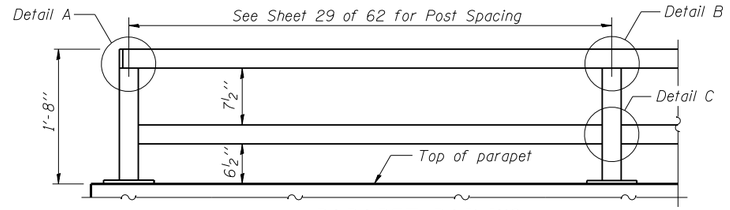
DETAIL B

DETAIL C

Notes:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
See Sheets 20, 24 & 29 of 62 for additional parapet rail details.

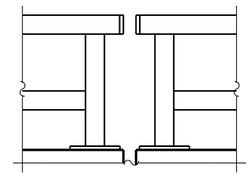


SECTION A-A



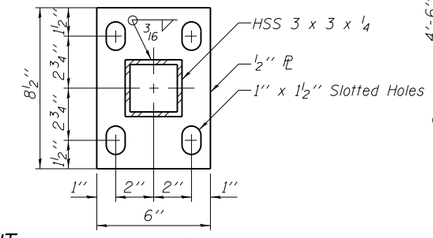
PARAPET RAILING ELEVATION

(Inside Face of Two Element Rail)

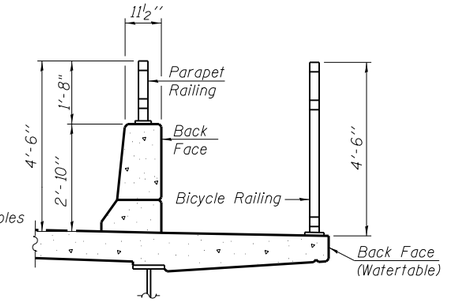


PARAPET RAILING ELEVATION AT EXPANSION JOINT

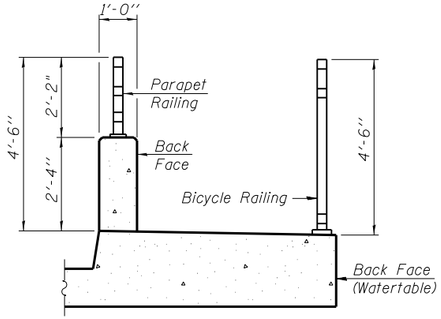
(Two Element Rail Shown - Three Element Rail Similar)



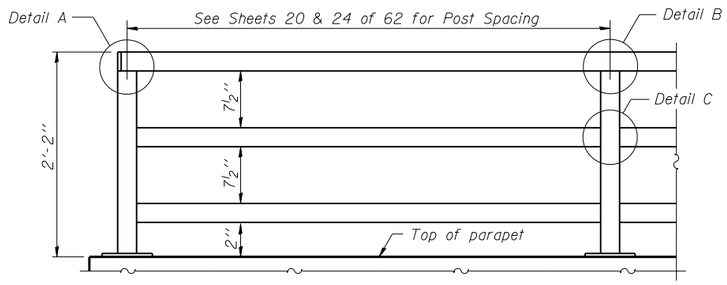
BASE PL



SECTION THRU DECK

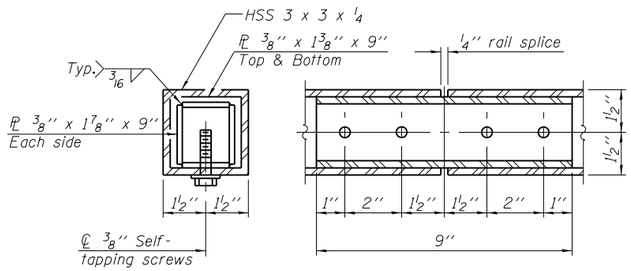


SECTION THRU SIDEWALK

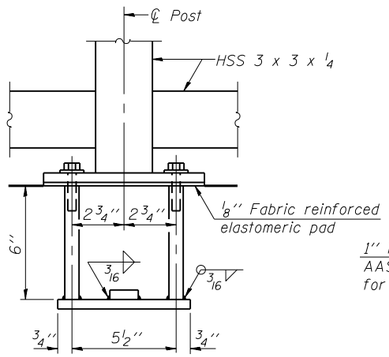


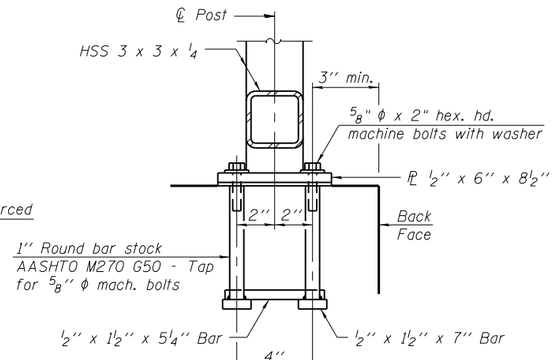
PARAPET RAILING ELEVATION

(Inside Face of Three Element Rail)



RAIL SPLICE





ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	184
Parapet Railing	Foot	455

R-29

1-27-12 (10'-0" Maximum Post Spacing)

FILE NAME = W:\191-130.1DOT-IL64\CADD\Sheets\structure\ND16OJ11-snt-23.B-FRailDet.dgn

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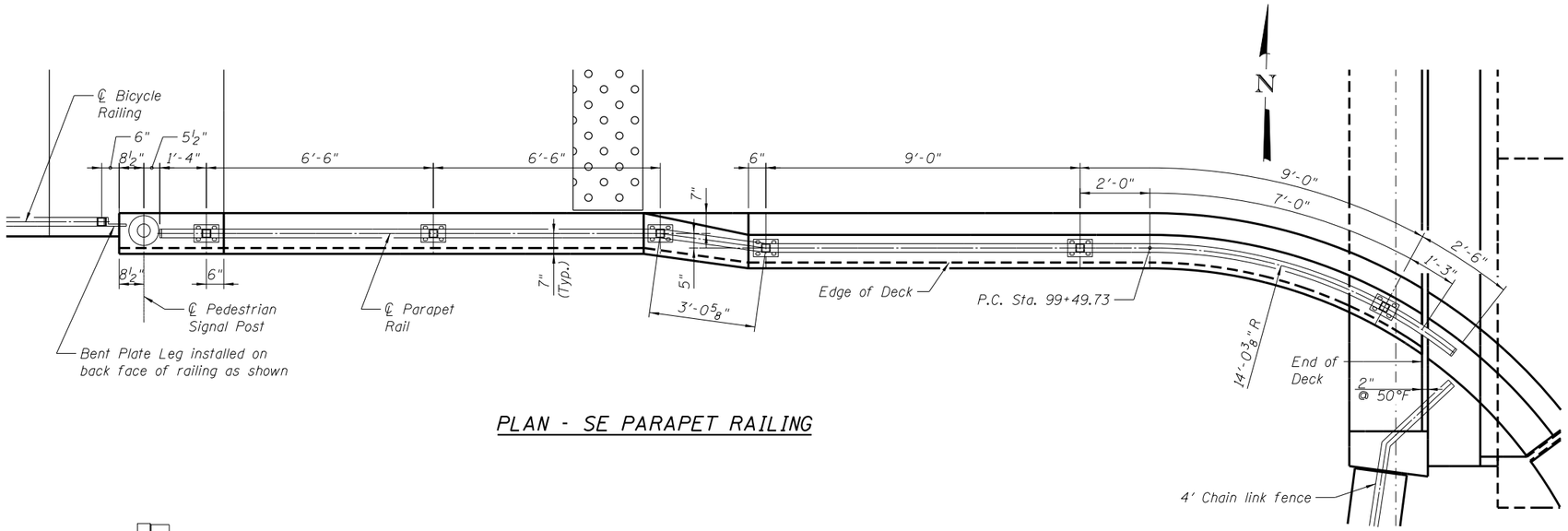
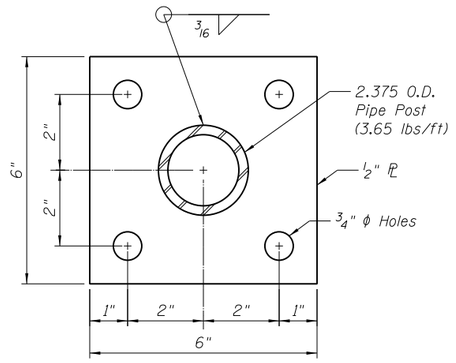
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING
STRUCTURE NO. 016-3035
SHEET NO. 28 OF 62 SHEETS

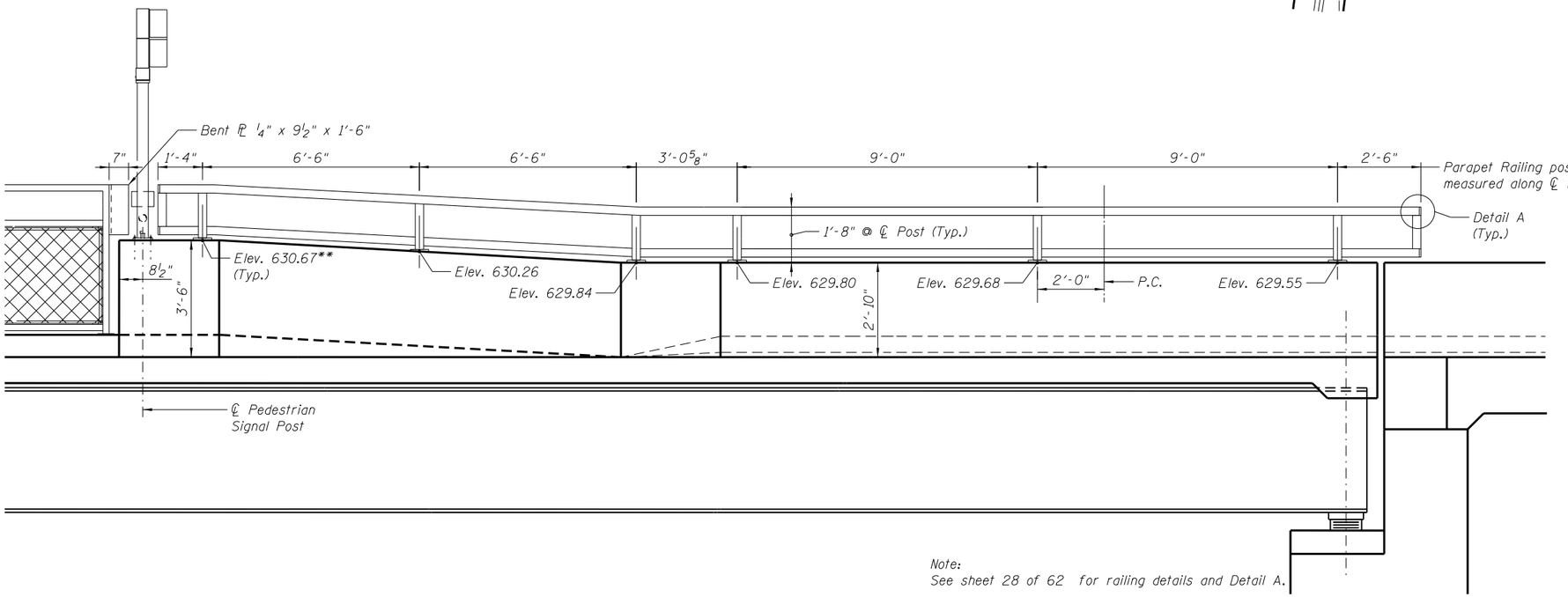
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	89
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



