F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	(D)
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJE		
• 125X-HB-(1&2) R-1		CONTRACT # 60		

DROP MANHOLE

RESTRICTOR MANHOLE

END FULL DEPTH RECONSTRUCTION STA. 547+40.64

℄ EAST TRACK

℄ WEST TRACK

EXISTING WETLAND SITE #2

UNION PACIFIC RAILROAD

PROPOSED ℄ U.S. 41

℄ SB U.S. 41

PROPOSED ROW

EXISTING ROW

RAMP D

℄ RAMP D

℄ NB U.S. 41

SEE NOTE 1

RAMP C

℄ RAMP C

MATCHLINE US 41 STA. 539+00

MATCHLINE US 41 STA. 553+50

SEE NOTE 2

U.S. ROUTE 41 (SKOKIE HIGHWAY)

OUTLET 3

PROPOSED TEMP. EASEMENT

EXISTING WETLAND SITE #3

UNIVERSITY AVENUE (NO ACCESS)

UNIVERSITY PARK
GURNEE PARK DISTRICT
(VILLAGE OF GURNEE OWNED)

33' X 38.5' - 2.5' DEEP STONE RIPRAP CLASS 4, WITH FILTER FABRIC. SEE DETAILS.

SEE STRUCTURAL DRAWINGS FOR BOX CULVERT AND HEADWALL DETAILS

EXISTING WETLAND SITE #2

GURNEE TRIBUTARY

WOODLAWN AVENUE (NO ACCESS)

DORCHESTER AVE.

NOTES:

1. EXISTING PILING TO BE REMOVED AS NECESARY TO ACCOMODATE THE INSTALLATION OF DRAINAGE STRUCTURES AND STORM SEWERS. COST IS INLCUDED IN THE UNIT BID PRICE OF "REMOVAL OF EXISTING STRUCTURES NO. 1" & "REMOVAL OF EXISTING STRUCTURES NO. 2". SEE ALSO SHEET 1 OF 4 EXISTING REMOVAL GRAINAGE PLANS.
2. CORE DRILL AND CONNECT TO EXISTING REINFORCED CONCRETE CULVERT. CONSTRUCTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.

LEGEND:

- XY — PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- XY — PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- XY — PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW

KEY MAP

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

PROFILE

MATCHLINE US 41 STA. 539+00

DROP MANHOLE

PROPOSED SWALE PROFILE (EAST SIDE US 41 BETWEEN RAMP 'D' AND US 41 NB

RIM EL.= 696.66

INV. EL.= 689.79

0.60%

STA. 540+50 ELEV. 691.96

RIM EL.= 691.94

156'-SS,TY-3 24" RCP @ 0.45%

INV. EL.= 682.97

INV. EL.= 683.67

43'-SS,TY-2 15" RCP @ 0.44%
U/S INV.=681.31
D/S INV.=681.12

283'-SS,TY-2 24" RCP @ 0.45%

INV. EL.= 680.97

INV. EL.= 679.70

STA. 544+00 ELEV. 683.87

RIM EL.= 686.01

0.93%

STA. 545+00 ELEV. 682.94

PROPOSED DITCH PROFILE (US 41 MEDIAN)

RIM EL.= 683.98

10"-SS,TY-2 30" RCP @ 0.45%
U/S INV.=678.38
D/S INV.=678.35

0.30%

300'-SS,TY-2 24" RCP @ 0.45%

INV. EL.= 678.35

10"-SS,TY-2 24" RCP @ 0.45%

INV. EL.= 678.31

INV. EL.= 678.28

STA. 547+00 ELEV. 682.32

RIM EL.= 685.16

6'-SS,TY-2 24" RCP @ 0.45%

EXISTING 6'X4' RC BOX CULVERT

EXISTING GROUND SB EDGE OF PAVEMENT

PROPOSED PROFILE

MATCHLINE US 41 STA. 553+50

	700	695	690	685	680	675	670	665
EXISTING ELEVATION	693.49	697.21	696.42	695.63	694.84	694.06	693.27	692.48	688.05	691.74	691.04	690.39	689.78	686.29	689.22	688.71	688.24	687.81	685.61	687.43	687.10	686.81	686.57	685.00	686.37	686.22	686.11	686.01	684.82	685.92	685.82	685.72	685.63	684.69	685.54	685.46	685.40	685.35	684.57	685.31	685.28	685.27	685.27	684.57	685.28	685.30	685.33	685.38	684.73	685.43	685.50	685.59	685.68	684.98	685.78	685.90	686.03	686.17	685.72	686.33
PROPOSED ELEVATION	697.98			695.63	690.73				688.05																														685.37								685.63						685.97					686.34	
	539+00			540+00					541+00				542+00					543+00					544+00					545+00					546+00					547+00					548+00					549+00					550+00					551+00	

686.51	686.71	686.93	686.65	687.17	687.43	687.71	688.01	687.82	688.34	688.68	689.04
		552+00					553+00				

REVISIONS	
NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

DRAINAGE PLAN AND PROFILE

SHEET 3 OF 8

US 41 - STA. 539+00 TO STA. 553+50

SCALE: HORIZ. 1"=50'
VERT. 1"=5'

DRAWN BY: NSB

DATE: MAY 12, 2008

CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	(02)
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT # 60(			

UNION PACIFIC RAILROAD

END IMPROVEMENT NB
END RE-STRIPING ℄ NB
U.S. 41 STA 555+85.72

MATCHLINE U.S. 41 STA. 553+50

℄ NB U.S. 41
℄ U.S. 41
℄ SB U.S. 41

EXISTING ROW

610+00

615+00

BLACKSTONE AVE

555+00
555+00
555+00

560+00

565+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

0+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

℄ RAMP C

EXISTING ROW

KENWOOD AVENUE

END IMPROVEMENT SB
END WIDENING AND
RESURFACING ℄ SB
U.S. 41 STA 556+81.85

HARPER AVENUE (R.O.W.)

BLACKSTONE AVE

EXISTING ROW

FRONTAGE ROAD

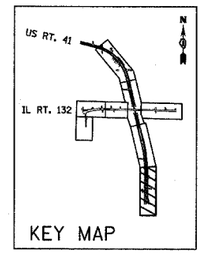
AMBROGIO DRIVE

NOTE:

1. THERE IS NO PROPOSED DRAINAGE ITEMS OF WORK ON THIS SHEET. IT IS INCLUDED WITH DRAINAGE PLANS FOR CLARITY AND LONTINUATION.

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- [XY] PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW

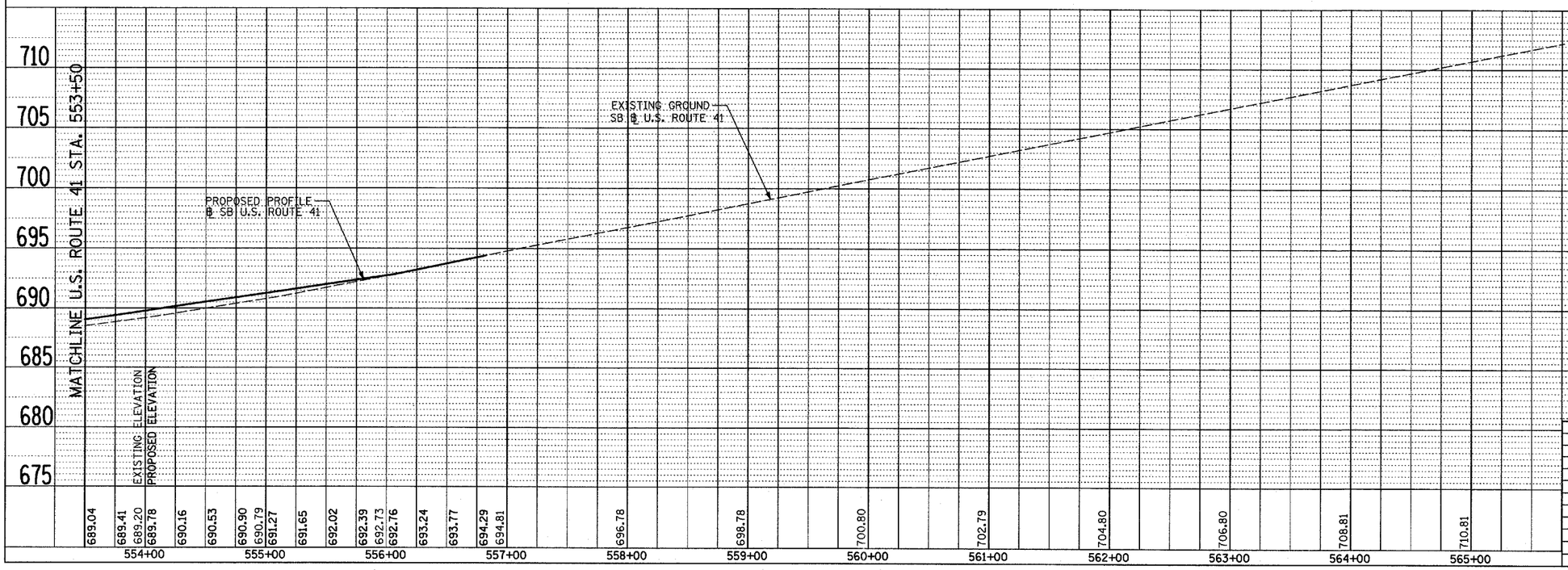


HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

PLAN
SURVEYED BY
PLOTTED BY
NOTE BOOK
NO.
DRAWN BY
CHECKED BY
R.W. OF WAY CHECKED
CADD FILE NAME
DATE

PROFILE
SURVEYED BY
PLOTTED BY
NOTE BOOK
NO.
DRAWN BY
CHECKED BY
R.W. NOTED
STRUCTURE NOTATIONS TYPED
DATE



REVISIONS	
NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
DRAWING PLAN AND PROFILE
SHEET 4 OF 8
US 41 - STA. 553+50 TO STA. 556+81.85
SCALE: HORIZ. 1"=50'
VERT. 1"=5'
DRAWN BY: NSB
DATE: MAY 12, 2008
CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	103
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

• 125X-HB-(1&2) R-1 CONTRACT • 6088

CONTRACTOR TO VERIFY EXISTING INVERT ELEVATIONS PRIOR TO CONSTRUCTION

PROPOSED JUNCTION CHAMBER. SEE STRUCTURAL DRAWINGS FOR DETAILS.

STATION/OFFSET FOR JUNCTION CHAMBER IS AT INTERSECTION OF DRAINAGE PIPE #52 / CULVERT #51. NOT CENTER OF JUNCTION CHAMBER.

10'X14.2' - 2.5' DEEP STONE RIPRAP CLASS 4, WITH FILTER FABRIC. SEE DETAILS.

OUTLET 4

GREENLEAF STREET

700+00

EXISTING REINFORCED CONCRETE BOX CULVERT (7'WX6'H)

GURNEE TRIBUTARY

MATCHLINE SHEET 6

IL ROUTE 132 (GRAND AVENUE)

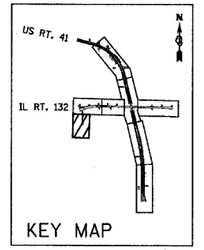
5+00

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (1)

PROPOSED JUNCTION CHAMBER. SEE STRUCTURAL DRAWINGS FOR DETAILS.

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- [XY] PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW



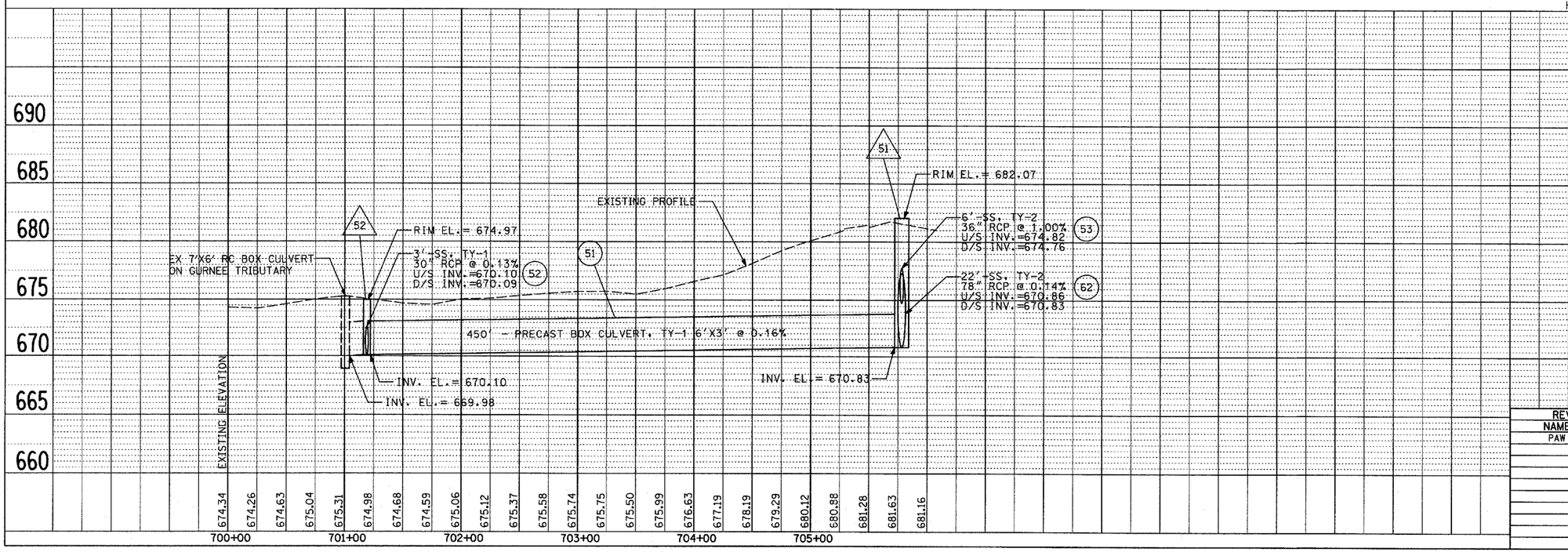
KEY MAP

NOTES:

1. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"



REVISIONS	
NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE PLAN AND PROFILE

SHEET 5 OF 8

GREENLEAF STREET

SCALE: HORIZ. 1"=50' VERT. 1"=5'

DRAWN BY: NSB

DATE: MAY 12, 2008

CHECKED BY: DA

PLAN — SURVEYED, PLOTTED, DRAWN, CHECKED, ALIGNMENT, NOTE BOOK, NO., CADD FILE NAME, BY, DATE

PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, GRADE, STRUCTURE, NOTE BOOK, NO., BY, DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60			

PLAN — SURVEYED; PLOTTED; DRAWN; CHECKED; R.T. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DRAWN; CHECKED; B.M. NOTED; STRUCTURE NO'S/ATN'S CHK'D; NOTE BOOK; NO.; BY; DATE

PROPOSED STEEL CASING FOR EXISTING SANITARY SEWER (SEE NOTE 2)

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (1)

PROPOSED STEEL CASING FOR EXISTING SANITARY SEWER (SEE NOTE 2)

45° BEND

45° BEND

EXISTING ROW

EXISTING ROW

EXISTING ℄ IL 132

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (2)

FERNDALE STREET

FERNDALE STREET

GREENLEAF STREET

IL ROUTE 132 (GRAND AVE.)

MATCHLINE IL RTE 132 STA. 11+50

0+00

5+00

10+00

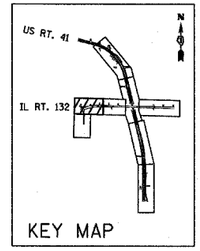
MATCHLINE SHEET 5

NOTES:

1. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
2. SEE PROPOSED SANITARY SEWER SCHEDULE FOR DETAILS. THE CONTRACTOR SHALL VERIFY CONDITIONS ON SITE PRIOR TO ORDER OF MATERIAL.

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- [XY] PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW



KEY MAP

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

695 690 685 680 675 670 665 660

RIM EL.= 682.92

RIM EL.= 682.07

RIM EL.= 681.54

RIM EL.= 685.74

INV. EL.= 674.82
53 6'-SS, TY-2 36" RCP @ 1.00%
INV. EL.= 674.76

450'-PRECAST CONCRETE BOX CULV. TY-1 6' X3' @ 0.16% (51)
U/S INV.=670.83
D/S INV.=670.10

INV. EL.= 670.86
22'-SS, TY-2 78" RCP @ 0.14% (62)
INV. EL.= 670.83

512'-SS, TY-2 78" RCP @ 0.16%

INV. EL.= 671.69

MATCHLINE IL RTE 132 STA. 11+50

685.76 685.94 — 5+00, 6+00, 7+00, 8+00, 9+00, 10+00, 11+00

REVISIONS NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
DRAINAGE PLAN AND PROFILE
SHEET 6 OF 8
IL 132 - BOP TO STA. 11+50

SCALE: HORIZ. 1"=50' VERT. 1"=5' — DRAWN BY: NSB

DATE: MAY 12, 2008 — CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	105
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT # 60E			

PLAN — SURVEYED — DATE; PLOTTED — BY; DRAWN — CHECKED; QUANTITIES — CHECKED; R.L.M. NOTED — R.O.W. CHECKED; STRUCTURE NOTATIONS CHKD; NOTE BOOK — CADD FILE NAME; NO. —

PROFILE — SURVEYED — DATE; PLOTTED — BY; DRAWN — CHECKED; QUANTITIES — CHECKED; R.L.M. NOTED — STRUCTURE NOTATIONS CHKD; NOTE BOOK — NO. —

MATCHLINE IL RTE 132 STA. 11+50

ESTES AVENUE

GREENVIEW STREET

PROPOSED STEEL CASING FOR EXISTING SANITARY SEWER (SEE NOTE 3)

EXISTING ROW

℄ EB IL 132

15+00

20+00

IL ROUTE 132 (GRAND AVENUE)

EXISTING ROW

PROPOSED TEMP. EASEMENT

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (1)

PROPOSED STEEL CASING FOR EXISTING SANITARY SEWER (SEE NOTE 3)

ESTES STREET

BEGIN IMPROVEMENT
BEGIN FULL DEPTH RECONSTRUCTION
℄ EB IL 132
STA 14+71.00

SEE SHEET 7A FOR STRUCTURE AND STORM SEWER LABELS AT SAG LOCATIONS.

MATCHLINE U.S. 41 STA. 531+09

MATCHLINE IL RTE 132 STA. 23+50

U.S. ROUTE 41 (SKOKIE HIGHWAY)

535+00

CONCRETE GUTTER BEGIN STA. 401+57.09

CONCRETE GUTTER END STA. 402+17.09

MATCHLINE U.S. 41 STA. 536+15

PROPOSED US 41 BRIDGE

EXISTING UP RR BRIDGE

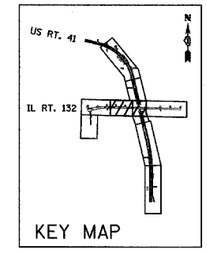
U.S. 41

NOTES:

1. COST SHALL NOT BE BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE DRAINAGE STRUCTURE.
2. CUT OFF PORTIONS OF EXISTING PILING AS NECESSARY TO ACCOMODATE THE INSTALLATION OF DRAINAGE STRUCTURES AND STORM SEWERS. COST SHALL BE INCLUDED IN THE UNIT BID PRICE OF "REMOVAL OF EXISTING STRUCTURES NO. 1" & "REMOVAL OF EXISTING STRUCTURES NO. 2."
3. SEE PROPOSED SANITARY SEWER SCHEDULE FOR DETAILS. THE CONTRACTOR SHALL VERIFY CONDITIONS ON SITE PRIOR TO ORDER OF MATERIALS.

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △ XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- [XY] PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW



KEY MAP

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

PROFILE

MATCHLINE IL RTE 132 STA. 11+50

EXISTING PAVEMENT ℄ EX IL 132

PROPOSED PROFILE ℄ EB IL ROUTE 132

RIM EL.= 685.94

RIM EL.= 686.45

RIM EL.= 683.36

RIM EL.= 680.44

RIM EL.= 680.13

RIM EL.= 680.12

RIM EL.= 680.45

304' -SS, TY-2 72" RCP @ 0.16%

325' -SS, TY-2 72" RCP @ 0.16%

197' -SS, TY-2 60" RCP @ 0.16%

150' -SS, TY-2 43"X68" RCP @ 0.16%

118' -SS, TY-2 34"X53" RCP @ 0.08%

62' -SS, TY-2 38"X60" RCP @ 0.16%

33' -SS, TY-2 38"X60" RCP @ 0.18%

62' -SS, TY-2 38"X60" RCP @ 0.18%

INV. EL.= 672.18

INV. EL.= 672.71

INV. EL.= 673.03

INV. EL.= 673.27

INV. EL.= 673.37

INV. EL.= 673.43

INV. EL.= 674.12

INV. EL.= 675.54

MATCHLINE IL RTE 132 STA. 23+50

EXISTING ELEVATION / PROPOSED ELEVATION

685.76	685.99	686.23	686.34 / 686.32	686.52	686.70	686.81	686.89	686.22	686.96	686.98	686.96	686.87	685.18	686.74	686.54	686.30	686.00	683.45	685.64	685.23	684.77	684.25	681.97	683.68	683.06	682.42	681.87	680.96	681.42	681.07	680.81	680.65	680.51	680.55	680.45	680.36	680.34	680.66	680.39	680.47	680.54	680.62	680.60	680.69	680.77

12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00

REVISIONS	
NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE PLAN AND PROFILE

SHEET 7 OF 8

IL 132 - STA. 11+50 TO STA. 23+50

SCALE: HORIZ. 1"=50' VERT. 1"=5'

DRAWN BY: NSB

DATE: MAY 12, 2008

CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	104
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

• 125X-HB-(1&2) R-1 CONTRACT # 60

MATCHLINE U.S. 41 STA. 531+09

MATCHLINE IL RTE 132 STA. 11+50

ESTES STREET

GREENVIEW STREET

EXISTING ROW

℄ EB IL 132

15+00

IL ROUTE 132 (GRAND AVENUE)

20+00

MATCHLINE IL RTE 132 STA. 23+50

U.S. ROUTE 41 (SKOKIE HIGHWAY)

SEE NOTE (1)

MATCHLINE U.S. 41 STA. 536+15

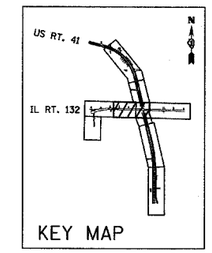
BEGIN IMPROVEMENT
BEGIN FULL DEPTH RECONSTRUCTION
℄ EB IL 132
STA 14+71.00

NOTES:

1. EXISTING PILING TO BE REMOVED AS NECESSARY TO ACCOMODATE THE INSTALLATION OF DRAINAGE STRUCTURES AND STORM SEWERS. COST IS INLCUDED IN THE UNIT BID PRICE OF "REMOVAL OF EXISTING STRUCTURES NO. 1" & "REMOVAL OF EXISTING STRUCTURES NO. 2". SEE ALSO SHT. 1 OF 4 EXISTING AND REMOVAL DRAINAGE PLANS.

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △ XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- [XY] PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW



KEY MAP

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

PROFILE

MATCHLINE IL RTE 132 STA. 11+50

MATCHLINE IL RTE 132 STA. 23+50

PROPOSED PROFILE ℄ EB IL ROUTE 132

EXISTING PAVEMENT ℄ EX IL 132

PROPOSED US 41 BRIDGE

U.S. 41

EXISTING UP RR BRIDGE

RIM EL.= 685.94

RIM EL.= 686.45

RIM EL.= 683.36

RIM EL.= 680.44

RIM EL.= 680.13

RIM EL.= 680.12

RIM EL.= 680.45

304' -SS, TY-2 72" RCP @ 0.16%

325' -SS, TY-2 72" RCP @ 0.16%

197' -SS, TY-2 60" RCP @ 0.16%

150' -SS, TY-2 43"X68" RCP @ 0.16%

118' -SS, TY-2 54"X53" RCP @ 0.08%

INV. EL.= 672.18

INV. EL.= 672.71

INV. EL.= 673.03

INV. EL.= 673.27

62' -SS, TY-2 38"X60" RCP @ 0.16%

INV. EL.= 673.37

33' -SS, TY-2 38"X60" RCP @ 0.18%

INV. EL.= 673.43

62' -SS, TY-2 38"X60" RCP @ 0.18%

INV. EL.= 674.12

INV. EL.= 673.54

23+00

695 690 685 680 675 670 665 660

685.76 685.99 686.23 686.34 686.32 686.52 686.70 686.81 686.89 686.22 686.96 686.98 686.96 686.87 685.18 686.74 686.54 686.30 686.00 683.45 685.64 685.23 684.77 684.25 681.97 683.68 683.06 682.42 681.87 680.96 681.42 681.07 680.81 680.65 680.51 680.55 680.45 680.36 680.34 680.66 680.39 680.47 680.54 680.62 680.60 680.69 680.77

12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00

REVISIONS	
NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE PLAN AND PROFILE

SHEET 7A OF 8

IL 132 - STA. 11+50 TO STA. 23+50

SCALE: HORIZ. 1"=50'
VERT. 1"=5'

DRAWN BY: NSB

DATE: MAY 12, 2008

CHECKED BY: DA

PLAN: SURVEYED, ALIGNMENT CHECKED, NOTE BOOK, NO.; R.T. OF W.A.Y. CHECKED, CADD FILE NAME; BY, DATE

PROFILE: SURVEYED, GRADES CHECKED, NOTE BOOK, NO.; B.M. NOTED, STRUCTURE NOTATIONS CHKD; BY, DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	107
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT # 6088			

MATCHLINE IL RTE 132 STA. 23+50

WAVELAND STREET

MAGNOLIA STREET

PINE GROVE STREET

BELLE PLAINE ST.

IL ROUTE 132 (GRAND AVENUE)

PROPOSED ℄ IL 132

℄ WB IL 132

℄ EB IL 132

EXISTING ROW

25+00

30+00

35+00

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (2)

DROP MANHOLE

END SEWER IMPROVEMENT IL 132 STA. 31+00.00

END IMPROVEMENT END FULL DEPTH RECONSTRUCTION ℄ EB IL 132 STA 24+76.39

N

KEY MAP

US RT. 41

IL RT. 132

NOTES:

1. THE CONTRACTOR SHALL MATCH EXISTING PAVEMENT ELEVATIONS FOR PROPOSED RIM ELEVATIONS OF THESE STRUCTURES: 81, 82 & 83.
2. COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE DRAINAGE STRUCTURE

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- [XY] PROPOSED PIPE UNDERDRAINS 6" (X=SHEET NO., Y=PIPE NO.)
- SHEET FLOW

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

MATCHLINE IL RTE 132 STA. 23+50

RIM EL.= 680.90

RIM EL.= 683.23 SEE NOTE (1)

DROP MANHOLE SEE NOTE (1)

RIM EL.= 690.52

RIM EL.= Match Exist. SEE NOTE (1)

EXISTING PAVEMENT ℄ EX IL 132

SEE NOTE (2)

144' -SS, TY-2 34"X53" RCP @ 0.08%

235' -SS, TY-3 36" RCP @ 0.25%

342' -SS, TY-3 30" RCP @ 0.25%

EXISTING 18" SEWER

INV. EL.= 674.21

INV. EL.= 674.82

INV. EL.= 674.32

INV. EL.= 680.40

INV. EL.= 675.40

INV. EL.= 681.25

EXISTING ELEVATION

PROPOSED ELEVATION

680.84	680.98	681.38	681.22	681.56	682.01	682.95	685.74	688.99	691.47	693.29	694.32	694.57	694.45	694.01	694.29	693.92
24+00					25+00		26+00		27+00		28+00	29+00	30+00	31+00		

REVISIONS	
NAME	DATE
PAW	6/18/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE PLAN AND PROFILE

SHEET 8 OF 8

IL 132 - STA. 23+50 TO EOP

SCALE: HORIZ. 1"=50' VERT. 1"=5'

DRAWN BY: NSB

DATE: MAY 12, 2008

CHECKED BY: DA

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, NOTE BOOK, NO., DATE, BY

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, NO., STRUCTURE NOTATIONS CHKD, DATE, BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	102
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60I			

PLAN
SURVEYED
DRAWN
ALIGNMENT CHECKED
GRADES CHECKED
QUANTITIES CHECKED
DATA FILE NAME
NOTE BOOK
NO.
BY
DATE

STA. 101+67 ELEV. 691.65
STA. 103+14 ELEV. 694.49
STA. 104+14 ELEV. 696.12
STA. 105+14 ELEV. 697.14
STA. 105+64 ELEV. 697.51
STA. 108+35 ELEV. 698.86
STA. 109+15 ELEV. 695.00
STA. 110+24 ELEV. 685.87
STA. 110+65 ELEV. 684.03
STA. 111+65 ELEV. 680.40
STA. 112+15 ELEV. 678.30
STA. 112+46 ELEV. 678.18
STA. 113+15 ELEV. 679.14

EXISTING GROUND PROFILE
PROPOSED PROFILE ℄ RAMP A
PROPOSED SWALE PROFILE (WEST SIDE)
DROP MANHOLE 24
DROP MANHOLE 25
RIM EL.= 695.47
RIM EL.= 685.02
RIM EL.= 680.76
RIM EL.= 679.35
RIM EL.= 680.44
1.89%
1.63%
1.02%
0.74%
0.50%
4.80%
8.40%
4.41%
3.60%
4.20%
0.39%
1.38%
50'-SS, TY-2 24" RCP @ 0.51% U/S INV.=687.99 D/S INV.=687.75
294'-SS, TY-3 24" RCP @ 0.25%
INV. EL.= 680.25
INV. EL.= 679.52
111'-SS, TY-2 24" RCP @ 0.25%
100'-SS, TY-2 24" RCP @ 0.25%
109'-SS, TY-2 24"X38" ELLIP @ 0.25%
150'-SS, TY-2 43"X68" ELLIP @ 0.16% INV. U/S=673.27 INV. D/S=673.03
INV. EL.= 674.73
INV. EL.= 674.45
INV. EL.= 674.21
INV. EL.= 673.94
INV. EL.= 673.27

EXISTING ELEVATION	PROPOSED ELEVATION
694.33	694.67
	694.76
	694.85
	694.93
	694.62
	695.02
	695.11
	695.20
	695.29
	695.16
	695.37
	695.55
	695.88
	696.19
	695.86
	696.44
	696.68
	696.92
	697.16
	696.86
	697.36
	697.49
	697.56
	697.57
	697.27
	697.51
	697.39
	697.23
	697.06
	698.50
	696.90
	696.70
	696.45
	696.13
	697.73
	695.76
	695.32
	694.82
	694.26
	699.56
	693.64
	692.96
	692.22
	691.42
	699.40
	690.56
	689.64
	688.65
	687.61
	696.56
	686.51
	685.37
	684.24
	683.12
	694.21
	682.14
	681.31
	680.64
	680.12
	693.71
	679.76
	679.55
	679.50
	679.61
	681.51
	679.87
	680.28
	680.75

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00

SEE ROADWAY PLAN SHEETS 1-2 OF 8 FOR RAMP A PLAN

RAMP A

NOTE:
DASHED PROFILE INDICATES ELEVATIONS ARE CONTROLLED BY MAINLINE PROFILE

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

PROFILE
SURVEYED
DRAWN
ALIGNMENT CHECKED
GRADES CHECKED
QUANTITIES CHECKED
DATA FILE NAME
NOTE BOOK
NO.
BY
DATE

PROPOSED PROFILE ℄ RAMP B
EXISTING GROUND PROFILE
PROPOSED SWALE PROFILE (EAST SIDE RAMP B)
PROPOSED DITCH PROFILE (EAST SIDE RAMP B)
STA. 201+39 ELEV. 691.70
STA. 205+39 ELEV. 693.73
STA. 206+39 ELEV. 693.98
STA. 208+39 ELEV. 692.16
STA. 209+19 ELEV. 690.87
STA. 212+39 ELEV. 692.47
STA. 212+89 ELEV. 692.72
STA. 213+39 ELEV. 693.96
RIM EL.= 691.05
RIM EL.= 685.46
RIM EL.= 679.86
RIM EL.= 679.42
RIM EL.= 680.13
0.51%
0.25%
0.91%
1.61%
0.50%
2.48%
18"-SS, TY-2 RCP @ 1.00%
187'-SS, TY-2 18" RCP @ 0.50%
86'-SS, TY-2 24" RCP @ 0.50%
49'-SS, TY-1 24" @ 0.50%
62'-SS, TY-2 38"X60" RCP @ 0.16% U/S INV.=673.37 D/S INV.=673.27
INV. EL.= 679.41
INV. EL.= 678.06
INV. EL.= 676.06
INV. EL.= 675.12
INV. EL.= 674.62
INV. EL.= 674.37
INV. EL.= 673.94

LEGEND:
(XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
SHEET FLOW

EXISTING ELEVATION	PROPOSED ELEVATION
694.61	696.92
	697.15
	697.36
	697.54
	695.73
	697.69
	697.81
	697.91
	697.97
	695.30
	698.01
	698.02
	698.00
	697.95
	696.42
	697.88
	697.77
	697.65
	697.52
	696.53
	697.40
	697.27
	697.15
	697.02
	696.12
	696.90
	696.77
	696.65
	696.52
	697.17
	696.40
	696.27
	696.15
	696.02
	697.78
	695.90
	695.76
	695.55
	695.28
	697.82
	694.93
	694.51
	694.03
	693.47
	698.91
	692.84
	692.15
	691.38
	690.54
	697.52
	689.63
	688.65
	687.61
	686.49
	697.79
	685.30
	684.06
	682.92
	681.93
	697.56
	681.09

200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00

SEE ROADWAY PLAN SHEETS 1-2 OF 8 FOR RAMP B PLAN

RAMP B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

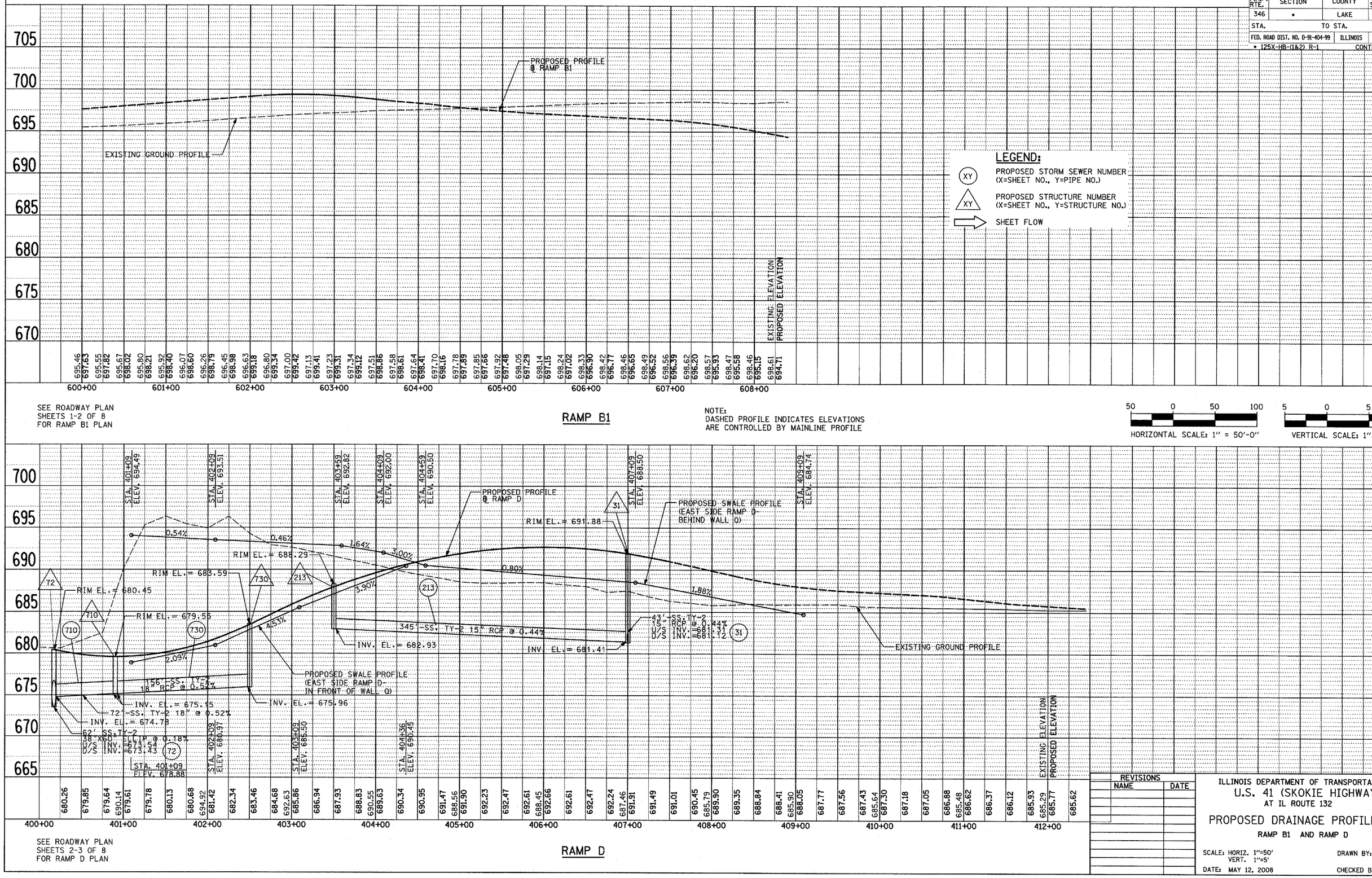
PROPOSED DRAINAGE PROFILE
RAMP A AND RAMP B

SCALE: HORIZ. 1"=50'
VERT. 1"=5'
DRAWN BY: NSB
DATE: MAY 12, 2008
CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	109
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 608			

PLAN — SURVEYED / PLOTTED / QUANTITIES CHECKED / NOTE BOOK / NO. / R.O.W. NOTED / CADD FILE NAME / BY / DATE

PROFILE — SURVEYED / PLOTTED / QUANTITIES CHECKED / NOTE BOOK / NO. / R.O.W. NOTED / STRUCTURE NOTATIONS CHKD / BY / DATE



SEE ROADWAY PLAN SHEETS 1-2 OF 8 FOR RAMP B1 PLAN

RAMP B1

NOTE: DASHED PROFILE INDICATES ELEVATIONS ARE CONTROLLED BY MAINLINE PROFILE

LEGEND:

(XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)

XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)

SHEET FLOW

HORIZONTAL SCALE: 1" = 50'-0" (50 0 50 100)

VERTICAL SCALE: 1" = 5'-0" (5 0 5 10)

SEE ROADWAY PLAN SHEETS 2-3 OF 8 FOR RAMP D PLAN

RAMP D

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

PROPOSED DRAINAGE PROFILE

RAMP B1 AND RAMP D

SCALE: HORIZ. 1"=50' VERT. 1"=5'

DRAWN BY: NSB

DATE: MAY 12, 2008

CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	140
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 608			

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / R.M. NOTED / STRUCTURE NO(TATIONS CHKD) / NOTE BOOK / NO. / CADD FILE NAME / BY / DATE

EXISTING GROUND PROFILE

RIM EL.= 680.44 — STA. 300+73, ELEV. 679.41 — RIM EL.= 679.39 — STA. 301+11, ELEV. 677.50 — RIM EL.= 682.58 — STA. 302+56, ELEV. 677.68 — RIM EL.= 687.40 — STA. 304+06, ELEV. 683.05 — RIM EL.= 689.09 — RIM EL.= 686.63 — RIM EL.= 684.39 — RIM EL.= 684.12 — RIM EL.= 683.65

PROPOSED PROFILE @ RAMP C

74 — 731 — 211 — 26 — 35 — 36 — 311 — 37 — 330

100' -SS, TY-2 24" RCP @ 0.25%
INV. EL.= 674.10
150' -SS, TY-2 43"X68" ELLIP @ 0.16%
U/S INV.=673.27
D/S INV.=673.03
INV. EL.= 674.60
INV. EL.= 674.35
241' -SS, TY-2 21" RCP @ 0.25%
INV. EL.= 675.20
PROPOSED SWALE PROFILE (WEST SIDE RAMP C)
PROPOSED SWALE PROFILE (EAST SIDE RAMP C)
196' -SS, TY-2 12" RCP @ 0.44%
INV. EL.= 681.35
INV. EL.= 680.49
INV. EL.= 680.24
263' -SS, TY-2 15" RCP @ 0.32%
INV. EL.= 679.40
INV. EL.= 679.15
243' -SS, TY-2 18" RCP @ 0.31%
INV. EL.= 678.40
39' -SS, TY-2 18" RCP @ 0.30%
INV. EL.= 678.28
11' -SS, TY-2 18" RCP @ 0.30%
INV. EL.= 678.25
3' -SS, TY-1 18" RCP @ 0.33%
U/S INV.=678.25
D/S INV.=678.24
EXISTING 6'X4' BOX CULVERT

3.28% 2.22% 2.55% 3.58% 2.83% 1.50% 2.48% 1.33%

STA. 300+56 ELEV. 678.22 — STA. 301+56 ELEV. 677.11 — STA. 302+06 ELEV. 679.06 — STA. 303+06 ELEV. 679.86 — STA. 304+31 ELEV. 683.10 — STA. 305+06 ELEV. 686.81 — STA. 306+06 ELEV. 686.21 — STA. 307+56 ELEV. 688.87

MATCHLINE STA. 315+00

EXISTING ELEVATION: 680.91 680.73 680.77 681.77 680.19 684.99 679.64 686.61 679.22 686.95 678.93 687.58 678.78 688.04 678.77 688.49 678.89 689.04 679.14 689.56 679.53 689.59 680.06 689.41 680.72 689.24 681.51 689.48 682.42 690.24 683.30 690.19 684.12 689.43 684.88 687.11 685.58 686.04 686.22 685.06 686.81 684.40 687.33 683.93 687.79 683.57 688.20 683.26 688.55 682.96 688.83 683.14 689.06 684.07 689.23 685.13 689.34 686.27 689.39 686.45 689.38 684.45 689.31 682.99 689.19 681.86 689.00 681.60 688.75 682.14 688.46 682.93 688.15 682.07 687.73 681.12 687.32 681.48 686.94 681.65 686.69 682.78 686.43 683.48 686.17 683.11 686.00 682.59 685.90 681.98 685.73 682.51 685.51 682.64 685.29 682.93 684.90 682.08 684.54 681.94 684.24 682.27 684.01 681.29 683.85 682.03 683.75 683.01 683.68 682.82 683.61 682.62 683.64 682.67 683.73 682.77 683.82 683.05 683.90 683.29 683.99

PROPOSED ELEVATION: 680.91 680.73 680.77 681.77 680.19 684.99 679.64 686.61 679.22 686.95 678.93 687.58 678.78 688.04 678.77 688.49 678.89 689.04 679.14 689.56 679.53 689.59 680.06 689.41 680.72 689.24 681.51 689.48 682.42 690.24 683.30 690.19 684.12 689.43 684.88 687.11 685.58 686.04 686.22 685.06 686.81 684.40 687.33 683.93 687.79 683.57 688.20 683.26 688.55 682.96 688.83 683.14 689.06 684.07 689.23 685.13 689.34 686.27 689.39 686.45 689.38 684.45 689.31 682.99 689.19 681.86 689.00 681.60 688.75 682.14 688.46 682.93 688.15 682.07 687.73 681.12 687.32 681.48 686.94 681.65 686.69 682.78 686.43 683.48 686.17 683.11 686.00 682.59 685.90 681.98 685.73 682.51 685.51 682.64 685.29 682.93 684.90 682.08 684.54 681.94 684.24 682.27 684.01 681.29 683.85 682.03 683.75 683.01 683.68 682.82 683.61 682.62 683.64 682.67 683.73 682.77 683.82 683.05 683.90 683.29 683.99

300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00

SEE ROADWAY PLAN SHEETS 2-3 OF 8 FOR RAMP C PLAN

RAMP C

NOTE:
DASHED PROFILE INDICATES ELEVATIONS ARE CONTROLLED BY MAINLINE PROFILE

HORIZONTAL SCALE: 1" = 50'-0" (50 0 50 100)

VERTICAL SCALE: 1" = 5'-0" (5 0 5 10)

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / R.M. NOTED / STRUCTURE NO(TATIONS CHKD) / NOTE BOOK / NO. / BY / DATE

EXISTING GROUND PROFILE

PROPOSED PROFILE @ RAMP C

MATCHLINE STA. 315+00

EXISTING ELEVATION: 683.29 683.53 684.08 684.13 684.16 684.10 684.25 684.06 684.34 684.03 684.42 683.84 684.51 683.81 684.66 684.17 684.81 684.63 684.96 684.66 685.12 684.67 685.34 684.95 685.56 685.30 685.79 685.62 686.01 685.92 686.30 686.21 686.60 686.47 686.90 686.77 687.20 687.07 687.56 687.41 687.92 687.74 688.28 688.12 688.65 688.51 689.16 688.93 689.67 689.35 690.18 689.86 690.69 690.41 691.21 691.01 691.72 691.60 692.23 692.19 692.74 692.79 693.25 693.38 693.77

PROPOSED ELEVATION: 683.29 683.53 684.08 684.13 684.16 684.10 684.25 684.06 684.34 684.03 684.42 683.84 684.51 683.81 684.66 684.17 684.81 684.63 684.96 684.66 685.12 684.67 685.34 684.95 685.56 685.30 685.79 685.62 686.01 685.92 686.30 686.21 686.60 686.47 686.90 686.77 687.20 687.07 687.56 687.41 687.92 687.74 688.28 688.12 688.65 688.51 689.16 688.93 689.67 689.35 690.18 689.86 690.69 690.41 691.21 691.01 691.72 691.60 692.23 692.19 692.74 692.79 693.25 693.38 693.77

315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00

SEE ROADWAY PLAN SHEETS 2-3 OF 8 FOR RAMP C PLAN

RAMP C

LEGEND:

- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- SHEET FLOW

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

PROPOSED DRAINAGE PROFILE

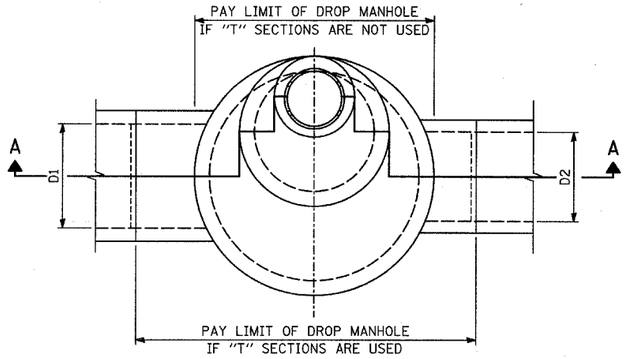
RAMP C

SCALE: HORIZ. 1"=50' VERT. 1"=5'
DRAWN BY: NSB
DATE: MAY 12, 2008
CHECKED BY: DA

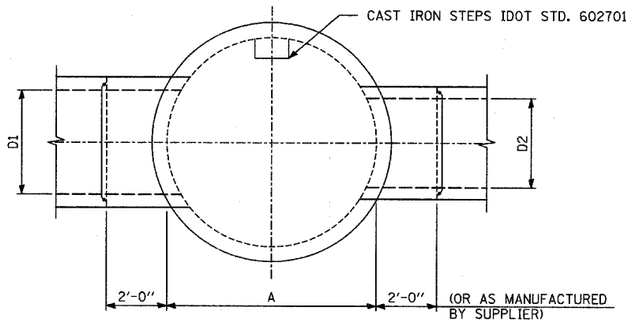
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE NO
346	•	LAKE	469	11
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJE	
• 125X-HB-(1&2) R-1			CONTRACT • 60	

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, ALL NOTES CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

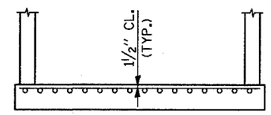
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALL NOTES CHECKED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE



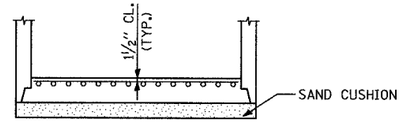
PLAN VIEW



SECTIONAL PLAN

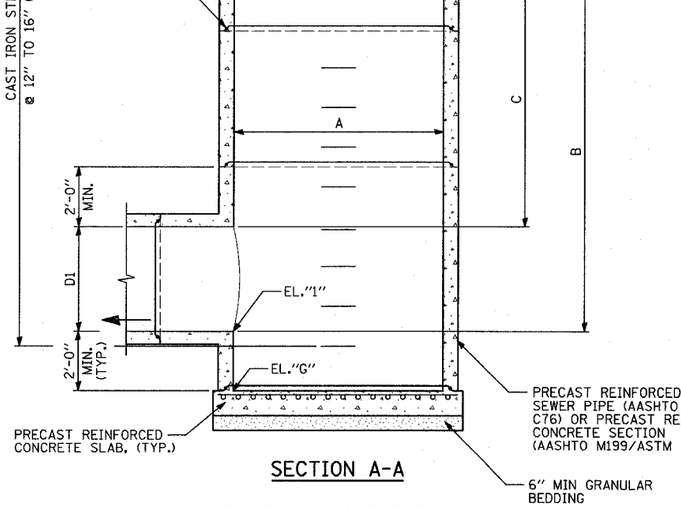


REINFORCED CAST-IN-PLACE CLASS X CONCRETE



PREFABRICATED REINFORCED CONCRETE SLAB WHEN THE PRECAST REINFORCED CONCRETE SECTIONS ALTERNATE IS USED WITH SAND CUSHION

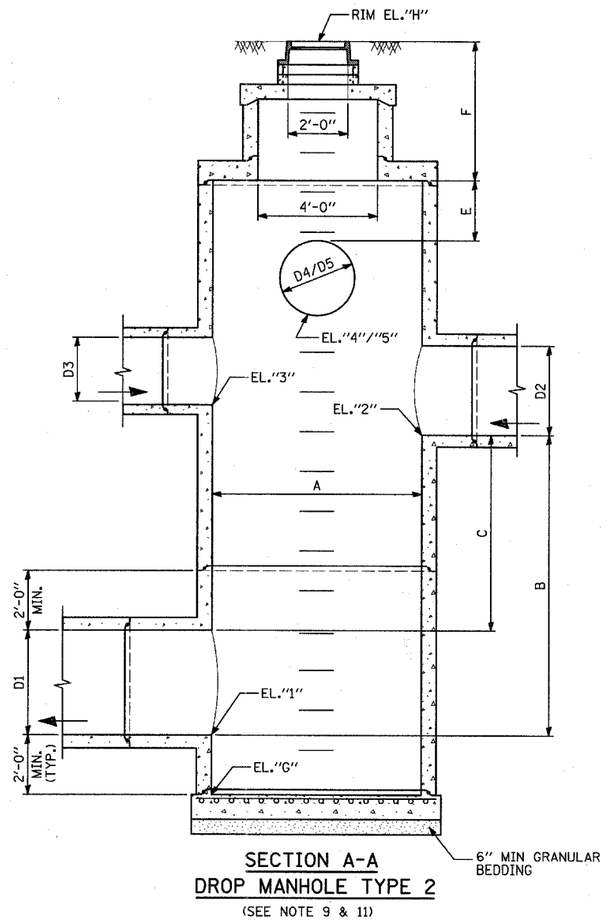
ALTERNATE BOTTOM SLAB



SECTION A-A

DROP MANHOLE TYPE 1

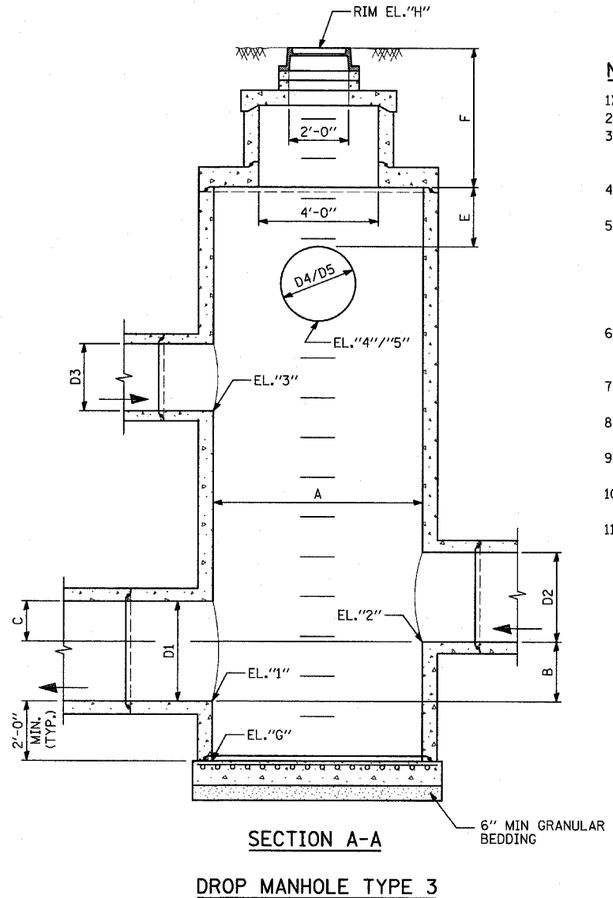
(SEE NOTE 11)



SECTION A-A

DROP MANHOLE TYPE 2

(SEE NOTE 9 & 11)



SECTION A-A

DROP MANHOLE TYPE 3

(SEE NOTES 10 & 11)

NOTES:

1) ALL DIMENSIONS ARE INSIDE DIMENSIONS.
2) UTILIZE PIPE "T" SECTIONS WHENEVER AVAILABLE.
3) PRESET PIPE OPENINGS IN PRECAST REINFORCED CONCRETE SECTIONS IF "T" SECTIONS AND SPECIAL FITTINGS ARE NOT AVAILABLE.
4) ROTATE FLAT SLAB AND MANHOLE RISER SO STEPS AVOID STORM SEWER OPENINGS.
5) CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.
   STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.
6) JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.
7) LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.
8) ALL WORK SHALL BE AS PER AASHTO REQUIREMENTS. ASTM IS LISTED AS SUPPLEMENTARY.
9) SIMILAR TO TYPE 1, ALSO WITH SEWERS D3, D4 AND D5.
10) SIMILAR TO TYPE 1, ALSO WITH SEWERS D3, D4, D5 AND LOWER D2.
11) DROP MANHOLE TYPE 1 AND TYPE 3 ARE NOT USED ON THIS PROJECT.

SCHEDULE NOTE:

(1) INVERT ELEVATION, SIZE AND DEPTH INDICATED, IS ASSUMED BASED ON A 6' DEPTH FROM RIM TO PIPE INVERT. THEREFORE DUE TO LACK OF FIELD SURVEY DATA, THE CONTRACTOR SHALL VERIFY INFORMATION IN FIELD PRIOR TO ORDER OF MATERIAL. THE COST OF THIS FIELD VERIFICATION SHALL BE INCLUDED WITH THE COST OF CONSTRUCTION OF A DROP MANHOLE.

DROP MANHOLE SCHEDULE

STRUCT NUMBER	TYPE	LOCATION	STATION	OFFSET	DIMENSIONS										ELEVATIONS (FT)						
					A (FT)	B (FT)	C (FT)	D1 (IN)	D2 (IN)	D3 (IN)	D4 (IN)	D5 (IN)	E (FT)	F (FT)	1	2	3	4	5	G	H
24	2	RAMP A	107+26.35	21.81 LT	6	7.50	5.50	24	24	-	-	-	2	3.72	680.25	687.75	-	-	-	678.25	695.47
25	2	RAMP A	110+26.38	38.8 LT	6	4.79	2.79	24	24	-	12	12	2	2.89	674.73	679.52	-	679.40	680.13	672.73	685.02
82	2	IL 132	27+53.91	0.5 LT	7	5.00	2.00	36	30	-	12(1)	12(1)	2	4.02(1)	675.40	680.40	-	684.50(1)	684.50(1)	673.40	690.52
326	2	NB US 41	539+39.35	3.0 RT	7	6.12	4.12	24	24	-	12	-	2	3.71	683.67	689.79	-	690.95	-	681.67	696.66

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

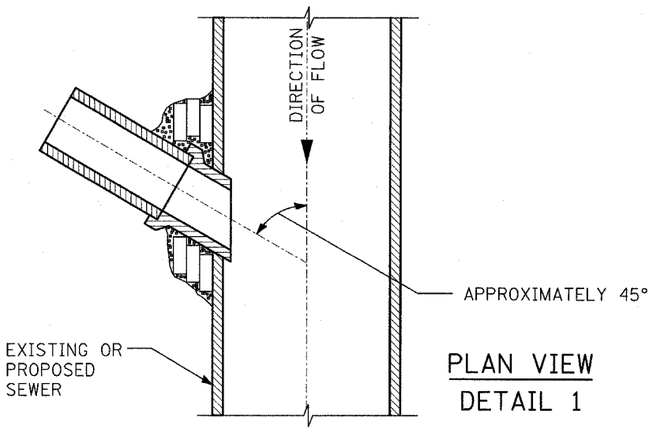
DRAINAGE STRUCTURE DETAILS
DROP MANHOLE

SCALE: NONE | DRAWN BY: NSB

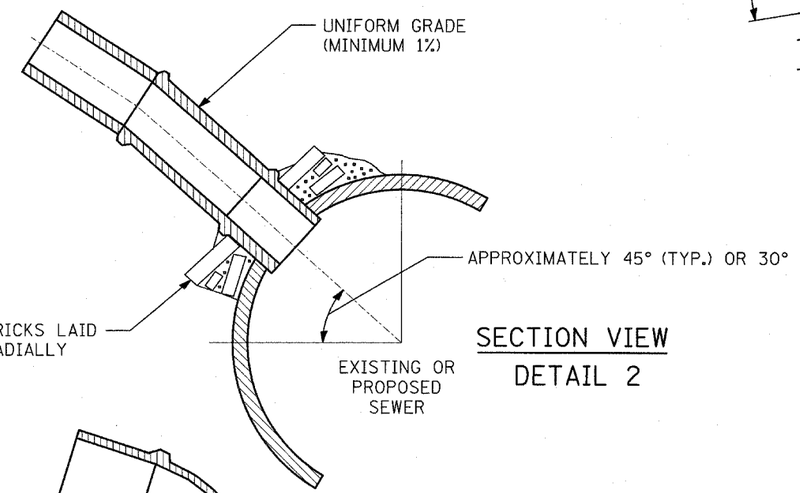
DATE: MAY 12, 2008 | CHECKED BY: DA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	112
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 6081			

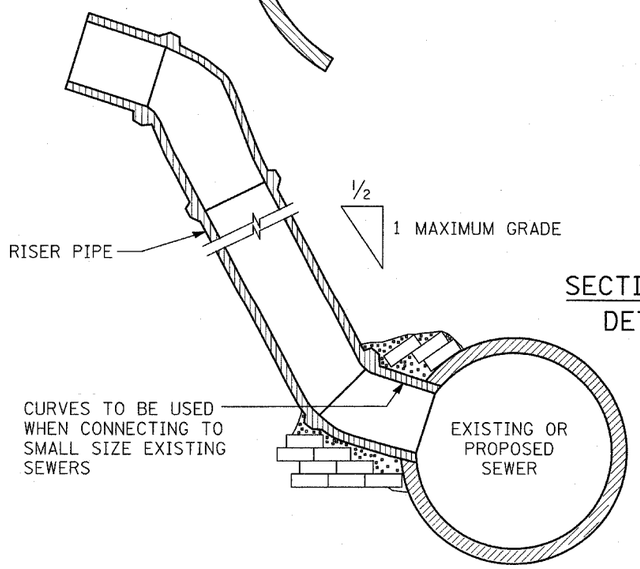
DETAIL OF PROPOSED STORM SEWER CONNECTIONS TO EXISTING/PROPOSED SEWER



PLAN VIEW
DETAIL 1

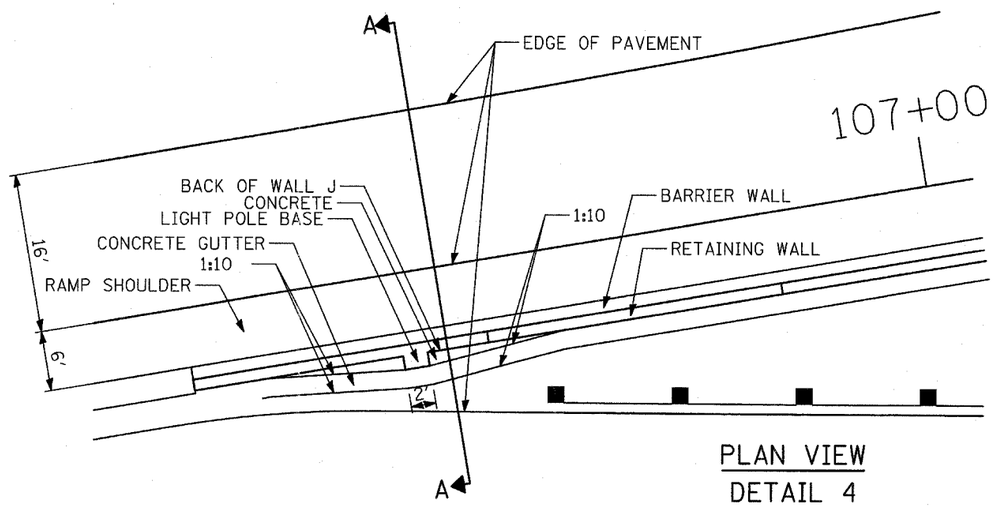


SECTION VIEW
DETAIL 2

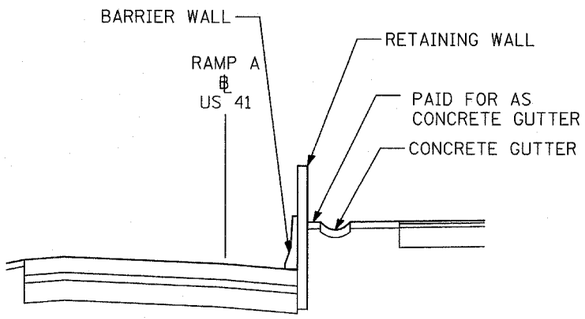


SECTION VIEW
DETAIL 3

DETAIL OF PROPOSED CONCRETE GUTTER ALONG LIGHT POLE BASE



PLAN VIEW
DETAIL 4



SECTION A-A VIEW
DETAIL 4

NOTES:

DESCRIPTION:

ALL CATCH BASIN CONNECTIONS SHALL BE 12 INCH STORM SEWER PIPE, UNLESS SHOWN OR SPECIFIED OTHERWISE ON PLAN SHEETS.

CONSTRUCTION METHODS:

1. CONNECTION TO PROPOSED STORM SEWER: WHERE A STORM SEWER CONNECTION IS TO BE MADE TO A PROPOSED STORM SEWER, A "Y" BRANCH SECTION OR A SECTION WITH AN OPENING MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED OF THE PROPER DIAMETER SHALL BE INSTALLED IN THE SEWER AT THE JUNCTION PROVIDING THE TYPE OF PIPE USED IS MANUFACTURED WITH "Y" BRANCHES OR WITH OPENING MADE IN THE PIPE.

   THE JUNCTION OF THE PROPOSED STORM SEWER CONNECTION WITH THE PROPOSED STORM SEWER SHALL BE CONSTRUCTED AS FOLLOWS:

   a. SIMILAR TO DETAIL 1 AND DETAIL 2 ABOVE EXCEPT NO BRICK WILL BE REQUIRED IF SECTIONS WITH "Y" BRANCHES OR SECTIONS WITH OPENINGS MADE IN THE PIPE ARE USED.

   b. SAME AS DETAIL 3 ABOVE.

2. CONNECTION TO EXISTING SEWER: WHERE A STORM SEWER CONNECTION IS TO BE MADE TO AN EXISTING SEWER, A CIRCULAR OPENING SHALL BE MADE IN THE EXISTING SEWER OF THE SAME SIZE AS THE EXTERNAL DIAMETER OF THE PROPOSED STORM SEWER CONNECTION.

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

   THE JOINT BETWEEN THE EXISTING SEWER AND THE PROPOSED SEWER SHALL BE COMPLETELY SEALED WITH BRICK AS SHOWN ABOVE. BRICK GRADE SW, OR CONCRETE BUILDING BRICK GRADE A, SHALL BE LAID IN MORTAR THE SAME AS SPECIFIED FOR BRICK MASONRY UNDER ARTICLE 612.05 OF THE STANDARD SPECIFICATIONS.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
DETAILS OF STORM SEWER CONNECTIONS TO SEWER AND CONCRETE GUTTER ALONG LIGHT POLE BASE

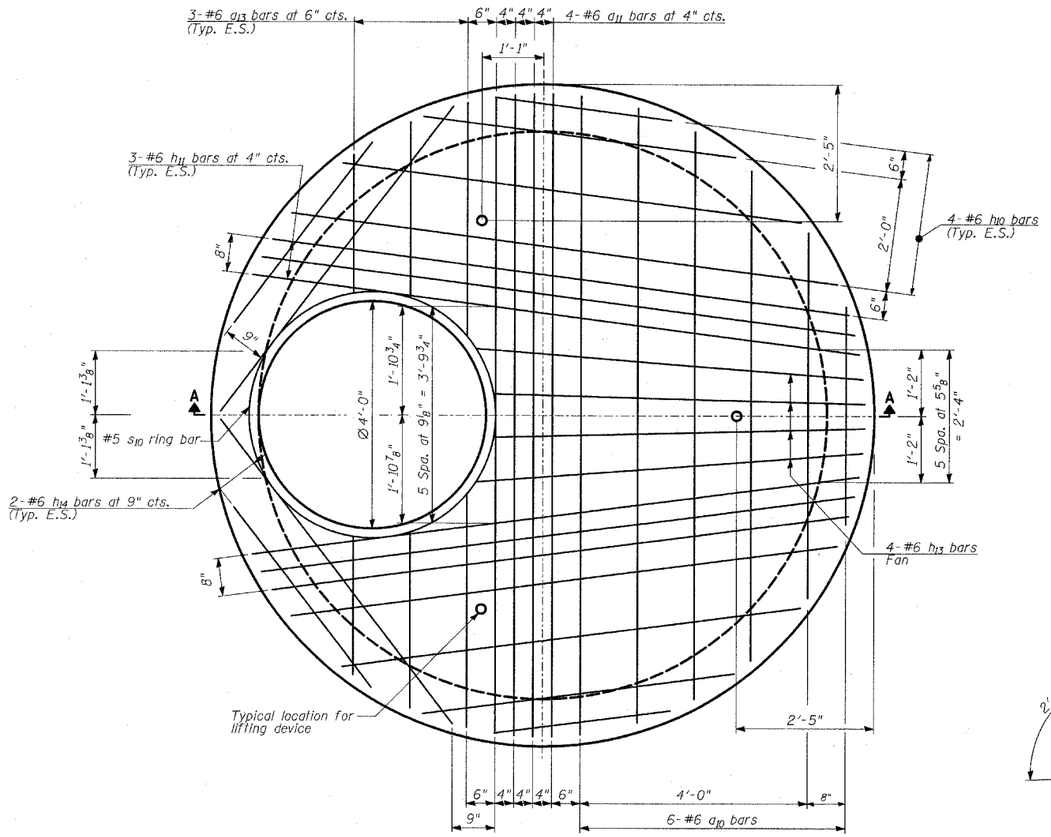
SCALE: NONE — DRAWN BY: NSB
DATE: MAY 12, 2008 — CHECKED BY: DA

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

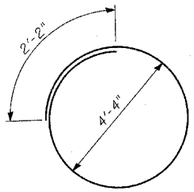
PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, ELEV. NOTED, STRUCTURE NO/TAPING CHKD, NOTE BOOK, NO., BY, DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	11
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-404-99		ILLINOIS	FED. AID PROJECT	

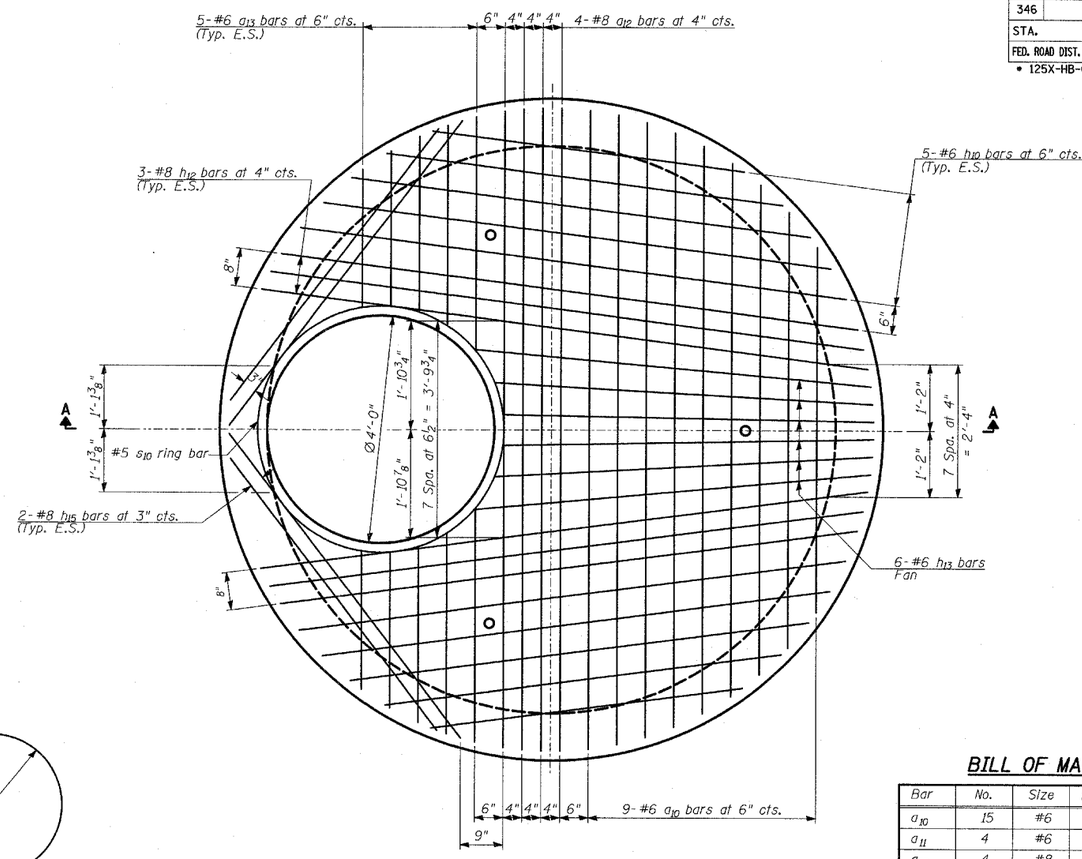
• 125X-HB-(1&2) R-1 CONTRACT # 60



ROOF SLAB - PLAN
(Top Reinforcement Bars)



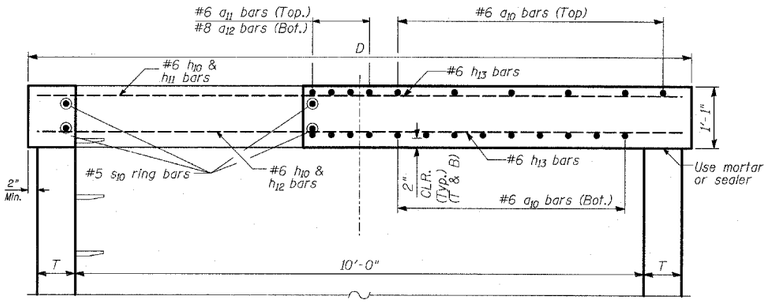
s10 BAR



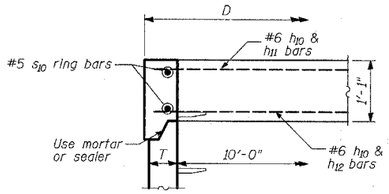
ROOF SLAB - PLAN
(Bottom Reinforcement Bars)

BILL OF MATERIAL

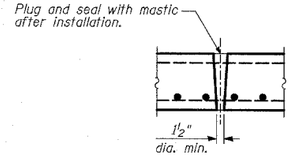
Bar	No.	Size	Length	Shape
a_{10}	15	#6	11'-3"	
a_{11}	4	#6	11'-4"	
a_{12}	4	#8	11'-4"	
a_{13}	16	#6	4'-2"	
h_{10}	18	#6	9'-8"	
h_{11}	6	#6	10'-9"	
h_{12}	6	#8	10'-9"	
h_{13}	10	#6	7'-0"	
h_{14}	4	#6	6'-9"	
h_{15}	4	#8	6'-9"	
s_{10}	2	#5	15'-9"	
Reinforcement Bars			POUND	1,330
Concrete Structure			CU. YARD	3.89



SECTION A-A



ALTERNATE JOINT CONFIGURATION



LIFTING HOLE TYPICAL
(3 required per slab)

NOTES:

1. Bar lengths are based on a wall thickness "T" of 8". Any changes on wall thickness will require modifications to the bar lengths.
2. Bars to be cut as needed.
3. Precast flat slab top shall conform to articles 505.01 thru 505.05 of Standard Specifications except that the concrete strength shall be 3500 psi after 28 days. Reinforcement bars shall conform to the requirements of article 1006.10. Only Grade 60 reinforcement bars will be permitted.
4. Joint Configuration and dimensions of flat slab top shall match and fit the riser joint detail.
5. Lifting devices shall be approved by the Engineer.
6. Quantities for "Reinforcement Bars" and "Concrete Structures" are shown for constructibility purposed only and shall not be paid for separately.

STATE OF ILLINOIS
SPIROS PANTAZIS
081-006448
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

Signed _____
Spiros Pantazis, S.E. Il. Lic. No. 081-006448 Expires 11-30-2008.
For drawings 1 thru 15 of 15
Date _____

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

PRECAST REINFORCED CONCRETE FLAT SLAB TOP - 10' DIAMETER

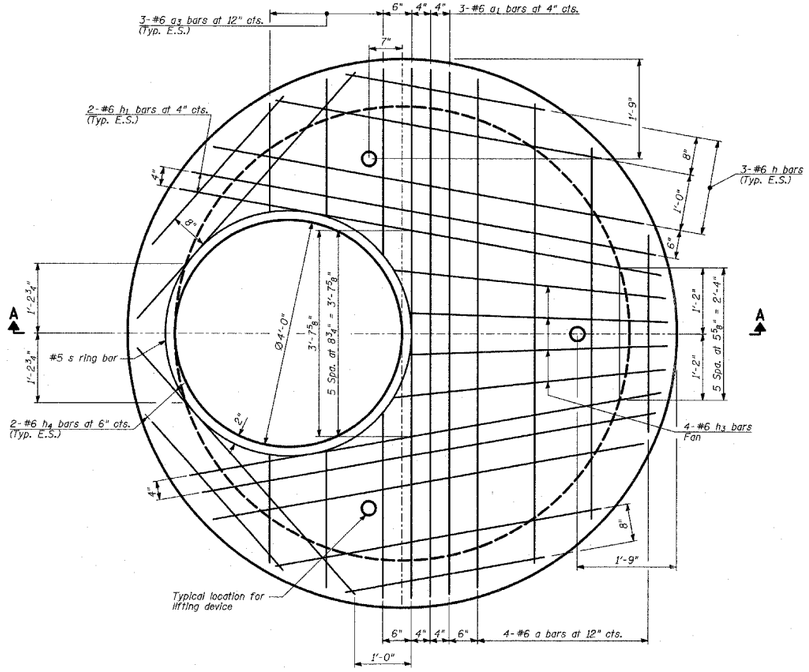
SCALE: NONE
DRAWN BY: SNB
DESIGNED BY: TD
CHECKED BY: MI
DATE: MAY 12, 2008

PLAN / PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, PLAT OF R/W CHECKED, ROAD PLAN NAME, NOTE BOOK, NO., STRUCTURE NOTATIONS CHKD, DATE, BY

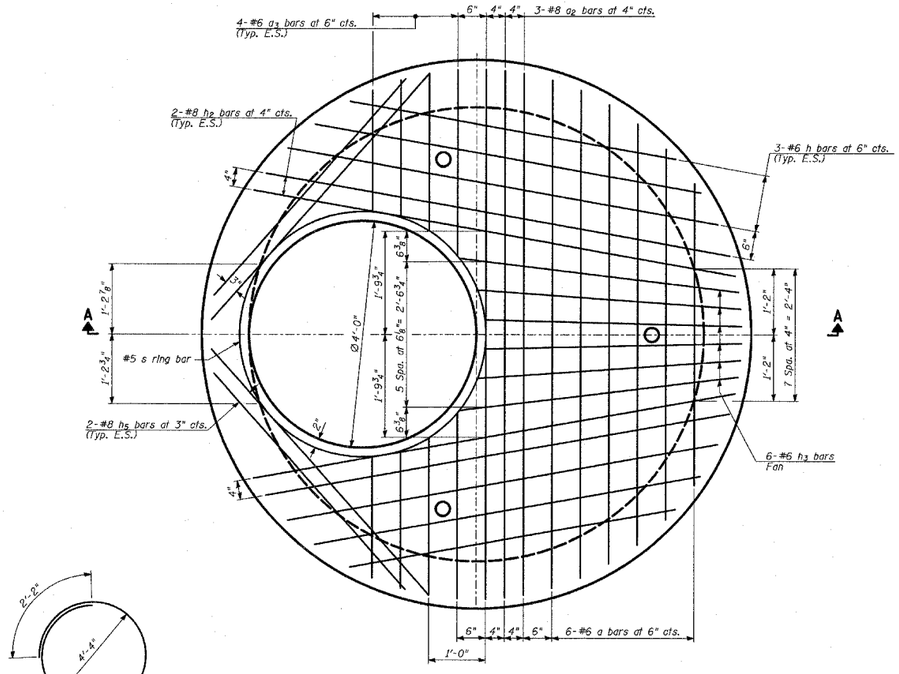
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	112
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJ.		
* 125X-HB-(1&2) R-1	CONTRACT # 60			

PLAN | SURVEYED | PLOTTED | CHECKED | NOTE BOOK | CROSS SECT. CHECKED | NO. ____ | BY | DATE | ALIGNMENT & STA. OF N&V CHECKED | ADD FILE NAME

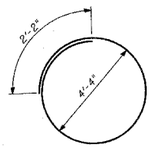
PROFILE | SURVEYED | PLOTTED | CHECKED | NOTE BOOK | CROSS SECT. CHECKED | NO. ____ | BY | DATE | ELEV. DATUM & MATL. NOTED | STRUCTURE NO/HWY CHKD



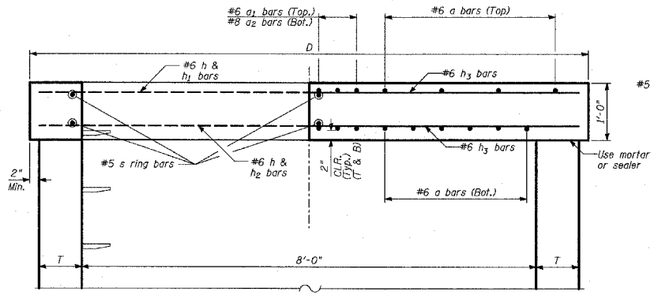
ROOF SLAB - PLAN
(Top Reinforcement Bars)



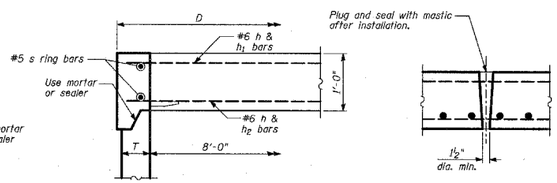
ROOF SLAB - PLAN
(Bottom Reinforcement Bars)



BAR s



SECTION A-A



ALTERNATE JOINT CONFIGURATION

LIFTING HOLE TYPICAL
(3 required per slab)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	10	#6	8'-11"	
a_1	3	#6	9'-4"	
a_2	3	#8	9'-4"	
a_3	14	#6	3'-3"	
h	12	#6	7'-8"	
h_1	4	#6	8'-7"	
h_2	4	#8	8'-7"	
h_3	10	#6	4'-11"	
h_4	4	#6	5'-10"	
h_5	4	#8	5'-10"	
s	2	#5	15'-9"	
Reinforcement Bars		POUND	810	
Concrete Structure		CU. YARD	2.25	

NOTES:

1. Bar lengths are based on a wall thickness "T" of 8". Any changes on wall thickness will require modifications to the bar lengths.
2. Bars to be cut as needed.
3. Precast flat slab top shall conform to articles 505.01 thru 505.05 of Standard Specifications except that the concrete strength shall be 3500 psi after 28 days. Reinforcement bars shall conform to the requirements of article 1006.10. Only Grade 60 reinforcement bars will be permitted.
4. Joint Configuration and dimensions of flat slab top shall match and fit the riser joint detail.
5. Lifting devices shall be approved by the Engineer.

