

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION:

3655(40) OTHER PRINCIPAL ARTERIAL 3.09 (PCC-20)

TRAFFIC DATA:

WILLOW ROAD
POSTED SPEED 40(EB)/45(WB) MPH (WEST OF IL RTE 43)
DESIGN SPEED 45 MPH
POSTED SPEED 30 MPH (EAST OF IL RTE 43)
DESIGN SPEED 35 MPH
ADT 32,000 (2009) 41,000 (2040)

FIRM: TRANSYSTEMS CORP.
NAME: R. CHRISTOPHER BONUS, P.E.
LICENSE NUMBER: 062-050066
DATE: 10/30/12
SIGNATURE AND SEAL
APPLY TO DRAWINGS:
1 TO 246, 264 TO 348
439 TO 450
515 TO 919
EXPIRATION DATE: 11/30/13

FIRM: TRANSYSTEMS CORP.
NAME: STEPHAN R. FREESE, P.E.
LICENSE NUMBER: 062-055709
DATE: 10/30/12
SIGNATURE AND SEAL
APPLY TO DRAWINGS:
424 TO 438
EXPIRATION DATE: 11/30/13

FIRM: TRANSYSTEMS CORP.
NAME: MATTHEW D. SANTEFORD, P.E., S.E.
LICENSE NUMBER: 081-007244
DATE: 10/30/12
SIGNATURE AND SEAL
APPLY TO DRAWINGS:
451 TO 490
EXPIRATION DATE: 11/30/12

FIRM: TRANSYSTEMS CORP.
NAME: DAJIN LIU, P.E., S.E.
LICENSE NUMBER: 081-005944
DATE: 10/30/12
SIGNATURE AND SEAL
APPLY TO DRAWINGS:
491 TO 500
EXPIRATION DATE: 11/30/14

FIRM: REGINA WEBSTER & ASSOC., INC.
NAME: KATHLEEN M. MEYERKORD, P.E.
LICENSE NUMBER: 062-042962
DATE: 10/31/12
SIGNATURE AND SEAL
APPLY TO DRAWINGS:
349 TO 423
EXPIRATION DATE: 11/30/13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 305: WILLOW ROAD
ILLINOIS ROUTE 43 (WAUKEGAN ROAD) TO
INTERSTATE 94 (EDENS EXPRESSWAY) & AT
MIDDLE FORK NORTH BRANCH CHICAGO RIVER
ROADWAY RECONSTRUCTION, ADDITIONAL LANES,
BRIDGE REPLACEMENT, TRAFFIC SIGNAL
MODERNIZATION, INTERCONNECT AND LIGHTING

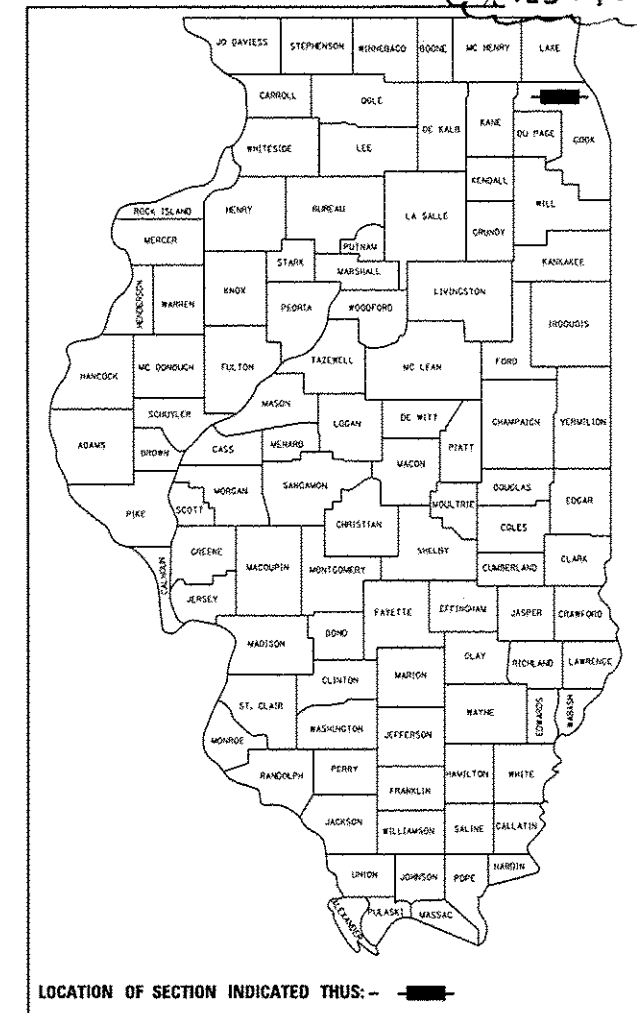
SECTION: (1920.01,1518,2022&1922.4B)R

PROJECT: ACNHF-0305(999)

COOK COUNTY
C-91-331-12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
305	(1920.01,1518,2022&1922.4B)R	COOK	919
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60T35	1

D-91-331-12-919+4=923
923+1=924



LOCATION OF SECTION INDICATED THUS: -

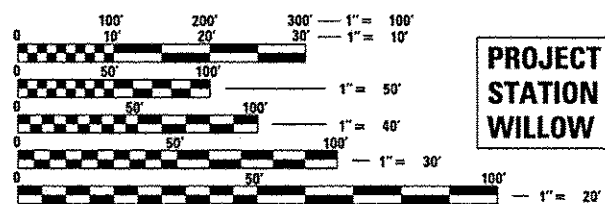
PROJECT LOCATED IN:
VILLAGE OF GLENVIEW, NORTHBROOK,
AND NORTHFIELD

RECONSTRUCTION BEGINS
STATION 631 + 57.95
WILLOW ROAD

PROJECT BEGINS
STATION 627 + 80.00
WILLOW ROAD

RECONSTRUCTION ENDS
STATION 726 + 76.26
WILLOW ROAD

PROJECT ENDS
STATION 737 + 38.97
WILLOW ROAD

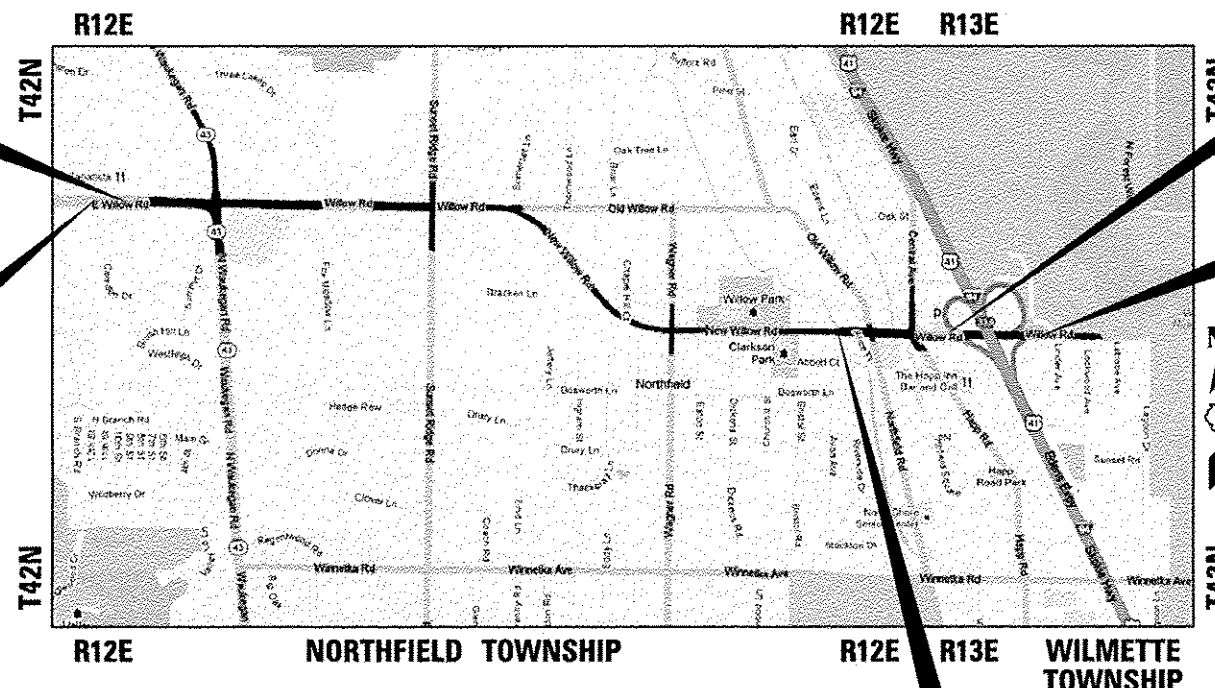


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: CRAIG BAUER (847-705-4265)
PROJECT MANAGER: LONG TRAN, P.E. (847-705-4232)

CONTRACT NO. 60T35



LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 9,518.31 FT. = 1.80 MILE
NET LENGTH = 9,433.81 FT. = 1.79 MILE

BRIDGE REPLACEMENT
STATION 714 + 45.19 TO
STATION 715 + 29.69
STRUCTURE NO. 016-2844

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED October 30 2012
John Fontana, DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Dec 7 2012
John D. Baranzelli, P.E., ENGINEER OF DESIGN AND ENVIRONMENT
Dec 7 2012
William B. Frey, Jr., DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Rev. 1-7-13

1475 EAST WOODFIELD ROAD, SUITE 600
SCHAMBLURG, IL
PHONE: (847) 605-9600
FAX: (847) 605-9610

TranSystems

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* Added 214B. 

DISTRICT ONE STANDARD DETAILS

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HIGHWAY STANDARDS

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001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
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420106-04	36' (10.8m) JOINTED PCC PAVEMENT
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420401-09	BRIDGE APPROACH PAVEMENT CONNECTOR
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424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-01	MID-BLOCK CURB RAMPS FOR SIDEWALKS
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424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
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442201-03	CLASS C AND D PATCHES
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542311-04	TRAVERSABLE PIPE GRATE
542601-03	REINFORCED CONCRETE PIPE ELBOW 24", 30" OR 36" (600 mm, 750 mm or 900 mm)
542606-02	REINFORCED CONCRETE PIPE TEE
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601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
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602401-03	MANHOLE, TYPE A
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HIGHWAY STANDARDS (CONTINUED)

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836001-02	LIGHT POLE FOUNDATION
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTIBLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-02	PEDESTRIAN PUSH BUTTON POST
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877002-02	STEEL MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
877006-04	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
877011-05	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-02	STEEL COMB. MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'

 Rev. 1-7-13

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		INDEX OF SHEETS, DISTRICT ONE STANDARD DETAILS, AND HIGHWAY STANDARDS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
g:\011\0159\road\Sheets\0160135-SHT-INDX-1.dgn	BWJ\jork	JLV	KAL	INDEX OF SHEETS, DISTRICT ONE STANDARD DETAILS, AND HIGHWAY STANDARDS		INDEX OF SHEETS, DISTRICT ONE STANDARD DETAILS, AND HIGHWAY STANDARDS		305	11920.01,1518,2022&1922.40R	COOK	919	2
		RCB		SCALE: N.T.S.		SHEET NO. 2 OF 919 SHEETS		CONTRACT NO. 60T35				
		DATE	REVISED					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON THE PLANS REFER TO NAVD88 UNLESS NOTED OTHERWISE.
2. PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES UNLESS NOTED OTHERWISE ON THE PLANS.
3. UTILITIES
 - a) BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. THE CONTRACTOR SHALL CONTACT "J.U.L.I.E." AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.
 - b) THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OR HER OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE HERETO.
 - c) THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES ALONG WITH THE VILLAGES OF NORTHFIELD, NORTHBROOK AND GLENVIEW, AND COOK COUNTY.
 - d) THE CONTRACTOR SHALL NOTIFY THE VILLAGES OF NORTHFIELD, NORTHBROOK AND GLENVIEW IN ORDER TO COORDINATE THE RELOCATION OF ANY VILLAGE-OWNED UTILITIES.
 - e) ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO ART. 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
 - f) THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN AND PROTECT EXISTING UTILITIES, SEWERS, MAINS AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR SHALL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES, SEWERS AND MAINS WHICH ARE STILL IN SERVICE. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND UTILITY COMPANY IF IT IS DETERMINED THAT TEMPORARY BRACING OR SUPPORT OF THE UTILITIES IS REQUIRED. THE PROTECTION AND/OR TEMPORARY BRACING OR SUPPORT OF UTILITIES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
4. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT AND THE VILLAGE OF NORTHFIELD.
6. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR II BARRICADE USED.
7. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
8. THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT 847-715-8419, AND THE AREA EXPRESSWAY FIELD ENGINEER AT 847-705-4151, AT LEAST TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
9. THE RESIDENT ENGINEER SHALL CONTACT THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT 847-705-4155 A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES ON I-94.
10. ANY AGGREGATE SUBGRADE DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
11. A QUANTITY OF HIGH-EARLY STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT IS INCLUDED IN THE PLANS. THE ENGINEER SHALL APPROVE THE USE OF THIS MATERIAL PRIOR TO PLACEMENT.
12. TEMPORARY DRAINAGE AND EROSION CONTROL
 - a) THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.
 - b) TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
 - c) THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001-07.
 - d) WEEKLY SITE INSPECTIONS AND APPROPRIATE MAINTENANCE OF ALL EROSION CONTROL MEASURES/DEVICES SHALL BE CONDUCTED AND DOCUMENTED AT ALL TIMES DURING CONSTRUCTION AND ESPECIALLY PRIOR TO, DURING, AND AFTER RAIN EVENTS. THE CONTRACTOR SHALL IMMEDIATELY PLACE AND MAINTAIN TEMPORARY EROSION CONTROL SEEDING AT ALL ERODIBLE/BARE AREAS IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. SEE SWPPP FOR ADDITIONAL REQUIREMENTS AND INFORMATION.
 - e) THE CONTRACTOR SHALL INSTALL AND MAINTAIN INLET FILTERS AT ALL EXISTING INLETS ADJACENT TO THE EDGE OF PAVEMENT PRIOR TO THE START OF PRE-STAGE WORK. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.
 - f) THE CONTRACTOR SHALL IMMEDIATELY INSTALL AND MAINTAIN INLET FILTERS AT ALL NEW INLETS AND DRAINAGE STRUCTURES. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL COMPLETION OF STAGE 3 OR UNTIL NO LONGER REQUIRED.
 - g) THE CONTRACTOR SHALL PLACE PERIMETER EROSION BARRIER AROUND ALL EARTH STOCKPILES.
 - h) PERMANENT STABILIZATION SHALL BE INSTALLED ON ALL AREAS DISTURBED DURING EACH STAGE OF CONSTRUCTION PRIOR TO SWITCHING TRAFFIC TO BEGINNING THE SUBSEQUENT STAGE. ALSO, ALL EROSION CONTROL MEASURES PLACED DURING CONSTRUCTION SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL COMPLETION OF STAGE 3 OR NO LONGER REQUIRED.
 - i) AGGREGATE (EROSION CONTROL) AND FILTER FABRIC HAVE BEEN INCLUDED IN THE PLANS FOR STABILIZED CONSTRUCTION ENTRANCES/EXITS. LOCATIONS OF THE ENTRANCES/EXITS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE ENTRANCE/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER.

12. TEMPORARY DRAINAGE AND EROSION CONTROL (CONTINUED)
 - j) THE CONTRACTOR SHALL USE ROLLED EXCELSIOR FOR THE TEMPORARY DITCH CHECKS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - k) WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS AND SEWERS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS. THE CONTRACTOR SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS BEING INSTALLED.
 - l) DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING, OR ANY OTHER METHOD ACCEPTABLE TO THE ENGINEER. THE COST TO MAINTAIN POSITIVE DRAINAGE SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
 - m) DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
 - n) AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROJECT.
 - o) PLATING OF PROPOSED DRAINAGE STRUCTURES MAY BE REQUIRED DUE TO THE PROXIMITY OF THE CONSTRUCTION STAGE LINE, SPECIFICALLY THOSE STRUCTURES ALONG THE PROPOSED MEDIAN. THE COST TO PLATE PROPOSED DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURE.
13. DRAINAGE
 - a) ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES IN DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "ELBOW" PIPES. FOR PROPOSED STORM SEWERS LARGER THAN 27 INCHES IN DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "ELBOW" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
 - b) EXISTING DRAINAGE STRUCTURE LOCATIONS AND INVERTS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF THE PROPOSED DRAINAGE ITEMS.
 - c) CONNECTION OF THE PROPOSED DRAINAGE SYSTEM TO EXISTING DRAIN TILES, PIPE CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
 - d) EXISTING FARM DRAIN OR FIELD TILE THAT IS ENCOUNTERED IN THE FIELD SHALL BE STAKED AND REPORTED TO THE ENGINEER. FACILITIES DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN THEIR ORIGINAL ALIGNMENT. IF THIS IS NOT POSSIBLE, THE FARM DRAIN OR FIELD TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED DRAIN SYSTEM. THIS WORK SHALL BE DONE ACCORDING TO SECTION 611 OF THE STANDARD SPECIFICATIONS. ALL WORK NECESSARY TO REPAIR THE FARM DRAIN OR FIELD TILE SHALL BE AT THE CONTRACTOR'S EXPENSE.
 - e) A QUANTITY OF 1000 FEET OF EXPLORATION TRENCH 52" DEPTH HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF IDENTIFYING ANY BURIED OBSTACLE. THE ENGINEER SHALL APPROVE THE LOCATIONS OF THE EXPLORATION TRENCH 52" DEPTH BEFORE ANY EXCAVATION MAY BEGIN.
 - f) STORM SEWER (WATER MAIN REQUIREMENTS) IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FT (3.0 M) AND THE BOTTOM OF THE WATER MAIN IS LESS THAN 1.5 FT (0.45 M) ABOVE THE TOP OF THE SEWER. DUCTILE IRON PIPE SHALL BE USED FOR ALL STORM SEWER (WATER MAIN REQUIREMENTS).
 - g) STORM SEWER, RUBBER GASKET IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 1.5 FT (0.45 M) ABOVE THE TOP OF THE SEWER.
 - h) BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTH AND QUANTITY REQUIRED.
 - i) OFFSETS AND TOP OF FRAME ELEVATIONS FOR STRUCTURES WHICH ARE LOCATED IN THE GUTTER ARE GIVEN AT THE EDGE OF PAVEMENT. OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR STRUCTURES NOT LOCATED IN THE GUTTER ARE GIVEN TO THE CENTER OF THE GRATE OR LID. STRUCTURES LOCATED IN THE GUTTER SHALL BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD. ALL OTHER STRUCTURES SHALL BE TURNED SO THAT THE FRAME IS FURTHEST FROM THE CENTER LINE OF THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS.
 - j) STATIONS, OFFSETS, AND INVERT ELEVATIONS FOR FLARED END SECTIONS ARE GIVEN AT THE CENTER LINE OF THE OUTLET END OF THE FLARED END SECTION. THE FLARED END SECTION WILL BE SLOPED AT THE SAME SLOPE AS THE OUTLET PIPE.
 - k) PRECAST CONCRETE FLARED END SECTIONS TO BE REMOVED SHALL BE PAID FOR AS STORM SEWER REMOVAL OF THE SIZE SPECIFIED.
 - l) STORM SEWER TO FILLED SHALL BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL.
14. SAW CUT (FULL DEPTH) SHALL BE REQUIRED AT THE JOINT BETWEEN PAVEMENT, SIDEWALK, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, HOT-MIX ASPHALT SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.
15. WHERE SECTION, SUBSECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER AND THE VILLAGE SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THE MONUMENT'S LOCATIONS.
16. REMOVAL OF EXISTING REGULATORY, WARNING, AND/OR TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION AND/OR CONFLICT WITH CONSTRUCTION TRAFFIC PATTERNS DESCRIBED IN THE MAINTENANCE OF TRAFFIC PLANS OR DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION. (SPECIAL).

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT

17. BUS SHELTERS
 - a) EXISTING BUS SHELTERS ARE TO BE REMOVED BY PACE. THE CONTRACTOR SHALL CONTACT MR. TAQHI MOHAMMAD OF PACE AT (847) 228-4287 TWO WEEKS PRIOR TO THE NEED FOR REMOVAL OF THE SHELTER.
 - b) FOLLOWING CONSTRUCTION OF THE PROPOSED CONCRETE PAD, THE CONTRACTOR SHALL NOTIFY PACE TO REINSTALL THE BUS SHELTER.
18. ALL PROPOSED CONCRETE MEDIANS SIX FEET WIDE OR LESS SHALL BE POURED MONOLITHICALLY UNLESS OTHERWISE SHOWN IN THE PLANS AND THE OPTIONAL CONSTRUCTION JOINT SHOWN ON STANDARD 606301 WILL NOT BE ALLOWED.
19. ALL CONCRETE MEDIAN SURFACE, 6 INCH SHALL BE FINISHED WITH A CALIFORNIA FINISH UNLESS OTHERWISE NOTED ON THE PLANS.
20. ALL SIDE CURB OR RAMP SIDE FLARES FOR PEDESTRIAN CROSSINGS SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH.
21. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGES OF NORTHFIELD, NORTHBROOK AND GLENVIEW. ALL TEMPORARY FENCE, TREE REMOVAL, TREE PRUNING AND TREE ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS INDICATED IN THE PLANS AND SPECIFICALLY DIRECTED BY THE ENGINEER.
22. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOB SITE. NO WORK IS TO BE PERFORMED OTHER THAN TREE PRUNING OR TREE ROOT PRUNING, MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". THE TEMPORARY FENCE SHALL BE REMOVED ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
23. TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.
24. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ANY ITEM THAT CANNOT BE REPAIRED SHALL BE REPLACED WITH THE SAME TYPE AND/OR MATERIAL. THE EXISTING GROUND COVER SHALL REMAIN IN ANY AREA WHERE THERE IS NO PROPOSED GRADING.
25. THE CONTRACTOR'S ATTENTION IS CALLED TO THE PRESENCE OF METROPOLITAN WATER RECLAMATION DISTRICT (MWRD) FACILITIES WITHIN THE LIMITS OF PROPOSED IMPROVEMENT. ALL MWRD FACILITIES SHALL BE PROTECTED AND 24-HOUR ACCESS MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY MWRD (312-751-3236) A MINIMUM OF 72 HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITIES IMPACTING MWRD FACILITIES.
26. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
27. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
28. THE CONTRACTORS ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENTS AT THE WILLOW ROAD AND INTERSTATE 94 INTERCHANGE, SPECIFICALLY ALONG RAMP D. THE CONTRACTOR SHALL CONTACT THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S ELECTRICAL MAINTENANCE CONTRACTOR, JERRY LAKOMIAK (708-524-2145) FROM MEADE ELECTRIC, AT LEAST 72 HOURS PRIOR TO EXCAVATION TO LOCATE THE UNDERGROUND FACILITIES.
29. ALL DAMAGE TO DEPARTMENT-OWNED UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S OWN EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE THE PERMANENT REPAIRS. SPLICING OF ELECTRICAL CABLE SHALL NOT BE ALLOWED, UNLESS IT IS AT AN ELECTRICAL STRUCTURE, AND SHALL BE REPLACED FROM POLE TO POLE, PEDESTAL, HANDHOLE, OR CONTROLLER.
30. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. IN-STREAM WORK AREA SHOWN ON THESE PLANS IS APPROXIMATE. BOUNDARIES OF THE IN-STREAM WORK AREA ARE SUBJECT TO ADJUSTMENT BY THE USACE AND THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTING THE PROJECT. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
31. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BOE 2289) AND USE/WASTE REVIEW (BOE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.5.A AND B OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
32. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
33. ANY REFERENCE TO A HIGHWAY STANDARD IN THE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION OF AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THE PLANS.
34. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS RESTRICTIONS TO THE SITE AS MAY BE REQUIRED BY THE ENGINEER. IN AREAS WHERE SILT FENCE IS NOT INSTALLED, ORANGE CONSTRUCTION FENCING MAY BE REQUIRED TO RESTRICT ACCESS TO WORK ZONES. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE NEED FOR ACCESS RESTRICTIONS AND THEIR CONFIGURATION. ORANGE CONSTRUCTION FENCING (IF NECESSARY) WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

FILE NAME =	USER NAME = jatorko	DESIGNED - JUL	REVISED - 12/26/2012	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">SCALE: N.T.S. SHEET NO. 3 OF 919 SHEETS</p>	<p align="center">GENERAL NOTES</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
g:\veh\118158\road\Sheets\016@135-SHT-GEN	NOTE - Ldgn	DRAWN - KAL	REVISED -			305	(1920.01,1518,2022&1922.4B)R	COOK	919	3	
	PL01 SCALE = 1/8"=1'-0"	CHECKED - RCB	REVISED -			CONTRACT NO. 60T35					
	PL01 DATE = 12/21/2012	DATE - 10/31/2012	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	TRAFFIC SIGNALS																100% GLENVIEW
				ROADWAY	BRIDGE N. BRANCH CHICAGO RIVER	BRIDGE OVER I-94 EDENS EXPY	WILLOW RD AT IL ROUTE 43	WILLOW RD AT THREE LAKES DRIVE	WILLOW RD AT SUNSET RIDGE ROAD	WILLOW RD AT WAGNER RD	WILLOW RD AT PED ONLY CROSSING	WILLOW RD AT OLD WILLOW / NORTHFIELD RD	WILLOW RD AT CENTRAL AV / HAPP ROAD	IL ROUTE 43 AT THREE LAKES DRIVE	INTERCONNECT					
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% NORTHFIELD	80% FED 20% STATE	80% FED 20% NFIELD ITEP	80% FED 15% STATE 5% NFIELD	80% FED 20% NFIELD ITEP	80% FED 10% STATE 10% NFIELD	80% FED 20% NFIELD ITEP	80% FED 10% STATE 20% NFIELD	80% FED 20% NFIELD ITEP	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD ITEP	80% FED 20% STATE	
0003	0010	0014	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0003			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	98607	98607																
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	216	216																
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	549	549																
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	689	689																
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	290	290																
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	24	24																
40600895	CONSTRUCTING TEST STRIP	EACH	1	1																
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1924	1924																
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	162	162																
40803335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	293	293																
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	36	36																
40603585	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	429	429																
40701871	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 1/2"	SQ YD	332	332																
40701966	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 1/4"	SQ YD	2965	2965																
42000426	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/4" (JOINTED)	SQ YD	55304	55304																
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SQ YD	14074	14074																
42001300	PROTECTIVE COAT	SQ YD	31265	31265																
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	970	970																
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	43	43																
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	125	125																
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	80582	80582																
42400800	DETECTABLE WARNINGS	SQ FT	1522	1522																
44000100	PAVEMENT REMOVAL	SQ YD	72221	72221																
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	184	184																
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	204	204																
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2091	2091																
44000300	CURB REMOVAL	FOOT	310	310																
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	16752	16752																
44000600	SIDEWALK REMOVAL	SQ FT	46932	46932																
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	218	218																
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	262	262																
44002220	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 5"	SQ YD	345	345																
44003100	MEDIAN REMOVAL	SQ FT	7186	7186																

