

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	1

CONTRACT NO. 62196

D-91-178-01

171
+ 2
173

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 1463 (31st STREET)
SECTION: 1010.1B
IL 50 (CICERO AVENUE) TO KOSTNER AVENUE
BRIDGE DECK REPLACEMENT, PAVEMENT
RESURFACING AND RECONSTRUCTION,
LIGHTING AND TRAFFIC SIGNAL MODERNIZATION
PROJECT: *BHM-1463(001)*
COOK COUNTY
C-91-178-01

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

MINOR ARTERIAL (URBAN)

TRAFFIC DATA

1998 ADT = 16,400

2020 ADT = 17,559

POSTED SPEED LIMIT

35 M.P.H.

31st STREET OVER MJ&CWI RAILROAD
STRUCTURE NO. 016-0871

31st STREET OVER KILBOURN AVENUE
STRUCTURE NO. 016-0872

REMOVAL AND REPLACEMENT OF BRIDGE DECK.

REPAIR OF EXISTING SUBSTRUCTURE.

REMOVAL OF EXISTING STEEL BEARINGS AT ABUTMENTS AND PIERS
AND REPLACEMENT WITH ELASTOMERIC EXPANSION BEARINGS.

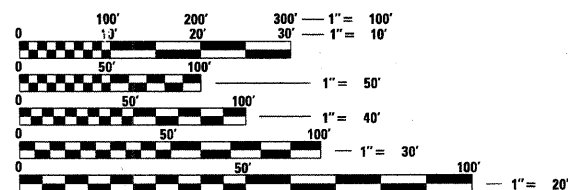
RECONSTRUCTION OF BRIDGE APPROACH PAVEMENTS.

RESURFACING AND RECONSTRUCTION OF APPROACH ROADWAYS.

ADDITION OF RIGHT TURN LANE ON NORTHBOUND CICERO AVENUE.

CONSTRUCTION OF RETAINING WALL, SN 016-W981.

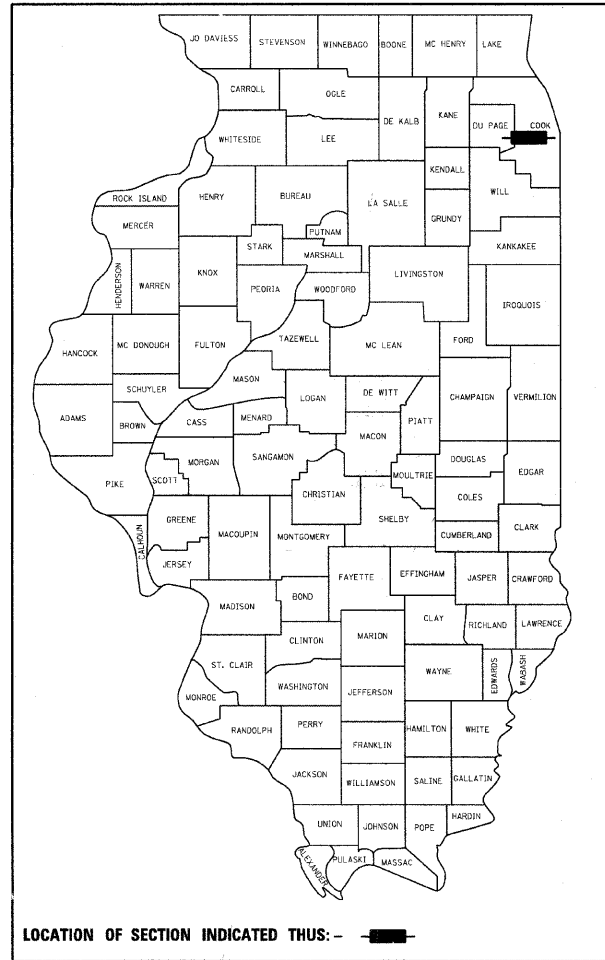
PROJECT LOCATED IN
THE CITY OF CHICAGO AND
THE TOWN OF CICERO



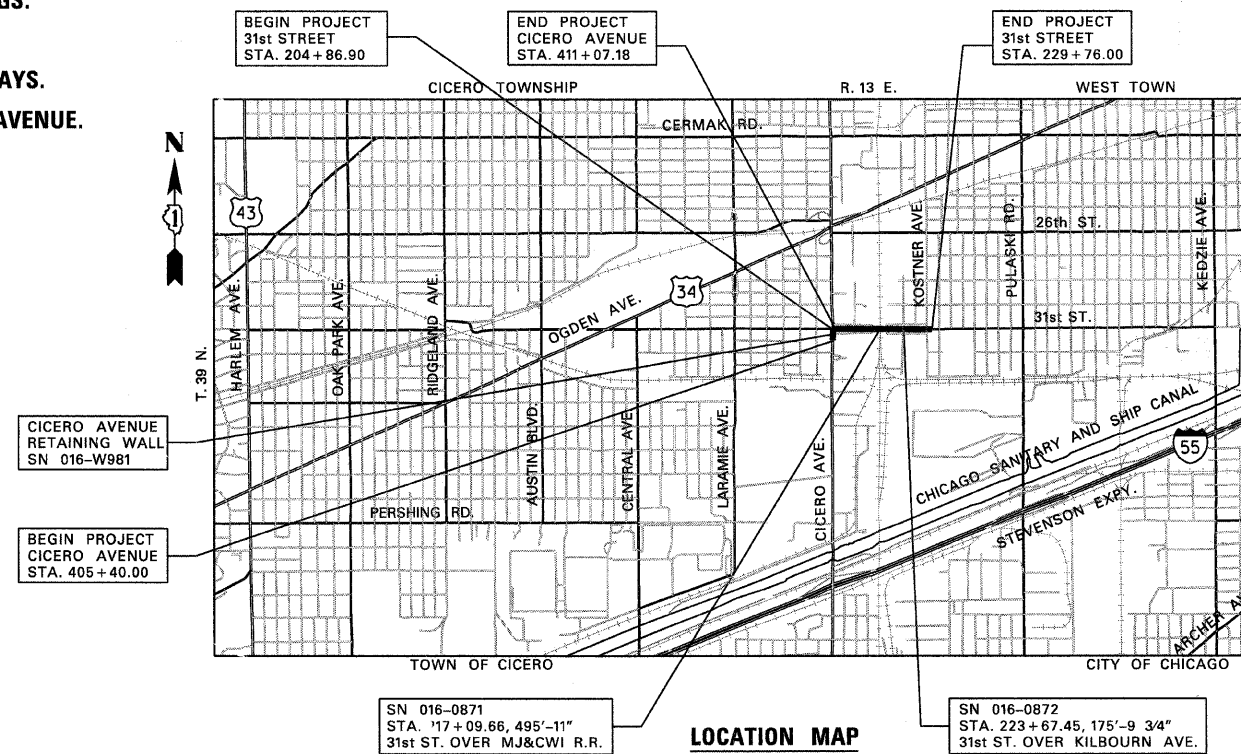
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
C.U.A.N. (IN THE CITY OF CHICAGO)
1-312-744-7000

CONTRACT NO. 62196



LOCATION OF SECTION INDICATED THUS: -



LOCATION MAP

31st STREET
NET LENGTH OF PROJECT = 2489.10' (0.471 MILES)
GROSS LENGTH OF PROJECT = 2489.10' (0.471 MILES)



Michael J. Eichten
APRIL 8, 2008

MICHAEL J. EICHTEN
NO. 062-050948
EXP. DATE 11/30/09
EARTH TECH, INC.
SHEETS 1-46, 76-171

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 9, 2008

Diana M. O'Keefe DE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 3, 2008

Eric E. Haran DE
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT
October 3, 2008

Christine M. Reed DE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

DESIGN CONSULTANT:
EARTH TECH
A tyco INTERNATIONAL LTD. COMPANY
10 S. RIVERSIDE PLAZE, SUITE 1900
CHICAGO, IL 60606
TEL: 312-777-5500
FAX: 312-777-5501

IDOT PROJECT MANAGER - BRIAN KUTTAB (847) 705-4431

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STATE STANDARDS

STANDARD NO.	DRAWING TITLE
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-01	AREAS OF REINFORCEMENT BARS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
420001-07	PAVEMENT JOINTS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
515001-02	NAME PLATE FOR BRIDGES
601001-02	SUB-SURFACE DRAINS
602001	CATCH BASIN, TYPE A
602011	CATCH BASIN, TYPE C
602301-01	INLET, TYPE A
602401-01	MANHOLE, TYPE A
602601-01	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-01	MANHOLE STEPS
604001-02	FRAME AND LIDS, TYPE 1
604086-01	FRAME AND GRATE, TYPE 23
604091-01	FRAME AND GRATE, TYPE 24
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-07	STEEL PLATE BEAM GUARDRAIL
630201-05	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-04	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-00	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
664001-01	CHAIN LINK FENCE
701606-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH MCJNTABLE MEDIAN
701701-05	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006-01	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
729001	APPLICATIONS OF TYPE A AND B METAL POSTS (FOR SIGNS & MARKERS)
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE MARKERS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-01	HANDHOLES
814006-01	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
877001-03	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-00	CONCRETE FOUNDATION DETAILS
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR C.U.A.N. (IN THE CITY OF CHICAGO) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES WHICH HAVE FACILITIES PRESENT IN THE PROJECT AREA AND THE CITY OF CHICAGO AND TOWN OF CICERO.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

IDOT STANDARDS:
 ALL DIRECT STORM SEWER CONNECTIONS WITH PIPES 27 INCHES DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.

USE #6 EPOXY-COATED TIE BARS CONFORMING TO ART. 1006.10 (B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUDED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001 AND FOR TIEING PC CONCRETE WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2" WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 3:1 (H:V).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

DRAINAGE STRUCTURES: THE TOP OF ALL PROPOSED MANHOLES, CATCH BASINS, AND INLETS SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS. DRAINAGE STRUCTURE RIM ELEVATIONS ADJACENT TO THE CURB LINE ARE THE FLOW-LINE OF THE GUTTER ELEVATION AND OFFSETS TO CURB DRAINAGE STRUCTURES ARE AT THE EDGE OF PAVEMENT, EXCEPT WHERE OTHERWISE INDICATED.

JOINTS FOR THE PROPOSED PCC PAVEMENT SHALL BE ESTABLISHED SUCH THAT NO JOINTED SECTION OF PAVEMENT WILL HAVE ANY WIDTH LESS THAN 2 FEET.

THE COST OF SAW CUTS FOR PAVEMENT AND DRIVEWAY REMOVAL SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATION SHALL BE SECURED TO THE PAVEMENT OR PAVED SHOULDER USING SIX ANCHORING PINS AND PROTECTED WITH AN IMPACT ATTENUATOR AS SHOWN ON PLANS.

THE LOCATION OF CHANGEABLE MESSAGE SIGNS, AND ANY RELOCATIONS SHALL BE DETERMINED BY THE ENGINEER. ALL RELOCATIONS SHALL BE INCLUDED IN THE COST OF "CHANGEABLE MESSAGE SIGNS".

COMMITMENTS

- BEFORE UNDERGROUND SEWER WORK IS STARTED, A PERMIT SHALL BE OBTAINED FROM THE CITY OF CHICAGO.
- THIS PROJECT HAS BEEN SIGNED OFF IN-HOUSE FOR HAZMAT. IF THE PROPOSED SCOPE OF WORK CHANGES OR IF ADDITIONAL ROW / TEMPORARY EASEMENTS ARE REQUIRED, PLEASE CONTACT THE IDOT ENVIRONMENTAL STUDIES UNIT AT (847) 705-4101 TO DISCUSS ANY POTENTIAL IMPACTS.
- PACE SHALL BE NOTIFIED OF THE START OF CONSTRUCTION, ONCE IT IS DETERMINED, SO THAT PACE CAN INFORM THEIR OPERATIONS STAFF AND RIDERSHIP.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION 31st STREET
NAME	DATE	
		INDEX OF SHEETS, LIST OF STATE STANDARDS, GENERAL NOTES AND COMMITMENTS

SCALE: N.T.S. DRAWN BY: MXF
 DATE: APRIL 8, 2008 CHECKED BY: MJE

SUMMARY OF QUANTITIES

EARTH TECH		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A tyco INTERNATIONAL LTD. COMPANY		1463	1010.1B	COOK	171	4
STA.		TO STA.				
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		
CONTRACT NO. 62196						

PROJECT NAME: FAU 1463 (31st Street over MJ&CWI RR and Kilbourn Avenue)		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES						
CODE NO.	PAY ITEM DESCRIPTION			1000-2A Roadway	X571-2A MJ&CWI RR	X271-2A Kilbourn Ave.	Y007 Retaining Wall	Y031-1F Traffic Signal	Y030-1E Lighting	* Y030-1E Lighting 100% Cicero
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	201	201						
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	134	134						
20101000	TEMPORARY FENCE	FOOT	5,150	5,150						
20101100	TREE TRUNK PROTECTION	EACH	27	27						
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	7	7						
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	11	11						
20200100	EARTH EXCAVATION	CU YD	82	82						
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,561	1,561						
20400800	FURNISHED EXCAVATION	CU YD	1,128	1,128						
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	158		84	74				
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	257	257						
20800150	TRENCH BACKFILL	CU YD	273	273						
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	300	300						
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,245	4,245						
25000210	SEEDING, CLASS 2A	ACRE	0.50	0.50						
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	320	320						
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	320	320						
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	320	320						
* 25000750	MOWING	ACRE	21.25	21.25						
25003210	INTERSEEDING, CLASS 2A	ACRE	3.00	3.00						
25003312	INTERSEEDING, CLASS 4A	ACRE	3.50	3.50						
25100115	MULCH, METHOD 2	ACRE	6.25	6.25						
25100630	EROSION CONTROL BLANKET	SQ YD	5,000	5,000						
25200110	SODDING, SALT TOLERANT	SQ YD	4,245	4,245						
25200200	SUPPLEMENTAL WATERING	UNIT	14	14						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100						
28000400	PERIMETER EROSION BARRIER	FOOT	2,950	2,950						
28000500	INLET AND PIPE PROTECTION	EACH	8	8						
28000510	INLET FILTERS	EACH	18	18						
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	3,987	3,987						
35300605	PORTLAND CEMENT CONCRETE BASE COURSE 11 1/4"	SQ YD	3,428	3,428						
40300200	BITUMINOUS MATERIALS (PRIME COAT)	TON	12	12						
40600300	AGGREGATE (PRIME COAT)	TON	17	17						
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	523	523						
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	54	54						
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	59	59						
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70	TON	700	700						
42000511	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)	SQ YD	750	750						
42001300	PROTECTIVE COAT	SQ YD	3,650	3,650						
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	654	654						
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	135	135						
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	19,824	19,824						
42400610	TEMPORARY SIDEWALK	SQ FT	1,220	1,220						
44000100	PAVEMENT REMOVAL	SQ YD	4,556	4,556						
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	4,903	4,903						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,631	2,631						
44000600	SIDEWALK REMOVAL	SQ FT	14,755	14,755						
44000700	APPROACH SLAB REMOVAL	SQ YD	575	575						
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	350	350						
44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	100	100						
40600895	CONSTRUCTING TEST STRIP	EACH	1	1						

+ SPECIALITY ITEM
* NON PARTICIPATING ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

**SUMMARY OF QUANTITIES
I OF VI**

SCALE: VERT. N.T.S.
HORIZ. APRIL, 2008

DRAWN BY CJO
CHECKED BY MJE

Rev.

SUMMARY OF QUANTITIES

EARTH TECH
A **tyco** INTERNATIONAL LTD. COMPANY

F.A.U. RTE. 1463	SECTION 1010.1B	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 5
STA. FED. ROAD DIST. NO.		TO STA. ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62196

PROJECT NAME: FAU 1463 (31st Street over MJ&CWI RR and Kilbourn Avenue)		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES						
CODE NO.	PAY ITEM DESCRIPTION			1000-2A Roadway	X571-2A MJ&CWI RR	X271-2A Kilbourn Ave.	Y007 Retaining Wall	Y031-1F Traffic Signal	Y030-1E Lighting	* Y030-1E Lighting 100% Cicero
44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	40	40						
44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	40	40						
44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	25	25						
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	200	200						
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	150	150						
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	100	100						
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	50	50						
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	673	673						
50102400	CONCRETE REMOVAL	CU YD	24		12.8	11.6				
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2		1	1				
50157300	PROTECTIVE SHIELD	SQ YD	2,962		2,507	455				
50200100	STRUCTURE EXCAVATION	CU YD	278		84	74	120			
50300225	CONCRETE STRUCTURES	CU YD	110.8		21.3	15.3	74.2			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1,240.5		913.8	326.7				
50300260	BRIDGE DECK GROOVING	SQ YD	2,183		1,615	568				
50300300	PROTECTIVE COAT	SQ YD	3,952		2,924	1,028				
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	22,010		17,705	4,305				
50500505	STUD SHEAR CONNECTORS	EACH	14,071		10,179	3,618	274			
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	90		63	27				
50501120	STRUCTURAL STEEL REMOVAL	L SUM	1.0		0.8	0.2				
50600600	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1					
50600700	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1			1				
50606400	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	1		0.5	0.5				
+ 50700209	UNTREATED TIMBER LAGGING	SQ FT	1333				1333			
+ 51202210	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	1331				1331			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	238,560		168,100	61,660	8,800			
50800515	BAR SPLICERS	EACH	2,259		1,553	706				
50901730	BRIDGE FENCE RAILING	FOOT	1,330		985	345				
51205200	TEMPORARY SHEET PILING	SQ FT	483		322	161				
51500100	NAME PLATES	EACH	2		1	1				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	241		144	97				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36		27	9				
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	54		36	18				
52100520	ANCHOR BOLTS, 1"	EACH	108		72	36				
52100530	ANCHOR BOLTS, 1 1/4"	EACH	70		54	16				
55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE AND CLASS IV 12"	FOOT	190	190						
55021600	STORM SEWERS, TYPE 2, REINFORCED CONCRETE AND CLASS III 12"	FOOT	256	256						
* 55039700	STORM SEWERS TO BE CLEANED	FOOT	3,206	3,206						
55100400	STORM SEWER REMOVAL 10"	FOOT	178	178						
55100500	STORM SEWER REMOVAL 12"	FOOT	61	61						
58700300	CONCRETE SEALER	SQ FT	4528		1,755	1,089	1684			
59000200	EPOXY CRACK INJECTION	FOOT	201		119	82				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	200		27	26	153			
60100925	PIPE DRAINS 8"	FOOT	152	152						
60107600	PIPE UNDERDRAINS 4"	FOOT	550	550						
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	10				10			
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	560		120	120	320			
60201330	CATCH BASINS, TYPE A, 4'- DIAMETER, TYPE 23 FRAME AND GRATE	EACH	3	3						
60201340	CATCH BASINS, TYPE A, 4'- DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2						
60202505	CATCH BASINS, TYPE A, 4'- DIAMETER, TYPE 1 FRAME, OPEN LID (CITY OF CHICAGO)	EACH	10	10						

+ SPECIALITY ITEM
* NON PARTICIPATING ITEM

REVISIONS	
NAME	DATE


ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

SUMMARY OF QUANTITIES
II OF VI

SCALE: VERT. N.T.S.
HORIZ. APRIL, 2008

DRAWN BY CJO
CHECKED BY MJE

SUMMARY OF QUANTITIES

 EARTH TECH A tyco INTERNATIONAL LTD. COMPANY	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1463	1010.1B	COOK	171	6
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62196					

PROJECT NAME: FAU 1463 (31st Street over MJ&CWI RR and Kilbourn Avenue)		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES						
CODE NO.	PAY ITEM DESCRIPTION			I000-2A Roadway	X571-2A MJ&CWI RR	X271-2A Kilbourn Ave.	Y007 Retaining Wall	Y031-1F Traffic Signal	Y030-1E Lighting	* Y030-1E Lighting 100% Cicero
60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	2	2						
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	1	1						
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	4	4						
60251730	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	5	5						
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1						
60261530	INLETS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	3	3						
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1						
60500040	REMOVING MANHOLES	EACH	2	2						
60500050	REMOVING CATCH BASINS	EACH	13	13						
60500060	REMOVING INLETS	EACH	2	2						
60602800	CONCRETE GUTTER, TYPE B	FOOT	314	314						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,993	1,993						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	530	530						
61140000	STORM SEWERS (SPECIAL) 8"	FOOT	24	24						
61140100	STORM SEWERS (SPECIAL) 10"	FOOT	46	46						
+ 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	1,120	1,120						
+ 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2						
+ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	10	10						
+ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4						
63200310	GUARDRAIL REMOVAL	FOOT	1,547	1,547						
66400105	CHAIN LINK FENCE, 4'	FOOT	520	520						
66410300	CHAIN LINK FENCE REMOVAL	FOOT	345	345						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12						
67100100	MOBILIZATION	L SUM	1	1						
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1						
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	200	200						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	32	32						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10,718	10,718						
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	24	24						
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	146	146						
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	20,903	20,903						
70300570	PAVEMENT MARKING TAPE, TYPE III, 24"	FOOT	104	104						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	7,975	7,975						
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3,400	3,400						
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	3,600	3,600						
+ 72000100	SIGN PANEL - TYPE 1	SQ FT	63.3	32.8			30.5			
+ 72000200	SIGN PANEL - TYPE 2	SQ FT	50.0	25.0			25.0			
+ 72900100	METAL POST - TYPE A	FOOT	67	67						
+ 72900200	METAL POST - TYPE B	FOOT	56	56						
+ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	465	465						
+ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,561	7,561						
+ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,001	2,001						
+ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	424	424						
+ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	167	167						
+ 78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	219	219						
+ 78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	6,630	6,630						
+ 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	1,416	1,416						
+ 78003140	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 8"	FOOT	76	76						
+ 78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	55	55						
+ 78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"	FOOT	149	149						

+ SPECIALITY ITEM
* NON PARTICIPATING ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

**SUMMARY OF QUANTITIES
III OF VI**

SCALE: VERT. N.T.S.
HORIZ. APRIL, 2008

DRAWN BY CJO
CHECKED BY MJE

SUMMARY OF QUANTITIES

EARTH TECH
A **tyco** INTERNATIONAL LTD. COMPANY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	7.
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62196

PROJECT NAME: FAU 1463 (31st Street over MJ&CWI RR and Kilbourn Avenue)		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES						
CODE NO.	PAY ITEM DESCRIPTION			1000-2A Roadway	X571-2A MJ&CWI RR	X271-2A Kilbourn Ave.	Y007 Retaining Wall	Y031-1F Traffic Signal	Y030-1E Lighting	* Y030-1E Lighting 100% Cicero
+	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	160	160					
+	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	38	38					
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,885	1,885					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	23	23					
+	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1420				1420		
+	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	84				84		
+	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	77				77		
+	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	87				87		
+	81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	200						200
+	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	360				360		
+	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1460					790	670
+	81305000	JUNCTION BOX EMBEDDED IN STRUCTURE 24"x12"x6"	EACH	8					6	2
+	81400100	HANDHOLE	EACH	5				3	2	
+	81400200	HEAVY-DUTY HANDHOLE	EACH	4				4		
+	81400300	DOUBLE HANDHOLE	EACH	2				2		
+	81700375	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3/C NO. 4 AND 1/C NO. 6 GROUND	FOOT	400						400
+	81800320	AERIAL CABLE, 3-1/C NO.4 WITH MESSENGER WIRE	FOOT	1700					900	800
+	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	5104				1704	1000	2400
+	82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	16						16
+	82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	11					5	6
+	83007500	LIGHT POLE, ALUMINUM, 35 FT. M.H., 12 FT. MAST ARM	EACH	12						12
+	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	195					40	155
+	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	16						16
+	84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	10					5	5
+	84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	24					10	14
+	84200700	LIGHTING FOUNDATION REMOVAL	EACH	23					10	13
+	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	4						4
+	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2					2	
+	85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1					1	
+	86400100	TRANSCEIVER-FIBER OPTIC	EACH	1					1	
+	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1481					1481	
+	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2293					2293	
+	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3015					3015	
+	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1745					1745	
+	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3283					3283	
+	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	50					50	
+	87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	1					1	
+	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2					2	
+	87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1					1	
+	87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1					1	
+	87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	2					2	
+	87700320	STEEL MAST ARM ASSEMBLY AND POLE, 55 FT.	EACH	1					1	
+	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12					12	
+	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4					4	
+	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	15					15	
+	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60					60	
+	87900200	DRILL EXISTING HANDHOLE	EACH	4					4	
+	88030020	SIGNAL HEAD, L E D, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	9					9	
+	88030110	SIGNAL HEAD, L E D, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5					5	
+	88030210	SIGNAL HEAD, L E D, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1					1	

+ SPECIALITY ITEM
* NON PARTICIPATING ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

SUMMARY OF QUANTITIES
IV OF VI

SCALE: VERT. N.T.S.
HORIZ. APRIL, 2008

DRAWN BY CJO
CHECKED BY MJE

Rev.

SUMMARY OF QUANTITIES

EARTH TECH A tyco INTERNATIONAL LTD. COMPANY	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1463	1010.1B	COOK	171	7A
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 62196	

PROJECT NAME: FAU 1463 (31st Street over MJ&CWI RR and Kilbourn Avenue)		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES						
CODE NO.	PAY ITEM DESCRIPTION			1000-2A Roadway	X571-2A MJ&CWI RR	X271-2A Kilbourn Ave.	Y007 Retaining Wall	Y031-1F Traffic Signal	Y030-1E Lighting	* Y030-1E Lighting 100% Cicero
+ 88030240	SIGNAL HEAD, L E D, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2					2		
+ 88102710	PEDESTRIAN SIGNAL HEAD, L E D, 1-FACE, BRACKET MOUNTED	EACH	6					6		
+ 88102740	PEDESTRIAN SIGNAL HEAD, L E D, 2-FACE, BRACKET MOUNTED	EACH	1					1		
+ 88200100	TRAFFIC SIGNAL BACKPLATE	EACH	14					14		
+ 88500100	INDUCTIVE LOOP DETECTOR	EACH	12					12		
+ 88600100	DETECTOR LOOP, TYPE 1	FOOT	1,036					1,036		
+ 88700200	LIGHT DETECTOR	EACH	1					1		
+ 88800100	PEDESTRIAN PUSH-BUTTON	EACH	7					7		
+ 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1					1		
+ 89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2					2		
+ 89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1					1		
+ 89502200	MODIFY EXISTING CONTROLLER	EACH	2					2		
+ 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4,225					4,225		
+ 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1					1		
+ 89502380	REMOVE EXISTING HANDHOLE	EACH	10					10		
+ 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8					8		
+ A2000120	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	10						
+ A2002920	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	10						
+ A2004820	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	10						
+ A2005020	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	10						
+ C2C05824	SHRUB, RHUS AROMATIC GRO-LOW (GRO-LOW FRAGRANT SUMAC), 2' WIDTH, CONTAINER	EACH	50	50						
+ K0036120	MULCH PLACEMENT 4"	SQ YD	1,110	1,110						
+ K1005465	SELECTIVE MOWING STAKES	EACH	32	32						
X0300840	TEMPORARY WALKWAY	L SUM	1		0.5	0.5				
X0300996	CATCH BASIN TO BE ADJUSTED WITH NEW FRAME AND PERFORATED LID FOR CATCH BASINS AND MANHOLES, CHICAGO STANDARD	EACH	4	4						
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52						
+ X0322314	WEED CONTROL, BROADLEAF IN TURF	GALLON	4	4						
+ X0322324	WEED CONTROL, TEASEL	POUND	0.25	0.25						
+ X0322738	ELECTRIC CABLE IN CONDUIT, 600V (EPRN-TRIPLEXED) 2-1/C NO. 6, 1-1/C NO. 8 GROUND	FOOT	1870					1870		
+ X0322856	WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL	GALLON	4	4						
+ X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	23	23						
+ X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5,418					5,418		
X0323082	DRAINAGE SCUPPERS, DS-33	EACH	12		8	4				
+ X0323574	MAINTENANCE OF LIGHTING SYSTEM	GAL MO	6					3	3	
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	27			27				
+ X0324387	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	10						10	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	2,164		1,930	234				
+ X0325553	TEMPORARY WOOD POLE, 60 FT., CLASS 4, 20 FT. MAST ARM	EACH	3						3	
+ X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1					1		
+ X0325751	DRIVING SOLDIER PILES	FOOT	2,245				2,245			
+ X0325890	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL I	EACH	1					1		
+ X0329867	INSTALL LIGHT POLE MAST ARM & LUMINAIRE (MATERIAL PROVIDED BY THE CITY OF CHICAGO)	EACH	8					8		
X0517100	STORM SEWERS, DUCTILE IRON PIPE 8"	FOOT	90	90						
X0712400	TEMPORARY PAVEMENT	SQ YD	315	315						
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	315	315						
+ X0933700	PVC CONDUIT IN TRENCH 2" (SCHEDULE #80)	FOOT	900					900		
+ X8050015	SERVICE INSTALLATION POLE MOUNTED	EACH	1					1		
+ X8160370	UNIT DUCT, WITH 3-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE	FOOT	2,650						2,650	

+ SPECIALITY ITEM
* NON PARTICIPATING ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET


SUMMARY OF QUANTITIES
V OF VI

SCALE: VERT. N.T.S.
HORIZ. DATE APRIL, 2008

DRAWN BY CJO
CHECKED BY MJE

Rev.

SUMMARY OF QUANTITIES

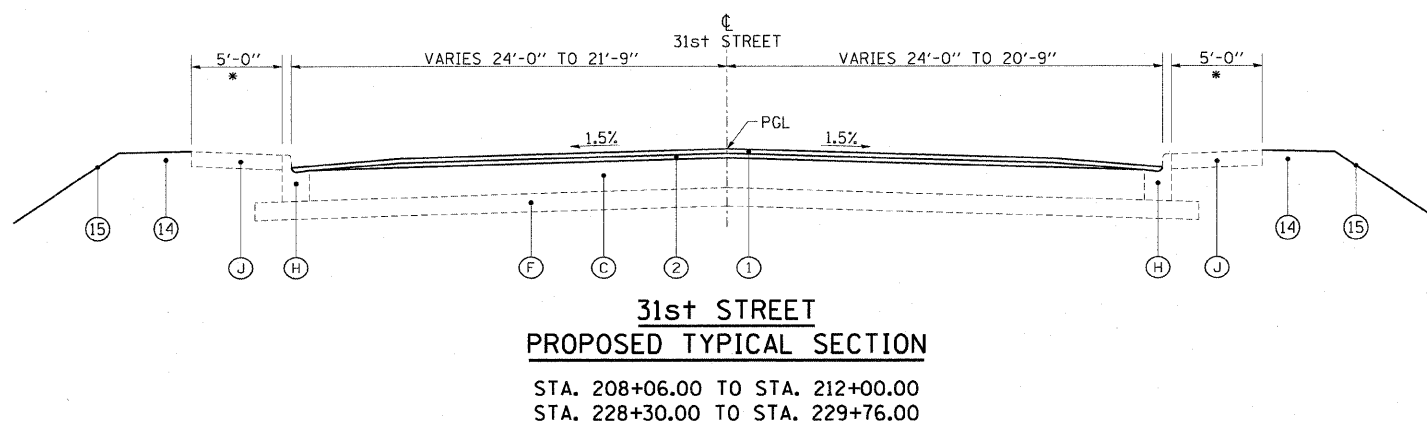
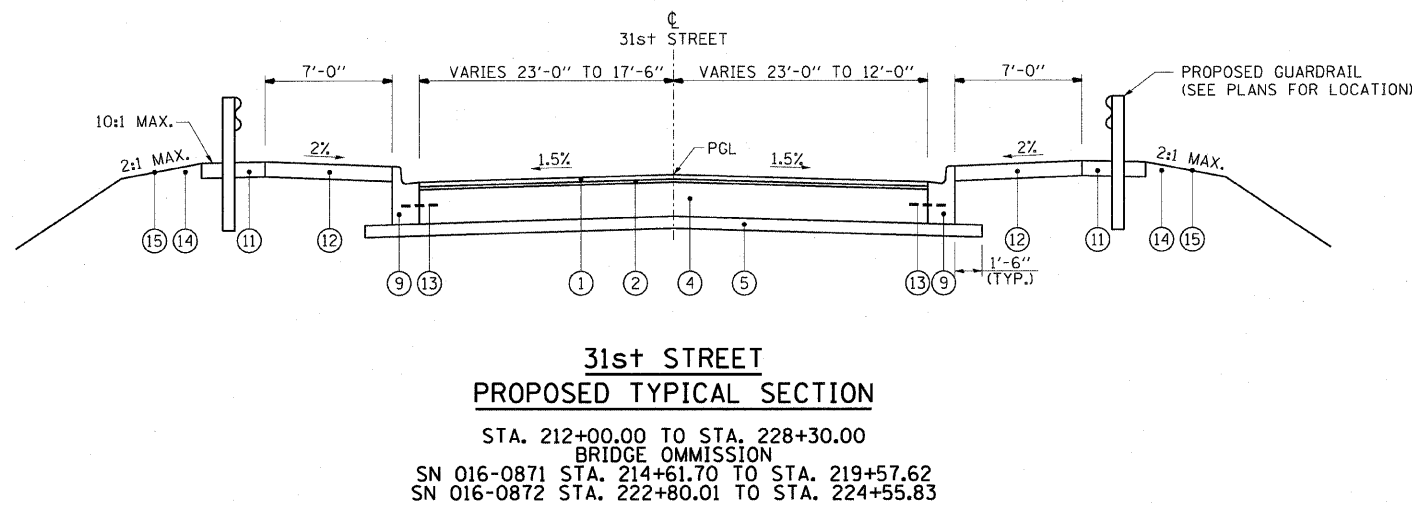
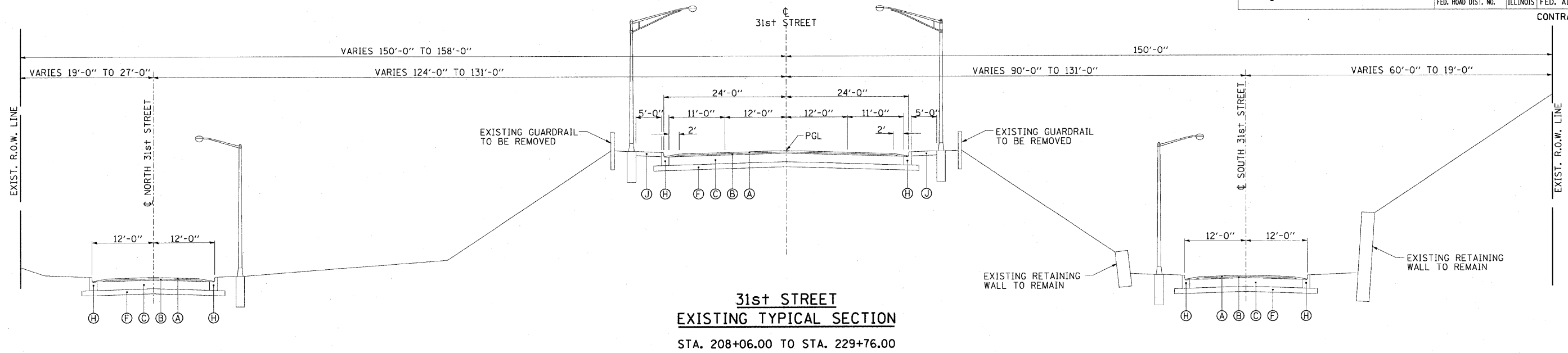
 A tyco INTERNATIONAL LTD. COMPANY	F.A.U. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1463	1010.1B	COOK	171	7B
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62196					

PROJECT NAME: FAU 1463 (31st Street over MJ&CWI RR and Kilbourn Avenue)		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODES						
CODE NO.	PAY ITEM DESCRIPTION			I000-2A Roadway	X571-2A MJ&CWI RR	X271-2A Kilbourn Ave.	Y007 Retaining Wall	Y031-1F Traffic Signal	Y030-1E Lighting	* Y030-1E Lighting 100% Cicero
+ X8210302	PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LUMINAIRES	L SUM	1					0.5	0.5	
+ X8620020	UN INTERRUPTIBLE POWER SUPPLY	EACH	1							
+ X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F SM12F	FOOT	5,470				5,470			
+ X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	871				871			
+ X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	701				701			
XX004812	VIDEO TAPING OF SEWERS	FOOT	1,000	1,000						
+ XX004861	TREE, ULMUS CARPINIFOLIA ACCOLADE MORTON (ACCOLADE ELM), 1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	10						
XX005656	INLET FILTER CLEANING	EACH	18	18						
+ XX006937	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	20				3	17		
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	880	880						
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1						
* Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	32	32						
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
Z0030340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	4	4						
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1					
Z0064800	SELECTIVE CLEARING	UNIT	10	10						
⊙ Z0076600	TRAINEES	HOUR	3,500	3,500						
+ X0326130	TEMPORARY WOOD POLE, 100FT., CLASS 4, 20 FT. MAST ARM	EACH	7				5	2		
+ 66900200	NON-SPECIAL WASTE DISPOSAL	CU-YD								
+ 66900205	SPECIAL WASTE DISPOSAL	CU-YD								
	88030100 SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1				1			
	81000800 CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	29				29			
	83050440 LIGHT POLE, ALUMINUM, 35 FT. M.H., 2-15 FT. MAST ARMS	EACH	2					2		

- ⊙ Y080
- + SPECIALITY ITEM
- * NON PARTICIPATING ITEM

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION 31st STREET
NAME	DATE	
		<p align="center">SUMMARY OF QUANTITIES VI OF VI</p> <p>SCALE: VERT. N.T.S. HORIZ. N.T.S. DATE: APRIL, 2008</p> <p align="right">DRAWN BY CJO CHECKED BY MJE</p>

Rev.



* IN AREAS WHERE PROPOSED SIDEWALK IS TO BE RECONSTRUCTED ALONG THE BACK OF CURB IT SHALL BE 7'-0" IN WIDTH (SEE PLANS FOR LOCATIONS).

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2" & VARIES
- (B) HOT-MIX ASPHALT BINDER COURSE, 1 1/2" & VARIES
- (C) P.C. CONCRETE PAVEMENT OR BASE COURSE, 10"
- (D) P.C. CONCRETE PAVEMENT, 10 1/2"
- (E) AGGREGATE SUBGRADE, 12"
- (F) SUB-BASE GRANULAR MATERIAL (VARIES 4" TO 6")
- (G) POROUS GRANULAR EMBANKMENT SUBGRADE (THICKNESS VARIES)
- (H) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (I) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (J) P.C.C. SIDEWALK

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N70, 1"
- (3) LEVELING BINDER (MACHINE METHOD), N70, 1 1/2"
- (4) P.C. CONCRETE BASE COURSE, 11 1/4"
- (5) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (6) P.C. CONCRETE PAVEMENT, 10 1/2" (JOINTED)
- (7) AGGREGATE SUBGRADE, 12"
- (8) POROUS GRANULAR EMBANKMENT SUBGRADE, 12"
- (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (10) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (11) HOT-MIX ASPHALT SHOULDERS, 6"
- (12) P.C.C. SIDEWALK, 5"
- (13) #6 EPOXY-COATED REINF. BAR @ 24" C-C, 24" LONG, DRILLED & GROUTED (COST INCLUDED IN COMBINATION CONCRETE CURB & GUTTER)
- (14) TOPSOIL FURNISH AND PLACE, 4"
- (15) SODDING/SEEDING, (SEE LANDSCAPE PLANS)
- (16) #6 EPOXY-COATED REINF. BAR @ 24" C-C, 24" LONG, DRILLED & GROUTED (COST INCLUDED IN PCC PAVEMENT / BASE COURSE)

PAVEMENT DESIGN WORKSHEET

STRUCTURAL PAVEMENT DESIGN INFORMATION BLOCK FOR
31st STREET OVER KILBOURN & MJ&CWI R.R.

STRUCTURAL TRAFFIC: YEAR 2015
 PV= 7,788 SU= 8,654 MU= 865
 ROAD/STREET CLASSIFICATION: CLASS 1
 P= 32% S= 45% M= 45%
 TRAFFIC FACTOR: Actual TF= 16.63 AC Type= N/A
 Minimum TF= 6.03
 AC GRADE: Binder= PG 64-22 Surface= PG 64-22
 SUBGRADE SUPPORT RATING:
 SSR= 2.00 (Sta. _____ to _____)
 SSR= 2.00 (Sta. _____ to _____)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
TYPICAL SECTIONS
31st STREET
I OF III

SCALE: N.T.S. DRAWN BY CJO
DATE APRIL 8, 2008 CHECKED BY MJJ

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2" & VARIES
- (B) HOT-MIX ASPHALT BINDER COURSE, 1 1/2" & VARIES
- (C) P.C. CONCRETE PAVEMENT OR BASE COURSE, 10"
- (D) P.C. CONCRETE PAVEMENT, 10 1/2"
- (E) AGGREGATE SUBGRADE, 12"
- (F) SUB-BASE GRANULAR MATERIAL (VARIES 4" TO 6")
- (G) POROUS GRANULAR EMBANKMENT SUBGRADE (THICKNESS VARIES)
- (H) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (I) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (J) P.C.C. SIDEWALK

PROPOSED LEGEND

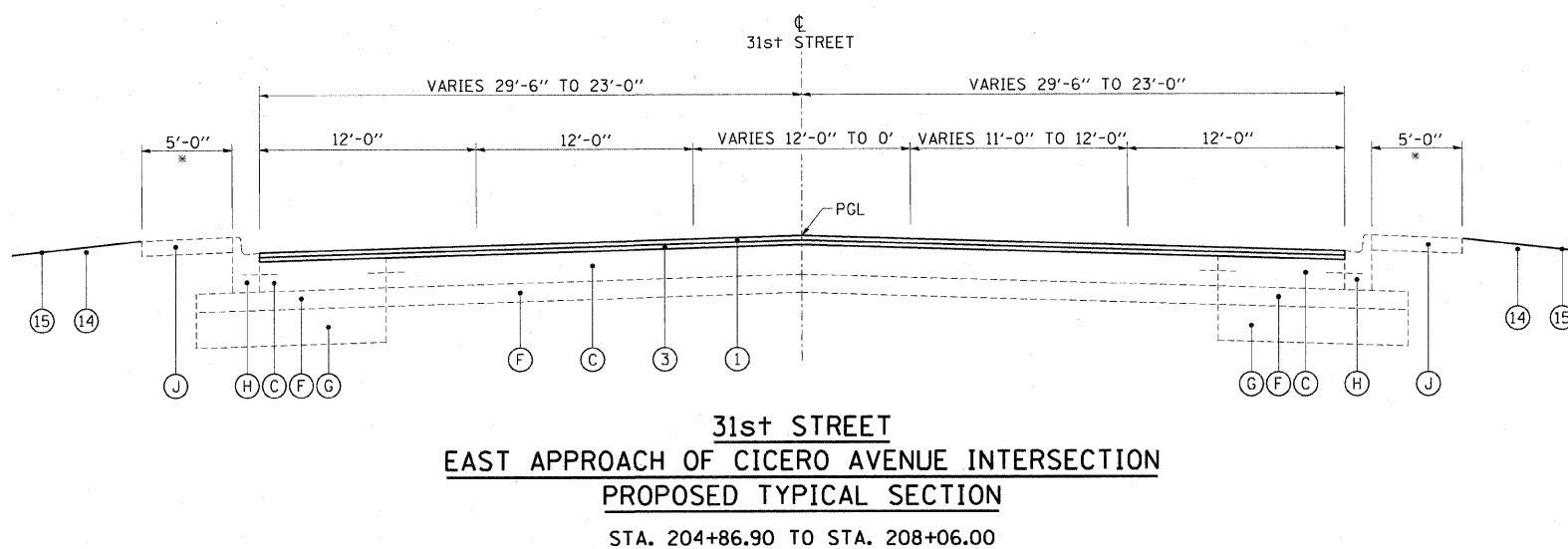
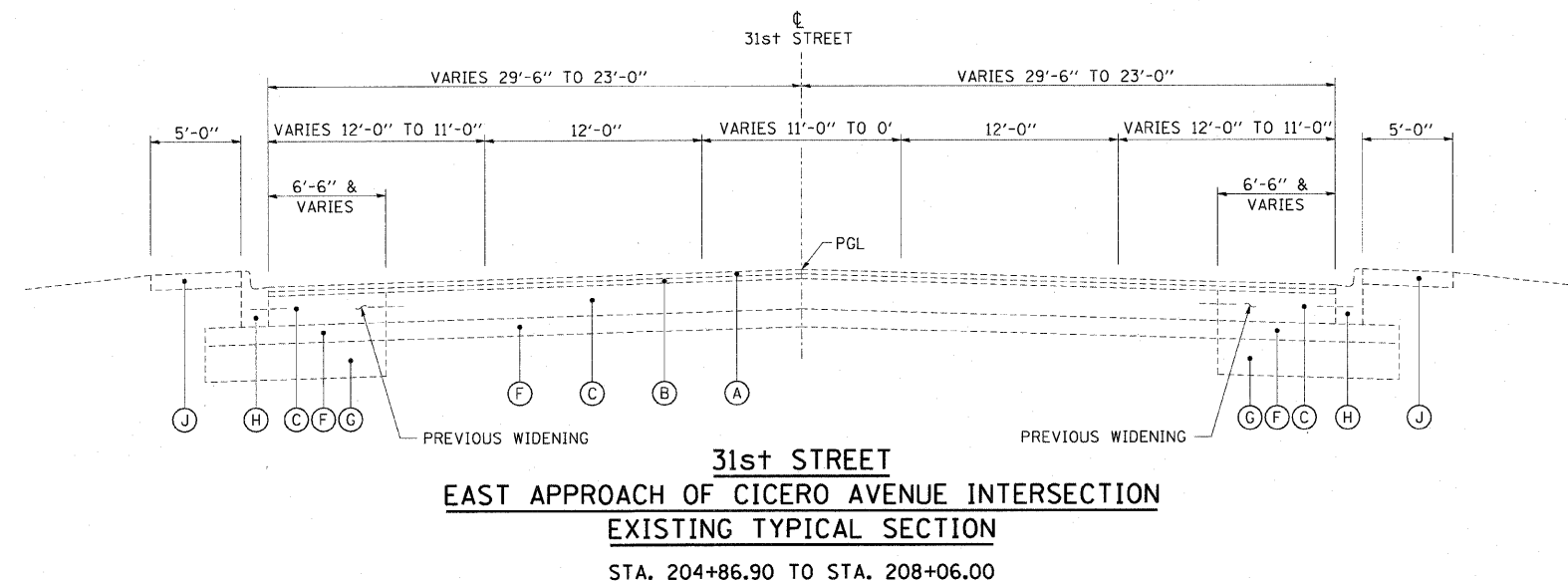
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N70, 1"
- (3) LEVELING BINDER (MACHINE METHOD), N70, 1 1/2"
- (4) P.C. CONCRETE BASE COURSE, 1 1/4"
- (5) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (6) P.C. CONCRETE PAVEMENT, 10 1/2" (JOINTED)
- (7) AGGREGATE SUBGRADE, 12"
- (8) POROUS GRANULAR EMBANKMENT SUBGRADE, 12"
- (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (10) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (11) HOT-MIX ASPHALT SHOULDERS, 6"
- (12) P.C.C. SIDEWALK, 5"
- (13) *6 EPOXY-COATED REINF. BAR @ 24" C-C, 24" LONG, DRILLED & GROUTED (COST INCLUDED IN COMBINATION CONCRETE CURB & GUTTER)
- (14) TOPSOIL FURNISH AND PLACE, 4"
- (15) SODDING/SEEDING, (SEE LANDSCAPE PLANS)
- (16) *6 EPOXY-COATED REINF. BAR @ 24" C-C, 24" LONG, DRILLED & GROUTED (COST INCLUDED IN PCC PAVEMENT / BASE COURSE)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS	THICKNESS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 GYR.	1 1/2"
LEVELING BINDER (MACHINE METHOD), N70	PG 64-22*	4% @ 70 GYR.	1" TO 1 1/2"
HOT-MIX ASPHALT SHOULDERS, 6"	PG 64-22*	2% @ 30 GYR.	6"
TEMPORARY PAVEMENT			
TEMPORARY PAVEMENT (HMA BINDER IL-19mm)	PG 64-22*	4% @ 50 GYR.	10 1/2"
HMA SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.	1 1/2"
CLASS D PATCHES (HMA BINDER IL-19mm)	PG 64-22*	4% @ 70 GYR.	10"
HMA REPLACEMENT OVER PATCHES	PG 64-22*	4% @ 70 GYR.	3" (3 LIFTS)

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

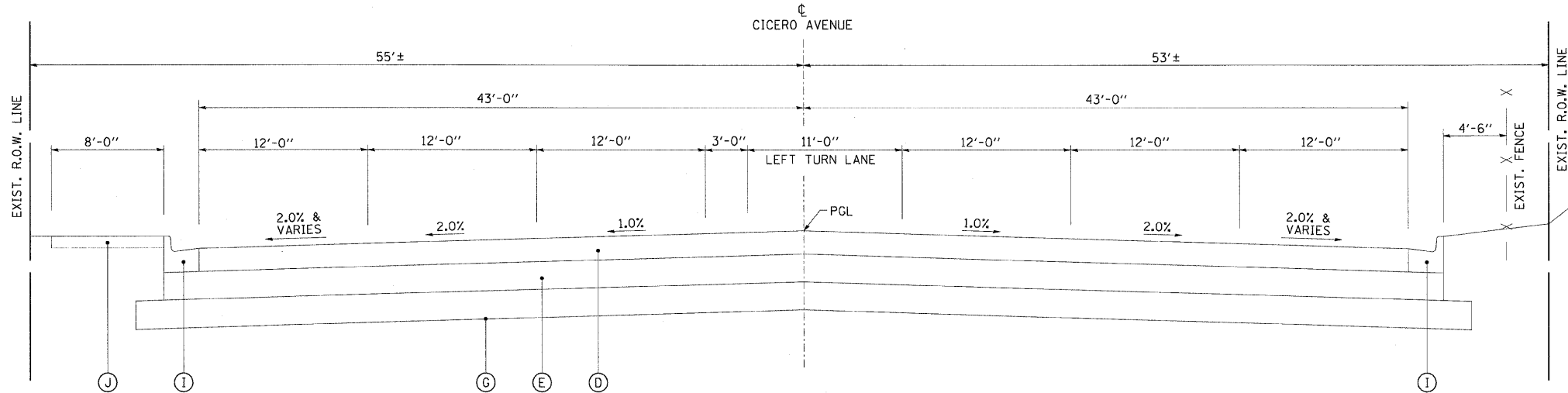


* IN AREAS WHERE PROPOSED SIDEWALK IS TO BE RECONSTRUCTED ALONG THE BACK OF CURB IT SHALL BE 7'-0" IN WIDTH (SEE PLANS FOR LOCATIONS).

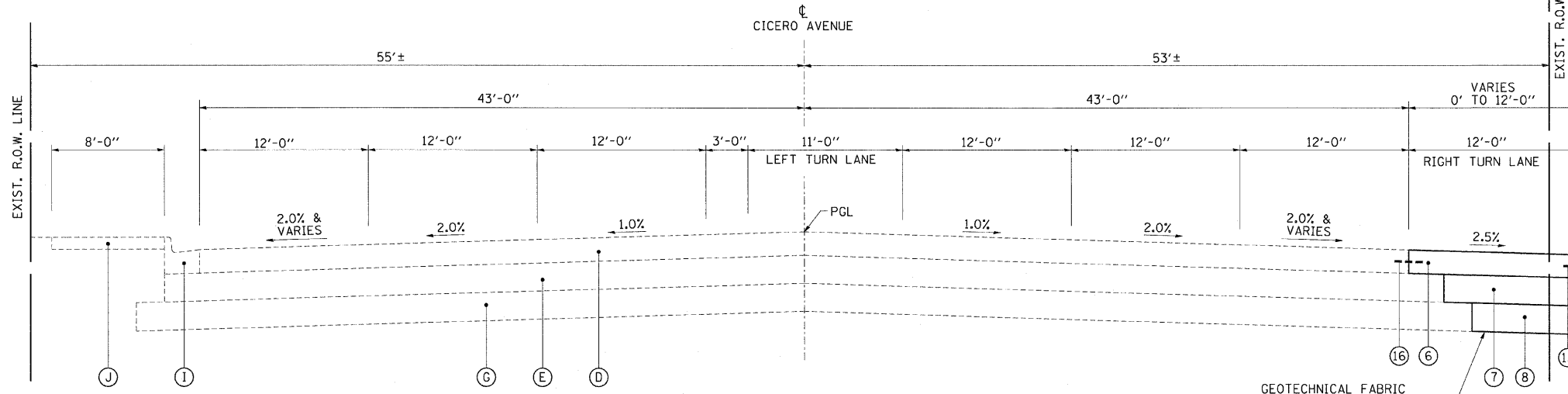
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
TYPICAL SECTIONS
31st STREET
II OF III

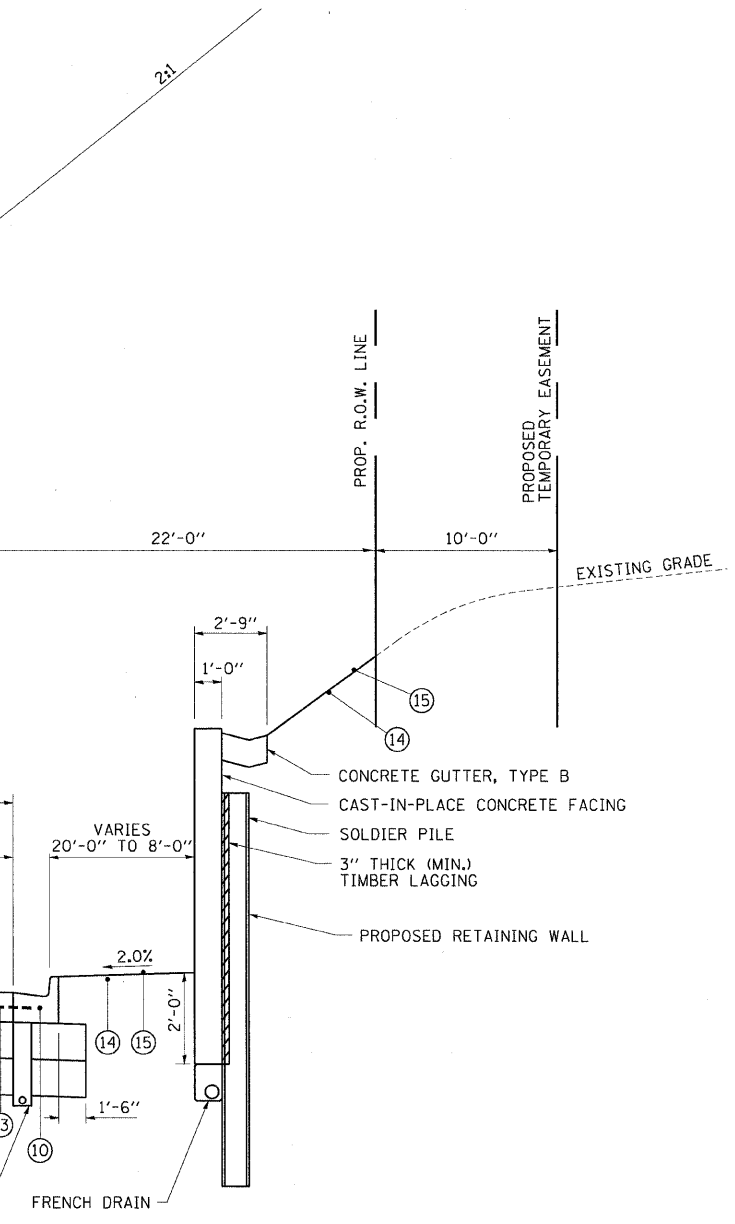
SCALE: N.T.S. DRAWN BY: CJO
DATE: APRIL 8, 2008 CHECKED BY: MJJ



**CICERO AVENUE
EXISTING TYPICAL SECTION
STA. 405+40.00 TO STA. 409+70.48**



**CICERO AVENUE
PROPOSED TYPICAL SECTION
STA. 405+40.00 TO STA. 409+70.48**



NOTE:

POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) 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 PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

THE ACTUAL NEED OF GROUND STABILIZATION FABRIC TO ACT AS A SEPARATION BARRIER BETWEEN THE PGES AND THE UNCONTROLLED FILL WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. A NOMINAL QUANTITY OF 300 SY HAS BEEN PROVIDED FOR THIS PURPOSE.

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1/2" & VARIES
- (B) HOT-MIX ASPHALT BINDER COURSE, 1/2" & VARIES
- (C) P.C. CONCRETE PAVEMENT OR BASE COURSE, 10"
- (D) P.C. CONCRETE PAVEMENT, 10 1/2"
- (E) AGGREGATE SUBGRADE, 12"
- (F) SUB-BASE GRANULAR MATERIAL (VARIES 4" TO 6")
- (G) POROUS GRANULAR EMBANKMENT SUBGRADE (THICKNESS VARIES)
- (H) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (I) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (J) P.C.C. SIDEWALK

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N70, 1"
- (3) LEVELING BINDER (MACHINE METHOD), N70, 1/2"
- (4) P.C. CONCRETE BASE COURSE, 11 1/4"
- (5) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (6) P.C. CONCRETE PAVEMENT, 10 1/2" (JOINTED)
- (7) AGGREGATE SUBGRADE, 12"
- (8) POROUS GRANULAR EMBANKMENT SUBGRADE, 12"
- (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

- (10) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (11) HOT-MIX ASPHALT SHOULDERS, 6"
- (12) P.C.C. SIDEWALK, 5"
- (13) #6 EPOXY-COATED REINF. BAR @ 24" C-C, 24" LONG, DRILLED & GROUTED (COST INCLUDED IN COMBINATION CONCRETE CURB & GUTTER)
- (14) TOPSOIL FURNISH AND PLACE, 4"
- (15) SODDING/SEEDING, (SEE LANDSCAPE PLANS)
- (16) #6 EPOXY-COATED REINF. BAR @ 24" C-C, 24" LONG, DRILLED & GROUTED (COST INCLUDED IN PCC PAVEMENT / BASE COURSE)

REVISIONS	
NAME	DATE
RETAINING WALL	9/25/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
**TYPICAL SECTIONS
CICERO AVENUE
III OF III**
SCALE: N.T.S. DRAWN BY CJO
DATE SEPTEMBER 25, 2008 CHECKED BY MJE

PROPOSED PAVEMENT

LOCATION STA. TO STA.	LENGTH (FT.)	SURFACE AREA (SQ. YD.)	AGGREGATE SUBGRADE, 12" (SQ. YD.)	SUB-BASE GRANULAR MATERIAL, TYPE B, 4" (SQ. YD.)	PORTLAND CEMENT CONCRETE BASE COURSE 11 1/4" (SQ. YD.)	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED) (SQ. YD.)	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2" (TON)	POROUS GRANULAR EMBANKMENT SUBGRADE (CU. YD.)	HOT-MIX ASPHALT SHOULDERS, 6" Under Guardrail (SQ. YD.)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	AGGREGATE (PRIME COAT) (TON)	LEVELING BINDER (MACHINE METHOD), N70, 1" (TON)	LEVELING BINDER (MACHINE METHOD), N70, 1 1/2" (TON)
STA. TO STA. 31ST STREET													
204+86.90 TO 208+06	320	2012					169.0			4.2	4.0		169.0
208+06 TO 212+00	394	2113					177.5			4.4	4.2	118.3	
212+00 TO 214+32	232	1082		1237	1082		90.9			0.5	2.2	60.6	
219+88 TO 222+50	262	861		1036	861		72.3			0.4	1.7	48.2	
224+86 TO 228+30	344	1485		1714	1485		124.7			0.6	3.0	83.2	
228+30 TO 229+76	146	784					65.9			1.6	1.6	43.9	
HMA SHOULDER													
209+83 TO 214+37 LT	454	174							174				
209+59 TO 214+37 RT	478	187							187				
219+83 TO 222+58 LT	275	107							107				
219+83 TO 222+52 RT	269	105							105				
224+78 TO 225+92 RT	114	43							43				
224+84 TO 226+18 LT	134	57							57				
CICERO AVENUE													
405+40 TO 409+70	430	676	765			676		225					
410+29 TO 411+08	79	74	115			74		32					
Total			880	3987	3428	750	700.3	257	673	11.7	16.7	354.2	169.0

Tonnage was calculated by multiplying SQ YD by thickness by 112 lbs/SQ YD/in and then dividing by 2000
 Aggregate (Prime Coat) Applied @ 4 LB/ sq yd. Conversion of 2000 LB/ TON.
 Bit. Materials (Prime Coat) for HMA Binder and Surface Course related to roadway reconstruction shall be applied @ 0.1 gal/ sq yd. Conversion of 240 gal/ ton.
 Bit. Materials (Prime Coat) for Bit. Surfaces and HMA Pavements related to roadway resurfacing shall be applied @ 0.5 gal/ sq yd. Conversion of 240 gal/ ton.
 HMA removal and replacement over patches has been provided for advance work in areas which will be milled and resurfaced later in the contract schedule.

PROPOSED PAVEMENT MARKING

LOCATION STA. TO STA.	PERFORMED PLASTIC						THERMOPLASTIC					RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REF PAV MARKER (BRIDGE) (EACH)
	MARKING LINE					LETTERS & SYMBOLS (SQ. FT.)	MARKING LINE				LETTERS & SYMBOLS (SQ. FT.)		
	4" (FEET)	6" (FEET)	8" (FEET)	12" (FEET)	24" (FEET)		4" (FEET)	6" (FEET)	12" (FEET)	24" (FEET)			
199+82 - 204+94	74	175		23	34		659	333	60		36	26	
204+94 - 214+32							3694	788	263	48	283	63	
214+32 - 219+87	1667												26
219+87 - 222+50							789					14	
222+50 - 224+86	550												12
224+86 - 233+40							2419	880	101	119	146	46	
405+40 - 412+00	4339	1241	76	32	115	219						11	
TOTALS:	6630	1416	76	55	149	219	7561	2001	424	167	465	160	38

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

31st STREET

SCHEDULE OF QUANTITIES

I OF IV

SCALE: VERT. N.T.S.
 HORIZ. N.T.S.
 DATE: APRIL, 2008

DRAWN BY CJO
 CHECKED BY MJE

PROPOSED DRAINAGE STRUCTURES AND STORM SEWER SCHEDULE



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62196				

LOCATION		CATCH BASIN TYPE A	CATCH BASIN TYPE A	INLET TYPE A	INLET TYPE A	CATCH BASIN TYPE C	CITY OF CHICAGO CATCH BASIN TYPE A	ESVCP SS	DIP SS	PIPE DRAIN	SS (SPECIAL)	RCP SS TYPE 1	RCP SS TYPE 2	TRENCH BACKFILL
STATION	OFFSET	TYPE 23 F&G (EACH)	TYPE 24 F&G (EACH)	TYPE 23 F&G (EACH)	TYPE 24 F&G (EACH)	TYPE 23 F&G (EACH)	TYPE 1 FRAME, OPEN LID (EACH)	8" (FEET)	8" (FEET)	8" (FEET)	10" (FEET)	12" (FEET)	12" (FEET)	(CU. YD.)
31st STREET														
204+86.5	59.4' RT.				1							30		6.2
205+15	29.5' LT.	1											6	4.1
205+15	43.2' RT.		1										70	22.4
205+65	31.5' RT.				1							50		11.8
207+71	25.0' RT.			1								98		23.1
214+27	17.5' LT.	1											16	14.2
214+27	12.0' RT.	1											28	22.2
220+02	17.5' LT.						1				3			2.0
220+07	12.0' RT.						1				6			4.8
221+23	17.5' LT.						1				3			2.0
221+27	12.0' RT.						1				6			4.6
222+32	12.0' RT.						1				25			17.2
222+43	17.5' LT.						1				3			2.0
224+92	17.5' LT.						1	6	25					30.0
224+92	12.0' RT.						1	6	25					30.0
226+49	22.5' LT.						1	6	20					25.0
226+49	17.1' RT.						1	6	20					25.0
CICERO AVENUE														
405+40	67.5' RT.					1				140				
406+77	55.0' RT.				1							12		1.8
407+75	55.0' RT.				1								75	19.3
408+45	67.5' RT.					1				12				
408+50	55.0' RT.		1										61	5.4
TOTALS:		3	2	1	4	2	10	24	90	152	46	190	256	273

PROPOSED CURB & GUTTER

LOCATION STA. TO STA.	OFFSET	Combination Concrete Curb and Gutter		Concrete Gutter
		Type B-6.12 (FT)	Type B-6.24 (FT)	Type B (FT)
31ST STREET				
204+83 TO 205+25	30' LT	42		
206+65 TO 207+80	29.5' / 24.5' RT	115		
208+57.5 TO 208+65.5	23' LT	8		
208+57.5 TO 208+65.5	23' RT	8		
210+47 TO 210+55	23' LT	8		
210+47 TO 210+55	23' RT	8		
212+00 TO 214+32	23' / 17.5' LT	232		
212+00 TO 214+32	23' / 12' RT	232		
219+88 TO 222+52	17.5' LT	264		
219+88 TO 222+48	12' RT	260		
224+88 TO 228+35	17.5' / 23' LT	347		
224+84 TO 228+35	12' / 23' RT	351		
CICERO AVE				
405+40 TO 206+08	44'30' RT		530	
405+40 TO 408+53	55'66.5' RT			314
410+30 TO 411+06	71'93' RT	118		
Total		1993	530	314

PROPOSED SIDEWALK

STA. TO STA.	OFFSET	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
31ST STREET				
208+06 TO 214+32	LT	626	7	4,382
208+06 TO 214+32	RT	626	7	4,382
219+88 TO 222+52	LT	264	7	1,848
219+88 TO 222+48	RT	260	7	1,820
224+88 TO 228+35	LT	347	7	2,429
224+84 TO 228+35	RT	351	7	2,457
CICERO AVENUE				
408+55 TO 206+08	RT	209	7	1,463
205+25 TO 411+03	LT/RT	149	7	1,043
Total				19,824

PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A

LOCATION STA. TO STA.	OFFSET	LENGTH (FT)
31ST STREET		
210+00 TO 214+32	LT	375
210+00 TO 214+32	RT	339
219+88 TO 222+53	LT	181
219+88 TO 222+48	RT	175
224+89 TO 225+95	LT	12.5
224+83 TO 225+76	RT	37.5
TOTAL		1,120

REVISIONS	
NAME	DATE
RETAINING WALL	9/25/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

31st STREET

SCHEDULE OF QUANTITIES

II OF IV

SCALE: VERT. N.T.S. DRAWN BY CJO
 HORIZ. CHECKED BY MJE
 DATE SEPTEMBER 25, 2008

EARTHWORK SCHEDULE 31st STREET

LOCATION STA. TO STA.	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION Adjusted* (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE(-) (CU YD)	EARTH EXCAVATION, FURNISHED (CU YD)
204+50 - 206+07	53	44	-11	33	
212+00 - 214+61	10	8	-274	-266	266
219+58 - 222+77	4	3	-540	-537	537
224+59 - 228+30	15	10	-299	-289	289
TOTAL	82	65	-1124	-1059	1059

* Adjusted 85% for Shrinkage
Shrinkage Factor = 15 %

EARTHWORK SCHEDULE CICERO AVENUE

LOCATION STA. TO STA.	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	STRUCTURE EXCAVATION (CU YD)	EMBANKMENT (STRUCTURE) (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE(-) (CU YD)	EARTH EXCAVATION, FURNISHED (CU YD)
405+40.00 - 409+69.41	1378	284	-69	-69	69
410+29.50 - 411+06.54	183				
TOTAL	1561	284	-69	-69	69

TOTAL EARTH EXCAVATION (CU.YD.): 82
 TOTAL EARTH EXCAVATION FURNISHED (CU.YD.): 1128
 TOTAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU.YD.): 1561

PAVEMENT REMOVAL

LOCATION STA. TO STA.	LENGTH (FT)	WIDTH (FT)	AREA (SQ. YD.)
PAVEMENT REMOVAL			
31ST STREET			
212+00 TO 214+42	242	46'	1,237
219+98 TO 222+58	260	46'	1,329
224+79 TO 228+30	351	46'	1,794
SOUTH 31ST STREET	56	24'	174
CICERO AVENUE			
409+49 TO 409+70			22
Total			4,556
APPROACH SLAB REMOVAL			
214+42 TO 214+62	20	49'	109
219+58 TO 219+98	40	49'	218
222+58 TO 222+80	22.75	49'	124
224+56 TO 224+79	22.75	49'	124
Total			575
HMA SURFACE REMOVAL			
204+86.90 TO 212+00	713	59' / 48'	4,124
228+30 TO 229+76	146	48'	779
Total			4,903

HOT-MIX ASPHALT SURFACE REMOVAL, 3"
 PAVEMENT REMOVAL
 APPROACH SLAB REMOVAL

TREE REMOVAL

STATION	OFFSET	SIZE 6"-15" (UNIT)	SIZE >15" (UNIT)
210+04	36' LT.	10	
210+04	36' LT.	10	
211+06	35' LT.		20
211+28	38' LT.	10	
211+28	38' LT.	10	
211+28	38' LT.	10	
211+28	38' LT.	10	
212+23	35' LT.		18
212+36	38' LT.	12	
212+77	36' LT.	12	
212+84	36' LT.	13	
214+73	32' LT.	8	
214+93	30' LT.	8	
219+64	33' RT.	6	
219+65	33' LT.		18
219+77	33' LT.	10	
219+80	34' RT.	6	
222+90	33' RT.	14	
223+09	34' RT.		16
224+35	34' LT.		24
224+53	34' LT.	12	
224+94	33' LT.		18
225+18	33' LT.		20
225+44	34' LT.	10	
225+44	34' LT.	10	
225+44	34' LT.	10	
225+44	34' LT.	10	
TOTALS:		201	134

CURB & GUTTER REMOVAL

LOCATION STA. TO STA.	OFFSET	LENGTH (FT)
31ST STREET		
204+88 TO 205+25	30' LT	37
204+86 TO 206+08	30' RT	122
206+65 TO 207+80	29.5' / 24.5' RT	115
208+57.5 TO 208+65.5	23' LT	8
208+57.5 TO 208+65.5	23' RT	8
210+47 TO 210+55	23' LT	8
210+47 TO 210+55	23' RT	8
212+00 TO 214+42	23' LT	242
212+00 TO 214+42	23' RT	242
219+98 TO 222+58	24' LT	260
219+98 TO 222+58	24' RT	260
224+79 TO 228+30	24' LT	351
224+79 TO 228+30	24' RT	351
CICERO AVE		
405+40 TO 408+65	43' / 99' RT	372
408+88 TO 409+70	99' / 73' RT	139
410+30 TO 411+06	88' / 76' RT	108
Total		2,631

GUARDRAIL REMOVAL

LOCATION STA. TO STA.	OFFSET	LENGTH (FT)
31ST STREET		
210+69 TO 214+45	LT	376
210+72 TO 214+48	RT	376
219+71 TO 222+70	LT	299
219+71 TO 222+63	RT	292
224+72 TO 225+74	LT	102
224+65 TO 225+67	RT	102
TOTAL		1,547

SIDEWALK REMOVAL

STA. TO STA.	OFFSET	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
31ST STREET				
204+86.9 TO 205+25	LT	38	5	190
204+86.9 TO 206+08	RT	122	5	610
208+06 TO 214+50	LT	644	5	3,220
208+06 TO 214+50	RT	644	5	3,220
219+70 TO 222+71	LT	301	5	1,505
219+70 TO 222+64	RT	294	5	1,470
224+71 TO 228+35	LT	364	5	1,820
224+64 TO 228+35	RT	371	5	1,855
CICERO AVENUE				
408+94 TO 409+70	RT	92	5	460
410+31 TO 411+00	RT	81	5	405
Total				14,755

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
 SCHEDULE OF QUANTITIES
 III OF IV
 SCALE: VERT. N.T.S.
 HORIZ. N.T.S.
 DATE: APRIL, 2008
 DRAWN BY: CJO
 CHECKED BY: MJE

EXISTING DRAINAGE STRUCTURES AND STORM SEWER SCHEDULE

STATION	OFFSET	DRAINAGE STRUCTURES TO BE CLEANED (EACH)	MANHOLES TO BE ADJUSTED (EACH)	REMOVING MANHOLES (EACH)	REMOVING CATCH BASINS (EACH)	REMOVING INLETS (EACH)	INLETS ADJ NEW T23 F&G (EACH)	CB ADJ NEW T23 F&G (EACH)	CB ADJ NEW F&PL CHICAGO (EACH)	SS TO BE CLEANED (FEET)	SS REMOVAL 10" (FEET)	SS REMOVAL 12" (FEET)	FRAMES AND LIDS TO BE ADJUSTED (EACH)
31st STREET													
205+07	100' RT.	1								140			
205+08	34' LT.	1	1							151			
205+10	72' RT.	1											
205+17	29' LT.				1								
205+17	30' RT.				1								
205+22	113' RT.	1								20			
205+22	134' RT.	1								21			
206+62	35' LT.	1								156			
206+63	85' RT.	1								157			
206+71	29' LT.	1						1		11			
206+72	30' RT.	1						1		58			
208+51	34' LT.	1								189			
208+62	23' LT.	1						1		16			
208+62	23' RT.	1					1			46			
208+56	65' RT.	1								617			
210+41	34' LT.	1								190			
210+51	23' LT.	1						1		15			
210+51	23' RT.	1					1			46			
212+31	34' LT.	1								190			
212+41	23' LT.	1						1		15			
212+41	23' RT.	1					1			45			
214+20	34' LT.	1								189			
214+31	23' LT.				1							15	
214+31	23' RT.					1						46	
220+01	23' LT.				1					52	6		
220+02	23' RT.				1						12		
220+11	33' RT.	1								119			
221+22	23' LT.				1					52	6		
221+22	23' RT.				1						12		
221+30	33' RT.	1								121			
222+42	23' LT.				1					52	6		
222+42	23' RT.				1								
222+51	33' RT.	1								85			
223+12	93' RT.	1								33			
224+92	24' LT.				1						58		
224+92	24' RT.				1						12		
225+02	34' RT.			1									
226+61	24' LT.				1						56		
226+61	24' RT.				1						10		
226+69	33' RT.			1									
227+10	8' RT.												1
228+31	24' LT.	1							1	58			
228+31	24' RT.	1							1	12			
228+40	33' RT.	1								118			
229+58	33' RT.	1								28			
229+73	24' LT.	1							1	17			
229+73	24' RT.	1							1	18			
229+76	80' LT.	1								56			
229+78	83' RT.	1								53			
CICERO AVENUE													
406+75	43' RT.					1				60			
TOTALS:		32	1	2	13	2	3	5	4	3206	178	61	1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

31st STREET

SCHEDULE OF QUANTITIES

IV OF IV

SCALE: VERT. N.T.S.
HORIZ. N.T.S.

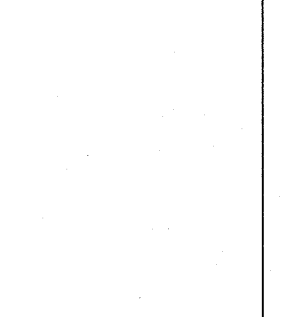
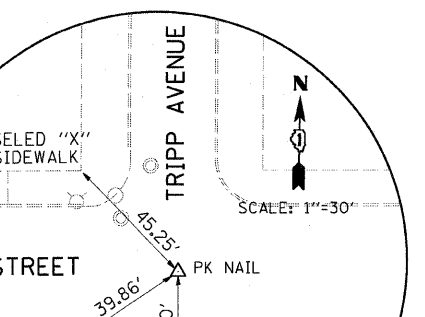
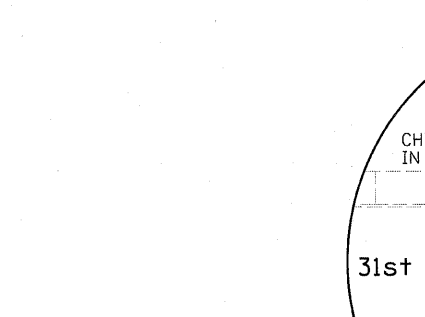
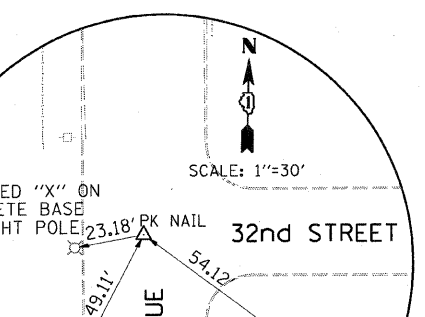
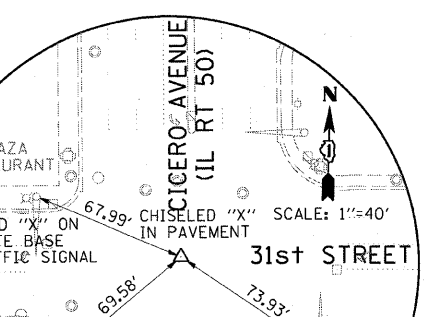
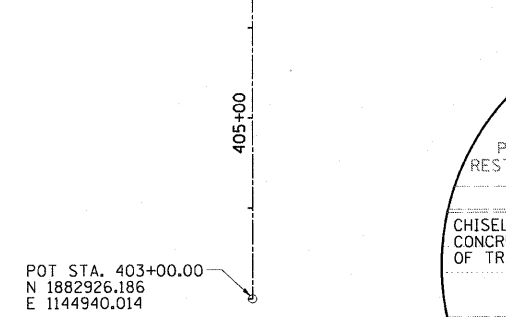
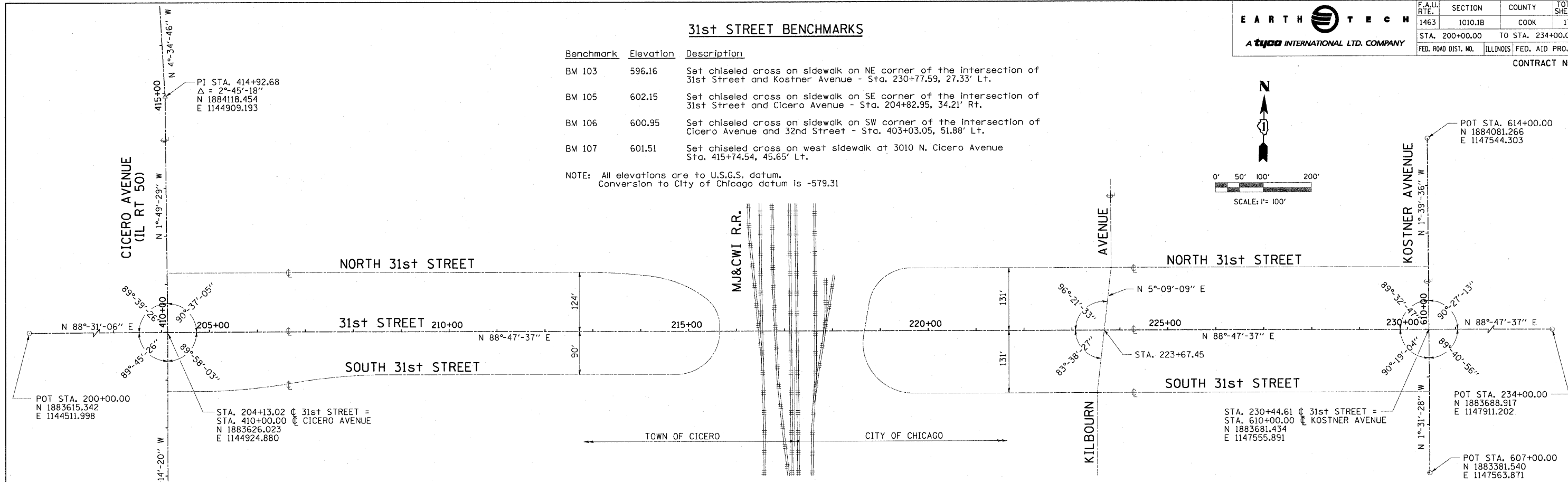
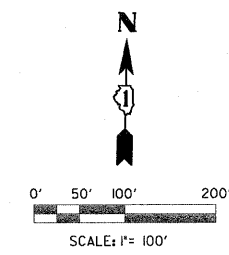
DATE: APRIL, 2008

DRAWN BY: CJO
CHECKED BY: MJE

31st STREET BENCHMARKS

Benchmark	Elevation	Description
BM 103	596.16	Set chiseled cross on sidewalk on NE corner of the intersection of 31st Street and Kostner Avenue - Sta. 230+77.59, 27.33' Lt.
BM 105	602.15	Set chiseled cross on sidewalk on SE corner of the intersection of 31st Street and Cicero Avenue - Sta. 204+82.95, 34.21' Rt.
BM 106	600.95	Set chiseled cross on sidewalk on SW corner of the intersection of Cicero Avenue and 32nd Street - Sta. 403+03.05, 51.88' Lt.
BM 107	601.51	Set chiseled cross on west sidewalk at 3010 N. Cicero Avenue Sta. 415+74.54, 45.65' Lt.

NOTE: All elevations are to U.S.G.S. datum.
Conversion to City of Chicago datum is -579.31



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	31st STREET	
		ALIGNMENT, TIES AND BENCHMARKS	
		SCALE: 1"=100'	DRAWN BY CJO
		DATE APRIL 8, 2008	CHECKED BY MJE

TAPER LENGTH CRITERIA FOR WORK ZONES

SPEED LIMITS 40 MPH OR LESS

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

W = WIDTH OF CLOSURE (FEET)
S = POSTED SPEED (MPH)
MERGING TAPER = L
SHIFTING TAPER = 1/2 L

SIGN SPACING

POSTED SPEED	SIGN SPACING
55 MPH	500'
50 - 45 MPH	350'
<45 MPH	200'

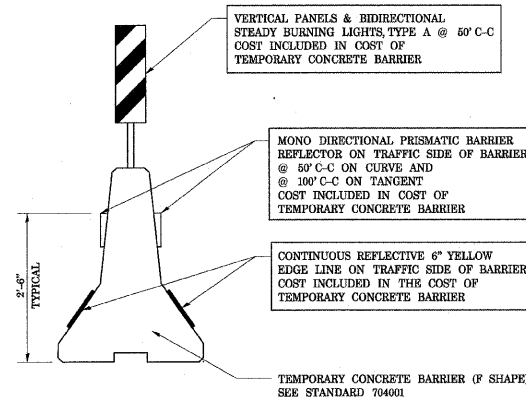
NOTE: PER MUTCD TABLE 6H-3, SIGN SPACING FOR LOW SPEED URBAN FACILITIES CAN BE REDUCED TO 100 FT.

LEGEND

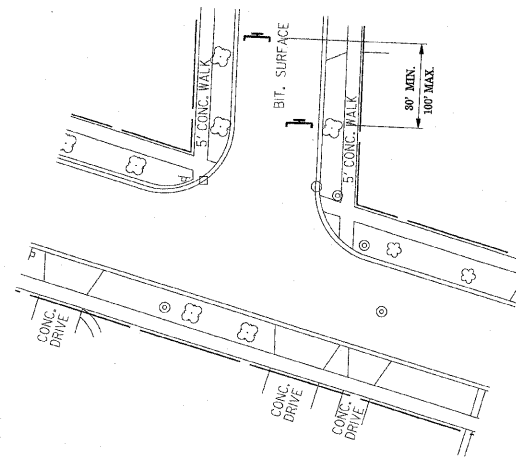
- AREA UNDER CONSTRUCTION
- SIGN ON WOOD POST /BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT, WITHOUT ATTACHED SIGN /WITH ATTACHED SIGN, 8' MINIMUM.
- TYPE A LOW INTENSITY FLASHING WARNING LIGHT
- LANE AND DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" x 16", ORANGE
- TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS

GENERAL NOTES FOR TRAFFIC CONTROL

- ALL THE TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE TRAFFIC CONTROL PLANS AND THE SPECIAL PROVISION FOR CONSTRUCTION ZONE TRAFFIC CONTROL, OR THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," AND SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED.
- THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS FOR HIS CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CONTRACTOR-PROPOSED TRAFFIC CONTROL PLANS SHALL BE SUBMITTED FOR THE WRITTEN APPROVAL OF THE ENGINEER.
- SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THIS WORK WILL BE PAID FOR BY THE CONTRACTOR.
- ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES UNLESS OTHERWISE NOTED. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE INSTALLED ON BOTH SIDES OF THE BARRICADE.
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND DETOUR SIGNAGE WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.



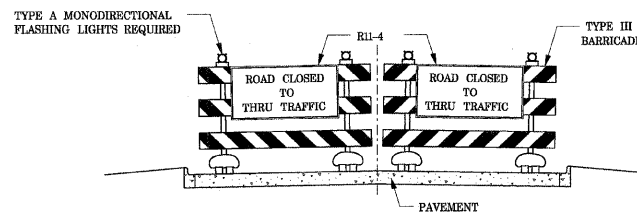
TEMPORARY CONCRETE BARRIER
TYPICAL DETAIL



ROAD CLOSED TO THRU TRAFFIC
PLAN VIEW

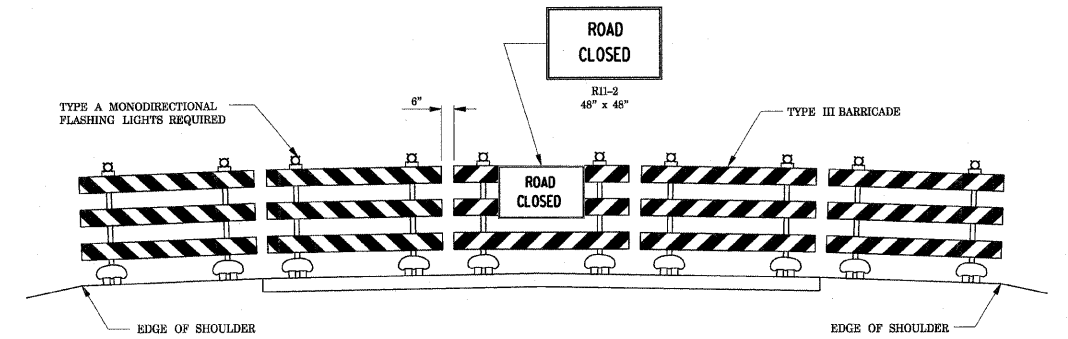
TRAFFIC CONTROL SIGNING LEGEND

	W20-1(0) 48" x 48"		Q20-2(0) 48" x 24"		R11-1D1 24" x 18"
	W17-1100 VAR. x 9"		R4-7 24" x 30"		R11-1I02 24" x 30"
	W20-0R(0) 48" x 48"		R3-8 30" x 30"		R1-1 36" x 36"
	W20-0L(0) 48" x 48"		R3-6L 30" x 36"		R5-1 36" x 36"
	W20-3(0) 48" x 48"		R3-5b 30" x 12"		R3-7L 30" x 30"
	R11-2 48" x 30"		R3-5b 30" x 12"		W19-1 24" x 24"



ROAD CLOSED TO THRU TRAFFIC
APPROACH VIEW

REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE BARRICADES. THE BARRICADES SHALL BE TO THE EDGE OF THE PAVEMENT EXCEPT WHEN OTHERWISE DIRECTED BY THE ENGINEER OR SHOWN ON THE DETAILED CONSTRUCTION PLANS.



ROAD CLOSED TO ALL TRAFFIC
APPROACH VIEW

REFLECTORIZED STRIPING MAY BE OMITTED ON THE BACK SIDE OF THE BARRICADES. THE BARRICADES SHALL BE TO THE EDGE OF THE SHOULDERS EXCEPT WHEN OTHERWISE DIRECTED BY THE ENGINEER OR SHOWN ON THE DETAILED CONSTRUCTION PLANS.