STATE OF ILLINOIS
SPIROS PANTAZIS
081-006448
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

Signed _____
Spiros Pantazis, S.E. Il. Lic. No. 081-006448
Expires 11-30-2008.

Date _____

For drawings 1 thru 15 of 15

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

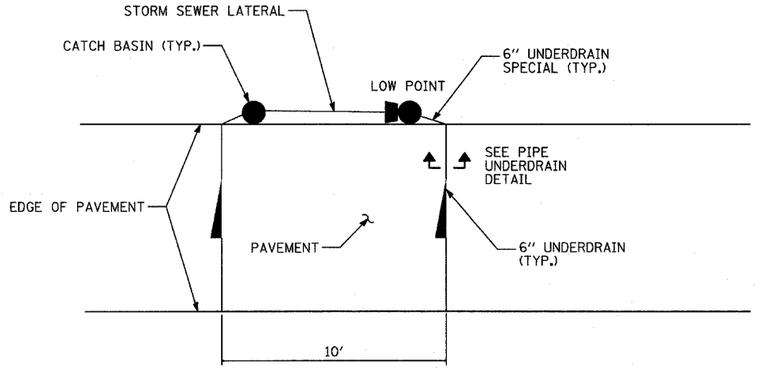
PRECAST REINFORCED CONCRETE FLAT SLAB TOP - 8' DIAMETER

SCALE: NONE
DATE: MAY 12, 2008

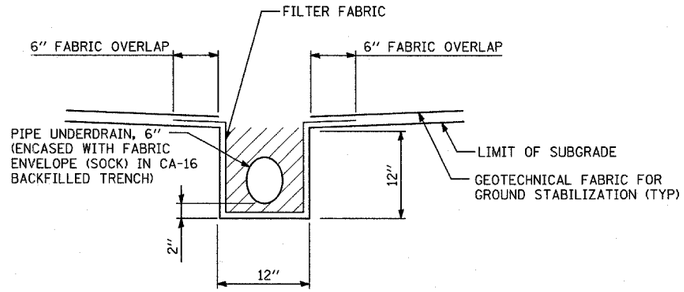
DRAWN BY: SNB
DESIGNED BY: TD
CHECKED BY: MI

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	18
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1 CONTRACT * 60E



PIPE UNDERDRAIN 6", AT ROADWAY SAGS



PIPE UNDERDRAIN DETAIL AT ROADWAY SAGS

NOTES:

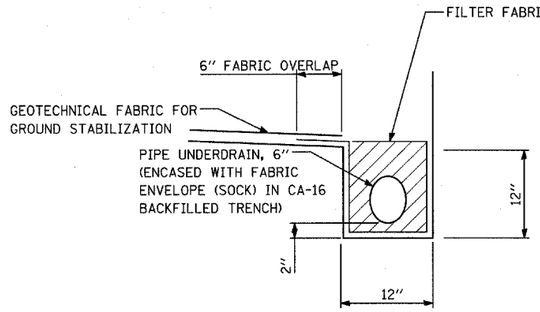
(1) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED SUCH THAT IT EXTENDS TO THE EDGE OF THE TRENCH AND OVERLAPS THE FILTER FABRIC BY A MINIMUM OF 6". AT NO TIME SHALL THE GEOTECHNICAL FABRIC FOR GROUND STABILIZATION BE OVER OR COVER THE UNDERDRAIN TRENCH.

(2) NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE TRENCH UNTIL A MINIMUM OF 12" OF COMPACTED SUB-BASE IS PROVIDED.

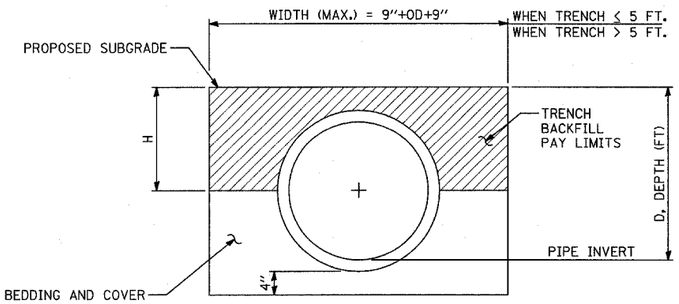
(3) THE PIPE UNDERDRAIN TRENCH SHALL BE LINED WITH FILTER FABRIC ON THE BOTTOM AND SIDES OF THE TRENCH. THE TOP OF THE TRENCH MUST NOT BE COVERED WITH ANY FABRIC.

(4) FILTER FABRIC, FABRIC ENVELOPE, AND CA-16 AGGREGATE ARE INCLUDED IN THE UNIT COST OF PIPE UNDERDRAIN, 6".

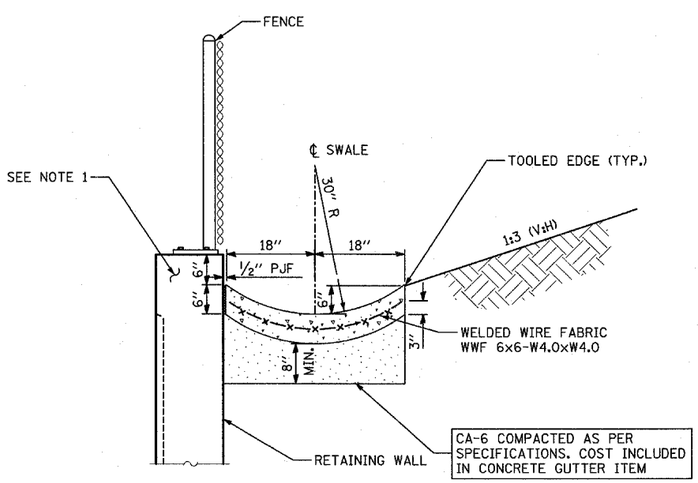
(5) CONTRACTOR SHALL FLUSH PIPE UNDERDRAIN WITH WATER TO INSURE UNDERDRAIN IS FUNCTIONING PROPERLY PRIOR TO THE PLACEMENT OF STABILIZED SUB-BASE. PRIOR TO COMMENCING THIS WORK, THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH HIS APPROACH AND METHODS FOR COMPLETING THIS WORK, FOR THE ENGINEER'S REVIEW AND APPROVAL. THE COST OF FLUSHING THE PIPE IS INCLUDED IN THE UNIT COST OF PIPE UNDERDRAIN, 6".



PIPE UNDERDRAIN DETAIL AT EDGE OF PAVEMENT



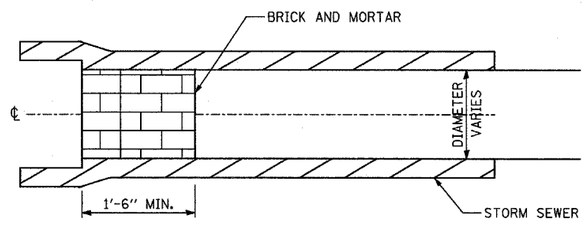
TRENCH BACKFILL DETAIL



CONCRETE GUTTER

NOTES:

1. A MINIMUM 6" DEPTH SHALL BE MAINTAINED WHEN CONCRETE GUTTER IS PROPOSED ALONG A BARRIER WALL.
2. LIMITS ARE SHOWN ON STRUCTURAL WALLS "J" AND "Q" DETAILS SHEET 1 OF 2.



STORM SEWER PLUG

NOTES:

1. THIS WORK CONSISTS OF FURNISHING BRICKS AND MORTAR AS SHOWN AND AS DIRECTED BY THE ENGINEER AT LOCATIONS SHOWN IN THE PLANS TO PLUG THE EXISTING AND/OR PROPOSED STORM SEWER LATERAL STUBS. THIS PLUG WILL BE REMOVED BY OTHERS FOR FUTURE EXTENSION OF THE STORM SEWER.
2. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, PER ARTICLE 550.05.

REVISIONS	
NAME	DATE
PAW	6/17/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

DRAINAGE DETAILS

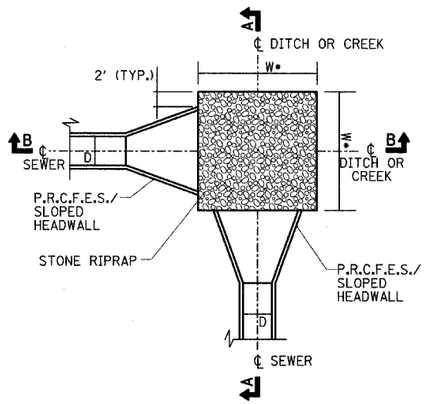
SCALE: NONE DRAWN BY: BK

DATE: MAY 12, 2008 CHECKED BY: DA

PLAN: SURVEYED, DRAWN, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

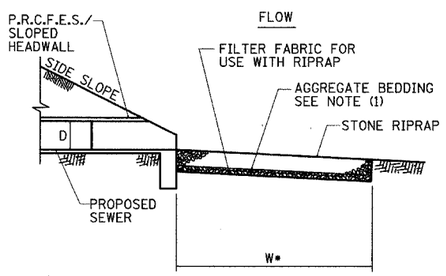
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	183
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		
* 125X-HB-(1&2) R-1	CONTRACT # 6082			



*W-SEE SCHEDULE FOR DIMENSIONS

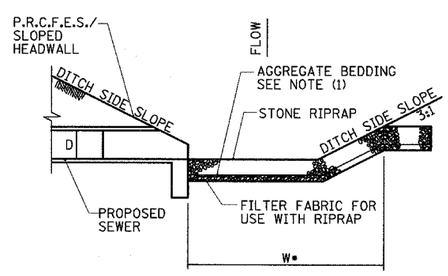
PLAN



*W-SEE SCHEDULE FOR DIMENSIONS

SECTION A-A

OUTLET IN LINE WITH FLOW



*W-SEE SCHEDULE FOR DIMENSIONS

SECTION B-B

OUTLET PERPENDICULAR TO FLOW

RIPRAP DETAILS

PIPE DIAM. (IN)	*RIPRAP DIMENSION (FT)	STONE RIPRAP CLASS	AREA (SY)
72" x 48"	33' x 38'-5"	4	142
30"	10' x 14'-2"	4	16

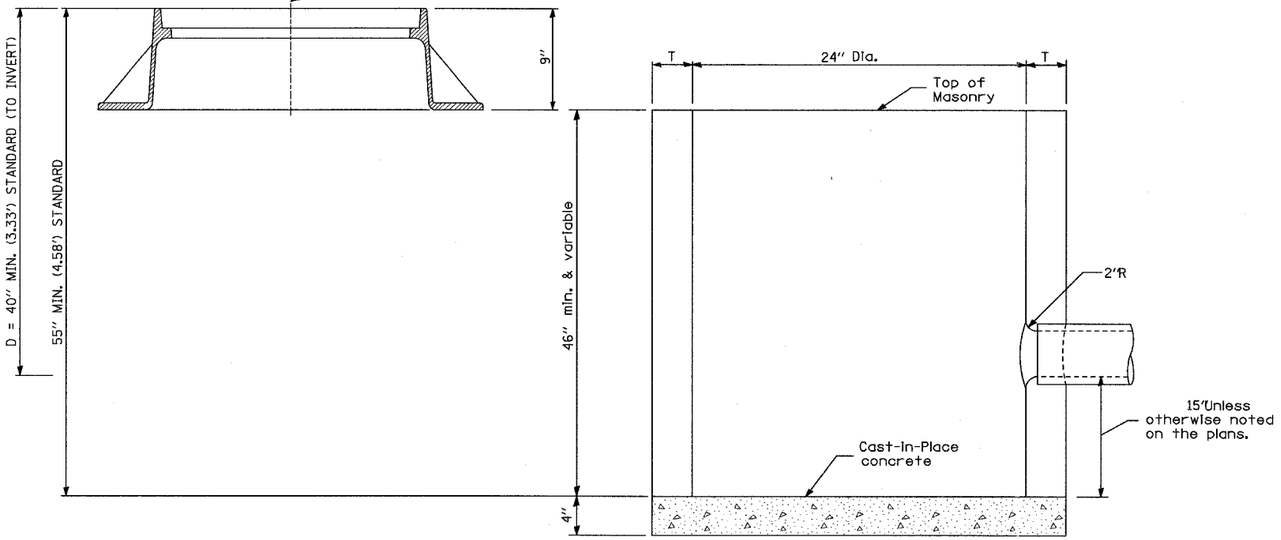
NOTES:

1. THE COST OF AGGREGATE BEDDING SHALL BE INCLUDED IN THE COST OF RIPRAP PER SQUARE YARD.

LEGEND:

P.R.C.F.E.S.=PRECASET REINFORCED CONCRETE FLARED END SECTION
D=SEWER DIAMETER

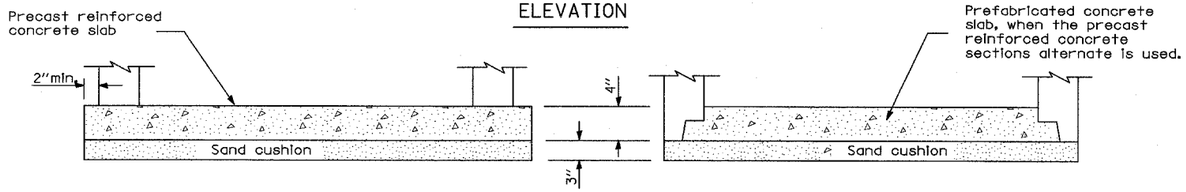
CATCH BASIN TYPE C (SPECIAL)



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T (min)
Precast Reinforced Concrete Section	3"
Concrete Masonry Unit	5"
Cast-In-Place Concrete	6"
Brick Masonry	8"

TYPE	STRUCTURE NUMBER	RIM ELEVATION	INVERT ELEVATION	'D'
C-SPECIAL	714	677.11	674.76	2.35' (<3.33' STD.



ALTERNATE BOTTOM SLAB

REVISIONS NAME	DATE
AZ	6/17/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

DRAINAGE DETAILS

SCALE: NONE — DRAWN BY: AZ
DATE: MAY 12, 2008 — CHECKED BY: DA

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, NOTE BOOK, NO., BY, DATE
PROFILE: SURVEYED, PLOTTED, PROFILE CHECKED, NOTE BOOK, NO., BY, DATE, SIGNIFICANT NOTED, STRUCTURE NOTATIONS CHKD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	114
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1		CONTRACT • 6083		

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	BASELINE	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
				MH	CB							
11	604+09.74	6.0 LT	RampB1		A(6)	4	T20 F&G	698.09			693.97	
12	523+88.78	27.2 LT	NB41		A(6)	4	T1F OL	698.15	693.75			693.75
13	523+50.00	3.0 RT	NB41	A		4	T1F CL	697.95	693.29	693.29		
14	521+31.69	10.2 RT	NB41		DS 1(16)	3X6.83	T20 F&G	696.38	691.67			
15	521+34.01	11.7 LT	SB41		DS 1(16)		T20 F&G	696.60				
16	520+99.23	97.2 LT	NB41	FES(7)		27x42(7)		-			691.58	
17	520+21.26	118.5 LT	NB41	FES(7)		24(7)		-			692.60	
18	520+86.67	108.1 LT	NB41	FES(7)		24(7)		-	691.88			
19	512+17.49	47.2 LT	NB41	FES(7)		12(7)		-	690.86			
110	511+55.56	46.9 LT	NB41	FES(7)		12(7)		-			690.58	
111	101+08.06	3.0 RT	RampA	A(1)		6	T1F CL	694.91		690.70		690.70
112	101+07.70	12.1 RT	RampA	FES(7)		27x42(7)		-		690.64		
113	514+79.07	46.8 RT	SB41	FES(7)		12(7)		-	689.08			
114	514+28.83	46.0 RT	SB41	FES(7)		12(7)		-			688.92	
115	520+91.66	3.0 RT	NB41	A		6	T1F CL	696.50		690.99	691.40	690.99
-	-	- -	-	-		-		-				
-	-	- -	-	-		-		-				
118	521+26.88	3.0 RT	NB41	A(FS)		5	T1F CL	696.72	691.64		691.64	691.62
119	518+12.26	82.5 LT	NB41	FES(7)		15(7)		-	692.39			
120	517+68.76	77.9 LT	NB41	FES(7)		15(7)		-			692.24	
21	525+70.00	3.3 LT	SB41	A		4	T1F CL	697.31	691.64		691.35	691.57
22	528+42.64	3.0 LT	SB41	A		5	T1F CL	697.88	690.67		692.41	
23	527+02.31	3.0 LT	SB41	A		6	T1F CL	696.86	690.49	691.21	689.99	687.99
24	107+26.35	21.8 LT	RampA	DROP		7	T1F CL	695.47		687.75	680.25	
25	110+26.38	38.8 LT	RampA	DROP		6	T1F CL	685.02	679.52	682.44	674.73	679.40
26	305+50.65	30.3 LT	RampC	A		4	T1F CL	687.40			681.35	
27	537+99.95	4.0 RT	NB41	A		5	T1F CL	700.51			690.40	
28	209+40.00	36.9 RT	RampB	A		4	T1F CL	691.05		685.83	679.41	
29	210+78.00	34.7 RT	RampB	A		4	T1F CL	685.46	678.06		676.06	680.95
210	404+25.09	2.0 LT	RampD		A	4	T20 F&G	690.22				684.97
211	303+57.23	2.6 RT	RampC	A		5	T1F CL	682.58	675.20	675.95	676.08	
212	403+06.61	37.5 RT	RampD		A	4	T20 F&G	686.36		679.05		
213	403+50.00	42.8 RT	RampD	A		4	T1F CL	688.29	683.55		682.93	
214	304+58.69	6.0 RT	RampC		A	4	T20 F&G	685.57	677.06			
215	525+38.93	10.2 LT	SB41		DS 1(16)	3X6.83	T20 F&G	697.18			691.93	
216	525+38.95	10.2 RT	NB41		DS 1(16)		T20 F&G	697.17				
217	525+70.00	34.1 RT	SB41		A	4	T1F OL	697.16		691.91		
218	526+86.77	10.2 LT	SB41		DS 1(16)	3X6.83	T20 F&G	696.58			691.33	
219	526+96.77	10.2 LT	SB41		DS 1(16)	3X6.83	T20 F&G	696.58	691.26		691.26	
220	526+86.79	10.2 RT	NB41		DS 1(16)		T20 F&G	696.58				
221	526+96.79	10.2 RT	NB41		DS 1(16)		T20 F&G	696.58				
222	527+86.74	34.0 LT	NB41		A	4	T20 F&G	696.97				691.15
223	528+56.19	10.2 LT	SB41		DS 1(16)		T20 F&G	697.79	692.54			
224	528+56.21	10.2 RT	NB41		DS 1(16)		T20 F&G	697.79				
225	107+90.20	6.0 RT	RampA		A	4	T20 F&G	693.65		688.40		
226	527+72.48	34.0 RT	SB41		A	4	T20 F&G	696.86		690.91		
227	402+87.09	2.0 LT	RampD		A	4	T20 F&G	685.14	678.68			678.68
228	209+87.05	6.0 LT	RampB		A	4	T20 F&G	689.87				684.62
229	209+19.16	16.0 LT	RampB		C	2	T1F OL	690.87				686.37
230	211+30.05	6.3 LT	RampB		A	4	T20 F&G	683.57				678.32
231	NOT USED	- -	NOT USED									
232	NOT USED	- -	NOT USED									
233	303+57.58	34.4 LT	RampC		C	2	T1F OL	681.36				676.29
234	403+42.60	42.9 RT	RampD		C	2	T1F OL	688.10			683.60	
235	210+69.16	37.5 RT	RampB		C	2	T1F OL	685.52			681.02	
236	110+10.45	43.0 LT	RampA		C	2	T1F OL	684.80			682.57	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE (%)	T.B. (CU.YD)
11	604+09.74	523+88.78	2	12	22	1.00	2.9
12	523+88.78	523+50.00	2	12	46	1.00	7.0
13	523+50.00	521+26.88	2	12	229	0.72	46.9
14	521+31.69	521+26.88	2	12	5	1.00	1.0
15	NOT USED	-	-	-	-	-	-
16	520+99.23	520+91.66	1	27X42	103	0.58	31.0
17	520+21.26	520+86.67	1	24	72	1.00	12.6
18	NOT USED	-	-	-	-	-	-
19	512+17.49	511+55.56	1	12	64	0.44	8.4
110	NOT USED	-	-	-	-	-	-
111	101+08.06	101+07.70	1	27x42	11	0.58	
112	NOT USED	-	-	-	-	-	-
113	514+79.07	514+28.83	1	12	49	0.32	10.0
114	NOT USED	-	-	-	-	-	-
115	520+91.66	101+08.06	1	27x42	50	0.58	
116	NOT USED	-	-	-	-	-	-
117	NOT USED	-	-	-	-	-	-
118	521+26.88	520+91.66	2	12	33	0.72	7.5
119	518+12.26	517+68.76	1	15	50	0.30	-
120	NOT USED	-					-
21	525+70.00	527+02.31	2	12	128	0.67	43.6
22	528+42.64	527+02.31	2(17)	18	135	0.50	92.3
23	527+02.31	107+26.35	2(17)	24	50	0.51	47.4
24	107+26.35	110+26.38	3	24	294	0.25	404.3
25	110+26.38	111+42.78	2	24	111	0.25	105.2
26	305+50.65	307+51.00	2	12	196	0.44	142.7
27	537+99.95	539+39.35	2	24	135	0.45	133.5
28	209+40.00	210+78.00	3	18	135	1.00	153.8
29	210+78.00	212+69.42	2	18	187	0.50	131.3
210	404+25.09	404+24.41	2	12	41	1.00(2)	9.7
211	303+57.23	301+13.45	2	21	241	0.25	79.8
212	403+06.61	402+87.09	2	12	37	1.00	24.0
213	403+50.00	407+00.00	2	15	345	0.44	286.7
214	304+58.69	303+57.23	2	12	98	1.00	72.9
215	525+38.93	525+70.00	2	12	29	1.00	7.8
216	NOT USED	-	-	-	-	-	-
217	525+70.00	525+70.00	2	12	34	1.00	9.1
218	526+86.77	526+96.77	2	15	7	1.00	1.7
219	526+96.77	527+02.31	2	15	5	1.00	1.4
220	NOT USED	-	-	-	-	-	-
221	NOT USED	-	-	-	-	-	-
222	527+86.74	527+86.85	2	12	50	1.00	15.0
223	528+56.19	528+42.64	2	12	13	1.00	3.3
224	NOT USED	-	-	-	-	-	-
225	107+90.20	107+87.92	2	12	31	1.00(2)	7.3
226	527+72.48	527+72.36	2	12	33	1.00	10.2
227	402+87.09	402+49.96	2	12	34	1.00	10.5
228	209+87.05	209+87.05	2	12	41	1.00(2)	9.7
229	209+19.16	209+40.00	2	12	54	1.00	11.1
230	211+30.05	211+30.33	2	12	38	1.00(2)	9.0
231	NOT USED	-	-	-	-	-	-
232	NOT USED	-	-	-	-	-	-
233	303+57.58	303+57.23	2	12	34	1.00	10.5
234	403+42.60	403+50.00	2	12	5	1.00	0.9
235	210+69.16	210+78.00	2	12	7	1.00	2.2
236	110+10.45	110+26.38	2	12	13	1.00	

NOTES:

(1) INDICATES MANHOLE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(2) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(3) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES CATCH BASIN TYPE C, SPECIAL.

(6) INDICATES STRUCTURE WITH FLAT SLAB TOP, IDOT STANDARD 602601.

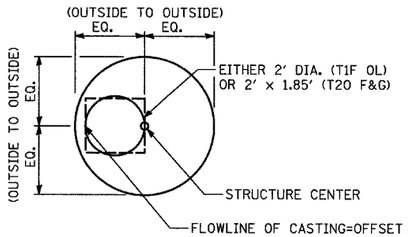
(7) FES: FLARED END SECTION. SIZE NOTED IN SCHEDULE IS GIVEN IN INCHES.

(8) SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

(9) CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

(10) CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

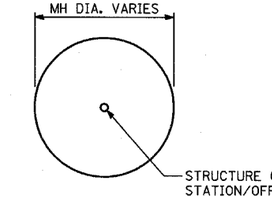
(11) FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

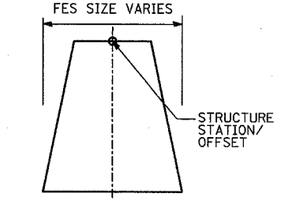
(PRECAST REINFORCED CONCRETE SECTION)

(12) MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

(15) FLARED END SECTION AND SLOPED HEADWALL STATIONS AND OFFSETS ARE LOCATED AS SHOWN.



FES

(16) INDICATES A DRAINAGE STRUCTURE, TYPE I IDOT STANDARD 602101-01.

(17) PROPOSED STORM SEWER (WATERMAIN REQUIREMENTS) FOR STATED SIZE.

(18) THE CONTRACTOR SHALL VERIFY THE ELEVATION IN THE FIELD PRIOR TO ORDER OF MATERIAL. THE EXISTING SURVEY (I.E. MEASURE DOWNS) IS NOT AVAILABLE.

SHEET 1 OF 4

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE SCHEDULE

PROPOSED STRUCTURES

PROPOSED STORM SEWERS

SCALE: NONE DRAWN BY: NSB

DATE: MAY 12, 2008 CHECKED BY: DA

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

PROFILE — SURVEYED; PLOTTED; GRADES; CHECKED; ELEV. NOTED; STRUCTURE NOTATIONS; NOTE BOOK; NO.; BY; DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	115
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT * 6082			

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	BASELINE	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
				MH	CB							
237	110+27.04	5.96 RT	RampA		A	4	T20 F&G	685.038	0	679.79	0	0
240	210+85.50	45 RT	RampB		C	2	T1F CL	685.79	0	682.46	0	0
241	110+29.00	52 RT	RampA		C	2	T1F CL	683.23	0	0	0	679.9
242	403+25.50	47 RT	RampD		C	2	T1F CL	686.98	683.65	0	0	0
243	303+40.00	45 LT	RampC		C	2	T1F CL	687.56	0	677.22	0	0
31	407+00.00	24.23 RT	RampD	A		4	T1F CL	691.88	681.41	0	0	681.31
32	540+99.84	7.63 RT	NB41	A		5	T1F CL	691.944	682.97	681.12	680.97	0
33	543+87.01	16.53 RT	NB41	A		5	T1F CL	686.012	679.7	0	679.7	680.27
34	546+91.40	13.13 LT	SB41	A		6	T1F CL	683.981	678.35	678.35	678.35	0
35	307+51.00	23.27 LT	RampC	A		4	T1F CL	689.092	680.49	686.23	680.24	0
36	310+16.35	7.53 LT	RampC	A		4	T1F CL	686.63	679.4	681.2	679.15	0
37	313+05.52	8 LT	RampC	A		4	T1F CL	684.116	678.28	0	678.28	0
38	539+77.73	34 LT	NB41		A	4	T20 F&G	695.203	0	0	689.95	0
39	543+09.45	28.3 LT	NB41		A	4	T1F OL	687.91	0	0	0	682.66
310	547+09.15	16.88 RT	NB41		C	2	T1F OL	682.341	678.52	0	0	0
311	312+62.54	7.85 LT	RampC	A		4	T1F CL	684.385	678.4	679.16	678.4	678.55
312	539+39.36	13 RT	NB41		DS 1(16)	3X6.83	T20 F&G	696.257	0	691.01	0	0
313	539+01.07	34 RT	SB41		A	4	T20 F&G	697.66	0	0	691.54	0
314	540+93.09	34 RT	SB41		A	4	T20 F&G	691.54	0	0	0	686.29
315	541+64.76	19.77 RT	NB41		DS 1(16)	3X6.83	T20 F&G	689.915	0	0	684.67	0
316	541+65.14	10.17 LT	SB41		DS 1(16)	0	T20 F&G	689.609	0	0	0	0
317	543+87.55	27.08 RT	NB41		DS 1(16)	3X6.83	T20 F&G	685.583	0	680.33	0	0
318	543+88.03	10.17 LT	SB41		DS 1(16)	3X6.83	T20 F&G	686.052	0	0	0	0
319	543+59.04	29.49 RT	SB41		A	4	T1F OL	686.55	0	0	0	681.3
320	309+06.30	6 RT	RampC		A	4	T20 F&G	687.804	0	682.55	0	0
321	310+85.71	6 RT	RampC		A	4	T20 F&G	685.718	0	680.47	0	0
322	544+89.04	28.52 RT	SB41		A	4	T1F OL	685.64	0	0	0	680.39
323	312+69.94	6 RT	RampC		A	4	T20 F&G	683.82	0	678.65	0	0
324	546+05.50	27.35 RT	SB41		A	4	T1F OL	684.49	0	0	0	679.24
325	313+22.65	9.24 RT	RampC	HW		0	0	-	0	677.73	0	0
326	539+39.35	2.95 RT	NB41	DROP		5	T1F CL	696.659	689.79	0	683.67	690.95
327	544+94.85	11 RT	NB41	A		5	T1F CL	684.506	0	0	678.96	0
328	546+92.92	11.17 RT	NB41	A		6	T1F CL	683.346	678.38	0	678.38	678.38
329	547+02.94	3 LT	SB41	A(1)		6	T1F CL	685.16	678.31	0	678.31	0
330	313+17.00	3 RT	RampC	A(1)		6	T1F CL	683.654	678.25	0	678.25	0
331	539+39.51	10.17 LT	SB41		DS 1(16)	0	T20 F&G	696.347	691.01	0	0	0
51	5+08.16	79.81 LT	IL132	JC		0	0	682.071	0	670.83	670.83	674.76
52	701+18.48	16.34 LT	Greenleaf	JC		0	0	676.16	670.1	0	670.1	670.1
53	4+94.87	84.79 LT	IL132	A		5	T1F CL	682.923	0	674.82	0	674.82(18)
54	701+18.96	27.65 LT	Greenleaf	A		5	T1F OL	673.5	0	670.09	0	0
61	10+49.24	24 LT	IL132	A		10	T1F CL	685.743	0	671.69	0	671.69
62	5+38.60	68.34 LT	IL132	A		10	T1F CL	681.535	0	670.86	0	670.86
63	11+47.61	32.86 LT	IL132		C	2	T20 F&G	685.493	0	0	0	680.24
71	21+69.39	10.73 LT	IL132	A		8	T1F CL	680.118	675.37	673.43	675.16	673.43
72	22+38.74	2.87 LT	IL132	A		8	T1F CL	680.453	675.88	674.12	674.78	673.54
73	21+28.46	15.38 LT	IL132	A		8	T1F CL	680.128	673.94	673.37	0	673.37
74	20+58.69	15.43 LT	IL132	A		10	T1F CL	680.435	673.94	673.27	674.1	673.27
75	19+00.65	15.54 LT	IL132	A		10	T1F CL	683.355	0	673.03	676.02	673.03
76	16+57.60	16.4 LT	IL132	A		10	T1F CL	686.61	0	672.65	0	672.65
77	13+92.93	17.67 LT	IL132	A		10	T1F CL	686.09	0	672.23	0	672.23
78	401+08.98	7.88 LT	RampD		C	2	T1F OL	678.88	675.35	0	0	0
79	22+46.27	23.35 LT	IL132		A(6)	4	T20 F&G	680.016	0	0	676.02	0
710	400+90.19	6 RT	RampD	A		5	T1F CL	679.55	675.15	675.15	675.15	675.15
711	22+58.71	23.5 RT	IL132		A	4	T20 F&G	680.065	675.26	0	0	0
712	401+49.14	2 LT	RampD		A(6)	4	T20 F&G	679.999	0	0	0	675.49
713	302+06.19	37.08 LT	RampC		C	2	T1F OL	677.11	0	0	0	675.08

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE (%)	T.B. (CU.YD)
237	110+27.04	110+26.38	2	12	39	1.00	10.5
240	210+85.50	210+89.00	1	12	10	1.00	56.3
241	110+29.00	110+26.38	1	12	10	1.00	285.5
242	403+25.50	403+06.61	1	12	20	1.00	
243	303+40.00	303+22.50	1	12	48	1.00	3.5
31	407+00.00	540+99.84	2	15	43	0.44	56.3
32	540+99.84	543+87.01	2	24	283	0.45	285.5
33	543+87.01	546+91.40	2	24	300	0.45	
34	546+91.40	547+02.94	2	24	10	0.45	3.5
35	307+51.00	310+16.35	2	15	263	0.32	227.5
36	310+16.35	312+62.54	2	18	243	0.31	128.3
37	313+05.52	313+17.00	2	18	11	0.30	3.1
38	539+77.73	405+96.32	2	12	15	1.00(4)	3.5
39	543+09.45	543+08.71	2	12	42	1.00(3)	10.4
310	547+09.15	546+92.92	2	12	14	1.00	2.1
311	312+62.54	313+05.52	2	18	39	0.30	12.5
312	539+39.36	539+39.35	2	12	6	1.00	1.6
313	539+01.07	539+39.51	2	12	53	1.00	15.3
314	540+93.09	307+51.00	2	12	6	1.00	0.7
315	541+64.76	541+77.30	2	12	8	1.00(4)	1.9
316	NOT USED	-	-	-	-	-	-
317	543+87.55	543+87.01	2	12	6	1.00	1.6
318	NOT USED	-	-	-	-	-	-
319	543+59.04	310+16.35	2	12	10	1.00	2.5
320	309+06.30	309+07.39	2	12	16	1.00(2)	3.8
321	310+85.71	310+85.68	2	12	10	1.00(3)	2.4
322	544+89.04	311+46.25	2	12	12	1.00(3)	2.8
323	312+69.94	312+62.54	2	12	10	1.00	2.7
324	546+05.50	312+62.54	2	12	8	1.00	1.9
325	313+34.19	313+22.65	-	72X48	18.1	0.21	
326	539+39.35	540+99.84	3	24	156	0.45	233.7
327	544+94.85	546+92.92	2	30	192	0.30	30.3
328	546+92.92	546+91.40	2	30	10	0.30	1.8
329	547+02.94	547+09.27	2	24	6	0.45	3.9
330	313+17.00	313+20.95	1	18	3	0.33	0.8
331	NOT USED	-	-	-	-	-	-
51	5+08.16	701+18.48	1	36X72	450	0.16	544.5
52	701+18.48	701+18.96	1	30	3	0.13	0.4
53	4+94.87	5+08.16	2	36	6	1.00	7.7
54	4+93.42	4+94.87	2	36	7	0.10	6.2
61	10+49.24	5+38.60	2(17)	78	521	0.16	1069.6
62	5+38.60	5+08.16	2(17)	78	22	0.14	32.0
63	11+47.61	11+38.61	2	12	13	1.00(2)	3.6
71	21+69.39	21+28.46	2	38X60	33	0.18	24.6
72	22+38.74	21+69.39	2	38X60	62	0.18	48.2
73	21+28.46	20+58.69	2	38X60	62	0.16	50.2
74	20+58.69	19+00.65	2(17)	43X68	150	0.16	207.8
75	19+00.65	16+57.60	2(17)	60	238	0.16	486.2
76	16+57.60	13+92.93	2(17)	72	260	0.16	677.0
77	13+92.93	10+49.24	2(17)	72	339	0.16	908.5
78	401+08.98	400+99.88	2	12	8	1.00	1.1
79	22+46.27	22+38.74	2	12	14	1.00	2.6
710	400+90.19	22+38.74	2	18	72	0.52	18.4
711	22+58.71	22+59.13	2	12	22	1.00	5.2
712	401+49.14	401+43.64	2	12	7	1.00	1.4
713	302+06.19	302+04.09	2	12	26	1.00	

NOTES:

(1) INDICATES MANHOLE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(2) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(3) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES CATCH BASIN TYPE C, SPECIAL.

(6) INDICATES STRUCTURE WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) FES: FLARED END SECTION. SIZE NOTED IN SCHEDULE IS GIVEN IN INCHES.

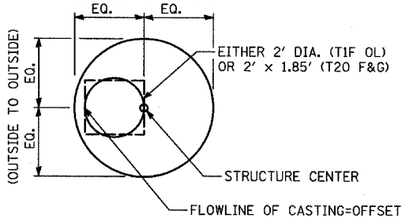
(8) SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

(9) CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

(10) CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

(11) FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.

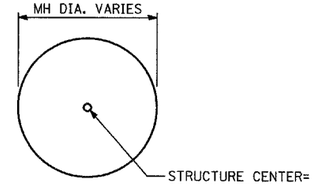
(OUTSIDE TO OUTSIDE)



CATCH BASIN

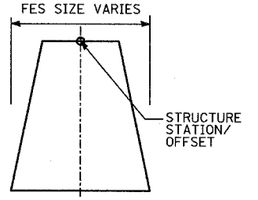
(PRECAST REINFORCED CONCRETE SECTION)

(12) MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

(15) FLARED END SECTION AND SLOPED HEADWALL STATIONS AND OFFSETS ARE LOCATED AS SHOWN.



FES

(16) INDICATES A DRAINAGE STRUCTURE, TYPE I IDOT STANDARD 602101-01.

(17) PROPOSED STORM SEWER (WATERMAIN REQUIREMENTS) FOR STATED SIZE.

(18) THE CONTRACTOR SHALL VERIFY THE ELEVATION IN THE FIELD PRIOR TO ORDER OF MATERIAL. THE EXISTING SURVEY (I.E. MEASURE DOWNS) IS NOT AVAILABLE.

REVISIONS	
NAME	DATE
AZ	6/17/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
DRAINAGE SCHEDULE
PROPOSED STRUCTURES
PROPOSED STORM SEWERS

SCALE: NONE — DRAWN BY: NSB

DATE: MAY 12, 2008 — CHECKED BY: DA

PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, CADD FILE NAME, NOTE BOOK, NO., DATE, BY

PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, R.M. NOTED, STRUCTURE NO'S/PATHS CHKD, NOTE BOOK, NO., DATE, BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	116
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 6082			

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	BASELINE	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
				MH	CB							
714	301+11.03	23.28 RT	RampC		C(5)	2	T1F OL	677.11	0	674.76	0	0
715	112+45.70	20.37 RT	RampA		C	2	T1F OL	678.18	0	674.8	0	0
716	14+77.67	27 RT	IL132		A	4	T20 F&G	685.738	0	680.49	0	0
717	15+31.07	27 RT	IL132		A	4	T20 F&G	686.123	679.99	0	0	679.99
718	16+24.41	32.54 RT	IL132		A	4	T20 F&G	686.253	0	680.05	0	0
719	16+93.52	38.88 RT	IL132		A	4	T20 F&G	685.919	679.39	679.39	0	679.39
720	17+62.60	38.85 RT	IL132		A	4	T20 F&G	685.297	0	0	0	680.05
721	18+31.60	38.81 RT	IL132		A	4	T20 F&G	684.262	0	677.14	0	0
722	19+00.61	38.79 RT	IL132		A	4	T20 F&G	682.812	676.49	676.49	0	676.49
723	19+68.99	38.74 RT	IL132		A(6)	4	T20 F&G	681.138	0	0	0	677.14
724	111+42.78	39.17 LT	RampA	A		5	T1F CL	680.761	674.45	0	674.45	0
725	112+48.39	38.59 LT	RampA	A		7	T1F CL	679.346	674.21	674.21	674.21	674.21
726	111+65.05	44.2 LT	RampA		C	2	T1F OL	679.34	0	0	674.84	0
727	212+69.42	32.9 RT	RampB	A		5	T1F CL	679.861	675.12	674.62	674.62	0
728	212+68.02	7.45 LT	RampB		A	4	T20 F&G	679.261	0	0	0	674.96
729	212+55.29	35.82 RT	RampB		C	2	T1F OL	679.45	0	0	675.2	0
730	402+49.96	6 RT	RampD	A		4	T1F CL	683.59	675.96	0	678.34	0
731	301+13.45	18.39 LT	RampC	A		5	T1F CL	679.389	674.35	674.35	674.6	674.35
732	213+41.90	7.72 LT	RampB		A(6)	4	T20 F&G	678.796	674.92	0	0	0
733	213+31.90	7.72 LT	RampB		A(6)	4	T20 F&G	678.783	0	674.86	0	674.86
734	213+21.90	7.72 LT	RampB		A(6)	4	T20 F&G	678.794	0	0	674.92	0
735	213+40.79	51.66 RT	RampB		A(6)	4	T20 F&G	678.78	674.55	0	0	0
736	213+32.28	46.33 RT	RampB		A(6)	4	T20 F&G	678.7	674.49	0	674.49	0
737	213+23.24	41.75 RT	RampB		A(6)	4	T20 F&G	678.76	0	674.43	674.43	674.43
738	112+55.29	57.73 LT	RampA		A(6)	4	T20 F&G	678.841	674.37	0	0	0
739	112+45.83	54.5 LT	RampA		A(6)	4	T20 F&G	678.81	674.31	0	674.31	674.31
740	112+36.25	51.6 LT	RampA		A(6)	4	T20 F&G	678.902	0	0	674.37	0
741	112+55.74	2 RT	RampA		A(6)	4	T20 F&G	679.394	674.56	674.56	674.56	0
742	112+65.74	2 RT	RampA		A(6)	4	T20 F&G	679.432	674.62	0	0	0
743	112+45.74	2 RT	RampA		A(6)	4	T20 F&G	679.382	0	0	674.62	674.62
744	301+29.22	8.79 RT	RampC		A(6)	4	T20 F&G	678.643	674.63	0	0	0
745	301+19.54	9.61 RT	RampC		A(6)	4	T20 F&G	678.712	674.57	674.57	674.57	0
746	301+09.38	10.69 RT	RampC		A(6)	4	T20 F&G	678.802	0	0	674.63	674.63
747	301+25.13	39.1 LT	RampC		A(6)	4	T20 F&G	678.82	674.6	0	0	0
748	301+16.15	43.47 LT	RampC		A(6)	4	T20 F&G	678.86	674.54	0	674.54	674.54
749	301+07.49	48.63 LT	RampC		A(6)	4	T20 F&G	678.92	0	0	674.6	0
750	400+72.09	65.87 RT	RampD		A(6)	4	T20 F&G	679.23	0	0	675.73	0
751	400+90.60	57.79 RT	RampD		A(6)	4	T20 F&G	679.33	675.61	675.61	0	0
752	400+81.17	61.67 RT	RampD		A(6)	4	T20 F&G	679.18	675.67	0	675.67	0
753	400+99.88	3.81 LT	RampD		A(6)	4	T20 F&G	679.45	675.27	0	675.27	0
754	400+89.97	6 LT	RampD		A(6)	4	T20 F&G	679.42	675.21	0	675.21	675.21
755	400+80.42	8.94 LT	RampD		A(6)	4	T20 F&G	679.44	0	0	675.27	0
756	21+58.57	27 LT	IL132		A(6)	4	T20 F&G	679.72	0	675.52	0	0
757	21+68.58	27 LT	IL132		A(6)	4	T20 F&G	679.71	0	675.46	675.46	675.46
758	21+80.81	29.87 LT	IL132		A(6)	4	T20 F&G	679.72	0	0	0	675.55
759	21+78.57	27 RT	IL132		A(6)	4	T20 F&G	679.72	0	0	0	675.52
760	21+68.57	27 RT	IL132		A(6)	4	T20 F&G	679.71	675.46	675.46	0	675.46
761	21+60.02	27 RT	IL132		A(6)	4	T20 F&G	679.72	0	675.51	0	0
762	19+45.47	23.65 LT	IL132		A	4	T20 F&G	681.974	0	0	676.72	0
763	18+20.20	22.36 LT	IL132		C(5)	2	T20 F&G	684.79	0	0	681.29	0
764	14+81.05	22 LT	IL132		C(5)	2	T20 F&G	685.402	0	0	681.9	0
765	400+52.97	29 RT	RampD		A	4	T20 F&G	679.57	0	675.32	0	0
766	13+68.75	26.62 LT	IL132		A	4	T20 F&G	685.647	0	0	0	680.4
767	213+20.03	49.19 RT	RampB	A		5	T1F CL	679.418	674.37	674.37	674.37	0
770	212+81.50	49 RT	RampB		C	2	T1F CL	680.55	0	677.22	0	0
771	112+27.00	54 LT	RampA		C	2	T1F CL	679.63	0	0	676.3	0
772	401+27.00	51 RT	RampD		C	2	T1F CL	380.21	0	0	0	676.88
773	301+44.00	49 LT	RampC		C	2	T1F CL	379.35	0	0	0	676.02

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE (%)	T.B. (CU.YD)
714	301+11.03	301+09.38	2	12	13	1.00	
715	112+45.70	112+45.74	2	12	18	1.00	2.9
716	14+77.67	15+31.07	2	12	50	1.00	16.6
717	15+31.07	15+30.95	2	12	42	1.00(2)	15.7
718	16+24.41	16+93.52	2	12	66	1.00	41.7
719	16+93.52	16+57.60	2	12	51	1.00	37.1
720	17+62.60	16+93.52	2	12	66	1.00	23.2
721	18+31.60	19+00.61	2	12	65	1.00	44.2
722	19+00.61	19+00.65	2	12	47	1.00	32.7
723	19+68.99	19+00.61	2	12	65	1.00	17.4
724	111+42.78	112+48.39	2	24	100	0.25	33.8
725	112+48.39	20+58.69	2	24X38	109	0.25	48.3
726	111+65.05	111+70.18	2	12	7	1.00	1.4
727	212+69.42	213+20.03	1	24	49	0.50	12.3
728	212+68.02	212+69.42	2	12	34	1.00	8.0
729	212+55.29	212+58.04	2	12	3	1.00	0.5
730	402+49.96	400+90.19	2	18	156	0.52	59.7
731	301+13.45	20+58.69	2	24	100	0.25	33.8
732	213+41.90	213+31.90	2	15	6	1.00	0.8
733	213+31.90	213+23.24	2	15	43	1.00	6.7
734	213+21.90	213+31.90	2	15	6	1.00	0.8
735	213+40.79	213+32.28	2	15	6	1.00	1.0
736	213+32.28	213+23.24	2	15	6	1.00	1.1
737	213+23.24	213+20.03	2	15	6	1.00	1.4
738	112+55.29	112+45.83	2	15	6	1.00	0.7
739	112+45.83	112+48.39	2	15	10	1.00	2.4
740	112+36.25	112+45.83	2	15	6	1.00	1.2
741	112+55.74	112+48.39	2	15	34	1.00	8.8
742	112+65.74	112+55.74	2	15	6	1.00	1.4
743	112+45.74	112+55.74	2	15	6	1.00	1.4
744	301+29.22	301+19.54	2	15	6	1.00	0.9
745	301+19.54	301+13.45	2	15	22	1.00	4.7
746	301+09.38	301+19.54	2	15	6	1.00	0.9
747	301+25.13	301+16.15	2	15	6	1.00	1.1
748	301+16.15	301+13.45	2	15	19	1.00	4.3
749	301+07.49	301+16.15	2	15	6	1.00	1.1
750	400+72.09	400+81.17	2	15	6	1.00	0.7
751	400+90.60	400+90.19	2	15	46	1.00	6.6
752	400+81.17	400+90.60	2	15	6	1.00	0.7
753	400+99.88	400+89.97	2	15	6	1.00	1.0
754	400+89.97	400+90.19	2	15	6	1.00	1.1
755	400+80.42	400+89.97	2	15	6	1.00	1.0
756	21+58.57	21+68.58	2	15	6	1.00	1.0
757	21+68.58	21+69.39	2	15	9	1.00	1.8
758	21+80.81	21+68.58	2	15	9	1.00	1.5
759	21+78.57	21+68.57	2	15	6	1.00	1.0
760	21+68.57	21+69.39	2	15	30	1.00	6.4
761	21+60.02	21+68.57	2	15	5	1.00	0.8
762	19+45.47	19+45.71	2	12	6	1.00(2)	1.7
763	18+20.20	18+20.20	2	12	5	1.00(2)	0.5
764	14+81.05	14+76.80	2	12	5	1.00(2)	0.5
765	400+52.97	400+63.62	2	12	31	1.00	5.4
766	13+68.75	13+92.93	2	12	9	1.00	10.2
767	213+20.03	21+28.46	2	24	86	0.50	0.8
770	212+81.50	212+96.00	1	12	16	1.00	495.9
771	112+27.00	112+36.25	1	12	8	1.00	430.8
772	401+27.00	400+90.60	1	12	34	1.00	161.3

NOTES:

(1) INDICATES MANHOLE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(2) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(3) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES CATCH BASIN TYPE C, SPECIAL.

(6) INDICATES STRUCTURE WITH FLAT SLAB TOP, IDOT STANDARD 602601.

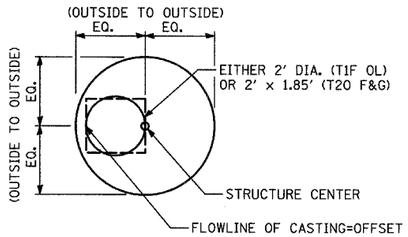
(7) FES: FLARED END SECTION. SIZE NOTED IN SCHEDULE IS GIVEN IN INCHES.

(8) SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

(9) CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

(10) CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

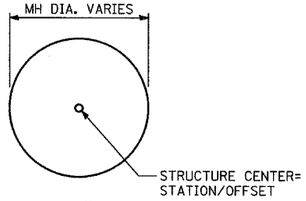
(11) FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

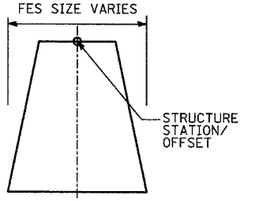
(PRECAST REINFORCED CONCRETE SECTION)

(12) MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

(15) FLARED END SECTION AND SLOPED HEADWALL STATIONS AND OFFSETS ARE LOCATED AS SHOWN.



FES

(16) INDICATES A DRAINAGE STRUCTURE, TYPE I IDOT STANDARD 602101-01.

(17) PROPOSED STORM SEWER (WATERMAIN REQUIREMENTS) FOR STATED SIZE.

(18) THE CONTRACTOR SHALL VERIFY THE ELEVATION IN THE FIELD PRIOR TO ORDER OF MATERIAL. THE EXISTING SURVEY (I.E. MEASURE DOWNS) IS NOT AVAILABLE.

REVISIONS	
NAME	DATE
AZ	6/17/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE SCHEDULE

PROPOSED STRUCTURES

PROPOSED STORM SEWERS

SCALE: NONE — DRAWN BY: NSB

DATE: MAY 12, 2008 — CHECKED BY: DA

SHEET 3 OF 4

PLAN — DATE / BY
SURVEYED
PLOTTED
DRAWN / CHECKED
NOTE BOOK
NO.
ALL ROAD R.O.W. CHECKED
CADD FILE NAME

PROFILE — DATE / BY
SURVEYED
PLOTTED
DRAWN / CHECKED
NOTE BOOK
NO.
ALL NOTED STRUCTURE NOTATIONS CHKD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	116
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJE		
• 125X-HB-(1&2) R-1	CONTRACT • 60			

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	BASELINE	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
				MH	CB							
81	31+00.00	4.07 LT	IL132	A		5	T1F CL	Match Ex.	0	0	0	681.25
82	27+53.91	0.53 LT	IL132	DROP		5	T1F CL	690.52	0	680.4	0	675.4
83	25+14.69	0.63 LT	IL132	A		7	T1F CL	683.23	0	674.82	0	674.32
84	24+45.10	24.38 LT	IL132		A	4	T20 F&G	681.382	0	0	0	675.95
85	23+64.40	22 LT	IL132		A	4	T20 F&G	680.432	0	675.18	675.18	0
86	24+45.04	23.76 RT	IL132		A	4	T20 F&G	681.394	0	0	0	675.95
87	23+64.49	22 RT	IL132		A	4	T20 F&G	680.432	675.18	675.18	0	0
88	23+64.36	0.54 LT	IL132	A		6	T1F CL	680.901	675.03	674.21	675.02	674.21

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE (%)	T.B. (CU.YD)
81	31+00.00	27+53.91	3(17)	30	342	0.25	495.9
82	27+53.91	25+14.69	3	36	235	0.25	430.8
83	25+14.69	23+64.36	2	34X53	144	0.08	161.3
84	24+45.10	23+64.40	2	12	77	1.00	22.3
85	23+64.40	23+64.36	2	12	15	1.00	4.7
86	24+45.04	23+64.49	2	12	77	1.00	22.3
87	23+64.49	23+64.36	2	12	16	1.00	5.1
88	23+64.36	22+38.74	2	34X53	118	0.08	85.4
89	10+51.99	10+49.24	2	12	17	3.50	11.8
90	10+63.57	10+49.24	2	10	19	1.00	5.9
91	4+79.88	4+98.06	2	12	20	1.00	30.9

NOTES:

(1) INDICATES MANHOLE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(2) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(3) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES CATCH BASIN TYPE C, SPECIAL.

(6) INDICATES STRUCTURE WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) FES: FLARED END SECTION. SIZE NOTED IN SCHEDULE IS GIVEN IN INCHES.

(8) SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

(9) CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

(10) CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

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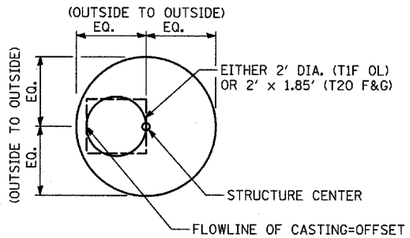
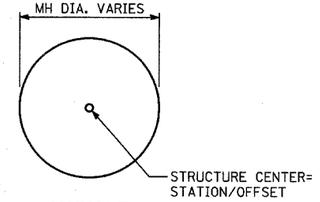


CATCH BASIN

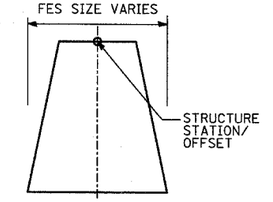
(PRECAST REINFORCED CONCRETE SECTION)

(12) MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

(15) FLARED END SECTION AND SLOPED HEADWALL STATIONS AND OFFSETS ARE LOCATED AS SHOWN.



FES

EXISTING ABANDONED SEWER/CULVERT SCHEDULE (FILL WITH CLSM)

LOCATION	UPSTREAM STATION	OFFSET	DIA. (IN.)	LENGTH (FT.)	CLSM (CY.)
US NB 41	521+89	17.0 L	12	95	2.8
US NB 41	523+06	16.7 L	12	112	3.3
US NB 41	523+71	16.5 L	12	58	1.7
US NB 41	523+97	16.4 L	12	18	0.5
RAMP A	101+96	1.8 L	12	92	2.7
RAMP A	102+85	4.1 L	12	89	2.6
RAMP A	103+74	10.5 L	12	88	2.6
RAMP A	104+75	23.1 L	12	103	3.0
RAMP A	108+70	47.0 L	12	48	1.4
RAMP A	109+61	51.0 L	12	83	2.4
US NB 41	529+46	6.3 R	10	15	0.3
US NB 41	528+00	7.6 L	18	152	9.9
US NB 41	529+46	11.4 L	12	5	0.1
US NB 41	529+59	7.6 L	18	41	2.7
US NB 41	535+50	1.8 R	12	48	1.4
US NB 41	537+62	3.2 R	12	103	3.0
RAMP D	404+99	21.9 R	12	72	2.1
RAMP D	405+76	17.0 R	12	83	2.4
RAMP C	307+60	33.4 L	12	121	3.5
RAMP C	407+65	12.4 R	12	160	4.7
RAMP C	408+25	1.7 R	15	55	2.5
RAMP C	307+81	25.7 L	15	49	2.2
RAMP D	409+38	10.2 L	8	100	1.3
RAMP C	310+07	21.0 L	12	65	1.9
RAMP C	310+96	20.2 L	12	54	1.6
RAMP C	312+25	19.3 L	12	46	1.3
EB IL 132	8+51	31.4 L	30	107	19.5

(16) INDICATES A DRAINAGE STRUCTURE, TYPE I IDOT STANDARD 602101-01.

(17) PROPOSED STORM SEWER (WATERMAIN REQUIREMENTS) FOR STATED SIZE.

(18) THE CONTRACTOR SHALL VERIFY THE ELEVATION IN THE FIELD PRIOR TO ORDER OF MATERIAL. THE EXISTING SURVEY (I.E. MEASURE DOWNS) IS NOT AVAILABLE.

UNDERDRAIN SCHEDULE

UNDER-DRAIN NUMBER	ALIGNMENT	UNDERDRAIN PIPE LIMITS (STA.)	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
11	NB 41	515+50 - 515+50	38 LT - 44 LT	6	HEADWALL 1	12
12	NB 41	517+50 - 517+50	25 LT - 59 LT	34	HEADWALL 2	15
13	NB 41	520+00 - 520+00	78 LT - 10 LT	90	115	89
14	SB 41	523+50 - 523+50	52 RT - 16 LT	67	13	2
15	NB 41	523+50 - 523+50	45 LT - 0 LT	45	13	2
16	NB 41	523+50 - 523+50	45 LT - 82 LT	37	HEADWALL 3	13
21	NB 41	526+85 - 526+85	4 RT - 83 LT	87	220	2
22	NB 41	526+95 - 526+95	4 RT - 83 LT	87	221	2
23	SB 41	526+89 - 526+89	34 RT - 4 LT	38	218	2
24	SB 41	526+99 - 526+99	34 RT - 4 LT	38	219	4
25	RAMP A	107+23 - 107+23	6 RT - 20 LT	26	24	3
26	RAMP A	107+33 - 107+33	6 RT - 20 LT	26	24	4
31	NB 41	539+40 - 539+40	34 LT - 0 LT	34	326	2
32	SB 41	539+40 - 539+40	34 RT - 3 LT	37	331	2
33	NB 41	543+87 - 543+85	50 LT - 13 RT	63	33	2
34	SB 41	543+85 - 543+75	56 RT - 5 LT	61	318	2
35	RAMP C	312+00 - 313+13	6 RT - 5 RT	113	330	2
36	SB 41	546+02 - 546+02	26 RT - 6 LT	32	324	3

UNDERDRAIN SCHEDULE

UNDER-DRAIN NUMBER	ALIGNMENT	UNDERDRAIN PIPE LIMITS (STA.)	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
37	SB 41	546+12 - 546+12	26 RT - 6 LT	32	324	5
38	RAMP C	312+65 - 312+65	16 LT - 2 RT	18	323	3
39	RAMP C	312+75 - 312+75	16 LT - 2 RT	18	323	3
310	NB 41	546+87 - 546+87	8 RT - 46 LT	54	328	4
311	NB 41	546+97 - 546+97	8 RT - 46 LT	54	328	4
71	RAMP A	111+25 - 112+40	6 RT - 3 RT	115	743	4
72	RAMP A	111+25 - 112+34	36 LT - 49 LT	110	740	2
73	RAMP B	211+60 - 212+63	5 LT - 6 LT	103	734	4
74	RAMP B	211+60 - 212+65	27 RT - 29 RT	105	737	4
75	RAMP C	301+00 - 302+00	12 RT - 10 RT	100	746	8
76	RAMP C	301+00 - 302+00	55 LT - 28 LT	106	749	9
77	RAMP D	401+00 - 402+00	4 LT - 3 LT	100	755	2
78	RAMP D	400+95 - 402+00	56 RT - 38 RT	107	750	2
79	EB 132	16+90 - 16+90	21 LT - 36 RT	36	719	2
710	EB 132	19+50 - 19+65	23 LT - 36 RT	60	723	2
81	EB 132	23+60 - 23+60	21 LT - 21 RT	42	87	2

SANITARY SEWER SCHEDULE

LOCATION	PIPE SIZE (IN.)	AVG. O.D. BELL (IN.)	AVG. O.D. SPIGOT (IN.)	STEEL CASING DIA. (IN.)	STEEL CASING LENGTH (FT.)	SEWER PIPE LENGTH (FT.)
GREENLEAF ST.	12	18.12	14.36	20	20	20
FERNDALE ST.	8	12.93	9.70	16	20	20
ESTES ST.	8	12.93	9.70	16	20	20
GREENVIEW ST.	8	12.93	9.70	16	20	20

RESTRICTOR MANHOLE SCHEDULE

STRUCTURE NUMBER	STATION	MANHOLE DIAMETER (FT)	FRAME & GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAM. (IN)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
329	547+02.94	6	T1F CL	2	18	678.31	683.16
330	313+17.00	6	T1F CL	2	12	678.23	681.65
111	101+08.06	6	T1F CL	2	21	691.13	693.50

CONCRETE HEADWALL FOR PIPE DRAINS SCHEDULE

LOCATION	STATION	OFFSET	QUANTITY (EACH)
NB 41	515+50	44 LT	1
NB 41	517+50	59 LT	1
NB 41	523+50	82 LT	1

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

PROFILE — SURVEYED; PLOTTED; GRADES CHECKED; DIM. NOTED; STRUCTURE NOTATIONS GIVEN; NOTE BOOK; NO.; BY; DATE

REVISIONS	
NAME	DATE
PAW	6/17/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

DRAINAGE SCHEDULE

PROPOSED STRUCTURES

PROPOSED STORM SEWERS

SCALE: NONE — DRAWN BY: NSB

DATE: MAY 12, 2008 — CHECKED BY: DA

SHEET 4 OF 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	117
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1 CONTRACT * 6083

PLAN: SURVEYED | PLOTTED | DRAWN | CHECKED | AS-BUILT | R/W CHECKED | NOTE BOOK | BM. NOTED | CADD FILE NAME | NO.

PROFILE: SURVEYED | PLOTTED | DRAWN | CHECKED | AS-BUILT | R/W CHECKED | NOTE BOOK | BM. NOTED | STRUCTURE NOTATIONS ENTERED | NO.

DATE | BY

ESTES ST.

POLYUREA PM TY 1, 12", 5' C-C YELLOW DIAGONALS 45° (TYP.)

℄ NB U.S. 41

POLYUREA PM TY 1 4", YELLOW EDGE LINE

POLYUREA PM TY 1, L&S (TYP.)

POLYUREA PM TY 1 24", STOP BAR (TYP.)

PROPOSED TEMPORARY EASEMENT

EXISTING ROW

PROPOSED ROW

BEGIN IMPROVEMENT NB
NB ℄ STA. 509+68.97

+48.76 NB

+39.26 NB

+88.85 NB

AREA = 462 SY

AREA = 513 SY

SB STA 509+37.54 94.37 LT

AREA = 4969 SY

SEEDING, CLASS 2A (TYP.)

AREA = 60 SY

GRANDVILLE AVE

POLYUREA PM TY 1 4", YELLOW EDGE LINE

℄ RAMP B

℄ RAMP B1

AREA = 5706 SY (CONTINUED BELOW)

+93.74 NB

+99.95 SB

+99.95 SB

EXISTING WETLAND SITE #4

AREA = 1732 SY

515+00

600+00

520+00

100+00

SB STA 520+41.67 58.00 RT

SB STA 520+62.25 36.00 RT

UNION PACIFIC RAILROAD

AREA = 650 SY

POLYUREA PM TY 1 4", WHITE EDGE LINE (TYP.)

POLYUREA PM TY 1 4", 10' DASH 30' SKIP (TYP.)

POLYUREA PM TY 1 4", 2' DASH 6' SKIP (TYP.)

RAISED REFLECTIVE PAVEMENT MARKER (TYP.)

AREA = 148 SY

AREA = 918 SY

POLYUREA PM TY 1 4", YELLOW EDGE LINE (TYP.)

EXISTING WETLAND SITE #1

SB STA 520+90.38 58.70 RT

SB STA 520+99.76 37.17 RT

MATCHLINE U.S. 41 STA. 524+00

MATCHLINE U.S. 41 STA. 539+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

℄ U.S. 41

EXISTING ROW

AREA = 718 SY

STA 514+21.06 SB 36.08 RT

STA 514+39.97 SB 78.29 RT

℄ SB U.S. 41

FERNDALE ST.

BEGIN IMPROVEMENT SB
SB ℄ STA. 511+99.17

AREA = 37 SY

AREA = 1234 SY (CONTINUED BELOW)

+10.45 RMP A

STA 518+33.71 SB 36.00 RT

AREA = 41 SY

STA 518+19.58 SB 75.28 RT

POLYUREA PM TY 1 8", WHITE GORE LINE (TYP.)

SODDING, SALT TOLERANT (TYP.)

POLYUREA PM TY 1 12", 30' C-C WHITE DIAGONALS 45° (TYP.)

POLYUREA PM TY 1 8", WHITE GORE LINE (TYP.)

℄ RAMP A

AREA = 5430 SY (CONTINUED SHEET 2 OF 4)

POLYUREA PM TY 1 L&S (TYP.)

POLYUREA PM TY 1 6", WHITE LANE LINE (TYP.)

AREA = 450 SY (CONTINUED SHEET 2 OF 4)

WALL P - 109 VIRGINIA CREEPER (2' O.C.)

WALL Q-185 ENGLEMANII VIRGINIA CREEPER (2' O.C.)

℄ RAMP D

+16.91 RMP D

AREA = 635 SY (CONTINUED SHEET 4 OF 4)

PROPOSED ROW

EXISTING ROW

SHREDDED BARK MULCH, 3" AREA = 107 SQ YD

MATCHLINE IL 132 - SEE SHEET 4 OF 4

MATCHLINE IL RTE 132 STA. 23+50

MATCHLINE IL RTE 132 STA. 19+00

IL 132

RAISED REFLECTIVE PAVEMENT MARKER (TYP.)

WALL L-114 VIRGINIA CREEPER (2' O.C.)

POLYUREA PM TY 1 4", WHITE EDGE LINE (TYP.)

POLYUREA PM TY 1 12", WHITE DIAGONALS 10' C-C (TYP.)

POLYUREA PM TY 1 8", WHITE CHANNEL LINE (TYP.)

POLYUREA PM TY 1 4", 10' DASH 30' SKIP (TYP.)

POLYUREA PM TY 1 8", WHITE GORE LINE (TYP.)

℄ RAMP B

AREA = 5706 SY (CONTINUED ABOVE)

POLYUREA PM TY 1 4", 10' DASH 30' SKIP (TYP.)

AREA = 717 SY (CONTINUED SHEET 4 OF 4)

+65.28 RMP B

+45.49 RMP B

+42.37 RMP B

+58.72 RMP A

+62.37 RMP C

+13.88 SB

+125.51 SB

AREA = 408 SY

ROCK GARDEN LOCATION

SHREDDED BARK MULCH, 3" AREA = 66 SQ YD

SHREDDED BARK MULCH, 3" AREA = 75 SQ YD

SHREDDED BARK MULCH, 3" AREA = 76 SQ YD

SHREDDED BARK MULCH, 3" AREA = 141 SQ YD

AREA = 582.57 SY

SB STA 533+10.62 130.01 RT

AREA = 727 SY (CONTINUED SHEET 2 OF 4)

STA 525+00 SB 64.31 RT

STA 524+93.34 SB 92.69 RT

AREA = 10 SY

STA 527+00.56 SB 80.00 RT

SB STA 532+49.67 165.82 RT

SB STA 534+41.06 130.00 RT

SB STA 533+93.42 170.80 RT

SB STA 534+25.30 130.00 RT

SB STA 534+15.58 173.80 RT

AREA = 4995 SY (CONTINUED SHEET 2 OF 4)

AREA = 206 SY

POLYUREA PM TY 1 4", WHITE EDGE LINE (TYP.)

POLYUREA PM TY 1 4", YELLOW EDGE LINE (TYP.)

AREA = 11102 SY (CONTINUED ABOVE)

AREA = 111 SY

AREA = 130 SY

GRANDVIEW AVE.

POLYUREA PM TY 1 12", 20' C-C WHITE DIAGONALS 45° (TYP.)

POLYUREA PM TY 1 8", WHITE GORE LINE (TYP.)

SEEDING, CLASS 2A (TYP.)

℄ RAMP A AREA = 2930 SY (CONTINUED 4 OF 4)

ROCK GARDEN LOCATION

AREA = 538 SY (CONTINUED SHEET 4 OF 4)

AREA = 136 SY (CONTINUED SHEET 4 OF 4)

14 NORTHERN CATALPA (MIN. 15' O.C.)
14 BUR OAK (MIN. 15' O.C.)
14 HILL'S OAK (MIN. 15' O.C.)

14 SHADEMASTER HONEYLOCUST (MIN. 15' O.C.)
14 KENTUCKY COFFEETREE (MIN. 15' O.C.)

POLYUREA PM TY 1 4", WHITE EDGE LINE (TYP.)

℄ RAMP C
WALL O-189 VIRGINIA CREEPER (2' O.C.)

LEGEND:

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A
- SODDING, SALT TOLERANT
- TREE

KEY MAP

US RT. 41

IL RT. 132

N

SCALE: 1" = 50'-0"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

PAVEMENT MARKING AND LANDSCAPING PLAN

SHEET 1 OF 4

US 41 - 509+68.97 TO STA. 539+00

SCALE: 1"=50' DRAWN BY:

DATE: MAY 12, 2008 CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	118
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT # 60811			

AREA = 450 SY
(CONTINUED SHEET
1 OF 5)

℄ NB U.S. 41

℄ U.S. 41

AREA = 5430 SY
(CONTINUED SHEET
1 OF 4)

POLYUREA PM TY 1
4", 2' DASH 6' SKIP (TYP.)

POLYUREA PM TY 1
4", 10' DASH 30' SKIP (TYP.)

POLYUREA PM TY 1
4", YELLOW EDGE LINE (TYP.)

EXISTING WETLAND SITE #2

EXISTING ROW

AREA = 3142 SY
(CONTINUED BELOW)

℄ RAMP D

+72.56 RMP D

+91.85 RMP D

+25.40 RMP D

+55.38 RMP D

UNION PACIFIC RAILROAD

MATCHLINE US 41 STA. 539+00

SHREDDED BARK
MULCH, 3"

U.S. ROUTE 41 (SKOKIE HIGHWAY)

+36.83 NB

+94.23 NB

AREA = 727 SY
(CONTINUED SHEET
1 OF 5)

+39.68 SB

AREA = 27 SY

MATCHLINE US 41 STA. 553+50

POLYUREA PM TY 1
4", WHITE EDGE LINE
(TYP.)

℄ RAMP C

SODDING, SALT TOLERANT (TYP.)

SEEDING, CLASS 4A (TYP.)

PC Sta. 545+19.94

RAISED REFLECTIVE
PAVEMENT MARKER (TYP.)

UNIVERSITY AVE.

WOODLAWN AVE.
(NO ACCESS)

+34.74 RMP C

EXISTING ROW

DORCHESTER AVE.

EXISTING WETLAND SITE #3

℄ SB U.S. 41

POLYUREA PM TY 1
8", WHITE GORE LINE (TYP.)

AREA = 4995 SY
(CONTINUED SHEET
1 OF 4 AND BELOW)

POLYUREA PM TY 1
12", 30' C-C WHITE
DIAGONALS 45° (TYP.)

EXISTING WETLAND SITE #2

AREA = 3492 SY
(CONTINUED BELOW)

POLYUREA PM TY 1
4", WHITE EDGE LINE
(TYP.)

N

POLYUREA PM TY 1
12", 30' C-C WHITE
DIAGONALS 45° (TYP.)

UNION PACIFIC RAILROAD

POLYUREA PM TY 1
8", WHITE GORE LINE (TYP.)

STA 554+94.94 NB

END IMPROVEMENT NB
NB ℄ STA. 555+48.86

℄ NB U.S. 41

℄ U.S. 41

BLACKSTONE AVE.

MATCHLINE U.S. 41 STA. 553+50

AREA = 3142 SY
(CONTINUED ABOVE)

U.S. ROUTE 41 (SKOKIE HIGHWAY)

℄ SB U.S. 41

℄ RAMP C

AREA = 3492 SY
(CONTINUED ABOVE)

END IMPROVEMENT SB
SB ℄ STA. 556+81.85

KENWOOD AVE.

HARPER AVE. (R.O.W.)

AMBROGIO DR.

LEGEND:

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A
- SODDING, SALT TOLERANT
- TREE

50 0 50 100

SCALE: 1" = 50'-0"

KEY MAP

US RT. 41

IL RT. 132

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PAVEMENT MARKING AND
LANDSCAPING PLAN
SHEET 2 OF 4
US 41 - STA. 539+00 TO 556+81.85
SCALE: 1"=50' DRAWN BY:
DATE: MAY 12, 2008 CHECKED BY:

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

PROFILE
SURVEYED
PLOTTED
ROADWAY CHECKED
(EM. NOTED)
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	119
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1 CONTRACT * 608

PLAN | SURVEYED | PLOTTED | CHANGES CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO.

PROFILE | SURVEYED | PLOTTED | CHANGES CHECKED | ILM. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO.

BY | DATE

SODDING, SALT TOLERANT (TYP.)

STA 7+65.12

℄ EB IL 132

AREA = 344 SY

STA 4+99.07

EXISTING ROW

10+00

EXISTING ROW

FERNDALE STREET

MATCHLINE IL RTE 132 STA. 11+50

5+00

POT Sta 704+92.02

BEGIN IMPROVEMENT EB
EB ℄ STA. 0+40.14

1+97.86 EB

IL ROUTE 132 (GRAND AVENUE)

0+00

POLYUREA PM TY 1
12", CROSSWALK

STA 703+49.08

GREENLEAF STREET

POT Sta 702+99.05

AREA = 63 SY

STA 701+84.01

STA 701+63.11

AREA = 86 SY

STA 701+06.35

AREA = 32 SY

POT Sta 700+00.00

7+00

RAISED REFLECTIVE
PAVEMENT MARKER (TYP)

POLYUREA PM TY 1
6", WHITE LANE LINE (TYP.)

POLYUREA PM TY 1
L&S (TYP.)

POLYUREA PM TY 1
6", WHITE CROSSWALK
6' WIDE (TYP.)

POLYUREA PM TY 1
24", STOP BAR

POLYUREA PM TY 1
4", 2' DASH 6' SKIP (TYP.)

