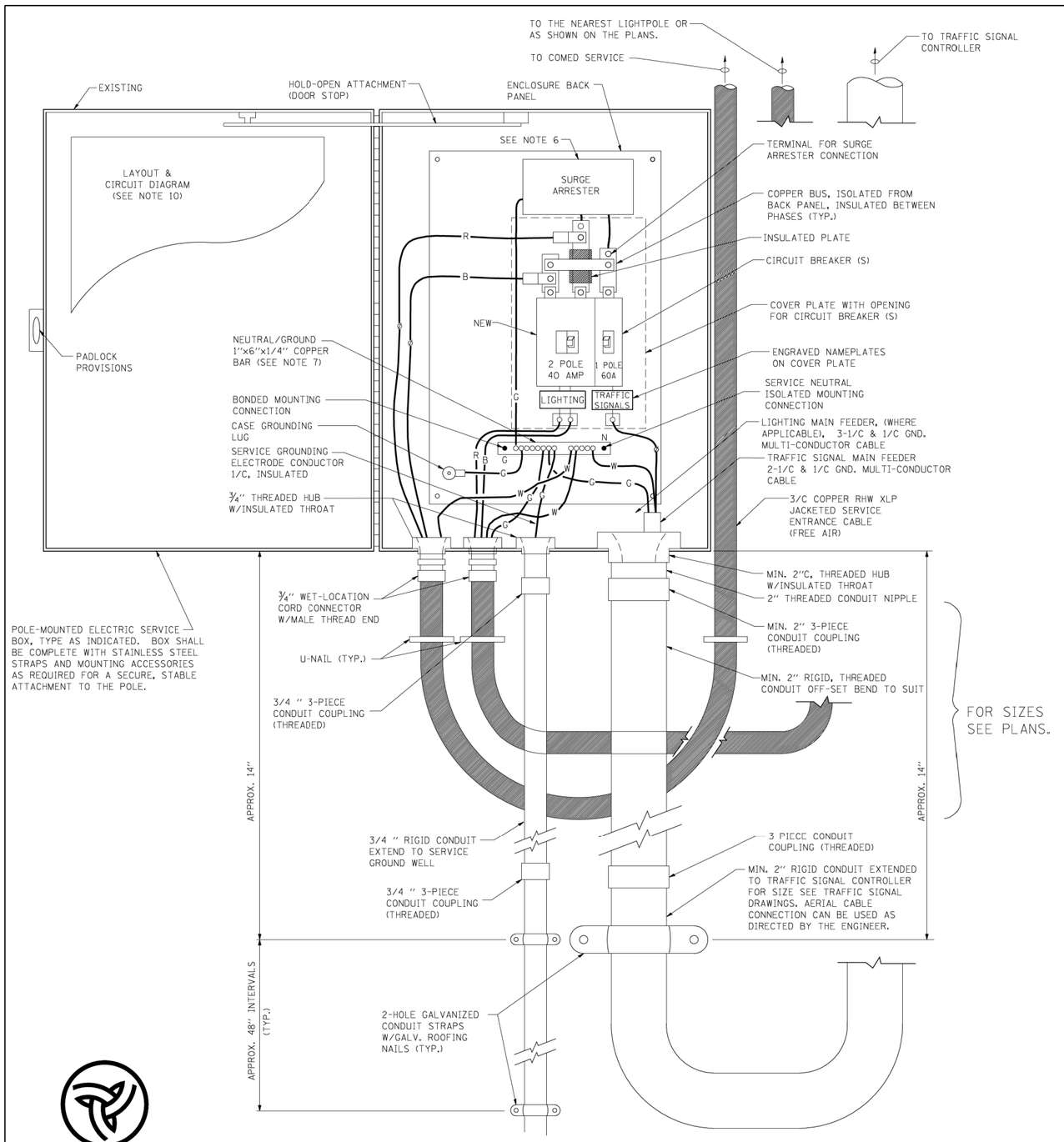


6" DECAL ON FRONT COVER

POLE-MOUNTED ELECTRIC SERVICE ENTRANCE
GENERAL LAYOUT DIAGRAM
NOT TO SCALE

NOTES:

1. ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.

2. THE POLE-MOUNTED ELECTRIC SERVICE BOX SHALL BE CONFIGURED AND FULLY EQUIPPED FOR 240/120V 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER AND TRAFFIC SIGNALS MAIN BREAKER AS REQUIRED.

3. THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.

4. THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H1208SS6LP/A-16 P12/A-DSTOP</C-PMK12, ~~OR APPROVED EQUAL~~.

5. CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/ TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.

6. THE SURGE PROTECTOR SHALL BE SUITABLE FOR THE SERVICE VOLTAGE SINGLE PHASE 60HZ AC, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065XST ~~OR APPROVED EQUAL~~.

7. BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR ~~APPROVED EQUAL~~.

8. THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.

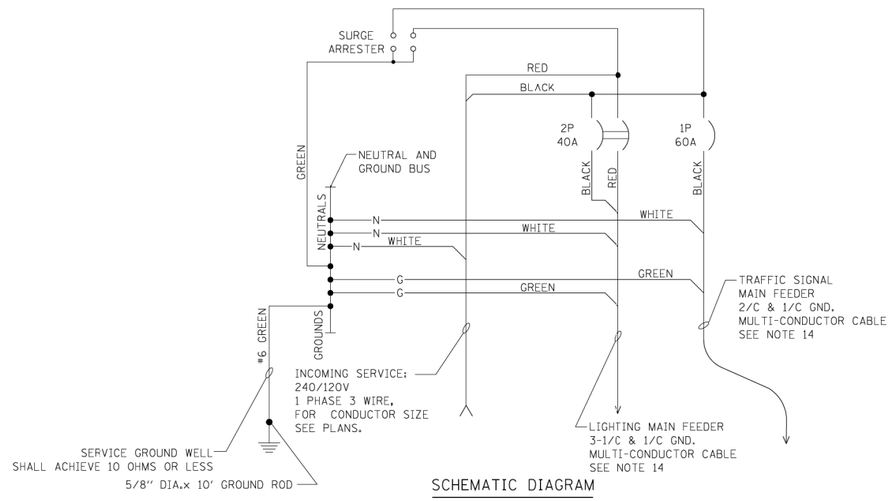
9. THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.

10. A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.

11. A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.

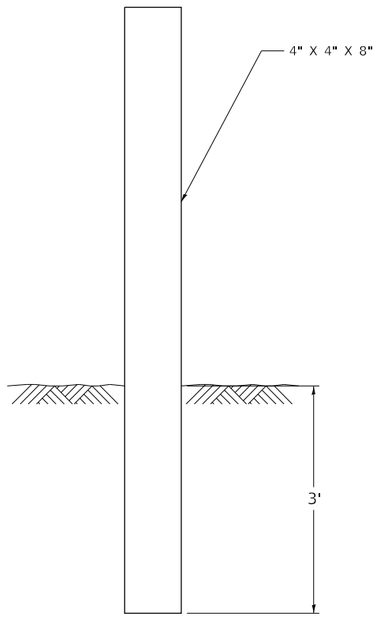
12. LUGS AND CONNECTORS SHALL BE RATED FOR 75 C CONDUCTOR.

13. THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.

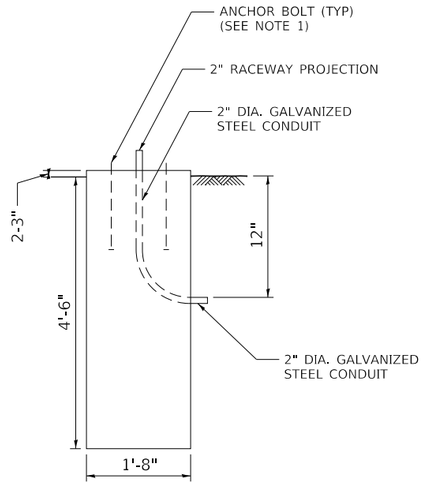


SCHEMATIC DIAGRAM

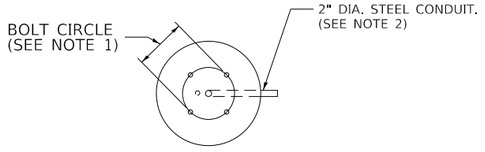
FILE NAME = c:\pw_work\PWIDOT\BAUERDL\d0108315\be805.dgn	USER NAME = bauerdl	DESIGNED - MP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHTING AND TRAFFIC SIGNALS FOR SINGLE LANE STAGING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					1265	15-00125-00-BR	LAKE	197	101
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -						BE-805	CONTRACT NO. 61G84		
	PLOT DATE = 1/14/2010	DATE - 01/14/10	REVISED -		SCALE: NONE	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY WOOD POST FOR STREAM GAUGE



ELEVATION VIEW



PLAN VIEW

STREAM GAUGE FOUNDATION

NOTES:

1. THE ENGINEER SHALL COORDINATE ANCHOR BOLT SIZE, ANCHOR BOLT PROJECTION, QUANTITY AND BOLT CIRCLE WITH THE UNITED STATES GEOLOGIC SURVEY (BEN METCALF, 815-752-2046-OFFICE, 815-762-9628-MOBILE, bmetcalf@usgs.gov).
2. THE RACEWAY SHALL EXTEND APPROXIMATELY 6" FROM THE FOUNDATION TOWARD THE STREAM.
3. ANCHOR BOLTS SHALL BE GALVANIZED STEEL.
4. ANCHOR BOLTS, RODS AND CONDUIT SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
5. THE HOLE FOR THE FOUNDATION SHALL BE MADE WITH AN AUGUR, 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.
6. 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".
7. THE CONCRETE SHALL BE CLASS 'SI'.
8. BOTH THE TEMPORARY AND PERMANENT STREAM GAUGES SHALL BE LOCATED ON THE EAST BANK OF THE SKOKIE RIVER. THE ENGINEER WILL COORDINATE THE EXACT LOCATION WITH UNITED STATES GEOLOGIC SURVEY (BEN METCALF, 815-752-2046-OFFICE, 815-762-9628-MOBILE, BMETCALF@USGS.GOV).

DATE PLOTTED = 10/2/2020 8:23:33 AM
PEN TABLE = 8020985.01-C1.tbl
PLOT DRIVER = N:\Bentley\standards\IL_DOT\Plotting\CGI-PDF.ultcfg
FILE NAME = N:\PROJ\8020985.01\Design\Lighting\8020985.01-C1-LTG01-StreamGaugeFnd.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

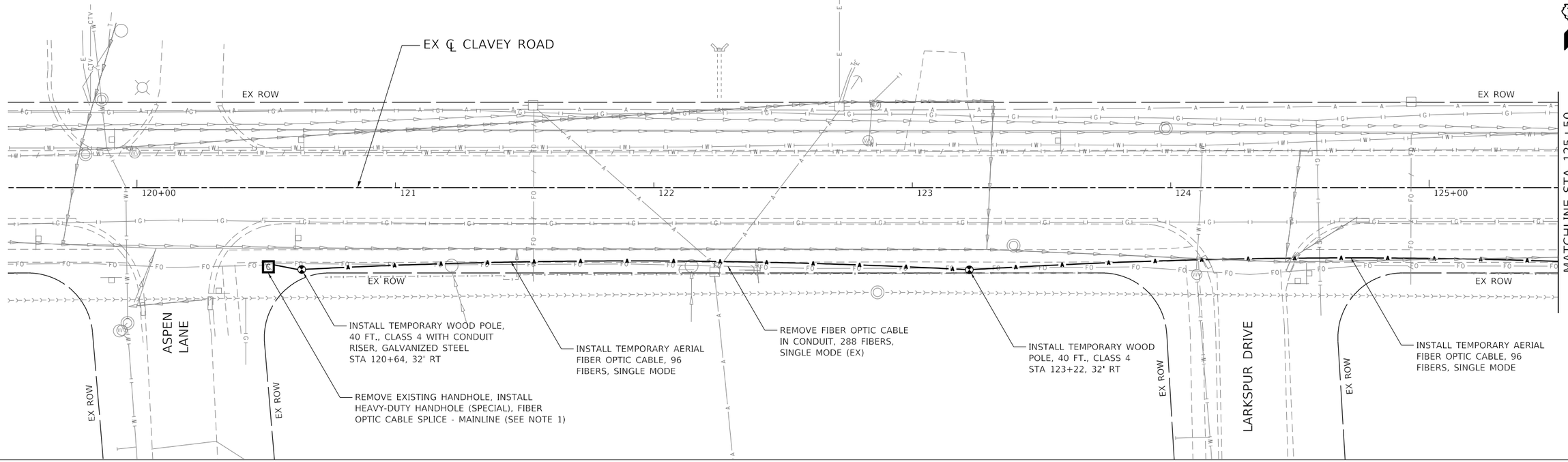
USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - MJS	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

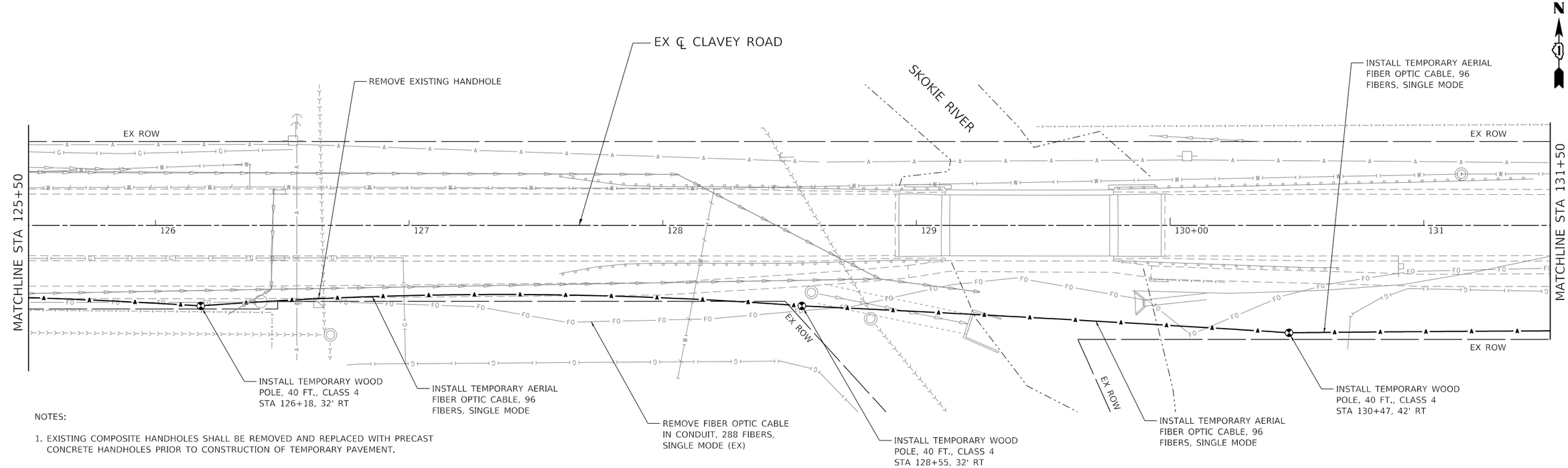
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
STREAM GAUGE DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	102
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. EXISTING COMPOSITE HANDHOLES SHALL BE REMOVED AND REPLACED WITH PRECAST CONCRETE HANDHOLES PRIOR TO CONSTRUCTION OF TEMPORARY PAVEMENT.

DATE PLOTTED = 10/2/2020 8:27:22 AM
PEN TABLE = 0029985.01-C1.tbl
REF FILE(S) = N:\Bentley\Standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0029985.01\Design\TS\0029985.01-C1-TS05.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

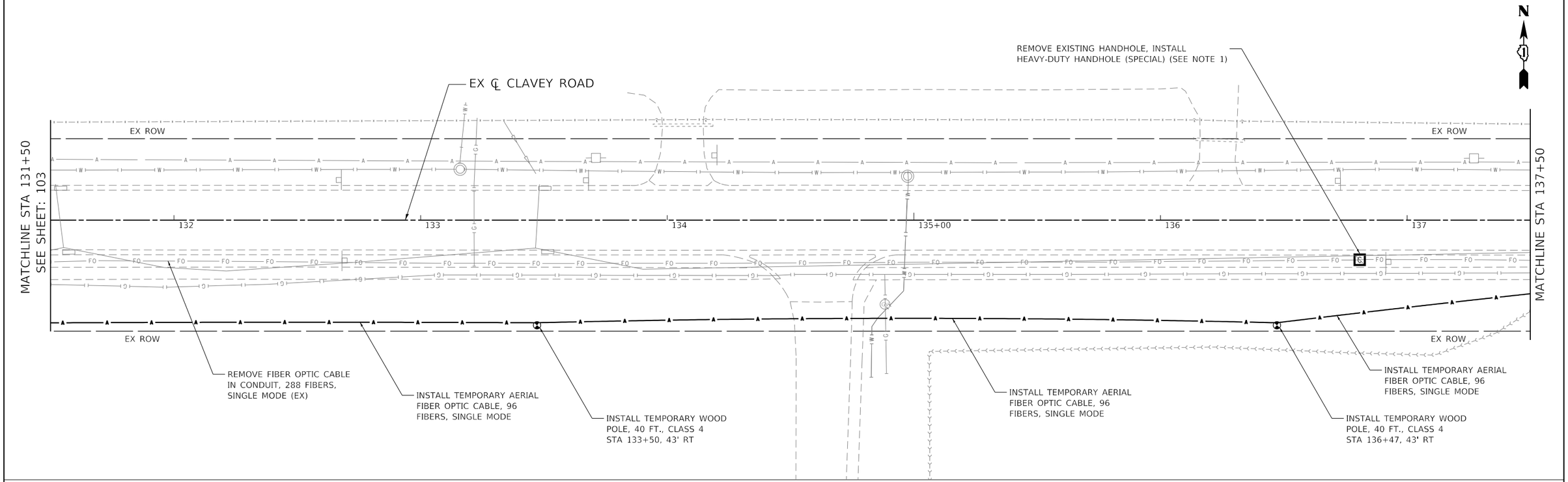
USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

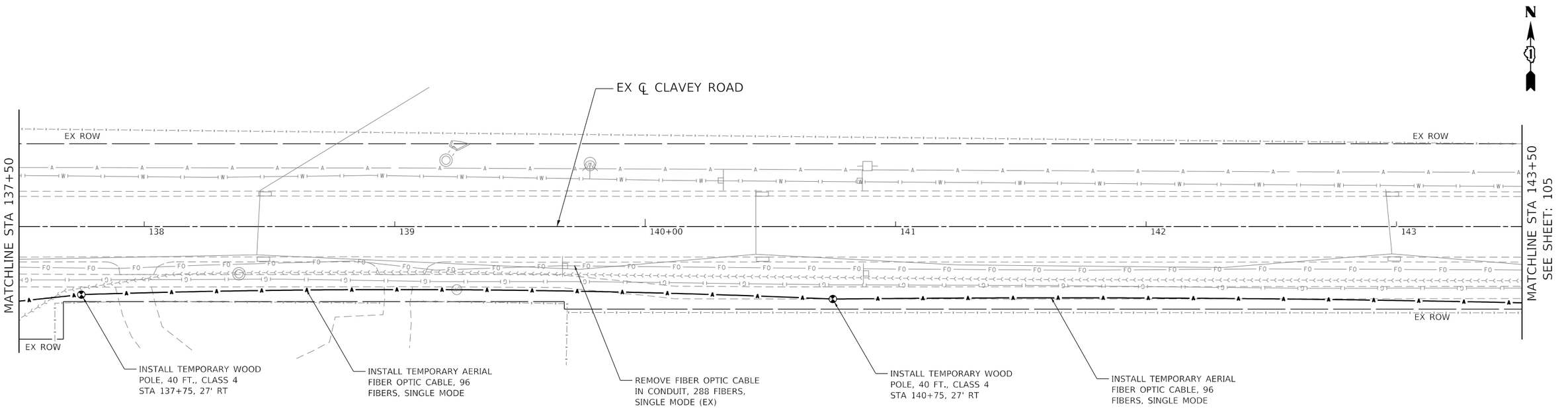
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
TEMPORARY FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 5 SHEETS | STA. 119+50 TO STA. 131+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	103
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. EXISTING COMPOSITE HANDHOLES SHALL BE REMOVED AND REPLACED WITH PRECAST CONCRETE HANDHOLES PRIOR TO CONSTRUCTION OF TEMPORARY PAVEMENT.

DATE PLOTTED = 10/2/2020 8:27:23 AM
PEN TABLE = 0029985.01-C1.tbl
REF FILES = N:\PROJ\0029985.01\Design\ITS\0029985.01-C1-ITS002.dgn
FILE NAME = N:\PROJ\0029985.01\Design\ITS\0029985.01-C1-ITS002.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

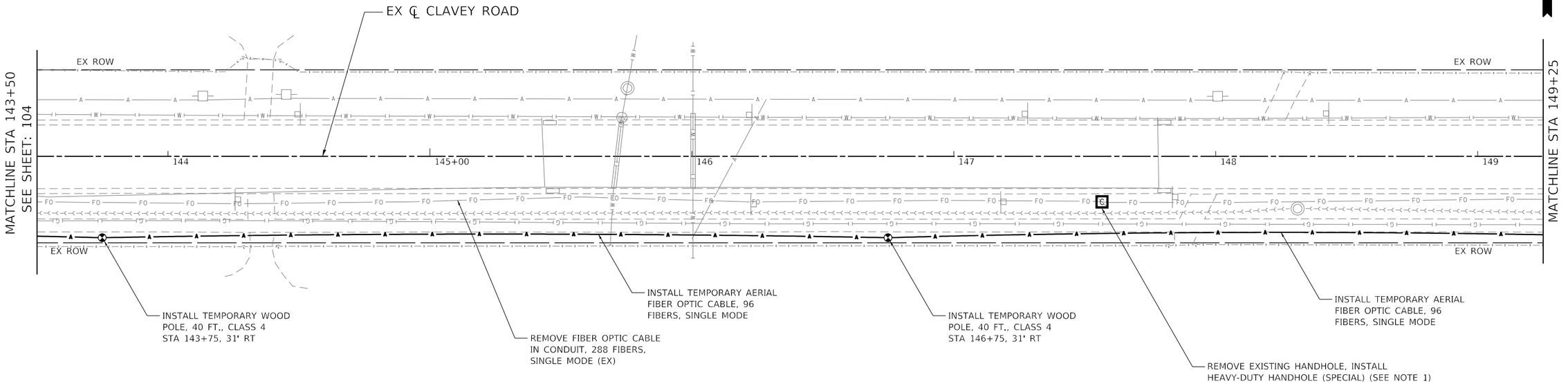
USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

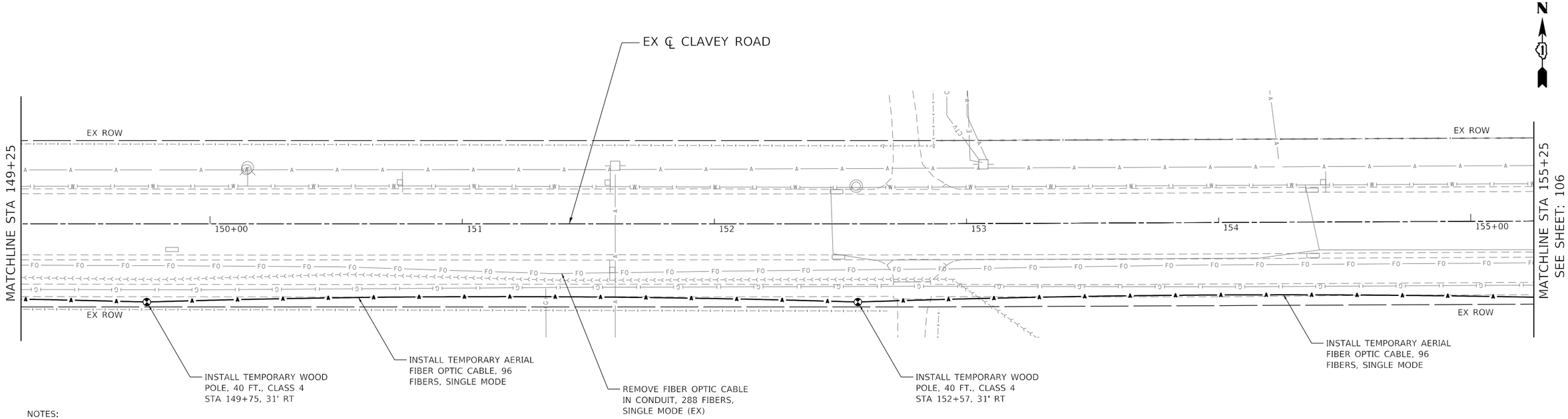
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
TEMPORARY FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 2 OF 5 SHEETS | STA. 131+50 TO STA. 143+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	104
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. EXISTING COMPOSITE HANDHOLES SHALL BE REMOVED AND REPLACED WITH PRECAST CONCRETE HANDHOLES PRIOR TO CONSTRUCTION OF TEMPORARY PAVEMENT.

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

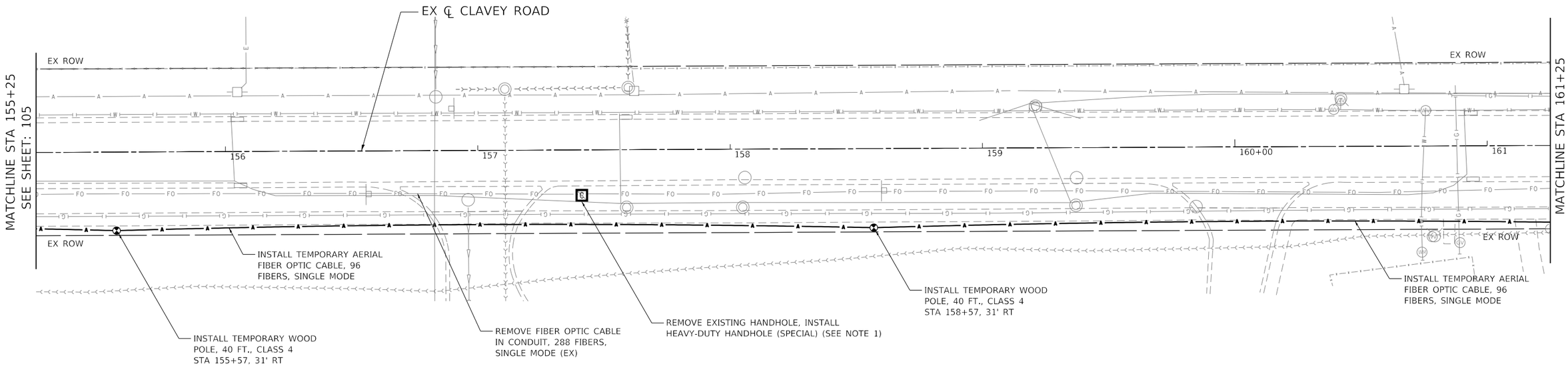
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

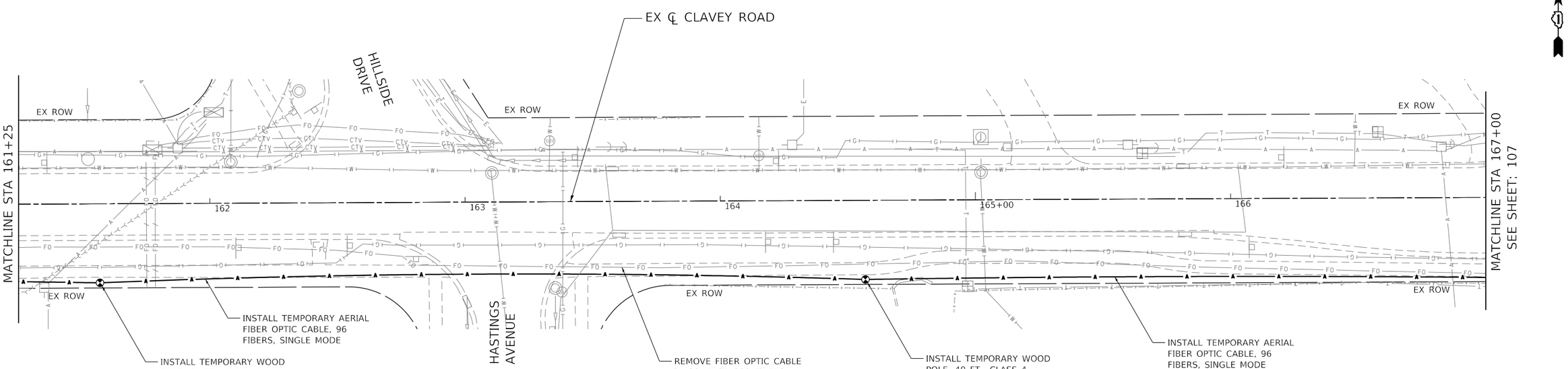
CLAVEY ROAD BRIDGE RECONSTRUCTION
TEMPORARY FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 3 OF 5 SHEETS | STA. 143+50 TO STA. 155+25

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	105
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

DATE PLOTTED = 10/2/2020 8:27:23 AM
PEN TABLE = 0029985.01-C1.tbl
RELATIVE PATH TO DGN = N:\Bentley\Standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0029985.01\Design\ITS\0029985.01-C1-ITS05.dgn





NOTES:

1. EXISTING COMPOSITE HANDHOLES SHALL BE REMOVED AND REPLACED WITH PRECAST CONCRETE HANDHOLES PRIOR TO CONSTRUCTION OF TEMPORARY PAVEMENT.

DATE PLOTTED = 10/2/2020 8:27:24 AM
PEN TABLE = 0029985.01-CI.tbl
REF FILES = N:\PROJ\0029985.01\Design\ITS\0029985.01-CI-175864.dgn
FILE NAME = N:\PROJ\0029985.01\Design\ITS\0029985.01-CI-175864-PDF.pltcfg

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

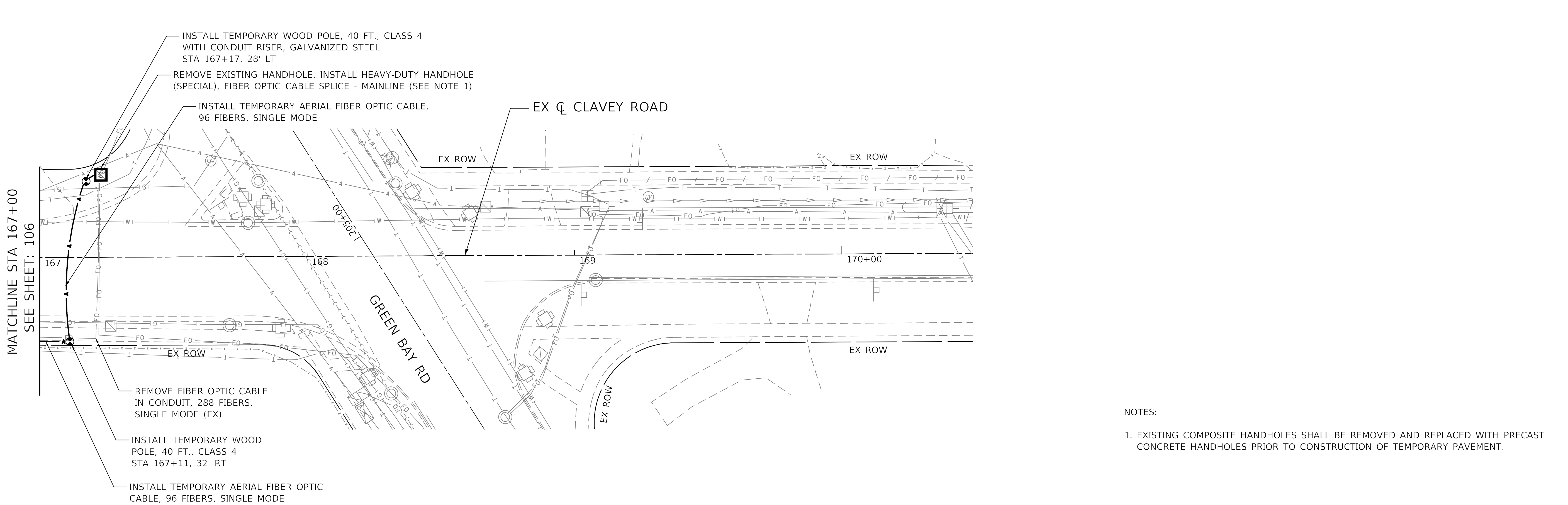
USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
TEMPORARY FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 4 OF 5 SHEETS | STA. 155+25 TO STA. 167+00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	106
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. EXISTING COMPOSITE HANDHOLES SHALL BE REMOVED AND REPLACED WITH PRECAST CONCRETE HANDHOLES PRIOR TO CONSTRUCTION OF TEMPORARY PAVEMENT.

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

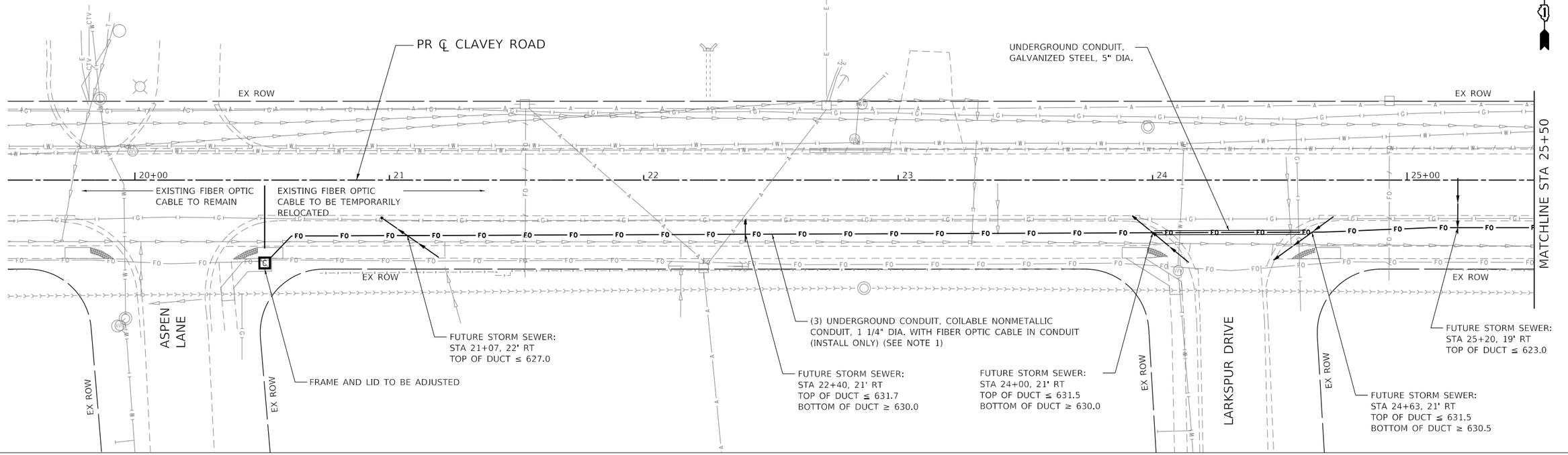
USER NAME = untitled	DESIGNED - DTJ	REVISED -	
	DRAWN - DTJ	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -	
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -	

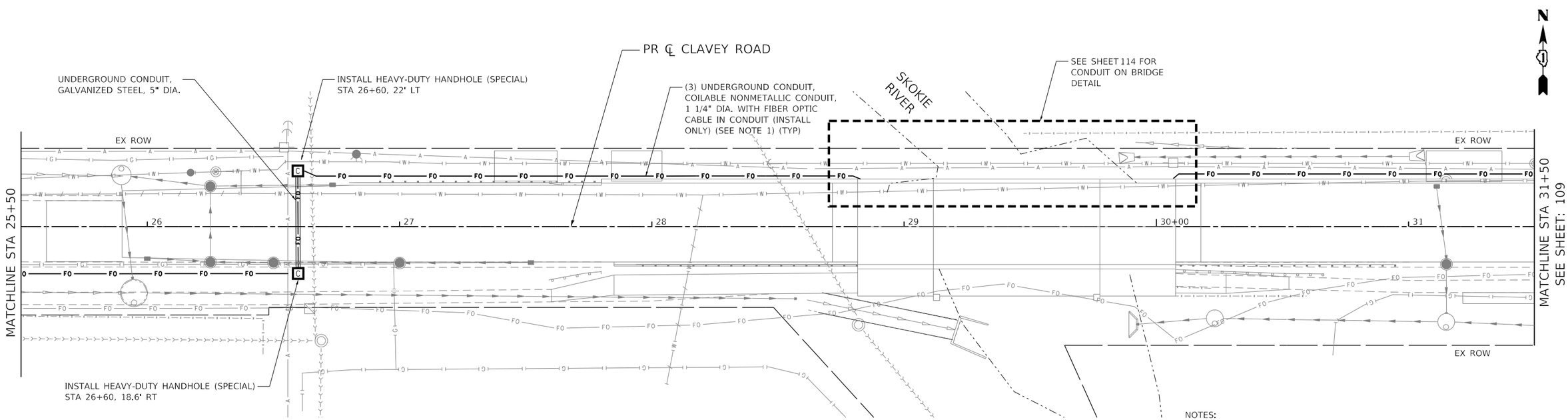
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
TEMPORARY FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 5 OF 5 SHEETS | STA. 167+00 TO STA. 170+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	107
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		





NOTES:

1. FIBER OPTIC CABLE (288F) TO BE PROVIDED BY THE CITY OF HIGHLAND PARK.
2. LOCATIONS OF FUTURE STORM SEWER CROSSINGS HAVE BEEN NOTED ON THE PLANS ALONG WITH SUGGESTED ELEVATIONS. THE CONTRACTOR SHALL CONFIRM THESE ELEVATIONS ARE COMPATIBLE WITH EXISTING ADJACENT UTILITIES.

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

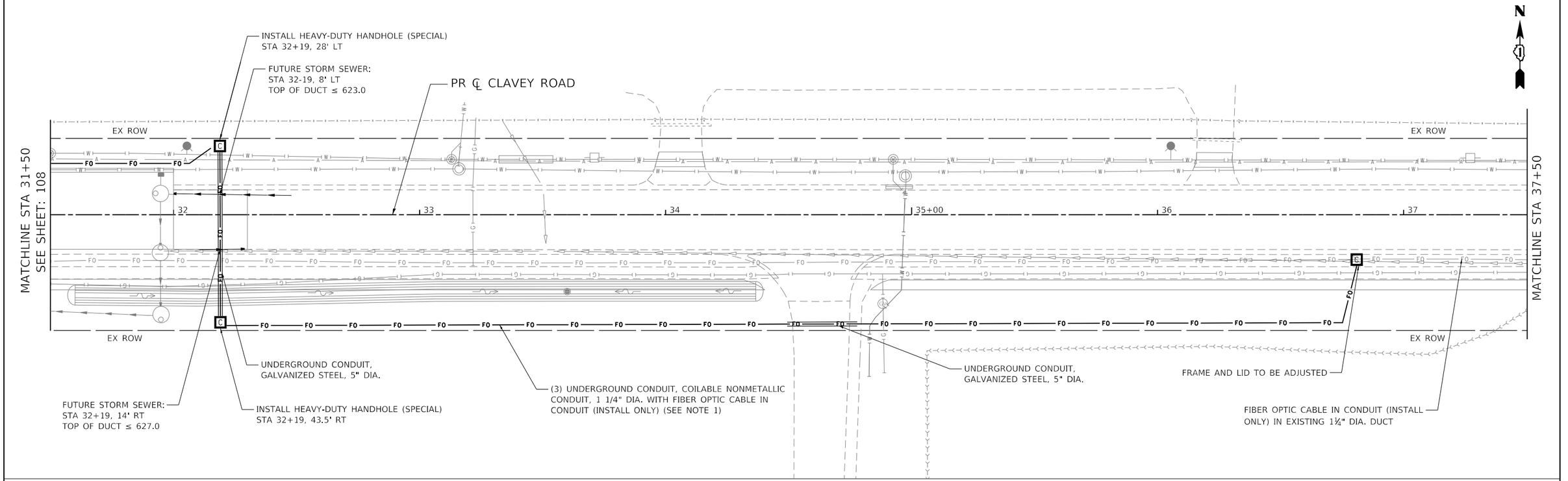
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
PROPOSED FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 5 SHEETS | STA. 19+50 TO STA. 31+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	108
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

DATE PLOTTED = 10/2/2020 8:27:25 AM
PEN TABLE = N:\PROJ\0029985.01-C1.tbl
PLOT CONFIG = N:\PROJ\0029985.01\Design\ITS\0029985.01-C1-ITS101.dgn
FILE NAME =



NOTES:

1. FIBER OPTIC CABLE (288F) TO BE PROVIDED BY THE CITY OF HIGHLAND PARK.
2. LOCATIONS OF FUTURE STORM SEWER CROSSINGS HAVE BEEN NOTED ON THE PLANS ALONG WITH SUGGESTED ELEVATIONS. THE CONTRACTOR SHALL CONFIRM THESE ELEVATIONS ARE COMPATIBLE WITH EXISTING ADJACENT UTILITIES.

DATE PLOTTED = 10/2/2020 8:27:26 AM
PEN TABLE = 0029985.01-C1.tbl
RELOAD FILE = N:\PROJ\0029985.01\Design\ITS\0029985.01-C1-ITS102.dgn
FILE NAME = N:\PROJ\0029985.01\Design\ITS\0029985.01-C1-ITS102.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

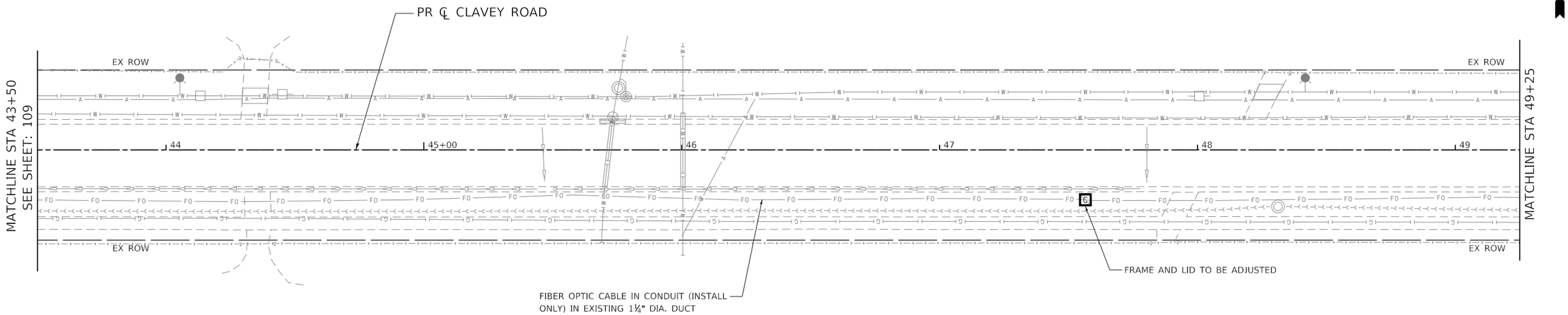
USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

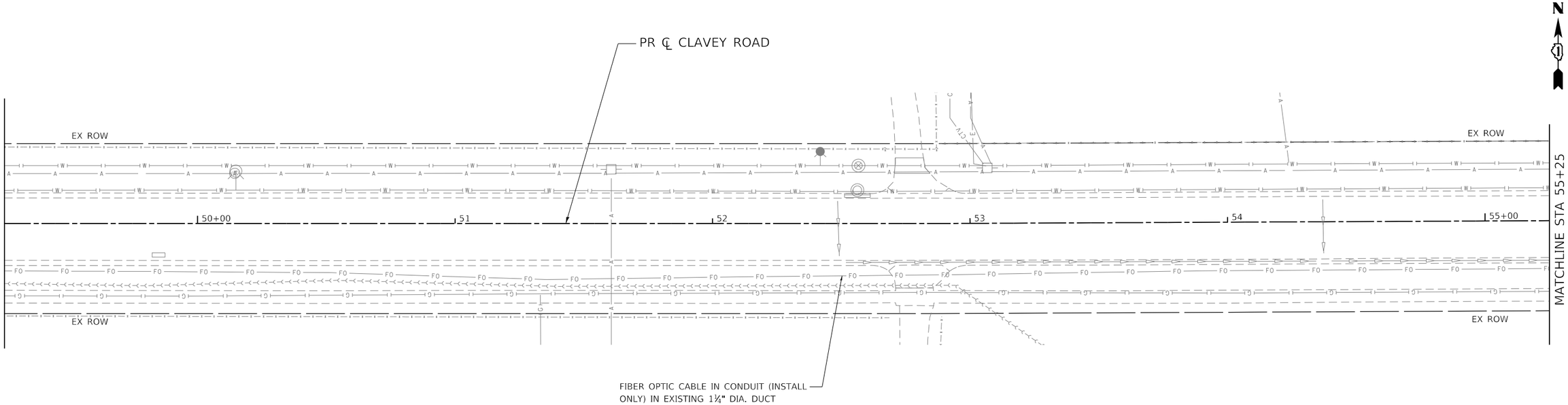
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
PROPOSED FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 2 OF 5 SHEETS | STA. 31+50 | TO STA. 43+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	109
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. FIBER OPTIC CABLE (288F) TO BE PROVIDED BY THE CITY OF HIGHLAND PARK.

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

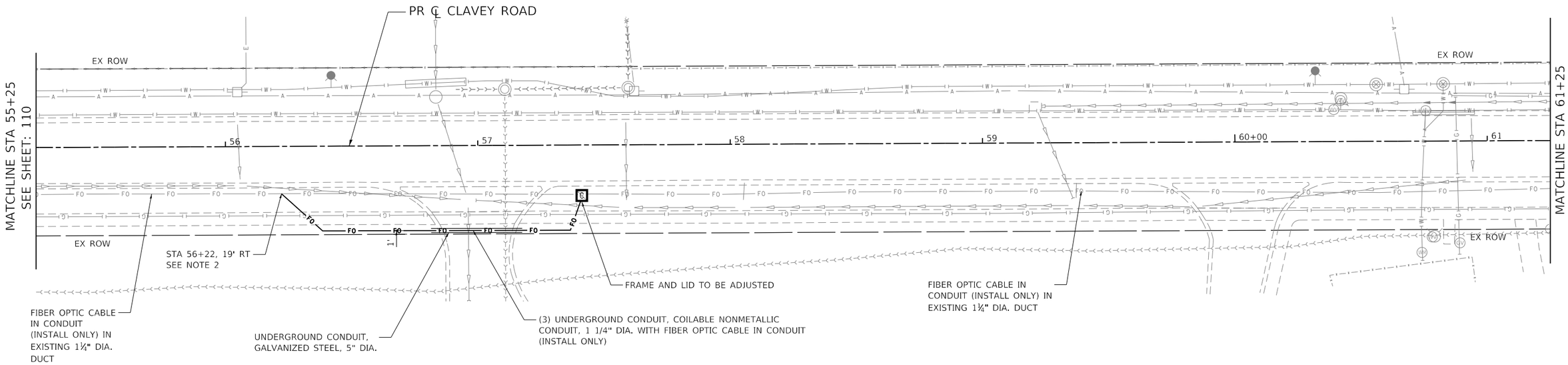
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

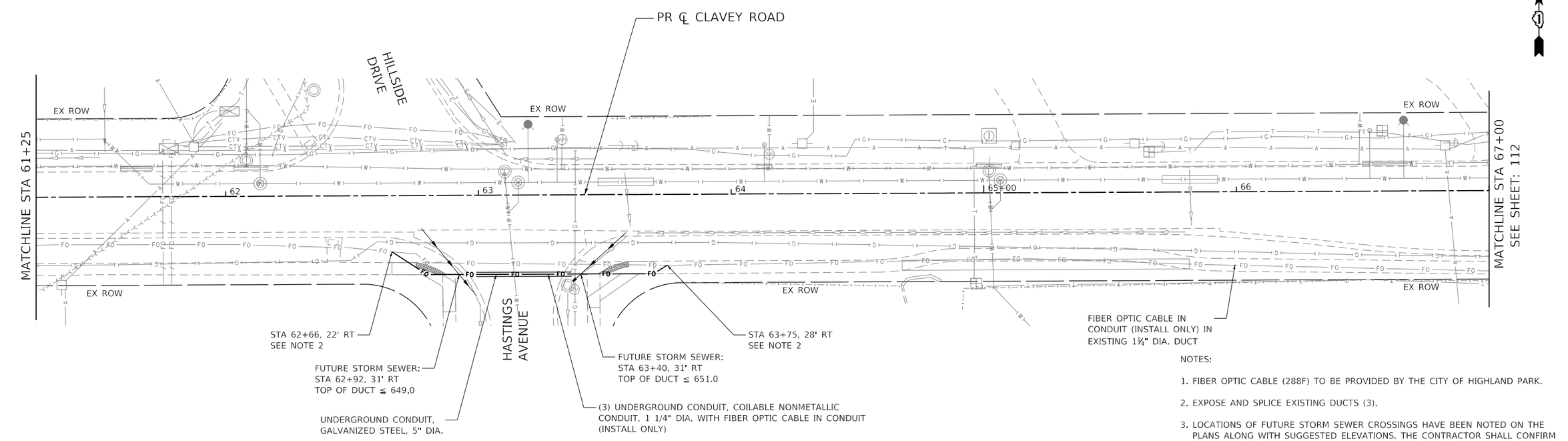
CLAVEY ROAD BRIDGE RECONSTRUCTION
PROPOSED FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 3 OF 5 SHEETS | STA. 43+50 TO STA. 55+25

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	110
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

DATE PLOTTED = 10/2/2020 8:27:27 AM
PEN TABLE = 0029985.01-C1.tbl
REFERENCES = N:\PROJ\0029985.01\Design\TS\0029985.01-C1-TS102.dgn
FILE NAME = N:\PROJ\0029985.01\Design\TS\0029985.01-C1-TS102.dgn





NOTES:

1. FIBER OPTIC CABLE (288F) TO BE PROVIDED BY THE CITY OF HIGHLAND PARK.
2. EXPOSE AND SPLICE EXISTING DUCTS (3).
3. LOCATIONS OF FUTURE STORM SEWER CROSSINGS HAVE BEEN NOTED ON THE PLANS ALONG WITH SUGGESTED ELEVATIONS. THE CONTRACTOR SHALL CONFIRM THESE ELEVATIONS ARE COMPATIBLE WITH EXISTING ADJACENT UTILITIES.

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

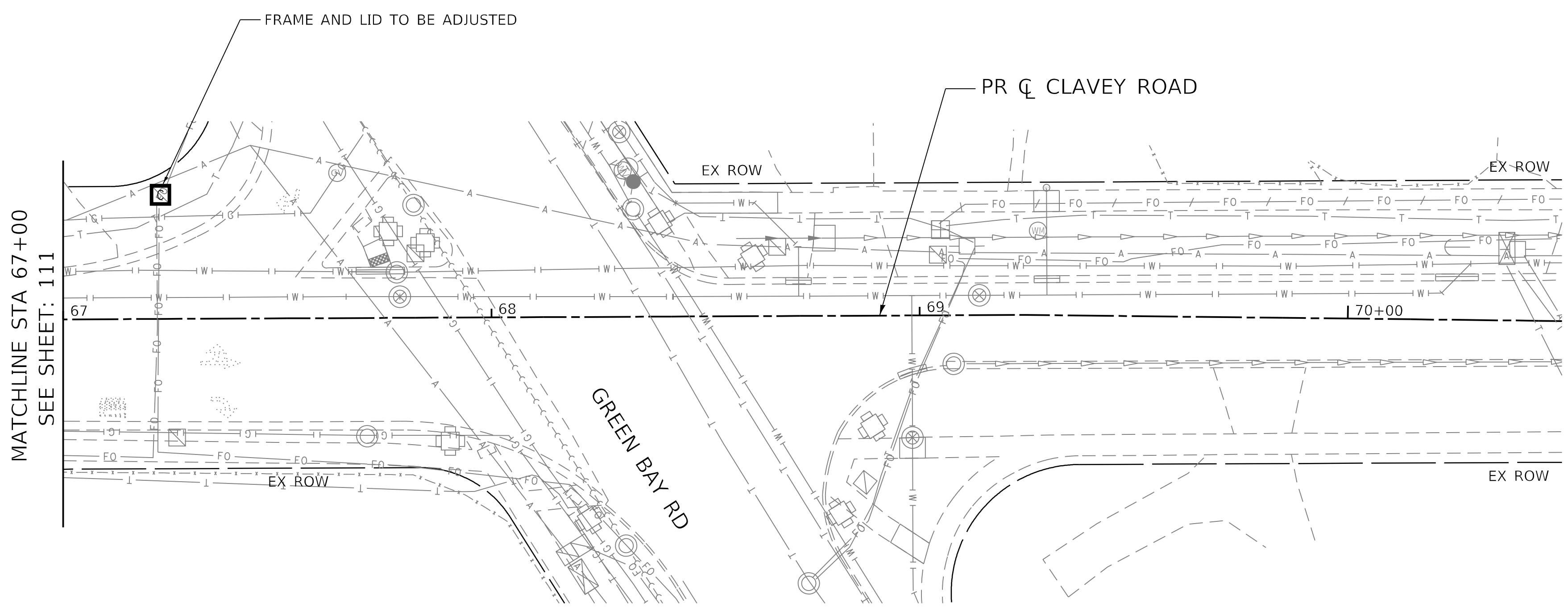
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

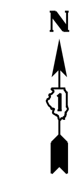
CLAVEY ROAD BRIDGE RECONSTRUCTION
PROPOSED FIBER OPTIC PLAN

SCALE: 1" = 20' | SHEET NO. 4 OF 5 SHEETS | STA. 55+25 TO STA. 67+00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	111
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

DATE PLOTTED = 10/2/2020 8:27:27 AM
PEN TABLE = 0029985.01-C1.tbl
REFERENCES = N:\PROJ\0029985.01\Design\Bentley\Standards\IL-DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\0029985.01\Design\TS\0029985.01-C1-TS104.dgn





NOTES:

1. FIBER OPTIC CABLE (288F) TO BE PROVIDED BY THE CITY OF HIGHLAND PARK.

DATE PLOTTED = 10/2/2020 8:27:28 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\ITS\0020985.01-C1-ITS105.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

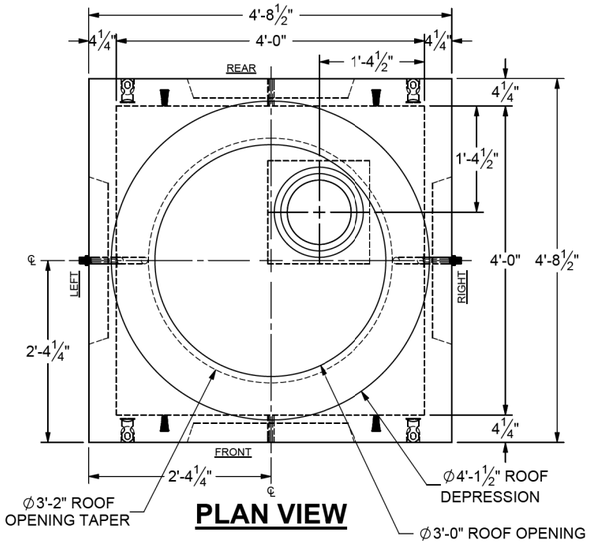
USER NAME = untitled	DESIGNED - DTJ	REVISED -	
	DRAWN - DTJ	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -	
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

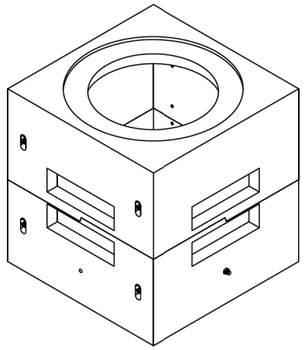
CLAVEY ROAD BRIDGE RECONSTRUCTION
PROPOSED FIBER OPTIC PLAN

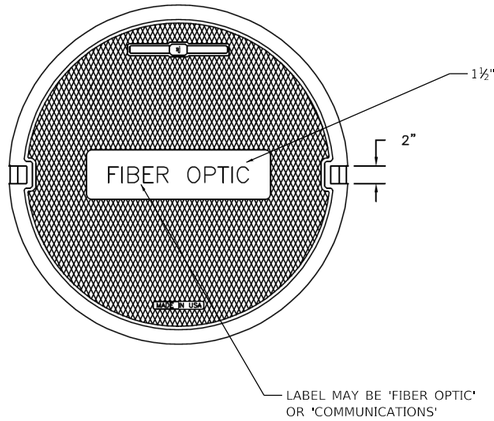
SCALE: 1" = 20' | SHEET NO. 5 OF 5 SHEETS | STA. 67+00 TO STA. 70+50

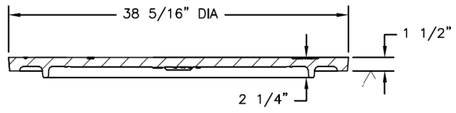
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	112
		CONTRACT NO. 61G84		
	ILLINOIS	FED. AID PROJECT		



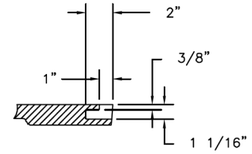
PLAN VIEW



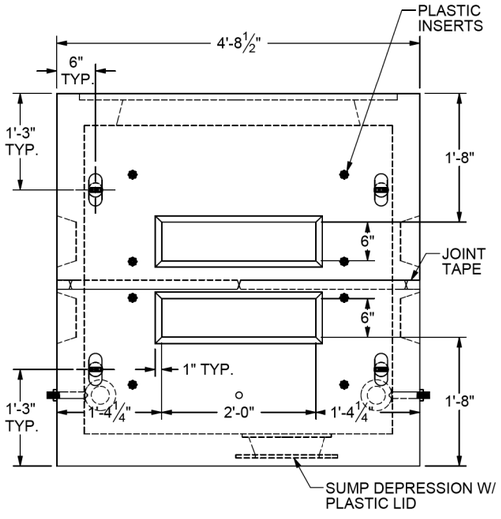




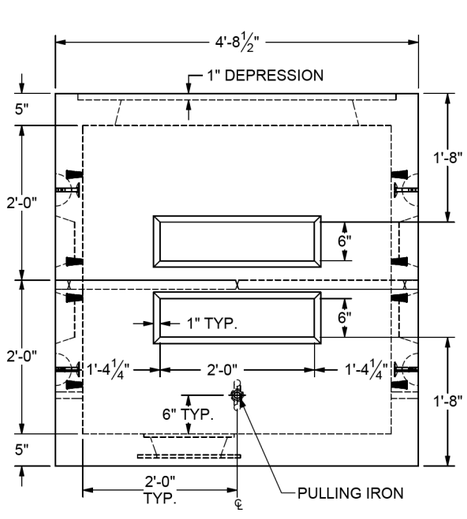
COVER SECTION



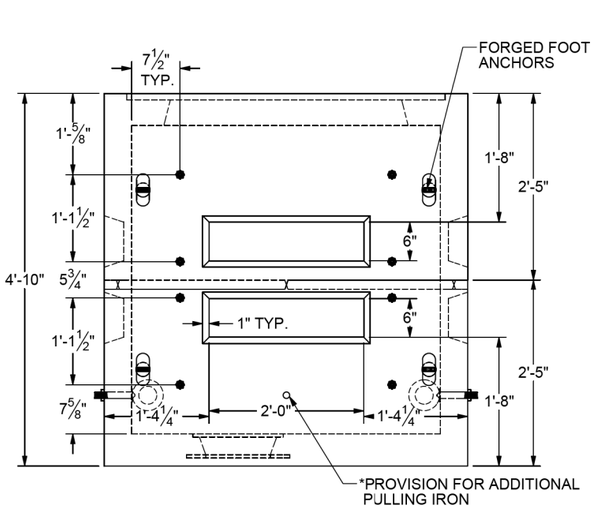
PICKHOLE DETAIL



FRONT ELEVATION



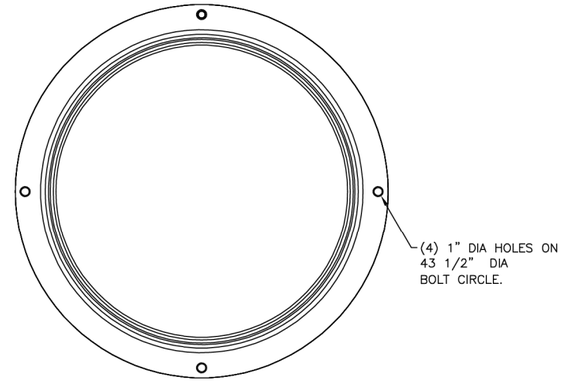
LEFT ELEVATION
(RIGHT ELEVATION, MIRROR)



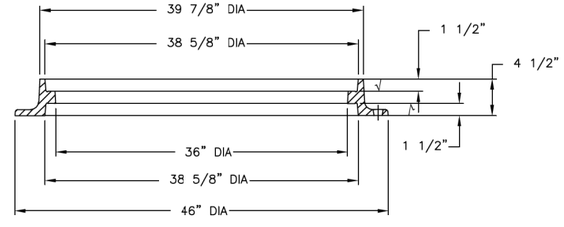
REAR ELEVATION

NOTES:

1. HANDHOLE SHALL BE A PRECAST TWO-PIECE DESIGN TO ALLOW INSTALLATION AROUND ACTIVE CABLES.
2. HANDHOLE SHALL MEET THE REQUIREMENTS OF ASTM C857 AND C858.
3. HANDHOLE SHALL MEET AASHTO HS-20 LOADING REQUIREMENTS.