- * DENOTES SPECIALTY ITEM
- \$ 80% FEDERAL, 20% NORTHFIELD (ITEP)
- + 90% STATE, 10% NORTHFIELD
- & 40% STATE, 60% NORTHFIELD
- # 100% NORTHFIELD
- NP NON-PARTICIPATING ITEM

Rev 1-7-13

FILE NAME: G:\CH1\0158\Road\Sheets\160135-SHT-50001.dgn	USER NAME: jmbaldwin	DESIGNED: JLV	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SUMMARY OF QUANTITIES		F.A.P. RTE: 305	SECTION: 11920.01,1518,2022&1922,4BIR	COUNTY: COOK	TOTAL SHEETS: 919	SHEET NO.: 5
PLOT SCALE: 1/4" = 1'-0"	PLOT DATE: 11/1/2012	CHECKED: RCB	DATE: 10/31/2012	SCALE: N.T.S.	SHEET NO. 5 OF 919 SHEETS	CONTRACT NO. 60135						

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	TRAFFIC SIGNALS																100% GLENNVIEW
				ROADWAY	BRIDGE N. BRANCH CHICAGO RIVER	BRIDGE OVER I-94 EDENS EXPY	WILLOW RD AT IL ROUTE 43	WILLOW RD AT THREE LAKES DRIVE	WILLOW RD AT SUNSET RIDGE ROAD	WILLOW RD AT WAGNER RD	WILLOW RD AT PED ONLY CROSSING	WILLOW RD AT OLD WILLOW / NORTHFIELD RD	WILLOW RD AT CENTRAL AV / HAPP ROAD	IL ROUTE 43 AT THREE LAKES DRIVE	INTERCONNECT					
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% NORTHFIELD	80% FED 20% STATE	80% FED 20% NFIELD ITEP	80% FED 15% STATE 5% NFIELD	80% FED 20% NFIELD ITEP	80% FED 10% STATE 10% NFIELD	80% FED 20% NFIELD ITEP	80% FED 10% STATE 10% NFIELD	80% FED 20% NFIELD ITEP	80% FED 20% STATE	80% FED 20% NFIELD ITEP	80% FED 20% STATE	
0003	0010	0014	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0003		
44004250	PAVED SHOULDER REMOVAL	SQ YD	3526	3526																
44201337	CLASS C PATCHES, TYPE I, 9 INCH	SQ YD	3	3																
44201341	CLASS C PATCHES, TYPE II, 9 INCH	SQ YD	141	141																
44201345	CLASS C PATCHES, TYPE III, 9 INCH	SQ YD	212	212																
44201347	CLASS C PATCHES, TYPE IV, 9 INCH	SQ YD	311	311																
44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	13	13																
44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	57	57																
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	103	103																
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	45	45																
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	151	151																
48203027	HOT-MIX ASPHALT SHOULDERS, 7 1/2"	SQ YD	182	182																
48203046	HOT-MIX ASPHALT SHOULDERS, 12 1/4"	SQ YD	3372	3372																
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1																
50102400	CONCRETE REMOVAL	CU YD	68.3																	68.3
50104000	BRIDGE RAIL REMOVAL	FOOT	464																	464
50104400	CONCRETE HEADWALL REMOVAL	EACH	3	3																
50157300	PROTECTIVE SHIELD	SQ YD	85																	85
50200100	STRUCTURE EXCAVATION	CU YD	904	459																445
50300225	CONCRETE STRUCTURES	CU YD	104.1	1.5																102.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	778.2	190.6																507.1
50300260	BRIDGE DECK GROOVING	SQ YD	707																	707
50300285	FORM LINER TEXTURED SURFACE	SQ FT	4673	3020																1645
50300300	PROTECTIVE COAT	SQ YD	2039	430																1293
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1																	1
50500505	STUD SHEAR CONNECTORS	EACH	4191																	4191
50800205	REINFORCEMENT BARS, EPOXY COATED	POUNDS	162,506	24396																126510
50800515	BAR SPLICERS	EACH	693																	11,600
50901730	BRIDGE FENCE RAILING	FOOT	464																	464
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1734																	1734
51202305	DRIVING PILES	FOOT	1734																	1734
51203200	TEST PILE METAL SHELLS	EACH	2																	2
51204650	PILE SHOES	EACH	30																	30

- * DENOTES SPECIALTY ITEM
- S 80% FEDERAL, 20% NORTHFIELD (ITEP)
- + 90% STATE, 10% NORTHFIELD
- & 40% STATE, 60% NORTHFIELD
- # 100% NORTHFIELD
- NP NON-PARTICIPATING ITEM

Rev. 1-4-13

Rev.

FILE NAME: G:\CH1\0158\Road\Sheets\0160135-SHT-5001.dgn	USER NAME: jrbaldwin	DESIGNED: JLV	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
PLOT SCALE: 40.000' / 1" =	CHECKED: RCB	REVISIONS:	305			(1920,01,1518,2022&1922,4B)R	COOK	919	6	
PLOT DATE: 11/1/2012	DATE: 10/31/2012	REVISIONS:	SCALE: N.T.S. SHEET NO. 6 OF 919 SHEETS			CONTRACT NO. 60T35				
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

100%
F. 20%
S. NF

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	TRAFFIC SIGNALS																UTILITIES	100% GLENNVIEW
				ROADWAY	BRIDGE N. BRANCH CHICAGO RIVER	BRIDGE OVER I-94 EDENS EXPY	WILLOW RD AT IL ROUTE 43	WILLOW RD AT THREE LAKES DRIVE	WILLOW RD AT SUNSET RIDGE ROAD	WILLOW RD AT WAGNER RD	WILLOW RD AT PED ONLY CROSSING	WILLOW RD AT OLD WILLOW / NORTHFIELD RD	WILLOW RD AT CENTRAL AV / HAPP ROAD	IL ROUTE 43 AT THREE LAKES DRIVE	INTERCONNECT						
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% NORTHFIELD	80% FED 20% STATE	80% FED 20% NFIELD	80% FED 15% STATE 5% NFIELD	80% FED 20% NFIELD	80% FED 10% STATE 20% NFIELD	80% FED 10% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE			
				0003	0010	0014	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0043	0003		
550A0520	STORM SEWERS, CLASS A, TYPE 2 72"	FOOT	331	331																	
550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	326	277																49	
550A2330	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 15"	FOOT	196	161																35	
550A2400	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 36"	FOOT	153	151																2	
550A2450	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 66"	FOOT	100	100																	
550A2460	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 72"	FOOT	99	99																	
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	621	557																64	
550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	150	135																15	
550A2540	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	49	49																	
550A2560	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 30"	FOOT	6	5																1	
550A2600	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 36"	FOOT	58	58																	
550A2610	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 42"	FOOT	433	419																14	
550A2620	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 48"	FOOT	607	558																49	
550A2640	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 60"	FOOT	179	173																6	
550A2650	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 66"	FOOT	78	78																	
550A4300	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 30"	FOOT	194	194																	
550A4500	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 36"	FOOT	472	472																	
550B0040	STORM SEWERS, CLASS B, TYPE 1 10"	FOOT	5	5																	
550B0050	STORM SEWERS, CLASS B, TYPE 1 12"	FOOT	41	41																	
550B0070	STORM SEWERS, CLASS B, TYPE 1 15"	FOOT	56	56																	
55100200	STORM SEWER REMOVAL 6"	FOOT	29	29																	
55100300	STORM SEWER REMOVAL 8"	FOOT	352	352																	
55100400	STORM SEWER REMOVAL 10"	FOOT	283	283																	
55100500	STORM SEWER REMOVAL 12"	FOOT	2070	2070																	
55100700	STORM SEWER REMOVAL 15"	FOOT	1483	1483																	
55100900	STORM SEWER REMOVAL 18"	FOOT	941	941																	
55101100	STORM SEWER REMOVAL 21"	FOOT	308	308																	
55101200	STORM SEWER REMOVAL 24"	FOOT	605	605																	
55101300	STORM SEWER REMOVAL 27"	FOOT	72	72																	
55101400	STORM SEWER REMOVAL 30"	FOOT	209	209																	
55101600	STORM SEWER REMOVAL 36"	FOOT	2246	2246																	
55101800	STORM SEWER REMOVAL 42"	FOOT	71	71																	

* DENOTES SPECIALTY ITEM
 S 80% FEDERAL, 20% NORTHFIELD (ITEP)
 + 90% STATE, 10% NORTHFIELD
 & 40% STATE, 60% NORTHFIELD
 # 100% NORTHFIELD
 NP NON-PARTICIPATING ITEM

Rev. 1-7-13

Rev.

FILE NAME : C:\CH1\0158\Road\Sheets\DI6BT35-SH1-50201.dgn	USER NAME : mbaldwin	DESIGNED - JLJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RATE : 305	SECTION : 11920.01,1518,2022&1922.48(R)	COUNTY : COOK	TOTAL SHEETS : 919	SHEET NO. : 8
PLOT SCALE : 40,000 / in.	DRAWN - JRS	REVISED -	SCALE: N.T.S.			SHEET NO. 8 OF 919 SHEETS		CONTRACT NO. 60T35		
PLOT DATE : 11/1/2012	CHECKED - RCB	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

80% F
20% NF
5

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	TRAFFIC SIGNALS																UTILITIES	100% CLEAN VIEW	
				ROADWAY	BRIDGE N. BRANCH CHICAGO RIVER	BRIDGE OVER I-94 EDENS EXPY	WILLOW RD AT IL ROUTE 43	WILLOW RD AT THREE LAKES DRIVE	WILLOW RD AT SUNSET RIDGE ROAD	WILLOW RD AT WAGNER RD	WILLOW RD AT PED ONLY CROSSING	WILLOW RD AT OLD WILLOW / NORTHFIELD RD	WILLOW RD AT CENTRAL AV / HAPP ROAD	IL ROUTE 43 AT THREE LAKES DRIVE	INTERCONNECT							
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% NORTHFIELD	80% FED 20% STATE	80% FED 20% NFIELD ITEP	80% FED 15% STATE 5% NFIELD	80% FED 20% NFIELD ITEP	80% FED 10% STATE 10% NFIELD	80% FED 20% NFIELD ITEP	80% FED 10% STATE 10% NFIELD	80% FED 20% NFIELD ITEP	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD			80% FED 20% STATE 20% NFIELD
0003	0010	0014	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0043	0003		
* 56100600	WATER MAIN 6"	FOOT	94																			94
* 56100700	WATER MAIN 8"	FOOT	563																			563
* 56100800	WATER MAIN 10"	FOOT	630																			630
* 56100900	WATER MAIN 12"	FOOT	15																			15
* 56101000	WATER MAIN 16"	FOOT	5446																			2035 3411
* 56104900	WATER VALVES 6"	EACH	5																			5
* 56105000	WATER VALVES 8"	EACH	9																			9
* 56105100	WATER VALVES 10"	EACH	1																			1
* 56105300	WATER VALVES 16"	EACH	11																			5.25 5.75
* 56106300	ADJUSTING WATER MAIN 6"	FOOT	30																			30
* 56106400	ADJUSTING WATER MAIN 8"	FOOT	30																			30
* 56106500	ADJUSTING WATER MAIN 10"	FOOT	550																			550
* 56106700	ADJUSTING WATER MAIN 16"	FOOT	180																			180
* 56200500	WATER SERVICE LINE 1 1/2"	FOOT	156																			156
* 56200700	WATER SERVICE LINE 2"	FOOT	18																			18
* 56201600	CORPORATION STOPS 1 1/2"	EACH	6																			6
* 56201800	CORPORATION STOPS 2"	EACH	1																			1
* 56300300	ADJUSTING WATER SERVICE LINES	FOOT	150																			150
* 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	8																			8
* 56400500	FIRE HYDRANTS TO BE REMOVED	EACH	15																			15
* 56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	27																			18 9
* 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	5																			5
* 56500800	DOMESTIC WATER SERVICE BOXES	EACH	7																			7
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	140		140																	
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	142	2																		114 26
60100000	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	5	5																		
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	230	230																		
60109510	PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"	FOOT	5076	5076																		
60200205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3																		
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	11	11																		
60201110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	25	25																		
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	94	94																		

- * DENOTES SPECIALTY ITEM
- \$ 80% FEDERAL, 20% NORTHFIELD (ITEP)
- + 90% STATE, 10% NORTHFIELD
- & 40% STATE, 60% NORTHFIELD
- # 100% NORTHFIELD
- NP NON-PARTICIPATING ITEM

Rev. 1-7-13

Rev.

80% 100%
F 20% NF
S

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	TRAFFIC SIGNALS														UTILITIES	100% GLENNVIEW	
				ROADWAY	BRIDGE N. BRANCH CHICAGO RIVER	BRIDGE OVER I-94 EDENS EXPY	WILLOW RD AT IL ROUTE 43	WILLOW RD AT THREE LAKES DRIVE	WILLOW RD AT SUNSET RIDGE ROAD	WILLOW RD AT WAGNER RD	WILLOW RD AT PED ONLY CROSSING	WILLOW RD AT OLD WILLOW / NORTHFIELD RD	WILLOW RD AT CENTRAL AV / HAPP ROAD	IL ROUTE 43 AT THREE LAKES DRIVE	INTERCONNECT					
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% NORTHFIELD	80% FED 20% STATE	80% FED 20% NFIELD	80% FED 15% STATE 5% NFIELD	80% FED 20% NFIELD	80% FED 10% STATE 10% NFIELD	80% FED 10% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE 20% NFIELD	80% FED 20% STATE			
				0003	0010	0014	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0043	0003	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	11	11																
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	4	4																
60205040	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	3	3																
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	16	16																
60207915	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	EACH	9	9																
60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	12	12																
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	9	9																
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	16	16																
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	5	5																
60219530	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	5	5																
60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	6	6																
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	11	11																
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	3	3																
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	39	39																
60224005	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 8 GRATE	EACH	2	2																
60224038	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	2	2																
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	17	17																
60224448	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 8 GRATE	EACH	1	1																
60224439	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1																
60224459	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	21	21																
60224469	MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8																
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	17	17																
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	8	8																
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	68	68																
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	16	16																
* 60248700	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	14																	14
* 60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1																	1
* 60249010	VALVE VAULTS, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	11																	5.25
60250200	CATCH BASINS TO BE ADJUSTED	EACH	10	10																5.75
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3	3																
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1																
60255500	MANHOLES TO BE ADJUSTED	EACH	24	13																11

* DENOTES SPECIALTY ITEM
 S 80% FEDERAL, 20% NORTHFIELD (ITEP)
 + 90% STATE, 10% NORTHFIELD
 & 40% STATE, 60% NORTHFIELD
 # 100% NORTHFIELD
 NP NON-PARTICIPATING ITEM

Rev. 1-7-13

Rev.

FILE NAME: G:\CH1\0150\Road\Sheets\60135-SHT-5001.dgn	USER NAME: mrbaldwin	DESIGNED: JLV	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SUMMARY OF QUANTITIES		F.A.P. RTEL: 305	SECTION: 11920.01,1518,2022&1922.4B1R	COUNTY: COOK	TOTAL SHEETS: 919	SHEET NO.: 10	CONTRACT NO.: 60135
PLLOT SCALE: 40,000 / in.	PLLOT DATE: 11/12/2012	DRAWN: JRS	CHECKED: RCB	DATE: 10/31/2012	SCALE: N.T.S.	SHEET NO. 10 OF 919 SHEETS	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT					

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE N. BRANCH CHICAGO RIVER	BRIDGE OVER I-94 EDENS EXPY	TRAFFIC SIGNALS																100% G L E N V I E W
							WILLOW RD AT IL ROUTE 43	WILLOW RD AT THREE LAKES DRIVE	WILLOW RD AT SUNSET RIDGE ROAD	WILLOW RD AT WAGNER RD	WILLOW RD AT PED ONLY CROSSING		WILLOW RD AT OLD WILLOW / NORTHFIELD RD	WILLOW RD AT CENTRAL AV / HAPP ROAD	IL ROUTE 43 AT THREE LAKES DRIVE		INTERCONNECT						
							80% FED 20% STATE	100% NORTHFIELD	80% FED 20% STATE	80% FED 20% NFIELD	15% STATE 5% NFIELD	80% FED 20% NFIELD	10% STATE 10% NFIELD	80% FED 20% NFIELD	80% FED 20% NFIELD	20% STATE	20% NFIELD	80% FED 20% STATE	80% FED 20% NFIELD	80% FED 20% STATE			
				0003	0010	0014	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0021	0003			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	11795	11795																			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1000	1000																			
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1170	1170																			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1978	1978																			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	57205	57205																			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3080	3080																			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	200	200																			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	785	711																			
* 72000200	SIGN PANEL - TYPE 2	SQ FT	55	25																			
* 72000300	SIGN PANEL - TYPE 3	SQ FT	1037	1037																			
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	50	50																			
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	7	7																			
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	135	135																			
* 72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	34	34																			
* 72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	293	293																			
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	58	58																			
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	45	45																			
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	34	34																			
* 72400720	RELOCATE SIGN PANEL - TYPE 2	SQ FT	13	13																			
* 72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	1414	1414																			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	511	511																			
* 72900100	METAL POST - TYPE A	FOOT	699	699																			
* 72900200	METAL POST - TYPE B	FOOT	54	54																			
* 73000100	WOOD SIGN SUPPORT	FOOT	59	59																			
* 73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	4	4																			
* 73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	5	5																			
* 73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	2	2																			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	400	400																			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15260	15260																			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1289	1289																			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	5008	5008																			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	565	565																			

* DENOTES SPECIALTY ITEM
 \$ 80% FEDERAL, 20% NORTHFIELD (ITEP)
 + 90% STATE, 10% NORTHFIELD
 & 40% STATE, 60% NORTHFIELD
 # 100% NORTHFIELD
 NP NON-PARTICIPATING ITEM

Rev. 1-7-13

Rev.

FILE NAME : G:\CH11\0158\Road\Sheets\0169135-SHT-5041.dgn	USER NAME : mboldwin	DESIGNED - JLV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	P.A.P. RTE. 305	SECTION 11920.01, 1518, 2022&1922.48R	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 12
PLOT SCALE : 48.000 / 1"	CHECKED - RCB	REVISED -	SCALE: N.T.S.			SHEET NO. 12 OF 919 SHEETS	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE : 11/1/2012	DATE - 10/31/2012	REVISED -	CONTRACT NO. 60T35							

LOSE 01 01 01 01 01 01 02 02 02 04 02

4) 5) 16) 2) 3) 17) 18) 19) 20) 21) 22) 23)

| CODE NUMBER | PAY ITEM | UNIT | TOTAL QUANTITY | TRAFFIC SIGNALS | | | | | | | | | | | | | | | | | | | | 100% GLENVIEW | | | |
|-------------|---|-------|----------------|-------------------|--------------------------------|-----------------------------|--------------------------|--------------------------------|--------------------------------|-------------------------|--------------------------------|---|--------------------------------------|----------------------------------|------------------------------|-------------------------|-------------------|-------------------------|-------------------|-------------------------|-------------------|-------------------------|-------------------|---------------|-------------------------|-------------------|-------------------------|
| | | | | ROADWAY | BRIDGE N. BRANCH CHICAGO RIVER | BRIDGE OVER I-94 EDENS EXPY | WILLOW RD AT IL ROUTE 43 | WILLOW RD AT THREE LAKES DRIVE | WILLOW RD AT SUNSET RIDGE ROAD | WILLOW RD AT WAGNER RD | WILLOW RD AT PED ONLY CROSSING | WILLOW RD AT OLD WILLOW / NORTHFIELD RD | WILLOW RD AT CENTRAL AV / HARRP ROAD | IL ROUTE 43 AT THREE LAKES DRIVE | INTERCONNECT | LIGHTING | | | | | | | | | | | |
| | | | | 80% FED 20% STATE | 80% FED 20% STATE | 80% FED 20% STATE | 80% FED 20% STATE | 100% NORTHFIELD | 80% FED 20% STATE | 80% FED 20% NFIELD ITEP | 80% FED 15% STATE 5% NFIELD | 80% FED 20% NFIELD ITEP | 80% FED 10% STATE 10% NFIELD | 80% FED 20% NFIELD ITEP | 80% FED 10% STATE 10% NFIELD | 80% FED 20% NFIELD ITEP | 80% FED 20% STATE | 80% FED 20% NFIELD ITEP | 80% FED 20% STATE | 80% FED 20% NFIELD ITEP | 80% FED 20% STATE | 80% FED 20% NFIELD ITEP | 80% FED 20% STATE | | 80% FED 20% NFIELD ITEP | 80% FED 20% STATE | 80% FED 20% NFIELD ITEP |
| | | | | 0003 | 0010 | 0014 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0021 | 0003 | |
| * X8570231 | FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL | EACH | 1 | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| * X8600105 | MASTER CONTROLLER (SPECIAL) | EACH | 1 | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| * X8620200 | UNINTERRUPTABLE POWER SUPPLY, SPECIAL | EACH | 7 | | | | 1 | 1 | 1 | | 1 | | | 1 | | | | | | | | | | | | | |
| * X8710024 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F | FOOT | 14777 | | | | | | | | | | | | | | | | | | | | | | | | 14777 |
| * X8730312 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED | FOOT | 200 | 200 | | | | | | | | | | | | | | | | | | | | | | | |
| * X8770123 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 FT. (SPECIAL) | EACH | 2 | | | | | | | | | | | 0.70 | 1.30 | | | | | | | | | | | | |
| * X8770126 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT. (SPECIAL) | EACH | 1 | | | | | | | | | | 0.39 | 0.61 | | | | | | | | | | | | | |
| * X8770134 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT. (SPECIAL) | EACH | 2 | | | | | | 0.43 | 0.57 | 0.43 | 0.57 | | | | | | | | | | | | | | | |
| * X8770136 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT. (SPECIAL) | EACH | 2 | | | | | 1 | 0.45 | 0.55 | | | | | | | | | | | | | | | | | |
| * X8770137 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT. (SPECIAL) | EACH | 2 | | | | | | | | 0.94 | 1.06 | | | | | | | | | | | | | | | |
| * X8770139 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT. (SPECIAL) | EACH | 1 | | | | | | 0.53 | 0.47 | | | | | | | | | | | | | | | | | |
| * X8770140 | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT. (SPECIAL) | EACH | 1 | | | | | | 0.55 | 0.45 | | | | | | | | | | | | | | | | | |
| * X8850102 | INDUCTION LOOP | FOOT | 40 | 40 | | | | | | | | | | | | | | | | | | | | | | | |
| * X8950075 | REMOVE EXISTING LIGHTING CONTROLLER AND SALVAGE | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| * X8950077 | REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| * X8950130 | MODIFY EXISTING LIGHTING CONTROLLER | EACH | 1 | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Z0001850 | ARCHITECTURAL PRECAST CONCRETE PANEL | EACH | 20 | | 20 | | | | | | | | | | | | | | | | | | | | | | |
| Z0003600 | BEAM STRAIGHTENING | L SUM | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Z0004542 | HOT-MIX ASPHALT REMOVAL (SPECIAL) | SQ YD | 479 | 479 | | | | | | | | | | | | | | | | | | | | | | | |
| Z0007124 | STEEL RAILING (SPECIAL) | FOOT | 537 | 265 | 272 | | | | | | | | | | | | | | | | | | | | | | |
| Z0007430 | TEMPORARY SIDEWALK | SQ FT | 6000 | 6000 | | | | | | | | | | | | | | | | | | | | | | | |
| Z0012142 | BRIDGE DECK SCARIFICATION 2 1/4" | SQ YD | 67 | | 67 | | | | | | | | | | | | | | | | | | | | | | |
| Z0012754 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | SQ FT | 7 | | 7 | | | | | | | | | | | | | | | | | | | | | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Z0022800 | FENCE REMOVAL | FOOT | 307 | 307 | | | | | | | | | | | | | | | | | | | | | | | |
| Z0026407 | TEMPORARY SHEET PILING | SQ FT | 520 | 520 | | | | | | | | | | | | | | | | | | | | | | | |
| 70600250 | IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3 | EACH | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 70600255 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | |
| 70600260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 70600322 | IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2 | EACH | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 182 | 182 | | | | | | | | | | | | | | | | | | | | | | | |
| Z0033020 | LUMINAIRE SAFETY CABLE ASSEMBLY | EACH | 21 | | | | | | | | | | | | | | | | | | | | | | | | 21 |

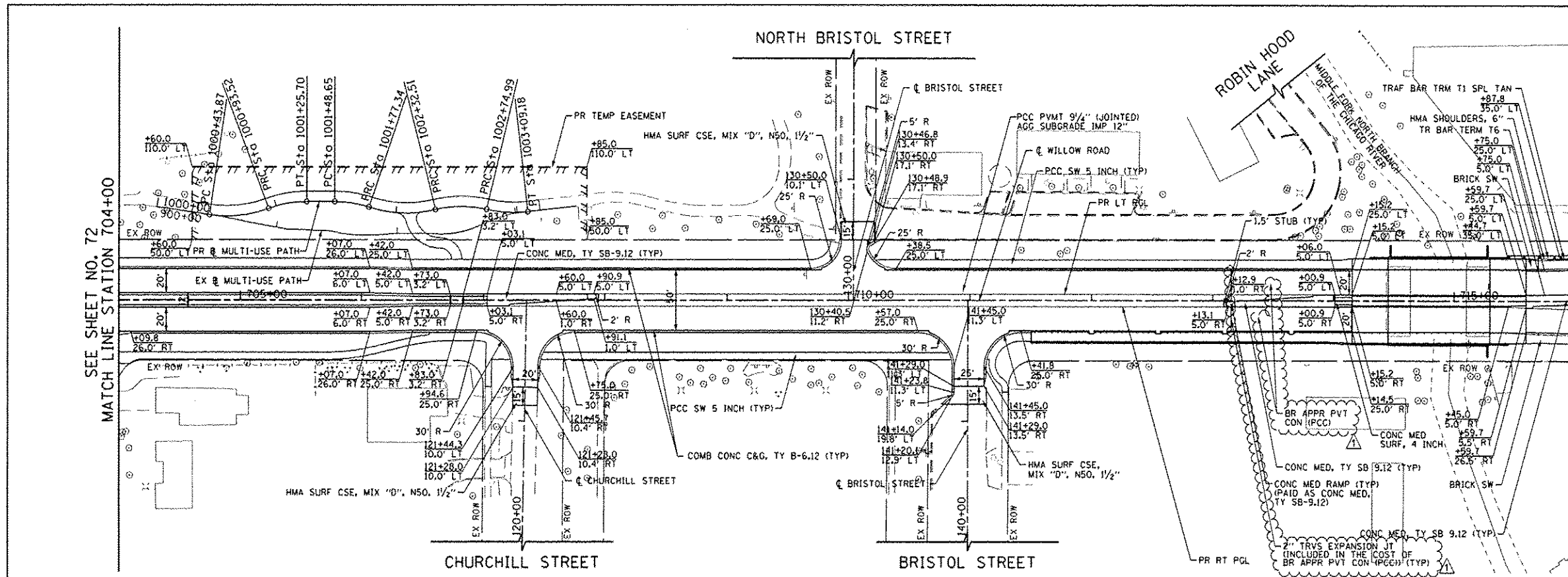
* DENOTES SPECIALTY ITEM
 \$ 80% FEDERAL, 20% NORTHFIELD (ITEP)
 + 90% STATE, 10% NORTHFIELD
 & 40% STATE, 60% NORTHFIELD
 # 100% NORTHFIELD
 NP NON-PARTICIPATING ITEM

| | | | | | | | | | | | | |
|---|----------------------|---------------|---------------|---|------------------------------|--|----------------------------|--------------------------------------|---------------------------|------------------|--------------|--------------------|
| FILE NAME: G:\CH\10155\Road\Sheets\10168135-SH1-50201.dgn | USER NAME: mmbaldwin | DESIGNED: JLV | REVISED: | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | F.A.P. R.T.E. 305 | SECTION 11920.01.1518.2022&1922-401R | COUNTY COOK | TOTAL SHEETS 919 | SHEET NO. 20 | CONTRACT NO. 60T35 |
| PLOT SCALE: 1/4" = 100' | CHECKED: RCB | REVISED: | SCALE: N.T.S. | | | | SHEET NO. 20 OF 919 SHEETS | FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT | | | |
| PLOT DATE: 11/1/2012 | DATE: 10/31/2012 | REVISED: | | | | | | | | | | |
| | | | | | | | | | | | | |

Rev. 14-13 Rev.