PLAN - SE PARAPET RAILING



BASE PL

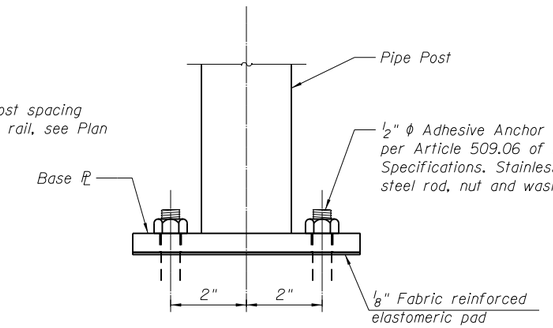


Note:
See sheet 28 of 62 for railing details and Detail A.

** Top of parapet elevation at ℄ post for railing fabrication (typ.)

ELEVATION - SE PARAPET RAILING

SE PARAPET RAILING DETAILS



ELEVATION

Notes:
See 'Chain Link Fence' Standard Drawings and Standard Specification for details not shown.

See East Abutment plans for fence post spacing, Sheets 40 and 42 of 62.

Posts with base plates shall be galvanized after fabrication according to Article 509.05 of the Standard Specifications.

Fabric reinforcement pad and anchors are included in the fence item for payment. See Special Provisions.

CHAIN LINK FENCE 4 FT., ATTACHED TO STRUCTURE-DETAILS

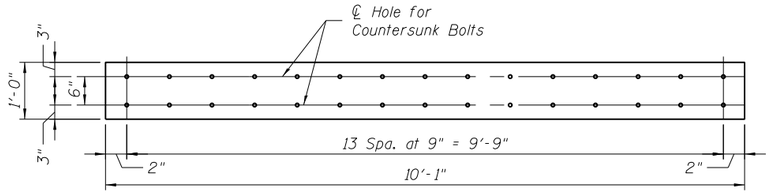
FILE NAME = W:\191-138.1DOT-IL64\CADD\Sheets\structural\ND60JJI-sht-24_B-RailDet.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME =	DESIGNED - JJI	REVISED
		CHECKED - JMT	REVISED
	PLOT SCALE =	DRAWN - GM	REVISED
	PLOT DATE = 8/16/2013	CHECKED - JMT	REVISED

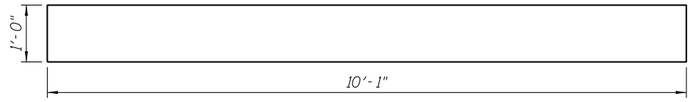
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING & FENCE DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 29 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	90
		CONTRACT NO. 60JJ1		
	ILLINOIS FED. AID PROJECT			



¾" INNER MULTI-USE PATH SLIDING ℄

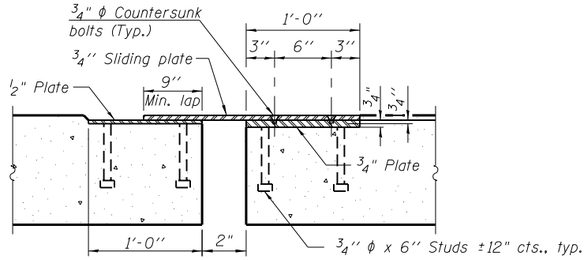


½" INNER MULTI-USE PATH SLIDING ℄

(Studs not shown)

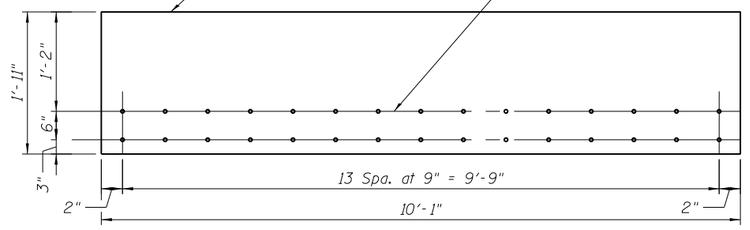
Sliding Plate Notes:

1. *The Sliding plate Assemblies shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.*
2. *Sliding Plate Assemblies shall be provided for the multi-use path above Preformed Joint Seal (SW end only). Cost of furnishing and installing Sliding Plate Assemblies shall be included in the cost for Preformed Joint Strip Seal. Contractor shall submit for approval detailed shop drawings showing the plate dimensions prior to fabrication.*

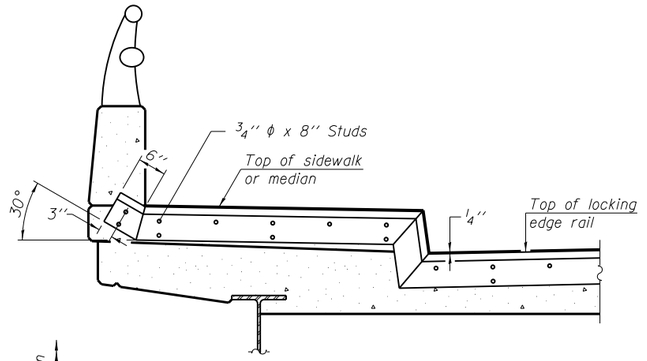


SECTION THRU SLIDING PLATES

(at multi-use path)

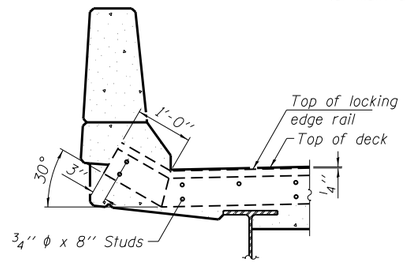


¾" OUTER MULTI-USE PATH SLIDING PLATE

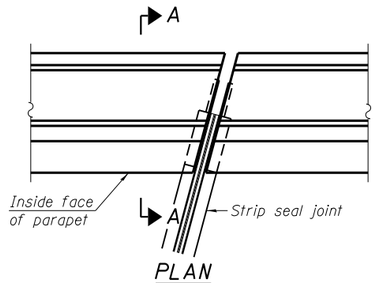


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12'' cts. may be necessary on medians which are shallower than 9''. See manufacturer's recommendation.

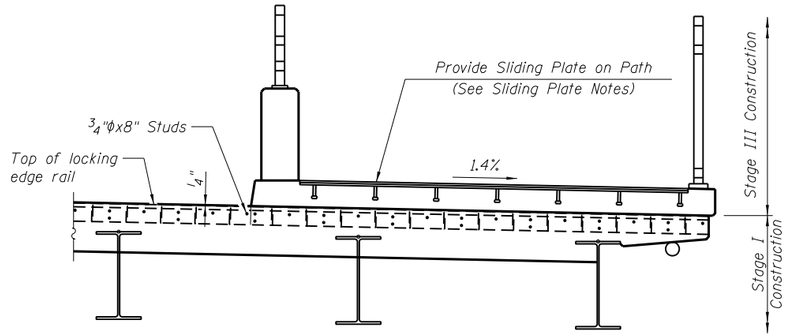


SECTION A-A

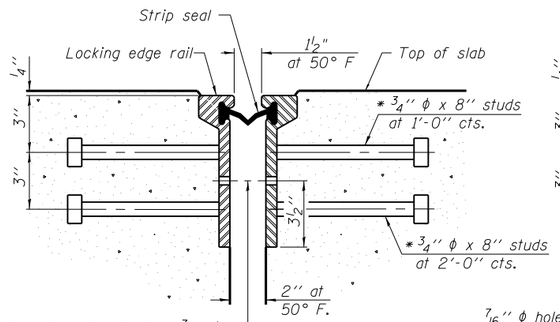


PLAN

(For skews ≤ 30°)

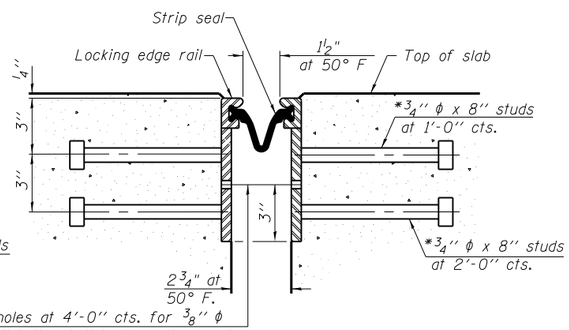


MULTI-USE PATH W. END



7/16'' ϕ holes at 4'-0'' cts. for ⅜'' ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

