

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

**GRAND AVENUE /MATHON DRIVE, FAU 3719 (PERSHING ROAD)  
PERSHING ROAD TO AMSTUTZ EXPRESSWAY (IL 137)  
CLAYTON STREET TO NORTH OF MATHON DRIVE  
BRIDGE RECONSTRUCTION, ROADWAY RECONSTRUCTION  
SECTION 12-00239-00-BR  
PROJECT NO. M-BHM-9003(952)  
CITY OF WAUKEGAN  
LAKE COUNTY  
C-91-234-12**

J.U.L.I.E. DESIGN STAGE REQUEST  
DIG. No. A3201172



CONTACT JULIE AT 811 OR 800-892-0123  
WITH THE FOLLOWING:

COUNTY = LAKE  
CITY-TOWNSHIP = CITY OF WAUKEGAN  
SEC. & 1/4 SEC. NO. = SEC 21, T 45N R 12E  
48 HOURS (2 working days) BEFORE YOU DIG

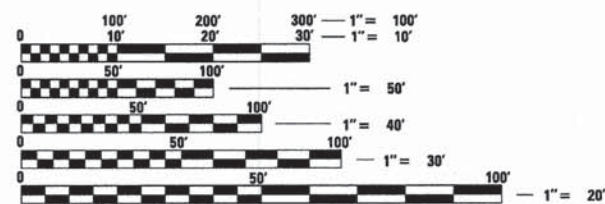
**TRAFFIC DATA**

**PERSHING ROAD**  
POSTED SPEED - 30 MPH  
DESIGN SPEED - 35 MPH  
2011 ADT - 2,900  
2040 ADT - 3,800  
URBAN COLLECTOR

**MATHON DRIVE**  
POSTED SPEED - 30 MPH  
DESIGN SPEED - 35 MPH  
2011 ADT - 2,600  
2040 ADT - 3,400  
LOCAL ROAD

MATHON DRIVE  
IMPROVEMENTS END  
STA 5+13

PERSHING ROAD  
IMPROVEMENT BEGINS  
STA 55+25

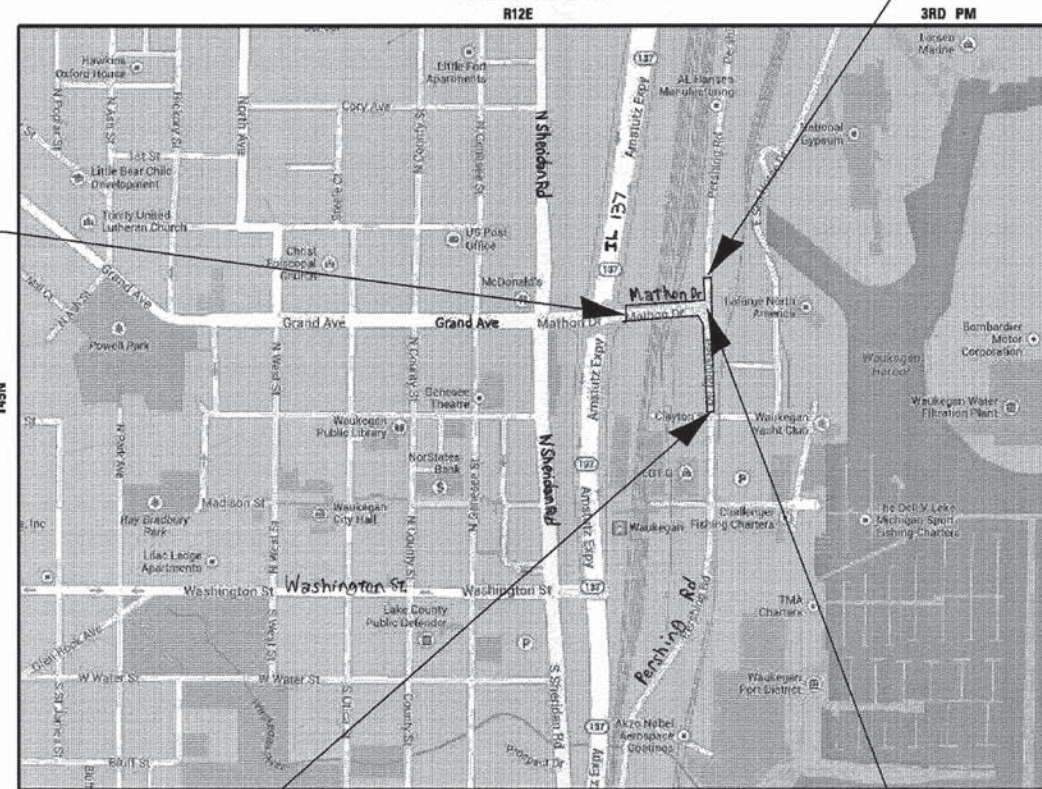


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PERSHING ROAD  
IMPROVEMENTS END  
STA 64+37

MATHON DRIVE  
IMPROVEMENT BEGINS  
STA 0+38.30



SECTION 21, T45N, R12E, OF THE THIRD PRINCIPAL MERIDIAN  
WAUKEGAN TOWNSHIP  
GROSS LENGTH = 1,387 FT. = 0.26 MILE  
NET LENGTH = 1,387 FT. = 0.26 MILE

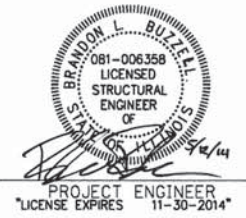
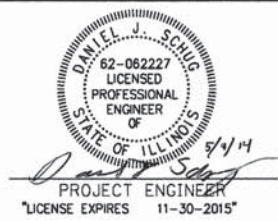
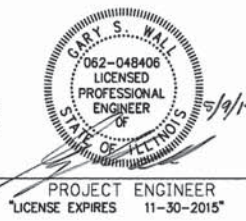
**BAXTER & WOODMAN**  
Consulting Engineers



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LICENSE NO. - 184-002232 - EXPIRES 4/30/15

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	1
		ILLINOIS	CONTRACT NO. 61A57	

88+1 (89)



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED MAY 8, 2014  
Thomas E. Hagerty  
CITY OF WAUKEGAN, REPRESENTATIVE

PASSED MAY 22, 2014  
Christopher Holt  
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW May 27, 2014  
John Fortmann  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**



**GENERAL NOTES**

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE DEPARTMENT DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN CITY UTILITY LOCATIONS.
- THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CITY RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF CITY WATER IF DEEMED NECESSARY.
- THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
- DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE EAST JORDAN OR NEENAH DETECTABLE WARNING. PANELS SHALL BE CAST IRON AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE RED. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
- THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE.
- IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
- STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
- IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
- A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
- FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.
- ALL STRUCTURAL STEEL, REBAR AND DECORATIVE FENCING INCORPORATED IN THE WORK SHALL BE DOMESTICALLY MANUFACTURED OR PRODUCED AND FABRICATED.
- ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
- COMED OVERHEAD TRANSMISSION LINES EXIST OVER THE MATHON AVENUE BRIDGE. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH COMED.
- FRAMES AND GRATES OR LIDS THAT ARE REMOVED AS PART OF ADJUSTMENTS OR REMOVALS SHALL BE DELIVERED TO THE CITY PUBLIC WORKS FACILITY.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE UNION PACIFIC RAILROAD AND OR CANADIAN NATIONAL RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD RIGHT-OF-WAY. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE UNION PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- ALL SIGNS, CONCRETE POLES AND STEEL POSTS THAT ARE REMOVED SHALL BE DELIVERED TO TOM HAGGERTY OF THE CITY PUBLIC WORKS FACILITY.
- THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC AS-BUILT OR OTHER RECORD PLANS AND DOCUMENTS MUST CONTACT THE OWNER OF RECORD TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION.

**RAILROAD GENERAL NOTES**

- WITHIN THESE NOTES, THE UNION PACIFIC RAILROAD SHALL BE REFERRED TO AS THE "RAILROAD".
- A CONTRACTOR'S RIGHT-OF-ENTRY PERMIT IS REQUIRED BEFORE ANY WORK CAN COMMENCE ON RAILROAD PROPERTY. THE COST TO OBTAIN THIS PERMIT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- NO DISRUPTIONS OF RAILROAD OPERATIONS WILL BE PERMITTED.
- ALL WORK WITHIN 25 FEET OF THE NEAREST TRACK WILL REQUIRE A RAILROAD FLAGMAN. TO SCHEDULE A FLAGMAN FOR WORK ON A COMMUTER LINE, CALL CANDICE MILLER AT (312) 496-4738, A MINIMUM 72 HOURS IN ADVANCE OF START OF WORK. TO SCHEDULE A FLAGMAN FOR WORK ON FREIGHT LINES, CALL DARYL CLARK AT (708) 649-5273, A MINIMUM OF 72 HOURS IN ADVANCE OF START OF WORK.
- WORK WINDOWS WITHIN THE 25 FOOT ZONE ARE ONLY AVAILABLE FROM 9:00 AM - 3:00 PM.
- MONDAY THROUGH FRIDAY, NIGHT WORK WINDOWS ARE AVAILABLE FROM 8:00 PM - 4:00 AM. PLEASE PROVIDE AT LEAST 72 HOURS OF ADDITIONAL NOTICE WHEN REQUESTING TO WORK AT NIGHT TO ENSURE APPROPRIATE FLAGGING COVERAGE. EXTENDED WORK WINDOWS MAY BE AVAILABLE ON THE WEEKENDS, NOT WITHSTANDING THE FORGOING, DUE TO INTERSTATE FREIGHT TRAIN AND COMMUTER PASSENGER TRAIN OPERATIONS AND SCHEDULES ALL WORK WINDOWS WITHIN THE TIMES LISTED ABOVE ARE SUBJECT TO ON SITE UNILATERAL ADJUSTMENT OR DENIAL FROM THE RAILROAD'S LOCAL FIELD MANAGER AND/OR CORRIDOR MANAGER. THIS MAY RESULT IN DENIAL OR ADJUSTMENT OF ACCESS FOR ANY AND ALL CONTRACTORS, SUBCONTRACTORS AND MATERIAL MEN DURING WORK WINDOWS.
- NO UN-USED WORK EQUIPMENT WILL BE ALLOWED TO REMAIN ON THE RAILROAD'S COMMUTER PLATFORM IF PRESENT.
- RAILROAD UTILITIES ARE NOT INCLUDED UNDER JULIE. CALL CANDICE MILLER AT (312) 496-4738 FOR LOCATES.
- FIBER OPTICS MAY BE PRESENT IN THIS AREA. CALL (800) 336-9193 TO COORDINATE ANY REQUIRED PROTECTION OR RELOCATION, PRIOR TO CONSTRUCTION.
- RAILROAD REVIEW AND APPROVAL OF SHORING, DEMOLITION, ERECTION, AND FALSEWORK IS REQUIRED.
- ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTIONS TO RAILROAD'S OPERATIONS. ERECTION OVER THE RAILROAD'S TRACK SHALL BE DEVELOPED SUCH THAT IT ENABLES THE TRACKS(S) TO REMAIN OPEN TO TRAIN TRAFFIC PER RAILROAD'S REQUIREMENTS.
- MINIMUM CONSTRUCTION CLEARANCE ENVELOPE OF 21 FEET VERTICAL ABOVE THE PLANE OF TOP-OF-RAIL AND 12 FEET HORIZONTAL AT RIGHT ANGLE FROM CENTERLINE OF TRACK SHALL BE MAINTAINED AT ALL TIME DURING CONSTRUCTION.
- FALSEWORK CLEARANCE SHALL COMPLY WITH THE RAILROAD'S MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
- FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD MINIMUM REQUIREMENTS AS PART OF SPECIAL PROVISIONS.
- THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SETTLEMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.
- THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.
- THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

**HIGHWAY STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420101-04 24' (7.2 m) JOINTED PCC PAVEMENT
- 420111-03 PCC PAVEMENT ROUNDABOUTS
- 420401-10 BRIDGE APPROACH PAVEMENT CONNECTOR
- 420601-05 24' (7.2 m) PCC PAVEMENT
- 421001-02 BAR REINFORCEMENT FOR CRC PAVEMENT
- 424001-07 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424006-01 DIAGONAL CURB RAMPS FOR SIDEWALKS
- 424011-01 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
- 424031-01 MEDIAN PEDESTRIAN CROSSINGS
- 515001-03 NAME PLATE FOR BRIDGES
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 602001-02 CATCH BASIN TYPE A
- 602301-04 INLET - TYPE A
- 602401-03 MANHOLE TYPE A
- 602406-06 MANHOLE TYPE A 6' DIAMETER
- 602601-03 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-03 FRAME AND LIDS TYPE 1
- 604051-03 FRAME AND GRATE TYPE 11
- 604091-02 FRAME AND GRATE TYPE 24
- 606001-05 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631011-09 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-12 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635001-01 DELNEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 664001-02 CHAIN LINK FENCE
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM PAVEMENT EDGE
- 701101-04 OFF-RD OPERATIONS, MULTILANE, 15' TO 24' FROM PAVEMENT EDGE
- 701456-03 PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE
- 701701-09 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-03 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 780001-04 TYPICAL PAVEMENT MARKINGS
- 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS
- 814001-02 HANDHOLES
- 821101 LUMINAIRE WIRING DIAGRAM
- 825021-02 LIGHTING CONTROLLER BASE MOUNTED, 240V

**INDEX TO SHEETS**

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8 - 9	TYPICAL SECTIONS
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11	SUGGESTED MAINTENANCE OF TRAFFIC DETOUR ROUTE
12	GEOMETRIC PLAN AND PROFILE: MATHON DRIVE
13 - 14	GEOMETRIC PLAN AND PROFILE: PERSHING ROAD
15	EROSION CONTROL PLAN
16	DRAINAGE AND UTILITY MATHON DRIVE
17 - 18	DRAINAGE AND UTILITY PERSHING ROAD
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84	ARTERIAL ROAD INFORMATION SIGN (TC-22)
85 - 88	CROSS SECTIONS PERSHING ROAD

**BENCHMARKS**

DATUM IS NAV 88

BM#	DESCRIPTION	ELEVATION
BM#2	"X" ON CONCRETE ISLAND WITH STOP SIGN AT SOUTHWEST CORNER OF GRAND AVENUE AND PERSHING ROAD.	617.85
BM#3	"X" ON CONCRETE ISLAND (LOCATED ON THE SOUTH SIDE OF GRAND AVENUE DIRECTLY OVER THE CENTER OF AMSTUTZ EXPRESSWAY.	629.59
BM#4	CHISEL SQUARE ON TOP OF SOUTHWEST BRIDGE ABUTMENT ON THE SOUTH SIDE OF GRAND AVENUE OVER RAILROAD YARD JUST EAST OF AMSTUTZ EXPRESSWAY.	628.05
BM#6	CHISEL SQUARE ON NORTHEAST BRIDGE ABUTMENT NORTH SIDE OF GRAND AVENUE OVER RAILROAD AT NORTHWEST CORNER OF PERSHING ROAD.	619.68
BM #8	SOUTH OF THE NORTHEAST BOLTS AT BASE OF COM-ED TOWER AT BASE OF SLOPE ON WEST SIDE OF PERSHING ROAD APPROX. 450' NORTH OF GRAND AVENUE.	597.44
BM#10	RAILROAD SPIKE IN POWER POLE WITH LIGHT AT SOUTHWEST CORNER OF PERSHING ROAD AND CLAYTON STREET	589.01
BM#1015	ACM MONUMENT WK 107 AT SOUTHEAST CORNER OF GRAND AVENUE AND SHERIDAN ROAD IN BRICK SIDEWALK WITH ENCLOSURE.	633.75



DESIGNED - DJS	REVISED - 5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511.PH2.SHT-GenNotes.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, INDEX TO SHEETS, BENCHMARKS,  
AND HIGHWAY STANDARDS**

SCALE: NONE	STA.	TO STA.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			3719	12-00239-00-BR	LAKE	88	2
						CONTRACT NO. 61A57	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-BM-9003(952)							

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 LICENSE NO. - 034-000221 EXPIRES - 6/30/2015  
 37201/2014



## SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
20101100	TREE TRUNK PROTECTION	EACH	4	1	3	-
20101200	TREE ROOT PRUNING	EACH	1	1	-	-
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1	1	-	-
20101400	NITROGEN FERTILIZER NUTRENT	POUND	4	4	-	-
20101600	POTASSIUM FERTILIZER NUTRENT	POUND	4	4	-	-
20200100	EARTH EXCAVATION	CU YD	1,389	1,302	87	-
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	527	421	106	-
20800150	TRENCH BACKFILL	CU YD	179	132	47	-
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3,804	3,011	793	-
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3,800	3,350	450	-
25000312	SEEDING, CLASS 4A	ACRE	0.80	0.70	0.10	-
25100115	MULCH, METHOD 2	ACRE	0.80	0.70	0.10	-
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2,916	2,468	450	-
25200110	SODDING, SALT TOLERANT	SQ YD	250	250	-	-
25200200	SUPPLEMENTAL WATERING	UNIT	47	41	6	-

\* INDICATES SPECIALITY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	80	70	10	-
28000400	PERMETER EROSION BARRIER	FOOT	2,155	1,930	225	-
28000510	INLET FILTERS	EACH	17	11	6	-
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	318	251	67	-
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3,804	3,011	793	-
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	940	884	56	-
42000211	PORTLAND CEMENT CONCRETE PAVEMENT 7 1/2" (JOINTED)	SQ YD	3,325	2,559	766	-
42001300	PROTECTIVE COAT	SQ YD	4,832	3,977	855	-
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	8,450	7,950	500	-
42400800	DETECTABLE WARNINGS	SQ FT	138	74	64	-
44000100	PAVEMENT REMOVAL	SQ YD	3,847	2,720	1,127	-
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,965	1,865	100	-
44000600	SIDEWALK REMOVAL	SQ FT	5,075	4,475	600	-
44003100	MEDIAN REMOVAL	SQ FT	871	-	871	-
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	-	-	1

\* INDICATES SPECIALITY ITEM

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<b>BAXTER &amp; WOODMAN</b> <small>Consulting Engineers</small>	DESIGNED - DJS	REVISED -5-8-14 PER IDOT REVIEW
	DRAWN - LKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 03/14/14	FILE - 110511.PH2-SHT-S01.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

### SUMMARY OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	3
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-9003952				



### SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
50102400	CONCRETE REMOVAL	CU YD	135.1	-	-	135.1
50157300	PROTECTIVE SHIELD	SQ YD	1,185	-	-	1,185
50200100	STRUCTURE EXCAVATION	CU YD	218	-	-	218
50300225	CONCRETE STRUCTURES	CU YD	295.5	-	-	295.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	966.2	-	-	966.2
50300280	BRIDGE DECK GROOVING	SQ YD	2,630	-	-	2,630
50300285	FORM LINER TEXTURED SURFACE	SQ FT	4,590	-	-	4,590
50300300	PROTECTIVE COAT	SQ YD	3,624	-	-	3,624
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	-	-	1
50500505	STUD SHEAR CONNECTORS	EACH	11,955	-	-	11,955
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	262,830	-	-	262,830
50800515	BAR SPLICERS	EACH	1,328	-	-	1,328
51500100	NAME PLATES	EACH	1	-	-	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	202	-	-	202
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24	-	-	24

\* INDICATES SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24	-	-	24
52100520	ANCHOR BOLTS, 1"	EACH	48	-	-	48
52100530	ANCHOR BOLTS, 1 1/4"	EACH	24	-	-	24
52100540	ANCHOR BOLTS, 1 1/2"	EACH	24	-	-	24
52100560	ANCHOR BOLTS, 2"	EACH	24	-	-	24
59000200	EPOXY CRACK INJECTION	FOOT	80	-	-	80
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	90	-	-	90
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	216	150	66	-
55100500	STORM SEWER REMOVAL 12"	FOOT	123	56	67	-
56400100	FIRE HYDRANTS TO BE MOVED	EACH	1	1	-	-
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	-	-	4
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	6	6	-	-
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LD	EACH	1	1	-	-
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2	2	-	-
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LD	EACH	2	2	-	-

\* INDICATES SPECIALTY ITEM

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<b>BAXTER &amp; WOODMAN</b> <small>consulting engineers</small>	DESIGNED - DJS	REVISED -5-8-14 PER IDOT REVIEW
	DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
	CHECKED - RWL	REVISED -
	DATE - 03/14/14	FILE - 110511.PH2_SHT-S01.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	4
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-9003(952)				



### SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	5	5	-	-
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	2	-	2	-
60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2	-	-
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	-	-
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1	-	-
60500040	REMOVING MANHOLES	EACH	1	1	-	-
60500060	REMOVING INLETS	EACH	5	3	2	-
60603600	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,932	1,865	67	-
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	40	-	40.0	-
63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	826	763	63	-
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	-	1	-
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	-	2	-
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	-	-
63200310	GUARDRAIL REMOVAL	FOOT	1,280	1,159	121	-
63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	25	25	-	-

\* INDICATES SPECIALITY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
66300105	CALCIUM CHLORIDE APPLIED	TON	3	2	1	-
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	856	856	-	-
66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	-	-
66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5	-	-
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CALMO	11	2	1	8
67100100	MOBILIZATION	L SUM	1	0.17	0.05	0.78
72000100	SIGN PANEL - TYPE 1	SQ FT	78	56	22	-
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	8	5	3	-
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	18	18	-	-
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	192	144	48	-
78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	148	-	148	-
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	3,744	1,580	2,164	-
78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	363	-	363	-
78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	357	-	357	-
78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	63	31	32	-

\* INDICATES SPECIALITY ITEM

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<b>BAXTER &amp; WOODMAN</b> <small>Consulting Engineers</small>	DESIGNED - DJS	REVISED -5-8-14 PER IDOT REVIEW
	DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
	CHECKED - RWL	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	5
			CONTRACT NO. 61A57	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT M-BHM-90039521				



### SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE			CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014					ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR					STU	STP-BR	STP-BR
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	20	18	2	-	82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1	1	-	-
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1	-	-	83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	130	130	-	-
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	-	-	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	11	8	3	-
* 80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1	1	-	-	84200804	REMOVAL OF POLE FOUNDATION	EACH	8	8	-	-
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	290	290	-	-	84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1	1	-	-
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	600	600	-	-	84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1	1	-	-
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	150	-	-	150	84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1	1	-	-
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	802	-	-	802	89502380	REMOVE EXISTING HANDHOLE	EACH	2	1	1	-
* 81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	3	-	-	3	XZ127902	RETAINING WALL, SPECIAL	SQ FT	120	120	-	-
* 81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4	-	-	4	X0322924	RETAINING WALL REMOVAL	SQ FT	120	120	-	-
* 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	4	-	-	4	X0326671	CONCRETE SURFACE COLOR TREATMENT	SQ FT	4,050	-	-	4,050
* 81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	1	1	-	-	X5030301	CONCRETE WEARING SURFACE (VARIABLE DEPTH)	SQ YD	134	-	-	134
* 81603100	UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	2,165	851	1,314	-	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	353	-	-	353
* 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1,305	387	918	-	X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	3,933	-	-	3,933
* 81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	680	272	408	-	X5091755	PARAPET RAILING, SPECIAL	FOOT	811	-	-	811

\* INDICATES SPECIALITY ITEM

\* INDICATES SPECIALITY ITEM

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DESIGNED -	DJS	REVISED -	5-8-14 PER IDOT REVIEW
DRAWN -	UKB	REVISED -	5-16-14 PER IDOT REVIEW
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DATE -	03/14/14	FILE -	110511.PH2-SHT-S01.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE:

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	6
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT M-BHM-9003952	CONTRACT NO. 61A57



## SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	132	-	-	132
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.17	0.05	0.78
X7240200	REMOVE SIGN PANEL ASSEMBLY - TYPE B (SPECIAL)	EACH	1	1.00	-	-
X8211000	UNDERPASS LUMINAIRE (SPECIAL)	EACH	8	-	-	8
XX006653	FENCE (SPECIAL)	FOOT	400	400	-	-
XX008367	DECORATIVE LIGHTING UNIT, TYPE "D1"	EACH	10	10	-	-
XX008368	DECORATIVE LIGHTING UNIT, TYPE "D2"	EACH	6	-	6	-
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	350	-	-	350
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	50	-	-	50
Z0013788	CONSTRUCTION LAYOUT	L SUM	1	0.17	0.05	0.78
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	6	-	-	6.00
Z0018800	DRAINAGE SYSTEM	L SUM	1	-	-	1
Z0026407	TEMPORARY SHEET PILING	SQ FT	634	-	-	634
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	104	52	52	-
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	11	11	-	-

\* INDICATES SPECIALITY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				ROADWAY 0004		BRIDGE 0014
				STU	STP-BR	STP-BR
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	220	-	-	220
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	-	1	-
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 NCH	FOOT	77	77	-	-
Z0065700	SLOPE WALL REPAIR	SQ YD	100	-	-	100
Z0073410	TEMPORARY SUPPORT SYSTEM, LOCATION 1	EACH	1	-	-	1
Z0073420	TEMPORARY SUPPORT SYSTEM, LOCATION 2	EACH	1	-	-	1
Z0076600	TRAINEES	HOUR	1,000	1,000	-	-
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000	-	-

\* INDICATES SPECIALITY ITEM

§ INDICATES CONSTRUCTION CODE 0042 TRAINEES

LOCATION	EARTHWORK									
	UNDERCUT (CU YD)	UNSUITABLE EXCAVATION (TOPSOIL) (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EARTH EXCAVATION (CU YD)	UTILITY EXCAVATION (CU YD)	EXCESS STRUCTURE EXCAVATION (CU YD)	TOTAL SUITABLE EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+ OR SHORTAGE (-)) (CU YD)
PERSHING RD	251	170	421	1,302	-	-	1,302	1,107	102	1,005
MATHON DR	67	39	106	87	-	218	305	260	2	258
<b>TOTAL</b>	<b>318</b>	<b>209</b>	<b>527</b>	<b>1,389</b>	<b>-</b>	<b>218</b>	<b>1,607</b>	<b>1,367</b>	<b>104</b>	<b>1,263</b>

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DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
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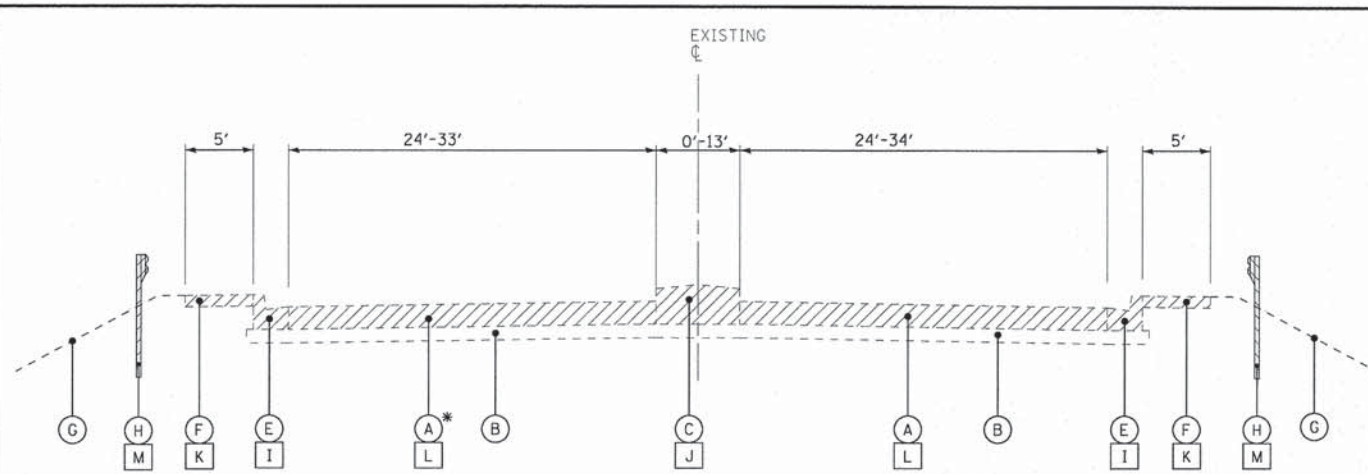
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DEPARTMENT OF TRANSPORTATION**

### SUMMARY OF QUANTITIES

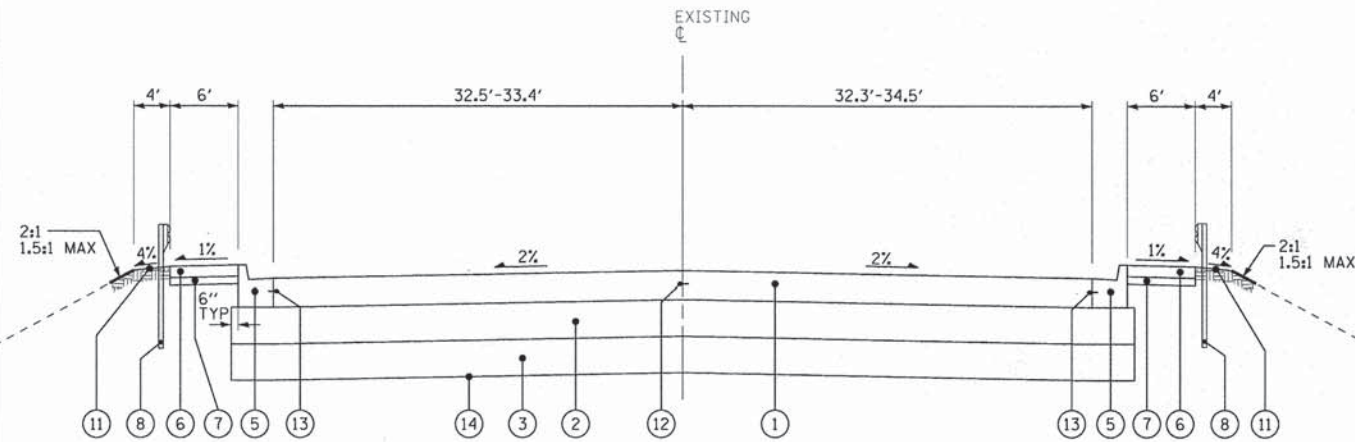
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	7
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT M-BHM-9003(952)				





**EXISTING TYPICAL SECTION  
MATHON DRIVE**  
STA 0+50 TO STA 0+84  
STA 4+74 TO STA 5+13



**PROPOSED TYPICAL SECTION  
MATHON DRIVE**  
STA 0+50 TO STA 0+84  
STA 4+74 TO STA 5+13

SEE STRUCTURAL DRAWINGS  
**EXISTING TYPICAL SECTION  
MATHON DRIVE**  
STA 0+84 TO STA 4+74

SEE STRUCTURAL DRAWINGS  
**PROPOSED TYPICAL SECTION  
MATHON DRIVE**  
STA 0+84 TO STA 4+74

**EXISTING LEGEND**

- (A) CONCRETE PAVEMENT REINFORCED, 12.5'
- (AA) CONCRETE PAVEMENT, REINFORCED, 7.5" - 8.5"
- (B) AGGREGATE BASE COURSE, 4"±
- (C) CONCRETE MEDIAN
- (D) CONCRETE CURB AND GUTTER, TYPE B-6.12
- (E) CONCRETE CURB AND GUTTER, TYPE B-6.24
- (F) PCC SIDEWALK
- (G) GROUND SURFACE
- (H) GUARDRAIL
- (I) COMBINATION CURB AND GUTTER REMOVAL
- (J) MEDIAN REMOVAL
- (K) SIDEWALK REMOVAL
- (L) PAVEMENT REMOVAL
- (M) GUARDRAIL REMOVAL
- (Hatched) ITEMS TO BE REMOVED

**PROPOSED LEGEND**

- (1) PCC PAVEMENT - 7.5" (JOINTED) (TRANSVERSE JOINTS SPACED EVERY 12.5')
- (2) AGGREGATE SUBGRADE IMPROVEMENT - 12"
- (3) AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (4) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (6) PCC SIDEWALK, 5"
- (7) AGGREGATE BASE COURSE, TYPE B - 4"
- (8) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
- (9) FENCE (SPECIAL)
- (10) TOPSOIL FURNISH AND PLACE - 4"  
SEEDING CLASS 4A  
HEAVY DUTY EROSION CONTROL BLANKET
- (11) TOPSOIL FURNISH AND PLACE - 4"  
SEEDING CLASS 4A  
HEAVY DUTY EROSION CONTROL BLANKET
- (12) CONSTRUCTION JOINT WITH TIE BARS (INCLUDED IN THE COST OF THE PROPOSED PAVEMENT)
- (13) TIE BARS (INCLUDED IN THE COST OF THE PROPOSED CURB AND GUTTER)
- (14) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

NOTE 1  
AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR.

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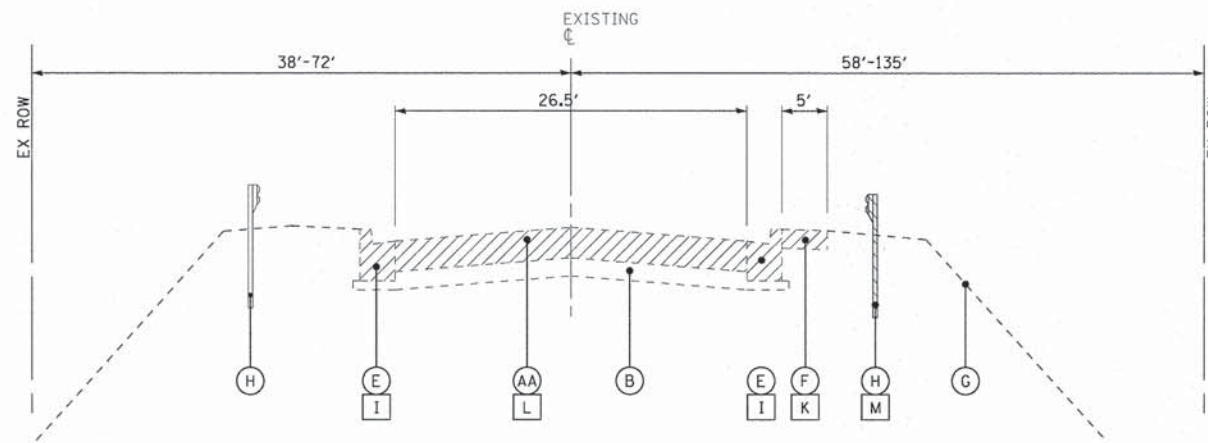


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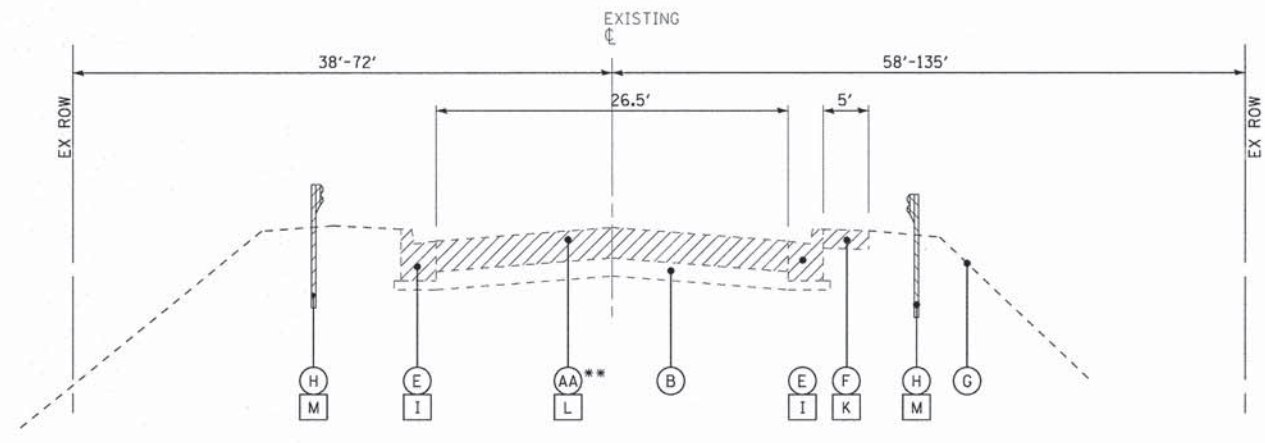
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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE		3719	12-00239-00-BR	LAKE	88	8
STA. TO STA.		CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-BM-9003952						



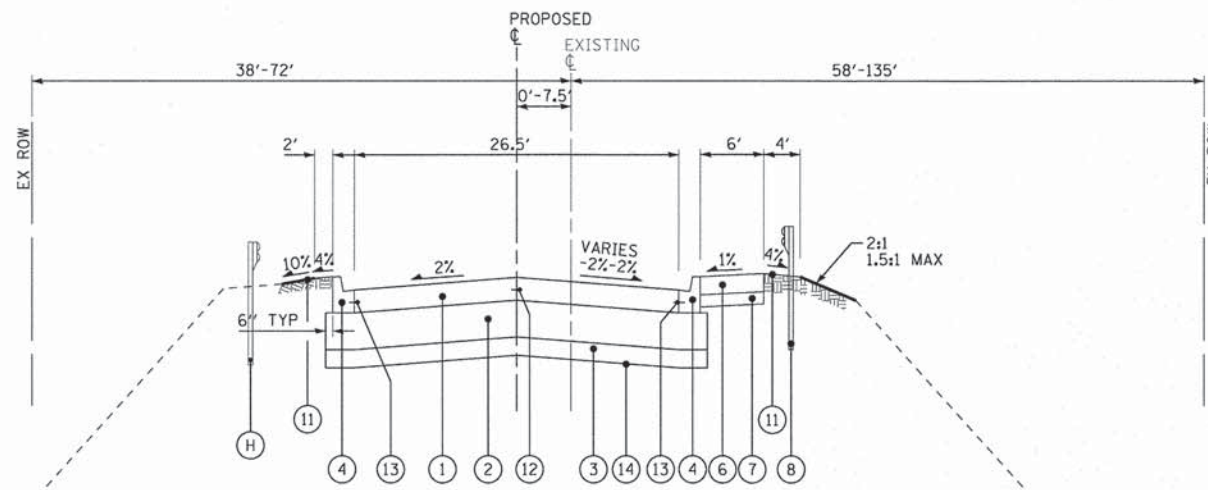


**EXISTING TYPICAL SECTION  
PERSHING ROAD**  
STA 55+25 TO STA 57+50

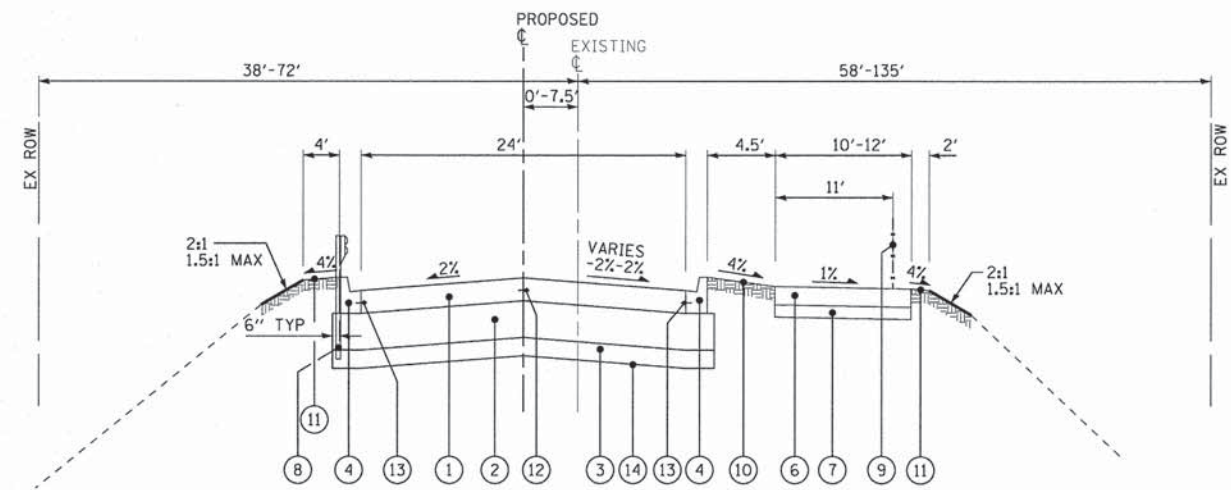


**EXISTING TYPICAL SECTION  
PERSHING ROAD**  
STA 57+50 TO STA 64+37

\*\*HMA OVERLAY  
STA 62+37 TO STA 64+37



**PROPOSED TYPICAL SECTION  
PERSHING ROAD**  
STA 55+25 TO STA 57+50



**PROPOSED TYPICAL SECTION  
PERSHING ROAD**  
STA 57+50 TO STA 64+37

NOTE 1  
AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR.

**EXISTING LEGEND**

- (A) CONCRETE PAVEMENT REINFORCED, 12.5"
- (AA) CONCRETE PAVEMENT, REINFORCED, 7.5" - 8.5"
- (B) AGGREGATE BASE COURSE, 4"±
- (C) CONCRETE MEDIAN
- (D) CONCRETE CURB AND GUTTER, TYPE B-6.12
- (E) CONCRETE CURB AND GUTTER, TYPE B-6.24
- (F) PCC SIDEWALK
- (G) GROUND SURFACE
- (H) GUARDRAIL
- (I) COMBINATION CURB AND GUTTER REMOVAL
- (J) MEDIAN REMOVAL
- (K) SIDEWALK REMOVAL
- (L) PAVEMENT REMOVAL
- (M) GUARDRAIL REMOVAL
- (Hatched) ITEMS TO BE REMOVED

**PROPOSED LEGEND**

- (1) PCC PAVEMENT - 7.5" (JOINTED) (TRANSVERSE JOINTS SPACED EVERY 12.5')
- (2) AGGREGATE SUBGRADE IMPROVEMENT - 12"
- (3) AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (4) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (6) PCC SIDEWALK, 5"
- (7) AGGREGATE BASE COURSE, TYPE B - 4"
- (8) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
- (9) FENCE (SPECIAL)
- (10) TOPSOIL FURNISH AND PLACE - 4"  
SODDING, SALT TOLERANT  
FERTILIZER
- (11) TOPSOIL FURNISH AND PLACE - 4"  
SEEDING CLASS 4A  
HEAVY DUTY EROSION CONTROL BLANKET
- (12) CONSTRUCTION JOINT WITH TIE BARS (INCLUDED IN THE COST OF THE PROPOSED PAVEMENT)
- (13) TIE BARS (INCLUDED IN THE COST OF THE PROPOSED CURB AND GUTTER)
- (14) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

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DRAWN -	UKB	REVISED -	
CHECKED -	RWL	REVISED -	
DATE -	03/14/14	FILE -	110511_P2_SHT-TypSec.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	9
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61A57	
FED. AID PROJECT M-BM-900319521				



**SUGGESTED MAINTENANCE OF TRAFFIC NOTES:**

1. THE CONTRACTOR SHALL SUBMIT A PREPLANNED SEQUENCE OF WORK AT THE PRECONSTRUCTION CONFERENCE FOR REVIEW AND APPROVAL. WORK SHALL BE SCHEDULED TO MINIMIZE INCONVENIENCE TO RESIDENTS AND BUSINESSES AND TO MAINTAIN A REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE ENGINEER RESERVES THE RIGHT TO RESTRICT WORK ON ANY ROADWAY SEGMENT IF CONSTRUCTION OPERATIONS ON A PREVIOUS SEGMENT ARE UNACCEPTABLE; TRAFFIC CONTROL OPERATIONS BECOME UNACCEPTABLE; OR AN EROSION CONTROL DEFICIENCY EXISTS.
2. THE ENGINEER SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY CHANGES TO CONSTRUCTION STAGING. ALL CHANGES TO CONSTRUCTION STAGING MUST BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.
3. PROVIDE 72 HOUR ADVANCED NOTIFICATION TO THE ENGINEER, CITY, POLICE AND FIRE PRIOR TO ROAD CLOSURE.
4. COORDINATE ALL IMPROVEMENTS WITH THE UNION PACIFIC RAILROAD AND METRA RAIL.
5. CLOSE NORTHBOUND RIGHT TURN LANE AND SOUTHBOUND LEFT TURN LANE ON IL ROUTE 137 EXIT RAMP USING HIGHWAY STANDARDS 701456 and 701701.

**THE FOLLOWING IS A SUGGESTED STAGING SEQUENCE:**

1. ESTABLISH DETOUR ROUTE AND OTHER TRAFFIC CONTROL ITEMS.
2. ESTABLISH EROSION CONTROL MEASURES.
3. DEMOLISH AND RECONSTRUCT BRIDGE (SEE BRIDGE PLANS FOR SPECIFIC STAGING).
4. CONSTRUCT STORM SEWER.
5. REMOVE EXISTING PAVEMENT, CURB AND SIDEWALK AND GUARDRAIL.
6. CONSTRUCT AGGREGATE SUBGRADE IMPROVEMENTS AND CURB AND GUTTER.
7. CONSTRUCT CONCRETE PAVEMENT.
8. CONSTRUCT SIDEWALK AND BIKE PATH.
9. COMPLETE PARKWAY RESTORATION.
10. INSTALL REQUIRED PAVEMENT MARKINGS.
11. REOPEN ROADWAY.
12. COMPLETE PUNCH LIST ITEMS.
13. REMOVE TEMPORARY EROSION CONTROL ITEMS ONCE SEED ESTABLISHES.

ARTERIAL ROAD INFORMATION SIGN  
FOR ROADS TO BE FULLY CLOSED  
AND DETOURED  
SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.  
ONE SIGN ASSEMBLY EQUALS 27.3 SQ. FT.



"HIGHWAY C" FONT

- ① OVERLAY PANEL ① TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (i.e. "FROM APR 2")
- ② OVERLAY PANEL ② TO CONTAIN ENDING MONTH OF FULL CLOSURE & DETOUR (i.e. "THRU JULY") OMIT THE DATE ON PANEL ②; MONTH ONLY.

ERECT SIGN ASSEMBLY (POST-MOUNTED WITH PANELS ① AND ②) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

**TEMPORARY INFORMATION SIGN DETAIL**

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DESIGNED - DJS	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511.PH2_SHT-MOT-GNTES.dgn

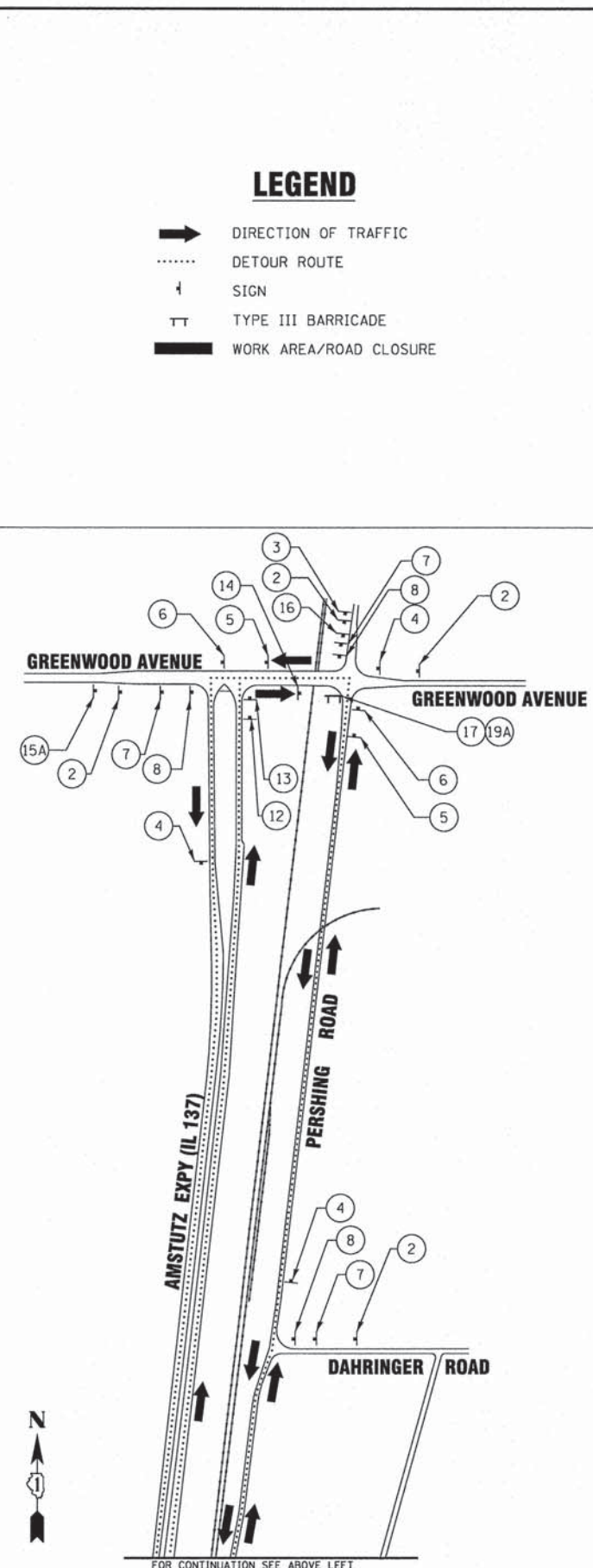
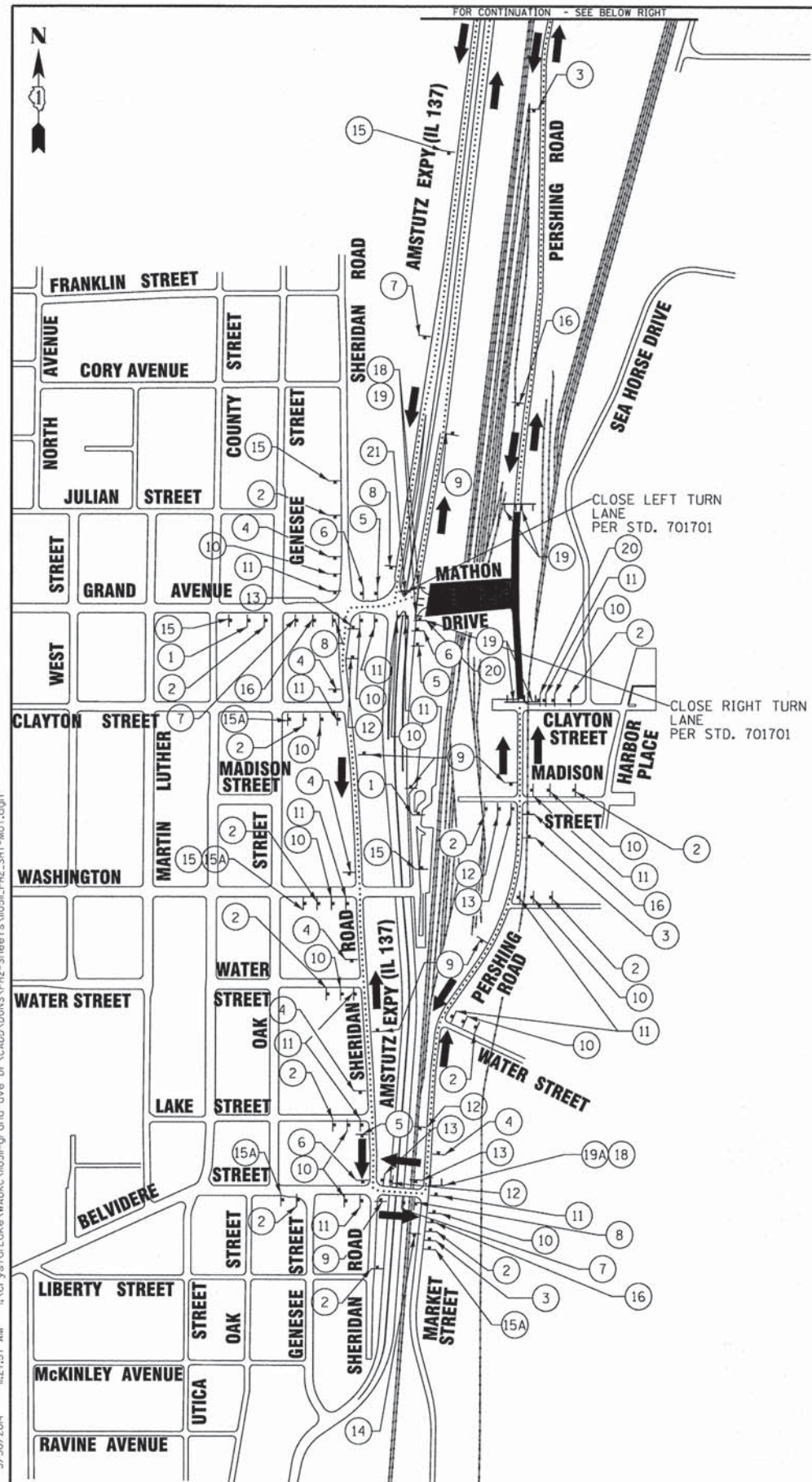
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DEPARTMENT OF TRANSPORTATION

**SUGGESTED MAINTENANCE OF TRAFFIC  
GENERAL NOTES**

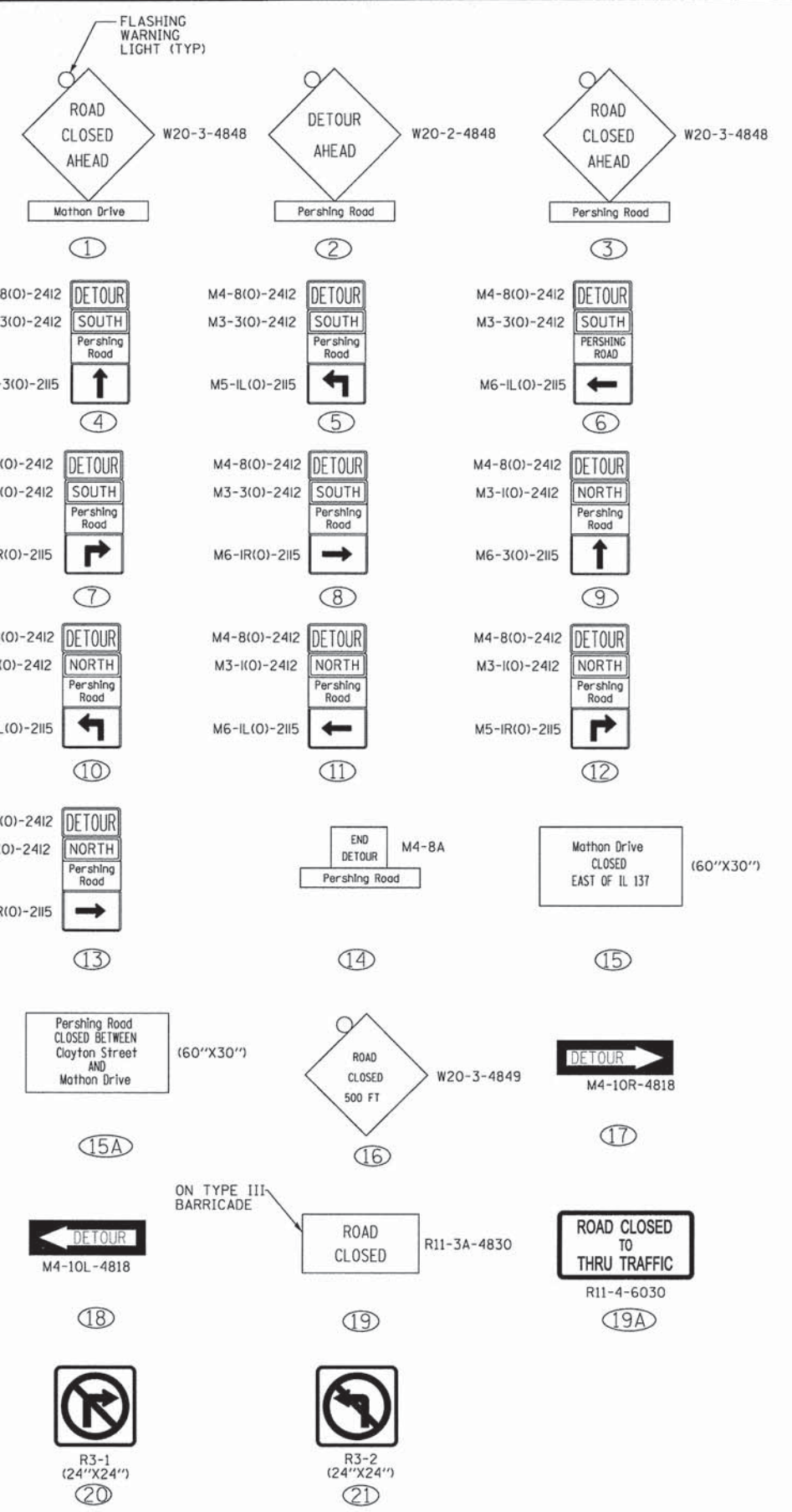
SCALE: NONE STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	10
CONTRACT NO. 61A57			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-90039521	





- LEGEND**
- ➔ DIRECTION OF TRAFFIC
  - ⋯⋯⋯ DETOUR ROUTE
  - ⊥ SIGN
  - ⊥ TYPE III BARRICADE
  - ▬ WORK AREA/ROAD CLOSURE



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DESIGNED - JDW	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511-PH2-SHT-MOT.dgn

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DEPARTMENT OF TRANSPORTATION

