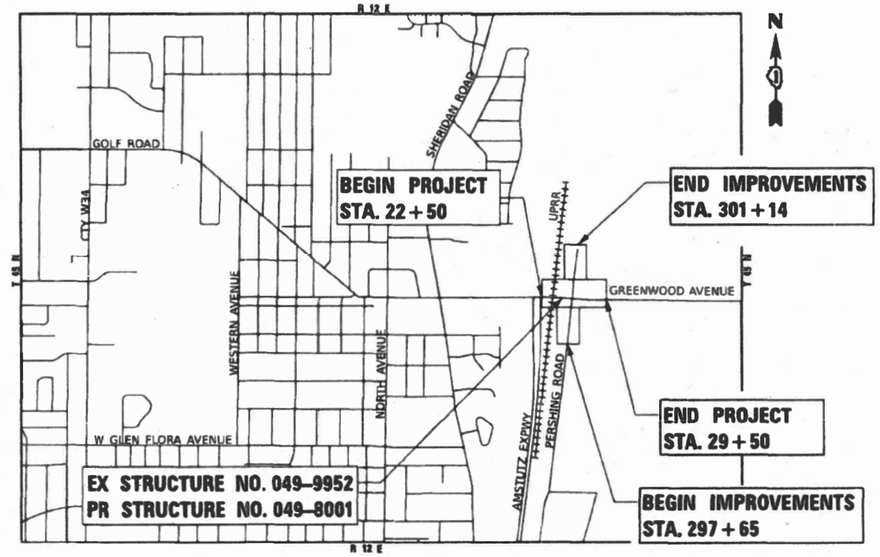

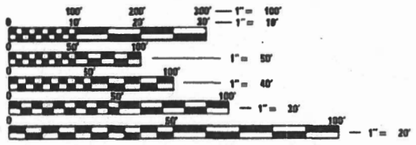

09-19-2025 LETTING ITEM 003

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	1
DXB6(693)	ILLINOIS	CONTRACT NO. 61L19		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN CITY OF WAUKEGAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 3719 (GREENWOOD AVENUE) OVER UNION PACIFIC RAILROAD BRIDGE REPLACEMENT

SECTION: 20-00243-00-BR
PROJECT: 1YBV(176)
LAKE COUNTY
C-91-394-20

TRAFFIC DATA

GREENWOOD AVENUE
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED LIMIT = 35 MPH
2022 ADT = 600
2050 ADT = 1,000

DESIGN DESIGNATION

MAJOR COLLECTOR (URBAN)

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.

Call Before You Dig
JULIE
ILLINOIS ONE CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = LAKE
CITY-TWNSHP. = WAUKEGAN - WAUKEGAN
SEC. & 1/4 SEC. NO. = THE NORTHWEST 1/4 OF FRACTIONAL SECTION 15 TOWNSHIP 45 NORTH, RANGE 12 EAST
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61L19

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 700 FT. = 0.133 MILE
NET LENGTH = 700 FT. = 0.133 MILE

BAXTER & WOODMAN
Consulting Engineers

LOCATION OF SECTION INDICATED THUS: - ▬ -

DENIS T. HOGAN
062-50059
LICENSED PROFESSIONAL ENGINEER OF STATE OF ILLINOIS

Denis Hogan
"LICENSE EXPIRES 11-30-2025"

BRANDON L. BUZZELL
081-006358
LICENSED STRUCTURAL ENGINEER OF STATE OF ILLINOIS

"LICENSE EXPIRES 11-30-2026"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 4-21-25
CITY OF WAUKEGAN

PASSED July 16, 2025
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW July 16 2025
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 191414
DATE: 5/21/2025

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BAXTER & WOODMAN Consulting Engineers

USER NAME = aericksen	DESIGNED - AE	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 40.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/29/2025	DATE - 7/29/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	2
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED).

2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF WAUKEGAN TO HAVE THE LOCATIONS OF EXISTING UTILITIES STAKED AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO EXCAVATION.

3. TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS ON ARTERIAL ROADS THE ENGINEER SHALL CONTACT MR. FADI SULTAN, IDOT/ARTERIAL SECTION TRAFFIC FIELD ENGINEER VIA EMAIL AT FADI.SULTAN@ILLINOIS.GOV.

4. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND BEST INFORMATION AVAILABLE BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.

6. POLLUTION CONTROL: THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION.

7. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE ALL ROAD SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING ALL STAGES OF CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION. (SPECIAL). ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING:

   A. SIGNS SHALL NOT BE REMOVED UNTIL NECESSITATED BY THE PROGRESS OF THE WORK.

   B. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED.

   C. ALL SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.

   D. ALL REMOVED SIGNS SHALL BE RETURNED TO APPROPRIATE GOVERNING BODY AS DIRECTED BY THE ENGINEER.

8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN.HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

9. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

10. ANY AGGREGATE SUBGRADE DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR'S EXPENSE.

11. SAW CUTS (FULL DEPTH) SHALL BE REQUIRED BETWEEN PAVEMENT, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT AND BITUMINOUS SURFACE TO BE REMOVED AND THAT TO BE LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER.

12. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER, ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

13. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

14. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

15. CHANGEABLE MESSAGE SIGNS SHALLL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUING AND/OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.

16. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT. MIDDLE NUMBER IS ZERO.

RAILROAD GENERAL NOTES

1. WITHIN THESE NOTES, THE UNION PACIFIC RAILROAD SHALL BE REFERRED TO AS THE "RAILROAD"

2. A CONTRACTOR'S RIGHT-OF-ENTRY PERMIT IS REQUIRED BEFORE ANY WORK CAN COMMENCE ON RAILROAD PROPERTY. THE COST TO OBTAIN THIS PERMIT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

3. NO DISRUPTIONS OF RAILROAD OPERATIONS WILL BE PERMITTED.

4. ALL WORK WITHIN 25 FEET OF THE NEAREST TRACK WILL REQUIRE A RAILROAD FLAGMAN. TO SCHEDULE A FLAGMAN FOR WORK ON FREIGHT LINES, CALL A MINIMUM OF 72 HOURS IN ADVANCE OF START OF WORK.

5. RAILROAD UTILITIES ARE NOT INCLUDED UNDER JULIE.

6. FIBER OPTICS MAY BE PRESENT IN THIS AREA. CALL (800) 336-9193 TO COORDINATE ANY REQUIRED PROTECTION OR RELOCATION, PRIOR TO CONSTRUCTION.

7. RAILROAD REVIEW AND APPROVAL OF SHORING, DEMOLITION, ERECTION, AND FALSEWORK IS REQUIRED.

8. ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTIONS TO RAILROAD OPERATIONS. ERECTION OVER THE RAILROAD'S TRACK SHALL BE DEVELOPED SUCH THAT IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAIN TRAFFIC PER RAILROAD'S REQUIREMENTS.

9. MINIMUM CONSTRUCTION CLEARANCE ENVELOPE OF 21 FEET VERTICAL ABOVE THE PLANE OF TOP-OF-RAIL AND 12 FEET HORIZONTAL AT A RIGHT ANGLE FROM THE CENTERLINE OF THE TRACK MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

10. FALSEWORK CLEARANCE SHALL COMPLY WITH THE RAILROAD'S MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.

11. FOR RAILROAD COORDINATION, PLEASE REFER TO THE RAILROAD MINIMUM REQUIREMENTS AS PART OF SPECIAL PROVISIONS.

12. THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SETTLEMENT CONTROL AND HAVE IT APPROVED BY THE RAILROAD.

13. THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.

14. THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

COMMITMENTS

1. TREES THREE (3) INCHES IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.

2. EXCLUSIONARY FENCING SHALL BE PLACED AT THE EDGE OF THE R.O.W. TO PROTECT THE POPULATION OF GOLDEN SEDGE IN PROXIMITY TO THE PROJECT AREA.

BAXTER & WOODMAN Consulting Engineers

USER NAME = mornig	DESIGNED - AE	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 40.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	3
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% LOCAL (LBFP OFF-SYS) ROADWAY 0004 URBAN	80% FED 20% LOCAL (LBFP OFF-SYS) BRIDGE 0010 URBAN	80% FED 20% LOCAL (LBFP OFF-SYS) LIGHTING 0021 URBAN
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	157	157		
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18		
	20101000	TEMPORARY FENCE	FOOT	1,561	1,561		
	20200100	EARTH EXCAVATION	CU YD	1,695	1,695		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,120	2,120		
	20400800	FURNISHED EXCAVATION	CU YD	1,075	1,075		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,252	1,252		
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1,095	1,095		
	25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25		
	25000320	SEEDING, CLASS 5	ACRE	1.00	1.00		
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23		
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23		
	25100630	EROSION CONTROL BLANKET	SQ YD	4,658	4,658		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	102	102		
	28000400	PERIMETER EROSION BARRIER	FOOT	1,610	1,610		
	28000510	INLET FILTERS	EACH	3	3		

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% LOCAL (LBFP OFF-SYS) ROADWAY 0004 URBAN	80% FED 20% LOCAL (LBFP OFF-SYS) BRIDGE 0010 URBAN	80% FED 20% LOCAL (LBFP OFF-SYS) LIGHTING 0021 URBAN
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	4,653	4,653		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,252	1,252		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	6,273	6,273		
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	247	247		
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	46	46		
35501309	HOT-MIX ASPHALT BASE COURSE, 6 1/4"	SQ YD	5,008	5,008		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	4,508	4,508		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	632	632		
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	421	421		
42000060	WELDED WIRE REINFORCEMENT	SQ YD	247	247		
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	247	247		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,981	1,981		
44000100	PAVEMENT REMOVAL	SQ YD	4,893	4,893		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,167	2,167		
44000600	SIDEWALK REMOVAL	SQ FT	1,622	1,622		
44003100	MEDIAN REMOVAL	SQ FT	3,804	3,804		

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BAXTER & WOODMAN Consulting Engineers

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	DRAWN - MJO	REVISED -	
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PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	4
		CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) ROADWAY 0004 URBAN	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) BRIDGE 0010 URBAN	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) LIGHTING 0021 URBAN
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	81	81		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50104650	SLOPE WALL REMOVAL	SQ YD	1,108		1,108	
50157300	PROTECTIVE SHIELD	SQ YD	683		683	
50200100	STRUCTURE EXCAVATION	CU YD	5,548		5,548	
50300225	CONCRETE STRUCTURES	CU YD	250.5		250.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	502.1		502.1	
50300260	BRIDGE DECK GROOVING	SQ YD	1,114		1,114	
50300300	PROTECTIVE COAT	SQ YD	1,748		1,748	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	231.5		231.5	
50401320	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL45	FOOT	1,491		1,491	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	203,800		203,800	
51200963	FURNISHING METAL SHELL PILES 16" X 0.375"	FOOT	780		780	
51202305	DRIVING PILES	FOOT	780		780	
51203200	TEST PILE METAL SHELLS	EACH	2		2	
51204650	PILE SHOES	EACH	13		13	

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51500100	NAME PLATES	EACH	1		1	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	13		13	
52100520	ANCHOR BOLTS, 1"	EACH	26		26	
52200500	MECHANICALLY STABILIZATION EARTH RETAINING WALL	SQ FT	7,884		7,884	
55100500	STORM SEWER REMOVAL 12"	FOOT	24	24		
60254100	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	3	3		
60500050	REMOVING CATCH BASINS	EACH	1	1		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,219	1,219		
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	368	368		
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	466	466		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	650.0	650.0		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	6	6		
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3		
63200310	GUARDRAIL REMOVAL	FOOT	1,067	1,067		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	9,165	9,165		

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FED 20% LOCAL (LBFP OFF-SYS)	80% FED 20% LOCAL (LBFP OFF-SYS)	80% FED 20% LOCAL (LBFP OFF-SYS)
					ROADWAY	BRIDGE	LIGHTING
					0004	0010	0021
					URBAN	URBAN	URBAN
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4		
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
*	66901006	REGULATED SUBSTANCES MONITORING	DAYS	30	30		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15	15		
	67100100	MOBILIZATION	L SUM	1	1		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	150	150		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	178	178		
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	440	440		
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	16	16		
*	72000100	SIGN PANEL - TYPE 1	SQ FT	51	51		
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	8	8		
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	56	56		
	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4	4		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	52	52		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,970	2,970		

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FED 20% LOCAL (LBFP OFF-SYS)	80% FED 20% LOCAL (LBFP OFF-SYS)	80% FED 20% LOCAL (LBFP OFF-SYS)
					ROADWAY	BRIDGE	LIGHTING
					0004	0010	0021
					URBAN	URBAN	URBAN
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	165	165		
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	450	450		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	782	782		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	73	73		
*	78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	SQ FT	58	58		
*	78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	762	762		
*	78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	180	180		
*	78008340	POLYUREA PAVEMENT MARKING TYPE II - LINE 8"	FOOT	22	22		
*	78008350	POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	FOOT	74	74		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6		
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	28	28		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6		
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1			1
*	80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1			1
*	81028190	UNDERGROUND CONDUIT, GALVANIZED STEEL, 1 1/2" DIA.	FOOT	500			500
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	100			100

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	6
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) ROADWAY 0004 URBAN	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) BRIDGE 0010 URBAN	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) LIGHTING 0021 URBAN
*	81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	110			110
*	81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	280			280
*	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	1			1
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,320			1,320
*	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	1,300			1,300
*	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2			2
*	82110027	LUMINAIRE, LED, UNDERPASS, SUSPENDED, OUTPUT DESIGNATION E	EACH	4			4
*	82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1			1
*	83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	2			2
*	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	20			20
*	X2010400	STUMP REMOVAL ONLY	UNIT	186	186		
	X2010510	CLEARING AND GRUBBING	L SUM	1	1		
	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100			100
	X5080530	BAR TERMINATORS	EACH	608		608	
*	X5091755	PARAPET RAILING (SPECIAL)	FOOT	291		291	
	X6028000	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	EACH	1	1		

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) ROADWAY 0004 URBAN	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) BRIDGE 0010 URBAN	CONSTRUCTION CODE 80% FED 20% LOCAL (LBFP OFF-SYS) LIGHTING 0021 URBAN
	X6050188	PLUG PIPE PENETRATION	EACH	1	1		
*	X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	175.0	175.0		
	X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	2	2		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1		
	X7040650	REMOVE TEMPORARY CONCRETE BARRIER	FOOT	401	401		
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	75			75
*	X8900106	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2		
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	392		392	
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1		
	Z0043900	PREFORMED JOINT FILLER	FOOT	98		98	
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
$	Z0076600	TRAINEES	HOUR	1,000	1,000		
$	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000		

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$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	7
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		

EARTHWORK SUMMARY

LOCATION	1 UNDERCUT AND AGG SUBGRADE IMPROVEMENT CU YD	2 TOPSOIL EXCAVATION CU YD	3 TOPSOIL PLACEMENT CU YD	4 UNSUITABLE EXCAVATION (TOPSOIL) CU YD	5 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL CU YD	6 EARTH EXCAVATION CU YD	7 EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) CU YD	8 EMBANKMENT CU YD	9 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU YD
GREENWOOD AVE	110	370	320	370	1,715	1,345	0	1,035	-1,035
PERSHING RD	30	55	50	55	405	350	0	40	-40
TOTALS	**140**	**425**	**370**	**425**	**2,120**	**1,695**	**0**	**1,075**	**-1,075**

EARTHWORK SUMMARY

	TOTAL	
(20200100) EARTH EXCAVATION	1,695	CU YD
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	2,120	CU YD
(21101625) TOPSOIL FURNISH AND PLACE, 6"	370	CU YD
(30300001) AGGREGATE SUBGRADE IMPROVEMENT	140	CU YD

COLUMN 1 = CONTINGENT QUANTITY - 25% PERCENT OF PROPOSED PAVEMENT AREA AT 1' DEPTH
COLUMN 2 = EX TOPSOIL 6" DEPTH, FROM CROSS SECTION END AREAS
COLUMN 3 = PR TOPSOIL 6" DEPTH, FROM CROSS SECTION END AREAS
COLUMN 4 = EX TOPSOIL UNSUITABLE FOR RE-USE
COLUMN 5 = COLUMN 4 + COLUMN 6
COLUMN 6 = FROM CROSS SECTION END AREAS
COLUMN 7 = DUE TO SOIL CONTAMINATION, NO EXCAVATION CAN BE USED IN EMBANKMENT
COLUMN 8 = FROM CROSS SECTION END AREAS
COLUMN 9 = COLUMN 7 - COLUMN 8

EARTHWORK SCHEDULE

STA.	TO STA	20200100 EARTH EXCAVATION CU YD	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL CU YD	20400800 FURNISHED EXCAVATION CU YD	21101615 TOPSOIL FURNISH AND PLACE, 6" SQ YD
22+50	23+00	0	0	0	19
23+00	23+40	175	15	0	17
23+40	23+50	160	15	0	4
23+50	24+00	40	5	0	90
24+00	24+20	175	40	54	67
24+20	24+50	50	30	69	109
24+50	25+00	50	40	183	96
25+00	25+50	25	30	186	0
25+50	26+00	0	0	0	0
26+00	26+50	0	0	0	89
26+50	27+00	0	40	238	89
27+00	27+50	175	40	238	69
27+50	28+00	220	30	12	108
28+00	28+50	65	40	29	64
28+50	29+00	55	20	20	70
29+00	29+50	80	15	4	61
29+50	29+50	75	10	3	0
297+65	298+00	0	0	0	0
298+00	298+50	50	0	0	0
298+50	299+00	85	0	0	54
299+00	299+50	85	20	18	54
299+50	300+00	40	20	18	0
300+00	300+50	0	0	0	0
300+50	301+00	0	0	0	14
301+00	301+14	50	5	2	22
301+14	301+14	40	10	1	0
SEE 20200100 EARTH EXCAVATION		0	1,695	0	0
TOTALS		**1,695**	**2,120**	**1,075**	**1,095**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	8
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING SCHEDULES

STA.	TO STA.	OFFSET	DESCRIPTION	78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS SQ FT	78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT	78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6" FOOT	78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8" FOOT	78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12" FOOT	78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24" FOOT	78008300 POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS SQ FT	78008310 POLYUREA PAVEMENT MARKING TYPE II - LINE 4" FOOT	78008330 POLYUREA PAVEMENT MARKING TYPE II - LINE 6" FOOT	78008340 POLYUREA PAVEMENT MARKING TYPE II - LINE 8" FOOT	78008350 POLYUREA PAVEMENT MARKING TYPE II - LINE 12" FOOT
22+50	23+12	RT	DOUBLE YELLOW		123									
22+50	24+51	RT	DOUBLE YELLOW		402									
22+50	24+55	LT	SOLID WHITE		205									
22+50	23+15	LT	SOLID WHITE			65								
22+50	23+03	RT	SOLID WHITE			53								
22+55	22+59	RT	SOLID YELLOW					6						
22+62	22+72	LT	SOLID WHITE					14						
23+03	24+38	RT	WHITE SKIP-DASH		34									
23+12	24+33	RT	DOUBLE YELLOW		243									
23+15	24+33	LT	WHITE SKIP DASH			30								
23+30	23+35	LT	SOLID YELLOW					8						
23+36	23+45	LT	SOLID WHITE					13						
24+00	24+12	LT	SOLID YELLOW					18						
24+09	24+18	LT	SOLID WHITE					14						
24+33	24+53	LT	DOUBLE YELLOW		40									
24+38	24+50	RT	SOLID WHITE			11								
24+50	26+31	RT	SOLID WHITE									180		
24+50		RT	O N L Y							21				
24+51	26+42	RT	SOLID YELLOW								381			
24+53	26+27	LT/RT	SOLID YELLOW											73
24+53	26+28	LT	SOLID YELLOW								381			
24+78		RT	RT TURN ARROW							16				
26+22		RT	O N L Y							21				
26+26	26+30	RT	SOLID WHITE			5								
26+27	26+90	RT	DOUBLE YELLOW		99									
26+28	26+90	LT	DOUBLE YELLOW		99									
26+29	28+24	LT	SOLID WHITE		177									
26+30	26+97	RT	SOLID WHITE					129						
26+30	26+41	RT	SOLID WHITE										11	
26+31	26+41	RT	SOLID WHITE										11	
26+36	27+69	LT	12" WHITE DIAGONAL					337						
26+41	26+97	RT	SOLID WHITE				90							
26+41	26+99	RT	SOLID WHITE				58							
26+48		RT	RT TURN ARROW	16										
26+60		RT	STOP BAR						14					
26+89		RT	STOP BAR						16					
27+17		RT	STOP BAR						13					
27+29	27+96	RT	SOLID WHITE				91							
27+29	27+96	RT	SOLID WHITE					143						
27+31	27+96	RT	SOLID WHITE				65							
27+34		RT	O N L Y	21										
27+49		RT	RT TURN ARROW	16										
27+51	29+50	LT	DOUBLE YELLOW		402									
27+51	29+50	LT	DOUBLE YELLOW		403									
27+52		LT	STOP BAR						15					
27+53		RT	STOP BAR						16					
27+78	27+89	LT	SOLID YELLOW					16						
28+08	28+20	LT	SOLID YELLOW					17						
28+43	28+53	LT	SOLID YELLOW					15						
28+78	28+86	LT	SOLID YELLOW					12						
29+13	29+17	LT	SOLID YELLOW					6						
297+65	299+57	RT	DOUBLE YELLOW		386									
297+80	299+57	RT	DOUBLE YELLOW		356									
298+14	298+17	LT	SOLID YELLOW					4						
298+40	298+45	LT	SOLID YELLOW					8						
298+68	298+73	LT	SOLID YELLOW					8						
299+96	299+01	LT	SOLID YELLOW					7						
299+24	299+29	LT	SOLID YELLOW					6						
299+25	299+82	RT	SOLID WHITE				57							
299+27	299+81	LT	SOLID WHITE				54							
300+24	300+59	RT	SOLID WHITE				35							
TOTALS				52	2,970	165	450	782	73	58	762	180	22	74

TREE REMOVAL SCHEDULE

STA.	OFFSET	LT/RT	20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	X2010400 STUMP REMOVAL ONLY UNIT
23+63	86	RT	6		
24+10	62	LT	6		
24+11	70	LT	6		
24+26	117	RT	12		
24+26	117	RT	6		
24+33	59	LT	10		
24+33	59	LT	6		
24+44	122	RT	12		
24+44	122	RT	12		
24+44	122	RT	12		
24+44	122	RT		18	
24+59	98	RT	6		
24+59	98	RT	6		
24+69	100	RT	12		
24+69	100	RT	10		
24+69	100	RT	6		
25+93	65	RT			6
25+93	65	RT			6
25+93	65	RT			6
25+93	65	RT			6
26+09	61	RT			12
26+20	93	RT			11
26+20	93	RT			9
26+20	93	RT			6
26+26	63	RT			9
26+26	63	RT			8
26+26	63	RT			6
26+32	95	RT			8
26+35	63	RT			9
26+37	57	RT			8
26+41	59	RT			6
26+44	48	RT			8
298+72	34	LT			10
298+78	31	LT			11
298+78	31	LT			11
298+89	62	LT			8
298+89	62	LT			8
299+01	34	RT	8		
299+06	35	LT			14
299+48	55	RT	12		
299+48	55	RT	9		
TOTALS			157	18	186

CURB AND GUTTER & SIDEWALK SCHEDULE

STA.	TO STA.	OFFSET	42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT	60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 FOOT
22+50	24+48	RT	1981	
22+50	24+48	RT		198
22+50	24+56	LT		206
26+24	298+53	RT		148
26+29	301+14	LT		112
298+61	29+50	RT		288
301+14	29+50	LT		267
TOTALS			1,981	1,219

SCHEDULE OF DRAINAGE ITEMS

STA.	TO STA.	OFFSET	55100500 STORM SEWER REMOVAL 12" FOOT	60254100 CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE EACH	60500050 REMOVING CATCH BASINS EACH	X0326744 PLUG PIPE PENETRATION EACH	X6028000 MANHOLES TO BE RECONSTRUCTED (SPECIAL) EACH
27+49							1
28+30		LT		1			
28+30		RT		1			
298+61		LT			1		
298+61	298+76	LT	23				
298+76		LT		1			
298+76		LT				1	
TOTALS			24	3	1	1	1

SIGNING SCHEDULE

STA.	OFFSET	DESIGNATION	DESCRIPTION	72000100 SIGN PANEL - TYPE 1 SQ FT	72400100 REMOVE SIGN PANEL ASSEMBLY - TYPE A EACH	72800100 TELESCOPING STEEL SIGN SUPPORT FOOT	73100100 BASE FOR TELESCOPING STEEL SIGN SUPPORT EACH
26+92	29.1 RT	R1-1	Stop	9	1	14	1
26+92	36.5 RT	D3-1	Greenwood 1	3	2		
26+92	36.5 RT	D3-1	Greenwood 2	3			
26+92	36.5 RT	D3-1	Pershing 1	3	2		
26+92	36.5 RT	D3-1	Pershing 2	3			
27+40	31.3 LT	R1-1	Stop	9	1	14	1
27+42	36.5 RT	R1-1	Stop	9	1	14	1
29+31	24.2 RT	W14-2	No Outlet	9	1	14	1
26+92	29.1 RT	R1-3P	All way	1			
27+40	31.3 LT	R1-3P	All way	1			
27+42	36.5 RT	R1-3P	All way	1			
TOTALS				51	8	56	4

LANDSCAPING SCHEDULE

STA.	TO STA.	OFFSET	25000210 SEEDING, CLASS 2A ACRE	25000320 SEEDING, CLASS 5 ACRE	25100630 EROSION CONTROL BLANKET SQ YD
22+50	24+11	LT		0.06	293
22+50	23+31	RT		0.03	159
23+47	23+91	RT		0.06	290
23+91	24+85	RT		0.19	924
24+31	24+95	LT		0.04	210
25+86	26+79	RT		0.13	645
25+92	26+64	LT		0.05	234
26+26	26+90	LT	0.02		97
26+67	26+85	LT		0.03	159
26+23	26+79	RT	0.04		210
26+70	26+81	RT		0.01	61
27+31	29+50	RT	0.06		285
27+36	28+95	RT		0.10	494
27+38	29+50	LT	0.04		193
27+45	28+54	LT		0.08	369
28+95	29+50	RT		0.01	37
TOTALS			0.25	1.00	4,658

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SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 3 SHEETS | STA. | TO STA.

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PAVEMENT AND MEDIAN SCHEDULE

STA.	TO STA.	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" SQ YD	35501314 HOT-MIX ASPHALT BASE COURSE, 7 1/2" SQ YD	40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 TON	40604060 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 TON	42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB SQ YD	48101500 AGGREGATE SHOULDERS, TYPE B 6" SQ YD	60618300 CONCRETE MEDIAN SURFACE, 4 INCH SQ FT	60619600 CONCRETE MEDIAN, TYPE SB-6.12 SQ FT
22+50	23+26	294	264	33	22				
22+50	24+33	795	724	91	61				
22+50	22+52	2							
23+26	24+33	399	358	45	30				
24+33	24+52	139				139		122	156
24+52	24+66	268							
25+91	26+27	273							
26+27	26+42	108				108		91	136
26+42	27+14	518	509	64	43				
26+42	27+14	608	598	75	50				
26+75	26+97	35							
27+14	28+00	645	634	80	53				
27+14	28+00	588	575	72	48				
27+31	27+51	30						6	8
27+34	27+53	25						148	166
28+00	29+50	490	408	51	34				
28+00	29+50	398	339	43	28				
297+65	298+52	201	191	24	16				
297+65	298+52	186	176	22	15				
297+65	298+53						39		
297+65	298+61						41		
298+52	299+00	143	124	16	10				
298+52	299+00	127	108	14	9				
TOTALS		**6,273**	**5,008**	**632**	**421**	**247**	**81**	**368**	**466**

EROSION CONTROL SCHEDULE

STA.	TO STA.	28000250 TEMPORARY EROSION CONTROL SEEDING POUND	28000400 PERIMETER EROSION BARRIER FOOT	28000510 INLET FILTERS EACH	28001100 TEMPORARY EROSION CONTROL BLANKET SQ YD	20101000 TEMPORARY FENCE FOOT
22+45	23+31					97
22+45	24+11					216
22+50	23+31	4			158	
22+50	24+11	7			293	
22+50	23+31		89			
22+50	22+11		205			
23+44	24+75					161
23+46	24+49	19			887	
23+46	24+85		245			
24+31	24+94		80			
24+31	24+95					75
24+33	24+94	5			212	
24+49	24+85	7			323	
25+83	26+87					208
25+84	26+88	15			708	
25+86	26+88		240			
25+92	26+92	11			490	
25+92	26+90		136			
25+93	26+92					129
25+86	26+86	5			210	
27+31	29+50	17			811	
27+36	29+55					372
27+36	29+50		360			
27+38	29+55					303
27+40	29+50	12			561	
27+45	29+52		254			
28+29				1		
28+31				1		
298+76				1		
TOTALS		**102**	**1,610**	**3**	**4,653**	**1,561**

GUARDRAIL SCHEDULE

STA.	TO STA.	63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS FOOT	63100045 TRAFFIC BARRIER TERMINAL, TYPE 2 EACH	63100070 TRAFFIC BARRIER TERMINAL, TYPE 5 EACH	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH	63200310 GUARDRAIL REMOVAL FOOT	78200305 GUARDRAIL REFLECTORS, TYPE A EACH	X6330725 STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) FOOT
22+50	24+25						4	
22+54	24+10					187.5		
22+54	23+79	125.0						
22+64	23+01	37.5						
22+64	23+30					86.0		
22+70	23+24						4	
23+01	23+30							37.5
23+30	23+30		1					
23+36	24+62						4	
23+47	24+47					160.0		
23+48	23+74							37.5
23+74	24+24	50.0						
23+79	24+09							50.0
24+09	24+10		1					
24+24	24+62				1			
24+33	24+33		1					
24+33	24+57							50.0
24+33	24+71						4	
24+33	24+57					61.0		
24+57	24+71			1				
26+09	298+32						4	
26+09	26+46				1			
26+14	301+19						4	
26+14	26+48				1			
26+34	26+81					90.0		
26+38	26+84					90.0		
26+46	298+44	112.5						
27+37	28+38					225.0		
27+45	28+32					167.5		
28+83	28+95		1					
298+02	28+43	262.5						
298+02	28+94						4	
298+32	298+44		1					
300+36	300+72	62.5						
300+72	300+84		1					
TOTALS		**650.0**	**6**	**1**	**3**	**1,067.0**	**28**	**175.0**

SCHEDULE OF REMOVALS

STA.	TO STA.	OFFSET	44000100 PAVEMENT REMOVAL SQ YD	44000500 COMBINATION CURB AND GUTTER REMOVAL FOOT	44000600 SIDEWALK REMOVAL SQ FT	44003100 MEDIAN REMOVAL SQ FT
22+50	23+12	RT	174			
22+50	23+12	LT	254			
23+12	24+64	RT	520			
23+12	24+36	LT	436			
24+36	24+65	LT	83			
26+23	28+29	RT	733			
26+27	28+27	LT	524			
26+67	26+82	LT		32		
28+27	29+50	LT	222			
28+29	29+50	RT	248			
297+65	298+53	RT	181			
297+65	298+53	LT	149			
298+53	299+70	RT	399			
298+53	299+70	LT	368			
300+34	301+14	RT	302			
300+34	301+14	LT	298			
22+50	24+66	LT		217		
22+50	24+60	RT		210		
22+50	24+60	RT			1427	
22+50	24+67					891
26+19	26+60	RT			195	
26+23	26+82	RT		156		
26+25	26+82					214
26+26	26+93	LT		111		
26+76	26+90	RT		54		
26+76	26+92					82
26+76	26+90					135
26+77	26+92	LT		43		
27+31	29+50	RT		307		
27+36	27+48	RT		36		
27+36	27+48					61
27+37	27+45	LT		38		
27+37	27+45					67
27+38	29+49	LT		266		
27+42	28+79	LT/RT		281		
27+43	29+44					1649
297+65	299+65					528
298+31	299+66	LT/RT		275		
300+44	301+14	LT/RT		142		
300+45	301+14					175
TOTALS			**4,893**	**2,167**	**1,622**	**3,804**

BAXTER & WOODMAN Consulting Engineers

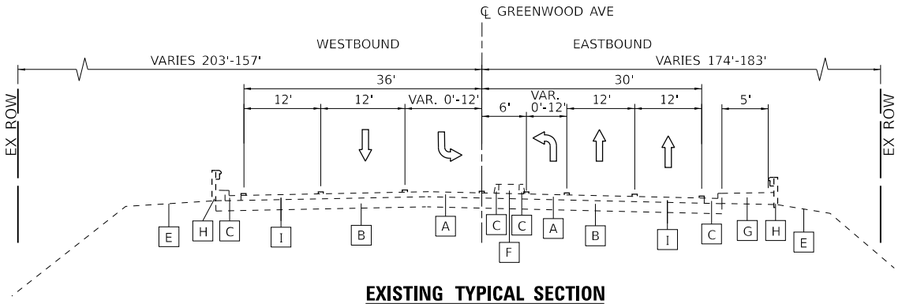
USER NAME = mornig	DESIGNED - AE	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 40.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

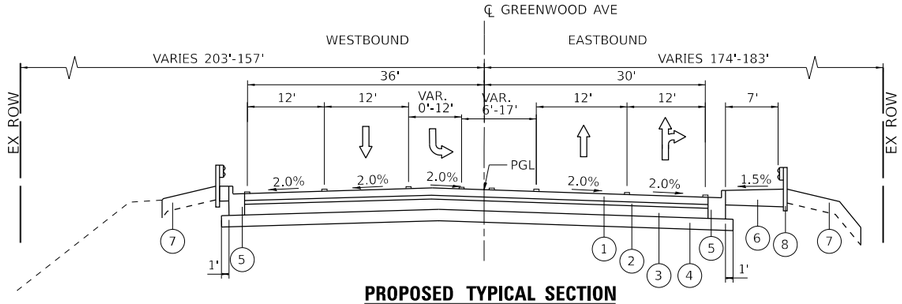
SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 3 OF 3 SHEETS | STA. | TO STA.

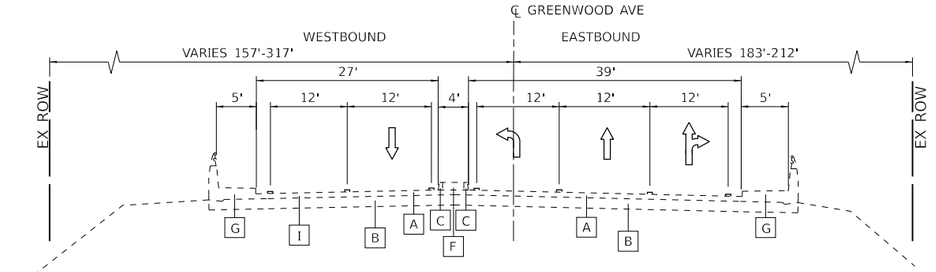
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	10
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		



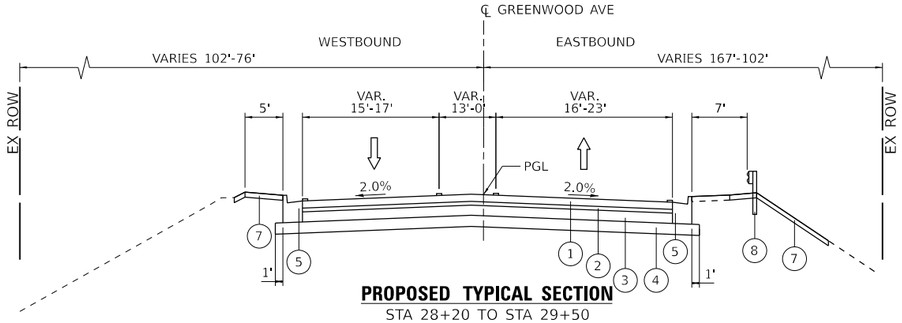
EXISTING TYPICAL SECTION
STA 22+50 TO STA 24+51



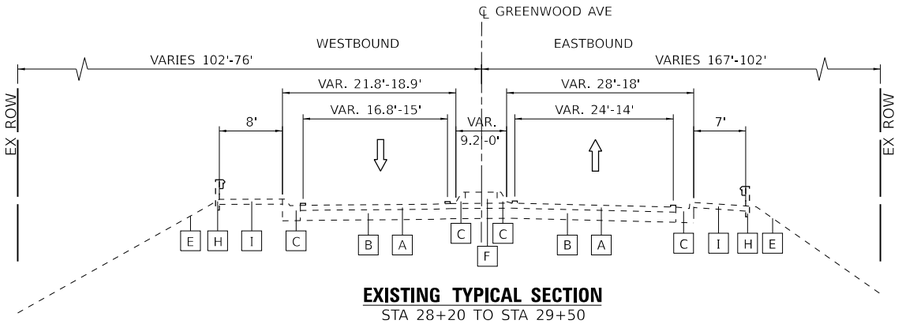
PROPOSED TYPICAL SECTION
STA 22+50 TO STA 24+41
BRIDGE LOCATION
STA 24+41 TO STA 26+46
SEE STRUCTURAL PLANS
INTERSECTION LOCATION
STA 26+46 TO STA 28+20



EXISTING TYPICAL SECTION
STA 24+51 TO STA 24+80
BRIDGE OMISSION
STA 25+98 TO STA 26+27



PROPOSED TYPICAL SECTION
STA 28+20 TO STA 29+50



EXISTING TYPICAL SECTION
STA 28+20 TO STA 29+50

EXISTING LEGEND

- A — HMA PAVEMENT (VARIES 9" TO 12")
- B — AGGREGATE SUBBASE
- C — COMBINATION CONCRETE CURB AND GUTTER, B-6.24
- D — AGGREGATE SHOULDER
- E — EXISTING GROUND
- F — CONCRETE MEDIAN
- G — SIDEWALK
- H — GUARDRAIL
- I — EARTH SHOULDER

PROPOSED LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1-1/2"
2. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/4"
3. HOT-MIX ASPHALT BASE COURSE, 6-1/4"
4. AGGREGATE SUBGRADE IMPROVEMENT, 12"
5. COMBINATION CONCRETE CURB AND GUTTER, B-6.24
6. PCC SIDEWALK, 5"
7. TOPSOIL FURNISH AND PLACE, 6", AND SEEDING (SEE LANDSCAPING PLAN)
8. STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FOOT POSTS

AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

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BAXTER & WOODMAN Consulting Engineers

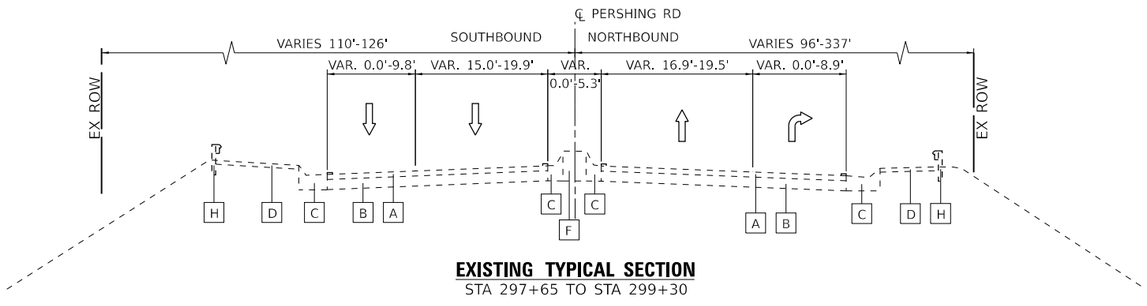
USER NAME = mornig	DESIGNED - AE	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 40.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

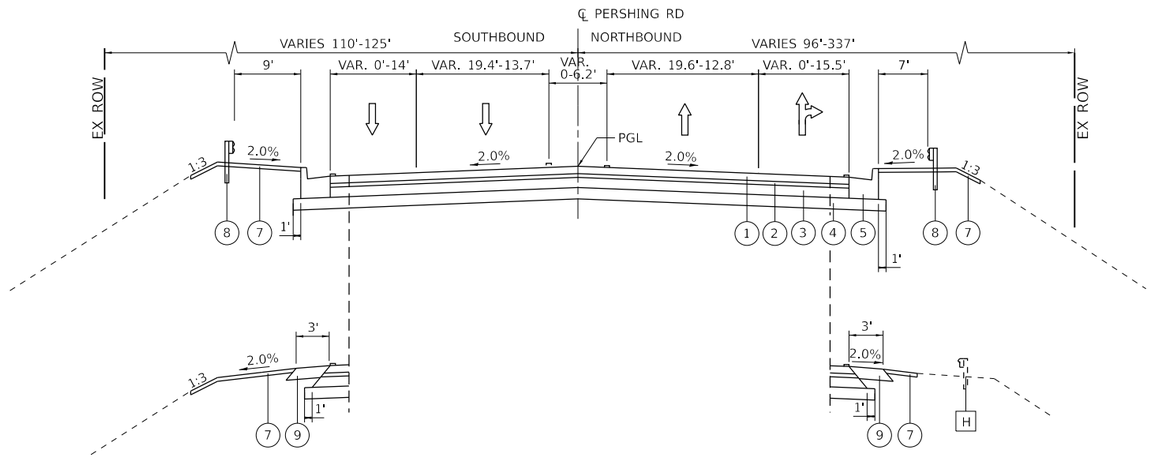
TYPICAL SECTIONS
GREENWOOD AVENUE

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	11
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION
STA 297+65 TO STA 299+30



STA 297+65 TO STA 298+54

PROPOSED TYPICAL SECTION
STA 297+65 TO STA 299+30

STA 297+65 TO STA 298+60

EXISTING LEGEND

- A HMA PAVEMENT (VARIES 9" TO 12")
- B AGGREGATE SUBBASE
- C COMBINATION CONCRETE CURB AND GUTTER
- D AGGREGATE SHOULDER
- E EXISTING GROUND
- F CONCRETE MEDIAN
- G SIDEWALK
- H GUARDRAIL
- I EARTH SHOULDER

PROPOSED LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1-1/2"
2. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/4"
3. HOT-MIX ASPHALT BASE COURSE, 6-1/4"
4. AGGREGATE SUBGRADE IMPROVEMENT, 12"
5. COMBINATION CONCRETE CURB AND GUTTER, B-6.24
6. PCC SIDEWALK, 5"
7. TOPSOIL FURNISH AND PLACE, 6", AND SEEDING (SEE LANDSCAPING PLAN)
8. STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FOOT POSTS
9. AGGREGATE SHOULDER, TYPE B 6"

AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RECONSTRUCTION - GREENWOOD AVENUE AND PERSHING ROAD		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1-1/2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/4"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BASE COURSE, 6-1/4" (HMA BINDER IL-19.0)	4% @ 50 GYR.	LR 1030-2
STABILIZED SUBBASE - HOT-MIX ASPHALT, 4" (HMA BINDER IL-19.0)	3% @ 50 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

NOTES:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD.
2. THE AC TYPE FOR NON-POLYMERIZED HMA SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIAL SPECIFICATION.

BAXTER & WOODMAN Consulting Engineers

USER NAME = mornig	DESIGNED - AE	REVISED -	
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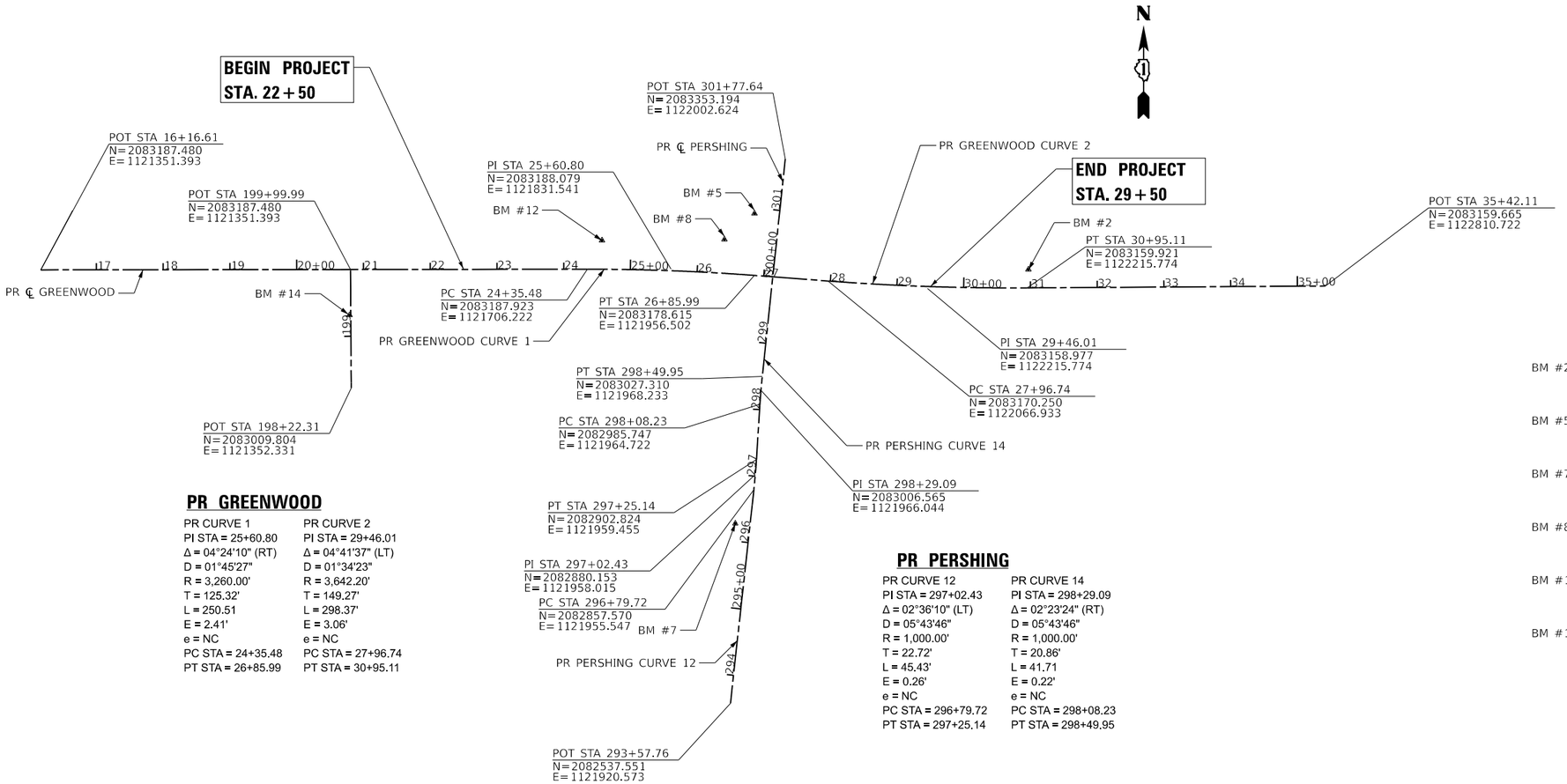
PLOT SCALE = 40.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PERSHING ROAD

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	12
		CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	



PR GREENWOOD

PR CURVE 1	PR CURVE 2
PI STA = 25+60.80	PI STA = 29+46.01
Δ = 04°24'10" (RT)	Δ = 04°41'37" (LT)
D = 01°45'27"	D = 01°34'23"
R = 3,260.00'	R = 3,642.20'
T = 125.32'	T = 149.27'
L = 250.51	L = 298.37'
E = 2.41'	E = 3.06'
e = NC	e = NC
PC STA = 24+35.48	PC STA = 27+96.74
PT STA = 26+85.99	PT STA = 30+95.11

PR PERSHING

PR CURVE 12	PR CURVE 14
PI STA = 297+02.43	PI STA = 298+29.09
Δ = 02°36'10" (LT)	Δ = 02°23'24" (RT)
D = 05°43'46"	D = 05°43'46"
R = 1,000.00'	R = 1,000.00'
T = 22.72'	T = 20.86'
L = 45.43'	L = 41.71
E = 0.26'	E = 0.22'
e = NC	e = NC
PC STA = 296+79.72	PC STA = 298+08.23
PT STA = 297+25.14	PT STA = 298+49.95

BENCHMARKS

BM #2	MINI RRS ON SOUTH FACE OF POWERPOLE ON NORTH SIDE OF GREENWOOD, APPROX. 700' EAST OF BRIDGE ELEV. = 592.742 (NAVD88)
BM #5	MINI RRS ON EAST FACE OF POWERPOLE ON NORTHWEST CORNER OF GREENWOOD AND PERSHING. ELEV. = 612.800 (NAVD88)
BM #7	MINI RRS ON EAST FACE OF POWERPOLE ON WEST SIDE OF PERSHING, APPROX. 400' SOUTH OF GREENWOOD ELEV. = 602.479 (NAVD88)
BM #8	CHISELED X ON NORTHEAST WINGWALL OF BRIDGE ON NORTH SIDE OF GREENWOOD ELEV. = 617.136 (NAVD88)
BM #12	CHISELED X ON NORTHWEST WINGWALL OF BRIDGE ON NORTH SIDE OF GREENWOOD ELEV. = 621.717 (NAVD88)
BM #14	CHISELED X ON NORTH SIDE OF CONCRETE LIGHTPOLE FOUNDATION ON SOUTH SIDE OF GREENWOOD BETWEEN NB+SB AMSTUTZ ELEV. = 614.879 (NAVD88)

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN Consulting Engineers

USER NAME = mornig	DESIGNED - AE	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 200.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 100' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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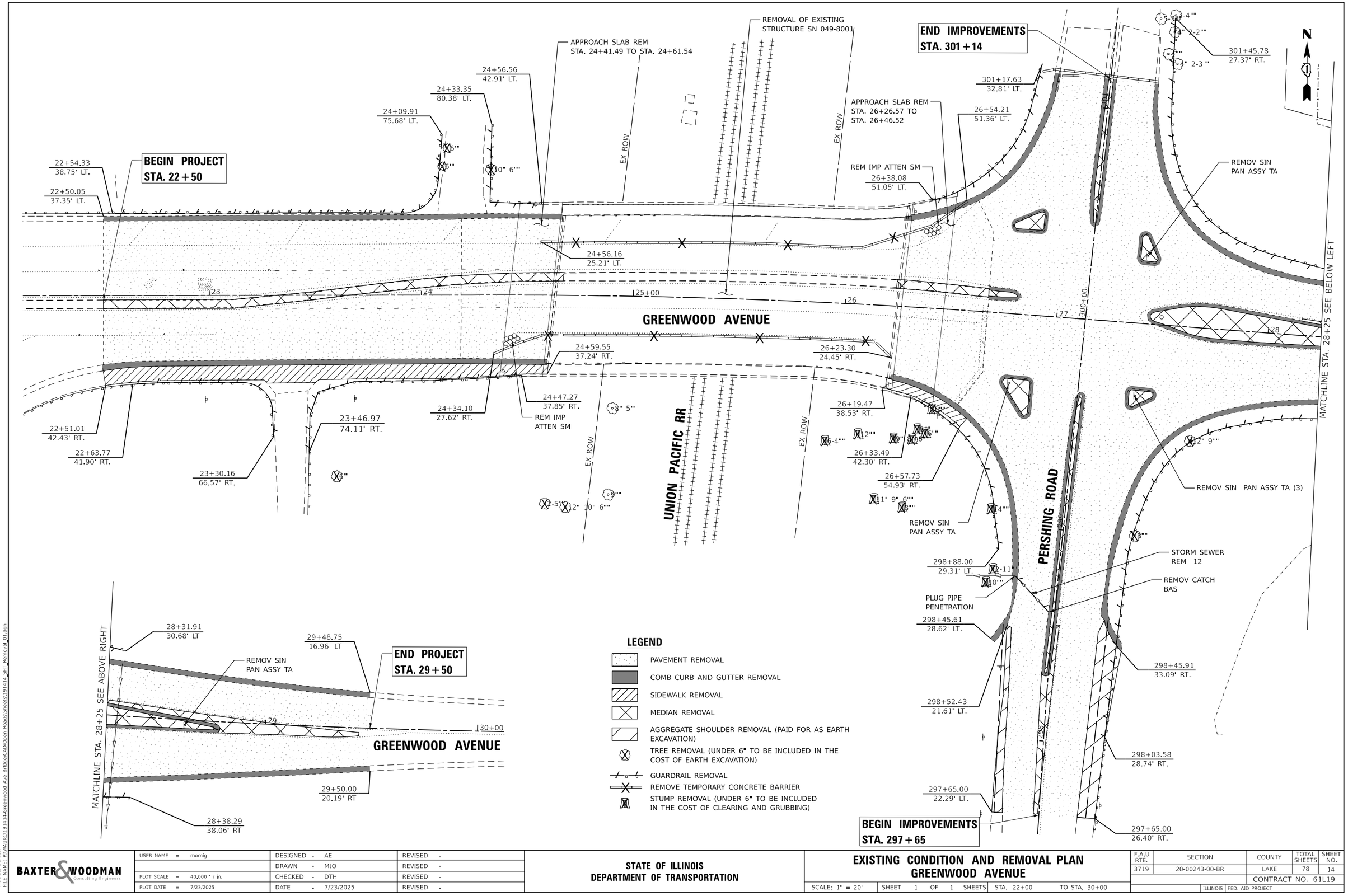
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