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|--------|-----------|------|
| PLAN | REVISIONS | DATE |
| NO. 1 | BY: [] | |
| NO. 2 | DATE: [] | |
| NO. 3 | | |
| NO. 4 | | |
| NO. 5 | | |
| NO. 6 | | |
| NO. 7 | | |
| NO. 8 | | |
| NO. 9 | | |
| NO. 10 | | |

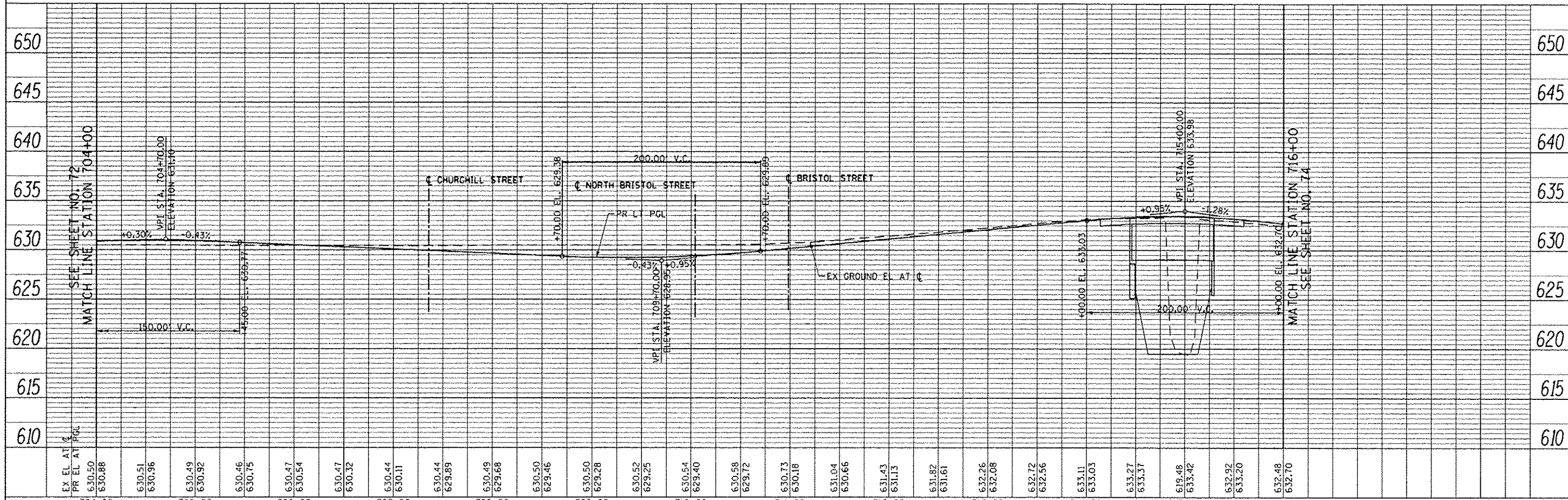
| | | |
|---------|-----------|------|
| PROFILE | REVISIONS | DATE |
| NO. 1 | BY: [] | |
| NO. 2 | DATE: [] | |
| NO. 3 | | |
| NO. 4 | | |
| NO. 5 | | |
| NO. 6 | | |
| NO. 7 | | |
| NO. 8 | | |
| NO. 9 | | |
| NO. 10 | | |



SEE SHEET NO. 72
MATCH LINE STATION 704+00

SEE SHEET NO. 74
MATCH LINE STATION 716+00

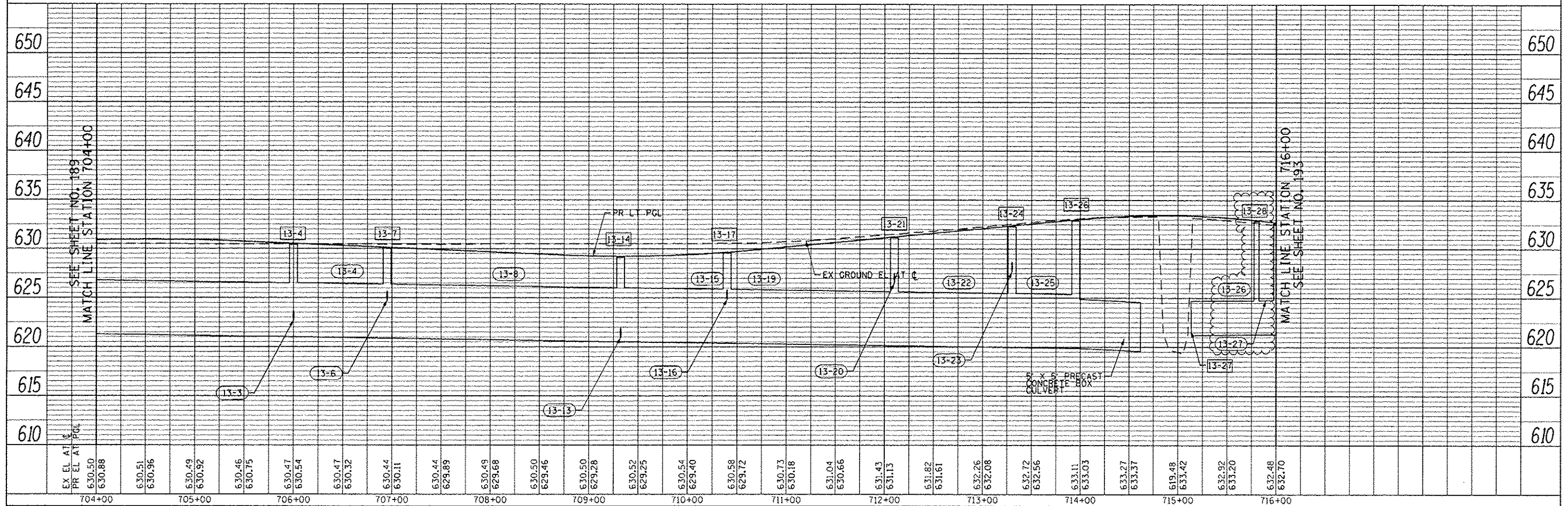
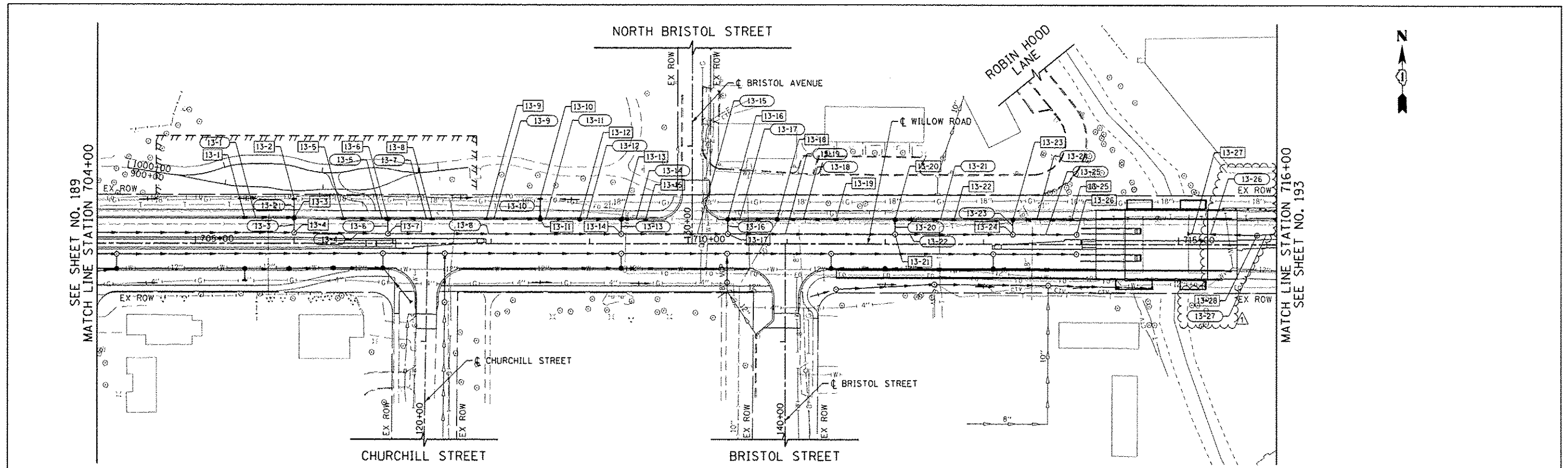
- NOTES:**
- FOR SUNSET RIDGE ROAD PLAN AND PROFILE SEE SHEET NO. 79
 - FOR WAGNER ROAD PLAN AND PROFILE SEE SHEET NO. 80
 - FOR INTERSTATE 94 RAMP A AND RAMP D PLAN AND PROFILE SEE SHEET NO. 81 TO 84
 - FOR SOMERSET LANE / OLD WILLOW ROAD PLAN SEE SHEET NO. 99
 - FOR SIDEWALK AND DRIVEWAY PLANS SEE SHEET NO. 94 TO 98
 - FOR INTERSECTION AND INTERSTATE 94 RAMP AND AUXILIARY LANE PAVING PLANS SEE SHEET NO. 264 TO 275
 - FOR PEDESTRIAN REFUGE ISLAND, CURB AND GUTTER TRANSITION, AND MEDIAN TRANSITION DETAILS SEE SHEET NO. 101 TO 103
 - FOR PROPOSED RIGHT PCL PROFILE SEE SHEET NO. 85 TO 90
 - THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.



| | | | | | | | | | | | | | |
|---|---------------------|---------------|----------------------|---|--|------------------------------|--|----------------------------|--------------------------------------|---|------------------|--------------|--------------------|
| FILE NAME: G:\CHIN\8158\Road\Sheets\0160135-SHT-PLAN\F-08.dgn | USER NAME: kajoranv | DESIGNED: JLV | REVISION: 12/21/2012 | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | | WILLOW ROAD PLAN AND PROFILE | | F.A.P. RTE. 305 | SECTION 11920,01,1518,2022&1922.481R | COUNTY COOK | TOTAL SHEETS 919 | SHEET NO. 73 | CONTRACT NO. 60T35 |
| PLOT SCALE: 1/8" = 1'-0" | PLOT DATE: 1/7/2013 | CHECKED: RCB | DATE: 10/31/2012 | SCALE: HORIZ. 1" = 50' | | SHEET NO. 73 OF 919 SHEETS | | STA. 704+00 TO STA. 716+00 | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |

| | | |
|------|---------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | NOTE BOOK | |
| | NO. OF SHEETS | |
| | DATE FILED | |
| | FILE NAME | |

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| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | NOTE BOOK | |
| | NO. OF SHEETS | |
| | DATE FILED | |
| | FILE NAME | |



| | | | | | | | | | | |
|--|---------------------|---------------|------------------------|---|--|-----------------------------|--|---|------------------|---------------|
| FILE NAME: G:\CHIN\B58\Road\Sheets\060T35-SHT-DRAW | USER NAME: kolorenz | DESIGNED: JLV | REVISED: 12/21/2012 | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | WILLOW ROAD DRAINAGE PLAN AND PROFILE | F.A.P. R.I.E. 305 | SECTION 11920.01, 1516, 2022 & 1922.4B/R | COUNTY COOK | TOTAL SHEETS 919 | SHEET NO. 191 |
| PLOT SCALE: 1/8" = 1'-0" | CHECKED: RCB | REVISIONS: | SCALE: HORIZ: 1" = 50' | | | SHEET NO. 191 OF 919 SHEETS | STA. 704+00 TO STA. 716+00 | CONTRACT NO. 60T35 | | |
| PLOT DATE: 12/19/2012 | DATE: 10/31/2012 | REVISIONS: | VERT: 1" = 2' | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |
| | | | | | | | | | | |

DRAINAGE SHEET WILLOW ROAD STA 693+00 TO STA 704+00 RIGHT SYSTEM

| SHEET | STRUCTURE NUMBER | STATION | OFFSET | TYPE | FRAME & GRATE | RIM ELEVATION | INVERT ELEVATIONS | | | | | | | |
|-------|------------------|-----------|-----------|-------------------------|-------------------------|--------------------------|-------------------|-----------|--------|-----------|--------|-------------|--------|-----------|
| | | | | | | | NORTH | NORTHEAST | EAST | SOUTHEAST | SOUTH | SOUTHWEST | WEST | NORTHWEST |
| 12 | 12-33 | 701+60.00 | 26.5' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.71 | | | 626.29 | | | | 626.39 | |
| 12 | 12-34 | 702+10.00 | 40.0' RT | INLETS, TYPE A | TYPE 8 GRATE | 629.60 | 626.60 | | | | | | | |
| 12 | 12-35 | 702+10.00 | 26.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.56 | 625.53 | | | | 626.51 | | 625.83 | |
| # | 12 | 12-36 | 702+10.00 | 11.0' RT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.88 | | | 622.59 | | | 622.59 | |
| 12 | 12-37 | 702+65.00 | 26.0' RT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 630.40 | | | 626.40 | | | | | |
| 12 | 12-38 | 702+95.00 | 26.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.35 | | | 626.03 | | | | 626.13 | |
| 12 | 12-39 | 703+20.00 | 39.0' RT | MH, TYPE A, 4"-DIAMETER | TYPE 8 GRATE | 629.04 | 626.32 | | | 626.52 | | | | |
| 12 | 12-40 | 703+20.00 | 26.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.34 | 625.52 | | | | 626.26 | | 625.82 | |
| # | 12 | 12-41 | 703+20.00 | 11.0' RT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.66 | | | 621.89 | | 625.44 | 622.39 | |
| 12 | 12-42 | 111+43.58 | 23.3' LT | PRC FLAR END SEC 12 | NONE | | | | | | | | | 626.80 |
| # | 12 | 12-43 | 111+69.51 | 20.0' RT | MH, TYPE A, 7"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.34 | | | 621.83 | | 624.42 (EX) | | |

NOTE:
 * DRAINAGE STRUCTURE TO BE TURNED SO THAT THE FRAME OR GRATE IS CLOSEST TO THE CENTERLINE OF THE ROAD.
 % DRAINAGE STRUCTURE TO BE TURNED SO THAT THE FRAME OR GRATE IS FURTHEST FROM THE CENTERLINE OF THE ROAD.

DRAINAGE SHEET WILLOW ROAD STA 704+00 TO STA 716+00 LEFT SYSTEM

| SHEET | STRUCTURE NUMBER | STATION | OFFSET | TYPE | FRAME & GRATE | RIM ELEVATION | INVERT ELEVATIONS | | | | | | | |
|-------|------------------|-----------|-----------|-------------------------|-----------------------------|----------------------------|-------------------|-----------|--------|-----------|--------|-----------|--------|-----------|
| | | | | | | | NORTH | NORTHEAST | EAST | SOUTHEAST | SOUTH | SOUTHWEST | WEST | NORTHWEST |
| 13 | 13-1 | 705+50.00 | 26.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 630.33 | | | 626.33 | | | | | |
| 13 | 13-2 | 706+00.00 | 45.5' LT | INLETS, TYPE A | TYPE 8 GRATE | 626.11 | | | | | 623.11 | | | |
| 13 | 13-3 | 706+00.00 | 26.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.12 | 622.97 | | | | 622.77 | | 625.86 | |
| # | 13 | 13-4 | 706+00.00 | 11.0' LT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.44 | 622.69 | | 621.00 | | | 621.00 | |
| 13 | 13-5 | 706+50.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 629.90 | | | 625.90 | | | | | |
| 13 | 13-6 | 706+95.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 629.71 | | | 625.09 | | 624.79 | | 625.48 | |
| # | 13 | 13-7 | 706+95.00 | 10.0' LT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.03 | 624.71 | | 620.87 | | | 620.87 | |
| 13 | 13-8 | 707+40.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 629.51 | | | | | | | 625.51 | |
| 13 | 13-9 | 707+95.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 629.28 | | | 625.28 | | | | | |
| 13 | 13-10 | 708+50.00 | 45.9' LT | INLETS, TYPE A | TYPE 8 GRATE | 624.53 | | | | | 622.53 | | | |
| 13 | 13-11 | 708+50.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 629.04 | 622.37 | | 622.17 | | | | 624.76 | |
| 13 | 13-12 | 708+90.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 628.88 | | | 621.71 | | | | 621.81 | |
| 13 | 13-13 | 709+32.32 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 628.82 | | | 624.63 | | 621.03 | | 621.33 | |
| # | 13 | 13-14 | 709+32.32 | 10.0' LT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 629.14 | 620.95 | | 620.52 | | | 620.52 | |
| 13 | 13-15 | 709+57.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 628.84 | | | | | | | 624.84 | |
| 13 | 13-16 | 710+40.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 629.22 | | | 625.11 | | 624.91 | | | |
| # | 13 | 13-17 | 710+40.00 | 10.0' LT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 629.54 | 624.83 | | 620.37 | | | 620.37 | |
| 13 | 13-18 | 710+90.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 629.67 | | | 625.67 | | | | 625.57 | |
| 13 | 13-19 | 711+50.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 630.24 | | | | | | | 626.24 | |
| 13 | 13-20 | 712+10.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.81 | | | 626.81 | | 626.61 | | | |
| # | 13 | 13-21 | 712+10.00 | 10.0' LT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 631.13 | 626.53 | | 620.13 | | | 620.13 | |
| 13 | 13-22 | 712+70.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 631.38 | | | | | | | 627.38 | |
| 13 | 13-23 | 713+30.00 | 25.0' LT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 631.95 | | | 627.95 | | 627.75 | | | |
| # | 13 | 13-24 | 713+30.00 | 10.0' LT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 632.27 | 627.67 | | 619.96 | | | 619.96 | |
| 13 | 13-25 | 713+90.00 | 25.0' LT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 632.52 | | | | | | | 628.52 | |
| # | 13 | 13-26 | 713+95.21 | 10.0' LT | MH, TYPE A, 9"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 632.88 | | | 619.88 | | | 619.88 | |
| 13 | 13-27 | 715+12.66 | 11.3' LT | PRC FLAR END SEC 42 | NONE | | | | 621.20 | | | | | |
| # | 13 | 13-28 | 715+80.00 | 9.6' LT | STORMWATER TREATMENT SYSTEM | 2 TYPE 1 FRAME, CLOSED LID | 632.84 | | | 621.27 | | | 621.27 | |

DRAINAGE SHEET WILLOW ROAD STA 704+00 TO STA 716+00 RIGHT SYSTEM

| SHEET | STRUCTURE NUMBER | STATION | OFFSET | TYPE | FRAME & GRATE | RIM ELEVATION | INVERT ELEVATIONS | | | | | | | |
|-------|------------------|-----------|-----------|-------------------------|--------------------------|--------------------------|-------------------|-----------|--------|-----------|----------|-----------|--------|-----------|
| | | | | | | | NORTH | NORTHEAST | EAST | SOUTHEAST | SOUTH | SOUTHWEST | WEST | NORTHWEST |
| 14 | 14-1 | 704+20.00 | 26.0' RT | MH, TYPE A, 6"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.51 | 621.73 | | | | | | 621.73 | |
| # | 14 | 14-2 | 704+20.00 | 11.0' RT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.83 | | | 621.71 | | 621.71 | | 621.71 |
| 14 | 14-3 | 705+50.00 | 37.9' RT | INLETS, TYPE A | TYPE 8 GRATE | 627.49 | 624.49 | | | | | | | |
| 14 | 14-4 | 705+50.00 | 26.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.33 | | | 624.22 | | 624.42 | | | |
| 14 | 14-5 | 705+95.00 | 26.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 630.14 | | | 623.71 | | | | 623.81 | |
| 14 | 14-6 | 706+40.00 | 25.1' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 629.94 | | | 623.20 | | | | 623.30 | |
| 14 | 14-7 | 706+90.00 | 25.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 629.73 | 622.54 | | | 624.28 | | | 622.74 | |
| # | 14 | 14-8 | 706+90.00 | 10.0' RT | MH, TYPE A, 9"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.05 | | | 621.18 | | 622.40 | 621.18 | |
| 14 | 14-9 | 121+42.28 | 17.6' LT | PRC FLAR END SEC 18 | NONE | | | | | | | | | 625.05 |
| 14 | 14-10 | 121+40.30 | 18.4' RT | MH, TYPE A, 6"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 627.23 | 621.15 | | | | MATCH EX | | | |
| # | 14 | 14-11 | 707+52.89 | 10.0' RT | MANHOLE, SPECIAL | TYPE 1 FRAME, CLOSED LID | 629.78 | | | 621.08 | | 621.08 | 621.08 | |
| 14 | 14-12 | 708+75.00 | 25.0' RT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 628.93 | | | 624.93 | | | | | |
| 14 | 14-13 | 709+32.32 | 25.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 23 FRAME AND GRATE | 628.82 | 624.09 | | 624.59 | | | | 624.39 | |
| # | 14 | 14-14 | 709+32.32 | 10.0' RT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 629.14 | | | 620.73 | | 624.01 | 620.73 | |
| 14 | 14-15 | 709+62.00 | 25.0' RT | INLETS, TYPE A | TYPE 23 FRAME AND GRATE | 628.85 | | | | | | | 624.85 | |
| 14 | 14-16 | 710+39.33 | 39.5' RT | MH, TYPE A, 7"-DIAMETER | TYPE 8 GRATE | 625.40 | 620.60 | | | | MATCH EX | | | |
| 14 | 14-17 | 710+39.33 | 10.0' RT | MH, TYPE A, 9"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 629.54 | | | 620.54 | | 620.54 | | 620.54 | |
| % | 14 | 14-18 | 711+45.00 | 25.0' RT | CB, TYPE A, 4"-DIAMETER | TYPE 11V FRAME AND GRATE | 630.19 | 625.90 | | 626.10 | | | | |
| # | 14 | 14-19 | 711+45.00 | 10.0' RT | MH, TYPE A, 8"-DIAMETER | TYPE 1 FRAME, CLOSED LID | 630.51 | | | 620.34 | | 625.85 | 620.34 | |

DRAINAGE SHEET WILLOW ROAD STA 704+00 TO STA 716+00 RIGHT SYSTEM

| SHEET | STRUCTURE NUMBER | STATION | OFFSET | TYPE | FRAME & GRATE | RIM ELEVATION | INVERT ELEVATIONS | | | | | | | |
|-------|------------------|---------|-----------|----------|-------------------------|---------------|-------------------|-----------|--------|-----------|----------|-----------|--------|-----------|
| | | | | | | | NORTH | NORTHEAST | EAST | SOUTHEAST | SOUTH | SOUTHWEST | WEST | NORTHWEST |
| % | 14 | 14-20A | 712+00.00 | 25.0' RT | CB, TYPE A, 4'-DIAMETER | 630.71 | | | 626.71 | | | | 626.61 | |
| % | 14 | 14-20B | 712+55.00 | 25.0' RT | INLETS, TYPE A | 631.23 | | | | | | | 627.23 | |
| % | 14 | 14-21 | 713+10.00 | 25.0' RT | CB, TYPE A, 4'-DIAMETER | 631.75 | 627.56 | | 627.76 | | | | | |
| # | 14 | 14-22 | 713+10.00 | 10.0' RT | MH, TYPE A, 8'-DIAMETER | 632.07 | | | 620.03 | | 627.51 | | 620.03 | |
| % | 14 | 14-23 | 713+65.00 | 25.0' RT | INLETS, TYPE A | 632.28 | | | | | | | 628.28 | |
| # | 14 | 14-24 | 713+95.12 | 10.0' RT | MH, TYPE A, 9'-DIAMETER | 632.88 | | | 619.87 | | | | 619.87 | |
| % | 14 | 14-25 | 711+50.00 | 46.4' RT | MH, TYPE A, 5'-DIAMETER | 625.29 | | | 621.56 | | | | | 621.56 |
| # | 14 | 14-26 | 712+50.00 | 41.3' RT | MH, TYPE A, 5'-DIAMETER | 624.99 | | | 621.22 | | | | 621.32 | |
| # | 14 | 14-27 | 713+66.35 | 42.3' RT | MH, TYPE A, 6'-DIAMETER | 624.64 | | | 620.94 | | MATCH EX | | 620.94 | |
| % | 14 | 14-28 | 714+70.44 | 44.5' RT | PRC FLAR END S EQ RS 36 | | | | | | | | 620.69 | |

NOTE:
 * DRAINAGE STRUCTURE TO BE TURNED SO THAT THE FRAME OR GRATE IS CLOSEST TO THE CENTERLINE OF THE ROAD.
 % DRAINAGE STRUCTURE TO BE TURNED SO THAT THE FRAME OR GRATE IS FURTHEST FROM THE CENTERLINE OF THE ROAD.

