03-08-2024 LETTING ITEM 133

FOR INDEX OF SHEETS, SEE SHEET NO. 2 FOR INDEX OF HIGHWAY STANDARDS SEE SHEET NO. 2

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1234 (OAK SPRING ROAD) OAK SPRING ROAD OVER DES PLAINES RIVER **BRIDGE REPLACEMENT** SECTION: 15-10112-00-BR PROJECT: FTPC(028) LIBERTYVILLE TOWNSHIP ROAD DISTRICT LAKE COUNTY C-91-427-15

TRAFFIC DATA

OAK SPRING ROAD MAJOR COLLECTOR POSTED SPEED LIMIT 25 MPH - 30 MPH DESIGN SPEED 30 MPH - 35 MPH 2019 ADT 3,550 2050 ADT 6,900

R11E **BEGIN IMPROVEMENTS** STA. 25+50.00 **EXISTING SN 049-3047** PROPOSED SN 049-3046 METRA RAILWAY-END IMPROVEMENTS STA. 32+43.15

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.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

LOCATION MAP

(Not to Scale)

GROSS AND NET LENGTH OF PROJECT = 693.15 FEET = (0.13 MILES) SIGNED:



KEVIN L. BELGRAVE, P.E., PTOE

DECEMBER 27, 2023

ILLINOIS LICENSE NO.: 062-051750

EXPIRATION DATE: NOVEMBER 30, 2025

PAGES OR SHEETS COVERED BY THIS SEAL ROADWAY PLANS (SHEETS 1-43, 85-100)

FOR STRUCTURAL SEAL SEE STRUCTURAL PLANS:

LAKE 100 1 15-10112-00-BR 1234 ILLINOIS CONTRACT NO. 61J99

SECTION





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

625 Forest Edge Drive Vernon Hills, IL. 60061

TEL 847.478.9700 FAX 847.478.9701

CONTRACT NO. 61J99

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STATE STANDARDS

000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

- 001001-02 AREAS OF REINFORCEMENT
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- 515001-04 NAME PLATE FOR BRIDGES
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 601001-05 PIPE UNDERDRAINS
- 601101-02 CONCRETE HEADWALL FOR PIPE UNDERDRAINS
- 602001-02 CATCH BASIN TYPE A
- 602301-04 INLET TYPE A
- 602701-02 MANHOLE STEPS
- 604091-05 FRAME AND GRATE, TYPE 24
- 606001-08 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND
 - GUTTER
- 631031-18 TRAFFIC BARRIER TERMINAL, TYPE 6
- 636001-02 CABLE ROAD GUARD SINGLE STRAND
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM
 - PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS DAY ONLY
- 701901-09 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS &
 - MARKERS)
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 782006-01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT ONE DETAILS

- BD-32 BUTT JOINT AND HMA TAPER DETAILS
- BD-51 BENCHING DETAIL FOR EMBANKMENT WIDENING
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- 1. ALL CONSTRUCTION SHALL BE PERFORMED ACCORDING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADDOPTED JANUARY 1 2022, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADDOPTED JANUARY 1 2024, THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION, THE DETAILS IN THESE PLANS, THE CONTRACT DOCUMENTS, ALL APPLICABLE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, THE IEPA AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION AND ALL ADDENDA THERETO.
- 2. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE AND UTILITIES WITHIN PUBLIC RIGHTS—OF—WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- 3. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL WILL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.
- 4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE PRIOR TO ORDERING MATERIALS. IN ADDITION, THE CONTRACTOR MUST VERIFY THE LINE AND GRADES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSION OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS/HER OWN RISK.
- 5. ALL PAVEMENT DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- 6. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- 7. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS PRIOR TO BEGINNING WORK
- 8. IF DURING CONSTRUCTION THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS OR UNDERDRAINS OTHER THAN THOSE SHOWN ON THE PLANS, HE/SHE SHALL INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED.
- 9. THE CONTRACTOR SHALL PROVIDE TEMPORARY TOILET FACILITIES AND HAND SANITIZING STATIONS FOR THE USE OF ALL CONTRACTORS PERSONNEL EMPLOYED ON THE WORK SITE. THE FACILITIES SHALL BE MAINTAINED IN PROPER SANITARY CONDITION THROUGHOUT THE PROJECT. THE LOCATION OF THE TEMPORARY FACILITIES SHALL BE APPROVED BY THE ENGINEER AND LOCATED OUTSIDE OF THE FLOOD PLAIN.
- 10. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE NPDES PERMIT AND SWPPP MANUAL. IF NO NPDES PERMIT OR SWPPP MANUAL IS NEEDED FOR THE PROJECT THE CONTRACTOR SHALL PERFORM SOIL EROSION SEDIMENT CONTROL BEST PRACTICES OR AS DIRECTED BY THE OWNER TO PREVENT ILLICIT DISCHARGES FROM THE SITE.
- 11. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR VIA EMAIL AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 12. TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, FADI SULTAN, VIA EMAIL AT FUDI.SULTAN@ILLINOIS.GOV
- 13. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
- 14. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- 15. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
- 16. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6°BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.
- 7. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- 18. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE TOWNSHIP OF LIBERTYVILLE AND THE LAKE COUNTY FOREST PRESERVE. THE CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07. REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
- 19. EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
- 20. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED. A PHOSPHORUS-FREE FERTILIZER IN THAT AREA SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).
- 21. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIPLINE OF THE TREES, SHRUBS, AND LANDSCAPED BEDS WITHIN THE LIMITS OF CONSTRUCTION DESIGNATED TO REMAIN TO ESTABLISH A "TREE PROTECTION ZONE" AND AROUND EXISTING WETLANDS TO ESTABLISH A "WETLAND PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED, OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE" AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

UTILITY NOTES

- MACHINE CORE ALL CONNECTIONS TO EXISTING STRUCTURES USING A CORE DRILL. HAMMERING OR SAWING OF STRUCTURES WILL NOT BE ALLOWED.
- ALL CONNECTIONS TO EXISTING OR DISSIMILAR STORM/SANITARY LINES SHALL BE DONE WITH STAINLESS STEEL NON-SHEAR COUPLINGS.
- STONE BEDDING AND BACKFILL SHALL BE OMITTED FOR A DISTANCE OF 15 FEET UP AND DOWNSTREAM
 OF SEWERS DRAINING TO OR FROM PONDS OR STREAMS. THE REPLACED BEDDING SHALL BE SILTY
 CLAY SOIL MECHANICALLY COMPACTED TO 90% MODIFIED PROCTOR DENSITY. THE USE OF PERMEABLE
 SOILS WILL NOT BE PERMITTED.
- BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b, c)
 OF THE SSRBC WILL NOT BE ALLOWED.

COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

- ROAD DISTRICT HAS COMMITTED TO RESURFACING THE WILMOT WOODS CANOE PARKING LOT AFTER CONSTRUCTION STAGING AND MATERIAL STORAGE ACTIVITIES ARE COMPLETE.
- ROAD DISTRICT HAS COMMITTED TO SCHEDULE CONSTRUCTION SUCH THAT THE WILMOT WOODS CANOE LAUNCH AND PARKING ARE AVAILABLE FOR THE FOREST PRESERVES'S ANNUAL CANOE RACE.
- TREES THREE (3) INCHES IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH OCTOBER 31ST OF ANY GIVEN YEAR (COMMITMENT MADE TO THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES).

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND LIST OF HIGHWAY STANDARDS
OAK SPRING ROAD BRIDGE REPLACEMENT

SCALE, N. I.S. SHEET NO. 1 OF 1 SHEETS STA TO STA

			CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE		
		SUMMARY OF QUANTITIES			80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL
# *	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044
	20101000	TEMPORARY FENCE	FOOT	383	383		
	20101100	TREE TRUNK PROTECTION	EACH	8	8		
*	20101200	TREE ROOT PRUNING	EACH	8	8		
	20200100	EARTH EXCAVATION	CUYD	398	398		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CUYD	96	96		
	20300100	CHANNEL EXCAVATION	CUYD	672		672	
	20400800	FURNISHED EXCAVATION	CUYD	25	25		
	20800150	TRENCH BACKFILL	CUYD	35	35		
	20900110	POROUS GRANULAR BACKFILL	CUYD	81			81
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	288	288		
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3,554	3,554		
*	25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25		
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	20	20		
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	20	20		
*	25200200	SUPPLEMENTAL WATERING	UNIT	5	5		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	73	73		

^{*} SPECIALTY ITEM # CONSTRUCTION CODE 0042

FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		SUMMARY OF QUANTITIES	FAU. SECTION	COUNTY TOTAL SHEET
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234 15-10112-00-BR	LAKE IDO 3
	PLOT SCALE = 1" = .08"	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPAING ROAD BAIDGE REPLACEMENT		CONTRACT #: 61J99
	PLOT DATE = 12/20/2023 10:08 AM	DATE - 12.27.2023	REVISED -		SCALE N.T.S. SHEET NO. 1 OF 7 SHEETS STA TO STA.	ILLINOIS FEO. A	ID PROJECT

		SUMMARY OF QUANTITIES	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL		
#	* CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044
	28000305	TEMPORARY DITCH CHECKS	FOOT	117	117		
	28000400	PERIMETER EROSION BARRIER	FOOT	1,225	1,225		
	28000510	INLET FILTERS	EACH	4	4		
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	3,554	3,554		
	28100107	STONE RIPRAP, CLASS A4	SQ YD	924	11	913	
	28200200	FILTER FABRIC	SQ YD	924	11	913	
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	40	40		
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,694	1,694		
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	91	91		
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	199	199		
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	784	784		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	24	24		
	40604060	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	TON	66	66		
	40701841	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8"	SQ YD	1,155	1,155		
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQFT	816	816		
	44000100	PAVEMENT REMOVAL	SQ YD	1,815	1,815		

^{*} SPECIALTY ITEM # CONSTRUCTION CODE 0042

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FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC CLESAK	DESIGNED - KLB	REVISED -		SUMMARY OF QUANTITIES	FAU. SECTION	COUNTY TOTAL SHEE	ਗ਼
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234 15-10112-00-BR	LAKE 100 4	4
	PLOT SCALE = 1" = .08"	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT		CONTRACT#: 61J99	\neg
1	PLOT DATE = 12/20/2023 10:08 AM	DATE - 12.27.2023	REVISED -		SCALE N.T.S. SHEET NO. 2 OF 7 SHEETS STA TO STA.	ILUNOIS FED.	AID PROJECT	\neg

				CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE		
			SUMMARY OF QUANTITIES			80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL
#	*	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044
		44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	587	587		
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	128	128		
		48203021	HOT-MIX ASPHALT SHOULDERS, ************************************	SQ YD	466	466		
		50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
		50200100	STRUCTURE EXCAVATION	CU YD	245		108	137
		50200300	COFFERDAM EXCAVATION	CU YD	129		129	
		50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1	
		50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EASH	1		1	
		50300225	CONCRETE STRUCTURES	CUAYD	305.3		305.3	
		50300255	CONCRETE SUPERSTRUCTURE	CU YD	494.4		494.4	
		50300260	BRIDGE DECK GROOVING	SQ YD	778		778	
		50300300	PROTECTIVE COAT	SQ YD	1,492		1,492	
		50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	133.3		133.3	
		50401315	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL36N	FOOT	1,124		1,124	
		50500505	STUD SHEAR CONNECTORS	EACH	902			902
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	181,770		167,690	14,080

^{*} SPECIALTY ITEM # CONSTRUCTION CODE 0042

FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		SUMMARY OF QUANTITIES	FAU.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234	15-10112-00-BR	LAKE	100 S
	PLOT SCALE = 1" = .08"	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION				CONTRACT #:	#: 61J99
	PLOT DATE = 1/3/2024 10:31 AM	DATE - 12.27.2023	REVISED -		SCALE N.T.S. SHEET NO. 3 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AI	PROJECT	

						CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE
			SUMMARY OF QUANTITIES			80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL
#	*	CODE NO.	ITEM	TINU	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044
		51200961	FURNISHING METAL SHELL PILES 16" X 0.312"	FOOT	1,348		1,348	
		F100000F			4.040		1010	
	+	51202305	DRIVING PILES	FOOT	1,348		1,348	ė.
		51203200	TEST PILE METAL SHELLS	EACH	4		4	
		51500100	NAME PLATES	EACH	1		1	
	-	52200100	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	1,624			1,624
		02200100	i di di mino della la città di mino di di mino	100,	7,021			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
		52200150	DRIVING SOLDIER PILES	FOOT	1,624			1,624
		5000055		0.0	4.544			1.511
	+	52200250	UNTREATED TIMBER LAGGING	SQFT	1,511		41-44-44-44-44-44-44-44-44-44-44-44-44-4	1,511
ļ		52200900	CONCRETE STRUCTURES (RETAINING WALL)	CUYD	154.2			154.2
-		54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2		
-	-	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	82	82		
		333,100.0			<u> </u>			
		55100200	STORM SEWER REMOVAL 6"	FOOT	20	20		
	_	F5400500	OTOTALOSAST PENOVAL 401	COOT	440	110		
		55100500	STORM SEWER REMOVAL 12"	FOOT	112	112		
-		58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	116		116	
<u> </u>	-	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	245		68	177
	_	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4			4
	_			L.T.OF1				
		60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	130		130	

^{*} SPECIALTY ITEM # CONSTRUCTION CODE 0042

FILE NAME == 4449,020-DT.dwg	USER NAME = DOMINIC CLESAK	DESIGNED - KLB	REVISED -		SUMMARY OF QUANTITIES	FAU.	SECTION	COUNTY	TOTAL 1	HEET
1		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234 15-	-10112-00-BR	LAKE	100	6
	PLOT SCALE # 1" # .08'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT		1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	CONTRACT	#: 61J!	19
į.	PLOT DATE = 1/3/2024 10:31 AM	DATE - 12 27 2023	REVISED -	1	SCALE N.T.S. SHEET NO. 4 OF 7 SHEETS STA. TO STA.	1	LILLINOIS LEED, AID	PROJECT		

						CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE	
			SUMMARY OF QUANTITIES			80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	
	# *	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044	
		60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2			
		60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	2	2			
		60600605	CONCRETE CURB, TYPE B	FOOT	47	47			
		60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	116	116			
	*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2			
	*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3			
	*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1		***************************************	
_		63200310	GUARDRAIL REMOVAL	FOOT	633	633		***************************************	
_		63200400	CABLE ROAD GUARD REMOVAL	FOOT	199	199			
_	*	63600105	CABLE ROAD GUARD, SINGLE STRAND	FOOT	160	160			
	*	66400305	CHAIN LINK FENCE, 6'	FOOT	175	175			
	*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	658	658			
	*	66900530	SOIL DISPOSAL ANALYSIS	EACH	10	10			
	*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1			
	*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1			
	*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10			
1 -			Land the state of		<u> </u>			<u> </u>	_ '

^{*} SPECIALTY ITEM # CONSTRUCTION CODE 0042

										_
FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		SUMMARY OF QUANTITIES	FAU.	SECTION	COUNTY	TOTAL SHEE	Л
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234	15-10112-00-BR	LAKE	100 7	1
	PLOT SCALE = 1" = .08"	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT	1		CONTRACT #	# 61J99	_
	PLOT DATE = 1/3/2024 10:31 AM	DATE - 12.27.2023	REVISED -		SCALE N.T.S. SHEET NO. 5 OF 7 SHEETS STA TO STA	$\overline{}$	ILLINOIS FED. AL	D PROJECT		

				CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE		
			SUMMARY OF QUANTITIES	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL / 20% LOCAL		
#	*	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044
		67100100	MOBILIZATION	LSUM	1	1		
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,548	1,548		
	*	78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	3	3		
	*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	508	508		
		10001110	TARTI AVENERI INSTRUCE - ERE A	1001	300	300	<u> </u>	
	*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1,000	1,000		
		78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQFT	8	8		
	*	A2002320	TREE, BETULA NIGRA (RIVER BIRCH), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3		
	*	A2005960	TREE, PLATANUS X ACERIFOLIA MORTON CIRCLE (EXCLAMATION! LONDON PLANETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	1		
	*	A2006524	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED	EACH	9	9		
	*	A2007624	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 3" CALIPER, BALLED AND BURLAPPED	EACH	3	3		
		K1005418	TEMPORARY SEEDING	ACRE	0.75	0.75		
	*	X0325522	REINSTALLING EXISTING STEEL GATE ASSEMBLY	EACH	1	1		
		X2010404	STUMP REMOVAL	EACH	16	16		
		X2010510	CLEARING AND GRUBBING	LSUM	1	1		
	*	X2501800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.50	0.50		
	*	X2510635	HEAVY DUTY EROSION CONTROL BLANKET (SPECIAL)	SQ YD	1,369	1,369		

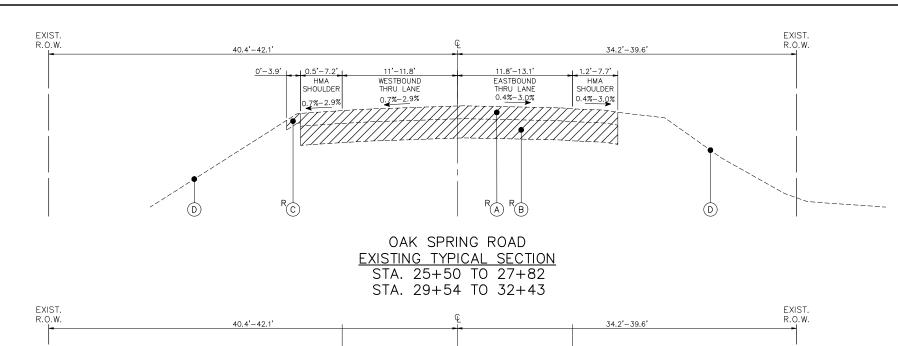
^{*} SPECIALTY ITEM # CONSTRUCTION CODE 0042

FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC DLESAK	DESIGNED - KLB	REVISED -		SUMMARY OF QUANTITIES	FAU. SECTION	COUNTY TOTA	AL SHEET
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234 15-10112-00-8R	LAKE 100	ю в
	PLOT SCALE = 1" = .08"	CHECKED - KLB	REVISED =	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT	J	CONTRACT #:	61J99
	PLOT DATE = 1/3/2024 10:31 AM	DATE - 12.27.2023	REVISED -		SCALE N.T.S. SHEET NO. 6 OF 7 SHEETS STA. TO STA.	ILUNOIS FED.	AID PROJECT	

					CONSTRUCTION CODE	CONSTRUCTION CODE	CONSTRUCTION CODE
		SUMMARY OF QUANTITIES			80% FEDERAL/20% LOCAL	80% FEDERAL / 20% LOCAL	80% FEDERAL/20% LOCAL
# *	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0010	RETAINING WALL 0044
*	X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	2,185	2,185		
	X5021512	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	1		1	
*	X5091755	PARAPET RAILING, SPECIAL	FOOT	914		500	414
***************************************	X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	9		9	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1		
***************************************	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	199	199		
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1		
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	7	7		
	Z0022800	FENCE REMOVAL	FOOT	633	633		
	Z0051500	REMOVING AND RESETTING STREET SIGNS	EACH	4	4		
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3	3		
#	Z0076600	TRAINEES	Hour	1,000	1,000		
#	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000		

^{*}SPECIALTY ITEM #CONSTRUCTION CODE 0042

FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC OLESAK	DESIGNED + KLB	REVISED -			SUMMARY OF QU	ANTITIES		FAU. SECTION	COUNTY	TOTAL SHEET SHEETS NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	044			-	1234 15-10112-00-BR	LAKE	100 9
İ	PLOT SCALE = 1" = .08"	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	UAK	SPRING ROAD BRIDG	RE REPLACEMEN	 		CONTRACT	
	PLOT DATE = 1/3/2024 10:31 AV	DATE - 12.27.2023	REVISED -		SCALE N.T.S.	SHEET NO. 7 OF 7 SHEETS	STA TÓ STA		ILLINOIS FED	AID PROJECT	



3.9'-4' WESTBOUND THRU LANE 3.6'-4.1' SHOULDER 0.2%-1.3% O.1%-1.0% RG RE RF RG RG RH

OAK SPRING ROAD

EXISTING TYPICAL SECTION

STA. 27+82 TO 29+54

EXIST. R.O.W. 40.4'-42.1' Q.5'-10.5', 2' WESTBOUND THRU LANE 10:1 10:1 14 12 4 13

OAK SPRING ROAD PROPOSED TYPICAL SECTION STA. 25+50 TO 26+25

TYPICAL CROSS SECTION LEGEND

- (A) EXISTING HMA PAVEMENT, ± 8"
- (B) EXISTING AGGREGATE SUBGRADE
- © EXISTING AGGREGATE SHOULDER, 6"
- (D) EXISTING GROUND
- E EXISTING HMA OVERLAY, 2"
- (F) EXISTING P.C.C. SLAB, 7"
- G EXISTING P.C.C. BEAMS, THICKNESS VARIES 1.0'-2.5'
- (H) EXISTING RAILING, 3' HIGH
- (1) HOT-MIX ASPHALT (FULL DEPTH), 8"
- (2) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")
- 3 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- (4) HOT-MIX ASPHALT SHOULDERS, 6"
- 5 AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (6) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- 7) AGGREGATE BASE COURSE, TYPE B, 8"
- 8 CONCRETE STRUCTURES (RETAINING WALL)
- 9 CONCRETE SUPERSTRUCTURE (PARAPET)
- 10) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) TRAFFIC BARRIER TERMINAL TYPE 6 OR TYPE 1 (SPECIAL)
- TOPSOIL FURNISH AND PLACE, 4"
 SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
 NITROGEN FERTILIZER NUTRIENT
 POTASSIUM FERTILIZER NUTRIENT
- 14 TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 4A
 - ITEM TO BE REMOVED

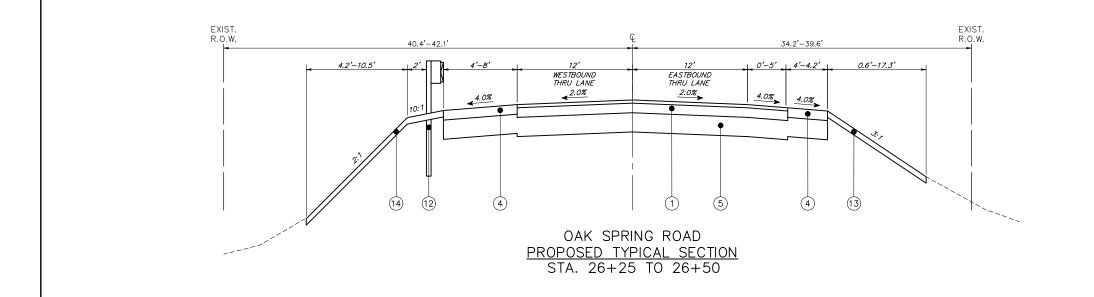
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

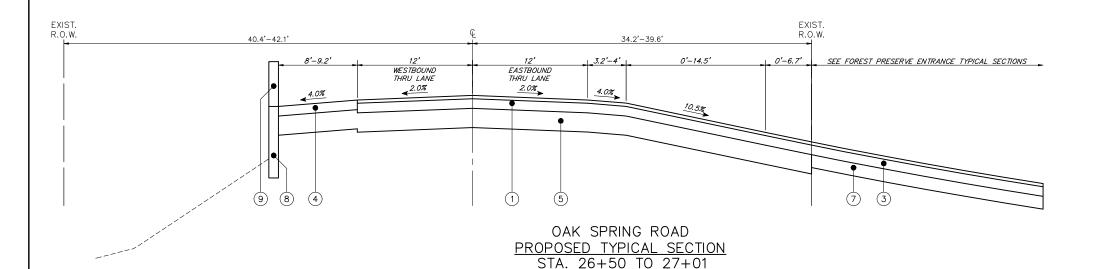
MIXTURE TYPE	AIR V		QMP
HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 8"			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")	4% @ 5	50 GYR	LR1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, (6")	4% @ 5	50 GYR	LR1030-2
HOT-MIX ASPHALT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")	4% @ 5	50 GYR	LR1030-2
FOREST PRESERVE ENTRANCE - HOT-MIX ASPHALT DRIVEWAY PAVEMENT	, 8"		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")	4% @ 5	50 GYR	LR1030-2
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM), (6")	4% @ 5	50 GYR	LR1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PE	ER LR103	50-2	

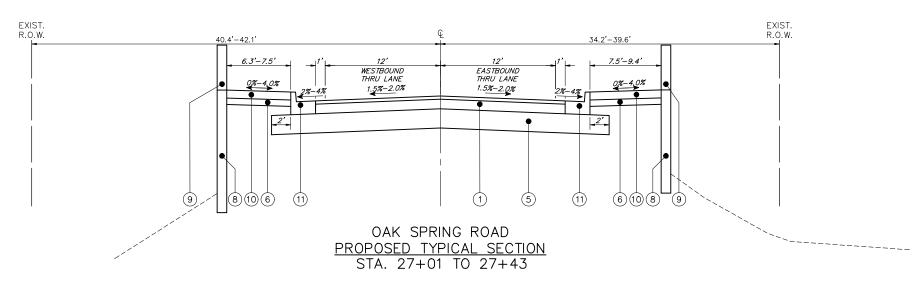
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./IN.

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

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		TYPICAL SECTIONS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234	15-10112-00-BR	LAKE	100	10
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT			CONTRACT		99
	PLOT DATE = 12/20/2023 10:10 AM	DATE - 12.27.2023	REVISED -		SCALE: N.T.S. SHEET NO. 1 OF 5 SHEETS STA. TO STA.	T	ILLINOIS FED. AI	D PROJECT		







CARRIAGE SIDEWALK WITH CURB AND GUTTER FROM STA. 27+14 TO STA. 27+43

JSER NAME = DOMINIC OLESAK DESIGNED - KLB REVISED -**DRAWN** - GHA REVISED CHECKED - KLB REVISED PLOT DATE = 12/20/2023 10:10 AM DATE - 12.27.2023 REVISED

FILE NAME = 4449.020-PR.dwg

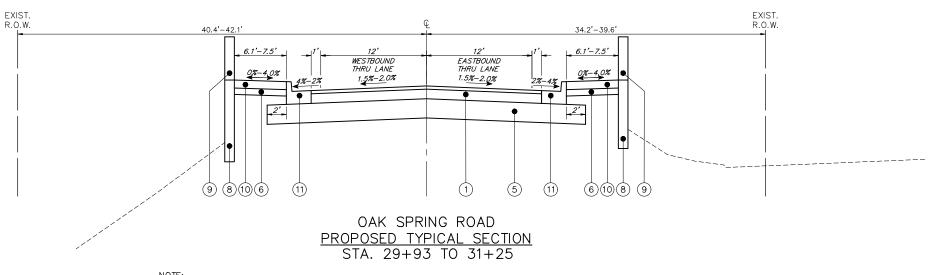
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS OAK SPRING ROAD BRIDGE REPLACEMENT SHEET NO. 2 OF 5 SHEETS STA.

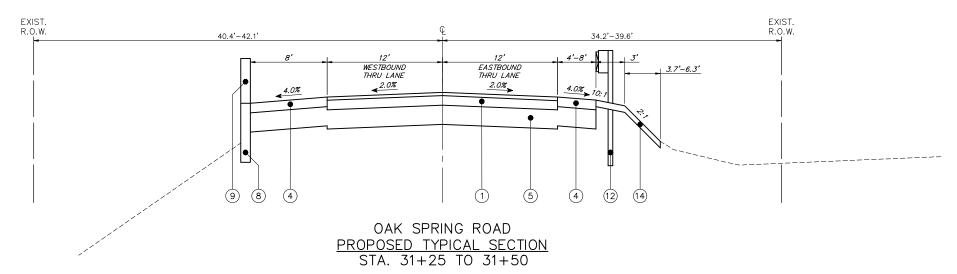
COUNTY TOTAL SHEET NO. SECTION 1234 15-10112-00-BR LAKE IOO II CONTRACT #: 61J99

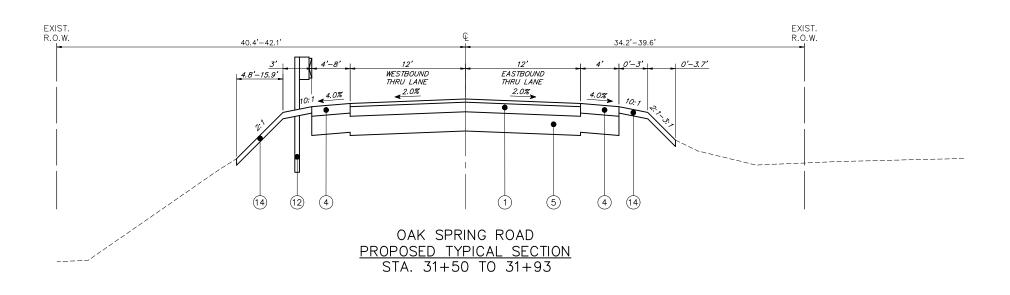
TYPICAL CROSS SECTION LEGEND

- EXISTING HMA PAVEMENT, ± 8"
- (B) EXISTING AGGREGATE SUBGRADE
- (C) EXISTING AGGREGATE SHOULDER, 6"
- (D) EXISTING GROUND
- E EXISTING HMA OVERLAY, 2"
- F EXISTING P.C.C. SLAB, 7"
- EXISTING P.C.C. BEAMS, THICKNESS VARIES 1.0'-2.5'
- (H)EXISTING RAILING, 3' HIGH
- HOT-MIX ASPHALT (FULL DEPTH), 8"
- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- (4) HOT-MIX ASPHALT SHOULDERS, 6"
- (5) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (6) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (7) AGGREGATE BASE COURSE, TYPE B, 8"
- (8) CONCRETE STRUCTURES (RETAINING WALL)
- 9 CONCRETE SUPERSTRUCTURE (PARAPET)
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- 12 TRAFFIC BARRIER TERMINAL TYPE 6 OR TYPE 1 (SPECIAL)
- TOPSOIL FURNISH AND PLACE, 4"
 SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
 NITROGEN FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT
- TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 4A ITEM TO BE REMOVED



CARRIAGE SIDEWALK WITH CURB AND GUTTER FROM STA. 29+93 TO STA. 30+22





TYPICAL CROSS SECTION LEGEND

- EXISTING HMA PAVEMENT, \pm 8"
- (B) EXISTING AGGREGATE SUBGRADE
- (C) EXISTING AGGREGATE SHOULDER, 6"
- (D) EXISTING GROUND
- E EXISTING HMA OVERLAY, 2"
- F EXISTING P.C.C. SLAB, 7"
- EXISTING P.C.C. BEAMS, THICKNESS VARIES 1.0'-2.5'
- (H)EXISTING RAILING, 3' HIGH
- HOT-MIX ASPHALT (FULL DEPTH), 8"
- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- (4) HOT-MIX ASPHALT SHOULDERS, 6"
- (5) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (6) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (7) AGGREGATE BASE COURSE, TYPE B, 8"
- (8) CONCRETE STRUCTURES (RETAINING WALL)
- 9 CONCRETE SUPERSTRUCTURE (PARAPET)
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- 12 TRAFFIC BARRIER TERMINAL TYPE 6 OR TYPE 1 (SPECIAL)
- TOPSOIL FURNISH AND PLACE, 4"
 SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
 NITROGEN FERTILIZER NUTRIENT
- TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 4A

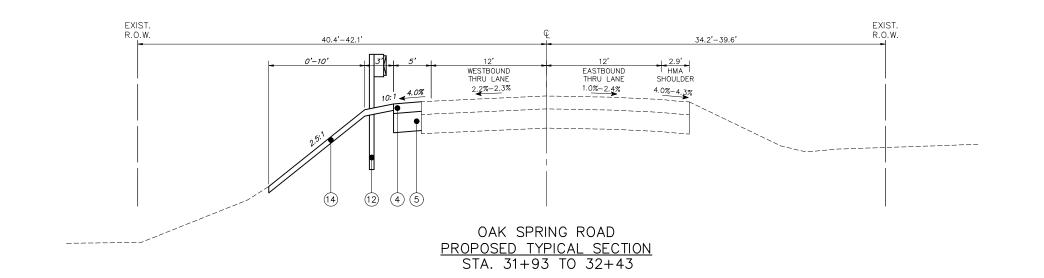
POTASSIUM FERTILIZER NUTRIENT

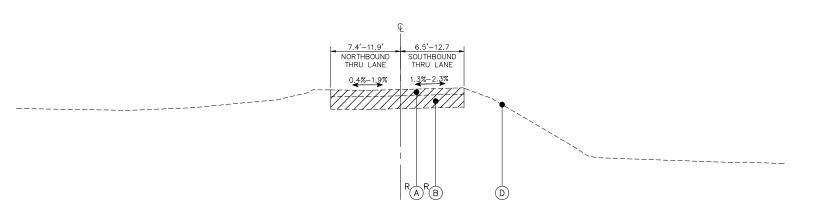
- ITEM TO BE REMOVED

USER NAME = DOMINIC OLESAK **DESIGNED** - KLB REVISED -STATE OF ILLINOIS **DRAWN** - GHA REVISED **DEPARTMENT OF TRANSPORTATION** CHECKED - KLB REVISED PLOT DATE = 12/20/2023 10:10 AM DATE - 12.27.2023 REVISED

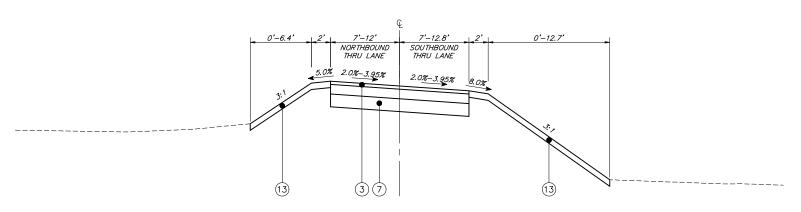
FILE NAME = 4449.020-PR.dwg

TYPICAL SECTIONS								
OAK	OAK SPRING ROAD BRIDGE REPLACEMENT							
SCALE: N.T.S.	SHEET NO. 3 OF 5 S	HEETS STA.	TO STA.					





FOREST PRESERVE ENTRANCE EXISTING TYPICAL SECTION STA. 10+37 TO 11+32



FOREST PRESERVE ENTRANCE PROPOSED TYPICAL SECTION STA. 10+37 TO 11+32

FILE NAME = 4449.020-PR.dwg USER NAME = DOMINIC OLESAK DRAWN - GHA REVISED PLOT SCALE = 1" = .0833' CHECKED - KLB REVISED KLB REVISED KLB REVISED STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLOT DATE = 12/20/2023 10:11 AM DATE - 12/27/2023 REVISED -

	TYPICAL SECTIONS									
OAK	SPRING	ROA	D BRIDO	GE REI	PLACEMENT					
NTS	SHEET NO. 4	OF 5	SHEETS	STA	TOSTA					

SCALE:

EXISTING HMA PAVEMENT, ± 8" EXISTING AGGREGATE SUBGRADE

TYPICAL CROSS SECTION LEGEND

© EXISTING AGGREGATE SHOULDER, 6"

(D) EXISTING GROUND

(E) EXISTING HMA OVERLAY, 2"

F EXISTING P.C.C. SLAB, 7"

(G) EXISTING P.C.C. BEAMS, THICKNESS VARIES 1.0'-2.5'

H EXISTING RAILING, 3' HIGH

1) HOT-MIX ASPHALT (FULL DEPTH), 8"

2) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")

3 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"

(4) HOT-MIX ASPHALT SHOULDERS, 6"

(5) AGGREGATE SUBGRADE IMPROVEMENT, 12"

6) SUBBASE GRANULAR MATERIAL, TYPE B 4"

7) AGGREGATE BASE COURSE, TYPE B, 8"

(8) CONCRETE STRUCTURES (RETAINING WALL)

O CONCRETE STROUTURES (RETAINING WALL

9 CONCRETE SUPERSTRUCTURE (PARAPET)

(10) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

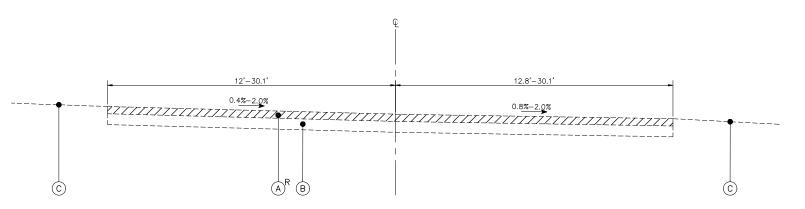
(11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

(12) TRAFFIC BARRIER TERMINAL TYPE 6 OR TYPE 1 (SPECIAL)

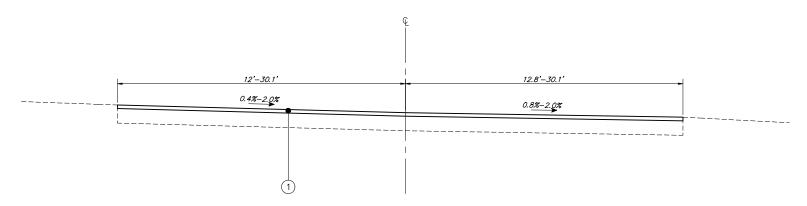
TOPSOIL FURNISH AND PLACE, 4"
SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
NITROGEN FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT

14 TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 4A

R ITEM TO BE REMOVED



FOREST PRESERVE PARKING LOT <u>EXISTING TYPICAL SECTION</u> STA. 11+32 TO 12+26



FOREST PRESERVE PARKING LOT PROPOSED TYPICAL SECTION STA. 11+32 TO 12+26

TYPICAL CROSS SECTION LEGEND

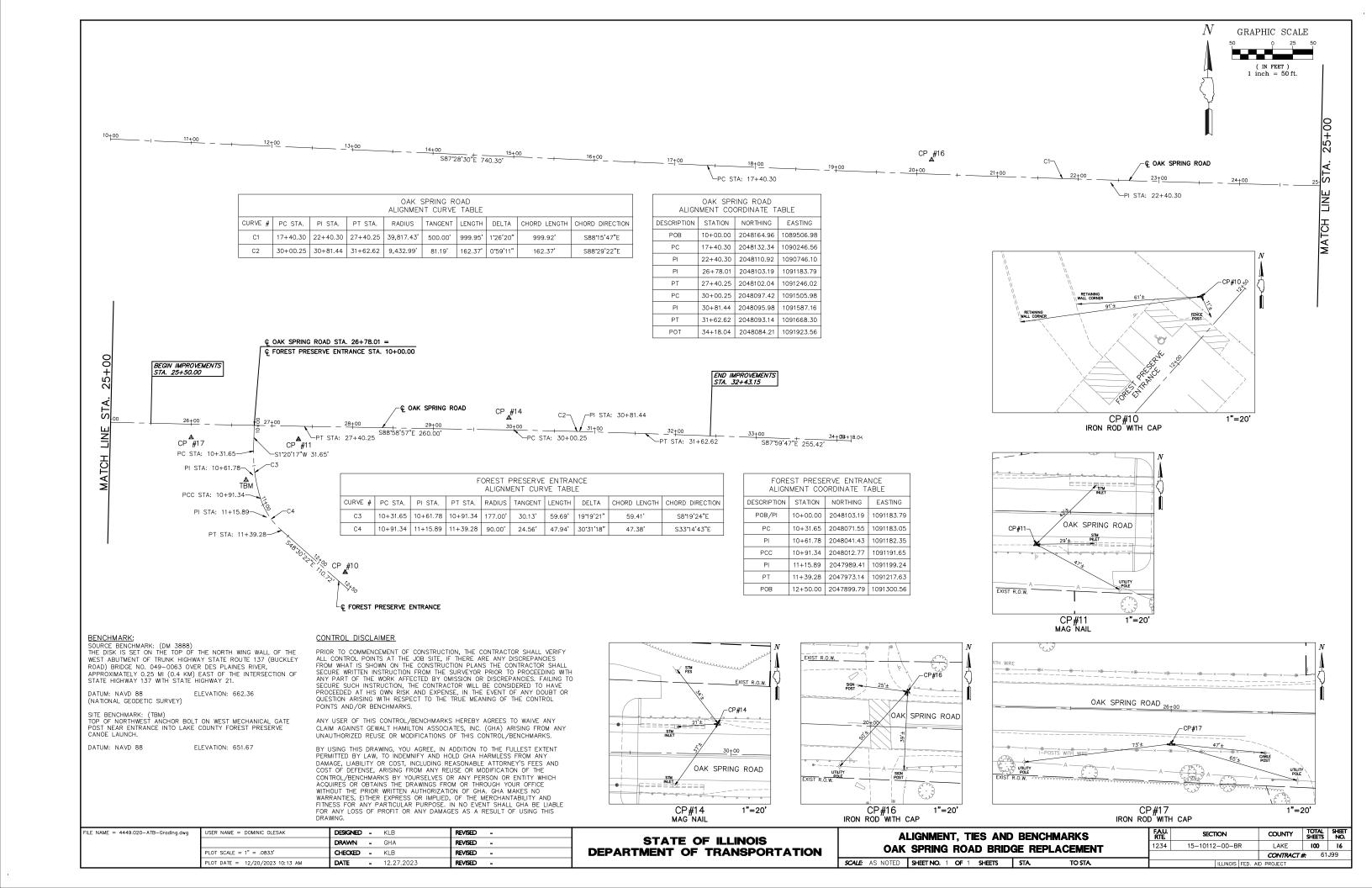
- A EXISTING HMA PAVEMENT ± 4"
- B EXISTING AGGREGATE SUBGRADE
- © EXISTING GROUND
- 1 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, (2")
- TOPSOIL FURNISH AND PLACE, 4"
 SEEDING, CLASS 2A OR SEEDING, CLASS 4A (MODIFIED)
 NITROGEN FERTILIZER NUTRIENT
 POTASSIUM FERTILIZER NUTRIENT
- TEM TO BE REMOVED

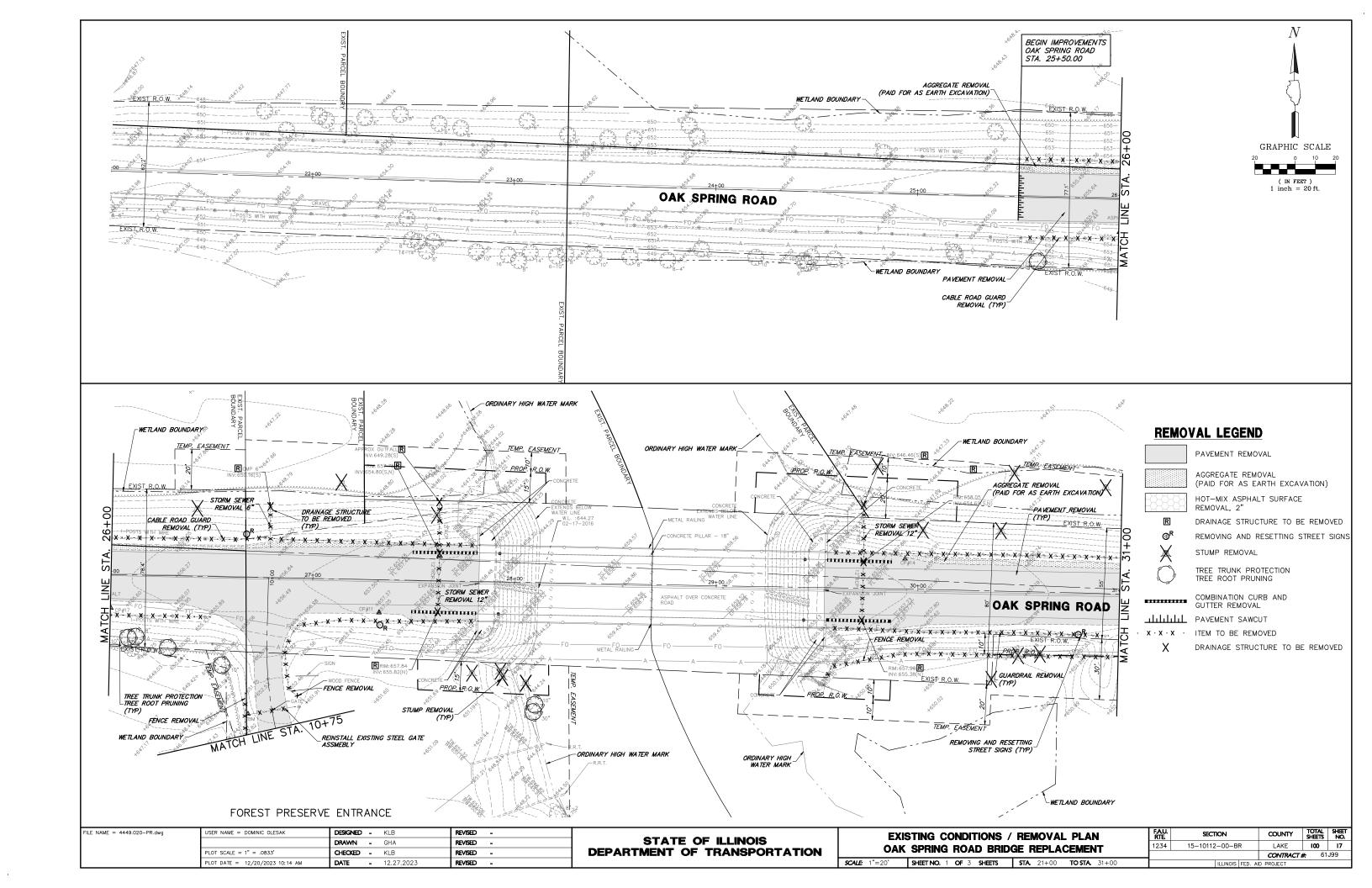
FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -			TYPICAL SEC	PIONS		FAU.	SECTION	COUNTY	TOTAL SHEET	1
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS				ACEMENIT	1234	15-10112-00-BR	LAKE	100 14	1
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	UAK	SPRING ROAD BRID	GE KEPI	LACEMENI			CONTRACT #	# 61J99	1
	PLOT DATE = 12/20/2023 10:11 AM	DATE - 12.27.2023	REVISED -		SCALE: N.T.S.	SHEET NO. 5 OF 5 SHEETS	STA.	TO STA		ILLINOIS FED. AI	PROJECT		1