PLAN VIEW



FRAME SECTION

HEAVY-DUTY HANDHOLE (SPECIAL)

DATE PLOTTED = 10/2/2020 8:27:29 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT STYLES = N:\Bentley\standards\IL_DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\0020985.01\Design\ITS\0020985.01-C1-ITS001-ITSDetail.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

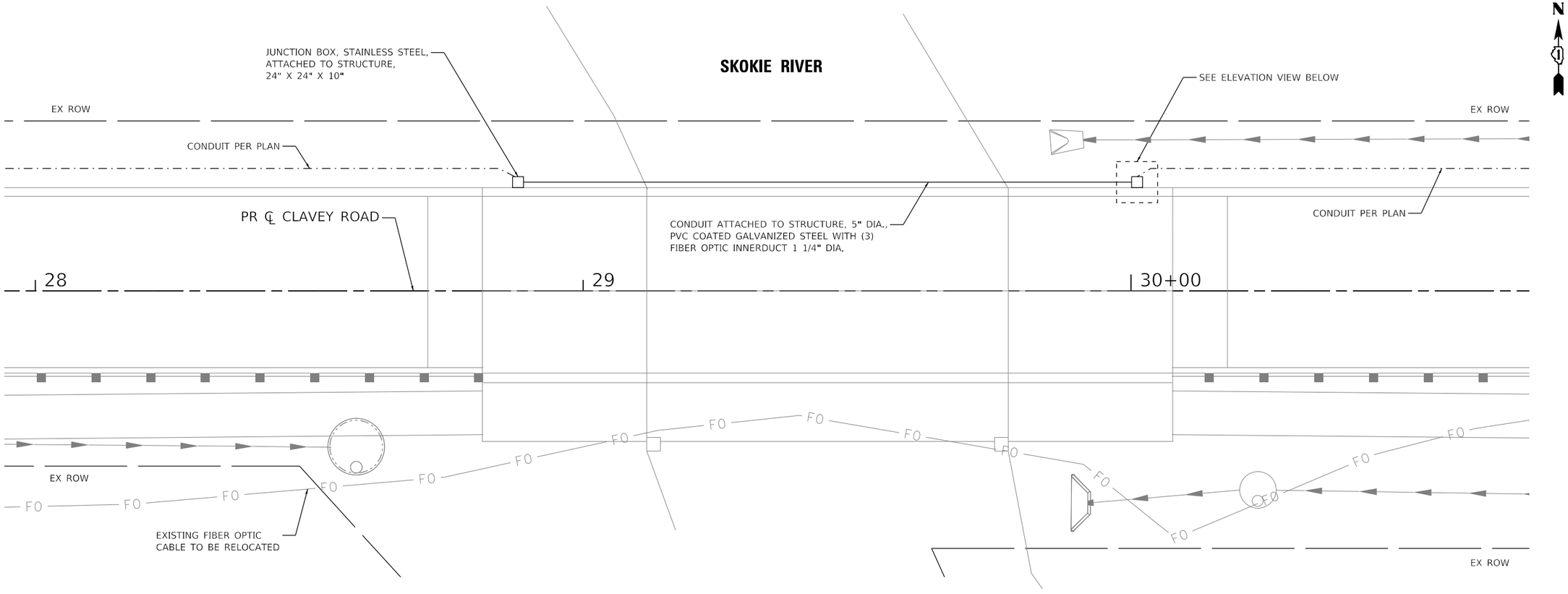
USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
ITS DETAIL

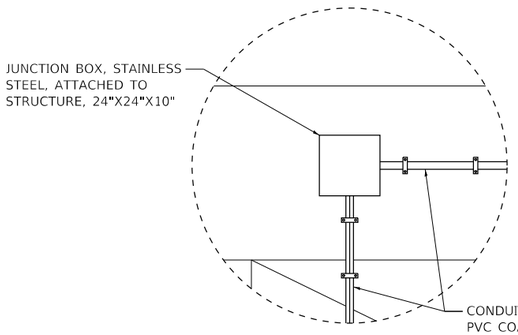
SCALE: 1" = 10' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	113
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		

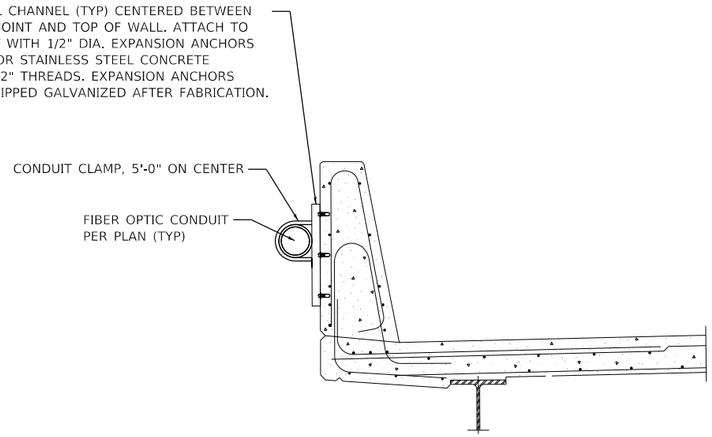


NOTES:

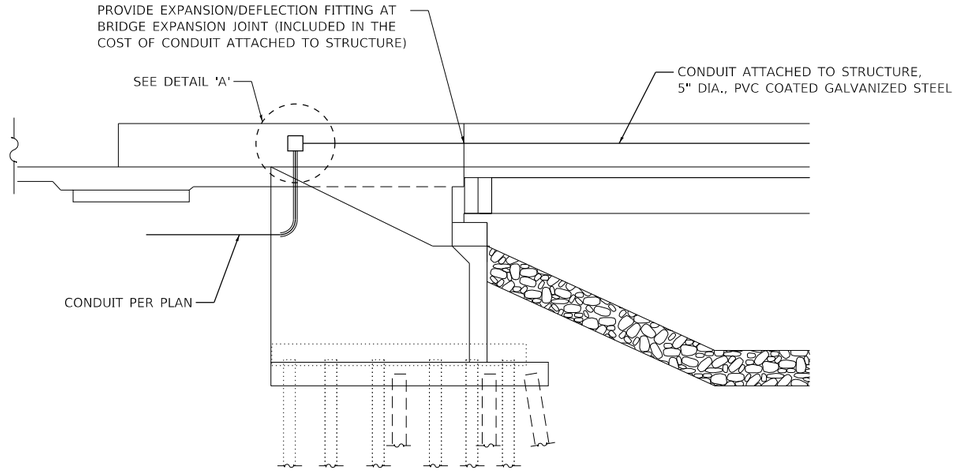
1. CONDUIT SHALL EXTEND A MINIMUM OF 30" BELOW FINISHED GRADE. THE CONTRACTOR SHALL PROVIDE A LONG RADIUS ELBOW AND PULL DUCT UP INTO THE JUNCTION BOX. CONDUIT SHALL BE INCLUDED IN THE COST OF THE JUNCTION BOX.



DETAIL 'A'



SECTION VIEW AT PARAPET



ELEVATION VIEW AT EAST ABUTMENT

(LOOKING SOUTH)
(WEST ABUTMENT IS MIRRORED)

0 10' 20'
GRAPHIC SCALE

DATE PLOTTED = 10/2/2020 8:27:48 AM
PEN TABLE = 0820P985_01-C1.tbl
XREF FILES = N:\PROJ\0820P985_01\Design\ITS\0820P985_01-C1-ITS582_ITSDetail.dgn
FILE NAME = N:\PROJ\0820P985_01\Design\ITS\0820P985_01-C1-ITS582_ITSDetail.dgn
USER NAME = C:\Users\dtj\Bentley\Standards\IL_DOT\Plotting\CGI-PDF.cfg

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = untitled	DESIGNED - DTJ	REVISED -
	DRAWN - DTJ	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JMV	REVISED -
PLOT DATE = 10/2/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
FIBER OPTIC CABLE CROSSING BRIDGE DETAILS

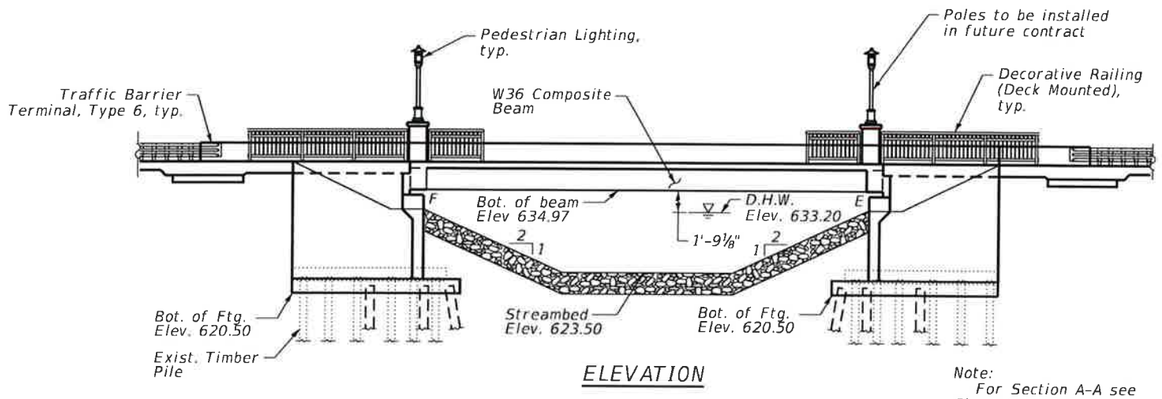
SCALE: 1'' = 10' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	114
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

Bench Mark: Spike Set in south face of PP/LP, north side of Clavey Rd., east side of drive to Res. #1261, first pole west of Larkspur Drive, Elev. = 638.703

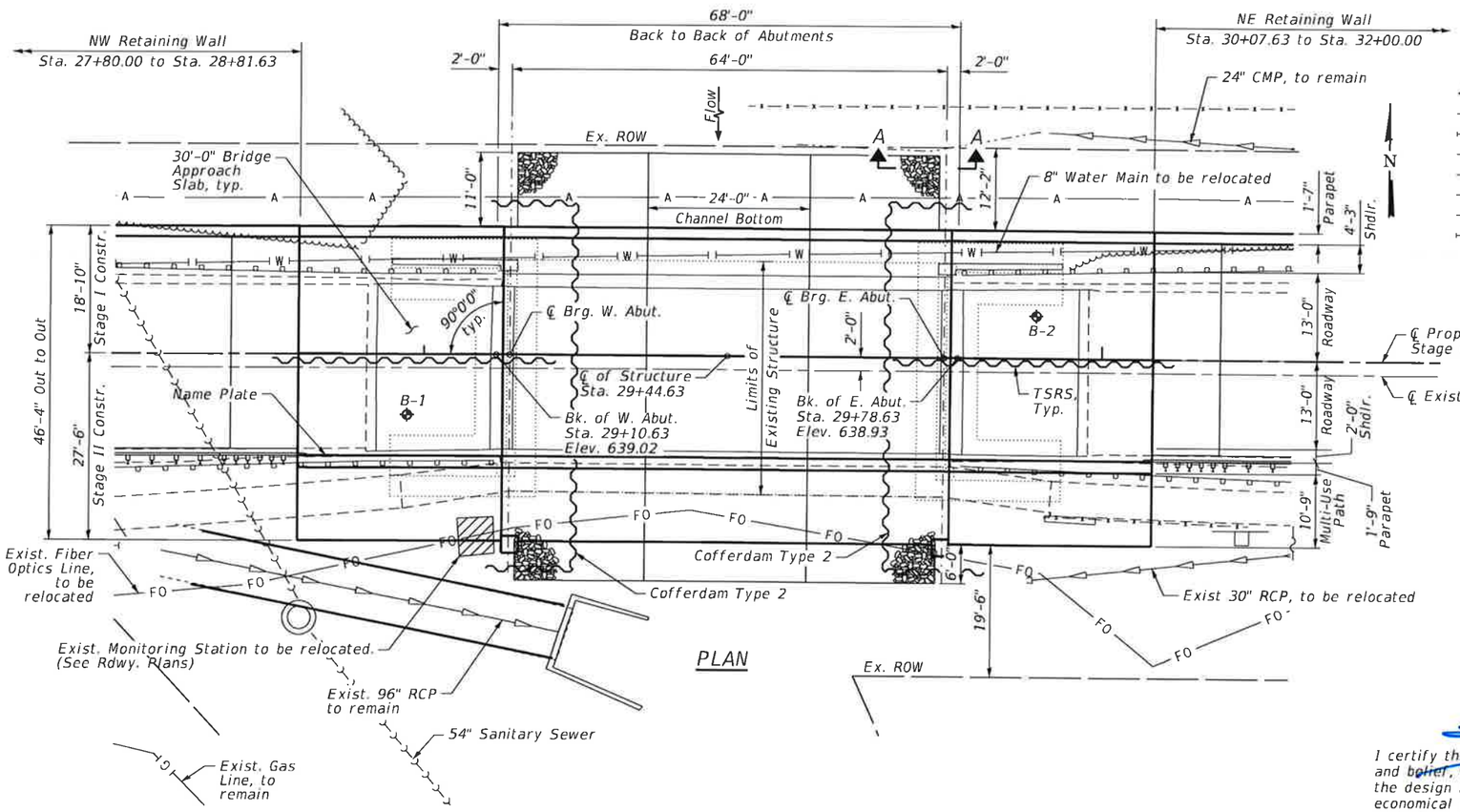
Existing Structure: S.N. 049-6586 Built in 1950 and rehabilited in 2002 as Clavey Road over the Skokie Ditch. The existing structure consists of a reinforced concrete deck spanning over seven single span steel beams 69'-0" bk. to bk. abutments, 32'-10" out to out. The CONTRACTOR shall remove the existing structure except for the existing piles and replace it with a single span wide flange superstructure on semi-integral abutments. The road shall be kept open to one lane of traffic and pedestrian traffic at all times by utilizing stage construction.

No Salvage.



ELEVATION

Note:
For Section A-A see Sheet S-2 of S-32.
For Cofferdam details see Sheets S-22 thru S-24



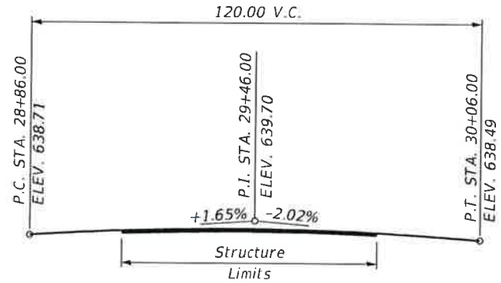
PLAN

WATERWAY INFORMATION

Drainage Area = ~ 20.9 sq. mi.
Existing Overtopping Elev. = 633.92 ft (C/L) at Sta. 37+92
Proposed Overtopping Elev. = 633.88 ft (C/L) at Sta. 38+07

Flood	Freq. Yr.	Q C.F.S.	Waterway Opening Sq. Ft. Existing	Waterway Opening Sq. Ft. Proposed	Natural H.W.E. (ft)	Head - ft Exist.	Head - ft Prop.	Headwater El. Exist.	Headwater El. Prop.
10 Year	10	962	295	342	631.9	0.1	0.1	632.0	632.0
Design	50	1454	355	408	633.0	0.2	0.2	633.2	633.2
Base	100	1751	385	441	633.5	0.2	0.3	633.7	633.8
Max. Calc.	500	2843	440	539	635.4	0.3	0.2	635.6	635.6

2 Year Flow = 833 CFS



PROFILE GRADE
(℄ Clavey Road)

LEGEND

- FO — Existing Fiber Optic Line
- G — Existing Gas Line
- Existing Sanitary Sewer
- A — Existing Aerial Line
- Existing Fence
- Existing Underground Storm Sewer
- W — Existing Underground Water Line
- Exist Manhole
- Soil Boring

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.057g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.100g
Soil Site Class = C

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications
8th Edition

LOADING HL-93

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

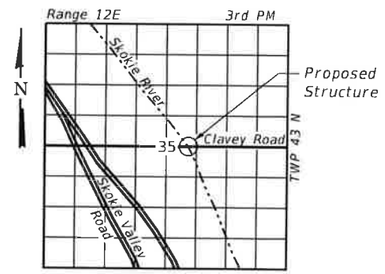
DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Design Scour Elevations (ft.) E. Abut.	Item 113
Q100	608.57	608.57	5
Q200	604.90	604.90	
Design	612.49	612.49	
Check	615.09	615.09	



LOCATION MAP

STATE OF ILLINOIS
BRETT W. SAUTER
081-006844
LICENSED STRUCTURAL ENGINEER

DATE: 09/11/20
SEAL EXPIRES: 11/30/2020

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

GENERAL PLAN & ELEVATION
CLAVEY ROAD OVER SKOKIE DITCH
SECTION 15-00125-00-PV
LAKE COUNTY
STATION 29+44.63
STRUCTURE NO. 049-6585

DATE PLOTTED = 09/11/20
@829PBSLW1-ct.tbl
PEN TABLE =
PLOT CONFIG =
FILE NAME =

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Structural	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 '/ / in.	DRAWN -	REVISED -	
PLOT DATE = 09/11/20	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

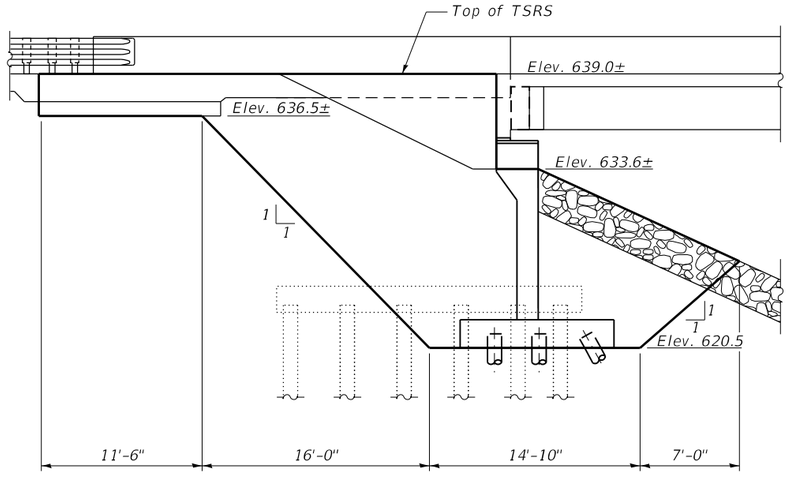
SHEET S-1 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	115
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

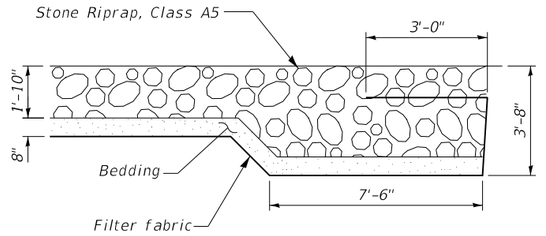
1. Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in metallized areas. Bolts 7/8" Ø, holes 15/16" Ø, unless otherwise noted.
2. Calculated weight of Structural Steel = 81,100 lbs.
3. All new structural steel shall be metalized. See Special Provision for "Metalizing of Structural Steel."
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The CONTRACTOR shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the CONTRACTOR will be paid for the quantity actually furnished at the unit price bid for the work.
7. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
8. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The CONTRACTOR shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the ENGINEER.
9. Ashlar stone form liner shall be used on all locations labeled with Form Liner Textured Surfaces.
10. Concrete stain color A-HC149 "Siberian Haze" to be applied to all surfaces labeled with Staining Concrete Structures.
11. Riprap to be placed after both abutments have been fully constructed. Cofferdam Location 5 refers to the cofferdam required to place riprap in the west side of the channel and Cofferdam Location 6 the riprap in the east side of the channel. ESWE = 631.3

INDEX OF SHEETS



TEMPORARY SOIL RETENTION SYSTEM

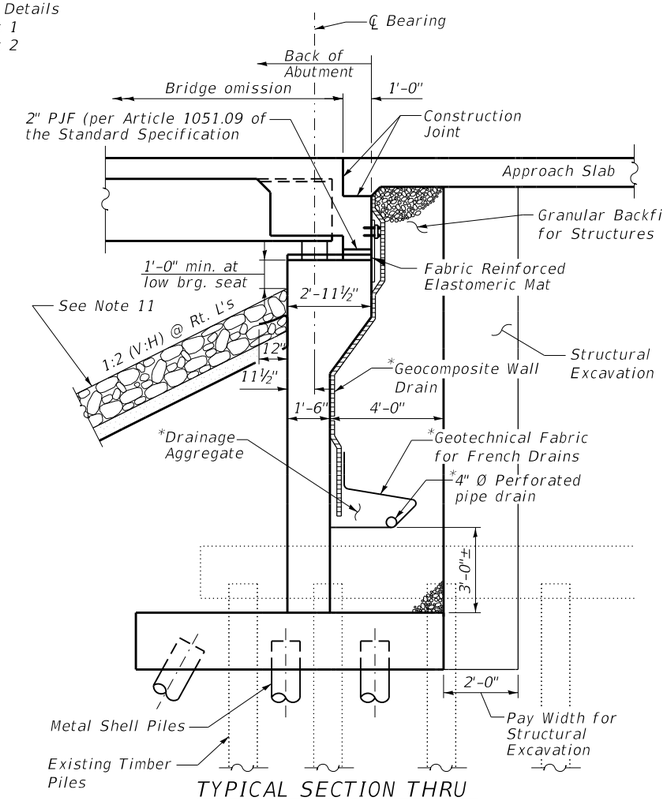
West Abutment shown looking North
Easl Abutment Similar



SECTION A-A

SKOKIE DITCH
BUILT 202_ BY
CITY OF HIGHLAND PARK
SECTION 15-00125-00-PV
STA. 29+44.63
STR. NO. 049-6585
LOADING HL93

NAME PLATE
See Std. 515001



TYPICAL SECTION THRU
SEMI-INTEGRAL ABUTMENT

* Included in Pipe Underdrains for Structure, 4"

TOTAL BILL OF MATERIAL

DESCRIPTION	UNIT	SP	SUB	SUPER	TOTAL
Stone Riprap, Class A5	Sq Yd		467		467
Filter Fabric	Sq Yd		467		467
Removal Of Existing Structures	Each		0.5	0.5	1
Protective Shield	Sq Yd			198	198
Structure Excavation	Cu Yd		204		204
Cofferdam Excavation	Cu Yd		1,283		1,283
Cofferdam (Type 2) (Location - 1)	Each		1		1
Cofferdam (Type 2) (Location - 2)	Each		1		1
Cofferdam (Type 2) (Location - 3)	Each		1		1
Cofferdam (Type 2) (Location - 4)	Each		1		1
Cofferdam (Type 2) (Location - 5)	Each		1		1
Cofferdam (Type 2) (Location - 6)	Each		1		1
Concrete Structures	Cu Yd		359.8		359.8
Concrete Superstructure	Cu Yd			212.0	212.0
Bridge Deck Grooving	Sq Yd			366	366
Form Liner Textured Surface	Sq Ft			2,301	2,301
Protective Coat	Sq Yd			717	717
Concrete Superstructure (Approach Slab)	Cu Yd			129.0	129.0
Furnishing And Erecting Structural Steel	L Sum			1	1
Stud Shear Connectors	Each			1,536	1,536
Reinforcement Bars, Epoxy Coated	Pound		57,570	80,140	137,710
Bar Splicers	Each		182	410	592
Furnishing Metal Shell Piles 12" X 0.250"	Foot		4,286		4,286
Driving Piles	Foot		4,286		4,286
Test Pile Metal Shells	Each		2		2
Name Plates	Each			1	1
Elastomeric Bearing Assembly, Type I	Each			8	8
Anchor Bolts, 1"	Each			32	32
Temporary Soil Retention System	Sq Ft		857		857
Geocomposite Wall Drain	Sq Yd		243		243
Granular Backfill For Structures	Cu Yd	Y	350		350
Pipe Underdrains For Structures 4"	Foot	Y	295		295
Decorative Railing (Deck Mounted)	Foot	Y		121	121
Decorative Railing (Parapet Mounted)	Foot	Y		126	126
Staining Concrete Structures	Sq Ft			2,840	2,840

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

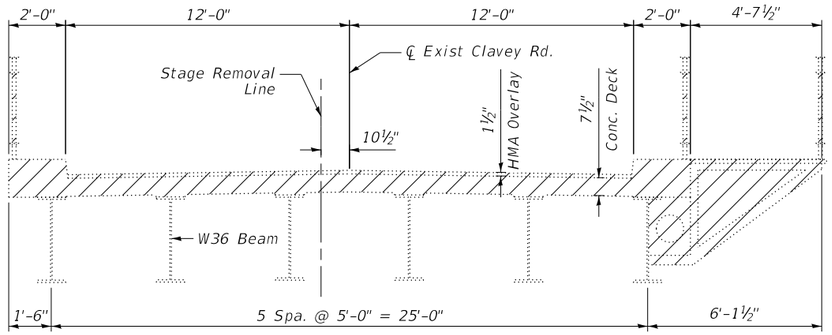
USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

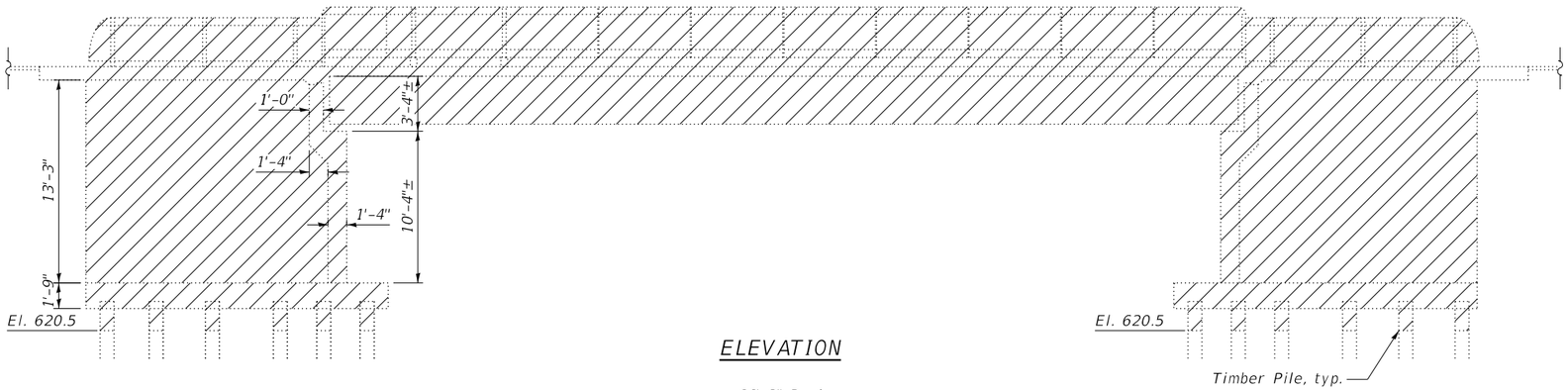
GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS
STRUCTURE NO. 049-6585
SHEET S-2 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	116
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

DATE PLOTTED = 10/1/2020
PLOT TIME = 08:08:08
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-02-General Notes and Bill of Material.dgn



TYPICAL CROSS-SECTION

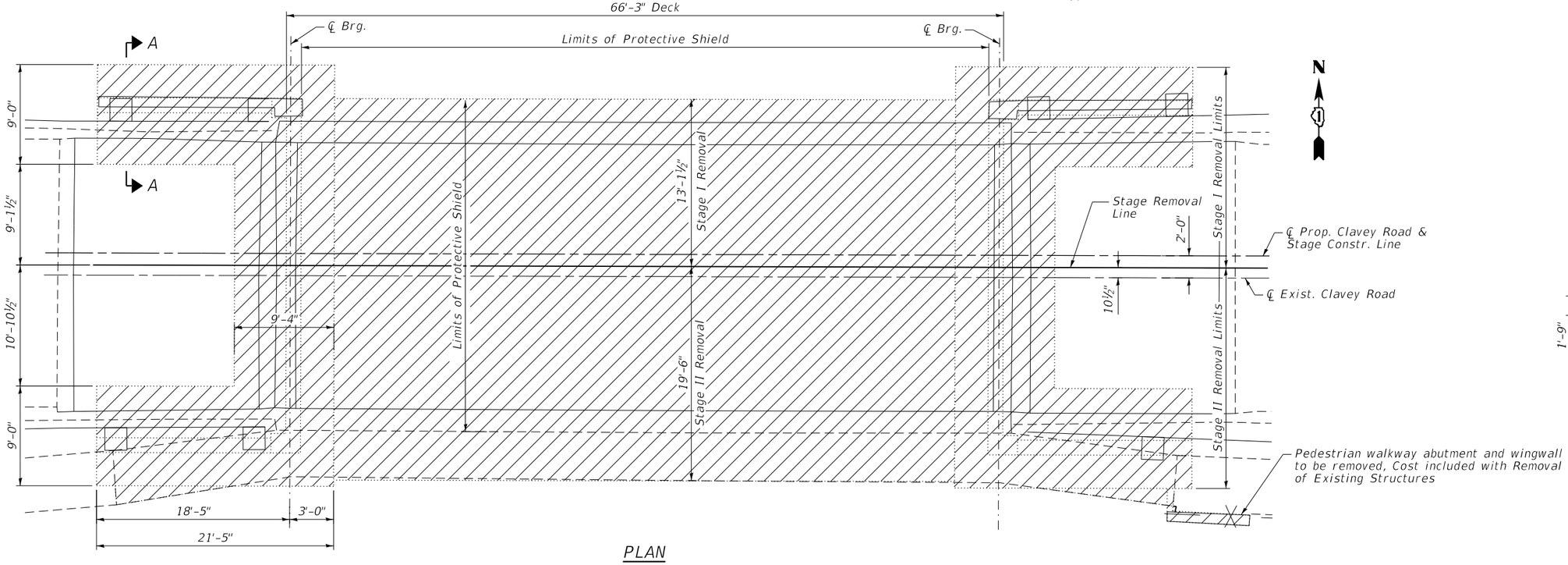


ELEVATION

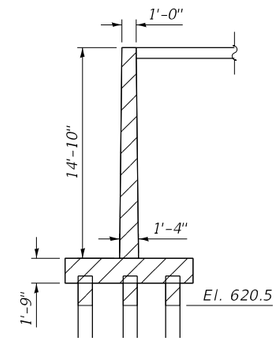
BILL OF MATERIAL

ITEM	UNIT	SUB	SUPER
Removal of Existing Structures	Each	0.5	0.5
Protective Shield	Sq Yd		226

Note: All railing removal is included with Removal of Existing Structures.



PLAN



SECTION A-A

LEGEND

Structure Removal

DATE PLOTTED = 10/1/2020
PLOT TIME = 08:29:56
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-03-Removal.dgn

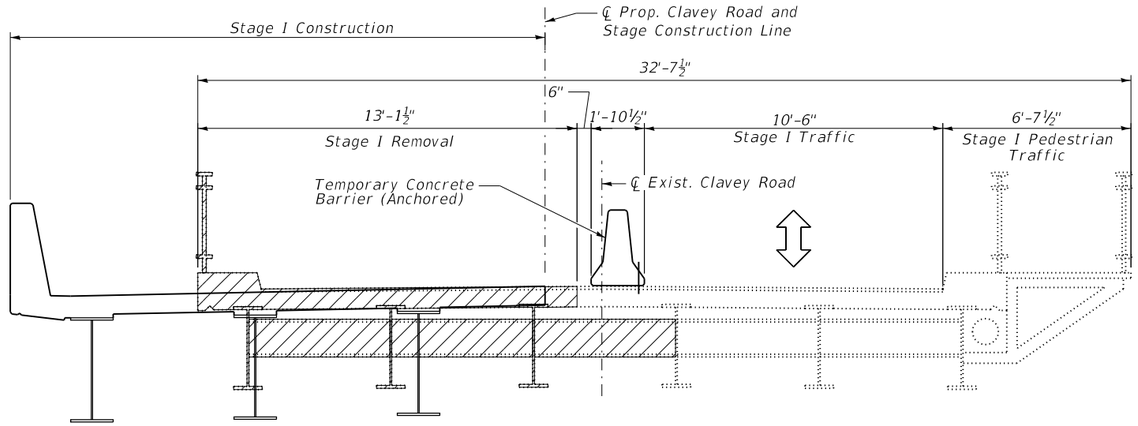
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0±2.0000 '±' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

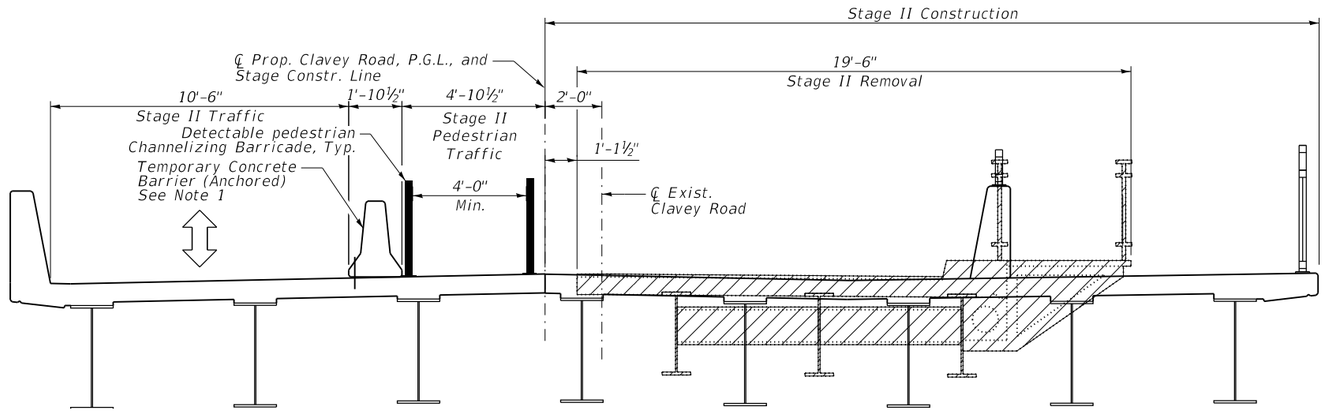
REMOVAL PLAN
STRUCTURE NO. 049-6585
SHEET S-3 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	117
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



STAGE I REMOVAL AND CONSTRUCTION

(Looking East)



STAGE II REMOVAL AND CONSTRUCTION

(Looking East)

NOTE:

1. The CONTRACTOR shall install sleeves to accomodate 1" Ø restraining pins as shown on sheet S-6 during placement of the deck. After pins are removed, holes shall be filled with non-shrink grout according to article 1024.02 of the Standard Specifications. Cost included with Concrete Superstructure.

LEGEND

Existing Structure Removal

DATE PLOTTED = 10/1/2020
PLOT TIME = 08:08:08
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-04-ConstStaging.dgn

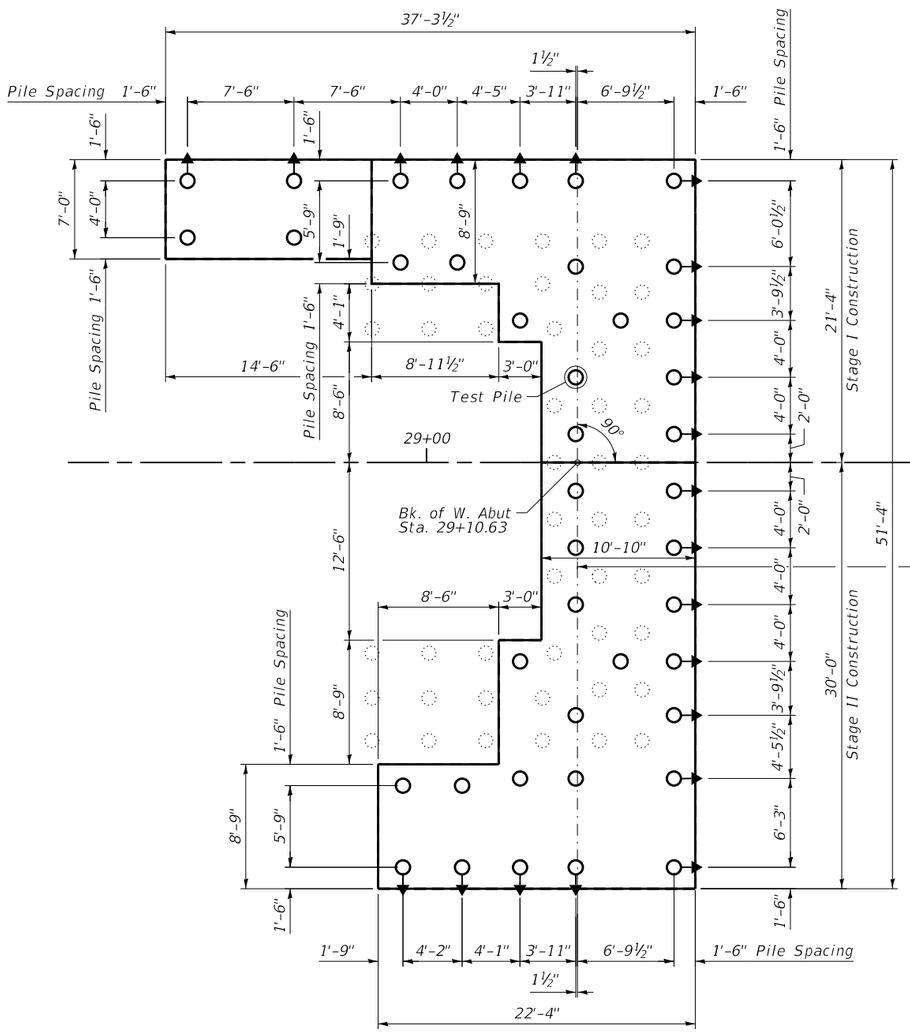
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

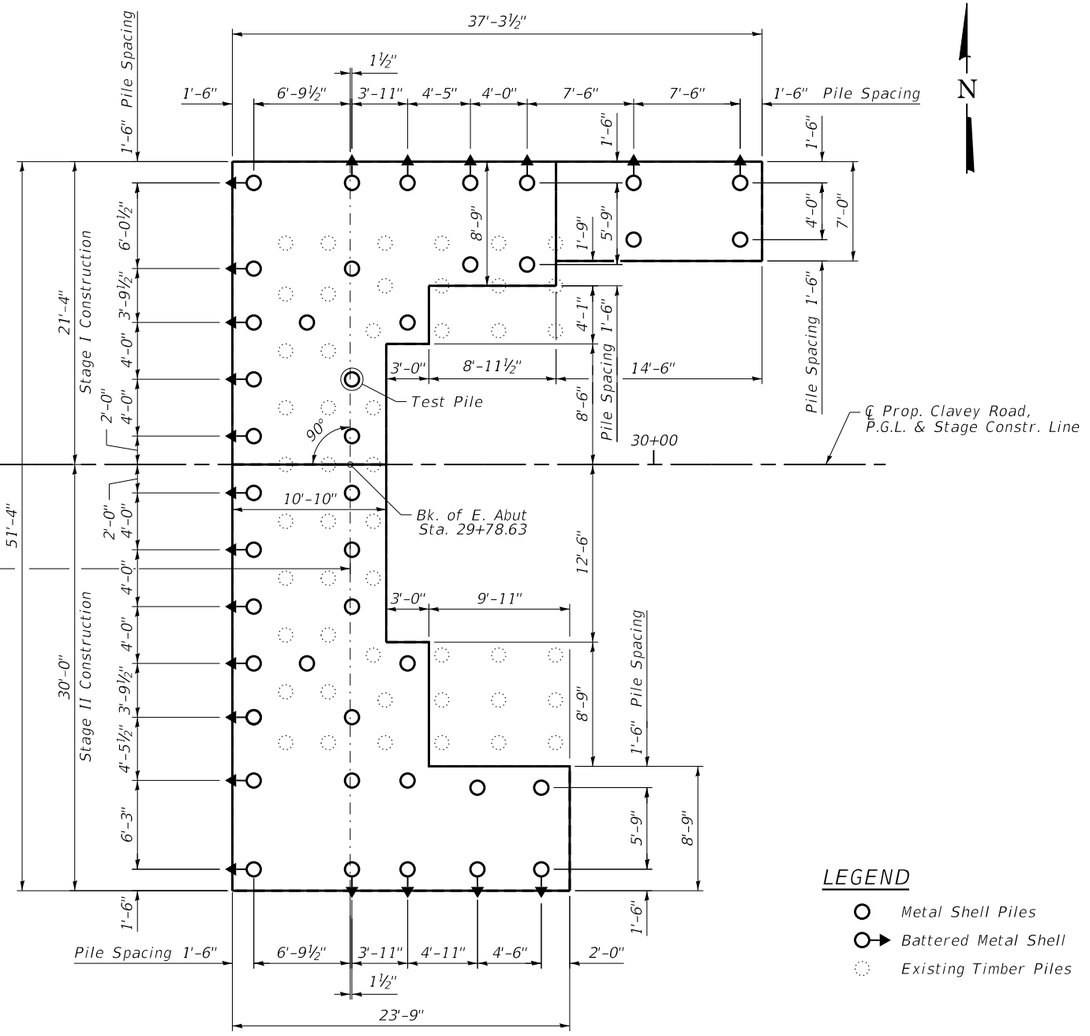
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 049-6585
SHEET S-4 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	118
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



WEST ABUTMENT FOUNDATION



EAST ABUTMENT FOUNDATION

LEGEND

- Metal Shell Piles
- Battered Metal Shell
- Existing Timber Piles

DATE PLOTTED = 10/1/2020
REV FILE NAME = 0020985-01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-05-Foundation Layout.dgn

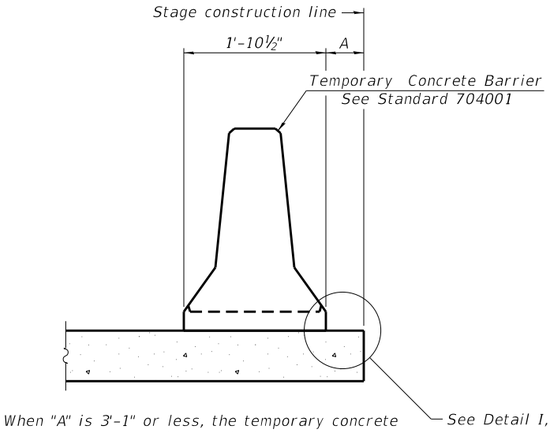
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.2.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

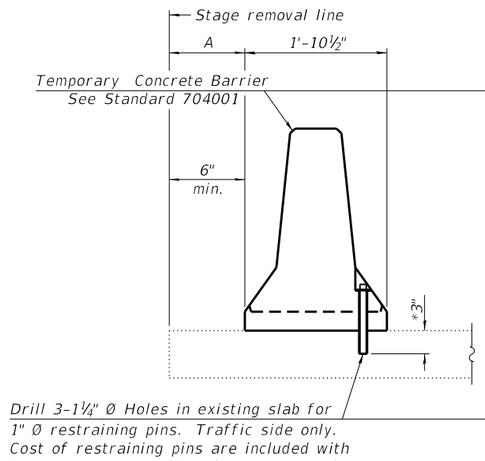
FOUNDATION LAYOUT
STRUCTURE NO. 049–6585
SHEET S-5 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	119
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



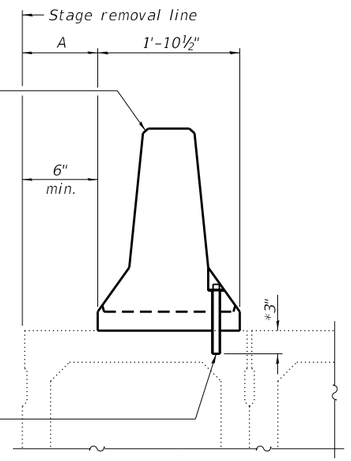
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

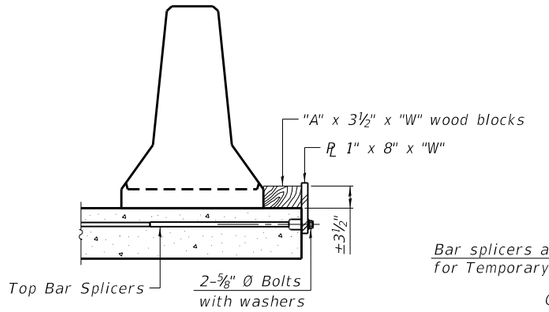
EXISTING SLAB



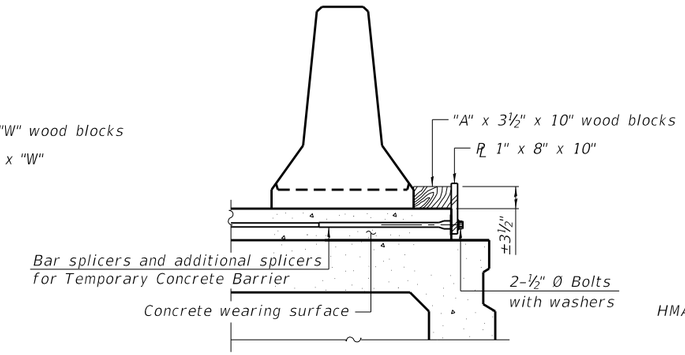
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

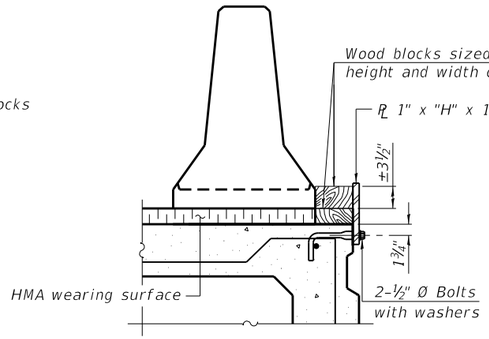
SECTIONS THRU SLAB OR DECK BEAM



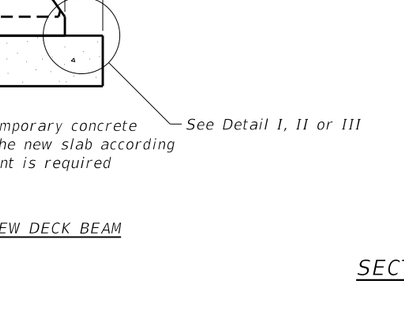
DETAIL I



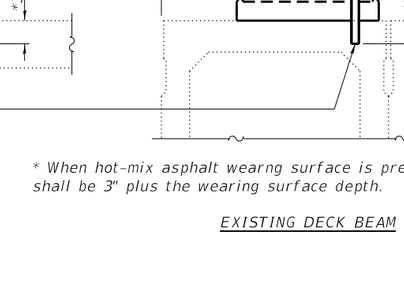
DETAIL II



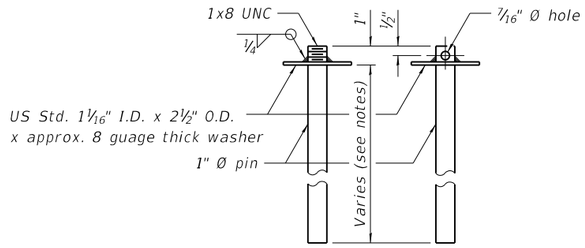
DETAIL III



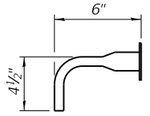
STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27

2-17-2017

DATE PLOTTED = 10/1/2020
PLOT SCALE = 0.2000 '=' / in.
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-06-Temporary Barrier.dgn

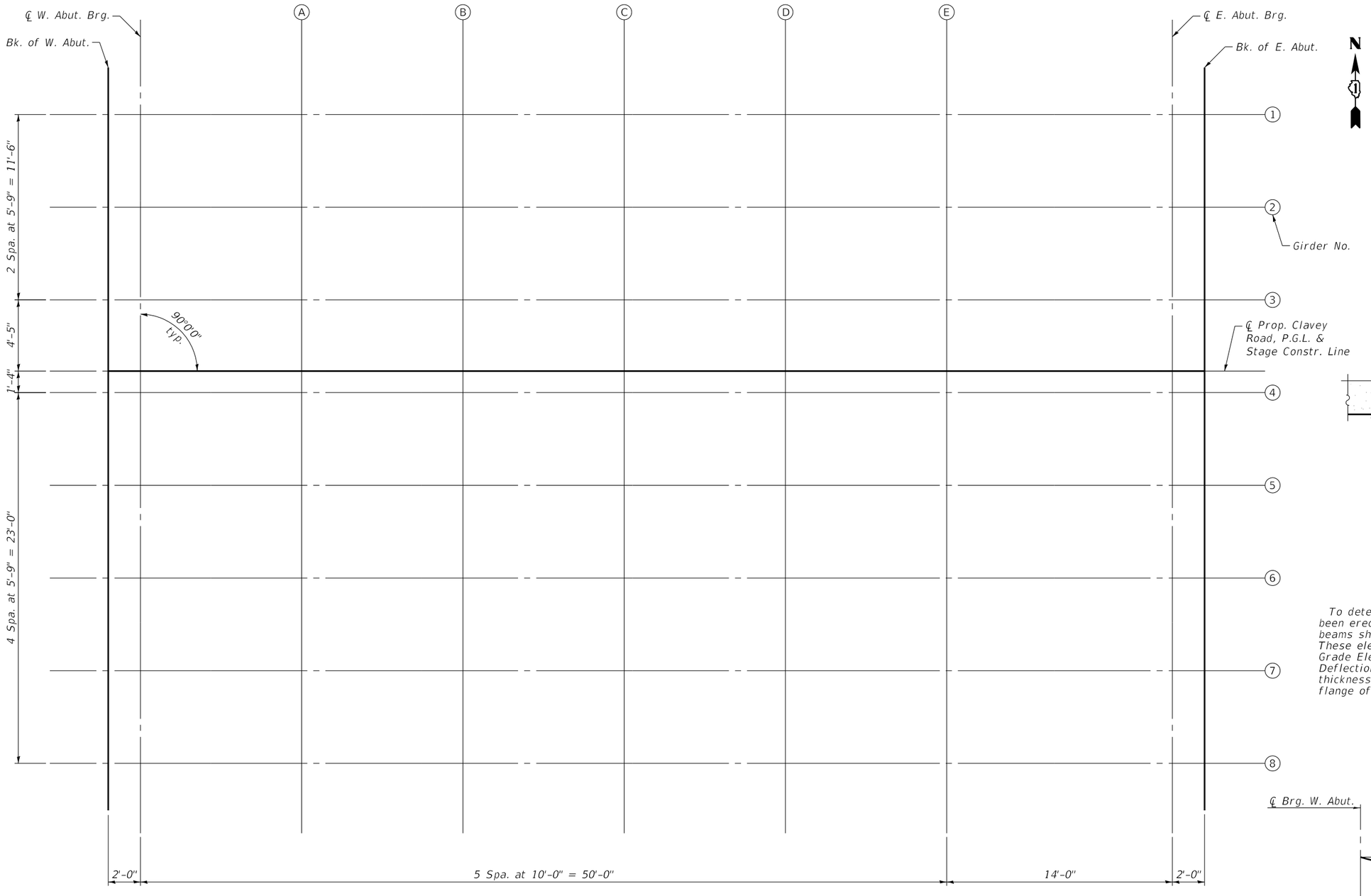
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.2.0000 '=' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

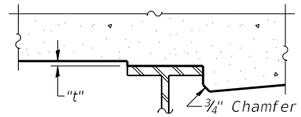
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 049-6585
SHEET S-6 OF S-32 SHEETS

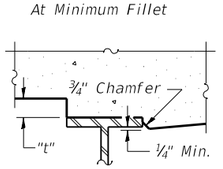
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	120
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



PLAN



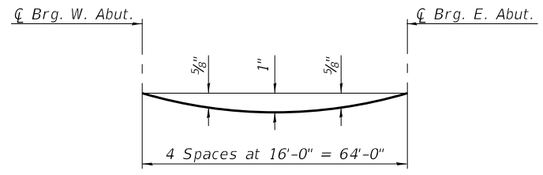
At Minimum Fillet



At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet S-8, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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

DATE PLOTTED = 10/1/2020
REVISION DATE = 00/00/00
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\00220985_01\Design\Structural\CAD\00220985-07-Top of Deck Elevation1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS 1
STRUCTURE NO. 049-6585
SHEET S-7 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	121
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	15.92 Lt.	638.78	638.78
CL W. Abut.	29+12.63	15.92 Lt.	638.79	638.79
A	29+22.63	15.92 Lt.	638.86	638.90
B	29+32.63	15.92 Lt.	638.90	638.97
C	29+42.63	15.92 Lt.	638.91	638.99
D	29+52.63	15.92 Lt.	638.88	638.96
E	29+62.63	15.92 Lt.	638.83	638.88
CL. E. Abut.	29+76.63	15.92 Lt.	638.70	638.70
Bk. E. Abut.	29+78.63	15.92 Lt.	638.68	638.68

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	10.17 Lt.	638.86	638.86
CL W. Abut.	29+12.63	10.17 Lt.	638.88	638.88
A	29+22.63	10.17 Lt.	638.95	638.99
B	29+32.63	10.17 Lt.	638.99	639.06
C	29+42.63	10.17 Lt.	639.00	639.08
D	29+52.63	10.17 Lt.	638.97	639.05
E	29+62.63	10.17 Lt.	638.92	638.97
CL. E. Abut.	29+76.63	10.17 Lt.	638.79	638.79
Bk. E. Abut.	29+78.63	10.17 Lt.	638.77	638.77

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	4.42 Lt.	638.95	638.95
CL W. Abut.	29+12.63	4.42 Lt.	638.97	638.97
A	29+22.63	4.42 Lt.	639.04	639.08
B	29+32.63	4.42 Lt.	639.08	639.15
C	29+42.63	4.42 Lt.	639.09	639.17
D	29+52.63	4.42 Lt.	639.06	639.14
E	29+62.63	4.42 Lt.	639.01	639.06
CL. E. Abut.	29+76.63	4.42 Lt.	638.88	638.88
Bk. E. Abut.	29+78.63	4.42 Lt.	638.86	638.86

℄ PROP. CLAVEY ROAD, P.G.L. AND STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	0.00	639.02	639.02
CL W. Abut.	29+12.63	0.00	639.04	639.04
A	29+22.63	0.00	639.11	639.15
B	29+32.63	0.00	639.15	639.22
C	29+42.63	0.00	639.15	639.24
D	29+52.63	0.00	639.13	639.21
E	29+62.63	0.00	639.08	639.13
CL. E. Abut.	29+76.63	0.00	638.95	638.95
Bk. E. Abut.	29+78.63	0.00	638.93	638.93

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	1.33 Rt.	639.00	639.00
CL W. Abut.	29+12.63	1.33 Rt.	639.02	639.02
A	29+22.63	1.33 Rt.	639.09	639.13
B	29+32.63	1.33 Rt.	639.13	639.20
C	29+42.63	1.33 Rt.	639.13	639.22
D	29+52.63	1.33 Rt.	639.11	639.19
E	29+62.63	1.33 Rt.	639.06	639.11
CL. E. Abut.	29+76.63	1.33 Rt.	638.93	638.93
Bk. E. Abut.	29+78.63	1.33 Rt.	638.91	638.91

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	7.08 Rt.	638.91	638.91
CL W. Abut.	29+12.63	7.08 Rt.	638.93	638.93
A	29+22.63	7.08 Rt.	639.00	639.04
B	29+32.63	7.08 Rt.	639.04	639.11
C	29+42.63	7.08 Rt.	639.04	639.13
D	29+52.63	7.08 Rt.	639.02	639.10
E	29+62.63	7.08 Rt.	638.97	639.02
CL. E. Abut.	29+76.63	7.08 Rt.	638.84	638.84
Bk. E. Abut.	29+78.63	7.08 Rt.	638.82	638.82

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	12.83 Rt.	638.82	638.82
CL W. Abut.	29+12.63	12.83 Rt.	638.84	638.84
A	29+22.63	12.83 Rt.	638.91	638.95
B	29+32.63	12.83 Rt.	638.95	639.02
C	29+42.63	12.83 Rt.	638.95	639.04
D	29+52.63	12.83 Rt.	638.93	639.01
E	29+62.63	12.83 Rt.	638.88	638.93
CL. E. Abut.	29+76.63	12.83 Rt.	638.75	638.75
Bk. E. Abut.	29+78.63	12.83 Rt.	638.73	638.73

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	18.58 Rt.	638.85	638.85
CL W. Abut.	29+12.63	18.58 Rt.	638.86	638.86
A	29+22.63	18.58 Rt.	638.93	638.97
B	29+32.63	18.58 Rt.	638.97	639.04
C	29+42.63	18.58 Rt.	638.98	639.06
D	29+52.63	18.58 Rt.	638.95	639.03
E	29+62.63	18.58 Rt.	638.90	638.95
CL. E. Abut.	29+76.63	18.58 Rt.	638.77	638.77
Bk. E. Abut.	29+78.63	18.58 Rt.	638.75	638.75

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Local Deflection
Bk. W. Abut	29+10.63	24.33 Rt.	638.94	638.94
CL W. Abut.	29+12.63	24.33 Rt.	638.95	638.95
A	29+22.63	24.33 Rt.	639.02	639.06
B	29+32.63	24.33 Rt.	639.06	639.13
C	29+42.63	24.33 Rt.	639.07	639.15
D	29+52.63	24.33 Rt.	639.04	639.12
E	29+62.63	24.33 Rt.	638.99	639.04
CL. E. Abut.	29+76.63	24.33 Rt.	638.86	638.86
Bk. E. Abut.	29+78.63	24.33 Rt.	638.84	638.84

DATE PLOTED = 10/1/2020
DESIGN FILE = N:\PROJ\02029885.01\Design\Structural\CAD\02029885-01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\02029885.01\Design\Structural\CAD\02029885-08-Top of Deck Elevation2.dgn

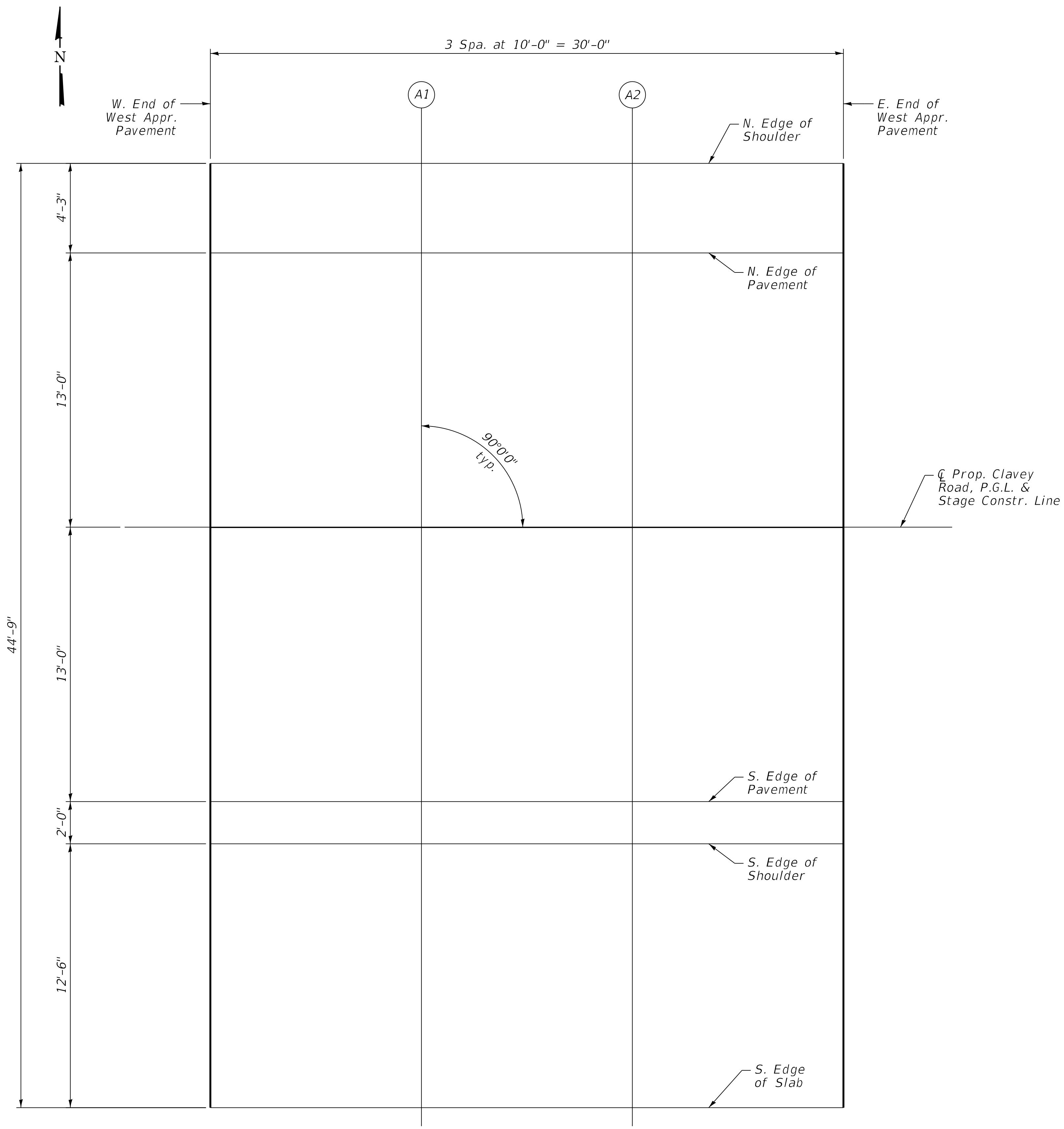
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0i2.0000 'i' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS 2
STRUCTURE NO. 049-6585
SHEET S-8 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	122
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



PLAN

N. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pavement	28+81.63	17.25 Lt.	638.37
A1	28+91.63	17.25 Lt.	638.53
A2	29+01.63	17.25 Lt.	638.66
E. End of West Appr. Pavement	29+11.63	17.25 Lt.	638.76

N. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pavement	28+81.63	13.00 Lt.	638.43
A1	28+91.63	13.00 Lt.	638.59
A2	29+01.63	13.00 Lt.	638.73
E. End of West Appr. Pavement	29+11.63	13.00 Lt.	638.83

℄ PROP. CLAVEY ROAD, P.G.L. & STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pavement	28+81.63	0.00	638.64
A1	28+91.63	0.00	638.80
A2	29+01.63	0.00	638.93
E. End of West Appr. Pavement	29+11.63	0.00	639.03

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pavement	28+81.63	13.00 Rt.	638.43
A1	28+91.63	13.00 Rt.	638.59
A2	29+01.63	13.00 Rt.	638.73
E. End of West Appr. Pavement	29+11.63	13.00 Rt.	638.83

S. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pavement	28+81.63	15.00 Rt.	638.40
A1	28+91.63	15.00 Rt.	638.56
A2	29+01.63	15.00 Rt.	638.70
E. End of West Appr. Pavement	29+11.63	15.00 Rt.	638.80

S. EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Pavement	28+81.63	27.50 Rt.	638.60
A1	28+91.63	27.50 Rt.	638.76
A2	29+01.63	27.50 Rt.	638.89
E. End of West Appr. Pavement	29+11.63	27.50 Rt.	638.99

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

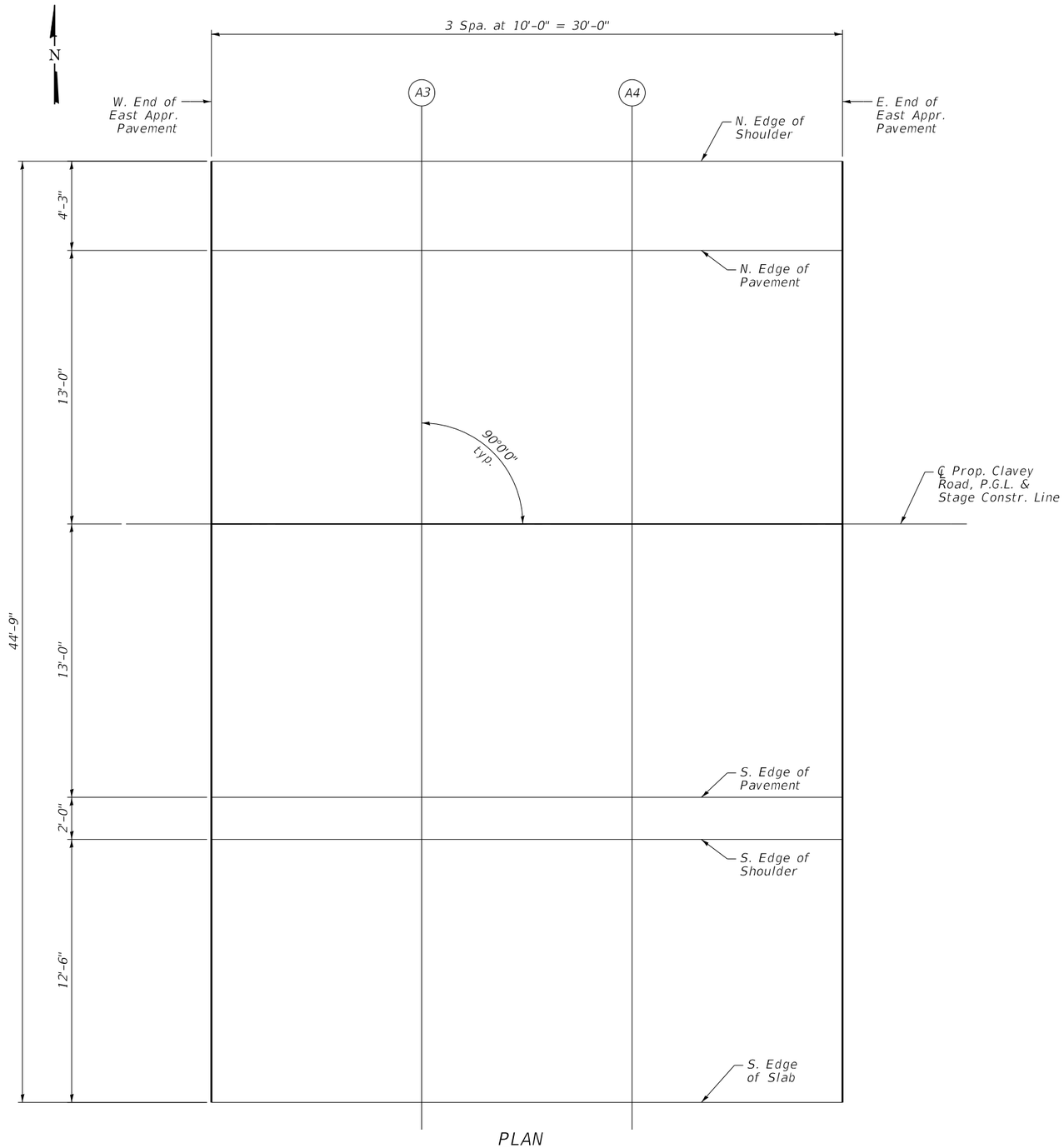
USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS 1
STRUCTURE NO. 049-6585