DRAINAGE SHEET WILLOW ROAD STA 716+00 TO STA 728+00

| SHEET | STRUCTURE NUMBER | STATION | OFFSET | TYPE | FRAME & GRATE | RIM ELEVATION | INVERT ELEVATIONS | | | | | | | |
|-------|------------------|---------|-----------|----------|-------------------------|---------------|-------------------|-----------|--------|-----------|-------------|-----------|--------|-----------|
| | | | | | | | NORTH | NORTHEAST | EAST | SOUTHEAST | SOUTH | SOUTHWEST | WEST | NORTHWEST |
| # | 15 | 15-1 | 716+00.00 | 25.8' LT | CB, TYPE A, 4'-DIAMETER | 632.28 | | | 627.63 | | 627.43 | | | |
| # | 15 | 15-2 | 716+00.00 | 11.3' LT | MH, TYPE A, 5'-DIAMETER | 632.59 | 627.31 | | 621.28 | | | | 621.28 | |
| # | 15 | 15-3 | 716+15.00 | 27.3' RT | INLETS, TYPE A | 632.09 | | | 628.09 | | | | | |
| # | 15 | 15-4 | 716+30.00 | 26.8' LT | INLETS, TYPE A | 631.90 | | | | | | | 627.90 | |
| # | 15 | 15-5 | 717+00.00 | 43.8' RT | INLETS, TYPE A | 630.93 | 627.43 | | | | | | | |
| # | 15 | 15-6 | 717+00.00 | 30.2' RT | CB, TYPE A, 4'-DIAMETER | 631.02 | 626.97 | | | | 627.34 | | 627.27 | |
| # | 15 | 15-7A | 716+42.75 | 12.3' LT | MH, TYPE A, 6'-DIAMETER | 632.05 | | | 621.32 | | 623.17 (EX) | | 621.32 | |
| # | 15 | 15-7B | 717+00.00 | 12.8' LT | MH, TYPE A, 5'-DIAMETER | 631.34 | | | 621.39 | | 626.55 | | 621.39 | |
| # | 15 | 15-8 | 717+32.00 | 26.8' LT | INLETS, TYPE A | 631.01 | | | | | 627.01 | | | |
| # | 15 | 15-9 | 717+32.00 | 11.8' LT | MH, TYPE A, 5'-DIAMETER | 630.69 | 626.90 | | 621.42 | | | | 621.42 | |
| % | 15 | 15-10 | 160+56.19 | 30.1' LT | MH, TYPE A, 6'-DIAMETER | 629.54 | MATCH EX | | 622.46 | | 622.46 | | | |
| # | 15 | 15-11 | 718+25.00 | 34.3' RT | INLETS, TYPE A | 630.07 | 626.07 | | | | | | | |
| # | 15 | 15-12A | 717+86.23 | 10.0' LT | MH, TYPE A, 6'-DIAMETER | 630.58 | | | 621.48 | | 623.46 (EX) | | 621.48 | |
| # | 15 | 15-12B | 718+25.00 | 8.7' LT | MH, TYPE A, 7'-DIAMETER | 630.41 | 622.02 | | 621.52 | | | | 621.52 | |
| # | 15 | 15-13 | 160+49.98 | 7.1' RT | MH, TYPE A, 4'-DIAMETER | 629.78 | MATCH EX | | 625.48 | | | | 622.92 | |
| # | 15 | 15-14 | 160+47.97 | 19.2' RT | INLETS, TYPE A | 629.59 | | | | | | | 625.59 | |
| # | 15 | 15-15 | 719+45.00 | 22.0' LT | INLETS, TYPE A | 629.56 | | | 625.56 | | | | | |
| # | 15 | 15-16 | 719+98.07 | 33.0' LT | CB, TYPE C | 629.00 | | | | | 626.00 | | | |
| # | 15 | 15-17 | 719+98.07 | 22.0' LT | CB, TYPE A, 4'-DIAMETER | 629.35 | 625.94 | | | | 624.76 | | 625.06 | |
| # | 15 | 15-18A | 719+70.00 | 36.0' RT | INLETS, TYPE A | 629.51 | | | 625.51 | | | | | |
| # | 15 | 15-18B | 719+98.07 | 36.0' RT | CB, TYPE A, 4'-DIAMETER | 629.40 | 622.65 | | 624.65 | | 622.95 (EX) | | 625.26 | |
| # | 15 | 15-19 | 719+98.07 | 7.0' LT | MH, TYPE A, 6'-DIAMETER | 629.67 | 624.66 | | 621.72 | | 622.23 | | 621.72 | |
| # | 15 | 15-20 | 720+20.00 | 36.0' RT | CB, TYPE A, 4'-DIAMETER | 629.31 | | | 624.92 | | | | 624.82 | |
| # | 15 | 15-21 | 720+50.00 | 36.0' RT | INLETS, TYPE A | 629.19 | | | | | | | 625.19 | |
| # | 15 | 15-22 | 720+70.00 | 24.0' LT | INLETS, TYPE A | 629.01 | | | 625.01 | | | | | |
| # | 15 | 15-23 | 720+80.00 | 36.7' RT | INLETS, TYPE A | 629.08 | | | 625.08 | | | | | |
| # | 15 | 15-24A | 721+05.00 | 24.0' LT | CB, TYPE A, 4'-DIAMETER | 628.87 | | | 622.58 | | 622.58 | | 624.69 | |
| # | 15 | 15-24B | 721+24.10 | 26.1' LT | MH, TYPE A, 4'-DIAMETER | 628.75 | MATCH EX | | | | | | 622.88 | |
| # | 15 | 15-25 | 721+05.00 | 37.4' RT | CB, TYPE A, 4'-DIAMETER | 628.98 | 624.22 | | 624.52 | | | | 624.86 | |
| # | 15 | 15-26 | 721+05.00 | 7.0' LT | MH, TYPE A, 6'-DIAMETER | 629.23 | 622.34 | | 621.84 | | 623.79 | | 621.84 | |
| # | 15 | 15-27 | 721+40.00 | 38.4' RT | INLETS, TYPE A | 628.84 | | | | | | | 624.84 | |
| # | 15 | 15-28 | 721+70.00 | 22.0' LT | INLETS, TYPE A | 628.64 | | | 624.64 | | | | | |
| # | 15 | 15-29 | 721+70.00 | 39.3' RT | INLETS, TYPE A | 628.73 | | | 624.73 | | | | | |
| # | 15 | 15-30 | 722+00.00 | 31.3' LT | CB, TYPE C | 628.48 | | | | | 625.48 | | | |
| # | 15 | 15-31 | 722+00.00 | 22.0' LT | CB, TYPE A, 4'-DIAMETER | 628.52 | 625.44 | | 624.48 | | 624.18 | | 624.37 | |
| # | 15 | 15-32 | 722+00.00 | 40.0' RT | CB, TYPE A, 4'-DIAMETER | 629.03 | 623.95 | | 624.25 | | | | 624.46 | |
| # | 15 | 15-33 | 722+00.00 | 7.0' LT | MH, TYPE A, 6'-DIAMETER | 628.84 | 624.08 | | 622.44 | | 623.49 | | 621.94 | |
| # | 15 | 15-34 | 722+30.00 | 40.0' RT | CB, TYPE A, 4'-DIAMETER | 628.49 | | | 624.60 | | | | 624.50 | |
| # | 15 | 15-35 | 722+40.00 | 22.0' LT | INLETS, TYPE A | 628.35 | | | | | | | 624.85 | |
| # | 15 | 15-36 | 722+60.00 | 40.0' RT | INLETS, TYPE A | 628.37 | | | | | | | 624.87 | |
| # | 15 | 15-37 | 190+70.84 | 30.5' RT | CB, TYPE C | 627.11 | | | | | 624.11 | | | |
| # | 15 | 15-38 | 723+39.85 | 7.0' LT | MH, TYPE A, 6'-DIAMETER | 628.26 | 623.81 | | 622.58 | | | | 622.58 | |
| # | 15 | 15-39 | 724+25.00 | 22.0' LT | INLETS, TYPE A | 627.60 | | | | | 624.60 | | | |
| # | 15 | 15-40 | 724+25.00 | 7.0' LT | MH, TYPE A, 6'-DIAMETER | 627.92 | 624.50 | | 622.66 | | | | 622.66 | |
| # | 15 | 15-41 | 724+45.00 | 40.1' RT | INLETS, TYPE A | 627.65 | | | 624.65 | | | | | |
| # | 15 | 15-42 | 724+75.00 | 38.7' RT | CB, TYPE A, 4'-DIAMETER | 627.53 | | | 624.38 | | | | 624.38 | |
| # | 15 | 15-43 | 724+95.00 | 22.0' LT | INLETS, TYPE A | 627.31 | | | 623.81 | | | | | |
| # | 15 | 15-44 | 725+05.00 | 22.0' LT | CB, TYPE A, 4'-DIAMETER | 627.27 | | | 623.39 | | 623.39 | | 623.74 | |
| # | 15 | 15-45 | 725+05.00 | 37.3' RT | CB, TYPE A, 4'-DIAMETER | 627.40 | 623.79 | | 623.79 | | | | 624.12 | |
| # | 15 | 15-46 | 725+05.00 | 7.0' LT | MH, TYPE A, 6'-DIAMETER | 627.59 | 623.29 | | | | 623.36 | | 622.73 | |
| # | 15 | 15-47 | 725+35.98 | 22.0' LT | CB, TYPE A, 4'-DIAMETER | 627.22 | | | 623.66 | | | | 623.66 | |
| # | 15 | 15-48 | 725+35.98 | 35.8' RT | CB, TYPE A, 4'-DIAMETER | 627.28 | | | 624.07 | | | | 624.07 | |
| # | 15 | 15-49 | 725+56.43 | 34.8' RT | CB, TYPE C | 627.24 | | | | | | | 624.24 | |
| # | 15 | 15-50 | 726+30.00 | 25.5' LT | INLETS, TYPE A | 627.57 | | | | | | | 624.57 | |

DRAINAGE SHEET WILLOW ROAD STA 693+00 TO STA 704+00 LEFT SYSTEM - CONTINUED

| SHEET | PIPE NUMBER | STRUCTURE | | DESCRIPTION | CLASS | TYPE | SIZE (IN) | LENGTH (FT) | SLOPE (%) | TBF (CY) |
|-------|-------------|-----------|-------|--------------|-------|------|-----------|-------------|-----------|----------|
| | | FROM | TO | | | | | | | |
| 11 | 11-21 | 11-21 | 11-23 | STORM SEWERS | A | 2 | 12 | 41.0 | 1.00% | 9.5 |
| 11 | 11-22 | | | NOT USED | | | | | | |
| 11 | 11-23 | 11-23 | 11-24 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 1.9 |
| 11 | 11-24 | 11-25 | 11-23 | STORM SEWERS | A | 2 | 12 | 42.0 | 1.00% | 7.4 |
| 11 | 11-25 | 11-24 | 11-31 | STORM SEWERS | A | 2 | 66 | 212.0 | 0.15% | 217.1 |
| 11 | 11-26 | 11-26 | 11-27 | STORM SEWERS | A | 1 | 12 | 42.0 | 1.00% | 6.8 |
| 11 | 11-27 | 11-27 | 11-28 | STORM SEWERS | A | 2 | 12 | 41.0 | 1.00% | 8.3 |
| 11 | 11-28 | 11-28 | 11-29 | STORM SEWERS | A | 2 | 12 | 21.0 | 1.00% | 4.7 |
| 11 | 11-29 | 11-29 | 11-30 | STORM SEWERS | A | 2 | 12 | 16.0 | 1.00% | 3.8 |
| 11 | 11-30 | 11-32 | 11-30 | STORM SEWERS | A | 2 | 12 | 47.0 | 1.00% | 8.0 |
| 11 | 11-31 | 11-30 | 11-31 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 2.0 |
| 11 | 11-32 | 11-31 | 13-4 | STORM SEWERS | A | 2 | 66 | 272.0 | 0.15% | 292.6 |

DRAINAGE SHEET WILLOW ROAD STA 693+00 TO STA 704+00 RIGHT SYSTEM

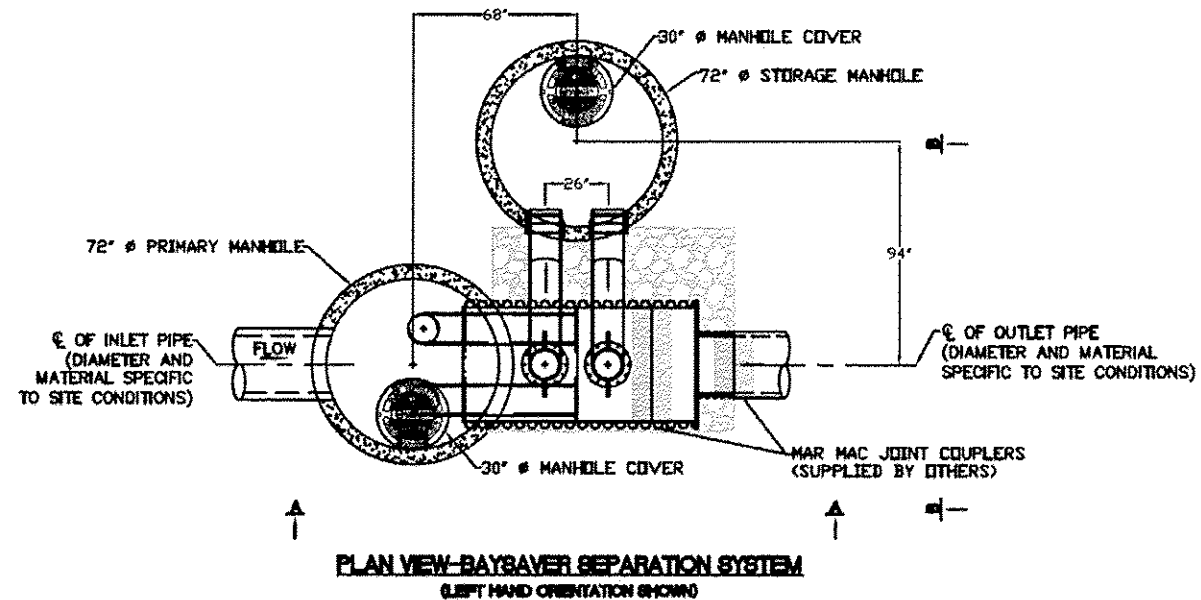
| SHEET | PIPE NUMBER | STRUCTURE | | DESCRIPTION | CLASS | TYPE | SIZE (IN) | LENGTH (FT) | SLOPE (%) | TBF (CY) |
|-------|-------------|-----------|-------|-----------------------|-------|------|-----------|-------------|-----------|----------|
| | | FROM | TO | | | | | | | |
| 12 | 12-1 | 12-2 | 12-4 | STORM SEWERS | A | 2 | 60 | 7.8 | 0.20% | 10.2 |
| 12 | 12-2 | 12-3 | 12-4 | STORM SEWERS (WM REQ) | | | 18 | 15.2 | 1.00% | 15.6 |
| 12 | 12-3 | 12-5 | 12-4 | STORM SEWERS | A | 2 | 12 | 8.6 | 1.00% | 1.1 |
| 12 | 12-4 | 12-6 | 12-3 | STORM SEWERS (WM REQ) | | | 12 | 34.8 | 1.00% | 0.0 |
| 12 | 12-5 | 12-4 | 12-8 | STORM SEWERS | A | 2 | 66 | 73.7 | 0.20% | 128.6 |
| 12 | 12-6 | 12-7 | 12-9 | STORM SEWERS | A | 1 | 12 | 37.1 | 1.00% | 5.5 |
| 12 | 12-7 | 12-9 | 12-8 | STORM SEWERS | A | 2 | 12 | 13.7 | 1.00% | 2.4 |
| 12 | 12-8 | 12-8 | 12-13 | STORM SEWERS | A | 2 | 66 | 124.3 | 0.20% | 178.8 |
| 12 | 12-9 | 12-10 | 12-11 | STORM SEWERS | A | 1 | 12 | 41.9 | 1.00% | 6.4 |
| 12 | 12-10 | 12-11 | 12-14 | STORM SEWERS | A | 1 | 12 | 35.9 | 1.00% | 4.8 |
| 12 | 12-11 | 12-12 | 12-13 | STORM SEWERS, RG | A | 1 | 12 | 19.8 | 1.00% | 1.3 |
| 12 | 12-12 | 12-14 | 12-13 | STORM SEWERS | A | 2 | 12 | 14.3 | 1.00% | 2.2 |
| 12 | 12-13 | 12-15 | 12-14 | STORM SEWERS | A | 1 | 12 | 22.0 | 1.00% | 2.8 |
| 12 | 12-14 | 12-13 | 12-20 | STORM SEWERS | A | 2 | 66 | 100.8 | 0.20% | 118.1 |
| 12 | 12-15 | 12-16 | 12-17 | STORM SEWERS | A | 2 | 12 | 1.8 | 2.00% | 0.0 |
| 12 | 12-16 | 12-17 | 12-18 | STORM SEWERS (WM REQ) | | | 12 | 28.7 | 2.00% | 28.6 |
| 12 | 12-17 | 12-18 | 12-20 | STORM SEWERS (WM REQ) | | | 42 | 45.0 | 0.50% | 60.5 |
| 12 | 12-18 | 12-19 | 12-18 | STORM SEWERS | A | 2 | 18 | 5.1 | 2.00% | 3.3 |
| 12 | 12-19 | 12-20 | 12-23 | STORM SEWERS, RG | A | 2 | 66 | 77.9 | 0.20% | 82.7 |
| 12 | 12-20 | 12-21 | 12-22 | STORM SEWERS (WM REQ) | | | 12 | 61.6 | 1.00% | 9.4 |
| 12 | 12-21 | 12-22 | 12-23 | STORM SEWERS, RG | A | 2 | 12 | 8.0 | 1.00% | 1.2 |
| 12 | 12-22 | 12-23 | 12-28 | STORM SEWERS | A | 1 | 66 | 172.0 | 0.20% | 153.5 |
| 12 | 12-23 | 12-24 | 12-25 | STORM SEWERS (WM REQ) | | | 12 | 57.0 | 1.00% | 9.4 |
| 12 | 12-24 | 12-25 | 12-27 | STORM SEWERS (WM REQ) | | | 12 | 56.0 | 1.00% | 11.5 |
| 12 | 12-25 | 12-26 | 12-27 | STORM SEWERS, RG | A | 1 | 12 | 4.0 | 2.00% | 0.0 |
| 12 | 12-26 | 12-27 | 12-28 | STORM SEWERS, RG | A | 2 | 15 | 8.0 | 2.00% | 1.8 |
| 12 | 12-27 | 12-29 | 12-26 | PIPE CULVERTS | A | 1 | 12 | 24.7 | 2.00% | 1.7 |
| 12 | 12-28 | 12-28 | 12-31 | STORM SEWERS | A | 1 | 66 | 65.1 | 0.20% | 50.0 |
| 12 | 12-29 | 12-30 | 12-31 | STORM SEWERS, RG | A | 2 | 36 | 35.3 | 0.42% | 22.4 |
| 12 | 12-30 | 12-31 | 12-36 | STORM SEWERS | A | 1 | 66 | 177.9 | 0.20% | 130.4 |
| 12 | 12-31 | 12-32 | 12-33 | STORM SEWERS (WM REQ) | | | 12 | 47.0 | 1.00% | 7.8 |
| 12 | 12-32 | 12-33 | 12-35 | STORM SEWERS (WM REQ) | | | 12 | 46.0 | 1.00% | 9.5 |
| 12 | 12-33 | 12-34 | 12-35 | STORM SEWERS, RG | A | 1 | 12 | 9.0 | 1.00% | 0.0 |
| 12 | 12-34 | 12-35 | 12-36 | STORM SEWERS, RG | A | 2 | 12 | 8.0 | 1.00% | 1.7 |
| 12 | 12-35 | 12-36 | 12-41 | STORM SEWERS | A | 1 | 66 | 102.0 | 0.20% | 70.4 |
| 12 | 12-36 | 12-37 | 12-38 | STORM SEWERS (WM REQ) | | | 12 | 27.0 | 1.00% | 4.2 |
| 12 | 12-37 | 12-38 | 12-40 | STORM SEWERS (WM REQ) | | | 12 | 21.0 | 1.00% | 3.8 |
| 12 | 12-38 | 12-39 | 12-40 | STORM SEWERS, RG | A | 1 | 12 | 6.0 | 1.00% | 0.0 |
| 12 | 12-39 | 12-40 | 12-41 | STORM SEWERS, RG | A | 2 | 15 | 8.0 | 1.00% | 1.6 |
| 12 | 12-40 | 12-42 | 12-39 | PIPE CULVERTS | A | 1 | 12 | 22.3 | 1.00% | 1.5 |
| 12 | 12-41 | 12-41 | 14-2 | STORM SEWERS | A | 1 | 72 | 91.5 | 0.20% | 73.8 |
| 12 | 12-42 | 12-43 | 14-1 | STORM SEWERS (WM REQ) | | | 36 | 24.5 | 0.40% | 25.5 |



DRAINAGE SHEET WILLOW ROAD STA 704+00 TO STA 716+00 LEFT SYSTEM

| SHEET | PIPE NUMBER | STRUCTURE | | DESCRIPTION | CLASS | TYPE | SIZE (IN) | LENGTH (FT) | SLOPE (%) | TBF (CY) |
|-------|-------------|-----------|-------|------------------|-------|------|-----------|-------------|-----------|----------|
| | | FROM | TO | | | | | | | |
| 13 | 13-1 | 13-1 | 13-3 | STORM SEWERS | A | 1 | 12 | 47.0 | 1.00% | 7.6 |
| 13 | 13-2 | 13-2 | 13-3 | STORM SEWERS | A | 2 | 12 | 14.5 | 1.00% | 3.8 |
| 13 | 13-3 | 13-3 | 13-4 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 4.9 |
| 13 | 13-4 | 13-4 | 13-7 | STORM SEWERS | A | 2 | 66 | 87.0 | 0.15% | 90.6 |
| 13 | 13-5 | 13-5 | 13-6 | STORM SEWERS | A | 1 | 12 | 42.0 | 1.00% | 6.7 |
| 13 | 13-6 | 13-6 | 13-7 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 1.6 |
| 13 | 13-7 | 13-8 | 13-6 | STORM SEWERS | A | 2 | 12 | 42.0 | 1.00% | 7.5 |
| 13 | 13-8 | 13-7 | 13-14 | STORM SEWERS | A | 1 | 66 | 229.3 | 0.15% | 209.2 |
| 13 | 13-9 | 13-9 | 13-11 | STORM SEWERS | A | 1 | 12 | 52.0 | 1.00% | 8.5 |
| 13 | 13-10 | 13-10 | 13-11 | STORM SEWERS | A | 2 | 12 | 15.9 | 1.00% | 2.0 |
| 13 | 13-11 | 13-11 | 13-12 | STORM SEWERS | A | 2 | 12 | 38.0 | 1.00% | 24.8 |
| 13 | 13-12 | 13-12 | 13-13 | STORM SEWERS | A | 2 | 12 | 38.3 | 1.00% | 28.5 |
| 13 | 13-13 | 13-13 | 13-14 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 5.4 |
| 13 | 13-14 | 13-15 | 13-13 | STORM SEWERS | A | 1 | 12 | 21.7 | 1.00% | 3.3 |
| 13 | 13-15 | 13-14 | 13-17 | STORM SEWERS, RG | A | 1 | 66 | 99.7 | 0.15% | 90.1 |
| 13 | 13-16 | 13-16 | 13-17 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 1.3 |
| 13 | 13-17 | 13-18 | 13-16 | STORM SEWERS | A | 1 | 12 | 46.0 | 1.00% | 7.3 |
| 13 | 13-18 | 13-19 | 13-18 | STORM SEWERS | A | 1 | 12 | 57.0 | 1.00% | 8.6 |
| 13 | 13-19 | 13-17 | 13-21 | STORM SEWERS | A | 2 | 66 | 162.0 | 0.15% | 215.1 |
| 13 | 13-20 | 13-20 | 13-21 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 1.2 |
| 13 | 13-21 | 13-22 | 13-20 | STORM SEWERS | A | 1 | 12 | 57.0 | 1.00% | 8.6 |
| 13 | 13-22 | 13-21 | 13-24 | STORM SEWERS | A | 2 | 66 | 112.0 | 0.15% | 209.2 |
| 13 | 13-23 | 13-23 | 13-24 | STORM SEWERS | A | 2 | 12 | 8.0 | 1.00% | 1.2 |
| 13 | 13-24 | 13-25 | 13-23 | STORM SEWERS | A | 1 | 12 | 57.0 | 1.00% | 8.6 |
| 13 | 13-25 | 13-24 | 13-26 | STORM SEWERS | A | 2 | 66 | 56.7 | 0.15% | 123.4 |
| 13 | 13-26 | 13-28 | 13-27 | STORM SEWERS, RG | A | 2 | 42 | 56.1 | 0.12% | 105.7 |
| 13 | 13-27 | 15-2 | 13-28 | STORM SEWERS, RG | A | 2 | 42 | 7.3 | 0.12% | 9.9 |