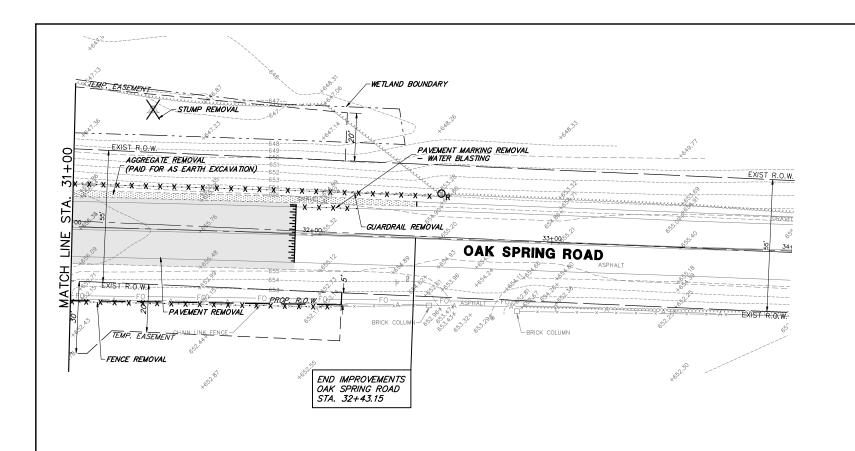
SCHEDULE OF EARTHWORK								
STATION	то	STATION	NON-SPECIAL WASTE DISPOSAL (CU YD)	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR 15% SHRINKAGE (CU YD)	FILL VOLUME (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	
25+25.00	TO	25+50.00	0.00	17.07	14.51	0.00	14.51	
25+50.00	TO	25+75.00	0.00	34.11	28.99	0.00	28.99	
25+75.00	TO	26+00.00	0.00	33.76	28.70	0.34	28.36	
26+00.00	TO	26+25.00	0.00	29.92	25.43	1.06	24.37	
26+25.00	TO	26+50.00	1.86	20.02	17.02	2.89	14.13	
26+50.00	TO	26+75.00	10.10	6.82	5.80	11.80	-6.00	
26+75.00	ТО	26+78.01	0.84	0.00	0.00	2.58	-2.58	
26+78.01	TO	27+00.00	6.08	0.08	0.07	41.61	-41.54	
27+00.00	ТО	27+25.00	6.88	0.09	0.08	73.23	-73.15	
27+25.00	то	27+35.43	25.93	0.00	0.00	35.12	-35.12	
27+35.43	ТО	27+50.00	36.28	0.00	0.00	27.06	-27.06	
27+50.00	ТО	27+73.08	56.99	32.81	27.89	0.00	27.89	
27+73.08	ТО	27+75.00	9.08	5.45	4.63	0.00	4.63	
27+75.00	TO	28+00.00	7.20	35.44	30.12	0.00	30.12	
28+00.00	то	28+25.00	0.00	0.00	0.00	0.00	0.00	
28+25.00	ТО	28+33.06	0.00	0.00	0.00	0.00	0.00	
28+33.06	TO	28+50.00	0.00	0.00	0.00	0.00	0.00	
28+50.00	TO	28+75.00	0.00	0.00	0.00	0.00	0.00	
28+75.00	TO	29+00.00	0.00	0.00	0.00	0.00	0.00	
29+00.00	TO	29+03.06	0.00	0.00	0.00	0.00	0.00	
29+03.06	TO	29+25.00	0.00	0.00	0.00	0.00	0.00	
29+25.00	ТО	29+50.00	0.00	0.00	0.00	0.00	0.00	
29+50.00	ТО	29+63.00	58.47	16.19	13.76	0.00	13.76	
29+63.00	ТО	29+75.00	57.48	14.95	12.71	0.00	12.71	
29+75.00	ТО	30+00.00	95.92	0.00	0.00	40.30	-40.30	
30+00.00	ТО	30+25.00	95.69	0.00	0.00	59.22	-59.22	
30+25.00	то	30+50.00	14.15	0.12	0.10	24.43	-24.33	
30+50.00	TO	30+75.00	18.13	4.06	3.45	6.18	-2.73	
30+75.00	TO	31+00.00	26.32	12.15	10.33	1.09	9.24	
31+00.00	ТО	31+25.00	34.48	20.45	17.38	0.59	16.79	
31+25.00	ТО	31+50.00	36.95	26.48	22.51	0.93	21.58	
31+50.00	ТО	31+75.00	33.25	29.75	25.29	2.38	22.91	
31+75.00	TO	32+00.00	17.95	17.95	15.26	3.17	12.09	
32+00.00	TO	32+25.00	4.57	4.57	3.88	4.19	-0.31	
32+25.00	TO	32+50.00	2.49	2.49	2.12	3.53	-1.41	
32+50.00	TO	32+75.00	0.53	0.53	0.45	0.88	-0.43	
32+75.00	ТО	33+00.00	0.17	0.17	0.14	0.00	0.14	
		TAL VOLUMES (CU YD):	658	365	311	343	-32	

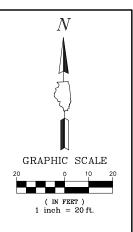
	SCHEDULE OF EARTHWORK								
STATION	то	STATION	NON-SPECIAL WASTE DISPOSAL (CU YD)	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR 15% SHRINKAGE (CU YD)	FILL VOLUME (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)		
10+25.00	ТО	10+50.00	0.00	0.17	0.14	8.73	-8.59		
10+50.00	TO	10+75.00	0.00	3.06	2.60	9.97	-7.37		
10+75.00	TO	11+00.00	0.00	3.13	2.66	1.31	1.35		
11+00.00	TO	11+25.00	0.00	13.00	11.05	0.07	10.98		
11+25.00	TO	11+50.00	0.00	12.77	10.85	0.00	10.85		
11+50.00	TO	11+75.00	0.00	0.00	0.00	0.00	0.00		
11+75.00	TO	12+00.00	0.00	0.00	0.00	0.00	0.00		
·	TO	TAL VOLUMES (CU YD):	0	32	27	20	7		

FILE NAME = 4449.020-DT.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		EARTHWORK SCHEDULE	FAU. SEC	CTION COL	UNTY TOTAL SHEET
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS			12-00-BR LA	AKE 100 15
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT		CON	NTRACT #: 61J99
	PLOT DATE = 12/20/2023 10:11 AM	DATE - 12.27.2023	REVISED -		SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJE	ECT









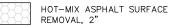
REMOVAL LEGEND

PAVEMENT REMOVAL

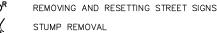


R

AGGREGATE REMOVAL (PAID FOR AS EARTH EXCAVATION)



DRAINAGE STRUCTURE TO BE REMOVED



STUMP REMOVAL



TREE TRUNK PROTECTION TREE ROOT PRUNING

COMBINATION CURB AND GUTTER REMOVAL

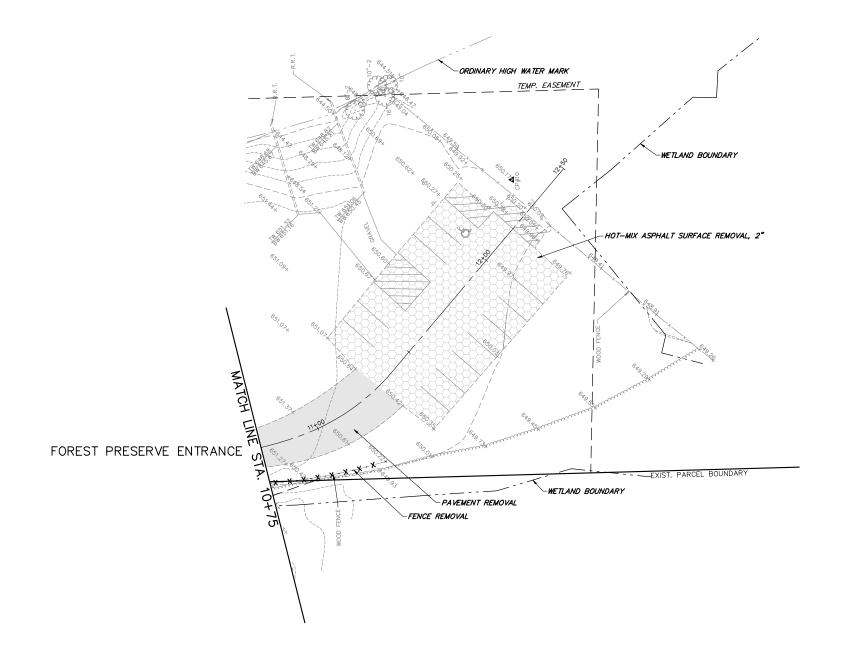
PAVEMENT SAWCUT · X · X · X · ITEM TO BE REMOVED

DRAINAGE STRUCTURE TO BE REMOVED

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED	-	KLB	REVISED	•	
		DRAWN	-	GHA	REVISED	-	1
	PLOT SCALE = 1" = .0833'	CHECKED	-	KLB	REVISED	-	1
	PLOT DATE = 12/20/2023 10:15 AM	DATE	-	12.27.2023	REVISED	-	1



(IN FEET) 1 inch = 20 ft.



REMOVAL LEGEND

PAVEMENT REMOVAL

AGGREGATE REMOVAL (PAID FOR AS EARTH EXCAVATION)

HOT-MIX ASPHALT SURFACE REMOVAL, 2"

DRAINAGE STRUCTURE TO BE REMOVED
REMOVING AND RESETTING STREET SIGNS

STUMP REMOVAL

R

TREE TRUNK PROTECTION TREE ROOT PRUNING

COMBINATION CURB AND GUTTER REMOVAL

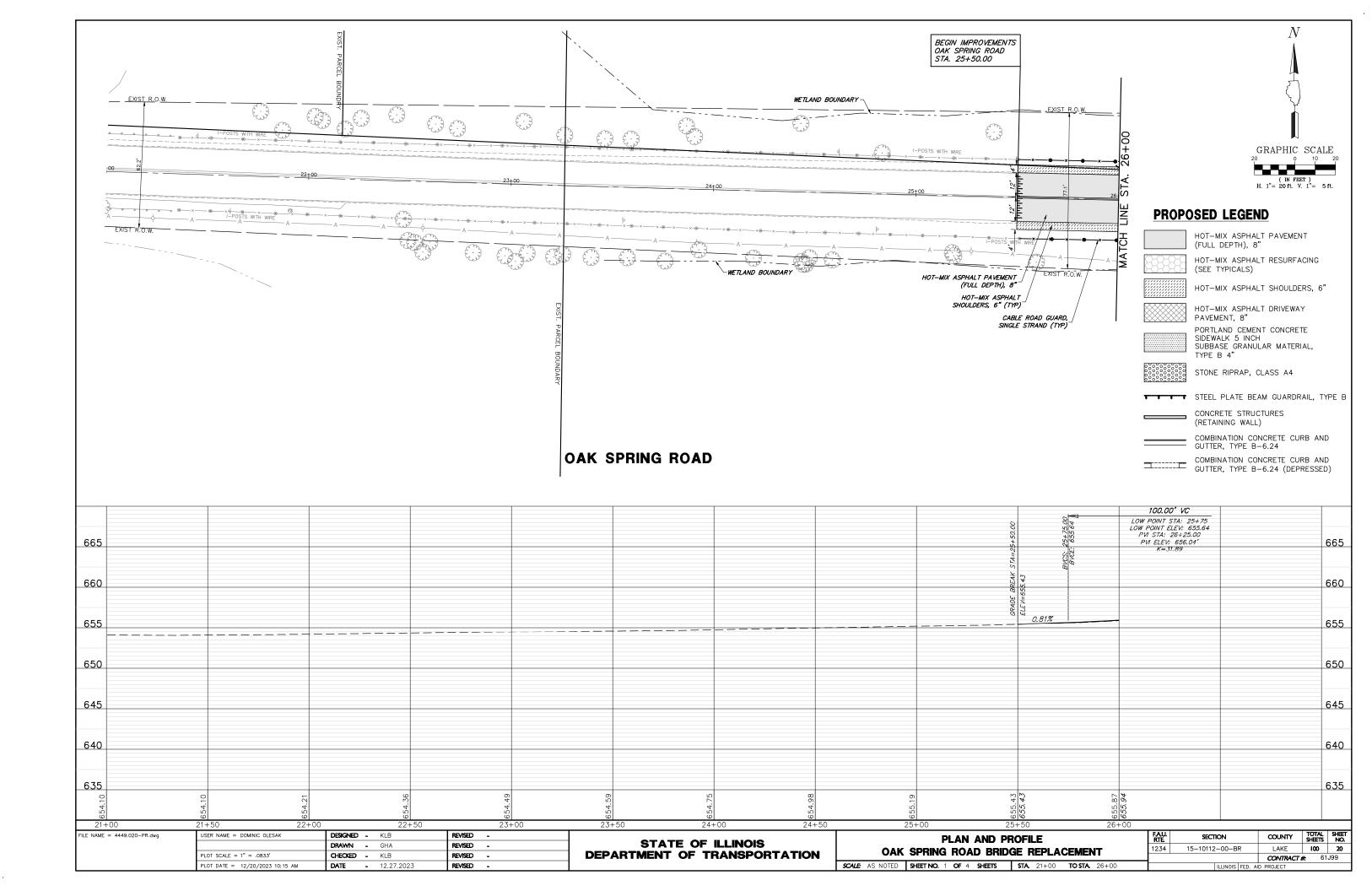
PAVEMENT SAWCUT

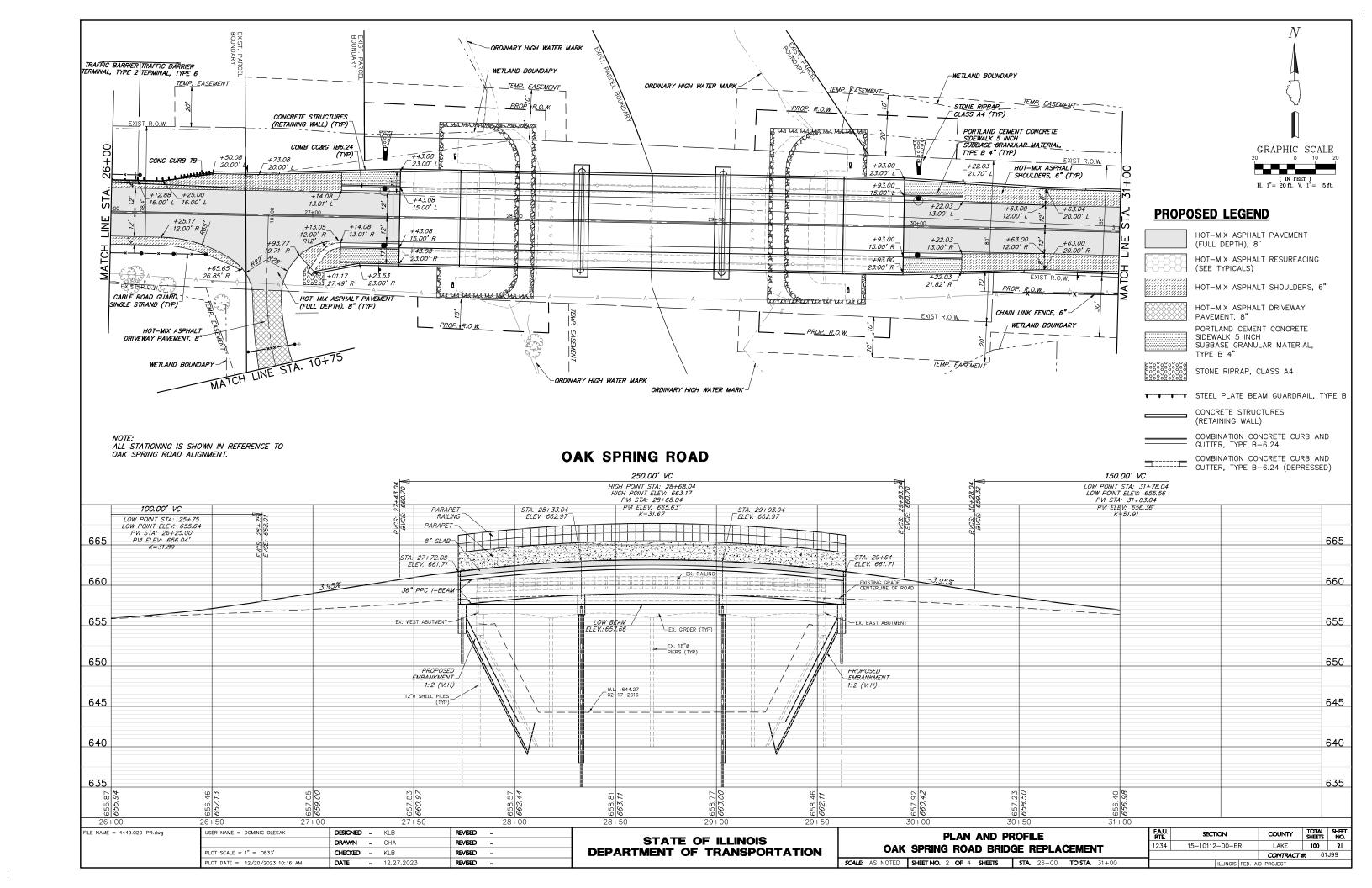
· x · x · x · ITEM TO BE REMOVED

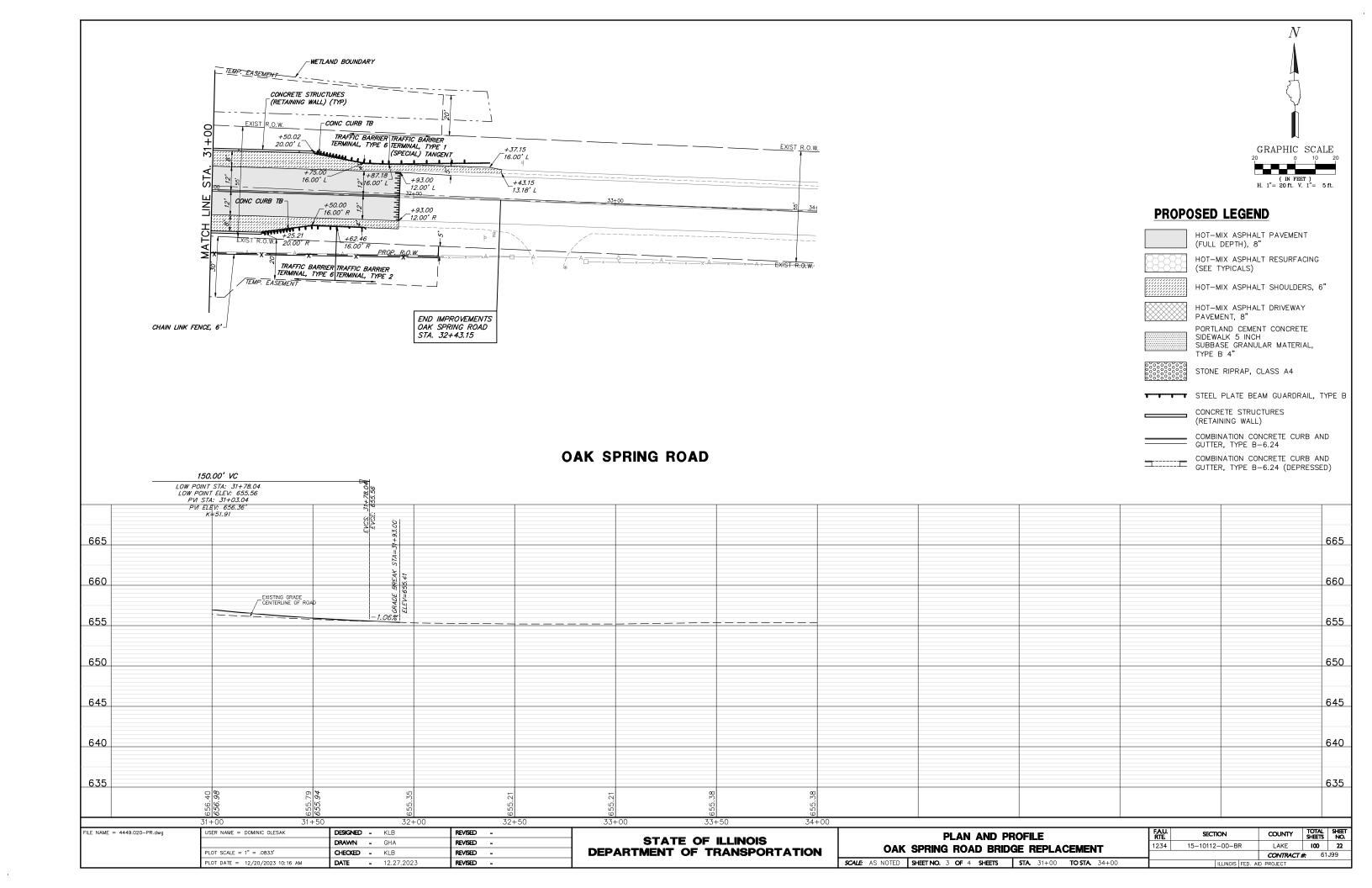
DRAINAGE STRUCTURE TO BE REMOVED

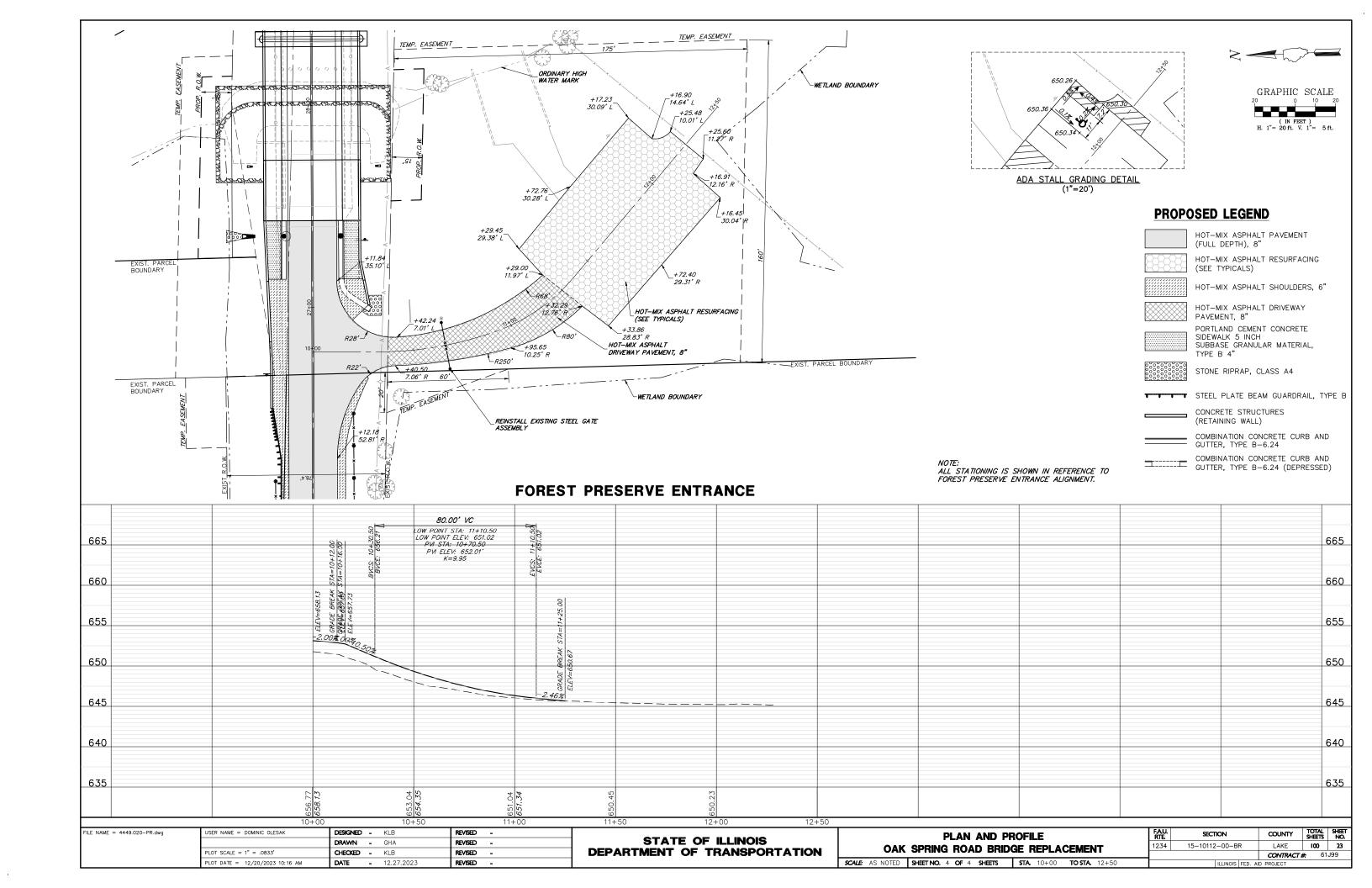
LE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -	
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION
	DLOT DATE 40 (00 (0007 40 45 414	DATE 10.07.0007	DEVACED	

	STING CONDITIONS / REMOVAL PLAN SPRING ROAD BRIDGE REPLACEMENT	
SCALE : 1"=20'	SHEET NO. 3 OF 3 SHEETS STA. 10+75 TO STA. 12+50	









DETOUR GENERAL NOTES:

- 1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2022", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION (LC-T-SECTION 700) AND THE L.C.D.O.T. DETOUR PROCEDURES AND GUIDELINES.
- THE DURATION OF THIS DETOUR SHALL NOT EXCEED <u>140</u> WORKING DAYS. THE CONTRACTOR SHALL PROCEED WITH THE WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT.
- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- IF DEEMED NECESSARY BY THE ENGINEER A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.
- 5. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK. THE LIBERTYVILLE TOWNSHIP HIGHWAY DEPARTMENT REPRESENTATIVE FOR THIS DETOUR IS:

MARTIN NEAL
LIBERTYVILLE TOWNSHIP HIGHWAY DEPARTMENT
OFFICE OF THE HIGHWAY COMMISSONER
343 MERRILL COURT
LIBERTYVILLE, ILLINOIS 60048
(847) 362-3350

- IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.
- LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, WITH THE APPROVAL OF THE ENGINEER.
- 8. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
- 10. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- 11. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
- 12. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- 13. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE "STANDARD SPECIFICATIONS". ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- 14. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

- 15. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY" (R11-3) AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.
- 16. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING AND STANDARD BLACK BORDERS. THE SIGN BLANK SHALL BE A 9" X VARIABLE OR A 12" X VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 4.5" LOWER CASE.
- 17. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- 18. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE "STANDARD SPECIFICATIONS" SHALL APPLY.
- 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- 20. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR THIS WORK:

STANDARD 701901

- 21. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- 22. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 23. THE CONTRACTOR SHALL CLOSE PUBLIC VEHICULAR AND PEDESTRIAN ACCESS TO THE PARKING LOT, CANOE LAUNCH, AND TRAIL SEGMENT DURING THE DURATION OF CONSTRUCTION. TY II BARRICADES WITH "TRAIL CLOSED" SIGNS SHALL BE ERECTED ON THE TRAIL SEGMENT AT ITS INTERSECTION WITH THE DES PLAINES RIVER TRAIL. TRAIL CLOSED SIGNS SHALL INCLUDE THE ANTICIPATED COMPETITION DATE. LAKE COUNTY FOREST PRESERVE DISTRICT SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO THE CLOSURE OF THOSE FACULTIES SPECIFIED HEREIN.

		SCHED	ULE OF C	UANTITIE	<u>S</u>	
SIGN NO.	SIGN	SIGN TYPE	QUANTITY	SIGN NO.	<u>SIGN</u>	SIGN TYPE
1	DETOUR AHEAD	W20-2-4848	6	11)	Oak Spring Rd	SPECIAL-VARIABLE
				12	EAST	M3-2-2412
2	ROAD CLOSED 500 FT	W20-3-4848	2	13)	WEST	M3-4-2412
				(14) R	DETOUR	M4-10R-4818
3	ROAD CLOSED	R11-2-4830	2	(14) L	DETOUR	M4-10L-4818
4	ROAD CLOSED TO THRU TRAFFIC	R11-4-6030	2	15	W.B. Cek Spring Road CLOSED TO THAU TRAFFIC USE IL Route 176	SPECIAL-(0)-6030
(5)	DETOUR	M4-9-3021	20	16	E.B. Oak Spring Road CLOSED TO THRU TRAFFIC USE IL. Roule 176	SPECIAL—(0)—6030
6	DETOUR	M4-9R-3021	4			
7	DETOUR -	M4-9R-3021	10			
8	DETOUR	M4-9L-3021	5			
9	DETOUR	M4-9L-3021	12			

M4 - 8a - 2418

DETOUR

QUANTITY

57

29

22

3

11

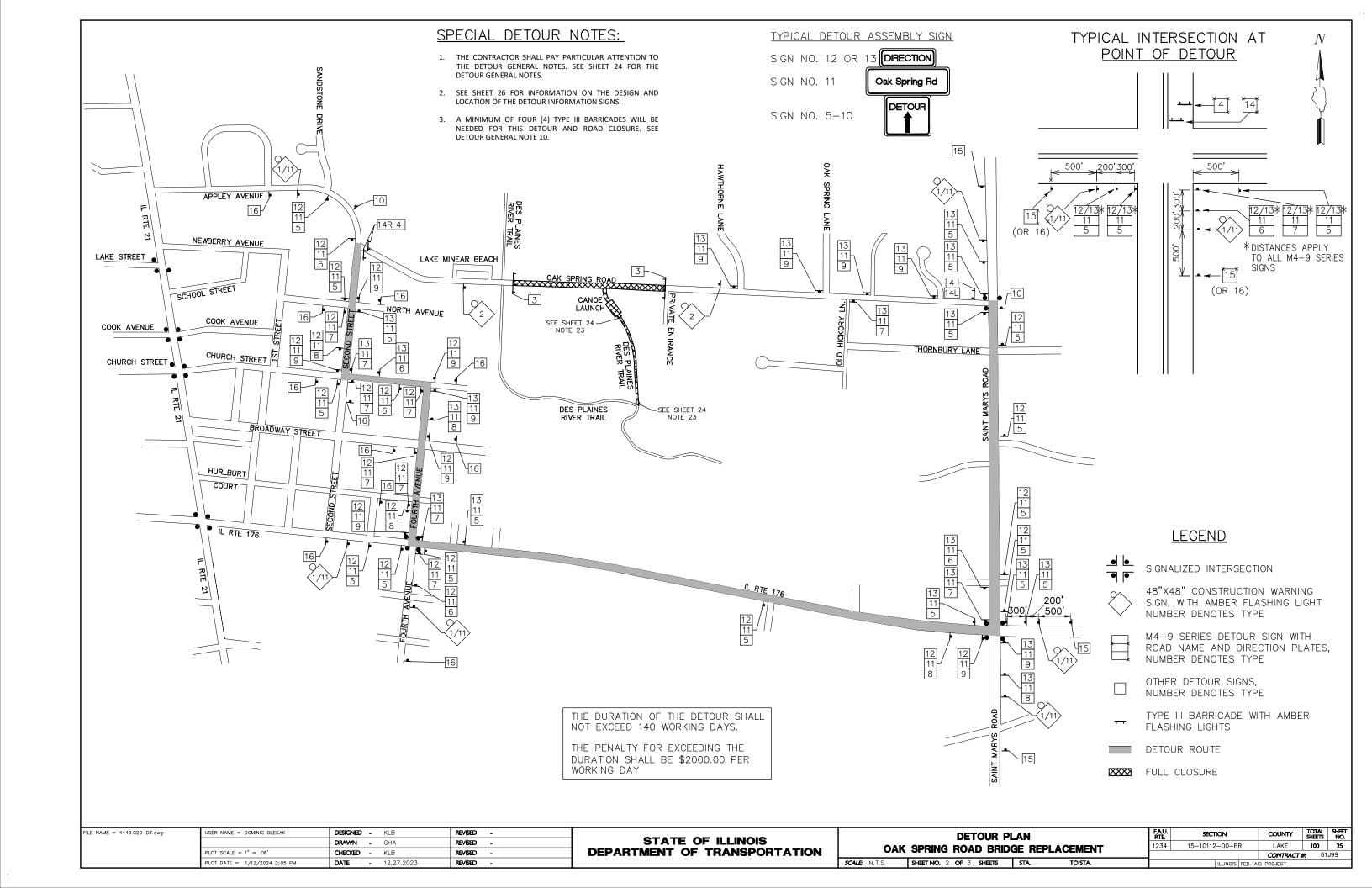
SECTION

15-10112-00-BR

COUNTY

LAKE 100 24
CONTRACT # 61J99

FILE NAME = 4449.020-D1.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -			DETOUR P	IAN	18	iπ.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS			 = =	12	234
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	UAK	SPRING ROAD BRID	GE REPLACEMENT		
	PLOT DATE = 1/12/2024 2:05 PM	DATE - 12.27.2023	REVISED -		SCALE: N.T.S.	SHEET NO. 1 OF 3 SHEETS	STA TO STA		



NUMBER OF SIGNS 6

Oak Spring Road WILL BE CLOSED FROM JUNE 1 TO OCT. 1

DATES SHOWN ARE FOR EXAMPLE ONLY

ROAD NAME BLANK: 6" BY 45" FLUORESCENT ORANGE REFLECTIVE SHEETING WITH 5" BLACK SERIES C UPPER CASE LETTERS В DATE BLANK: 6" BY 24" FLUORESCENT ORANGE REFLECTIVE SHEETING WITH 5" BLACK SERIES C UPPER CASE DATE BLANK: 6" BY 24" FLUORESCENT ORANGE REFLECTIVE SHEETING WITH 5" BLACK SERIES C UPPER CASE LETTERS

NOTE: SIGN SHEETING SHALL BE FLUORESCENT ORANGE WITH 5 INCH (125 mm) BLACK SERIES C LETTERS

LOCATIONS OF PRE-DETOUR INFORMATION SIGNS BY INTERSECTION

- N.B. SAINT MARYS ROAD APPROACHING OAK SPRING ROAD
- S.B. SAINT MARYS ROAD APPROACHING OAK SPRING ROAD
- E.B. OAK SPRING ROAD APPROACHING SAINT MARYS ROAD
- N.B. SECOND STREET APPROACHING OAK SPRING ROAD
- S.B. APPLEY AVENUE APPROACHING OAK SPRING ROAD

N.B. OLD HICKORY LANE APPROACHING OAK SPRING ROAD

NOTE:

THESE SIGNS SHALL BE INSTALLED 7-10 CALENDAR DAYS PRIOR TO THE DETOUR AND ROAD CLOSURE. THE SIGNS SHALL BE REMOVED THE DAY THE DETOUR BEGINS.

SIGN LAYOUT FOR PRE-DETOUR INFORMATION SIGNS AT THE INTERSECTION OF OLD SPRING ROAD AND SAINT MARYS ROAD. SIGNS AT THE INTERSECTION OF OAK SPRINGS ROAD AND SECOND STREET/APPLEY AVENUE WILL BE INSTALLED IN SIMILAR FASHION. SIGN AT THE INTERSECTION OF OLD HICKORY LANE AND OAK SPRING ROA WILL BE INSTALLED IN SIMILAR FASHIO

	L' 08 V OAK SPRING	-		
	ROAD			
AD ON.	300 FT.		SAINT MARYS	300 FT.

DESIGNED - KLB	REVISED -
DRAWN - GHA	REVISED -
CHECKED - KLB	REVISED -
DATE - 12.27.2023	REVISED -
-	DRAWN - GHA CHECKED - KLB

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DETOUR PLAN				
OAK	SPRING ROAD BRID	GE REI	PLACEMENT	
SCALE: N.T.S.	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA	

AU. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
234	15-10112-00-BR	!	LAKE	100	26
			CONTRACT #	+ 61	J99
	ILLINOIS F	FED. AID	PROJECT		

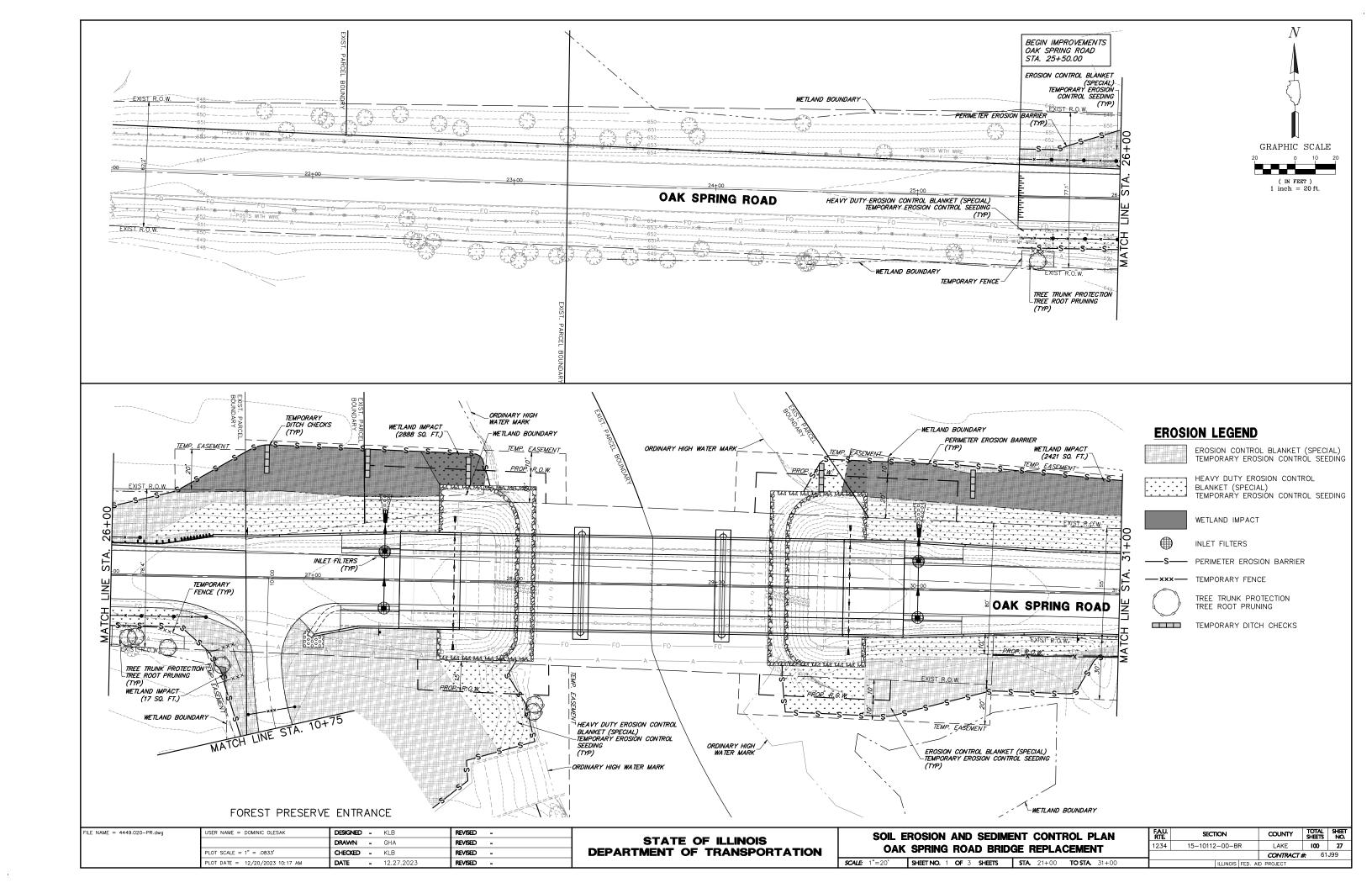
DIMENSIONS

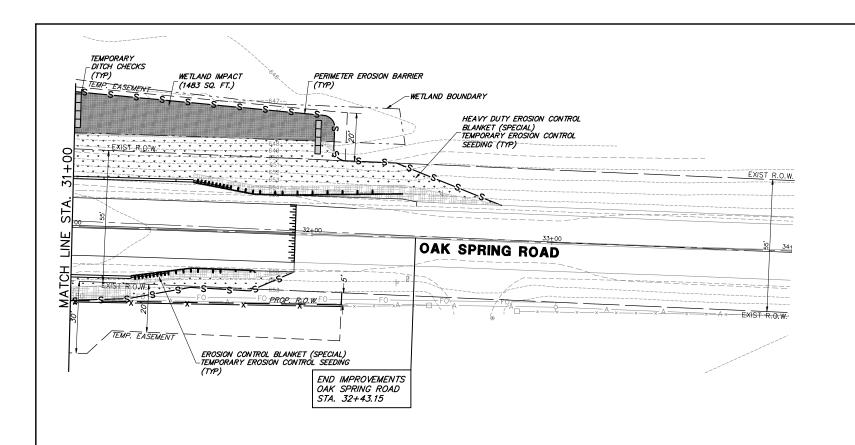
(ENGLISH)

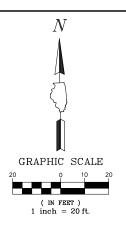
48"

36"

5/8"







EROSION LEGEND



EROSION CONTROL BLANKET (SPECIAL)
TEMPORARY EROSION CONTROL SEEDING



HEAVY DUTY EROSION CONTROL BLANKET (SPECIAL) TEMPORARY EROSION CONTROL SEEDING



WETLAND IMPACT



INLET FILTERS



- PERIMETER EROSION BARRIER



TREE TRUNK PROTECTION TREE ROOT PRUNING



TEMPORARY DITCH CHECKS

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -
		DRAWN - GHA	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 12/20/2023 10:18 AM	DATE - 12.27.2023	REVISED -

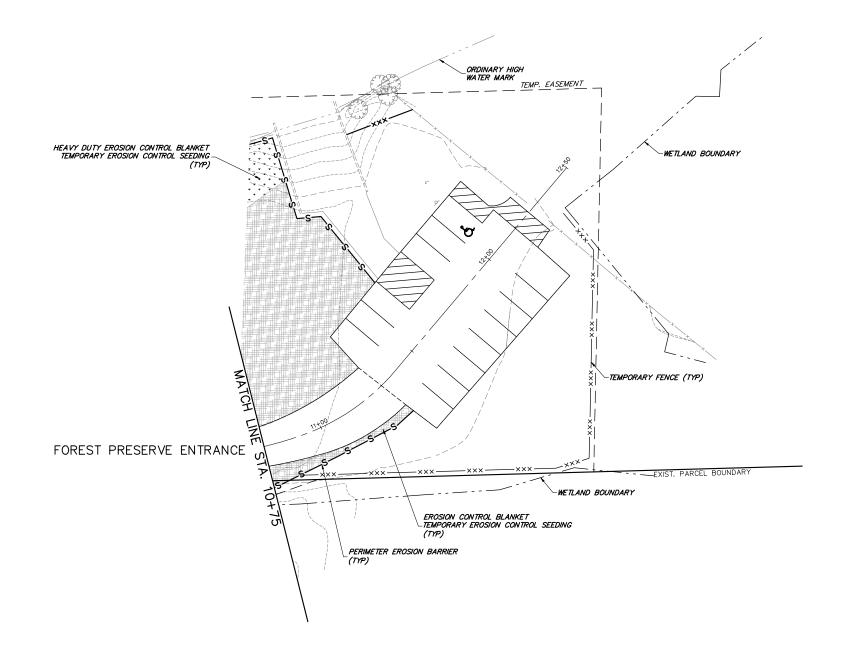
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	ROSION AND SEDIME SPRING ROAD BRIDG	
SCALE : 1"=20'	SHEET NO. 2 OF 3 SHEETS	STA. 31+00 TO STA. 34+00

FAU. RTE SECTION		COUNTY	TOTAL SHEETS	SHEET NO.			
	1234 15-10112-00-BR			LAKE	100	28	
_					CONTRACT	#: 61	J99
			ILLINOIS	FED. AI	D PROJECT		







EROSION LEGEND



EROSION CONTROL BLANKET (SPECIAL)
TEMPORARY EROSION CONTROL SEEDING



HEAVY DUTY EROSION CONTROL BLANKET (SPECIAL) TEMPORARY EROSION CONTROL SEEDING



WETLAND IMPACT



INLET FILTERS



- PERIMETER EROSION BARRIER



TREE TRUNK PROTECTION TREE ROOT PRUNING

TEMPORARY DITCH CHECKS

FILE NAME = 4449.020-PR.awg	USER NAME = DUMINIC ULESAK	DESIGNED	-	KLB	REVISED	-	I
		DRAWN	-	GHA	REVISED	•	
	PLOT SCALE = 1" = .0833'	CHECKED	-	KLB	REVISED	-	DEPAI
	PLOT DATE = 12/20/2023 10:18 AM	DATE	-	12.27.2023	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

l		ROSION AND			
ı	OAK	SPRING ROA	AD BRID	GE REPLA	CEMENT
Ī	SCALE: 1"=20'	SHEET NO. 3 OF 3	SHEETS	STA. 10+75	TO STA 12+50

FAU. RTE	FAU. SECTION COUNT		COUNTY	TOTAL SHEETS	SHEET NO.
1234 15-10112-00-BR		LAKE	100	29	
			CONTRACT :	# 61	J99
	ILLINOIS FEE	. AI	D PROJECT		

- PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP'S), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
- 2. BEGIN AT THE TID OF THE SLOPE BY ANCHORING THE RECP'S IN A 6' (15 CM) WIDE TRENCH WITH APPROXIMATELY 12' (30 CM) APART IN THE BOTTOM OF THE TERNCH BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12' (30 CM) PORTION OF RECP'S BACK DVER SEED AND COMPACTED SOIL. SECURE RECP'S DVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12' (30 CM) APART ACROSS THE WIDTH OF THE RECP'S.
- 3. ROLL THE RECP'S (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP'S WILL UNROLL WITH APPROPRIATE SIDE AGAINST SOIL SURFACE. ALL RECP'S MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING. STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH DE THE COLORED DOTS.
- 4. THE EDGES OF PARALLEL RECP'S MUST BE STAPLED WITH APPROXIMATELY 2'-5' (5 CM 12.5 CM) OVERLAP DEPENDING ON RECP'S TYPE.
- CONSECUTIVE RECP'S SPLICED DOWN THE SLOPE MUST BE PLACED END DVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3' (7.5 CM) DVERLAP. STAPLE THROUGH DVERLAPPED AREA, APPROXIMATELY 12' (30 CM) APART ACROSS ENTIRE RECP'S WIDTH.