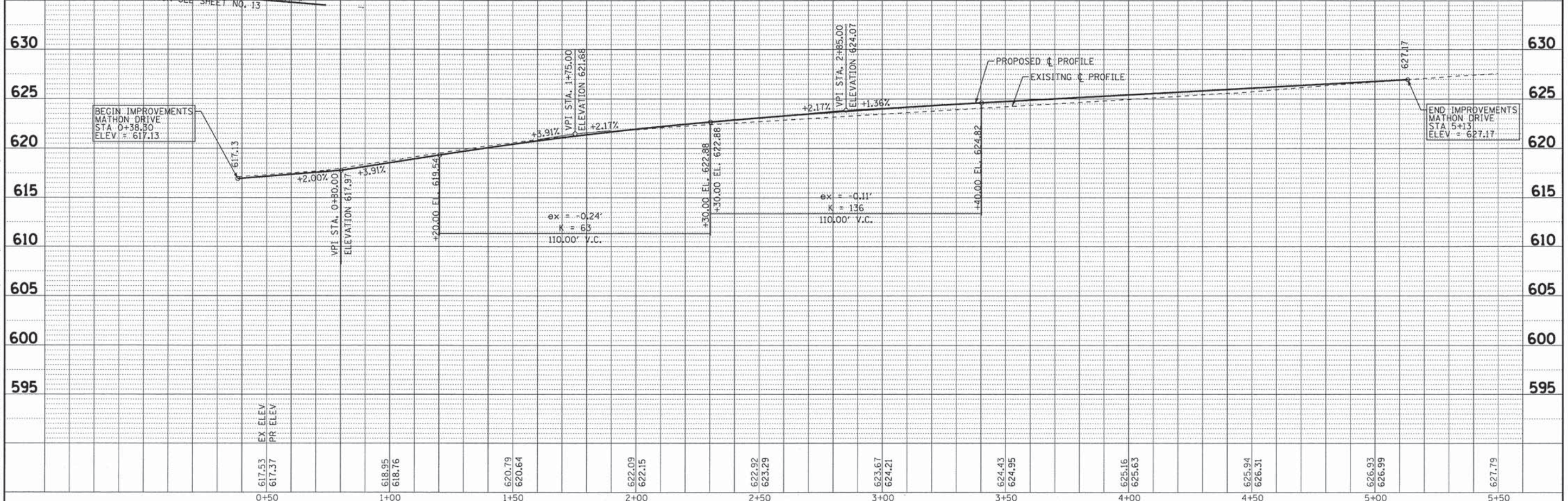
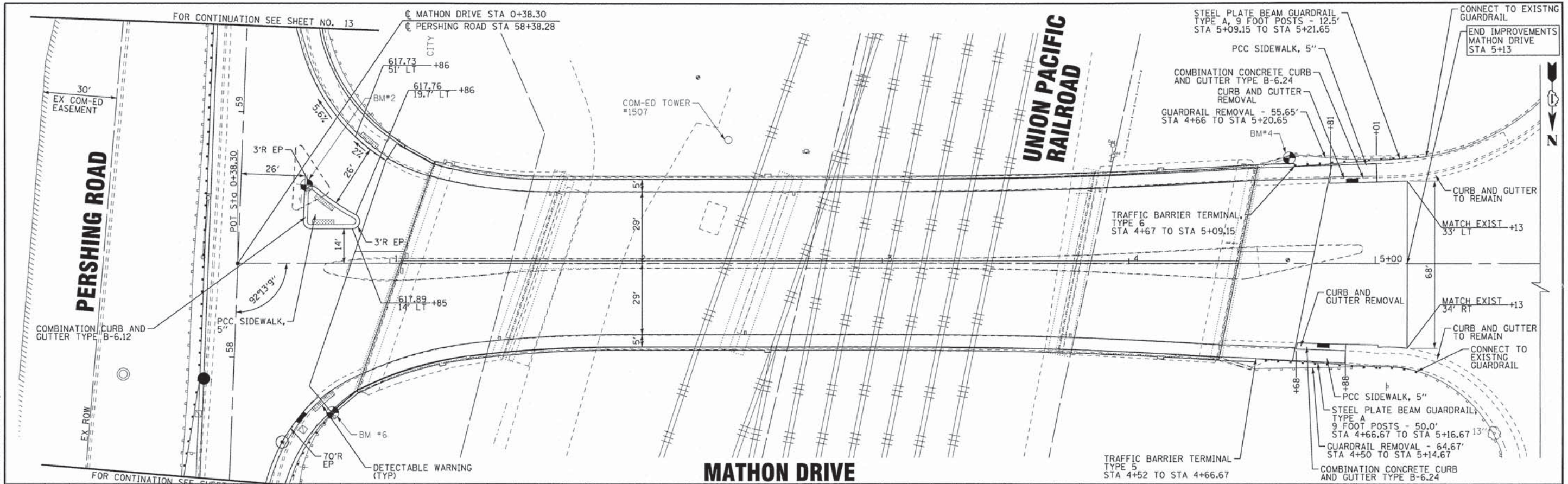
**SUGGESTED MAINTENANCE OF TRAFFIC  
DETOUR ROUTE**

SCALE: 1"=400'

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	11
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-BM-9003952				

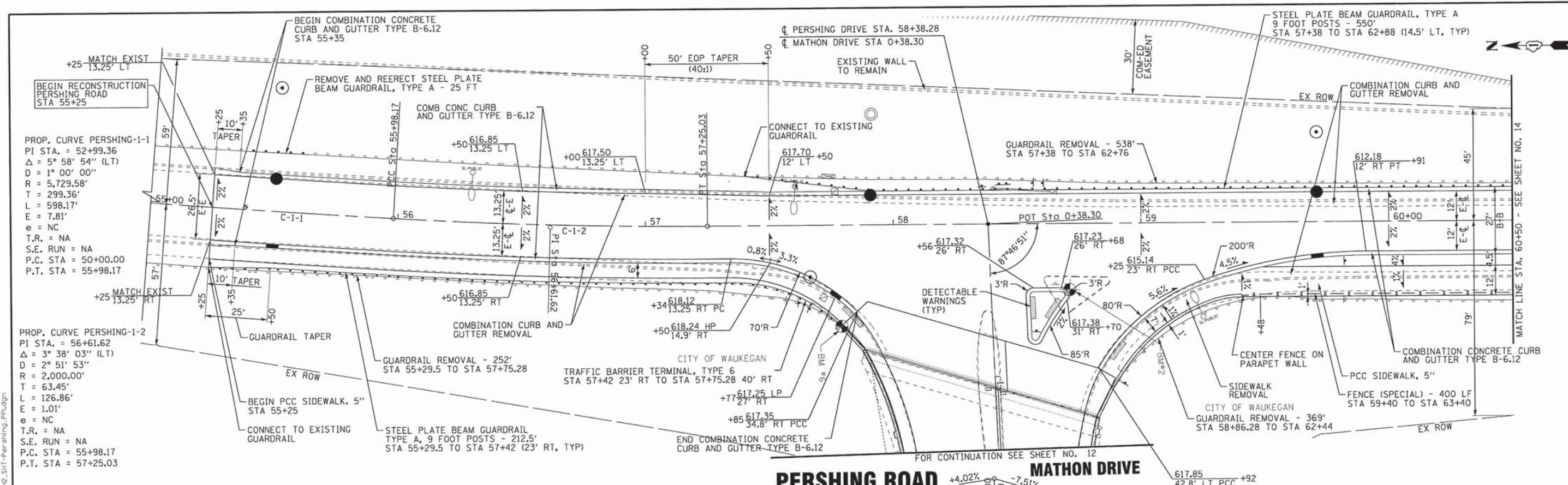




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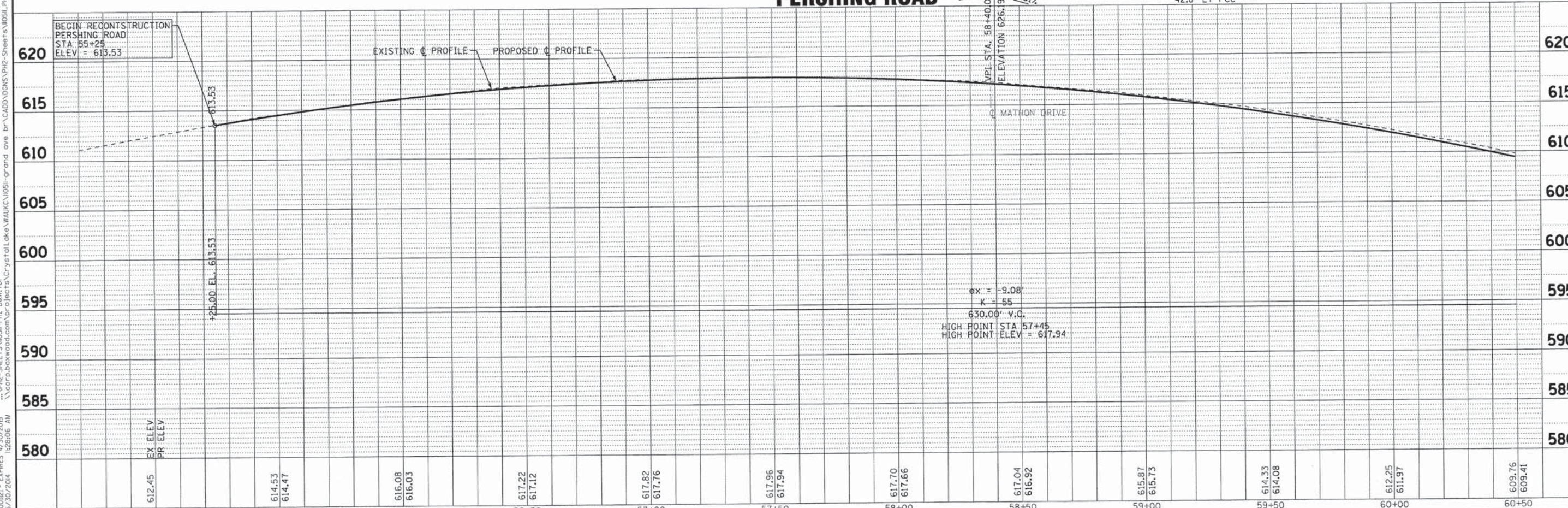
DESIGNED - DJS	REVISED - 5-8-14 PER IDOT REVIEW	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>GEOMETRIC PLAN AND PROFILE</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - UKB	REVISED - 5-16-14 PER IDOT REVIEW		<b>MATHON DRIVE</b>		3719	12-00239-00-BR	LAKE	88	12
CHECKED - RWL	REVISED -		SCALE: H: 1"=20' V: 1"=5'		STA. 0+38 TO STA. 5+50		CONTRACT NO. 61A57		
DATE - 03-14-14	FILE - 110511.PH2-SHT-BRIDGE-PP1.dgn		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT M-6HM-9003952						





PROP. CURVE PERSHING-1-1  
 PI STA. = 52+99.36  
 $\Delta = 5^\circ 58' 54''$  (LT)  
 $D = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 299.36'$   
 $L = 598.17'$   
 $E = 7.81'$   
 $e = NC$   
 T.R. = NA  
 S.E. RUN = NA  
 P.C. STA = 50+00.00  
 P.T. STA = 55+98.17

PROP. CURVE PERSHING-1-2  
 PI STA. = 56+61.62  
 $\Delta = 3^\circ 38' 03''$  (LT)  
 $D = 2^\circ 51' 53''$   
 $R = 2,000.00'$   
 $T = 63.45'$   
 $L = 126.86'$   
 $E = 1.01'$   
 $e = NC$   
 T.R. = NA  
 S.E. RUN = NA  
 P.C. STA = 55+98.17  
 P.T. STA = 57+25.03



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612.45	614.53	616.08	617.22	617.82	617.96	617.70	617.04	615.87	614.33	612.25	609.76
55+00	55+50	56+00	56+50	57+00	57+50	58+00	58+50	59+00	59+50	60+00	60+50

**BAXTER & WOODMAN**  
 Consulting Engineers

DESIGNED - DJS	REVISED - 5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED - 5-16-14 PER IDOT REVIEW
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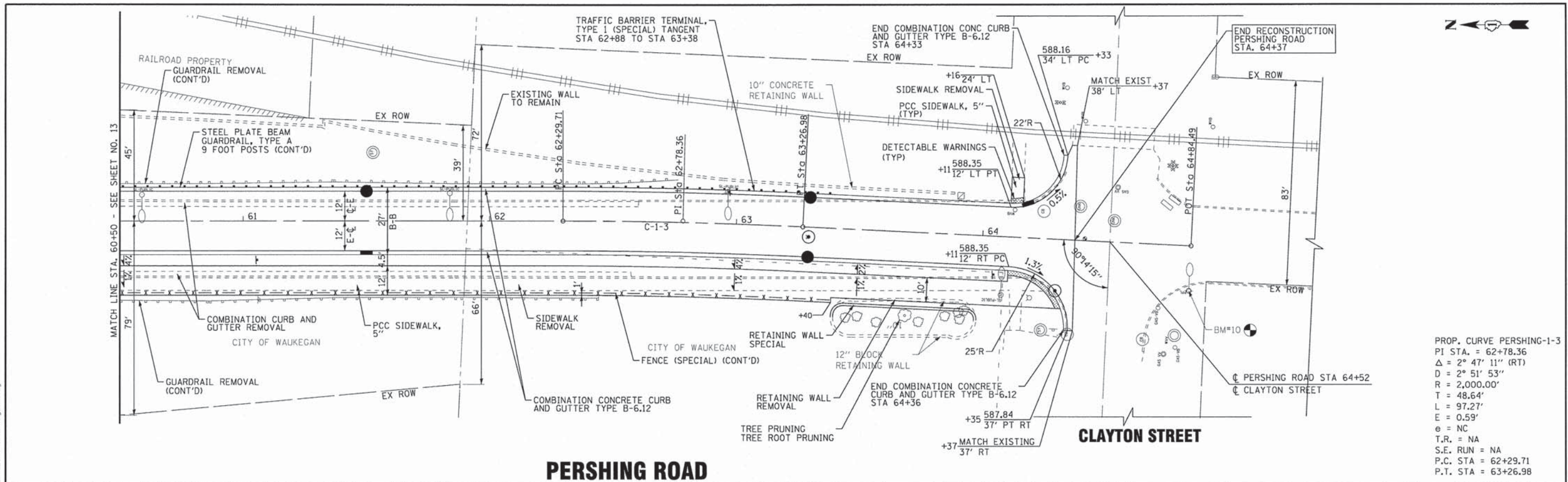
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**GEOMETRIC PLAN AND PROFILE  
 PERSHING ROAD**

SCALE: H: 1"=20' V: 1"=5'  
 STA. 55+00 TO STA. 60+50

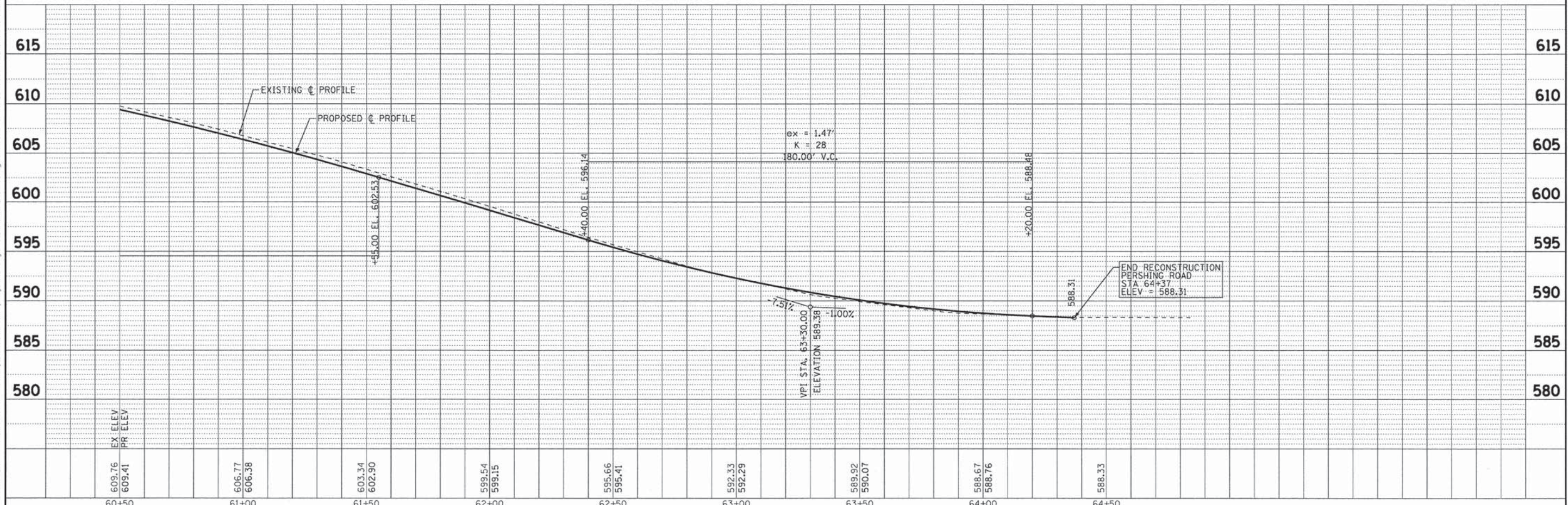
F.A.U. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 13
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61A57	
FED. AID PROJECT M-BHM-90031952				





PROP. CURVE PERSHING-1-3  
 PI STA. = 62+78.36  
 $\Delta = 2^\circ 47' 11''$  (RT)  
 $D = 2^\circ 51' 53''$   
 $R = 2,000.00'$   
 $T = 48.64'$   
 $L = 97.27'$   
 $E = 0.59'$   
 $e = NC$   
 $T.R. = NA$   
 $S.E. RUN = NA$   
 $P.C. STA = 62+29.71$   
 $P.T. STA = 63+26.98$

**PERSHING ROAD**

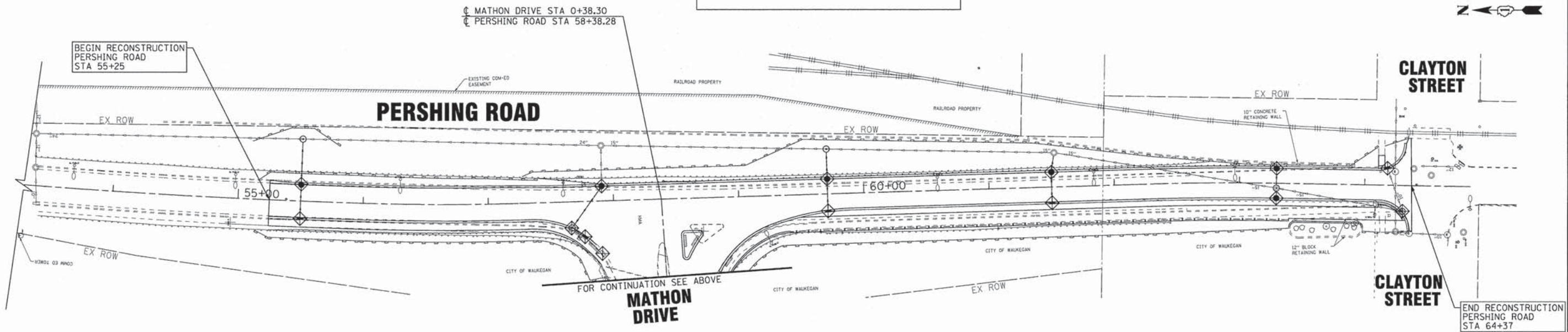
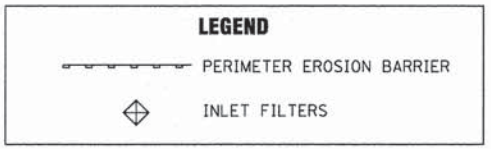
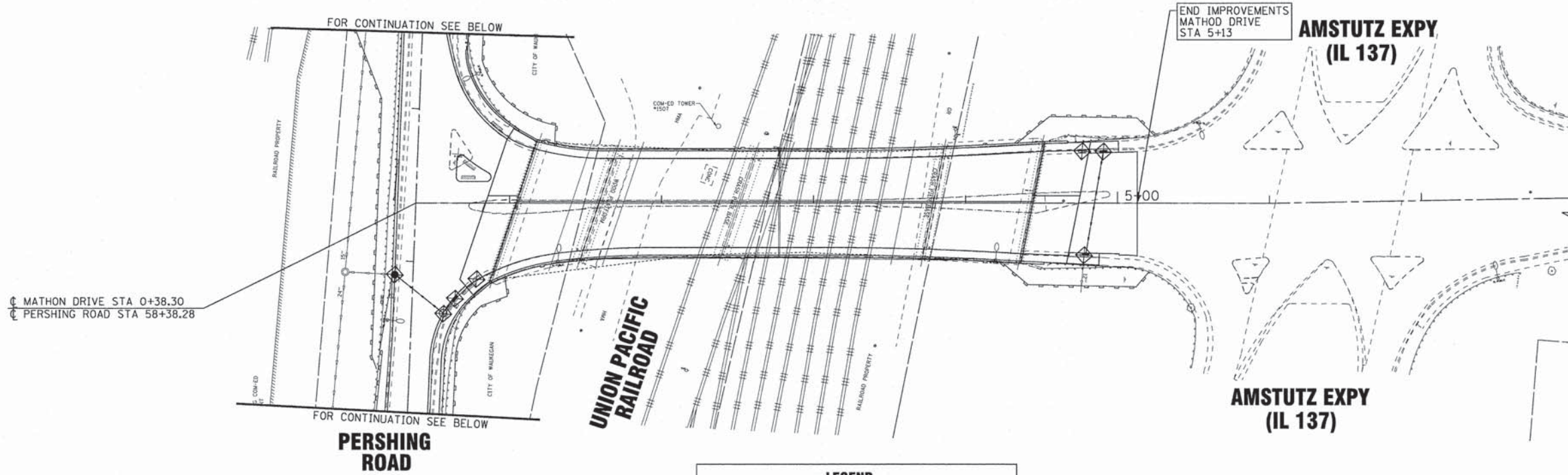


60+50	61+00	61+50	62+00	62+50	63+00	63+50	64+00	64+50
EX ELEV 609.76 PR ELEV 609.41	606.77 606.38	603.34 602.90	599.54 599.15	595.66 595.41	592.33 592.29	589.92 590.07	588.67 588.76	588.33

<b>BAXTER &amp; WOODMAN</b> Consulting Engineers	DESIGNED - DJS	REVISED - 5-8-14 PER IDOT REVIEW	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>GEOMETRIC PLAN AND PROFILE</b> <b>PERSHING ROAD</b>	F.A.J. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 14
	DRAWN - UKB	REVISED - 5-16-14 PER IDOT REVIEW			SCALE: H: 1"=20' V: 1"=5'	STA. 60+50 TO STA. 64+50	CONTRACT NO. 61A57		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-9003952
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DESIGNED - JDM	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
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STATE OF ILLINOIS  
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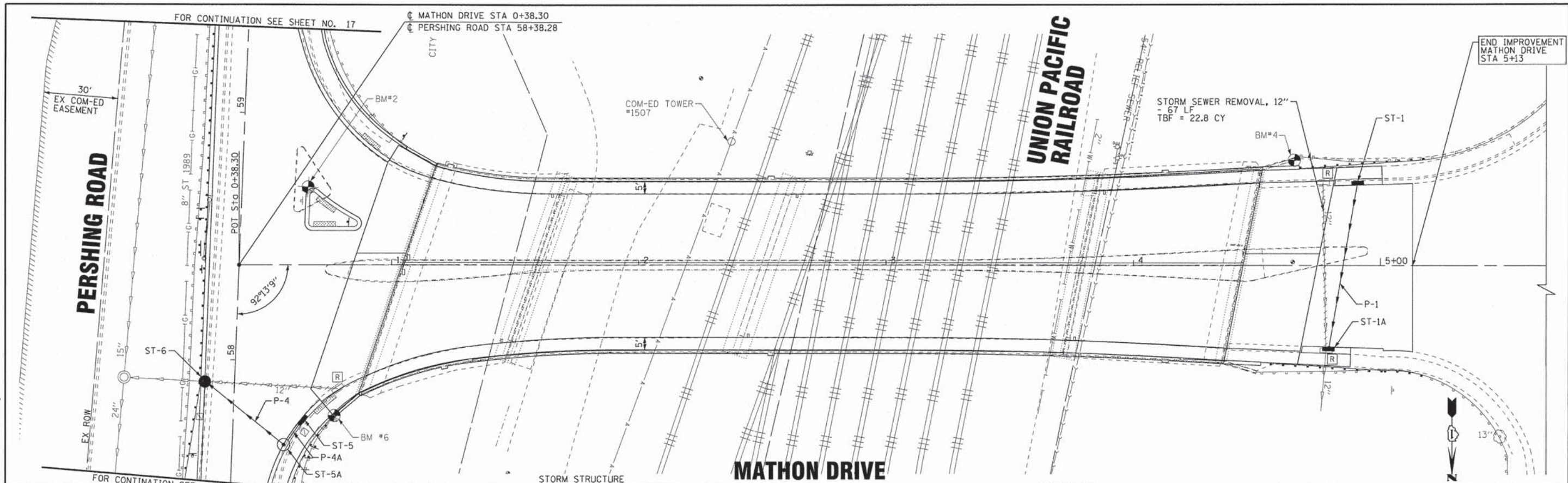
EROSION CONTROL PLAN

SCALE: 1"=40'

STA. TO STA.

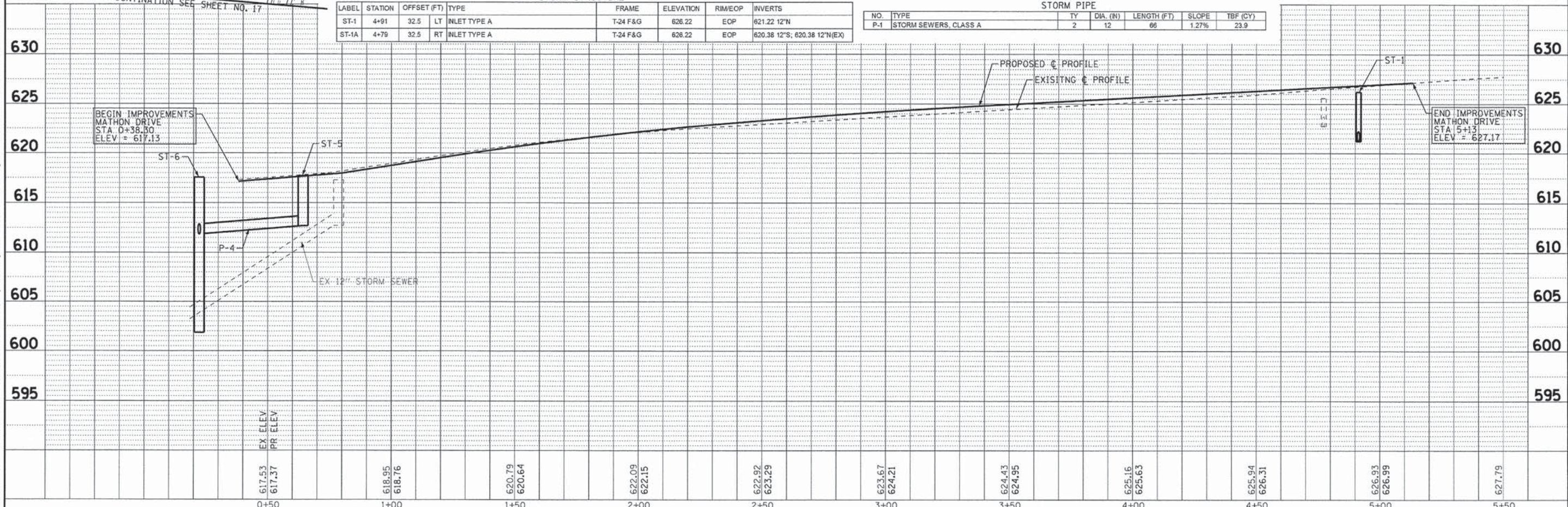
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	15
CONTRACT NO. 61A57			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-90039521	





LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RIM/EOP	INVERTS
ST-1	4+91	32.5	LT INLET TYPE A	T-24 F&G	626.22	EOP	621.22 12"N
ST-1A	4+79	32.5	RT INLET TYPE A	T-24 F&G	626.22	EOP	620.38 12"S; 620.38 12"N(EX)

STORM PIPE					
NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	TBF (CY)
P-1	STORM SEWERS, CLASS A	2	12	66	23.9



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

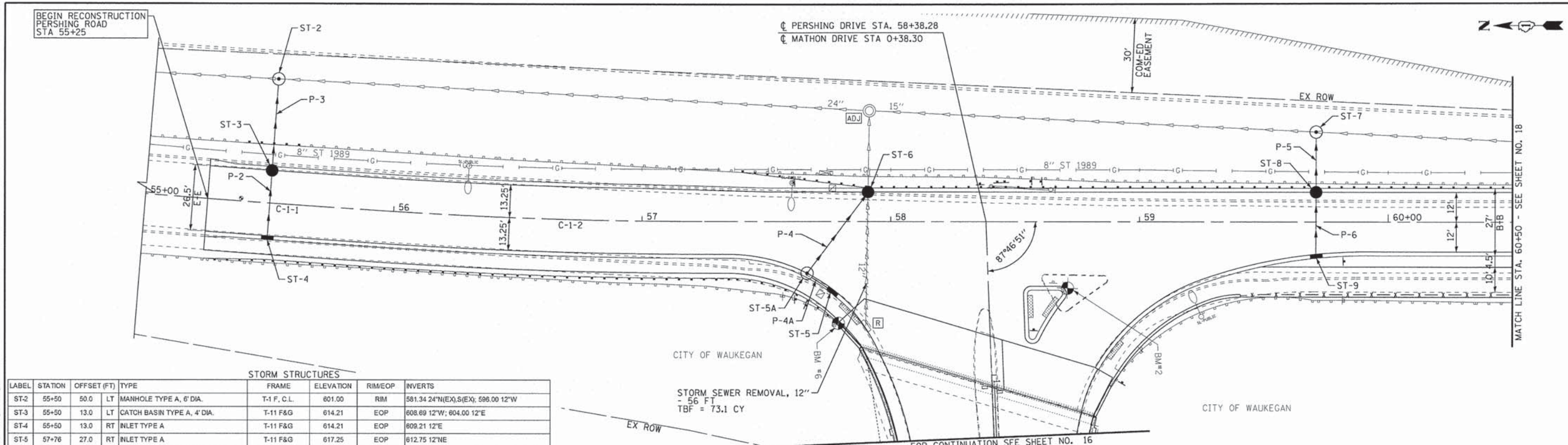
**DRAINAGE AND UTILITY  
MATHON DRIVE**

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	16
CONTRACT NO. 61A57			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-90039521	

SCALE: H: 1"=20' V: 1"=5'  
STA. 0+38 TO STA. 5+50

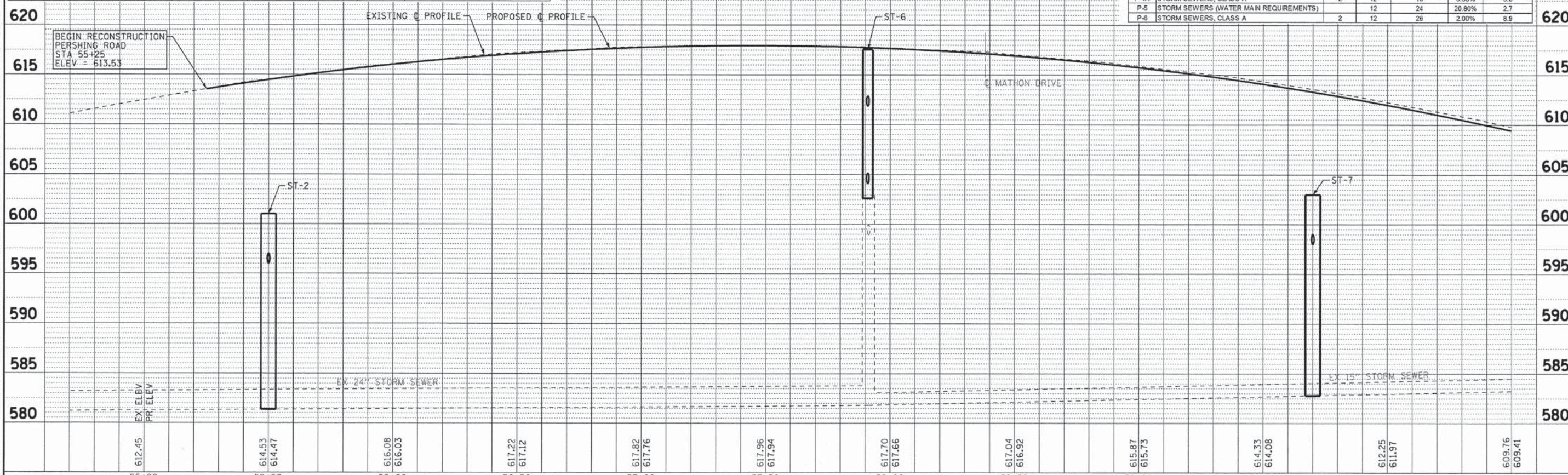
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STORM STRUCTURES							
LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RIMEOP	INVERTS
ST-2	55+50	50.0	LT	MANHOLE TYPE A, 6' DIA.	T-1 F, C.L.	601.00	RIM 581.34 24"N(EX), S(EX); 598.00 12"W
ST-3	55+50	13.0	LT	CATCH BASIN TYPE A, 4' DIA.	T-11 F&G	614.21	EOP 608.69 12"W; 604.00 12"E
ST-4	55+50	13.0	RT	INLET TYPE A	T-11 F&G	614.21	EOP 609.21 12"E
ST-5	57+76	27.0	RT	INLET TYPE A	T-11 F&G	617.25	EOP 612.75 12"NE
ST-5A	57+88	22.0	RT	MANHOLE TYPE A, 4' DIA.	T-11 F&G	617.30	EOP 612.60 12"SE; 612.70 12"SW
ST-6	57+91	12.0	LT	CATCH BASIN TYPE A, 4' DIA.	T-11 F&G	617.56	EOP 604.13 12"E(EX); 611.86 12"NW
ST-7	59+70	36.0	LT	MANHOLE TYPE A, 6' DIA.	T-1 F, C.L.	603.00	RIM 582.79 15"N(EX), S(EX); 598.00 12"W
ST-8	59+70	12.0	LT	CATCH BASIN TYPE A, 4' DIA.	T-11 F&G	613.06	EOP 608.06 12"W; 603.00 12"E
ST-9	59+70	13.0	RT	INLET TYPE A	T-11 F&G	613.56	EOP 608.56 12" E

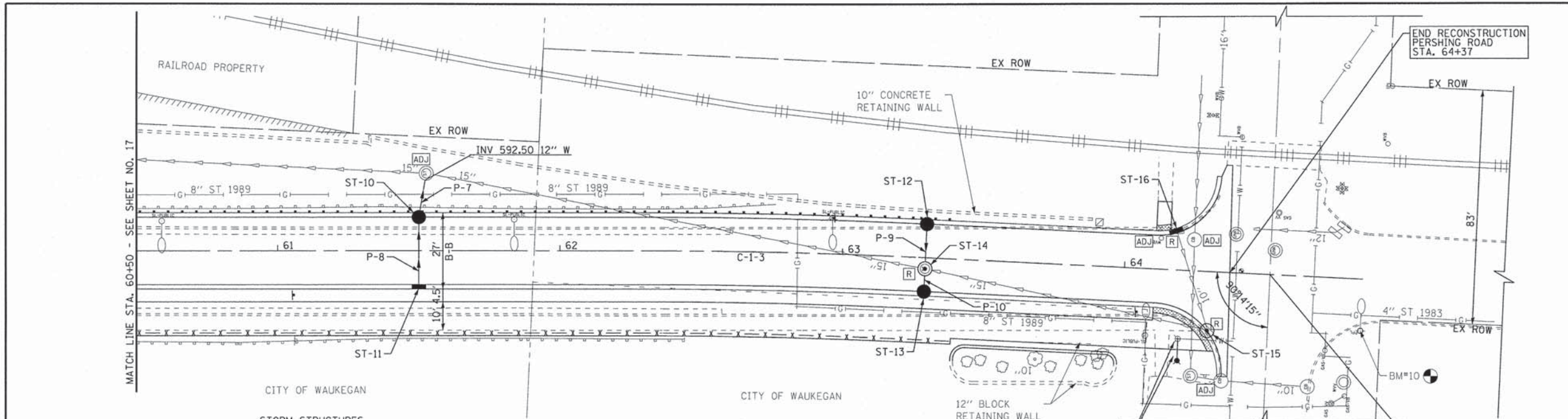
STORM PIPES						
NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-2	STORM SEWERS, CLASS A	2	12	26	2.00%	9.4
P-3	STORM SEWERS (WATER MAIN REQUIREMENTS)	2	12	37	21.60%	2.7
P-4	STORM SEWERS, CLASS A	2	12	40	1.85%	15.3
P-4A	STORM SEWERS, CLASS A	2	12	10	0.50%	3.0
P-5	STORM SEWERS (WATER MAIN REQUIREMENTS)	2	12	24	20.80%	2.7
P-6	STORM SEWERS, CLASS A	2	12	26	2.00%	8.9



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	DRAWN - UKB	REVISED - 5-16-14 PER IDOT REVIEW			CONTRACT NO. 61A57				
	CHECKED - RWL	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-9003952				
	DATE - 03-14-14	FILE - 110511.PH2-SHT-Pershing.Dwg							

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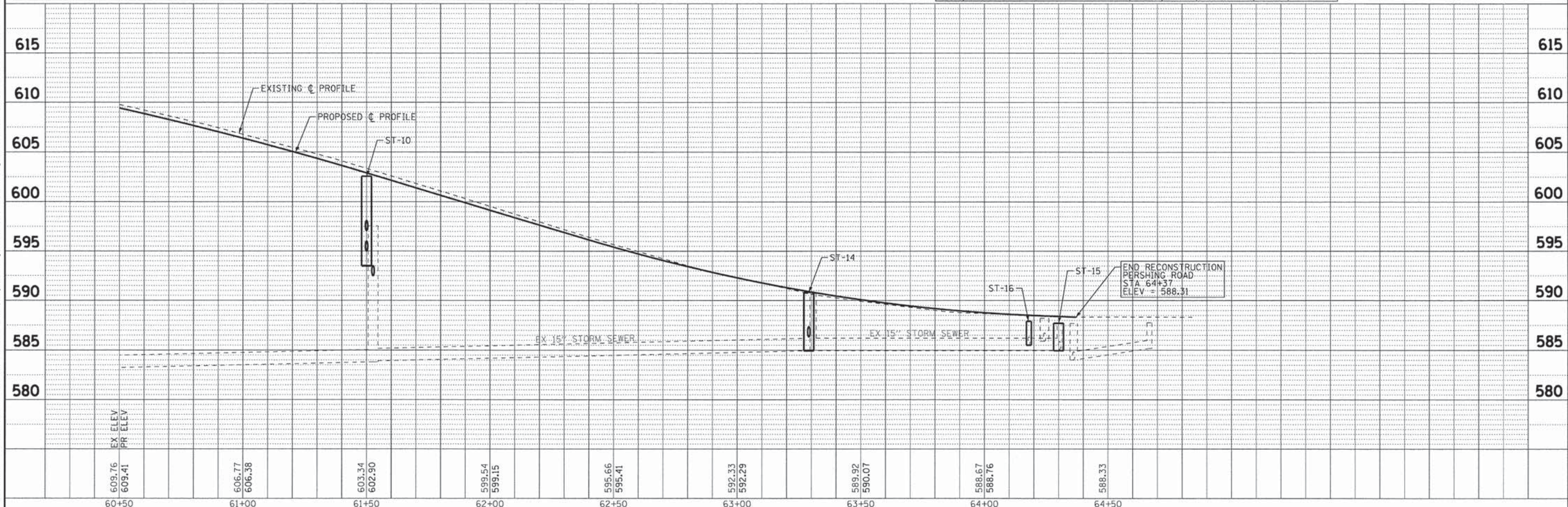


**STORM STRUCTURES**

LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RM/EOP	INVERTS
ST-10	61+50	12.0	LT	CATCH BASIN TYPE A, 4' DIA.	T-11 F&G	EOP	597.08 12"W; 595.00 12"E
ST-11	61+50	12.0	RT	INLET TYPE A	T-11 F&G	EOP	597.58 12"E
ST-12	63+29	12.0	LT	CATCH BASIN TYPE A, 4' DIA.	T-11 F&G	EOP	588.50 12"W
ST-13	63+29	12.0	RT	CATCH BASIN TYPE A, 4' DIA.	T-11 F&G	EOP	588.50 12"E
ST-14	63+29	4.0	RT	MANHOLE TYPE A, 4' DIA.	T-1 F, C.L.	RM	586.34 12"W,E; 584.95 15"NE(EX),SW(EX)
ST-15	64+30	20.5	RT	MANHOLE TYPE A, 4' DIA.	T-11 F&G	EOP	584.95 15"NE(EX); 585.05 10" NE(EX)
ST-16	64+18	13.0	LT	INLET TYPE A	T-11 F&G	EOP	585.50 10"SW

**STORM PIPES**

NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-7	STORM SEWERS (WATER MAIN REQUIREMENTS)		12	16	15.60%	1.9
P-8	STORM SEWERS, CLASS A		2	12	2.00%	8.7
P-9	STORM SEWERS, CLASS A		2	12	1.00%	4.1
P-10	STORM SEWERS, CLASS A		2	12	2.00%	2.1

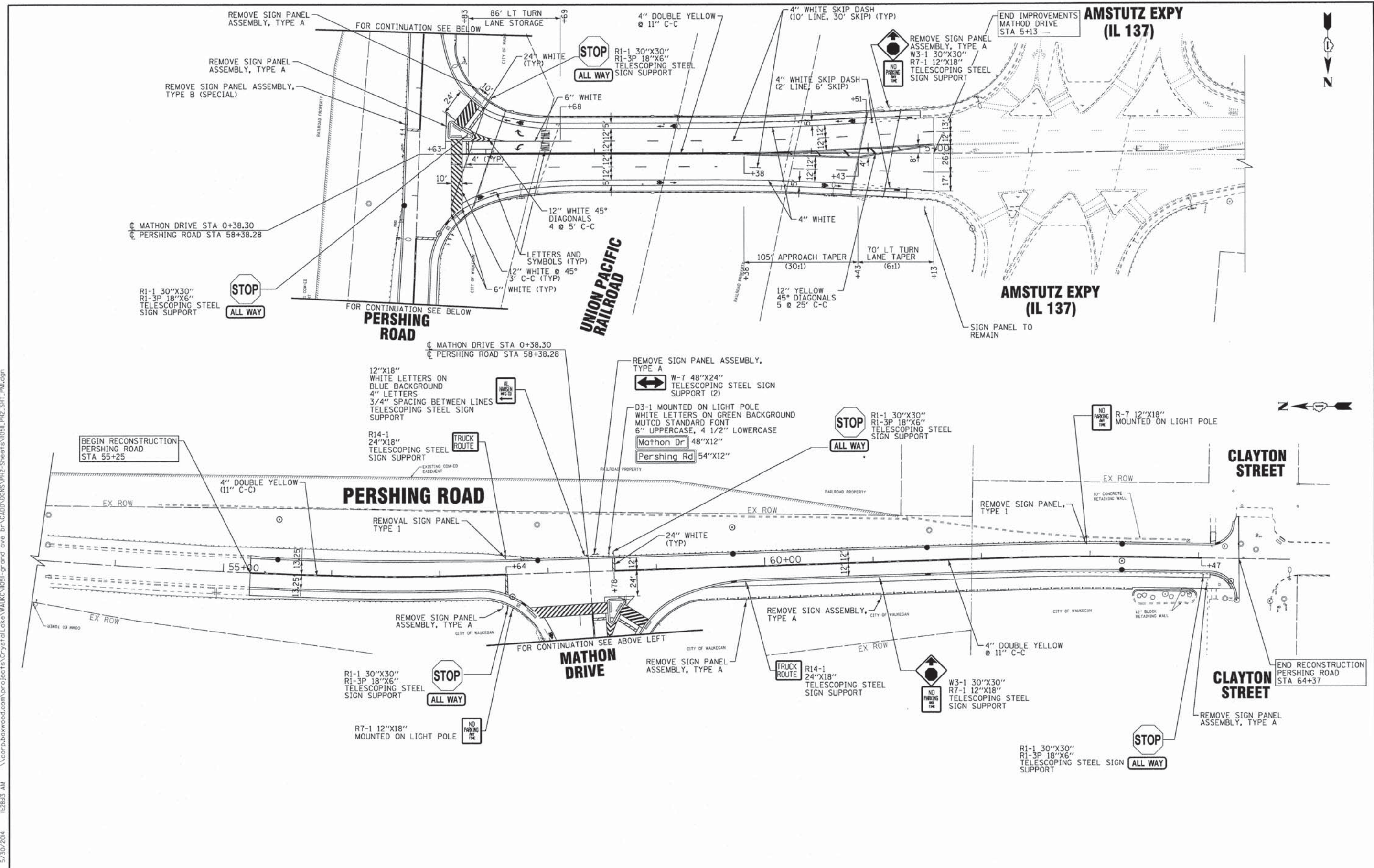


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	DESIGNED - AMM	REVISED - 5-8-14 PER IDOT REVIEW	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY</b> <b>PERSHING ROAD</b>	F.A.U. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 18
	DRAWN - UKB	REVISED - 5-16-14 PER IDOT REVIEW			SCALE: H: 1"=20' V: 1"=5' STA.60+50 TO STA.64+50		CONTRACT NO. 61A57 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-90039521		
CHECKED - RWL	REVISED -	FILE - 110511.PH2.SHT-Pershing_DU2.dgn							
DATE - 03-14-14									



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DESIGNED - JDM	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511_PH2_SHT_PML.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLAN**

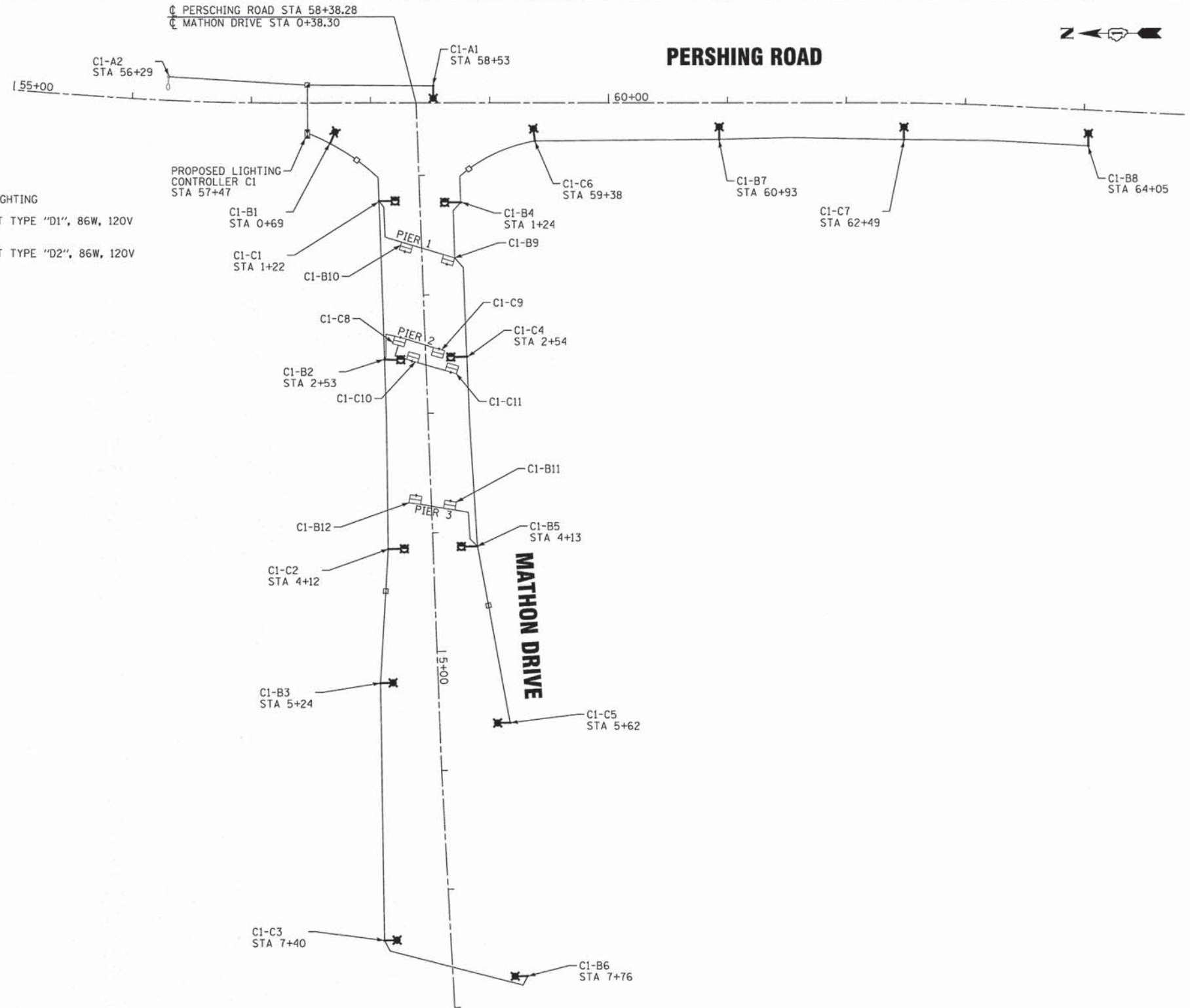
SCALE: 1"=40'  
STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	19
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61A57	
FED. AID PROJECT M-BM-90039521				



- GENERAL NOTES
1. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE LIGHTING SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
  2. EXISTING STREET LIGHTING UNITS (NOTED IN PLANS) TO REMAIN IN OPERATION ARE TO BE MAINTAINED BY THE CONTRACTOR UNTIL NEW STREET LIGHTS ARE OPERATIONAL AND ACCEPTED BY THE CITY.
  3. ANY DAMAGE TO EXISTING CONDUITS, CONDUCTORS, AND EQUIPMENT TO REMAIN SHALL BE REPAIRED AND/OR REPLACED AT NO COST TO THE DEPARTMENT.
  4. ANY TURF AND/OR SOIL DISTURBED THAT CANNOT REMAIN OR BE RE-USED SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEM.
  5. 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 FOUNDATION AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
  6. ALL DISTURBED AREAS SHALL BE RESTORED TO THE SATISFACTION OF THE ENGINEER AND INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEM.
  7. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "UNDERGROUND RACEWAYS". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BACKFILLING.
  8. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE ACCORDINGLY.
  9. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT THE FOUNDATION SHALL BE EXOTHERMICALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BACKFILLING. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND/OR BONDED AT EACH LIGHT POLE OR OTHER PIECE OF EQUIPMENT.
  10. CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, BUSHES, DRAINS, OTHER UTILITIES, AND LANDSCAPING.
  11. NO UNDERGROUND SPLICES OR SPLICES IN HANDHOLES WILL BE PERMITTED. ELECTRIC HANDHOLES SHALL BE USED FOR THE PURPOSE OF PULLING CABLES ONLY.
  12. LIGHTING UNIT SETBACK SHALL BE AS CALLED OUT ON DRAWINGS.
  13. NO POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY THE ENGINEER.
  14. ALL CONDUITS UNDER PROPOSED ROADWAYS AND DRIVEWAYS IN TRENCHES SHALL BE INSTALLED BEFORE PAVEMENT IS PLACED. CONDUIT LENGTHS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE ACTUAL LENGTH REQUIREMENTS IN THE FIELD.
  15. ALL ELECTRICAL DEVICES AND MATERIALS SHALL BE U/L LISTED WHERE APPLICABLE.

- LEGEND
- SERVICE PEDESTAL
  - ▭ PROPOSED UNDERDECK LIGHTING
  - ✱ PROPOSED LIGHTING UNIT TYPE "D1", 86W, 120V LED TYPE III, 30' MH
  - ✱ PROPOSED LIGHTING UNIT TYPE "D2", 86W, 120V LED TYPE III, 25' MH
  - ⊠ PROPOSED CONTROLLER
  - PROPOSED HANDHOLE
  - EXISTING STREET LIGHT



SUMMARY OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	290
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	600
81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	150
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	802
81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	3
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	4
81300650	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	4
81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	1
81603100	UNIT DUCT, 600V, 4-1C NO.6, 1/2 NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	2165
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1305
81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	680
82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1
83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	130
84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	11
84200804	REMOVAL OF POLE FOUNDATION	EACH	8
84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	1
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
89502380	REMOVE EXISTING HANDHOLE	EACH	2
X8211000	UNDERPASS LUMINAIRE (SPECIAL)	EACH	8
XX008367	DECORATIVE LIGHTING UNIT, TYPE "D1"	EACH	10
XX008368	DECORATIVE LIGHTING UNIT, TYPE "D2"	EACH	6
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	11

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**BAXTER & WOODMAN**  
CONSULTING ENGINEERS

DESIGNED - MWH	REVISED - 5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED - 5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED - 5-30-14 PER IDOT REVIEW
DATE - 03/14/14	FILE - 110511.PH2-SHT-SL-1-Diagram.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

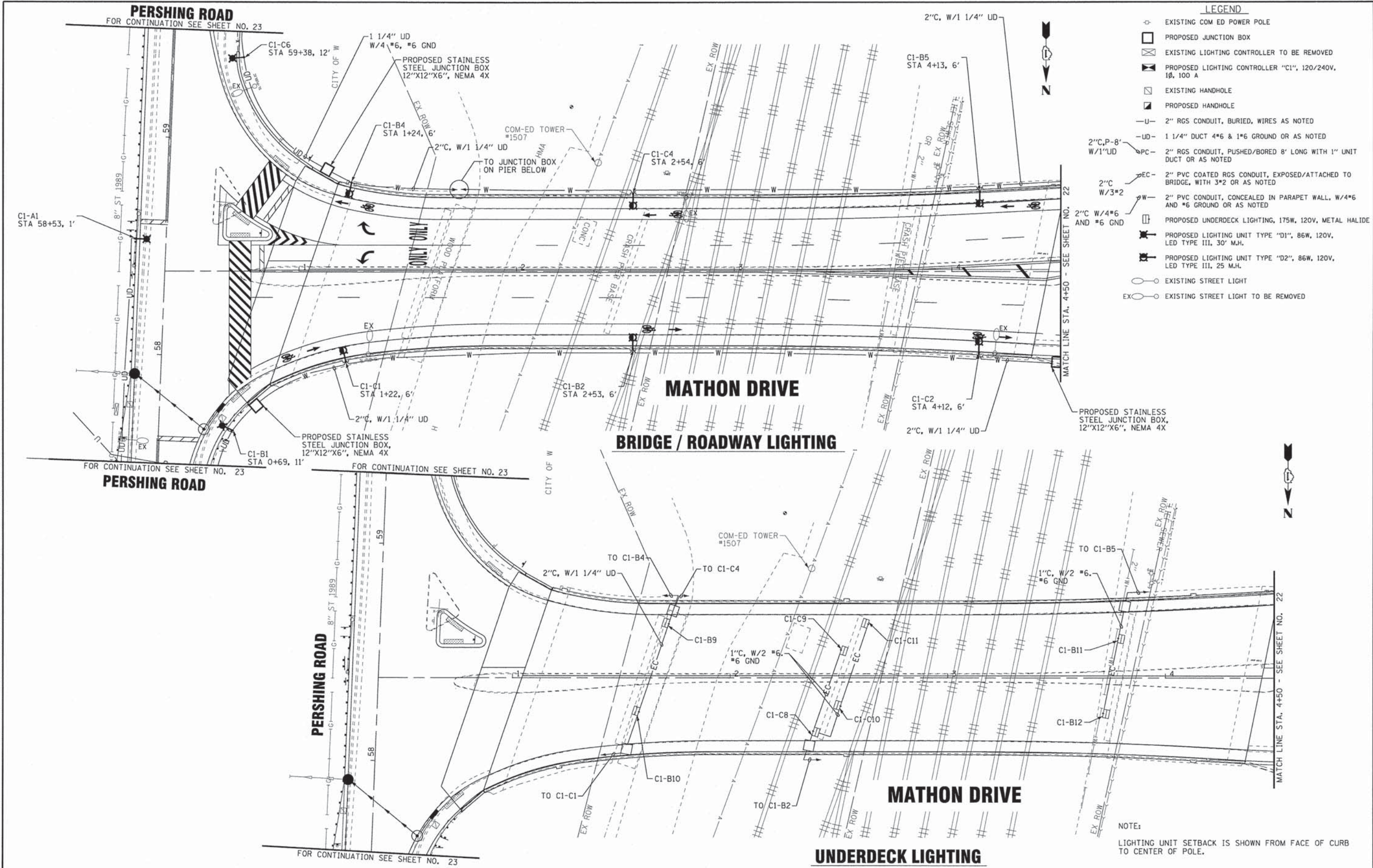
LIGHTING GENERAL NOTES, QUANTITIES  
AND ONE-LINE DIAGRAM

SCALE: 1"=50'

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	20
			CONTRACT NO. 61A57	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-9003952				





- LEGEND**
- ◊ EXISTING COM ED POWER POLE
  - PROPOSED JUNCTION BOX
  - ⊗ EXISTING LIGHTING CONTROLLER TO BE REMOVED
  - ⊠ PROPOSED LIGHTING CONTROLLER "C1", 120/240V, 10, 100 A
  - ◻ EXISTING HANDHOLE
  - ◼ PROPOSED HANDHOLE
  - U- 2" RGS CONDUIT, BURIED, WIRES AS NOTED
  - UD- 1 1/4" DUCT 4\*6 & 1\*6 GROUND OR AS NOTED
  - PC- 2" RGS CONDUIT, PUSHED/BORED 8' LONG WITH 1" UDUCT OR AS NOTED
  - EC- 2" PVC COATED RGS CONDUIT, EXPOSED/ATTACHED TO BRIDGE, WITH 3\*2 OR AS NOTED
  - W- 2" PVC CONDUIT, CONCEALED IN PARAPET WALL, W/4\*6 AND \*6 GROUND OR AS NOTED
  - PROPOSED UNDERDECK LIGHTING, 175W, 120V, METAL HALIDE
  - ⊠ PROPOSED LIGHTING UNIT TYPE "D1", 86W, 120V, LED TYPE III, 30' M.H.
  - ⊠ PROPOSED LIGHTING UNIT TYPE "D2", 86W, 120V, LED TYPE III, 25' M.H.
  - EXISTING STREET LIGHT
  - EX ○ EXISTING STREET LIGHT TO BE REMOVED

NOTE:  
LIGHTING UNIT SETBACK IS SHOWN FROM FACE OF CURB TO CENTER OF POLE.