DRAINAGE SHEET WILLOW ROAD STA 704+00 TO STA 716+00 RIGHT SYSTEM

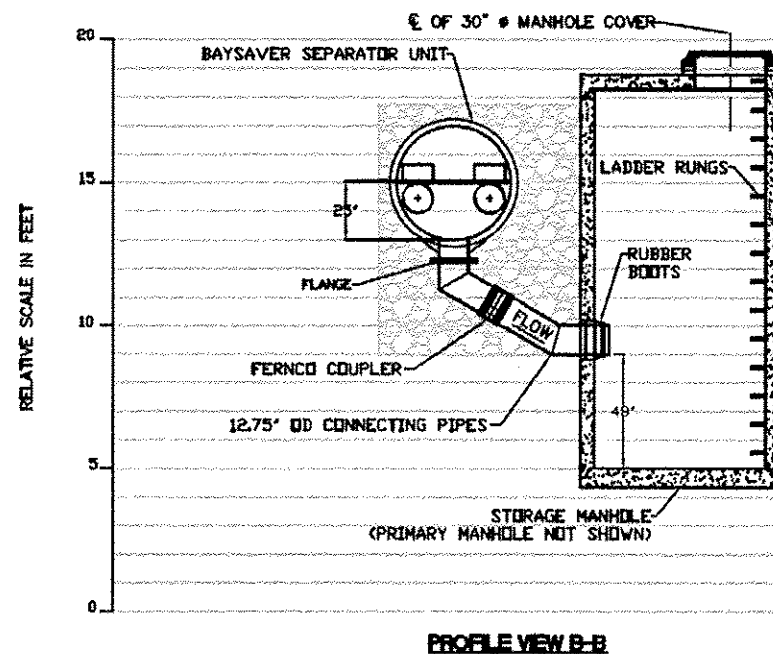
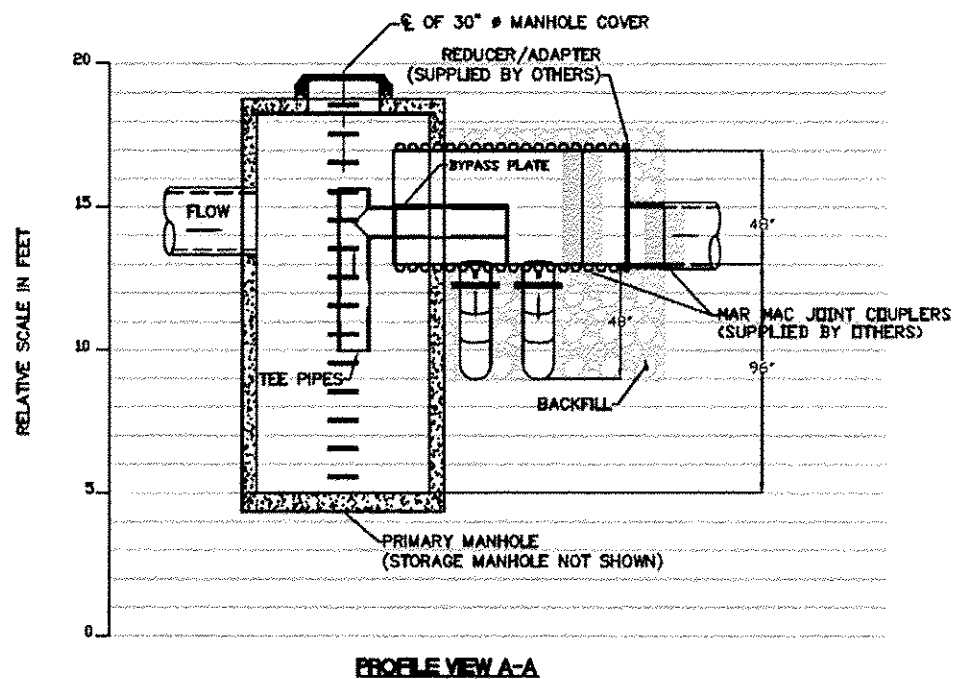
| SHEET | PIPE NUMBER | STRUCTURE | | DESCRIPTION | CLASS | TYPE | SIZE (IN) | LENGTH (FT) | SLOPE (%) | TBF (CY) |
|-------|-------------|-----------|--------|-----------------------|-------|------|-----------|-------------|-----------|----------|
| | | FROM | TO | | | | | | | |
| 14 | 14-1 | 14-1 | 14-2 | STORM SEWERS, RG | A | 2 | 36 | 7.0 | 0.40% | 6.0 |
| 14 | 14-2 | 14-2 | 14-8 | STORM SEWERS | A | 1 | 72 | 261.0 | 0.20% | 218.5 |
| 14 | 14-3 | 14-3 | 14-4 | STORM SEWERS, RG | A | 2 | 12 | 6.9 | 1.00% | 0.0 |
| 14 | 14-4 | 14-4 | 14-5 | STORM SEWERS (WM REQ) | | | 12 | 41.0 | 1.00% | 15.2 |
| 14 | 14-5 | 14-5 | 14-6 | STORM SEWERS (WM REQ) | | | 12 | 41.0 | 1.00% | 25.7 |
| 14 | 14-6 | 14-6 | 14-7 | STORM SEWERS (WM REQ) | | | 12 | 46.0 | 1.00% | 31.3 |
| 14 | 14-7 | 14-7 | 14-8 | STORM SEWERS, RG | A | 2 | 18 | 7.0 | 2.00% | 4.2 |
| 14 | 14-8 | 14-9 | 14-7 | PIPE CULVERTS | A | 1 | 18 | 32.5 | 2.00% | 5.0 |
| 14 | 14-9 | 14-8 | 14-11 | STORM SEWERS | A | 1 | 72 | 54.4 | 0.20% | 40.1 |
| 14 | 14-10 | 14-10 | 14-11 | STORM SEWERS, RG | A | 2 | 42 | 39.0 | 0.20% | 29.4 |
| 14 | 14-11 | 14-11 | 14-14 | STORM SEWERS | A | 1 | 72 | 171.0 | 0.20% | 114.6 |
| 14 | 14-12 | 14-12 | 14-13 | STORM SEWERS (WM REQ) | | | 12 | 54.3 | 1.00% | 9.3 |
| 14 | 14-13 | 14-13 | 14-14 | STORM SEWERS, RG | A | 2 | 12 | 8.0 | 1.00% | 1.5 |
| 14 | 14-14 | 14-15 | 14-13 | STORM SEWERS (WM REQ) | | | 12 | 26.7 | 1.00% | 4.1 |
| 14 | 14-15 | 14-14 | 14-17 | STORM SEWERS, RG | A | 1 | 72 | 98.5 | 0.20% | 70.9 |
| 14 | 14-16 | 14-16 | 14-17 | STORM SEWERS, RG | A | 2 | 36 | 15.5 | 0.40% | 6.3 |
| 14 | 14-17 | 14-17 | 14-19 | STORM SEWERS | A | 2 | 72 | 97.2 | 0.20% | 101.5 |
| 14 | 14-18 | 14-18 | 14-19 | STORM SEWERS, RG | A | 2 | 12 | 5.5 | 1.00% | 0.7 |
| 14 | 14-19A | 14-20A | 14-18 | STORM SEWERS (WM REQ) | | | 12 | 51.0 | 1.00% | 8.1 |
| 14 | 14-19B | 14-20B | 14-20A | STORM SEWERS | A | 2 | 12 | 52.0 | 1.00% | 7.8 |
| 14 | 14-20 | 14-19 | 14-22 | STORM SEWERS | A | 2 | 72 | 157.0 | 0.20% | 253.9 |
| 14 | 14-21 | 14-21 | 14-22 | STORM SEWERS | A | 2 | 12 | 5.5 | 1.00% | 0.7 |
| 14 | 14-22 | 14-23 | 14-21 | STORM SEWERS | A | 1 | 12 | 52.0 | 1.00% | 7.8 |
| 14 | 14-23 | | | | | | | | | |



| | |
|--------------------------------|---|
| INLET PIPE INVERT: | XX.XX |
| INLET PIPE ID AND MATERIAL: | XX.XX |
| OUTLET PIPE INVERT: | XX.XX |
| OUTLET PIPE ID AND MATERIAL: | XX.XX |
| PRIMARY MANHOLE RIM ELEVATION: | XX.XX |
| STORAGE MANHOLE RIM ELEVATION: | XX.XX |
| ORIENTATION (RIGHT OR LEFT): |   |

GENERAL NOTES:

1. MANHOLES SHOWN REPRESENT STANDARD PRECAST STRUCTURES PROVIDED BY OTHERS.
2. SEAL THE CONNECTING PIPES INTO THE STORAGE MANHOLE USING RUBBER BOOTS/GASKETS.
3. THE BAYSAYER SEPARATION SYSTEM INCLUDES THE SEPARATOR UNIT, (2) CONNECTING PIPES AND (2) FERNCO COUPLERS.
4. LEFT HAND ORIENTATION SHOWN. FOR RIGHT HAND ORIENTATION ROTATE STORAGE MANHOLE AND CONNECTING PIPES 180°.
5. SEE BAYSAYER SPECIFICATIONS AND INSTALLATION INSTRUCTIONS FOR FURTHER DETAIL.
6. USE NON-SHRINK GROUT TO SEAL THE INLET PIPE AND BAYSAYSEPARATOR IN TO THE PRIMARY MANHOLE.
7. BACKFILL: CLASS I, II OR III BACKFILL SHOULD BE USED TO AN ELEVATION OF AT LEAST 6" OVER THE CROWN OF THE SEPARATOR UNIT.
8. 12" COVER REQUIRED FOR TRAFFIC RATED SURFACE.
9. BAYSAYSEPARATOR IS PROTECTED BY US PATENT NO. 5,746,911



| REV | DESCRIPTION | DATE | APPR | NOTES: |
|-----|-------------|------|------|--------|
| | | | | |

BAYSAYER TECHNOLOGIES, INC.
 Engineering Stormwater Solutions
 www.BaySaver.com 500.229.7283

| | |
|---------------|----------------|
| DESIGNED: TEP | DATE: 11/04/08 |
| DRAWN: EKH | SCALE: N.T.S. |
| CHECKED: EKH | DWG NO: 5K |

**5K BAYSAYSEPARATOR™
 GENERAL SYSTEM DETAILS**

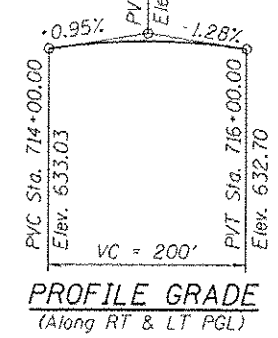
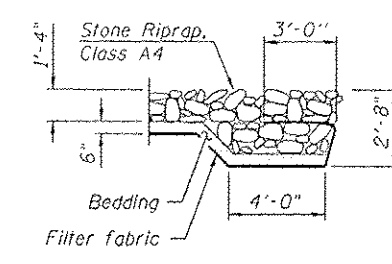
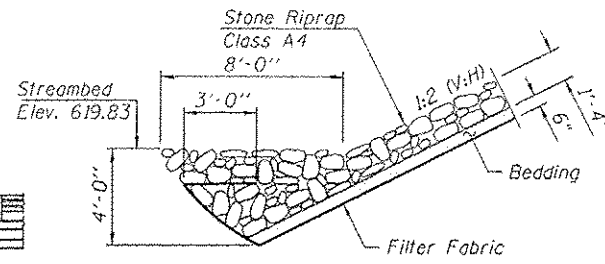
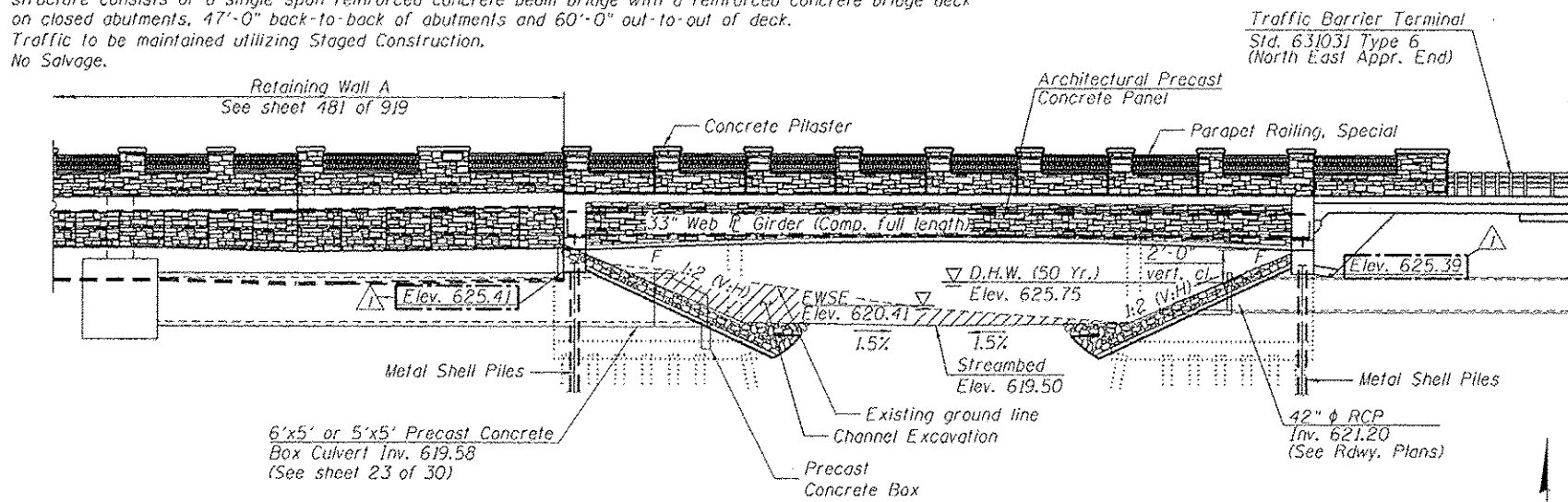
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| DET-03.dgn | | DRAWN = KAL | REVISED = |
| PLOT SCALE = 48,880' / in. | | CHECKED = RCB | REVISED = |
| PLOT DATE = 12/20/2012 | | DATE = 10/31/2012 | REVISED = |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
 STRUCTURE NUMBER 13-28
 SCALE: N.T.S. SHEET NO. 214BDF 919 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------------------------|--------|--------------------|-----------|
| 305 | (1920,01,1518,2022&1922,4BIR | COOK | 919 | 214B |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60T35 | |

Bench Mark: Square cut on SE corner of handrail at NE corner of bridge over Middle Fork of the North Branch of the Chicago River at Willow Road. Elev. 633.16
 Existing Structure: S.N. 016-0535, built in 1941 on S.A. Route 110, Section 110-1922.4-MFT. The existing structure consists of a single-span reinforced concrete beam bridge with a reinforced concrete bridge deck on closed abutments, 47'-0" back-to-back of abutments and 60'-0" out-to-out of deck.
 Traffic to be maintained utilizing Staged Construction.
 No Salvage.



WATERWAY INFORMATION

Drainage Area = 24.1 sq. mi. Low Grade Elev. 630.44 at Sta. 707+00 (Exist.)
 Low Grade Elev. 629.25 at Sta. 709+50 (Prop.)

| Flood | Freq. Yr. | C.F.S. | Opening Sq. Ft. | | Nat. H.W.E. | Head - Ft. | | Headwater Elev. | |
|------------|-----------|--------|-----------------|-------|-------------|------------|-------|-----------------|--------|
| | | | Exist. | Prop. | | Exist. | Prop. | Exist. | Prop. |
| Design | 10 | 430 | 120 | 202 | 624.18 | 0.04 | 0.00 | 624.22 | 623.90 |
| Base | 50 | 814 | 186 | 300 | 625.75 | 0.08 | 0.00 | 625.83 | 625.61 |
| Max. Calc. | 100 | 943 | 210 | 330 | 626.23 | 0.10 | 0.00 | 626.33 | 626.12 |
| | 500 | 1388 | 258 | 387 | 627.34 | 0.18 | 0.02 | 627.52 | 627.36 |

DESIGN SCOUR ELEVATION TABLE

| Design Scour Elevations (ft.) | | |
|-------------------------------|----------|----------|
| | W. Abut. | E. Abut. |
| 0100 | 625.41 | 625.39 |
| 0500 | 625.41 | 625.39 |

STATION 714+87.44
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.P. RT. 0305
 SEC. (1920.01.1518,
 2022&1922.4B)R
 LOADING HL-93
 STR. NO. 016-2844

NAME PLATE

LOADING HL-93

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

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

PRECAST UNITS

$f'_c = 4,500$ psi (Precast Panel)
 $f'_c = 5,000$ psi (Precast Culvert)
 $f_y = 65,000$ psi (Welded Wire Fabric, Precast Culvert)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.058g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.102g
 Soil Site Class = C

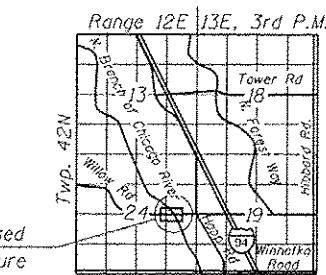
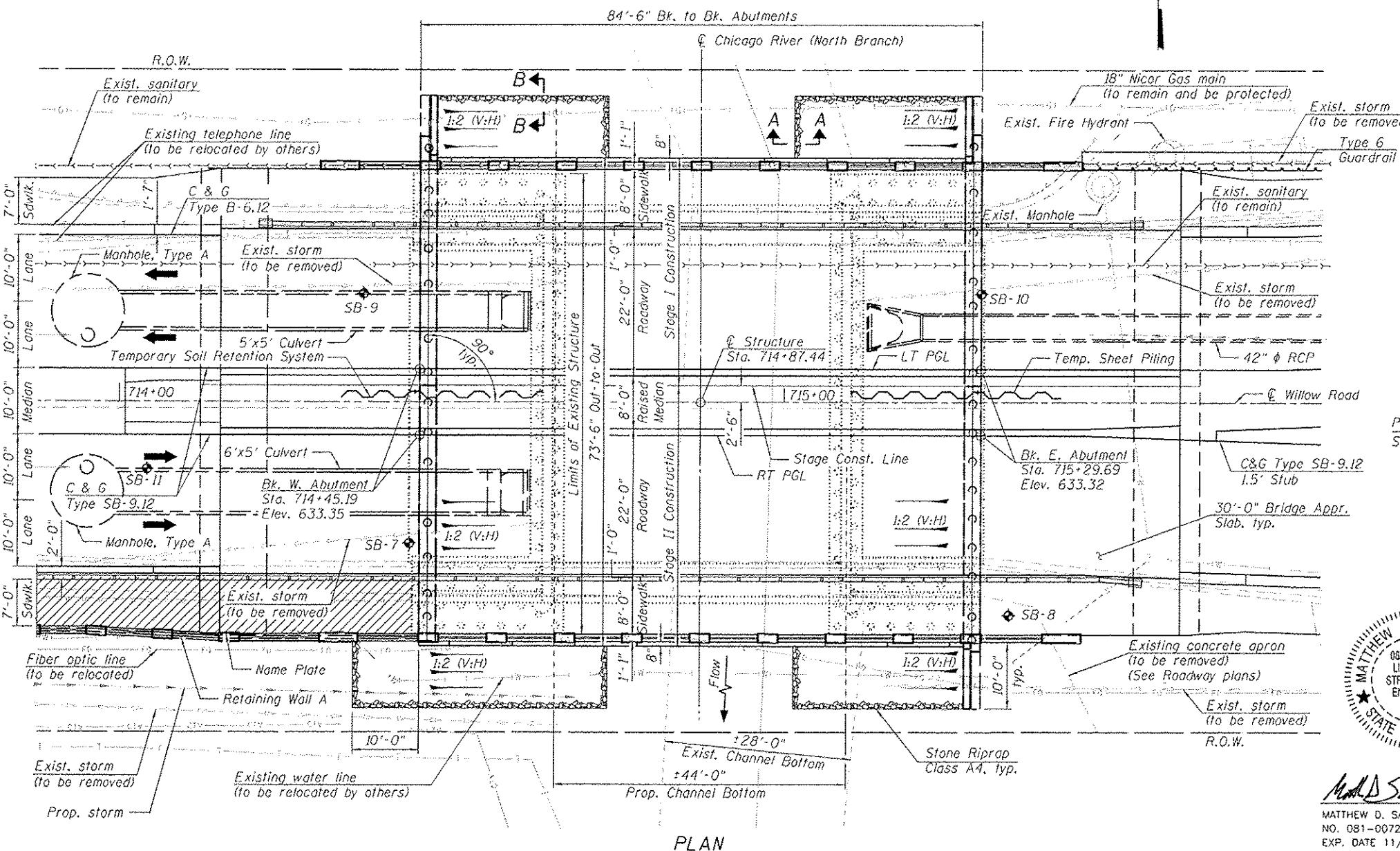
GENERAL PLAN AND ELEVATION

WILLOW ROAD OVER MIDDLE FORK OF NORTH BRANCH OF THE CHICAGO RIVER

F.A.P. RTE. 0305
 SEC. (1920.01.1518, 2022&1922.4B)R

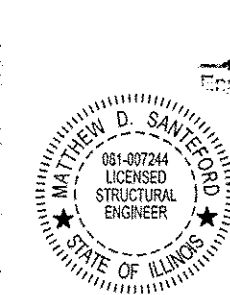
COOK COUNTY
 STATION 714+87.44

STRUCTURE NO. 016-2844



APPROVED

For Structural Adequacy Only



Matthew D. Santeford
 MATTHEW D. SANTEFORD, P.E., S.E. 12-20-2012
 NO. 081-007244
 EXP. DATE 11/30/2014



| | | |
|--------------------|---------------|-------------------------|
| USER NAME: jrmckow | DESIGNED: JRM | REVISED: 12/19/2012 JRM |
| CHECKED: MDS | REVISIONS: | |
| DRAWN: DMG | REVISIONS: | |
| CHECKED: MDS | REVISIONS: | |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-------------------------------|--------|--------------|-----------|
| 0305 | (1920.01.1518, 2022&1922.4B)R | COOK | 919 | 451 |

CONTRACT NO. 60T35
 ILLINOIS FED. AID PROJECT

GENERAL NOTES

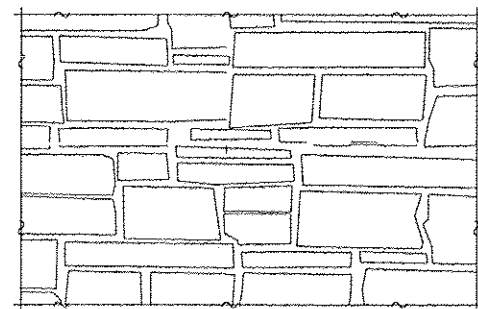
- Fasteners shall be ASTM A325 Type I, mechanically galvanized bolts. Bolts $\frac{3}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 184,130 pounds (AASHTO M 270 Grade 50)
Calculated weight of Structural Steel = 23,840 pounds (AASHTO M 270 Grade 36)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No. 5B 7/1.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- The Contractor is advised that the existing structure is in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the structure when developing construction procedures for removal and replacement of the structure.

TOTAL BILL OF MATERIAL

| Item | Unit | Super | Sub | Total |
|---|---------|---------|--------|---------|
| Stone Riprap, Class A4 | Sq. Yd. | | 577 | 577 |
| Filter Fabric | Sq. Yd. | | 746 | 746 |
| Removal of Existing Structures | Each | | 1 | 1 |
| Structure Excavation | Cu. Yd. | | 445 | 445 |
| Concrete Structures | Cu. Yd. | | 102.6 | 102.6 |
| Concrete Superstructure | Cu. Yd. | 507.1 | | 507.1 |
| Bridge Deck Grooving | Sq. Yd. | 707 | | 707 |
| Form Liner Textured Surface | Sq. Ft. | 1645 | | 1645 |
| Protective Coat | Sq. Yd. | 1293 | | 1293 |
| Furnishing and Erecting Structural Steel | L. Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 4191 | | 4191 |
| Reinforcement Bars, Epoxy Coated | Pound | 108,530 | 17,980 | 126,510 |
| Bar Splicers | Each | 581 | 112 | 693 |
| Furnishing Metal Shell Piles 14" x 0.312" | Foot | | 1734 | 1734 |
| Driving Piles | Foot | | 1734 | 1734 |
| Test Pile Metal Shells | Each | | 2 | 2 |
| Pile Shoes | Each | | 30 | 30 |
| Name Plates | Each | 1 | | 1 |
| Anchor Bolts, 1" | Each | | 44 | 44 |
| Box Culvert End Sections, Culvert No. 1 | Each | | 1 | 1 |
| Box Culvert End Sections, Culvert No. 2 | Each | | 1 | 1 |
| Precast Concrete Box Culverts 5'x5' | Foot | | 56 | 56 |
| Precast Concrete Box Culverts 6'x5' | Foot | | 56 | 56 |
| Geocomposite Wall Drain | Sq. Yd. | | 140 | 140 |
| Construction Vibration Monitoring | L. Sum | | 1 | 1 |
| Parapet Railing, Special | Foot | 168 | | 168 |
| Granular Backfill for Structures | Cu. Yd. | | 187 | 187 |
| Staining Concrete Structures | Sq. Yd. | | 183 | 183 |
| Architectural Precast Concrete Panel | Each | | 20 | 20 |
| Steel Railing (Special) | Foot | 272 | | 272 |
| Temporary Sheet Piling | Sq. Ft. | | 520 | 520 |
| Pipe Underdrains for Structures 4" | Foot | | 184 | 184 |
| Temporary Soil Retention System | Sq. Ft. | | 259 | 259 |

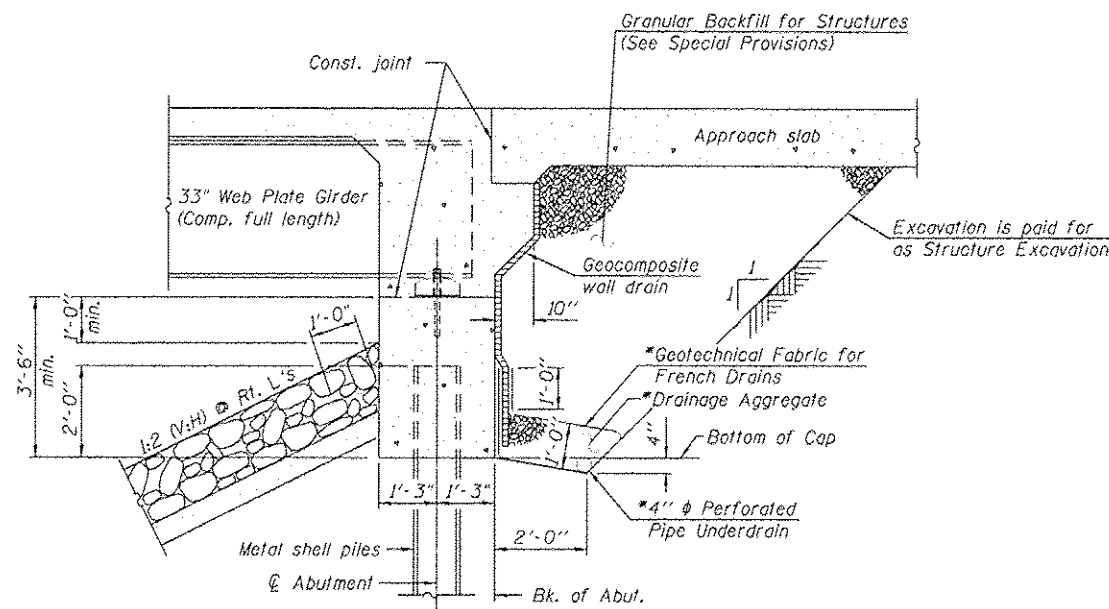
INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Foundation Plan
- Stage Construction Details
- Temporary Concrete Barrier for Stage Construction
- Top of Slab Elevations
- Top of Approach Slab Elevations
- Deck Plan and Cross Section
- Superstructure Details
- Integral Abutment Diaphragm Details
- Bridge Approach Slab Details
- Concrete Bridge Rolling
- Steel Bridge Railing
- Architectural Precast Concrete Panel
- Framing Plan
- Structural Steel Details
- West Abutment
- East Abutment
- Culvert Plan and Elevation
- Metal Shell Pile Details
- Bar Splicer Assembly and Mechanical Splicer Details
- Boring Logs



FORM LINER TEXTURED SURFACE

Note:
Form Liner Textured Surface shall meet the requirements of Custom Rock Pattern #12010 Minnehaha Blend or approved equal (See Special Provision).
Form liner textures or patterns of any shape and length shall be inset into the face of the parapet up to $\frac{1}{2}$ " deep and 1" wide.