*IN LODGE SDIL, CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6' (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE RECP'S.

(30 CM) 3A)

STAPLE PLACEMENTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SEE STAPLE PATTERN GUIDES FOR ACTUAL RECOMMENDED PLACEMENTS.

CIVI GEWALT HAMILTON ASSOCIATES, INC.

THE SILT CURTAIN SHALL BE INSTALLED IN SUCH A MANNER AS TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. THE FLOATATION LOGS SHALL BE SECURELY ATTACHED TO THE FABRIC IN BOTH THE HORIZONTIAL AND VERTICAL DIRECTION.

THE $\%_6$ -inch cable shall be attached above the Floatation members and extend the entire length of each section of silt screen. A $\%_6$ -inch chain shall be sealed on the lower hem for ballast.

CONNECTORS SHALL JOIN THE MAIN LOAD LINE AND BALLAST CHAIN TO CARRY ALL TENSILE PRESSURE. THE FABRIC SHALL BE JOINED FOR ITS ENTIRE HEIGHT.

ANCHORAGE'S SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE TO MAXIMUM STABILITY. SHORE ANCHORS SHALL CONSIST OF A POST WITH DEADMAN OR APPROVED EQUAL. STREAM ANCHORS SHALL BE OF SUFFICIENT SIZE. TYPE AND STRENGTH TO STABILIZE THE BARRIER BEYOND THE CONSTRUCTION AREA.

F NEEDED ANCHORS SHALL BE BUOYED TO PREVENT THE BOOM FROM BEING PULLED UNDER WATER. DANFORTH—TYPE ANCHORS SHALL BE USED IN SANDY BOTTOM AND HEAVY KEDGE TYPE OR MUSHROOM ANCHORS ON MUD BOTTOMS.

UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL REMOVE THE BOOM IN A MANNER THAT WILL PREVENT SILTATION OF THE WATERBODY.

EROSION CONTROL BLANKET SLOPE INSTALLATION

SILT CURTAIN REMOVAL

- ALL SUSPENDED SEDIMENT MUST BE REMOVED FROM CONTAINED AREA BY VACUUM OR EQUIVALENT APPROPRIATE MEASURE.
- ONCE SEDIMENT IS REMOVED START REMOVING THE CURTAIN BY PULLING THE ENDS TOWARDS EACH OTHER WHILE MAINTAINING A TIGHT EDGE BETWEEN THE CURTAIN AND THE SHORE.
- ONCE THE CURTAIN IS PULLED IN TO A POINT THAT THE CONTAINED AREA IS EASILY ACCESSIBLE, REMOVE ANY ADDITIONAL SUSPENDED SEDIMENT BY VACUUM OR EQUIVALENT.
- WHEN THE CURTAIN IS REMOVED THE AREA WHEN THE CONTAINING REWOVED THE ACCOUNT OF THE CONTAINMENT AREA MUST BE RINSED OFF INTO A CONCRETE WASHOUT AREA TO CONTAIN ANY SEDIMENT ATTACHED TO THE CURTAIN FROM CONTAINNATING THE WATERWAY.
- DISPOSE RINSE WATER TO AN APPROPRIATE LOCATION.

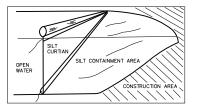
Fabric shall be a nonwoven meeting the following: Product Specifications (Minimum Average Roll Values)						
PROPERTY	TEST METHOD	VALUE				
Grab Tensile Strength (lbs)	ASTM D 4632	204				
Elongation (%)	ASTM D 4632	>50				
Trapezoid Tear (lbs)	ASTM D 4533	80				
Puncture (lbs)	ASTM D 4833	100				
Mullen Burst (psi)	ASTM D 3786	330				
AOS (U.S. sieve no.)	ASTM D 4751	81				
Permittivity (sec-1)	ASTM D 4491	1.0				

03.15.2016

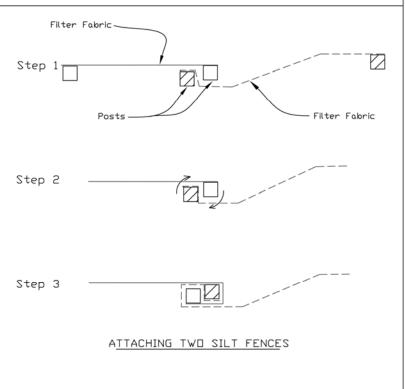
Ballast Chain to be 3/8" chain Cable to be 5/8" thick cable Foam Floats to be 7"x7"x4' long

30-MIL POLYETHYLENE

REVISED



SILT FENCE - SPLICING TWO FENCES



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

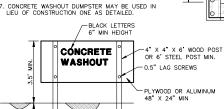




SCALE: N.T.S.

GIVA GEWALT HAMILTON ASSOCIATES, INC. SILT CURTAIN

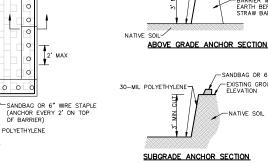
- 1. ACTUAL LAYOUT DETERMINED IN FIELD.
- CONCRETE WASHOUT SHOULD NOT BE ALLOWED IN STREET OR TO REACH A STORM WATER DRAINAGE SYSTEM OR WATERCOURSE.
- 4. CONCRETE WASHOUT AREA TO BE LOCATED AT LEAST
- 5. IF USING STRAW BALES, STAKE IN PLACE USING (2) 2"X2"X4' WOODEN STAKES.
- 6. STRAW BALES SHALL BE TRENCHED IN 3"



[<u></u>2' MAX SANDRAG OR 6" WIRE STAPLE (ANCHOR EVERY 2' ON TOP OF BARRIER) -30-MIL POLYETHYLENE PLAN VIEW

10' MIN

000000



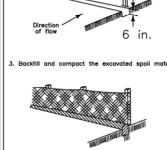
-BARRIER WALL, EARTH BERM OR STRAW BALE

MAINTENANCE:

- DRIED CONCRETE WASTE SHALL BE PICKED UP AND DISPOSED OF PROPERLY WHEN 75% OF CAPACITY IS REACHED.
- 2. HARDENED CONCRETE CAN BE PROPERLY RECYCLED AND REUSED ONSITE OR HAULED OFF-SITE TO AN APPROPRIATE FACILITY.

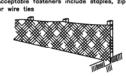
12.27.2023

REAR CURB GUARD FLAP WITH MAGNETIC TIE-DOWNS STANDARD 2" OVERFLOW -AREA LIFT HANDLE— HANDLE TAINLESS STEEL -PLY REPLACEABLE SEDIMENT BAGS WITH GEOTEXTILE FILTER FABRIC TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER | Moterial Property | Test Method | Value (min. ove.) | Non-Woven | Moven Mono Grob Tensile | SATM D 4632 | 100 lbs | 200 lbs | Puncture Strength | ASTM D 4633 | 165 lbs | 90 lbs | Tropezoidal Tear | ASTM D 4535 | 45 lbs | 75 lbs | UV Resistance | ASTM D 4355 | 70% at 500 hrs | 90% | ASTM D 4575 | 70% at 500 hrs | 90% | ASTM D 4751 | 70 sieve | 40 si



1. Set posts and excavate or slit-trench a 6-inch

Attach the geotextile filter fabric to each post with a minimum of 3 (three) fasteners per post and extend to the bottom of the trench. Acceptable fasteners include staples, zip ties,



TO STA

Geotextile Requirement	Test Method	MARV						
Grab strength	ASTM D 4632							
- Machine direction		550 N						
- X-machine direction		450 N						
Permittivity	ASTM D 4491	0.05 sec-1						
Apparent opening size*	ASTM D 4751	0.60 mm						
Ultraviolet stability	ASTM D 4355	70% after						
(retained strength)		500 hours						
Note:								
Value for apparent openi average roll value.	ing size represents	maximum						

STORMWATER MANAGEMENT COMMISSION

Post and fabric height above grou

2 (two) inch nomine

U,T,L, or C shape, steel posts with a minimum weight

Fasteners (typ.)

of 1.33 lbs/lf

SILT FENCE DETAIL

DATE: 4/21/08 BY: KAW REVISED:

(OR EQUIVALENT) GIA GEWALT HAMILTON ASSOCIATES, INC.

CONCRETE WASHOUT SIGN DETAIL

CONCRETE WASHOUT

-SANDBAG OR 6" WIRE STAPLE

EXISTING GROUND ELEVATION

CETAL GEWALT HAMILTON INLET FILTER BASKET DETAIL STATE OF ILLINOIS

ASTM A 576 Tensile Strength > 58,000 ps Yield Strength > 36,000 psi

9	SOIL EROSION AND SEDIMENT CONTROL DETAILS
	OAK SPRING ROAD BRIDGE REPLACEMENT
	OAR OF HIRE HOAD DRIBGE HEI EAGENEIT

SHEET NO. 1 OF 1 SHEETS STA.

FAU. SECTION			COUNTY	TOTAL SHEETS	SK FE
	1234	15-10112-00-BR	LAKE	100	30
			CONTRACT :	#: 61	J99
		ILLINOIS FED. AI	ID PROJECT		

JSER NAME = DOMINIC OLESAK DESIGNED - KLB REVISED DRAWN - GHA REVISED CHECKED - KLB REVISED

DATE

PLOT DATE = 12/20/2023 10:18 AM

DEPARTMENT OF TRANSPORTATION



TYPICAL CONSTRUCTION SEQUENCING

- Installation of soil erosion and sediment control SE/SC measures
 -) Selective vegetation removal for silt fence installation
 - b.) Silt fence installation
 - c.) Construction fencing around areas not to be disturbed
 - d.) Stabilized construction entrance
- 2.) Tree removal where necessary (clear & grub)
- 3.) Construct sediment trapping devices (sediment traps, basins...)
- Construct detention facilities and outlet control structure with restrictor & temporary perforated riser
- 5.) Strip topsoil, stockpile topsoil and grade site
- Temporarily stabilize topsoil stockpiles (seed and silt fence around toe of slope)
- 7.) Install storm sewer, sanitary sewer, water and associated inlet & outlet protection
- 8.) Permanently stabilize detention basins with seed and erosion control blanket
- 9.) Temporarily stabilize all areas including lots that have reached temporary grade
- 10.) Install roadways
- 11.) Permanently stabilize all outlot areas
- 12.) Install structures and grade individual lots
- 13.) Permanently stabilize lots
- 14.) Remove all temporary SE/SC measures after the site is stabilized with vegetation
- Soil erosion and sediment control maintenance must occur every two weeks and after every ½ or greater rainfall event

U:\Regulatory Program\SESC handouts\TYPICAL CONSTRUCTION SEQUENCING.doc

SITE SPECIFIC IN STREAM WORK

- 1. INITIAL PLACING OF FABRIC AND BEDDING STONE SHALL BE PREFORMED IN LOW-FLOW OR NO FLOW CONDITIONS.
- 2. CONTRACTOR SHALL NOT EXCAVATE OR FILL IN "WET CONDITIONS".
- 3. IN THE EVENT OF SEDIMENT RELEASE DURING THE TEMPORARY CONSTRUCTION PROCESS, ALL ACTIVITIES MUST CEASE UNTIL THE CAUSE OF THE RELEASE IS ADDRESSED.
- 4. LAKE COUNTY SMC WILL APPROVE THE IN-STREAM WORKPLAN PRIOR TO THE START OF CONSTRUCTION ON THE RETAINING WALL.

WORK WITHIN A WATERWAY MUST MEET THE FOLLOWING (USACE) STANDARDS:

- 1. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
- 2. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2—YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
- 3. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT—LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
- 4. THE PORTION OF THE SIDE SLOPE THAT IS ABOVE THE OBSERVED WATER ELEVATION SHALL BE STABILIZED AS SPECIFIED IN THE PLANS PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE AND TOE OF SLOPE THAT HAS BEEN DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED OR PRE-CONSTRUCTION CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION NOTES

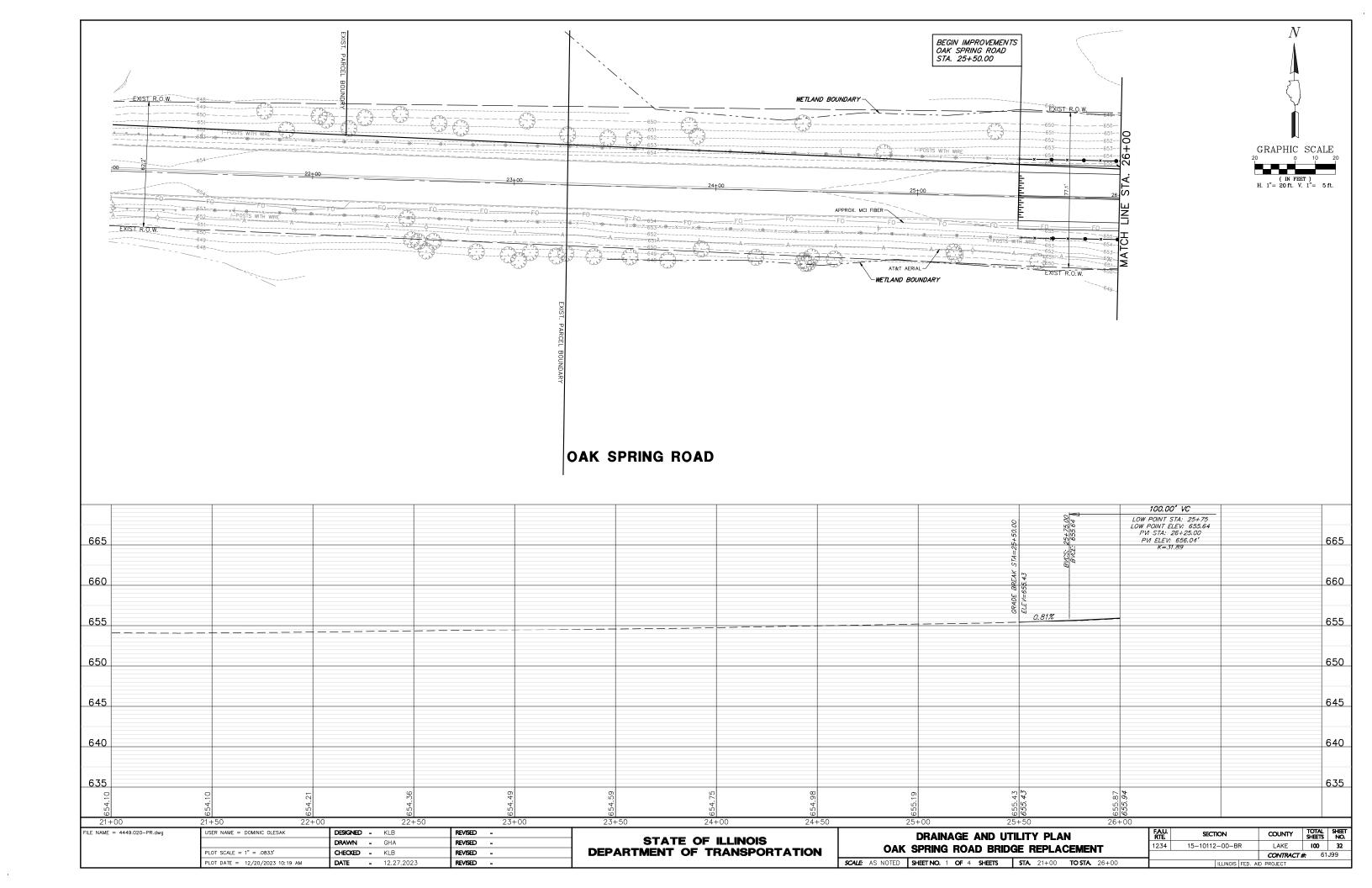
- A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S). AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURESAS APPROVED BY THE ENFORCEMENT OFFICER.
- APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- N. ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

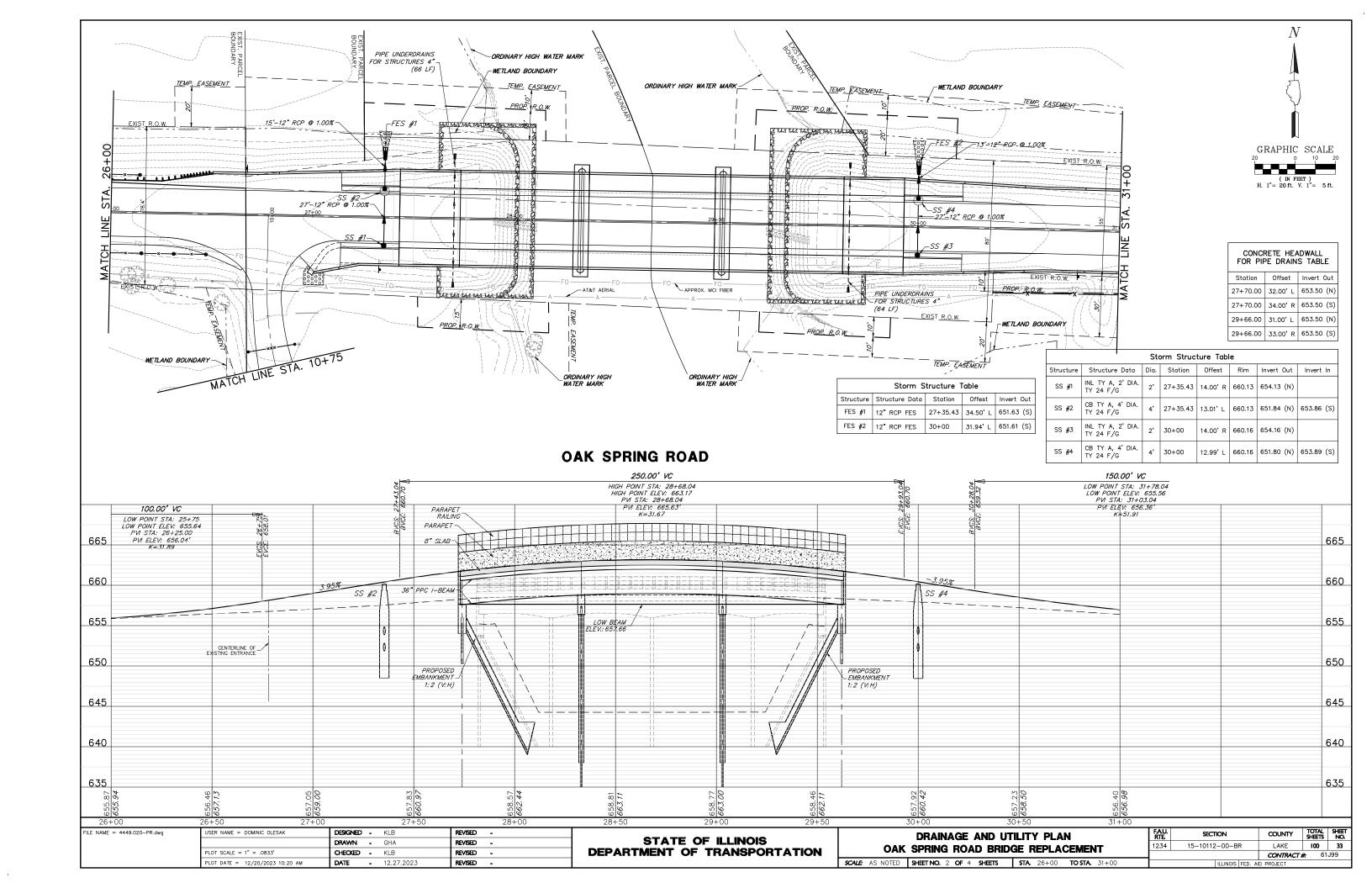
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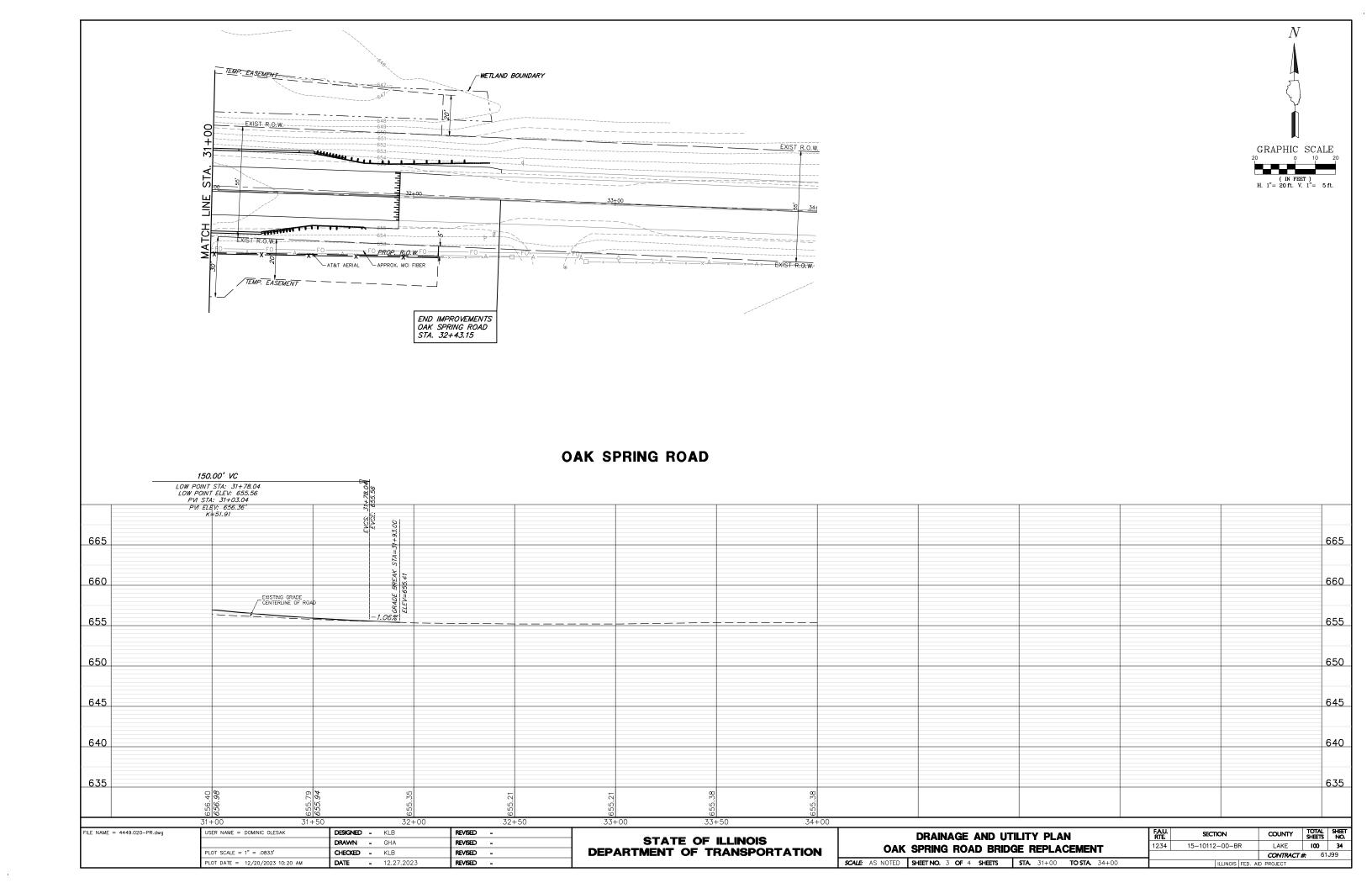
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			DRAWN	-	GHA	REVISED	•
PLOT DATE = 12/20/2023 10:18 AM		PLOT SCALE = 1" = .08'	CHECKED	-	KLB	REVISED	•
, ,		PLOT DATE = 12/20/2023 10:18 AM	DATE	-	12.27.2023	REVISED	-

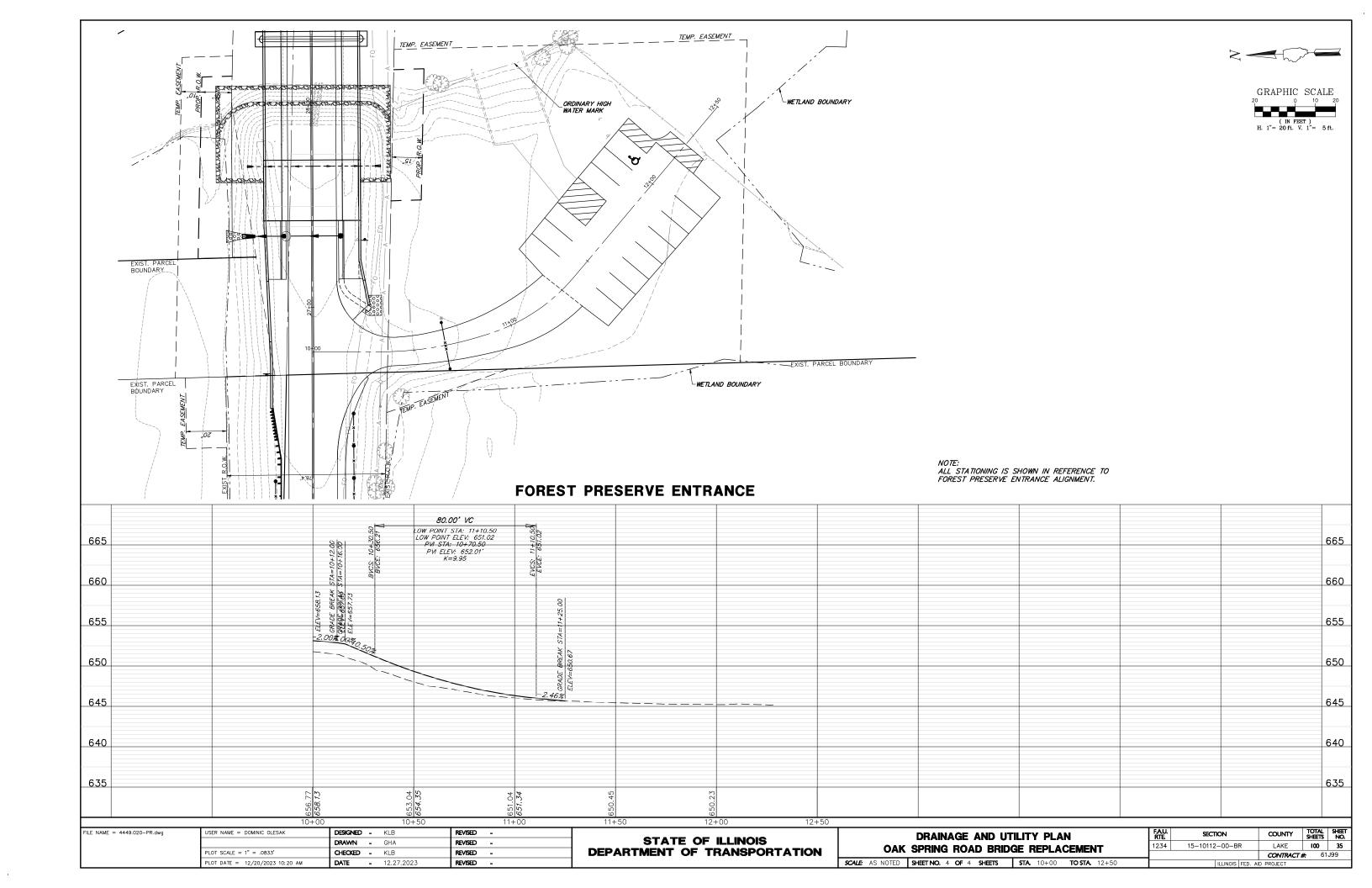
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

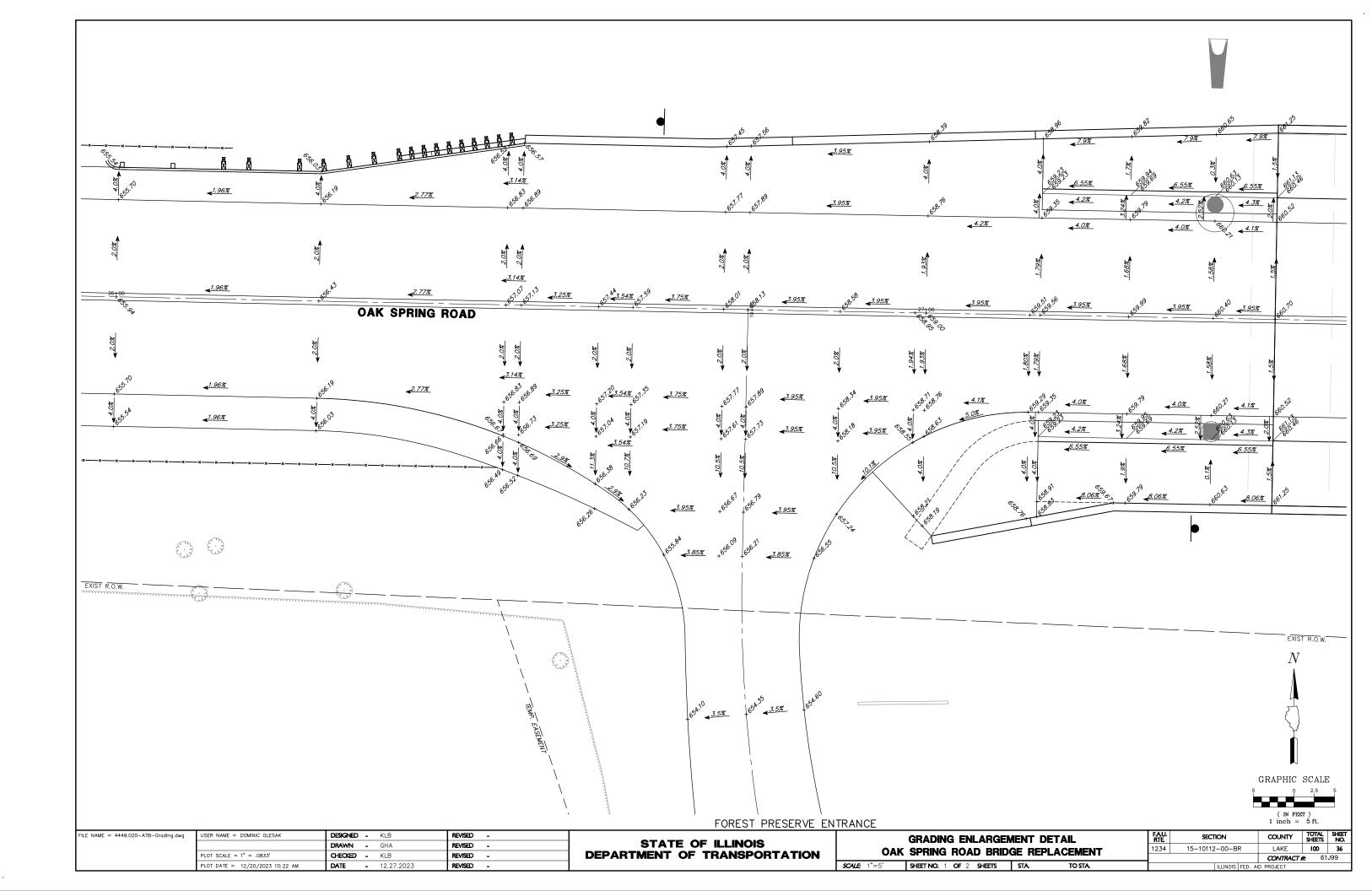
FAU COUNTY TOTAL SHEET							
SOIL EROSION AND SEDIMENT CONTROL NOTES	FAU. RTE	SECTION	COUNTY	SHEETS	NO.		
OAK SPRING ROAD BRIDGE REPLACEMENT	1234	15-10112-00-BR	LAKE	100	31		
OAK SPRING HOAD DRIDGE REPEACEMENT			CONTRACT	# 61	J99		
SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT						

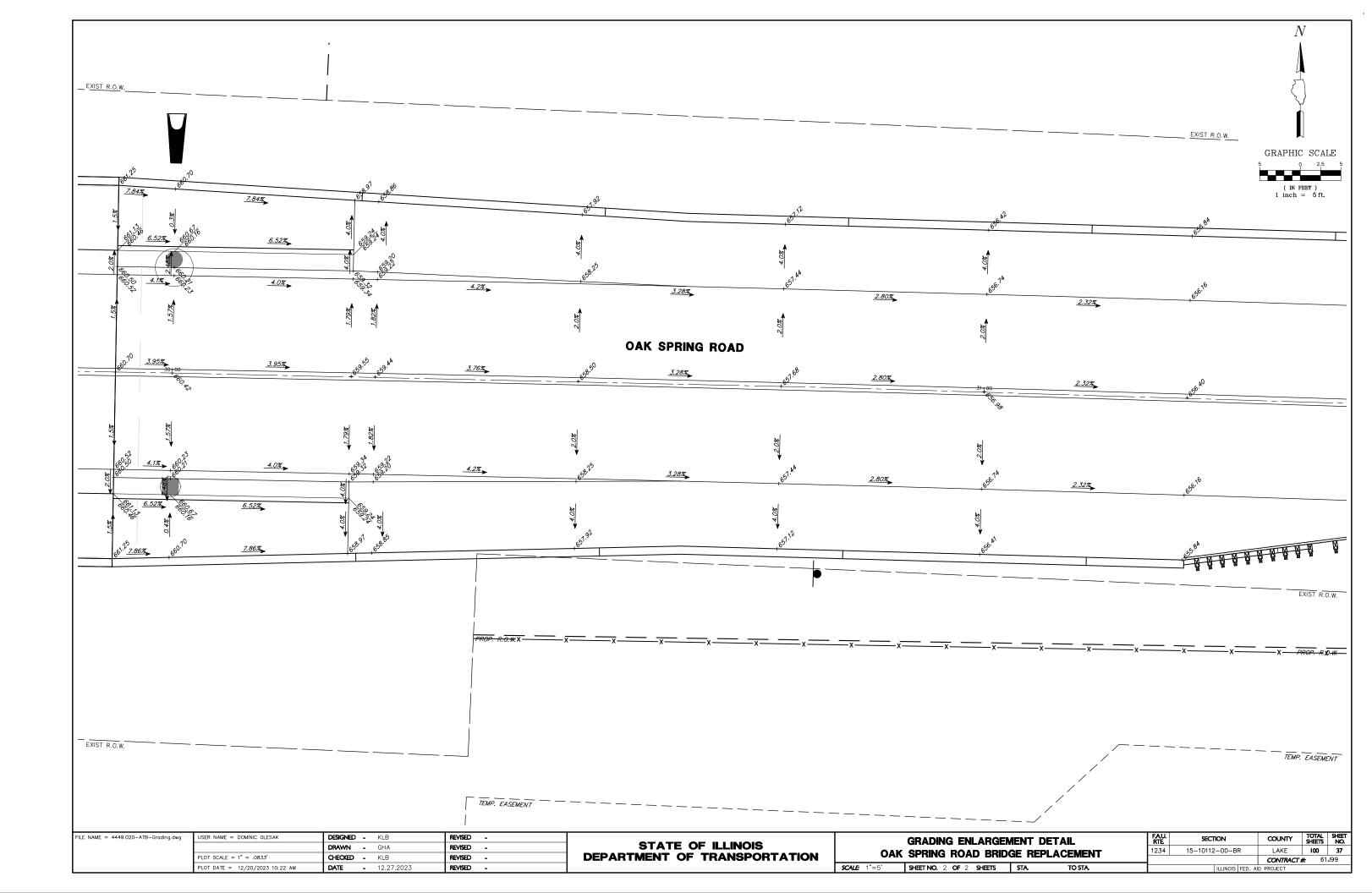


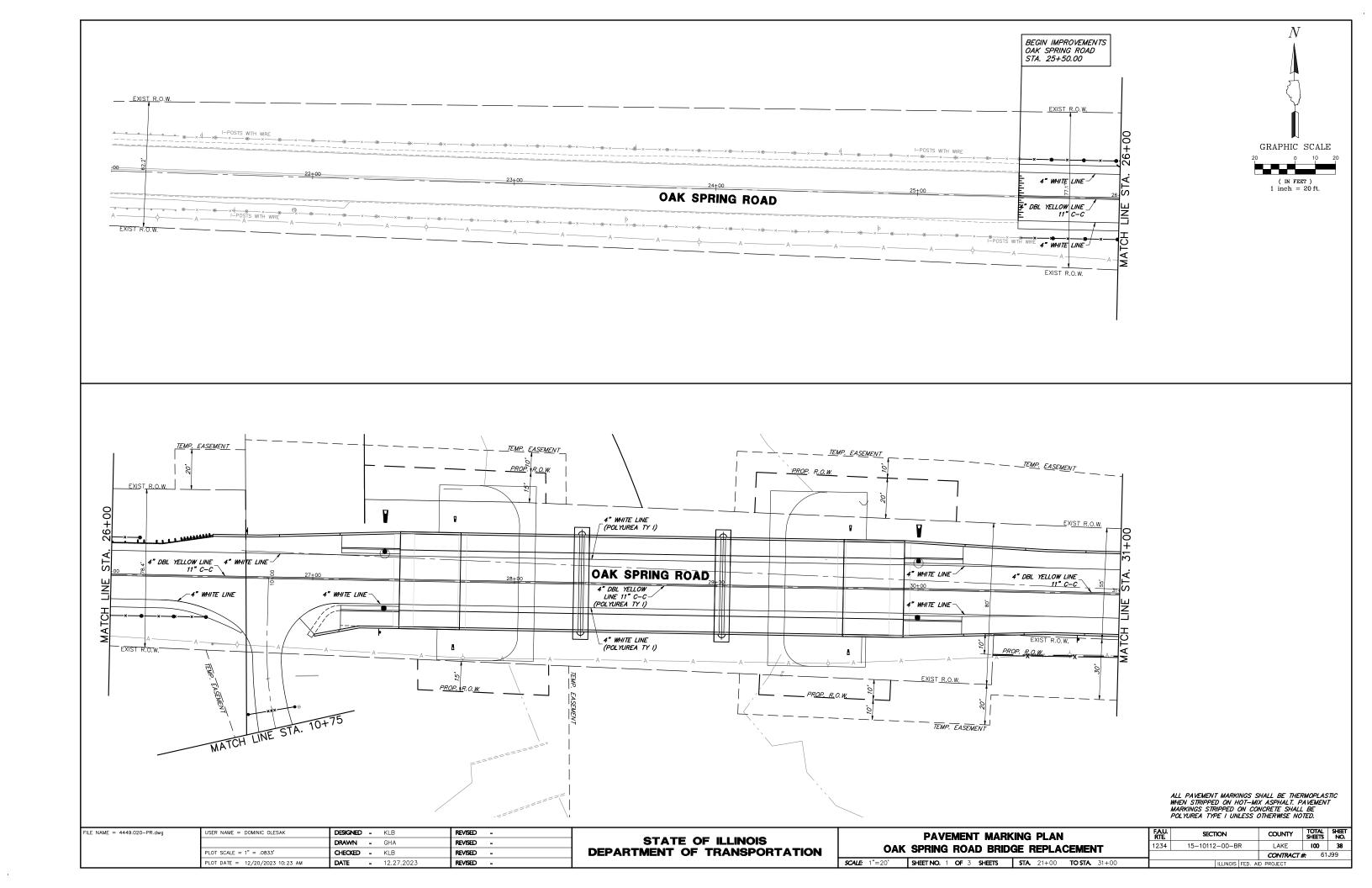


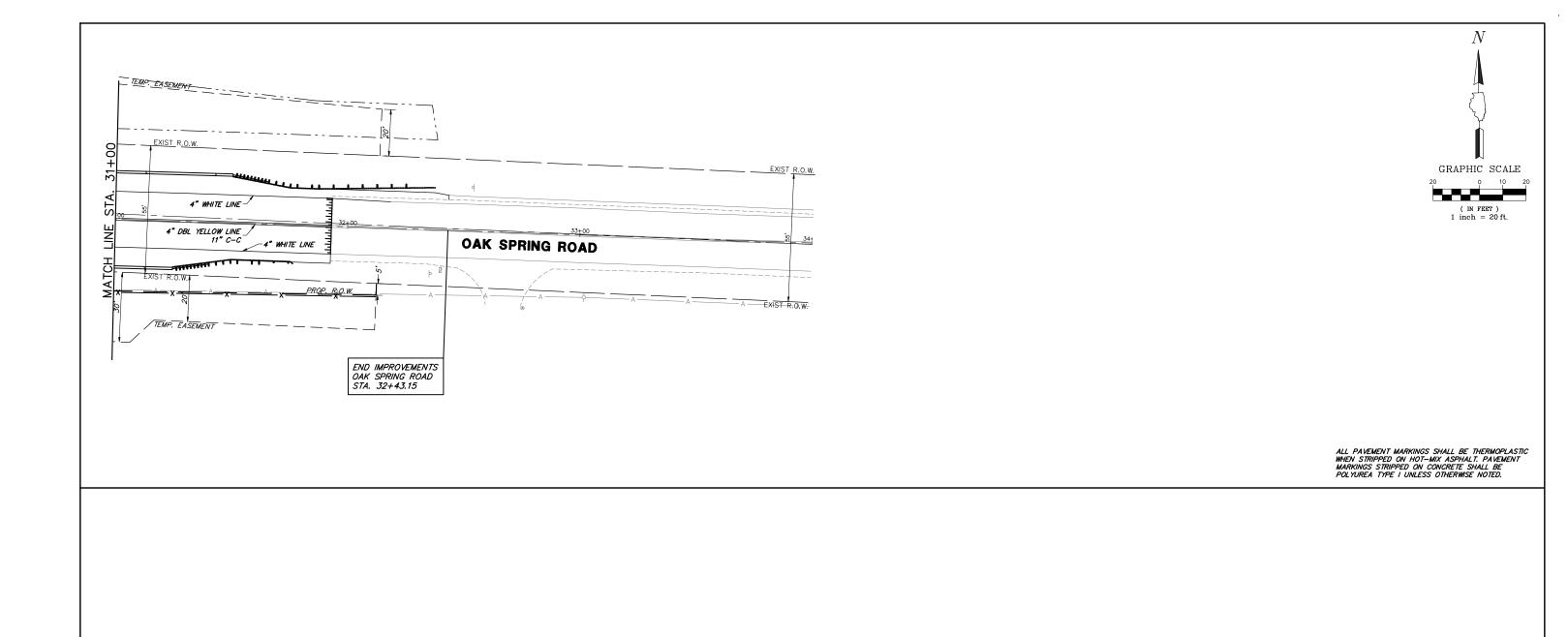








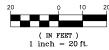


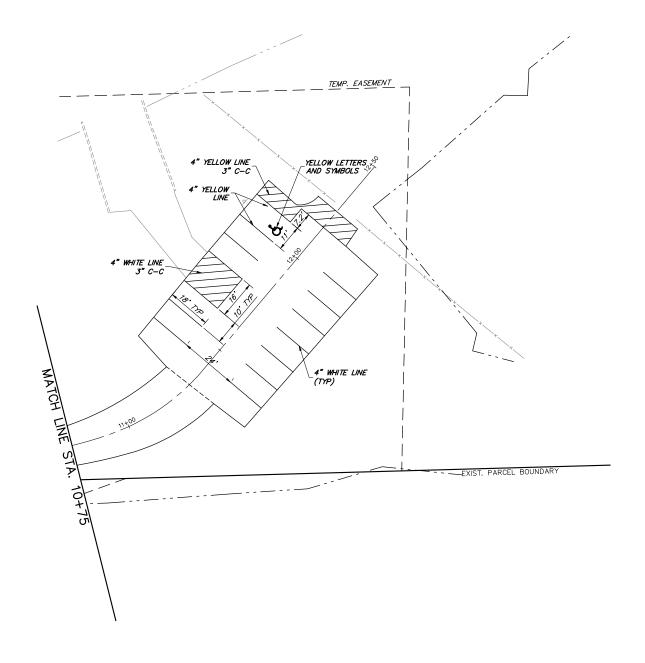


FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED -	KLB	REVISED -			PAVEMENT MARI	KING PLAN	FAU	SECTION	COUNTY	TOTAL SHEE
		DRAWN -	GHA	REVISED -	STATE OF ILLINOIS	044	SPRING ROAD BRID		1234	15-10112-00-BR	LAKE	100 39
	PLOT SCALE = 1" = .0833'	CHECKED -	KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	UAN	SPRING RUAD BRID	GE REPLACEMENT			CONTRACT	
	PLOT DATE = 12/20/2023 10:23 AM	DATE -	12.27.2023	REVISED -		SCALE: 1"=20'	SHEET NO. 2 OF 3 SHEETS	STA 31+00 TO STA 34+00		ILLINOIS FED. A	D PROJECT	



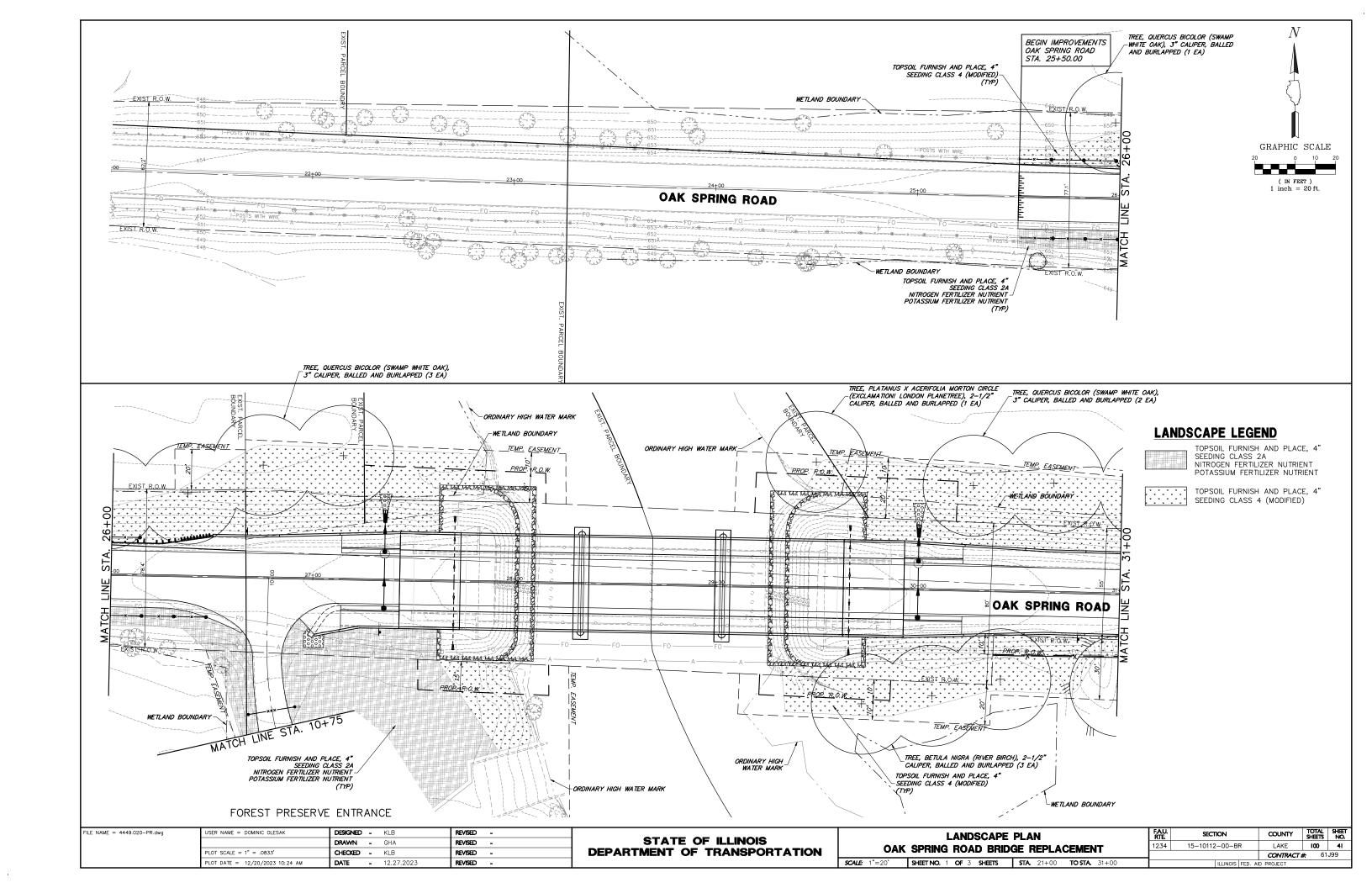
GRAPHIC SCALE

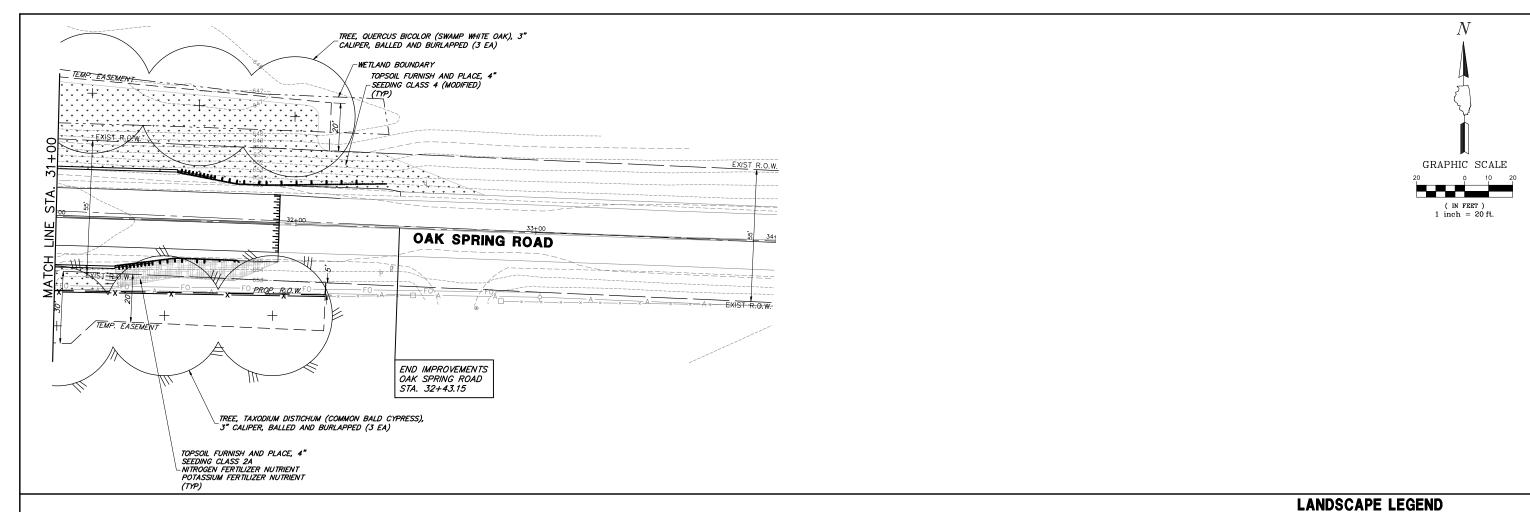




ALL PAVEMENT MARKINGS SHALL BE PAINT TYPE FOR PARKING LOT STRIPING.