SHEET S-9 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	123
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		



PLAN

N. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pavement	29+77.63	17.25 Lt.	638.67
A3	29+87.63	17.25 Lt.	638.54
A4	29+97.63	17.25 Lt.	638.38
E. End of East Appr. Pavement	30+07.63	17.25 Lt.	638.19

N. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pavement	29+77.63	13.00 Lt.	638.74
A3	29+87.63	13.00 Lt.	638.61
A4	29+97.63	13.00 Lt.	638.44
E. End of East Appr. Pavement	30+07.63	13.00 Lt.	638.25

℄ PROP. CLAVEY ROAD, P.G.L. & STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pavement	29+77.63	0.00	638.94
A3	29+87.63	0.00	638.81
A4	29+97.63	0.00	638.65
E. End of East Appr. Pavement	30+07.63	0.00	638.46

S. EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pavement	29+77.63	13.00 Rt.	638.74
A3	29+87.63	13.00 Rt.	638.61
A4	29+97.63	13.00 Rt.	638.44
E. End of East Appr. Pavement	30+07.63	13.00 Rt.	638.25

S. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pavement	29+77.63	15.00 Rt.	638.70
A3	29+87.63	15.00 Rt.	638.57
A4	29+97.63	15.00 Rt.	638.41
E. End of East Appr. Pavement	30+07.63	15.00 Rt.	638.22

S. EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Pavement	29+77.63	27.50 Rt.	638.90
A3	29+87.63	27.50 Rt.	638.77
A4	29+97.63	27.50 Rt.	638.61
E. End of East Appr. Pavement	30+07.63	27.50 Rt.	638.42

DATE PLOTTED = 10/1/2020
PLOT SCALE = 0.2000 '/ in.
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CQI-PDF.plotcfg
FILE NAME = N:\PROJ\00209805.01\Design\Structural\CAD\00209805-18-Top of North Approach Slab Elevations.dgn

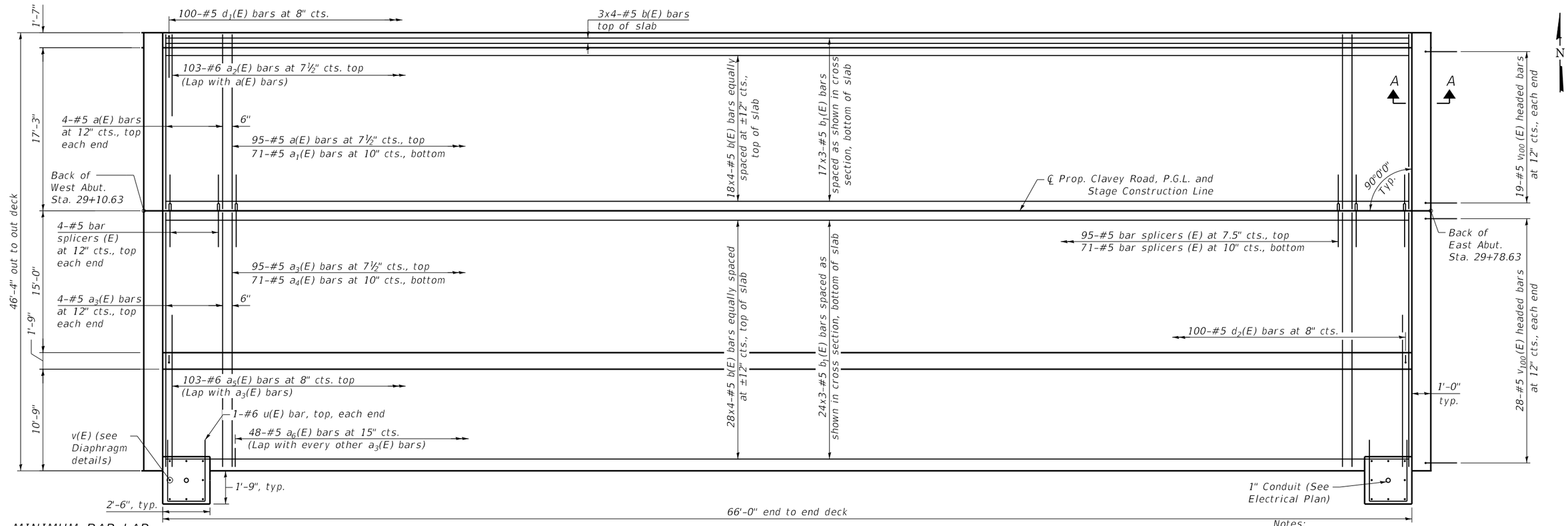
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.2.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS 2
STRUCTURE NO. 049-6585
SHEET S-10 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	124
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

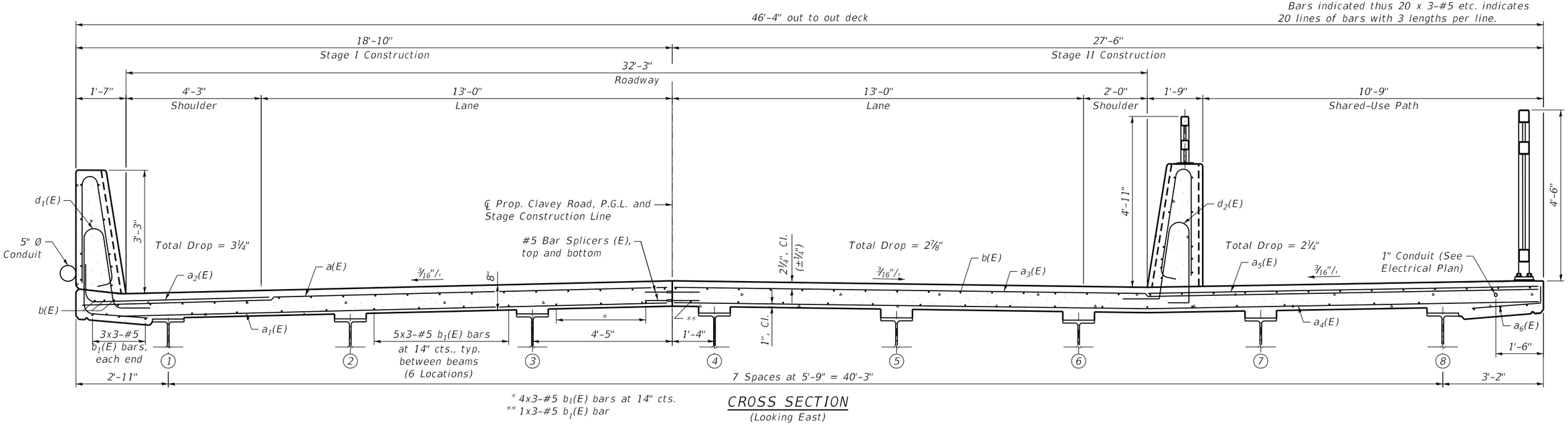


MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 3'-7"

PLAN

Notes:
See sheet S-12 of S-32 for superstructure details and Bill of Material.
See sheet S-14 of S-32 for Section A-A.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



* 4x3-#5 b_1(E) bars at 14" cts.
** 1x3-#5 b_1(E) bar

CROSS SECTION

(Looking East)

DATE PLOTTED = 10/1/2020
PLOT NAME = 049-6585-01.tbl
PLOT CONFIG = N:\Standards\CGD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0022B985.01\Design\Structural\CAD\0022B985-1-Deck Plan and Cross Section.dgn

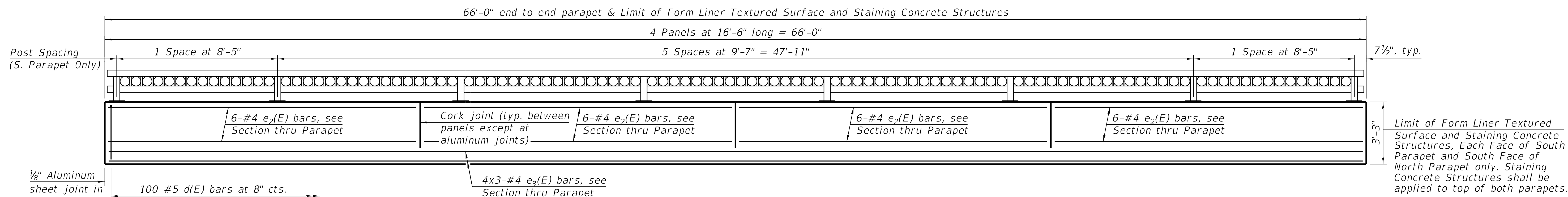
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0±2.0000 '±' / in.	DRAWN -	REVISED -
PLOT DATE = 10/1/2020	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN AND CROSS SECTION
STRUCTURE NO. 049-6585
SHEET S-11 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	125
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

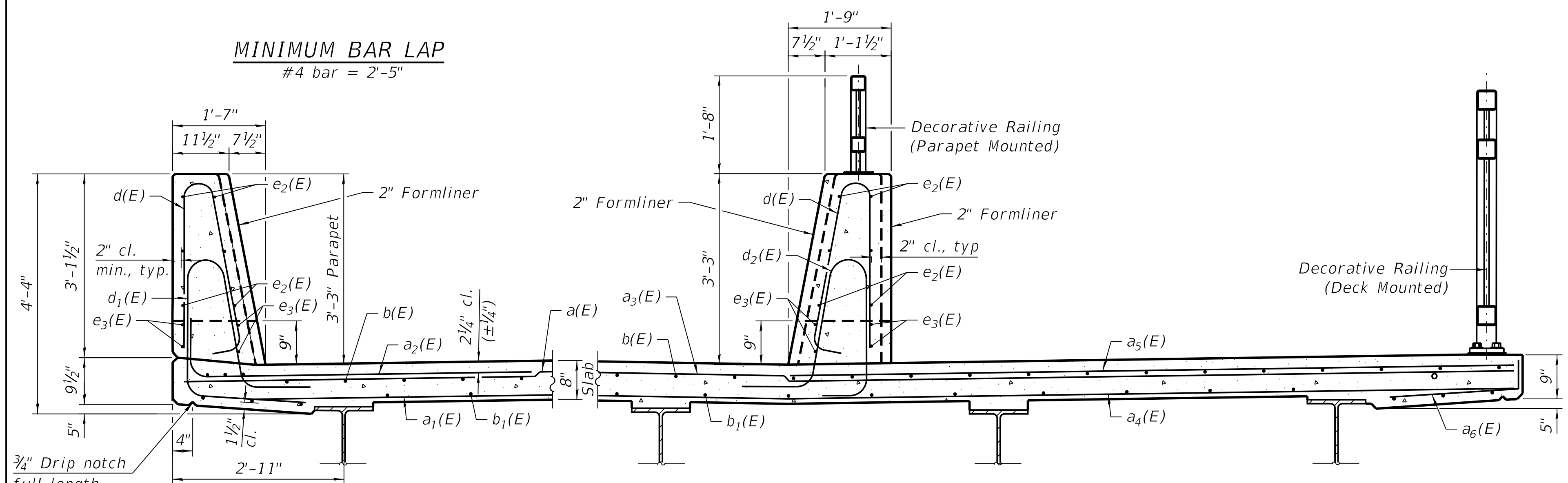


INSIDE ELEVATION OF SOUTH PARAPET

(North Parapet Similar)

MINIMUM BAR LAP

#4 bar = 2'-5"



SECTION THRU NORTH PARAPET

SECTION THRU SOUTH PARAPET AND SHARED-USE PATH

Notes:

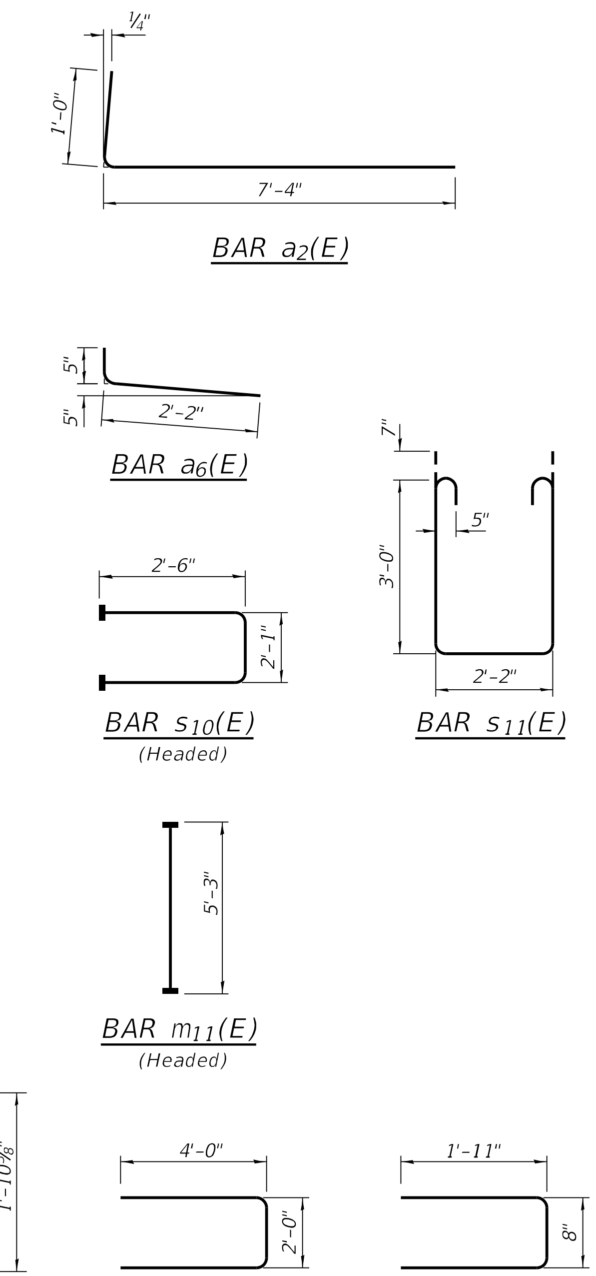
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

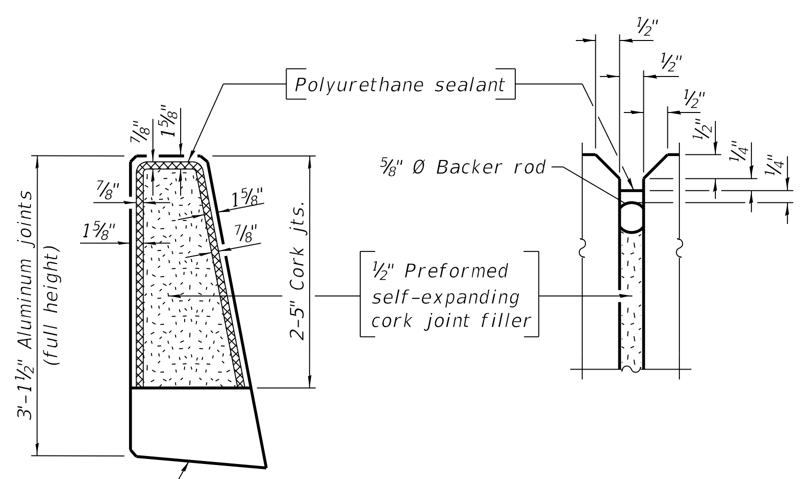
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

Reinforcement bars designated (E) shall be epoxy coated.

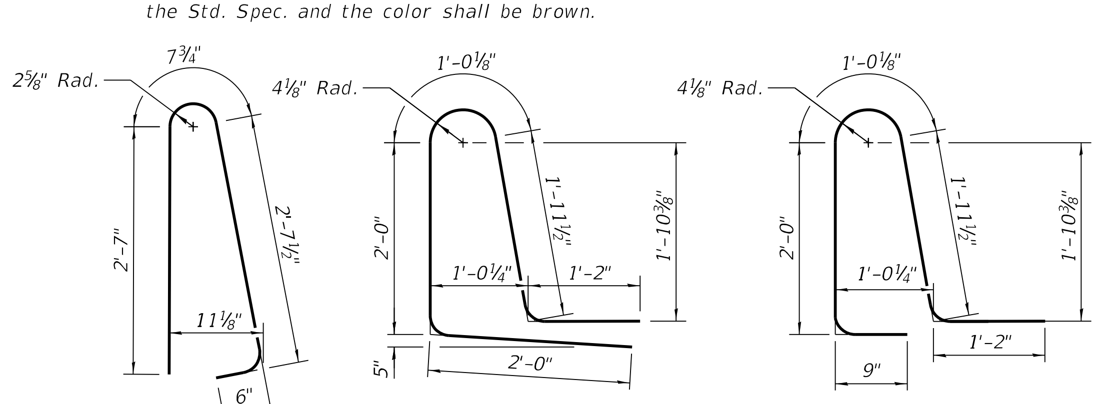
Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be brown.





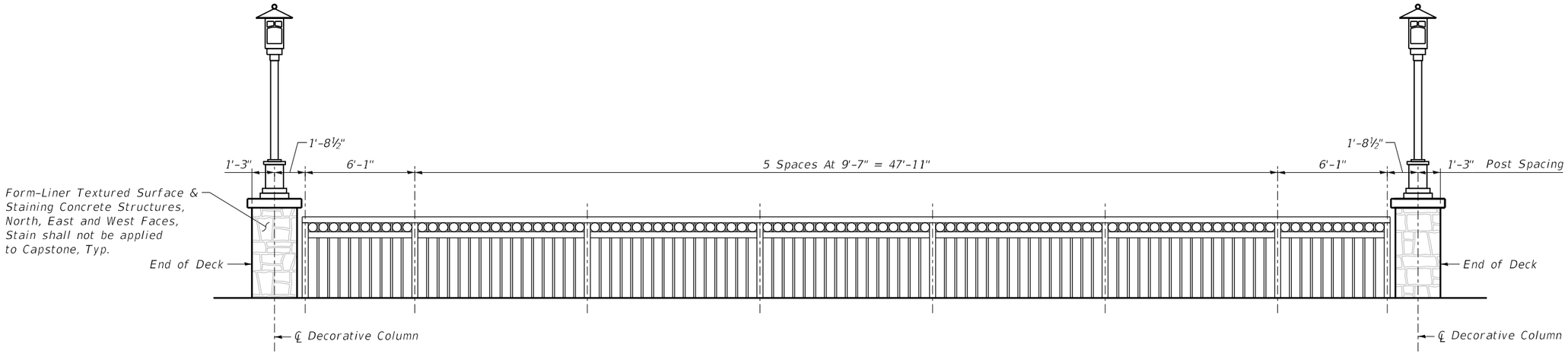
PARAPET JOINT DETAILS



SUPERSTRUCTURE BILL OF MATERIAL

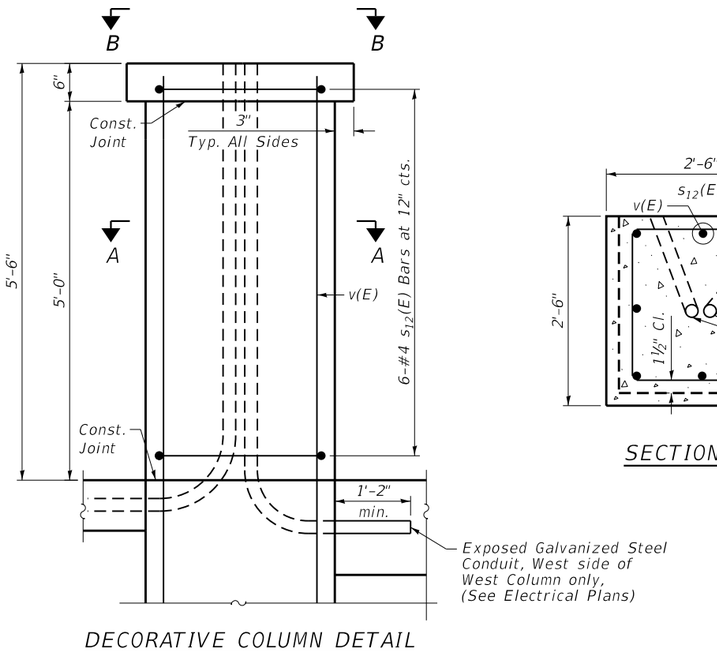
Bar	No.	Size	Length	Shape
a(E)	103	#5	18'-6"	
a_1(E)	71	#5	18'-6"	
a_2(E)	103	#6	8'-4"	
a_3(E)	103	#5	27'-2"	
a_4(E)	71	#5	27'-2"	
a_5(E)	103	#6	18'-0"	
a_6(E)	48	#5	2'-7"	
b(E)	196	#5	19'-1"	
b_1(E)	123	#5	24'-3"	
d(E)	200	#5	6'-5"	
d_1(E)	100	#5	8'-2"	
d_2(E)	100	#5	6'-11"	
e_2(E)	48	#4	16'-2"	
e_3(E)	24	#4	23'-6"	
m_{11}(E)	28	#6	5'-3"	
m_{12}(E)	36	#6	5'-3"	
m_{13}(E)	10	#6	27'-2"	
m_{14}(E)	20	#6	2'-6"	
m_{15}(E)	4	#4	27'-2"	
m_{18}(E)	10	#6	18'-6"	
m_{19}(E)	4	#4	18'-6"	
m_{21}(E)	6	#6	3'-11"	
s_{10}(E)	82	#5	7'-1"	
s_{11}(E)	86	#5	9'-4"	
s_{12}(E)	12	#4	8'-9"	
u(E)	10	#6	10'-0"	
u_{10}(E)	82	#4	4'-6"	
v(E)	16	#6	8'-8"	
v_{100}(E)	94	#5	3'-1"	

Concrete Superstructure	Cu Yd	148.6
Bridge Deck Grooving	Sq Yd	192
Protective Coat	Sq Yd	302
Reinforcement Bars, Epoxy Coated	Pound	27,160
Bar Splicers	Each	198
Form Liner Textured Surface	Sq Ft	731
Staining Concrete Structures	Sq Ft	865



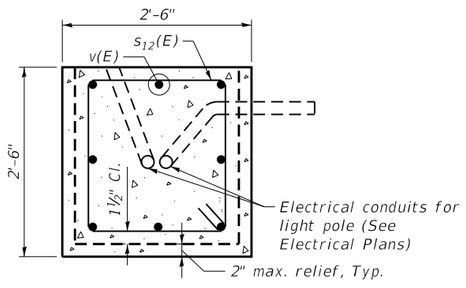
DECORATIVE RAILING (DECK MOUNTED) ELEVATION

(Looking South)

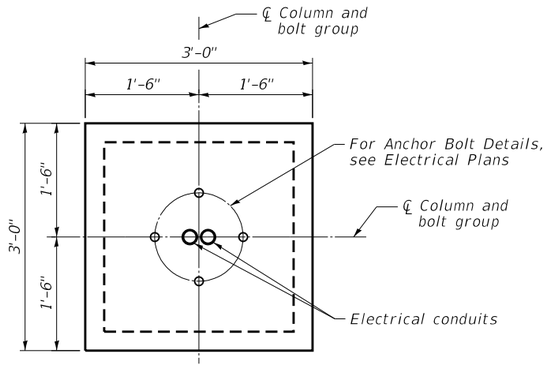


DECORATIVE COLUMN DETAIL

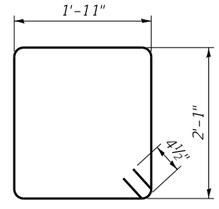
(Looking South)



SECTION A-A



VIEW B-B



BAR s_{12}(E)

DATE PLOTTED = 10/1/2020
PLOT SCALE = 0.2000 '=' / in.
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-13-Superstructure Details 2.dgn

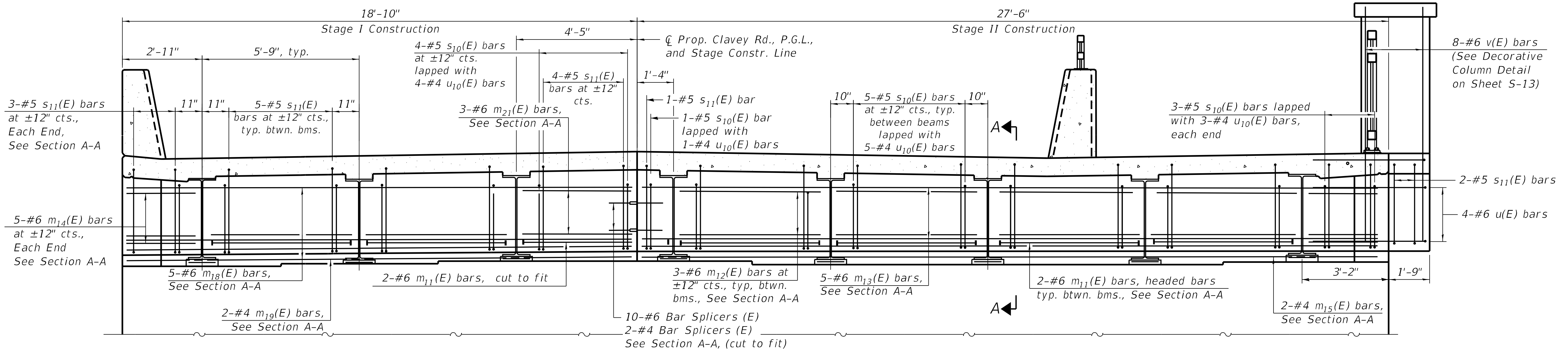
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.2.0000 '=' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

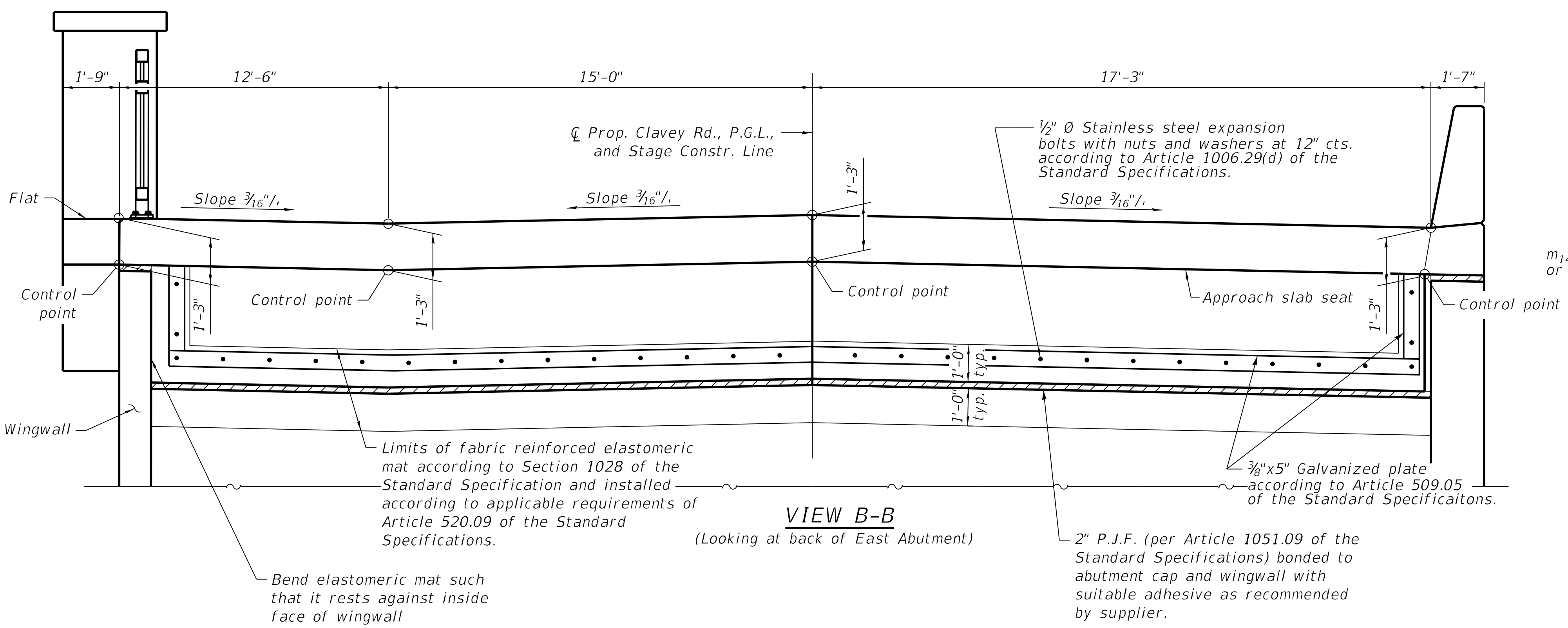
SUPERSTRUCTURE DETAILS 2
STRUCTURE NO. 049-6585
SHEET S-13 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	127
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

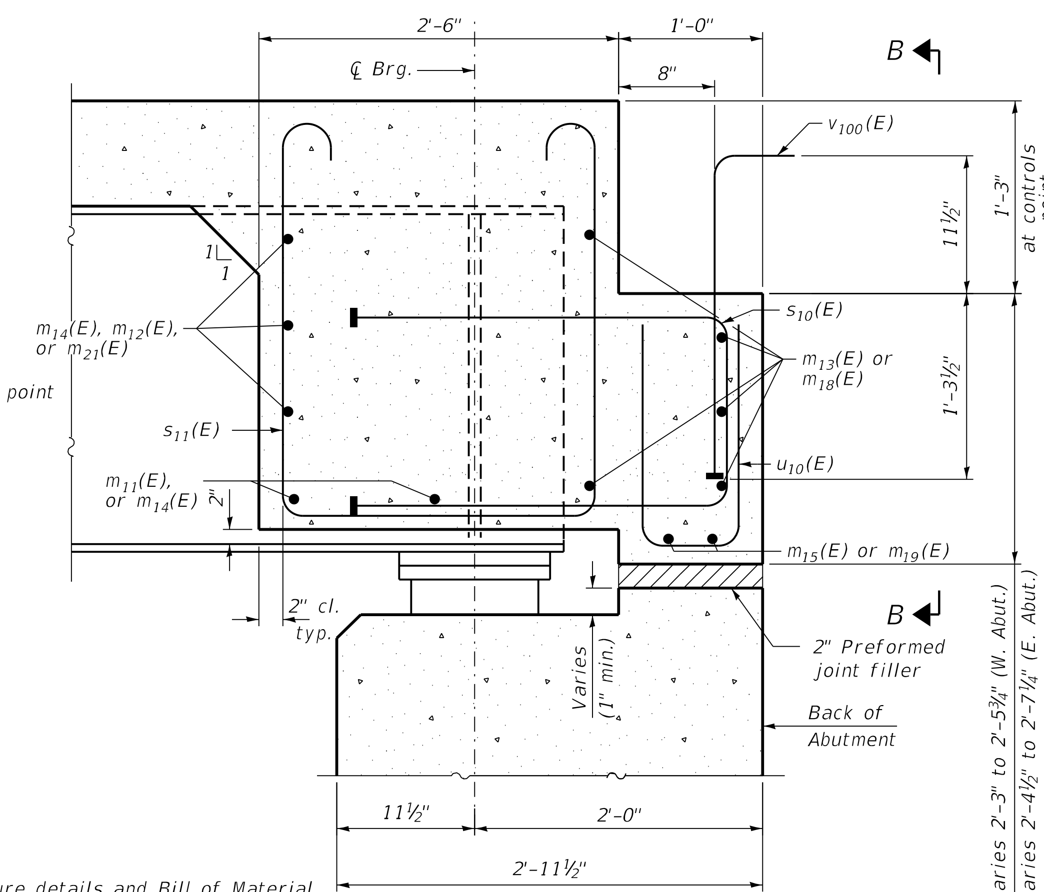


DIAPHRAGM AT EAST ABUTMENT
(Looking East, West Abutment Similar)

MINIMUM BAR LAP
#4 bar = 2'-1"
#6 bar = 4'-0"



VIEW B-B
(Looking at back of East Abutment)



SECTION A-A

Notes:
See sheet S-12 of S-32 for superstructure details and Bill of Material.
The approach slab seat shall have a constant slope determined from the control points shown.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bats conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

DATE PLOTTED = 10/1/2020
PEN TABLE = 0020985.01-CL.tbl
PLOT CONFIG = N:\Standards\CADD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985_14-Diaphragm Details.dgn

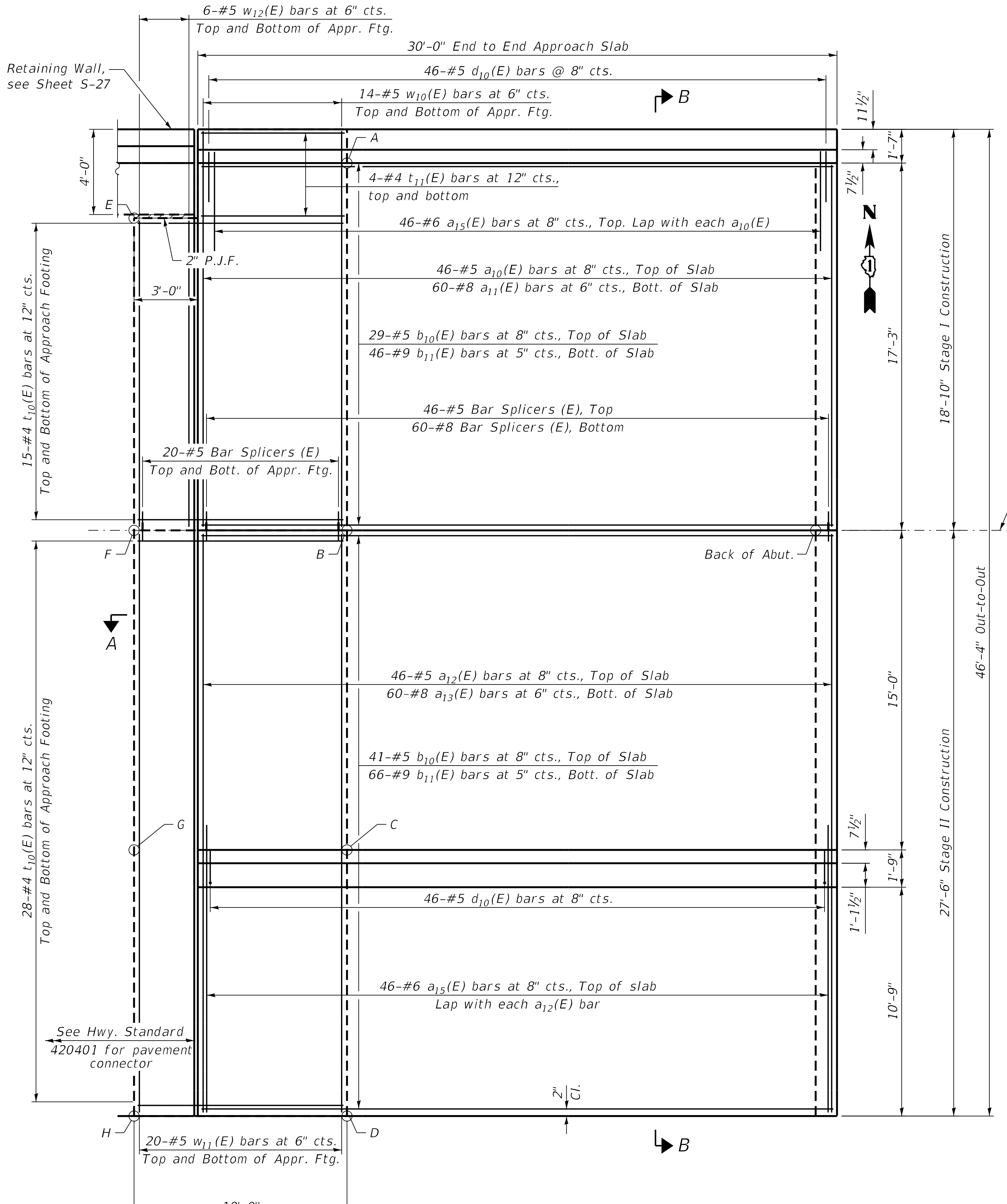
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

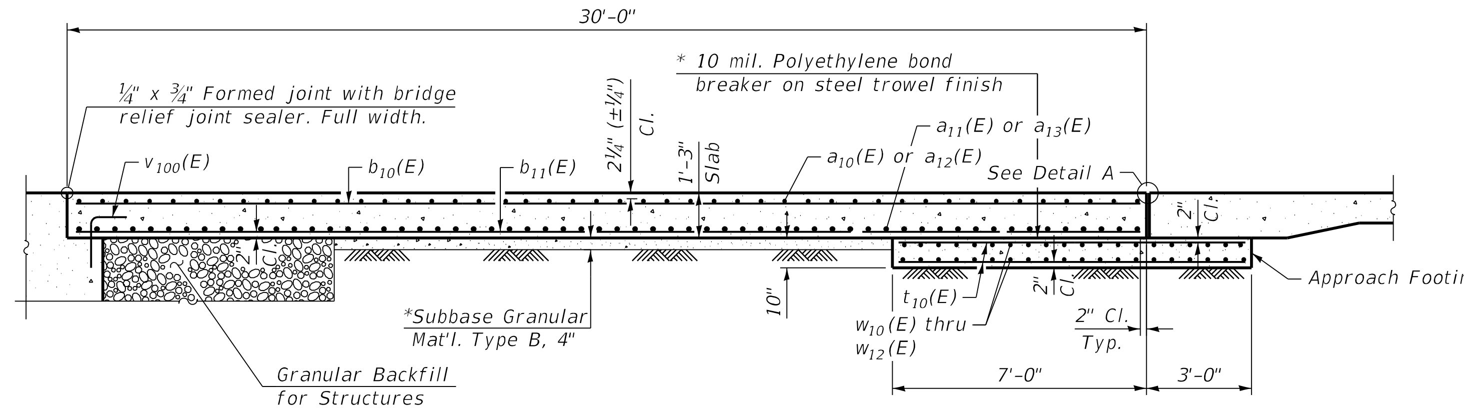
DIAPHRAGM DETAILS
STRUCTURE NO. 049-6585
SHEET S-14 OF S-32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	128
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		



PLAN

(Showing West Approach, East Approach is similar but mirrored)

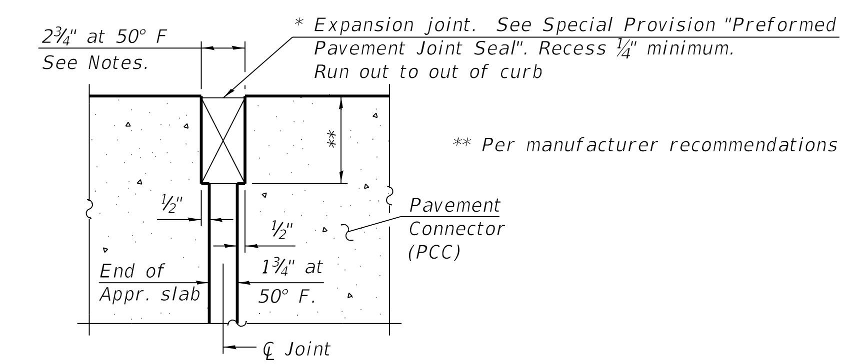


* Cost included with Concrete Superstructure (Approach Slab).

SECTION A-A

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A	637.23	636.40	637.07	636.24
B	637.50	636.67	637.34	636.51
C	637.27	636.43	637.11	636.28
D	637.46	636.63	637.30	636.47
E	637.11	636.28	636.92	636.08
F	637.34	636.51	637.15	636.31
G	637.10	636.27	636.91	636.08
H	637.30	636.47	637.11	636.27



** Per manufacturer recommendations

DETAIL A

MIN. LAP LENGTH

#5 bar = 3'-4"
#8 bar = 6'-9"

NOTE:

1. For Section B-B and notes, see sheet S-16.

DATE PLOTTED = 10/1/2020
PEN TABLE = 0020985.01-Cl.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-15-Bridge Approach Slab Details1.dgn

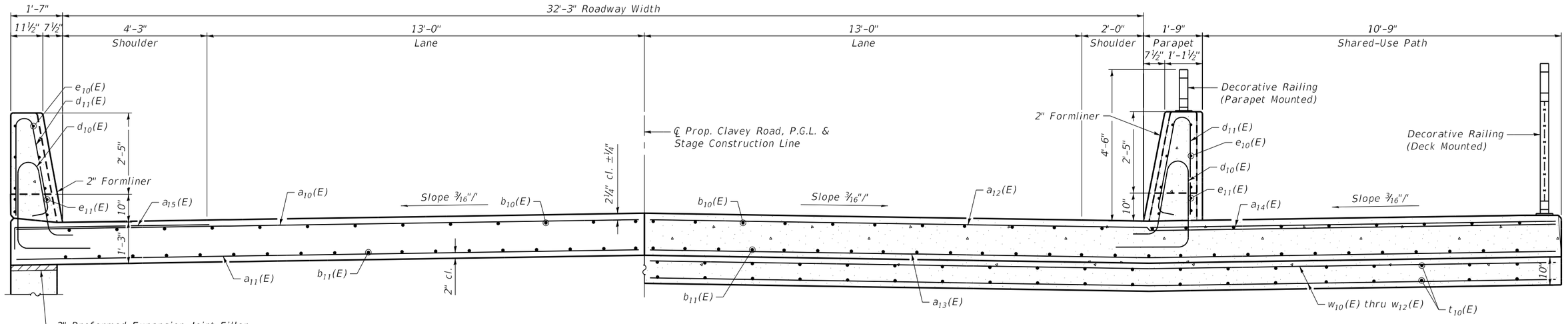
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ' / in.	DRAWN -	REVISED -
PLOT DATE = 10/1/2020	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS 1
STRUCTURE NO. 049-6585
SHEET S-15 OF S-32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	129
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

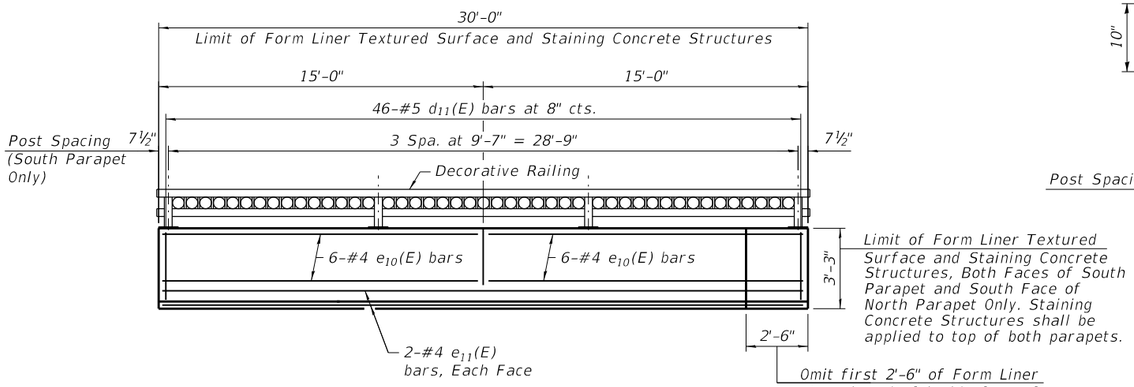


2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications: full depth of slab, full length of wingwall. Cost Included in Concrete Structures., Typ. each wingwall.

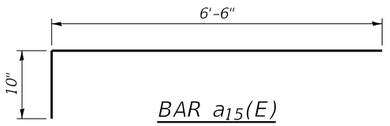
NEAR ABUTMENT

AT APPROACH FOOTING

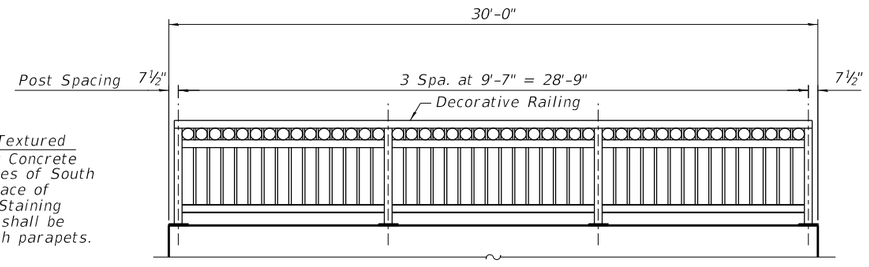
SECTION B-B



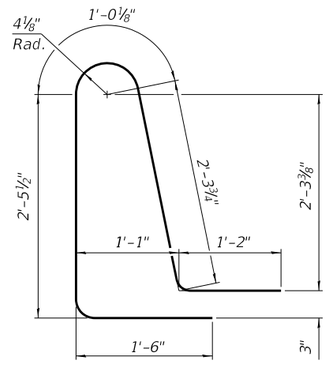
INSIDE ELEVATION OF PARAPET



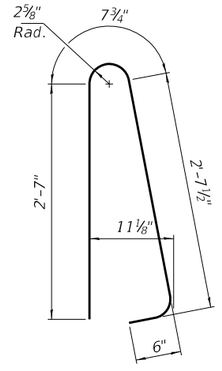
BAR $a_{15}(E)$



FENCE ELEVATION



BAR $d_{10}(E)$



BAR $d_{11}(E)$

NOTES:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. For Granular Backfill for Structures and drainage treatment details, see sheet S-2 of S-32.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{10}(E)$	92	#5	18'-6"	
$a_{11}(E)$	120	#8	18'-6"	
$a_{12}(E)$	92	#5	27'-2"	
$a_{13}(E)$	120	#8	27'-2"	
$a_{14}(E)$	92	#6	17'-2"	
$a_{15}(E)$	92	#6	7'-4"	
$b_{10}(E)$	140	#5	29'-8"	
$b_{11}(E)$	224	#9	29'-8"	
$d_{10}(E)$	184	#5	8'-6"	
$d_{11}(E)$	184	#5	6'-5"	
$e_{10}(E)$	48	#4	14'-8"	
$e_{11}(E)$	16	#4	29'-8"	
$t_{10}(E)$	172	#4	9'-8"	
$t_{11}(E)$	16	#4	6'-8"	
$w_{10}(E)$	56	#5	18'-6"	
$w_{11}(E)$	80	#5	27'-2"	
$w_{12}(E)$	24	#5	14'-6"	

Concrete Superstructure	Cu Yd	19.2
Concrete Superstructure (Approach Slab)	Cu Yd	129.0
Concrete Structures	Cu Yd	27.9
Reinforcement Bars, Epoxy Coated	Pound	57,880
Bar Splicers	Each	292
Bridge Deck Grooving	Sq Yd	174
Protective Coat	Sq Yd	274
Form Liner Textured Surface	Sq Ft	596
Staining Concrete Structures	Sq Ft	719

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

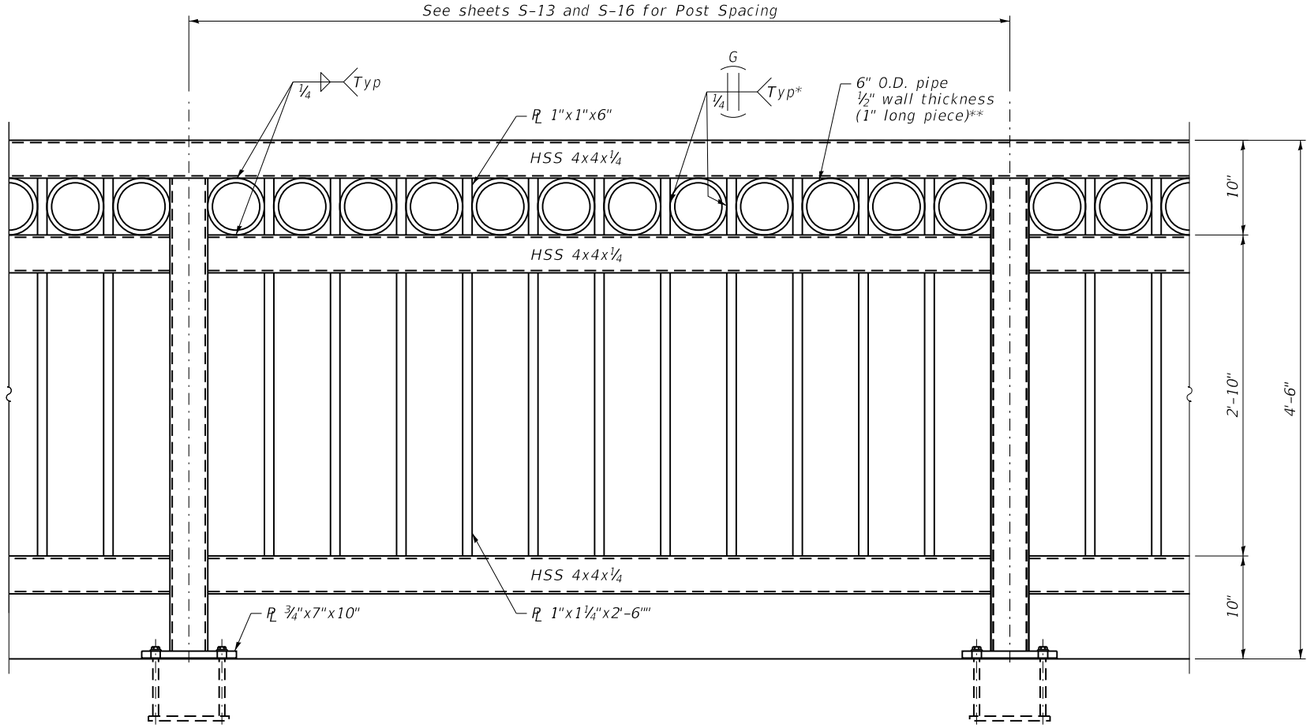
USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0i2.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

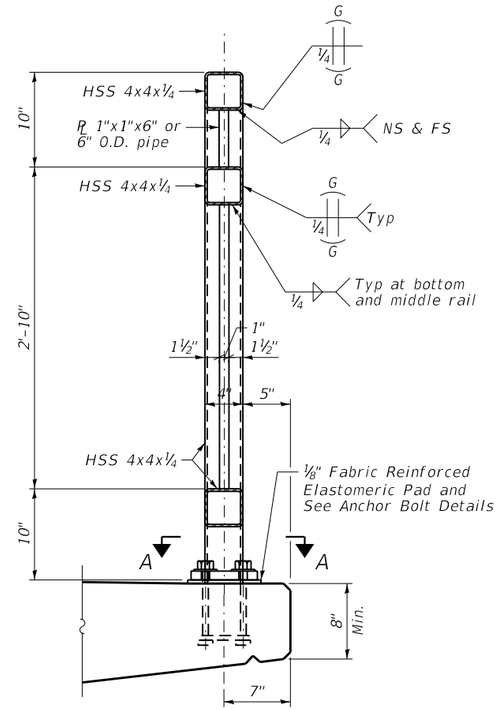
BRIDGE APPROACH SLAB DETAILS 2
STRUCTURE NO. 049-6585
SHEET S-16 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	130
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

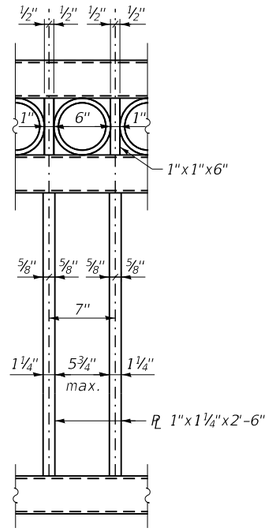
DATE PLOTTED = 10/1/2020
PLOT VARIABLE = N:\PROJ\00209885.81\Design\Structural\CAD\00209885-16-Bridge Approach Slab Details2.dgn
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\00209885.81\Design\Structural\CAD\00209885-16-Bridge Approach Slab Details2.dgn



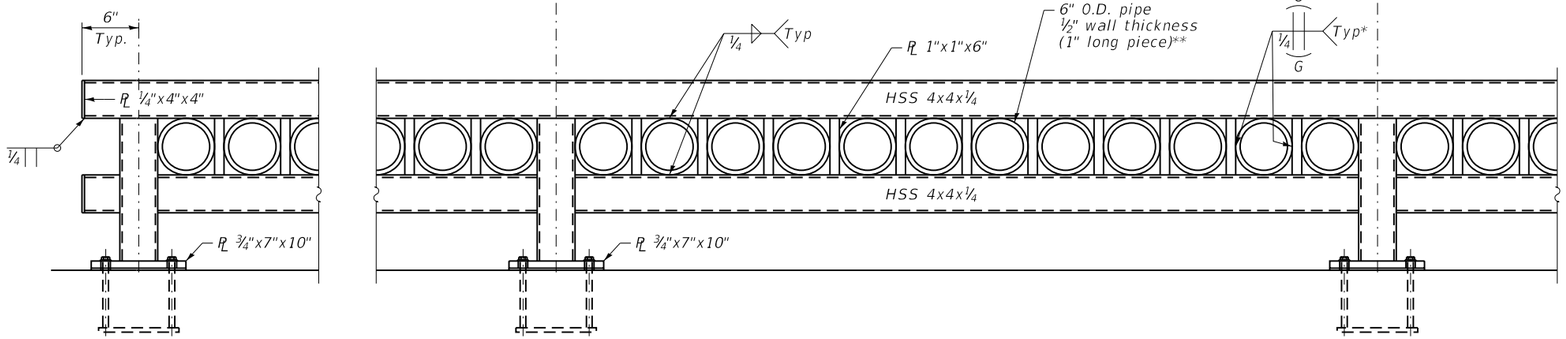
PARTIAL ELEVATION OF DECORATIVE RAILING (DECK MOUNTED)



SECTION THRU DECORATIVE RAILING (DECK MOUNTED)



TYPICAL RAILING DETAIL



PARTIAL ELEVATION OF DECORATIVE RAILING (PARAPET MOUNTED)

*Penetration between pipe segments and bar is approximate. Avoid leaving significant well debris as pipe diverges. Grind flush on sidewalk side.

**Pipe segments shall have all corners ground to remove burrs or sharp projections.

NOTE:

1. See sheet S-18 for Section A-A.

DATE PLOTTED = 10/1/2020
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CDI-PDF.ultcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985.17-Decorative Railing.dgn

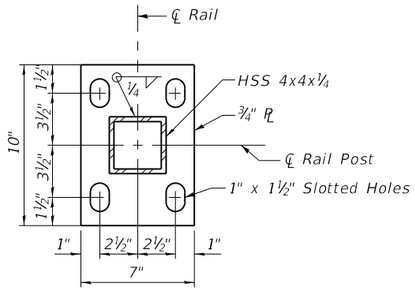
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.2000 '1' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

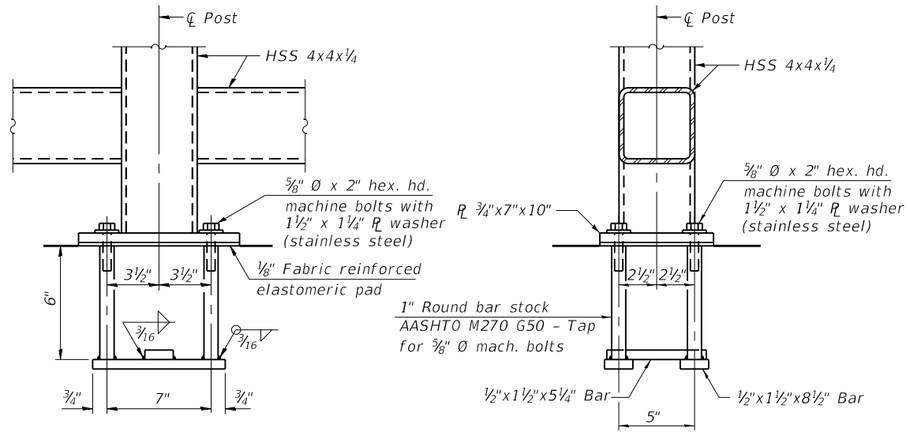
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECORATIVE RAILING 1
STRUCTURE NO. 049-6585
SHEET S-17 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	131
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

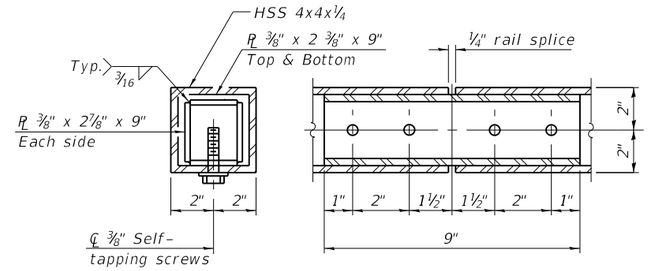


SECTION A-A



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



RAIL SPLICE

Notes:

Railing shall be according to Section 509 of the Standards Specifications, except as noted.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B structural steel tubing.

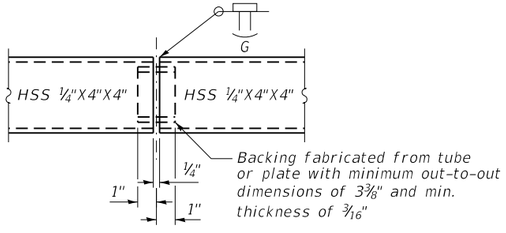
All other structural steel shapes and plates shall conform to the requirements of AASHTO M270 Grade 36.

Railings shall be fabricated in lengths that include 3 or 4 posts.

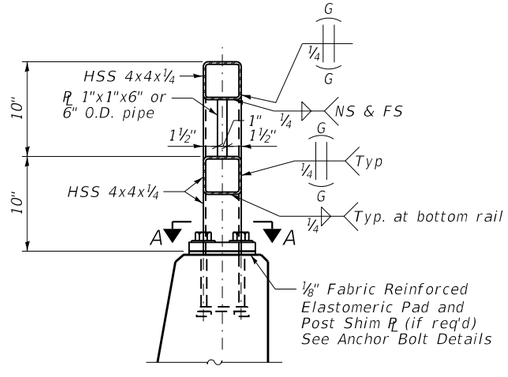
Post base plates shall be flat with all surfaces smooth and free from warp and all edges smooth, straight and vertical. All plate cuts shall be machine or machine flame cut.

If drilling and epoxy grouting anchor rods in lieu of cast-in anchor assemblies the CONTRACTOR shall use the capsule of adhesive cartridge and anchor rods approved by the Department. The CONTRACTOR shall install these according to the MANUFACTURER's recommendations and procedures. The CONTRACTOR shall remove excess epoxy from exposed surfaces.

For cleaning, painting and color of decorative steel railing see Special Provisions for Decorative Railing (Deck Mounted) / Decorative Railing (Parapet Mounted)



SHOP RAIL SPLICE DETAIL



SECTION THRU PARAPET RAILING

BILL OF MATERIAL

Item	Unit	Quantity
Decorative Railing (Deck Mounted)	Foot	121
Decorative Railing (Parapet Mounted)	Foot	126

DATE PLOTTED = 10/1/2020
PLOT TIME = 08:08:48 AM
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CGI-PDFcalcfg
FILE NAME = N:\PROJ_0020985.81\Design\Structural\CAD\0020985.81-Decorative Railing 2.dgn

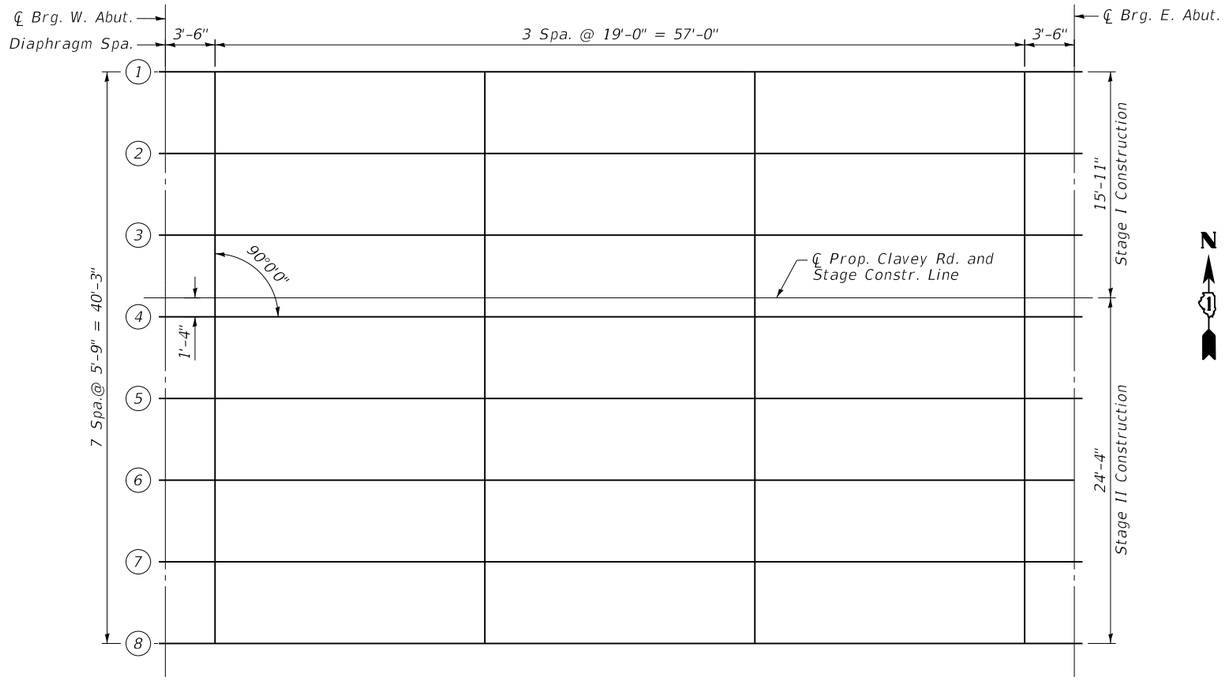
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

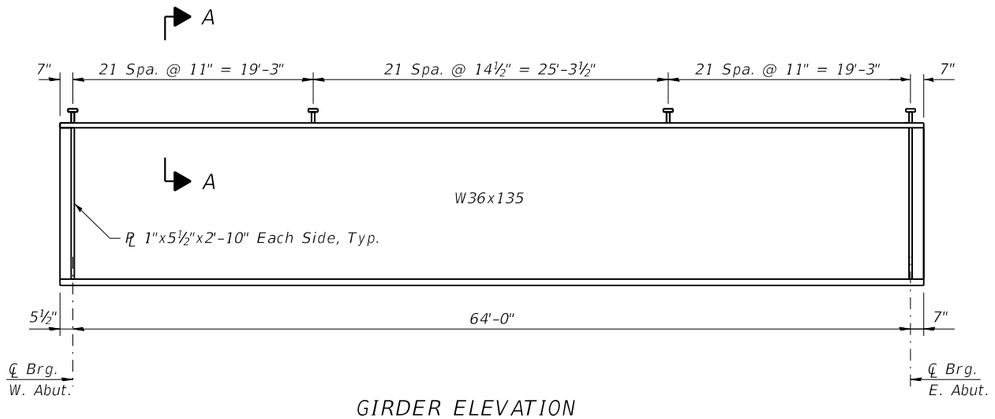
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECORATIVE RAILING 2
STRUCTURE NO. 049-6585
SHEET S-18 OF S-32 SHEETS

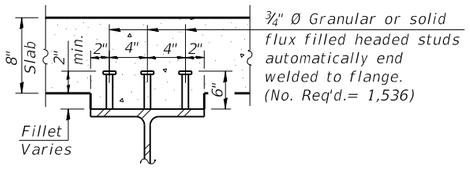
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	132
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



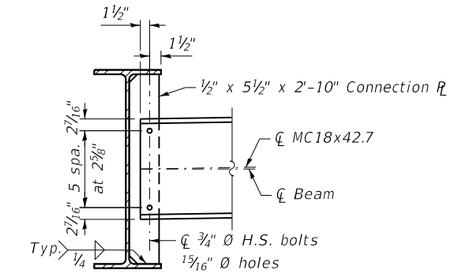
GIRDER FRAMING PLAN



GIRDER ELEVATION

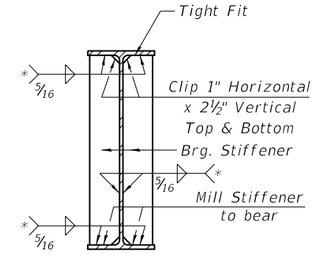


SECTION A-A

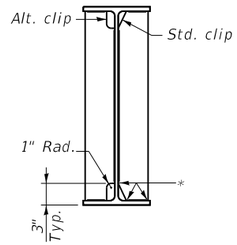


INTERIOR DIAPHRAGMS

(28 Thus)

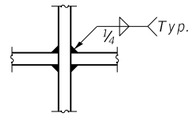


BEARING STIFFENER



WELD LIMITS AND CLIP DETAILS

* Stop welds ¼" (±⅛") from edges as shown. Typ.