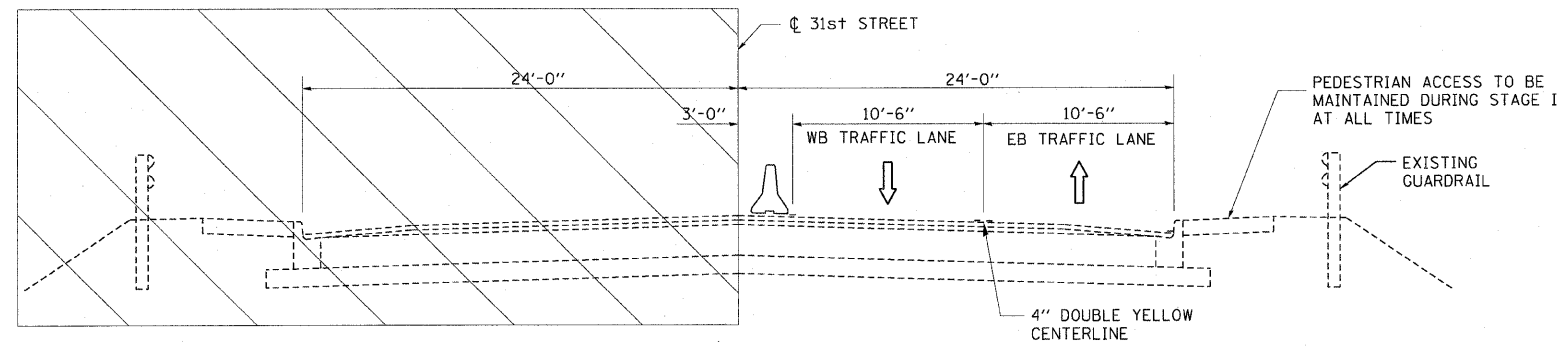
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

SPACING OF TYPE III BARRICADES SHALL BE IN ACCORDANCE WITH IDOT STANDARD 702001

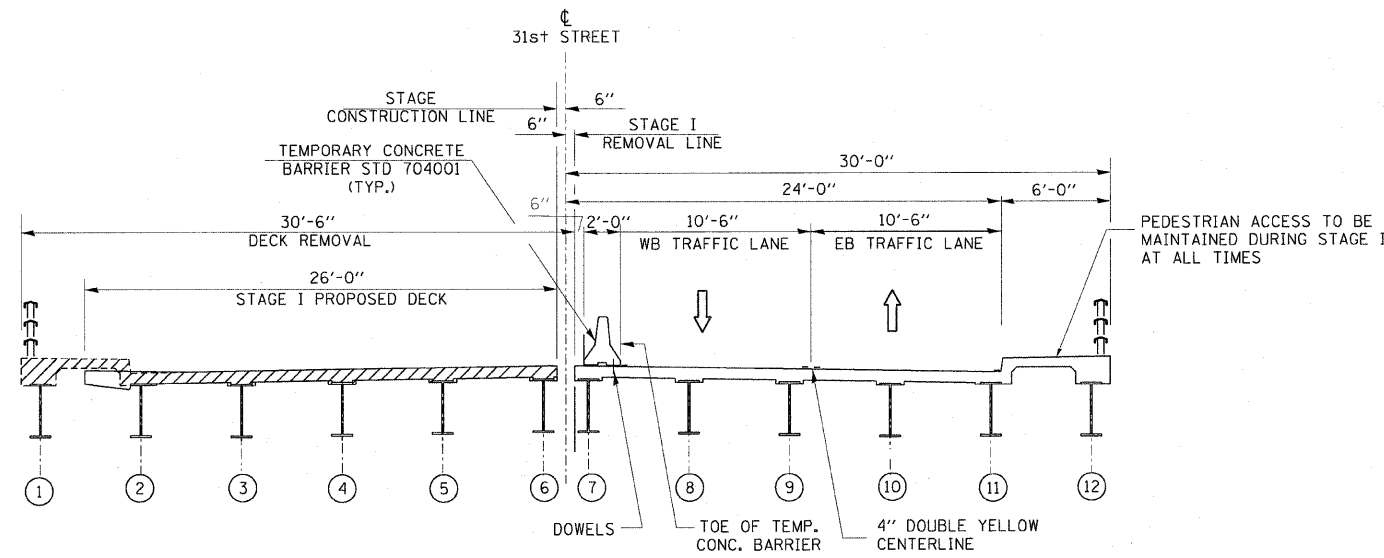
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
SUGGESTED MAINTENANCE OF TRAFFIC DETAILS

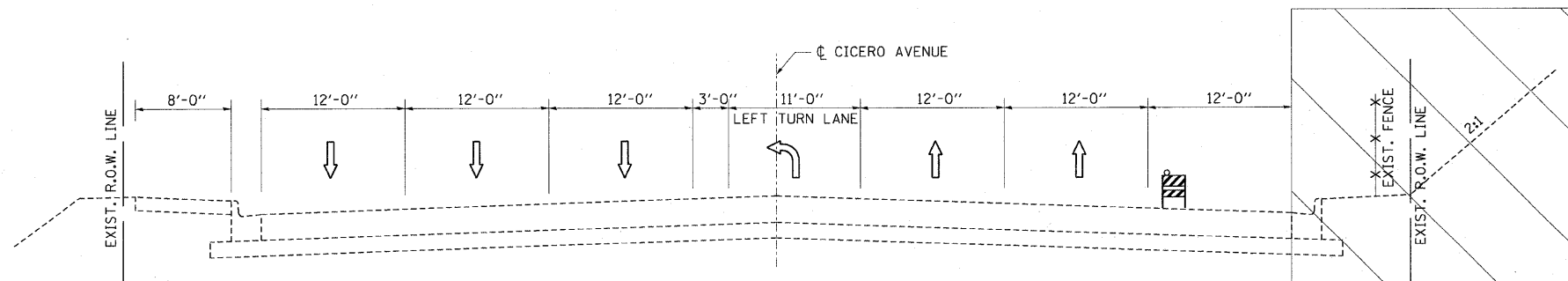
SCALE: N.T.S. DRAWN BY: CJO
DATE: APRIL 8, 2008 CHECKED BY: MJJ



**31st STREET
STAGE I
ROADWAY TYPICAL SECTION**



**31st STREET
STAGE I
STRUCTURE TYPICAL SECTION**



**CICERO AVENUE
STAGE II**

SUGGESTED CONSTRUCTION STAGING

STAGE I - 31st STREET

ESTABLISH TRAFFIC CONTROL AS SHOWN ON PLANS.
REMOVE NORTH HALF OF EXISTING PAVEMENT AND BRIDGE DECKS. INSTALL STORM SEWER AND CONSTRUCT WESTBOUND TRAFFIC LANES AND TEMPORARY PAVEMENT AS INDICATED IN THE PLANS.
CONSTRUCT TEMPORARY SIDEWALK TO MAINTAIN PEDESTRIAN ACCESS ALONG THE NORTH DURING STAGE II.

STAGE II - 31st STREET

ESTABLISH TRAFFIC CONTROL AS SHOWN ON PLANS.
REMOVE SOUTH HALF OF EXISTING PAVEMENT AND BRIDGE DECKS. INSTALL STORM SEWER AND CONSTRUCT EASTBOUND TRAFFIC LANES.

STAGE II - CICERO AVENUE

CONSTRUCT NORTHBOUND RIGHT TURN LANE ON CICERO AVENUE, INSTALL STORM SEWER AND CONSTRUCT RETAINING WALL.

STAGE III - 31st STREET

ESTABLISH TRAFFIC CONTROL AS SHOWN ON PLANS.
CONSTRUCT CURB AND GUTTER, SIDEWALK, GUARDRAIL AND PARAPETS ALONG NORTH SIDE OF 31st STREET AND RESURFACE LEFT TURN LANES ON EAST APPROACH OF THE CICERO AVENUE INTERSECTION.

GENERAL NOTES

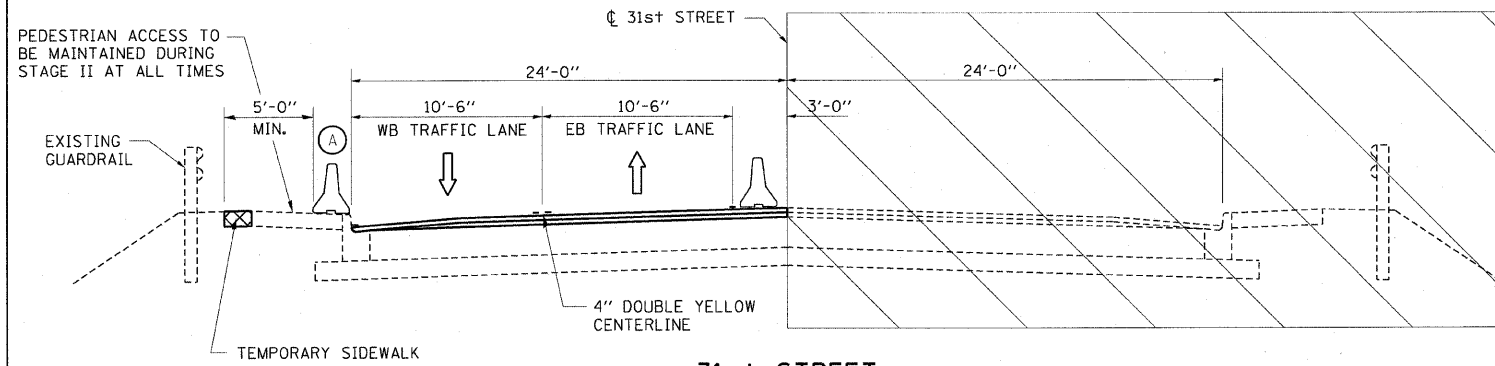
1. THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC FLOW IN EACH DIRECTION ALONG 31st STREET AT ALL TIMES DURING CONSTRUCTION. ALLOWABLE HOURS FOR LANE CLOSURES ARE 9:00 AM TO 3:00 PM. OR LATEST IDOT POLICY.
2. TEMPORARY TRAFFIC SIGNALS SHALL BE PROVIDED AS SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS ON ALL PERMANENT PAVEMENT. TEMPORARY PAVEMENT MARKINGS SHALL BE USED ON ALL SURFACES TO BE REMOVED AND ON BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE.
4. 4" SOLID WHITE LINES SHALL BE USED TO DEFINE OUTSIDE LANE LINES DURING MAINTENANCE OF TRAFFIC.
5. DOUBLE 4" SOLID YELLOW LINES SHALL BE USED TO SEPARATE OPPOSING TRAFFIC UNLESS OTHERWISE INDICATED ON THE PLANS.
6. ALL TRAFFIC CONTROL AND PROTECTION SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)". THIS INCLUDES ALL SIGNS AND THEIR SUPPORTS. TEMPORARY TRAFFIC SIGNALS AND ALL RELATED EQUIPMENT, BARRICADES WITH SANDBAGS, CHANNELIZING DEVICES, WARNING LIGHTS, ARROW BOARDS, FLAGGERS, OR ANY OTHER ITEM USED FOR THE PURPOSE OF REGULATING, DETOURING, WARNING OR GUIDING TRAFFIC THROUGH OR AROUND THE CONSTRUCTION ZONE.
7. TEMPORARY PAVEMENT MARKING, SHORT TERM PAVEMENT MARKING, PAVEMENT MARKING TAPE, PAVEMENT MARKING REMOVAL, WORK ZONE PAVEMENT MARKING REMOVAL, TEMPORARY CONCRETE BARRIERS, CHANGEABLE MESSAGE BOARDS, AND TRAFFIC CONTROL SURVEILLANCE WILL BE PAID FOR SEPARATELY.
8. BARRICADES SHALL BE SPACED AT 50' C-C FOR TANGENT SECTIONS, 25' C-C TAPERS/SHIFTS, AND 12' C-C RADII.

TYPICAL SECTION LEGEND

- WORK ZONE
- TYPE II BARRICADES SPACED PER IDOT HIGHWAY STANDARDS WITH STEADY BURNING LIGHTS
- TEMPORARY CONCRETE BARRIER (F SHAPE) SEE STANDARD 704001

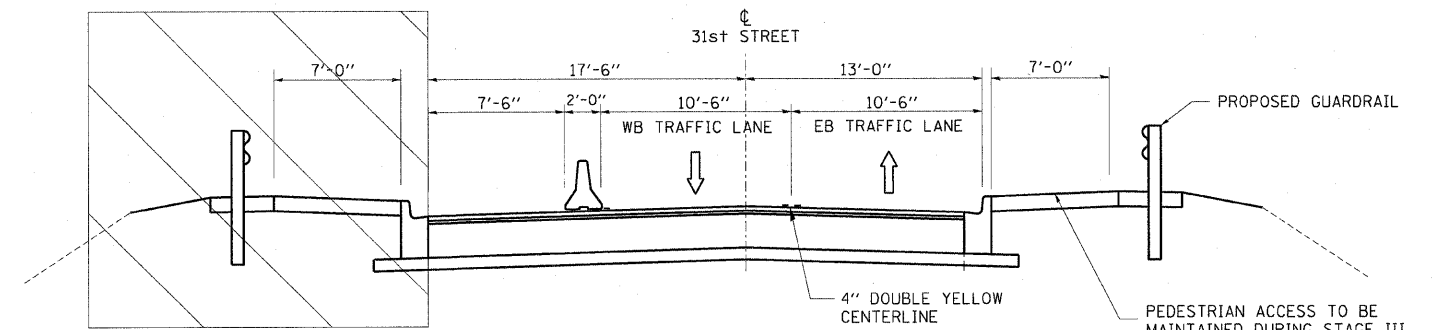
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
**SUGGESTED
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS**
SCALE: N.T.S. DRAWN BY CJO
DATE: APRIL 8, 2008 CHECKED BY MJE

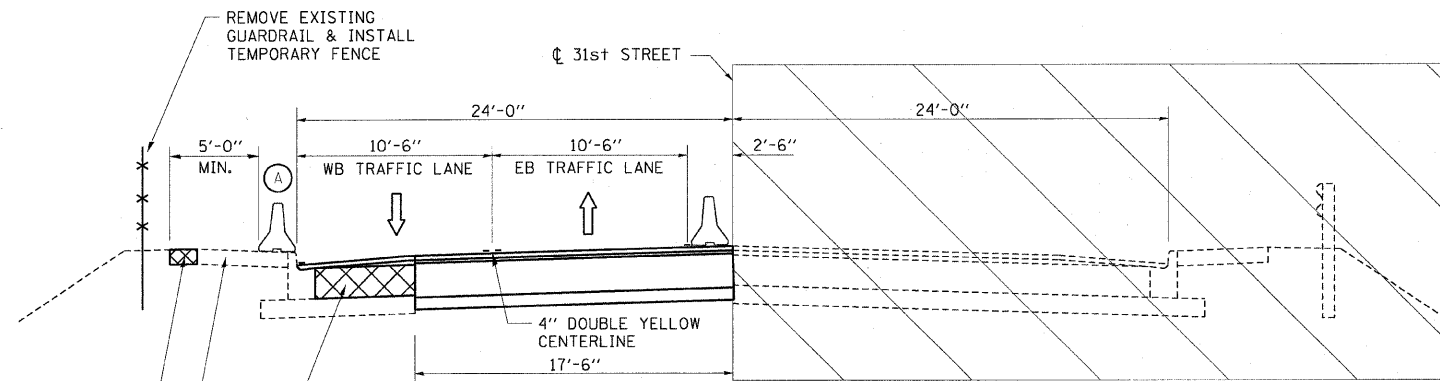


**31st STREET
STAGE II
ROADWAY TYPICAL SECTION**

(A) TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE EXISTING GUARDRAIL HAS BEEN REMOVED AND PROPOSED GUARDRAIL IS NOT YET IN PLACE.



**31st STREET
STAGE III
ROADWAY TYPICAL SECTION**

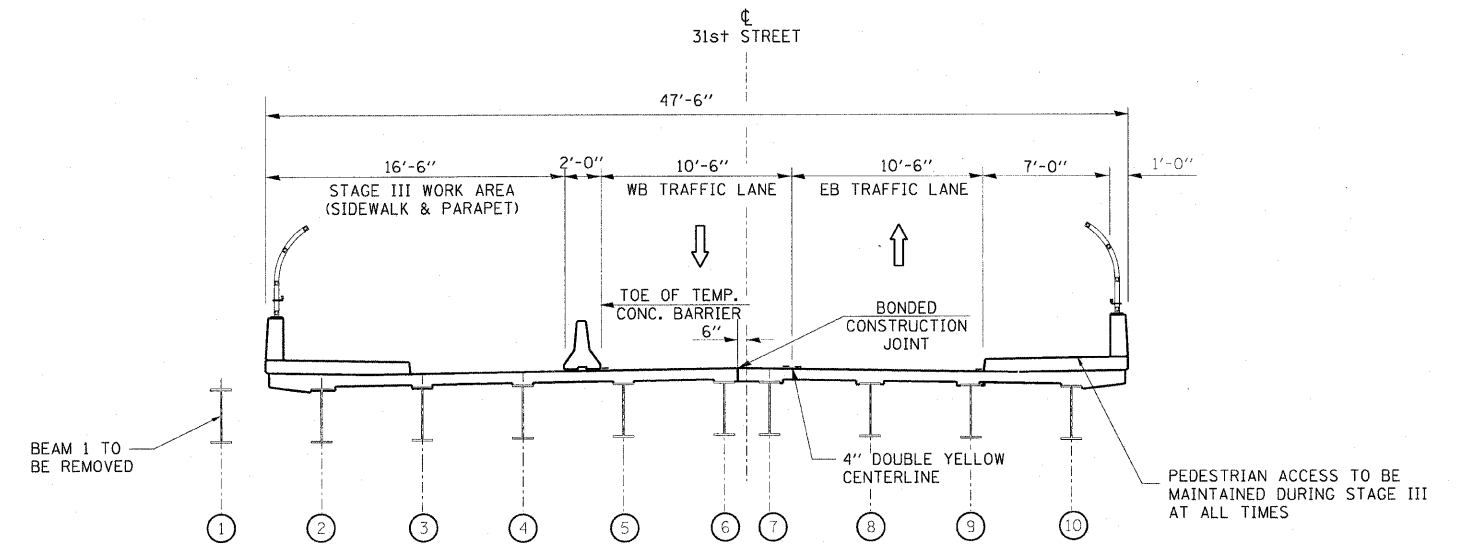


**31st STREET
STAGE II
ROADWAY TYPICAL SECTION
BETWEEN STRUCTURES**

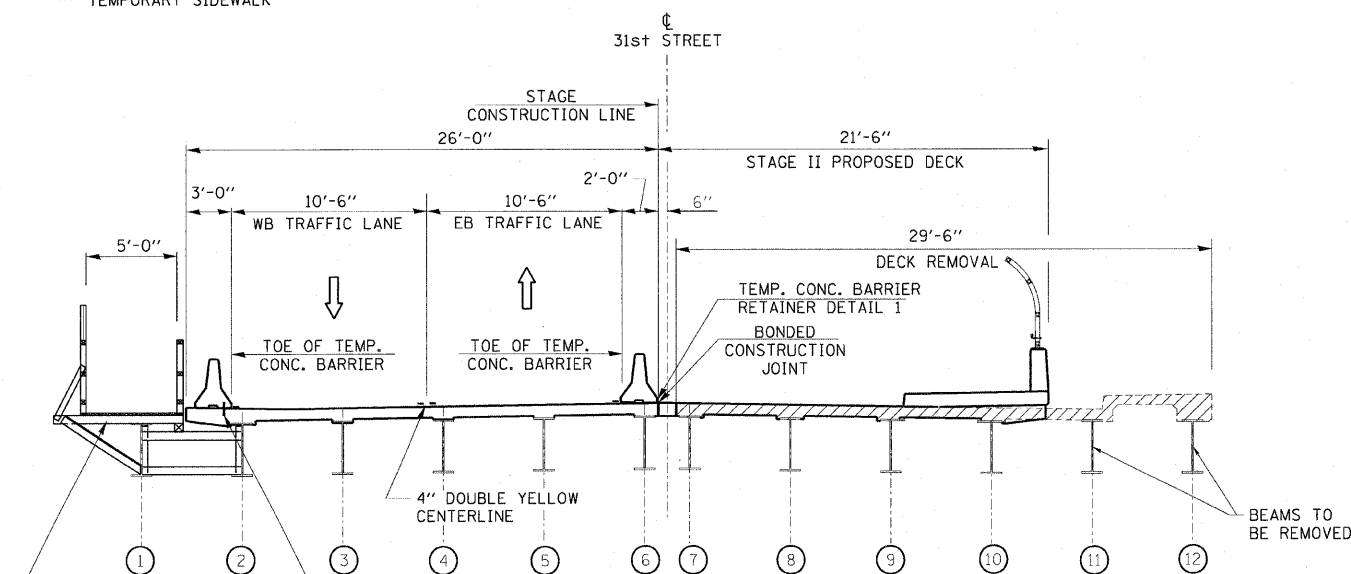
REMOVE EXISTING GUARDRAIL & INSTALL TEMPORARY FENCE

TEMPORARY PAVEMENT RESURFACE TO MATCH PROPOSED GRADE

PEDESTRIAN ACCESS TO BE MAINTAINED DURING STAGE II AT ALL TIMES



**31st STREET
STAGE III
STRUCTURE TYPICAL SECTION**



**31st STREET
STAGE II
STRUCTURE TYPICAL SECTION**

TEMPORARY WALKWAY (SEE STRUCTURAL PLANS)

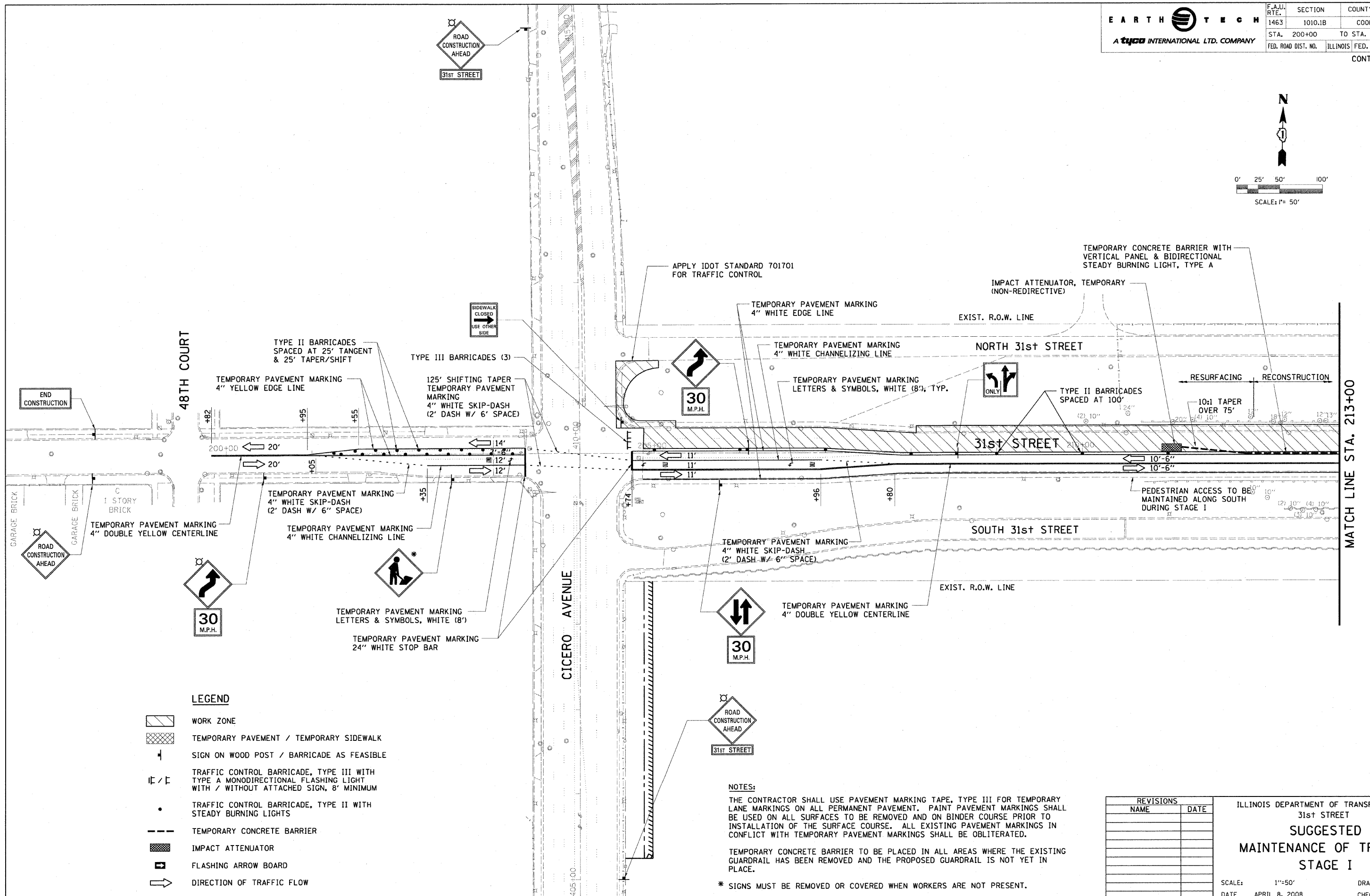
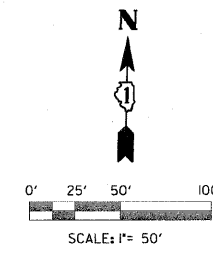
DOWELS

BEAMS TO BE REMOVED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
**SUGGESTED
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS**

SCALE: N.T.S. DRAWN BY: CJO
DATE: APRIL 8, 2008 CHECKED BY: MJE



- LEGEND**
- WORK ZONE
 - TEMPORARY PAVEMENT / TEMPORARY SIDEWALK
 - SIGN ON WOOD POST / BARRICADE AS FEASIBLE
 - TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT WITH / WITHOUT ATTACHED SIGN, 8' MINIMUM
 - TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - FLASHING ARROW BOARD
 - DIRECTION OF TRAFFIC FLOW

NOTES:

THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS ON ALL PERMANENT PAVEMENT. PAINT PAVEMENT MARKINGS SHALL BE USED ON ALL SURFACES TO BE REMOVED AND ON BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE OBLITERATED.

TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE THE EXISTING GUARDRAIL HAS BEEN REMOVED AND THE PROPOSED GUARDRAIL IS NOT YET IN PLACE.

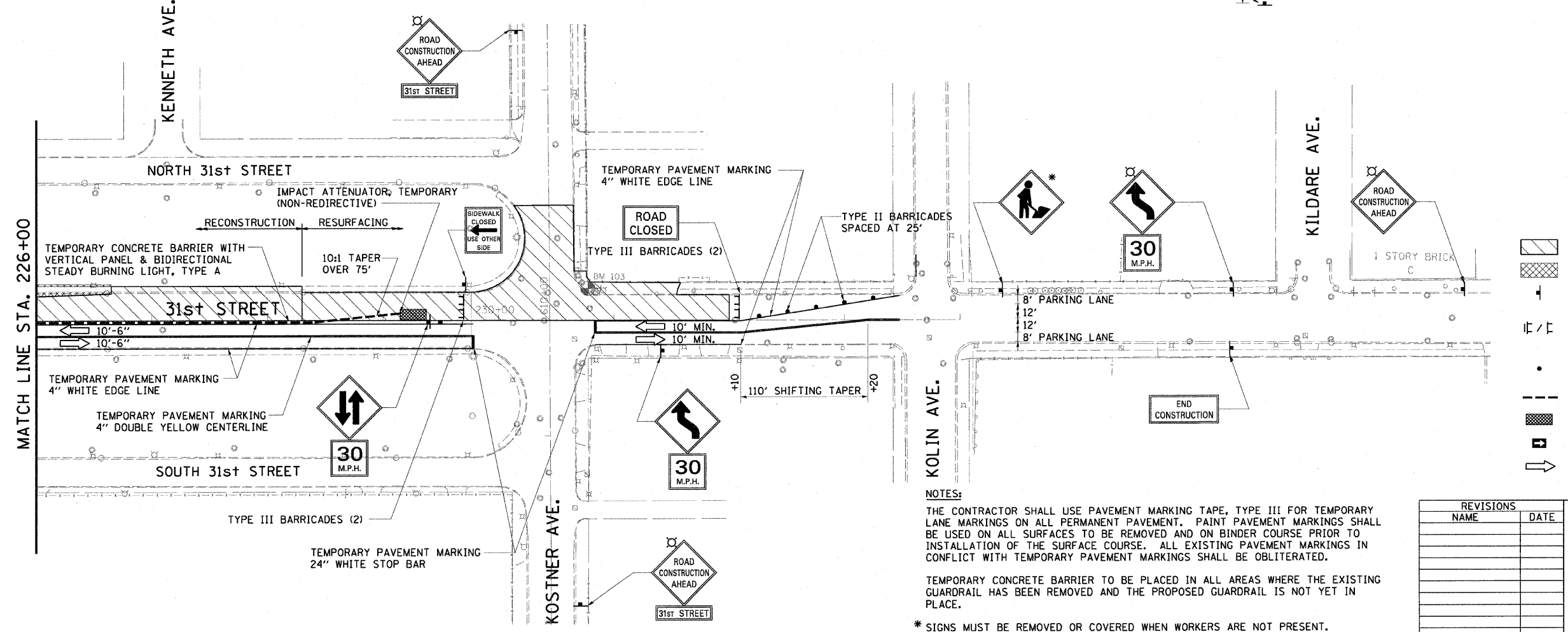
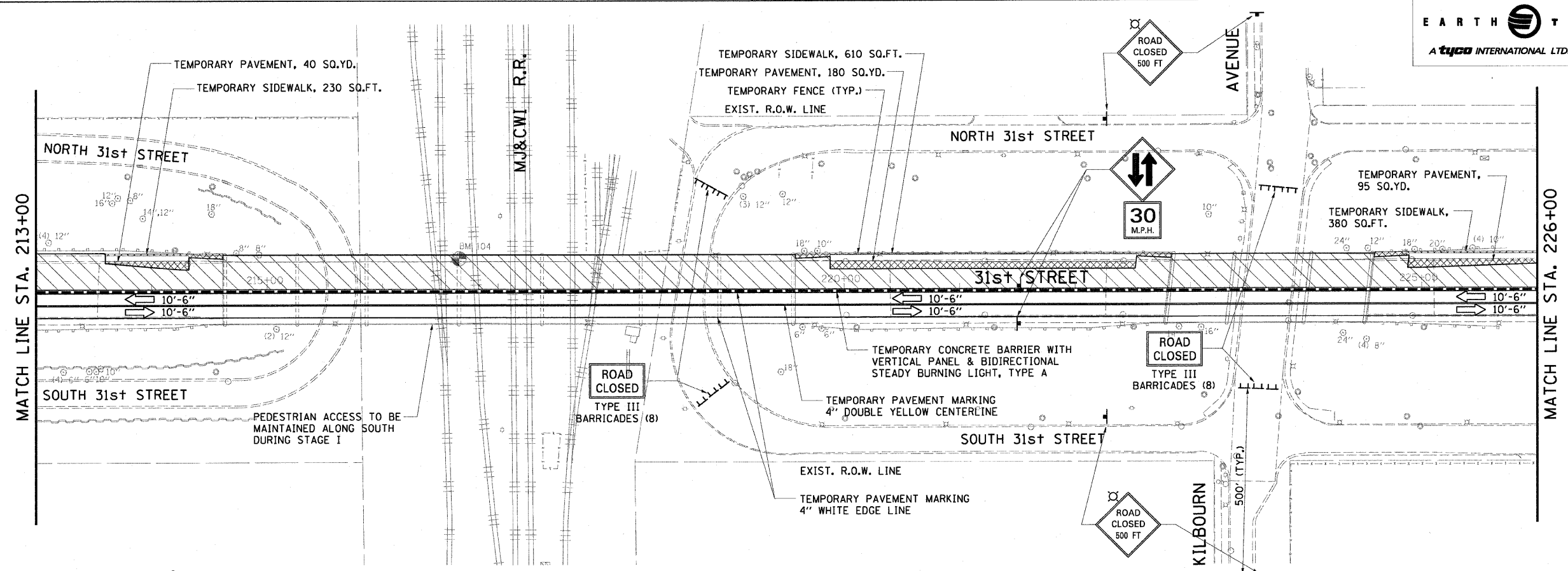
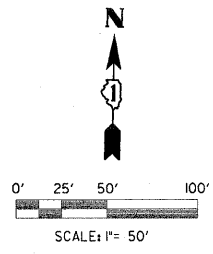
* SIGNS MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
SUGGESTED MAINTENANCE OF TRAFFIC STAGE I

SCALE: 1"=50'
DATE: APRIL 8, 2008

DRAWN BY: CJO
CHECKED BY: MJE



- LEGEND**
- WORK ZONE
 - TEMPORARY PAVEMENT / TEMPORARY SIDEWALK
 - SIGN ON WOOD POST / BARRICADE AS FEASIBLE
 - TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT WITH / WITHOUT ATTACHED SIGN, 8' MINIMUM
 - TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - FLASHING ARROW BOARD
 - DIRECTION OF TRAFFIC FLOW

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TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE THE EXISTING GUARDRAIL HAS BEEN REMOVED AND THE PROPOSED GUARDRAIL IS NOT YET IN PLACE.

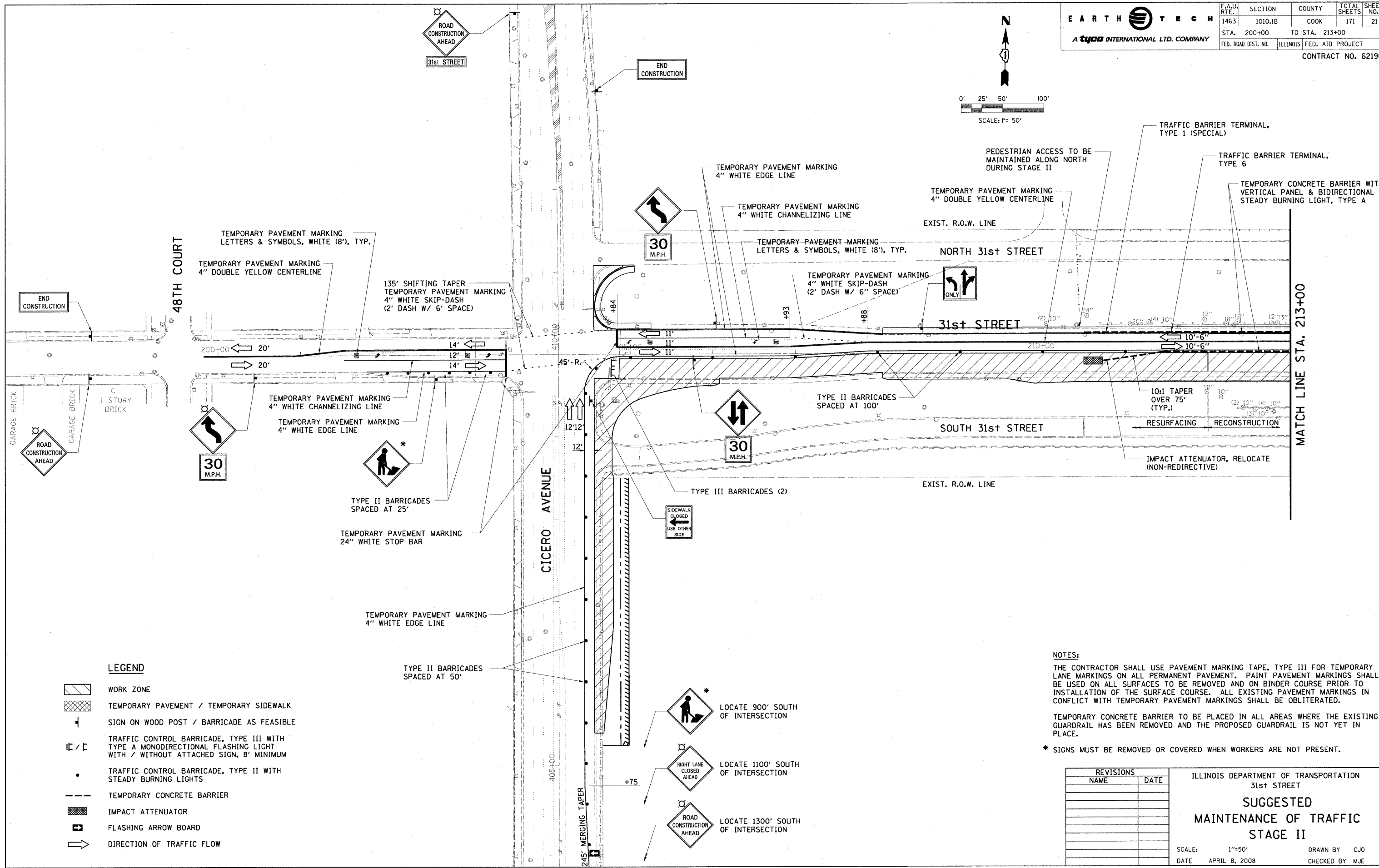
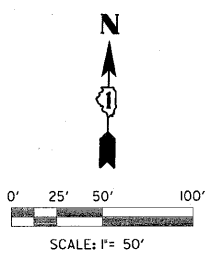
* SIGNS MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
SUGGESTED MAINTENANCE OF TRAFFIC STAGE I

SCALE: 1"=50'
DATE: APRIL 8, 2008

DRAWN BY: CJO
CHECKED BY: MJE



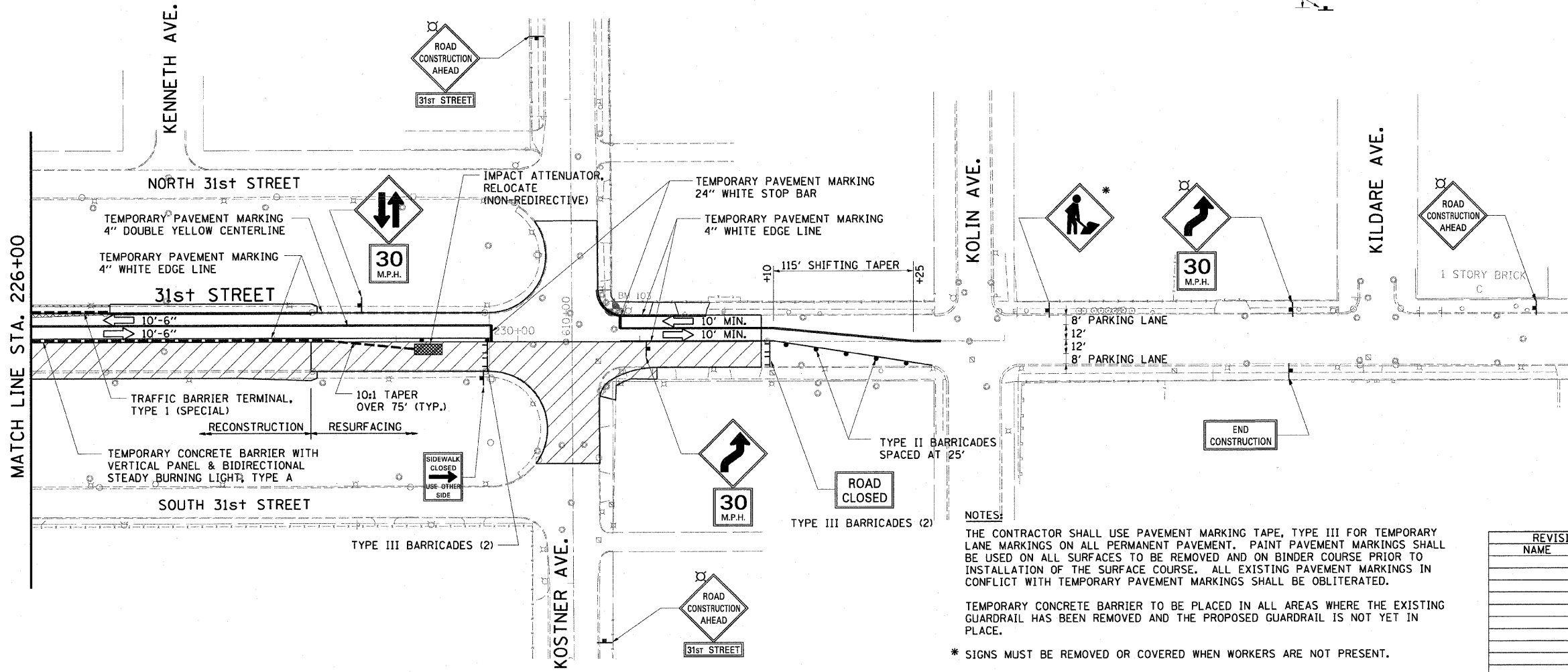
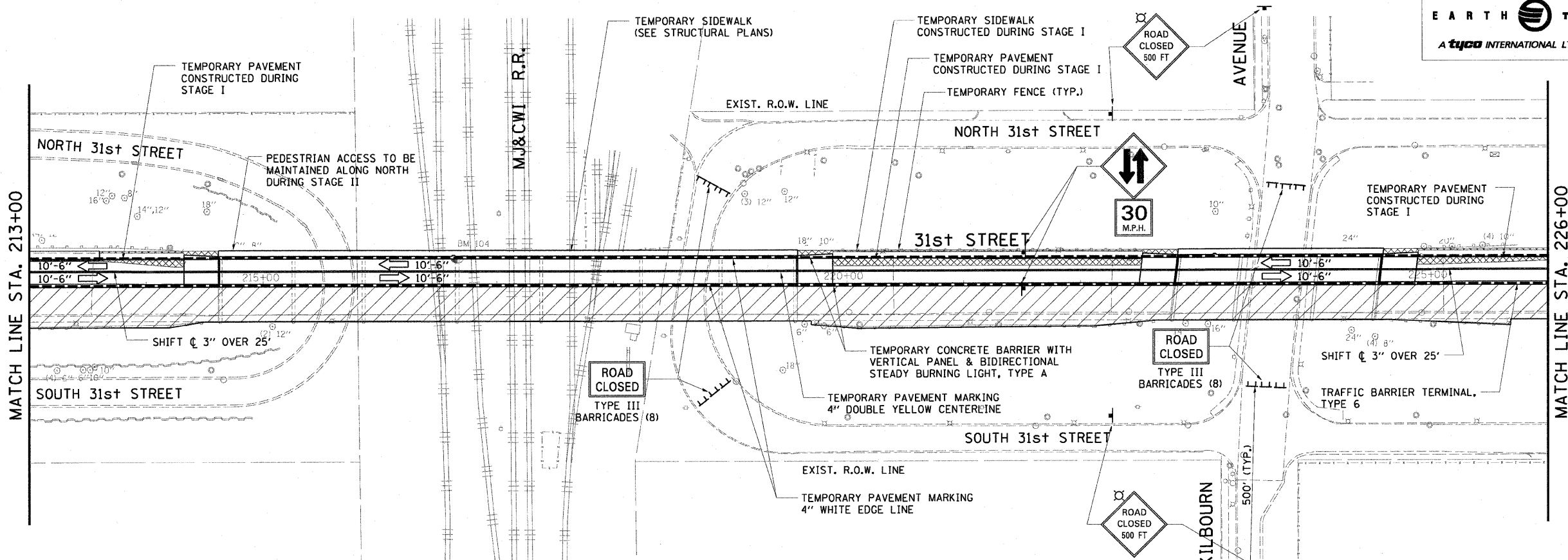
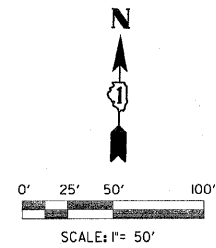
LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT / TEMPORARY SIDEWALK
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT WITH / WITHOUT ATTACHED SIGN, 8' MINIMUM
- TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
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- DIRECTION OF TRAFFIC FLOW

NOTES:
 THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS ON ALL PERMANENT PAVEMENT. PAINT PAVEMENT MARKINGS SHALL BE USED ON ALL SURFACES TO BE REMOVED AND ON BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE OBLITERATED.
 TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE THE EXISTING GUARDRAIL HAS BEEN REMOVED AND THE PROPOSED GUARDRAIL IS NOT YET IN PLACE.
 * SIGNS MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 31st STREET
SUGGESTED MAINTENANCE OF TRAFFIC STAGE II
 SCALE: 1"=50'
 DATE: APRIL 8, 2008
 DRAWN BY: CJO
 CHECKED BY: MJE



LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT / TEMPORARY SIDEWALK
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT WITH / WITHOUT ATTACHED SIGN, 8' MINIMUM
- TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC FLOW

NOTES:

THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS ON ALL PERMANENT PAVEMENT. PAINT PAVEMENT MARKINGS SHALL BE USED ON ALL SURFACES TO BE REMOVED AND ON BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE OBLITERATED.

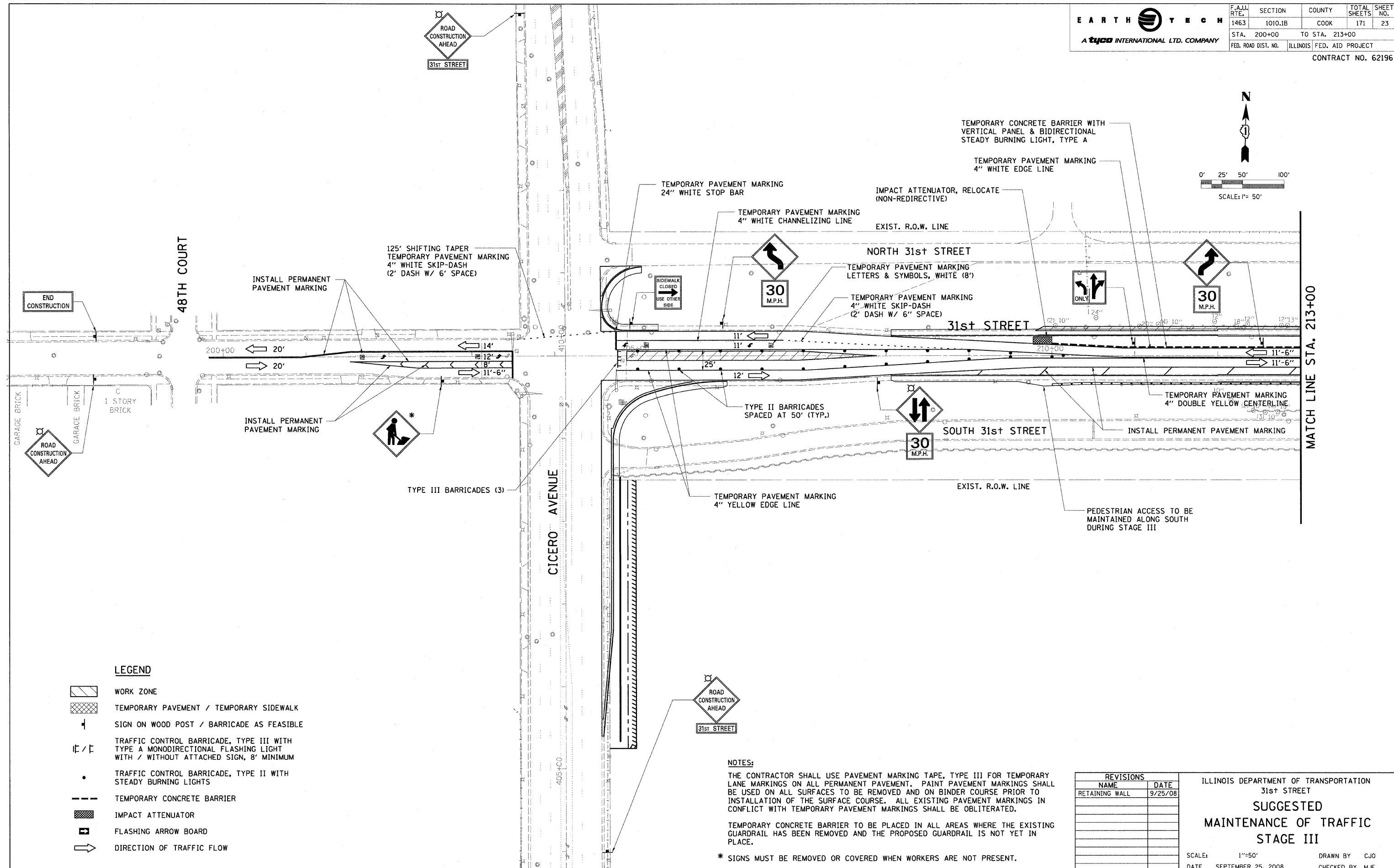
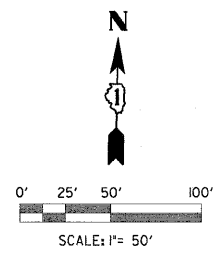
TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE THE EXISTING GUARDRAIL HAS BEEN REMOVED AND THE PROPOSED GUARDRAIL IS NOT YET IN PLACE.

* SIGNS MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
**SUGGESTED
MAINTENANCE OF TRAFFIC
STAGE II**

SCALE: 1"=50' DRAWN BY CJO
DATE: APRIL 8, 2008 CHECKED BY MJE



LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT / TEMPORARY SIDEWALK
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT WITH / WITHOUT ATTACHED SIGN, 8' MINIMUM
- TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC FLOW

NOTES:

THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS ON ALL PERMANENT PAVEMENT. PAINT PAVEMENT MARKINGS SHALL BE USED ON ALL SURFACES TO BE REMOVED AND ON BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE OBLITERATED.

TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE THE EXISTING GUARDRAIL HAS BEEN REMOVED AND THE PROPOSED GUARDRAIL IS NOT YET IN PLACE.

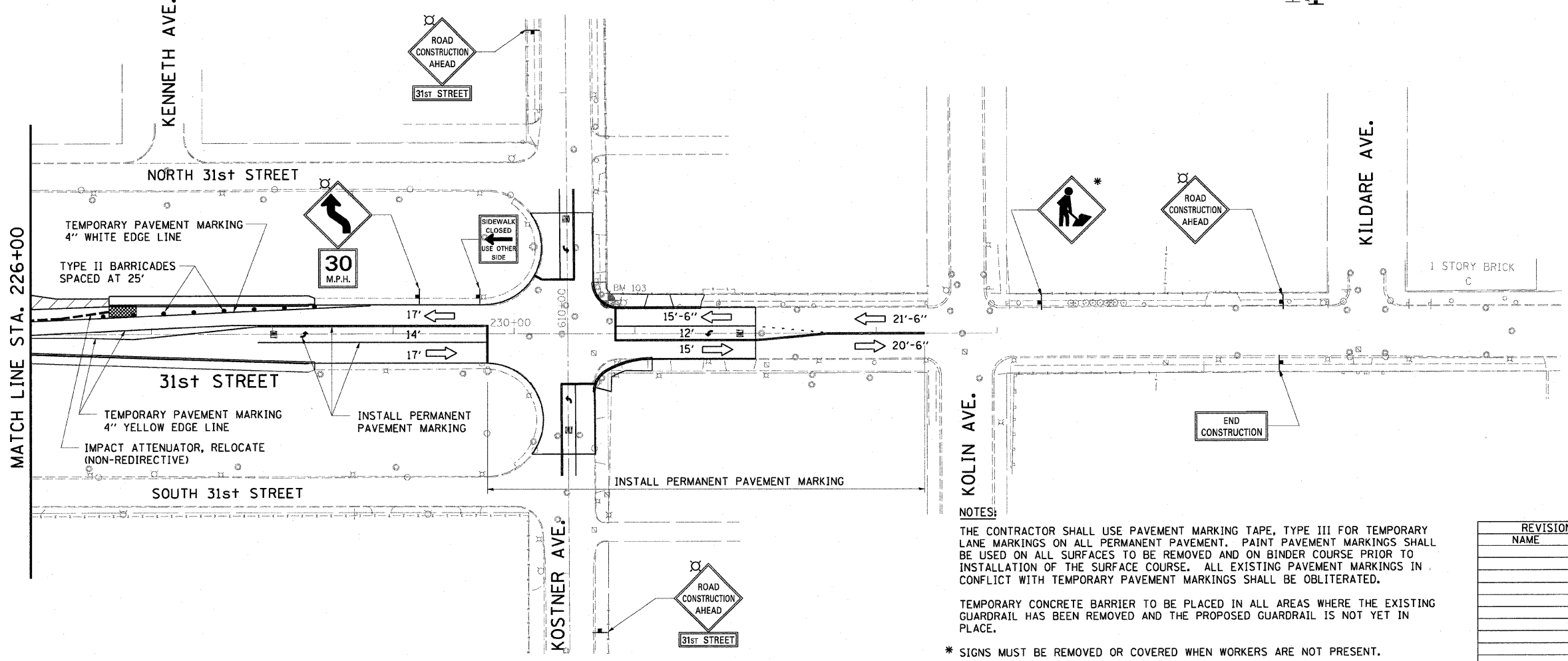
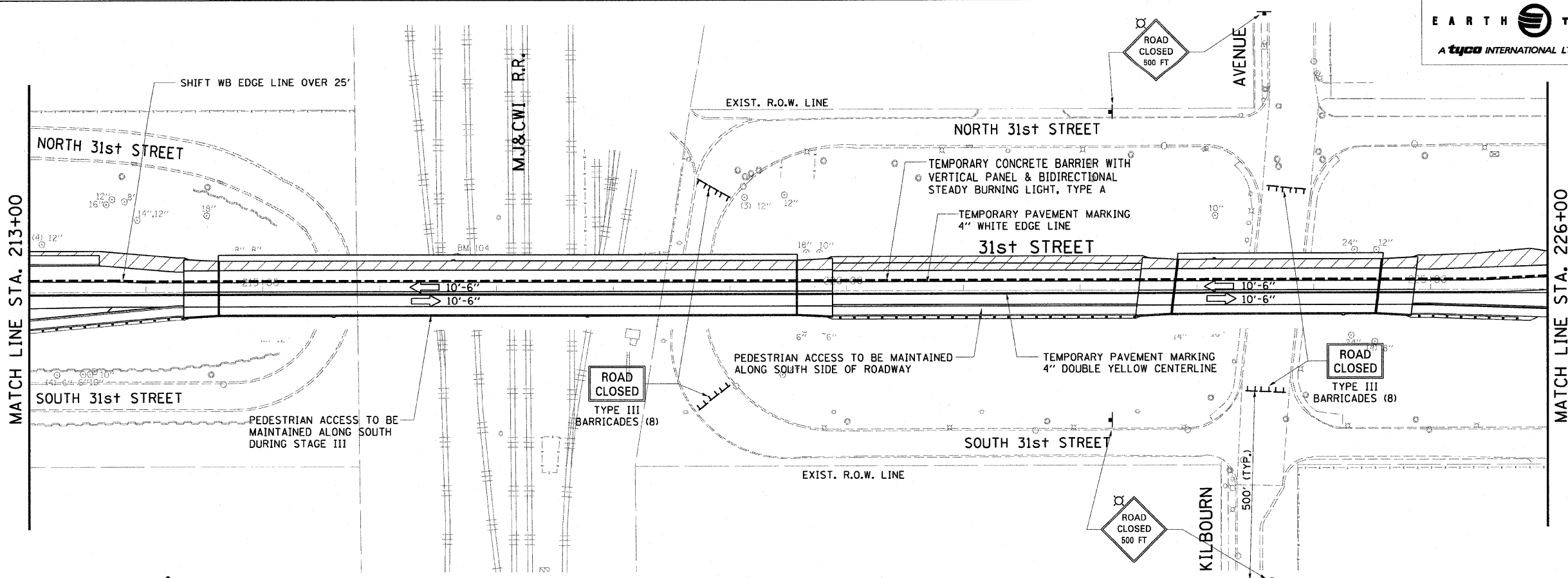
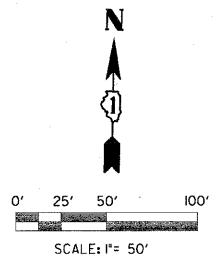
* SIGNS MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.

REVISIONS	
NAME	DATE
RETAINING WALL	9/25/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
SUGGESTED MAINTENANCE OF TRAFFIC STAGE III

SCALE: 1"=50'
DATE: SEPTEMBER 25, 2008

DRAWN BY: CJO
CHECKED BY: MJE



- LEGEND**
- WORK ZONE
 - TEMPORARY PAVEMENT / TEMPORARY SIDEWALK
 - SIGN ON WOOD POST / BARRICADE AS FEASIBLE
 - TRAFFIC CONTROL BARRICADE, TYPE III WITH TYPE A MONODIRECTIONAL FLASHING LIGHT WITH / WITHOUT ATTACHED SIGN, 8' MINIMUM
 - TRAFFIC CONTROL BARRICADE, TYPE II WITH STEADY BURNING LIGHTS
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - FLASHING ARROW BOARD
 - DIRECTION OF TRAFFIC FLOW

NOTES:

THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS ON ALL PERMANENT PAVEMENT. PAINT PAVEMENT MARKINGS SHALL BE USED ON ALL SURFACES TO BE REMOVED AND ON BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE OBLITERATED.

TEMPORARY CONCRETE BARRIER TO BE PLACED IN ALL AREAS WHERE THE EXISTING GUARDRAIL HAS BEEN REMOVED AND THE PROPOSED GUARDRAIL IS NOT YET IN PLACE.

* SIGNS MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

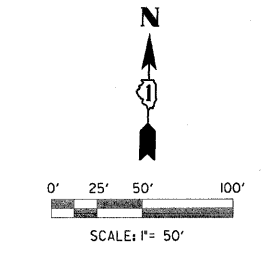
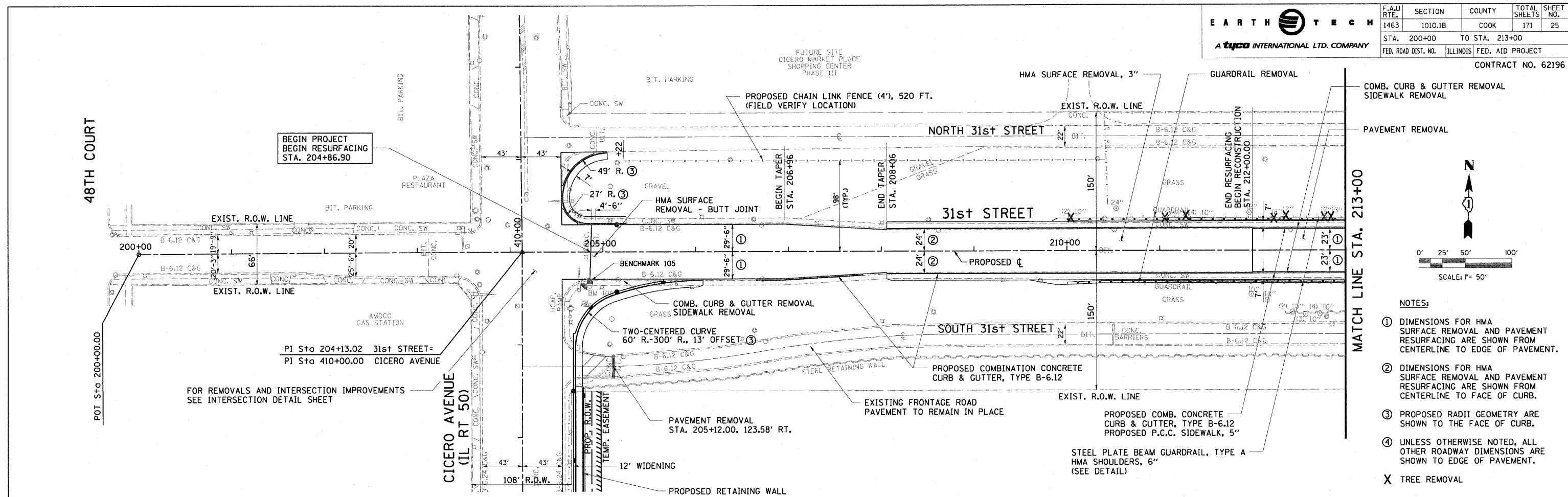
**SUGGESTED
MAINTENANCE OF TRAFFIC
STAGE III**

SCALE: 1"=50'
DATE: APRIL 8, 2008

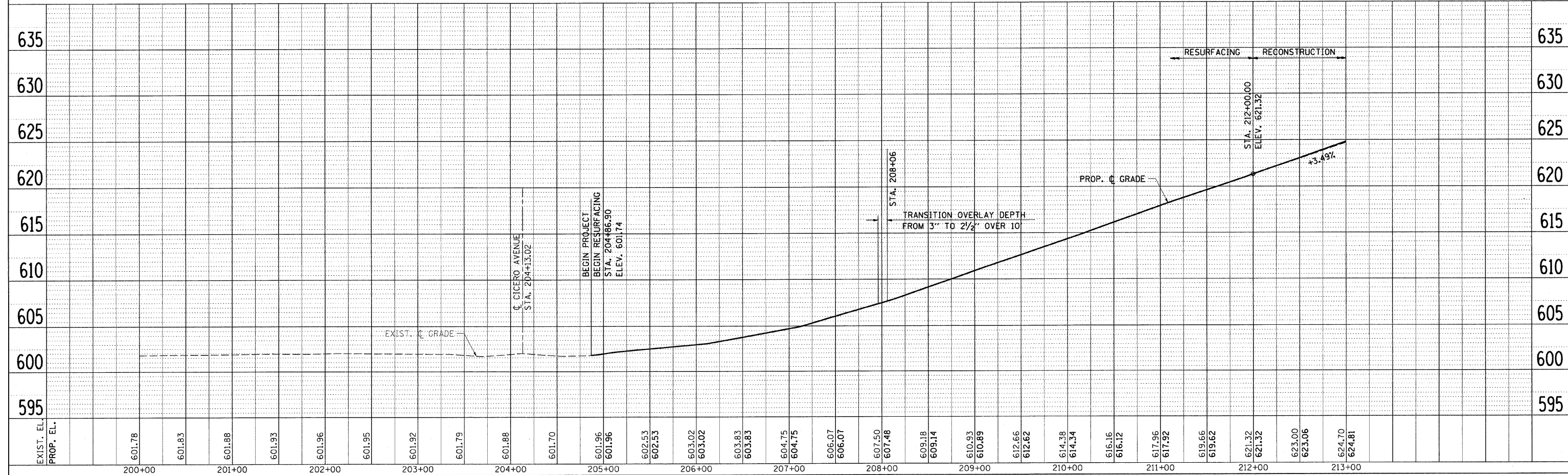
DRAWN BY: CJO
CHECKED BY: MJE

PLAN
REVISIONS
NO. DATE
BY
CHECKED
DATE
NO. DATE
BY

PROFILE
REVISIONS
NO. DATE
BY
CHECKED
DATE
NO. DATE
BY



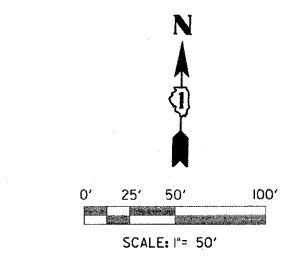
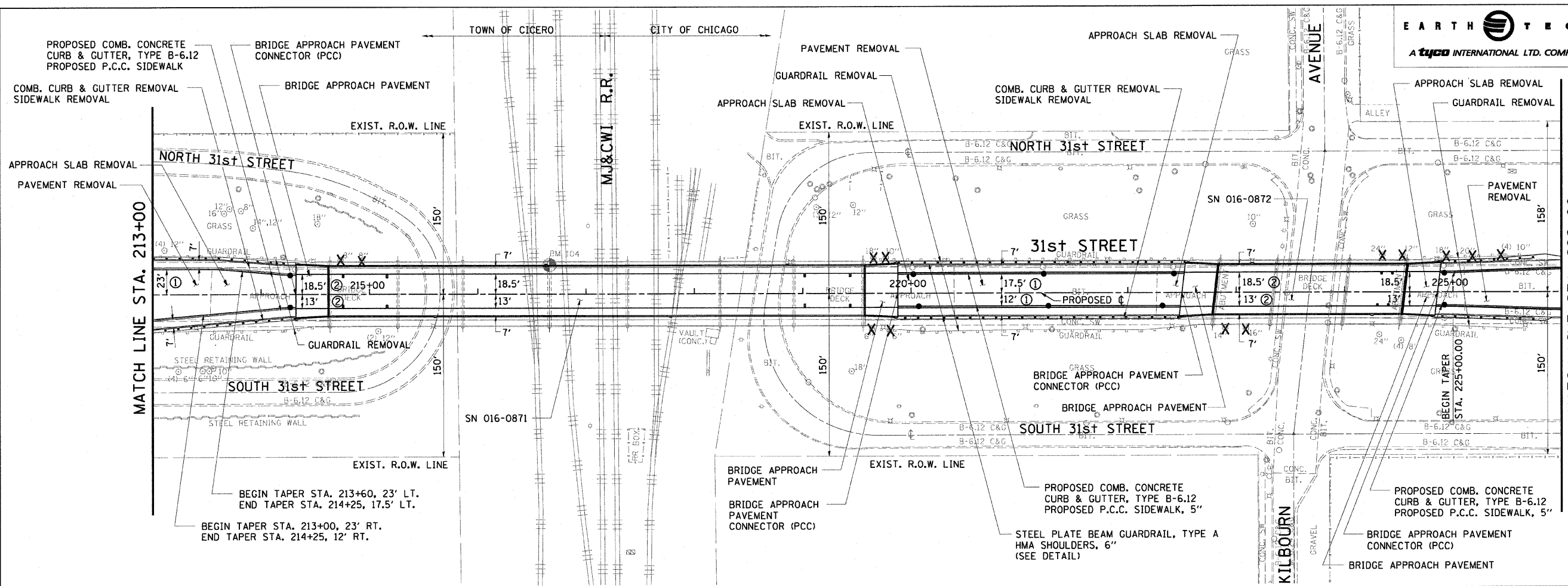
- NOTES:**
- ① DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO EDGE OF PAVEMENT.
 - ② DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO FACE OF CURB.
 - ③ PROPOSED RADII GEOMETRY ARE SHOWN TO THE FACE OF CURB.
 - ④ UNLESS OTHERWISE NOTED, ALL OTHER ROADWAY DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.
- X TREE REMOVAL



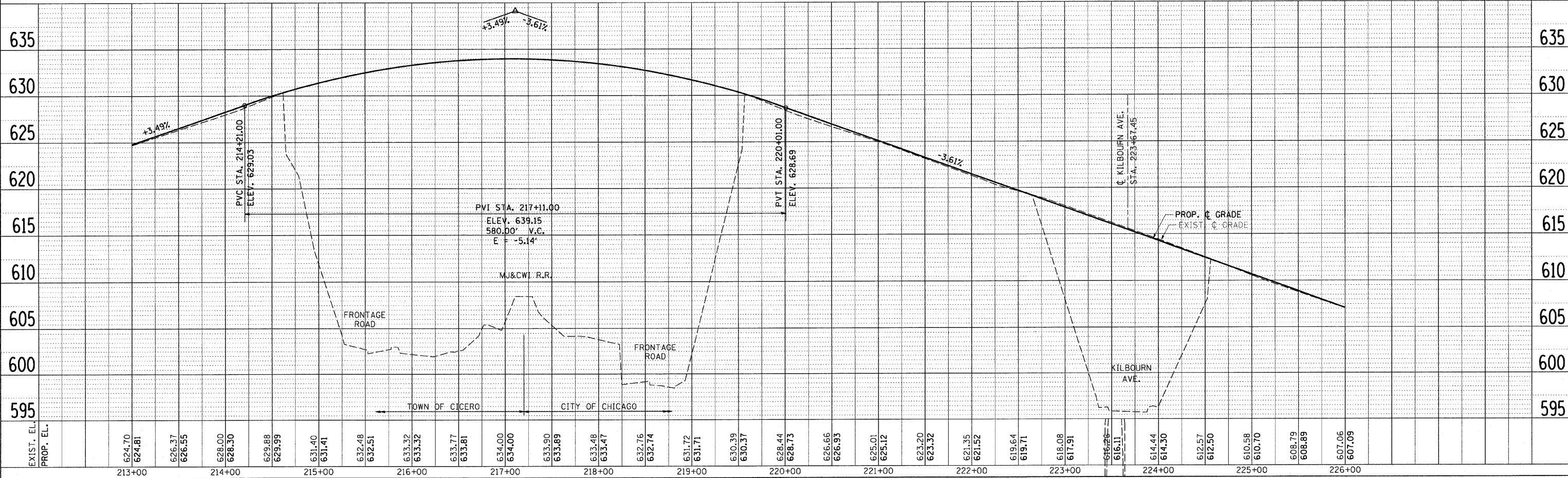
31st STREET - ROADWAY PLAN AND PROFILE

DATE	BY

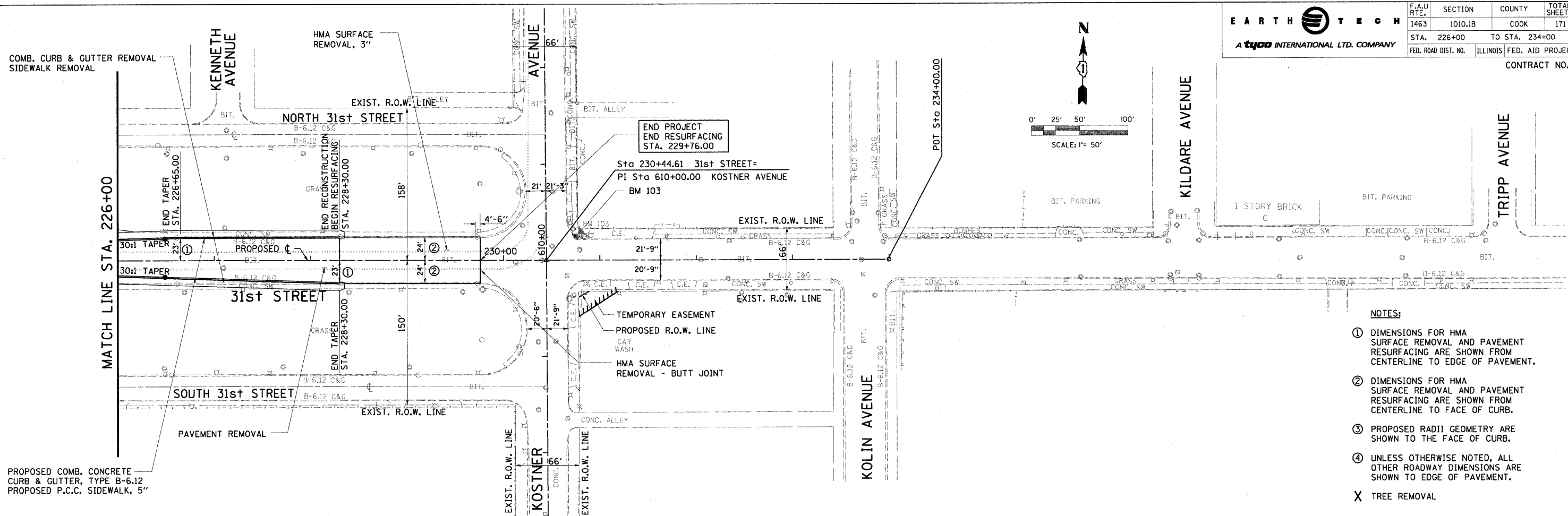
DATE	BY



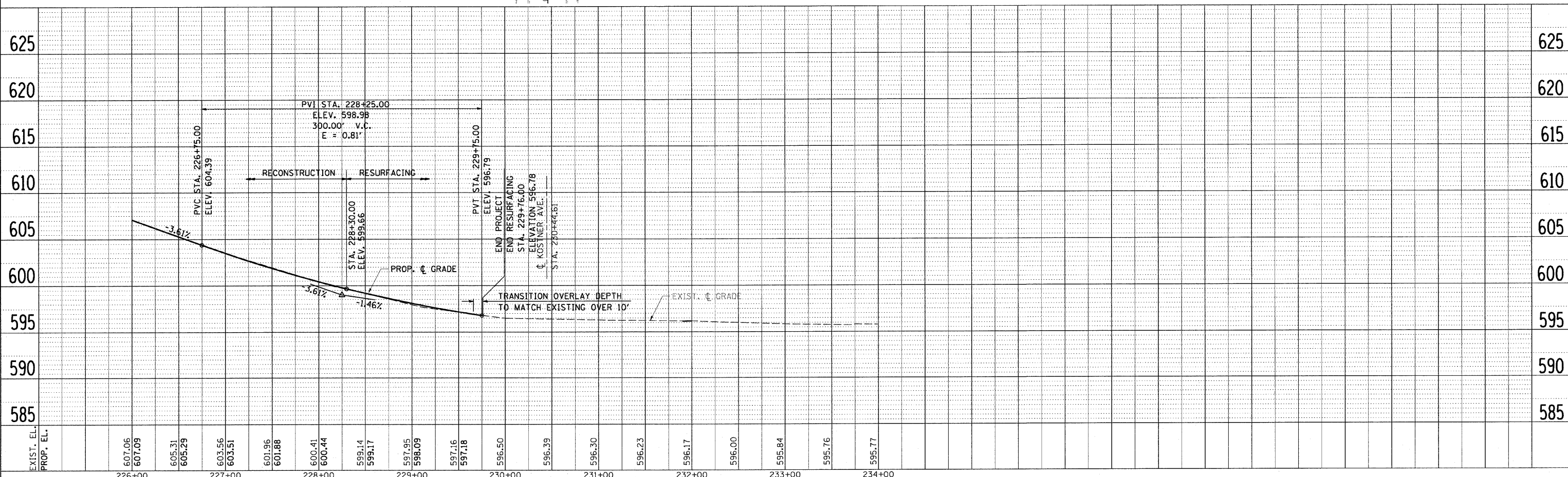
- NOTES:**
- ① DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO EDGE OF PAVEMENT.
 - ② DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO FACE OF CURB.
 - ③ PROPOSED RADII GEOMETRY ARE SHOWN TO THE FACE OF CURB.
 - ④ UNLESS OTHERWISE NOTED, ALL OTHER ROADWAY DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.
- X TREE REMOVAL



31st STREET - ROADWAY PLAN AND PROFILE



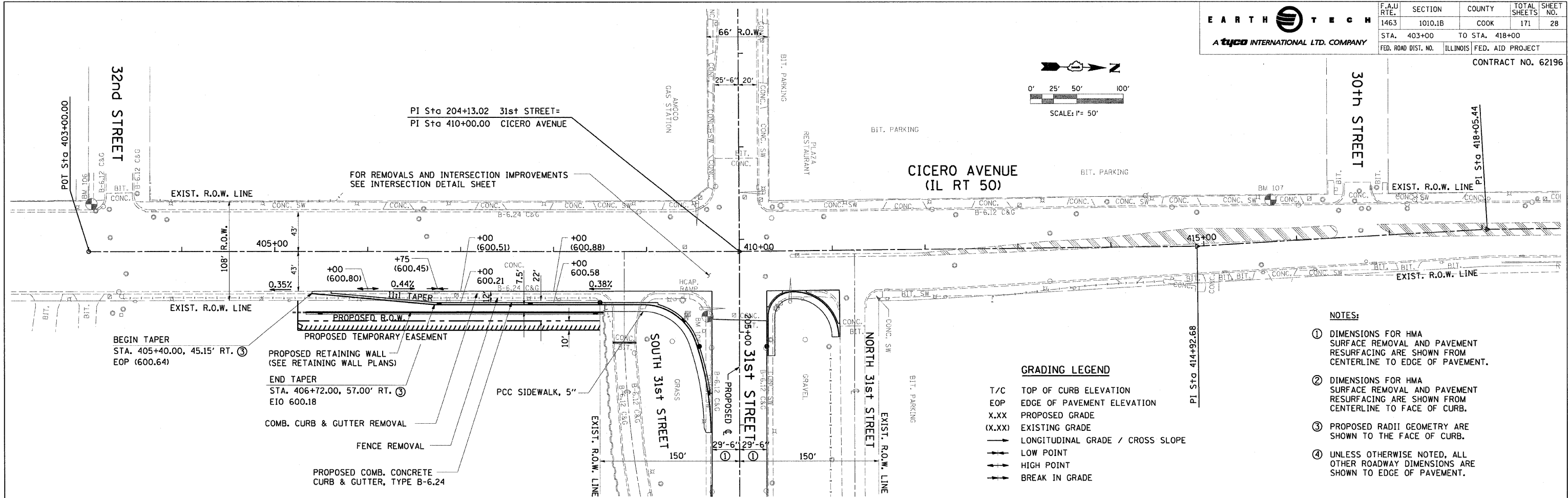
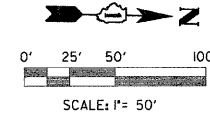
- NOTES:**
- ① DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO EDGE OF PAVEMENT.
 - ② DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO FACE OF CURB.
 - ③ PROPOSED RADII GEOMETRY ARE SHOWN TO THE FACE OF CURB.
 - ④ UNLESS OTHERWISE NOTED, ALL OTHER ROADWAY DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.
 - X TREE REMOVAL



31st STREET - ROADWAY PLAN AND PROFILE

PLAN
NO. _____
DATE _____
BY _____
CHECKED _____
DATE _____

PROFILE
NO. _____
DATE _____
BY _____
CHECKED _____
DATE _____



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	NOTE BOOK		
	NO.		
	PAID FILE NAME		

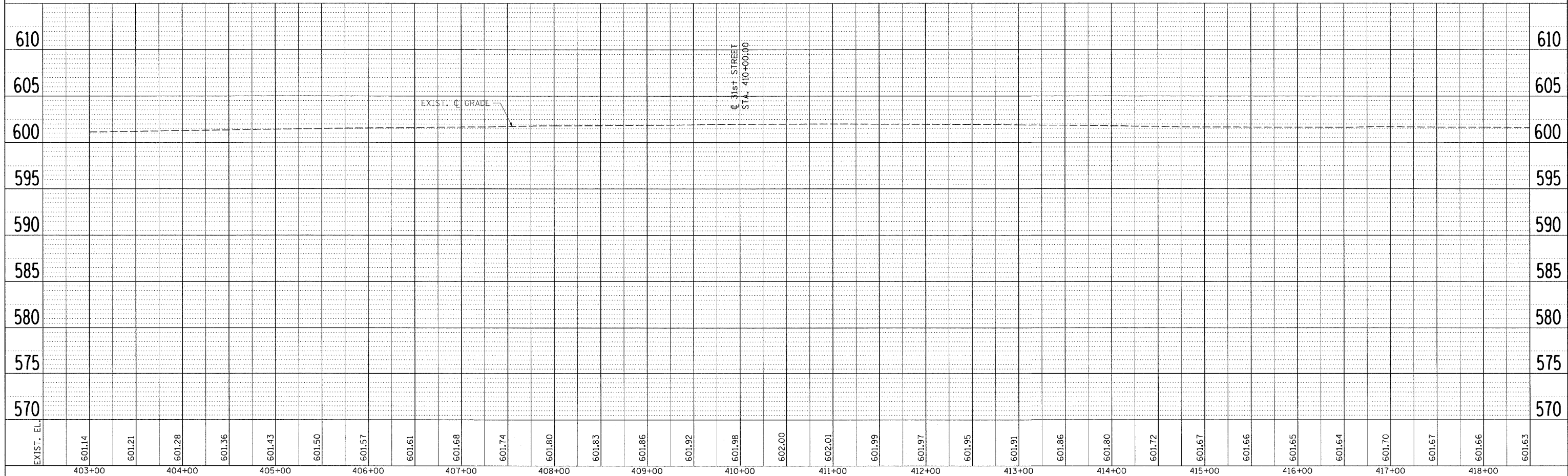
PROFILE	SURVEYED	BY	DATE
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	BY		
	NOTE BOOK		
	NO.		
	STRUCTURE		
	NOTATION		
	CHKD		

GRADING LEGEND

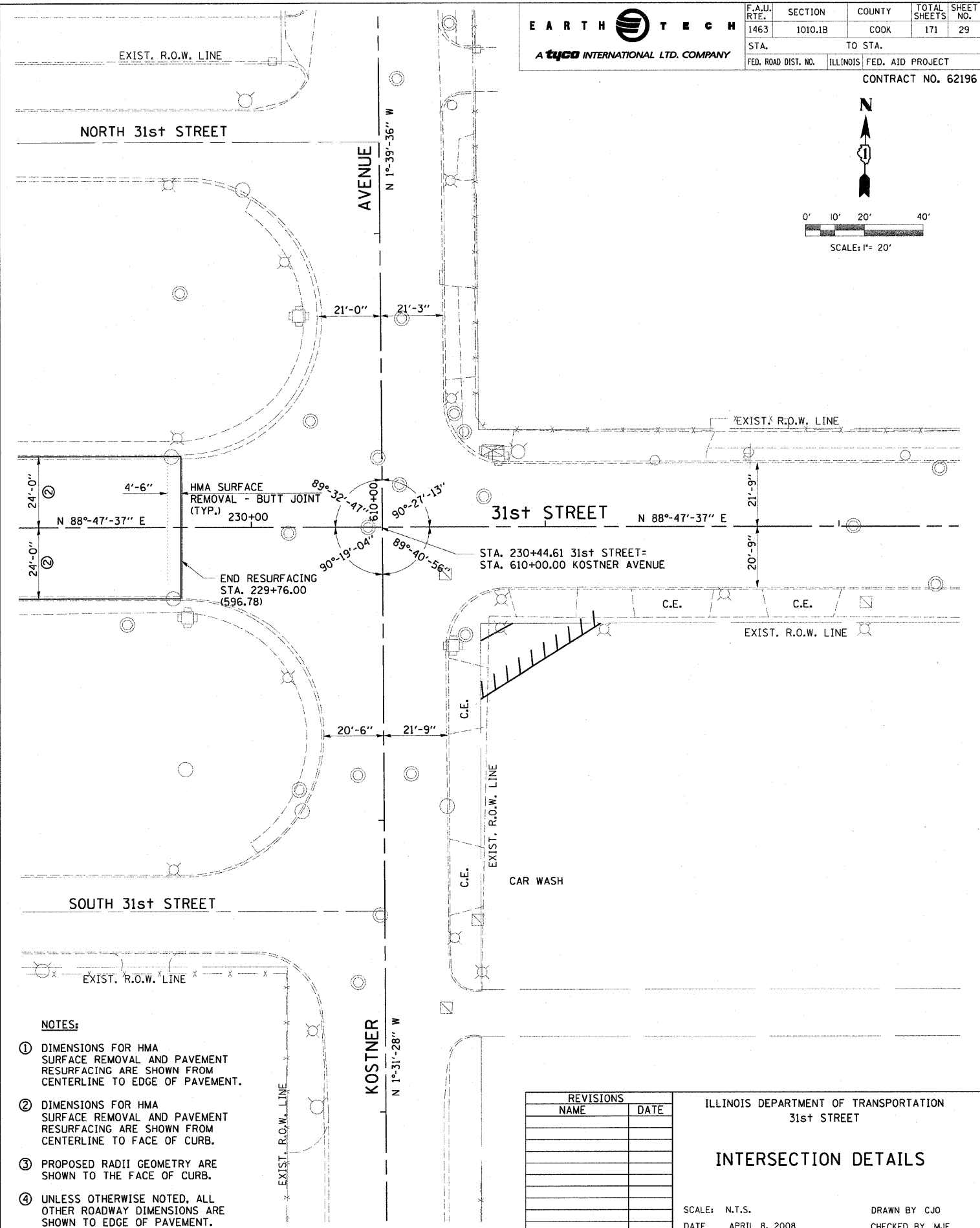
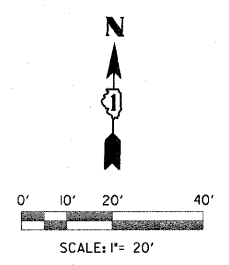
- T/C TOP OF CURB ELEVATION
- EOP EDGE OF PAVEMENT ELEVATION
- X.XX PROPOSED GRADE
- (X.XX) EXISTING GRADE
- LONGITUDINAL GRADE / CROSS SLOPE
- ↕ LOW POINT
- ↕ HIGH POINT
- ↕ BREAK IN GRADE

NOTES:

- ① DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO EDGE OF PAVEMENT.
- ② DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO FACE OF CURB.
- ③ PROPOSED RADII GEOMETRY ARE SHOWN TO THE FACE OF CURB.
- ④ UNLESS OTHERWISE NOTED, ALL OTHER ROADWAY DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.