POLYUREA PM TY 1
4", 10' DASH 30' SKIP (TYP.)

POLYUREA PM TY 1
12", 45' C-C YELLOW
DIAGONALS 45° (TYP.)

POLYUREA PM TY 1
4", DOUBLE YELLOW
LANE LINE (TYP.)

FERNDALE STREET

N

LEGEND:

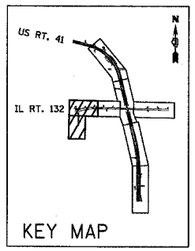
- SEEDING, CLASS 2A
- SEEDING, CLASS 4A
- SODDING, SALT TOLERANT
- TREE

NOTE:

REPLACE EXISTING PAVEMENT MARKINGS REMOVED DURING STAGING

50 0 50 100

SCALE: 1" = 50'-0"



KEY MAP

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

PAVEMENT MARKING AND LANDSCAPING PLAN

SHEET 3 OF 4
GREENLEAF STREET
IL 132 - STA. 4+25.12 TO STA. 11+50

SCALE: 1"=50' DRAWN BY:

DATE: MAY 12, 2008 CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	120
STA.	TO STA.			
FED. ROAD DIST. NO. 0-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 6088			

PLAN — SURVEYED / PLOTTED / DRAWN / QUANTITIES CHECKED / NOTE BOOK / NO. / DATE / BY / ST. OF WAY CHECKED / CADD FILE NAME

PROFILE — SURVEYED / PLOTTED / DRAWN / QUANTITIES CHECKED / NOTE BOOK / NO. / DATE / BY / R.W. NOTED / STRUCTURE NOTATIONS CHKD

MATCHLINE US 41- SEE SHEET 1 OF 4

MATCHLINE IL RTE 132 STA. 11+50

ESTES AVENUE

GREENVIEW STREET

UNION PACIFIC RR

MATCHLINE IL RTE 132 STA. 23+50

℄ EB IL 132

POLYUREA PM TY 1 4", YELLOW LANE LINE (TYP.)

POLYUREA PM TY 1 12", 30' C-C YELLOW DIAGONALS 45° (TYP.)

POLYUREA PM TY 1 4", DOUBLE YELLOW LANE LINE (TYP.)

SODDING, SALT TOLERANT (TYP.)

AREA = 42 SY

RAISED REFLECTIVE PAVEMENT MARKER (TYP.)

AREA = 68 SY

SEEDING, CLASS 2A (TYP.)

AREA = 2930 SY (CONTINUED SHEET 1 OF 4)

POLYUREA PM TY 1 24", STOP BAR (TYP.)

STA 19+76.84 37.54' LT

STA 532+49.67 SB 165.85 RT

STA 532+43.80 SB 198.07 RT

AREA = 538 SY

POLYUREA PM TY 1 4", 10' DASH 30' SKIP (TYP.)

AREA = 667 SY (CONTINUED SHEET 1 OF 4)

AREA = 501 SY (CONTINUED SHEET 1 OF 4)

AREA = 5706 SY (CONTINUED SHEET 1 OF 4)

AREA = 717 SY (CONTINUED BELOW)

STA 20+75.05 38.20' LT

EXISTING ROW

15+00

20+00

STA 533+10.62 SB 130.01 RT

STA 533+93.42 SB 170.80 RT

STA 20+00.00

AREA = 635 SY (CONTINUED BELOW)

IL ROUTE 132 (GRAND AVENUE)

EXISTING ROW

PROP TEMPORARY EASEMENT

ESTES STREET

AREA = 258 SY

AREA = 189 SY

AREA = 10 SY

STA 16+39.52

AREA = 23 SY

AREA = 16 SY

AREA = 102 SY

BEGIN IMPROVEMENT
BEGIN FULL DEPTH RECONSTRUCTION
℄ PROPOSED IL 132
STA 14+71.00

POLYUREA PM TY 1 8", WHITE GORE LINE (TYP.)

POLYUREA PM TY 1 12", 20' C-C WHITE DIAGONALS 45° (TYP.)

AREA = 136 SY

STA 534+15.58 SB 173.80 RT

POLYUREA PM TY 1 4", 2' DASH 6' SKIP (TYP.)

AREA = 206 SY

STA 534+25.30 SB 130 RT

STA 534+41.06 SB 130.00 RT

POLYUREA PM TY 1 6", WHITE CROSSWALK 6' WIDE (TYP.)

U.S. ROUTE 41

535+05

401+76.56

STA 22+45.60 41.46' RT

STA 22+17.09 40.94' RT

STA 21+65.29 39.11' RT

POLYUREA PM TY 1 12", 10' C-C WHITE DIAGONALS (TYP.)

POLYUREA PM TY 1 6", WHITE CHANNELIZING LINE (TYP.)

AREA = 877 SY (CONTINUED SHEET 1 OF 4)

AREA = 538 SY (CONTINUED SHEET 1 OF 4)

AREA = 5587 SY (CONTINUED SHEET 1 OF 4)

AREA = 8679 SY (CONTINUED SHEET 1 OF 4)

MATCHLINE US 41- SEE SHEET 1 OF 4

N

KEY MAP

US RT. 41

IL RT. 132

LEGEND:

- SEEDING, CLASS 2A
- SEEDING, CLASS 4A
- SODDING, SALT TOLERANT
- TREE

WAVELAND STREET

MAGNOLIA STREET

PINE GROVE STREET

MATCHLINE IL RTE 132 STA. 23+50

AREA = 717 SY (CONTINUED ABOVE)

POLYUREA PM TY 1 4", 10' DASH 30' SKIP (TYP.)

POLYUREA PM TY 1 4", DOUBLE YELLOW LANE LINE (TYP.)

POLYUREA PM TY 1 12", 30' C-C YELLOW DIAGONALS 45° (TYP.)

PROPOSED TEMP EASEMENT

PROPOSED ROW

EXISTING ROW

25+00

30+00

35+00

IL ROUTE 132 (GRAND AVENUE)

EXISTING ROW

AREA = 635 SY (CONTINUED ABOVE)

POLYUREA PM TY 1 L&S (TYP.)

POLYUREA PM TY 1 4", WHITE LANE LINE (TYP.)

POLYUREA PM TY 1 4", 2' DASH 6' SKIP (TYP.)

POLYUREA PM TY 1 L&S (TYP.)

EXISTING ROW

END IMPROVEMENT
END FULL DEPTH RECONSTRUCTION
℄ PROPOSED IL 132
STA. 24+76.39

50 0 50 100

SCALE: 1" = 50'-0"

N

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

PAVEMENT MARKING AND LANDSCAPING PLAN

SHEET 4 OF 4

IL 132 - STA. 11+50 TO STA. 24+76.39

SCALE: 1"=50' DRAWN BY:

DATE: MAY 12, 2008 CHECKED BY:

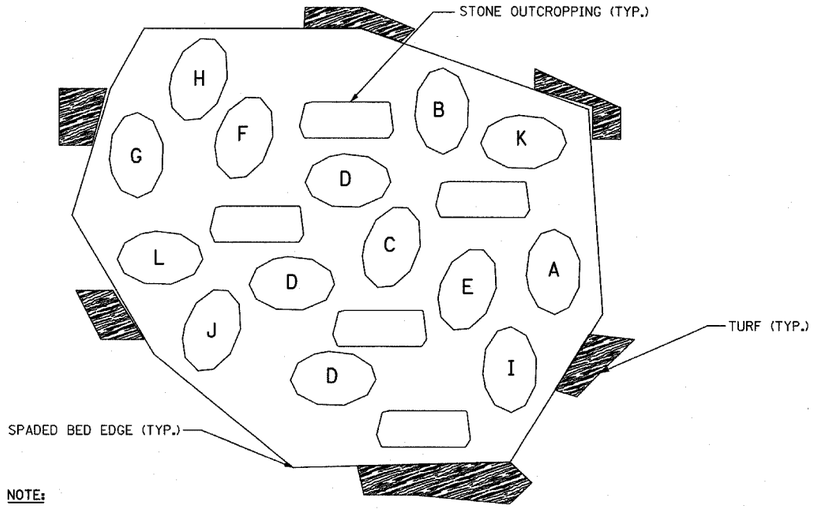
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	120
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 608			

PLAN | SURVEYED | PLOTTED | CHECKED | R/W CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE | SURVEYED | PLOTTED | CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | BY | DATE

ROCK GARDEN PLANTING

(APPROX. 20′ x 25′)



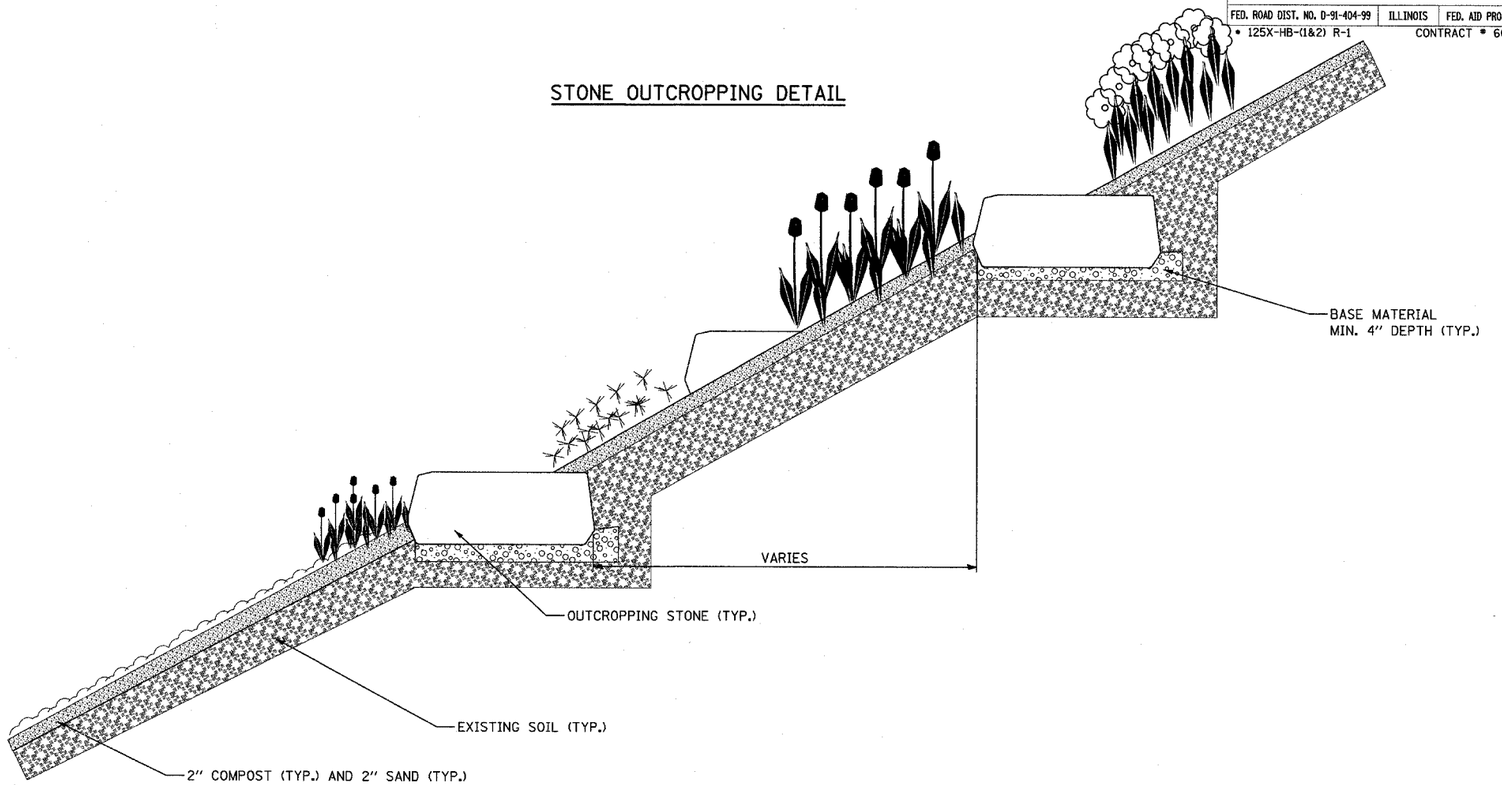
NOTE:

ROCK GARDEN DIMENSIONS WILL VARY IN SIZE ACCORDING TO THE STONE OUTCROPPING LAYOUT. QUANTITIES OF PLANT WILL REMAIN THE SAME AT ALL FOUR LOCATIONS.

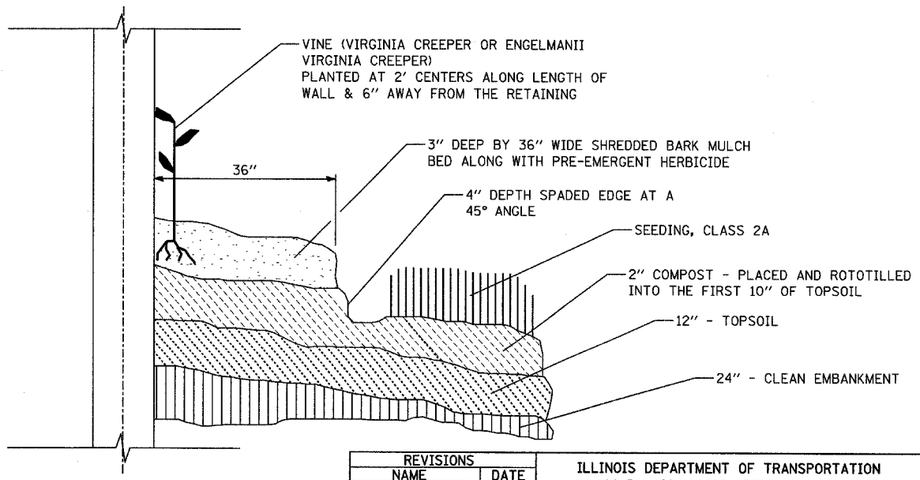
PLANT LEGEND

LETTER	PLANT DESCRIPTION	QUANTITY	SPACING
A	ASTER AZUREUS (SKY BLUE ASTER)	15	12″ O.C.
B	BAPTISIA AUSTRALIS (FALSE INDIGO)	16	12″ O.C.
C	BOLTONIA ASTEROIDES 'NANA' (WHITE DOLL'S DAISY)	20	12″ O.C.
D	CERATOSTIGMA PLUMBAGINOIDES (BLUE PLUMBAGO)	31	15″ O.C.
E	ECHINACEA 'CBG GONE 2' (PIXIE MEADOWBRITE HYBRID CONEFLOWER)	20	12″ O.C.
F	HEMEROCALLIS 'CHICAGO SUNRISE' (CHICAGO SUNRISE DAYLILY)	20	12″ O.C.
G	HEMEROCALLIS 'PREPPY PINK' (PREPPY PINK DAYLILY)	20	12″ O.C.
H	PANICUM VIRGATUM 'ROTSTRAHLBUSCH' (RED FOUNTAINBUSH SWITCH GRASS)	9	18″ O.C.
I	RUDBECKIA 'VIETTE'S LITTLE SUZY' (DWARF BLACK-EYED SUSAN)	20	12″ O.C.
J	SALVIA NEMEROSA 'MAY NIGHT' (MAY NIGHT SALVIA)	20	12″ O.C.
K	SCHIZACHYRIUM SCOPARIUM 'CAROUSEL' (CAROUSEL PPAF LITTLE BLUESTEM)	9	18″ O.C.
L	SPOROBOLUS HETEROLEPIS (PRAIRIE DROPSEED)	9	18″ O.C.

STONE OUTCROPPING DETAIL



VINE PLANTING DETAIL



NOTES:

1. SEE LANDSCAPE PLANS FOR SPECIFIC LOCATION OF VINES.
2. COMPOST AND TOPSOIL SHALL BE THOROUGHLY ROTOTILLED TO A DEPTH OF 10″ PRIOR TO PLANTING.
3. THE CONTRACTOR SHALL ORDER MATERIAL FOR PARTHENOCISSUS SP. (VIRGINIA CREEPER) VINES IMMEDIATELY FOLLOWING EXECURTION OF THE CONTRACT TO ASSURE AVAILABILITY OF THE PLANT MATERIAL FOR SPRING PLANTING AT THE CONCLUSION OF THE CONTRACT.
4. MULCH BED SHALL BE PLACED OVER ROTOTILLED COMPOST/TOPSOIL AS SHOWN IN VINE PLANTING DETAIL AND ACCORDING TO IDOT STANDARD SPECIFICATION 253.11 EXCEPT THAT NO WEED BARRIER FABRIC IS REQUIRED. COST OF MULCH COVER IS INCLUDED WITH PAYMENT FOR "VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT" AND FOR "VINE-PARTHENOCISSUS QUINQUEFOLIA ENGELMANII (ENGELMANII VIRGINIA CREEPER), 1-GALLON POT."
5. PRE-EMERGENT HERBICIDE SHALL BE PLACED IN MULCHED BEDS ACCORDING TO THE SPECIAL PROVISION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

LANDSCAPING DETAILS U.S. 41 (SKOKIE HIGHWAY)

SCALE: NONE | DRAWN BY: AZ

DATE: MAY 12, 2008 | CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	121
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1		CONTRACT • 608		

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

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ELEV. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

M1-4
24"X24"
OR
36"X36"

M2-1
30"X15"

M3-1
24"X12"

M3-3
24"X12"

M5-1L
21"X15"

M5-2L
21"X15"

M6-1
21"X15"

R1-1
30"X30"

R2-1
36"X48"

R2-1
30"X36"

R3-2
30"X30"

R5-1
36"X36"

R3-5R
30"X30"

R5-1A
36"X24"

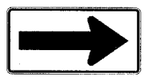
R6-1L
36"X12"

R6-1R
36"X12"

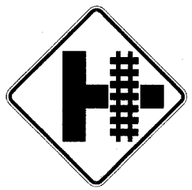
R8-8
24"X30"

R10-11a
24"X24"

W4-1R
36"X36"

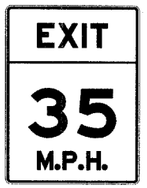


W1-6
36"X18"



W10-3
36"X36"

W12-2
36"X36"



W13-2
36"X48"

W14-1
30"X30"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

SIGNING LEGEND

SHEET 1 OF 1

SCALE: NOT TO SCALE DRAWN BY: JDF

DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	122
STA. 509+68.98	TO STA. 524+00			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJEC		
• 125X-HB-(1&2) R-1	CONTRACT • 608			

PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
BY
DATE
RIGHT OF WAY CHECKED
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
BY
DATE
B.M. NOTED
STRUCTURE NO
FAP RTE

R1-1 AND R3-2
STA. 510+87
OFFSET: 79.4LT

R2-1
STA. 515+00
OFFSET: 66.9LT

R6-1R
STA. 517+99
OFFSET: 47.9RT

R3-2
STA. 520+23
OFFSET: 153.1LT

R8-8
STA. 520+94
OFFSET: 138.1LT

W10-3
STA. 522+19
OFFSET: 101.4LT

STA. 510+10
OFFSET: 54.8LT
(SEE SIGN PANEL
DETAIL SHEETS)

Delany Rd
1/4 Mile

ESTES STREET

℄ NB U.S. 41

PROPOSED TEMPORARY EASEMENT

PROPOSED ROW

EXISTING ROW

℄ U.S. 41

℄ SB U.S. 41

U.S. ROUTE 41 (SKOKIE HIGHWAY)

UNION PACIFIC R.R.

GRANDVILLE AVE

℄ RAMP B1

℄ RAMP B

RAMP B

RAMP B1

RAMP A

℄ RAMP A

MATCHLINE U.S. 41 STA. 524+00

CHITTENDEN PARK
GURNEE PARK
DISTRICT

EXISTING ROW

FERNDALE STREET

ILLINOIS 132
Grand Ave
1/4 Mile

STA. 510+32
OFFSET: 59.0RT
(SEE SIGN PANEL
DETAIL SHEETS)

R2-1
STA. 512+89
OFFSET: 57.9RT

ILLINOIS 132
Grand Ave

STA. 522+83
OFFSET: 68.0RT
(SEE SIGN PANEL
DETAIL SHEETS)

US RT. 41
IL RT. 132
KEY MAP

NOTES:

1. ALL STATIONS CALLED CALLOUT ARE FROM THE U.S. 41 CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL OFFSETS ARE TO THE SIGN PANEL EDGE UNLESS OTHERWISE NOTED.
3. ALL SIGNS SHALL BE GROUND MOUNTED UNLESS OTHERWISE NOTED.
4. FOR ALL STANDARD SIGNS, SEE THE SIGNING LEGEND FOR SIGN DIMENSIONS.
5. FOR ALL GUIDE SIGNS, SEE SIGN PANEL DETAILS FOR SIGN DIMENSIONS.
6. FOR OVERHEAD SIGNS, SEE CANTILEVER SIGN STRUCTURE SHEETS FOR STRUCTURE DIMENSIONS.
7. BOXES DENOTE THAT THE SIGN PANELS DEPICTED WILL BE ATTACHED TO THE SAME POST STRUCTURE.

50 0 50 100
SCALE: 1" = 50'-0"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED SIGNING PLAN
SHEET 1 OF 5
US 41 - STA. 509+68.98 TO STA. 524+00
SCALE: 1"=50' DRAWN BY: JDF
DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	122
STA. 524+00	TO STA. 539+00			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 6081			

PLAN: SURVEYED, PLOTTED, DRAWN, ALIGNMENT, R/W CHECKED, CADD FILE NAME, NOTE BOOK, NO.

PROFILE: SURVEYED, PLOTTED, CHECKED, BM. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO.

STA. 528+75
OFFSET: 98.7LT
(SEE SIGN PANEL DETAIL SHEETS)

NORTH 41
Grandville Ave

R2-1
STA. 530+15
OFFSET: 55.4LT

SPEED LIMIT 35

W4-1R
STA. 526+83
OFFSET: 46.8LT
(WALL MOUNT)

STA. 537+61
OFFSET: 99.3LT
(SEE SIGN PANEL DETAIL SHEETS)

IL 132
Grandville Ave

MATCHLINE IL RTE 132 - STA. 23+50
SEE SHEET 5 OF 5

MATCHLINE IL RTE 132 - STA. 23+50
SEE SHEET 4 OF 5 - FOR TOWER AREA

N

℄ EB IL-132

UNION PACIFIC RAILROAD

EXISTING ROW

PROPOSED TEMPORARY EASEMENT

PROPOSED ROW

℄ NB U.S. 41
℄ SB U.S. 41
℄ U.S. 41
205+00

℄ RAMP B1

℄ RAMP B

℄ RAMP D

605+00

RAMP B1

RAMP B

RAMP D

406+00

405+

525+00
525+00
525+00

535+00
535+00
535+00

MATCHLINE U.S. 41 STA. 524+00

MATCHLINE U.S. 41 STA. 539+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

105+00

EXISTING ROW

RAMP A

110+00

PROPOSED T.E.

PROPOSED ROW

300+00

℄ RAMP C

RAMP C

305+00

MATCHLINE U.S. 41
SEE SHEET 4 OF 5

MATCHLINE U.S. 41
SEE SHEET 4 OF 5

IL 132

20+00

GURNEE PARK DISTRICT

GRANDVIEW AVENUE

DREXEL AVE.

EXIT
35
M.P.H.

W13-2
STA. 524+86
OFFSET: 69.4RT

ROAD ENDS

STA. 526+69
OFFSET: 97.9RT
(SEE SIGN PANEL DETAIL SHEET)

EXIT

STA. 526+54
OFFSET: 46.8RT
(WALL MOUNT)
(SEE SIGN PANEL DETAIL SHEET)

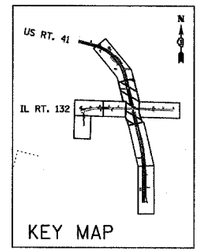
DEAD END

W14-1
STA. 526+40.94
OFFSET: 263.6RT

MATCHLINE IL RTE 132 - STA. 19+00
SEE SHEET 4 OF 5

ROAD ENDS

STA. 537+22
OFFSET: 139.3RT
(SEE SIGN PANEL DETAIL SHEET)



KEY MAP

50 0 50 100
SCALE: 1" = 50'-0"

NOTES:

1. ALL STATIONS CALLED CALLOUT ARE FROM THE U.S. 41 CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL OFFSETS ARE TO THE SIGN PANEL EDGE UNLESS OTHERWISE NOTED.
3. ALL SIGNS SHALL BE GROUND MOUNTED UNLESS OTHERWISE NOTED.
4. FOR ALL STANDARD SIGNS, SEE THE SIGNING LEGEND FOR SIGN DIMENSIONS.
5. FOR ALL GUIDE SIGNS, SEE SIGN PANEL DETAILS FOR SIGN DIMENSIONS.
6. FOR OVERHEAD SIGNS, SEE CANTILEVER SIGN STRUCTURE SHEETS FOR STRUCTURE DIMENSIONS.
7. BOXES DENOTE THAT THE SIGN PANELS DEPICTED WILL BE ATTACHED TO THE SAME POST STRUCTURE.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED SIGNING PLAN
SHEET 2 OF 5
US 41 - STA. 524+00 TO STA. 539+00

SCALE: 1"=50' DRAWN BY: JDF

DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	124
STA. 539+00	TO STA. 553+50			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJEC		
• 125X-HB-(1&2) R-1		CONTRACT • 608		

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

PROFILE — SURVEYED / PLOTTED / PROFILE CHECKED / ELVL NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. ____ — BY / DATE

STA. 553+39
OFFSET: 88.1LT
(SEE SIGN PANEL DETAIL SHEETS)
(STRADDLE THE EXISTING DRAINAGE DITCH)

ILLINOIS 132
Grand Ave
Grandville Ave
1/4 Mile

STA. 543+91
OFFSET: 88.9LT
(TO CENTER OF SIGN STRUCTURE FOUNDATION)
(SEE SIGN PANEL DETAIL SHEETS)
(SEE CANTILEVER SIGN DETAIL SHEETS)

ILLINOIS 132
Grand Ave
Grandville Ave

W13-2
STA. 540+30
OFFSET: 94.3LT

EXIT
35
M.P.H.

W4-1R
STA. 540+50
OFFSET: 52.7LT
(WALL MOUNT)

EXIT

R2-1
STA. 546+43
OFFSET: 82.3LT

SPEED LIMIT
45

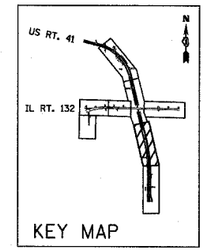
N

UNION PACIFIC RAILROAD

MATCHLINE US 41 STA. 539+00

PROPOSED ROW
PROPOSED TEMPORARY EASEMENT
EXISTING ROW
℄ RAMP D
RAMP D
℄ NB U.S. 41
PROPOSED ℄ U.S. 41
℄ SB U.S. 41
U.S. ROUTE 41 (SKOKIE HIGHWAY)
RAMP C
℄ RAMP C
UNIVERSITY AVENUE (NO ACCESS)
WOODLAWN AVE (NO ACCESS)
DORCHESTER AVE.
PROPOSED TEMP. EASEMENT

540+00 545+00 600+00 310+00 315+00 550+00 605+00



KEY MAP

STA. 540+99
OFFSET: 46.8RT
(WALL MOUNT)
(SEE SIGN PANEL DETAIL SHEETS)

ROAD ENDS
STA. 550+62
OFFSET: 82.91RT
(SEE SIGN PANEL DETAIL SHEET)

DEAD END
W14-1
STA. 550+35
OFFSET: 358.5RT

NOTES:

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50 0 50 100
SCALE: 1" = 50'-0"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED SIGNING PLAN
SHEET 3 OF 5
US 41 - STA. 539+00 TO STA. 553+50
SCALE: 1"=50' DRAWN BY: JDF
DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	125
STA. 11+50		TO STA. 23+50		
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1		CONTRACT • 608		

NOTES:

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5. FOR ALL GUIDE SIGNS, SEE SIGN PANEL DETAILS FOR SIGN DIMENSIONS.
6. FOR OVERHEAD SIGNS, SEE CANTILEVER SIGN STRUCTURE SHEETS FOR STRUCTURE DIMENSIONS.
7. BOXES DENOTE THAT THE SIGN PANELS DEPICTED WILL BE ATTACHED TO THE SAME POST STRUCTURE.
8. SEE MAST ARM STREET NAME SIGNS SHEET FOR DETAILS OF MAST ARM SIGNS LOCATED AT STA. 20+67; OFFSET 25.2RT AND STA. 21+71; OFFSET 27.4LT.

PLAN: SURVEYED, PLOTTED, DESIGNED, QUANTITY CHECKED, NOTE BOOK, RT. OF WAY CHECKED, NO. ____, CADD FILE NAME, DATE, BY

PROFILE: SURVEYED, PLOTTED, DESIGNED, QUANTITY CHECKED, NOTE BOOK, B.M. NOTED, NO. ____, STRUCTURE NO(S)/ITEMS CHKD, DATE, BY

R5-1 AND R10-11a
STA. 19+70
(EB IL-132 Ⓑ)
OFFSET: 37.1LT

R5-1 AND R6-1R
STA. 20+30
(EB IL-132 Ⓑ)
OFFSET: 37.8LT
(SIGNAL POST MOUNT)

R5-1 AND R6-1L
STA. 20+70
(EB IL-132 Ⓑ)
OFFSET: 31.4LT
(SIGNAL POST MOUNT)

R5-1A
STA. 531+54
OFFSET: 103.5RT
(WALL MOUNT)

R5-1A
STA. 531+54
OFFSET: 54.5RT

2- M1-4 (24"x24"),
M3-1, M3-3, M5-2L,
M6-1 AND R10-11a
STA. 21+71
(EB IL-132Ⓑ)
OFFSET: 33.2LT
(SIGNAL POST MOUNT)

2- M1-4 (24"x24"),
M3-1, M3-3, M5-1L
AND M6-1
STA. 23+41
(EB IL-132Ⓑ)
OFFSET: 31.6LT

R2-1
STA. 18+80
(EB IL-132 Ⓑ)
OFFSET: 32.0LT

MATCHLINE US 41- SEE SHEET 2 OF 5

R5-1 AND R6-1L
STA. 21+68
(EB IL-132 Ⓑ)
OFFSET: 33.9LT
(SIGNAL POST MOUNT)

R5-1 AND R6-1R
STA. 21+90
(EB IL-132 Ⓑ)
OFFSET: 32.8RT
(SIGNAL POST MOUNT)

ESTES AVE.

GREENVIEW ST.

PROPOSED ROW

PROPOSED T.E.

EXISTING ROW

RAMP A

RAMP B

15+00

IL ROUTE 132 (GRAND AVENUE)

20+00

MATCHLINE IL RTE 132 - STA. 23+50
SEE SHEET 5 OF 5

EB IL 132

JCT 41

M2-1 (30"x15") AND
M1-4 (36"x36"),
STA. 15+06
(EB IL-132Ⓑ)
OFFSET: 39.6RT

ESTES ST.

Chicago
Milwaukee

STA. 15+56
(EB IL-132Ⓑ)
OFFSET: 36.6RT
(SEE SIGN PANEL
DETAIL SHEET)

2- M1-4 (24"x24"),
M3-1, M3-3,
W5-1L AND M6-1
STA. 19+62
(EB IL-132Ⓑ)
OFFSET: 48.3RT

2- M1-4 (24"x24"),
M3-1, M3-3, M5-2L,
M6-1, AND R10-11a
STA. 20+42
(EB IL-132Ⓑ)
OFFSET: 31.6RT
(SIGNAL POST MOUNT)

SPEED LIMIT 45

R2-1
STA. 535+65
OFFSET: 110.0RT

RAMP C

RAMP D

U.S. 41 (SKOKIE HIGHWAY)
ROUTE 41

535+00

MATCHLINE US 41 - SEE SHEET 2 OF 5

WRONG WAY

R5-1A
STA. 535+45.41
OFFSET: 50.0FT

R5-1 AND R10-11a
STA. 22+47
(EB IL-132 Ⓑ)
OFFSET: 53.0RT

R5-1A, W1-6, AND W12-2
STA. 535+27
OFFSET: 96.9RT

14'-0"

DEAD END

W14-1
STA. 535+82.29
OFFSET: 717.0RT

KEY MAP

SCALE: 1" = 50'-0"

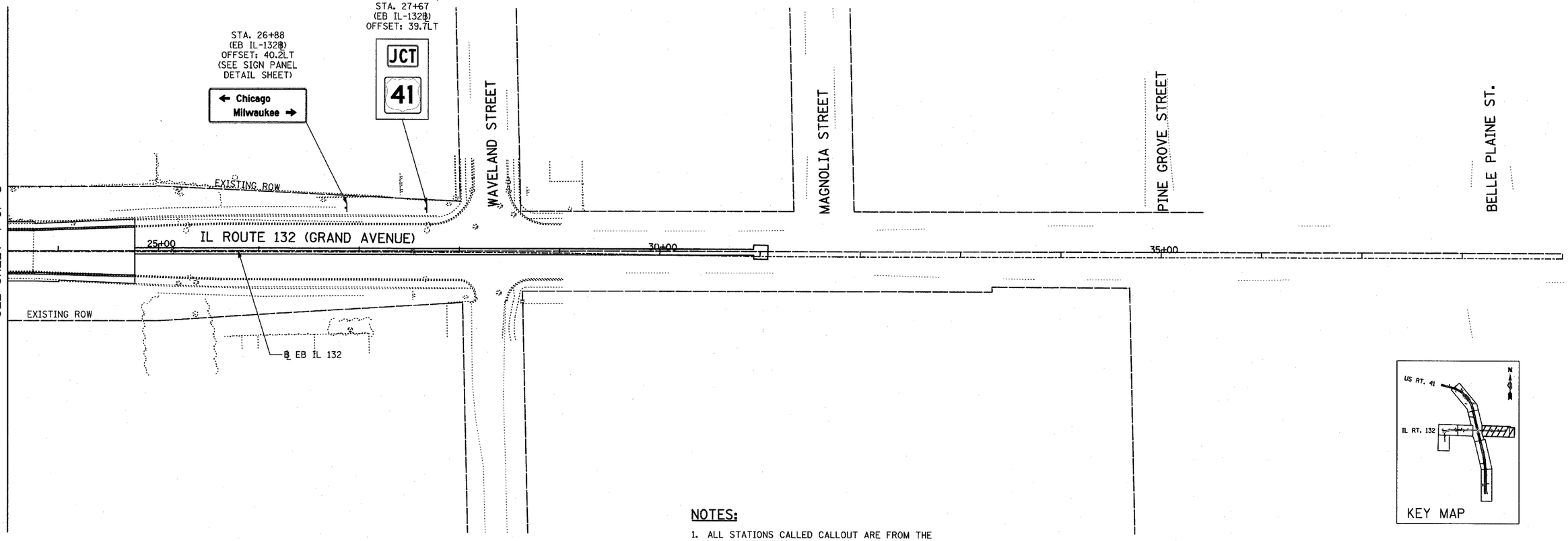
REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED SIGNING PLAN
SHEET 4 OF 5
IL 132 - STA. 11+50 TO STA. 23+50
SCALE: 1"=50' DRAWN BY: JDF
DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	124
STA. 23+50	TO STA. 39+00			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 6088			

PLAN | SURVEYED | PLOTTED | R.O.W. CHECKED | NOTE BOOK | ALIGNMENT CHECKED | RT. OF WAY CHECKED | NO. | CADD FILE NAME | BY | DATE

PROFILE | SURVEYED | PLOTTED | PLANS CHECKED | NOTE BOOK | DIM. NOTED | STRUCTURE NOTATIONS CHKD | NO. | BY | DATE



KEY MAP

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7. BOXES DENOTE THAT THE SIGN PANELS DEPICTED WILL BE ATTACHED TO THE SAME POST STRUCTURE.

50 0 50 100
SCALE: 1" = 50'-0"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED SIGNING PLAN
SHEET 5 OF 5
IL 132 - STA. 23+50 TO STA. 39+00

SCALE: 1"=50' DRAWN BY: JDF

DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	127
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 608			

PROPOSED SIGNING SCHEDULE

SIGN NO.	ALIGNMENT	SIGN INFORMATION						SUPPORT INFORMATION						SIGN DESCRIPTION
		PROP. STATION	OFFSET	TYPE	WIDTH (FT)	HEIGHT (FT)	AREA (FT)	TYPE	POST QUANTITY	POST LENGTH (FT)	BASE FOR TELES. STEEL (EACH)	STRUCTURAL STEEL SIGN SUPPOR-BREAKAWAY (POUND)	CONCRETE FOUNDATIONS (CY)	
1	U.S. 41 CENTERLINE	510+10	54.8' LT	3	12.0	5.5	66.0	BREAKAWAY POST						"DELANY ROAD; 1/4 MILE"
2	U.S. 41 CENTERLINE	510+32	59.0' RT	3	12.0	9.5	114.0	BREAKAWAY POST						"IL-132; GRAND AVE ;1/4 MILE"
3	U.S. 41 CENTERLINE	510+87	79.4' LT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	18.5				R1-1
4	U.S. 41 CENTERLINE	510+87	79.4' LT	1	3.0	3.0	9.0	MOUNTED WITH ABOVE						R3-2
5	U.S. 41 CENTERLINE	512+89	57.9' RT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				R2-1
6	U.S. 41 CENTERLINE	515+00	66.9' LT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				R2-1
7	U.S. 41 CENTERLINE	517+99	47.9' LT	1	3.0	1.0	3.0	TELESCOPING STEEL	1	13.0				R6-1R
8	U.S. 41 CENTERLINE	520+23	153.1' LT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	15.0				R3-2
9	U.S. 41 CENTERLINE	520+55	72.2' RT	1	2.0	2.0	4.0	GROUND						WETLAND DO NOT ENTER
10	U.S. 41 CENTERLINE	520+94	138.1' LT	2	3.0	4.0	12.0	TELESCOPING STEEL	1	16.0				R8-8
11	U.S. 41 CENTERLINE	522+19	101.4' LT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	15.0				W10-3
12	U.S. 41 CENTERLINE	522+83	68.0' RT	3	12.0	8.0	96.0	BREAKAWAY POST						"IL-132; 45 DEG. UP ARROW; GRAND AVE"
13	U.S. 41 CENTERLINE	524+86	69.4' RT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				W13-2
14	U.S. 41 CENTERLINE	526+41	263.6' RT	1	2.5	2.5	6.3	TELESCOPING STEEL	1	14.5				W14-1
15	U.S. 41 CENTERLINE	526+54	46.8' RT	3	5.5	5.0	27.5	TELESCOPING STEEL	1	12.0				"EXIT; 45 DEG. UP ARROW"
16	U.S. 41 CENTERLINE	526+69	97.9' RT	1	4.5	1.5	6.8	TELESCOPING STEEL	1	13.5				"ROAD ENDS"
17	U.S. 41 CENTERLINE	526+83	46.8' LT	1	2.5	2.5	6.3	TELESCOPING STEEL	1	9.5				W4-1R
18	U.S. 41 CENTERLINE	528+75	98.7' LT	3	18.5	8.5	157.3	BREAKAWAY POST						"135 DEG. UP ARROW ; NORTH U.S. 41; GRANDVILLE AVE"
19	U.S. 41 CENTERLINE	530+15	55.4' LT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				R2-1
20	U.S. 41 CENTERLINE	531+54	103.5' RT	1	3.0	2.0	6.0	TELESCOPING STEEL	1	9.0				R5-1A
21	U.S. 41 CENTERLINE	531+54	54.5' RT	1	3.0	2.0	6.0	TELESCOPING STEEL	1	14.0				R5-1A
22	U.S. 41 CENTERLINE	535+27	96.9' RT	1	3.0	3.0	9.0	TELESCOPING STEEL						W12-2
23	U.S. 41 CENTERLINE	535+27	96.9' RT	1	3.0	2.0	6.0	MOUNTED WITH ABOVE						R5-1A
24	U.S. 41 CENTERLINE	535+27	96.9' RT	1	3.0	1.5	4.5	MOUNTED WITH ABOVE	1	17.5				W1-6
25	U.S. 41 CENTERLINE	535+45	50.0' RT	1	3.0	2.0	6.0	TELESCOPING STEEL	1	14.0				R5-1A
26	U.S. 41 CENTERLINE	535+65	110.0' RT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				R2-1
27	U.S. 41 CENTERLINE	535+82	717.0' RT	1	2.5	2.5	6.3	TELESCOPING STEEL	1	14.5				W14-1
28	U.S. 41 CENTERLINE	537+22	139.3' RT	1	4.5	1.5	6.8	TELESCOPING STEEL	1	13.5				"ROAD ENDS"
29	U.S. 41 CENTERLINE	537+61	99.3' LT	3	10.0	5.5	55.0	BREAKAWAY POST						"90 DEG. UP ARROW; GRANDVILLE AVE; 180 AND O DEG. UP ARROWS WITH IL-132; GRAND AVE"
30	U.S. 41 CENTERLINE	540+30	94.3' LT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				W13-2
31	U.S. 41 CENTERLINE	540+50	52.7' LT	1	2.5	2.5	6.3	TELESCOPING STEEL	1	9.5				W4-1R
32	U.S. 41 CENTERLINE	540+99	46.8' RT	3	5.6	5.0	28.0	TELESCOPING STEEL	1	8.5				"EXIT; 45 DEG. UP ARROW"
33	U.S. 41 CENTERLINE	543+91	70.0' LT	3	16.0	10.5	168.0	OVERHEAD						"IL-132; 45 DEG. UP ARROW; GRAND AVE; GRANDVILLE AVE" SEE CANTILEVER STRUCTURE SHEETS FOR DETAILS
34	U.S. 41 CENTERLINE	546+43	82.3' LT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				R2-1
35	U.S. 41 CENTERLINE	547+75	104.0' LT	1	2.0	2.0	4.0	GROUND						WETLAND DO NOT ENTER
36	U.S. 41 CENTERLINE	550+35	358.5' RT	1	2.5	2.5	6.3	TELESCOPING STEEL	1	14.5				W14-1
37	U.S. 41 CENTERLINE	550+62	82.9' RT	1	4.5	1.5	6.8	TELESCOPING STEEL	1	13.5				"ROAD ENDS"
38	U.S. 41 CENTERLINE	550+78	81.4' RT	1	2.0	2.0	4.0	GROUND						WETLAND DO NOT ENTER
39	U.S. 41 CENTERLINE	553+39	88.1' LT	3	15.5	12.0	186.0	BREAKAWAY POST						"IL-132; GRAND AVE; GRANDVILLE AVE; 1/4 MILE"
40	EB IL-132 BASELINE	15+06	39.6' RT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	15.8				M1-4
41	EB IL-132 BASELINE	15+06	39.6' RT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M2-1
42	EB IL-132 BASELINE	15+56	36.6' RT	2	7.0	2.5	17.5	TELESCOPING STEEL	1	14.5				"CHICAGO; O DEG UP ARROW; 180 DEG UP ARROW; MILWAUKEE"
43	EB IL-132 BASELINE	18+80	32.0' LT	2	3.0	4.0	12.0	WOOD SIGN SUPPORT	1	16.0				R2-1
44	EB IL-132 BASELINE	19+62	48.3' RT	1	2.0	2.0	4.0	WOOD SIGN SUPPORT	1	17.3				M1-4
45	EB IL-132 BASELINE	19+62	48.3' RT	1	2.0	2.0	4.0	MOUNTED WITH ABOVE						M1-4
46	EB IL-132 BASELINE	19+62	48.3' RT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M5-1L
47	EB IL-132 BASELINE	19+62	48.3' RT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M6-1
48	EB IL-132 BASELINE	19+62	48.3' RT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M3-1
49	EB IL-132 BASELINE	19+62	48.3' RT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M3-3
50	EB IL-132 BASELINE	19+70	37.1' LT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	18.5				R5-1
51	EB IL-132 BASELINE	19+70	37.1' LT	1	2.0	3.0	6.0	MOUNTED WITH ABOVE						R10-11A
52	EB IL-132 BASELINE	20+30	37.8' LT	1	3.0	3.0	9.0	SIGNAL POST						R5-1
53	EB IL-132 BASELINE	20+30	37.8' LT	1	3.0	1.0	3.0	MOUNTED WITH ABOVE						R6-1R

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

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / S.M. NOTED / STRUCTURE NOTATING SCHED / NOTE BOOK / NO. — BY / DATE

REVISIONS	
NAME	DATE
AZ	6/17/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED SIGNING SCHEDULE
1 OF 2

SCALE: NONE — DRAWN BY: JDF
DATE: MAY 12, 2008 — CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	128
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1 CONTRACT * 608

PROPOSED SIGNING SCHEDULE

SIGN NO.	ALIGNMENT	SIGN INFORMATION						SUPPORT INFORMATION						SIGN DESCRIPTION
		PROP. STATION	OFFSET	TYPE	WIDTH (FT)	HEIGHT (FT)	AREA (FT)	TYPE	POST QUANTITY	POST LENGTH (FT)	BASE FOR TELES. STEEL (EACH)	STRUCTURAL STEEL SIGN SUPPOR-BREAKAWAY (POUND)	CONCRETE FOUNDATIONS (CY)	
54	EB IL-132 BASELINE	20+42	31.6' RT	1	2.0	3.0	6.0	SIGNAL POST						R10-11A
55	EB IL-132 BASELINE	20+42	31.6' RT	1	2.0	2.0	4.0	MOUNTED WITH ABOVE						M1-4
56	EB IL-132 BASELINE	20+42	31.6' RT	1	2.0	2.0	4.0	MOUNTED WITH ABOVE						M1-4
57	EB IL-132 BASELINE	20+42	31.6' RT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M5-2L
58	EB IL-132 BASELINE	20+42	31.6' RT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M6-1
59	EB IL-132 BASELINE	20+42	31.6' RT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M3-1
60	EB IL-132 BASELINE	20+42	31.6' RT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M3-3
61	EB IL-132 BASELINE	20+70	31.4' LT	1	3.0	2.0	6.0	SIGNAL POST						"US Rte 41"
62	EB IL-132 BASELINE	20+70	31.4' LT	1	3.0	1.0	3.0	MOUNTED WITH ABOVE						R5-1
63	EB IL-132 BASELINE	21+68	33.9' LT	1	3.0	3.0	9.0	SIGNAL POST						R6-1L
64	EB IL-132 BASELINE	21+68	33.9' LT	1	3.0	1.0	3.0	MOUNTED WITH ABOVE						R5-1
65	EB IL-132 BASELINE	21+71	33.2' LT	1	2.0	3.0	6.0	SIGNAL POST						R6-1L
66	EB IL-132 BASELINE	21+71	33.2' LT	1	2.0	2.0	4.0	MOUNTED WITH ABOVE						R10-11A
67	EB IL-132 BASELINE	21+71	33.2' LT	1	2.0	2.0	4.0	MOUNTED WITH ABOVE						M1-4
68	EB IL-132 BASELINE	21+71	33.2' LT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M1-4
69	EB IL-132 BASELINE	21+71	33.2' LT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M6-1
70	EB IL-132 BASELINE	21+71	33.2' LT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M5-2L
71	EB IL-132 BASELINE	21+71	33.2' LT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M3-1
72	EB IL-132 BASELINE	21+90	32.8' RT	1	3.0	2.0	6.0	SIGNAL POST						M3-3
73	EB IL-132 BASELINE	21+90	32.8' RT	1	3.0	1.0	3.0	MOUNTED WITH ABOVE						"US Rte 41"
74	EB IL-132 BASELINE	22+47	53.0' RT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	18.5				R5-1
75	EB IL-132 BASELINE	22+47	53.0' RT	1	2.0	3.0	6.0	MOUNTED WITH ABOVE						R6-1R
76	EB IL-132 BASELINE	23+41	31.6' LT	1	2.0	2.0	4.0	WOOD SIGN SUPPORT						R5-1
77	EB IL-132 BASELINE	23+41	31.6' LT	1	2.0	2.0	4.0	MOUNTED WITH ABOVE						R10-11A
78	EB IL-132 BASELINE	23+41	31.6' LT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M1-4
79	EB IL-132 BASELINE	23+41	31.6' LT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						M1-4
80	EB IL-132 BASELINE	23+41	31.6' LT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M5-1L
81	EB IL-132 BASELINE	23+41	31.6' LT	1	2.0	1.0	2.0	MOUNTED WITH ABOVE						M6-1
82	EB IL-132 BASELINE	26+88	40.2' LT	2	7.0	2.5	17.5	TELESCOPING STEEL	1	14.5				M3-1
83	EB IL-132 BASELINE	27+67	39.6' RT	1	3.0	3.0	9.0	TELESCOPING STEEL	1	15.8				M3-3
84	EB IL-132 BASELINE	27+67	39.6' RT	1	1.8	1.3	2.2	MOUNTED WITH ABOVE						"180 DEG. UP ARROW; CHICAGO; 0 DEG UP ARROW; MILWAUKEE"
														M1-4
														M2-1

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
BY/M. METHODS
NOTE BOOK
NO.
ROAD FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BY/M. METHODS
NOTE BOOK
NO.
SIGNATURE
SIGNATURES CHKD
BY
DATE

REVISIONS	
NAME	DATE
ANNA ZYSMAN	6-17-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

PROPOSED SIGNING SCHEDULE

2 OF 2

SCALE: NONE DRAWN BY: JDF

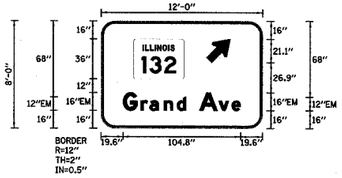
DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	12
STA. _____	TO STA.			
FED. ROAD DIST. NO. 9	91-404-99	ILLINOIS	FED. AID PROJECT	
* 125X-HB-(1&2) R-1		CONTRACT # 60		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / NOTE BOOK / NO. / STRUCTURE NO(TATIONS CHKD) / DATE / BY

SIGN DETAIL

1:50



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

SYMBOL	ROT	X	Y	WID	HT
ARUP	315	93.6	68.9	17.8	25.6
M160_3	0	28.9	44	45	38

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

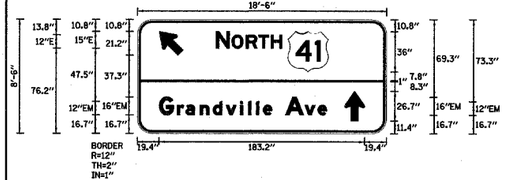
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

G	r	a	n	d	A	v	e	LENGTH	SERIES/SIZE
19.6	35.6	43.4	56.1	67.7	87.7	104.8	116.5	104.8	EM 2000 16,128.6

SIGN DETAIL

1:50



SIGN NUMBER	name
WIDTH x HGHT.	18'-6" x 8'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green/Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: WhitePure White

SYMBOL	ROT	X	Y	WID	HT
ARUP	45	19.4	70	17.8	25.7
M1_4	0	134.1	55.2	36	36
ARUP	0	184.8	11.3	17.8	25.7

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

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

N	O	R	T	H																LENGTH	SERIES/SIZE
69.9	84.1	96.9	107.9	119																59.8	E 2000 15,12
G	r	a	n	d	v	i	l	l	e	A	v	e									EM 2000
19.4	35.4	43.2	55.9	67.5	78.9	91.7	98.9	106.1	112.2	132.1	148.3	160.9								149.4	16,126.8

SIGN DETAIL

1:50

SIGN NUMBER	name
WIDTH x HGHT.	12'-0" x 9'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: WhitePure White

SYMBOL	ROT	X	Y	WID	HT
M160_3	0	49.5	60.9	45	38

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

Letter locations are panel edge to lower left corner

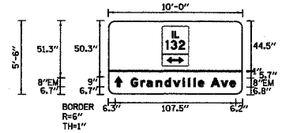
LETTER POSITIONS (X)

G	r	a	n	d	A	v	e	LENGTH	SERIES/SIZE
19.6	35.6	43.4	56.1	67.7	87.7	104.8	116.5	104.8	EM 2000 16,126.8
M	i	l	l	e				52.5	EM 2000 10,197.3
45.7	57.9	80.6	86.5	91.7					

SIGN DETAIL

1:50

NOTE: FOR DIMENSIONS OF THE DETAIL IN THE TOP PORTION OF THIS PANEL, SEE SIGN PANEL DETAIL SHEET 3 OF 3, PLACEMENT OF THIS DETAIL SHALL BE CENTERED IN THE TOP PORTION OF THE PANEL.



SIGN NUMBER	name
WIDTH x HGHT.	10'-0" x 5'-6"
BORDER WIDTH	1"
CORNER RADIUS	6"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green/Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: WhitePure White

SYMBOL	ROT	X	Y	WID	HT
ARUP	0	6.3	6.7	6	9

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

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

G	r	a	n	d	v	i	l	l	e	A	v	e								LENGTH	SERIES/SIZE
20.3	29.2	34.4	42.8	50.5	58.2	66.7	71.5	76.3	80.4	91.6	100.8	108.5								93.5	EM 2000 86.8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

SIGN PANEL DETAILS

SHEET 1 OF 3

SCALE: NOT TO SCALE — DRAWN BY: JDE

DATE: MAY 12, 2008 — CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	____•____	__LAKE__	469	134
STA. _____	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT # 60B			

SURVEYED | DATE
PLOTTED | BY
DRAWN | CHECKED
ST. OF WAY CHECKED
CADD FILE NAME
PLAN
NOTE BOOK
NO.

SIGN DETAIL

1:60

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

Letter locations are panel edge to lower left corner

SIGN NUMBER	name
WIDTH x HGHT.	16'-0" x 10'-6"
BORDER WIDTH	2"
CORNER RADIUS	9"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

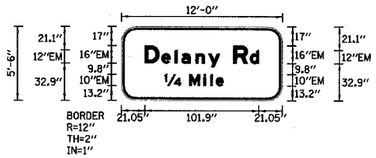
SYMBOL	ROT	X	Y	WID	HT
ARUP	315	150.7	87.6	17.8	26.6
M160_3	0	73.5	73	45	36

LETTER POSITIONS (X)

																						LENGTH	SERIES/SIZE
G	r	a	n	d	A	v	e																EM 2000
43.6	59.5	67.4	80.1	91.7	111.7	128.8	140.5															104.8	16,126.6
G	r	a	n	d	v	i	l	l	e	A	v	e											EM 2000
20.1	36.1	43.9	56.6	68.3	79.7	92.4	99.6	106.9	113	132.9	150.1	161.7										149.5	16,126.6

SIGN DETAIL

1:60



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

Letter locations are panel edge to lower left corner

SIGN NUMBER	name
WIDTH x HGHT.	12'-0" x 5'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT

LETTER POSITIONS (X)

																						LENGTH	SERIES/SIZE
D	e	l	a	n	y	R	d																EM 2000
21	36	47.6	53.8	66.5	77.9	100.1	115															101.9	16,126.6
M	i	l	e																				EM 2000
38.8	60.9	73.6	79.6	84.7																		52.6	10,107.3

PROFILE
SURVEYED | DATE
PLOTTED | BY
DRAWN | CHECKED
H.W.L. NOTED
STRUCTURE NO.(S) CHKD
NOTE BOOK
NO.

SIGN DETAIL

1:60

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

Letter locations are panel edge to lower left corner

SIGN NUMBER	name
WIDTH x HGHT.	15'-6" x 12'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT
M160_3	0	70.5	89.9	45	36

LETTER POSITIONS (X)

																						LENGTH	SERIES/SIZE
G	r	a	n	d	A	v	e																EM 2000
40.6	56.6	64.4	77.1	88.8	108.7	125.8	137.5															104.8	16,126.6
G	r	a	n	d	v	i	l	l	e	A	v	e											EM 2000
18.3	34.2	42	54.8	66.4	77.8	90.5	97.8	105	111.1	131	148.2	159.8										149.5	16,126.6
M	i	l	e																				EM 2000
66.7	88.9	101.6	107.6	112.7																		52.5	10,107.3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

SIGN PANEL DETAILS
SHEET 2 OF 3

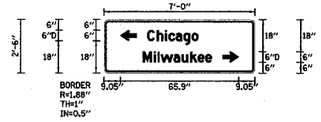
SCALE: NOT TO SCALE DRAWN BY: JDE__
DATE: MAY 12, 2008 CHECKED BY: AB_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	---•---	LAKE	469	13
STA. _____	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60			

SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / QUANTITIES CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PLAN

SIGN DETAIL
1:30



SIGN NUMBER	name
WIDTH x HGHT.	7'-0" x 2'-6"
BORDER WIDTH	1"
CORNER RADIUS	1.88"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

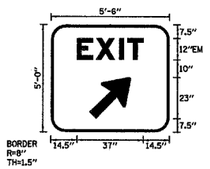
SYMBOL	ROT	X	Y	WID	HT
ARUP	90	9	18	9	9
ARUP	270	66	6	6	9

Panel Style: guide_exp_supplemental.ssl
Dimensions are in inches.tenths
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

C	h	i	c	a	g	o																							LENGTH	SERIESSIZE
24	29.3	34	35.9	39.6	44.3	48.6																							28.4	D 2000 6/4.4
M	i	l	w	a	u	k	e	e																					39.3	D 2000 6/4.4
21.7	27.7	29.0	31.5	38.8	43.9	48	52.3	56.4																						

SIGN DETAIL
1:30



SIGN NUMBER	name
WIDTH x HGHT.	5'-6" x 5'-0"
BORDER WIDTH	1.5"
CORNER RADIUS	8"
MOUNTING	Ground/Wall Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

SYMBOL	ROT	X	Y	WID	HT
ARMED	45	21.5	7.5	18.8	29.5

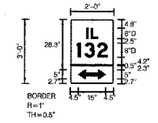
Panel Style: guide_exp_gore.ssl
Dimensions are in inches.tenths
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

E	X	I	T																										LENGTH	SERIESSIZE
14.6	20.1	38	42.6																										37	EM 2000 12

SIGN DETAIL
1:20

NOTE: THIS DETAIL SHALL BE PLACED IN THE TOP PORTION OF OF SIGN PANEL LOCATED ON SIGN PANEL DETAIL SHEET 1 OF 3. PLACEMENT OF THIS DETAIL SHALL BE CENTERED IN THE TOP PORTION OF THE PANEL.



SIGN NUMBER	Panel Detail
WIDTH x HGHT.	2'-0" x 3'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1"
MOUNTING	
BACKGROUND	TYPE: Reflective
	COLOR: White
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black

SYMBOL	ROT	X	Y	WID	HT
ARUP	90	4.3	2.7	5	7.5
ARUP	270	11.8	2.7	5	7.5

Panel Style:
Dimensions are in inches.tenths
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

I	L																												LENGTH	SERIESSIZE
9	11.3																												6.1	D 2000 6
1	3	2																												D 2000
3.6	8	15																											18.9	8

SIGN DETAIL
1:30

SIGN NUMBER	name
WIDTH x HGHT.	7'-0" x 2'-6"
BORDER WIDTH	1"
CORNER RADIUS	1.69"
MOUNTING	Ground Mount
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Pure White

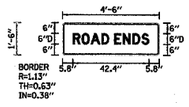
SYMBOL	ROT	X	Y	WID	HT
ARUP	270	66	18	6	9
ARUP	90	9	6	6	9

Panel Style: guide_exp_supplemental.ssl
Dimensions are in inches.tenths
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

C	h	i	c	a	g	o																							LENGTH	SERIESSIZE
31.6	36.9	41.5	43.6	47.5	51.8	56.4																							28.4	D 2000 6/4.4
M	i	l	w	a	u	k	e	e																					38.3	D 2000 6/4.4
24	30	32.1	33.8	41	45.5	50.3	54.6	58.7																						

SIGN DETAIL
1:30



SIGN NUMBER	name
WIDTH x HGHT.	4'-6" x 1'-6"
BORDER WIDTH	0.63"
CORNER RADIUS	1.13"
MOUNTING	Ground/Wall Mount
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: Red/Black

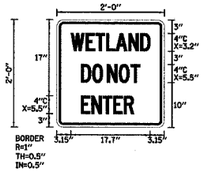
SYMBOL	ROT	X	Y	WID	HT

Panel Style: regulatory.ssl
Dimensions are in inches.tenths
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

R	O	A	D	E	N	D	S																						LENGTH	SERIESSIZE
8.8	10.8	15.8	21.8	28.9	33.6	39.2	44.1																						42.4	D 2000 6

SIGN DETAIL
1:12



SIGN NUMBER	name
WIDTH x HGHT.	2'-0" x 2'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Pure White
LEGEND/BORDER	TYPE: Reflective
	COLOR: Red /Black

SYMBOL	X	Y	WID	HT

Panel Style: misc.ssl
Dimensions are in inches.tenths
Letter spacings are to start of next letter

LETTER POSITIONS (X)

	W	E	T	L	A	N	D																						LENGTH	SERIESSIZE
3.2	3.3	2.2	2.3	2.1	2.8	2.6	2.2	3.2																					17.7	C4
	D	O		N	O	T																								C4
5.5	2.6	2.3	1	2.6	2.6	2	5.5																						13.1	
	E	N	T	E	R																									C4
5.5	2.3	2.5	2.3	2.3	2.2	6.8																							11.7	

PROFILE

SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / QUANTITIES CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE / STRUCTURE NO(S)/TYPE/S CHKD

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
SIGN PANEL DETAILS
SHEET 3 OF 3

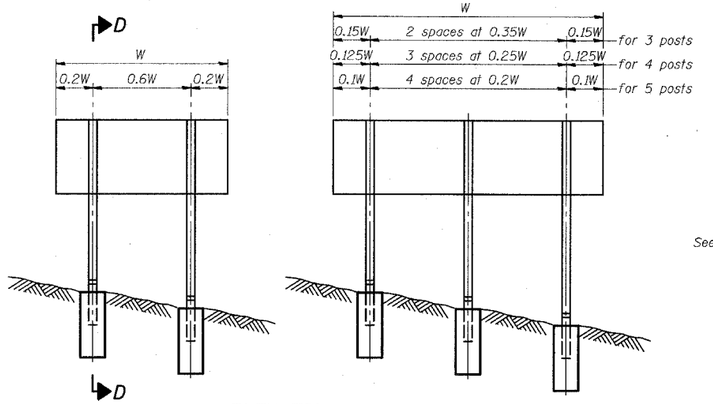
SCALE: NOT TO SCALE — DRAWN BY: JDE

DATE: MAY 12, 2008 — CHECKED BY: AR

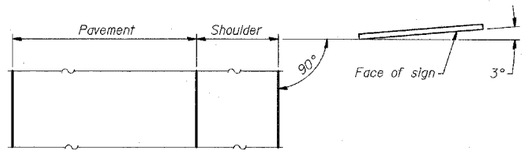
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	132
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1		CONTRACT • 6088		

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

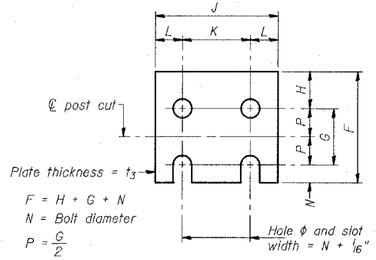
PROFILE — SURVEYED / PLOTTED / CHECKED / D.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. / BY / DATE



ELEVATION



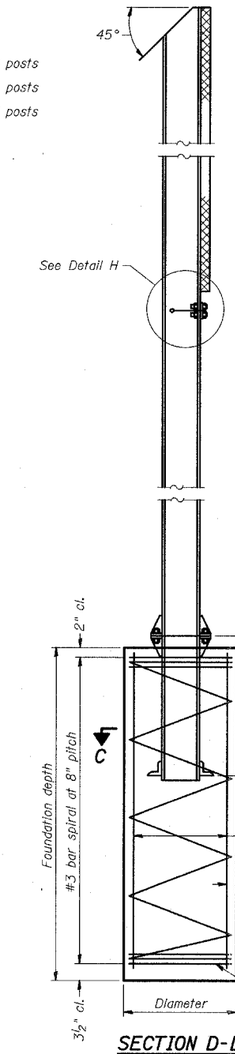
LOCATION SKETCH



FUSE PLATE DETAIL

(Install with notches down.)

FUSE PLATE DATA		
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"



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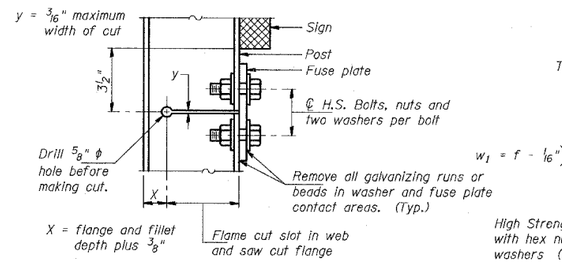
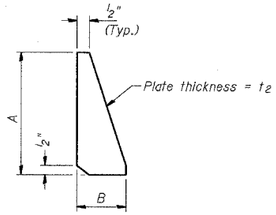
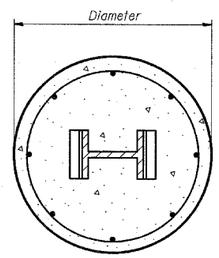


DETAIL H



STIFFENER PLATE DETAIL

(See table for dimensions.)



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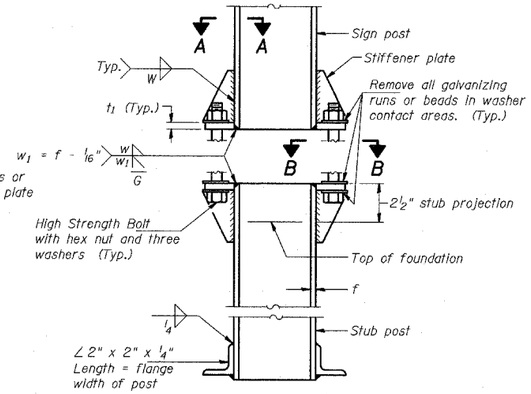
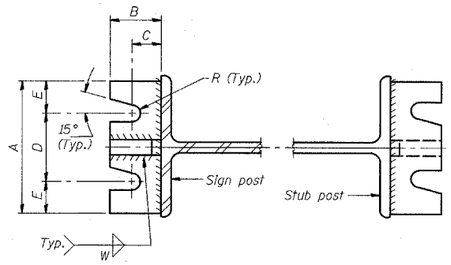
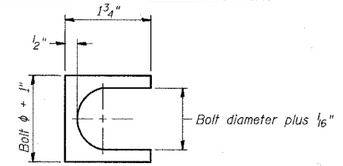


ELEVATION
SIGN POST & STUB POST



SECTION A-A
SECTION B-B



SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05, and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
- Structural steel - 20,000 p.s.i.
- Reinforcing steel - 20,000 p.s.i.
- Concrete - 1,400 p.s.i.
- Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6" (Minimum) of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

NUMBER	REVISION	DATE

BAW-A-1 7/1/2006

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
BREAK-AWAY WIDE FLANGE
STEEL SIGN POST DETAILS

SCALE: AS NOTED DRAWN BY: JDF

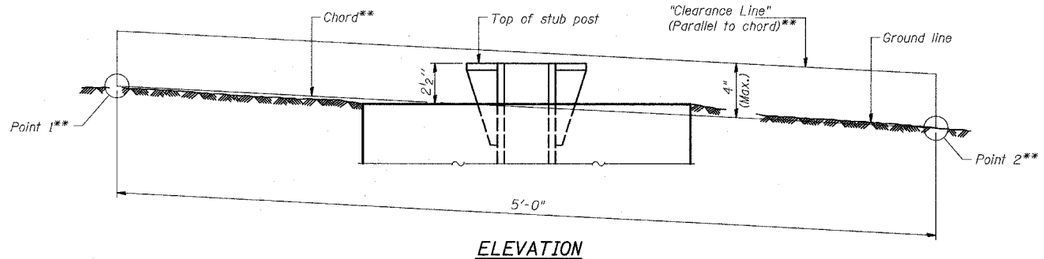
DATE: MAY 12, 2008 CHECKED BY: AB

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	137
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	
• 125X-HB-(1&2) R-1			CONTRACT • 608	

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA									FUSE PLATE DATA			
	Foundation			Reinforcement																
	Diameter	*Minimum Depth	Concrete (1) (cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length	lbs. (2)	Stub Post Length	Bolt Size	A	B	C	D	E	t_1	t_2	R	W	J	K	L	t_3
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-3"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	1/4"	4"	2¼"	⅞"	¼"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	1/4"	6"	3½"	1¼"	⅜"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¼"	2¾"	1¼"	⅜"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2½"	105'-0"	92	3'-0"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¾"	2¾"	1½"	½"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2½"	112'-0"	98	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	5¾"	2¾"	1½"	⅝"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2½"	119'-0"	107	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6½"	3½"	1½"	⅝"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8½"	145'-0"	113	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6¾"	3½"	1⅝"	½"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8½"	153'-0"	122	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	6¾"	3½"	1⅝"	½"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8½"	162'-0"	130	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	7"	3½"	1¾"	½"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE												
	Sign Depth												
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"
W6x9	½" x 1½"	½" x 1½"	½" x 1½"	⅝" x 1¾"	⅝" x 1¾"	⅝" x 1¾"	——	——	——	——	——	——	——
W6x15	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	⅞" x 2"	⅞" x 2"	——	——	——
W8x18	½" x 1¾"	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2¼"
W10x22	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	⅞" x 2¼"	⅞" x 2¼"	⅞" x 2½"	1" x 2½"	1" x 2¾"	1" x 2¾"
W10x26	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1⅛" x 3"
W12x26	——	——	——	——	——	⅝" x 2¼"	——	——	⅞" x 2½"	⅞" x 2½"	1" x 2½"	1" x 2¾"	1" x 2¾"
W14x30	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	⅞" x 2½"	1" x 2½"	1" x 2¾"	1" x 2¾"
W14x38	——	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	¾" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	1" x 2½"	1" x 2½"	1" x 2¾"
W16x45	——	——	——	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"



ELEVATION
GROUND LINE & STUB POST

**For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

(1) Quantity includes all concrete necessary for one foundation.

(2) Includes reinforcement bars and spiral hooping for one foundation.

NUMBER	REVISION	DATE

BAW-A-2 7/1/2006

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES

SCALE: AS NOTED DRAWN BY: JDF
DATE: MAY 12, 2008 CHECKED BY: AB

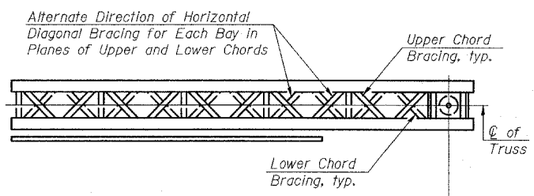
PLAN: SURVEYED, PLOTTED, HORIZ. CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO.
PROFILE: SURVEYED, PLOTTED, HORIZ. CHECKED, E.W. NOTED, STRUCTURE NO(TATYNS CHKD, NOTE BOOK, NO.
DATE, BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	13
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

• 125X-HB-(1&2) R-1 CONTRACT • 60

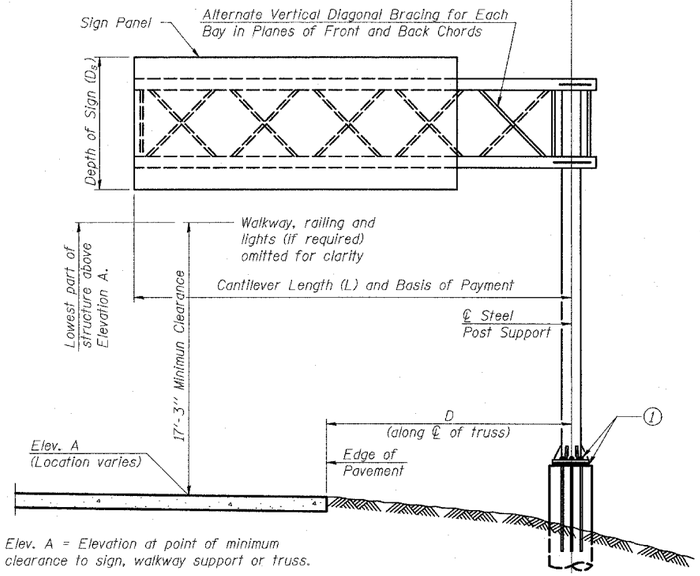
PLAN — SURVEYED / DRAWN / LAID OUT / NOTE BOOK / NO. — ALIGNMENT CHECKED / GRADES CHECKED / QUANTITIES CHECKED / CADD FILE NAME — BY — DATE

PROFILE — SURVEYED / DRAWN / LAID OUT / NOTE BOOK / NO. — GRADES CHECKED / ALIGNMENT CHECKED / STRUCTURE NO. — QUANTITIES CHKD — BY — DATE



TYPICAL PLAN

(Walkway not shown)



Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

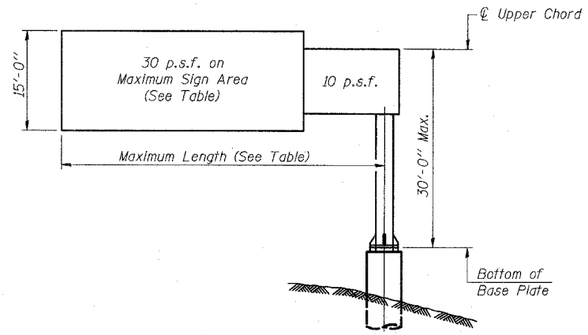
TYPICAL ELEVATION

Looking in Direction of Traffic

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	D_s	Total Sign Area
IC049U041R---.-	543+93.18	I-C-A	20.75′	687.40	12.75′	10.5′	168 SQ FT

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards Installations not within dimensional limits shown require special analysis for all components.

① After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

Note:
Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

GENERAL NOTES

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

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

LOADING: 90 M.P.H. WIND VELOCITY

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

DESIGN STRESSES:
Field Units
f'_c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specificiations.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.
The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

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

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 105 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE I-C-A	Foot	20.75′
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE III-C-A	Foot	
OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	Foot	
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	5.0

NUMBER	REVISION	DATE

OSC-A-1 6/01/2007

REVISIONS NAME	DATE

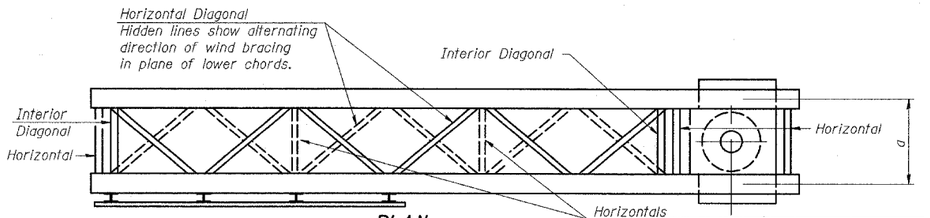
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
GENERAL PLAN & ELEVATION
ALUMINUM TRUSS & STEEL POST

SCALE: N.T.S. DRAWN BY: JF, AF

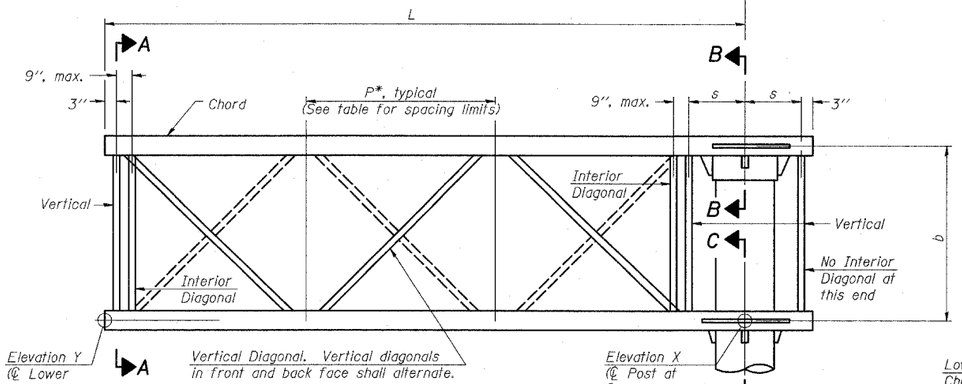
DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	12
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJ.		
• 125X-HB-(1&2) R-1	CONTRACT # 60			

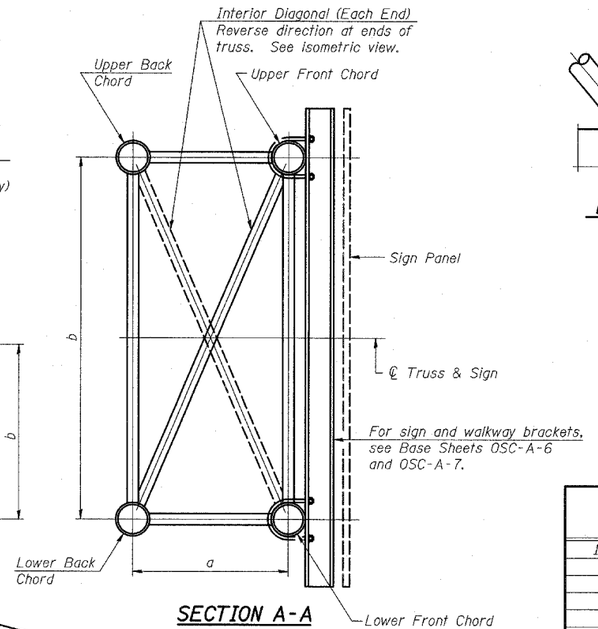
PLAN — SURVEYED — DRAWN — PLOTTED — CHECKED — QUANTITIES — CHECKED — RT. OF WAY — CHECKED — CADD FILE NAME — NOTE BOOK — NO. — BY — DATE



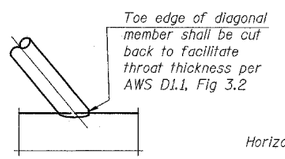
PLAN
(Walkway not shown)



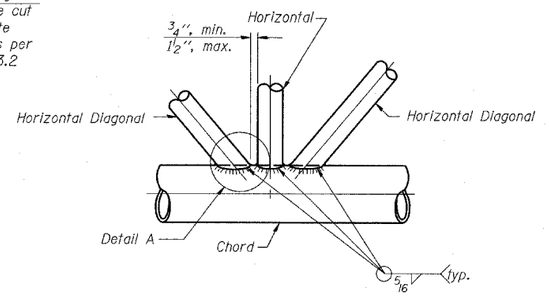
ELEVATION
(Sign and walkway omitted for clarity)



SECTION A-A



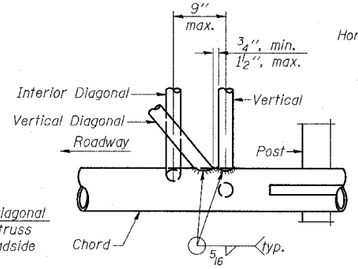
DETAIL A



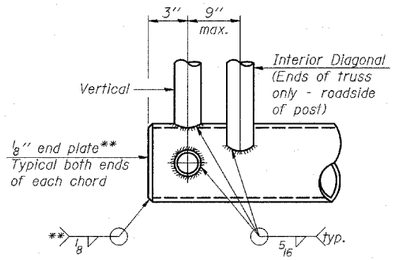
TRUSS INTERIOR JOINT DETAIL

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
1C049U041R---.-	543+93.18	I-C-A	20.75'	5	3.83'

Note:
There are twice as many horizontal diagonals as there are vertical diagonals.