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -	OTATE OF HIMMON	PAVEMENT MARKING PLAN	FAU. SECTION	COUNTY TOTAL SHEET NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234 15-10112-00-BR	LAKE 100 40
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAR SPRING ROAD BRIDGE REPLACEMENT		CONTRACT #: 61J99
	PLOT DATE = 12/20/2023 10:23 AM	DATE - 12.27.2023	REVISED -		SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. 10+75 TO STA. 12+50	ILLINOIS FED.	AID PROJECT







TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 2A NITROGEN FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT



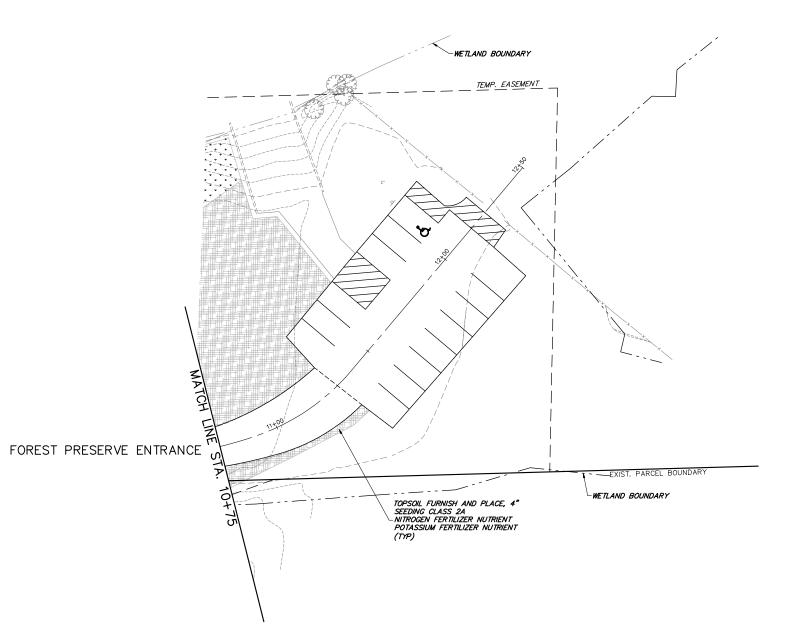
TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 4 (MODIFIED)

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		LANSCAPE PLAN	FAU.	SECTION	COUNTY	TOTAL SHEETS	SHET NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234	15-10112-00-BR	LAKE	100	42
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT			CONTRACT		99
	PLOT DATE = 12/20/2023 10:24 AM	DATE - 12.27.2023	REVISED -		SCALE: 1"=20' SHEET NO. 2 OF 3 SHEETS STA. 31+00 TO STA. 34+00		ILLINOIS FED.	AID PROJECT	-	









LANDSCAPE LEGEND



TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 2A NITROGEN FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT



TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 4 (MODIFIED)

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		LANDSCAPE PLAN		SECTION	COUNTY	TOTAL SHEET SHEETS NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234 15	5-10112-00-BR	LAKE	100 43
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT			CONTRACT	# 61J99
	PLOT DATE = 12/20/2023 10:24 AM	DATE - 12.27.2023	REVISED -		SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. 10+75 TO STA. 12+50		ILLINOIS FED. AI	ID PROJECT	

Bench Mark: Top of northwest anchor bolt on west mechanical gate post near entrance into LCFP canoe launch, Station 26+69.48, Offset 67.66 Rt., Elevation 651.67 NAVD 88.

—Elev. 654.02 €

Proposed ROW

P.T. Sta. 27+40.25

Bk. W. Abut

Elev. 661.71

typ.

1'-111/2"

Sta. 27+72.08

Name Plate Location

Channel Excavation

Retaining Walls

A & B

Metal Shell Pile, typ.

*Existing Slopewall Removal included with Removal of Existing Structures.

Proposed Temporary Easement

Proposed

Retaining Wall A

Proposed -

Retaining Wall B

Existing Structure: Structure No. 049-3047 was built in 1967 as Section 4-11-2B-4C by Lake County and the Libertyville Road District. Superstructure consists of 4-span continuous reinforced concrete T-beams and deck with an overlay supported by pile bent abutments and piers. Length is 173'-9" Bk. to Bk. Abutments with an overall width of 38'-0" out to out.

D.H.W. Elev. 655.80

Elev. 642.50±

Elev. 638.00

-1'-10" Min. Vert. Clr.

Streambed -

Elev. 640.50

┖┖

ELEVATION

Plai River

Cofferdam, Type 2

(Location 1)

- E.W.S.E. 645.80

Existing ROW

SB-

ℚ Des Plaines River

Sta. 28+68.04

Elev. 663.16

∟ @ Parapet Railing,

Special

PLAN

70'-0"

191'-11" Bk. to Bk. Abutments

Cofferdam, Type 2

(Location 2)

PPC IL36-2438 Beam

Cofferdam, Type 2

 \mathbb{Q} Oak Spring Rd \bigoplus_{B-3}

Sta. 28+33.04

Elev. 662.97

Z

7

and PGL

#3520=3520=3520=3<u>5</u>

Edge of Water

Proposed ROW

59'-0"

Traffic on Oak Spring Road will be detoured for construction.

Soldier Pile Retaining Wall-

Salvage: None.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1Design Spectral Acceleration at 1.0 sec. $(S_{D1}) = 0.078$ Design Spectral Acceleration at 0.2 sec. $(S_{DS}) = 0.129$ Soil Site Class = D

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi

f'c = 4,000 psi (Superstructure Concrete)

fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 8,500 psi

Soldier Pile

Retaining Wall

f'ci = 6,500 psi

fpu = 270,000 psi (0.6" ø low relax strands)fpbt = 202,300 psi (0.6" ø low relax strands)

> CIVILTECH ENGINEERING, INC. GREGORY J. HATLESTAD, S.E.



GREGORY J. HATLESTAD, S.E. # 081-005562

11/30/2024

10/02/2023

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



GENERAL PLAN & ELEVATION OAK SPRING ROAD (F.A.U. 1234) OVER DES PLAINES RIVER SECTION 15-10112-00-BR LAKE COUNTY STATION 28+68.04 STRUCTURE NO. 049-3046

GENERAL PLAN AND ELEVATION STRUCTURE NO. 049-3046 SHEET S-1 OF S-26 SHEETS

Retaining Walls

C & D

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

DESIGN SPECIFICATIONS 2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

Proposed

Retaining Wall C

30+00

P.C. Sta. 30+00.25

Proposed Retaining Wall D

Low Beam

Channel Excavation

Proposed Temporary Easement типппппппппппппппппппппп

B−1.

29an29an29an29an29

Proposed ROW

59'-0"

- C Parapet Railing,

Special

Sta. 29+03.04

Elev. 662.97

Proposed ROW

Bk. E. Abut.

Sta. 29+64.00

Elev. 661.71

30'-0" Approach

Slab, typ.

10'-0"

typ.

1'-111/2"

Elev. 657.66

Elev. 641.20±

-Cofferdam, Type 2

Elev. 638.00

Civiltech

Stations

Increasing

27+00

Existing ROW

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

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LOCATION SKETCH

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 44 CONTRACT NO. 61J99

GENERAL NOTES

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- 2. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- 3. Slipforming of the parapets is not allowed.
- Protective coat shall be applied to the bridge deck, bridge approach slab, sidewalks, and inside face & top of the north and south parapets.

WATERWAY INFORMATION

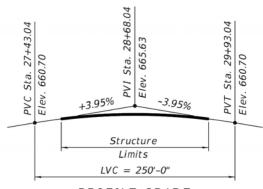
Drainage Area = 259.4 sq. mile Low Grade Elev. 654.0 @ Sta. 22+76.57								.57	
Flood	Freq.	Q	Opening	Sq. Ft.	Nat.	Head	- Ft.	Headwa	ter El.
11000	Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
	10	3,385	1,738	2,192	654.1	0.1	0.0	654.2	654.1
Design	30	4,577	1,967	2,443	655.8	0.0	0.0	655.8	655.8
Base	100	5,865	2,213	2.697	657.4	0.2	0.0	657.6	657.4
Overtopping									
Max. Calc.	500	7,705	2,475	3,019	659.5	0.0	0.0	659.5	659.5

10 Year Velocity through Existing Bridge = 2.0 ft/sec

10 Year Velocity through Proposed Bridge = 2.0 ft/sec

DESIGN SCOUR ELEVATION TABLE

Event/Limit	Desig	gn Scour	Elevations	(ft.)	Item
State	W. Abut.	W. Pier	E. Pier	E. Abut.	113
Q100	653.98	628.40	628.75	653.98	
Q200	653.98	628.40	628.75	653.98	5
Design	653.98	628.40	628.75	653.98	
Check	653.98	628.40	628.75	653.98	



PROFILE GRADE (Along & Oak Spring Rd.)

INDEX OF SHEETS

S-1	General Plan and Elevation
5-2	General Data
5-3	Top of Slab Elevations I
5-4	Top of Slab Elevations II
S-5	Top of Slab Elevations III
S-6	Top of Slab Elevations IV
5-7	Top of Approach Slab Elevations
5-8	Superstructure
5-9	Superstructure Details
S-10	Abutment Diaphragm Details
S-11	Fixed Pier Diaphragm Details
S-12	Bridge Approach Slab
S-13	Bridge Approach Slab Details
S-14	Railing Details
S-15	Framing Plan
S-16	IL36N Beam I
S-17	IL36N Beam II
5-18	IL36N Beam Details
S-19	West Abutment
S-20	East Abutment
5-21	Piers 1 & 2
5-22	Pier Details

Metal Shell Pile Details

Soil Boring Logs I

Soil Boring Logs II Soil Boring Logs III

5-23

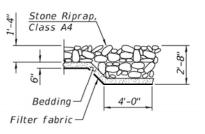
5-24

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.	-	672	672
Stone Riprap, Class A4	Sq. Yd.	-	913	913
Filter Fabric	Sq. Yd.	1-1	913	913
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	108	108
Cofferdam Excavation	Cu. Yd.	-	129	129
Cofferdam (Type 2) (Location - 1)	Each	-	1	1
Cofferdam (Type 2) (Location – 2)	Each	-	1	1
Concrete Structures	Cu. Yd.	-	305.3	305.3
Concrete Superstructure	Cu. Yd.	494.4	-	494.4
Bridge Deck Grooving	Sq. Yd.	778	-	778
Protective Coat	Sq. Yd.	1,492	-	1,492
Concrete Superstructure (Approach Slab)	Cu. Yd.	133.3	-	133.3
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Foot	1,124	-	1,124
Reinforcement Bars, Epoxy Coated	Pound	138,860	28,830	167,69
Furnishing Metal Shell Piles 16" X 0.312"	Foot	-	1,348	1,348
Driving Piles	Foot	-	1,348	1,348
Test Pile Metal Shells	Each	-	4	4
Name Plates	Each	1	-	1
Granular Backfill for Structures	Cu. Yd.	-	116	116
Geocomposite Wall Drain	Sq. Yd.	-	68	68
Pipe Underdrains for Structures 4"	Foot	-	130	130
Parapet Railing, Special	Foot	500	-	500

Stone Riprap Class A4 8'-0" Streambed Elev. 643.0± Filter Fabric

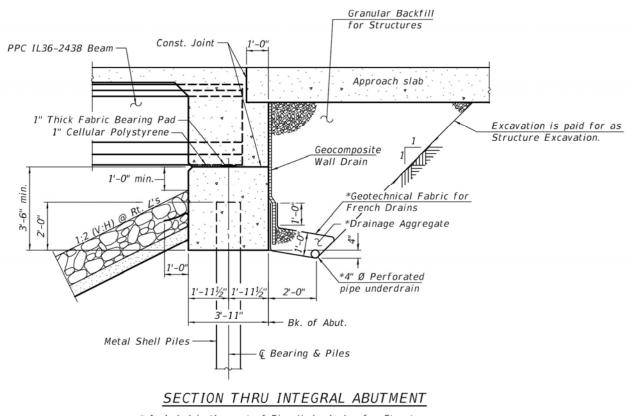
SECTION A-A



SECTION B-B

DES PLAINES RIVER BUILT 202 BY LIBERTYVILLE TOWNSHIP SEC. 15-10112-00-BR F.A.U. RT. 1234 STA. 28+68.04 STR. NO. 049-3046 LOADING HL-93

> NAME PLATE See Std. 515001



* Included in the cost of Pipe Underdrains for Structures.

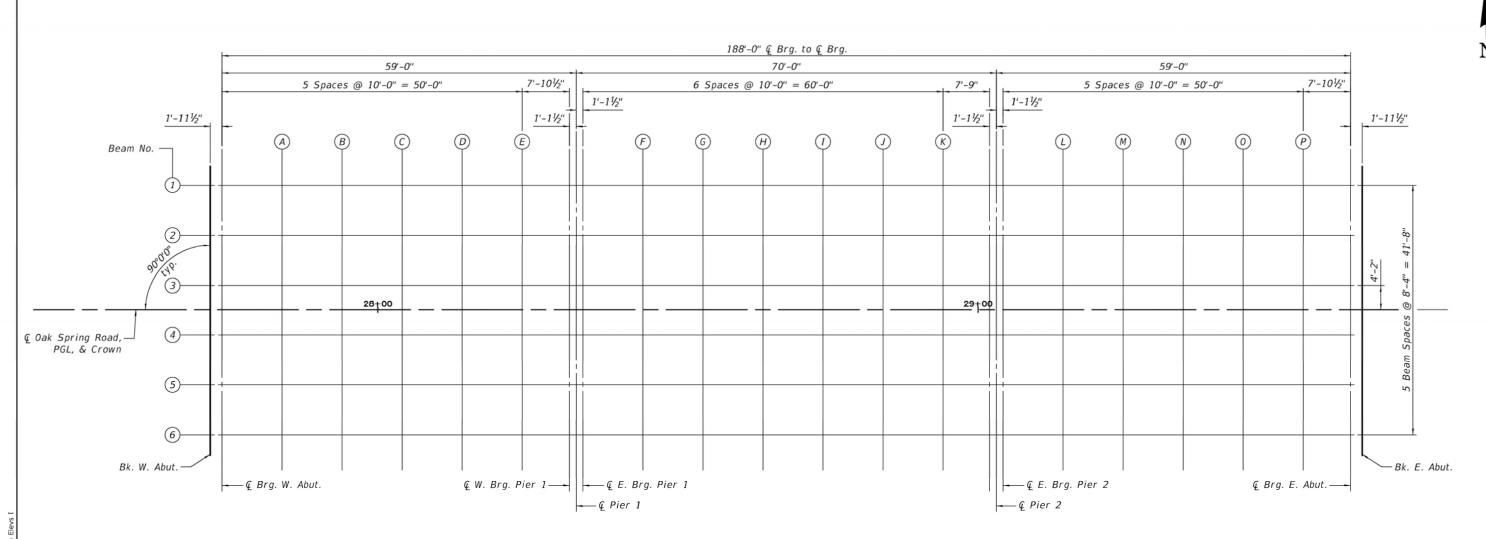


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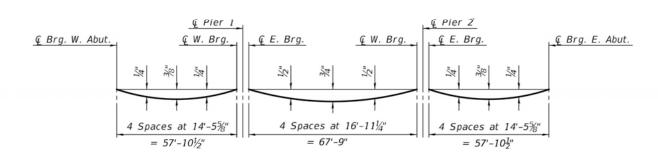
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION COUNTY **GENERAL DATA** 1234 15-10112-00-BR LAKE 100 45 STRUCTURE NO. 049-3046 CONTRACT NO. 61J99 SHEET S-2 OF S-26 SHEETS

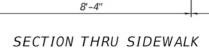






Theoretical Top of Slab-

Location of Theoretical Top of Slab-Elevations along Fascia Beams



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 S-4 through S-6.

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets S-4 through S-6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



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CHECKED	-	G. HATLESTAD	REVISED	
DATE	-	OCTOBER 2, 2023	REVISED	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TOP OF SLAB ELEVATIONS I									
STRUCTURE NO. 049-3046									
SHEET	6-3	OF	S-26	SHEETS					

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 46 CONTRACT NO. 61J99

3'-2"

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BEAM 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	27+72.08	-20.83	661.34	661.34
CL Brg. W. Abut.	27+74.04	-20.83	661.40	661.40
Α	27+84.04	-20.83	661.68	661.70
В	27+94.04	-20.83	661.93	661.96
С	28+04.04	-20.83	662.15	662.18
D	28+14.04	-20.83	662.33	662.36
Ε	28+24.04	-20.83	662.49	662.50
CL W. Brg. Pier 1	28+31.91	-20.83	662.59	662.59
CL Pier 1	28+33.04	-20.83	662.60	662.60
CL E. Brg. Pier 1	28+34.16	-20.83	662.61	662.61
F	28+44.16	-20.83	662.70	662.73
G	28+54.16	-20.83	662.76	662.81
Н	28+64.16	-20.83	662.79	662.85
I	28+74.16	-20.83	662.79	662.85
J	28+84.16	-20.83	662.75	662.80
К	28+94.16	-20.83	662.69	662.71
CL W. Brg. Pier 2	29+01.91	-20.83	662.61	662.61
CL Pier 2	29+03.04	-20.83	662.60	662.60
CL E. Brg. Pier 2	29+04.16	-20.83	662.59	662.59
L	29+14.16	-20.83	662.46	662.48
М	29+24.16	-20.83	662.30	662.33
N	29+34.16	-20.83	662.10	662.14
0	29+44.16	-20.83	661.88	661.91
Р	29+54.16	-20.83	661.62	661.64
CL Brg. E. Abut.	29+62.04	-20.83	661.40	661.40
Bk. E. Abut.	29+64.00	-20.83	661.34	661.34

BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	27+72.08	-12.50	661.51	661.51
CL Brg. W. Abut.	27+74.04	-12.50	661.57	661.57
Α	27+84.04	-12.50	661.85	661.87
В	27+94.04	-12.50	662.10	662.13
С	28+04.04	-12.50	662.32	662.35
D	28+14.04	-12.50	662.51	662.53
E	28+24.04	-12.50	662.66	662.68
CL W. Brg. Pier 1	28+31.91	-12.50	662.76	662.76
CL Pier 1	28+33.04	-12.50	662.77	662.77
CL E. Brg. Pier 1	28+34.16	-12.50	662.78	662.78
F	28+44.16	-12.50	662.88	662.90
G	28+54.16	-12.50	662.94	662.99
Н	28+64.16	-12.50	662.96	663.03
1	28+74.16	-12.50	662.96	663.02
J	28+84.16	-12.50	662.93	662.97
K	28+94.16	-12.50	662.86	662.88
CL W. Brg. Pier 2	29+01.91	-12.50	662.79	662.79
CL Pier 2	29+03.04	-12.50	662.77	662.77
CL E. Brg. Pier 2	29+04.16	-12.50	662.76	662.76
L	29+14.16	-12.50	662.63	662.65
М	29+24.16	-12.50	662.47	662.50
N	29+34.16	-12.50	662.28	662.31
0	29+44.16	-12.50	662.05	662.08
Р	29+54.16	-12.50	661.80	661.81
CL Brg. E. Abut.	29+62.04	-12.50	661.57	661.57
Bk. E. Abut.	29+64.00	-12.50	661.51	661.51

BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection	
Bk. W. Abut.	27+72.08	-4.17	661.65	661.65	
CL Brg. W. Abut.	27+74.04	-4.17	661.70	661.70	
Α	27+84.04	-4.17	661.99	662.00	
В	27+94.04	-4.17	662.23	662.27	
С	28+04.04	-4.17	662.45	662.49	
D	28+14.04	-4.17	662.64	662.67	
Ε	28+24.04	-4.17	662.79	662.81	
CL W. Brg. Pier 1	28+31.91	-4.17	662.89	662.89	
CL Pier 1	28+33.04	-4.17	662.91	662.91	
CL E. Brg. Pier 1	28+34.16	-4.17	662.92	662.92	
F	28+44.16	-4.17	663.01	663.04	
G	28+54.16	-4.17	663.07	663.12	
Н	28+64.16	-4.17	663.10	663.16	
I	28+74.16	-4.17	663.09	663.15	
J	28+84.16	-4.17	663.06	663.11	
К	28+94.16	-4.17	662.99	663.01	
CL W. Brg. Pier 2	29+01.91	-4.17	662.92	662.92	
CL Pier 2	29+03.04	-4.17	662.91	662.91	
CL E. Brg. Pier 2	29+04.16	-4.17	662.89	662.89	
L	29+14.16	-4.17	662.76	662.78	
М	29+24.16	-4.17	662.60	662.63	
N	29+34.16	-4.17	662.41	662.45	
0	29+44.16	-4.17	662.19	662.21	
Р	29+54.16	-4.17	661.93	661.94	
CL Brg. E. Abut.	29+62.04	-4.17	661.71	661.71	
Bk. E. Abut.	29+64.00	-4.17	661.65	661.64	

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II STRUCTURE NO. 049-3046 SHEET S-4 OF S-26 SHEETS

COUNTY | TOTAL | SHEET | NO. |

LAKE | 100 | 47 |

CONTRACT NO. 61J99 F.A.U. RTE. 1234 SECTION 15-10112-00-BR

G OAK SPRING ROAD AND PGL

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	27+72.08	0.00	661.71	661.71
CL Brg. W. Abut.	27+74.04	0.00	661.77	661.77
A	27+84.04	0.00	662.05	662.07
В	27+94.04	0.00	662.30	662.33
С	28+04.04	0.00	662.52	662.55
D	28+14.04	0.00	662.70	662.73
E	28+24.04	0.00	662.86	662.87
CL W. Brg. Pier 1	28+31.91	0.00	662.96	662.96
CL Pier 1	28+33.04	0.00	662.97	662.97
CL E. Brg. Pier 1	28+34.16	0.00	662.98	662.98
F	28+44.16	0.00	663.07	663.10
G	28+54.16	0.00	663.13	663.19
Н	28+64.16	0.00	663.16	663.22
I	28+74.16	0.00	663.16	663.22
J	28+84.16	0.00	663.12	663.17
К	28+94.16	0.00	663.06	663.08
CL W. Brg. Pier 2	29+01.91	0.00	662.98	662.98
CL Pier 2	29+03.04	0.00	662.97	662.97
CL E. Brg. Pier 2	29+04.16	0.00	662.96	662.96
L	29+14.16	0.00	662.83	662.85
М	29+24.16	0.00	662.67	662.70
N	29+34.16	0.00	662.47	662.51
0	29+44.16	0.00	662.25	662.28
P	29+54.16	0.00	661.99	662.01
CL Brg. E. Abut.	29+62.04	0.00	661.77	661.77
Bk. E. Abut.	29+64.00	0.00	661.71	661.71

BEAM 4

Location	Station	0ffset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	27+72.08	4.17	661.65	661.65
CL Brg. W. Abut.	27+74.04	4.17	661.70	661.70
Α	27+84.04	4.17	661.99	662.00
В	27+94.04	4.17	662.23	662.27
С	28+04.04	4.17	662.45	662.49
D	28+14.04	4.17	662.64	662.67
Ε	28+24.04	4.17	662.79	662.81
CL W. Brg. Pier 1	28+31.91	4.17	662.89	662.89
CL Pier 1	28+33.04	4.17	662.91	662.91
CL E. Brg. Pier 1	28+34.16	4.17	662.92	662.92
F	28+44.16	4.17	663.01	663.04
G	28+54.16	4.17	663.07	663.12
Н	28+64.16	4.17	663.10	663.16
1	28+74.16	4.17	663.09	663.15
J	28+84.16	4.17	663.06	663.11
К	28+94.16	4.17	662.99	663.01
CL W. Brg. Pier 2	29+01.91	4.17	662.92	662.92
CL Pier 2	29+03.04	4.17	662.91	662.91
CL E. Brg. Pier 2	29+04.16	4.17	662.89	662.89
L	29+14.16	4.17	662.76	662.78
М	29+24.16	4.17	662.60	662.63
N	29+34.16	4.17	662.41	662.45
0	29+44.16	4.17	662.19	662.21
Р	29+54.16	4.17	661.93	661.94
CL Brg. E. Abut.	29+62.04	4.17	661.71	661.71
Bk. E. Abut.	29+64.00	4.17	661.65	661.64

BEAM 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	27+72.08	12.50	661.51	661.51
CL Brg. W. Abut.	27+74.04	12.50	661.57	661.57
A	27+84.04	12.50	661.85	661.87
В	27+94.04	12.50	662.10	662.13
с	28+04.04	12.50	662.32	662.35
D	28+14.04	12.50	662.51	662.53
E	28+24.04	12.50	662.66	662.68
CL W. Brg. Pier 1	28+31.91	12.50	662.76	662.76
CL Pier 1	28+33.04	12.50	662.77	662.77
CL E. Brg. Pier 1	28+34.16	12.50	662.78	662.78
F	28+44.16	12.50	662.88	662.90
G	28+54.16	12.50	662.94	662.99
Н	28+64.16	12.50	662.96	663.03
I	28+74.16	12.50	662.96	663.02
J	28+84.16	12.50	662.93	662.97
κ	28+94.16	12.50	662.86	662.88
CL W. Brg. Pier 2	29+01.91	12.50	662.79	662.79
CL Pier 2	29+03.04	12.50	662.77	662.77
CL E. Brg. Pier 2	29+04.16	12.50	662.76	662.76
L	29+14.16	12.50	662.63	662.65
М	29+24.16	12.50	662.47	662.50
N	29+34.16	12.50	662.28	662.31
0	29+44.16	12.50	662.05	662.08
Р	29+54.16	12.50	661.80	661.81
CL Brg. E. Abut.	29+62.04	12.50	661.57	661.57
Bk. E. Abut.	29+64.00	12.50	661.51	661.51

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III STRUCTURE NO. 049-3046 SHEET S-5 OF S-26 SHEETS

COUNTY | TOTAL | SHEET | NO. |

LAKE | 100 | 48 |

CONTRACT NO. 61J99 F.A.U. RTE. 1234 SECTION 15-10112-00-BR

BEAM 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted For Dead Load Deflection	
Bk. W. Abut.	27+72.08	20.83	661.34	661.34	
CL Brg. W. Abut.	27+74.04	20.83	661.40	661.40	
A	27+84.04	20.83	661.68	661.70	
В	27+94.04	20.83	661.93	661.96	
С	28+04.04	20.83	662.15	662.18	
D	28+14.04	20.83	662.33	662.36	
E	28+24.04	20.83	662.49	662.50	
CL W. Brg. Pier 1	28+31.91	20.83	662.59	662.59	
CL Pier 1	28+33.04	20.83	662.60	662.60	
CL E. Brg. Pier 1	28+34.16	20.83	662.61	662.61	
F	28+44.16	20.83	662.70	662.73	
G	28+54.16	20.83	662.76	662.81	
н	28+64.16	20.83	662.79	662.85	
I	28+74.16	20.83	662.79	662.85	
J	28+84.16	20.83	662.75	662.80	
К	28+94.16	20.83	662.69	662.71	
CL W. Brg. Pier 2	29+01.91	20.83	662.61	662.61	
CL Pier 2	29+03.04	20.83	662.60	662.60	
CL E. Brg. Pier 2	29+04.16	20.83	662.59	662.59	
L	29+14.16	20.83	662.46	662.48	
М	29+24.16	20.83	662.30	662.33	
N	29+34.16	20.83	662.10	662.14	
0	29+44.16	20.83	661.88	661.91	
Р	29+54.16	20.83	661.62	661.64	
CL Brg. E. Abut.	29+62.04	20.83	661.40	661.40	
Bk. E. Abut.	29+64.00	20.83	661.34	661.34	

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-	Two Pierce Place, Suite 1400	
	Itasca, Illinois 60143	
	Tel: 630.773.3900 Fax: 630.773.3975	
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DESIGNED	-	K. KOMPARE	REVISED -
CHECKED	-	G. HATLESTAD	REVISED -
DATE	-	OCTOBER 2, 2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

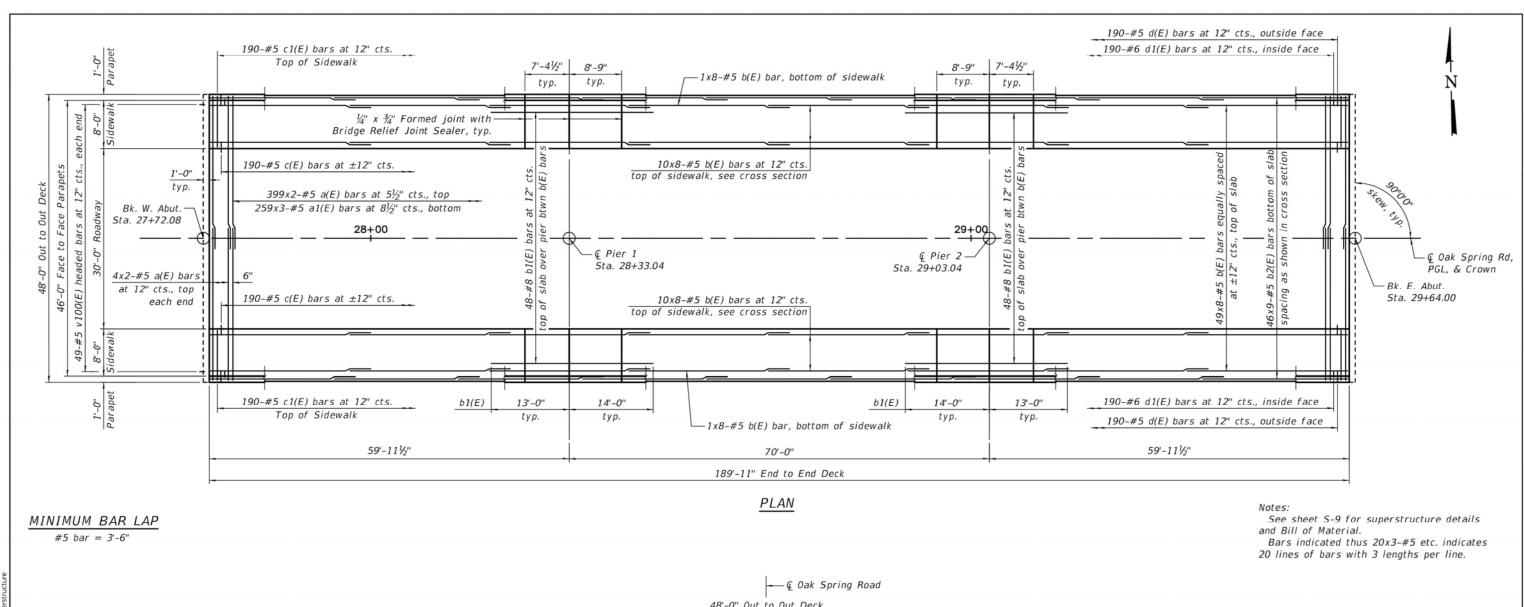
					TIONS 9–3046	V
SI	HEET	S-6	OF	S-26	SHEETS	

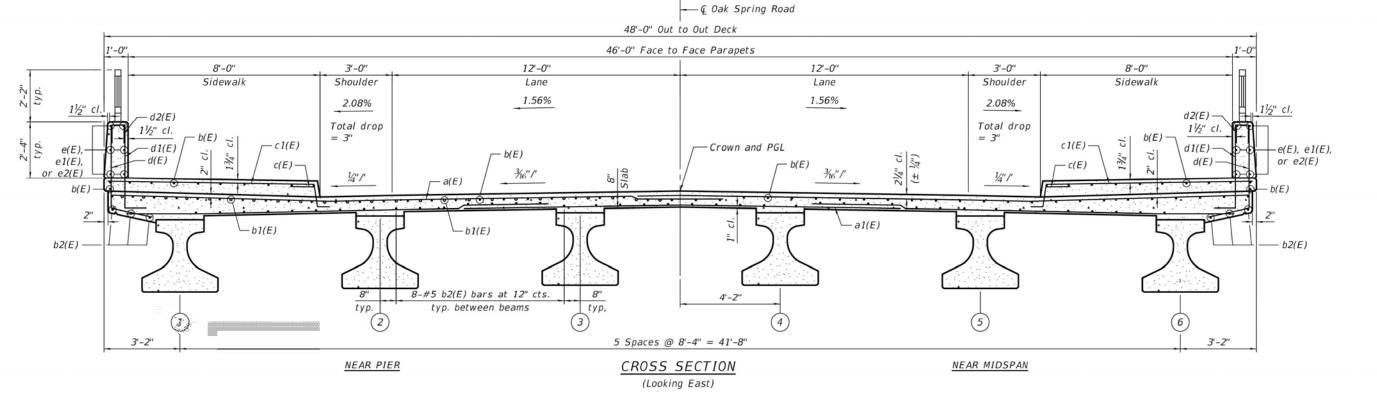
NORTH EDGE OF SIDEWALK NORTH EDGE OF SHOULDER NORTH EDGE OF PAVEMENT © OAK SPRING ROAD AND PGL Theoretical Theoretical Theoretical Theoretical Location Station Off set Station Offset Grade Station Off set Off set Grade Location Location Grade Location Station Grade Elevation Elevation Elevation Elevation W. End W. Appr. Pav't 27+43.08 -24.00 660.70 W. End W. Appr. Pav't 27+43.08 -15.00 660.45 W. End W. Appr. Pav't 27+43.08 -12.00660.51 W. End W. Appr. Pav't 27+43.08 660.70 27+53.08 -24.00661.08 27+53.08 -15.00 660.83 27+53.08 -12.00660.89 27+53.08 0.00 661.08 27+63.08 -24.00 661.43 В 27+63.08 -15.00 661.18 27+63.08 -12.00 661.24 27+63.08 661.43 0.00 В E. End W. Appr. Pav't 27+73.08 -24.00 661.74 E. End W. Appr. Pav't 27+73.08 -15.00 661.49 E. End W. Appr. Pav't 27+73.08 -12.00 661.55 E. End W. Appr. Pav't 27+73.08 0.00 661.74 -24.00 W. End E. Appr. Pav't 29+63.00 661.74 W. End E. Appr. Pav't 29+63.00 -15.00 661.49 W. End E. Appr. Pav't 29+63.00 -12.00 661.55 W. End E. Appr. Pav't 29+63.00 0.00 661.74 29+73.00 -24.00 661.43 29+73.00 -15.00 661.18 29+73.00 -12.00 661.24 29+73.00 0.00 661.43 D 29+83.00 -24.00 661.08 D 29+83.00 -15.00 660.83 D 29+83.00 -12.00660.89 D 29+83.00 0.00 661.08 -24.00 E. End E. Appr. Pav't 29+93.00 660.70 E. End E. Appr. Pav't 29+93.00 -15.00660.45 E. End E. Appr. Pav't 29+93.00 -12.00660.51 E. End E. Appr. Pav't 29+93.00 0.00 660.70 SOUTH EDGE OF PAVEMENT SOUTH EDGE OF SHOULDER SOUTH EDGE OF SIDEWALK Theoretical Theoretical Theoretical Offset Offset Location Station Off set Grade Location Station Grade Location Station Grade Elevation Elevation Elevation W. End W. Appr. Pav't 27+43.08 12.00 660.51 W. End W. Appr. Pav't 27+43.08 15.00 660.45 W. End W. Appr. Pav't 27+43.08 24.00 660.70 660.89 27+53.08 12.00 27+53.08 15.00 660.83 27+53.08 24.00 661.08 27+63.08 12.00 661.24 27+63.08 27+63.08 15.00 661.18 24.00 661.43 E. End W. Appr. Pav't 27+73.08 12.00 661.55 E. End W. Appr. Pav't 27+73.08 15.00 661.49 E. End W. Appr. Pav't 27+73.08 24.00 661.74 W. End E. Appr. Pav't 29+63.00 12.00 661.55 29+63.00 W. End E. Appr. Pav't 15.00 661.49 W. End E. Appr. Pav't 29+63.00 24.00 661.74 29+73.00 12.00 661.24 29+73.00 15.00 661.18 29+73.00 24.00 661.43 29+83.00 12.00 660.89 D 29+83.00 15.00 660.83 29+83.00 24.00 661.08 12.00 E. End E. Appr. Pav't 29+93.00 660.51 29+93.00 15.00 660.45 E. End E. Appr. Pav't 29+93.00 24.00 660.70 E. End E. Appr. Pav't (B)North Edge of Sidewalk -North Edge of Shoulder Ś North Edge of Pavement -Sta. 27+43.08 -- Sta. 29+93.00 Sta. 29+63.00 -28+00 29+00 30+00 - Sta. 27+73.08 @ Oak Spring Road, -W. End of West-W. End of East E. End of East PGL, & Crown Approach E. End of West Approach Pavement Approach South Edge of Pavement Pavement Approach Pavement Pavement South Edge of Shoulder -South Edge of Sidewalk -3 Spaces @ 10'-0" 3 Spaces @ 10'-0" PLAN= 30'-0''= 30'-0"

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

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	STRUC	TUR	E NO	0. 04	9–3046	
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SECTION COUNTY 1234 15-10112-00-BR LAKE 100 50 CONTRACT NO. 61J99





STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

SECTION

15-10112-00-BR

1234

SUPERSTRUCTURE

STRUCTURE NO. 049-3046

SHEET S-8 OF S-26 SHEETS

COUNTY

LAKE 100 51

CONTRACT NO. 61J99

K. KOMPARE

OCTOBER 2, 2023

DESIGNED - K. KOMPARE

CHECKED - G. HATLESTAD

Two Pierce Place, Suite 1400

Tel: 630.773.3900 Fax: 630.773.3975

Itasca, Illinois 60143

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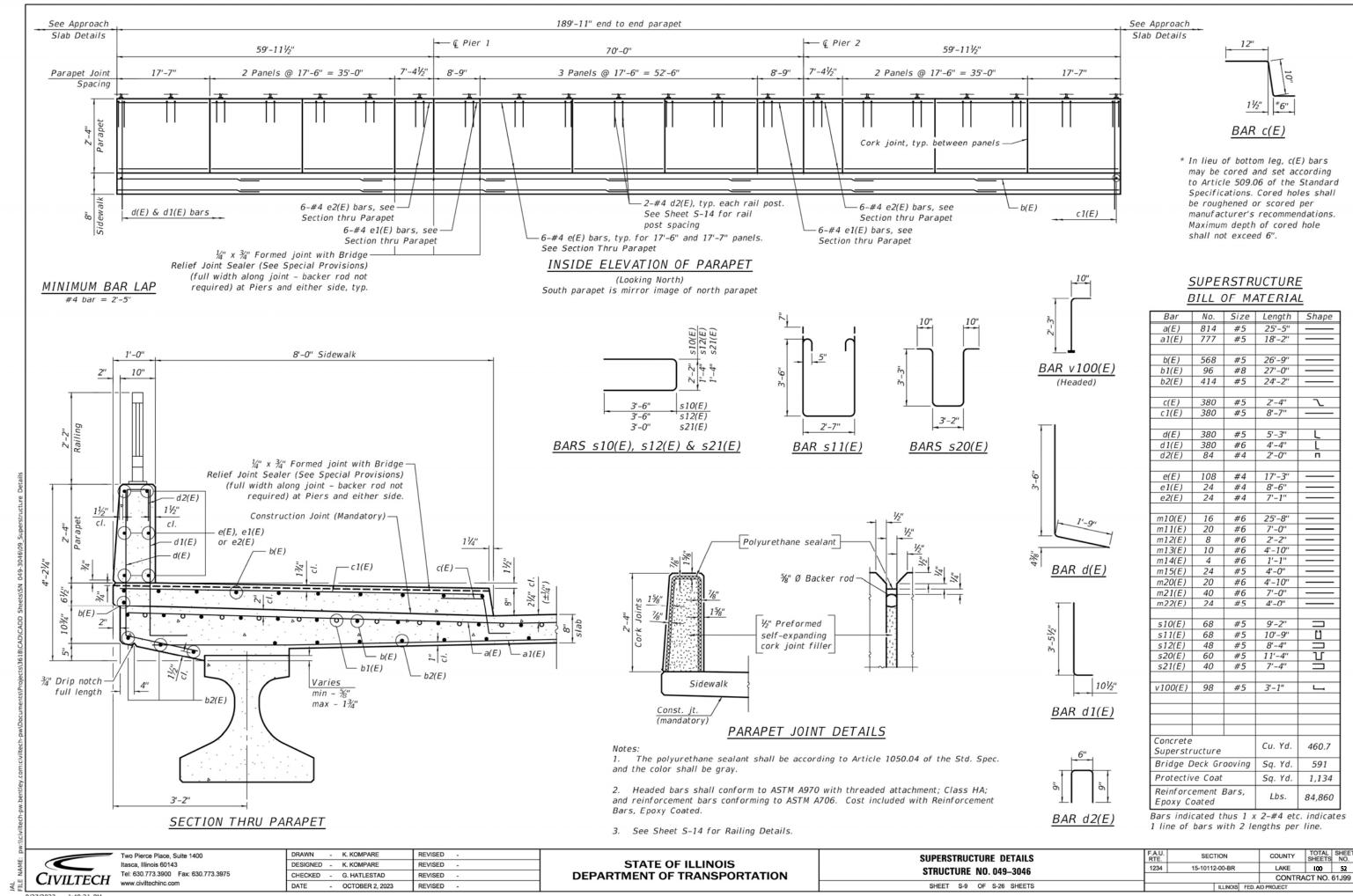
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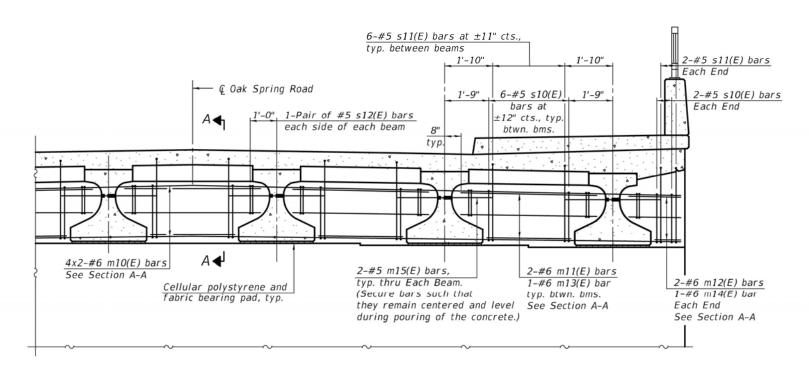
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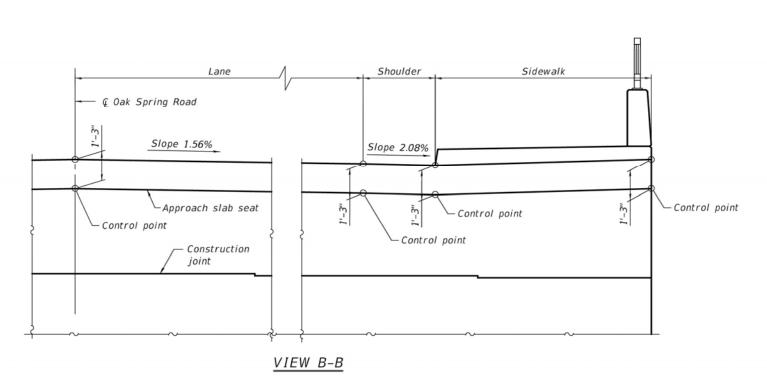
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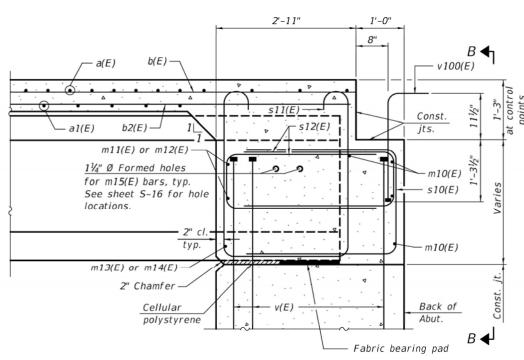


DIAPHRAGM AT ABUTMENT

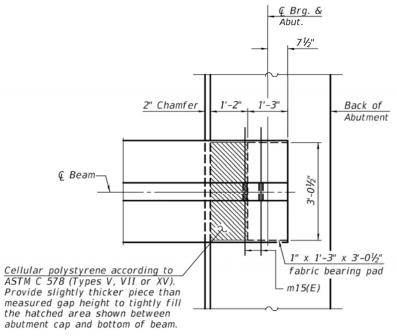
MINIMUM BAR LAP

#6 bar = 4'-0''





SECTION A-A



PLAN AT ABUTMENT

(Showing bottom flange of beam)

See sheet S-9 for superstructure details and Bill of Material. The approach slab seat shall have a constant slope determined from the control points shown.