CICERO AVENUE - ROADWAY PLAN AND PROFILE



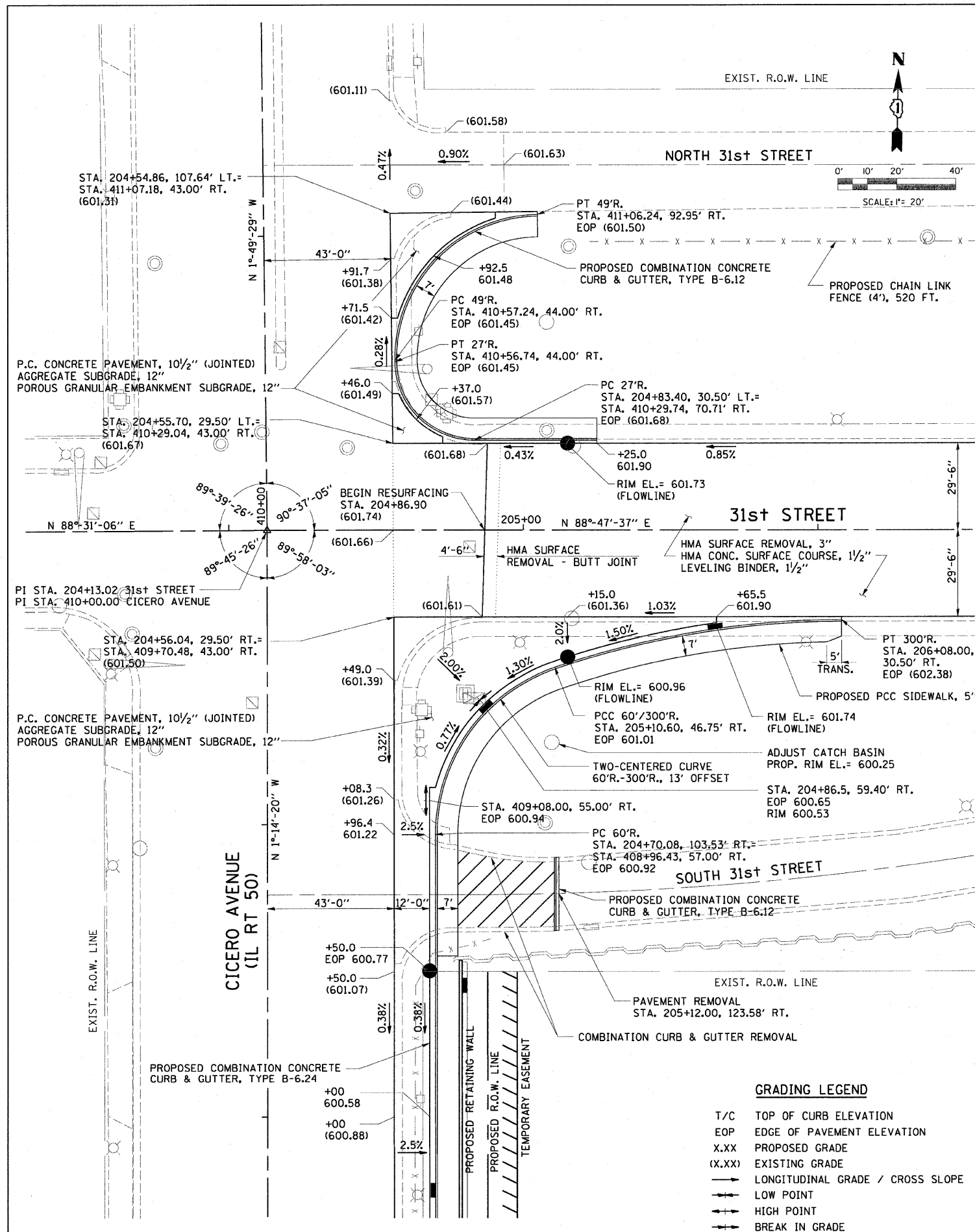
- NOTES:**
- DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO EDGE OF PAVEMENT.
 - DIMENSIONS FOR HMA SURFACE REMOVAL AND PAVEMENT RESURFACING ARE SHOWN FROM CENTERLINE TO FACE OF CURB.
 - PROPOSED RADII GEOMETRY ARE SHOWN TO THE FACE OF CURB.
 - UNLESS OTHERWISE NOTED, ALL OTHER ROADWAY DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

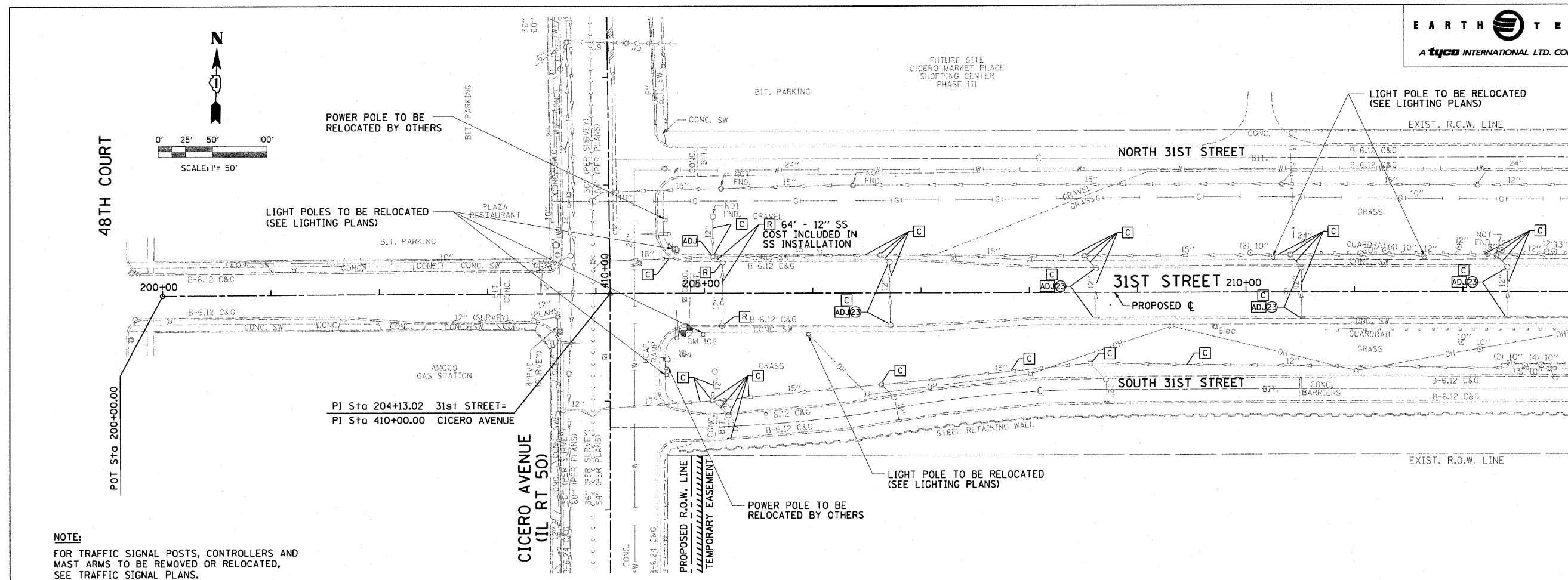
INTERSECTION DETAILS

SCALE: N.T.S. DRAWN BY CJO
DATE: APRIL 8, 2008 CHECKED BY MJE



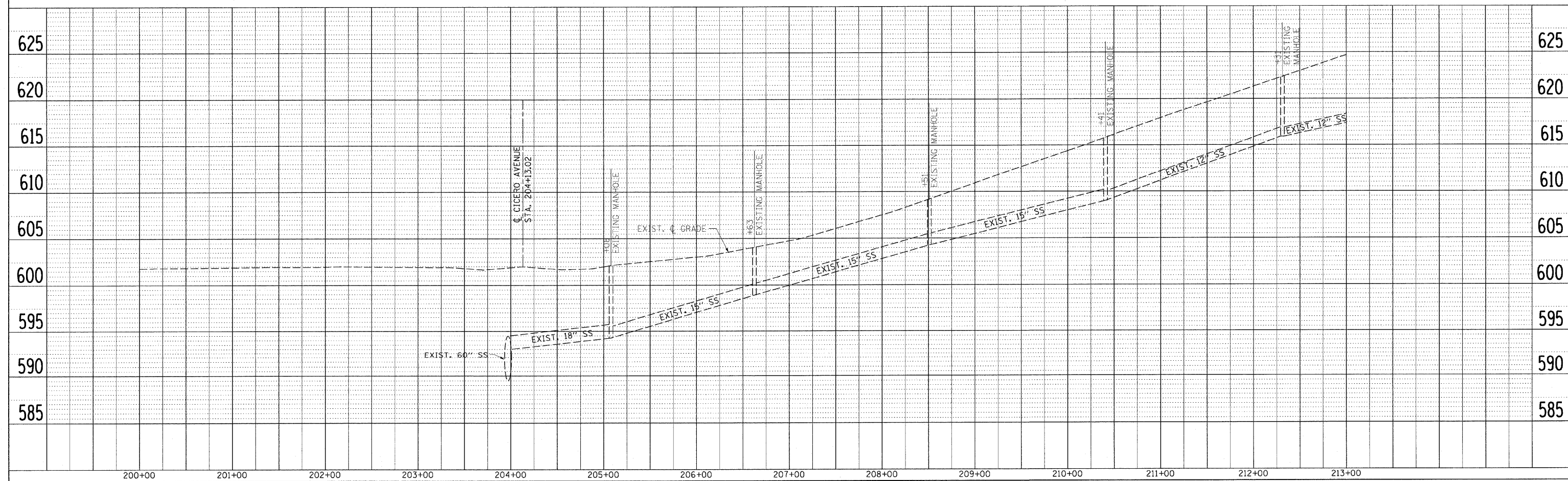
- GRADING LEGEND**
- T/C TOP OF CURB ELEVATION
 - EOP EDGE OF PAVEMENT ELEVATION
 - X.XX PROPOSED GRADE
 - (X.XX) EXISTING GRADE
 - LONGITUDINAL GRADE / CROSS SLOPE
 - LOW POINT
 - HIGH POINT
 - BREAK IN GRADE

DATE: _____
 BY: _____
 CHECKED: _____
 APPROVED: _____
 NO. _____



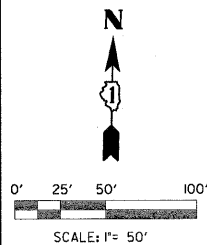
NOTE:
 FOR TRAFFIC SIGNAL POSTS, CONTROLLERS AND MAST ARMS TO BE REMOVED OR RELOCATED, SEE TRAFFIC SIGNAL PLANS.

DATE: _____
 BY: _____
 CHECKED: _____
 APPROVED: _____
 NO. _____

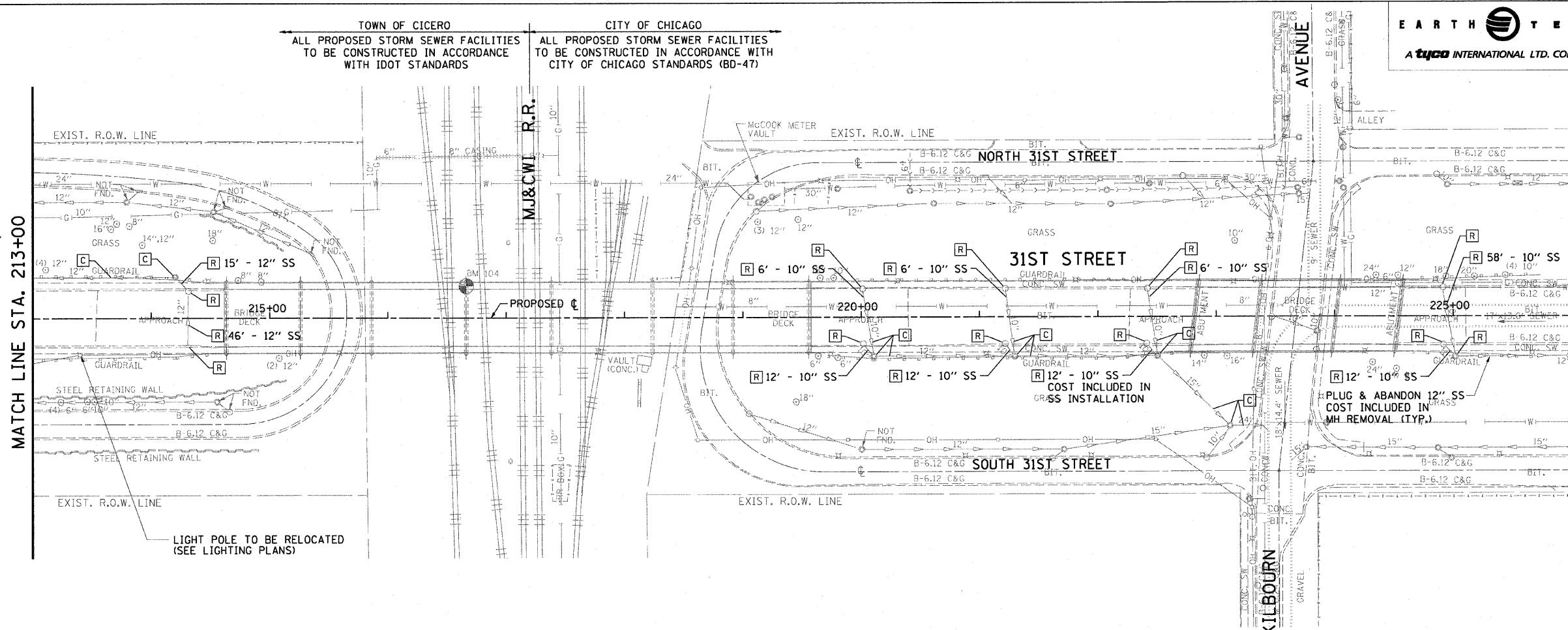


31st STREET - EXISTING DRAINAGE AND UTILITY PLAN AND PROFILE

DATE: _____ BY: _____
 PLAN: _____
 CHECKED: _____
 NO. _____



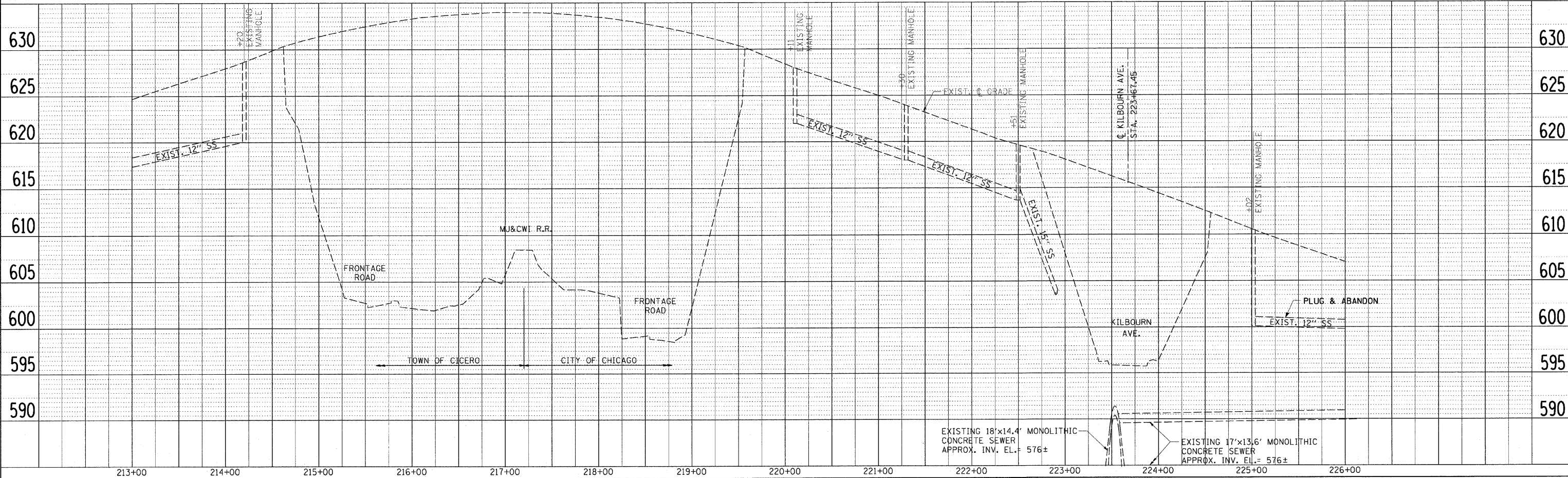
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 PROFILE: _____
 CHECKED: _____
 NO. _____



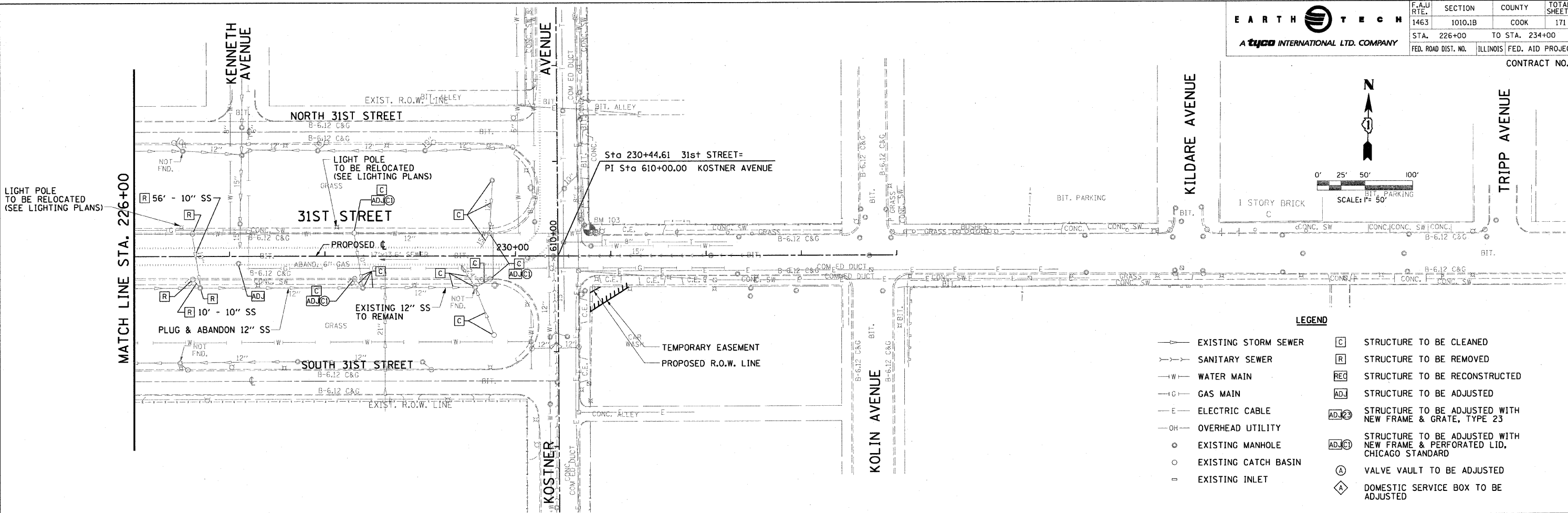
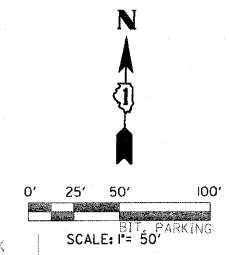
- LEGEND**
- EXISTING STORM SEWER
 - SANITARY SEWER
 - W— WATER MAIN
 - G— GAS MAIN
 - E— ELECTRIC CABLE
 - OH— OVERHEAD UTILITY
 - EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - EXISTING INLET
 - [C] STRUCTURE TO BE CLEANED
 - [R] STRUCTURE TO BE REMOVED
 - [REC] STRUCTURE TO BE RECONSTRUCTED
 - [ADJ] STRUCTURE TO BE ADJUSTED
 - [ADJ] STRUCTURE TO BE ADJUSTED WITH NEW FRAME & GRATE, TYPE 23
 - [ADJ] STRUCTURE TO BE ADJUSTED WITH NEW FRAME & PERFORATED LID, CHICAGO STANDARD
 - (A) VALVE VAULT TO BE ADJUSTED
 - ◇ DOMESTIC SERVICE BOX TO BE ADJUSTED

EARTH TECH
 A tyco INTERNATIONAL LTD. COMPANY

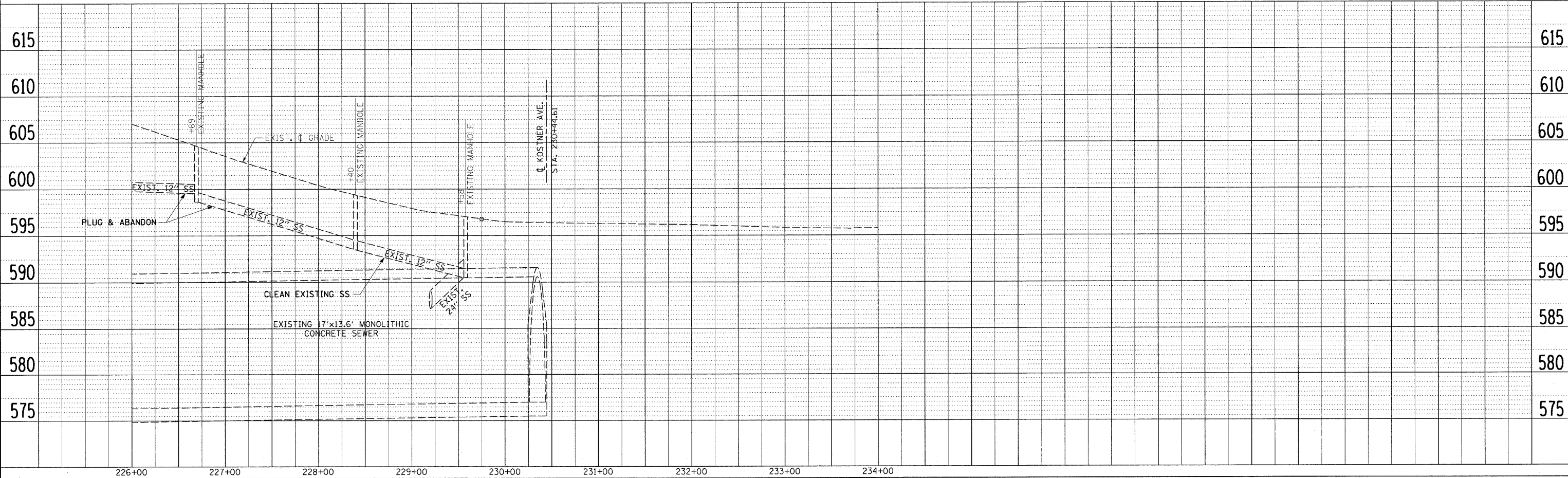
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	31
STA. 213+00		TO STA. 226+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62196				



31st STREET - EXISTING DRAINAGE AND UTILITY PLAN AND PROFILE



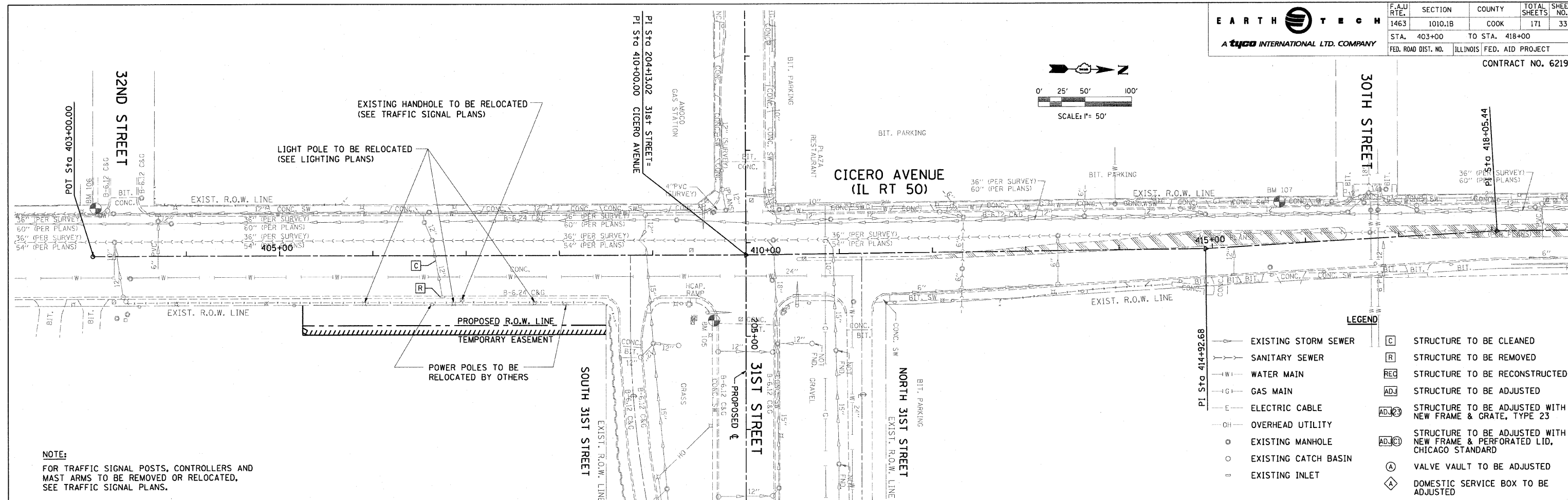
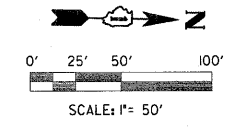
- LEGEND**
- EXISTING STORM SEWER
 - SANITARY SEWER
 - W— WATER MAIN
 - G— GAS MAIN
 - E— ELECTRIC CABLE
 - OH— OVERHEAD UTILITY
 - EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - EXISTING INLET
 - [C] STRUCTURE TO BE CLEANED
 - [R] STRUCTURE TO BE REMOVED
 - [REC] STRUCTURE TO BE RECONSTRUCTED
 - [ADJ] STRUCTURE TO BE ADJUSTED
 - [ADJ23] STRUCTURE TO BE ADJUSTED WITH NEW FRAME & GRATE, TYPE 23
 - [ADJCI] STRUCTURE TO BE ADJUSTED WITH NEW FRAME & PERFORATED LID, CHICAGO STANDARD
 - [A] VALVE VAULT TO BE ADJUSTED
 - [A] DOMESTIC SERVICE BOX TO BE ADJUSTED



31st STREET - EXISTING DRAINAGE AND UTILITY PLAN AND PROFILE

DATE: _____ BY: _____
 CHECKED: _____
 PLAN NO. _____
 DATE: _____ BY: _____
 CHECKED: _____
 PROFILE NO. _____

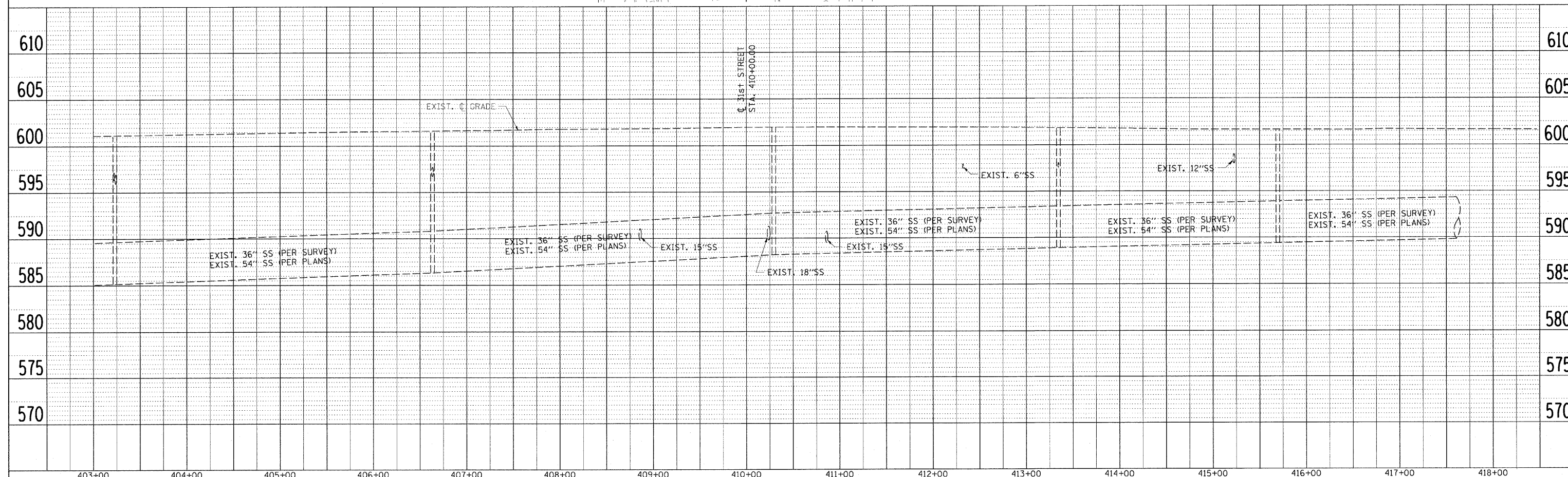
DATE: _____ BY: _____
 CHECKED: _____
 PROFILE NO. _____
 DATE: _____ BY: _____
 CHECKED: _____
 PLAN NO. _____



NOTE:
 FOR TRAFFIC SIGNAL POSTS, CONTROLLERS AND MAST ARMS TO BE REMOVED OR RELOCATED, SEE TRAFFIC SIGNAL PLANS.

DATE: _____
 BY: _____
 CHECKED: _____
 DATE: _____
 NO. _____

DATE: _____
 BY: _____
 CHECKED: _____
 DATE: _____
 NO. _____



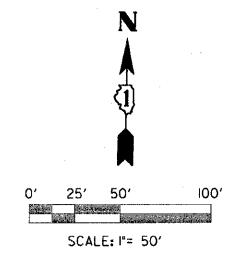
CICERO AVENUE - EXISTING DRAINAGE AND UTILITY PLAN AND PROFILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	34
STA. 200+00		TO STA. 213+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62196				



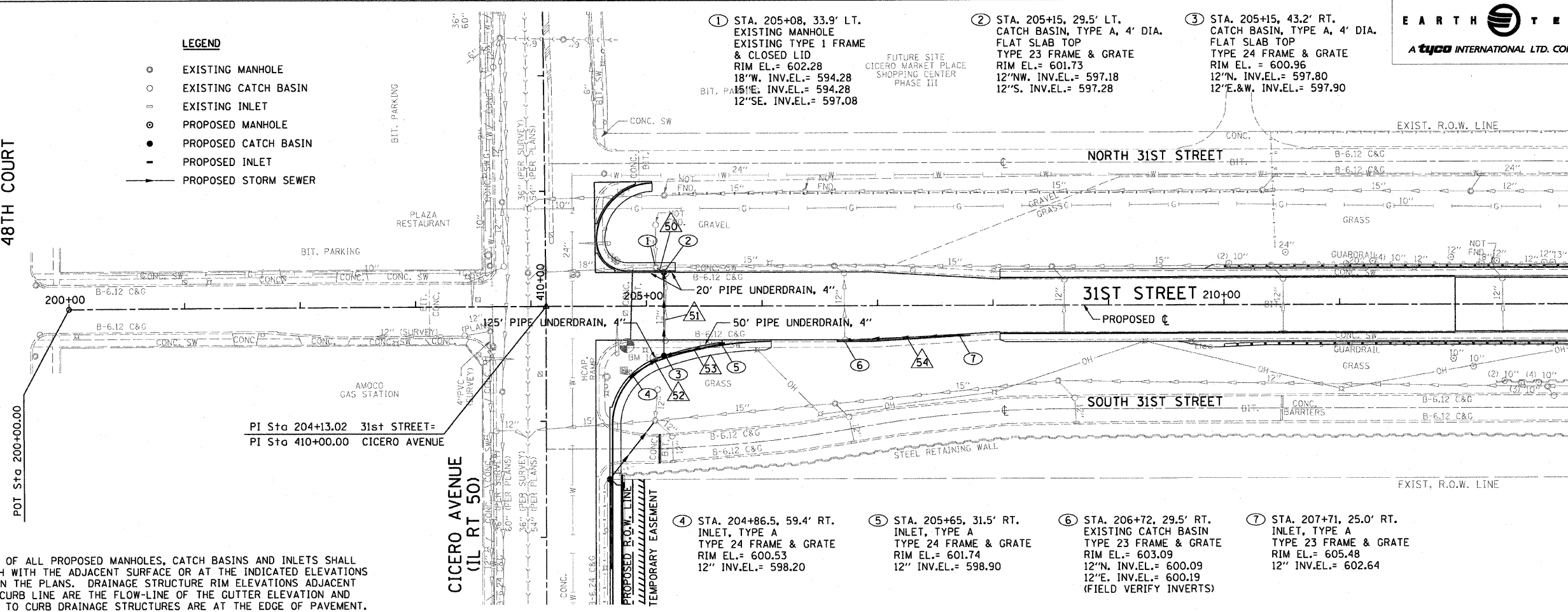
- LEGEND**
- EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - EXISTING INLET
 - PROPOSED MANHOLE
 - PROPOSED CATCH BASIN
 - PROPOSED INLET
 - PROPOSED STORM SEWER

- ① STA. 205+08, 33.9' LT. EXISTING MANHOLE EXISTING TYPE 1 FRAME & CLOSED LID RIM EL.= 602.28 18"W. INV.EL.= 594.28 15"E. INV.EL.= 594.28 12"SE. INV.EL.= 597.08
- ② STA. 205+15, 29.5' LT. CATCH BASIN, TYPE A, 4' DIA. FLAT SLAB TOP TYPE 23 FRAME & GRATE RIM EL.= 601.73 12"NW. INV.EL.= 597.18 12"S. INV.EL.= 597.28
- ③ STA. 205+15, 43.2' RT. CATCH BASIN, TYPE A, 4' DIA. FLAT SLAB TOP TYPE 24 FRAME & GRATE RIM EL.= 600.96 12"N. INV.EL.= 597.80 12"E.&W. INV.EL.= 597.90



48TH COURT

MATCH LINE STA. 213+00

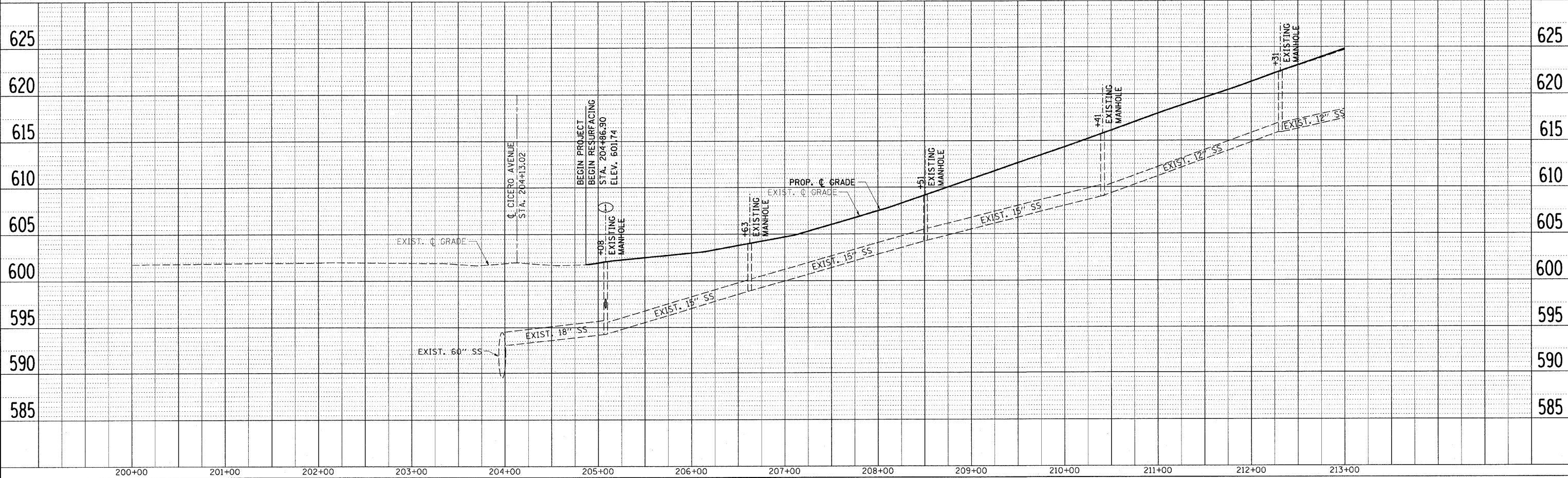


NOTE:
THE TOP OF ALL PROPOSED MANHOLES, CATCH BASINS AND INLETS SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS. DRAINAGE STRUCTURE RIM ELEVATIONS ADJACENT TO THE CURB LINE ARE THE FLOW-LINE OF THE CUTTER ELEVATION AND OFFSETS TO CURB DRAINAGE STRUCTURES ARE AT THE EDGE OF PAVEMENT.

- △50 6' - 12" RCP SS TYPE 2 @ 1.67% TBF = 4.1 CY
- △51 70' - 12" RCP SS TYPE 2 @ 0.75% TBF = 22.4 CY
- △52 30' - 12" RCP SS TYPE 1 @ 1.00% TBF = 6.2 CY
- △53 50' - 12" RCP SS TYPE 1 @ 2.00% TBF = 11.8 CY
- △54 98' - 12" RCP SS TYPE 1 @ 2.50% TBF = 23.1 CY

PLAN	BY	DATE
DESIGNED		
PLOTTED		
ALIGNED		
CHECKED		
NO.		

PROFILE	BY	DATE
DESIGNED		
PLOTTED		
GRADES CHECKED		
STRUCTURE NOTATION		
NO.		

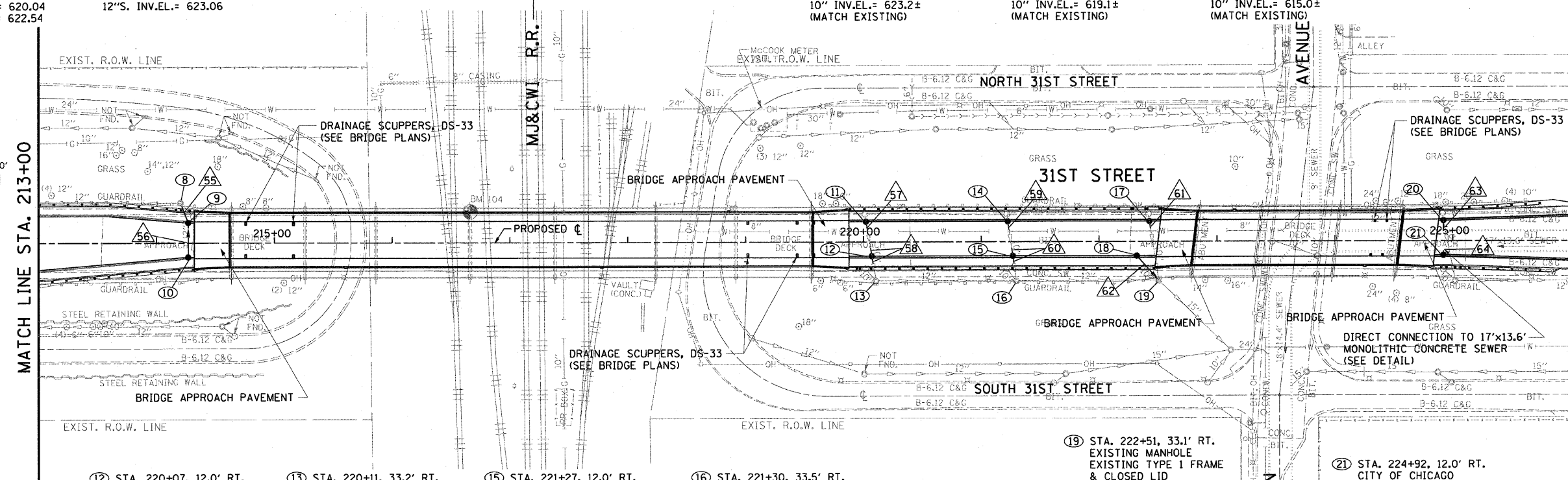
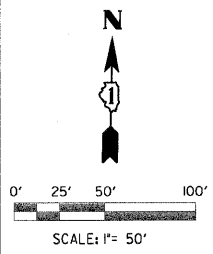


31st STREET - PROPOSED DRAINAGE AND UTILITY PLAN AND PROFILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	35
STA. 213+00		TO STA. 226+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62196				

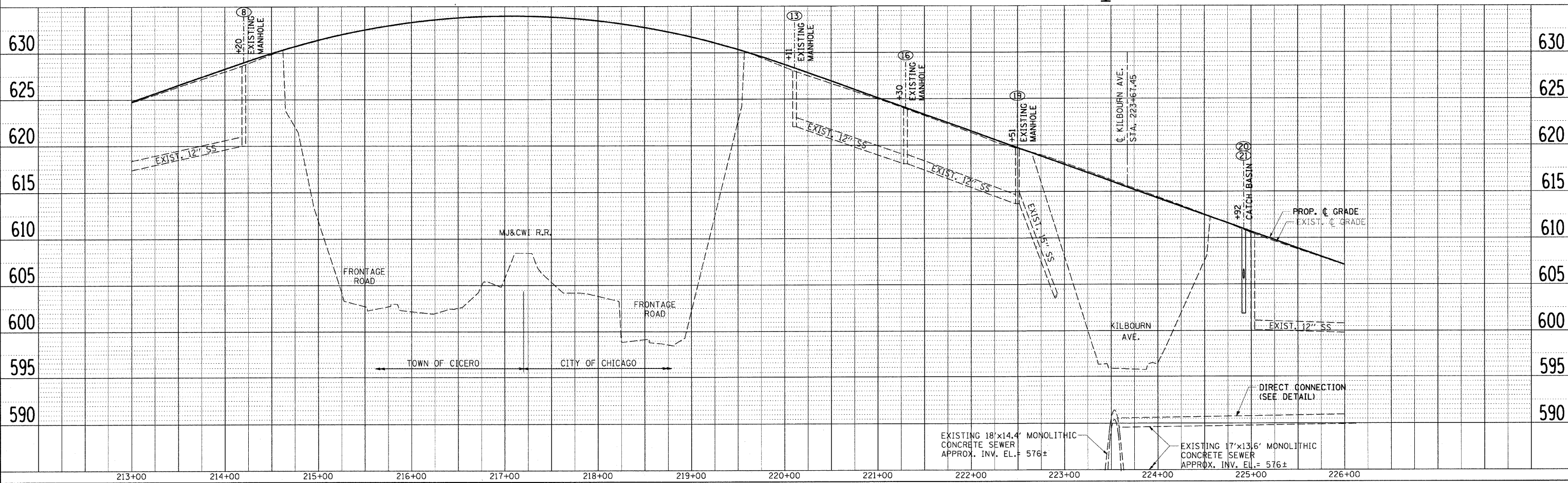
- ⑧ STA. 214+20, 34.3' LT. EXISTING MANHOLE EXISTING TYPE 1 FRAME & CLOSED LID RIM EL.= 628.84 12"W. INV.EL.= 620.04 12"S. INV.EL.= 622.54
- ⑨ STA. 214+27, 17.5' LT. CATCH BASIN TYPE A, 4' DIA. TYPE 23 FRAME & GRATE RIM EL.= 628.92 12"N. INV.EL.= 622.86 12"S. INV.EL.= 623.06
- ⑪ STA. 220+02, 17.5' LT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 628.32 10" INV.EL.= 623.2± (MATCH EXISTING)
- ⑫ STA. 220+07, 12.0' RT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 23 FRAME & GRATE RIM EL.= 629.00 12" INV.EL.= 623.62
- ⑬ STA. 220+11, 33.2' RT. EXISTING MANHOLE EXISTING TYPE 1 FRAME & CLOSED LID RIM EL.= 627.98 10"N. INV.EL.= 622.0± 12"E. INV.EL.= 622.0±
- ⑭ STA. 221+23, 17.5' LT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 623.97 10" INV.EL.= 619.1± (MATCH EXISTING)
- ⑮ STA. 221+27, 12.0' RT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 623.90 10"N. INV.EL.= 618.4± 12"E.&W. INV.EL.= 618.0±
- ⑯ STA. 222+43, 17.5' LT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 619.62 10" INV.EL.= 615.0± (MATCH EXISTING)
- ⑰ STA. 222+51, 33.1' RT. EXISTING MANHOLE EXISTING TYPE 1 FRAME & CLOSED LID RIM EL.= 619.57 10"NW. INV.EL.= 614.4± 10"N. INV.EL.= 613.7± 12"W. INV.EL.= 613.7± 15"SE. INV.EL.= 613.7± (MATCH EXISTING)
- ⑱ STA. 224+32, 12.0' RT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 620.10 10" INV.EL.= 615.10
- ⑳ STA. 224+92, 12.0' RT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 610.72 8" INV.EL.= 605.72 DIRECT CONNECTION TO 17'x13.6' SEWER

DATE	BY

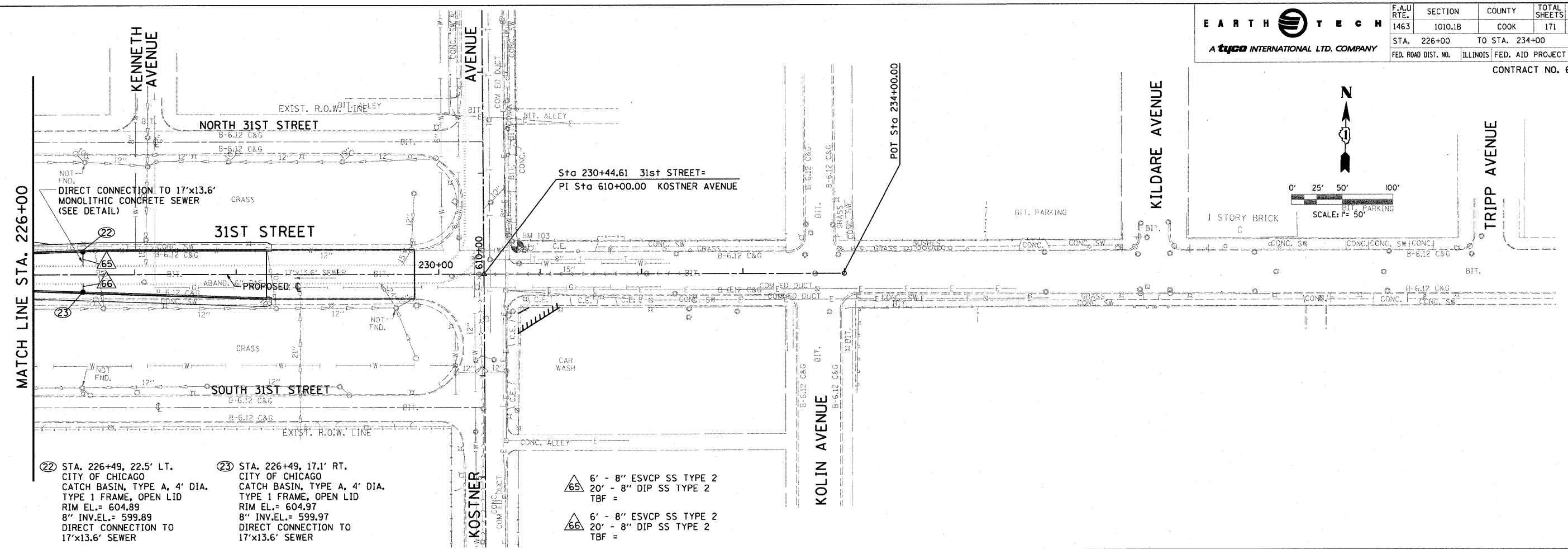
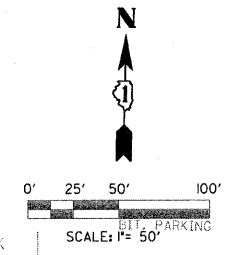


- ⑳ STA. 224+92, 17.5' LT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 610.63 8" INV.EL.= 605.63 DIRECT CONNECTION TO 17'x13.6' SEWER
- ㉑ 16' - 12" RCP SS TYPE 2 @ 2.00% TBF = 14.2 CY
- ㉒ 28' - 12" RCP SS TYPE 2 @ 2.00% TBF = 22.2 CY
- ㉓ 3' - 10" SS TYPE 2 (MATCH EXISTING) TBF = 2.0 CY
- ㉔ 2 @ 3' - 10" SS TYPE 2 (MATCH EXIST.) TBF = 4.8 CY
- ㉕ 3' - 10" SS TYPE 2 (MATCH EXISTING) TBF = 2.0 CY
- ㉖ 2 @ 3' - 10" SS TYPE 2 (MATCH EXIST.) TBF = 4.6 CY
- ㉗ 3' - 10" SS TYPE 2 (MATCH EXISTING) TBF = 2.0 CY
- ㉘ 25' - 10" SS TYPE 2 @ 2.76% TBF = 17.2 CY
- ㉙ 6' - 8" ESWP SS TYPE 2
- ㉚ 25' - 8" DIP SS TYPE TBF =
- ㉛ 6' - 8" ESWP SS TYPE 2
- ㉜ 25' - 8" DIP SS TYPE TBF =

DATE	BY



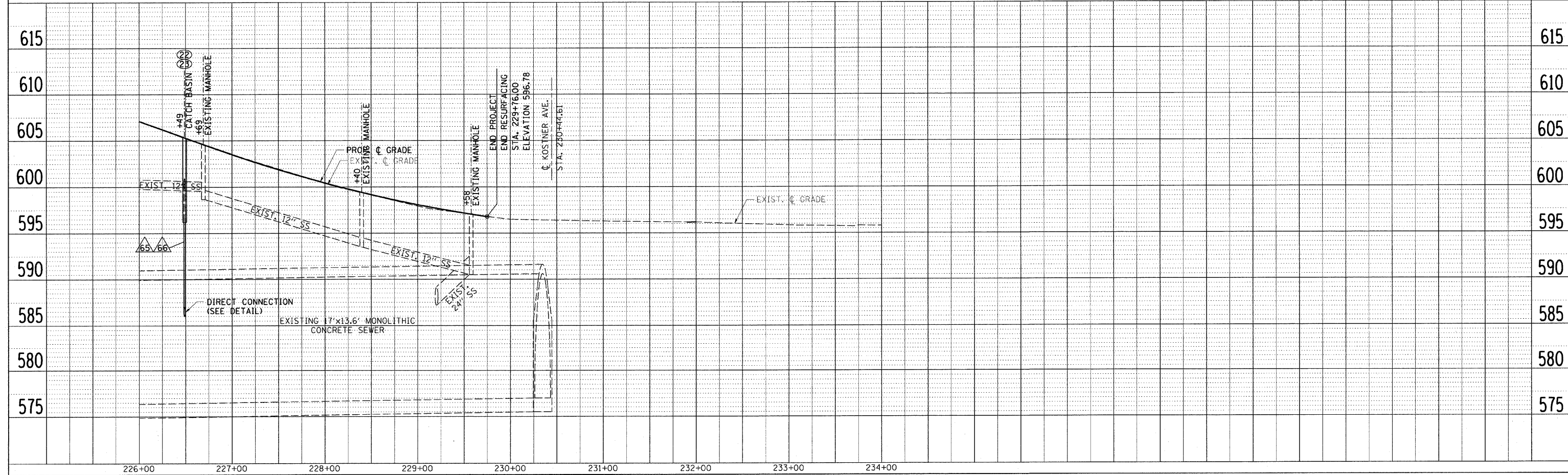
31st STREET - PROPOSED DRAINAGE AND UTILITY PLAN AND PROFILE



- ②② STA. 226+49, 22.5' LT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 604.89 8" INV.EL.= 599.89 DIRECT CONNECTION TO 17'x13.6' SEWER
- ②③ STA. 226+49, 17.1' RT. CITY OF CHICAGO CATCH BASIN, TYPE A, 4' DIA. TYPE 1 FRAME, OPEN LID RIM EL.= 604.97 8" INV.EL.= 599.97 DIRECT CONNECTION TO 17'x13.6' SEWER
- △65 6' - 8" ESVP SS TYPE 2 20' - 8" DIP SS TYPE 2 TBF =
- △66 6' - 8" ESVP SS TYPE 2 20' - 8" DIP SS TYPE 2 TBF =

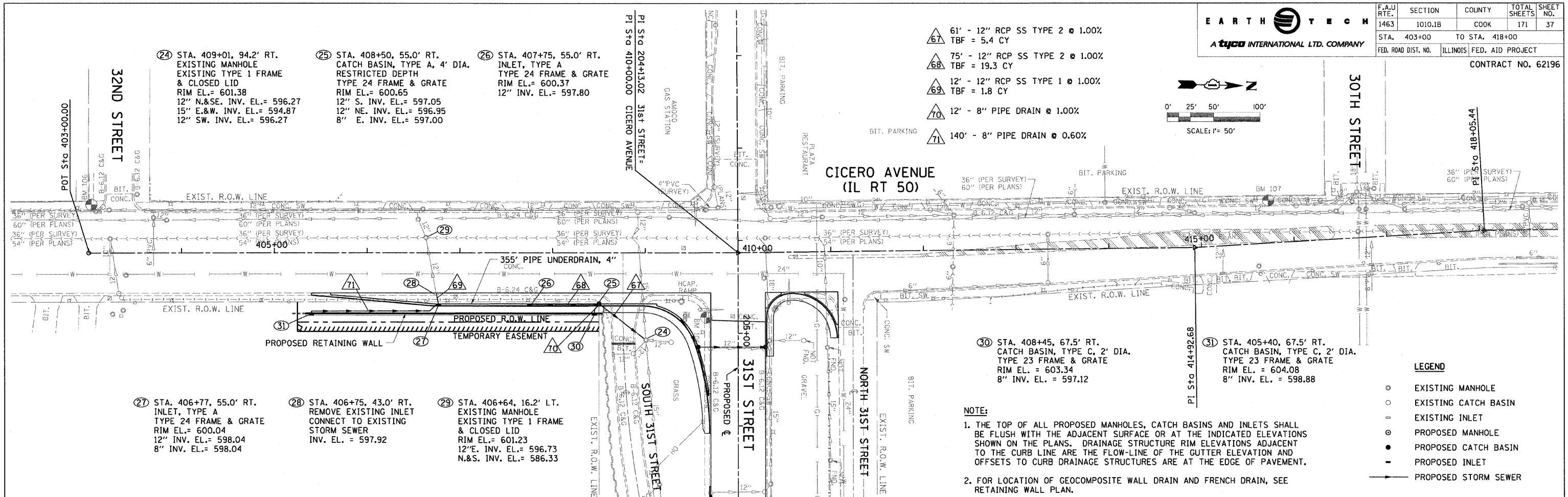
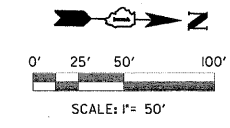
PLAN
REVISIONS
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NO. DATE
NOTE BOOK
NO. DATE
CADD FILE NAME

PROFILE
REVISIONS
DATE
BY
NO. DATE
NOTE BOOK
NO. DATE
CADD FILE NAME



31st STREET - PROPOSED DRAINAGE AND UTILITY PLAN AND PROFILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	37
STA. 403+00		TO STA. 418+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62196				



- 67 61' - 12" RCP SS TYPE 2 @ 1.00% TBF = 5.4 CY
- 68 75' - 12" RCP SS TYPE 2 @ 1.00% TBF = 19.3 CY
- 69 12' - 12" RCP SS TYPE 1 @ 1.00% TBF = 1.8 CY
- 70 12' - 8" PIPE DRAIN @ 1.00%
- 71 140' - 8" PIPE DRAIN @ 0.60%

- 27 STA. 406+77, 55.0' RT. INLET, TYPE A TYPE 24 FRAME & GRATE RIM EL.= 600.04 12" INV. EL.= 598.04 8" INV. EL.= 598.04
- 28 STA. 406+75, 43.0' RT. REMOVE EXISTING INLET CONNECT TO EXISTING STORM SEWER INV. EL. = 597.92
- 29 STA. 406+64, 16.2' LT. EXISTING MANHOLE EXISTING TYPE 1 FRAME & CLOSED LID RIM EL.= 601.23 12"E. INV. EL.= 596.73 N.&S. INV. EL.= 586.33

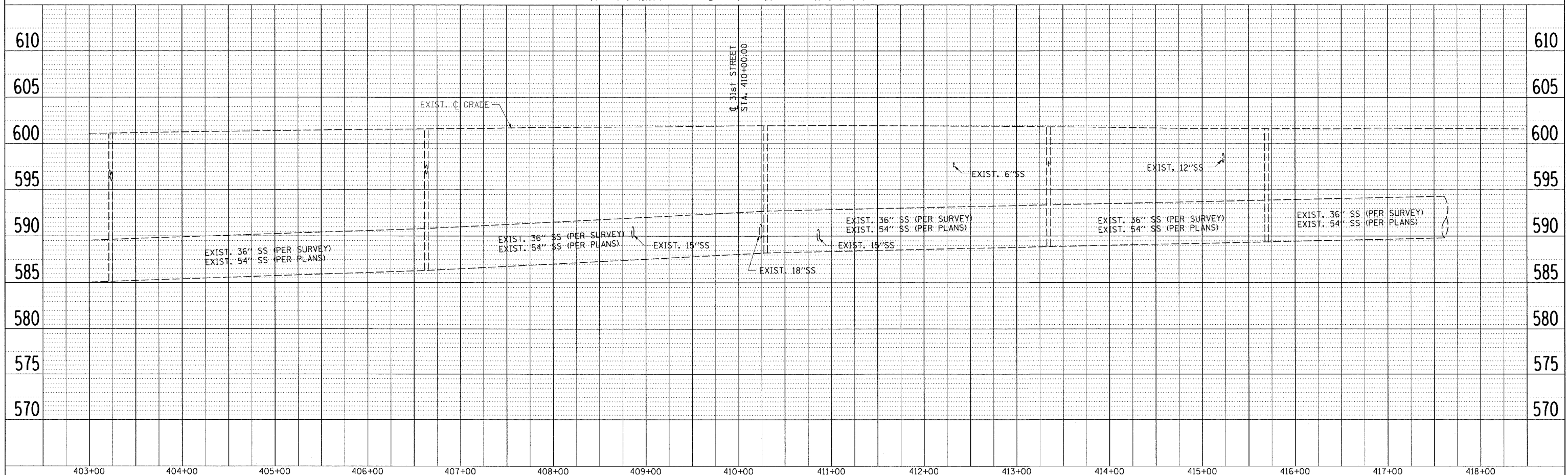
- 30 STA. 408+45, 67.5' RT. CATCH BASIN, TYPE C, 2' DIA. TYPE 23 FRAME & GRATE RIM EL. = 603.34 8" INV. EL. = 597.12
- 31 STA. 405+40, 67.5' RT. CATCH BASIN, TYPE C, 2' DIA. TYPE 23 FRAME & GRATE RIM EL. = 604.08 8" INV. EL. = 598.88

NOTE:
 1. THE TOP OF ALL PROPOSED MANHOLES, CATCH BASINS AND INLETS SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS. DRAINAGE STRUCTURE RIM ELEVATIONS ADJACENT TO THE CURB LINE ARE THE FLOW-LINE OF THE GUTTER ELEVATION AND OFFSETS TO CURB DRAINAGE STRUCTURES ARE AT THE EDGE OF PAVEMENT.
 2. FOR LOCATION OF GEOCOMPOSITE WALL DRAIN AND FRENCH DRAIN, SEE RETAINING WALL PLAN.

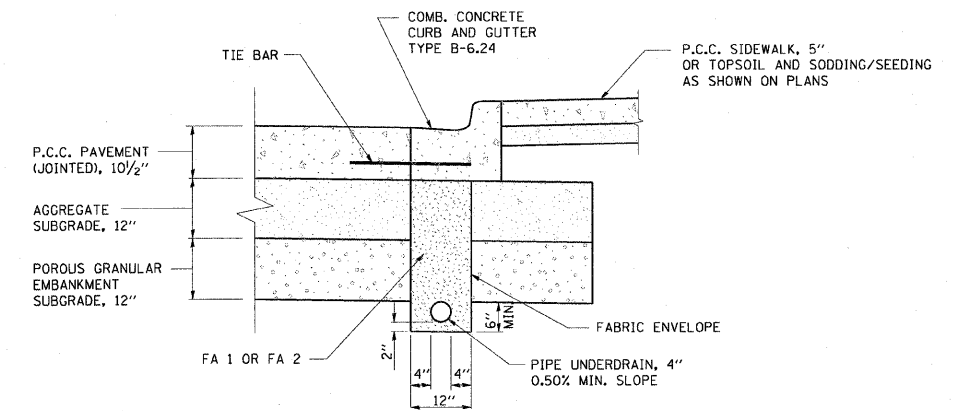
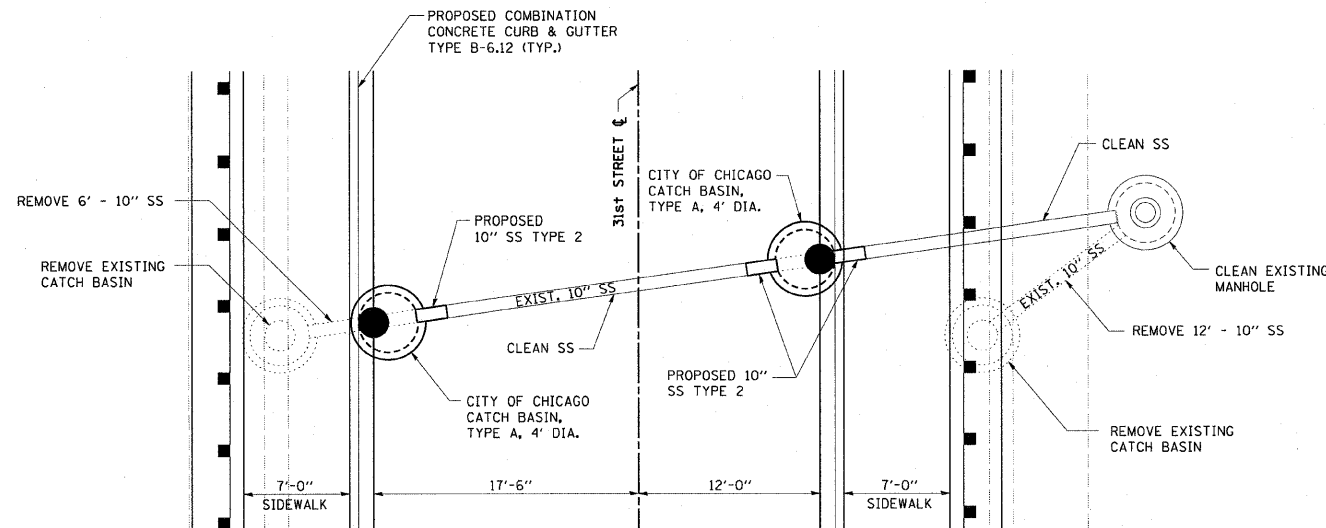
- LEGEND**
- EXISTING MANHOLE
 - EXISTING CATCH BASIN
 - EXISTING INLET
 - PROPOSED MANHOLE
 - PROPOSED CATCH BASIN
 - PROPOSED INLET
 - PROPOSED STORM SEWER

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

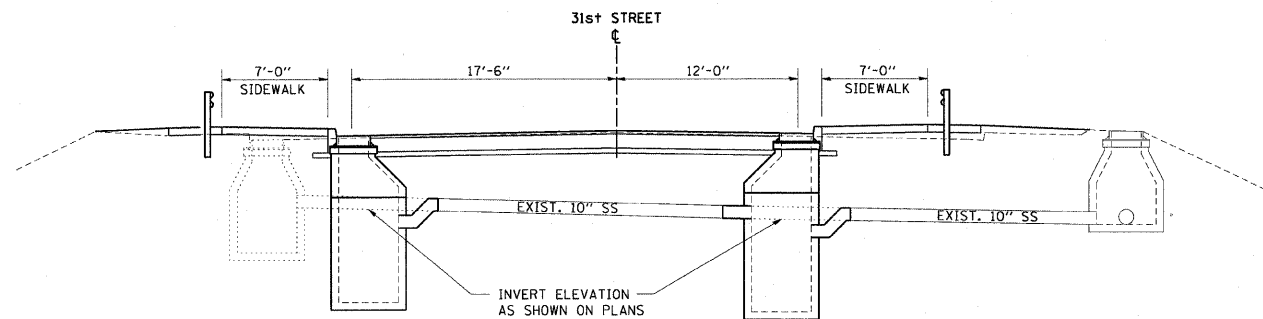


CICERO AVENUE - PROPOSED DRAINAGE AND UTILITY PLAN AND PROFILE



PIPE UNDERDRAIN DETAIL

- NOTES:
- UNDERDRAIN SHALL OUTLET INTO THE CATCH BASIN OR AS DIRECTED BY THE ENGINEER.
 - THE PAY ITEM PIPE UNDERDRAIN, 4", INCLUDES ALL ITEMS NECESSARY TO COMPLETE THE INSTALLATION INCLUDING EXCAVATION, CONNECTING DRAINS INTO PROPOSED AND EXISTING DRAINAGE STRUCTURES, PIPE FITTINGS, INSTALLATION OF PIPE UNDERDRAIN, FILTER FABRIC, AND BACKFILL.



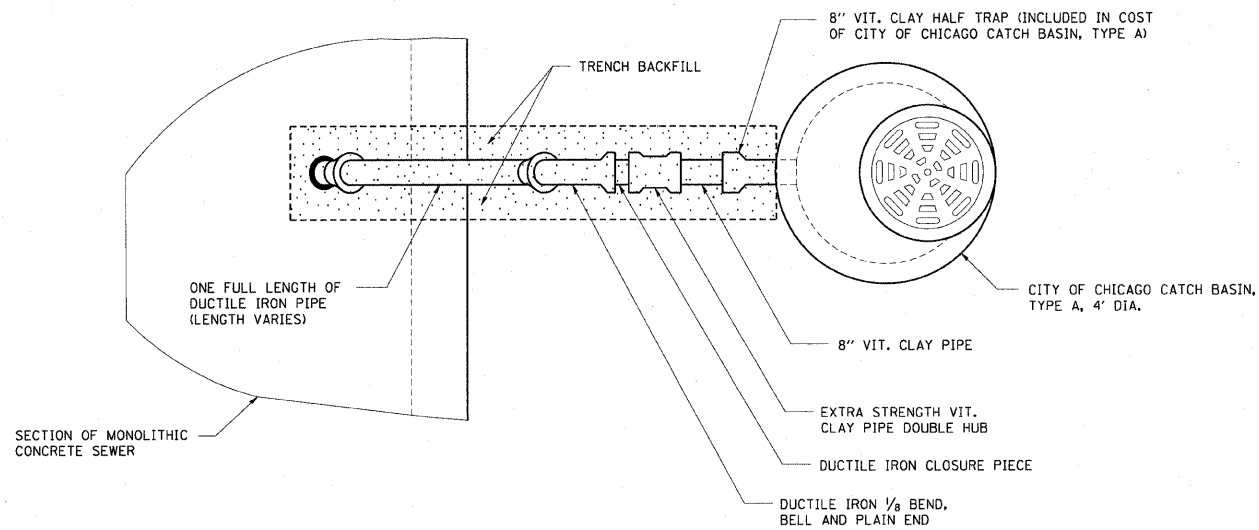
CITY OF CHICAGO STORM SEWER CONNECTION DETAIL

STA. 220+00 TO STA. 222+50

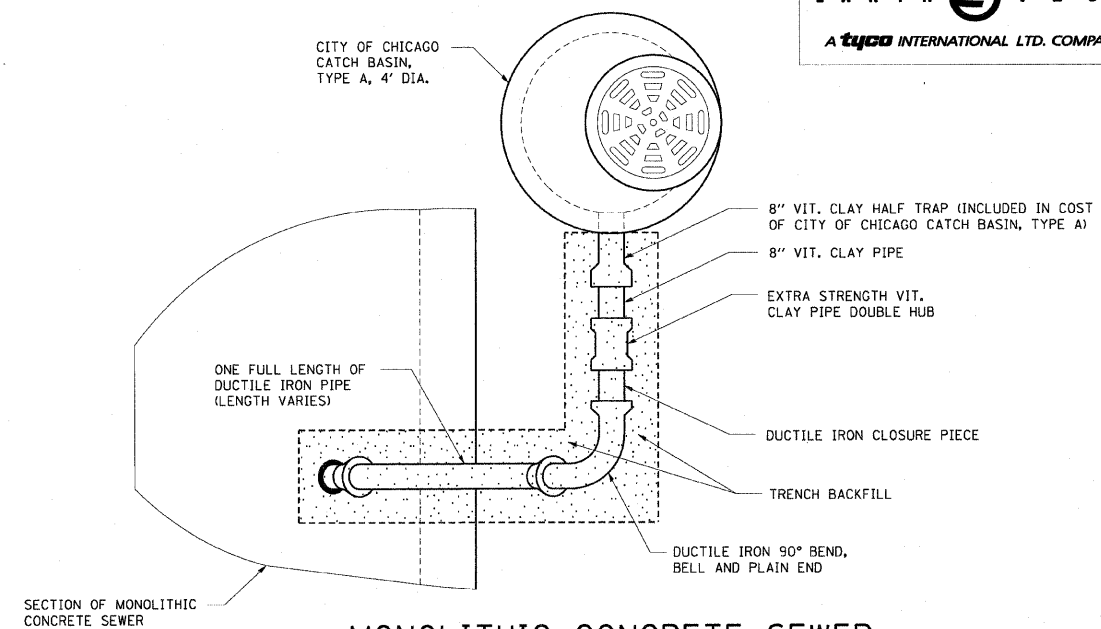
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
CONSTRUCTION DETAILS
STORM SEWER DETAILS

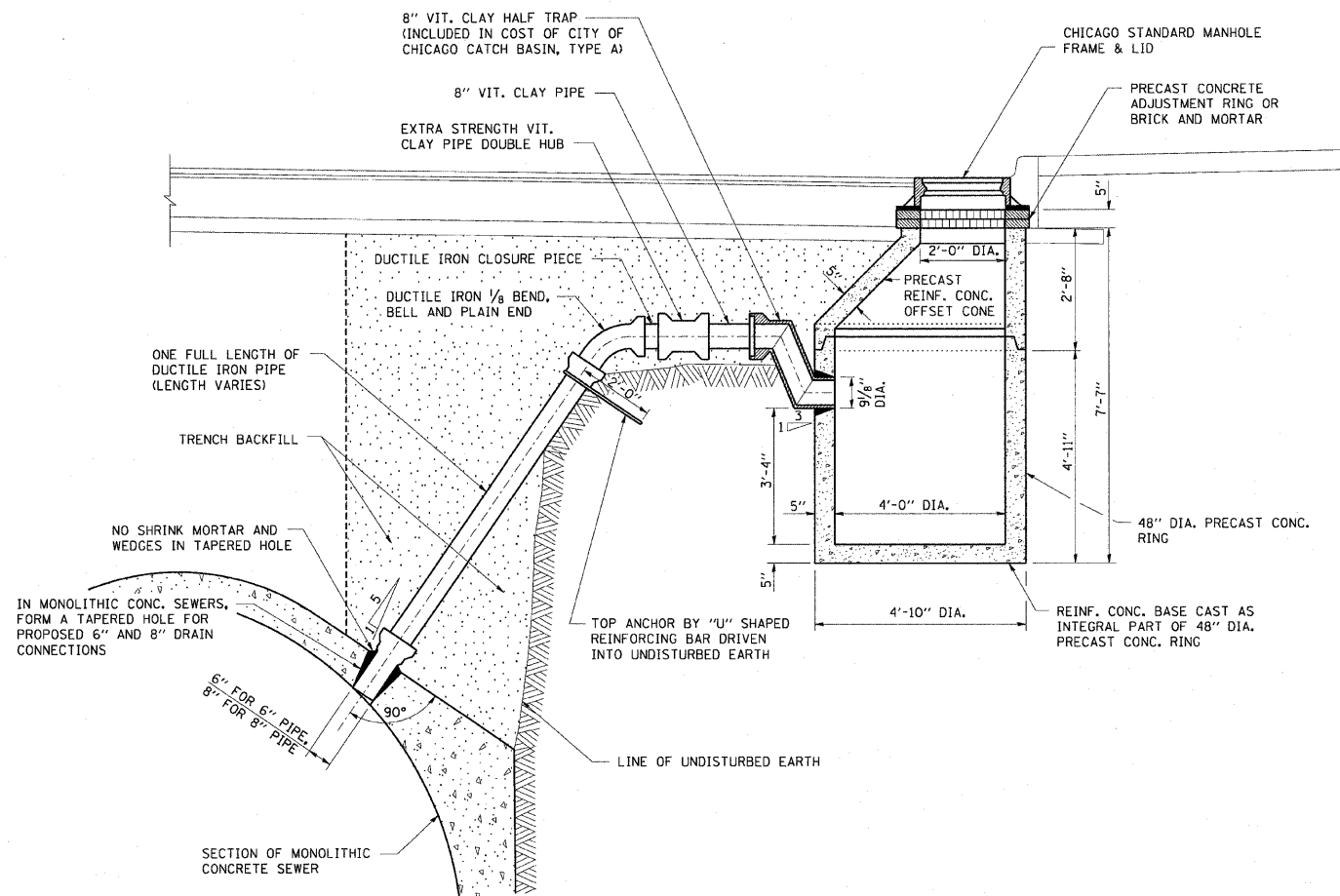
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DATE: APRIL 8, 2008 CHECKED BY: MJE



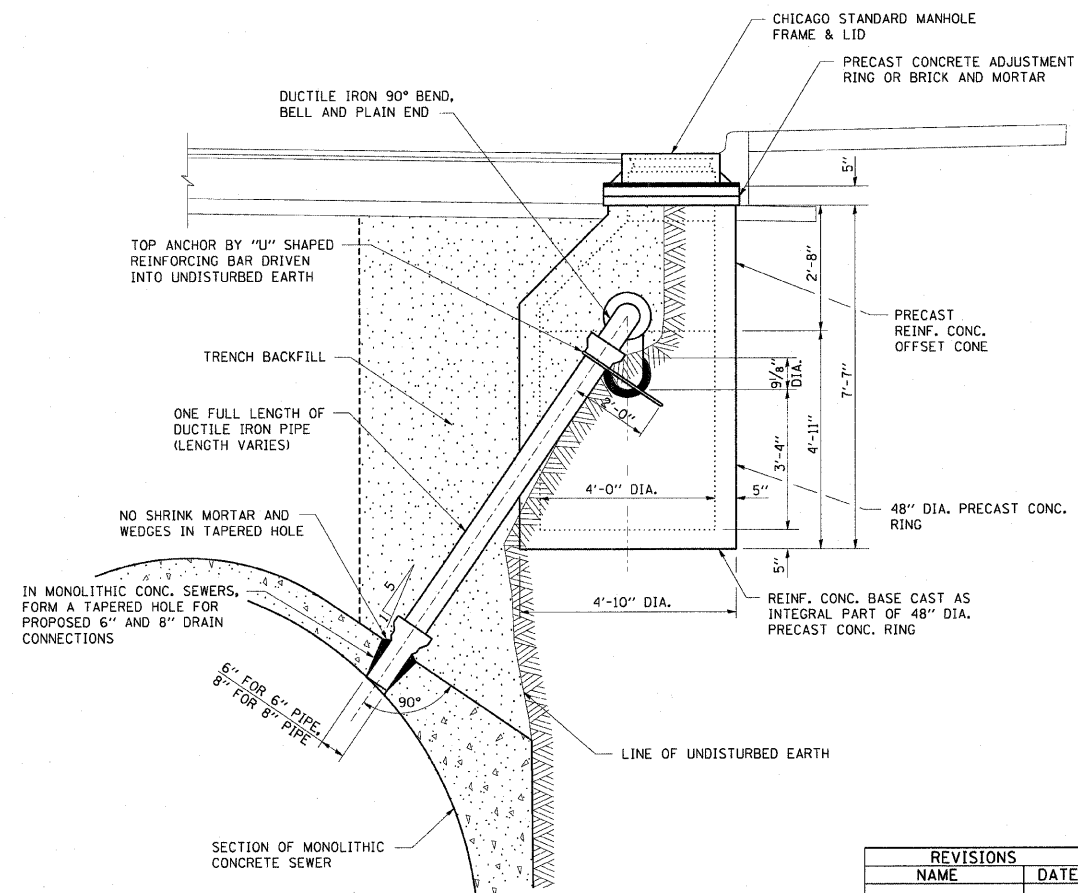
**MONOLITHIC CONCRETE SEWER
CATCH BASIN CONNECTION
PLAN VIEW**



**MONOLITHIC CONCRETE SEWER
ALTERNATIVE CATCH BASIN CONNECTION
PLAN VIEW**



**MONOLOITHIC CONCRETE SEWER
CATCH BASIN CONNECTION
ELEVATION**



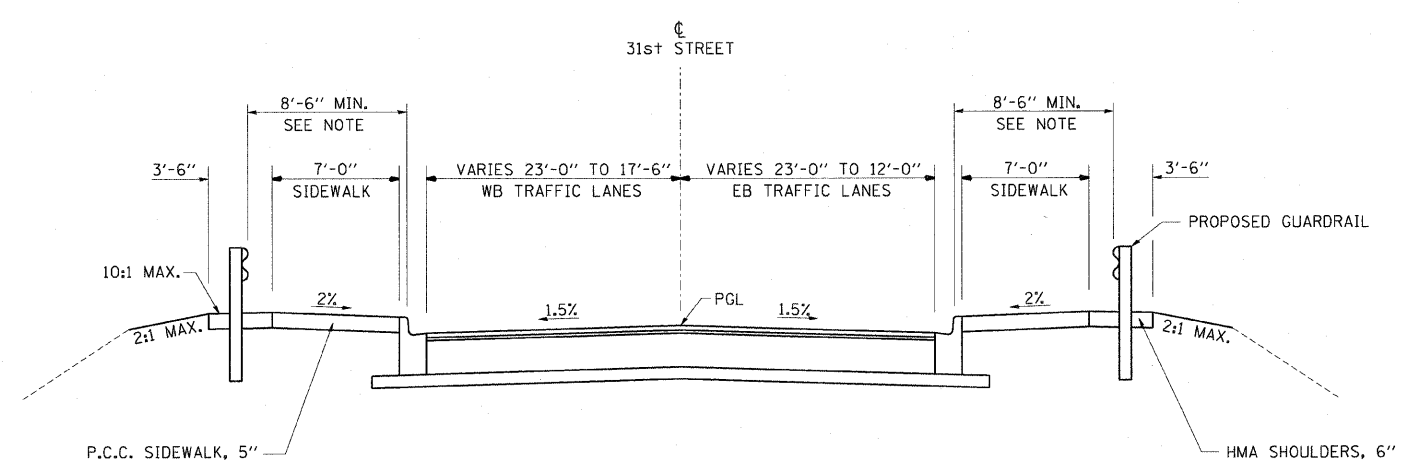
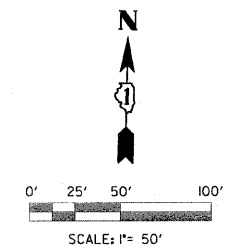
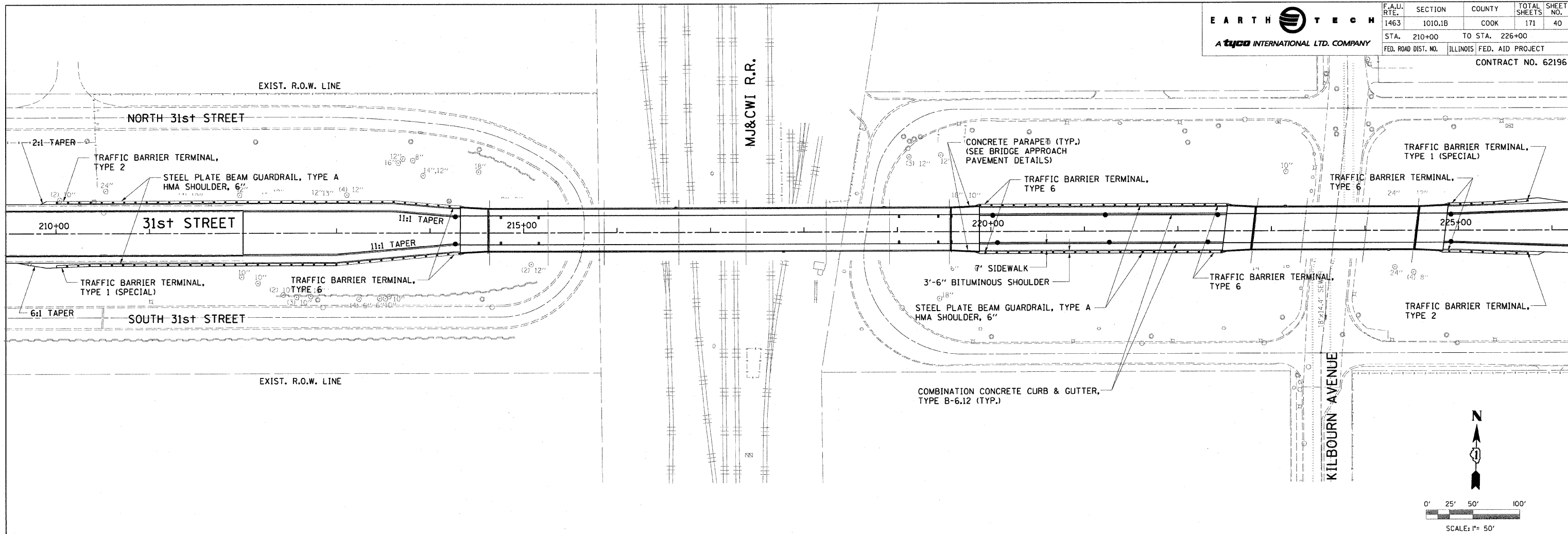
**MONOLITHIC CONCRETE SEWER
ALTERNATIVE CATCH BASIN CONNECTION
ELEVATION**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

**CONSTRUCTION DETAILS
STORM SEWER DETAILS**

SCALE: N.T.S. DRAWN BY: MXF
DATE: APRIL 8, 2008 CHECKED BY: MJE



**31st STREET
PROPOSED TYPICAL SECTION**

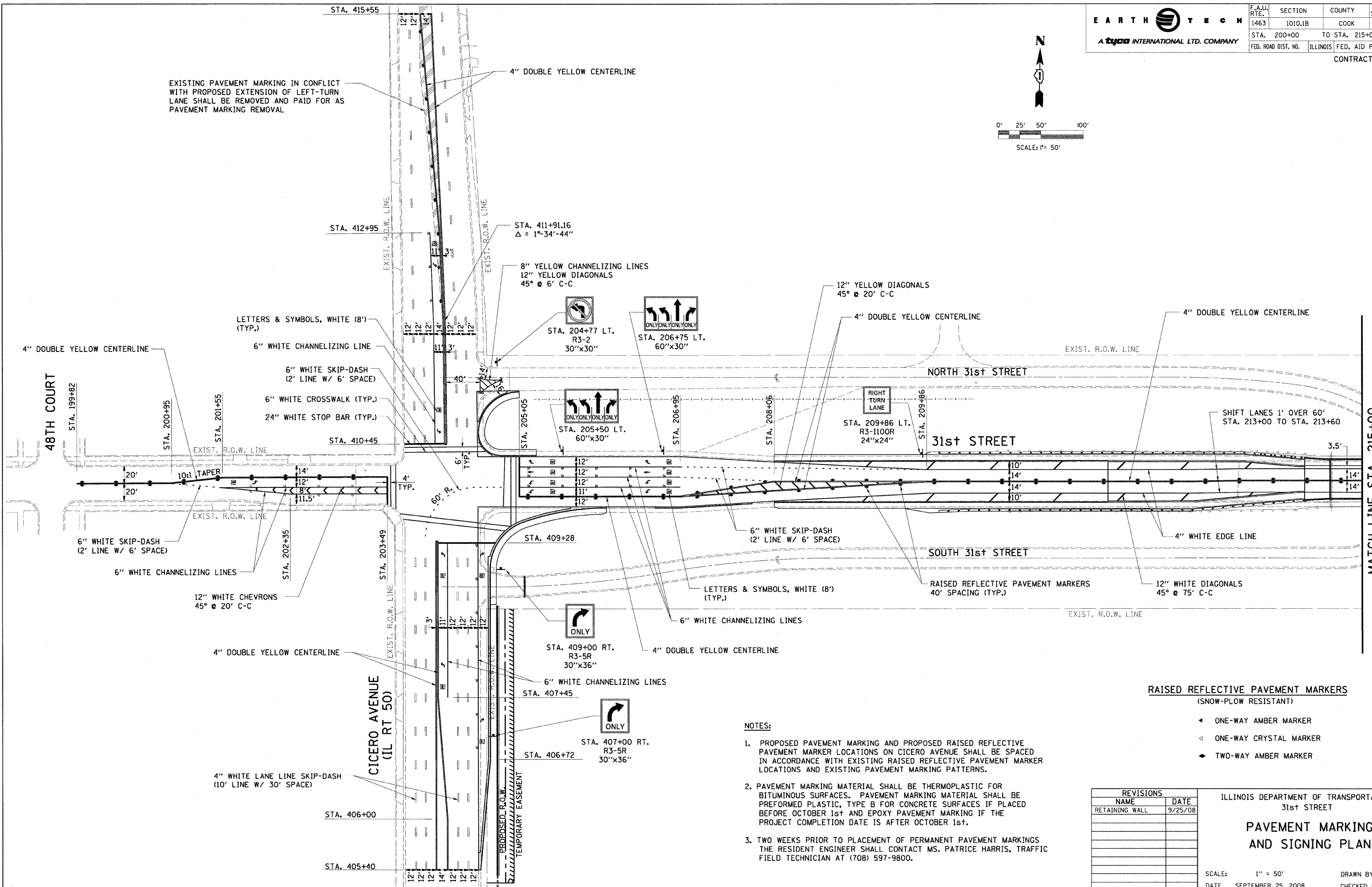
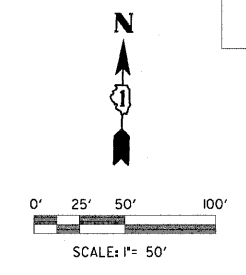
NOTE: THE RECOMMENDED MINIMUM SETBACK DISTANCE FROM THE FACE OF CURB TO THE FACE OF GUARDRAIL IS 8'-6" FOR A DESIGN SPEED OF 40 MPH PER BDE FIGURE 38-6J. "PLACEMENT OF BARRIER RELATIVE TO CURBS".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET
**CONSTRUCTION DETAILS
GUARDRAIL DETAIL**

SCALE: 1"=50'
DATE: APRIL 8, 2008

DRAWN BY: CJO
CHECKED BY: MJE



EXISTING PAVEMENT MARKING IN CONFLICT WITH PROPOSED EXTENSION OF LEFT-TURN LANE SHALL BE REMOVED AND PAID FOR AS PAVEMENT MARKING REMOVAL

RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT)

- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

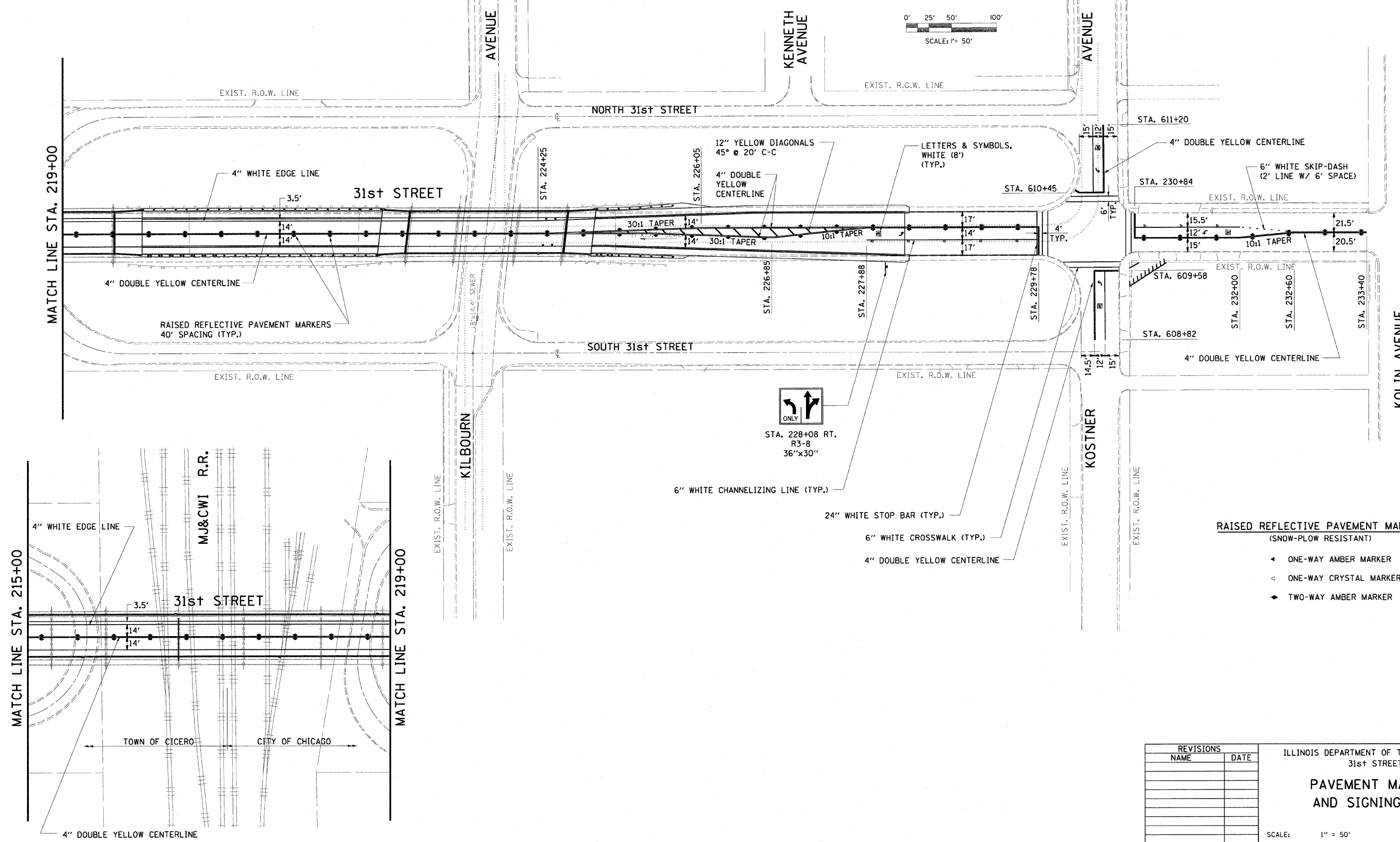
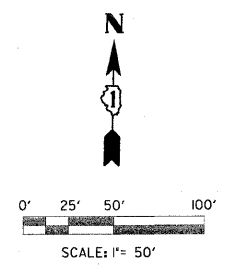
NOTES:

- PROPOSED PAVEMENT MARKING AND PROPOSED RAISED REFLECTIVE PAVEMENT MARKER LOCATIONS ON CICERO AVENUE SHALL BE SPACED IN ACCORDANCE WITH EXISTING RAISED REFLECTIVE PAVEMENT MARKER LOCATIONS AND EXISTING PAVEMENT MARKING PATTERNS.
- PAVEMENT MARKING MATERIAL SHALL BE THERMOPLASTIC FOR BITUMINOUS SURFACES. PAVEMENT MARKING MATERIAL SHALL BE PREFORMED PLASTIC, TYPE B FOR CONCRETE SURFACES IF PLACED BEFORE OCTOBER 1st AND EPOXY PAVEMENT MARKING IF THE PROJECT COMPLETION DATE IS AFTER OCTOBER 1st.
- TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, TRAFFIC FIELD TECHNICIAN AT (708) 597-9800.