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BAXTER & WOODMAN Consulting Engineers

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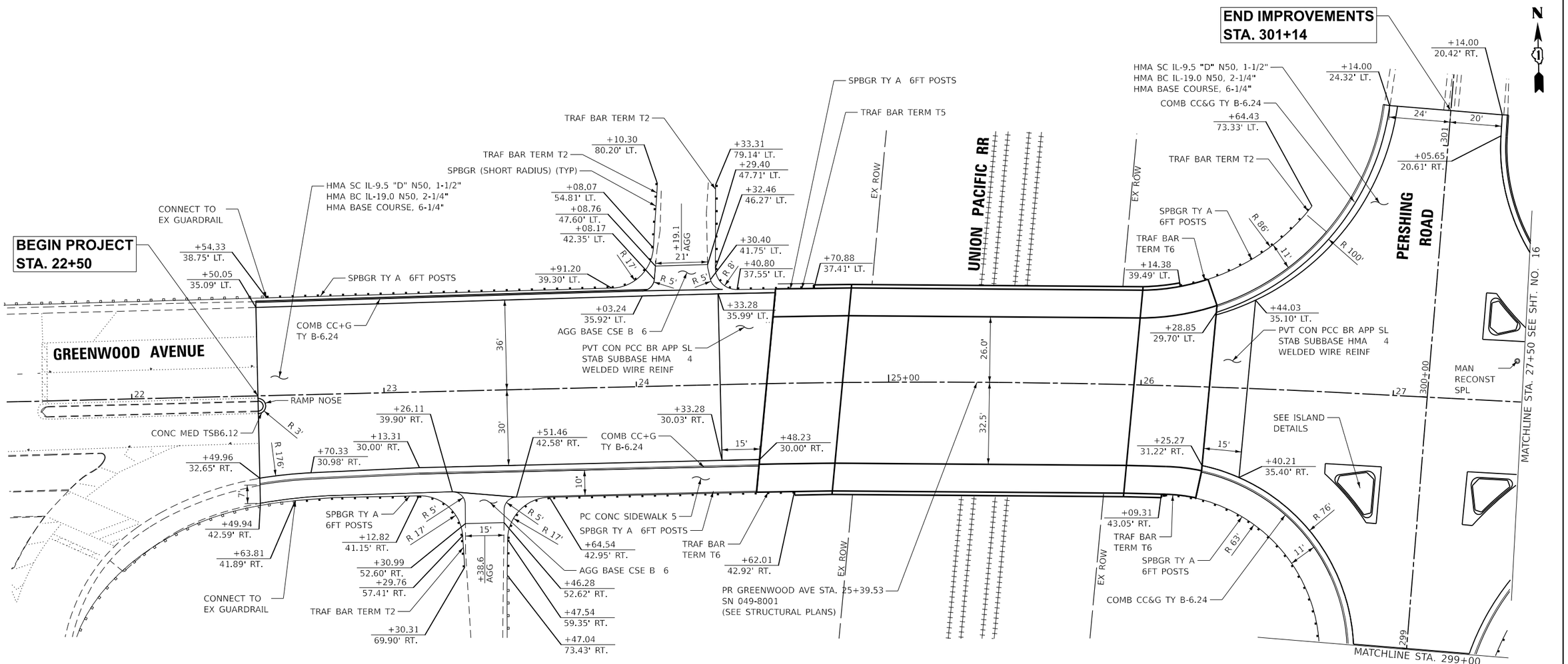
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

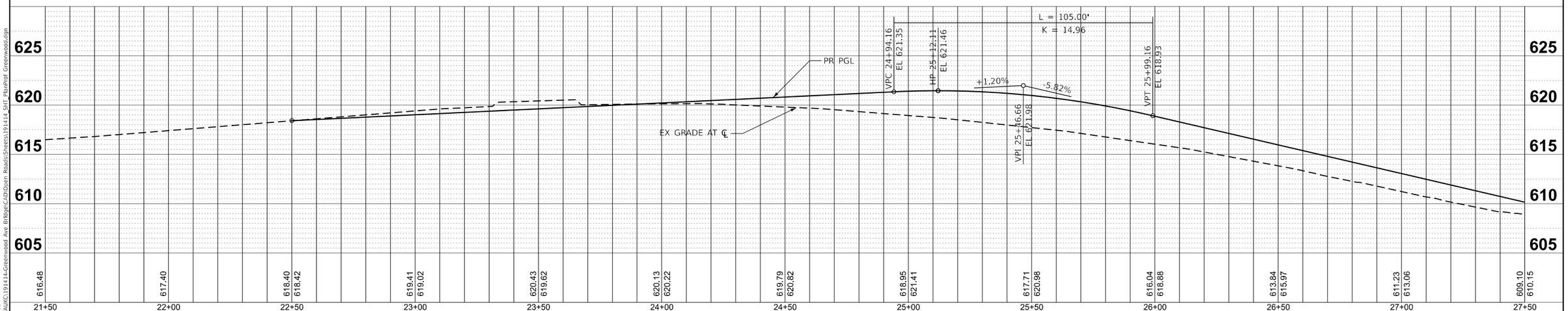
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITION AND REMOVAL PLAN
GREENWOOD AVENUE

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 22+00 | TO STA. 30+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	14
		CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	





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	PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
GREENWOOD AVENUE

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 21+50.00 | TO STA. 27+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	15
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

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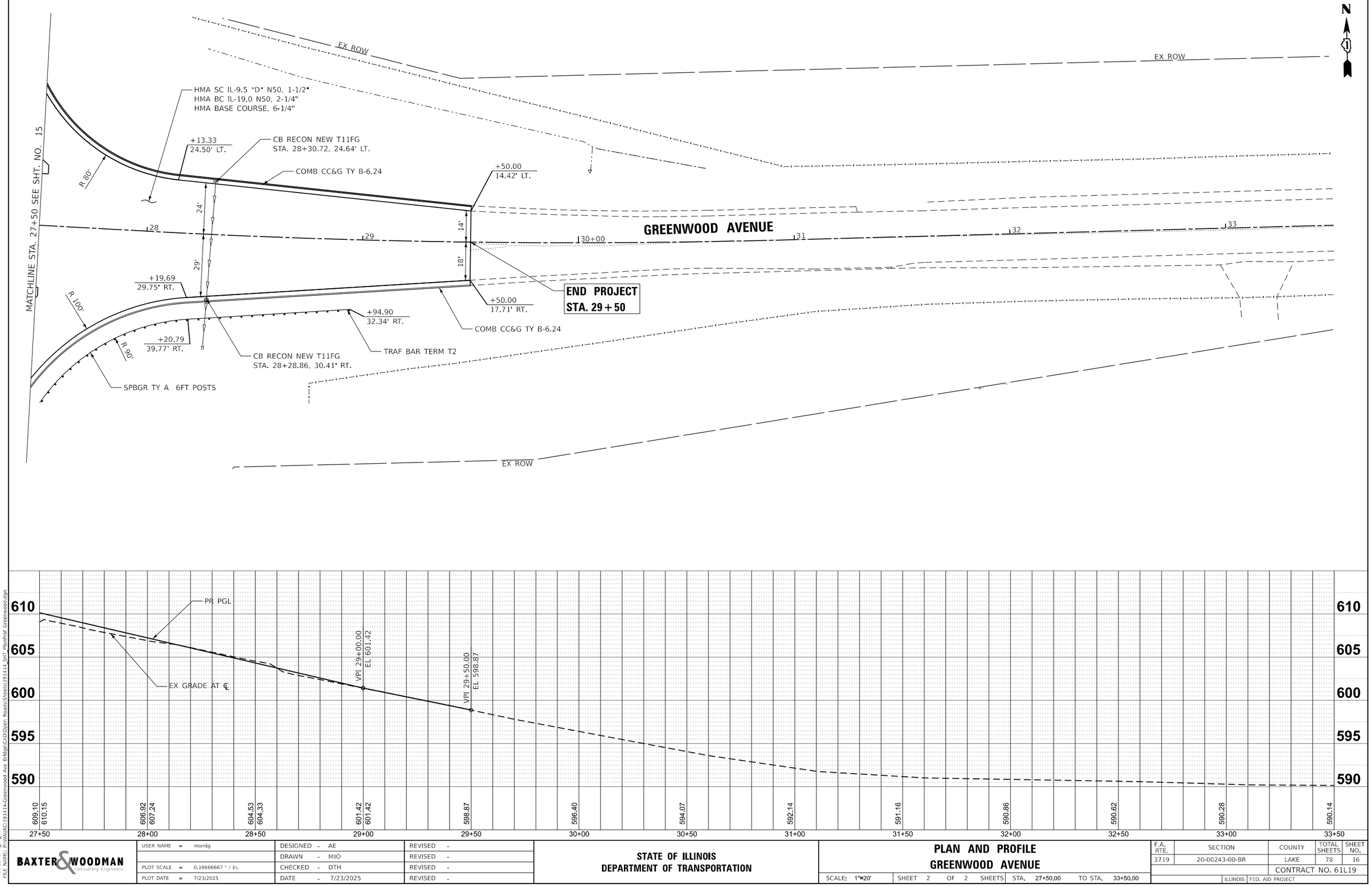

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BAXTER & WOODMAN Consulting Engineers

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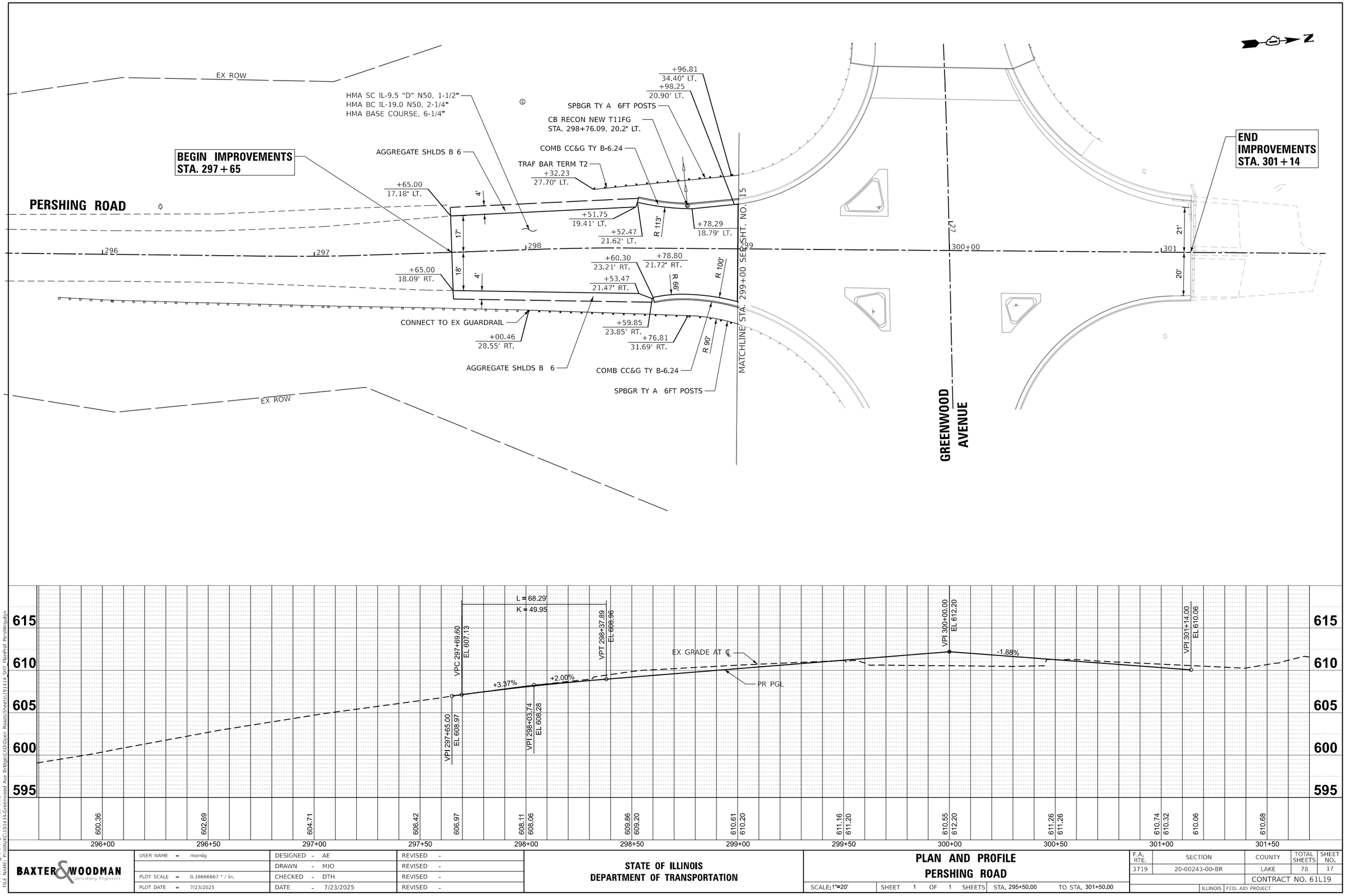
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
GREENWOOD AVENUE

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 27+50.00 | TO STA. 33+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	16
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



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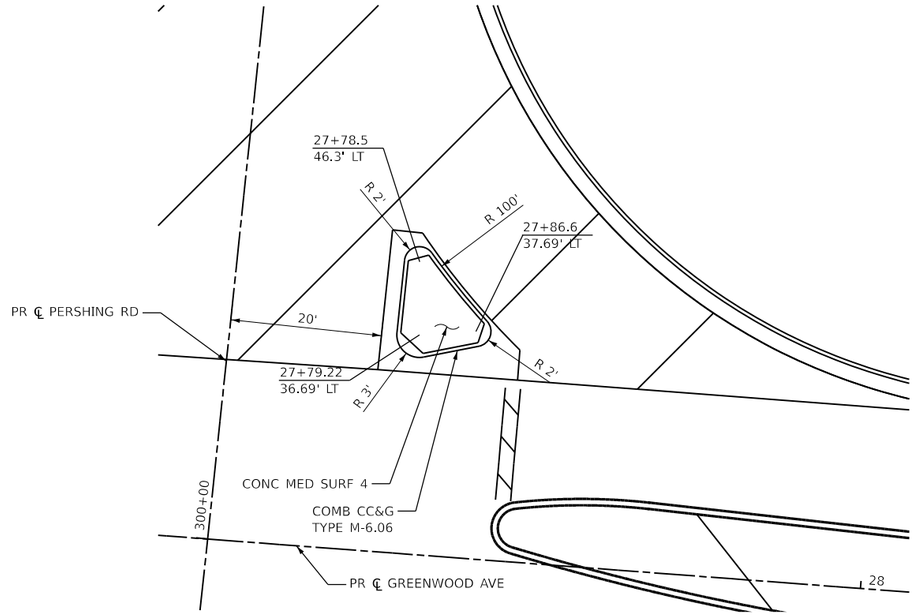
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

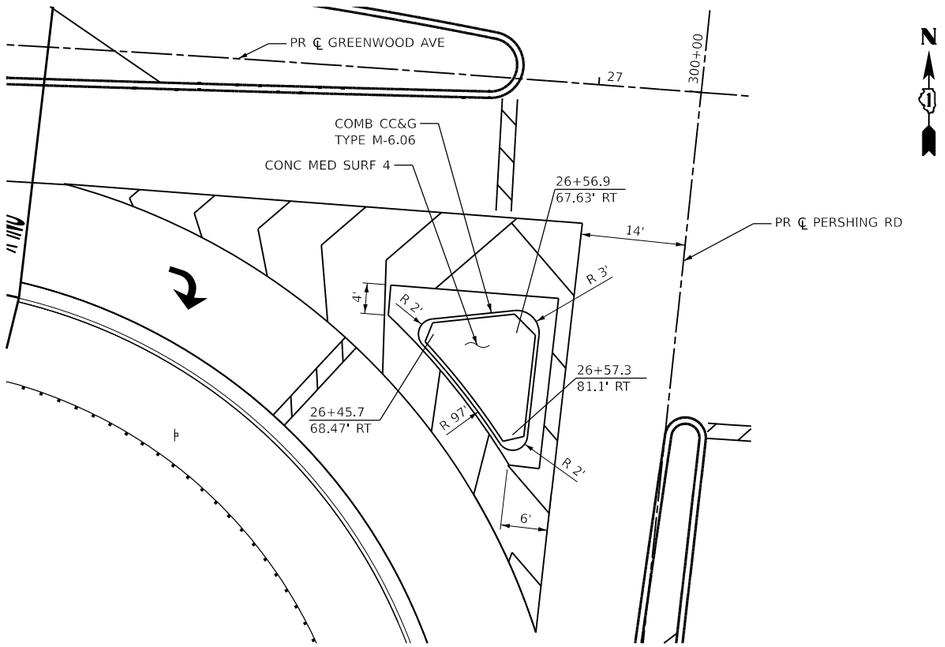
PLAN AND PROFILE
PERSHING ROAD

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 295+50.00 | TO STA. 301+50.00

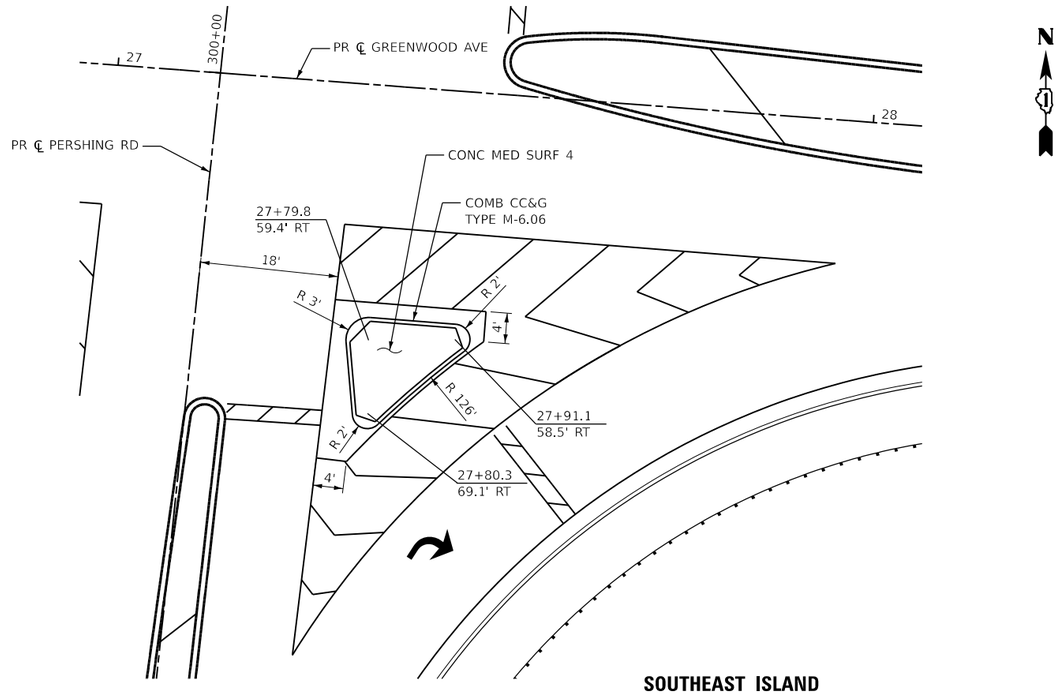
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	17
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



NORTHEAST ISLAND



SOUTHWEST ISLAND



SOUTHEAST ISLAND

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PLOT DATE = 7/23/2025		DATE - 7/23/2025		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ISLAND DETAILS
GREENWOOD AVENUE AT PERSHING ROAD

SCALE: 1" = 10' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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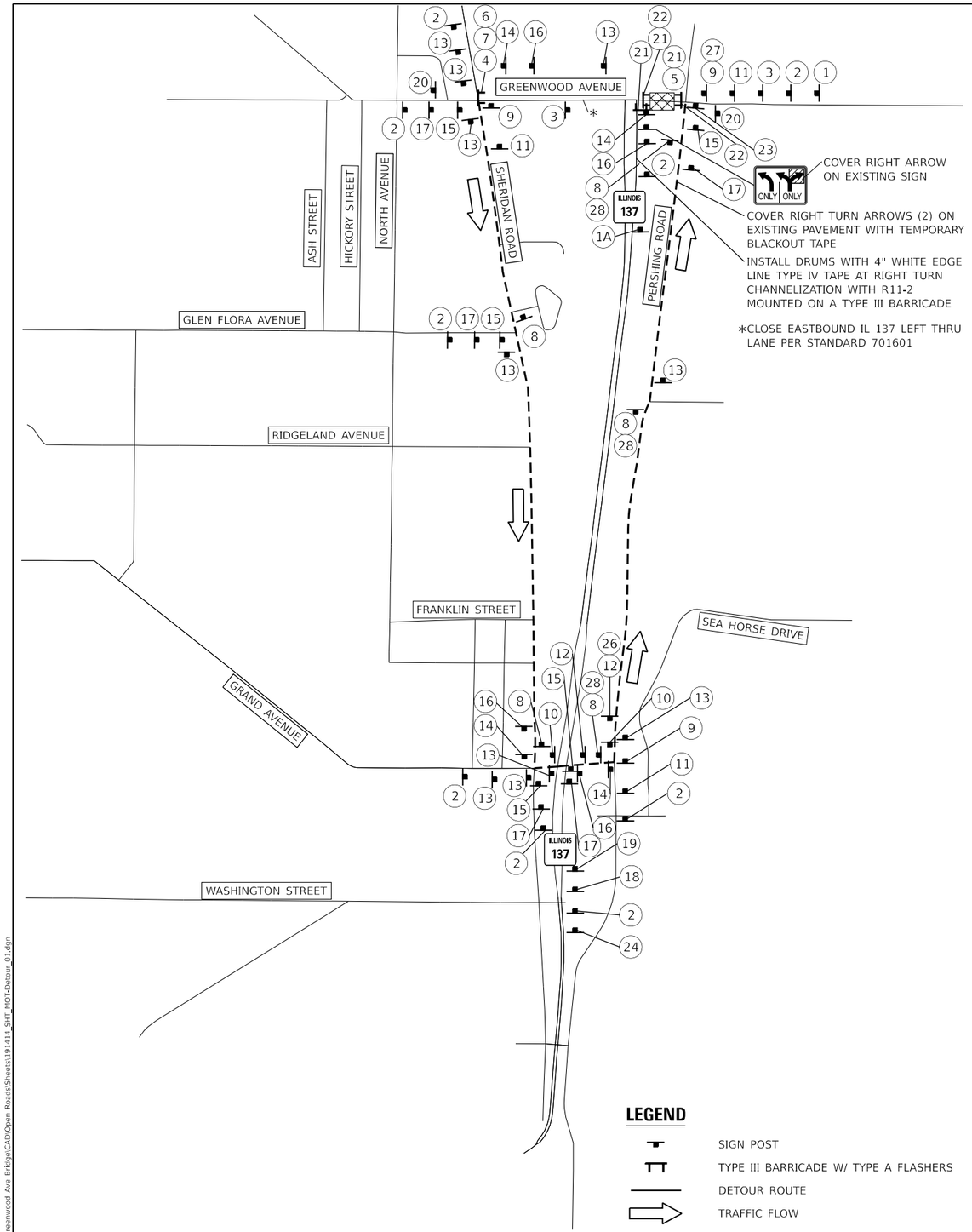
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



LEGEND

- SIGN POST
- TYPE III BARRICADE W/ TYPE A FLASHERS
- DETOUR ROUTE
- TRAFFIC FLOW
- WORK ZONE

SIGN DETAILS

1. ROAD CLOSED AHEAD — W20-3-4848
1A. ROAD CLOSED AHEAD — W20-3-4848; M6-1(O)-2115
2. DETOUR AHEAD — W20-2a-4848
3. ROAD CLOSED 500 FT — W20-3-4848
4. DETOUR — M4-10R-4818
5. DETOUR — M4-10R-4818
6. BRIDGE OUT / 2000 FT AHEAD / LOCAL TRAFFIC ONLY — R11-3b-6030
7. ACCESS TO SOUTH IL 137 OPEN — SPECIAL-6030; 6" BLACK LETTERS ON FLUORESCENT ORANGE BACKGROUND; HIGHWAY C FONT
8. WEST / Greenwood Ave / DETOUR — M3-4P(O)-2412; SPECIAL-4224; M4-9S-3024
9. WEST / Greenwood Ave / DETOUR — M3-4P(O)-2412; SPECIAL-4224; M4-9L-3024
10. WEST / Greenwood Ave / DETOUR — M3-4P(O)-2412; SPECIAL-4224; M4-9R-3024
11. WEST / Greenwood Ave / DETOUR — M3-4P(O)-2412; SPECIAL-4224; M4-9L-3024
12. WEST / Greenwood Ave / DETOUR — M3-4P(O)-2412; SPECIAL-4224; M4-9R-3024
13. EAST / Greenwood Ave / DETOUR — M3-2P(O)-2412; SPECIAL-4224; M4-9S-3024
14. EAST / Greenwood Ave / DETOUR — M3-2P(O)-2412; SPECIAL-4224; M4-9L-3024
15. EAST / Greenwood Ave / DETOUR — M3-2P(O)-2412; SPECIAL-4224; M4-9R-3024
16. EAST / Greenwood Ave / DETOUR — M3-2P(O)-2412; SPECIAL-4224; M4-9L-3024
17. EAST / Greenwood Ave / DETOUR — M3-2P(O)-2412; SPECIAL-4224; M4-9R-3024
18. EAST / Greenwood Ave / DETOUR — M3-2P(O)-3618; SPECIAL-4224; M4-9R-4836
19. EAST / Greenwood Ave / DETOUR — M3-2P(O)-3618; SPECIAL-4224; M4-9R-4836
20. END DETOUR — M4-8A
21. ROAD CLOSED — R11-2-4830
22. BRIDGE OUT — R11-2-4830
23. R3-2-2424
24. Greenwood Ave CLOSED / EAST OF IL 137 / FOLLOW DETOUR — SPECIAL-6030; 6" BLACK LETTERS ON FLUORESCENT ORANGE BACKGROUND; HIGHWAY C FONT
25. ROAD WILL BE CLOSED FROM MMM ## (1) THRU MMM (2) — SPECIAL-5648; 7" BLACK LETTERS ON FLUORESCENT ORANGE BACKGROUND; HIGHWAY C FONT
26. TO / ILLINOIS 137 — M4-5P(O)-2412; M1-5-3024; M6-1R-2412 (THIS SIGN ASSEMBLY SHALL BE MOUNTED ON IT'S OWN POST)
27. TO / ILLINOIS 137 — M4-5P(O)-2412; M1-5-3024; M6-1L-2412 (THIS SIGN ASSEMBLY SHALL BE MOUNTED ON IT'S OWN POST)
28. TO / ILLINOIS 137 — M4-5P(O)-2412; M1-5-3024; M6-3-2412 (THIS SIGN ASSEMBLY SHALL BE MOUNTED ON IT'S OWN POST)

1. OVERLAY PANEL (1) TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION.
2. OVERLAY PANEL (2) TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR. OMIT THE DATE ON PANEL (2); MONTH ONLY.
3. ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS (1) AND (2) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY WHEN CONSTRUCTION HAS BEGUN. ONE TEMPORARY INFORMATION SIGN ASSEMBLY EQUALS 25.7 SQ FT AND SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

MAINTENANCE OF TRAFFIC NOTES

1. DURING CONSTRUCTION STAGING OPERATIONS, THE CITY SHALL BE NOTIFIED IN WRITING 48 HOURS PRIOR TO STREET CLOSURES ON GREENWOOD AVENUE.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
3. THE FURNISHING, INSTALLATION, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
4. REFER TO DISTRICT 1 DETAIL TC-21 FOR TYPICAL SIGN LAYOUT AND SPACING.

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN Consulting Engineers

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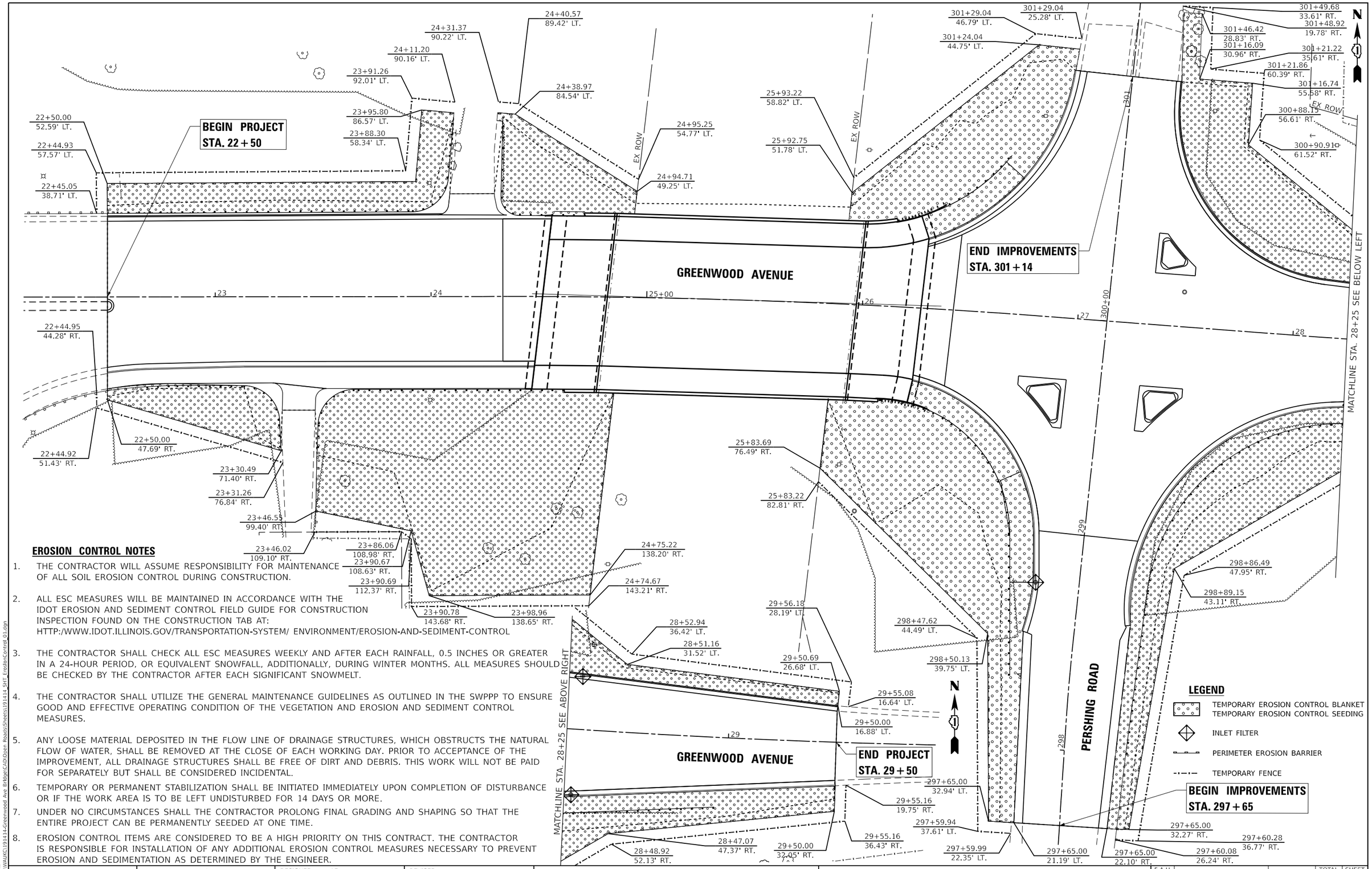
PLOT SCALE = 20.000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR PLAN

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	19
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		



EROSION CONTROL NOTES

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
2. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION FOUND ON THE CONSTRUCTION TAB AT: HTTP:/WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL
3. THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24-HOUR PERIOD, OR EQUIVALENT SNOWFALL, ADDITIONALLY, DURING WINTER MONTHS. ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
4. THE CONTRACTOR SHALL UTILIZE THE GENERAL MAINTENANCE GUIDELINES AS OUTLINED IN THE SWPPP TO ENSURE GOOD AND EFFECTIVE OPERATING CONDITION OF THE VEGETATION AND EROSION AND SEDIMENT CONTROL MEASURES.
5. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL.
6. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
7. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
8. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig	DESIGNED - AE	REVISED -
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	PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
GREENWOOD AVENUE

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 22+00 TO STA. 30+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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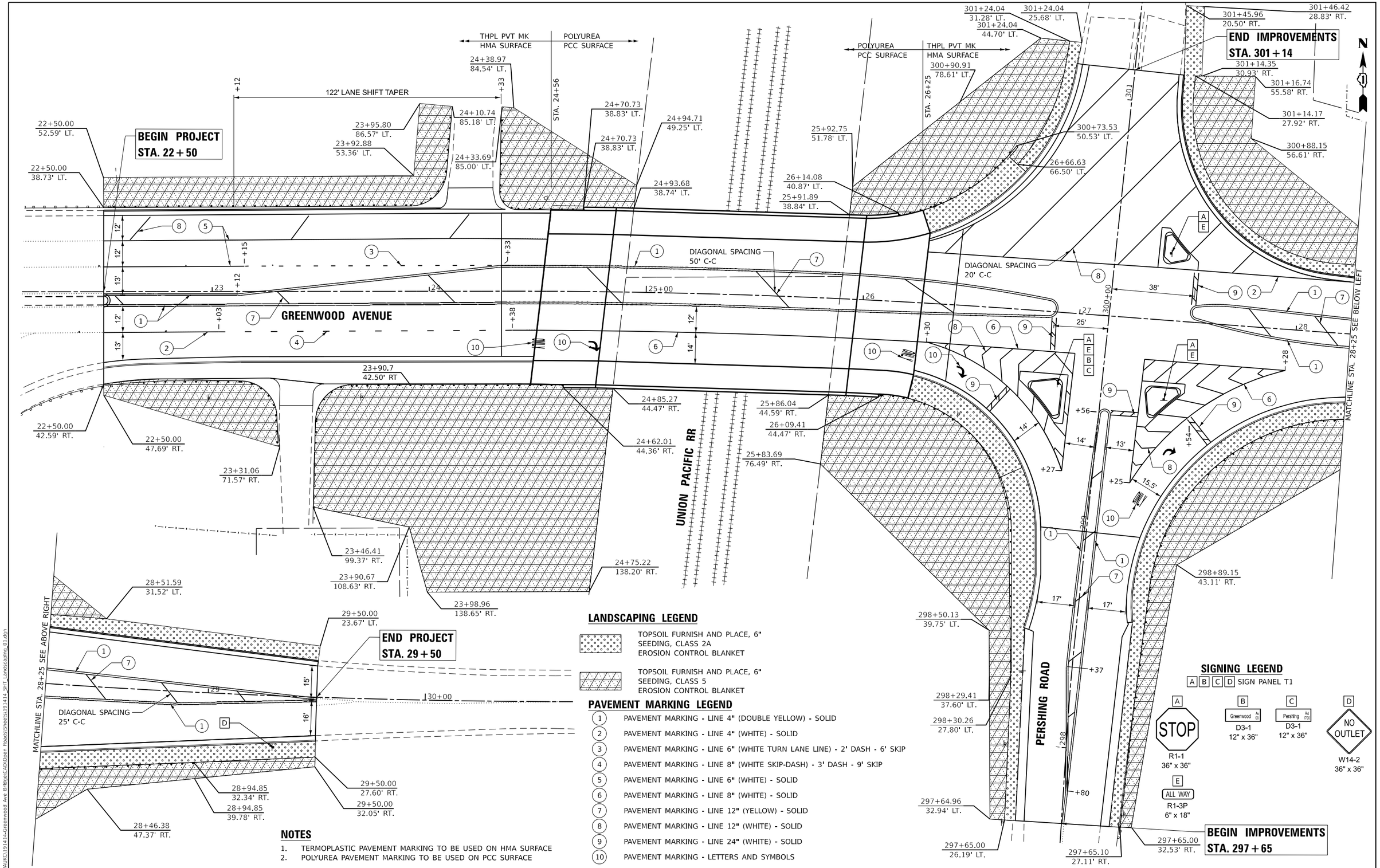
		CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	



LANDSCAPING LEGEND

TOPSOIL FURNISH AND PLACE, 6"
SEEDING, CLASS 2A
EROSION CONTROL BLANKET

TOPSOIL FURNISH AND PLACE, 6"
SEEDING, CLASS 5
EROSION CONTROL BLANKET

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW) - SOLID
2. PAVEMENT MARKING - LINE 4" (WHITE) - SOLID
3. PAVEMENT MARKING - LINE 6" (WHITE TURN LANE LINE) - 2' DASH - 6' SKIP
4. PAVEMENT MARKING - LINE 8" (WHITE SKIP-DASH) - 3' DASH - 9' SKIP
5. PAVEMENT MARKING - LINE 6" (WHITE) - SOLID
6. PAVEMENT MARKING - LINE 8" (WHITE) - SOLID
7. PAVEMENT MARKING - LINE 12" (YELLOW) - SOLID
8. PAVEMENT MARKING - LINE 12" (WHITE) - SOLID
9. PAVEMENT MARKING - LINE 24" (WHITE) - SOLID
10. PAVEMENT MARKING - LETTERS AND SYMBOLS

SIGNING LEGEND

A B C D SIGN PANEL T1

A: STOP — R1-1, 36" x 36"

B: Greenwood Ave (IDOT) — D3-1, 12" x 36"

C: Pershing Rd (TOC) — D3-1, 12" x 36"

D: NO OUTLET — W14-2, 36" x 36"

E: ALL WAY — R1-3P, 6" x 18"

NOTES

1. TERMOPLASTIC PAVEMENT MARKING TO BE USED ON HMA SURFACE
2. POLYUREA PAVEMENT MARKING TO BE USED ON PCC SURFACE

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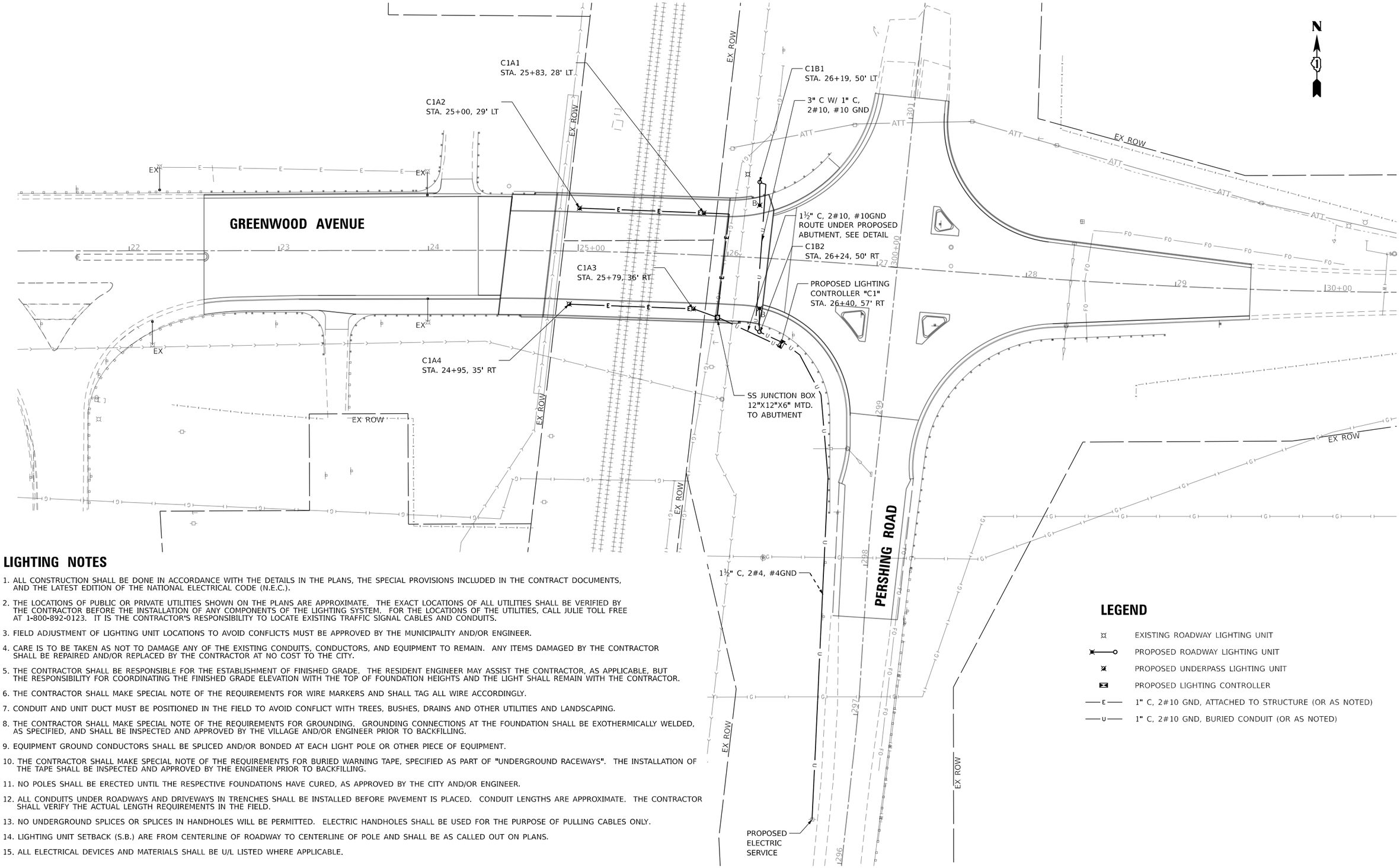
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING, LANDSCAPING, AND SIGNAGE PLAN
GREENWOOD AVENUE

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 22+00 TO STA. 30+50

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	21
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



LIGHTING NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE (N.E.C.).
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE LIGHTING SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
3. FIELD ADJUSTMENT OF LIGHTING UNIT LOCATIONS TO AVOID CONFLICTS MUST BE APPROVED BY THE MUNICIPALITY AND/OR ENGINEER.
4. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING CONDUITS, CONDUCTORS, AND EQUIPMENT TO REMAIN. ANY ITEMS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED AND/OR REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE RESIDENT ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF FOUNDATION HEIGHTS AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
6. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE ACCORDINGLY.
7. CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, BUSHES, DRAINS AND OTHER UTILITIES AND LANDSCAPING.
8. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT THE FOUNDATION SHALL BE EXOTHERMICALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE VILLAGE AND/OR ENGINEER PRIOR TO BACKFILLING.
9. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND/OR BONDED AT EACH LIGHT POLE OR OTHER PIECE OF EQUIPMENT.
10. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "UNDERGROUND RACEWAYS". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BACKFILLING.
11. NO POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY THE CITY AND/OR ENGINEER.
12. ALL CONDUITS UNDER ROADWAYS AND DRIVEWAYS IN TRENCHES SHALL BE INSTALLED BEFORE PAVEMENT IS PLACED. CONDUIT LENGTHS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE ACTUAL LENGTH REQUIREMENTS IN THE FIELD.
13. NO UNDERGROUND SPLICES OR SPLICES IN HANDHOLES WILL BE PERMITTED. ELECTRIC HANDHOLES SHALL BE USED FOR THE PURPOSE OF PULLING CABLES ONLY.
14. LIGHTING UNIT SETBACK (S.B.) ARE FROM CENTERLINE OF ROADWAY TO CENTERLINE OF POLE AND SHALL BE AS CALLED OUT ON PLANS.
15. ALL ELECTRICAL DEVICES AND MATERIALS SHALL BE U/L LISTED WHERE APPLICABLE.

LEGEND

- EXISTING ROADWAY LIGHTING UNIT
- PROPOSED ROADWAY LIGHTING UNIT
- PROPOSED UNDERPASS LIGHTING UNIT
- PROPOSED LIGHTING CONTROLLER
- E — 1" C, 2#10 GND, ATTACHED TO STRUCTURE (OR AS NOTED)
- U — 1" C, 2#10 GND, BURIED CONDUIT (OR AS NOTED)

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PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
GREENWOOD AVENUE

SCALE: 1" = 30' | SHEET 1 OF 1 SHEETS | STA. 21+25 | TO STA. 30+50

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61L19		
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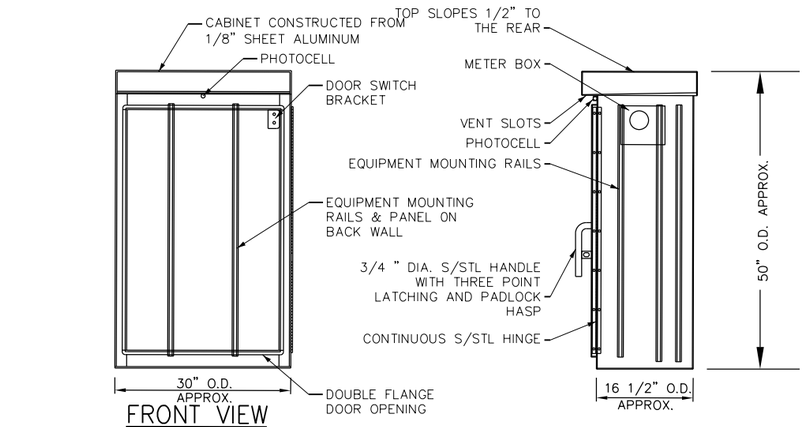
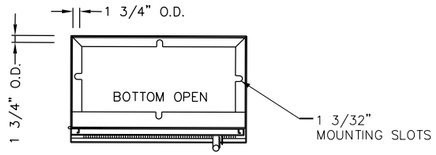
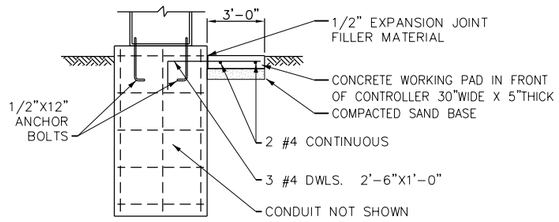


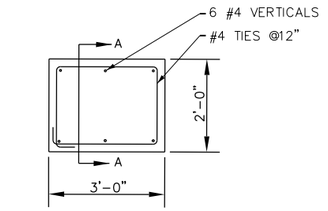
FRONT VIEW
DOOR REMOVED



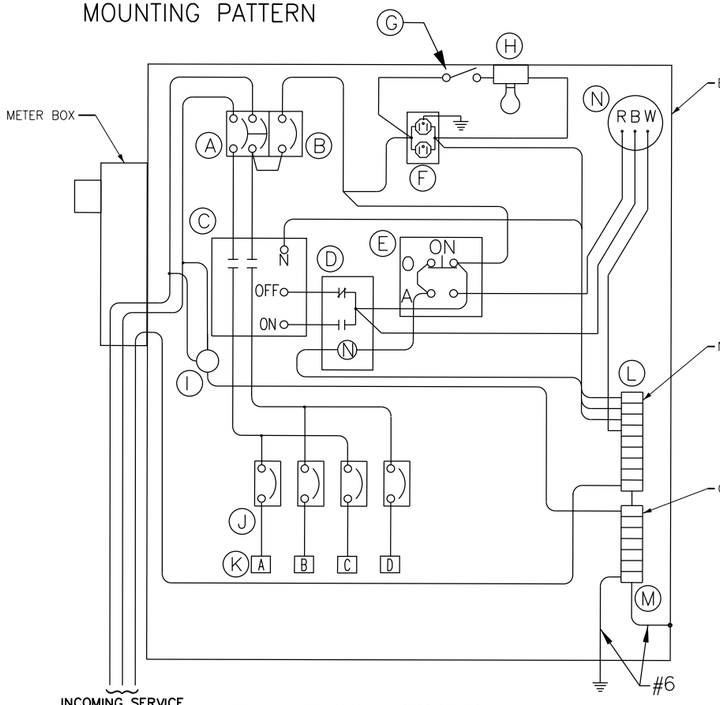
BOTTOM VIEW
MOUNTING PATTERN



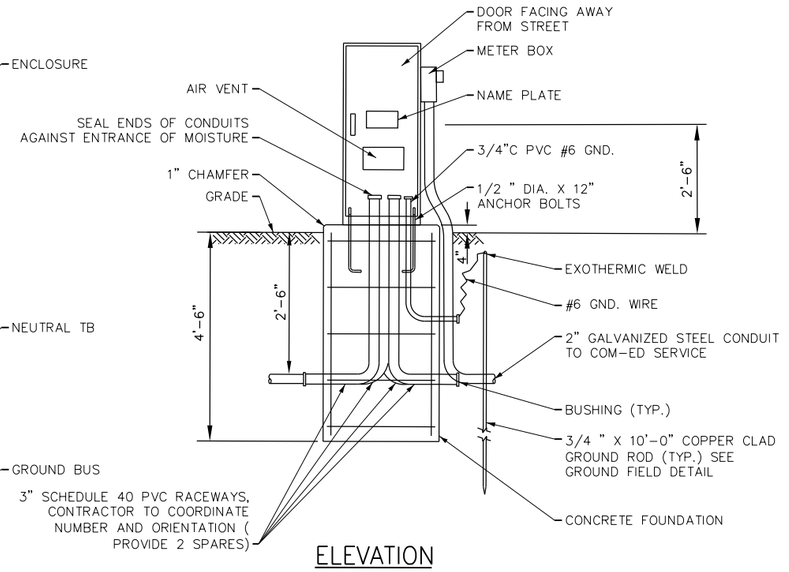
SECTION A



PLAN
SEE SECTION "A"



LIGHTING CONTROLLER
WIRING DIAGRAM



ELEVATION

LIGHTING CONTROLLER AND FOUNDATION DETAIL
NO SCALE

ITEM	QTY.	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 2-POLE, 240 V. SINGLE-PHASE, 100A, BOLT-ON TYPE,TRIP INTERRUPTING RATING OF 22,000 RMS SYMMETRICAL AMPERES AT 240 V.
B	1	CONTROL CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, SINGLE-POLE, 120 V. SINGLE PHASE 20 A. BOLT-ON TYPE, TRIP INTERRUPTING RATING OF 14,000 RMS SYMMETRICAL AMPERES AT 120 V.
C	1	LIGHTING CONTACTOR MECHANICALLY HELD, 200A, 2-POLE, 600 V. WITH 120 COIL
D	1	120V OPERATED DPDT 60 HZ COIL, 600V, 2 N.O. & 2 N.C. CONTACTS
E	1	ON-OFF-AUTO 3-POSITION SELECTOR SWITCH HEAVY DUTY SWITCH, RATED FOR 10 A. AT 600 VAC.
F	1	GFCI RECEPTACLE, 120 V., 20 A. SPEC. GRADE, NEMA CONFIG. 5-20R IN WEATHERPROOF CAST ALUMINUM BOX W/ WEATHERPROOF COVER
G	1	SPDT LIMIT SWITCH WITH SIDE PUSH ROD PLUNGER RATED 20 A. AT 120 V.
H	1	100 WATT LIGHT FIXTURE, VAPOR TIGHT, WITH GLOBE, GUARD AND CAST ALUMINUM MOUNTING BOX. (OR EQUIVALENT LED UNIT)
I	4	SECONDARY SURGE ARRESTER, 175 VAC PHASE-TO-GROUND MAXIMUM
J	4	BRANCH CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 1-POLE, 240 V. SINGLE-PHASE, 20A, TRIP INTERRUPTING RATING 22,000 RMS SYMMETRICAL AMPERES AT 240 V.
K	4	TERMINAL BLOCK RATED 600 V., 85 A.
L	1	COPPER NEUTRAL BUS
M	1	COPPER GROUND BUS
N	1	PHOTOCELL - 120V, BUTTON STYLE, DELAY TYPE, SPST

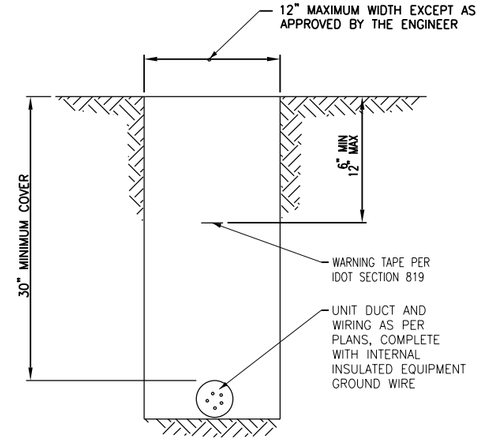
NOTES

1. CABINET SHALL BE FABRICATED FROM 0.125-INCH SHEET ALUMINUM, ALLOY 5052 FORMED AND ARC WELDED ASSEMBLY WITH NEMA 3R RATING. COMPACT AS POSSIBLE.
2. ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL.
3. NAME PLATE SHALL BE STEEL W/ENGRAVED 0.75-INCH HIGH LETTERS FILLED IN BLACK, "CITY OF WAUKEGAN STREET LIGHTING"
4. CABINET SHALL HAVE NATURAL ALUMINUM FINISH.
5. ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
6. THE COMPLETED CONTROLLER AND ALL ELECTRICAL COMPONENTS SHALL BE U.L. LISTED AS AN ENCLOSED INDUSTRIAL CONTROL PANEL UNDER UL508A, AND SHOULD BE SERVICE ENTRANCE RATED.
7. METAL MOUNTING PANEL SHALL BE #10 GAUGE GALVANIZED SHEET STEEL FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
8. CIRCUIT BREAKERS AND CONTACTOR AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH THICK GLASTIC INSULATION BACK PANEL.
9. ALL DEVICES SHALL BE FRONT REMOVABLE.
10. BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES. NEUTRAL BUS SHALL BE PAINTED WHITE. GROUND BUS SHALL BE PAINTED GREEN.
11. ALL LUGS SHALL BE COPPER SCREWS AND CONNECTORS, SPRING HELD.
12. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
13. ALL CONTROL WIRING SHALL BE 600V MACHINE TOOL WIRE TYPE MTW.
14. ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW (XLP-TYPE USE).
15. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.
16. ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12 AWG STRANDED UNLESS OTHERWISE INDICATED.
17. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
18. SERVICE EQUIPMENT SHALL BE MARKED TO IDENTIFY IT AS BEING SUITABLE FOR USE AS SERVICE EQUIPMENT
19. CONNECTION OF SURGE ARRESTOR TO LINE SIDE OF MAIN CIRUCIT BREAKER SHALL NOT BE "DOUBLE LUGGED".
20. CONCRETE FOUNDATION AND SERVICE PAD ARE INCLUDED AS PART OF THE PAY ITEM.