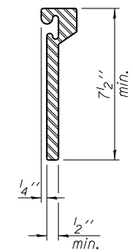
SECTION THRU ROLLED RAIL JOINT



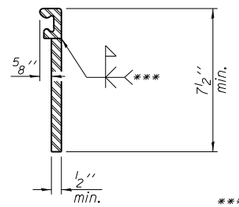
7/16'' ϕ holes at 4'-0'' cts. for ⅜'' ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

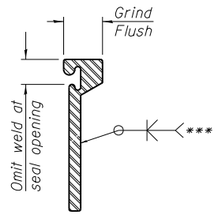
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼''. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be 3/16'', sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded. Except between Stage I and Stage III Construction.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	218

Bollinger, Lach & Associates, Inc.
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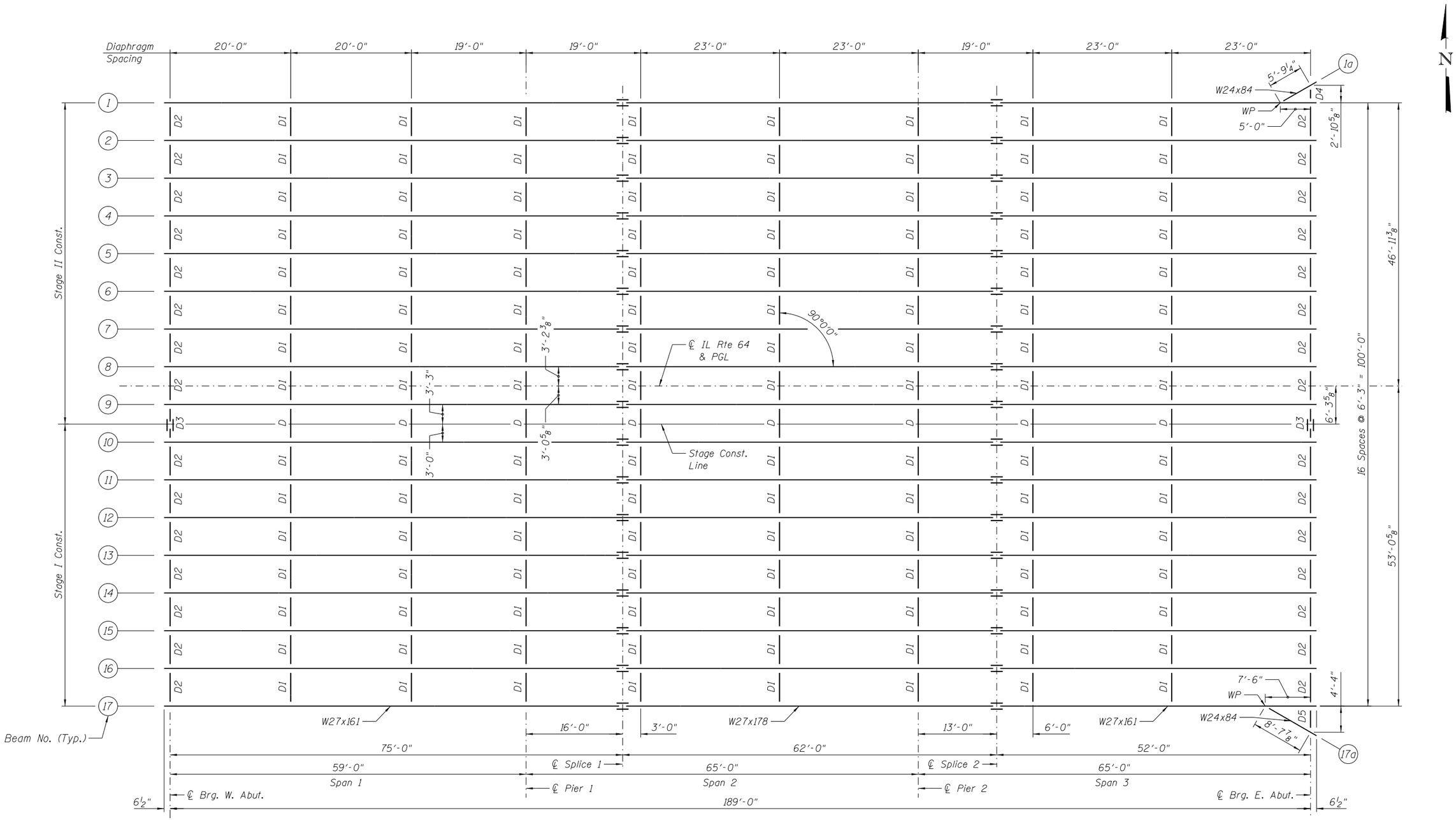
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK EXPANSION JOINT
STRUCTURE NO. 016-3035
SHEET NO. 30 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	91
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN

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Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME =	DESIGNED - JJI	REVISED
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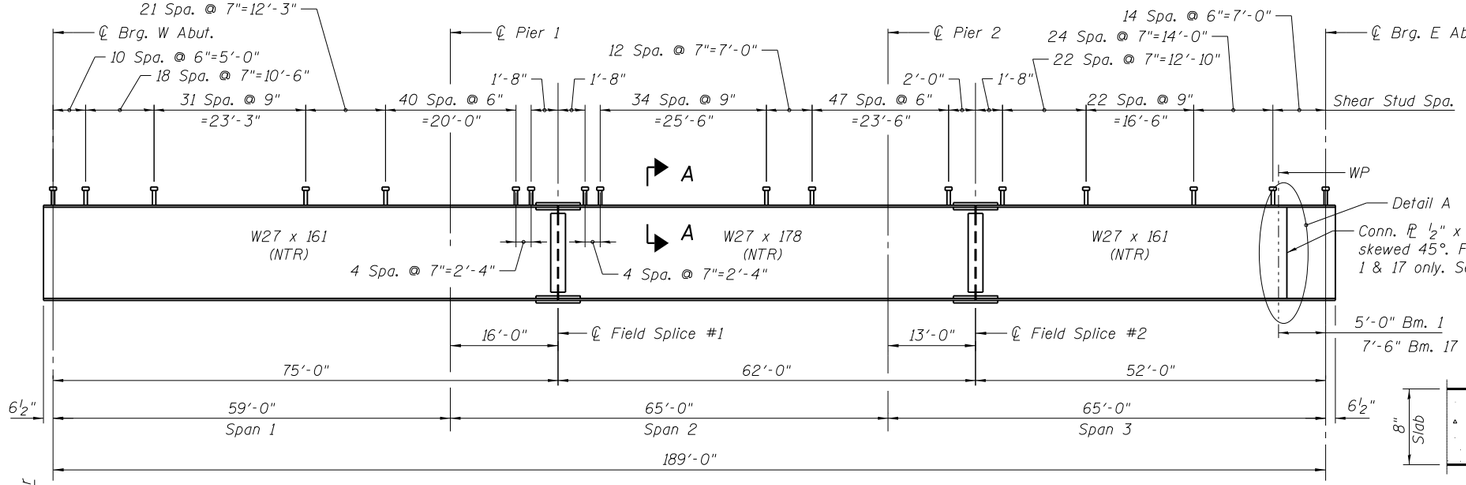
	PLOT SCALE =	DRAWN - GM	REVISED
	PLOT DATE = 8/15/2013	CHECKED - JMT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

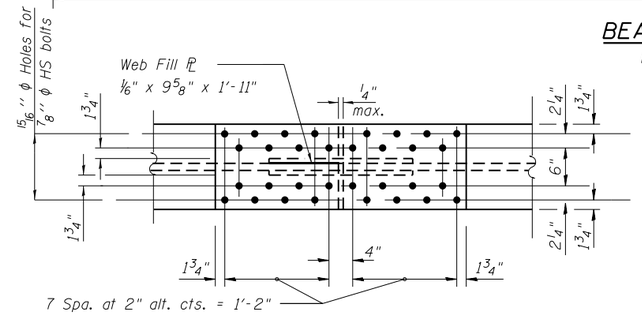
FRAMING PLAN
STRUCTURE NO. 016-3035
SHEET NO. 31 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	92
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

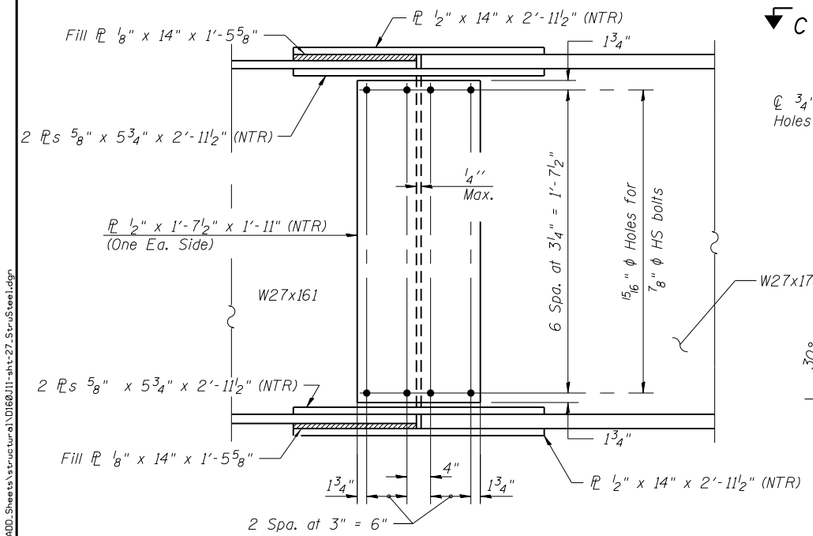


BEAM ELEVATION

Beams 1 thru 17



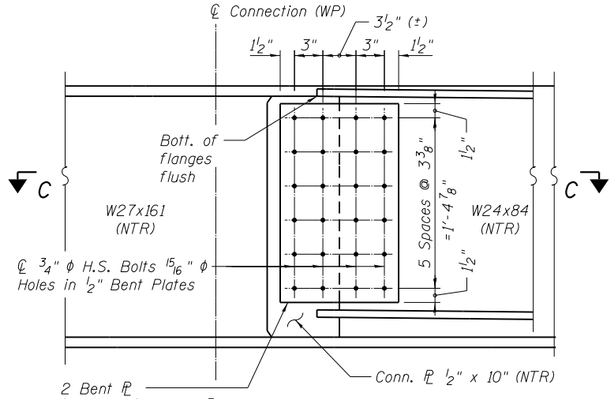
PLAN



ELEVATION

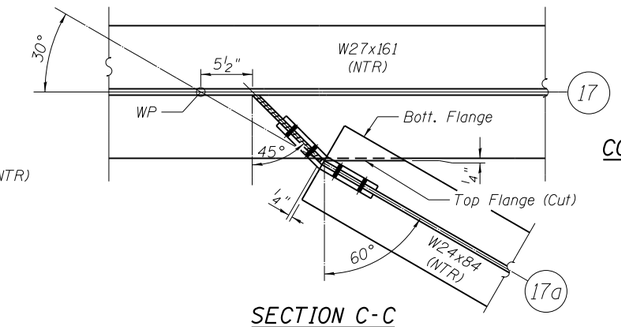
SPLICE 1 & 2 DETAIL

(34 Required)