REVISIONS	
NAME	DATE
RETAINING WALL	9/25/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
 31st STREET
PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1" = 50'
 DATE: SEPTEMBER 25, 2008
 DRAWN BY: CJO
 CHECKED BY: MJE



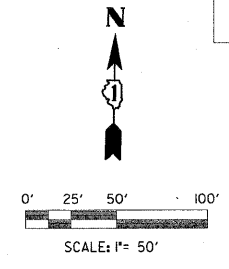
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

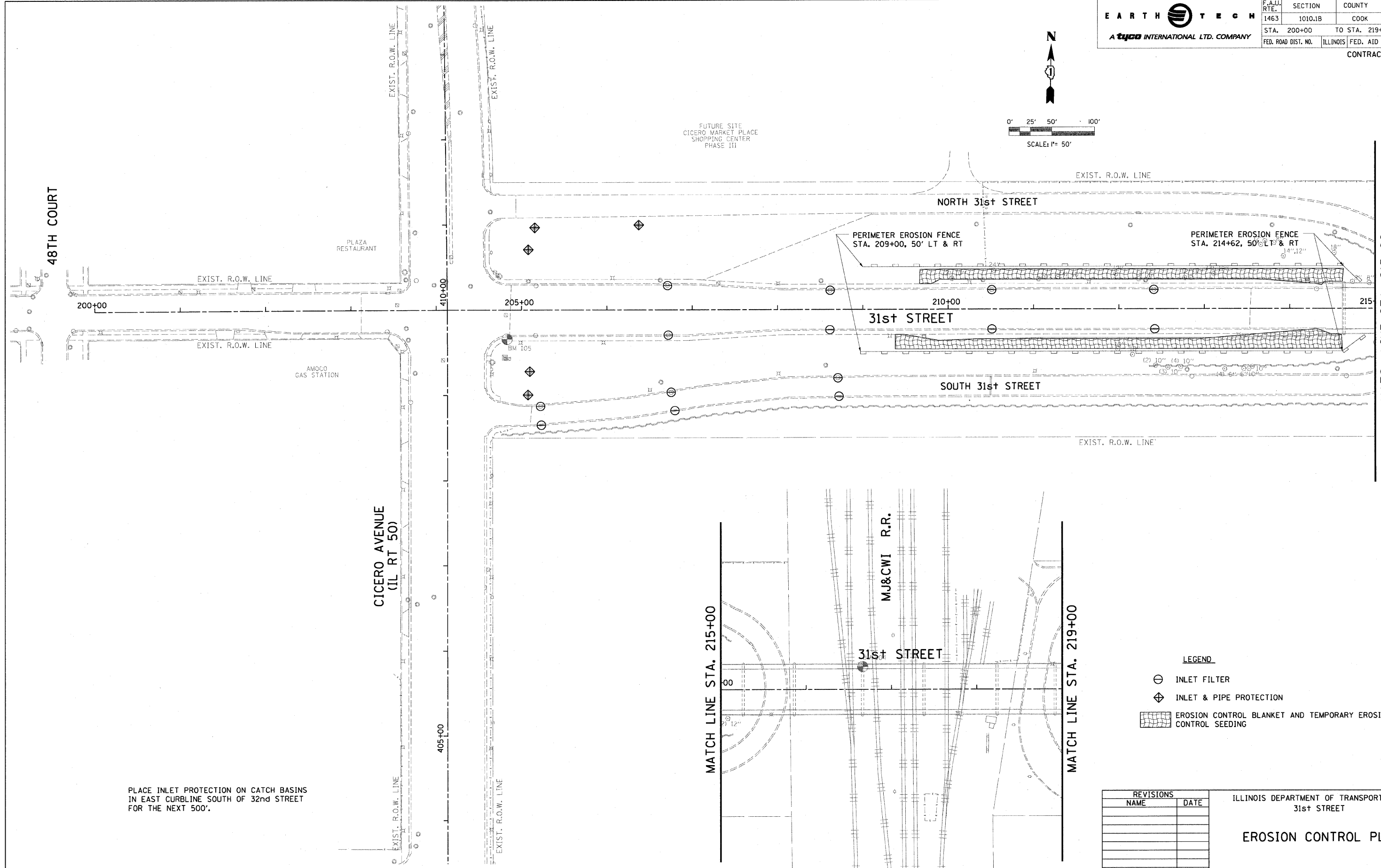
**PAVEMENT MARKING
AND SIGNING PLAN**

SCALE: 1" = 50'
DATE: APRIL 8, 2008

DRAWN BY: CJO
CHECKED BY: MJE



FUTURE SITE
CICERO MARKET PLACE
SHOPPING CENTER
PHASE III



48TH COURT

MATCH LINE STA. 215+00

MATCH LINE STA. 215+00

MATCH LINE STA. 219+00

PLACE INLET PROTECTION ON CATCH BASINS
IN EAST CURBLINE SOUTH OF 32nd STREET
FOR THE NEXT 500'.

LEGEND

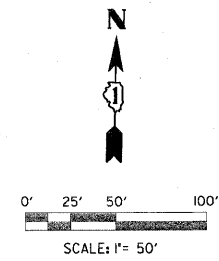
- ⊖ INLET FILTER
- ⊕ INLET & PIPE PROTECTION
- [Hatched Box] EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING

REVISIONS	
NAME	DATE

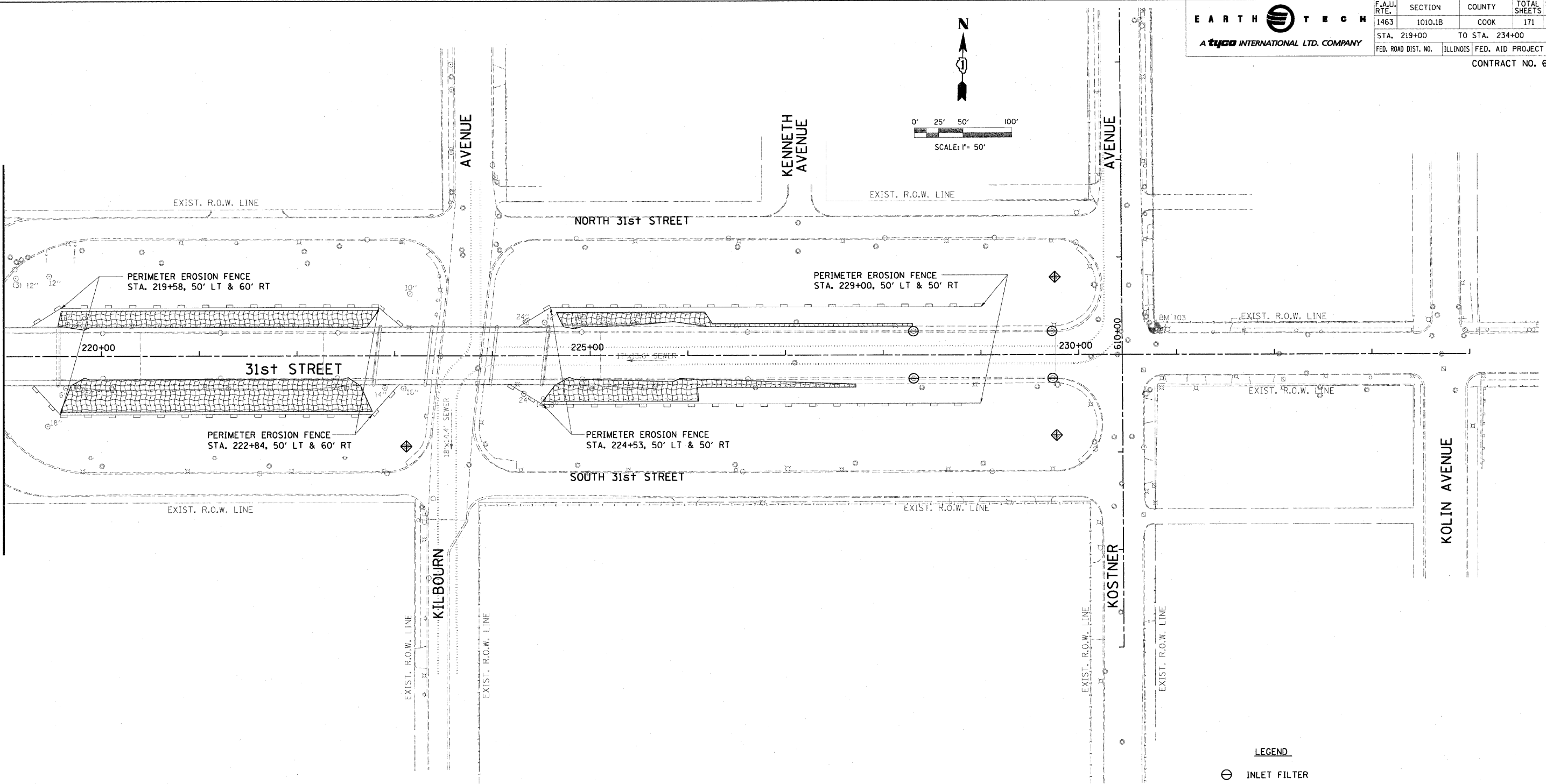
ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

EROSION CONTROL PLAN

SCALE: 1" = 50'
DATE: APRIL 8, 2008
DRAWN BY: CJO
CHECKED BY: JCL



MATCH LINE STA. 219+00



- LEGEND**
- ⊖ INLET FILTER
 - ⊕ INLET & PIPE PROTECTION
 - EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING

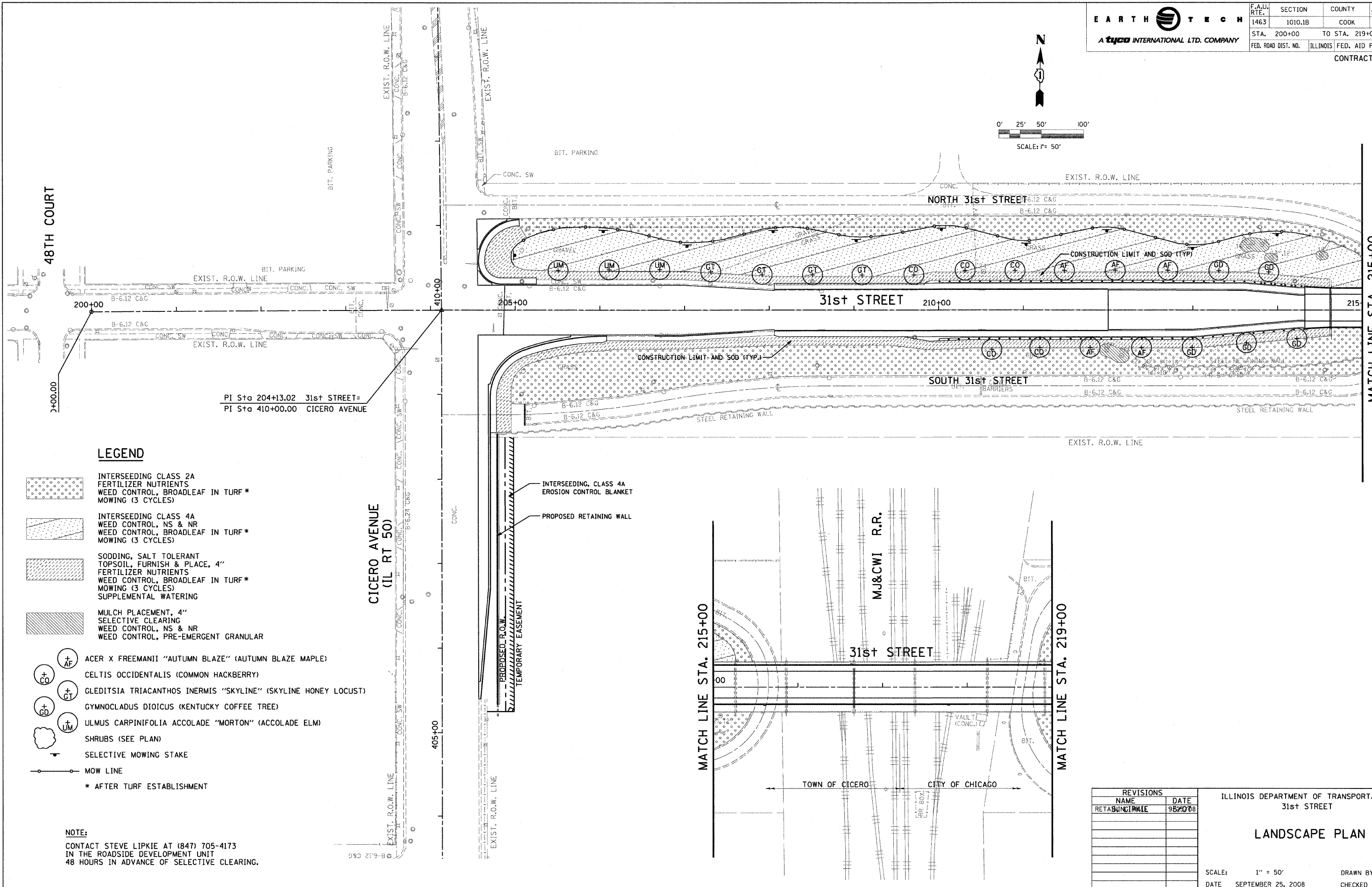
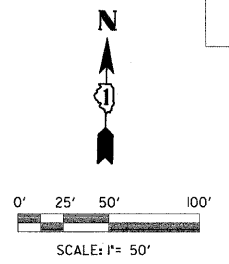
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

EROSION CONTROL PLAN

SCALE: 1" = 50'
DATE: APRIL 8, 2008

DRAWN BY: CJO
CHECKED BY: JCL



LEGEND

- INTERSEEDING CLASS 2A
FERTILIZER NUTRIENTS
WEED CONTROL, BROADLEAF IN TURF *
MOWING (3 CYCLES)
- INTERSEEDING CLASS 4A
WEED CONTROL, NS & NR
WEED CONTROL, BROADLEAF IN TURF *
MOWING (3 CYCLES)
- SODDING, SALT TOLERANT
TOPSOIL, FURNISH & PLACE, 4"
FERTILIZER NUTRIENTS
WEED CONTROL, BROADLEAF IN TURF *
MOWING (3 CYCLES)
SUPPLEMENTAL WATERING
- MULCH PLACEMENT, 4"
SELECTIVE CLEARING
WEED CONTROL, NS & NR
WEED CONTROL, PRE-EMERGENT GRANULAR
- ACER X FREEMANII "AUTUMN BLAZE" (AUTUMN BLAZE MAPLE)
- CELTIS OCCIDENTALIS (COMMON HACKBERRY)
- GLEDITSIA TRIACANTHOS INERMIS "SKYLINE" (SKYLINE HONEY LOCUST)
- GYMNOCLADUS DIOICUS (KENTUCKY COFFEE TREE)
- ULMUS CARPINIFOLIA ACCOLADE "MORTON" (ACCOLADE ELM)
- SHRUBS (SEE PLAN)
- SELECTIVE MOWING STAKE
- MOW LINE
- * AFTER TURF ESTABLISHMENT

NOTE:
CONTACT STEVE LIPKIE AT (847) 705-4173
IN THE ROADSIDE DEVELOPMENT UNIT
48 HOURS IN ADVANCE OF SELECTIVE CLEARING.

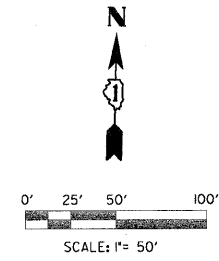
REVISIONS	
NAME	DATE
RETA BUNCI MALE	9/25/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

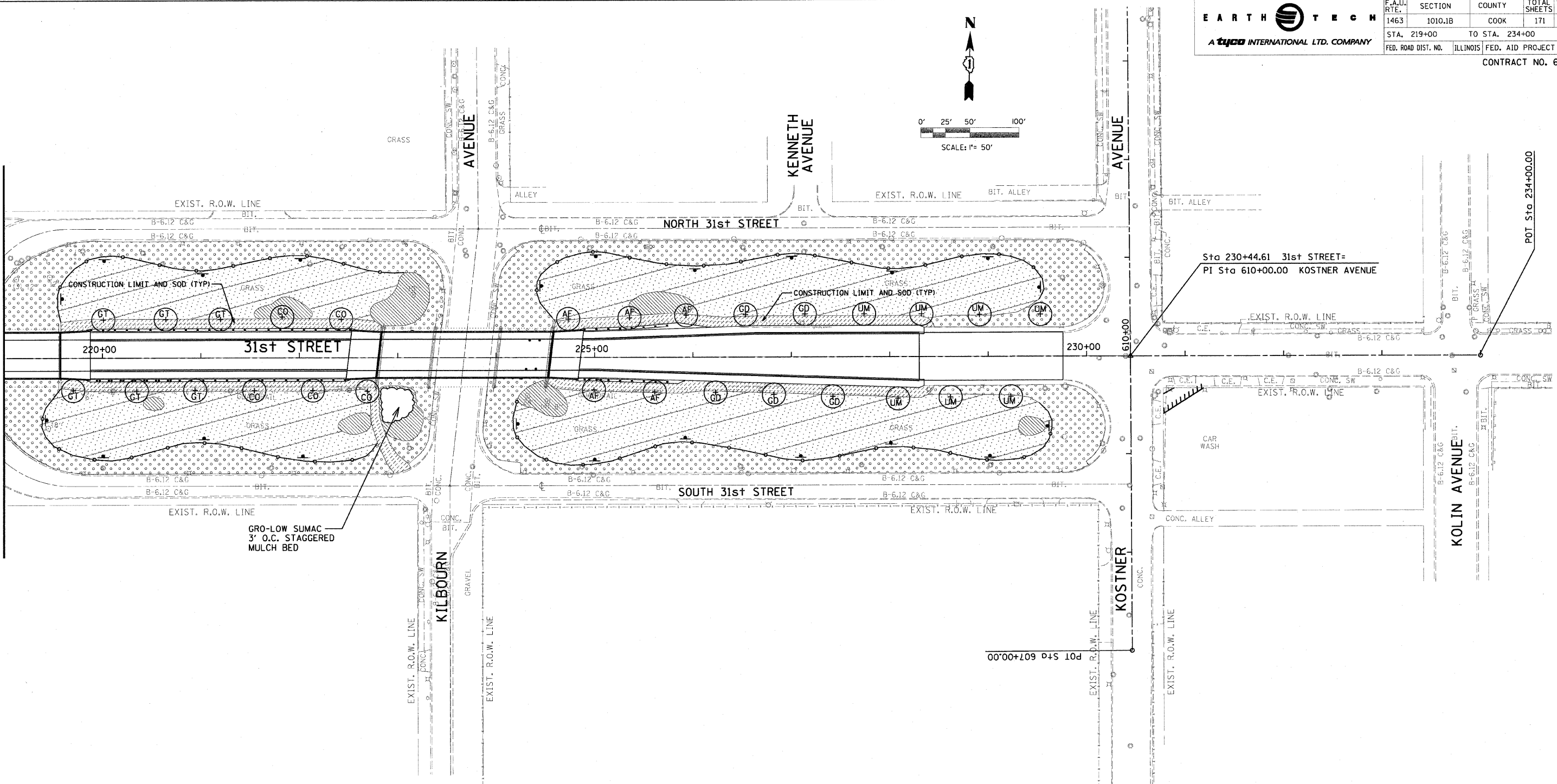
LANDSCAPE PLAN

SCALE: 1" = 50'
DATE: SEPTEMBER 25, 2008

DRAWN BY: CJO
CHECKED BY: MJE



MATCH LINE STA. 219+00



Sta 230+44.61 31st STREET=
PI Sta 610+00.00 KOSTNER AVENUE

GRO-LOW SUMAC
3' O.C. STAGGERED
MULCH BED

REVISIONS	
NAME	DATE
S. LIPKIE	5/07

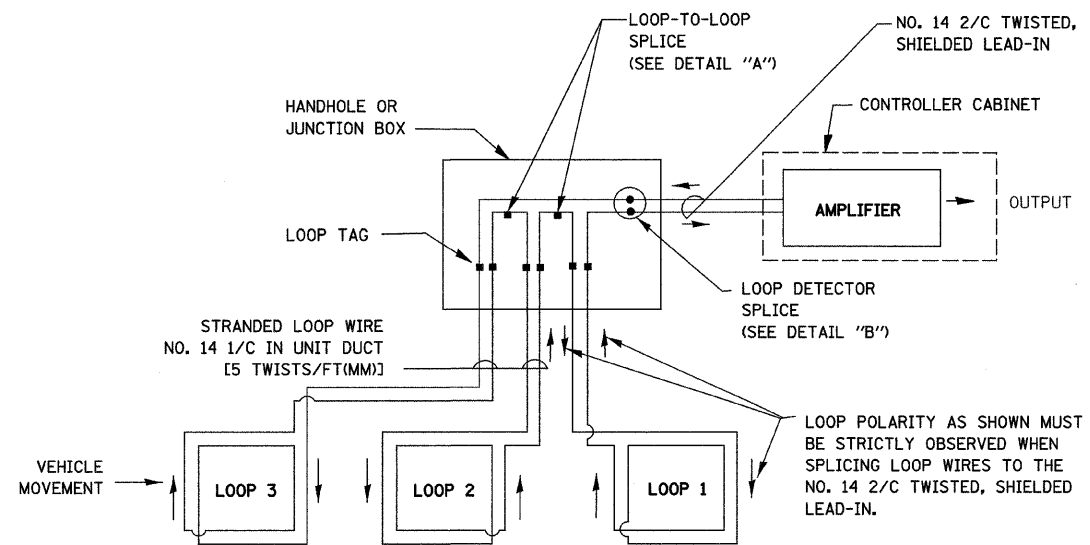
ILLINOIS DEPARTMENT OF TRANSPORTATION
31st STREET

LANDSCAPE PLAN

SCALE: 1" = 50'
DATE: APRIL 8, 2008
DRAWN BY: CJO
CHECKED BY: MJE

LOOP DETECTOR NOTES

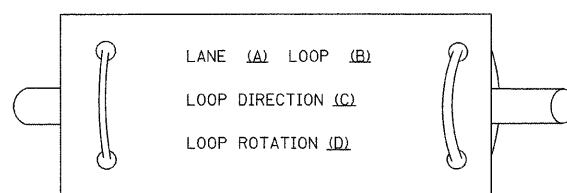
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



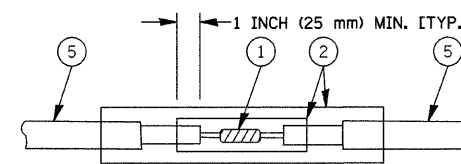
DETECTOR LOOP WIRING SCHEMATIC

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

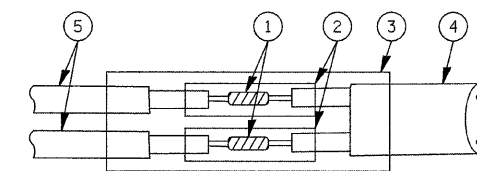
LOOP LEAD-IN CABLE TAG



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



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

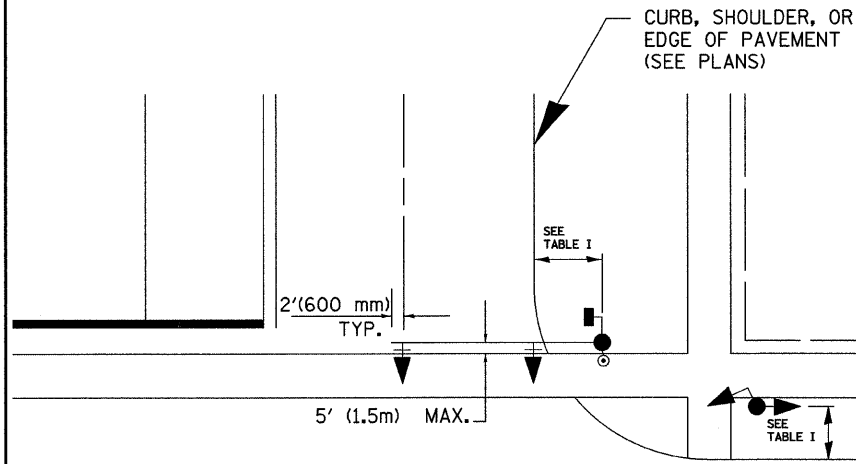
SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

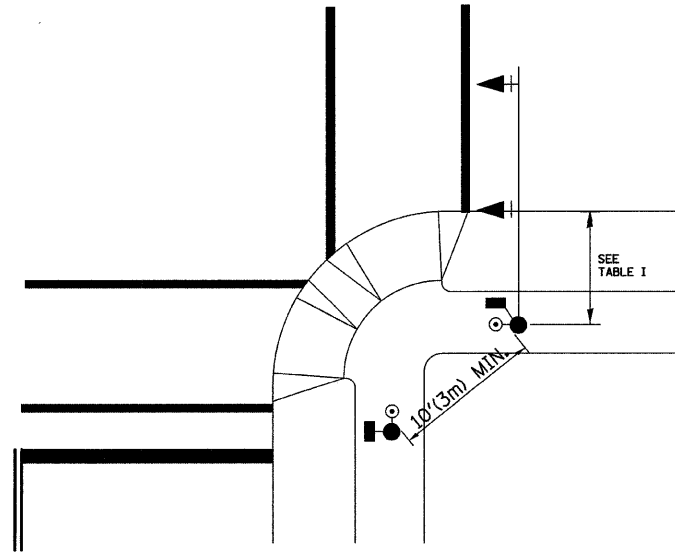
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	48
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT#62196				

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 - A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 - B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 - C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 - D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

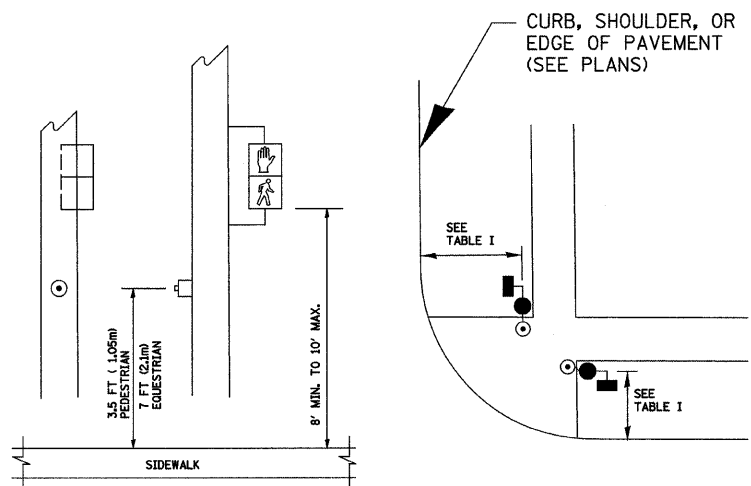


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

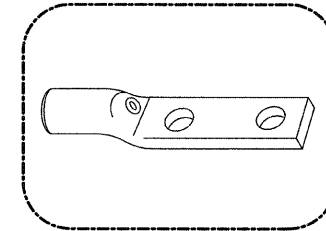
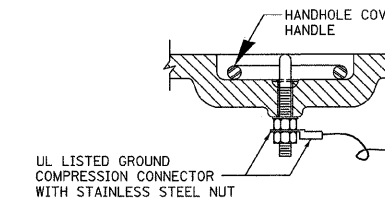
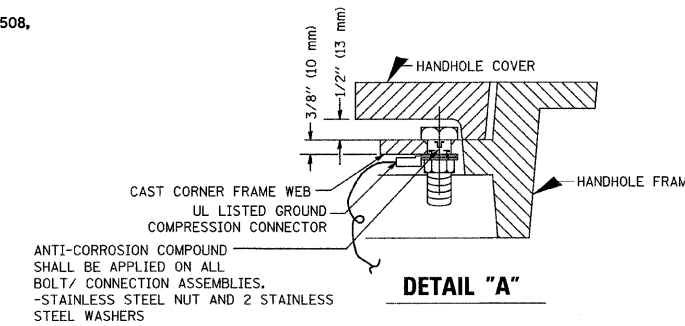
8/29/2008
TIME

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	49
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT#62196				

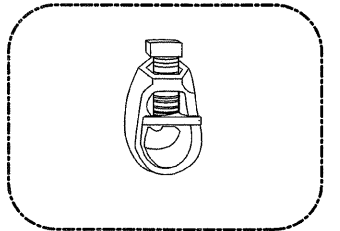
NOTES:

GROUNDING SYSTEM

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



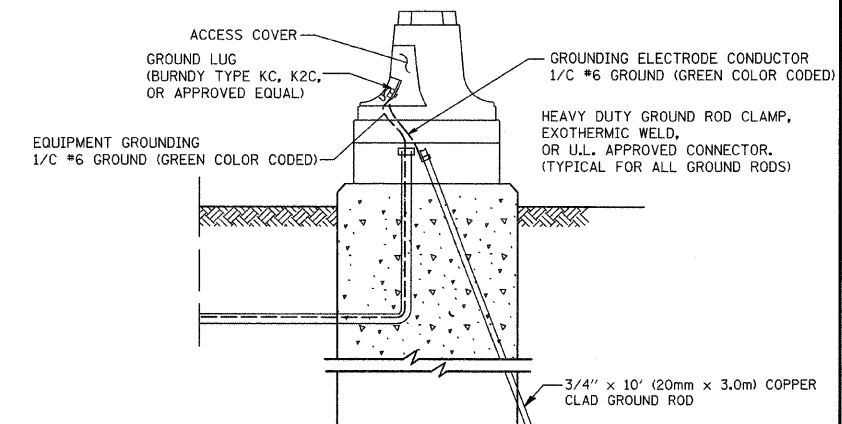
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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

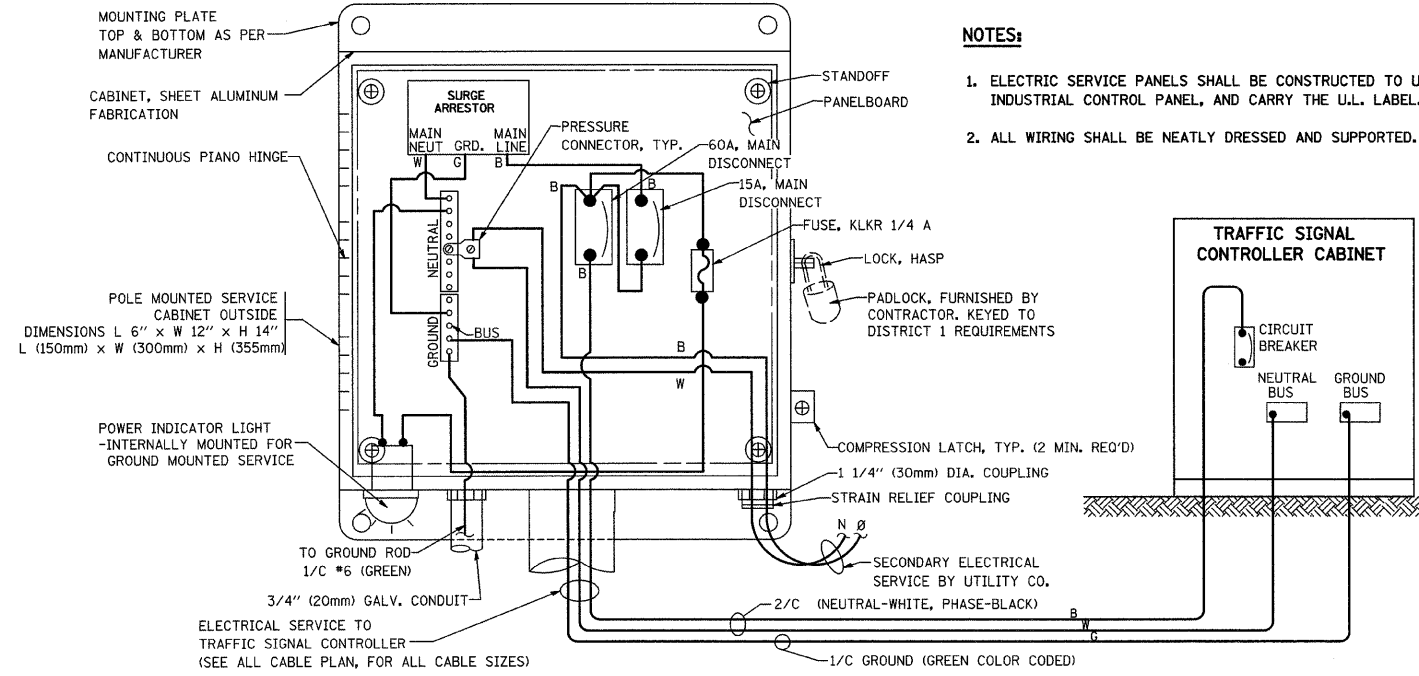


MAST ARM POLE / POST-GROUNDING DETAIL
(NOT TO SCALE) 8/29/08

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		DISTRICT 1	
		STANDARD TRAFFIC SIGNAL	
		DESIGN DETAILS	
		SCALE: VERT. NONE	DRAWN BY: RWP
		HORIZ. NONE	DESIGNED BY: DAD
		DATE 1-01-02	CHECKED BY: DAZ
			SHEET 3 OF 4

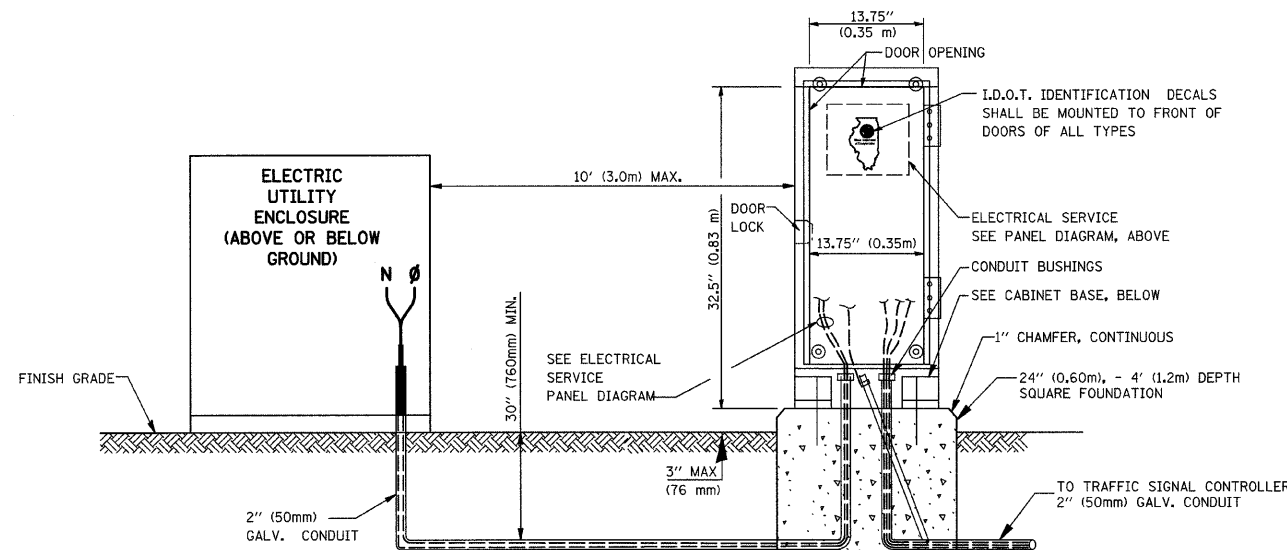
NOTES:

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

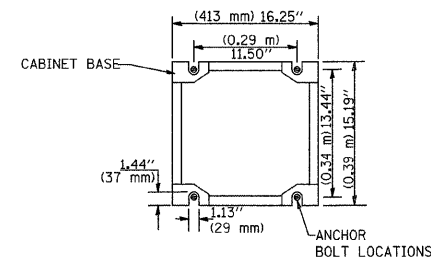


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

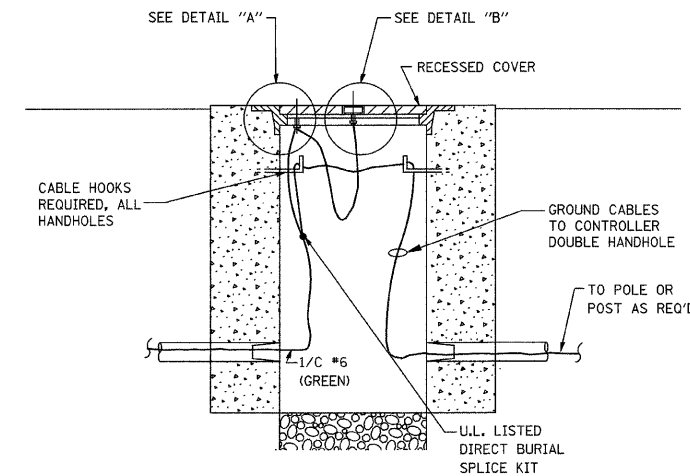
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



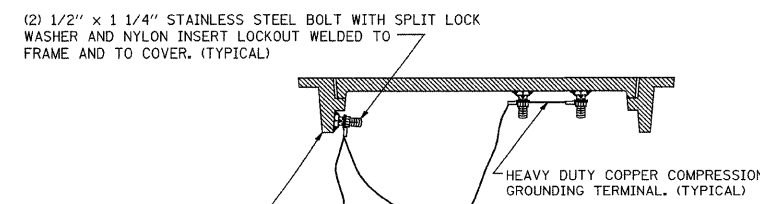
SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)



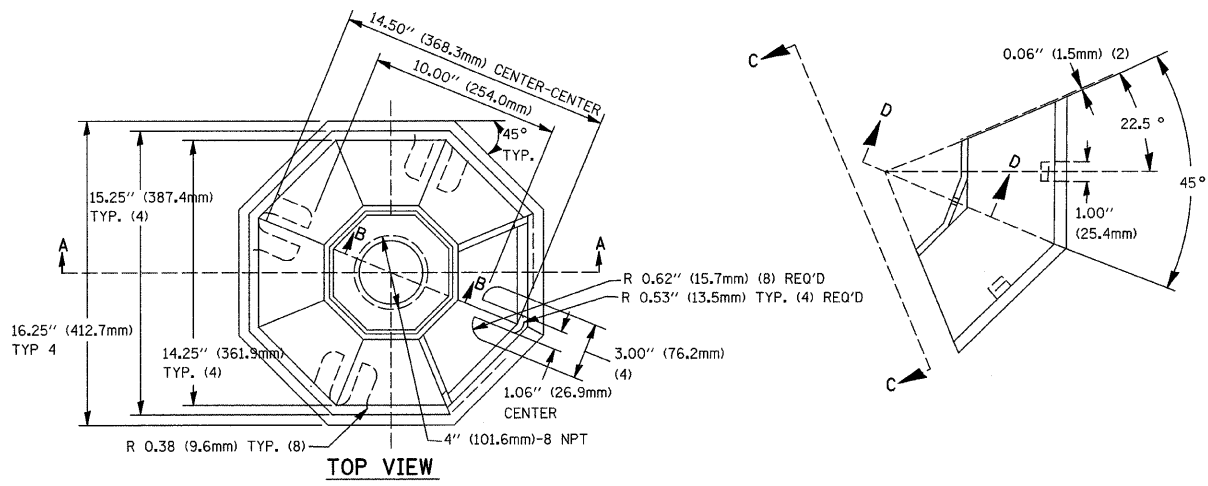
CABINET - BASE BOLT PATTERN
(NOT TO SCALE)



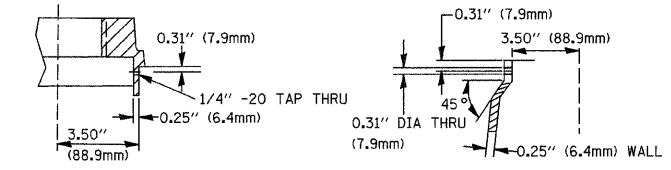
HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)



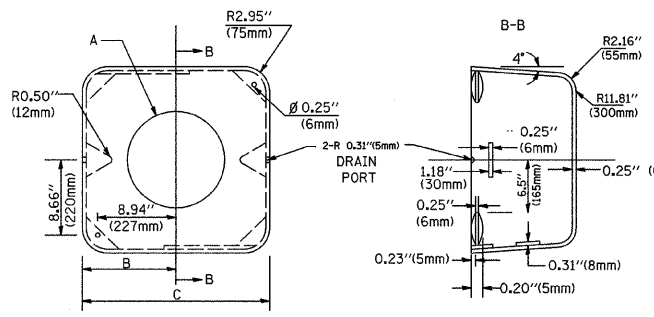
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)



SECTION B-B



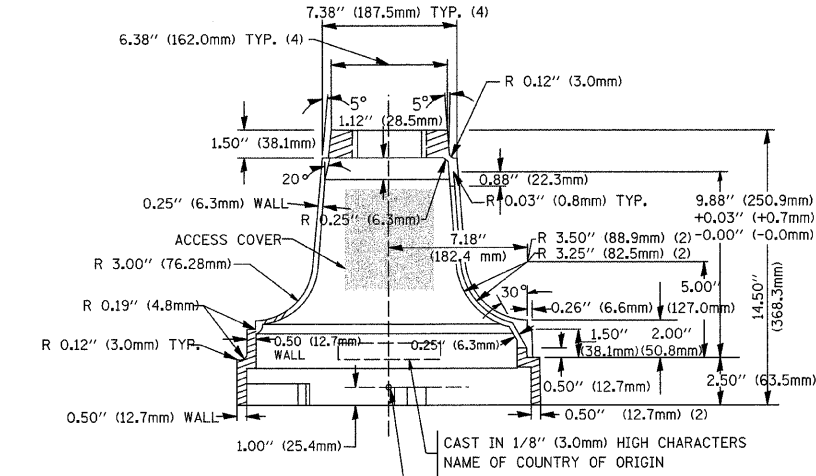
SECTION D-D



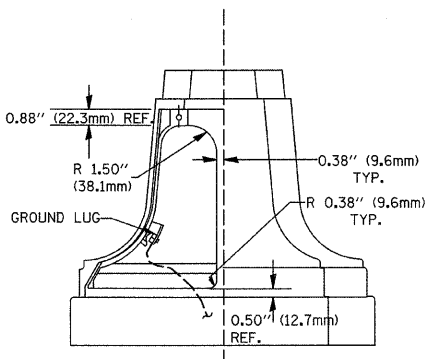
TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

SHROUD DETAIL

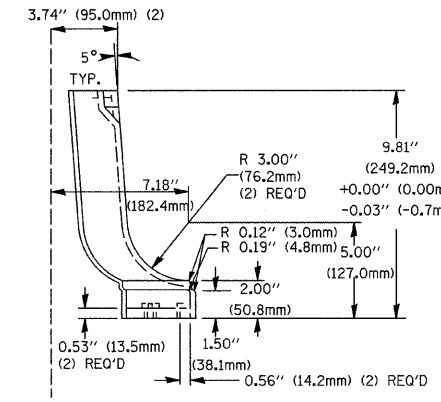
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



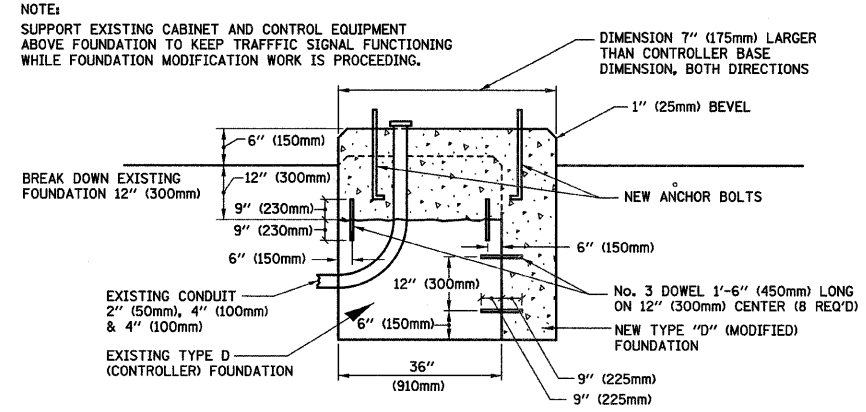
SECTION A-A



VIEW C-C

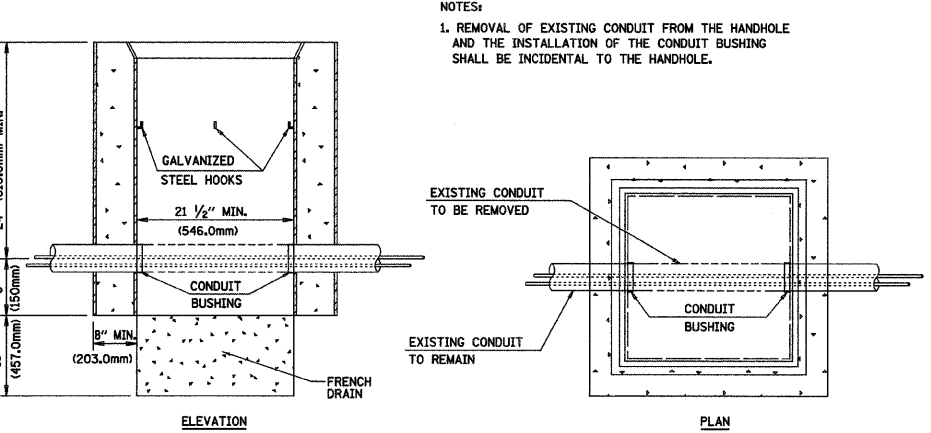


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



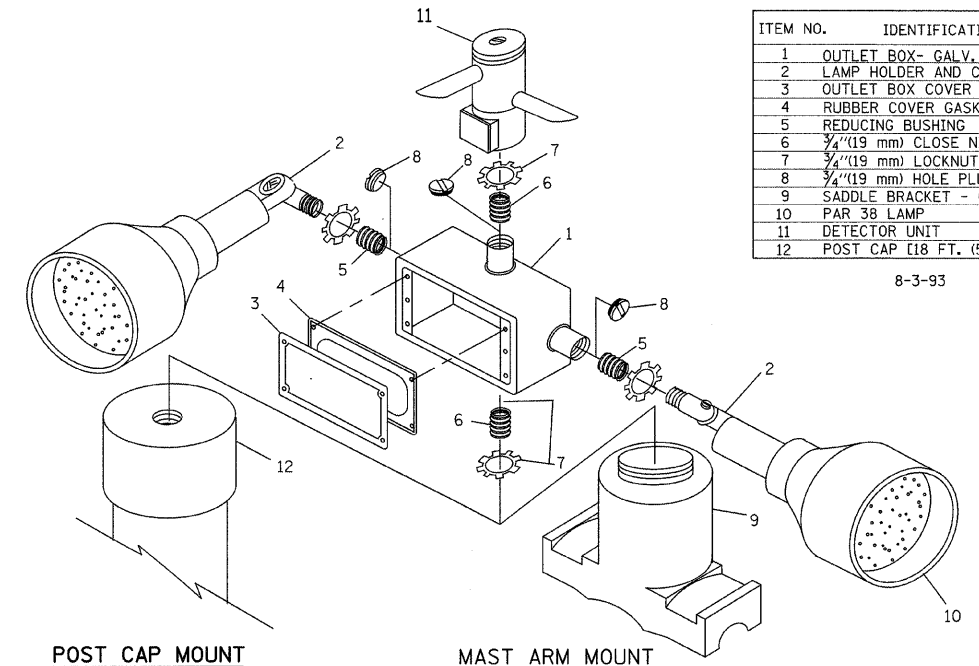
MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT

8/29/08

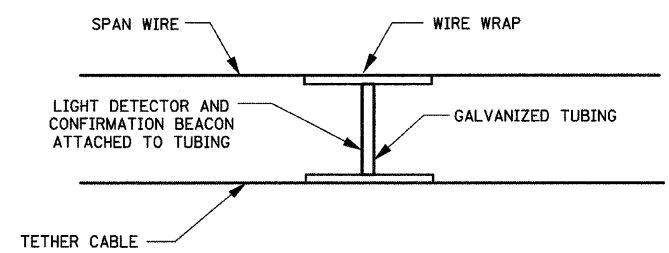


ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18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

8-3-93

NOTES:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS (NOT TO SCALE)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 1-01-02
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

8/29/2008 8:15:08 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

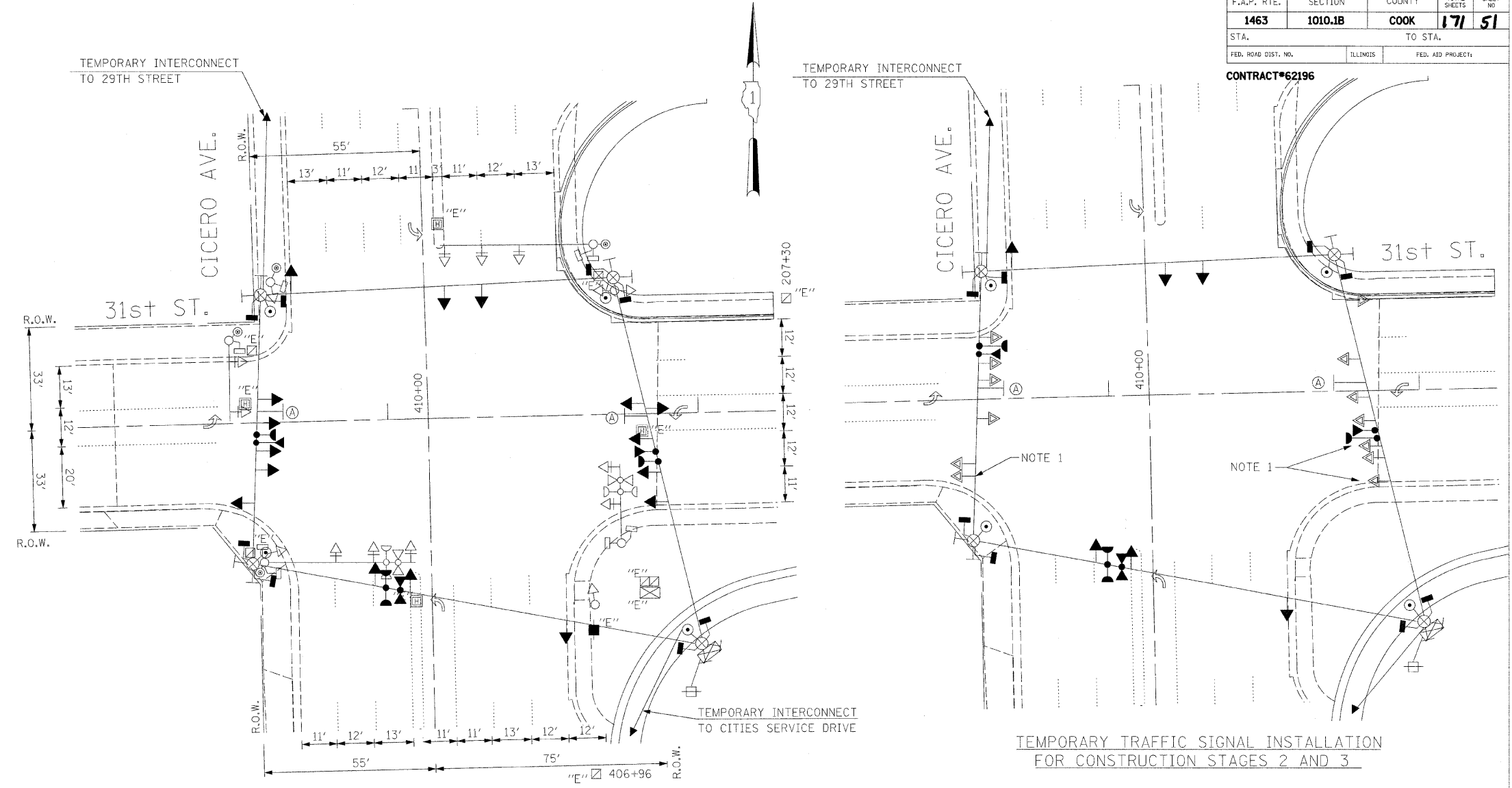
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET COMPLETE

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

- 5 EACH SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
- 3 EACH SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED
- 5 EACH SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
- 1 EACH SIGNAL HEAD, 2-FACE 5-SECTION, BRACKET MOUNTED
- 10 EACH TRAFFIC SIGNAL BACK PLATE
- 3 EACH SIGNAL POST
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 3 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 5 EACH PEDESTRIAN PUSH-BUTTON
- 1 EACH SERVICE INSTALLATION

THE CONTRACTOR SHALL REMOVE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNITS, INCLUDING THE CONFIRMATION BEACONS, AND THE PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL INSTALLATION, STORE IT IN A SAFE MANNER, AND INSTALL THEM ON THE NEW TRAFFIC SIGNAL INSTALLATION AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER.



TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR EXISTING CONDITIONS AND CONSTRUCTION STAGE 1:

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊠ TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊠ TEMPORARY SERVICE INSTALLATION
- ⊠ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊠ MICROWAVE VEHICLE SENSOR
- ⊠ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊠ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊠ CONFIRMATION BEACON
- ⊠ VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- ⊠ HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- ⊠ LEFT ON GREEN ARROW ONLY (R10-5) SIGN

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ← EXISTING SIGNAL TO BE REMOVED
- ⊠ "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊠ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊠ EXISTING MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊠ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ⊠ PEDESTRIAN SIGNAL TO BE REMOVED
- ⊠ EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- ⊠ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊠ CONFIRMATION BEACON TO BE REMOVED
- ⊠ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊠ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED

⊠ LEFT ON GREEN ARROW ONLY

R10-5
24" X 30"

TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR CONSTRUCTION STAGES 2 AND 3

NOTE 1: SIGNAL HEADS WITH CIRCULAR RED, YELLOW, AND GREEN INDICATIONS FOR EASTBOUND THRU TRAFFIC SHALL BE RELOCATED TO LOCATIONS SHOWN HERE FOR CONSTRUCTION STAGE 3. THE SIGNAL HEAD PLACEMENT FOR WESTBOUND DIRECTION OF TRAFFIC IS SAME IN CONSTRUCTION STAGES 2 AND 3 AND ARE SHOWN AS SECONDARY LOCATIONS.

THE SIGNAL HEAD PLACEMENT FOR NORTHBOUND AND SOUTHBOUND DIRECTIONS REMAINS THE SAME FOR ALL CONSTRUCTION STAGES.

NOTE 2: REMOVE EXISTING FIBER CABLE 62.5/125 MM 12F FROM EXISTING CONDUIT TO HANDHOLE, SPLICE SUFFICIENT 62.5/125 MM 12F FIBER OPTIC CABLE TO EXISTING FIBER OPTIC CABLE AND INSTALL CABLE TO WOOD POLE AND AERIAL CABLE TO CONTROLLER CABINET.

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

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION
31ST STREET AT
ILLINOIS ROUTE 50 (CICERO AVENUE)

REVISIONS	
NAME	DATE

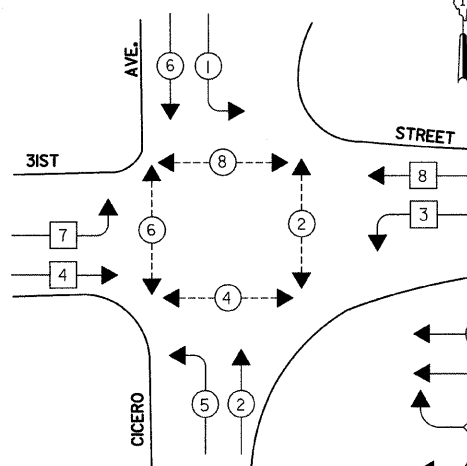
SCALE: 1"=20'
DATE: 08/01/2008

DRAWN BY: BB, MAE
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

GA GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910

CONTRACT#62196

CONTROLLER SEQUENCE

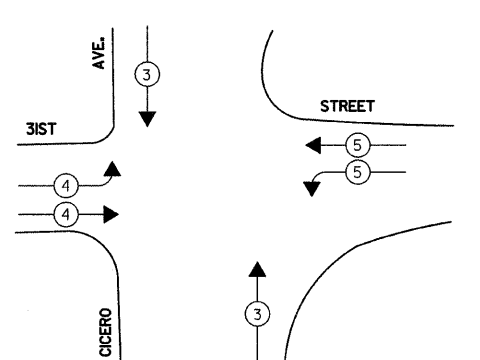


**PHASE DESIGNATION DIAGRAM
CONSTRUCTION STAGES 1, 2 AND 3**

LEGEND

- ⊙ → DUAL ENTRY PHASE
- ⊠ → SINGLE ENTRY PHASE
- ◊ O.L. → OVERLAP
- ⊙ → PEDESTRIAN PHASE
- * → NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



CONSTRUCTION STAGES 1, 2, AND 3

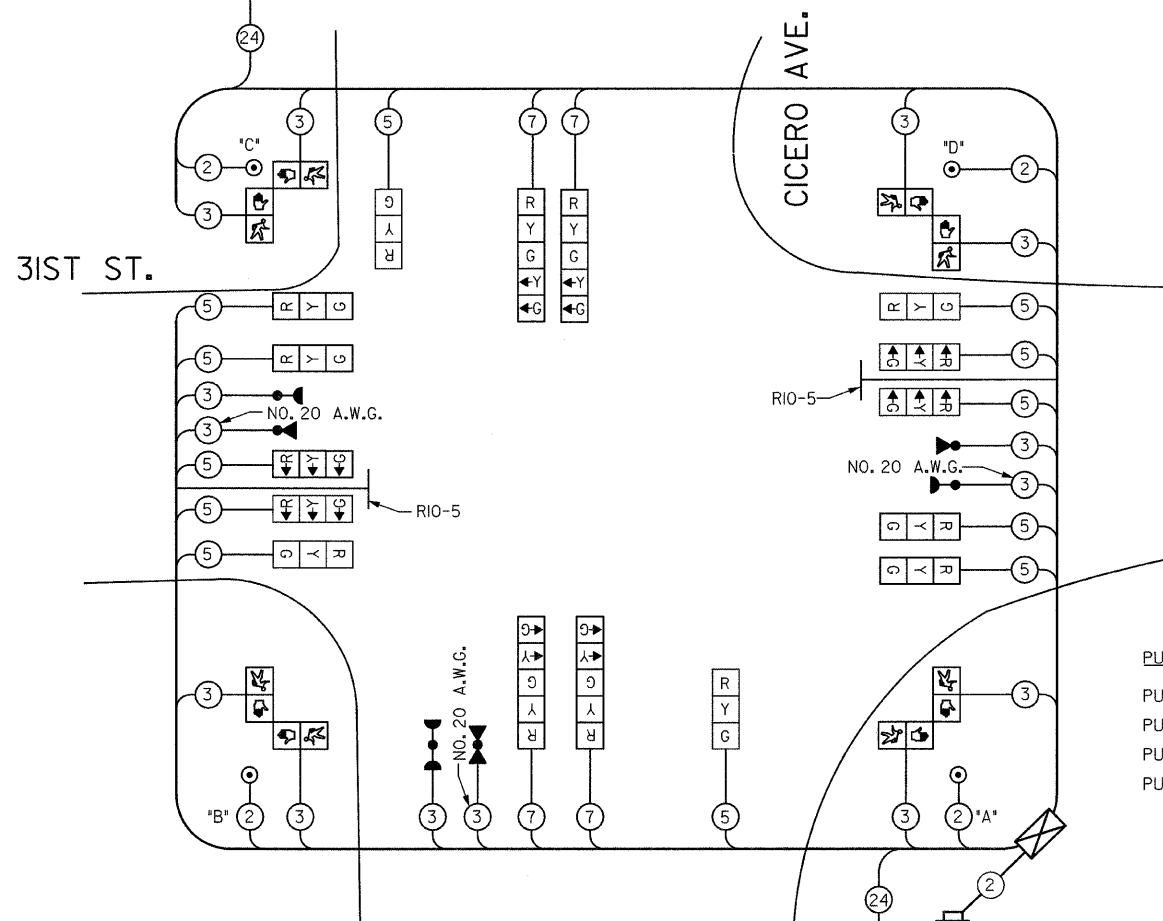
PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	↓ ↑	→ ←	← →

TEMPORARY CABLE DIAGRAM LEGEND

- ⊠ TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊠ TEMPORARY SERVICE INSTALLATION
- ⑤ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- ⊠ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊠ CONFIRMATION BEACON
- ⊠ VEHICLE DETECTOR, INDUCTION LOOP
- ⊠ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊠ 12" (300mm) PEDESTRIAN SIGNAL SECTION
- ⊠ MICROWAVE VEHICLE SENSOR
- ⊠ LEFT ON GREEN ARROW ONLY (RIO-5) SIGN

LEFT ON GREEN ARROW ONLY

RIO-5
24" X 30"



TEMPORARY CABLE PLAN

NOT TO SCALE

PUSH-BUTTON NOTES

- PUSH-BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
- PUSH-BUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6
- PUSH-BUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8
- PUSH-BUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8

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

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	INCAND.	LED	%OPERATION	
SIGNAL (RED)	16	135	17	0.50	1080.0
(YELLOW)	16	135	25	0.25	540.0
(GREEN)	16	135	15	0.25	540.0
ARROW	8	135	12	0.10	108.0
PED. SIGNAL	8	90	25	1.00	720.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN				0.05	
ENERGY COSTS TO:					TOTAL = 3088.0

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHLAUBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: JOSEPH CRISCIONE
PHONE: (630) 691-4356
COMPANY: COMED

THE CONTRACTOR SHALL REMOVE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNITS, INCLUDING THE CONFIRMATION BEACONS, AND THE PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL INSTALLATION, STORE IT IN A SAFE MANNER, AND INSTALL THEM ON THE NEW TRAFFIC SIGNAL INSTALLATION AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER.

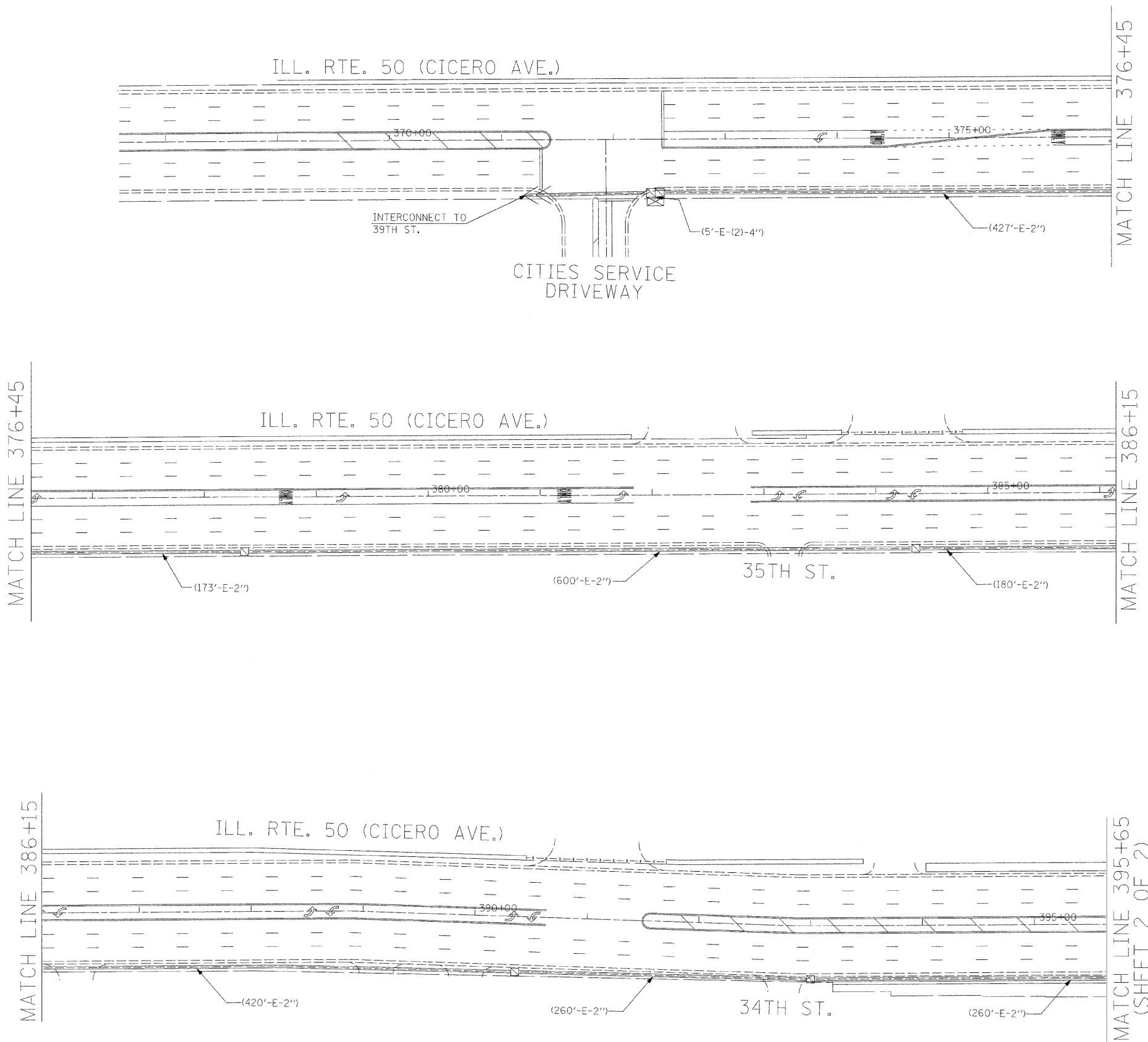
GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

REVISIONS	
NAME	DATE

8/29/08
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CABLE PLAN
PHASE DESIGNATION DIAGRAM AND
EMERGENCY VEHICLE PREEMPTION SEQUENCE
31ST STREET AT
ILLINOIS ROUTE 50 (CICERO AVENUE)
SCALE: N.T.S.
DATE: 08/01/2008
DRAWN BY: BB, MAE
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	53
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT#62196



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY DUTY HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I
TELEPHONE CONNECTION		

CONSTRUCTION NOTE:

THE ITEMS RELATED TO TRAFFIC SIGNAL INTERCONNECT WORK SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION" AND NO SEPARATE COMPENSATION SHALL BE ALLOWED FOR THE SAME.

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

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
ILLINOIS RTE. 50 (CICERO AVE.)
FROM 29TH ST. TO CITIES SERVICE DR.
(SHEET 1 OF 2)

REVISIONS	
NAME	DATE

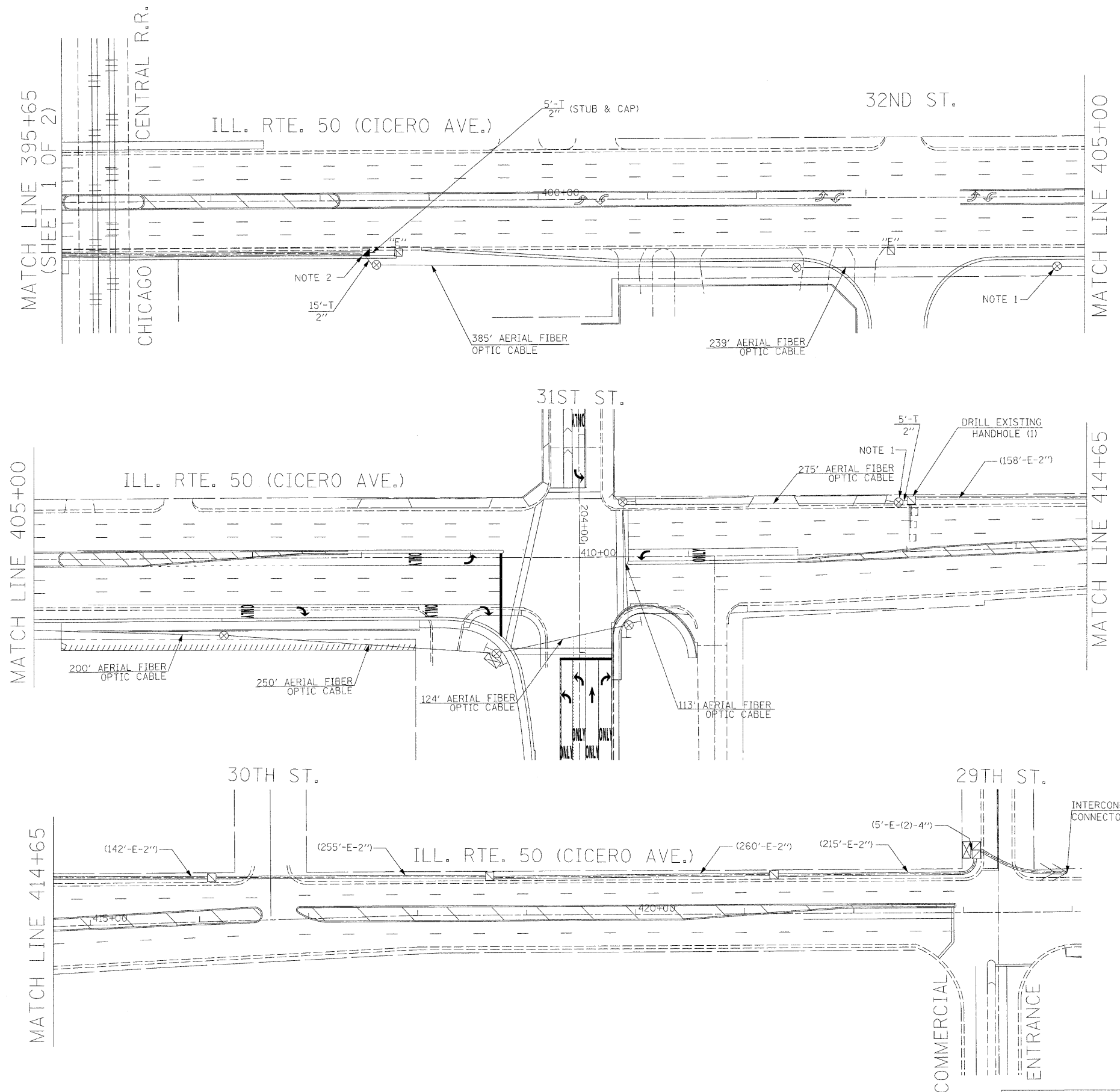
SCALE: 1"=50'
DATE: 08/01/2008

DRAWN BY: BB
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	54
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

CONTRACT#62196



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM		⊗
CONTROLLER	⊠	⊠
HANDHOLE	⊞	⊞
DOUBLE HANDHOLE	⊞	⊞
HEAVY DUTY HANDHOLE	⊞	⊞
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I
TELEPHONE CONNECTION	T	T
EXISTING HANDHOLE TO BE REMOVED		⊞ "E"

NOTES:

- NOTE 1: REMOVE EXISTING FIBER CABLE 62.5/125 MM 12F FROM EXISTING CONDUIT TO HANDHOLE, SPLICE SUFFICIENT 62.5/125 MM 12F FIBER OPTIC CABLE TO EXISTING FIBER OPTIC CABLE AND INSTALL CABLE TO WOOD POLE AND AERIAL CABLE TO CONTROLLER CABINET.
- NOTE 2: CONSTRUCT NEW HANDHOLE TO INTERCEPT EXISTING CONDUIT, DISCONNECT THE INTERCONNECT AND TRACER CABLES IN THE CONTROLLER AT 31ST STREET AND REMOVE THE CABLES TO THE SOUTH OF PROPOSED HANDHOLE PRIOR TO CUTTING THE CONDUIT IN THE HANDHOLE. THIS PROPOSED HANDHOLE, REMOVAL OF EXISTING HANDHOLES, AND PROPOSED 2" CONDUIT ARE INCLUDED IN THE PROPOSED TRAFFIC SIGNAL INTERCONNECT QUANTITIES FOR PAYMENT.

CONSTRUCTION NOTE:

THE ITEMS RELATED TO TRAFFIC SIGNAL INTERCONNECT WORK SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION" AND NO SEPARATE COMPENSATION SHALL BE ALLOWED FOR THE SAME.

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

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
ILLINOIS RTE. 50 (CICERO AVE.)
FROM 29TH ST. TO CITIES SERVICE DR.
(SHEET 2 OF 2)

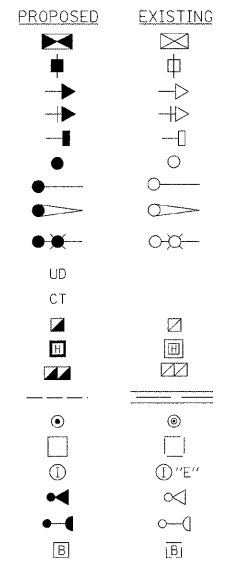
REVISIONS	
NAME	DATE

SCALE: 1"=50'
DATE: 08/01/2008
DRAWN BY: BB
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

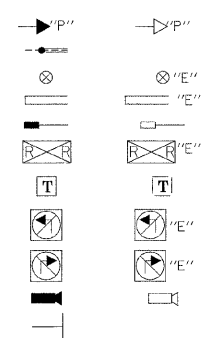
GA GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

TRAFFIC SIGNAL LEGEND

- CONTROLLER
SERVICE INSTALLATION
SIGNAL HEAD
SIGNAL HEAD WITH BACKPLATE
SIGNAL HEAD, PEDESTRIAN
SIGNAL POST
MAST ARM ASSEMBLY AND POLE, STEEL
MAST ARM ASSEMBLY AND POLE, ALUMINUM
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
UNIT DUCT
COMMON TRENCH
HANDHOLE
HEAVY DUTY HANDHOLE
DOUBLE HANDHOLE
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
PEDESTRIAN PUSHBUTTON DETECTOR
DETECTOR LOOP
CAST IRON JUNCTION BOX
EMERGENCY VEHICLE SYSTEM DETECTOR
CONFIRMATION BEACON
UNINTERRUPTABLE POWER SUPPLY(UPS)

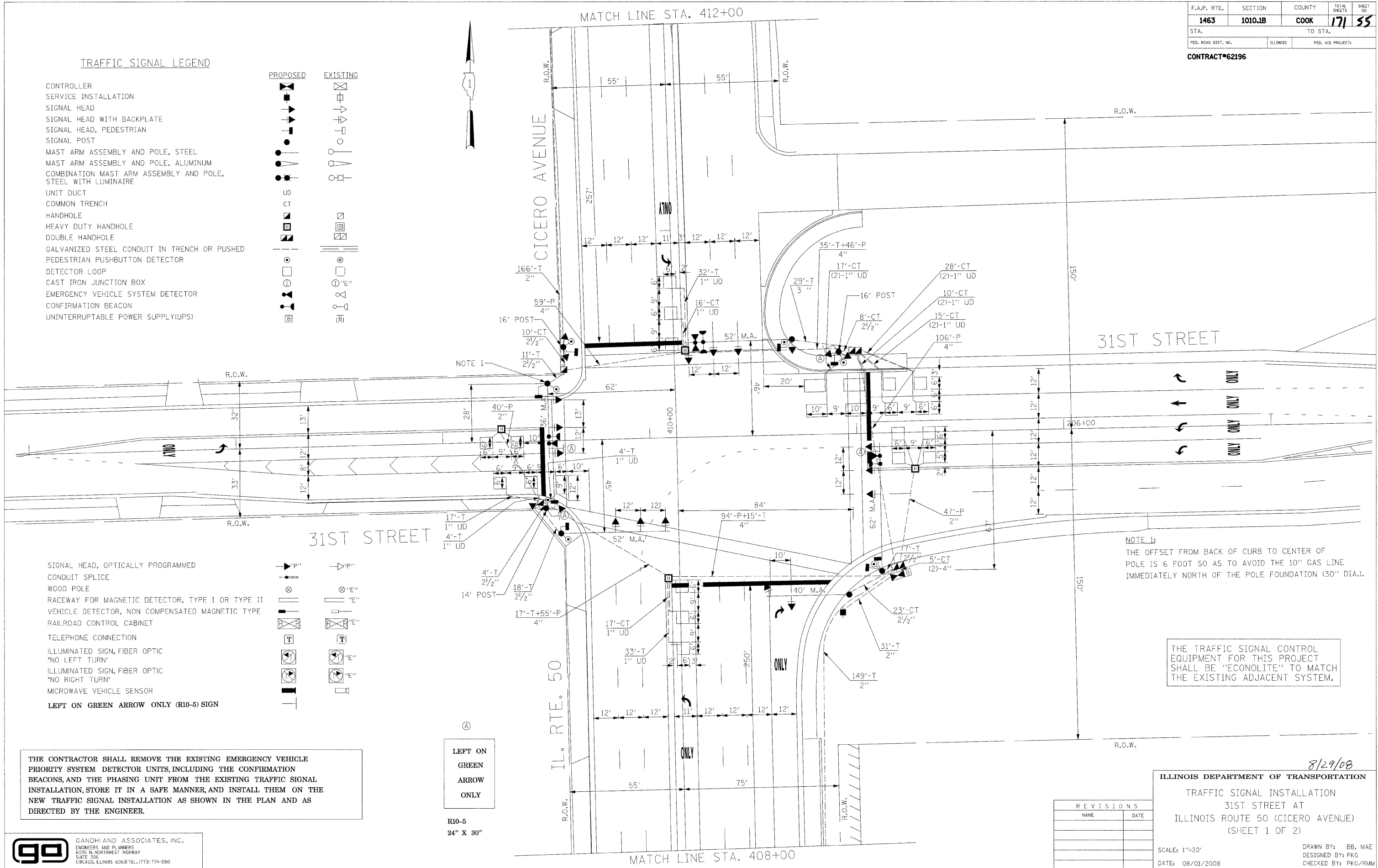


- SIGNAL HEAD, OPTICALLY PROGRAMMED
CONDUIT SPLICE
WOOD POLE
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
RAILROAD CONTROL CABINET
TELEPHONE CONNECTION
ILLUMINATED SIGN, FIBER OPTIC
"NO LEFT TURN"
ILLUMINATED SIGN, FIBER OPTIC
"NO RIGHT TURN"
MICROWAVE VEHICLE SENSOR
LEFT ON GREEN ARROW ONLY (R10-5) SIGN



THE CONTRACTOR SHALL REMOVE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNITS, INCLUDING THE CONFIRMATION BEACONS, AND THE PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL INSTALLATION, STORE IT IN A SAFE MANNER, AND INSTALL THEM ON THE NEW TRAFFIC SIGNAL INSTALLATION AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER.

LEFT ON GREEN ARROW ONLY
R10-5
24" X 30"



NOTE 1:
THE OFFSET FROM BACK OF CURB TO CENTER OF POLE IS 6 FOOT SO AS TO AVOID THE 10" GAS LINE IMMEDIATELY NORTH OF THE POLE FOUNDATION (30" DIA.).