*Included in the cost of Pipe Underdrains for Structures.

SECTION THRU INTEGRAL ABUTMENT

Notes:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

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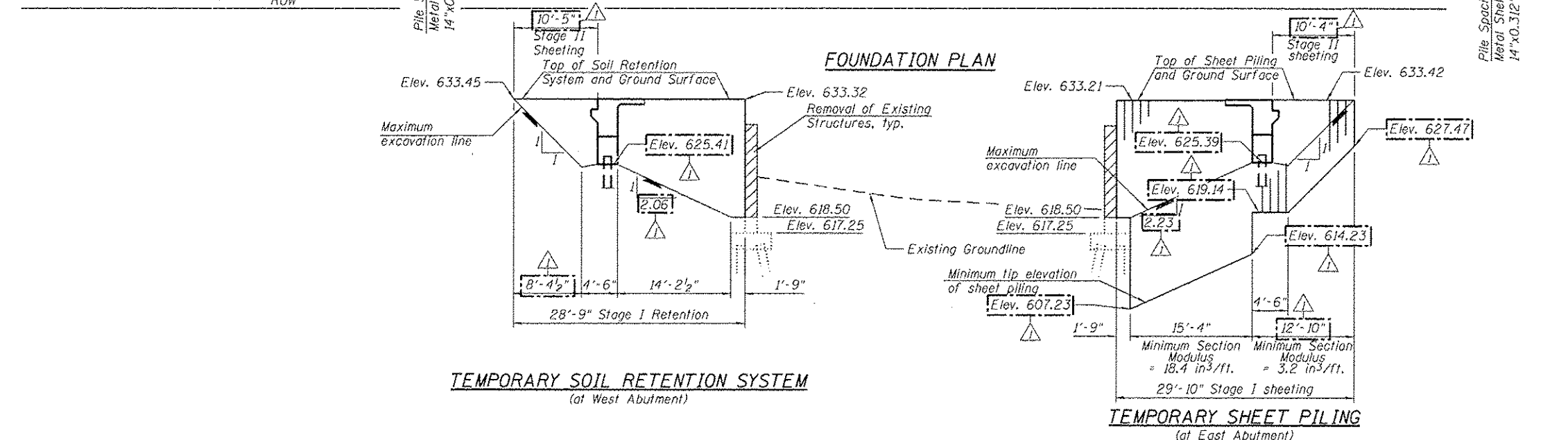
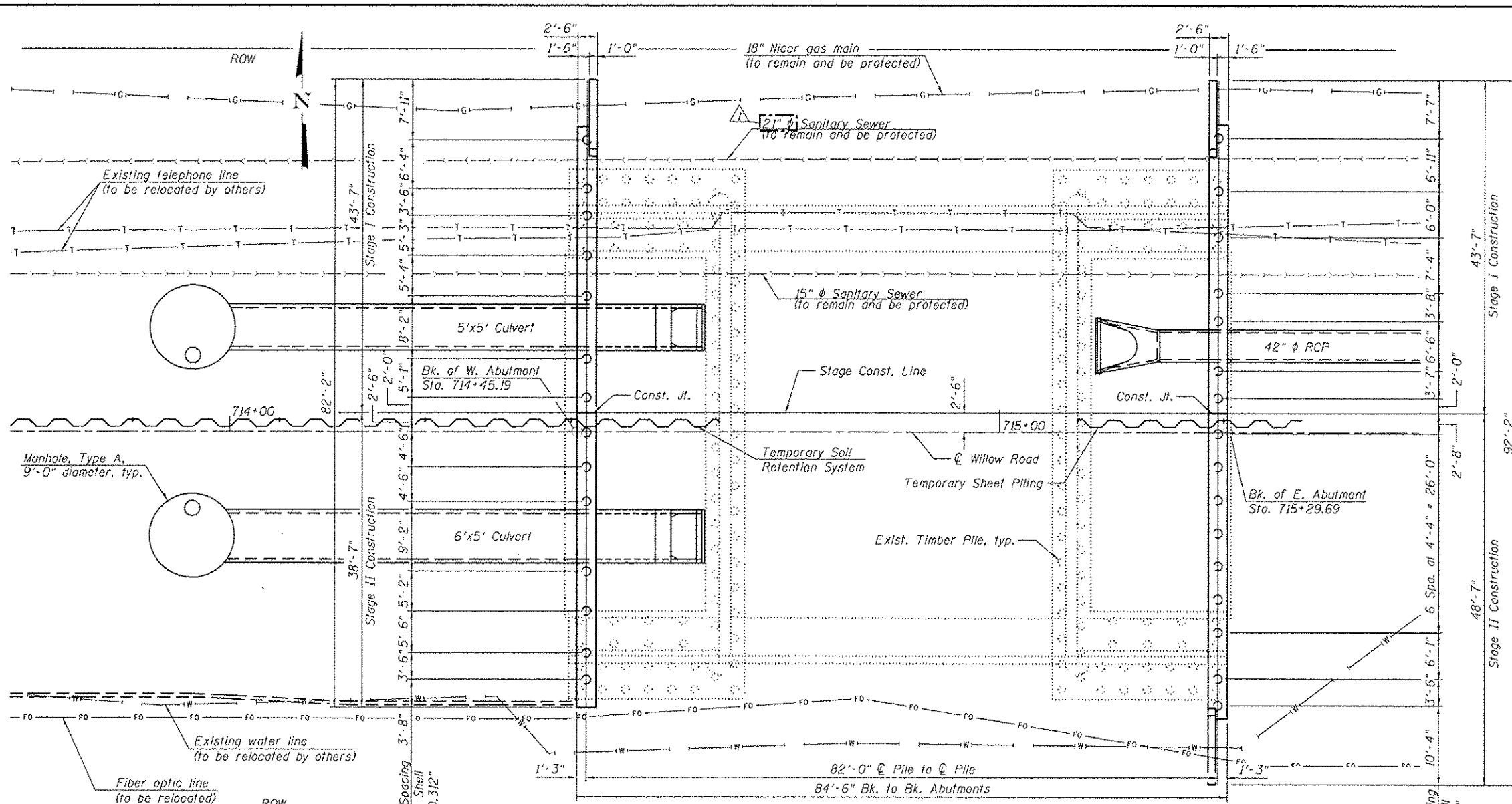


| | | |
|-------------------------------|---------------|-------------------------|
| USER NAME: jrmohar | DESIGNED: JRM | REVISED: 12/19/2012 JRM |
| CHECKED: MDS | CHECKED: MDS | REVISED: - |
| PLOT SCALE: 2:8.8888 1" = 10' | DRAWN: DMG | REVISED: - |
| PLOT DATE: 12/21/2012 | CHECKED: MDS | REVISED: - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-2844**
SHEET NO. 2 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------------|--------|--------------|--------------------|
| 0305 | 11920.01,1518,2022&1922.4B/R | COOK | 919 | 452 |
| | | | | CONTRACT NO. 60T35 |
| ILLINOIS FED. AID PROJECT | | | | |



BILL OF MATERIAL

| Item | Unit | Quantity |
|---------------------------------|---------|----------|
| Temporary Sheet Piling | Sq. Ft. | 520 |
| Temporary Soil Retention System | Sq. Ft. | 259 |

Notes:

The reinforced concrete box culverts and pipes must be installed and backfilled before driving the adjacent piles.

Removal of existing structures shall be in accordance with Section 501 of the Standard Specifications. This item shall include complete removal of the concrete bridge rails, concrete deck and superstructure. This item also includes partial removal of the abutment wall and wingwall down to a minimum of 1'-0" below proposed finished grade and partial removal of the wingwall footing below the proposed abutments. Do not disturb or remove existing timber piles.

The proposed abutment metal shell piles are to be driven within the limits of the existing wingwall footing and timber piles. The wingwall footing adjacent to the proposed piles must be removed prior to driving piles. The metal shell piles shall be offset ±6" along the length of the abutment to miss the existing timber piles. All piles must meet the driving tolerances of Section 512.12 except for the allowed offset.

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

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

At the West Abutment, 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.

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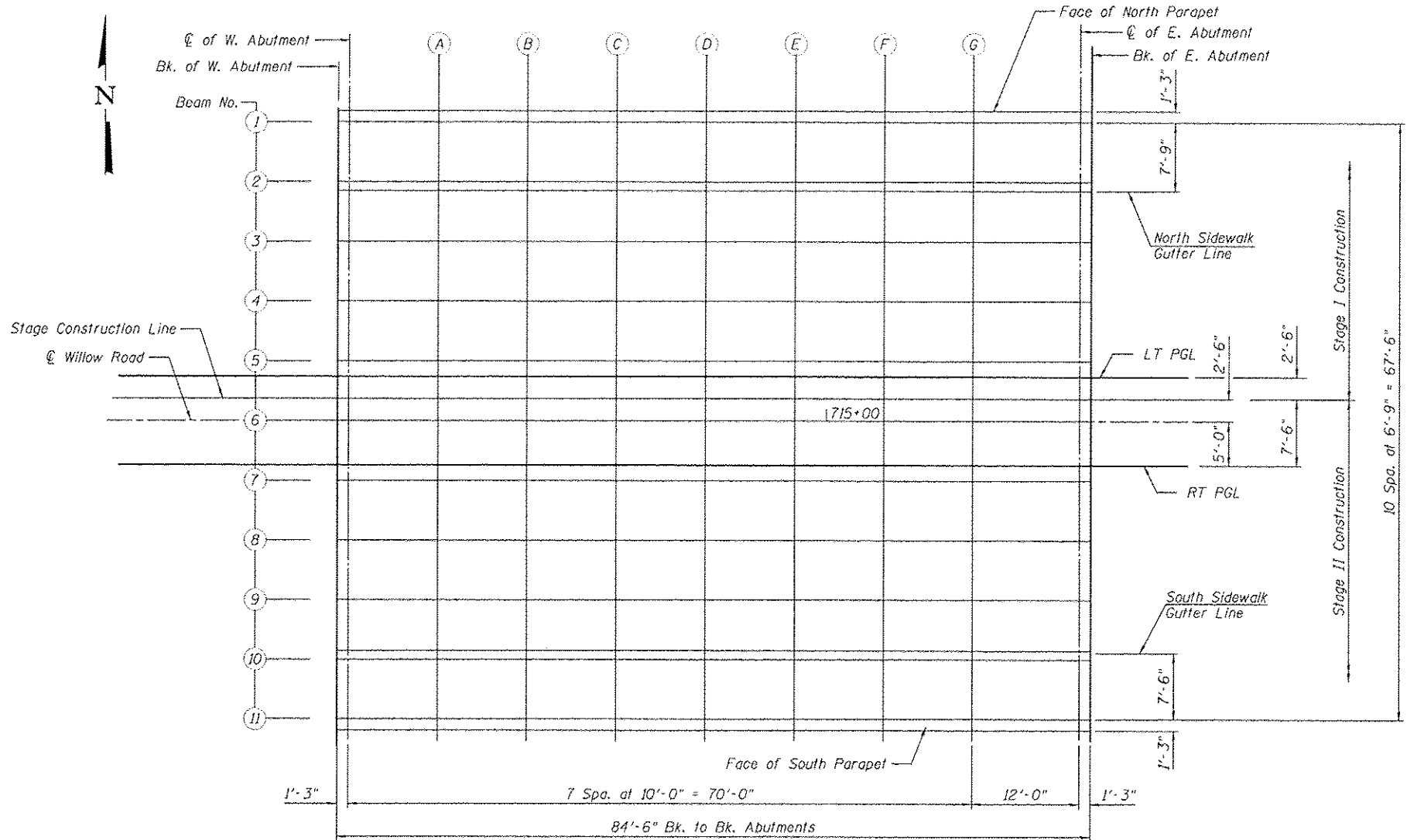
| | | |
|-----------------------------|----------------|------------------------|
| USER NAME : jrmckow | DESIGNED - JRM | REVISED 12/19/2012 JRM |
| PLOT SCALE = 1/8" = 1' - 0" | CHECKED - MDS | REVISOR - |
| PLOT DATE = 12/19/2012 | DRAWN - DMG | REVISOR - |
| | CHECKED - MDS | REVISOR - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

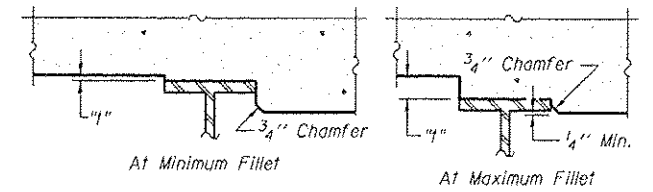
**FOUNDATION PLAN
STRUCTURE NO. 016-2844**

SHEET NO. 3 OF 30 SHEETS

| | | | | |
|--------------------|------------------------------|--------|---------------------------|-----------|
| F.A.P. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0305 | 11920.01,1518,2022&1922,4BIR | COOK | 919 | 453 |
| CONTRACT NO. 60T35 | | | ILLINOIS FED. AID PROJECT | |

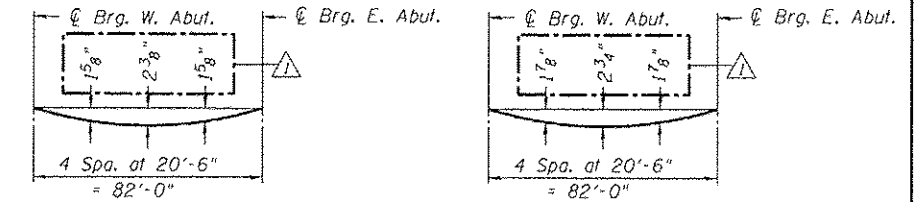


DECK PLAN



To determine "f": 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 below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS



INTERIOR BEAM

EXTERIOR BEAM

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflection as shown below and on sheets 7 and 8 of 30.
Offsets are measured perpendicular from the centerline of Willow Road.

FACE OF NORTH PARAPET

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -35.00 | 633.09 | 633.09 |
| ☉ Brg. W. Abut. | 714+46.44 | -35.00 | 633.09 | 633.09 |
| A | 714+56.44 | -35.00 | 633.13 | 633.22 |
| B | 714+66.44 | -35.00 | 633.16 | 633.32 |
| C | 714+76.44 | -35.00 | 633.17 | 633.38 |
| D | 714+86.44 | -35.00 | 633.17 | 633.40 |
| E | 714+96.44 | -35.00 | 633.17 | 633.39 |
| F | 715+06.44 | -35.00 | 633.15 | 633.32 |
| G | 715+16.44 | -35.00 | 633.12 | 633.22 |
| ☉ Brg. E. Abut. | 715+28.44 | -35.00 | 633.07 | 633.07 |
| Bk. E. Abut. | 715+29.69 | -35.00 | 633.06 | 633.06 |

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -33.75 | 633.07 | 633.07 |
| ☉ Brg. W. Abut. | 714+46.44 | -33.75 | 633.07 | 633.07 |
| A | 714+56.44 | -33.75 | 633.11 | 633.19 |
| B | 714+66.44 | -33.75 | 633.14 | 633.29 |
| C | 714+76.44 | -33.75 | 633.15 | 633.35 |
| D | 714+86.44 | -33.75 | 633.15 | 633.37 |
| E | 714+96.44 | -33.75 | 633.15 | 633.36 |
| F | 715+06.44 | -33.75 | 633.13 | 633.30 |
| G | 715+16.44 | -33.75 | 633.10 | 633.20 |
| ☉ Brg. E. Abut. | 715+28.44 | -33.75 | 633.05 | 633.05 |
| Bk. E. Abut. | 715+29.69 | -33.75 | 633.04 | 633.04 |

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -27.00 | 632.93 | 632.93 |
| ☉ Brg. W. Abut. | 714+46.44 | -27.00 | 632.93 | 632.93 |
| A | 714+56.44 | -27.00 | 632.97 | 633.06 |
| B | 714+66.44 | -27.00 | 633.00 | 633.16 |
| C | 714+76.44 | -27.00 | 633.01 | 633.22 |
| D | 714+86.44 | -27.00 | 633.01 | 633.24 |
| E | 714+96.44 | -27.00 | 633.01 | 633.23 |
| F | 715+06.44 | -27.00 | 632.99 | 633.16 |
| G | 715+16.44 | -27.00 | 632.96 | 633.06 |
| ☉ Brg. E. Abut. | 715+28.44 | -27.00 | 632.91 | 632.91 |
| Bk. E. Abut. | 715+29.69 | -27.00 | 632.90 | 632.90 |

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| | | |
|----------------------------------|----------------|--------------------------|
| USER NAME - jrmokow | DESIGNED - JRM | REVISED - 12/19/2012 JRM |
| PLOT SCALE - 16:0.8228 1/4" = 1' | CHECKED - MDS | REVISED - |
| PLOT DATE - 12/19/2012 | DRAWN - DMG | REVISED - |
| | CHECKED - MDS | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-2844**

SHEET NO. 6 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------------|--------|---------------------------|-----------|
| 0305 | (1920.01,1518,2022&1922,401R) | COOK | 919 | 456 |
| CONTRACT NO. 60T35 | | | ILLINOIS FED. AID PROJECT | |

NORTH SIDEWALK GUTTER LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -26.00 | 632.91 | 632.91 |
| ⊕ Brg. W. Abut. | 714+46.44 | -26.00 | 632.91 | 632.91 |
| A | 714+56.44 | -26.00 | 632.95 | 633.04 |
| B | 714+66.44 | -26.00 | 632.98 | 633.14 |
| C | 714+76.44 | -26.00 | 632.99 | 633.20 |
| D | 714+86.44 | -26.00 | 632.99 | 633.22 |
| E | 714+96.44 | -26.00 | 632.99 | 633.20 |
| F | 715+06.44 | -26.00 | 632.97 | 633.14 |
| G | 715+16.44 | -26.00 | 632.94 | 633.04 |
| ⊕ Brg. E. Abut. | 715+28.44 | -26.00 | 632.89 | 632.89 |
| Bk. E. Abut. | 715+29.69 | -26.00 | 632.88 | 632.88 |

BEAM 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -20.25 | 633.03 | 633.03 |
| ⊕ Brg. W. Abut. | 714+46.44 | -20.25 | 633.03 | 633.03 |
| A | 714+56.44 | -20.25 | 633.07 | 633.15 |
| B | 714+66.44 | -20.25 | 633.10 | 633.24 |
| C | 714+76.44 | -20.25 | 633.11 | 633.29 |
| D | 714+86.44 | -20.25 | 633.11 | 633.31 |
| E | 714+96.44 | -20.25 | 633.11 | 633.30 |
| F | 715+06.44 | -20.25 | 633.09 | 633.24 |
| G | 715+16.44 | -20.25 | 633.06 | 633.15 |
| ⊕ Brg. E. Abut. | 715+28.44 | -20.25 | 633.01 | 633.01 |
| Bk. E. Abut. | 715+29.69 | -20.25 | 633.00 | 633.00 |

BEAM 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -13.50 | 633.17 | 633.17 |
| ⊕ Brg. W. Abut. | 714+46.44 | -13.50 | 633.17 | 633.17 |
| A | 714+56.44 | -13.50 | 633.21 | 633.29 |
| B | 714+66.44 | -13.50 | 633.24 | 633.38 |
| C | 714+76.44 | -13.50 | 633.25 | 633.43 |
| D | 714+86.44 | -13.50 | 633.25 | 633.45 |
| E | 714+96.44 | -13.50 | 633.25 | 633.44 |
| F | 715+06.44 | -13.50 | 633.23 | 633.38 |
| G | 715+16.44 | -13.50 | 633.20 | 633.29 |
| ⊕ Brg. E. Abut. | 715+28.44 | -13.50 | 633.15 | 633.15 |
| Bk. E. Abut. | 715+29.69 | -13.50 | 633.14 | 633.14 |

BEAM 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -6.75 | 633.31 | 633.31 |
| ⊕ Brg. W. Abut. | 714+46.44 | -6.75 | 633.31 | 633.31 |
| A | 714+56.44 | -6.75 | 633.35 | 633.43 |
| B | 714+66.44 | -6.75 | 633.38 | 633.52 |
| C | 714+76.44 | -6.75 | 633.39 | 633.57 |
| D | 714+86.44 | -6.75 | 633.39 | 633.59 |
| E | 714+96.44 | -6.75 | 633.39 | 633.58 |
| F | 715+06.44 | -6.75 | 633.37 | 633.52 |
| G | 715+16.44 | -6.75 | 633.34 | 633.43 |
| ⊕ Brg. E. Abut. | 715+28.44 | -6.75 | 633.29 | 633.29 |
| Bk. E. Abut. | 715+29.69 | -6.75 | 633.28 | 633.28 |

LEFT PROFILE GRADE LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -5.00 | 633.35 | 633.35 |
| ⊕ Brg. W. Abut. | 714+46.44 | -5.00 | 633.35 | 633.35 |
| A | 714+56.44 | -5.00 | 633.39 | 633.46 |
| B | 714+66.44 | -5.00 | 633.42 | 633.55 |
| C | 714+76.44 | -5.00 | 633.43 | 633.61 |
| D | 714+86.44 | -5.00 | 633.43 | 633.62 |
| E | 714+96.44 | -5.00 | 633.43 | 633.61 |
| F | 715+06.44 | -5.00 | 633.41 | 633.55 |
| G | 715+16.44 | -5.00 | 633.38 | 633.47 |
| ⊕ Brg. E. Abut. | 715+28.44 | -5.00 | 633.33 | 633.33 |
| Bk. E. Abut. | 715+29.69 | -5.00 | 633.32 | 633.32 |

STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | -2.50 | 633.40 | 633.40 |
| ⊕ Brg. W. Abut. | 714+46.44 | -2.50 | 633.40 | 633.40 |
| A | 714+56.44 | -2.50 | 633.44 | 633.52 |
| B | 714+66.44 | -2.50 | 633.47 | 633.61 |
| C | 714+76.44 | -2.50 | 633.48 | 633.66 |
| D | 714+86.44 | -2.50 | 633.48 | 633.68 |
| E | 714+96.44 | -2.50 | 633.48 | 633.66 |
| F | 715+06.44 | -2.50 | 633.46 | 633.61 |
| G | 715+16.44 | -2.50 | 633.43 | 633.52 |
| ⊕ Brg. E. Abut. | 715+28.44 | -2.50 | 633.38 | 633.38 |
| Bk. E. Abut. | 715+29.69 | -2.50 | 633.37 | 633.37 |

BEAM 6 AND ⊕ WILLOW ROAD

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 0.00 | 633.45 | 633.45 |
| ⊕ Brg. W. Abut. | 714+46.44 | 0.00 | 633.45 | 633.45 |
| A | 714+56.44 | 0.00 | 633.49 | 633.57 |
| B | 714+66.44 | 0.00 | 633.52 | 633.66 |
| C | 714+76.44 | 0.00 | 633.53 | 633.71 |
| D | 714+86.44 | 0.00 | 633.53 | 633.73 |
| E | 714+96.44 | 0.00 | 633.53 | 633.72 |
| F | 715+06.44 | 0.00 | 633.51 | 633.66 |
| G | 715+16.44 | 0.00 | 633.48 | 633.57 |
| ⊕ Brg. E. Abut. | 715+28.44 | 0.00 | 633.43 | 633.43 |
| Bk. E. Abut. | 715+29.69 | 0.00 | 633.42 | 633.42 |

RIGHT PROFILE GRADE LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 5.00 | 633.35 | 633.35 |
| ⊕ Brg. W. Abut. | 714+46.44 | 5.00 | 633.35 | 633.35 |
| A | 714+56.44 | 5.00 | 633.39 | 633.46 |
| B | 714+66.44 | 5.00 | 633.42 | 633.55 |
| C | 714+76.44 | 5.00 | 633.43 | 633.61 |
| D | 714+86.44 | 5.00 | 633.43 | 633.62 |
| E | 714+96.44 | 5.00 | 633.43 | 633.61 |
| F | 715+06.44 | 5.00 | 633.41 | 633.55 |
| G | 715+16.44 | 5.00 | 633.38 | 633.47 |
| ⊕ Brg. E. Abut. | 715+28.44 | 5.00 | 633.33 | 633.33 |
| Bk. E. Abut. | 715+29.69 | 5.00 | 633.32 | 633.32 |

BEAM 7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 6.75 | 633.31 | 633.31 |
| ⊕ Brg. W. Abut. | 714+46.44 | 6.75 | 633.31 | 633.31 |
| A | 714+56.44 | 6.75 | 633.35 | 633.43 |
| B | 714+66.44 | 6.75 | 633.38 | 633.52 |
| C | 714+76.44 | 6.75 | 633.39 | 633.57 |
| D | 714+86.44 | 6.75 | 633.39 | 633.59 |
| E | 714+96.44 | 6.75 | 633.39 | 633.58 |
| F | 715+06.44 | 6.75 | 633.37 | 633.52 |
| G | 715+16.44 | 6.75 | 633.34 | 633.43 |
| ⊕ Brg. E. Abut. | 715+28.44 | 6.75 | 633.29 | 633.29 |
| Bk. E. Abut. | 715+29.69 | 6.75 | 633.28 | 633.28 |

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BEAM 8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 13.50 | 633.17 | 633.17 |
| ⊕ Brg. W. Abut. | 714+46.44 | 13.50 | 633.17 | 633.17 |
| A | 714+56.44 | 13.50 | 633.21 | 633.29 |
| B | 714+66.44 | 13.50 | 633.24 | 633.38 |
| C | 714+76.44 | 13.50 | 633.25 | 633.43 |
| D | 714+86.44 | 13.50 | 633.25 | 633.45 |
| E | 714+96.44 | 13.50 | 633.25 | 633.44 |
| F | 715+06.44 | 13.50 | 633.23 | 633.38 |
| G | 715+16.44 | 13.50 | 633.20 | 633.29 |
| ⊕ Brg. E. Abut. | 715+28.44 | 13.50 | 633.15 | 633.15 |
| Bk. E. Abut. | 715+29.69 | 13.50 | 633.14 | 633.14 |