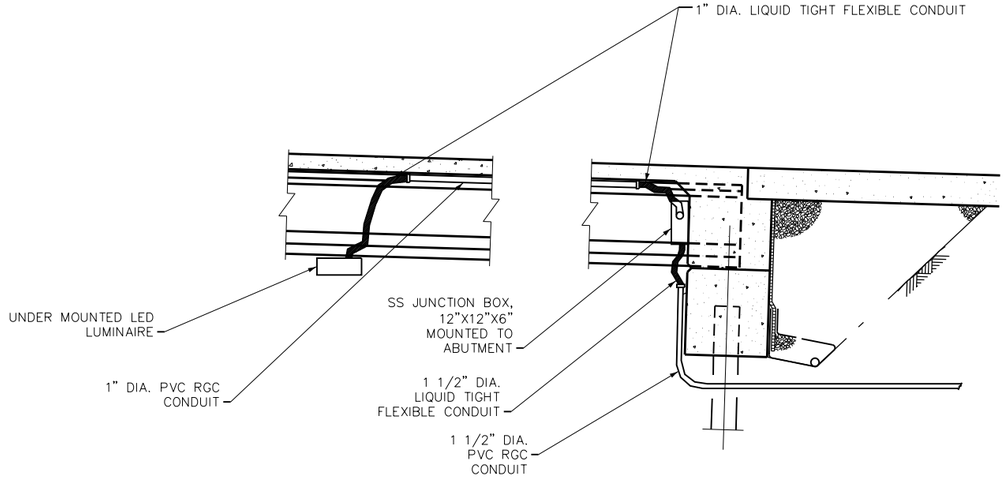
BAXTER & WOODMAN Consulting Engineers

USER NAME = mornig	DESIGNED - AE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS
	DRAWN - MJO	REVISED -		
PLOT SCALE = 60.000 ' / in.	CHECKED - DTH	REVISED -		SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.
PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -		

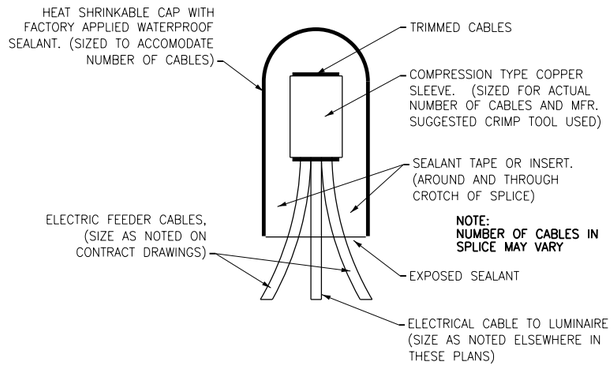
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	23
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



TYPICAL WIRING IN TRENCH DETAIL
NO SCALE



LUMINAIRE INSTALLATION DETAIL
NO SCALE



SPLICING ELECTRICAL CABLES
BASIC MATERIALS AND METHODS
NO SCALE

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BAXTER & WOODMAN Consulting Engineers

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PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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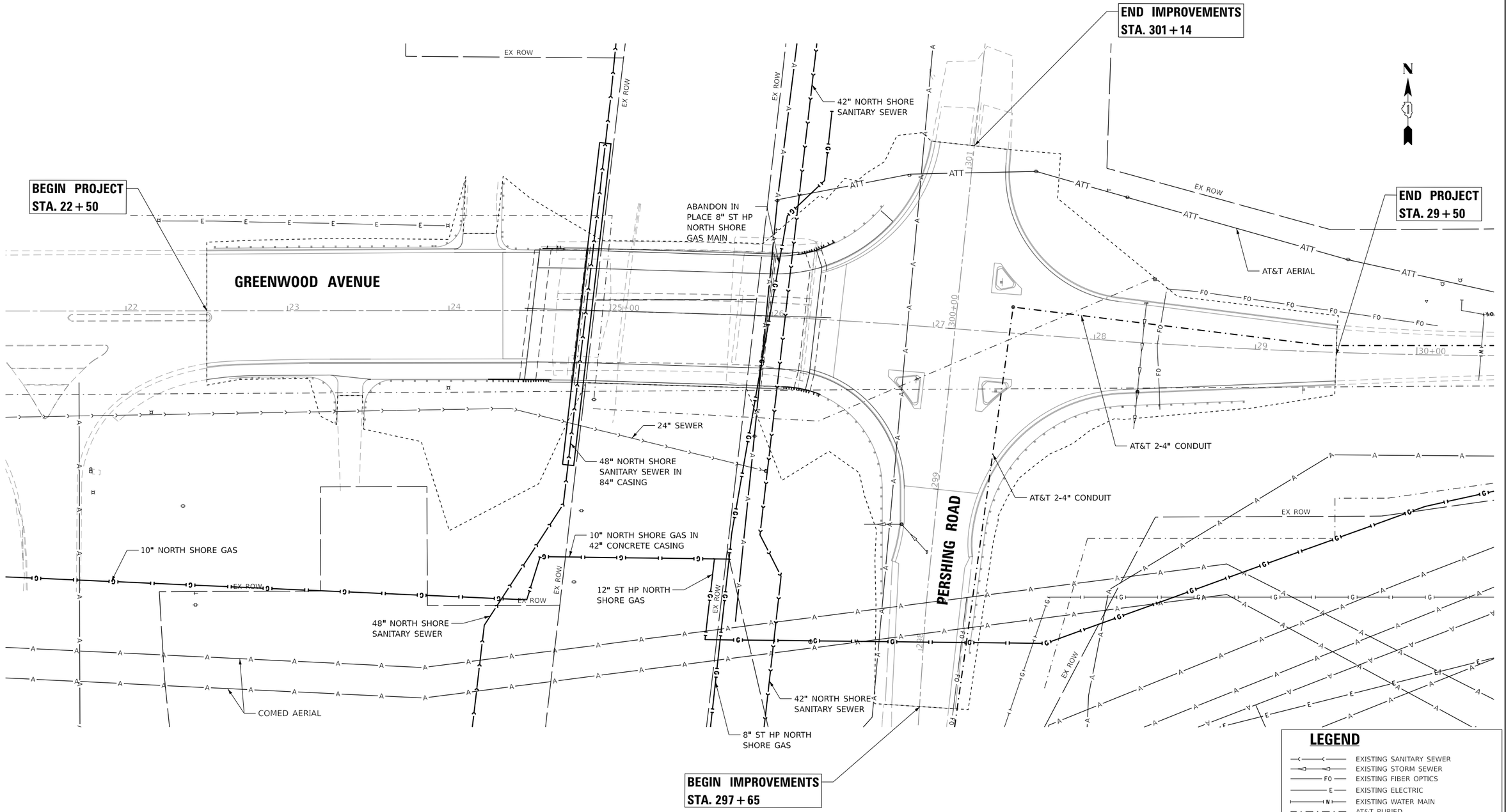
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



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BAXTER & WOODMAN Consulting Engineers

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	DRAWN - MJO	REVISED -	
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PLOT DATE = 7/23/2025	DATE - 7/23/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING UTILITY PLAN
GREENWOOD AVENUE

SCALE: 1" = 30' | SHEET 1 OF 1 SHEETS | STA. 21+25 | TO STA. 30+50

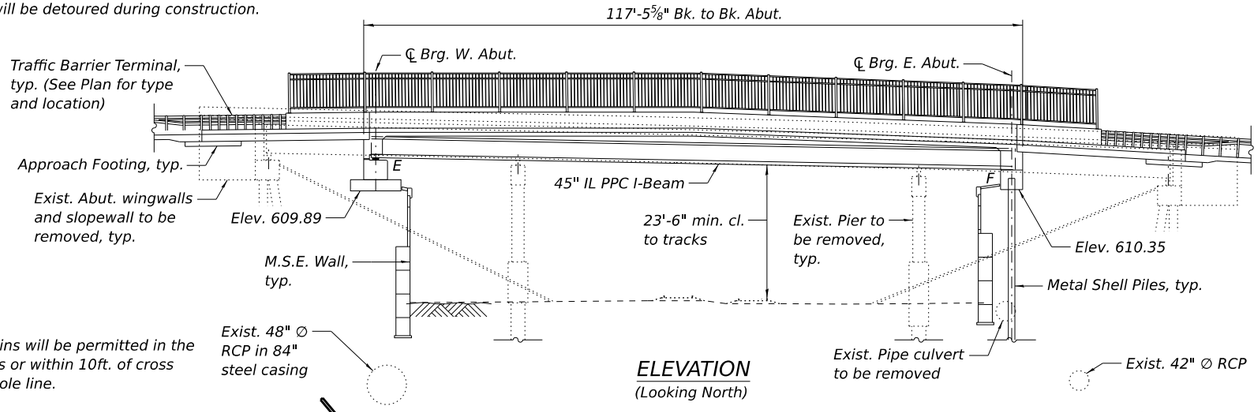
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	25
		CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

Benchmark: Light pole concrete base at northwest corner of bridge. Elev. 619.43

Existing Structure: S.N. 049-9952 is a three-span structure, built in 1972 under Section 8-VB, F.A. Route 42. 165'-0¾" back-to-back of abutments, out-to-out width 82'-0" and varies. 30" continuous wide flange beams with variable spacing supporting a 7½" slab, composite in center span only. Multi-column piers supported on drilled concrete piers. Stub abutments supported on concrete piles.

Traffic: Traffic will be detoured during construction.

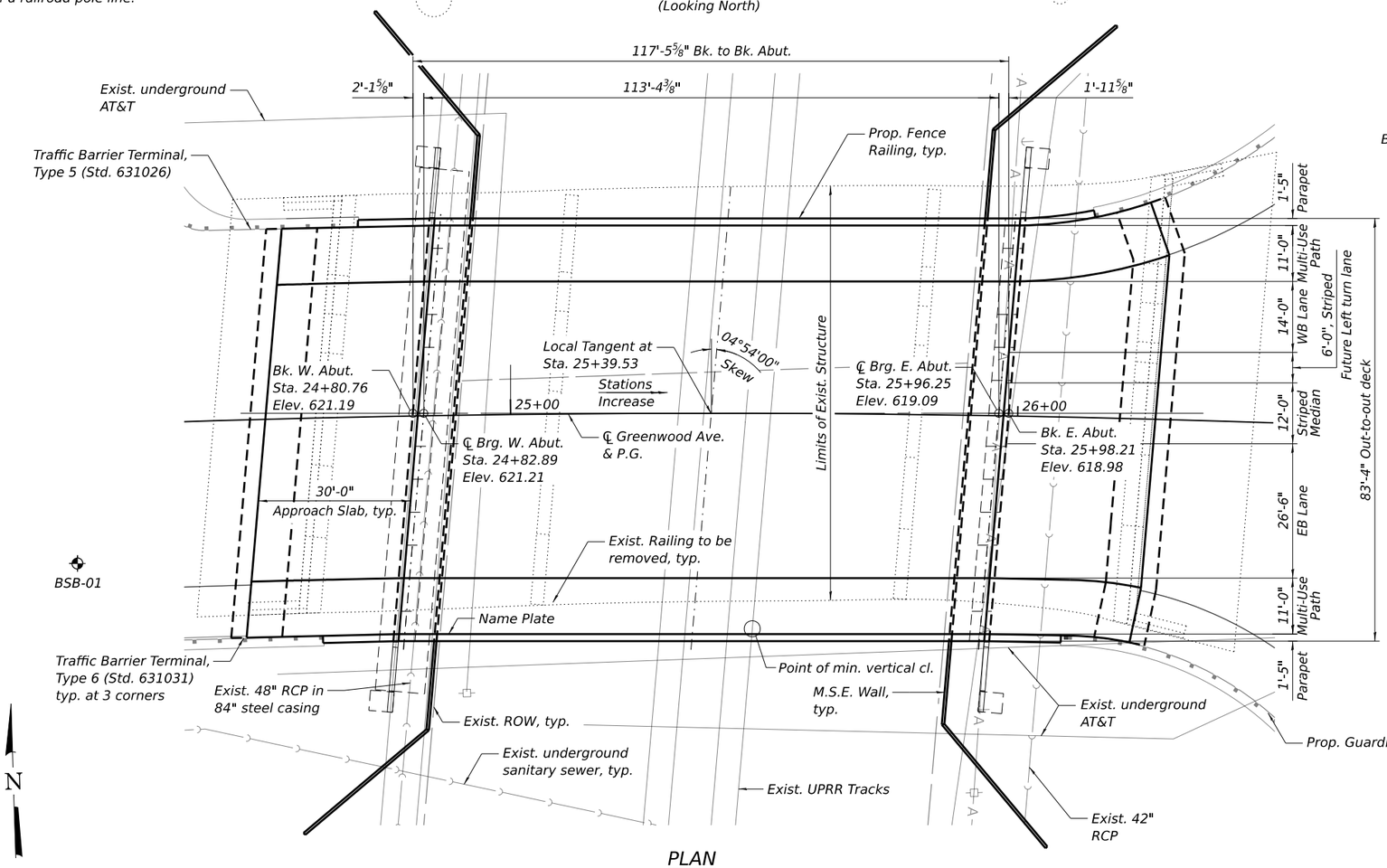
No Salvage.



ELEVATION
(Looking North)

NOTE:

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



PLAN

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec (SD1) = 0.076g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.121g
Soil Site Class = D

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS
f'c = 8,500 psi
f'ci = 6,500 psi
fpu = 270,000 psi (0.6" ∅ low lax. strands)
fpbt = 202,300 psi (0.6" ∅ low lax. strands)

MSE PRECAST UNITS
f'c = 4,500 psi

LOADING HL-93

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

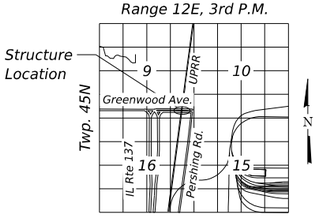
LEGEND:

- Soil Boring
- Exist. Sanitary Sewer
- Exist. Gas line
- Exist. Aerial Line
- Exist. AT&T Buried

BUILT 202_ BY
CITY OF WAUKEGAN
SEC. 20-000243-00-BR
F.A. RT 3719
STA. 25+39.53
STR. NO. 049-8001
HL-93 LOADING

NAME PLATE

See Std. 515001



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
GREENWOOD AVE
OVER UNION PACIFIC RAILROAD
FA ROUTE 3719
SEC 20-00243-00-BR
LAKE COUNTY
STA. 25+39.53
STRUCTURE NO. 049-8001

BRANDON L. BUZZELL
081-006358
LICENSED STRUCTURAL ENGINEER OF
STATE OF ILLINOIS

DATE: 07-23-2025
LICENSE EXPIRES 11-30-2025

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PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 049-8001
SHEET S-01 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	26
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

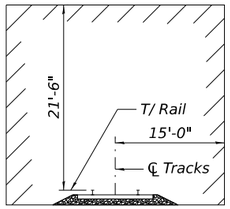
GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.

2. Slipforming of the parapets is not allowed.

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

4. Commonwealth Edison (ComEd) overhead power line and towers exist nearby and cross the proposed improvement. The Contractor shall coordinate with ComEd by providing detailed staging plans that indicate equipment type (such as crane boom heights) and placement for ComEd review/approval prior to beginning construction activities.



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

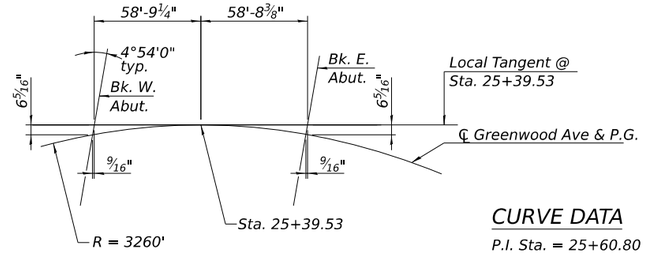
(From BNSF/UPRR Guidelines
Dimensions perpendicular to tracks)

INDEX OF SHEETS

S-01 General Plan and Elevation
S-02 General Data
S-03 Existing Structure Removal Plan & Elevation
S-04 Substructure Removal (Sheet 1 of 2)
S-05 Substructure Removal (Sheet 2 of 2)
S-06 Top of Slab Elevations Layout
S-07 Top of Slab Elevations (Sheet 1 of 2)
S-08 Top of Slab Elevations (Sheet 2 of 2)
S-09 Top of West Approach Slab Layout & Tables
S-10 Top of East Approach Slab Layout & Tables
S-11 Superstructure Plan and Cross Section
S-12 Parapet Elevations
S-13 West Abutment Diaphragm
S-14 East Abutment Diaphragm
S-15 Superstructure Details
S-16 West Approach Slab Plan
S-17 West Approach Slab Sections and Details
S-18 East Approach Slab Plan
S-19 East Approach Slab Sections and Details
S-20 Parapet Railing Special Details
S-21 Framing Plan
S-22 IL45 Beam
S-23 IL45 Beam Details
S-24 Moment and Reaction Tables
S-25 Bearing Details
S-26 West Abutment Plan and Elevation
S-27 West Abutment Details
S-28 East Abutment Plan and Elevation
S-29 East Abutment Details
S-30 West MSE Wall Plan and Elevation
S-31 East MSE Wall Plan and Elevation
S-32 MSE Wall Details
S-33 Metal Shell Pile Details
S-34 Boring Log (Sheet 1 of 2)
S-35 Boring Log (Sheet 2 of 2)

TOTAL BILL OF MATERIAL

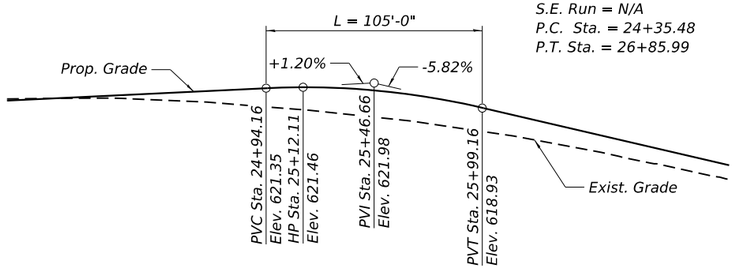
ITEM DESCRIPTION	UNIT	SUPER	SUB	TOTAL QUANTITY
Removal Of Existing Structures	Each		1	1
Slope Wall Removal	Sq Yd		1108	1108
Protective Shield	Sq Yd	683		683
Structure Excavation	Cu Yd		5548	5548
Concrete Structures	Cu Yd	51.9	198.6	250.5
Concrete Superstructure	Cu Yd	502.1		502.1
Bridge Deck Grooving	Sq Yd	1,114		1,114
Protective Coat	Sq Yd	1,748		1,748
Concrete Superstructure (Approach Slab)	Cu Yd	231.5		231.5
Furnishing And Erecting Precast Prestressed Concrete Beams, IL45	Foot	1491		1491
Reinforcement Bars, Epoxy Coated	Pound	182,830	20,970	203,800
Furnishing Metal Shell Piles 16" X 0.375"	Foot		780	780
Driving Piles	Foot		780	780
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		13	13
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	13		13
Anchor Bolts, 1"	Each	26		26
Mechanically Stabilized Earth Retaining Wall	Sq Ft		7884	7884
Bar Terminators	Each		608	608
Parapet Railing (Special)	Foot	291		291
Approach Slab Removal	Sq Yd	392		392
Preformed Joint Filler	Foot		98	98



OFFSET SKETCH

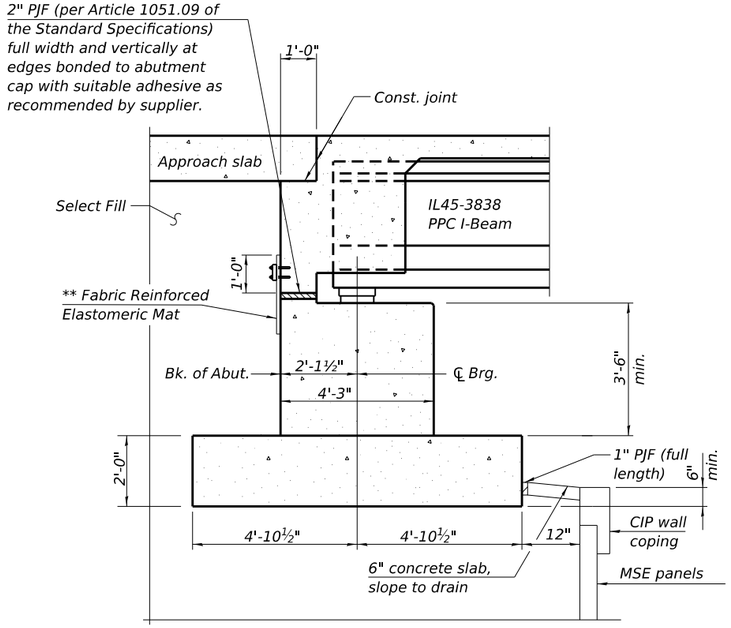
CURVE DATA

P.I. Sta. = 25+60.80
Δ = 4°24'10" (RT)
D = 1°45'27"
R = 3,260.00'
T = 125.32'
L = 250.51'
E = 2.41'
e = N/A
T.R. = 0
S.E. Run = N/A
P.C. Sta. = 24+35.48
P.T. Sta. = 26+85.99



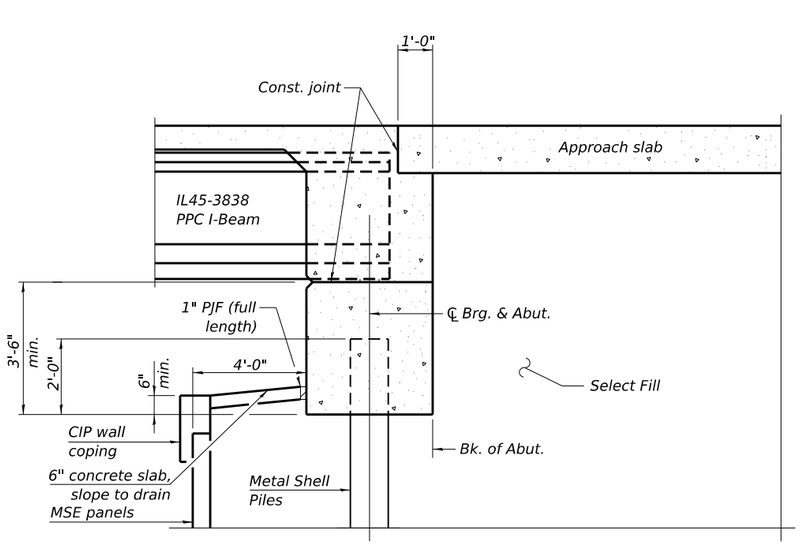
PROFILE GRADE

Along ℄ Greenwood Ave.



SECTION THRU WEST SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)



SECTION THRU EAST INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

** Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications and installed according to applicable requirements of Article 520.09 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a ⅜" x 5" galvanized plate per Article 509.05 and ½" Ø stainless steel expansion bolts with nuts and washers at 12" cts. according to Article 1006.29(d) of the Standard Specifications. Cost included with Concrete Superstructure.

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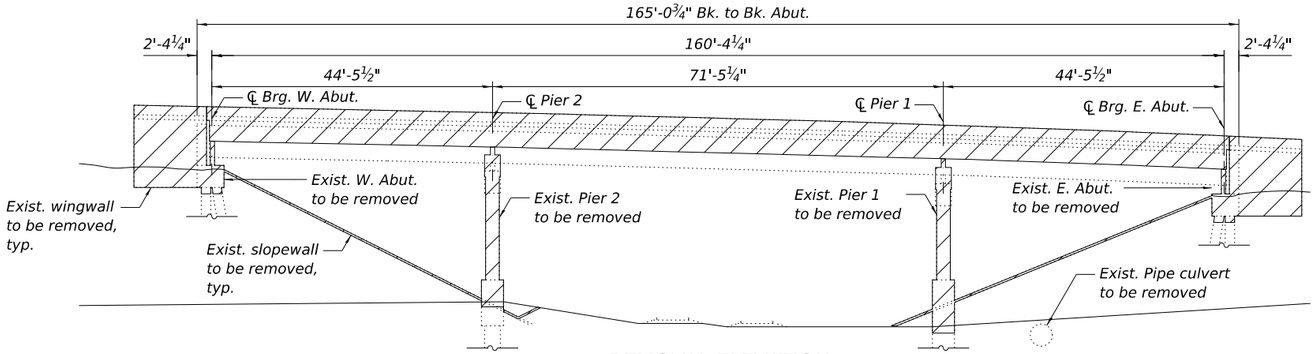
PLOT DATE =	CHECKED - BLB	REVISED -	

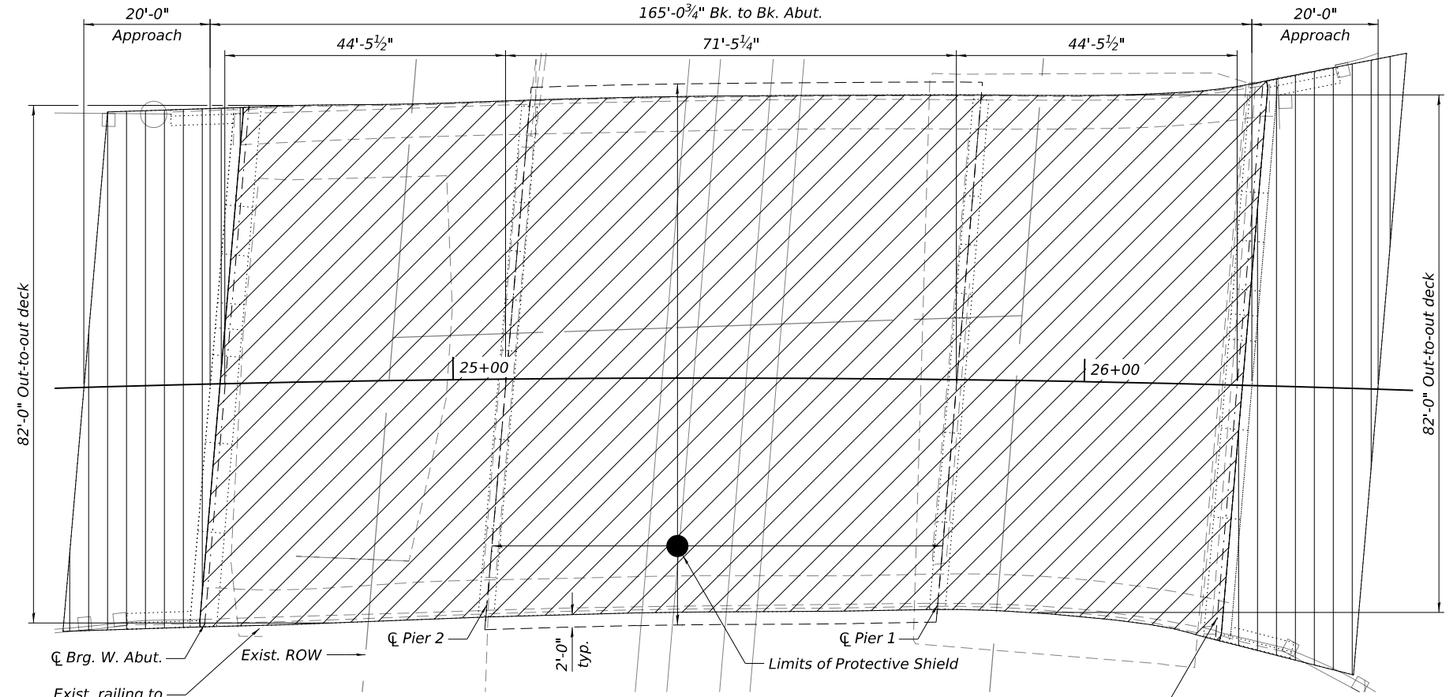
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 049-8001
SHEET S-02 OF S-35 SHEETS

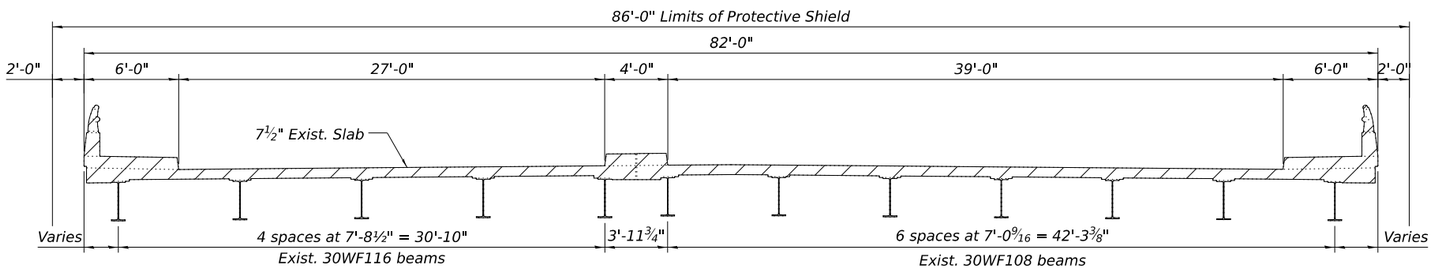
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	27
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



REMOVAL ELEVATION



REMOVAL PLAN



REMOVAL CROSS SECTION

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing Structures	Each	1.0
Protective Shield	Sq. Yd.	683
Slope Wall Removal	Sq. Yd.	1108
Approach Slab Removal	Sq. Yd.	392

NOTES:

1. Dimensions shown have been taken from historical design drawings and may not represent "as built" conditions. The Contractor must verify all dimensions in the field. Variation in the field dimensions shall not warrant additional compensation for Removal of Existing Structures.
2. For substructure removal details, see Sheets S-04 and S-05.
3. The Contractor shall take all necessary precautions to protect existing utilities, foundations and adjacent structures during removal/construction of the bridge.
4. The existing metal handrail removal within the limits of construction, shall not paid separately but shall be included in the cost of Removal of Existing Structures.

LEGEND:

Removal of Existing Structures

Approach Slab Removal

Protective Shield

N

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	CHECKED - BLB	REVISED -	
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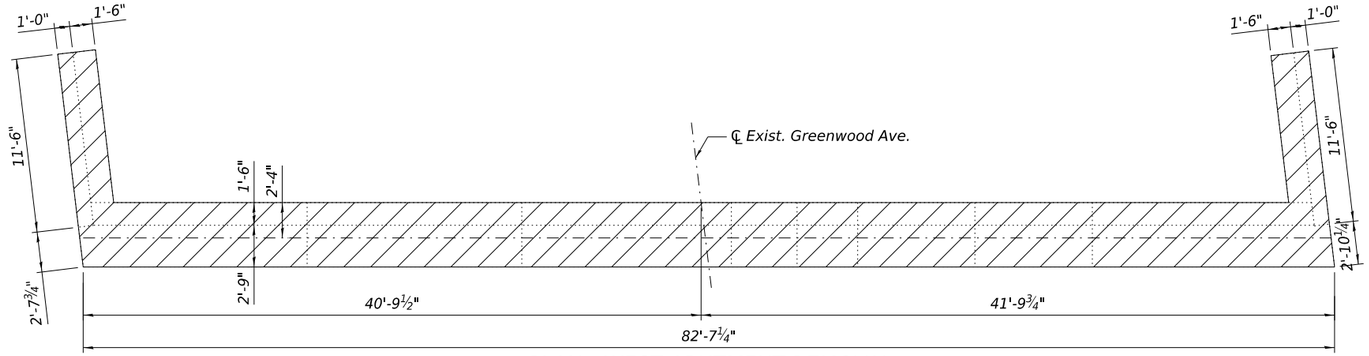
PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE REMOVAL PLAN & ELEVATION
STRUCTURE NO. 049-8001

SHEET S-03 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	28
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



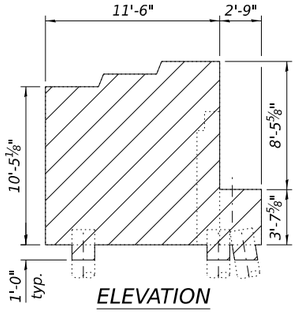
PLAN - WEST ABUTMENT REMOVAL

LEGEND:

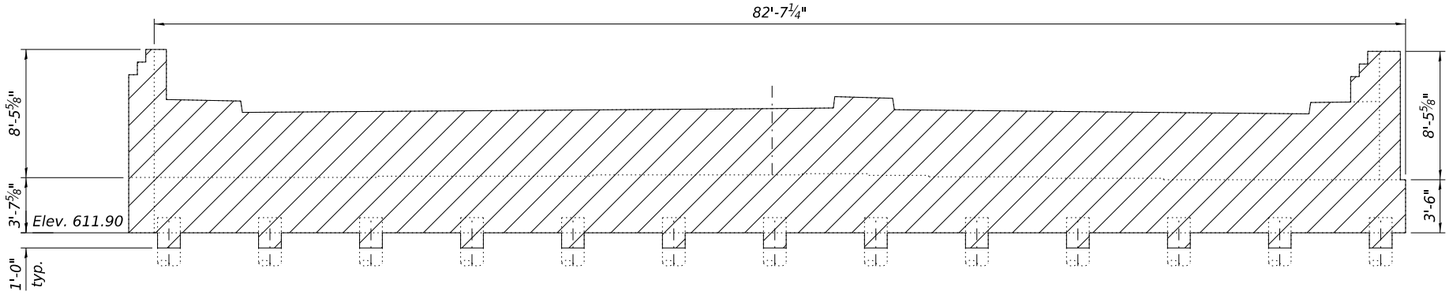
Removal of Existing Structures

NOTE:

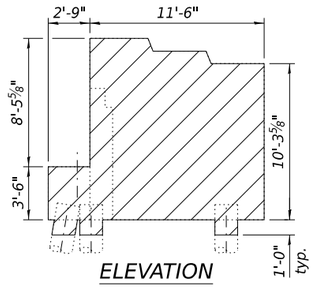
1. For additional notes, see Sheet S-03.



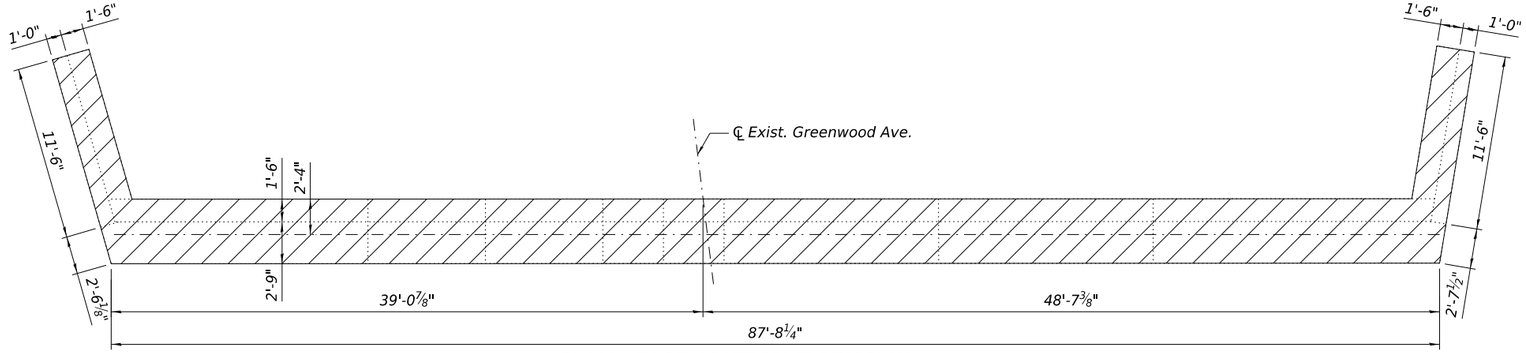
ELEVATION
SW WINGWALL REMOVAL



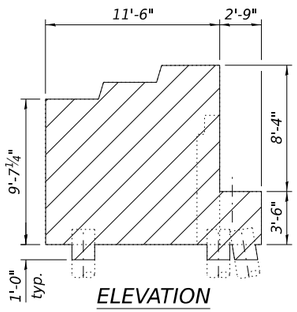
ELEVATION - WEST ABUTMENT REMOVAL



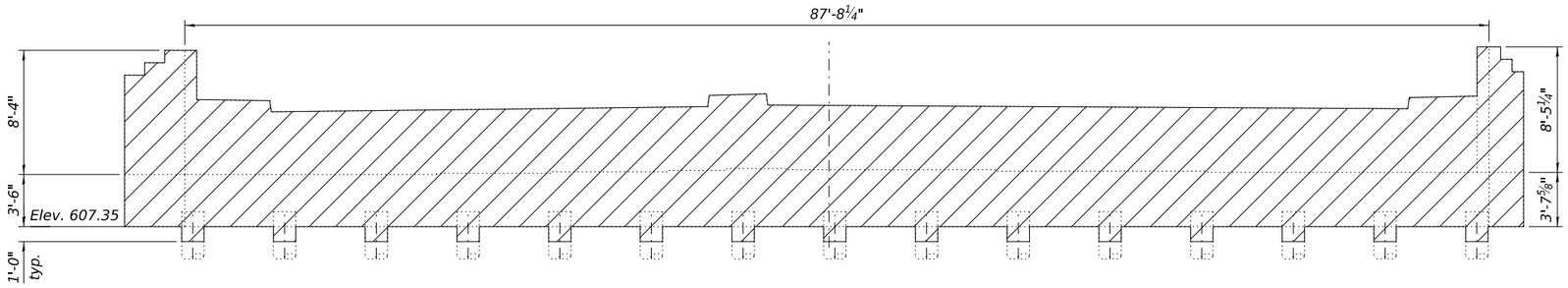
ELEVATION
NW WINGWALL REMOVAL



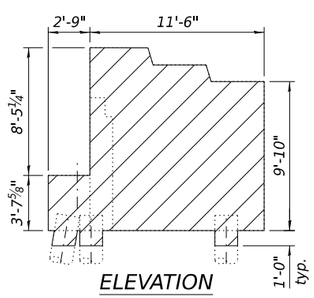
PLAN - EAST ABUTMENT REMOVAL



ELEVATION
NE WINGWALL REMOVAL



ELEVATION - EAST ABUTMENT REMOVAL



ELEVATION
SE WINGWALL REMOVAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REMOVAL (SHEET 1 OF 2)
STRUCTURE NO. 049-8001

SHEET S-04 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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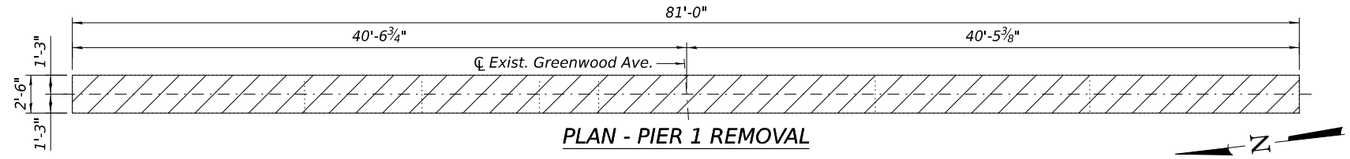
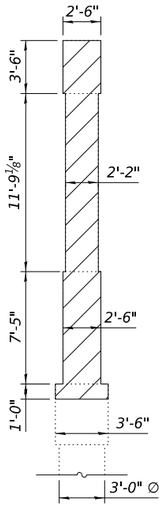
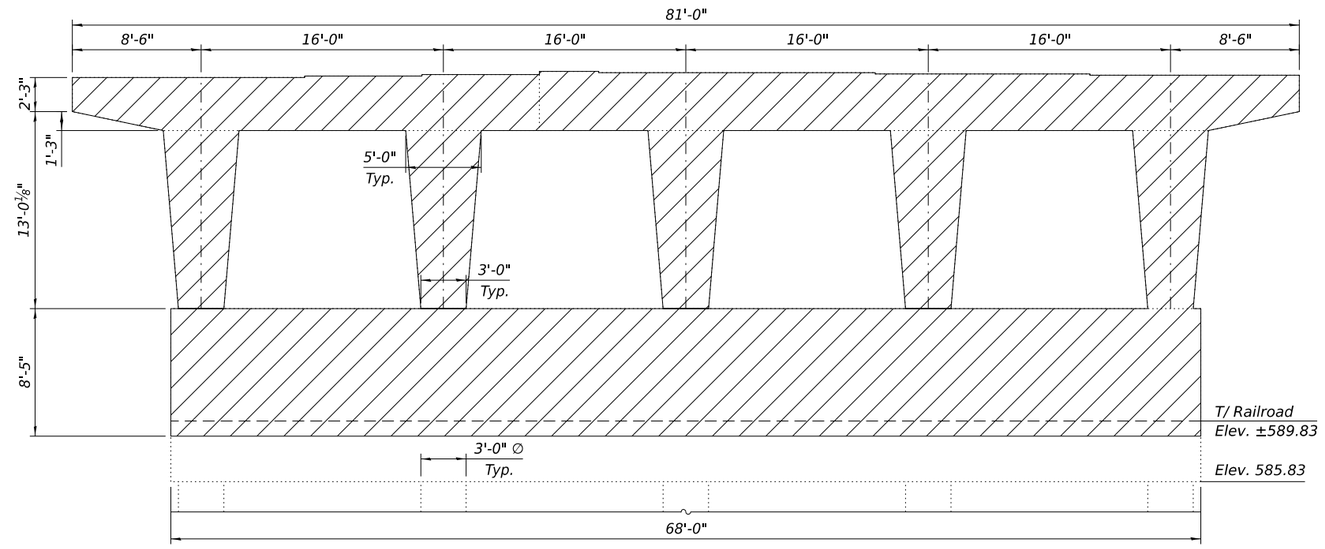
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



PLAN - PIER 1 REMOVAL

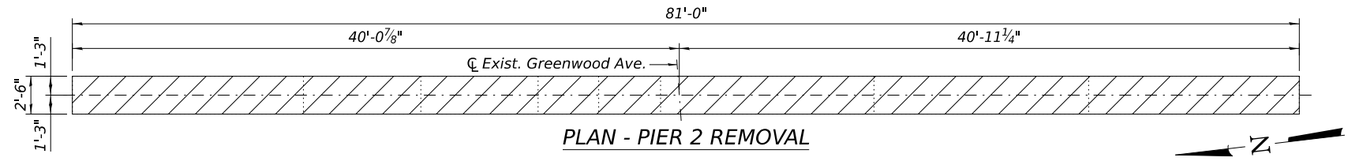


SIDE ELEVATION - PIER 1

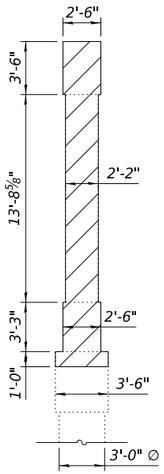


ELEVATION - PIER 1 REMOVAL

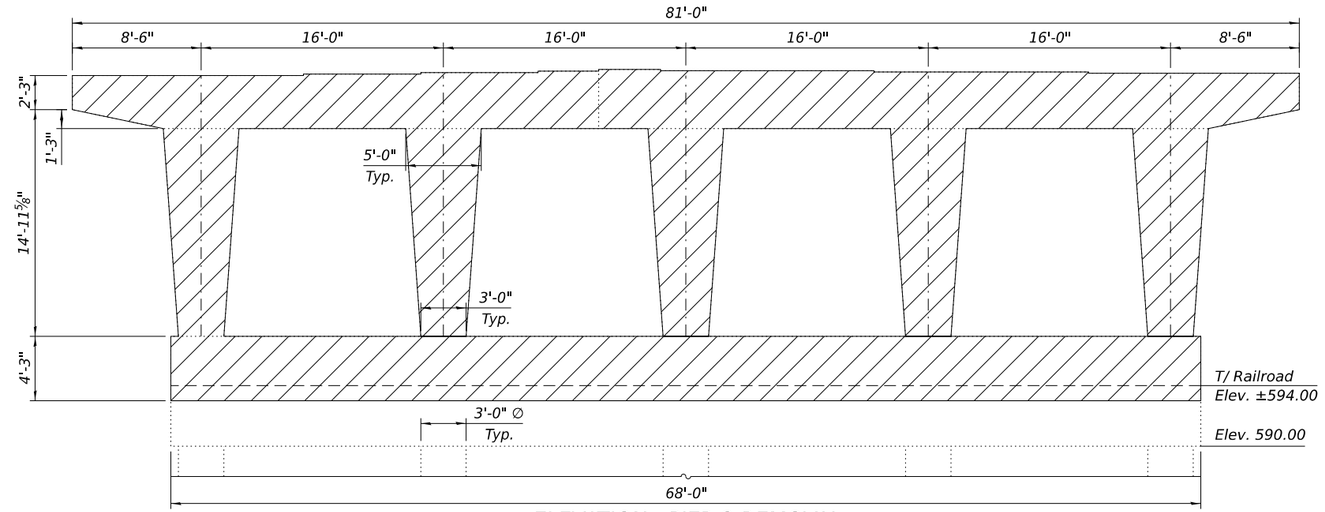
(Looking East)



PLAN - PIER 2 REMOVAL



SIDE ELEVATION - PIER 2



ELEVATION - PIER 2 REMOVAL

(Looking East)

LEGEND:

Removal of Existing Structures

NOTE:

1. For additional notes, see Sheet S-03.

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DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REMOVAL (SHEET 2 OF 2)
STRUCTURE NO. 049-8001

SHEET S-05 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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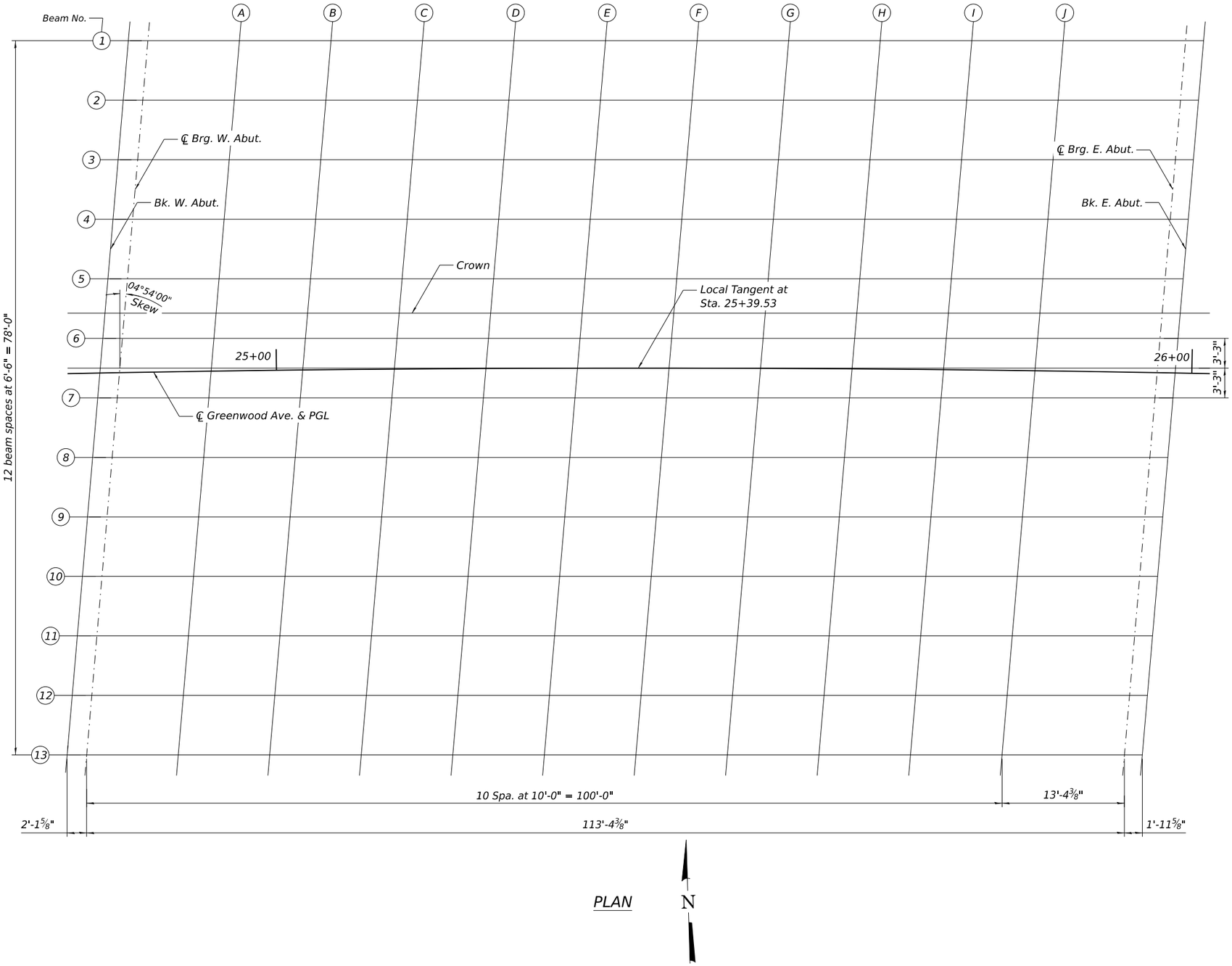
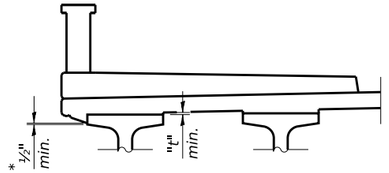
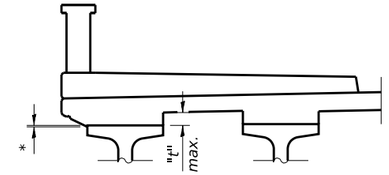
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



PLAN



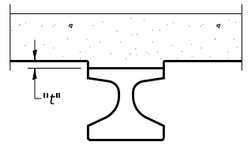
At Minimum Fillet



At Maximum Fillet

*Variable (not less than ½")

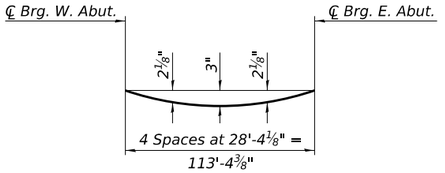
EXTERIOR BEAMS



INTERIOR BEAMS

To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on the left. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-07 and S-08, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-07 and S-08.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 049-8001

SHEET S-06 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	31
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+83.82	-35.75	620.75	620.75
℄ Brg. W. Abut.	24+85.96	-35.75	620.77	620.77
A	24+95.95	-35.75	620.90	620.96
B	25+05.95	-35.75	620.97	621.10
C	25+15.95	-35.75	620.98	621.16
D	25+25.95	-35.75	620.92	621.13
E	25+35.95	-35.75	620.79	621.03
F	25+45.95	-35.75	620.60	620.85
G	25+55.95	-35.75	620.34	620.56
H	25+65.95	-35.75	620.01	620.21
I	25+75.95	-35.75	619.62	619.77
J	25+85.95	-35.75	619.16	619.25
℄ Brg. E. Abut.	25+99.31	-35.75	618.44	618.44
Bk. E. Abut.	26+01.28	-35.75	618.33	618.33

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+83.27	-29.25	620.87	620.87
℄ Brg. W. Abut.	24+85.41	-29.25	620.90	620.90
A	24+95.40	-29.25	621.02	621.08
B	25+05.40	-29.25	621.10	621.23
C	25+15.40	-29.25	621.11	621.30
D	25+25.40	-29.25	621.05	621.27
E	25+35.40	-29.25	620.93	621.17
F	25+45.40	-29.25	620.74	620.99
G	25+55.40	-29.25	620.49	620.71
H	25+65.40	-29.25	620.16	620.36
I	25+75.40	-29.25	619.77	619.92
J	25+85.40	-29.25	619.32	619.40
℄ Brg. E. Abut.	25+98.76	-29.25	618.60	618.60
Bk. E. Abut.	26+00.73	-29.25	618.49	618.49

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+82.71	-22.75	621.00	621.00
℄ Brg. W. Abut.	24+84.85	-22.75	621.02	621.02
A	24+94.84	-22.75	621.14	621.21
B	25+04.84	-22.75	621.23	621.35
C	25+14.84	-22.75	621.24	621.43
D	25+24.84	-22.75	621.19	621.40
E	25+34.84	-22.75	621.07	621.31
F	25+44.84	-22.75	620.88	621.13
G	25+54.84	-22.75	620.63	620.85
H	25+64.84	-22.75	620.31	620.51
I	25+74.84	-22.75	619.93	620.08
J	25+84.84	-22.75	619.47	619.56
℄ Brg. E. Abut.	25+98.20	-22.75	618.77	618.77
Bk. E. Abut.	26+00.17	-22.75	618.65	618.65

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+82.15	-16.25	621.12	621.12
℄ Brg. W. Abut.	24+84.29	-16.25	621.14	621.14
A	24+94.28	-16.25	621.27	621.33
B	25+04.28	-16.25	621.35	621.48
C	25+14.28	-16.25	621.37	621.56
D	25+24.28	-16.25	621.32	621.53
E	25+34.28	-16.25	621.21	621.45
F	25+44.28	-16.25	621.03	621.27
G	25+54.28	-16.25	620.78	621.00
H	25+64.28	-16.25	620.46	620.66
I	25+74.28	-16.25	620.08	620.23
J	25+84.28	-16.25	619.63	619.72
℄ Brg. E. Abut.	25+97.64	-16.25	618.93	618.93
Bk. E. Abut.	25+99.61	-16.25	618.81	618.81

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+81.60	-9.75	621.24	621.24
℄ Brg. W. Abut.	24+83.74	-9.75	621.27	621.27
A	24+93.73	-9.75	621.39	621.45
B	25+03.73	-9.75	621.48	621.61
C	25+13.73	-9.75	621.50	621.69
D	25+23.73	-9.75	621.46	621.67
E	25+33.73	-9.75	621.35	621.58
F	25+43.73	-9.75	621.17	621.41
G	25+53.73	-9.75	620.92	621.14
H	25+63.73	-9.75	620.61	620.81
I	25+73.73	-9.75	620.23	620.38
J	25+83.73	-9.75	619.79	619.87
℄ Brg. E. Abut.	25+97.09	-9.75	619.09	619.09
Bk. E. Abut.	25+99.06	-9.75	618.98	618.98

CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+81.27	-6.00	621.31	621.31
℄ Brg. W. Abut.	24+83.41	-6.00	621.34	621.34
A	24+93.40	-6.00	621.46	621.52
B	25+03.40	-6.00	621.55	621.68
C	25+13.40	-6.00	621.58	621.76
D	25+23.40	-6.00	621.54	621.75
E	25+33.40	-6.00	621.43	621.66
F	25+43.40	-6.00	621.25	621.50
G	25+53.40	-6.00	621.01	621.23
H	25+63.40	-6.00	620.70	620.89
I	25+73.40	-6.00	620.32	620.47
J	25+83.40	-6.00	619.88	619.96
℄ Brg. E. Abut.	25+96.76	-6.00	619.18	619.18
Bk. E. Abut.	25+98.73	-6.00	619.07	619.07

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+81.04	-3.25	621.26	621.26
℄ Brg. W. Abut.	24+83.18	-3.25	621.28	621.28
A	24+93.17	-3.25	621.40	621.46
B	25+03.17	-3.25	621.50	621.62
C	25+13.17	-3.25	621.52	621.71
D	25+23.17	-3.25	621.48	621.69
E	25+33.17	-3.25	621.37	621.61
F	25+43.17	-3.25	621.20	621.45
G	25+53.17	-3.25	620.96	621.18
H	25+63.17	-3.25	620.65	620.85
I	25+73.17	-3.25	620.28	620.43
J	25+83.17	-3.25	619.83	619.92
℄ Brg. E. Abut.	25+96.53	-3.25	619.14	619.14
Bk. E. Abut.	25+98.50	-3.25	619.03	619.03

LOCAL TANGENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+80.76	0.00	621.19	621.19
℄ Brg. W. Abut.	24+82.90	0.00	621.21	621.21
A	24+92.89	0.00	621.33	621.40
B	25+02.89	0.00	621.43	621.56
C	25+12.89	0.00	621.46	621.64
D	25+22.89	0.00	621.42	621.63
E	25+32.89	0.00	621.31	621.55
F	25+42.89	0.00	621.14	621.39
G	25+52.89	0.00	620.90	621.12
H	25+62.89	0.00	620.60	620.79
I	25+72.89	0.00	620.22	620.37
J	25+82.89	0.00	619.78	619.87
℄ Brg. E. Abut.	25+96.25	0.00	619.09	619.09
Bk. E. Abut.	25+98.22	0.00	618.98	618.98

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+80.48	3.25	621.12	621.12
℄ Brg. W. Abut.	24+82.62	3.25	621.14	621.14
A	24+92.61	3.25	621.26	621.33
B	25+02.61	3.25	621.36	621.49
C	25+12.61	3.25	621.39	621.58
D	25+22.61	3.25	621.36	621.57
E	25+32.61	3.25	621.25	621.49
F	25+42.61	3.25	621.08	621.33
G	25+52.61	3.25	620.84	621.06
H	25+62.61	3.25	620.54	620.73
I	25+72.61	3.25	620.17	620.32
J	25+82.61	3.25	619.73	619.82
℄ Brg. E. Abut.	25+95.97	3.25	619.04	619.04
Bk. E. Abut.	25+97.94	3.25	618.93	618.93

NOTE:
Stations and offsets for the bridge deck are given relative to the Local Tangent.