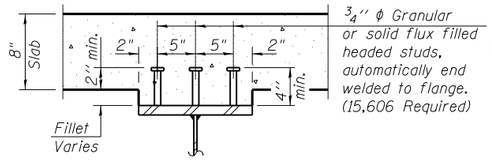


DETAIL-A

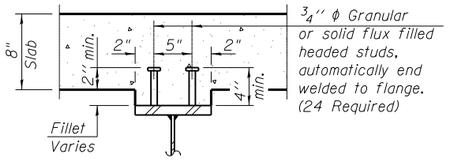
(Bm. 17a shown, Bm. 1a sim.)



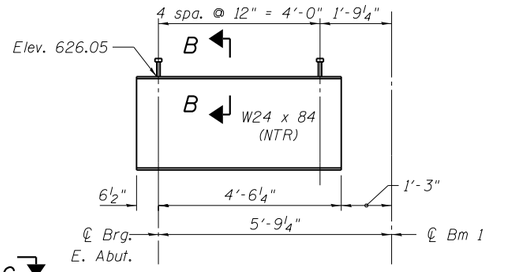
SECTION C-C



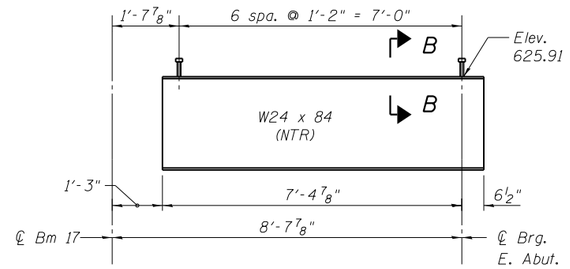
SECTION A-A



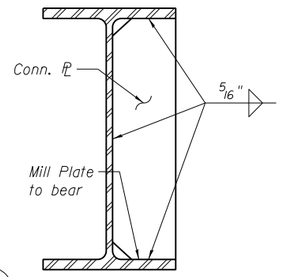
SECTION B-B



BEAM 1a ELEVATION



BEAM 17a ELEVATION



CONNECTION PLATE

* TOP OF BEAM ELEVATIONS

Beam No.	℄ Brg. W. Abut.	℄ Pier 1	℄ Splice 1	℄ Pier 2	℄ Splice 2	℄ Brg. E. Abut.
1	627.39	627.23	627.19	626.83	626.74	626.11
2	627.52	627.36	627.32	626.96	626.87	626.24
3	627.65	627.49	627.45	627.09	627.00	626.37
4	627.77	627.61	627.57	627.21	627.12	626.49
5	627.87	627.71	627.67	627.31	627.21	626.59
6	627.96	627.81	627.77	627.41	627.31	626.68
7	628.06	627.91	627.87	627.51	627.41	626.78
8	628.16	628.01	627.96	627.60	627.51	626.88
9	628.16	628.01	627.97	627.61	627.51	626.88
10	628.06	627.91	627.87	627.51	627.41	626.78
11	627.97	627.81	627.77	627.41	627.31	626.69
12	627.87	627.71	627.67	627.31	627.22	626.59
13	627.77	627.62	627.58	627.22	627.12	626.49
14	627.65	627.50	627.46	627.10	627.00	626.37
15	627.52	627.37	627.33	626.97	626.87	626.24
16	627.41	627.26	627.21	626.85	626.76	626.13
17	627.32	627.17	627.13	626.77	626.67	626.04

* For fabrication only

Notes:

AASHTO M270 Grade 50 shall be used for all beams.

Structural steel for flange and web splice plates shall be AASHTO M 270 Grade 50. The structural steel for diaphragm, connection plates and angles may be AASHTO M 270 Grade 36.

Two hardened washers required for each set of oversized holes.

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

FILE NAME = W:\191-130_IDOT_IL64\CADD_Sheets\structural\D1602II-sht-27_StrucSteel.dgn

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	CHECKED - JMT	REVISED
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = 8/16/2013	CHECKED - JMT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS I
STRUCTURE NO. 016-3035
SHEET NO. 32 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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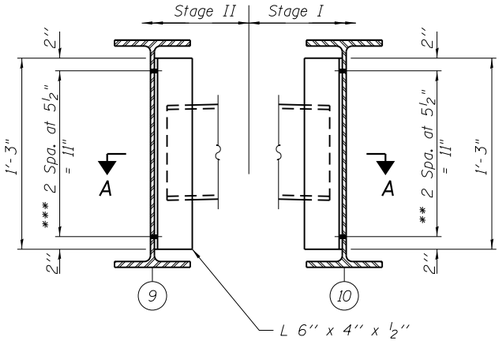
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



INTERIOR DIAPHRAGM D

(8 Required)

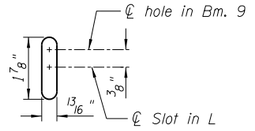
For details not shown see Diaphragm D1

Diaphragm D Notes:

$2\frac{3}{4}$" x $2\frac{3}{4}$" x $\frac{5}{16}$" ℄ washer shall be required over long slotted holes for Diaphragms D. $\frac{13}{16}$" ϕ holes in ℄ washer.

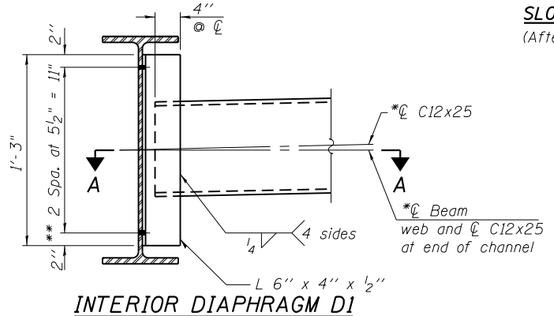
Bolts for the long slotted holes shall be finger-tightened prior to the Stage II deck slab pour and then be fully-tightened after completion of the pour.

*** $\frac{3}{4}$" ϕ HS bolts. $\frac{15}{16}$" ϕ holes in beam. $\frac{13}{16}$" x $1\frac{7}{8}$" long slotted holes in L6x4. See Slot Detail.



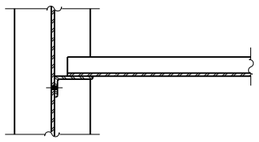
SLOT DETAIL

(After erection)



INTERIOR DIAPHRAGM D1

(120 Required)



SECTION A-A

**** Cost of Timber Block Posts is included with Structural Steel.

INTERIOR BEAM MOMENT TABLE						
		0.4 Sp. 1	℄ Pier 1	0.5 Sp. 2	℄ Pier 2	0.6 Sp. 3
I_s	(in^4)	6310	6310	7020	7020	6310
$I_{c(n)}$	(in^4)	15818	----	17183	----	15818
$I_{c(3n)}$	(in^4)	11399	----	12327	----	11679
$I_{c(cr)}$	(in^4)	----	8017	----	8766	----
S_s	(in^3)	458	458	505	505	458
$S_{c(n)}$	(in^3)	645	----	708	----	645
$S_{c(3n)}$	(in^3)	580	----	635	----	580
$S_{c(cr)}$	(in^3)	----	505	----	554	----
DC1	(k/')	0.83	0.83	0.83	0.83	0.83
M_{DC1}	('k)	227	299	105	368	274
DC2	(k/')	0.41	0.41	0.41	0.41	0.41
M_{DC2}	('k)	112	148	52	180	135
DW	(k/')	0.26	0.26	0.26	0.26	0.26
M_{DW}	('k)	71	94	33	115	86
M_{L+IM}	('k)	616	545	556	627	681
M_U (Strength I)	('k)	1609	1655	1218	1956	1832
$\phi_f M_n$	('k)	3008	2061	3266	2259	3008
f_s DC1	(ksi)	5.9	7.8	2.5	8.7	7.2
f_s DC2	(ksi)	2.3	3.5	1.0	3.9	2.8
f_s DW	(ksi)	1.5	2.2	0.6	2.5	1.8
f_s (L+IM)	(ksi)	11.5	13.0	9.4	13.6	12.7
f_s (Service II)	(ksi)	24.6	30.4	16.4	32.8	28.2
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	----	----	----	----	----
$\phi_f F_n$	(ksi)	----	----	----	----	----
V_r	(k)	29.2	51.1	28.5	50.9	30.2

INTERIOR BEAM REACTION TABLE					
		W Abut.	Pier 1	Pier 2	E Abut.
R_{DC1}	(k)	19.4	55.5	60.7	21.3
R_{DC2}	(k)	9.6	27.4	29.9	10.5
R_{DW}	(k)	6.1	17.4	19.0	6.7
R_{L+IM}	(k)	69.0	106.7	110.1	69.3
R_{Total}	(k)	104.1	207.0	219.7	107.8

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_{c(n)}$, $S_{c(n)}$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.^{4} and in.^{3}).

$I_{c(3n)}$, $S_{c(3n)}$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

$I_{c(cr)}$, $S_{c(cr)}$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_U (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_{c(3n)}$ or $M_{DC2} / S_{c(cr)}$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_{c(3n)}$ or $M_{DW} / S_{c(cr)}$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_{c(n)}$ or $M_{DW} / S_{c(cr)}$ as applicable.