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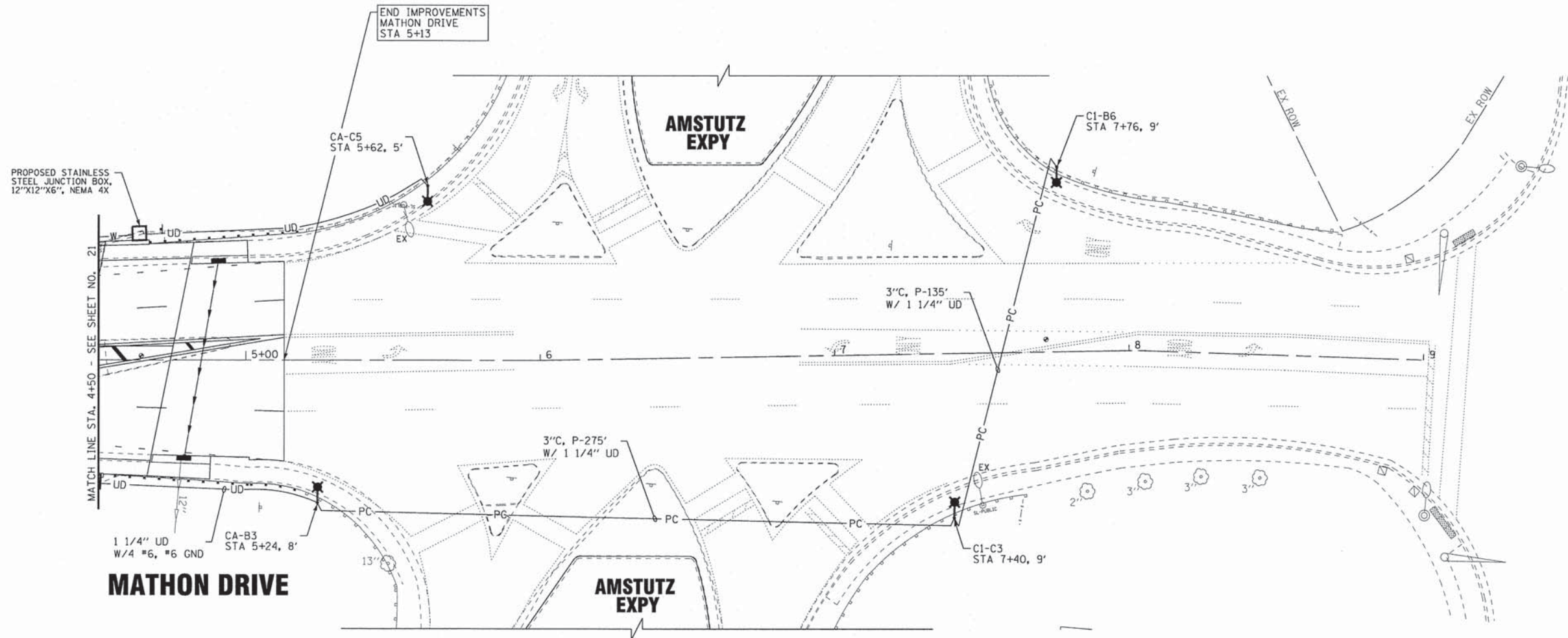
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DRAWN - LKB	REVISED - 5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED - 5-30-14 PER IDOT REVIEW
DATE - 03/14/14	FILE - 110511.PH2-SHT-SLI.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**LIGHTING PLAN**  
**MATHON DRIVE**  
SCALE: 1"=20'  
STA. 0+38.30 TO STA. 4+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	21
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-9003952				





PROPOSED STAINLESS STEEL JUNCTION BOX, 12"X12"X6", NEMA 4X

END IMPROVEMENTS MATHON DRIVE STA 5+13

CA-C5 STA 5+62, 5'

C1-B6 STA 7+76, 9'

3" C, P-135' W/ 1 1/4" UD

MATCH LINE STA. 4+50 - SEE SHEET NO. 21

1 1/4" UD W/4 #6, #6 GND

CA-B3 STA 5+24, 8'

3" C, P-275' W/ 1 1/4" UD

C1-C3 STA 7+40, 9'

**MATHON DRIVE**

**AMSTUTZ EXPY**

**SHERIDAN ROAD**

NOTE:  
LIGHTING UNIT SETBACK IS SHOWN FROM FACE OF CURB TO CENTER OF POLE.

**LEGEND**

- ⊕ EXISTING COM ED POWER POLE
- PROPOSED JUNCTION BOX
- ⊗ EXISTING LIGHTING CONTROLLER TO BE REMOVED
- ⊠ PROPOSED LIGHTING CONTROLLER "C1", 120/240V, 1Ø, 100 A
- ⊞ EXISTING HANDHOLE
- ⊡ PROPOSED HANDHOLE
- U- 2" RGS CONDUIT, BURIED, WIRES AS NOTED
- UD- 1 1/4" DUCT 4#6 & 1#6 GROUND OR AS NOTED
- 2" C, P-8' W/1" UD PC- 2" RGS CONDUIT, PUSHED/BORED 8' LONG WITH 1" UNIT DUCT OR AS NOTED
- 2" C W/3#2 EC- 2" PVC COATED RGS CONDUIT, EXPOSED/ATTACHED TO BRIDGE, WITH 3#2 OR AS NOTED
- 2" C W/4#6 AND #6 GND W- 2" PVC CONDUIT, CONCEALED IN PARAPET WALL, W/4#6 AND #6 GROUND OR AS NOTED
- ⊞ PROPOSED UNDERDECK LIGHTING, 175W, 120V, METAL HALIDE
- ⊠ PROPOSED LIGHTING UNIT TYPE "D1", 86W, 120V, LED TYPE III, 30' M.H.
- ⊡ PROPOSED LIGHTING UNIT TYPE "D2", 86W, 120V, LED TYPE III, 25' M.H.
- EXISTING STREET LIGHT
- EXISTING STREET LIGHT TO BE REMOVED

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<b>BAXTER &amp; WOODMAN</b> Consulting Engineers	DESIGNED - MWH	REVISED -5-8-14 PER IDOT REVIEW
	DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
	CHECKED - RWL	REVISED -5-30-14 PER IDOT REVIEW
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DEPARTMENT OF TRANSPORTATION

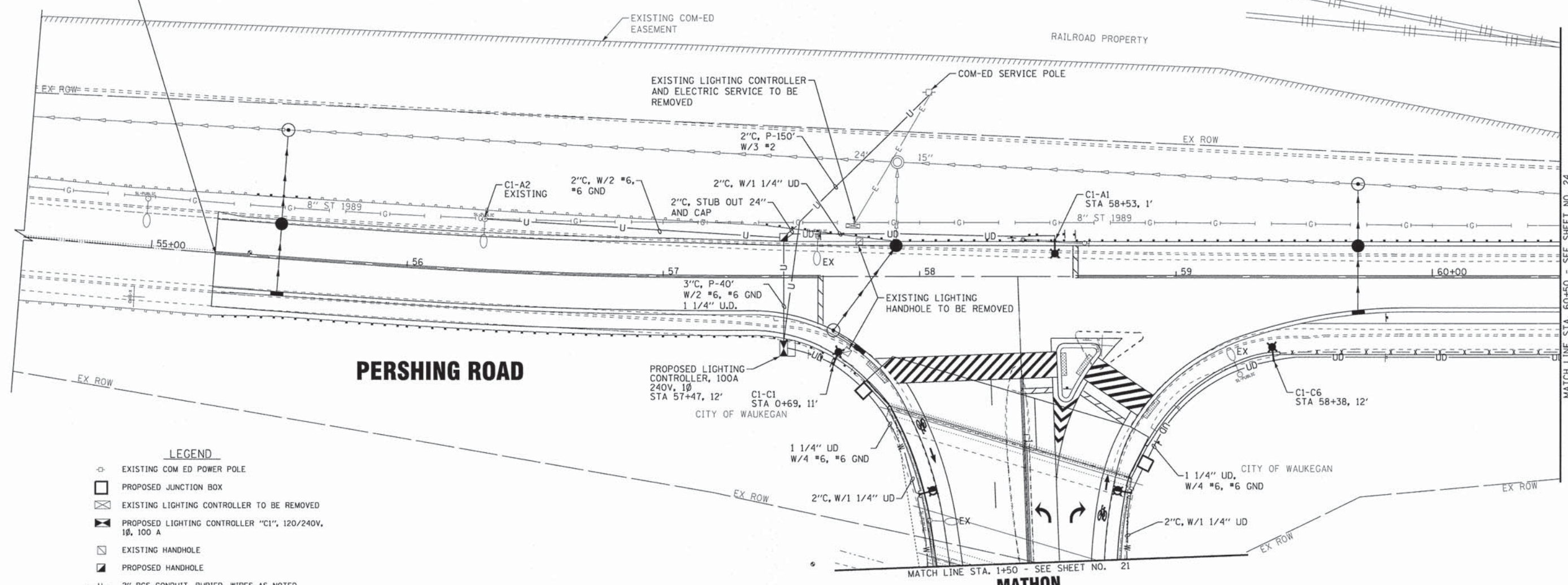
**LIGHTING PLAN**  
**MATHON DRIVE**  
SCALE: 1"=20'  
STA. 4+50 TO STA. 9+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	22
CONTRACT NO. 61A57			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-84M-9003(952)	





BEGIN RECONSTRUCTION  
PERSHING ROAD  
STA 55+25



- LEGEND**
- ⊕ EXISTING COM ED POWER POLE
  - PROPOSED JUNCTION BOX
  - ⊗ EXISTING LIGHTING CONTROLLER TO BE REMOVED
  - ⊠ PROPOSED LIGHTING CONTROLLER "C1", 120/240V, 1Ø, 100 A
  - ⊞ EXISTING HANDHOLE
  - ⊡ PROPOSED HANDHOLE
  - U- 2" RGS CONDUIT, BURIED, WIRES AS NOTED
  - UD- 1 1/4" DUCT 4#6 & 1#6 GROUND OR AS NOTED
  - PC- 2" RGS CONDUIT, PUSHED/BORED 8' LONG WITH 1" UNIT DUCT OR AS NOTED
  - EC- 2" PVC COATED RGS CONDUIT, EXPOSED/ATTACHED TO BRIDGE, WITH 3#2 OR AS NOTED
  - W- 2" PVC CONDUIT, CONCEALED IN PARAPET WALL, W/4#6 AND #6 GROUND OR AS NOTED
  - ⊞ PROPOSED UNDERDECK LIGHTING, 175W, 120V, METAL HALIDE
  - ⊠ PROPOSED LIGHTING UNIT TYPE "D1", 86W, 120V, LED TYPE III, 30' M.H.
  - ⊡ PROPOSED LIGHTING UNIT TYPE "D2", 86W, 120V, LED TYPE III, 25' M.H.
  - EXISTING STREET LIGHT
  - EXISTING STREET LIGHT TO BE REMOVED

NOTE:  
LIGHTING UNIT SETBACK IS SHOWN FROM FACE OF CURB TO CENTER OF POLE.

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DESIGNED - MWH	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -5-30-14 PER IDOT REVIEW
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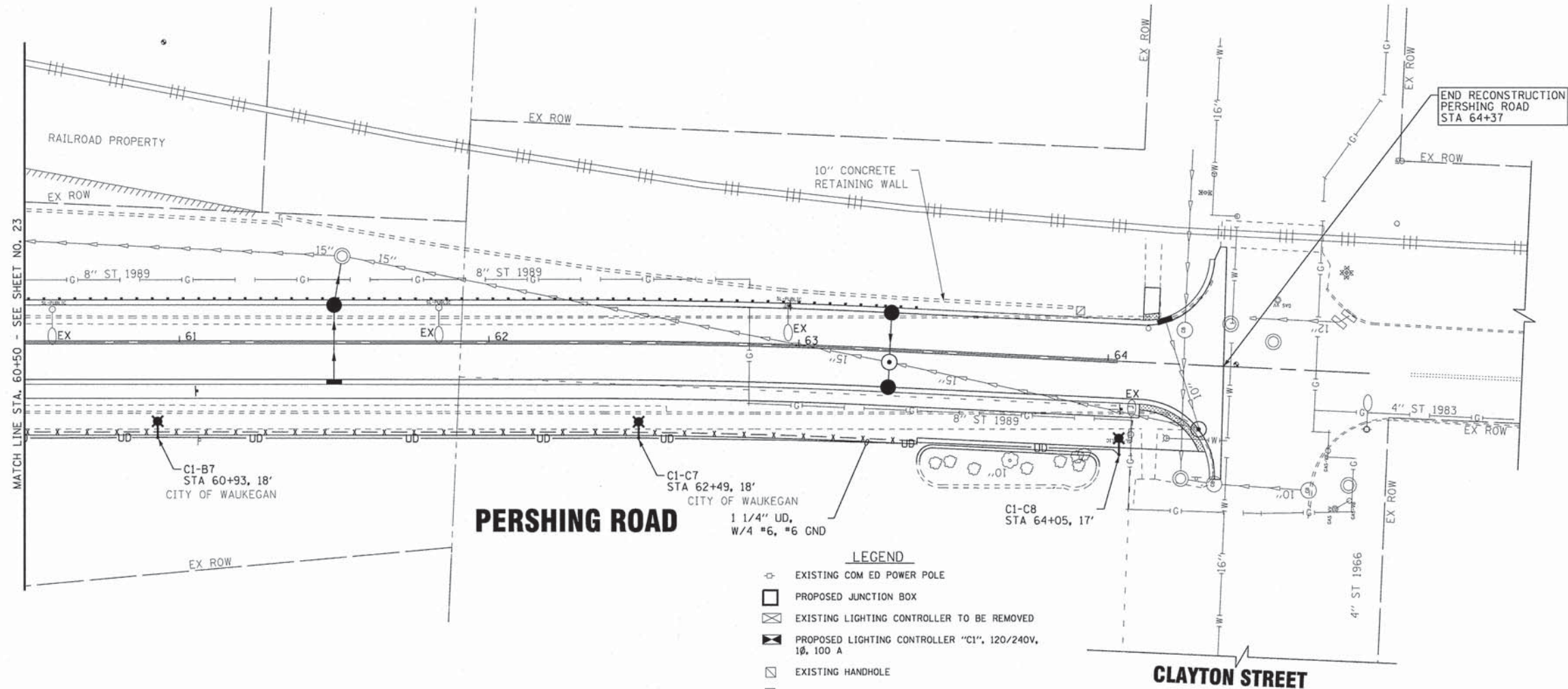
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN  
PERSHING ROAD

SCALE: 1"=20'  
STA. 54+50 TO STA. 60+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	23
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-90039521				





- LEGEND**
- ⊖ EXISTING COM ED POWER POLE
  - PROPOSED JUNCTION BOX
  - ⊗ EXISTING LIGHTING CONTROLLER TO BE REMOVED
  - ⊠ PROPOSED LIGHTING CONTROLLER "C1", 120/240V, 1Ø, 100 A
  - ⊞ EXISTING HANDHOLE
  - ⊡ PROPOSED HANDHOLE
  - U- 2" RGS CONDUIT, BURIED, WIRES AS NOTED
  - UD- 1 1/4" DUCT 4#6 & 1#6 GROUND OR AS NOTED
  - 2"C,P-8' W/1"UD ⊖ PC- 2" RGS CONDUIT, PUSHED/BORED 8' LONG WITH 1" UNIT DUCT OR AS NOTED
  - 2"C W/3#2 ⊖ EC- 2" PVC COATED RGS CONDUIT, EXPOSED/ATTACHED TO BRIDGE, WITH 3#2 OR AS NOTED
  - 2"C W/4#6 AND #6 GND ⊖ W- 2" PVC CONDUIT, CONCEALED IN PARAPET WALL, W/4#6 AND #6 GROUND OR AS NOTED
  - ⊞ PROPOSED UNDERDECK LIGHTING, 175W, 120V, METAL HALIDE
  - ⊠ PROPOSED LIGHTING UNIT TYPE "D1", 86W, 120V, LED TYPE III, 30' M.H.
  - ⊠ PROPOSED LIGHTING UNIT TYPE "D2", 86W, 120V, LED TYPE III, 25' M.H.
  - EXISTING STREET LIGHT
  - EXISTING STREET LIGHT TO BE REMOVED

**NOTE:**  
LIGHTING UNIT SETBACK IS SHOWN FROM FACE OF CURB TO CENTER OF POLE.

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DESIGNED - MWH	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -5-30-14 PER IDOT REVIEW
DATE - 03/14/14	FILE - 110511.PH2_SHT-SL4.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

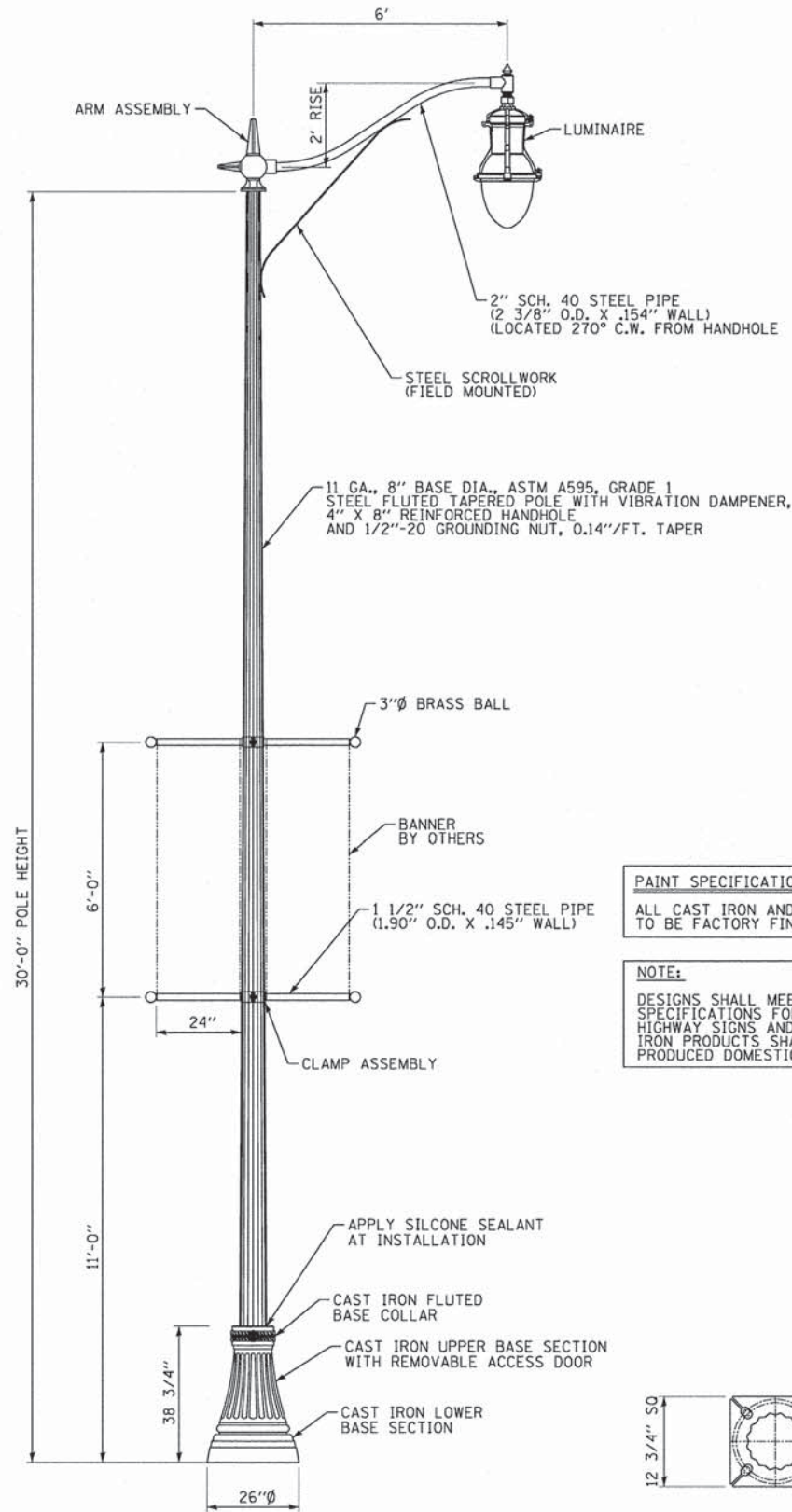
**LIGHTING PLAN  
PERSHING ROAD**

SCALE: 1"=20'

STA. 60+50 TO STA. 64+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	24
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61A57	
FED. AID PROJECT M-BM-9003952				

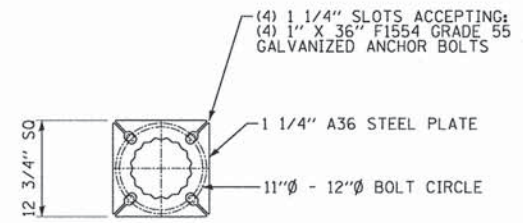




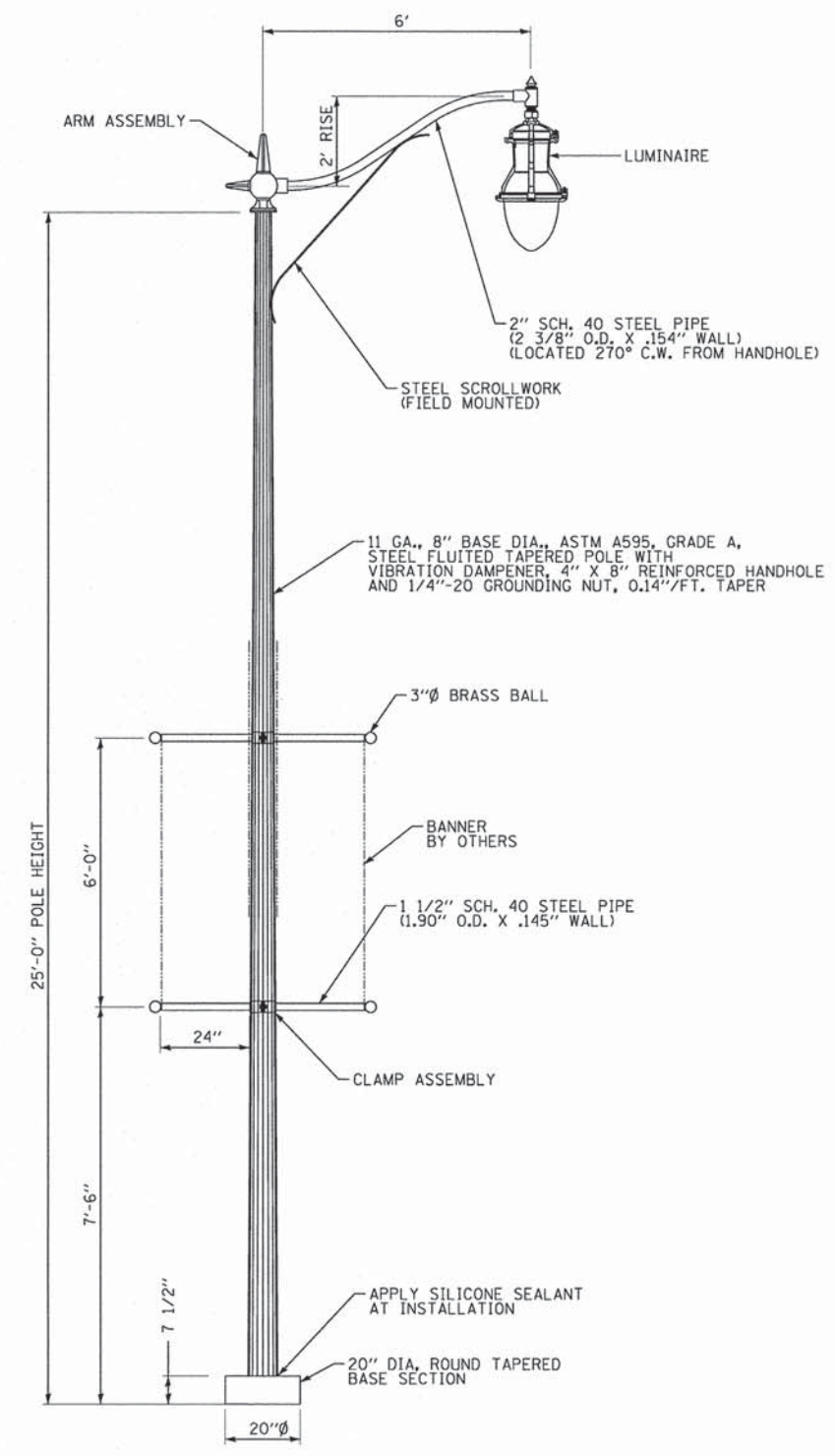
LIGHTING UNIT, TYPE "D1"

**PAINT SPECIFICATION**  
 ALL CAST IRON AND STEEL LIGHT POLE PARTS ARE TO BE FACTORY FINISH PAINTED "GLOSS BLACK".

**NOTE:**  
 DESIGNS SHALL MEET CURRENT AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS AND LUMINAIRES. ALL STEEL AND IRON PRODUCTS SHALL BE MANUFACTURED AND PRODUCED DOMESTICALLY.



BASE PLATE DETAIL



LIGHTING UNIT, TYPE "D2"  
 (BRIDGE/PARAPET ONLY)

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DESIGNED - MWH	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-30-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511.PH2_SHT-SL-lightpole-Dets.dgn

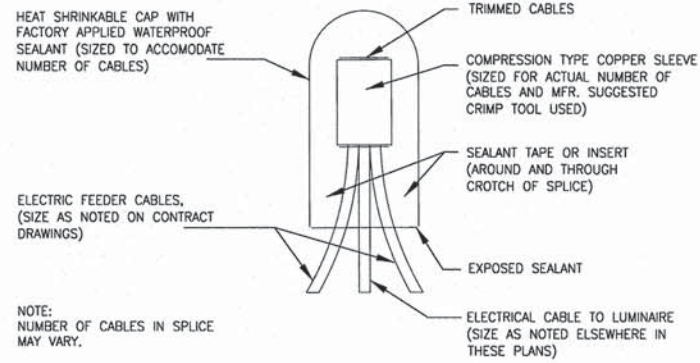
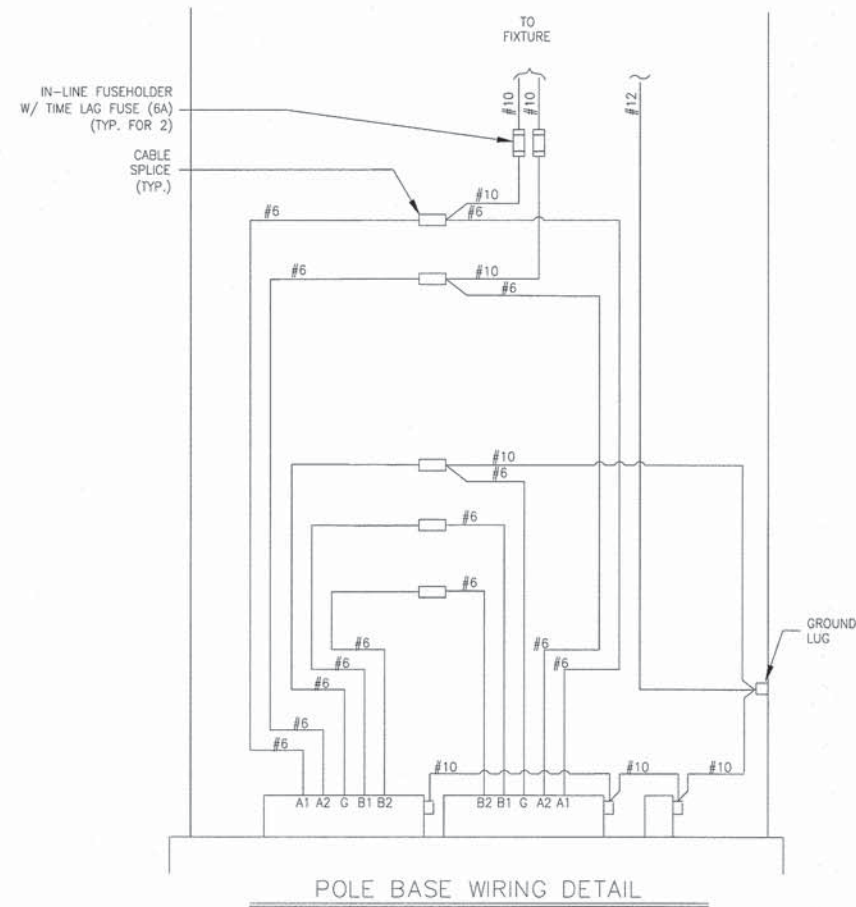
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS	
SCALE: NONE	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	25
CONTRACT NO. 61A57			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-BIM-90039521	

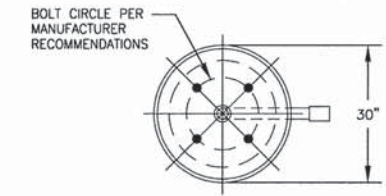


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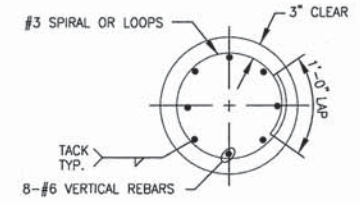


**SPLICING ELECTRICAL CABLES BASIC MATERIALS AND METHODS**  
NO SCALE

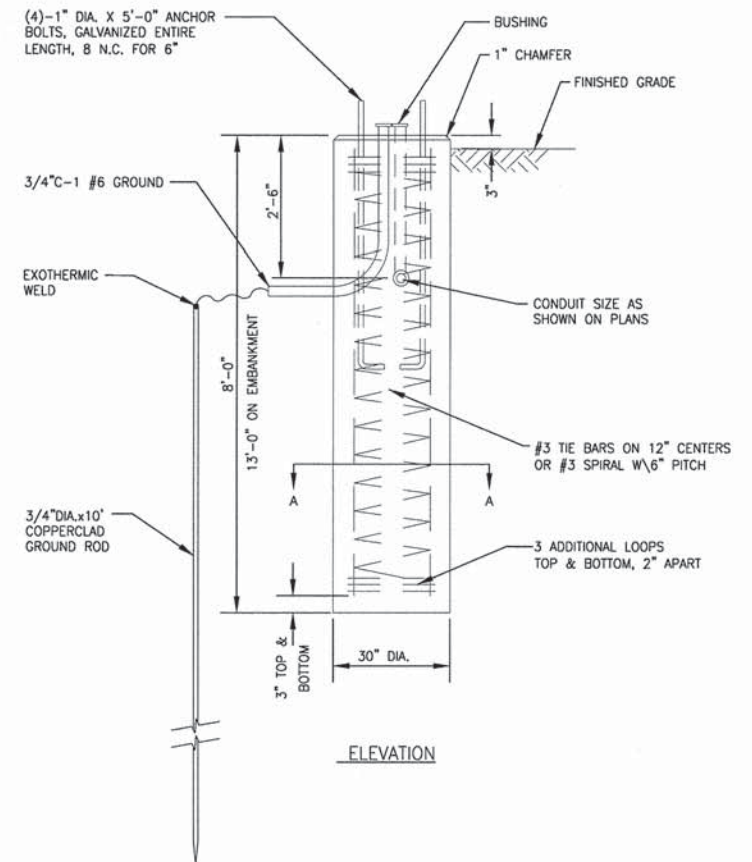
- NOTES:**
1. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY CENTERED AND SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
  2. CONCRETE SHALL BE 3500 PSI AT 14 DAYS (CLASS SI).
  3. THE HOLE FOR THE FOUNDATION SHALL BE MADE WITH AN AUGER OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
  4. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 1 INCH.
  5. CABLE TRENCHES AND FOUNDATIONS SHALL BE BACKFILLED AND COMPACTED, AND CONCRETE CURED ACCORDING TO APPLICABLE STANDARDS BEFORE LIGHT POLES MAY BE INSTALLED.
  6. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE ANCHOR ROD SHALL BE THREADED A MINIMUM OF 6 INCHES WITH A MINIMUM OF 3" OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION AND PROJECT A MINIMUM OF 2 3/4" ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
  7. RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.



**TOP VIEW**



**SECTION A-A**



**FOUNDATION, LIGHTING UNIT TYPE "D1"**  
NO SCALE

**NOTE:**  
MINIMUM DEPTH OF FOUNDATIONS INSTALLED ON EMBANKMENTS SHALL BE INCREASED BY (2) TWO TIMES THE FOUNDATION DIAMETER AS NOTED.



DESIGNED - MWH	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-30-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511.PH2_SHT-SL5-Fndation-Dets.dgn

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DEPARTMENT OF TRANSPORTATION**

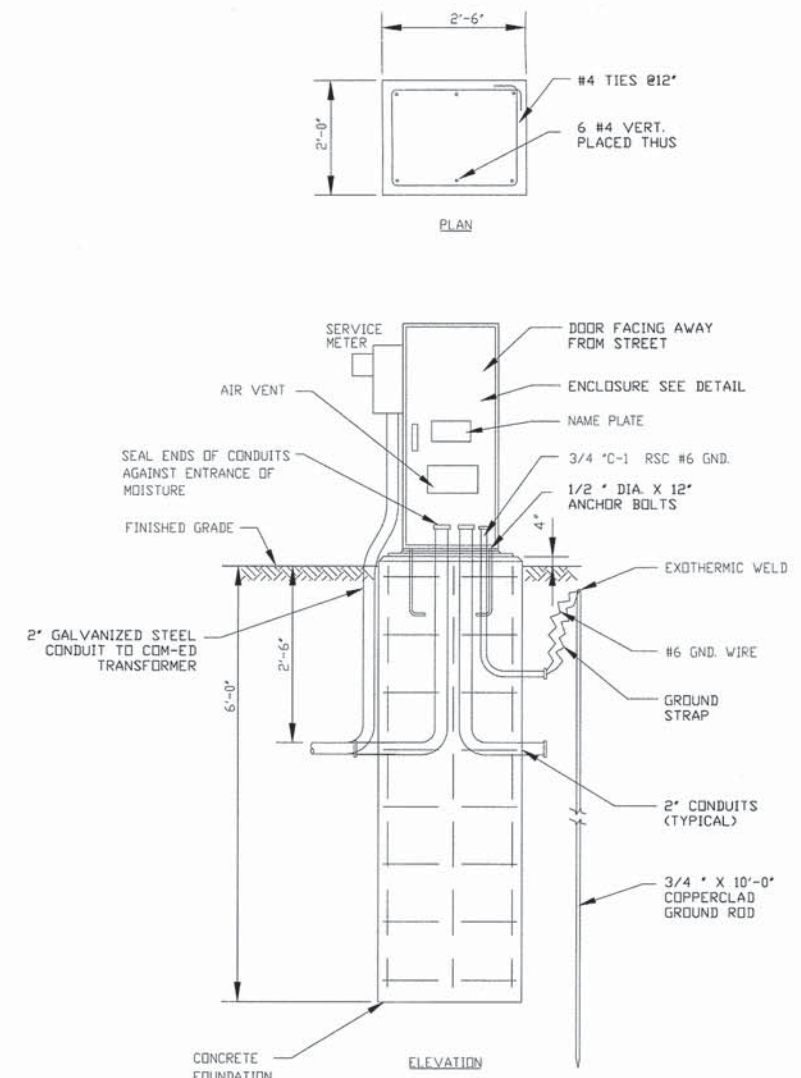
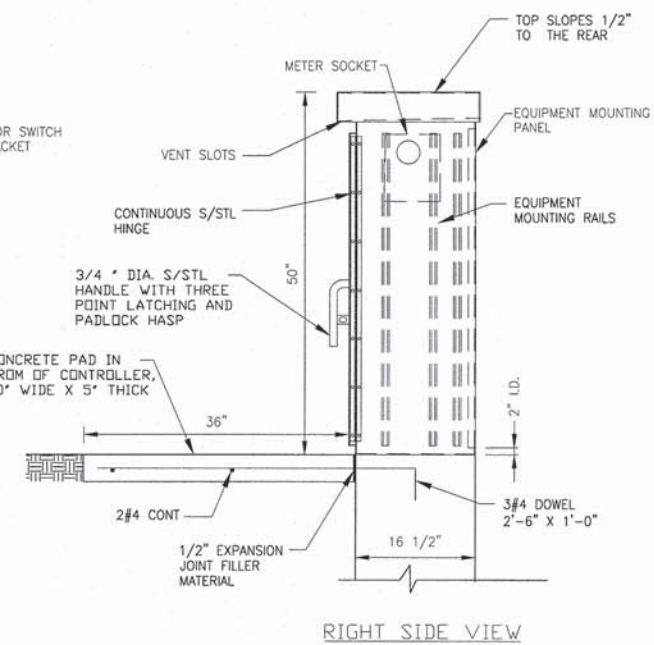
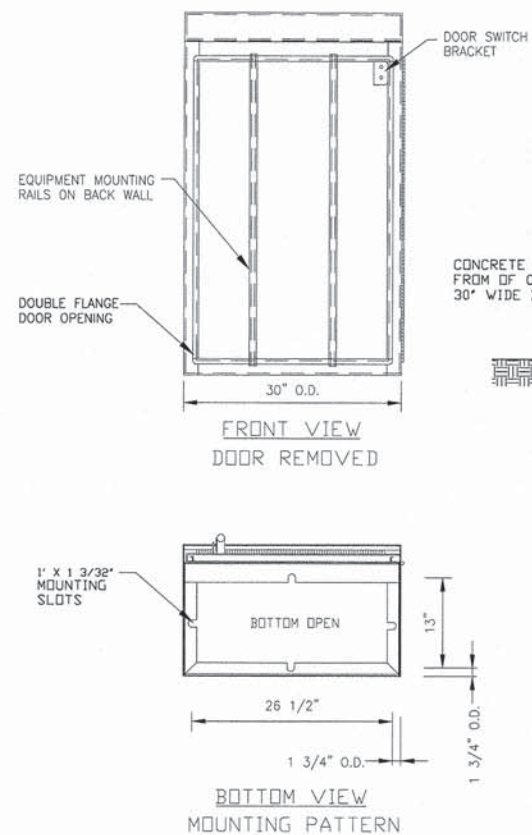
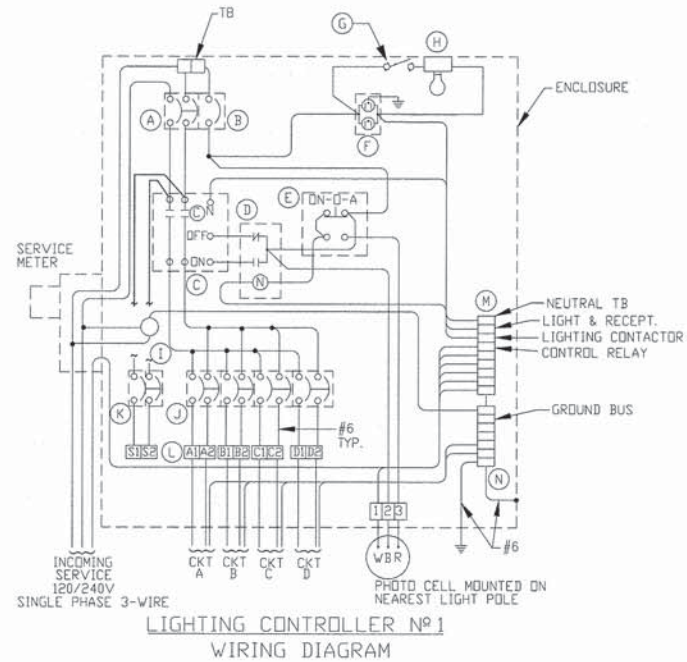
**LIGHTING DETAILS**

SCALE: NONE

STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	26
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-9003952J				





LIGHTING CONTROLLER AND FOUNDATION DETAIL  
NO SCALE

NOTE:  
INSTALL (2) SPARE 2" CONDUITS STUBBED OUT AND CAPPED 18" BEYOND FOUNDATION.

NOTES:

- CABINET SHALL BE FABRICATED FROM 0.125-INCH SHEET ALUMINUM #3003H14, FORMED AND ARC WELDED ASSEMBLY WITH NEMA 3R RATING.
- ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL.
- NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH HIGH LETTERS FILLED IN BLACK: "STREET LIGHTING".
- CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED.
- ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
- THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508.
- METAL MOUNTING PANEL SHALL BE #10 GAUGE GALVANIZED SHEET STEEL FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
- CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH THICK GLASTIC INSULATION BACK PANEL.
- ALL DEVICES SHALL BE FRONT REMOVABLE.
- BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES. NEUTRAL BUS SHALL BE PAINTED WHITE. GROUND BUS SHALL BE PAINTED GREEN.
- ALL LUGS SHALL BE COPPER SCREWS AND CONNNECTORS, SPRING HELD.
- ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
- ALL CONTROL WIRING SHALL BE 600V MACHINE TOOL WIRE TYPE MTW.
- ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
- A LAMINATED COPY OF THE CIRCUIT SCHEMATIC DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.
- ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12 AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ITEM	QTY.	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 2-POLE, 240 V. SINGLE-PHASE, 100 A., BOLT-ON TYPE, TRIP INTERRUPTING RATING OF 22,000 RMS SYMMETRICAL AMPERES AT 240 V.
B	1	CONTROL CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, SINGLE-POLE, 120 V. SINGLE PHASE 20 A. BOLT-ON TYPE, TRIP INTERRUPTING RATING OF 14,000 RMS SYMMETRICAL AMPERES AT 120 V.
C	1	LIGHTING CONTACTOR MECHANICALLY HELD, CUTLER HAMMER A202K3BM 100 A. 2-POLE, 600 V. WITH 120 COIL
D	1	CONTROL RELAY CUTLER HAMMER D3PR2 RATED 12 A. AT 120 VAC
E	1	DN-OFF - AUTO 3-POSITION SELECTOR SWITCH GE CR104P HEAVY DUTY SWITCH, RATED FOR 10 A. AT 600 VAC.
F	1	GFCI RECEPTACLE, 120 V., 20 A. SPEC. GRADE, NEMA CONFIG. 5-20R
G	1	SPDT MOMENTARY NORMALLY OPEN, NORMALLY CLOSED PUSHBUTTON SWITCH CUTLER HAMMER B4F1063 RATED 15 A. AT 120 V.
H	1	60 WATT LIGHT FIXTURE, VAPOR TIGHT, WITH GLOBE, GUARD AND MOUNTING BOX.
I	1	SECONDARY SURGE ARRESTER SQUARE D SDSA1175, 175 VAC PHASE-TO-GROUND MAXIMUM
J	3	BRANCH CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 2-POLE, 240 V. SINGLE-PHASE, 30A. TRIP INTERRUPTING RATING 10,000 RMS SYMMETRICAL AMPERES AT 240 V.
K	2	BRANCH CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 1-POLE, 120 V. SINGLE-PHASE, 20A. TRIP INTERRUPTING RATING 10,000 RMS SYMMETRICAL AMPERES.
L	1	TERMINAL BLOCK RATED 600 V., 85 A.
M	1	COPPER NEUTRAL BUS
N	1	COPPER GROUND BUS

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DESIGNED - MWH	REVISED -5-8-14 PER IDOT REVIEW
DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511-PH2-SHT-SL-Controller-Dets.dgn

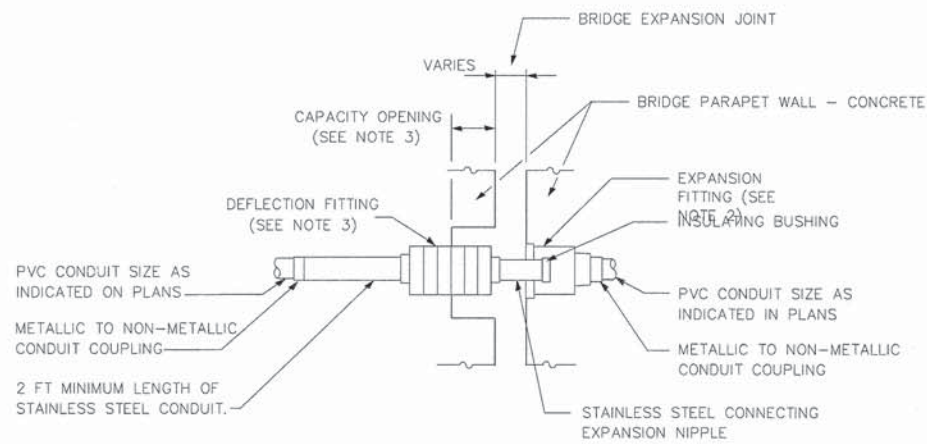
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS		F.A.U. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 27
SCALE: NONE		STA. TO STA.		CONTRACT NO. 61A57		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-900319521						

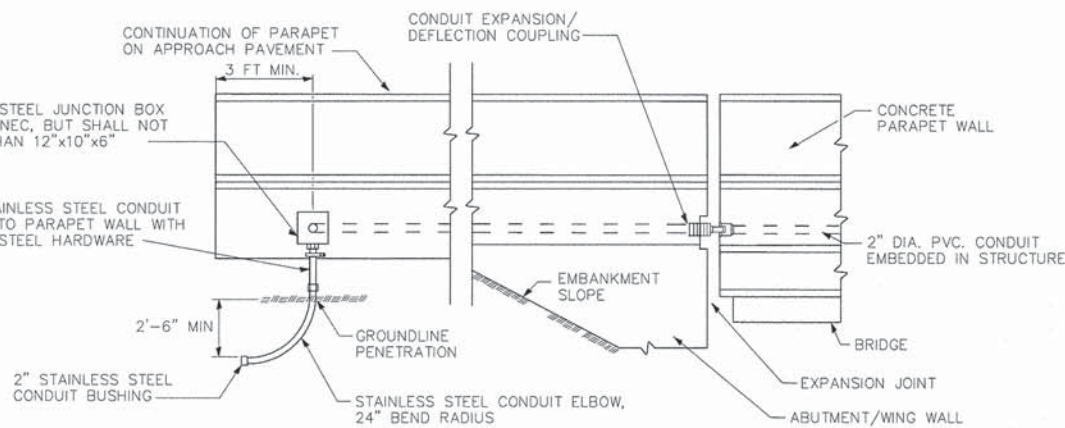


**CONDUIT EXPANSION DEFLECTION COUPLING NOTES**

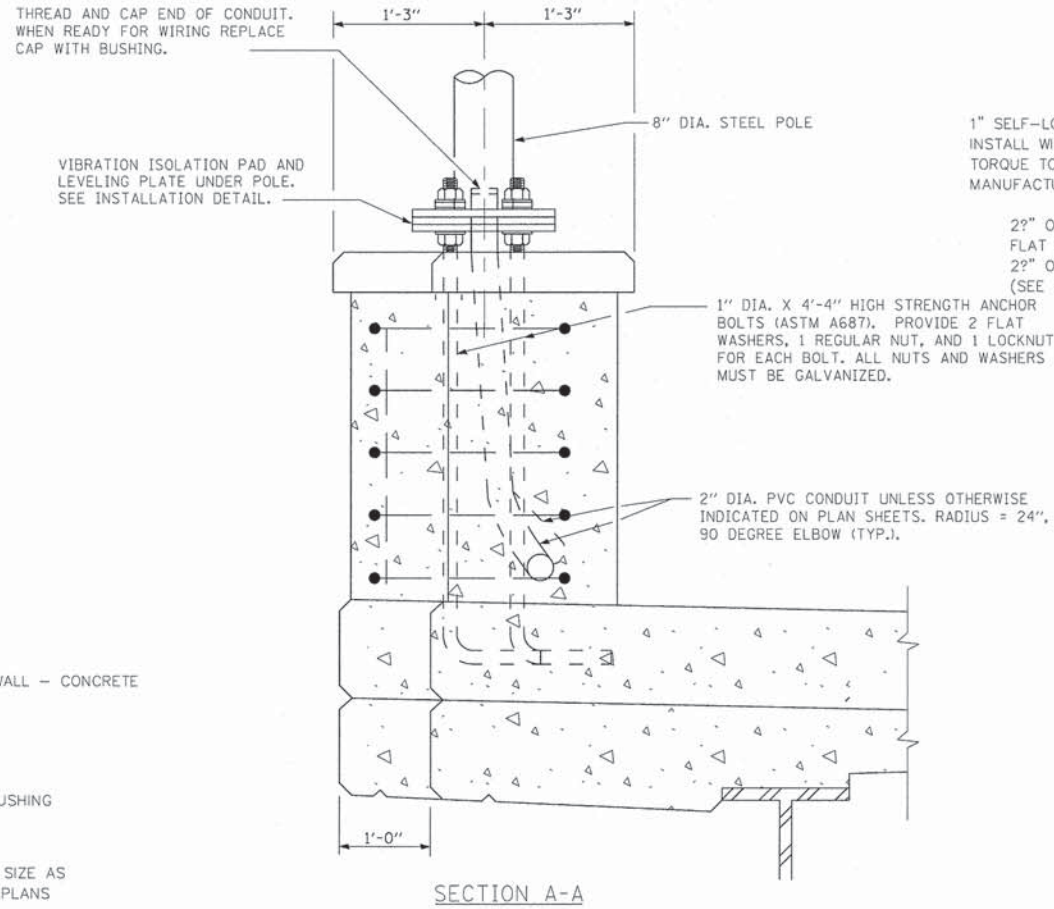
1. THE CONTRACTOR SHALL INSTALL A CONDUIT EXPANSION/DEFLECTION COUPLING AT THE JOINTS IN THE CONCRETE PARAPET ON THE BRIDGE CAPABLE OF ACCEPTING THE LONGITUDINAL MOVEMENT. ALL METALLIC PARTS OF THE COUPLING SHALL BE MADE OF STAINLESS STEEL OR AS APPROVED BY THE ENGINEER. ANY NON-STAINLESS METAL SHALL BE HOT DIP GALVANIZED AND COATED TO PREVENT REACTION WITH THE CONCRETE. THE COST OF THE COUPLING SHALL BE PART OF AND INCIDENTAL TO THE CONDUIT SYSTEM.
2. THE BARREL IN THE EXPANSION FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT. ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE COUPLING.
3. A CAVITY OPENING 3" LARGER IN DIAMETER THAN THE DEFLECTION FITTING SHALL BE PROVIDED IN THE CONCRETE TO ENSURE PROPER PERFORMANCE OF THE COUPLING.
4. CAREFUL ATTENTION TO JOINT MOVEMENT OVER A RANGE OF TEMPERATURES SHALL BE COORDINATED WITH THE SELECTION AND INSTALLATION OF THE COUPLING TO ENSURE THE RANGE OF MOVEMENT OF THE COUPLING IS NOT EXCEEDED AT TEMPERATURE EXTREMES.
5. ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE CAREFULLY FOLLOWED TO ENSURE OPTIMUM PERFORMANCE OF THE EXPANSION/DEFLECTION COUPLING.
6. THE CONTRACTOR SHALL INSTALL COUPLINGS AT ALL BRIDGE EXPANSION JOINTS AND SHALL BE RESPONSIBLE TO DETERMINE THE PROPER NUMBER OF COUPLINGS REQUIRED.



**CONDUIT EXPANSION/DEFLECTION COUPLING DETAIL**



**CONDUIT AT PARAPET**



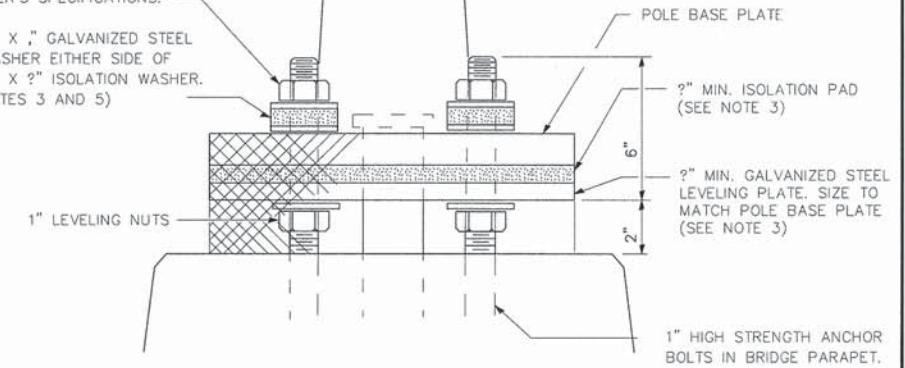
**SECTION A-A**

1" SELF-LOCKING NUT OR DOUBLE NUT. INSTALL WITH TORQUE WRENCH AND TORQUE TO THE ISOLATION PAD MANUFACTURER'S SPECIFICATIONS.

2 2" O.D. X 1/2" GALVANIZED STEEL FLAT WASHER EITHER SIDE OF 2" O.D. X 1/2" ISOLATION WASHER. (SEE NOTES 3 AND 5)

1" DIA. X 4'-4" HIGH STRENGTH ANCHOR BOLTS (ASTM A687). PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT, AND 1 LOCKNUT FOR EACH BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED.

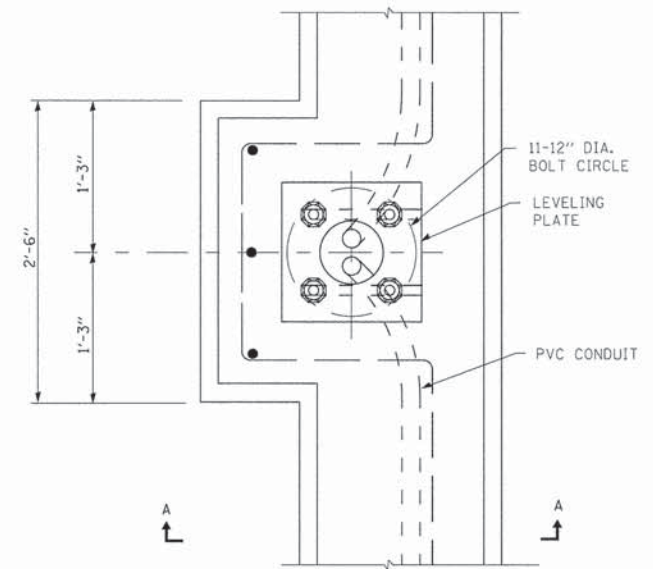
2" DIA. PVC CONDUIT UNLESS OTHERWISE INDICATED ON PLAN SHEETS. RADIUS = 24", 90 DEGREE ELBOW (TYP.).



**POLE MOUNTED ON BRIDGE PARAPET (INSTALLATION DETAIL)**

**PARAPET MOUNTED LIGHT POLE NOTES**

1. THE OUTLINE OF THE POLE LEVELING PLATE AND VIBRATION ISOLATION PAD SHALL MATCH THAT OF THE POLE BASE PLATE.
2. THE COST OF ANCHOR BOLTS, AND FOUNDATION IS INCLUDED WITH CONCRETE SUPERSTRUCTURE. SEE BRIDGE PLANS.
3. ANCHOR BOLTS SHALL BE THREADED A MINIMUM OF 6 INCHES WITH A MINIMUM OF 3" OF THREADED ANCHOR BOLTS EMBEDDED IN THE FOUNDATION AND PROJECT A MINIMUM OF 2 3/4" ABOVE THE TOP OF THE FOUNDATION.
4. THE VIBRATION ISOLATION PAD AND LEVELING PLATE SHALL MATCH THE FOOTPRINT OF THE POLE BASE PLATE.
5. THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO THE ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.



**PLAN LIGHT POLE MOUNTED ON CONCRETE PARAPET**

**CONDUIT AT PARAPET NOTES**

1. STAINLESS STEEL CONDUIT, COUPLINGS, AND ELBOWS SHALL BE ACCORDING TO SECTION 810 OF THE STANDARD SPECIFICATIONS. AS APPLICABLE, SHALL BE TYPE 304 OR TYPE 316, AND SHALL BE MANUFACTURED ACCORDING TO UL STANDARD 6A AND ANSI STANDARD C 80.1.
2. CONDUIT FITTINGS SHALL BE THE THREADED TYPE, SHALL BE TYPE 304 OR TYPE 316 STAINLESS STEEL, AND SHALL BE MANUFACTURED ACCORDING TO UL STANDARD 514B.
3. ALL STAINLESS STEEL AND LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT, INCLUDING ALL FITTINGS, BUSHINGS, COUPLINGS, AND ELBOWS SHALL BE INCLUDED IN THE COST OF THE "JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6" PAY ITEM.