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION
31ST STREET AT
ILLINOIS ROUTE 50 (CICERO AVENUE)
(SHEET 1 OF 2)

SCALE: 1"=20'
DATE: 08/01/2008
DRAWN BY: EB, MAE
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

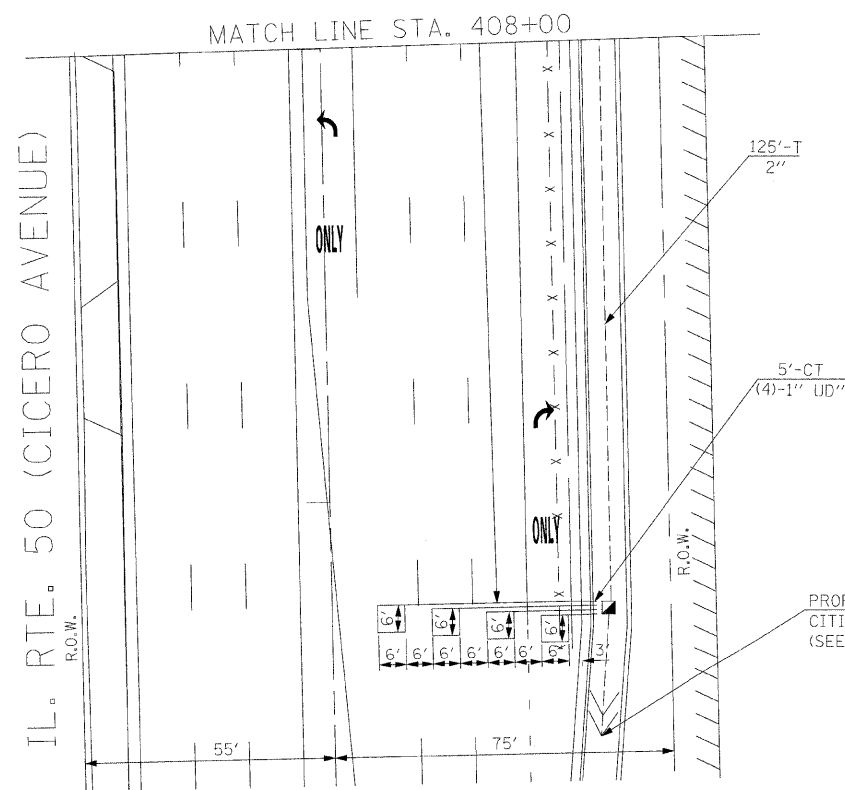
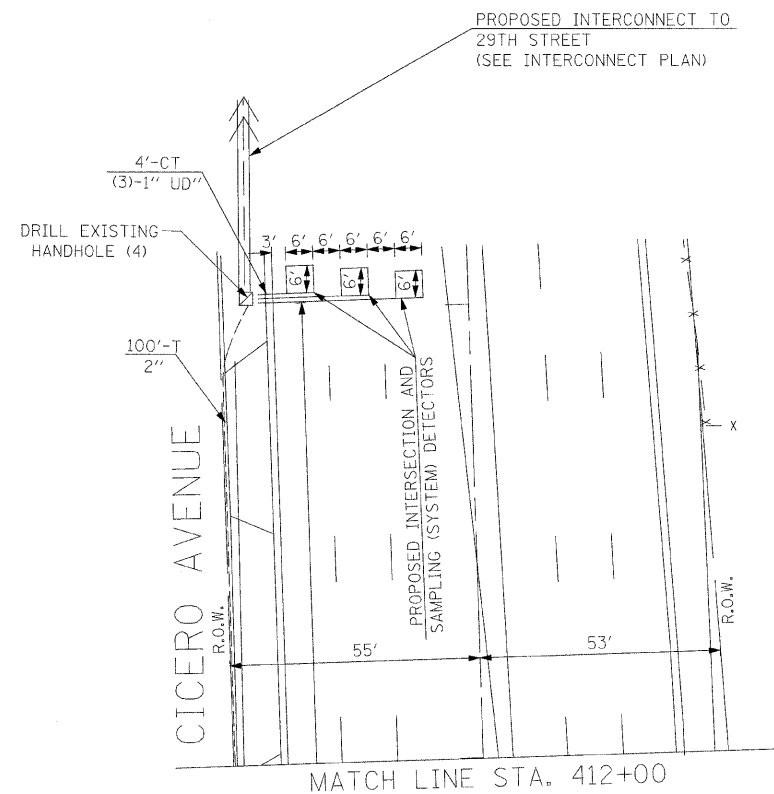
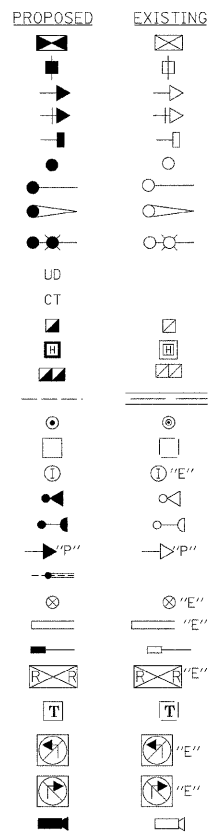
GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5980

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.IB	COOK	171	56
STA. 1463		TO STA. 1010.IB		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

CONTRACT#62196

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CAST IRON JUNCTION BOX
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD, OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- TELEPHONE CONNECTION
- ILLUMINATED SIGN, FIBER OPTIC 'NO LEFT TURN'
- ILLUMINATED SIGN, FIBER OPTIC 'NO RIGHT TURN'
- MICROWAVE VEHICLE SENSOR



THE CONTRACTOR SHALL REMOVE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNITS, INCLUDING THE CONFIRMATION BEACONS, AND THE PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL INSTALLATION, STORE IT IN A SAFE MANNER, AND INSTALL THEM ON THE NEW TRAFFIC SIGNAL INSTALLATION AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

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

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION
31ST STREET AT
ILLINOIS ROUTE 50 (CICERO AVENUE)
(SHEET 2 OF 2)

REVISIONS	
NAME	DATE

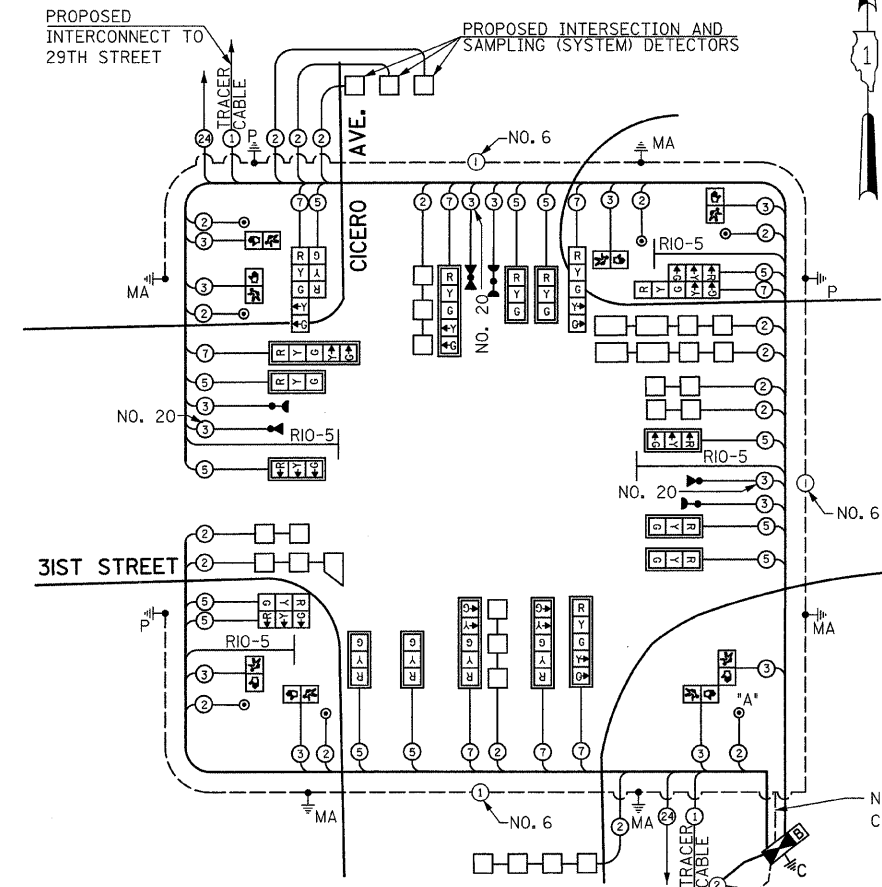
SCALE: 1"=20'
DATE: 08/01/2008

DRAWN BY: BB, MAE
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

GA GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 308
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

CONTRACT#62196

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



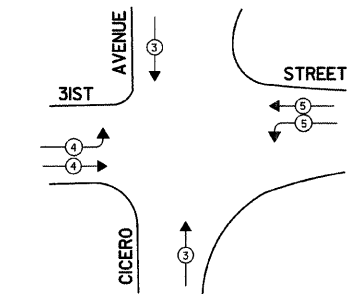
CABLE PLAN
NOT TO SCALE

PROPOSED INTERCONNECT TO CITIES SERVICE DRIVE

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

PUSH-BUTTON NOTE:
PUSH-BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4

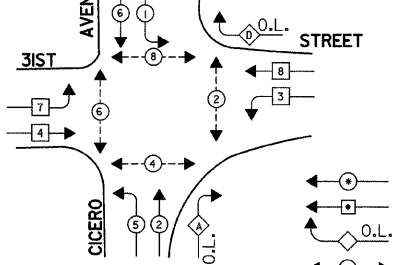
EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	↓ ↑	→ ←	← →

NO. OF GROUND CABLES AS PER PLANS

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
D	= 8	+ 1

LEGEND

- ← ○ → DUAL ENTRY PHASE
- ← ○ SINGLE ENTRY PHASE
- ← ○ L OVERLAP
- ← ○ PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

THE CONTRACTOR SHALL REMOVE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM DETECTOR UNITS, INCLUDING THE CONFIRMATION BEACONS, AND THE PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL INSTALLATION, STORE IT IN A SAFE MANNER, AND INSTALL THEM ON THE NEW TRAFFIC SIGNAL INSTALLATION AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
30.5	SQ FT	SIGN PANEL - TYPE 1
25	SQ FT	SIGN PANEL - TYPE 2
571	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
81	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
29	FOOT	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL
77	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
87	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
360	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
3	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
855	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL TRANSCIEVER-FIBER OPTIC
1	EACH	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1481	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
2293	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
3015	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1745	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
3283	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
50	FOOT	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
1	FOOT	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 62 FT.
12	EACH	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
15	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
45	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
21	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
4	EACH	DRILL EXISTING HANDHOLE
9	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
5	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
6	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED
1	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED
14	EACH	TRAFFIC SIGNAL BACKPLATE
12	EACH	INDUCTIVE LOOP DETECTOR
1036	FOOT	DETECTOR LOOP, TYPE 1
1	EACH	LIGHT DETECTOR
7	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	REMOVE EXISTING HANHOLE
12	EACH	REMOVE EXISTING CONCRETE FOUNDATION
8	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	SERVICE INSTALLATION, POLE MOUNT
1	EACH	UNINTERRUPTABLE POWER SUPPLY (UPS)
871	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
701	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED

* 100% COST TO THE VILLAGE OF CICERO

LEFT ON GREEN ARROW ONLY

RIO-5
24" X 30"

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

CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
⊖	⊖	8" (200mm) TRAFFIC SIGNAL SECTION
⊖	⊖	12" (300mm) TRAFFIC SIGNAL SECTION
⊖	⊖	12" (300mm) PEDESTRIAN SIGNAL SECTION
⊖	⊖	12" (300mm) PEDESTRIAN SIGNAL SECTION
⊖	⊖	CONTROLLER CABINET
⊖	⊖	SERVICE INSTALLATION
⊖	⊖	TELEPHONE INSTALLATION
⊖	⊖	VEHICLE DETECTOR, INDUCTION LOOP
⊖	⊖	MAGNETIC DETECTOR
⊖	⊖	EMERGENCY VEHICLE LIGHT DETECTOR
⊖	⊖	CONFIRMATION BEACON
⊖	⊖	PUSH-BUTTON DETECTOR
⊖	⊖	DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO.14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
⊖	⊖	GROUND CABLE IN CONDUIT NO.6 SOLID COPPER (GREEN)
⊖	⊖	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
⊖	⊖	SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
⊖	⊖	RAILROAD CONTROL CABINET
⊖	⊖	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
⊖	⊖	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
H/C	H/C	GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
P	P	GROUND ROD AT POST OR MAST ARM POLE
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
⊖	⊖	LOCAL AND MASTER CONTROLLER
⊖	⊖	MICROWAVE VEHICLE SENSOR
⊖	⊖	LEFT ON GREEN ARROW ONLY (RIO-5) SIGN
⊖	⊖	UNINTERRUPTABLE POWER SUPPLY (UPS)

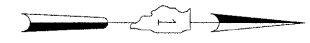
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE	OPERATION		
SIGNAL (RED)	20	135	17	0.50	170.0
(YELLOW)	20	135	25	0.25	125.0
(GREEN)	20	135	15	0.25	75.0
ARROW	12	135	12	0.10	14.4
FED. SIGNAL CONTROLLER	8	90	25	1.00	200.0
ILLUM. SIGN	1	100	100	0.05	100.0
TOTAL =					684.4

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

REVISIONS	
NAME	DATE

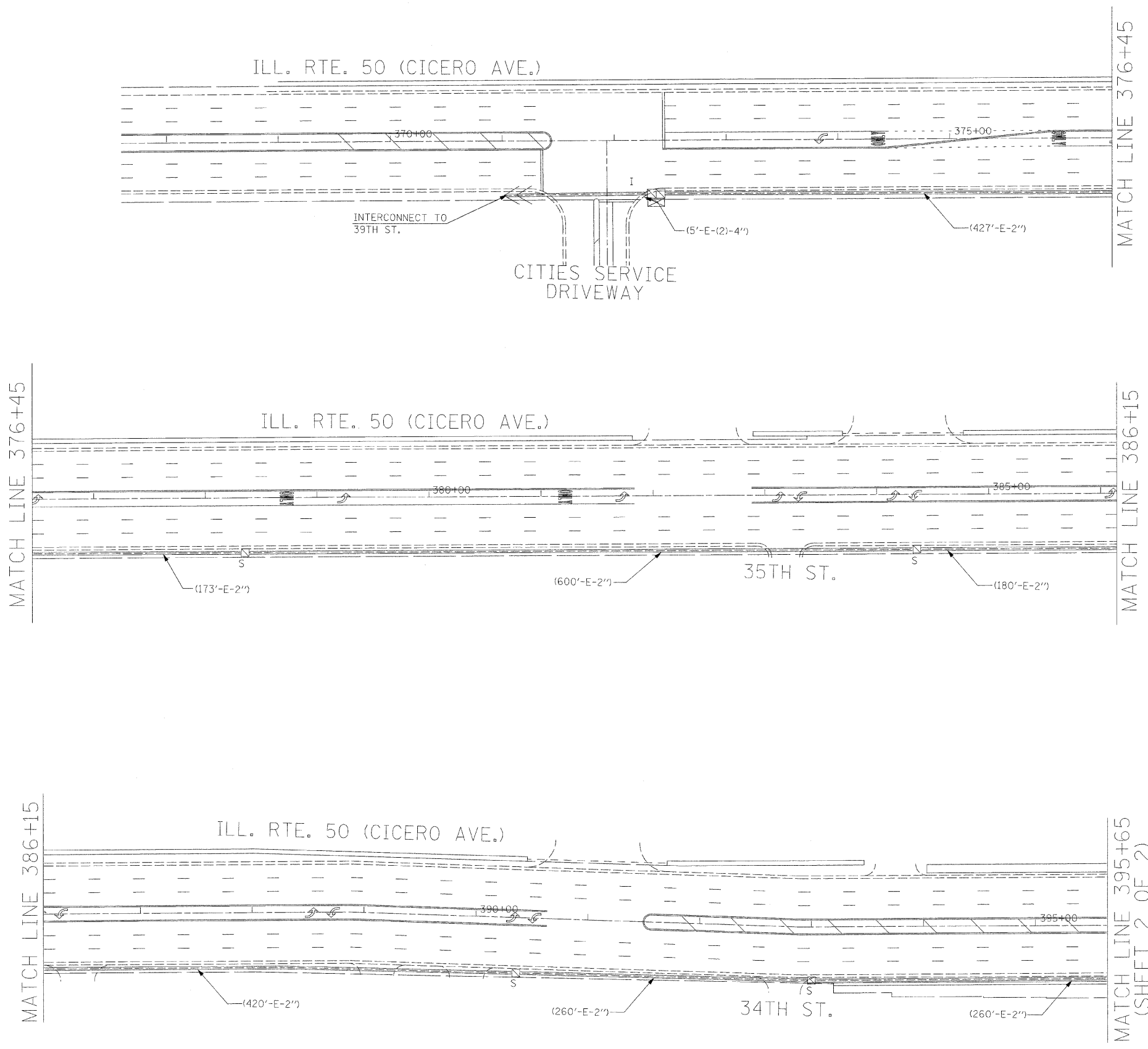
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	58
STA.			TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT#62196



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY DUTY HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	SE
INTERSECTION	IP	I
TELEPHONE CONNECTION		



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

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERCONNECT PLAN
ILLINOIS RTE. 50 (CICERO AVE.)
FROM 29TH ST. TO CITIES SERVICE DR.
(SHEET 1 OF 2)

REVISIONS	
NAME	DATE

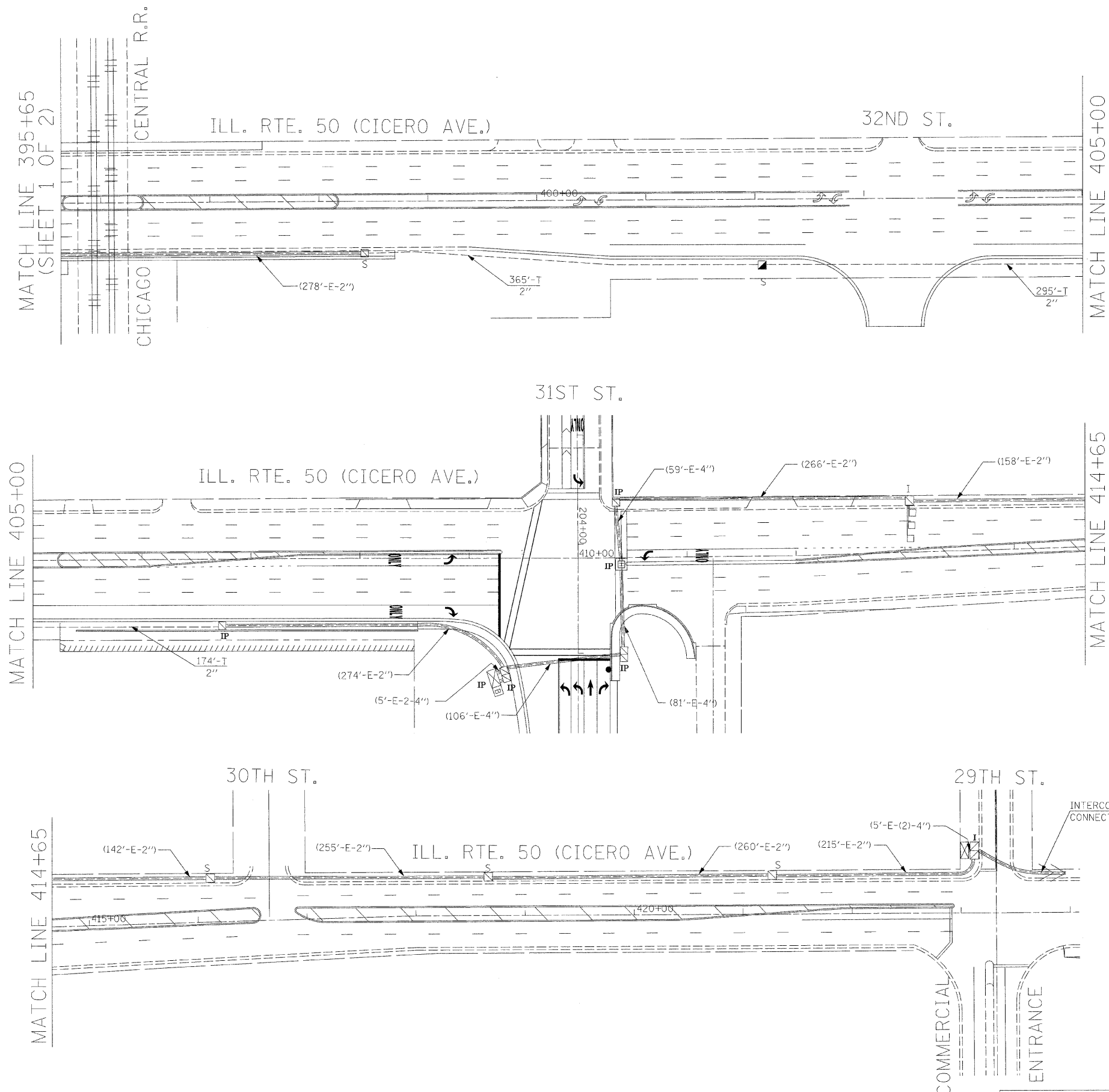
SCALE: 1"=50'
DATE: 08/01/200

DRAWN BY: BB
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	59
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT#62196



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY DUTY HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	SE
INTERSECTION	IP	I
TELEPHONE CONNECTION	T	T
UNINTERRUPTABLE POWER SUPPLY(UPS)	B	B

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

8/29/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERCONNECT PLAN
ILLINOIS RTE. 50 (CICERO AVE.)
FROM 29TH ST. TO CITIES SERVICE DR.
(SHEET 2 OF 2)

REVISIONS	
NAME	DATE

SCALE: 1"=50'
DATE: 09/01/2008

DRAWN BY: BB
DESIGNED BY: PKG
CHECKED BY: PKG/RMM

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60630 TEL. (773) 774-5900

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	60
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

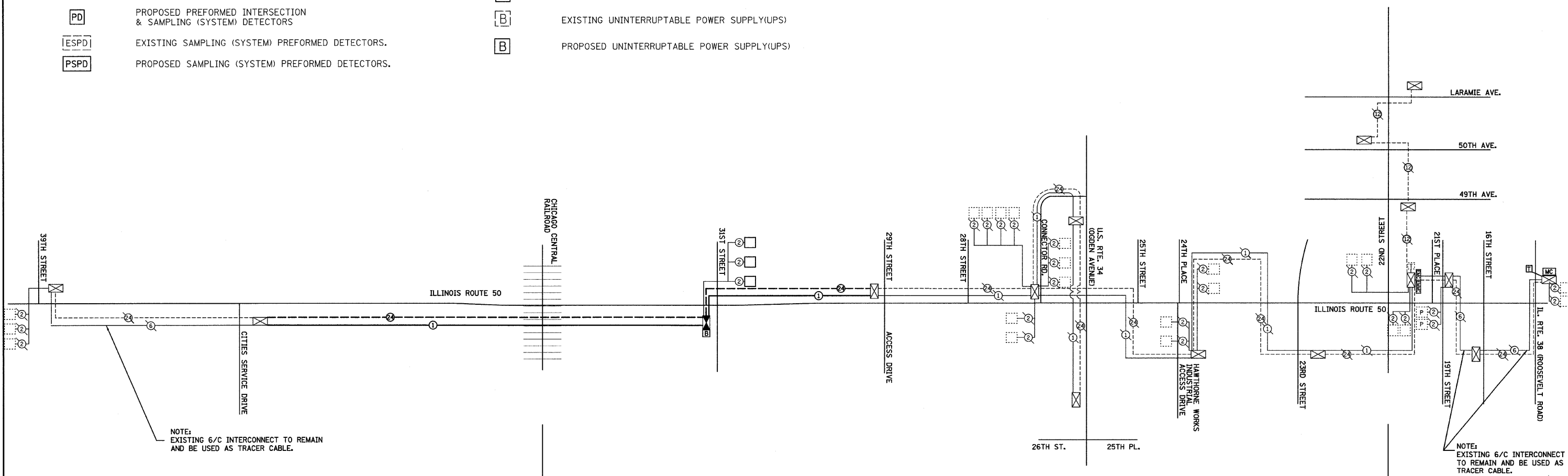
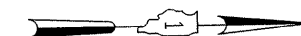
CONTRACT#62196

INTERCONNECT SCHEMATIC LEGEND

	EXISTING INTERSECTION CONTROLLER		EXISTING FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F
	PROPOSED INTERSECTION CONTROLLER		PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F
	EXISTING MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F. FIBER OPTIC CABLE
	PROPOSED MASTER CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F. FIBER OPTIC CABLE
	MASTER MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
	EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS		PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
	PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
	EXISTING INTERSECTION LOOP DETECTORS AND PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED LOOP DETECTOR CABLE -2/C TWISTED, SHIELDED
	EXISTING SAMPLING (SYSTEM) DETECTORS		EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED)
	PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED)
	EXISTING SAMPLING (SYSTEM) DETECTORS. PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS.		EXISTING TELEPHONE CONNECTION
	EXISTING SAMPLING (SYSTEM) DETECTORS. PROPOSED SAMPLING (SYSTEM) DETECTORS.		PROPOSED TELEPHONE CONNECTION
	EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING UNINTERRUPTABLE POWER SUPPLY(UPS)
	PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		PROPOSED UNINTERRUPTABLE POWER SUPPLY(UPS)
	EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS.		
	PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS.		

SCHEDULE OF INTERCONNECT QUANTITIES

QUANTITY	UNIT	ITEM
849	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
2	EACH	HANDHOLE
849	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
2	EACH	MODIFY EXISTING CONTROLLER
4225	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL I
5435	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
5487	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F & SM12F



NOTE: EXISTING 6/C INTERCONNECT TO REMAIN AND BE USED AS TRACER CABLE.

NOTE: EXISTING 6/C INTERCONNECT TO REMAIN AND BE USED AS TRACER CABLE.

FIBER OPTIC CABLE SIGNAL MODERNIZATION IMPROVEMENTS
 INSTALLED AS PART OF US ROUTE 34 (GODDEN AVENUE)
 AT ILL. ROUTE 50 (CICERO AVENUE) INTERCHANGE RECONSTRUCTION PROJECT

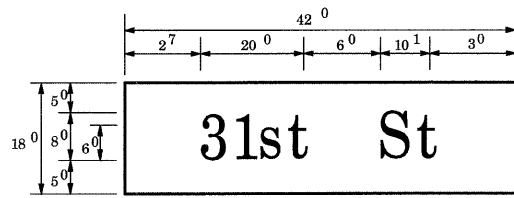
NOTE: THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 INTERCONNECT SCHEMATIC
 ILLINOIS ROUTE 50 (CICERO AVE.)
 39TH ST. TO ROOSEVELT RD.
 LARAMIE AVE. TO ILL. RTE. 50 (CICERO AVE.)
 SCALE: N.T.S.
 DATE: 08/01/2008
 DRAWN BY: BB, MAE
 DESIGNED BY: PKG
 CHECKED BY: PKG/RMM

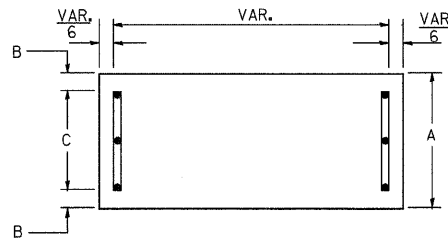
ga GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

PANEL SIGN DESIGN TYPE 1

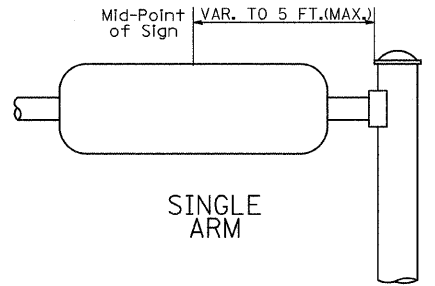


5.25 Sq. Ft. each
2 Required
 Design Series D

SUPPORTING CHANNELS



A	B	C
18"	2"	14"



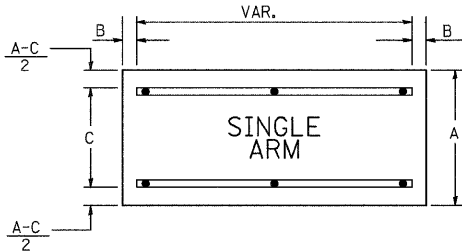
SINGLE ARM

PANEL SIGN DESIGN TYPE 2

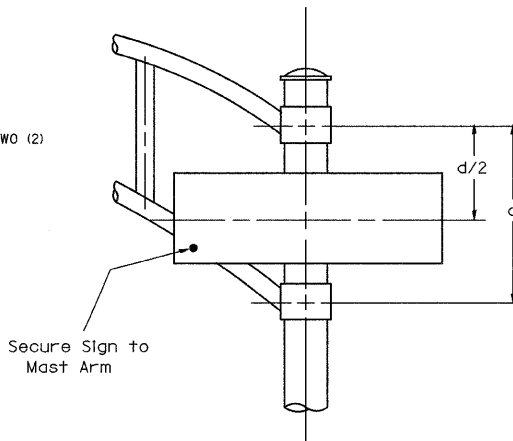


12.5 Sq. Ft. each
2 Required
 Design Series D

SUPPORTING CHANNELS



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



DUAL ARM

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

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

EXAMPLE, 2 DENOTES $\frac{3''}{8}$

		SECOND LETTER																											
		a		c		d		e		g		h		i		k		l		m		n		p		r		u	
		ac	cd	de	eg	hi	kl	fm	jn	st	vy	xy	z																
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	14	12	14	16	17										
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	14	15	14	15											
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15													
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15													
F	05	06	14	15	06	10	05	06	06	10	06	10	06	10	11	12													
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21													
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21													
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14													
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14													
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14													
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14													
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14													
Y	05	06	14	15	06	10	05	06	05	07	05	06	06	10	11	12													
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21													

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

		SECOND LETTER																											
		a		c		d		e		g		h		i		k		l		m		n		p		r		u	
		ac	cd	de	eg	hi	kl	fm	jn	st	vy	xy	z																
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	
ad h g i j l m n q u	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17													
bf k o ps	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14													
c e	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14													
r	06	10	12	14	06	10	03	03	05	06	05	06	06	10	06	10													
t z	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14													
v y	11	12	14	15	11	12	05	06	06	10	06	10	11	12	11	12													
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14													
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14													

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

		SECOND NUMBER																										
		0		1		2		3		4		5		6		7		8		9								
		0	1	2	3	4	5	6	7	8	9																	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	16	17	16	17	14	15	12	14	14	15	14	15	16	17	12	14	16	17	16	17								
1	20	21	20	21	20	21	16	17	14	15	20	21	20	21	14	15	20	21	20	21								
2 3 4	14	15	14	15	14	15	12	14	12	14	14	15	14	15	11	12	16	17	14	15								
5	14	15	14	15	14	15	11	12	11	12	14	15	14	15	11	12	14	15	14	15								
6	16	17	14	15	14	15	12	14	14	15	14	15	11	12	14	15	14	15										
7	12	14	12	14	14	15	12	15	05	06	12	14	14	15	11	12	14	15	12	14								
8	16	17	16	17	14	15	12	15	12	14	14	15	16	17	12	14	16	17	14	15								

UPPER AND LOWER CASE LETTER WIDTHS

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

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

REVISIONS	
NAME	DATE
D.A.Z./D.A.G.	11/90
	6/98
CADD	10/00

Illinois Department of Transportation
 DISTRICT 1

Mast Arm Mounted
 STREET NAME SIGNS

SCALE: NONE
 DATE: 8/29/2008

8/29/08
 DRAWN BY: ROB
 DESIGNED BY: JHE
 CHECKED BY: DAD

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
 - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
 - * A.K.T. CORPORATION
 - * AMERICAN FABRICATION CO.
 - SCHAUMBURG, IL
 - CHICAGO HEIGHTS, IL
 - * TUCKER COMPANY, INC.
 - * WESTERN TRAFFIC CONTROL INC.
 - WAUWATOSA, WI
 - CICERO, IL
- PARTS LISTING:
 SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
 SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
 BRACKETS SELF TAPPING WITH NEOPRENE WASHER
 PART #HPN034 (UNIVERSAL)
 CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING
- OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRAKET OF THE ABOVE PRODUCT.

REF-
REF-
REF-

CONTRACT NO. 62196

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	62
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



















GENERAL NOTES

- AT THE START OF THE PROJECT THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR MAINTENANCE OF THE TEMPORARY AND THE PERMANENT LIGHTING IN COMPLIANCE WITH THE SPECIFICATIONS.
- THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER BEFORE ANY WORK, LIGHTING OR OTHER, BEGINS. THE CONTRACTOR SHALL CONTACT THE TOWN OF CICERO ELECTRICAL DEPARTMENT AT (708) 878-0648. THE CONTRACTOR SHALL CONTACT THE CITY OF CHICAGO SUPERINTENDENT OF CONSTRUCTION AT 312-746-6500.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES. THE RESIDENT ENGINEER SHALL EXAMINE THE PROPOSED LOCATIONS AND SHALL CONFIRM THEM BEFORE THE LIGHT POLES ARE INSTALLED.
- A GROUND ROD SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION, AS INDICATED ON THE PLANS.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. THE GROUNDING CONNECTIONS AT THE FOUNDATIONS SHALL BE WELDED BY EXOTHERMIC WELDING. THE GROUNDING CONNECTIONS SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACK FILLING, AS APPLICABLE.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE FOR THE TRENCHING AND BACK FILLING ROADWAY LIGHTING. THE INSTALLATION OF THE WARNING TAPE SHALL BE INSPECTED BY THE RESIDENT ENGINEER PRIOR TO THE CONTRACTOR'S BACK FILLING OR DURING THE PLOWING OPERATIONS, AS APPLICABLE.
- ALL THE PROPOSED LIGHTING UNITS SHALL BE INSTALLED ON CONCRETE FOUNDATIONS. NO LIGHT POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATION HAS CURED, AS APPROVED BY THE RESIDENT ENGINEER.
- TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE LIGHT POLES AND OF THE MAST ARMS, THE LIGHT POLES SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT THE LUMINAIRES. THE LIGHT POLES WILL NOT BE PAID FOR UNTIL THE LUMINAIRES ARE INSTALLED.
- QUANTITIES OF PUSHED CONDUIT AND CONDUIT IN TRENCH, WHERE INDICATED ON THE DRAWINGS, ARE APPROXIMATE QUANTITIES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
- UNLESS OTHERWISE INDICATED, THE PROPOSED LIGHT POLES SHALL BE SET DIRECTLY BEHIND THE EXISTING OR PROPOSED SIDEWALKS OR GUARDRAILS. THE PROPOSED LIGHT POLES' SETBACK SHOULD BE 12' FROM THE BACK OF THE CURB UNLESS OTHERWISE NOTED.
- EXISTING LIGHTING TO BE REMOVED AND NOT RELOCATED MUST BE SALVAGED AND RETURNED TO THE TOWN OF CICERO PUBLIC WORKS OR CITY OF CHICAGO'S STORAGE FACILITY, ACCORDING TO THE OWNERSHIP OF THE LIGHTING UNIT. NO ADDITIONAL PAYMENT WILL BE MADE.
- THE EQUIPMENT GROUNDING CONDUCTORS SHALL BE SPLICED AND BONDED TO EACH JUNCTION BOX AND PULL BOX THE CONDUCTORS PASS THROUGH. JUNCTION BOXES SHALL BE EQUIPPED WITH GROUND LUGS FOR GROUND WIRE TERMINATION WITHOUT DEGRADATION OF THE JUNCTION BOX RATING.
- TRENCHES AND LIGHTING RACEWAYS SHALL HAVE A MINIMUM DEPTH OF 36".
- THE CITY OF CHICAGO LIGHT POLES IN ADDITION TO THE COBRA HEAD LUMINAIRES ARE EQUIPPED WITH MID-MOUNT ACORN ORNAMENTAL LUMINAIRES. THE CONTRACTOR SHALL REMOVE, STORE, AND RE-INSTALL ALL THE LUMINAIRES AND THE MAST ARMS ON THE NEW POLES. THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE EQUIPMENT FOR STRUCTURAL INTEGRITY FOLLOWING THE REMOVAL. ANY LUMINAIRE OR MAST ARM UNFIT FOR THE RE-INSTALLATION SHALL BE REPLACED WITH THE NEW ONE FROM THE CITY OF CHICAGO STORAGE FACILITY. THIS WORK IS INCLUDED IN THE PAY ITEM FOR INSTALL LIGHT POLE MAST ARM & LUMINAIRE (MATERIAL PROVIDED BY THE CITY OF CHICAGO).
- THE TEMPORARY LIGHTING HAS TO BE OPERATIONAL PRIOR TO THE REMOVAL OF ANY EXISTING LIGHTING UNIT. THERE SHOULD BE NO INTERRUPTION OF EXISTING LIGHTING AT NIGHT DUE TO THE PROPOSED IMPROVEMENTS.

BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
GROUND ROD, 5/8" DIA. X 10 FT.	EACH	20
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	11
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	16
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	200
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1,460
UNIT DUCT, WITH 3-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	2,650
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,400
RELOCATE EXISTING LIGHTING UNIT	EACH	4
REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	24
LIGHTING FOUNDATION REMOVAL	EACH	23
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	16
LIGHT POLE, ALUMINUM, 35 FT. M.H., 12 FT. MAST ARM	EACH	12
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	16
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	195
JUNCTION BOX EMBEDDED IN STRUCTURE 24"x12"x6"	EACH	8
ELECTRIC CABLE IN CONDUIT, 600V (EPRN-TRIPLEXED) 2-1/C NO. 6, 1-1/C NO. 8 GROUND	FOOT	1,870
PVC CONDUIT IN TRENCH 2" (SCHEDULE #80)	FOOT	900
PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LUMINAIRES	L SUM	1
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3/C NO. 4 AND 1/C NO. 6 GROUND	FOOT	400
TEMPORARY WOOD POLE, 100 FT., CLASS 4, 20 FT. MAST ARM	EACH	7
REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	10
AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE	FOOT	1,700
INSTALL LIGHT POLE MAST ARM & LUMINAIRE (MATERIAL PROVIDED BY THE CITY OF CHICAGO)	EACH	8
TEMPORARY WOOD POLE, 60 FT., CLASS 4, 20 FT. MAST ARM	EACH	3
HANDHOLE	EACH	2
LIGHT POLE, ALUMINUM, 35 FT. M.H., 2-15 FT. MAST ARMS	EACH	2

LEGEND

-  EXISTING LIGHTING UNIT TO BE REMOVED
-  EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED
-  EXISTING COMBINATION LIGHTING UNIT
-  PROPOSED LIGHTING UNIT
-  EXISTING LIGHTING UNIT
-  LOCATION OF REINSTALLED LIGHTING UNIT
-  TEMPORARY LIGHTING UNIT
-  TEMPORARY LIGHTING UNIT SHARED WITH TRAFFIC SIGNALS
-  PROPOSED GROUND ROD, 5/8" DIA. X 10 FT.
-  EXISTING LIGHTING CONTROLLER
-  JUNCTION BOX, SIZE AND TYPE AS INDICATED
-  ComEd SERVICE POLE
-  PROPOSED GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED, AS INDICATED ON THE PLANS
-  PROPOSED UNIT DUCT, WITH 3-1/C NO. 4 AND 1/C NO. 6 GROUND, 600 V (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE
-  ELECTRIC CABLE IN 2" PVC CONDUIT EMBEDDED IN STRUCTURE, SIZE AND TYPE AS INDICATED
-  AERIAL ELECTRIC CABLE, 3-1/C #4 ALUMINUM WITH MESSENGER WIRE
-  CONTROL CABINET DESIGNATION
CIRCUIT DESIGNATION
POLE NUMBER ON CIRCUIT
-  ELECTRIC CABLE IN CONDUIT, 600V (EPRN-TRIPLEXED) 2-1/C NO. 6, 1-1/C NO. 8 GND, CITY STANDARD

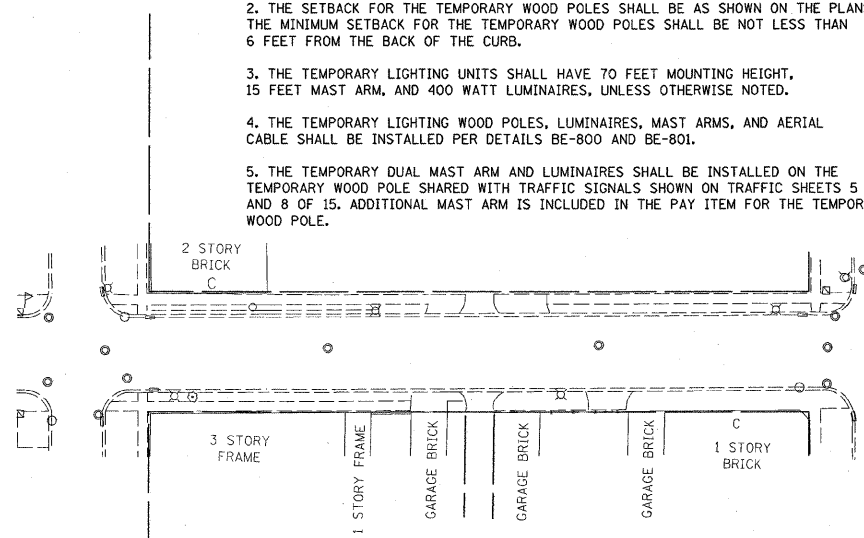
REVISIONS	
NAME	DATE
S.L.	9-26-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
ROADWAY LIGHTING
BILL OF MATERIALS,
LEGEND, GENERAL NOTES
31ST STREET
IL. 50 (CICERO AVE.) TO KOSTNER AVE.
SCALE: VERT. NONE
HORIZ. NONE
DATE 9/22/2008
DRAWN BY
CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	63
STA. 200+00		TO STA. 210+00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

NOTES:

1. THE EXISTING POLES TO BE REMOVED SHALL REMAIN IN PLACE AND BE UTILIZED IN THE TEMPORARY LIGHTING INSTALLATION UNTIL THE PROPOSED LIGHT POLES ARE INSTALLED AND ARE FULLY OPERATIONAL. THE EXCEPTION IS THE POLES ON 31ST STREET BRIDGES. THE FIVE POLES BETWEEN THE TWO BRIDGES AND THE POLES ON CICERO AVENUE APPROACH WHICH CAN BE REMOVED AS NECESSARY.
2. THE SETBACK FOR THE TEMPORARY WOOD POLES SHALL BE AS SHOWN ON THE PLANS. THE MINIMUM SETBACK FOR THE TEMPORARY WOOD POLES SHALL BE NOT LESS THAN 6 FEET FROM THE BACK OF THE CURB.
3. THE TEMPORARY LIGHTING UNITS SHALL HAVE 70 FEET MOUNTING HEIGHT, 15 FEET MAST ARM, AND 400 WATT LUMINAIRES, UNLESS OTHERWISE NOTED.
4. THE TEMPORARY LIGHTING WOOD POLES, LUMINAIRES, MAST ARMS, AND AERIAL CABLE SHALL BE INSTALLED PER DETAILS BE-800 AND BE-801.
5. THE TEMPORARY DUAL MAST ARM AND LUMINAIRES SHALL BE INSTALLED ON THE TEMPORARY WOOD POLE SHARED WITH TRAFFIC SIGNALS SHOWN ON TRAFFIC SHEETS 5 AND 8 OF 15. ADDITIONAL MAST ARM IS INCLUDED IN THE PAY ITEM FOR THE TEMPORARY WOOD POLE.

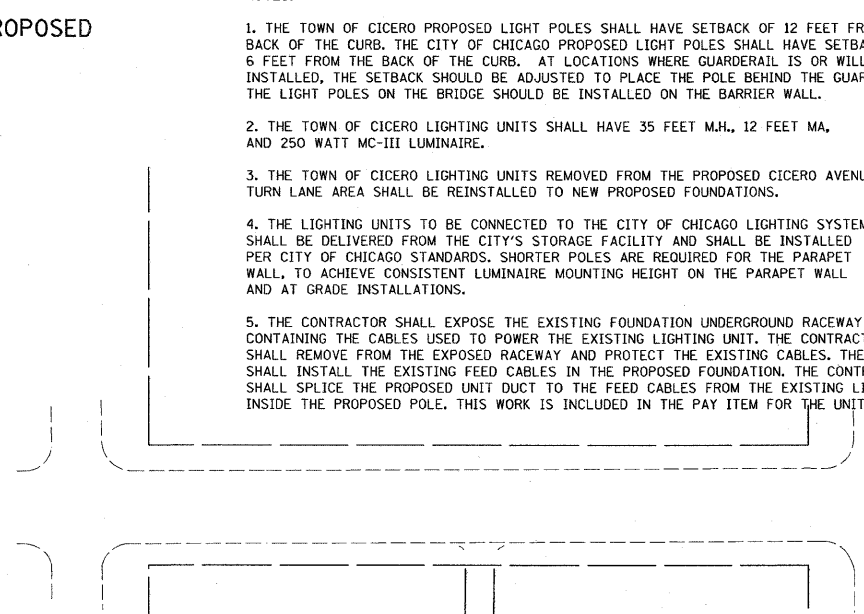


6. THE CONTRACTOR SHALL LOCATE AND PROTECT THE FEED CABLES FROM THE REMAINING EXISTING LIGHT POLES DURING THE FOUNDATION REMOVAL. THE CONTRACTOR SHALL INSTALL THE EXISTING FEED CABLES IN THE NEW FOUNDATION TO ENERGIZE THE PROPOSED LIGHTING UNITS.

EXISTING/ TEMPORARY

NOTES:

1. THE TOWN OF CICERO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 12 FEET FROM THE BACK OF THE CURB. THE CITY OF CHICAGO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 6 FEET FROM THE BACK OF THE CURB. AT LOCATIONS WHERE GUARDRAIL IS OR WILL BE INSTALLED, THE SETBACK SHOULD BE ADJUSTED TO PLACE THE POLE BEHIND THE GUARDRAIL. THE LIGHT POLES ON THE BRIDGE SHOULD BE INSTALLED ON THE BARRIER WALL.
2. THE TOWN OF CICERO LIGHTING UNITS SHALL HAVE 35 FEET M.H., 12 FEET MA, AND 250 WATT MC-III LUMINAIRE.
3. THE TOWN OF CICERO LIGHTING UNITS REMOVED FROM THE PROPOSED CICERO AVENUE TURN LANE AREA SHALL BE REINSTALLED TO NEW PROPOSED FOUNDATIONS.
4. THE LIGHTING UNITS TO BE CONNECTED TO THE CITY OF CHICAGO LIGHTING SYSTEM, SHALL BE DELIVERED FROM THE CITY'S STORAGE FACILITY AND SHALL BE INSTALLED PER CITY OF CHICAGO STANDARDS. SHORTER POLES ARE REQUIRED FOR THE PARAPET WALL, TO ACHIEVE CONSISTENT LUMINAIRE MOUNTING HEIGHT ON THE PARAPET WALL AND AT GRADE INSTALLATIONS.
5. THE CONTRACTOR SHALL EXPOSE THE EXISTING FOUNDATION UNDERGROUND RACEWAY CONTAINING THE CABLES USED TO POWER THE EXISTING LIGHTING UNIT. THE CONTRACTOR SHALL REMOVE FROM THE EXPOSED RACEWAY AND PROTECT THE EXISTING CABLES. THE CONTRACTOR SHALL INSTALL THE EXISTING FEED CABLES IN THE PROPOSED FOUNDATION. THE CONTRACTOR SHALL SPLICE THE PROPOSED UNIT DUCT TO THE FEED CABLES FROM THE EXISTING LIGHTING UNITS INSIDE THE PROPOSED POLE. THIS WORK IS INCLUDED IN THE PAY ITEM FOR THE UNIT DUCT.



PROPOSED

REVISIONS	
NAME	DATE
S.L.	9-26-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING/ TEMPORARY & PROPOSED LIGHTING PLANS
31st STREET
IL. 50 (CICERO AVE.) TO KOSTNER AVE.
 SCALE: VERT. 1"=50'
 DATE 9/22/2008
 DRAWN BY
 CHECKED BY

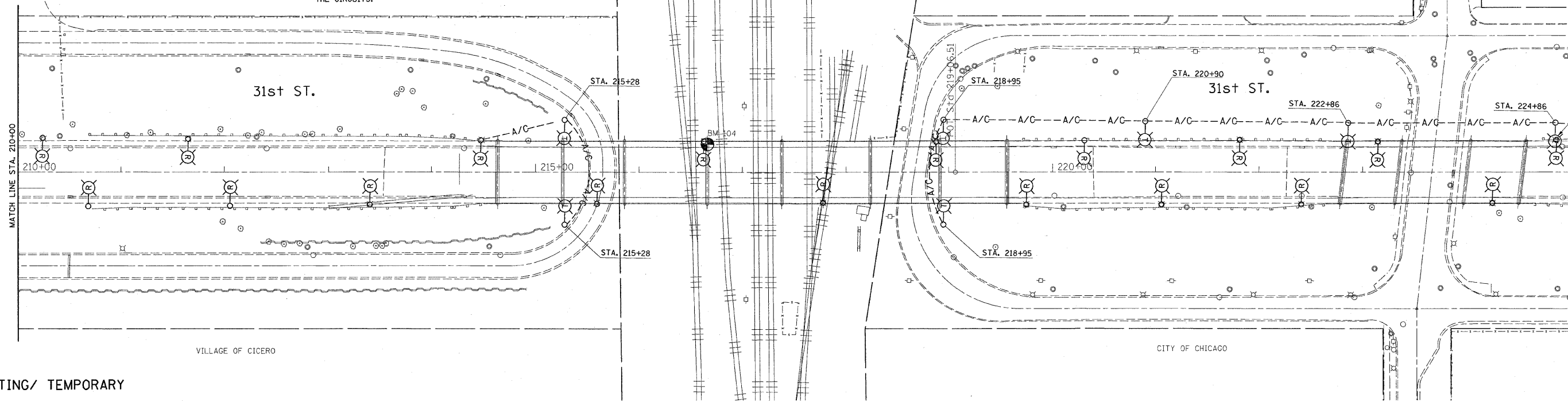
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	64
STA. 210+00		TO STA. 225+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES:

1. THE EXISTING POLES TO BE REMOVED SHALL REMAIN IN PLACE AND BE UTILIZED IN THE TEMPORARY LIGHTING INSTALLATION UNTIL THE PROPOSED LIGHT POLES ARE INSTALLED AND ARE FULLY OPERATIONAL. THE EXCEPTION IS THE POLES ON 31ST STREET BRIDGES, THE FIVE POLES BETWEEN THE TWO BRIDGES AND THE POLES ON CICERO AVENUE APPROACH WHICH CAN BE REMOVED AS NECESSARY.
2. THE SETBACK FOR THE TEMPORARY WOOD POLES SHALL BE AS SHOWN ON THE PLANS. THE MINIMUM SETBACK FOR THE TEMPORARY WOOD POLES SHALL BE NOT LESS THAN 6 FEET FROM THE BACK OF THE CURB.
3. THE TEMPORARY LIGHTING UNITS SHALL HAVE 70 FEET MOUNTING HEIGHT, 15 FEET MAST ARM, AND 400 WATT LUMINAIRES, UNLESS OTHERWISE NOTED.

4. THE TEMPORARY LIGHTING WOOD POLES, LUMINAIRES, MAST ARMS, AND AERIAL CABLE SHALL BE INSTALLED PER DETAILS BE-800 AND BE-801.
5. THE CONTRACTOR SHALL INTERCEPT AND PROTECT THE EXISTING CIRCUIT CABLES IN THE FOUNDATION DURING THE REMOVAL OF THE EXISTING LIGHTING UNIT. AFTER THE REMOVAL OF THE FOUNDATION THE CONTRACTOR SHALL RECONNECT THE EXISTING CIRCUITS USING A WATERPROOF EPOXY SPLICE AND BURY THEM, ENSURING A POWER FEED TO THE REMAINING EXISTING AND THE PROPOSED TEMPORARY LIGHTING UNITS. THIS WORK IS INCLUDED IN THE PAY ITEM FOR THE REMOVAL OF EXISTING LIGHTING UNIT. SALVAGE THE CONTRACTOR MAY WITH THE APPROVAL OF THE ENGINEER, SPLICE THE CIRCUITS ABOVE GROUND IN A SUITABLE PEDESTAL, IF THE PUBLIC IS PROTECTED FROM CONTACT WITH THE CIRCUITS.

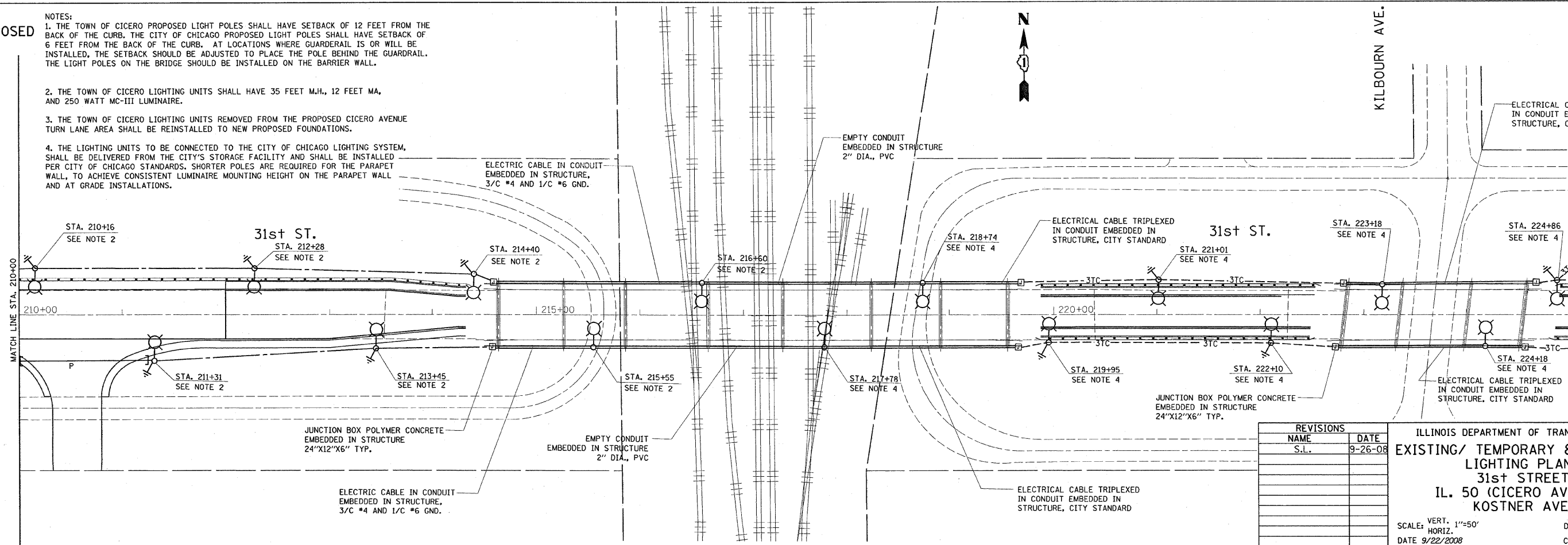


EXISTING/ TEMPORARY

PROPOSED

NOTES:

1. THE TOWN OF CICERO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 12 FEET FROM THE BACK OF THE CURB. THE CITY OF CHICAGO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 6 FEET FROM THE BACK OF THE CURB. AT LOCATIONS WHERE GUARDRAIL IS OR WILL BE INSTALLED, THE SETBACK SHOULD BE ADJUSTED TO PLACE THE POLE BEHIND THE GUARDRAIL. THE LIGHT POLES ON THE BRIDGE SHOULD BE INSTALLED ON THE BARRIER WALL.
2. THE TOWN OF CICERO LIGHTING UNITS SHALL HAVE 35 FEET M.H., 12 FEET MA, AND 250 WATT MC-III LUMINAIRE.
3. THE TOWN OF CICERO LIGHTING UNITS REMOVED FROM THE PROPOSED CICERO AVENUE TURN LANE AREA SHALL BE REINSTALLED TO NEW PROPOSED FOUNDATIONS.
4. THE LIGHTING UNITS TO BE CONNECTED TO THE CITY OF CHICAGO LIGHTING SYSTEM, SHALL BE DELIVERED FROM THE CITY'S STORAGE FACILITY AND SHALL BE INSTALLED PER CITY OF CHICAGO STANDARDS. SHORTER POLES ARE REQUIRED FOR THE PARAPET WALL, TO ACHIEVE CONSISTENT LUMINAIRE MOUNTING HEIGHT ON THE PARAPET WALL AND AT GRADE INSTALLATIONS.



REVISIONS		DATE
NAME		
S.L.		9-26-08

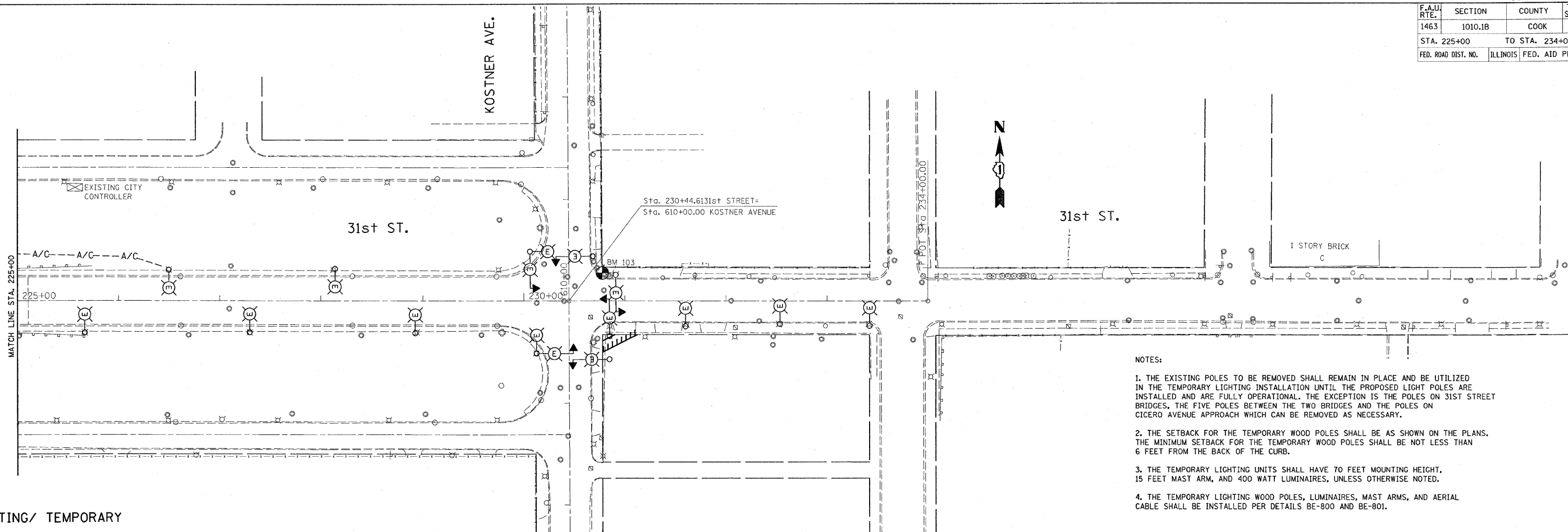
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING/ TEMPORARY & PROPOSED LIGHTING PLANS
31st STREET
IL. 50 (CICERO AVE.) TO KOSTNER AVE.

VERT. SCALE: 1"=50'
 HORIZ. SCALE: AS SHOWN
 DATE 9/22/2008

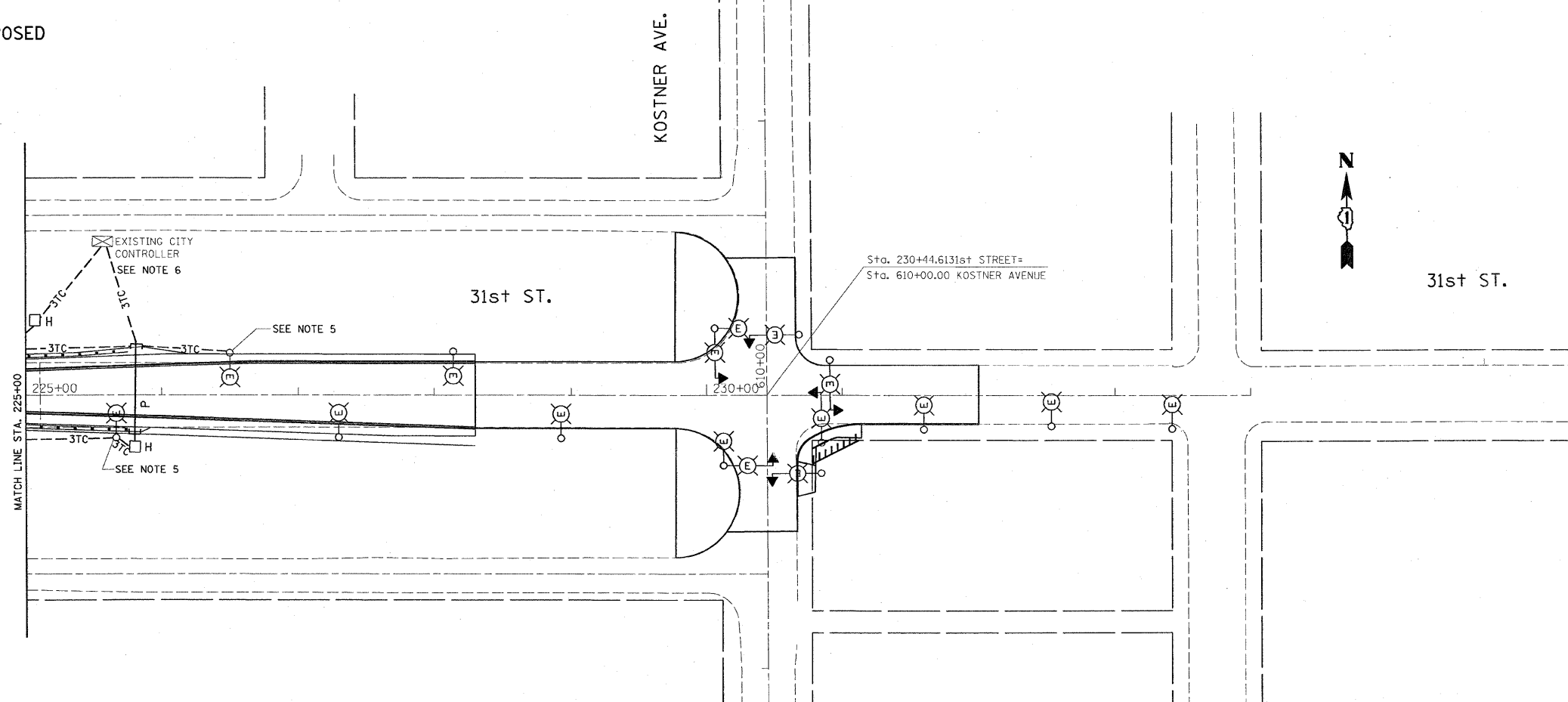
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	65
STA. 225+00		TO STA. 234+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- NOTES:
1. THE EXISTING POLES TO BE REMOVED SHALL REMAIN IN PLACE AND BE UTILIZED IN THE TEMPORARY LIGHTING INSTALLATION UNTIL THE PROPOSED LIGHT POLES ARE INSTALLED AND ARE FULLY OPERATIONAL. THE EXCEPTION IS THE POLES ON 31ST STREET BRIDGES, THE FIVE POLES BETWEEN THE TWO BRIDGES AND THE POLES ON CICERO AVENUE APPROACH WHICH CAN BE REMOVED AS NECESSARY.
 2. THE SETBACK FOR THE TEMPORARY WOOD POLES SHALL BE AS SHOWN ON THE PLANS. THE MINIMUM SETBACK FOR THE TEMPORARY WOOD POLES SHALL BE NOT LESS THAN 6 FEET FROM THE BACK OF THE CURB.
 3. THE TEMPORARY LIGHTING UNITS SHALL HAVE 70 FEET MOUNTING HEIGHT, 15 FEET MAST ARM, AND 400 WATT LUMINAIRES, UNLESS OTHERWISE NOTED.
 4. THE TEMPORARY LIGHTING WOOD POLES, LUMINAIRES, MAST ARMS, AND AERIAL CABLE SHALL BE INSTALLED PER DETAILS BE-800 AND BE-801.



- NOTES:
1. THE TOWN OF CICERO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 12 FEET FROM THE BACK OF THE CURB. THE CITY OF CHICAGO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 6 FEET FROM THE BACK OF THE CURB. AT LOCATIONS WHERE GUARDRAIL IS OR WILL BE INSTALLED, THE SETBACK SHOULD BE ADJUSTED TO PLACE THE POLE BEHIND THE GUARDRAIL. THE LIGHT POLES ON THE BRIDGE SHOULD BE INSTALLED ON THE BARRIER WALL.
 2. THE TOWN OF CICERO LIGHTING UNITS SHALL HAVE 35 FEET M.H., 12 FEET MA, AND 250 WATT MC-III LUMINAIRE.
 3. THE TOWN OF CICERO LIGHTING UNITS REMOVED FROM THE PROPOSED CICERO AVENUE TURN LANE AREA SHALL BE REINSTALLED TO NEW PROPOSED FOUNDATIONS.
 4. THE LIGHTING UNITS TO BE CONNECTED TO THE CITY OF CHICAGO LIGHTING SYSTEM, SHALL BE DELIVERED FROM THE CITY'S STORAGE FACILITY AND SHALL BE INSTALLED PER CITY OF CHICAGO STANDARDS. SHORTER POLES ARE REQUIRED FOR THE PARAPET WALL, TO ACHIEVE CONSISTENT LUMINAIRE MOUNTING HEIGHT ON THE PARAPET WALL AND AT GRADE INSTALLATIONS.
 5. THE CONTRACTOR SHALL EXPOSE THE EXISTING FOUNDATION UNDERGROUND RACEWAY CONTAINING THE CABLES USED TO POWER THE REMOVED ADJACENT LIGHT POLES. THE CONTRACTOR SHALL REMOVE THE EXISTING CABLE FROM THE EXPOSED RACEWAY. THE CONTRACTOR SHALL USE THE EXPOSED RACEWAY TO FEED THE NEW CABLE FROM THE PROPOSED LIGHT POLES. THE CONTRACTOR SHALL SPLICE THE PROPOSED CIRCUITS TO THE CIRCUITS ENERGIZING THE EXISTING LIGHTING UNIT INSIDE THE POLE. THIS WORK IS INCLUDED IN THE PAY ITEM FOR THE ELECTRIC CABLE IN CONDUIT TRIPLEXED.
 6. THE CONTRACTOR SHALL INSTALL NEW GROUNDED CIRCUIT FEEDS FROM THE CONTROLLER TO THE PROPOSED AND THE EXISTING LIGHTING UNITS AS SHOWN ON THE PLANS. SEE ABOVE NOTE 5 FOR DETAILS ON INSTALLING NEW CABLE IN THE EXISTING FOUNDATION. THE SWITCH BETWEEN THE EXISTING AND THE PROPOSED FEEDER CABLE SHALL BE PERFORMED DURING A DAY TIME TO ENSURE LIGHTING IS OPERATIONAL AT NIGHT. THE INSTALLATION OF THE NEW CABLE AND THE REMOVAL OF THE EXISTING CABLE ARE INCLUDED IN THE PAY ITEM FOR ELECTRIC CABLE IN THE CONDUIT TRIPLEXED.

REVISIONS	
NAME	DATE
S.L.	9-26-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING/ TEMPORARY & PROPOSED LIGHTING PLANS
31st STREET
IL. 50 (CICERO AVE.) TO KOSTNER AVE.

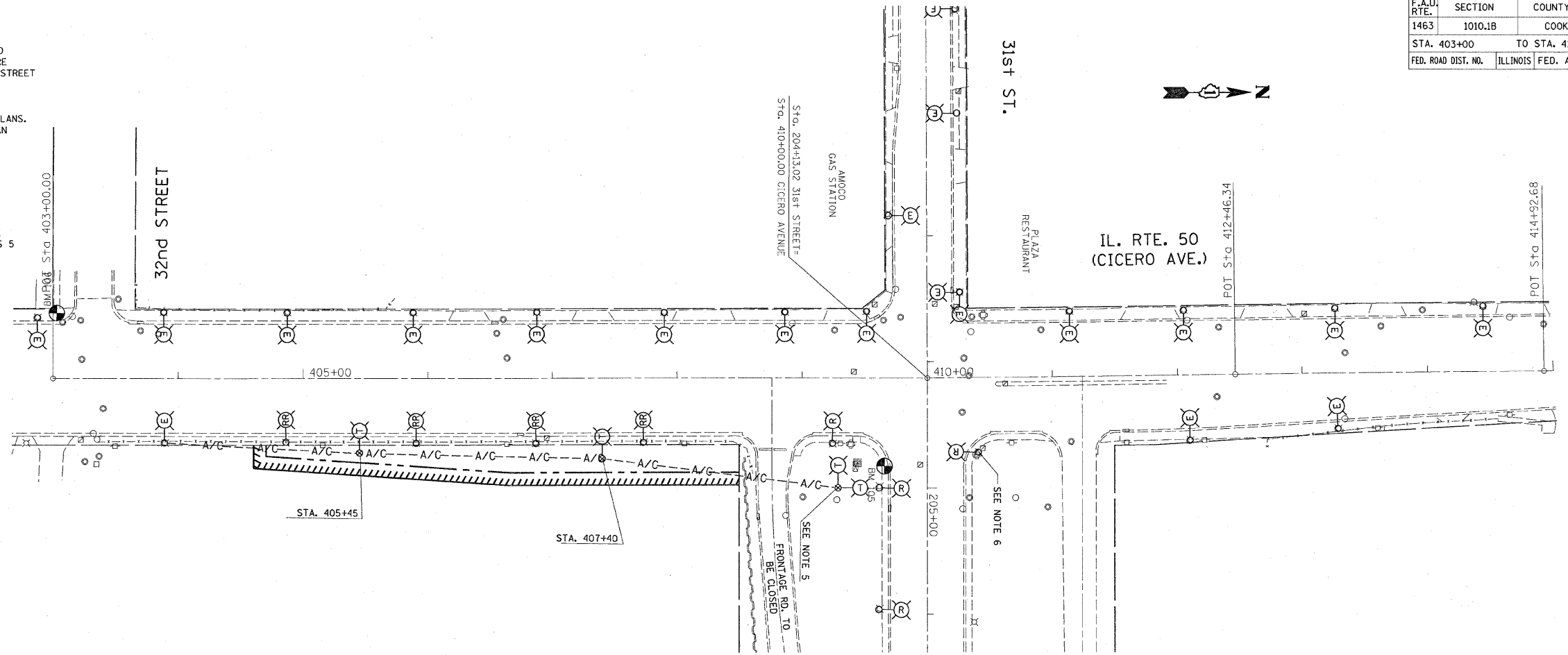
SCALE: VERT. 1"=50'
 HORIZ. DATE 9/22/2008

DRAWN BY
 CHECKED BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	66
STA. 403+00		TO STA. 415+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTES:

1. THE EXISTING POLES TO BE REMOVED SHALL REMAIN IN PLACE AND BE UTILIZED IN THE TEMPORARY LIGHTING INSTALLATION UNTIL THE PROPOSED LIGHT POLES ARE INSTALLED AND ARE FULLY OPERATIONAL. THE EXCEPTION IS THE POLES ON 31ST STREET BRIDGES, THE FIVE POLES BETWEEN THE TWO BRIDGES AND THE POLES ON CICERO AVENUE APPROACH WHICH CAN BE REMOVED AS NECESSARY.
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4. THE TEMPORARY LIGHTING WOOD POLES, LUMINAIRES, MAST ARMS, AND AERIAL CABLE SHALL BE INSTALLED PER DETAILS BE-800 AND BE-801.
5. THE TEMPORARY DUAL MAST ARM AND LUMINAIRES SHALL BE INSTALLED ON THE TEMPORARY WOOD POLE SHARED WITH TRAFFIC SIGNALS SHOWN ON TRAFFIC SHEETS 5 AND 8 OF 15. ADDITIONAL MAST ARM IS INCLUDED IN THE PAY ITEM FOR THE TEMPORARY WOOD POLE.
6. THE CONTRACTOR SHALL LOCATE AND PROTECT THE FEED CABLES FROM THE REMAINING EXISTING LIGHT POLES DURING THE FOUNDATION REMOVAL. THE CONTRACTOR SHALL INSTALL THE EXISTING FEED CABLES IN THE NEW FOUNDATION TO ENERGIZE THE PROPOSED LIGHTING UNITS.

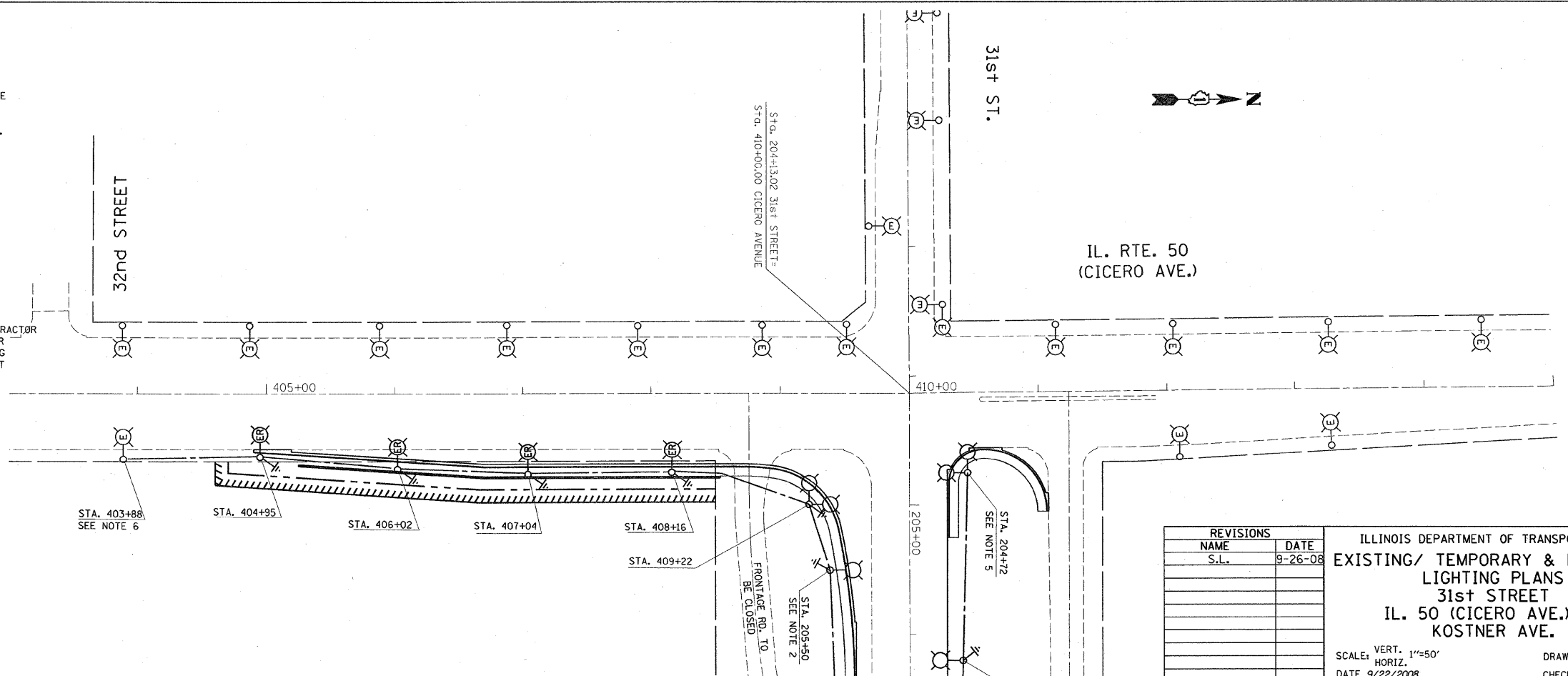


EXISTING/ TEMPORARY

PROPOSED

NOTES:

1. THE TOWN OF CICERO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 12 FEET FROM THE BACK OF THE CURB. THE CITY OF CHICAGO PROPOSED LIGHT POLES SHALL HAVE SETBACK OF 6 FEET FROM THE BACK OF THE CURB. AT LOCATIONS WHERE GUARDRAIL IS OR WILL BE INSTALLED, THE SETBACK SHOULD BE ADJUSTED TO PLACE THE POLE BEHIND THE GUARDRAIL. THE LIGHT POLES ON THE BRIDGE SHOULD BE INSTALLED ON THE BARRIER WALL.
2. THE TOWN OF CICERO LIGHTING UNITS SHALL HAVE 35 FEET M.H., 12 FEET MA, AND 250 WATT MC-III LUMINAIRE.
3. THE TOWN OF CICERO LIGHTING UNITS REMOVED FROM THE PROPOSED CICERO AVENUE TURN LANE AREA SHALL BE REINSTALLED TO NEW PROPOSED FOUNDATIONS.
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5. THE CONTRACTOR SHALL EXPOSE THE EXISTING FOUNDATION UNDERGROUND RACEWAY CONTAINING THE CABLES USED TO POWER THE EXISTING LIGHTING UNIT. THE CONTRACTOR SHALL REMOVE FROM THE EXPOSED RACEWAY AND PROTECT THE EXISTING CABLES. THE CONTRACTOR SHALL INSTALL THE EXISTING FEED CABLES IN THE PROPOSED FOUNDATION. THE CONTRACTOR SHALL SPLICE THE PROPOSED UNIT DUCT TO THE FEED CABLES FROM THE EXISTING LIGHTING UNITS INSIDE THE PROPOSED POLE. THIS WORK IS INCLUDED IN THE PAY ITEM FOR THE UNIT DUCT.
6. THE CONTRACTOR SHALL EXPOSE THE EXISTING FOUNDATION UNDERGROUND RACEWAY CONTAINING THE CABLES USED TO POWER THE REMOVED ADJACENT LIGHT POLES. THE CONTRACTOR SHALL REMOVE THE EXISTING CABLE FROM THE EXPOSED RACEWAY. THE CONTRACTOR SHALL USE THE EXPOSED RACEWAY TO FEED THE NEW CABLE FROM THE PROPOSED LIGHT POLES. THE CONTRACTOR SHALL SPLICE THE PROPOSED CIRCUITS TO THE CIRCUITS ENERGIZING THE EXISTING LIGHTING UNIT INSIDE THE POLE. THIS WORK IS INCLUDED IN THE PAY ITEM FOR THE UNIT DUCT.



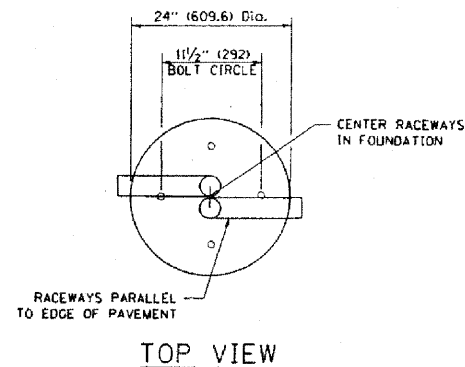
REVISIONS	
NAME	DATE
S.L.	9-26-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING/ TEMPORARY & PROPOSED LIGHTING PLANS
31st STREET
IL. 50 (CICERO AVE.) TO KOSTNER AVE.
 VERT. SCALE: 1"=50'
 HORIZ. SCALE: 1"=50'
 DATE 9/22/2008
 DRAWN BY
 CHECKED BY

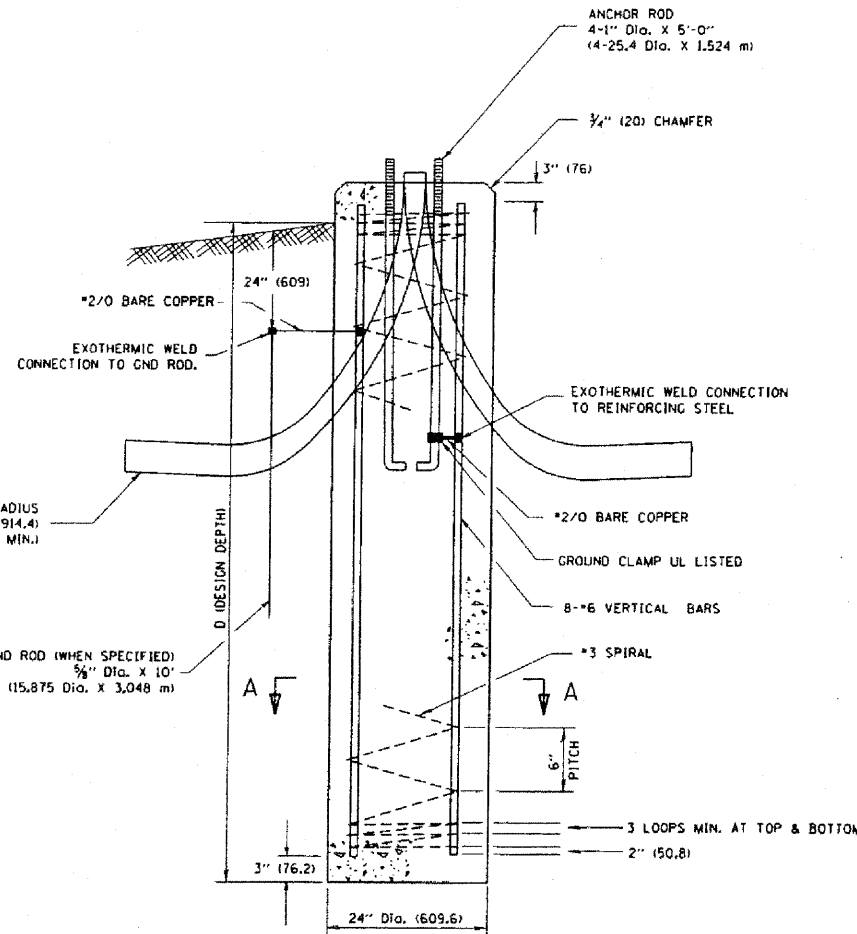
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	67
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

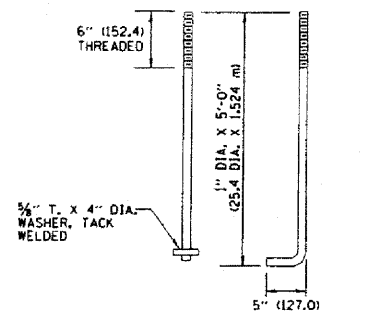
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY O _u = 0.75 TON/SQ. FT.	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY O _u = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



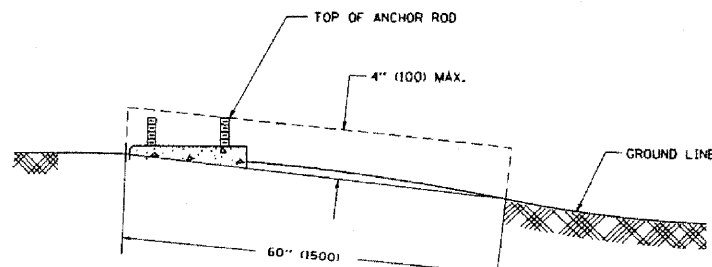
TOP VIEW



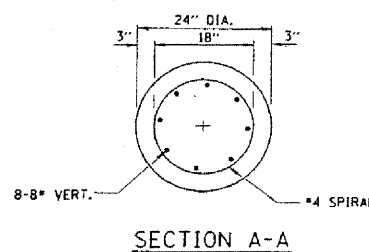
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING 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.
- 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 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS 51. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 0H, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) 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.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

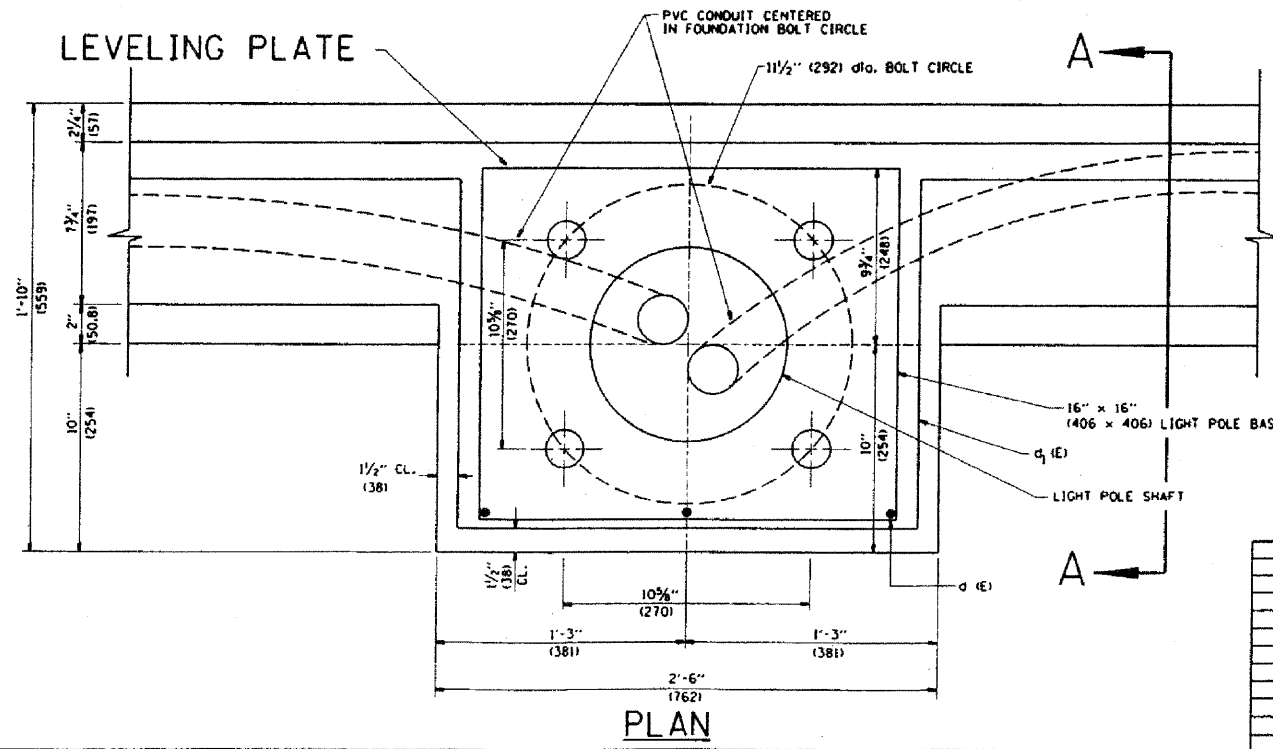
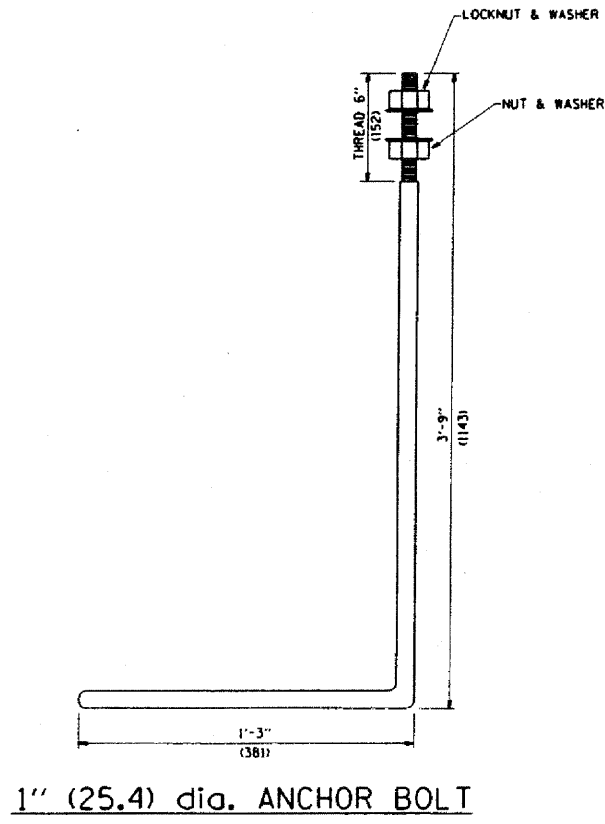
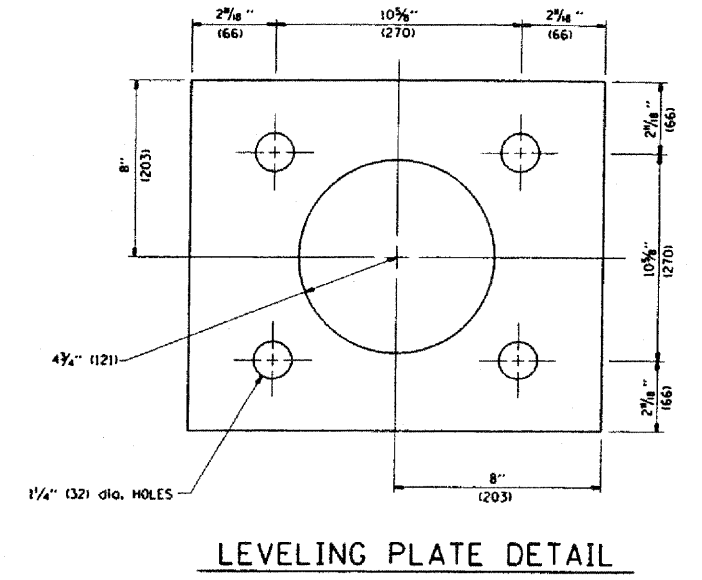
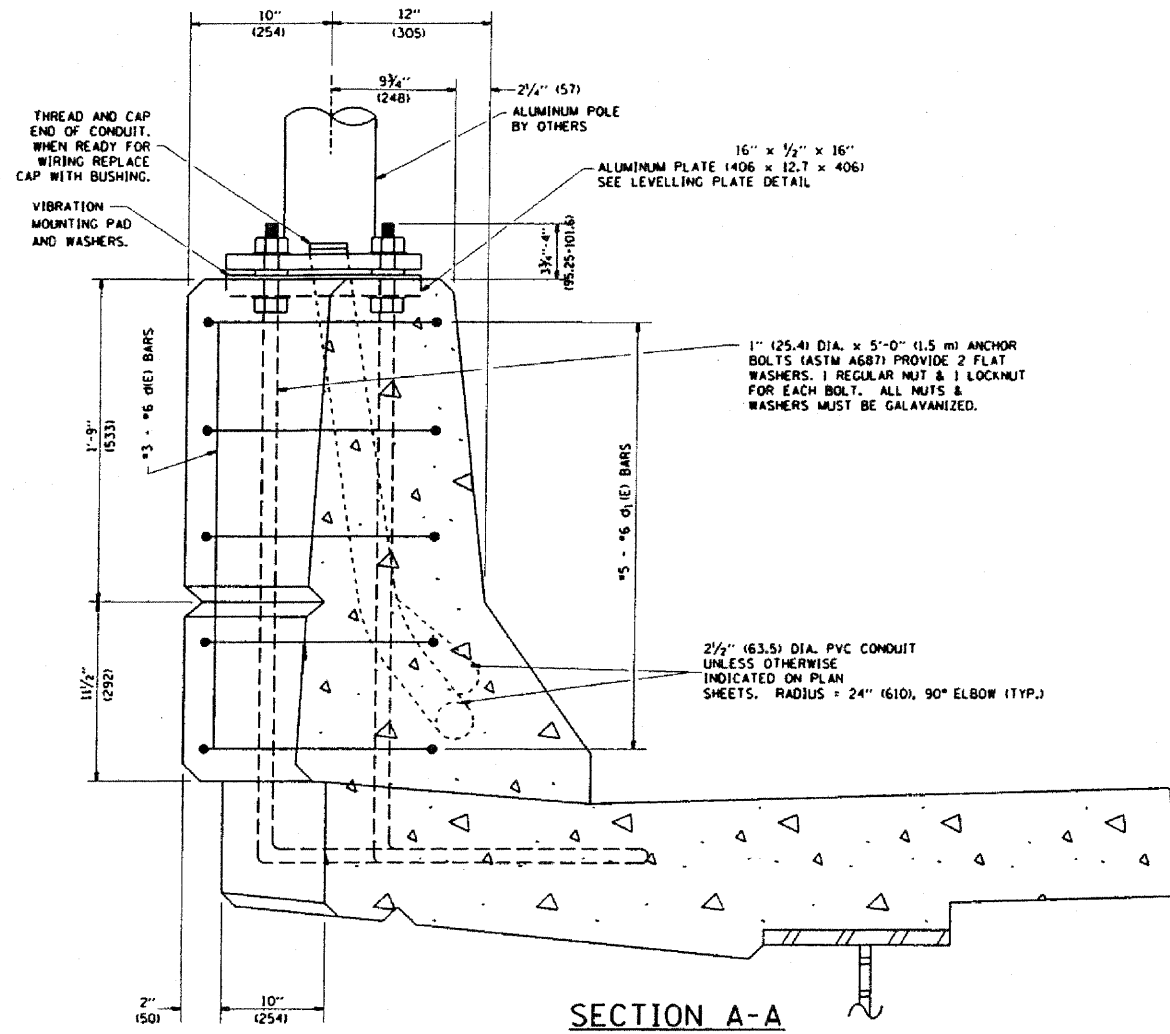
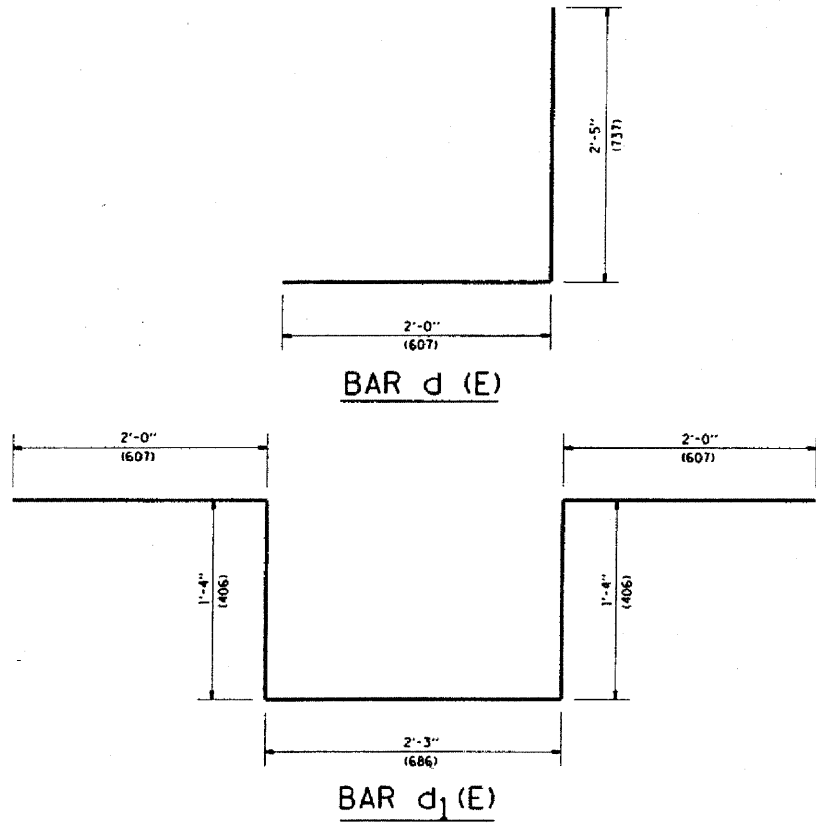
REVISIONS		
NAME	DATE	
D. SIMON	4/93	
D. DREW	06/15/95	
	12/18/02	

ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H.
1 1/2" (292 mm) BOLT CIRCLE

SCALE: NONE
DRAWN BY
CHECKED BY
E-300 (BE-300)

PLOT DATE: 4/10/2007
FILE NAME: K:\ASSTED\proj\10101B.dwg
PLOT SCALE: 50.0000 / IN.
USER NAME: bward

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	68
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



- NOTES**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
 3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.