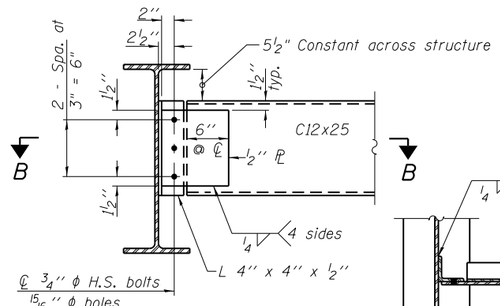
f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

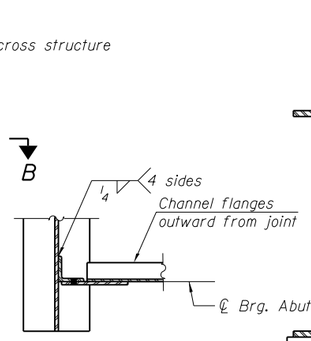
$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_r: Maximum factored shear range in span computed according to Article 6.10.10.

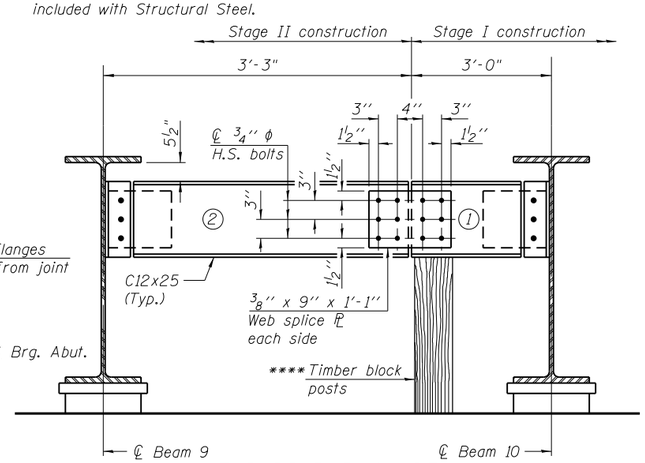


END DIAPHRAGM D2

(30 Required)



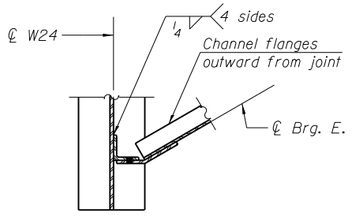
SECTION B-B



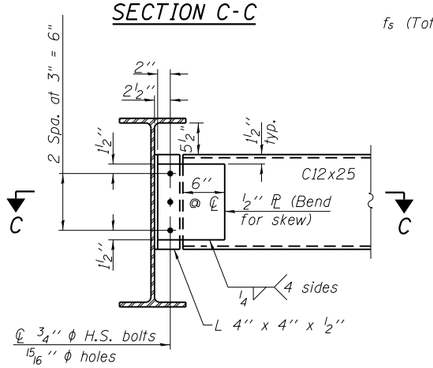
END DIAPHRAGM D3

(2 Required)

For details of connections to beams see End Diaphragm D2



SECTION C-C



END DIAPHRAGM D4 & D5

(Beam 17a shown, 1a similar) (1 Ea. Required)

Diaphragm Notes:

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Two hardened washers required for each set of oversized holes.

*Alternate C12x30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.

The alternate, if utilized, shall be provided at no additional cost to the Department.

**$\frac{3}{4}$" ϕ HS bolts. $\frac{15}{16}$" ϕ holes

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order diaphragm in two sections.
2.) Attach section ① of diaphragm to beam
3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both beam 9 and section ① of diaphragm during stage II construction with splice plates.
5.) Remove timber block posts.

FILE NAME = W:\191-138.IDOT.IL64\CADD Sheets\structural\D16GJ11-sht-28_StrucSteelDet.dgn

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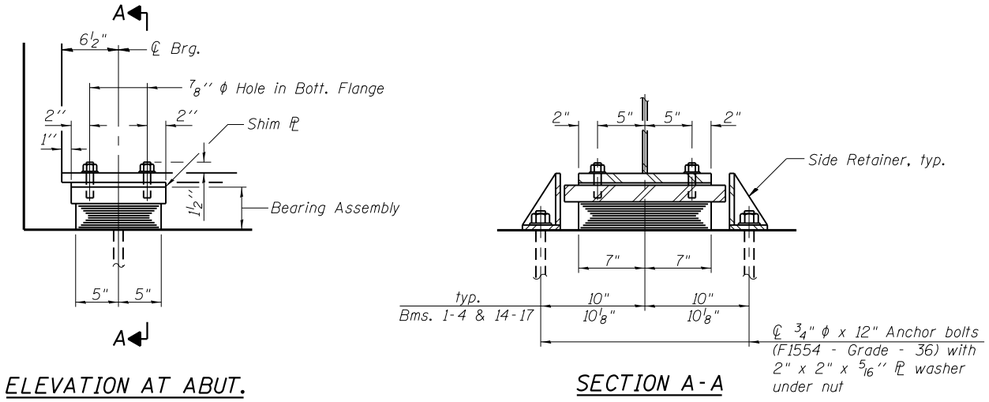
USER NAME =	DESIGNED - JJI	REVISED	
	CHECKED - JMT	REVISED	
PLOT SCALE =	DRAWN - GM	REVISED	
PLOT DATE = 8/16/2013	CHECKED - JMT	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS II
STRUCTURE NO. 016-3035
SHEET NO. 33 OF 62 SHEETS

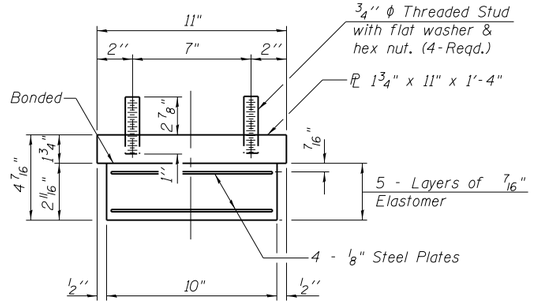
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	94
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



ELEVATION AT ABUT. SECTION A-A

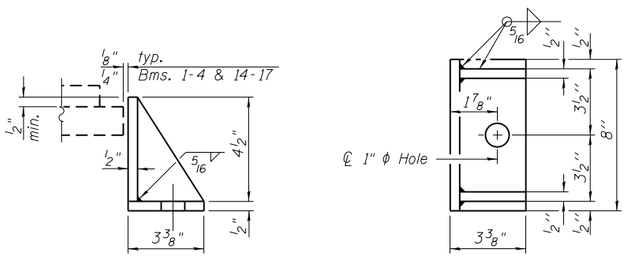
TYPE I ELASTOMERIC EXP. BRG.

(West Abut.)



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

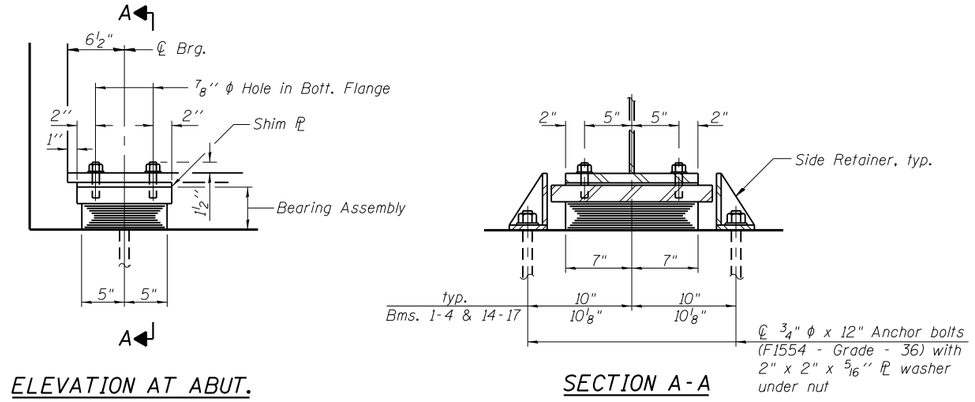
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

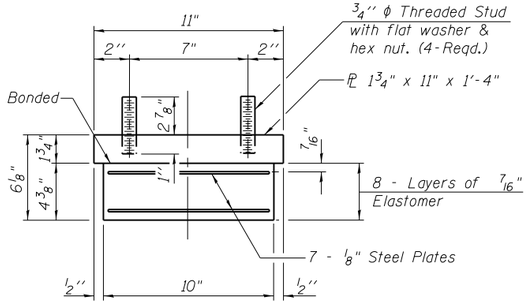
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



ELEVATION AT ABUT. SECTION A-A

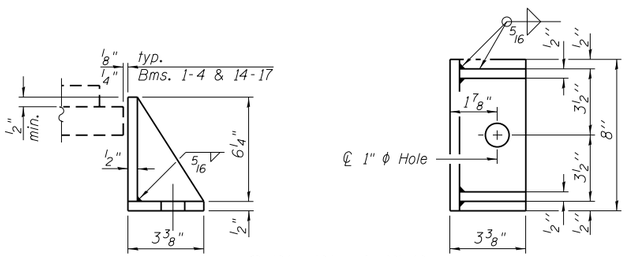
TYPE I ELASTOMERIC EXP. BRG.