Cost of cellular polystyrene is included with Concrete Superstructure.



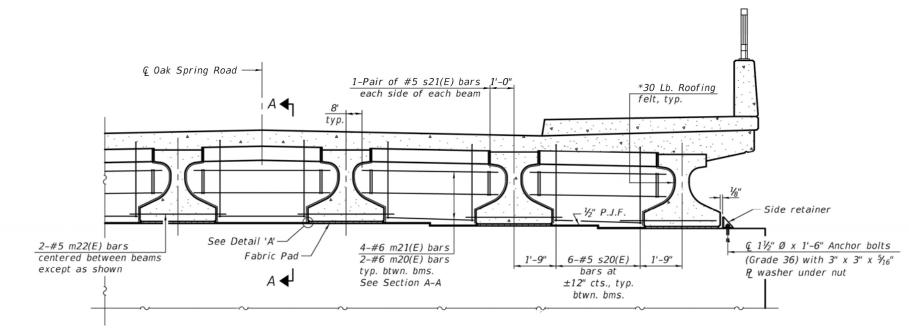
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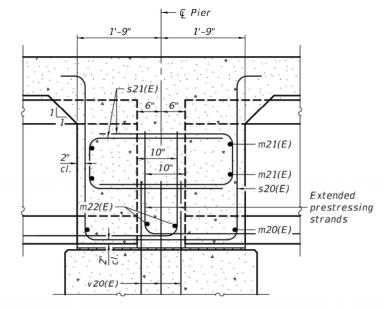
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 049-3046 SHEET S-10 OF S-26 SHEETS

SECTION COUNTY 15-10112-00-BR LAKE 100 53 1234 CONTRACT NO. 61J99

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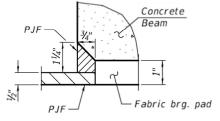




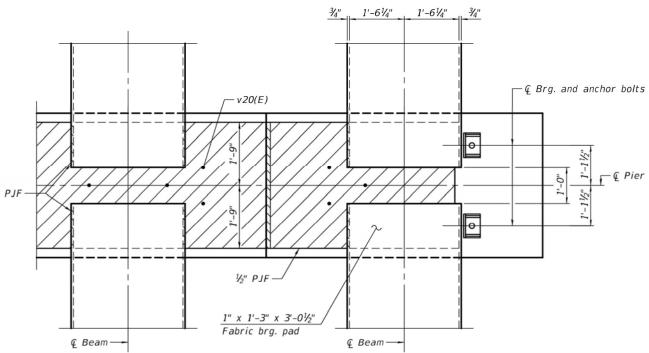
SECTION A-A

DIAPHRAGM AT PIER

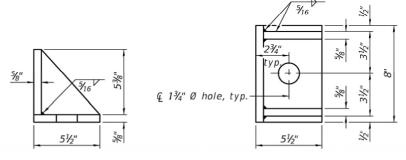
*Bonded to sides of beams embedded into diaphragm.



DETAIL 'A'



PLAN AT PIER (Showing bearing pads and PJF details)



SIDE RETAINER

(2 required each side of pier) Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

See sheet S-9 for superstructure details and Bill of Material. Cost of 30 Lb. roofing felt is included with Concrete Superstructure. Cost of side retainer and anchor bolts shall be included with Concrete Structures.

Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized. Anchor bolts and side retainers shall be installed as each exterior beam

is erected unless an equivalent temporary means of lateral restraint is used.

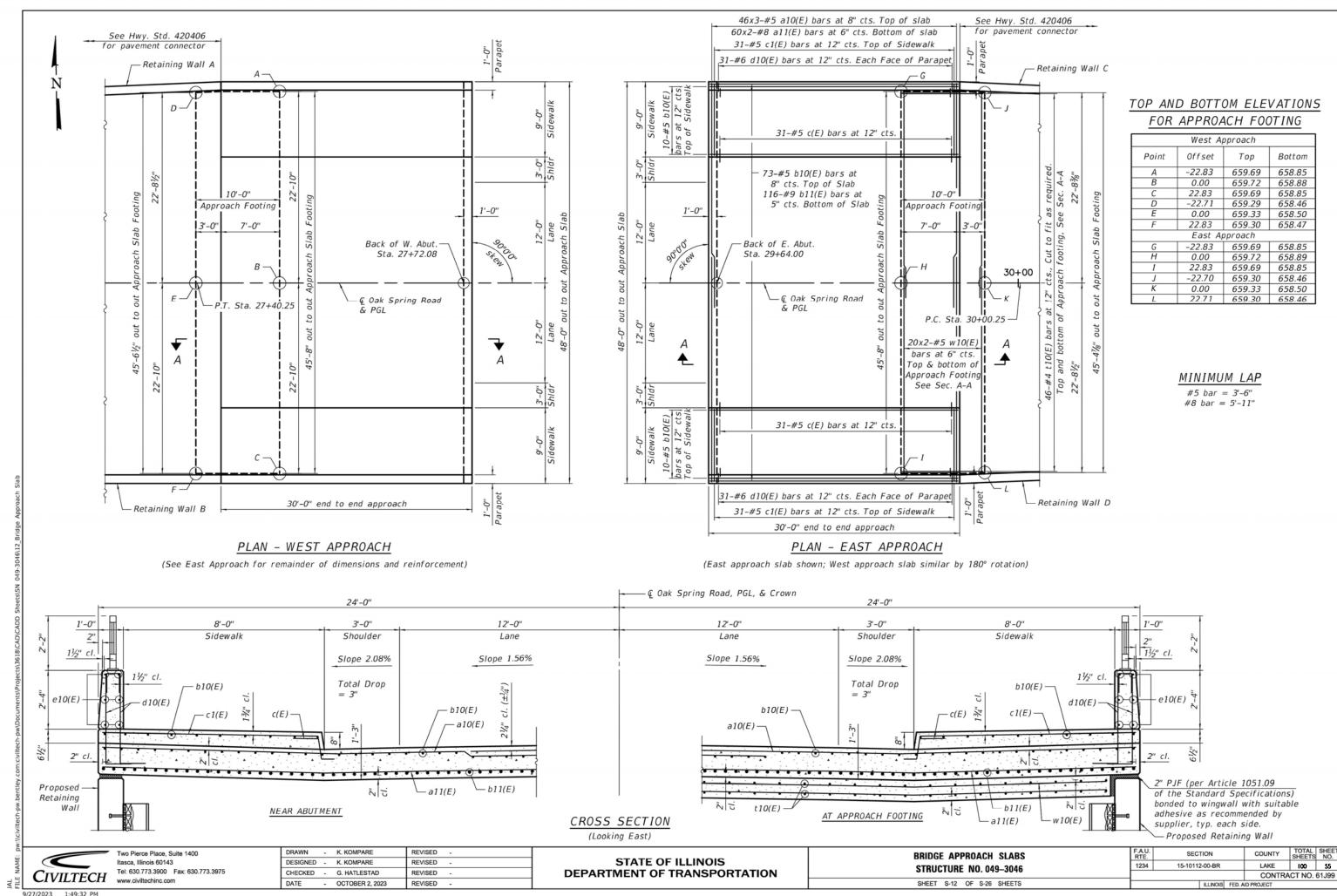


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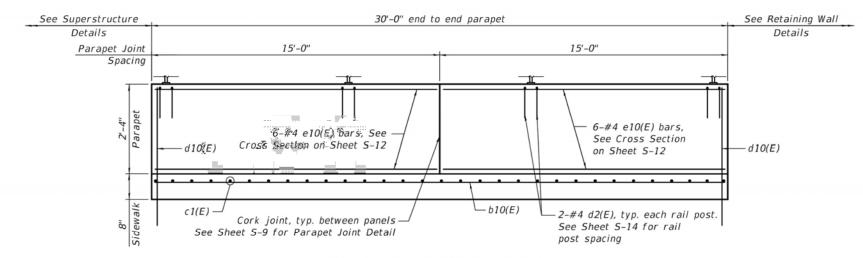
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FIXED PIER DIAPHRAGM DETAILS STRUCTURE NO. 049-3046 SHEET S-11 OF S-26 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 54 CONTRACT NO. 61J99

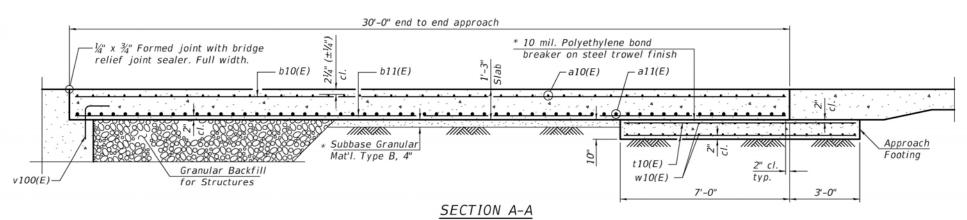


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INSIDE ELEVATION OF PARAPET

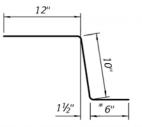
(Looking North) South parapet is mirror image of north parapet



* Cost included with Concrete Superstructure (Approach Slab)

Notes:

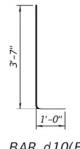
- 1. Parapet and sidewalk concrete shall be paid for as Concrete Superstructure.
- 2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- 3. Approach footing concrete shall be paid for as Concrete Structures.
- 4. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- 5. Cost of excavation for approach footing included with Concrete Structures.
- 6. For Granular Backfill for Structures and drainage treatment details, see sheet S-2.



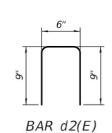
 $BAR \ c(E)$

* In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".

TWO APPROACHES BILL OF MATERIAL



 $BAR \ d10(E)$



Bar	No.	Size	Length	Shape
a10(E)	276	#5	18'-3"	
a11(E)	240	#8	26'-10"	
b10(E)	146	#5	29'-8"	
b11(E)	232	#9	29'-8"	
c(E)	124	#5	2'-4"	~
c1(E)	124	#5	8'-7"	
d2(E)	32	#4	2'-0"	П
d10(E)	248	#6	4'-7"	L
e10(E)	48	#4	14'-8"	
t10(E)	184	#4	9'-8"	
w10(E)	160	#5	24'-5"	
Concrete	Structur	es	Cu. Yd.	28.2
Concrete	Supersti	ucture	Cu. Yd.	33.7
Bridge D	eck Groo	ving	Sq. Yd.	187
Protective Coat			Sq. Yd.	358
Concrete	Superstr	ucture	Cu. Yd.	133.3
(Approach	Slab)		cu. ru.	155.5
Reinforce		´S,	Pound	59,270
Epoxy Co.	ated		round	39,270

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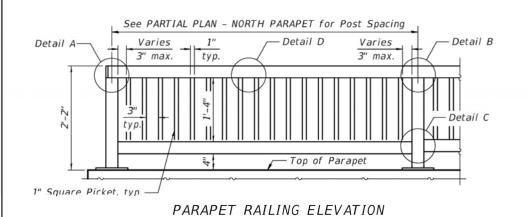
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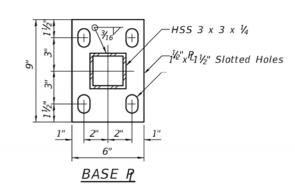
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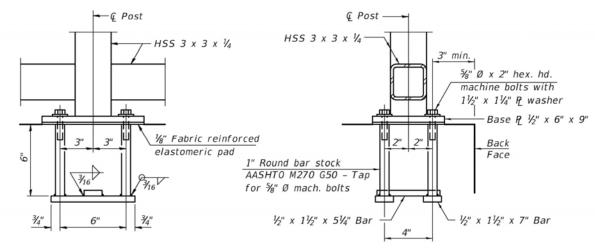
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 049–3046** SHEET S-13 OF S-26 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 56 CONTRACT NO. 61J99

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. All post, railing, splices, anchor devices, and plates shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The color of the final finish coat for all railing steel shall be (Munsell No. 7.5G 4/8) 'Highway Green.'

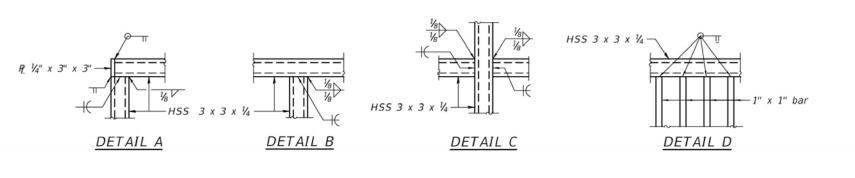


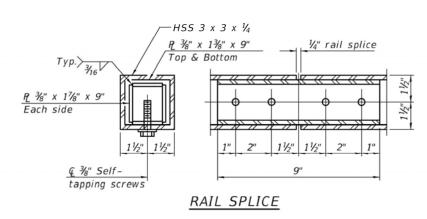


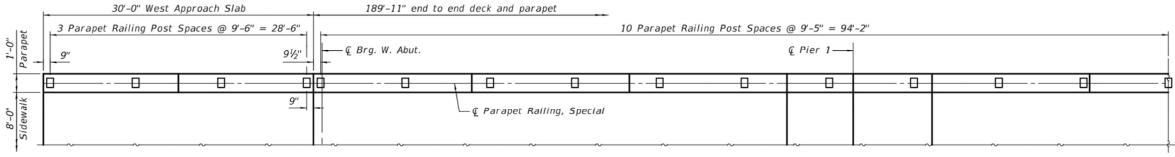


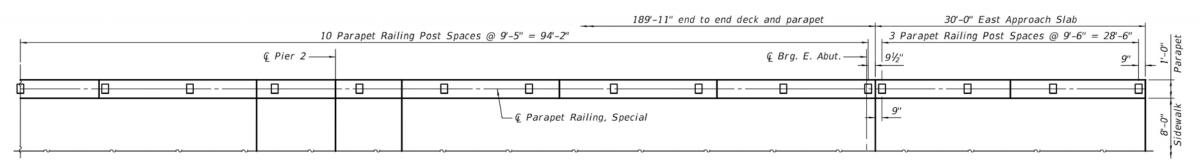
ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting \S_8 " Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.









PARTIAL PLAN - NORTH PARAPET

(South Parapet is mirror image of north parapet)

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing, Special	Foot	500

All structural steel tubing, post, and railing for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.



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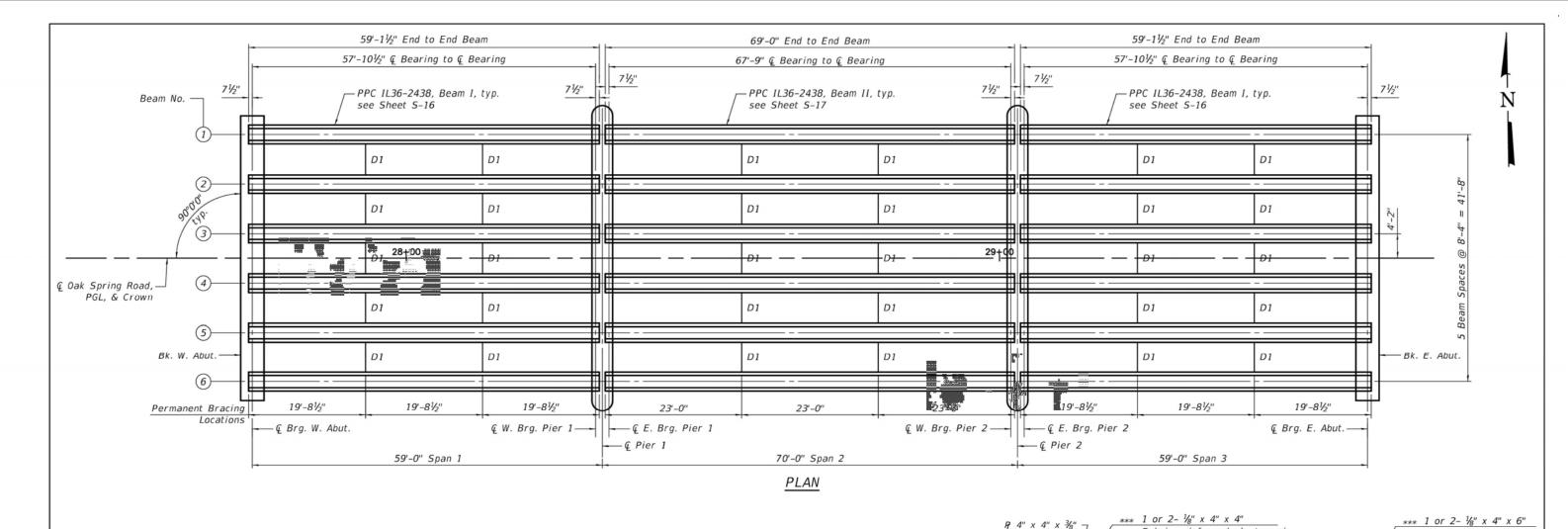
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

RAILING DETAILS STRUCTURE NO. 049-3046 SHEET S-14 OF S-26 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 57 CONTRACT NO. 61J99

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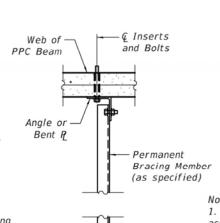


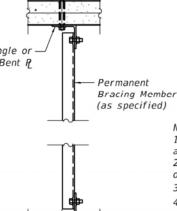
	INTERIOR BEAM MOMENT TABLE					
0.4 Sp. 1 0.6 Sp. 3 Pier 1 or 2 0.5 Sp. 2						
I	(in⁴)	100,433	-	100,433		
I'	(in⁴)	303,651	303,651	303,651		
Sb	(in³)	6,832	-	6,832		
Sb'	(in³)	11,873	11,873	11,873		
5t	(in³)	4,715	-	4,715		
St'	(in³)	29,126	29,126	29,126		
DC1	(k/')	1.642	1.642	1.642		
MDC1	('k)	686.0	-	1,005.9		
DC2	(k/')	0.394	0.394	0.394		
MDC2	('k)	98.7	-164.7	76.6		
DW	(k/')	0.417	0.417	0.417		
MDW	('k)	104.5	-174.3	81.1		
LLDF		0.762	0.750	0.739		
M4 + IM	('k)	738.7	-706.1	686.5		

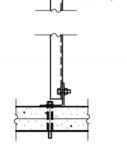
	INTERIOR BEAM REACTION TABLE					
Abutments Pier 1 Span 1 Pier 1 Span 2 Pier 2 Span 3 Pier 2 Span 2						
LLDF		0.838	0.838	0.838		
RDC1	(k)	48.4	48.4	57.5		
RDC2	(k)	8.8	14.1	14.1		
RDW	(k)	9.4	14.9	14.9		
R4 + IM	(k)	79.2	59.2	59.2		
RTotal	(k)	145.8	136.7	145.7		

* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

- I: Non-composite moment of inertia of beam section (in.4).
- I': Composite moment of inertia of beam section (in.4).
- Sb: Non-composite section modulus for the bottom fiber of the prestressed beam (in.3).
- Sb': Composite section modulus for the bottom fiber of the prestressed beam (in.3).
- St: Non-composite section modulus for the top fiber of the prestressed beam (in.3).
- St': Composite section modulus for the top fiber of the prestressed beam (in.3).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: 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.).
- MDC2: 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.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- Mt + IM: Un-factored live load moment plus dynamic load allowance PERMANENT BRACING (impact) (kip-ft.).







PLAN

-1034"

- 1. All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted. 2. Two hardened washers are required for each set of
- oversized holes.
- 3. All holes shall be $^{15}/_{16}$ " Ø unless otherwise noted.
- 4. $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
- 5. All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Exterior beam

- 6. Threaded rods shall be ASTM F 1554 Grade 55.
- Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
- 8. Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

Tightened to snug tight only. * Fabricator shall locate to miss strands within permissible tolerances.

Fabric reinforced

3/4" Ø Threaded rods

with lock nuts, typ.

elastomeric pads, typ.

- ** Alternate MC6x18 channels are permitted to facilitate material acquisition.
- *** Place pads as necessary to provide a flat mounting surface between the steel and concrete.

D1 PERMANENT BRACING DETAILS

(30 Required)

Fabric reinforced elastomeric

– ¾" Ø HS bolt, typ.

 $6 \times 6 \times \frac{1}{2} (4'' \ long)$

13/16" x 17/8" Horizontal

* 1" Ø Formed hole, typ.

or equivalent bent P2, typ.

slotted holes in channel, typ.

**MC6x15.3

pads, typ.

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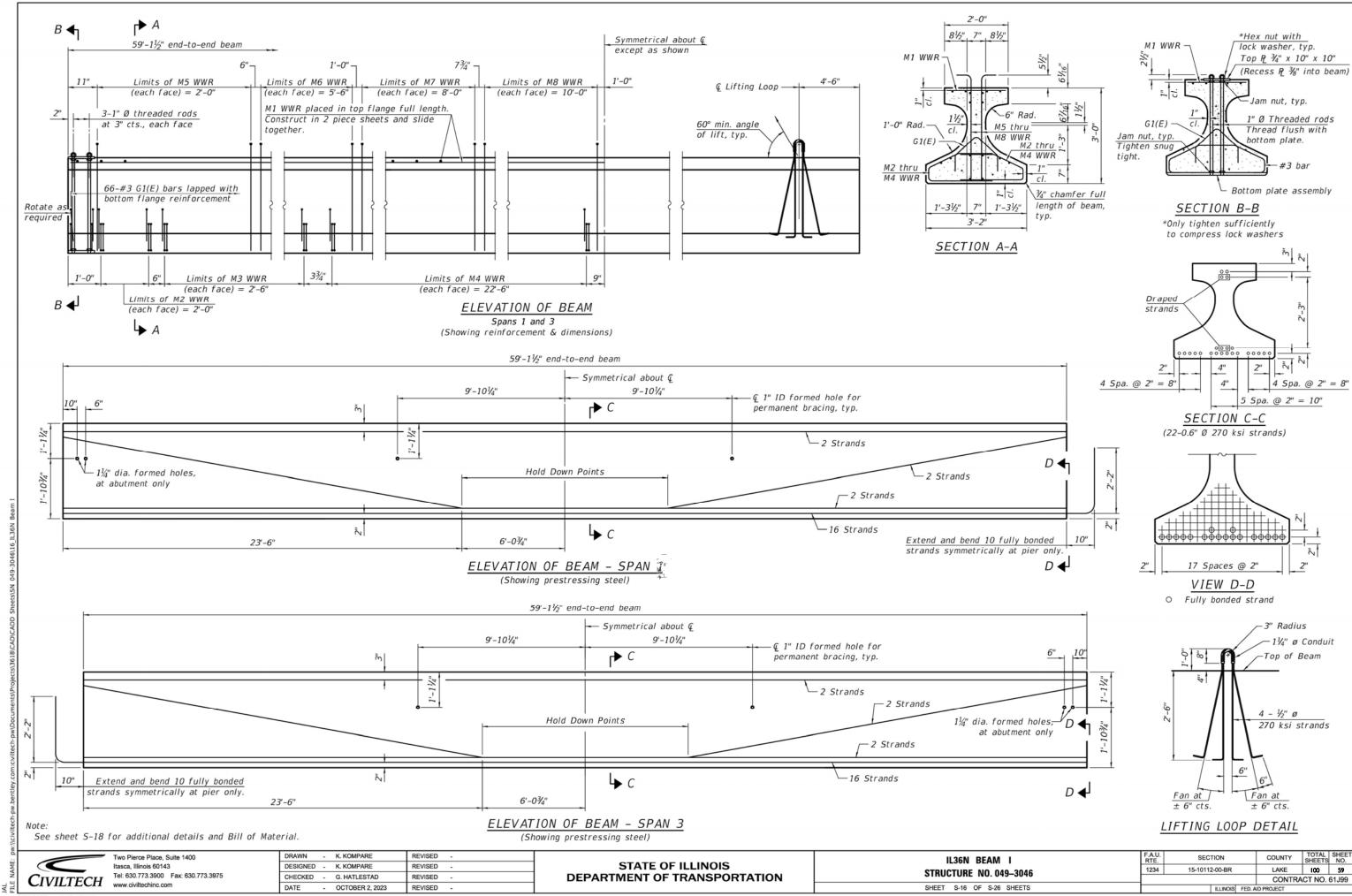
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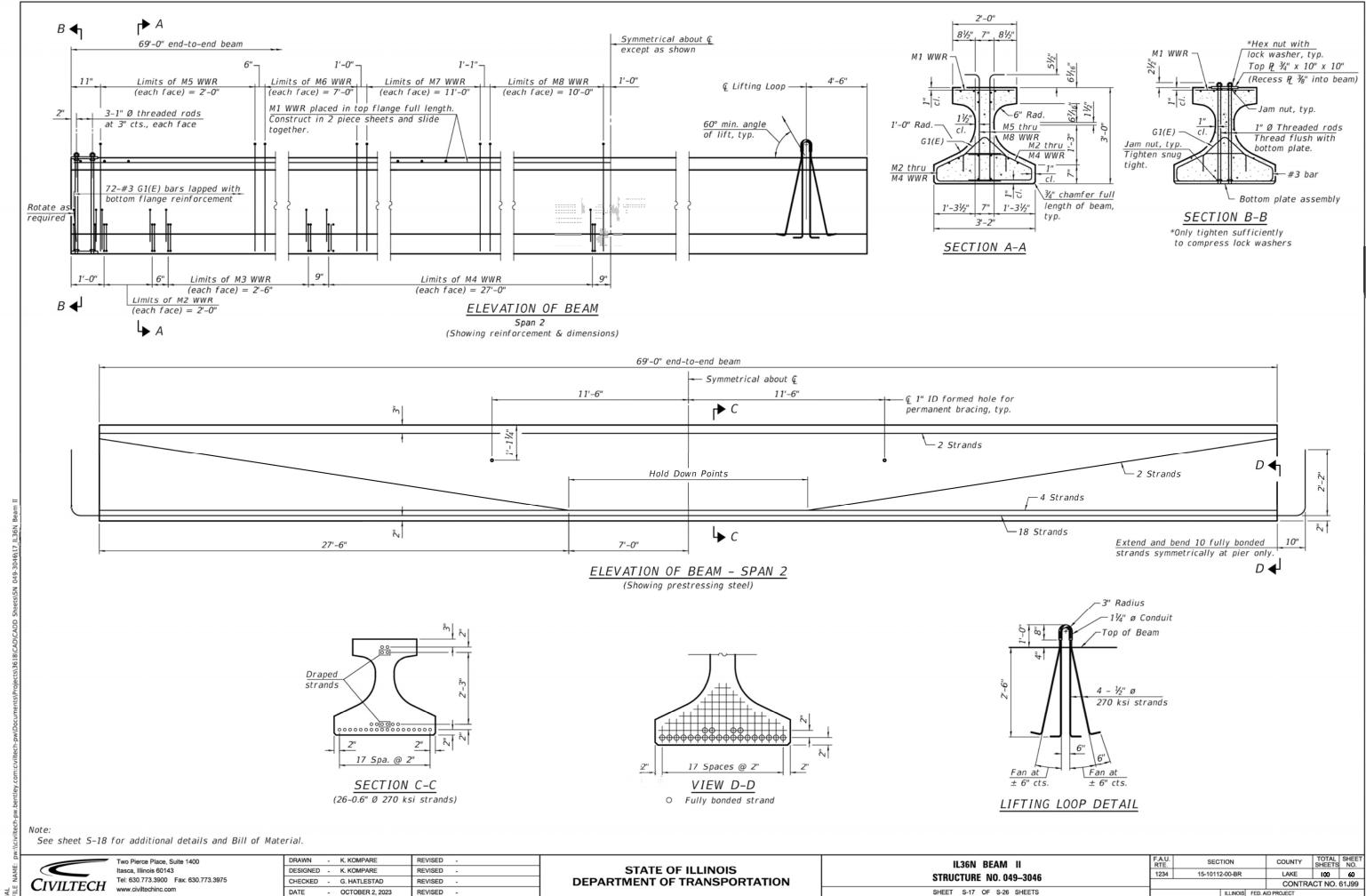
FRAMING PLAN STRUCTURE NO. 049-3046 SHEET S-15 OF S-26 SHEETS

SECTION COUNTY 15-10112-00-BR LAKE 100 58 1234 CONTRACT NO. 61J99

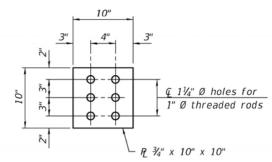
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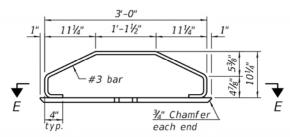
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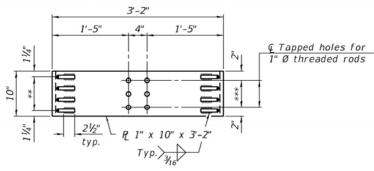
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PLAN - TOP PLATE

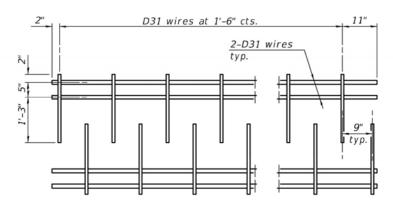


ELEVATION - BOTTOM PLATE ASSEMBLY



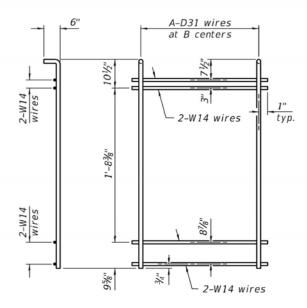
SECTION E-E ** 3 Spaces at $2\frac{1}{2}$ " = $7\frac{1}{2}$ "

*** 2 Spaces at 3" = 6"

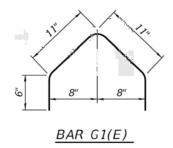


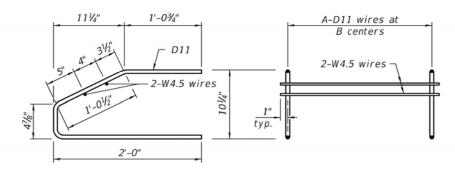
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M5 THRU M8 WWR DETAIL (See Table of Dimensions)





M2 THRU M4 WWR DETAIL (See Table of Dimensions)

IL36-2438D

8-13-2021

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IL36N BEAM DETAILS STRUCTURE NO. 049-3046 SHEET S-18 OF S-26 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 61 CONTRACT NO. 61J99

NOTES

1. Inserts for $\frac{3}{4}$ " Ø threaded dowel rods, when specified, are to be two strut,

- ferrule type for interior beams and single ferrule, flared loop type for exterior beams. 2. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall
- be $\frac{1}{2}$ " and the nominal cross sectional area shall be 0.153 sq. in. 3. The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.
- 4. A minimum 21/2" Ø lifting pin shall be used to engage the lifting loops during handling.
- 5. Bend the extended strands inward on the fascia beams to maintain 11/2" clearance inside the pier diaphragm.
- 6. The top and bottom plates shall be AASHTO M270 Grade 50.
- 7. The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.
- 8. Threaded rods shall be ASTM F 1554 Grade 55.
- 9. Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

TABLE OF DIMENSIONS

(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

SPANS 1 & 3

WWR	Α	В
M2	9	3"
М3	6	6"
M4	16	1'-6"
M5	9	3"
M6	12	6"
M7	9	1'-0"
М8	6	2'-0"

SPAN 2

	<u> </u>	'
WWR	Α	В
M2	9	3"
М3	6	6"
M4	19	1'-6"
M5	9	3"
М6	15	6"
M7	12	1'-0"
M8	6	2'-0"

BILL OF MATERIAL

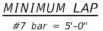
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL36N	Ft.	1,124

PILE DATA

Type: Metal Shell Pile 16" Ø x 0.312" Nominal Required Bearing: 358 kips Factored Resistance Available: 197 kips Est. Length: 32 ft.

Est. Length: 32 ft.
No. Production Piles: 7
No. Test Piles: 1

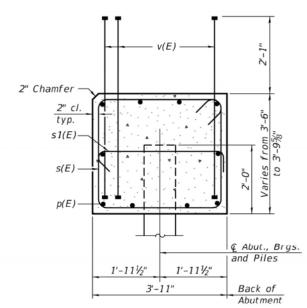






BAR v(E)

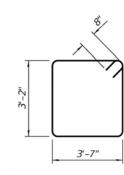
4'-4"



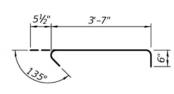
SECTION THRU ABUTMENT

3-5"

 $BAR \ u(E)$



BAR s(E)



 $BAR \ s1(E)$

BILL OF MATERIAL

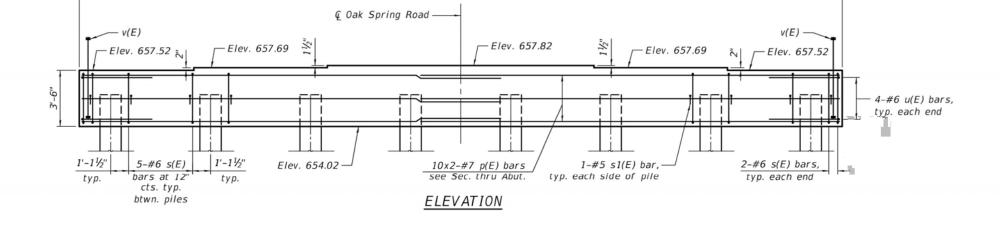
				_
Bar	No.	Size	Length	Shape
p(E)	20	#7	26'-2"	
s(E)	39	#6	14'-10"	
s1(E)	16	#5	4'-7"	
u(E)	8	#6	12'-1"	
(=)				
v(E)	112	#8	5'-1"	
Structi	Ire Evc	avation	Cu. Yd.	54
	te Stru		Cu. Yd.	25.4
	rcement			
	Coated		Pound	3,690
Furnis	hing Me	tal		
Shell I	Piles		Foot	224
16" X	0.312"			
Driving	g Piles		Foot	224
Test P			Each	1
Metal :				-
	ar Back		Cu. Yd.	58
	ructure.	S		
	nposite		Sq. Yd.	34
Wall D		-1		
	nderdra ructure		Foot	66
101 30	ucture	5 4		

Notes:

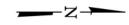
Pour steps monolithically with cap. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with

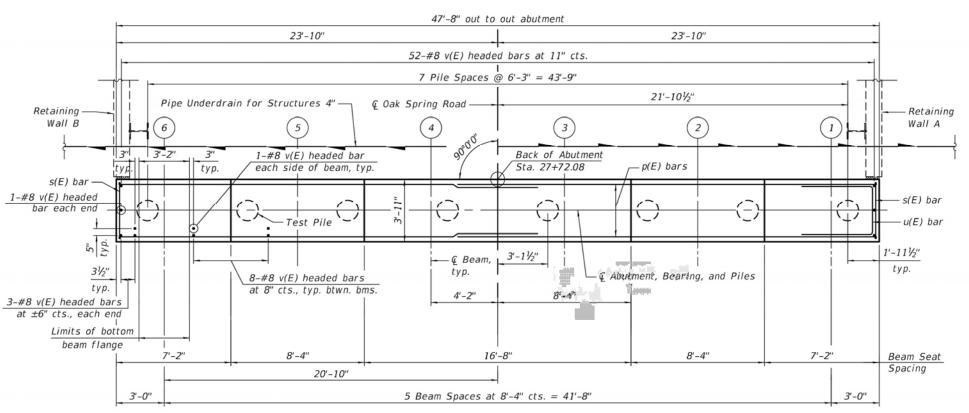
Reinforcement Bars, Epoxy Coated.
For details of piles see sheet S-23.

Bars indicated thus 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.



47'-8" out to out abutment





PLAN



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 DRAWN
 K. KOMPARE
 REVISED

 DESIGNED
 K. KOMPARE
 REVISED

 CHECKED
 G. HATLESTAD
 REVISED

 DATE
 OCTOBER 2, 2023
 REVISED

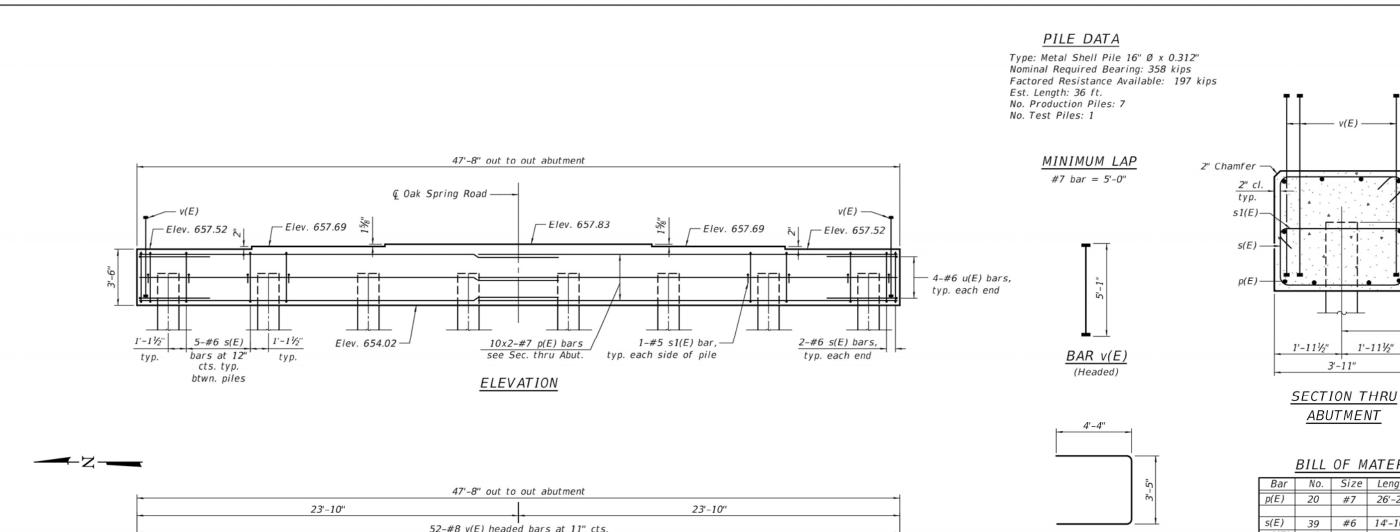
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

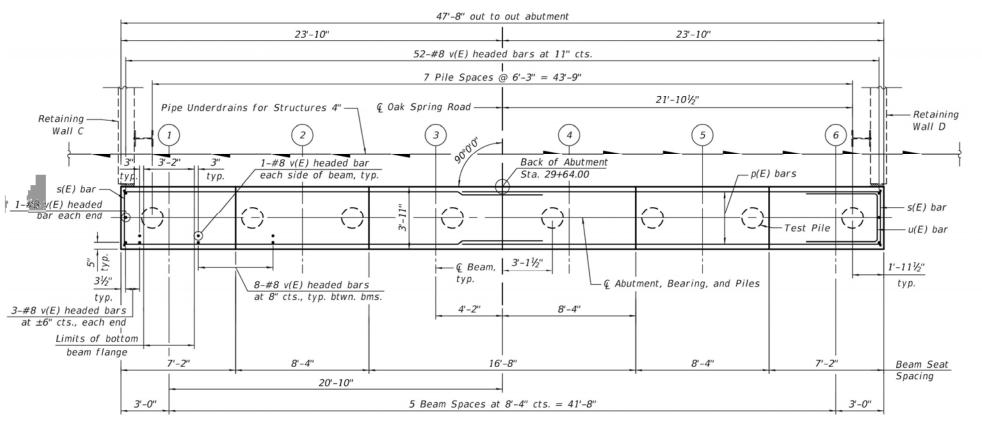
WEST ABUTMENT
STRUCTURE NO. 049–3046
SHEET S-19 OF S-26 SHEETS

FA.U. SECTION COUNTY TOTAL SHEETS NO.

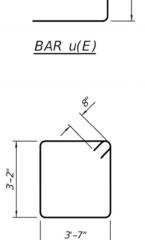
1234 15-10112-00-BR LAKE 100 62

CONTRACT NO. 61 J99

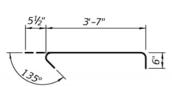




PLAN







 $BAR \ s1(E)$

BILL OF MATERIAL

3'-11"

1'-111/2"

€ Abut., Brgs. and Piles

Back of

Abutment

Bar	No.	Size	Length	Shape
p(E)	20	#7	26'-2"	
s(E)	39	#6	14'-10"	ا ا
s1(E)	16	#5	4'-7"	
(5)	8	4.6	12'-1"	_
u(E)	0	#6	12-1	
v(E)	112	#8	5'-1"	
Ctructi	ro Eve	avation	Cu. Yd.	54
	te Stru		Cu. Yd.	25.4
			Cu. Tu.	25.4
Reinforcement Bars, Epoxy Coated			Pound	3,690
Furnishing Metal Shell Piles 16" X 0.312"			Foot	252
Driving	Piles		Foot	252
Test Pile Metal Shells		Each	1	
Granular Backfill for Structures		Cu. Yd.	58	
Geocomposite Wall Drain		Sq. Yd.	34	
Pipe Underdrains for Structures 4"		Foot	64	

Notes:

Pour steps monolithically with cap.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

For details of piles see sheet S-23. Bars indicated thus 10x2-#7 etc. indicates 10 lines of bars with 2 lengths per line.