POST END JOINT DETAIL

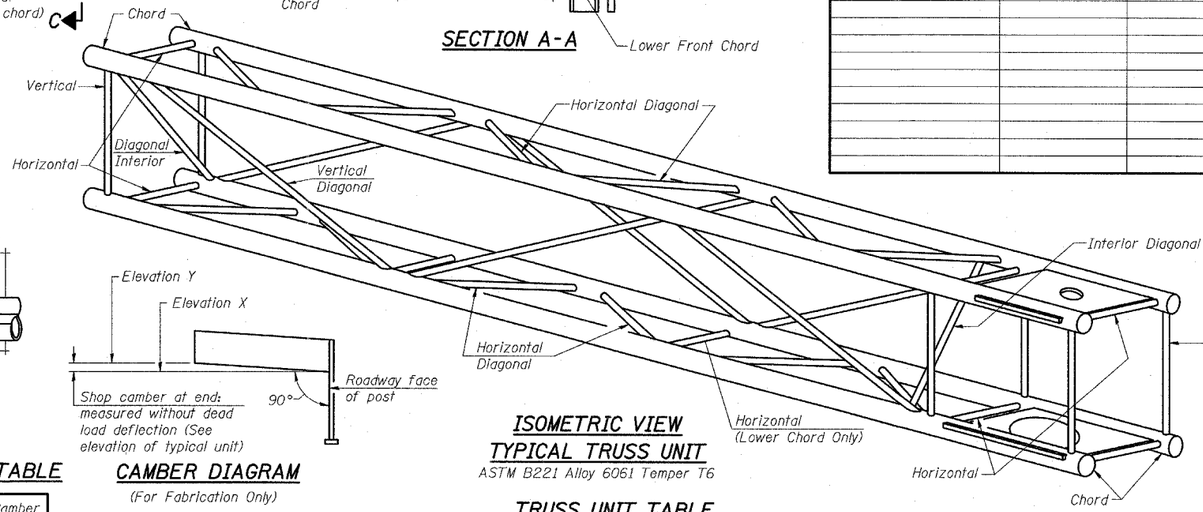


CANTILEVER END JOINT DETAIL
** Contractor may alternatively use standard aluminum drive-fit cap to close ends.

SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1 1/2"
16'-17'	1 3/4"
18'-20'	2"
21'-22'	2 1/4"
23'-25'	2 1/2"
26'-27'	2 3/4"
28'-30'	3"
31'-32'	3 1/4"
33'-35'	3 1/2"
36'-37'	4"
38'-40'	4 1/2"

CAMBER DIAGRAM
(For Fabrication Only)



ISOMETRIC VIEW
TYPICAL TRUSS UNIT
ASTM B221 Alloy 6061 Temper T6

TRUSS UNIT TABLE

Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord O.D.	Up. & Low. Chord Wall	Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals O.D.	Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2 1/2"	5/16"
II-C-A	36"	66"	21"	42" min. to 54" max.	6 1/2"	5/16"	3 1/4"	5/16"
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	3/8"	3 1/2"	3/8"
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	3/8"	3 1/2"	3/8"

*P = (L - s - 3") / # Panels

PROFILE — SURVEYED — PLOTTED — DRAWN — CHECKED — QUANTITIES — CHECKED — BM. NOTED — STRUCTURE NO. — NOTE BOOK — NO. — BY — DATE

NUMBER	REVISION	DATE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

CANTILEVER SIGN STRUCTURES
TRUSS DETAILS
ALUMINUM TRUSS & STEEL POST

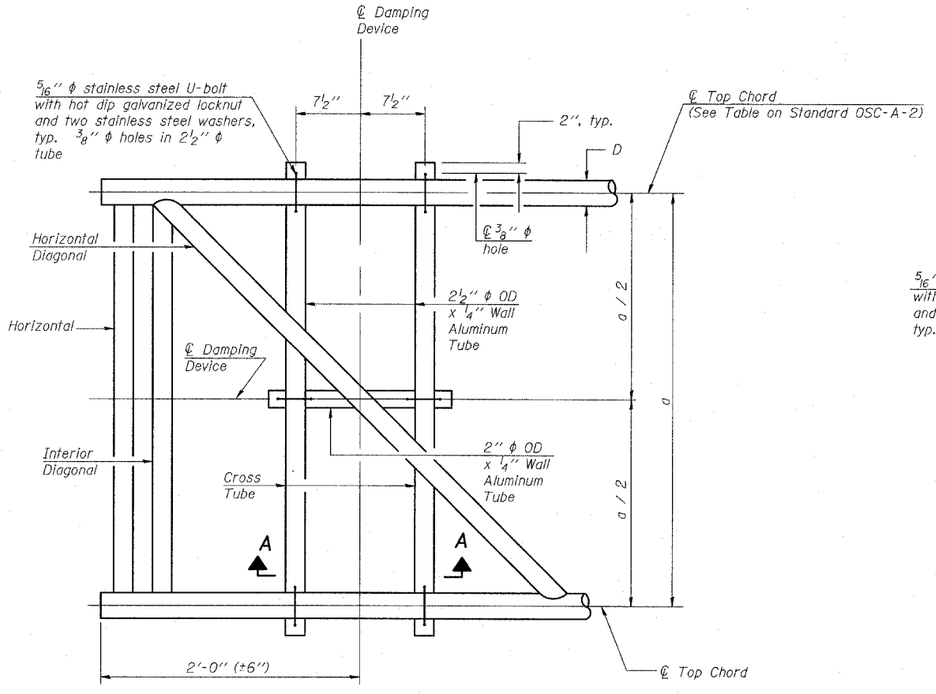
SCALE: N.T.S. DRAWN BY: JF, AF

DATE: MAY 12, 2008 CHECKED BY: MAF

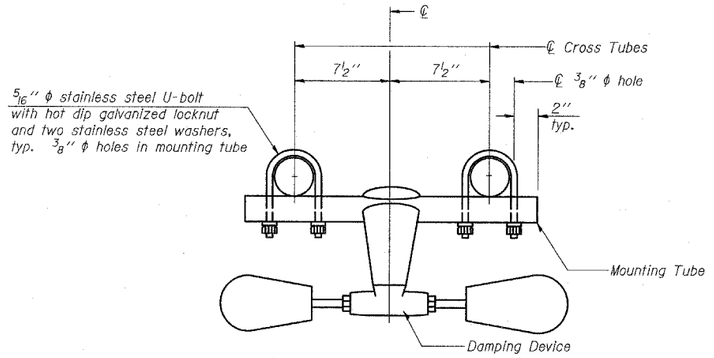
OSC-A-2 6/01/2007

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	13
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT # 60			

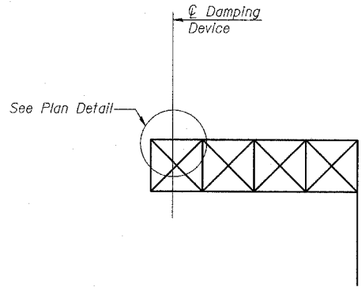
PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | BEAM ANGLES CHKD | LOAD FILE NAME | NOTE BOOK | NO. | BY | DATE



PLAN DETAIL



TRUSS DAMPING DEVICE CONNECTION DETAIL



ELEVATION

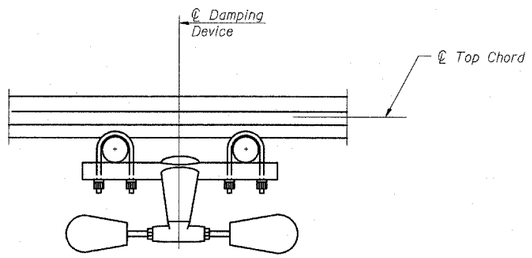
Aluminum Cantilever Sign Structure

GENERAL NOTES

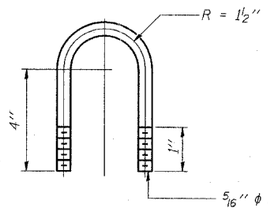
Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)

Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6

PROFILE | SURVEYED | PLOTTED | GRADES CHECKED | BEAM ANGLES CHKD | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | BY | DATE

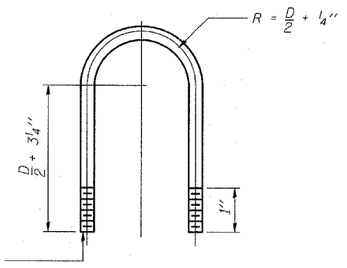


SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL

(Typical)



TOP CHORD TO CROSS TUBE U-BOLT DETAIL

(Typical)

OSC-A-D 6/01/2007

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

CANTILEVER SIGN STRUCTURE DAMPING DEVICE

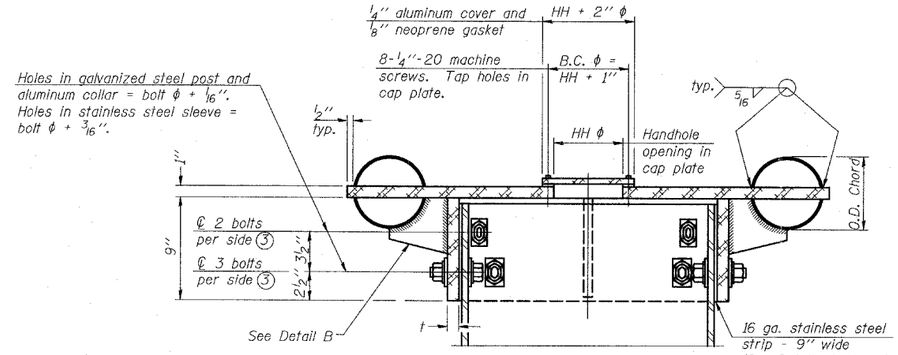
SCALE: N.T.S. DRAWN BY: JF, AF

DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	13
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60			

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

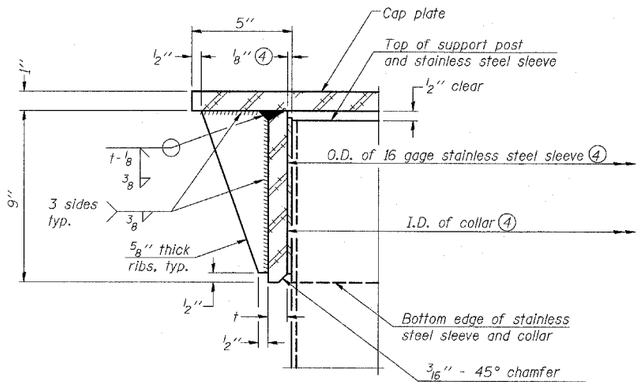
PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / CADD FILE NAME / NOTE BOOK / NO. / STRUCTURE NO(TAPER)(TANGENT) CK'KD / BY / DATE



SECTION B-B

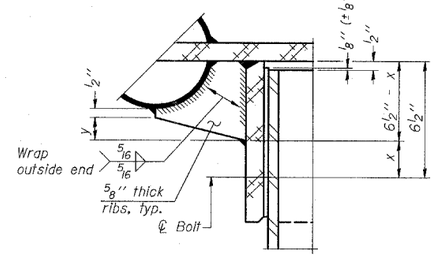
Bolts, washers (including contoured washers), and locknuts shall be stainless steel.

(4) Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus 1/8" (±1/16"). Maximum gap between post and collar at any location equals 1/8" before tightening bolts.



DETAIL A

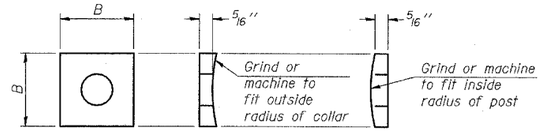
(Two locations)



DETAIL B

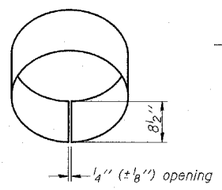
Two locations

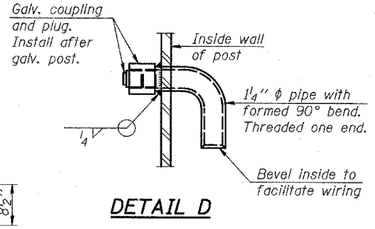
(For details not shown, see Detail C)



CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8"	1"	2 1/2"
1"	1 1/8"	3"
1 1/4"	1 3/8"	3 1/4"



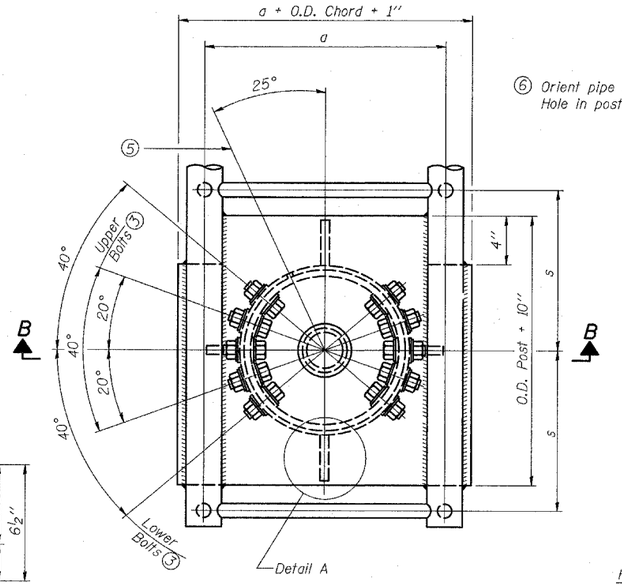


DETAIL D

DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing. (Prepare post surface to insure tight, uniform fit and allow welding.) Welds to be 1 1/2" long at 6" cts. along top edge and at 1/4" opening.

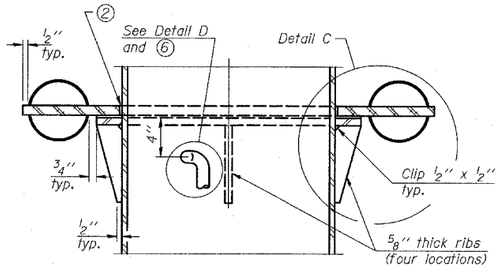
NUMBER	REVISION	DATE



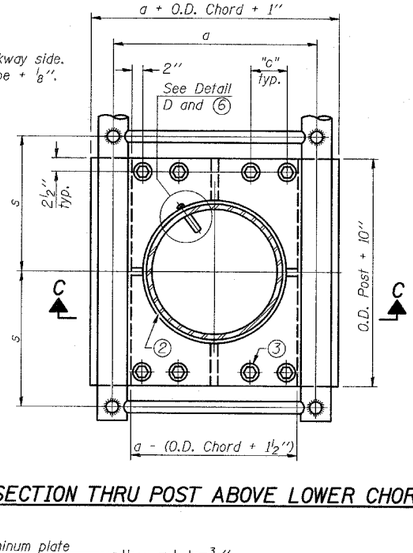
PLAN VIEW - TOP OF COLUMN

(5) Optional full penetration weld in collar. (Two locations maximum....(180° apart)....X-ray or UT 100%)

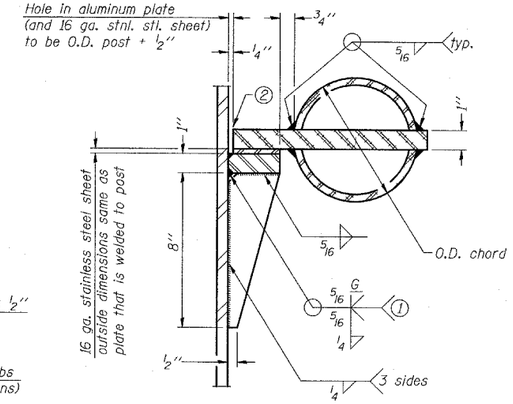
(6) Orient pipe toward walkway side. Hole in post = O.D. pipe + 1/8".



SECTION C-C



SECTION THRU POST ABOVE LOWER CHORDS



DETAIL C

(1) Grind top if required to fully seat aluminum plate and stainless steel sheet.

(2) After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter (3)	Lower Juncture Bolt Spacing Dimension "c" (3)	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16" ϕ (83#/')	7/8"	3 1/4"	8"	5/8"	1 3/4"	2 1/4"
II-C-A	24" ϕ (125#/')	1"	3 1/2"	12"	7/8"	2"	1 1/4"
III-C-A (35' max.)	24" ϕ (125#/')	1 1/4"	3 1/2"	12"	7/8"	2"	1"
III-C-A (>35' to 40')	24" ϕ (171#/')	1 1/4"	3 1/2"	12"	7/8"	2"	1"

(3) Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
JUNCTURE DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: N.T.S. DRAWN BY: JF, AF

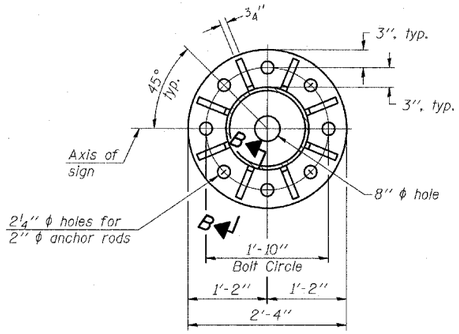
DATE: MAY 12, 2008 CHECKED BY: MAF

OSC-A-3 6/01/2007

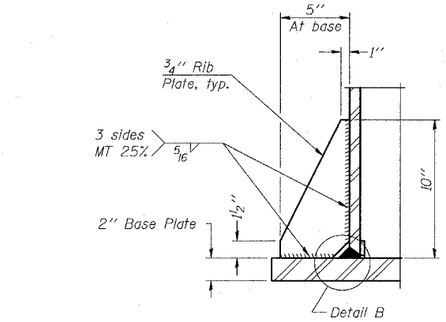
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	13
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJ.		
• 125X-HB-(1&2) R-1		CONTRACT # 60		

PLAN | SURVEYED | DRAWN | PLOTTED | CHECKED | QUANTITIES CHECKED | R.P. OF WAY CHECKED | NOTE BOOK | NO. | DATE | BY

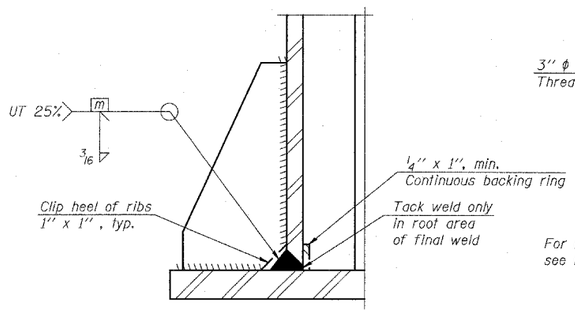
PROFILE | SURVEYED | DRAWN | PLOTTED | CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO. | DATE | BY



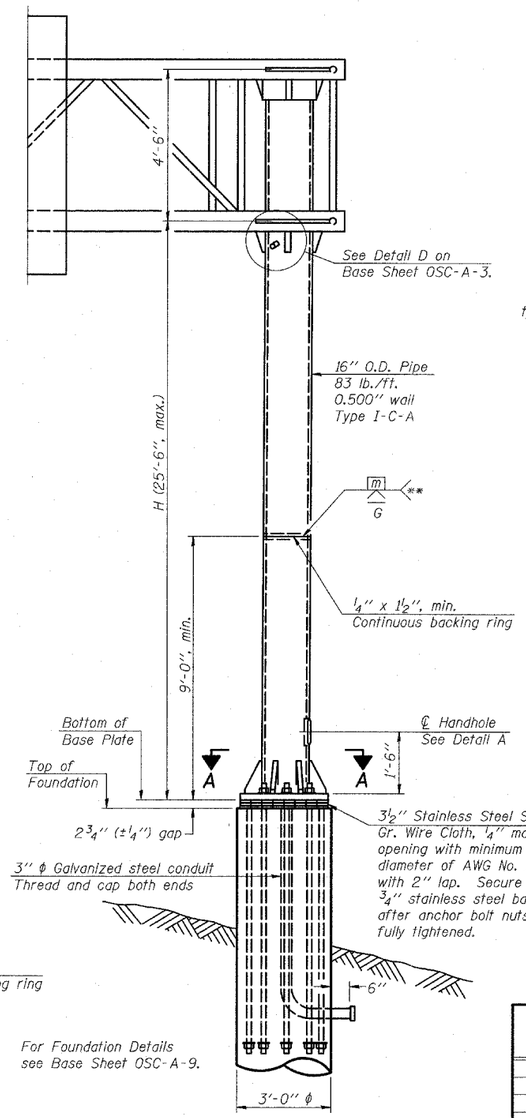
SECTION A-A



SECTION B-B

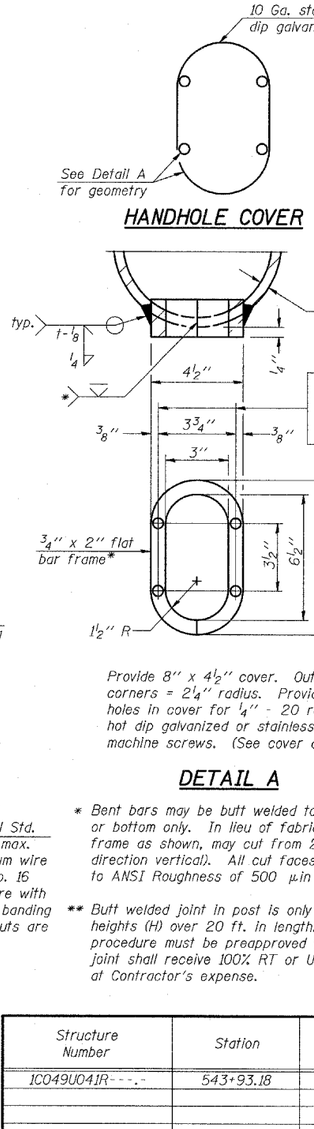


DETAIL B
(Typical rib)



For Foundation Details see Base Sheet OSC-A-9.

FRONT ELEVATION



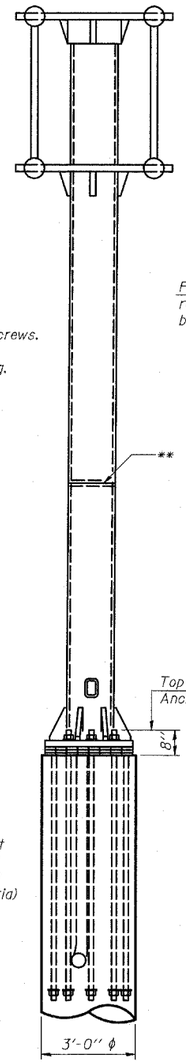
DETAIL A

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μin or less.

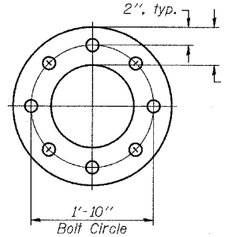
** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

Structure Number	Station	H
1C049U041R---.-	543+93.18	24.52'

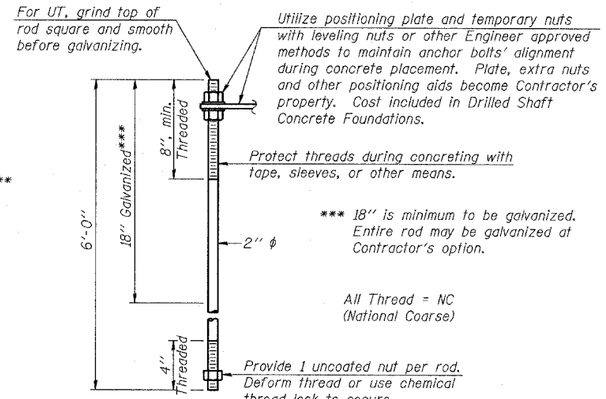
Note: "H" based on 15'-0" or actual sign height, whichever is greater.



SIDE ELEVATION



SUGGESTED POSITIONING PLATE



ANCHOR ROD DETAIL

Anchor rods shall conform to AASHTO M314 Grade 105 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F. before galvanizing. Galvanize the upper 18" (minimum***) and associated M291, Grade A. C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide an unfinished nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, using a straight beam, 1/2" ϕ 3.5 mhz. transducer, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

NUMBER	REVISION	DATE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
TYPE I-C-A TRUSS SUPPORT POST
ALUMINUM TRUSS & STEEL POST

SCALE: N.T.S. DRAWN BY: JF, AF

DATE: MAY 12, 2008 CHECKED BY: MAF

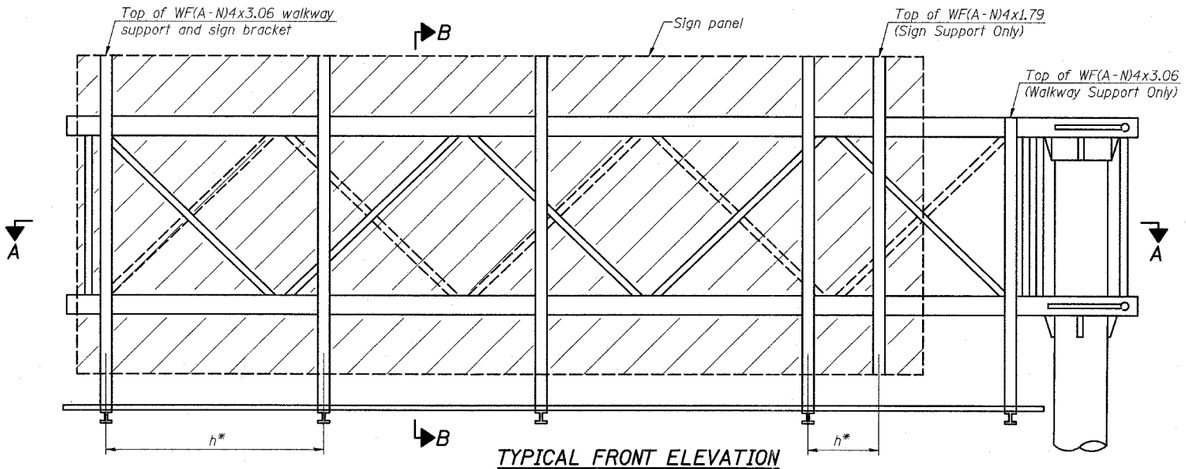
OSC-A-4 6/01/2007

★ PAGE 139 NOT USED ★

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	140
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60I			

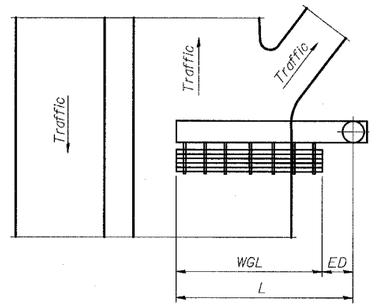
PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, BM & NO. ADDED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, BM & NO. ADDED, STRUCTURE NO. ____, NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE



TYPICAL FRONT ELEVATION

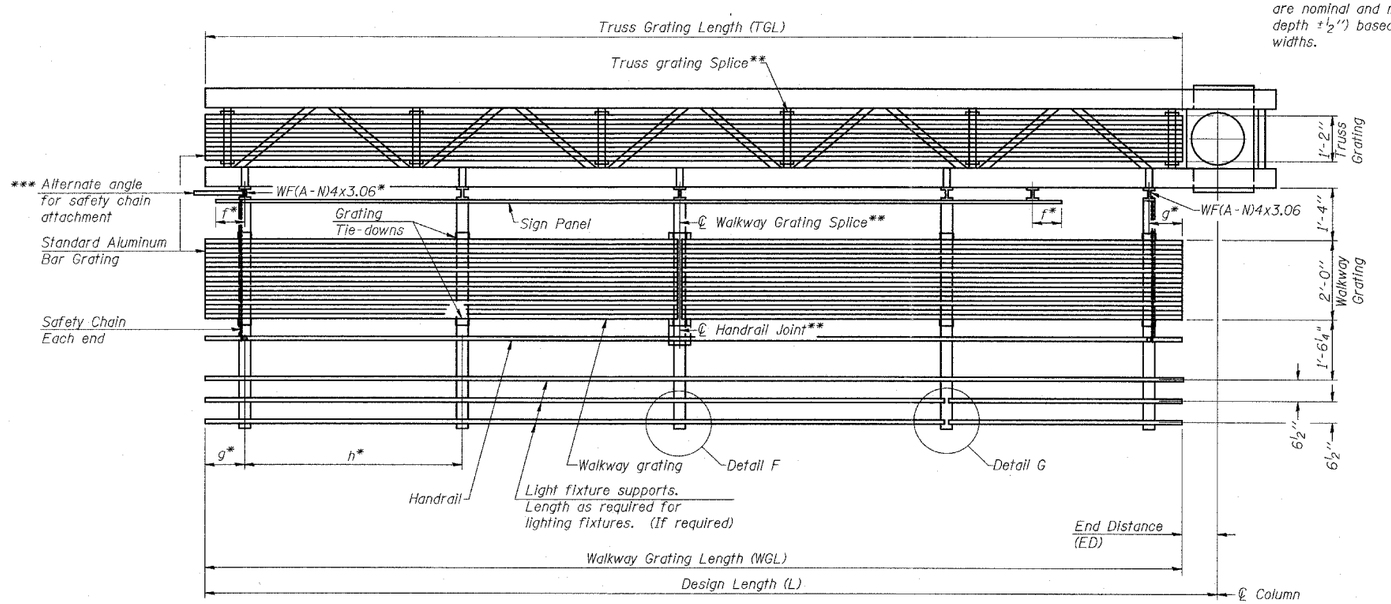
With lights and handrail omitted for clarity.



PLAN
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath truss varies)

Walkway and truss grating dimensions are nominal and may vary (width ±½", depth ±½") based on available standard widths.



SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

Handrail and walkway grating shall span a minimum of three brackets between splices.

** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6''\right)$$

Structure Number	Station	WGL	ED	TGL
1C049U041R---.-	543+93.18	16.0'	4.75'	19.5'

Notes:

* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to ℄ of nearest bracket)
h = 6'-0" maximum (℄ to ℄ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.

For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06
ASTM B308, Alloy 6061-T6

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

NUMBER	REVISION	DATE

OSC-A-6 6/01/2007

REVISIONS NAME	DATE

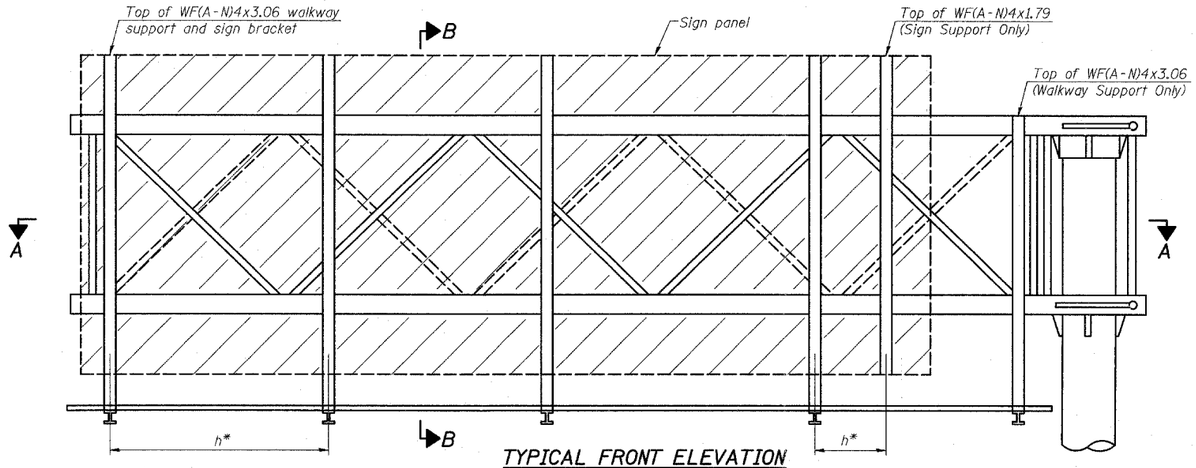
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
ALUMINUM WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: N.T.S. DRAWN BY: JF, AF
DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJ.		
• 125X-HB-(1&2) R-1		CONTRACT # 60		

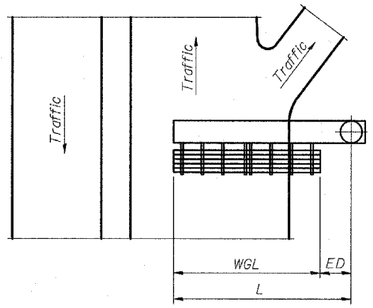
PLAN — SURVEYED / PLOTTED / QUANTITIES CHECKED / R.O.W. AGENT / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. — BY — DATE

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



TYPICAL FRONT ELEVATION

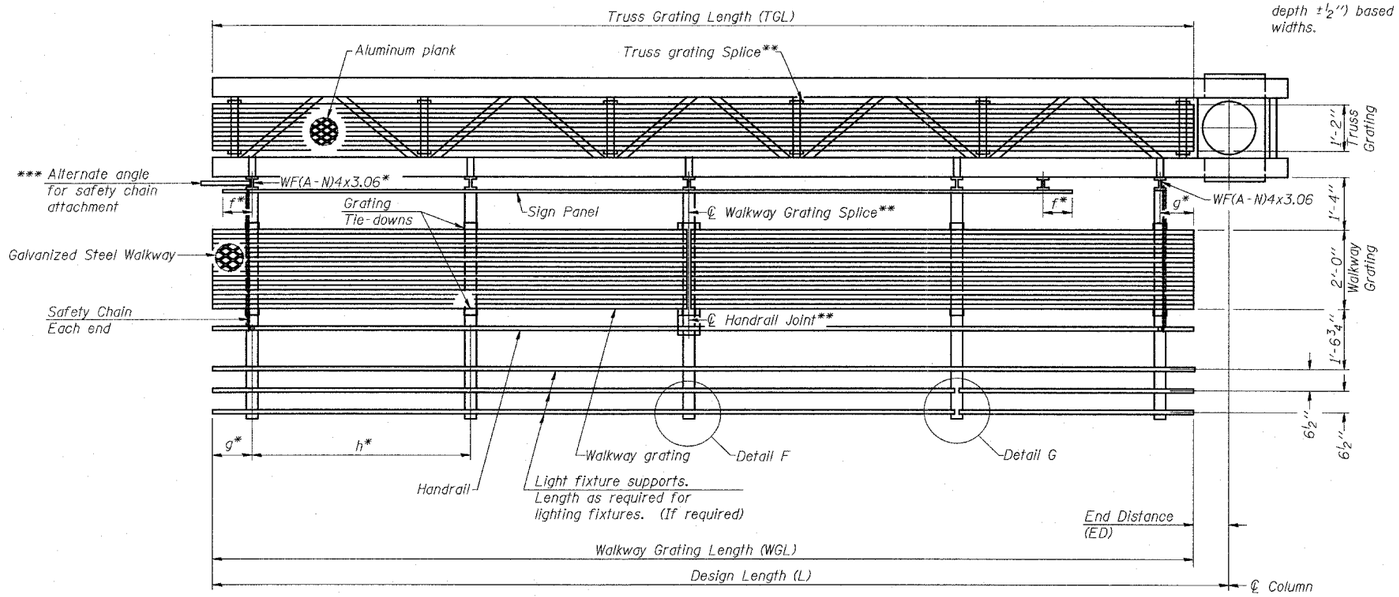
With lights and handrail omitted for clarity.



PLAN
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath truss varies)

Walkway and truss grating dimensions are nominal and may vary (width ±½", depth ±½") based on available standard widths.



SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

Handrail and walkway grating shall span a minimum of three brackets between splices.
** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - (\frac{Post\ O.D.}{2} + 6'')$$

NUMBER	REVISION	DATE

Structure Number	Station	WGL	ED	TGL
1C049U041R---.-	543+93.18	16.0'	4.75'	19.5'

Notes:
* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to ℄ of nearest bracket)
h = 6'-0" maximum (℄ to ℄ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8.

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7S.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06
ASTM B308, Alloy 6061-T6

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
ALTERNATE STEEL WALKWAY DETAIL
ALUMINUM TRUSS & STEEL POST

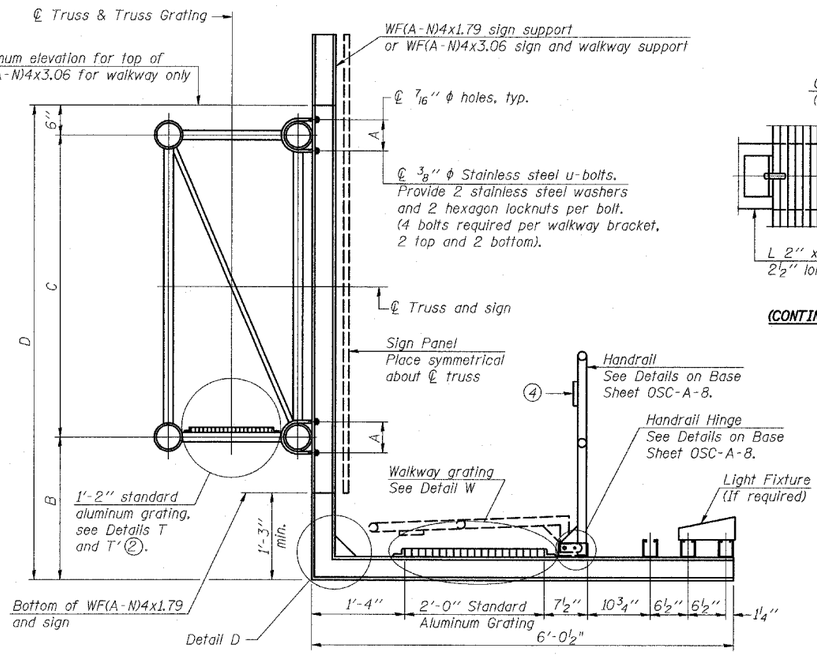
SCALE: N.T.S. DRAWN BY: JF, AF
DATE: MAY 12, 2008 CHECKED BY: MAF

OSC-A-6S 6/01/2007

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	
STA.	TO STA.			
FED. ROAD DIST. NO. 0-91-404-99	ILLINOIS	FED. AID PROJ.		
• 125X-HB-(1&2) R-1		CONTRACT • 60		

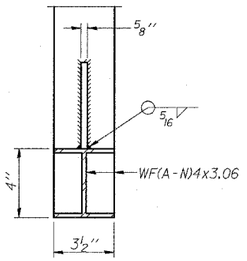
PLAN — SURVEYED | DRAWN | PLOTTED | CHECKED | QUANTITIES CHECKED | RT. OF WAY CHECKED | NOTE BOOK | CADD FILE NAME | NO. | BY | DATE

PROFILE — SURVEYED | DRAWN | PLOTTED | CHECKED | ESTIMATES CHECKED | B.M. NOTED | NOTE BOOK | STRUCTURE NO. | BY | DATE | REVISIONS AND NOTATIONS

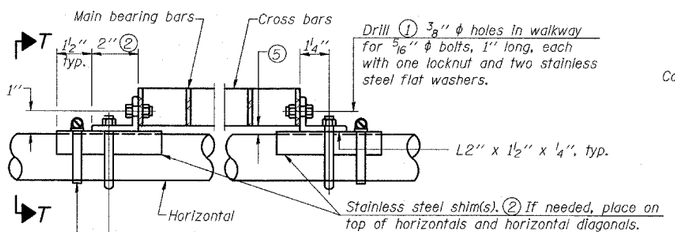


SECTION B-B

Sign shall be even with the top of the bracket, but it may extend no more than 6" above the top of the bracket for field adjustments.



SECTION D-D



Screw type stainless steel tube clamp at shim location

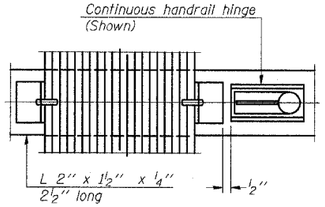
DETAIL T

(Continuous Truss grating)

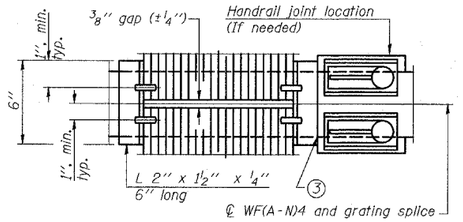
1. Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
2. Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
3. If Handrail Joint present, weld angle to WF(A-N)4 and ¼" extension bars. (See Base Sheet OSC-A-8.)
4. ℙ ⅛" x ½" x 2" welded to handrail posts to protect locations that contact grating.
5. Tube to grating gap may vary from 0 to ½", max. to align walkway, allow for camber, etc.

NUMBER	REVISION	DATE

OSC-A-7 6/01/2007

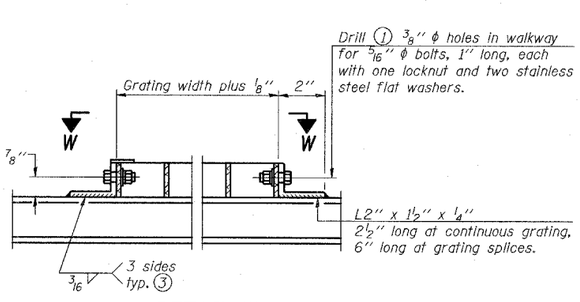


(CONTINUOUS WALKWAY GRATING)



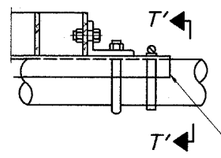
(AT WALKWAY GRATING SPLICE)

SECTION W-W



DETAIL W

(Walkway grating)



DETAIL T'

(Truss grating splice)

Details not shown same as Detail T. Alternate materials may be used subject to the Engineer's review and approval.

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars (MBB) shall be 3/16" x 1½" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.

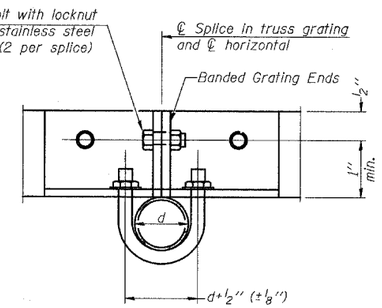
Cross bars (CB) shall be 3/16" x 1½" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

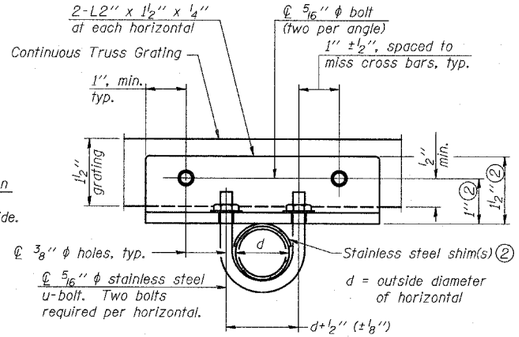
Aluminum Grating with modified "T" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1½", spaced on 1 3/16" centers.

Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

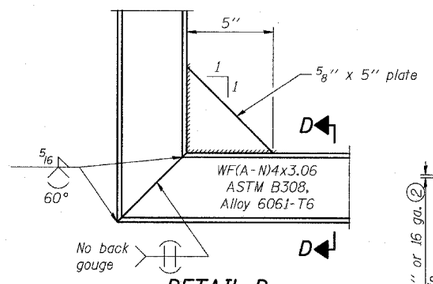


SECTION T'-T'

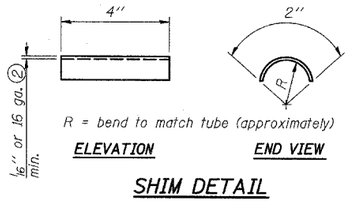


SECTION T-T

Structure Number	Station	A	B	C	D
IC049U041R---.-	543+93.18	5.5"	4.25'	4.5'	9.25'



DETAIL D



SHIM DETAIL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST

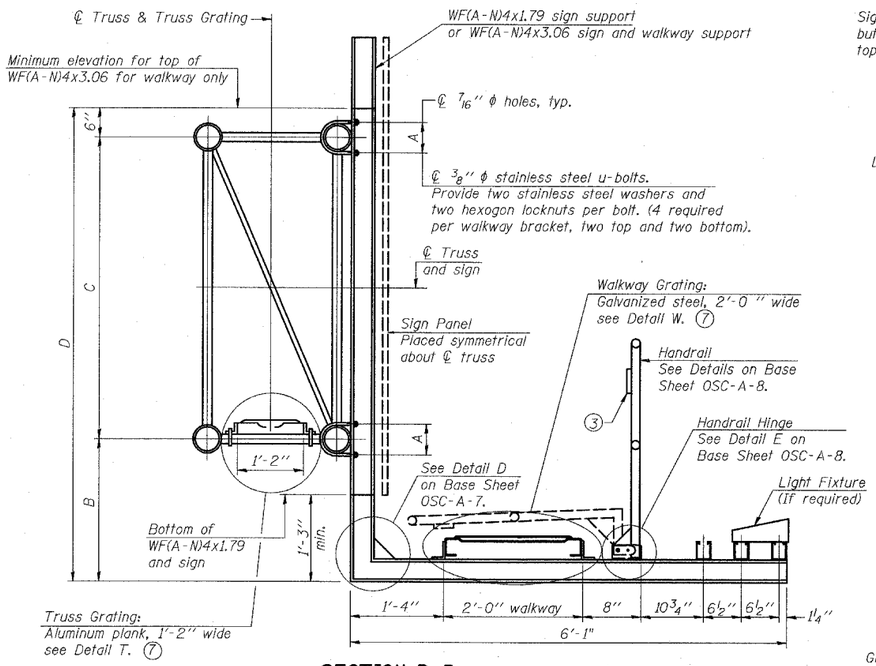
SCALE: N.T.S. DRAWN BY: JF, AF

DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SH NO
346	•	LAKE	469	14
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PRO.		
• 125X-HB-(1&2) R-1		CONTRACT • 6		

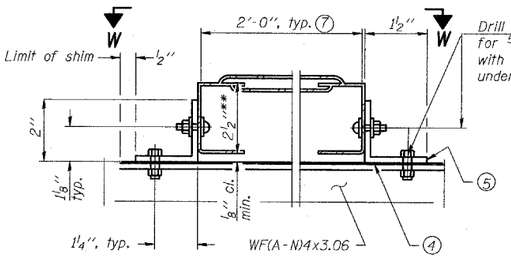
PLAN — SURVEYED / PLOTTED / QUANTITIES CHECKED / R.O.W. CHECKED / CADD FILE NAME / NOTE BOOK / NO. ____ / BY / DATE

PROFILE — SURVEYED / PLOTTED / QUANTITIES CHECKED / E.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. ____ / BY / DATE

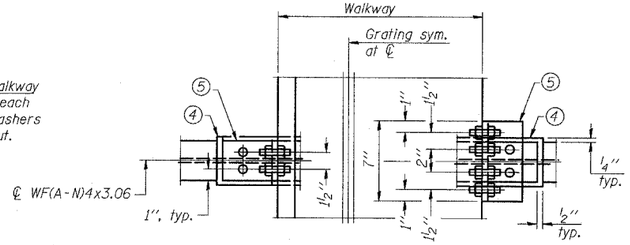


SECTION B-B

Sign shall be even with the top of the bracket, but it may extend no more than 6" above the top of the bracket for field adjustments.

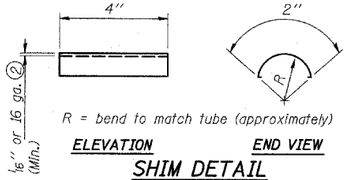


DETAIL W
GALVANIZED STEEL WALKWAY GRATING



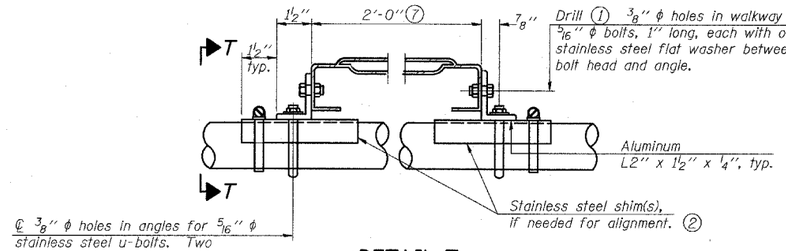
WALKWAY GRATING CONTINUOUS AT WALKWAY GRATING SPLICE

SECTION W-W

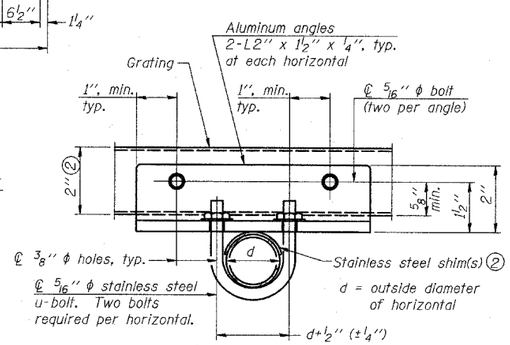


ELEVATION END VIEW

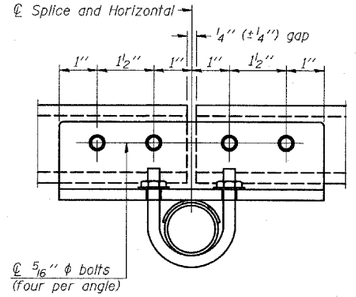
SHIM DETAIL



DETAIL T
(Truss grating at horizontal)



SECTION T-T
(Truss Grating Continuous)



SECTION T-T
(Truss Grating Splice)
Alternate splice details and locations may be used subject to the Engineer's review and approval.

ALUMINUM TRUSS GRATING

Structure Number	Station	A	B	C	D
1C049U041R---.-	543+93.18	5.5"	4.25'	4.5'	9.25'

(1) Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.

(2) Stainless steel shims shall be placed under angles at horizontals and horizonal diagonals if needed to compensate for alignment variations and differences in horizontal diagonal pipe sizes beyond adjustment provided by angles. Secure with one stainless steel clamp per location, se "Shim Detail". Thicker shim plates may be used when needed subject to shims performing properly.

(3) ℄ 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.

(4) 1/16" (or 16 ga.) x 2 1/2" x 4" stainless steel shim adhered to top of WF(A-N)4x3.06 beneath each galvanized angle, typ. Adhesives for shims shall be suitable for materials joined and full exposure conditions.

(5) Galvanized steel L2" x 2" x 1/4", 3 1/2" long with continuous grating 7" long at grating splice.

6 Details shown are considered equal alternatives to Aluminum Walkway Details and may be substituted by Contractor at no charge in contract cost.

(7) Perforated or expanded metal grating providing a skid resistant (non-serrated) surface and capable of supporting a 500 pound concentrated load with a 6'-0" clear span. Walkway and truss grating dimensions are nominal and may vary (width ±1/2", depth ±1/2") based on available standard sizes. Cut ends of grating shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

NUMBER	REVISION	DATE

OSC-A-7S 6/01/2007

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

CANTILEVER SIGN STRUCTURES
ALTERNATE WALKWAY DETAILS

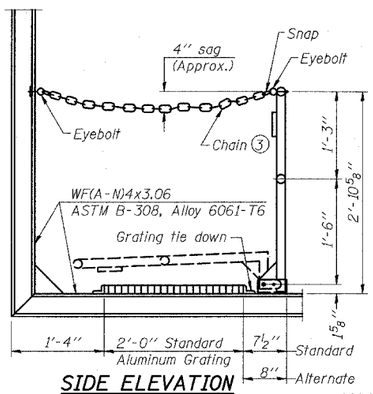
SCALE: N.T.S. DRAWN BY: JF, AF

DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	142
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60M			

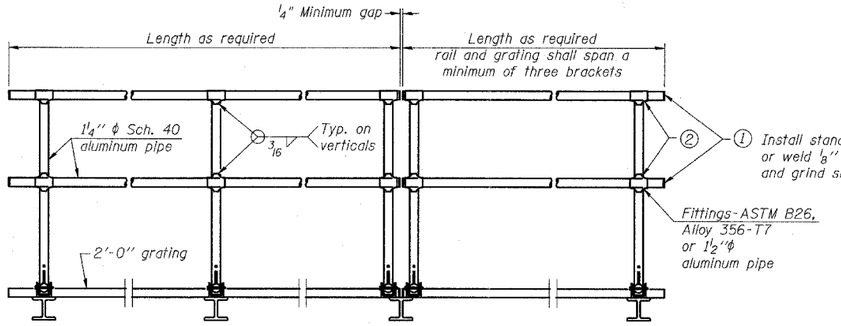
PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, BY, DATE, NOTE BOOK, NO., CADD FILE NAME

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, BY, DATE, NOTE BOOK, NO., STRUCTURE NO/ALTRNS CHKD



SIDE ELEVATION

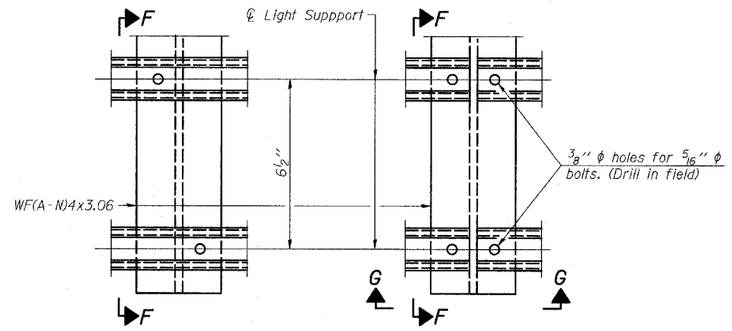
(Showing Safety Chain W/O Sign)



(1) Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)

FRONT ELEVATION

(2) Horizontal handrail member shall be continuous thru fitting. Provide 1/16" ϕ hole in fitting for 3/8" ϕ bolt. Field drill 7/16" ϕ hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" ϕ holes on top rail at ends only.)

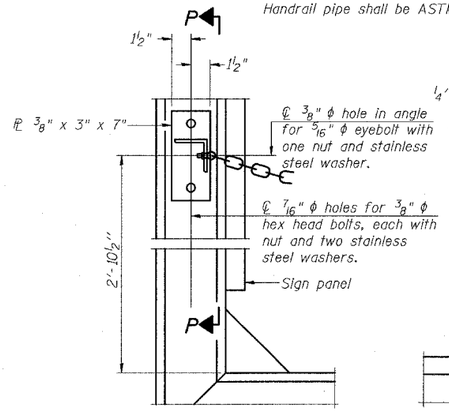


DETAIL F

DETAIL G

HANDRAIL DETAILS

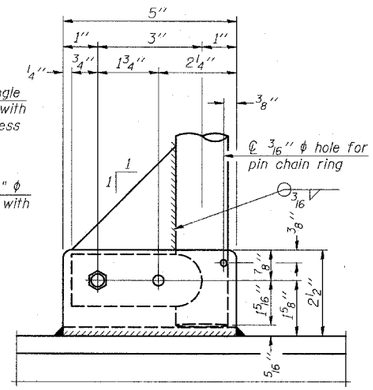
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.



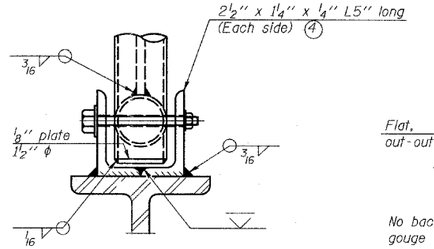
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

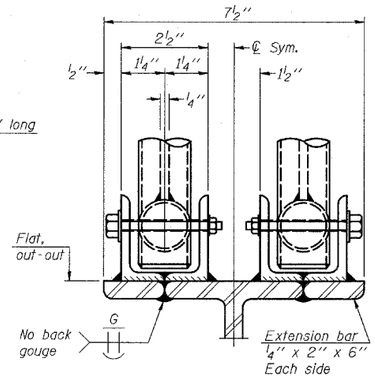


SIDE ELEVATION



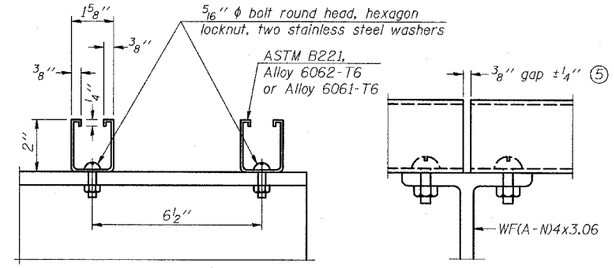
FRONT ELEVATION

Details not shown same as "ELEVATION" at right.



ELEVATION AT HANDRAIL JOINT (4)

Details not shown same as "FRONT ELEVATION"

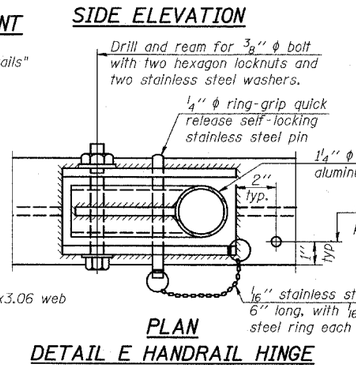


SECTION F-F

SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

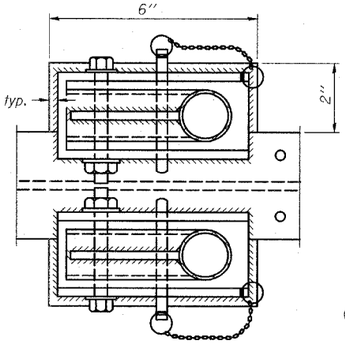
(5) Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



SECTION P-P

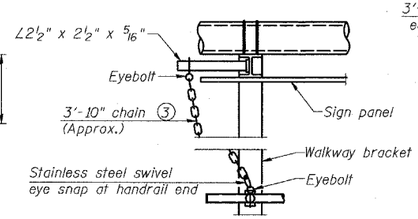
PLAN

DETAIL E HANDRAIL HINGE



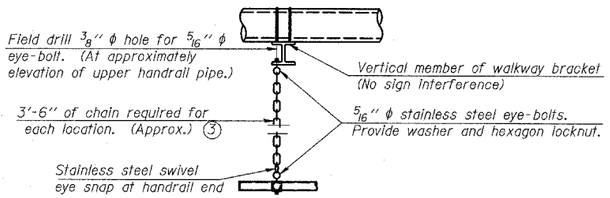
PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)



SAFETY CHAIN

One required for each end of each walkway.

(3) 3/16" Type 304L stainless steel chain, approximately 12 links per foot.

(4) Extrusions may be used in lieu of the details shown, with approval of the Engineer.

NUMBER	REVISION	DATE

OSC-A-8 6/01/2007

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

CANTILEVER SIGN STRUCTURES

HANDRAIL DETAILS

ALUMINUM TRUSS & STEEL POST

SCALE: N.T.S. DRAWN BY: JF, AF

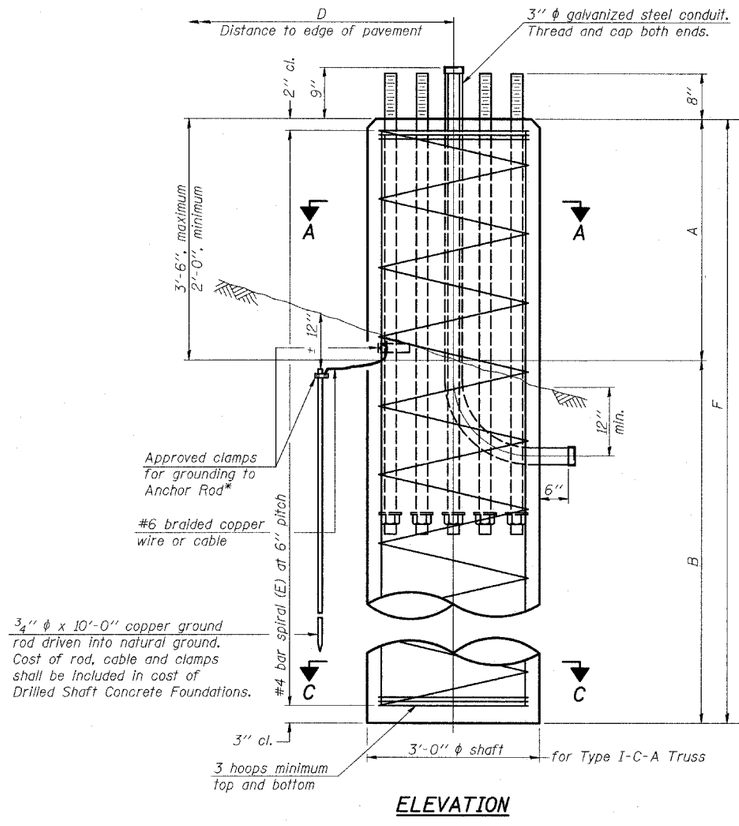
DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE NO
346	•	LAKE	469	14
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJE		
• 125X-HB-(1&2) R-1	CONTRACT • 60			

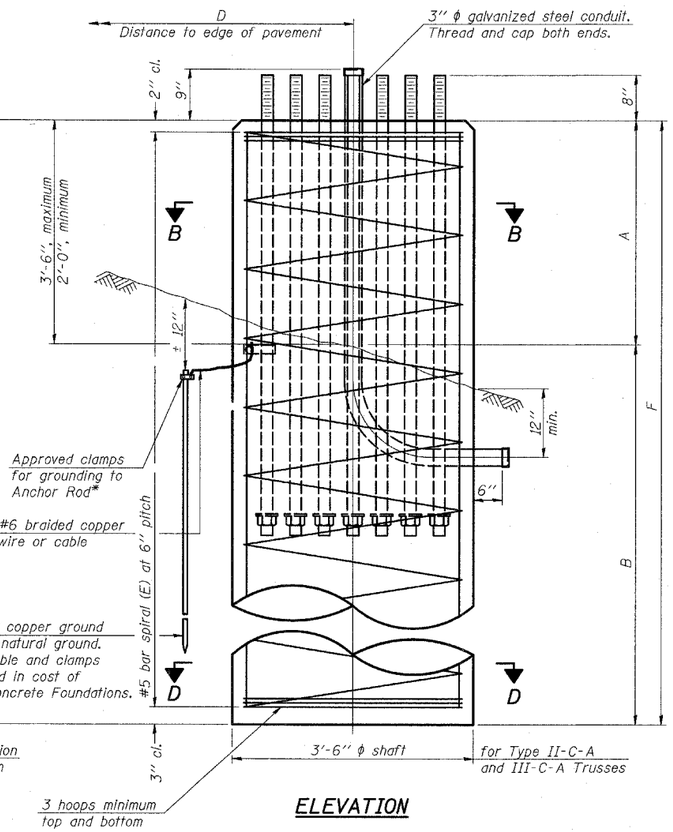
PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / BY / DATE / NOTE BOOK / NO. / CADD FILE NAME

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BY / DATE / NOTE BOOK / NO. / STRUCTURE NO'S/HS CK'KD

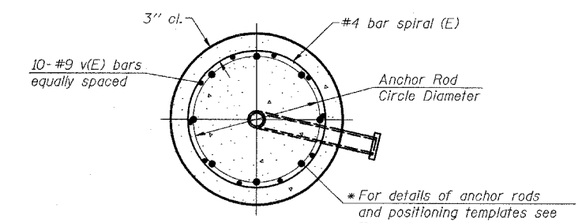
* Grind anchor rod to bright finish at ground clamp location before installing clamp.



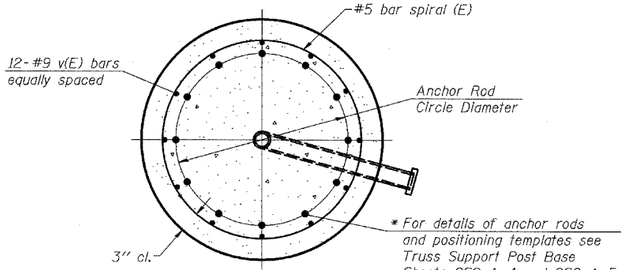
ELEVATION



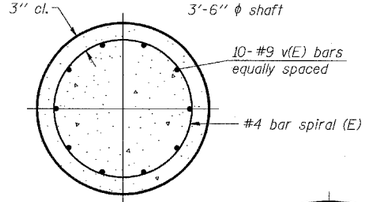
ELEVATION



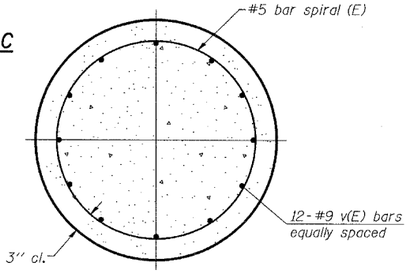
SECTION A-A
3'-0" ϕ shaft



SECTION B-B
3'-6" ϕ shaft



SECTION C-C
3'-0" ϕ shaft



SECTION D-D
3'-6" ϕ shaft

NOTES:

The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

FOUNDATION DATA TABLE

Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Qu	A	B	F	Class SI Concrete Cubic Yards
1C049U041R---.-	543+93.18	I-C-A	3.0'	686.40	668.40	3.30 tsf	2.0'	16.0'	18.0'	5.0

FOUNDATION DESIGN TABLE

Truss Type	Post Base Sheet	Maximum Cantilever Length (ft)	Maximum Total Sign Area (sq ft)	Shaft Diameter (in)	"B" Depth (ft)	Anchor Rods No.	Anchor Rods Diameter (in)	Anchor Rod Circle Diameter (in)
I-C-A	OSC-A-4	25	170	3.0	16.0	8	2	22
II-C-A	OSC-A-5	30	170	3.5	17.0	12	2	30
II-C-A	OSC-A-5	30	340	3.5	21.5	12	2	30
III-C-A	OSC-A-5	35	170	3.5	19.0	12	2	30
III-C-A	OSC-A-5	35	250	3.5	22.5	12	2	30
III-C-A	OSC-A-5	35	400	3.5	26.5	12	2	30
III-C-A	OSC-A-5	40	400	3.5	32.0	12	2	30

NUMBER	REVISION	DATE

OSC-A-9 6/01/2007

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
CANTILEVER SIGN STRUCTURES
DRILLED SHAFT
ALUMINUM TRUSS & STEEL POST

SCALE: N.T.S. DRAWN BY: JF, AF

DATE: MAY 12, 2008 CHECKED BY: MAF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346		LAKE	469	183
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-404-99		ILLINOIS		FED. AID PROJECT
• 125X-HB-(1&2) R-1			CONTRACT # 60826	

EXISTING EQUIPMENT TO BE REMOVED

LEGEND

- EXISTING SIGNAL HEAD TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" EXISTING HANDHOLE TO BE REMOVED
- "E" [H] EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- EXISTING EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- EXISTING EMERGENCY VEHICLE SYSTEM BEACON TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED

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

2	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
2	EACH	SIGNAL HEAD, 1-FACE, 4- SECTION
2	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
2	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-4 SECTION
8	EACH	SIGNAL POST
1	EACH	SERVICE INSTALLATION
8	EACH	REMOVE EXISTING HANDHOLES
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	CONTROLLER AND CABINET (COMPLETE)

U.S. ROUTE 41 (SKOKIE HIGHWAY)

UNION PACIFIC RAILROAD

PROPOSED ROW

EXISTING ROW

IL ROUTE 132 (GRAND AVENUE)

20+00

535+00

N

20 0 20 40

SCALE: 1" = 20'-0"

PLAN

DATE	BY	
		SURVEYED
		PLOTTED
		DRAWING CHECKED
		ALIGNMENT CHECKED
		CADD FILE NAME

NOTE BOOK
NO.

PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
		DRAWING CHECKED
		QUANTITIES
		STRUCTURE NO(S)/ING CHKD

NOTE BOOK
NO.

REVISIONS	
NAME	DATE

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

SCALE: 1"=20 DRAWN BY: PK

DATE: 06-10-2008 CHECKED BY: JM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346		LAKE	469	144
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1		CONTRACT = 60826		

DETAIL A
(LOOKING WEST)

NOTES:
MOUNT SIGNAL HEADS USING STEEL MAST ARM MOUNTS SHOWN ON HIGHWAY STANDARD 880006.
CENTER EASTBOUND SIGNAL HEADS OVER APPROACH LANES. CENTER WESTBOUND SIGNAL HEAD OVER EASTBOUND CENTER LINE.
SEE SPECIAL PROVISION FOR INFORMATION TO DETERMINE MAST ARM CONNECTION FLANGE LOCATION.
CONCRETE FOUNDATION TOP SHALL BE 4" ABOVE GRADE.

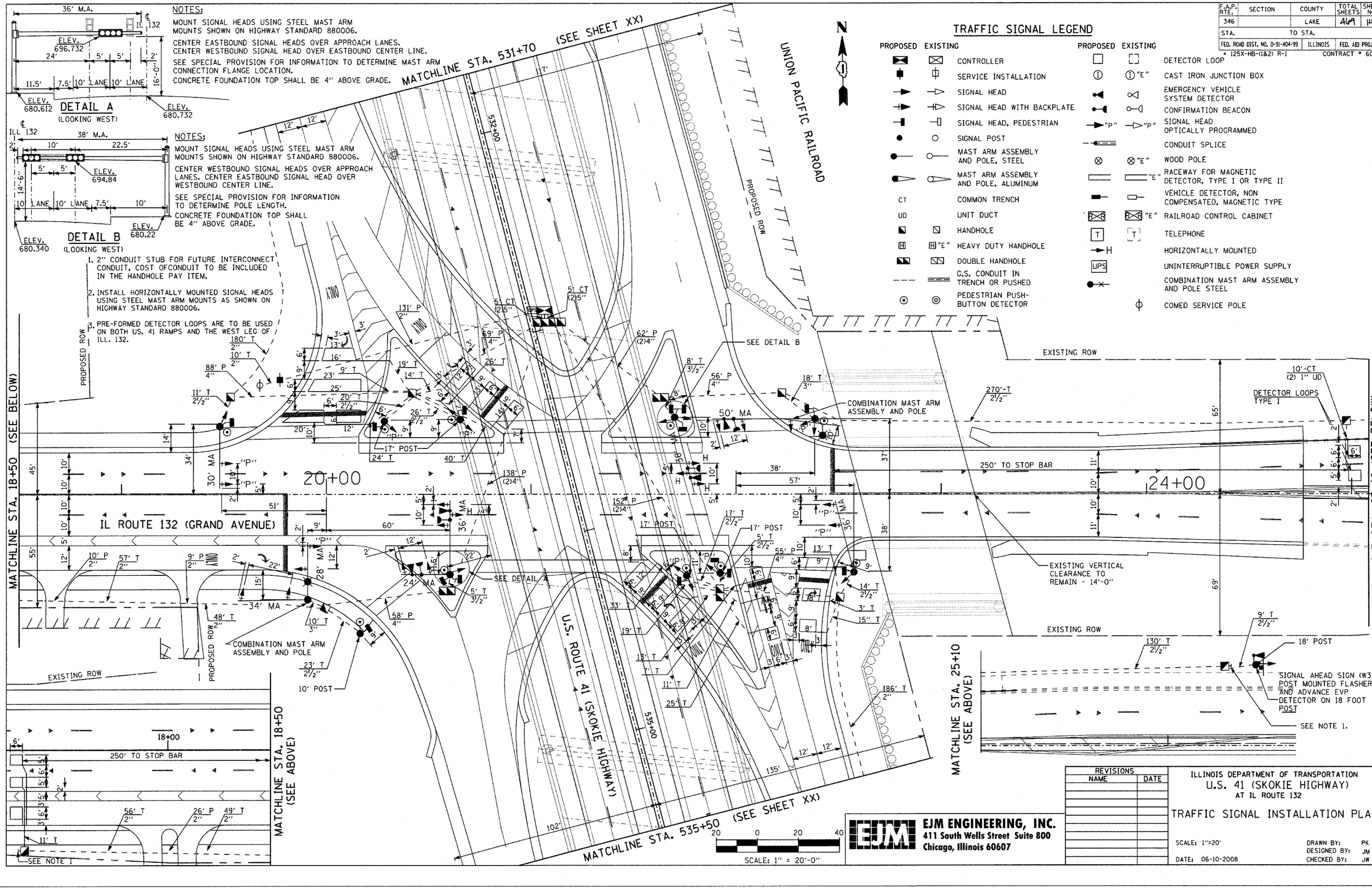
DETAIL B
(LOOKING WEST)

NOTES:
MOUNT SIGNAL HEADS USING STEEL MAST ARM MOUNTS SHOWN ON HIGHWAY STANDARD 880006.
CENTER WESTBOUND SIGNAL HEADS OVER APPROACH LANES. CENTER EASTBOUND SIGNAL HEAD OVER WESTBOUND CENTER LINE.
SEE SPECIAL PROVISION FOR INFORMATION TO DETERMINE POLE LENGTH.
CONCRETE FOUNDATION TOP SHALL BE 4" ABOVE GRADE.

1. 2" CONDUIT STUB FOR FUTURE INTERCONNECT CONDUIT, COST OFCONDUIT TO BE INCLUDED IN THE HANDHOLE PAY ITEM.
2. INSTALL HORIZONTALLY MOUNTED SIGNAL HEADS USING STEEL MAST ARM MOUNTS AS SHOWN ON HIGHWAY STANDARD 880006.
3. PRE-FORMED DETECTOR LOOPS ARE TO BE USED ON BOTH US. 41 RAMPS AND THE WEST LEG OF ILL. 132.

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING		PROPOSED	EXISTING	
■	▣	CONTROLLER	□	[ ]	DETECTOR LOOP
■	⊟	SERVICE INSTALLATION	①	①"E"	CAST IRON JUNCTION BOX
→	→	SIGNAL HEAD	◀	◁	EMERGENCY VEHICLE SYSTEM DETECTOR
→	→	SIGNAL HEAD WITH BACKPLATE	●	○	CONFIRMATION BEACON
■	⊟	SIGNAL HEAD, PEDESTRIAN	→"P"	→"P"	SIGNAL HEAD OPTICALLY PROGRAMMED
●	○	SIGNAL POST			CONDUIT SPLICE
●	○	MAST ARM ASSEMBLY AND POLE, STEEL	⊗	⊗"E"	WOOD POLE
◣	◺	MAST ARM ASSEMBLY AND POLE, ALUMINUM		"E"	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
CT		COMMON TRENCH	▬	▭	VEHICLE DETECTOR, NON COMPENSATED, MAGNETIC TYPE
UD		UNIT DUCT	▣	▣"E"	RAILROAD CONTROL CABINET
◥	◹	HANDHOLE	T	[T]	TELEPHONE
H	H"E"	HEAVY DUTY HANDHOLE	→H		HORIZONTALLY MOUNTED
◥◥	◹◹	DOUBLE HANDHOLE	UPS		UNINTERRUPTIBLE POWER SUPPLY
- - -	═══	G.S. CONDUIT IN TRENCH OR PUSHED	●→×		COMBINATION MAST ARM ASSEMBLY AND POLE STEEL
⊙	◎	PEDESTRIAN PUSH-BUTTON DETECTOR		ϕ	COMED SERVICE POLE



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

TRAFFIC SIGNAL INSTALLATION PLAN

SCALE: 1"=20'
DATE: 06-10-2008
DRAWN BY: PK
DESIGNED BY: JM
CHECKED BY: JW

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, CADD FILE NAME, NOTE BOOK, NO.
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, CADD FILE NAME, STRUCTURE NO(S)/KNS OMKD, NOTE BOOK, NO.
BY, DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346		LAKE	469	145
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	
• 125X-HB-(1&2) R-1			CONTRACT • 60826	

PLAN

BY	DATE
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
PT. OF MAY CHECKED	
ROD FILE NAME	
NOTE BOOK	
NO.	

PROFILE

BY	DATE
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M. NOTED	
STRUCTURE INITIATING DEPTH	
NOTE BOOK	
NO.	