(East Abut. 17 required)



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	34
Anchor Bolts, 3/4"	Each	68

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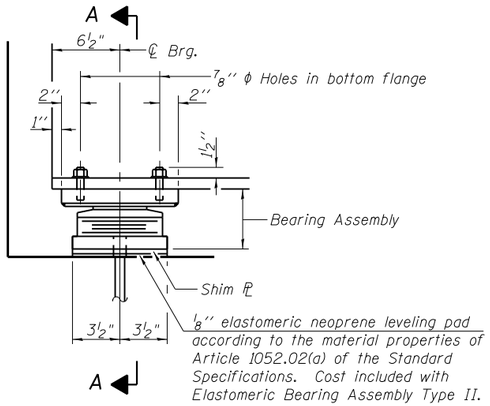
PLOT SCALE =	DRAWN - GM	REVISED
PLOT DATE = 8/15/2013	CHECKED - JMT	REVISED

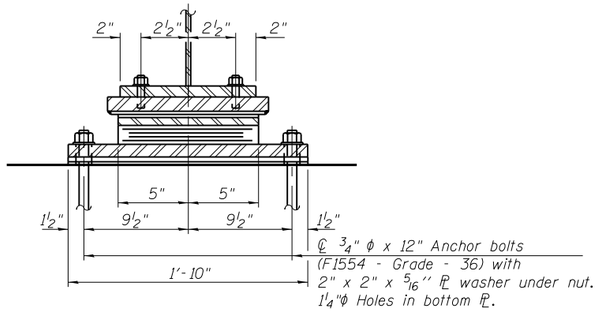
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT BEARINGS
STRUCTURE NO. 016-3035
SHEET NO. 34 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	95
		CONTRACT NO. 60J11		
		ILLINOIS FED. AID PROJECT		



ELEVATION AT ABUT.

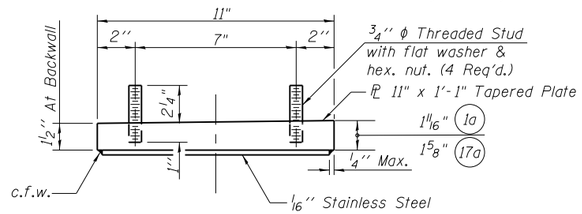


SECTION A-A

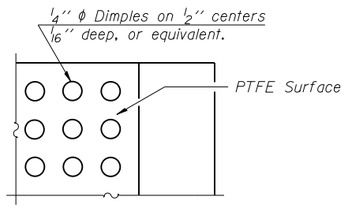
TYPE II ELASTOMERIC EXP. BRG.

(Beams 1a & 17a - East Abut.)

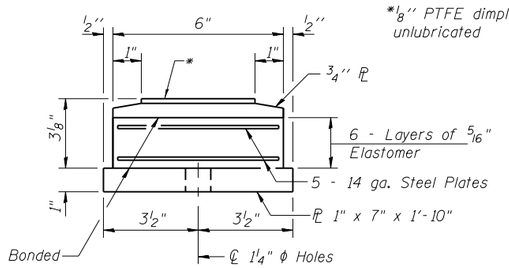
Note: Top bearing assembly not drawn skewed. See Plan-17a.



TOP BEARING ASSEMBLY

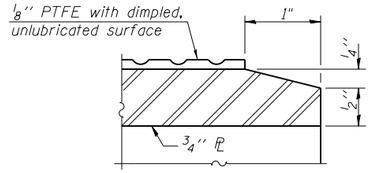


PLAN-PTFE SURFACE

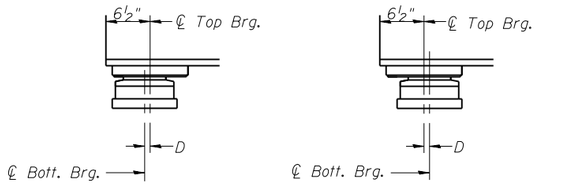


*⅛" PTFE dimpled, unlubricated

BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

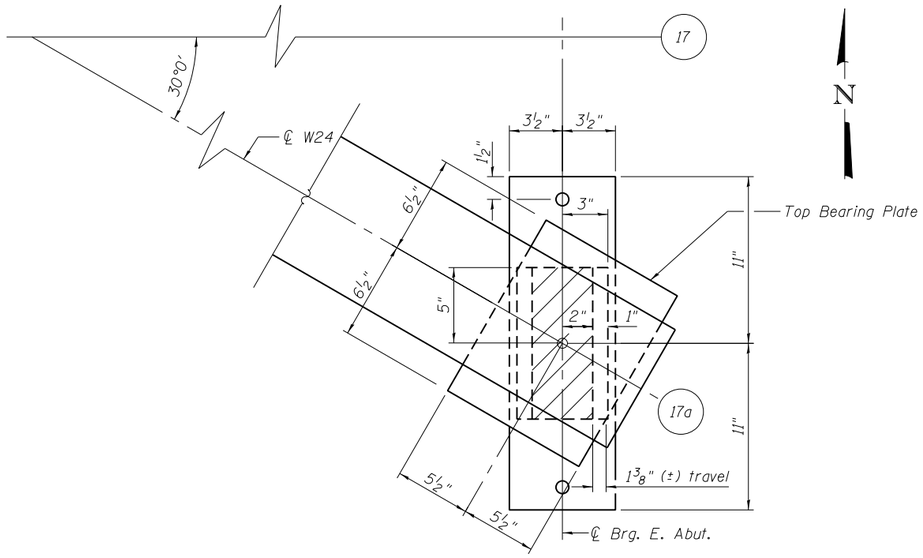


BELOW 50°F.
(Move bott. brg. away from fixed brg.)

ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



PLAN-17a

(1a - Similar)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	2
Anchor Bolts, ¾"	Each	4

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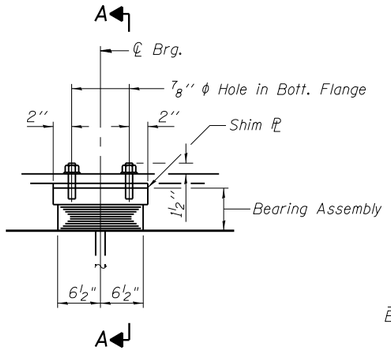
PLOT DATE = 8/15/2013	CHECKED - JMT	REVISED

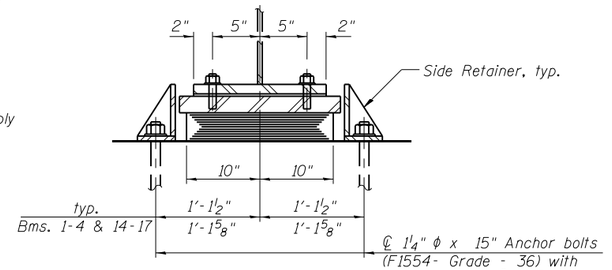
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1A & 17A EAST ABUTMENT BEARING DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 35 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	96
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

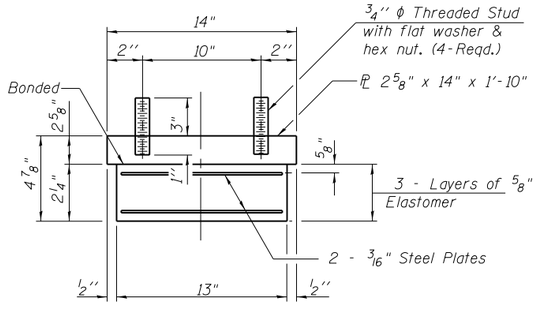


ELEVATION AT PIER



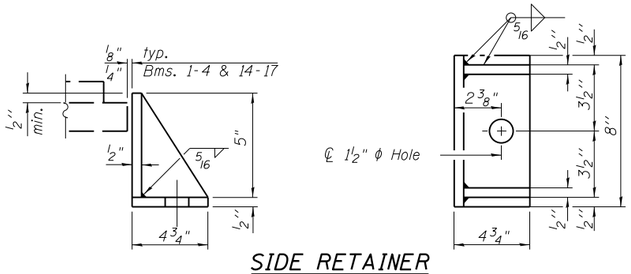
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(Pier 2)



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

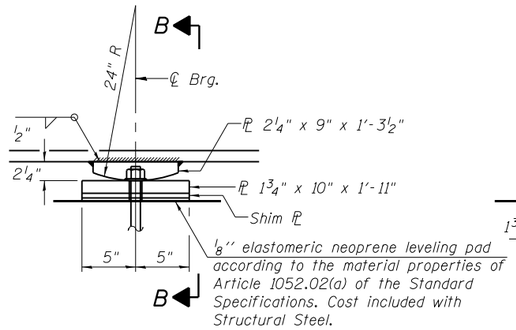
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

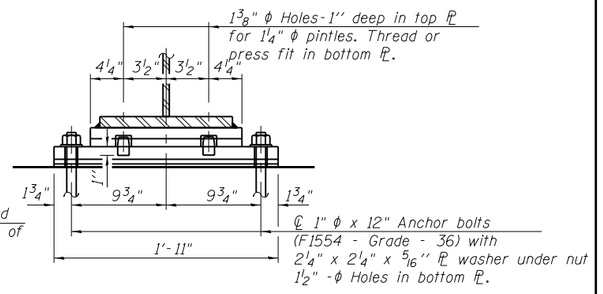
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The structural steel plates and pintles of the Fixed Bearing shall conform to the requirements of AASHTO M 270 Grade 50.