WEB WELD DETAIL

TOP OF BEAM ELEVATIONS

Beam No.	1	2	3	4	5	6	7	8
West Abut.	638.05	638.14	638.23	638.28	638.19	638.10	638.12	638.21
East Abut.	637.96	638.05	638.14	638.19	638.10	638.01	638.03	638.12

NOTES:

1. Two hardened washers required for each set of oversized holes.
2. Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.2.0000 '1' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND BEAM DETAILS
STRUCTURE NO. 049-6585
SHEET S-19 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	133
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

DATE PLOTED = 10/1/2020
DESIGN FILE = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-19-Framing Plan and Beam Details.dgn
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-19-Framing Plan and Beam Details.dgn

INTERIOR GIRDER MOMENT TABLE		
		0.5 Sp. 1
I_s	(in^4)	7,800
$I_c(n)$	(in^4)	2,353
$I_c(3n)$	(in^4)	16,098
$I_c(cr)$	(in^4)	–
Ss	(in^3)	439
$S_c(n)$	(in^3)	681
$S_c(3n)$	(in^3)	609
$S_c(cr)$	(in^3)	–
DC1	(k/')	0.75
M_{DC1}	('k)	383
DC2	(k/')	0.14
M_{DC2}	('k)	74
DW	(k/')	0.20
M_{DW}	('k)	104
LLDF		0.511
M_{LL+IM}	('k)	760
f_s (Strength I)	('k)	0
M_u + 1/3$f_l S_{xc}$		2,057
$\phi_f M_n$	('k)	3,398
f_s DC1	(ksi)	10.5
f_s DC2	(ksi)	1.0
f_s DW	(ksi)	2.0
f_s LL+I	(ksi)	13.4
f_s + f_l/2 (Service II)	(ksi)	31.0
0.95$R_h F_y f$	(ksi)	47.5
f_s + f_l/3 (Total) (Strength I)	(ksi)	---
$\phi_f F_n$	(ksi)	---
V_f	(k)	41.8

GIRDER REACTION TABLE			
		Abut.	
		Interior	Exterior
LLDF		0.652	0.558
OCF		---	---
R_{DC1}	(k)	52.2	54.0
R_{DC2}	(k)	4.6	4.6
R_{DW}	(k)	9.5	9.5
R_{LL}	(k)	59.7	51.1
R_{lm}	(k)	13.3	11.3
R_{Total}	(k)	139.3	130.5

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short term composite live loads ($in.^4$ and $in.^3$).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs(Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1+ MDC2) + 1.5 MDW + 1.75 M_{L+IM}

fl: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (kip-ft.).

Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / Sc(3n) or MDW / Sc(cr) as applicable.

fs (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs + $f_l/2$ (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs($L+IM$) + $f_l/2$

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

fs + $f_l/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs($L+IM$) + $f_l/3$

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

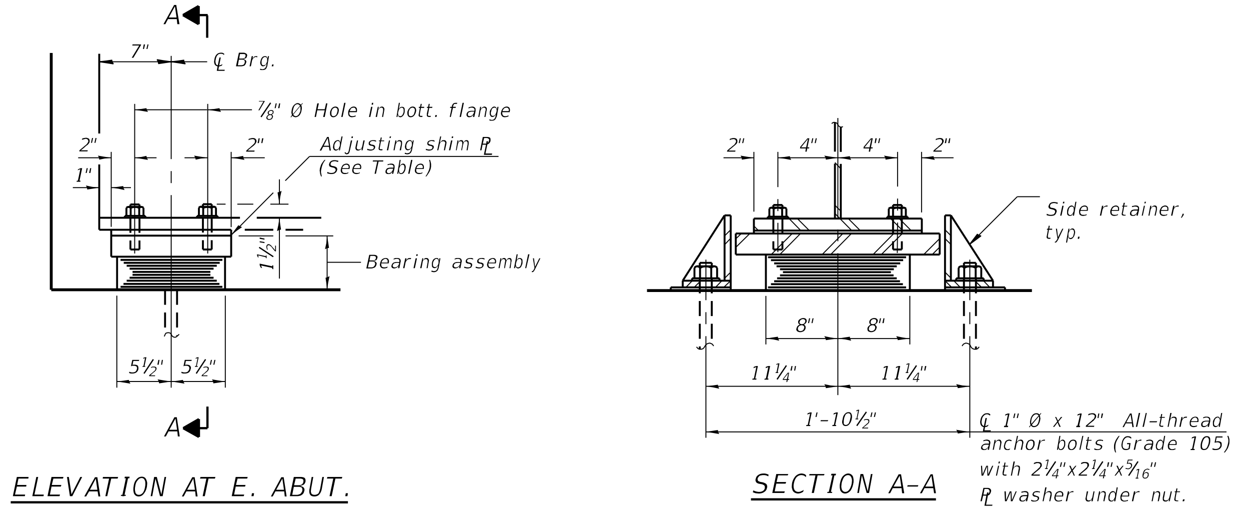
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM DETAILS
STRUCTURE NO. 049-6585
SHEET S-20 OF S-32 SHEETS

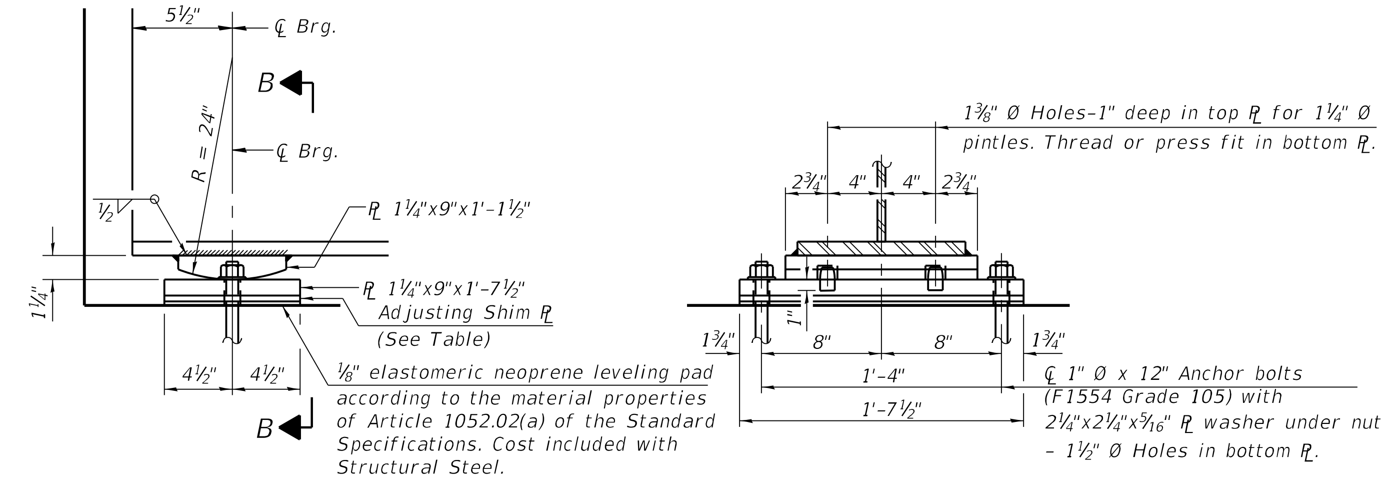
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	134
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



ELEVATION AT E. ABUT.

SECTION A-A

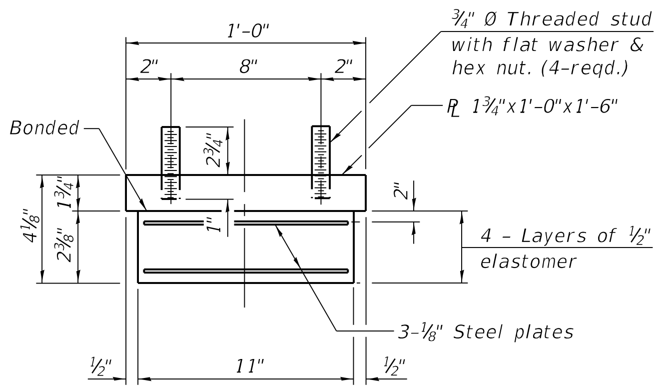
TYPE I ELASTOMERIC EXP. BRG.



ELEVATION AT W. ABUT.

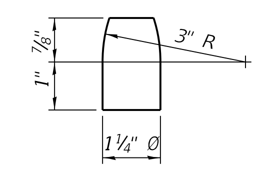
SECTION B-B

FIXED BEARING



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



PINTLE

SHIM PLATES	
Girder	W. & E. Abut.
1	-
2	-
3	-
4	$\frac{5}{8}$"
5	$1\frac{1}{8}$"
6	-
7	$\frac{1}{4}$"
8	-

NOTES:

Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

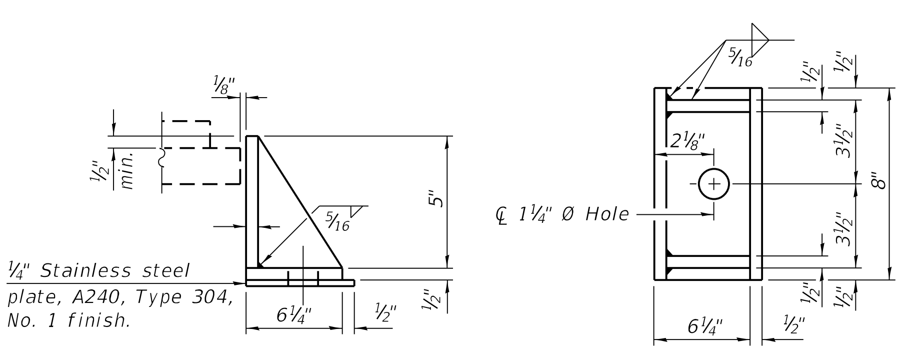
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly,Type I.

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

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	8
Anchor Bolts	Each	32

DATE PLOTTED = 10/1/2020
PEN TABLE = 0020985.01-Cl.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF-pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-21-Bearing Details.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ' / in.	DRAWN -	REVISED -
PLOT DATE = 10/1/2020	CHECKED -	REVISED -

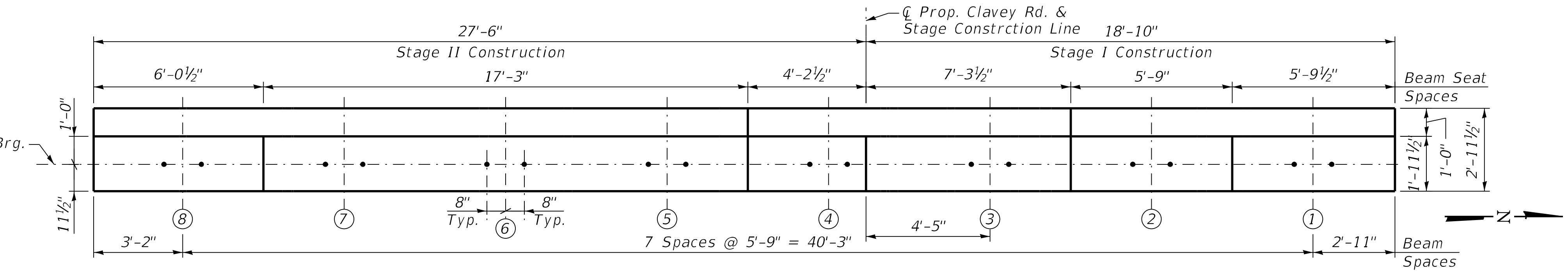
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 049-6585
SHEET S-21 OF S-32 SHEETS

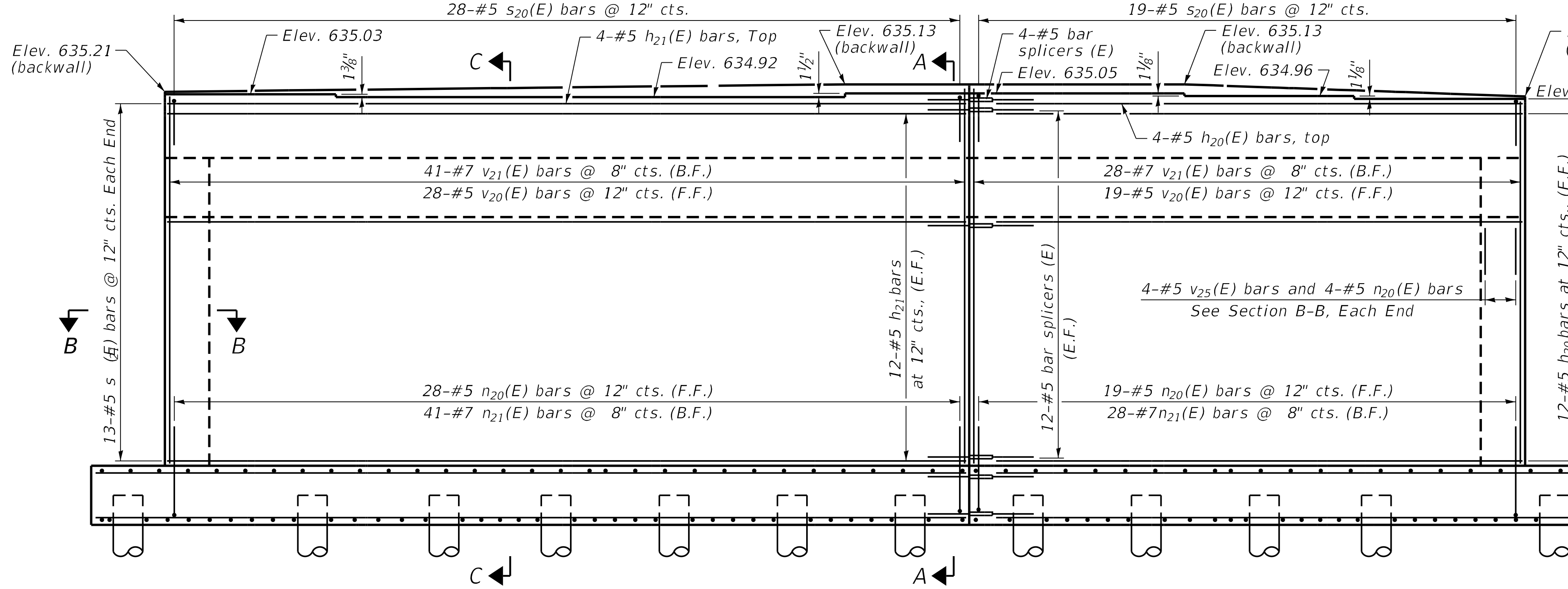
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	135
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

PILE DATA

Type: Metal Shell 12"x0.25"
Nominal Required Bearing: 282 kips
Factored Resistance Available: 88 kips
Est. Length: 52'-0"
No. Production Piles:
Stage I = 11
Stage II = 17
No. Test Piles: 1



PLAN - CAP



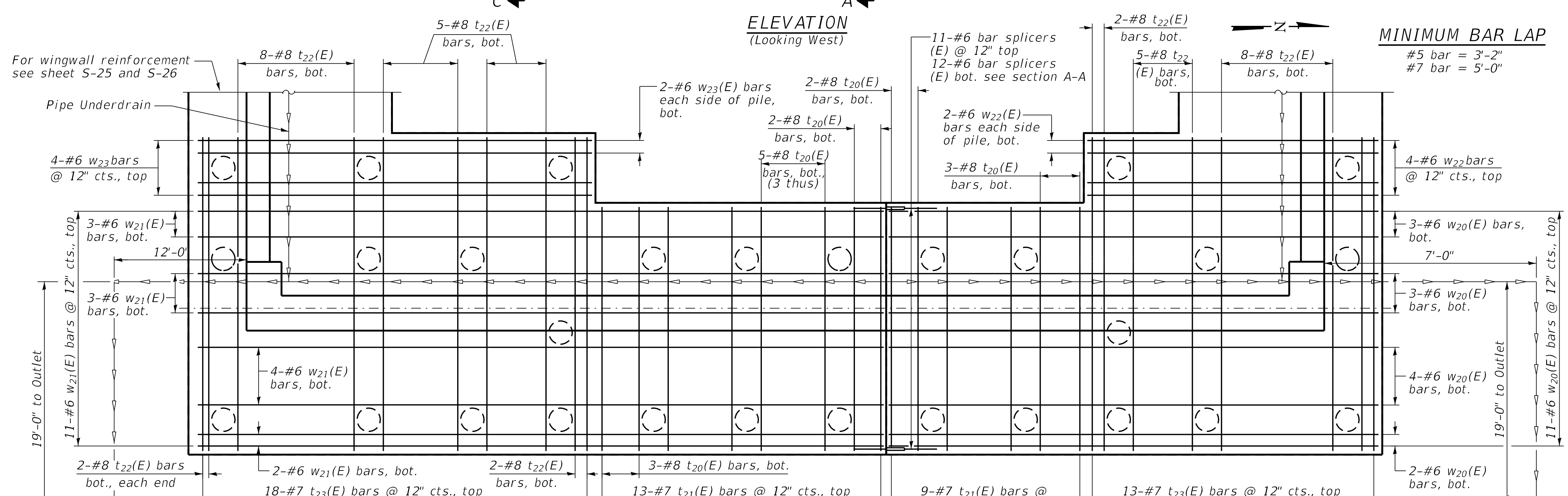
ELEVATION
(Looking West)

NOTES:

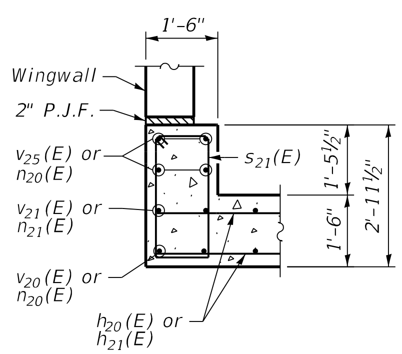
For Bill of Material and bar bending details, see Sheet S-24
E.F. = Each Face
B.F. = Back Face
F.F. = Front Face

MINIMUM BAR LAP

#5 bar = 3'-2"
#7 bar = 5'-0"



FOOTING PLAN



SECTION B-B

DATE PLOTTED = 10/1/2020
PEN TABLE = 0020985.01-Cl.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-22-West Abutment.dgn

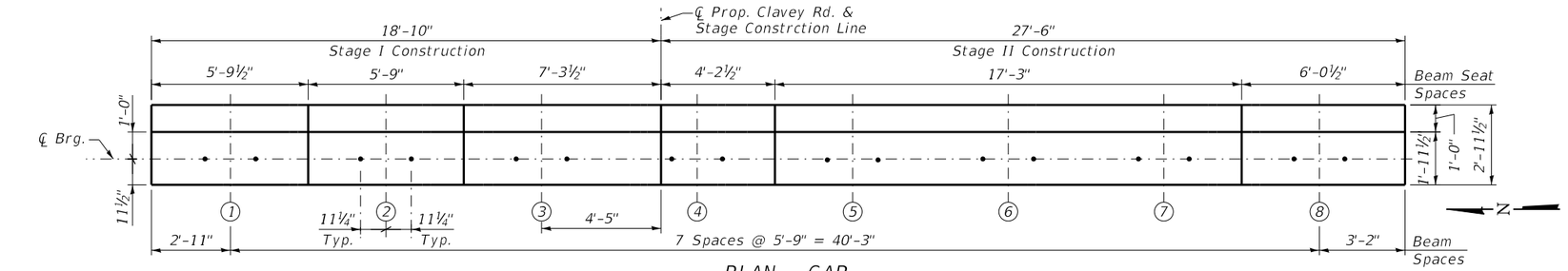
CiorbaGroup 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009 | www.ciorba.com	USER NAME = Roadway	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT STRUCTURE NO. 049-6585
		CHECKED -	REVISED -		
	PLOT SCALE = 0:2.0000 ' / in.	DRAWN -	REVISED -		
	PLOT DATE = 10/1/2020	CHECKED -	REVISED -		SHEET S-22 OF S-32 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	136
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

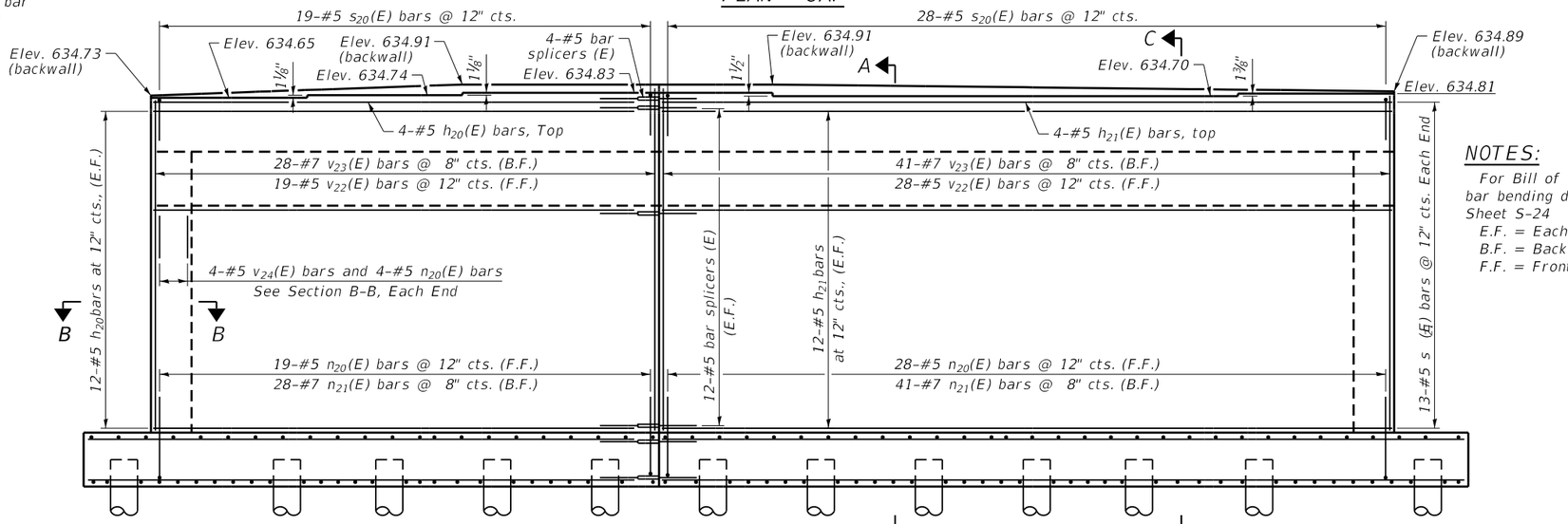
PILE DATA

Type: Metal Shell 12"x0.25"
Nominal Required Bearing: 332 kips
Factored Resistance Available: 95 kips
Est. Length: 52'-0"
No. Production Piles:
Stage I = 11
Stage II = 17
No. Test Piles: 1

Note:
For quantities and bar bending diagrams see Sheet S-24 of S-32.

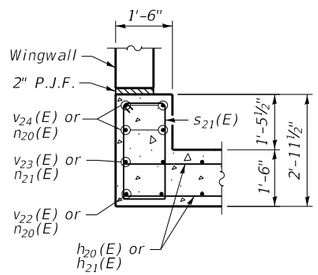


PLAN - CAP

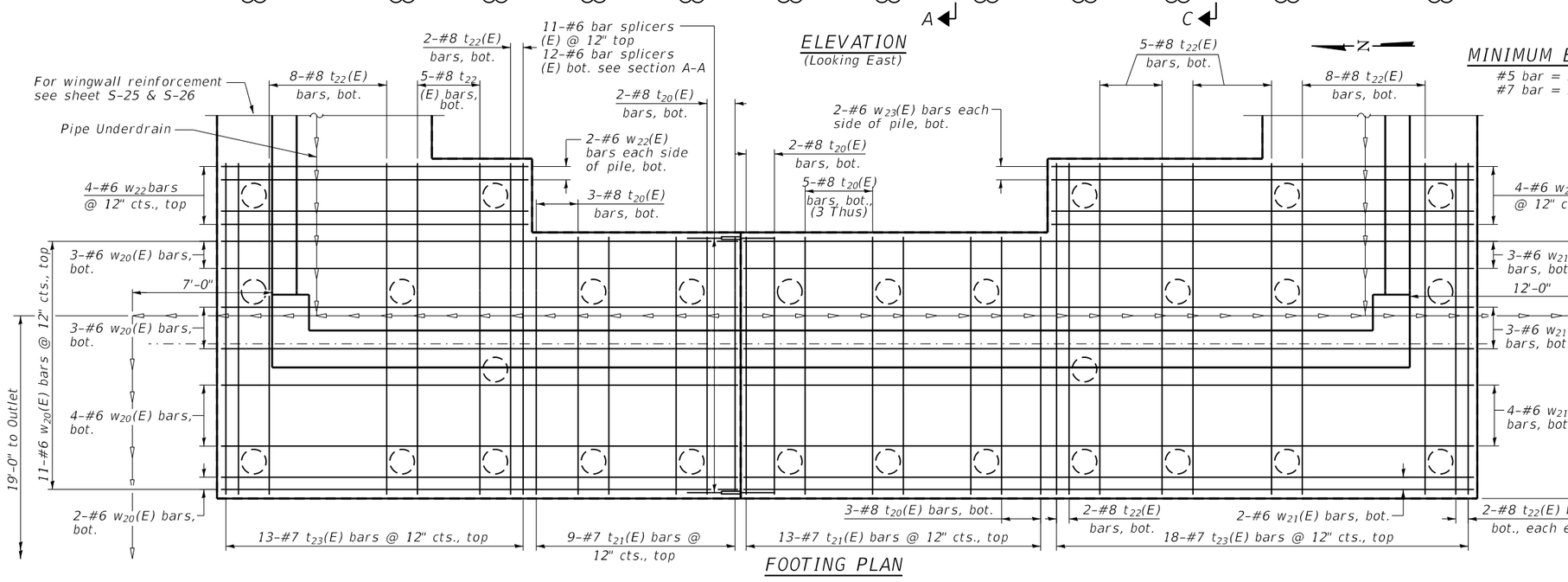


NOTES:

For Bill of Material and bar bending details, see Sheet S-24
E.F. = Each Face
B.F. = Back Face
F.F. = Front Face



SECTION B-B



ELEVATION
(Looking East)

FOOTING PLAN

MINIMUM BAR LAP

#5 bar = 3'-2"
#7 bar = 5'-0"

DATE PLOTTED = 10/1/2020
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.plcfg
FILE NAME = N:\PROJ\0029985.01\Design\Structural\CAD\0029985-23-East Abutment.dgn

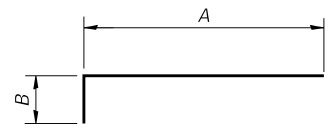
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0±2.0000 '±' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

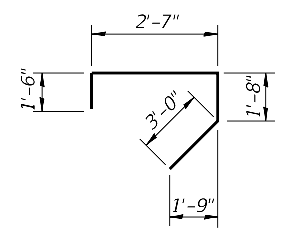
EAST ABUTMENT
STRUCTURE NO. 049-6585
SHEET S-23 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	137
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		

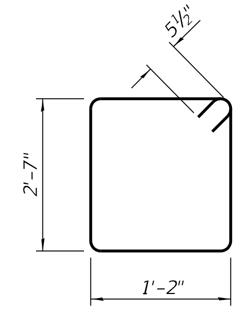


BARS $n_{20}(E)$, $n_{21}(E)$, $n_{30}(E)$, $t_{20}(E)$, $t_{21}(E)$, $t_{22}(E)$, $t_{30}(E)$, $t_{32}(E)$ & $w_{33}(E)$

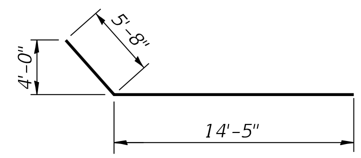
Bar	A	B
$n_{20}(E)$	5'-2"	10"
$n_{21}(E)$	7'-2"	1'-2"
$n_{30}(E)$	8'-4"	1'-2"
$t_{20}(E)$	10'-6"	1'-4"
$t_{21}(E)$	10'-6"	1'-2"
$t_{22}(E)$	13'-6"	1'-4"
$t_{30}(E)$	8'-5"	10"
$t_{32}(E)$	6'-8"	10"
$w_{33}(E)$	14'-2"	5'-0"



BAR $s_{20}(E)$



BAR $s_{21}(E)$



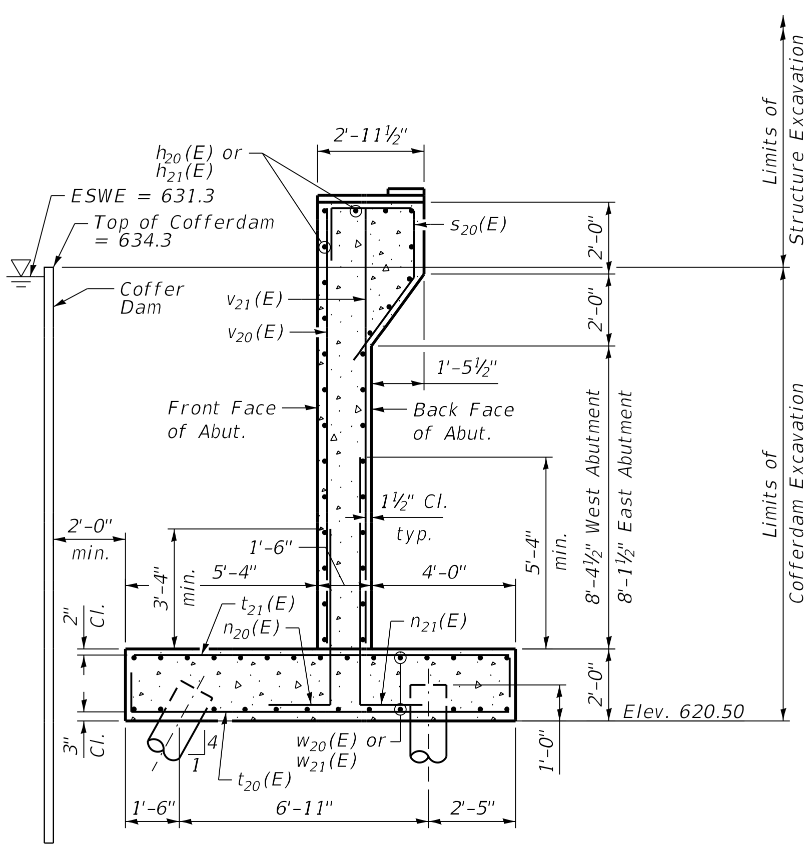
BAR $w_{30}(E)$

SUBSTRUCTURE BILL OF MATERIAL

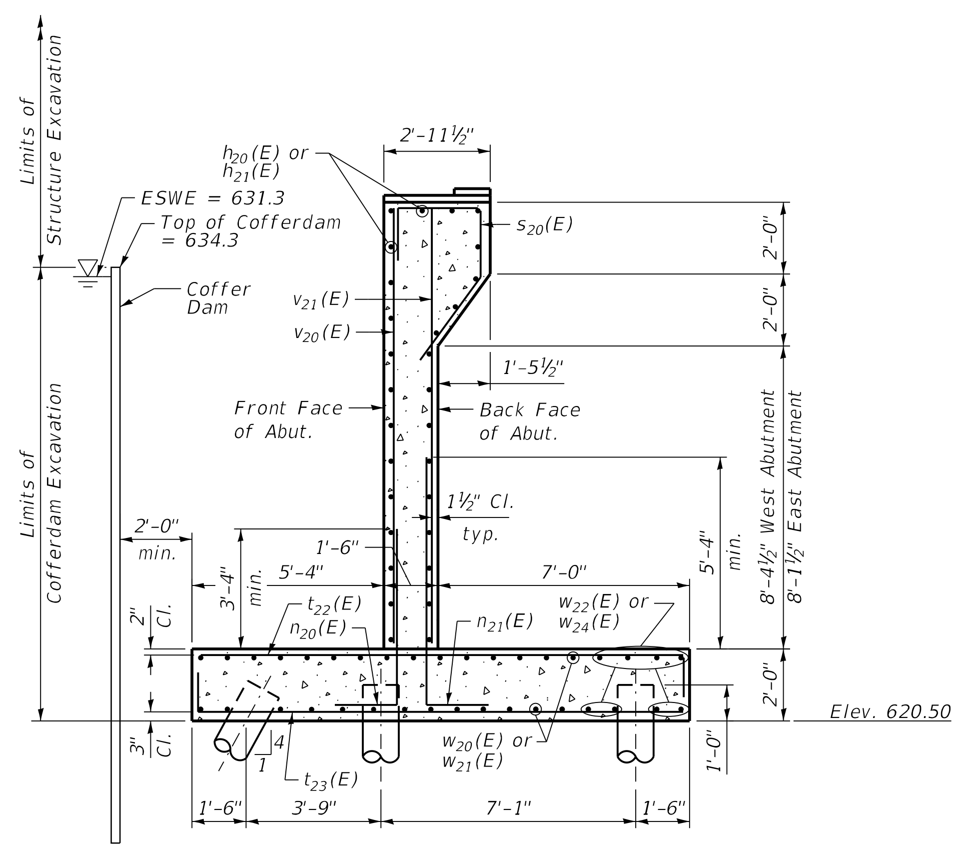
Bar	No.	Size	Length	Shape
$h_{20}(E)$	56	#5	18'-6"	
$h_{21}(E)$	56	#5	27'-2"	
$h_{30}(E)$	32	#4	28'-8"	
$h_{31}(E)$	12	#4	14'-2"	
$h_{32}(E)$	22	#4	13'-6"	
$h_{33}(E)$	22	#4	15'-1"	
$n_{20}(E)$	110	#5	6'-0"	
$n_{21}(E)$	138	#7	8'-4"	
$n_{30}(E)$	181	#6	9'-6"	
$s_{20}(E)$	94	#5	8'-9"	
$s_{21}(E)$	52	#5	8'-5"	
$t_{20}(E)$	50	#8	11'-10"	
$t_{21}(E)$	44	#7	11'-8"	
$t_{22}(E)$	78	#8	14'-10"	
$t_{23}(E)$	62	#7	13'-6"	
$t_{30}(E)$	37	#6	9'-3"	
$t_{31}(E)$	37	#6	8'-5"	
$t_{32}(E)$	28	#6	7'-6"	
$t_{33}(E)$	30	#6	6'-8"	
$v_{20}(E)$	47	#5	12'-0"	
$v_{21}(E)$	69	#7	12'-0"	
$v_{22}(E)$	47	#5	11'-9"	
$v_{23}(E)$	69	#7	11'-9"	
$v_{24}(E)$	8	#5	11'-9"	
$v_{25}(E)$	8	#5	12'-0"	
$v_{30}(E)$	61	#6	14'-5"	
$v_{31}(E)$	41	#4	14'-5"	
$v_{32}(E)$	30	#6	9'-11"	
$v_{33}(E)$	20	#4	9'-11"	
$w_{20}(E)$	46	#6	21'-0"	
$w_{21}(E)$	46	#6	29'-8"	
$w_{22}(E)$	16	#6	12'-6"	
$w_{23}(E)$	16	#6	17'-2"	
$w_{30}(E)$	12	#5	20'-0"	
$w_{31}(E)$	22	#5	12'-5"	
$w_{32}(E)$	16	#5	14'-2"	
$w_{33}(E)$	16	#5	19'-2"	
$w_{35}(E)$	17	#5	11'-10"	
$w_{36}(E)$	2	#5	9'-0"	
$w_{37}(E)$	17	#5	13'-4"	
$w_{38}(E)$	2	#5	10'-6"	

SUBSTRUCTURE BILL OF MATERIAL CONT'D

Structure Excavation	Cu Yd	204
Cofferdam Excavation	Cu Yd	1283
Cofferdam (Type 2) (Location - 1)	Each	1
Cofferdam (Type 2) (Location - 2)	Each	1
Cofferdam (Type 2) (Location - 3)	Each	1
Cofferdam (Type 2) (Location - 4)	Each	1
Concrete Structures	Cu Yd	261.5
Reinforcement Bars, Epoxy Coated	Pound	32,580
Bar Splicers	Each	102
Furnishing Metal Shell Piles 12" X 0.250"	Foot	4286
Driving Piles	Foot	4286
Test Pile Metal Shells	Each	2
Geocomposite Wall Drain	Sq Yd	243
Granular Backfill For Structures	Cu Yd	350
Pipe Underdrains For Structures 4"	Foot	295



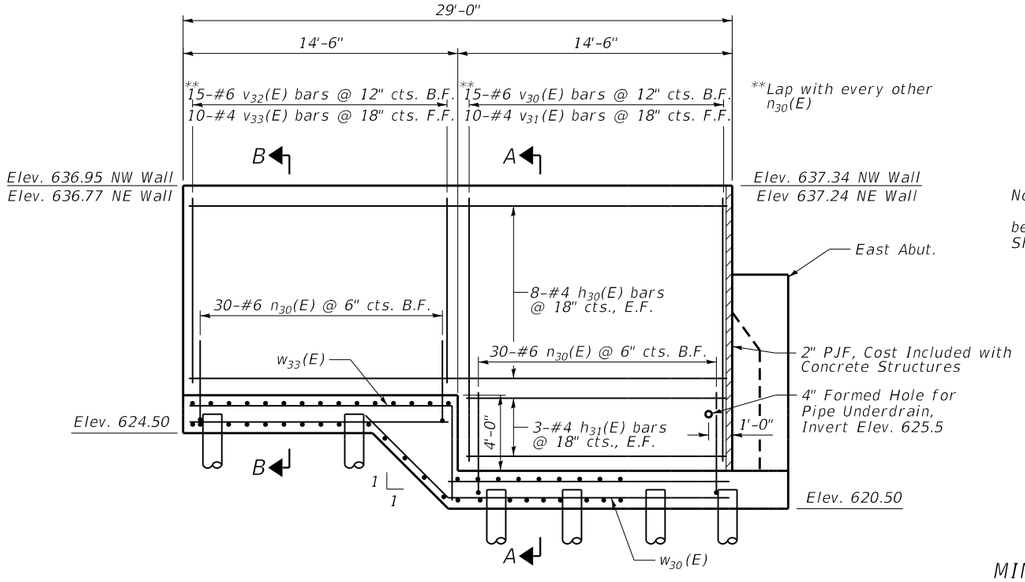
SECTION A-A



SECTION C-C

NOTE:

1. Cofferdam locations refer to the following:
   Location 1: West Abutment Stage I
   Location 2: West Abutment Stage II
   Location 3: East Abutment Stage I
   Location 4: East Abutment Stage II



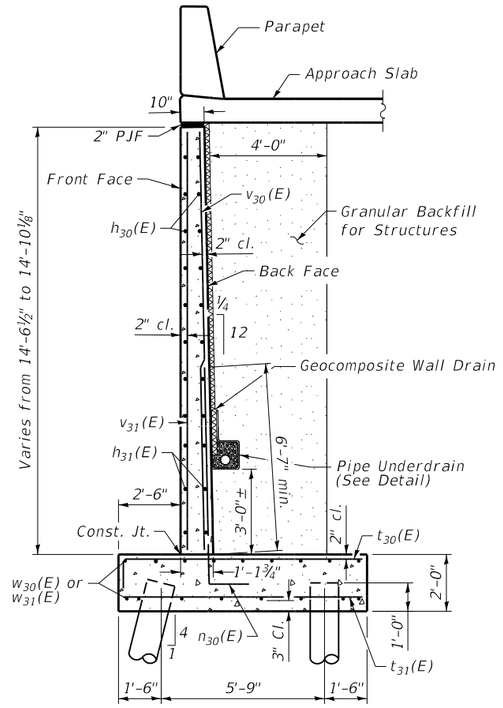
NORTHEAST WINGWALL ELEVATION

(Looking South)
(Northwest Wall Mirrored)

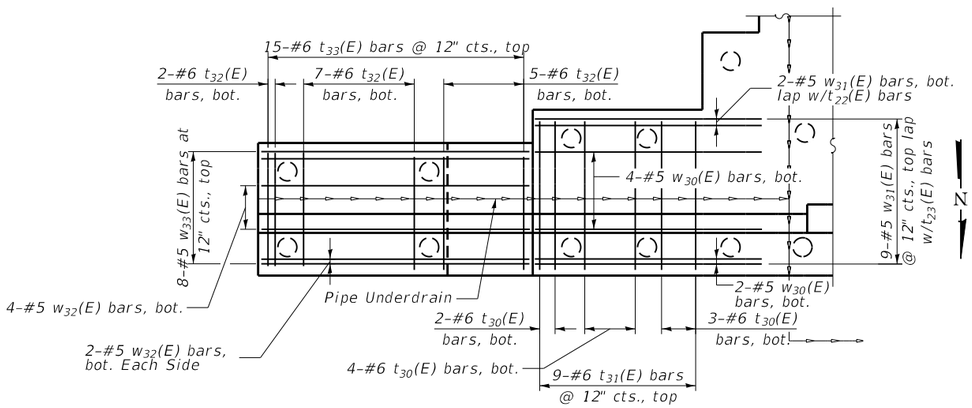
Note:
For quantities and bar bending diagrams see Sheet S-24 of S-32.

MINIMUM BAR LAP

#6 bar = 3'-10"

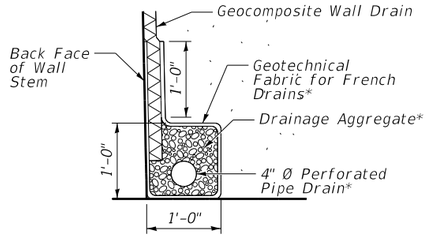


SECTION A-A



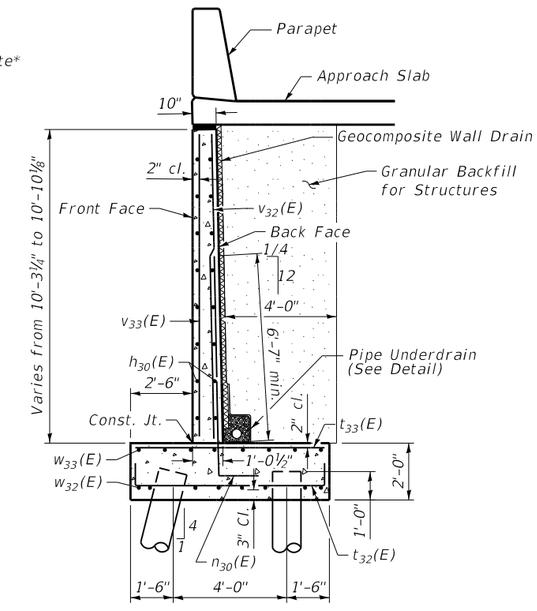
NORTHEAST WINGWALL PLAN

(Northwest Wall Mirrored)



PIPE UNDERDRAIN DETAIL

* Included in the cost of Pipe Underdrains for Structures, 4"



SECTION B-B

NW PILE DATA

Type: Metal Shell 12"x0.25"
Nominal Required Bearing: 282 kips
Factored Resistance Available: 88 kips
Est. Length: 52'-0"
No. Production Piles:
Stage I = 8
No. Test Piles: 0

NE PILE DATA

Type: Metal Shell 12"x0.25"
Nominal Required Bearing: 332 kips
Factored Resistance Available: 95 kips
Est. Length: 52'-0"
No. Production Piles:
Stage I = 8
No. Test Piles: 0

DATE PLOTTED = 10/1/2020
PART NAME = 20020985-01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\PUstring\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\20020985.01\Design\Structural\CAD\20020985-25-Wingwall Details 1.dgn

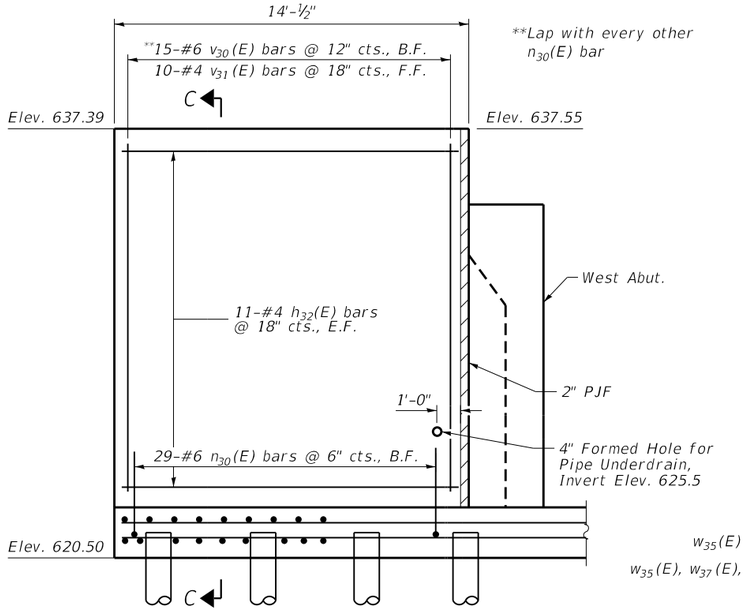
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

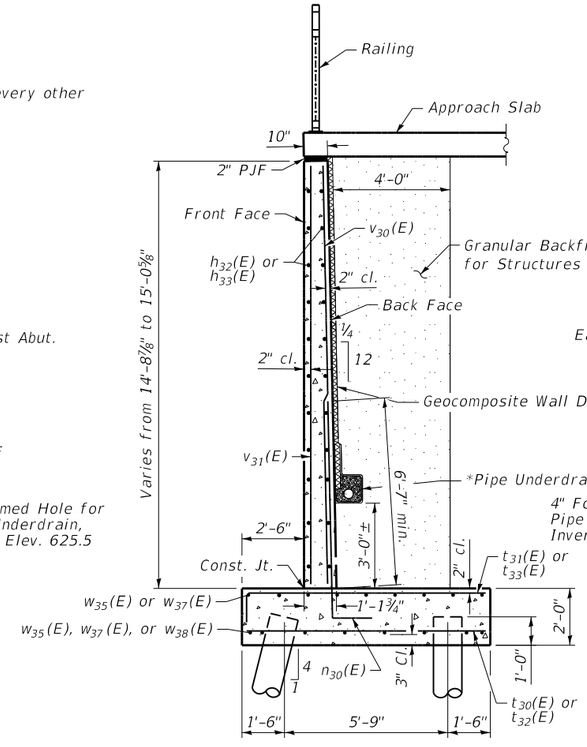
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL DETAILS 1
STRUCTURE NO. 049-6585
SHEET S-25 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	139
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



SOUTHWEST WINGWALL ELEVATION
(Looking North)

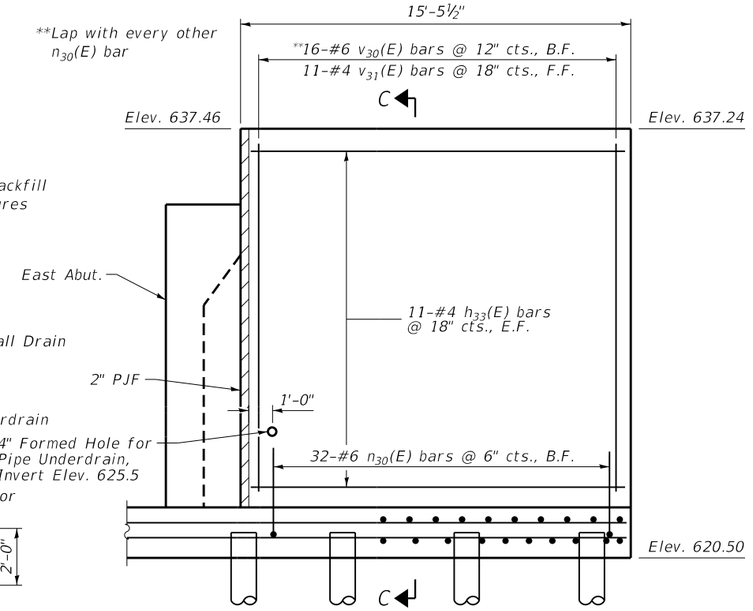


SECTION C-C

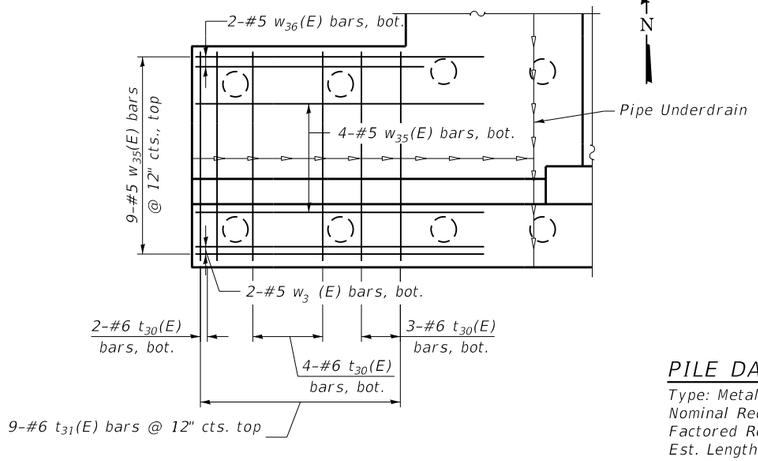
*See Sheet S-25 for Pipe Underdrain Detail

Note:
For quantities and bar bending diagrams see Sheet S-24 of S-32.

MINIMUM BAR LAP
#6 bar = 3'-10"

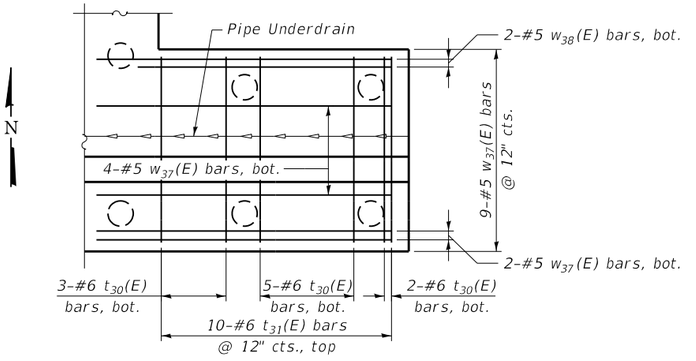


SOUTHEAST WINGWALL ELEVATION
(Looking North)



SOUTHWEST WINGWALL PLAN

PILE DATA
Type: Metal Shell 12"x0.25"
Nominal Required Bearing: 282 kips
Factored Resistance Available: 88 kips
Est. Length: 52'-0"
No. Production Piles:
Stage II = 6
No. Test Piles: 0



SOUTHEAST WINGWALL PLAN

PILE DATA
Type: Metal Shell 12"x0.25"
Nominal Required Bearing: 332 kips
Factored Resistance Available: 95 kips
Est. Length: 52'-0"
No. Production Piles:
Stage II = 4
No. Test Piles: 0

DATE PLOTTED = 10/1/2020
PLOT SCALE = 0.2000 '=' / in.
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL_DOT\Plotting\CGI-PDF.plc
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-26-Wingwall Details 2.dgn

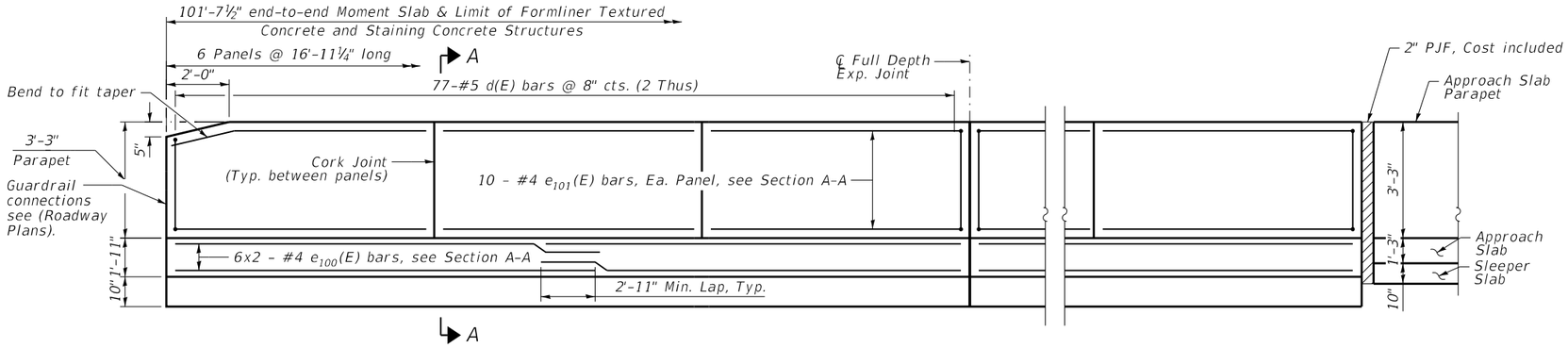
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.2.0000 '=' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

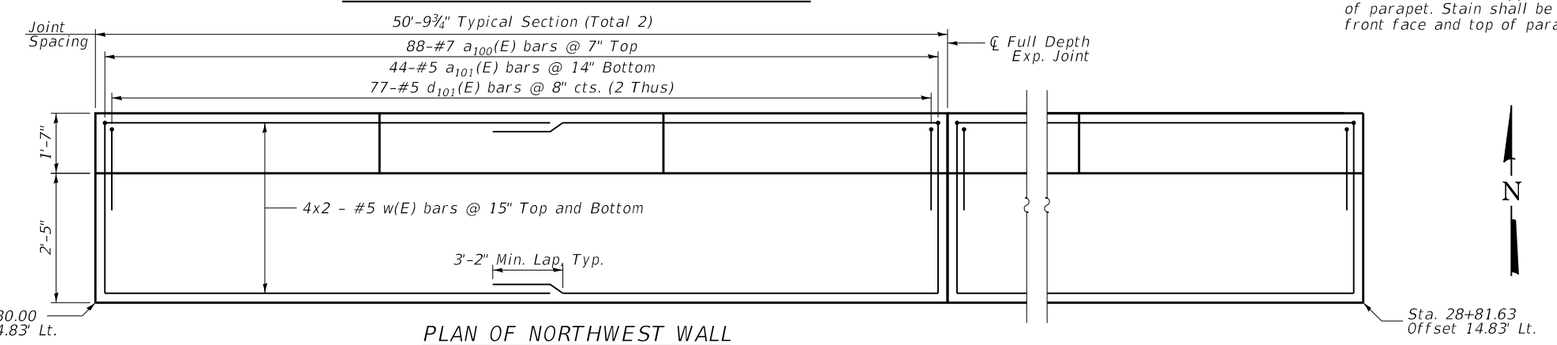
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WINGWALL DETAILS 2
STRUCTURE NO. 049-6585
SHEET S-26 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	140
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION AT NORTHWEST WALL

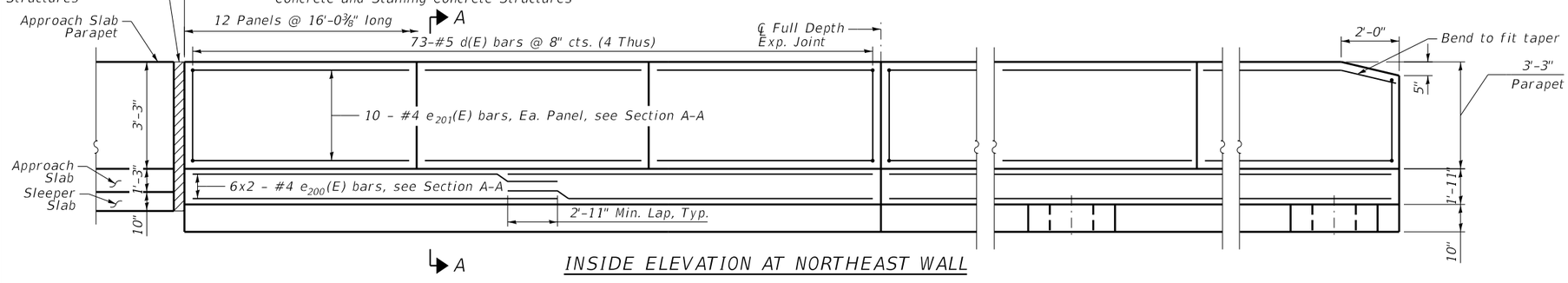


PLAN OF NORTHWEST WALL

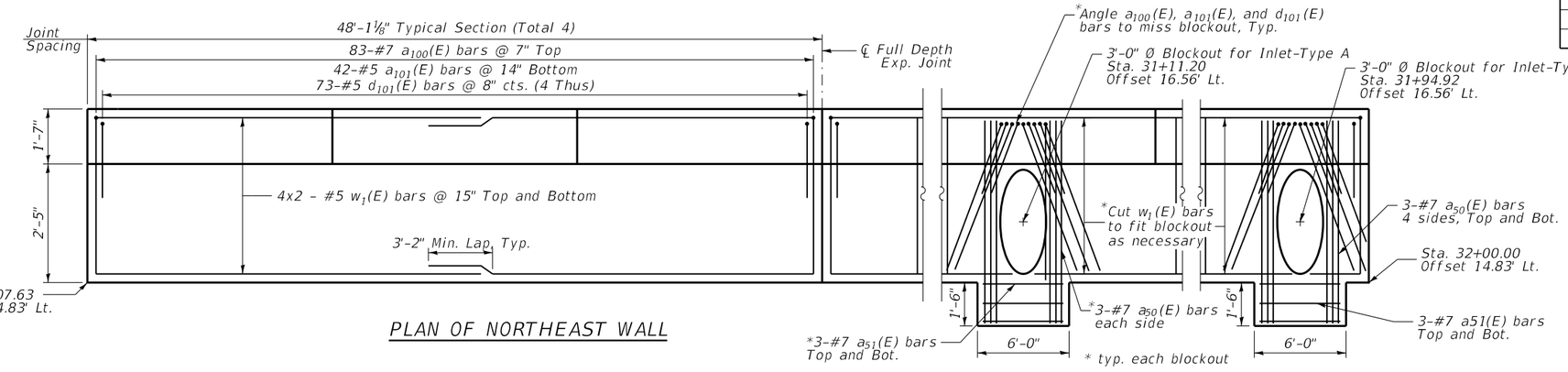
*Formliner shall be applied to front face of parapet. Stain shall be applied to front face and top of parapet.

N.W. TOP OF PARAPET ELEVATION TABLE

Location	Sta.	Elev.	Off.
W. End of N.W. Ret. Wall	27+80.00	639.95	18.83' Lt.
Full Depth Exp. Jnt. 1	28+30.82	640.74	18.83' Lt.
E. End of N.W. Ret. Wall	28+81.63	641.54	18.83' Lt.



INSIDE ELEVATION AT NORTHEAST WALL



PLAN OF NORTHEAST WALL

N.E. TOP OF PARAPET ELEVATION TABLE

Location	Sta.	Elev.	Off.
W. End of N.E. Ret. Wall	30+07.63	641.36	18.83' Lt.
Full Depth Exp. Jnt. 1	30+55.72	640.40	18.83' Lt.
Full Depth Exp. Jnt. 2	31+03.82	639.51	18.83' Lt.
Full Depth Exp. Jnt. 3	31+51.91	638.54	18.83' Lt.
E. End of N.E. Ret. Wall	32+00.00	637.57	18.83' Lt.

NOTES:

1. Parapet elevations taken at exterior face of parapet and do not account for end taper.
2. For Section A-A, Bill of Material and Bar Bend details, see sheet S-28

DATE PLOTTED = 10/1/2020
PLOT TIME = 08:08:56
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.ctb
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-27-Retaining Wall Details.dgn

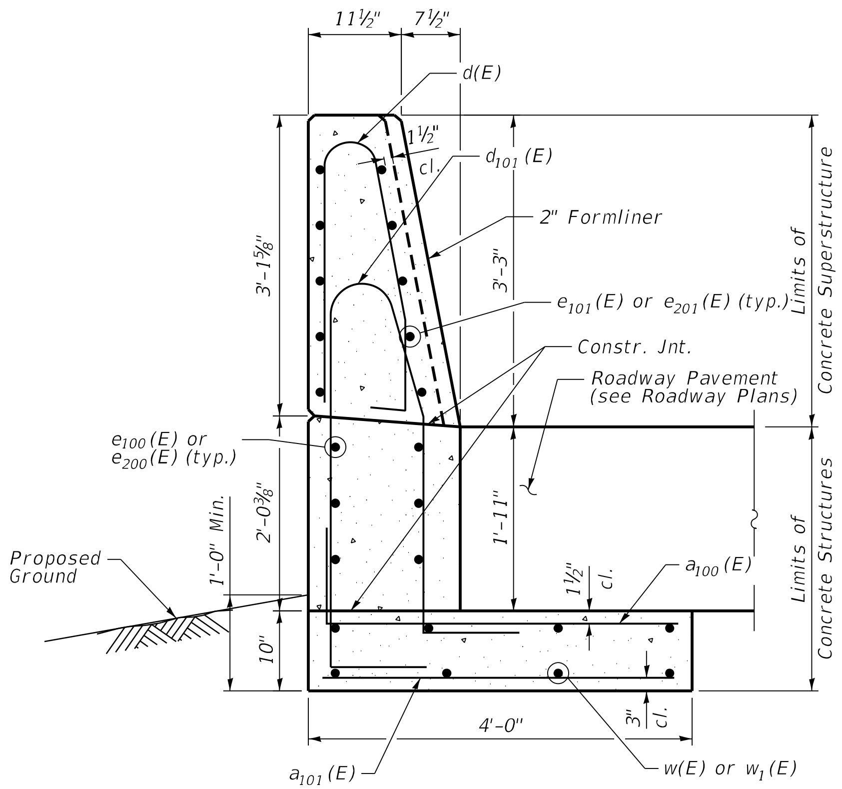
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '/ in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

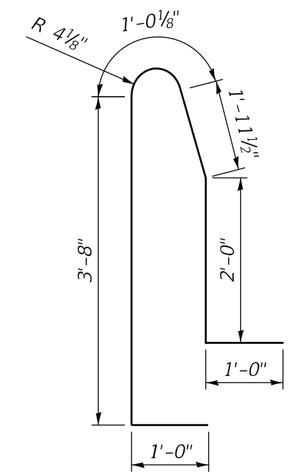
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RETAINING WALL DETAILS 1
STRUCTURE NO. 049-6585
SHEET S-27 OF S-32 SHEETS

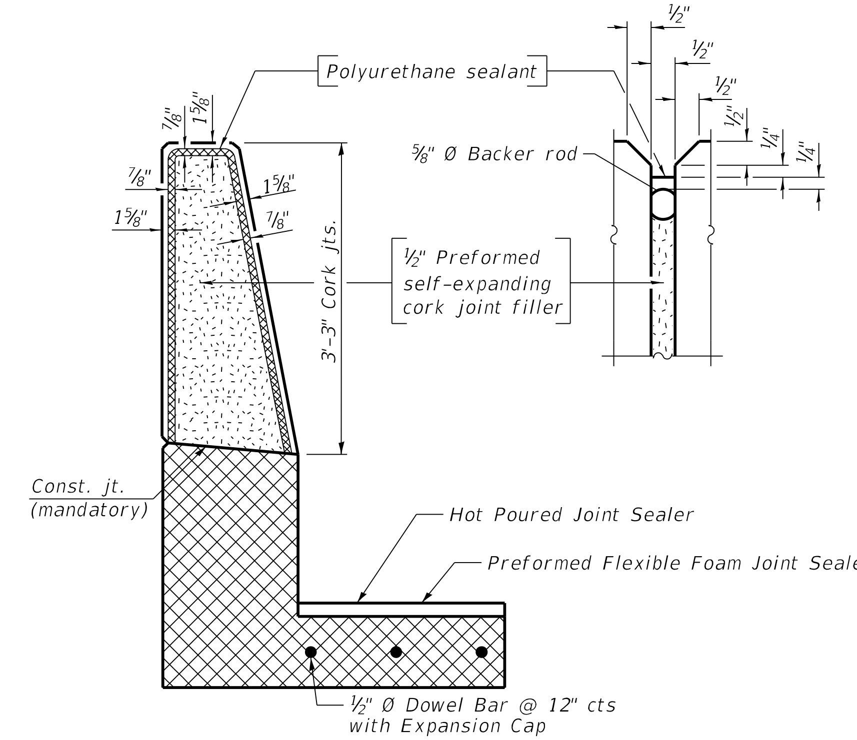
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	141
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



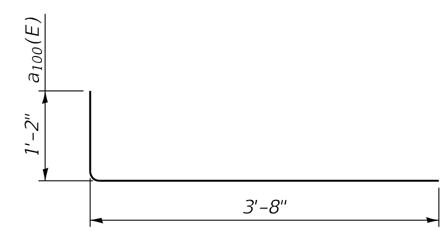
SECTION A-A



BAR d_{101}(E)



TRANSVERSE EXPANSION JOINT SECTION

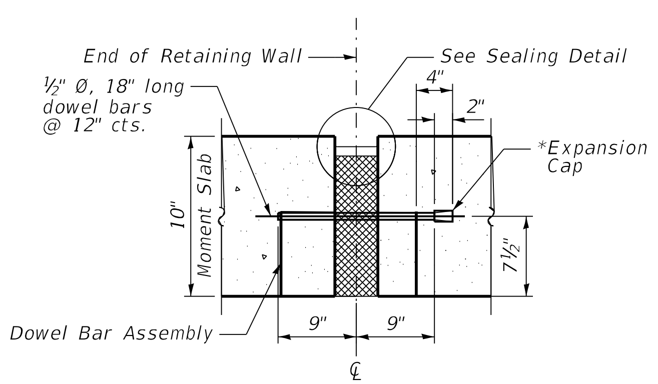


BAR a_{100}(E)

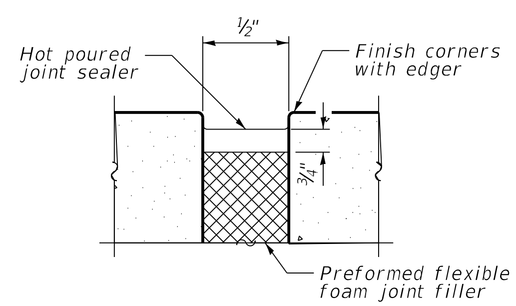
RETAINING WALL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{50}(E)	24	#7	5'-2"	
a_{51}(E)	12	#7	5'-8"	
a_{100}(E)	508	#7	4'-10"	
a_{101}(E)	256	#5	3'-8"	
d(E)	446	#5	6'-5"	
d_{101}(E)	446	#5	10'-8"	
e_{100}(E)	24	#4	26'-7"	
e_{101}(E)	60	#4	16'-7"	
e_{200}(E)	48	#4	25'-3"	
e_{201}(E)	120	#4	15'-8"	
w(E)	32	#5	26'-9"	
w_1(E)	64	#5	25'-5"	

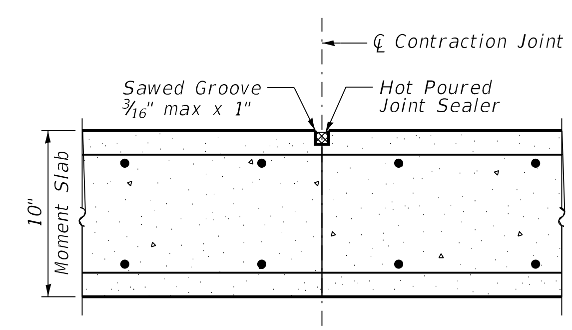
Concrete Superstructure	Cu Yd	54.1
Concrete Structures	Cu Yd	70.4
Form Liner Textured Surface	Sq Ft	974
Reinforcement Bars, Epoxy Coated	Pound	20,090
Protective Coat	Sq Yd	141
Staining Concrete Structures	Sq Ft	1,256



SLAB TO SLAB



SEALING DETAIL



TRANSVERSE CONTRACTION JOINT

TRANSVERSE EXPANSION JOINT

Expansion Joint and Dowel Bars included in the cost of Concrete Structures.
* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.