BEAM 9

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 20.25 | 633.03 | 633.03 |
| ⊕ Brg. W. Abut. | 714+46.44 | 20.25 | 633.03 | 633.03 |
| A | 714+56.44 | 20.25 | 633.07 | 633.15 |
| B | 714+66.44 | 20.25 | 633.10 | 633.24 |
| C | 714+76.44 | 20.25 | 633.11 | 633.29 |
| D | 714+86.44 | 20.25 | 633.11 | 633.31 |
| E | 714+96.44 | 20.25 | 633.11 | 633.30 |
| F | 715+06.44 | 20.25 | 633.09 | 633.24 |
| G | 715+16.44 | 20.25 | 633.06 | 633.15 |
| ⊕ Brg. E. Abut. | 715+28.44 | 20.25 | 633.01 | 633.01 |
| Bk. E. Abut. | 715+29.69 | 20.25 | 633.00 | 633.00 |

SOUTH SIDEWALK GUTTER LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 26.00 | 632.91 | 632.91 |
| ⊕ Brg. W. Abut. | 714+46.44 | 26.00 | 632.91 | 632.91 |
| A | 714+56.44 | 26.00 | 632.95 | 633.04 |
| B | 714+66.44 | 26.00 | 632.98 | 633.14 |
| C | 714+76.44 | 26.00 | 632.99 | 633.20 |
| D | 714+86.44 | 26.00 | 632.99 | 633.22 |
| E | 714+96.44 | 26.00 | 632.99 | 633.20 |
| F | 715+06.44 | 26.00 | 632.97 | 633.14 |
| G | 715+16.44 | 26.00 | 632.94 | 633.04 |
| ⊕ Brg. E. Abut. | 715+28.44 | 26.00 | 632.89 | 632.89 |
| Bk. E. Abut. | 715+29.69 | 26.00 | 632.88 | 632.88 |

BEAM 10

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 27.00 | 632.93 | 632.93 |
| ⊕ Brg. W. Abut. | 714+46.44 | 27.00 | 632.93 | 632.93 |
| A | 714+56.44 | 27.00 | 632.97 | 633.06 |
| B | 714+66.44 | 27.00 | 633.00 | 633.16 |
| C | 714+76.44 | 27.00 | 633.01 | 633.22 |
| D | 714+86.44 | 27.00 | 633.01 | 633.24 |
| E | 714+96.44 | 27.00 | 633.01 | 633.23 |
| F | 715+06.44 | 27.00 | 632.99 | 633.16 |
| G | 715+16.44 | 27.00 | 632.96 | 633.06 |
| ⊕ Brg. E. Abut. | 715+28.44 | 27.00 | 632.91 | 632.91 |
| Bk. E. Abut. | 715+29.69 | 27.00 | 632.90 | 632.90 |



BEAM 11

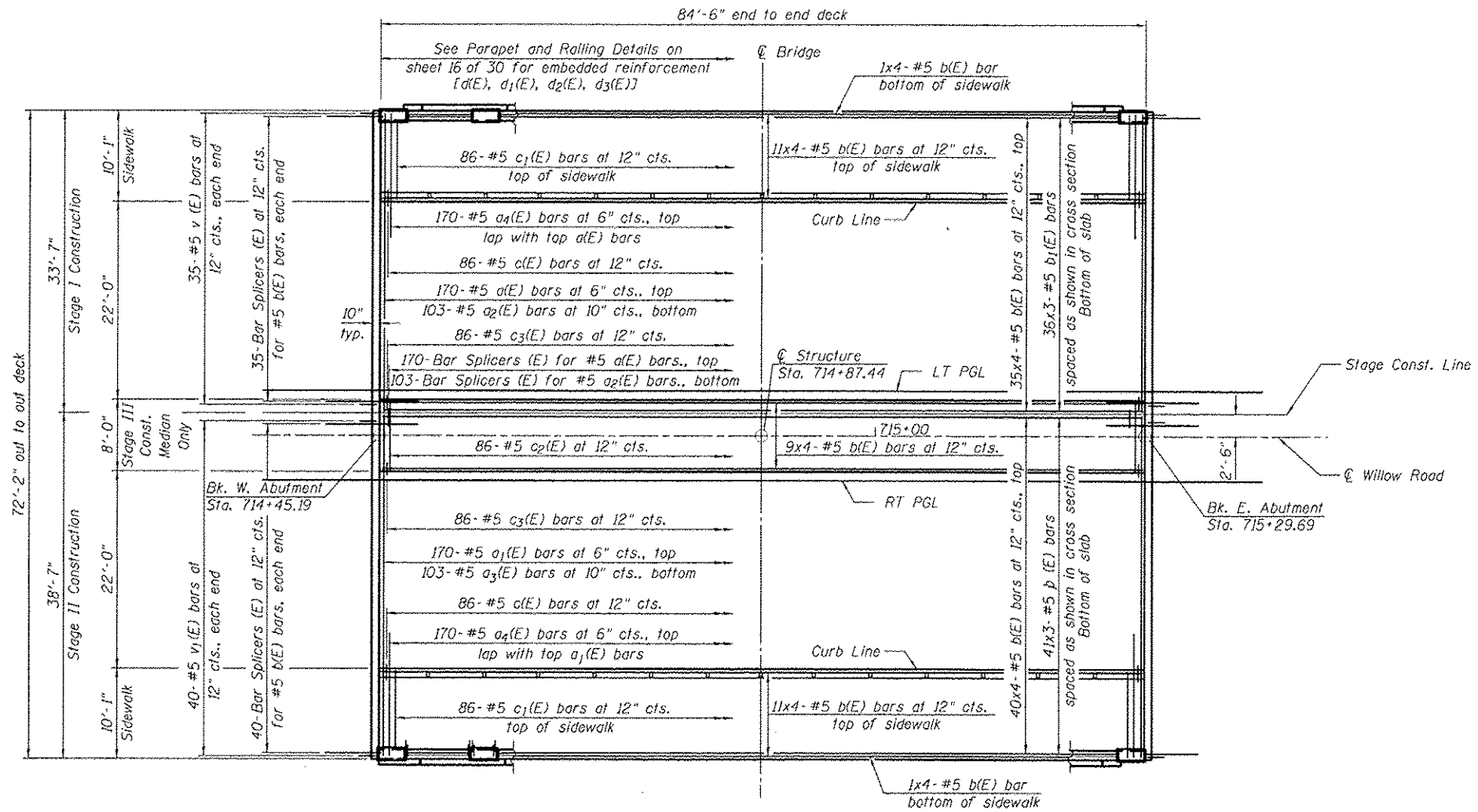
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 33.75 | 633.07 | 633.07 |
| ⊕ Brg. W. Abut. | 714+46.44 | 33.75 | 633.07 | 633.07 |
| A | 714+56.44 | 33.75 | 633.11 | 633.19 |
| B | 714+66.44 | 33.75 | 633.14 | 633.29 |
| C | 714+76.44 | 33.75 | 633.15 | 633.35 |
| D | 714+86.44 | 33.75 | 633.15 | 633.37 |
| E | 714+96.44 | 33.75 | 633.15 | 633.36 |
| F | 715+06.44 | 33.75 | 633.13 | 633.30 |
| G | 715+16.44 | 33.75 | 633.10 | 633.20 |
| ⊕ Brg. E. Abut. | 715+28.44 | 33.75 | 633.05 | 633.05 |
| Bk. E. Abut. | 715+29.69 | 33.75 | 633.04 | 633.04 |

FACE OF SOUTH PARAPET

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 714+45.19 | 35.00 | 633.09 | 633.09 |
| ⊕ Brg. W. Abut. | 714+46.44 | 35.00 | 633.09 | 633.09 |
| A | 714+56.44 | 35.00 | 633.13 | 633.22 |
| B | 714+66.44 | 35.00 | 633.16 | 633.32 |
| C | 714+76.44 | 35.00 | 633.17 | 633.38 |
| D | 714+86.44 | 35.00 | 633.17 | 633.40 |
| E | 714+96.44 | 35.00 | 633.17 | 633.39 |
| F | 715+06.44 | 35.00 | 633.15 | 633.32 |
| G | 715+16.44 | 35.00 | 633.12 | 633.22 |
| ⊕ Brg. E. Abut. | 715+28.44 | 35.00 | 633.07 | 633.07 |
| Bk. E. Abut. | 715+29.69 | 35.00 | 633.06 | 633.06 |

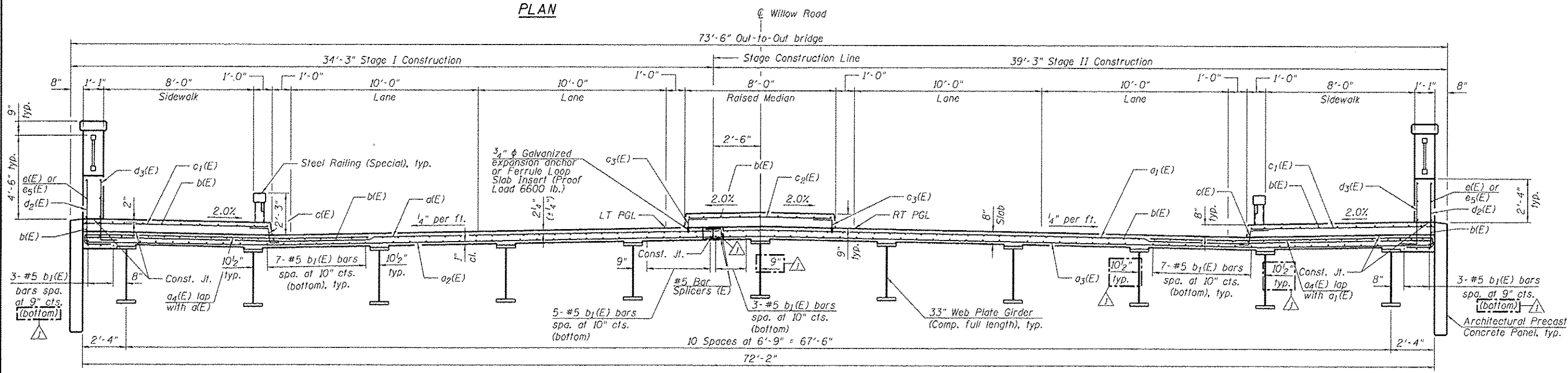
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| | | | | | | |
|---|--|---|---|---|--|---|
|  | USER NAME = jreichow
CHECKED - MDS
PLOT SCALE = 16:8.0000 1" = 10'
PLOT DATE = 12/19/2012 | DESIGNED - JRM
CHECKED - MDS
DRAWN - JRM
CHECKED - MDS | REVISED  12/19/2012 JRM
REVISED -
REVISED -
REVISED - | STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION | TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-2844
SHEET NO. 8 OF 30 SHEETS | F.A.P. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
0305 11920.01.1518.2022&1922.4BJR COOK 919 458
ILLINOIS FED. AID PROJECT CONTRACT NO. 60Y35 |
|---|--|---|---|---|--|---|



PLAN

Note:
 The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
 See Sheet 11 of 30 for superstructure details and Bill of Material.
 Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
 (Looking East)

12/19/2012 4:27:37 PM - G:\CH\NO55\B\10\gpc\ADD\Sheet10-0160135-10.dwg



| | | |
|---------------------------|----------------|--------------------------|
| USER NAME = jrmackow | DESIGNED - JRM | REVISED - 12/19/2012 JRM |
| PLOT SCALE = 1/8" = 1'-0" | CHECKED - MDS | REVISED - |
| PLOT DATE = 12/19/2012 | DRAWN - DMG | REVISED - |
| | CHECKED - MDS | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK PLAN AND CROSS SECTION
 STRUCTURE NO. 016-2844

SHEET NO. 10 OF 30 SHEETS

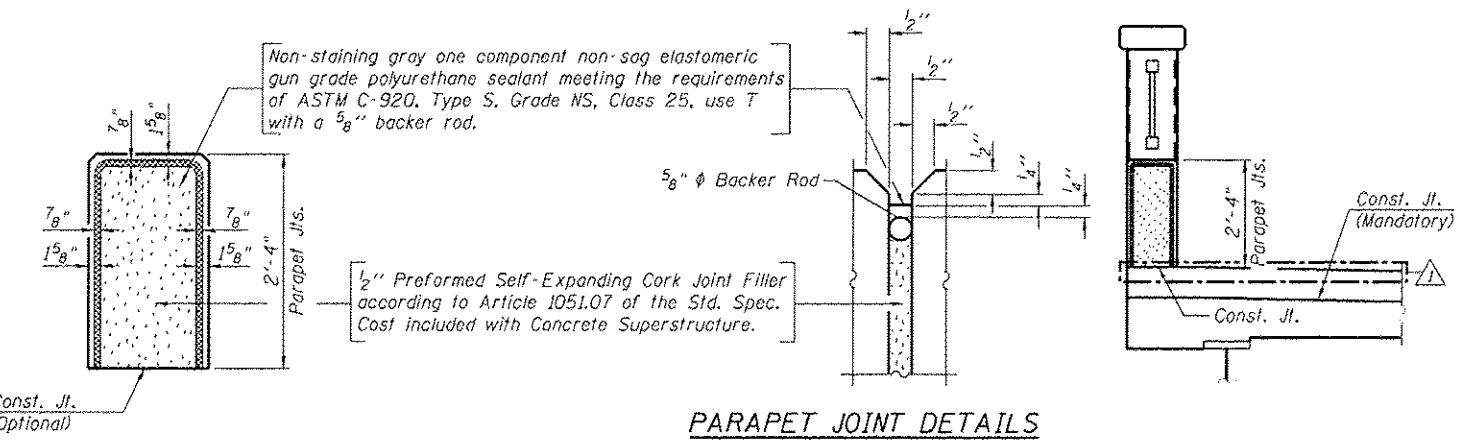
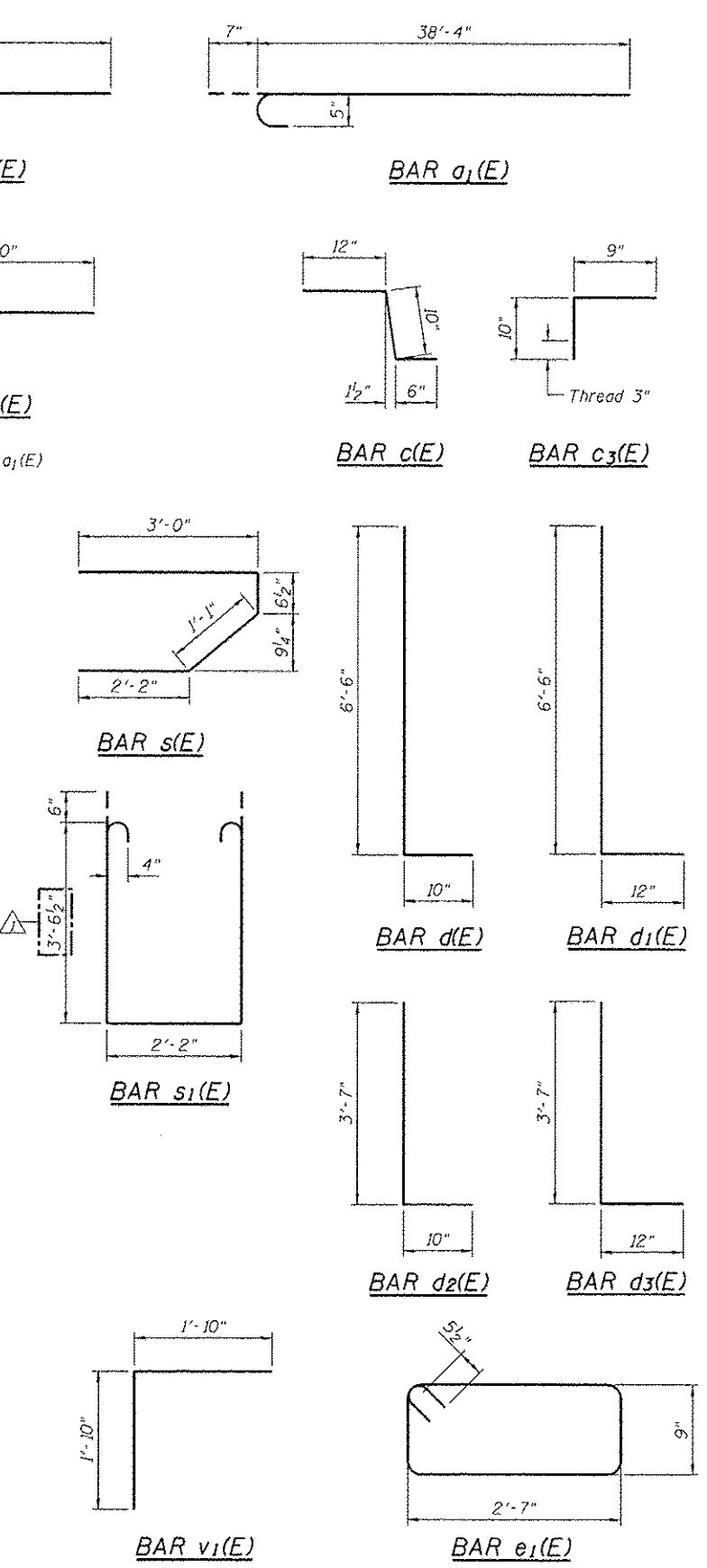
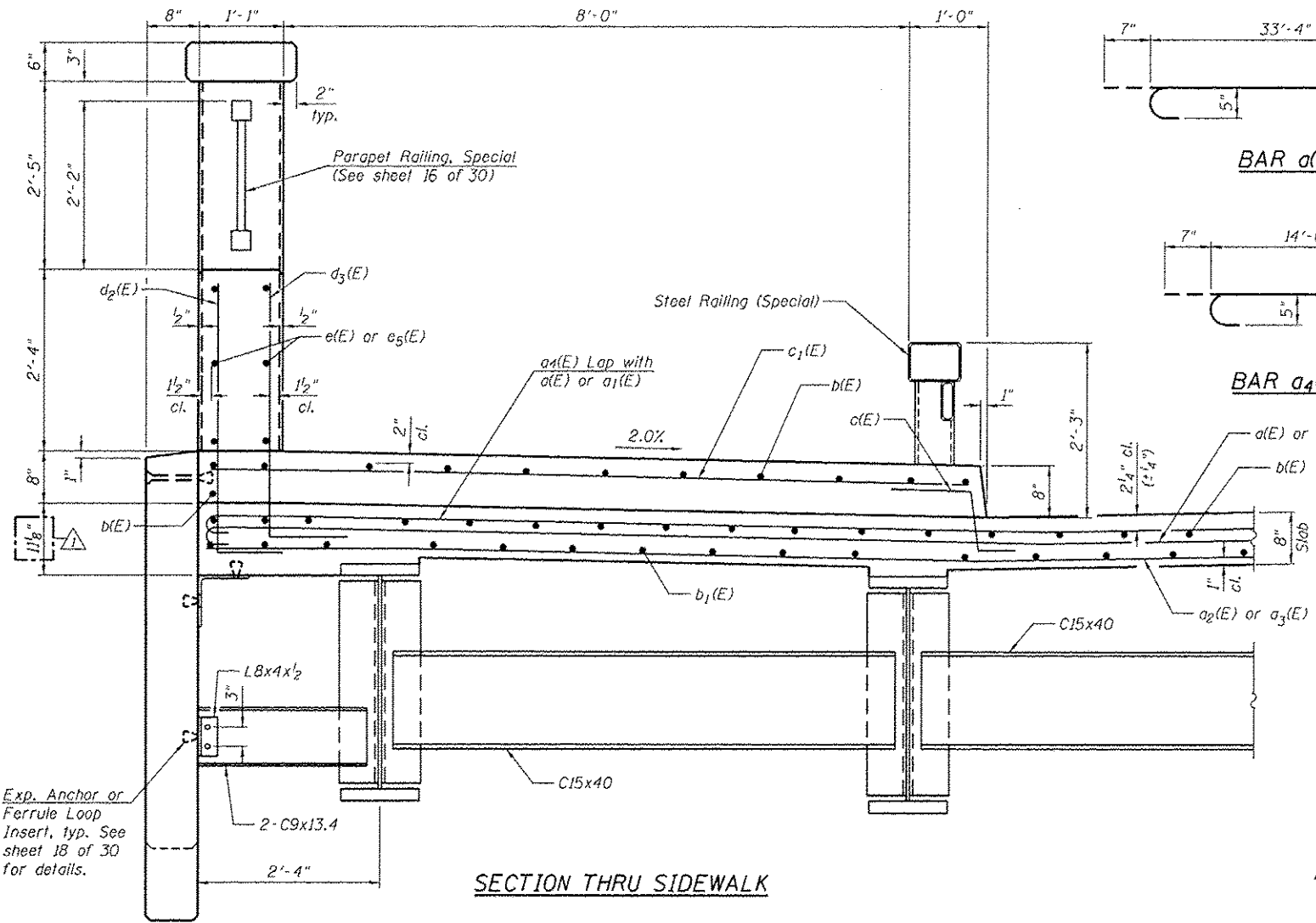
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------------|--------|--------------|-----------|
| 0305 | (1920.01,1518,2022&1922.4BIR | COOK | 919 | 460 |
| CONTRACT NO. 60T35 | | | | |
| ILLINOIS REG. AID PROJECT | | | | |

**SUPERSTRUCTURE
BILL OF MATERIAL**

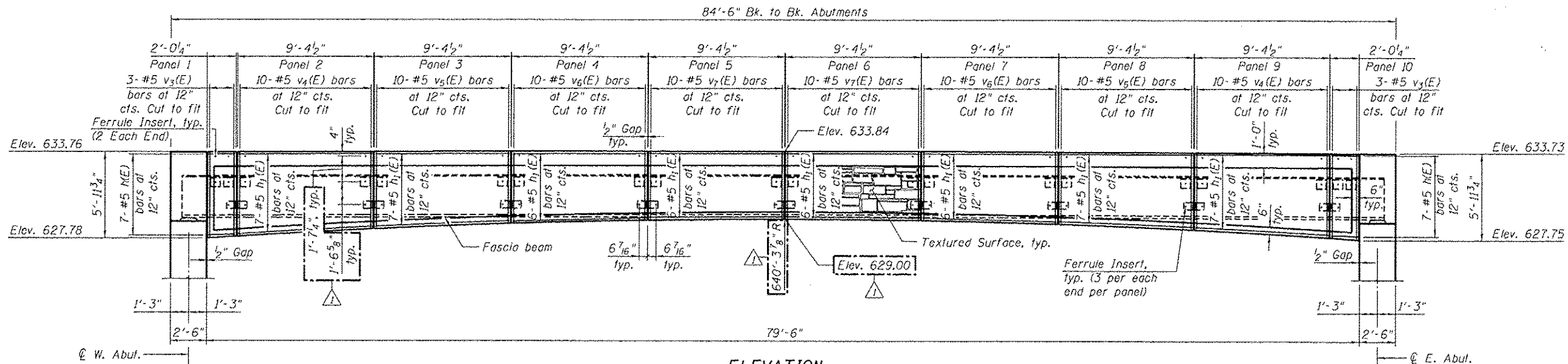
| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|---------|--------|
| a(E) | 170 | #5 | 33'-11" | U |
| a ₁ (E) | 170 | #5 | 38'-11" | U |
| a ₂ (E) | 103 | #5 | 33'-4" | U |
| a ₃ (E) | 103 | #5 | 38'-4" | U |
| a ₄ (E) | 340 | #5 | 14'-7" | U |
| b(E) | 432 | #5 | 23'-6" | — |
| b ₁ (E) | 231 | #5 | 30'-3" | — |
| c(E) | 172 | #5 | 2'-4" | L |
| c ₁ (E) | 172 | #5 | 9'-9" | — |
| c ₂ (E) | 86 | #5 | 7'-7" | — |
| c ₃ (E) | 172 | #5 | 1'-7" | L |
| d(E) | 72 | #5 | 7'-4" | L |
| d ₁ (E) | 72 | #6 | 7'-6" | L |
| d ₂ (E) | 128 | #5 | 4'-5" | L |
| d ₃ (E) | 128 | #6 | 4'-7" | L |
| e(E) | 84 | #5 | 9'-11" | — |
| e ₁ (E) | 72 | #5 | 7'-7" | — |
| e ₅ (E) | 12 | #5 | 12'-9" | — |
| m(E) | 10 | #6 | 33'-3" | — |
| m ₁ (E) | 10 | #6 | 38'-3" | — |
| m ₂ (E) | 32 | #6 | 10'-7" | — |
| m ₃ (E) | 16 | #6 | 6'-5" | — |
| m ₄ (E) | 4 | #6 | 2'-0" | — |
| m ₅ (E) | 8 | #6 | 7'-6" | — |
| m ₆ (E) | 4 | #6 | 7'-8" | — |
| m ₇ (E) | 4 | #6 | 9'-5" | — |
| m ₈ (E) | 2 | #6 | 3'-11" | — |
| s(E) | 154 | #5 | 6'-10" | U |
| s ₁ (E) | 136 | #4 | 10'-3" | U |
| v ₁ (E) | 150 | #5 | 3'-8" | L |
| Concrete Superstructure | | | Cu. Yd. | 295.1 |
| Bridge Deck Grooving | | | Sq. Yd. | 413 |
| Form Liner Textured Surface | | | Sq. Ft. | 1130 |
| Protective Coat | | | Sq. Yd. | 770 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 55,780 |
| Parapet Railing, Special | | | Foot | 118 |

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

Note:
For parapet joint locations,
see sheet 16 of 30.