MATCHLINE STA. 535+50 (SEE SHEET XX)

N

536+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

UNION PACIFIC RAILROAD

397'

12' 12' 12'

PROPOSED ROW

℄ US 41 OVERHEAD

ONLY ONLY ONLY

300' T 2"

107'

125'

EXISTING ROW

PROPOSED ROW

PRE-FORMED QUEUING DETECTORS

11' CT

500' TO STOP BAR

STA. 539+47

6' 7' 6' 7' 6' 3'

STA. 528+24

6' 6' 6' 3'

3'

PRE-FORMED QUEUING DETECTORS

500' TO STOP BAR

9' CT

346'

300' T 2"

ONLY ONLY

PROPOSED FASCIA BEAM

℄ US 41 OVERHEAD

PROPOSED FASCIA BEAM

93'

17'

530+00

PROPOSED ROW

UNION PACIFIC RAILROAD

12' 12'

MATCHLINE STA. 531+70 (SEE SHEET XX)

20 0 20 40

SCALE: 1" = 20'-0"

REVISIONS	
NAME	DATE

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

TRAFFIC SIGNAL INSTALLATION PLAN

SCALE: 1"=20'
DATE: 06-10-2008

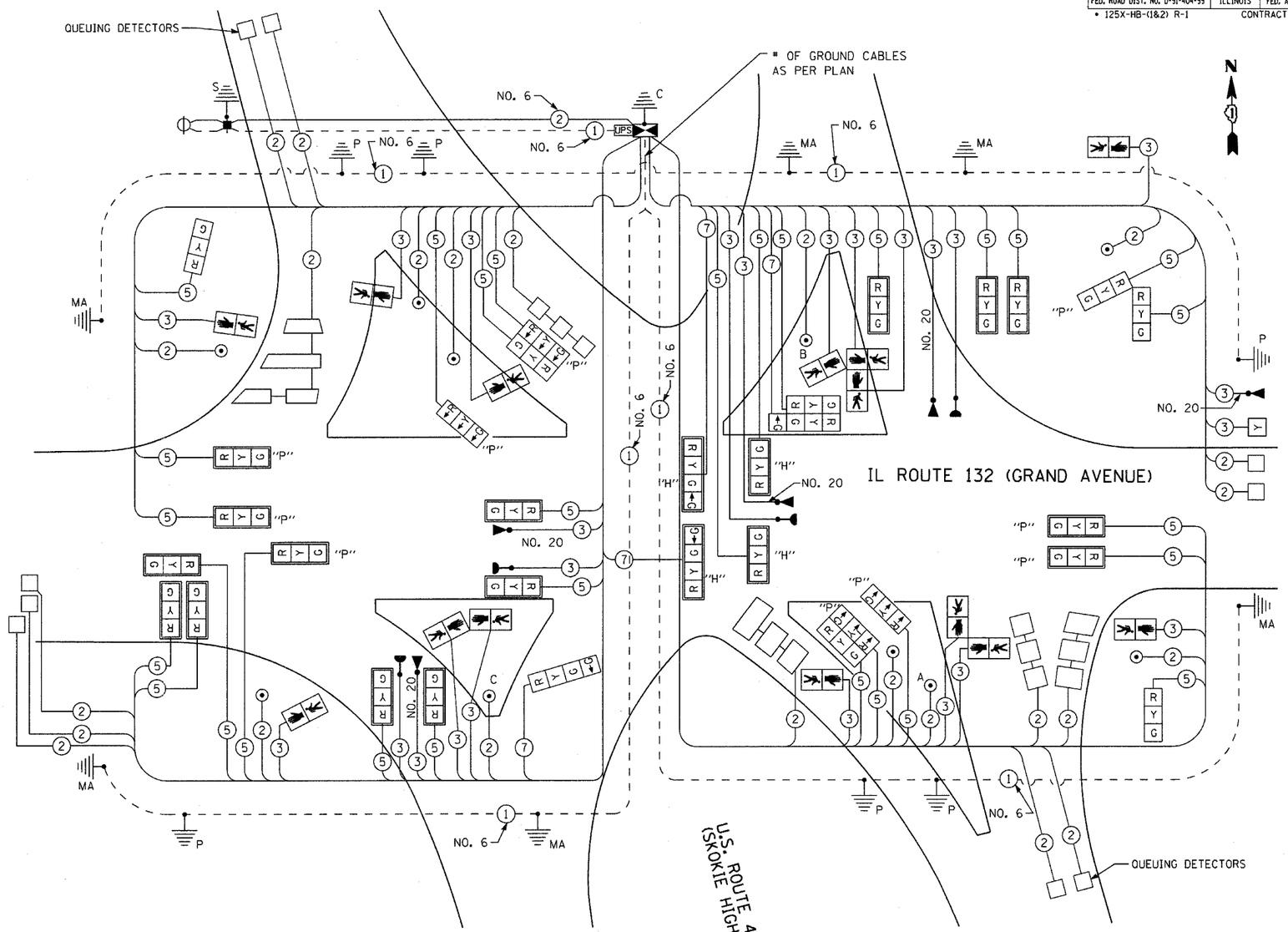
DRAWN BY: PK
DESIGNED BY: JM
CHECKED BY: JW

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346		LAKE	469	140
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	
• 125X-HB-(1&2) R-1			CONTRACT # 60826	

CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
(2)	(2)	DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		COMED SERVICE POLE

EXISTING	PROPOSED	
R Y G	R Y G	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD
"E"		RAILROAD CONTROL CABINET
H/C	H/C	GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
P	P	GROUND ROD AT POST OR MAST ARM POLE
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
(1)	(1)	GROUND CABLE IN CONDUIT, NO.6 SOLID COPPER (GREEN)
(24)	(24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
	UPS	UNINTERRUPTIBLE POWER SUPPLY
	R Y G "H"	HORIZONTAL MOUNTED SIGNAL HEAD



CABLE PLAN
NOT TO SCALE

PEDESTRIAN PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 1 & 4
PEDESTRIAN PUSHBUTTON "B" SHALL PLACE A CALL IN PHASES 3 & 4
PEDESTRIAN PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 1 & 2

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

TYPE	NO. OF LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATIONS	TOTAL WATTAGE
SIGNAL (RED)	32	135	17	0.50	272
(YELLOW)	32	135	25	0.25	200
(GREEN)	36	135	15	0.25	135
PED. SIGNAL	14	90	25	1.00	350
CONTROLLER	1	100	100	1.00	100
FLASHER	1		25	0.50	12.50

ENERGY COSTS TO: TOTAL = 1069.50

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

ENERGY SUPPLY: CONTACT: DOTTI PROSEN
PHONE: (847) 816-5529
COMPANY: COMED

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' + L-2 =
E - MAST ARM POLE		SIGNAL POST	2 (1.0)		(6mH.-0.6m)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

NOTE:
1. INSTALL HORIZONTALLY MOUNTED SIGNAL HEADS USING STEEL MAST ARM MOUNTS AS SHOWN ON HIGHWAY STANDARD 880006.
2. 3/C No 20 TWISTED SHIELDED FOR THE LIGHT DETECTOR SHALL COMPLY WITH EQUIPMENT MANUFACTURER RECOMMENDATION.

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

CABLE PLAN

SCALE: NONE
DATE: 06-10-2008
DRAWN BY: PK
DESIGNED BY: JM
CHECKED BY: JW

PLAN: DATE, BY, SURVEYED, PLOTTED, DESIGN CHECKED, QUANTITIES CHECKED, R.O.W. STAKED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO.
PROFILE: DATE, BY, SURVEYED, PLOTTED, DESIGN CHECKED, QUANTITIES CHECKED, R.O.W. STAKED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346		LAKE	469	147
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	
• 125X-HB-(1&2) R-1			CONTRACT = 60826	

SCHEDULE OF QUANTITIES

UNIT	DESCRIPTION	QUANTITY		
		GRAND TOTAL	SIGNAL	EMERGENCY VEHICLE PRE-EMPTION SYSTEM
EACH	SERVICE INSTALLATION - GROUND MOUNTED	1	1	
FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	1186	1186	
FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	499	499	
FOOT	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	24	24	
FOOT	CONDUIT IN TRENCH, 3 1/2" DIA., GALVANIZED STEEL	13	13	
FOOT	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	20	20	
FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	176	176	
FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	1030	1030	
EACH	HANDHOLE	12	12	
EACH	DOUBLE HANDHOLE	5	5	
FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK	2014	2014	
EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	1	1	
FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1/C	1506	1506	
FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2/C	1882	1882	
FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3/C	3650	2787	863
FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5/C	6100	6100	
FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7/C	720	720	
FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	5850	5850	
FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	166	166	
FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	1455		1455
FOOT	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT	1	1	
EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 17 FT.	4	4	
EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 18 FT	1	1	
EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	1	1	
EACH	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	1	1	
EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT. (SPECIAL)	1	1	
EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 50 FT.	1	1	
EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 24 FT & 36 FT (SPECIAL)	1	1	
EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 28 FT. & 34 FT.	1	1	
FOOT	CONCRETE FOUNDATION, TYPE A	24	24	
FOOT	CONCRETE FOUNDATION, TYPE C	4	4	
FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	90	90	
EACH	SIGNAL HEAD, LED, 1-FACE, 1-SECTION, BRACKET MOUNTED	1	1	
EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	12	12	
EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	3	3	
EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	1	1	
EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	2	2	
EACH	COMBINATION SIGNAL HEAD, 2-FACE, 1-3 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, LIGHT EMITTING DIOD, BRACKET MOUNTED	2	2	
EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-4 SECTION, BRACKET MOUNTED	1	1	
EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED	3	3	
EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	5	5	
EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	7	7	
EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	2	2	
EACH	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED	1	1	
EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED	19	19	
EACH	INDUCTIVE LOOP DETECTOR	14	14	
FOOT	DETECTOR LOOP, TYPE 1	67	67	
FOOT	PREFORMED DETECTOR LOOP	1021	1021	
EACH	LIGHT DETECTOR	5		5
EACH	LIGHT DETECTOR AMPLIFIER	2		2
EACH	PEDESTRIAN PUSH-BUTTON	10	10	
EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	1	1	
EACH	REMOVE EXISTING HANDHOLE	8	8	
EACH	REMOVE EXISTING CONCRETE FOUNDATION	9	9	
EACH	UNINTERRUPTABLE POWER SUPPLY	1	1	
EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	1	1	

NOTE:
QUANTITIES FOR THE EMERGENCY VEHICLE PRE-EMPTION SYSTEM SHALL BE PAID FOR BY THE VILLAGE OF GURNEE.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
BEL MAX MARKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BEL MAX MARKED
STRUCTURE NO(S)/TNG CHKD
NOTE BOOK
NO.
BY
DATE

REVISIONS	
NAME	DATE

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

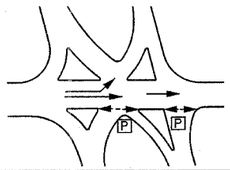
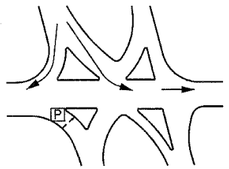
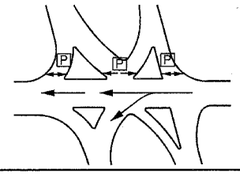
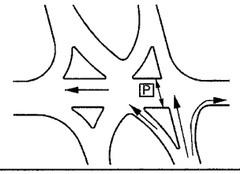
SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: 06-10-2008
DRAWN BY: PK
DESIGNED BY: JM
CHECKED BY: JW

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	-	LAKE	469	148
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

CONTRACT # 60826

PROPOSED SEQUENCE OF OPERATION

MOVEMENT (N ①)																							
PHASE		1					2						3					4					
INTERVAL		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
CHANGE TO				2		3 OR 4					3 OR 4	1			4		1 OR 2					1 OR 2	3
IL 132 (WEST OF BRIDGE) MAST ARM AND NEAR RIGHT SIGNALS	E/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL 132 (EAST OF BRIDGE AND IN NORTHEAST ISLAND) MAST ARM FAR LEFT SIGNALS	E/B	G ~~G~~	G ~~G~~	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R R	R R	R
IL 132 (EAST OF INTERSECTION) MAST ARM AND FAR LEFT OPTICALLY PROGRAMMED SIGNALS	E/B	G	G	G	G	Y	G	G	G	G	Y	G	R	R	R	R	R	R	R	R	R	R	R
IL 132 (EAST OF BRIDGE) END AND FAR RIGHT MAST ARM AND FAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R
IL 132 (WEST OF BRIDGE AND IN SOUTHWEST ISLAND MAST ARM AND FAR LEFT) SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R R	R	G ~~G~~	G ~~G~~	Y	R	R	R	R	R	R	R	R
IL 132 (WEST OF INTERSECTION) MAST ARM AND FAR LEFT OPTICALLY PROGRAMMED SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	G	G	G	G	Y	G
NB EXIT RAMPS (NORTH OF INTERSECTION) MAST ARM, FAR RIGHT AND NEAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R
NB EXIT RAMP FAR LEFT SIGNALS (IN NORTHWEST ISLAND) AND NEAR RIGHT (IN SOUTHEAST ISLAND) SIGNALS	N/B	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~
SB EXIT RAMP (SOUTH OF INTERSECTION) BOTH MAST ARM AND NEAR RIGHT SIGNALS	S/B	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
SB EXIT RAMP FAR LEFT (IN SOUTHEAST ISLAND) AND NEAR RIGHT (IN NORTHWEST ISLAND) SIGNALS	S/B	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~
PEDESTRIAN SIGNALS CROSSING US 41 NORTH EXIT RAMP& SOUTH LEFT ENTRANCE RAMP ON SOUTH SIDE OF IL 132		*P	**FH	H	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS HEADS CROSSING US 41 SOUTHBOUND RIGHT ENTRANCE RAMP ON SOUTH SIDE OF ILL. 132		H	H	H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING US 41 RAMPS ON NORTH SIDE OF IL 132		H	H	H	H	H	H	H	H	H	H	H	*P	**FH	H	**FH	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING IL 132 ON EAST SIDE OF US 41		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	*P	**FH	H	H	H	H

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

** FLASHING "✋" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

REVISIONS NAME	DATE

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED SEQUENCE OF OPERATION

US 41 & IL ROUTE 132

SCALE: NONE
DATE: 06-10-2008

DRAWN BY: PK
DESIGNED BY: JM
CHECKED BY: JW

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	148A
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		

CONTRACT = 60826

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	2	4	6 OR 7	6 OR 7	8	9	8	12 OR 13	12 OR 13	15	17 OR 18	17 OR 18	19	20	19				
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1M	1N	1P	1Q	3	4	5	6	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		4	4	5 6	5 6	3	3	5 4 6	3	6	3 4	6	3 4	4	4	5 3 6	4					
IL 132 (WEST OF BRIDGE) MAST ARM AND NEAR RIGHT SIGNALS	E/B	Y	Y	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◇
IL 132 (MAST ARM EAST OF BRIDGE AND IN NORTHERN ISLAND) FAR LEFT SIGNALS	E/B	Y	Y	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G ~~G~~	R	R	R	◇
IL 132 (EAST OF INTERSECTION) MAST ARM AND FAR LEFT OPTICALLY PROGRAMMED SIGNALS	E/B	G	G	Y	Y	G	G	Y	G	R	R	R	R	R	R	R	R	G	R	R	R	◇
IL 132 (EAST OF BRIDGE) END AND FAR RIGHT MAST ARM AND FAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	R	Y	Y	R	R	R	R	R	R	R	G	R	R	◇
IL 132 (WEST OF BRIDGE AND IN SOUTHWEST ISLAND MAST ARM AND FAR LEFT) SIGNALS	W/B	R	R	R	R	R	R	R	R	Y	Y	R	R	R	R	R	R	R	~~G~~ ~~G~~	R	R	◇
IL 132 (WEST OF INTERSECTION) MAST ARM AND FAR LEFT OPTICALLY PROGRAMMED SIGNALS	W/B	R	R	R	R	R	R	R	R	G	Y	G	Y	G	G	Y	G	R	G	R	R	◇
NB EXIT RAMPS (NORTH OF INTERSECTION) MAST ARM, FAR RIGHT AND NEAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	Y	Y	R	R	Y	R	R	G	R	◇
NB EXIT RAMP FAR LEFT (IN NORTHWEST ISLAND) AND NEAR RIGHT IN SOUTHEAST ISLAND SIGNALS	N/B	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~Y~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~R~~	◇
SB EXIT RAMP (SOUTH OF INTERSECTION) BOTH MAST ARM AND NEAR RIGHT SIGNALS	S/B	R	R	R	Y	Y	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	◇
SB EXIT RAMP FAR LEFT (IN SOUTHEAST ISLAND) AND NEAR RIGHT IN NORTHWEST ISLAND SIGNALS	S/B	~~R~~	~~R~~	~~R~~	~~Y~~	~~Y~~	~~R~~	~~Y~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	◇
PEDESTRIAN SIGNALS CROSSING US 41 NORTH EXIT RAMP& SOUTH LEFT ENTRANCE RAMP ON SOUTH SIDE OF IL 132		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS HEADS CROSSING US 41 SOUTHBOUND RIGHT ENTRANCE RAMP ON SOUTH SIDE OF ILL. 132		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING US 41 RAMPS ON NORTH SIDE OF IL 132		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING IL 132 ON EAST SIDE OF US 41		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

◇ = EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPOER CLEARANCE INTERVAL TO RESUME THE NORMAL OPERATION OR PROPOER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVALS 3, 4, 5 or 6 ARE TERMINATED.

REVISIONS NAME	DATE

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

ILLINOIS DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

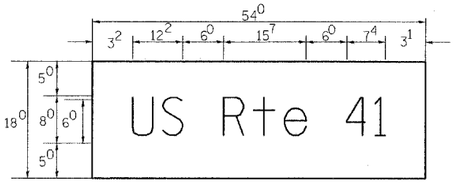
US 41 & IL RTE. 132

SCALE: NONE
DATE: 06-10-2008

DRAWN BY: PK
DESIGNED BY: JM
CHECKED BY: JW

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	14
STA.	TO STA.			
FED. ROAD DIST. NO. D-91-404-99	ILLINOIS	FED. AID PROJECT		
• 125X-HB-(1&2) R-1	CONTRACT • 60I			

PANEL SIGN DESIGN TYPE 1



___ Sq. M. each

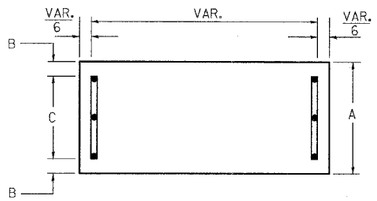
7.5 Sq. Ft. each

2 Required

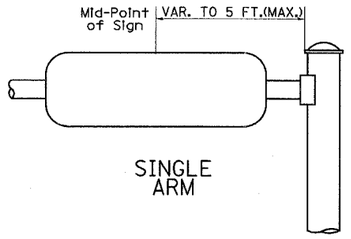
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

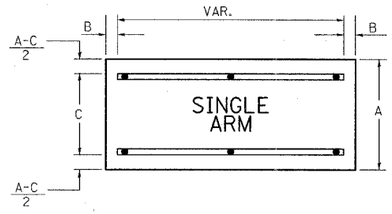
SUPPORTING CHANNELS



A	B	C
18″	2″	14″



SUPPORTING CHANNELS



A	B	C
18″	2″	12″
30″	2″	22″

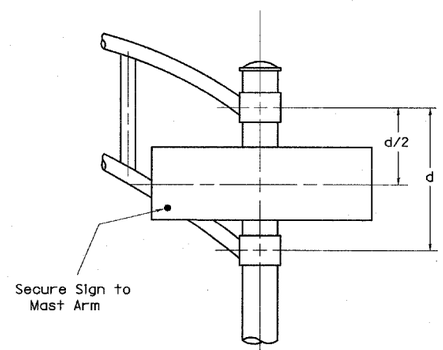
GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE;
   - * A.K.T. CORPORATION, SCHAUMBURG, IL
   - * AMERICAN FABRICATION CO., CHICAGO HEIGHTS, IL
   - * TUCKER COMPANY, INC., WAUWATOSA, WI
   - * WESTERN TRAFFIC CONTROL INC., CICERO, IL

PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	¼" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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



SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM

Shall be used. See Note #5.

Upper Case To Lower Case

Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2 (3) DENOTES 3″/8

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

Lower Case To Lower Case

Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		J		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g l j l m n q u	1^6	1^7	2^2	2^4	1^6	1^7	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^6	1^7
b f k o p s	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
c e	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^2	1^4	1^2	1^4	1^2	1^4	1^2	1^4
r	0^6	1^0	1^2	1^4	0^6	1^0	0^3	0^3	0^5	0^6	0^5	0^6	0^6	1^0	0^6	1^0
† z	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
v y	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	0^6	1^0	0^6	1^0	1^1	1^2	1^1	1^2
w	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
x	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4

Number To Number

Spacing Chart 8 Inch Series "C & D"

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

UPPER AND LOWER CASE LETTER WIDTHS

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

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

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. 41 (SKOKIE HIGHWAY)

AT IL ROUTE 132

MAST ARM MOUNTED STREET NAME SIGNS

U.S. 41

ILL 132 / GRAND AVE.

SCALE: NONE — DRAWN BY: JDF

DATE: MAY 12, 2008 — CHECKED BY: AB

PLAN: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, CADD FILE NAME, NOTE BOOK, NO.; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NO(S)/ITNS CHKD, NOTE BOOK, NO.; BY; DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	•	LAKE	469	150
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	

• 125X-HB-(1&2) R-1

GENERAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLE FOUNDATIONS, CENTER LINE OF TRENCH AND CONDUIT PUSHES AND THE LIGHTING CONTROLLERS FOR EXAMINATION AND CONFIRMATION WITH THE VILLAGE AND ENGINEER. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT THE FOUNDATION SHALL BE EXOTHERMIC ALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACKFILLING, AS APPLICABLE.
3. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "TRENCH AND BACKFILL FOR ROADWAY LIGHTING". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING OR DURING PLOWING OPERATIONS, AS APPLICABLE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATION HEIGHTS AND THE LIKE SHALL REMAIN WITH THE CONTRACTOR.
5. NO LIGHT POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY THE ENGINEER.
6. THE CONTRACTOR SHALL NOTE THE REQUIREMENTS FOR THE ELECTRICAL SERVICE FOR THE PROPOSED ROADWAY LIGHTING CONTROL CABINET. IT IS THE CONTRACTOR'S RESPONSIBILITY FOR TIMELY NOTIFICATION AND COORDINATION WITH THE ELECTRIC UTILITY COMPANY.
7. THE LIGHTING CONTROL CABINET SHALL BE CONSTRUCTED TO U.L. STANDARD 508 AND BEAR THE LABEL "INDUSTRIAL CONTROL PANEL" WITHIN THE CABINET DOOR.
8. TO MAINTAIN STRUCTURAL INTEGRITY OF THE LIGHT POLES WITH MAST ARMS, THEY SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT LUMINAIRES. NOTE THAT POLES SHALL NOT BE PAID UNTIL THE LUMINAIRES ARE INSTALLED.
9. NO EQUIPMENT OR MATERIAL SHALL BE DELIVERED TO THE JOB SITE PRIOR TO THE APPROVAL AND INSPECTION BY THE ENGINEER. ANY EQUIPMENT OR MATERIAL DELIVERED TO THE JOB SITE PRIOR TO APPROVAL AND INSPECTION SHALL BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.
10. CONDUIT PUSHED AND IN TRENCH SHALL EXTEND FIVE (5) FEET BEYOND THE SHOULDER, CURB OR DRIVEWAY, AS APPLICABLE.
11. THE CONTRACTOR SHALL PROVIDE A 3/4 " X 10' COPPER CLAD GROUND ROD AT EACH LIGHT POLE (REFER TO THE FOUNDATION DETAIL).
12. THE UNIT DUCT AND CONDUIT SHALL BE INSTALLED MIN. 30 INCHES BELOW FINISHED GRADE (UNLESS DIRECTED OTHERWISE) COMPLETE WITH WARNING TAPE. CONTRACTOR SHALL HAND DIG TEST HOLES FOR EVERY 1000 FT. OF TRENCHING/PLOWING FOR ENGINEER'S APPROVAL OF THE INSTALLATION.
13. MATERIALS AND INSTALLATION METHODS SHALL COMPLY WITH CODES AND ORDINANCES OF FEDERAL, STATE AND LOCAL GOVERNING BODIES HAVING JURISDICTION. NATIONAL ELECTRICAL CODE (LATEST REVISION) SHALL BE CONSIDERED AS A MINIMUM REQUIREMENT.
14. IT IS CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTACT J.U.L.I.E. PRIOR TO THE START OF ANY EXCAVATION WORK.
15. BEFORE INSTALLING STANDARDS NEAR OVERHEAD FACILITIES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL COMED FOR APPROVAL OF LOCATION.
16. MATERIAL QUANTITIES ARE APPROXIMATIONS ONLY. IT IS CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL QUANTITIES PRIOR TO ORDERING MATERIAL.
17. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION AND STAGING WITH OTHER WORK BEING DONE IN THE SAME GENERAL AREA BY COMED. CONTRACTOR SHALL SET UP COORDINATION MEETINGS IF REQUIRED.
18. A STAGING SCHEDULE FOR MATERIAL INSTALLATION, REMOVAL AND APPROXIMATE DATE OF PROPOSED ENERGIZING OF PERMANENT LIGHTING SHALL BE SUBMITTED PRIOR TO THE COMMENCEMENT OF WORK TO ASSURE COORDINATION WITH EXPEDITED WORK SCHEDULE.
19. COMMONWEALTH EDISON COMPANY SHALL BE CONTACTED AS SOON AS POSSIBLE AND NOTIFIED OF PENDING SERVICE CONNECTIONS AND INSTALLATIONS TO ENSURE CONTINUITY OF NIGHT TIME HOURS OF LIGHTING OPERATION.
20. ALL PROPOSED LIGHTING CONTROL CABINETS SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY. THE EXACT LOCATION TO BE CONFIRMED IN THE FIELD BY THE RESIDENT ENGINEER.
21. ALL PROPOSED LIGHT POLE FOUNDATIONS, LIGHT FIXTURES, UNIT DUCT, AND CONDUIT SHALL BE INSTALLED AS SHOWN ON THE PLANS. THE EXACT LOCATION IS TO BE CONFIRMED IN THE FIELD BY THE RESIDENT ENGINEER.
22. EACH WIRE SHALL BE IDENTIFIED AT EACH POLE BY APPROPRIATE CONTROLLER AND CIRCUIT NUMBER.
23. CONTRACTOR SHALL SUBMIT "RECORD DRAWINGS" A MINIMUM OF 7 DAYS PRIOR TO THE FINAL INSPECTION. "RECORD DRAWINGS" SHALL BE UPDATED REGULARLY DURING CONSTRUCTION AND INDICATE ALL LIGHTING MATERIAL INSTALLATION WITH ANY CHANGES IN RED.
24. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE VILLAGE AND ENGINEER.
25. CONTRACTOR SHALL NOT PROCEED WITH CUTTING OF TREES OR CLEARING OF RIGHT- OF-WAY WITHOUT WRITTEN NOTIFICATION OF ENGINEER.
26. CONTRACTOR TO VERIFY FOUNDATION BOLT PATTERN PRIOR TO CONSTRUCTING FOUNDATIONS.
27. QUANTITY OF PUSHED CONDUIT AND CONDUIT IN TRENCH ARE APPROXIMATE ONLY. CONTRACTOR SHALL FIELD VERIFY THE QUANTITIES PRIOR TO ORDERING THE MATERIAL AND INSTALL CONDUITS IN FULL COMPLIANCE WITH THE DETAILS AND SPECIFICATIONS SET REQUIREMENTS.
28. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE, FLAG AND PROTECT ALL EXISTING UNDERGROUND UTILITIES PRIOR TO AND DURING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY AT NO EXTRA COST TO THE VILLAGE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CABLE IN UNIT DUCT.
29. CIRCUIT NUMBERING AND DESIGNATIONS SHOWN ON THE PLANS ARE FROM EXISTING DRAWINGS. CONTRACTOR SHALL VERIFY CIRCUIT NUMBERING, CABLE ROUTING AND POWER SOURCES DURING CONSTRUCTION.
30. ANY REMOVED LIGHT POLES/FIXTURES SHALL BE TURNED OVER TO THE VILLAGE. COORDINATE LOCATION AND DELIVERY TIMES WITH OWNER/ENGINEER. CONTRACTOR SHALL MAINTAIN THE EXISTING LIGHTING SYSTEM IN OPERATION DURING INSTALLATION OF PROPOSED LIGHTING SYSTEM.
31. UNLESS OTHERWISE INDICATED, ALL ITEMS AND WORK SHOWN ON THESE PLANS ARE PROPOSED NEW ITEMS OF WORK.
32. CONTRACTOR'S STAGING AREA SHALL BE AS DIRECTED BY THE OWNER IN THE PRE-CONSTRUCTION MEETING.
33. ALL 47.5 FT POLE-MOUNTED FIXTURES SHALL BE MOUNTED ON A 10 FT MAST ARM AND RATED AT 400 WATTS.
34. ALL FIXTURES ON TRAFFIC SIGNAL POLES SHALL BE MOUNTED ON A 10 FT MAST ARM AND RATED AT 400 WATTS.
35. ALL UNDERPASS FIXTURES SHALL BE RATED AT 70 WATTS AND MOUNTED WITHIN STAINLESS STEEL HOUSINGS.
36. ALL LIGHT POLES SHALL HAVE TRANSFORMER BASES ATTACHED TO THEM WITH THE EXCEPTION OF THOSE POLES LOCATED ON BRIDGE PARAPETS.

SUMMARY OF ELECTRICAL QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
XX006937	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	66
	TEMPORARY WOOD POLE, 60 FT., CLASS 4, 15 FT. MAST ARM	EACH	16
80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	3210
81701315	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE USE) 3-1/C NO. 2	FOOT	30000
81800300	AERIAL CABLE, 3-1/C NO. 2 AWG, ALUMINUM, WITH MESSENGER WIRE	FOOT	4300
X8110115	CONDUIT ATTACHED TO STRUCTURE, 2" DIA. GALVANIZED STEEL, PVC COATED	FOOT	510
X8110140	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA. RIGID GALVANIZED STEEL, PVC COATED	FOOT	600
81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	16
81300420	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 10" X 8" X 6"	EACH	3
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	300
	UNIT DUCT, WITHOUT CABLE, IN TRENCH 2"	FOOT	8100
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	8100
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	64
82107100	UNDERPASS LUMINAIRE, 70 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	16
XX002112	TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	16
XX002113	TEMPORARY LIGHTING CONTROLLER	EACH	1
83050770	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 10 FT. MAST ARM	EACH	64
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	735
83600215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	60
X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8
	TEMPORARY ELECTRIC SERVICE DISCONNECTION	EACH	1
X0323003	TEMPORARY ELECTRIC SERVICE INSTALLATION	EACH	1
X8250110	LIGHTING CONTROLLER, RADIO CONTROL, DUPLEX CONSOLE TYPE, WITH SCADA	EACH	1
X8040310	ELECTRICAL SERVICE DISCONNECT	EACH	1
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	10
84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	10000
84200700	LIGHTING FOUNDATION REMOVAL	EACH	6
83800105	BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE	EACH	52

LEGEND

- EXISTING LIGHTING CONTROL CABINET
- PROPOSED LIGHTING CONTROL CABINET
- PROPOSED UTILITY SERVICE TRANSFORMER
- PROPOSED SINGLE ARM LIGHTING UNIT
- TEMPORARY LIGHTING UNIT TEMPORARY POLE
- EXISTING SINGLE ARM LIGHTING UNIT
- EXISTING WALL MOUNTED LIGHTING UNIT
- EXISTING MANHOLE
- EXISTING EXPOSED CONDUIT
- EXISTING UNDERGROUND LIGHTING CABLE
- PROPOSED AERIAL LIGHTING CABLE
- PROPOSED UNDERGROUND LIGHTING CABLE DUCT (CABLE SIZE AS NOTED)
- PROPOSED RGS CONDUIT, PUSHED (P) OR TRENCHED (T), AS NOTED
- PROPOSED UNDERPASS LIGHTING FIXTURE WITH FLEXIBLE EMT CONDUIT AND NEMA-3R JUNCTION BOX

NEMA-3R JUNCTION BOX (J) — FLEXIBLE EMT CONDUIT — UNDERPASS LIGHTING FIXTURE (O)

PROPOSED LIGHTING UNIT

LG X XX

- POLE NUMBER
- CIRCUIT LETTER A-Z (LIGHTING FIXTURES)
- LIGHTING CONTROL CABINET DESIGNATION

ABBREVIATIONS

	C - CONDUIT
RGS - RIGID GALVANIZED STEEL	E - ELECTRICAL
CCT - CIRCUIT	REM - REMOVED
DIA - DIAMETER	P - PROPOSED
GND - GROUND	EX - EXISTING
REL - RELOCATED	AWG - AMERICAN WIRE GAUGE
kW - KILOWATT	UD - UNIT DUCT

Burns & McDonnell SINCE 1898

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
GENERAL NOTES AND LEGEND

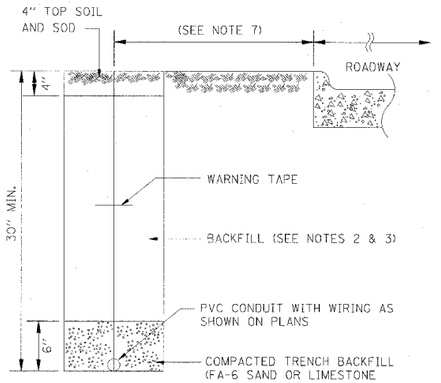
SCALE: NONE — DRAWN BY: JRH
DATE: 05/07/08 — CHECKED BY: DEM

PLAN: SURVEYED, PLOTTED, DATE PLOTTED, NOTE BOOK, INT. OF WAY CHECKED, CADD FILE NAME, BY, DATE
PROFILE: SURVEYED, PLOTTED, DATE PLOTTED, NOTE BOOK, INT. OF WAY CHECKED, BM. NOTED, STRUCTURE LOCATIONS CHKD, BY, DATE

PLOT DATE = 5/14/2008
FILE NAME = I:\TY Lin\34295 - US 41 at IL 132\CADD\varsitnotes.sht

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	151
STA.		TO STA.		
FED. ROAD DIST. NO. 9		ILLINOIS		FED. AID PROJECT

* 125X-HB-(1&2) R-1

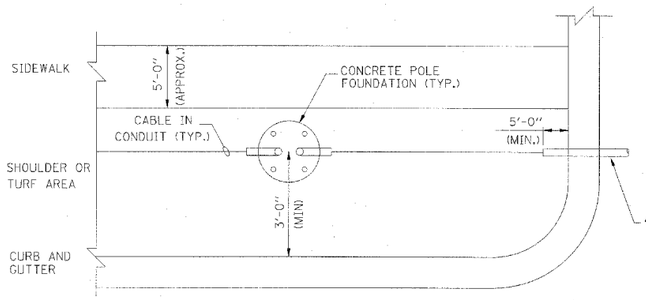


NOTES:

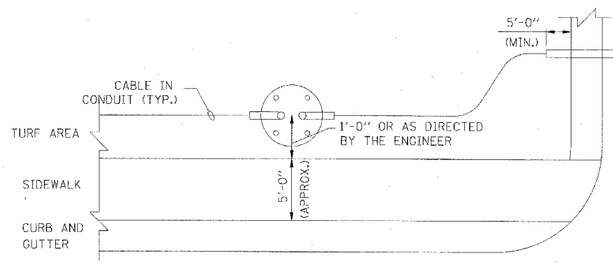
1. CONDUIT INSTALLED IN TRENCHES SHALL BE COVERED WITH A MINIMUM OF 6" OF COMPACTED FA-6 OR LIMESTONE SCREENINGS.
2. IN GRASSY AREAS, THE BACKFILL MAY BE COMPACTED EARTH.
3. TRENCHES WITHIN 2' OF PROPOSED OR EXISTING STREETS, DRIVEWAYS, OR SIDEWALKS SHALL BE BACKFILLED WITH COMPACTED FA-6 SAND OR LIMESTONE SCREENINGS.
4. WHERE 2 OR MORE CONDUITS RUN ADJACENT TO EACH OTHER, THEY SHALL BE PLACED IN A COMMON TRENCH SO AS NOT TO CROSS EACH OTHER.
5. 6" WIDE REINFORCED METALLIC WARNING TAPE, RED WITH BLACK LETTERING TO READ "CAUTION-ELECTRICAL LINE BURIED BELOW". WARNING TAPE TO BE PLACED 1' MINIMUM TO 2' MAXIMUM BELOW FINISHED GRADE.
6. ALL GRASSY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD.
7. EXACT DISTANCE SHALL BE FIELD COORDINATED.

(ALONG ROADWAY)

1 TYPICAL CONDUIT TRENCH DETAIL
NOT TO SCALE



"A"



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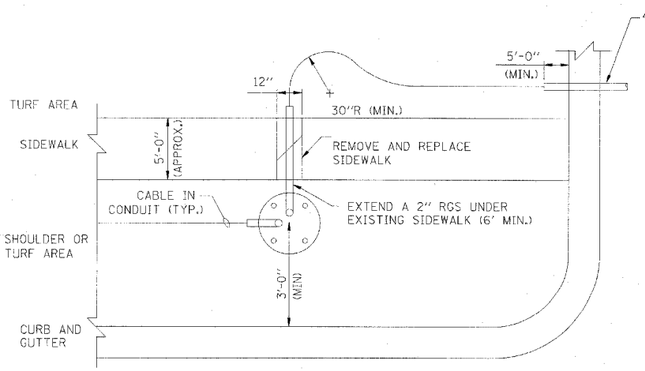
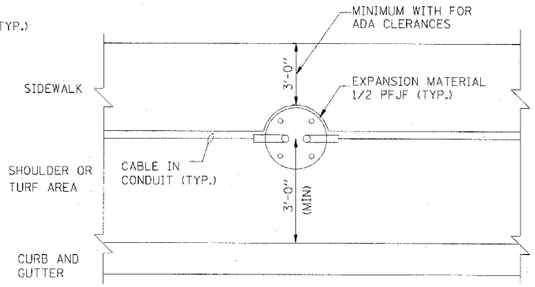


"B"



"D"

(NEAR INTERSECTIONS)

2 TYPICAL CONDUIT INSTALLATION PLAN VIEWS
NOT TO SCALE

NOTES:

1. CONDUIT SHALL BE INSTALLED MIN. 2'-0" FROM PAVEMENT EDGE.
2. CONTRACTOR SHALL MAKE AN EFFORT TO INSTALL RGS CONDUITS (UNDER DRIVEWAYS OR ROADWAY) AT THE SAME SIDE OF THE SIDEWALK AS THE POLE FOUNDATION (DETAIL "A").
3. WHEN ITS NECESSARY TO CROSS THE EXISTING SIDEWALK, CONTRACTOR SHALL INSTALL A 4" RGS CONDUIT PERPENDICULAR TO THE SIDEWALK (DETAIL "B").
4. WHEN LOCATION OF A POLE FOUNDATION FALLS COMPLETELY WITHIN THE EXISTING SIDEWALK, CONTRACTOR SHALL CONSTRUCT THE FOUNDATION AT THE SIDE OF SIDEWALK AWAY FROM THE ROAD (DETAIL "C"). WHEN PARTIAL OVERLAP OCCURS, CONTRACTOR SHALL CONSTRUCT THE POLE FOUNDATION AS SHOWN ON DETAIL "D".
5. LOCATIONS SHOWN IN DETAILS ARE APPROXIMATE AND SHALL BE FIELD COORDINATED DURING CONSTRUCTION.

PLAN / PROFILE — SURVEYED / PLOTTED / CHECKED / FINAL / NOTE BOOK / NO. — BY / DATE

PLOT DATE = #DATE#
FILE NAME = #FILE#

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

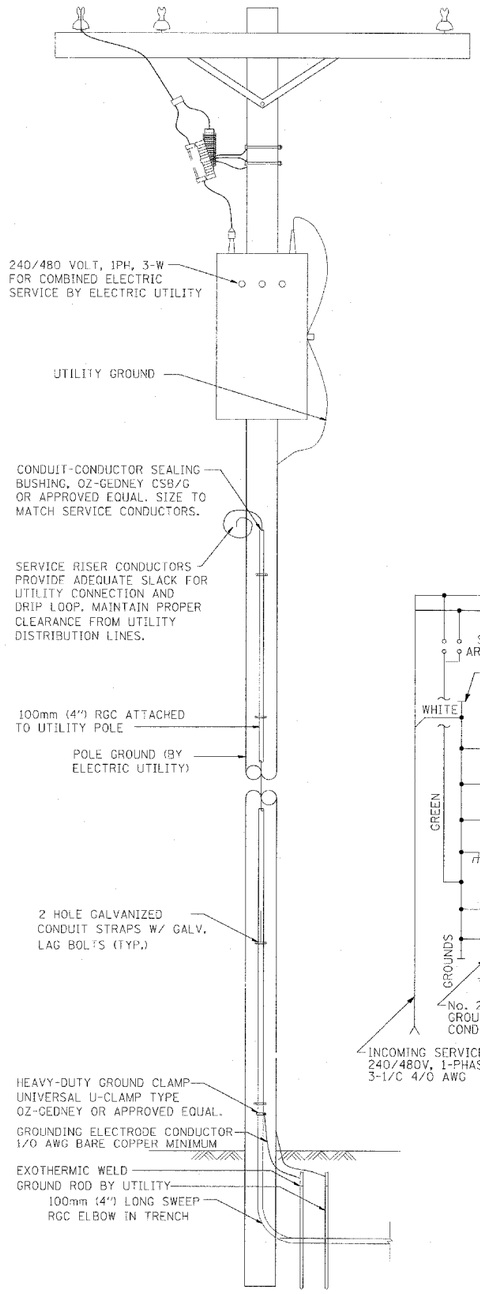
ELECTRICAL DETAILS

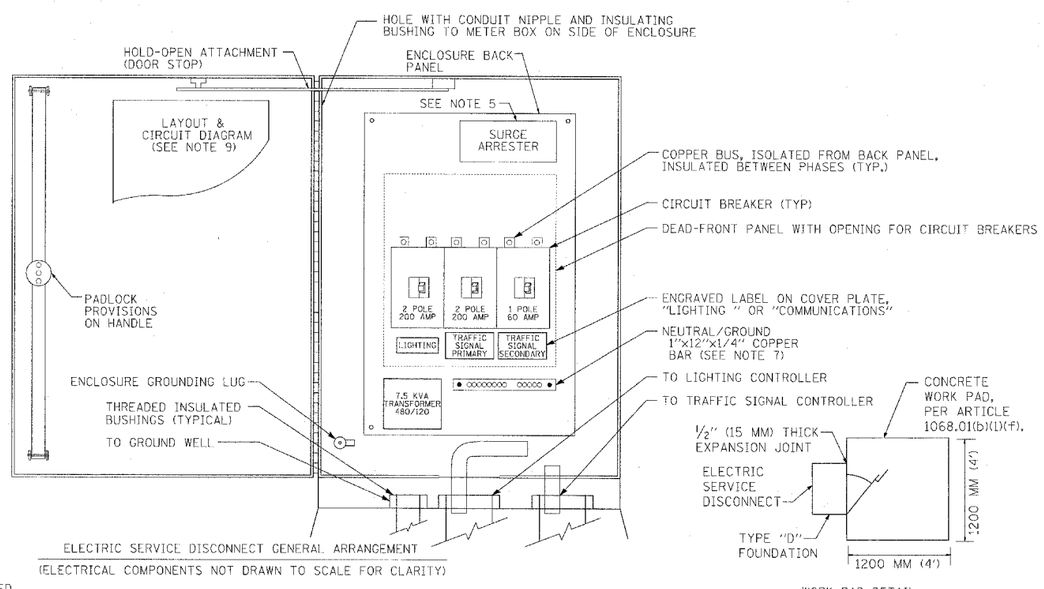
SCALE: NOT TO SCALE — DRAWN BY: FO
DATE: 05/07/08 — CHECKED BY: DEM

Burns & McDonnell
SINCE 1898

E.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	152
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-404-98		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1

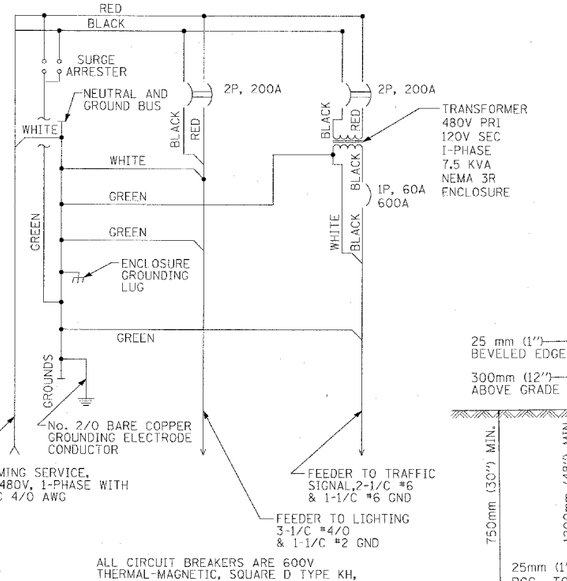




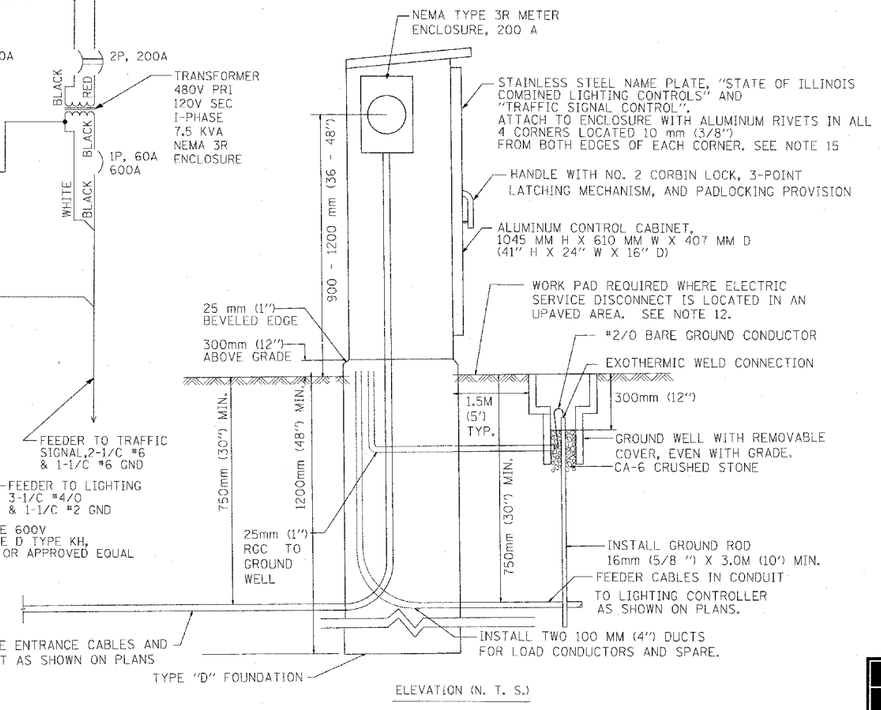
ELECTRIC SERVICE DISCONNECT GENERAL ARRANGEMENT

(ELECTRICAL COMPONENTS NOT DRAWN TO SCALE FOR CLARITY)

WORK PAD DETAIL



SCHEMATIC DIAGRAM



ELEVATION (N. T. S.)

NOTES:

1. ELECTRIC SERVICE SHALL BE SINGLE PHASE THREE WIRE 240/480 VOLT. SERVICE CABLE AND CONDUIT SHALL BE COMPATIBLE WITH THE SERVICE.
2. THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS AS SERVICE ENTRANCE EQUIPMENT AND ACCEPTABLE TO COM ED.
3. THE ELECTRIC SERVICE DISCONNECT ENCLOSURE SHALL BE AN ALUMINUM CONTROL CABINET, APPROXIMATELY 41"H X 24"W X 16"D, WITH A PIANO-HINGED DOOR, INSULATING BACK PANEL, LEVER HANDLE WITH 3-POINT LATCHING MECHANISM , PADLOCK PROVISION, AND DOOR STOP.
4. CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 600 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR OSHA LOCK-OUT/ TAG-OUT. HANDLES SHALL BE TRIP FREE.
5. THE SURGE PROTECTOR SHALL BE SUITABLE FOR SINGLE PHASE 60 HZ ELECTRICAL SERVICE OF THE INDICATED VOLTAGE, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECOND PULSE, RATED -40 TO 60 DEGREES C., AND SHALL BE UL LISTED PER UL 1449, GENERAL ELECTRIC "TRANQUELL" MODEL 9L15ECB001 (240/480 V).
6. BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE LOCATED BEHIND A REMOVABLE DEAD-FRONT PANEL.
7. THE COMBINATION GROUND AND NEUTRAL BAR SHALL HAVE SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
8. THE WIRING TERMINAL ARRANGEMENT, INCLUDING THE GROUND-NEUTRAL BAR, SHALL PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
9. A WATERPROOF HOT-RUN LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE AFFIXED WITH STAINLESS STEEL NUTS TO WELD STUDS ON THE INSIDE OF THE ENCLOSURE DOOR.
10. THE CIRCUIT BREAKERS SHALL HAVE A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS AND ENGRAVED AS SHOWN.
11. LUGS AND CONNECTORS SHALL BE RATED FOR 75°C CONDUCTORS.
12. A WORK PAD SHALL BE CONSTRUCTED WHERE THE DOOR SIDE OF THE ELECTRIC SERVICE DISCONNECT DOES NOT FACE AND ABUT PAVEMENT THE SLAB SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 1068.01(b)(1)(f) OF THE STANDARD SPECIFICATIONS.
13. THE ELECTRIC SERVICE DISCONNECT SHALL BE LOCATED WITHIN THE IDOT RIGHT-OF-WAY, AND OUTSIDE THE CLEAR ZONE. THE DOOR OF THE ELECTRIC SERVICE DISCONNECT SHALL BE ORIENTED SO THAT A PERSON FACING THE ELECTRIC SERVICE DISCONNECT IS LOOKING TOWARD ONCOMING TRAFFIC (PREFERRED) OR ACROSS THE MAJOR STREET.
14. THE ELECTRIC SERVICE DISCONNECT FOUNDATION SHALL BE ONSTRUCTED IN COMPLIANCE WITH SECTION 878 OF THE STANDARD SPECIFICATIONS AND HIGHWAY STANDARD DRAWING 878001-03, AS MODIFIED ON THIS SHEET. THE GROUND ROD SHALL BE INSTALLED IN AN ACCESS WELL, AND SHALL NOT BE EMBEDDED IN THE FOUNDATION OR THE CONCRETE WORK PAD.
15. THE CABINET NAME PLATES SHALL BE STAINLESS STEEL, 1.588 mm (1/16") THICK, 75 mm (3") HIGH, AND OF A LEGNTH SUFFICIENT TO CONTAIN THE LEGEND, IN TWO ROWS OF ENGRAVED, BLACK-ENAMEL-FILLED TEXT 19 mm (3/4") TALL, WITH A 25 mm (1") MARGIN AT EACH END OF THE NAME PLATE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

COMBINED SERVICE DISCONNECT PEDESTAL

SCALE: NONE DRAWN BY: FO

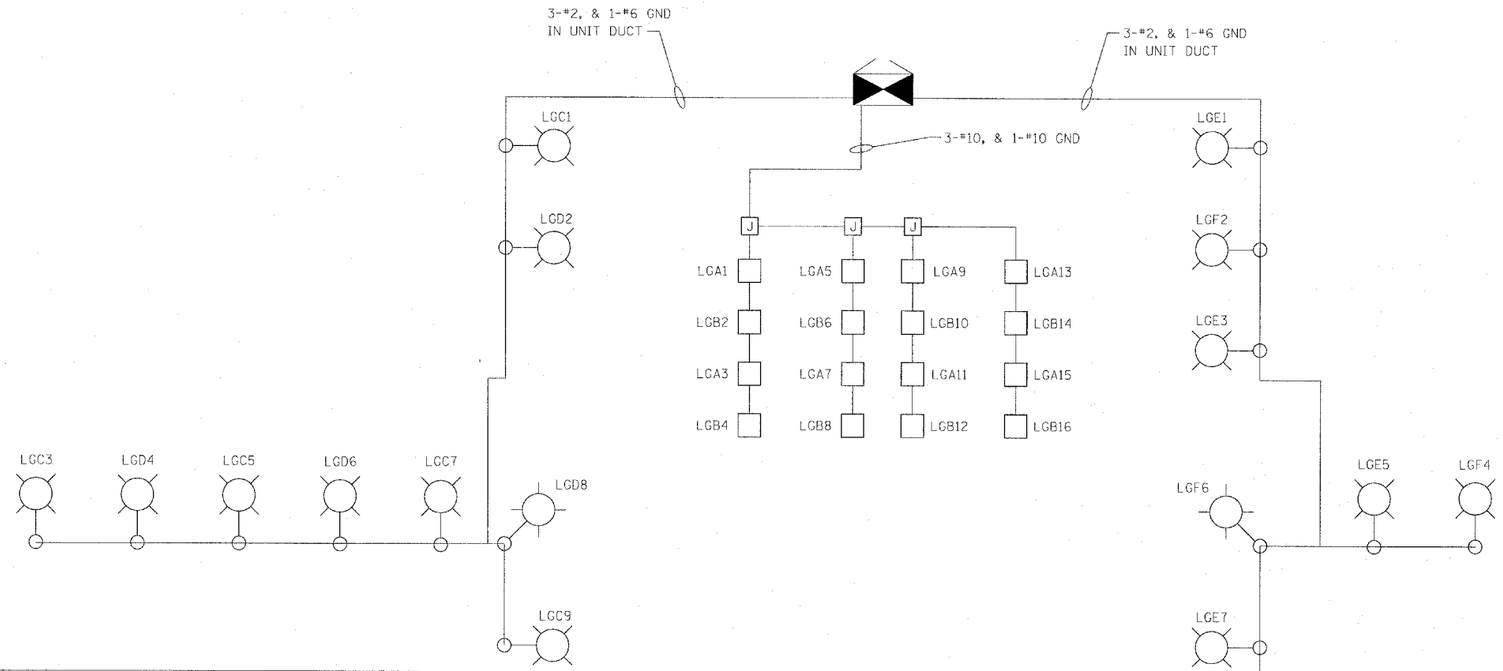
DATE: 05/07/08 CHECKED BY: DEM

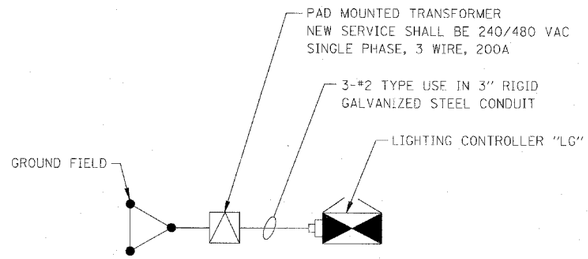
Burns & McDonnell SINCE 1898

PLOT DATE = 5/14/2008
FILE NAME = I:\ITY Lin\34295 - US 41 at IL 132\CADD\DISCONNECT.SHT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	153
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-404-99		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1





LOAD TABULATION FOR LIGHTING CONTROLLER 1

CIRCUIT	POLE NUMBER	PHASE 1 (BLACK) AMP	PHASE 2 (RED) AMP	BREAKER SIZE	REMARKS
A	1,3,5,7,9 11,13,15	2.33A	-	20A	-
B	2,4,6,8,10 12,14,16	-	2.33A	20A	-
C	1,3,5,7,9	8.33A	-	20A	-
D	2,4,6,8	-	6.66A	20A	-
E	1,3,5,7	6.66A	-	20A	-
F	2,4,6,8	-	6.66A	20A	-
G	1,3,5,7,9 11,13,15	13.33A	-	20A	-
H	2,4,6,8,10 12,14	-	11.66A	20A	-
I	1,3,5,7,9, 11,13,15,17, 19,21	11.66A	-	20A	-
J	2,4,6,8,10 12,14,16,18, 20	-	18.33A	20A	-
K	1,3,5,7,9 11,13	16.66A	-	20A	-
L	2,4,6,8,10 12,14	-	11.66A	20A	-
M	1,3,5,7,9 11,13	11.66A	-	20A	-
N	2,4,6,8,10 12,14	-	11.66A	20A	-
O	1,3,5	5A	-	20A	-
P	2,4,6	-	5A	20A	-
Q	1,3,5	5A	-	20A	-
R	2,4,6	-	5A	20A	-
	SUB-TOTAL	80.63A	78.96A		
	TOTAL	159.59A			

Burns & McDonnell
SINCE 1898

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

LIGHTING CONTROLLER "LG"
WIRING DIAGRAM (LOWER LEVEL)

SCALE: NONE — DRAWN BY: JRH
DATE: 05/07/08 — CHECKED BY: DEM

PLAN: SURVEYED, ALIGNMENT CHECKED, NOTE BOOK, NO. OF WAY CHECKED, ROD FILE NAME — BY — DATE

PROFILE: SURVEYED, GRADES CHECKED, NOTE BOOK, FINAL NOTED, NO. OF WAY CHECKED, ROD FILE NAME — BY — DATE

PLOT DATE = 5/14/2008
FILE NAME = D:\TY Lin\34295 - US 41 at IL 132\CADD\spotlines.cntlr_lg.dwg

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	154
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-404-99		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
DATE
BY
PLOTTED CHECKED
DRT. OF WAY CHECKED
CELL / LEC. RISER

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
DATE
BY
PLOTTED CHECKED
DRAWN NOTED
STRUCTURE NO. (IF ANY)

LGJ14 JGI13 LGJ12 LGI11 LGJ10 LGI9 LGJ8 LGI7 LGJ6 LGI5 LGJ4 LGI3 LGJ2 LGI1

LGM1 LGN2 LGM3 LGN4 LGM5 LGN6 LGM7 LGN8

LGM9 LGN10 LGM11 LGN12 LGM13

LGQ1 LGR2 LGQ3 LGR4 LGQ5 LGR6

3-#2, & 1-#6 GND
IN UNIT DUCT

LGO1 LGP2 LGO3 LGP4 LGO5 LGP6

LGH12 LGG11 LGH19 LGG9 LGH8 LGG7 LGH6 LGG5 LGH4 LGG3 LGH2 LGG1

LGK1 LGL2 LGK3 LGL4 LGK5 LGL6 LGK7 LGL8

LGK9 LGL10 LGK11 LGL12 LGK13

PAD MOUNTED TRANSFORMER
NEW SERVICE SHALL BE 240/480 VAC
SINGLE PHASE, 3 WIRE, 200A

3-#2 TYPE USE IN 3" RIGID
GALVANIZED STEEL CONDUIT

LIGHTING CONTROLLER "LG"

GROUND FIELD

PLOT DATE = $DATE$
FILE NAME = $FILE$

REVISIONS	
NAME	DATE
FEI	06/19/08

Burns & McDonnell
SINCE 1898

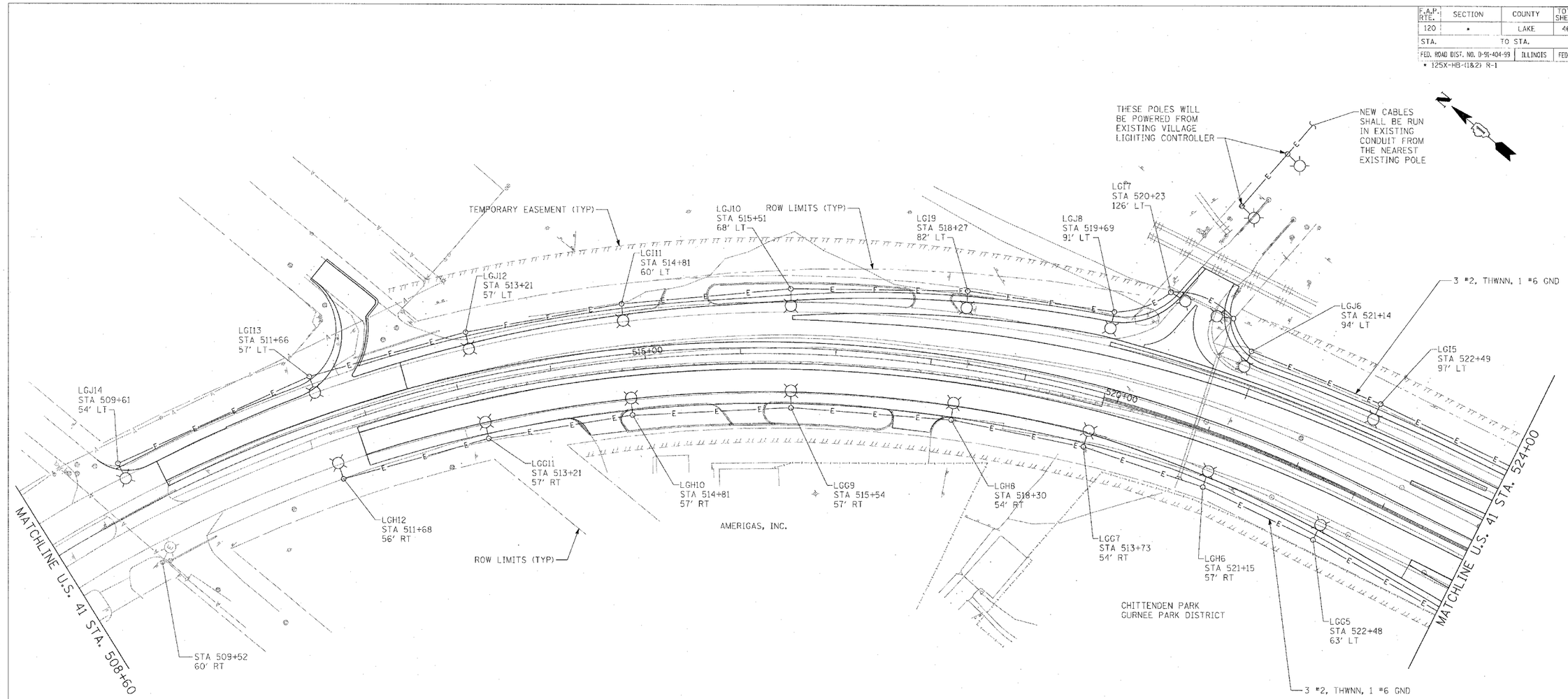
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

LIGHTING CONTROLLER "LG"
WIRING DIAGRAM (UPPER LEVEL)

SCALE: NONE
DRAWN BY: JRH
DATE: 05/07/08
CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	155
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-404-99		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1



NOTES:

1.) LIGHT POLE(S) WILL BE 47.5 FT IN HEIGHT WITH 10 FT MAST ARM. MOUNTED FIXTURE(S) WILL BE 400W HPS LUMINAIRE(S).

REVISIONS	
NAME	DATE
FEI	06/19/08

Burns & McDonnell
SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
SHEET 1 OF 6
US 41 - BOP TO STA. 524+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

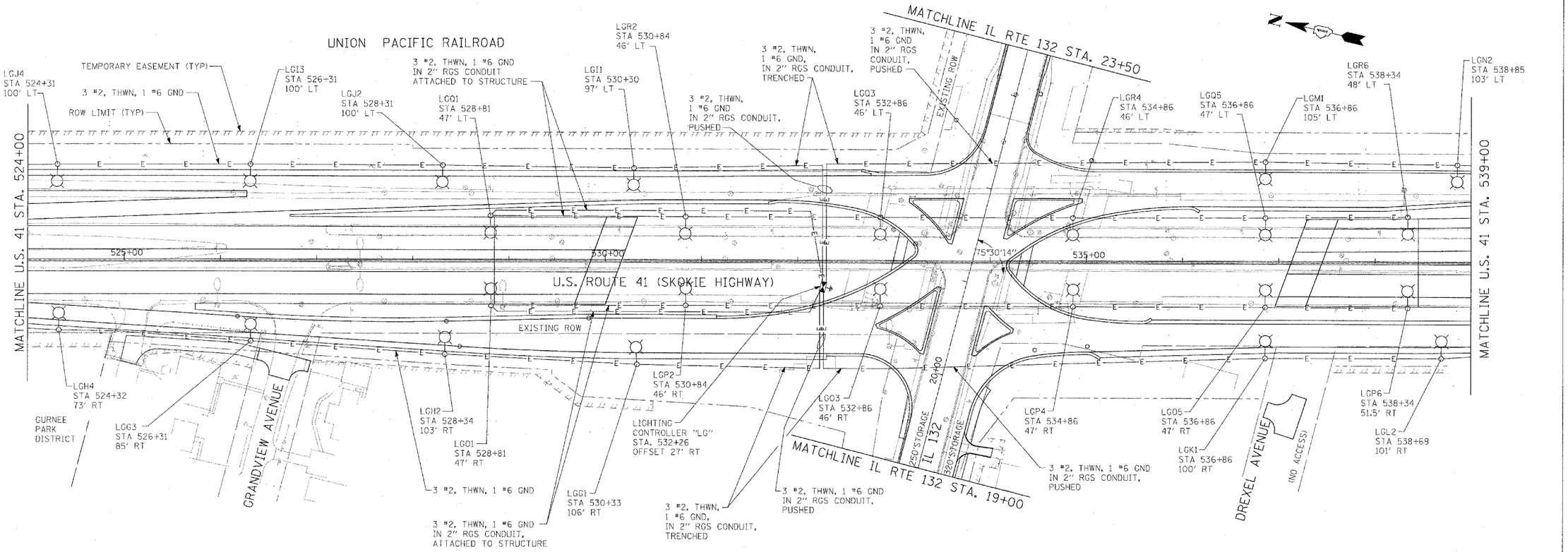
PLAN: SURVEYED ____ BY ____ DATE ____; PLOTTED ____; DRAWN ____; ELEVATIONS CHECKED ____; ALIGNMENT CHECKED ____; RT. OF WAY CHECKED ____; NOTE SIGN ____; ADD'L ST'S MAP ____; NO. ____

PROFILE: SURVEYED ____ BY ____ DATE ____; PLOTTED ____; DRAWN ____; CHECKED ____; FINAL ADDED ____; ELEVATIONS (NOTATING DATUM) ____; NOTE SIGN ____; NO. ____

PLOT DATE = $DATE$
FILE NAME = $FILE$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	156
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-404-99		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1



REVISIONS	
NAME	DATE

Burns & McDonnell
SINCE 1898

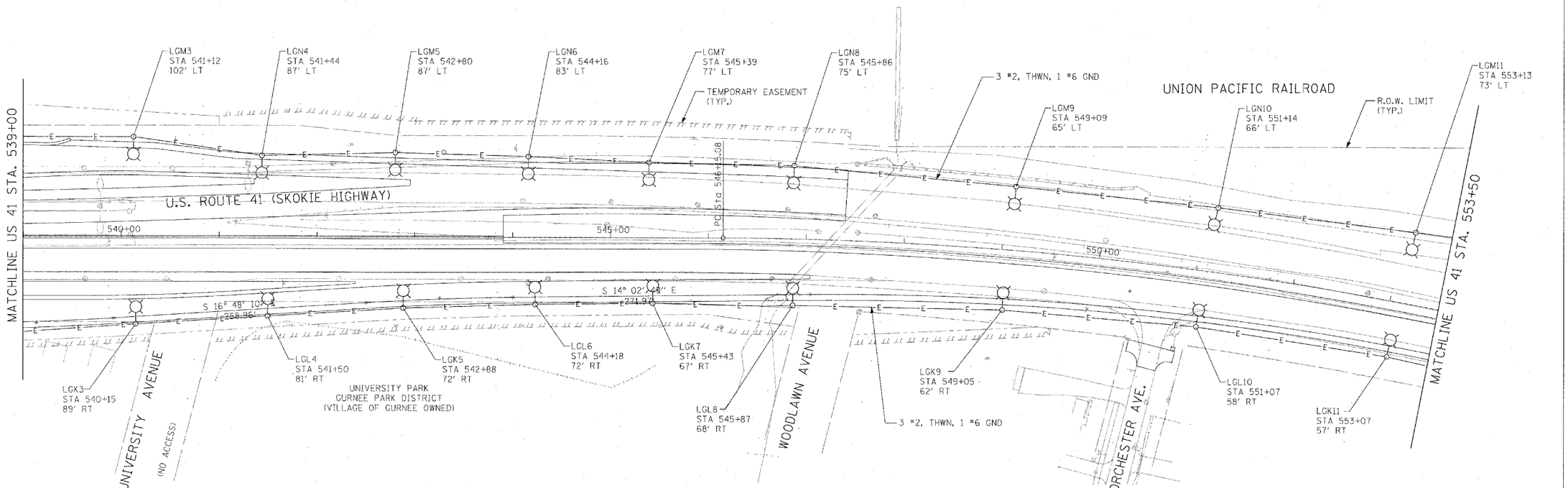
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
SHEET 2 OF 6
US 41 - STA. 524+00 TO STA. 539+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

PLOT DATE = 5/14/2008
FILE NAME = I:\TY Lin\24295 - US 41 at IL 132\CADD\ep4IPSHL_TC_sht02.sht

PLAN: SURVEYED, DESIGNED, ALIGNMENT CHECKED, NOTE BOOK, NO.; DATE, BY, ADD'L PLAN REVISIONS
PROFILE: SURVEYED, DESIGNED, GRADES CHECKED, NOTE BOOK, NO.; DATE, BY, ADD'L PROFILE REVISIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	157
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-104-99		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1



REVISIONS	
NAME	DATE

Burns & McDonnell
SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
SHEET 3 OF 6
US 41 - STA. 539+00 TO STA. 553+50
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

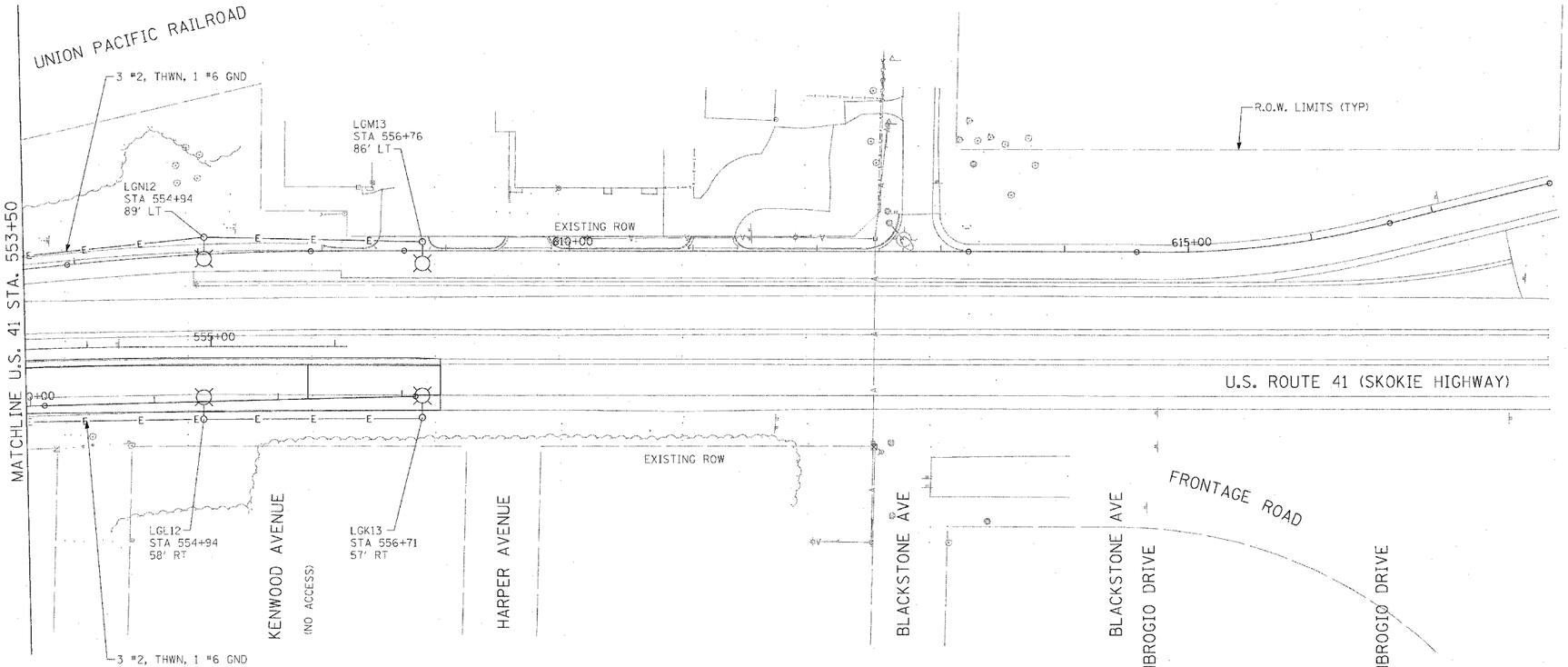
PLAN
SURVEYED
DRAWN
ALIGNMENT CHECKED
ALL NOTES CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
DRAWN
GRADES CHECKED
ALL NOTES CHECKED
S:\HIGHWAYS\STATIONS\CS-01
NOTE BOOK
NO.
BY
DATE

PLOT DATE = 5/14/2008
FILE NAME = i:\civil\142195 - US 41 ex IL 132\CADD\dgn\41PROPRLTG_sh03.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	-	LAKE	469	158
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

▸ 125X-HB-(1&2) R-1



REVISIONS NAME	DATE

Burns & McDonnell
SINCE 1898

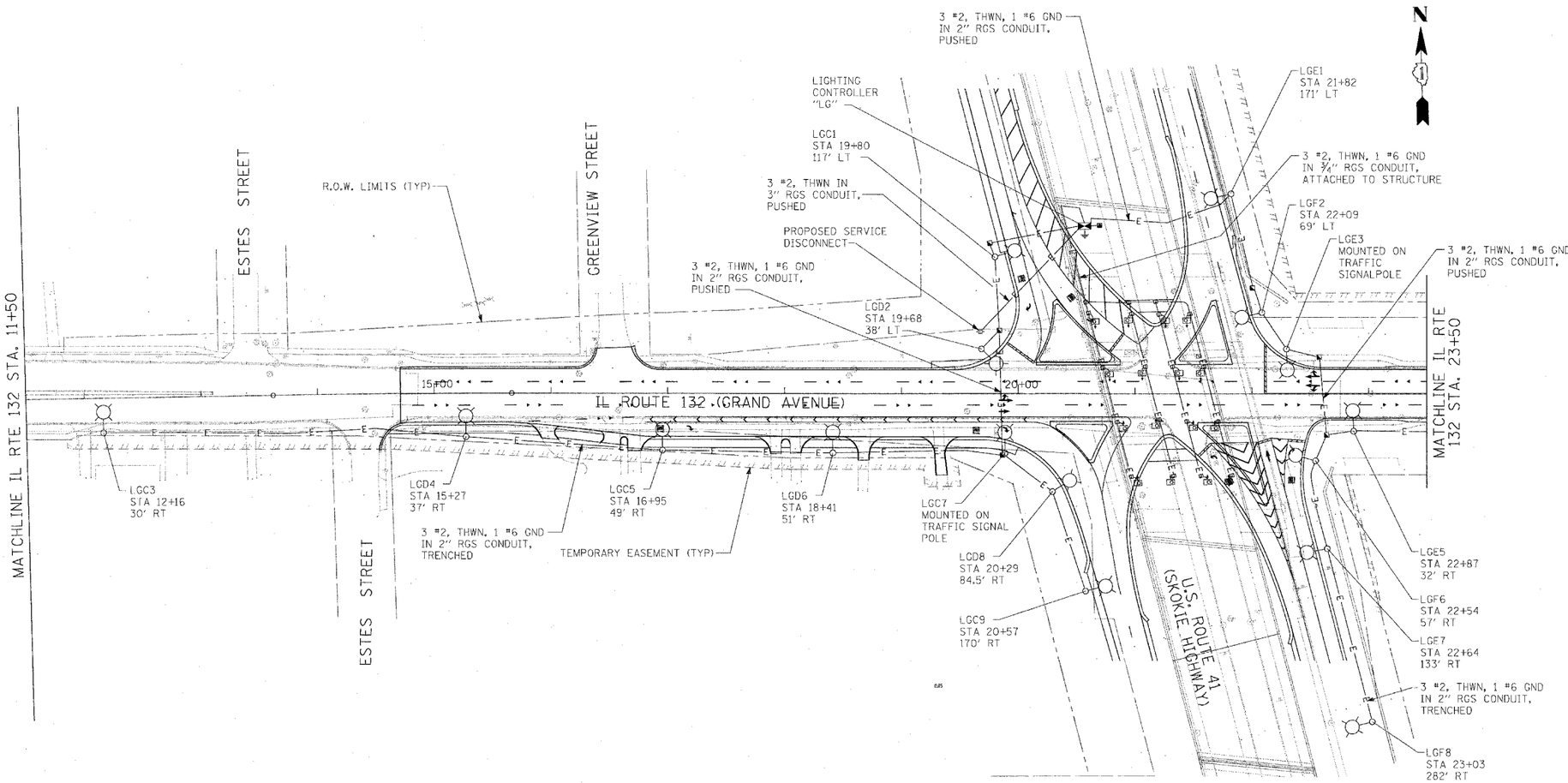
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
SHEET 4 OF 6
US 41 - STA. 553+50 TO EOP
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

PLAN | PROFILE — SURVEYED | DESIGNED | DRAWN | CHECKED | QUANTITIES | QUALITY CHECKED | GRADES CHECKED | STRUCTURE | NOTE BOOK | NO. | XSD FILE NAME | BY | DATE

PLOT DATE = 5/14/2008
FILE NAME = I:\IY Lin\342915 - US 41 at IL 132\CADD\mesa\PERMLTG_sht04.sht

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	•	LAKE	469	159
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

• 125X-HB-(1&2) R-1



PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / NOTE BOOK / NO. / STRUCTURE NO(S)/RTE OR FAI NO. / DGN FILE NAME / BY / DATE

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / NOTE BOOK / NO. / STRUCTURE NO(S)/RTE OR FAI NO. / BY / DATE

PLOT DATE = 5/14/2008
FILE NAME = i:\TY Lin\342#5 - US 41 at IL 132\CADD\dgn\#PERMIL_TO_sh#5.dgn

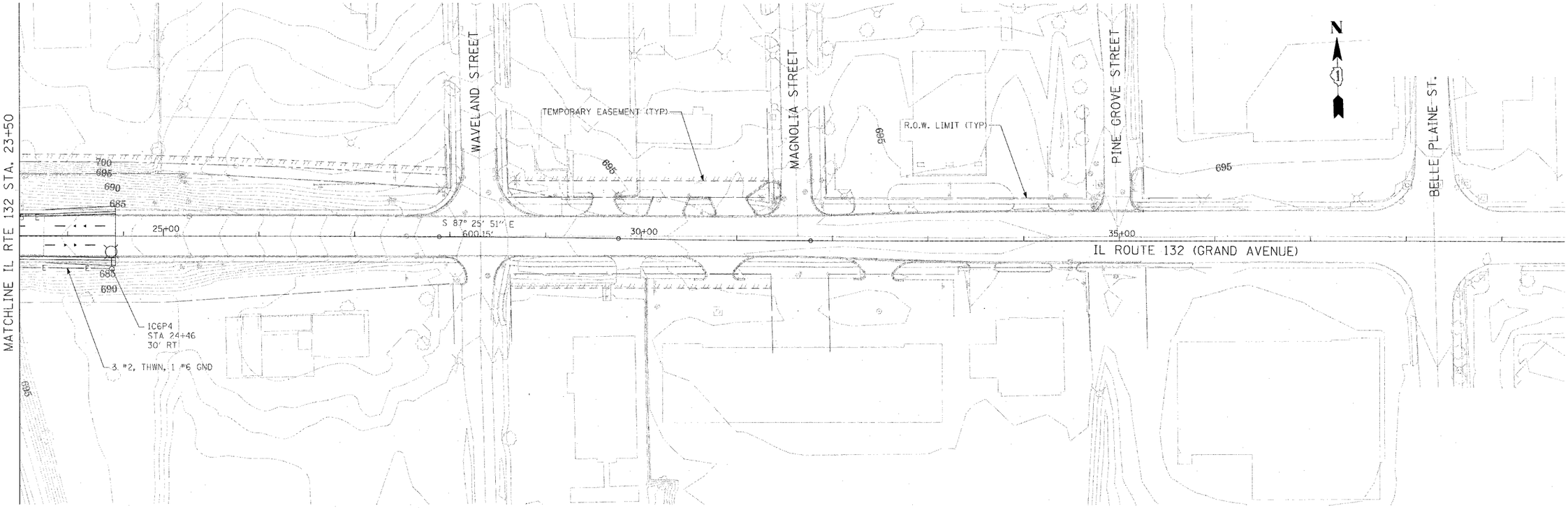
REVISIONS NAME	DATE

Burns & McDonnell SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
SHEET 5 OF 6
IL 132 - STA. 11+50 TO STA. 19+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	160
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-101-99		ILLINOIS		FED. AID PROJECT

* 125X-HB-(1&2) R-1



PLAN — SCALE 1"=50'
PROFILE — SCALE 1"=50' H, 1"=5' V

PLOT DATE = 5/14/2008
FILE NAME = i:\TY Lin\34215 - US 41 at IL 132\CADD\spec4\PEDNLTG-sht05.sht

REVISIONS NAME	DATE

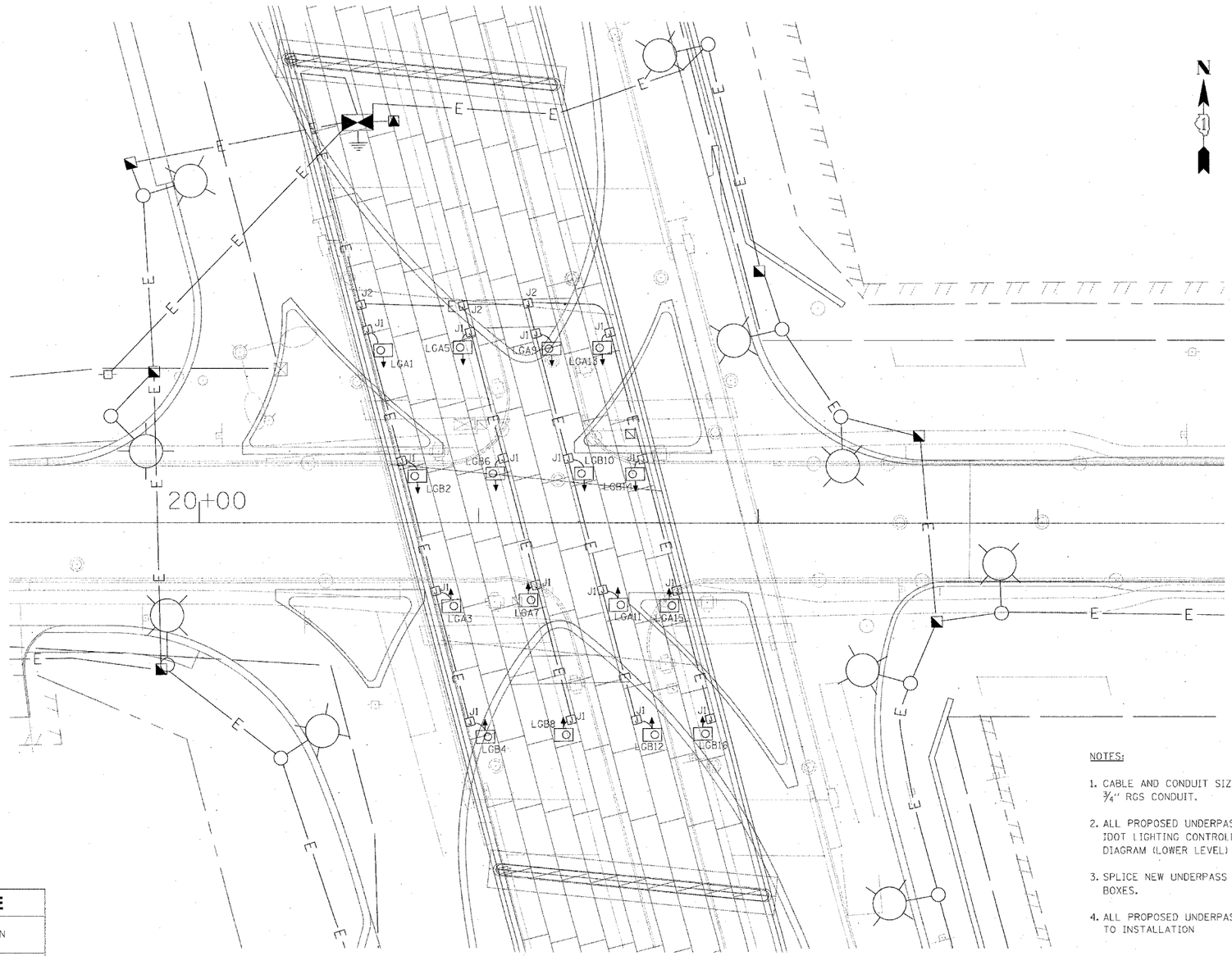
Burns & McDonnell
SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
PROPOSED ROADWAY LIGHTING PLAN
SHEET 6 OF 6
IL 132 - STA. 23+50 TO EOP

SCALE: 1"=50'-0" — DRAWN BY: FO
DATE: 05/07/08 — CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	160A
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS		FED. AID PROJECT

* 125X-HB-(1&2) R-1



JUNCTION BOX SCHEDULE

LABEL	SIZE	DESCRIPTION
J1	6"x6"x4"	STAINLESS STEEL, ATTACHED TO STRUCTURE, FEEDS INDIVIDUAL UNDERPASS LUMINARES
J2	10"x8"x6"	STAINLESS STEEL, ATTACHED TO STRUCTURE, FEEDS JUNCTION BOXES

NOTES:

1. CABLE AND CONDUIT SIZES SHALL BE SPECIFIED AS 3 1-1/C #10, 1-1/C #10 GND IN ¾" RGS CONDUIT.
2. ALL PROPOSED UNDERPASS LUMINAIRES SHOWN ON THE DRAWING SHALL BE FED FROM IDOT LIGHTING CONTROLLER "LG". SEE SHEET LIGHTING CONTROLLER "LG" WIRING DIAGRAM (LOWER LEVEL) FOR SINGLE-LINE DIAGRAM.
3. SPLICE NEW UNDERPASS LIGHTING CIRCUITS TO THE CABLES LOCATED IN JUNCTION BOXES.
4. ALL PROPOSED UNDERPASS LUMINAIRE LOCATIONS SHALL BE APPROVED BY DOT PRIOR TO INSTALLATION

Burns & McDonnell
SINCE 1898

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132

PROPOSED UNDERPASS LIGHTING PLAN

SCALE: 1"=20'-0" DRAWN BY: JRH

DATE: 05/07/08 CHECKED BY: DEM

PLAN — DIRECTED / ADJUSTED / ACCEPTED — NOTE BOOK — NO. — CADD FILE NAME — BY — DATE

PROFILE — DIRECTED / ADJUSTED / ACCEPTED — NOTE BOOK — NO. — STRUCTURE NO(S)/MMS CHKD — BY — DATE

PLOT DATE = 5/14/2008
FILE NAME = R:\Y Lin\34295 - US 41 at IL 132\CADD\sgd\underpass_lig.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	161
STA.		TO STA.		
FED. ROAD DIST. NO. 0-91-404-99		ILLINOIS		FED. AID PROJECT

* 125X-HB-(1&2) R-1

N

EXISTING LIGHT POLES TO BE REPLACED. REFER TO PROPOSED LIGHTING PLAN, SHEET 1

TEMPORARY EASEMENT (TYP)

ROW LIMITS (TYP)

515+00

520+00

200+00

AMERIGAS, INC.