NOTE:

1. For bar bending detail for bar d(E), see Sheet S-12.

DATE PLOTTED = 10/1/2020
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-28-Retaining Wall Details 2.dgn

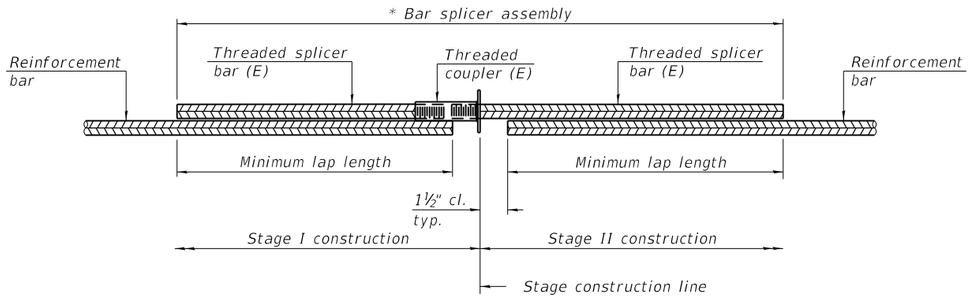
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RETAINING WALL DETAILS 2
STRUCTURE NO. 049-6585
SHEET S-28 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	141
		CONTRACT NO.		61G84
		ILLINOIS FED. AID PROJECT		



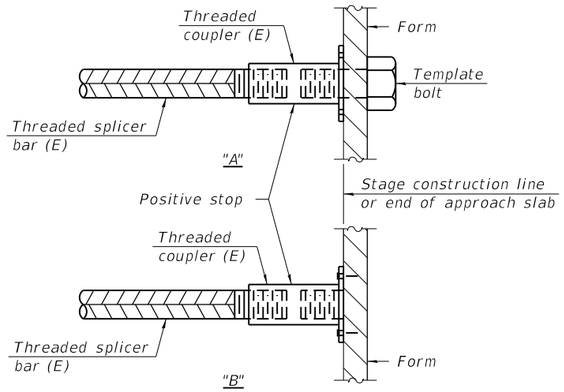
STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1½" + thread length

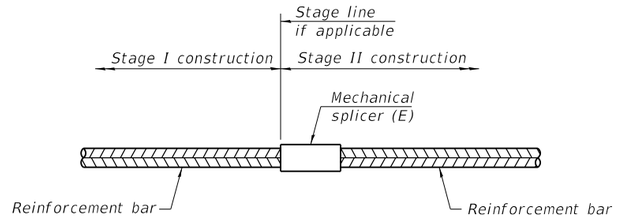
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut.	#5	3'-4"	28
W. Abut.	#6	4'-0"	23
E. Abut.	#5	3'-4"	28
E. Abut.	#6	4'-0"	23
Approach Footing	#5	3'-0"	80
Deck	#5	3'-6"	174
Diaphragm	#4	2'-5"	4
Diaphragm	#6	4'-0"	20
Approach Slab	#5	3'-4"	92
Approach Slab	#8	4'-9"	120



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-1-2020

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

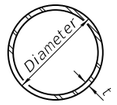
USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 '' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 049-6585
SHEET S-29 OF S-32 SHEETS

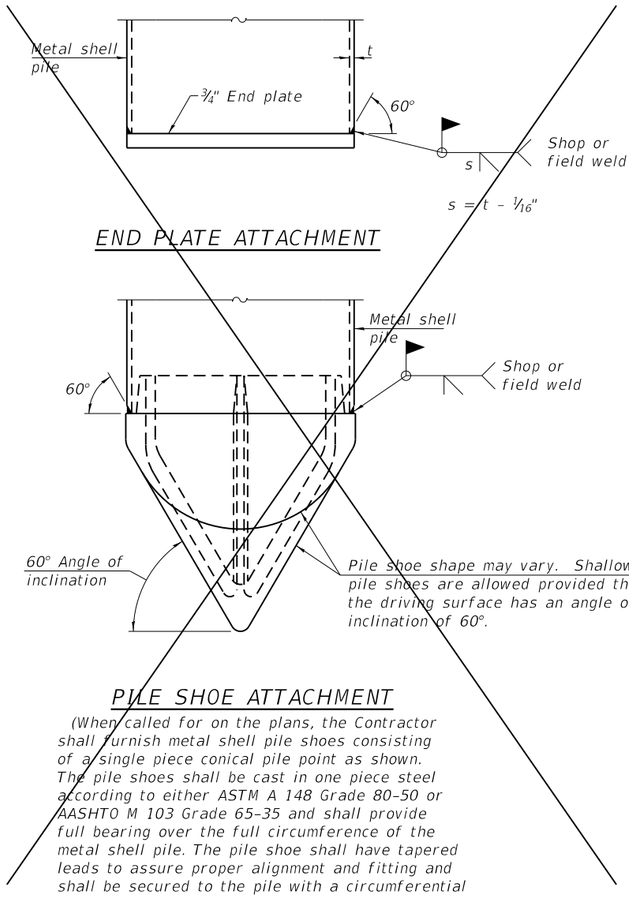
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	143
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

DATE PLOTED = 10/1/2020
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-29-Bar Splicer & Mechanical Splicer Details.dgn



METAL SHELL PILE TABLE

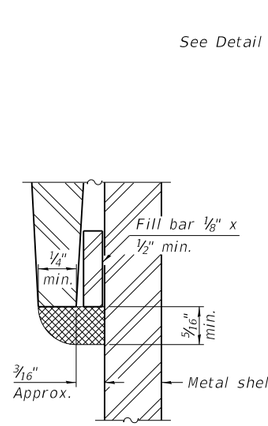
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



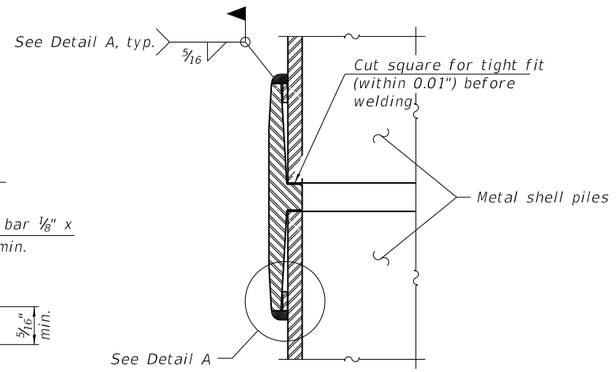
END PLATE ATTACHMENT

PILE SHOE ATTACHMENT

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

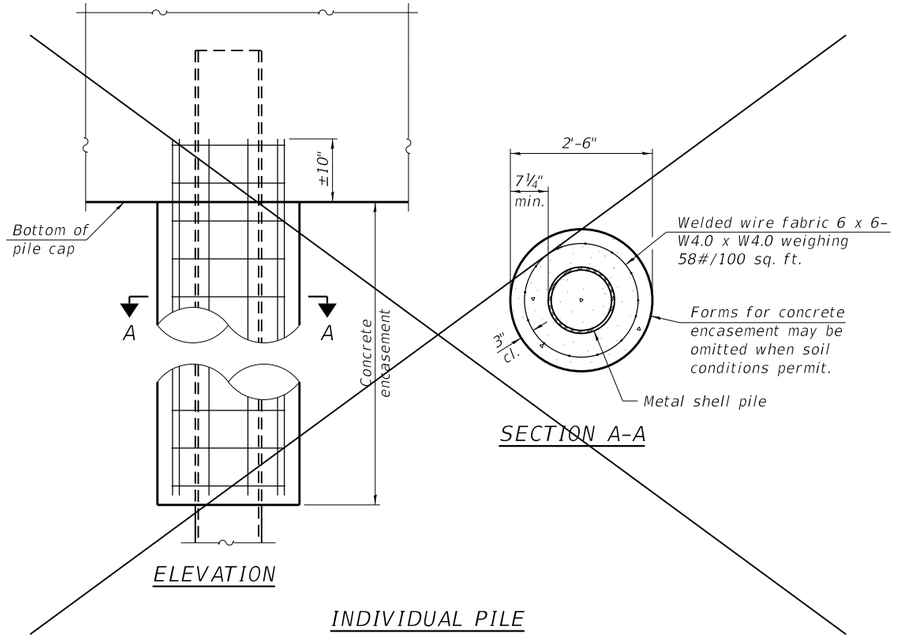


DETAIL A



WELDED COMMERCIAL SPLICE

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

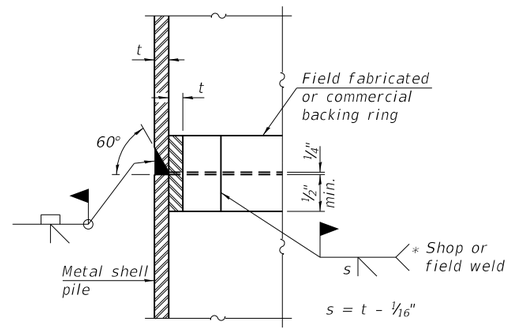


ELEVATION

SECTION A-A

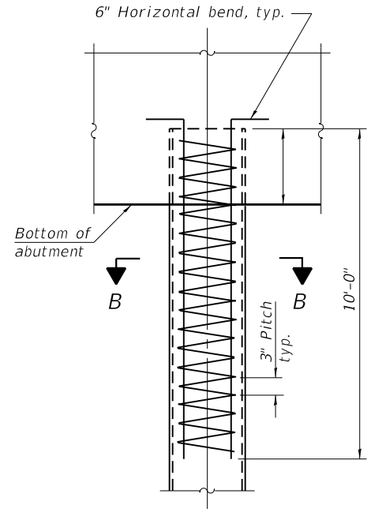
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)

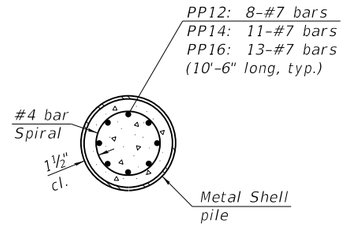


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

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

F-MS 1-1-2020

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 '' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 049-6585
SHEET S-30 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	144
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

DATE PLOTTED = 10/1/2020
PLOT TIME = 08:08:08
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Structural\CAD\0020985-38-Metal Shell Pile Details.dgn

BORING NO. B-01
PAGE 1 OF 5

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/17/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0	636.9		0-5" CONCRETE PAVEMENT											
	636.4		5-11" AGGREGATE BASE											
			mottled blue and gray CLAY FILL with gravel very stiff, moist	SS 1	56	5-3-7 (10)	2.0		17.3					
				SS 2	44	9-5-6 (11)	3.5	3.6	14.7					
5				SS 3	56	6-4-5 (9)	2.5	2.6	19.2					
	629.4													
			black BURIED TOPSOIL (A-8) medium stiff, moist	SS 4	44	1-2-4 (6)			56.3		7.4			
10	627.4		mottled brown and gray CLAY (A-6) soft, moist											
				ST 5	25		0.5	0.43	26.8	102.0				
				SS 6	56	2-1-2 (3)	0.5		28.1			28	14	14
15	622.4		gray SILTY LOAM (A-4) stiff, moist											
	619.4			SS 7	67	6-7-6 (13)	2.0	2.0	16.2					

COMPLETION DEPTH 100 ft **GROUND ELEVATION** 637.36 ft
CAVE DEPTH ft **BACKFILL** Soil Cuttings
GROUND WATER LEVELS:
AT TIME OF DRILLING --- None
AT END OF DRILLING --- Dry upon completion
AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-01
PAGE 2 OF 5

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/17/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
			gray CLAY (A-6) very stiff, moist											
20				SS 8	78	4-8-12 (20)	3.5	3.2	13.2					
				SS 9	78	5-10-16 (26)	2.5	2.4	17.6					
				ST 10	44		2.0	0.33	18.4	118.4				
25	612.4			SS 11	44	9-10-8 (18)			13.9					
	611.4		gray SILTY LOAM (A-4) with gravel dense, moist											
			brown CLAY (A-6) stiff, moist	SS 12	67	5-6-6 (12)	1.5	2.0	18.1					
30				SS 13	89	6-6-7 (13)	1.5	1.7	16.7					
				ST 14	92		2.0		15.4					
35				SS 15	78	6-6-8 (14)	2.0	1.8	19.0					
				SS 16	78	6-7-7 (14)	1.75	1.7	21.4					
40														

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-01
PAGE 3 OF 5

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/17/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
			brown CLAY (A-6) stiff, moist *(continued)*											
45	593.9		brown CLAY (A-6) very stiff, moist	SS 17	78	6-8-9 (17)	2.5	2.0	19.9					
50				SS 18	89	5-10-14 (24)	3.0	3.3	19.8					
55				SS 19	78	6-10-15 (25)	3.0	3.1	21.4					
60	578.9		gray CLAY (A-6) very stiff, moist	SS 20	89	4-5-5 (10)	1.5	1.6	24.7					

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-01
PAGE 4 OF 5

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/17/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
			gray CLAY (A-6) very stiff, moist *(continued)*											
65				SS 21	89	3-6-6 (12)	1.5	1.2	13.2					
70	567.4		gray CLAY (A-6) very stiff to hard	SS 22	78	4-5-6 (11)	1.5	1.7	19.7					
				SS 23	100	9-50/2"	2.0		14.2					
75														
80				SS 24	56	10-14-16 (30)	2.5		14.0					
85				SS 25	67	16-25-19 (44)	4.5	4.5	13.9					

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-01
PAGE 5 OF 5

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/17/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
85			gray CLAY (A-6) very stiff to hard *(continued)*											
90				SS 26	67	14-19-17 (36)	4.5	4.0	11.7					
95				SS 27	56	15-19-31 (50)	4.5	4.5	13.2					
100	537.4			SS 28	67	17-25-38 (63)	4.5		12.7					
			Bottom of borehole at 100.0 feet.											

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 ' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1
STRUCTURE NO. 049-6585
SHEET S-31 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	145
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			

BORING NO. B-02
PAGE 1 OF 4

GEOCON PROFESSIONAL SERVICES

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/18/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0	638.1		0-5" CONCRETE PAVEMENT											
	637.7		5-10" AGGREGATE BASE											
			black CLAY FILL with gravel stiff, moist	SS 1	44	4-5-6 (11)			72.0					
	635.6		brown GRAVEL FILL dense, moist	SS 2	56	9-19-13 (32)			14.7					
5	632.6		brown CLAY FILL stiff, moist	SS 3	67 (6)	3-3-4 (7)	1.5	1.3	21.9					
	630.6		black BURIED TOPSOIL (A-8) stiff, moist	ST 4	58		1.0		56.0					
10	626.6		brown CLAY LOAM (A-6) soft, moist	SS 5	78	1-1-2 (3)			43.6					
	625.6		gray CLAY (A-6) very soft, moist	SS 6	67	1-1-2 (3)	0.25	0.2	29.6					
15	622.6		gray CLAY (A-6) very stiff, moist	ST 7	63		2.0		15.9					

COMPLETION DEPTH 80 ft **GROUND ELEVATION** 638.56 ft
CAVE DEPTH ft **BACKFILL** Soil Cuttings
GROUND WATER LEVELS:
AT TIME OF DRILLING --- None
AT END OF DRILLING --- Dry upon completion
AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-02
PAGE 2 OF 4

GEOCON PROFESSIONAL SERVICES

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/18/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
			gray CLAY (A-6) very stiff, moist *(continued)*											
20				SS 8	78	4-7-10 (17)	3.25	3.4	15.9			27	14	13
				SS 9	78	6-10-14 (24)	4.0	4.0	14.9					
25				SS 10	78	5-7-11 (18)	3.25	3.4	15.1					
				SS 11	78	7-7-10 (17)	3.0	3.1	16.6					
				ST 12	96		3.0	2.42	17.4	116.1		28	15	13
30				SS 13	89	6-10-10 (20)	2.25	2.3	16.8					
				SS 14	89	4-7-7 (14)	2.25	2.1	19.5					
35														
				SS 15	100	4-8-9 (17)	2.5	2.5	14.6					
40														

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-02
PAGE 3 OF 4

GEOCON PROFESSIONAL SERVICES

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/18/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
			gray CLAY (A-6) very stiff, moist *(continued)*											
45				SS 16	78	5-8-8 (16)	2.5	2.9	20.9					
				SS 17	78	6-9-11 (20)	2.25	2.2	22.1					
50														
55	583.6		gray CLAY (A-6) very stiff, moist	SS 18	78	5-9-10 (19)	2.25	2.6	20.5					
60				SS 19	78	6-9-11 (20)	2.0	2.0	13.4					

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

BORING NO. B-02
PAGE 4 OF 4

GEOCON PROFESSIONAL SERVICES

CLIENT Robinson Engineering, Ltd **PROJECT NAME** Clavey Road over Skokie River
PROJECT NUMBER 17-G0411 **PROJECT LOCATION** Highland Park, Illinois
DATE COMPLETED 4/18/17 **LOGGED BY** NJ/GL **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
			gray CLAY (A-6) very stiff, moist *(continued)*											
65				SS 20	78	5-10-11 (21)	2.25	2.0	14.7					
70				SS 21	67	10-16-20 (36)	2.5	2.2	14.2					
75				SS 22	67	13-18-19 (37)	3.5	2.9	14.8					
80	558.6		Bottom of borehole at 80.0 feet.	SS 23	67	13-20-26 (46)	3.5	2.9	14.3					

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

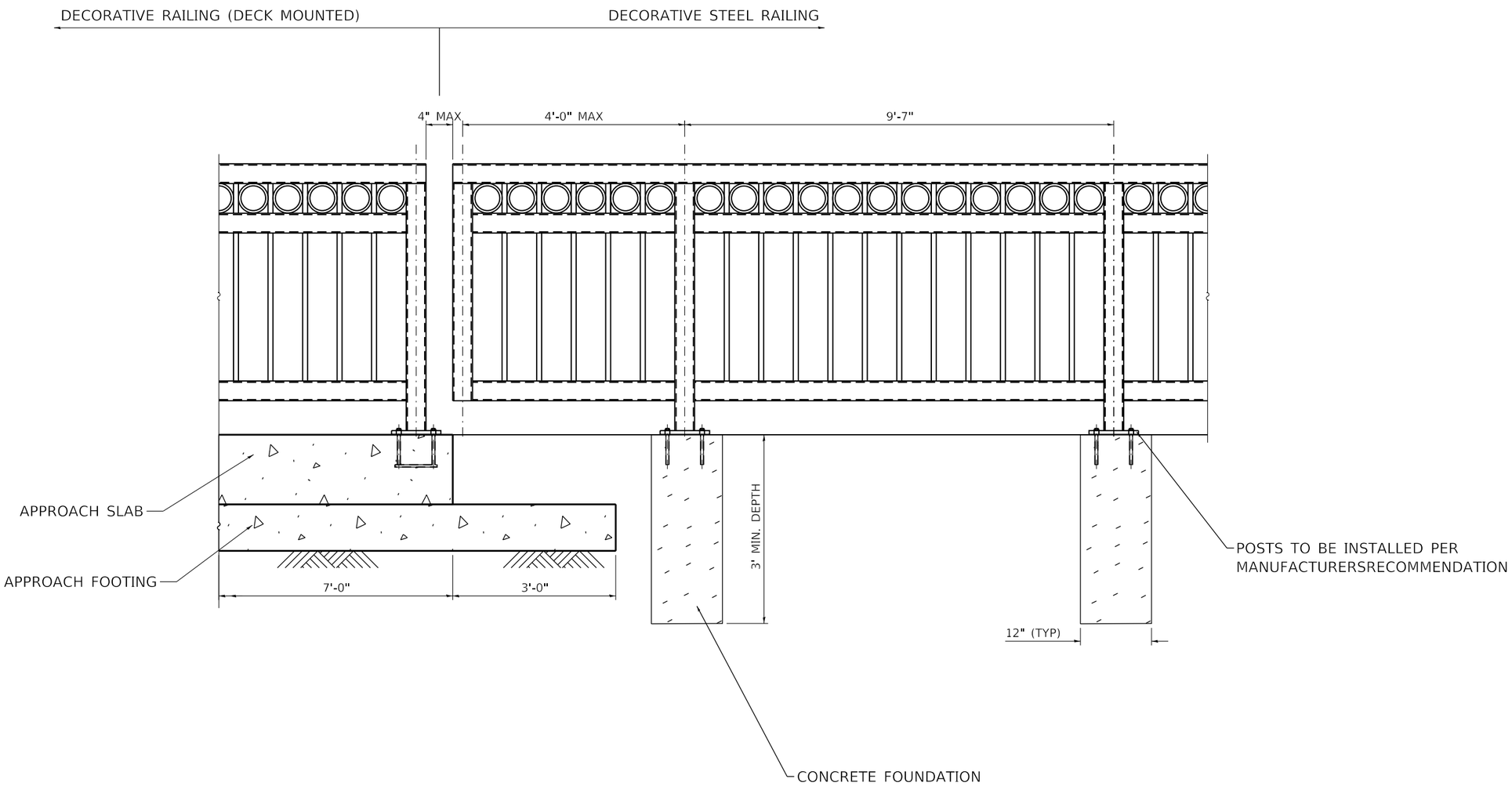
CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 02.0000 ':' / in.	DRAWN -	REVISED -	
PLOT DATE = 10/1/2020	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 2
STRUCTURE NO. 049-6585
SHEET S-32 OF S-32 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	146
		CONTRACT NO.		61G84
	ILLINOIS FED. AID PROJECT			



DECORATIVE STEEL RAILING FOUNDATION DETAIL

DATE PLOTTED = 10/1/2020 3:16:43 PM
PEN TABLE =
PLOT DRIVER =
FILE NAME = N:\PROJ\0020985.01\Design\Details\0020985.01-details_fence.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

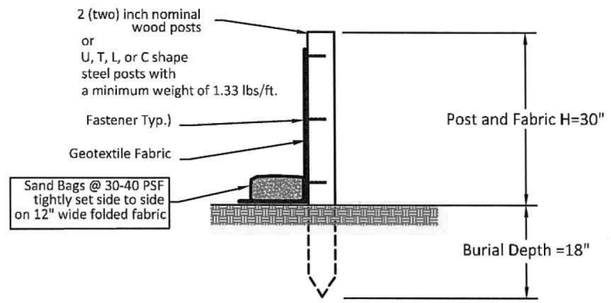
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/1/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

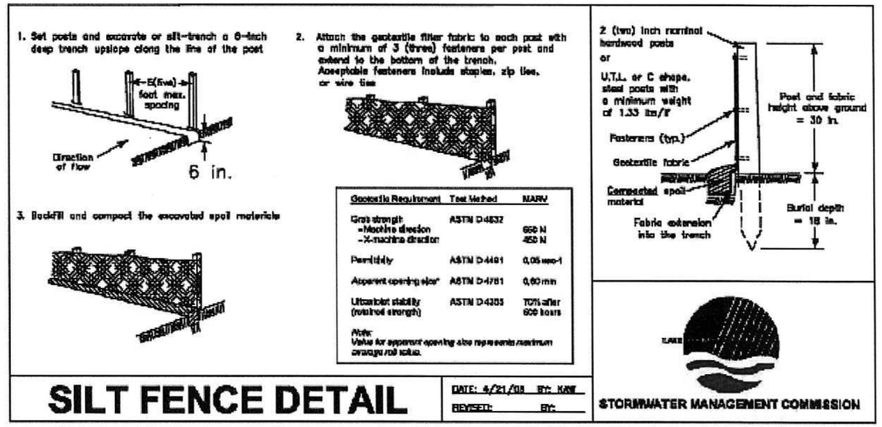
CLAVEY ROAD BRIDGE RECONSTRUCTION
ROADWAY DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	147
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



ALTERNATE TO FABRIC TRENCH
(WITH SAND BAGS)



SILT FENCE DETAIL & Alternate Detail
(USE L.C.S.M.C STD. DETAIL)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. FOR-1042A, Silt Fence-Alternate
Drawn By: M.B.
Revised By: E.J.

DATE: 14 Feb 2017
Approved By: E.Gomez

2

DATE PLOTTED = 10/1/2020 3:16:43 PM
PEN TABLE = 8829985.01-C1.tbl
XREF PATH = N:\PROJ\8829985.01\Design\Standards\IL-DOT\Plotting\CGI-PDF.ctcfg
FILE NAME = N:\PROJ\8829985.01\Design\Details\8829985.01-HP-details01.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

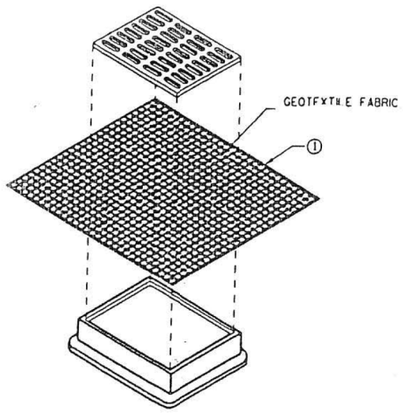
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/1/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

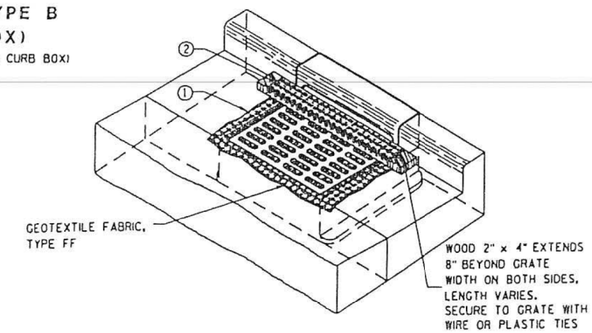
CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	148
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



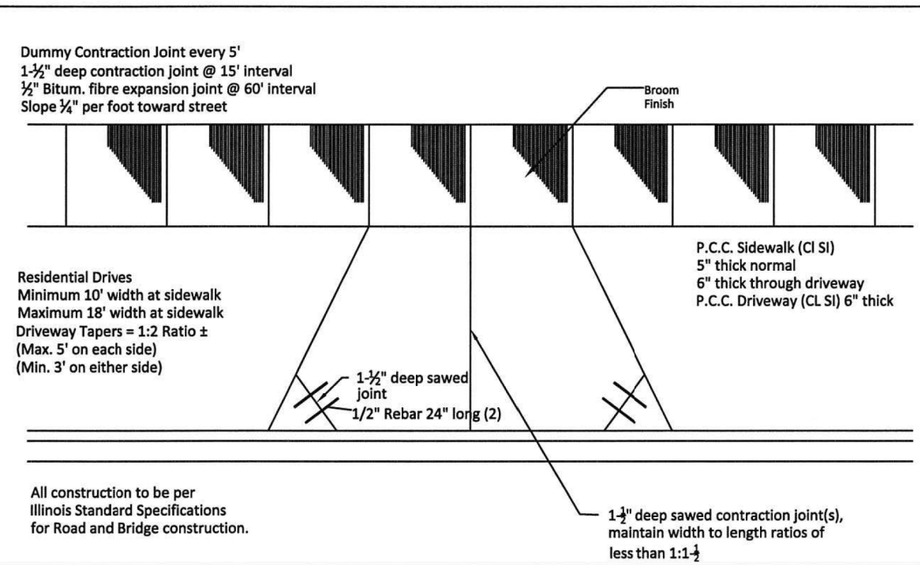
INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES:

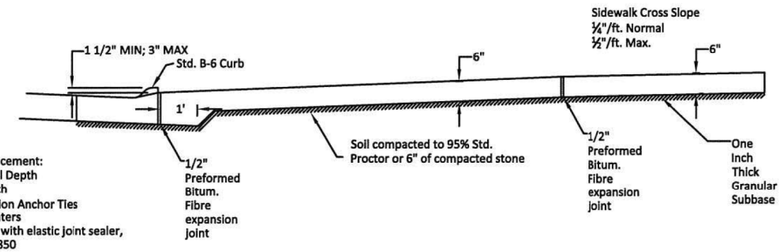
1. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.
2. TYPE C SHALL BE UTILIZED WITH CURB HEADS, A 1½" X 3½" MINIMUM, PIECE OF LUMBER SHALL BE WRAPPED AND SECURED IN THE FABRIC AND PLACED IN FRONT OF THE CURB HEAD AS SHOWN ON THE PLAN. THE LUMBER SHALL NOT BLOCK THE ENTIRE OPENING OF THE CURB BOX AND BE SECURED TO THE GRATE WITH WIRE OR PLASTIC TIES.

3. ALL FABRICS USED AS PART OF AN INLET PROTECTION DEVICE MUST BE SELECTED FROM THE LIST OF APPROVED FABRICS CERTIFIED FOR INLET PROTECTION, GEO-TEXTILE FABRIC, IN ACCORDANCE WITH STATE STANDARD SPECS FOR ROAD AND BRIDGES CONSTRUCTION - JANUARY 1, 2012, ARTICLE 1080.05 ON PAGE 971.

INLET FILTERS DETAILS



Plan View



Cross Section View

TYPICAL DRIVEWAY & SIDEWALK DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. STR-1031
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

DATE PLOTTED = 10/1/2020 3:16:48 PM
PEN TABLE = 0029985.01-C1.tbl
PLOT STYLE = N:\Standards\IDOT\Bentley\standards\IL_DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\0029985.01\Design\Details\0029985.01-HP-details02.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

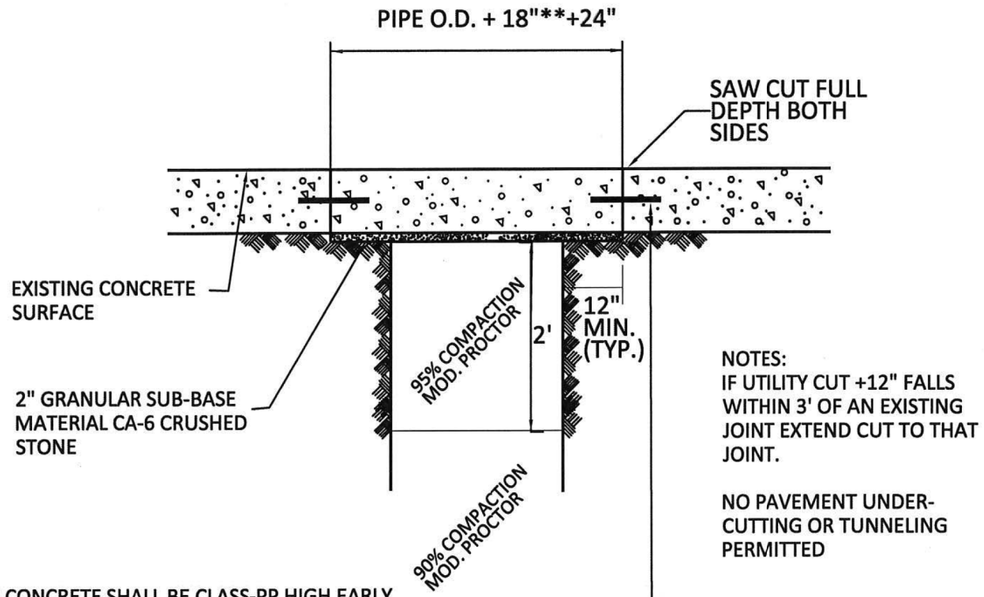
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/1/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	149
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



NOTES:
IF UTILITY CUT +12" FALLS WITHIN 3' OF AN EXISTING JOINT EXTEND CUT TO THAT JOINT.

NO PAVEMENT UNDER-CUTTING OR TUNNELING PERMITTED

CONTRACTOR SHALL STEEL PLATE THE PATCH AFTER POURING CONCRETE TO MAINTAIN TRAFFIC

* CONCRETE SHALL BE CLASS-PP HIGH EARLY STRENGTH IN ACCORDANCE WITH ART. 442 OF IDOT STD. SPECS. FOR ROAD & BRIDGE CONSTRUCTION

** ADD ANOTHER 18" FOR TRENCH DEEPER THAN 5' &/OR FOR EXCAVATION W/ TRENCH PROTECTIONS AS REQ'D. IN IDOT STD Art . 550.04

RE-INFORCING DOWELS & TIE BARS:

TRANSVERSE CLASS B PATCHES (across the street)
INSTALL $1\frac{1}{4}$"ø X 18" @ 12" C.T.S. EPOXY COATED PLAIN DOWEL BARS ANCHORED INTO EXISTING P.C.CONCRETE PAVEMENT ALONG WITH $1\frac{1}{4}$"ø X 18" @12" C.T.S. EPOXY COATED DEFORMED TIE BARS AT REAR FACE OF THE PATCH (rear end of traffic) as detailed in I.D.O.T. STD. 442105-05.

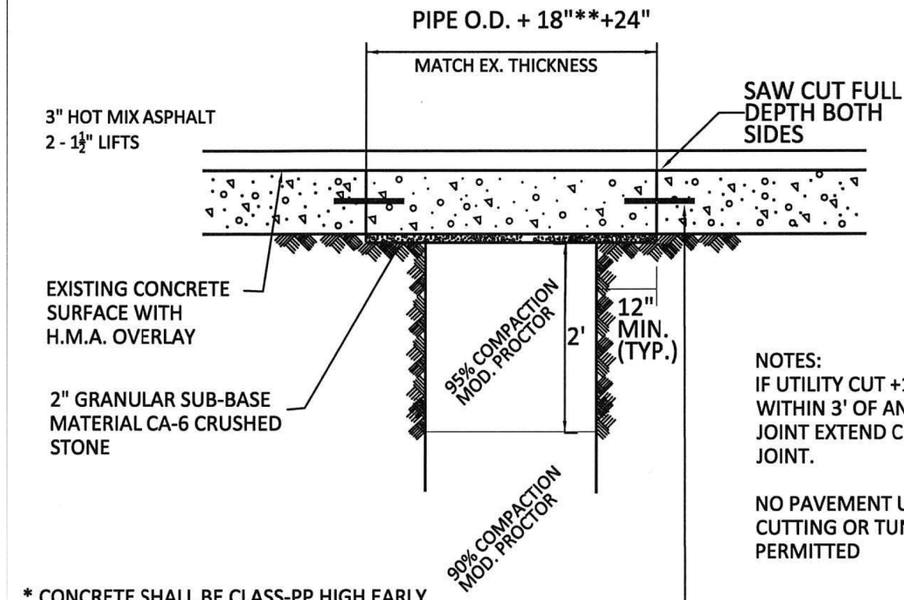
LONGITUDIAL CLASS B PATCHES (along the street)
INSTALL $\frac{3}{4}$"ø X 18" @18" C.T.S. EPOXY COATED PLAIN DOWEL BARS IN CONFORMANCE WITH STATE SPECIFICATIONS. USE $\frac{3}{4}$"ø X 18" @ 18" C.T.S. DEFORMED TIE BARS TO CONNECT CONCRETE CURB & GUTTER.

CONCRETE CLASS B PATCH DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. STR-1033
Drawn By: M.B.
Revised By: E.J.

DATE: 8th jan. 2015
Approved By:J.M.W.



NOTES:
IF UTILITY CUT +12" FALLS WITHIN 3' OF AN EXISTING JOINT EXTEND CUT TO THAT JOINT.

NO PAVEMENT UNDER-CUTTING OR TUNNELING PERMITTED

CONTRACTOR SHALL STEEL PLATE THE PATCH AFTER POURING CONCRETE TO MAINTAIN TRAFFIC

* CONCRETE SHALL BE CLASS-PP HIGH EARLY STRENGTH IN ACCORDANCE WITH ART. 442 OF IDOT STD. SPECS. FOR ROAD & BRIDGE CONSTRUCTION

** ADD ANOTHER 18" FOR TRENCH DEEPER THAN 5' &/OR FOR EXCAVATION W/ TRENCH PROTECTIONS AS REQ'D. IN IDOT STD Art . 550.04

RE-INFORCING DOWELS & TIE BARS:

TRANSVERSE CLASS B PATCHES (across the street)
INSTALL $1\frac{1}{4}$"ø X 18" @ 12" C.T.S. EPOXY COATED PLAIN DOWEL BARS ANCHORED INTO EXISTING P.C.CONCRETE PAVEMENT ALONG WITH $1\frac{1}{4}$"ø X 18" @12" C.T.S. EPOXY COATED DEFORMED TIE BARS AT REAR FACE OF THE PATCH (rear end of traffic) as detailed in I.D.O.T. STD. 442105-05.

LONGITUDIAL CLASS B PATCHES (along the street)
INSTALL $\frac{3}{4}$"ø X 18" @18" C.T.S. EPOXY COATED PLAIN DOWEL BARS IN CONFORMANCE WITH STATE SPECIFICATIONS. USE $\frac{3}{4}$"ø X 18" @ 18" C.T.S. DEFORMED TIE BARS TO CONNECT CONCRETE CURB & GUTTER.

CONCRETE PAVEMENT PATCH WITH H.M.A. OVERLAY DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No.STR-1034
Drawn By: M.B.
Revised By: E.J.

DATE: 8th Jan. 2015
Approved By:J.M.W.

DATE PLOTTED = 10/1/2020 3:16:57 PM
PEN TABLE = 0029985.ctb
PLOT DRIVER = DWG To PDF.pc3
FILE NAME = N:\PROJ\0029985.01\Design\Details\0029985_01-HP-details03.dgn
N:\ILL-007\Plotting\CGI-PDF.pltcfg
N:\Bentley\standards

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

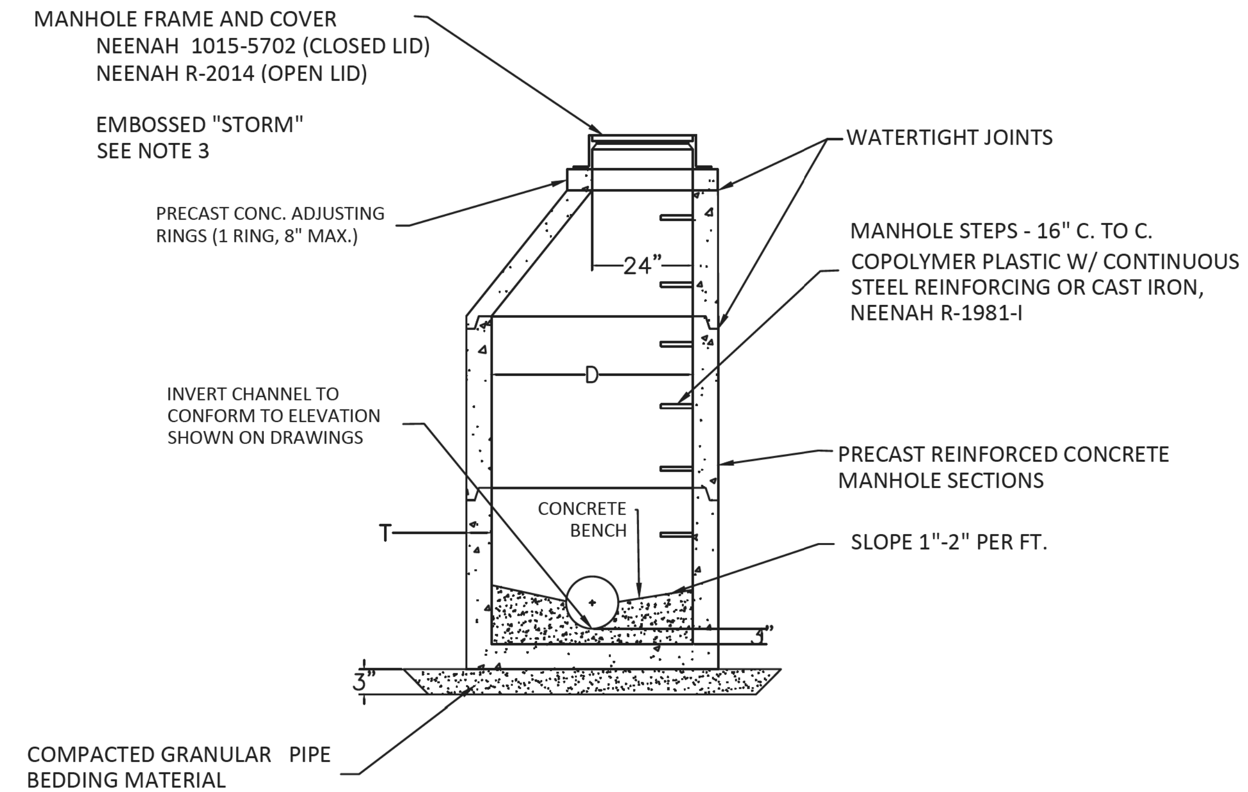
USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 2.0000 '/ in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/1/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	150
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		



If D=4', then T=4"
If D=5', then T=5"

NOTES:

1. USE ECCENTRIC CONES UNLESS OTHERWISE INDICATED ON THE DRAWINGS. FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
2. USE:
   4'-0" DIAMETER FOR SEWER SIZES 12" THRU 24",
   5'-0" DIAMETER FOR SEWER SIZES 27" AND LARGER UNLESS OTHERWISE NOTED.
3. FOR CLOSED LIDS USE ITEM: HIGHLAND PARK FRAME LID (SPECIAL).

STORM SEWER MANHOLE DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1013
Drawn By: M.B.
Revised By: JP3

DATE: 26th March 2019
Approved By:

DATE PLOTTED = 10/1/2020 3:17:06 PM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\Details\0020985.01-HP-details04.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/1/2020	DATE - 9/30/2020	REVISED -	

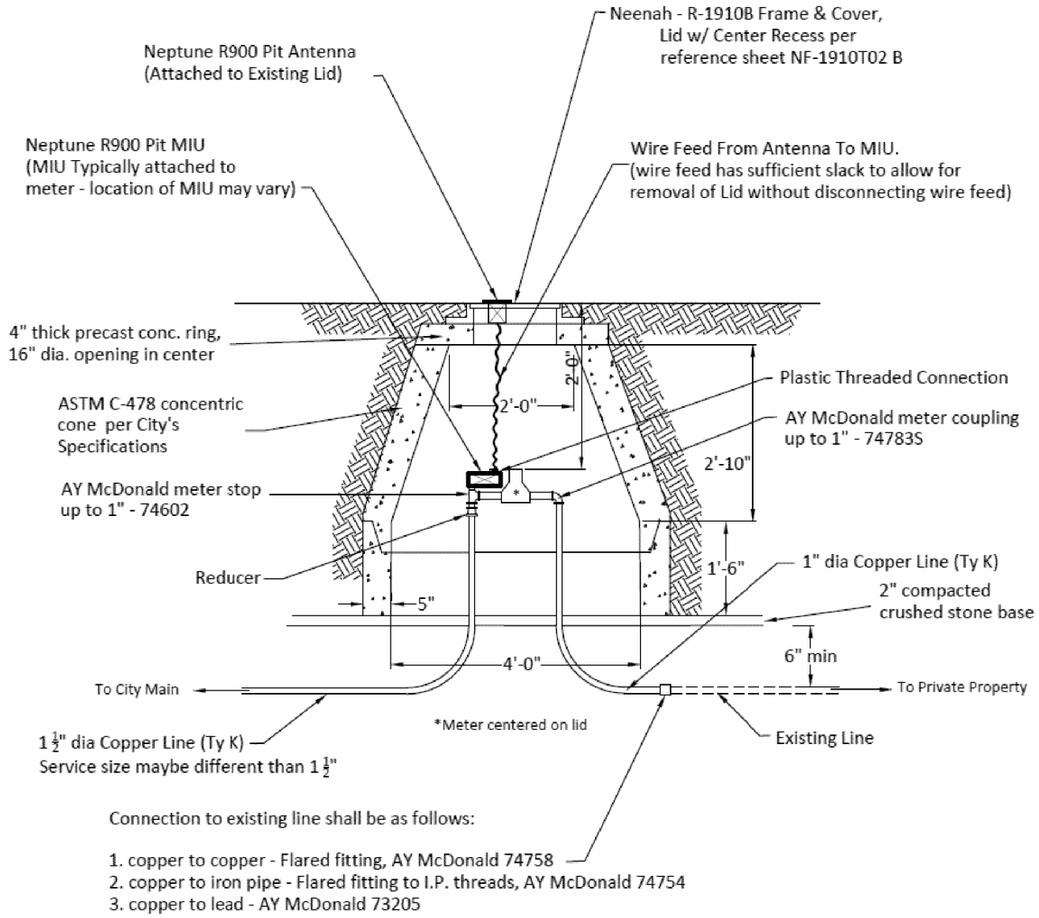
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	151

CONTRACT NO. 61G84
ILLINOIS | FED. AID PROJECT



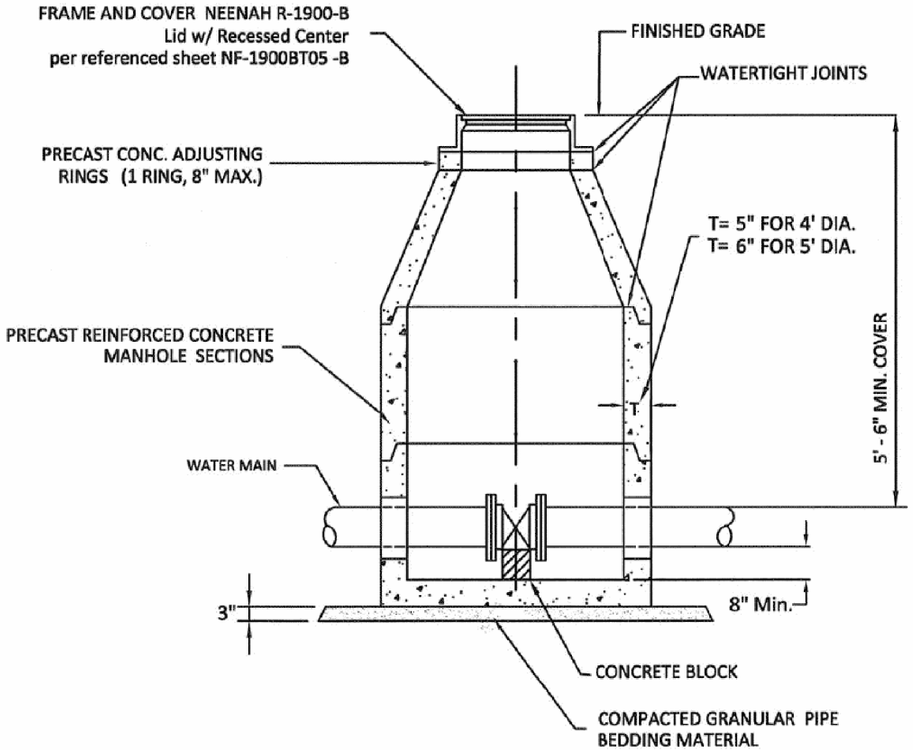
DOMESTIC METER VAULT DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. WD-1001
Drawn By: M.B.
Revised By: J.P./E.J.

DATE: 7th March 2019
Approved By: Emmanuel Gomez

NOTES:
1. CONCENTRIC CONE REQUIRED
2. USE: 4'-0" DIAMETER FOR WATER VALVE SIZES 8" AND SMALLER,
5'-0" DIAMETER OR LARGER FOR SIZES LARGER THAN 8"



ALL HARDWARE BELOW GRADE SHALL BE STAINLESS STEEL

WATER VALVE VAULT DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. WD-1002
Drawn By: M.B.
Revised By: E.J.

DATE: 15th Jan. 2016
Approved By: Emmanuel Gomez

DATE PLOTTED = 9/30/2020 5:39:27 PM
PEN TABLE = 0829985.81-C1.tbl
REFERENCES = N:\Bentley\standards\IL-DOT\Picture\CGI-POF.cfg
FILE NAME = N:\PROJ\0829985.81\Design\Details\0829985.81-WHdetails01.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

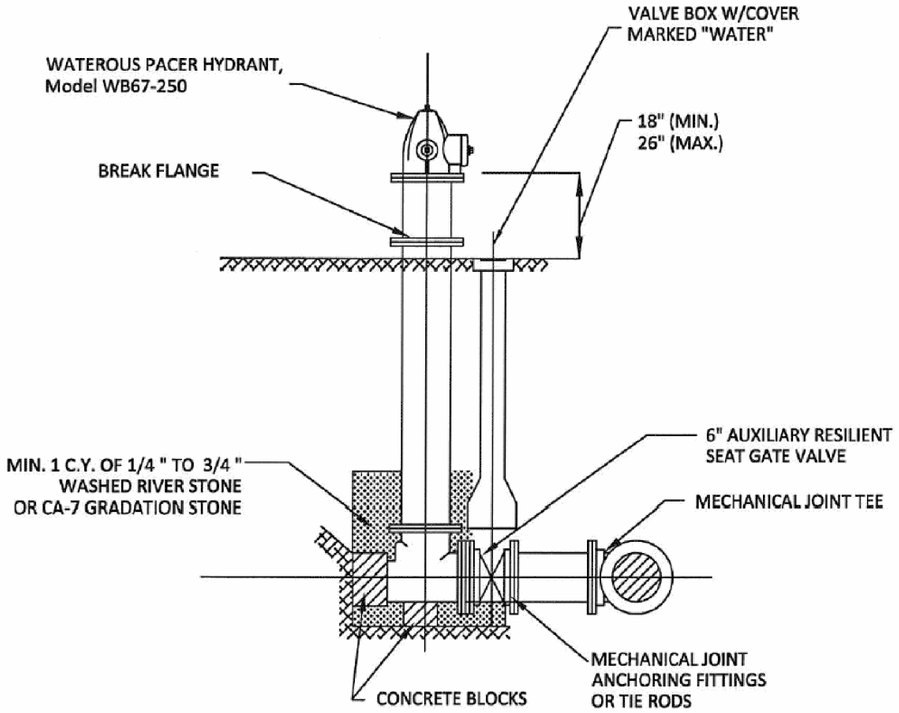
USER NAME = WaterResources	DESIGNED - LAM	REVISED -
	DRAWN - CLB	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - LAM	REVISED -
PLOT DATE = 9/30/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: NA | SHEET NO. 5 OF 8 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	152
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



ALL HARDWARE BELOW GRADE TO BE STAINLESS STEEL

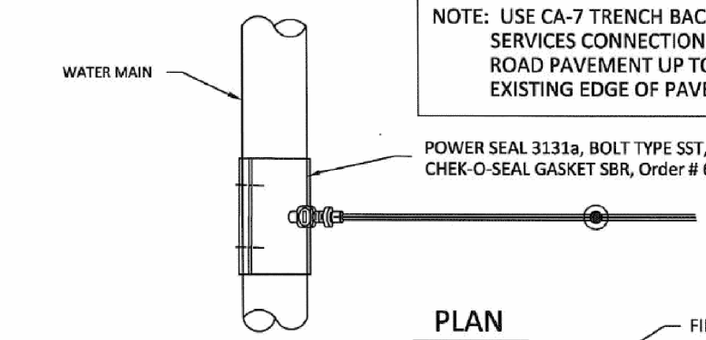
FIRE HYDRANT INSTALLATION DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

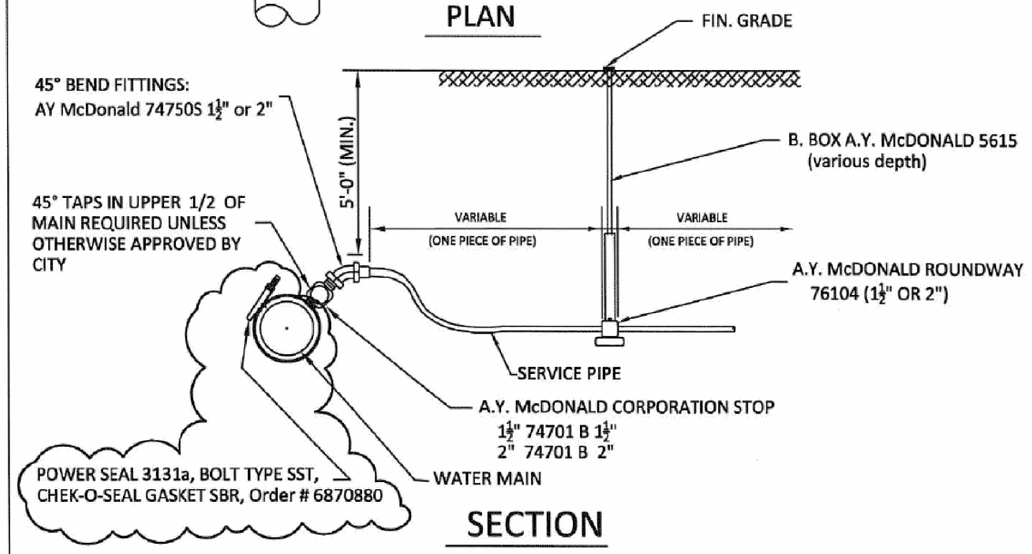
H.P. DWG. No. WD-1006
Drawn By: M.B.
Revised By: E.J.

DATE: 28th Feb. 2014
Approved By: J.M.W

NOTE: USE CA-7 TRENCH BACKFILL STONE MATERIALS FOR ALL SERVICES CONNECTION EXCAVATIONS WITHIN THE ROAD PAVEMENT UP TO 2 FEET BEHIND THE EXISTING EDGE OF PAVEMENT OR EXISTING BACK OF CURB.



PLAN



SECTION

SERVICE PIPE	CORP. STOP
3/4"	3/4"
1"	1"
1 1/2"	1 1/2"
2"	1 1/2" X 2"

NOTE:

1. NO WATER MAIN TAP FOR NEW DEVELOPMENT UNTIL PERMITS ARE ISSUED.
2. ALL MATERIALS SHALL BE LEAD FREE.

WATER SERVICE DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. WD-1007
Drawn By: M.B.
Revised By: E.J.

DATE: 20th Mar. 2017
Approved By: E. Gomez

DATE PLOTTED = 9/30/2020 5:39:33 PM
PEN TABLE = 0020985.01-CLB
XREF FILES = N:\PROJ\0020985.01\Design\Details\0020985.01-WH-details02.dgn
FILE NAME = N:\PROJ\0020985.01\Design\Standards\IL-DOT\Plotting\CGI-PDF.plotcfg

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = WaterResources	DESIGNED - LAM	REVISED -
	DRAWN - CLB	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - LAM	REVISED -
PLOT DATE = 9/30/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: NA | SHEET NO. 6 OF 8 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	153
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

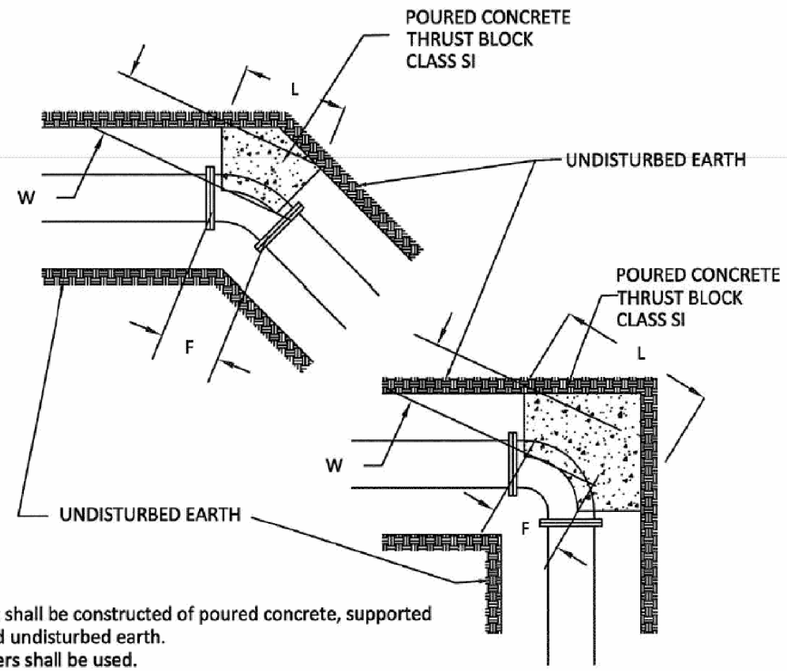
THRUST BLOCK SCHEDULE:

All Thrust Blocking Incidental to Water Main Construction.

Thrust Blocking for all fittings under 10 inches shall have a minimum dimension of 1'x1' at the point of contact with **undistrubed earth.**

Plugged Ends shall be thrust blocked the same as Tee.

Tabulated Thrust Blocking is figured on Allowable Bearing Pressure of Soil at 4,000 PSF. If Allowable Bearing Pressure of Soil is 2,000 PSF, the tabulated bearing area of contact to the undisturbed earth shall be doubled.



Notes:
1. All Thrust Blocking shall be constructed of poured concrete, supported with wood forms and undisturbed earth.
2. MEGA-LUG retainers shall be used.
3. All nuts, bolts and washers shall be **STAINLESS STEEL.**

SHEET 1 OF 2

THRUST BLOCK DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. WD-1008 SHEET 1 OF 2
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

THRUST BLOCK SCHEDULE:

FITTINGS	DIMENSIONS (FT.)			
	H	L	W	F
TEE: 16" X 16" X 16"	2.5'	3.0'	2.0'	2.0'
16" - 90°	3.0'	3.5'	2.0'	2.0'
16" - 45°	3.0'	2.0'	2.0'	2.0'
16" - 22 1/2°	2.0'	2.0'	1.5'	1.0'
TEE: 14" X 14" X 10"	2.0'	2.5'	1.5'	2.0'
14" - 90°	2.5'	3.0'	1.5'	2.0'
14" - 45°	2.0'	2.5'	1.5'	1.5'
TEE: 12" X 12" X 12"	2.0'	2.5'	1.5'	2.0'
TEE: 12" X 12" X 8"	1.5'	2.0'	1.5'	1.5'
TEE: 12" X 12" X 6"	1.0'	1.5'	1.5'	1.0'
12" - 90°	2.0'	3.0'	1.5'	2.0'
12" - 45°	1.5'	2.0'	1.5'	1.0'
12" - 22 1/2°	1.0'	1.5'	1.5'	1.0'
TEE: 10" X 10" X 10"	1.5'	2.0'	1.5'	1.5'
10" - 90°	2.0'	3.0'	1.5'	1.5'
10" - 45°	1.5'	1.5'	1.5'	1.0'

THRUST BLOCK LEGEND:

H	THICKNESS
L	LENGTH FROM UNEXCAVATED SOIL
W	SPACE BETWEEN FITTINGS AND SOIL
F	WIDTH AT FITTINGS

SHEET 2 OF 2

THRUST BLOCK DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. WD-1008 SHEET 2 OF 2
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

DATE PLOTTED = 9/30/2020 5:39:39 PM
REF TABLE = 0023985.01-C1.tbl
REF FILES = N:\PROJ\0022985.01\Design\Details\0022985.01-WM-details3.dgn
FILE NAME = N:\PROJ\0022985.01\Design\Details\0022985.01-WM-details2.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

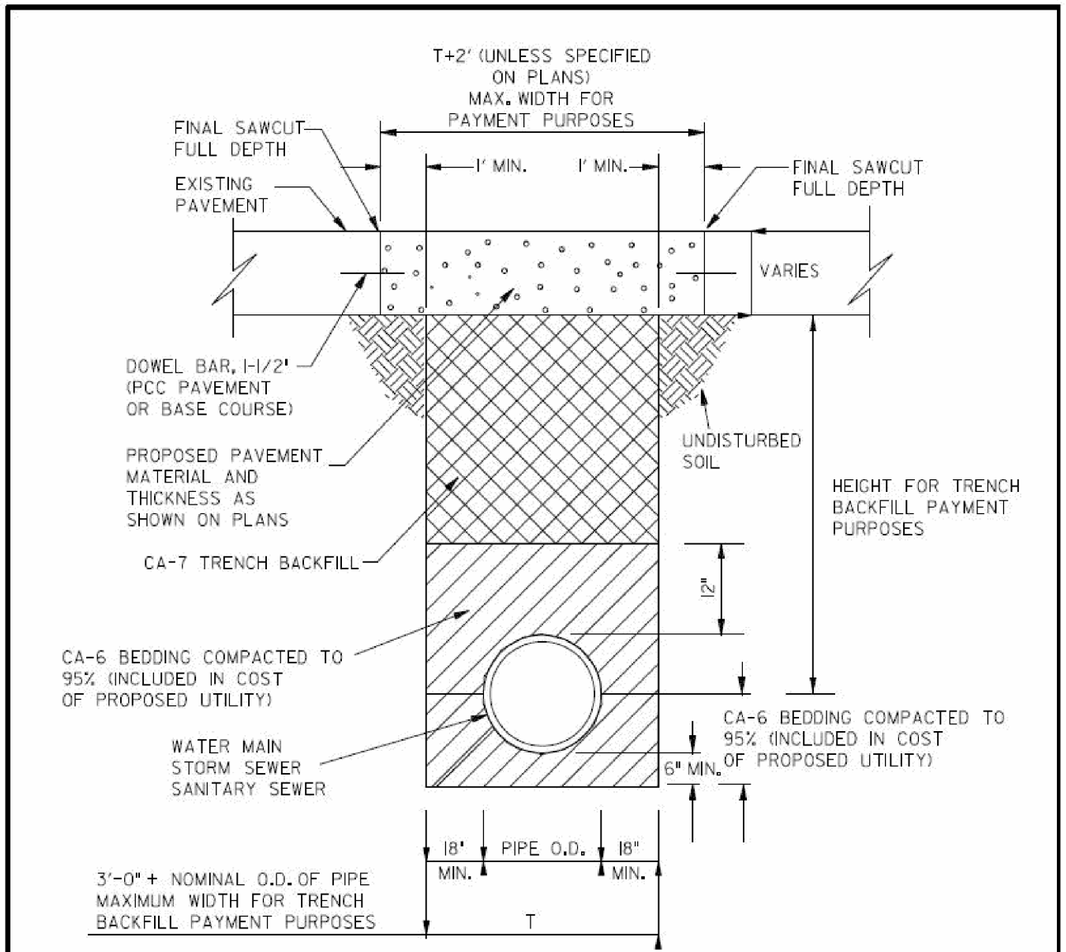
USER NAME = WaterResources	DESIGNED - LAM	REVISED -	
	DRAWN - CLB	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - LAM	REVISED -	
PLOT DATE = 9/30/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: NA | SHEET NO. 7 OF 8 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	154
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



TRENCH IN PAVEMENT AREA

NOTES:

1. CONTRACTOR IS TO DISPOSE OF ALL UNUSED EXCAVATED MATERIAL OFF-SITE.
2. TRENCH IS TO BE EXCAVATED TO FIRM, UNDISTURBED SOIL. IF OVER EXCAVATION IS REQUIRED TO REACH A FIRM TRENCH BOTTOM, THE CONTRACTOR SHALL FILL THE VOID WITH CA-6 AND COMPACT TO OBTAIN PROPER DENSITY AND GRADE.