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DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 03/14/14	FILE - 110511-PH2-SHT-SL-Controller-Dets.dgn

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DEPARTMENT OF TRANSPORTATION**

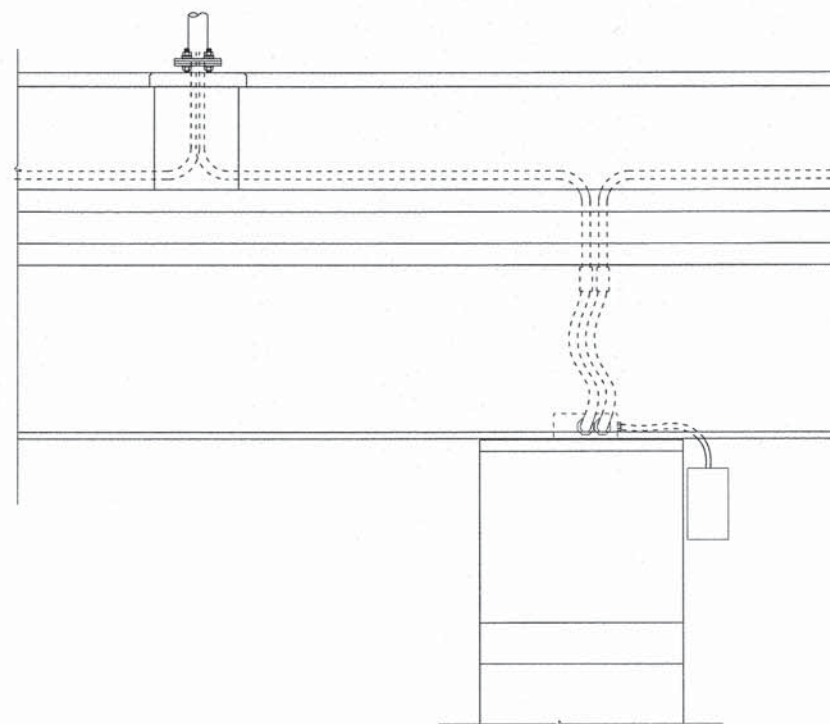
<b>LIGHTING DETAILS</b>	
SCALE: NONE	STA. TO STA.

F.A.U. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 28
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-9003/9521				

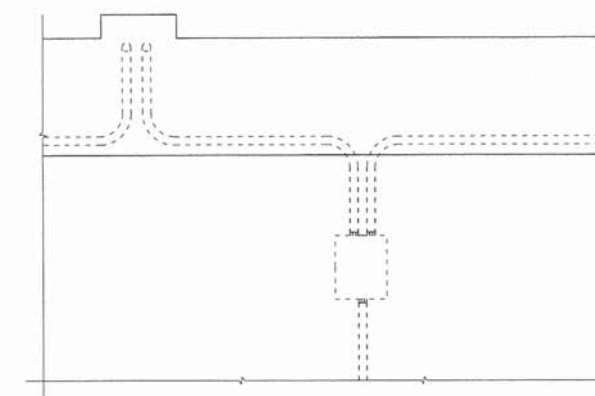


**UNDERPASS LIGHTING NOTES:**

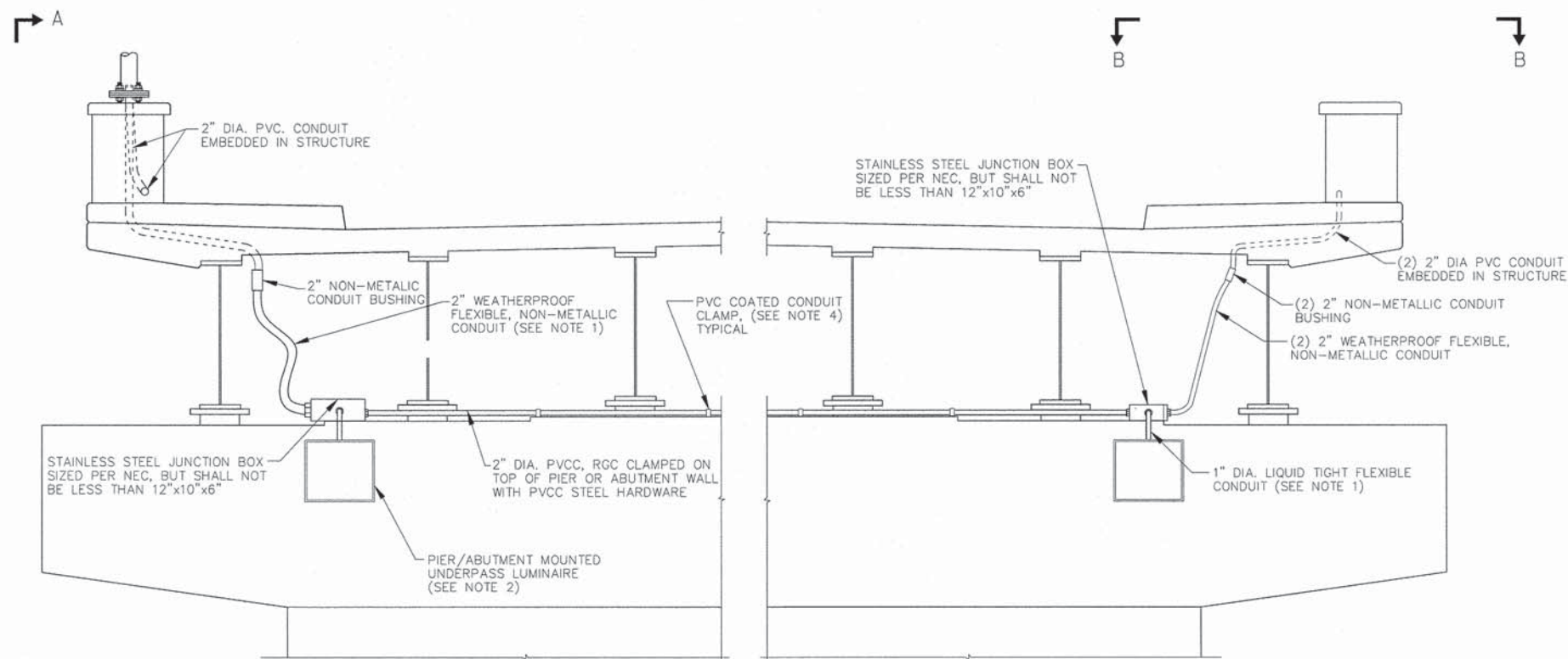
1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
2. UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
3. EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
4. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
5. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



SIDEVIEW A-A



TOP VIEW B-B



UNDERPASS LIGHTING DETAIL PIER 1

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DRAWN - UKB	REVISED -5-16-14 PER IDOT REVIEW
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DATE - 03/14/14	FILE - 110511_P12_SHT-SL-Controller-Dets.dgn

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SCALE: NONE

LIGHTING DETAILS

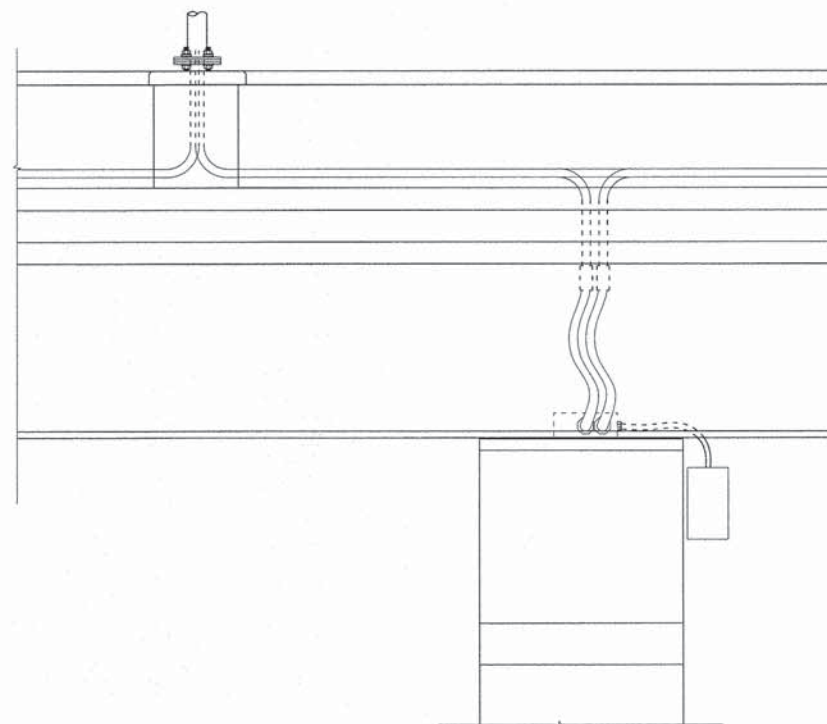
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	29
CONTRACT NO. 61A57				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT M-BM-9003952				

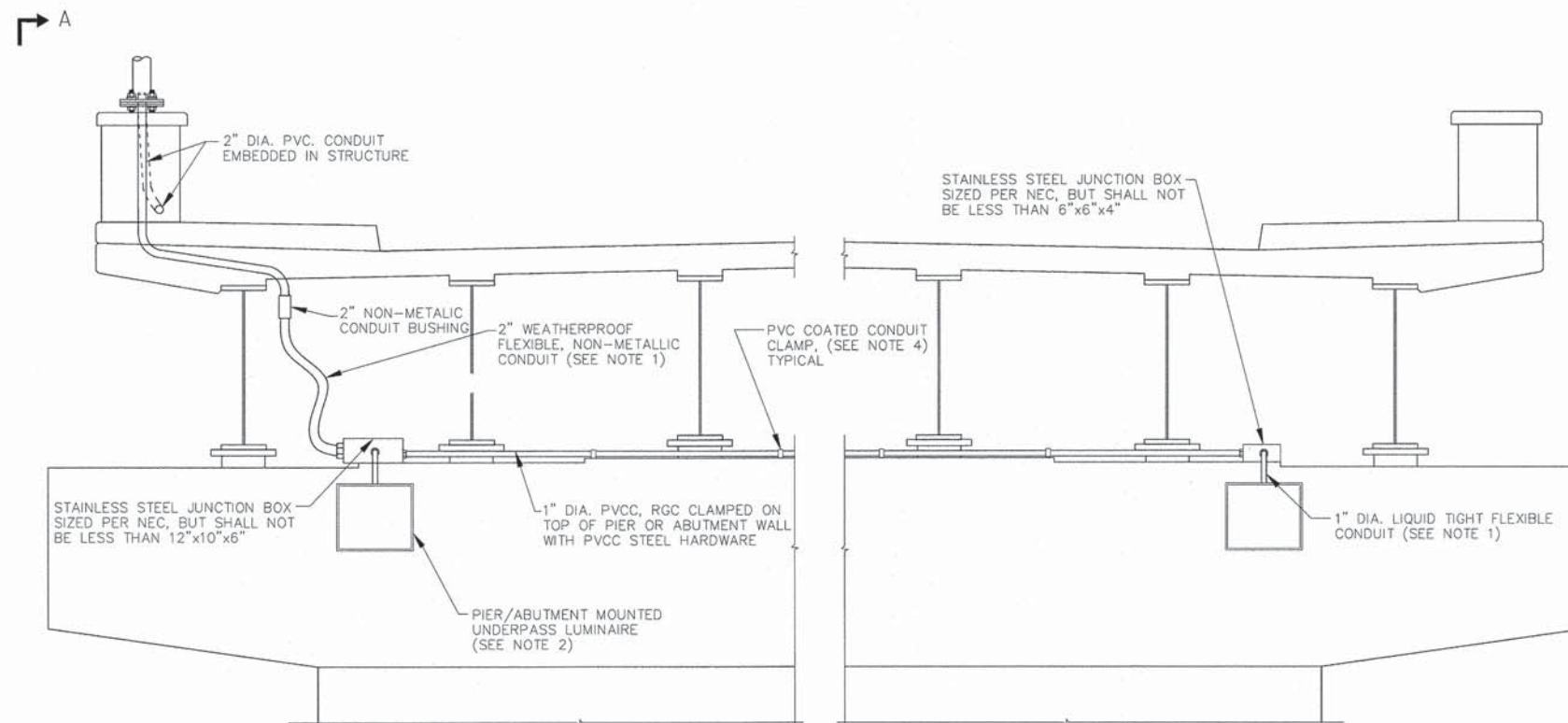


**UNDERPASS LIGHTING NOTES:**

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT THE COST OF THE 3/4" DIA. RIGID STEEL CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE LUMINAIRE INSTALLATION.
2. UNDERPASS LUMINAIRE MOUNTED TO FACE OF PIER OR ABUTMENT WALL. MOUNTING HEIGHT OF 1" BELOW THE TOP OF PIER OR ABUTMENT WALL TYPICAL FOR ALL PIER/ABUTMENT MOUNTED UNDERPASS LUMINAIRES UNLESS OTHERWISE NOTED.
3. EXPANSION ANCHOR, POWDER ACTUATED FASTENERS WILL NOT BE ALLOWED. EXPANSION ANCHOR MUST BE SIZED IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.
4. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
5. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



SIDEVIEW A-A



UNDERPASS LIGHTING DETAIL PIER 2 AND 3

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DESIGNED	-	REVISED	- 5-8-14 PER IDOT REVIEW
DRAWN	- LKB	REVISED	- 5-16-14 PER IDOT REVIEW
CHECKED	- RWL	REVISED	-
DATE	- 03/14/14	FILE	- 110511_P2-SL-Controller-Dets.dgn

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LIGHTING DETAILS**

SCALE: NONE      STA.      TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	29A
CONTRACT NO. 61A57				
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-90039521</small>				



Benchmark: Chiseled square on Northeast wingwall of existing structure. Elevation 619.68

Existing Structure: S.N. 049-2050 is a four-span structure, built in 1968 under Section 9-VB, F.A. Route 42. 342'-2 1/4" back to back of abutments, out to out width 70' and varies. 60" web plate girders with variable spacing supporting a non-composite 7" slab. End spans are simply supported, and spans 2-3 continuous. Multi-column piers supported by spread footings on concrete piles. Stub abutments supported by concrete piles.

Existing superstructure to be removed and replaced with a 4-span continuous superstructure with similar geometry. Abutments to be converted to semi-integral configuration. Pier caps to be replaced at piers 1 and 3, plus various repairs to all substructure units. Traffic to be detoured during construction. 2-stage construction provided to provide a staging area and improved access.

Salvage: The existing light poles and associated hardware shall be salvaged and delivered to the City of Waukegan. Delivery location to be coordinated with City staff. Cost included with Removal Of Existing Superstructures.

UNION PACIFIC RAILROAD  
RE-BUILT 2015 BY  
CITY OF WAUKEGAN  
SEC. 12-00239-00-BR  
STA. 3+55.21  
STR. NO. 049-2050 LOADING HL-93

**NAME PLATE**

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate on northeast wingwall. Cost included with Name Plates.

**DESIGN STRESSES**

**FIELD UNITS**

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

**PRECAST UNITS**

f'c = 6,000 psi (Precast Approach Slab)  
fy = 60,000 psi (Reinforcement)

**EXISTING CONSTRUCTION**

fc = 1,400 psi  
fs = 20,000 psi (Reinforcement)

**DESIGN SPECIFICATIONS**

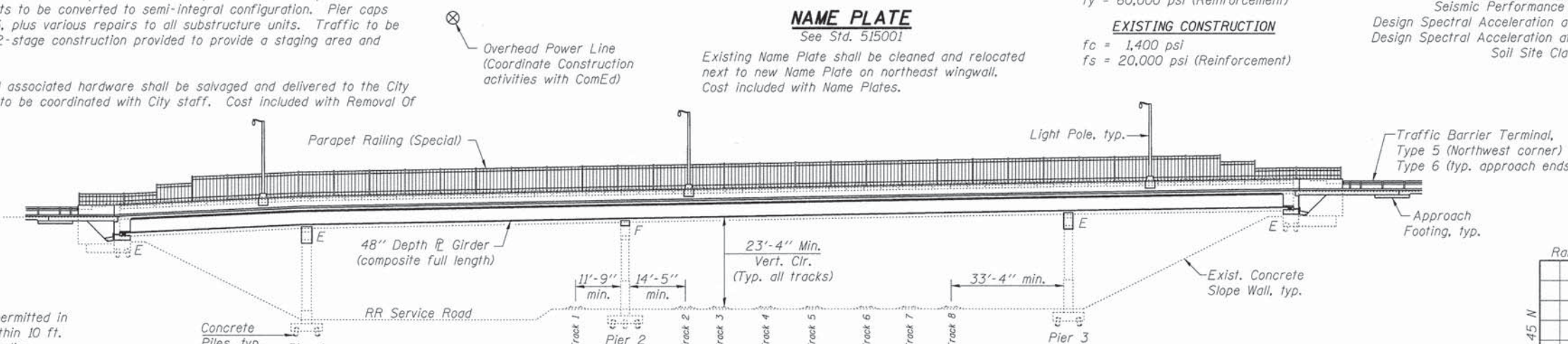
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

**LOADING HL-93**

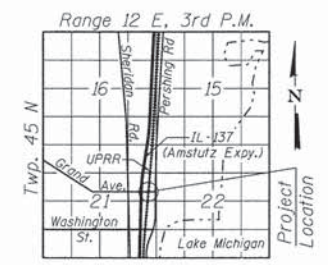
Allow 50#/sq. ft. for future wearing surface.

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.079g  
Design Spectral Acceleration at 0.2 sec. (SDs) = 0.125g  
Soil Site Class = D

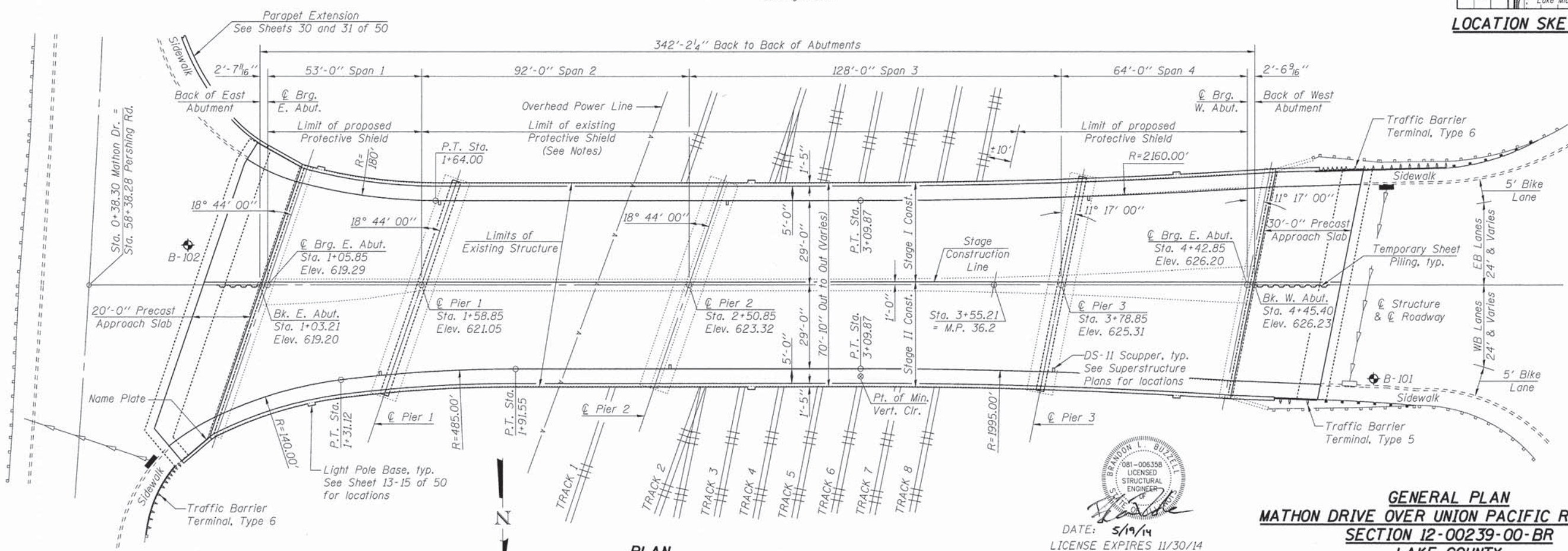


NOTE:  
No freefall deck drains will be permitted in the spans over the tracks or within 10 ft. of cross arms of a railroad pole line.



**ELEVATION**

Looking South



**PLAN**

Span lengths given along  $\phi$  Structure

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

DATE: 5/19/14  
LICENSE EXPIRES 11/30/14

**GENERAL PLAN**  
**MATHON DRIVE OVER UNION PACIFIC RAILROAD**  
**SECTION 12-00239-00-BR**  
**LAKE COUNTY**  
**STATION 3+55.21**  
**STRUCTURE NO. 049-2050**

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 LICENSE EXPIRES 11/30/14



USER NAME = 611tbl	DESIGNED - BLB	REVISED -
PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE = 5/16/2014	DRAWN - BLB	REVISED -
	CHECKED - AS	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN**  
**STRUCTURE NO. 049-2050**  
SHEET NO. 1 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	30
CONTRACT NO. 61A57				
[ILLINOIS] FED. AID PROJECT M-BM-90039521				



**GENERAL NOTES**

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 3/4 in. φ, holes 15/16 in. φ, unless otherwise noted.

Calculated weight of Structural Steel = 879,110 lbs. (AASHTO M 270 Grade 50W)  
44,570 lbs. (AASHTO M 270 Grade 36W).

All structural steel shall be AASHTO M 270 Grade 50W except as noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

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.

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

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

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

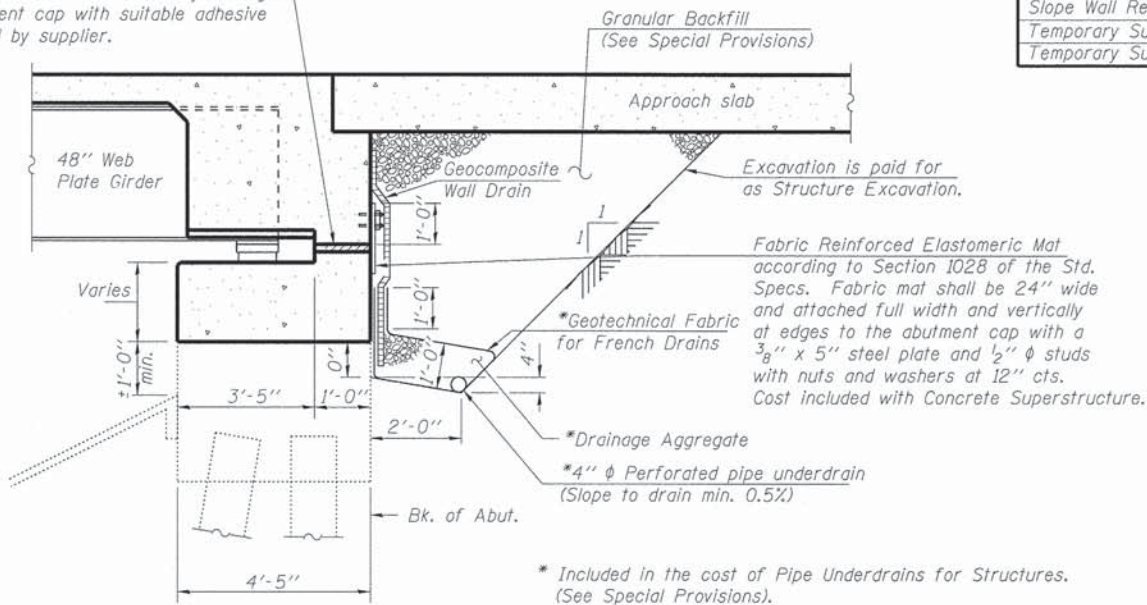
See Roadway General Notes and Special Provisions for additional requirements by Union Pacific.

Protective Shield was installed in 2013 throughout all of Span 2, and Span 3 over the UPRR tracks. This protective shield can be assumed to be in acceptable condition for use during superstructure removal. Existing protective shield shall become the property of the Contractor after removal.

The overhead power lines crossing Span 2 will remain active and will require a minimum construction clearance to avoid arcing. As of the printing of these contract documents, ComEd is expected to raise these lines prior to construction to increase the allowable work zone height under the wires to approximately 30 feet above the bridge deck. The Contractor shall verify available vertical clearances and safe distances with ComEd prior to beginning work.

Copies of record drawings for the existing bridge are available upon request. Contact Baxter & Woodman at (815) 459-1260 and allow up to two business days.

2" PJF (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.



**SECTION THRU SEMI-INTEGRAL ABUTMENT**

(Horiz. dim. @ Rt. L's)

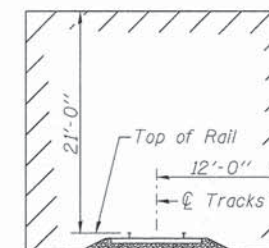
All drainage system components shall extend to the inside face of the existing wingwalls. 4" perforated pipe drains shall be extended through field-cored holes in the wingwalls and until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Superstructures	Each	1		1
Concrete Removal	Cu Yd		135.1	135.1
Protective Shield	Sq Yd	1185		1185
Structure Excavation	Cu Yd		218	218
Concrete Structures	Cu Yd		295.5	295.5
Concrete Superstructure	Cu Yd	966.2		966.2
Bridge Deck Grooving	Sq Yd	2630		2630
Form Liner Textured Surface	Sq Ft	4590		4590
Protective Coat	Sq Yd	3624		3624
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	11955		11955
Reinforcement Bars, Epoxy Coated	Pound	223670	39160	262830
Bar Splicers	Each	1196	132	1328
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	202		202
Elastomeric Bearing Assembly, Type I	Each	24		24
Elastomeric Bearing Assembly, Type II	Each	24		24
Anchor Bolts, 1"	Each		48	48
Anchor Bolts, 1 1/4"	Each		24	24
Anchor Bolts, 1 1/2"	Each		24	24
Anchor Bolts, 2"	Each		24	24
Epoxy Crack Injection	Foot		80	80
Geocomposite Wall Drain	Sq Yd		90	90
Drainage System	L Sum	1		1
Concrete Surface Color Treatment	Sq Ft	4050		4050
Concrete Wearing Surface, 5"	Sq Yd	353		353
Concrete Wearing Surface (Variable Depth)	Sq Yd	134		134
Precast Bridge Approach Slab	Sq Ft	3933		3933
Parapet Railing, Special	Foot	811		811
Granular Backfill For Structures	Cu Yd		132	132
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft		350	350
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft		50	50
Drainage Scuppers, DS-II	Each	6		6
Temporary Sheet Piling	Sq Ft		634	634
Pipe Underdrains For Structures 4"	Foot		220	220
Slope Wall Repair	Sq Yd		100	100
Temporary Support System, Location 1	Each		1	1
Temporary Support System, Location 2	Each		1	1

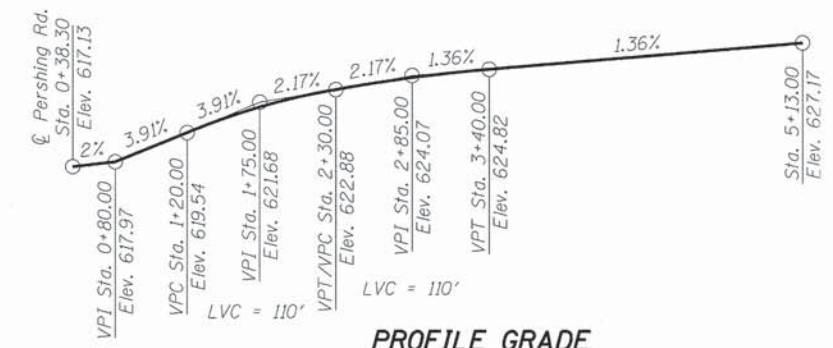
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48. Bar Splicer Assembly & Mechanical Splicer Details
49. Boring Logs
50. Boring Logs



**MINIMUM CONSTRUCTION CLEARANCE ENVELOPE**

From BNSF/UPRR Guidelines  
Dimensions perpendicular to tracks



**PROFILE GRADE**

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 LICENSE NO. 184-00021 - EXPIRES 4/30/2015  
 3725 E. 20th St. - Bensenville, IL 60015

<b>BAXTER &amp; WOODMAN</b> Consulting Engineers	USER NAME = 611btd	DESIGNED - BLB	REVISED -
	PLOT SCALE =	CHECKED - DCD	REVISED -
	PLOT DATE = 5/22/2014	DRAWN - BLB	REVISED -
		CHECKED - DCD	REVISED -

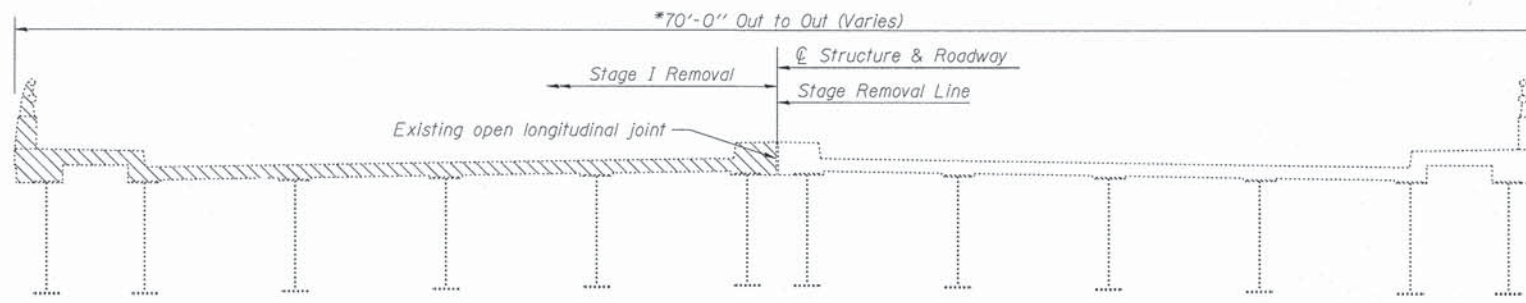
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
STRUCTURE NO. 049-2050**

SHEET NO. 2 OF 50 SHEETS

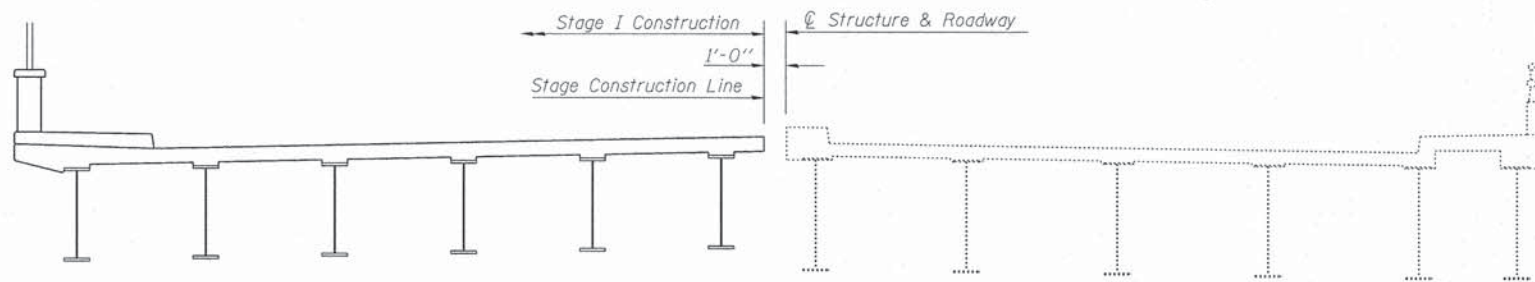
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	31
CONTRACT NO. 61A57			[ILLINOIS] FED. AID PROJECT M-BM-90031952	



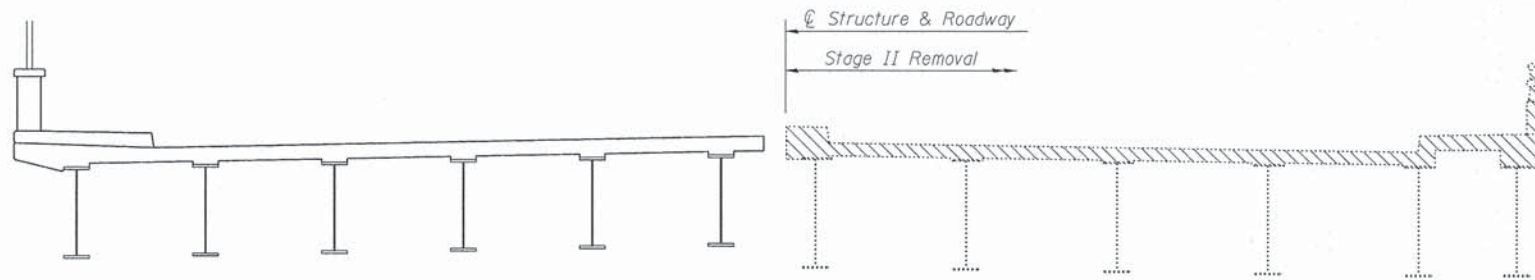


**STAGE I REMOVAL**

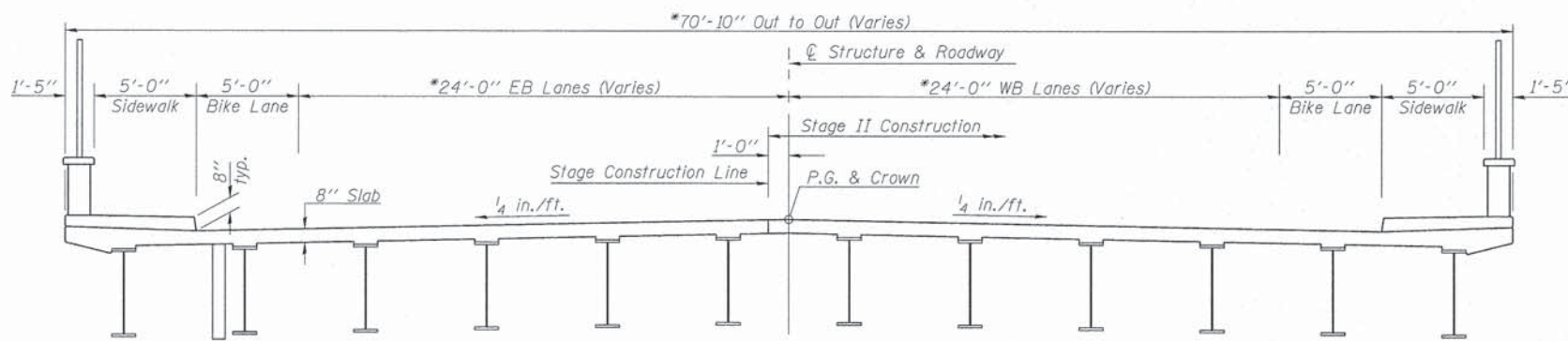
\* Deck width and girder spacing varies. See Superstructure and Structural Steel drawings.



**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



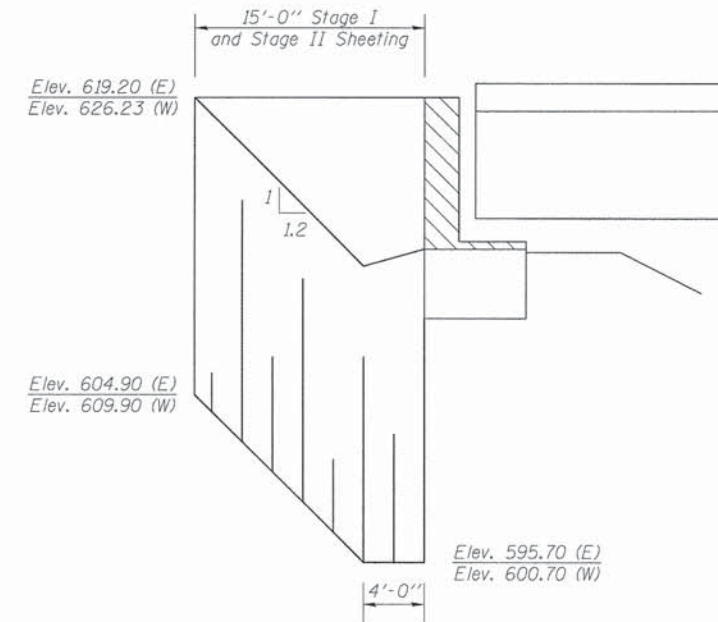
**STAGE II CONSTRUCTION**

All sections looking west  
All dimensions perpendicular to  $\text{\textcircled{C}}$  Structure

**NOTES:**

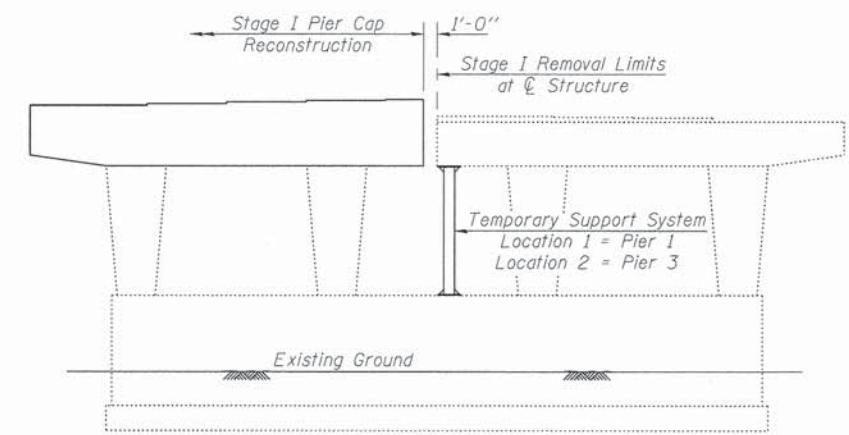
Traffic is to be detoured and the structure closed during construction. Staging details are provided to facilitate construction over the rail yard with minimal impact to track operations. Any alternate construction sequence or revised geometry proposed by the Contractor shall be submitted to the Engineer for approval prior to beginning removal operations.

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



**TEMPORARY SHEET PILING**

Required Minimum Section Modulus = 14.0 in.<sup>3</sup>/ft.  
(E) = East Abutment  
(W) = West Abutment



**PIER CAP RECONSTRUCTION**

Piers 1 and 3 - Looking West

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USER NAME = 611bib	DESIGNED - BLB	REVISED -
PLLOT SCALE =	CHECKED - DCD	REVISED -
PLLOT DATE = 5/22/2014	DRAWN - BLB	REVISED -
	CHECKED - DCD	REVISED -

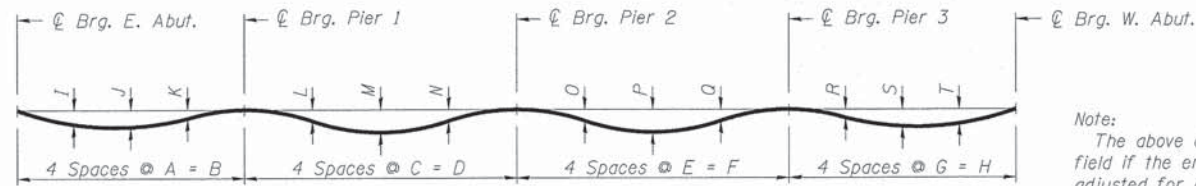
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 049-2050**

SHEET NO. 3 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	32
			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BWM-900319521	

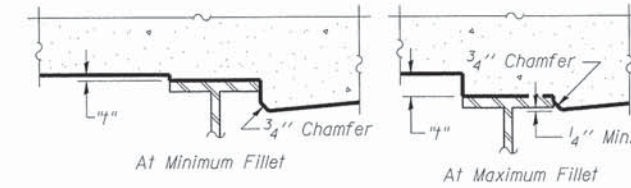




**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

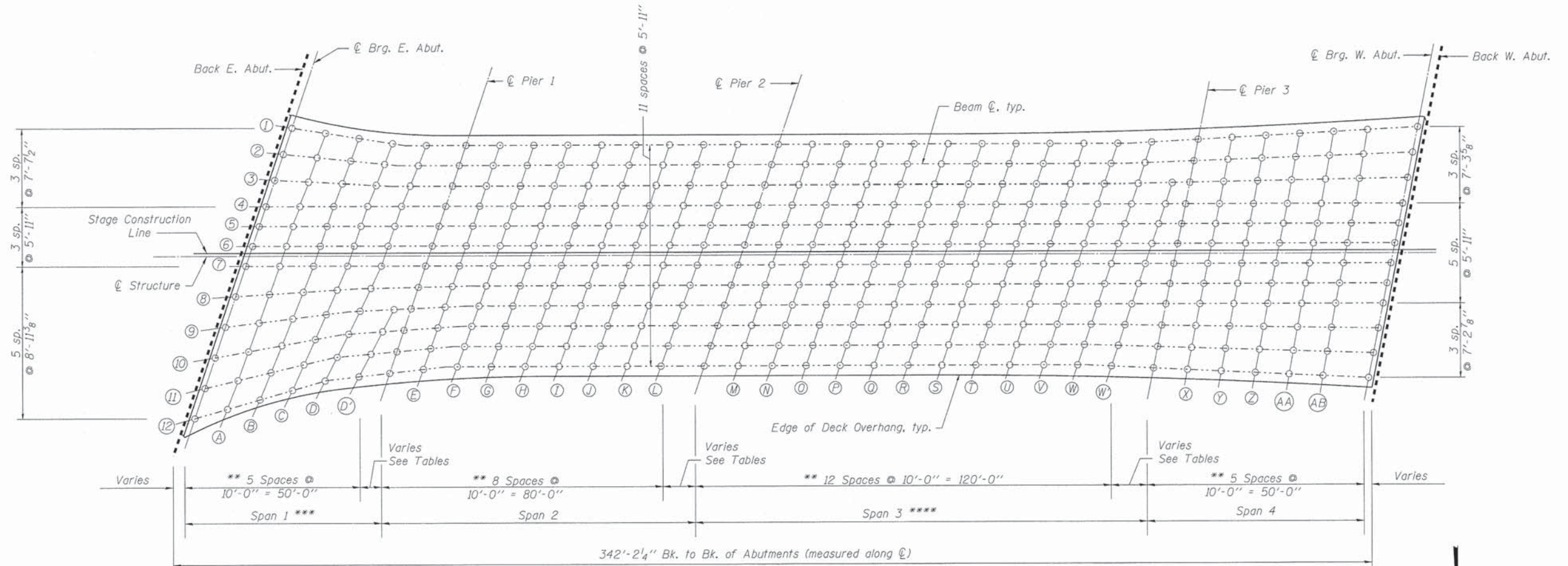
Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

**FILLET HEIGHTS**

Girder	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
1	12'-11"	51'-7 7/8"	23'-0"	92'-0"	30'-11 1/8"	123'-8 3/8"	16'-2 3/8"	64'-9 1/2"	1/8"	1/8"	0"	1/8"	1/4"	0"	7/8"	1 1/2"	1"	-1/8"	-1/8"	0"
2	12'-11 3/4"	51'-11"	23'-0"	92'-0"	31'-1 3/8"	124'-5 1/4"	16'-1 1/2"	64'-6 1/8"	1/8"	1/8"	0"	1/8"	1/8"	0"	1"	1 5/8"	1"	-1/8"	-1/8"	0"
3	13'-1 3/8"	52'-5 5/8"	23'-0"	92'-0"	31'-3 1/2"	125'-2 1/8"	16'-0 3/4"	64'-2 7/8"	1/8"	1/8"	0"	1/8"	1/8"	0"	1"	1 5/8"	1"	-1/8"	-1/8"	0"
4	13'-3"	53'-0"	23'-0"	92'-0"	31'-5 7/8"	125'-11 1/4"	16'-0"	64'-0"	1/8"	1/8"	0"	1/8"	1/8"	0"	7/8"	1 1/2"	7/8"	-1/8"	-1/8"	0"
5	13'-3"	53'-0"	23'-0"	92'-0"	31'-8 1/4"	126'-9 1/8"	16'-0"	64'-0"	0"	1/8"	0"	1/8"	1/8"	0"	7/8"	1 1/2"	7/8"	-1/8"	-1/8"	0"
6	13'-3"	53'-0"	23'-0"	92'-0"	31'-10 3/4"	127'-7 1/8"	16'-0"	64'-0"	0"	1/8"	0"	1/8"	1/8"	0"	7/8"	1 1/2"	1"	-1/8"	-1/8"	0"
7	13'-3"	53'-0"	23'-0"	92'-0"	32'-1 1/4"	128'-4 7/8"	16'-0"	64'-0"	1/8"	1/8"	0"	1/8"	1/8"	0"	1"	1 5/8"	1"	-1/8"	-1/8"	0"
8	13'-5 7/8"	53'-11 5/8"	23'-0 3/8"	92'-1 1/2"	32'-3 3/4"	129'-2 7/8"	16'-0"	64'-0"	1/8"	1/8"	0"	1/8"	1/8"	-1/8"	1"	1 5/8"	1"	-1/8"	-1/8"	0"
9	13'-9 1/4"	55'-1 1/8"	23'-0 3/4"	92'-3 1/4"	32'-6 1/8"	130'-0 3/4"	16'-0"	64'-0"	1/8"	1/8"	0"	1/8"	1/8"	-1/8"	1"	1 5/8"	1"	-1/8"	-1/8"	0"
10	14'-1"	56'-4 1/8"	23'-1 1/4"	92'-5"	32'-8 1/2"	130'-10"	15'-11 3/8"	63'-9 3/4"	1/8"	1/8"	1/8"	1/8"	1/8"	-1/8"	1 1/4"	2"	1 1/4"	-1/8"	-1/8"	0"
11	14'-5 1/8"	57'-8 1/2"	23'-1 3/4"	92'-6 7/8"	32'-10 3/4"	131'-7 1/4"	15'-10 7/8"	63'-7 1/2"	1/8"	1/4"	1/8"	1/8"	0"	-1/8"	1 1/4"	2 1/8"	1 1/4"	-1/8"	-1/8"	0"
12	14'-9 5/8"	59'-2 1/4"	23'-2 1/4"	92'-8 7/8"	33'-1 1/8"	132'-4 1/2"	15'-10 3/8"	63'-5 5/8"	1/8"	1/4"	1/8"	1/8"	0"	-1/8"	1 1/4"	2 1/8"	1 3/8"	-1/4"	-1/8"	-1/8"



\*\* Spacing given along  $\mathcal{C}$  of girder  
 \*\*\* Girders 1-8 have 4 spaces @ 10' = 40'  
 \*\*\*\* Girders 1-2 have 11 spaces @ 10' = 110'

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 LICENSE NO. 18-00239-00-BR  
 PROJECT: 12-00239-00-BR  
 SHEET: 4 OF 50 SHEETS  
 DATE: 5/22/2014

**BAXTER & WOODMAN**  
 Consulting Engineers

USER NAME = 611bld	DESIGNED - ABW	REVISED -
	CHECKED - DCD	REVISED -
PLOT SCALE =	DRAWN - ABW	REVISED -
PLOT DATE = 5/22/2014	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS**  
**STRUCTURE NO. 049-2050**

SHEET NO. 4 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	33
CONTRACT NO. 61A57			[ILLINOIS] FED. AID PROJECT M-BM-900319521	



**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+16.11	-38.04	618.59	618.59
⊕ Brg. E. Abut.	1+18.62	-37.66	618.70	618.70
A	1+28.51	-36.14	619.10	619.11
B	1+38.39	-34.62	619.50	619.51
C	1+48.27	-33.10	619.88	619.89
D	1+58.23	-32.54	620.23	620.23
⊕ Brg. Pier 1	1+69.89	-32.54	620.61	620.61
E	1+79.89	-32.54	620.91	620.91
F	1+89.89	-32.54	621.20	621.21
G	1+99.89	-32.54	621.47	621.49
H	2+09.89	-32.54	621.73	621.74
I	2+19.89	-32.54	621.97	621.98
J	2+29.89	-32.54	622.19	622.20
K	2+39.89	-32.54	622.41	622.41
L	2+49.89	-32.54	622.62	622.61
⊕ Brg. Pier 2	2+61.89	-32.54	622.85	622.85
M	2+71.89	-32.54	623.04	623.06
N	2+81.89	-32.54	623.23	623.27
O	2+91.89	-32.54	623.40	623.48
P	3+01.89	-32.54	623.57	623.67
Q	3+11.89	-32.54	623.73	623.85
R	3+21.89	-32.54	623.88	624.01
S	3+31.89	-32.54	624.03	624.15
T	3+41.89	-32.54	624.17	624.28
U	3+51.89	-32.54	624.31	624.40
V	3+61.89	-32.54	624.44	624.50
W	3+71.88	-32.89	624.57	624.60
⊕ Brg. Pier 3	3+85.56	-33.63	624.74	624.74
X	3+95.55	-34.17	624.87	624.86
Y	4+05.53	-34.72	624.99	624.98
Z	4+15.52	-35.26	625.12	625.11
AA	4+25.50	-35.80	625.24	625.24
AB	4+35.49	-36.34	625.37	625.37
⊕ Brg. W. Abut.	4+50.26	-37.14	625.55	625.55
Back W. Abut.	4+52.84	-37.28	625.58	625.58

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+13.48	-30.30	618.65	618.65
⊕ Brg. E. Abut.	1+16.04	-30.04	618.76	618.75
A	1+25.99	-29.04	619.16	619.16
B	1+35.93	-28.04	619.56	619.56
C	1+45.88	-27.04	619.93	619.93
D	1+55.86	-26.63	620.28	620.28
⊕ Brg. Pier 1	1+67.88	-26.63	620.67	620.67
E	1+77.88	-26.63	620.97	620.98
F	1+87.88	-26.63	621.26	621.28
G	1+97.88	-26.63	621.54	621.56
H	2+07.88	-26.63	621.80	621.82
I	2+17.88	-26.63	622.04	622.06
J	2+27.88	-26.63	622.27	622.28
K	2+37.88	-26.63	622.49	622.49
L	2+47.88	-26.63	622.70	622.69
⊕ Brg. Pier 2	2+59.88	-26.63	622.94	622.94
M	2+69.88	-26.63	623.13	623.15
N	2+79.88	-26.63	623.31	623.36
O	2+89.88	-26.63	623.49	623.57
P	2+99.88	-26.63	623.66	623.76
Q	3+09.88	-26.63	623.82	623.94
R	3+19.88	-26.63	623.97	624.11
S	3+29.88	-26.63	624.12	624.25
T	3+39.88	-26.63	624.26	624.38
U	3+49.88	-26.63	624.40	624.49
V	3+59.88	-26.63	624.54	624.60
W	3+69.88	-26.84	624.67	624.70
⊕ Brg. Pier 3	3+84.31	-27.36	624.86	624.86
X	3+94.30	-27.72	624.98	624.98
Y	4+04.30	-28.08	625.11	625.10
Z	4+14.29	-28.44	625.24	625.24
AA	4+24.28	-28.80	625.37	625.37
AB	4+34.28	-29.16	625.50	625.50
⊕ Brg. W. Abut.	4+48.77	-29.68	625.68	625.68
Back W. Abut.	4+51.34	-29.78	625.72	625.72

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+10.85	-22.54	618.71	618.71
⊕ Brg. E. Abut.	1+13.45	-22.41	618.81	618.81
A	1+23.44	-21.92	619.21	619.21
B	1+33.43	-21.43	619.59	619.60
C	1+43.41	-20.93	619.97	619.97
D	1+53.41	-20.71	620.32	620.32
⊕ Brg. Pier 1	1+65.87	-20.71	620.73	620.73
E	1+75.87	-20.71	621.04	621.04
F	1+85.87	-20.71	621.33	621.34
G	1+95.87	-20.71	621.61	621.62
H	2+05.87	-20.71	621.87	621.89
I	2+15.87	-20.71	622.12	622.13
J	2+25.87	-20.71	622.35	622.35
K	2+35.87	-20.71	622.57	622.57
L	2+45.87	-20.71	622.78	622.77
⊕ Brg. Pier 2	2+57.87	-20.71	623.02	623.02
M	2+67.87	-20.71	623.21	623.23
N	2+77.87	-20.71	623.40	623.45
O	2+87.87	-20.71	623.58	623.66
P	2+97.87	-20.71	623.75	623.86
Q	3+07.87	-20.71	623.91	624.04
R	3+17.87	-20.71	624.07	624.20
S	3+27.87	-20.71	624.22	624.35
T	3+37.87	-20.71	624.36	624.48
U	3+47.87	-20.71	624.50	624.60
V	3+57.87	-20.71	624.64	624.70
W	3+67.87	-20.80	624.77	624.80
W'	3+77.87	-20.98	624.90	624.91
⊕ Brg. Pier 3	3+83.05	-21.07	624.97	624.97
X	3+93.05	-21.26	625.10	625.09
Y	4+03.05	-21.44	625.23	625.22
Z	4+13.05	-21.62	625.37	625.36
AA	4+23.05	-21.80	625.50	625.50
AB	4+33.05	-21.98	625.63	625.63
⊕ Brg. W. Abut.	4+47.29	-22.24	625.82	625.82
Back W. Abut.	4+49.85	-22.29	625.85	625.85

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PLOT DATE = 5/22/2014	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS**  
**STRUCTURE NO. 049-2050**

SHEET NO. 5 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	34
			CONTRACT NO. 61A57	
			[ILLINOIS] FED. AID PROJECT M-BM-9003952J	



**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+08.23	-14.79	618.77	618.77
⊕ Brg. E. Abut.	1+10.87	-14.79	618.87	618.87
A	1+20.87	-14.79	619.26	619.26
B	1+30.87	-14.79	619.64	619.64
C	1+40.87	-14.79	620.00	620.01
D	1+50.87	-14.79	620.35	620.35
⊕ Brg. Pier 1	1+63.87	-14.79	620.78	620.78
E	1+73.87	-14.79	621.10	621.10
F	1+83.87	-14.79	621.40	621.40
G	1+93.87	-14.79	621.68	621.69
H	2+03.87	-14.79	621.94	621.96
I	2+13.87	-14.79	622.19	622.20
J	2+23.87	-14.79	622.43	622.43
K	2+33.87	-14.79	622.65	622.65
L	2+43.87	-14.79	622.86	622.85
⊕ Brg. Pier 2	2+55.87	-14.79	623.11	623.11
M	2+65.87	-14.79	623.30	623.32
N	2+75.87	-14.79	623.49	623.53
O	2+85.87	-14.79	623.67	623.73
P	2+95.87	-14.79	623.84	623.93
Q	3+05.87	-14.79	624.00	624.11
R	3+15.87	-14.79	624.16	624.28
S	3+25.87	-14.79	624.31	624.43
T	3+35.87	-14.79	624.45	624.56
U	3+45.87	-14.79	624.60	624.68
V	3+55.87	-14.79	624.73	624.79
W	3+65.87	-14.79	624.87	624.90
W'	3+75.87	-14.79	625.00	625.01
⊕ Brg. Pier 3	3+81.80	-14.79	625.08	625.08
X	3+91.80	-14.79	625.22	625.21
Y	4+01.80	-14.79	625.36	625.35
Z	4+11.80	-14.79	625.49	625.48
AA	4+21.80	-14.79	625.63	625.62
AB	4+31.80	-14.79	625.76	625.76
⊕ Brg. W. Abut.	4+45.80	-14.79	625.95	625.95
Back W. Abut.	4+48.35	-14.79	625.99	625.99

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+06.22	-8.88	618.81	618.81
⊕ Brg. E. Abut.	1+08.86	-8.88	618.92	618.92
A	1+18.86	-8.88	619.31	619.31
B	1+28.86	-8.88	619.68	619.69
C	1+38.86	-8.88	620.05	620.06
D	1+48.86	-8.88	620.41	620.41
⊕ Brg. Pier 1	1+61.86	-8.88	620.84	620.84
E	1+71.86	-8.88	621.16	621.16
F	1+81.86	-8.88	621.46	621.47
G	1+91.86	-8.88	621.75	621.76
H	2+01.86	-8.88	622.02	622.03
I	2+11.86	-8.88	622.27	622.28
J	2+21.86	-8.88	622.51	622.51
K	2+31.86	-8.88	622.73	622.73
L	2+41.86	-8.88	622.94	622.94
⊕ Brg. Pier 2	2+53.86	-8.88	623.19	623.19
M	2+63.86	-8.88	623.38	623.40
N	2+73.86	-8.88	623.57	623.61
O	2+83.86	-8.88	623.75	623.82
P	2+93.86	-8.88	623.93	624.02
Q	3+03.86	-8.88	624.09	624.21
R	3+13.86	-8.88	624.25	624.38
S	3+23.86	-8.88	624.40	624.53
T	3+33.86	-8.88	624.55	624.66
U	3+43.86	-8.88	624.69	624.78
V	3+53.86	-8.88	624.83	624.89
W	3+63.86	-8.88	624.96	625.00
W'	3+73.86	-8.88	625.10	625.11
⊕ Brg. Pier 3	3+80.62	-8.88	625.19	625.19
X	3+90.62	-8.88	625.33	625.32
Y	4+00.62	-8.88	625.46	625.45
Z	4+10.62	-8.88	625.60	625.59
AA	4+20.62	-8.88	625.74	625.73
AB	4+30.62	-8.88	625.87	625.87
⊕ Brg. W. Abut.	4+44.62	-8.88	626.06	626.06
Back W. Abut.	4+47.17	-8.88	626.10	626.10