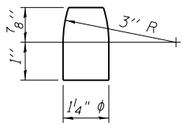


ELEVATION AT PIER



SECTION B-B

FIXED BEARING
(Pier 1)



PINTLE

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	17
Anchor Bolts, 1"	Each	34
Anchor Bolts, 1 1/4"	Each	34

I-2E-1

1-27-12

FILE NAME = $FILE1$

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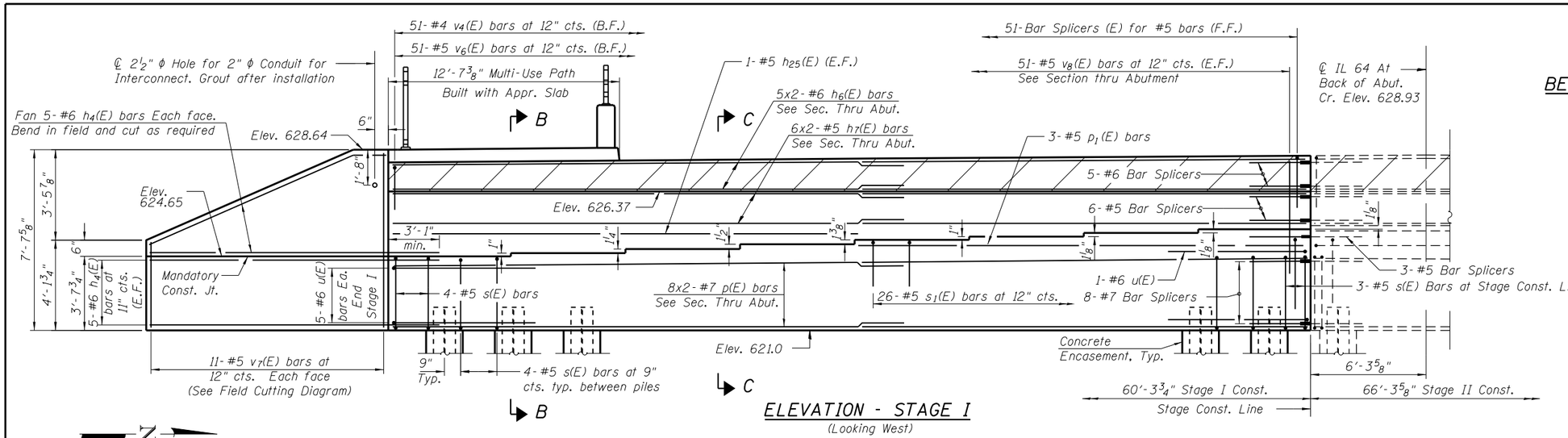
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

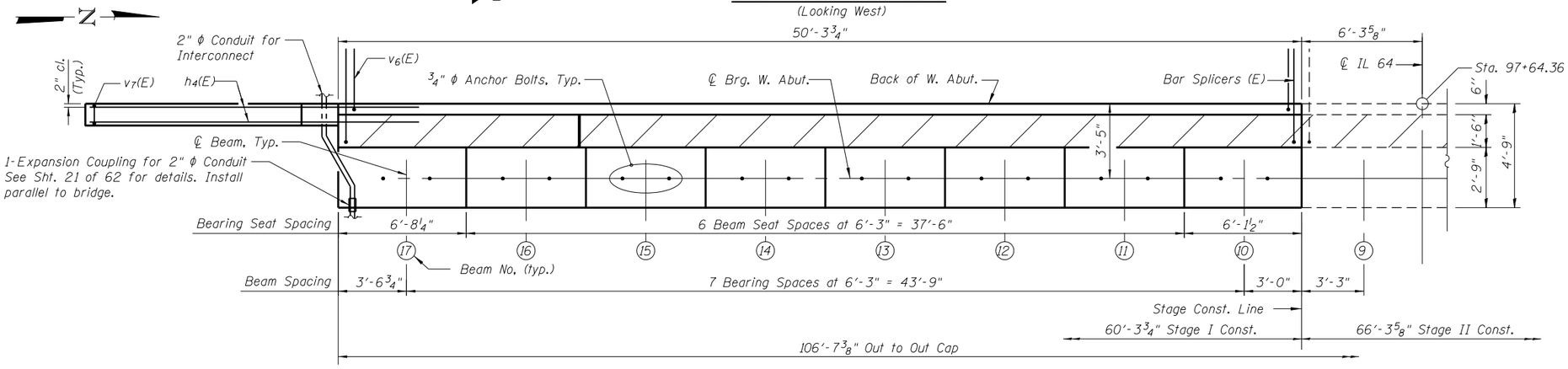
PIER BEARINGS
STRUCTURE NO. 016-3035
SHEET NO. 36 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	97
		CONTRACT NO. 60J11		
ILLINOIS	FED. AID PROJECT			

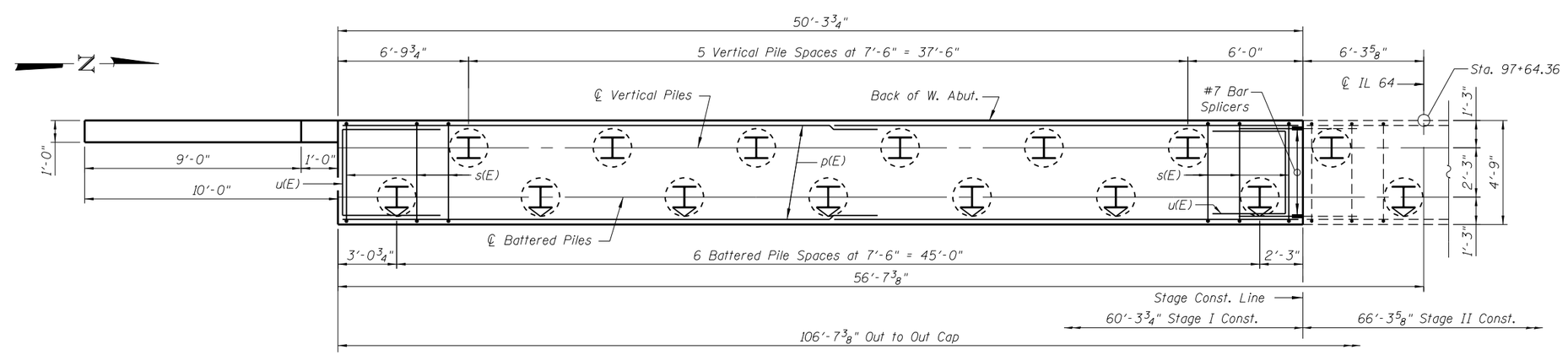


ELEVATION - STAGE I

(Looking West)



TOP VIEW - STAGE I



PLAN-PILE CAP - STAGE I

BEARING SEAT ELEVATIONS - STAGE I

Beam No.	℄ Brg.
9	625.49
10	625.39
11	625.30
12	625.20
13	625.10
14	624.98
15	624.85
16	624.74
17	624.65

MINIMUM BAR LAP

#5 bars = 2'-3"
#6 bars = 2'-8"
#7 bars = 4'-8"

PILE DATA - STAGE I

Type: HP 12x53 with Pile Shoes
Nominal Required Bearing: 292 kips
Factored Resistance Available: 161 kips
Est. Length: 35'
No. Production Piles: 12
No. Test Piles: 1

Denotes Vertical Pile

Denotes Battered Pile

Notes:

See Sheet 30 of 62 for Expansion joint details.

See Sheet 52 of 62 for details of piles and Concrete Encasement.

Hatched area to be poured after Superstructure falsework has been removed. Concrete quantity is included with Concrete Superstructure.

Pour steps monolithically with cap.

Space reinforcement to miss anchor bolts.

See Sheet 39 of 62 for anchor bolt layout and Section Thru Abutment.

F.F. denotes Front Face.

B.F. denotes Back Face.

E.F. denotes Each Face.

FILE NAME = W:\191-138.IDOT.IL64\CADD.Sheets\structural\D1603J11-sht-31_W Abut.dgn

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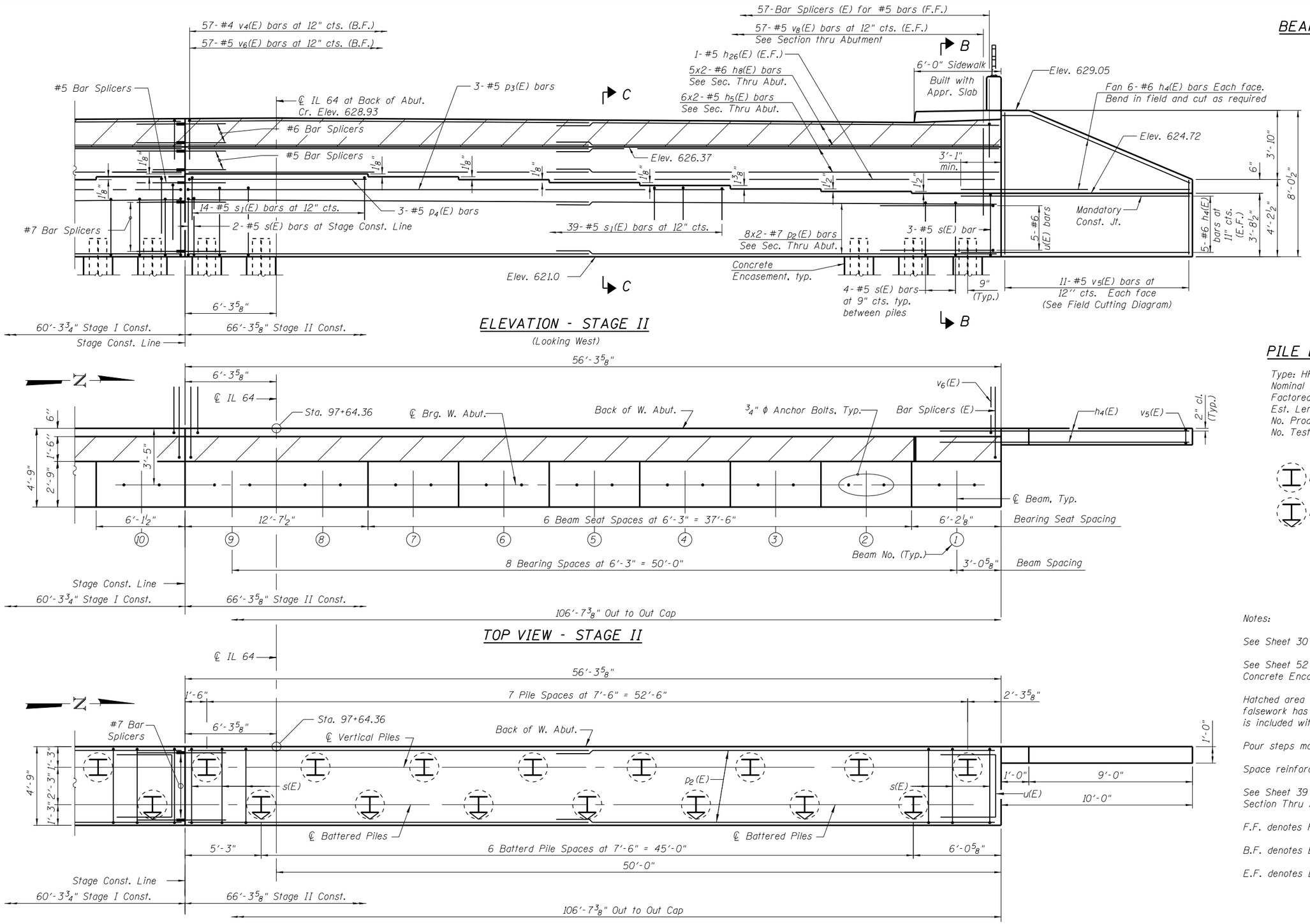
PLOT DATE = 8/16/2013	CHECKED - JJI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT – STAGE I
STRUCTURE NO. 016-3035
SHEET NO. 37 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	98
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			



BEARING SEAT ELEVATIONS STAGE II

Beam No.	℄ Brg.
1	624.72
2	624.86
3	624.98
4	625.10
5	625.20
6	625.29
7	625.39
8	625.49
9	625.49
10	625.39

MINIMUM BAR LAP

#5 bars = 2'-3"
#6 bars = 2'-8"
#7 bars = 4'-8"

PILE DATA - STAGE II

Type: HP 12x53 with Pile Shoes
Nominal Required Bearing: 292 kips
Factored Resistance Available: 161 kips
Est. Length: 35'
No. Production Piles: 15
No. Test Piles: 0

Denotes Vertical Pile

Denotes Battered Pile

Notes:

See Sheet 30 of 62 for Expansion joint details.