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PLOT DATE =	CHECKED - BLB	REVISED -	

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TOP OF SLAB ELEVATIONS (SHEET 1 OF 2)
STRUCTURE NO. 049-8001
SHEET S-07 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	32
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+79.92	9.75	620.98	620.98
℄ Brg. W. Abut.	24+82.06	9.75	621.01	621.01
A	24+92.05	9.75	621.13	621.19
B	25+02.05	9.75	621.23	621.36
C	25+12.05	9.75	621.26	621.45
D	25+22.05	9.75	621.23	621.44
E	25+32.05	9.75	621.13	621.37
F	25+42.05	9.75	620.96	621.21
G	25+52.05	9.75	620.73	620.95
H	25+62.05	9.75	620.43	620.62
I	25+72.05	9.75	620.06	620.21
J	25+82.05	9.75	619.63	619.71
℄ Brg. E. Abut.	25+95.41	9.75	618.94	618.94
Bk. E. Abut.	25+97.38	9.75	618.83	618.83

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+79.37	16.25	620.85	620.85
℄ Brg. W. Abut.	24+81.51	16.25	620.87	620.87
A	24+91.50	16.25	620.99	621.05
B	25+01.50	16.25	621.10	621.22
C	25+11.50	16.25	621.13	621.32
D	25+21.50	16.25	621.10	621.32
E	25+31.50	16.25	621.01	621.24
F	25+41.50	16.25	620.84	621.09
G	25+51.50	16.25	620.61	620.83
H	25+61.50	16.25	620.32	620.51
I	25+71.50	16.25	619.95	620.10
J	25+81.50	16.25	619.52	619.61
℄ Brg. E. Abut.	25+94.86	16.25	618.84	618.84
Bk. E. Abut.	25+96.83	16.25	618.73	618.73

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+78.81	22.75	620.71	620.71
℄ Brg. W. Abut.	24+80.95	22.75	620.73	620.73
A	24+90.94	22.75	620.85	620.92
B	25+00.94	22.75	620.96	621.09
C	25+10.94	22.75	621.00	621.19
D	25+20.94	22.75	620.98	621.19
E	25+30.94	22.75	620.88	621.12
F	25+40.94	22.75	620.72	620.97
G	25+50.94	22.75	620.50	620.72
H	25+60.94	22.75	620.21	620.40
I	25+70.94	22.75	619.85	620.00
J	25+80.94	22.75	619.42	619.50
℄ Brg. E. Abut.	25+94.30	22.75	618.74	618.74
Bk. E. Abut.	25+96.27	22.75	618.63	618.63

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+78.25	29.25	620.57	620.57
℄ Brg. W. Abut.	24+80.39	29.25	620.60	620.60
A	24+90.38	29.25	620.72	620.78
B	25+00.38	29.25	620.83	620.95
C	25+10.38	29.25	620.87	621.06
D	25+20.38	29.25	620.85	621.06
E	25+30.38	29.25	620.76	621.00
F	25+40.38	29.25	620.61	620.85
G	25+50.38	29.25	620.38	620.60
H	25+60.38	29.25	620.09	620.29
I	25+70.38	29.25	619.74	619.89
J	25+80.38	29.25	619.31	619.40
℄ Brg. E. Abut.	25+93.74	29.25	618.64	618.64
Bk. E. Abut.	25+95.71	29.25	618.54	618.54

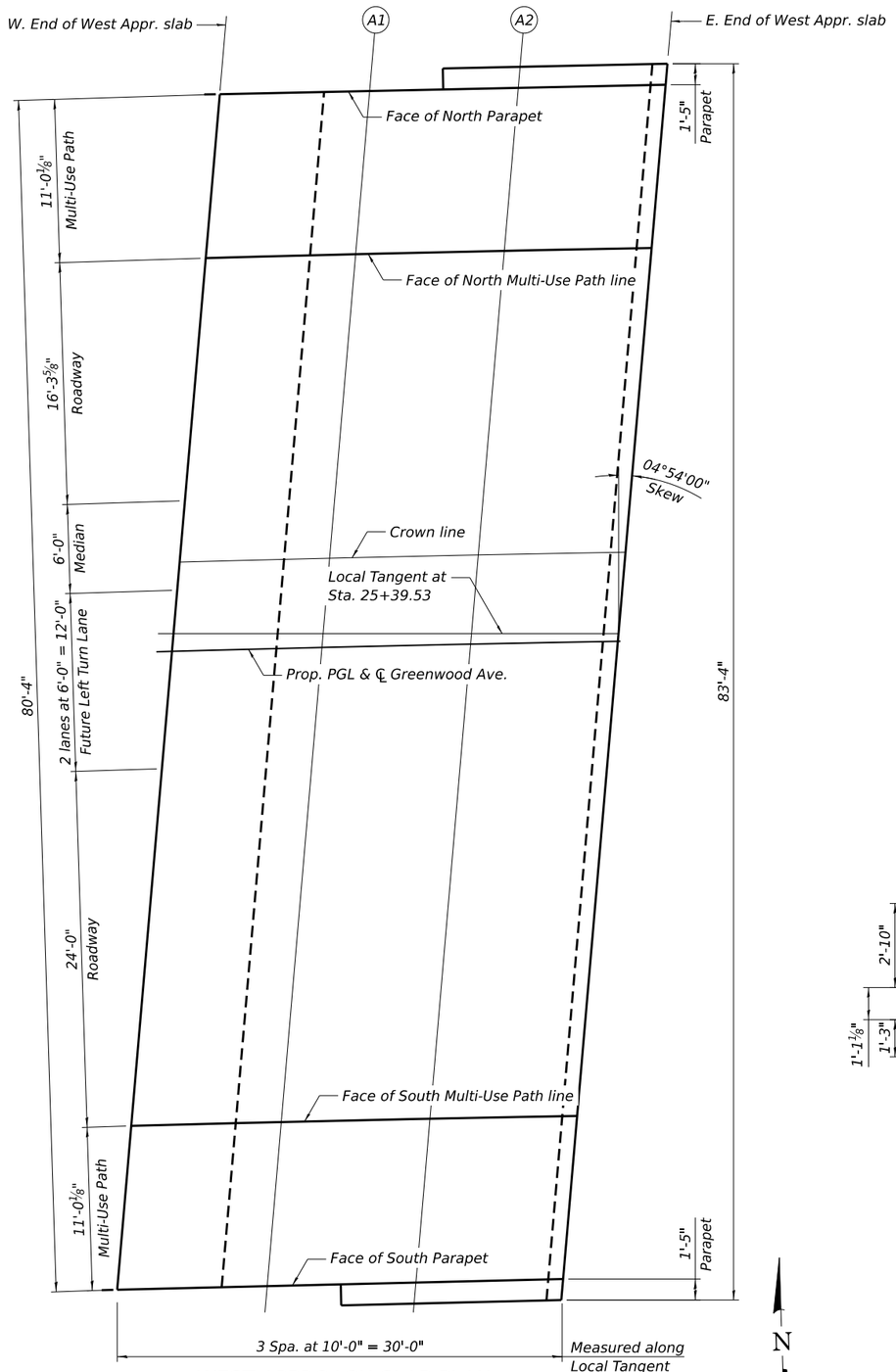
BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+77.70	35.75	620.43	620.43
℄ Brg. W. Abut.	24+79.84	35.75	620.46	620.46
A	24+89.83	35.75	620.58	620.64
B	24+99.83	35.75	620.69	620.82
C	25+09.83	35.75	620.74	620.93
D	25+19.83	35.75	620.72	620.93
E	25+29.83	35.75	620.64	620.88
F	25+39.83	35.75	620.49	620.73
G	25+49.83	35.75	620.27	620.49
H	25+59.83	35.75	619.98	620.18
I	25+69.83	35.75	619.63	619.78
J	25+79.83	35.75	619.21	619.30
℄ Brg. E. Abut.	25+93.19	35.75	618.55	618.55
Bk. E. Abut.	25+95.16	35.75	618.44	618.44

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	24+77.14	42.25	620.30	620.30
℄ Brg. W. Abut.	24+79.28	42.25	620.32	620.32
A	24+89.27	42.25	620.44	620.51
B	24+99.27	42.25	620.56	620.69
C	25+09.27	42.25	620.61	620.80
D	25+19.27	42.25	620.60	620.81
E	25+29.27	42.25	620.51	620.75
F	25+39.27	42.25	620.37	620.61
G	25+49.27	42.25	620.15	620.37
H	25+59.27	42.25	619.87	620.06
I	25+69.27	42.25	619.52	619.67
J	25+79.27	42.25	619.10	619.19
℄ Brg. E. Abut.	25+92.63	42.25	618.45	618.45
Bk. E. Abut.	25+94..60	42.25	618.34	618.34

NOTE:
Stations and offsets for the bridge deck are given relative to the Local Tangent.



WEST APPROACH SLAB PLAN

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+55.83	-37.45	620.89
A1	24+65.74	-37.42	621.01
A2	24+75.64	-37.42	621.13
E. End of West Appr. slab	24+85.55	-37.45	621.25

FACE OF NORTH MULTI-USE PATH LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+54.61	-26.43	620.88
A1	24+64.55	-26.44	620.99
A2	24+74.49	-26.46	621.11
E. End of West Appr. slab	24+84.43	-26.47	621.23

CROWN LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+52.32	-6.00	620.84
A1	24+62.33	-6.00	620.97
A2	24+72.33	-6.00	621.09
E. End of West Appr. slab	24+82.33	-6.00	621.21

LOCAL TANGENT LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+51.78	-1.18	620.84
A1	24+61.77	-0.93	620.96
A2	24+71.77	-0.71	621.08
E. End of West Appr. slab	24+81.77	-0.51	621.20

PGL GREENWOOD AVE.

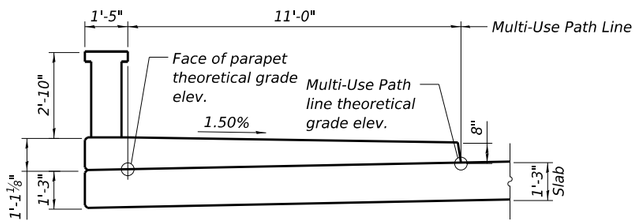
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+51.65	0.00	620.84
A1	24+61.67	0.00	620.96
A2	24+71.69	0.00	621.08
E. End of West Appr. slab	24+81.71	0.00	621.20

FACE OF SOUTH MULTI-USE PATH LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+48.01	31.91	620.79
A1	24+58.13	31.92	620.92
A2	24+68.25	31.93	621.04
E. End of West Appr. slab	24+78.37	31.93	621.16

FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. slab	24+46.73	42.92	620.78
A1	24+56.89	42.95	620.91
A2	24+67.05	42.95	621.02
E. End of West Appr. slab	24+77.21	42.92	621.15



SECTION THRU MULTI-USE PATH

NOTE:
Stations and offsets for approach slabs are given relative to ℄ Greenwood Ave.

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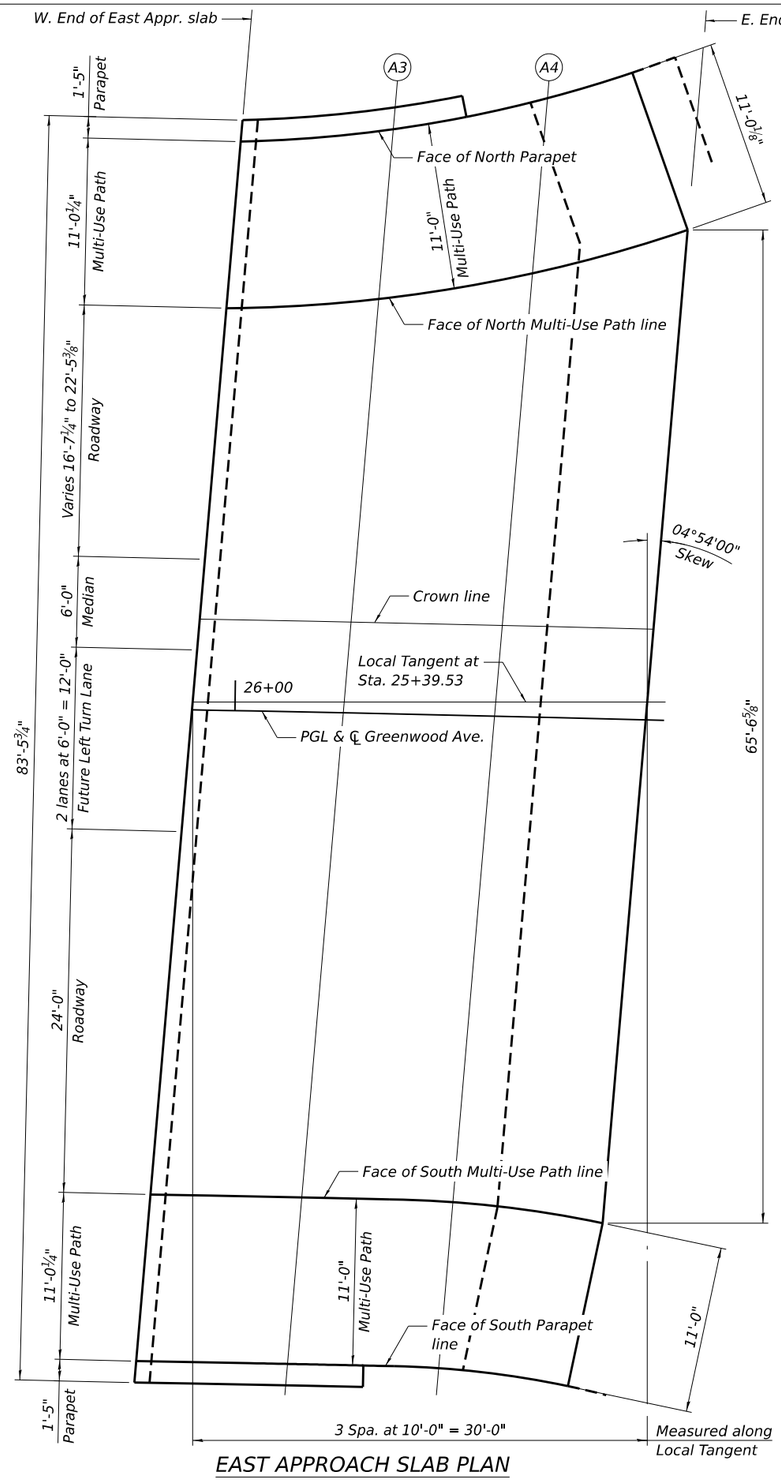
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB LAYOUT & TABLES
STRUCTURE NO. 049-8001
SHEET S-09 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	34
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



EAST APPROACH SLAB PLAN

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+99.70	-37.56	618.90
A3	26+09.63	-38.57	618.31
A4	26+19.64	-40.85	617.73
E. End of East Appr. slab	26+25.12	-42.69	617.42

LOCAL TANGENT LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+97.21	-0.51	619.04
A3	26+07.21	-0.70	618.46
A4	26+17.20	-0.93	617.88
E. End of East Appr. slab	26+27.19	-1.18	617.29

FACE OF NORTH MULTI-USE PATH LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+98.96	-26.54	618.94
A3	26+08.92	-27.35	618.35
A4	26+18.94	-29.27	617.77
E. End of East Appr. slab	26+29.01	-32.40	617.19

PGL GREENWOOD AVE.

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+97.17	0.00	619.04
A3	26+07.16	0.00	618.46
A4	26+17.14	0.00	617.88
E. End of East Appr. slab	26+27.12	0.00	617.30

CROWN LINE

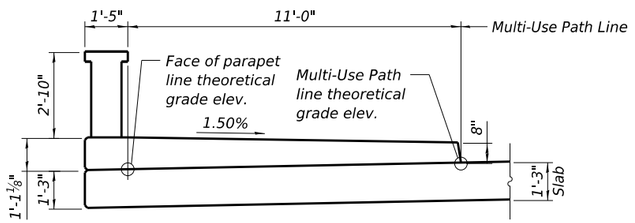
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+97.58	-6.00	619.02
A3	26+07.55	-6.00	618.44
A4	26+17.51	-6.00	617.85
E. End of East Appr. slab	26+27.48	-6.00	617.28

FACE OF SOUTH MULTI-USE PATH LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+94.98	32.03	619.17
A3	26+05.06	32.04	618.58
A4	26+15.14	32.14	618.00
E. End of East Appr. slab	26+25.15	33.28	617.42

FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. slab	25+94.21	43.05	619.21
A3	26+04.33	43.05	618.63
A4	26+14.44	43.11	618.03
E. End of East Appr. slab	26+23.13	44.09	617.53



SECTION THRU MULTI-USE PATH

NOTE:
Stations and offsets for approach slabs are given relative to ℄ Greenwood Ave.

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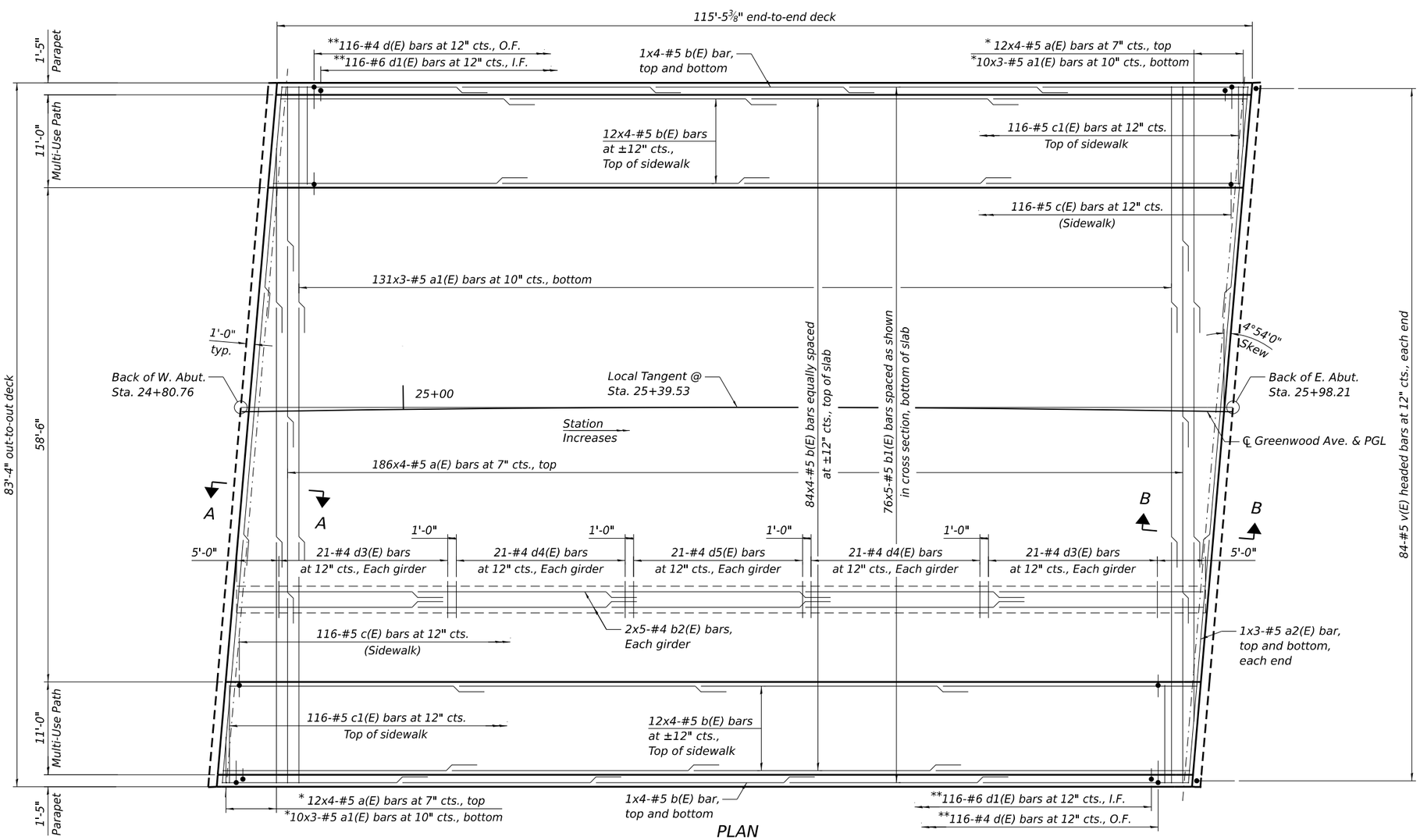
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB LAYOUT & TABLES
STRUCTURE NO. 049-8001
SHEET S-10 OF S-35 SHEETS

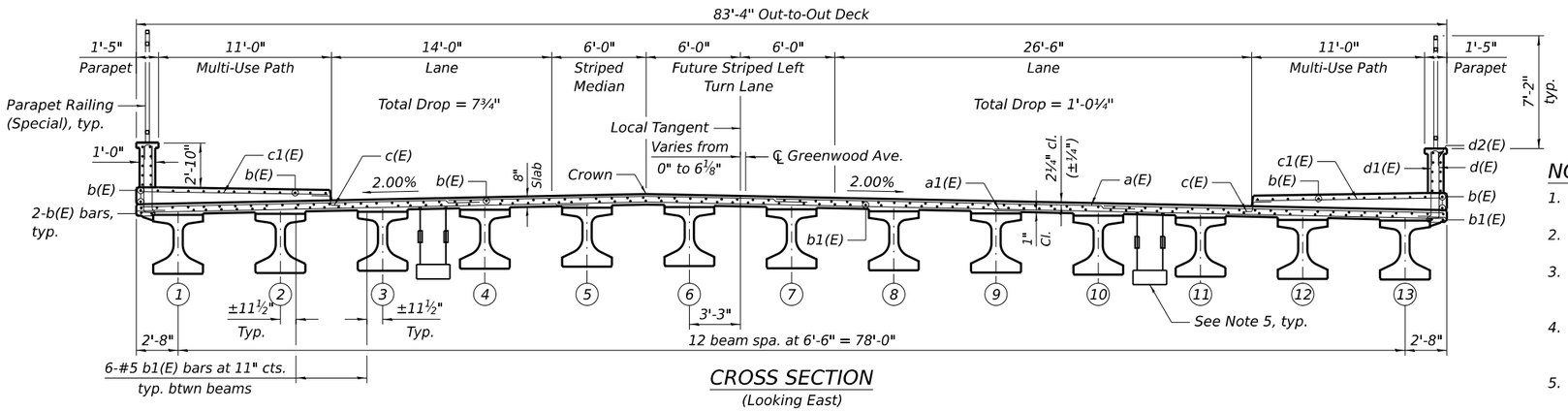
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	35
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"



PLAN



CROSS SECTION
(Looking East)

* Order a(E) and a1(E) bars full length. Cut to fit skew and use reminder of bars in opposite end.

** Bend bar to fit.

NOTES:

1. See Sheet S-13 of S-35 for Section A-A.
2. See Sheet S-14 of S-35 for Section B-B.
3. See Sheet S-15 of S-35 for superstructure details and Bill of Material.
4. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. See Lighting Plans for underpass luminaire details and locations.

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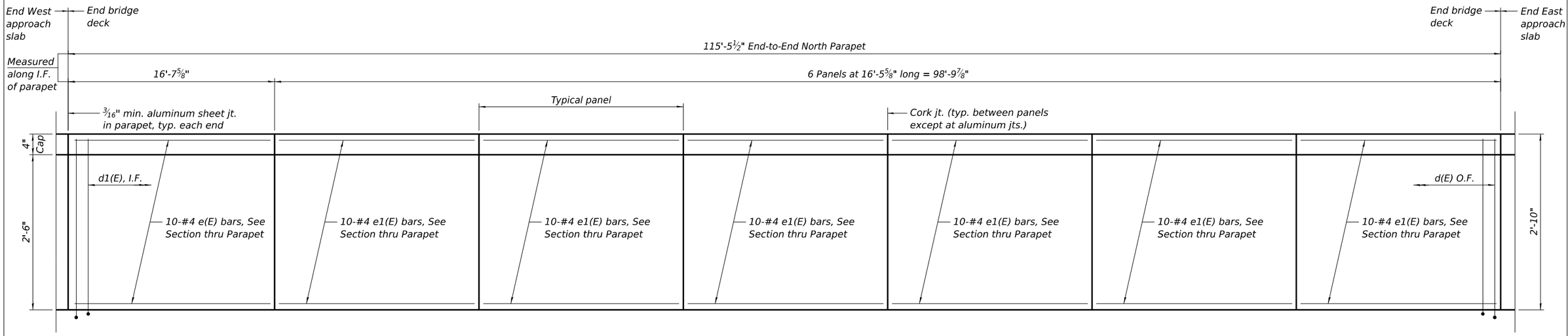
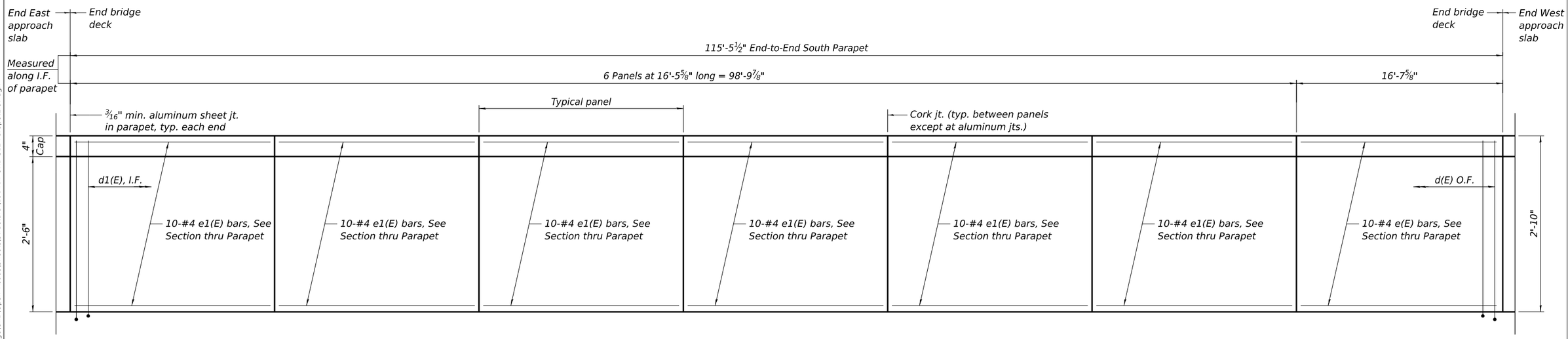
SUPERSTRUCTURE PLAN AND CROSS SECTION
STRUCTURE NO. 049-8001
SHEET S-11 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	36
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF NORTH PARAPET

(Looking North)



INSIDE ELEVATION OF SOUTH PARAPET

(Looking South)

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PARAPET ELEVATIONS
STRUCTURE NO. 049-8001

SHEET S-12 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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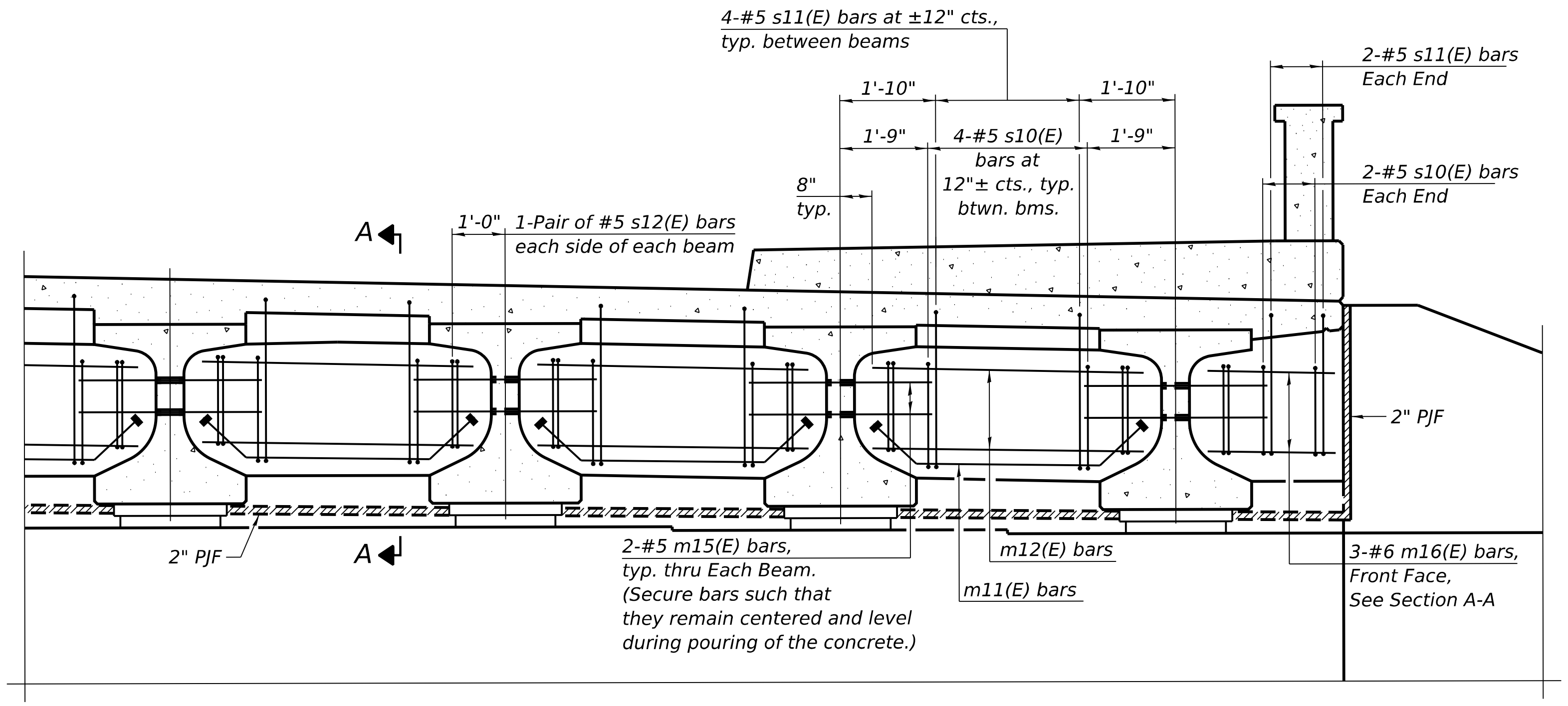
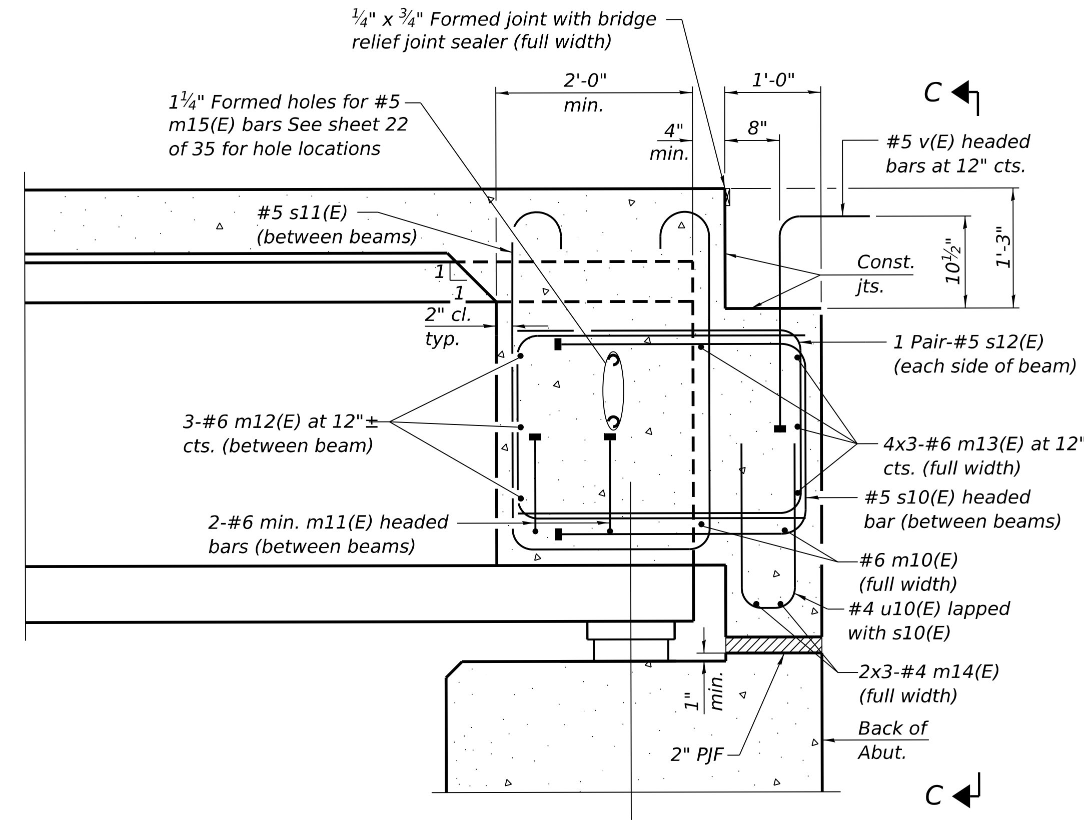
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



DIAPHRAGM AT WEST ABUTMENT

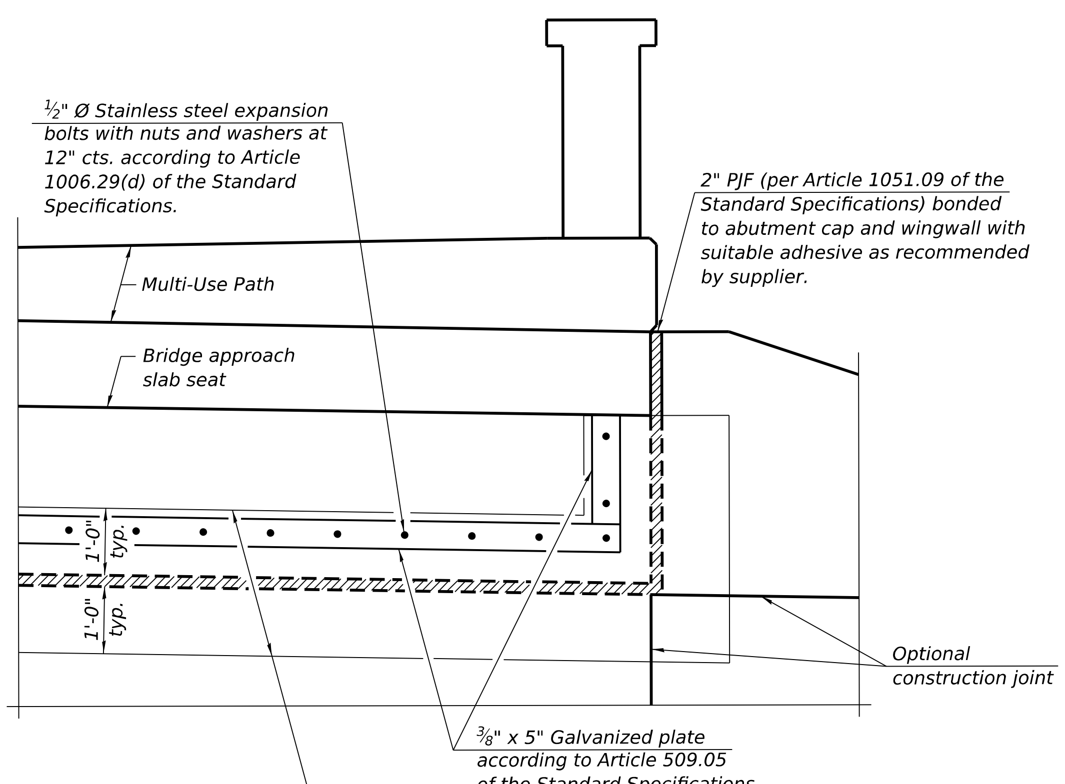


SECTION A-A

(at Rt. ∠'s)

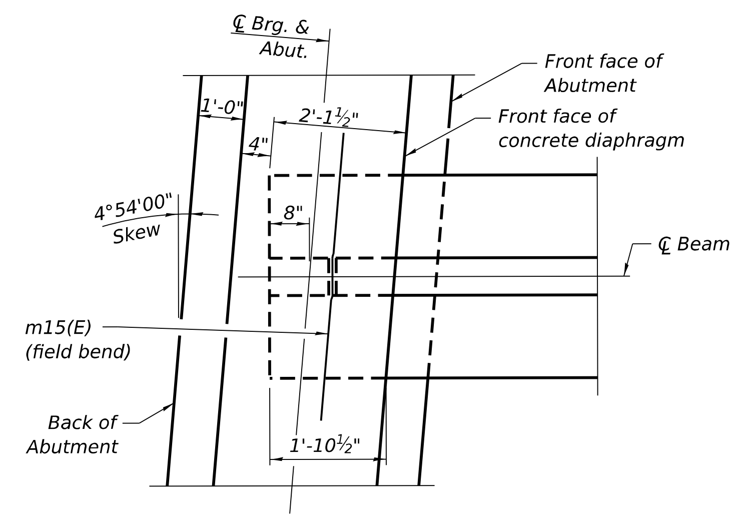
MINIMUM BAR LAP

#4 BAR = 2'-5"
#6 BAR = 3'-7"



Note:
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

VIEW C-C



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

1. See sheet S-15 of S-35 for superstructure details and Bill of Material.
2. The s10(E), s11(E) and s12(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

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STATE OF ILLINOIS
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WEST ABUTMENT DIAPHRAGM
STRUCTURE NO. 049-8001

SHEET S-13 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	38
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

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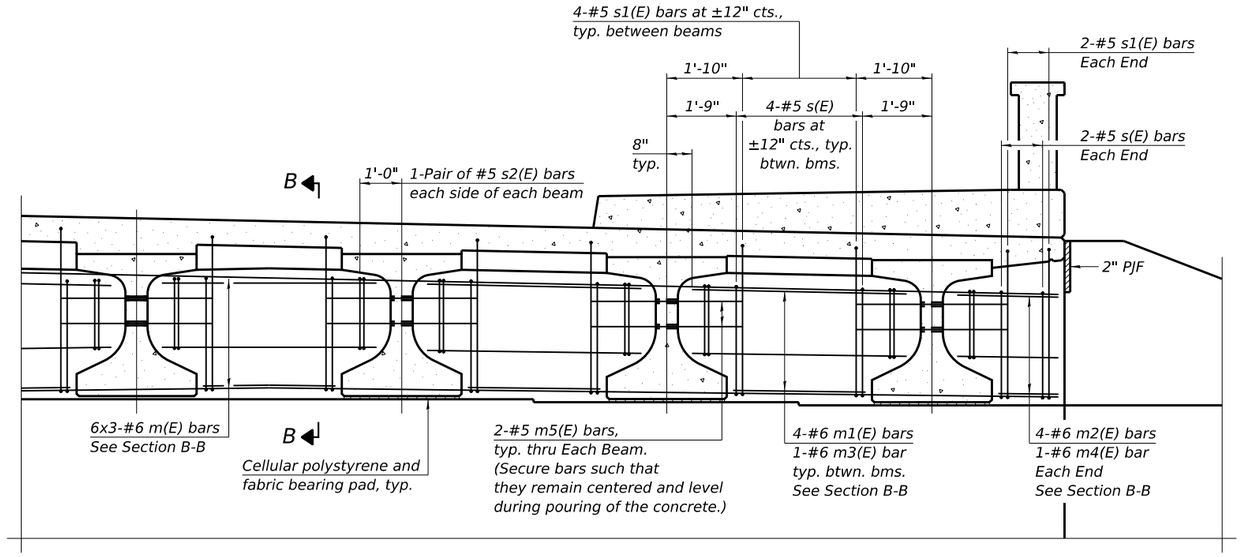
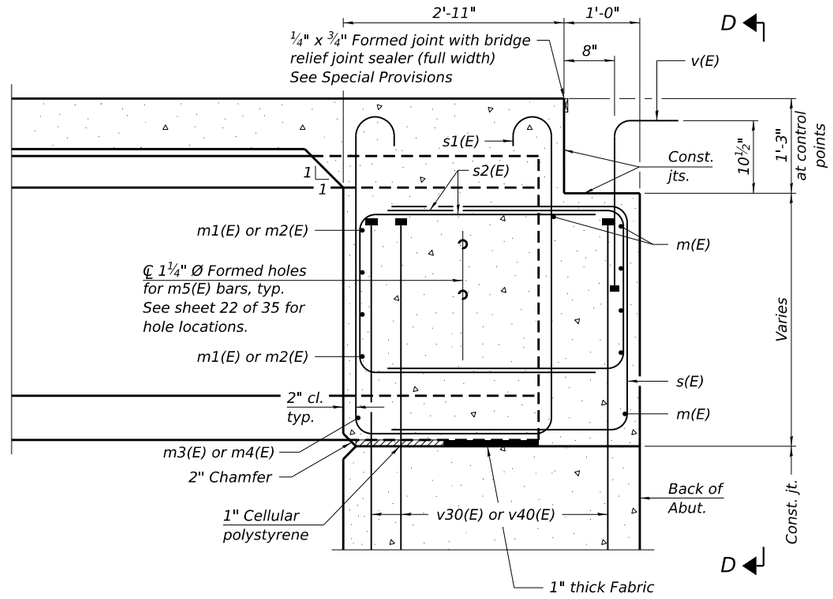
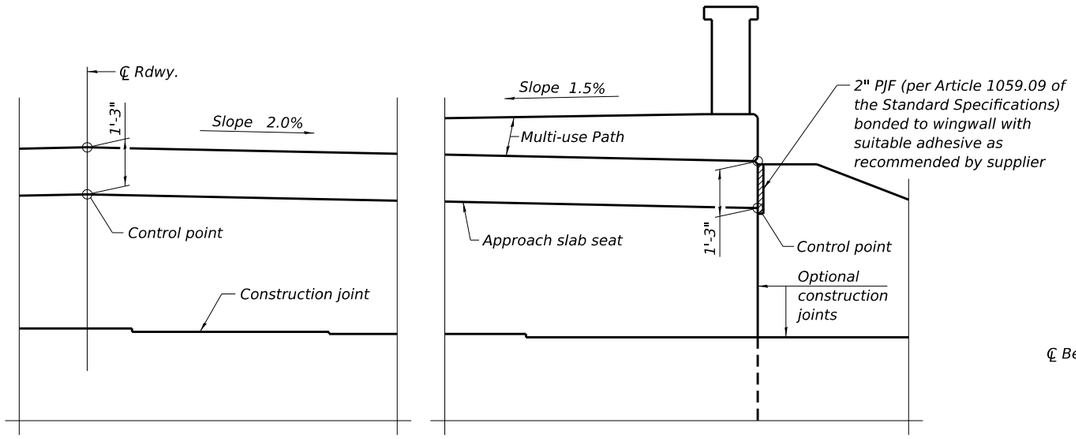


DIAPHRAGM AT EAST ABUTMENT

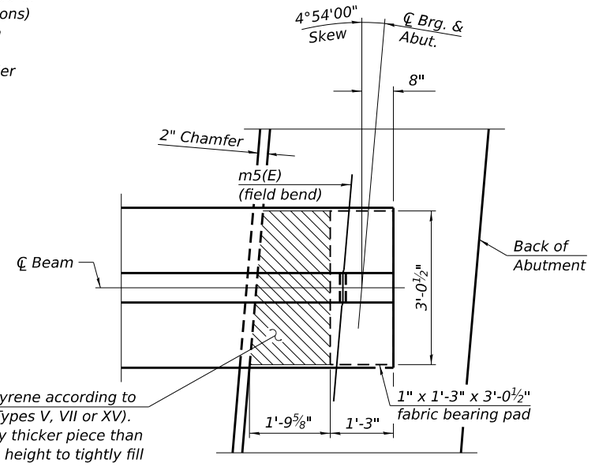


SECTION B-B

(at Rt. ∠'s)



VIEW D-D



Cellular polystyrene according to ASTM C 578 (Types V, VII or XV). Provide slightly thicker piece than measured gap height to tightly fill the hatched area shown between abutment cap and bottom of beam.

PLAN AT ABUTMENT

(Showing bottom flange of beam)

MINIMUM BAR LAP

#6 BAR = 3'-7"

Notes:

1. See sheet S-15 of S-35 for superstructure details and Bill of Material.
2. The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
3. The approach slab seat shall have a constant slope determined from the control points shown.
4. Cost of cellular polystyrene is included with Concrete Superstructure.