ROW LIMITS (TYP)

CHITTENDEN PARK
GURNEE PARK DISTRICT

MATCHLINE U.S. 41 STA. 508+60

STA 509+52
60' RT

MATCHLINE U.S. 41 STA. 524+00

PLAN
SURVEYED
PLOTTED
CHANGES CHECKED
ALL UTILITIES
STRUCTURE NOTATIONS
NOTE BOOK
NO.
ALIGNMENT CHECKED
BY
DATE

PROFILE
SURVEYED
PLOTTED
CHANGES CHECKED
ALL UTILITIES
STRUCTURE NOTATIONS
NOTE BOOK
NO.
BY
DATE

PLOT DATE = %DATE%
FILE NAME = %FILE%

Burns & McDonnell
SINCE 1898

REVISIONS	
NAME	DATE
FEI	06/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
LIGHTING DEMOLITION PLAN
SHEET 1 OF 4
US 41 - BOP TO STA. 524+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	162
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-404-99		ILLINOIS		FED. AID PROJECT

* 125X-HB-(1&2) R-1

PLAN
SURVEYED
DRAWN
ALIGNMENT CALCULATED
ALIGNMENT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
DRAWN
GRADES CALCULATED
GRADES CHECKED
NOTE BOOK
NO.
BY
DATE

PLOT DATE = 5/14/2008
FILE NAME = I:\YY Lin\34295 - US 41 at IL 132\CADD\us41lgdpns.sht02.dgn

MATCHLINE U.S. 41 STA. 524+00

MATCHLINE IL RTE 132 STA. 23+50

TEMPORARY EASEMENT (TYP)

UNION PACIFIC RAILROAD

ROW LIMIT (TYP)

EXISTING ROW

STA. 538+30
OFFSET 26' LT

MATCHLINE U.S. 41 STA. 539+00

525+00

530+00

535+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

75°30'14"

EXISTING ROW

STA. 525+97
OFFSET 14.17' RT

GURNEE
PARK
DISTRICT

GRANDVIEW AVENUE

STA. 527+45
OFFSET 4' RT

STA. 528+94
OFFSET 48.6' RT

REMOVE LIGHT POLE
AND FOUNDATION (TYP)

STA. 533+05
OFFSET 88' RT

250' STORAGE

320' STORAGE

IL 132

20+00

MATCHLINE IL RTE 132 STA. 19+00

DREXEL AVENUE

(NO ACCESS)

REVISIONS	
NAME	DATE

Burns & McDonnell
SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
LIGHTING DEMOLITION PLAN
SHEET 2 OF 4
US 41 - STA. 524+00 TO STA. 539+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	163
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1

PLAN
BY: DATE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELEVATIONS CHECKED
CADD FILE NAME
NOTE BOOK
NO.

PROFILE
BY: DATE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELEVATIONS CHECKED
STRUCTURE 40743FAS CHKD
NOTE BOOK
NO.

PLOT DATE = 5/14/2008
FILE NAME = I:\ITY Lm\34295 - US 41 at IL 132\CADD\ws411cgdemo.sht23.shtl

STA. 539+79
OFFSET 32' LT

STA. 541+29
OFFSET 75' LT

REMOVE LIGHT POLE
AND FOUNDATION (TYP)

TEMPORARY EASEMENT (TYP)

UNION PACIFIC RAILROAD

R.O.W. LIMIT
(TYP.)

MATCHLINE US 41 STA. 539+00

U.S. ROUTE 41 (SKOKIE HIGHWAY)

540+00

545+00

PC Sta 542+08

410+00

600+00

605+00

550+00

553+50

MATCHLINE US 41 STA. 553+50

310+00

315+00

S 16° 48' 10" E
258.96'

S 14° 02' 49" E
271.97'

UNIVERSITY PARK
GURNEE PARK DISTRICT
(VILLAGE OF GURNEE OWNED)

UNIVERSITY AVENUE

(NO ACCESS)

WOODLAWN AVENUE

DORCHESTER AVE.

STA. 550+81
OFFSET 83.5' RT

REVISIONS	
NAME	DATE

Burns & McDonnell
SINCE 1898

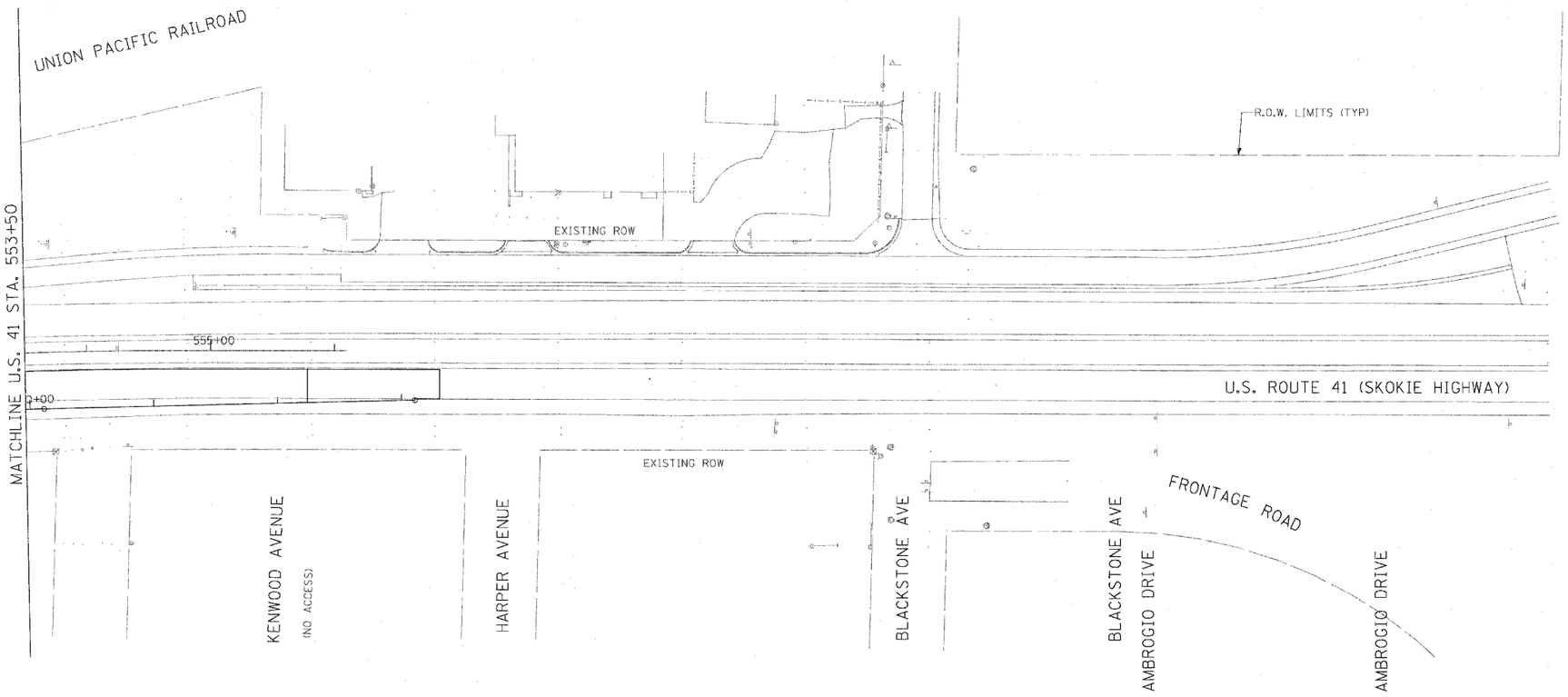
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
LIGHTING DEMOLITION PLAN
SHEET 3 OF 4
US 41 - STA. 539+00 TO STA. 553+50

SCALE: 1"=50'-0" DRAWN BY: FO

DATE: 05/07/08 CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	•	LAKE	469	164
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	

• 125X-HB-(1&2) R-1



PLAN — SURVEYED — DRAWN — CHECKED — QUANTITIES — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — DRAWN — CHECKED — QUANTITIES — NOTE BOOK — NO. — BY — DATE

STRUCTURE NO. 016-XXXX

PLOT DATE = 5/14/2008
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REVISIONS	
NAME	DATE

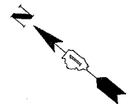
Burns & McDonnell
SINCE 1898

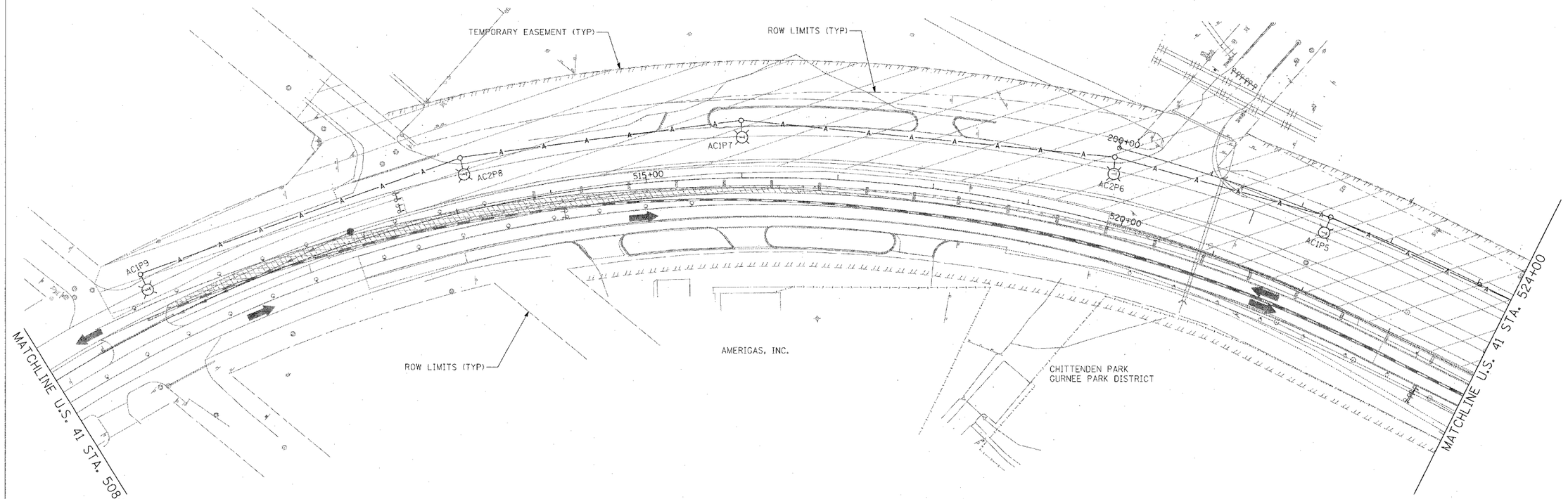
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
LIGHTING DEMOLITION PLAN
SHEET 4 OF 4
US 41 - STA. 553+50 TO EOP

SCALE: 1"=50'-0" — DRAWN BY: FO
DATE: 05/07/08 — CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	165
STA.	TO STA.			
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1





PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	PET. OR WAY CHECKED		
NO.	EXIST R/W MONUMENTED		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	GRADES CHECKED		
NO.	PLAN NOTES		
	EXIST R/W MONUMENTED		

PLOT DATE = 5/14/2008
FILE NAME = I:\TY Lin\34295 - US 41 at IL 132\Cadd\ep41TEMPLTG.pnRl.dgn

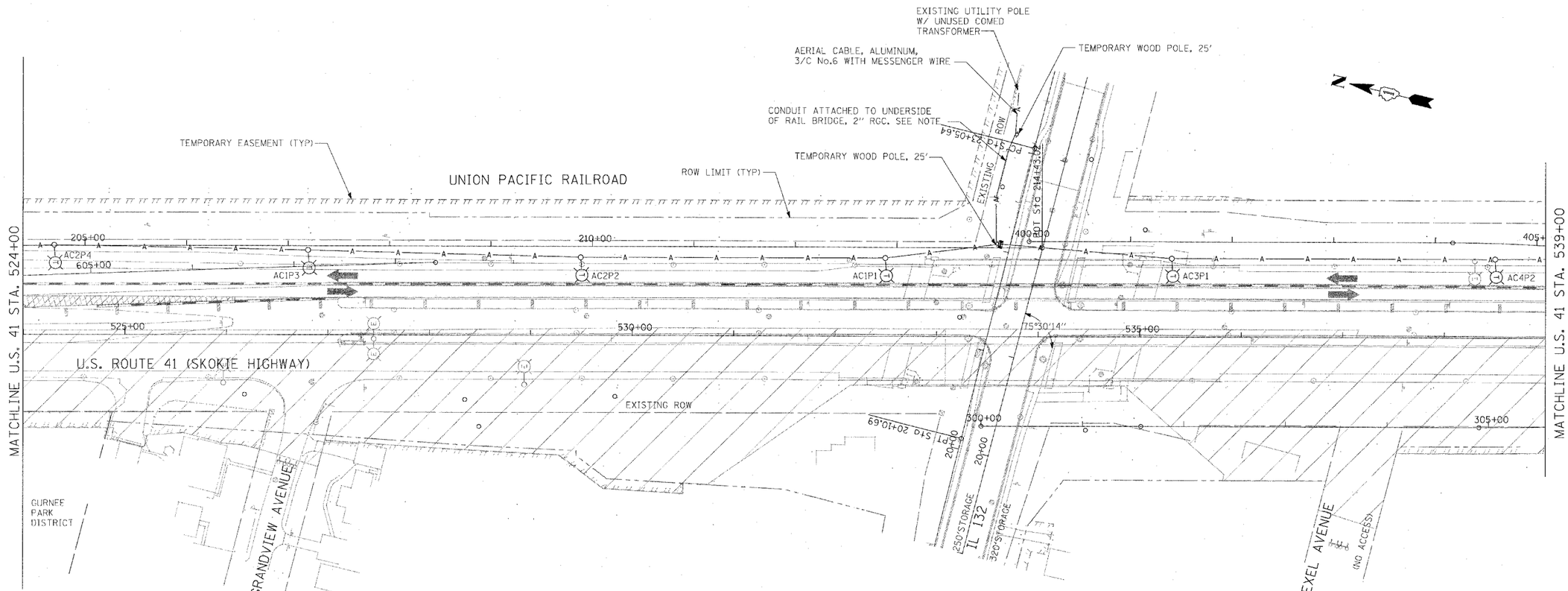
Burns & McDonnell
SINCE 1898

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
TEMPORARY ROADWAY LIGHTING PLAN
SHEET 1 OF 4
US 41 - BOP TO STA. 524+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	166
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-404-99	ILLINOIS	FED. AID PROJECT		

* 125X-HB-(1&2) R-1



NOTE:

CONDUIT SHALL BE ATTACHED TO RAIL BRIDGE USING ONLY CLAMPS AND OTHER FITTINGS THAT WILL NOT PENETRATE OR DEFORM THE BRIDGE STRUCTURE. NO HOLES SHALL BE DRILLED IN BRIDGE STRUCTURE. ANY DAMAGE TO BRIDGE SURFACE COATING SHALL BE REPAIRED WHEN CONDUIT IS REMOVED. CONDUIT ENDS SHALL BE BUSHED TO PROTECT CABLE.

REVISIONS	
NAME	DATE

Burns & McDonnell
SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
TEMPORARY ROADWAY LIGHTING PLAN
SHEET 2 OF 4
US 41 - STA. 524+00 TO STA. 539+00
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

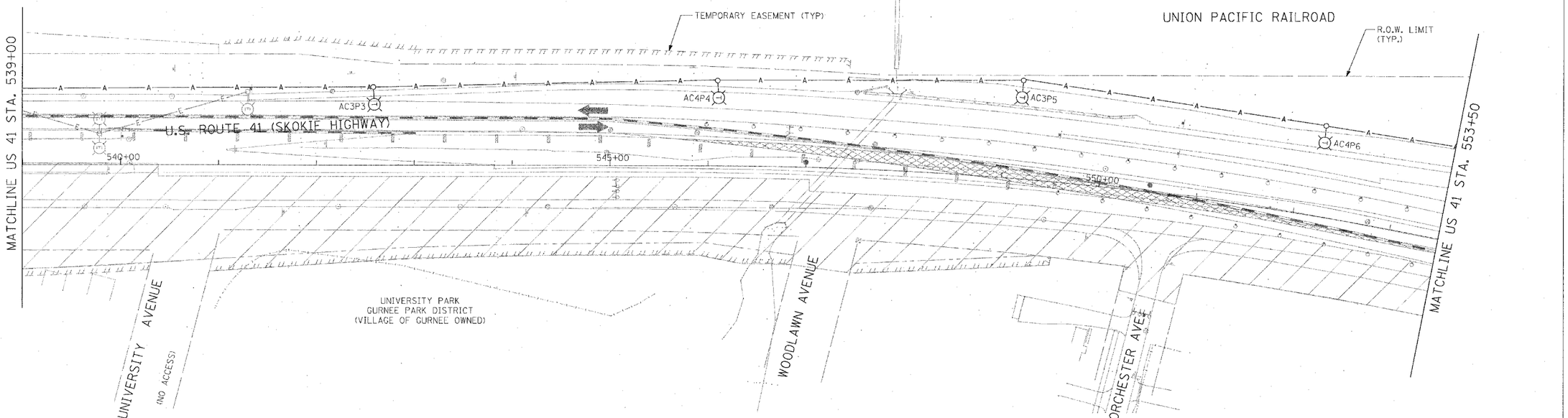
PLAN
SURVEYED
PLOTTED
DRAFTED
CHECKED
R.W. NOTED
FIELD BK. NO.
PAGE
DATE
BY

PROFILE
SURVEYED
PLOTTED
DRAFTED
CHECKED
R.W. NOTED
FIELD BK. NO.
PAGE
DATE
BY

PLOT DATE = 5/14/2008
FILE NAME = I:\TY Lin\34295 - US 41 at IL 132\LOADD\ec41TEMPLTG_sh02.sht

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	•	LAKE	469	167
STA.		TO STA.		
FED. ROAD DIST. NO. D-91-404-99		ILLINOIS	FED. AID PROJECT	

• 125X-HB-(1&2) R-1



REVISIONS	
NAME	DATE

Burns & McDonnell
SINCE 1898

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
TEMPORARY ROADWAY LIGHTING PLAN
SHEET 3 OF 4
US 41 - STA. 539+00 TO STA. 553+50
SCALE: 1"=50'-0" DRAWN BY: FO
DATE: 05/07/08 CHECKED BY: DEM

PLAN: SURVEYED — BY — DATE; DATE; ROUTE BOOM; NO.; ROUTE; SECTION; COUNTY; SHEET NO.; ALIGNMENT (HORIZ/PT); RT. OF WAY CHECKED; LOAD FILE MADE

PROFILE: SURVEYED — BY — DATE; DATE; NOTE BOOK; NO.; ROUTE; SECTION; COUNTY; SHEET NO.; GRADE; ROUTE NOTATIONS (STA'S); PROFILE NOTATIONS (STA'S)

PLOT DATE = 5/14/2008
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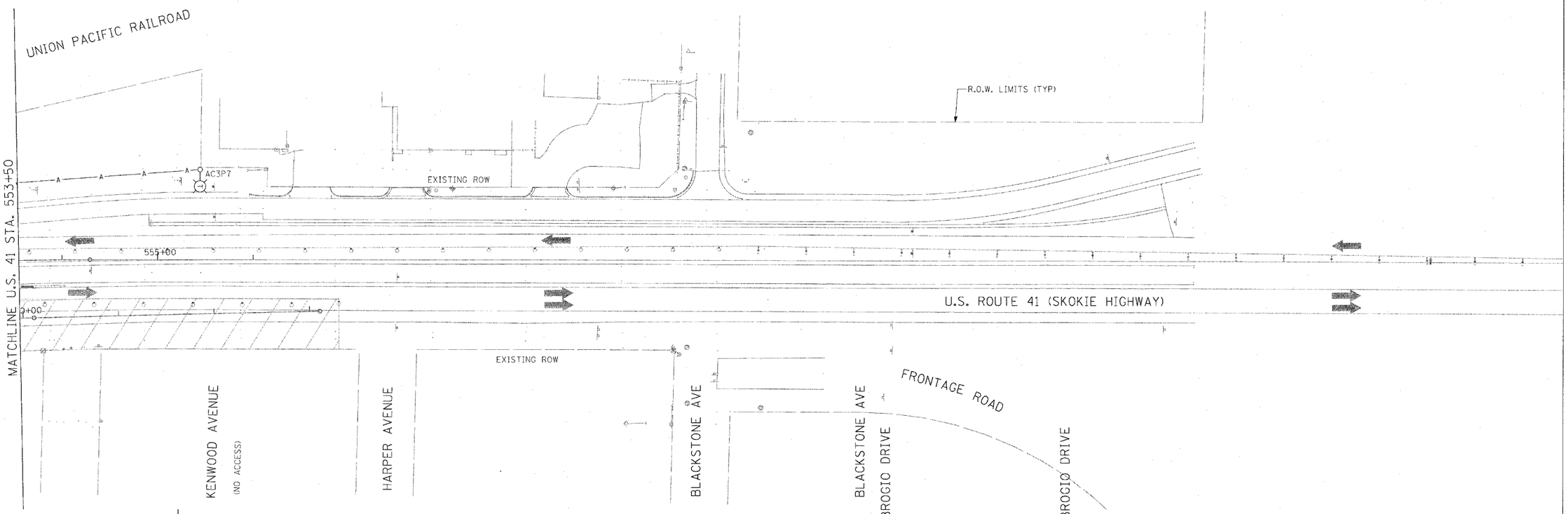
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
120	*	LAKE	469	168
STA.		TO STA.		
FED. ROAD DIST. NO. 9-91-104-99		ILLINOIS	FED. AID PROJECT	

* 125X-HB-(1&2) R-1



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. 41 (SKOKIE HIGHWAY)
AT IL ROUTE 132
TEMPORARY ROADWAY LIGHTING PLAN
SHEET 4 OF 4
US 41 - STA. 553+50 TO EOP

SCALE: 1"=50'-0" DRAWN BY: FO

DATE: 05/07/08 CHECKED BY: DEM

Burns & McDonnell
SINCE 1898

PLAN | SURVEYED | DRAWN | CHECKED | NOTE BOOK | NO. | BY | DATE

PROFILE | SURVEYED | PLOTTED | DRAWN | CHECKED | NOTE BOOK | S.M. NOTED | STRUCTURE NO. | 1"=5" (H) 1"=10" (V) | NO. | BY | DATE

P.OT DATE = 5/14/2008
FILE NAME = I:\TY Lin\34295 - US 41 at IL 132\CADD\us41TEMPLTG_sht04.sht

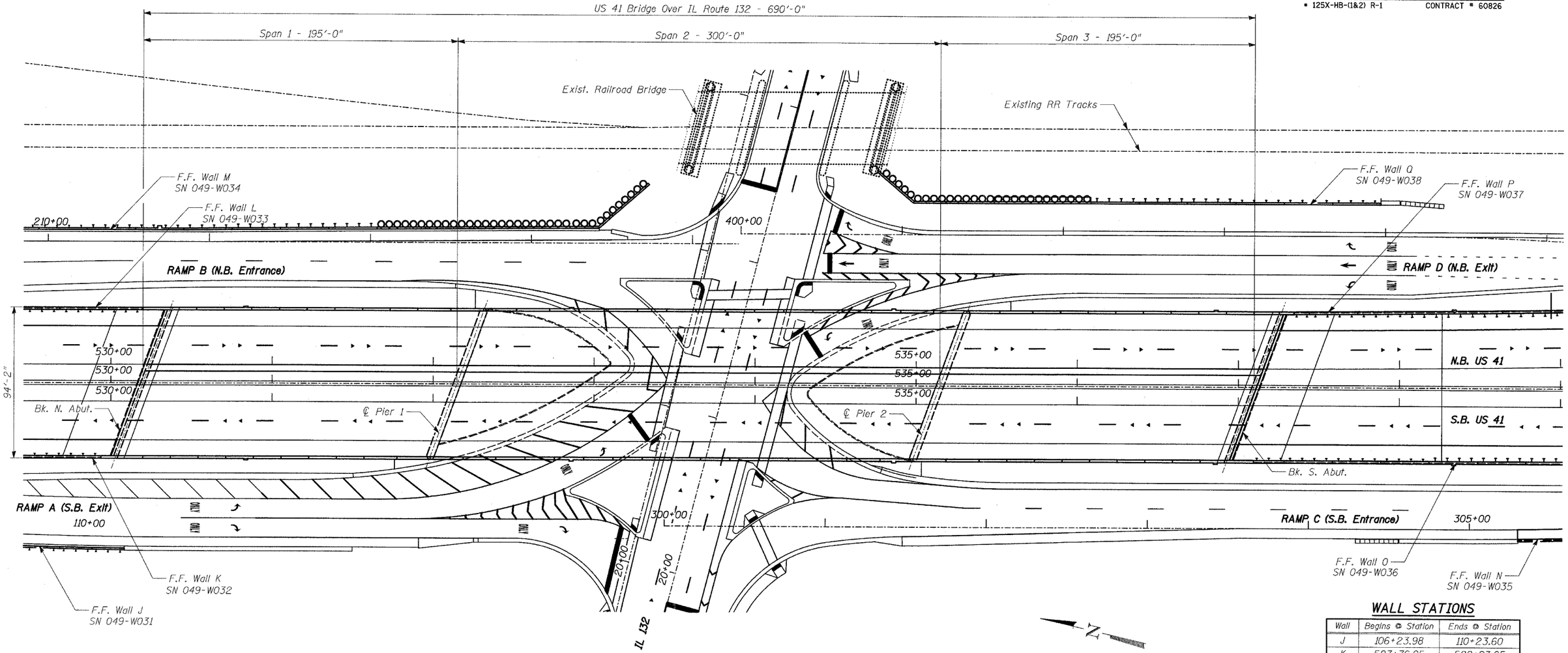
PAGE 169 NOT USED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	170
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-1
S-66 - SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826



OVERALL PLAN

WALL STATIONS

Wall	Begins @ Station	Ends @ Station
J	106+23.98	110+23.60
K	527+76.95	529+93.95
L	527+91.28	530+19.78
M	209+34.09	213+73.11
N	305+29.91	312+64.94
O	537+09.57	540+88.57
P	537+34.42	539+54.74
Q	400+84.81	403+97.09

CONSTRUCTION STAGING

Stage 1 - Divert traffic to existing N.B. bridge. Close existing S.B. bridge and existing entrance and exit ramps. Remove existing S.B. bridge. Construct portion of new bridge and retaining walls J, K, N, and O.

Stage 2 - Divert traffic to constructed portion of new bridge. Close and remove existing N.B. bridge. Construct remaining portion of new bridge and retaining walls L, M, Q, and P.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications For Highway Bridges

LOADING HS20-44

Allow 50 psf for future wearing surface

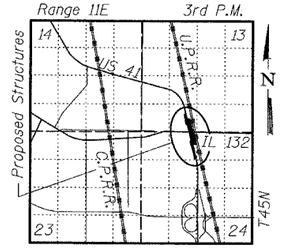
DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (structural steel M270 Grade 50)
f_y = 36,000 psi (structural steel M270 Grade 36)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.035g
Site Coefficient (S) = 1.0



LOCATION SKETCH

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	CM
CHECKED	-	AD

OVERALL GENERAL PLAN

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

Benchmark: BM #6 - Square cut in base of L.P. at N.E. corner of IL Route 132 and Magnolia (Speedway) 45.14' LT, Sta. 32+13.24 (IL 132 E.B. ℄), Elev. 696.47.

Existing Structure: Each existing superstructure consists of a 208'-5¼" (Bk. to Bk. abutments) by 41'-6" wide reinforced concrete deck supported on six continuous wide flange beams. The superstructure rests on two piers and two closed abutments, all of reinforced concrete, and founded on timber piles. Existing structure numbers are 049-0030 & 049-0031. See staging plan for staging details.

Salvage: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

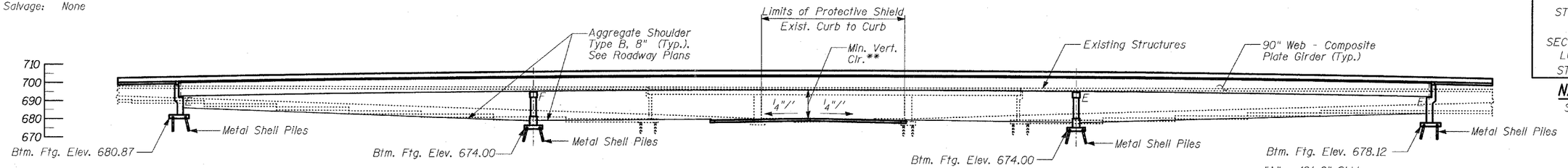
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	171
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. -S-2
S-66- SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826

STATION 533+64.76
BUILT 200_ BY
STATE OF ILLINOIS
F.A.P. RT. 346
SEC. 125X-HB-(1&2)R-1
LOADING HS20-44
STR. NO. 049-0209

NAME PLATE
See Std. 515001



**15'-3" Future buildout
15'-8" Interim buildout

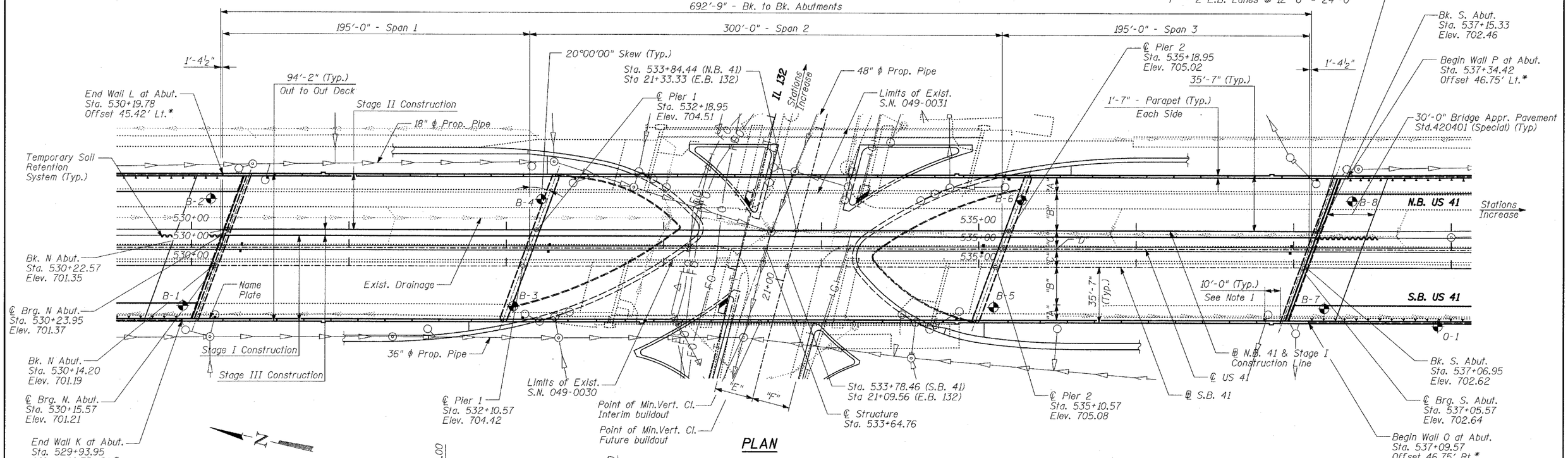
"A" - 10'-0" Shldr.
"B" - 2 Lanes @ 12'-0" = 24'-0"
"C" - 10'-2" Shld.
"D" - 2'-8" Median Barrier
"E" - 2 W.B. Lanes @ 12'-0" = 24'-0"
"F" - 2 E.B. Lanes @ 12'-0" = 24'-0"

NOTES:

1. Scuppers are placed 10'-0" from the face of piers and abutments.

ELEVATION

(Elevation View Shown at ℄ US 41)



*Measured from ℄ US 41

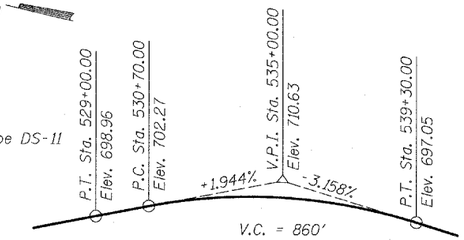
LEGEND

⊙ - Manhole — Prop. Drain Pipe
◯ - Catch Basin ▪ - Drainage Scupper - Type DS-11
⊕ - Soil Boring

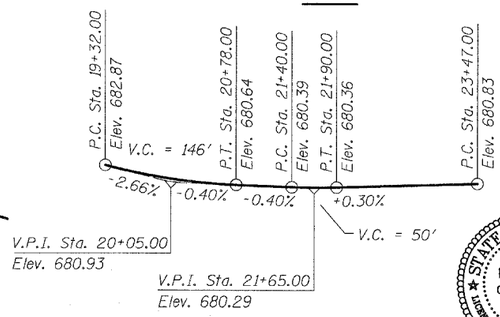
TYLIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

PROFILE US 41 N.B. & S.B.



PROFILE IL 132 E.B.



PLAN

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E Anderson (TTH)
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
SPIROS PANTAZIS
081-006448
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

Signed _____
Spiros Pantazis, S.E. Il. Lic. No. 081-006448 Expires 11-30-2008.
For drawings S-1 thru S-66

Date 5/14/08

BRIDGE GENERAL PLAN & ELEVATION, STA 533+64.76

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ, holes $\frac{15}{16}$ in. ϕ, unless otherwise noted.

* 2. Calculated weight of Structural Steel = * For Information Only
Grade 50 = 3,572,300 lbs.
Grade 36 = 180,150 lbs.

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

4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

5. Reinforcement bars designated (E) shall be epoxy coated.

6. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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

8. Concrete Sealer shall be applied to all exposed surfaces of the abutments.

9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

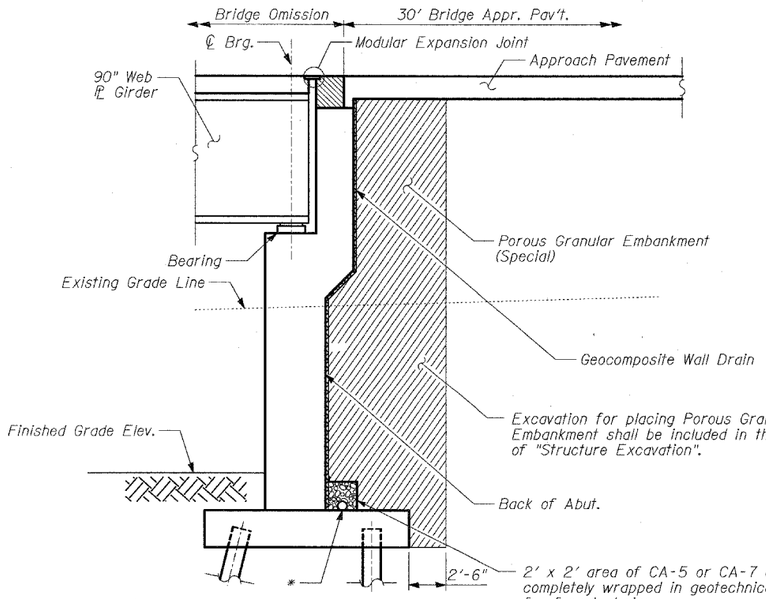
10. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surface shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for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

11. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

12. The Contractor is alerted that camber and dead load deflection values shown on the drawings were developed based on the deck pouring sequence shown in the Contract Drawings. Any deviation from this pouring sequence may require changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to vary from the sequence shown on the plans, then proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer.

13. Slip forming of the parapets is not allowed.

14. The pay item, "Removal of Existing Structure No. 1" and "Removal of Existing Structure No. 2" shall also include the removal of the approach retaining walls and stairwell in accordance with the Special Provisions.



SECTION THRU ABUTMENT

(Horiz. dimensions ℄ Rt. L's)

TY·LIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	172
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. - S-3
S-66 - SHEETS

• 125X-HB-(1&2) R-1 CONTRACT * 60826

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
POROUS GRANULAR EMBANKMENT (SPECIAL)	CU. YD.	-	934	934
BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ. YD.	474	-	474
REMOVAL OF EXISTING STRUCTURE NO. 1	EACH	-	-	1
REMOVAL OF EXISTING STRUCTURE NO. 2	EACH	-	-	1
PROTECTIVE SHIELD	SQ. YD.	466	-	466
STRUCTURE EXCAVATION	CU. YD.	-	12,595	12,595
CONCRETE STRUCTURES	CU. YD.	-	1,458	1,458
CONCRETE SUPERSTRUCTURE	CU. YD.	2,025	-	2,025
BRIDGE DECK GROOVING	SQ. YD.	6,488	-	6,488
PROTECTIVE COAT	SQ. YD.	8,441	19	8,460
ERECTING STRUCTURAL STEEL	L. SUM	1	-	1
STUD SHEAR CONNECTORS	EACH	10,230	-	10,230
REINFORCEMENT BARS, EPOXY COATED	POUND	525,770	194,210	719,980
BAR SPLICERS	EACH	5,690	498	6,188
FURNISHING METAL PILE SHELLS 14"x$\frac{3}{8}$"	FOOT	-	14,959	14,959
DRIVING PILES	FOOT	-	14,959	14,959
TEST PILE METAL SHELLS	EACH	-	4	4
NAMES PLATES	EACH	1	-	1
PREFORMED JOINT STRIP SEAL	FOOT	99	-	99
CONCRETE SEALER	SQ. FT.	-	523	523
PIPE UNDERDRAIN FOR STRUCTURES 6"	FOOT	-	261	261
MECHANICAL SPLICE	EACH	22	-	22
DRAINAGE SCUPPERS, DS-11	EACH	16	-	16
TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.	-	1,271	1,271
ERECTING HLMR BEARINGS, GUIDED EXPANSION, 250 KIPS	EACH	20	-	20
ERECTING HLMR BEARINGS, GUIDED EXPANSION, 850 KIPS	EACH	10	-	10
DRAINAGE SYSTEM	L.SUM	1	-	1
ERECTING MODULAR EXPANSION JOINT 6"	FOOT	99	-	99
PILE EXTRACTION	EACH	-	11	11
GEOCOMPOSITE WALL DRAIN	SQ. YD.	-	414	414
ANCHOR BOLTS, $1\frac{1}{2}$"	EACH	-	120	120

REVISIONS	
NAME	DATE
SP	6/17/08

GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL

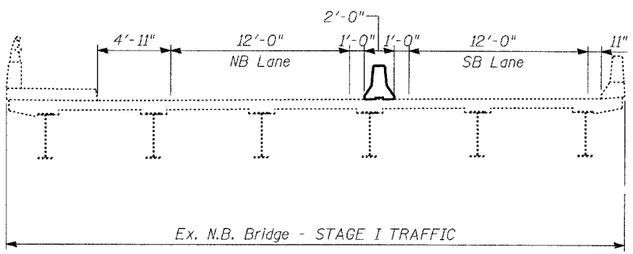
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

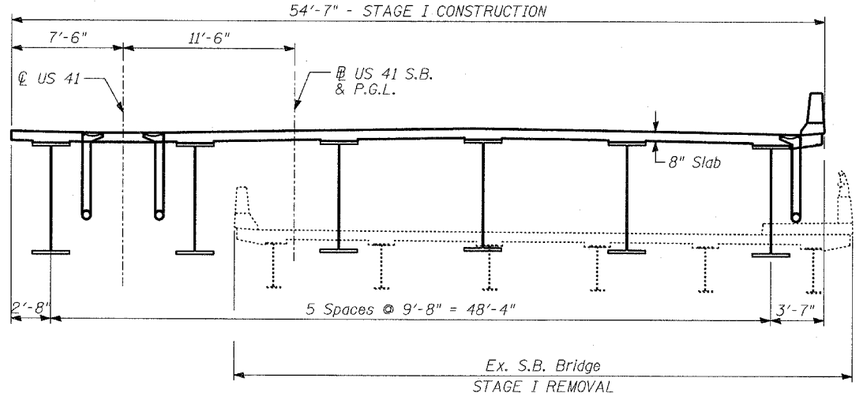
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	173
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-4
S-66 SHEETS

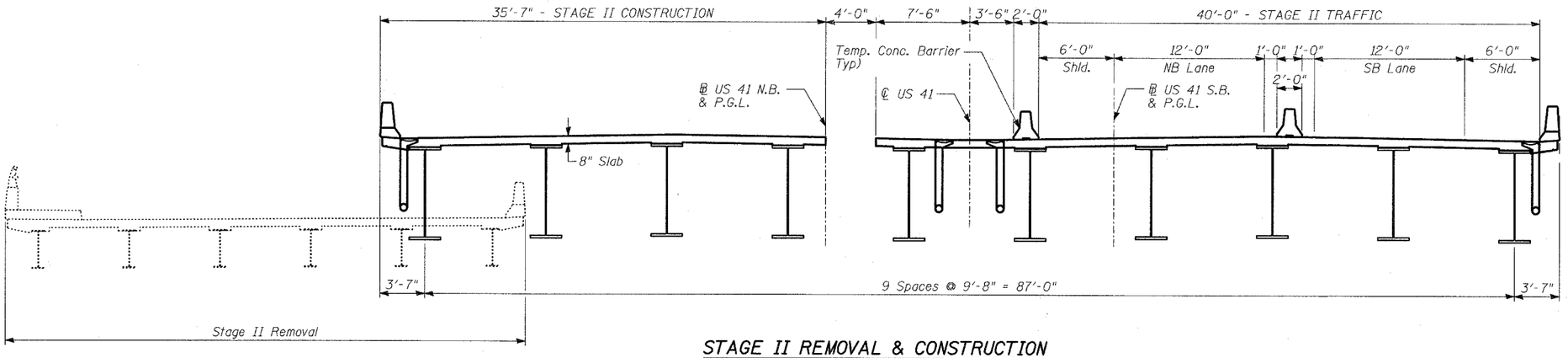
* 125X-HB-(1&2) R-1 CONTRACT # 60826

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

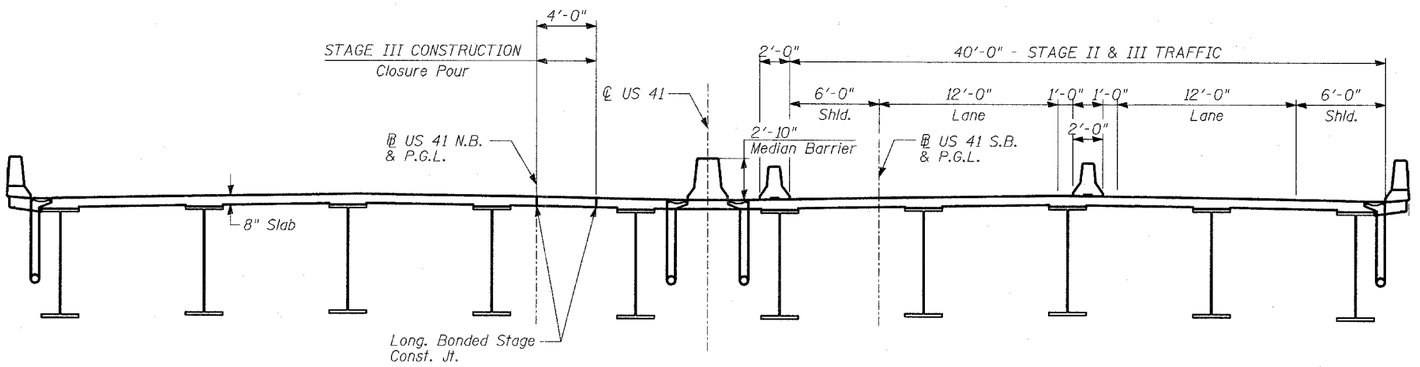




STAGE I REMOVAL & CONSTRUCTION
(Looking South)



STAGE II REMOVAL & CONSTRUCTION
(Looking South)



STAGE III CONSTRUCTION
(Looking South)

TYLIN INTERNATIONAL

DESIGNED	-	CM
CHECKED	-	AD
DRAWN	-	CM
CHECKED	-	AD

NOTES

1. Work to be performed during Stage III includes the deck closure pour and the median barrier.
2. For temporary Concrete Barrier details, see See Sheet S-6.
3. For Quantity of temporary concrete barrier, see Roadway Plans.

STAGE CONSTRUCTION I

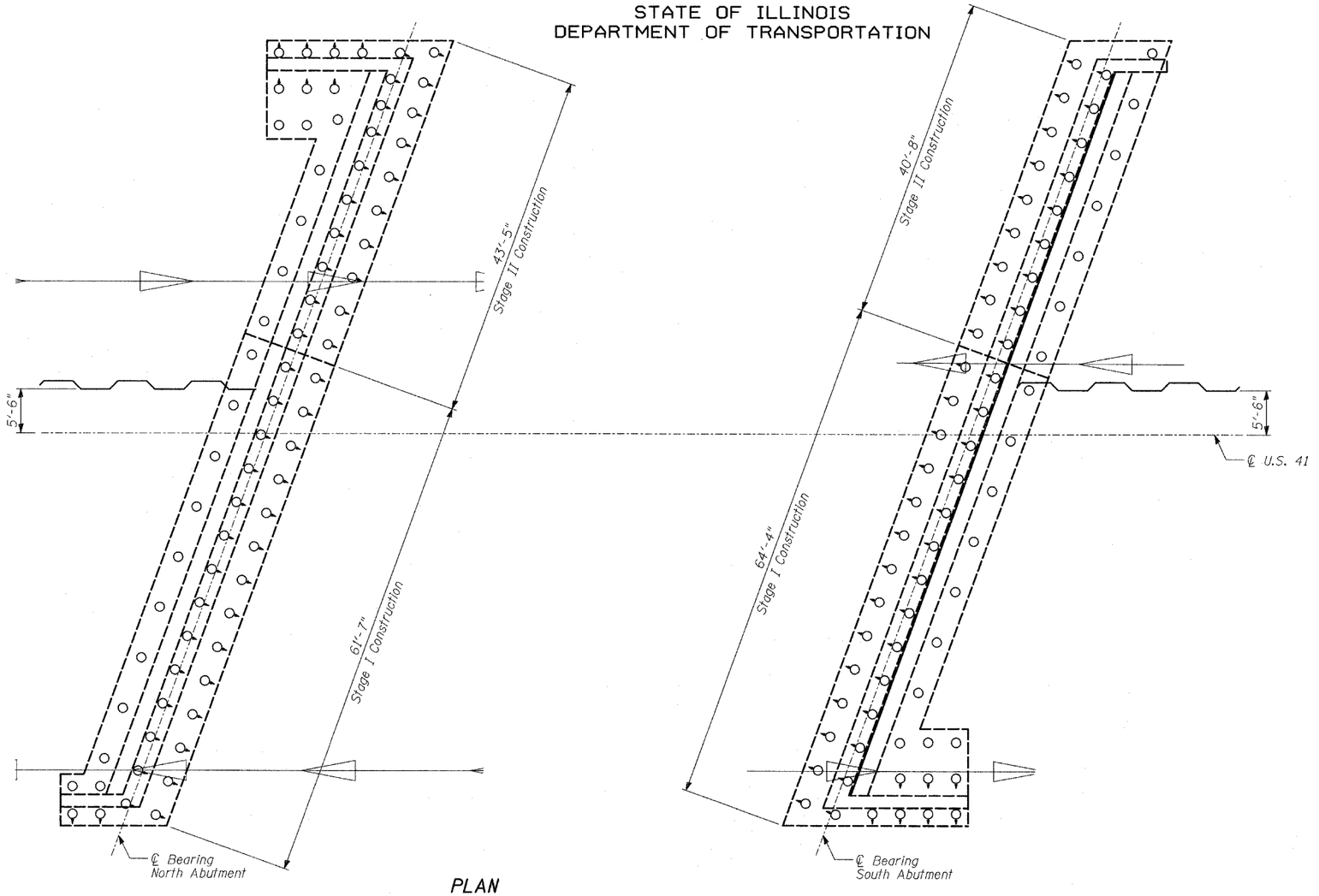
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

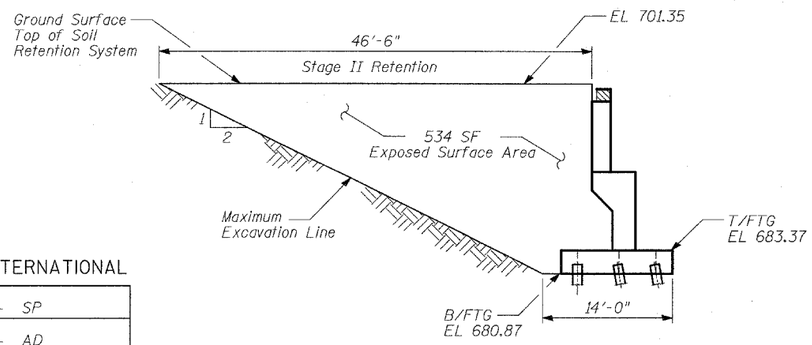
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	174
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-5
S-66- SHEETS

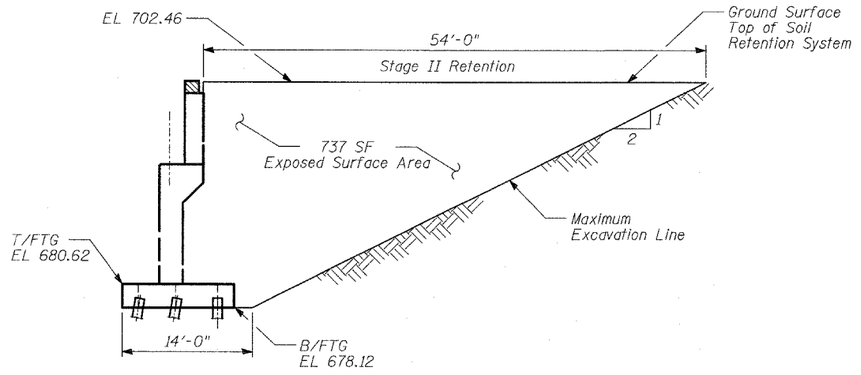
* 125X-HB-(1&2) R-1 CONTRACT * 60826



PLAN



NORTH ABUTMENT



SOUTH ABUTMENT

TYLIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Soil Retention System	SQ FT	1271

NOTES:

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

STAGE CONSTRUCTION & TEMPORARY SOIL RETENTION SYSTEM

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

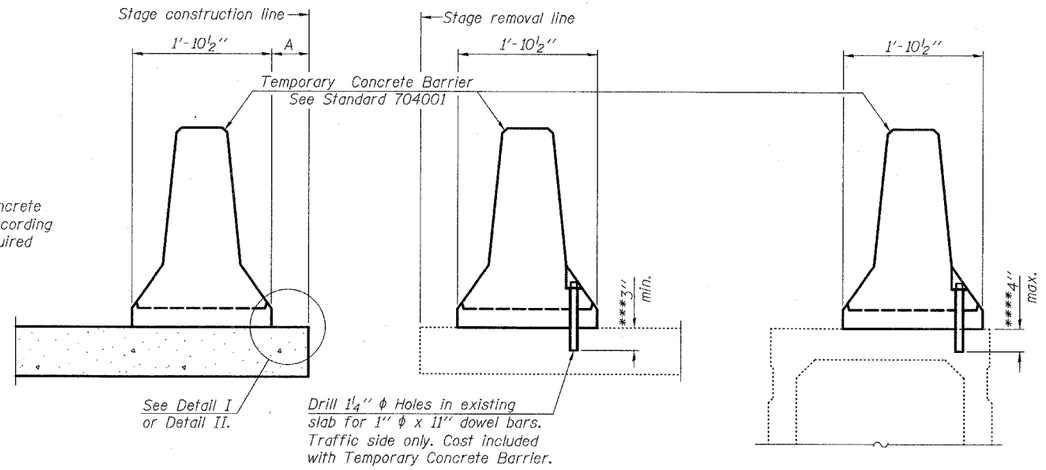
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	175
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-6
S-66- SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝"ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

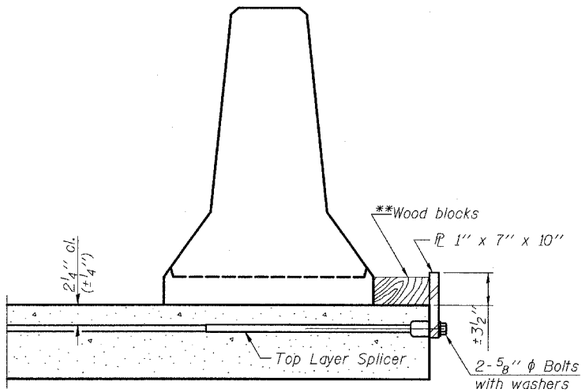
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

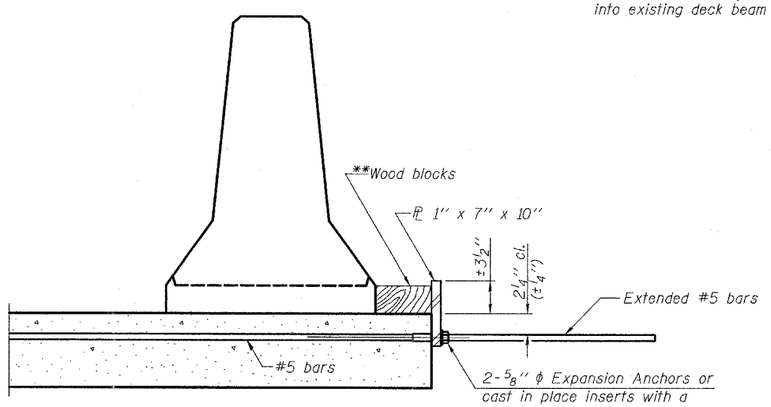
SECTIONS THRU SLAB OR DECK BEAM

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

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

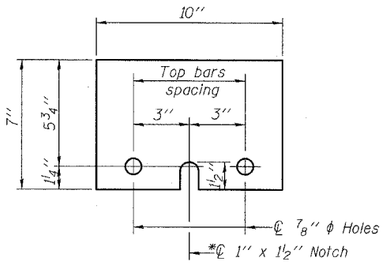


DETAIL I



DETAIL II

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



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

TY·LIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

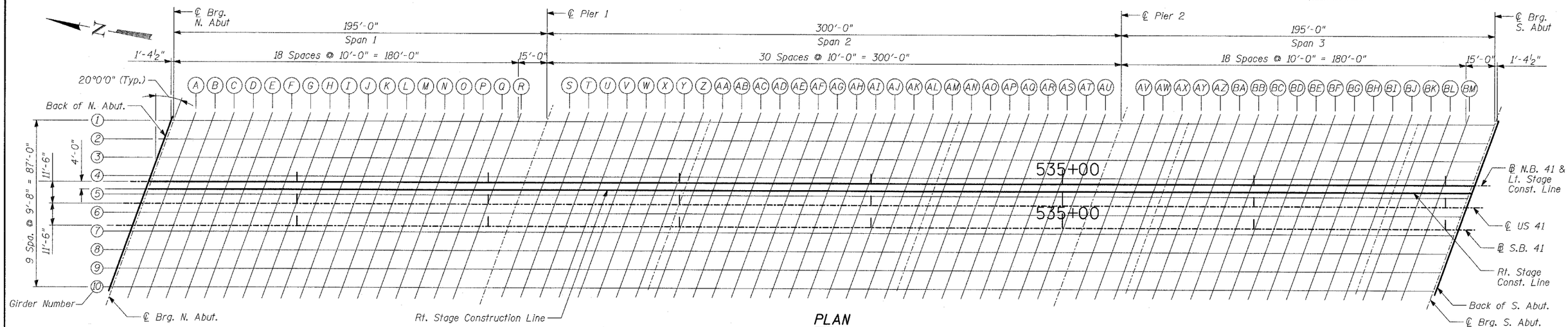
R-27 9-3-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	176
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

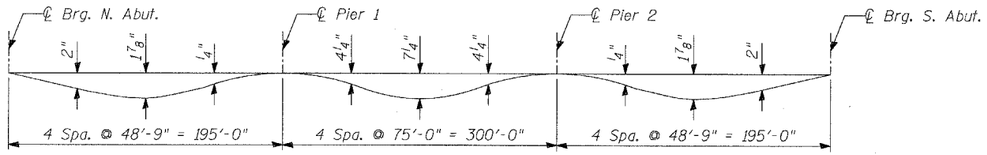
SHEET NO. - S-7
S-66 SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826



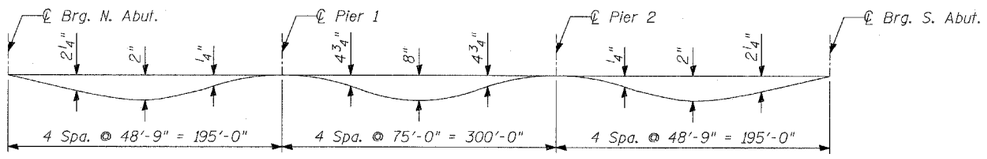
PLAN

Note: All stations relating to top of slab elevations are given relative to the ℄ U.S. 41.



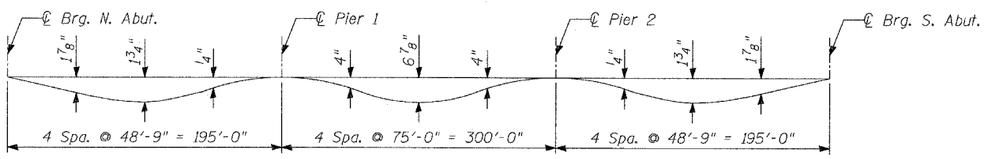
DEAD LOAD DEFLECTION DIAGRAM - BEAM 1 AND 10

(INCLUDES WEIGHT OF CONCRETE ONLY)



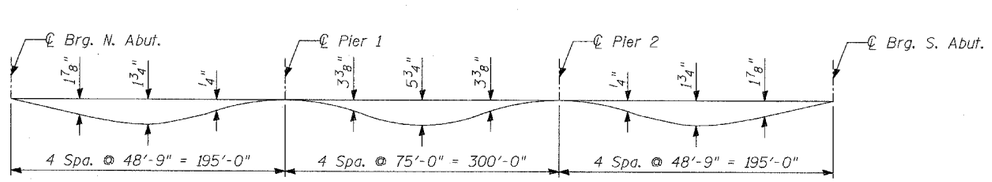
DEAD LOAD DEFLECTION DIAGRAM - BEAMS 2, 3 AND 6-9

(INCLUDES WEIGHT OF CONCRETE ONLY)



DEAD LOAD DEFLECTION DIAGRAM - BEAM 4

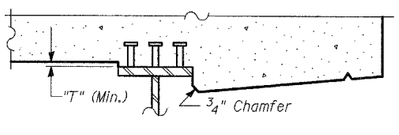
(INCLUDES WEIGHT OF CONCRETE ONLY)



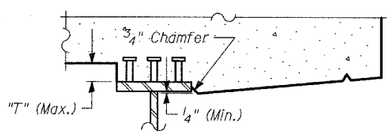
DEAD LOAD DEFLECTION DIAGRAM - BEAM 5

(INCLUDES WEIGHT OF CONCRETE ONLY)

Note: The deflections shown in the dead load deflection diagrams are not to be used if the Engineer is working from the grade elevations adjusted for dead load deflections as shown in the Top of Slab elevation tables



AT MINIMUM FILLET



AT MAXIMUM FILLET

FILLET HEIGHTS

METHOD OF DETERMINING FILLET HEIGHTS "T"

After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on the elevation location diagram. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflections" shown on the tables, minus slab thickness equals the fillet heights above top flange of girders.