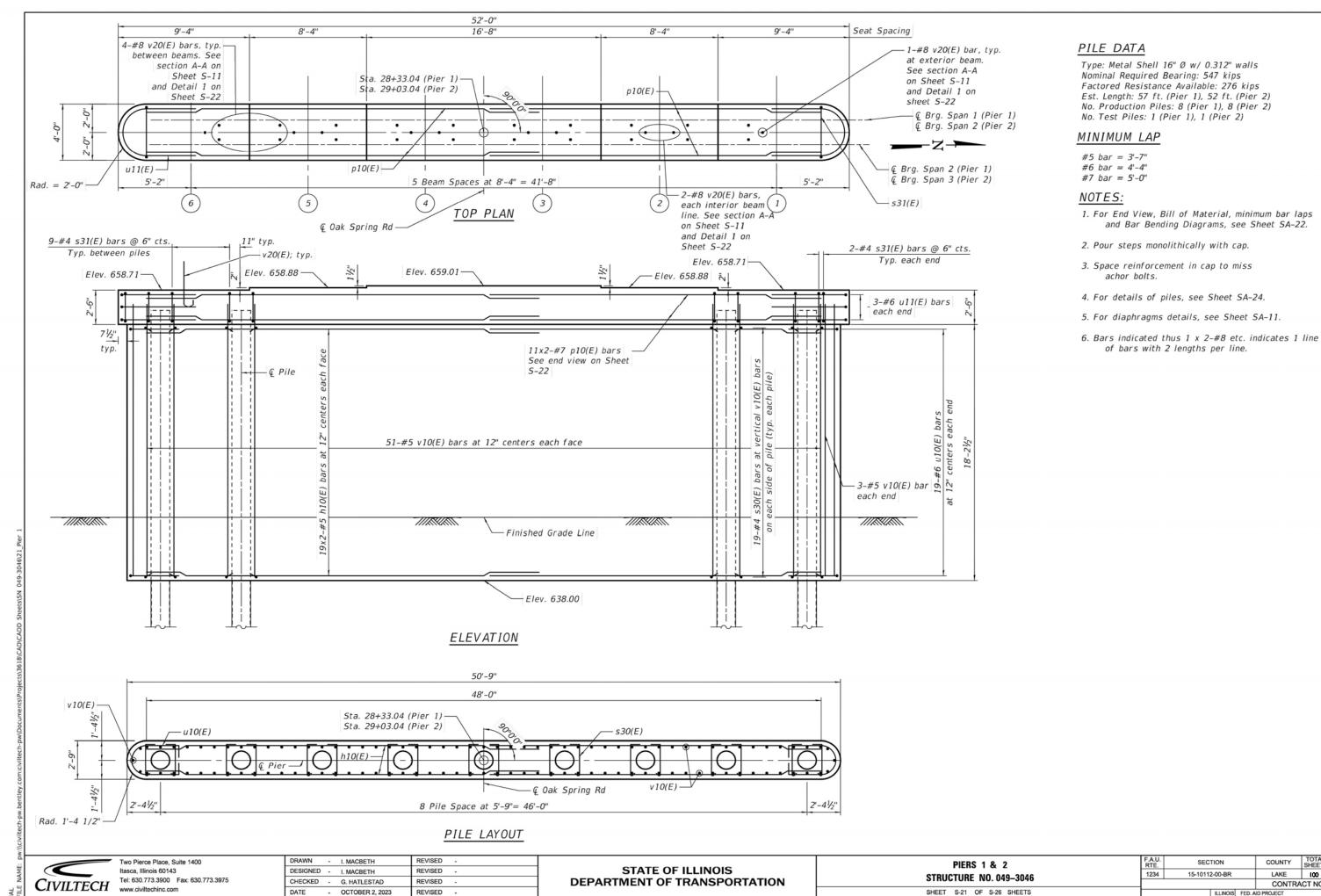


Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975 DRAWN - K. KOMPARE REVISED DESIGNED - K. KOMPARE REVISED CHECKED - G. HATLESTAD REVISED - OCTOBER 2, 2023 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT STRUCTURE NO. 049-3046 SHEET S-20 OF S-26 SHEETS

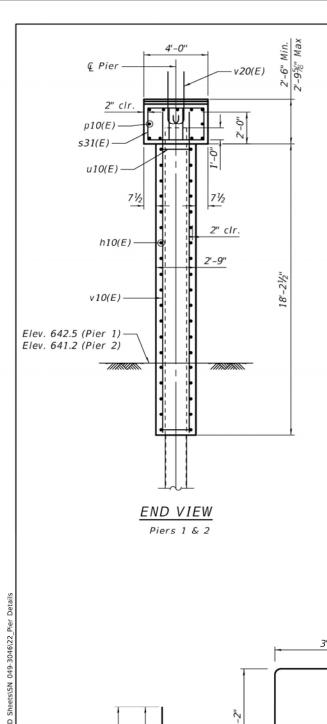
SECTION COUNTY 1234 15-10112-00-BR LAKE 100 63 CONTRACT NO. 61J99



LAKE 100 64

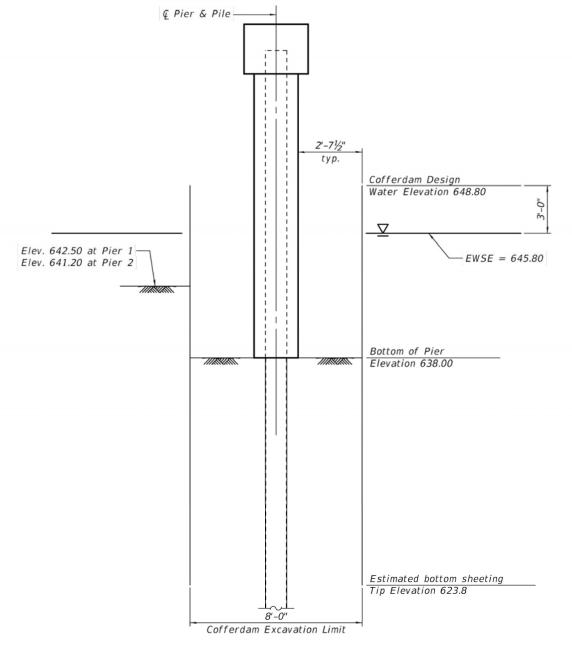
CONTRACT NO. 61J99

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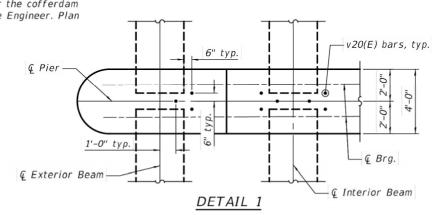
BILL OF MATERIAL (Piers 1 & 2)

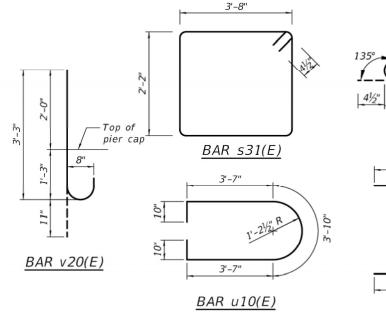
Bar	No.	Size	Length	Shape
h10(E)	152	#5	25'-10"	
p10(E)	44	#7	26'-6"	
s30(E)	684	#4	3'-5"	
s31(E)	152	#4	12'-5"	
u10(E)	76	#6	12'-8"	
u11(E)	12	#6	14'-5"	
v20(E)	60	#8	4'-2"	
v10(E)	216	#5	20'-0"	
Cofferdam	Excavation	on	Cu. Yd.	129
Cofferdam (Type 2) (Location - 1)			Each	1
Cofferdam (Location -			Each	1
Concrete S	Structures		Cu. Yd.	226.3
Reinforcement Bars, Epoxy Coated			Pound	16,180
Furnishing Metal Shell Piles 16"x0.312"			Foot	872
Driving Piles			Foot	872
Test Pile Metal Shells			Each	2

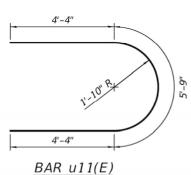


COFFERDAM DETAIL

It is the Contractor's responsibility to provide a design for the cofferdam and the required appurtenances, subject to approval of the Engineer. Plan dimensions of the cofferdam are 8'-0" x 56'-0" min.







2'-41/2"

BAR s30(E)

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 CIVILTECH Tel: 630.773.3900 Fax: 630.773.3975 www.civiltechinc.com

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DESIGNED	-	I. MACBETH	REVISED	
CHECKED	-	G. HATLESTAD	REVISED	
DATE		OCTOBER 2, 2023	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

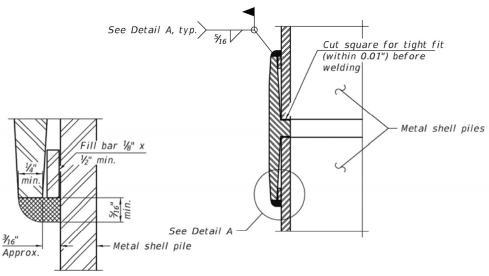
PIER DETAILS STRUCTURE NO. 049-3046 SHEET S-22 OF S-26 SHEETS

F.A.U. RTE. 1234 COUNTY TOTAL SHEET NO.

LAKE 100 65 SECTION COUNTY 15-10112-00-BR CONTRACT NO. 61J99

METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

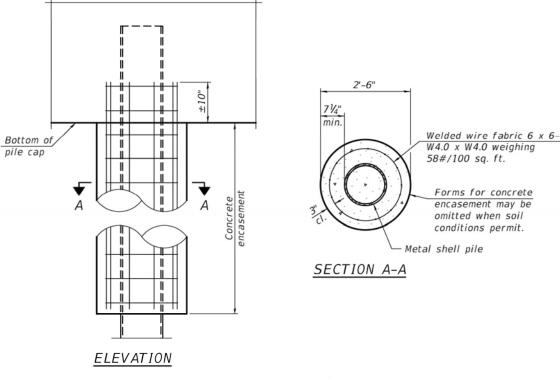


WELDED COMMERCIAL SPLICE

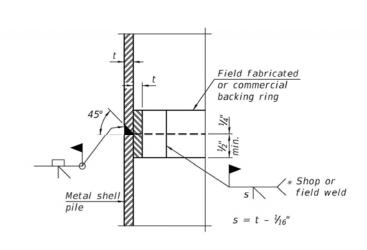
Notes:

DETAIL A

The V_8 " x V_2 " min. fill bar may be constructed of 2 bars with a V_8 " max. gap between them. Pile segments shall be driven to solid contact with splicer before welding.

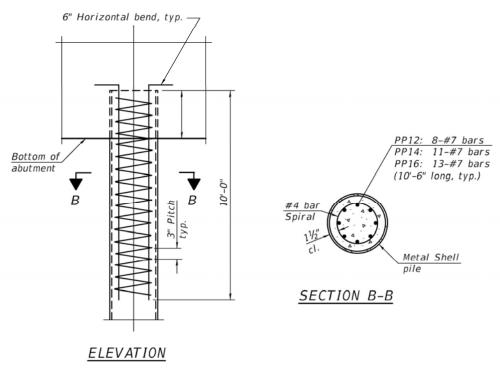


INDIVIDUAL PILE CONCRETE ENCASEMENT (When specified)



COMPLETE PENETRATION WELD SPLICE

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



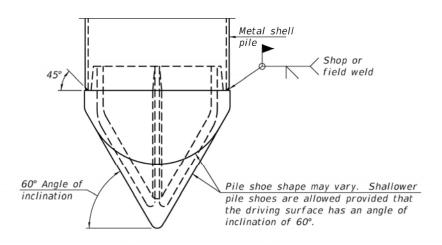
REINFORCEMENT AT ABUTMENTS (Omit when concrete encasement is specified)

Note: The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

Metal shell pile 3/4" End plate Shop or field weld

 $s = t - \frac{1}{16}$ "

END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

F-MS

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5-15-2023

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 G. HATLESTAD
 REVISED

 DATE
 OCTOBER 2, 2023
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STATE OF ILLINOIS
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 METAL SHELL PILE DETAILS
 FAU. RTE.
 SECTION
 COUNTY SHEETS
 TOTAL SHEETS NO.

 STRUCTURE NO. 049-3046
 1234
 15-10112-00-BR
 LAKE
 100
 66

 SHEET S-23 OF S-26 SHEETS
 SHEETS
 LILINOIS FED. AID PROJECT

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- 1	- 1	Material Description	Elevation	SAMPLE		Ε	TESTS			
(feet)	TYPE			TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS
0	100		658.0 657.3						0	THE R SEC. SEC. SEC. SEC. SEC. SEC. SEC. SEC.
6 -				Town 1						
12-				÷						
		The second second	643.0 642.0	7		11				
18		A-2-4, slightly dense		_ SS	1	4	18			
7/2	//	Grey SAND (f-m), A-3, slightly dense	637.5	SS	2	7	15			
24		Grey Clay LOAM to CLAY, A-6, very stiff to hard Possible Boulder at 25 Feet	635.5 633.5	-SS	3	28	23		3.0 Qp	
		to stiff	632.0	SS	4	18	14		1.24	
30-			-	SS	5	17	16		2.0 Qp	
		C	225.0	SS	6	32	16	113	5.01	
			325.0	SS	7	59	20			
36		and all the first of the first	520.0	SS	8	20	19		2.95	
			317.5	SS	9	48	15			
42-				SS	10	15	14		3.84	
-		Grey Silty LOAM, A-4, medium dense	313.0	SS	11	12	21		15	
URING DE	RILLING ELY AF	SERVATIONS, ft. S: \$\frac{\sqrt{2}}{\sqrt{2}}\$\ 15.0'\$ FTER DRILLING: \$\frac{\sqrt{2}}{\sqrt{2}}\$ NG AFTER \$\frac{\sqrt{2}}{\sqrt{2}}\$	\mathbf{D}_{N}	ISET			BOI LO	RING C	TARTED: COMPLETED: BY: METHOD:	3/30/18 3/30/18 MHP H.S.A.

LOG OF BORING NO. SB-1

SITE LOCATION:

CLIENT:

Page 1 of 2

Lake County, Illinois

Civiltech Engineering, Inc.

LOG OF BORING NO. SB-1 MSET PROJECT NO.: 18233 Page 2 of 2 PROJECT: Oak Springs Road - Bridge Replacement SITE LOCATION: Lake County, Illinois BORING LOCATION: CLIENT: Civiltech Engineering, Inc. Material Description REMARKS SS 12 13 16 Grey Silty LOAM, A-4, medium dense 610.5 48 -SS 13 17 17 605.0 SS 14 24 14 Grey CLAY, A-6, hard 4.62 54 SS 15 39 13 6.60 60 -SS 16 71 10 122 66 -SS 17 36 16 4.46 72-Grey Silty CLAY, A-6, hard 586.5 SS 18 60 19 7.41 78-Grey CLAY, A-6, hard 4.5+ Qp SS 19 46 17 578.0 End of Boring at 80' BORING STARTED: WATER LEVEL OBSERVATIONS, ft. ¥ 15.0° BORING COMPLETED: 3/30/18 DURING DRILLING: MHP LOGGED BY: IMMEDIATELY AFTER DRILLING: H.S.A. **DELAYED READING AFTER BORING METHOD:**

CIVILTECH www.civiltechinc.com

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

MSET PROJECT NO.: 18233

BORING LOCATION:

PROJECT: Oak Springs Road - Bridge Replacement

DRAWN - K. KOMPARE REVISED -DESIGNED - K. KOMPARE REVISED -CHECKED - G. HATLESTAD REVISED DATE - OCTOBER 2, 2023 REVISED -

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS I STRUCTURE NO. 049-3046 SHEET S-24 OF S-26 SHEETS

COUNTY TOTAL SHEET NO.

LAKE 100 67 SECTION 1234 15-10112-00-BR CONTRACT NO. 61J99

LOG OF BORING NO. SB-2 MSET PROJECT NO.: 18233 Page 2 of 2 Lake County, Illinois PROJECT: Oak Springs Road - Bridge Replacement SITE LOCATION: Civiltech Engineering, Inc. BORING LOCATION: CLIENT: (feet) Material Description REMARKS 12 18 18 Grey Silty LOAM, A-4, medium dense 610.5

Grey CLAY, A-6, hard to very hard 610.0 SS 13 24 13 6.98 -SS 14 56 11 8.77 54 SS 15 67 11 12.53 60 -SS 16 6" 9 8.85 66 590.0 SS 17 0" Auger Refusal at 68' BORING STARTED: WATER LEVEL OBSERVATIONS, ft. BORING COMPLETED: _ 3/29/18 IMMEDIATELY AFTER DRILLING: LOGGED BY: H.S.A. DELAYED READING AFTER **BORING METHOD:** Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS II STRUCTURE NO. 049-3046 SHEET S-25 OF S-26 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 68 CONTRACT NO. 61J99

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LOADING HSZO-44

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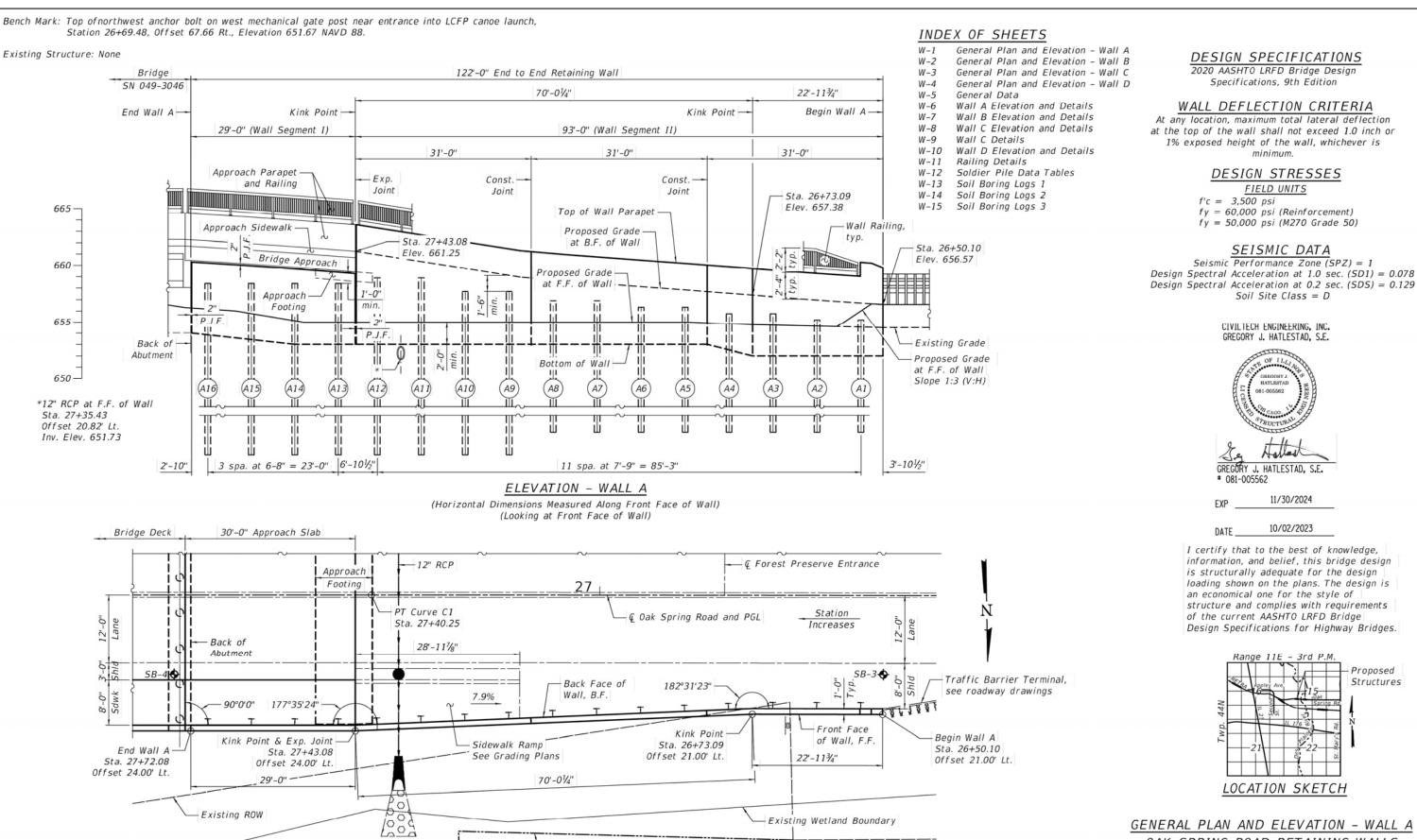
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS III **STRUCTURE NO. 049–3046** SHEET S-26 OF S-26 SHEETS

TOTAL SHEE SHEETS NO. SECTION COUNTY 1234 15-10112-00-BR LAKE 100 69 CONTRACT NO. 61J99



Proposed ROW

PLAN - WALL A

OAK SPRING ROAD RETAINING WALLS SECTION 15-10112-00-BR LAKE COUNTY

STATION 26+50.10 TO 27+72.08

Specifications, 9th Edition

minimum.

DESIGN STRESSES

FIELD UNITS

SEISMIC DATA

Soil Site Class = D

CIVILTECH ENGINEERING, INC.

GREGORY J. HATLESTAD. S.E.

GREGORY J. HATLESTAD. S.E.

11/30/2024

10/02/2023

Range 11E - 3rd P.M.

LOCATION SKETCH

GENERAL PLAN AND ELEVATION - WALL A

Proposed

Structures

081-005562

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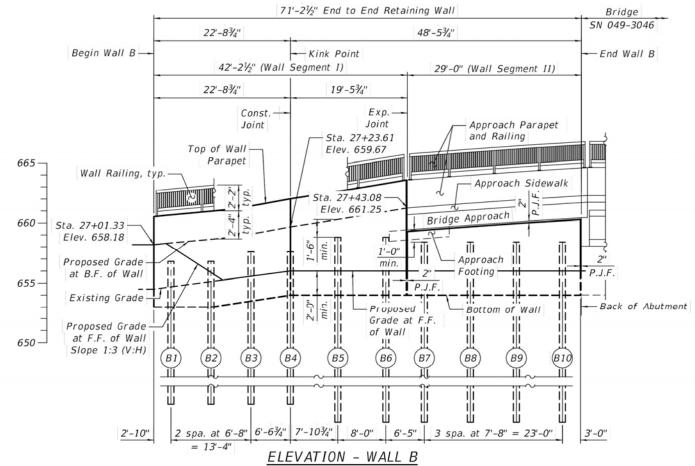
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

Existing Wetland Boundary

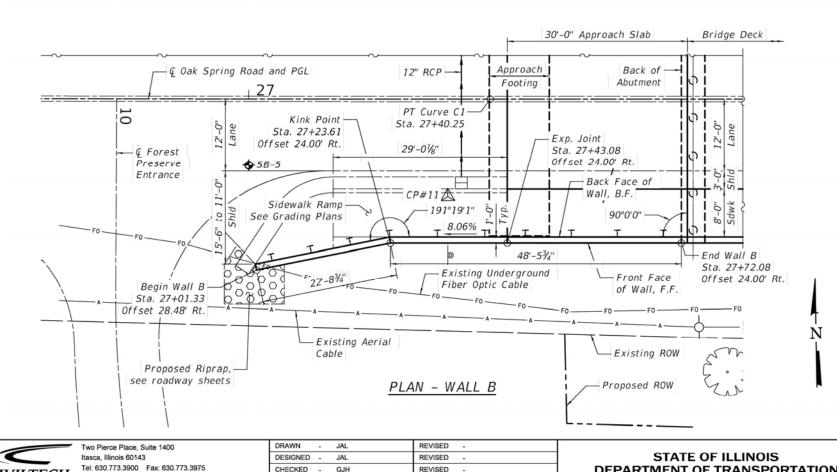
GENERAL PLAN AND ELEVATION - WALL A OAK SPRING ROAD RETAINING WALLS SHEET W-1 OF W-15 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 70 CONTRACT NO. 61J99

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(Horizontal Dimensions Measured Along Front Face of Wall) (Looking at Front Face of Wall)



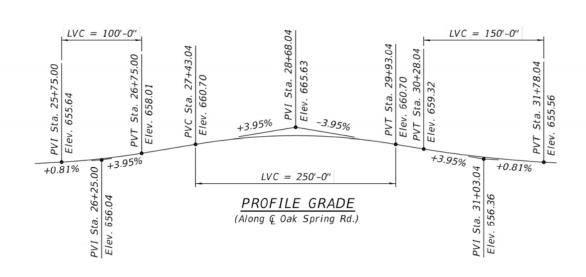
REVISED

REVISED

DATE

OCTOBER 2, 2023

DEPARTMENT OF TRANSPORTATION



CURVE C1 DATA CURVE C2 DATA

P.I. Sta. = 22+40.30P.I. Sta. = 30+81.44 $\Delta = 1^{\circ}26'20''$ $\Delta = 0^{\circ}59'11''$ $D = 0^{\circ}8'38''$ $D = 0^{\circ}36'27''$ R = 39,817.43R = 9,432.99'T = 500.00'T = 81.19'L = 999.95'L = 162.37'E = 0.35'E = 3.14'e = N.C.e = N.C.P.C. Sta. = 17+40.30P.C. Sta. = 30+00.25P.T. Sta. = 27+40.25P.T. Sta. = 30+62.62

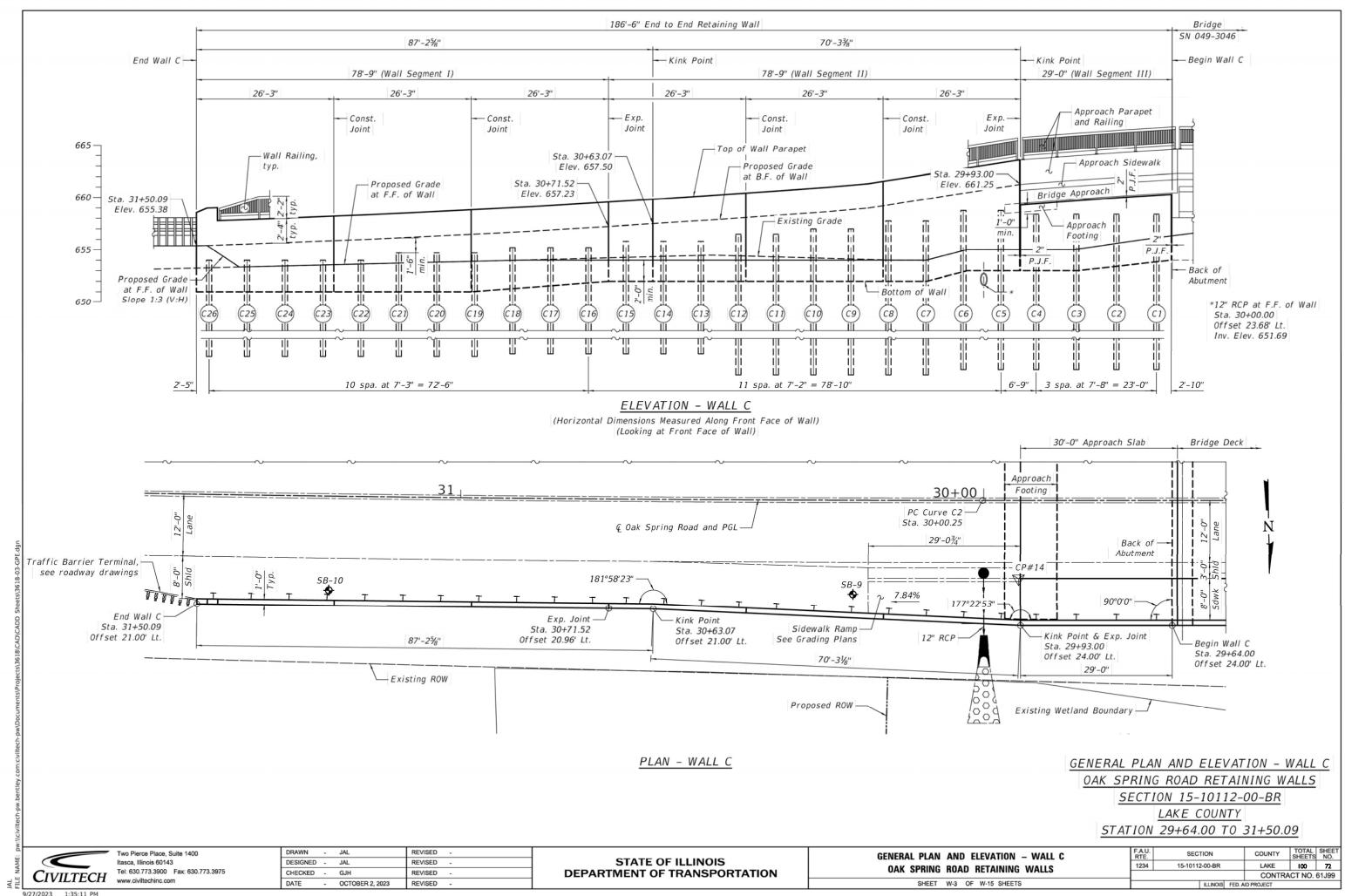
> GENERAL PLAN AND ELEVATION - WALL B OAK SPRING ROAD RETAINING WALLS SECTION 15-10112-00-BR LAKE COUNTY STATION 27+01.33 TO 27+72.08

GENERAL PLAN AND ELEVATION - WALL B OAK SPRING ROAD RETAINING WALLS SHEET W-2 OF W-15 SHEETS

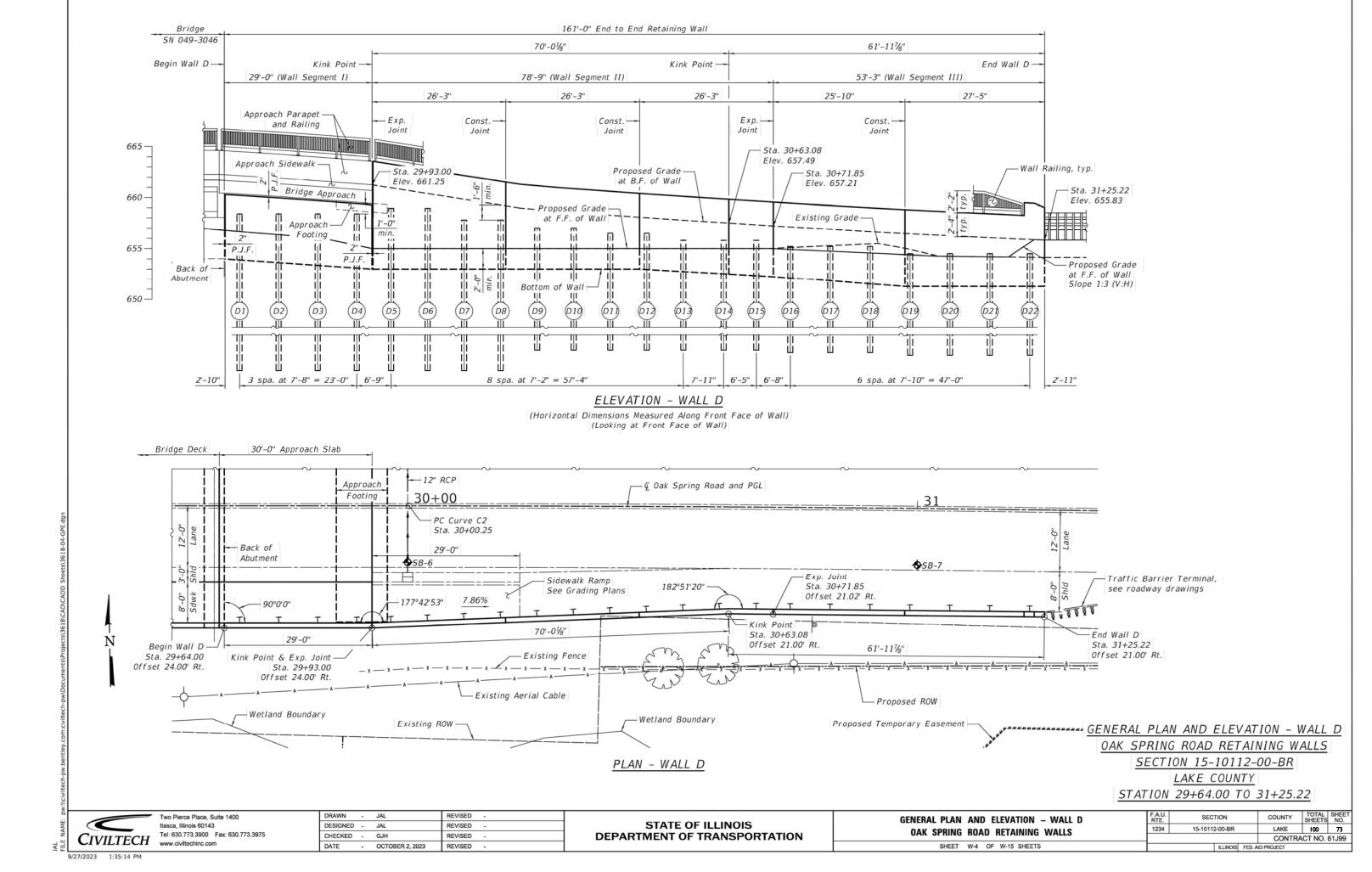
SECTION COUNTY 1234 LAKE 100 71 15-10112-00-BR CONTRACT NO. 61J99

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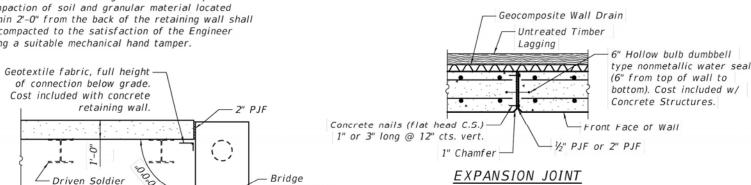
GENERAL NOTES

- 1. At the bridge locations, the Contractor shall coordinate the bridge work with retaining walls. The bridge work shall be completed prior to constructing the adjacent sections of retaining wall, unless otherwise stated.
- All exposed edges shall have ¾" chamfer.

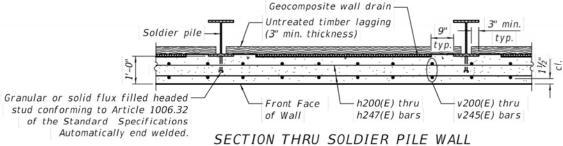
Pile, typ.

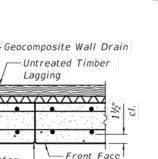
- All fill and backfill shall be compacted to 95% of standard proctor density.
- 4. Reinforcement bars designated (E) shall be epoxy coated
- All structural steel shall be AASHTO M270 Grade 50.
- The Contractor is responsible for the design and performance of the lagging using no less than a 3" nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.
- 7. Compaction of soil and granular material located within 2'-0" from the back of the retaining wall shall be compacted to the satisfaction of the Engineer using a suitable mechanical hand tamper.

Back of Abutment



SN 049-3046





of Wall

CONSTRUCTION JOINT

Geocomposite -Wall Drain

Parapet Railing, Special

ITEM UNIT | WALL A | WALL B | WALL C | WALL D | TOTAL 20 Porous Granular Backfill Cu. Yd. 29 19 81 13 Structure Excavation Cu. Yd. 45 137 204 122 314 262 902 Stud Shear Connectors Each Reinforcement Bars, Epoxy Coated Pound 3,310 1,550 5,170 4,050 14,080 469 Furnishing Soldier Piles (HP Section) Foot 228 1,624 571 Driving Soldier Piles Foot 356 228 469 1,624 Untreated Timber Lagging Sq. Ft. 323 177 524 487 1,511 45.4 154.2 Concrete Structures (Retaining Wall) Cu. Yd. 34.9 19.1 54.8 42 61 51 177 Geocomposite Wall Drain Sq. Yd.

Foot

89

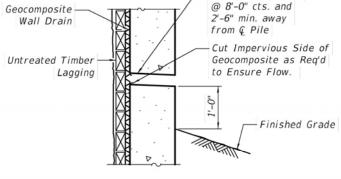
43

- 3" Dia. Weep Hole

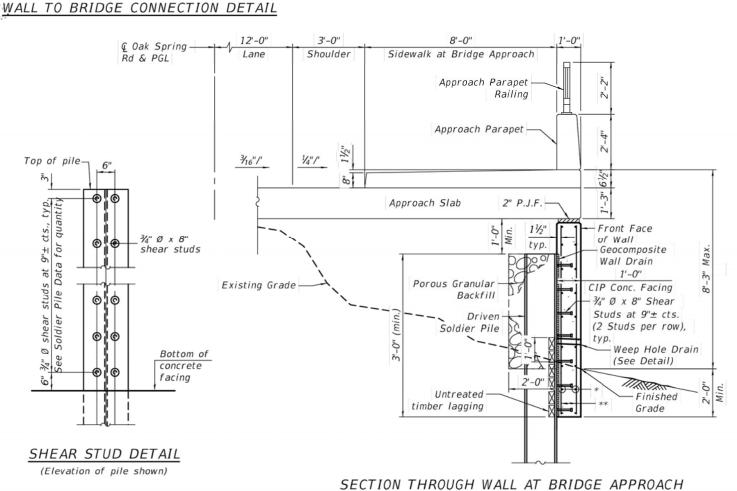
154

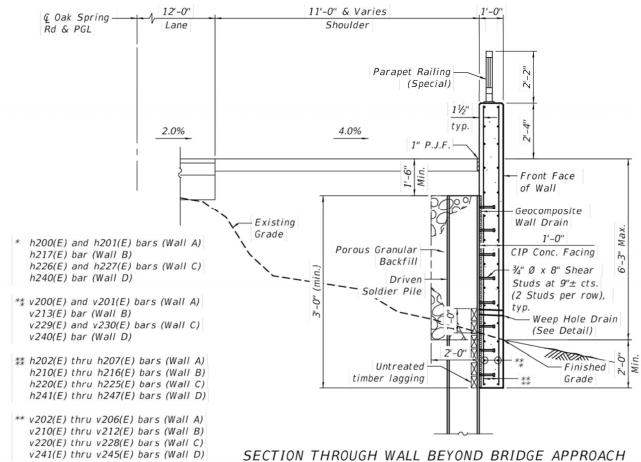
128 414

TOTAL BILL OF MATERIAL



WEEP HOLE DRAIN DETAIL





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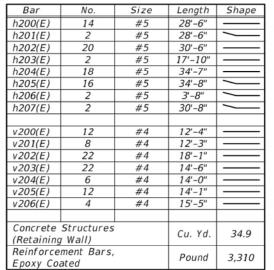
DRAWN REVISED DESIGNED - JAL REVISED REVISED OCTOBER 2, 2023 REVISED

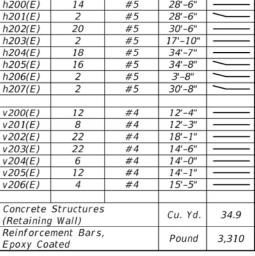
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

GENERAL DATA OAK SPRING ROAD RETAINING WALLS SHEET W-5 OF W-15 SHEETS

COUNTY 1234 15-10112-00-BR LAKE 100 74 CONTRACT NO. 61J99

BILL OF MATERIAL - WALL A





MINIMUM BAR LAP

#5 bar = 3'-7"

"N" bars

- Expansion Joint &

End of Approach

-Kink Point

Elev. 659.28

- Elev. 653.00

FIELD CUTTING DIAGRAM

* Order bars in table below full length. Cut as shown and use remainder of bars in opposite face of panel. Note that additional cuts may be required to avoid waler interference.

Bar	"A"	"B"	"C"	"N"
v200(E)	6'-0"	6'-4"	12'-4"	12
v201(E)	6'-4"	5'-11"	12'-3"	8
v202(E)	10'-3"	7'-10"	18'-1"	22
v203(E)	7'-10"	6'-8"	14'-6"	22
v204(E)	6'-8"	7'-4"	14'-0"	6
v205(E)	7'-4"	6'-9"	14'-1"	12
v206(E)	7'-11"	7'-6"	15'-5"	4



h201(E)

h205(E)

h201(E), h205(E) TO h207(E) BARS

10'-6"

22'-10"

1'-0"

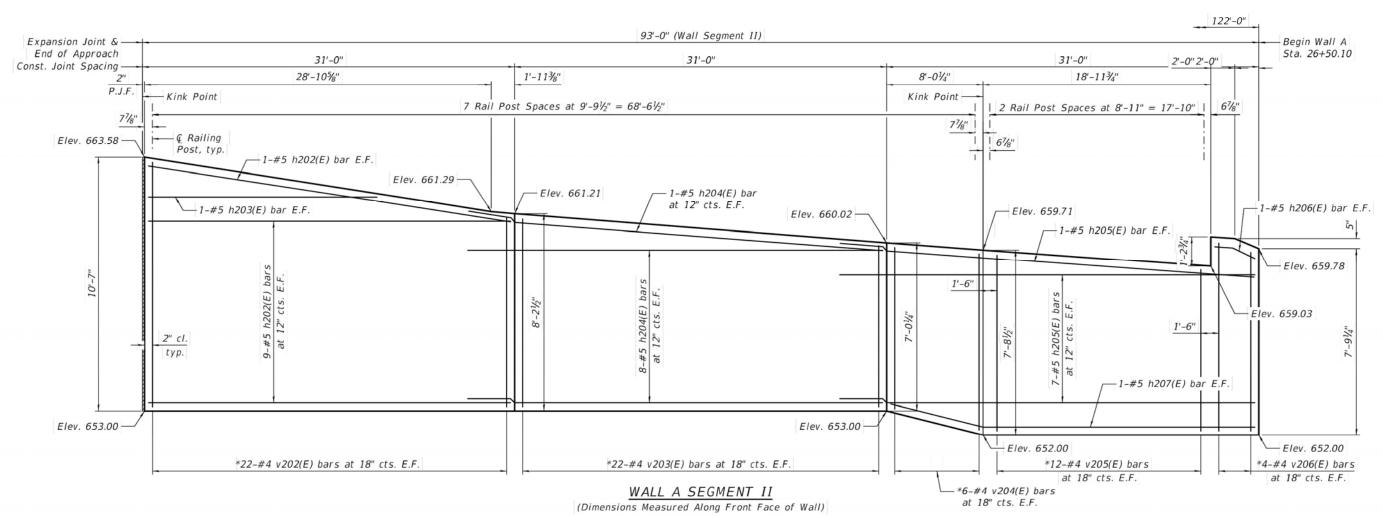
4"

1'-0"

18'-0"

11'-10"

h206(E) 1'-10" 1'-10" h207(E) 7'-10" 22'-10"



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122'-0"

P.J.F.

2" cl.

typ.

1-#5 h201(E) bar E.F.

*12-#4 v200(E) bars at 18" cts. E.F.

18'-2"

End Wall A

Elev. 660.29 -

Sta. 27+72.08

Elev. 654.00

Back of Abutment

29'-0" (Wall Segment I)

28'-10"

1-#5 h200(E) bar E.F.

-#5 h200(E) bars at 12" cts. E.F.

WALL A SEGMENT I (Dimensions Measured Along Front Face of Wall)

1'-6"

*8-#4 v201(E) bars

at 18" cts. E.F.

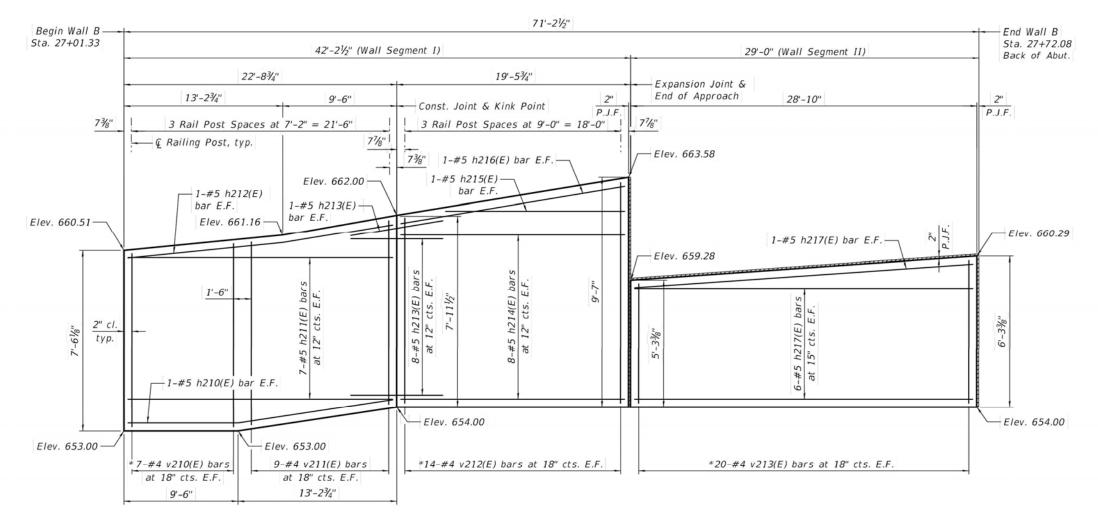
10'-8"

DRAWN - JAL REVISED DESIGNED - JAL REVISED REVISED DATE OCTOBER 2, 2023 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

WALL A ELEVATION AND DETAILS OAK SPRING ROAD RETAINING WALLS SHEET W-6 OF W-15 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 75 CONTRACT NO. 61J99



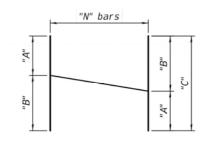
WALL B SEGMENTS I AND II

(Dimensions Measured Along Front Face of Wall)



h211(E) & h212(E) BARS

Bar	Α	В	С
h210(E)	9'-4"	13'-3"	1'-0"
h212(E)	13'-1"	9'-5"	41/2"
h213(E)	3'-10"	3'-10"	9"



FIELD CUTTING DIAGRAM

*Order bars in table below full length. Cut as shown and use remainder of bars in opposite face of panel. Note that additional cuts may be required to avoid waler interference.