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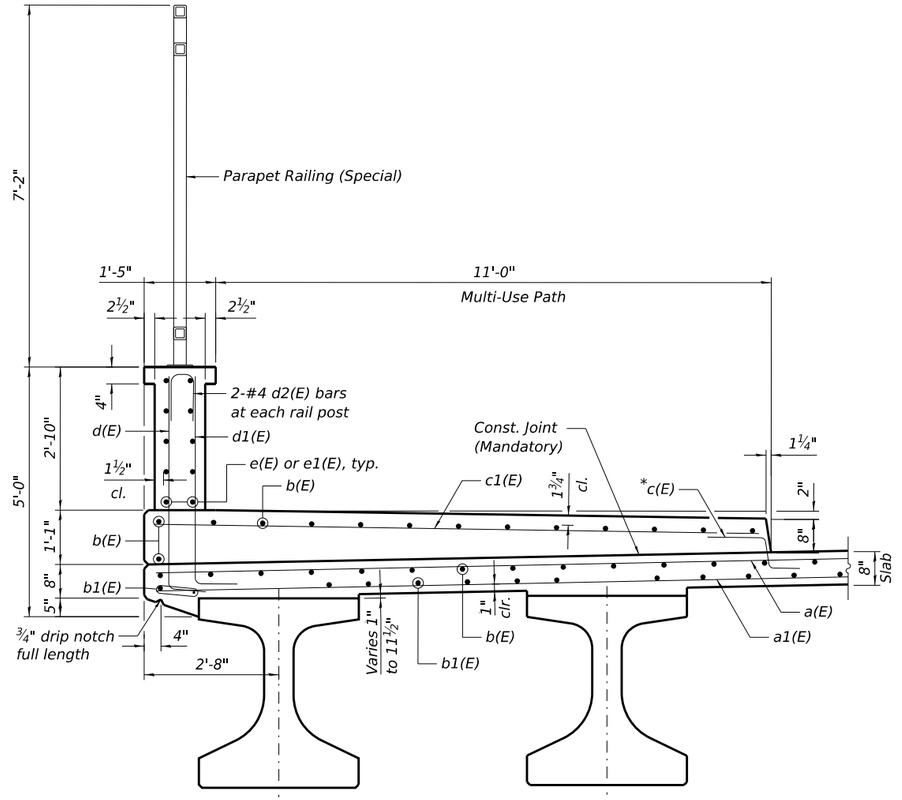
EAST ABUTMENT DIAPHRAGM
STRUCTURE NO. 049-8001

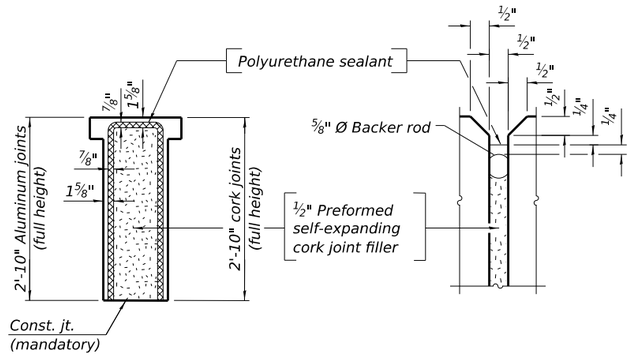
SHEET S-14 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	39
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

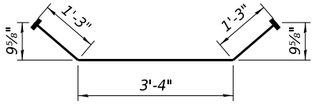
* *In lieu of bottom leg, c(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".*



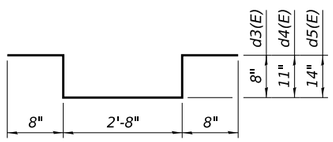
SECTION THRU PARAPET



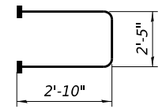
PARAPET JOINT DETAILS



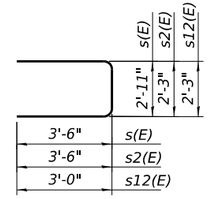
BAR m11(E)
(Headed 24-#6 Bar Terminators)



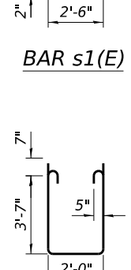
BARS d3(E), d4(E) & d5(E)



BARS s10(E)

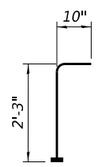


BARS s(E), s2(E), & s12(E)

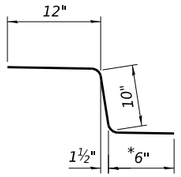


BAR s1(E)

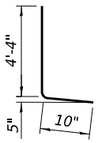
BAR s11(E)



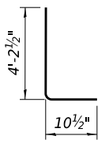
BAR v(E)
(Headed 168-#5 Bar Terminators)



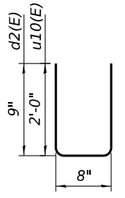
BAR c(E)



BAR d(E)



BAR d1(E)



BAR d2(E) & u10(E)

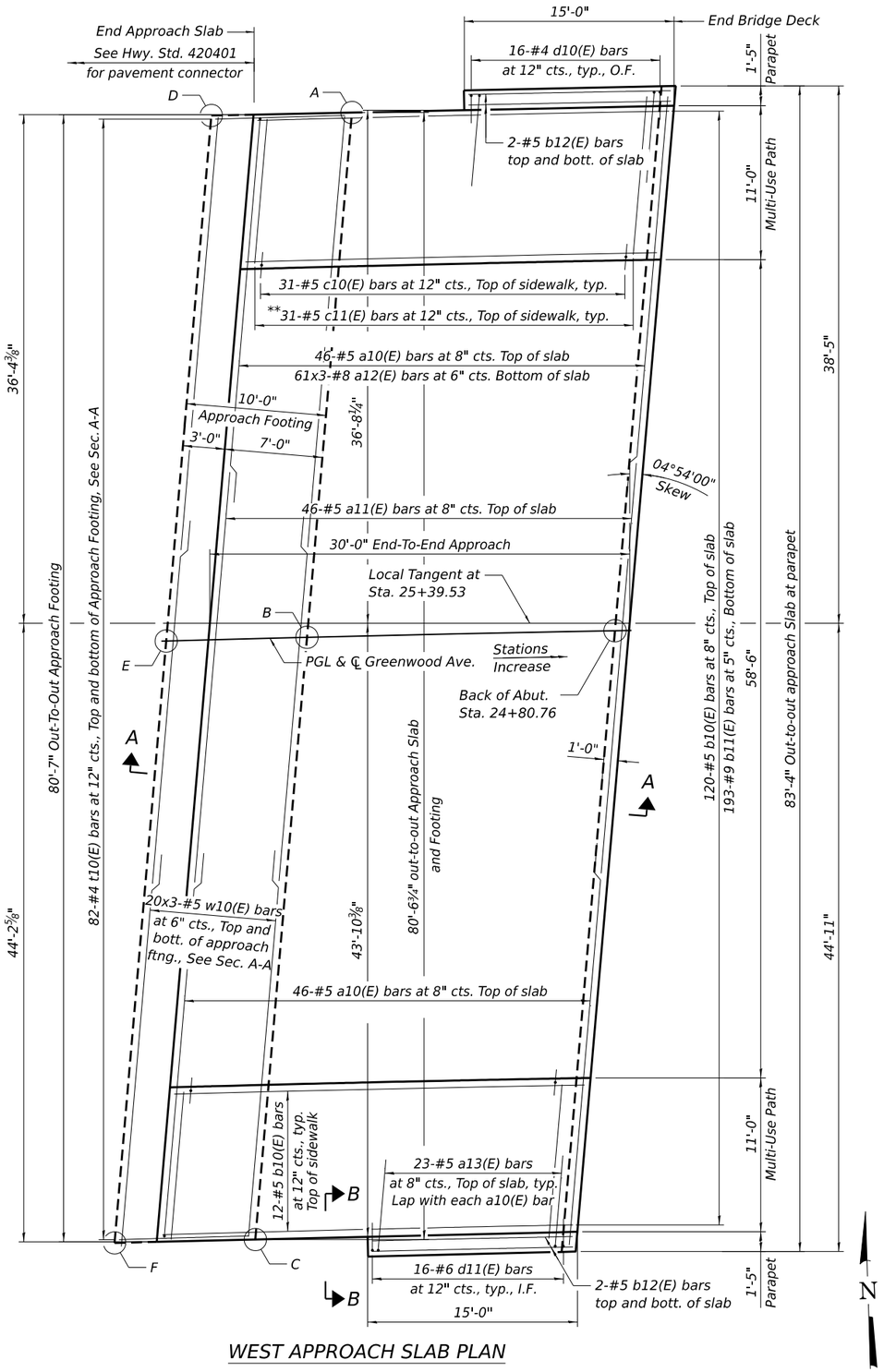
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	792	#5	23'-8"	
a1(E)	423	#5	30'-3"	
a2(E)	12	#5	30'-4"	
b(E)	440	#5	31'-8"	
b1(E)	380	#5	26'-6"	
b2(E)	130	#4	25'-4"	
c(E)	232	#5	2'-4"	
c1(E)	232	#5	12'-1"	
d(E)	232	#4	5'-2"	
d1(E)	232	#6	5'-1"	
d2(E)	68	#4	2'-2"	
d3(E)	546	#4	5'-4"	
d4(E)	546	#4	5'-10"	
d5(E)	273	#4	6'-4"	
e(E)	20	#4	16'-3"	
e1(E)	120	#4	16'-2"	
m(E)	18	#6	30'-6"	
m1(E)	48	#6	5'-7"	
m2(E)	8	#6	1'-11"	
m3(E)	12	#6	3'-2"	
m4(E)	2	#6	0'-11"	
m5(E)	26	#5	3'-8"	
m10(E)	6	#6	30'-6"	
m11(E)	24	#6	5'-10"	
m12(E)	36	#6	5'-2"	
m13(E)	12	#6	30'-6"	
m14(E)	6	#4	29'-9"	
m15(E)	26	#5	6'-7"	
m16(E)	6	#6	1'-11"	
s(E)	52	#5	9'-11"	
s1(E)	52	#5	11'-8"	
s2(E)	52	#5	9'-3"	
s10(E)	52	#5	8'-1"	
s11(E)	52	#5	10'-4"	
s12(E)	52	#5	8'-3"	
u10(E)	52	#4	4'-8"	
v(E)	168	#5	3'-1"	
Concrete Superstructure		Cu. Yd.	450.0	
Bridge Deck Grooving		Sq. Yd.	1,114	
Protective Coat		Sq. Yd.	1,748	
Reinforcement Bars, Epoxy Coated		Pound	80,280	

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

NOTES:

1. *The 3/16" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.*
2. *The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.*
3. *Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.*
4. *Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.*



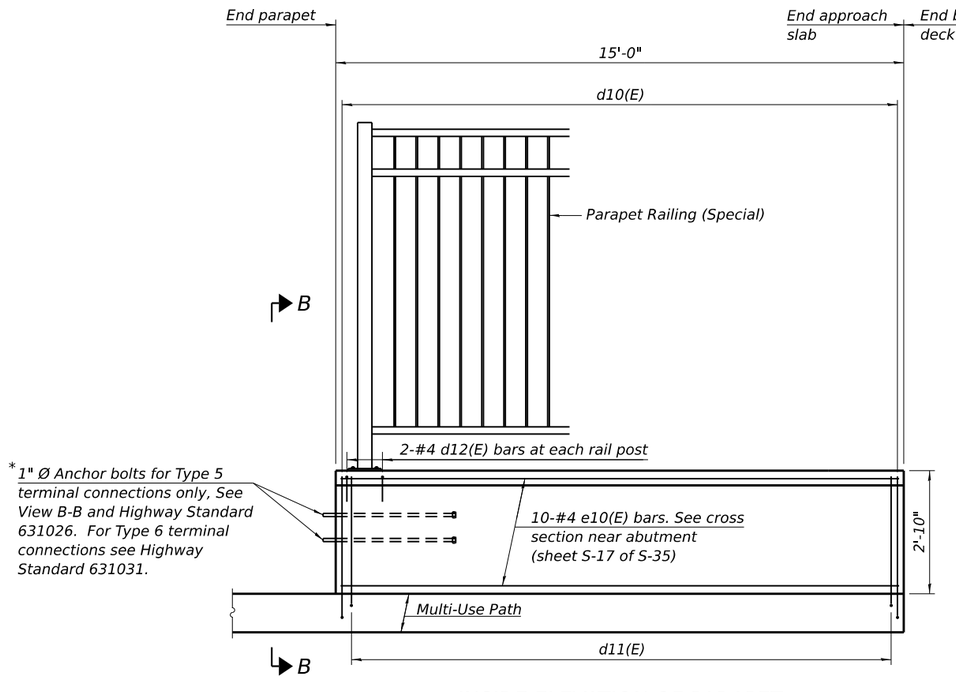
WEST APPROACH SLAB PLAN

*Cost included with Concrete Superstructure (Approach Slab).

**Cut to fit.

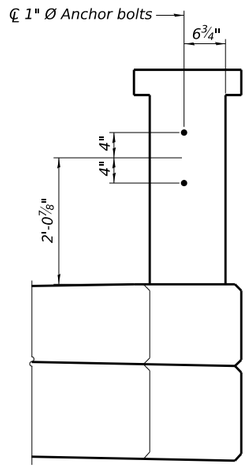
NOTE:

1. For Section A-A, Cross Sections, Notes and Bill of Material, see Sheet S-17.



INSIDE ELEVATION OF PARAPET

(Northwest parapet shown, Southwest parapet similar)



VIEW B-B

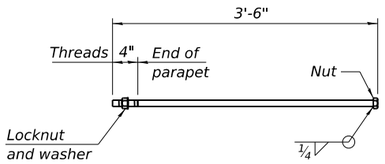
(Rebars not shown for clarity)

MIN. BAR LAP

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

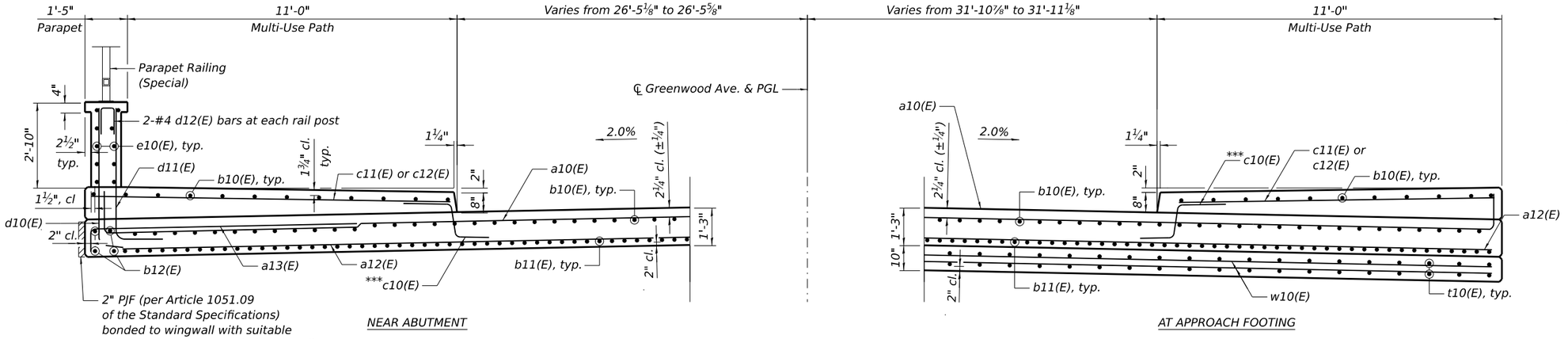
TOP AND BOTTOM ELEVATIONS FOR WEST APPROACH FOOTING

Point/Location	Station	Offset	Top	Bottom
A - NE	24+62.79	37.43' Lt.	619.72	618.89
B - E CL	24+58.69	0.00'	619.68	618.84
C - SE	24+53.87	42.94' Rt.	619.61	618.78
D - NW	24+52.85	37.47' Lt.	619.60	618.77
E - W CL	24+48.63	0.00'	619.55	618.72
F - SW	24+43.68	42.90' Rt.	619.49	618.66



* 1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

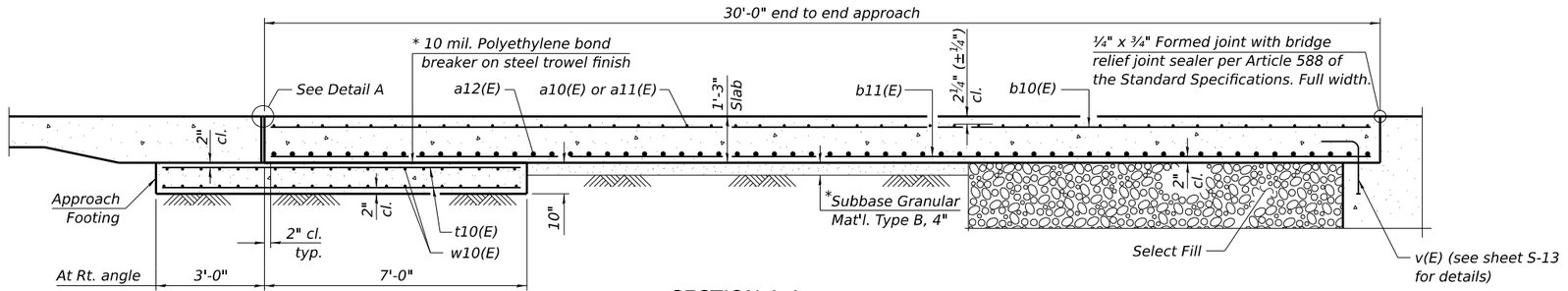


CROSS SECTION
(Looking East)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations.

*** In lieu of bottom leg, c10(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".

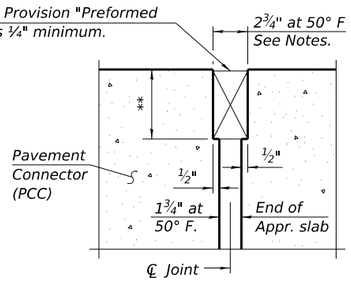


SECTION A-A

NOTES:

1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
6. Cost of excavation for approach footing included with Concrete Structures.
7. Select Fill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

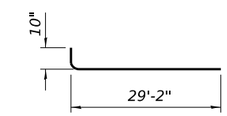
* Expansion joint. See Special Provision "Preformed Pavement Joint Seal". Recess ¼" minimum. Run out to out of curb



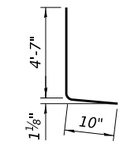
DETAIL A
(at Rt. ∠'s)

WEST APPROACH BILL OF MATERIAL

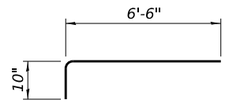
Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-0"	
a11(E)	46	#5	30'-0"	
a12(E)	183	#8	30'-1"	
a13(E)	46	#5	7'-4"	
b10(E)	147	#5	29'-8"	
b11(E)	196	#9	29'-8"	
b12(E)	8	#5	14'-8"	
c10(E)	62	#5	2'-4"	
c11(E)	62	#5	12'-1"	
d10(E)	32	#4	5'-2"	
d11(E)	32	#6	5'-5"	
d12(E)	16	#4	2'-2"	
e10(E)	20	#4	14'-8"	
t10(E)	164	#4	9'-8"	
w10(E)	120	#5	29'-3"	
Concrete Superstructure			Cu. Yd.	25.9
Concrete Superstructure (Approach Slab)			Cu. Yd.	114.5
Concrete Structures			Cu. Yd.	25.3
Reinforcement Bars, Epoxy Coated			Pound	50,060



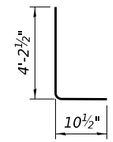
BAR a10(E)



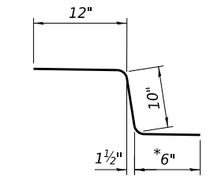
BAR d10(E)



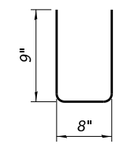
BAR a13(E)



BAR d11(E)



BAR c10(E)



BAR d12(E)

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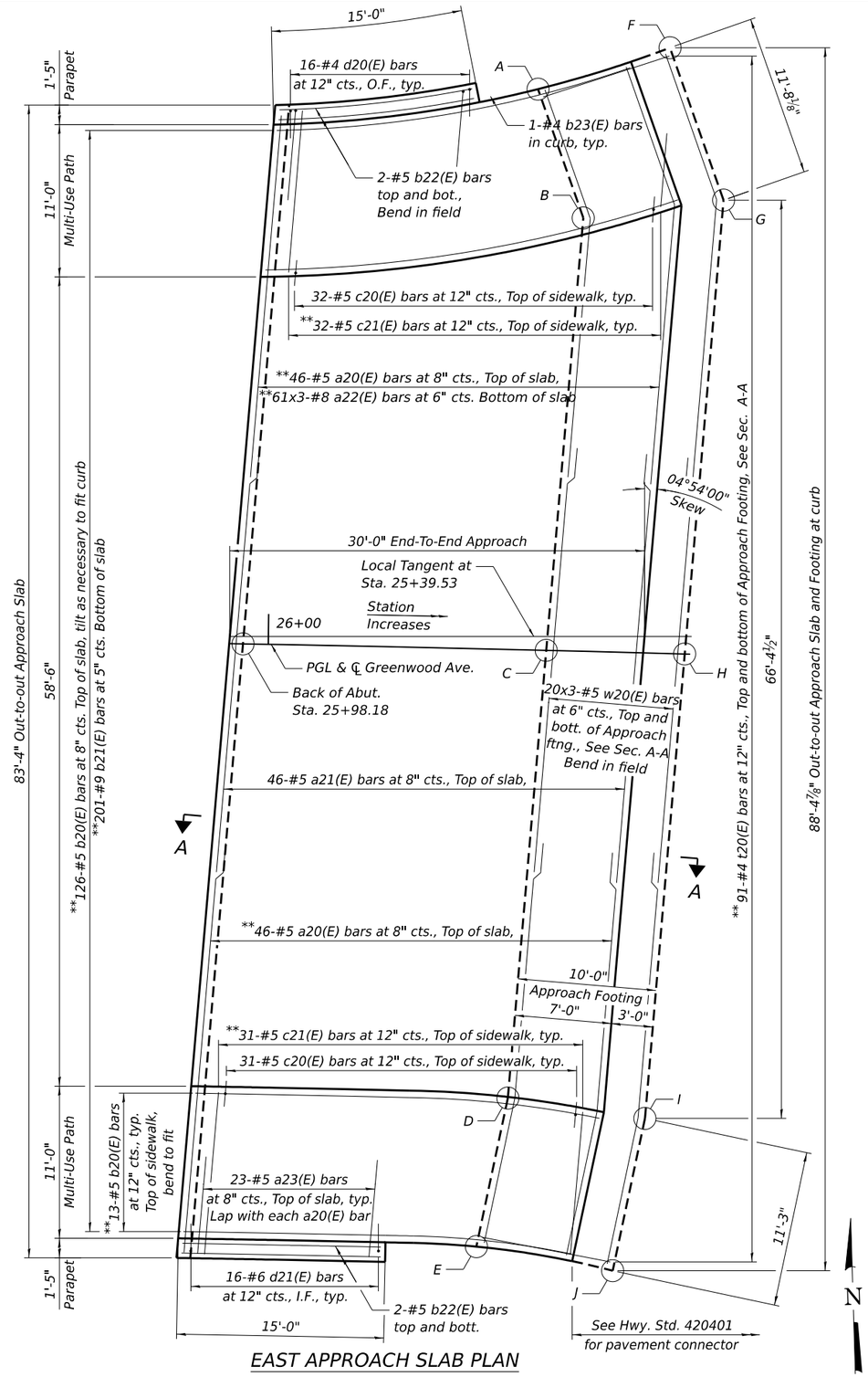
PLOT DATE =	CHECKED - BLB	REVISED -

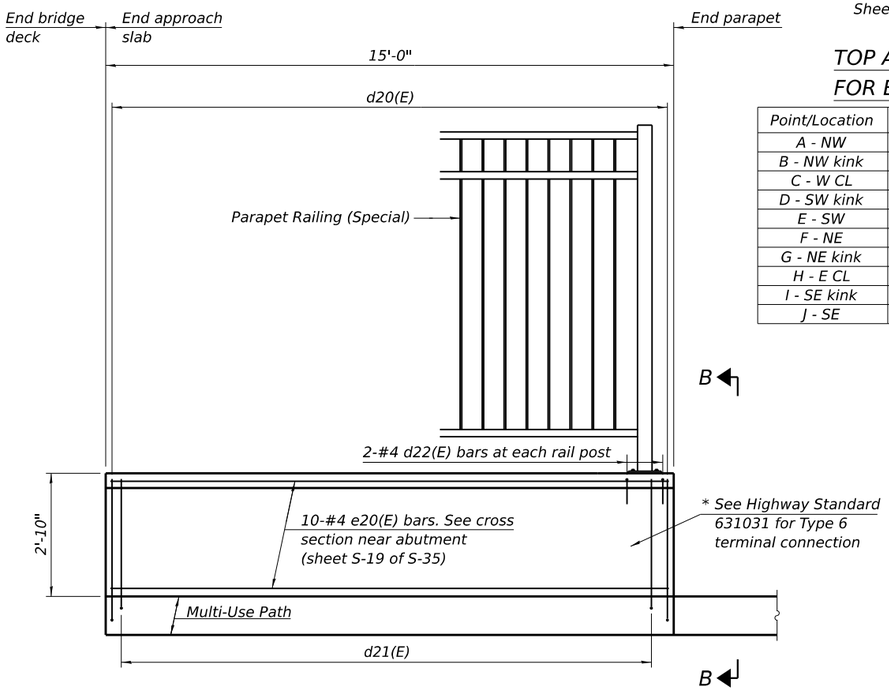
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB SECTIONS AND DETAILS
STRUCTURE NO. 049-8001
SHEET S-17 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	42
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



EAST APPROACH SLAB PLAN



INSIDE ELEVATION OF PARAPET

(Northeast parapet shown, Southeast parapet similar)

NOTE:

1. For Sections A-A, Cross Section, Notes, Bill of Material and Inside Elevation of parapets, see Sheet S-19.

TOP AND BOTTOM ELEVATIONS FOR EAST APPROACH FOOTING

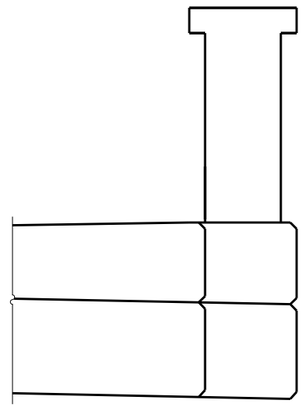
Point/Location	Station	Offset	Top	Bottom
A - NW	26+18.54	40.54' Lt.	616.55	615.72
B - NW kink	26+22.00	31.31' Lt.	616.34	615.51
C - W CL	26+20.11	0.00'	616.46	615.63
D - SW kink	26+18.12	32.43' Rt.	616.57	615.74
E - SW	26+16.08	43.21' Rt.	616.69	615.85
F - NE	26+27.88	43.78' Lt.	616.00	615.17
G - NE kink	26+32.01	32.88' Lt.	615.76	614.93
H - E CL	26+30.13	0.00'	615.88	615.04
I - SE kink	26+28.17	33.64' Rt.	615.99	615.16
J - SE	26+26.11	44.71' Rt.	616.10	615.27

MIN. BAR LAP

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

*Cost included with Concrete Superstructure (Approach Slab).

**Cut to fit.



VIEW B-B

(Rebars not shown for clarity)

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PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB PLAN
STRUCTURE NO. 049-8001
SHEET S-18 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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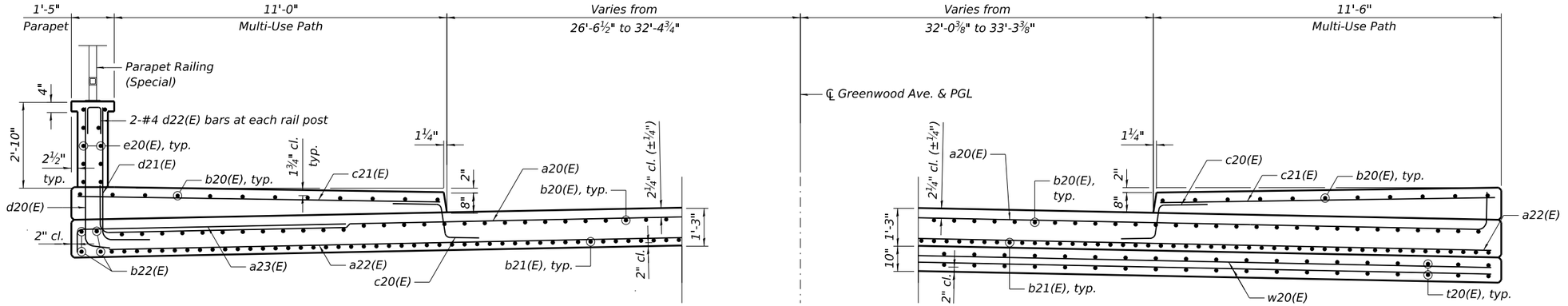
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



NEAR ABUTMENT

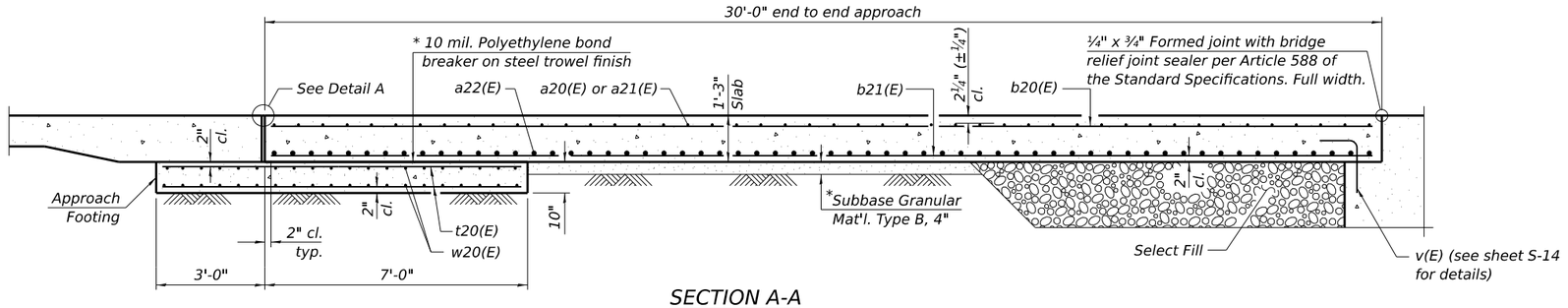
AT APPROACH FOOTING

CROSS SECTION
(Looking Upstation)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations.

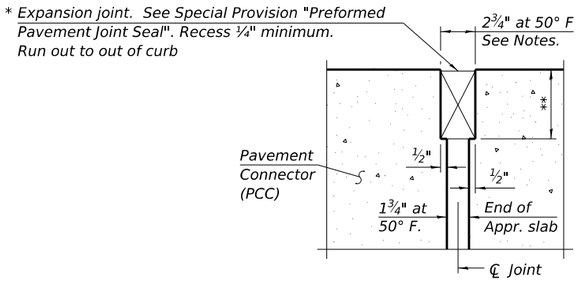
*** In lieu of bottom leg, c20(E) bars may be drilled and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



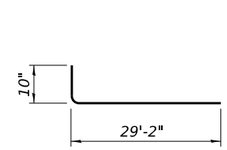
SECTION A-A

NOTES:

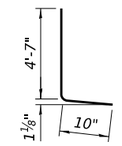
1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach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



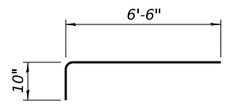
DETAIL A
(at Rt. ∠'s)



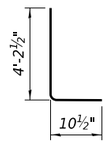
BAR a20(E)



BAR d20(E)



BAR a23(E)



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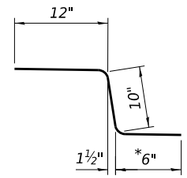
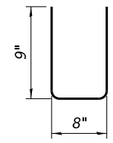


BAR c20(E)



BAR d22(E)

EAST APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	92	#5	30'-0"	
a21(E)	46	#5	35'-0"	
a22(E)	183	#8	32'-2"	
a23(E)	46	#5	7'-4"	
b20(E)	152	#5	29'-8"	
b21(E)	201	#9	29'-8"	
b22(E)	8	#5	14'-10"	
b23(E)	2	#4	14'-8"	
c20(E)	63	#5	2'-4"	
c21(E)	63	#5	12'-1"	
d20(E)	32	#4	5'-2"	
d21(E)	32	#6	5'-5"	
d22(E)	16	#4	2'-2"	
e20(E)	20	#4	14'-8"	
t20(E)	182	#4	9'-8"	
w20(E)	120	#5	32'-2"	
Concrete Superstructure		Cu. Yd.	26.2	
Concrete Superstructure (Approach Slab)		Cu. Yd.	117.0	
Concrete Structures		Cu. Yd.	26.6	
Reinforcement Bars, Epoxy Coated		Pound	52,490	

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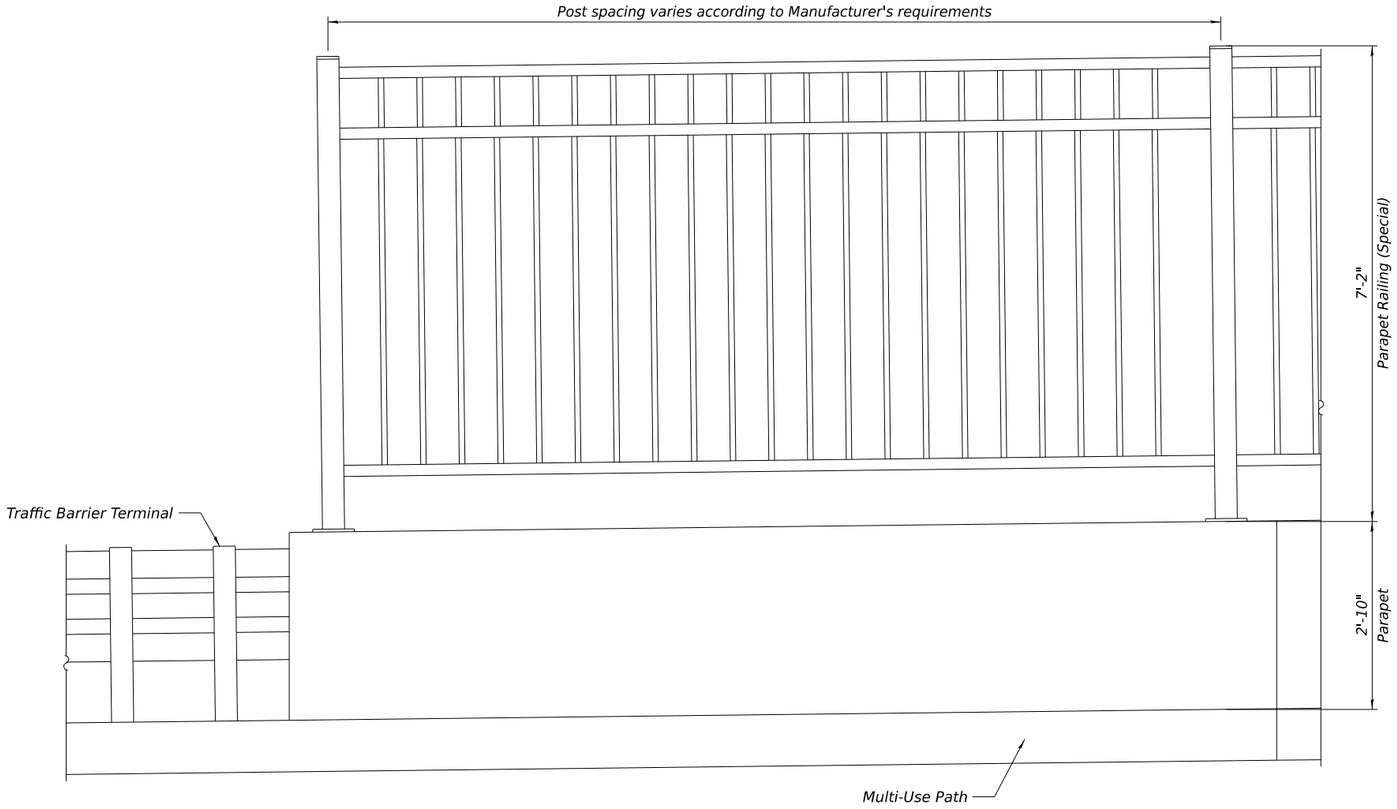
PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

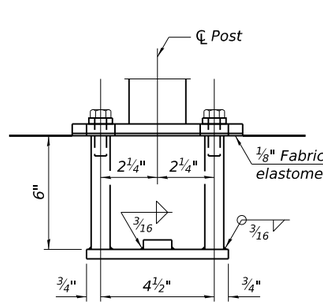
EAST APPROACH SLAB SECTIONS AND DETAILS
STRUCTURE NO. 049-8001

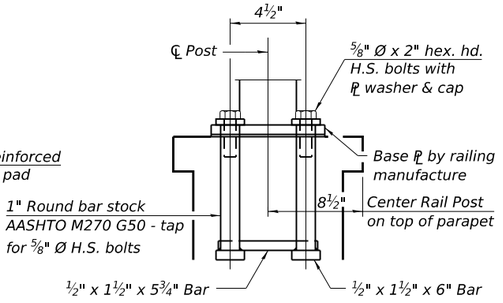
SHEET S-19 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	44
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



TYPICAL ELEVATION





ANCHORAGE ASSEMBLY

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Total
Parapet Railing (Special)	Ft	291

NOTES:

1. Color of railing elements shall be matte black.
2. Rail sizes, member spacing or configuration may vary according to manufacturer's requirements. Base plates and anchorage assemblies may be adjusted accordingly.
3. Railings shall comply with the geometric requirements of the latest AASHTO LRFD Bridge Design Specifications, and shall be designed for the pedestrian live loading specified by AASHTO, except loads in the transverse and vertical directions need not be applied simultaneously.
4. Contractor shall install black plastic caps to cover each exposed nut (4 per post). Cost included with Parapet Railing, Special.
5. Contractor shall submit a proposed post layout for approval along with shop drawings for the railing. Posts shall be spaced to avoid parapet joints, while maintaining as uniform a spacing as possible. Maximum post spacing = 8'-0".
6. Post anchorage hardware shall be Stainless Steel in accordance with Article 1006.31.

MODEL: Default
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DEPARTMENT OF TRANSPORTATION

PARAPET RAILING SPECIAL DETAILS
STRUCTURE NO. 049-8001
SHEET S-20 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	45
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

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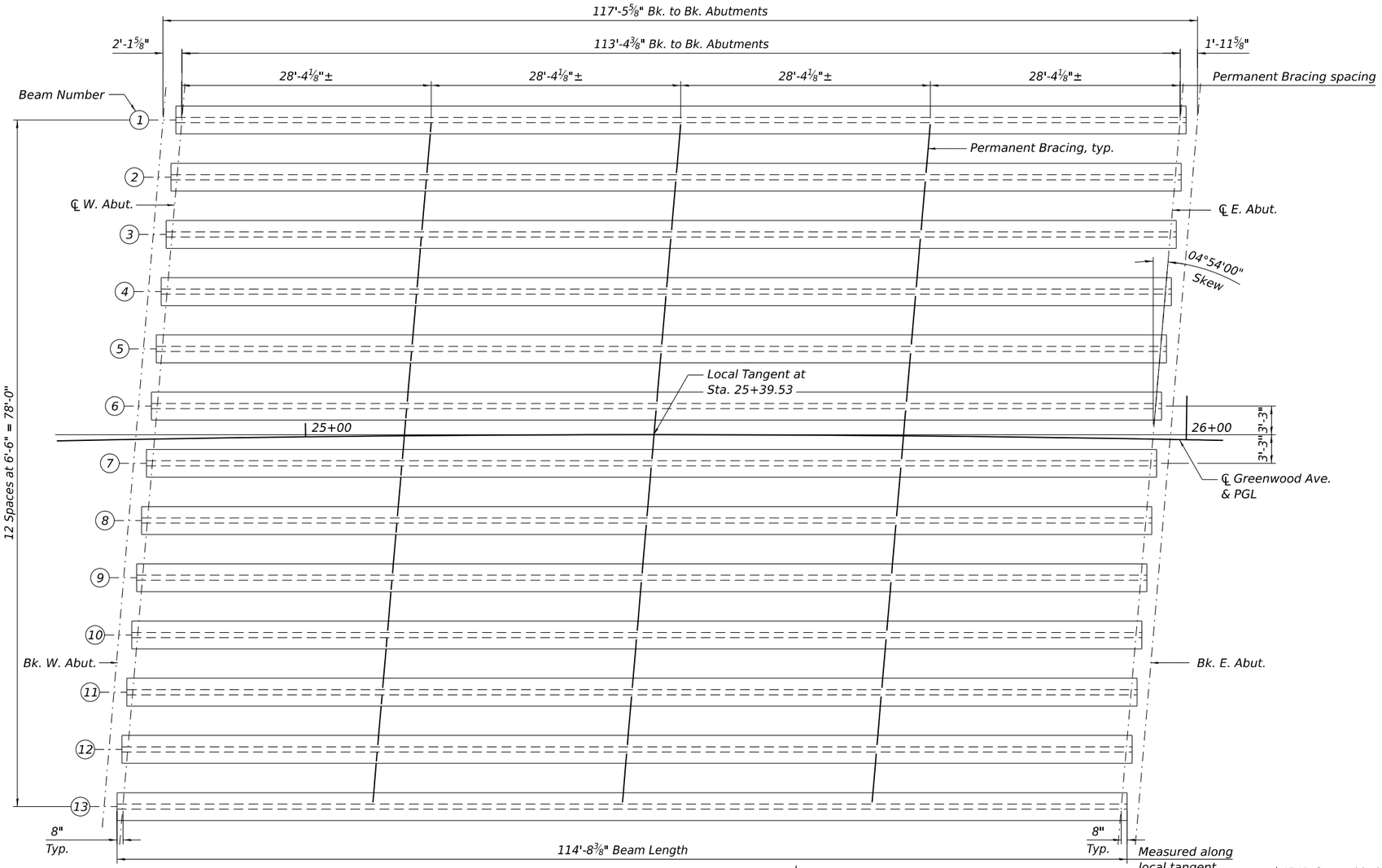
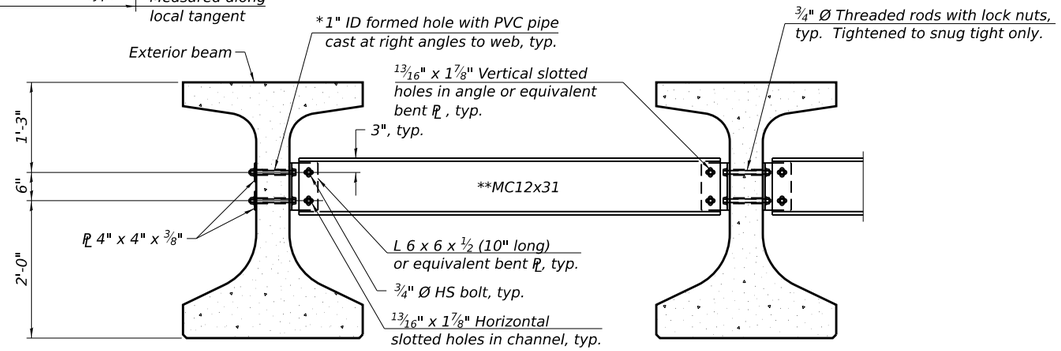


FRAMING PLAN

N



PERMANENT BRACING DETAILS
FOR IL45 BEAMS

Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 15/16" Ø unless otherwise noted.

5/16" x 3" x 3" plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

∗ *Fabricator shall locate to miss strands within permissible tolerances.*

**Alternate MC12x35 channels are permitted to facilitate material acquisition.*

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DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 049-8001
SHEET S-21 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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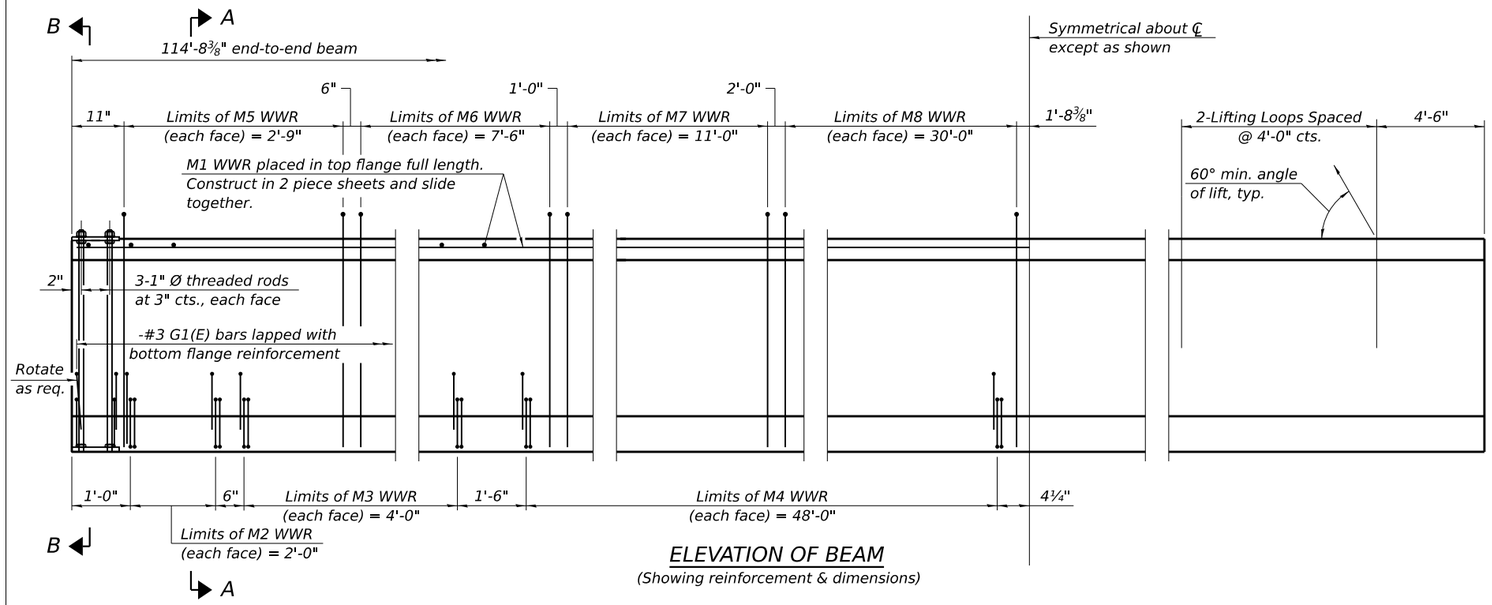
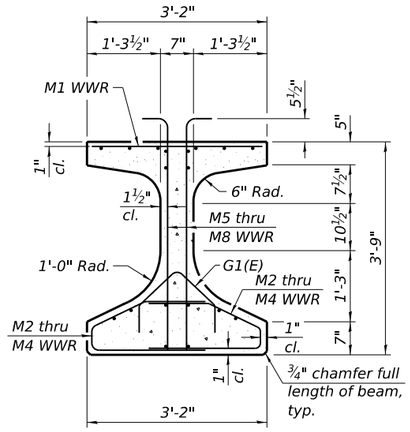
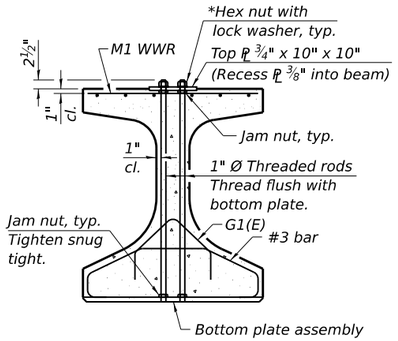
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



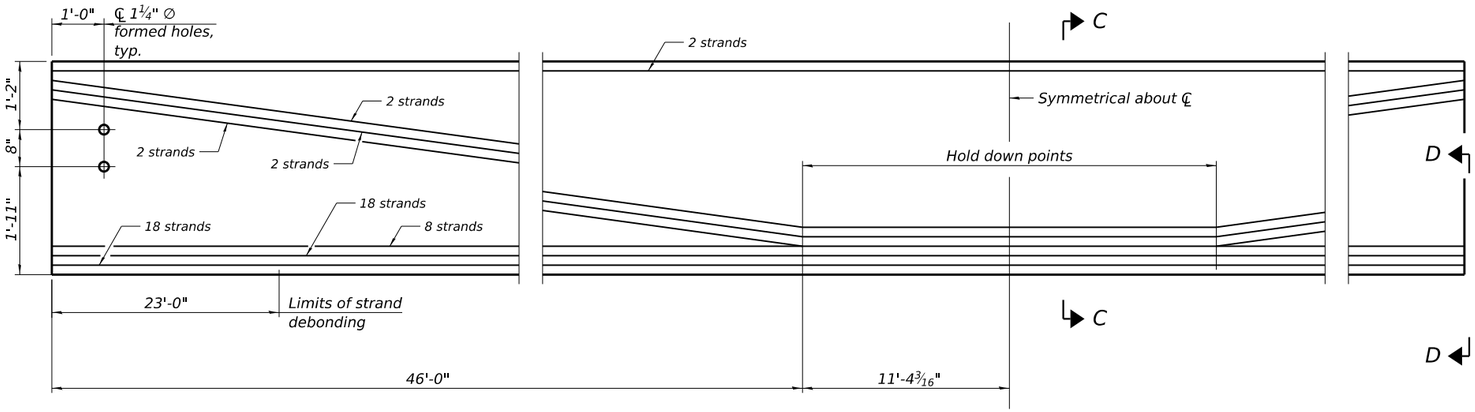
ELEVATION OF BEAM
(Showing reinforcement & dimensions)



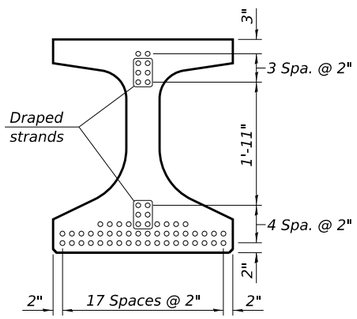
SECTION A-A



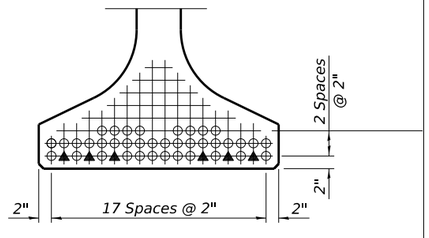
SECTION B-B
* Only tighten sufficiently to compress lock washers



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C
(52-0.6" Ø 270 ksi strands)



VIEW D-D

○ *Fully bonded strand*

▲ *Partially debonded strand*

Note:
See sheet S-23 of S-35 for additional details and Bill of Material.

MODEL: Default
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DEPARTMENT OF TRANSPORTATION

IL45 BEAM
STRUCTURE NO. 049-8001
SHEET S-22 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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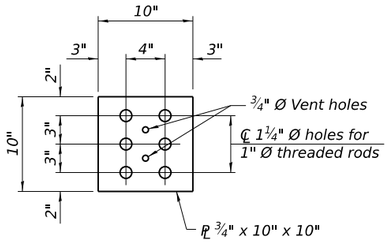
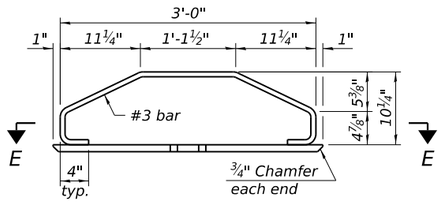
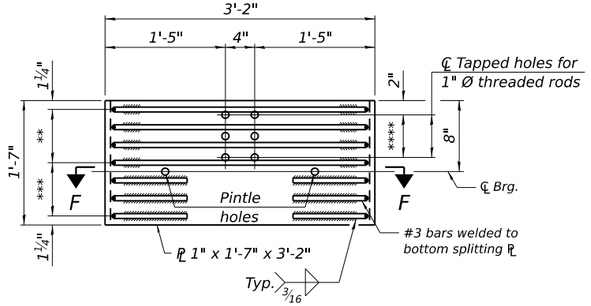
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



PLAN - TOP PLATE



ELEVATION - BOTTOM PLATE ASSEMBLY

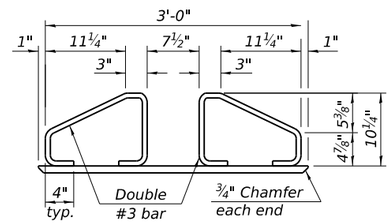


SECTION E-E

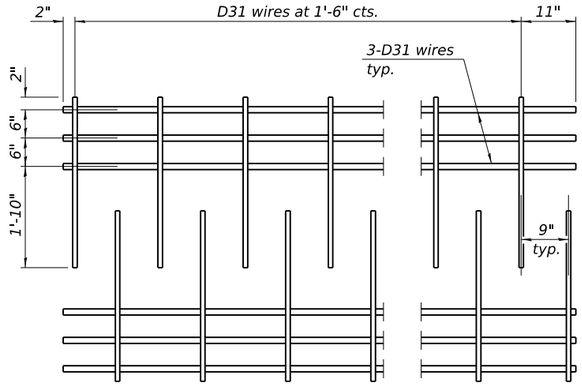
** 3 Spaces at 2½" = 7½"

*** 3 Spaces at 3" = 9"

**** 2 Spaces at 3" = 6"

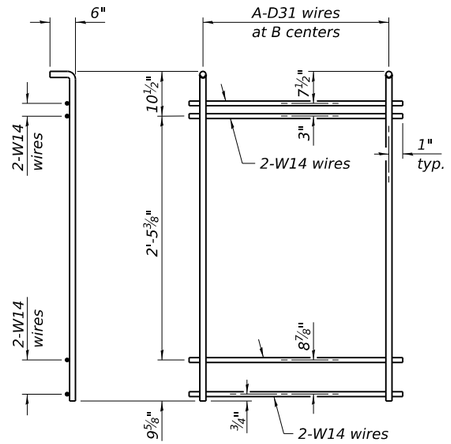


SECTION F-F



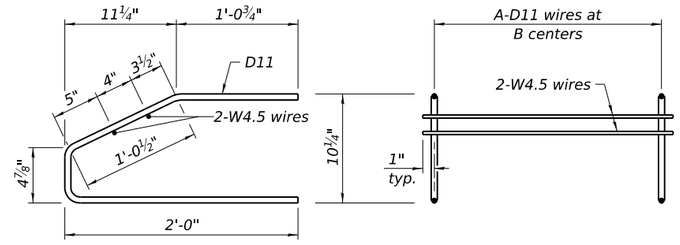
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-4").



M5 THRU M8 WWR DETAIL

(See Table of Dimensions)



M2 THRU M4 WWR DETAIL

(See Table of Dimensions)

NOTES

Inserts for ¾" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be ½" and the minimum nominal cross sectional area shall be 0.153 sq. in.

The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 6500 psi.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

Bend the extended strands inward on the fascia beams to maintain 1½" clearance inside the pier diaphragm.

The top and bottom plates shall be AASHTO M270 Grade 50.

The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

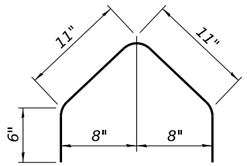
Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.

TABLE OF DIMENSIONS

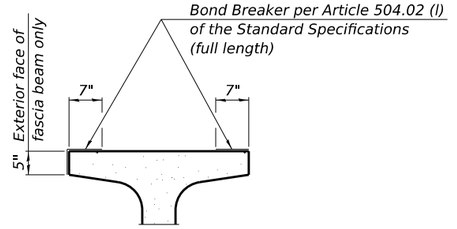
(The WWR designs assume grade 60. If necessary, this permits the fabricator to directly substitute grade 60 rebar as detailed in the Manual for Fabrication of Precast Prestressed Concrete Products.)