UTILITY TRENCH /BEDDING

DATE PLOTTED = 9/30/2020 5:39:44 PM
PEN TABLE = 8020985.01-CLB
XREFS = N:\Standards\IDOT\Bentley\standards\IL-DOT\PlotSty\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\8020985.01\Design\PlotFiles\8020985.01-WW-details04.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

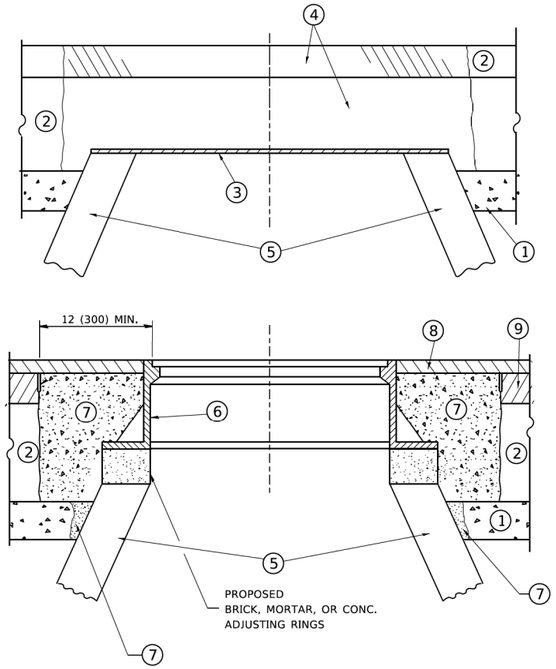
USER NAME = WaterResources	DESIGNED - LAM	REVISED -
	DRAWN - CLB	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - LAM	REVISED -
PLOT DATE = 9/30/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
HIGHLAND PARK STANDARD DETAILS

SCALE: NA | SHEET NO. 8 OF 8 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	155
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1 * CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-1 * CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

NOTES

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = footemj	DESIGNED - R. SHAH	REVISED - R. WEDEMAN 05-14-04
	DRAWN -	REVISED - R. BORO 01-01-07
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 03-09-11
PLOT DATE = 3/27/2019	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

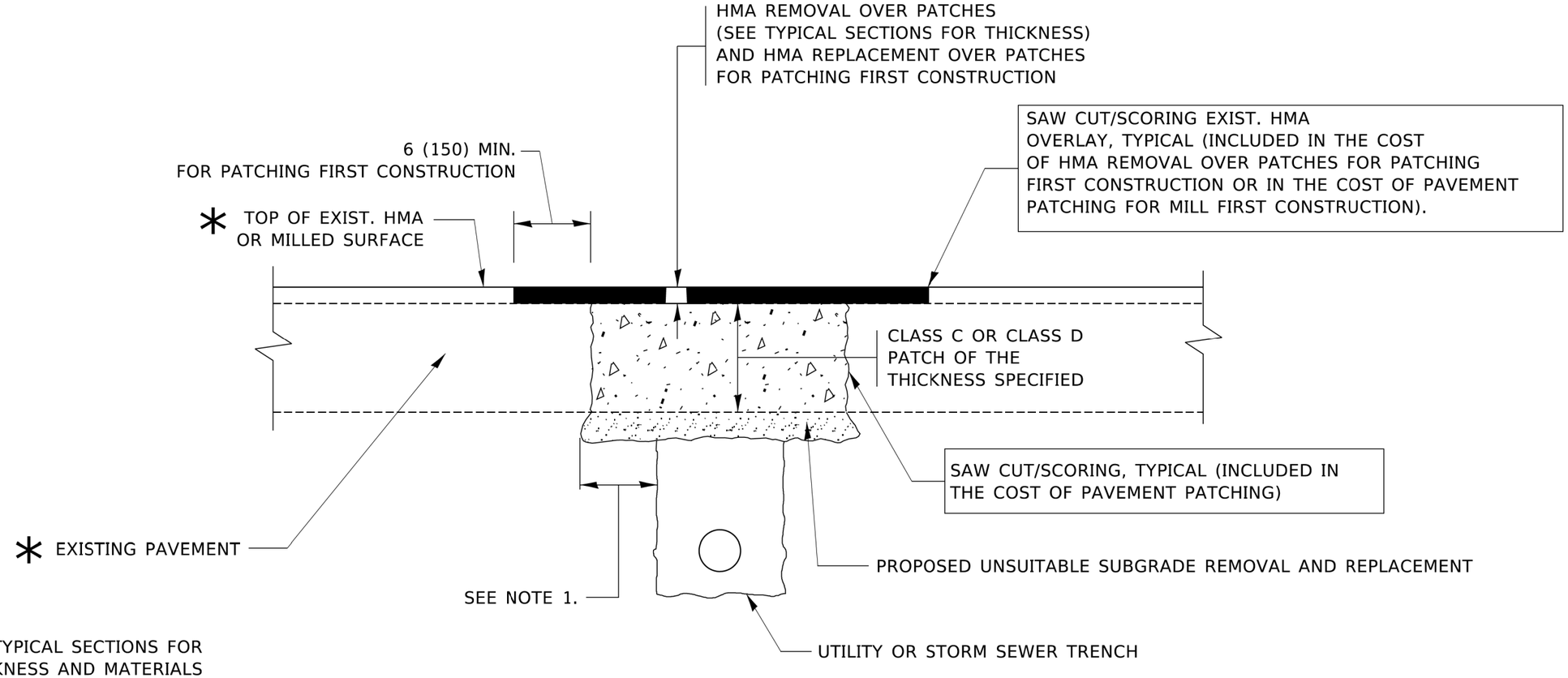
DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	156
	BD600-03 (BD-8)	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist5\d22x34\CADData\CADsheets\bd08.dgn

bd08.dgn 3/27/2019 7:50:11 AM User:footemj



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1\d22x34\CADData\CADsheets\bd22.dgn

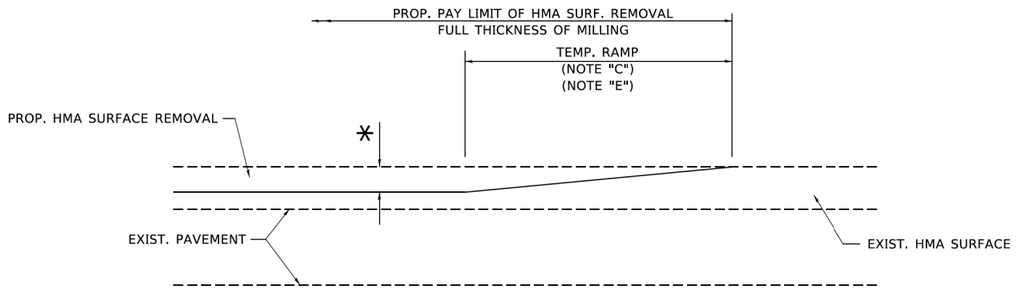
USER NAME = footemj	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - R. BORO 01-01-07	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07	
PLOT DATE = 3/27/2019	DATE - 10-25-94	REVISED - K. ENG 10-27-08	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	157
	BD400-04 (BD-22)	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

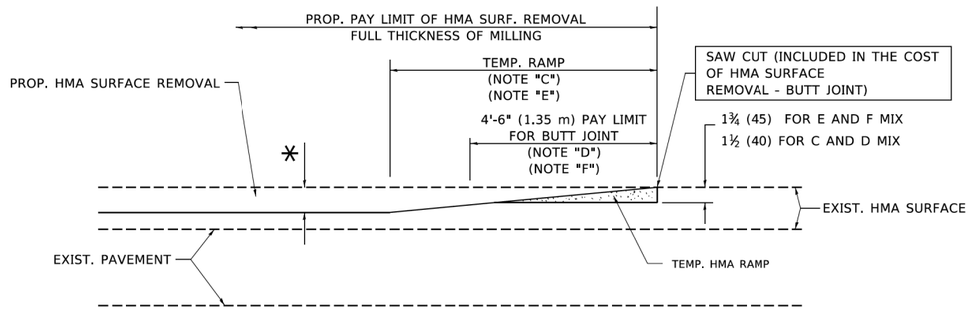
bd22.dgn 3/27/2019 7:56:31 AM footemj



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

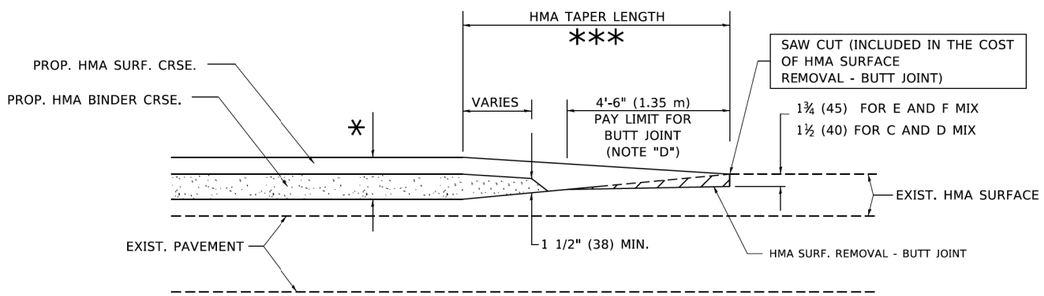


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

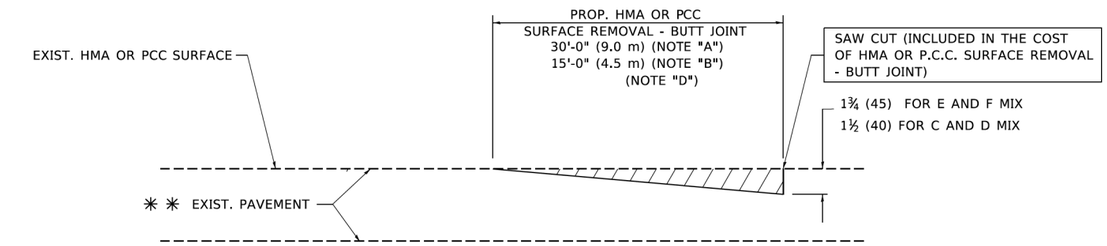
OPTION 2

TYPICAL TEMPORARY RAMP

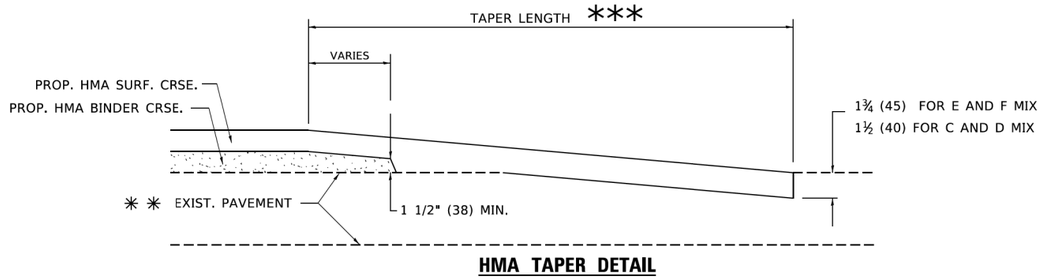


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

USER NAME = footemj	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	
	DRAWN -	REVISED - A. ABBAS 03-21-97	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
PLOT DATE = 3/27/2019	DATE - 06-13-90	REVISED - R.BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

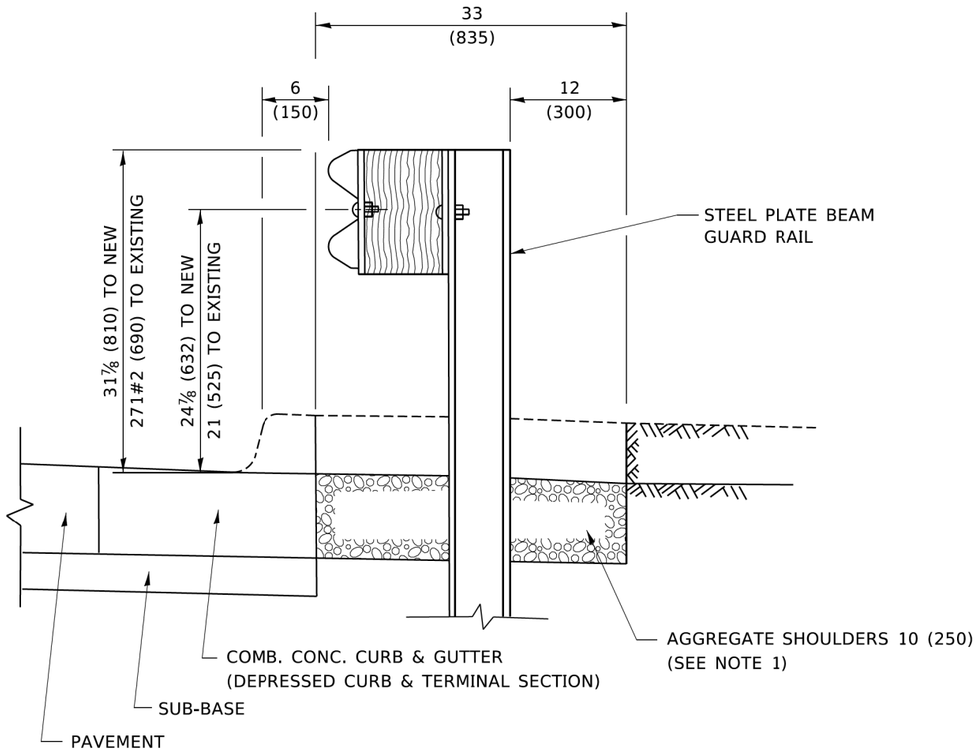
BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	158
	BD400-05 BD32	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1\d22x34\CADData\CADsheets\tsbd32.dgn

PrtCD dgn 3/27/2019 8:06:47 AM User:fmdavis

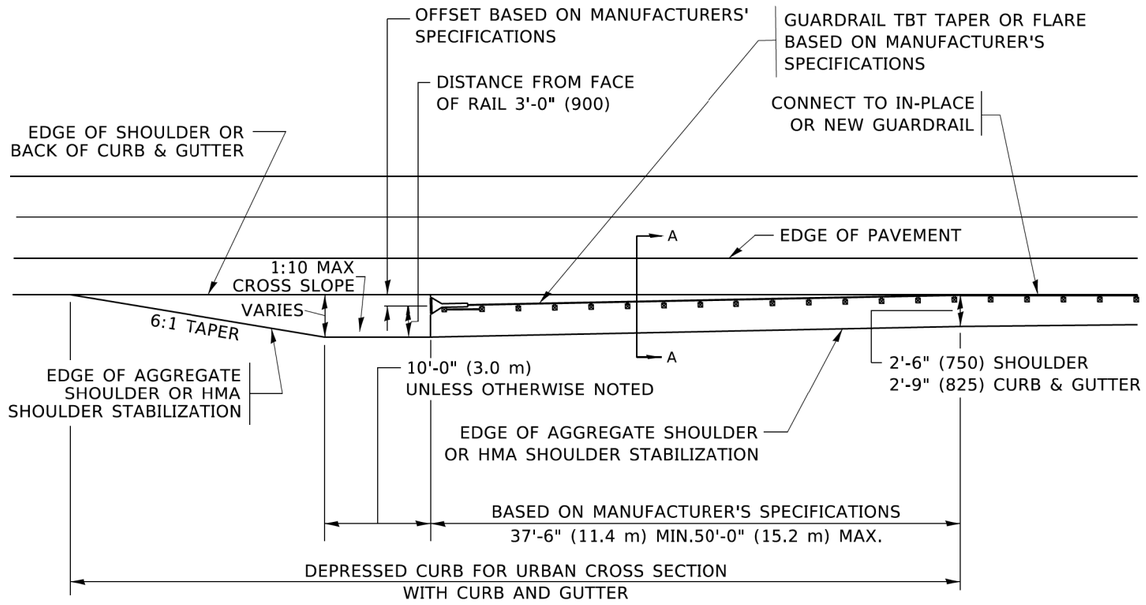


SECTION A–A

NOTES:

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL

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

MODEL: Default
FILE NAME: pw:\\danroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Std22x34\CADData\CADsheets\bd34.dgn

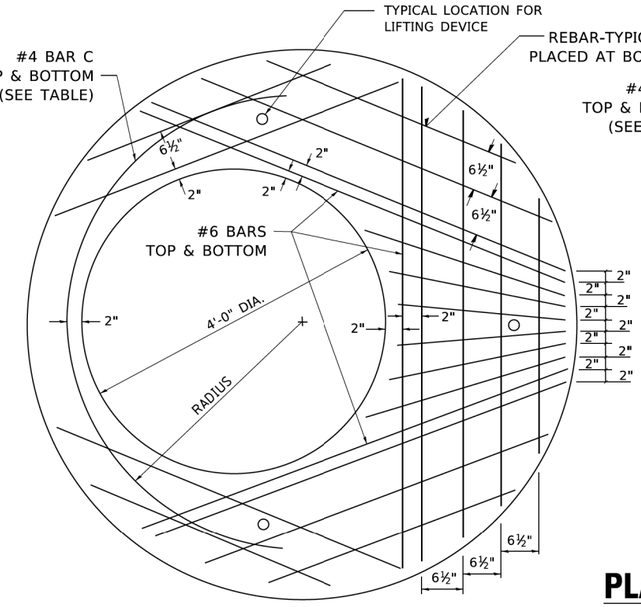
USER NAME = footemj	DESIGNED - M. DE YONG	REVISED - R. BORO 12-08-2008	
	DRAWN -	REVISED - R. BORO 09-14-2009	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 08-06-2012	
PLOT DATE = 3/27/2019	DATE - 09-22-90	REVISED - R. BORO 05-08-2015	

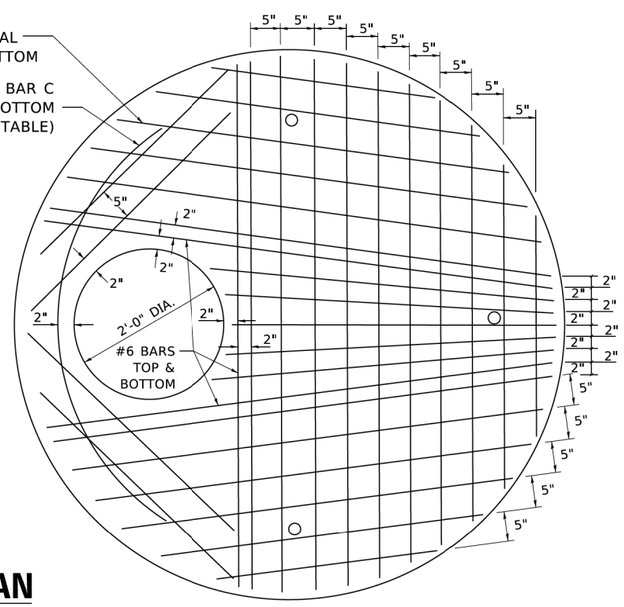
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

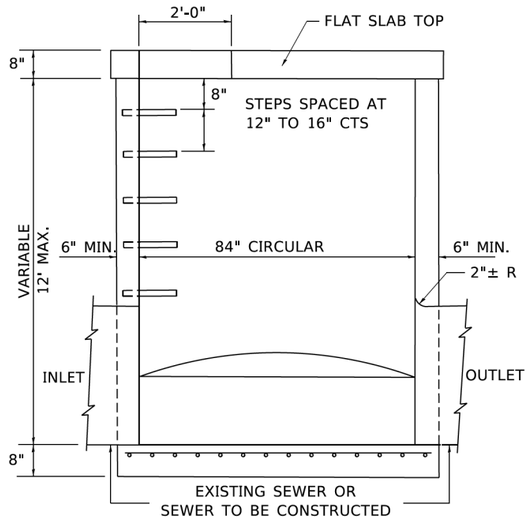
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	159
	BD600–10 (BD 34)	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			





PLAN

SHOWING REBAR REINFORCEMENT



ELEVATION

GENERAL NOTES

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

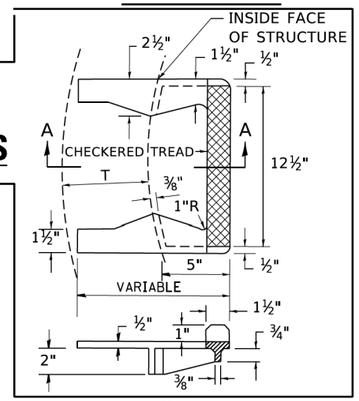
PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

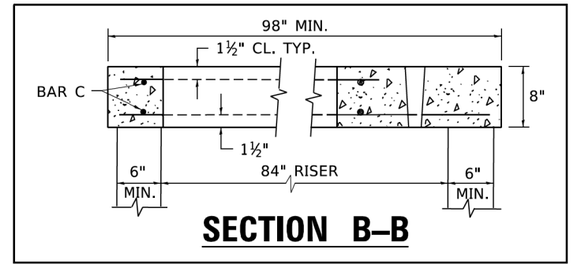
BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

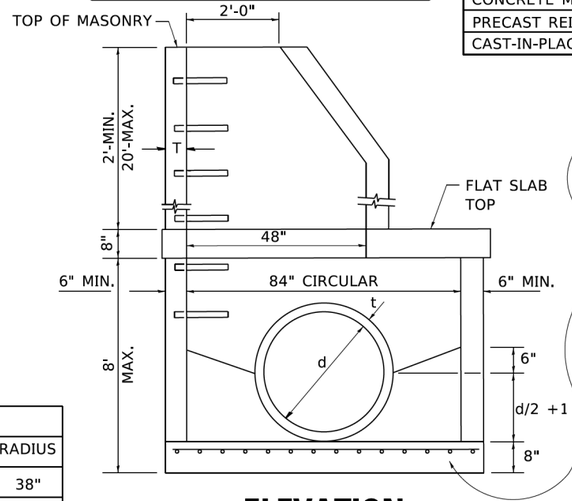
SEC. A–A CAST IRON STEPS



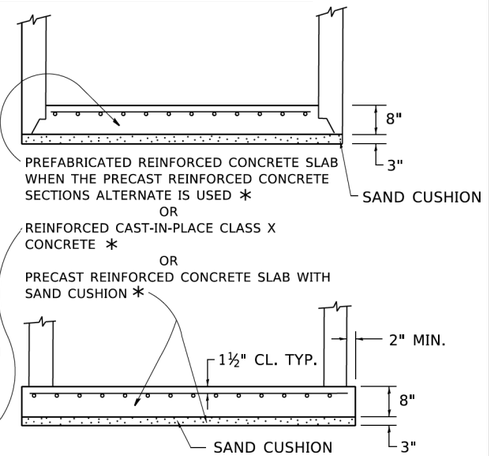


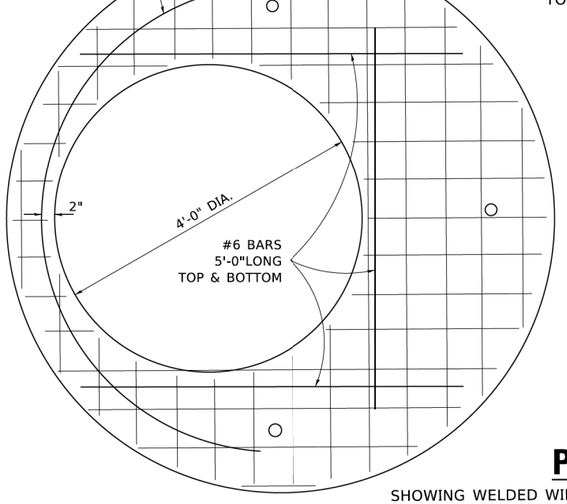
SECTION B–B

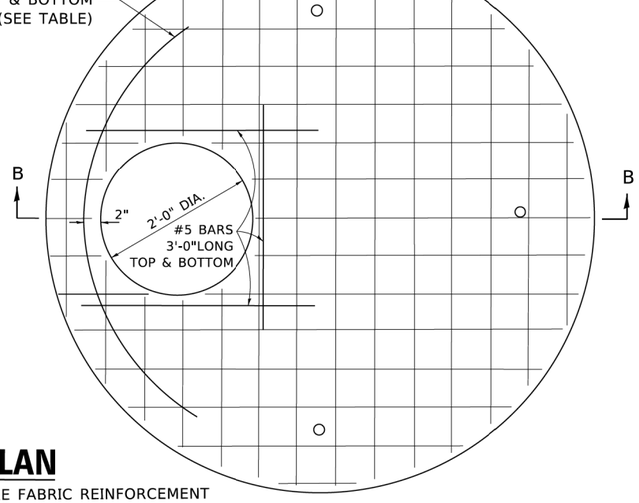
ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



ELEVATION







PLAN

SHOWING WELDED WIRE FABRIC REINFORCEMENT

NOTE:

THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.

TABLE

DIAMETER OF OPENING	REINFORCEMENT "A_S" WWF OR EACH DIRECTION	BAR SIZE	BAR C		
			SIZE	LENGTH	RADIUS
2'-0"	1.06 SQ.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SQ.IN./LIN.FT.	#6	#4	9'-0"	38"

MODEL: Default
FILE NAME: pw:\\planroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist51d22x34\CADData\CADsheets\bd37.dgn

USER NAME = footemj	DESIGNED -		REVISED -
	DRAWN -		REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -		REVISED -
PLOT DATE = 3/27/2019	DATE -	10-18-02	REVISED -

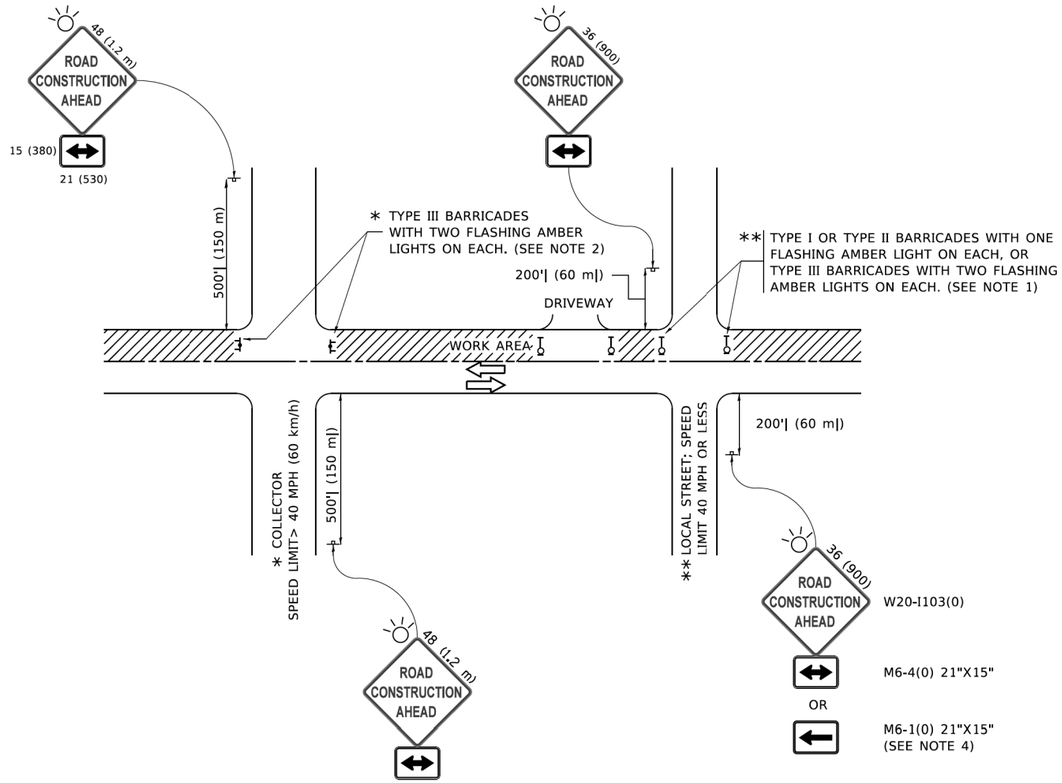
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE TYPE A
7 FOOT DIAMETER

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	160
	BD600–11 (BD–37)	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

bd37.dgn 3/27/2019 8:10:22 AM User:footemj



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

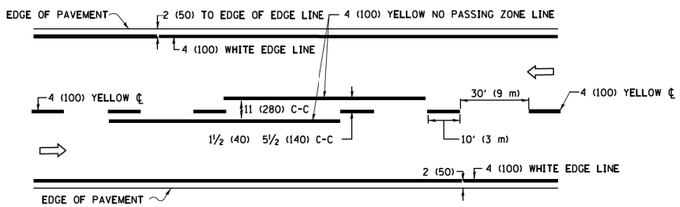
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

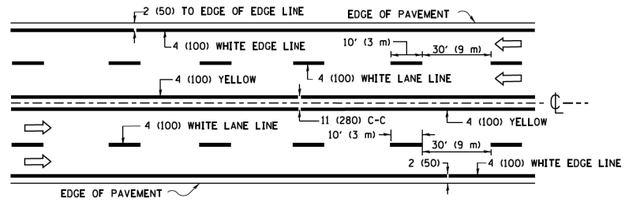
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	161
	TC-10	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\IL084:EBIDINTEG.Illinois.gov:PWIIDOT\Documents\IDOT Offices\District 1\Projects\Dist5\d22x34\CADData\CADsheets\tc1f.dgn

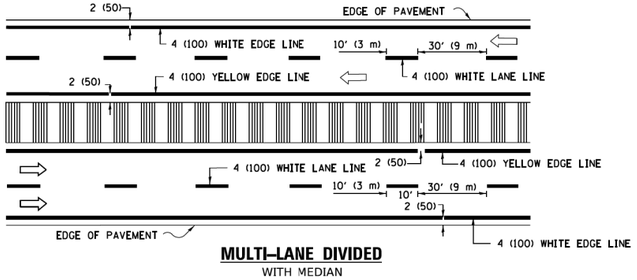
tc10.dgn 3/4/2019 10:27:07 AM Users\footemj



2–LANE ROADWAY

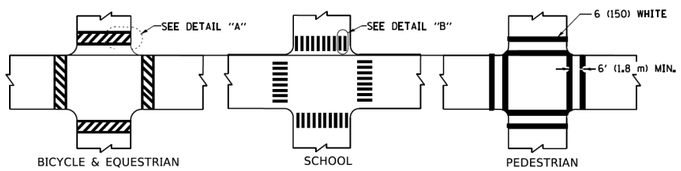


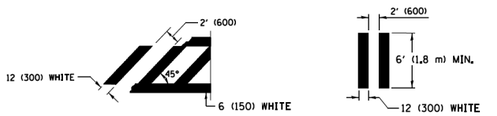
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



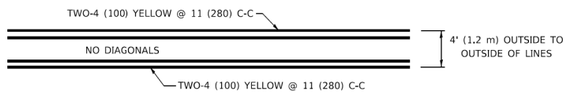


DETAIL "A"

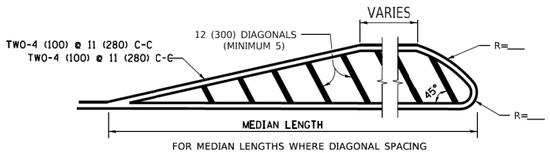
DETAIL "B"

TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



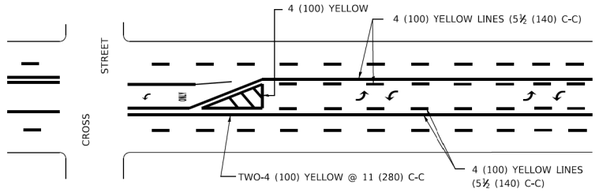
4' (1.2 m) WIDE MEDIANS ONLY



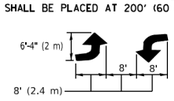
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

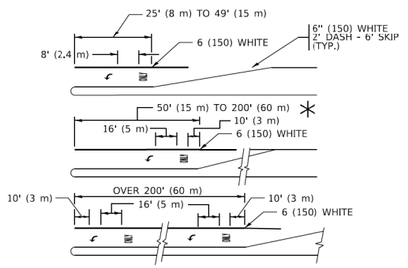


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

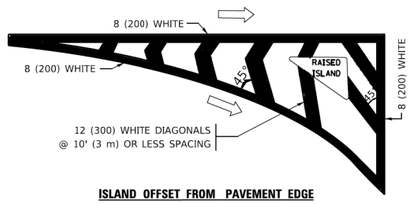


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

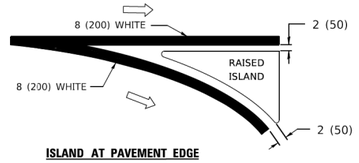
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

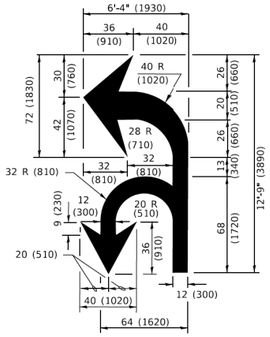


ISLAND OFFSET FROM PAVEMENT EDGE

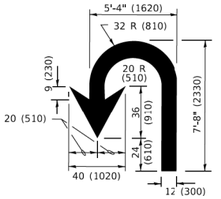


ISLAND AT PAVEMENT EDGE

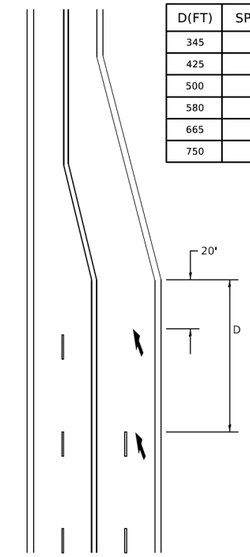
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEC.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist51st22x34\CADData\CADsheets\tc13.dgn

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	162
	TC–13	CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

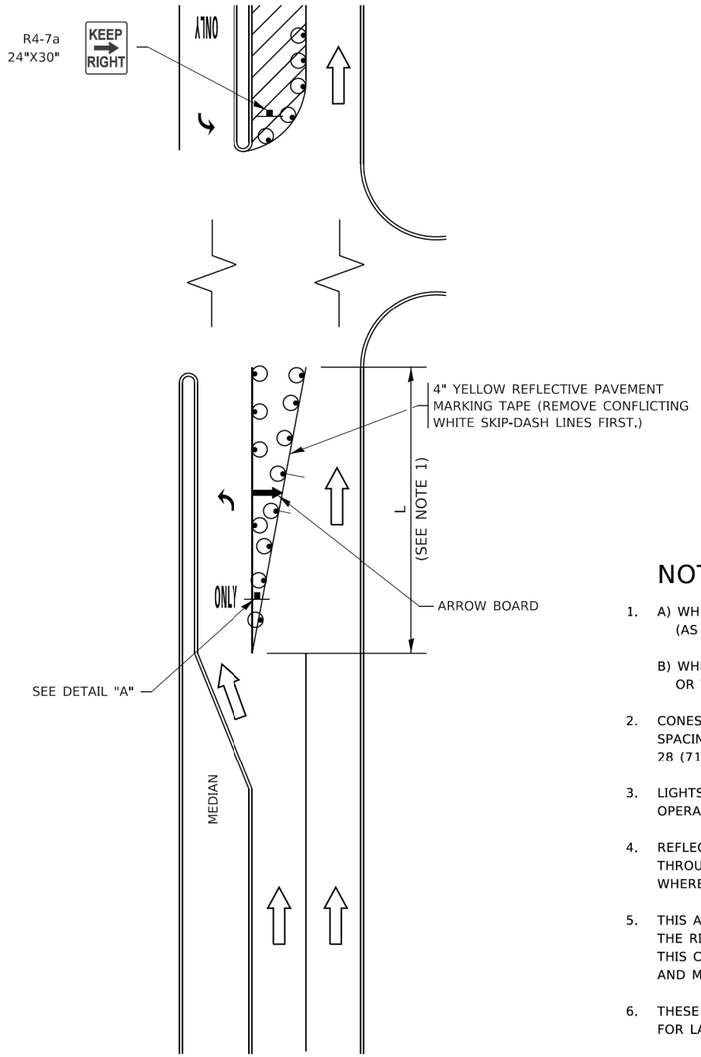


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

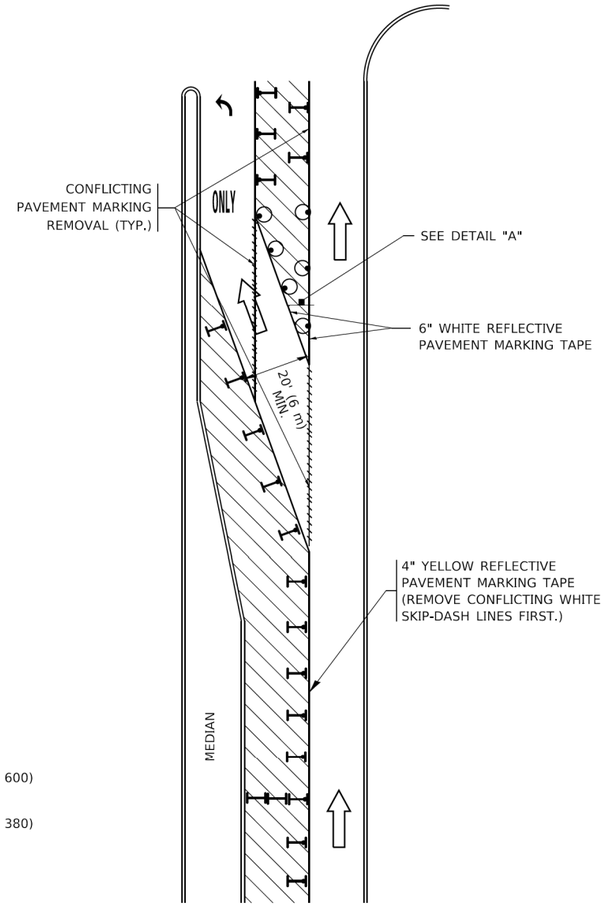
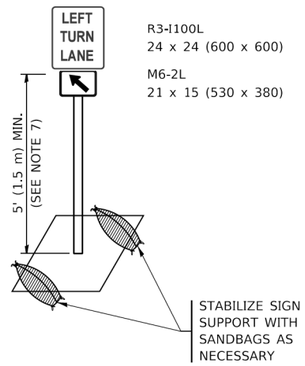


FIGURE 2



DETAIL A

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

MODEL: Default
FILE NAME: pw:\\L084EBI0INTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Std22x34\CADData\CADsheets\tc14.dgn

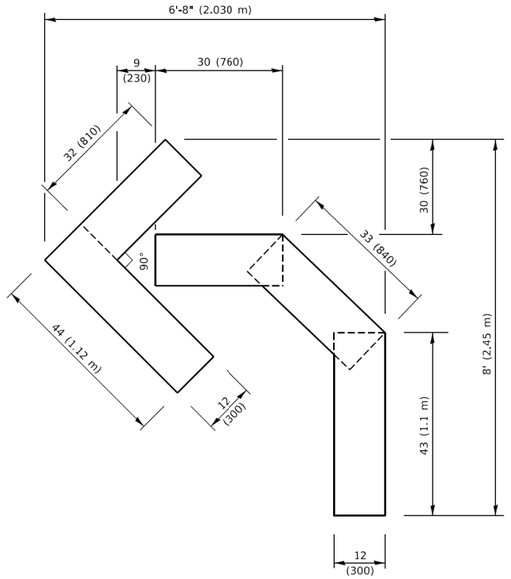
USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

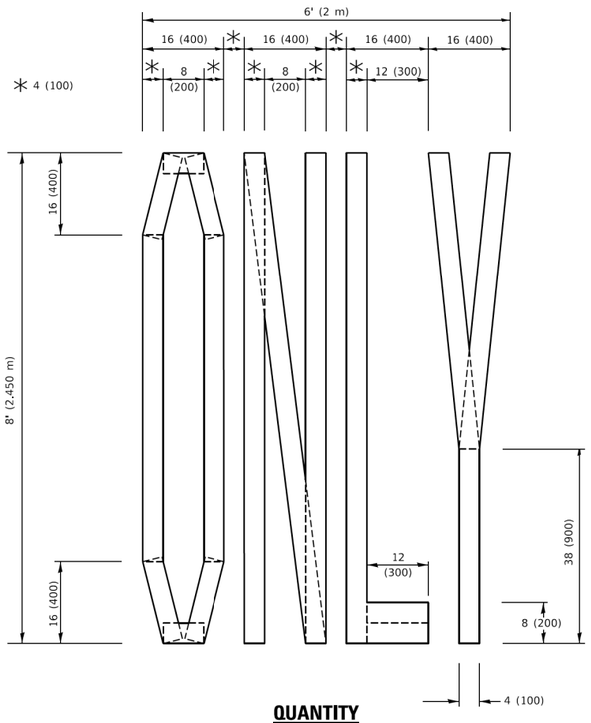
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	163
	TC-14	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



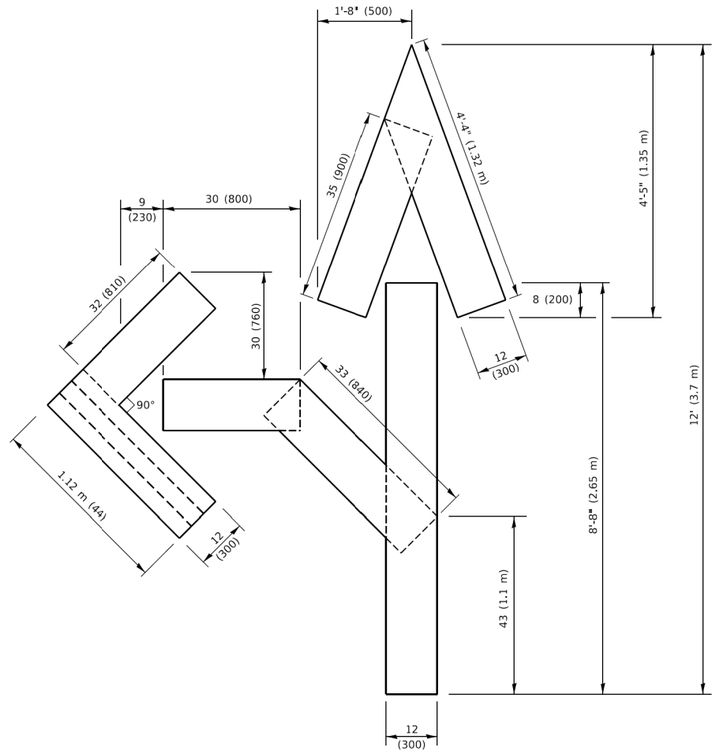
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

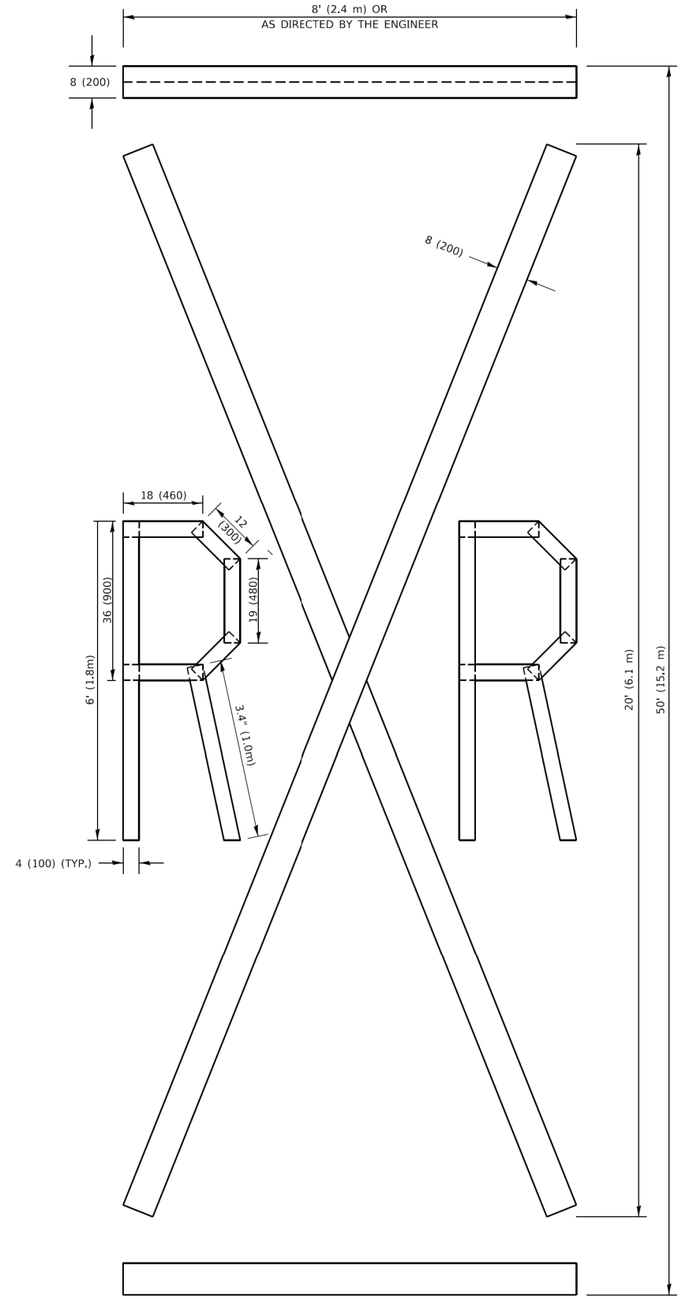


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

USER NAME = footemj	DESIGNED -		REVISED - T. RAMMACHER 03-02-98
	DRAWN -		REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 ' / in.	CHECKED -		REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE -	09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

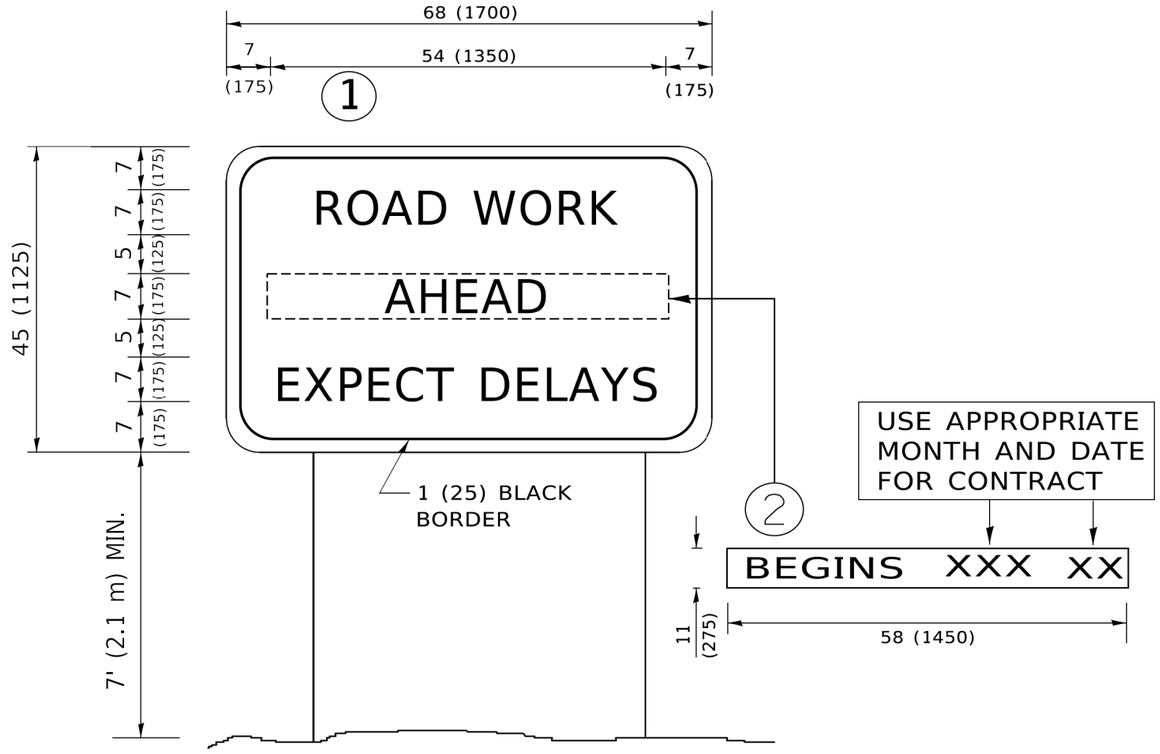
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	164
	TC-16	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1Sig22x34\CADData\CADsheets\tc-16.dgn

tc16.dgn 3/4/2019 10:37:35 AM User=footemj



NOTES:

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

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

MODEL: Default
FILE NAME: pw:\\IL084:EBIDINTEG:Illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist5\d22x3x4\CADData\CADsheets\tc22.dgn

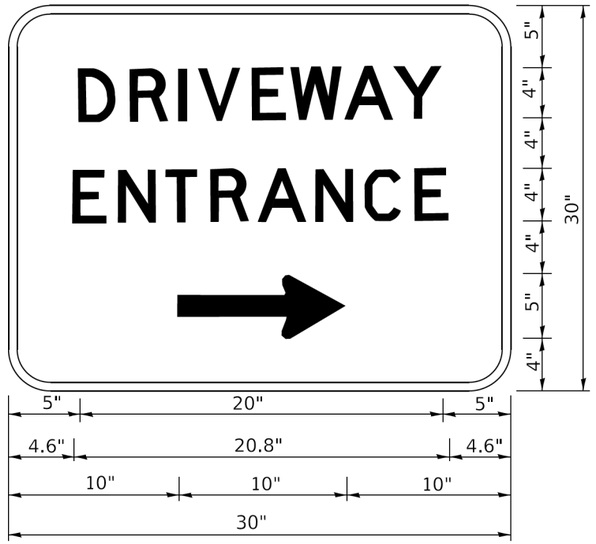
USER NAME = footemj	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	165
	TC-22	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

USER NAME = footemj	DESIGNED -	REVISED - C. JUCIUS 02-15-07	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	166
	TC-26	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET	RC	
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

USER NAME = footemj	DESIGNED - IP	REVISED -	
	DRAWN - IP	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - LP	REVISED -	
PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	167
	TS-05	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\L084EBI0INTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Std22x34\CADData\CADsheets\ts05.dgn

ts05.dgn 3/4/2019 11:21:09 AM lpwinfootemj

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

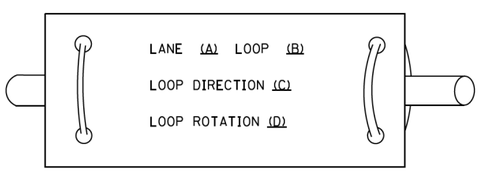
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

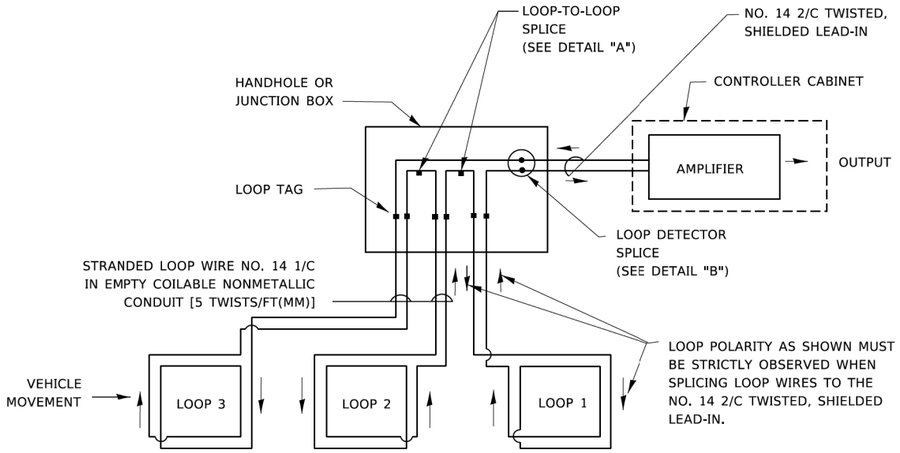


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

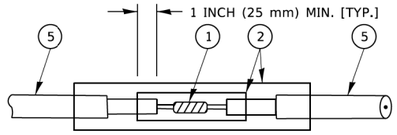
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

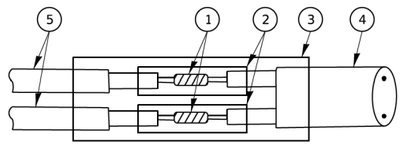


DETECTOR LOOP WIRING SCHEMATIC

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

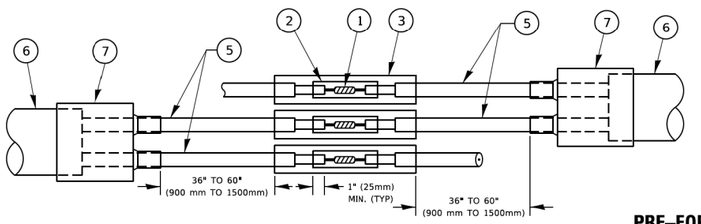


DETAIL "A"
LOOP-TO-LOOP SPLICE



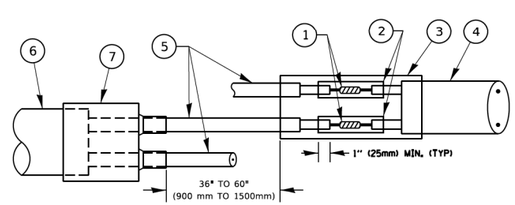
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 ~~OR APPROVED EQUAL~~

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.Illinois.gov:PWIIDOT\Documents\IDOT Offices\District 1\Projects\Dist1Std22x34\CADData\CADsheets\ts05.dgn

USER NAME = footemj	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

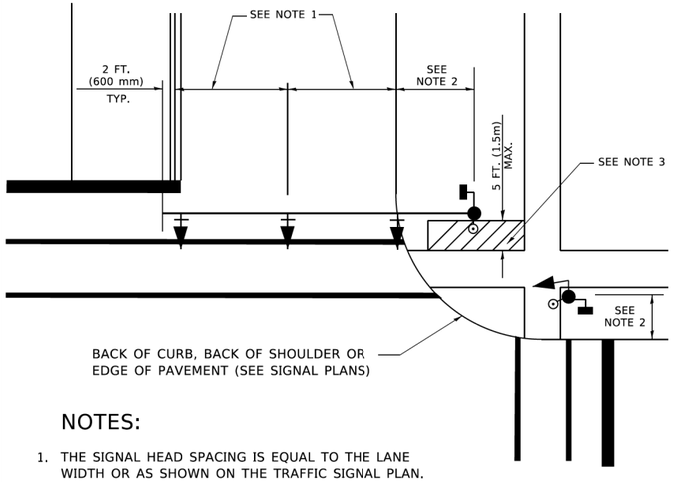
SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	168
	TS-05	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

ts05.dgn 3/4/2019 11:22:18 AM User:footemj

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

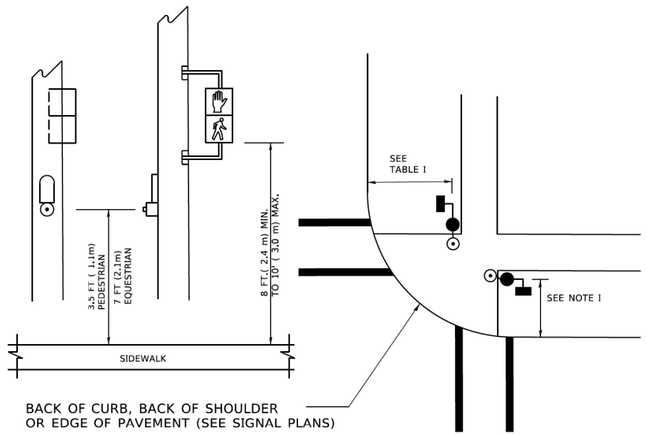
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

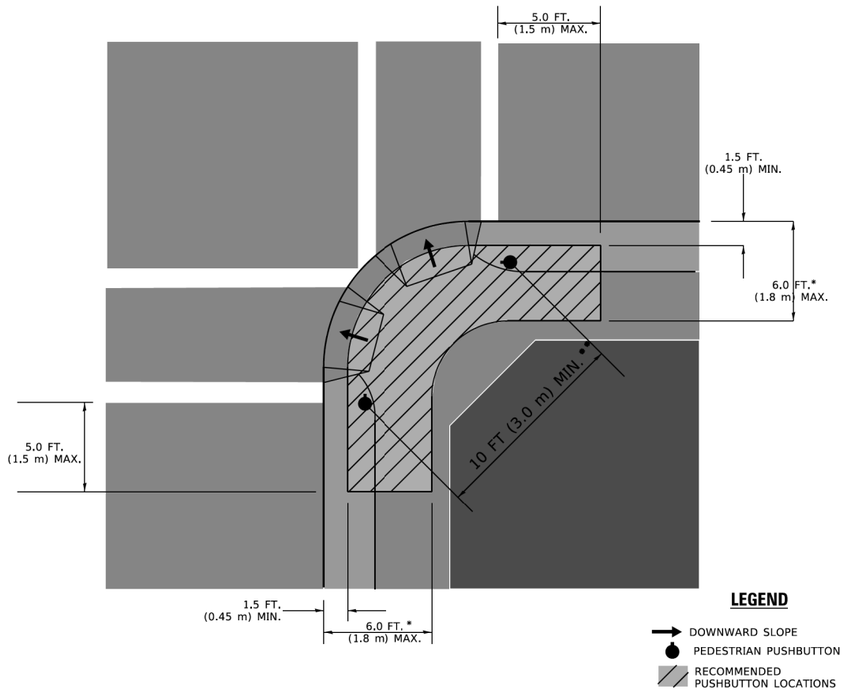
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

MODEL: Default
FILE NAME: pw:\\IL084:EBIDINTEG.Illinois.gov:PWIDOTDocuments\IDOT Offices\District 1\Projects\Dist5\d22x34\CADData\CADsheets\ts05.dgn

USER NAME = footemj	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

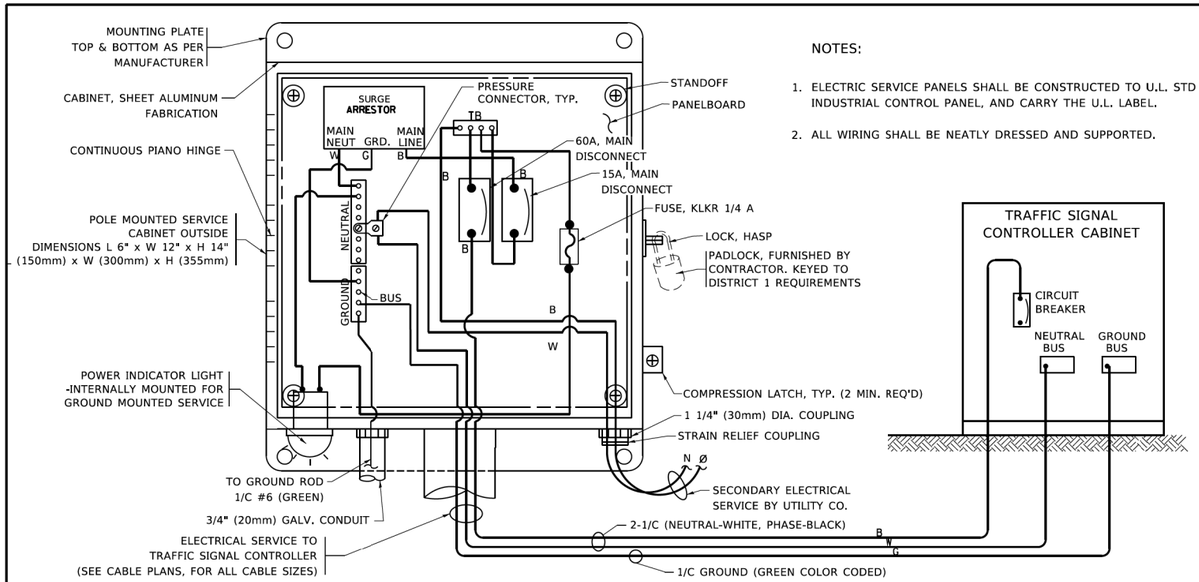
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	169
	TS-05	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

ts05.dgn 3/4/2019 11:22:44 AM User:footemj



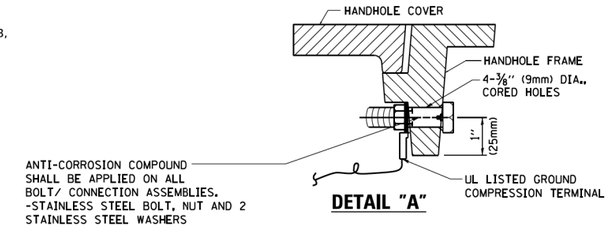
NOTES:

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.