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

TOP OF SLAB ELEVATIONS LAYOUT

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	177
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-8
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+34.21	43.50 Lt.	701.41	701.41
℄ Brg. N. Abut.	530+35.59	43.50 Lt.	701.43	701.43
A	530+45.59	43.50 Lt.	701.63	701.68
B	530+55.59	43.50 Lt.	701.82	701.90
C	530+65.59	43.50 Lt.	702.02	702.14
D	530+75.59	43.50 Lt.	702.21	702.36
E	530+85.59	43.50 Lt.	702.40	702.57
F	530+95.59	43.50 Lt.	702.58	702.76
G	531+05.59	43.50 Lt.	702.76	702.95
H	531+15.59	43.50 Lt.	702.93	703.11
I	531+25.59	43.50 Lt.	703.09	703.26
J	531+35.59	43.50 Lt.	703.25	703.40
K	531+45.59	43.50 Lt.	703.40	703.52
L	531+55.59	43.50 Lt.	703.55	703.64
M	531+65.59	43.50 Lt.	703.69	703.75
N	531+75.59	43.50 Lt.	703.83	703.86
O	531+85.59	43.50 Lt.	703.95	703.96
P	531+95.59	43.50 Lt.	704.08	704.07
Q	532+05.59	43.50 Lt.	704.19	704.17
R	532+15.59	43.50 Lt.	704.31	704.29
℄ Pier 1	532+30.59	43.50 Lt.	704.46	704.46
S	532+40.59	43.50 Lt.	704.56	704.58
T	532+50.59	43.50 Lt.	704.65	704.71
U	532+60.59	43.50 Lt.	704.73	704.83
V	532+70.59	43.50 Lt.	704.81	704.96
W	532+80.59	43.50 Lt.	704.88	705.09
X	532+90.59	43.50 Lt.	704.95	705.22
Y	533+00.59	43.50 Lt.	705.01	705.34
Z	533+10.59	43.50 Lt.	705.06	705.44
AA	533+20.59	43.50 Lt.	705.11	705.55
AB	533+30.59	43.50 Lt.	705.16	705.64
AC	533+40.59	43.50 Lt.	705.19	705.72
AD	533+50.59	43.50 Lt.	705.22	705.78
AE	533+60.59	43.50 Lt.	705.25	705.83
AF	533+70.59	43.50 Lt.	705.27	705.87
AG	533+80.59	43.50 Lt.	705.28	705.88
AH	533+90.59	43.50 Lt.	705.29	705.89
AI	534+00.59	43.50 Lt.	705.29	705.87
AJ	534+10.59	43.50 Lt.	705.28	705.84
AK	534+20.59	43.50 Lt.	705.27	705.80
AL	534+30.59	43.50 Lt.	705.26	705.75
AM	534+40.59	43.50 Lt.	705.23	705.67
AN	534+50.59	43.50 Lt.	705.21	705.60
AO	534+60.59	43.50 Lt.	705.17	705.50
AP	534+70.59	43.50 Lt.	705.13	705.40
AQ	534+80.59	43.50 Lt.	705.09	705.33

GIRDER 1 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+90.59	43.50 Lt.	705.03	705.24
AS	535+00.59	43.50 Lt.	704.97	705.15
AT	535+10.59	43.50 Lt.	704.91	705.06
AU	535+20.59	43.50 Lt.	704.84	704.97
℄ Pier 2	535+30.59	43.50 Lt.	704.76	704.76
AV	535+40.59	43.50 Lt.	704.68	704.72
AW	535+50.59	43.50 Lt.	704.60	704.63
AX	535+60.59	43.50 Lt.	704.50	704.50
AY	535+70.59	43.50 Lt.	704.40	704.40
AZ	535+80.59	43.50 Lt.	704.30	704.30
BA	535+90.59	43.50 Lt.	704.19	704.17
BB	536+00.59	43.50 Lt.	704.07	704.05
BC	536+10.59	43.50 Lt.	703.94	703.92
BD	536+20.59	43.50 Lt.	703.82	703.81
BE	536+30.59	43.50 Lt.	703.68	703.69
BF	536+40.59	43.50 Lt.	703.54	703.57
BG	536+50.59	43.50 Lt.	703.39	703.45
BH	536+60.59	43.50 Lt.	703.24	703.33
BI	536+70.59	43.50 Lt.	703.08	703.20
BJ	536+80.59	43.50 Lt.	702.91	703.06
BK	536+90.59	43.50 Lt.	702.74	702.91
BL	537+00.59	43.50 Lt.	702.57	702.75
BM	537+10.59	43.50 Lt.	702.38	702.56
℄ Brg. S. Abut.	537+25.59	43.50 Lt.	702.10	702.10
BK S. Abut.	537+26.96	43.50 Lt.	702.07	702.07

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+30.70	33.83 Lt.	701.53	701.53
℄ Brg. N. Abut.	530+32.07	33.83 Lt.	701.56	701.56
A	530+42.07	33.83 Lt.	701.75	701.81
B	530+52.07	33.83 Lt.	701.95	702.04
C	530+62.07	33.83 Lt.	702.14	702.27
D	530+72.07	33.83 Lt.	702.34	702.51
E	530+82.07	33.83 Lt.	702.53	702.72
F	530+92.07	33.83 Lt.	702.71	702.91
G	531+02.07	33.83 Lt.	702.89	703.10
H	531+12.07	33.83 Lt.	703.06	703.26
I	531+22.07	33.83 Lt.	703.23	703.42
J	531+32.07	33.83 Lt.	703.39	703.56
K	531+42.07	33.83 Lt.	703.54	703.68
L	531+52.07	33.83 Lt.	703.69	703.79
M	531+62.07	33.83 Lt.	703.84	703.91
N	531+72.07	33.83 Lt.	703.97	704.01
O	531+82.07	33.83 Lt.	704.10	704.11
P	531+92.07	33.83 Lt.	704.23	704.22
Q	532+02.07	33.83 Lt.	704.35	704.33
R	532+12.07	33.83 Lt.	704.46	704.44
℄ Pier 1	532+27.07	33.83 Lt.	704.62	704.62
S	532+37.07	33.83 Lt.	704.72	704.75
T	532+47.07	33.83 Lt.	704.81	704.88
U	532+57.07	33.83 Lt.	704.90	705.01
V	532+67.07	33.83 Lt.	704.98	705.15
W	532+77.07	33.83 Lt.	705.05	705.28
X	532+87.07	33.83 Lt.	705.12	705.42
Y	532+97.07	33.83 Lt.	705.18	705.54
Z	533+07.07	33.83 Lt.	705.24	705.67
AA	533+17.07	33.83 Lt.	705.29	705.78
AB	533+27.07	33.83 Lt.	705.33	705.87
AC	533+37.07	33.83 Lt.	705.37	705.96
AD	533+47.07	33.83 Lt.	705.41	706.03
AE	533+57.07	33.83 Lt.	705.43	706.08
AF	533+67.07	33.83 Lt.	705.45	706.12
AG	533+77.07	33.83 Lt.	705.47	706.14
AH	533+87.07	33.83 Lt.	705.48	706.15
AI	533+97.07	33.83 Lt.	705.48	706.13
AJ	534+07.07	33.83 Lt.	705.48	706.11
AK	534+17.07	33.83 Lt.	705.47	706.06
AL	534+27.07	33.83 Lt.	705.46	706.00
AM	534+37.07	33.83 Lt.	705.44	705.93
AN	534+47.07	33.83 Lt.	705.41	705.84
AO	534+57.07	33.83 Lt.	705.38	705.75
AP	534+67.07	33.83 Lt.	705.34	705.64
AQ	534+77.07	33.83 Lt.	705.29	705.52

GIRDER 2 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+87.07	33.83 Lt.	705.24	705.41
AS	534+97.07	33.83 Lt.	705.19	705.31
AT	535+07.07	33.83 Lt.	705.13	705.20
AU	535+17.07	33.83 Lt.	705.06	705.09
℄ Pier 2	535+27.07	33.83 Lt.	704.99	704.99
AV	535+37.07	33.83 Lt.	704.91	704.89
AW	535+47.07	33.83 Lt.	704.82	704.80
AX	535+57.07	33.83 Lt.	704.73	704.71
AY	535+67.07	33.83 Lt.	704.63	704.62
AZ	535+77.07	33.83 Lt.	704.53	704.54
BA	535+87.07	33.83 Lt.	704.42	704.46
BB	535+97.07	33.83 Lt.	704.30	704.37
BC	536+07.07	33.83 Lt.	704.18	704.29
BD	536+17.07	33.83 Lt.	704.05	704.19
BE	536+27.07	33.83 Lt.	703.92	704.09
BF	536+37.07	33.83 Lt.	703.78	703.97
BG	536+47.07	33.83 Lt.	703.64	703.84
BH	536+57.07	33.83 Lt.	703.49	703.69
BI	536+67.07	33.83 Lt.	703.33	703.52
BJ	536+77.07	33.83 Lt.	703.17	703.34
BK	536+87.07	33.83 Lt.	703.00	703.15
BL	536+97.07	33.83 Lt.	702.82	702.93
BM	537+07.07	33.83 Lt.	702.64	702.71
℄ Brg. S. Abut.	537+22.07	33.83 Lt.	702.36	702.36
BK S. Abut.	537+23.44	33.83 Lt.	702.33	702.33

TY·LIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

TOP OF SLAB ELEVATIONS
(1 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. Ø49-Ø2Ø9

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	178
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-9
S-66 SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+27.18	24.17 Lt.	701.62	701.62
℄ Brg. N. Abut.	530+28.55	24.17 Lt.	701.64	701.64
A	530+38.55	24.17 Lt.	701.84	701.90
B	530+48.55	24.17 Lt.	702.03	702.12
C	530+58.55	24.17 Lt.	702.23	702.36
D	530+68.55	24.17 Lt.	702.42	702.59
E	530+78.55	24.17 Lt.	702.61	702.80
F	530+88.55	24.17 Lt.	702.80	703.00
G	530+98.55	24.17 Lt.	702.98	703.19
H	531+08.55	24.17 Lt.	703.15	703.35
I	531+18.55	24.17 Lt.	703.32	703.51
J	531+28.55	24.17 Lt.	703.48	703.65
K	531+38.55	24.17 Lt.	703.64	703.78
L	531+48.55	24.17 Lt.	703.79	703.89
M	531+58.55	24.17 Lt.	703.94	704.01
N	531+68.55	24.17 Lt.	704.08	704.12
O	531+78.55	24.17 Lt.	704.21	704.22
P	531+88.55	24.17 Lt.	704.34	704.33
Q	531+98.55	24.17 Lt.	704.46	704.44
R	532+08.55	24.17 Lt.	704.57	704.55
℄ Pier 1	532+23.55	24.17 Lt.	704.73	704.73
S	532+33.55	24.17 Lt.	704.83	704.86
T	532+43.55	24.17 Lt.	704.93	705.00
U	532+53.55	24.17 Lt.	705.02	705.13
V	532+63.55	24.17 Lt.	705.10	705.27
W	532+73.55	24.17 Lt.	705.18	705.41
X	532+83.55	24.17 Lt.	705.25	705.55
Y	532+93.55	24.17 Lt.	705.31	705.67
Z	533+03.55	24.17 Lt.	705.37	705.80
AA	533+13.55	24.17 Lt.	705.42	705.91
AB	533+23.55	24.17 Lt.	705.47	706.01
AC	533+33.55	24.17 Lt.	705.51	706.10
AD	533+43.55	24.17 Lt.	705.55	706.17
AE	533+53.55	24.17 Lt.	705.58	706.23
AF	533+63.55	24.17 Lt.	705.60	706.27
AG	533+73.55	24.17 Lt.	705.62	706.29
AH	533+83.55	24.17 Lt.	705.63	706.30
AI	533+93.55	24.17 Lt.	705.63	706.28
AJ	534+03.55	24.17 Lt.	705.63	706.26
AK	534+13.55	24.17 Lt.	705.63	706.22
AL	534+23.55	24.17 Lt.	705.61	706.15
AM	534+33.55	24.17 Lt.	705.59	706.08
AN	534+43.55	24.17 Lt.	705.57	706.00
AO	534+53.55	24.17 Lt.	705.54	705.91
AP	534+63.55	24.17 Lt.	705.50	705.80
AQ	534+73.55	24.17 Lt.	705.46	705.69

GIRDER 3 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+83.55	24.17 Lt.	705.41	705.58
AS	534+93.55	24.17 Lt.	705.36	705.48
AT	535+03.55	24.17 Lt.	705.30	705.37
AU	535+13.55	24.17 Lt.	705.23	705.26
℄ Pier 2	535+23.55	24.17 Lt.	705.16	705.16
AV	535+33.55	24.17 Lt.	705.09	705.07
AW	535+43.55	24.17 Lt.	705.00	704.98
AX	535+53.55	24.17 Lt.	704.91	704.89
AY	535+63.55	24.17 Lt.	704.82	704.81
AZ	535+73.55	24.17 Lt.	704.72	704.73
BA	535+83.55	24.17 Lt.	704.61	704.65
BB	535+93.55	24.17 Lt.	704.49	704.56
BC	536+03.55	24.17 Lt.	704.38	704.49
BD	536+13.55	24.17 Lt.	704.25	704.39
BE	536+23.55	24.17 Lt.	704.12	704.29
BF	536+33.55	24.17 Lt.	703.98	704.17
BG	536+43.55	24.17 Lt.	703.84	704.04
BH	536+53.55	24.17 Lt.	703.69	703.89
BI	536+63.55	24.17 Lt.	703.54	703.73
BJ	536+73.55	24.17 Lt.	703.38	703.55
BK	536+83.55	24.17 Lt.	703.21	703.36
BL	536+93.55	24.17 Lt.	703.04	703.15
BM	537+03.55	24.17 Lt.	702.86	702.93
℄ Brg. S. Abut.	537+18.55	24.17 Lt.	702.58	702.58
BK S. Abut.	537+19.93	24.17 Lt.	702.55	702.55

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+23.66	14.50 Lt.	701.42	701.42
℄ Brg. N. Abut.	530+25.03	14.50 Lt.	701.44	701.44
A	530+35.03	14.50 Lt.	701.64	701.69
B	530+45.03	14.50 Lt.	701.83	701.91
C	530+55.03	14.50 Lt.	702.03	702.14
D	530+65.03	14.50 Lt.	702.22	702.36
E	530+75.03	14.50 Lt.	702.41	702.57
F	530+85.03	14.50 Lt.	702.60	702.77
G	530+95.03	14.50 Lt.	702.79	702.96
H	531+05.03	14.50 Lt.	702.96	703.13
I	531+15.03	14.50 Lt.	703.13	703.29
J	531+25.03	14.50 Lt.	703.30	703.44
K	531+35.03	14.50 Lt.	703.46	703.57
L	531+45.03	14.50 Lt.	703.61	703.70
M	531+55.03	14.50 Lt.	703.76	703.82
N	531+65.03	14.50 Lt.	703.90	703.93
O	531+75.03	14.50 Lt.	704.03	704.04
P	531+85.03	14.50 Lt.	704.16	704.15
Q	531+95.03	14.50 Lt.	704.28	704.26
R	532+05.03	14.50 Lt.	704.40	704.38
℄ Pier 1	532+20.03	14.50 Lt.	704.57	704.57
S	532+30.03	14.50 Lt.	704.67	704.69
T	532+40.03	14.50 Lt.	704.77	704.83
U	532+50.03	14.50 Lt.	704.86	704.96
V	532+60.03	14.50 Lt.	704.94	705.08
W	532+70.03	14.50 Lt.	705.02	705.22
X	532+80.03	14.50 Lt.	705.09	705.34
Y	532+90.03	14.50 Lt.	705.16	705.47
Z	533+00.03	14.50 Lt.	705.22	705.58
AA	533+10.03	14.50 Lt.	705.27	705.68
AB	533+20.03	14.50 Lt.	705.32	705.78
AC	533+30.03	14.50 Lt.	705.37	705.87
AD	533+40.03	14.50 Lt.	705.40	705.93
AE	533+50.03	14.50 Lt.	705.44	705.99
AF	533+60.03	14.50 Lt.	705.46	706.02
AG	533+70.03	14.50 Lt.	705.48	706.05
AH	533+80.03	14.50 Lt.	705.49	706.05
AI	533+90.03	14.50 Lt.	705.50	706.05
AJ	534+00.03	14.50 Lt.	705.50	706.03
AK	534+10.03	14.50 Lt.	705.50	706.00
AL	534+20.03	14.50 Lt.	705.49	705.95
AM	534+30.03	14.50 Lt.	705.47	705.91
AN	534+40.03	14.50 Lt.	705.45	705.87
AO	534+50.03	14.50 Lt.	705.42	705.81
AP	534+60.03	14.50 Lt.	705.39	705.76
AQ	534+70.03	14.50 Lt.	705.35	705.69

GIRDER 4 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+80.03	14.50 Lt.	705.30	705.61
AS	534+90.03	14.50 Lt.	705.25	705.53
AT	535+00.03	14.50 Lt.	705.19	705.44
AU	535+10.03	14.50 Lt.	705.13	705.36
℄ Pier 2	535+20.03	14.50 Lt.	705.06	705.06
AV	535+30.03	14.50 Lt.	704.98	705.10
AW	535+40.03	14.50 Lt.	704.90	705.00
AX	535+50.03	14.50 Lt.	704.81	704.89
AY	535+60.03	14.50 Lt.	704.72	704.78
AZ	535+70.03	14.50 Lt.	704.62	704.66
BA	535+80.03	14.50 Lt.	704.52	704.54
BB	535+90.03	14.50 Lt.	704.41	704.42
BC	536+00.03	14.50 Lt.	704.29	704.29
BD	536+10.03	14.50 Lt.	704.17	704.17
BE	536+20.03	14.50 Lt.	704.04	704.04
BF	536+30.03	14.50 Lt.	703.90	703.89
BG	536+40.03	14.50 Lt.	703.76	703.74
BH	536+50.03	14.50 Lt.	703.61	703.59
BI	536+60.03	14.50 Lt.	703.46	703.45
BJ	536+70.03	14.50 Lt.	703.30	703.31
BK	536+80.03	14.50 Lt.	703.14	703.17
BL	536+90.03	14.50 Lt.	702.97	703.03
BM	537+00.03	14.50 Lt.	702.79	702.88
℄ Brg. S. Abut.	537+15.03	14.50 Lt.	702.52	702.52
BK S. Abut.	537+16.41	14.50 Lt.	702.49	702.49

TY·LIN INTERNATIONAL

DESIGNED	-	CM
CHECKED	-	AD
DRAWN	-	CM
CHECKED	-	AD

TOP OF SLAB ELEVATIONS
(2 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. Ø49-Ø2Ø9

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	179
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-10
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826

U.S. 41 ℄ - N.B. & LEFT STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+22.57	11.50 Lt.	701.35	701.35
℄ Brg. N. Abut.	530+23.94	11.50 Lt.	701.38	701.38
A	530+33.94	11.50 Lt.	701.57	701.62
B	530+43.94	11.50 Lt.	701.76	701.84
C	530+53.94	11.50 Lt.	701.96	702.07
D	530+63.94	11.50 Lt.	702.15	702.29
E	530+73.94	11.50 Lt.	702.35	702.51
F	530+83.94	11.50 Lt.	702.54	702.71
G	530+93.94	11.50 Lt.	702.72	702.89
H	531+03.94	11.50 Lt.	702.90	703.07
I	531+13.94	11.50 Lt.	703.07	703.23
J	531+23.94	11.50 Lt.	703.23	703.37
K	531+33.94	11.50 Lt.	703.39	703.50
L	531+43.94	11.50 Lt.	703.55	703.64
M	531+53.94	11.50 Lt.	703.69	703.75
N	531+63.94	11.50 Lt.	703.84	703.87
O	531+73.94	11.50 Lt.	703.97	703.98
P	531+83.94	11.50 Lt.	704.10	704.09
Q	531+93.94	11.50 Lt.	704.22	704.20
R	532+03.94	11.50 Lt.	704.34	704.32
℄ Pier 1	532+18.95	11.50 Lt.	704.51	704.51
S	532+28.94	11.50 Lt.	704.61	704.63
T	532+38.94	11.50 Lt.	704.71	704.77
U	532+48.94	11.50 Lt.	704.80	704.90
V	532+58.94	11.50 Lt.	704.88	705.02
W	532+68.94	11.50 Lt.	704.96	705.16
X	532+78.94	11.50 Lt.	705.04	705.29
Y	532+88.94	11.50 Lt.	705.11	705.42
Z	532+98.94	11.50 Lt.	705.17	705.53
AA	533+08.94	11.50 Lt.	705.22	705.63
AB	533+18.94	11.50 Lt.	705.27	705.73
AC	533+28.94	11.50 Lt.	705.32	705.82
AD	533+38.94	11.50 Lt.	705.35	705.88
AE	533+48.94	11.50 Lt.	705.39	705.94
AF	533+58.94	11.50 Lt.	705.41	705.97
AG	533+68.94	11.50 Lt.	705.43	706.00
AH	533+78.94	11.50 Lt.	705.45	706.01
AI	533+88.94	11.50 Lt.	705.45	706.00
AJ	533+98.94	11.50 Lt.	705.46	705.99
AK	534+08.94	11.50 Lt.	705.45	705.95
AL	534+18.94	11.50 Lt.	705.44	705.90
AM	534+28.94	11.50 Lt.	705.43	705.87
AN	534+38.94	11.50 Lt.	705.41	705.83
AO	534+48.94	11.50 Lt.	705.38	705.77
AP	534+58.94	11.50 Lt.	705.34	705.71
AQ	534+68.94	11.50 Lt.	705.31	705.65

U.S. 41 ℄ - N.B. CONTINUED & LEFT CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+78.94	11.50 Lt.	705.26	705.57
AS	534+88.94	11.50 Lt.	705.21	705.49
AT	534+98.94	11.50 Lt.	705.15	705.40
AU	535+08.94	11.50 Lt.	705.09	705.32
℄ Pier 2	535+18.94	11.50 Lt.	705.02	705.02
AV	535+28.94	11.50 Lt.	704.94	705.06
AW	535+38.94	11.50 Lt.	704.86	704.96
AX	535+48.94	11.50 Lt.	704.78	704.86
AY	535+58.94	11.50 Lt.	704.68	704.74
AZ	535+68.94	11.50 Lt.	704.59	704.63
BA	535+78.94	11.50 Lt.	704.48	704.50
BB	535+88.94	11.50 Lt.	704.37	704.38
BC	535+98.94	11.50 Lt.	704.25	704.25
BD	536+08.94	11.50 Lt.	704.13	704.13
BE	536+18.94	11.50 Lt.	704.00	704.00
BF	536+28.94	11.50 Lt.	703.87	703.86
BG	536+38.94	11.50 Lt.	703.73	703.71
BH	536+48.94	11.50 Lt.	703.58	703.56
BI	536+58.94	11.50 Lt.	703.43	703.42
BJ	536+68.94	11.50 Lt.	703.27	703.28
BK	536+78.94	11.50 Lt.	703.11	703.14
BL	536+88.94	11.50 Lt.	702.94	703.00
BM	536+98.94	11.50 Lt.	702.76	702.72
℄ Brg. S. Abut.	537+13.94	11.50 Lt.	702.49	702.49
BK S. Abut.	537+15.32	11.50 Lt.	702.46	702.46

RIGHT STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+21.11	7.50 Lt.	701.24	701.24
℄ Brg. N. Abut.	530+22.49	7.50 Lt.	701.26	701.26
A	530+32.49	7.50 Lt.	701.46	701.50
B	530+42.49	7.50 Lt.	701.65	701.72
C	530+52.49	7.50 Lt.	701.85	701.96
D	530+62.49	7.50 Lt.	702.04	702.18
E	530+72.49	7.50 Lt.	702.24	702.40
F	530+82.49	7.50 Lt.	702.43	702.61
G	530+92.49	7.50 Lt.	702.61	702.79
H	531+02.49	7.50 Lt.	702.79	702.96
I	531+12.49	7.50 Lt.	702.96	703.12
J	531+22.49	7.50 Lt.	703.13	703.27
K	531+32.49	7.50 Lt.	703.29	703.41
L	531+42.49	7.50 Lt.	703.44	703.53
M	531+52.49	7.50 Lt.	703.59	703.65
N	531+62.49	7.50 Lt.	703.73	703.77
O	531+72.49	7.50 Lt.	703.87	703.89
P	531+82.49	7.50 Lt.	704.00	704.00
Q	531+92.49	7.50 Lt.	704.12	704.11
R	532+02.49	7.50 Lt.	704.24	704.23
℄ Pier 1	532+17.49	7.50 Lt.	704.41	704.41
S	532+27.49	7.50 Lt.	704.51	704.53
T	532+37.49	7.50 Lt.	704.61	704.66
U	532+47.49	7.50 Lt.	704.70	704.78
V	532+57.49	7.50 Lt.	704.79	704.91
W	532+67.49	7.50 Lt.	704.87	705.03
X	532+77.49	7.50 Lt.	704.94	705.14
Y	532+87.49	7.50 Lt.	705.01	705.26
Z	532+97.49	7.50 Lt.	705.07	705.37
AA	533+07.49	7.50 Lt.	705.13	705.47
AB	533+17.49	7.50 Lt.	705.18	705.56
AC	533+27.49	7.50 Lt.	705.23	705.64
AD	533+37.49	7.50 Lt.	705.27	705.71
AE	533+47.49	7.50 Lt.	705.30	705.76
AF	533+57.49	7.50 Lt.	705.32	705.80
AG	533+67.49	7.50 Lt.	705.35	705.83
AH	533+77.49	7.50 Lt.	705.36	705.84
AI	533+87.49	7.50 Lt.	705.37	705.83
AJ	533+97.49	7.50 Lt.	705.37	705.81
AK	534+07.49	7.50 Lt.	705.37	705.79
AL	534+17.49	7.50 Lt.	705.36	705.74
AM	534+27.49	7.50 Lt.	705.35	705.69
AN	534+37.49	7.50 Lt.	705.33	705.63
AO	534+47.49	7.50 Lt.	705.30	705.55
AP	534+57.49	7.50 Lt.	705.27	705.48
AQ	534+67.49	7.50 Lt.	705.23	705.39

RIGHT STAGE CONSTRUCTION LINE CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+77.49	7.50 Lt.	705.18	705.30
AS	534+87.49	7.50 Lt.	705.13	705.21
AT	534+97.49	7.50 Lt.	705.08	705.13
AU	535+07.49	7.50 Lt.	705.02	705.05
℄ Pier 2	535+17.49	7.50 Lt.	704.95	704.95
AV	535+27.49	7.50 Lt.	704.87	704.87
AW	535+37.49	7.50 Lt.	704.79	704.79
AX	535+47.49	7.50 Lt.	704.71	704.70
AY	535+57.49	7.50 Lt.	704.62	704.61
AZ	535+67.49	7.50 Lt.	704.52	704.51
BA	535+77.49	7.50 Lt.	704.41	704.42
BB	535+87.49	7.50 Lt.	704.30	704.32
BC	535+97.49	7.50 Lt.	704.19	704.24
BD	536+07.49	7.50 Lt.	704.07	704.14
BE	536+17.49	7.50 Lt.	703.94	704.04
BF	536+27.49	7.50 Lt.	703.81	703.93
BG	536+37.49	7.50 Lt.	703.67	703.82
BH	536+47.49	7.50 Lt.	703.52	703.68
BI	536+57.49	7.50 Lt.	703.37	703.54
BJ	536+67.49	7.50 Lt.	703.21	703.39
BK	536+77.49	7.50 Lt.	703.05	703.22
BL	536+87.49	7.50 Lt.	702.88	703.03
BM	536+97.49	7.50 Lt.	702.71	702.83
℄ Brg. S. Abut.	537+12.49	7.50 Lt.	702.43	702.43
BK S. Abut.	537+13.86	7.50 Lt.	702.41	702.41

TY·LIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

TOP OF SLAB ELEVATIONS
(3 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	180
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. ~S-11
S-66~ SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+20.14	4.83 Lt.	701.16	701.16
℄ Brg. N. Abut.	530+21.51	4.83 Lt.	701.19	701.19
A	530+31.51	4.83 Lt.	701.38	701.42
B	530+41.51	4.83 Lt.	701.58	701.65
C	530+51.51	4.83 Lt.	701.77	701.88
D	530+61.51	4.83 Lt.	701.97	702.11
E	530+71.51	4.83 Lt.	702.16	702.32
F	530+81.51	4.83 Lt.	702.35	702.53
G	530+91.51	4.83 Lt.	702.54	702.72
H	531+01.51	4.83 Lt.	702.72	702.89
I	531+11.51	4.83 Lt.	702.89	703.05
J	531+21.51	4.83 Lt.	703.05	703.19
K	531+31.51	4.83 Lt.	703.22	703.34
L	531+41.51	4.83 Lt.	703.37	703.46
M	531+51.51	4.83 Lt.	703.52	703.58
N	531+61.51	4.83 Lt.	703.66	703.70
O	531+71.51	4.83 Lt.	703.80	703.82
P	531+81.51	4.83 Lt.	703.93	703.93
Q	531+91.51	4.83 Lt.	704.06	704.05
R	532+01.51	4.83 Lt.	704.18	704.17
℄ Pier 1	532+16.51	4.83 Lt.	704.34	704.34
S	532+26.51	4.83 Lt.	704.45	704.47
T	532+36.51	4.83 Lt.	704.55	704.60
U	532+46.51	4.83 Lt.	704.64	704.72
V	532+56.51	4.83 Lt.	704.73	704.85
W	532+66.51	4.83 Lt.	704.81	704.97
X	532+76.51	4.83 Lt.	704.88	705.08
Y	532+86.51	4.83 Lt.	704.95	705.20
Z	532+96.51	4.83 Lt.	705.01	705.31
AA	533+06.51	4.83 Lt.	705.07	705.41
AB	533+16.51	4.83 Lt.	705.12	705.50
AC	533+26.51	4.83 Lt.	705.17	705.58
AD	533+36.51	4.83 Lt.	705.21	705.65
AE	533+46.51	4.83 Lt.	705.24	705.70
AF	533+56.51	4.83 Lt.	705.27	705.75
AG	533+66.51	4.83 Lt.	705.29	705.77
AH	533+76.51	4.83 Lt.	705.30	705.78
AI	533+86.51	4.83 Lt.	705.31	705.77
AJ	533+96.51	4.83 Lt.	705.32	705.76
AK	534+06.51	4.83 Lt.	705.31	705.73
AL	534+16.51	4.83 Lt.	705.31	705.69
AM	534+26.51	4.83 Lt.	705.29	705.63
AN	534+36.51	4.83 Lt.	705.27	705.57
AO	534+46.51	4.83 Lt.	705.25	705.50
AP	534+56.51	4.83 Lt.	705.21	705.42
AQ	534+66.51	4.83 Lt.	705.18	705.34

GIRDER 5 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+76.51	4.83 Lt.	705.13	705.25
AS	534+86.51	4.83 Lt.	705.08	705.16
AT	534+96.51	4.83 Lt.	705.03	705.08
AU	535+06.51	4.83 Lt.	704.97	705.00
℄ Pier 2	535+16.51	4.83 Lt.	704.90	704.90
AV	535+26.51	4.83 Lt.	704.82	704.82
AW	535+36.51	4.83 Lt.	704.75	704.75
AX	535+46.51	4.83 Lt.	704.66	704.65
AY	535+56.51	4.83 Lt.	704.57	704.56
AZ	535+66.51	4.83 Lt.	704.47	704.46
BA	535+76.51	4.83 Lt.	704.37	704.38
BB	535+86.51	4.83 Lt.	704.26	704.28
BC	535+96.51	4.83 Lt.	704.14	704.19
BD	536+06.51	4.83 Lt.	704.02	704.09
BE	536+16.51	4.83 Lt.	703.90	704.00
BF	536+26.51	4.83 Lt.	703.76	703.88
BG	536+36.51	4.83 Lt.	703.63	703.78
BH	536+46.51	4.83 Lt.	703.48	703.64
BI	536+56.51	4.83 Lt.	703.33	703.50
BJ	536+66.51	4.83 Lt.	703.17	703.35
BK	536+76.51	4.83 Lt.	703.01	703.18
BL	536+86.51	4.83 Lt.	702.84	702.99
BM	536+96.51	4.83 Lt.	702.67	702.79
℄ Brg. S. Abut.	537+11.51	4.83 Lt.	702.40	702.40
BK S. Abut.	537+12.89	4.83 Lt.	702.37	702.37

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+16.62	4.83 Rt.	701.09	701.09
℄ Brg. N. Abut.	530+18.00	4.83 Rt.	701.12	701.12
A	530+28.00	4.83 Rt.	701.32	701.38
B	530+38.00	4.83 Rt.	701.51	701.60
C	530+48.00	4.83 Rt.	701.70	701.83
D	530+58.00	4.83 Rt.	701.90	702.07
E	530+68.00	4.83 Rt.	702.09	702.28
F	530+78.00	4.83 Rt.	702.29	702.49
G	530+88.00	4.83 Rt.	702.47	702.68
H	530+98.00	4.83 Rt.	702.65	702.85
I	531+08.00	4.83 Rt.	702.83	703.02
J	531+18.00	4.83 Rt.	703.00	703.17
K	531+28.00	4.83 Rt.	703.16	703.30
L	531+38.00	4.83 Rt.	703.32	703.42
M	531+48.00	4.83 Rt.	703.47	703.54
N	531+58.00	4.83 Rt.	703.61	703.65
O	531+68.00	4.83 Rt.	703.75	703.76
P	531+78.00	4.83 Rt.	703.89	703.88
Q	531+88.00	4.83 Rt.	704.01	703.99
R	531+98.00	4.83 Rt.	704.13	704.11
℄ Pier 1	532+13.00	4.83 Rt.	704.31	704.31
S	532+23.00	4.83 Rt.	704.41	704.44
T	532+33.00	4.83 Rt.	704.51	704.58
U	532+43.00	4.83 Rt.	704.61	704.72
V	532+53.00	4.83 Rt.	704.70	704.87
W	532+63.00	4.83 Rt.	704.78	705.01
X	532+73.00	4.83 Rt.	704.86	705.16
Y	532+83.00	4.83 Rt.	704.93	705.29
Z	532+93.00	4.83 Rt.	704.99	705.42
AA	533+03.00	4.83 Rt.	705.05	705.54
AB	533+13.00	4.83 Rt.	705.10	705.64
AC	533+23.00	4.83 Rt.	705.15	705.74
AD	533+33.00	4.83 Rt.	705.19	705.81
AE	533+43.00	4.83 Rt.	705.23	705.88
AF	533+53.00	4.83 Rt.	705.26	705.93
AG	533+63.00	4.83 Rt.	705.28	705.95
AH	533+73.00	4.83 Rt.	705.30	705.97
AI	533+83.00	4.83 Rt.	705.31	705.96
AJ	533+93.00	4.83 Rt.	705.32	705.95
AK	534+03.00	4.83 Rt.	705.32	705.91
AL	534+13.00	4.83 Rt.	705.31	705.85
AM	534+23.00	4.83 Rt.	705.30	705.79
AN	534+33.00	4.83 Rt.	705.28	705.71
AO	534+43.00	4.83 Rt.	705.26	705.63
AP	534+53.00	4.83 Rt.	705.23	705.53
AQ	534+63.00	4.83 Rt.	705.19	705.42

GIRDER 6 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+73.00	4.83 Rt.	705.15	705.32
AS	534+83.00	4.83 Rt.	705.10	705.22
AT	534+93.00	4.83 Rt.	705.05	705.12
AU	535+03.00	4.83 Rt.	704.99	705.02
℄ Pier 2	535+13.00	4.83 Rt.	704.92	704.92
AV	535+23.00	4.83 Rt.	704.85	704.83
AW	535+33.00	4.83 Rt.	704.77	704.75
AX	535+43.00	4.83 Rt.	704.69	704.67
AY	535+53.00	4.83 Rt.	704.60	704.59
AZ	535+63.00	4.83 Rt.	704.51	704.52
BA	535+73.00	4.83 Rt.	704.41	704.45
BB	535+83.00	4.83 Rt.	704.30	704.37
BC	535+93.00	4.83 Rt.	704.19	704.30
BD	536+03.00	4.83 Rt.	704.07	704.21
BE	536+13.00	4.83 Rt.	703.94	704.11
BF	536+23.00	4.83 Rt.	703.81	704.00
BG	536+33.00	4.83 Rt.	703.67	703.87
BH	536+43.00	4.83 Rt.	703.53	703.73
BI	536+53.00	4.83 Rt.	703.38	703.57
BJ	536+63.00	4.83 Rt.	703.23	703.40
BK	536+73.00	4.83 Rt.	703.07	703.22
BL	536+83.00	4.83 Rt.	702.90	703.01
BM	536+93.00	4.83 Rt.	702.73	702.80
℄ Brg. S. Abut.	537+08.00	4.83 Rt.	702.46	702.46
BK S. Abut.	537+09.37	4.83 Rt.	702.44	702.44

TY·LIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

TOP OF SLAB ELEVATIONS
(4 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. Ø49-Ø2Ø9

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	181
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-12
S-66- SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826

U.S. 41 ℄ - S.B.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+14.20	11.50 Rt.	701.19	701.19
℄ Brg. N. Abut.	530+15.57	11.50 Rt.	701.21	701.21
A	530+25.57	11.50 Rt.	701.41	701.47
B	530+35.57	11.50 Rt.	701.60	701.69
C	530+45.57	11.50 Rt.	701.80	701.93
D	530+55.57	11.50 Rt.	701.99	702.16
E	530+65.57	11.50 Rt.	702.18	702.37
F	530+75.57	11.50 Rt.	702.38	702.58
G	530+85.57	11.50 Rt.	702.57	702.78
H	530+95.57	11.50 Rt.	702.75	702.95
I	531+05.57	11.50 Rt.	702.92	703.11
J	531+15.57	11.50 Rt.	703.10	703.27
K	531+25.57	11.50 Rt.	703.26	703.40
L	531+35.57	11.50 Rt.	703.42	703.52
M	531+45.57	11.50 Rt.	703.57	703.64
N	531+55.57	11.50 Rt.	703.72	703.76
O	531+65.57	11.50 Rt.	703.86	703.87
P	531+75.57	11.50 Rt.	703.99	703.98
Q	531+85.57	11.50 Rt.	704.12	704.10
R	531+95.57	11.50 Rt.	704.24	704.22
℄ Pier 1	532+10.57	11.50 Rt.	704.42	704.42
S	532+20.57	11.50 Rt.	704.53	704.56
T	532+30.57	11.50 Rt.	704.63	704.70
U	532+40.57	11.50 Rt.	704.72	704.83
V	532+50.57	11.50 Rt.	704.81	704.98
W	532+60.57	11.50 Rt.	704.90	705.13
X	532+70.57	11.50 Rt.	704.98	705.28
Y	532+80.57	11.50 Rt.	705.05	705.41
Z	532+90.57	11.50 Rt.	705.12	705.55
AA	533+00.57	11.50 Rt.	705.18	705.67
AB	533+10.57	11.50 Rt.	705.23	705.77
AC	533+20.57	11.50 Rt.	705.28	705.87
AD	533+30.57	11.50 Rt.	705.32	705.94
AE	533+40.57	11.50 Rt.	705.36	706.01
AF	533+50.57	11.50 Rt.	705.39	706.06
AG	533+60.57	11.50 Rt.	705.42	706.09
AH	533+70.57	11.50 Rt.	705.43	706.10
AI	533+80.57	11.50 Rt.	705.45	706.10
AJ	533+90.57	11.50 Rt.	705.45	706.08
AK	534+00.57	11.50 Rt.	705.46	706.05
AL	534+10.57	11.50 Rt.	705.45	705.99
AM	534+20.57	11.50 Rt.	705.44	705.93
AN	534+30.57	11.50 Rt.	705.42	705.85
AO	534+40.57	11.50 Rt.	705.40	705.77
AP	534+50.57	11.50 Rt.	705.37	705.67
AQ	534+60.57	11.50 Rt.	705.34	705.57

U.S. 41 ℄ - S.B. CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+70.57	11.50 Rt.	705.30	705.47
AS	534+80.57	11.50 Rt.	705.25	705.37
AT	534+90.57	11.50 Rt.	705.20	705.27
AU	535+00.57	11.50 Rt.	705.14	705.17
℄ Pier 2	535+10.57	11.50 Rt.	705.08	705.08
AV	535+20.57	11.50 Rt.	705.01	704.99
AW	535+30.57	11.50 Rt.	704.93	704.91
AX	535+40.57	11.50 Rt.	704.85	704.83
AY	535+50.57	11.50 Rt.	704.76	704.75
AZ	535+60.57	11.50 Rt.	704.67	704.68
BA	535+70.57	11.50 Rt.	704.57	704.61
BB	535+80.57	11.50 Rt.	704.46	704.53
BC	535+90.57	11.50 Rt.	704.35	704.46
BD	536+00.57	11.50 Rt.	704.23	704.37
BE	536+10.57	11.50 Rt.	704.11	704.28
BF	536+20.57	11.50 Rt.	703.98	704.17
BG	536+30.57	11.50 Rt.	703.85	704.05
BH	536+40.57	11.50 Rt.	703.71	703.91
BI	536+50.57	11.50 Rt.	703.56	703.75
BJ	536+60.57	11.50 Rt.	703.41	703.58
BK	536+70.57	11.50 Rt.	703.25	703.40
BL	536+80.57	11.50 Rt.	703.08	703.19
BM	536+90.57	11.50 Rt.	702.91	702.85
℄ Brg. S. Abut.	537+05.57	11.50 Rt.	702.64	702.64
BK S. Abut.	537+06.94	11.50 Rt.	702.62	702.62

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+13.10	14.50 Rt.	701.21	701.21
℄ Brg. N. Abut.	530+14.48	14.50 Rt.	701.24	701.24
A	530+24.48	14.50 Rt.	701.43	701.49
B	530+34.48	14.50 Rt.	701.63	701.72
C	530+44.48	14.50 Rt.	701.82	701.95
D	530+54.48	14.50 Rt.	702.02	702.19
E	530+64.48	14.50 Rt.	702.21	702.40
F	530+74.48	14.50 Rt.	702.40	702.60
G	530+84.48	14.50 Rt.	702.59	702.80
H	530+94.48	14.50 Rt.	702.78	702.98
I	531+04.48	14.50 Rt.	702.95	703.14
J	531+14.48	14.50 Rt.	703.12	703.29
K	531+24.48	14.50 Rt.	703.29	703.43
L	531+34.48	14.50 Rt.	703.45	703.55
M	531+44.48	14.50 Rt.	703.60	703.67
N	531+54.48	14.50 Rt.	703.75	703.79
O	531+64.48	14.50 Rt.	703.89	703.90
P	531+74.48	14.50 Rt.	704.03	704.02
Q	531+84.48	14.50 Rt.	704.15	704.13
R	531+94.48	14.50 Rt.	704.28	704.26
℄ Pier 1	532+09.48	14.50 Rt.	704.45	704.45
S	532+19.48	14.50 Rt.	704.56	704.59
T	532+29.48	14.50 Rt.	704.66	704.73
U	532+39.48	14.50 Rt.	704.76	704.87
V	532+49.48	14.50 Rt.	704.85	705.02
W	532+59.48	14.50 Rt.	704.94	705.17
X	532+69.48	14.50 Rt.	705.02	705.32
Y	532+79.48	14.50 Rt.	705.09	705.45
Z	532+89.48	14.50 Rt.	705.16	705.59
AA	532+99.48	14.50 Rt.	705.22	705.71
AB	533+09.48	14.50 Rt.	705.27	705.81
AC	533+19.48	14.50 Rt.	705.32	705.91
AD	533+29.48	14.50 Rt.	705.36	705.98
AE	533+39.48	14.50 Rt.	705.40	706.05
AF	533+49.48	14.50 Rt.	705.43	706.10
AG	533+59.48	14.50 Rt.	705.46	706.13
AH	533+69.48	14.50 Rt.	705.48	706.15
AI	533+79.48	14.50 Rt.	705.49	706.14
AJ	533+89.48	14.50 Rt.	705.50	706.13
AK	533+99.48	14.50 Rt.	705.50	706.09
AL	534+09.48	14.50 Rt.	705.50	706.04
AM	534+19.48	14.50 Rt.	705.49	705.98
AN	534+29.48	14.50 Rt.	705.47	705.90
AO	534+39.48	14.50 Rt.	705.45	705.82
AP	534+49.48	14.50 Rt.	705.42	705.72
AQ	534+59.48	14.50 Rt.	705.39	705.62

GIRDER 7 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+69.48	14.50 Rt.	705.35	705.52
AS	534+79.48	14.50 Rt.	705.30	705.42
AT	534+89.48	14.50 Rt.	705.25	705.32
AU	534+99.48	14.50 Rt.	705.20	705.23
℄ Pier 2	535+09.48	14.50 Rt.	705.13	705.13
AV	535+19.48	14.50 Rt.	705.06	705.04
AW	535+29.48	14.50 Rt.	704.99	704.97
AX	535+39.48	14.50 Rt.	704.91	704.89
AY	535+49.48	14.50 Rt.	704.82	704.81
AZ	535+59.48	14.50 Rt.	704.73	704.74
BA	535+69.48	14.50 Rt.	704.63	704.67
BB	535+79.48	14.50 Rt.	704.52	704.59
BC	535+89.48	14.50 Rt.	704.41	704.52
BD	535+99.48	14.50 Rt.	704.29	704.43
BE	536+09.48	14.50 Rt.	704.17	704.34
BF	536+19.48	14.50 Rt.	704.04	704.23
BG	536+29.48	14.50 Rt.	703.91	704.11
BH	536+39.48	14.50 Rt.	703.77	703.97
BI	536+49.48	14.50 Rt.	703.62	703.81
BJ	536+59.48	14.50 Rt.	703.47	703.64
BK	536+69.48	14.50 Rt.	703.31	703.46
BL	536+79.48	14.50 Rt.	703.15	703.26
BM	536+89.48	14.50 Rt.	702.98	703.05
℄ Brg. S. Abut.	537+04.48	14.50 Rt.	702.71	702.71
BK S. Abut.	537+05.85	14.50 Rt.	702.69	702.69

TY·LIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

TOP OF SLAB ELEVATIONS
(5 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	182
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-13
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+09.59	24.17 Rt.	701.27	701.27
℄ Brg. N. Abut.	530+10.96	24.17 Rt.	701.30	701.30
A	530+20.96	24.17 Rt.	701.49	701.55
B	530+30.96	24.17 Rt.	701.69	701.78
C	530+40.96	24.17 Rt.	701.88	702.01
D	530+50.96	24.17 Rt.	702.08	702.25
E	530+60.96	24.17 Rt.	702.27	702.46
F	530+70.96	24.17 Rt.	702.47	702.67
G	530+80.96	24.17 Rt.	702.66	702.87
H	530+90.96	24.17 Rt.	702.84	703.04
I	531+00.96	24.17 Rt.	703.02	703.21
J	531+10.96	24.17 Rt.	703.19	703.36
K	531+20.96	24.17 Rt.	703.36	703.50
L	531+30.96	24.17 Rt.	703.52	703.62
M	531+40.96	24.17 Rt.	703.68	703.75
N	531+50.96	24.17 Rt.	703.83	703.87
O	531+60.96	24.17 Rt.	703.97	703.98
P	531+70.96	24.17 Rt.	704.11	704.10
Q	531+80.96	24.17 Rt.	704.24	704.22
R	531+90.96	24.17 Rt.	704.37	704.35
℄ Pier 1	532+05.96	24.17 Rt.	704.54	704.54
S	532+15.96	24.17 Rt.	704.65	704.68
T	532+25.96	24.17 Rt.	704.76	704.83
U	532+35.96	24.17 Rt.	704.86	704.97
V	532+45.96	24.17 Rt.	704.95	705.12
W	532+55.96	24.17 Rt.	705.04	705.27
X	532+65.96	24.17 Rt.	705.12	705.42
Y	532+75.96	24.17 Rt.	705.19	705.55
Z	532+85.96	24.17 Rt.	705.26	705.69
AA	532+95.96	24.17 Rt.	705.33	705.82
AB	533+05.96	24.17 Rt.	705.38	705.92
AC	533+15.96	24.17 Rt.	705.43	706.02
AD	533+25.96	24.17 Rt.	705.48	706.10
AE	533+35.96	24.17 Rt.	705.52	706.17
AF	533+45.96	24.17 Rt.	705.55	706.22
AG	533+55.96	24.17 Rt.	705.58	706.25
AH	533+65.96	24.17 Rt.	705.60	706.27
AI	533+75.96	24.17 Rt.	705.62	706.27
AJ	533+85.96	24.17 Rt.	705.63	706.26
AK	533+95.96	24.17 Rt.	705.63	706.22
AL	534+05.96	24.17 Rt.	705.63	706.17
AM	534+15.96	24.17 Rt.	705.62	706.11
AN	534+25.96	24.17 Rt.	705.61	706.04
AO	534+35.96	24.17 Rt.	705.59	705.96
AP	534+45.96	24.17 Rt.	705.56	705.86
AQ	534+55.96	24.17 Rt.	705.53	705.76

GIRDER 8 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+65.96	24.17 Rt.	705.49	705.66
AS	534+75.96	24.17 Rt.	705.45	705.57
AT	534+85.96	24.17 Rt.	705.40	705.47
AU	534+95.96	24.17 Rt.	705.35	705.38
℄ Pier 2	535+05.96	24.17 Rt.	705.29	705.29
AV	535+15.96	24.17 Rt.	705.22	705.20
AW	535+25.96	24.17 Rt.	705.14	705.12
AX	535+35.96	24.17 Rt.	705.07	705.05
AY	535+45.96	24.17 Rt.	704.98	704.97
AZ	535+55.96	24.17 Rt.	704.89	704.90
BA	535+65.96	24.17 Rt.	704.79	704.83
BB	535+75.96	24.17 Rt.	704.69	704.76
BC	535+85.96	24.17 Rt.	704.58	704.69
BD	535+95.96	24.17 Rt.	704.47	704.61
BE	536+05.96	24.17 Rt.	704.35	704.52
BF	536+15.96	24.17 Rt.	704.22	704.41
BG	536+25.96	24.17 Rt.	704.09	704.29
BH	536+35.96	24.17 Rt.	703.95	704.15
BI	536+45.96	24.17 Rt.	703.80	703.99
BJ	536+55.96	24.17 Rt.	703.65	703.82
BK	536+65.96	24.17 Rt.	703.50	703.65
BL	536+75.96	24.17 Rt.	703.34	703.45
BM	536+85.96	24.17 Rt.	703.17	703.24
℄ Brg. S. Abut.	537+00.96	24.17 Rt.	702.90	702.90
BK S. Abut.	537+02.33	24.17 Rt.	702.88	702.88

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+06.07	33.83 Rt.	701.05	701.05
℄ Brg. N. Abut.	530+07.44	33.83 Rt.	701.08	701.08
A	530+17.44	33.83 Rt.	701.28	701.34
B	530+27.44	33.83 Rt.	701.47	701.56
C	530+37.44	33.83 Rt.	701.66	701.79
D	530+47.44	33.83 Rt.	701.86	702.03
E	530+57.44	33.83 Rt.	702.05	702.24
F	530+67.44	33.83 Rt.	702.25	702.45
G	530+77.44	33.83 Rt.	702.44	702.65
H	530+87.44	33.83 Rt.	702.63	702.83
I	530+97.44	33.83 Rt.	702.81	703.00
J	531+07.44	33.83 Rt.	702.98	703.15
K	531+17.44	33.83 Rt.	703.15	703.29
L	531+27.44	33.83 Rt.	703.32	703.42
M	531+37.44	33.83 Rt.	703.47	703.54
N	531+47.44	33.83 Rt.	703.62	703.66
O	531+57.44	33.83 Rt.	703.77	703.78
P	531+67.44	33.83 Rt.	703.91	703.90
Q	531+77.44	33.83 Rt.	704.04	704.02
R	531+87.44	33.83 Rt.	704.17	704.15
℄ Pier 1	532+02.44	33.83 Rt.	704.35	704.35
S	532+12.44	33.83 Rt.	704.46	704.49
T	532+22.44	33.83 Rt.	704.57	704.64
U	532+32.44	33.83 Rt.	704.67	704.78
V	532+42.44	33.83 Rt.	704.77	704.94
W	532+52.44	33.83 Rt.	704.86	705.09
X	532+62.44	33.83 Rt.	704.94	705.24
Y	532+72.44	33.83 Rt.	705.02	705.38
Z	532+82.44	33.83 Rt.	705.09	705.52
AA	532+92.44	33.83 Rt.	705.15	705.64
AB	533+02.44	33.83 Rt.	705.21	705.75
AC	533+12.44	33.83 Rt.	705.27	705.86
AD	533+22.44	33.83 Rt.	705.31	705.93
AE	533+32.44	33.83 Rt.	705.36	706.01
AF	533+42.44	33.83 Rt.	705.39	706.06
AG	533+52.44	33.83 Rt.	705.42	706.09
AH	533+62.44	33.83 Rt.	705.45	706.12
AI	533+72.44	33.83 Rt.	705.46	706.11
AJ	533+82.44	33.83 Rt.	705.48	706.11
AK	533+92.44	33.83 Rt.	705.48	706.07
AL	534+02.44	33.83 Rt.	705.48	706.02
AM	534+12.44	33.83 Rt.	705.48	705.97
AN	534+22.44	33.83 Rt.	705.46	705.89
AO	534+32.44	33.83 Rt.	705.45	705.82
AP	534+42.44	33.83 Rt.	705.42	705.72
AQ	534+52.44	33.83 Rt.	705.39	705.62

GIRDER 9 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+62.44	33.83 Rt.	705.36	705.53
AS	534+72.44	33.83 Rt.	705.32	705.44
AT	534+82.44	33.83 Rt.	705.27	705.34
AU	534+92.44	33.83 Rt.	705.22	705.25
℄ Pier 2	535+02.44	33.83 Rt.	705.16	705.16
AV	535+12.44	33.83 Rt.	705.09	705.07
AW	535+22.44	33.83 Rt.	705.02	705.00
AX	535+32.44	33.83 Rt.	704.94	704.92
AY	535+42.44	33.83 Rt.	704.86	704.85
AZ	535+52.44	33.83 Rt.	704.77	704.78
BA	535+62.44	33.83 Rt.	704.68	704.72
BB	535+72.44	33.83 Rt.	704.58	704.65
BC	535+82.44	33.83 Rt.	704.47	704.58
BD	535+92.44	33.83 Rt.	704.36	704.50
BE	536+02.44	33.83 Rt.	704.24	704.41
BF	536+12.44	33.83 Rt.	704.11	704.30
BG	536+22.44	33.83 Rt.	703.98	704.18
BH	536+32.44	33.83 Rt.	703.85	704.05
BI	536+42.44	33.83 Rt.	703.70	703.89
BJ	536+52.44	33.83 Rt.	703.56	703.73
BK	536+62.44	33.83 Rt.	703.40	703.55
BL	536+72.44	33.83 Rt.	703.24	703.35
BM	536+82.44	33.83 Rt.	703.08	703.15
℄ Brg. S. Abut.	536+97.44	33.83 Rt.	702.82	702.82
BK S. Abut.	536+98.82	33.83 Rt.	702.79	702.79

TY·LIN INTERNATIONAL

DESIGNED	-	CM
CHECKED	-	AD
DRAWN	-	CM
CHECKED	-	AD

TOP OF SLAB ELEVATIONS
(6 OF 7)

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	183
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-14
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+02.55	43.50 Rt.	700.79	700.79
℄ Brg. N. Abut.	530+03.92	43.50 Rt.	700.82	700.82
A	530+13.92	43.50 Rt.	701.01	701.06
B	530+23.92	43.50 Rt.	701.21	701.29
C	530+33.92	43.50 Rt.	701.40	701.52
D	530+43.92	43.50 Rt.	701.60	701.75
E	530+53.92	43.50 Rt.	701.79	701.96
F	530+63.92	43.50 Rt.	701.99	702.17
G	530+73.92	43.50 Rt.	702.18	702.37
H	530+83.92	43.50 Rt.	702.37	702.55
I	530+93.92	43.50 Rt.	702.55	702.72
J	531+03.92	43.50 Rt.	702.73	702.88
K	531+13.92	43.50 Rt.	702.90	703.02
L	531+23.92	43.50 Rt.	703.07	703.16
M	531+33.92	43.50 Rt.	703.23	703.29
N	531+43.92	43.50 Rt.	703.38	703.41
O	531+53.92	43.50 Rt.	703.53	703.54
P	531+63.92	43.50 Rt.	703.67	703.66
Q	531+73.92	43.50 Rt.	703.80	703.78
R	531+83.92	43.50 Rt.	703.93	703.91
℄ Pier 1	531+98.92	43.50 Rt.	704.12	704.12
S	532+08.92	43.50 Rt.	704.23	704.25
T	532+18.92	43.50 Rt.	704.34	704.40
U	532+28.92	43.50 Rt.	704.44	704.54
V	532+38.92	43.50 Rt.	704.54	704.69
W	532+48.92	43.50 Rt.	704.63	704.84
X	532+58.92	43.50 Rt.	704.72	704.99
Y	532+68.92	43.50 Rt.	704.80	705.13
Z	532+78.92	43.50 Rt.	704.87	705.25
AA	532+88.92	43.50 Rt.	704.94	705.38
AB	532+98.92	43.50 Rt.	705.00	705.48
AC	533+08.92	43.50 Rt.	705.06	705.59
AD	533+18.92	43.50 Rt.	705.10	705.66
AE	533+28.92	43.50 Rt.	705.15	705.73
AF	533+38.92	43.50 Rt.	705.19	705.79
AG	533+48.92	43.50 Rt.	705.22	705.82
AH	533+58.92	43.50 Rt.	705.24	705.84
AI	533+68.92	43.50 Rt.	705.26	705.84
AJ	533+78.92	43.50 Rt.	705.28	705.84
AK	533+88.92	43.50 Rt.	705.29	705.82
AL	533+98.92	43.50 Rt.	705.29	705.78
AM	534+08.92	43.50 Rt.	705.29	705.73
AN	534+18.92	43.50 Rt.	705.28	705.67
AO	534+28.92	43.50 Rt.	705.26	705.59
AP	534+38.92	43.50 Rt.	705.24	705.51
AQ	534+48.92	43.50 Rt.	705.21	705.45

GIRDER 10 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+58.92	43.50 Rt.	705.18	705.39
AS	534+68.92	43.50 Rt.	705.14	705.32
AT	534+78.92	43.50 Rt.	705.09	705.24
AU	534+88.92	43.50 Rt.	705.04	705.17
℄ Pier 2	534+98.92	43.50 Rt.	704.98	704.98
AV	535+08.92	43.50 Rt.	704.92	704.96
AW	535+18.92	43.50 Rt.	704.85	704.88
AX	535+28.92	43.50 Rt.	704.78	704.78
AY	535+38.92	43.50 Rt.	704.70	704.70
AZ	535+48.92	43.50 Rt.	704.61	704.61
BA	535+58.92	43.50 Rt.	704.52	704.50
BB	535+68.92	43.50 Rt.	704.42	704.40
BC	535+78.92	43.50 Rt.	704.31	704.29
BD	535+88.92	43.50 Rt.	704.20	704.19
BE	535+98.92	43.50 Rt.	704.09	704.10
BF	536+08.92	43.50 Rt.	703.97	704.00
BG	536+18.92	43.50 Rt.	703.84	703.90
BH	536+28.92	43.50 Rt.	703.70	703.79
BI	536+38.92	43.50 Rt.	703.56	703.68
BJ	536+48.92	43.50 Rt.	703.42	703.57
BK	536+58.92	43.50 Rt.	703.26	703.43
BL	536+68.92	43.50 Rt.	703.11	703.29
BM	536+78.92	43.50 Rt.	702.94	703.12
℄ Brg. S. Abut.	536+93.92	43.50 Rt.	702.69	702.69
BK S. Abut.	536+95.30	43.50 Rt.	702.66	702.66

U.S. 41 ℄

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. N. Abut.	530+18.38	00.00	701.03	701.03
℄ Brg. N. Abut.	530+19.76	00.00	701.05	701.05
A	530+29.76	00.00	701.25	701.29
B	530+39.76	00.00	701.44	701.50
C	530+49.76	00.00	701.64	701.73
D	530+59.76	00.00	701.83	701.94
E	530+69.76	00.00	702.03	702.16
F	530+79.76	00.00	702.22	702.36
G	530+89.76	00.00	702.40	702.54
H	530+99.76	00.00	702.58	702.72
I	531+09.76	00.00	702.76	702.89
J	531+19.76	00.00	702.92	703.04
K	531+29.76	00.00	703.09	703.19
L	531+39.76	00.00	703.24	703.31
M	531+49.76	00.00	703.39	703.44
N	531+59.76	00.00	703.54	703.57
O	531+69.76	00.00	703.67	703.68
P	531+79.76	00.00	703.81	703.81
Q	531+89.76	00.00	703.93	703.92
R	531+99.76	00.00	704.05	704.04
℄ Pier 1	532+14.76	00.00	704.22	704.22
S	532+24.76	00.00	704.33	704.35
T	532+34.76	00.00	704.43	704.47
U	532+44.76	00.00	704.52	704.59
V	532+54.76	00.00	704.61	704.72
W	532+64.76	00.00	704.69	704.84
X	532+74.76	00.00	704.77	704.96
Y	532+84.76	00.00	704.84	705.07
Z	532+94.76	00.00	704.90	705.18
AA	533+04.76	00.00	704.96	705.28
AB	533+14.76	00.00	705.01	705.36
AC	533+24.76	00.00	705.06	705.44
AD	533+34.76	00.00	705.10	705.50
AE	533+44.76	00.00	705.13	705.55
AF	533+54.76	00.00	705.16	705.59
AG	533+64.76	00.00	705.18	705.62
AH	533+74.76	00.00	705.20	705.63
AI	533+84.76	00.00	705.21	705.63
AJ	533+94.76	00.00	705.22	705.63
AK	534+04.76	00.00	705.21	705.59
AL	534+14.76	00.00	705.21	705.56
AM	534+24.76	00.00	705.19	705.51
AN	534+34.76	00.00	705.18	705.46
AO	534+44.76	00.00	705.15	705.39
AP	534+54.76	00.00	705.12	705.31
AQ	534+64.76	00.00	705.08	705.23

U.S. 41 ℄

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
AR	534+74.76	00.00	705.04	705.15
AS	534+84.76	00.00	704.99	705.06
AT	534+94.76	00.00	704.94	704.98
AU	535+04.76	00.00	704.88	704.90
℄ Pier 2	535+14.76	00.00	704.81	704.81
AV	535+24.76	00.00	704.74	704.73
AW	535+34.76	00.00	704.66	704.64
AX	535+44.76	00.00	704.57	704.56
AY	535+54.76	00.00	704.48	704.48
AZ	535+64.76	00.00	704.39	704.40
BA	535+74.76	00.00	704.29	704.32
BB	535+84.76	00.00	704.18	704.23
BC	535+94.76	00.00	704.06	704.13
BD	536+04.76	00.00	703.94	704.04
BE	536+14.76	00.00	703.82	703.93
BF	536+24.76	00.00	703.69	703.82
BG	536+34.76	00.00	703.55	703.69
BH	536+44.76	00.00	703.41	703.55
BI	536+54.76	00.00	703.26	703.39
BJ	536+64.76	00.00	703.10	703.22
BK	536+74.76	00.00	702.94	703.04
BL	536+84.76	00.00	702.77	702.85
BM	536+94.76	00.00	702.60	702.65
℄ Brg. S. Abut.	537+09.76	00.00	702.33	702.33
BK S. Abut.	537+11.13	00.00	702.30	702.30

TY-LIN INTERNATIONAL

DESIGNED	- CM
CHECKED	- AD
DRAWN	- CM
CHECKED	- AD

TOP OF SLAB ELEVATIONS
(7 OF 7)

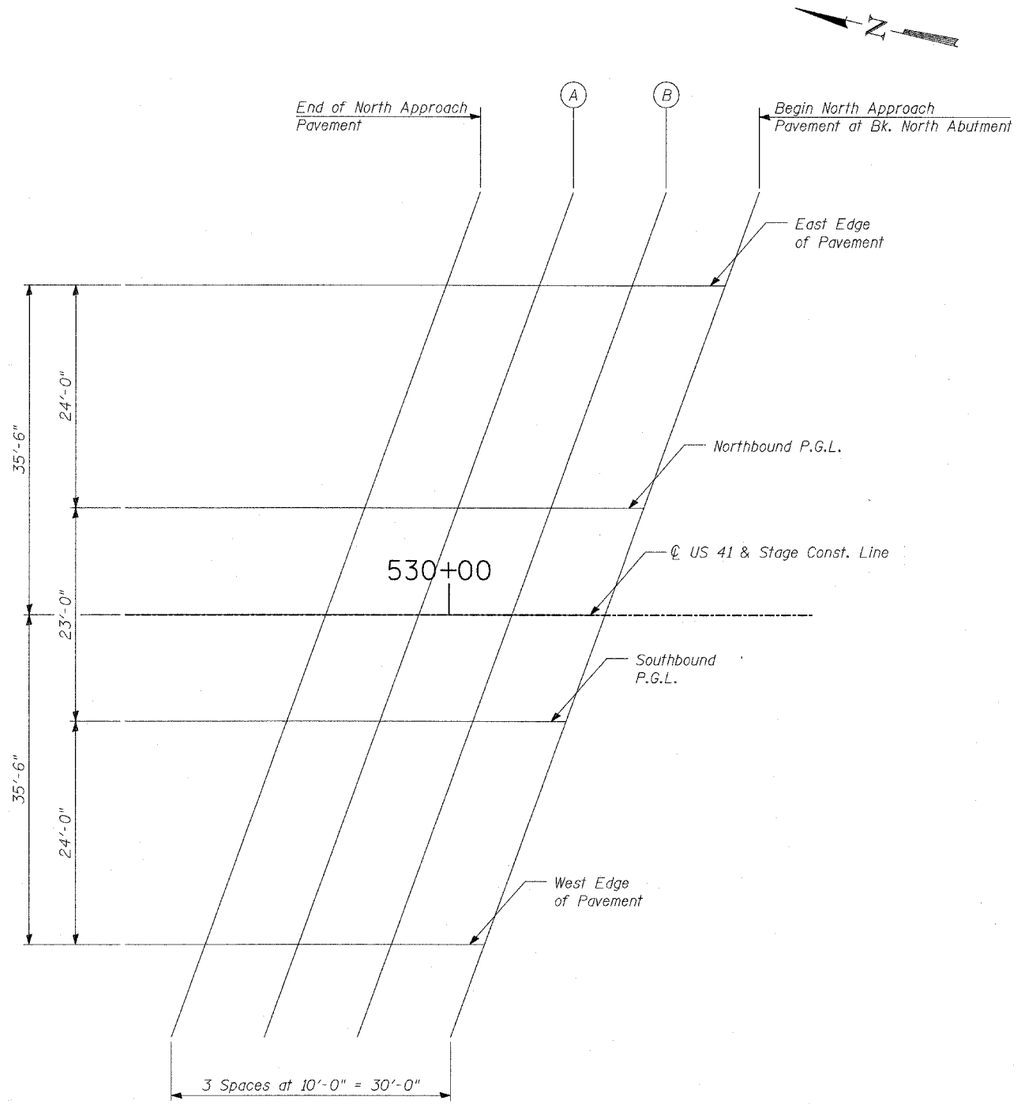
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	184
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-15
S-66 - SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't	529+99.71	-35.50'	700.90
A	530+09.71	-35.50'	701.10
B	530+19.71	-35.50'	701.29
Begin N. Appr. Pav't	530+29.71	-35.50'	701.49

℄ US 41 & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't	529+86.78	00.00'	700.19
A	529+96.78	00.00'	700.39
B	530+06.78	00.00'	700.58
Begin N. Appr. Pav't	530+16.78	00.00'	700.78

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't	529+73.86	35.50'	700.40
A	529+83.86	35.50'	700.60
B	529+93.86	35.50'	700.79
Begin N. Appr. Pav't	530+03.86	35.50'	700.99

NORTHBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't	529+90.97	-11.50'	700.73
A	530+00.97	-11.50'	700.93
B	530+10.97	-11.50'	701.12
Begin N. Appr. Pav't	530+20.97	-11.50'	701.32

SOUTHBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't	529+82.60	11.50'	700.57
A	529+92.60	11.50'	700.77
B	530+02.60	11.50'	700.96
Begin N. Appr. Pav't	530+12.60	11.50'	701.15

TY·LIN INTERNATIONAL

DESIGNED	- MAF
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

TOP OF NORTH APPROACH SLAB ELEVATIONS

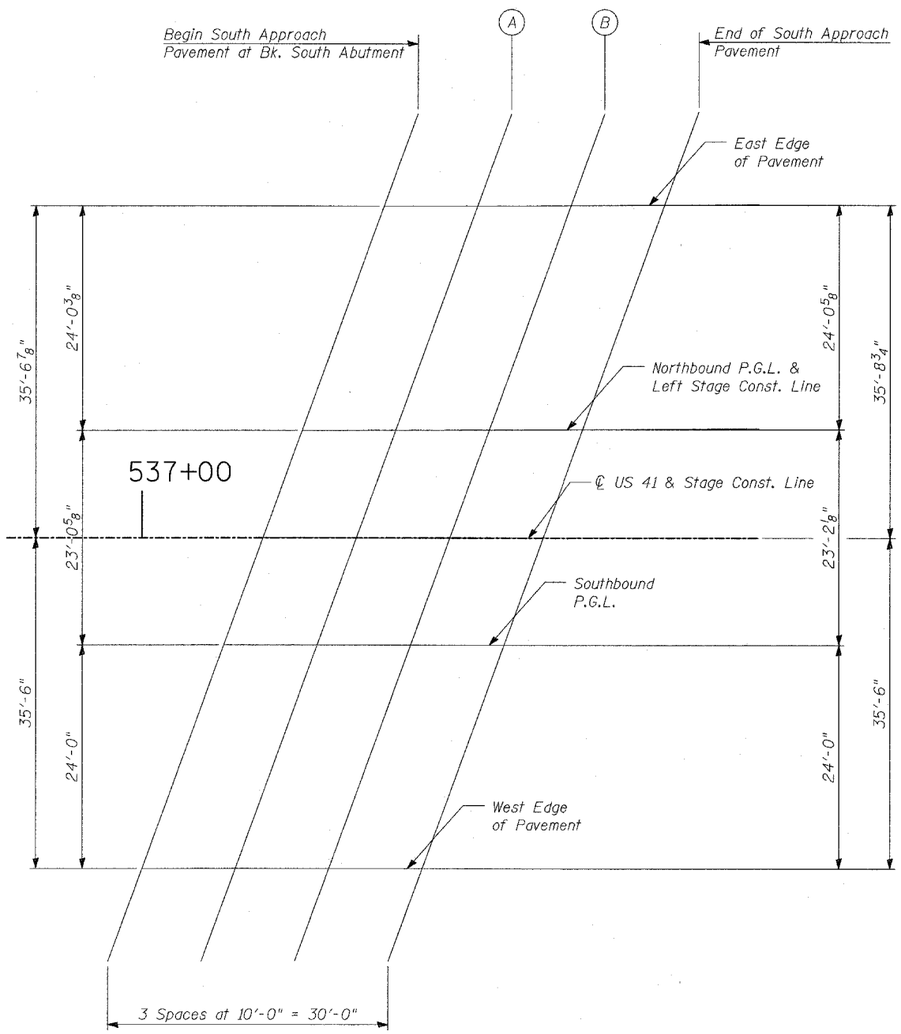
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. Ø49-Ø2Ø9

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	185
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

• 125X-HB-(1&2) R-1 CONTRACT # 60826

SHEET NO. - S-16
S-66- SHEETS



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	537+25.90	- 35.58'	702.26
A	537+35.91	- 35.62'	702.06
B	537+45.93	- 35.67'	701.86
End S. Appr. Pav't	537+55.95	- 35.73'	701.65

℄ US 41 & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	537+12.95	00.00'	702.05
A	537+22.95	00.00'	701.86
B	537+32.95	00.00'	701.66
End S. Appr. Pav't	537+42.95	00.00'	701.46

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	537+00.03	35.50'	702.74
A	537+10.03	35.50'	702.56
B	537+20.03	35.50'	702.37
End S. Appr. Pav't	537+30.03	35.50'	702.18

NORTHBOUND P.G.L. & LEFT STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	537+17.15	- 11.55'	702.43
A	537+27.16	- 11.58'	702.24
B	537+37.18	- 11.62'	702.04
End S. Appr. Pav't	537+47.20	- 11.67'	701.83

SOUTHBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin S. Appr. Pav't	537+08.76	11.50'	702.59
A	537+18.76	11.50'	702.40
B	537+28.76	11.50'	702.20
End S. Appr. Pav't	537+38.76	11.50'	702.01

TY·LIN INTERNATIONAL

DESIGNED -	MAF
CHECKED -	AD
DRAWN -	MAF
CHECKED -	AD

TOP OF SOUTH APPROACH SLAB ELEVATIONS

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

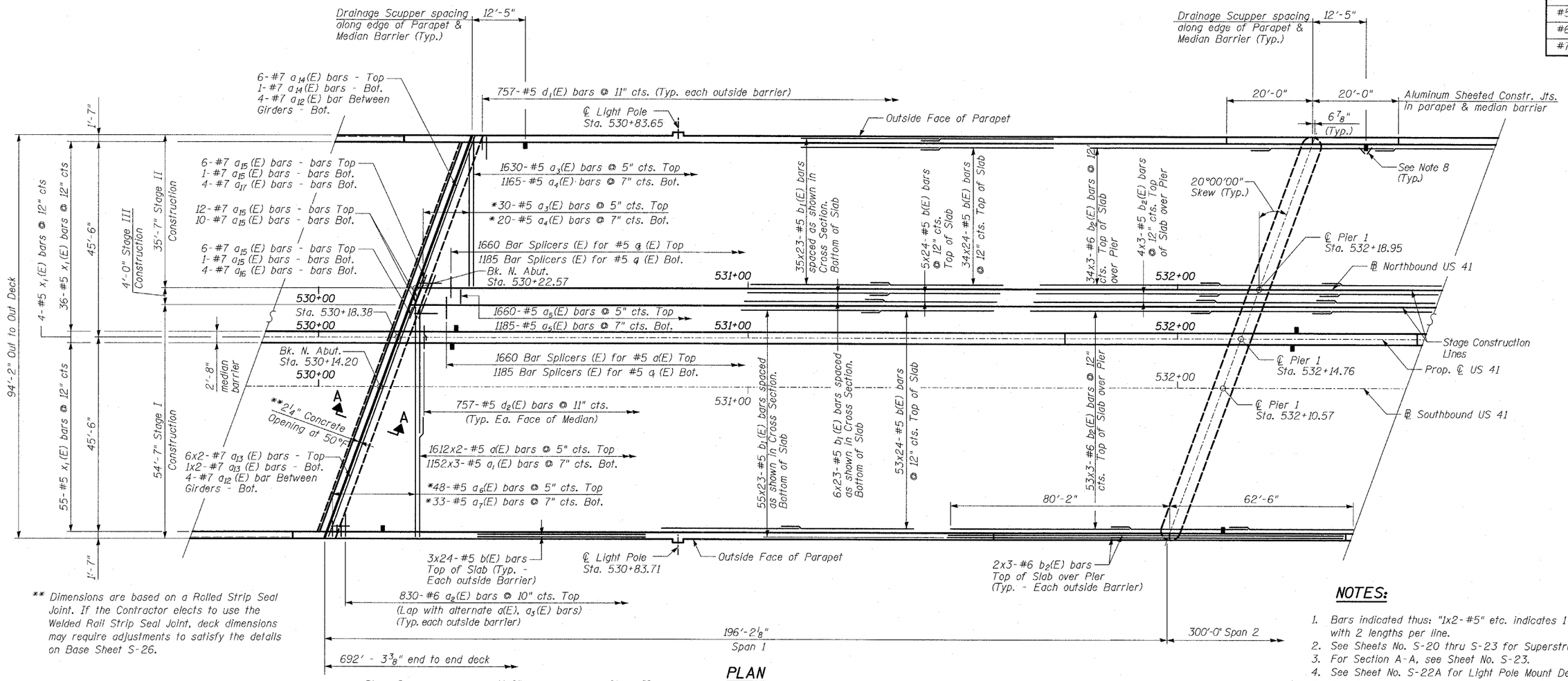
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	186
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-17
S-66- SHEETS

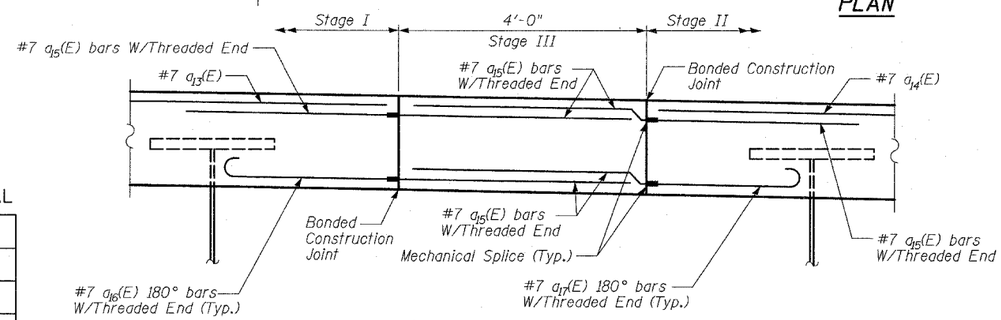
• 125X-HB-(1&2) R-1 CONTRACT • 60826

* Order $a_3(E)$, $a_4(E)$, $a_6(E)$ & $a_7(E)$ bars full length. Cut to fit skew and use remainder of bars in same stage, opposite end.

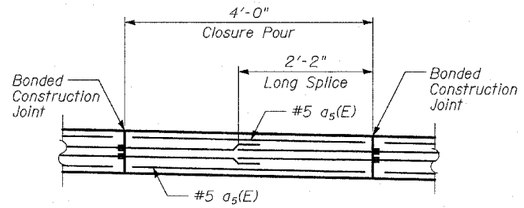


** Dimensions are based on a Rolled Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet S-26.

PLAN



EDGE BEAM CLOSURE POUR
AT NORTH ABUTMENT



DECK CLOSURE POUR

LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"

NOTES:

1. Bars indicated thus: "1x2-#5" etc. indicates 1 line of bars with 2 lengths per line.
2. See Sheets No. S-20 thru S-23 for Superstructure Details.
3. For Section A-A, see Sheet No. S-23.
4. See Sheet No. S-22A for Light Pole Mount Details.
5. See Sheet No. S-23 for Superstructure Bill of Material.
6. See Sheet No. S-28 for Bar Splicer (Assembly) Details.
7. Work this Sheet with Sheets No. S-18 thru S-23.
8. See Sheet No. S-23 for additional reinforcement at scuppers.

TY·LIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- SNB
CHECKED	- AD

SUPERSTRUCTURE
SPAN 1

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

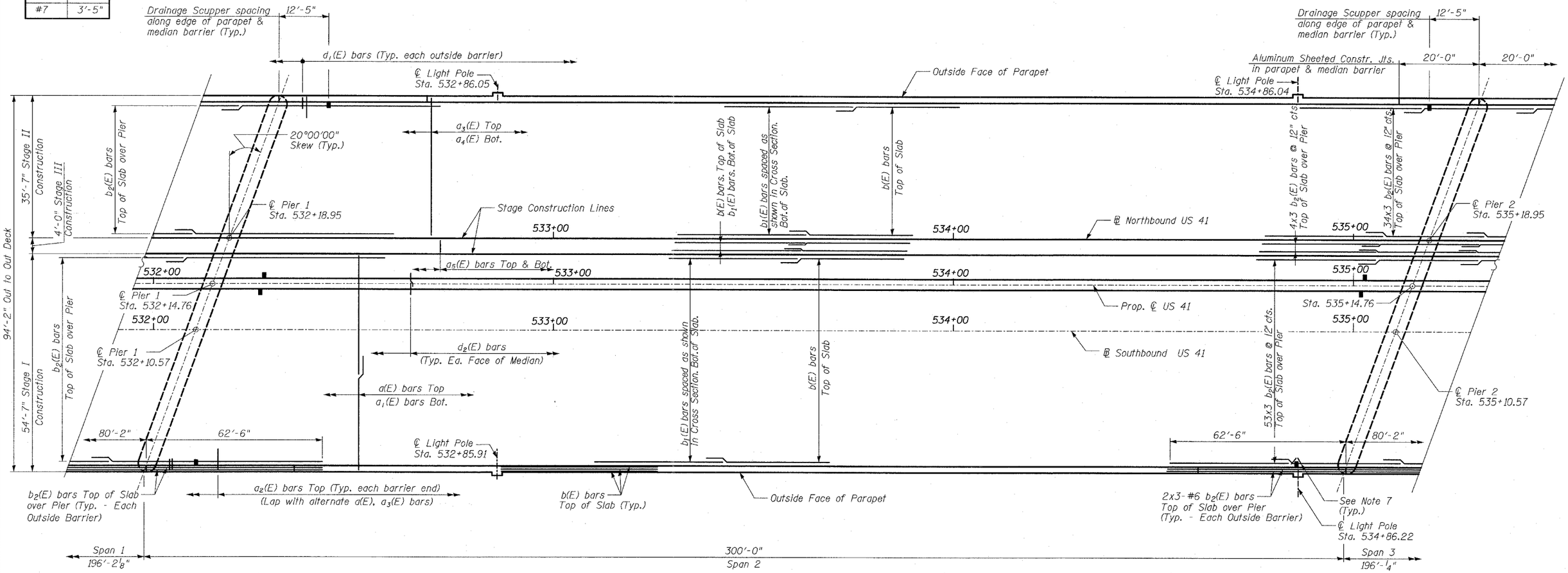
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	187
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-18
S-66- SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826

LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"



PLAN

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	SNB
CHECKED	-	AD

NOTES:

1. Bars indicated thus: "1x2-#5" etc. indicates 1 line of bars with 2 lengths per line.
2. See Sheets No. S-20 thru S-23 for Superstructure Details.
3. See Sheet No. S-22A for Light Pole Mount Details.
4. See Sheet No. S-23 for Superstructure Bill of Material.
5. See Sheet No. S-28 for Bar Splicer (Assembly) Details.
6. Work this Sheet with Sheets No. S-17 & S-19 thru S-23.
7. See Sheet No. S-23 for additional reinforcement at scuppers.