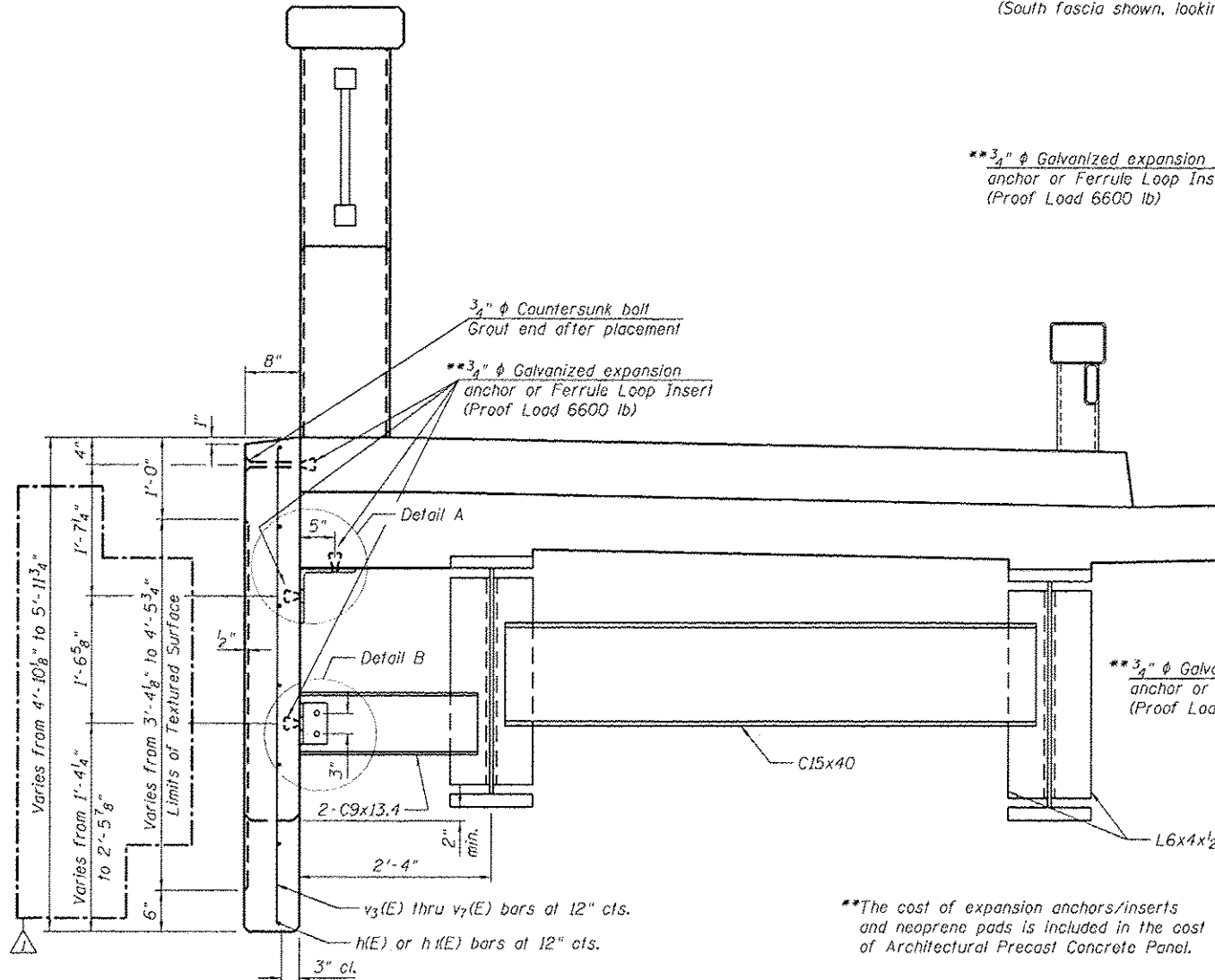
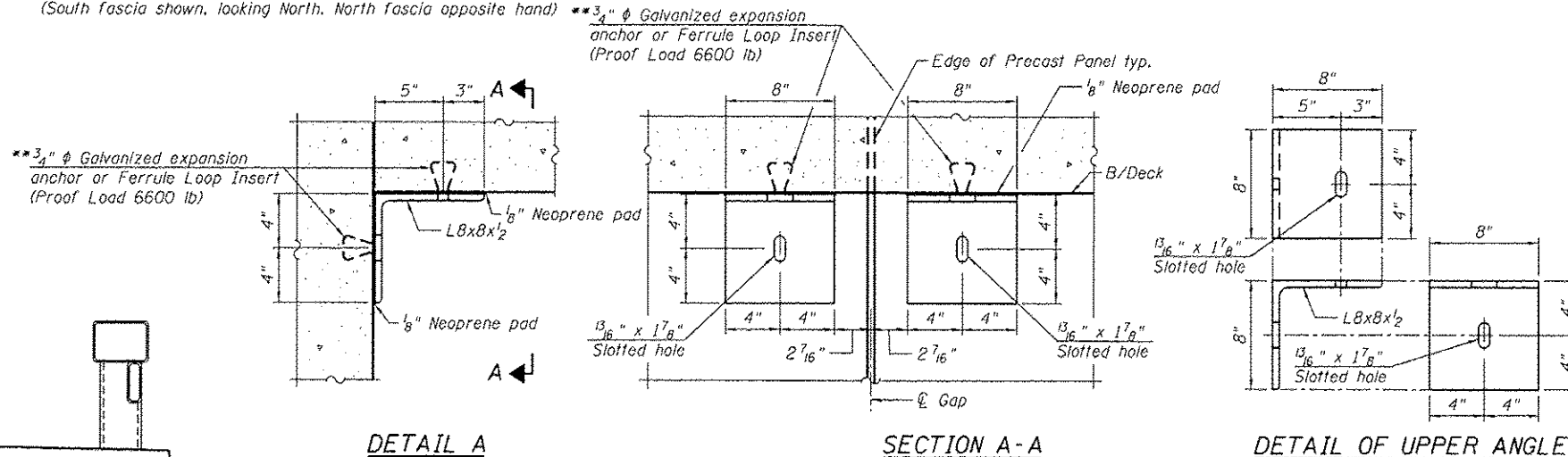


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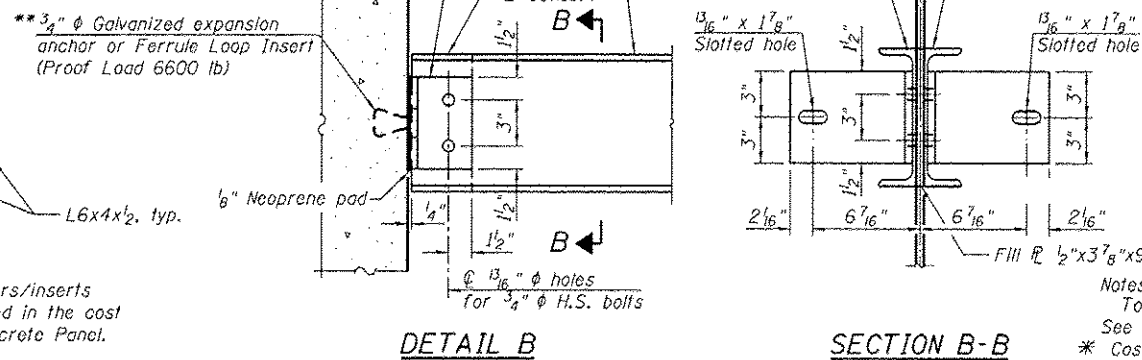


ELEVATION

(South fascia shown, looking North. North fascia opposite hand)



TYPICAL SECTION



**The cost of expansion anchors/inserts and neoprene pads is included in the cost of Architectural Precast Concrete Panel.

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape | |
|--|-----|------|--------|-------|-------|
| h ₁ (E) | 28 | #5 | 1'-8" | — | |
| h ₁ (E) | 104 | #5 | 9'-1" | — | |
| v ₃ (E) | 12 | #5 | 5'-8" | — | |
| v ₄ (E) | 40 | #5 | 5'-7" | — | |
| v ₅ (E) | 40 | #5 | 5'-2" | — | |
| v ₆ (E) | 40 | #5 | 4'-10" | — | |
| v ₇ (E) | 40 | #5 | 4'-7" | — | |
| * Reinforcement Bars, Epoxy Coated | | | | Pound | 1,950 |
| * Architectural Precast Concrete Panel | | | | Each | 20 |

Notes:
 Top of panel is parallel to profile grade line. See sheet 1 of 30.
 * Cost of Reinforcement Bars, Epoxy Coated is included with Architectural Precast Concrete Panel. The L6x4x1/2 and 1/2" fill plates detailed are paid for as Furnishing and Erecting Structural Steel.

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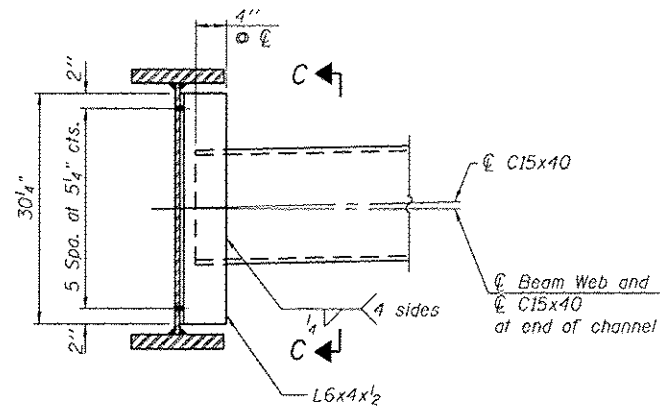
| | | |
|------------------------|----------------|-------------------------|
| USER NAME = jermichow | DESIGNED - JRM | REVISION 12/19/2012 JRM |
| PLOT SCALE = 8/9" = 1' | CHECKED - MDS | REVISION - |
| PLOT DATE = 12/31/2012 | DRAWN - DMG | REVISION - |
| | CHECKED - MDS | REVISION - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARCHITECTURAL PRECAST CONCRETE PANEL
STRUCTURE NO. 016-2844

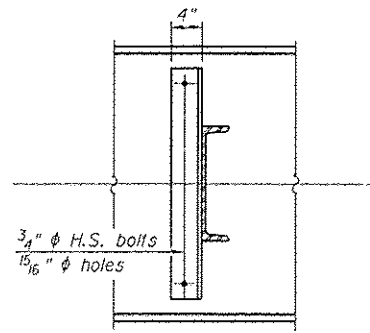
SHEET NO. 18 OF 30 SHEETS

| | | | | |
|--------------------|--|-------------|---------------------------|---------------|
| F.A.P. R.T.E. 0305 | SECTION 11920.01, 1518, 2022 & 1922.4B/R | COUNTY COOK | TOTAL SHEETS 919 | SHEET NO. 468 |
| CONTRACT NO. 60T35 | | | ILLINOIS FED. AID PROJECT | |

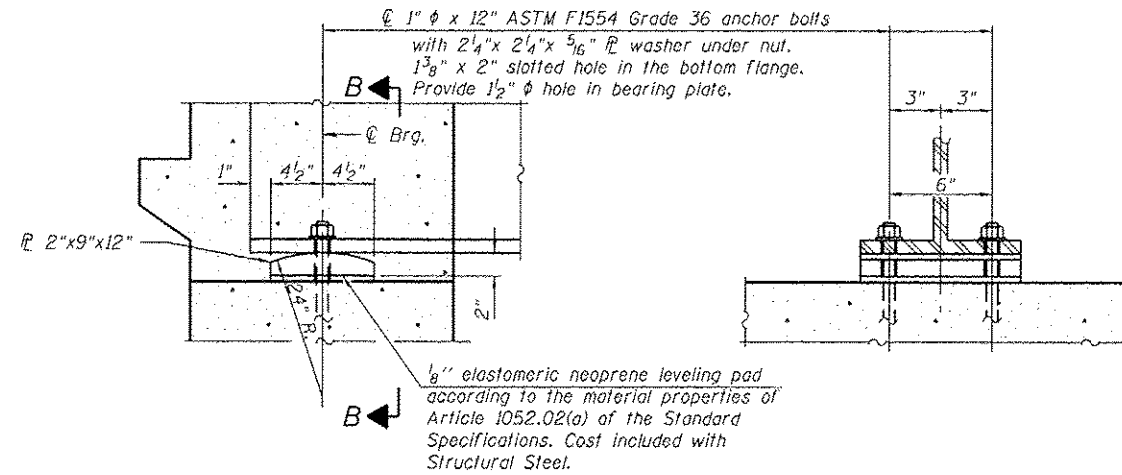


INTERIOR DIAPHRAGM D

Two hardened washers required for each set of oversized holes.



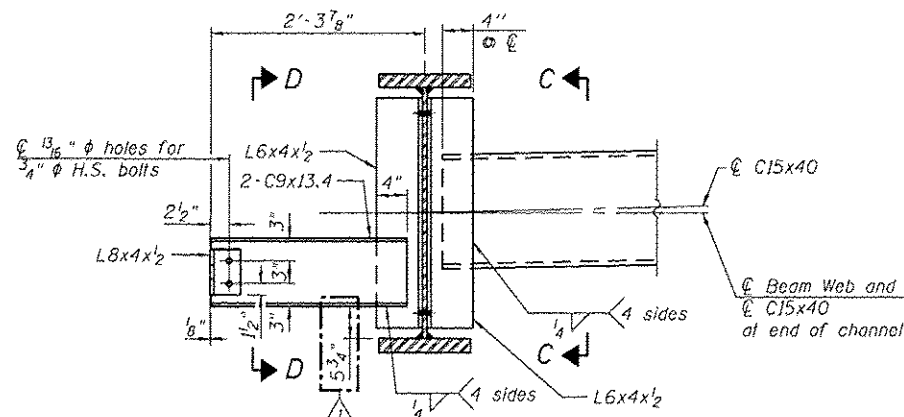
SECTION C-C



ELEVATION AT ABUTMENT

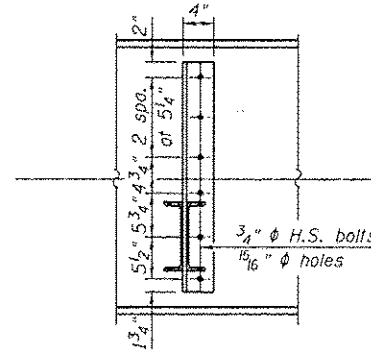
SECTION B-B

FIXED BEARING

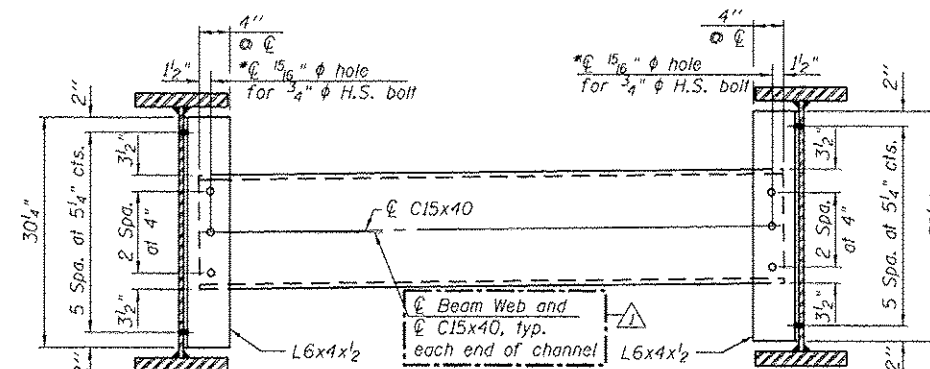


INTERIOR DIAPHRAGM D1

Two hardened washers required for each set of oversized holes.



SECTION D-D

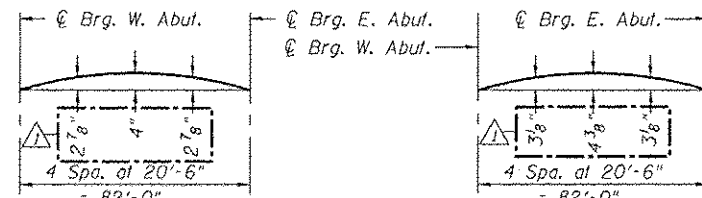


INTERIOR DIAPHRAGM D2
(Between Girder 5 and Girder 6, looking East)

* For the diaphragm connection between girder 5 and 6, only the top bolt hole shall be shop drilled in the connecting angle. The diaphragms shall be installed with a finger tightened bolts in the top holes prior to the Stage II deck pour. After the Stage II deck pour, the remaining holes in the connecting angle for the diaphragm shall be drilled using the holes in the diaphragm as a template. Install and tighten the remaining bolts. Cost of field drilling included with Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

| Item | Unit | Total |
|------------------|------|-------|
| Anchor Bolts, 1" | Each | 44 |



CAMBER DIAGRAM

(Includes all non-composite dead load, superimposed dead load and vertical profile adjustment.)

TOP OF WEB ELEVATIONS

| Beam | W. Abut. | E. Abut. |
|------|----------|----------|
| 1 | 632.17 | 632.15 |
| 2 | 632.00 | 631.98 |
| 3 | 632.14 | 632.12 |
| 4 | 632.28 | 632.26 |
| 5 | 632.42 | 632.40 |
| 6 | 632.56 | 632.54 |
| 7 | 632.42 | 632.40 |
| 8 | 632.28 | 632.26 |
| 9 | 632.14 | 632.12 |
| 10 | 632.00 | 631.98 |
| 11 | 632.17 | 632.15 |

"For fabrication only"

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

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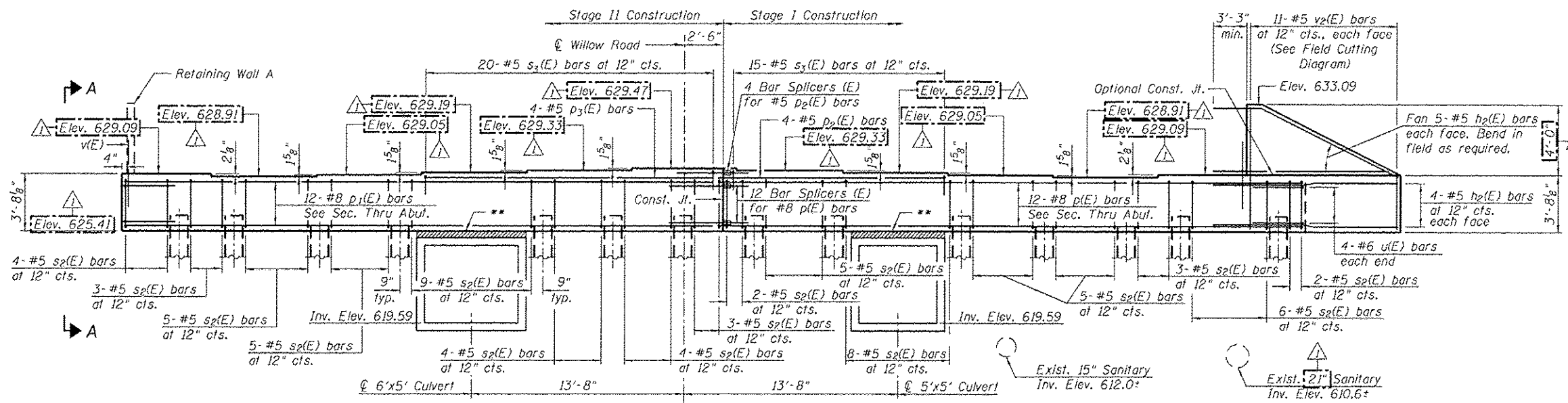
| | | |
|-----------------------------|---------------|-------------------------|
| USER NAME: jrmichon | DESIGNED: JRM | REVISED: 12/19/2012 JRM |
| PLOT SCALE: 2/8" = 1' / 32" | CHECKED: MDS | REVISED: - |
| PLOT DATE: 12/31/2012 | DRAWN: DMG | REVISED: - |
| | CHECKED: MDS | REVISED: - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

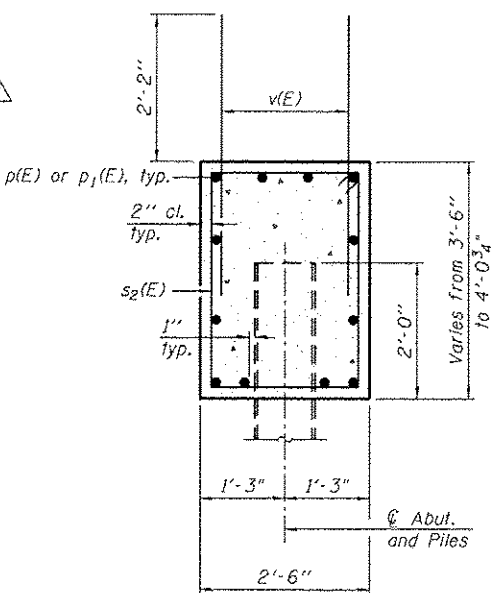
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 016-2844

SHEET NO. 20 OF 30 SHEETS

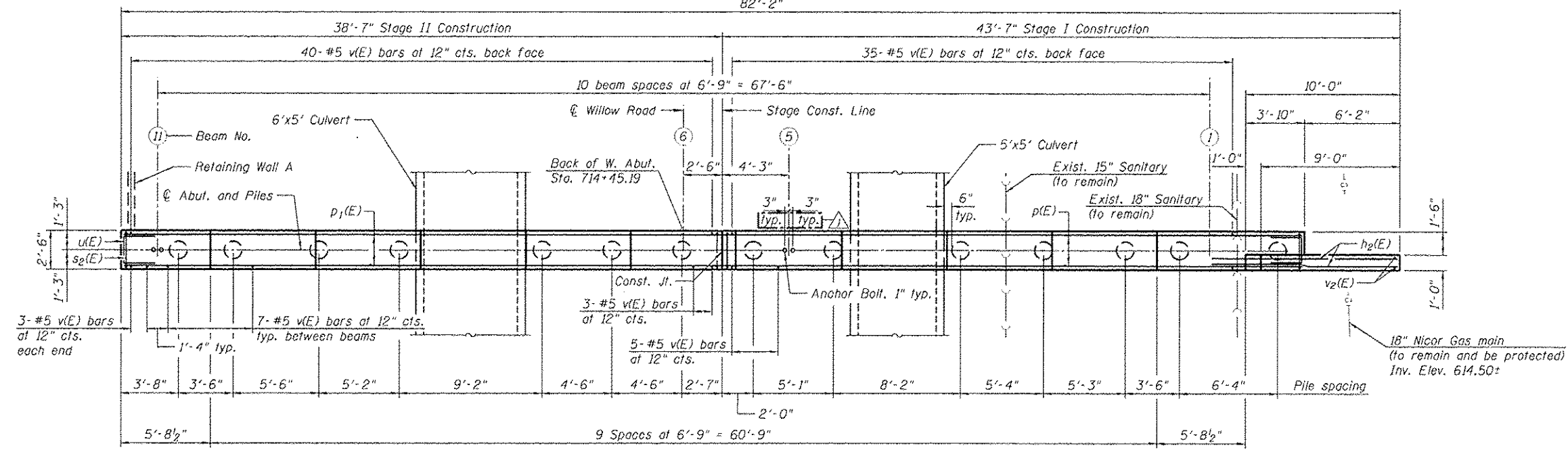
| | | | | |
|---------------------------|----------------------------|--------|--------------------|-----------|
| F.A.P. R.I.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0305 | 1920.01.1518.2022&1922.4BR | COOK | 919 | 470 |
| | | | CONTRACT NO. 60T35 | |
| ILLINOIS FED. AID PROJECT | | | | |



ELEVATION
(Looking West)

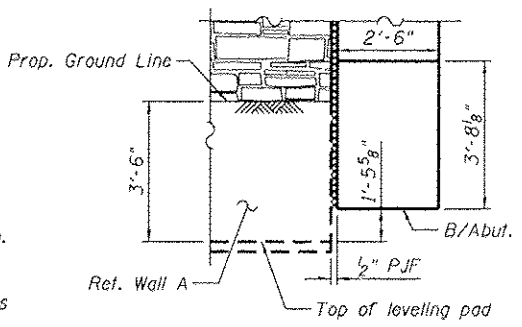


SEC. THRU ABUT.

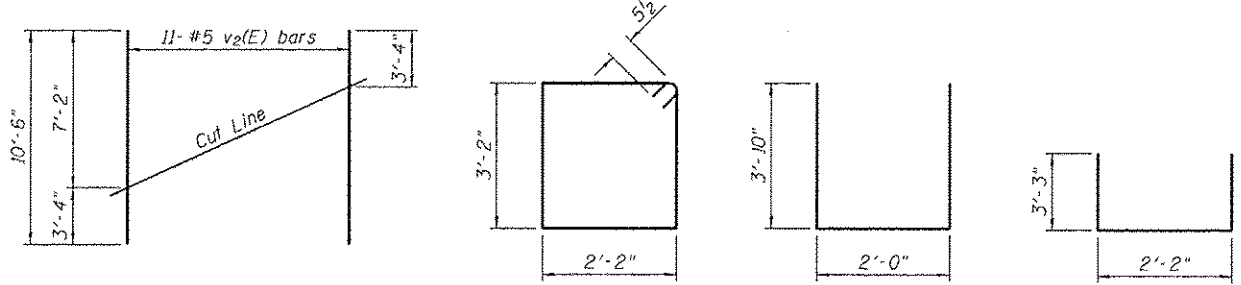


PLAN

PILE DATA
(See 3rd note on Sheet 3 of 30)
Type: Metal Shell-14 in. dia. x 0.312 in. walls with Pile Shoes
Nominal Required Bearing: 516 kips
Factored Resistance Available: 284 kips
Est. Length: 63'
No. Production Piles: 13
No. Test Piles: 1



SECTION A-A



FIELD CUTTING DIAGRAM

BAR s2(E) BAR u(E) BAR s3(E)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|---|---------|------|--------|-------|
| h2(E) | 18 | #5 | 14'-2" | — |
| p(E) | 12 | #8 | 37'-1" | — |
| p1(E) | 12 | #8 | 38'-3" | — |
| p2(E) | 4 | #5 | 14'-0" | — |
| p3(E) | 4 | #5 | 19'-0" | — |
| s2(E) | 73 | #5 | 11'-7" | □ |
| s3(E) | 35 | #5 | 8'-8" | □ |
| v(E) | 152 | #5 | 4'-4" | — |
| v2(E) | 11 | #5 | 10'-6" | — |
| u(E) | 8 | #6 | 9'-8" | □ |
| Structure Excavation | Cu. Yd. | 169 | | |
| Concrete Structures | Cu. Yd. | 27.9 | | |
| Reinforcement Bars, Epoxy Coated | Pound | 4940 | | |
| Furnishing Metal Shell Piles 14" x 0.312" | Foot | 819 | | |
| Driving Piles | Foot | 819 | | |
| Test Pile Metal Shells | Each | 1 | | |
| Pile Shoes | Each | 14 | | |

Notes:
Pour steps monolithically with cap.
For details of Bar Splicers, see sheet 25 of 30.
For details of piles, see sheet 24 of 30.

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USER NAME: jrmikow
DESIGNED: JRM
CHECKED: MDS
PLOT SCALE: 8:0.8888 1" = 30'
PLOT DATE: 12/19/2012

DESIGNED: JRM
CHECKED: MDS
DRAWN: DMG
CHECKED: MDS

REVISED: 12/19/2012 JRM
REVISED: -
REVISED: -
REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 016-2844
SHEET NO. 21 OF 30 SHEETS

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-----------------------------|--------|--------------|-----------|
| 0305 | 11920.01.1518.202281922.4BR | COOK | 919 | 471 |

CONTRACT NO. 60T35
ILLINOIS FED. AID PROJECT