Bar	"A"	"B"	"C"	"N"
v210(E)	7'-2"	7'-8"	14'-10"	7
v212(E)	7'-8"	9'-3"	16'-11"	14
v213(F)	4'-11"	5'-11"	10'-10"	20

BILL OF MATERIAL - WALL B

Bar	No.	Size	Length	Shape
h210(E)	2	#5	22'-7"	
h211(E)	14	#5	22'-5"	
h212(E)	2	#5	22'-6"	
h213(E)	18	#5	7'-8"	
h214(E)	16	#5	19'-0"	
h215(E)	2	#5	15'-1"	
h216(E)	2	#5	19'-3"	
h217(E)	14	#5	28'-6"	
v210(E)	7	#4	14'-10"	
v211(E)	18	#4	7'-7"	
v212(E)	14	#4	16'-11"	
v213(E)	20	#4	10'-10"	
Concrete	Structures		C. Vd	19.1
(Retaining	y Wall)		Cu. Yd.	19.1
Reinforce	ment Bars,		Dound	1,550
Ероху Со	ated		Pound	1,550

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

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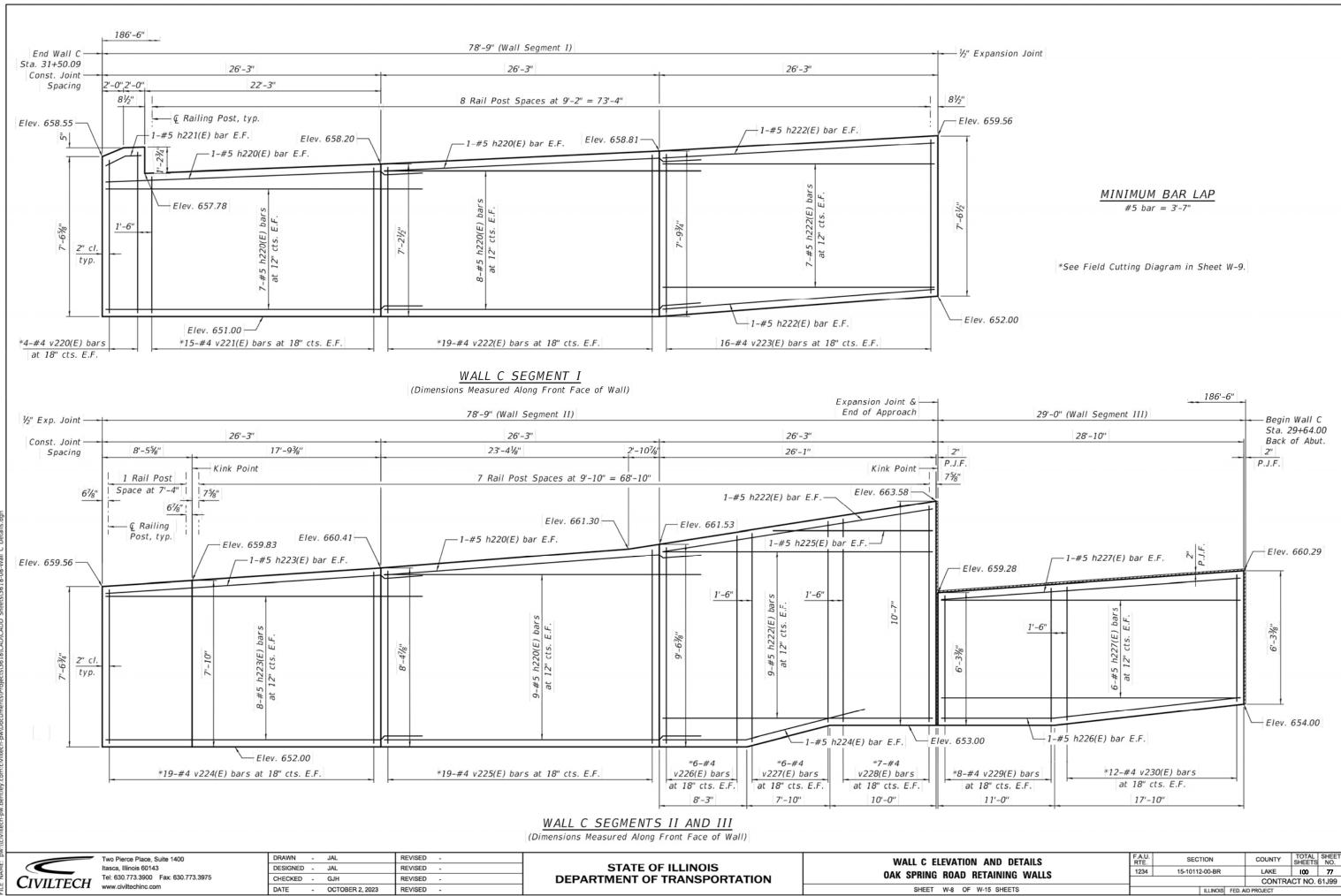
DRAWN - JAL REVISED DESIGNED - JAL REVISED REVISED OCTOBER 2, 2023 REVISED -

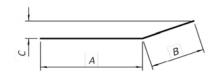
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

WALL B ELEVATION AND DETAILS OAK SPRING ROAD RETAINING WALLS SHEET W-7 OF W-15 SHEETS

COUNTY TOTAL SHEET NO.

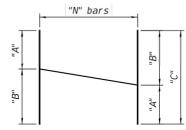
LAKE 100 76 F.A.U. RTE. 1234 SECTION COUNTY 15-10112-00-BR CONTRACT NO. 61J99





<u>h221(E), T0 h223(E), h225(E),</u> <u>h226(E), & h228(E) BARS</u>

Bar	Α	В	С
h221(E)	1'-10"	1'-10"	5"
h223(E)	8'-4"	21'-7"	9"
h224(E)	8'-1"	11'-6"	1'-6"
h226(E)	10'-10"	17'-8"	1'-0"



FIELD CUTTING DIAGRAM

Order bars in table below full length. Cut as shown and use remainder of bars in opposite face of panel. Note that additional cuts may be required to avoid waler interference.

Bar	"A"	"B"	"C"	"N"
v220(E)	7'-3"	7'-8"	14'-11"	4
v221(E)	6'-6"	6'-10"	13'-4"	15
v222(E)	6'-11"	7'-6"	14'-5"	19
v224(E)	7'-3"	8'-1"	15'-4"	19
v225(E)	8'-1"	9'-2"	17'-3"	19
v226(E)	9'-3"	9'-9"	19'-0"	6
v227(E)	9'-10"	9'-6"	19'-4"	6
v228(E)	9'-6"	10'-3"	19'-9"	7
v229(E)	5'-11"	6'-4"	12'-3"	8
v230(E)	6'-4"	6'-0"	12'-4"	12

BILL OF	<i>MATERIAL</i>	- WALL
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BILL OF MATERIAL - WALL C					
Bar	No.	Size	Length	Shape	
h220(E)	54	#5	29'-10"		
h221(E)	2	#5	3'-8"		
h222(E)	38	#5	25'-11"		
h223(E)	18	#5	29'-11"		
h224(E)	2	#5	19'-7"		
h225(E)	2	#5	15'-9"		
h226(E)	2	#5	28'-6"		
h227(E)	14	#5	28'-6"		
v220(E)	4	#4	14'-11"		
v221(E)	15	#4	13'-4"		
v222(E)	19	#4	14'-5"		
v223(E)	32	#4	7'-4"		
v224(E)	19	#4	15'-4"		
v225(E)	19	#4	17'-3"		
v226(E)	6	#4	19'-0"		
v227(E)	6	#4	19'-4"		
v228(E)	7	#4	19'-9"		
v229(E)	8	#4	12'-3"		
v230(E)	12	#4	12'-4"		
Concrete	Concrete Structures		Cu. Yd.	54.8	
(Retaining	wall)		cu. ru.	34.0	
	ment Bars,		Pound	5,170	
Ероху Со	ated		, cana	3,170	

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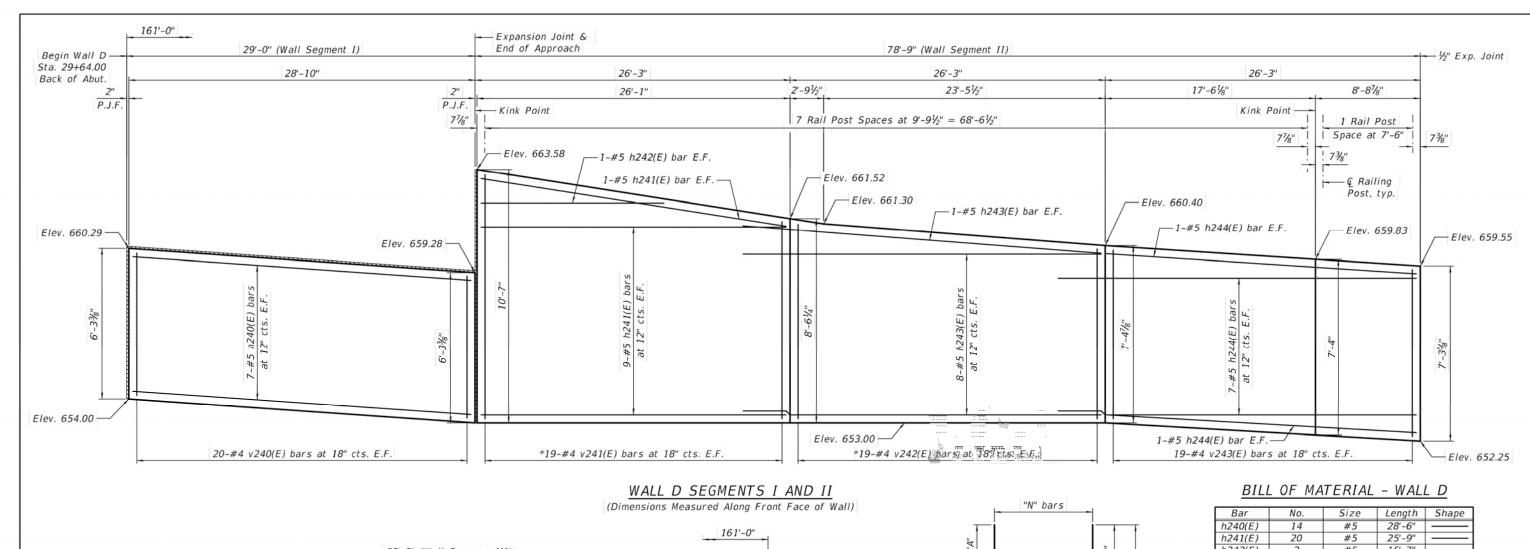
DRAWN - JAL REVISED -DESIGNED - JAL REVISED -CHECKED - GJH REVISED DATE - OCTOBER 2, 2023 REVISED -

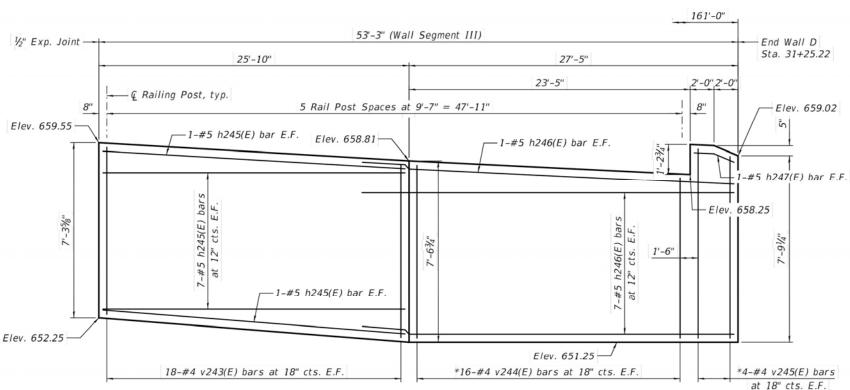
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

WALL C DETAILS OAK SPRING ROAD RETAINING WALLS SHEET W-9 OF W-15 SHEETS

F.A.U. RTE. 1234 COUNTY TOTAL SHEET NO.

LAKE 100 78 SECTION 15-10112-00-BR CONTRACT NO. 61J99



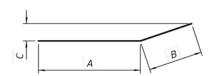


FIELD CUTTING DIAGRAM

*Order bars in table below full length. Cut as shown and use remainder of bars in opposite face of panel. Note that additional cuts may be required to avoid waler interference.

Bar	"A"	"B"	"C"	"N"
v241(E)	10'-3"	8'-2"	18'-5"	19
v242(E)	8'-2"	7'-1"	15'-3"	19
v244(E)	7'-3"	6'-8"	13'-11"	16
v245(E)	7'-11"	7'-6"	15'-5"	4

Bar	No.	Size	Length	Shape
h240(E)	14	#5	28'-6"	
h241(E)	20	#5	25'-9"	
h242(E)	2	#5	15'-7"	
h243(E)	18	#5	29'-10"	
h244(E)	18	#5	29'-11"	
h245(E)	18	#5	25'-6"	
h246(E)	16	#5	31'-0"	
h247(E)	2	#5	3'-8"	
v240(E)	40	#4	6'-0"	
v241(E)	19	#4	18'-5"	
v242(E)	19	#4	15'-3"	
v243(E)	74	#4	7'-0"	
v244(E)	16	#4	13'-11"	
v245(E)	4	#4	15'-5"	
Concrete	Structures		C. V.1	45.4
(Retaining	(Wall)		Cu. Yd.	45.4
	ment Bars,	,		4.050
Epoxy Co.			Pound	4,050



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

h244(E) & h247(E) BARS

Bar	A	В	C
h244(E)	21'-4"	8'-7"	5"
h247(E)	1'-10"	1'-10"	5"



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DRAWN - JAL REVISED DESIGNED - JAL REVISED -REVISED DATE OCTOBER 2, 2023 REVISED -

WALL D SEGMENT III (Dimensions Measured Along Front Face of Wall)

> **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

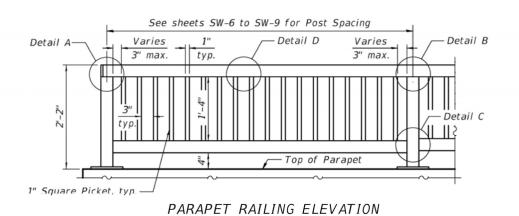
WALL D ELEVATION AND DETAILS OAK SPRING ROAD RETAINING WALLS SHEET W-10 OF W-15 SHEETS

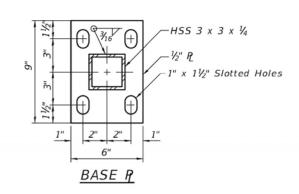
COUNTY TOTAL SHEET NO.

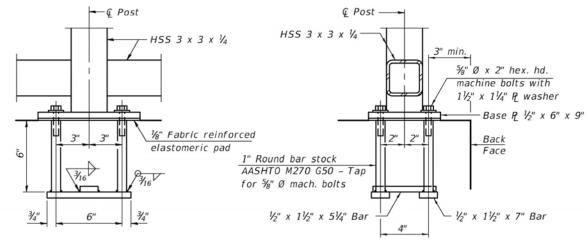
LAKE 100 79 SECTION COUNTY 1234 15-10112-00-BR CONTRACT NO. 61J99

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. All post, railing, splices, anchor devices, and plates shall be painted using the Organic Zinc Rich Primer /

Epoxy / Urethane Paint System. The color of the final finish coat for all railing steel shall be (Munsell No. 7.5G 4/8) 'Highway Green.'

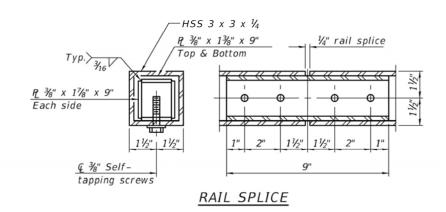


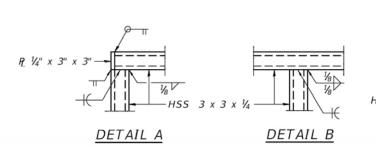


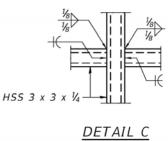


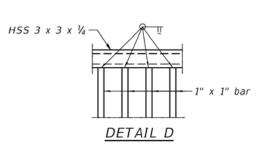
ANCHOR BOLT DETAILS

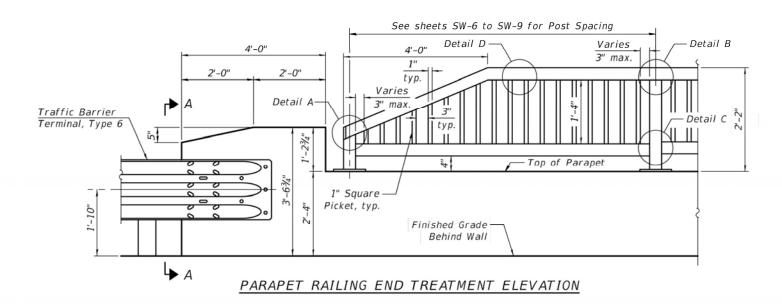
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting \S_8 " Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

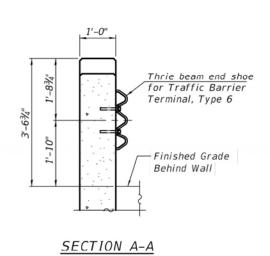












BILL OF MATERIAL

Item	Unit	Quantity			
		Wall A	Wall B	Wall C	Wall D
Parapet Railing, Special	Foot	89	43	154	128

All structural steel tubing, post, and railing for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.



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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

RAILING DETAILS OAK SPRING ROAD RETAINING WALLS SHEET W-11 OF W-15 SHEETS

SECTION COUNTY 1234 15-10112-00-BR LAKE 100 80 CONTRACT NO. 61J99

SOLDIER PILE DATA TABLE - WALL A

Pile	Pile	Station at	Offset at	Top of Pile	Bott. of Pile	Length of	Number of
Number	Size	B.F. of Wall	B.F. of Wall	Elevation	Elevation	Pile	Shear Studs
A1	HP 14x73	26+53.97	20.00' Lt.	655.20	637.00	18.20	10
A2	HP 14x73	26+61.73	20.00' Lt.	655.20	637.00	18.20	10
A3	HP 14x73	26+69.48	20.00' Lt.	655.75	637.00	18.75	10
A4	HP 14x73	26+77.27	20.18' Lt.	655.75	637.00	18.75	10
A5	HP 14x73	26+85.02	20.52' Lt.	656.33	637.00	19.33	10
A6	HP 14x73	26+92.77	20.86' Lt.	656.33	637.00	19.33	10
A7	HP 14x73	27+00.51	21.19' Lt.	656.90	637.00	19.90	12
A8	HP 14x73	27+08.26	21.52' Lt.	656.90	637.00	19.90	12
A9	HP 14x117	27+16.01	21.85' Lt.	657.70	633.00	24.70	14
A10	HP 14x117	27+23.75	22.18' Lt.	657.70	633.00	24.70	14
A11	HP 14x117	27+31.50	22.51' Lt.	658.90	633.00	25.90	16
A12	HP 14x117	27+39.25	22.84' Lt.	658.90	633.00	25.90	16
A13	HP 14x117	27+46.08	23.00' Lt.	658.40	633.00	25.40	16
A14	HP 14x117	27+53.75	23.00' Lt.	658.40	633.00	25.40	16
A15	HP 14x117	27+61.41	23.00' Lt.	658.40	633.00	25.40	14
A16	HP 14x117	27+69.08	23.00' Lt.	658.40	633.00	25.40	14

SOLDIER PILE DATA TABLE - WALL B

Pile	Pile	Station at	Offset at	Top of Pile	Bott. of Pile	Length of	Number of
Number	Size	B.F. of Wall	B.F. of Wall	Elevation	Elevation	Pile	Shear Studs
B1	HP 14x73	27+03.91	26.94' Rt.	656.80	637.00	19.80	12
B2	HP 14x73	27+10.44	25.63' Rt.	656.80	637.00	19.80	12
В3	HP 14x73	27+16.97	24.32' Rt.	657.60	637.00	20.60	12
B4	HP 14x73	27+23.51	23.00' Rt.	657.60	637.00	20.60	10
B5	HP 14x117	27+31.42	23.00' Rt.	658.80	634.00	24.80	14
B6	HP 14x117	27+39.35	23.00' Rt.	658.80	634.00	24.80	14
B7	HP 14x117	27+46.08	23.00' Rt.	658.40	634.00	24.40	12
B8	HP 14x117	27+53.75	23.00' Rt.	658.40	634.00	24.40	12
B9	HP 14x117	27+61.41	23.00' Rt.	658.40	634.00	24.40	12
B10	HP 14x117	27+69.08	23.00' Rt.	658.40	634.00	24.40	12

SOLDIER PILE DATA TABLE - WALL C

Pile	Pile	Station at	Offset at	Top of Pile	Bott. of Pile	Length of	Number of
Number	Size	B.F. of Wall	B.F. of Wall	Elevation	Elevation	Pile	Shear Studs
C1	HP 14x117	29+67.00	23.00' Lt.	658.40	633.00	25.40	14
C2	HP 14x117	29+74.67	23.00' Lt.	658.40	633.00	25.40	14
C3	HP 14x117	29+82.33	23.00' Lt.	658.40	633.00	25.40	16
C4	HP 14x117	29+90.00	23.00' Lt.	658.40	633.00	25.40	16
C5	HP 14x117	29+96.70	22.83' Lt.	658.75	633.00	25.75	16
C6	HP 14x117	30+03.85	22.50' Lt.	658.75	633.00	25.75	16
C7	HP 14x117	30+10.99	22.18' Lt.	657.75	632.00	25.75	16
C8	HP 14x117	30+18.14	21.87' Lt.	657.75	632.00	25.75	16
C9	HP 14x117	30+25.28	21.55' Lt.	657.00	632.00	25.00	14
C10	HP 14x117	30+32.42	21.25' Lt.	657.00	632.00	25.00	14
C11	HP 14x117	30+39.57	20.95' Lt.	656.50	632.00	24.50	12
C12	HP 14x117	30+46.71	20.65' Lt.	656.50	632.00	24.50	12
C13	HP 14x73	30+53.86	20.36' Lt.	655.80	636.00	19.80	12
C14	HP 14x73	30+61.00	20.08' Lt.	655.80	636.00	19.80	12
C15	HP 14x73	30+68.19	19.98' Lt.	655.80	636.00	19.80	12
C16	HP 14x73	30+74.63	19.95' Lt.	655.20	636.00	19.20	10
C17	HP 14x73	30+81.87	19.93' Lt.	655.20	636.00	19.20	10
C18	HP 14x73	30+89.10	19.92' Lt.	655.20	636.00	19.20	12
C19	HP 14x73	30+96.34	19.91' Lt.	654.70	635.50	19.20	10
C20	HP 14x73	31+03.57	19.90' Lt.	654.70	635.50	19.20	10
C21	HP 14x73	31+10.81	19.90' Lt.	654.70	635.50	19.20	10
C22	HP 14x73	31+18.04	19.91' Lt.	654.00	635.50	18.50	8
C23	HP 14x73	31+25.28	19.91' Lt.	654.00	635.50	18.50	8
C24	HP 14x73	31+32.51	19.93' Lt.	654.00	635.50	18.50	8
C25	HP 14x73	31+39.75	19.95' Lt.	654.00	635.50	18.50	8
C26	HP 14x73	31+46.98	19.98' Lt.	654.00	635.50	18.50	8

SOLDIER PILE DATA TABLE - WALL D + +

Pile	Pile	Station at	Offset at	Top of Pile	Bott. of Pile	Length of	Number of
Number	Size	B.F. of Wall	B.F. of Wall	Elevation	Elevation	Pile	Shear Studs
D1	HP 14x117	29+67.00	23.00' Rt.	658.40	633.00	25.40	14
D2	HP 14x117	29+74.67	23.00' Rt.	658.40	633.00	25.40	14
D3	HP 14x117	29+82.33	23.00' Rt.	658.40	633.00	25.40	14
D4	HP 14x117	29+90.00	23.00' Rt.	658.40	633.00	25.40	16
D5	HP 14x117	29+96.70	22.85' Rt.	658.95	633.00	25.95	16
D6	HP 14x117	30+03.88	22.57' Rt.	658.95	633.00	25.95	16
D7	HP 14x117	30+11.05	22.27' Rt.	657.80	633.00	24.80	14
D8	HP 14x117	30+18.23	21.98' Rt.	657.80	633.00	24.80	14
D9	HP 14x73	30+25.41	21.68' Rt.	657.00	637.00	20.00	12
D10	HP 14x73	30+32.59	21.37' Rt.	657.00	637.00	20.00	12
D11	HP 14x73	30+39.76	21.05' Rt.	656.50	637.00	19.50	10
D12	HP 14x73	30+46.94	20.74' Rt.	656.50	637.00	19.50	10
D13	HP 14x73	30+54.07	20.41' Rt.	655.80	637.00	18.80	10
D14	HP 14x73	30+61.29	20.08' Rt.	655.80	637.00	18.80	10
D15	HP 14x73	30+68.51	20.02' Rt.	655.80	637.00	18.80	10
D16	HP 14x73	30+75.20	20.03' Rt.	655.20	636.50	18.70	10
D17	HP 14x73	30+83.05	20.04' Rt.	655.20	636.50	18.70	10
D18	HP 14x73	30+90.90	20.05' Rt.	655.20	636.50	18.70	10
D19	HP 14x73	30+98.75	20.05' Rt.	654.50	636.00	18.50	10
D20	HP 14x73	31+06.59	20.04' Rt.	654.50	636.00	18.50	10
D21	HP 14x73	31+14.44	20.03' Rt.	654.50	636.00	18.50	10
D22	HP 14x73	31+22.29	20.01' Rt.	654.50	636.00	18.50	10

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 CIVILTECH Tel: 630.773.3900 Fax: 630.773.3975 www.civiltechinc.com

DRAWN - JAL REVISED -DESIGNED - JAL REVISED -CHECKED - GJH REVISED -DATE - OCTOBER 2, 2023 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOLDIER PILE DATA TABLES OAK SPRING ROAD RETAINING WALLS SHEET W-12 OF W-15 SHEETS

F.A.U. RTE. 1234 COUNTY TOTAL SHEET NO.

LAKE 100 81 SECTION 15-10112-00-BR CONTRACT NO. 61J99

	PROJECT	LOG OI D						1		ge 1 of 1
		Oak Spring Road Retaining Wa	ш	SITE	LOC	ATIO	_		Libertyville	
BORIN	IG LOCA	ATION: Station 27+75, 14'L		CLIE			C		h Engineeri	ng, Inc
			-	-	AMPL				STS	
(feet)	SOIL	Material Description	Elevation	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, 1sf	REMARKS
0		FILL - Crushed STONE (10")	657.3							
		FILL - Dark Grey and Brown to Brov Clay LOAM, A-6, stiff to very stiff	Wn 656.5	ss	1	.5	24	101	1.41	
4-				ss	2	9	16	101	1.36	
				ss	3	5	15		2.0 Qp	
8-		FILL - Dark Grey CLAY, trace Organics and Glass, A-7-6, stiff	649.3	ss	4	6	27	-	1.0 Qp	
12-		Dark Grey CLAY, A-7-6, stiff to fire	m 646.8	_ss	5	10	32	80	1.82	
		Grey Sandy LOAM, A-2-4, wet, ver	ry 643.3	SS	6A 6B	2 3	37 25	73	0.78	
16-		Grey Clay LOAM with intermittent Silt seams, A-6, stiff to very stiff		ss	7	6	25	96	1.98	
20 -				SS	8	6	24	92	1.94	
				SS	9	9	24	99	2.95	
24 -		sand seam, wet		ss	10	20	26	87	1.94	
20				ss	11	12	11		2.5 Qp	
28 -		End of Boring at 30'	627.3	ss	12	15	15	119	3.14	
URING	DRILLIN	BSERVATIONS, ft. G: \$\frac{14.0}{2}\$ FTER DRILLING: \$\frac{13.0}{2}\$ NG AFTER \$\frac{1}{2}\$	M _N	4SE	Т		LOC	RING C	TARTED: COMPLETED: BY: METHOD:	1/17/22 1/17/22 GPF HSA

MSET	PROJEC1	NO.: :	21748	LO	G OF BOI	RIN	G NO). S	B-5			Pa	ge 1 of 1
ROJE	ECT:	Oak S	pring	Road Reta	ining Wall		SITE	LOC	ATIO	N:		Libertyville	, Illinois
BORIN	IG LOCA	00, 11'R		CLIE	NT:		C	ivilte	ch Engineer	ing, Inc			
-				8	AMPL			TE	STS				
(feet)	SOIL		Mate	rial Description		Elevation	TYPE/	NO.	N-VALUE Blows per ft.	Wc %	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS
0	*****			Asphalt (5' Course (3'		656.5							
		FILL -	Dark G	rey, trace B	rown, Grey -6, very stiff		ss	1	:9	15		2.5 Qp	
4-		to Bro Black	wn, Gr	ey and Dark	Grey, trace		ss	2	20	12		3.5 Qp	,
		POSS very s		Dark Grey C	LAY, A-7-6,	651.0	SS	3	8	31		2.0 Qp	
8-							ss	4	8	36		2.5 Qp	
			Grey Or	ganic CLAY	, A-8, moist,	646.0	-	1				2.0 ар	
12-		firm					ss	5	5	47	70	0.89	
	ź		Grey Fit t, very		A-8, moist	643.5	SS	6	wон	53		<0.25 Qp	
16-			Sandy L t, very		Fibers, A-2-	641,0	ss	7	2	29			
		Grey s dense		f-c), A-3, w	et, medium	639.0	SS	8A	11	19			
20-		Grey 6	Clay LO	AM, A-6, v	ery stiff to	637.0	_SS	88	6	26		2.5 Qp	
							SS	9	9	28		2.10	
24-		Grey S	SAND (-c) with Gra	evel, A-1-b,	632.0	-SS SS	10A 10B		24 12	99	1.78	
		wet, o	lense to	medium de	ense		SS	11		12			
28-				AM, A-6, ve	ery stiff	628.5	SS	12	20	15		3.45	
	////	End of	Boring	at 30'		626.5							
MMED	DRILLIN	BSERVAT G: FTER DRIL NG AFTER	LING:	₩ 15.0° 12.5°		D,	ASE.	Т	T	LOC	RING C	TARTED: COMPLETED: BY: METHOD:	1/13/22 1/13/22 GPF HSA

PROJE	PROJECT		ing Road Reta	G OF BOR ining Wall				ATIO	N:		Libertyville	e, Illinois
	G LOCA		Station 31+0			CLIE					h Engineer	
			Co. 16 - 110 - 1			S	AMPL	E		TE	STS	
(feet)	SOIL	1	Material Description		Elevation	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pof	Unconfined Compressive Strength, tsf	REMARKS
0			NT - Asphalt (9* Base Course (14		55.5	SS	1	14	14	112	1.71	
			k Brown to Dar ay LOAM, A-6,	K GIGY	53.6		,			71.2	1321	
4-		sand sear	m			ss	2	17	14	98	1.03	
-		Dark Grey stiff	CLAY, A-7-6,	very stiff to 6	50.0	SS	3	7	30	87	2.21	
8-												
-						SS	4	5	39	72	1.09	
12-			to Grey Organ ers, A-8, firm	ic SILT, 6	45.0	ss	5	3	51		0.78	
-			dy LOAM with i		42.5	SS	6	1	22			
16-			ID (f-m), A-3, w medium dense	et, slightly 6	40.0	SS	7	4	17			
-												
20-			nt clay seams	aval A.1.b. fi	35.5	SS	8	20	17			
			se to medium de			ss	9	30	9			
24-						ss	10	22	11			
		End of Bo	ring at 25'	6	30.5	33	10	22				
NATER	LEVEL O	BSERVATION	S 4.	_					PO	DING S	TARTED:	1/13/22
OURING MMEDI	DRILLING		₩ 13.0'		D_N	1SE	Г		LOC	RING C	OMPLETED	

	PROJECT	Oak Spring Road Retaining Wall	IIN						Pag Libertyville,	ge 1 of 1 Illinois
		ATION: Station 32+00, 20'R		CLIE					h Engineeri	
_					AMPL				STS	
(feet)	SOIL	Material Description	Elevation	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS
0		TOPSOIL - Dark Grey CLAY/Roots (3")	654.6 654.4							
-		FILL - Dark Brown to Dark Grey Sandy Clay LOAM, A-6, very stiff		SS	1	8	16		2.5 Qp	
4-		Dark Grey CLAY, trace to little Organics, A-7-6, stiff to firm	651.6							
		organics, A-7-0, suri (c iniii		SS	2	6	29	86	1.59	
				ss	3	9	25		1.5 Qp	
8-				-	١					
1		Brownish-Grey Sandy LOAM, trace Fibers, A-2-4, moist to wet, slightly	645.1	SS	4A 4B		25 22	92	0.97	
12-		dense to very loose		ss	5	wон	22			
		Reddish-Brown to Grey SAND (f-c), A-3, wet, slightly dense to medium dense	641.6	SS	6	6	19			
16-				SS	7	9	15			
-				-						
20 -		clay seam		SS	8	14	13			
-				SS	9	20	15			
-				-						
24-				-ss	10	9	9			
		End of Boring at 25'	329.6							
OURING MMEDI	DRILLIN	BSERVATIONS, ft. G: \$\frac{\top}{2}\$ 10.5' FIER DRILLING: \$\frac{10.0'}{2}\$ 10.0' NG AFTER	D _N	1SE	Г	T	LOC	RING C	TARTED: COMPLETED: BY: METHOD:	1/14/22 1/14/22 GPF HSA

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

DRAWN - JAL REVISED -DESIGNED - JAL REVISED -CHECKED - GJH REVISED DATE - OCTOBER 2, 2023 REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SOIL BORING LOGS 2 OAK SPRING ROAD RETAINING WALLS SHEET W-14 OF W-15 SHEETS

COUNTY TOTAL SHEETS NO.

LAKE 100 83 SECTION 1234 15-10112-00-BR CONTRACT NO. 61J99

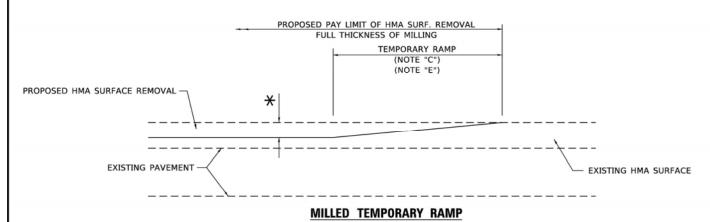
PROJE	CT:	Oak Sp	oring Road Retain	ning Wall		SITE	LOC	ATIO	N:		Libertyville	, Illinois
BORIN	G LOCA	TION:	Station 31+25	5, 18'L		CLIE	NT:		C	ivilted	h Engineer	ing, Inc
200	- I					s	AMPL	E		TE	STS	
(feet)	SOIL		Material Description		Elevation	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS
0	****	FILL - 0	crushed STONE (7")	655.5 654.9			-				
		A-6, ve	Dark Grey Sandy Clary stiff	ay LOAM,	004.3	ss	1	4	18		3.0 Qp	
4-	****					-SS	2A	21	5			
*	₩₩-	FILL - F	Brown Clay LOAM,	A-6 very	651.0		2B	18	13	118	3.53	
	/////	stiff		/	650.0							
		Dark G	rey CLAY, A-7-6, s	tiff		ss	3	7	28	83	1.32	
8 -		Dark G	rey Organic CLAY,	A-8, firm	647.5	-						
						SS	4	3	41		0.5 Qp	
12-	Ê	Dark G	rey Fibrous PEAT, A	A-8, firm	645.0	_ss	5	2	58	60	0.89	
	1111 E	Grey S	andy LOAM, trace \	Wood	642.5						- 1	
			cs, A-2-4, wet, very			SS	6	2	23			
16-			sh-Grey SAND (f-c) A-1-b, wet, slightly		640.0	SS	7	7	14			
1						-					- 1	
20 -						SS	8	15	24			
						ss	9	33	9			
		Auger I	Refusal at 22.5'		633.0							
DURING	LEVEL OE	le	₩ 13.0	(A)	M)				BOI		TARTED:	1/14/22 1/14/22 GPF

	PROJECT ECT:			BORING							ge 1 of 1
				wan			ATIO			Libertyville	
BORIN	IG LOCA	TION:	32+00, 18'L					C		h Engineeri	ng, Inc
	1 1			Elevation		AMPL	1			STS	
DEPTH (feet)	SOIL	Materia	I Description	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, 1sf	REMARKS	
0		FILL - Crushed		655.0 Grev 654.3							
			ILL - Brown and Grey to Dark Grey 65 Clay LOAM, A-6, stiff				5	16	106	1.13	
			y and Black, tra		_						
4-		stiff	trace Organics,		SS	2	6	37		1.5 Qp	
		Dark Grey Orga to firm	anic CLAY, A-8,	stiff 649.	SS	3	3	51		1.25 Qp	
8-					-						
					SS	4	2	46	65	0.58	
	,	Dark Grey Fibr	ous PEAT, A-8,	firm 644.8							
12-	BERRION	sand seam, we			SS	5	1	45	73	0.66	
		Brownish-Grey very loose to s	SAND (f-c), A-	3, wet, 642.0	SS	6	2	23			
16-					SS	7	4	9			
-		Grey SAND (f-) with Gravel,	4-1-b, 637.0							
20-		wet, medium d	ense to slightly	dense	SS	8	14	12			
	6.5				SS	9	9	10			
	V.					4	,				
24-					ss	10	18	9			
		End of Boring a	it 25'	630.0							
WATER	LEVEL O	BSERVATIONS, ft.						BOI	RING S	TARTED:	1/14/22
DURING	DRILLING IATELY AI ED READI		ASE T	Г		LOC	RING C	OMPLETED:	I/14/22 GPF HSA		

COUNTY TOTAL SHEETS NO.

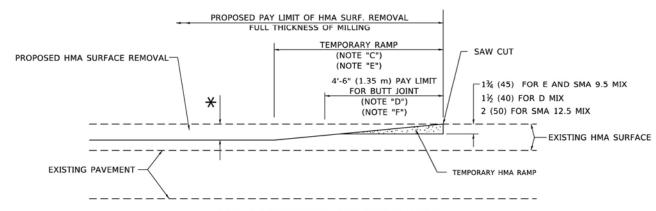
LAKE 100 84

CONTRACT NO. 61J99



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

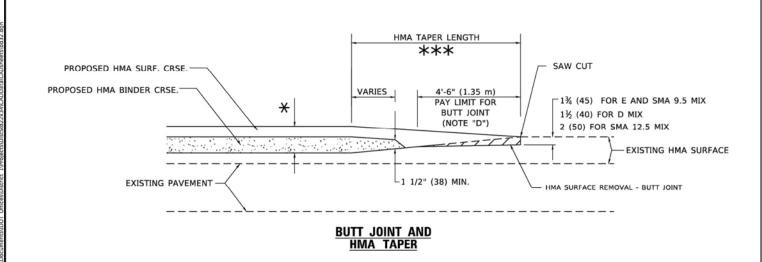


HMA CONSTRUCTED TEMPORARY RAMP

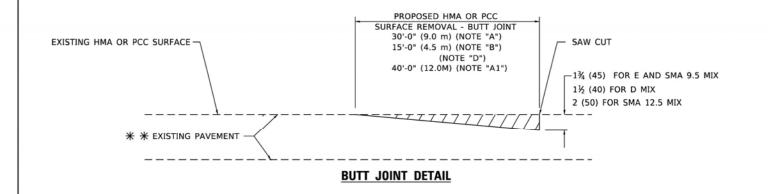
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

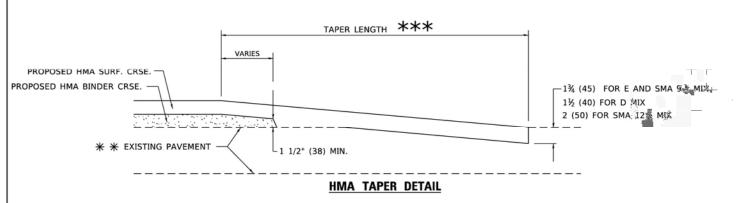
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT"
- THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

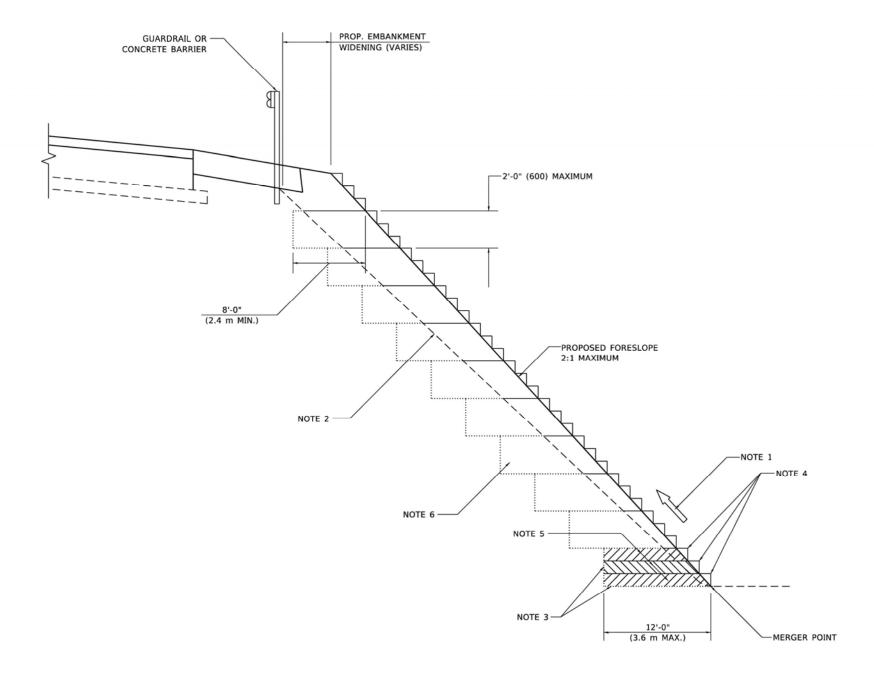
SCALE: NONE

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SHEET 1 OF 1 SHEETS STA. TO STA.



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

- CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- 2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- 3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- 4. TRIM TO FINAL SLOPE.
- EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

TO STA.

 EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

FILE NAME = 4449.020-DT.dwg

USER NAME = Lawrence.DeManche

DESIGNED - REVISED - K. SMITH 11-18-22

DRAWN - CADD REVISED
PLOT SCALE = 100.0000 ' / in. CHECKED - S.E.B. REVISED
PLOT DATE = 11/18/2022

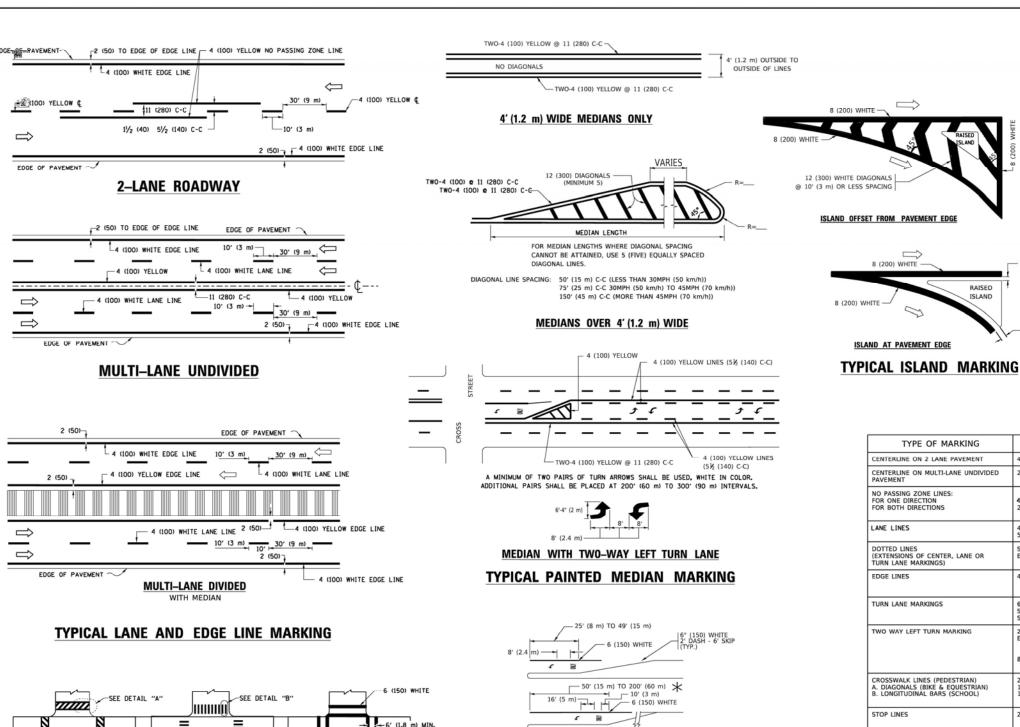
DATE - 06-16-04

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

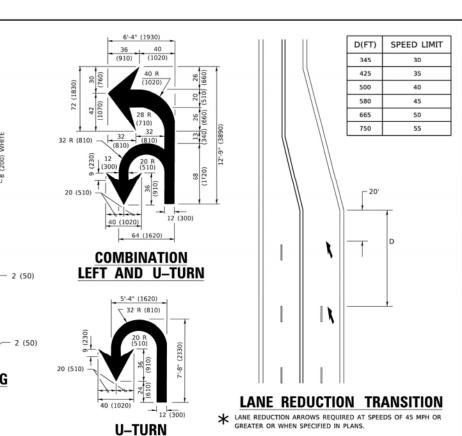
BENCHING DETAIL
FOR EMBANKMENT WIDENING

SCALE: NONE SHEET 1 OF 1 SHEETS STA.