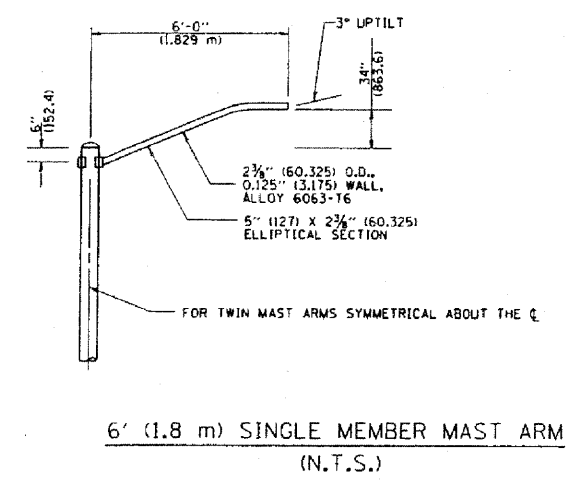
REVISIONS	
NAME	DATE
	06/28/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL
 1 1/2" (292 mm) BOLT CIRCLE
 SCALE: NONE
 DRAWN BY: BE-329
 CHECKED BY:

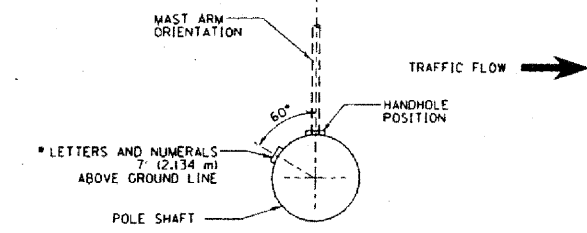
PLOT DATE: 6/28/2007
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: jwh

F.A.U. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	69
STA.		TO STA.		
FEB. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

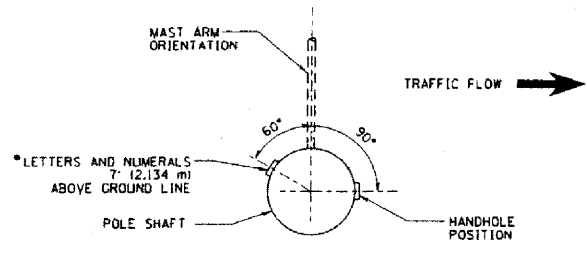
- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 4. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, TAB SP4DL OR APPROVED EQUAL.
 5. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



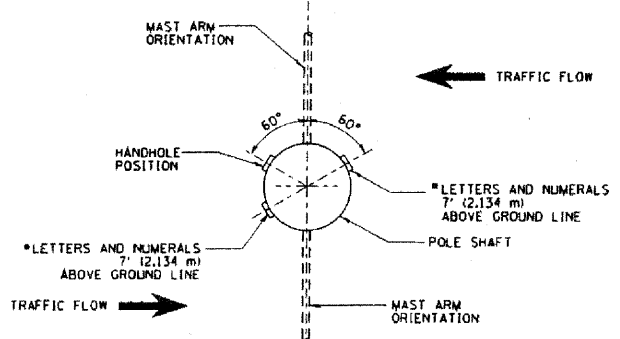
6' (1.8 m) SINGLE MEMBER MAST ARM (N.T.S.)



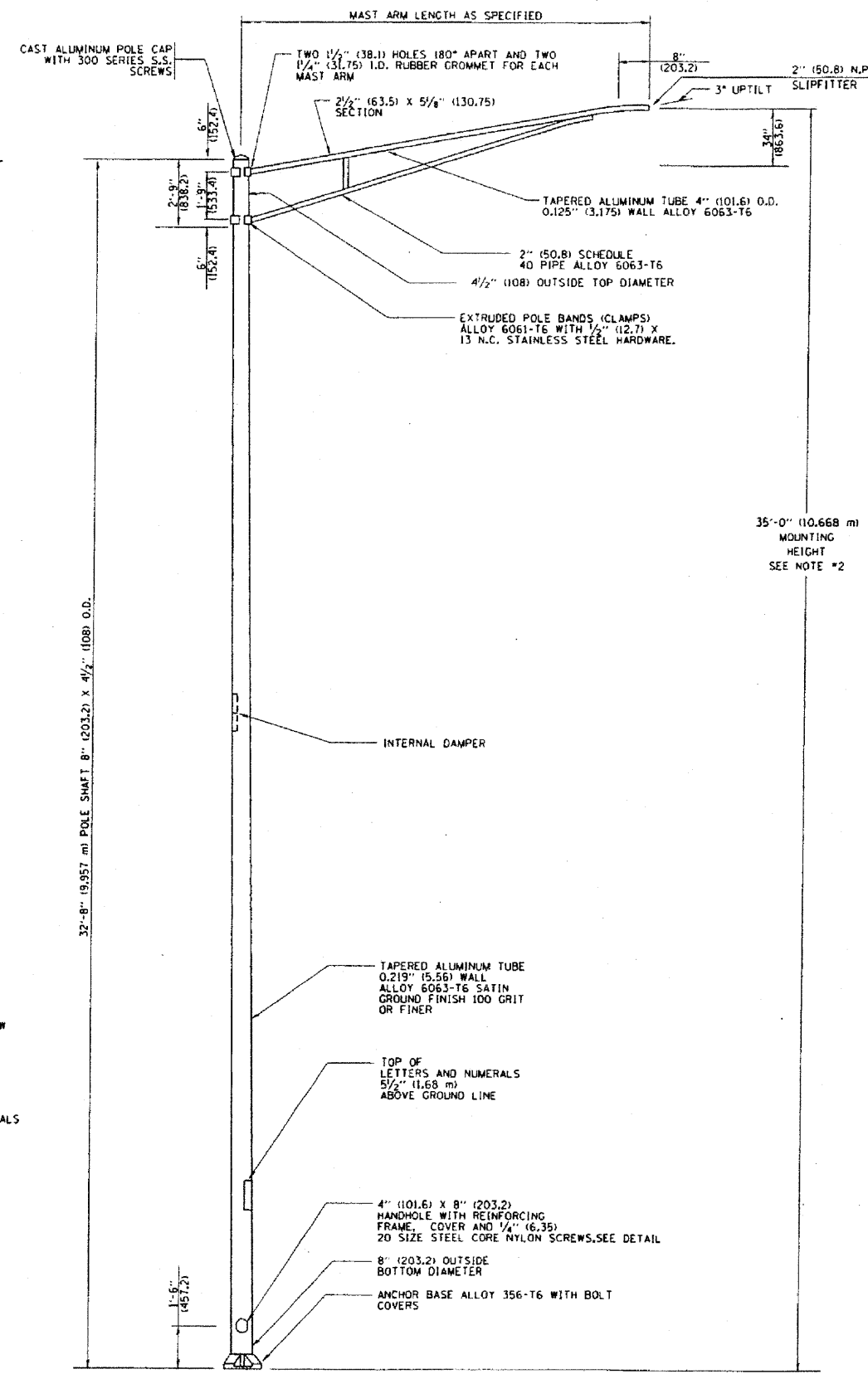
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



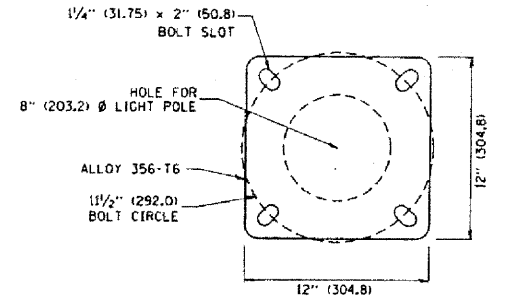
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



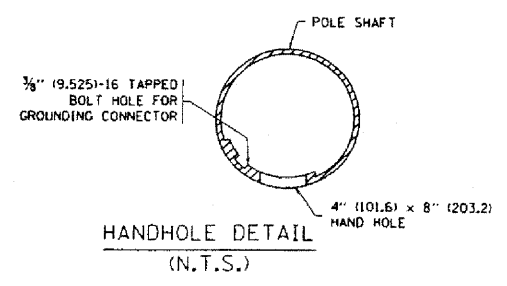
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



35'-0" (10.668 m) MOUNTING HEIGHT SEE NOTE #2



LIGHT POLE BASE PLATE DETAIL 1 1/2" (292.0) BOLT CIRCLE



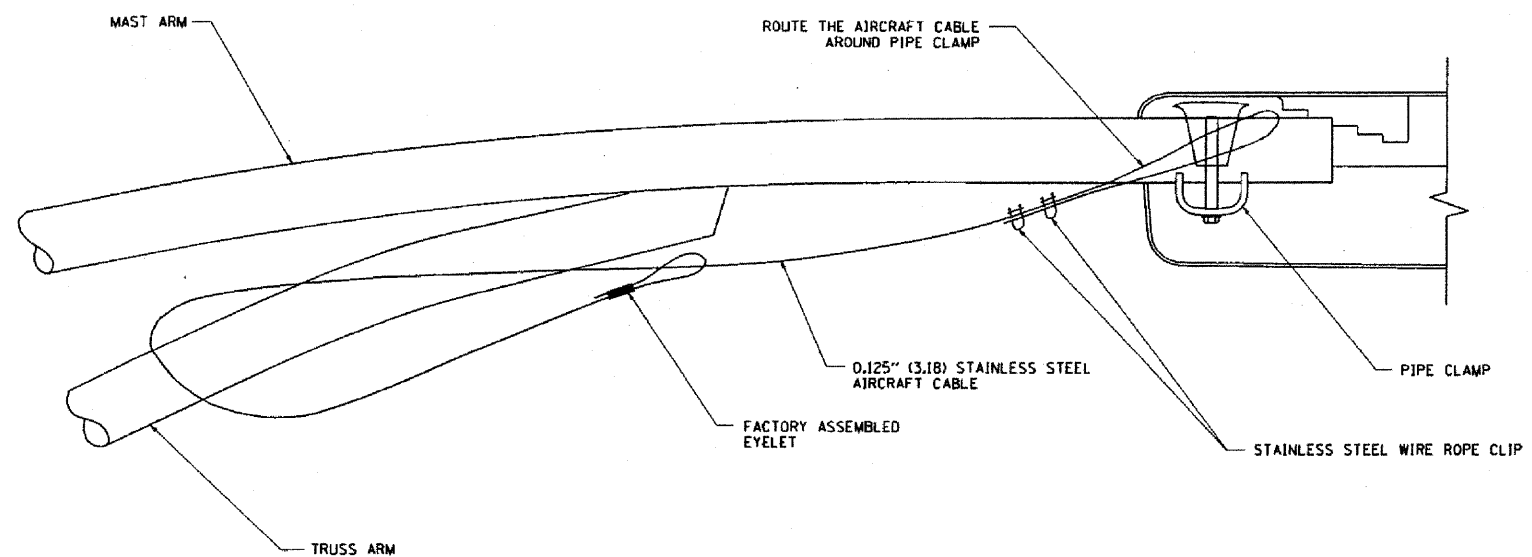
HANDHOLE DETAIL (N.T.S.)

REVISIONS	
NAME	DATE
R. TOMSONS	9-6-00
R. TOMSONS	8-12-03

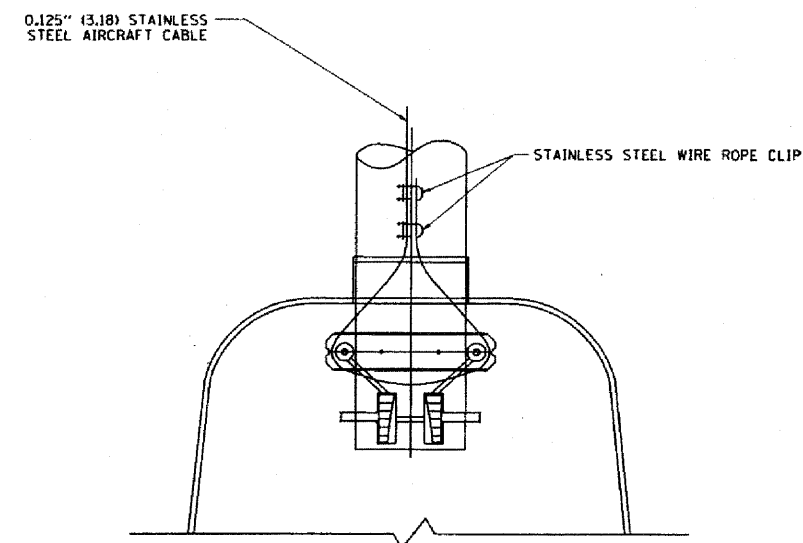
ILLINOIS DEPARTMENT OF TRANSPORTATION
 ALUMINUM LIGHT POLE
 35'-0" (10.668 m)
 MOUNTING HEIGHT
 SCALE: NONE
 DRAWN BY
 CHECKED BY
 BE-402

PLOT DATE: 3/5/2007
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: bground

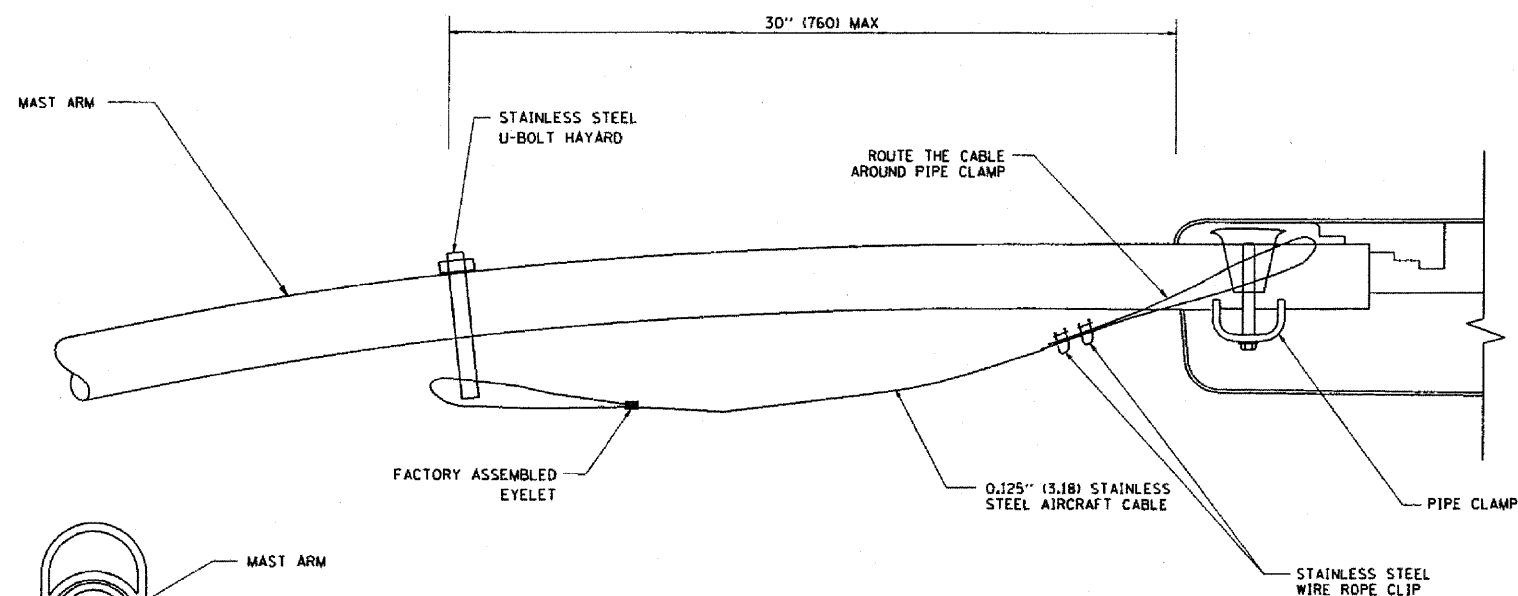
CONTRACT NO.				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	70
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



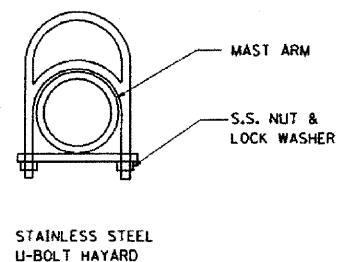
SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

REVISIONS	
NAME	DATE
	08/08/03

ILLINOIS DEPARTMENT OF TRANSPORTATION

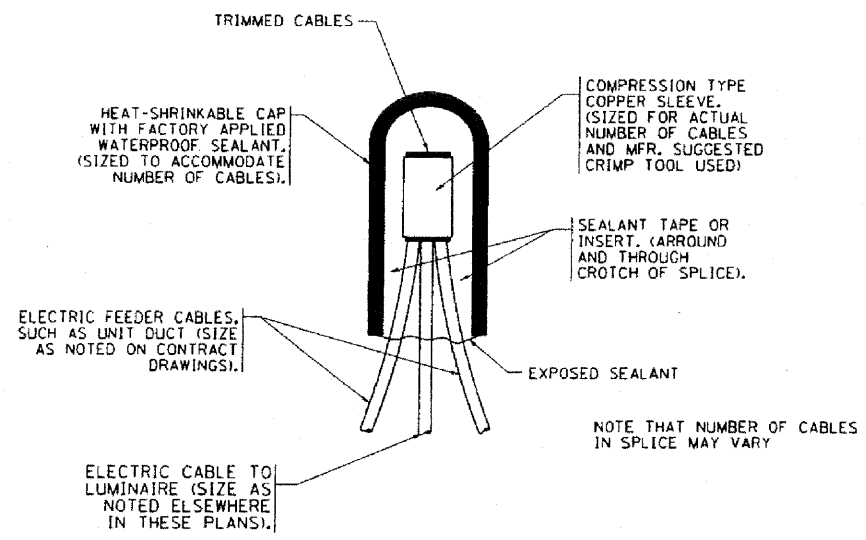
LUMINAIRE SAFETY
CABLE ASSEMBLY

SCALE: VERT. NONE
HORIZ.

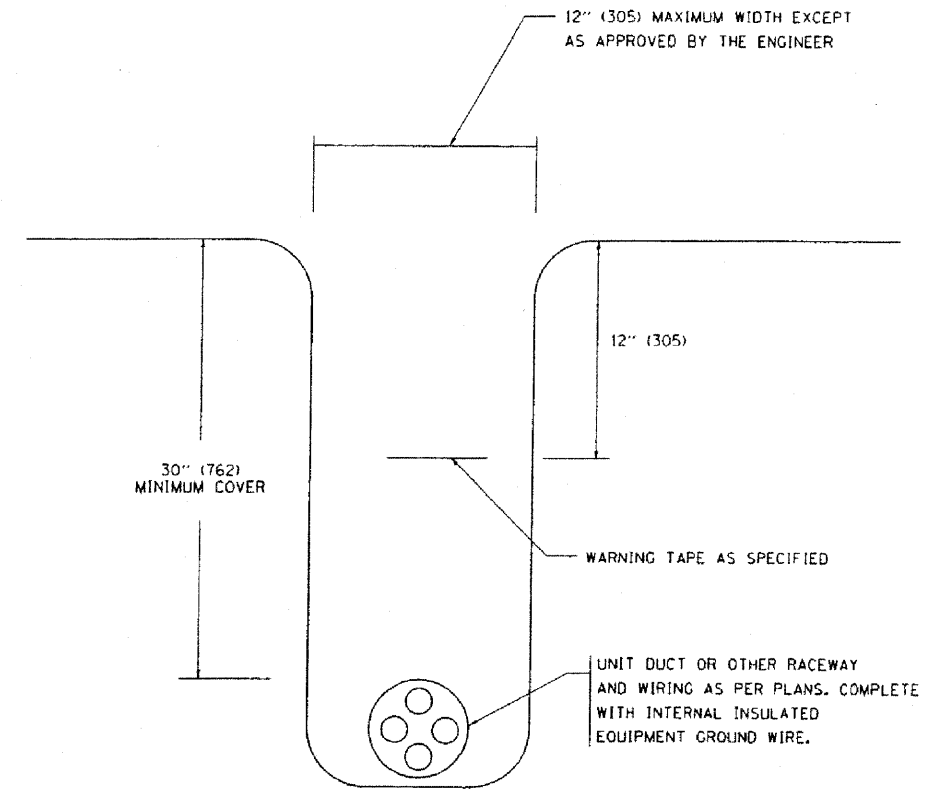
DRAWN BY
CHECKED BY
BE-T01

PLOT DATE: 4/18/2007
FILE NAME: K:\projects\030701\luminaire.dgn
PLOT SCALE: 50/800 / IN.
USER NAME: bward

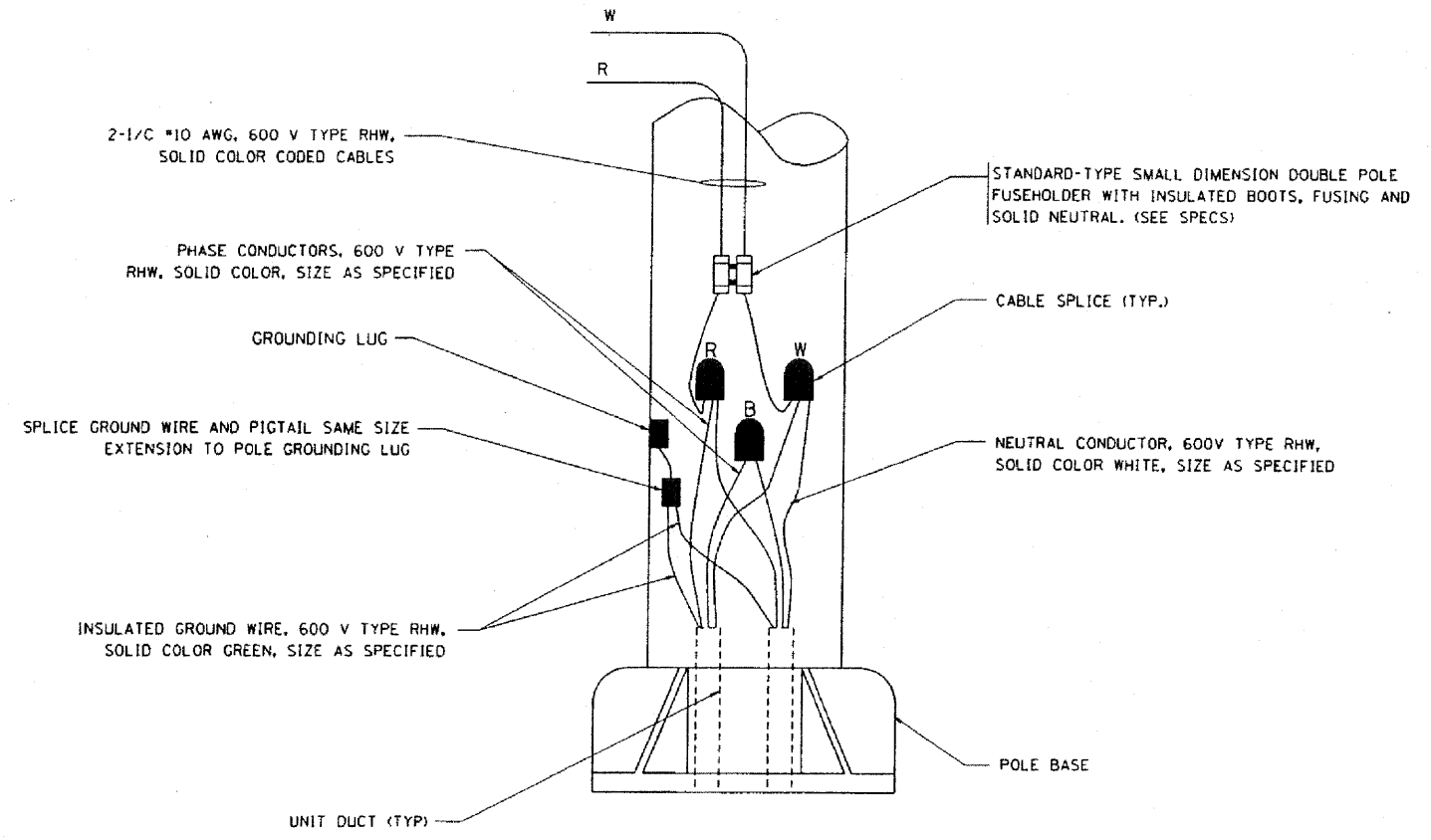
F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	71
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

PLOT DATE: 2/27/2007
 FILE NAME: 146310101B.dwg
 PLOT SCALE: 50.000 X IN.
 USER NAME: bboard

REVISIONS	
NAME	DATE

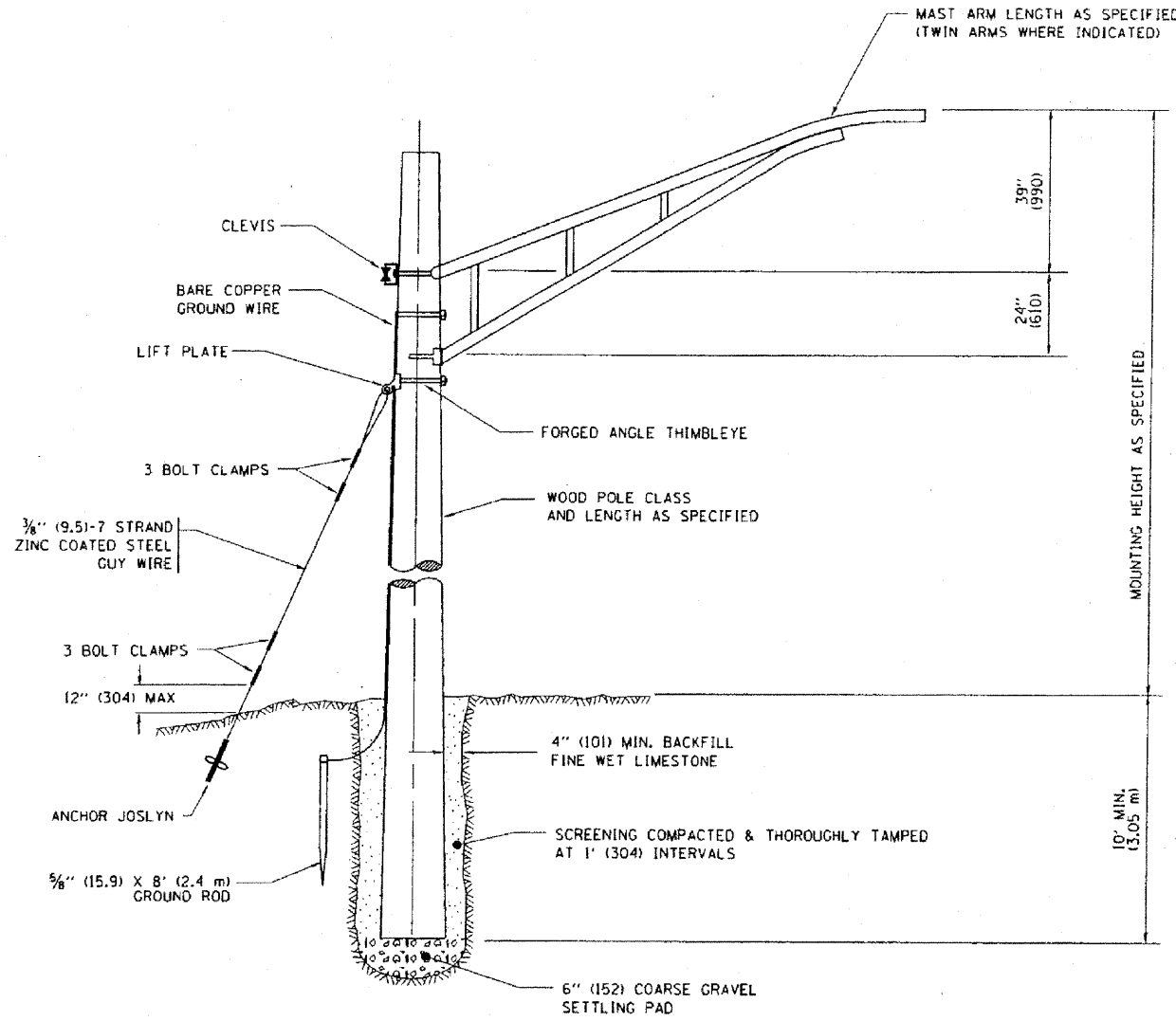
ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS
SHEET A

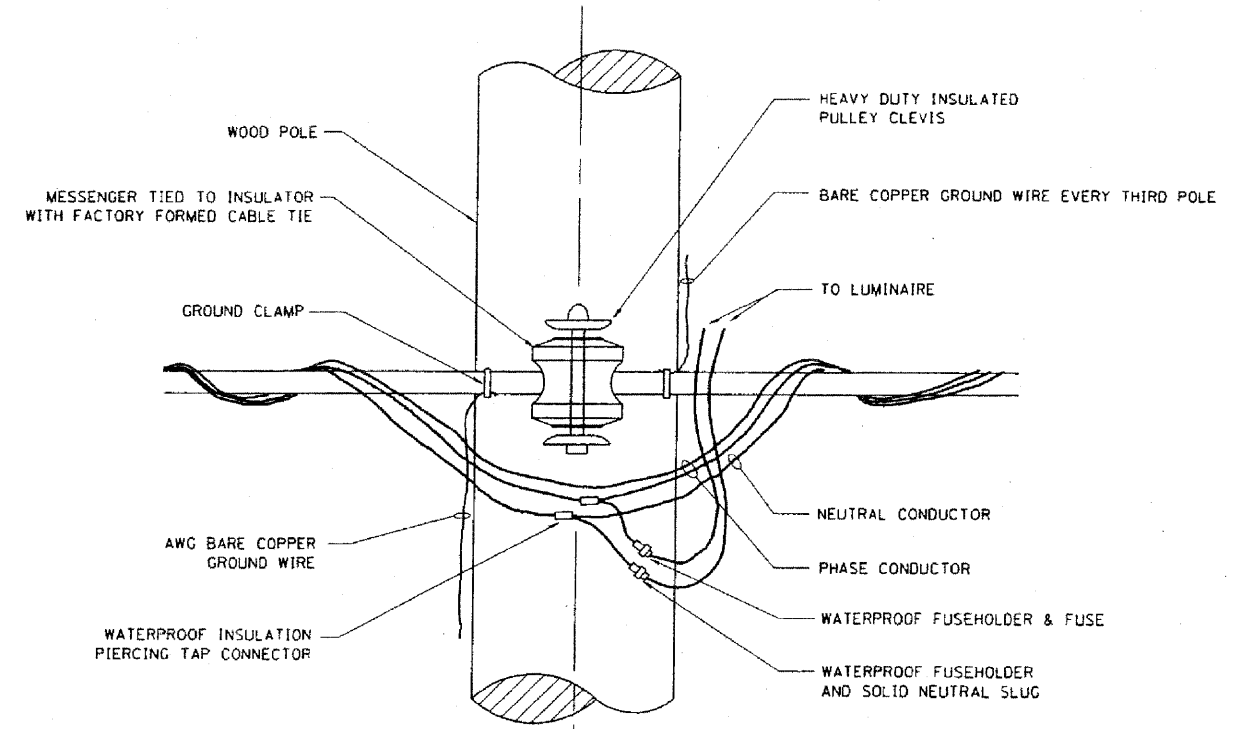
SCALE: VERT. 1\"/>

DRAWN BY
CHECKED BY
BE-702
REVISION DATE: 01/01/07

F.A.U. RTE. 1463	SECTION 1010.1B	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 72
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:
 1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

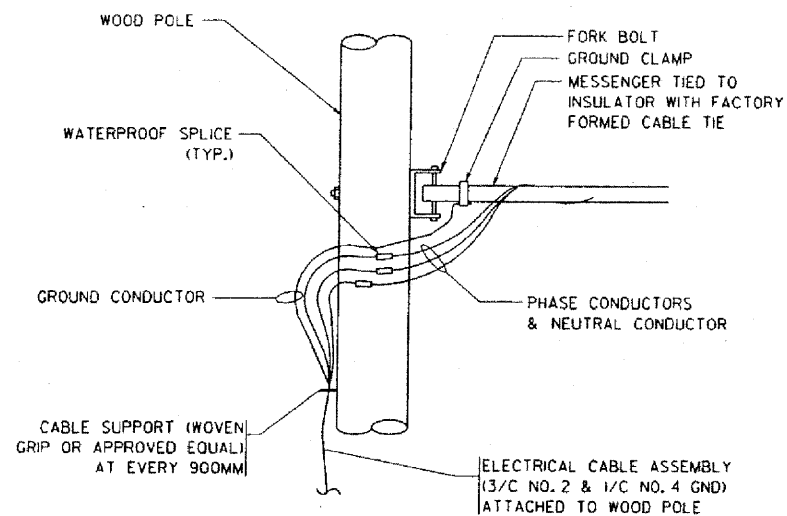
PLT DATE : 2/27/2007
 FILE NAME : 2/27/2007...
 PLOT SCALE : 0.5000 / IN.
 USER NAME : bward-d

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TEMPORARY LIGHT POLE DETAILS

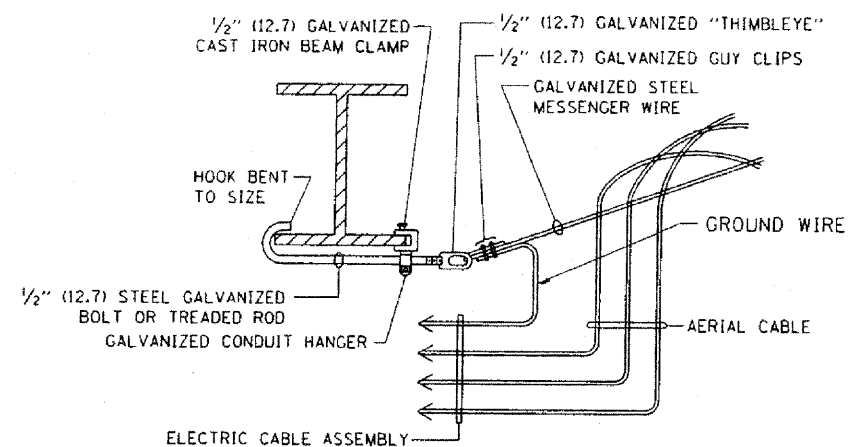
SCALE: VERT. _____
 HORIZ. _____
 DATE: 2/27/2007

DRAWN BY _____
 CHECKED BY _____
 BE-800
 REVISION DATE: 01/01/07

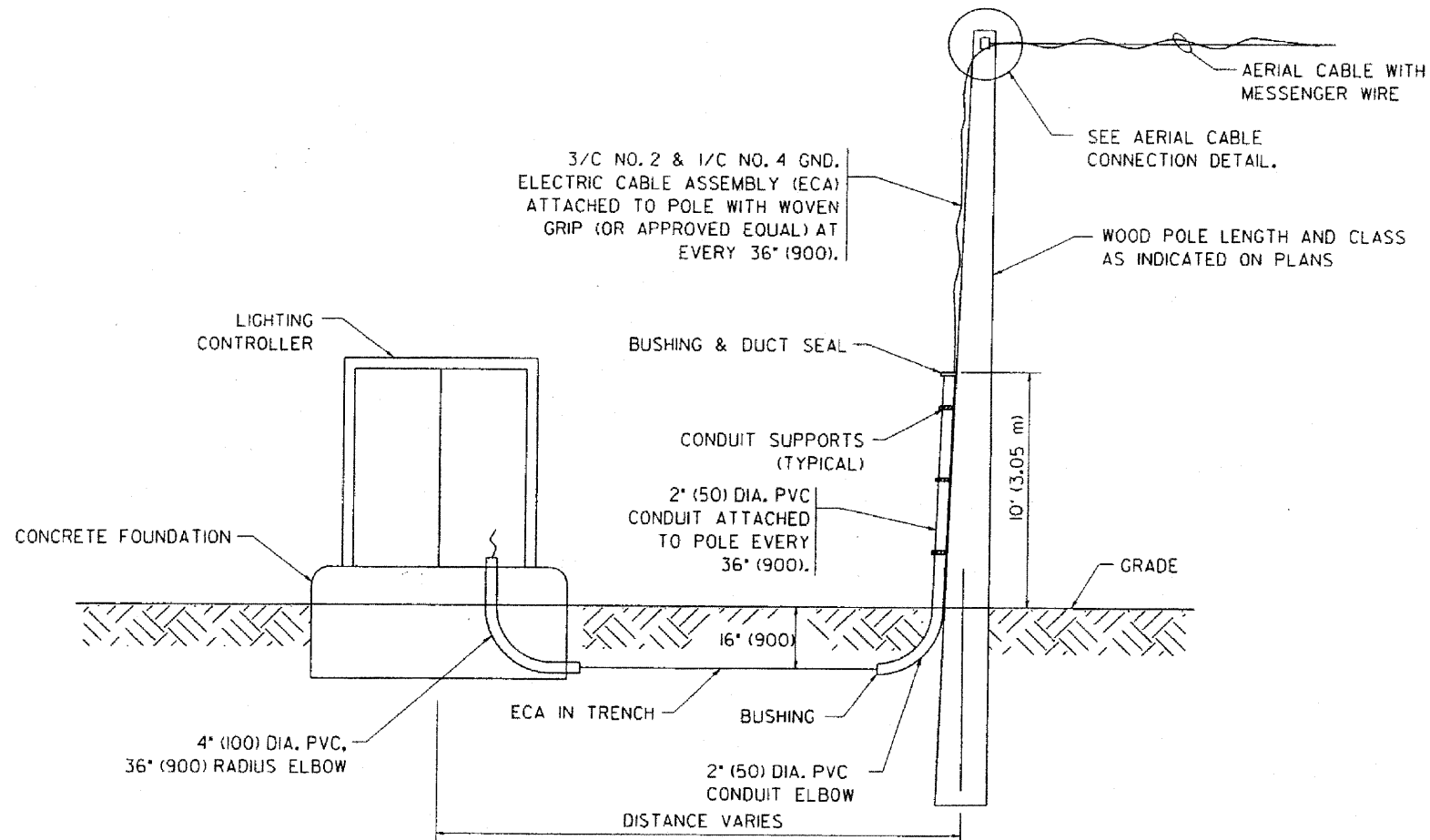
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1463	1010.1B	COOK	171	73
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

NOTES:

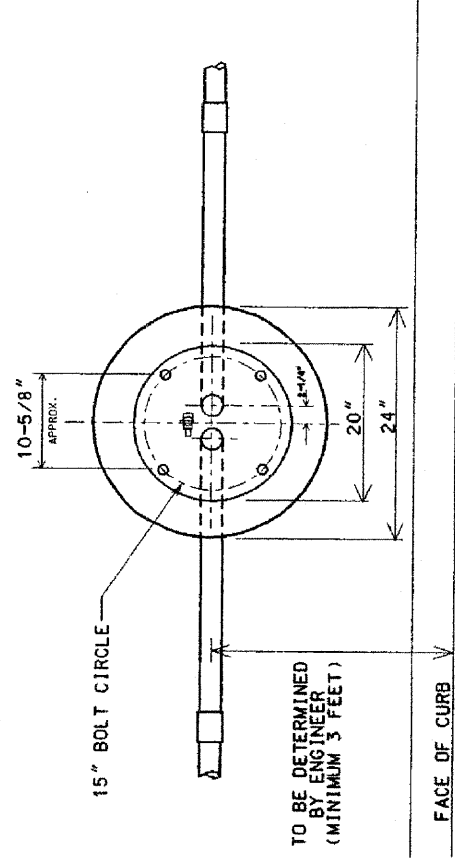
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

PLOT DATE: 2/27/2007
 FILE NAME: K:\projects\1010\1010.dgn
 PLOT SCALE: 0.0000 / 1.0000
 USER NAME: bauprd1

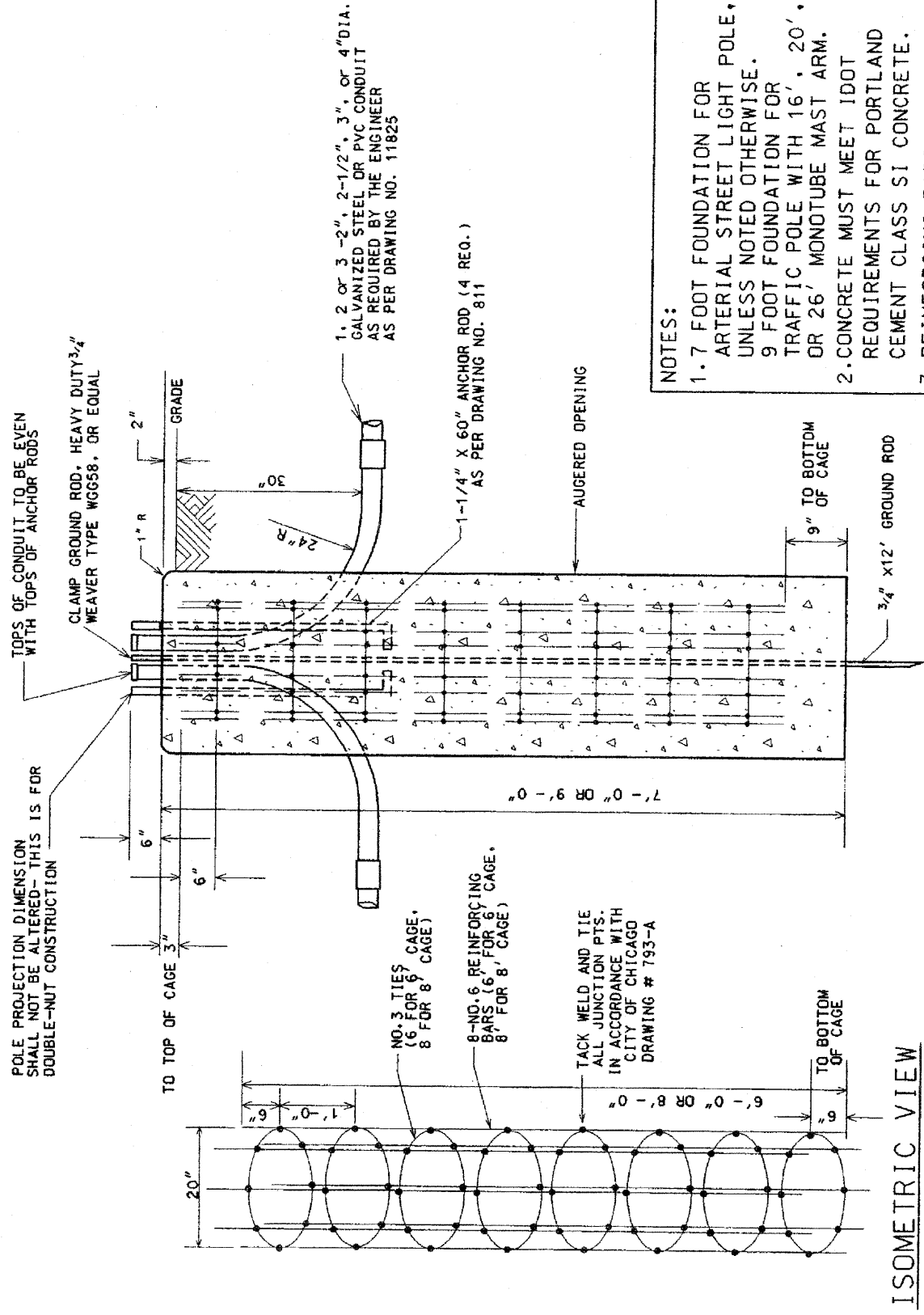
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TEMPORARY AERIAL CABLE INSTALLATION

SCALE: VERT. _____
 HORIZ. _____
 DATE: 2/27/2007

DRAWN BY _____
 CHECKED BY _____
 BE-801
 REVISION DATE: 01/01/07



TOP VIEW



ISOMETRIC VIEW OF STEEL CAGE

NOTES:

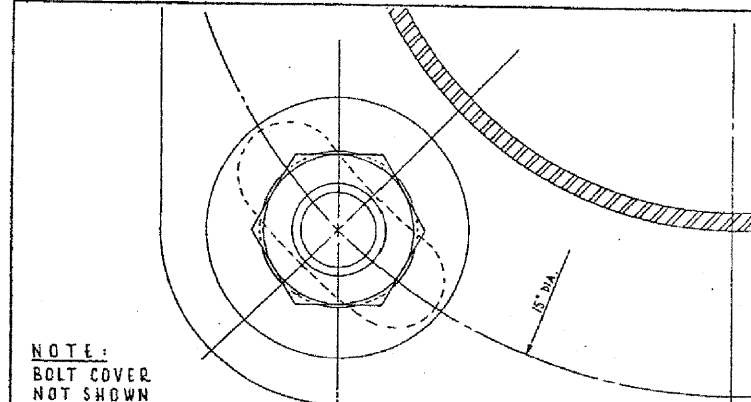
1. 7 FOOT FOUNDATION FOR ARTERIAL STREET LIGHT POLE, UNLESS NOTED OTHERWISE.
2. 9 FOOT FOUNDATION FOR TRAFFIC POLE WITH 16', 20' OR 26' MONOTUBE MAST ARM.
3. CONCRETE MUST MEET IDOT REQUIREMENTS FOR PORTLAND CEMENT CLASS SI CONCRETE.
4. REINFORCING BARS MUST MEET ASTM A-615 GRADE 60.

ELEVATION

NOTE: HOLE FOR FOUNDATION MUST BE AUGERED IN UNDISTURBED SOIL

8/21/02	SUPERCEDES DWG #818 DRAWN 4/21/81
DATE	REVISION
FOUNDATION FOR 34'-6" ARTERIAL STREET LIGHT OR TRAFFIC SIGNAL POLE - 3 OR 7 GAUGE WITH 15" BOLT CIRCLE	
CITY OF CHICAGO DEPT. OF STREET LIGHTS AND SANITATION DIVISION OF ELECTRICITY	
DRAFTSMAN: B. GARNSEY	CHIEF DRAFTSMAN: R. CARTER
ELECTRICAL ENGINEER	B. GARNSEY
ENGINEER IN CHARGE	B. GARNSEY
GENERAL SUPERINTENDENT	
DEPUTY CHIEF ENGINEER	
SCALE: 11" x 17"	DRAWING NO. 818
DATE: 8/21/02	

CODE	COMMODITY	SIZE	QUANTITY
05-3267-2940	REDI-MIX CONCRETE	CU. YD.	0.82 OR 1.05
09-4001-	ELBOW, LARGE RADIUS	2" x 2-1/2" x 3'-4"	VARIES
37-8180-0200	ANCHOR ROD	1-1/4" x 60"	4
05-5054-6910	RE-BAR CAGE	20" X 6' (OF 8')	1
09-7796-9200	GROUND ROD	3/4" x 12'-0"	1
09-2636-3240	GROUND ROD CLAMP	3/4"	1
09-2092-	GROUND BUSHING	2" x 2-1/2" x 3" OR 4"	VARIES



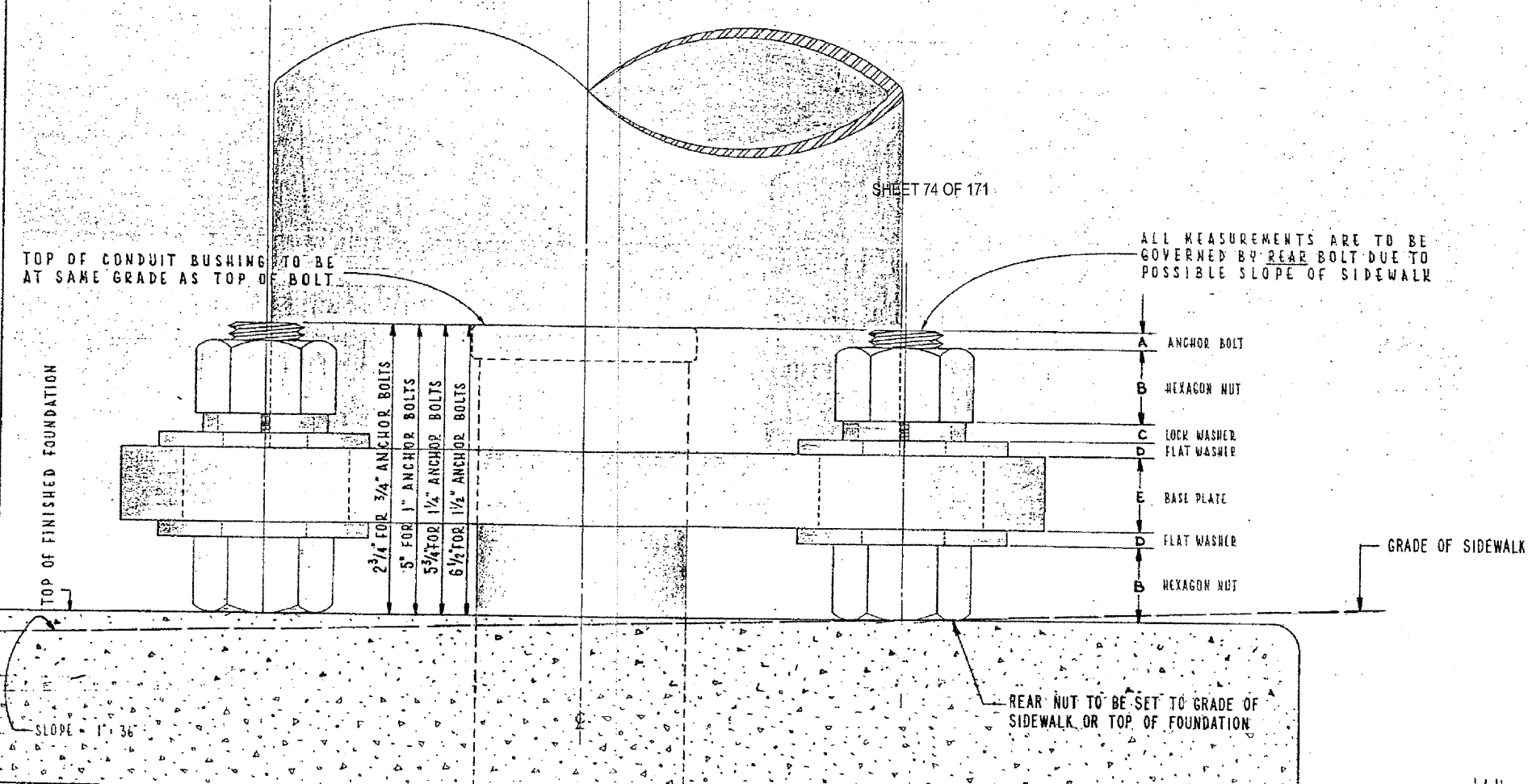
NOTE:
BOLT COVER
NOT SHOWN

INSTALLATION NOTES

- STEP 1 COAT EXPOSED PORTION OF ANCHOR BOLTS WITH APPROVED ANTI RUSTING GREASE ("NO-DX" OR EQUAL).
- STEP 2 INSTALL LOWER LEVELLING NUTS & WASHERS. SET AT PROPER GRADE WITH HAND LEVEL, USE TABLE FOR APPROPRIATE DIMENSIONS.
- STEP 3 MOUNT POLE OR PEDESTAL, ATTACH TOP WASHERS & NUTS HAND TIGHT.
- STEP 4 PLUMB POLE OR PEDESTAL AFTER ALL MASTARMS, STREET LIGHTS, TRAFFIC SIGNALS & OTHER APPURTENANCES ARE ATTACHED TO POLE & TIGHTEN ALL NUTS.
- STEP 5 ATTACH NUT COVERS WHERE REQUIRED.
- STEP 6 DO NOT GROUT IN SPACE BETWEEN BOTTOM OF POLE & TOP OF FOUNDATION. TOP OF FOUNDATION OR SURFACE OF SIDEWALK MUST BE LEFT CLEAN AND SMOOTH.
- STEP 7 POLE OR PEDESTAL IS TO BE PERFECTLY PLUMB, NO "RAKE" IS TO BE LEFT.

IF NECESSARY:
ANCHOR BOLT TO BE TRIMMED WITH SAW.
DO NOT BURN, AS THIS DRASTICALLY REDUCES
THE TENSILE STRENGTH OF ANCHOR BOLT.
COAT ANCHOR BOLT WITH RUST-OLEUM HARD HAT ZINC RICH
COMPOUND.

T A B L E							
H I Z U	ANCHOR BOLT SIZE						
	1"	1 1/4"	1 1/2"	3/4"			
	POLE GAUGES						ALUM. PED.
	7 GA.	3 GA.	7 GA.	3 GA.	7 GA.	3 GA.	
A	7/16"	7/16"	1/8"	1 5/16"	1 1/8"	7/8"	3/4"
B	1"	1"	1/4"	1 1/4"	1 1/2"	1 1/2"	3/4"
C	1/4"	1/4"	5/16"	5/16"	3/8"	3/8"	3/16"
D	5/32"	5/32"	1/4"	1/4"	1/4"	1/4"	5/32"
E	1"	1"	1/4"	1 1/2"	1 1/2"	1 3/4"	5/8"



CONSTRUCTION METHOD FOR "DOUBLE-NUT" INSTALLATION OF POLES AND PEDESTALS

CITY OF CHICAGO
DEPT. OF STREETS AND SANITATION
BUREAU OF ELECTRICITY
DIVISION OF ELECTRICAL ENGINEERING

DRAWN BY: **EUGENE GERULIS** (E.L.C. DESIGN ENGR.)
SUPERVISING ENGINEER: *Michael J. Shis*
ENGINEER OF ELECTRICITY: *Michael J. Shis*
DEPT. Supt. OF ELECTRICITY

DESIGNER: *Michael J. Shis*
DEPT. Supt. OF ELECTRICITY

DATE: 22 13 1 SCALE: 1" = 1" DATE: 6-7-85

837

16" x 21"

BENCHMARK BM103
Set chiseled cross on sidewalk on NE corner of
the intersection of 31st Street and Kostner Avenue
Sta. 230+77.59, 27.33' Lt. El. 596.16

EXISTING STRUCTURE: SN. 016-0871 originally built in 1957
under section 159-1010.1B M.F.T. The Structure is
a seven-span steel multi-girder bridge. The bridge is
approximately 495'-11" feet long (back to back of abutments),
and 60' wide (out to out of deck)
Traffic to be maintained during the rehabilitation
using stage construction.
No salvage.

EARTHTECH		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A tyco INTERNATIONAL LTD. COMPANY		1463	1010.1B	COOK	171	76
STA.		TO STA.				
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		

CONTRACT NO. 62196
SI of S30

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

(NEW CONSTRUCTION)

$f_c = 3,500$ psi
 $f_y = 36,000$ psi (AASHTO M270, Gr. 36)
 $f_y = 60,000$ psi (reinforcement)

(EXISTING CONSTRUCTION)

$f_c = 800$ psi (w/Earth pressure)
 $f_y = 33,000$ psi (structural steel)
 $f_y = 40,000$ psi (reinforcement)

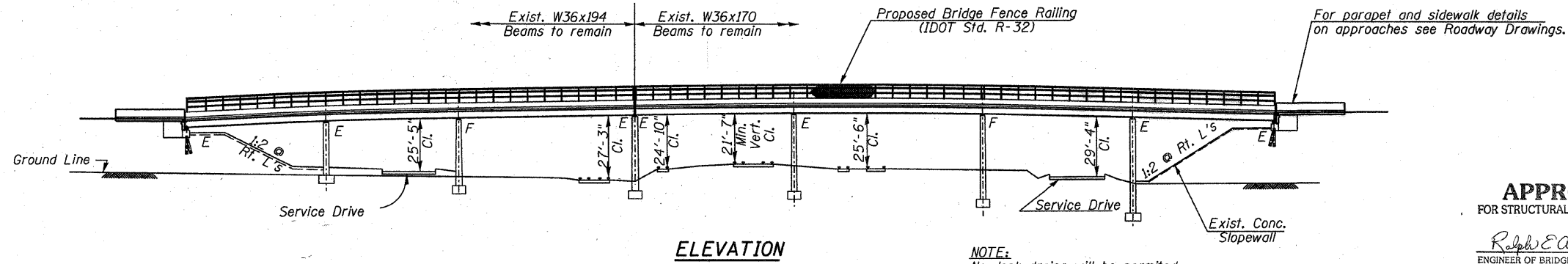
SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

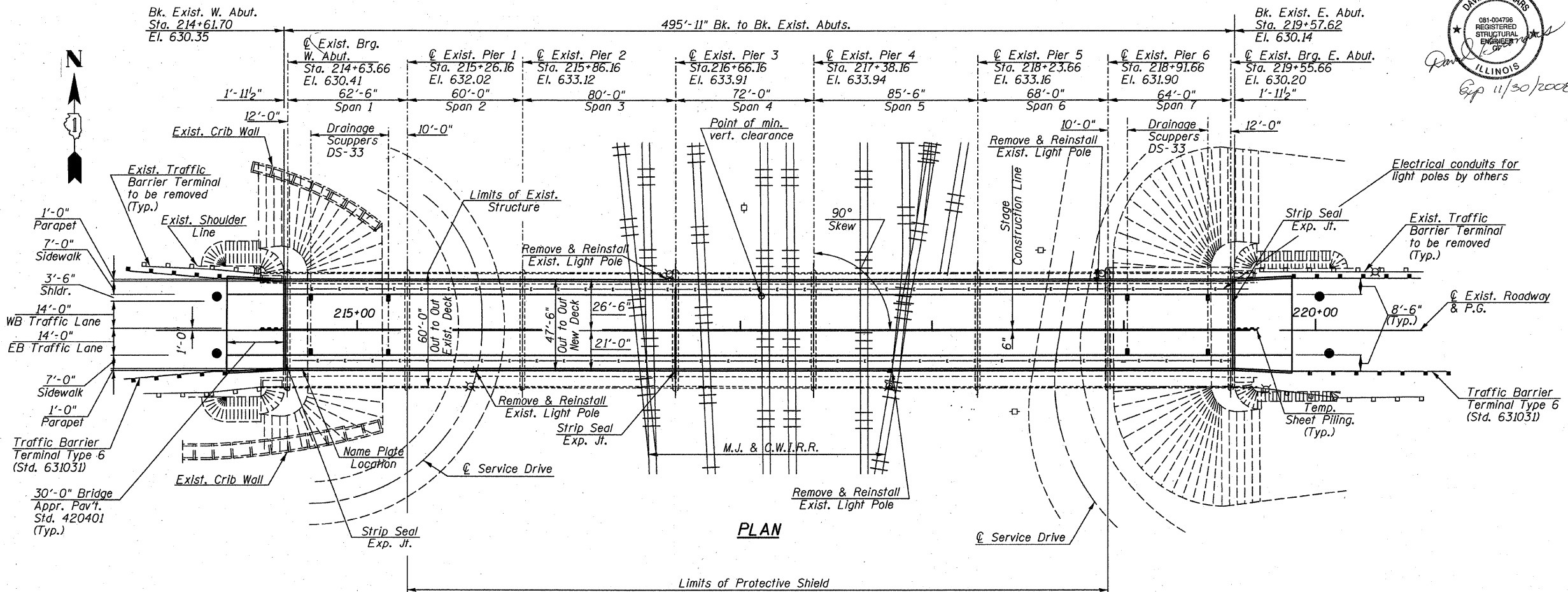
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

DAVID S. BROWARS
081-004798
REGISTERED
STRUCTURAL
ENGINEER
ILLINOIS
Exp 11/30/2008

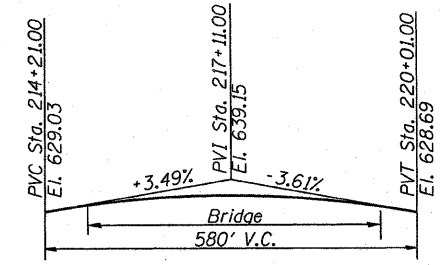


ELEVATION

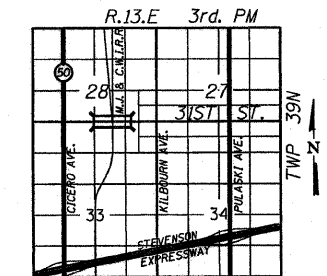
NOTE:
No deck drains will be permitted
in spans over tracks or within
10' of cross arms of railroad
pole line.



PLAN



PROFILE GRADE
(@ Exist. Roadway)



LOCATION SKETCH

- Notes:
- For approach pavement, see roadway drawings.
 - For quantity of "Remove & Reinstall Light Poles", see roadway drawings.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN & ELEVATION
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871
SCALE: VERT. _____
HORIZ. _____
DATE: JANUARY 2008
DRAWN BY: JHR
CHECKED BY: CLS

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions

Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

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

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams and other structural steel within 5 ft (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning -SSPC-SP10. The interior surfaces and bottom of bottom flange of beams 6 and 7 shall be cleaned per Power Tool Cleaning Commercial Grade.

The designated areas cleaned per Near White Blasting -SSPC-SP10 and per Power Tool Cleaned - Commercial Grade shall be painted according to the requirements of Paint System 1 -OZ/E/U. The color of the final finish coat for all interior steel finishes shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the proposed fascia beams (Beams 2 and 10) shall be Reddish Brown Munsell No. 2.5 YR 3/4.

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior surfaces shall be gray, Munsell No 5B 7/1. See special provision for "Cleaning and Painting New Metal Structures."

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

All construction joints shall be bonded.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by an individual acceptable to the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

All existing construction accessories welded to the top flange over the piers between the quarter points of the beams shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that can not be removed by grinding approximately 1/8 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 3/4" φ, holes 5/16" φ, unless otherwise noted.

Concrete Sealer shall be applied to the designated areas of the Abutments & Piers.

GENERAL NOTES (CONT.)

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.

Bearing seat surfaces shall be constructed or adjusted to their 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.

Two 1/8 in. & Two 1/4 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Slipforming of the parapets is not allowed.

Calculated weight of structural steel removal = 320,950 lbs.

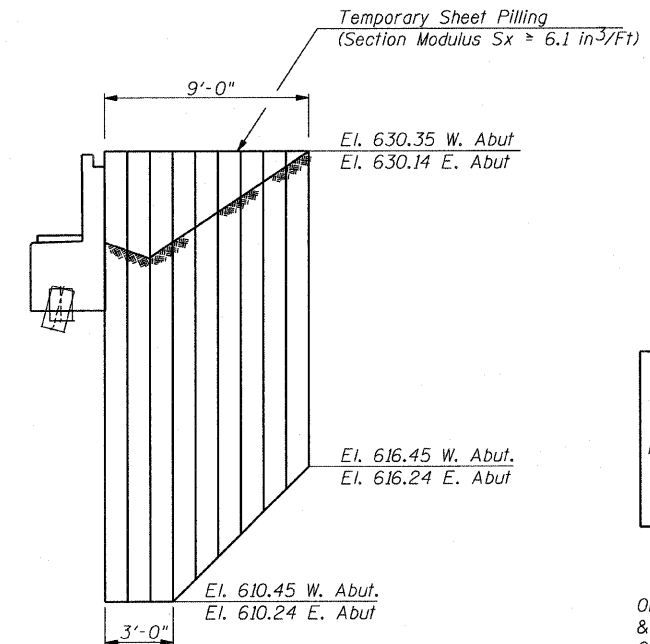
EARTHTECH A tyco INTERNATIONAL LTD. COMPANY	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1463	1010.1B	COOK	171	77
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	
CONTRACT NO. 62196 S2 of S30					

BRIDGE BILL OF MATERIAL

DESCRIPTION	UNIT	SUPER	SUB	TOTAL
POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD		84.3	84.3
CONCRETE REMOVAL	CU YD		12.8	12.8
STRUCTURE EXCAVATION	CU YD		84.3	84.3
CONCRETE STRUCTURES	CU YD		21.3	21.3
CONCRETE SUPERSTRUCTURE	CU YD	913.8		913.8
BRIDGE DECK GROOVING	SQ YD	1,615		1,615
PROTECTIVE COAT	SQ YD	2,924		2,924
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	27		27
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	36		36
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT		1,929.8	1,929.8
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	14,890	2,815	17,705
STUD SHEAR CONNECTORS	EACH	10,179		10,179
JACK AND REMOVE EXISTING BEARINGS	EACH	63		63
STRUCTURAL STEEL REMOVAL	L SUM	0.8		0.8
CLEANING AND PAINTING STEEL BRIDGE, NO. 1 (SN 016-0871)	L SUM	1		1
REINFORCEMENT BARS, EPOXY COATED	POUND	164,130	3,970	168,100
TEMPORARY SHEET PILING	SQ FT		322	322
NAME PLATES	EACH	1		1
EPOXY CRACK INJECTION	FOOT		119	119
BRIDGE FENCE RAILING	FOOT	985		985
DRAINAGE SCUPPERS, DS-33	EACH	8		8
CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES	L SUM	0.5		0.5
PREFORMED JOINT STRIP SEAL	FOOT	144		144
REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
BAR SPLICERS	EACH	1,301	252	1,553
PROTECTIVE SHIELD	SQ YD	2,507		2,507
CONCRETE SEALER	SQ FT		1,755	1,755
TEMPORARY WALKWAY	L SUM	0.5		0.5
ANCHOR BOLTS, 1"	EACH	72		72
ANCHOR BOLTS, 1 1/4"	EACH	54		54
PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT		120	120
GEOCOMPOSITE WALL DRAIN	SQ YD		26.5	26.5

INDEX OF STRUCTURAL SHEETS

- S1. GENERAL PLAN & ELEVATION
- S2. GENERAL NOTES & BILL OF MATERIAL
- S3. STAGE CONSTRUCTION
- S4. TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
- S5-S8. TOP OF SLAB ELEVATIONS
- S9 TOP OF APPROACH SLAB ELEVATIONS
- S10. SUPERSTRUCTURE PLAN
- S11. SUPERSTRUCTURE CROSS-SECTION
- S12-S13. PARAPET & SIDEWALK DETAILS
- S14. SUPERSTRUCTURE DETAILS
- S15. PREFORMED JOINT STRIP SEAL
- S16. DRAINAGE SCUPPER DS-33
- S17. BRIDGE FENCE RAILING
- S18-S19. FRAMING PLAN
- S20. STEEL DETAILS
- S21-S23. ELASTOMERIC BEARING ASSEMBLY
- S24. WEST ABUTMENT REPAIRS
- S25. EAST ABUTMENT REPAIRS
- S26. PROPOSED ABUTMENTS DETAILS
- S27-S28. PIER REPAIRS
- S29. PROPOSED PIER DETAILS
- S30. BAR SPLICER ASSEMBLY DETAILS



STATION 217+09.66
REBUILT 200_ BY
STATE OF ILLINOIS
F.A.U. RT. 1463 SEC. 159-1010.1B
LOADING HS20-44
STR. NO. 016-0871

NAME PLATE
(See Std. 515001)

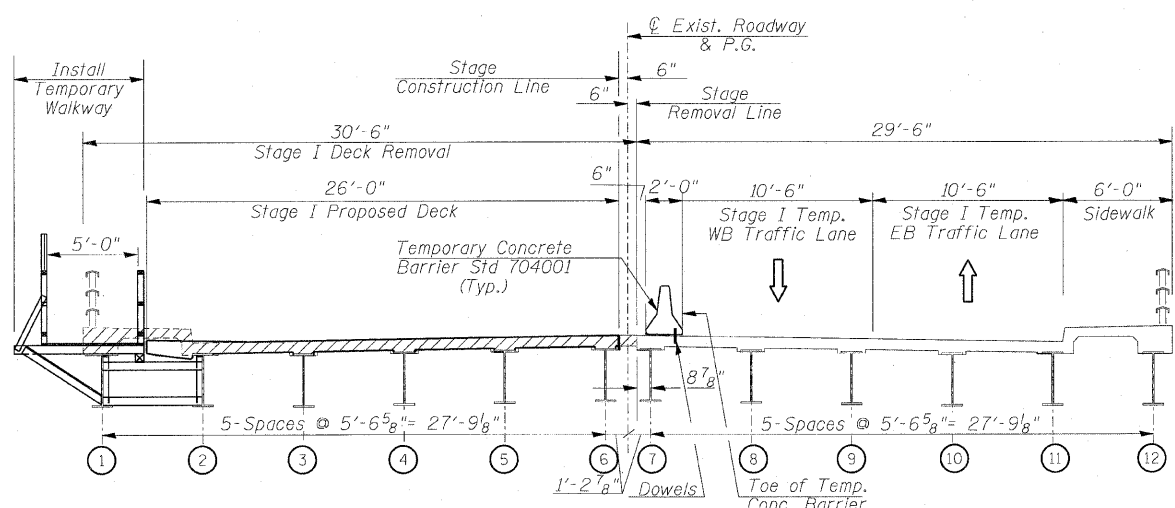
One existing Name Plate shall be cleaned & relocated adjacent to new Name Plate. Cost included with Name Plates.

TEMPORARY SHEET PILING ELEVATION

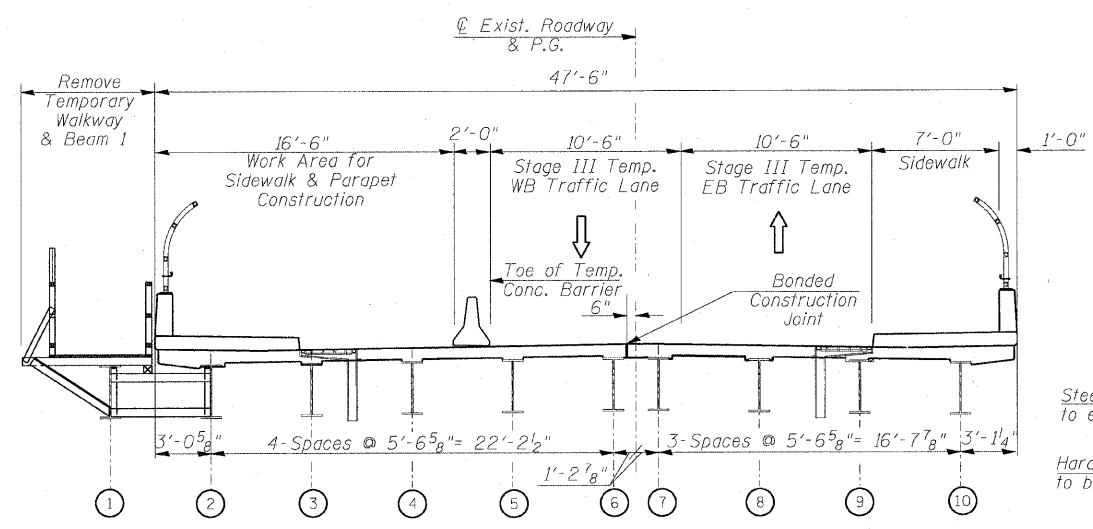
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

REVISIONS	
NAME	DATE

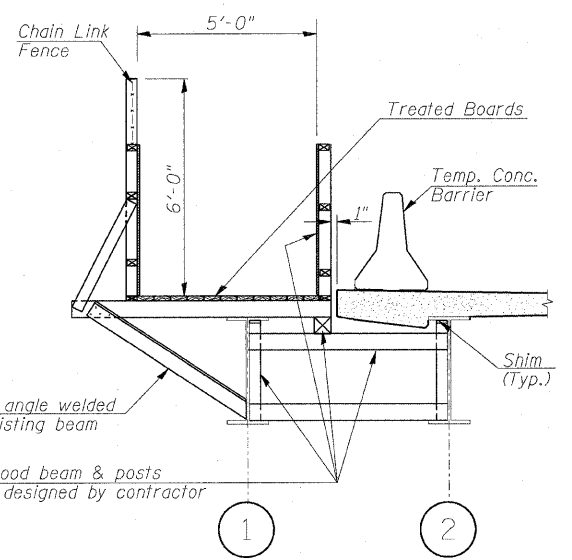
ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES & BILL OF MATERIAL
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871
SCALE: VERT. _____ DRAWN BY JHR
DATE JUNE 2008 CHECKED BY CLS



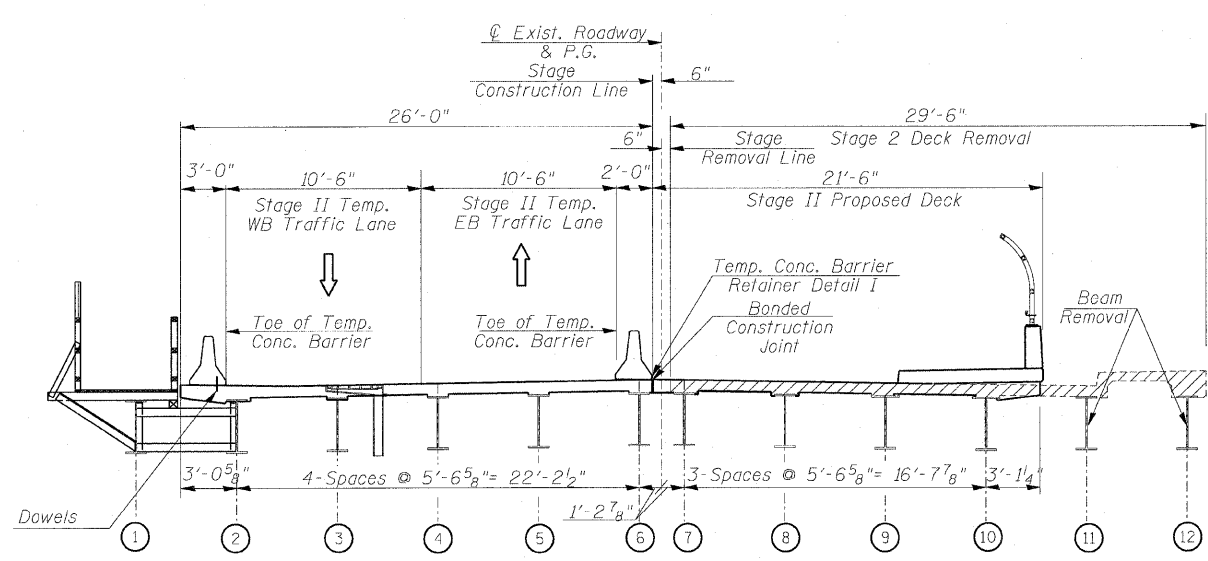
STAGE I CONSTRUCTION
(Looking East)



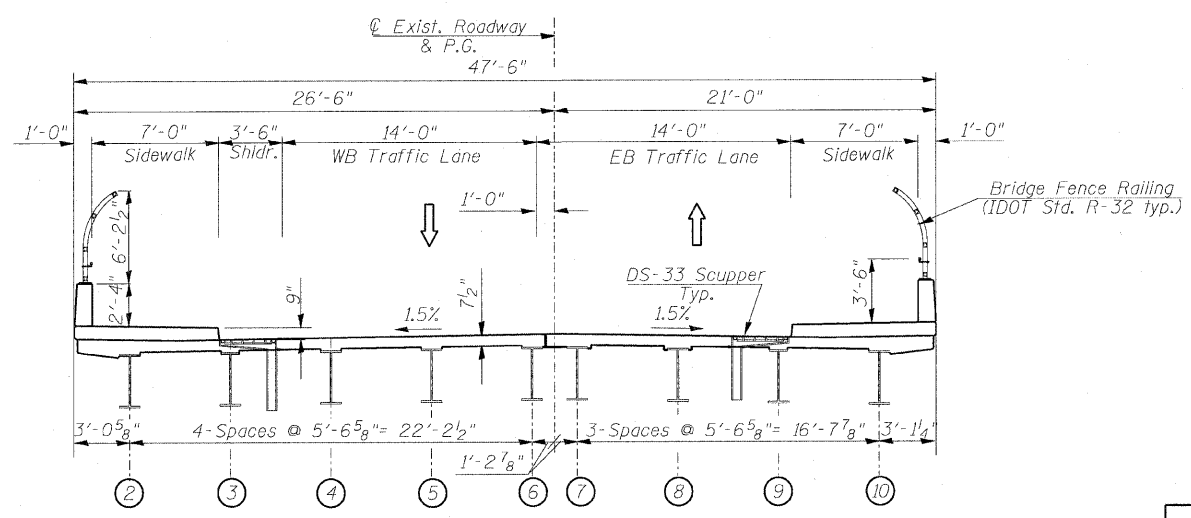
STAGE III CONSTRUCTION
(Looking East)



TEMPORARY WALKWAY DETAIL
Existing diaphragms between steel beams 1 & 2 to remain until removal of temporary walkway.



STAGE II CONSTRUCTION
(Looking East)



PROPOSED CROSS SECTION
(Looking East)

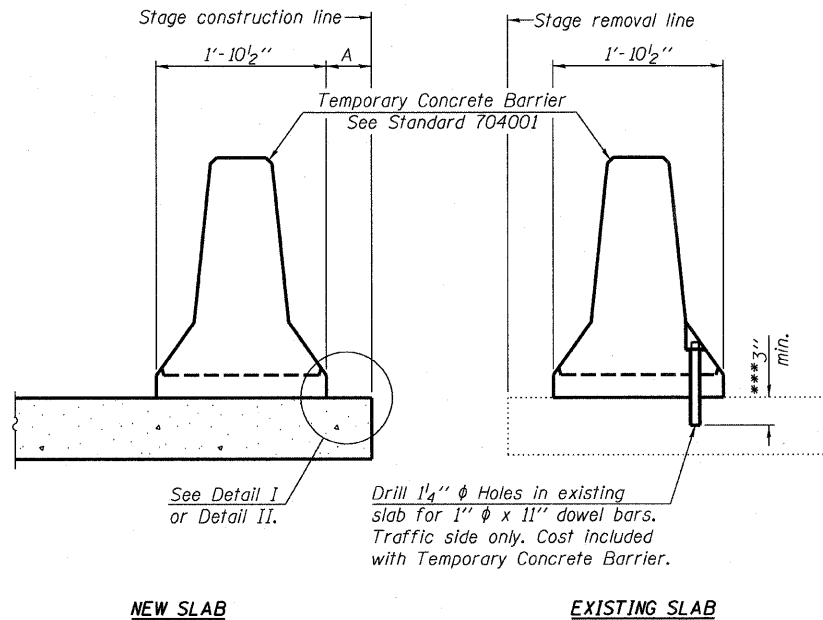
BILL OF MATERIAL

Item	Unit	Total
Temporary Walkway	L Sum	0.5

Note:
For quantity of Temporary Concrete Barrier, see roadway plans.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871
SCALE: VERT. DRAWN BY JHR
 HORIZ. CHECKED BY CLS
DATE JANUARY 2008



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

When "A" is 1'-1 1/2" (N. edge of deck during Stage II), the temporary concrete barrier shall be anchored to the new slab using 1" dowels bars using the detail for securing temporary concrete barriers to existing slabs.

SECTIONS THRU SLAB

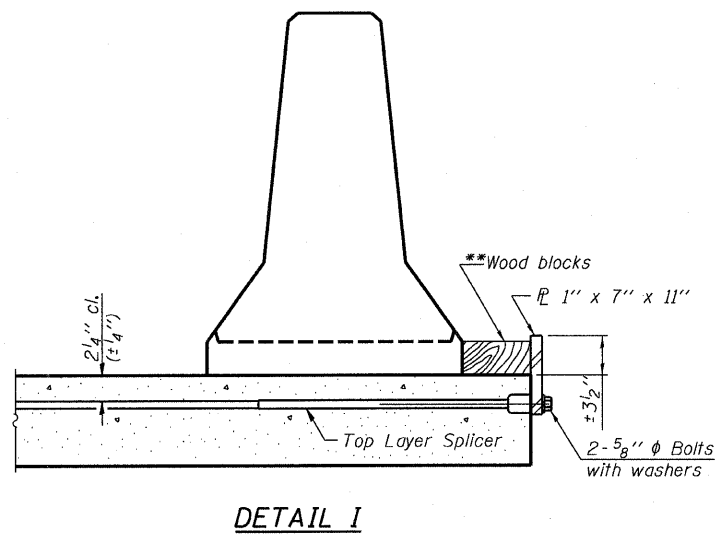
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x11" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

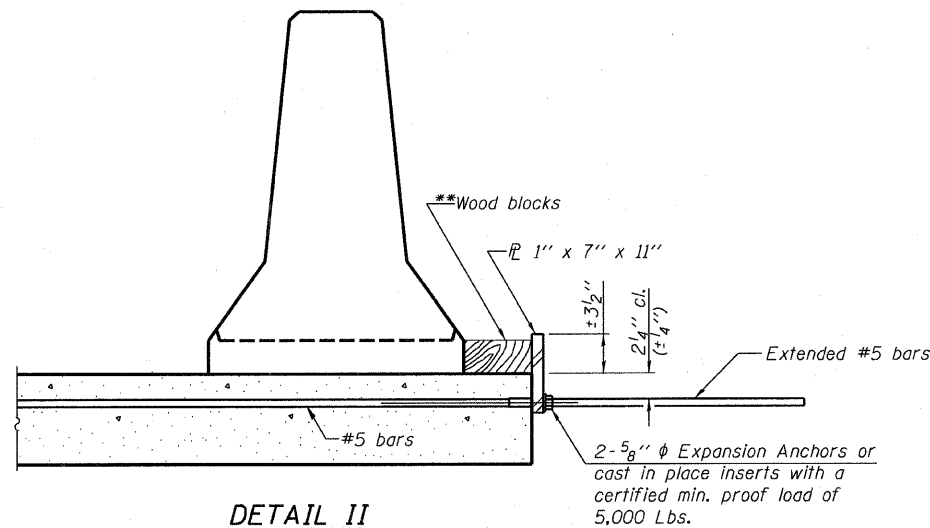
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x11" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 11" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

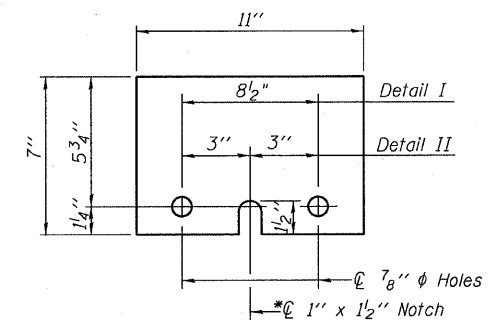


DETAIL I



DETAIL II

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



STEEL RETAINER \bar{P} 1" x 7" x 11"

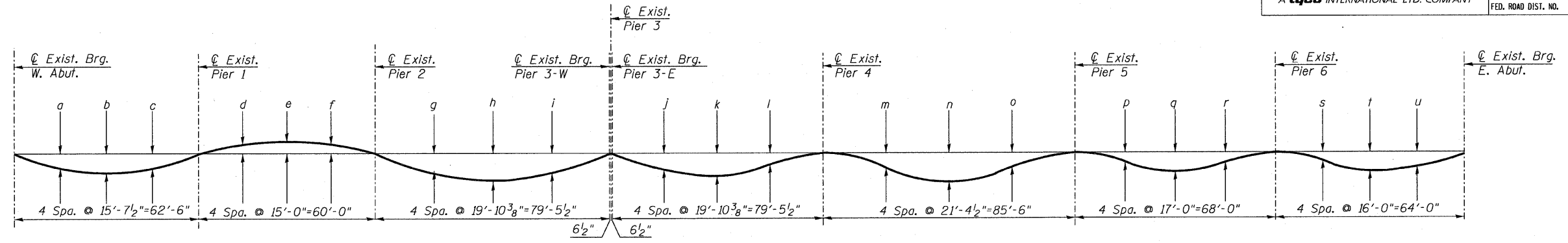
* Required only with Detail II

Note:
For quantity of Temporary Concrete Barrier, see roadway plans.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

SCALE: VERT. DRAWN BY: JHR
 HORIZ. CHECKED BY: CLS
DATE: JANUARY 2008



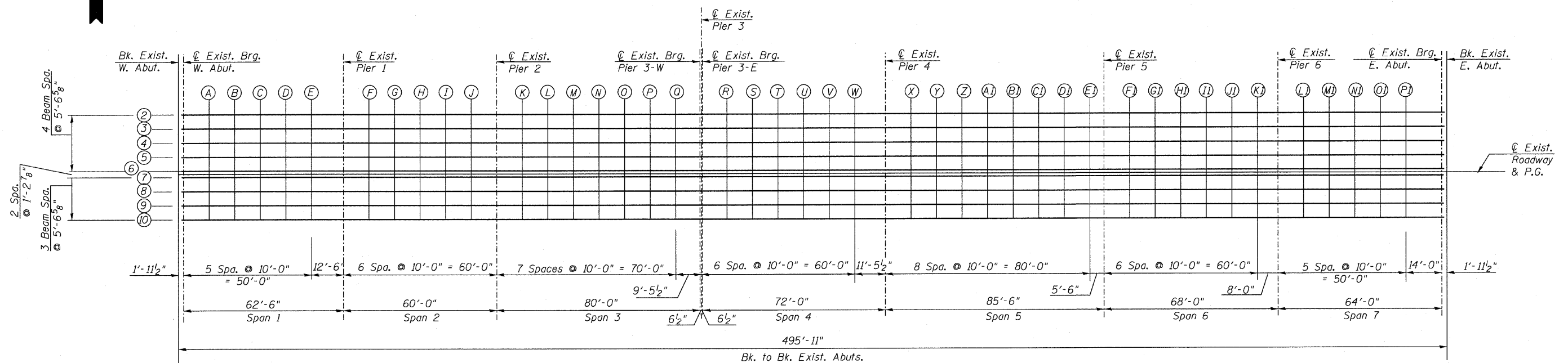
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

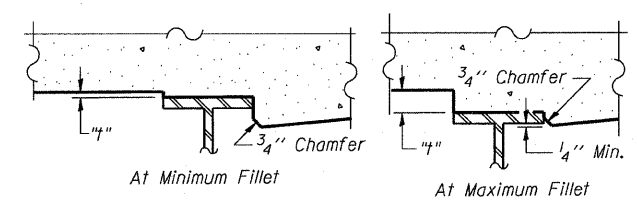
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown here and on Sheets S6-S8.