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+04.21	-2.96	618.86	618.86
⊕ Brg. E. Abut.	1+06.85	-2.96	618.96	618.96
A	1+16.85	-2.96	619.35	619.36
B	1+26.85	-2.96	619.73	619.74
C	1+36.85	-2.96	620.10	620.11
D	1+46.85	-2.96	620.46	620.46
⊕ Brg. Pier 1	1+59.85	-2.96	620.90	620.90
E	1+69.85	-2.96	621.22	621.22
F	1+79.85	-2.96	621.52	621.53
G	1+89.85	-2.96	621.81	621.83
H	1+99.85	-2.96	622.09	622.10
I	2+09.85	-2.96	622.34	622.35
J	2+19.85	-2.96	622.58	622.59
K	2+29.85	-2.96	622.81	622.80
L	2+39.85	-2.96	623.03	623.02
⊕ Brg. Pier 2	2+51.85	-2.96	623.27	623.27
M	2+61.85	-2.96	623.47	623.49
N	2+71.85	-2.96	623.66	623.70
O	2+81.85	-2.96	623.84	623.91
P	2+91.85	-2.96	624.02	624.11
Q	3+01.85	-2.96	624.18	624.30
R	3+11.85	-2.96	624.34	624.47
S	3+21.85	-2.96	624.50	624.62
T	3+31.85	-2.96	624.64	624.76
U	3+41.85	-2.96	624.79	624.88
V	3+51.85	-2.96	624.92	624.99
W	3+61.85	-2.96	625.06	625.10
W'	3+71.85	-2.96	625.20	625.21
⊕ Brg. Pier 3	3+79.44	-2.96	625.30	625.30
X	3+89.44	-2.96	625.43	625.42
Y	3+99.44	-2.96	625.57	625.56
Z	4+09.44	-2.96	625.71	625.70
AA	4+19.44	-2.96	625.84	625.84
AB	4+29.44	-2.96	625.98	625.98
⊕ Brg. W. Abut.	4+43.44	-2.96	626.17	626.17
Back W. Abut.	4+45.99	-2.96	626.20	626.20

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PLOT SCALE =	DRAWN - ABW	REVISED -
PLOT DATE = 5/22/2014	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS**  
**STRUCTURE NO. 049-2050**

SHEET NO. 6 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	35
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BHM-9003(952)	



**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+03.55	-1.00	618.87	618.87
☉ Brg. E. Abut.	1+06.19	-1.00	618.98	618.98
A	1+16.19	-1.00	619.37	619.37
B	1+26.19	-1.00	619.75	619.75
C	1+36.19	-1.00	620.12	620.13
D	1+46.19	-1.00	620.48	620.48
☉ Brg. Pier 1	1+59.19	-1.00	620.92	620.92
E	1+69.19	-1.00	621.24	621.24
F	1+79.19	-1.00	621.55	621.55
G	1+89.19	-1.00	621.84	621.85
H	1+99.19	-1.00	622.11	622.12
I	2+09.19	-1.00	622.37	622.38
J	2+19.19	-1.00	622.61	622.61
K	2+29.19	-1.00	622.84	622.83
L	2+39.19	-1.00	623.05	623.04
☉ Brg. Pier 2	2+51.19	-1.00	623.30	623.30
M	2+61.19	-1.00	623.50	623.51
N	2+71.19	-1.00	623.69	623.73
O	2+81.19	-1.00	623.87	623.94
P	2+91.19	-1.00	624.05	624.14
Q	3+01.19	-1.00	624.21	624.33
R	3+11.19	-1.00	624.37	624.50
S	3+21.19	-1.00	624.53	624.65
T	3+31.19	-1.00	624.67	624.79
U	3+41.19	-1.00	624.82	624.91
V	3+51.19	-1.00	624.95	625.02
W	3+61.19	-1.00	625.09	625.13
W'	3+71.19	-1.00	625.23	625.24
☉ Brg. Pier 3	3+79.05	-1.00	625.33	625.33
X	3+89.05	-1.00	625.47	625.46
Y	3+99.05	-1.00	625.61	625.59
Z	4+09.05	-1.00	625.74	625.73
AA	4+19.05	-1.00	625.88	625.87
AB	4+29.05	-1.00	626.01	626.01
☉ Brg. W. Abut.	4+43.05	-1.00	626.20	626.20
Back W. Abut.	4+45.60	-1.00	626.24	626.24

**☉ ROADWAY, CROWN & P.G.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+03.21	0.00	618.88	618.88
☉ Brg. E. Abut.	1+05.85	0.00	618.98	618.98
A	1+15.85	0.00	619.37	619.38
B	1+25.85	0.00	619.76	619.76
C	1+35.85	0.00	620.13	620.14
D	1+45.85	0.00	620.49	620.49
☉ Brg. Pier 1	1+58.85	0.00	620.93	620.93
E	1+68.85	0.00	621.25	621.25
F	1+78.85	0.00	621.56	621.56
G	1+88.85	0.00	621.85	621.86
H	1+98.85	0.00	622.12	622.13
I	2+08.85	0.00	622.38	622.39
J	2+18.85	0.00	622.62	622.62
K	2+28.85	0.00	622.85	622.84
L	2+38.85	0.00	623.07	623.06
☉ Brg. Pier 2	2+50.85	0.00	623.31	623.31
M	2+60.85	0.00	623.51	623.53
N	2+70.85	0.00	623.70	623.75
O	2+80.85	0.00	623.88	623.96
P	2+90.85	0.00	624.06	624.16
Q	3+00.85	0.00	624.23	624.35
R	3+10.85	0.00	624.39	624.52
S	3+20.85	0.00	624.54	624.67
T	3+30.85	0.00	624.69	624.81
U	3+40.85	0.00	624.84	624.93
V	3+50.85	0.00	624.97	625.04
W	3+60.85	0.00	625.11	625.15
W'	3+70.85	0.00	625.24	625.26
☉ Brg. Pier 3	3+78.85	0.00	625.35	625.35
X	3+88.85	0.00	625.49	625.48
Y	3+98.85	0.00	625.62	625.61
Z	4+08.85	0.00	625.76	625.75
AA	4+18.85	0.00	625.90	625.89
AB	4+28.85	0.00	626.03	626.03
☉ Brg. W. Abut.	4+42.85	0.00	626.22	626.22
Back W. Abut.	4+45.40	0.00	626.26	626.26

**GIRDER 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	1+02.21	2.96	618.78	618.78
☉ Brg. E. Abut.	1+04.85	2.96	618.88	618.88
A	1+14.85	2.96	619.27	619.28
B	1+24.85	2.96	619.66	619.66
C	1+34.85	2.96	620.03	620.04
D	1+44.85	2.96	620.39	620.39
☉ Brg. Pier 1	1+57.85	2.96	620.83	620.83
E	1+67.85	2.96	621.16	621.16
F	1+77.85	2.96	621.46	621.47
G	1+87.85	2.96	621.76	621.77
H	1+97.85	2.96	622.03	622.04
I	2+07.85	2.96	622.29	622.30
J	2+17.85	2.96	622.54	622.54
K	2+27.85	2.96	622.76	622.76
L	2+37.85	2.96	622.98	622.97
☉ Brg. Pier 2	2+49.85	2.96	623.23	623.23
M	2+59.85	2.96	623.43	623.45
N	2+69.85	2.96	623.62	623.66
O	2+79.85	2.96	623.81	623.88
P	2+89.85	2.96	623.98	624.08
Q	2+99.85	2.96	624.15	624.27
R	3+09.85	2.96	624.31	624.44
S	3+19.85	2.96	624.47	624.60
T	3+29.85	2.96	624.61	624.73
U	3+39.85	2.96	624.75	624.85
V	3+49.85	2.96	624.90	624.97
W	3+59.85	2.96	625.03	625.07
W'	3+69.85	2.96	625.17	625.18
☉ Brg. Pier 3	3+78.26	2.96	625.28	625.28
X	3+88.26	2.96	625.42	625.41
Y	3+98.26	2.96	625.55	625.54
Z	4+08.26	2.96	625.69	625.68
AA	4+18.26	2.96	625.83	625.82
AB	4+28.26	2.96	625.96	625.96
☉ Brg. W. Abut.	4+42.26	2.96	626.15	626.15
Back W. Abut.	4+44.81	2.96	626.19	626.19

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 PROJECT: 12-00239-00-BR  
 SHEET: 7 OF 50  
 DATE: 5/22/2014



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PLOT SCALE =	DRAWN - ABW	REVISED -
PLOT DATE = 5/22/2014	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS**  
**STRUCTURE NO. 049-2050**

SHEET NO. 7 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	36
CONTRACT NO. 61A57			[ILLINOIS] FED. AID PROJECT M-BM-9003(952)	



**GIRDER 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	0+99.12	12.07	618.47	618.47
⊕ Brg. E. Abut.	1+01.82	11.90	618.58	618.58
A	1+11.80	11.27	618.98	618.99
B	1+21.78	10.65	619.38	619.39
C	1+31.76	10.03	619.77	619.78
D	1+41.72	9.57	620.14	620.15
⊕ Brg. Pier 1	1+55.71	9.25	620.63	620.63
E	1+65.71	9.02	620.96	620.97
F	1+75.71	8.88	621.28	621.28
G	1+85.71	8.88	621.57	621.58
H	1+95.71	8.88	621.85	621.86
I	2+05.71	8.88	622.11	622.12
J	2+15.71	8.88	622.36	622.36
K	2+25.71	8.88	622.59	622.59
L	2+35.71	8.88	622.81	622.81
⊕ Brg. Pier 2	2+47.84	8.88	623.07	623.07
M	2+57.84	8.88	623.27	623.28
N	2+67.84	8.88	623.46	623.50
O	2+77.84	8.88	623.65	623.72
P	2+87.84	8.88	623.82	623.93
Q	2+97.84	8.88	623.99	624.12
R	3+07.84	8.88	624.16	624.29
S	3+17.84	8.88	624.31	624.45
T	3+27.84	8.88	624.46	624.59
U	3+37.84	8.88	624.60	624.71
V	3+47.84	8.88	624.75	624.82
W	3+57.84	8.88	624.88	624.93
W'	3+67.84	8.88	625.02	625.03
⊕ Brg. Pier 3	3+77.08	8.88	625.14	625.14
X	3+87.08	8.88	625.28	625.27
Y	3+97.08	8.88	625.41	625.40
Z	4+07.08	8.88	625.55	625.54
AA	4+17.08	8.88	625.69	625.68
AB	4+27.08	8.88	625.82	625.82
⊕ Brg. W. Abut.	4+41.08	8.88	626.01	626.01
Back W. Abut.	4+43.63	8.88	626.05	626.05

**GIRDER 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	0+96.03	21.19	618.16	618.16
⊕ Brg. E. Abut.	0+98.78	20.85	618.27	618.27
A	1+08.71	19.63	618.69	618.69
B	1+18.63	18.42	619.10	619.11
C	1+28.56	17.20	619.50	619.51
D	1+38.50	16.23	619.89	619.89
D'	1+48.52	15.77	620.25	620.25
⊕ Brg. Pier 1	1+53.58	15.53	620.43	620.43
E	1+63.57	15.08	620.77	620.77
F	1+73.56	14.79	621.09	621.09
G	1+83.56	14.79	621.39	621.40
H	1+93.56	14.79	621.67	621.68
I	2+03.56	14.79	621.94	621.94
J	2+13.56	14.79	622.19	622.19
K	2+23.56	14.79	622.42	622.42
L	2+33.56	14.79	622.65	622.64
⊕ Brg. Pier 2	2+45.83	14.79	622.90	622.90
M	2+55.83	14.79	623.10	623.12
N	2+65.83	14.79	623.30	623.34
O	2+75.83	14.79	623.49	623.56
P	2+85.83	14.79	623.67	623.77
Q	2+95.83	14.79	623.84	623.96
R	3+05.83	14.79	624.00	624.14
S	3+15.83	14.79	624.16	624.30
T	3+25.83	14.79	624.31	624.44
U	3+35.83	14.79	624.45	624.56
V	3+45.83	14.79	624.59	624.67
W	3+55.83	14.79	624.73	624.78
W'	3+65.83	14.79	624.87	624.89
⊕ Brg. Pier 3	3+75.90	14.79	625.00	625.00
X	3+85.90	14.79	625.14	625.13
Y	3+95.90	14.79	625.28	625.26
Z	4+05.90	14.79	625.41	625.40
AA	4+15.90	14.79	625.55	625.54
AB	4+25.90	14.79	625.68	625.68
⊕ Brg. W. Abut.	4+39.90	14.79	625.87	625.87
Back W. Abut.	4+42.45	14.79	625.91	625.91

**GIRDER 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	0+92.93	30.30	617.85	617.85
⊕ Brg. E. Abut.	0+95.75	29.79	617.97	617.97
A	1+05.59	28.02	618.39	618.40
B	1+15.43	26.25	618.81	618.83
C	1+25.27	24.49	619.22	619.24
D	1+35.14	22.94	619.63	619.63
D'	1+45.12	22.26	620.00	620.00
⊕ Brg. Pier 1	1+51.45	21.83	620.23	620.23
E	1+61.42	21.15	620.57	620.57
F	1+71.41	20.71	620.90	620.91
G	1+81.41	20.71	621.20	621.21
H	1+91.41	20.71	621.49	621.50
I	2+01.41	20.71	621.76	621.76
J	2+11.41	20.71	622.01	622.01
K	2+21.41	20.71	622.25	622.24
L	2+31.41	20.71	622.48	622.46
⊕ Brg. Pier 2	2+43.83	20.71	622.74	622.74
M	2+53.83	20.71	622.94	622.96
N	2+63.83	20.71	623.14	623.19
O	2+73.83	20.71	623.33	623.42
P	2+83.83	20.71	623.51	623.63
Q	2+93.83	20.71	623.68	623.83
R	3+03.83	20.71	623.85	624.01
S	3+13.83	20.71	624.01	624.17
T	3+23.83	20.71	624.16	624.31
U	3+33.83	20.71	624.30	624.43
V	3+43.83	20.71	624.44	624.54
W	3+53.83	20.71	624.58	624.64
W'	3+63.83	20.85	624.71	624.74
⊕ Brg. Pier 3	3+74.66	21.03	624.86	624.86
X	3+84.65	21.18	624.99	624.98
Y	3+94.65	21.34	625.12	625.11
Z	4+04.65	21.50	625.25	625.24
AA	4+14.65	21.66	625.39	625.38
AB	4+24.65	21.82	625.52	625.52
⊕ Brg. W. Abut.	4+38.45	22.03	625.70	625.70
Back W. Abut.	4+41.00	22.07	625.74	625.74

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS  
STRUCTURE NO. 049-2050

SHEET NO. 8 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	37
CONTRACT NO. 61A57				
ILLINOIS FED. AID PROJECT			M-BM-90039521	



**GIRDER 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	0+89.85	39.40	617.54	617.54
⊕ Brg. E. Abut.	0+92.72	38.73	617.66	617.66
A	1+02.45	36.44	618.09	618.10
B	1+12.19	34.16	618.52	618.54
C	1+21.92	31.87	618.94	618.96
D	1+31.74	29.70	619.36	619.37
D'	1+41.67	28.81	619.74	619.74
⊕ Brg. Pier 1	1+49.32	28.12	620.02	620.02
E	1+59.27	27.22	620.38	620.38
F	1+69.27	26.63	620.71	620.71
G	1+79.27	26.63	621.01	621.02
H	1+89.27	26.63	621.30	621.31
I	1+99.27	26.63	621.58	621.58
J	2+09.27	26.63	621.83	621.83
K	2+19.27	26.63	622.08	622.07
L	2+29.27	26.63	622.30	622.29
⊕ Brg. Pier 2	2+41.82	26.63	622.57	622.57
M	2+51.82	26.63	622.78	622.80
N	2+61.82	26.63	622.97	623.03
O	2+71.82	26.63	623.16	623.26
P	2+81.82	26.63	623.35	623.48
Q	2+91.82	26.63	623.52	623.68
R	3+01.82	26.63	623.69	623.86
S	3+11.82	26.63	623.85	624.02
T	3+21.82	26.63	624.00	624.16
U	3+31.82	26.63	624.15	624.29
V	3+41.82	26.63	624.29	624.40
W	3+51.82	26.63	624.43	624.49
W'	3+61.81	26.89	624.56	624.59
⊕ Brg. Pier 3	3+73.41	27.26	624.71	624.71
X	3+83.41	27.57	624.84	624.83
Y	3+93.40	27.89	624.97	624.95
Z	4+03.40	28.21	625.10	625.08
AA	4+13.39	28.52	625.23	625.22
AB	4+23.39	28.84	625.36	625.35
⊕ Brg. W. Abut.	4+37.01	29.27	625.53	625.53
Back W. Abut.	4+39.54	29.35	625.57	625.57

**GIRDER 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back E. Abut.	0+86.76	48.51	617.23	617.23
⊕ Brg. E. Abut.	0+89.68	47.67	617.36	617.36
A	0+99.29	44.91	617.79	617.80
B	1+08.90	42.14	618.23	618.24
C	1+18.51	39.38	618.66	618.68
D	1+28.12	36.61	619.08	619.09
D'	1+38.21	35.40	619.47	619.48
⊕ Brg. Pier 1	1+47.18	34.40	619.82	619.82
E	1+57.12	33.29	620.18	620.18
F	1+67.08	32.54	620.52	620.52
G	1+77.08	32.54	620.83	620.83
H	1+87.08	32.54	621.12	621.13
I	1+97.08	32.54	621.40	621.40
J	2+07.08	32.54	621.66	621.65
K	2+17.08	32.54	621.90	621.89
L	2+27.08	32.54	622.13	622.12
⊕ Brg. Pier 2	2+39.81	32.54	622.41	622.41
M	2+49.81	32.54	622.61	622.64
N	2+59.81	32.54	622.81	622.87
O	2+69.81	32.54	623.00	623.10
P	2+79.81	32.54	623.19	623.32
Q	2+89.81	32.54	623.36	623.52
R	2+99.81	32.54	623.53	623.71
S	3+09.81	32.54	623.70	623.87
T	3+19.81	32.54	623.85	624.01
U	3+29.81	32.54	624.00	624.14
V	3+39.81	32.54	624.14	624.24
W	3+49.81	32.54	624.28	624.35
W'	3+59.81	32.90	624.41	624.44
⊕ Brg. Pier 3	3+72.17	33.49	624.56	624.56
X	3+82.16	33.96	624.69	624.68
Y	3+92.15	34.44	624.82	624.80
Z	4+02.13	34.92	624.94	624.93
AA	4+12.12	35.39	625.07	625.06
AB	4+22.11	35.87	625.19	625.19
⊕ Brg. W. Abut.	4+35.57	36.51	625.36	625.36
Back W. Abut.	4+38.09	36.63	625.39	625.39

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS  
STRUCTURE NO. 049-2050

SHEET NO. 9 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	38
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BM-9003952	



**EDGE OF SOUTH SIDEWALK**

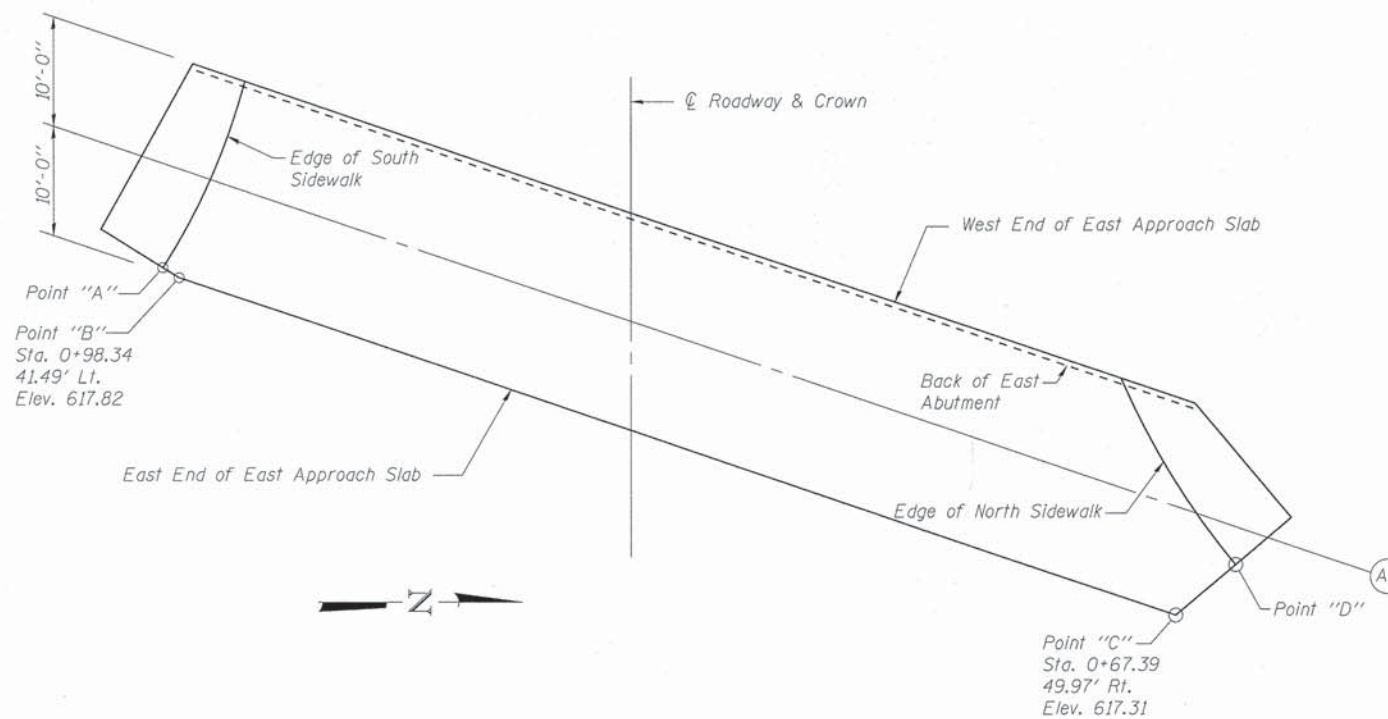
Location	Station	Offset	Theoretical Grade Elevations
Point "A"	0+99.09	-42.68	617.83
A1	1+07.32	-38.48	618.24
W. End E. Approach	1+16.28	-35.44	618.65

**☉ ROADWAY & CROWN**

Location	Station	Offset	Theoretical Grade Elevations
E. End E. Approach	0+84.27	0.00	618.14
A1	0+94.27	0.00	618.53
W. End E. Approach	1+04.27	0.00	618.92

**EDGE OF NORTH SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
Point "D"	0+71.70	55.14	617.29
A1	0+76.84	51.39	617.32
W. End E. Approach	0+89.02	44.95	617.38



**PLAN**

NOTE:  
Elevations given are at the top of the proposed concrete wearing surface.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 049-2050**

SHEET NO. 10 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	39
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BM-900319521	



**EDGE OF SOUTH SIDEWALK**

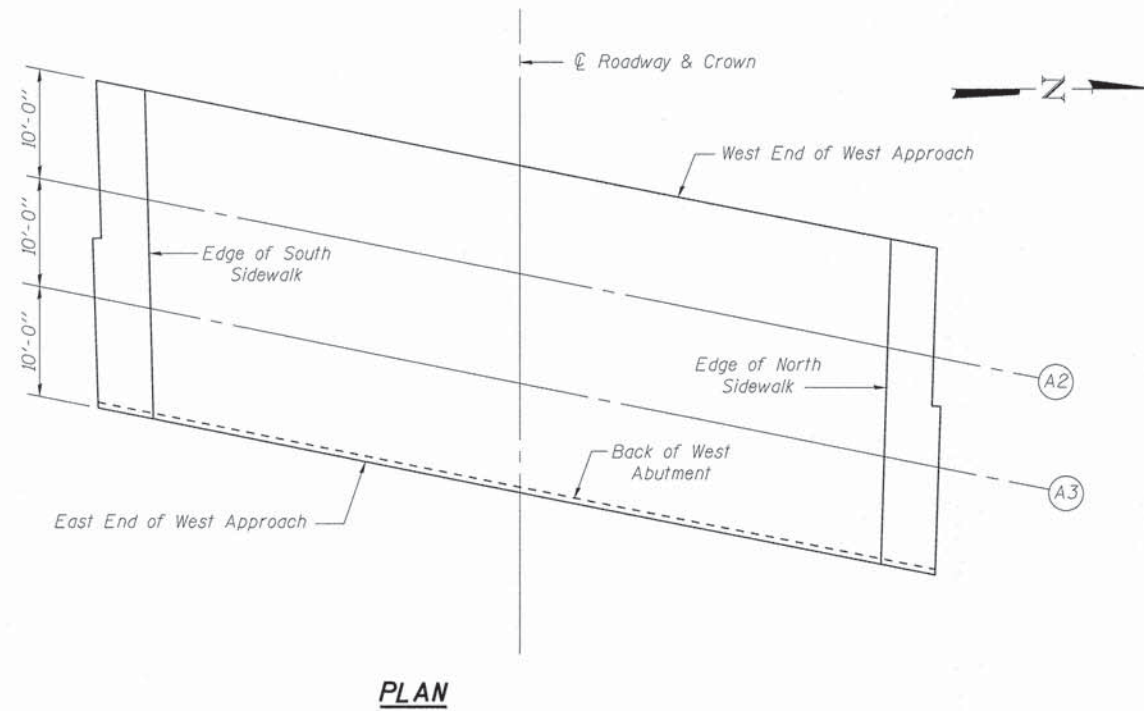
Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach	4+51.09	-33.64	625.66
A2	4+61.15	-33.93	625.76
A3	4+71.21	-34.21	625.89
W. End W. Approach	4+81.26	-34.50	626.02

**☉ ROADWAY & CROWN**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach	4+44.38	0.00	626.24
A2	4+54.38	0.00	626.38
A3	4+64.38	0.00	625.51
W. End W. Approach	4+74.38	0.00	626.65

**EDGE OF NORTH SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach	4+37.78	33.10	625.46
A2	4+47.70	33.51	625.59
A3	4+57.61	33.91	625.71
W. End W. Approach	4+67.53	34.31	625.84



**PLAN**

NOTE:  
Elevations given are at the top of the proposed concrete wearing surface.

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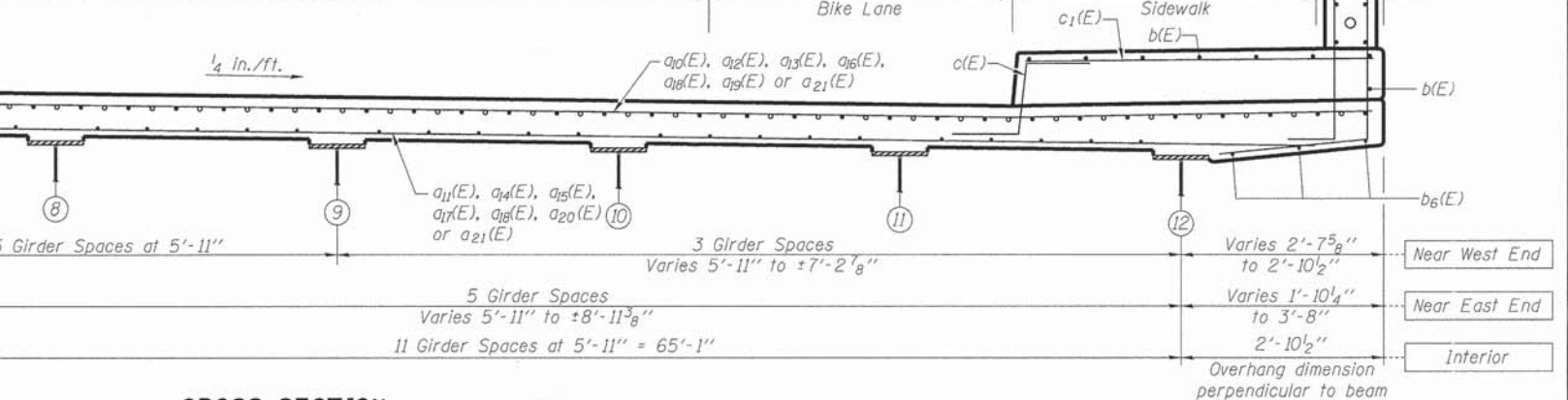
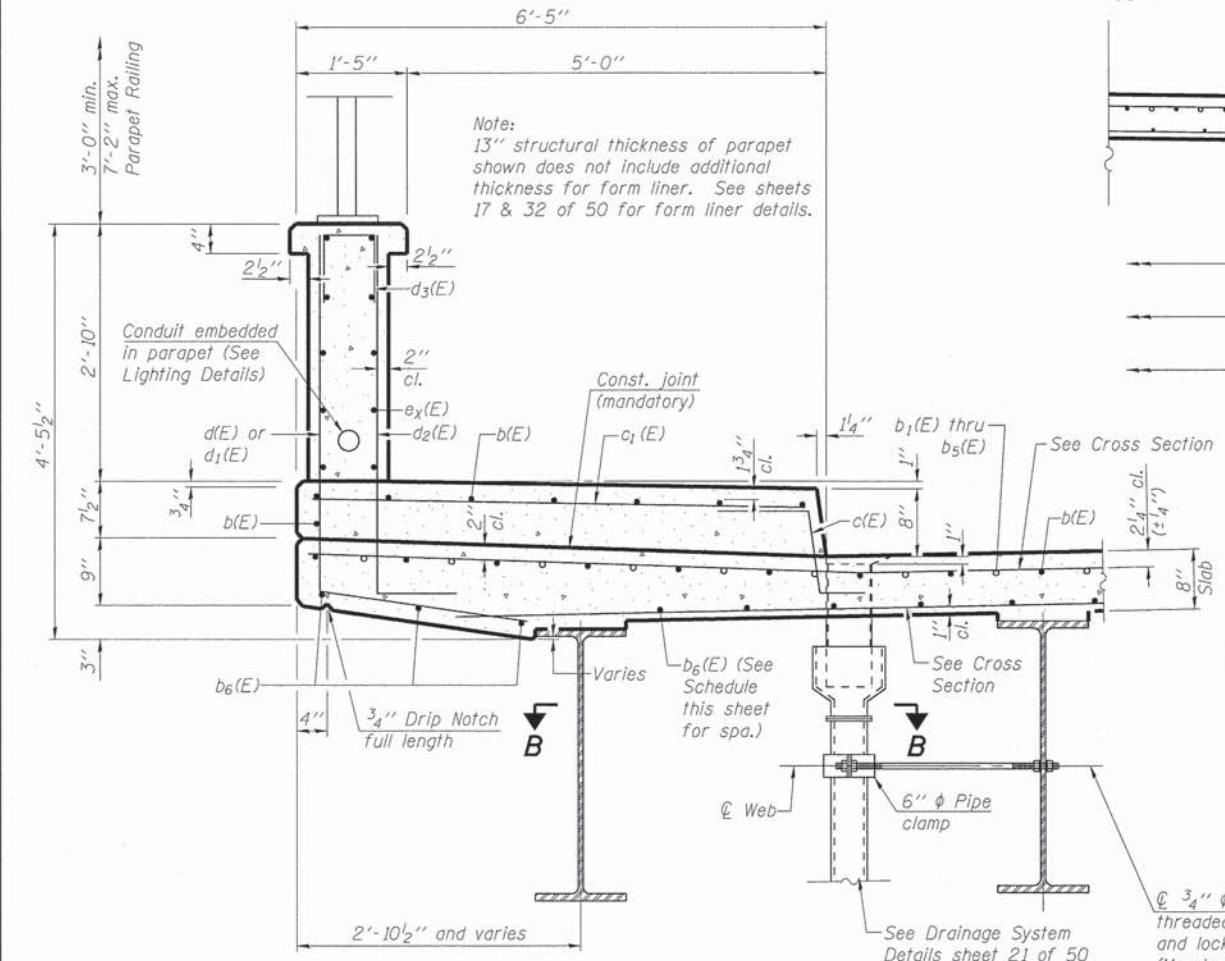
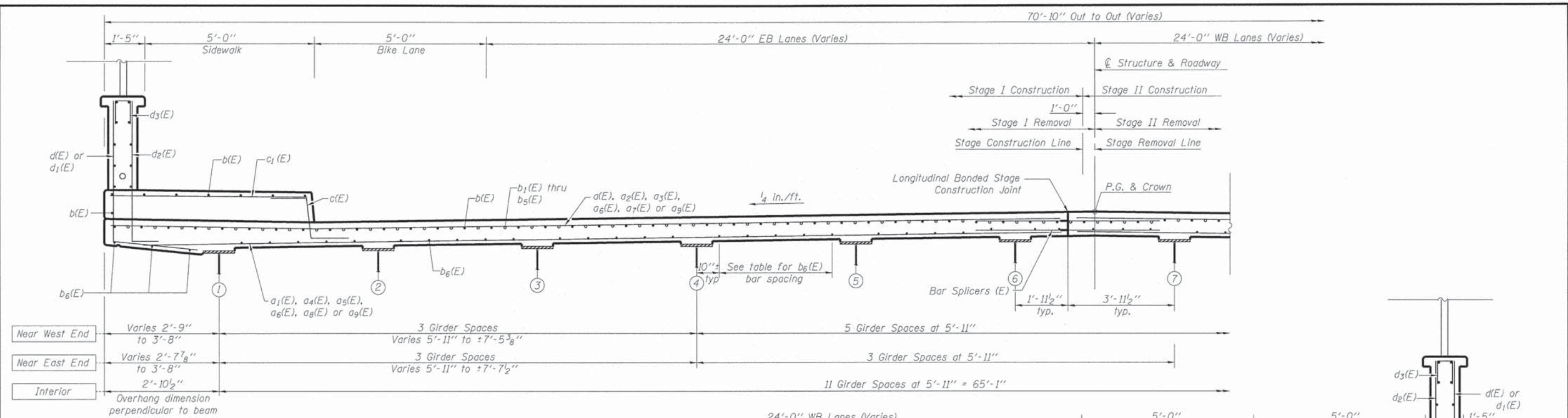
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 049-2050**

SHEET NO. 11 OF 50 SHEETS

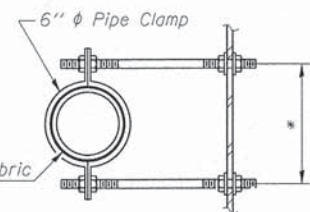
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BWM-90039521	





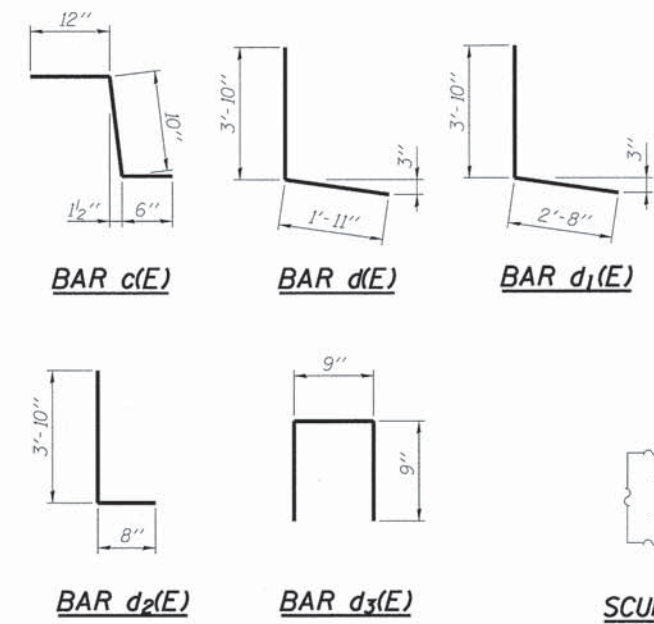
**CROSS SECTION**  
(Looking West)

All dimensions perpendicular to  $\hat{C}$  Structure except where noted



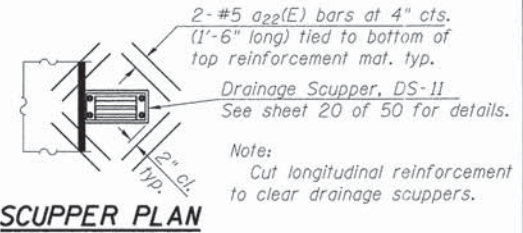
**SECTION B-B**  
\*Dimension as required by Pipe Clamp

$\hat{C}$   $3/4$ "  $\phi$  x 2'-11", Min. steel stud bolts threaded 6" each end with 2 washers and locknuts.  $15/16$ "  $\phi$  holes in web (May be drilled in field.)



Beam Spaces	Reinforcement
Beams 1 thru 4	7x2 @ 12" cts. max. 5x9 @ 14" cts.
Beams 4 thru 7	6x3 @ 13" cts. max. 5x14 @ 14" cts.
Beams 7 thru 9	8x3 @ 12" cts. max. 5x11 @ 14" cts.
Beams 9 thru 12	8x3 @ 12" cts. max. 5x8 @ 14" cts. 6x3 @ 13" cts. max.

Bars are listed from East to West.  
7x2 @ 12" cts. max. indicates lines of bars with 2 lengths per line with 12" max. spacing.



Note: Cut longitudinal reinforcement to clear drainage scuppers.

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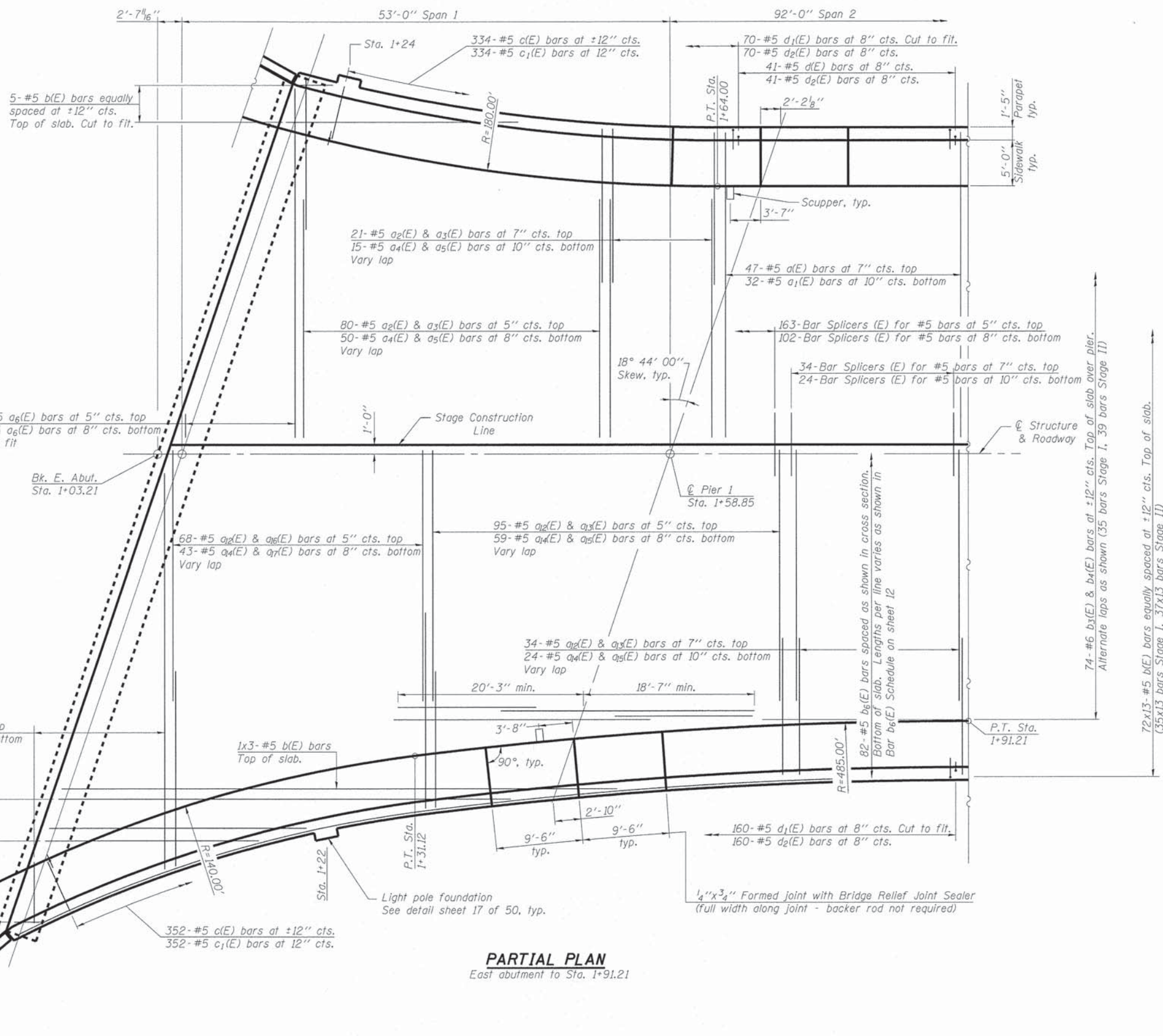
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE  
STRUCTURE NO. 049-2050  
SHEET NO. 12 OF 50 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	41
CONTRACT NO. 61A57				
ILLINOIS FED. AID PROJECT				M-BM-90039521





**MINIMUM BAR LAP**

#5 bar = 3'-3"  
 #6 bar = 3'-10"



**PARTIAL PLAN**  
 East abutment to Sta. 1+91.21

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 PROJECT NO. 12-00239-00-BR  
 SHEET NO. 13 OF 50  
 DATE: 5/22/2014



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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN I**  
**STRUCTURE NO. 049-2050**

SHEET NO. 13 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BM-90039521	

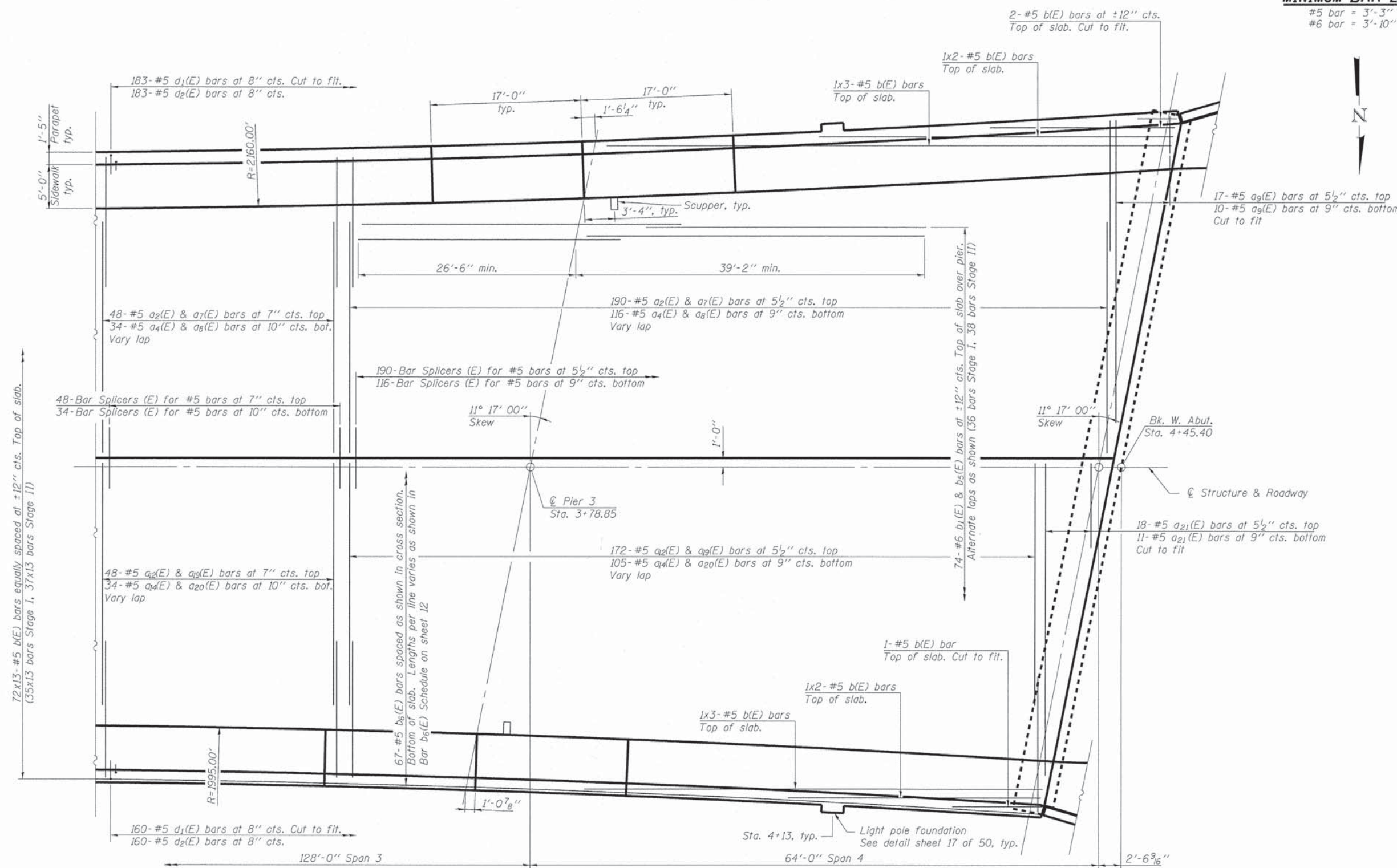






**MINIMUM BAR LAP**

#5 bar = 3'-3"  
#6 bar = 3'-10"



**PARTIAL PLAN**  
Sta. 3+29.86 to West Abutment

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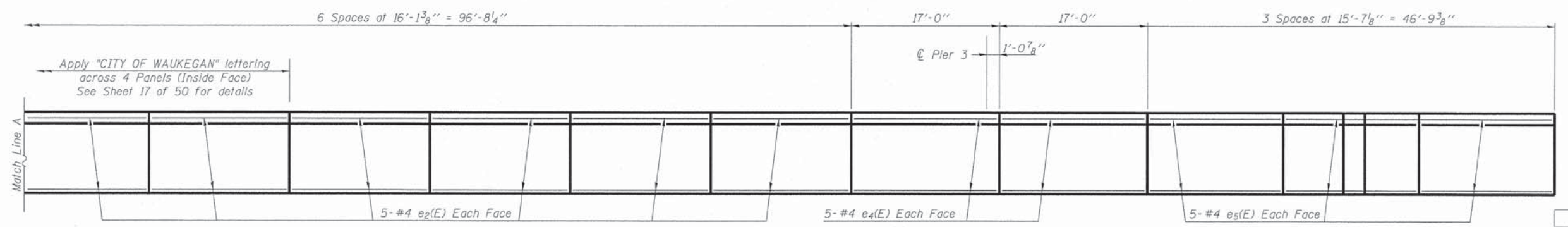
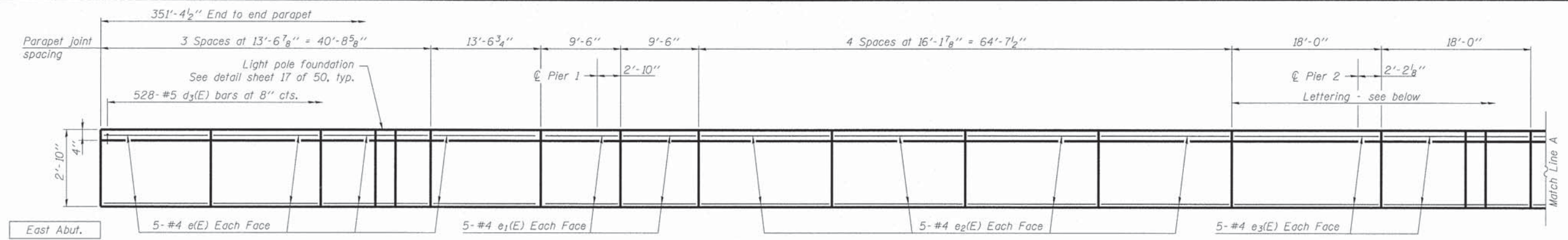
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**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN III**  
**STRUCTURE NO. 049-2050**

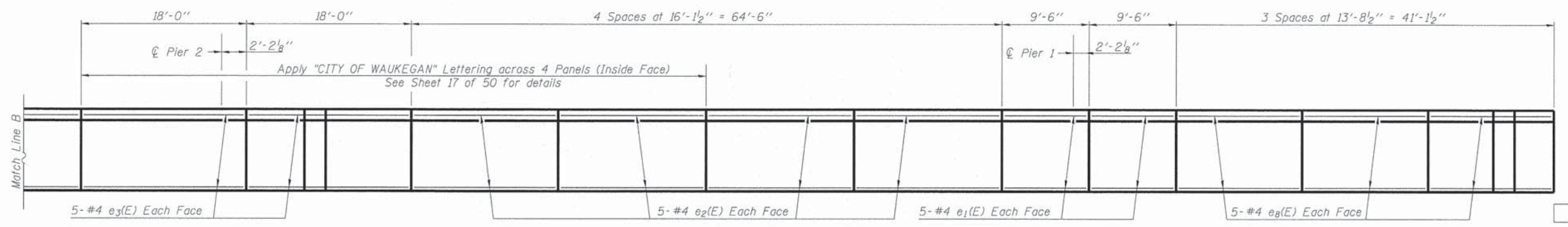
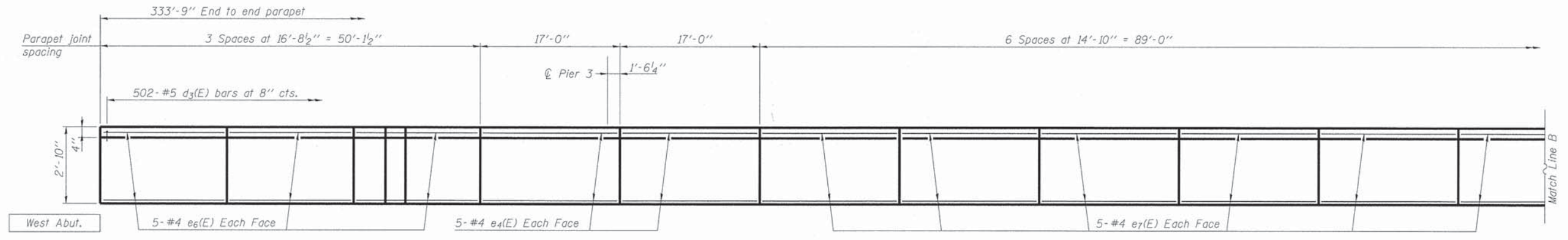
SHEET NO. 15 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	44
CONTRACT NO. 61A57				
ILLINOIS FED. AID PROJECT			M-BWM-900319521	





**OUTSIDE ELEVATION OF NORTH PARAPET**



**OUTSIDE ELEVATION OF SOUTH PARAPET**

**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 2'-0"

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SUPERSTRUCTURE DETAILS I  
STRUCTURE NO. 049-2050

SHEET NO. 16 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BM-900319521	





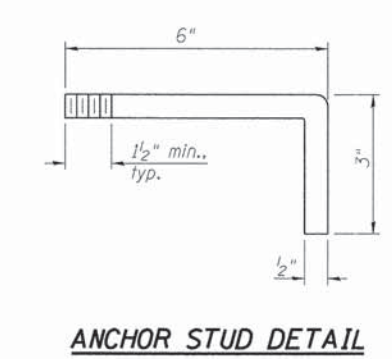
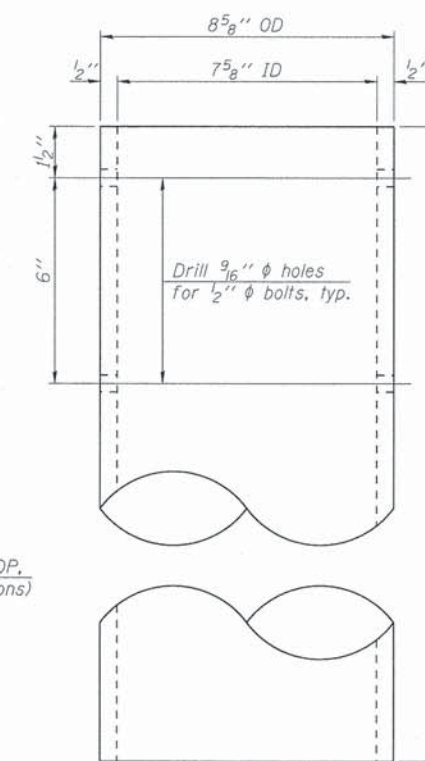
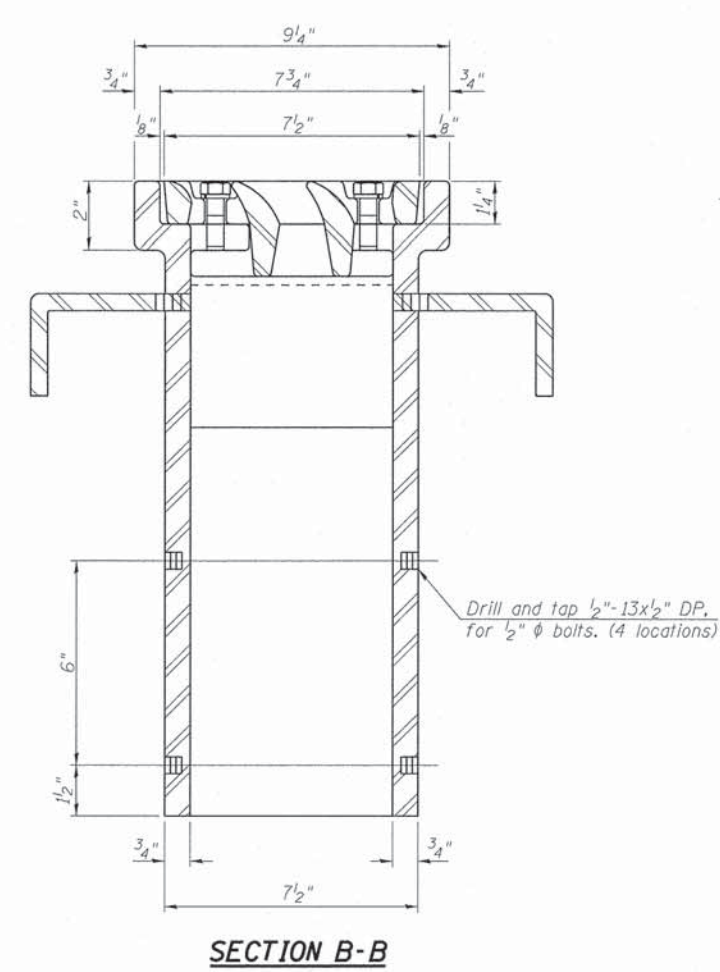
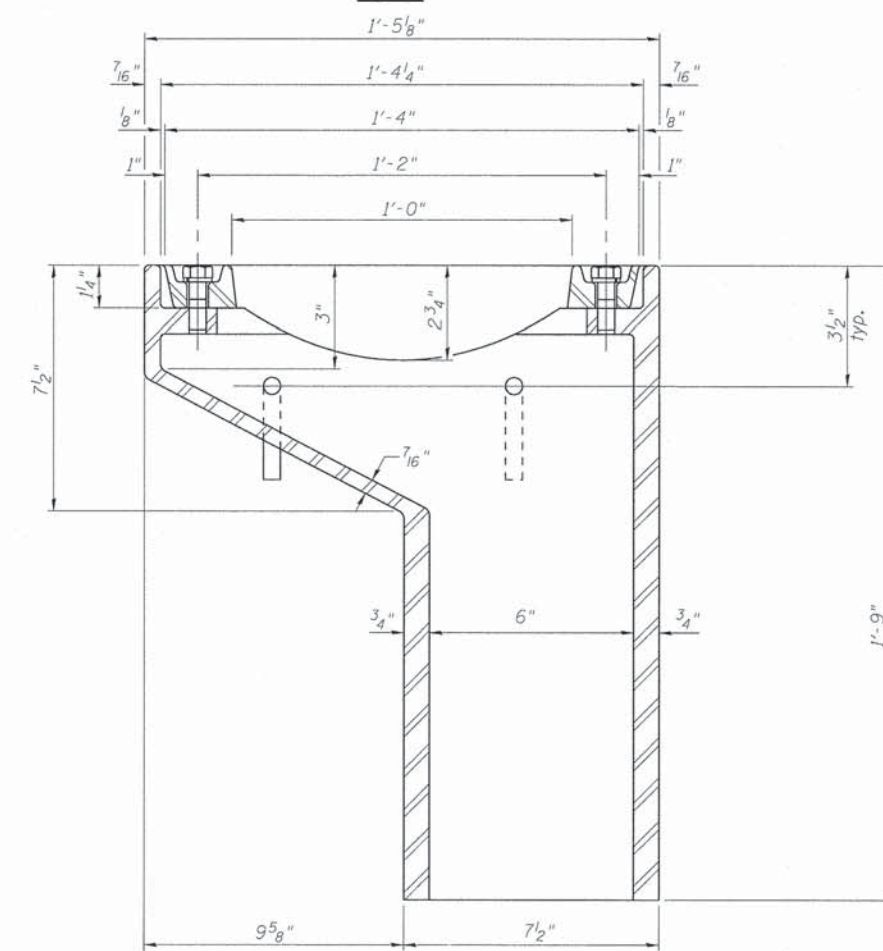
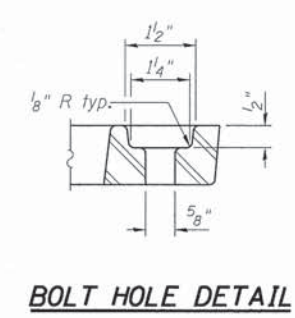
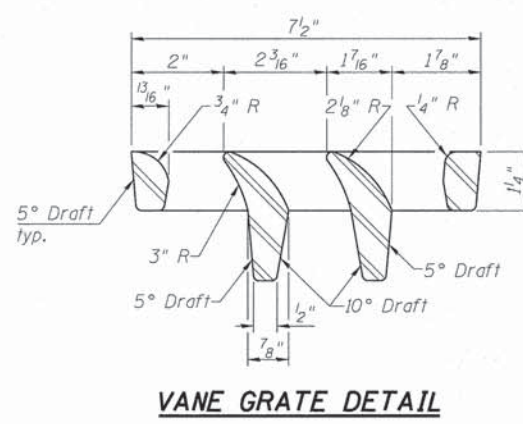
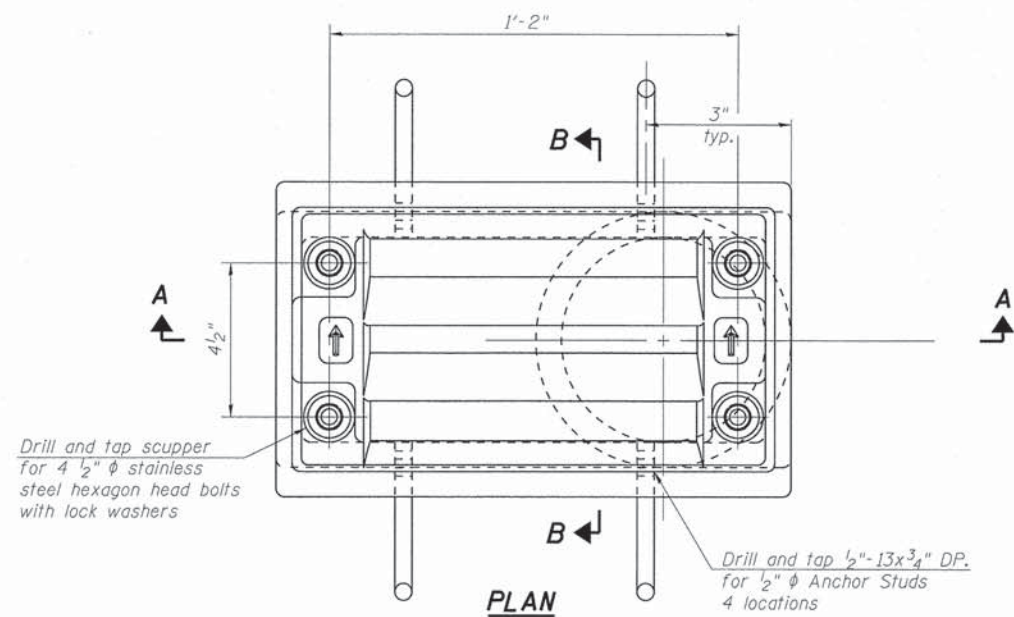












Notes:

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.