OVER 200' (60 m) 6 (150) WHITE * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY". TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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

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

SCALE: NONE

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

RAISED

ISLAND

TILE NAME = 4449.020-DT.dwg

///////

BICYCLE & EQUESTRIAN

DETAIL "A"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

USER NAME = footemj DESIGNED -EVERS REVISED - C. JUCIUS 09-09-09 DRAWN REVISED C. JUCIUS 07-01-13 CHECKED C. JUCIUS 04-12-16 PLOT DATE = 3/4/2019 DATE

2' (600)

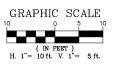
DETAIL "B"

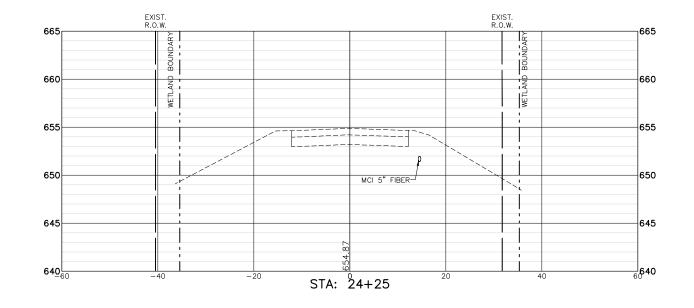
PEDESTRIAN

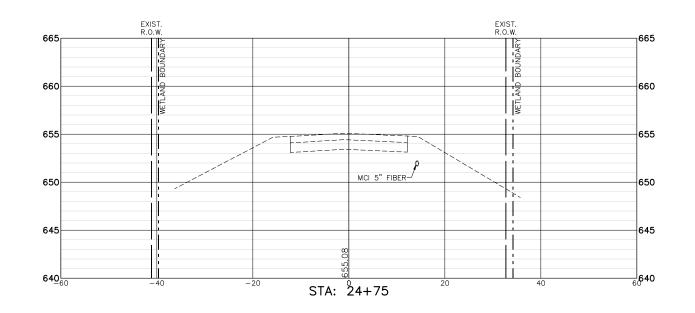
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

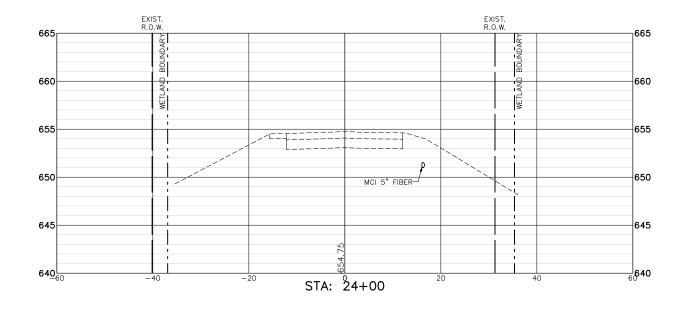
SECTION COUNTY DISTRICT ONE 1234 15-10112-00-BR LAKE 100 87 TYPICAL PAVEMENT MARKINGS CONTRACT NO. 61J99 TC-13 OF 2 SHEETS STA SHEET 1

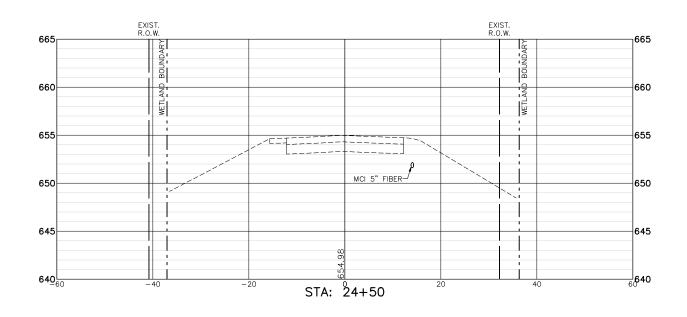
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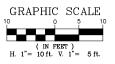


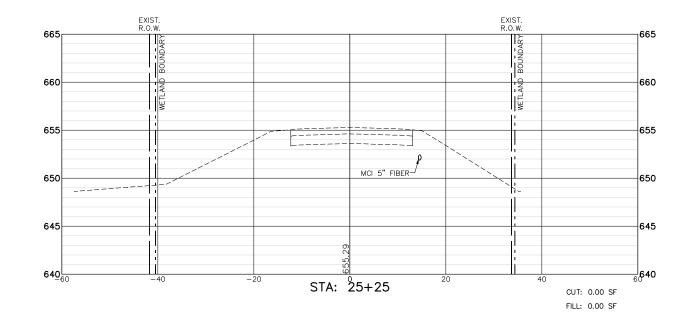


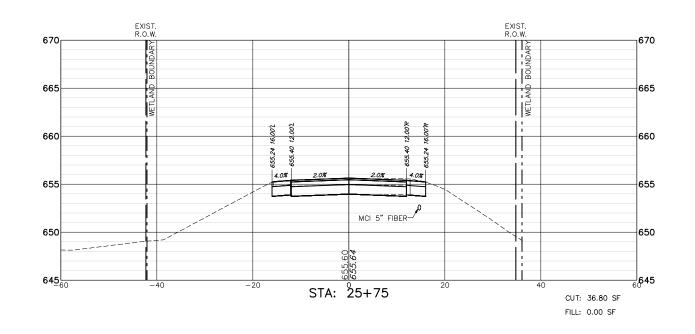


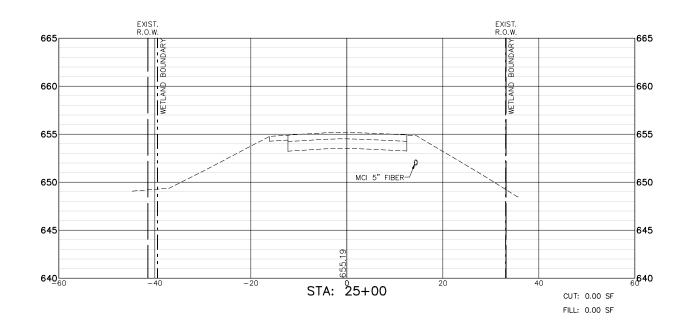


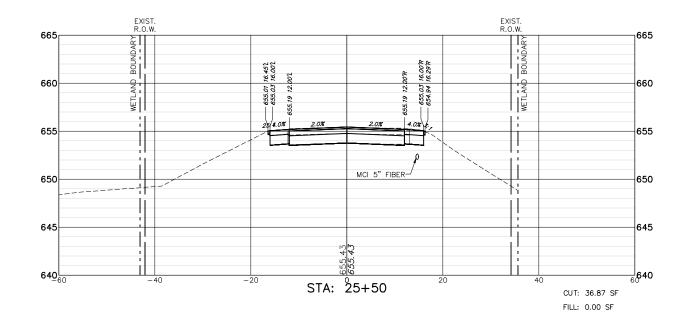
FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK SPRING ROAD CROSS SECTIONS	IAU	SECTION	COUNTY	SHEETS	NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234	15-10112-00-BR	LAKE	100	88
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT			CONTRACT	T#: 61J9	3 9
	PLOT DATE = 12/20/2023 10:29 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 1 OF 12 SHEETS STA. 24+00.00 TO STA. 24+75.00		ILLINOIS FED. AI	ID PROJECT		



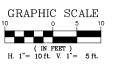


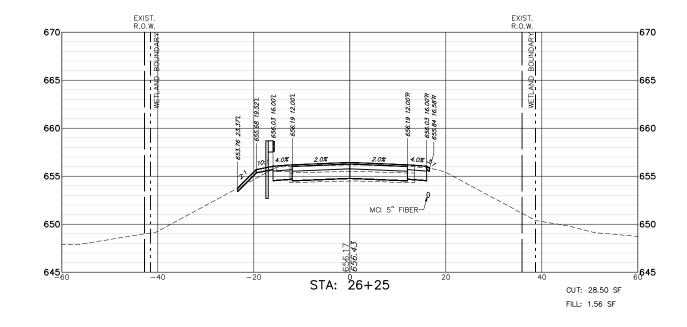


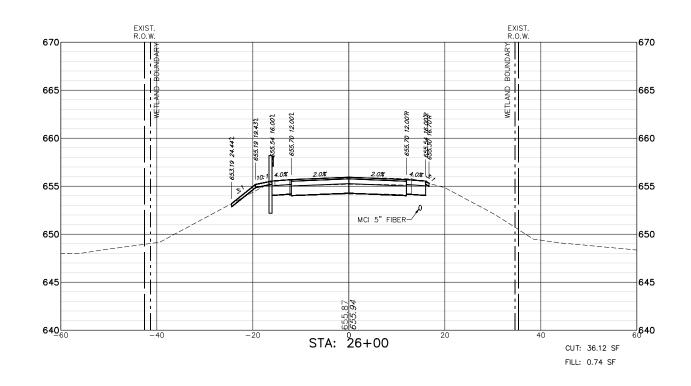


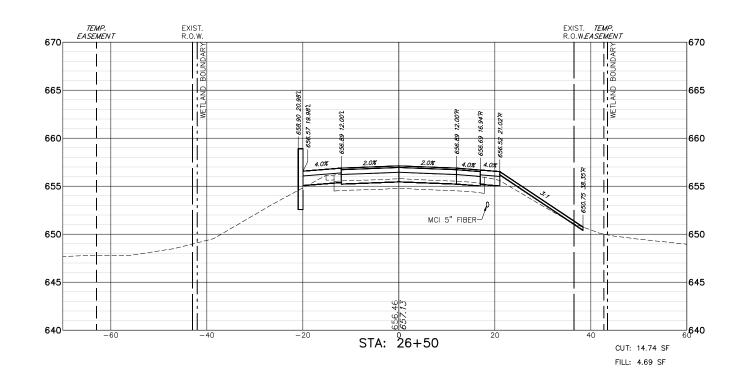


FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -	0TATE OF # 1 101010	OAK SPRING ROAD CROSS SECTIONS	FAU. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234	15-10112-00-BR	LAKE	100	89
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPINING NOAD BRIDGE REPEACEMENT			CONTRACT #	# 61J9	9
	PLOT DATE = 12/20/2023 10:29 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 2 OF 12 SHEETS STA. 25+00.00 TO STA. 25+75.00		ILLINOIS FED. AI) PROJECT	-	

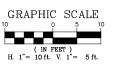


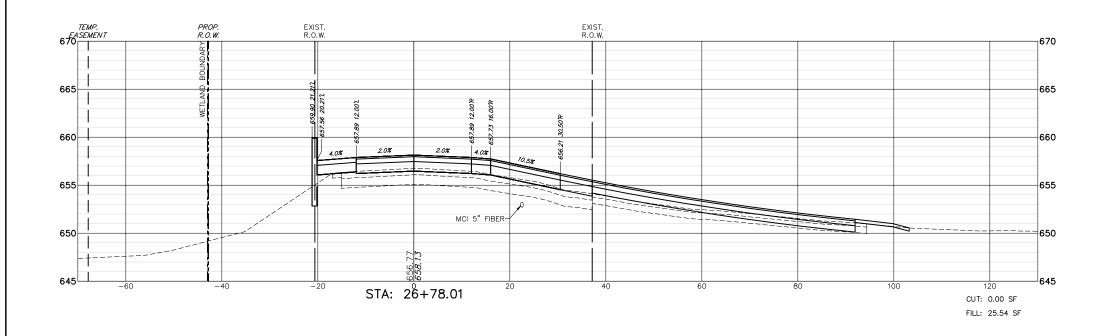


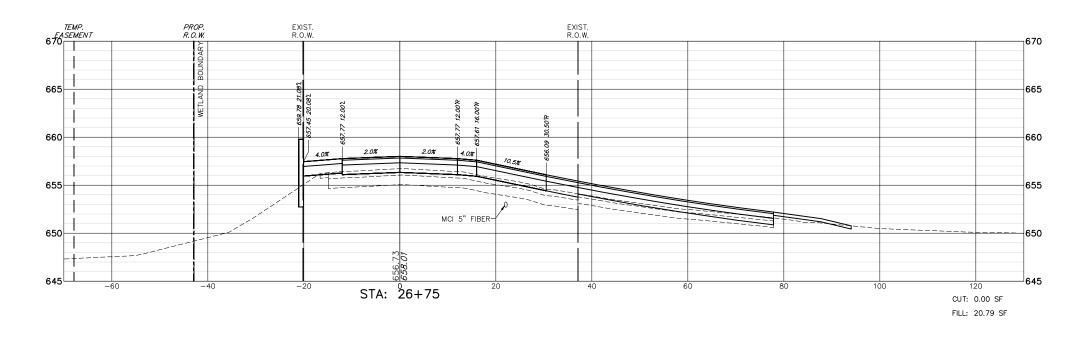




FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK CODING DOAD COOCC CECTIONS	FAU.	SECTION	COUNTY	TOTAL	SHEET
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD CROSS SECTIONS	1234		LAKE	SHEETS	NO.
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT	1234	13-10112-00-BK	CONTRACT	100	1J99
	PLOT DATE = 12/20/2023 10:29 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 3 OF 12 SHEETS STA. 26+00.00 TO STA. 26+50.00		ILLINOIS FED. AI	D PROJECT		

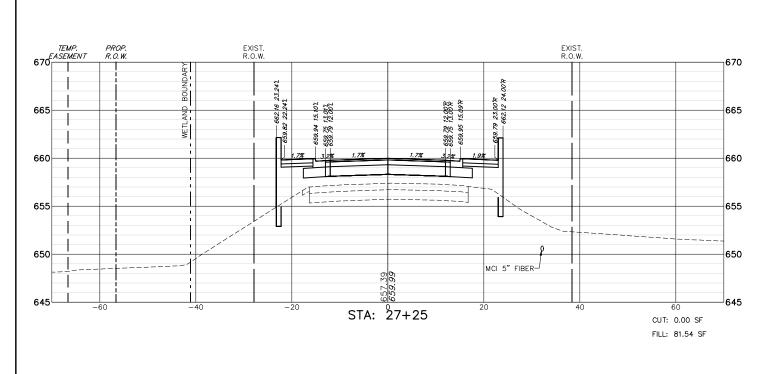


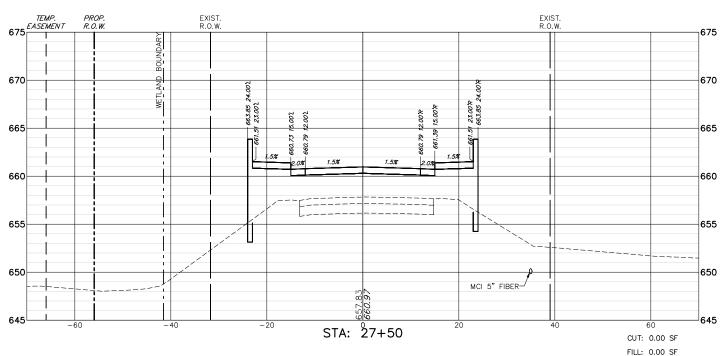


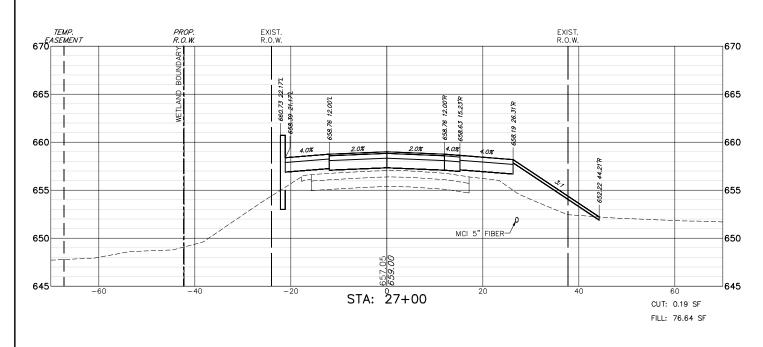


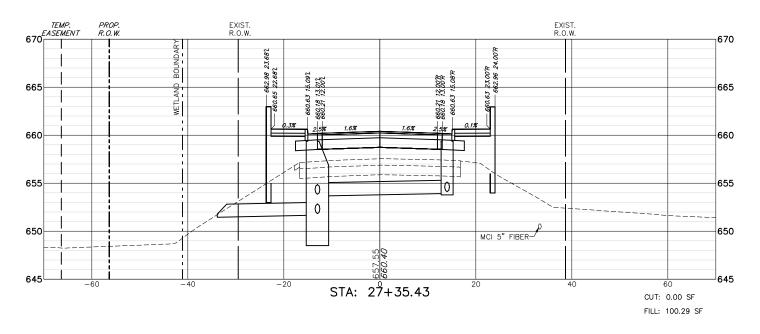
FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK SPRING ROAD CROSS SECTIONS	FAU	SECTION	COUNTY	SHEETS	HE!
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234	15-10112-00-BR	LAKE	100	91
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT	1201	10 10112 00 511	CONTRACT		9
	PLOT DATE = 12/20/2023 10:29 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 4 OF 12 SHEETS STA 26+75.00 TO STA 26+82.33		ILLINOIS FED. A	ID PROJECT		







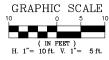




DESIGNED - KLB	REVISED -
DRAWN - GHA	REVISED -
CHECKED - KLB	REVISED -
DATE - 12.27.2023	REVISED -
-	DRAWN - GHA CHECKED - KLB

STAT	E O	F ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

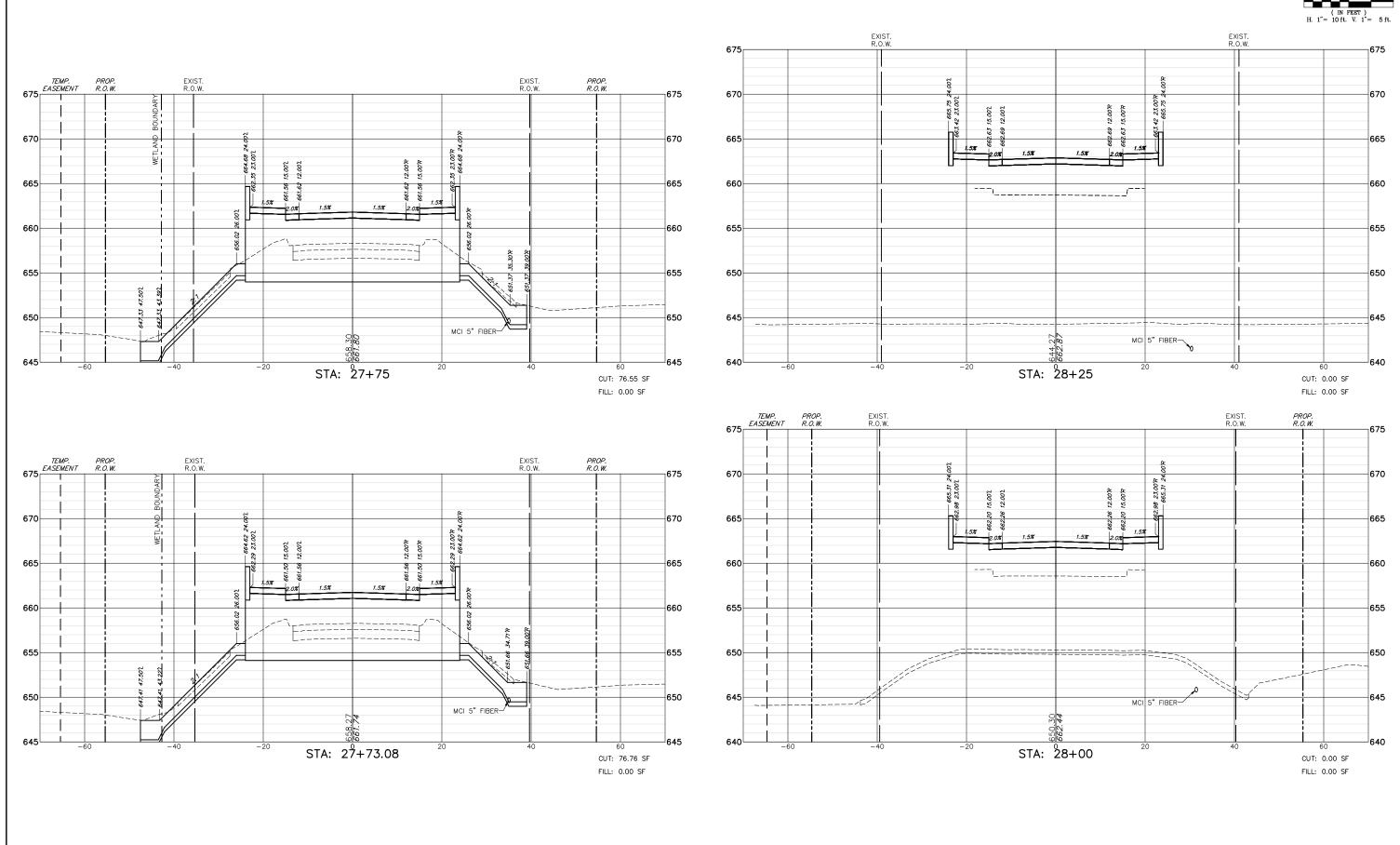
	O#	AK SPRING ROAD CR	OSS SECTIONS	FAU. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ı	OAK	SPRING ROAD BRIDG	1234	15-10112-00-BR	LAKE	100	92	
ı	OAIN	SPINING NOAD BIND	GE REFEACEMENT			CONTRACT :	# 61	J99
ı	SCALE: AS NOTED	SHEET NO. 5 OF 12 SHEETS	STA. 27+00.00 TO STA. 27+50.00		ILLINOIS FED. AI	D PROJECT		



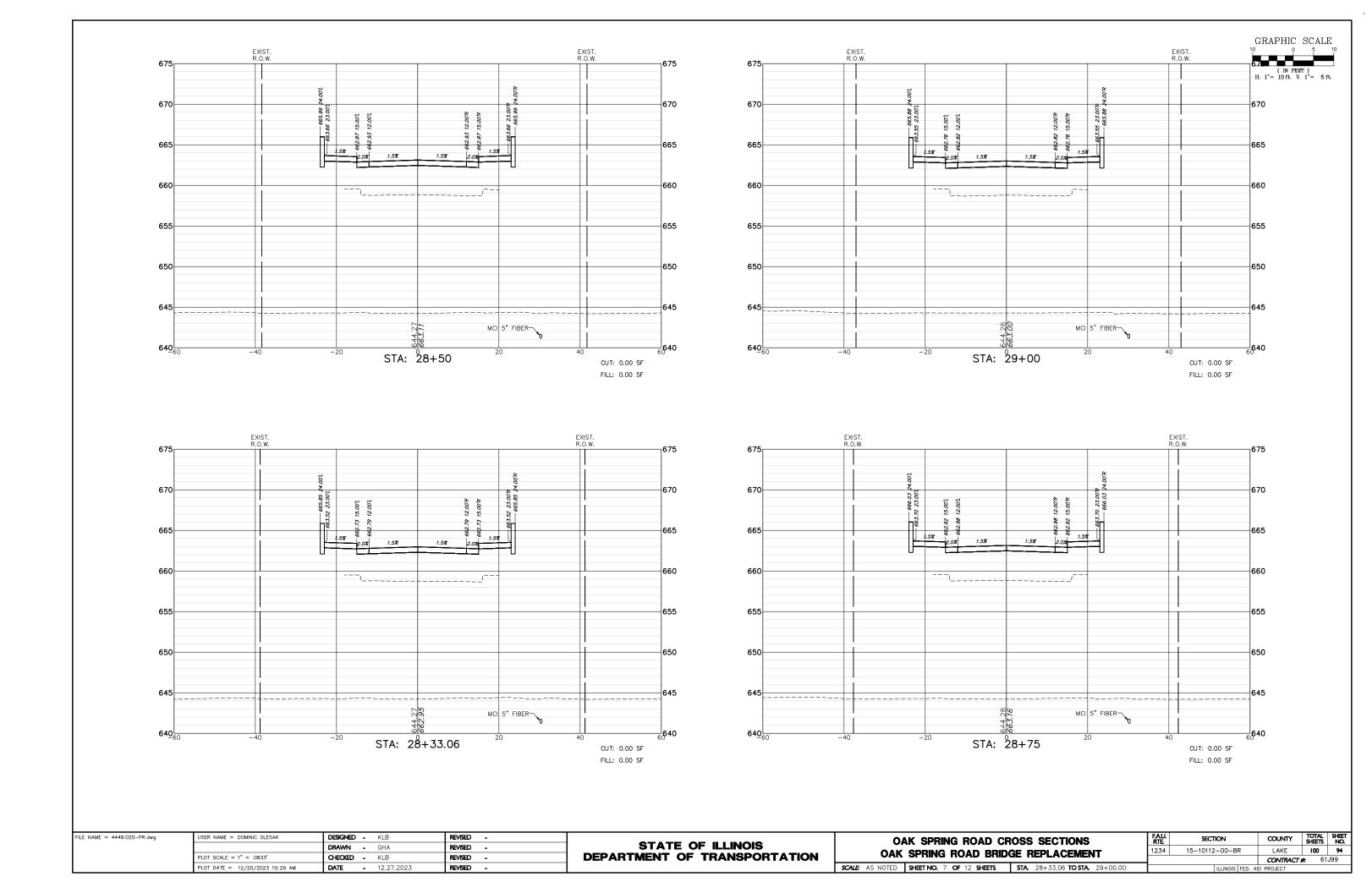
 COUNTY
 TOTAL SHEET NO.

 LAKE
 100
 93

 CONTRACT #
 61J99

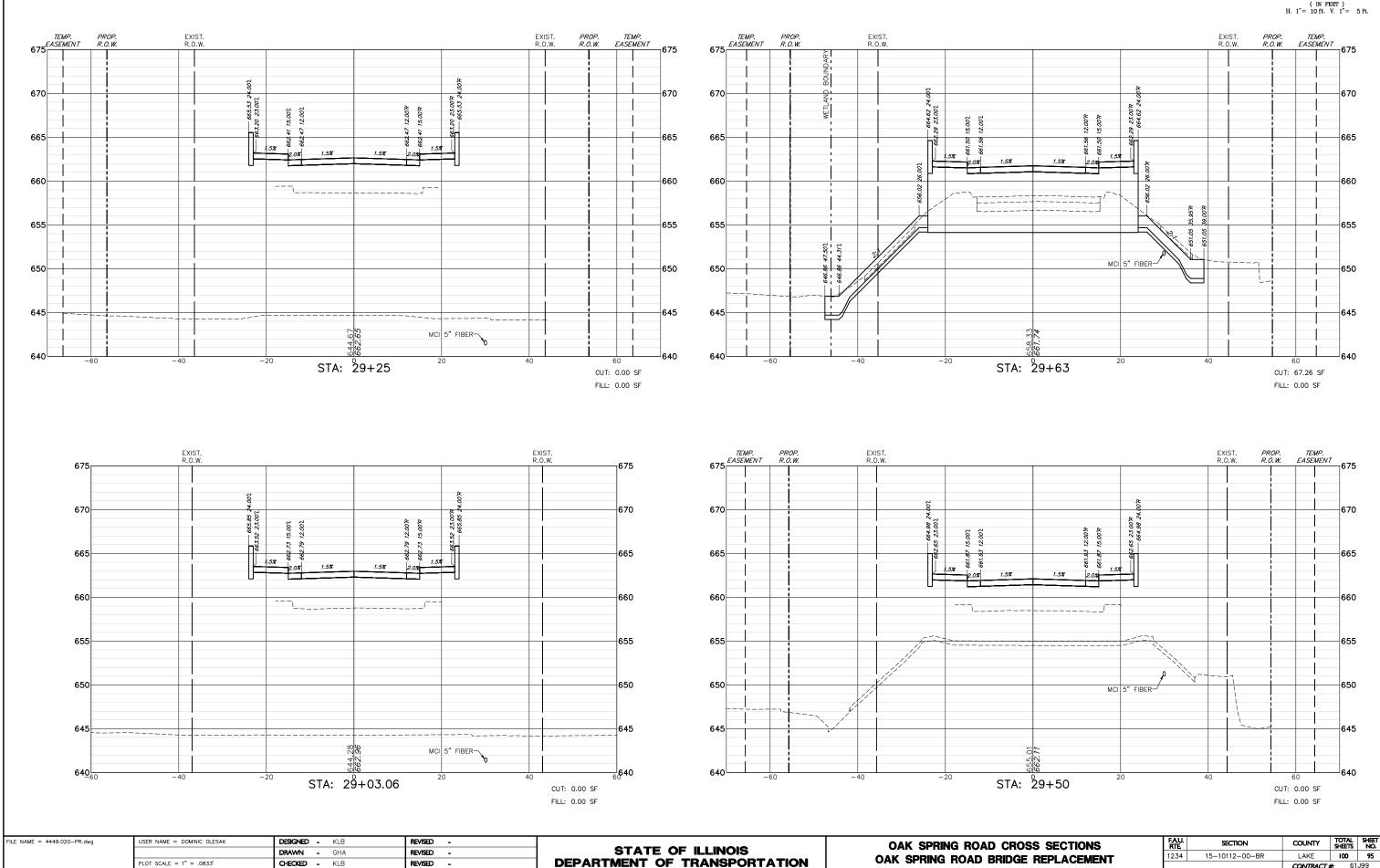


FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK SPRING ROAD C	ROSS SECTIONS	FAU.	SECTION
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRID		1234	15-10112-00-BR
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIL	GE REPLACEMENT		
	PLOT DATE = 12/20/2023 10:29 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 6 OF 12 SHEETS	STA 27+73.08 TO STA 28+25.00		ILLINOIS FED. A



CONTRACT #: 61J99

 SCALE:
 AS NOTED
 SHEET NO.
 8 OF 12 SHEETS
 STA.
 29+03.06 TO STA.
 29+63.00



CHECKED - KLB

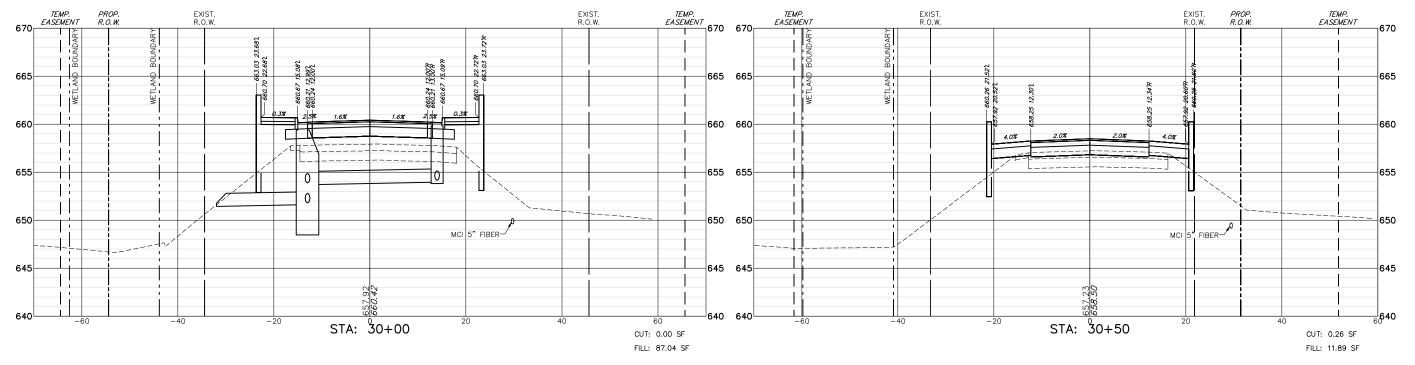
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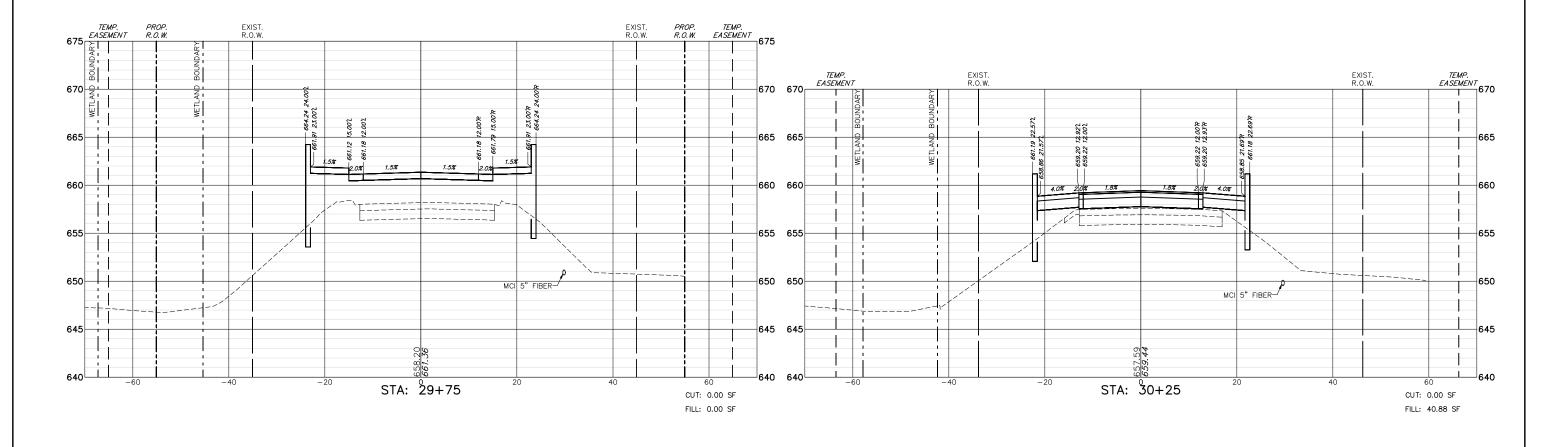
DATE - 12.27.2023

REVISED -

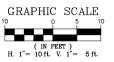
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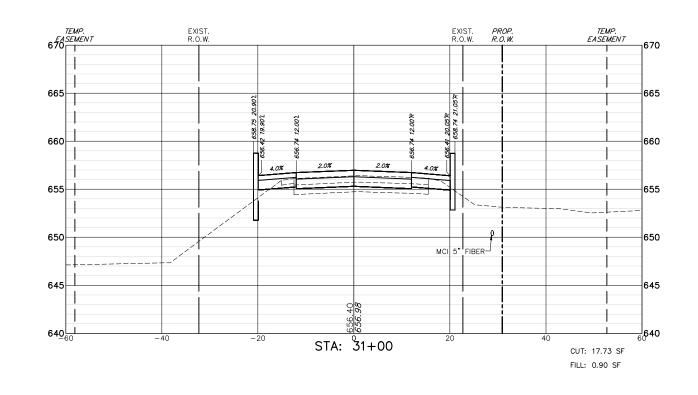


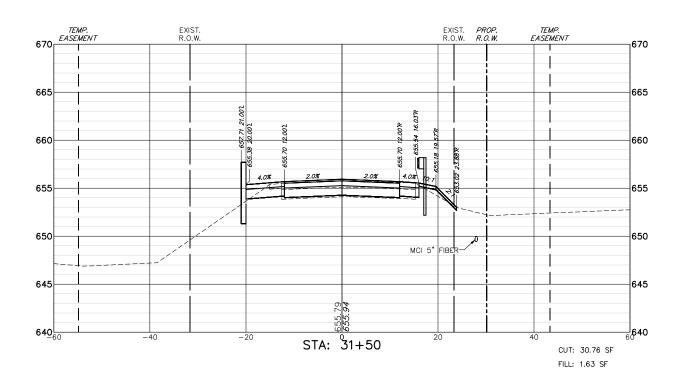


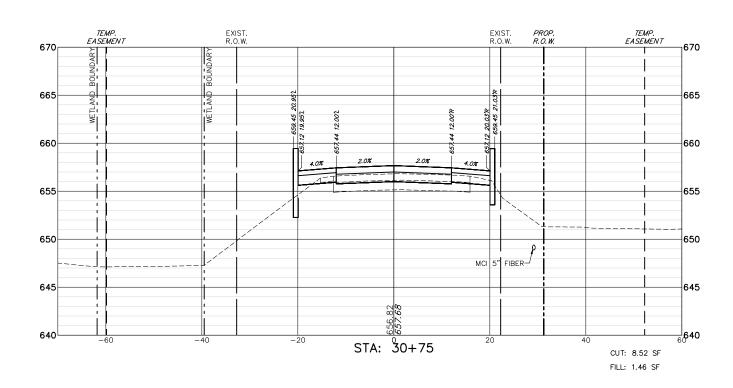


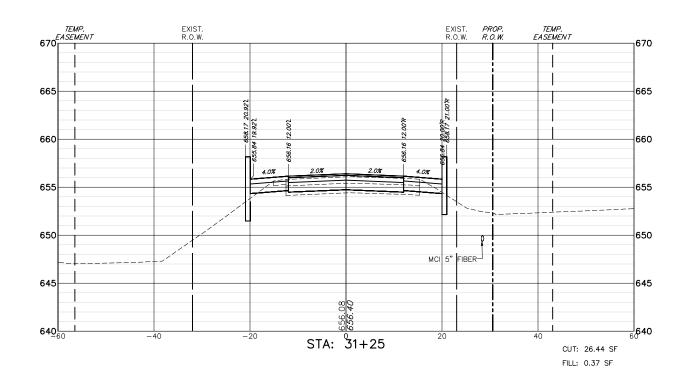
FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK SPRING ROAD CROSS SE	CTIONS	FAU. RTF	SECTION	COUNTY	TOTAL SHEE
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT		1234	15-10112-00-BR	LAKE	100 96
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	UAK SPRING RUAD BRIDGE REPL	LACEMENI			CONTRACT #	
	PLOT DATE = 12/20/2023 10:30 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 9 OF 12 SHEETS STA. 29+7	75.00 TO STA 30+50.00		ILLINOIS FED. AID	PROJECT	





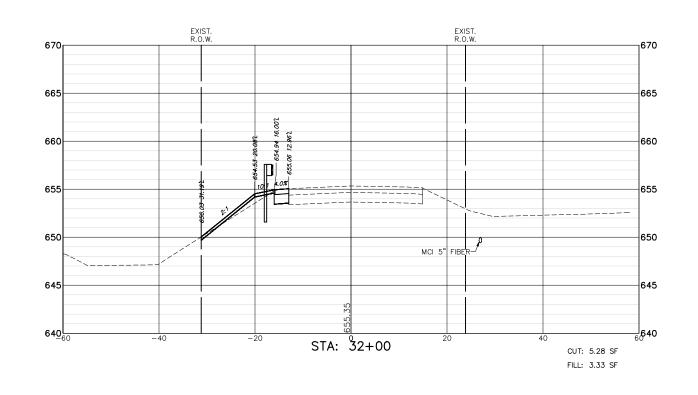


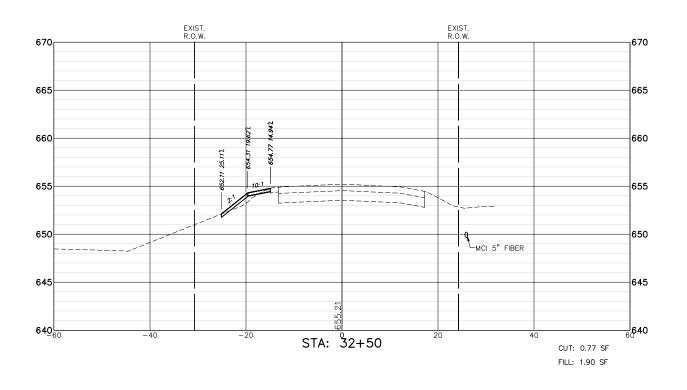


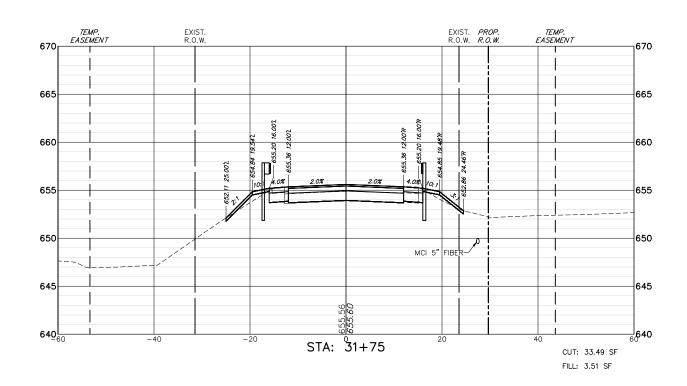


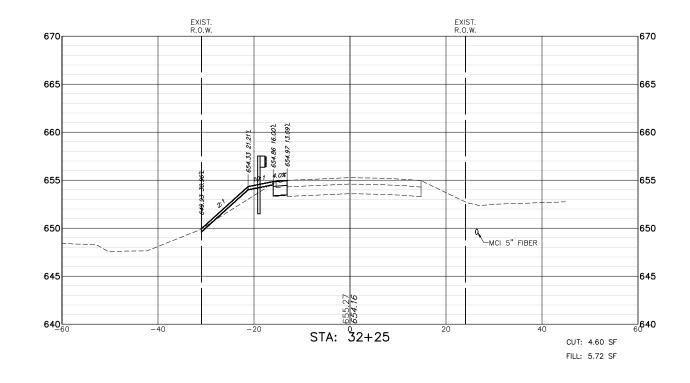
Γ	FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK SPRING ROAD CROSS SECTIONS	FAU. RTF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REPLACEMENT	1234	15-10112-00-BR	LAKE	100	97
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		PLOT DATE = 12/20/2023 10:30 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 10 OF 12 SHEETS STA. 30+75.00 TO STA. 31+50.00		ILLINOIS FED. A	ID PROJECT		





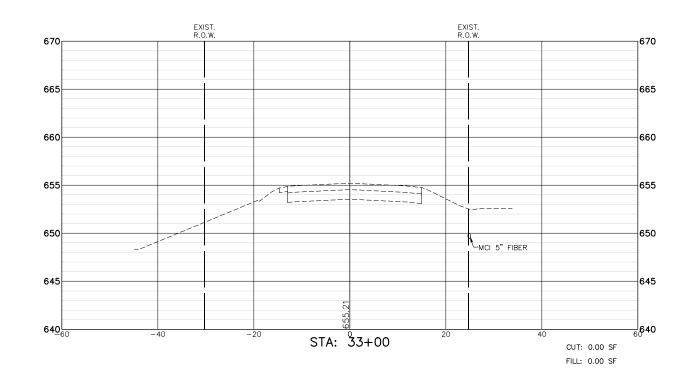


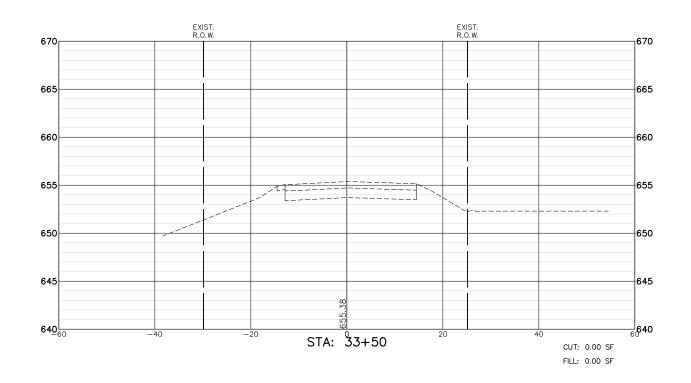


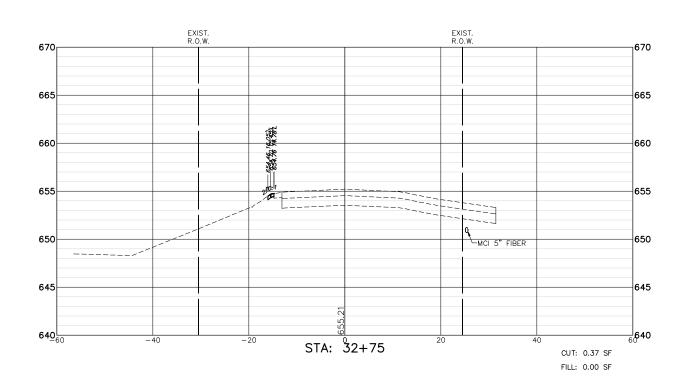


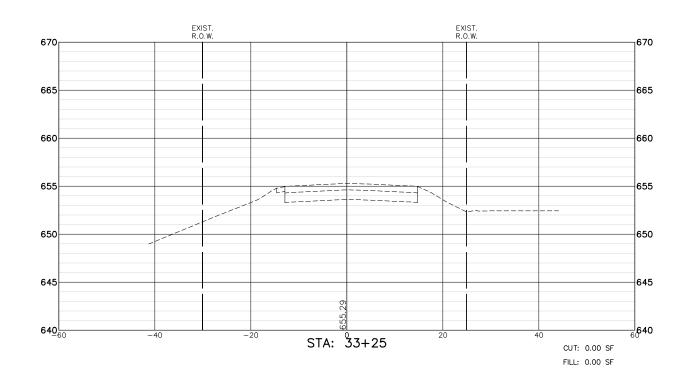
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		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234 15-10112-00-BR	LAKE 100	98
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT		CONTRACT #: 61	1J99
	PLOT DATE = 12/20/2023 10:30 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 11 OF 12 SHEETS STA. 31+75.00 TO STA. 32+50.00	ILLINOIS F	ED. AID PROJECT	$\overline{}$





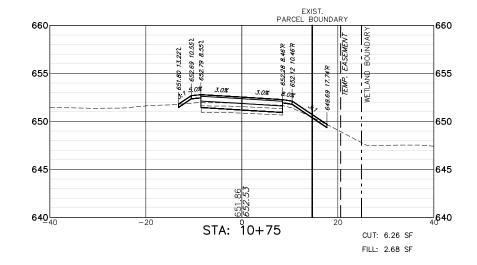


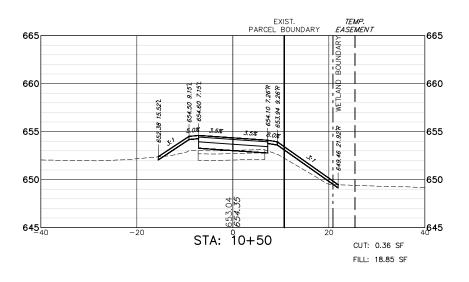


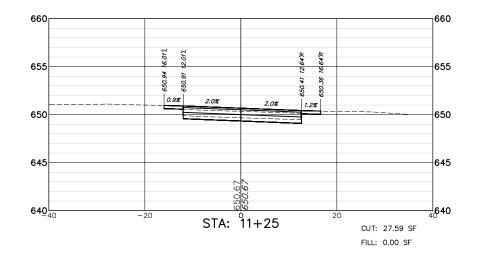


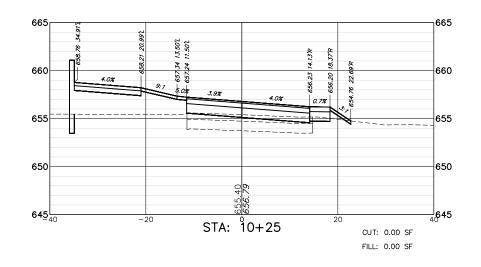
FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		OAK SPRING ROAD CROSS SI	SECTIONS	FAU. RTF.	SECTION	COUNTY	TOTAL SHEETS	NO.
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS	OAK SPRING ROAD BRIDGE REP		1234	15-10112-00-BR	LAKE	100	99
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REP	PLACEMENT			CONTRACT #	# 61J	9
	PLOT DATE = 12/20/2023 10:30 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 12 OF 12 SHEETS STA. 32+	32+75.00 TO STA 33+50.00		ILLINOIS FED. A	AID PROJECT		











660	EXIST. PARCEL BOUNDARY	—— <u>,</u> 660
655	65, 27 13.751, 40, 65, 67 13.031, 65, 67 13.031, 650, 91, 12.79, 650, 91, 91, 91, 91, 91, 91, 91, 91, 91, 91	655
650	38 05 2.5% 2.5% 2.5% 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	650
645	at Nt.	645
64 <u>0</u>	-20 STA: 11+00 CUT: 0.50 SF	

FILE NAME = 4449.020-PR.dwg	USER NAME = DOMINIC OLESAK	DESIGNED - KLB	REVISED -		FOREST PRESERVE ENTRANCE CROSS SECTIONS	FAU. RTE	SECTION	COUNTY	TOTAL	SHEET
		DRAWN - GHA	REVISED -	STATE OF ILLINOIS		1234	15-10112-00-BR	LAKE	100	100
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	DEPARTMENT OF TRANSPORTATION	OAK SPRING ROAD BRIDGE REPLACEMENT			CONTRACT #	# 61	J99
	PLOT DATE = 12/20/2023 10:31 AM	DATE - 12.27.2023	REVISED -		SCALE: AS NOTED SHEET NO. 1 OF 1 SHEETS STA. 10+00.00 TO STA. 11+25.00	7—	ILLINOIS FED. A	ID PROJECT		