DEAD LOAD DEFLECTION DIAGRAM TABLE

Beams	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u
2 & 10	0 3/8"	0 1/2"	0 1/4"	0 1/8"	0 1/8"	0 1/8"	0 5/8"	1 1/8"	0 7/8"	0 1/2"	0 5/8"	0 1/4"	0 3/8"	0 3/4"	0 1/2"	0"	0 1/8"	0"	0 1/4"	0 1/2"	0 3/8"
3-5, 8 & 9	0 1/4"	0 1/4"	0 1/4"	0 1/8"	0 1/8"	0 1/8"	0 1/2"	0 3/4"	0 5/8"	0 3/8"	0 3/8"	0 1/8"	0 1/4"	0 1/2"	0 3/8"	0"	0"	0"	0 1/8"	0 3/8"	0 1/4"
6 & 7	0 1/8"	0 1/4"	0 1/8"	0"	0 1/8"	0 1/8"	0 3/8"	0 1/2"	0 3/8"	0 1/4"	0 1/4"	0 1/8"	0 1/4"	0 3/8"	0 1/4"	0"	0"	0"	0 1/8"	0 1/4"	0 1/4"

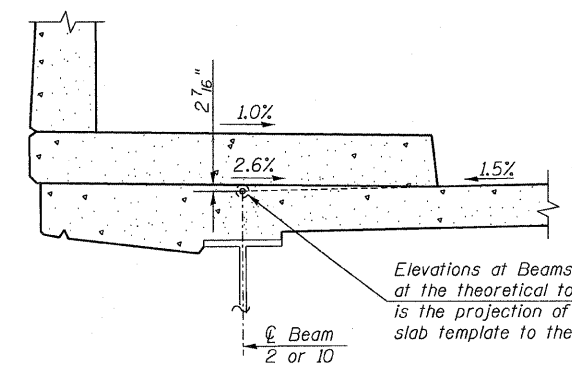


PLAN



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown here and on Sheets S6-S8, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PROJECTION UNDER SIDEWALK DETAIL

Elevations at Beams 2 & 10 are given at the theoretical top of slab which is the projection of the roadway slab template to the centerline of beam.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

SCALE: VERT. HORIZ. DATE JANUARY 2008
DRAWN BY JHR
CHECKED BY CLS

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	-23.448	630.00	630.00
⊕ Brg. W. Abut.	214+63.66	-23.448	630.06	630.06
A	214+73.66	-23.448	630.35	630.37
B	214+83.66	-23.448	630.62	630.66
C	214+93.66	-23.448	630.89	630.93
D	215+03.66	-23.448	631.14	631.18
E	215+13.66	-23.448	631.39	631.40
⊕ Pier 1	215+26.16	-23.448	631.67	631.67
F	215+36.16	-23.448	631.89	631.88
G	215+46.16	-23.448	632.09	632.08
H	215+56.16	-23.448	632.28	632.27
I	215+66.16	-23.448	632.45	632.44
J	215+76.16	-23.448	632.62	632.61
⊕ Pier 2	215+86.16	-23.448	632.77	632.77
K	215+96.16	-23.448	632.91	632.94
L	216+06.16	-23.448	633.04	633.10
M	216+16.16	-23.448	633.16	633.24
N	216+26.16	-23.448	633.26	633.36
O	216+36.16	-23.448	633.35	633.45
P	216+46.16	-23.448	633.43	633.51
Q	216+56.16	-23.448	633.50	633.54
⊕ Brg Pier 3-W	216+65.62	-23.448	633.55	633.55
⊕ Pier 3	216+66.16	-23.448	633.56	633.56
⊕ Brg Pier 3-E	216+66.70	-23.448	633.56	633.56
R	216+76.70	-23.448	633.60	633.63
S	216+86.70	-23.448	633.63	633.68
T	216+96.70	-23.448	633.65	633.70
U	217+06.70	-23.448	633.65	633.70
V	217+16.70	-23.448	633.65	633.68
W	217+26.70	-23.448	633.63	633.64
⊕ Pier 4	217+38.16	-23.448	633.59	633.59
X	217+48.16	-23.448	633.55	633.56
Y	217+58.16	-23.448	633.49	633.52
Z	217+68.16	-23.448	633.42	633.47
AI	217+78.16	-23.448	633.34	633.40
BI	217+88.16	-23.448	633.24	633.31
CI	217+98.16	-23.448	633.14	633.19
DI	218+08.16	-23.448	633.02	633.05
EI	218+18.16	-23.448	632.89	632.90
⊕ Pier 5	218+23.66	-23.448	632.81	632.81
FI	218+33.66	-23.448	632.66	632.66
GI	218+43.66	-23.448	632.50	632.50
HI	218+53.66	-23.448	632.32	632.33
II	218+63.66	-23.448	632.14	632.14
JI	218+73.66	-23.448	631.94	631.94
KI	218+83.66	-23.448	631.73	631.73
⊕ Pier 6	218+91.66	-23.448	631.55	631.55
LI	219+01.66	-23.448	631.32	631.33
MI	219+11.66	-23.448	631.07	631.10
NI	219+21.66	-23.448	630.81	630.86
OI	219+31.66	-23.448	630.55	630.59
PI	219+41.66	-23.448	630.26	630.29
⊕ Brg. E. Abut.	219+55.66	-23.448	629.85	629.85
Bk. E. Abut.	219+57.62	-23.448	629.79	629.79

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	-18.500	630.07	630.07
⊕ Brg. W. Abut.	214+63.66	-18.500	630.13	630.13
A	214+73.66	-18.500	630.42	630.43
B	214+83.66	-18.500	630.70	630.72
C	214+93.66	-18.500	630.97	630.99
D	215+03.66	-18.500	631.22	631.24
E	215+13.66	-18.500	631.46	631.47
⊕ Pier 1	215+26.16	-18.500	631.75	631.75
F	215+36.16	-18.500	631.96	631.96
G	215+46.16	-18.500	632.16	632.16
H	215+56.16	-18.500	632.35	632.34
I	215+66.16	-18.500	632.53	632.52
J	215+76.16	-18.500	632.69	632.69
⊕ Pier 2	215+86.16	-18.500	632.85	632.85
K	215+96.16	-18.500	632.99	633.01
L	216+06.16	-18.500	633.12	633.15
M	216+16.16	-18.500	633.23	633.29
N	216+26.16	-18.500	633.34	633.40
O	216+36.16	-18.500	633.43	633.49
P	216+46.16	-18.500	633.51	633.56
Q	216+56.16	-18.500	633.58	633.60
⊕ Brg Pier 3-W	216+65.62	-18.500	633.63	633.63
⊕ Pier 3	216+66.16	-18.500	633.63	633.63
⊕ Brg Pier 3-E	216+66.70	-18.500	633.63	633.63
R	216+76.70	-18.500	633.67	633.69
S	216+86.70	-18.500	633.70	633.73
T	216+96.70	-18.500	633.72	633.76
U	217+06.70	-18.500	633.73	633.76
V	217+16.70	-18.500	633.72	633.74
W	217+26.70	-18.500	633.70	633.71
⊕ Pier 4	217+38.16	-18.500	633.67	633.67
X	217+48.16	-18.500	633.62	633.63
Y	217+58.16	-18.500	633.56	633.59
Z	217+68.16	-18.500	633.49	633.53
AI	217+78.16	-18.500	633.41	633.46
BI	217+88.16	-18.500	633.32	633.36
CI	217+98.16	-18.500	633.21	633.25
DI	218+08.16	-18.500	633.09	633.11
EI	218+18.16	-18.500	632.96	632.97
⊕ Pier 5	218+23.66	-18.500	632.88	632.88
FI	218+33.66	-18.500	632.74	632.73
GI	218+43.66	-18.500	632.57	632.57
HI	218+53.66	-18.500	632.40	632.40
II	218+63.66	-18.500	632.21	632.22
JI	218+73.66	-18.500	632.01	632.01
KI	218+83.66	-18.500	631.80	631.80
⊕ Pier 6	218+91.66	-18.500	631.62	631.62
LI	219+01.66	-18.500	631.39	631.40
MI	219+11.66	-18.500	631.15	631.17
NI	219+21.66	-18.500	630.89	630.92
OI	219+31.66	-18.500	630.62	630.65
PI	219+41.66	-18.500	630.34	630.36
⊕ Brg. E. Abut.	219+55.66	-18.500	629.92	629.92
Bk. E. Abut.	219+57.62	-18.500	629.86	629.86

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	-17.896	630.08	630.08
⊕ Brg. W. Abut.	214+63.66	-17.896	630.14	630.14
A	214+73.66	-17.896	630.43	630.44
B	214+83.66	-17.896	630.71	630.73
C	214+93.66	-17.896	630.97	631.00
D	215+03.66	-17.896	631.23	631.25
E	215+13.66	-17.896	631.47	631.48
⊕ Pier 1	215+26.16	-17.896	631.75	631.75
F	215+36.16	-17.896	631.97	631.96
G	215+46.16	-17.896	632.17	632.16
H	215+56.16	-17.896	632.36	632.35
I	215+66.16	-17.896	632.54	632.53
J	215+76.16	-17.896	632.70	632.70
⊕ Pier 2	215+86.16	-17.896	632.86	632.86
K	215+96.16	-17.896	633.00	633.01
L	216+06.16	-17.896	633.13	633.16
M	216+16.16	-17.896	633.24	633.30
N	216+26.16	-17.896	633.35	633.41
O	216+36.16	-17.896	633.44	633.50
P	216+46.16	-17.896	633.52	633.57
Q	216+56.16	-17.896	633.58	633.61
⊕ Brg Pier 3-W	216+65.62	-17.896	633.64	633.64
⊕ Pier 3	216+66.16	-17.896	633.64	633.64
⊕ Brg Pier 3-E	216+66.70	-17.896	633.64	633.64
R	216+76.70	-17.896	633.68	633.70
S	216+86.70	-17.896	633.71	633.74
T	216+96.70	-17.896	633.73	633.77
U	217+06.70	-17.896	633.74	633.77
V	217+16.70	-17.896	633.73	633.75
W	217+26.70	-17.896	633.71	633.72
⊕ Pier 4	217+38.16	-17.896	633.68	633.68
X	217+48.16	-17.896	633.63	633.64
Y	217+58.16	-17.896	633.57	633.59
Z	217+68.16	-17.896	633.50	633.54
AI	217+78.16	-17.896	633.42	633.46
BI	217+88.16	-17.896	633.33	633.37
CI	217+98.16	-17.896	633.22	633.25
DI	218+08.16	-17.896	633.10	633.12
EI	218+18.16	-17.896	632.97	632.98
⊕ Pier 5	218+23.66	-17.896	632.89	632.89
FI	218+33.66	-17.896	632.74	632.74
GI	218+43.66	-17.896	632.58	632.58
HI	218+53.66	-17.896	632.41	632.41
II	218+63.66	-17.896	632.22	632.23
JI	218+73.66	-17.896	632.02	632.02
KI	218+83.66	-17.896	631.81	631.81
⊕ Pier 6	218+91.66	-17.896	631.63	631.63
LI	219+01.66	-17.896	631.40	631.41
MI	219+11.66	-17.896	631.16	631.18
NI	219+21.66	-17.896	630.90	630.93
OI	219+31.66	-17.896	630.63	630.66
PI	219+41.66	-17.896	630.35	630.37
⊕ Brg. E. Abut.	219+55.66	-17.896	629.93	629.93
Bk. E. Abut.	219+57.62	-17.896	629.87	629.87

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	-12.344	630.16	630.16
⊕ Brg. W. Abut.	214+63.66	-12.344	630.22	630.22
A	214+73.66	-12.344	630.51	630.53
B	214+83.66	-12.344	630.79	630.81
C	214+93.66	-12.344	631.06	631.08
D	215+03.66	-12.344	631.31	631.33
E	215+13.66	-12.344	631.55	631.57
⊕ Pier 1	215+26.16	-12.344	631.84	631.84
F	215+36.16	-12.344	632.05	632.05
G	215+46.16	-12.344	632.25	632.25
H	215+56.16	-12.344	632.44	632.44
I	215+66.16	-12.344	632.62	632.61
J	215+76.16	-12.344	632.79	632.78
⊕ Pier 2	215+86.16	-12.344	632.94	632.94
K	215+96.16	-12.344	633.08	633.10
L	216+06.16	-12.344	633.21	633.25
M	216+16.16	-12.344	633.33	633.38
N	216+26.16	-12.344	633.43	633.49
O	216+36.16	-12.344	633.52	633.58
P	216+46.16	-12.344	633.60	633.65
Q	216+56.16	-12.344	633.67	633.69
⊕ Brg Pier 3-W	216+65.62	-12.344	633.72	633.72
⊕ Pier 3	216+66.16	-12.344	633.72	633.72
⊕ Brg Pier 3-E	216+66.70	-12.344	633.73	633.73
R	216+76.70	-12.344	633.77	633.78
S	216+86.70	-12.344	633.80	633.83
T	216+96.70	-12.344	633.82	633.85
U	217+06.70	-12.344	633.82	633.85
V	217+16.70	-12.344	633.82	633.83
W	217+26.70	-12.344	633.80	633.80
⊕ Pier 4	217+38.16	-12.344	633.76	633.76
X	217+48.16	-12.344	633.71	633.72
Y	217+58.16	-12.344	633.66	633.68
Z	217+68.16	-12.344	633.59	633.62
AI	217+78.16	-12.344	633.50	633.55

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	-1.240	630.33	630.33
⊘ Brg. W. Abut.	214+63.66	-1.240	630.39	630.39
A	214+73.66	-1.240	630.68	630.69
B	214+83.66	-1.240	630.96	630.97
C	214+93.66	-1.240	631.22	631.24
D	215+03.66	-1.240	631.48	631.49
E	215+13.66	-1.240	631.72	631.73
⊘ Pier 1	215+26.16	-1.240	632.00	632.00
F	215+36.16	-1.240	632.22	632.22
G	215+46.16	-1.240	632.42	632.42
H	215+56.16	-1.240	632.61	632.60
I	215+66.16	-1.240	632.79	632.78
J	215+76.16	-1.240	632.95	632.95
⊘ Pier 2	215+86.16	-1.240	633.11	633.11
K	215+96.16	-1.240	633.25	633.26
L	216+06.16	-1.240	633.38	633.40
M	216+16.16	-1.240	633.49	633.53
N	216+26.16	-1.240	633.60	633.64
O	216+36.16	-1.240	633.69	633.73
P	216+46.16	-1.240	633.77	633.80
Q	216+56.16	-1.240	633.83	633.85
⊘ Brg Pier 3-W	216+65.62	-1.240	633.89	633.89
⊘ Pier 3	216+66.16	-1.240	633.89	633.89
⊘ Brg Pier 3-E	216+66.70	-1.240	633.89	633.89
R	216+76.70	-1.240	633.93	633.95
S	216+86.70	-1.240	633.96	633.99
T	216+96.70	-1.240	633.98	634.01
U	217+06.70	-1.240	633.99	634.01
V	217+16.70	-1.240	633.98	634.00
W	217+26.70	-1.240	633.96	633.97
⊘ Pier 4	217+38.16	-1.240	633.93	633.93
X	217+48.16	-1.240	633.88	633.89
Y	217+58.16	-1.240	633.82	633.84
Z	217+68.16	-1.240	633.75	633.78
A1	217+78.16	-1.240	633.67	633.70
B1	217+88.16	-1.240	633.58	633.61
C1	217+98.16	-1.240	633.47	633.50
D1	218+08.16	-1.240	633.35	633.37
E1	218+18.16	-1.240	633.22	633.23
⊘ Pier 5	218+23.66	-1.240	633.14	633.14
F1	218+33.66	-1.240	632.99	632.99
G1	218+43.66	-1.240	632.83	632.83
H1	218+53.66	-1.240	632.66	632.66
I1	218+63.66	-1.240	632.47	632.47
J1	218+73.66	-1.240	632.27	632.27
K1	218+83.66	-1.240	632.06	632.06
⊘ Pier 6	218+91.66	-1.240	631.88	631.88
L1	219+01.66	-1.240	631.65	631.66
M1	219+11.66	-1.240	631.41	631.42
N1	219+21.66	-1.240	631.15	631.17
O1	219+31.66	-1.240	630.88	630.90
P1	219+41.66	-1.240	630.60	630.61
⊘ Brg. E. Abut.	219+55.66	-1.240	630.18	630.18
Bk. E. Abut.	219+57.62	-1.240	630.12	630.12

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	-0.500	630.34	630.34
⊘ Brg. W. Abut.	214+63.66	-0.500	630.40	630.40
A	214+73.66	-0.500	630.69	630.70
B	214+83.66	-0.500	630.97	630.99
C	214+93.66	-0.500	631.24	631.25
D	215+03.66	-0.500	631.49	631.50
E	215+13.66	-0.500	631.73	631.74
⊘ Pier 1	215+26.16	-0.500	632.02	632.02
F	215+36.16	-0.500	632.23	632.23
G	215+46.16	-0.500	632.43	632.43
H	215+56.16	-0.500	632.62	632.62
I	215+66.16	-0.500	632.80	632.79
J	215+76.16	-0.500	632.96	632.96
⊘ Pier 2	215+86.16	-0.500	633.12	633.12
K	215+96.16	-0.500	633.26	633.27
L	216+06.16	-0.500	633.39	633.41
M	216+16.16	-0.500	633.50	633.54
N	216+26.16	-0.500	633.61	633.65
O	216+36.16	-0.500	633.70	633.74
P	216+46.16	-0.500	633.78	633.81
Q	216+56.16	-0.500	633.85	633.86
⊘ Brg Pier 3-W	216+65.62	-0.500	633.90	633.90
⊘ Pier 3	216+66.16	-0.500	633.90	633.90
⊘ Brg Pier 3-E	216+66.70	-0.500	633.90	633.90
R	216+76.70	-0.500	633.94	633.96
S	216+86.70	-0.500	633.97	634.00
T	216+96.70	-0.500	633.99	634.02
U	217+06.70	-0.500	634.00	634.02
V	217+16.70	-0.500	633.99	634.01
W	217+26.70	-0.500	633.97	633.98
⊘ Pier 4	217+38.16	-0.500	633.94	633.94
X	217+48.16	-0.500	633.89	633.90
Y	217+58.16	-0.500	633.83	633.85
Z	217+68.16	-0.500	633.76	633.79
A1	217+78.16	-0.500	633.68	633.71
B1	217+88.16	-0.500	633.59	633.62
C1	217+98.16	-0.500	633.48	633.51
D1	218+08.16	-0.500	633.36	633.38
E1	218+18.16	-0.500	633.23	633.24
⊘ Pier 5	218+23.66	-0.500	633.15	633.15
F1	218+33.66	-0.500	633.01	633.00
G1	218+43.66	-0.500	632.84	632.84
H1	218+53.66	-0.500	632.67	632.67
I1	218+63.66	-0.500	632.48	632.48
J1	218+73.66	-0.500	632.28	632.28
K1	218+83.66	-0.500	632.07	632.07
⊘ Pier 6	218+91.66	-0.500	631.89	631.89
L1	219+01.66	-0.500	631.66	631.67
M1	219+11.66	-0.500	631.42	631.43
N1	219+21.66	-0.500	631.16	631.18
O1	219+31.66	-0.500	630.89	630.91
P1	219+41.66	-0.500	630.61	630.62
⊘ Brg. E. Abut.	219+55.66	-0.500	630.19	630.19
Bk. E. Abut.	219+57.62	-0.500	630.13	630.13

⊘ EXIST. ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	0.000	630.35	630.35
⊘ Brg. W. Abut.	214+63.66	0.000	630.41	630.41
A	214+73.66	0.000	630.70	630.71
B	214+83.66	0.000	630.98	630.99
C	214+93.66	0.000	631.24	631.26
D	215+03.66	0.000	631.50	631.51
E	215+13.66	0.000	631.74	631.75
⊘ Pier 1	215+26.16	0.000	632.02	632.02
F	215+36.16	0.000	632.24	632.23
G	215+46.16	0.000	632.44	632.43
H	215+56.16	0.000	632.63	632.62
I	215+66.16	0.000	632.81	632.80
J	215+76.16	0.000	632.97	632.97
⊘ Pier 2	215+86.16	0.000	633.12	633.12
K	215+96.16	0.000	633.27	633.28
L	216+06.16	0.000	633.39	633.42
M	216+16.16	0.000	633.51	633.55
N	216+26.16	0.000	633.61	633.66
O	216+36.16	0.000	633.71	633.75
P	216+46.16	0.000	633.79	633.82
Q	216+56.16	0.000	633.85	633.87
⊘ Brg Pier 3-W	216+65.62	0.000	633.91	633.91
⊘ Pier 3	216+66.16	0.000	633.91	633.91
⊘ Brg Pier 3-E	216+66.70	0.000	633.91	633.91
R	216+76.70	0.000	633.95	633.96
S	216+86.70	0.000	633.98	634.00
T	216+96.70	0.000	634.00	634.03
U	217+06.70	0.000	634.01	634.03
V	217+16.70	0.000	634.00	634.01
W	217+26.70	0.000	633.98	633.99
⊘ Pier 4	217+38.16	0.000	633.94	633.94
X	217+48.16	0.000	633.90	633.90
Y	217+58.16	0.000	633.84	633.86
Z	217+68.16	0.000	633.77	633.80
A1	217+78.16	0.000	633.69	633.72
B1	217+88.16	0.000	633.60	633.63
C1	217+98.16	0.000	633.49	633.51
D1	218+08.16	0.000	633.37	633.38
E1	218+18.16	0.000	633.24	633.24
⊘ Pier 5	218+23.66	0.000	633.16	633.16
F1	218+33.66	0.000	633.01	633.01
G1	218+43.66	0.000	632.85	632.85
H1	218+53.66	0.000	632.68	632.68
I1	218+63.66	0.000	632.49	632.49
J1	218+73.66	0.000	632.29	632.29
K1	218+83.66	0.000	632.08	632.08
⊘ Pier 6	218+91.66	0.000	631.90	631.90
L1	219+01.66	0.000	631.67	631.68
M1	219+11.66	0.000	631.42	631.44
N1	219+21.66	0.000	631.17	631.19
O1	219+31.66	0.000	630.90	630.92
P1	219+41.66	0.000	630.61	630.63
⊘ Brg. E. Abut.	219+55.66	0.000	630.20	630.20
Bk. E. Abut.	219+57.62	0.000	630.14	630.14

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	1.240	630.33	630.33
⊘ Brg. W. Abut.	214+63.66	1.240	630.39	630.39
A	214+73.66	1.240	630.68	630.69
B	214+83.66	1.240	630.96	630.97
C	214+93.66	1.240	631.22	631.24
D	215+03.66	1.240	631.48	631.49
E	215+13.66	1.240	631.72	631.73
⊘ Pier 1	215+26.16	1.240	632.00	632.00
F	215+36.16	1.240	632.22	632.22
G	215+46.16	1.240	632.42	632.42
H	215+56.16	1.240	632.61	632.60
I	215+66.16	1.240	632.79	632.78
J	215+76.16	1.240	632.95	632.95
⊘ Pier 2	215+86.16	1.240	633.11	633.11
K	215+96.16	1.240	633.25	633.26
L	216+06.16	1.240	633.38	633.40
M	216+16.16	1.240	633.49	633.53
N	216+26.16	1.240	633.60	633.64
O	216+36.16	1.240	633.69	633.73
P	216+46.16	1.240	633.77	633.80
Q	216+56.16	1.240	633.83	633.85
⊘ Brg Pier 3-W	216+65.62	1.240	633.89	633.89
⊘ Pier 3	216+66.16	1.240	633.89	633.89
⊘ Brg Pier 3-E	216+66.70	1.240	633.89	633.89
R	216+76.70	1.240	633.93	633.95
S	216+86.70	1.240	633.96	633.99
T	216+96.70	1.240	633.98	634.01
U	217+06.70	1.240	633.99	634.01
V	217+16.70	1.240	633.98	634.00
W	217+26.70	1.240	633.96	633.97
⊘ Pier 4	217+38.16	1.240	633.93	633.93
X	217+48.16	1.240	633.88	633.89
Y	217+58.16	1.240	633.82	633.84
Z	217+68.16	1.240	633.75	633.78
A1	217+78.16	1.240	633.67	633.70
B1	217+88.16	1.240	633.58	633.61
C1	217+98.16</			

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	12.344	630.16	630.16
⊙ Brg. W. Abut.	214+63.66	12.344	630.22	630.22
A	214+73.66	12.344	630.51	630.53
B	214+83.66	12.344	630.79	630.81
C	214+93.66	12.344	631.06	631.08
D	215+03.66	12.344	631.31	631.33
E	215+13.66	12.344	631.55	631.57
⊙ Pier 1	215+26.16	12.344	631.84	631.84
F	215+36.16	12.344	632.05	632.05
G	215+46.16	12.344	632.25	632.25
H	215+56.16	12.344	632.44	632.44
I	215+66.16	12.344	632.62	632.61
J	215+76.16	12.344	632.79	632.78
⊙ Pier 2	215+86.16	12.344	632.94	632.94
K	215+96.16	12.344	633.08	633.10
L	216+06.16	12.344	633.21	633.25
M	216+16.16	12.344	633.33	633.38
N	216+26.16	12.344	633.43	633.49
O	216+36.16	12.344	633.52	633.58
P	216+46.16	12.344	633.60	633.65
Q	216+56.16	12.344	633.67	633.69
⊙ Brg Pier 3-W	216+65.62	12.344	633.72	633.72
⊙ Pier 3	216+66.16	12.344	633.72	633.72
⊙ Brg Pier 3-E	216+66.70	12.344	633.73	633.73
R	216+76.70	12.344	633.77	633.78
S	216+86.70	12.344	633.80	633.83
T	216+96.70	12.344	633.82	633.85
U	217+06.70	12.344	633.82	633.85
V	217+16.70	12.344	633.82	633.83
W	217+26.70	12.344	633.80	633.80
⊙ Pier 4	217+38.16	12.344	633.76	633.76
X	217+48.16	12.344	633.71	633.72
Y	217+58.16	12.344	633.66	633.68
Z	217+68.16	12.344	633.59	633.62
A1	217+78.16	12.344	633.50	633.55
B1	217+88.16	12.344	633.41	633.45
C1	217+98.16	12.344	633.30	633.34
D1	218+08.16	12.344	633.19	633.21
E1	218+18.16	12.344	633.05	633.06
⊙ Pier 5	218+23.66	12.344	632.98	632.98
F1	218+33.66	12.344	632.83	632.83
G1	218+43.66	12.344	632.67	632.67
H1	218+53.66	12.344	632.49	632.49
I1	218+63.66	12.344	632.30	632.31
J1	218+73.66	12.344	632.11	632.11
K1	218+83.66	12.344	631.89	631.89
⊙ Pier 6	218+91.66	12.344	631.72	631.72
L1	219+01.66	12.344	631.48	631.49
M1	219+11.66	12.344	631.24	631.26
N1	219+21.66	12.344	630.98	631.01
O1	219+31.66	12.344	630.71	630.74
P1	219+41.66	12.344	630.43	630.45
⊙ Brg. E. Abut.	219+55.66	12.344	630.01	630.01
Bk. E. Abut.	219+57.62	12.344	629.95	629.95

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	13.000	630.15	630.15
⊙ Brg. W. Abut.	214+63.66	13.000	630.21	630.21
A	214+73.66	13.000	630.50	630.52
B	214+83.66	13.000	630.78	630.80
C	214+93.66	13.000	631.05	631.07
D	215+03.66	13.000	631.30	631.32
E	215+13.66	13.000	631.54	631.56
⊙ Pier 1	215+26.16	13.000	631.83	631.83
F	215+36.16	13.000	632.04	632.04
G	215+46.16	13.000	632.24	632.24
H	215+56.16	13.000	632.43	632.43
I	215+66.16	13.000	632.61	632.60
J	215+76.16	13.000	632.78	632.77
⊙ Pier 2	215+86.16	13.000	632.93	632.93
K	215+96.16	13.000	633.07	633.09
L	216+06.16	13.000	633.20	633.24
M	216+16.16	13.000	633.32	633.37
N	216+26.16	13.000	633.42	633.48
O	216+36.16	13.000	633.51	633.57
P	216+46.16	13.000	633.59	633.64
Q	216+56.16	13.000	633.66	633.68
⊙ Brg Pier 3-W	216+65.62	13.000	633.71	633.71
⊙ Pier 3	216+66.16	13.000	633.71	633.71
⊙ Brg Pier 3-E	216+66.70	13.000	633.72	633.72
R	216+76.70	13.000	633.76	633.77
S	216+86.70	13.000	633.79	633.82
T	216+96.70	13.000	633.81	633.84
U	217+06.70	13.000	633.81	633.84
V	217+16.70	13.000	633.81	633.82
W	217+26.70	13.000	633.79	633.79
⊙ Pier 4	217+38.16	13.000	633.75	633.75
X	217+48.16	13.000	633.70	633.71
Y	217+58.16	13.000	633.65	633.67
Z	217+68.16	13.000	633.58	633.61
A1	217+78.16	13.000	633.49	633.54
B1	217+88.16	13.000	633.40	633.44
C1	217+98.16	13.000	633.29	633.33
D1	218+08.16	13.000	633.18	633.20
E1	218+18.16	13.000	633.04	633.05
⊙ Pier 5	218+23.66	13.000	632.97	632.97
F1	218+33.66	13.000	632.82	632.82
G1	218+43.66	13.000	632.66	632.66
H1	218+53.66	13.000	632.48	632.48
I1	218+63.66	13.000	632.29	632.30
J1	218+73.66	13.000	632.10	632.10
K1	218+83.66	13.000	631.89	631.88
⊙ Pier 6	218+91.66	13.000	631.71	631.71
L1	219+01.66	13.000	631.47	631.48
M1	219+11.66	13.000	631.23	631.25
N1	219+21.66	13.000	630.97	631.00
O1	219+31.66	13.000	630.70	630.73
P1	219+41.66	13.000	630.42	630.44
⊙ Brg. E. Abut.	219+55.66	13.000	630.00	630.00
Bk. E. Abut.	219+57.62	13.000	629.94	629.94

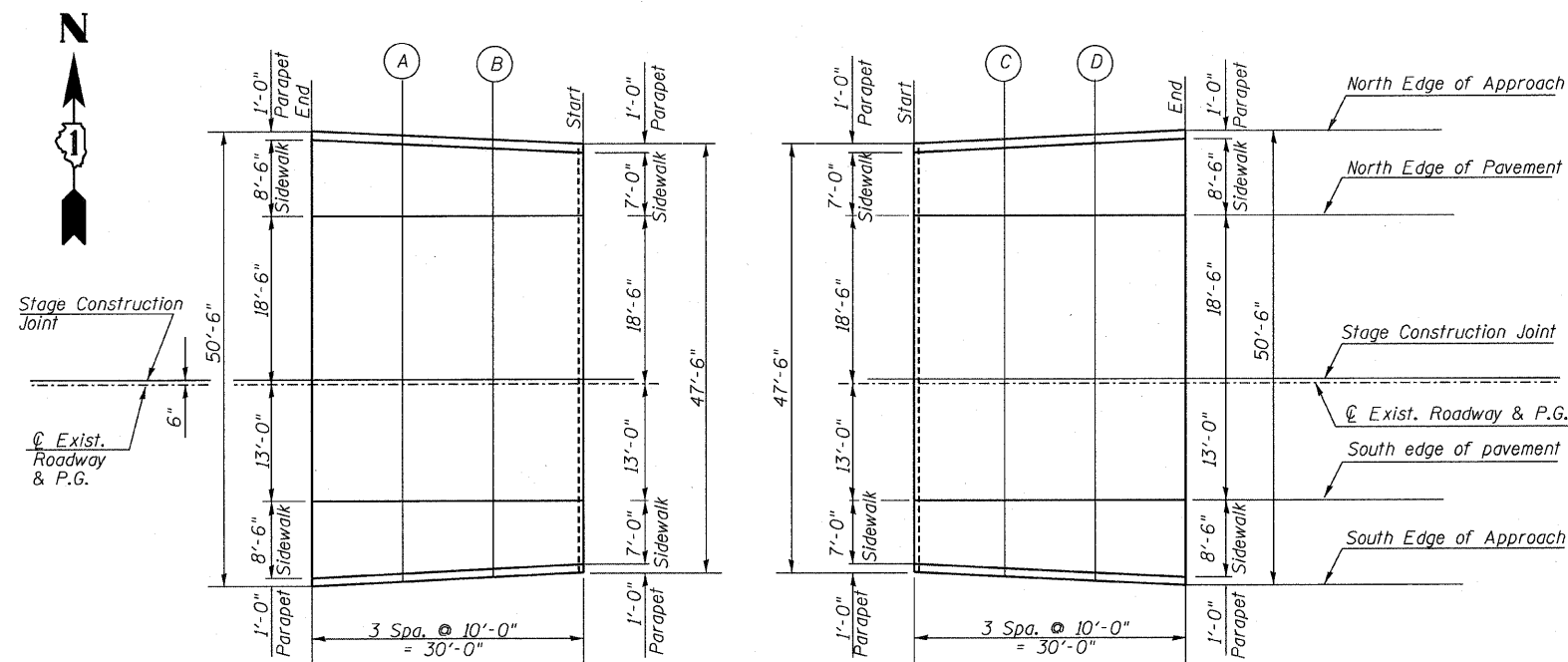
BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	214+61.70	17.896	630.08	630.08
⊙ Brg. W. Abut.	214+63.66	17.896	630.14	630.14
A	214+73.66	17.896	630.43	630.45
B	214+83.66	17.896	630.71	630.74
C	214+93.66	17.896	630.97	631.01
D	215+03.66	17.896	631.23	631.26
E	215+13.66	17.896	631.47	631.49
⊙ Pier 1	215+26.16	17.896	631.75	631.75
F	215+36.16	17.896	631.97	631.96
G	215+46.16	17.896	632.17	632.16
H	215+56.16	17.896	632.36	632.35
I	215+66.16	17.896	632.54	632.53
J	215+76.16	17.896	632.70	632.69
⊙ Pier 2	215+86.16	17.896	632.86	632.86
K	215+96.16	17.896	633.00	633.02
L	216+06.16	17.896	633.13	633.18
M	216+16.16	17.896	633.24	633.32
N	216+26.16	17.896	633.35	633.44
O	216+36.16	17.896	633.44	633.53
P	216+46.16	17.896	633.52	633.59
Q	216+56.16	17.896	633.58	633.62
⊙ Brg Pier 3-W	216+65.62	17.896	633.64	633.64
⊙ Pier 3	216+66.16	17.896	633.64	633.64
⊙ Brg Pier 3-E	216+66.70	17.896	633.64	633.64
R	216+76.70	17.896	633.68	633.71
S	216+86.70	17.896	633.71	633.76
T	216+96.70	17.896	633.73	633.78
U	217+06.70	17.896	633.74	633.78
V	217+16.70	17.896	633.73	633.76
W	217+26.70	17.896	633.71	633.72
⊙ Pier 4	217+38.16	17.896	633.68	633.68
X	217+48.16	17.896	633.63	633.64
Y	217+58.16	17.896	633.57	633.61
Z	217+68.16	17.896	633.50	633.56
A1	217+78.16	17.896	633.42	633.49
B1	217+88.16	17.896	633.33	633.39
C1	217+98.16	17.896	633.22	633.27
D1	218+08.16	17.896	633.10	633.13
E1	218+18.16	17.896	632.97	632.98
⊙ Pier 5	218+23.66	17.896	632.89	632.89
F1	218+33.66	17.896	632.74	632.74
G1	218+43.66	17.896	632.58	632.58
H1	218+53.66	17.896	632.41	632.41
I1	218+63.66	17.896	632.22	632.23
J1	218+73.66	17.896	632.02	632.02
K1	218+83.66	17.896	631.81	631.81
⊙ Pier 6	218+91.66	17.896	631.63	631.63
L1	219+01.66	17.896	631.40	631.41
M1	219+11.66	17.896	631.16	631.19
N1	219+21.66	17.896	630.90	630.94
O1	219+31.66	17.896	630.63	630.67
P1	219+41.66	17.896	630.35	630.38
⊙ Brg. E. Abut.	219+55.66	17.896	629.93	629.93
Bk. E. Abut.	219+57.62	17.896	629.87	629.87

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

SCALE: VERT. _____
 HORIZ. _____
DATE: JANUARY 2008
DRAWN BY: JHR
CHECKED BY: CLS



PLAN (W. APPR. PAV'T.)

PLAN (E. APPR. PAV'T.)

NORTH EDGE OF APPR.

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	214+31.70	28.00	628.98
A	214+41.70	27.50	629.31
B	214+51.70	27.00	629.64
Start W. Appr. Slab	214+61.70	26.50	629.95
Start E. Appr. Slab	219+57.62	26.50	629.74
D	219+67.62	27.00	629.42
C	219+77.62	27.50	629.09
End E. Appr. Slab	219+87.62	28.00	628.74

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	214+31.70	18.50	629.12
A	214+41.70	18.50	629.45
B	214+51.70	18.50	629.77
Start W. Appr. Slab	214+61.70	18.50	630.07
Start E. Appr. Slab	219+57.62	18.50	629.86
D	219+67.62	18.50	629.55
C	219+77.62	18.50	629.22
End E. Appr. Slab	219+87.62	18.50	628.88

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	214+31.70	0.50	629.39
A	214+41.70	0.50	629.72
B	214+51.70	0.50	630.04
Start W. Appr. Slab	214+61.70	0.50	630.34
Start E. Appr. Slab	219+57.62	0.50	630.13
D	219+67.62	0.50	629.82
C	219+77.62	0.50	629.49
End E. Appr. Slab	219+87.62	0.50	629.15

EXIST. ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	214+31.70	0.00	629.40
A	214+41.70	0.00	629.73
B	214+51.70	0.00	630.04
Start W. Appr. Slab	214+61.70	0.00	630.35
Start E. Appr. Slab	219+57.62	0.00	630.14
D	219+67.62	0.00	629.83
C	219+77.62	0.00	629.50
End E. Appr. Slab	219+87.62	0.00	629.16

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	214+31.70	-13.00	629.20
A	214+41.70	-13.00	629.53
B	214+51.70	-13.00	629.85
Start W. Appr. Slab	214+61.70	-13.00	630.15
Start E. Appr. Slab	219+57.62	-13.00	629.94
D	219+67.62	-13.00	629.63
C	219+77.62	-13.00	629.30
End E. Appr. Slab	219+87.62	-13.00	628.97

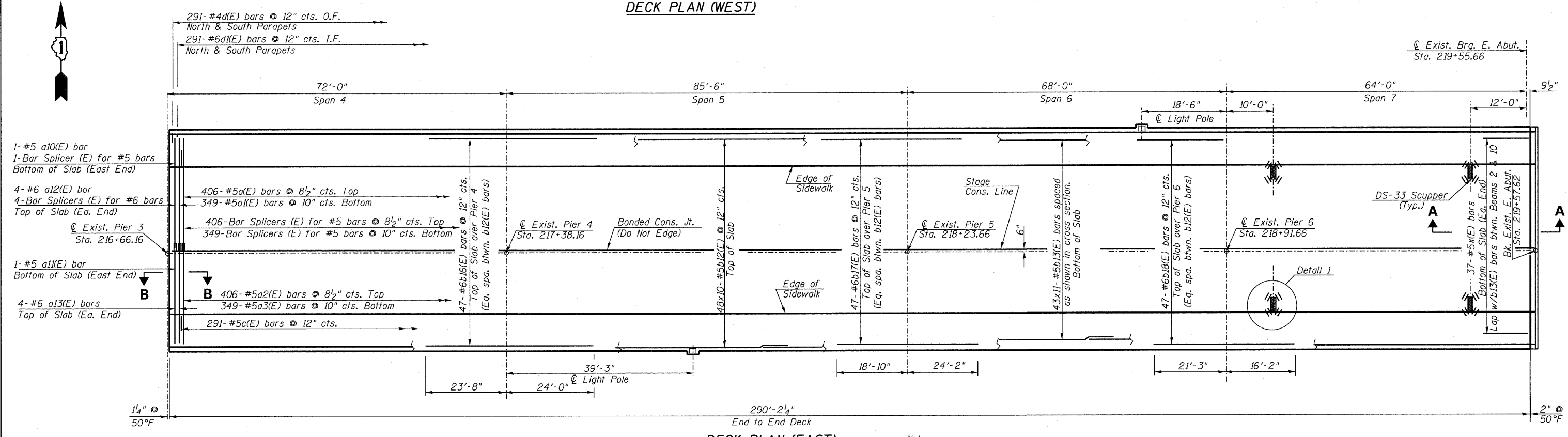
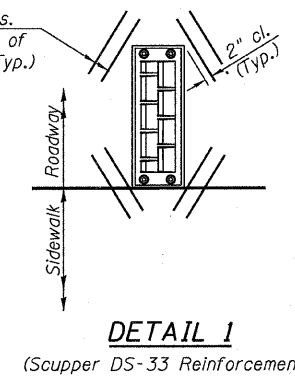
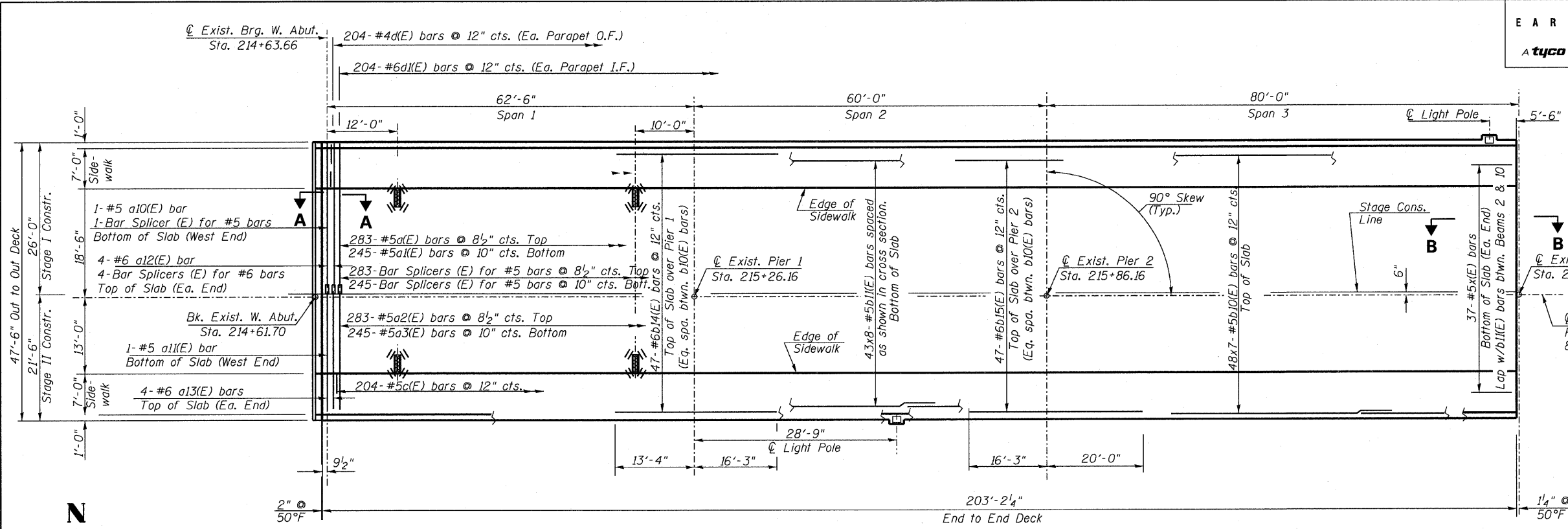
SOUTH EDGE OF APPR.

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	214+31.70	-22.50	629.06
A	214+41.70	-22.00	629.40
B	214+51.70	-21.50	629.72
Start W. Appr. Slab	214+61.70	-21.00	630.03
Start E. Appr. Slab	219+57.62	-21.00	629.82
D	219+67.62	-21.50	629.50
C	219+77.62	-22.00	629.17
End E. Appr. Slab	219+87.62	-22.50	628.82

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF APPROACH
SLAB ELEVATIONS
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

SCALE: VERT. HORIZ.
DATE: JANUARY 2008
DRAWN BY: JHR
CHECKED BY: CLS



TYP. LAP SPLICE

Bar	Lap
#5	2'-2"
#6	2'-7"

- Notes:**
1. Work this sheet with Sheets S10 thru S14.
 2. See Sheet S15 for expansion joint details.
 3. See Sheet S16 for drainage scupper details.
 4. See Sheet S17 for bridge fence railing details.
 5. Bar indicated thus 20x3-#5, etc. indicates 20 lines of bars with 3 lengths per line.
 6. Cut longitudinal reinforcement to clear scuppers.
 7. See Sheet S14 for Sections A-A & B-B.

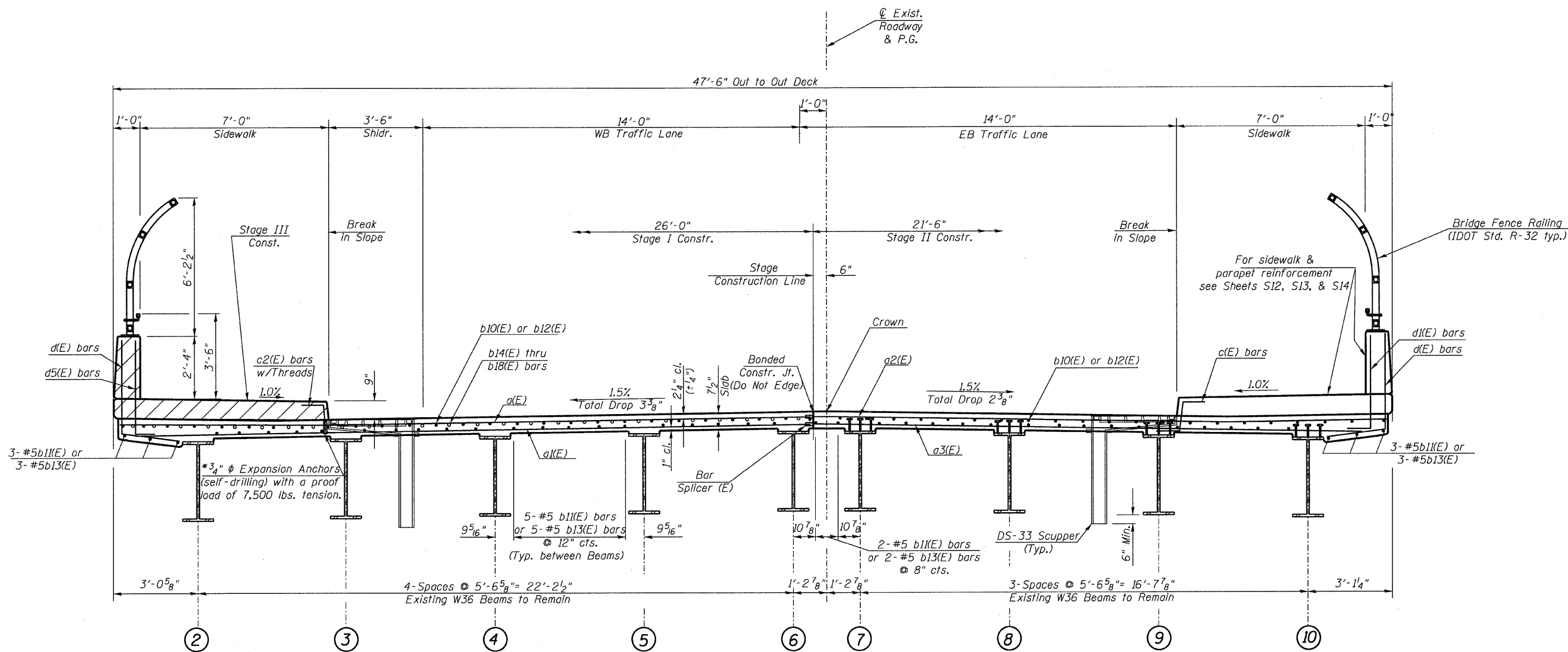
REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE PLAN
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

SCALE: VERT. _____
HORIZ. _____
DATE: JANUARY 2008

DRAWN BY: JHR
CHECKED BY: CLS



* Cost included with "Reinforcement Bars, Epoxy Coated."

NEAR PIER

NEAR MIDSPAN

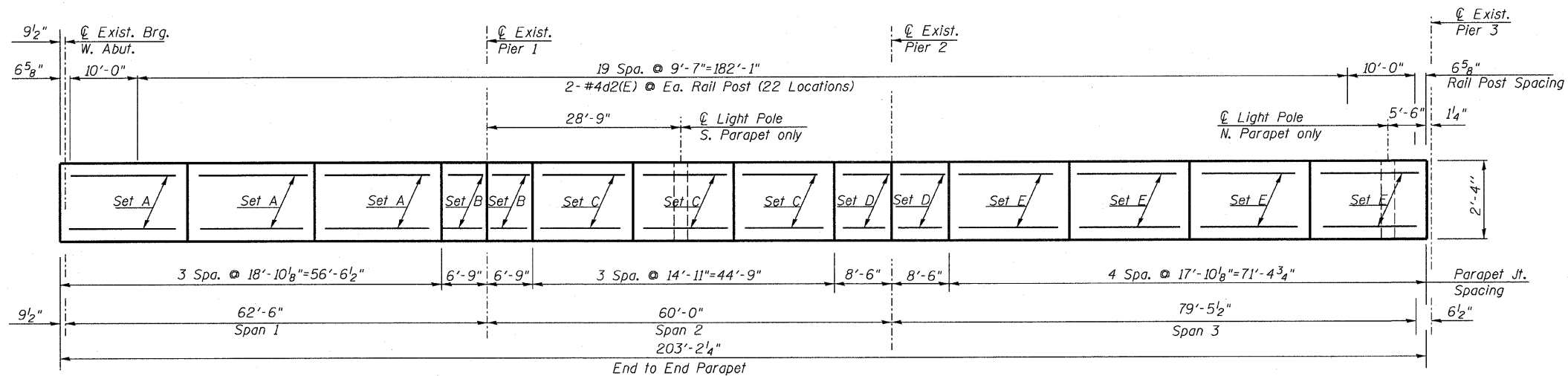
PROPOSED CROSS SECTION
(Looking East)

- Notes:
1. Work this sheet with Sheets S10 thru S14.
 2. See Sheet S15 for expansion joint details.
 3. See Sheet S16 for drainage scupper details.
 4. See Sheet S17 for bridge fence railing details.
 5. Bar indicated thus 20x3- #5, etc. indicates 20 lines of bars with 3 lengths per line.
 6. Cut longitudinal reinforcement to clear scuppers.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE CROSS-SECTION
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

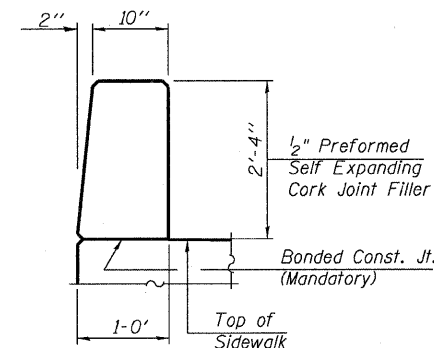
SCALE: VERT. DRAWN BY JHR
 HORIZ. CHECKED BY CLS
 DATE JANUARY 2008



INSIDE ELEVATION OF NORTH PARAPET

(South Parapet Opposite Hand)

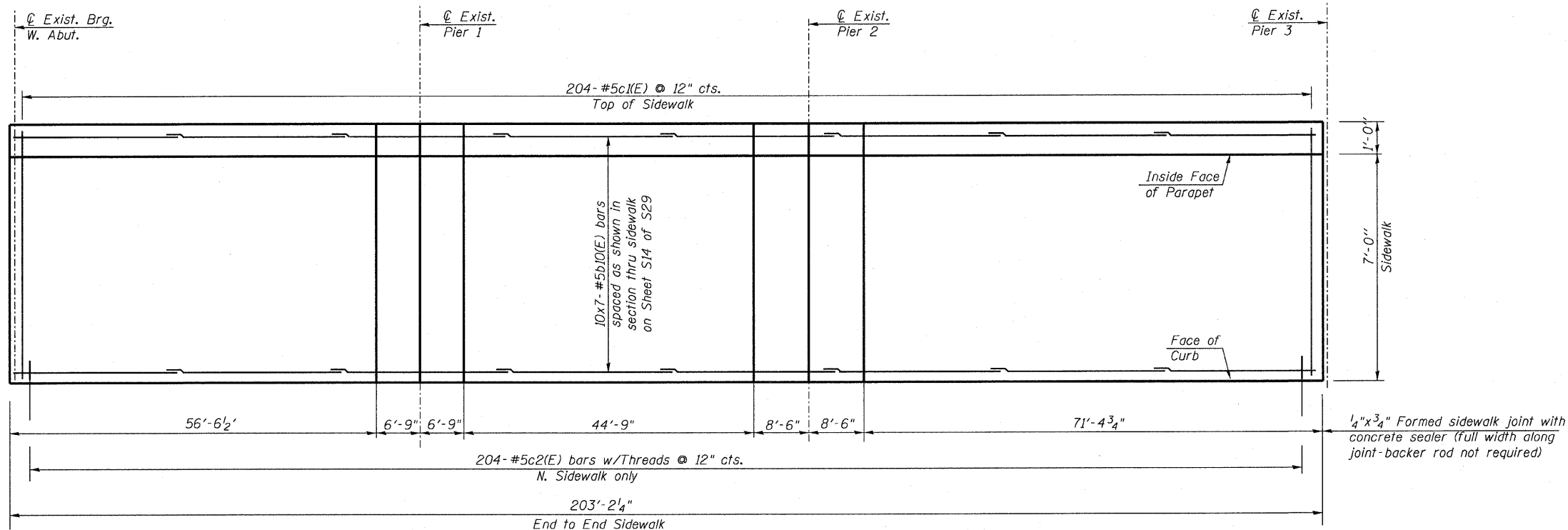
- Set A (3 locations)
3- #4e10(E) @ E.F.
- Set B (2 locations)
3- #4e11(E) @ E.F.
- Set C (3 locations)
3- #4e12(E) @ E.F.
- Set D (2 locations)
3- #4e13(E) @ E.F.
- Set E (4 locations)
3- #4e14(E) @ E.F.



PARAPET JOINT DETAILS

TYP. LAP SPLICE

Bar	Lap
#5	2'-2"



NORTH SIDEWALK PLAN

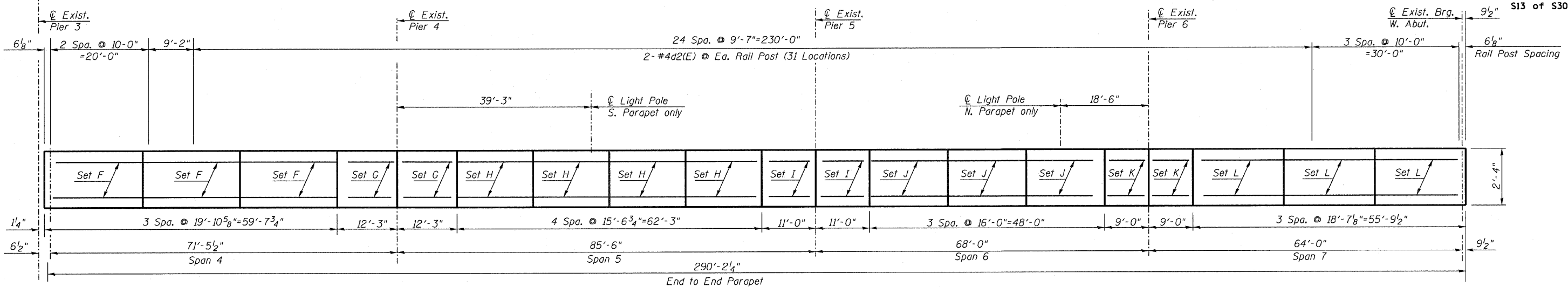
(South Sidewalk Opposite Hand)

- Notes:
1. Work this sheet with Sheets S10 thru S14.
 2. See Sheet S15 for expansion joint details.
 3. See Sheet S16 for drainage scupper details.
 4. See Sheet S17 for bridge fence railing details.
 5. Bar indicated thus 20x3-#5, etc. indicates 20 lines of bars with 3 lengths per line.
 6. Cut longitudinal reinforcement to clear scuppers.

REVISIONS	
NAME	DATE

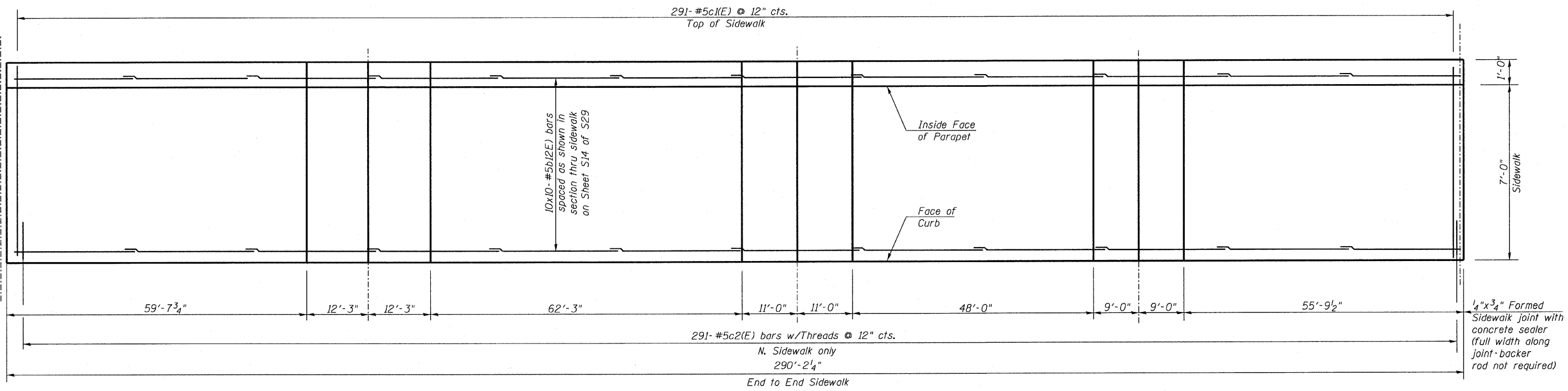
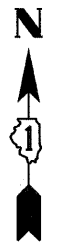
ILLINOIS DEPARTMENT OF TRANSPORTATION
PARAPET & SIDEWALK DETAILS
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

SCALE: VERT. DRAWN BY JHR
 HORIZ. CHECKED BY CLS
 DATE JANUARY 2008



- Set F (3 locations)
3-#4e15(E) @ E.F.
- Set G (2 locations)
3-#4e16(E) @ E.F.
- Set H (4 locations)
3-#4e17(E) @ E.F.
- Set I (2 locations)
3-#4e18(E) @ E.F.
- Set J (3 locations)
3-#4e19(E) @ E.F.
- Set K (2 locations)
3-#4e20(E) @ E.F.
- Set L (3 locations)
3-#4e21(E) @ E.F.

INSIDE ELEVATION OF NORTH PARAPET
(South Parapet Opposite Hand)



NORTH SIDEWALK PLAN
(South Sidewalk Opposite Hand)

TYP. LAP SPLICE

Bar	Lap
#5	2'-2"

- Notes:
1. Work this sheet with Sheets S10 thru S14.
 2. See Sheet S15 for expansion joint details.
 3. See Sheet S16 for drainage scupper details.
 4. See Sheet S17 for bridge fence railing details.
 5. Bar indicated thus 20x3-#5, etc. indicates 20 lines of bars with 3 lengths per line.
 6. Cut longitudinal reinforcement to clear scuppers.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PARAPET & SIDEWALK DETAILS
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

SCALE: VERT. HORIZ. DATE JANUARY 2008 DRAWN BY JHR CHECKED BY CLS

**SUPERSTRUCTURE
BILL OF MATERIAL**

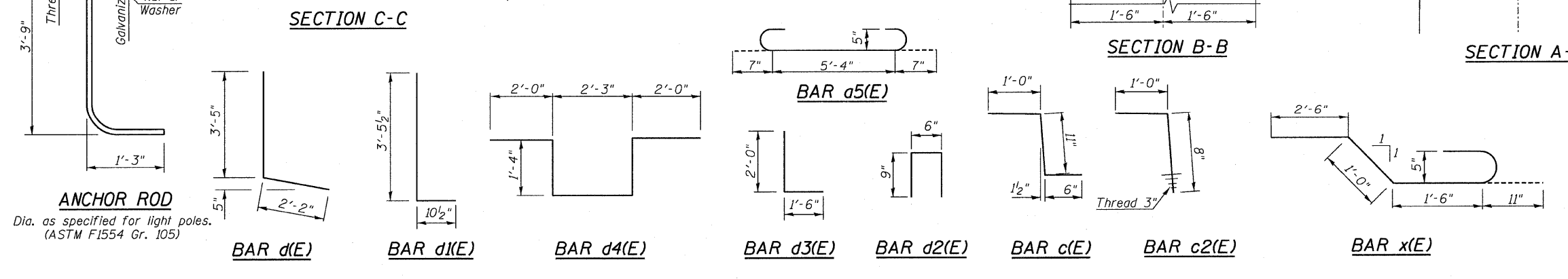
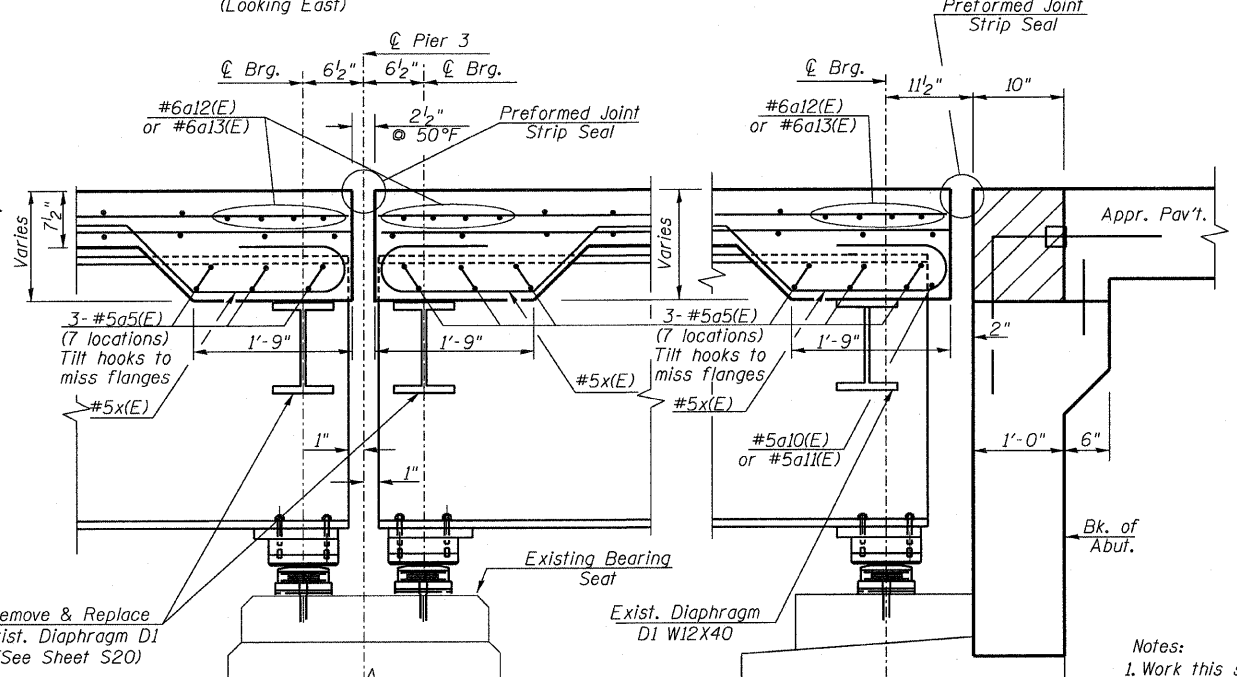
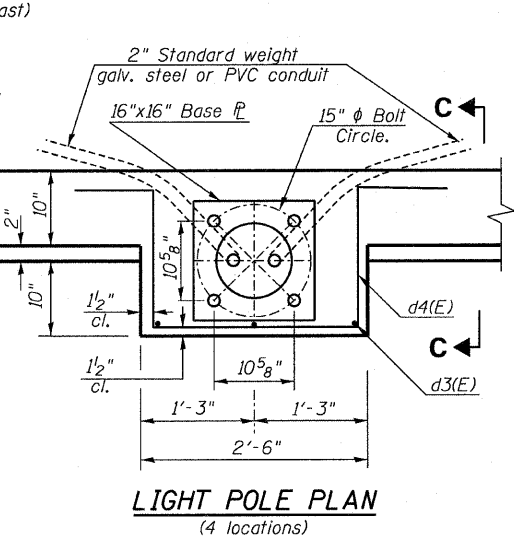
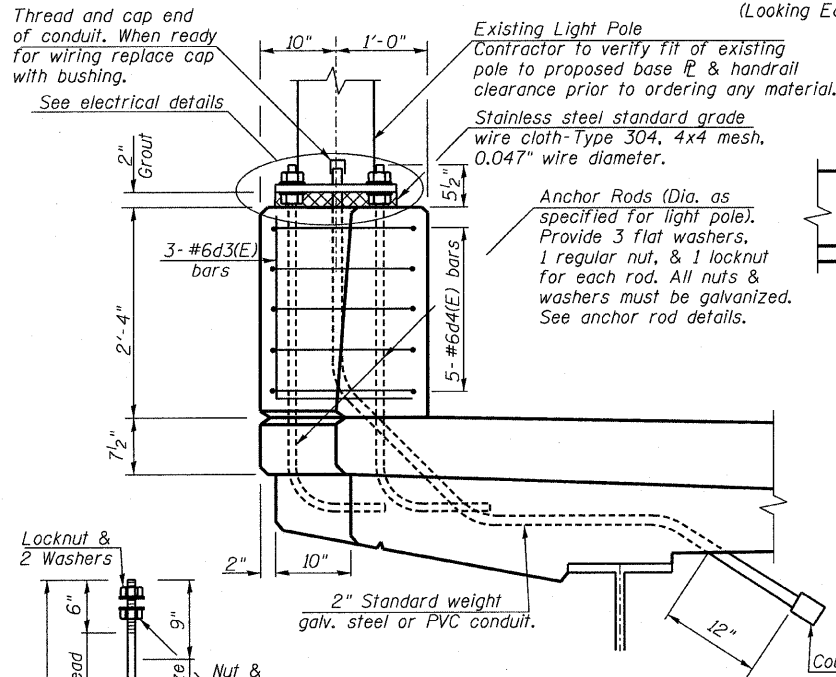
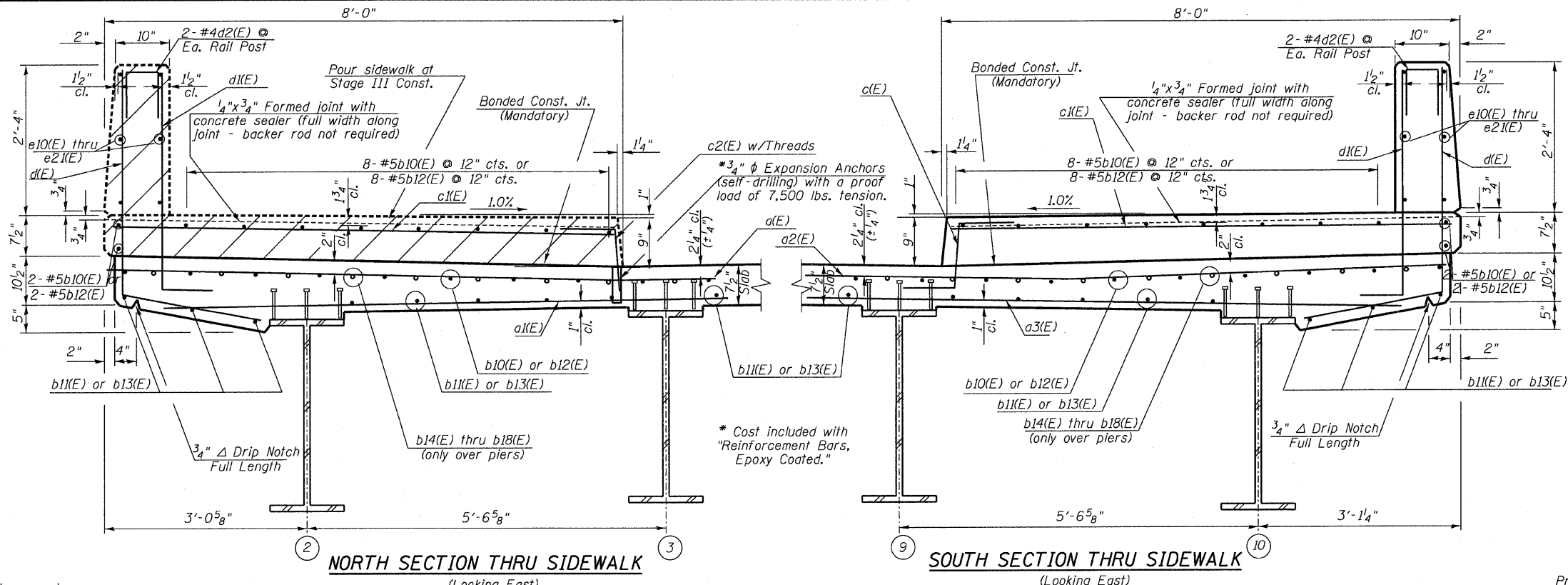
Bar	No.	Size	Length	Shape
a(E)	689	#5	25'-6"	—
a1(E)	594	#5	25'-2"	—
a2(E)	689	#5	21'-0"	—
a3(E)	594	#5	20'-8"	—
a4(E)	64	#5	2'-0"	—
a5(E)	84	#5	6'-6"	—
a10(E)	2	#5	22'-7"	—
a11(E)	2	#5	18'-1"	—
a12(E)	16	#6	25'-6"	—
a13(E)	16	#6	21'-0"	—
b10(E)	476	#5	30'-11"	—
b11(E)	344	#5	27'-4"	—
b12(E)	680	#5	31'-0"	—
b13(E)	473	#5	28'-5"	—
b14(E)	47	#6	29'-7"	—
b15(E)	47	#6	36'-3"	—
b16(E)	47	#6	47'-8"	—
b17(E)	47	#6	43'-0"	—
b18(E)	47	#6	37'-5"	—
c(E)	495	#5	2'-5"	—
c1(E)	990	#5	7'-8"	—
c2(E)	495	#5	1'-8"	—
d(E)	990	#4	5'-7"	L
d1(E)	990	#6	4'-4"	L
d2(E)	212	#4	2'-0"	L
d3(E)	12	#6	3'-6"	L
d4(E)	20	#6	8'-11"	L
e10(E)	36	#4	18'-6"	—
e11(E)	24	#4	6'-5"	—
e12(E)	36	#4	14'-7"	—
e13(E)	24	#4	8'-2"	—
e14(E)	48	#4	17'-6"	—
e15(E)	36	#4	19'-7"	—
e16(E)	24	#4	11'-11"	—
e17(E)	48	#4	15'-3"	—
e18(E)	24	#4	10'-8"	—
e19(E)	36	#4	15'-8"	—
e20(E)	24	#4	8'-8"	—
e21(E)	36	#4	18'-3"	—
x(E)	148	#5	5'-11"	—
Concrete Superstructure		Cu. Yd.	913.8	
Reinforcement Bars, Epoxy Coated		Pound	164,130	
Bridge Deck Grooving		Sq. Yd.	1,615	
Protective Coat		Sq. Yd.	2,924	

- Notes:
1. Work this sheet with Sheets S10 thru S14.
 2. See Sheet S15 for expansion joint details.
 3. See Sheet S16 for drainage scupper details.
 4. See Sheet S17 for bridge fence railing details.
 5. Bar indicated thus 20x3-#5, etc. indicates 20 lines of bars with 3 lengths per line.
 6. Cut longitudinal reinforcement to clear scuppers.

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

REVISIONS	
NAME	DATE

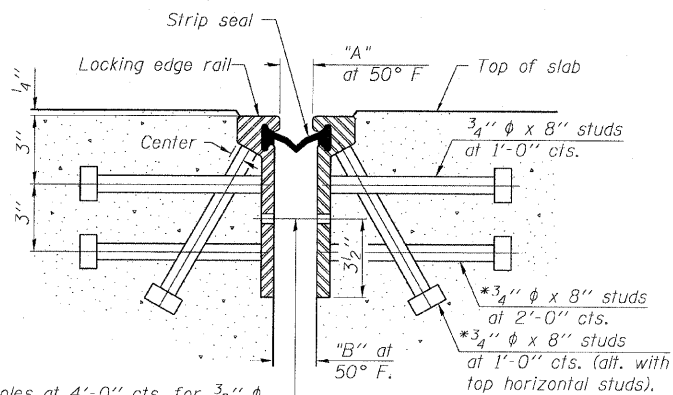
SCALE: VERT. HORIZ. DATE JANUARY 2008 DRAWN BY JHR CHECKED BY CLS



*Granular or solid Flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

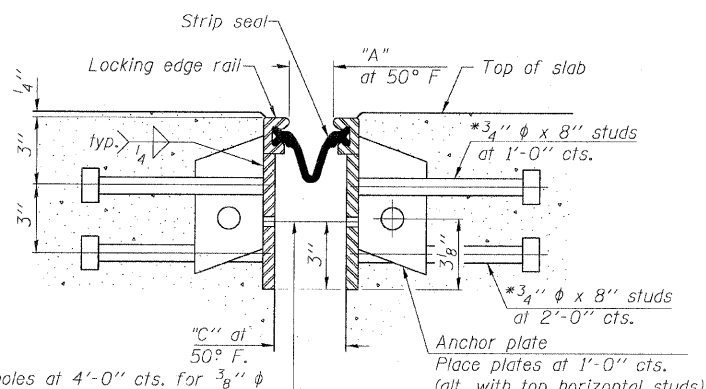
EARTH TECH A tyco INTERNATIONAL LTD. COMPANY	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1463	1010.1B	COOK	171	90
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

CONTRACT NO. 62196
S15 of S30



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

SECTION THRU ROLLED RAIL JOINT



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

SECTION THRU WELDED RAIL JOINT

Location	"A"	"B"	"C"
W. Abut.	1 1/2"	2"	2 3/4"
Pier 3	2"	2 1/2"	3 1/4"
E. Abut.	1 1/2"	2"	2 3/4"

Notes:

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. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

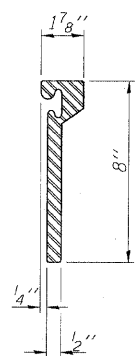
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

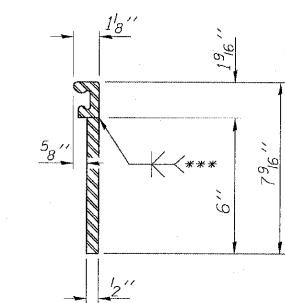
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Cost of all sliding plates, stud shear connectors, & connections shall be included with "Preformed Joint Strip Seal".

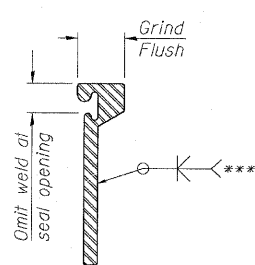
Exposed surfaces of top sliding plates shall be textured to meet all ADA requirements.



ROLLED (EXTRUDED) RAIL



WELDED RAIL

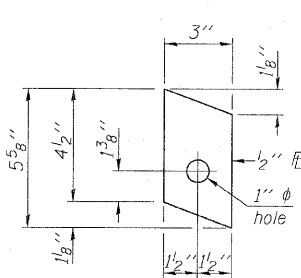


***Back gouge not required if complete joint penetration is verified by mock-up.

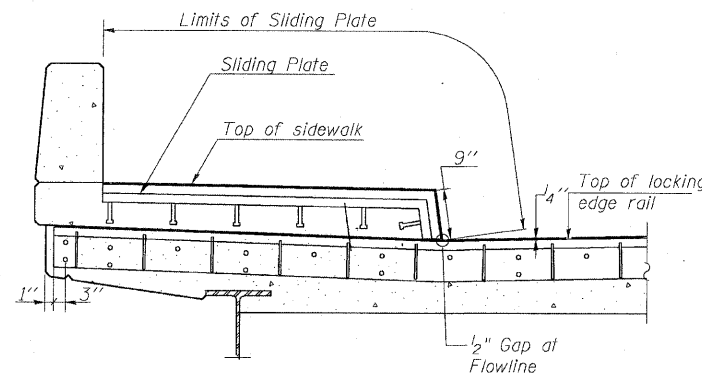
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

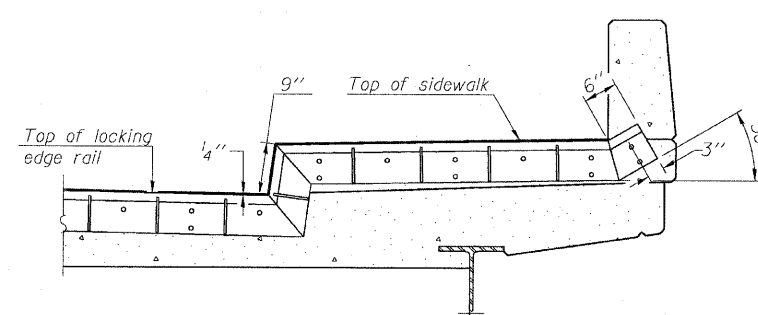
LOCKING EDGE RAILS



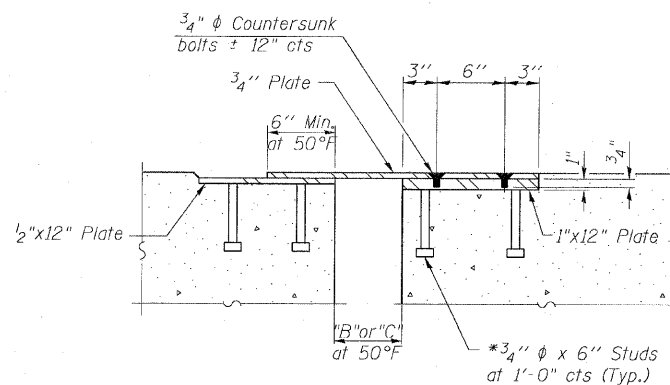
ANCHOR PLATE (for welded rail)



TYPICAL END TREATMENT AT NORTH SIDEWALK (Looking East)



TYPICAL END TREATMENT AT SOUTH SIDEWALK (Looking East)



SECTION THRU SLIDING PLATE

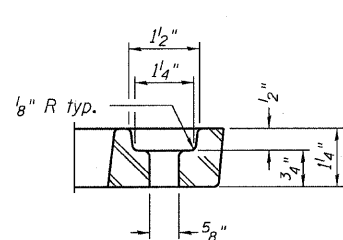
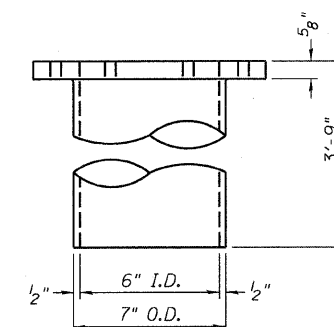
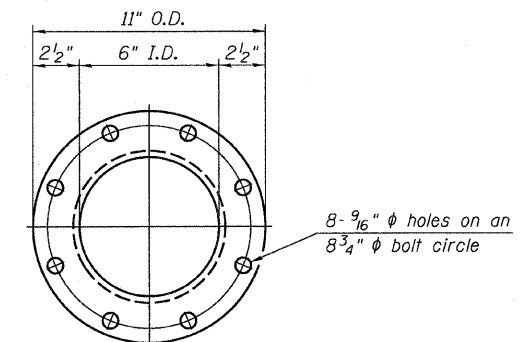
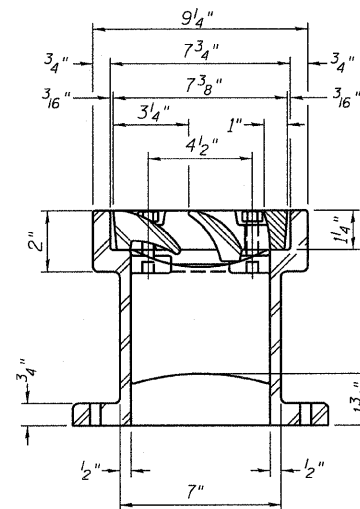
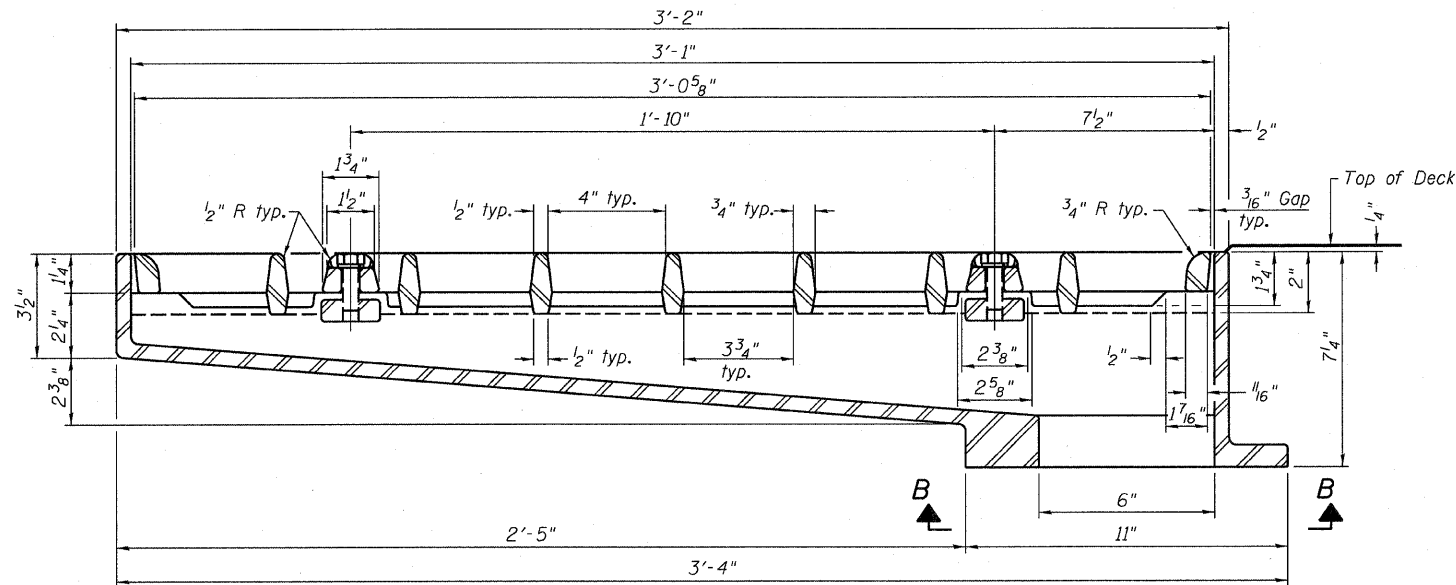
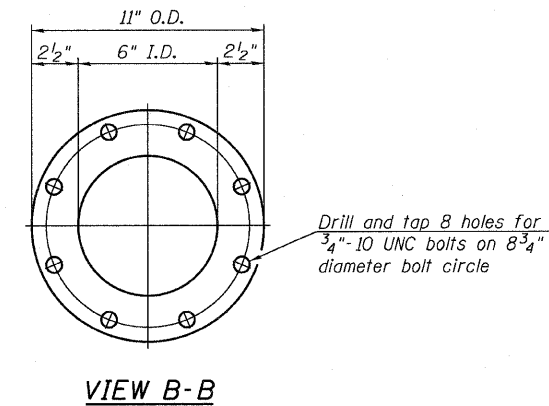
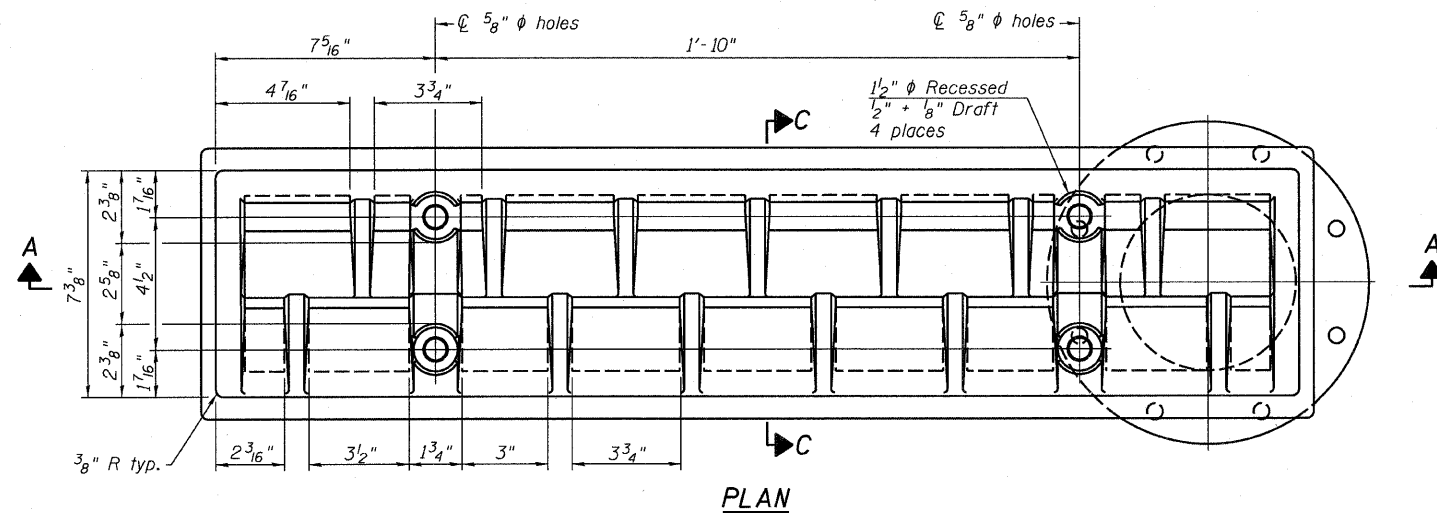
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	144

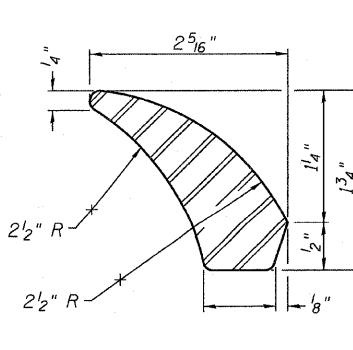
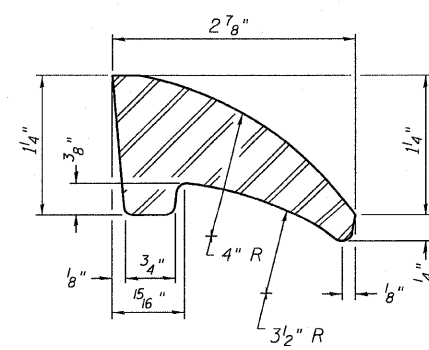
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PREFORMED JOINT STRIP SEAL
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871
SCALE: VERT. DRAWN BY JHR
HORIZ. CHECKED BY CLS
DATE JUNE 2008

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 M111.
 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-33.
 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.



SECTION A-A
See sheet S11 of S29 for scupper location relative to parapet.