See Sheet 52 of 62 for details of piles and Concrete Encasement.

Hatched area to be poured after Superstructure falsework has been removed. Concrete quantity is included with Concrete Superstructure.

Pour steps monolithically with cap.

Space reinforcement to miss anchor bolts.

See Sheet 39 of 62 for anchor bolt layout and Section Thru Abutment.

F.F. denotes Front Face.

B.F. denotes Back Face.

E.F. denotes Each Face.

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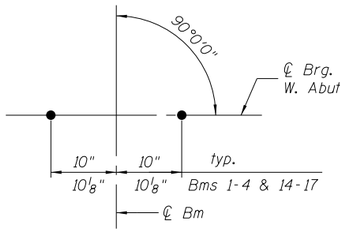
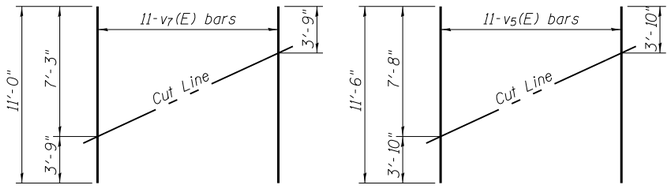
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT – STAGE II
STRUCTURE NO. 016-3035
SHEET NO. 38 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	99
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			

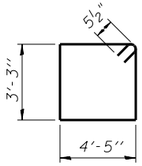


ANCHOR BOLT DETAILS

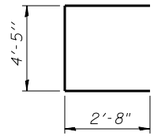


FIELD CUTTING DIAGRAMS

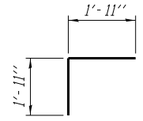
Order $v_7(E)$ and $v_5(E)$ full length. Cut as shown and use remainder of bars in opposite face.



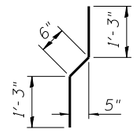
BAR s(E)



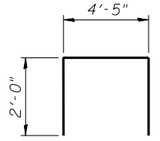
BAR u(E)



BAR $v_6(E)$



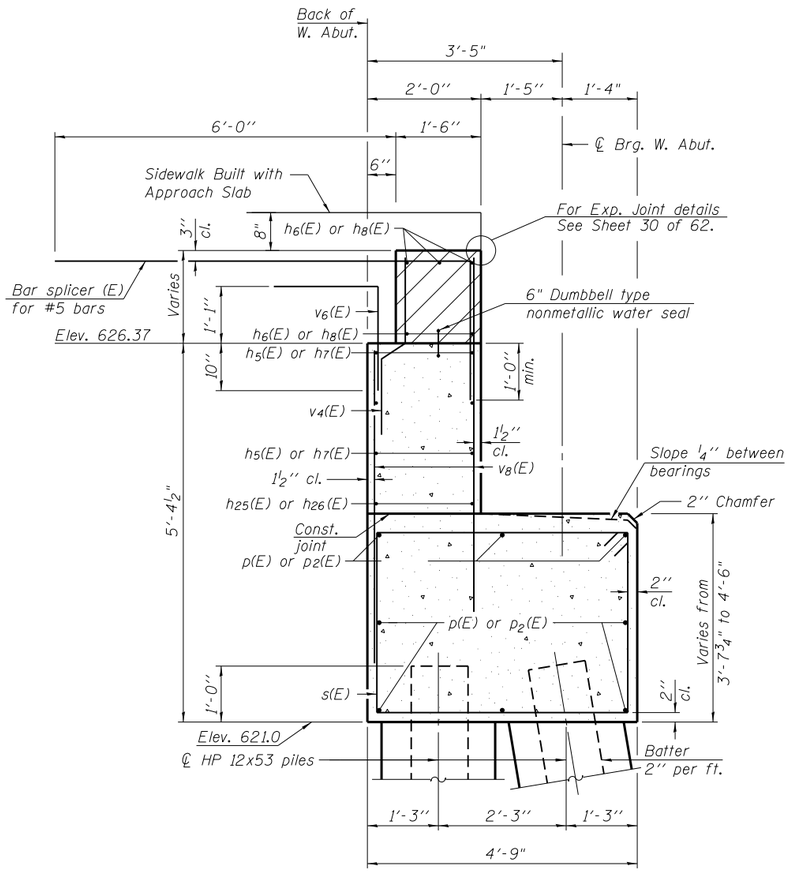
BAR $v_4(E)$



BAR $s_1(E)$

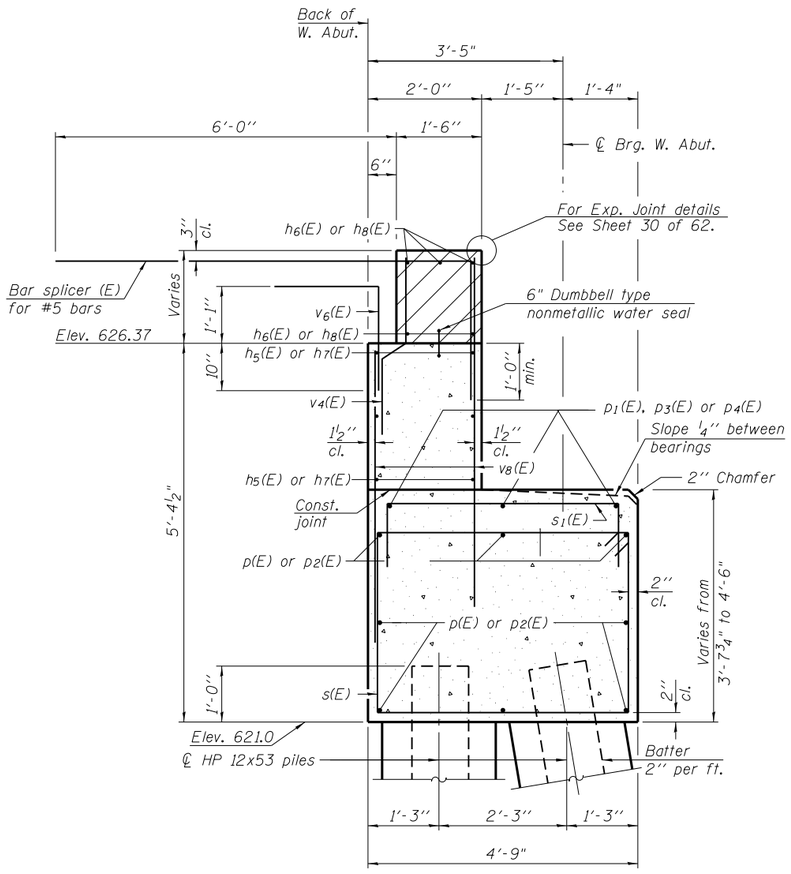
WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_4(E)$	42	#6	13'-9"	
$h_5(E)$	12	#5	29'-4"	
$h_6(E)$	10	#6	26'-4"	
$h_7(E)$	12	#5	26'-2"	
$h_8(E)$	10	#6	29'-4"	
$h_{25}(E)$	2	#5	25'-1"	
$h_{26}(E)$	2	#5	30'-10"	
$p(E)$	16	#7	27'-4"	
$p_1(E)$	3	#5	24'-6"	
$p_2(E)$	16	#7	30'-4"	
$p_3(E)$	3	#5	37'-3"	
$p_4(E)$	3	#5	12'-3"	
$s(E)$	116	#5	16'-3"	
$s_1(E)$	79	#5	8'-5"	
$u(E)$	16	#6	9'-9"	
$v_4(E)$	108	#4	3'-0"	
$v_5(E)$	11	#5	11'-6"	
$v_6(E)$	108	#5	3'-10"	
$v_7(E)$	11	#5	11'-0"	
$v_8(E)$	216	#5	4'-11"	
Structure Excavation		Cu. Yd.	180	
Concrete Structures		Cu. Yd.	89.7	
Reinforcement Bars, Epoxy Coated		Pound	9550	
Furnishing Steel Piles HP 12X53		Foot	945	
Driving Piles		Foot	945	
Test Pile Steel HP 12X53		Each	1	
Concrete Encasement		Cu. Yd.	9.8	
Concrete Sealer		Sq. Ft.	1260	
Pile Shoes		Each	28	
Protective Coat		Sq. Yd.	8	
Geocomposite Wall Drain		Sq. Yd.	97	
Granular Backfill for Structures		Cu. Yd.	190	



SECTION B-B

(At Sidewalk)



SECTION C-C

Notes:

See sheet 53 of 62. for details of Bar Splicers.

See sheet 52 of 62. for details of piles and Concrete Encasement.

Hatched area to be poured after Superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

Space reinforcement in cap to miss anchor bolts.

Pour steps monolithically with cap.

Additional bars in steps not shown in Section B-B.

Apply Protective Coat to exposed areas of wingwalls.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 016-3035
SHEET NO. 39 OF 62 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	541Y-3-B	COOK	143	100
		CONTRACT NO. 60J11		
	ILLINOIS FED. AID PROJECT			