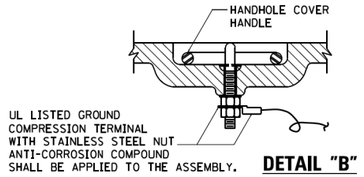
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

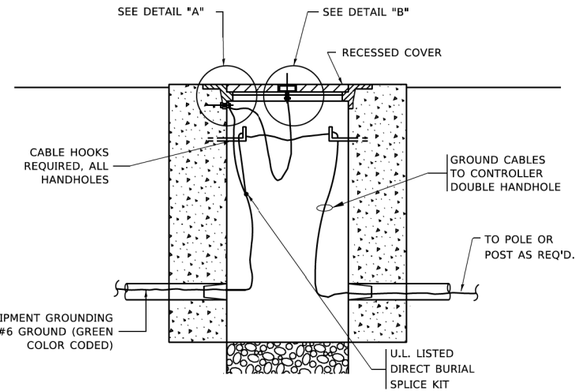


DETAIL "B"

NOTES:

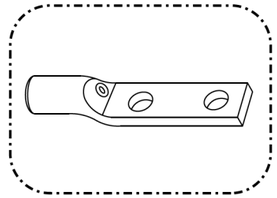
GROUNDING SYSTEM

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



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

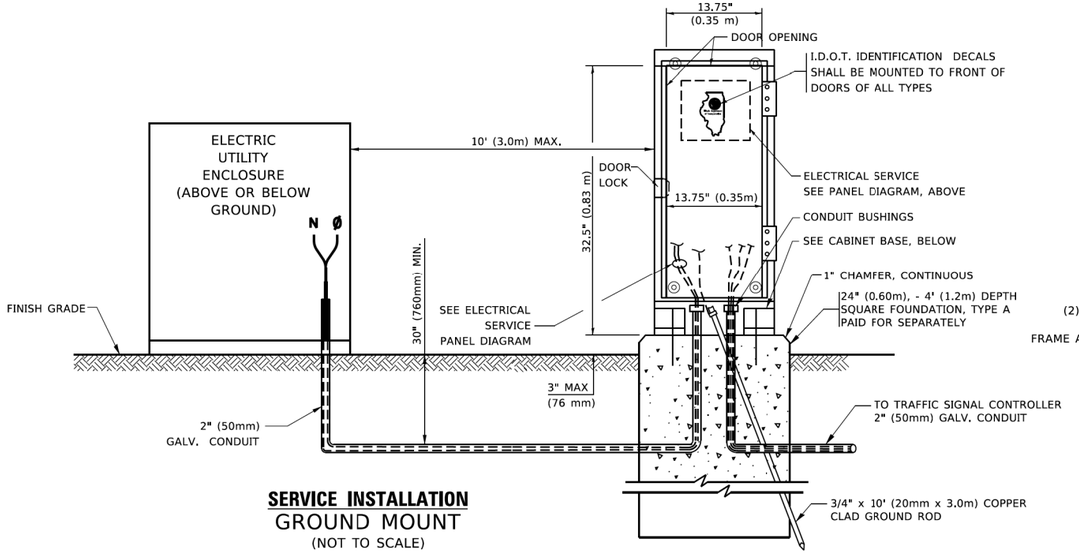


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR ~~APPROVED EQUAL~~)

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

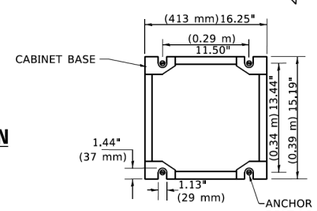
NOTES:

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



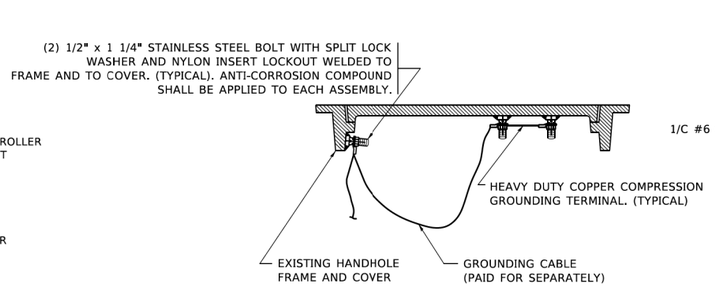
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



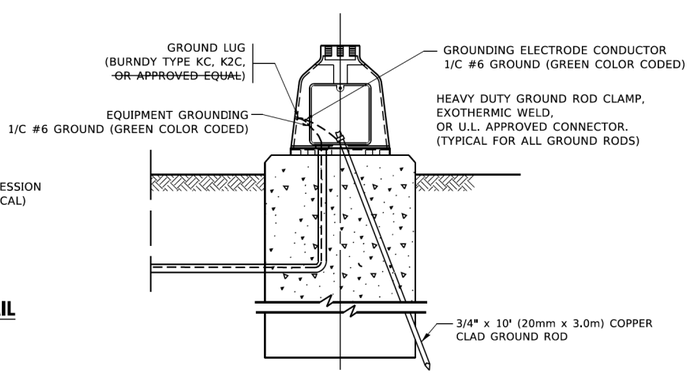
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.Illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1s51x022-x34\CADData\CADSheets\ts05.dgn

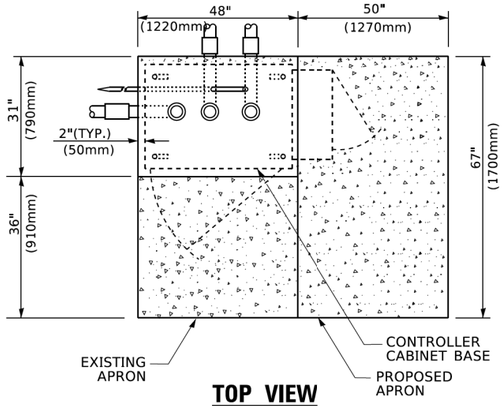
USER NAME = footemj	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

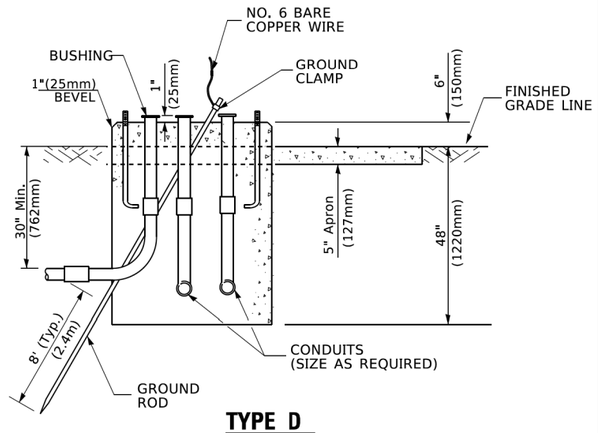
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. | TO STA.

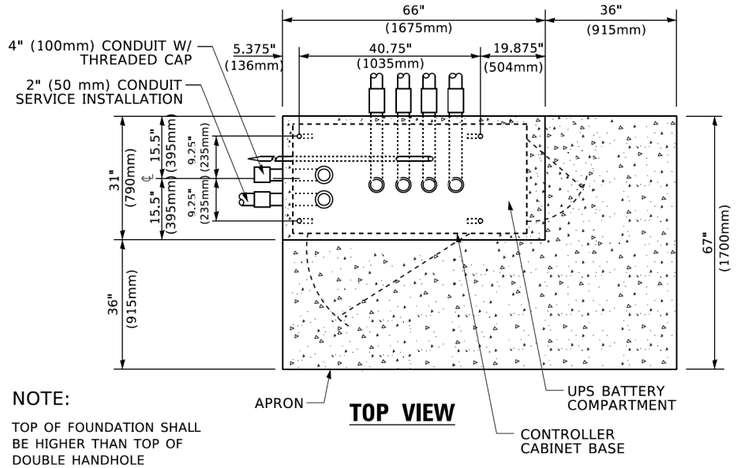
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	170
	TS-05	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			



TOP VIEW



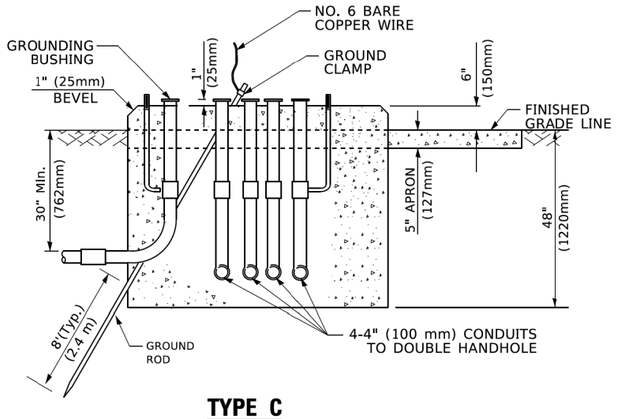
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



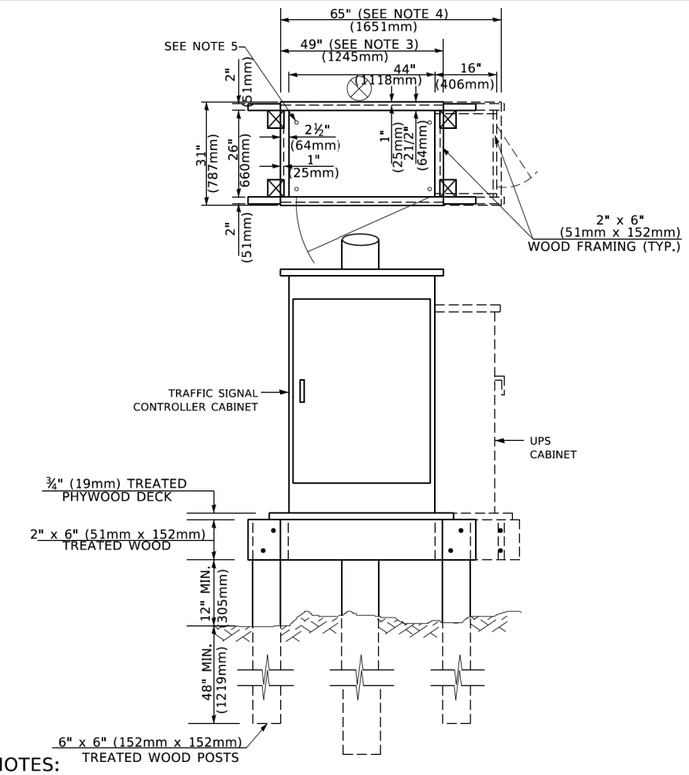
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.Illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1st22x34\CADData\CADsheets\ts05.dgn

USER NAME = footemj	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

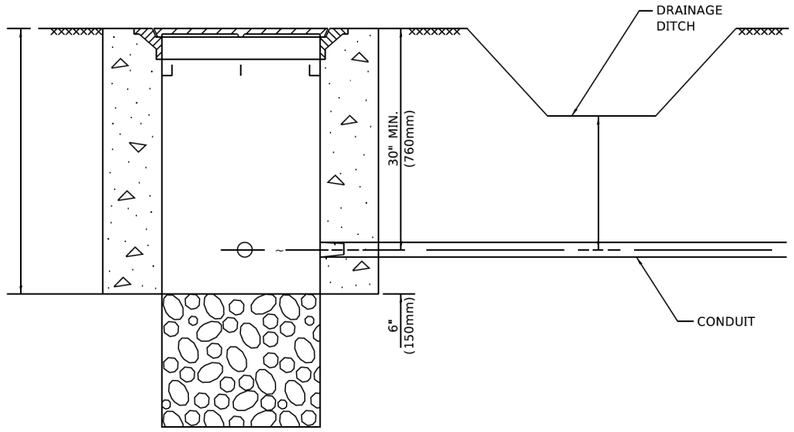
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	171
	TS-05	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

ts05.dgn 3/4/2019 11:23:29 AM User:footemj

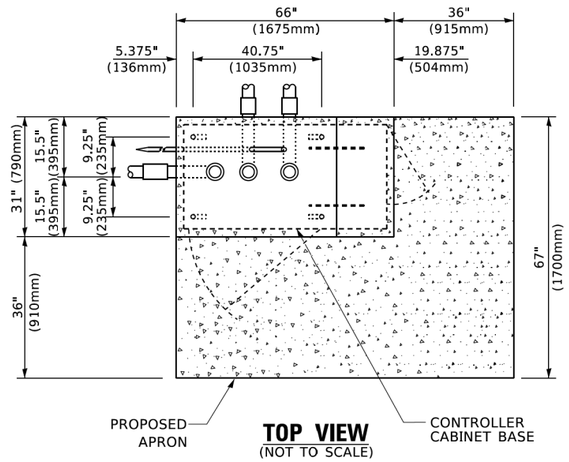


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

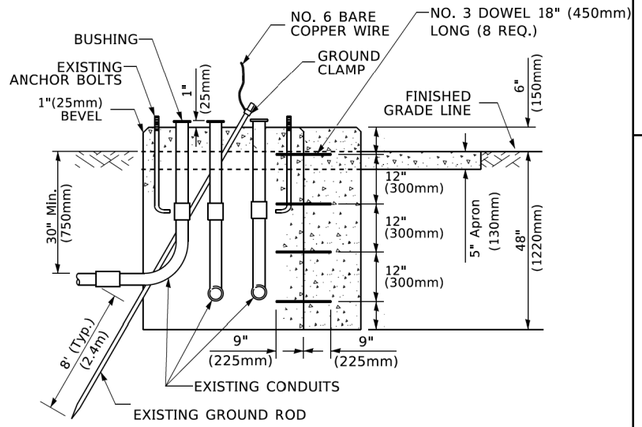
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



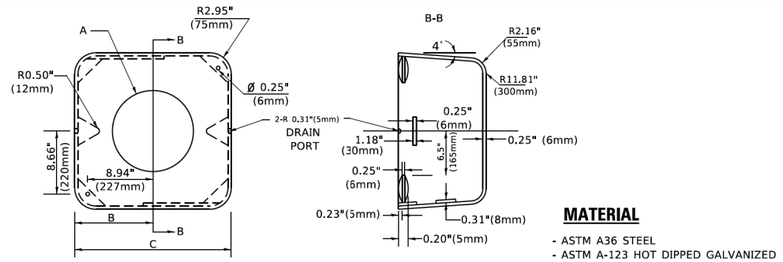
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL

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

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

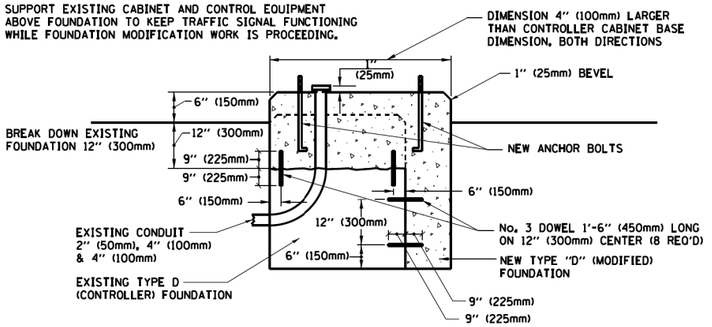
SHROUD

NOTES:

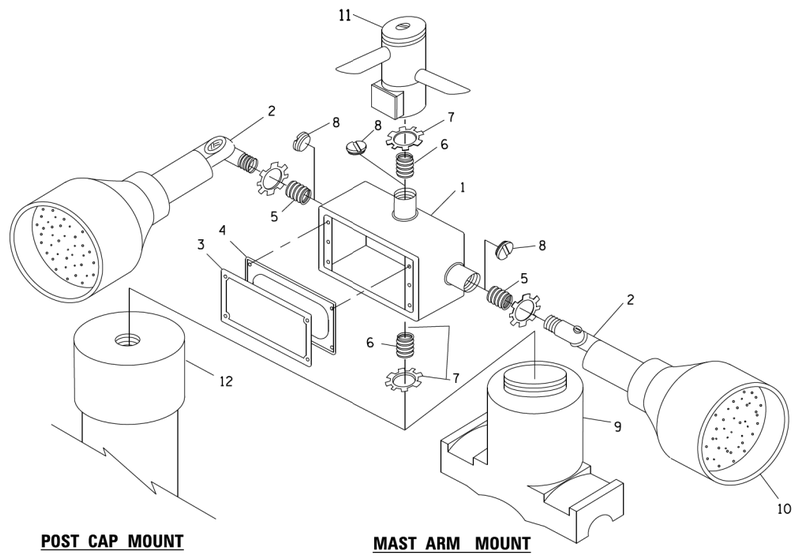
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



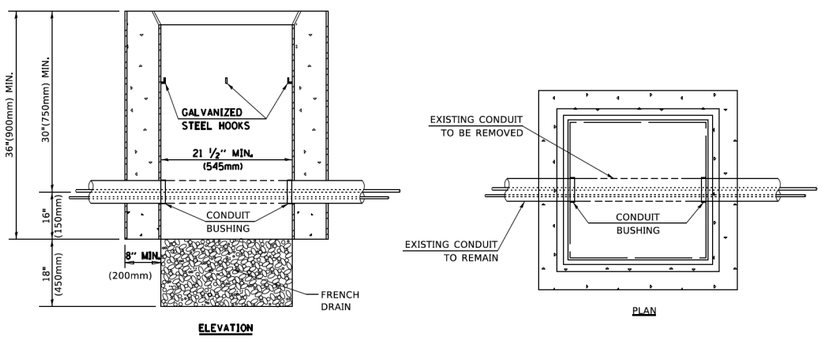
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 ~~OR EQUIVALENT~~
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD ~~OR EQUIVALENT~~
   ITEM #9- "BAND-IT" SADDLE BRACKET ~~OR EQUIVALENT~~
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 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.



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

USER NAME = footemj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

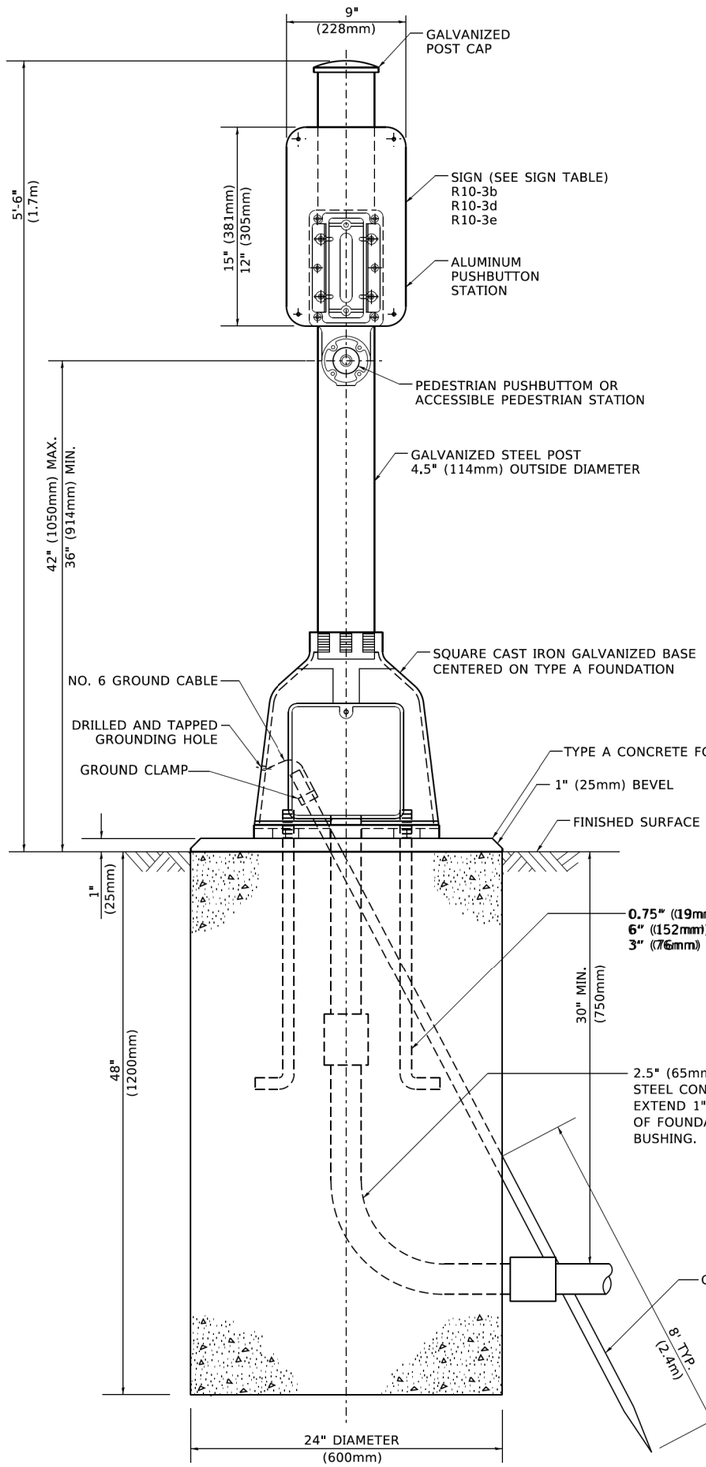
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	172
	TS-05	CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		

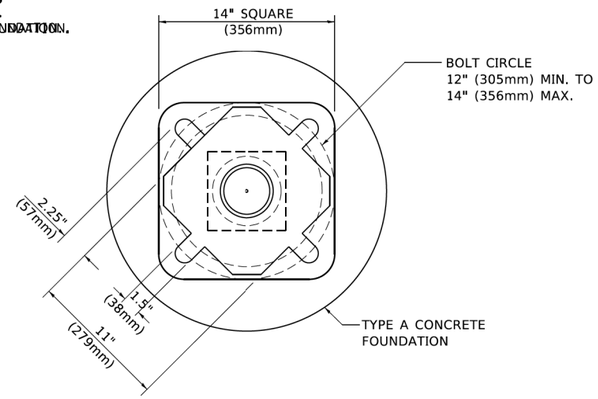
MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG:dms.illinois.gov:PWIDOTDocuments\IDOT Offices\District 1\Projects\D1s51s022-x34\CADData\CADsheets\ts05.dgn

ts05.dgn 3/4/2019 11:23:51 AM User:footemj



SIGN TABLE

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



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist15d22x34\CADData\CADsheets\ts05.dgn

USER NAME = footemj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

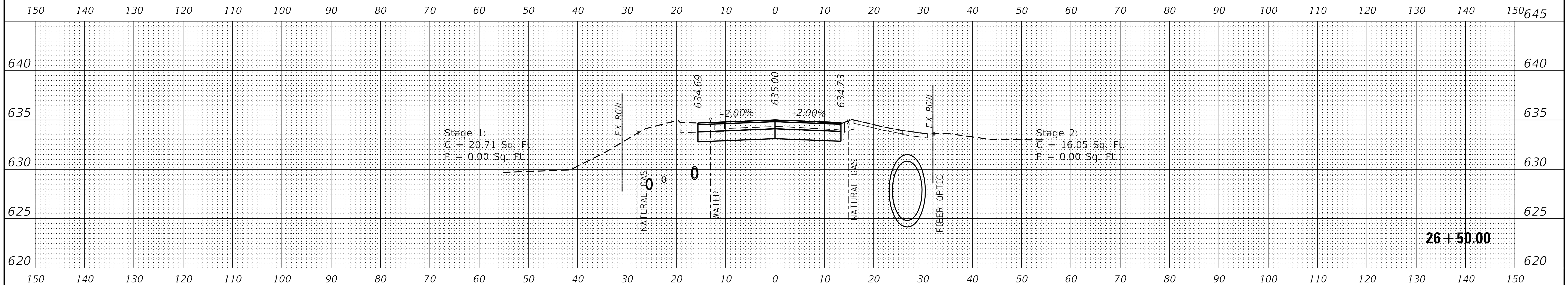
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

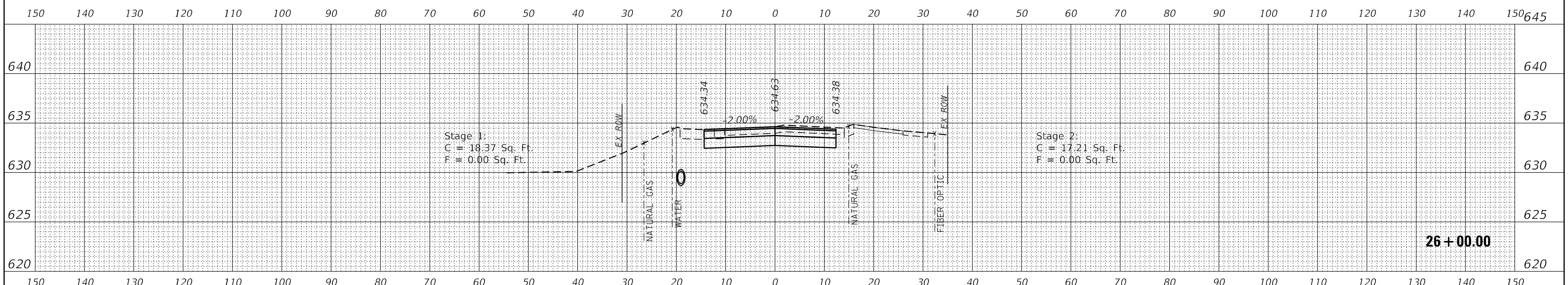
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

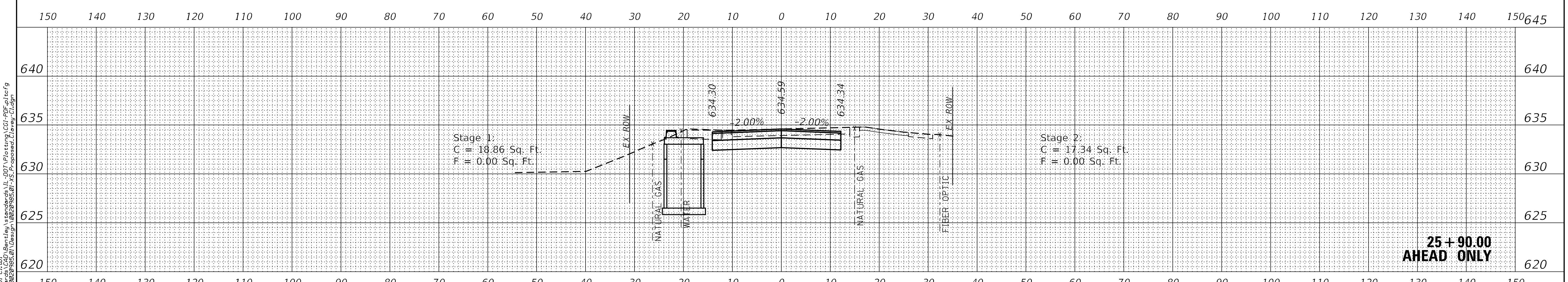
SCALE: NONE | SHEET 7 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	173
	TS-05	CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

ts05.dgn 3/4/2019 11:26:15 AM User:footemj







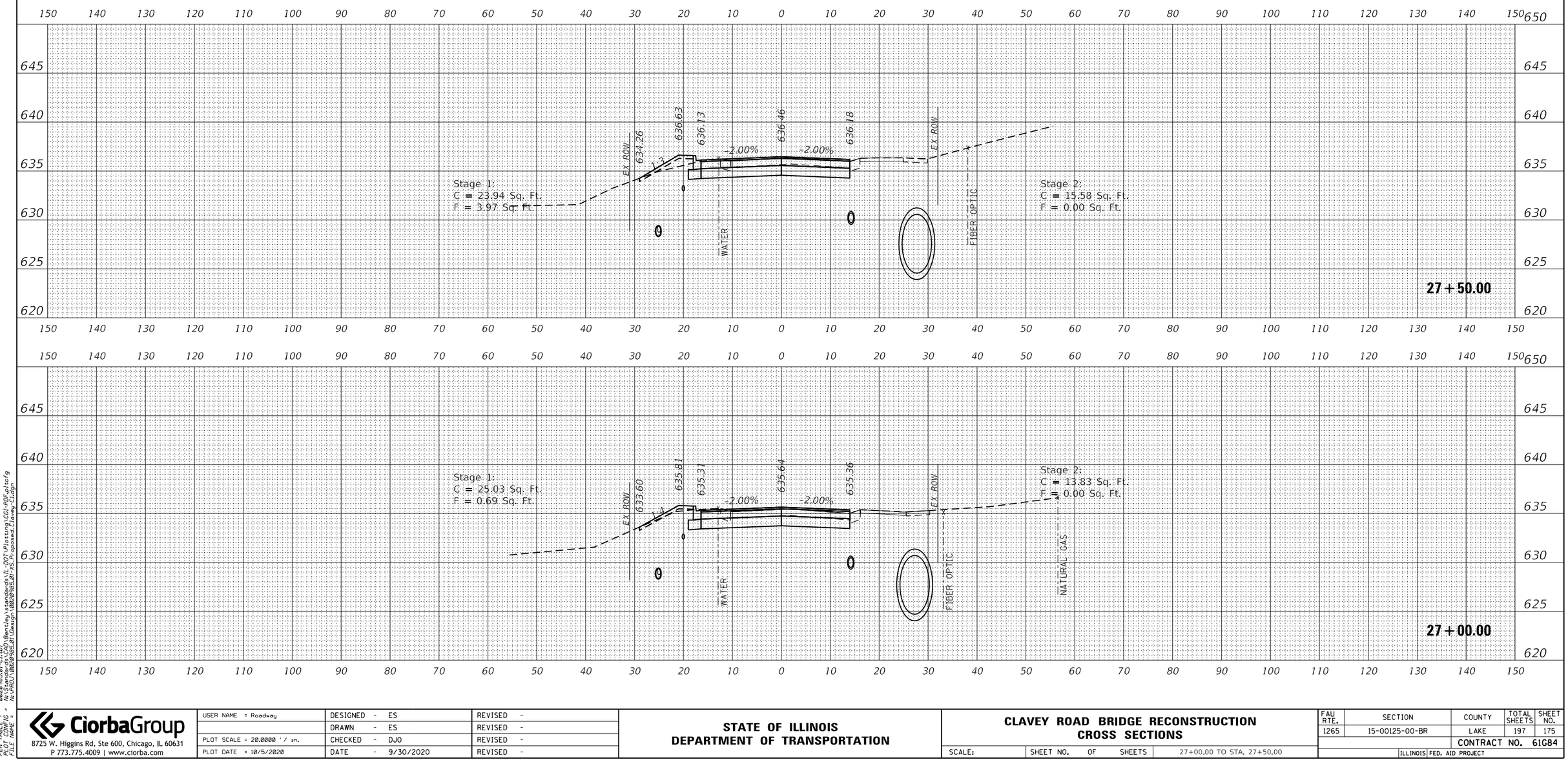
CiorbaGroup 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009 | www.ciorba.com	USER NAME = Roadway	DESIGNED - ES	REVISED -
		DRAWN - ES	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
	PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 25+90.00 TO STA. 26+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	174
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		



DATE PLOTTED = 10/5/2020 9a9:11 AM
PEN TABLE = 8020985.01-C1.tbl
PLOT DRIVER = Default, Bentley\standards\IL-DOT\Plotting\CGI-PDF.altcfg
FILE NAME = N:\PROJ\8020985.01\Design\8020985.01-XS-Proposed Clavey-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

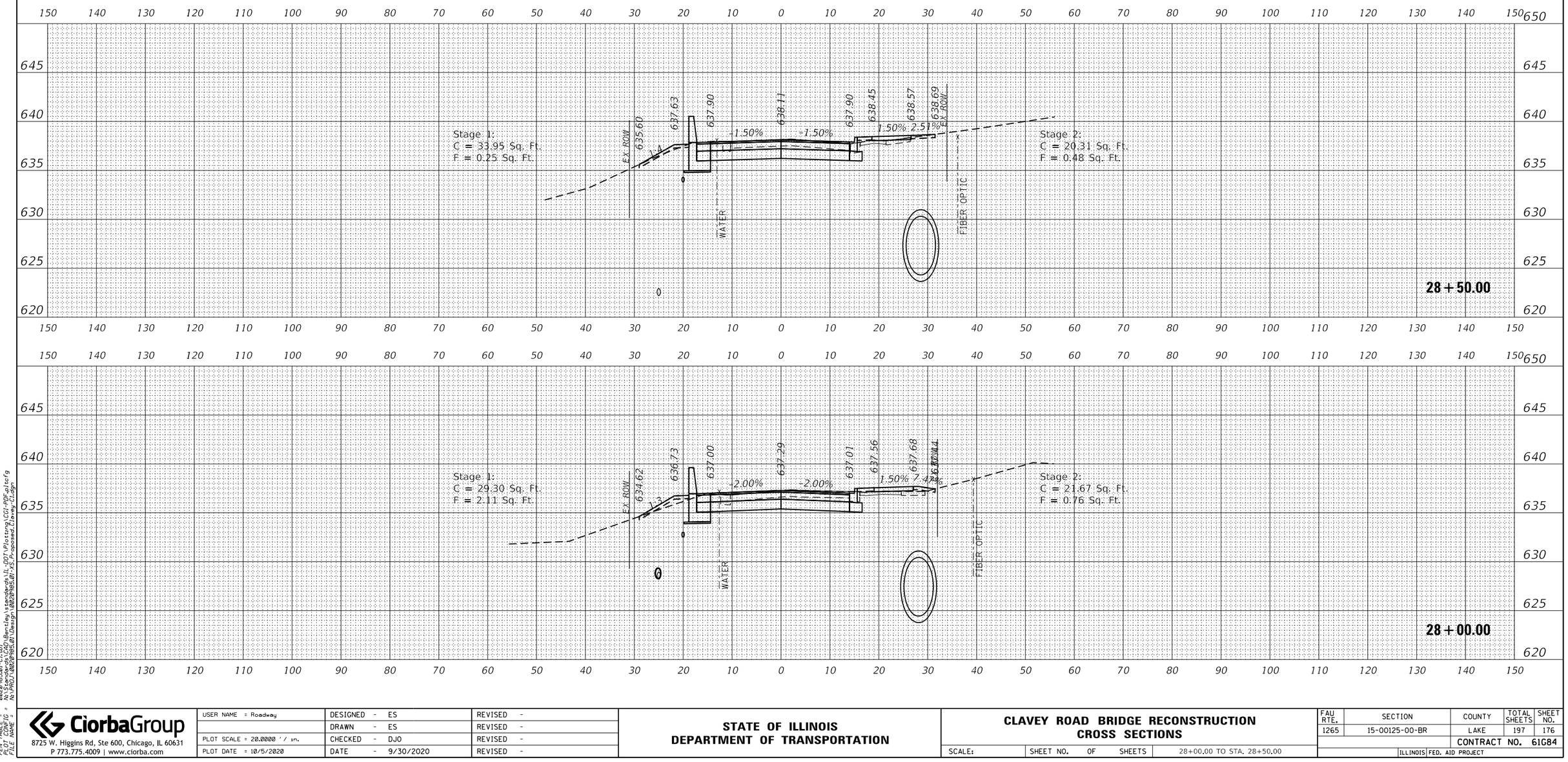
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 27+00.00 TO STA. 27+50.00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	175
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		



DATE PLOTTED = 10/5/2020 9:04:11 AM
PEN TABLE = 0022H985.01-CLtb
PEN TABLE LOCATION = N:\Bentley\standards\IL-DOT\Plotting\CGI-PDF.plotcfg
FILE NAME = N:\PROJ\0022H985.01\Design\0022H985.01-XS_Proposed_Clavey_CL.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

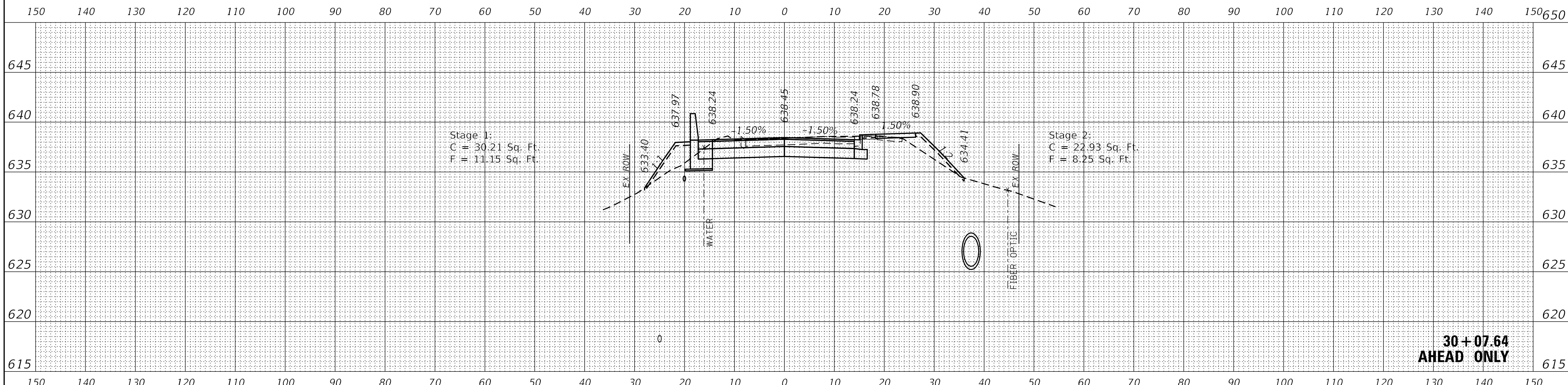
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

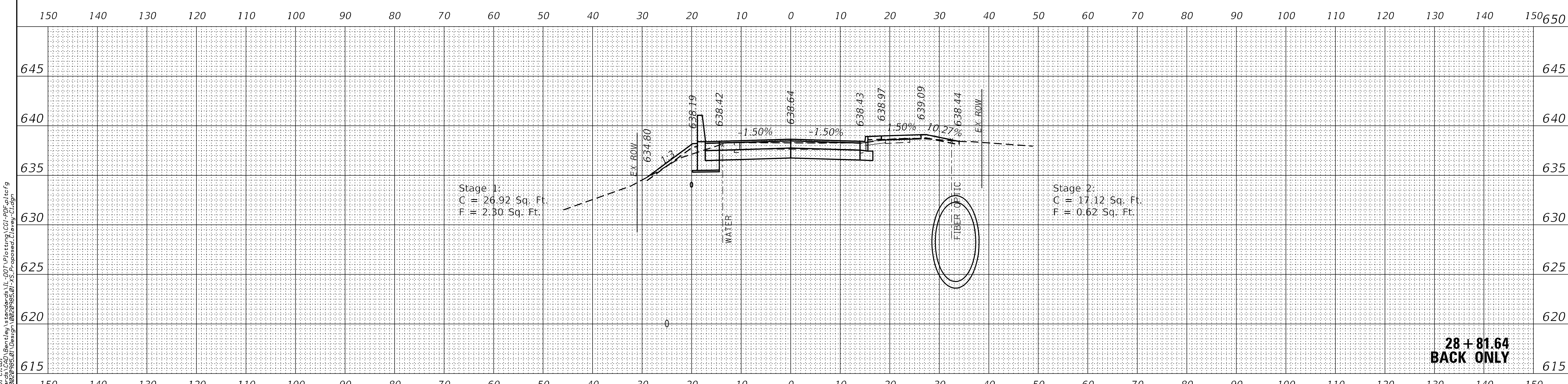
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 28+00.00 TO STA. 28+50.00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	176
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			

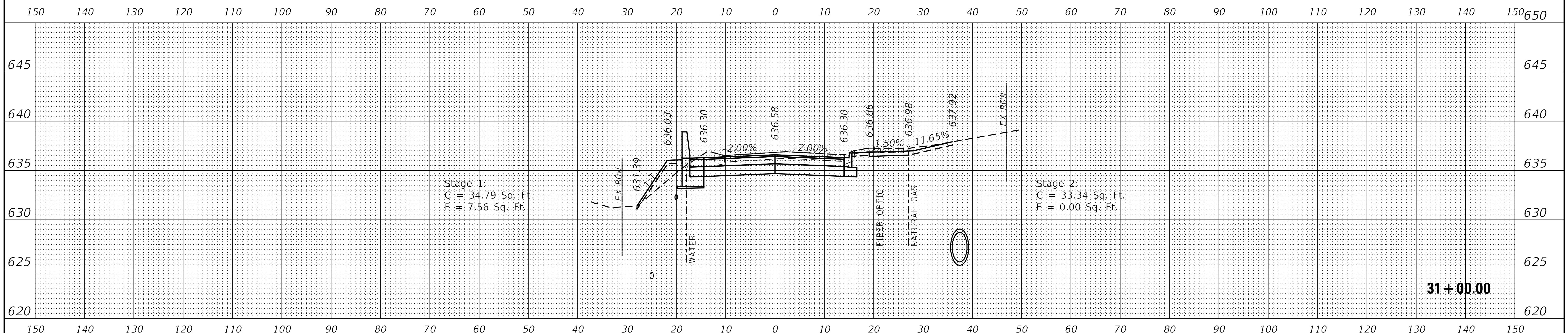


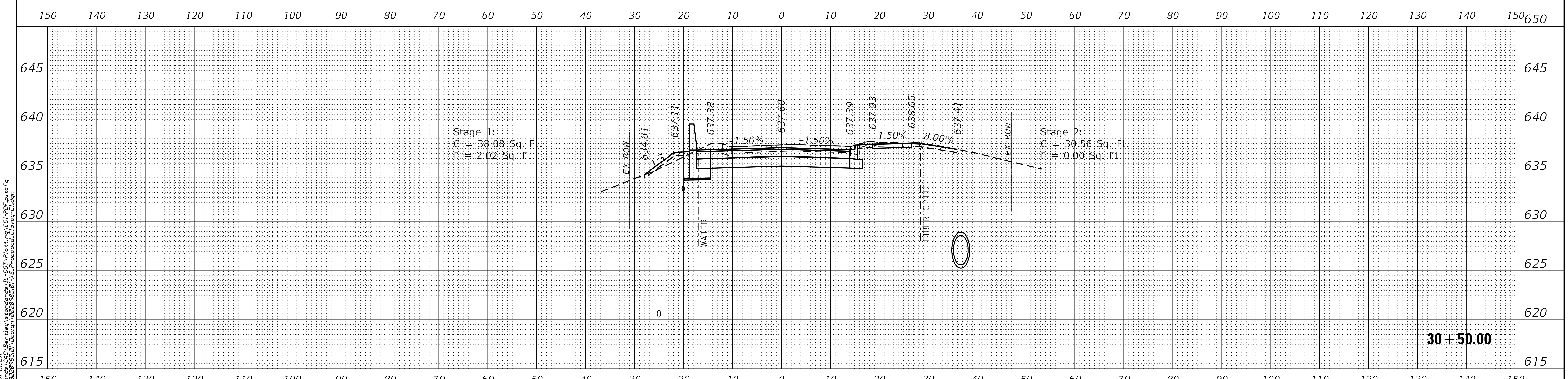


DATE PLOTTED = 10/5/2020 9:04:12 AM

CiorbaGroup 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009 | www.ciorba.com	USER NAME = Roadway	DESIGNED - ES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CLAVEY ROAD BRIDGE RECONSTRUCTION CROSS SECTIONS
		DRAWN - ES	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -		
	PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -		SCALE: SHEET NO. OF SHEETS 28+81.64 TO STA. 30+07.64

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	177
CONTRACT NO. 61G84				
ILLINOIS FED. AID PROJECT				





DATE PLOTTED = 10/5/2020 9:04:12 AM

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

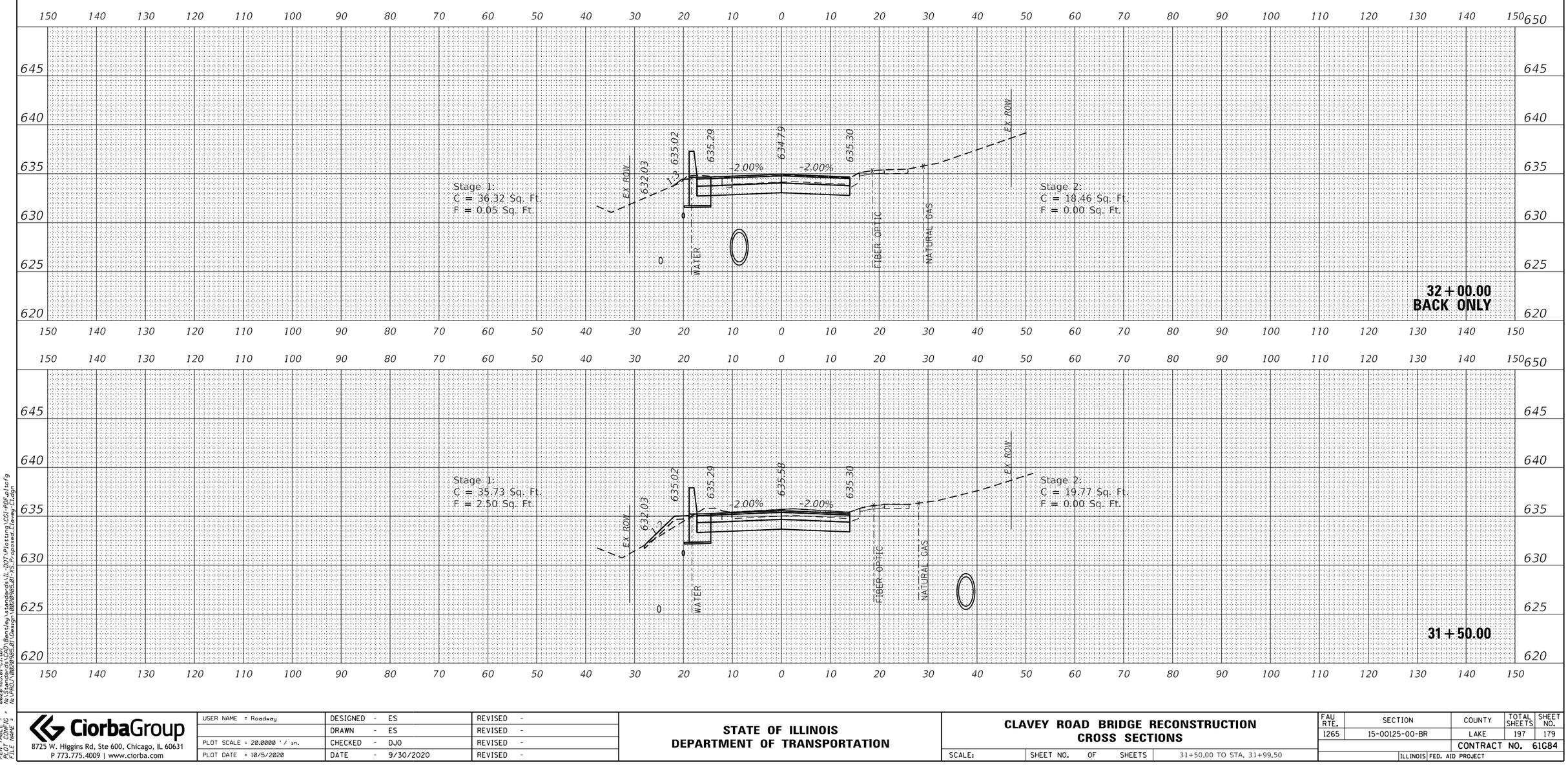
CLAVEY ROAD BRIDGE RECONSTRUCTION
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 30+50.00 TO STA. 31+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	178

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT



DATE PLOTTED = 10/5/2020 9:44:12 AM
PEN TABLE = 0029985.01-C1.tbl
REFERENCES = N:\Standards\Bentley\standards\IL-DOT\Plotting\CG1-PDF.altcfg
FILE NAME = N:\PROJ\0029985.01\Design\0029985.01-XS_Proposed_Roadway-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

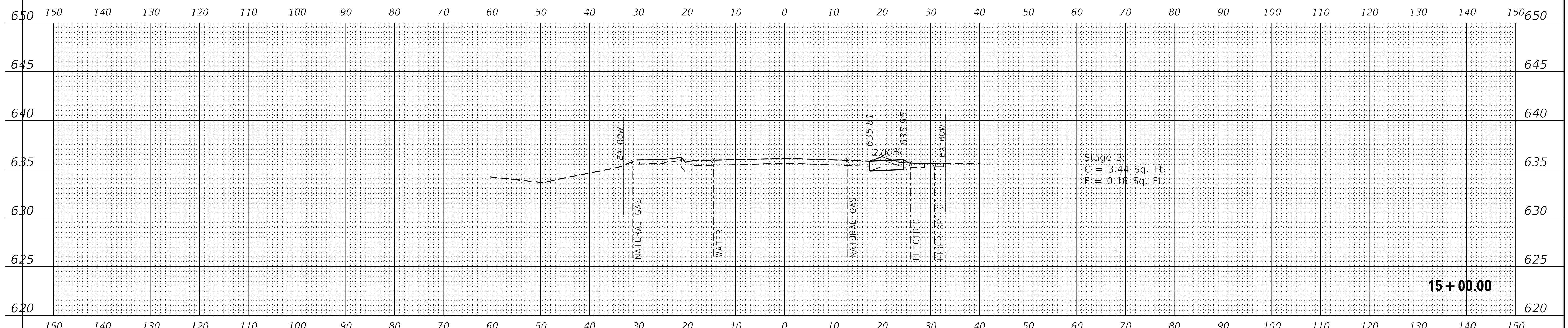
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

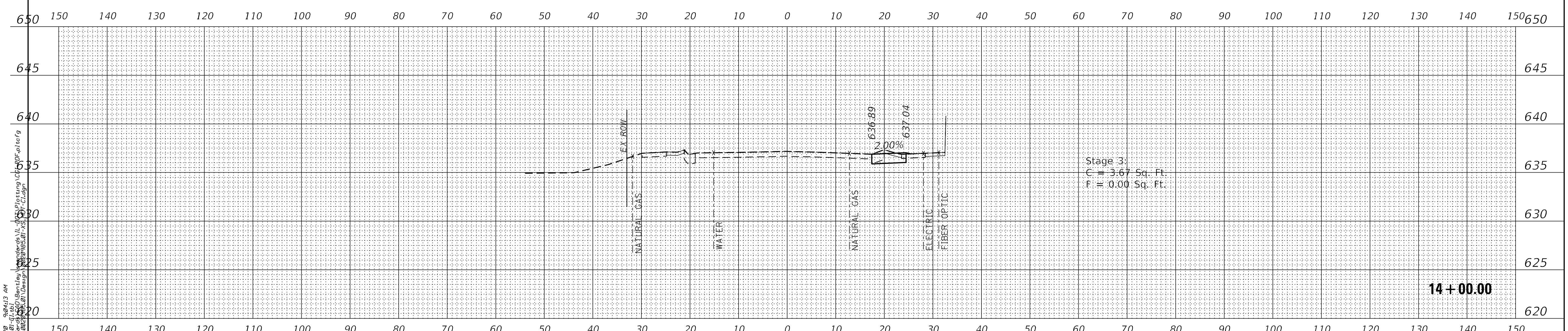
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD BRIDGE RECONSTRUCTION
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 31+50.00 TO STA. 31+99.50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	179
		CONTRACT NO. 61G84		
	ILLINOIS FED. AID PROJECT			





DATE PLOTTED = 10/5/2020 9:04:13 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\standards\IL-DOT\Plotting\CGI_PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\0020985.01-XS_MOT-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

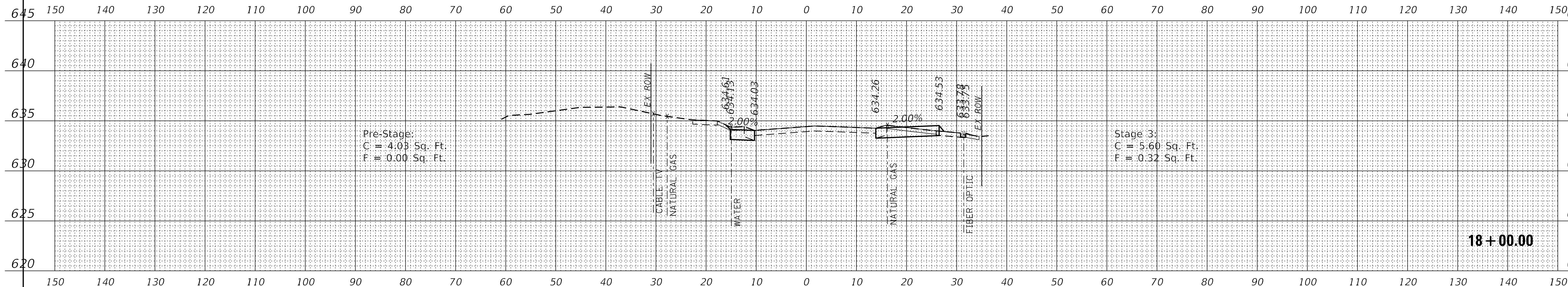
CLAVEY ROAD MOT
CROSS SECTIONS

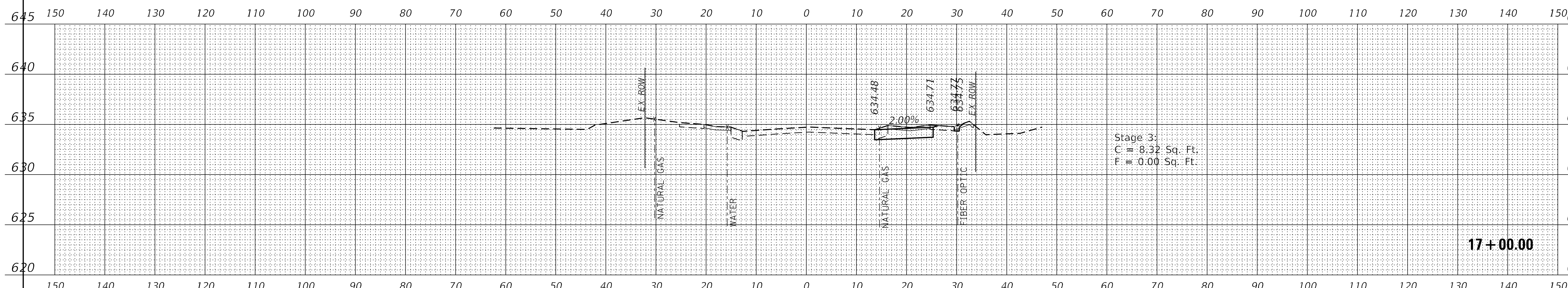
SCALE: | SHEET NO. OF SHEETS | 14+00.00 TO STA. 15+00.00

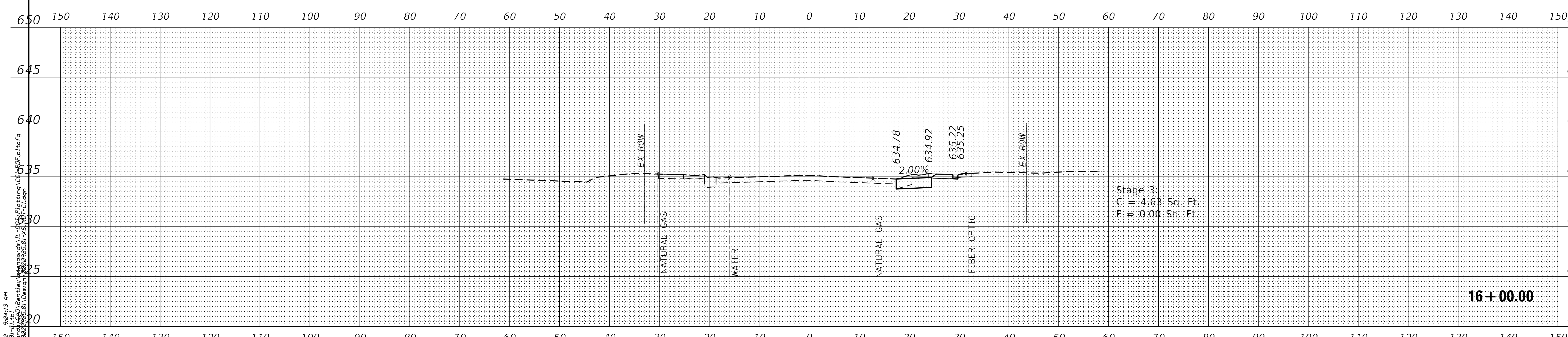
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	180

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT







DATE PLOTTED = 10/5/2020 9:04:13 AM
PEN TABLE =
PLOT CONFIG =
FILE NAME =

CiorbaGroup 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009 | www.ciorba.com	USER NAME = Roadway	DESIGNED - ES	REVISED -
		DRAWN - ES	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
	PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

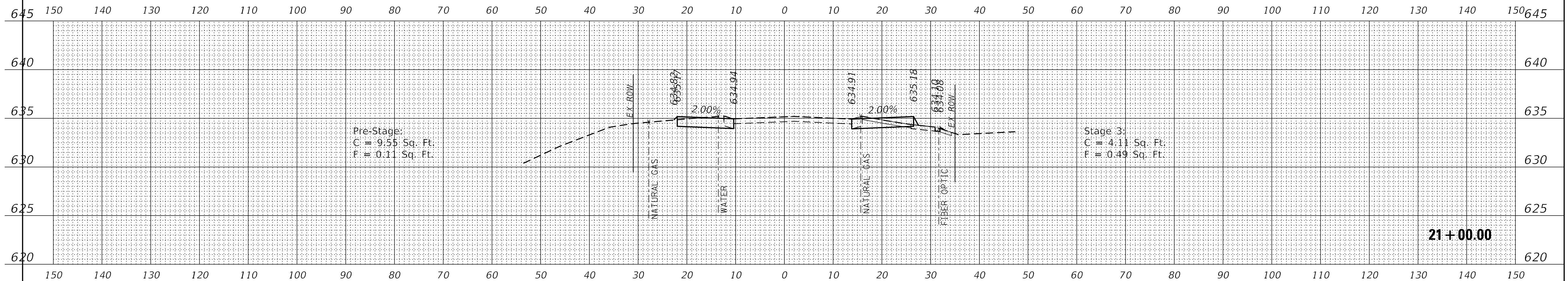
CLAVEY ROAD MOT
CROSS SECTIONS

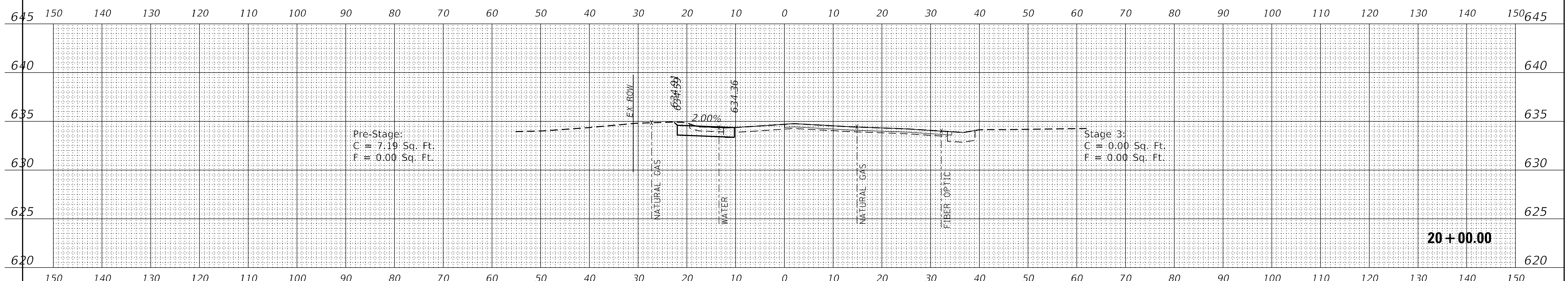
SCALE: | SHEET NO. OF SHEETS | 16+00.00 TO STA. 18+00.00

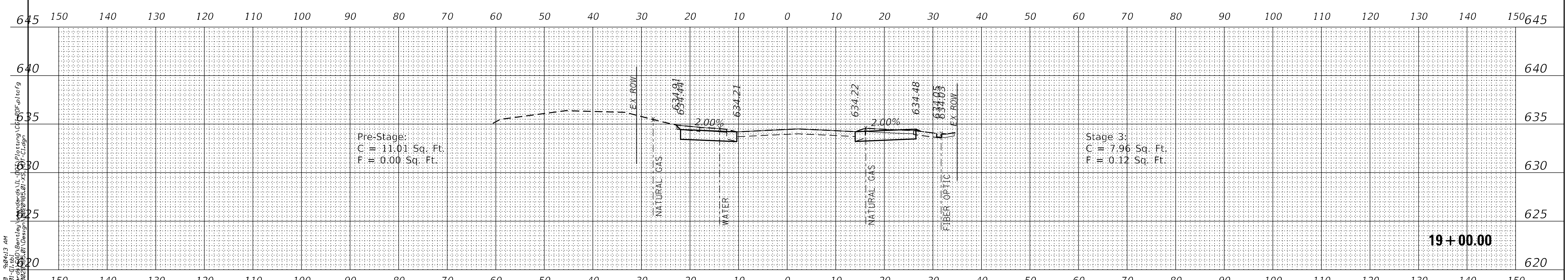
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	181

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT







DATE PLOTTED = 10/5/2020 9:04:13 AM
PEN TABLE =
PLOT CONFIG =
FILE NAME =

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

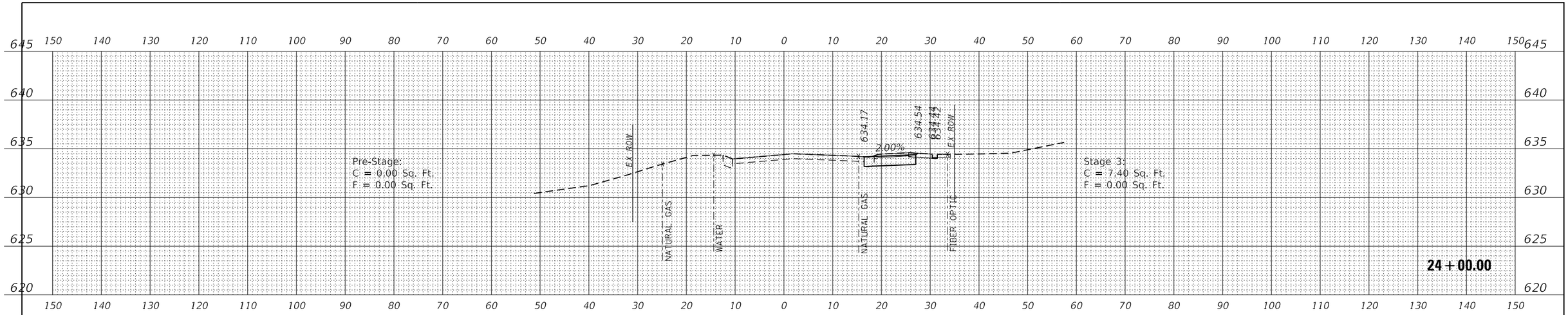
CLAVEY ROAD MOT
CROSS SECTIONS

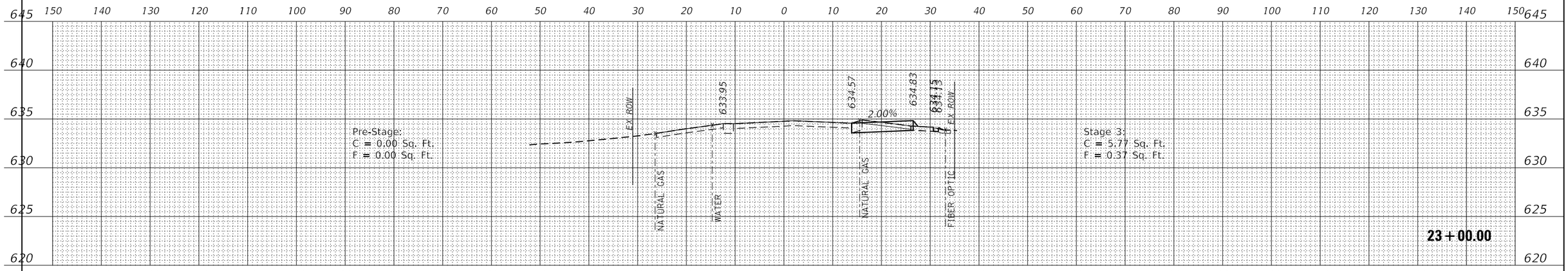
SCALE: | SHEET NO. OF SHEETS | 19+00.00 TO STA. 21+00.00