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) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M11.

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.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

See sheet 12 of 50 for scupper location relative to sidewalk.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

DS-II 7-1-10

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DRAINAGE SCUPPER, DS-11  
STRUCTURE NO. 049-2050

SHEET NO. 20 OF 50 SHEETS

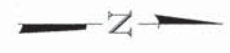
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3719	12-00239-00-BR	LAKE	88	49
				CONTRACT NO. 61A57
				ILLINOIS FED. AID PROJECT M-BM-9003/9521

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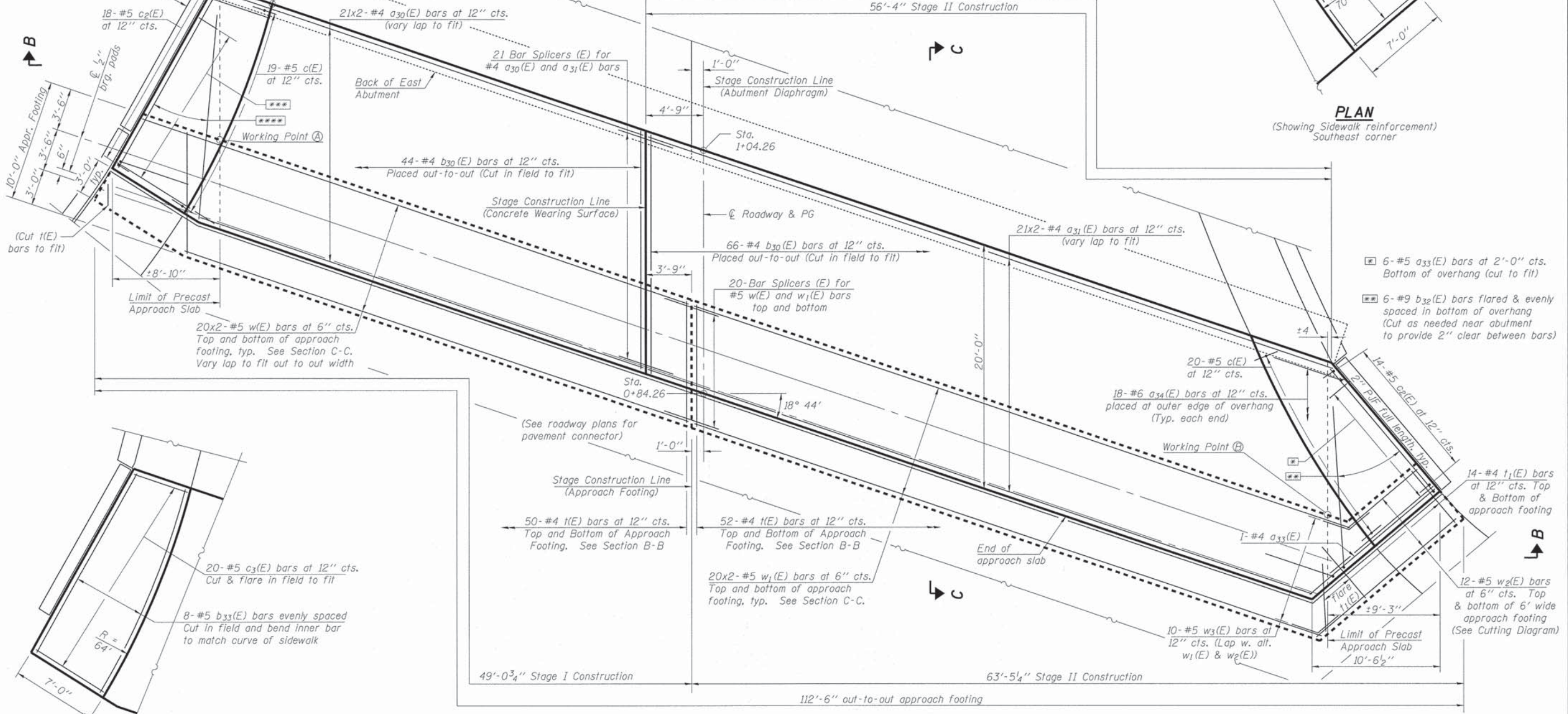




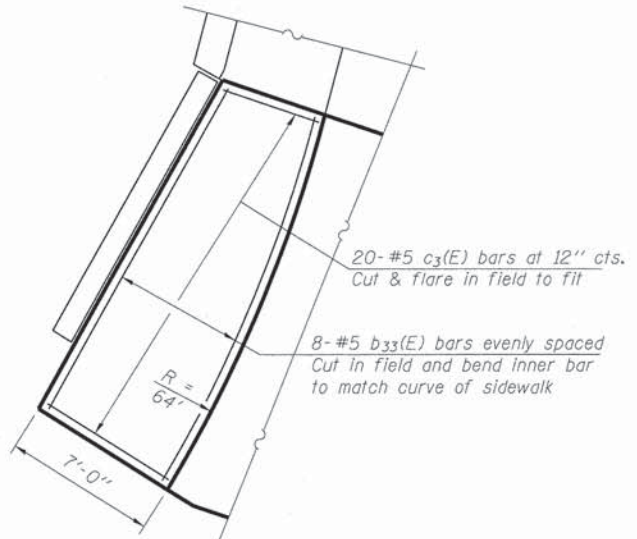
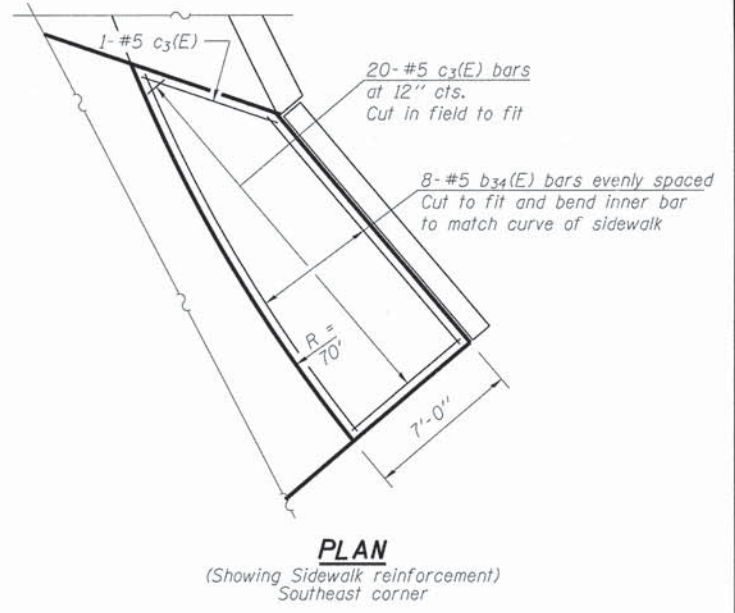


- \*\*\* 5-#5 a<sub>32</sub>(E) bars at 2'-0" cts. Bottom of overhang (cut to fit)
- \*\*\*\* 5-#6 b<sub>31</sub>(E) bars flared & evenly spaced in bottom of overhang (Cut as needed near abutment to provide 2" clear between bars)

Reconstructed Parapet, typ. See Abutment Details



**ADDITIONAL GEOMETRY**



Min. lap length for #4 bars = 2'-7"  
#5 bars = 3'-3"

**PLAN**  
(Showing Sidewalk reinforcement)  
Northeast corner

**PLAN**  
(Showing wearing surface)

(Sheet 1 of 4)

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**EAST APPROACH SLAB DETAILS**  
**STRUCTURE NO. 049-2050**

SHEET NO. 22 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BM-9003952	

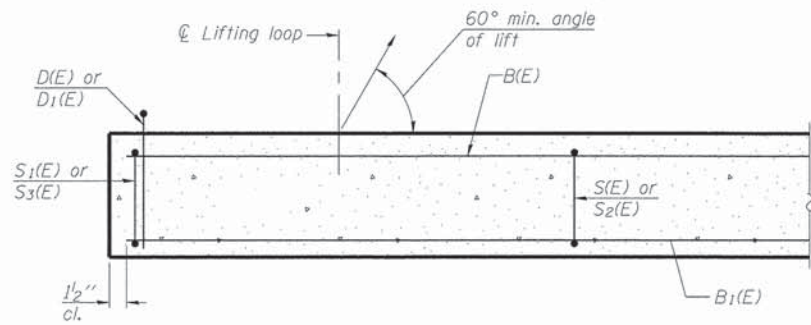




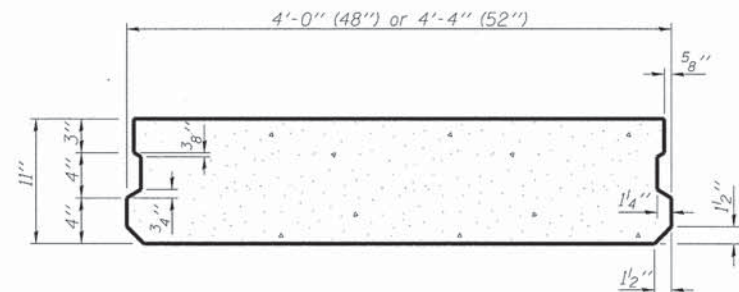




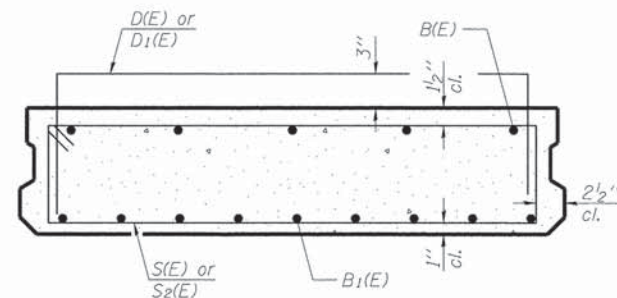




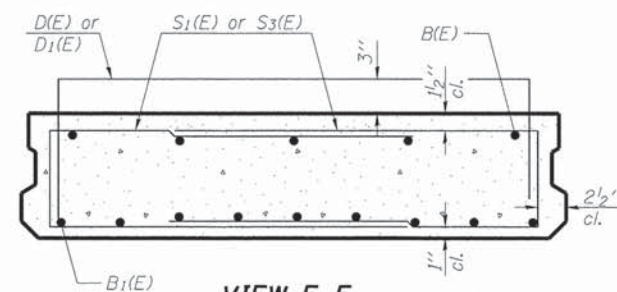
**SECTION D-D**



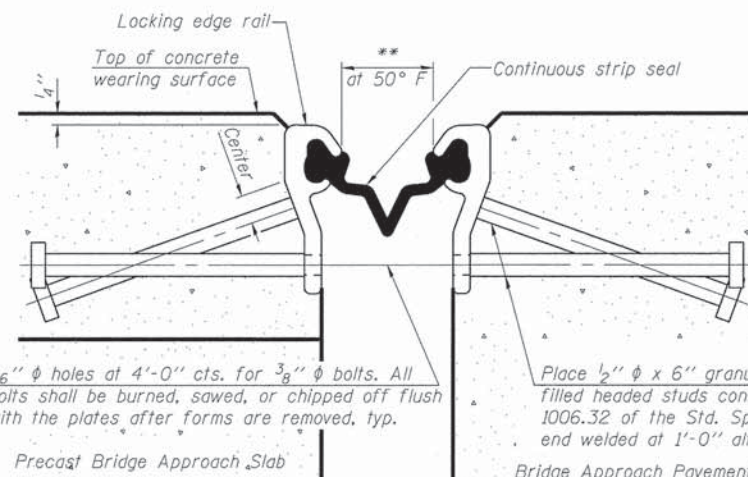
**SECTION E-E**  
(Showing dimensions)



**SECTION E-E**  
(Showing reinforcement)



**VIEW F-F**  
(Showing reinforcement)



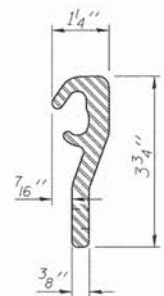
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place 1/2"  $\phi$  x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

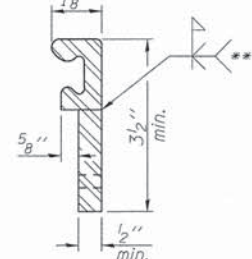
Precast Bridge Approach Slab

Bridge Approach Pavement Connector or Sidewalk

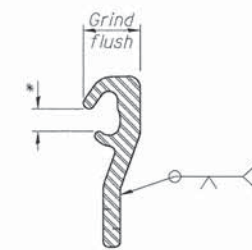
**SECTION THRU STRIP SEAL JOINT**  
(at rt. angles)



**ROLLED (EXTRUDED) RAIL**



**WELDED RAIL**

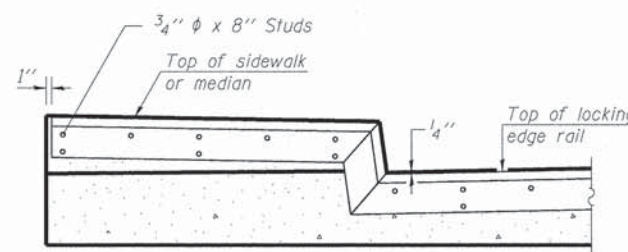


**LOCKING EDGE RAIL SPLICE**

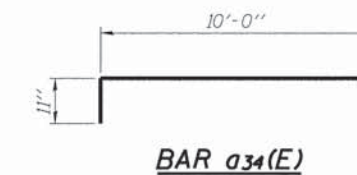
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAIL**

- \* Omit weld at seal opening.
- \*\* The minimum dimension shall be 1/2" for installation purposes.
- \*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



**TYPICAL END TREATMENT AT SIDEWALK**



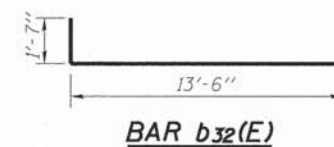
**BAR a34(E)**



**BAR c(E)**



**BAR c2(E)**



**BAR b32(E)**



**BAR w3(E)**

**Notes:**

- The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
- Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. Sidewalk concrete shall be paid for as Concrete Superstructure.
- Sidewalk and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- Approach footing concrete shall be paid for as Concrete Structures.
- Cost of excavation for approach footing is included with Concrete Structures.
- The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
- After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.
- Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
- A minimum 2 1/2"  $\phi$  lifting pins shall be used to engage the lifting loops during handling.
- Compressive strength of precast concrete, f'c shall be 6,000 psi.
- Any concrete poured monolithically with the wearing surface, such as overhangs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface.
- The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
- 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.
- The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
- The manufacturer's recommended installation methods shall be followed.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

**EAST APPROACH BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a30(E)	42	#4	24'-5"	—
a31(E)	42	#4	35'-8"	—
a32(E)	5	#5	8'-8"	—
a33(E)	7	#5	11'-3"	—
a34(E)	36	#6	10'-11"	—
b30(E)	110	#4	19'-8"	—
b31(E)	5	#5	16'-10"	—
b32(E)	6	#9	15'-1"	—
b33(E)	8	#5	18'-4"	—
b34(E)	8	#5	19'-7"	—
c(E)	39	#5	2'-4"	└
c2(E)	32	#5	2'-3"	└
c3(E)	41	#5	6'-8"	—
f(E)	204	#4	10'-2"	—
f1(E)	28	#4	5'-8"	—
w(E)	80	#5	27'-5"	—
w1(E)	80	#5	28'-9"	—
w2(E)	12	#5	22'-5"	—
w3(E)	10	#5	6'-0"	└
Concrete Superstructure		Cu. Yd.	6.2	
Concrete Structures		Cu. Yd.	81.6	
Reinforcement Bars, Epoxy Coated		Pound	11420	
Bar Splacers		Each	61	
Precast Bridge Approach Slab		Sq. Ft.	1753	
Concrete Wearing Surface, 5"		Sq. Yd.	88	
Concrete Wearing Surface (Variable Depth)		Sq. Yd.	134	
Preformed Joint Strip Seal		Foot	120	

(Sheet 4 of 4)



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EAST APPROACH SLAB DETAILS  
STRUCTURE NO. 049-2050

SHEET NO. 25 OF 50 SHEETS

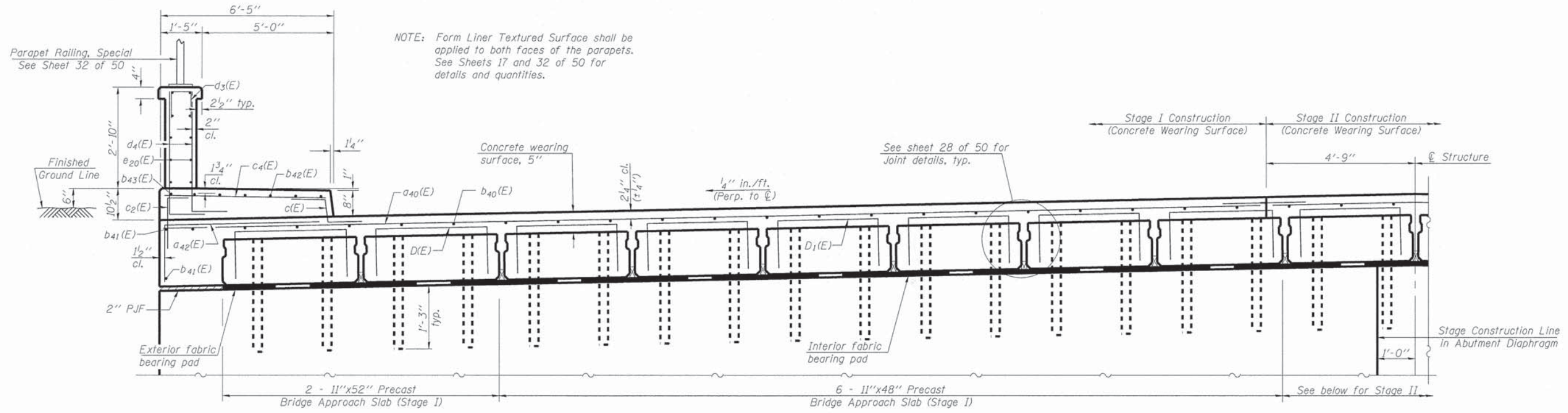
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3719	12-00239-00-BR	LAKE	88	54
CONTRACT NO.			61A57	
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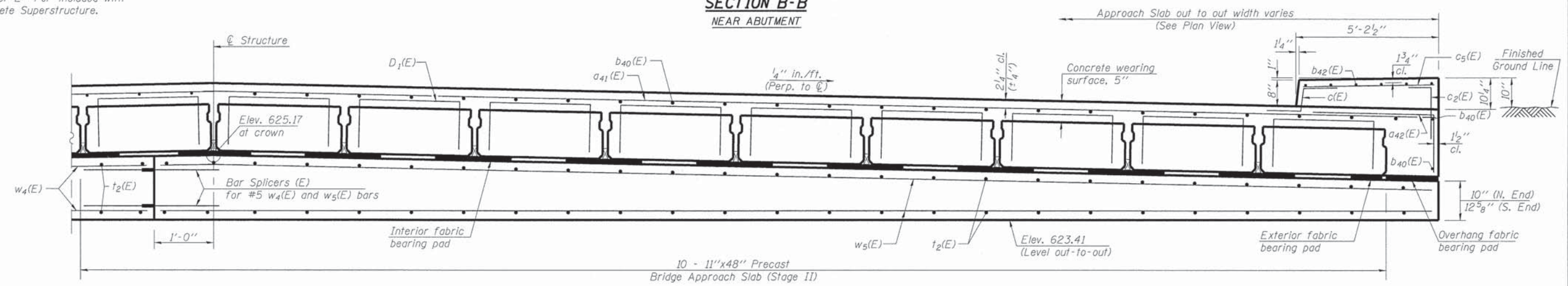




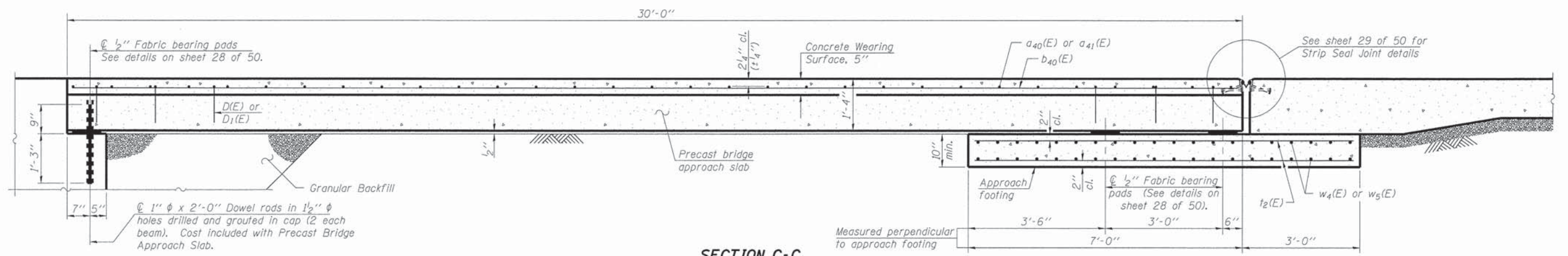


Cost of 2" P.J.F. included with Concrete Superstructure.

**SECTION B-B  
NEAR ABUTMENT**



**SECTION B-B CONT'D  
AT APPROACH FOOTING**



**SECTION C-C**

(Sheet 2 of 4)

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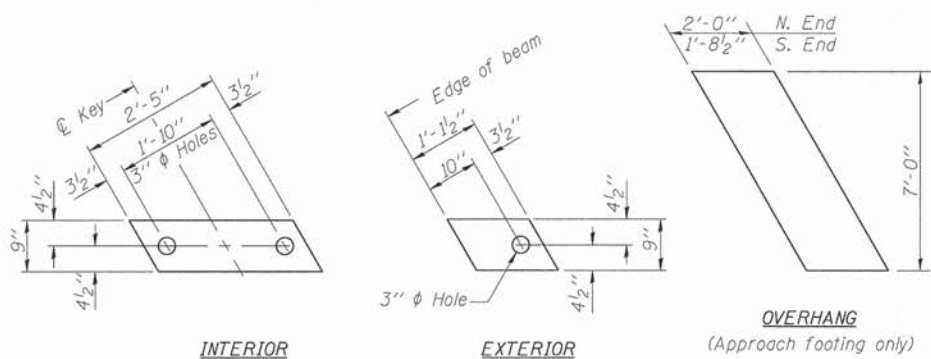
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WEST APPROACH SLAB DETAILS  
STRUCTURE NO. 049-2050

SHEET NO. 27 OF 50 SHEETS

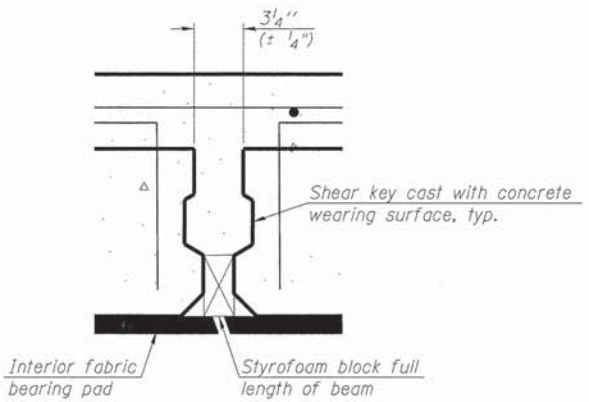
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BM-900319521	



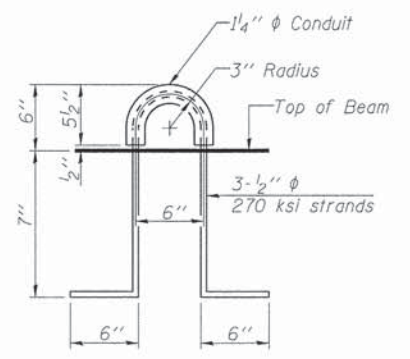


**FABRIC BEARING PAD**

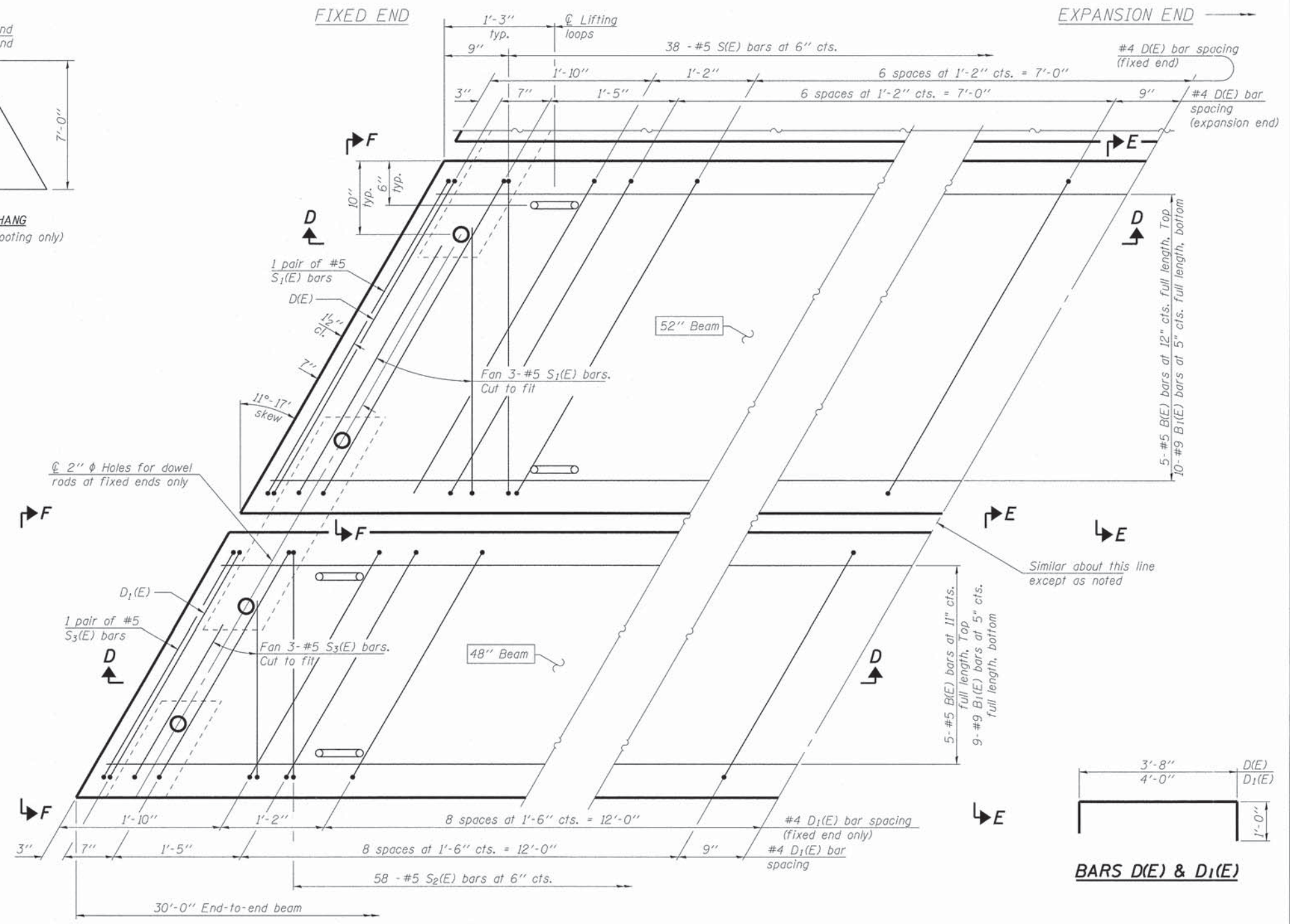
Notes:  
 All bearing pads shall be 1/2" thick.  
 Omit holes for fabric bearing pads at approach slab footing end of beams.  
 Expansion bearing pad shall be bonded to the approach slab footing.  
 Overhang bearing pads may be supplied in multiple pieces.



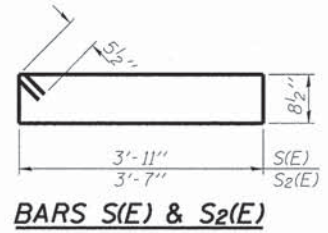
**SECTION THRU SHEAR KEY JOINT**



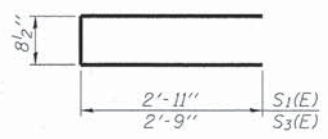
**LIFTING LOOP DETAIL**



**PLAN VIEW**  
 (showing precast bridge approach beams)



**BARS S(E) & S<sub>2</sub>(E)**



**BARS S<sub>1</sub>(E) & S<sub>3</sub>(E)**

**BAR LIST EACH 52" BEAM**  
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B <sub>1</sub> (E)	10	#9	29'-8"	—
D(E)	22	#4	5'-8"	□
S(E)	58	#5	9'-6"	□
S <sub>1</sub> (E)	10	#5	6'-3"	□

**BAR LIST EACH 48" BEAM**  
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B <sub>1</sub> (E)	9	#9	29'-8"	—
D <sub>1</sub> (E)	22	#4	6'-0"	□
S <sub>2</sub> (E)	58	#5	10'-2"	□
S <sub>3</sub> (E)	10	#5	6'-7"	□

Note: Bar dimensions for West approach slab may differ from East approach slab bars with the same designation.

(Sheet 3 of 4)



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WEST APPROACH SLAB DETAILS  
 STRUCTURE NO. 049-2050

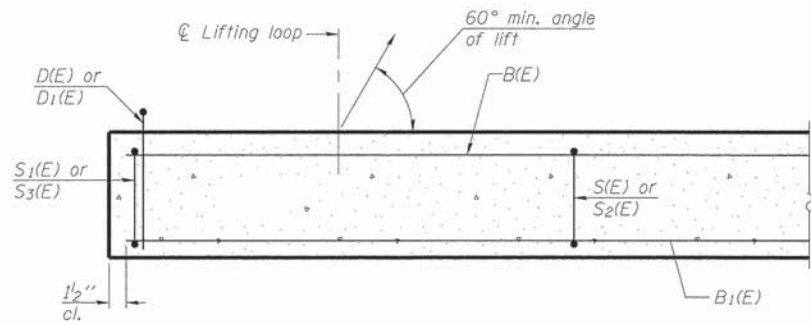
SHEET NO. 28 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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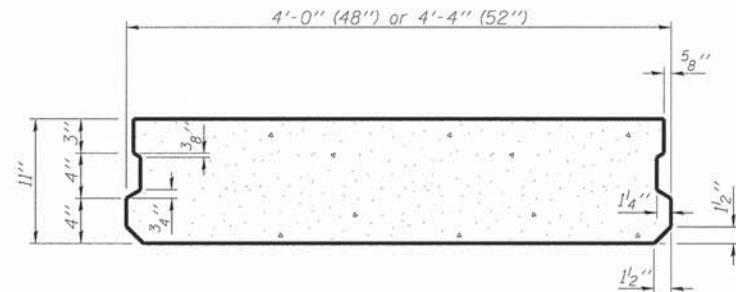
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 1100 KENNETH WALKER DRIVE, SUITE 2550, ST. LOUIS, MO 63103  
 57277204

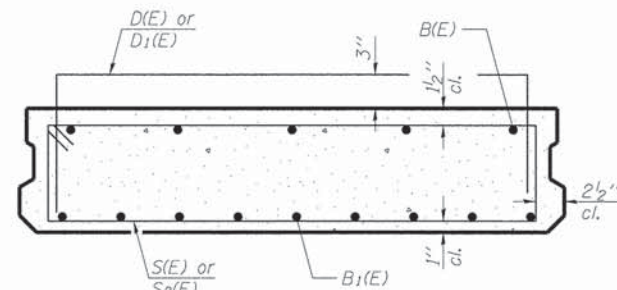




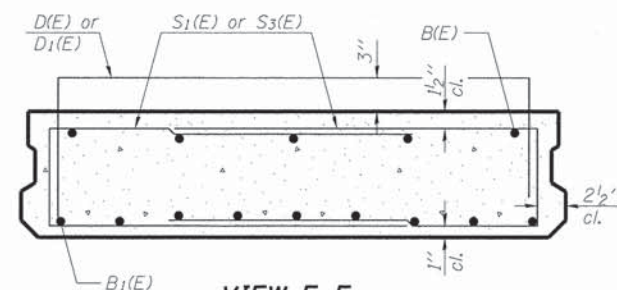
**SECTION D-D**



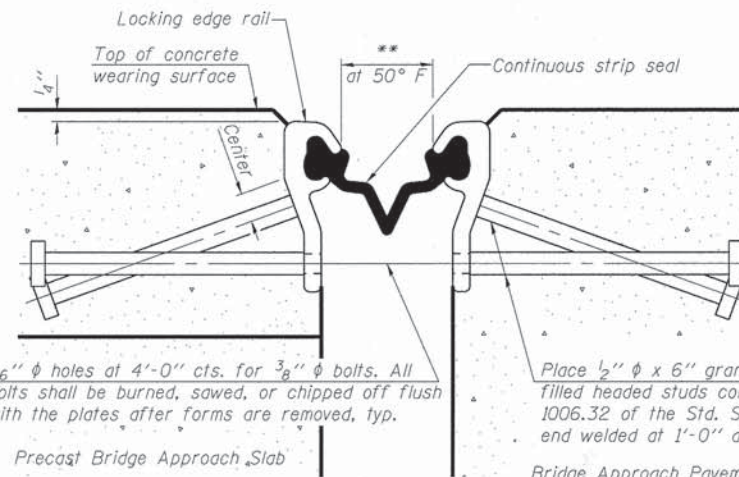
**SECTION E-E**  
(Showing dimensions)



**SECTION E-E**  
(Showing reinforcement)



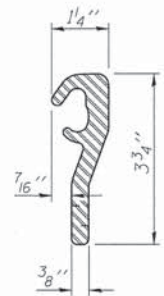
**VIEW F-F**  
(Showing reinforcement)



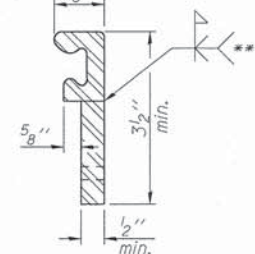
**SECTION THRU STRIP SEAL JOINT**  
(at rt. angles)

7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

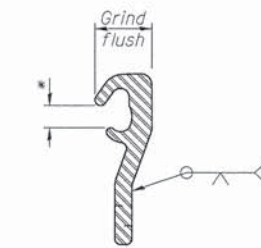
Place 1/2"  $\phi$  x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.



**ROLLED (EXTRUDED) RAIL**



**WELDED RAIL**

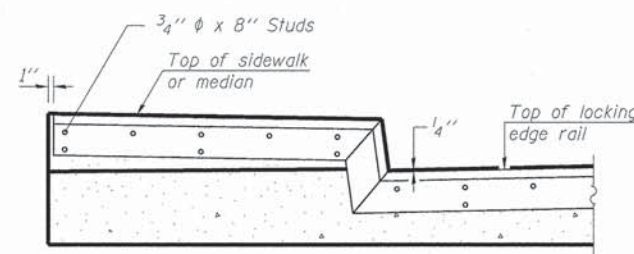


**LOCKING EDGE RAIL SPLICE**

Rolled rail shown, welded rail similar.

**LOCKING EDGE RAIL**

- \* Omit weld at seal opening.
- \*\* The minimum dimension shall be 1/2" for installation purposes.
- \*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



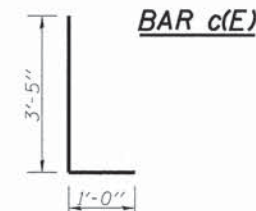
**TYPICAL END TREATMENT AT SIDEWALK**



**BAR a42(E)**

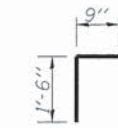


**BAR c2(E)**

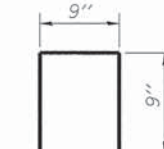


**BAR c(E)**

**BAR d4(E)**



**BAR d3(E)**



**BAR d3(E)**

**Notes:**

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed. Parapet & sidewalk concrete shall be paid for as Concrete Superstructure.

Parapet, sidewalk and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

Approach footing concrete shall be paid for as Concrete Structures. Cost of excavation for approach footing shall be included with Concrete Structures.

The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.

Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 1/2"  $\phi$  lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete, f'c shall be 6,000 psi.

Any concrete poured monolithically with the wearing surface, such as overhangs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

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.

The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant

**WEST APPROACH BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a40(E)	62	#4	19'-1"	—
a41(E)	62	#4	23'-7"	—
a42(E)	62	#6	7'-5"	—
b40(E)	83	#4	29'-8"	—
b41(E)	4	#4	14'-8"	—
b42(E)	12	#5	29'-8"	—
b43(E)	2	#5	14'-8"	—
c(E)	60	#5	2'-4"	└
c2(E)	60	#5	2'-3"	└
c4(E)	30	#5	6'-0"	—
c5(E)	30	#5	4'-9"	—
d3(E)	46	#5	2'-3"	└
d4(E)	92	#5	4'-5"	└
e20(E)	20	#4	14'-8"	—
f1(E)	160	#4	9'-10"	—
w4(E)	40	#5	39'-3"	—
w5(E)	40	#5	40'-11"	—
Concrete Superstructure		Cu. Yd.	14.0	
Concrete Structures		Cu. Yd.	40.5	
Reinforcement Bars, Epoxy Coated		Pound	10280	
Bar Splicers		Each	71	
Precast Bridge Approach Slab		Sq. Ft.	2180	
Concrete Wearing Surface, 5"		Sq. Yd.	265	
Preformed Joint Strip Seal		Foot	82	

(Sheet 4 of 4)



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	CHECKED - DCD	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS  
STRUCTURE NO. 049-2050

SHEET NO. 29 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	58
CONTRACT NO. 61A57				
ILLINOIS FED. AID PROJECT M-BM-90039521				

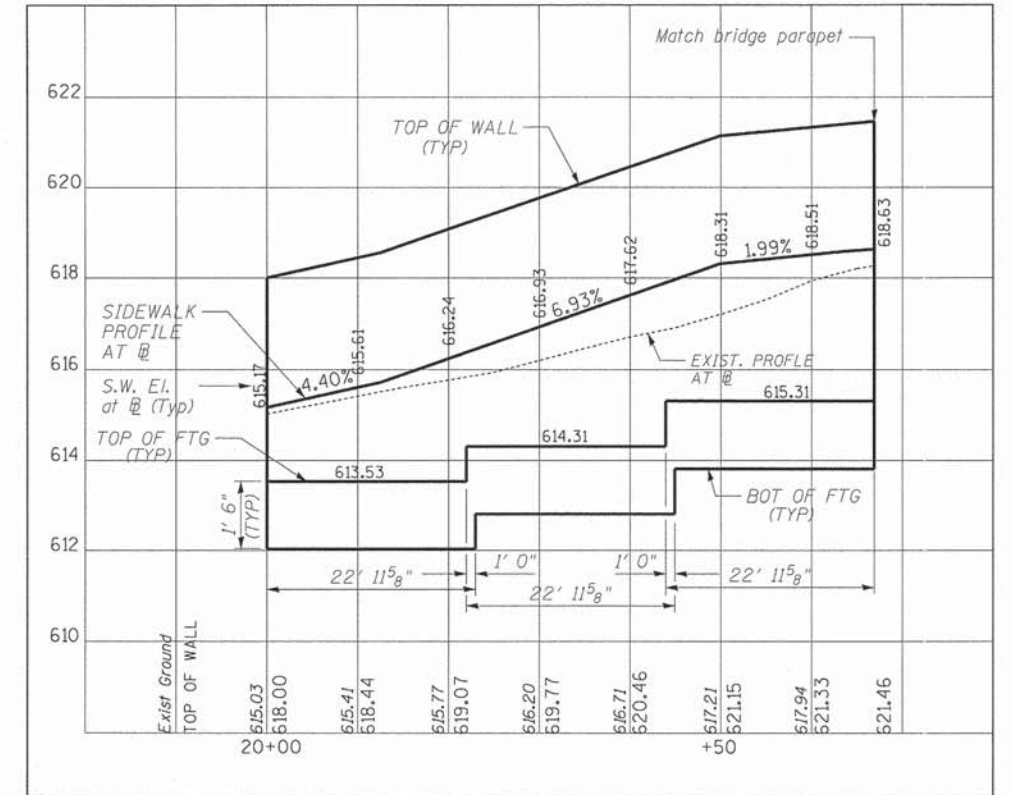
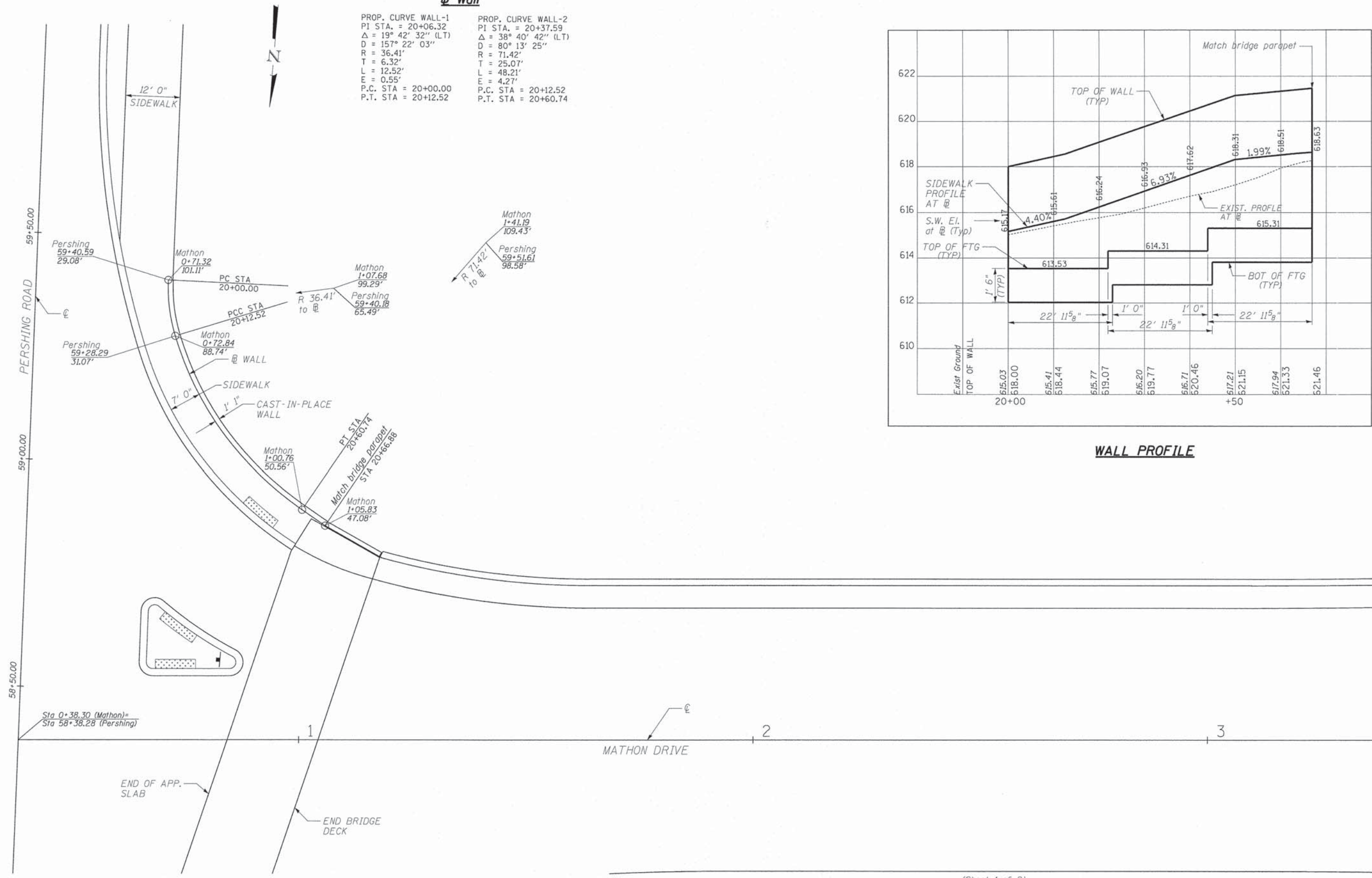
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**Wall**

PROP. CURVE WALL-1  
 PI STA. = 20+06.32  
 $\Delta = 19^\circ 42' 32''$  (LT)  
 $D = 157' 22' 03''$   
 $R = 36.41'$   
 $T = 6.32'$   
 $L = 12.52'$   
 $E = 0.55'$   
 P.C. STA = 20+00.00  
 P.T. STA = 20+12.52

PROP. CURVE WALL-2  
 PI STA. = 20+37.59  
 $\Delta = 38^\circ 40' 42''$  (LT)  
 $D = 80' 13' 25''$   
 $R = 71.42'$   
 $T = 25.07'$   
 $L = 48.21'$   
 $E = 4.27'$   
 P.C. STA = 20+12.52  
 P.T. STA = 20+60.74



**WALL PROFILE**

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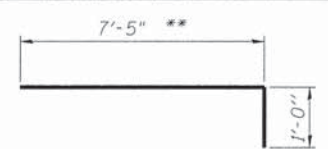
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	PLOT DATE = 5/22/2014	DRAWN - DCD	REVISED -
		CHECKED - BLB	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

(Sheet 1 of 2)  
**PARAPET EXTENSION LAYOUT  
 STRUCTURE NO. 049-2050**  
 SHEET NO. 30 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	59
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BHM-9003(952)	





**BAR n(E)**

\*\* Cut to fit in field  
2" vert. clear

\* Block out footing to avoid light pole foundation or relocate light pole clear of footing (if approved by the Engineer)

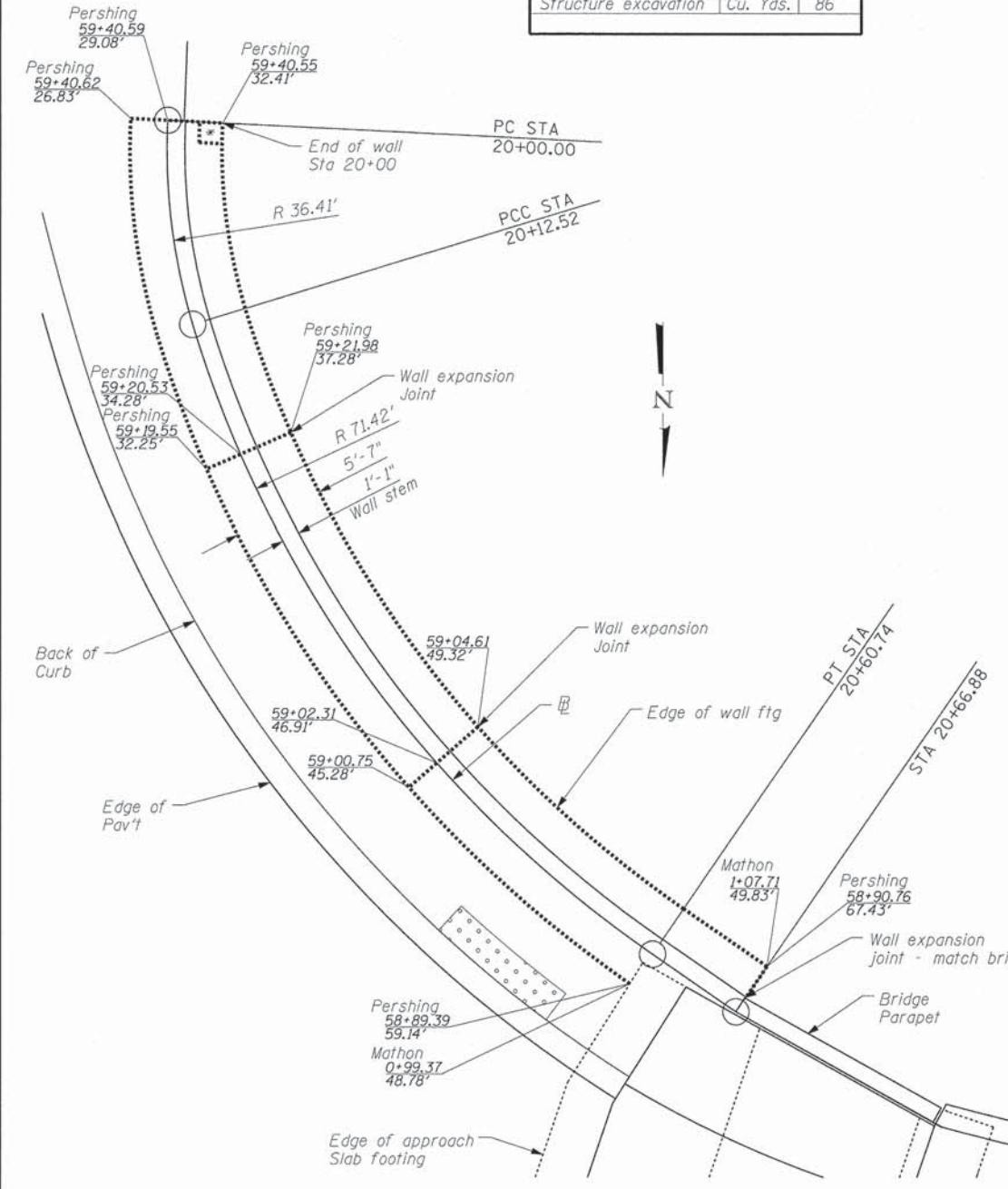
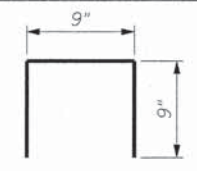
**PARAPET EXTENSION  
BILL OF MATERIALS**

Bar	No.	Size	Length	Shape
d <sub>3</sub> (E)	67	#4	2'-3"	□
h <sub>20</sub> (E)	30	#4	21'-7"	—
n(E)	202	#6	8'-5"	—
t <sub>3</sub> (E)	210	#6	5'-3"	—
w <sub>6</sub> (E)	10	#4	22'-7"	—
w <sub>7</sub> (E)	20	#4	23'-7"	—

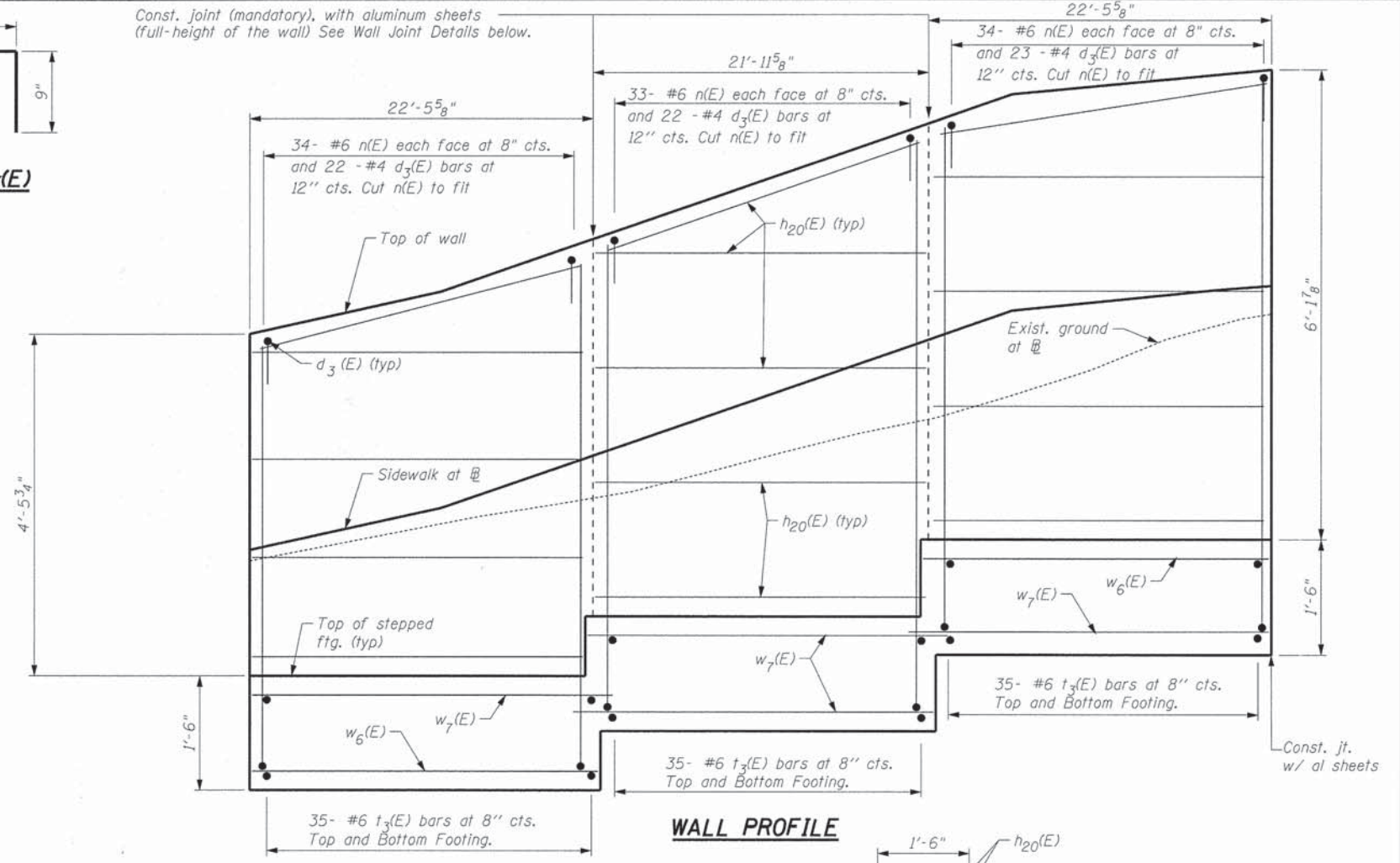
  

Reinforcement Bars, Epoxy Coated	Pound	5210
Concrete Structures	Cu. Yds.	38.1
Structure excavation	Cu. Yds.	86