SPAN

WWR	A	B
M2	9	3"
M3	9	6"
M4	33	1'-6"
M5	12	3"
M6	15	6"
M7	11	1'-0"
M8	15	2'-0"

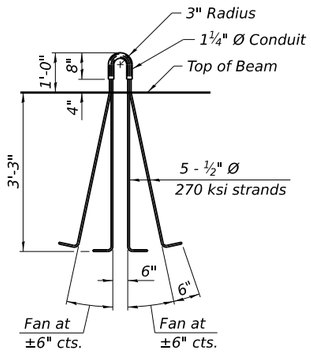


BAR G1(E)



SECTION THRU TOP FLANGE

(Showing limits of bond breaker)



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL45	Ft.	1491

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IL45 BEAM DETAILS
STRUCTURE NO. 049-8001
SHEET S-23 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	48
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

INTERIOR BEAM MOMENT TABLE		
		0.5 Span
I	(in^4)	223,604
I'	(in^4)	540,825
S_b	(in^3)	11,004
S_b'	(in^3)	17,023
S_t	(in^3)	9,060
S_t'	(in^3)	40,878
DC1	($k/'$)	1.65
M_{DC1}	($'k$)	2,658
DC2	($k/'$)	0.57
M_{DC2}	($'k$)	916
DW	($k/'$)	0.225
M_{DW}	($'k$)	362
LLDF	($'k$)	0.559
M_{L+IM}	($'k$)	1,884

INTERIOR BEAM REACTION TABLE		
		Abutments
LLDF	(k)	0.717
OCF	(k)	1.017
R_{DC1}	(k)	121.4
R_{DC2}	(k)	32.3
R_{DW}	(k)	12.8
R_{L+IM}	(k)	99.2
R_{Total}(Strength I)(Impact)	(k)	384.9
R_{Total}(Strength I)(No Impact)	(k)	341.9

I: Non-composite moment of inertia of beam section ($in.^4$).
I': Composite moment of inertia of beam section ($in.^4$).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_b': Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
S_t: Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
S_t': Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
OCF: Obtuse Correction Factor computed according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
R_{DC1}: Un-factored reaction due to non-composite dead load (kip).
R_{DC2}: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
R_{DW}: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
R_{L}: Un-factored live load reaction (kip).
R_{IM}: Un-factored dynamic load allowance (impact) (kip).
R_{Total}(Strength I)(Impact): Total factored reaction including dynamic load allowance (impact) kip).
R_{Total}(Strength I)(No Impact): Total factored reaction not including dynamic load allowance (impact) (kip).

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MOMENT AND REACTION TABLES
STRUCTURE NO. 049-8001
SHEET S-24 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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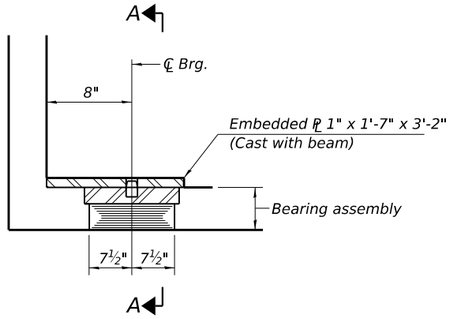
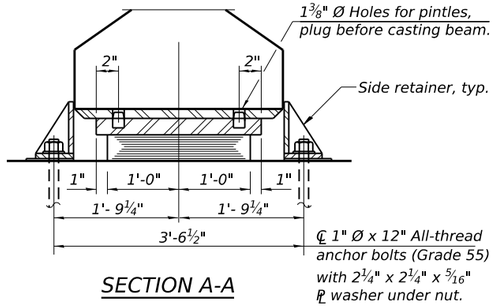
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

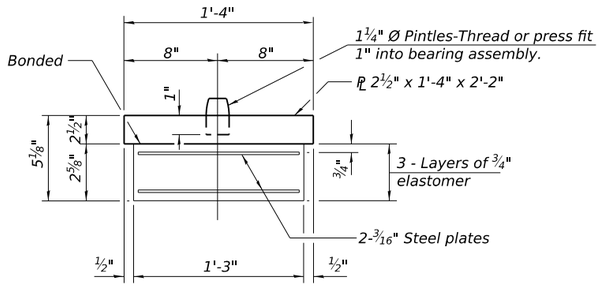


ELEVATION AT ABUT.

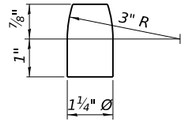


SECTION A-A

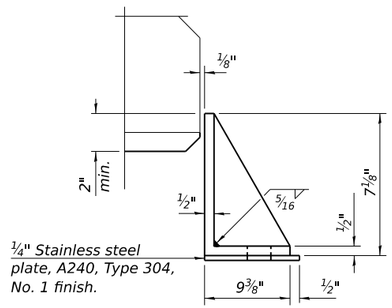
TYPE I ELASTOMERIC EXP. BRG.

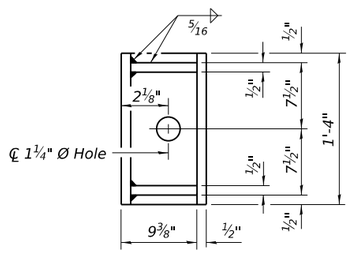


BEARING ASSEMBLY



PINTLE





SIDE RETAINER

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

Notes:

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

See sheet S-23 of S-35 for additional details of embedded plate.

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

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

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	13
Anchor Bolts, 1"	Each	26

PI-2E-1

5-15-2023

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BEARING DETAILS
STRUCTURE NO. 049-8001

SHEET S-25 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	50
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

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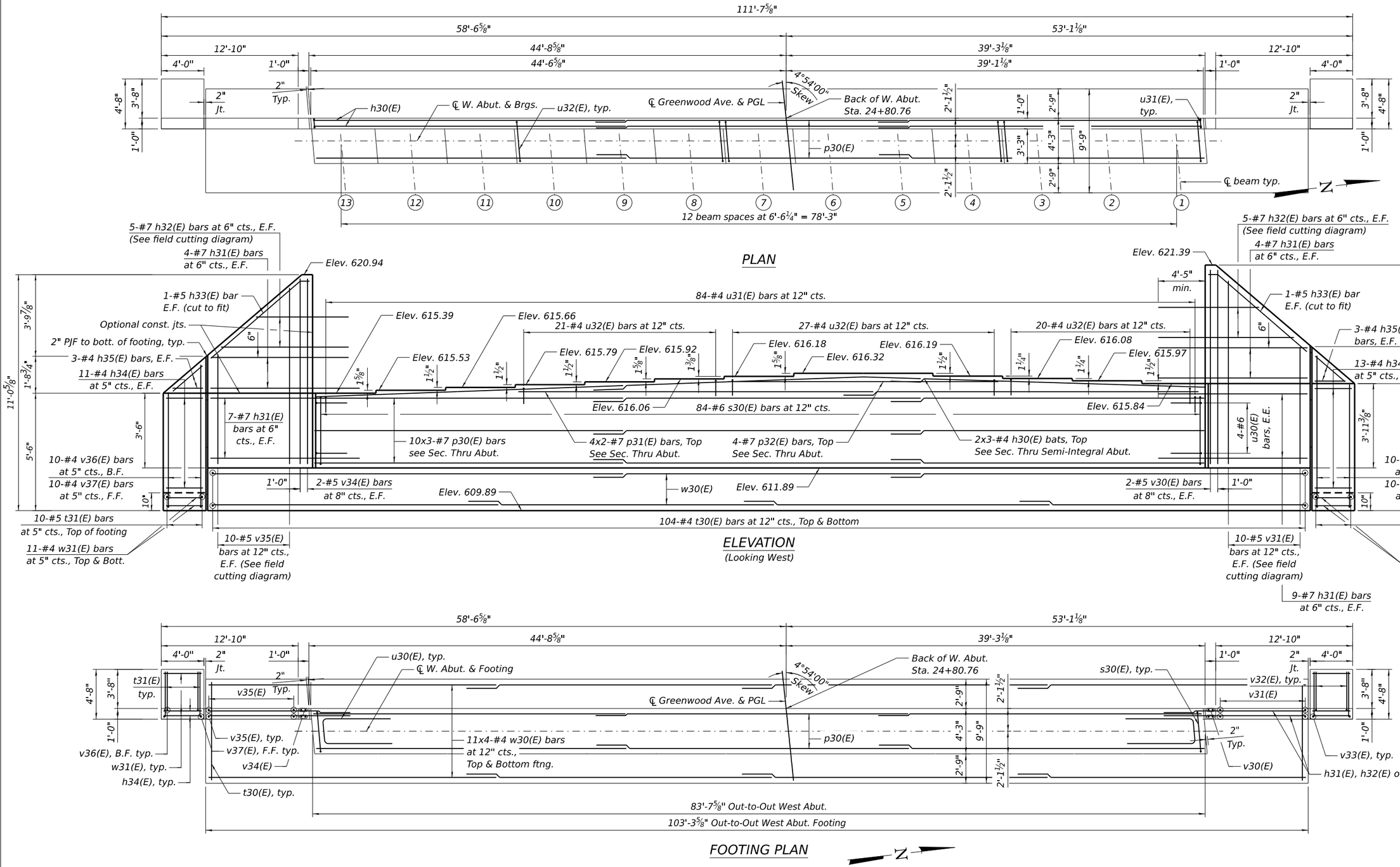

MIN. BAR LAP

#4 = 2'-7"
#7 = 4'-5"

LEGEND:

E.E. = Each End
E.F. = Each Face
F.F. = Front Face
B.F. = Back Face

MODEL: Default
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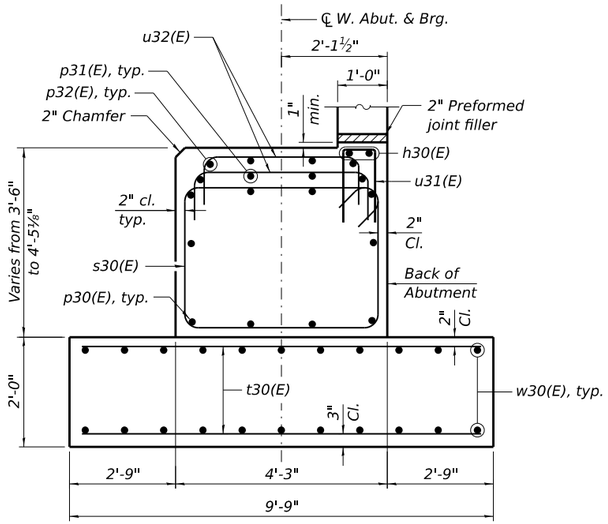
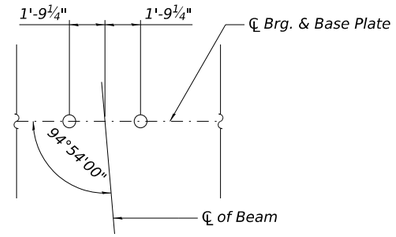
WEST ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 049-8001
SHEET S-26 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	51
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



SEC. THRU SEMI-INTEGRAL ABUT.

Dimensions at right angles to abutment.

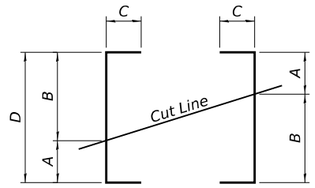


ANCHOR BOLT LOCATION DETAIL

NOTES:

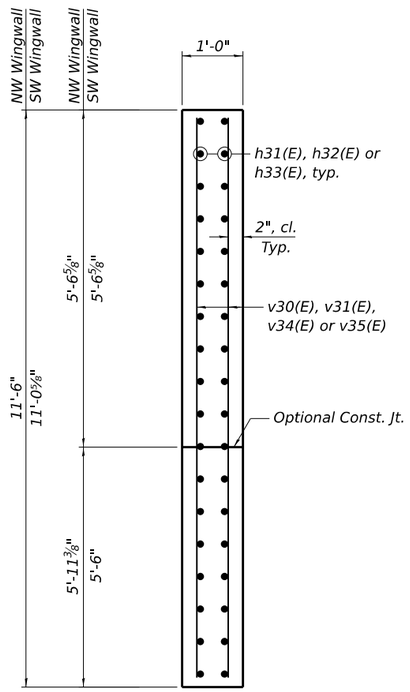
1. Pour steps monolithically with cap.
2. Bars noted thus, 4x2-#7 indicates 4 lines of #7 bars with 2 lengths per line.
3. Space reinforcement in cap to miss anchor bolts.
4. For diaphragm details, see sheet S-13 of S-35.

Bar	No. of sets req'd	Size	No. of bars per set	A	B	C	D
h32(E)	1	#7	10	9'-5"	13'-1"	-	22'-6"
v31(E)	1	#5	10	5'-6"	8'-9"	-	14'-3"
v32(E)	1	#4	5	5'-6"	7'-3"	3'-8"	12'-9"
v33(E)	1	#4	5	5'-6"	7'-3"	-	12'-9"
v35(E)	1	#5	10	5'-4"	8'-7"	-	13'-11"
v36(E)	1	#4	5	5'-1"	6'-9"	3'-8"	11'-10"
v37(E)	1	#4	5	5'-1"	6'-9"	-	11'-10"

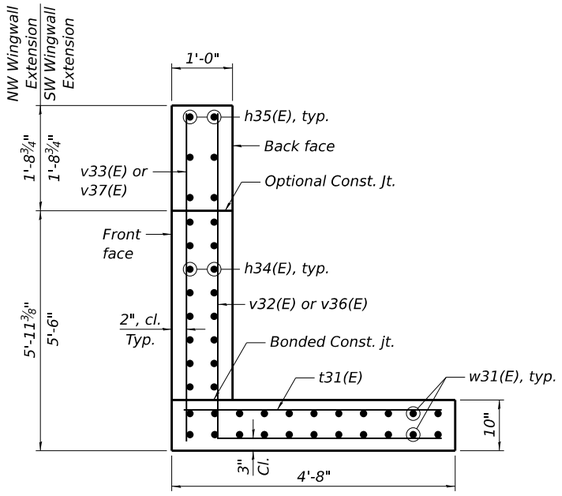


SERIES OF BAR CUTTING DIAGRAM

See table for dimensions.
Make all cuts normal to bar axis.



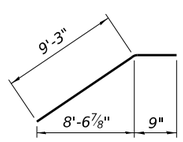
SEC. THRU WINGWALL



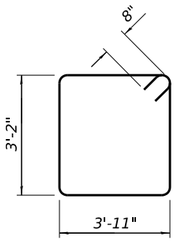
SEC. THRU WINGWALL EXTENSION

BILL OF MATERIAL

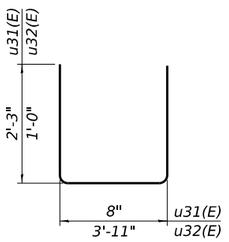
Bar	No.	Size	Length	Shape
h30(E)	6	#4	29'-9"	
h31(E)	48	#7	14'-3"	
h32(E)	10	#7	22'-6"	
h33(E)	4	#5	10'-0"	
h34(E)	48	#4	3'-8"	
h35(E)	12	#4	4'-0"	
p30(E)	30	#7	31'-0"	
p31(E)	8	#7	34'-8"	
p32(E)	4	#7	25'-9"	
s30(E)	84	#6	15'-6"	
t30(E)	208	#4	9'-5"	
t31(E)	20	#5	4'-4"	
u30(E)	8	#6	10'-5"	
u31(E)	84	#4	5'-2"	
u32(E)	68	#4	5'-11"	
v30(E)	4	#5	9'-2"	
v31(E)	10	#5	14'-3"	
v32(E)	5	#4	20'-1"	
v33(E)	5	#4	12'-9"	
v34(E)	4	#5	8'-8"	
v35(E)	10	#5	13'-11"	
v36(E)	5	#4	19'-2"	
v37(E)	5	#4	11'-10"	
w30(E)	88	#4	27'-11"	
w31(E)	44	#5	3'-8"	
Concrete Structures			Cu. Yd.	136.3
Reinforcement Bars, Epoxy Coated			Pound	11,220



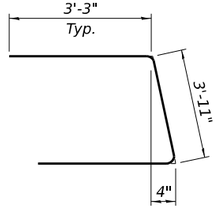
BAR h33(E)



BAR s30(E)



BAR u31(E) & u32(E)



BAR u30(E)

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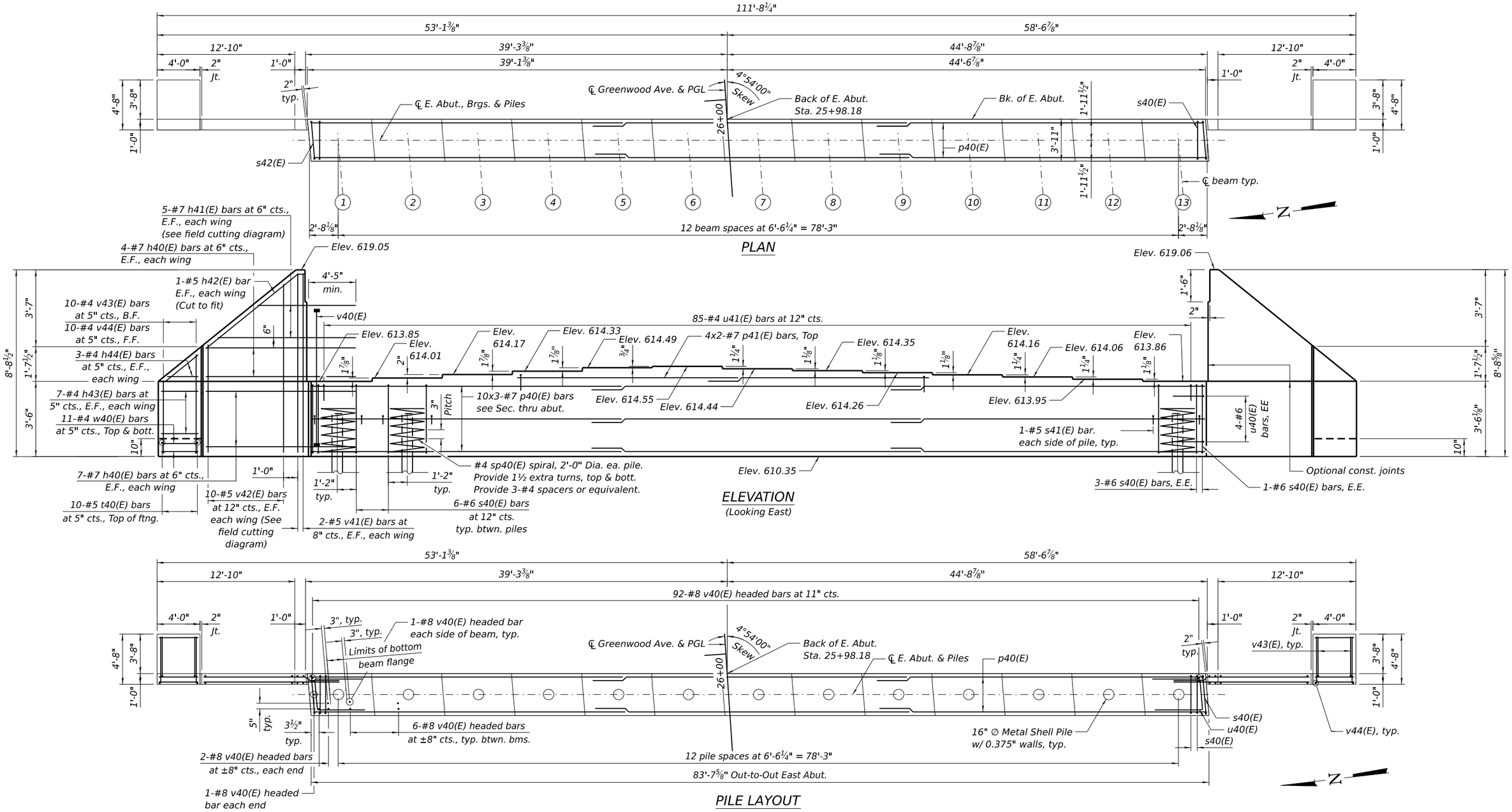
PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 049-8001
SHEET S-27 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	52
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



PILE DATA

Type: 16" Dia. Metal Shell w/ 0.375" Walls
Nominal Required Bearing: 700 Kips
Factored Resistance Available: 385 Kips
Est. Length: 65'
No. Production Piles: 12
No. Test Piles: 1

NOTE:

Top of abutment elevations are given at the centerline of abutment. See Section Thru Abutment on Sheet S-29 of S-35.

MIN. BAR LAP

#4 = 2'-7"
#7 = 4'-5"

LEGEND:

E.E. = Each End
E.F. = Each Face

BAXTER & WOODMAN Consulting Engineers	USER NAME =	DESIGNED - EBK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT PLAN AND ELEVATION STRUCTURE NO. 049-8001
		CHECKED - BLB	REVISED -		
	PLOT SCALE =	DRAWN - EBK	REVISED -		SHEET S-28 OF S-35 SHEETS
	PLOT DATE =	CHECKED - BLB	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	53
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

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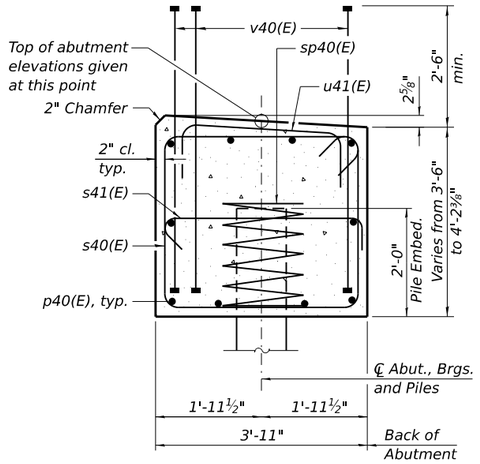


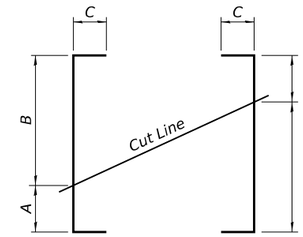
SEC. THRU ABUT.

Dimensions at right angles to abutment.

NOTES:

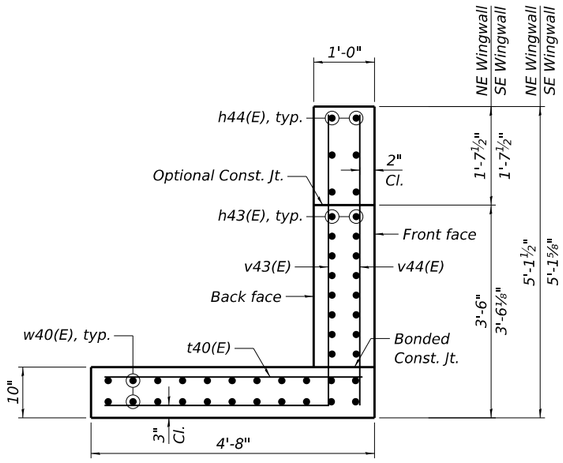
1. *Pour steps monolithically with cap.*
2. *Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.*
3. *For details of piles, see sheet S-33 of S-35.*
4. *Bars noted thus, 4x2-#7 indicates 4 lines of #7 bars with 2 lengths per line.*
5. *Space reinforcement in cap to miss anchor bolts.*
6. *Bar terminators, paid for separately. see Total Bill of Material.*
7. *For diaphragm details, see sheet S-14 of S-35.*

Bar	No. of sets req'd	Size	No. of bars per set	A	B	C	TOTAL
h41(E)	1	#7	10	9'-3"	13'-0"	-	22'-3"
v42(E)	1	#5	20	4'-11"	8'-0"	-	12'-11"
v43(E)	1	#5	20	3'-3"	4'-8"	3'-8"	16'-7"
v44(E)	1	#5	20	3'-3"	4'-8"	-	7'-11"

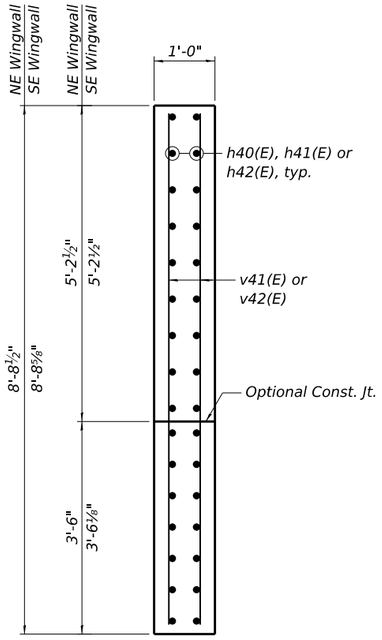


FIELD CUTTING DIAGRAM

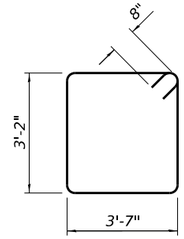
Order h41(E) and v42(E) full length. Cut as shown and use remainder of bars in opposite wing.



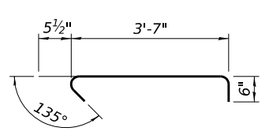
SEC. THRU WINGWALL EXTENSION



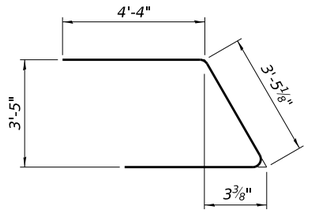
SEC. THRU WINGWALL



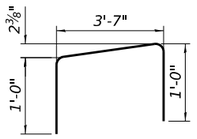
BAR s40(E)



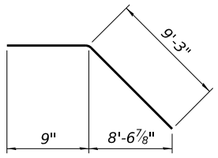
BAR s41(E)



BAR u40(E)



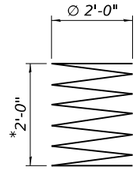
BAR u41(E)



BAR h42(E)

BAR v40(E)

(Headed. 196-#8 bar terminators)



BAR sp40(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	22	#7	14'-1"	
h41(E)	10	#7	22'-3"	
h42(E)	4	#5	10'-0"	
h43(E)	28	#4	3'-8"	
h44(E)	12	#4	4'-0"	
p40(E)	30	#7	31'-0"	
p41(E)	8	#7	21'-10"	
s40(E)	78	#6	14'-10"	
s41(E)	26	#5	4'-7"	
* sp40(E)	13	#4	2'-0"	
t40(E)	20	#5	4'-4"	
u40(E)	8	#6	12'-1"	
u41(E)	85	#4	5'-7"	
v40(E)	196	#8	5'-10"	
v41(E)	8	#5	8'-4"	
v42(E)	20	#5	12'-11"	
v43(E)	20	#4	16'-7"	
v44(E)	20	#4	7'-11"	
w40(E)	44	#4	3'-8"	
Concrete Structures		Cu. Yd.	62.3	
Reinforcement Bars, Epoxy Coated		Pound	9,750	
Furnishing Metal Shell Piles, 16" x 0.375"		Foot	780	
Driving Piles		Foot	780	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	13	

* *Length is height of spiral.*

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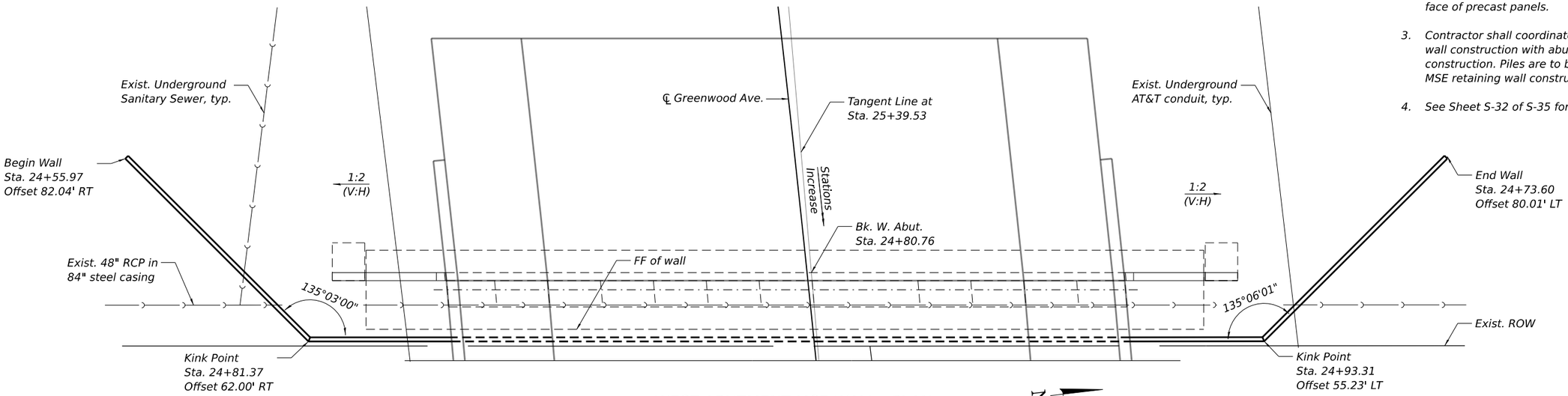
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 049-8001
SHEET S-29 OF S-35 SHEETS

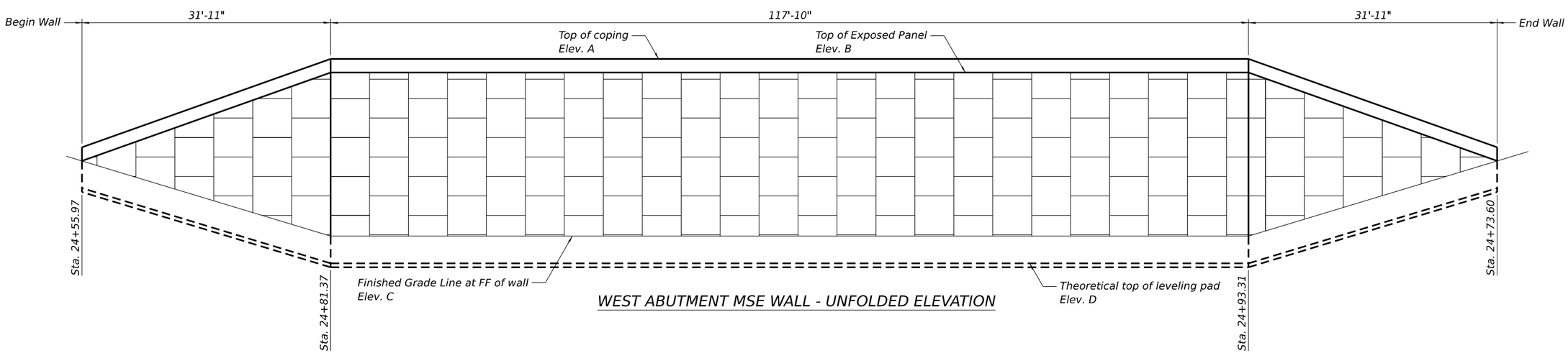
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	54
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. Wall stations offsets are given to the front face of wall and are measured from the CL of Greenwood Ave.
2. Horizontal dimensions measured along front face of precast panels.
3. Contractor shall coordinate MSE retaining wall construction with abutment construction. Piles are to be driven prior to MSE retaining wall construction.
4. See Sheet S-32 of S-35 for additional details.



WEST ABUTMENT MSE WALL - PLAN



WEST ABUTMENT MSE WALL - UNFOLDED ELEVATION

WEST ABUTMENT MSE WALL ELEVATIONS TABLE

Station	Offset	Elev. A	Elev. B	Elev. C	Elev. D
24+55.97	82.04' Rt.	605.39	603.64	603.64	600.14
24+81.37	62.00' Rt.	610.39	608.64	593.00	589.50
24+93.31	55.23' Lt.	610.39	608.64	593.00	589.50
24+73.60	80.01' Rt.	605.39	603.64	603.64	600.14

LEGEND:

FF = Front Face

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PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

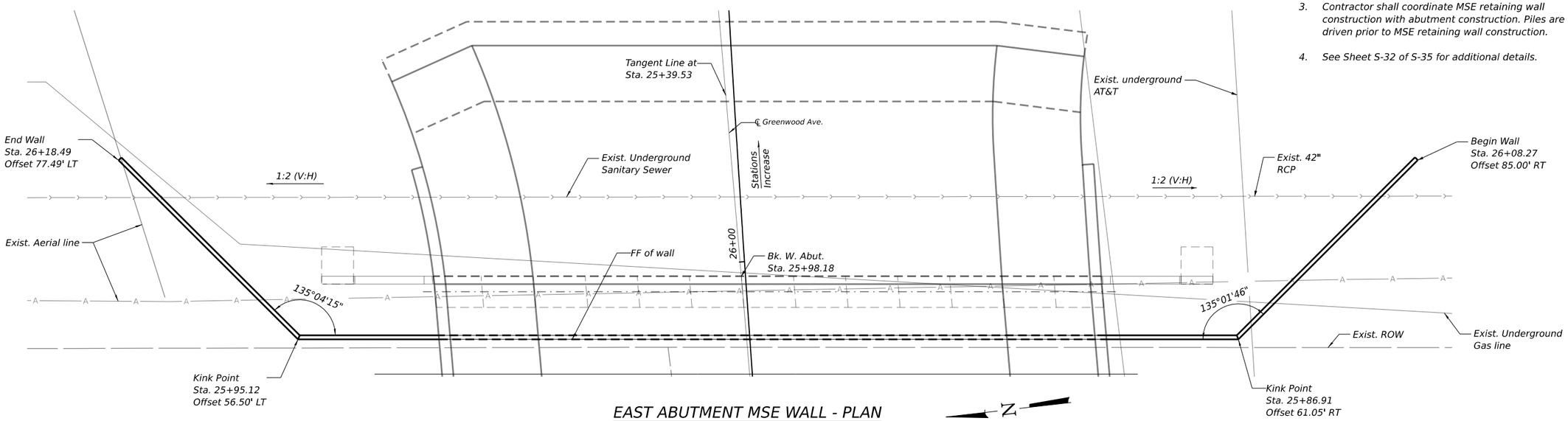
WEST MSE WALL PLAN AND ELEVATION
STRUCTURE NO. 049-8001

SHEET S-30 OF S-35 SHEETS

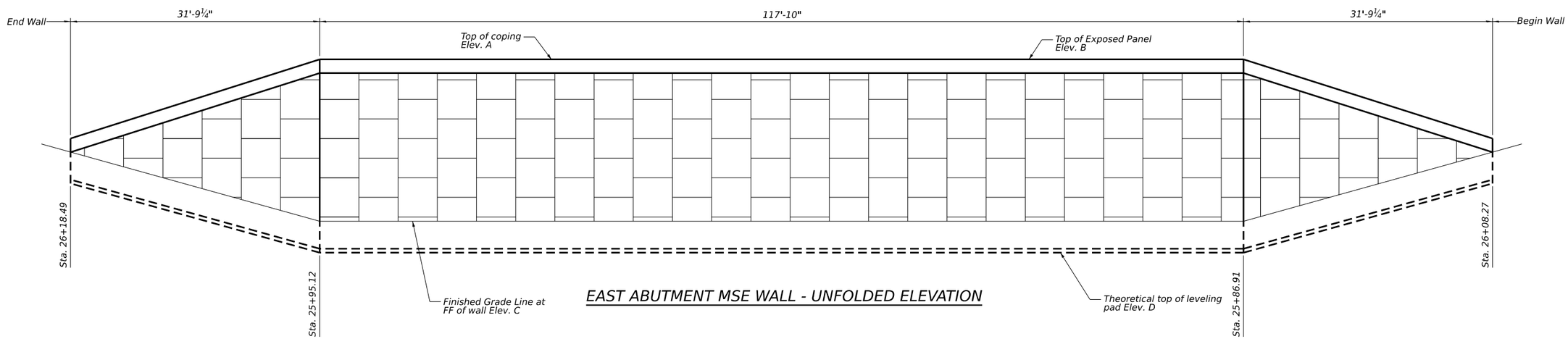
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	55
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. Wall stations offsets are given to the front face of wall and are measured from the CL of Greenwood Ave.
2. Horizontal dimensions measured along front face of precast panels.
3. Contractor shall coordinate MSE retaining wall construction with abutment construction. Piles are to be driven prior to MSE retaining wall construction.
4. See Sheet S-32 of S-35 for additional details.



EAST ABUTMENT MSE WALL - PLAN



EAST ABUTMENT MSE WALL - UNFOLDED ELEVATION

EAST ABUTMENT MSE WALL ELEVATIONS TABLE

Station	Offset	Elev. A	Elev. B	Elev. C	Elev. D
26+08.27	85.00' Rt.	602.39	600.64	600.64	597.14
25+86.91	61.05' Rt.	610.86	609.11	590.00	586.50
25+95.12	56.50' Lt.	610.86	609.11	590.00	586.50
26+18.49	77.49' Lt.	602.39	600.64	600.64	597.14

LEGEND:

FF = Front Face

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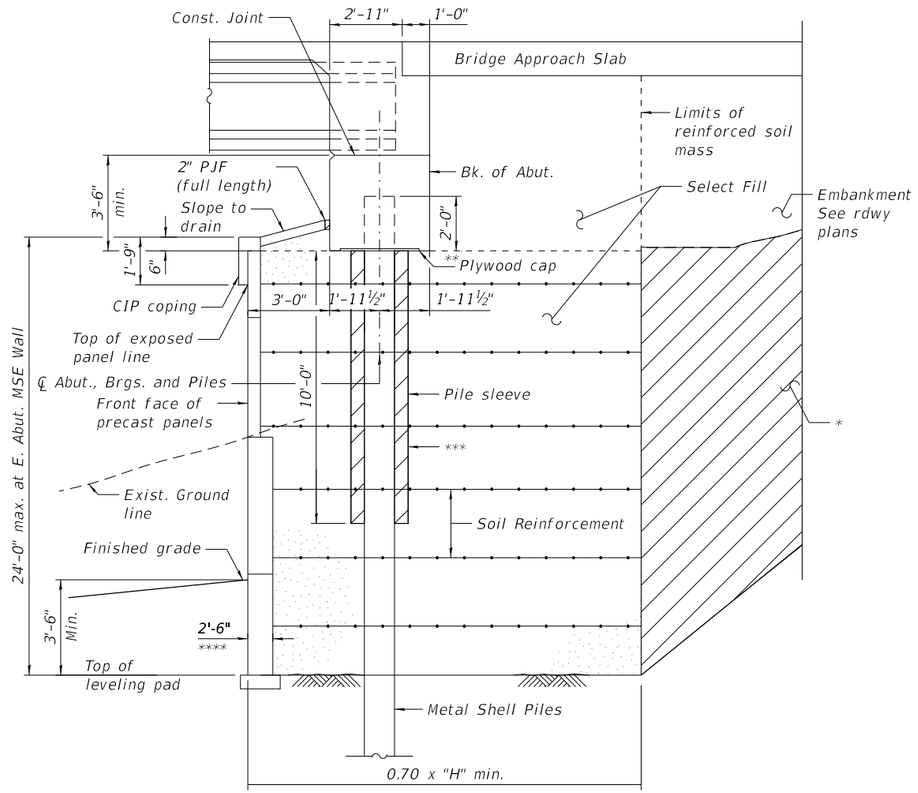
PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

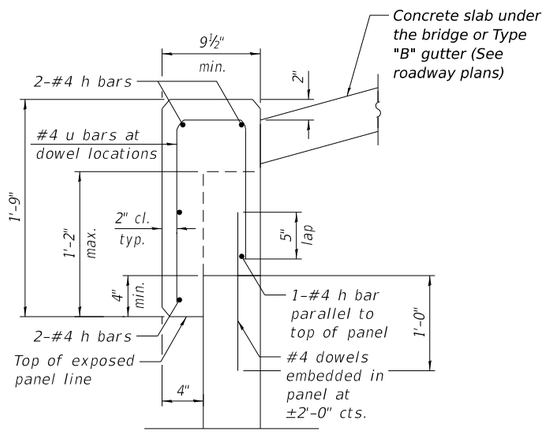
EAST MSE WALL PLAN AND ELEVATION
STRUCTURE NO. 049-8001
SHEET S-31 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	56
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



SECTION THRU PILE SUPPORTED ABUTMENT WITH WRAP-AROUND MSE WALL

(Horiz. dim @ Rt. ℄'s)



CAST IN PLACE COPING DETAILS

BILL OF MATERIAL

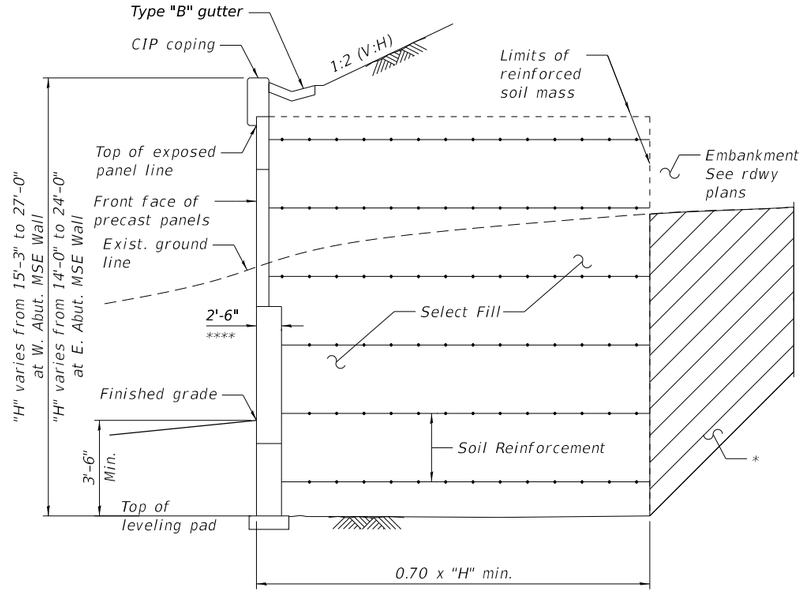
ITEM	UNIT	WB	EB	TOTAL
Structure Excavation	Cu. Yd.	3761	1787	5548
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	4103	3781	7884

* Overexcavation beyond Structure Excavation. This area not measured for payment. BackFill overexcavation with same material used for Select Fill used in MSE wall.

** Bottom of cap poured against top of plywood. Cut opening to match pile perimeter within ⅛". Support with bars tack welded to webs rated for 500 lbs. Seal gaps to keep concrete out.

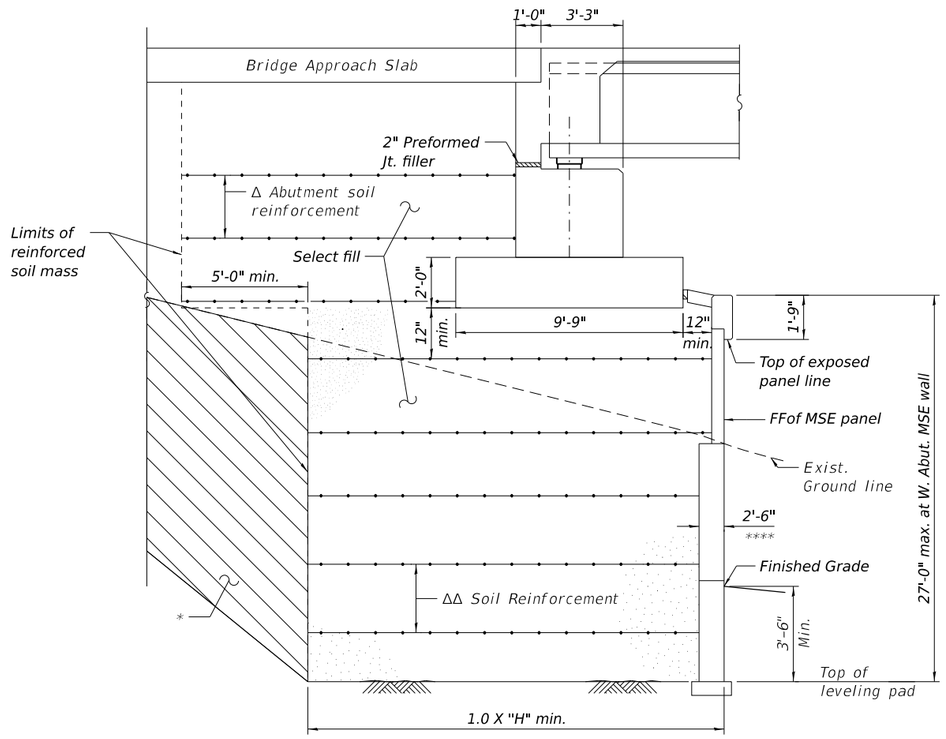
*** Sleeve to remain empty in hatched region.

**** MSE Panels within 50'-0" of Track 1 or Track 2 shall be 2'-6" thick, to a height of at least 12'-0" above top of rail.



SECTION THRU M.S.E. WALL

(Typ. at all 4 corners of the wall)



SECTION THRU SPREAD FOOTING ABUTMENT WITH WRAP-AROUND MSE WALL

(Horiz. dim @ Rt. ℄'s)

Δ The MSE wall supplier shall design the abutment soil reinforcement to resist a horizontal force of 6.6 kips/ft. of abutment.

ΔΔ The MSE wall supplier's internal stability design shall account for the footing's bearing pressure surcharge to 4.6 ksi and horizontal sliding force of 1.8 kips/ft. of abutment.

NOTES:

1. Select Fill behind the retaining walls and abutments shall be included in the cost of Mechanically Stabilized Earth Retaining Wall.
2. Cost of cast-in-place concrete, reinforcement steel, epoxy coated, PJF, sealant and Concrete Seal required for coping shall be included in the cost of Mechanically Stabilized Earth Retaining Wall.

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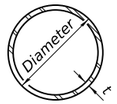
BAXTER & WOODMAN Consulting Engineers

USER NAME =	DESIGNED - EBK	REVISED -
	CHECKED - BLB	REVISED -
PLOT SCALE =	DRAWN - EBK	REVISED -
PLOT DATE =	CHECKED - BLB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

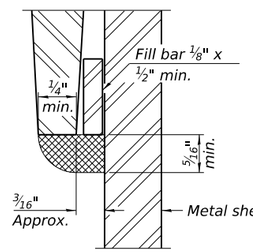
MSE WALL DETAILS
STRUCTURE NO. 049-8001
SHEET S-32 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	57
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

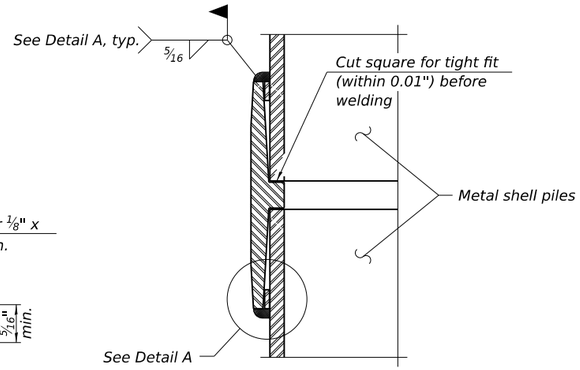


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

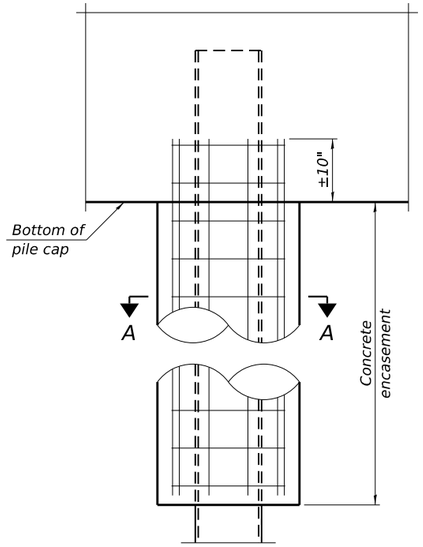


DETAIL A

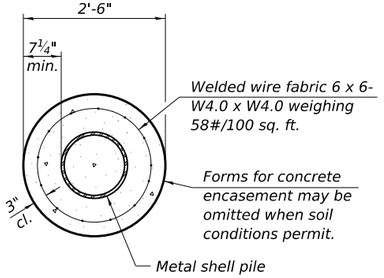


WELDED COMMERCIAL SPLICE

Notes:
The ⅛" x ½" min. fill bar may be constructed of 2 bars with a ⅛" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



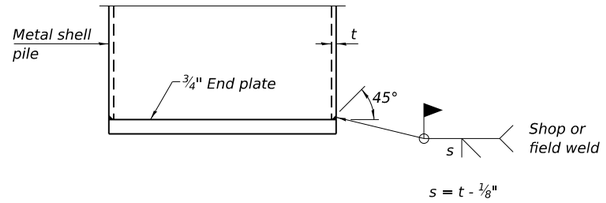
ELEVATION



SECTION A-A

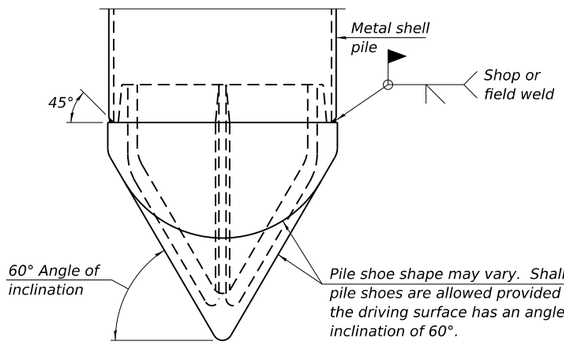
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



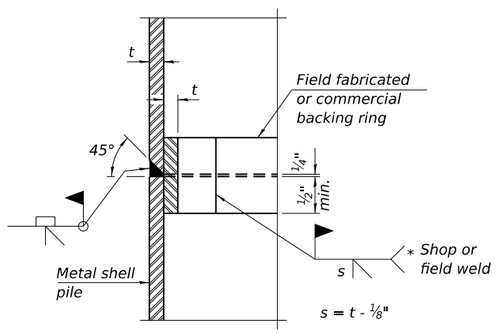
s = t - ⅛"

END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

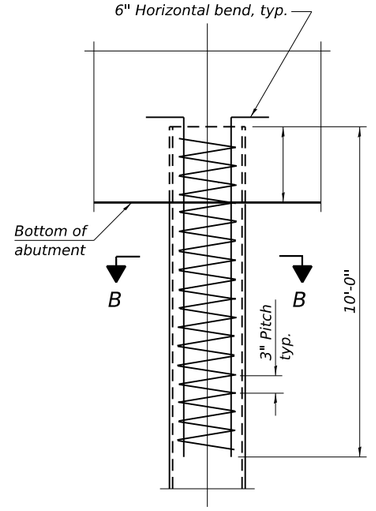
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full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



s = t - ⅛"

COMPLETE PENETRATION WELD SPLICE

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



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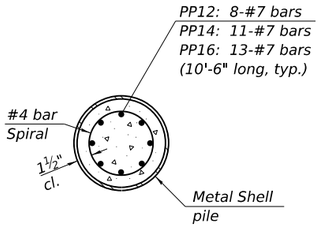

SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

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

F-MS 5-15-2023

BAXTER & WOODMAN Consulting Engineers

USER NAME =	DESIGNED - EBK	REVISED -	
	CHECKED - BLB	REVISED -	
PLOT SCALE =	DRAWN - EBK	REVISED -	
PLOT DATE =	CHECKED - BLB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 049-8001
SHEET S-33 OF S-35 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	58
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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7/23/2025 5:05:50 PM

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG BSB-01

WEI Job No.: 132-12-01

Client: **Baxter & Woodman Consulting Engineers**
Project: **Greenwood Ave over UP Railroad**
Location: **Waukegan, Illinois**

Datum: NAVD 88
Elevation: 619.72 ft
North: 2083162.08 ft
East: 1121684.78 ft
Station: NA
Offset: NA

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
619.0	9-inch thick ASPHALT --PAVEMENT--						
	Dense, gray and black SANDY LOAM, trace gravel; dry			1	5 32 14	NP	32
	--FILL--						
616.7	--RDR 2--						
	Medium dense to very dense, black SILT, trace gravel; dry to saturated			2	4 5 15	NP	21
	--FILL--	5					
	--RDR 2--						
	--resumed drilling from 38.5 feet; mud water level 6.0 feet--			3	10 14 19	NP	21
				4	12 15 16	NP	20
		10					
				5	9 18 18	NP	31
				6	20 16 12	NP	36
		15					
				7	11 39 50/2"	NP	34
				8	10 25 26	NP	35
		20					
				9	11 50/5"	NP	31
				10	46 26 26	NP	37
		25					
590.5	Very dense, gray GRAVELLY SANDY LOAM; saturated	30		11	9 20 22	NP	32
	--RDR 3--			12	9 13 30	NP	43
	--rig chatter; possible cobbles--						
		35		13	50/4"	NP	25
583.0	--rig chatter; possible cobbles--						
	Medium dense to very dense, gray, fine to coarse SAND, trace gravel; saturated			14	9 12 14	NP	22
	--RDR 2-3--	40					
		45		15	21 27 24	NP	21
		50		16	11 23 23	NP	22

GENERAL NOTES

Begin Drilling: **10-19-2021** Complete Drilling: **10-27-2021**
Drilling Contractor: **Wang Testing Services** Drill Rig: **20CME55T[81%]**
Driller: **RR&AG** Logger: **A. Scifers** Checked by: **C. Marin**
Drilling Method: **2.25" ID HSA to 10', mud rotary thereafter; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling: **13.00 ft**
At Completion of Drilling: **10' MUD**
Time After Drilling: **NA**
Depth to Water: **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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BORING LOG BSB-01

WEI Job No.: 132-12-01

Client: **Baxter & Woodman Consulting Engineers**
Project: **Greenwood Ave over UP Railroad**
Location: **Waukegan, Illinois**

Datum: NAVD 88
Elevation: 619.72 ft
North: 2083162.08 ft
East: 1121684.78 ft
Station: NA
Offset: NA

Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	--rig chatter to 52.5 feet; possible cobbles--						
567.2	Very stiff to hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; damp to moist						
	--RDR 2--	55		17	20 30 39	> 4.50 P	10
		60		18	22 46 50/5"	> 4.50 P	16
	--L_L(%)=24, P_L(%)=12-- --%Gravel=6.5-- --%Sand=10.3-- --%Silt=62.3-- --%Clay=20.9--	65		19	8 18 22	> 4.50 P	13
		70		20	11 23 27	7.22 B	17
		75		21	14 39 47	> 4.50 P	12
539.7	Boring terminated at 80.00 ft	80		22	11 25 39	2.13 B	18
		85					
		90					
		95					
		100					

GENERAL NOTES

Begin Drilling: **10-19-2021** Complete Drilling: **10-27-2021**
Drilling Contractor: **Wang Testing Services** Drill Rig: **20CME55T[81%]**
Driller: **RR&AG** Logger: **A. Scifers** Checked by: **C. Marin**
Drilling Method: **2.25" ID HSA to 10', mud rotary thereafter; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling: **13.00 ft**
At Completion of Drilling: **10' MUD**
Time After Drilling: **NA**
Depth to Water: **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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BORING LOG BSB-02

WEI Job No.: 132-12-01

Client: **Baxter & Woodman Consulting Engineers**
Project: **Greenwood Ave over UP Railroad**
Location: **Waukegan, Illinois**

Datum: NAVD 88
Elevation: 611.56 ft
North: 2083240.44 ft
East: 1121948.82 ft
Station: NA
Offset: NA

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	610.6	12-inch thick ASPHALT --PAVEMENT--						
		Medium dense to very dense, black and dark gray SILTY LOAM, trace gravel, trace organic matter, trace slag; dry to damp --FILL-- --RDR 2-- --L_L(%)=NP, P_L(%)=NP-- --%Gravel=0.1-- --%Sand=19.0-- --%Silt=78.4-- --%Clay=2.4-- --A-4 (0)--	5		1	7 5 7	NP	35
					2	17 11 12	NP	24
					3	50/5"	NP	26
			10		4	9 12 13	NP	21
					5	7 7 6	NP	24
			15		6	7 9 17	NP	28
	596.1	Medium dense to very dense, dark gray to gray SILT to SILTY LOAM, trace gravel; saturated --RDR 2--			7	11 8 6	NP	33
					8	50/5"	NP	30
			20		9	21 28 31	NP	26
					10	21 50/3"	NP	34
	586.1	Medium dense to very dense, gray, fine to medium SAND, trace gravel; saturated --RDR 2-3-- --3.5-inch thick, black organic rich silt--	30		11	6 11 13	NP	22
					12	12 15 16	NP	23
			35		13	24 34 34	NP	19
			40		14	19 24 27	NP	23
			45		15	18 23 22	NP	22
		--rig chatter; possible cobbles--						
	564.8	Hard, gray SILTY CLAY, trace gravel; damp --RDR 2-3--						
	562.5	Very dense, gray SILT to SILTY	50		16	28 50/5"	4.10 B	16

GENERAL NOTES

Begin Drilling: **10-18-2021** Complete Drilling: **10-18-2021**
Drilling Contractor: **Wang Testing Services** Drill Rig: **20CME55T[81%]**
Driller: **RR&AG** Logger: **A. Scifers** Checked by: **C. Marin**
Drilling Method: **2.25" ID HSA to 10', mud rotary thereafter; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling: **15.50 ft**
At Completion of Drilling: **10' MUD**
Time After Drilling: **NA**
Depth to Water: **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Wang Engineering
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1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG BSB-02

WEI Job No.: 132-12-01

Client: **Baxter & Woodman Consulting Engineers**
Project: **Greenwood Ave over UP Railroad**
Location: **Waukegan, Illinois**

Datum: NAVD 88
Elevation: 611.56 ft
North: 2083240.44 ft
East: 1121948.82 ft
Station: NA
Offset: NA

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		LOAM, trace gravel; damp to moist --RDR 2-3--						
			55		17	50/3"	NP	11
		--rig chatter; possible cobbles--						
	554.8	Hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; damp --RDR 2-3--						
	552.1	Very dense, gray SILTY LOAM, trace gravel; moist --RDR 2-3--	60		18	10 38 43	6.97 B	12
	549.8	Hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; damp --RDR 2--						
			65		19	10 19 50/4"	5.33 B	15
	544.8	Very dense, gray SILTY LOAM, trace gravel; moist --RDR 2--						
			70		20	19 25 38	NP	25
	539.8	Stiff to hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel; damp to moist --RDR 2-3--						
			75		21	8 15 21	3.36 B	16
		--rig chatter; possible cobbles--	80		22	8 16 21	4.51 B	16
			85		23	13 22 24	2.71 B	16
	521.6	Boring terminated at 90.00 ft	90		24	12 19 23	1.39 B	16
			95					
			100					

GENERAL NOTES

Begin Drilling: **10-18-2021** Complete Drilling: **10-18-2021**
Drilling Contractor: **Wang Testing Services** Drill Rig: **20CME55T[81%]**
Driller: **RR&AG** Logger: **A. Scifers** Checked by: **C. Marin**
Drilling Method: **2.25" ID HSA to 10', mud rotary thereafter; boring backfilled upon completion**

WATER LEVEL DATA

While Drilling: **15.50 ft**
At Completion of Drilling: **10' MUD**
Time After Drilling: **NA**
Depth to Water: **NA**

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 1321201.GPJ WANGENG.GDT 3/16/22

MODEL: Default
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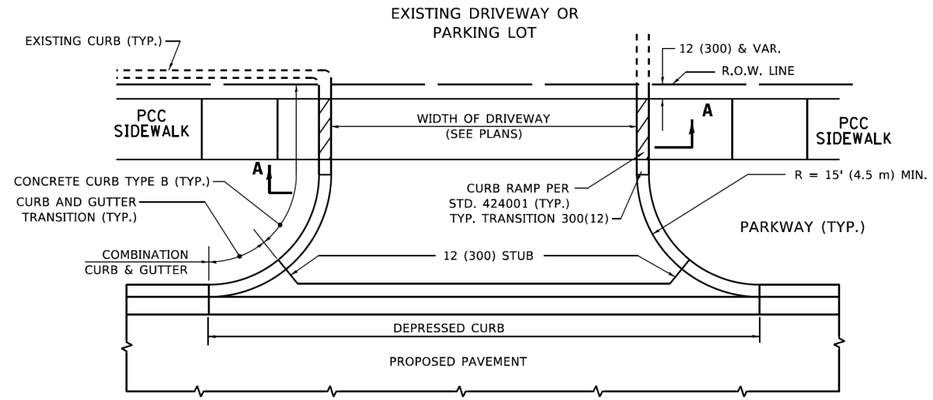
BAXTER & WOODMAN Consulting Engineers

USER NAME =	DESIGNED - EBK	REVISED -	
	CHECKED - BLB	REVISED -	
PLOT SCALE =	DRAWN - EBK	REVISED -	
PLOT DATE =	CHECKED - BLB	REVISED -	

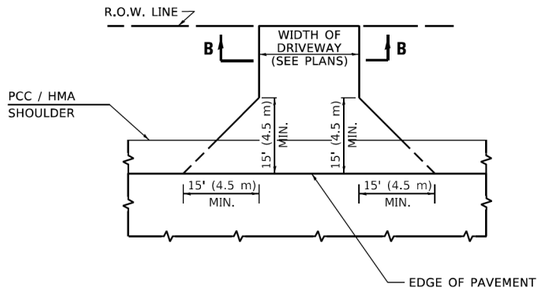
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOG (SHEET 2 OF 2)
STRUCTURE NO. 049-8001
SHEET S-35 OF S-35 SHEETS

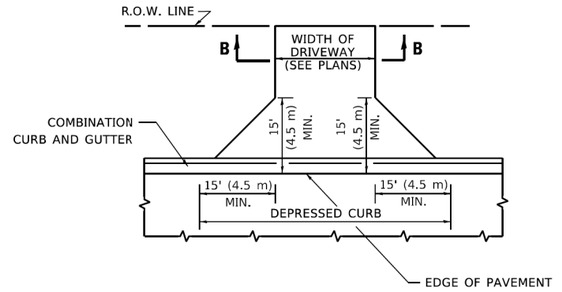
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	60
		CONTRACT NO. 61L19		
	ILLINOIS	FED. AID PROJECT		



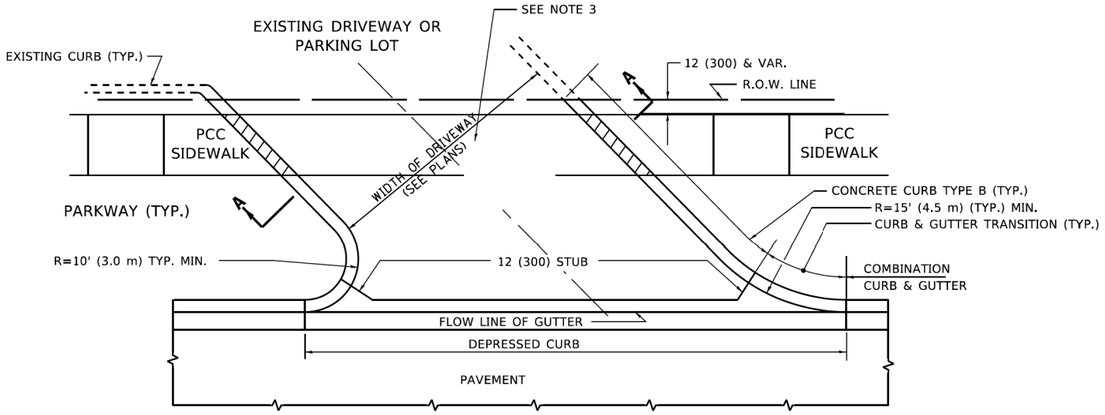
WITH CONCRETE CURB, TYPE B



ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



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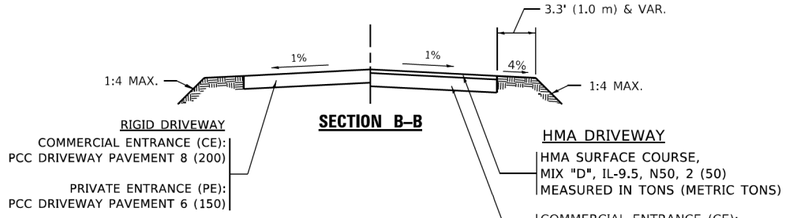


SECTION B–B

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)

PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150)

HMA DRIVEWAY

HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

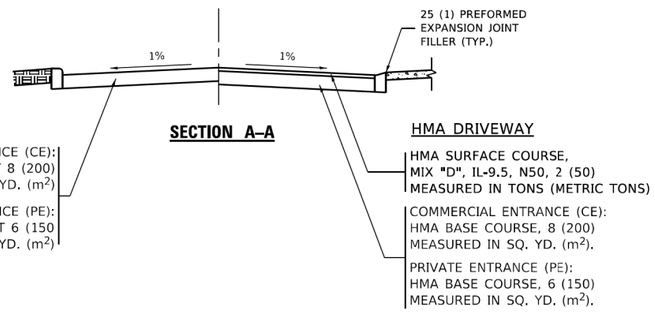
COMMERCIAL ENTRANCE (CE):
HMA BASE COURSE., 8 (200)
MEASURED IN SQ. YD. (m^2).

PRIVATE ENTRANCE (PE):
HMA BASE COURSE., 6 (150)
MEASURED IN SQ. YD. (m^2).

RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", IL-95, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE COURSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m^2).



SECTION A–A

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)
MEASURED IN SQ. YD. (m^2)

PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150
MEASURED IN SQ. YD. (m^2)

HMA DRIVEWAY

HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

COMMERCIAL ENTRANCE (CE):
HMA BASE COURSE, 8 (200)
MEASURED IN SQ. YD. (m^2).

PRIVATE ENTRANCE (PE):
HMA BASE COURSE, 6 (150)
MEASURED IN SQ. YD. (m^2).

GENERAL NOTES

1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

2. COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

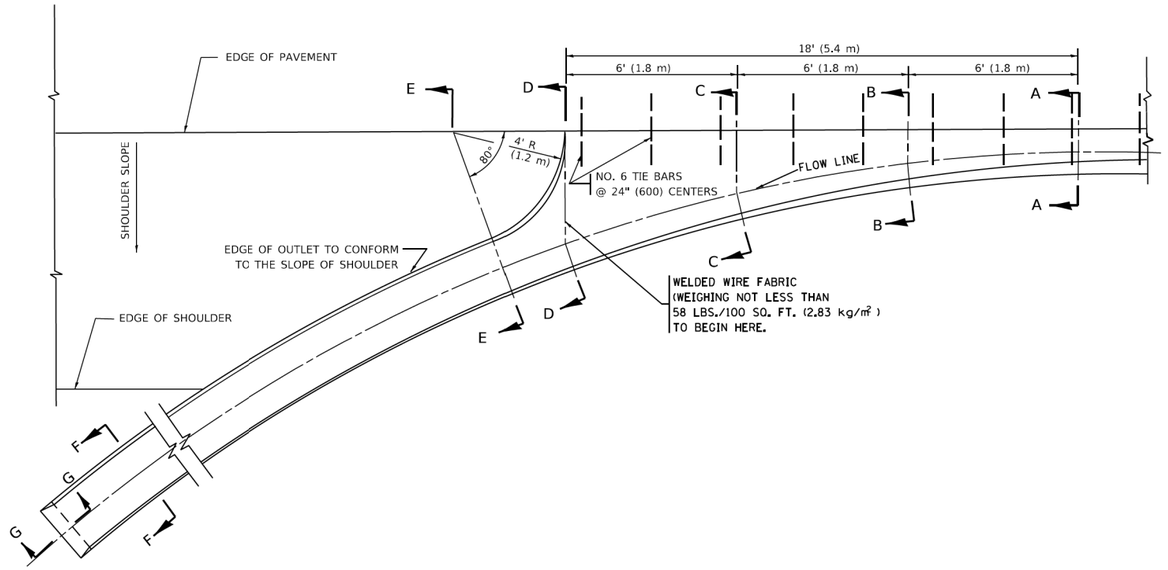
USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 06-11-08	
	DRAWN -	REVISED - R. BORO 09-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 08-28-19	
PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-18-22	

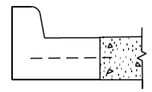
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER ≥15'(4.5m)

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

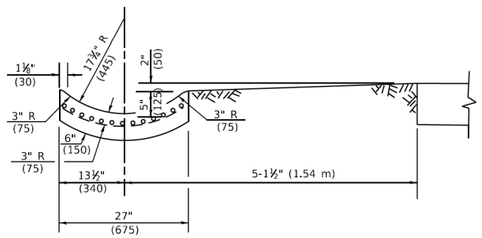
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	61
	BD400–01 (BD–01)	CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	



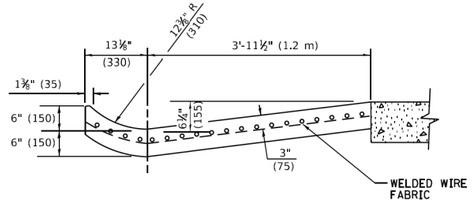


SECTION A–A ✳

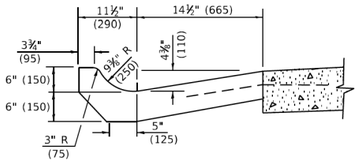
✳ DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001.
FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



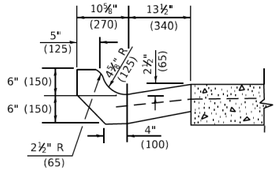
SECTION E–E



SECTION D–D



SECTION C–C



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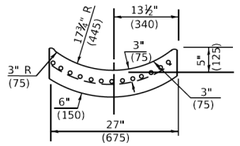
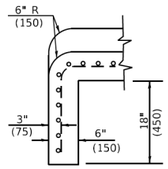


SECTION F–F



SECTION G–G

GENERAL NOTES

1. GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.
2. TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.
3. IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 5' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

METHOD OF MEASUREMENT

FOR SECTION A-A TO E-E AND CURTAIN WALL=
1.25 CU. YDS. (0.96^{3}m) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T.
1.27 CU. YDS. (0.96^{3}m) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.
FOR SECTION F-F=
0.045 CU. YDS. (0.03^{3}m) CLASS SI CONCRETE PER ft. (m).

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

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	
	DRAWN -	REVISED - E. GOMEZ 12-21-00	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 08-27-19	
PLOT DATE = 11/18/2022	DATE - 08-04-86	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OUTLET FOR CONCRETE CURB AND GUTTER

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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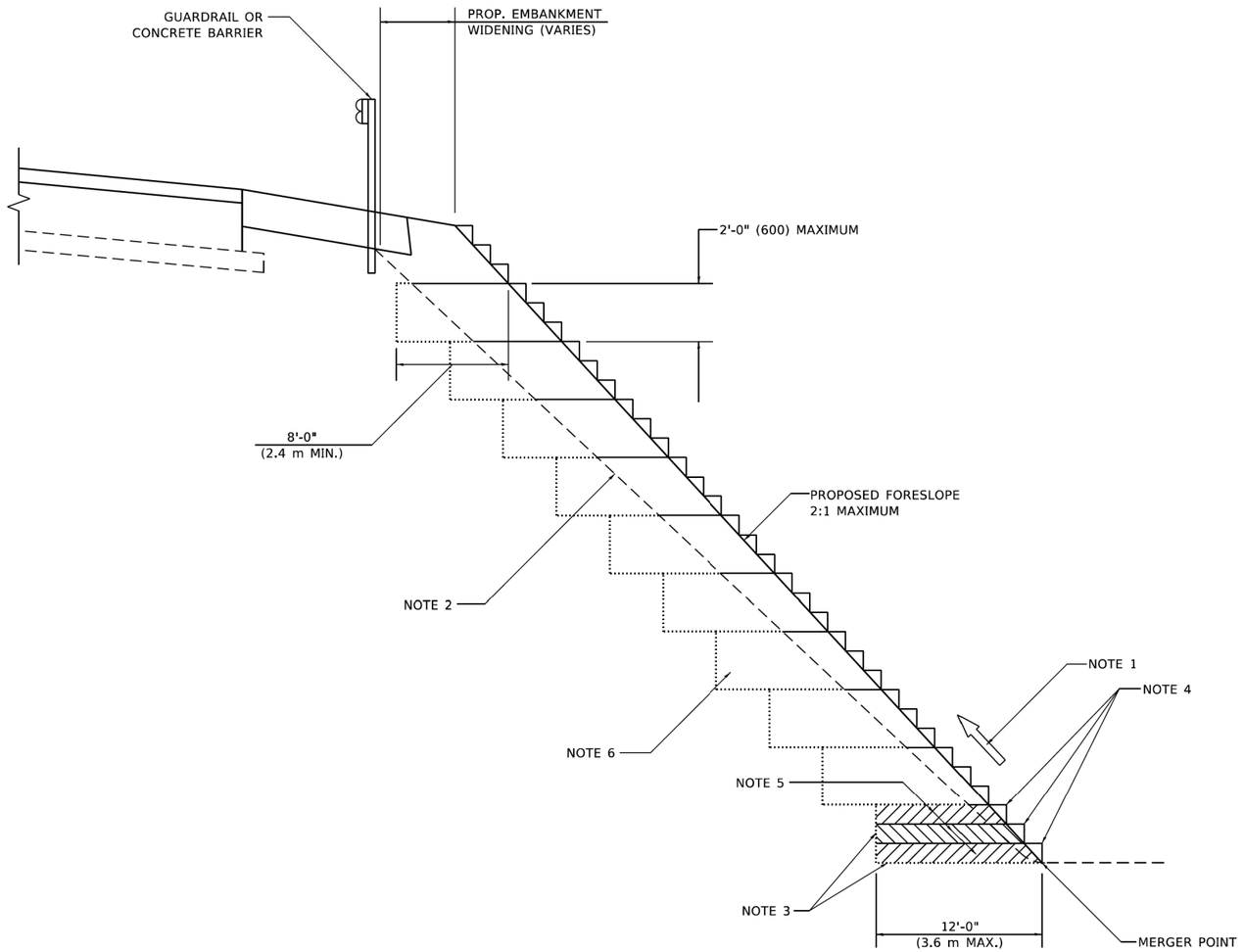
	BD600–01 (BD–03)	CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

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USER NAME = Lawrence.DeManche	DESIGNED -		REVISED - K. SMITH 11-18-22	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHING DETAIL FOR EMBANKMENT WIDENING
	DRAWN - CADD		REVISED -		
PLOT SCALE = 100.0000 ' / in.	CHECKED - S.E.B.		REVISED -		
PLOT DATE = 11/18/2022	DATE - 06-16-04		REVISED -		

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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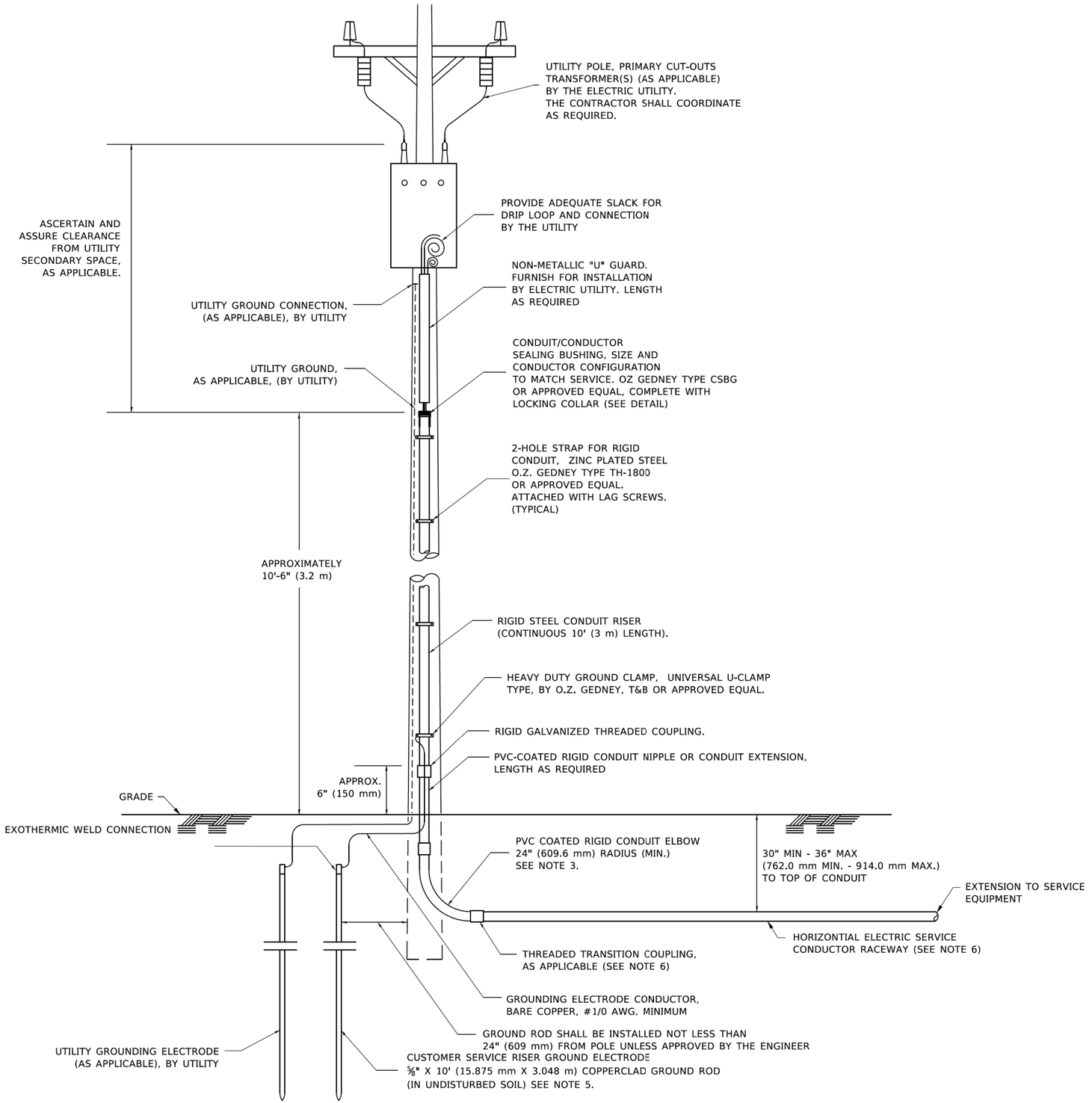
	BD-51	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

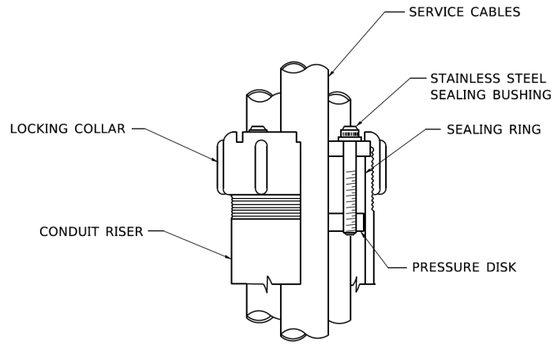


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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be220.dgn 4/19/2019 2:14:18 PM User=footemj

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PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

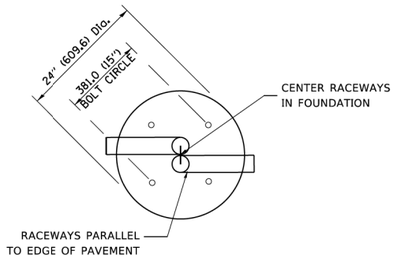
ELECTRIC SERVICE INSTALLATION
AERIAL, REMOTE DISCONNECT

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

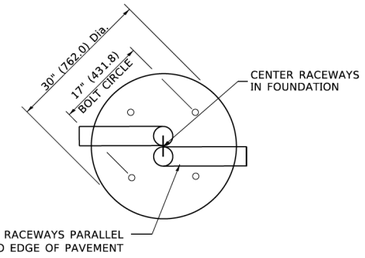
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	64
	BE-220	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND ∅ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND ∅ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND ∅ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)

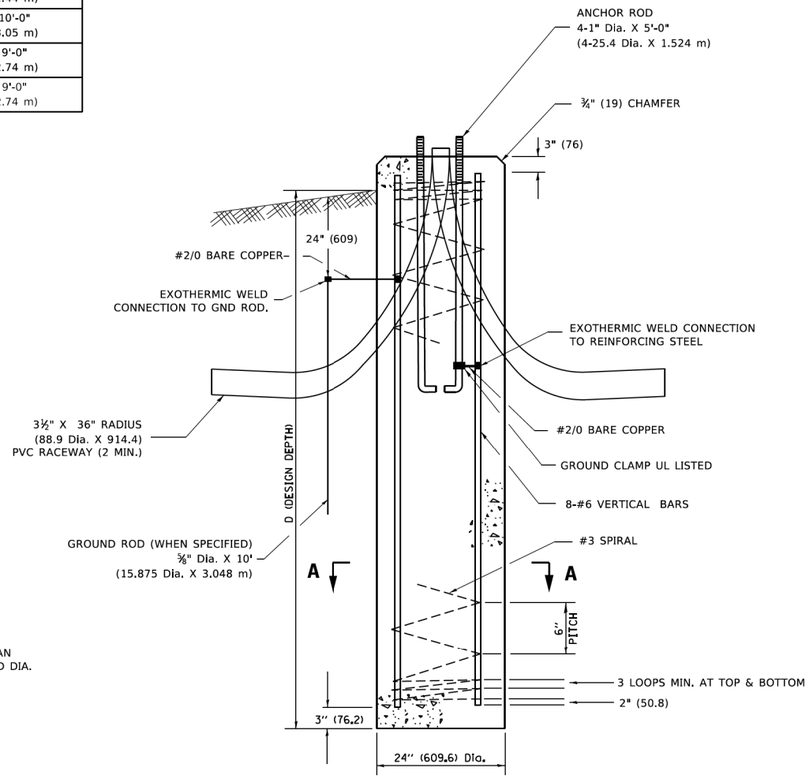


TOP VIEW



TOP VIEW

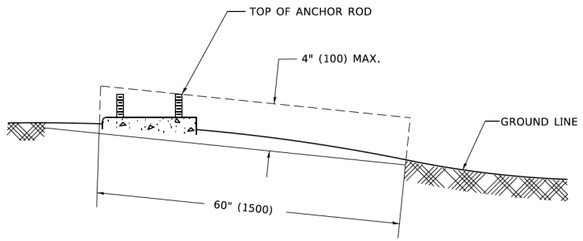
ANCHOR ROD DETAIL



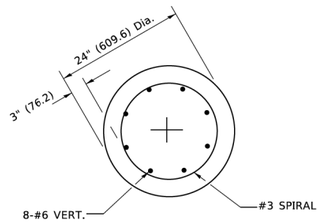
FOUNDATION DETAIL

NOTES

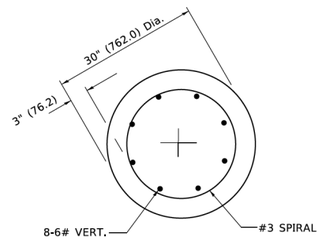
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3#4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 23#4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14 THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



FOUNDATION EXTENSION DETAIL



SECTION A–A



SECTION A–A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	65
	BE-301	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

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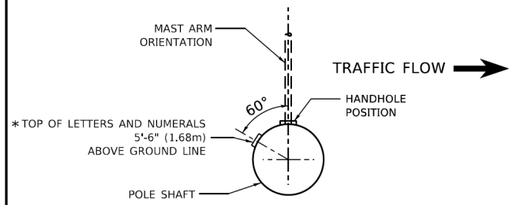
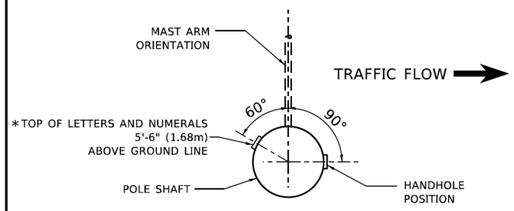
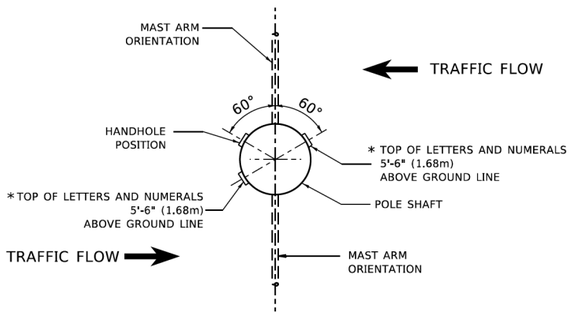


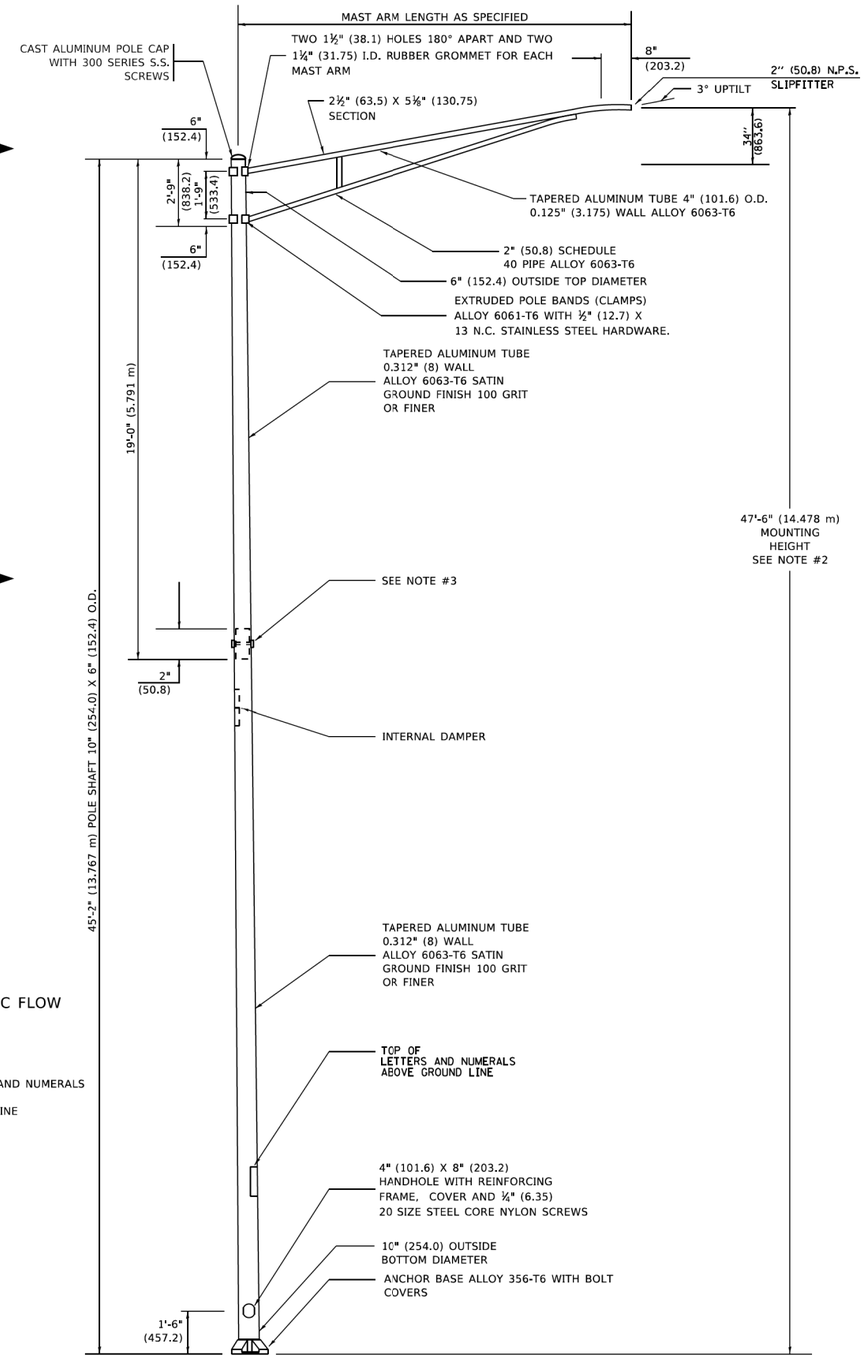
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL

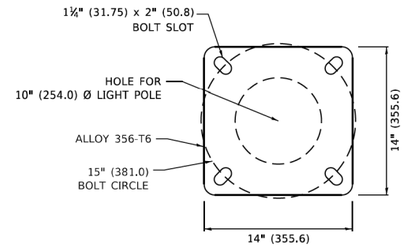


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



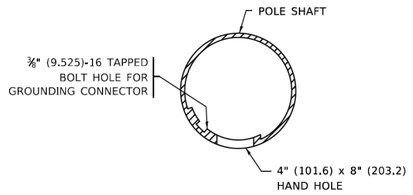
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES





LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL

(N.T.S.)

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.

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	DRAWN -	REVISED - R. TOMSONS 01-18-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. TOMSONS 03-18-15	
PLOT DATE = 6/27/2022	DATE -	REVISED - 06/13/2022 TG	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM LIGHT POLE
47'–6" (14.478 m) MOUNTING HEIGHT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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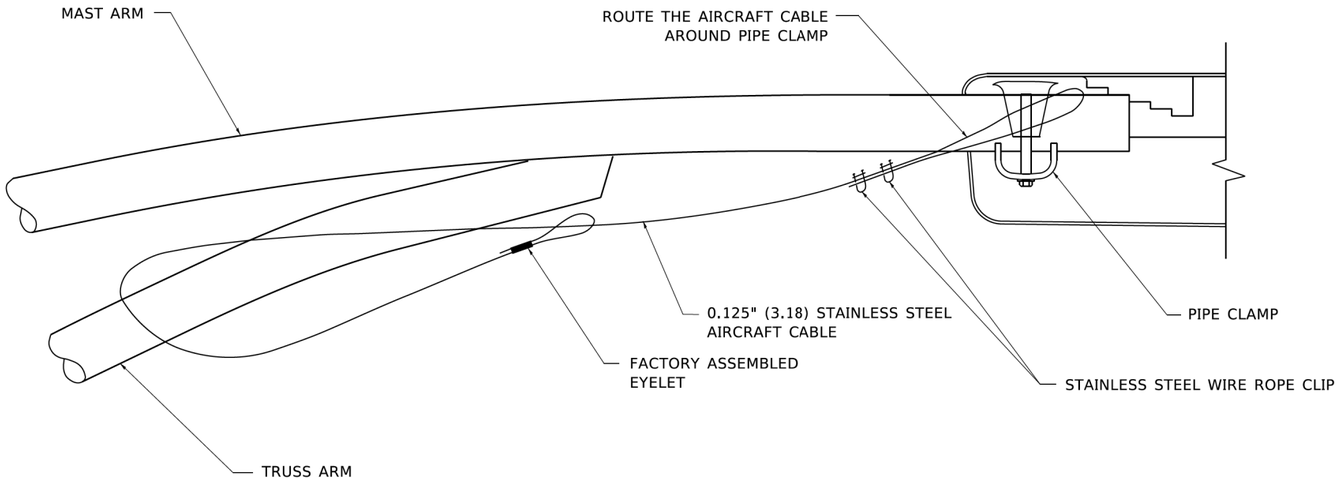
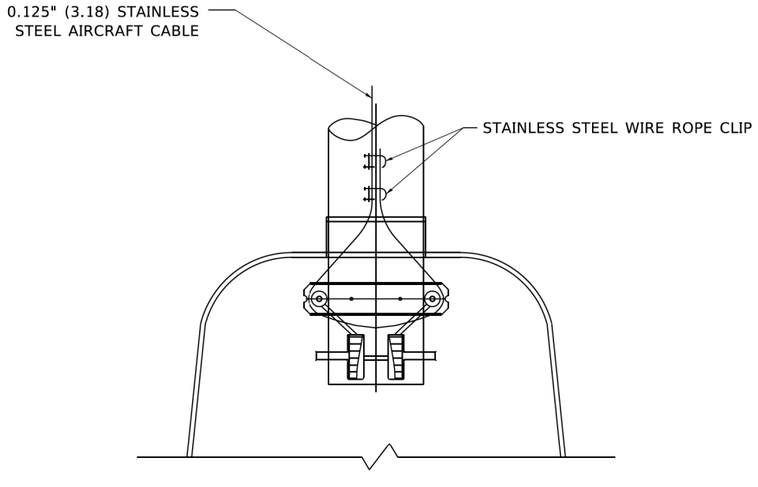
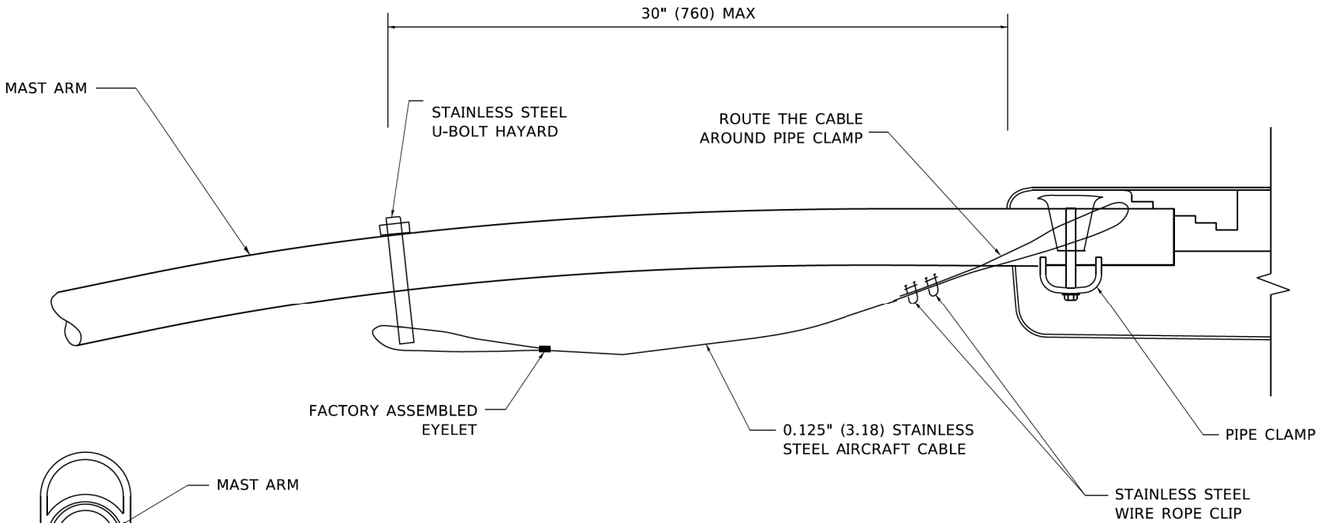
	BE–400	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



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



BOTTOM VIEW
N.T.S.



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

NOTES:

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

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PLOT DATE = 4/19/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS	FED. AID PROJECT		

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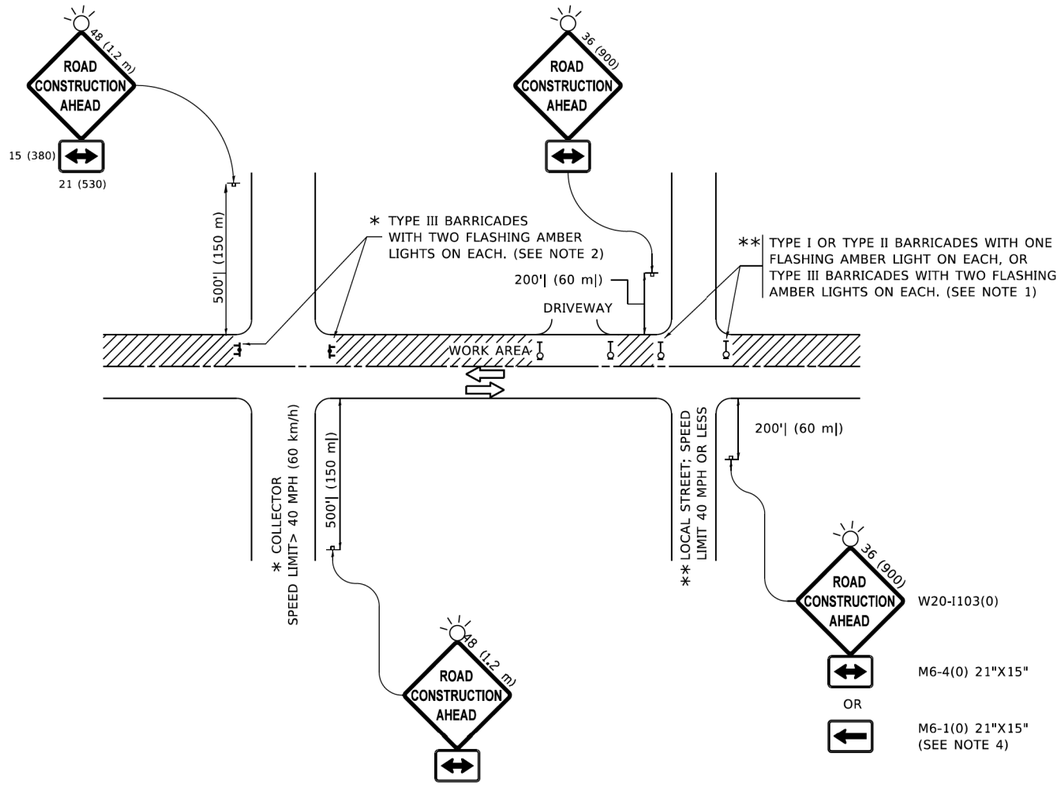

NOTES:

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

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

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	DRAWN -	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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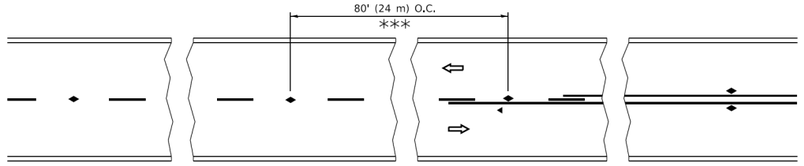
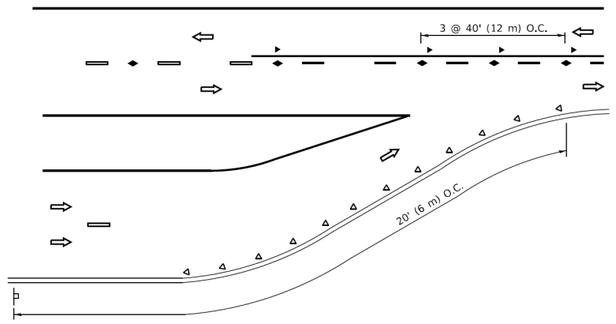
	TC-10	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			



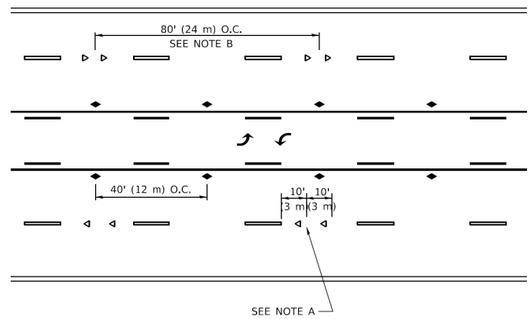
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

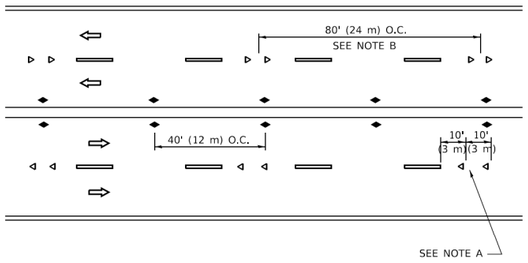
SEE FIGURE 3B-14 MUTCD



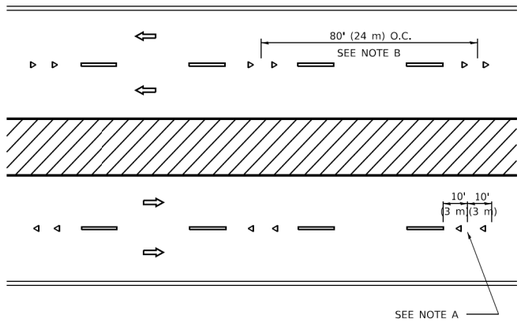
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



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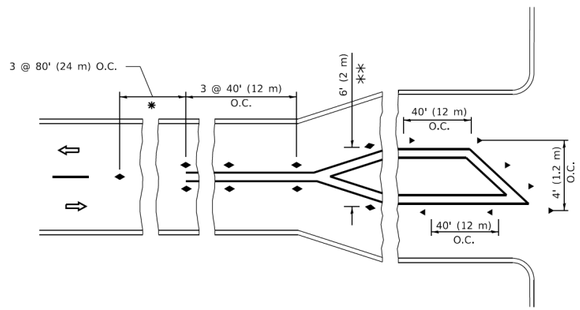

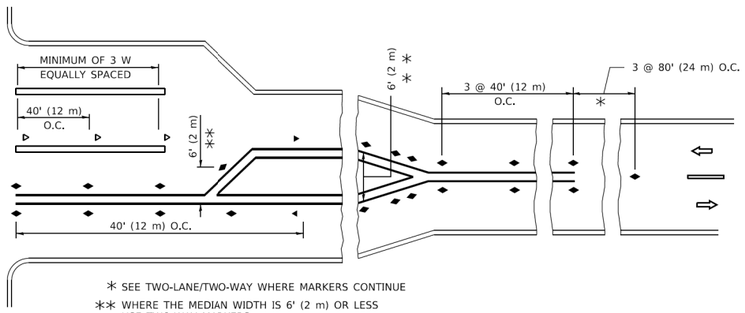

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-11	CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	

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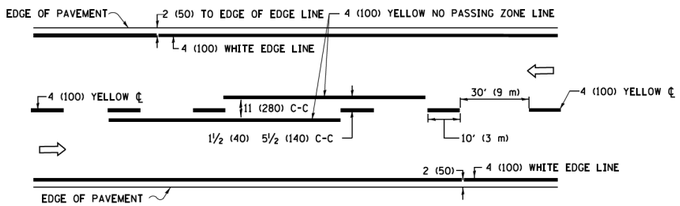
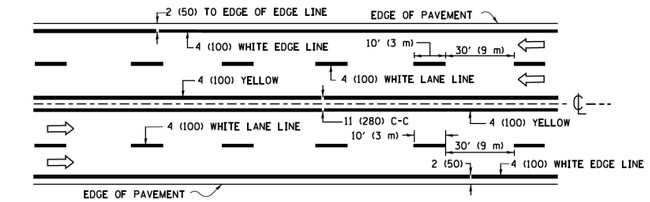
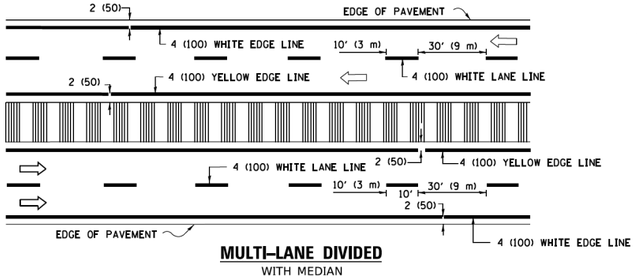


2–LANE ROADWAY

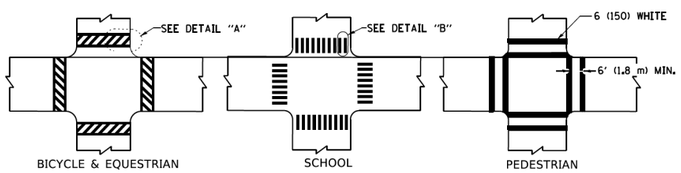


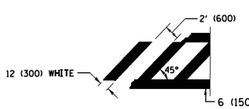
MULTI–LANE UNDIVIDED



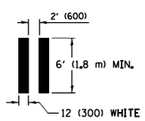
MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING





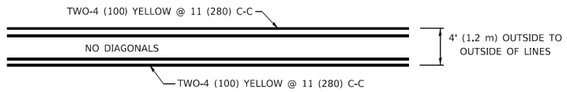
DETAIL "A"



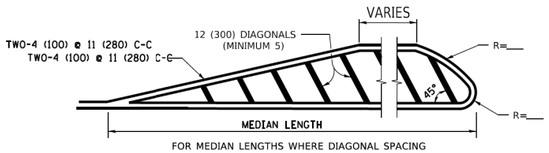
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



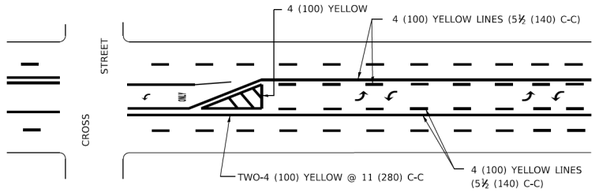
4' (1.2 m) WIDE MEDIANS ONLY



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

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

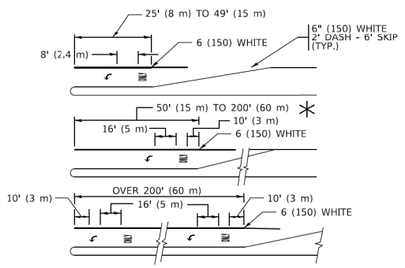
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

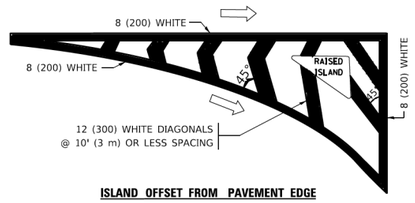


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

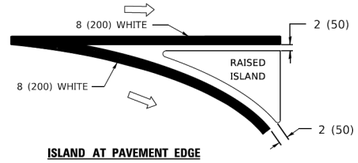
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

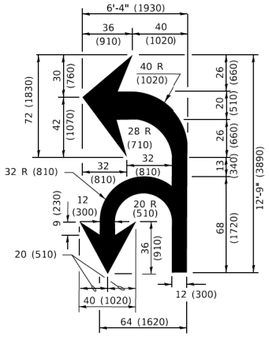


ISLAND OFFSET FROM PAVEMENT EDGE

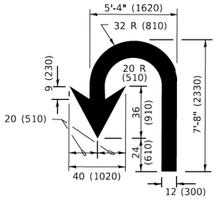


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

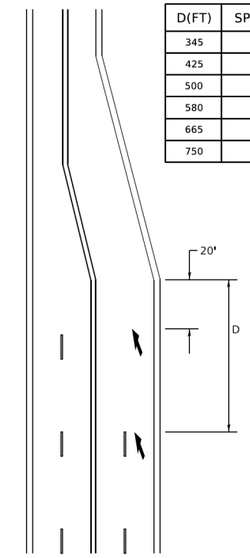


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

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

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

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

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PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	70
	TC–13	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