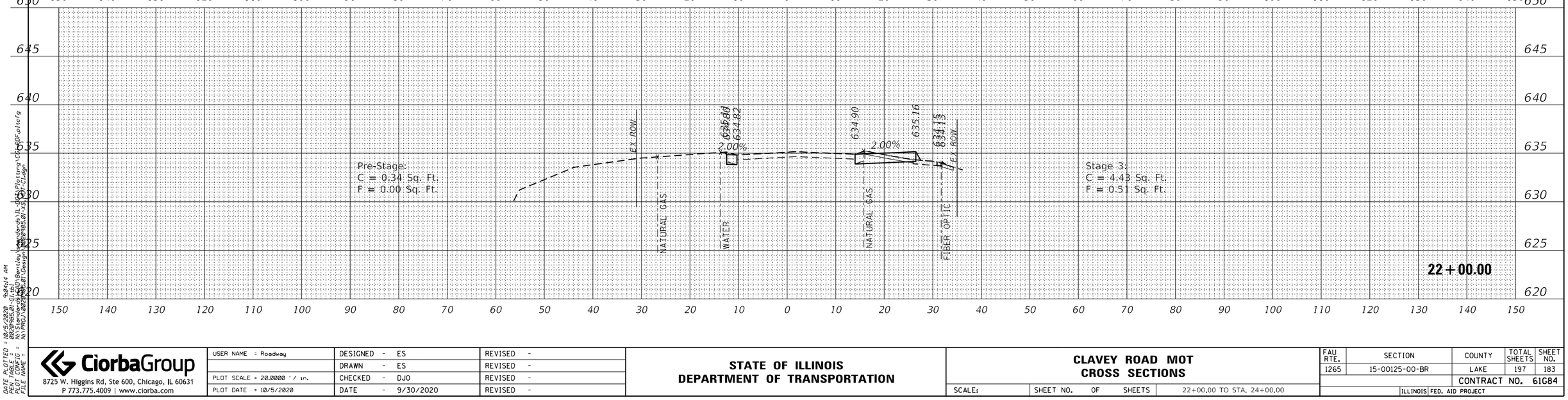
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	182

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT







DATE PLOTTED = 10/5/2020 9:04:14 AM
PEN TABLE = 0028985.01-01.tbl
PEN TOWER = N:\Bentley\Workspace\IL_DOT\PlottingCTB\DOT.plotcfg
FILE NAME = N:\PROJ\0028985.01\Design\0028985.01-XS-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

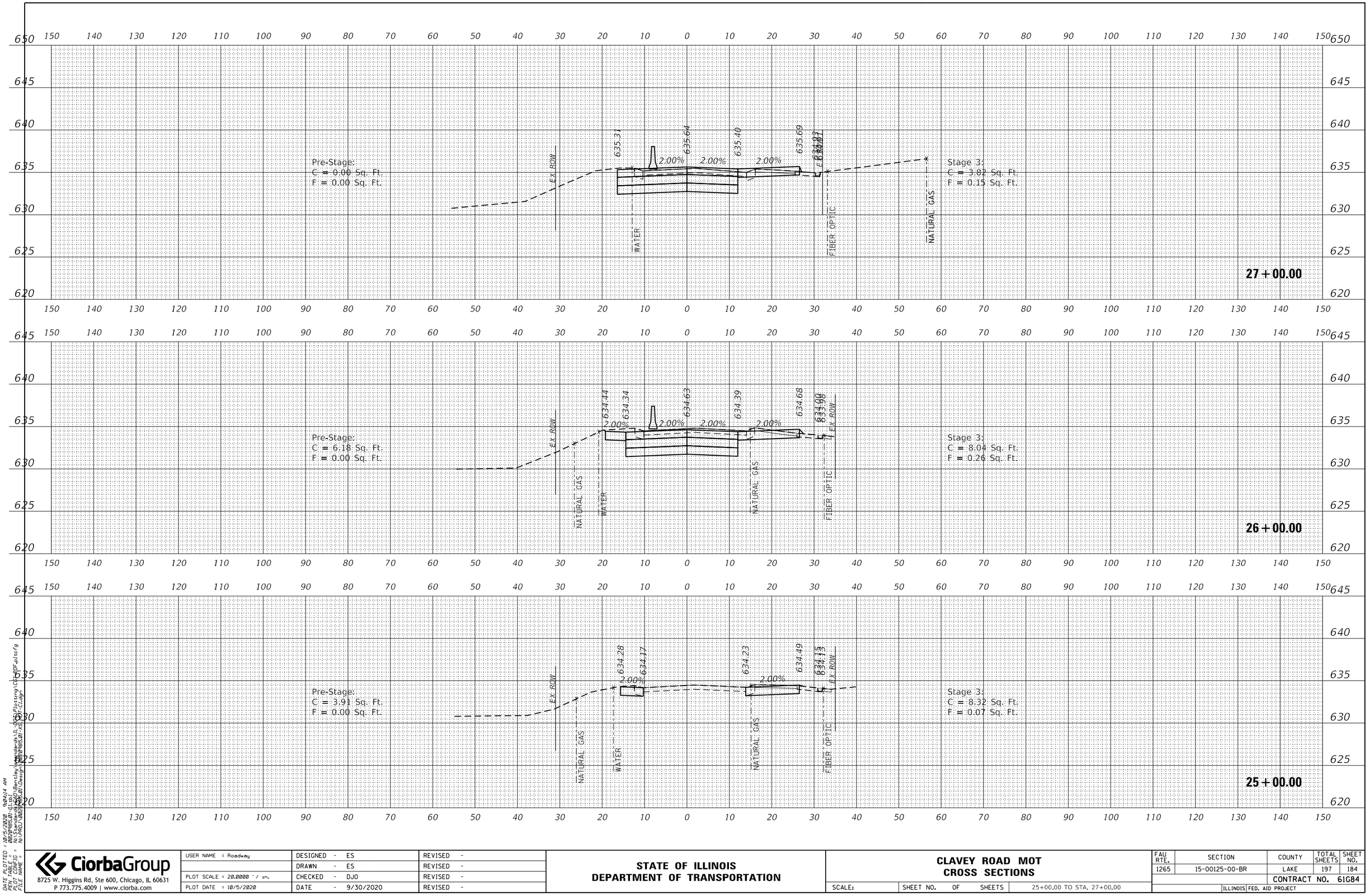
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 22+00.00 TO STA. 24+00.00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	183
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		



DATE PLOTTED = 10/5/2020 9:48:14 AM
PEN TABLE = 0020985.01-01.tbl
PLOT TABLES = N:\Bentley\Standards\IL_DOT\Plotting\CTBDOT.plotcfg
FILE NAME = N:\PROJ\0020985.01\Design\0020985.01-XS-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

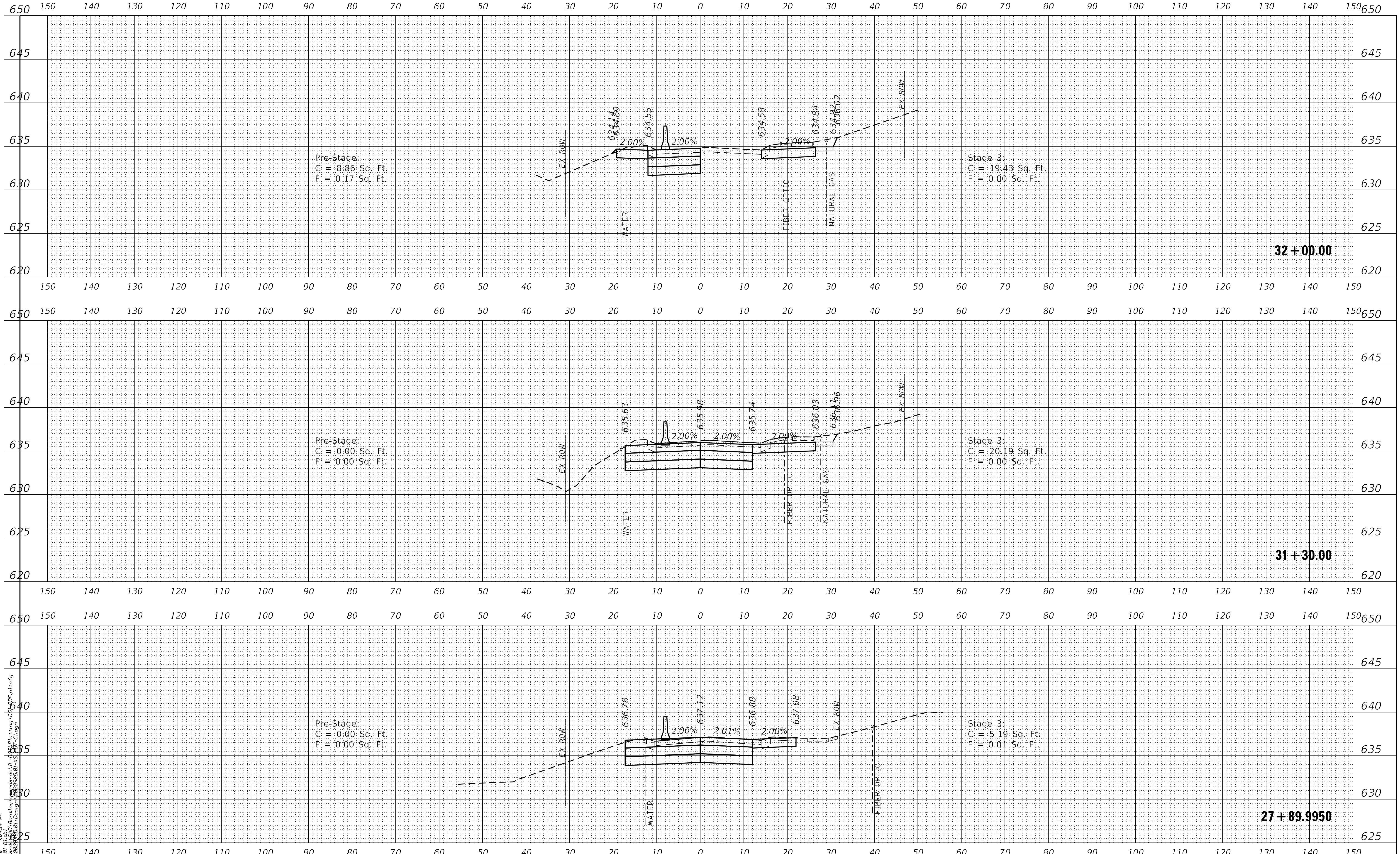
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 25+00.00 TO STA. 27+00.00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	184
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		



DATE PLOTTED = 10/5/2020 9:04:14 AM
PEN TABLE = 00200505.01-01.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\Standards\IL_DOT\Plotting\CD-PDF.pltcfg
FILE NAME = N:\PROJ\0020905.01\Design\0020905.01-XS-31-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

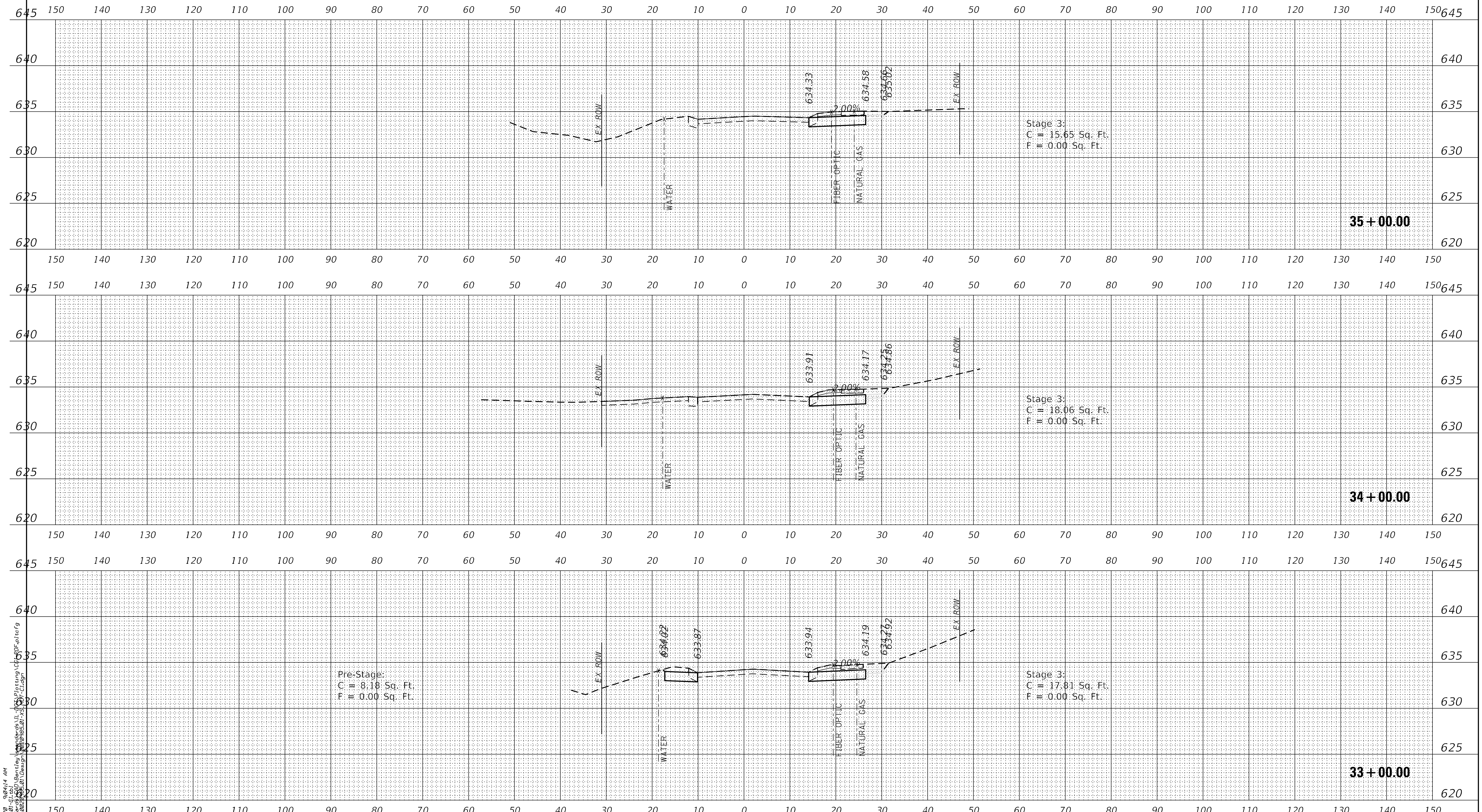
CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 27+89.9950 TO STA. 32+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	185

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT



DATE PLOTTED = 10/5/2020 9:04:14 AM

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

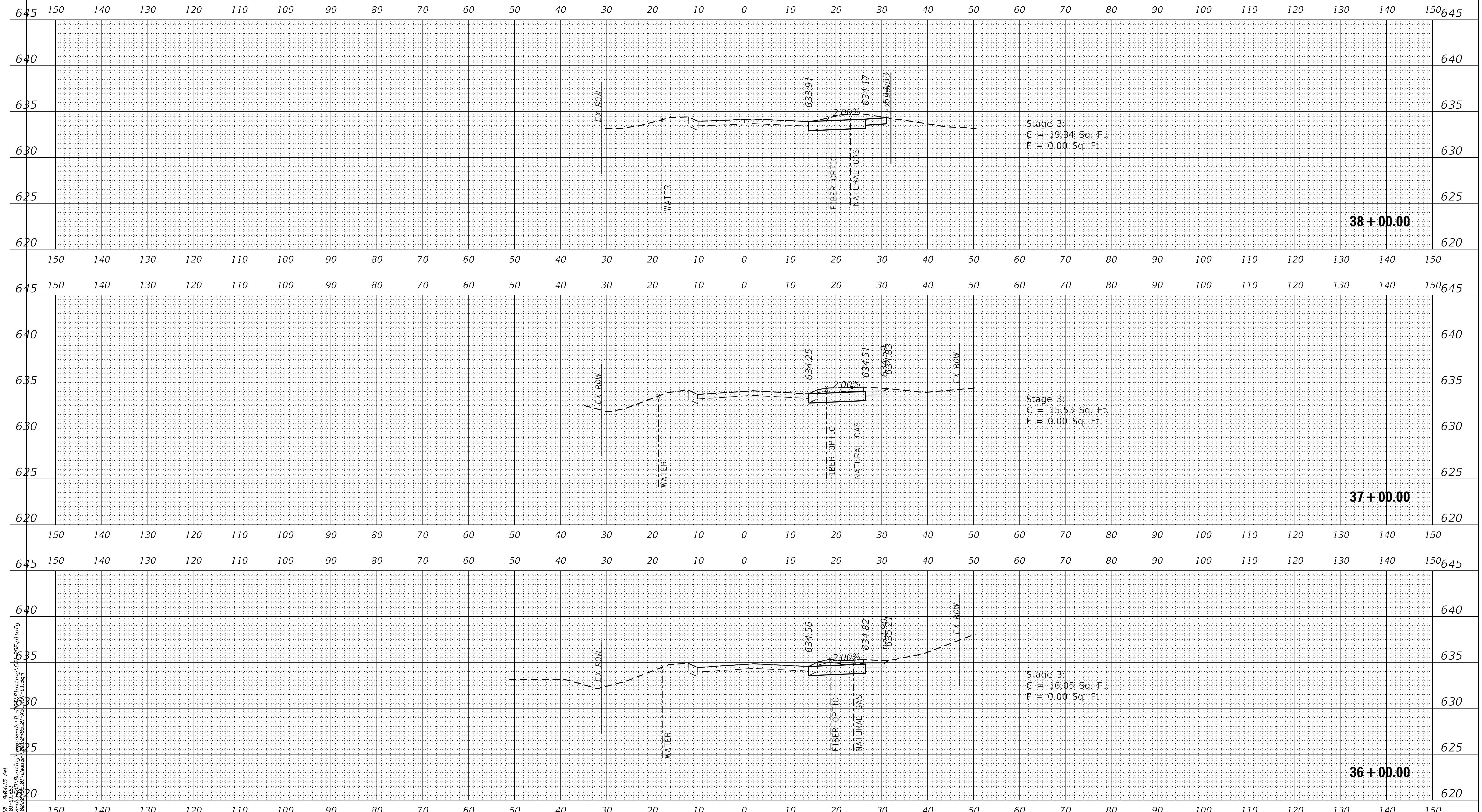
CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 33+00.00 TO STA. 35+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	186

CONTRACT NO. 61G84

ILLINOIS | FED. AID PROJECT



CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD MOT
CROSS SECTIONS

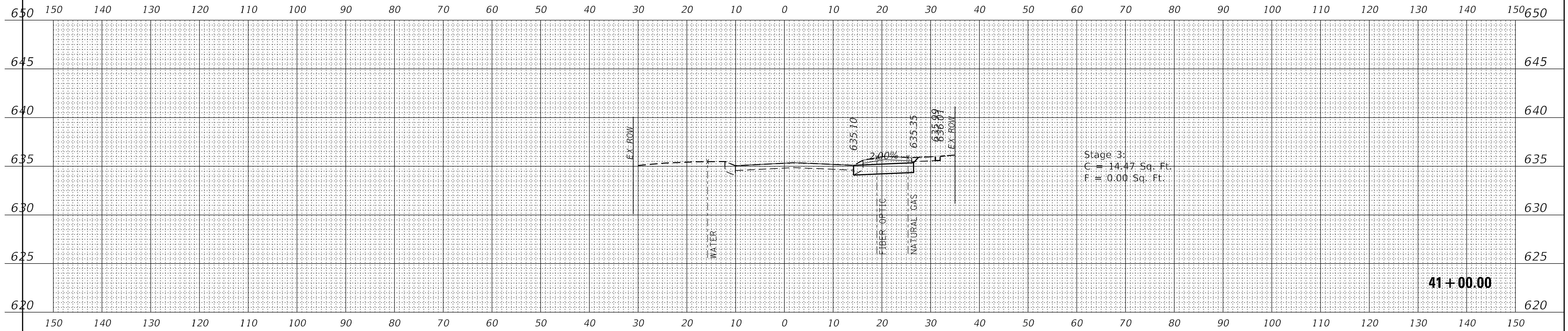
SCALE: | SHEET NO. OF SHEETS | 36+00.00 TO STA. 38+00.00

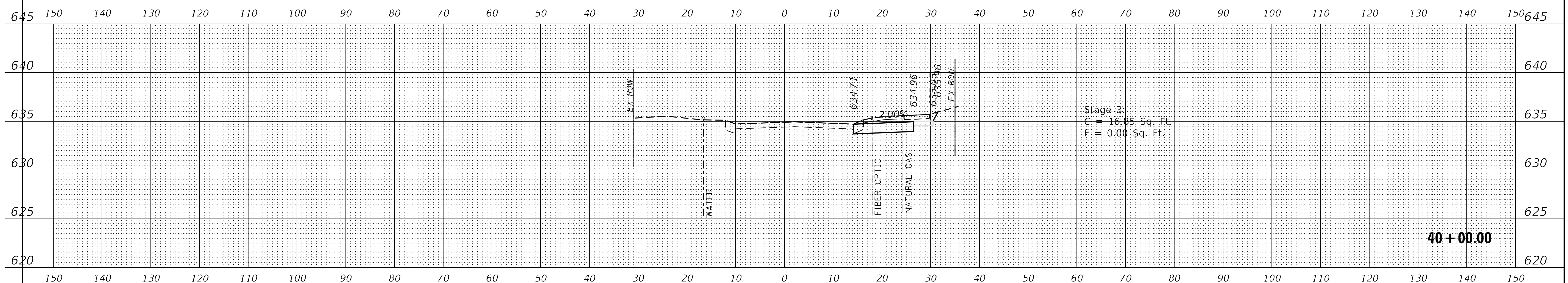
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	187

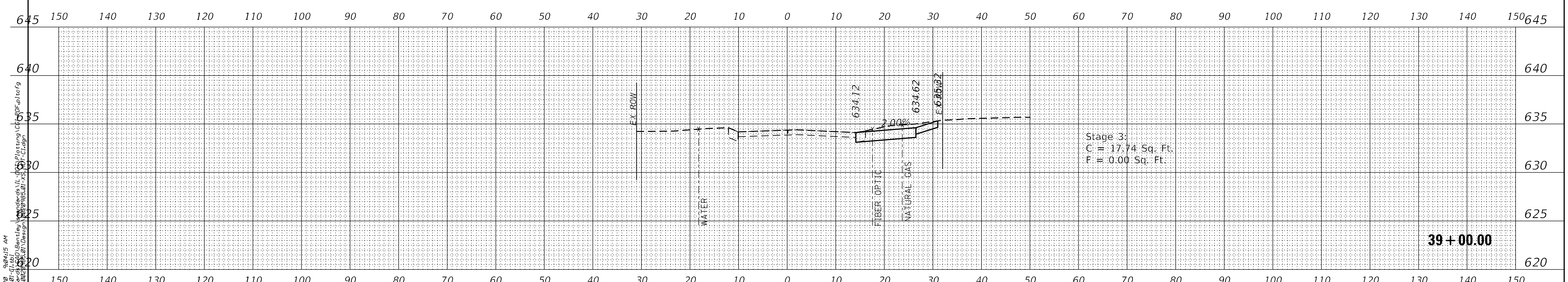
CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT

DATE PLOTTED = 10/5/2020 9:04:15 AM







DATE PLOTTED = 10/5/2020 9:04:15 AM
PEN TABLE =
PLOT CONFIG =
FILE NAME =

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

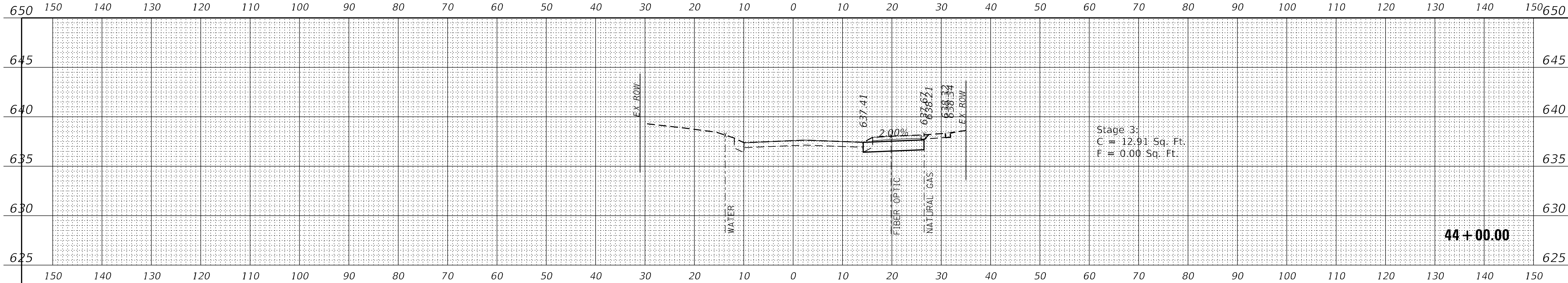
USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

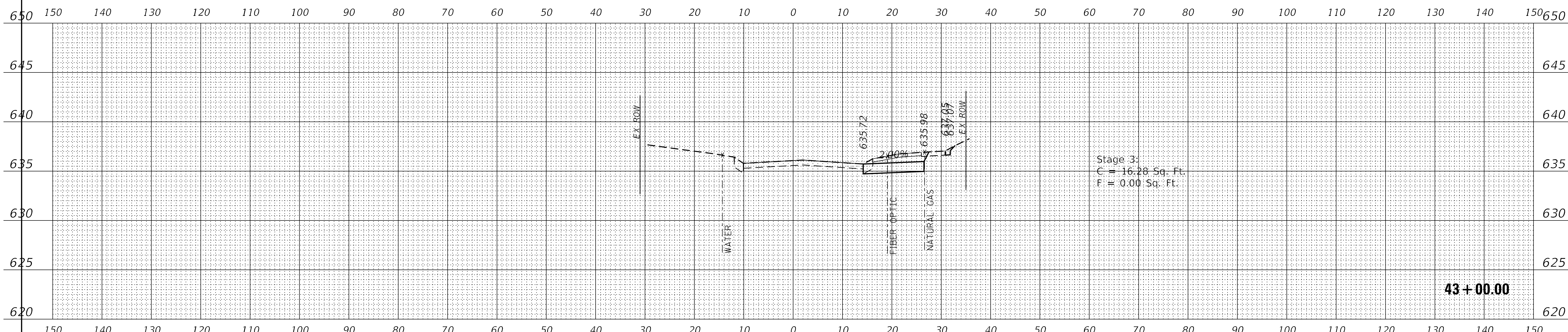
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

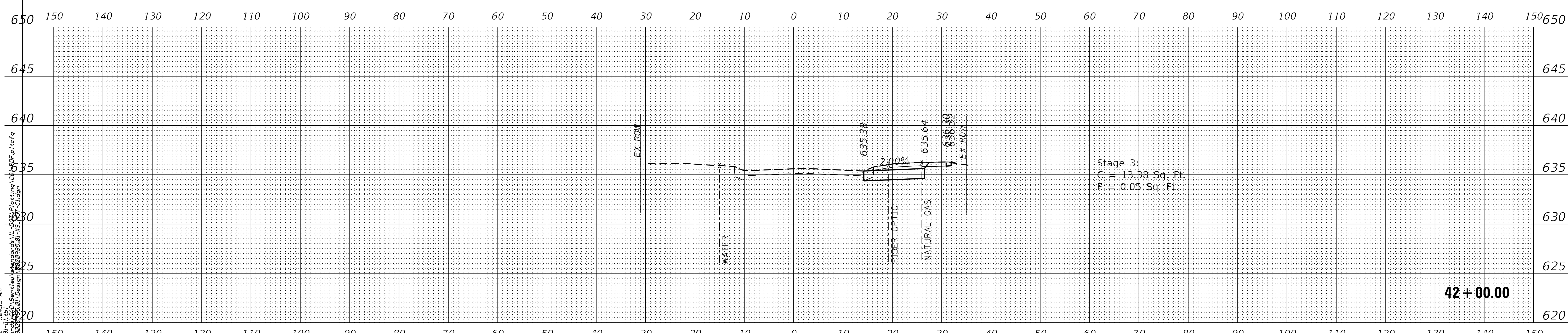
CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 39+00.00 TO STA. 41+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	188
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		







DATE PLOTTED = 10/5/2020 9:04:15 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CGI-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\0020985.01-XS-MOT-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

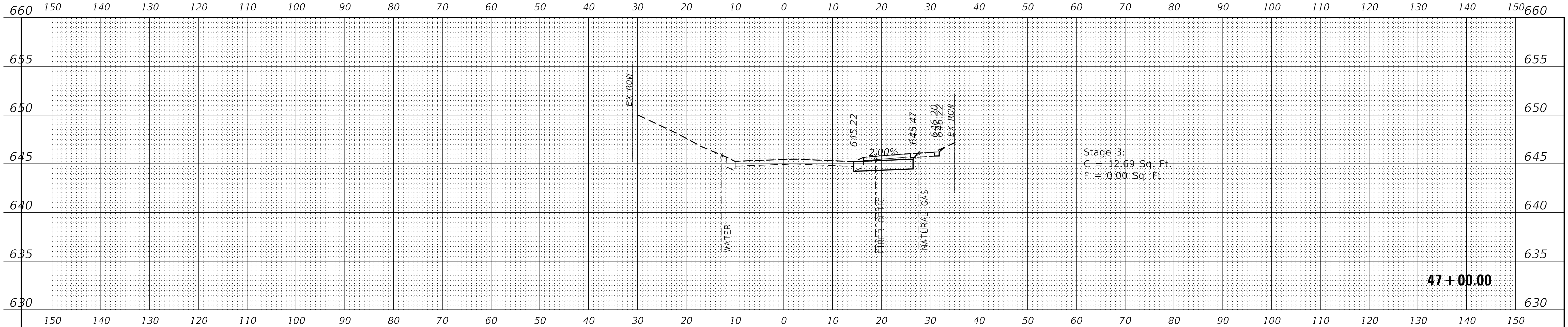
CLAVEY ROAD MOT
CROSS SECTIONS

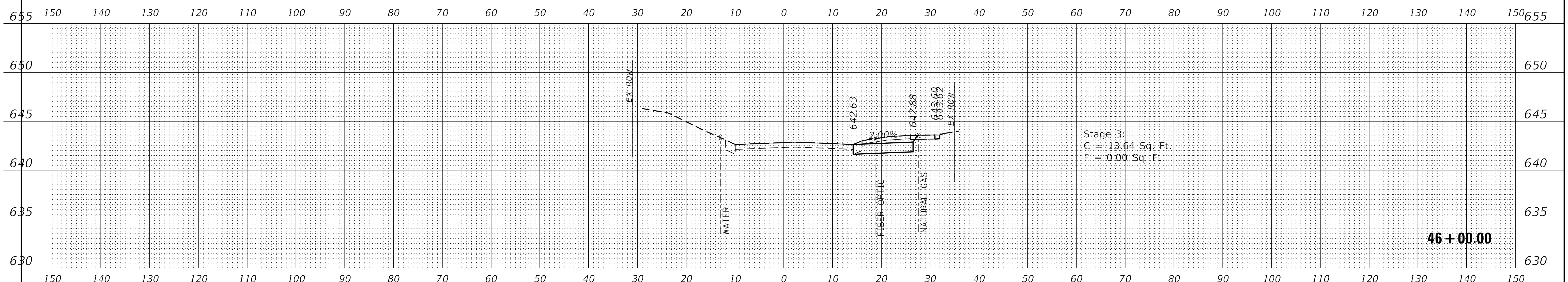
SCALE: | SHEET NO. OF SHEETS | 42+00.00 TO STA. 44+00.00

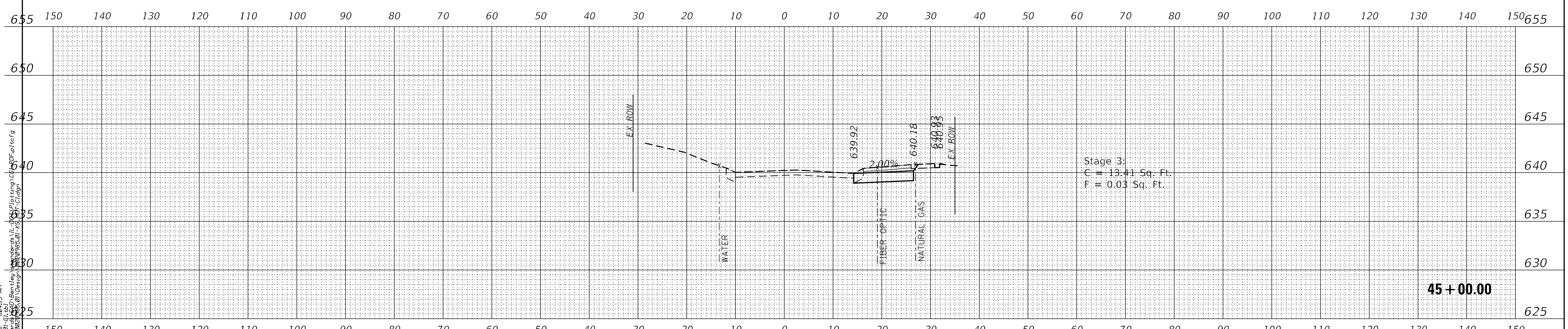
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	189

CONTRACT NO. 61G84

ILLINOIS | FED. AID PROJECT







DATE PLOTTED = 10/5/2020 9:04:15 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CDOT-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\0020985.01-XS-MOT-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

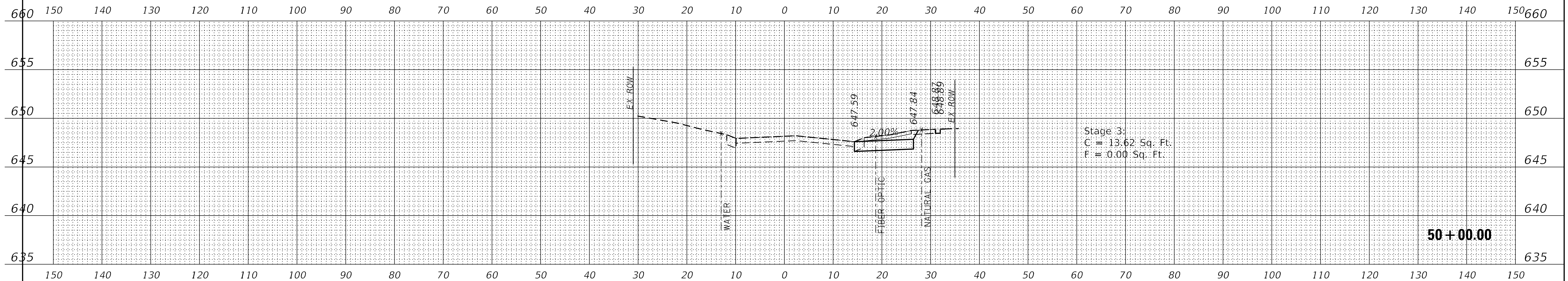
CLAVEY ROAD MOT
CROSS SECTIONS

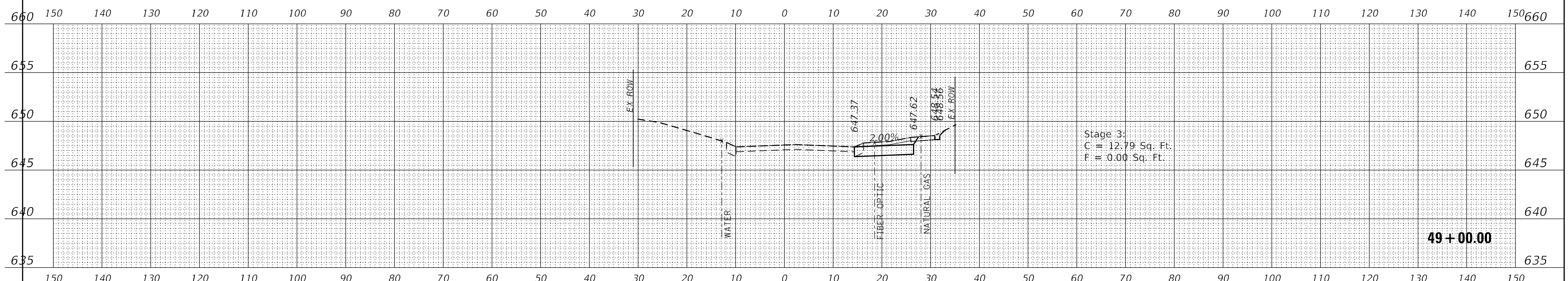
SCALE: | SHEET NO. OF SHEETS | 45+00.00 TO STA. 47+00.00

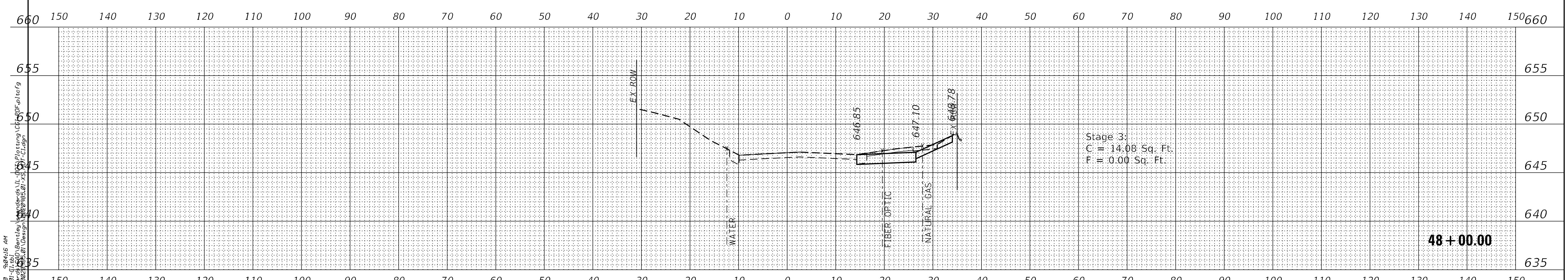
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	190

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT







DATE PLOTTED = 10/5/2020 9:04:16 AM

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

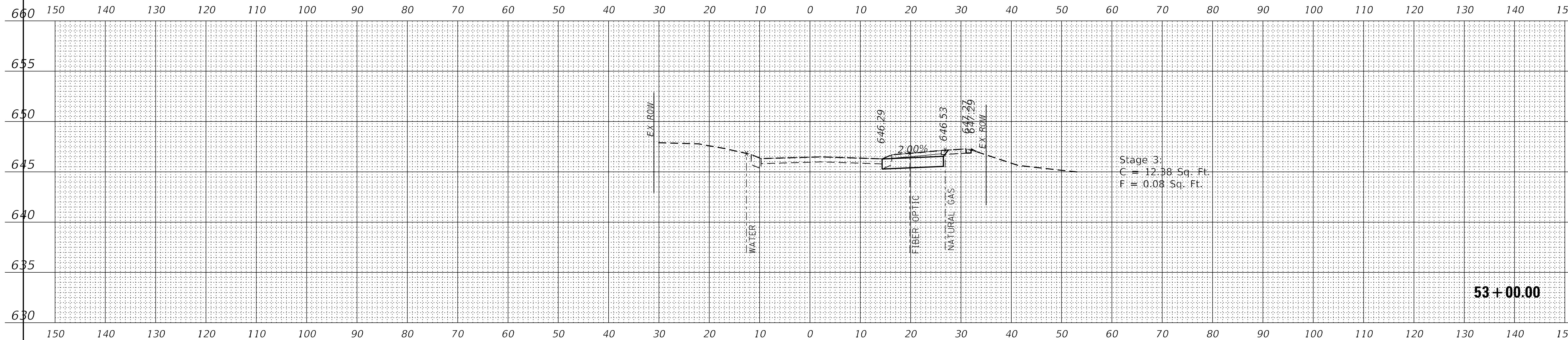
CLAVEY ROAD MOT
CROSS SECTIONS

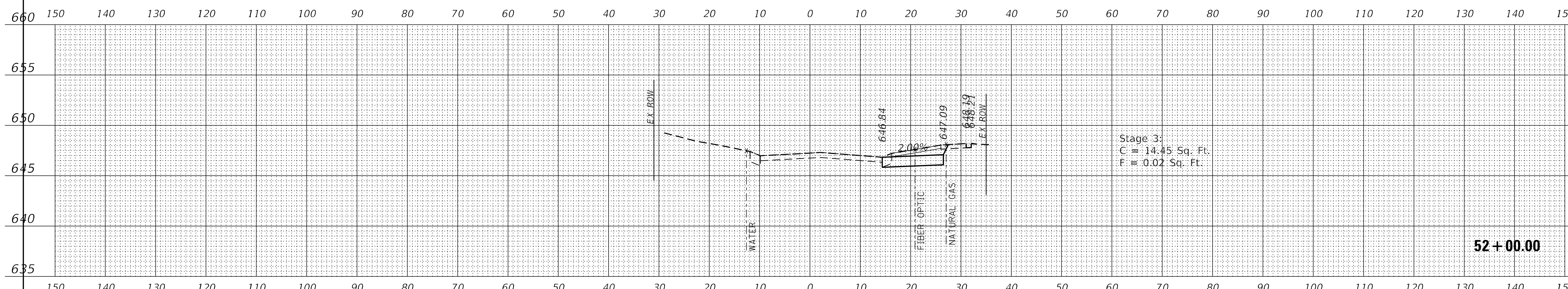
SCALE: | SHEET NO. OF SHEETS | 48+00.00 TO STA. 50+00.00

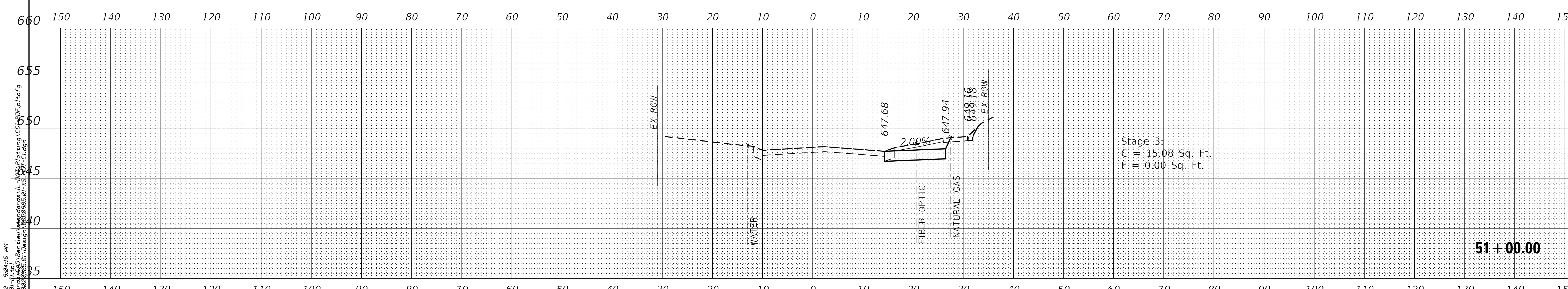
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	191

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT

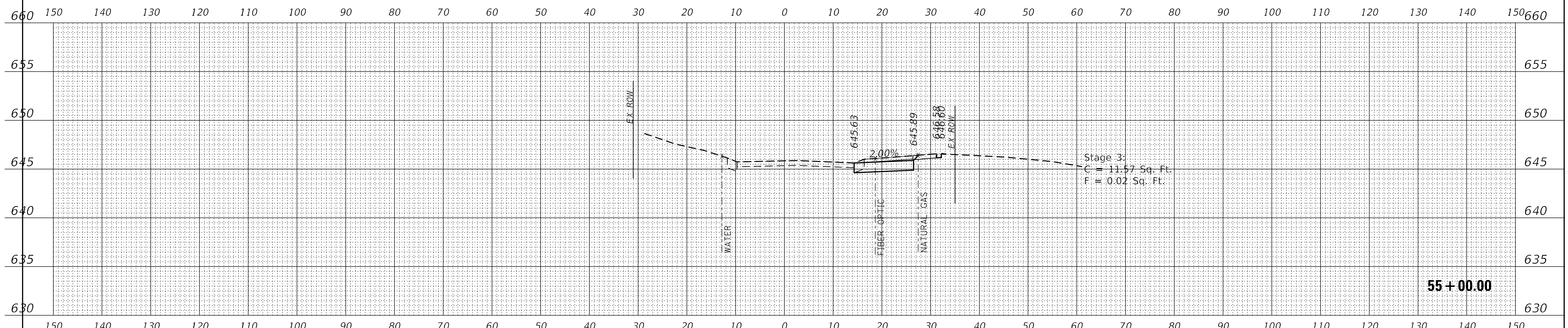


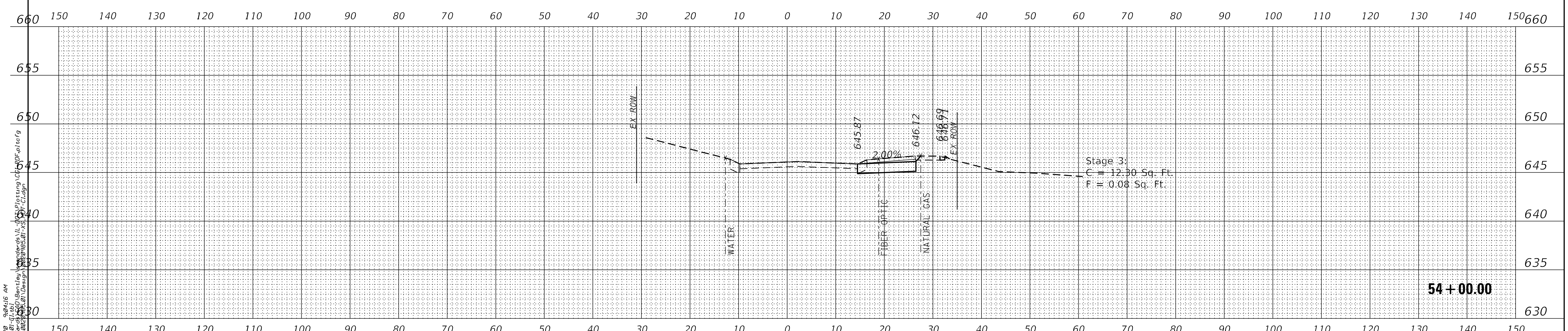




CiorbaGroup 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009 | www.ciorba.com	USER NAME = Roadway	DESIGNED - ES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CLAVEY ROAD MOT CROSS SECTIONS
		DRAWN - ES	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -		
	PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -		SCALE: SHEET NO. OF SHEETS 51+00.00 TO STA. 53+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	192
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		





DATE PLOTTED = 10/5/2020 9:04:16 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\Plotting\CG1-PDF.pltcfg
FILE NAME = N:\PROJ\0020985.01\Design\0020985.01-XS-MOT-C1.dgn

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

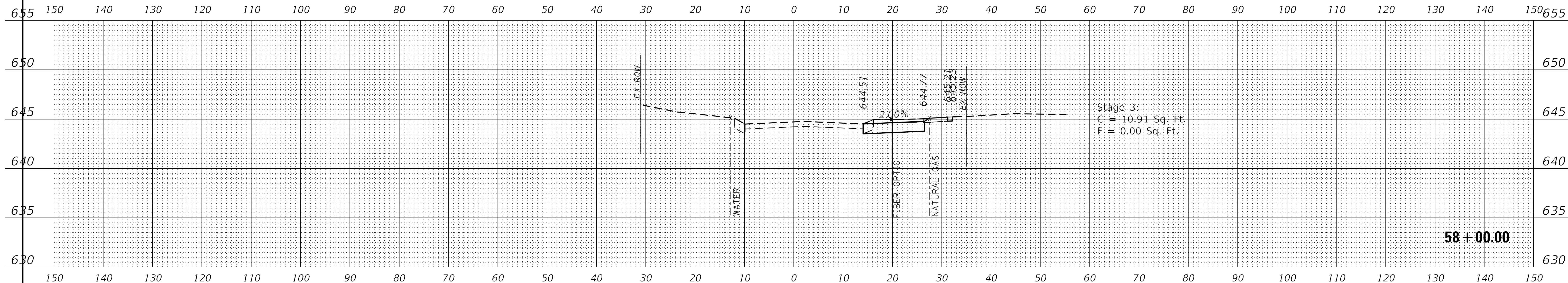
USER NAME = Roadway	DESIGNED - ES	REVISED -
	DRAWN - ES	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

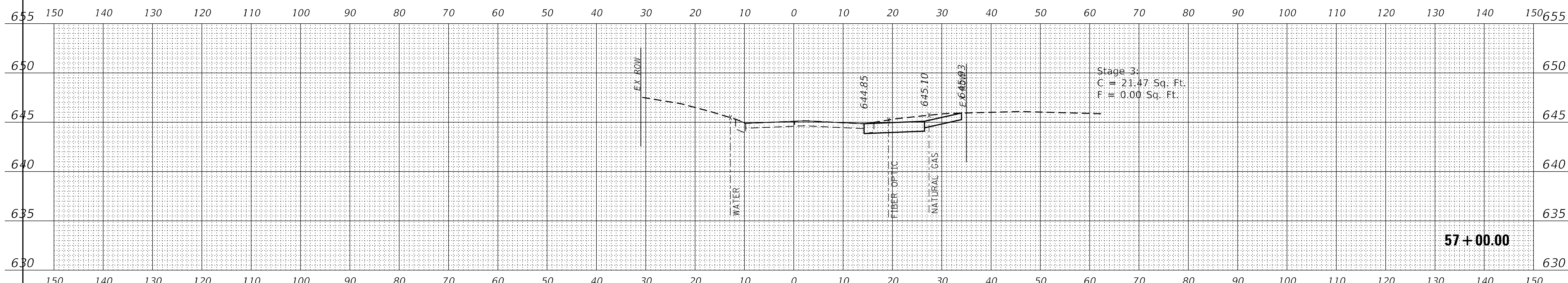
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

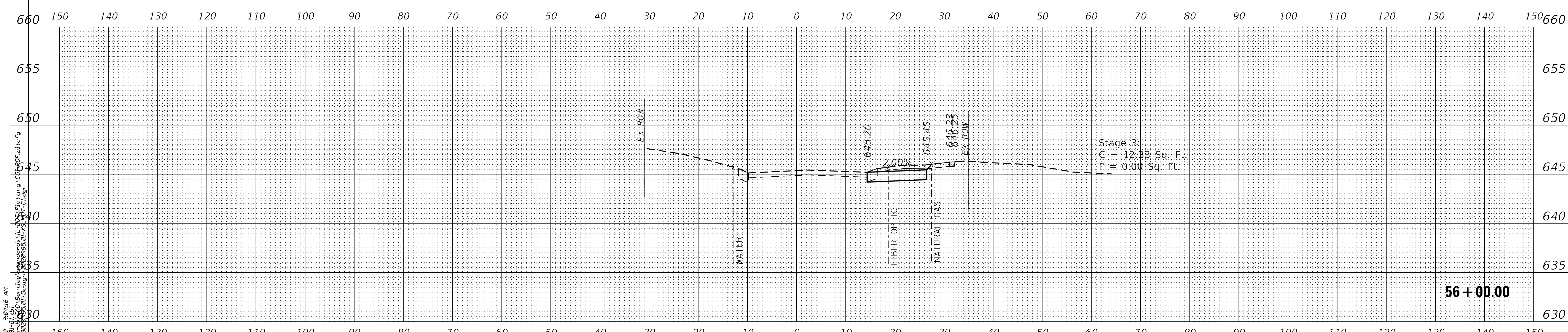
CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 54+00.00 TO STA. 55+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	193
		CONTRACT NO. 61G84		
		ILLINOIS FED. AID PROJECT		







DATE PLOTTED = 10/5/2020 9:04:16 AM
PEN TABLE = 0020985.01-C1.tbl
PLOT CONFIG = N:\Standards\CAD\Bentley\standards\IL-DOT\...
FILE NAME = N:\PROJ\0020985.01\Design\0020985.01-XS_MO...

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

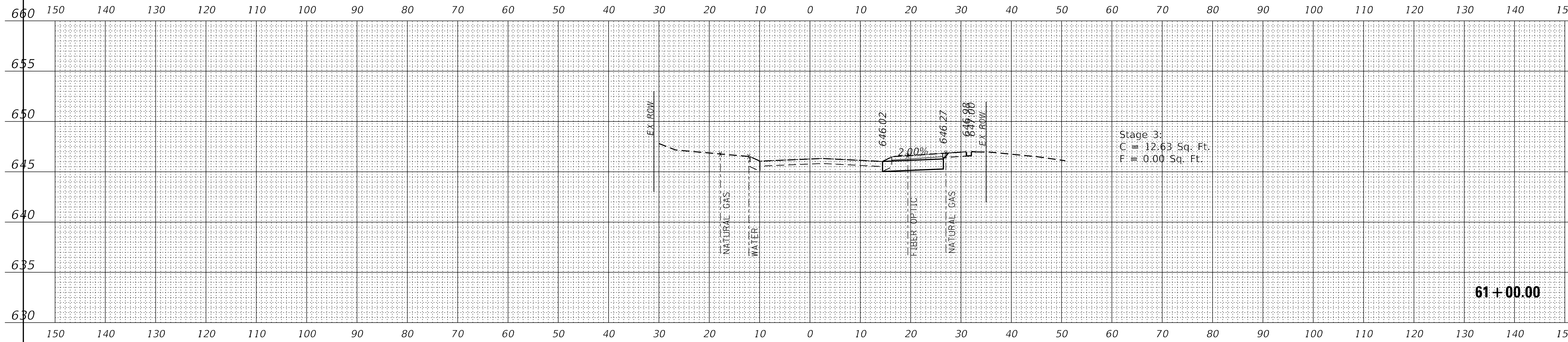
CLAVEY ROAD MOT
CROSS SECTIONS

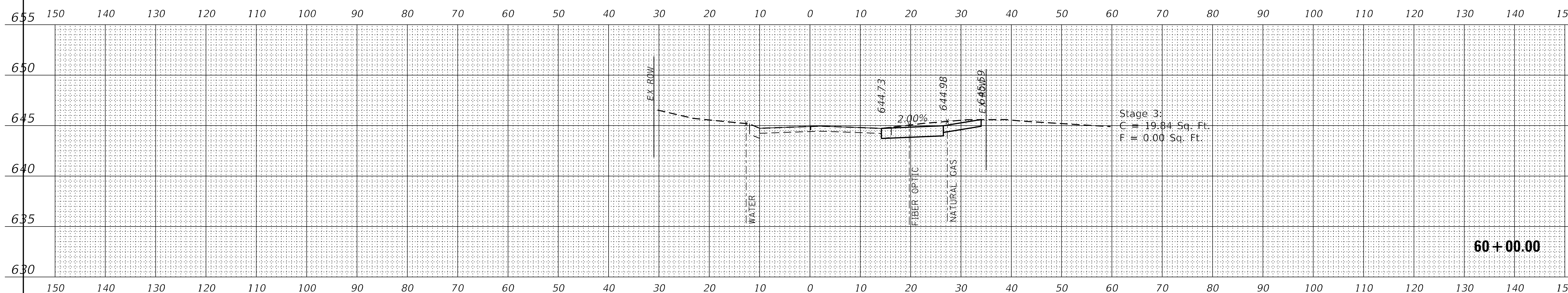
SCALE: | SHEET NO. OF SHEETS | 56+00.00 TO STA. 58+00.00

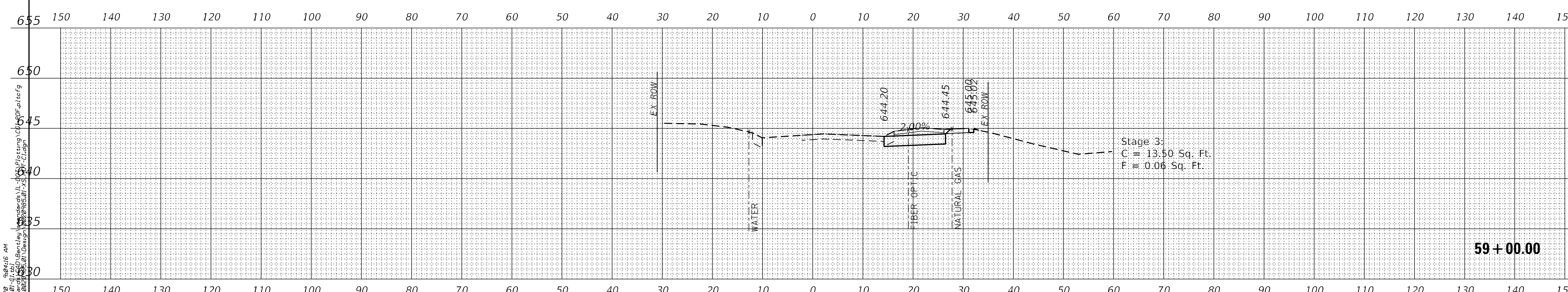
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	194

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT







CiorbaGroup 8725 W. Higgins Rd, Ste 600, Chicago, IL 60631 P 773.775.4009 | www.ciorba.com	USER NAME = Roadway	DESIGNED - ES	REVISED -
		DRAWN - ES	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -
	PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

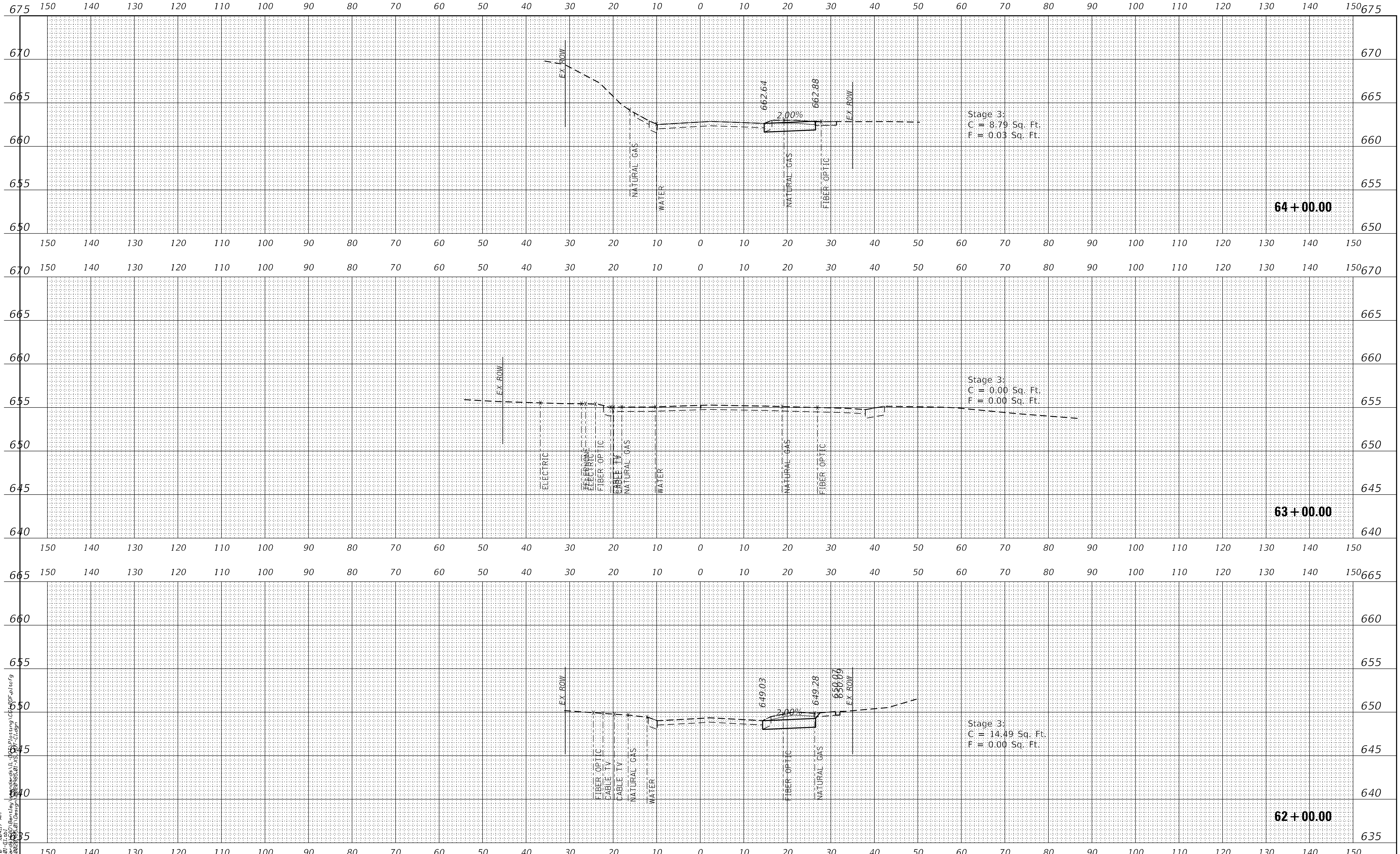
CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 59+00.00 TO STA. 61+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	195

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT



DATE PLOTTED = 10/5/2020 9:04:17 AM
PEN TABLE = 0020985.01-C1.tbl

CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

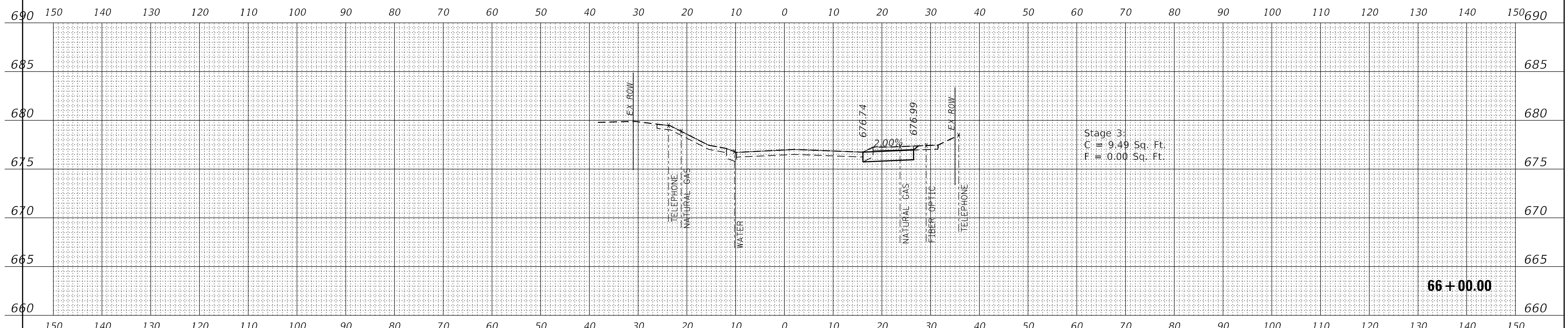
CLAVEY ROAD MOT
CROSS SECTIONS

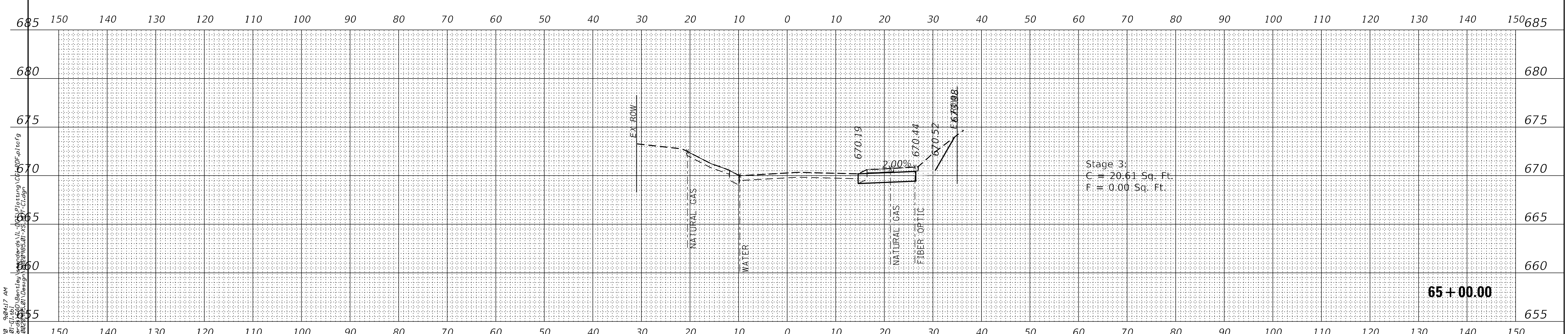
SCALE: | SHEET NO. OF SHEETS | 62+00.00 TO STA. 64+00.00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	196

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT





CiorbaGroup
8725 W. Higgins Rd, Ste 600, Chicago, IL 60631
P 773.775.4009 | www.ciorba.com

USER NAME = Roadway	DESIGNED - ES	REVISED -	
	DRAWN - ES	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJO	REVISED -	
PLOT DATE = 10/5/2020	DATE - 9/30/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD MOT
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | 65+00.00 TO STA. 66+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-BR	LAKE	197	197

CONTRACT NO. 61G84

ILLINOIS FED. AID PROJECT