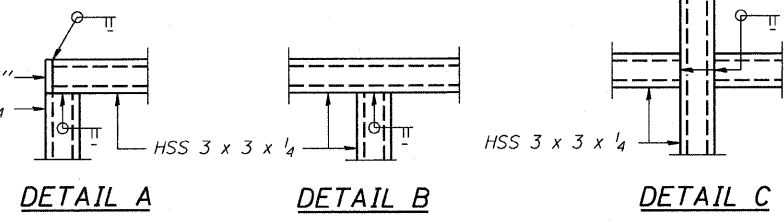
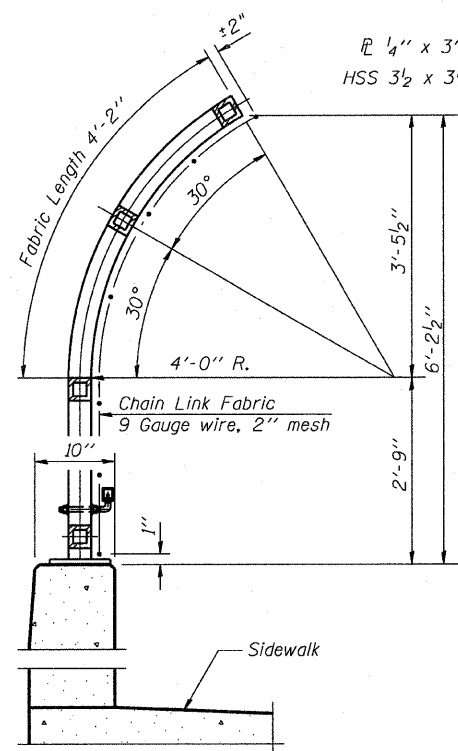
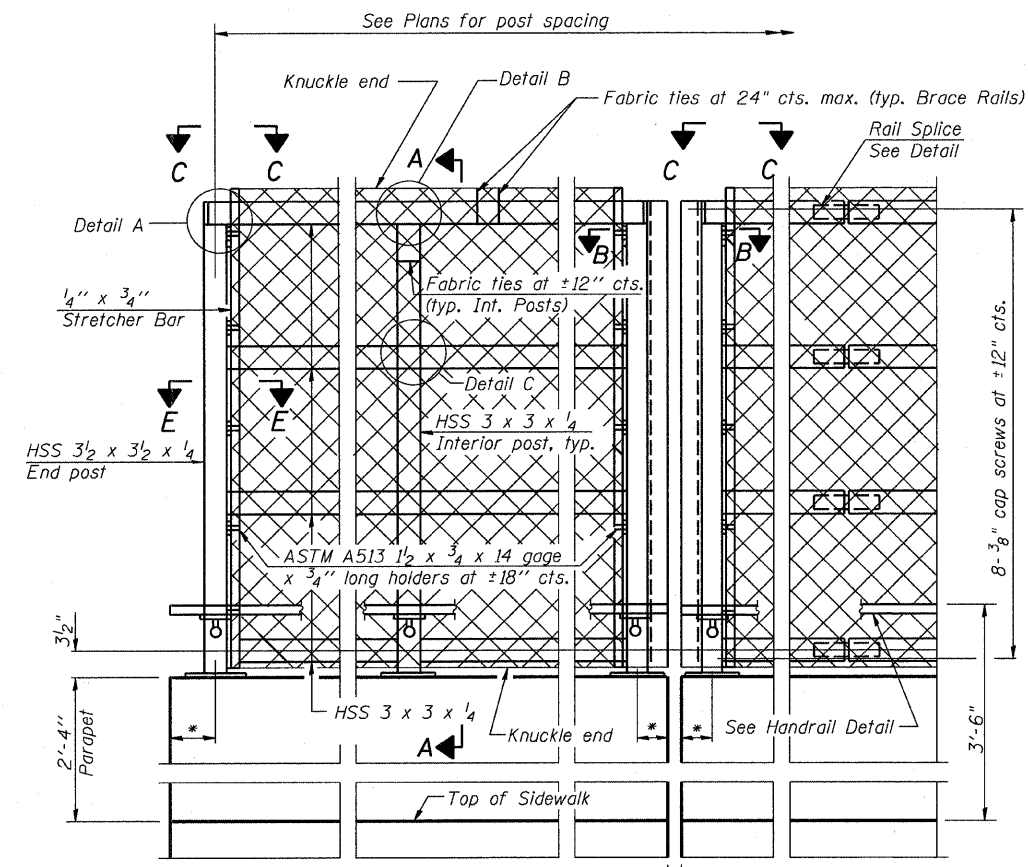
BILL OF MATERIAL

Item	Unit	Total
Drainage Scuppers, DS-33	Each	8

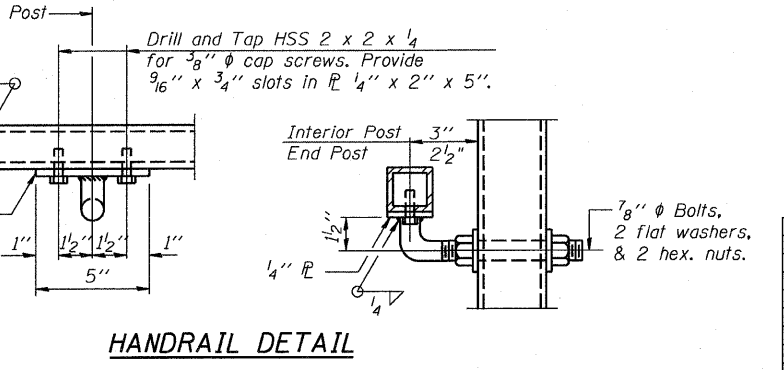
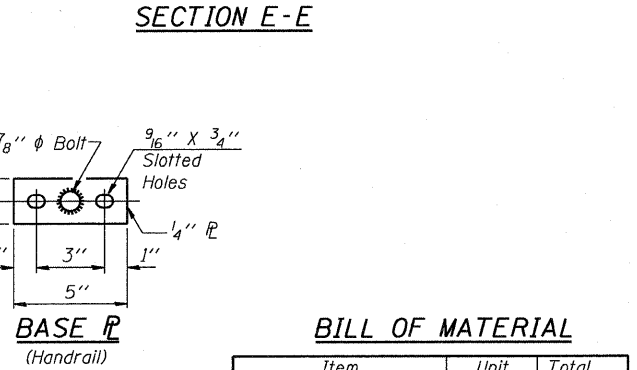
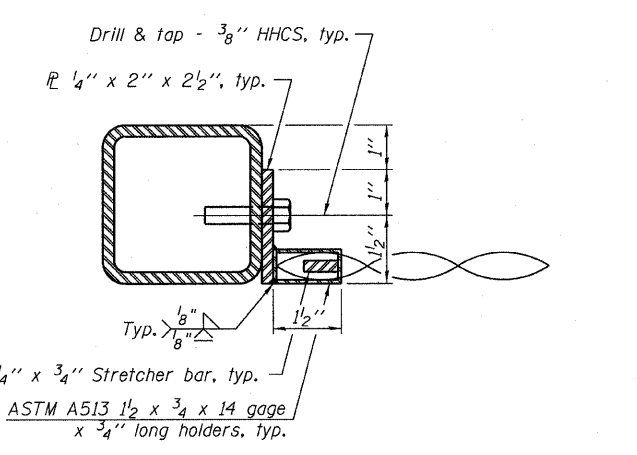
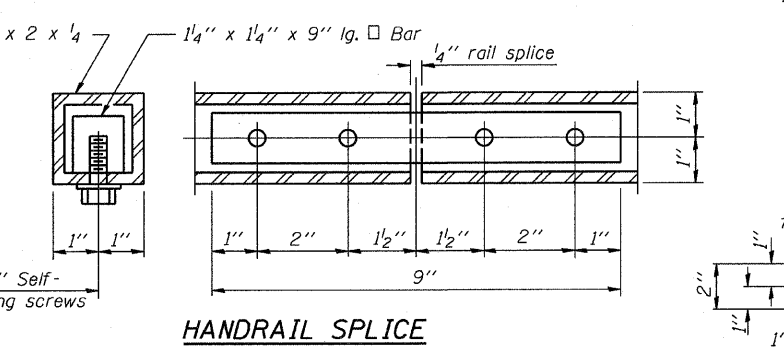
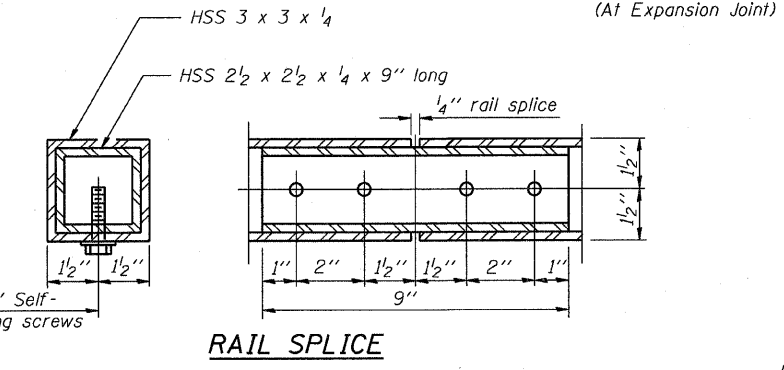
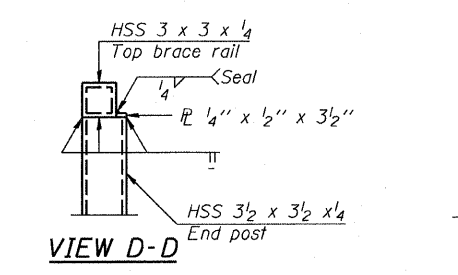
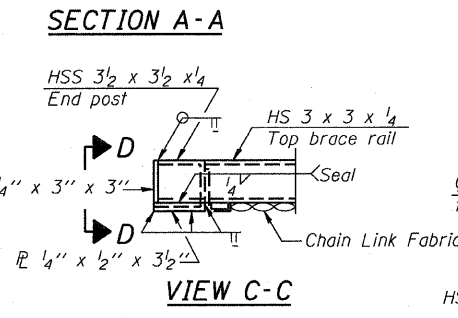
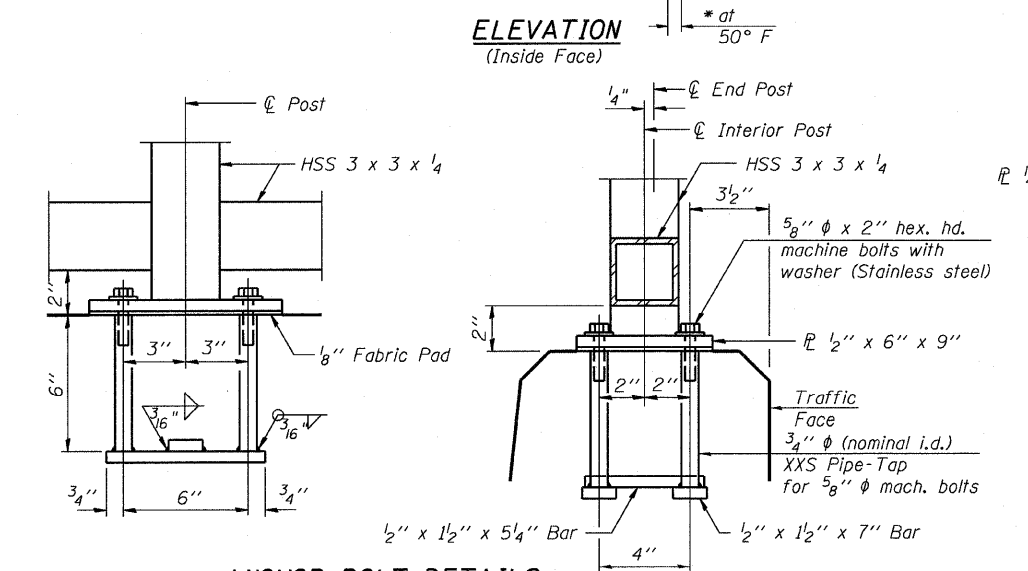
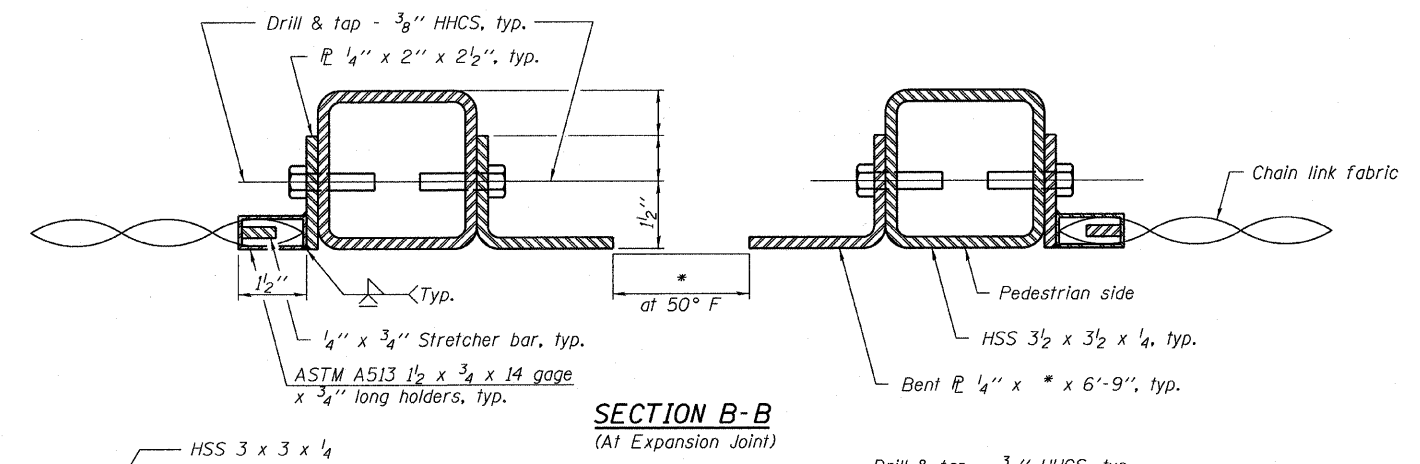
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAINAGE SCUPPER DS-33
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

SCALE: VERT. DATE: JANUARY 2008
 HORIZ. DRAWN BY: JHR
 CHECKED BY: CLS



All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



BILL OF MATERIAL

Item	Unit	Total
Bridge Fence Railing	Foot	985

ILLINOIS DEPARTMENT OF TRANSPORTATION
 BRIDGE FENCE RAILING
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

SCALE: VERT. _____
 HORIZ. _____
 DATE JANUARY 2008

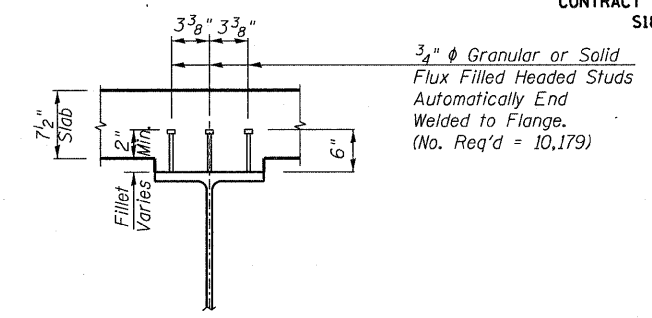
DRAWN BY JHR
 CHECKED BY CLS

REVISIONS

NAME	DATE

*Variable - See Plans
 (10'-0" Maximum Post Spacing)

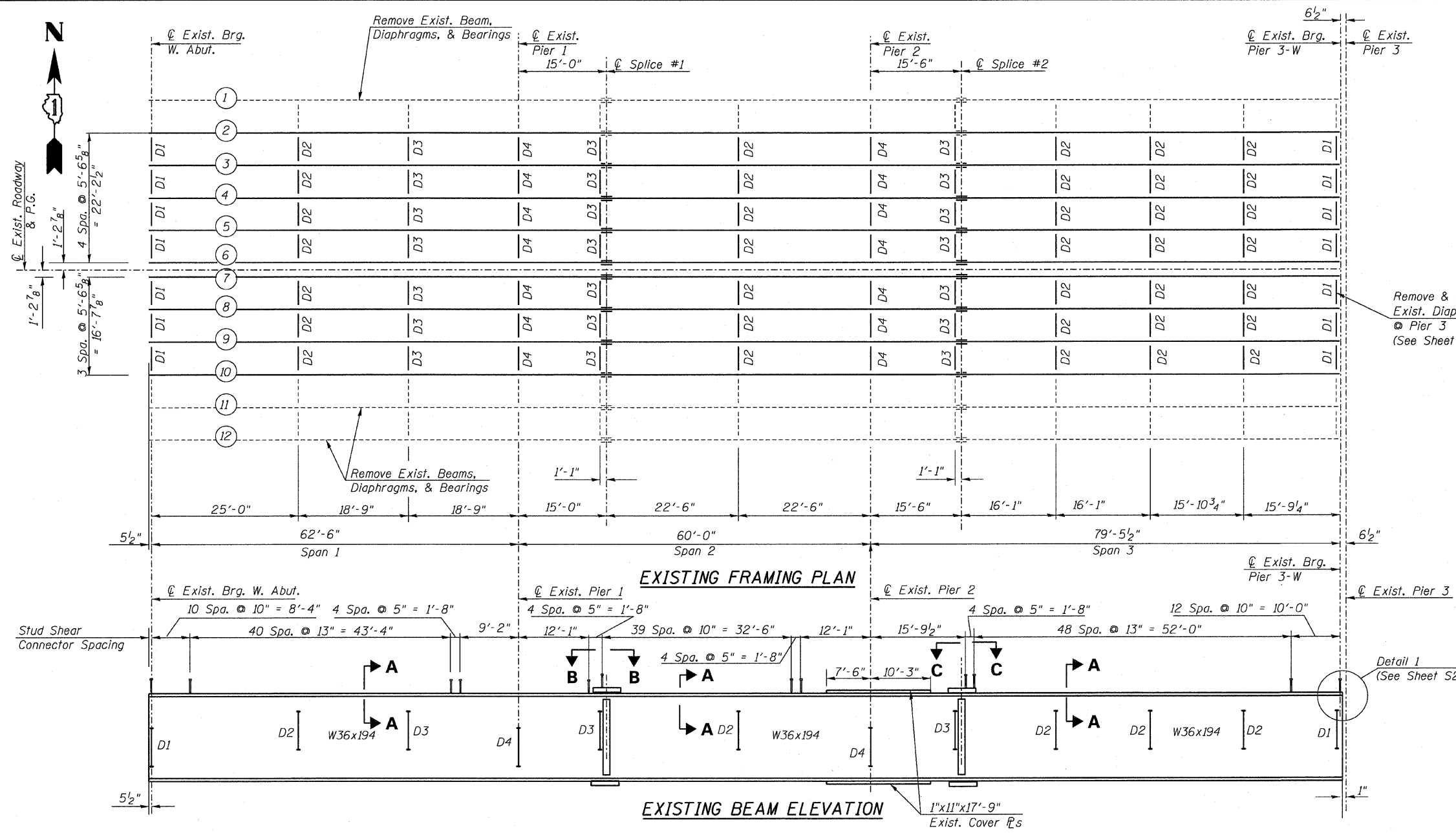
CONTRACT NO. 62196
S18 of S30



EXISTING BEAM & DIAPHRAGM TABLE

Span	Beam	Diaphragm D1	Diaphragms D2 thru D4
1-3	W36x194	W12x40	W16x36
4-7	W36x170	W12x40	W16x36

- Notes:
1. Work this sheet with Sheets S18-S20.
 2. All dimensions and other info for the existing steel beams and diaphragms were taken from existing bridge plans (not as-builts).
 3. The Contractor shall verify all dimensions in the field.
 4. The Contractor shall submit for approval by the Engineer plans for jacking existing superstructure prior to commencing any work at the bearings. This submittal shall be prepared and sealed by a licensed Structural Engineer in Illinois.
 5. Jacking and removing existing bearings shall be done after the existing deck removal is completed and before the new deck is poured.
 6. The new structural steel and bearings shall be in place and the jacks shall be lowered before the new concrete deck is poured.



INTERIOR BEAM MOMENT TABLE

Property	Unit	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3	0.4 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.5 Sp. 6	Pier 6	0.6 Sp. 7
Is	(in ⁴)	12,100	12,100	12,100	19,835	12,100	10,500	17,105	10,500	17,105	10,500	10,500	10,500
Ic (n)	(in ⁴)	25,890	---	25,890	---	25,890	23,245	---	23,245	---	23,245	---	23,245
Ic (3n)	(in ⁴)	18,860	---	18,860	---	18,860	16,955	---	16,955	---	16,955	---	16,955
Ss	(in ³)	663.2	663.2	663.2	1,030.7	663.2	580.8	902.4	580.8	902.4	580.8	580.8	580.8
Sc (n)	(in ³)	892.9	---	892.9	---	892.9	788.4	---	788.4	---	788.4	---	788.4
Sc (3n)	(in ³)	801.1	---	801.1	---	801.1	709.7	---	709.7	---	709.7	---	709.7
Z	(in ³)	---	767.0	---	1,179.5	---	---	1,024.8	---	1,024.8	---	668.0	---
DL	(k/ft)	0.756	1.197	0.756	1.283	0.756	0.729	1.245	0.729	1.245	0.729	1.170	0.729
M DL	(k)	258.9	365.0	-20.0	739.5	384.7	239.7	813.3	220.5	608.1	80.5	460.6	237.7
s DL	(k/ft)	0.441	---	0.441	---	0.441	0.441	---	0.441	---	0.441	---	0.441
Ms DL	(k)	156.2	---	11.3	---	234.9	157.9	---	153.9	---	66.6	---	153.0
M LL	(k)	367.9	209.7	241.5	297.2	478.9	423.6	321.0	428.7	297.1	325.0	216.2	376.9
M (Imp)	(k)	98.3	56.1	65.2	76.4	117.3	108.0	79.0	102.0	73.7	84.2	56.6	99.9
5/3*[M LL + M(Imp)]	(k)	777.0	443.0	511.2	622.7	993.7	886.0	666.7	884.5	618.0	682.0	454.7	794.7
Ma	(k)	1,549.7	1,050.4	653.2	1,770.8	2,097.2	1,668.7	1,924.0	1,636.6	1,593.9	1,077.8	1,189.8	1,541.0
Mu	(k)	3,136.6	2,109.3	3,136.6	3,243.6	3,136.6	2,800.7	2,818.3	2,800.7	2,818.3	2,800.7	1,837.0	2,800.7
fs DL non-comp	(ksi)	4.68	6.60	-0.36	8.61	6.96	4.95	10.82	4.56	8.09	1.66	9.52	4.91
fs DL (comp)	(ksi)	2.34	---	0.17	---	3.52	2.67	---	2.60	---	1.13	---	2.59
fs 5/3*(LL + Imp)	(ksi)	10.44	8.02	6.87	7.25	13.35	13.49	8.87	13.46	8.22	10.38	9.39	12.10
fs (Overload)	(ksi)	17.47	14.62	6.68	15.86	23.83	21.11	19.68	20.62	16.30	13.17	18.91	19.59
fs (Total)	(ksi)	---	---	---	---	---	---	---	---	---	---	---	---
VR	(k)	46.9	---	30.9	---	46.8	47.7	---	37.0	---	34.8	---	46.5

INTERIOR BEAM REACTION TABLE

Reaction	W. Abut.	Pier 1	Pier 2	Pier 3-W	Pier 3-E	Pier 4	Pier 5	Pier 6	E. Abut.
R DL (K)	31.6	73.2	99.8	38.7	30.8	106.7	90.6	82.5	30.2
R LL (K)	34.4	38.0	40.5	35.5	35.0	42.9	41.2	38.6	34.5
Imp. (K)	9.2	10.2	10.4	8.7	8.9	10.6	10.2	10.1	9.1
R (Total) (K)	75.2	121.5	150.7	82.9	74.7	160.1	142.0	131.3	73.9

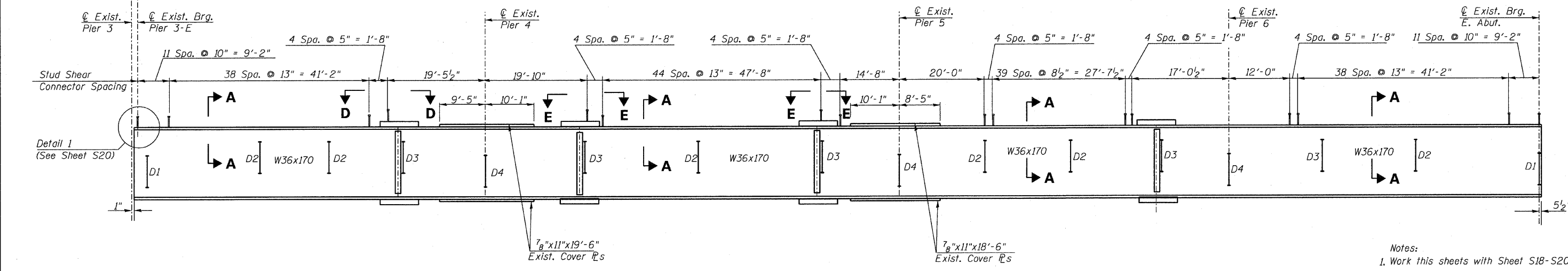
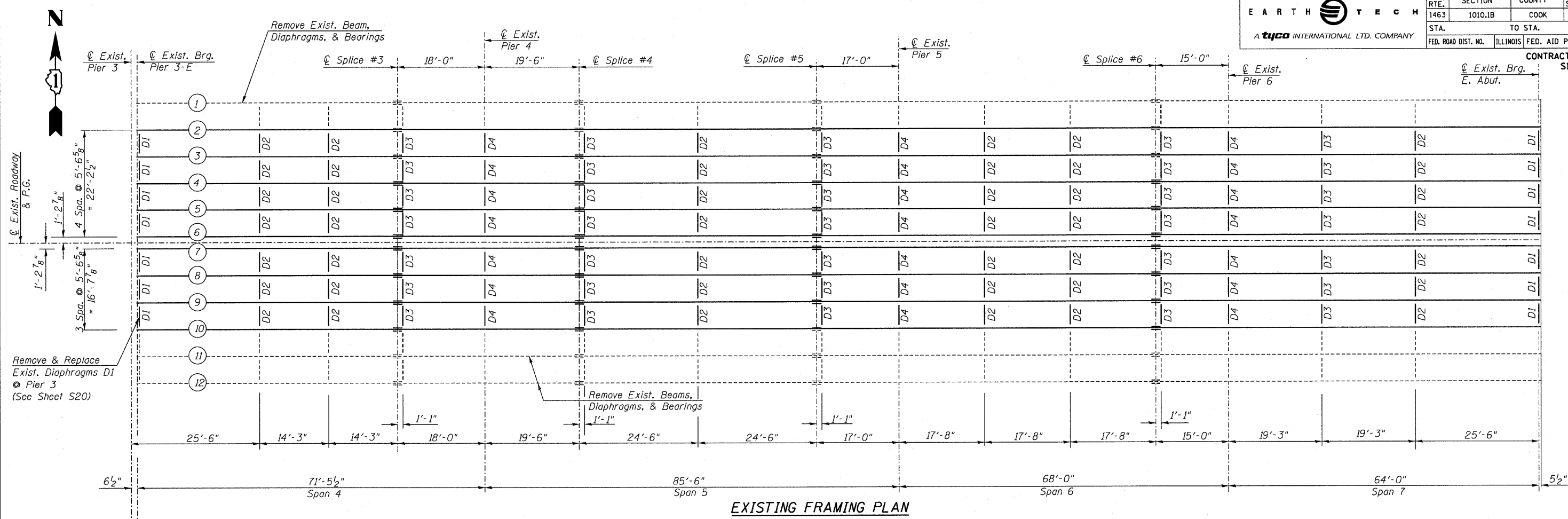
MINIMUM JACK CAPACITY TABLE

Reaction	W. Abut.	Pier 1	Pier 2	Pier 3-W	Pier 3-E	Pier 4	Pier 5	Pier 6	E. Abut.
R DL (Steel) (K)	5.8	13.8	---	7.4	5.2	19.0	---	14.1	5.0
Min. Jack (K)	8.8	20.7	---	11.1	7.8	28.5	---	21.1	7.5

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871
SCALE: VERT. HORIZ.
DATE: JANUARY 2008
DRAWN BY: JHR
CHECKED BY: CLS

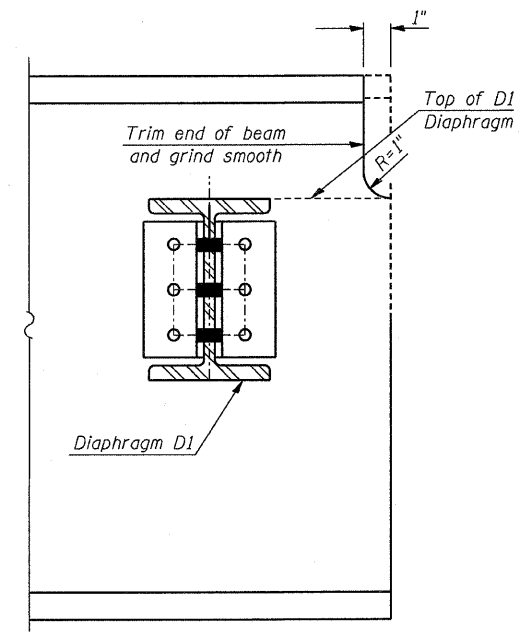
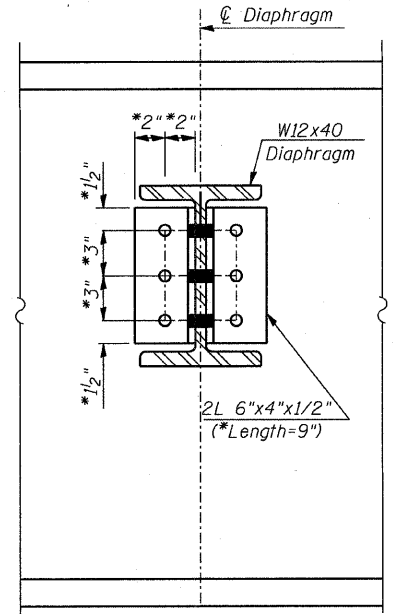
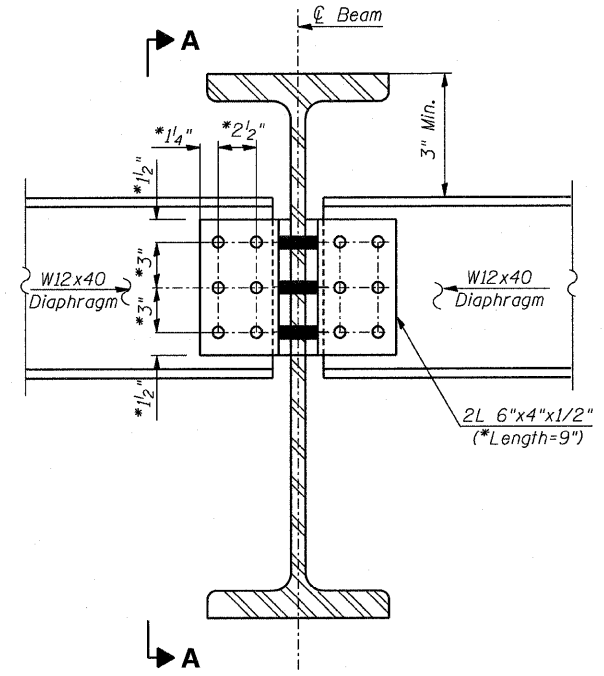
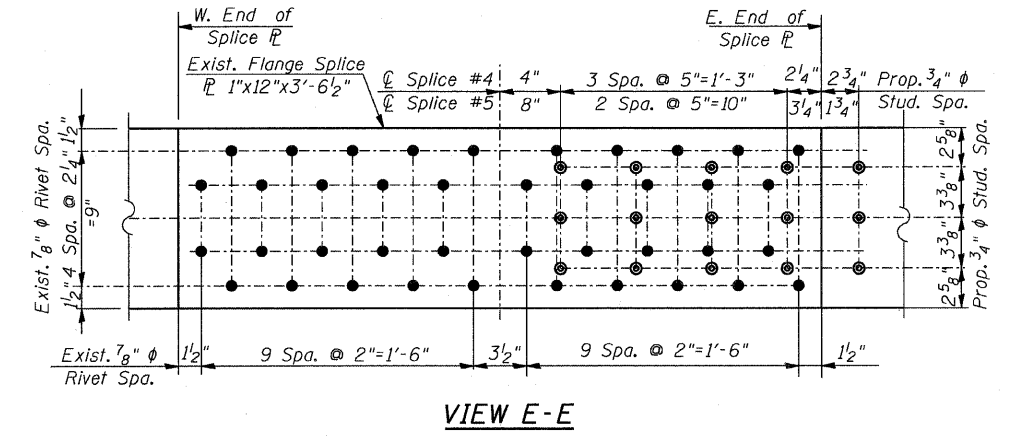
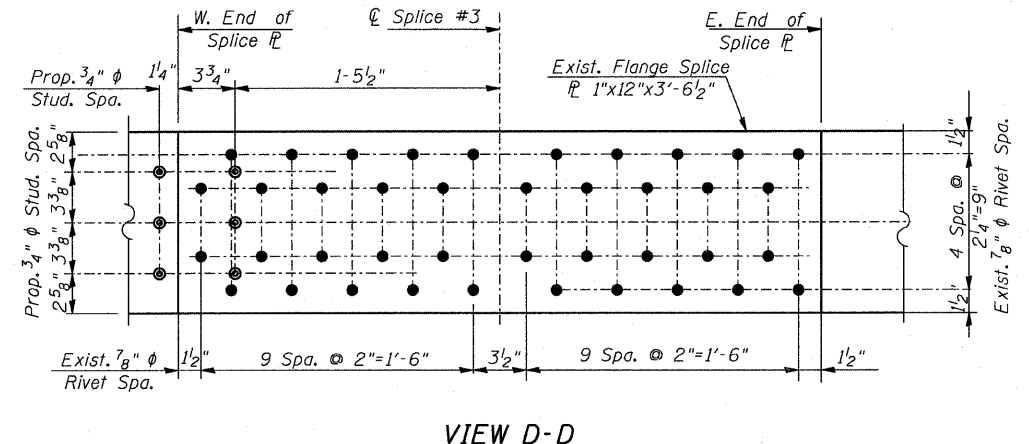
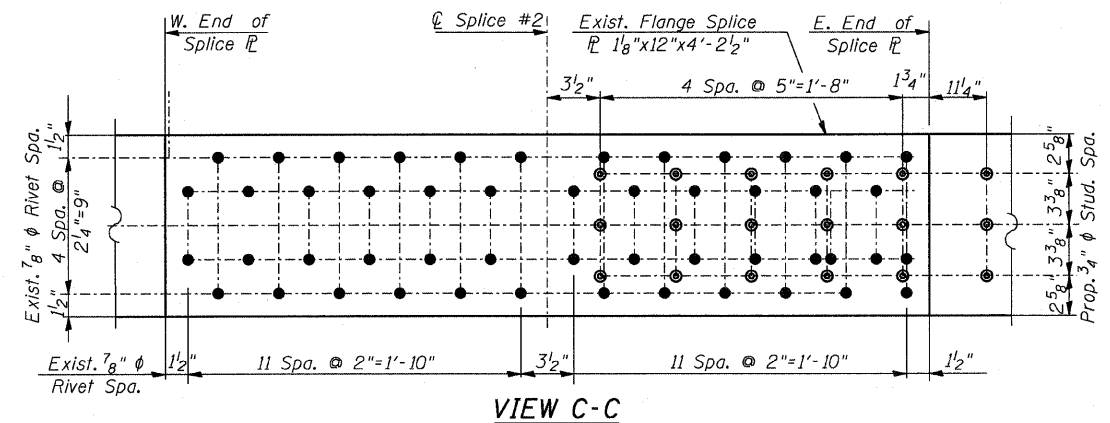
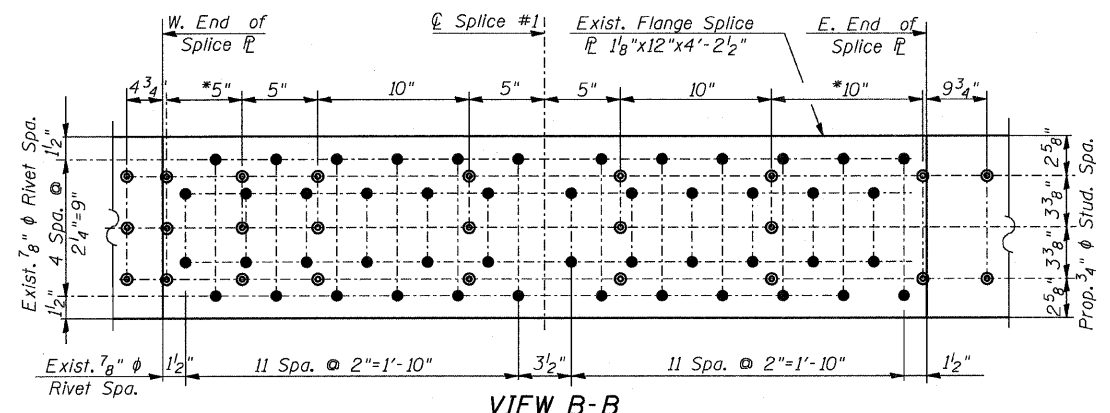


- Notes:
1. Work this sheets with Sheet S18-S20.
 2. All dimensions and other info for existing steel beams and diaphragms were taken from existing bridge plans (not as-builts).
 3. Contractor to verify all dimensions in field.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

SCALE: VERT. HORIZ. DATE JANUARY 2008 DRAWN BY JHR CHECKED BY CLS



- Notes:
1. Work this sheet with Sheets S18-S20.
 2. All dimensions and other info for existing steel beams and diaphragms were taken from existing bridge plans (not as-builts).
 3. Contractor to verify all dimensions in field.
 4. AASHTO M270 Gr. 36 steel shall be used for all diaphragms and connection plate material.
 5. Detail 1⁵/₁₆" ϕ holes for all 3/4" ϕ bolts.
 6. Two hardened washers required for each set of oversized holes.
 7. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	3,760
Stud Shear Connectors	Each	10,179
Structural Steel Removal	Pound	320,950
** Jack and Remove Existing Bearings	Each	63
Cleaning and Painting Steel Bridge, No. 1	L. Sum	1
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	0.5

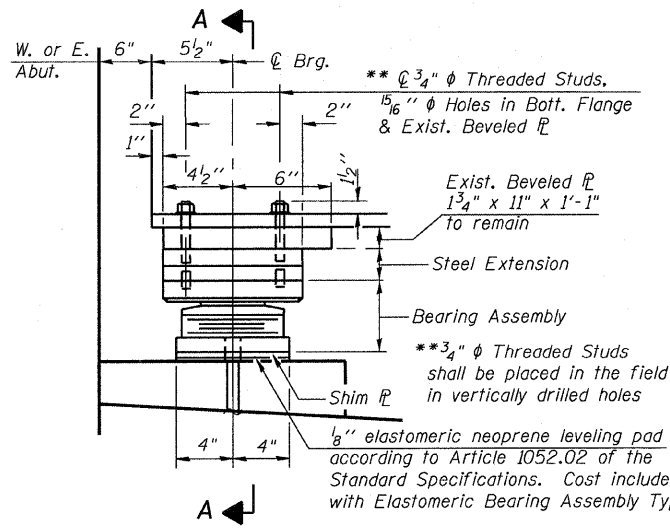
**Includes jacking & removal of existing rocker & roller bearings at the Abutments & Piers 1, 3, 4, & 6 (Beams 2-10 only). Fixed bearings at Piers 2 & 5 (Beams 2-10 only) are to remain in place. Removal of all the remaining bearings is included with "Structural Steel Removal".

REVISIONS	
NAME	DATE

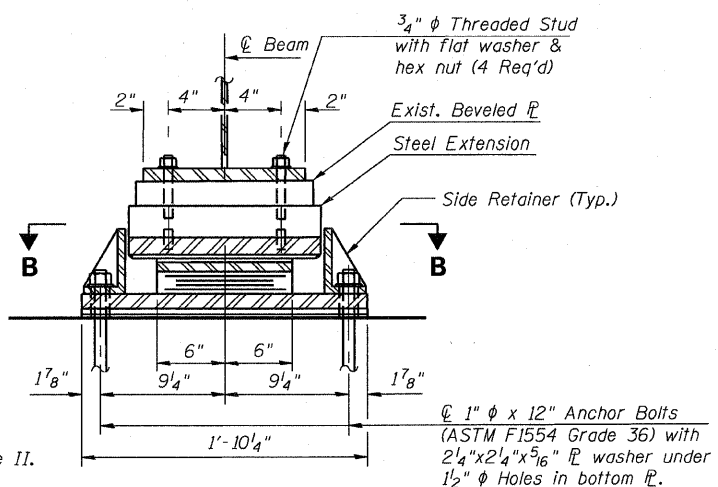
ILLINOIS DEPARTMENT OF TRANSPORTATION
STEEL DETAILS
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

SCALE: VERT. _____
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 DATE: APRIL 2008

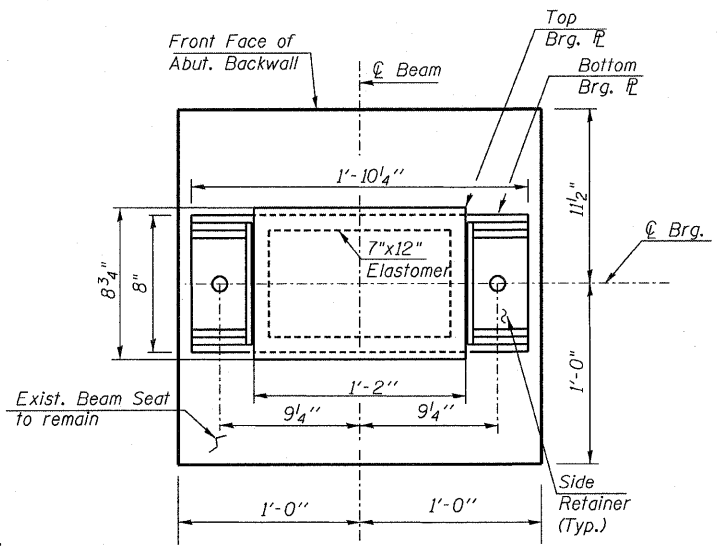
DRAWN BY: JHR
 CHECKED BY: CLS



ELEVATION AT ABUT.

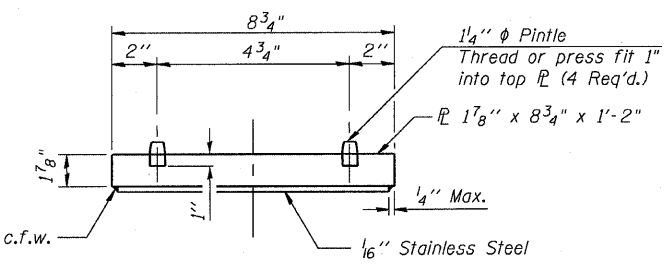


SECTION A-A

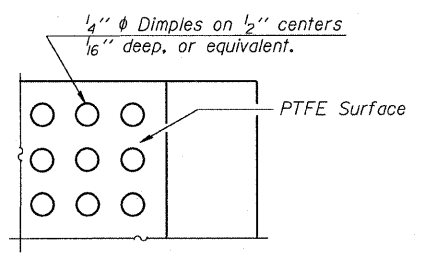


SECTION B-B

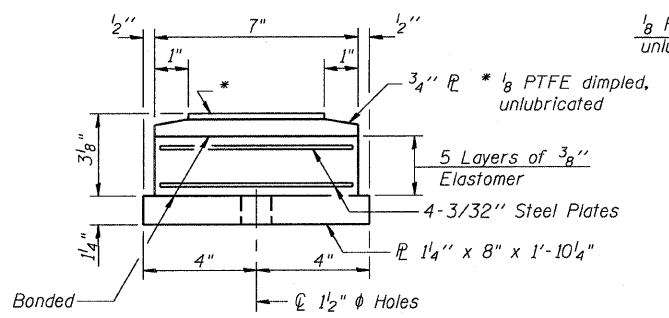
TYPE II ELASTOMERIC EXP. BRG.



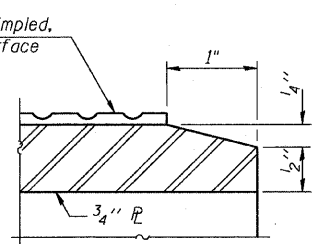
TOP BEARING ASSEMBLY



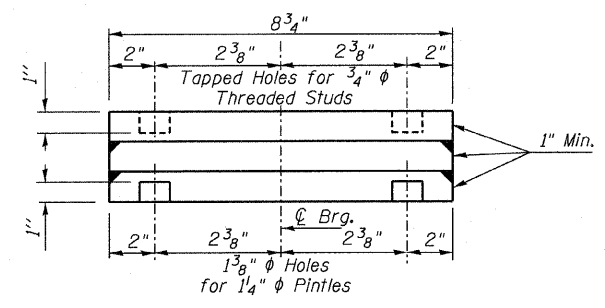
PLAN-PTFE SURFACE



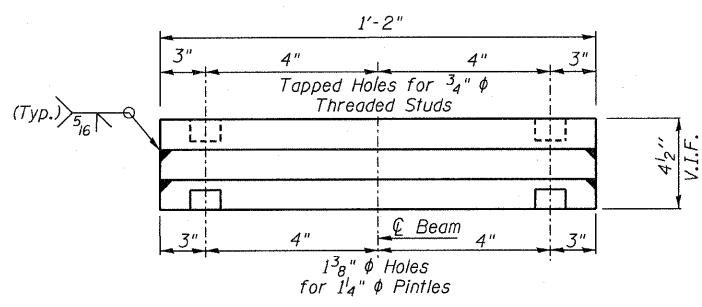
BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

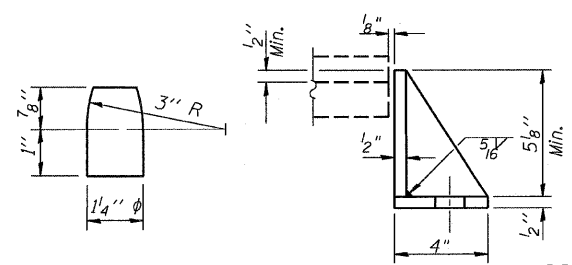


ELEVATION STEEL EXTENSION

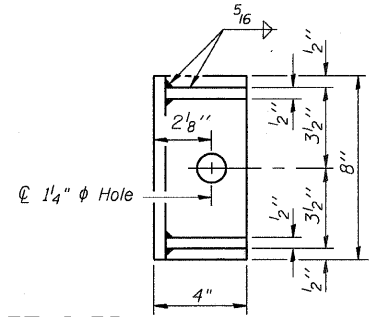


END VIEW STEEL EXTENSION

V.I.F.=Verify in Field

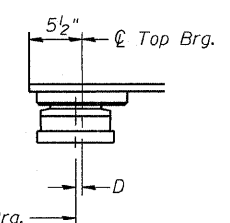


PINTLE



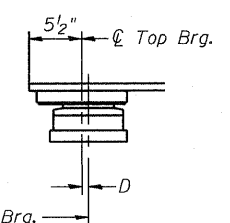
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

(Move bott. brg. away from fixed brg.)



SETTING ANCHOR BOLTS AT EXP. BRG.

(Move bott. brg. toward fixed brg.)

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

Two 1/8" & two 1/4" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).

H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.

Prior to ordering any material, the Contractor shall verify in the field all bearing heights and shim thickness dimensions.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	18
*** Furnishing and Erecting Structural Steel	Pound	2,815
Anchor Bolts, 1"	Each	36

***Includes weight of 18 steel extensions only.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ELASTOMERIC BEARING ASSEMBLY
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

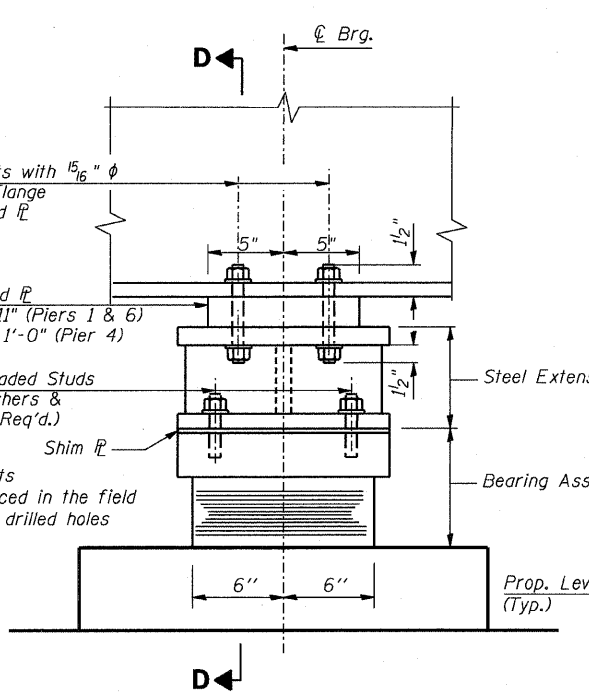
SCALE: VERT. _____
 HORIZ. _____
 DATE JANUARY 2008

DRAWN BY JHR
 CHECKED BY CLS

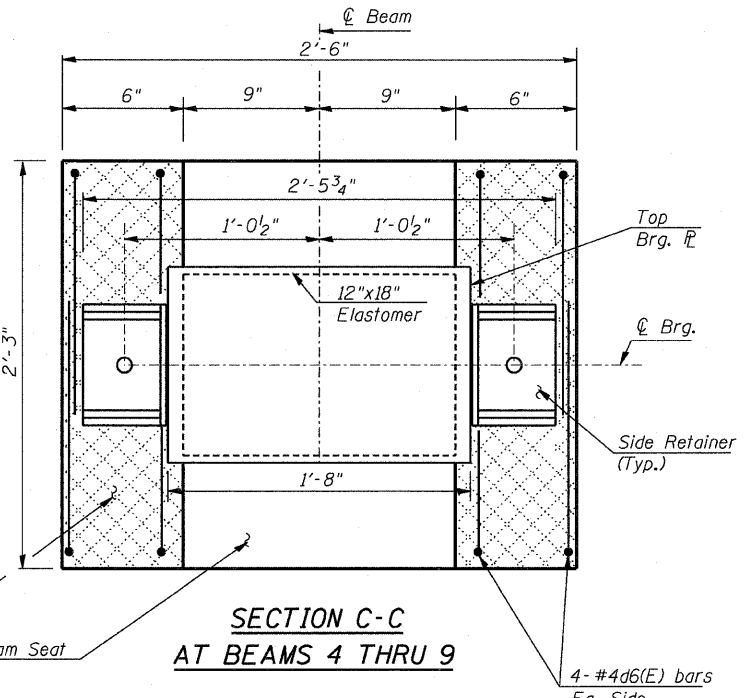
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d6(E)	144	#4	2'-10"	
Concrete Structures			Cu. Yd.	1.8
Reinforcement Bars, Epoxy Coated			Pound	270
Elastomeric Bearing Assembly, Type I			Each	27
Furnishing and Erecting Structural Steel			Pound	6,780
Anchor Bolts, 1/4"			Each	54

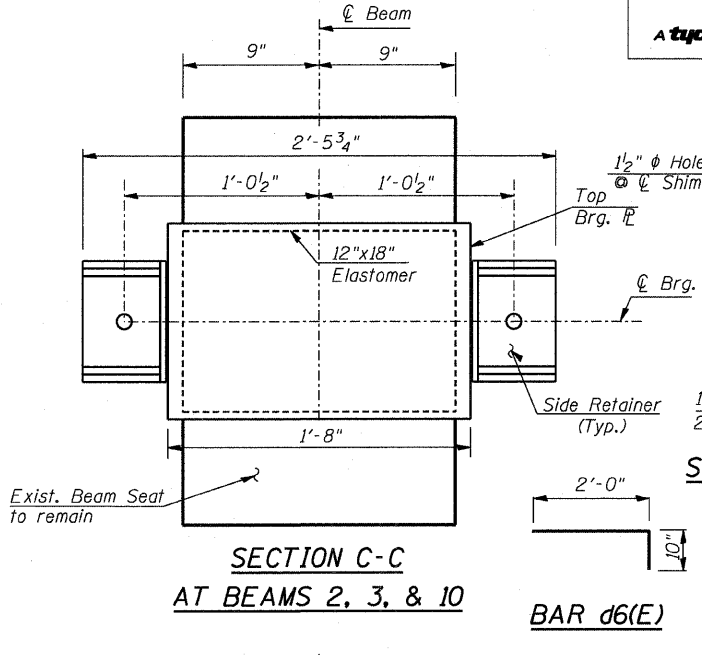
***Includes weight of 27 steel extensions, 6-1/4" steel shims, & 12-2 5/8" steel shims.



**ELEVATION AT PIERS 1, 4, & 6
TYPE I ELASTOMERIC EXP. BRG.**

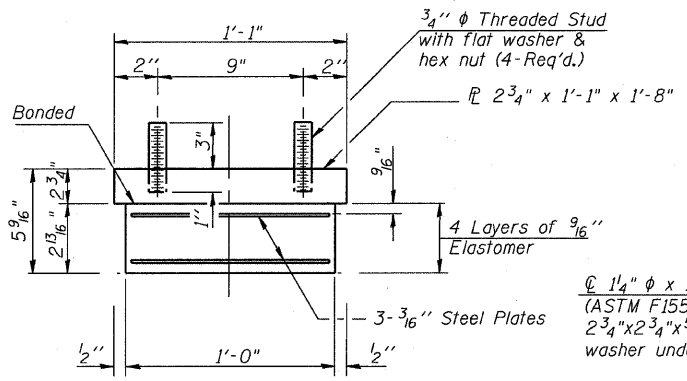
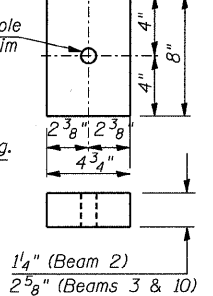


**SECTION C-C
AT BEAMS 4 THRU 9**

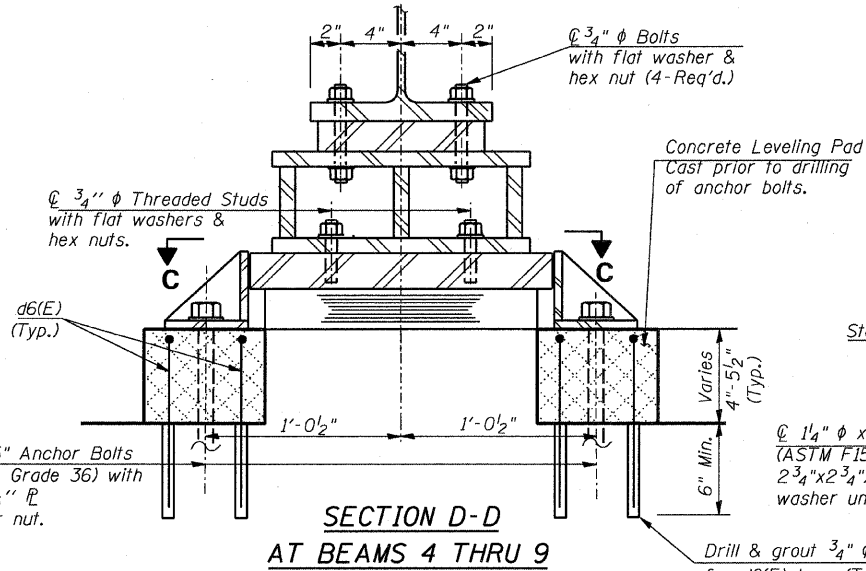


**SECTION C-C
AT BEAMS 2, 3, & 10**

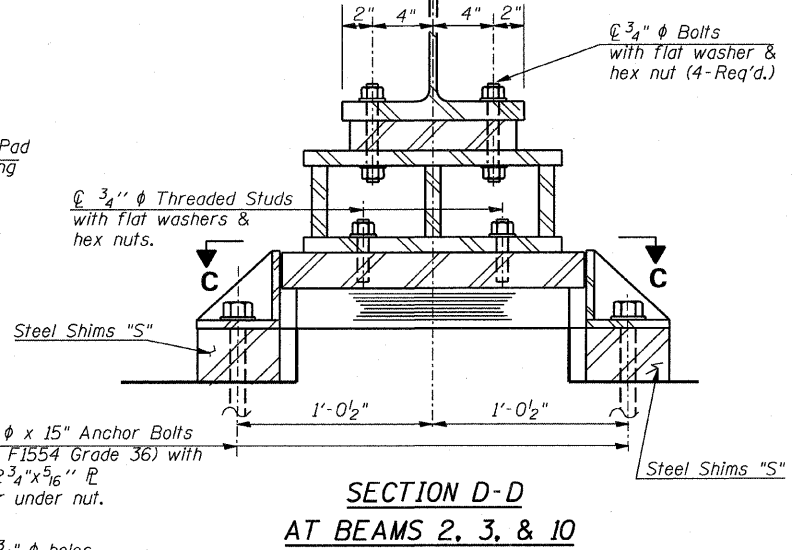
STEEL SHIM "S"



BEARING ASSEMBLY



**SECTION D-D
AT BEAMS 4 THRU 9**



**SECTION D-D
AT BEAMS 2, 3, & 10**

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers shall be installed in holes drilled after members are in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

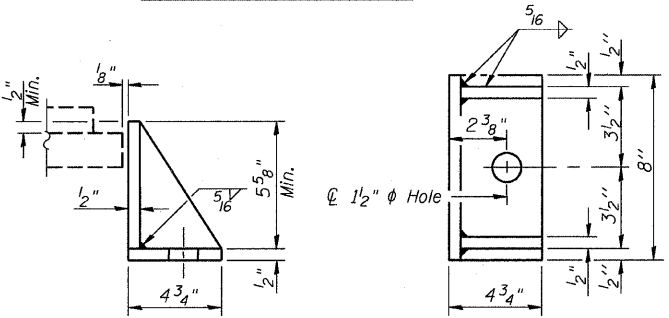
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 36.

Two 1/8" & two 1/4" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).

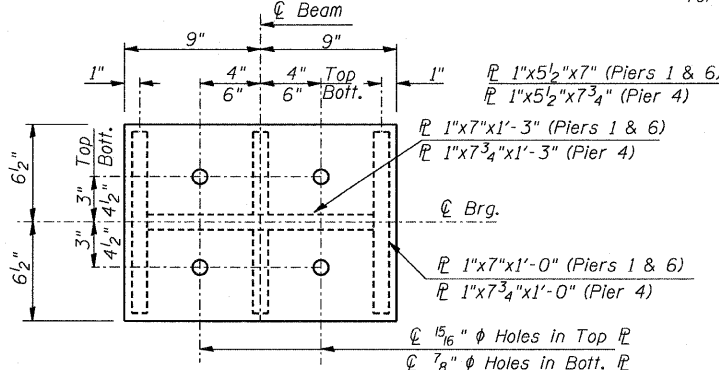
H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.

Prior to ordering any material, the Contractor shall verify in the field all bearing heights and shim thickness dimensions.

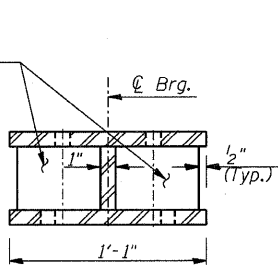


SIDE RETAINER

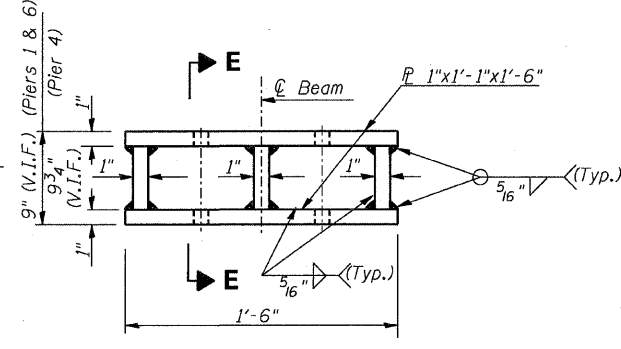
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN STEEL EXTENSION



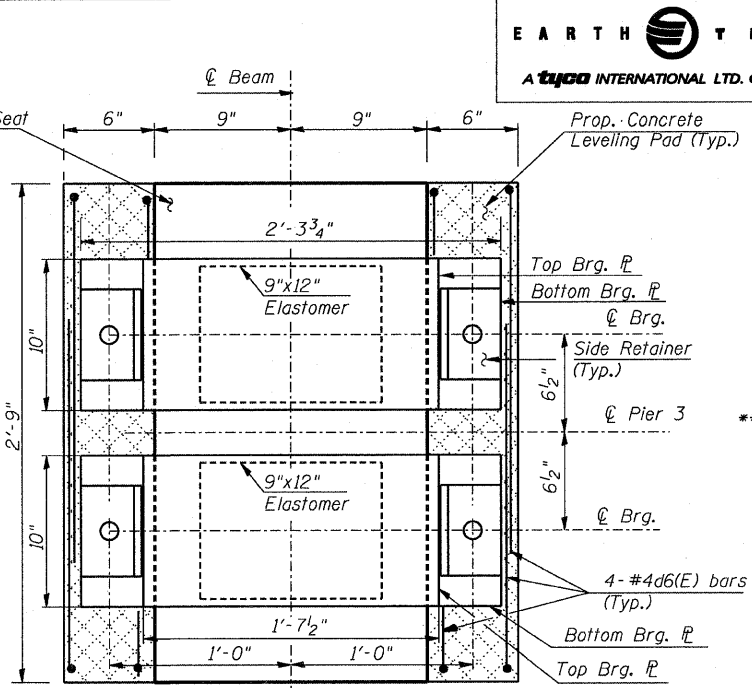
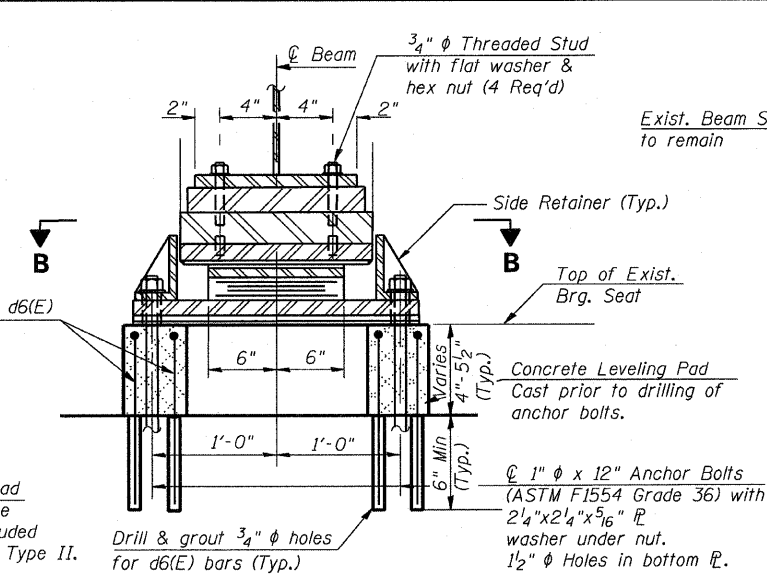
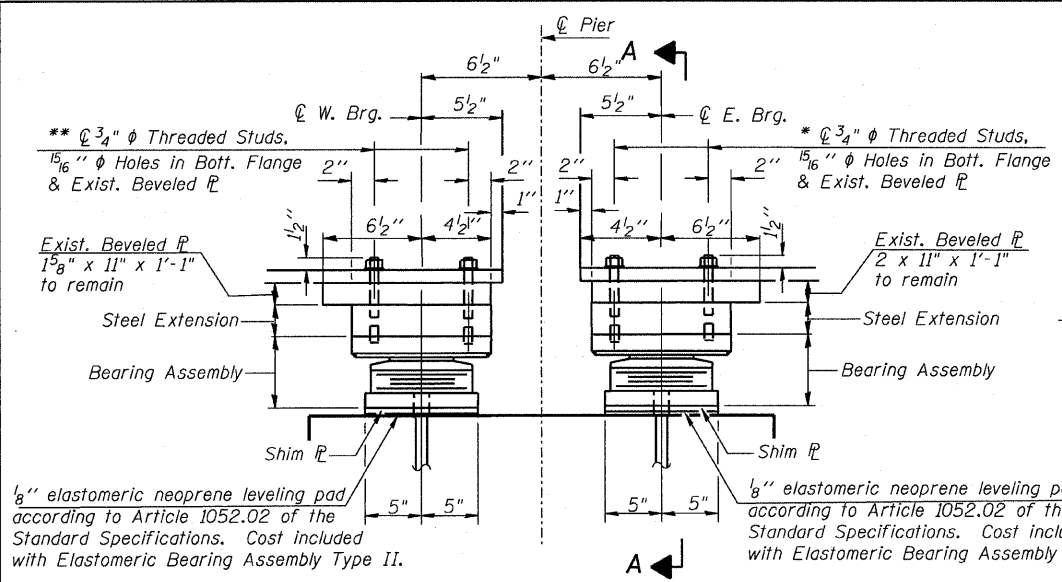
SECTION E-E



ELEVATION STEEL EXTENSION

V.I.F. = Verify in Field

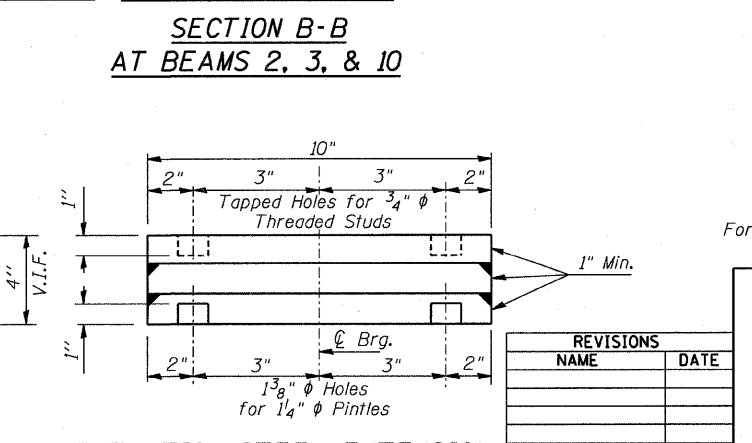
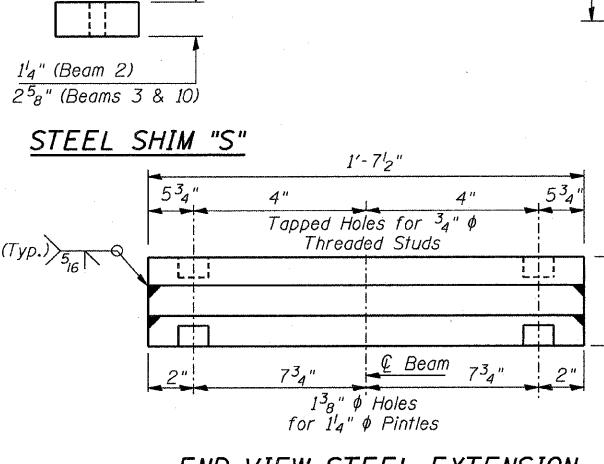
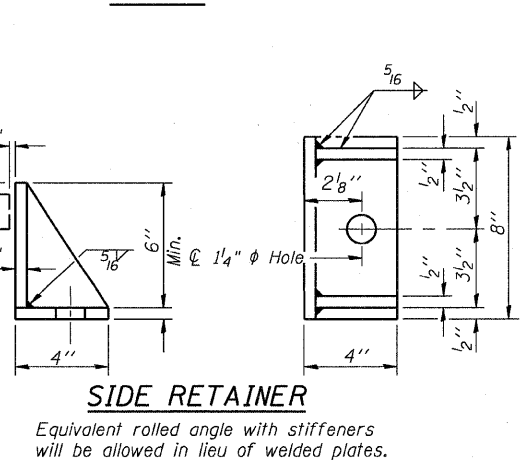
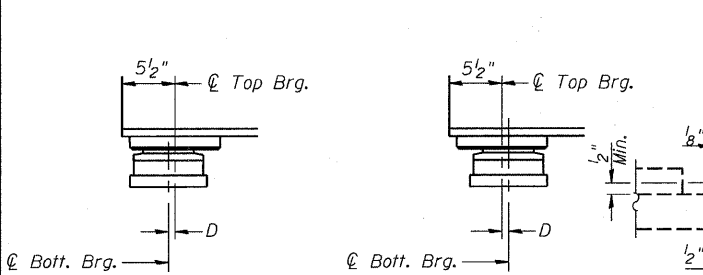
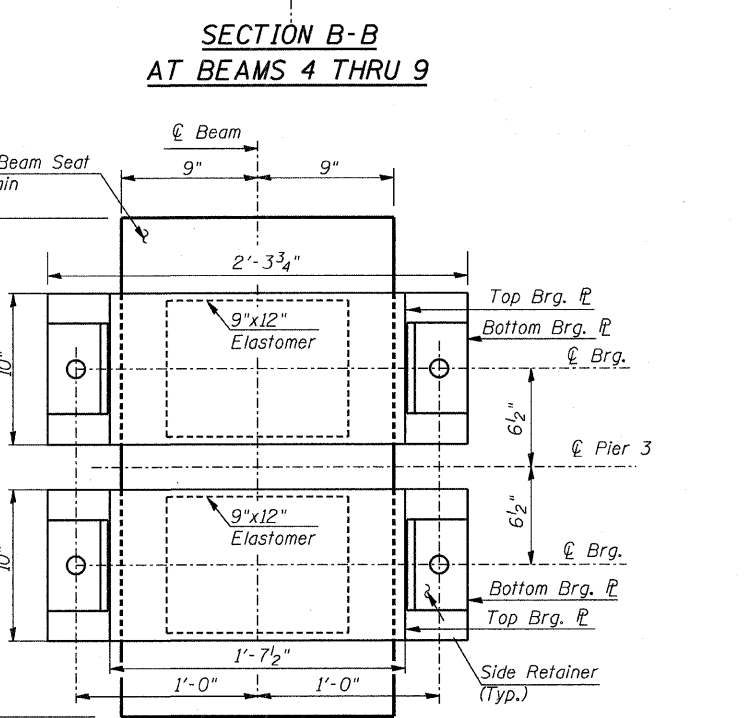
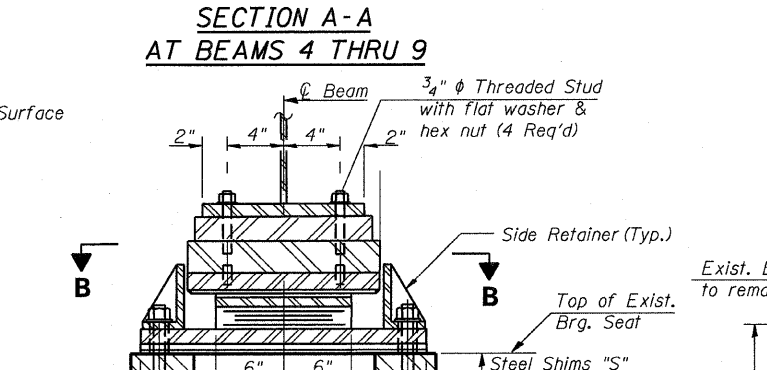
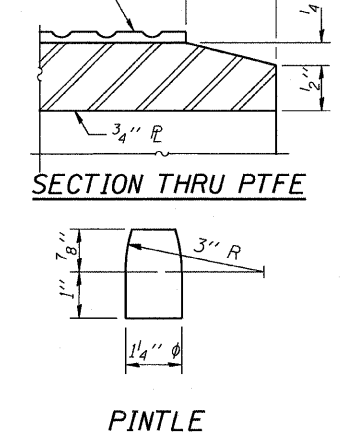
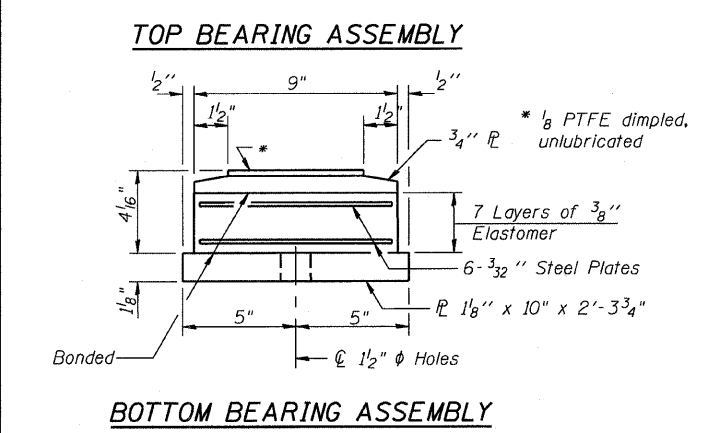
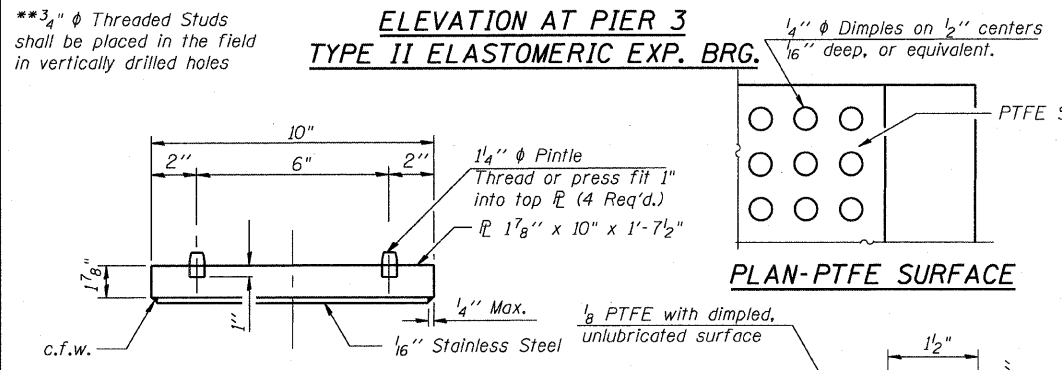
REVISIONS	
NAME	DATE



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d6(E)	144	#4	2'-10"	
Concrete Structures			Cu. Yd.	0.7
Reinforcement Bars, Epoxy Coated			Pound	270
Elastomeric Bearing Assembly, Type II			Each	18
Furnishing and Erecting Structural Steel			Pound	4,350
Anchor Bolts, 1"			Each	36

*** Includes weight of 18 steel extensions, 4-1/2" steel shims, & 8-2 5/8" steel shims.



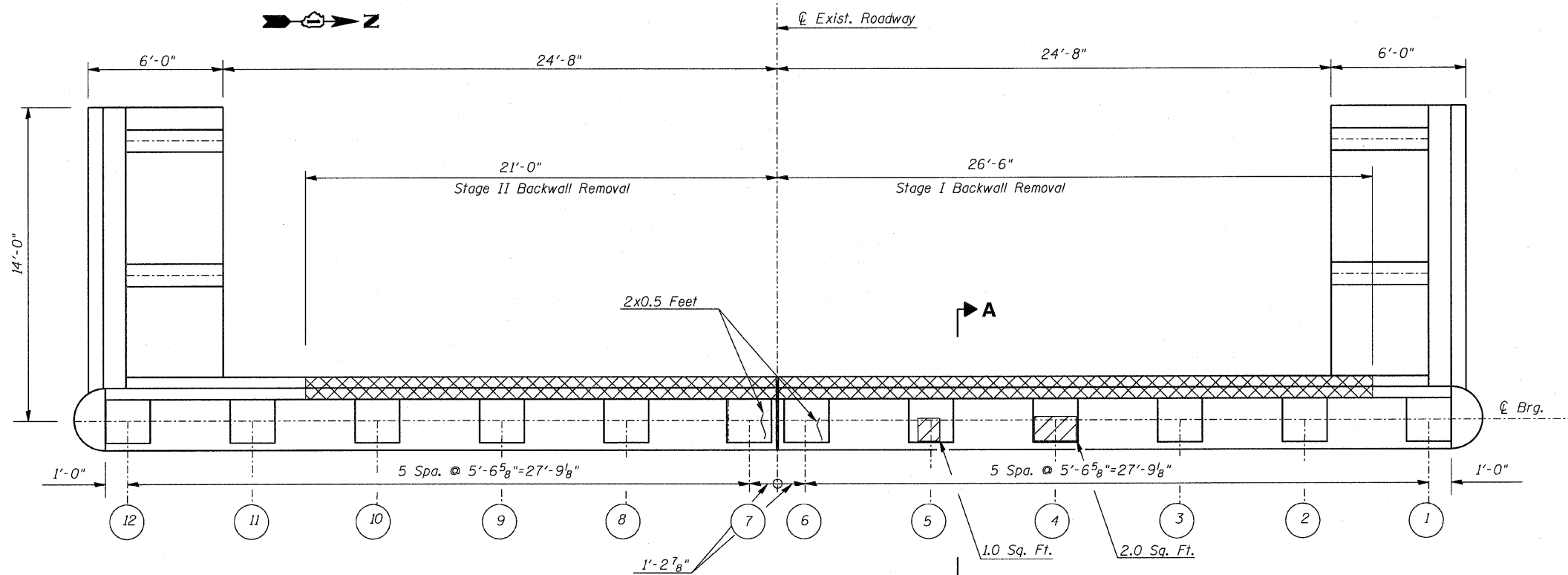
For notes, see Sheet S21.

ILLINOIS DEPARTMENT OF TRANSPORTATION
ELASTOMERIC BEARING ASSEMBLY
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
STR. NO. 016-0871

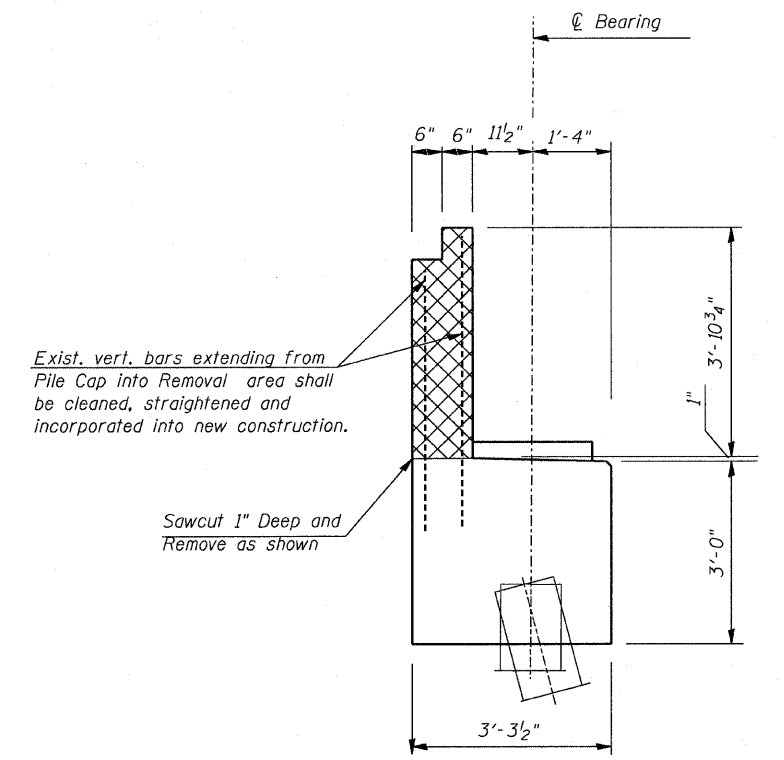
REVISIONS

NAME	DATE

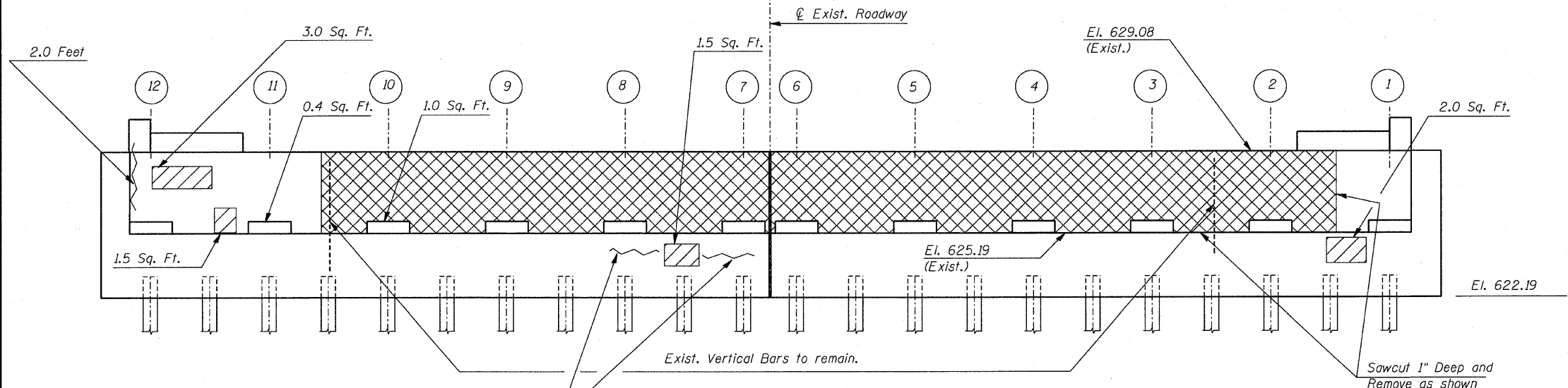
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WEST ABUTMENT PLAN
 (Showing Repair & Removal)



SECTION A-A



WEST ABUTMENT ELEVATION
 (Showing Repair & Removal)

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth equal to or less than 5")
- Concrete Removal

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	7.0
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	12.4
Concrete Removal	Cu. Yd.	6.4

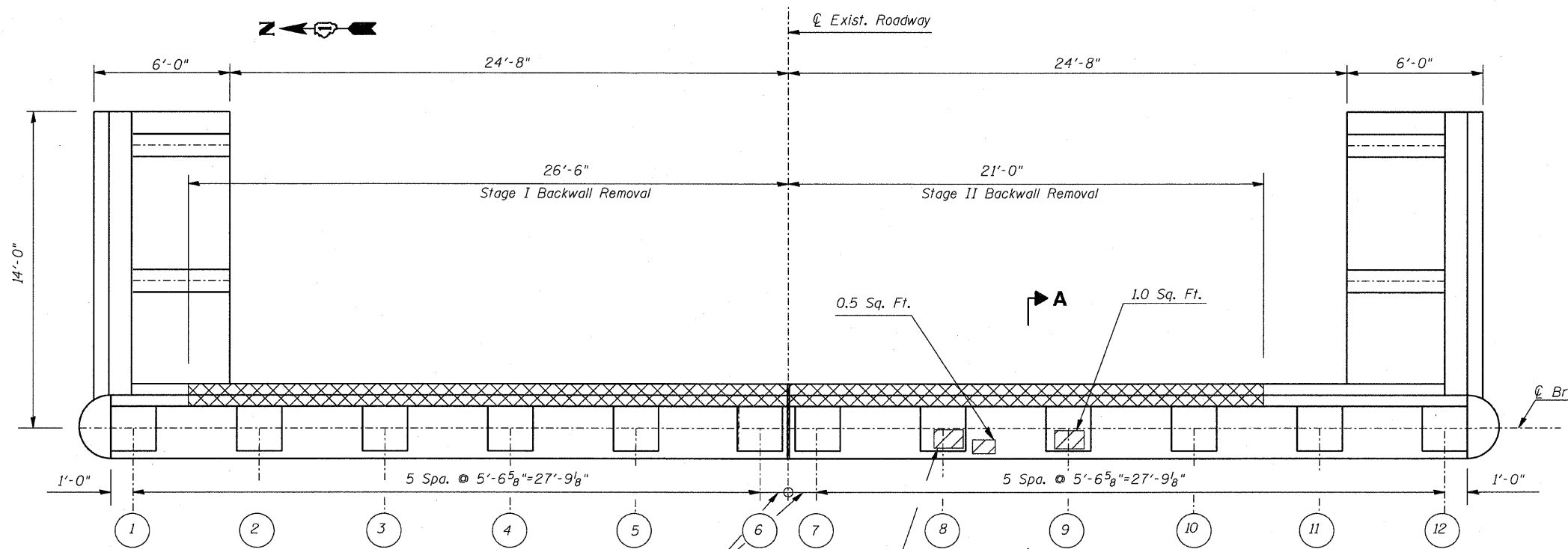
Note:
 Quantities & locations are for information purposes only. It shall be the Contractor's responsibility to verify such dimensions & details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation 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.

REVISIONS	
NAME	DATE

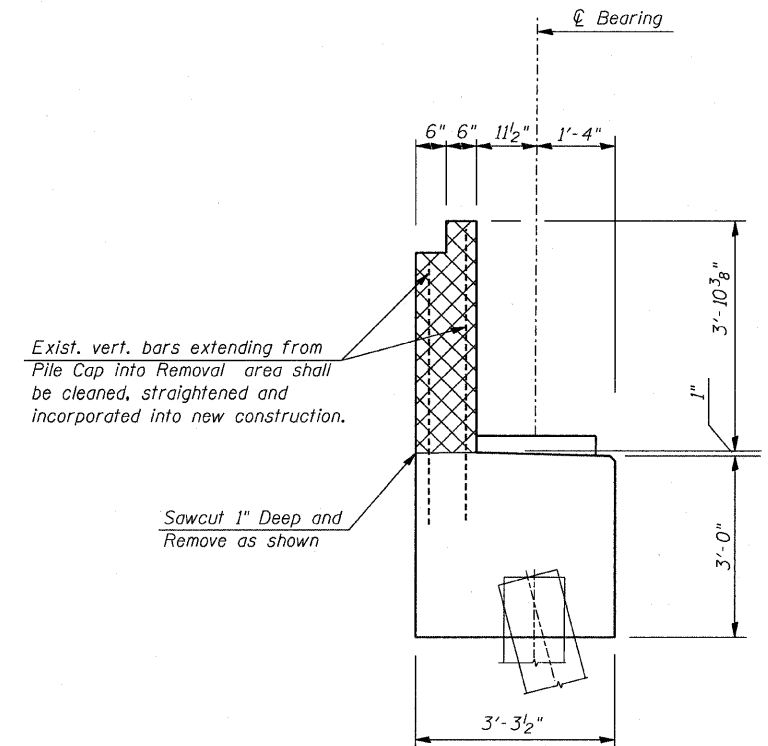
ILLINOIS DEPARTMENT OF TRANSPORTATION
WEST ABUTMENT REPAIRS
 31 ST. STREET OVER M.J. & C.W.I.R.R.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 217+09.66
 STR. NO. 016-0871

SCALE: VERT. _____
 HORIZ. _____
 DATE: APRIL 2008

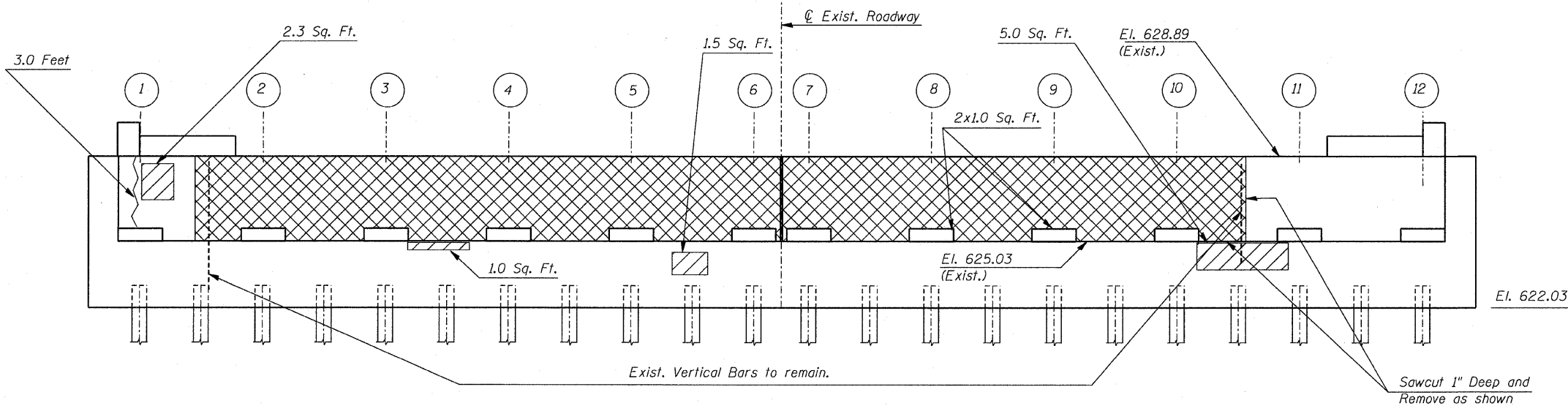
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 CHECKED BY: CLS



EAST ABUTMENT PLAN
(Showing Repair & Removal)



SECTION A-A



EAST ABUTMENT ELEVATION
(Showing Repair & Removal)

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	3.0
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	14.3
Concrete Removal	Cu. Yd.	6.4

Note:
Quantities & locations are for information purposes only. It shall be the Contractor's responsibility to verify such dimensions & details in the field 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.

LEGEND

- Epoxy Crack Injection
- Structural Repair of Concrete (Depth equal to or less than 5")
- Concrete Removal

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT REPAIRS
31 ST. STREET OVER M.J. & C.W.I.R.R.
F.A.U. ROUTE 1463 SECTION 159-1010.1B
COOK COUNTY
STATION 217+09.66
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