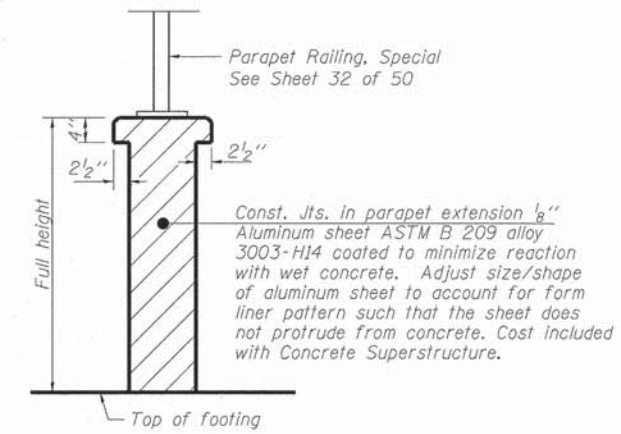
**BAR d<sub>3</sub>(E)**



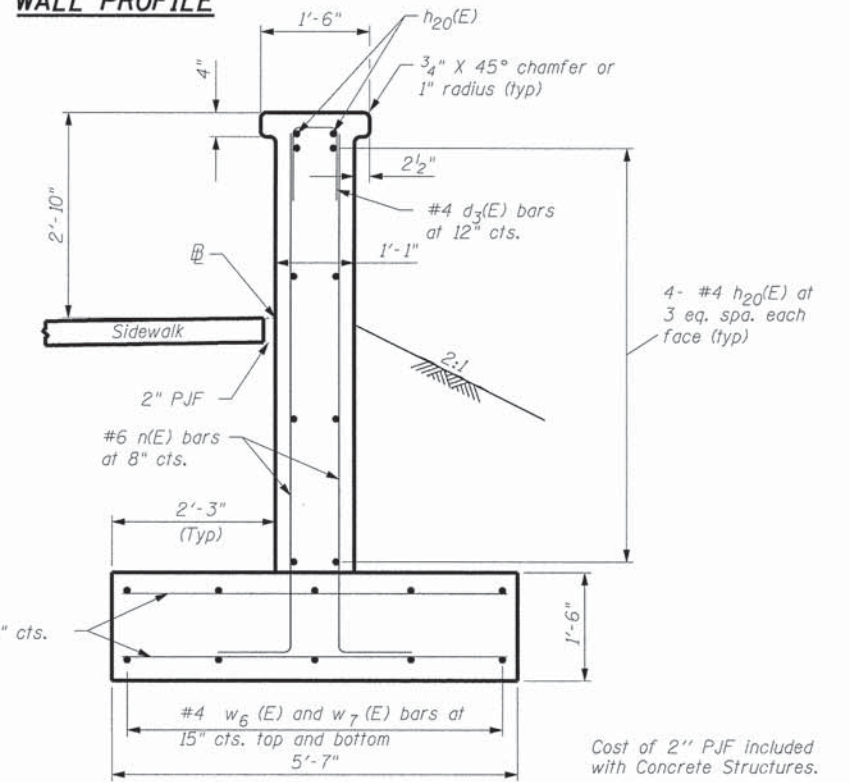
**PLAN**



**WALL PROFILE**



**WALL JOINT DETAILS**



**WALL SECTION**

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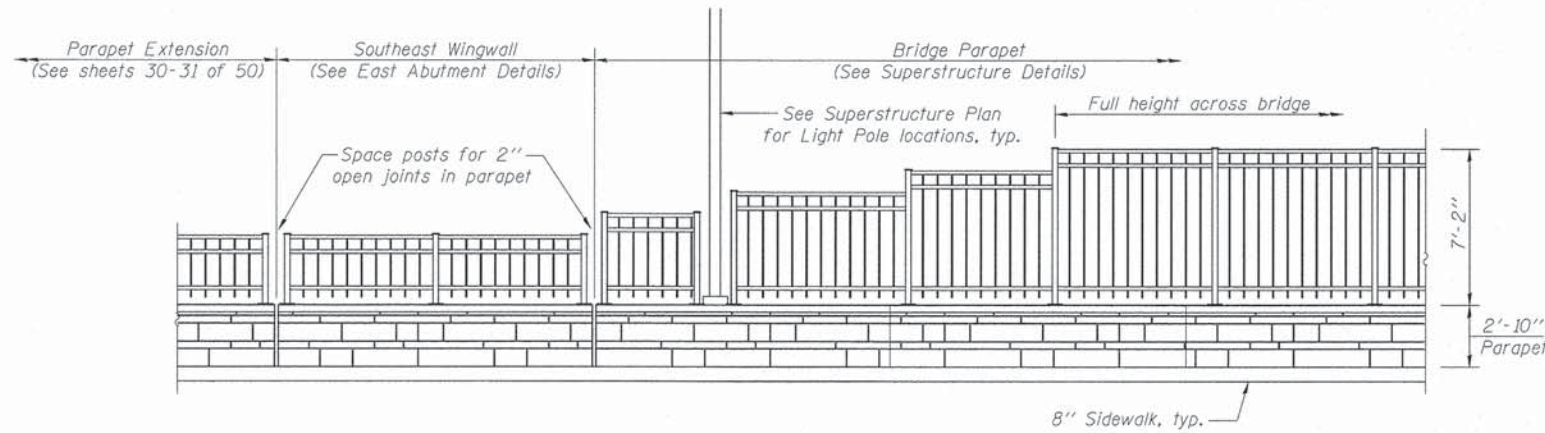
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PARAPET EXTENSION DETAILS  
STRUCTURE NO. 049-2050**

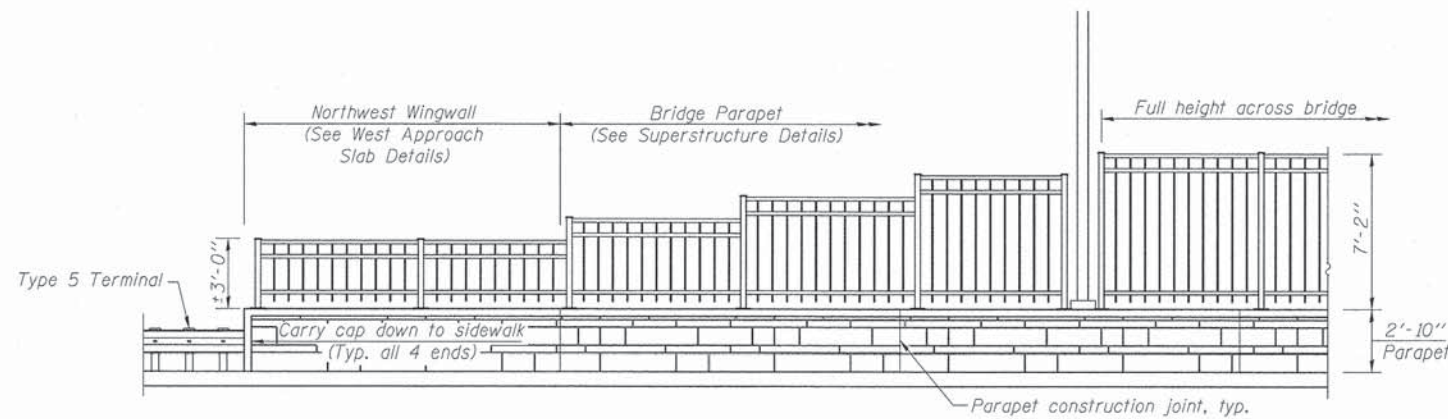
SHEET NO. 31 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BM-90039521	

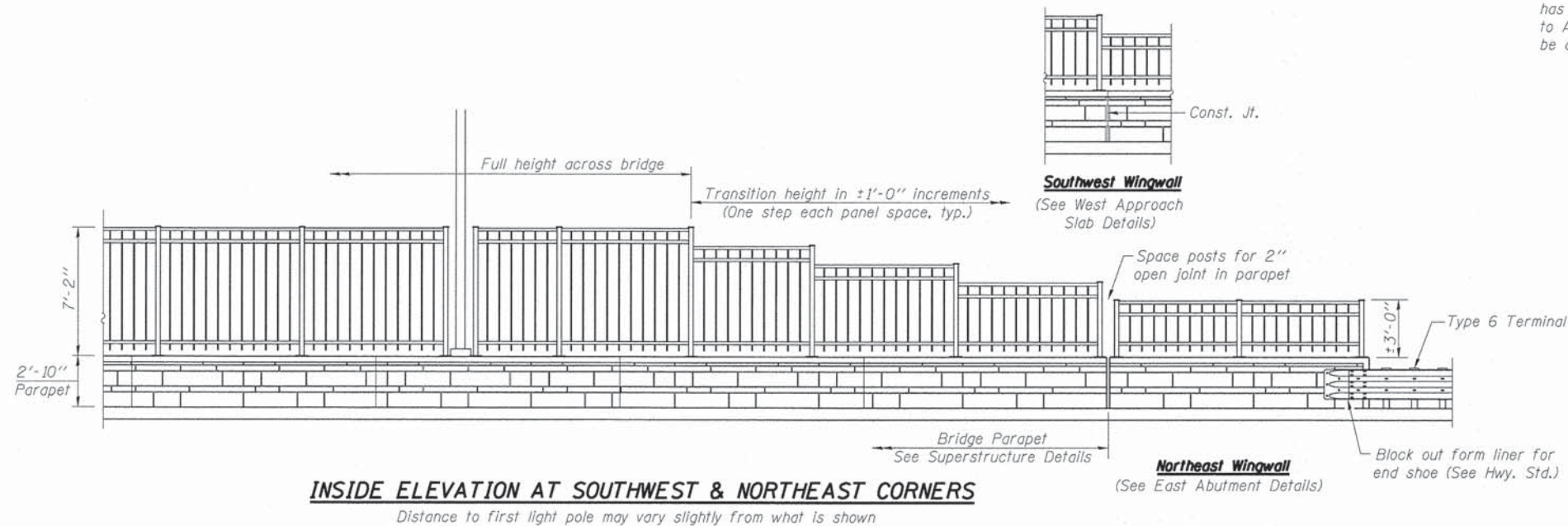




**INSIDE ELEVATION AT SOUTHEAST CORNER**

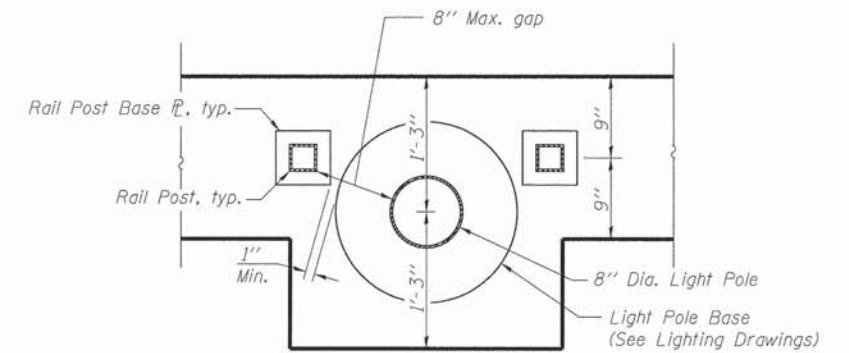


**INSIDE ELEVATION AT NORTHWEST CORNER**



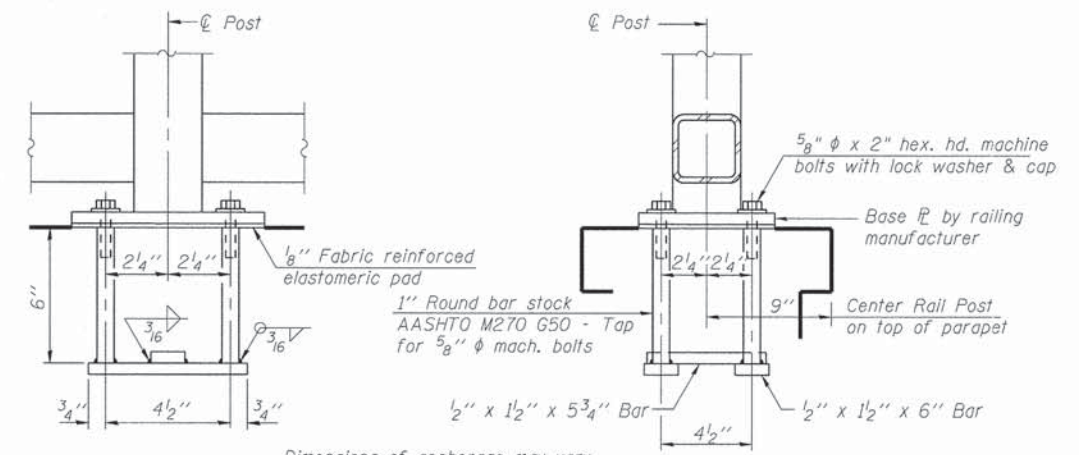
**INSIDE ELEVATION AT SOUTHWEST & NORTHEAST CORNERS**

Distance to first light pole may vary slightly from what is shown



**PLAN VIEW AT LIGHT POLE BASE**

Railing manufacturer shall furnish any extensions necessary to maintain a minimum 8" gap between rail posts and light poles. (Typ. 6 locations)



**RAIL POST ANCHOR DETAILS**

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

- NOTES:**
- Color of all railing elements shall be matte black.
  - Rail sizes, member spacing or configuration may vary according to manufacturer's requirements.
  - Railings shall comply with the geometric requirements of the latest AASHTO LFRD Bridge Design Specifications, and shall be designed for the pedestrian live loading specified by AASHTO, except loads in the transverse and vertical directions need not be applied simultaneously.
  - Contractor shall install black plastic caps to cover each exposed nut (4 per post). Cost included with Parapet Railing, Special.
  - Contractor shall submit a proposed post layout for approval along with shop drawings for the railing. Posts shall be spaced to avoid parapet joints and light poles, while maintaining as uniform a spacing as possible. Maximum post spacing = 8'-0".
  - Post anchorage hardware shall be Stainless Steel in accordance with Article 1006.31. See Superstructure Details sheets for additional Form Liner details.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Parapet Railing, Special	Foot	811
Form Liner Textured Surface	Sq Ft	4590*
Concrete Surface Color Treatment	Sq Ft	4050

\* Includes 4050 Sq Ft of Form Liner pattern below cap and 540 Sq Ft of Granite Texture along edges of cap

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RAILING AND FORM LINER DETAILS  
STRUCTURE NO. 049-2050**  
SHEET NO. 32 OF 50 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	61
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BM-900319521	











**TABLE 1**

GIRDER #	Span Lengths Along Girder (C Brg./C Brg.)				Girder Segment Lengths - See Girder Elevation Below for Point Locations									
	Span 1	Span 2	Span 3	Span 4	A	B	C	D	E	F	G	H	I	J
1	51'-7 <sup>7</sup> / <sub>8</sub> "	92'-0"	123'-8 <sup>1</sup> / <sub>2</sub> "	64'-9 <sup>1</sup> / <sub>2</sub> "	33'-8 <sup>5</sup> / <sub>8</sub> "	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	80'-5 <sup>1</sup> / <sub>2</sub> "	20'-3"	20'-0"	44'-9 <sup>1</sup> / <sub>2</sub> "
2	52'-0 <sup>0</sup> / <sub>8</sub> "	92'-0"	124'-5 <sup>1</sup> / <sub>4</sub> "	64'-6 <sup>1</sup> / <sub>2</sub> "	34'-1"	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	81'-3 <sup>3</sup> / <sub>8</sub> "	20'-1 <sup>7</sup> / <sub>8</sub> "	20'-0"	44'-6 <sup>1</sup> / <sub>8</sub> "
3	52'-5 <sup>5</sup> / <sub>8</sub> "	92'-0"	125'-2 <sup>1</sup> / <sub>4</sub> "	64'-2 <sup>7</sup> / <sub>8</sub> "	34'-6 <sup>3</sup> / <sub>8</sub> "	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	82'-1 <sup>1</sup> / <sub>4</sub> "	20'-0 <sup>7</sup> / <sub>8</sub> "	20'-0"	44'-2 <sup>7</sup> / <sub>8</sub> "
4	53'-0"	92'-0"	125'-11 <sup>1</sup> / <sub>4</sub> "	64'-0"	35'-0 <sup>3</sup> / <sub>4</sub> "	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	82'-11 <sup>1</sup> / <sub>4</sub> "	20'-0"	20'-0"	44'-0"
5	53'-0"	92'-0"	126'-9 <sup>1</sup> / <sub>8</sub> "	64'-0"	35'-0 <sup>3</sup> / <sub>4</sub> "	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	83'-9 <sup>1</sup> / <sub>8</sub> "	20'-0"	20'-0"	44'-0"
6	53'-0"	92'-0"	127'-7"	64'-0"	35'-0 <sup>3</sup> / <sub>4</sub> "	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	84'-7"	20'-0"	20'-0"	44'-0"
7	53'-0"	92'-0"	128'-5"	64'-0"	35'-0 <sup>3</sup> / <sub>4</sub> "	17'-11 <sup>1</sup> / <sub>4</sub> "	16'-0"	56'-0"	20'-0"	23'-0"	85'-5"	20'-0"	20'-0"	44'-0"
8	53'-11 <sup>3</sup> / <sub>4</sub> "	92'-1 <sup>5</sup> / <sub>8</sub> "	129'-2 <sup>7</sup> / <sub>8</sub> "	64'-0"	35'-10 <sup>3</sup> / <sub>4</sub> "	18'-1"	16'-1 <sup>5</sup> / <sub>8</sub> "	56'-0"	20'-0"	23'-0"	86'-2 <sup>7</sup> / <sub>8</sub> "	20'-0"	20'-0"	44'-0"
9	55'-1 <sup>1</sup> / <sub>8</sub> "	92'-3 <sup>3</sup> / <sub>4</sub> "	130'-0 <sup>3</sup> / <sub>4</sub> "	64'-0"	36'-10 <sup>1</sup> / <sub>4</sub> "	18'-2 <sup>7</sup> / <sub>8</sub> "	16'-3 <sup>1</sup> / <sub>4</sub> "	56'-0"	20'-0"	23'-0"	87'-0 <sup>3</sup> / <sub>4</sub> "	20'-0"	20'-0"	44'-0"
10	56'-4 <sup>1</sup> / <sub>8</sub> "	92'-5"	130'-10"	63'-9 <sup>3</sup> / <sub>4</sub> "	37'-11 <sup>3</sup> / <sub>8</sub> "	18'-4 <sup>3</sup> / <sub>8</sub> "	16'-5"	56'-0"	20'-0"	23'-0"	87'-10 <sup>3</sup> / <sub>4</sub> "	19'-11 <sup>1</sup> / <sub>4</sub> "	20'-0"	43'-9 <sup>3</sup> / <sub>4</sub> "
11	57'-8 <sup>5</sup> / <sub>8</sub> "	92'-6 <sup>7</sup> / <sub>8</sub> "	131'-7 <sup>1</sup> / <sub>4</sub> "	63'-7 <sup>5</sup> / <sub>8</sub> "	39'-1 <sup>5</sup> / <sub>8</sub> "	18'-6 <sup>7</sup> / <sub>8</sub> "	16'-6 <sup>7</sup> / <sub>8</sub> "	56'-0"	20'-0"	23'-0"	88'-8 <sup>5</sup> / <sub>8</sub> "	19'-10 <sup>5</sup> / <sub>8</sub> "	20'-0"	43'-7 <sup>5</sup> / <sub>8</sub> "
12	59'-2 <sup>3</sup> / <sub>8</sub> "	92'-8 <sup>1</sup> / <sub>8</sub> "	132'-4 <sup>1</sup> / <sub>2</sub> "	63'-5 <sup>5</sup> / <sub>8</sub> "	40'-5 <sup>1</sup> / <sub>4</sub> "	18'-9 <sup>1</sup> / <sub>8</sub> "	16'-8 <sup>7</sup> / <sub>8</sub> "	56'-0"	20'-0"	23'-0"	89'-6 <sup>1</sup> / <sub>2</sub> "	19'-10"	20'-0"	43'-5 <sup>5</sup> / <sub>8</sub> "

**TABLE 2 - STUD SHEAR CONNECTOR SPACING**

GIRDER #	STUD 1	STUD 2	K	L	STUD 3	STUD 4	M	N	STUD 5	STUD 6	O	STUD 7
1	29 @ 8 <sup>1</sup> / <sub>2</sub> " = 20'-6 <sup>1</sup> / <sub>2</sub> "	18 @ 7" = 10'-6"	2'-8 <sup>1</sup> / <sub>4</sub> "	2'-2 <sup>1</sup> / <sub>8</sub> "	27 @ 7" = 15'-9"	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
2	30 @ 8 <sup>1</sup> / <sub>2</sub> " = 21'-3"	19 @ 6 <sup>1</sup> / <sub>2</sub> " = 10'-3 <sup>1</sup> / <sub>2</sub> "	2'-6 <sup>5</sup> / <sub>8</sub> "	2'-2 <sup>5</sup> / <sub>8</sub> "	29 @ 6 <sup>1</sup> / <sub>2</sub> " = 15'-8 <sup>1</sup> / <sub>2</sub> "	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
3	30 @ 8 <sup>1</sup> / <sub>2</sub> " = 21'-3"	19 @ 6 <sup>1</sup> / <sub>2</sub> " = 10'-3 <sup>1</sup> / <sub>2</sub> "	2'-11 <sup>1</sup> / <sub>8</sub> "	2'-2 <sup>3</sup> / <sub>4</sub> "	29 @ 6 <sup>1</sup> / <sub>2</sub> " = 15'-8 <sup>1</sup> / <sub>2</sub> "	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
4	33 @ 8" = 22'-0"	18 @ 7" = 10'-6"	2'-6 <sup>3</sup> / <sub>4</sub> "	2'-2 <sup>1</sup> / <sub>4</sub> "	27 @ 7" = 15'-9"	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
5	33 @ 8" = 22'-0"	18 @ 7" = 10'-6"	2'-6 <sup>3</sup> / <sub>4</sub> "	2'-2 <sup>1</sup> / <sub>4</sub> "	27 @ 7" = 15'-9"	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
6	33 @ 8" = 22'-0"	18 @ 7" = 10'-6"	2'-6 <sup>3</sup> / <sub>4</sub> "	2'-2 <sup>1</sup> / <sub>4</sub> "	27 @ 7" = 15'-9"	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
7	33 @ 8" = 22'-0"	18 @ 7" = 10'-6"	2'-6 <sup>3</sup> / <sub>4</sub> "	2'-2 <sup>1</sup> / <sub>4</sub> "	27 @ 7" = 15'-9"	15 @ 11" = 13'-9"	2'-3"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
8	34 @ 8" = 22'-8"	22 @ 6" = 11'-0"	2'-1 <sup>7</sup> / <sub>8</sub> "	2'-7 <sup>5</sup> / <sub>8</sub> "	31 @ 6" = 15'-6"	15 @ 11" = 13'-9"	2'-4 <sup>5</sup> / <sub>8</sub> "	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
9	35 @ 8" = 23'-4"	22 @ 6" = 11'-0"	2'-6 <sup>1</sup> / <sub>4</sub> "	2'-8 <sup>7</sup> / <sub>8</sub> "	31 @ 6" = 15'-6"	15 @ 11" = 13'-9"	2'-6 <sup>1</sup> / <sub>4</sub> "	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
10	35 @ 8" = 23'-4"	23 @ 6 <sup>1</sup> / <sub>2</sub> " = 12'-5 <sup>1</sup> / <sub>2</sub> "	2'-1 <sup>7</sup> / <sub>8</sub> "	2'-1 <sup>3</sup> / <sub>4</sub> "	30 @ 6 <sup>1</sup> / <sub>2</sub> " = 16'-3"	15 @ 11" = 13'-9"	2'-8"	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
11	36 @ 8" = 24'-0"	23 @ 6 <sup>1</sup> / <sub>2</sub> " = 12'-5 <sup>1</sup> / <sub>2</sub> "	2'-8 <sup>1</sup> / <sub>8</sub> "	2'-4"	30 @ 6 <sup>1</sup> / <sub>2</sub> " = 16'-3"	15 @ 11" = 13'-9"	2'-9 <sup>7</sup> / <sub>8</sub> "	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"
12	33 @ 9" = 24'-9"	23 @ 6 <sup>1</sup> / <sub>2</sub> " = 12'-5 <sup>1</sup> / <sub>2</sub> "	3'-2 <sup>3</sup> / <sub>4</sub> "	2'-6 <sup>1</sup> / <sub>8</sub> "	30 @ 6 <sup>1</sup> / <sub>2</sub> " = 16'-3"	15 @ 11" = 13'-9"	2'-11 <sup>1</sup> / <sub>8</sub> "	3'-0 <sup>3</sup> / <sub>4</sub> "	25 @ 11" = 22'-11"	25 @ 14" = 29'-2"	2'-2 <sup>1</sup> / <sub>4</sub> "	16 @ 14" = 18'-8"

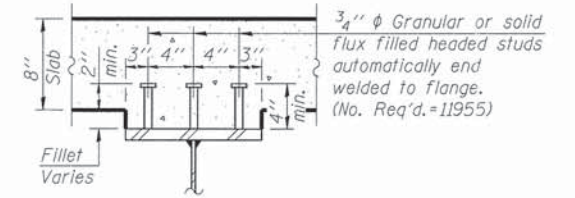
GIRDER #	STUD 8	P	Q	STUD 9	R	S	STUD 10	STUD 11	T	STUD 12	STUD 13
1	15 @ 16" = 20'-0"	3'-0"	3'-8"	55 @ 16" = 73'-4"	3'-5 <sup>1</sup> / <sub>2</sub> "	4'-3"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	2'-3 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	28 @ 10" = 23'-4"
2	15 @ 16" = 20'-0"	3'-0"	3'-8"	55 @ 16" = 73'-4"	4'-3 <sup>3</sup> / <sub>8</sub> "	4'-1 <sup>7</sup> / <sub>8</sub> "	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-11 <sup>5</sup> / <sub>8</sub> "	24 @ 10" = 20'-0"	33 @ 8 <sup>1</sup> / <sub>2</sub> " = 23'-4 <sup>1</sup> / <sub>2</sub> "
3	15 @ 16" = 20'-0"	3'-0"	3'-8"	56 @ 16" = 74'-8"	3'-9 <sup>3</sup> / <sub>8</sub> "	4'-0 <sup>7</sup> / <sub>8</sub> "	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-8 <sup>3</sup> / <sub>8</sub> "	24 @ 10" = 20'-0"	33 @ 8 <sup>1</sup> / <sub>2</sub> " = 23'-4 <sup>1</sup> / <sub>2</sub> "
4	15 @ 16" = 20'-0"	3'-0"	3'-8"	57 @ 16" = 76'-0"	3'-3 <sup>1</sup> / <sub>4</sub> "	4'-0"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-10 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	29 @ 9 <sup>1</sup> / <sub>2</sub> " = 22'-11 <sup>1</sup> / <sub>2</sub> "
5	15 @ 16" = 20'-0"	3'-0"	3'-8"	57 @ 16" = 76'-0"	4'-1 <sup>1</sup> / <sub>8</sub> "	4'-0"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-10 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	29 @ 9 <sup>1</sup> / <sub>2</sub> " = 22'-11 <sup>1</sup> / <sub>2</sub> "
6	15 @ 16" = 20'-0"	3'-0"	3'-8"	58 @ 16" = 77'-4"	3'-7"	4'-0"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-10 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	29 @ 9 <sup>1</sup> / <sub>2</sub> " = 22'-11 <sup>1</sup> / <sub>2</sub> "
7	15 @ 16" = 20'-0"	3'-0"	3'-8"	59 @ 16" = 78'-8"	3'-1"	4'-0"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-10 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	29 @ 9 <sup>1</sup> / <sub>2</sub> " = 22'-11 <sup>1</sup> / <sub>2</sub> "
8	15 @ 16" = 20'-0"	3'-0"	3'-8"	59 @ 16" = 78'-8"	3'-10 <sup>7</sup> / <sub>8</sub> "	4'-0"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-10 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	29 @ 9 <sup>1</sup> / <sub>2</sub> " = 22'-11 <sup>1</sup> / <sub>2</sub> "
9	15 @ 16" = 20'-0"	3'-0"	3'-8"	60 @ 16" = 80'-0"	3'-4 <sup>3</sup> / <sub>4</sub> "	4'-0"	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-10 <sup>1</sup> / <sub>2</sub> "	24 @ 10" = 20'-0"	29 @ 9 <sup>1</sup> / <sub>2</sub> " = 22'-11 <sup>1</sup> / <sub>2</sub> "
10	15 @ 16" = 20'-0"	3'-0"	3'-8"	60 @ 16" = 80'-0"	4'-2 <sup>3</sup> / <sub>4</sub> "	3'-11 <sup>1</sup> / <sub>4</sub> "	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	1'-11 <sup>3</sup> / <sub>4</sub> "	24 @ 10" = 20'-0"	32 @ 8 <sup>1</sup> / <sub>2</sub> " = 22'-8"
11	15 @ 16" = 20'-0"	3'-0"	3'-8"	61 @ 16" = 81'-4"	3'-8 <sup>7</sup> / <sub>8</sub> "	3'-10 <sup>5</sup> / <sub>8</sub> "	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	2'-6 <sup>1</sup> / <sub>8</sub> "	24 @ 10" = 20'-0"	31 @ 8 <sup>1</sup> / <sub>2</sub> " = 21'-11 <sup>1</sup> / <sub>2</sub> "
12	15 @ 16" = 20'-0"	3'-0"	3'-8"	61 @ 16" = 81'-4"	4'-2 <sup>1</sup> / <sub>8</sub> "	4'-1 <sup>1</sup> / <sub>4</sub> "	12 @ 16" = 16'-0"	23 @ 10" = 19'-2"	2'-4 <sup>1</sup> / <sub>8</sub> "	24 @ 10" = 20'-0"	31 @ 8 <sup>1</sup> / <sub>2</sub> " = 21'-11 <sup>1</sup> / <sub>2</sub> "

Note: All dimensions have been rounded to the nearest 1/8".

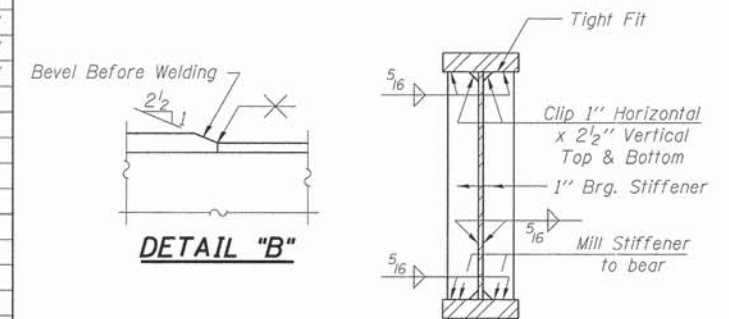
**TOP OF WEB ELEVATIONS**

For Fabrication Only

Girder	C Brg. E. Abut.	C Field Splice 1	C Brg. Pier 1	C Field Splice 2	C Brg. Pier 2	C Field Splice 3	C Field Splice 4	C Brg. Pier 3	C Brg. W. Abut.
1	617.85	619.12	619.69	620.20	621.88	622.42	623.87	623.87	624.70
2	617.90	619.17	619.75	620.27	621.98	622.51	623.72	623.99	624.83
3	617.96	619.23	619.81	620.33	622.05	622.60	623.83	624.10	624.97
4	618.02	619.29	619.87	620.38	622.13	622.67	623.93	624.21	625.10
5	618.07	619.34	619.93	620.45	622.20	622.76	624.05	624.32	625.21
6	618.10	619.39	619.98	620.51	622.28	622.85	624.16	624.43	625.32
7	618.03	619.32	619.92	620.45	622.24	622.81	624.13	624.40	625.25
8	617.73	619.11	619.72	620.27	622.07	622.65	624.00	624.28	625.16
9	617.42	618.88	619.51	620.08	621.90	622.49	623.90	624.14	625.02
10	617.12	618.66	619.31	619.90	621.76	622.34	623.73	624.00	624.85
11	616.81	618.44	619.11	619.70	621.59	622.19	623.59	623.85	624.68
12	616.51	618.22	618.90	619.51	621.42	622.03	623.46	623.71	624.51

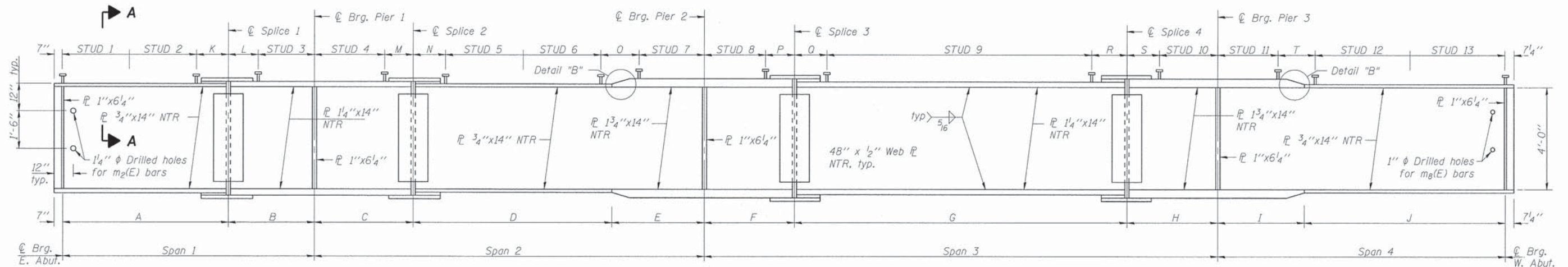


**SECTION A-A**



**DETAIL "B"**

**BEARING STIFFENER DETAIL**



**TYPICAL GIRDER ELEVATION (LOOKING SOUTH)**

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

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**BAXTER & WOODMAN**  
Consulting Engineers

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PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE = 5/22/2014	DRAWN - BLB	REVISED -
	CHECKED - AS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PLATE GIRDER DETAILS  
STRUCTURE NO. 049-2050**

SHEET NO. 35 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	64
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BM-90039521	













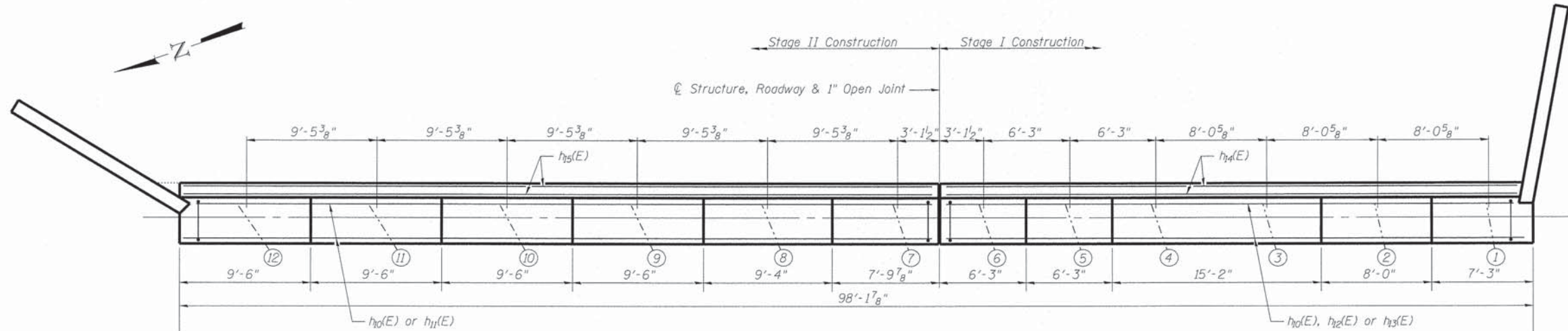






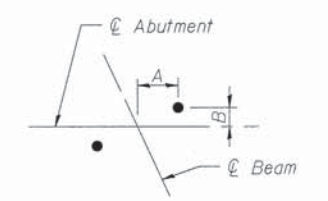




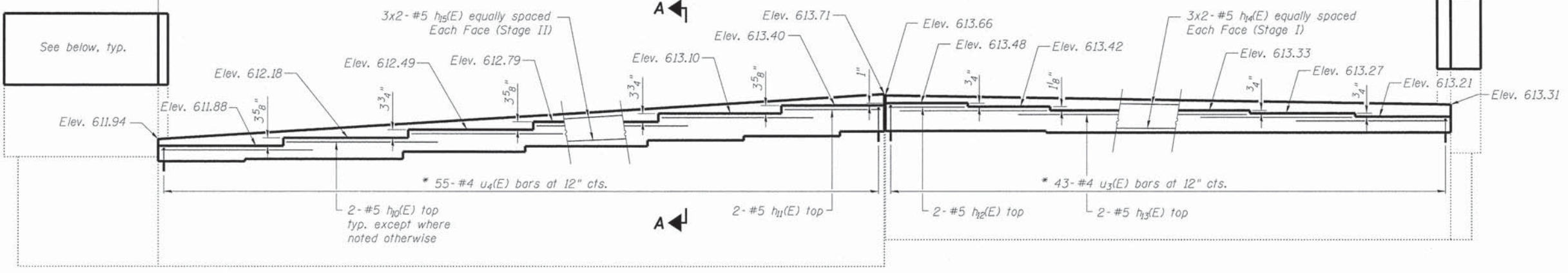


**EAST ABUTMENT PLAN**

Beam	A	B
1	11'4"	1'2"
2	11'8"	1'4"
3	11'8"	1'8"
4-7	10'8"	3'8"
8	10'8"	4'4"
9	10'8"	4'8"
10	9'8"	5'2"
11	9'8"	6'2"
12	9'8"	6'8"

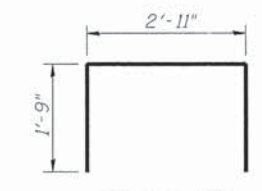


**ANCHOR BOLT LAYOUT**

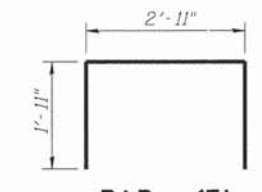


**EAST ABUTMENT ELEVATION**

**MINIMUM BAR LAP**  
#5 bar = 3'-8"

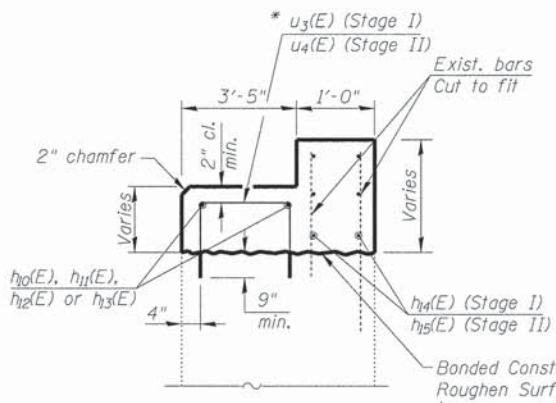


**BAR u3(E)**

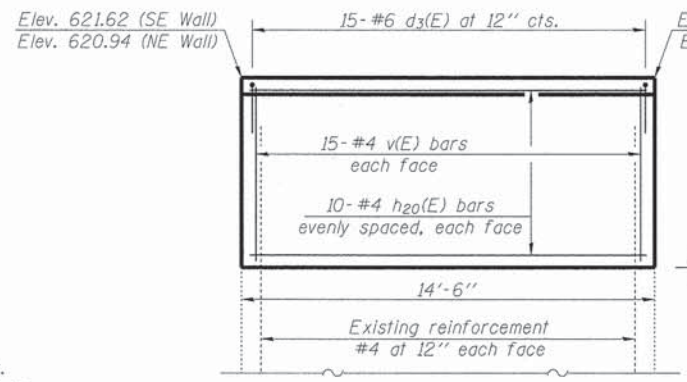


**BAR u4(E)**

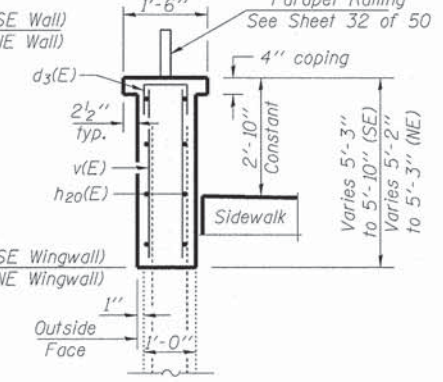
Note that the stage removal and stage construction lines at the east abutment vary from elsewhere in the structure.



**SECTION A-A**



**WINGWALL ELEVATION (INSIDE FACE)**



**WINGWALL SECTION**

**EAST ABUTMENT BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d3(E)	30	#6	2'-3"	□
h20(E)	16	#5	11'-6"	—
h11(E)	2	#5	7'-5"	—
h12(E)	2	#5	5'-11"	—
h13(E)	2	#5	17'-2"	—
h14(E)	12	#5	23'-2"	—
h15(E)	12	#5	29'-3"	—
h20(E)	40	#4	14'-2"	—
u3(E)	55	#4	6'-5"	□
u4(E)	43	#4	6'-9"	□
v(E)	60	#4	4'-11"	—

Structure Excavation	Cu. Yd.	75
Concrete Removal	Cu. Yd.	42.1
Concrete Structures	Cu. Yd.	26.7
Reinforcement Bars, Epoxy Coated	Pound	2020

**NOTES**

All construction joints between new and existing concrete shall be Bonded Construction Joints. Space reinforcement in cap to miss anchor bolts. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal. See Sheets 17 & 32 of 50 for Form Liner Textured Surface. See Sheet 32 of 50 for Parapet Railing details.

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PLOT SCALE =	CHECKED - BLB	REVISIONS
PLOT DATE = 5/22/2014	DRAWN - AS	REVISIONS
	CHECKED - BLB	REVISIONS

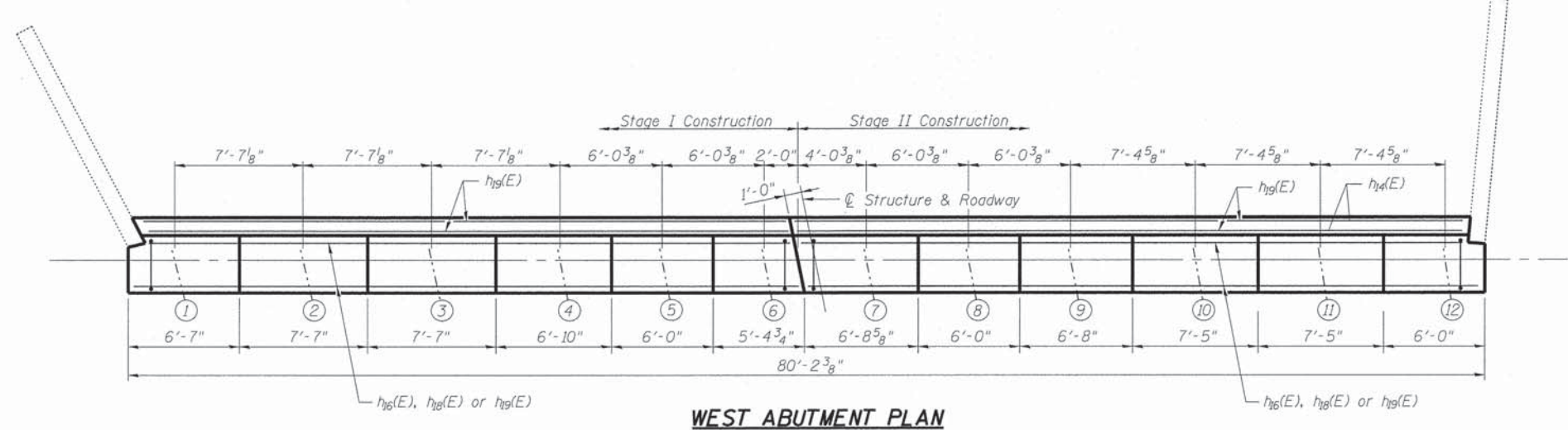
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT**  
**STRUCTURE NO. 049-2050**  
SHEET NO. 41 OF 50 SHEETS

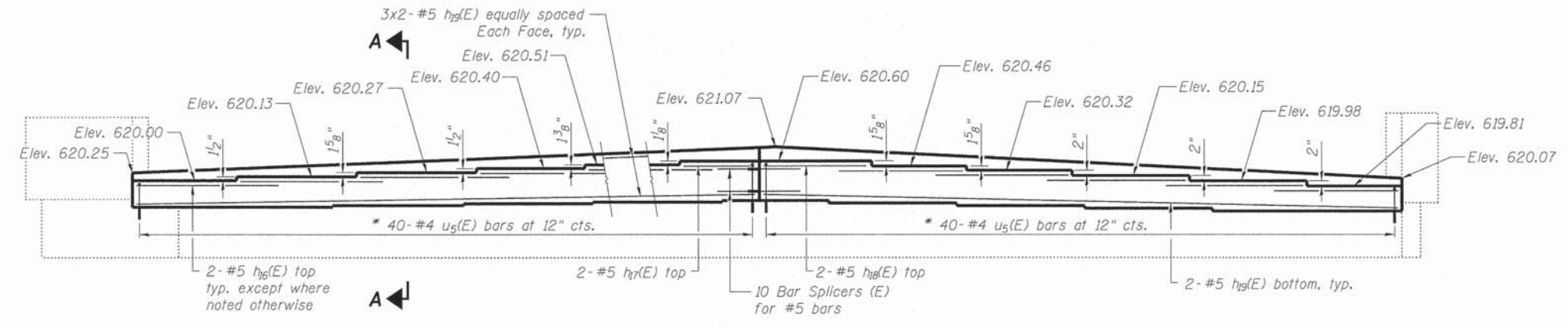
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	70

CONTRACT NO. 61A57  
ILLINOIS FED. AID PROJECT M-BM-9003(952)





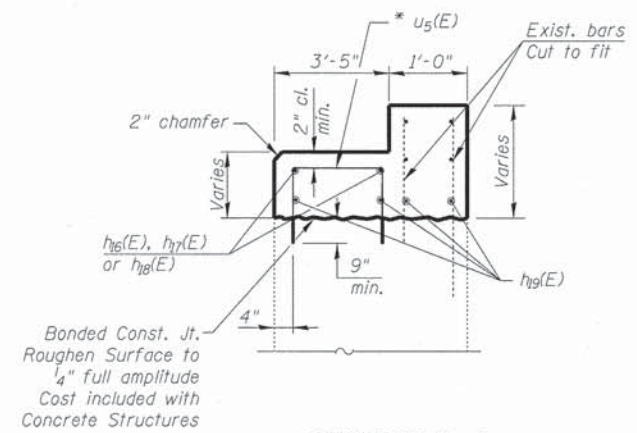
**WEST ABUTMENT PLAN**



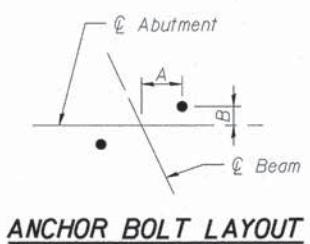
**WEST ABUTMENT ELEVATION**

\* Cut bars or drill deeper holes to fit

**MINIMUM BAR LAP**  
#5 bar = 3'-8"

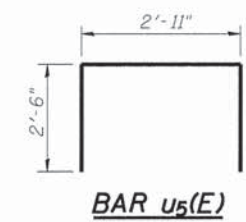


**SECTION A-A**



**ANCHOR BOLT LAYOUT**

Beam	A	B
1	10 1/2"	4 1/8"
2	10 5/8"	3 3/4"
3	10 3/4"	3 3/8"
4-9	11"	2 1/4"
10	11 1/4"	7/8"
11	11 1/4"	1/2"
12	11 1/4"	0"



**BAR u5(E)**

**NOTES**

All construction joints between new and existing concrete shall be Bonded Construction Joints.  
Space reinforcement in cap to miss anchor bolts.  
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.  
See Lighting Details for conduit attached to structure and embedded in parapet.

**WEST ABUTMENT BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h19(E)	20	#5	9'-7"	—
h17(E)	2	#5	4'-8"	—
h18(E)	2	#5	6'-9"	—
h19(E)	32	#5	22'-0"	—
u5(E)	80	#4	7'-11"	U
Structure Excavation			Cu. Yd.	57
Concrete Removal			Cu. Yd.	35.2
Concrete Structures			Cu. Yd.	24.1
Bar Splicers			Each	10
Reinforcement Bars, Epoxy Coated			Pound	1,390

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 DRAWN BY: J. WOODMAN  
 CHECKED BY: J. WOODMAN  
 PROJECT: ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CONTRACT NO. 12-00239-00-BR  
 SHEET NO. 42 OF 50 SHEETS



USER NAME = 611bid	DESIGNED - AS	REVISED -
PLLOT SCALE =	CHECKED - BLB	REVISED -
PLLOT DATE = 5/22/2014	DRAWN - AS	REVISED -
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DEPARTMENT OF TRANSPORTATION**

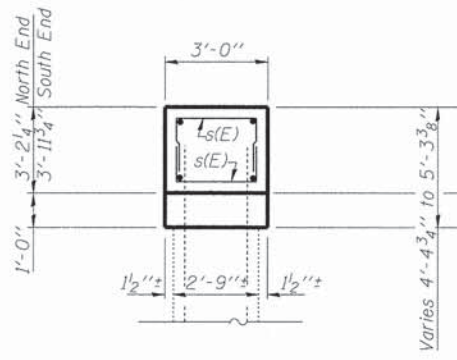
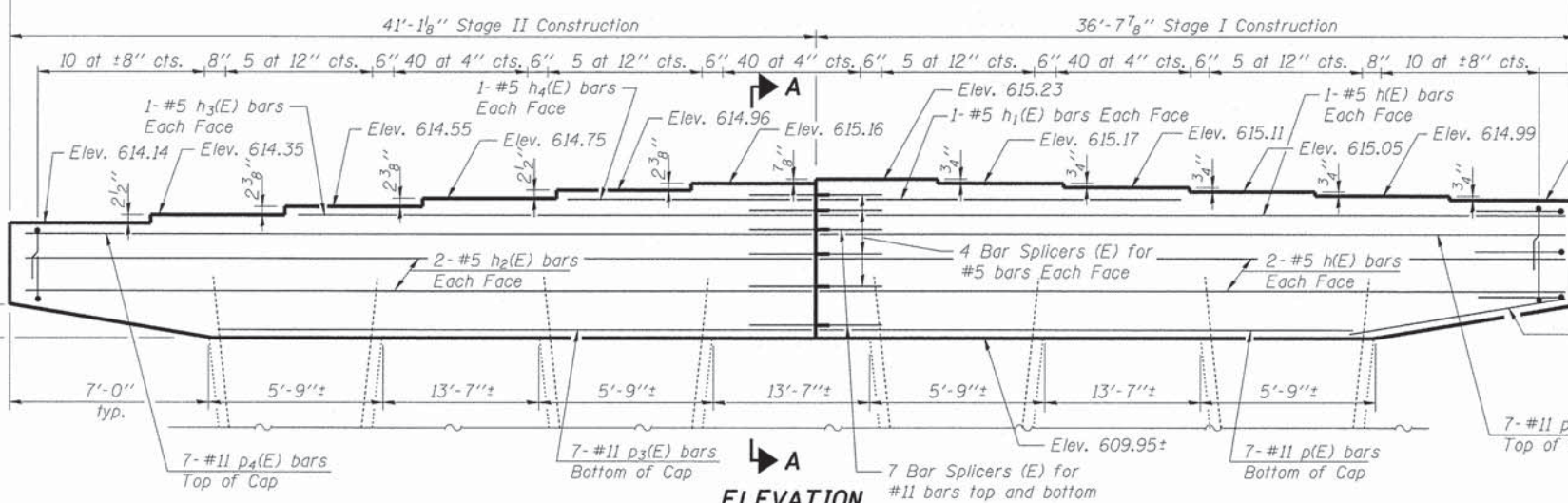
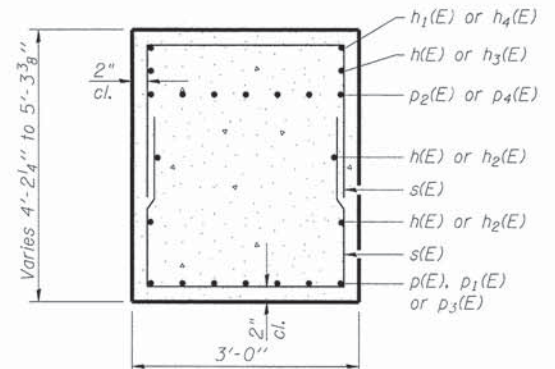
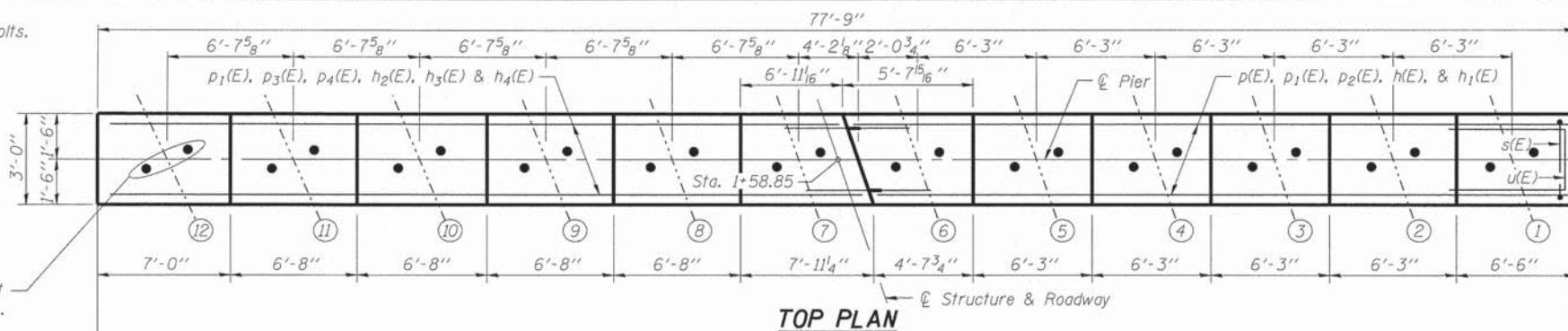
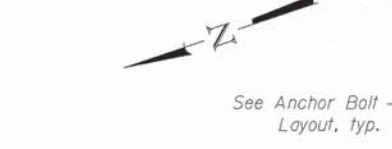
**WEST ABUTMENT  
STRUCTURE NO. 049-2050**  
SHEET NO. 42 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	71
CONTRACT NO. 61A57			ILLINOIS FED. AID PROJECT M-BM-90039521	



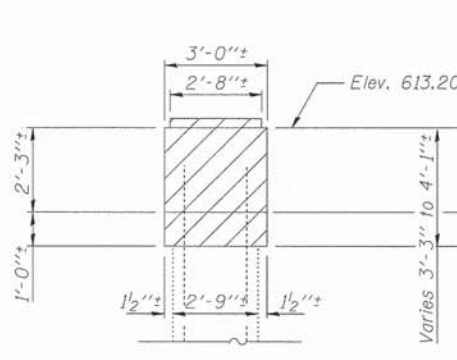
**Notes:**

Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.  
 See Sheet 3 of 50 for Temporary Support System. See Lighting Details for conduits and lighting attached to pier. See Drainage System Details for additional attachments.