SUPERSTRUCTURE
SPAN 2

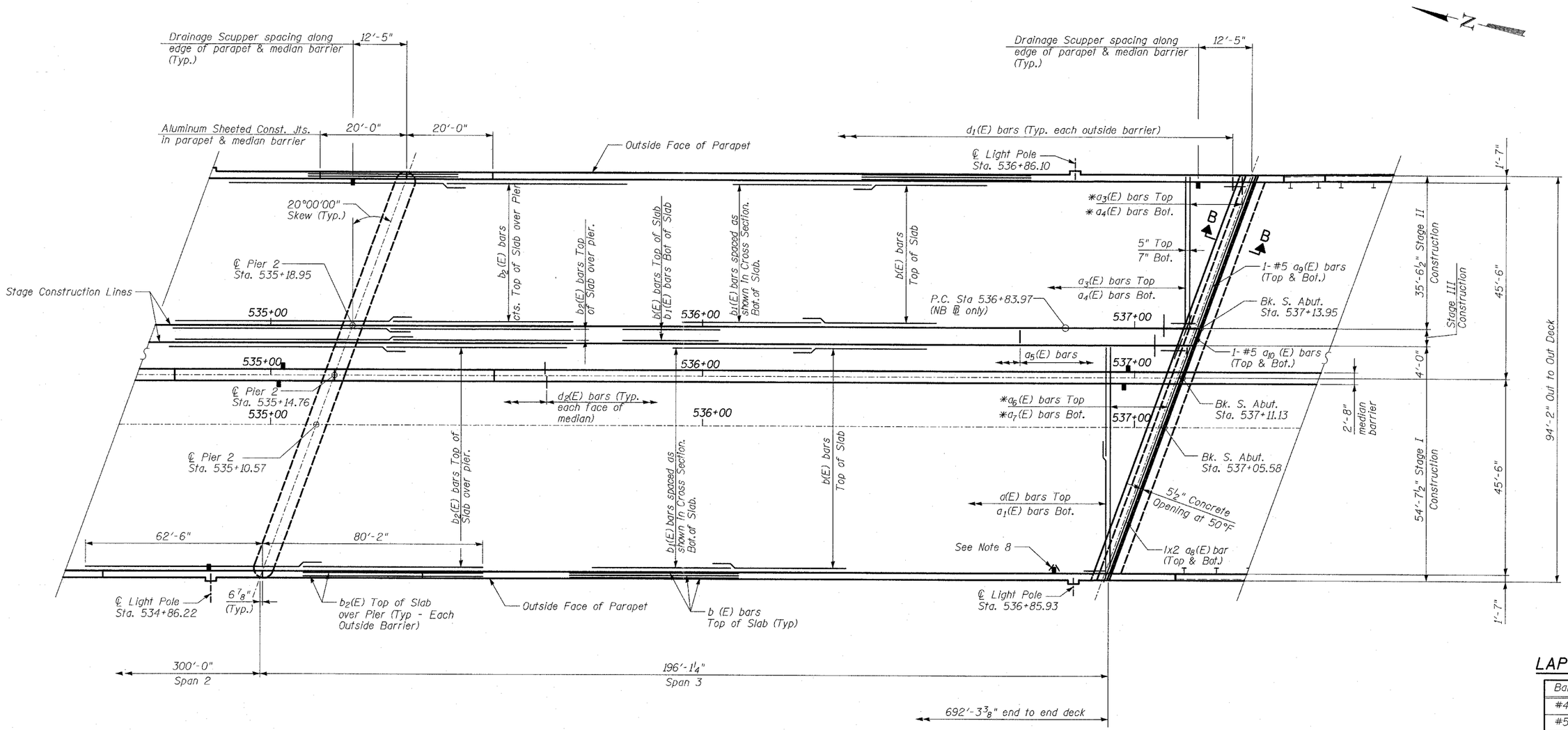
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	188
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-19
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826



PLAN

LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"

NOTES:

1. Bars indicated thus: "1x2-#5" etc. indicates 1 line of bars with 2 lengths per line.
2. See Sheets No. S-20 thru S-23 for Superstructure Details.
3. For Section B-B, see Sheet No. S-23.
4. See Sheet No. S-23 for Superstructure Bill of Material.
5. See Sheet No. S-22A for Light Pole Mount Details.
6. See Sheet No. S-28 for Bar Splicer (Assembly) Details.
7. Work this Sheet with Sheets No. S-17, S-18 & S-20 thru S-23.
8. See Sheet No. S-23 for additional reinforcement at scuppers.
9. For Modular Expansion Joint details, see Sheet No. S-25.

* Order bars full length. Cut to fit skew and use remainder of bars in same stage, opposite end.

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	SNB
CHECKED	-	AD

SUPERSTRUCTURE
SPAN 3

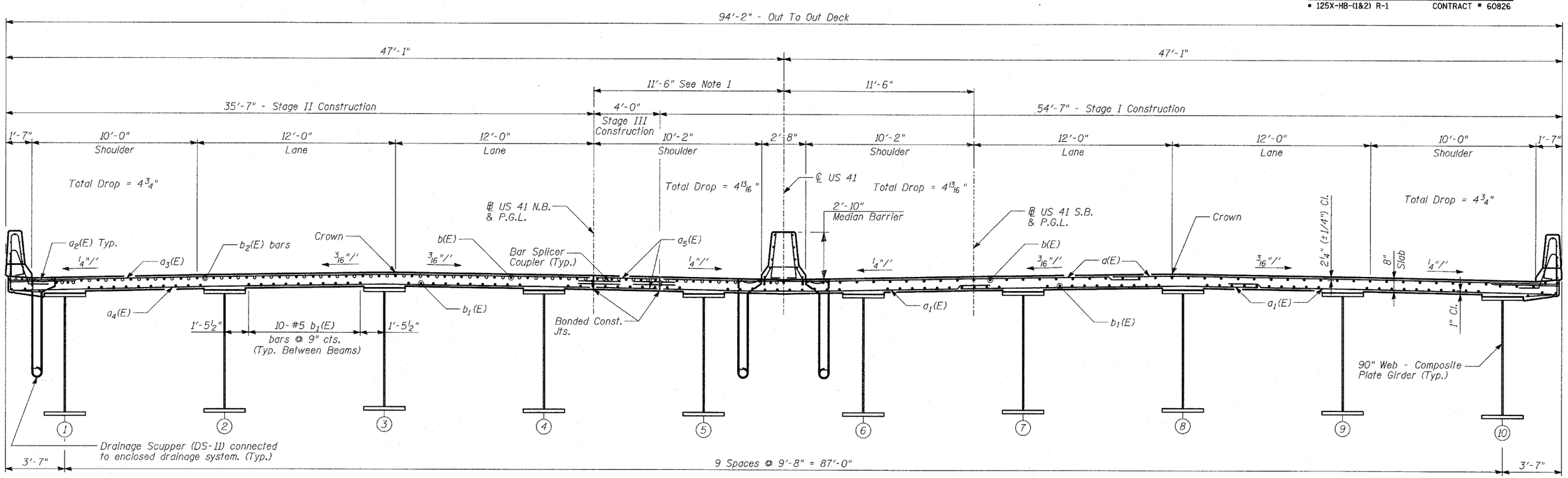
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	189
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

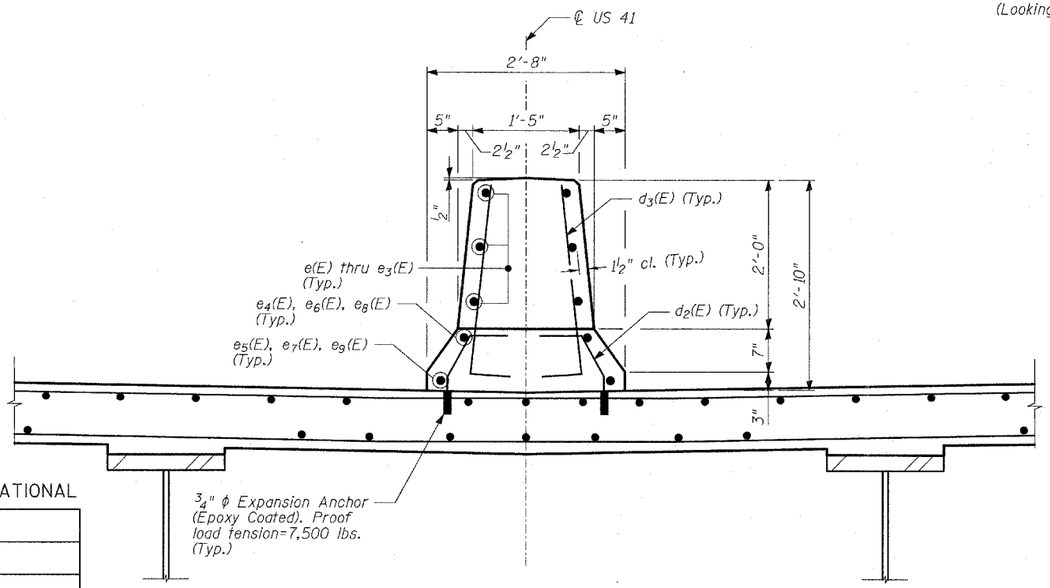
SHEET NO. -S-20
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826



Note: From Sta. 536+83.97 to end of deck, Varies 11'-6" to 11'-6 1/2"

NEAR PIER

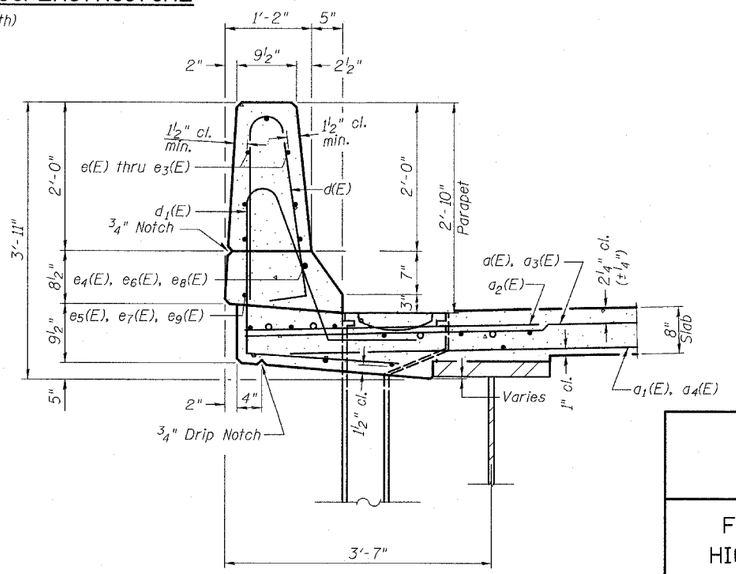


SECTION THRU BARRIER MEDIAN AT MIDSPAN

CROSS SECTION THRU SUPERSTRUCTURE

(Looking South)

NEAR MIDSPAN



SECTION THRU PARAPET

TY·LIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- SNB
CHECKED	- AD

SUPERSTRUCTURE DETAILS I

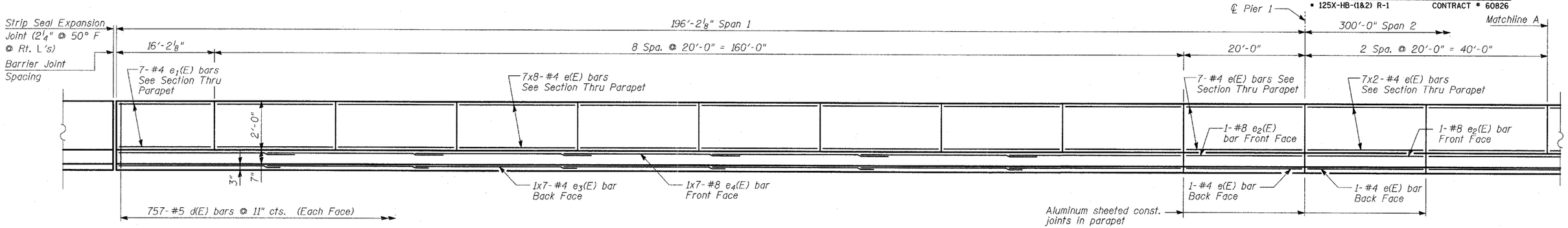
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

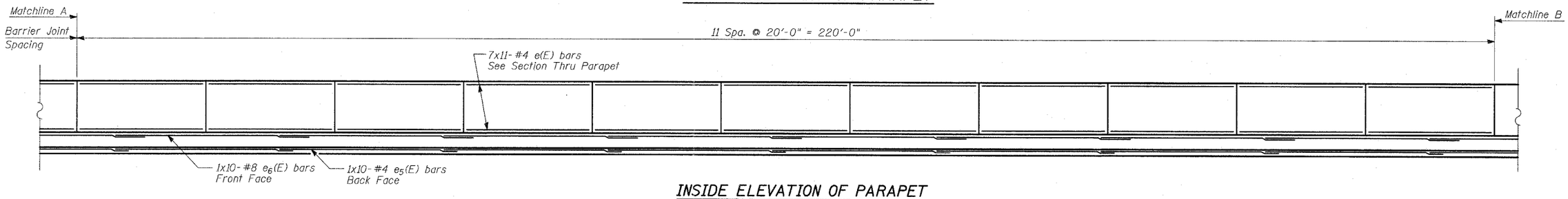
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	190
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. -S-21
S-66-SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826



INSIDE ELEVATION OF PARAPET



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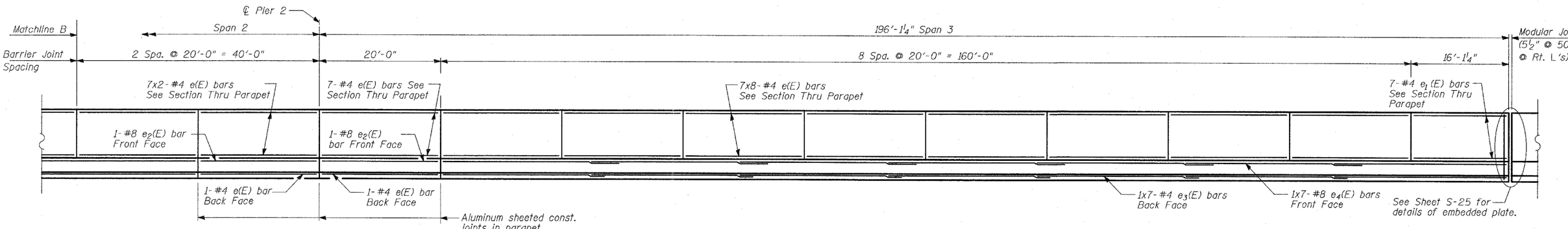
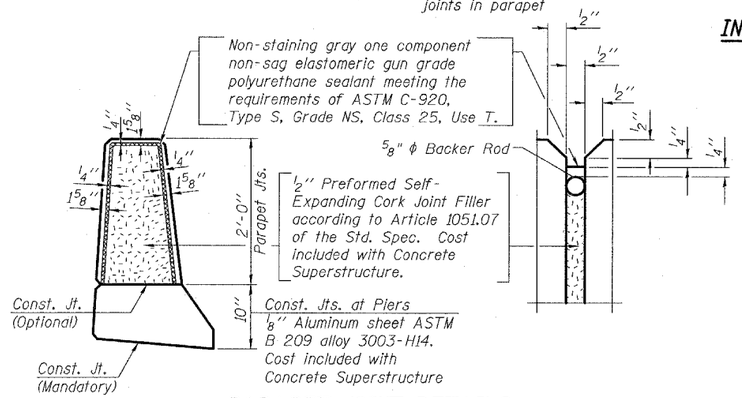


INSIDE ELEVATION OF PARAPET



PARAPET JOINT DETAILS

LAP SPLICES

Bar	Lap
#4	1'-8"
#8	4'-6"

NOTES

Bars indicated thus 1x2-#5 etc. indicates 1 line of bars with 2 lengths per line.

TY·LIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- SNB
CHECKED	- MAF, AD

SUPERSTRUCTURE DETAILS II

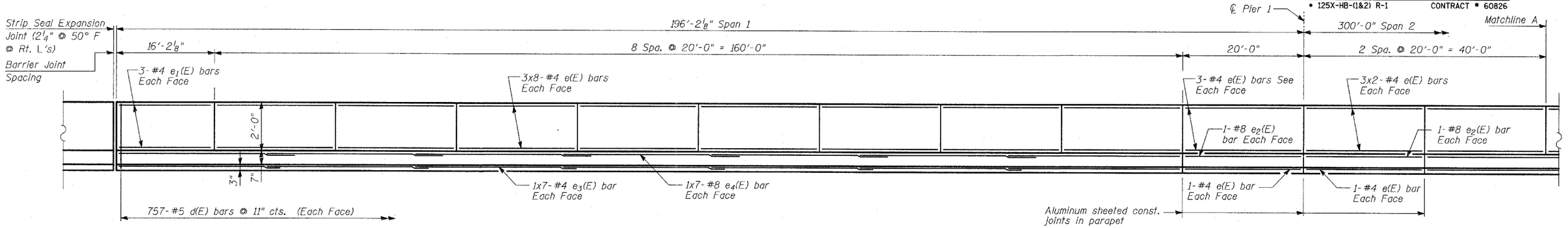
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

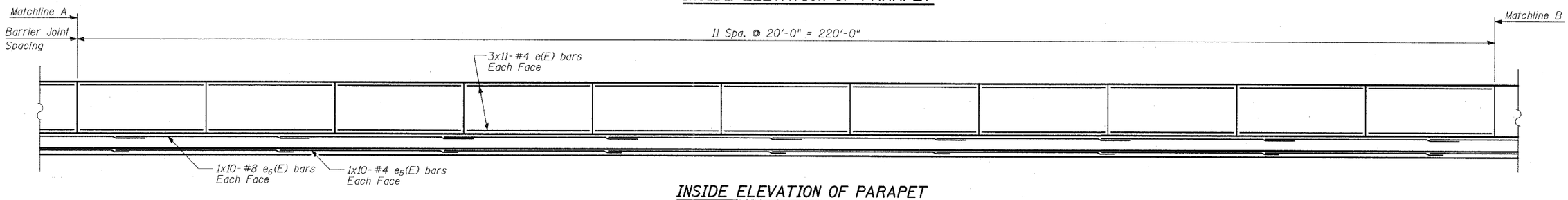
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	191
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-22
S-66-SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826



INSIDE ELEVATION OF PARAPET



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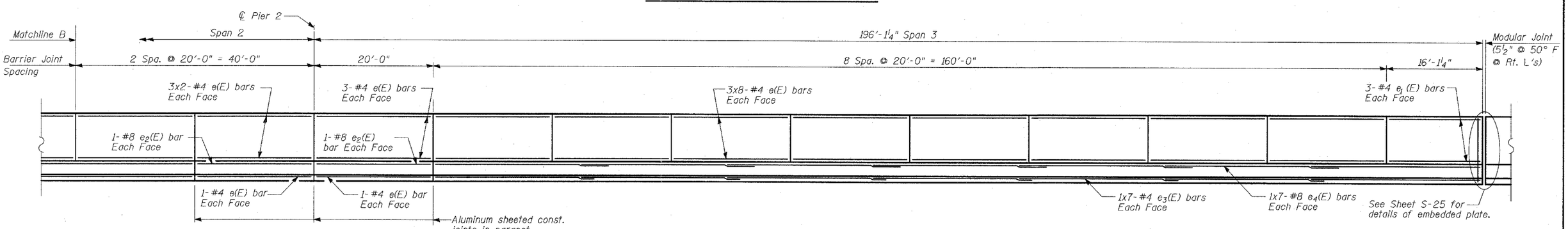
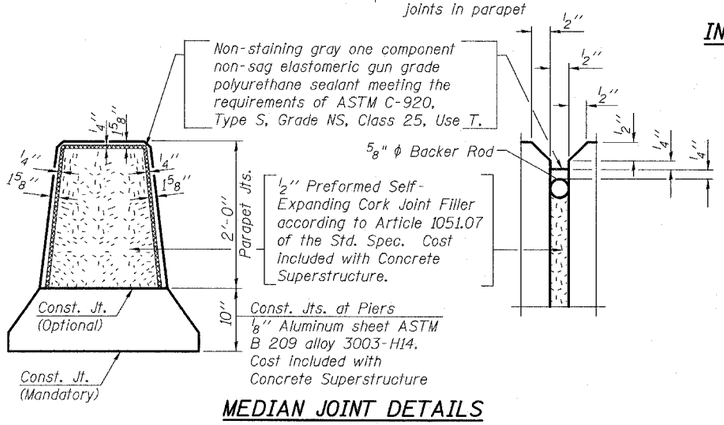


INSIDE ELEVATION OF PARAPET



MEDIAN JOINT DETAILS

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	SNB
CHECKED	-	MAF, AD

LAP SPLICES

Bar	Lap
#4	1'-8"
#8	4'-6"

NOTES

Bars indicated thus 1x2-#5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS III

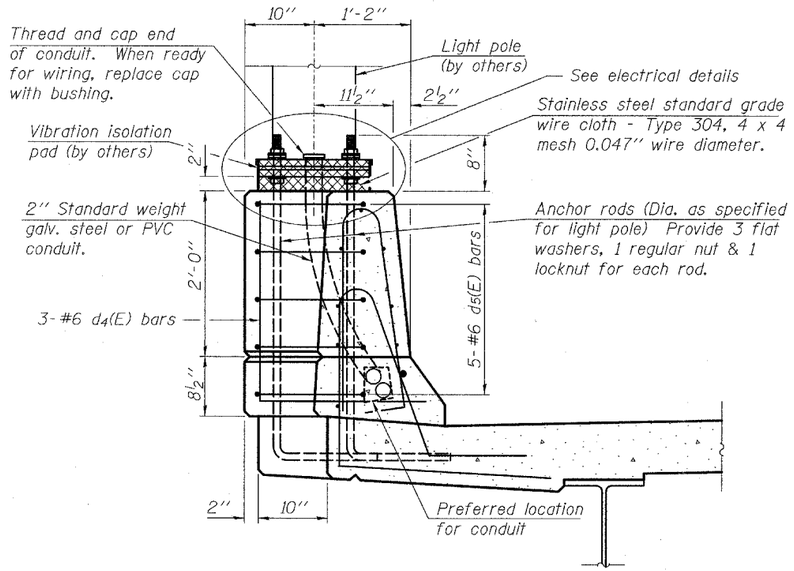
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

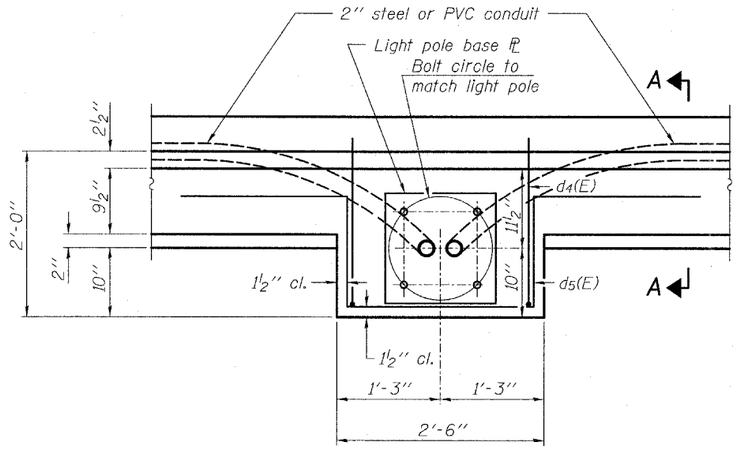
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	191A
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. -S-22A
S-66- SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826

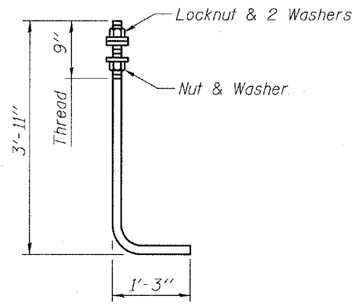


SECTION A-A



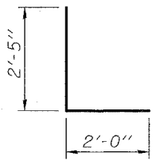
PLAN

Note:
Cost of anchor rods and conduit is included with Concrete Superstructure.

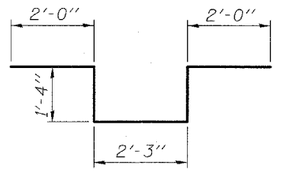


ANCHOR ROD

Diameter as specified for light poles.
(ASTM F 1554 Grade 105)



BAR $d_4(E)$



BAR $d_5(E)$

TYLIN INTERNATIONAL

DESIGNED	-	MAF
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

SUPERSTRUCTURE
DETAILS IV

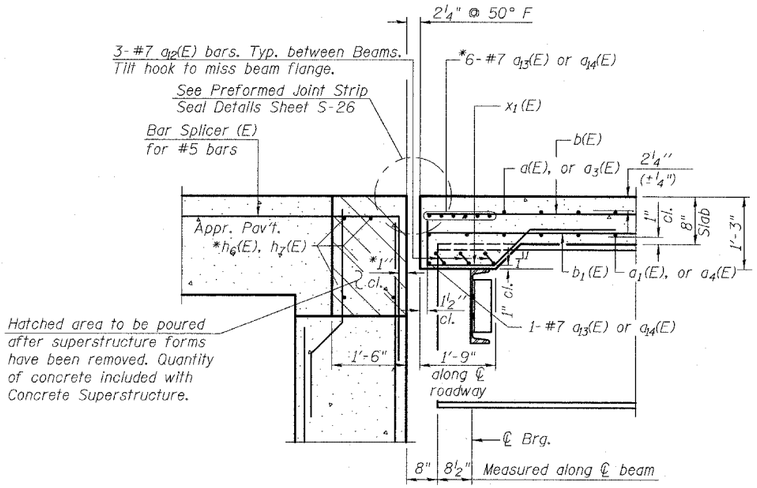
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

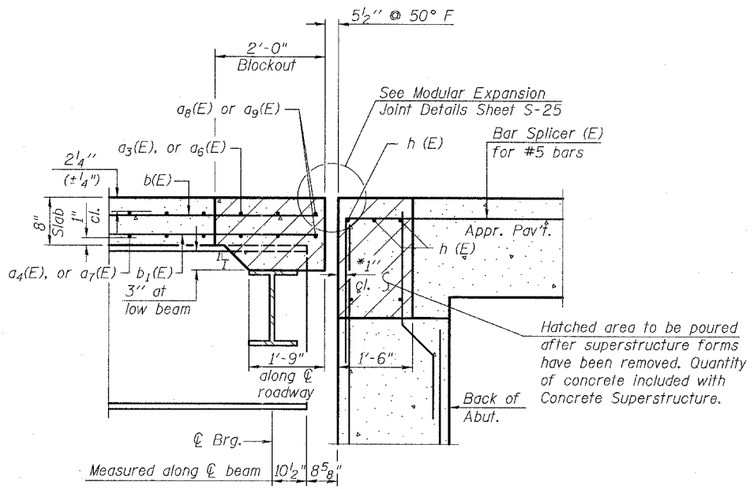
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	192
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. -S-23
S-66 SHEETS

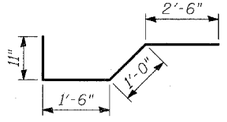
* 125X-HB-(1&2) R-1 CONTRACT # 60826



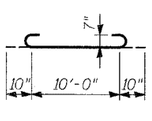
SECTION A-A



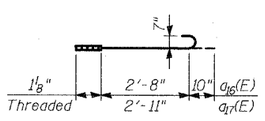
SECTION B-B



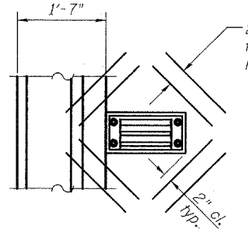
BAR $x_1(E)$



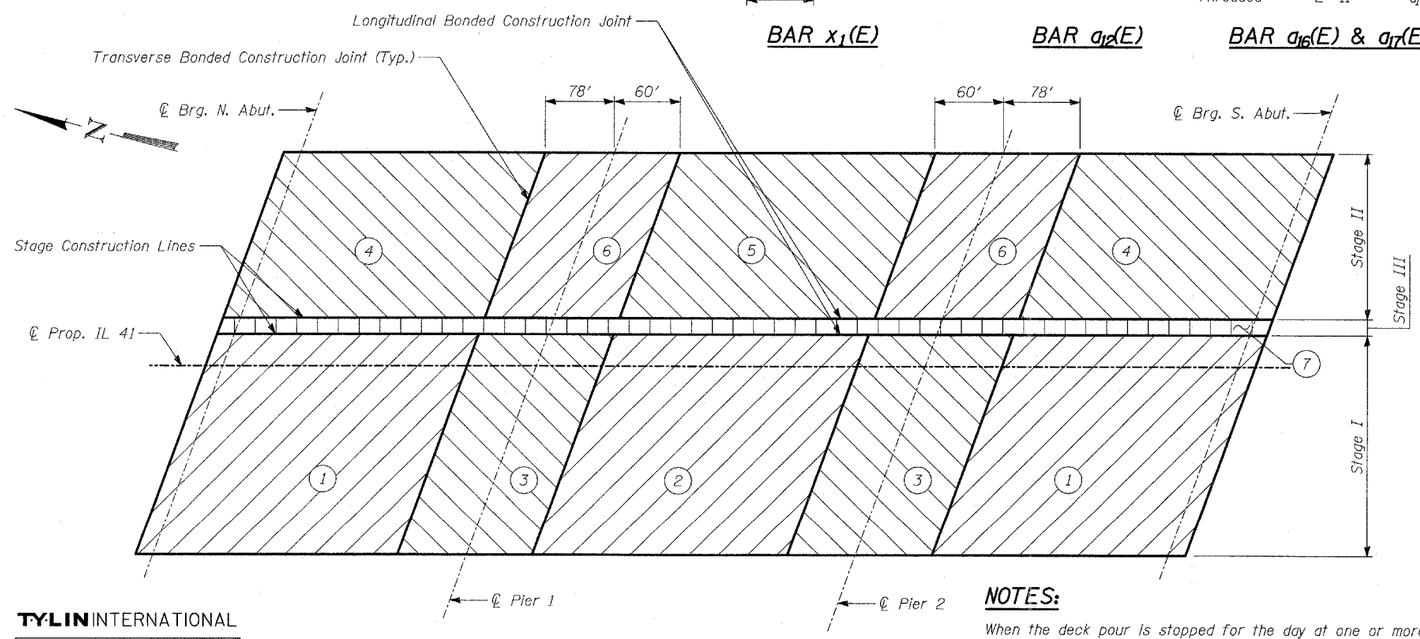
BAR $a_{12}(E)$



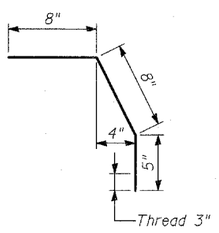
BAR $a_{16}(E)$ & $a_{17}(E)$



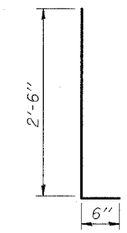
ADDITIONAL REINFORCEMENT AT SCUPPERS



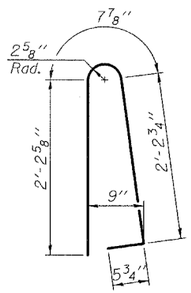
DECK POUR SEQUENCE PLAN



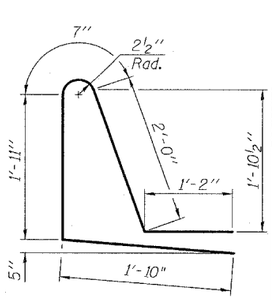
BAR $d_2(E)$



BAR $d_3(E)$



BAR d(E)



BAR $d_1(E)$

BILL OF MATERIAL (CONTINUED)

Reinforcement Bars, Epoxy Coated	POUND	525,770
Concrete Superstructure	CU YD	2,025
Bridge Deck Grooving	SQ YD	6,488
Protective Coat	SQ YD	7,935
Bar Splicers	EACH	5,690
Mechanical Splice	EACH	22

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	3224	#5	28'-2"	
$a_1(E)$	3456	#5	19'-5"	
$a_2(E)$	1660	#6	6'-0"	
$a_3(E)$	1660	#5	35'-3"	
$a_4(E)$	1185	#5	34'-11"	
$a_5(E)$	2845	#5	3'-8"	
$a_6(E)$	48	#5	54'-3"	
$a_7(E)$	33	#5	53'-11"	
$a_8(E)$	4	#5	29'-11"	
$a_9(E)$	2	#5	37'-6"	
$a_{10}(E)$	2	#5	3'-11"	
$a_{11}(E)$	128	#5	1'-6"	
$a_{12}(E)$	32	#7	11'-8"	
$a_{13}(E)$	14	#7	30'-7"	
$a_{14}(E)$	7	#7	37'-7"	
$a_{15}(E)$	22	#7	3'-10"	
$a_{16}(E)$	4	#7	3'-6"	
$a_{17}(E)$	4	#7	3'-9"	
b(E)	2352	#5	30'-11"	
$b_1(E)$	2208	#5	32'-2"	
$b_2(E)$	570	#6	49'-4"	
d(E)	1514	#5	5'-7"	
$d_1(E)$	1514	#5	7'-6"	
$d_2(E)$	1514	#5	1'-9"	
$d_3(E)$	1514	#5	3'-0"	
$d_4(E)$	24	#6	4'-5"	
$d_5(E)$	40	#6	8'-11"	
e(E)	441	#4	19'-9"	
$e_1(E)$	26	#4	15'-10"	
$e_2(E)$	12	#8	19'-9"	
$e_3(E)$	42	#4	26'-7"	
$e_4(E)$	42	#8	29'-0"	
$e_5(E)$	30	#4	27'-6"	
$e_6(E)$	30	#8	30'-0"	
$x_1(E)$	95	#5	5'-11"	

NOTES:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made untill both of the following are met:

1. At least 72 hours shall have elapsed from the end of previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

TY·LIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

SUPERSTRUCTURE DETAILS V

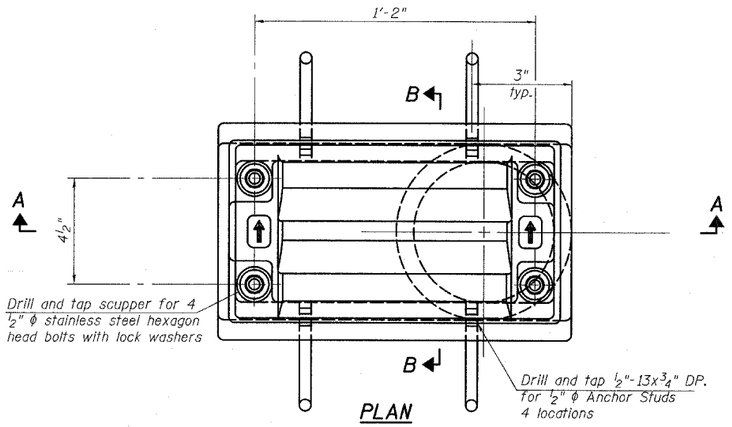
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

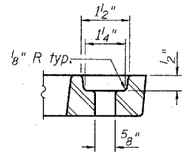
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	193
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. -S-24
S-66- SHEETS

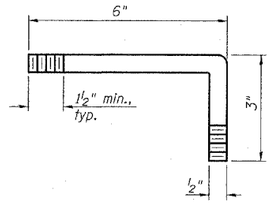
* 125X-HB-(1&2) R-1 CONTRACT # 60826



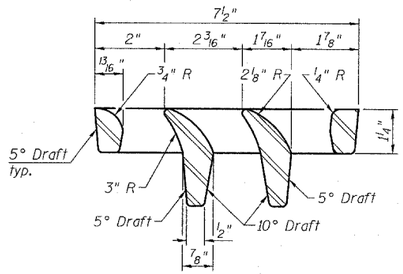
PLAN



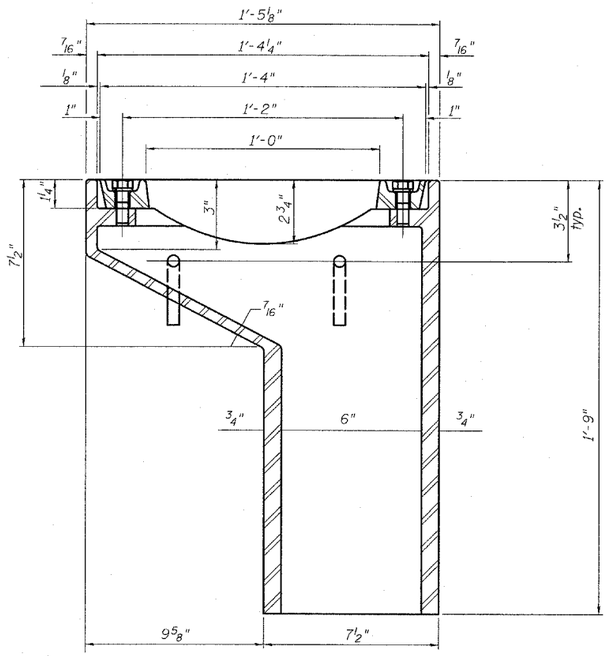
BOLT HOLE DETAIL



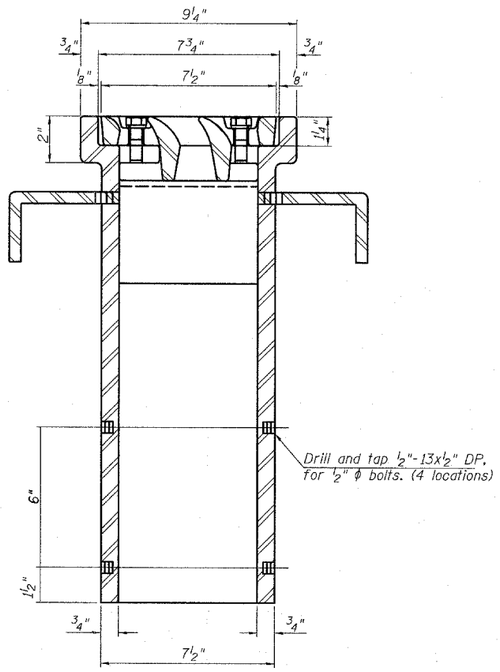
ANCHOR STUD DETAIL



VANE GRATE DETAIL



SECTION A-A
See Sheet S-20 of S-66 for scupper location relative to parapet.



SECTION B-B

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) at the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage Scupper, DS-11	Each	16

TYLIN INTERNATIONAL

DESIGNED	-	CM
CHECKED	-	AD
DRAWN	-	CM
CHECKED	-	AD

DRAINAGE SCUPPER, DS-11

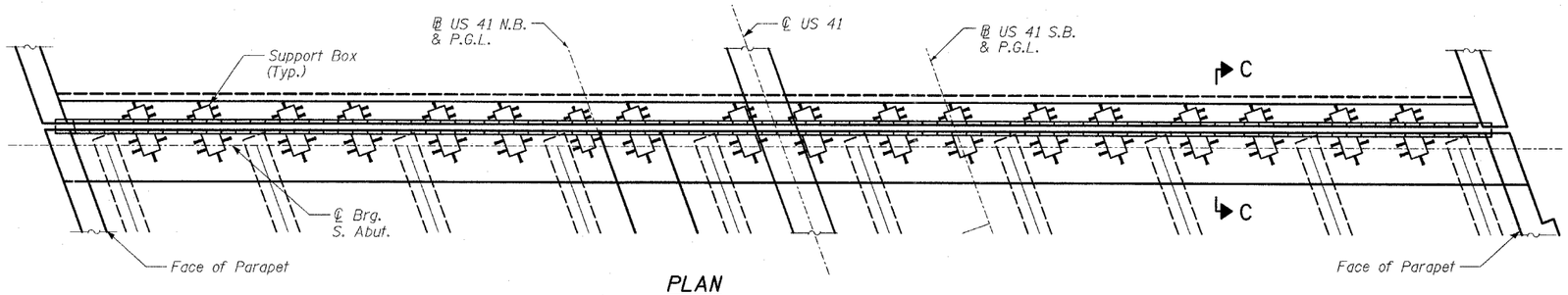
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

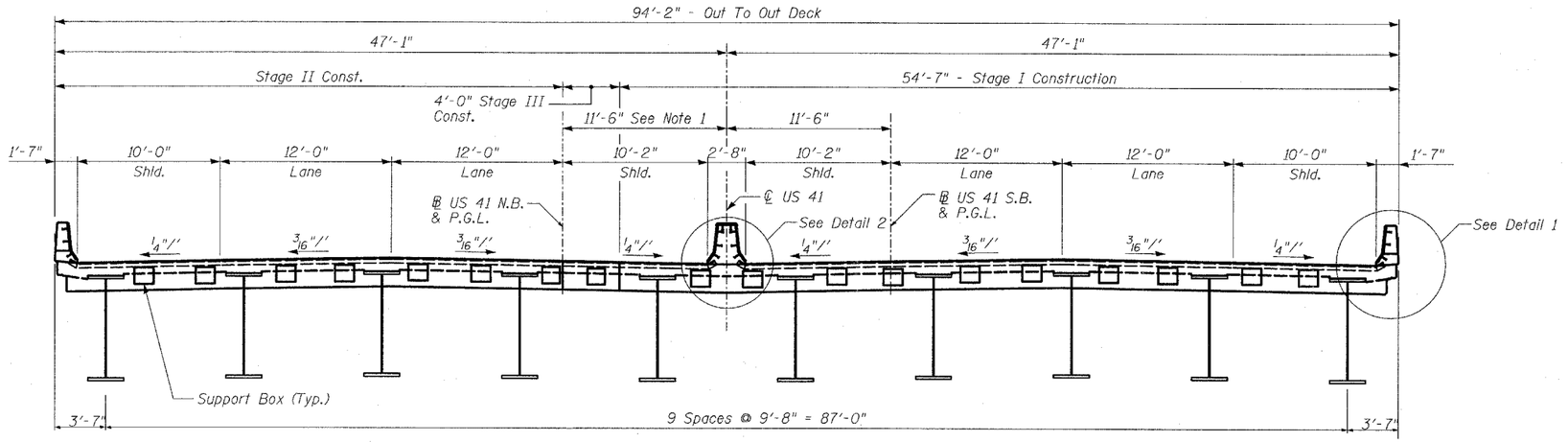
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	194
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-25
S-66- SHEETS

• 125X-HB-(1&2) R-1 CONTRACT # 60826



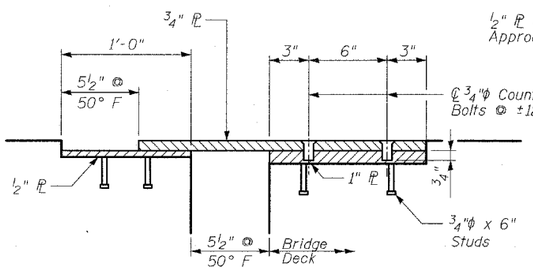
PLAN



CROSS SECTION

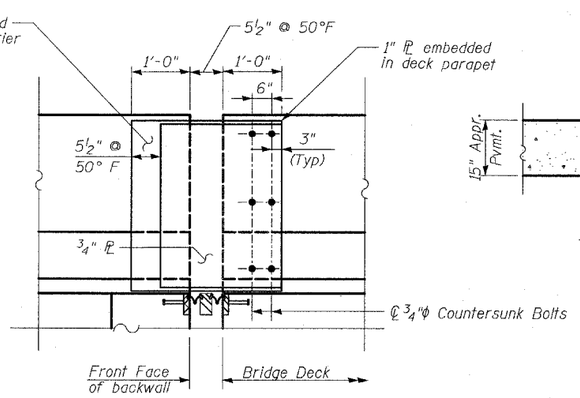
Note 1:
From Sta. 536+83.97 to end of deck,
Varies 11'-6" to 11'-6 1/2"

Direction of Traffic



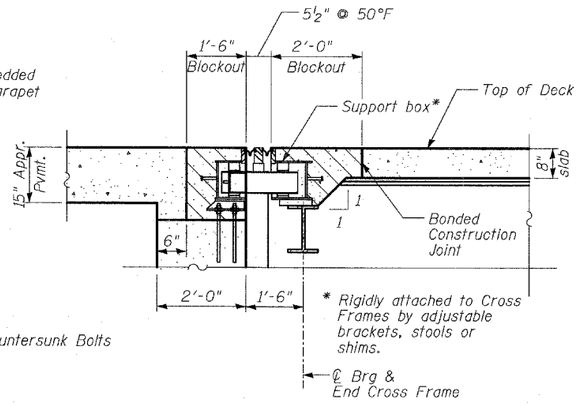
SECTION A-A

Note:
Detail applicable to each face of median barrier.



VIEW B-B

Note:
Parapet shown.
Studs not shown for clarity.
Median Barrier Detail similar.



SECTION C-C

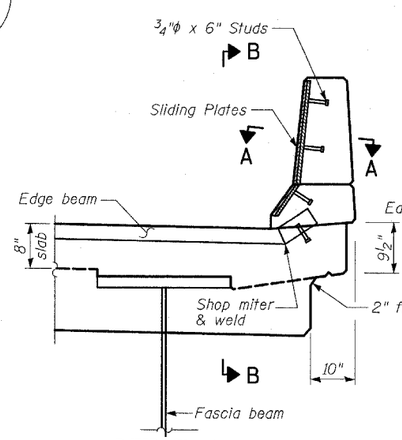
Note:
Reinforcement not shown for clarity.
All dimensions at Rt. L's.

BILL OF MATERIAL

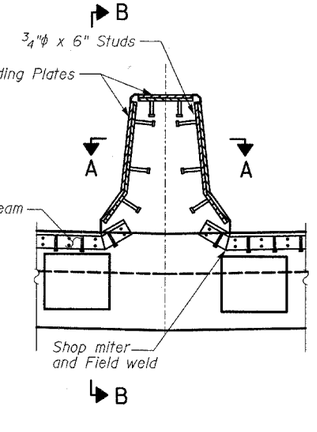
ITEM	UNIT	TOTAL
Erecting Modular Expansion Joint 6"	Foot	99

GENERAL NOTES

1. The expansion joint device shall be a prefabricated modular assembly with multiple support bars and separator beams, providing a continuous seal across the deck.
2. All splices of center beams and edge beams shall be full penetration welds. Upturn splices may be partial penetration welds.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as shown in the Special Provisions for Modular Expansion Joint and as approved by the Engineer.
4. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the concrete blockout is cast at an ambient temperature other than 50° F.
5. Joint shall be fabricated to conform to the roadway profile and cross slope.
6. The cost of furnishing all material and installing the sliding plate assemblies at the parapets and median barrier shall be included with Modular Expansion Joints. The sliding plate assembly shall be galvanized.
7. Countersunk bolts and concrete inserts shall be Hot-Dipped Galvanized according to AASHTO M232.
8. Barrier plates to be AASHTO M270, Grade 36 and to be Hot-Dipped Galvanized according to AASHTO M111 after fabrication.
9. 3/4" x 6" studs shall be according to Article 1006.32 of the Standard Specifications.
10. All anchor studs shall be included with Modular Expansion Joint (unless noted otherwise).
11. Modular expansion joint shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.



DETAIL 1



DETAIL 2

Note:
Install upturns at median in Construction Stage III.

TY·LIN INTERNATIONAL

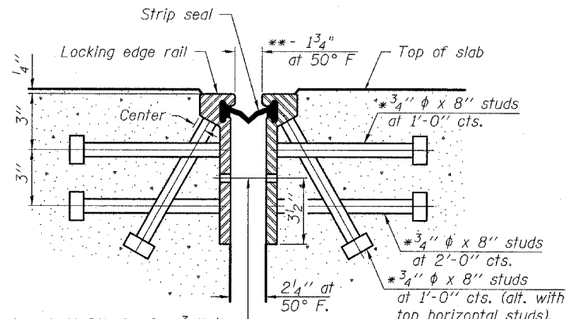
DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

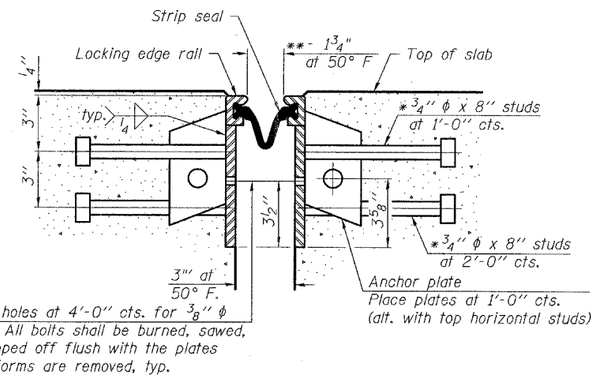
NORTH ABUTMENT MODULAR EXPANSION JOINT DETAILS

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

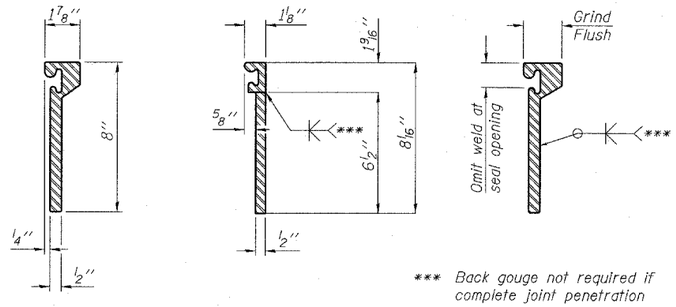
** When joint is fixed, dimension is set at $1\frac{1}{2}$".



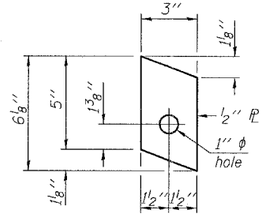


SECTION THRU ROLLED RAIL JOINT

SECTION THRU WELDED RAIL JOINT



*** Back gouge not required if complete joint penetration is verified by mock-up.



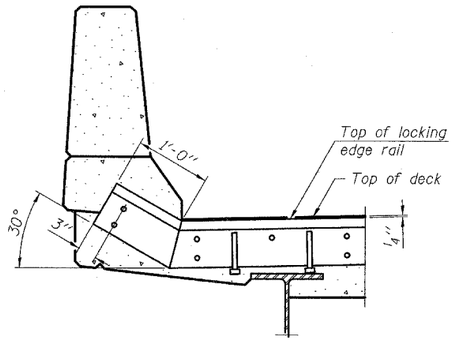
ROLLED (EXTRUDED) RAIL **WELDED RAIL**

LOCKING EDGE RAIL SPLICE

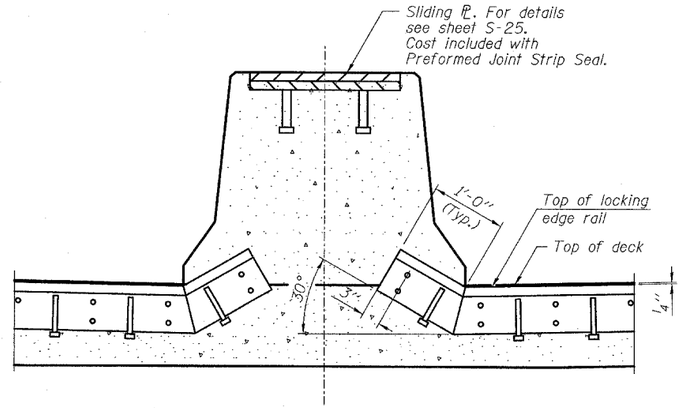
The inside of the locking edge rail groove shall be free of weld residue.

ANCHOR ℄
(for welded rail)

LOCKING EDGE RAILS



AT PARAPET



AT MEDIAN BARRIER

TYPICAL END TREATMENTS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	99

TYLIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

EJ-SSJ 11-1-06

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	•	LAKE	469	195
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

• 125X-HB-(1&2) R-1 CONTRACT • 60826

SHEET NO. - S-26
S-66- SHEETS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

PREFORMED JOINT STRIP SEAL

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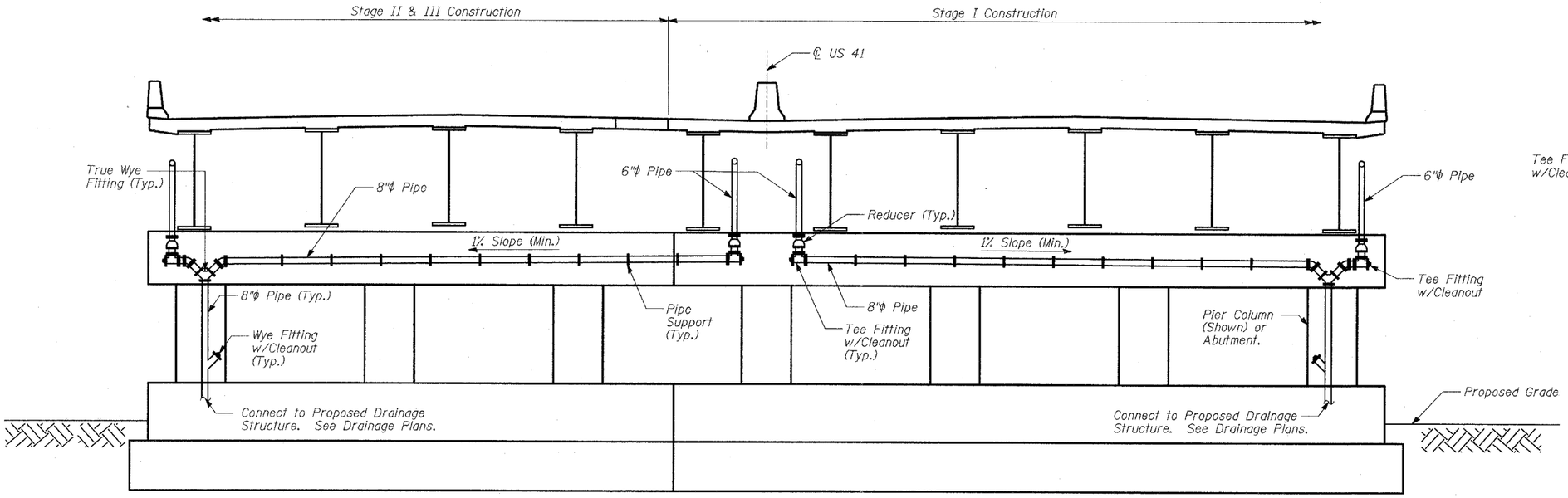
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	196
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

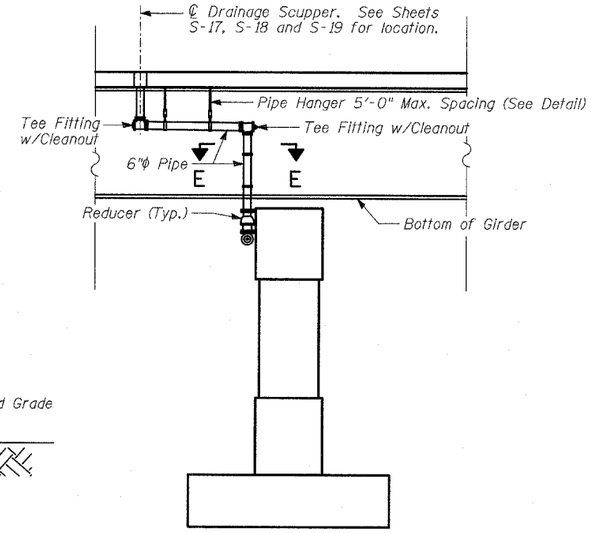
SHEET NO. - S-27
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826



ELEVATION
(Looking South)

(Pier 2 Shown, North Abutment Sym.)
(Pier 1 and South Abutment Opp. Hand)



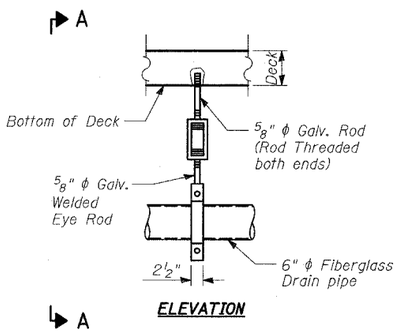
LONGITUDINAL SECTION
(Pier Shown, Abutment Sym.)

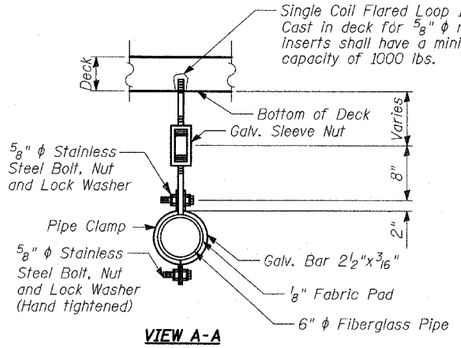
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Drainage System	L.S.	1

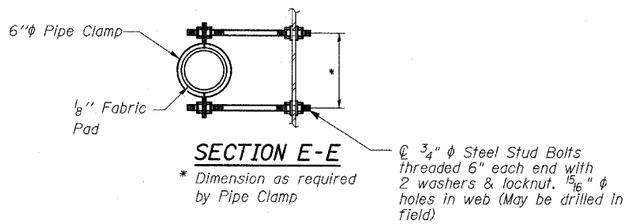
NOTES:

1. Pipe bracket shall be provided on all horizontal pipes at each tee, elbow or change in direction and at intermediate points not more than 5'-0" O.C.
2. There shall be a minimum of two brackets per column.
3. At the following substructure units, the pipe fittings will need to accomodate the following total horizontal movement:
   N. Abut. - $2\frac{1}{4}$"
   Pier 2 - $3\frac{1}{2}$"
   S. Abut. - $5\frac{7}{8}$"

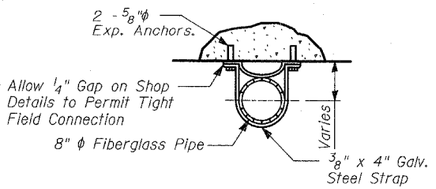




PIPE HANGER DETAIL



SECTION E-E
* Dimension as required by Pipe Clamp



PIPE BRACKET DETAIL
(To Concrete)

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	DE
CHECKED	-	AD

DRAINAGE SYSTEM DETAILS

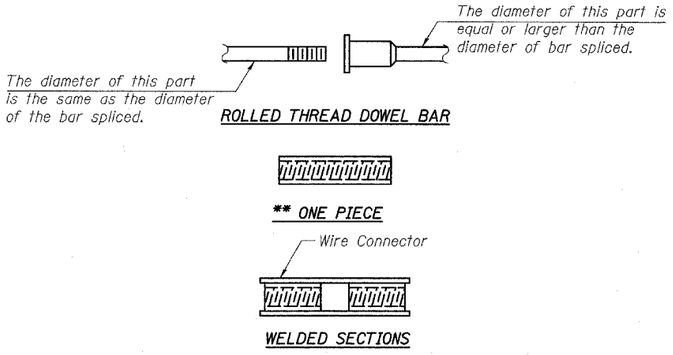
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	197
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

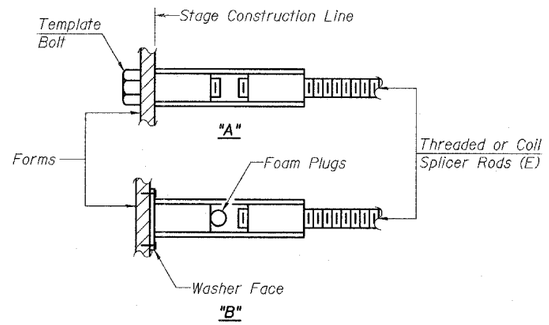
SHEET NO. - S-28
S-66 - SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

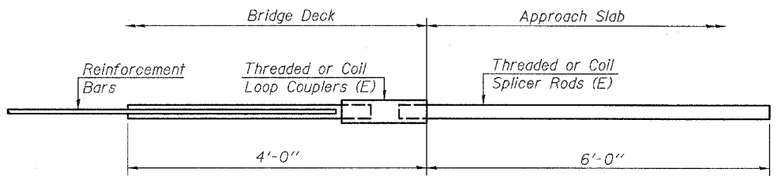
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

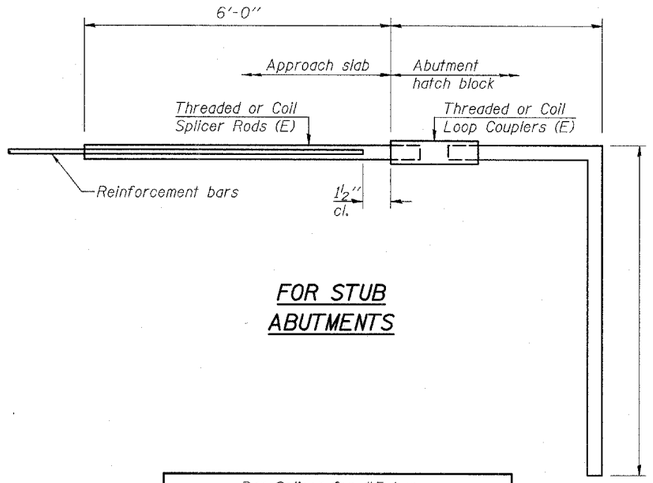
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



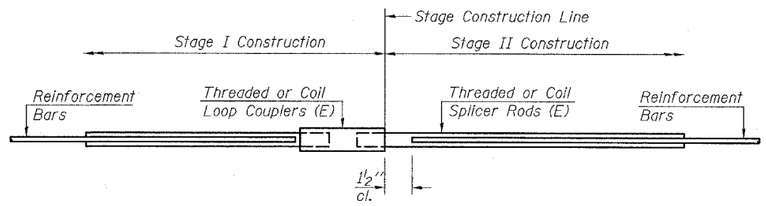
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 198



STANDARD

Bar Size	No. Assemblies Required	Location
#5	5690	Deck
#5	61	North Abutment
#6	4	North Abutment
#6	20	Pier 1
#9	38	Pier 1
#10	22	Pier 1
#6	20	Pier 2
#9	38	Pier 2
#10	22	Pier 2
#5	71	South Abutment
#6	4	South Abutment

TYLIN INTERNATIONAL

DESIGNED	- SP
CHECKED	- AD
DRAWN	- SP
CHECKED	- AD

BSD-1 11-1-06

BAR SPLICER ASSEMBLY DETAILS

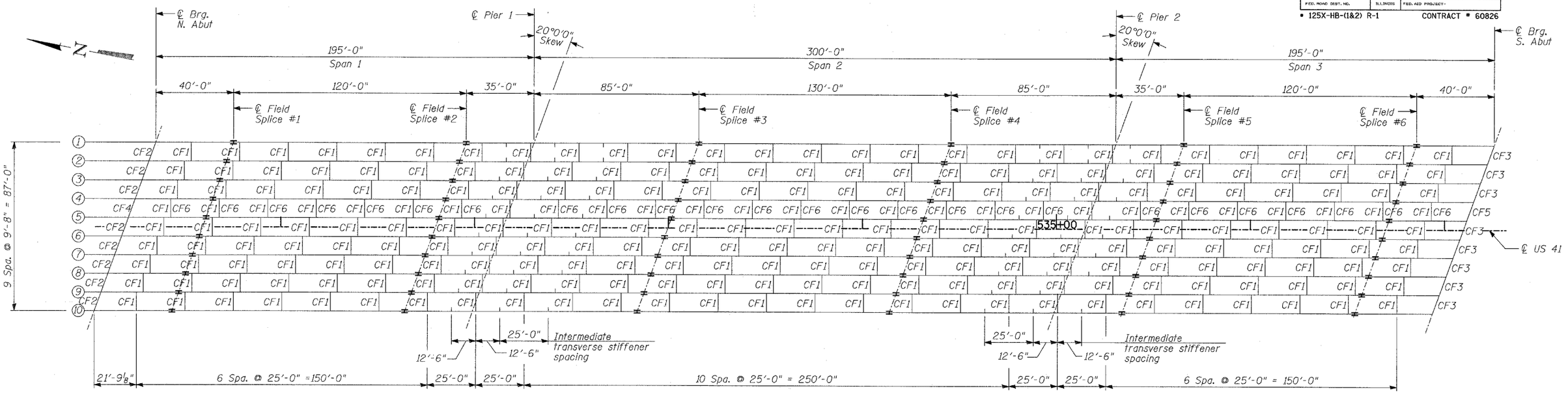
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	198
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-29
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826



FRAMING PLAN

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 & 0.6 Sp. 3	Pier	0.5 Sp. 2
Is	(in^4)	127,652	382,990	203,212
Ic (n)	(in^4)	264,482	---	407,843
Ic (3n)	(in^4)	192,285	---	293,119
Ss	(in^3)	2,965	7,979	5,555
Sc (n)	(in^3)	3,962	---	6,936
Sc (3n)	(in^3)	3,544	---	6,324
℘	(k/ft.)	1.43	2.47	1.57
M℘	('k)	2,185	15,606	6,421
s℘	(k/ft.)	0.65	---	0.65
Ms℘	('k)	1,202	---	2,892
M℄	('k)	2,813	4,572	4,606
M (Imp)	('k)	440	613	542
⅔[M℄+M(Imp)]	('k)	5,422	8,642	8,580
Ma	('k)	11,452	31,522	23,261
Mu	('k)	17,609	---	24,653
fs℘ non-comp	(k.s.i.)	8.84	23.47	13.87
fs℘ (comp)	(k.s.i.)	4.08	---	5.49
fs⅔(℄+Imp)	(k.s.i.)	16.39	13.00	14.84
fs (Overload)	(k.s.i.)	29.31	36.47	34.2
fs (Total)	(k.s.i.)	---	47.41	---
VR	(k)	87.5	---	101.0

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R℘	(k)	124.9	631.6
R℄	(k)	72.8	178.9
Imp.	(k)	11.4	24.0
R (Total)	(k)	209.1	834.5

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

℘: Un-factored non-composite dead load (kips/ft.).

M℘: Un-factored moment due to non-composite dead load (kip-ft.).

s℘: Un-factored long-term composite (superimposed) dead load (kips/ft.)

M_s℘: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M℄: Un-factored live load moment (kip-ft.).

M_{Imp}: Un-factored moment due to impact (kip-ft.).

Ma: Factored design moment (kip-ft.).
$1.3\ [\ M℘ + M_s℘ + \frac{5}{3}\ (M℄ + M_{Imp})\ ]$

Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M℘ + M_s℘ + \frac{5}{3}\ (M℄ + M_{Imp})$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M℘ + M_s℘ + \frac{5}{3}\ (M℄ + M_{Imp})]$

VR: Maximum ℄ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

NOTES:

All structural steel for girders and splices shall conform to the requirements of AASHTO M270, Grade 50. All other structural steel shall conform to the requirements of AASHTO M270, Grade 36.

TY·LIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

FRAMING PLAN

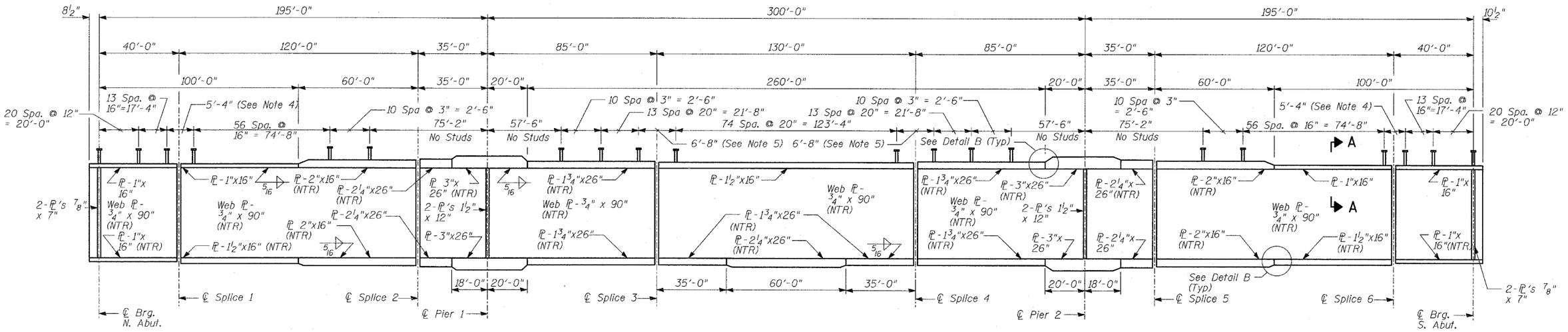
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	199
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

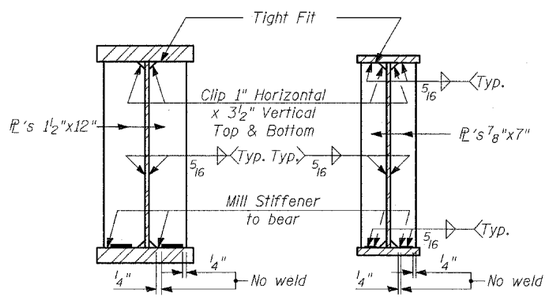
SHEET NO. "S-30
S-66" SHEETS

* 125X-HB-(1&2) R-1 CONTRACT # 60826

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



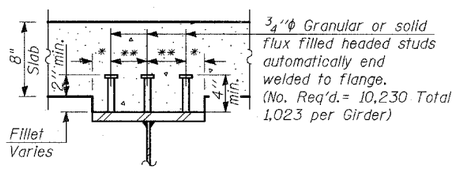
GIRDER ELEVATION



SECTION AT PIER

SECTION AT ABUTMENT

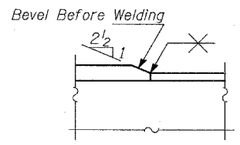
BEARING STIFFENERS



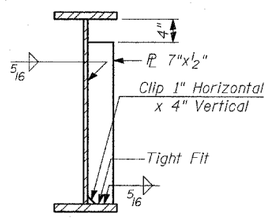
SECTION A-A

* 2" for 16 in. flange
4" for 26 in. flange

** 6" for 16 in. flange
9" for 26 in. flange

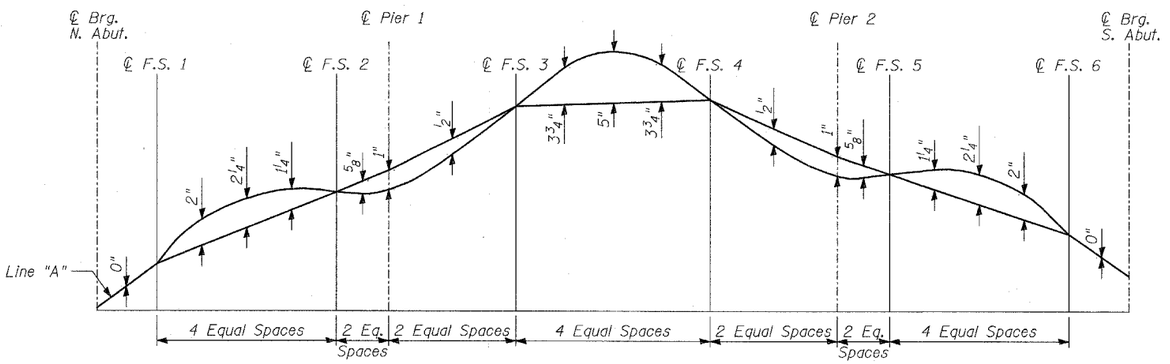


DETAIL "B"



INTERMEDIATE STIFFENER DETAIL

Note:
See Framing Plan for stiffener placement.



TYPICAL CAMBER DIAGRAM

TOP OF WEB ELEVATIONS

(For Fabrication Only)

Location \ Girder	1	2	3	4	5	6	7	8	9	10
CL Brg. N. Abutment	700.53	700.66	700.74	700.54	700.29	700.22	700.34	700.40	700.18	699.92
CL Field Splice #1	701.50	701.63	701.71	701.51	701.26	701.19	701.31	701.37	701.15	700.89
CL Field Splice #2	703.00	703.15	703.26	703.08	702.85	702.81	702.95	703.03	702.83	702.59
CL Pier 1	703.42	703.58	703.69	703.53	703.30	703.26	703.41	703.50	703.31	703.07
CL Field Splice #3	704.73	704.90	705.04	704.89	704.68	704.66	704.83	704.93	704.76	704.54
CL Field Splice #4	704.86	705.06	705.22	705.10	704.92	704.93	705.12	705.26	705.11	704.92
CL Pier 2	703.72	703.94	704.12	704.02	703.86	703.88	704.09	704.24	704.12	703.94
CL Field Splice #5	703.37	703.60	703.79	703.69	703.54	703.57	703.79	703.95	703.82	703.66
CL Field Splice #6	702.12	702.37	702.58	702.51	702.38	702.44	702.68	702.87	702.77	702.63
CL Brg. S. Abutment	701.21	701.48	701.69	701.63	701.51	701.58	701.83	702.02	701.93	701.80

NOTES:

1. Line "A" is a straight line between ℄ Brg. N. Abut. to ℄ FS#1; ℄ FS#1 to ℄ FS#2; ℄ FS#2 to ℄ FS#3; ℄ FS#3 to ℄ FS#4; ℄ FS#4 to ℄ FS#5; ℄ FS#5 to ℄ FS#6; and ℄ FS#6 to ℄ Brg. S. Abut.
2. Camber shown includes Dead Load Deflection due to deck concrete and steel weight only.
3. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
4. See Sheet S-33 for stud layout at FS #1 and #6.
5. See Sheet S-33 for stud layout at FS #3 and #4

TYLIN INTERNATIONAL

DESIGNED	-	SP
CHECKED	-	AD
DRAWN	-	MAF
CHECKED	-	AD

GIRDER ELEVATION

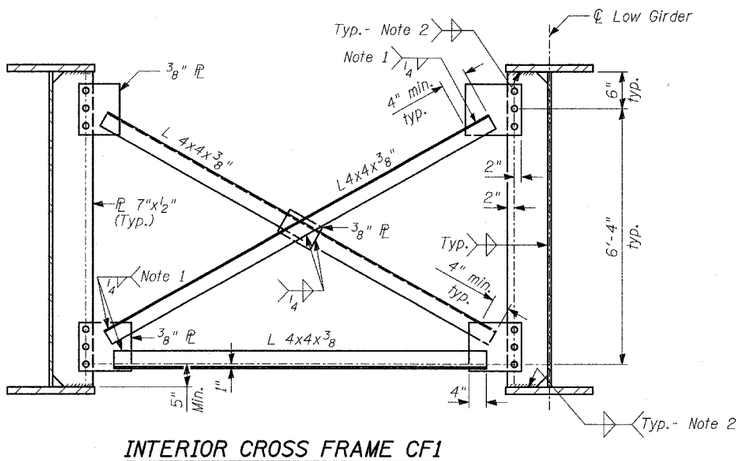
FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	*	LAKE	469	200
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. - S-31
S-66- SHEETS

* 125X-HB-(1&2) R-1 CONTRACT * 60826

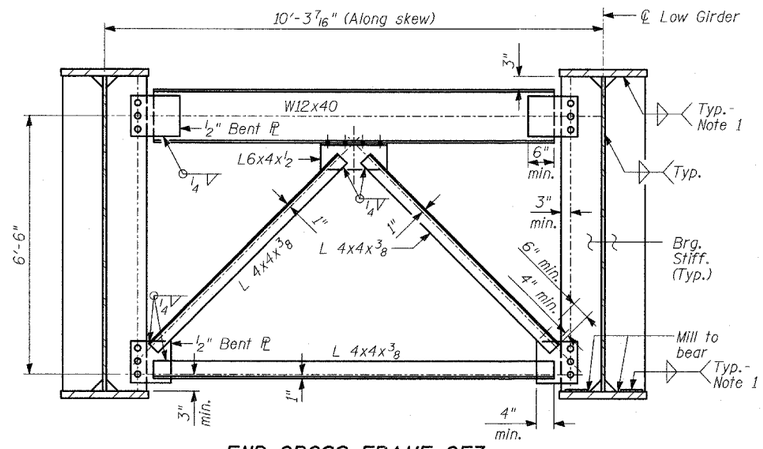


INTERIOR CROSS FRAME CF1

243 Required

NOTES FOR CROSS FRAME CF1

1. Fillet weld angle along 3 sides on one face of gusset plate.
2. Stop weld 1/4" from each end of plate.
3. Clip connection plates 1" horizontal and 4" vertical.

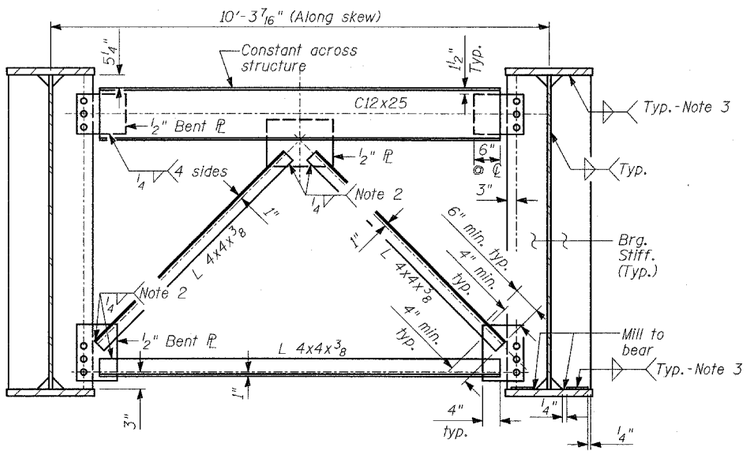


END CROSS FRAME CF3

8 Required for CF3

NOTE FOR END CROSS FRAME CF3

Stop weld 1/4" from each end of plate.

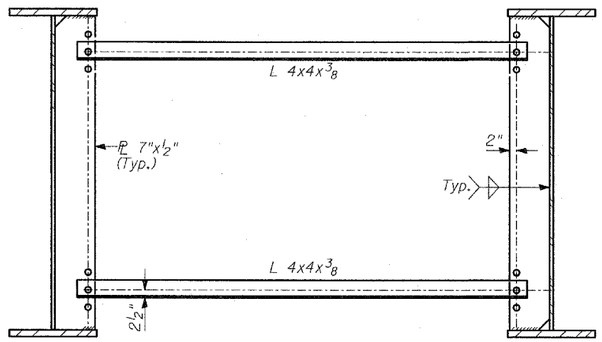


END CROSS FRAME CF2

8 Required

NOTES FOR CROSS FRAME CF2

1. Place Cross Frame with channel flanges and outstanding angle legs outward from abutment backwall.
2. Weld on near side for 1/2" plate.
3. Stop weld 1/4" from each end of plate.



CROSS FRAME CF6 - TEMPORARY BRACING

25 Required

NOTES FOR CROSS FRAME CF6

1. This detail shall be installed prior to stage II deck pour.
2. Once deck has cured, remove temporary bracing and install CF1 members.
3. Work this detail with Interior Cross Frame CF1.
4. Bolts shall be finger tight.

GENERAL NOTES

1. All bolts shall be 3/4"ϕ with 15/16" ϕ holes unless otherwise noted.
2. Two hardened washers required for each set of oversized holes.
3. All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.

TYLIN INTERNATIONAL

DESIGNED	- MB
CHECKED	- AD
DRAWN	- MAF
CHECKED	- AD

FRAMING DETAILS I

FAP 346 (U.S. ROUTE 41 - SKOKIE HIGHWAY) OVER ILLINOIS ROUTE 132
SECTION 125X-HB-(1&2)R-1
LAKE COUNTY
S.N. 049-0209