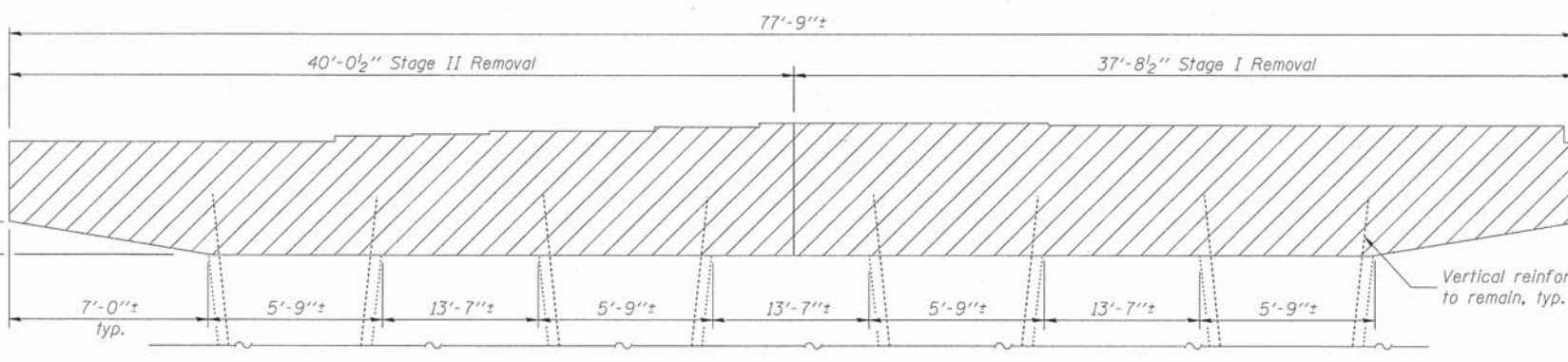


**END VIEW**

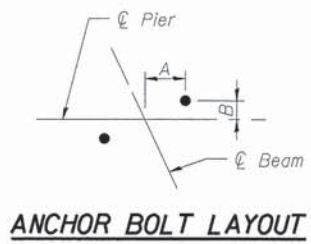
**ELEVATION (Looking East)**



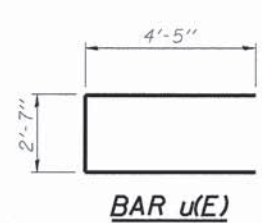
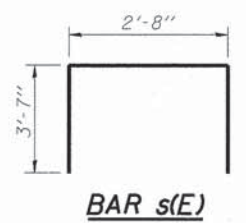
**END VIEW - REMOVAL**



**ELEVATION - REMOVAL (Looking East)**



Beam	A	B
1-7	1'-1 3/4"	4 3/8"
8	1'-1 5/8"	5"
9	1'-1 1/2"	5 1/4"
10	1'-1 3/8"	5 3/8"
11	1'-1 1/4"	5 7/8"
12	1'-1 1/8"	6 1/8"



**LEGEND**

- Concrete Removal

**PIER 1 BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h(E)	6 #5	35'-9"	
h1(E)	2 #5	16'-9"	
h2(E)	4 #5	40'-5"	
h3(E)	2 #5	26'-9"	
h4(E)	2 #5	13'-3"	
p(E)	7 #11	28'-9"	
p1(E)	14 #11	7'-0"	
p2(E)	7 #11	35'-9"	
p3(E)	7 #11	33'-5"	
p4(E)	7 #11	40'-5"	
s(E)	338 #5	9'-10"	□
u(E)	6 #6	11'-5"	▭
Concrete Removal		Cu. Yd.	31.9
Concrete Structures		Cu. Yd.	38.6
Bar Splicers		Each	22
Reinforcement Bars, Epoxy Coated		Pound	8,670

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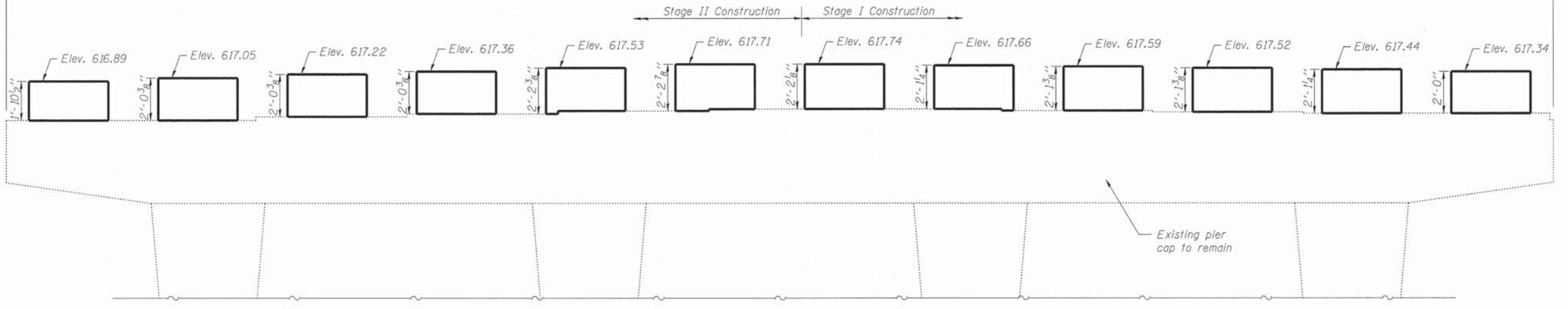
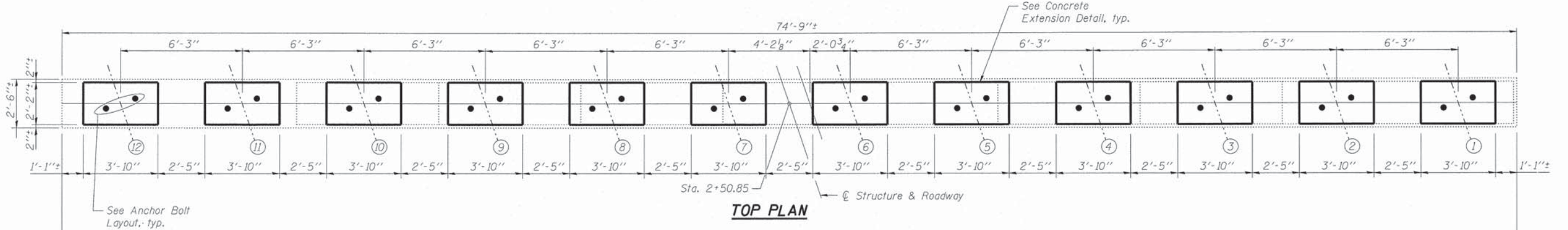
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FLAT DATE = 5/22/2014	DRAWN - AS	REVISED -
	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER 1  
 STRUCTURE NO. 049-2050**  
 SHEET NO. 43 OF 50 SHEETS

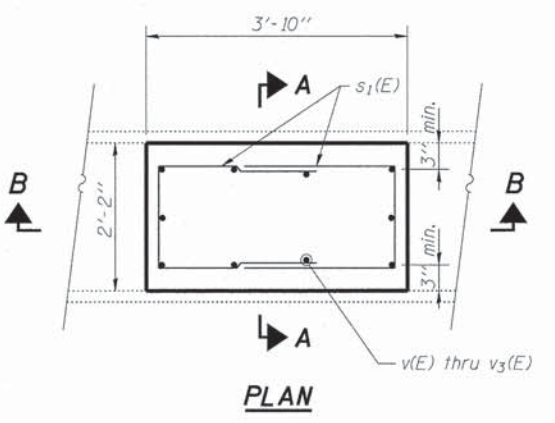
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BHM-9003(952)	



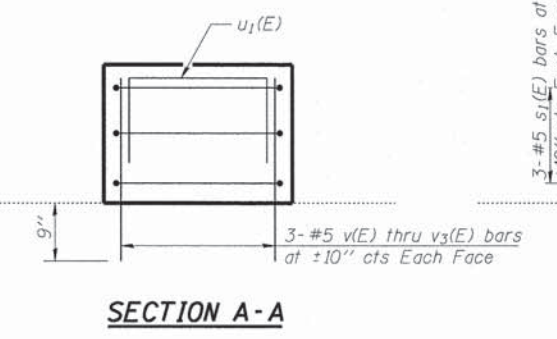


See Lighting Details for conduits and lighting attached to pier.

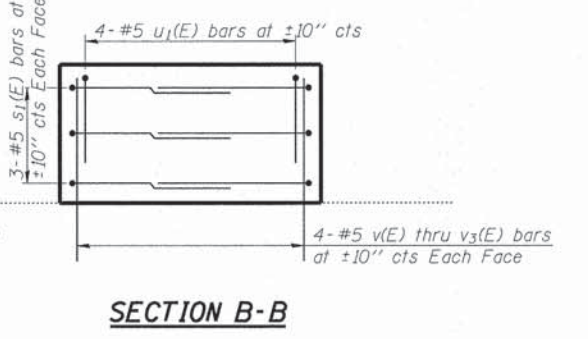
**ELEVATION**  
(Looking East)



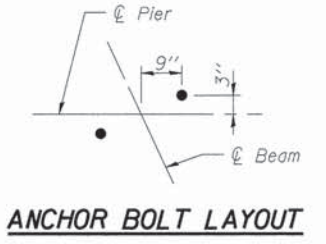
**PLAN**



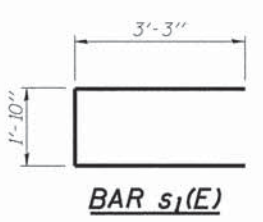
**SECTION A-A**  
CONCRETE EXTENSION DETAIL



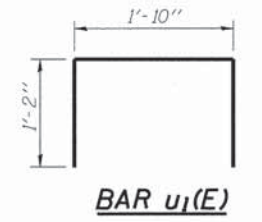
**SECTION B-B**



**ANCHOR BOLT LAYOUT**



**BAR s<sub>1</sub>(E)**



**BAR u<sub>1</sub>(E)**

**PIER 2**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
s <sub>1</sub> (E)	72	#5	8'-4"	□
u <sub>1</sub> (E)	48	#5	4'-2"	□
v(E)	50	#5	2'-7"	—
v <sub>1</sub> (E)	50	#5	2'-8"	—
v <sub>2</sub> (E)	10	#5	2'-9"	—
v <sub>3</sub> (E)	10	#5	2'-5"	—
Concrete Structures			Cu. Yd.	7.0
Reinforcement Bars, Epoxy Coated			Pound	1,170

Epoxy grout #5 v(E) thru v<sub>3</sub>(E) bars into 3/4" φ x 9" drilled holes. See Section 584 of the Std. Specifications.

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 LICENSE NO. 184-00021 - EXPIRES 4/30/2015  
 2125 W. WASHINGTON ST. SUITE 200  
 CHICAGO, ILLINOIS 60612-3204

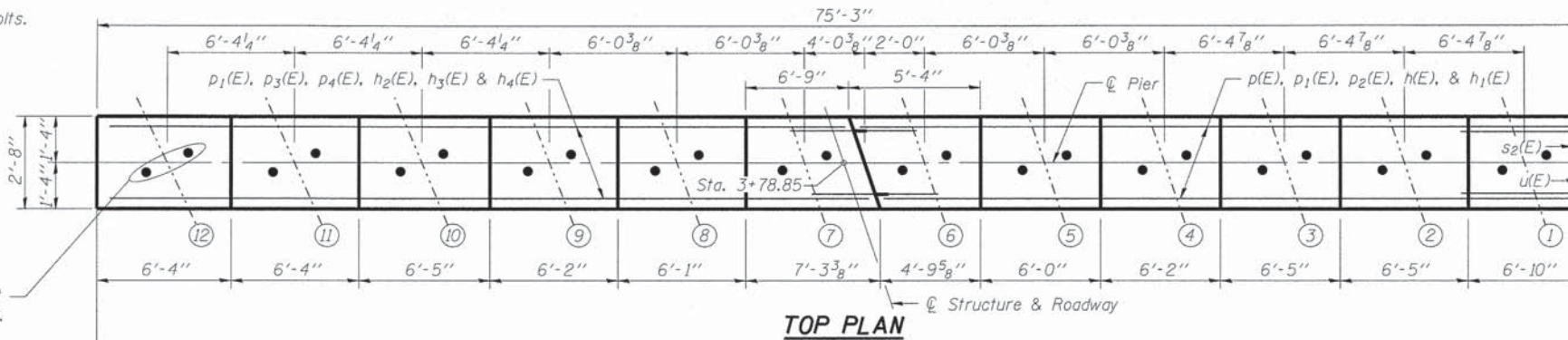


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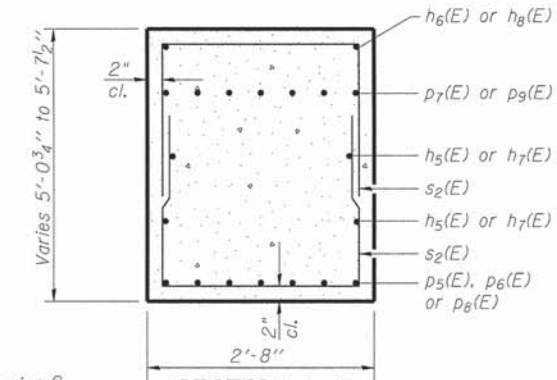
Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.  
 See Sheet 3 of 50 for Temporary Support System. See Lighting Details for conduits and lighting attached to pier. See Drainage System Details for additional attachments.



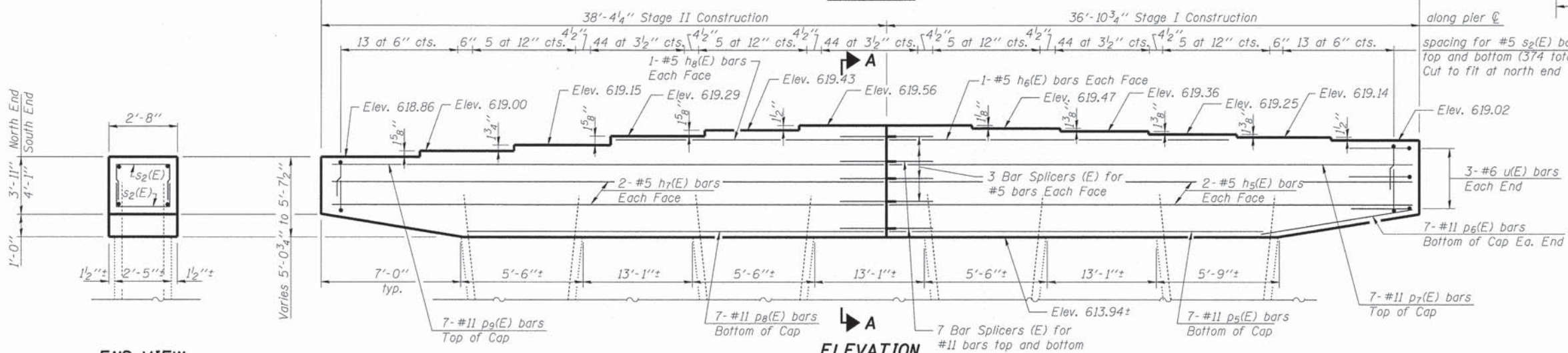
See Anchor Bolt Layout, typ.



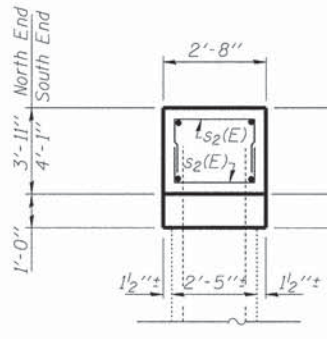
**TOP PLAN**



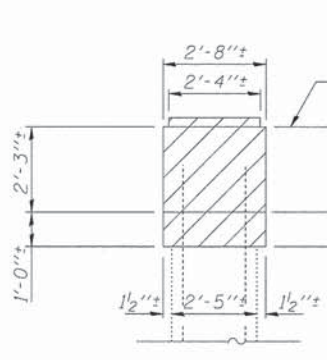
**SECTION A-A**



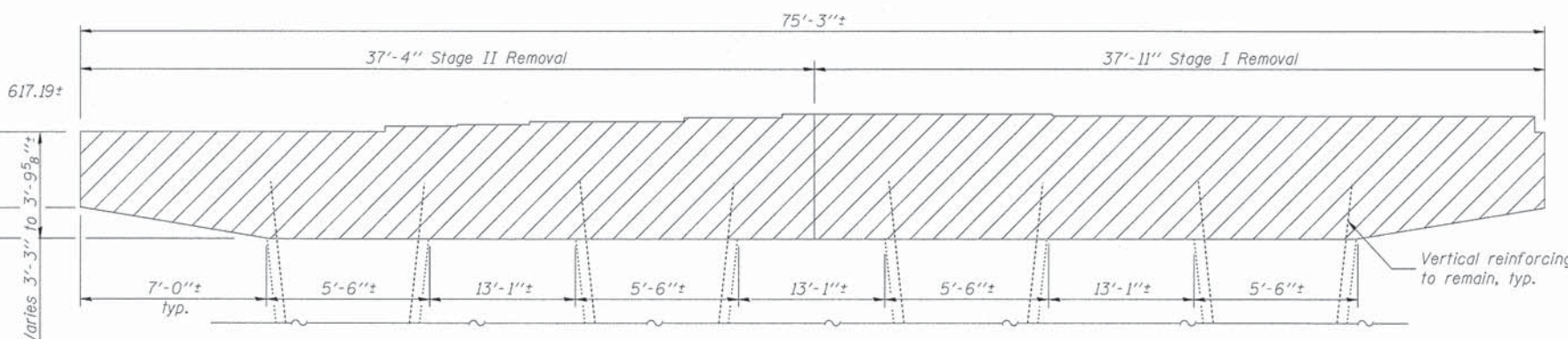
**ELEVATION**  
(Looking East)



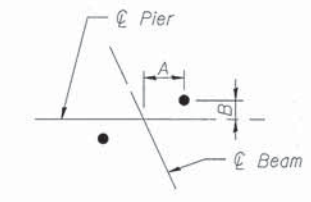
**END VIEW**



**END VIEW - REMOVAL**

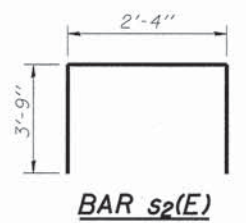


**ELEVATION - REMOVAL**  
(Looking East)

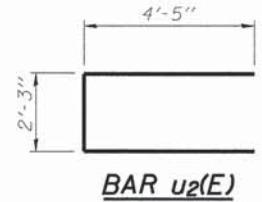


**ANCHOR BOLT LAYOUT**

Beam	A	B
1	1'-2"	3 3/8"
2	1'-2 1/8"	3 3/8"
3	1'-2 1/8"	3 3/8"
4-9	1'-2 1/4"	2 3/8"
10	1'-2 1/4"	2 3/8"
11	1'-2 1/4"	2 3/8"
12	1'-2 3/8"	2 3/8"



**BAR s2(E)**



**BAR u2(E)**

**LEGEND**

- Concrete Removal

**PIER 3  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h5(E)	4	#5	36'-3"	—
h6(E)	2	#5	23'-0"	—
h7(E)	4	#5	37'-9"	—
h8(E)	2	#5	18'-8"	—
p5(E)	7	#11	29'-3"	—
p6(E)	14	#11	7'-0"	—
p7(E)	7	#11	36'-3"	—
p8(E)	7	#11	30'-9"	—
p9(E)	7	#11	37'-9"	—
s2(E)	374	#5	9'-10"	□
u2(E)	6	#6	11'-1"	—
Concrete Removal			Cu. Yd.	25.9
Concrete Structures			Cu. Yd.	38.9
Bar Splicers			Each	20
Reinforcement Bars, Epoxy Coated			Pound	9,810

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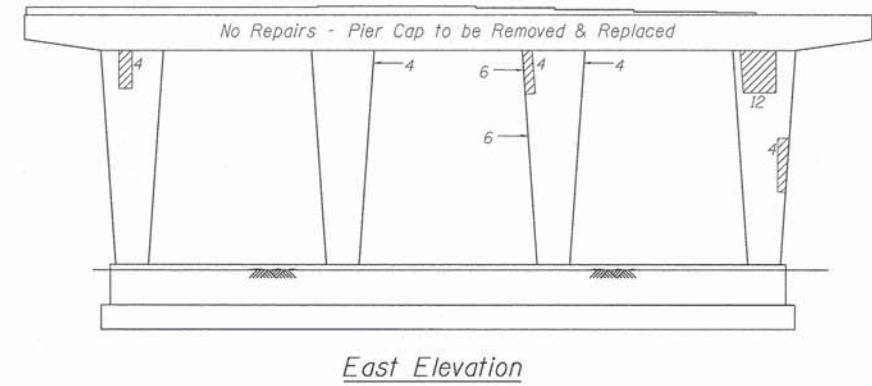
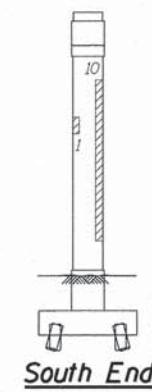
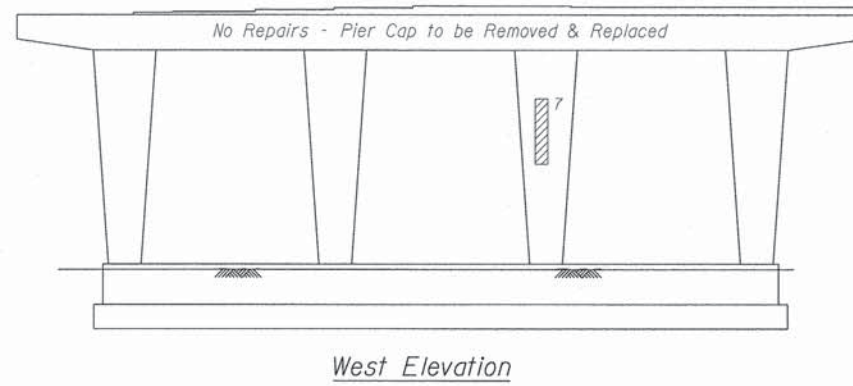
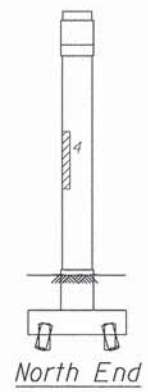
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

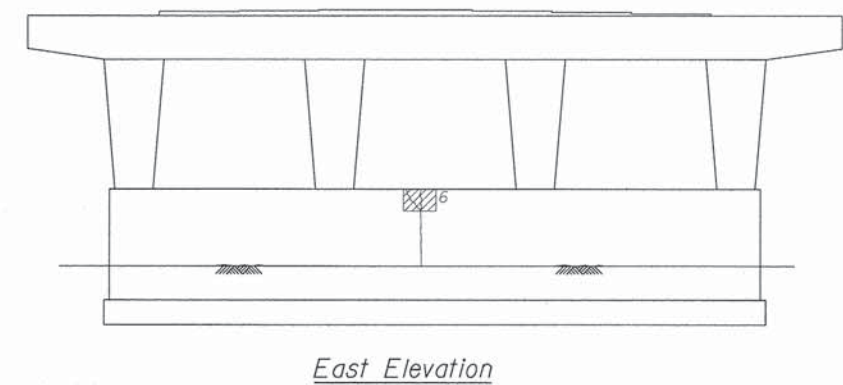
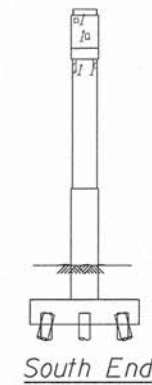
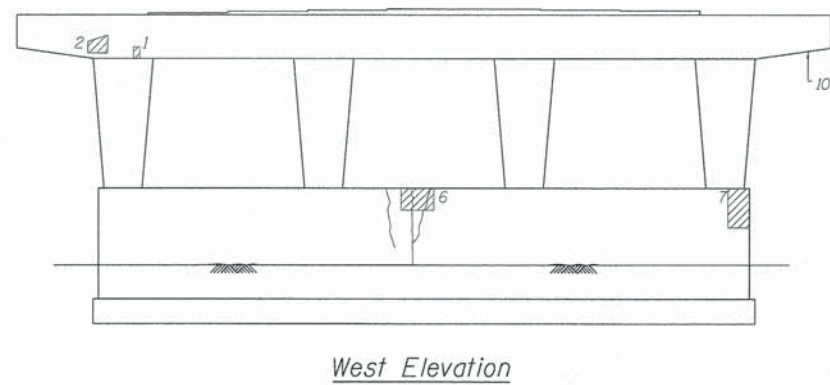
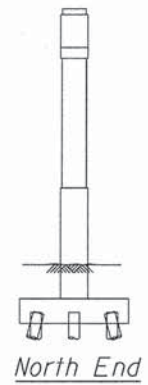
**PIER 3  
STRUCTURE NO. 049-2050**  
SHEET NO. 45 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BM-900319521	

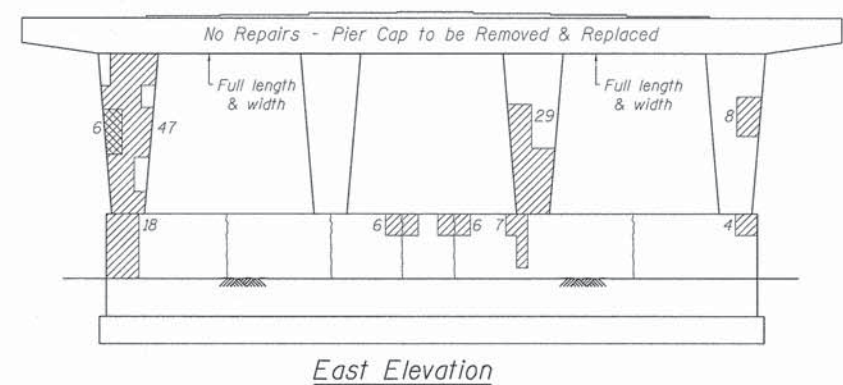
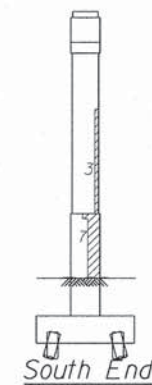
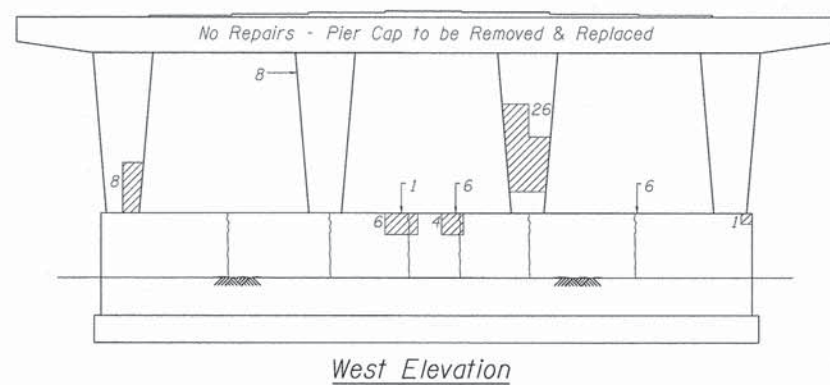
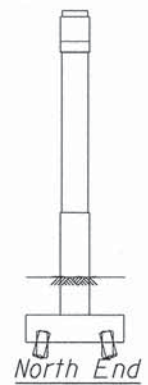




**PIER 1**



**PIER 2**



**PIER 3**

Note:  
Repair quantities shown are estimated from a condition survey performed in 2012. Quantities have been increased nominally to allow for additional deterioration. Actual repair areas to be determined by the Contractor and confirmed by the Engineer.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	350
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	50
Epoxy Crack Injection	Foot	60

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**BAXTER & WOODMAN**  
Consulting Engineers

USER NAME = 611bib	DESIGNED - BLB	REVISED -
	CHECKED - DCD	REVISED -
PLOT SCALE =	DRAWN - BLB	REVISED -
PLOT DATE = 5/22/2014	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PIER REPAIRS**  
**STRUCTURE NO. 049-2050**

SHEET NO. 46 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	75
			CONTRACT NO. 61A57	
			ILLINOIS FED. AID PROJECT M-BM-9003(952)	

















File No. 21332 BORING LOG 101

Client Baxter & Woodman, Inc. Sheet 1 of 2

Comments Mathon Drive  
Sta. 5+05, 40' Rt. of CL

Project Grand Ave./Mathon Dr. over the UPRR Section 12-00239-00-BR Date 2/6/14  
Location Waukegan, IL Drilled By AC/DB

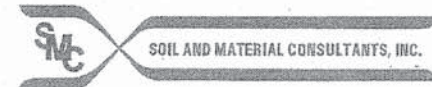
Equipment  CME 45B  H.A.  Other Logged By DA

Elev., ft.	Description	Depth, ft.	0	S	T	R	B	N	Pen.	W	Uw	Qu
627.0'	(see core log)											
	Brown fine sand, trace medium-coarse sand & gravel, damp, very loose to medium dense - Fill			1	SS	10"	2	4		3.3		
							1					
							2					
		5		2	SS	16"	3	5		1.4		
							3					
							5					
				3	SS	18"	5	10		2.1		
							3					
							5					
		10		4	SS	18"	6	11		2.4		
							4					
							5					
				5	SS	18"	5	10		3.2		
							7					
							8					
		15		6	SS	18"	8	16		3.4		
							9					
							10					
	Dark brown-black fine sand, damp						9					
	Brown fine sand, damp, medium dense						10					
							13					
		20		7	SS	18"	13	22		3.5		

Water Level — depth, ft. elev., ft.  
- while drilling: dry  
- after drilling: dry  
- hrs. after drilling: \_\_\_\_\_

S - sample T - type: J(Jar), SS(split-spoon), ST(shealy tube) R - recovery length, in.  
B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %  
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".  
Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs./ cu. ft.  
Qu - unconfined compressive strength, tons/ sq. ft.

F-111b



File No. 21332 BORING LOG 101

Client Baxter & Woodman, Inc. Sheet 2 of 2

Comments \_\_\_\_\_

Project Grand Ave./Mathon Dr. over the UPRR Section 12-00239-00-BR Date 2/6/14  
Location Waukegan, IL Drilled By AC/DB

Equipment  CME 45B  H.A.  Other Logged By DA

Elev., ft.	Description	Depth, ft.	20	S	T	R	B	N	Pen.	W	Uw	Qu
	Brown fine sand, damp, medium dense Fill											
							11					
							12					
		25		8	SS	18"	13	25		7.6		
							9					
							10					
	Brown silt, some sand, trace clay, damp, medium dense - Fill						9					
							10					
		30		9	SS	18"	11	21		12.4		
	End of Boring											
		35										
		40										

Water Level — depth, ft. elev., ft.  
- while drilling: dry  
- after drilling: dry  
- hrs. after drilling: \_\_\_\_\_

S - sample T - type: J(Jar), SS(split-spoon), ST(shealy tube) R - recovery length, in.  
B - Standard Penetration Test (SPT), blows/ 6" interval. W - water content, %  
N - SPT, blows/ foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".  
Pen. - pocket penetrometer reading, tons/ sq. ft. Uw - dry unit weight of soil, lbs./ cu. ft.  
Qu - unconfined compressive strength, tons/ sq. ft.

F-111b

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PLOT DATE = 5/22/2014	DRAWN - UKB	REVISED -
	CHECKED - BLB	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

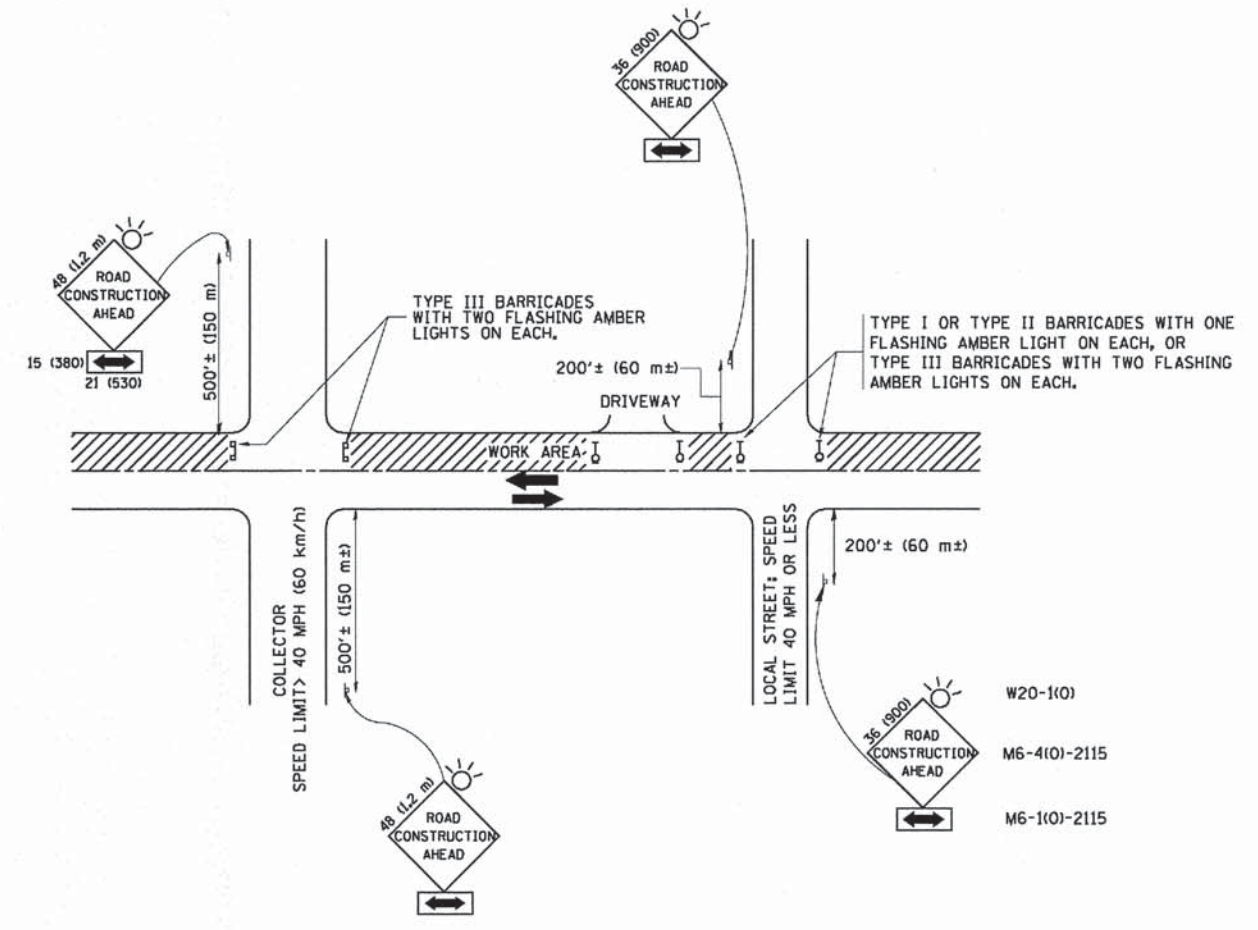
BORING LOGS  
STRUCTURE NO. 049-2050

SHEET NO. 50 OF 50 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	79
				CONTRACT NO. 61A57
[ILLINOIS] FED. AID PROJECT M-BM-9003(952)				



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

**NOTES:**

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1,2 m x 1,2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
  - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (inches) unless otherwise shown.

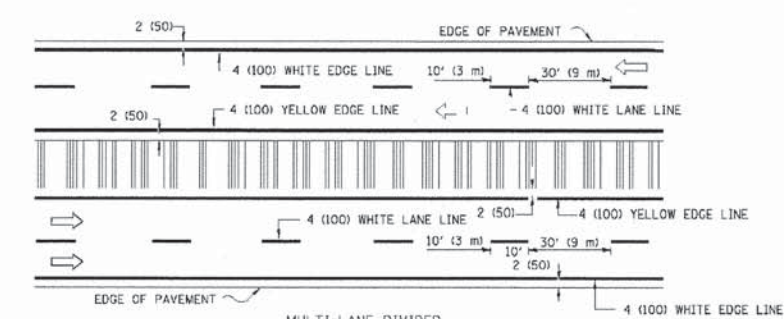
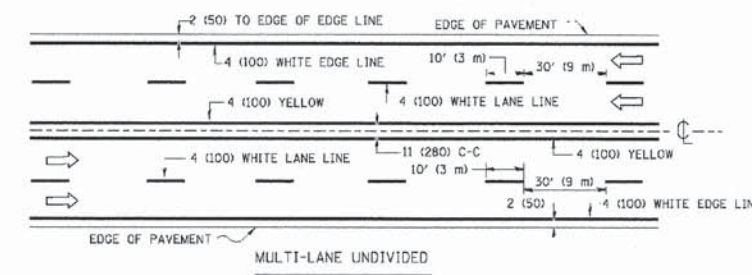
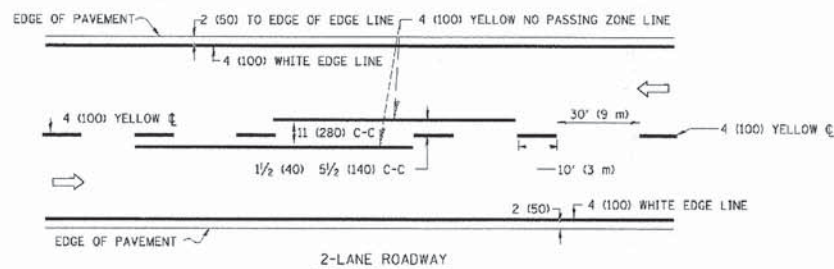
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

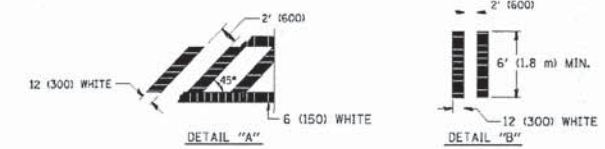
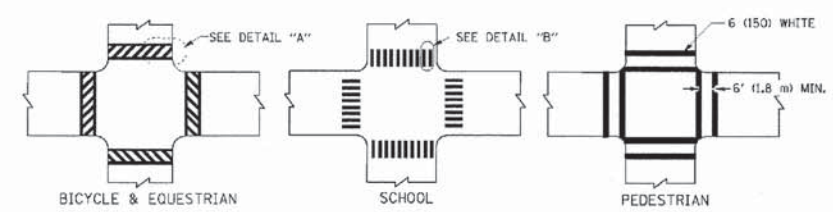
F.A.U. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 80
<b>TC-10</b>				<b>CONTRACT NO. 61A57</b>
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-8HM-9003(952)				



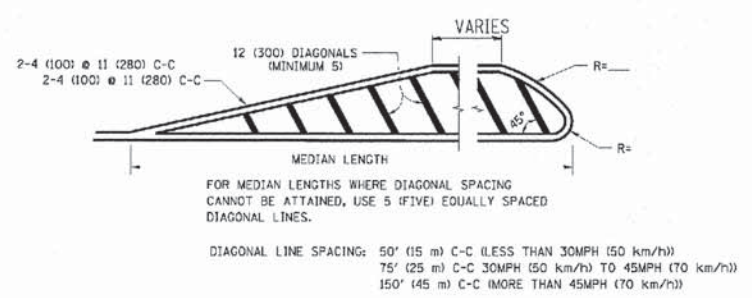
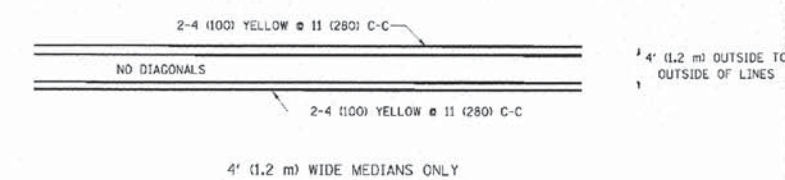


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

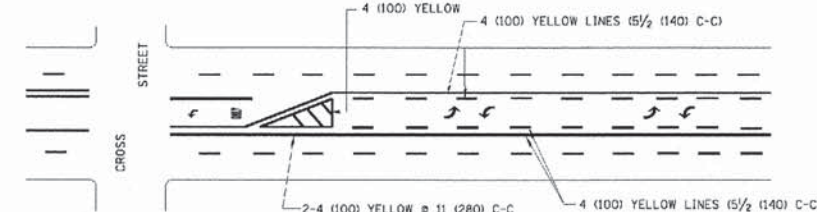
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

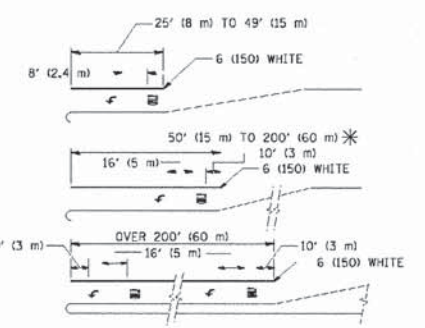


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

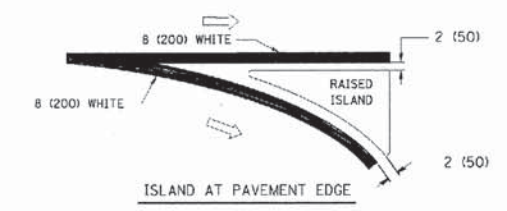
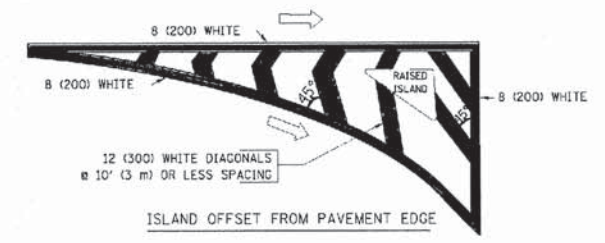


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
DORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

All dimensions are in inches (millimeters) unless otherwise shown.

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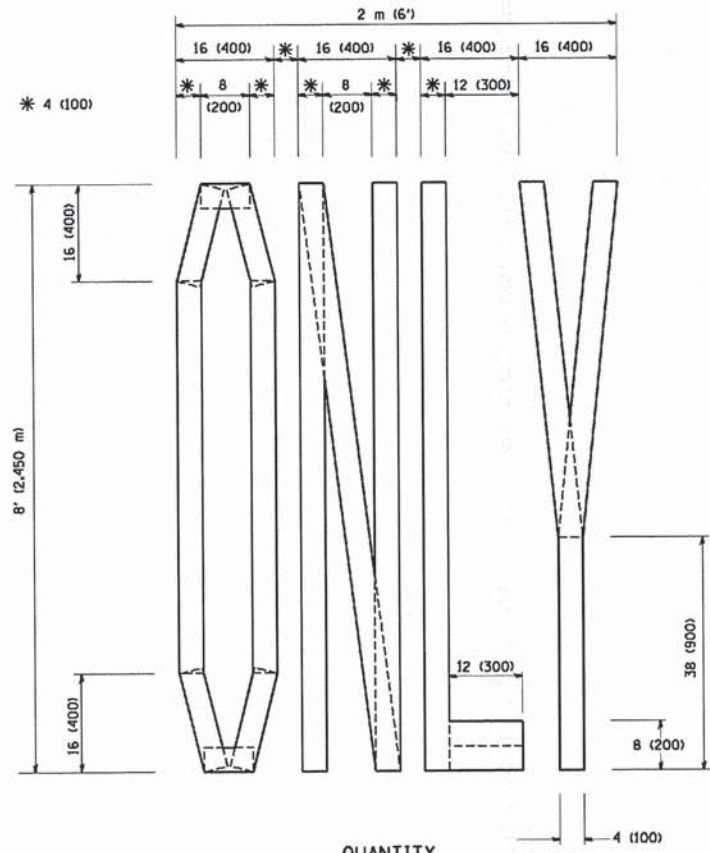
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PLOT SCALE = 98.000 1" = 10'	CHECKED -	CHECKED -	REVISED -
DATE 03-19-90	DATE	DATE	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

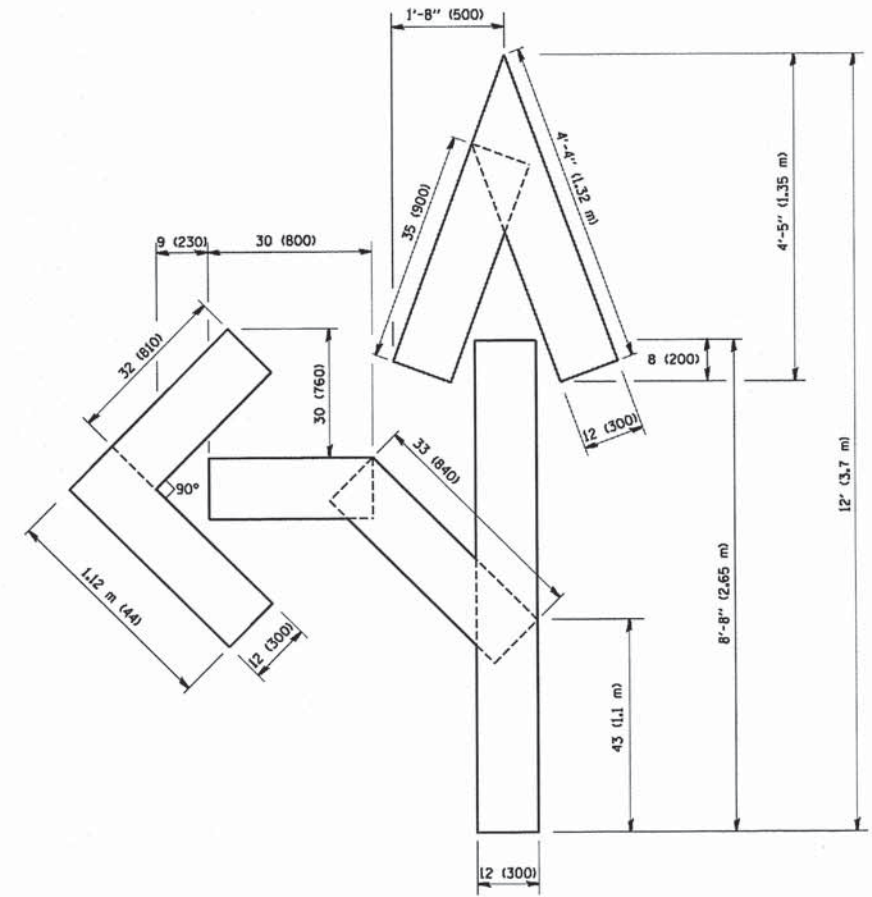
DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	81
TC-13				CONTRACT NO. 61A57
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-BHM-9003(952)				

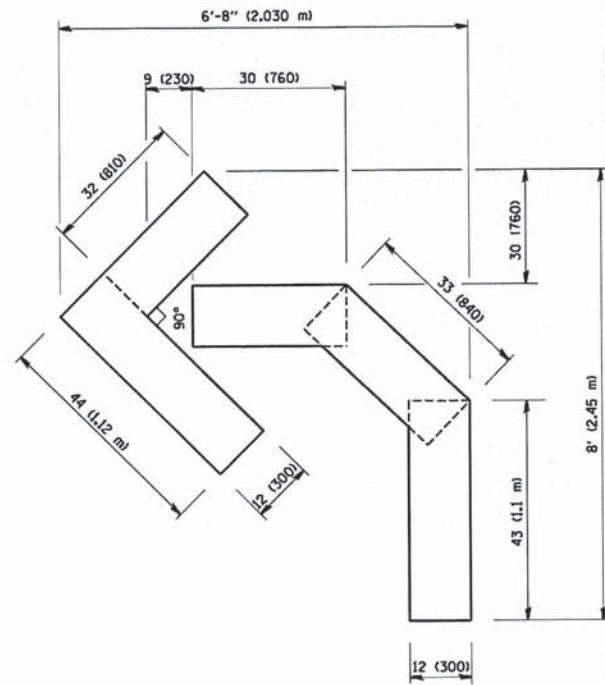




QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

All dimensions are in inches (millimeters) unless otherwise shown.

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
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		DRAWN -	REVISED -T, RAMMACHER 11-04-97
	PLOT SCALE = 58.8888 / / IN.	CHECKED -	REVISED -T, RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E, GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

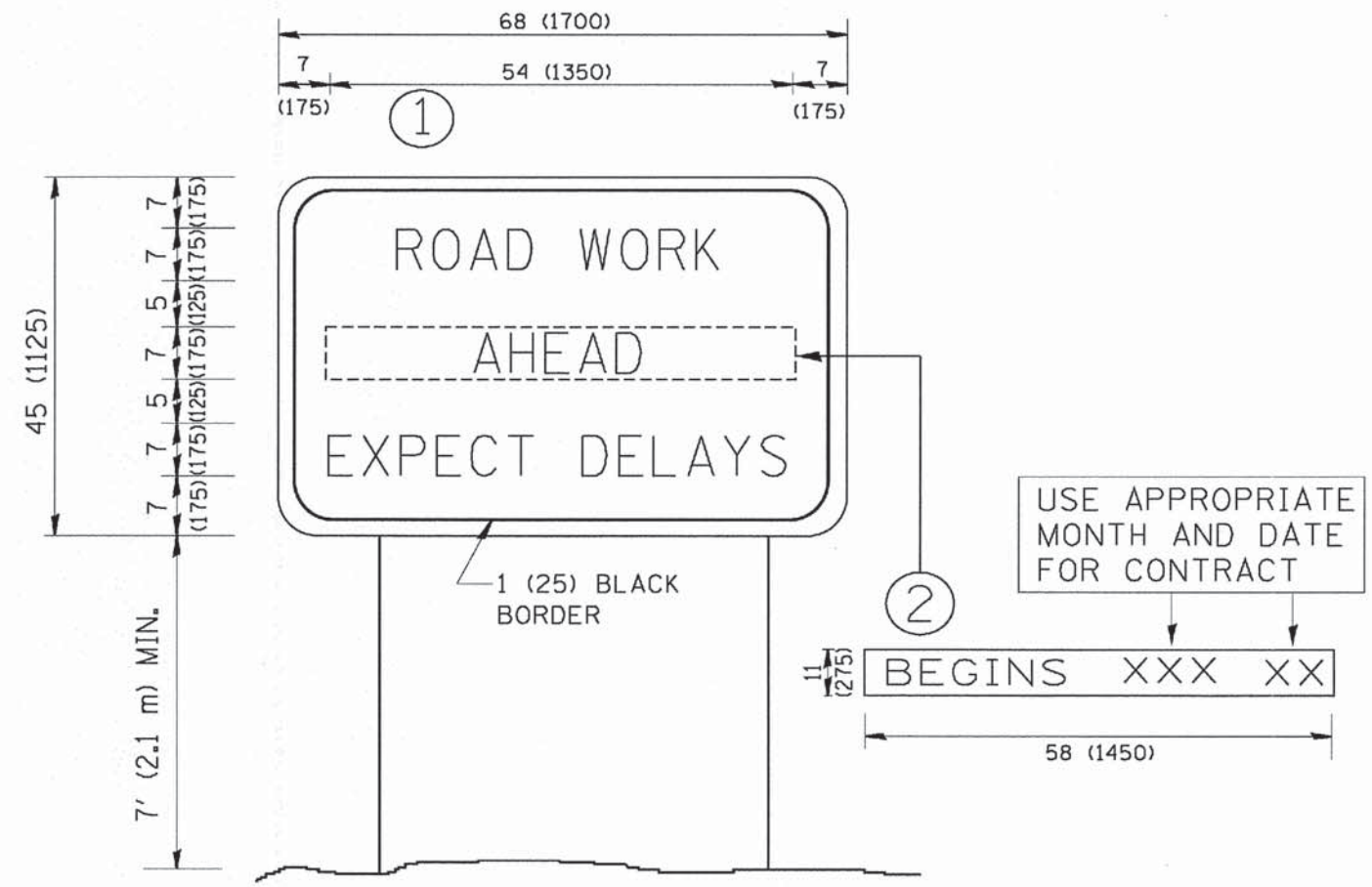
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	82
TC-16			CONTRACT NO. 61A57	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-BHM-900319521				







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**NOTES:**

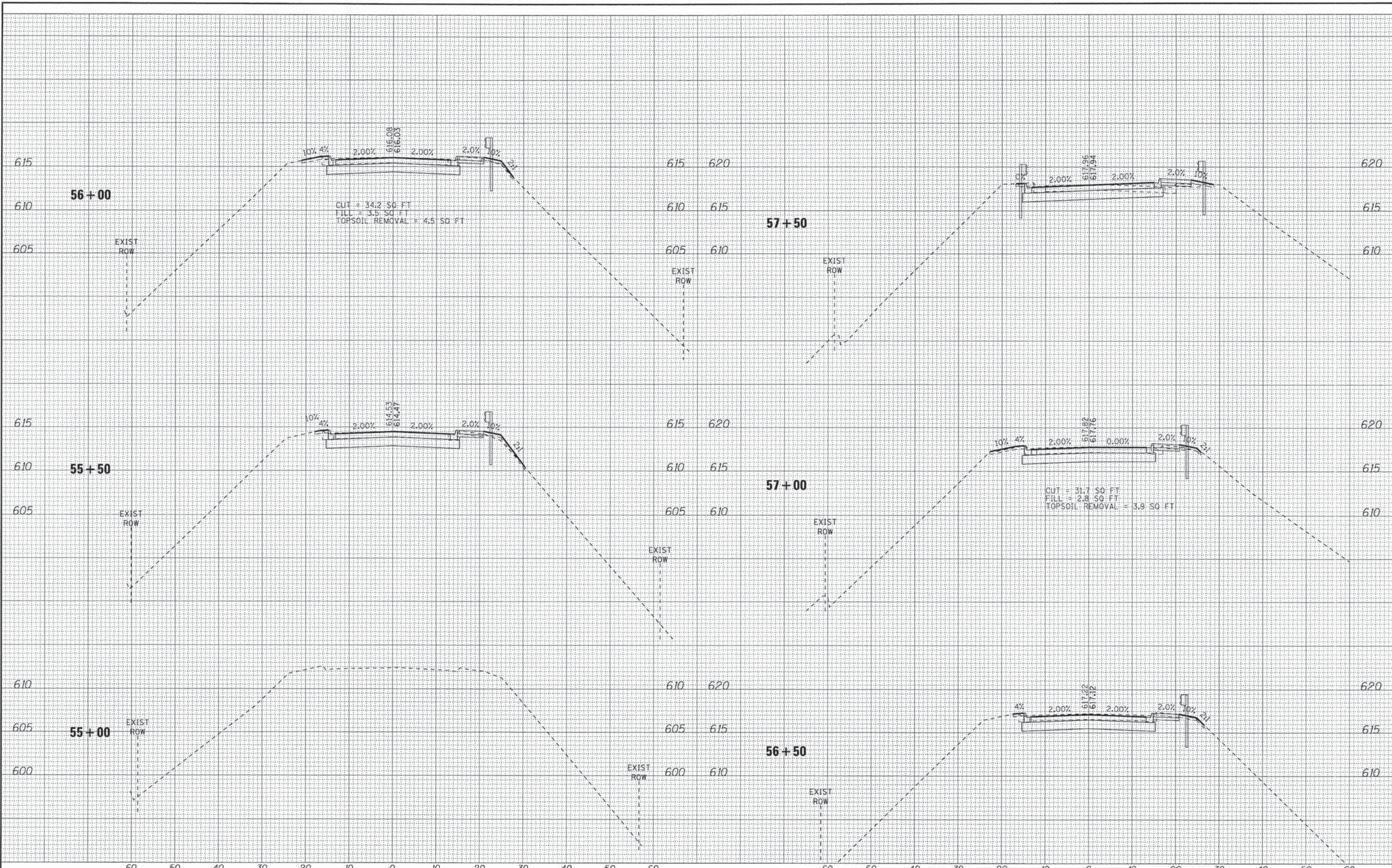
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\datatd\22x34\tc22.dgn	USER NAME = geglennobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.J. RTE. 3719	SECTION 12-00239-00-BR	COUNTY LAKE	TOTAL SHEETS 88	SHEET NO. 84	
	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97			<b>TC-22</b>		<b>CONTRACT NO. 61A57</b>			
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BHM-9003(952)
		DATE -	REVISED - C. JUCIUS 01-31-07								



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 021-0000000-0000-0000-0000-000000000000  
 PROJECT NO. 12-00239-00-BR  
 SHEET NO. 88 OF 85  
 DATE: 03-14-14



DESIGNED -	DJS	REVISED -	-5-8-14 PER IDOT REVIEW
DRAWN -	LKB	REVISED -	-
CHECKED -	RWL	REVISED -	-
DATE -	03-14-14	REVISED -	-

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**  
**PERSHING ROAD**  
 SCALE: H: 1"=10' V: 1"=5'  
 STA. 55+00 TO STA. 57+50

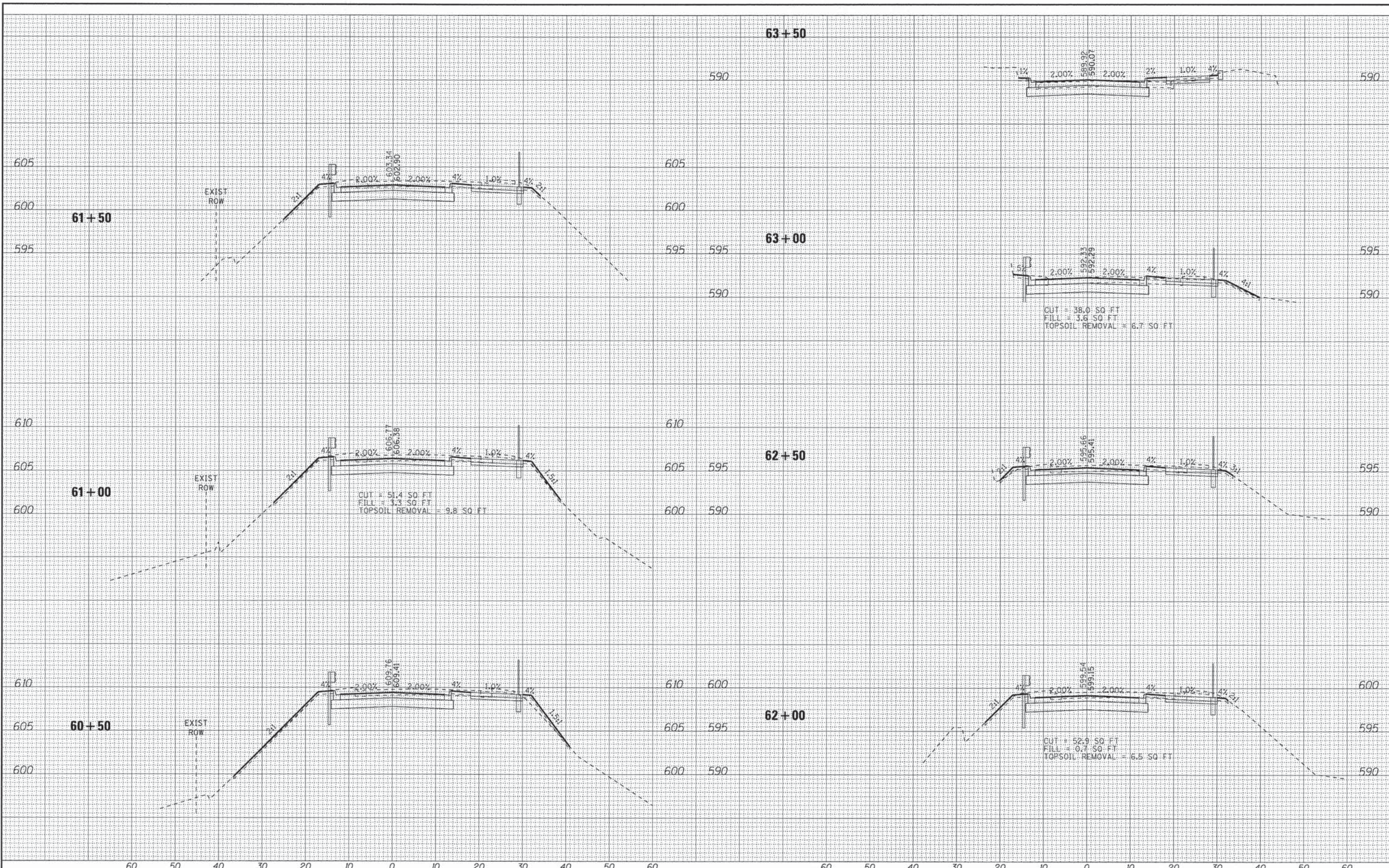
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	85
CONTRACT NO. 61A57			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-BM-9003(952)	







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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 04-0001 - EXPIRES 4/30/2018  
 PROJECT NO. 12-00239-00-BR  
 SHEET NO. 88 OF 87  
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 DATE: 03-14-14



DESIGNED -	DJS	REVISED -	-5-8-14 PER IDOT REVIEW
DRAWN -	UKB	REVISED -	-
CHECKED -	RWL	REVISED -	-
DATE -	03-14-14	REVISED -	-

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SCALE: H<sub>v</sub> 1"=10' V<sub>v</sub> 1"=5'  
 STA. 60+50 TO STA. 63+50

**CROSS SECTIONS**  
**PERSHING ROAD**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	12-00239-00-BR	LAKE	88	87
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT M-61A57	