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ROUTE MARKERS

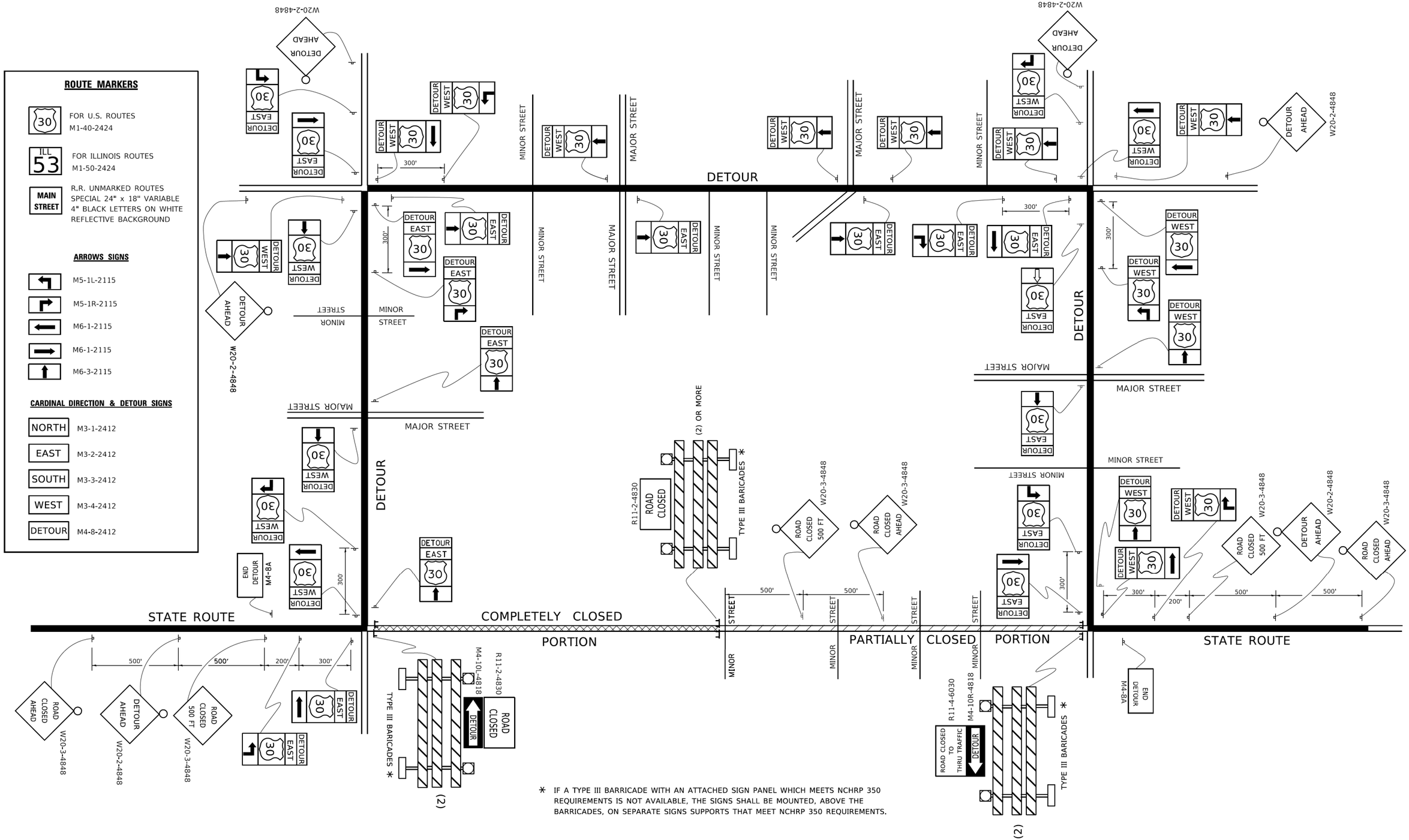
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

NORTH	M3-1-2412
EAST	M3-2-2412
SOUTH	M3-3-2412
WEST	M3-4-2412
DETOUR	M4-8-2412



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USER NAME = footemj	DESIGNED -	REVISED - 10-18-02	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DETOUR SIGNING FOR CLOSING STATE HIGHWAYS**	
	DRAWN -	REVISED - R. BORO 09-14-09			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.
PLOT DATE = 3/4/2019	DATE -	REVISED -			

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-21	CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	

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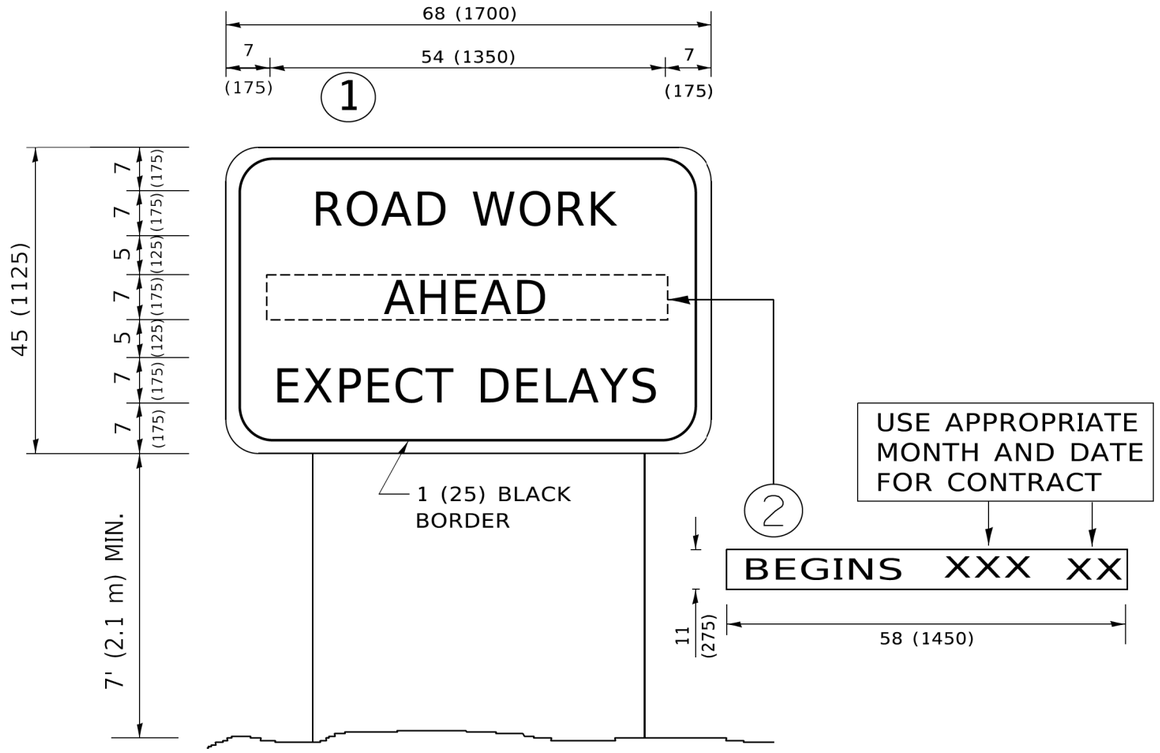

NOTES:

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

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

MODEL: Default
FILE NAME: pw:\\IL084EBIDNITE:dillinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\D6ST5022x34\CADData\CADSheets\tc22.dgn

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	72
	TC-22	CONTRACT NO. 61L19		
	ILLINOIS FED. AID PROJECT			

tc22.dgn 3/4/2019 10:48:10 AM User=footemj

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: Sheet_01
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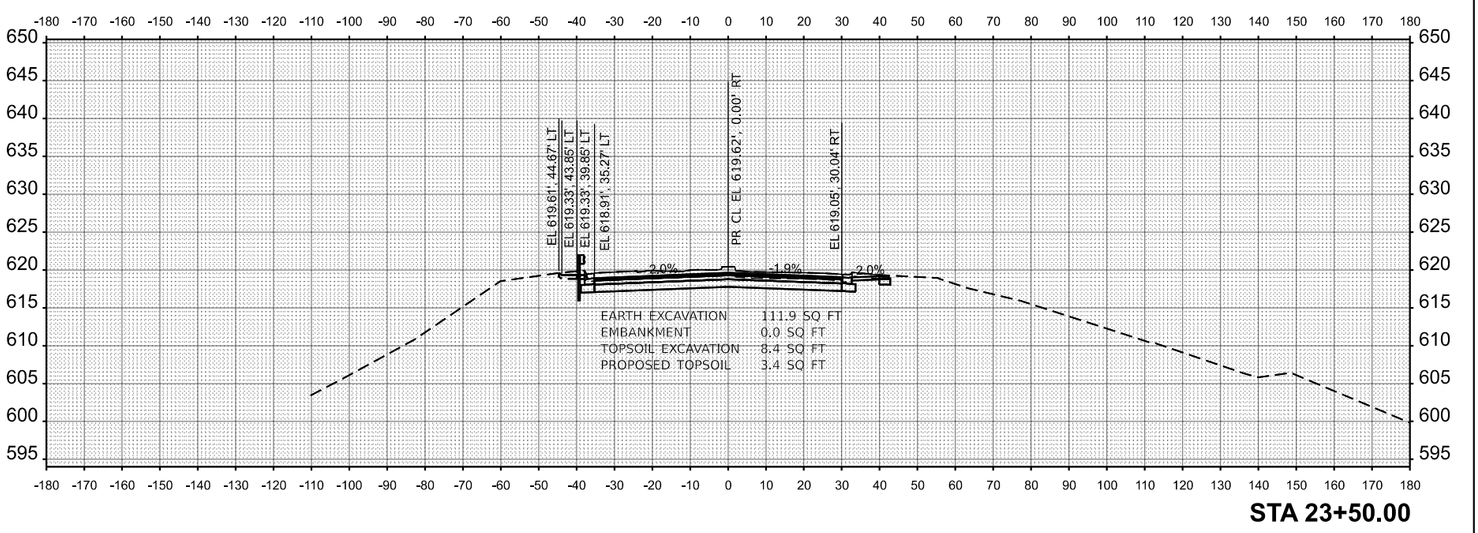
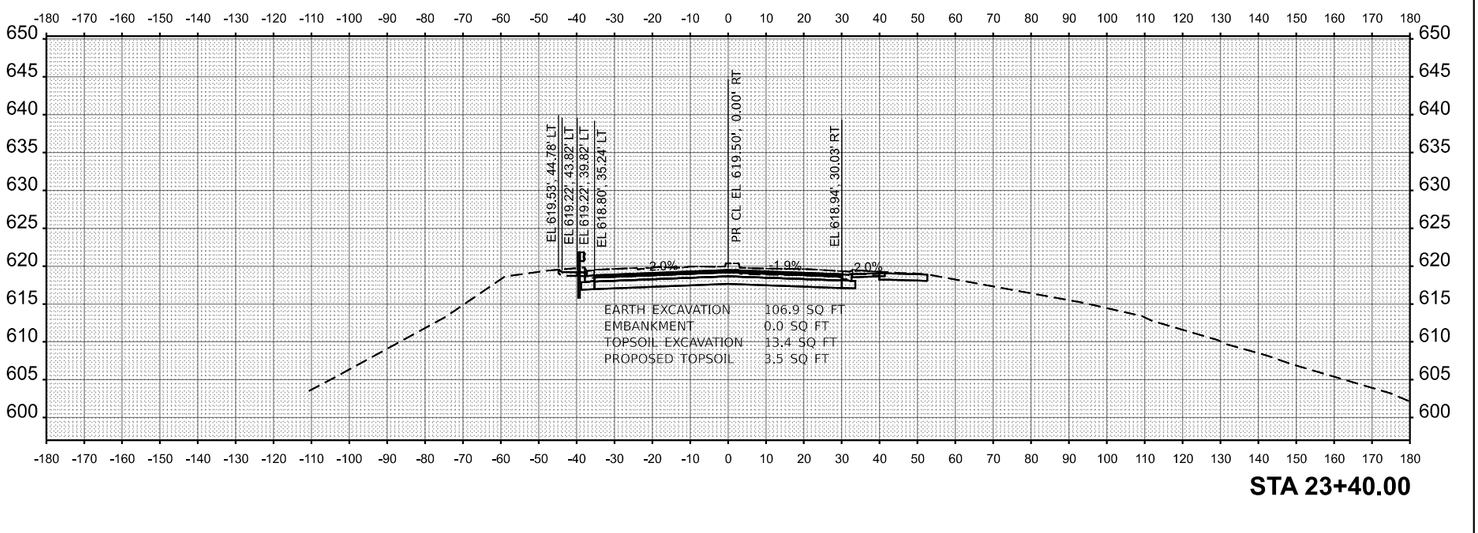
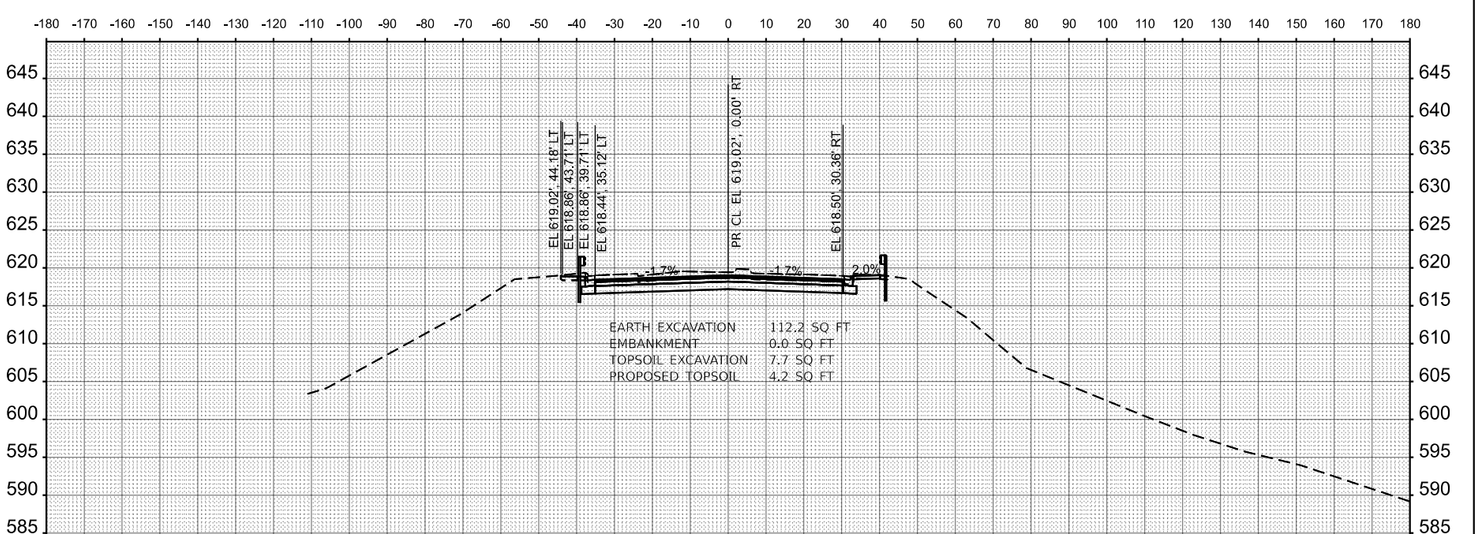


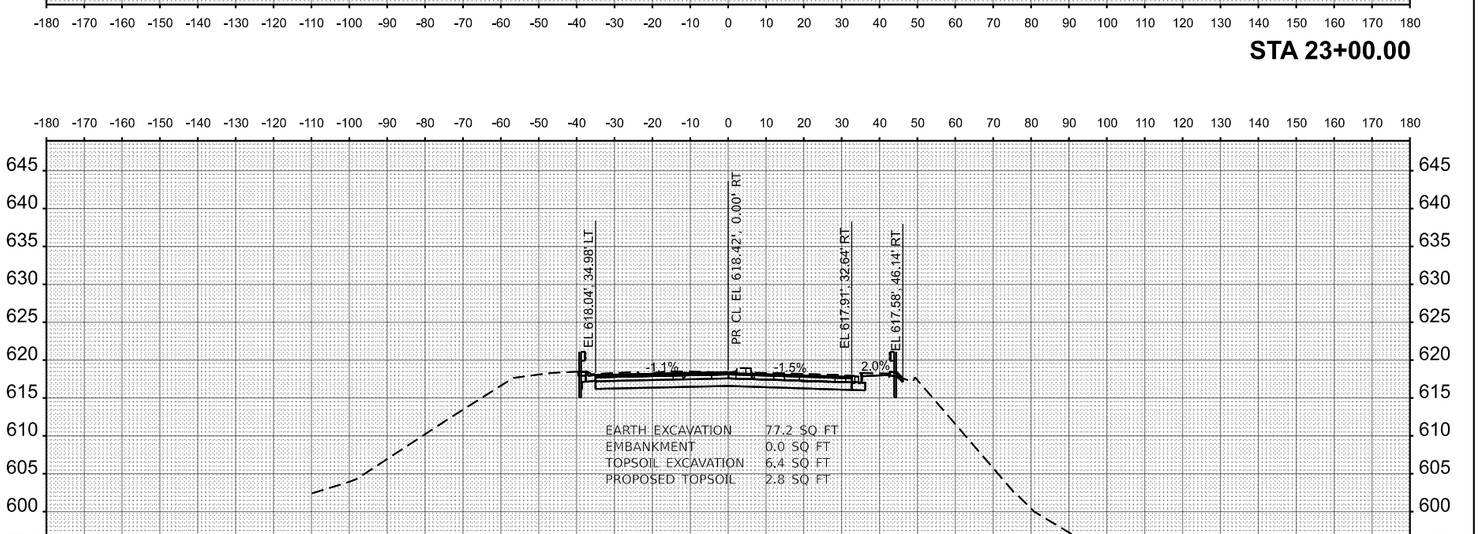
STA 23+50.00



STA 23+40.00



STA 23+00.00



STA 22+50.00

PLOT DATE = 7/23/2025
USER NAME = vhernandez
DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

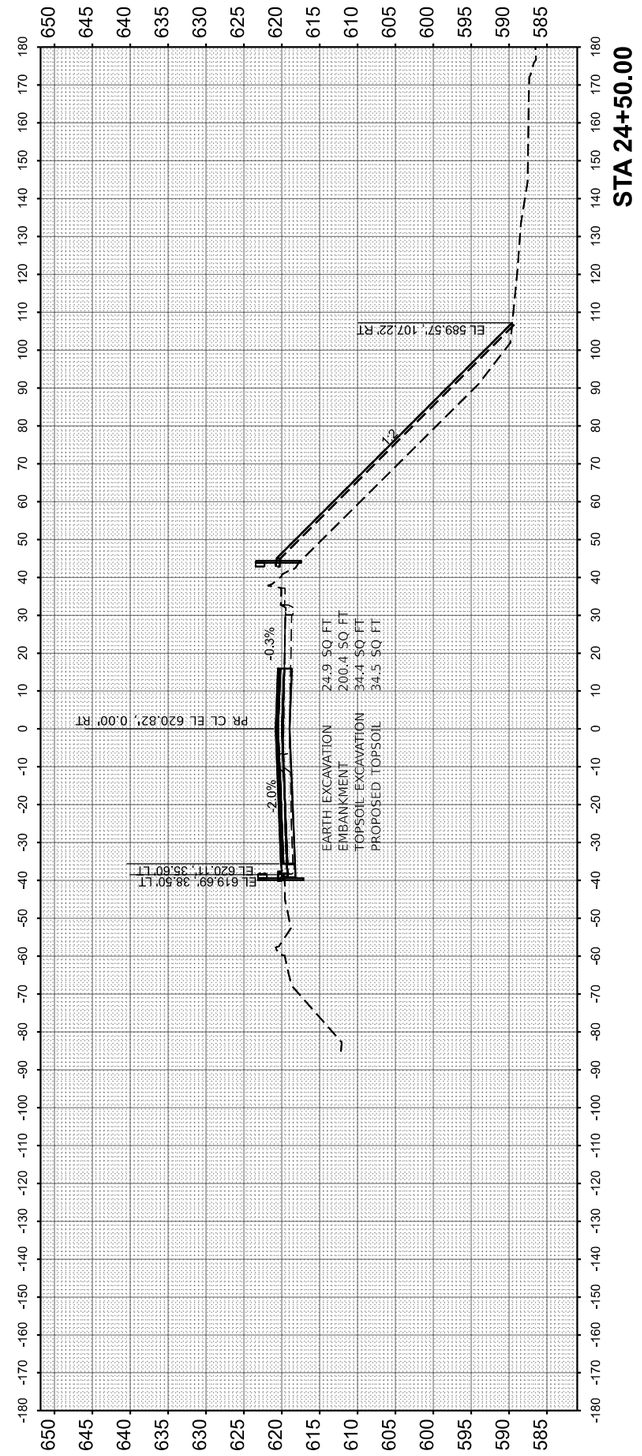
CROSS SECTIONS
GREENWOOD AVENUE

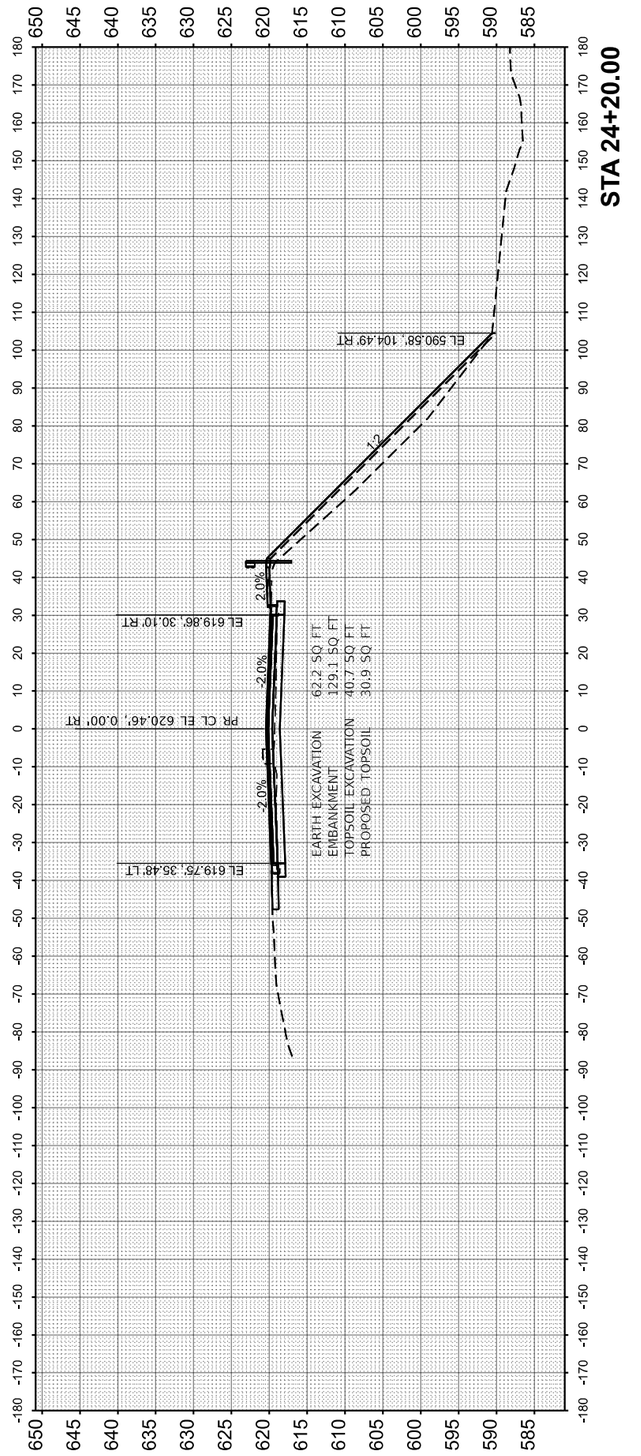
SCALE: 1"=20'
SHEET 1 OF 4 SHEETS
STA. 22+50.00
TO STA. 23+50.00

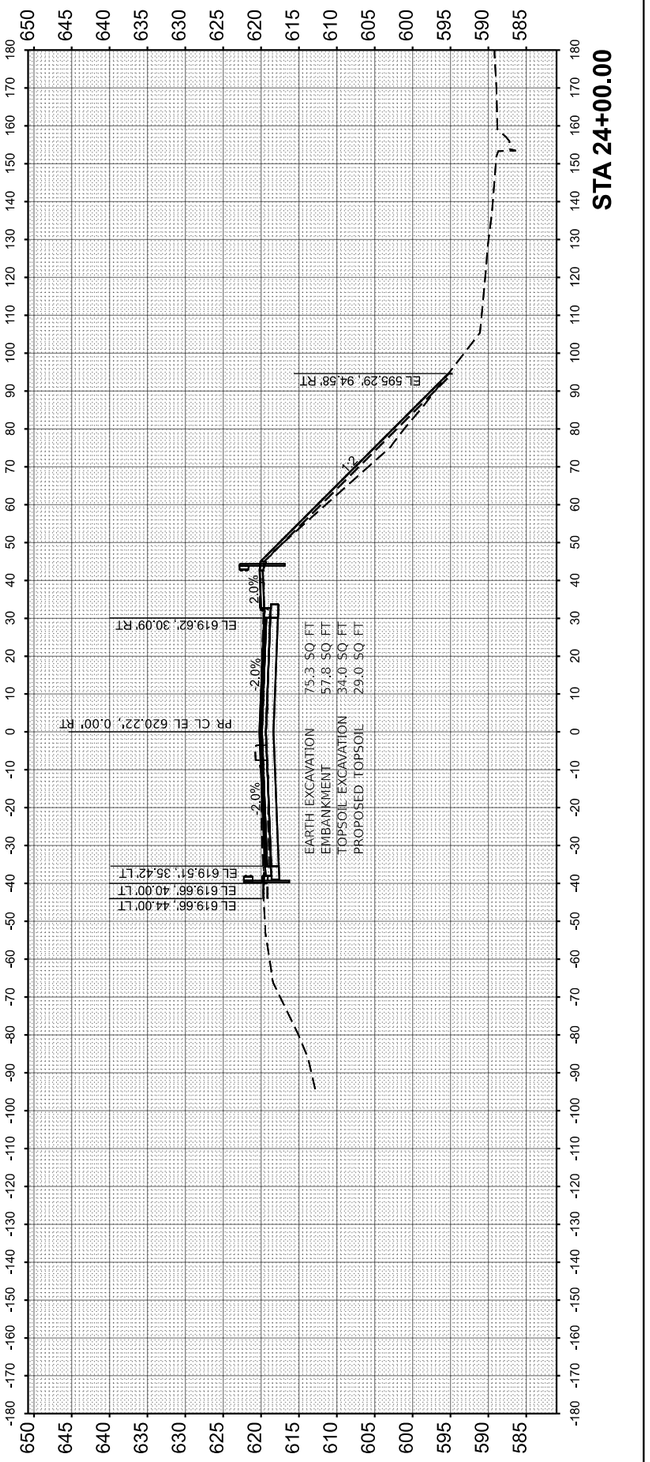
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	73
ILLINOIS FED. AID PROJECT	CONTRACT NO. 61L19			

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		







MODEL: Sheet_02
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USER NAME = vhernandez	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 7/23/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
GREENWOOD AVENUE

SCALE: 1"=20' | SHEET 2 OF 4 SHEETS | STA. 24+00.00 | TO STA. 24+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	74
		CONTRACT NO. 61L19		
		ILLINOIS	FED. AID PROJECT	

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

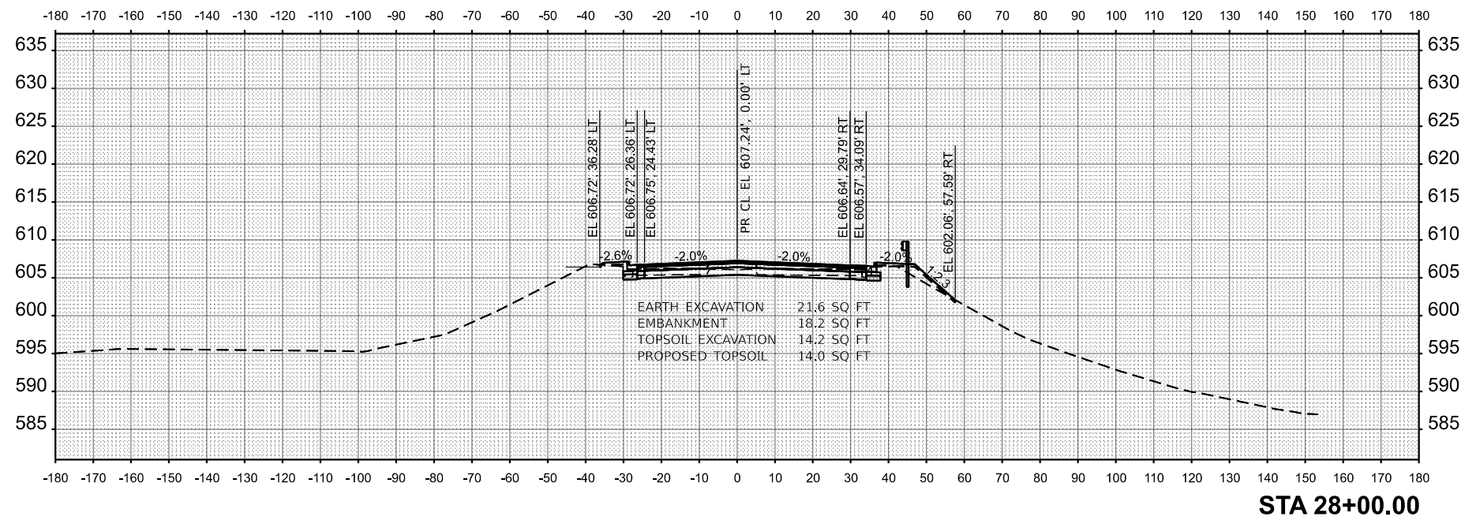
FINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

MODEL: Sheet_03
FILE NAME: P:\WAUKC\191414-Greenwood Ave Bridge\CAD\Open Roads\191414_XSec_Greenwood.dgn

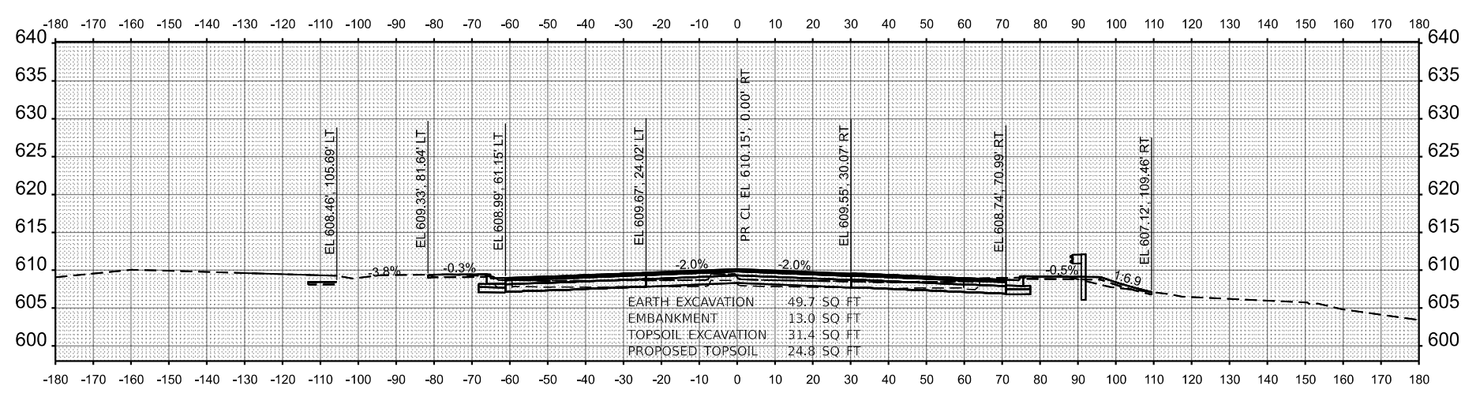
USER NAME = vhernandez
PLOT DATE = 7/23/2025

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

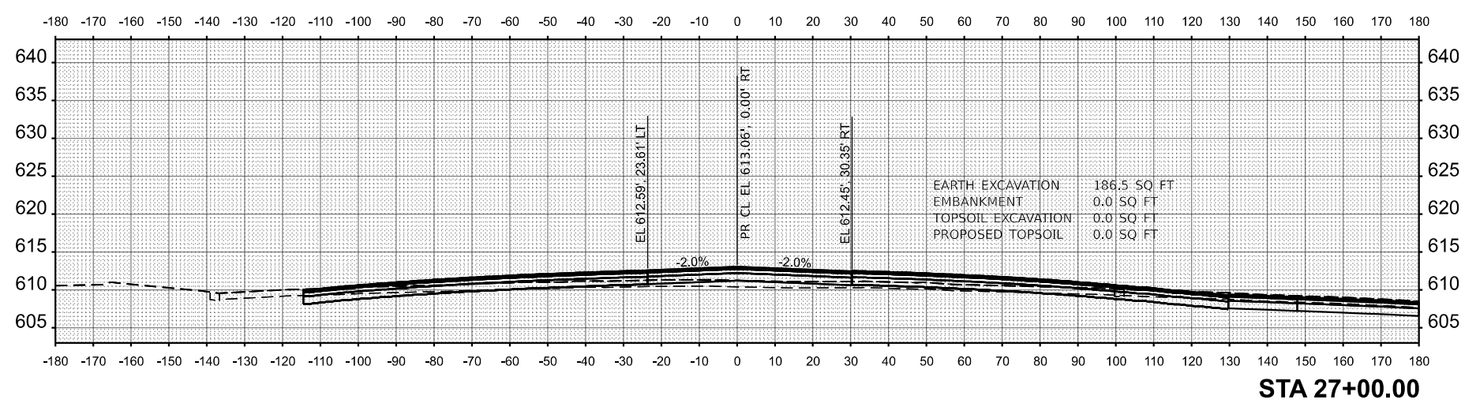
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



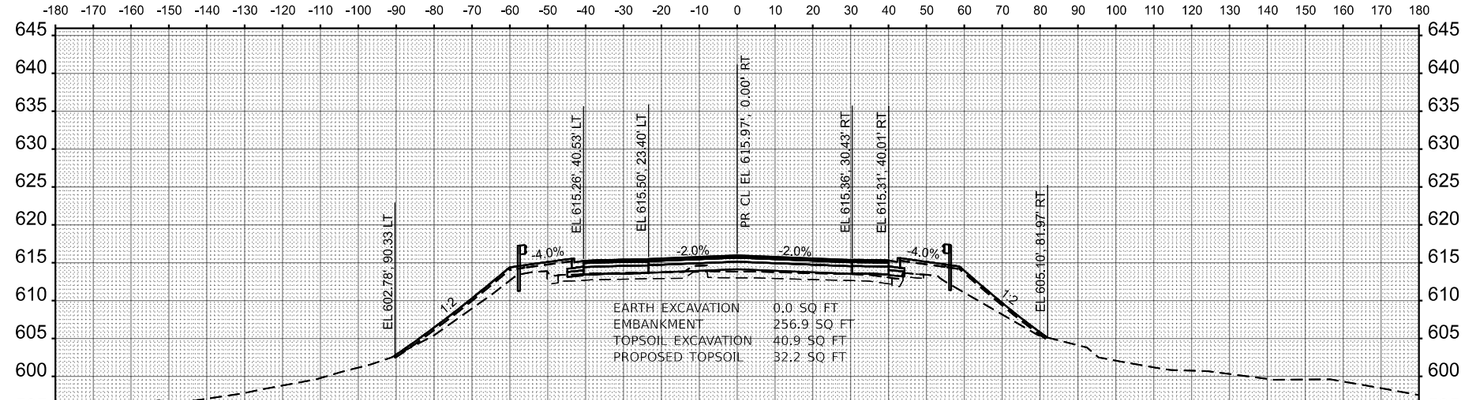
STA 28+00.00



STA 27+50.00



STA 27+00.00



STA 26+50.00

CROSS SECTIONS
GREENWOOD AVENUE

SCALE: 1"=20'	SHEET 3 OF 4 SHEETS	STA. 26+50.00	TO STA. 28+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	75
ILLINOIS	FED. AID PROJECT	CONTRACT NO. 61L19		

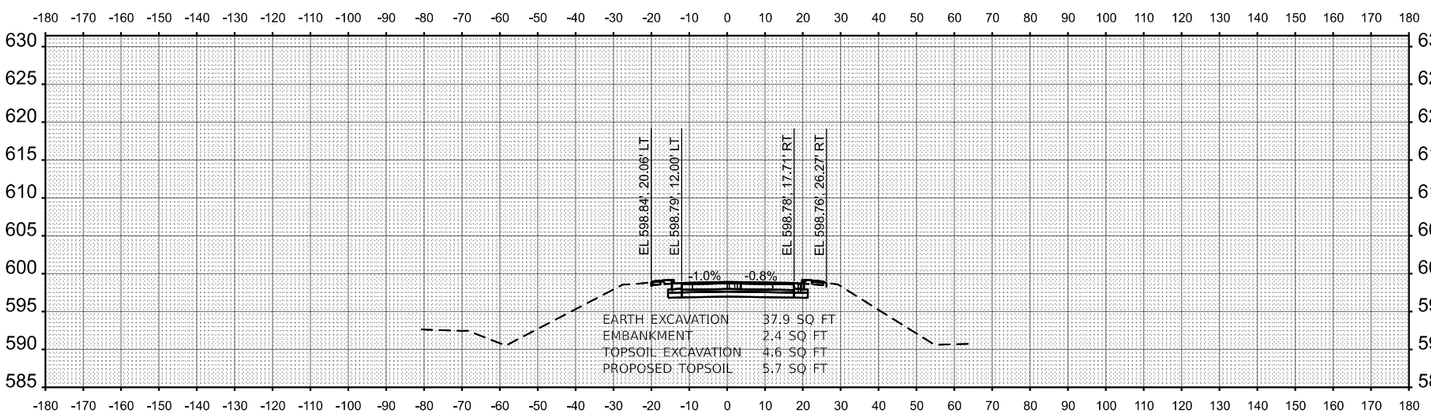
ORIGINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

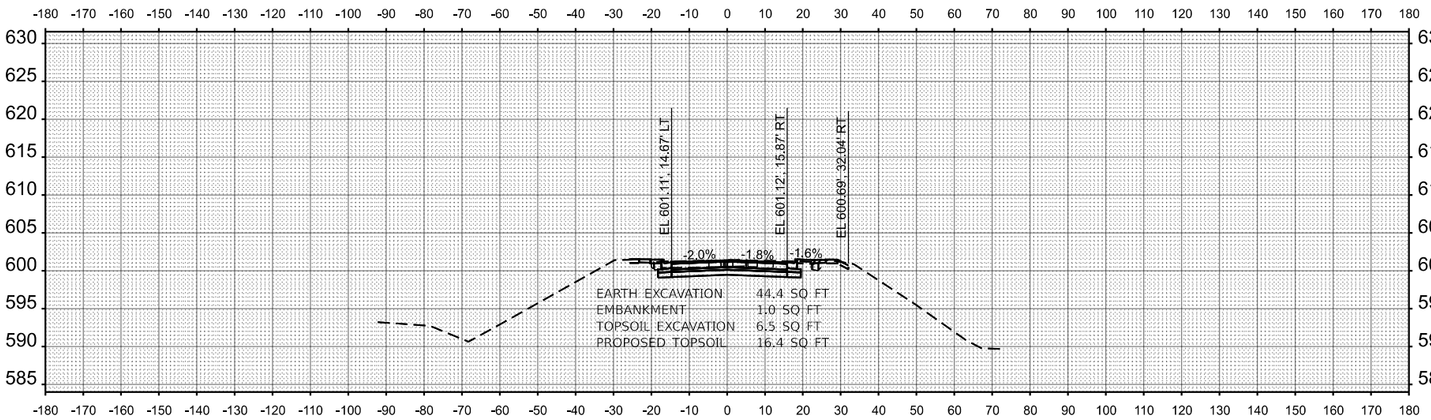
MODEL: Sheet_04
FILE NAME: P:\WAUKC\191414-Greenwood Ave Bridge\CAD\Open Roads\191414_XSec_Greenwood.dgn

PLOT DATE	USER NAME	DESIGNED	REVISED
= 4/21/2025	= rtlalkowski	-	-
		DRAWN -	REVISED -
DATE		CHECKED -	REVISED -
-			REVISED -

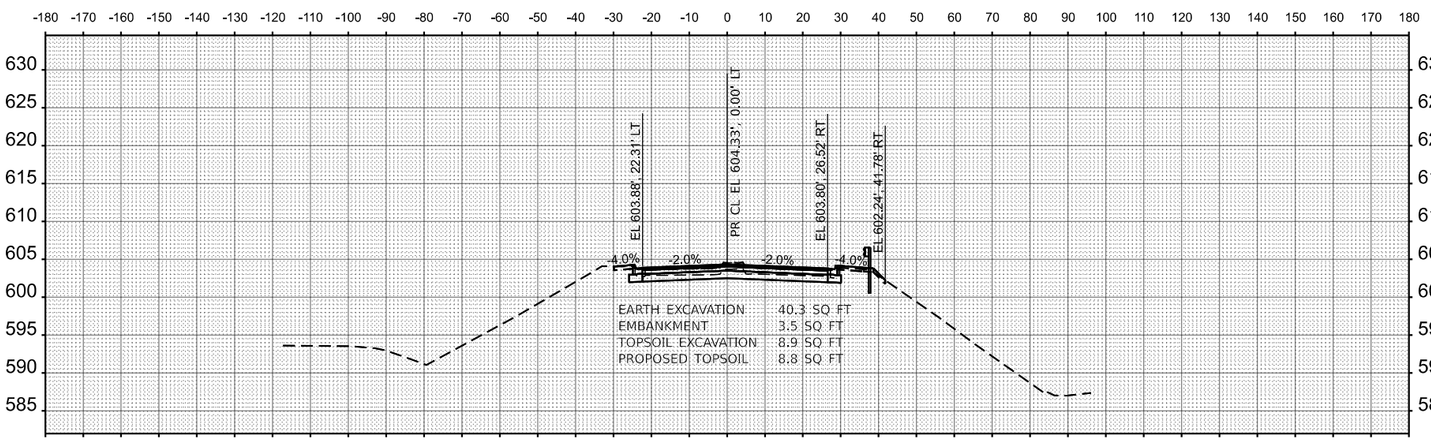
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STA 29+50.00



STA 29+00.00



STA 28+50.00

CROSS SECTIONS
GREENWOOD AVENUE

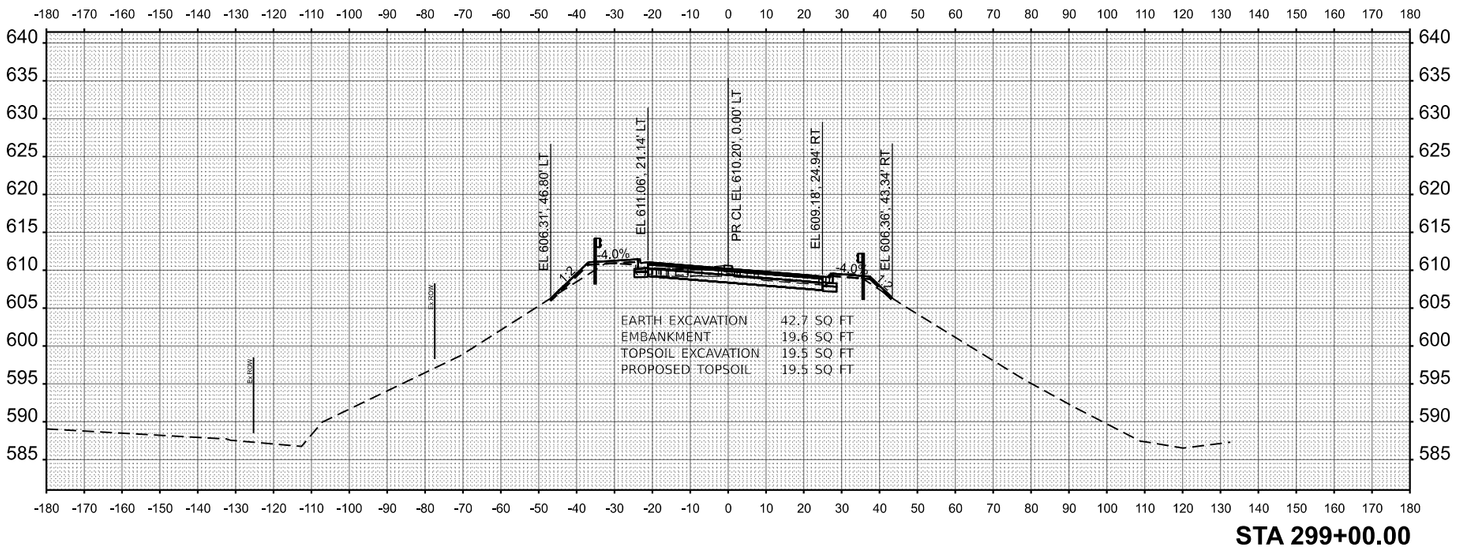
SCALE: 1"=20'	SHEET	4	OF	4	SHEETS	STA. 28+50.00	TO STA. 29+50.00

	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILLINOIS FED. AID PROJECT	3719	20-00243-00-BR	LAKE	78	76
	CONTRACT NO. 61L19				

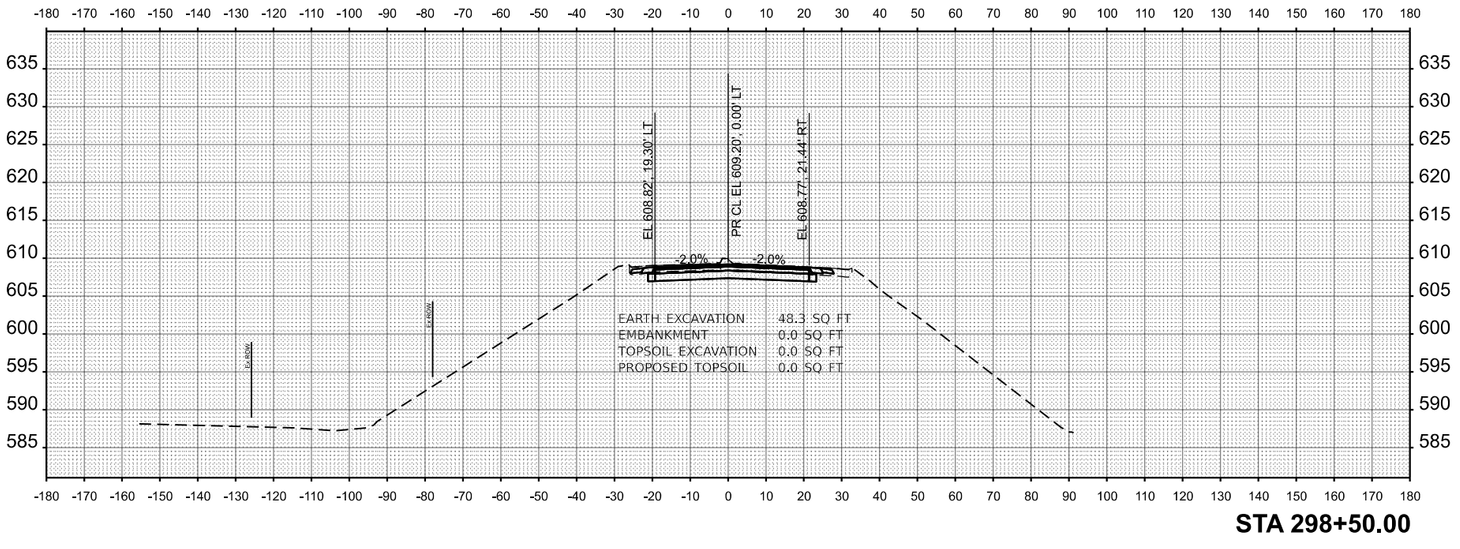
ORIGINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

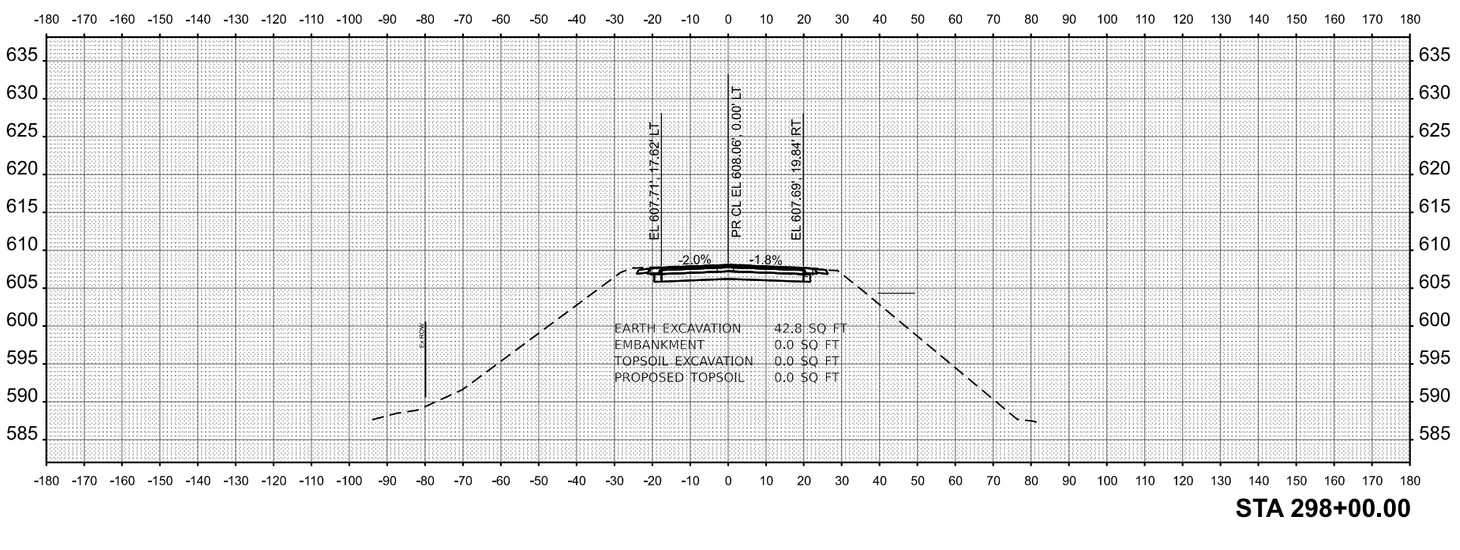
MODEL: SHEET_01
FILE NAME: P:\WAUKC\191414-Greenwood Ave Bridge\CAD\Open Roads\191414_XSec_Pershing.dgn



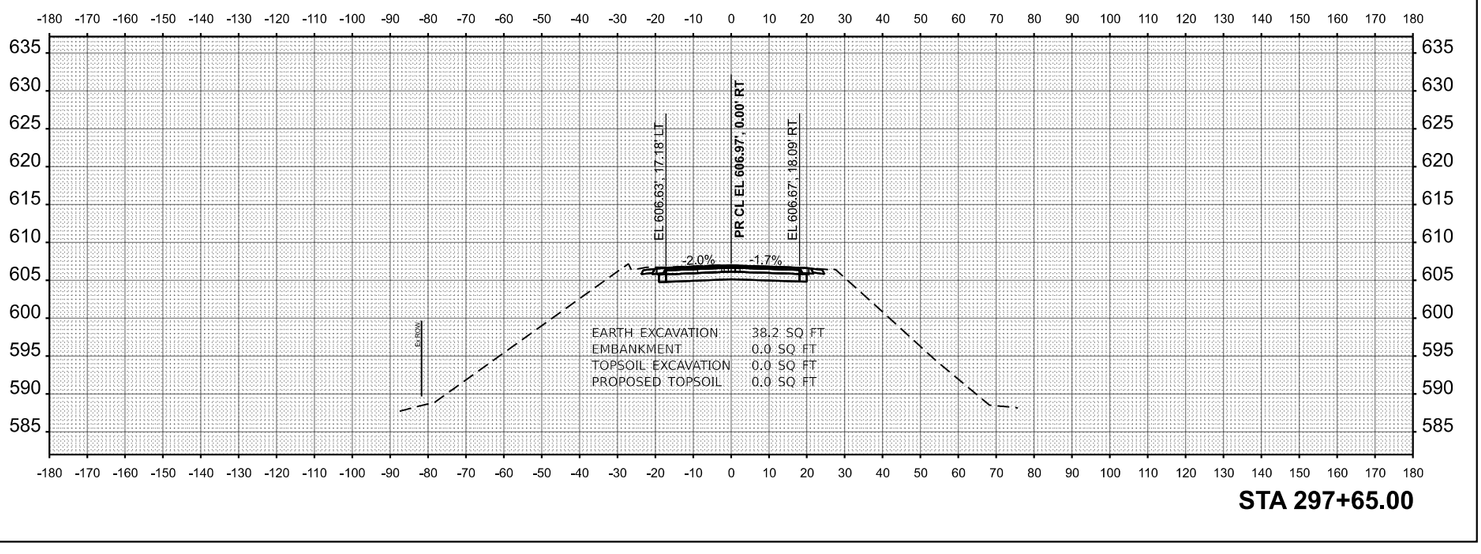
STA 299+00.00



STA 298+50.00



STA 298+00.00



STA 297+65.00

PLOT DATE = 5/21/2025

	USER NAME = rtillotowski
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PERSHING ROAD

SCALE: 1"=20'
SHEET 1 OF 2 SHEETS
STA. 297+65.00
TO STA. 299+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	77
ILLINOIS FED. AID PROJECT	CONTRACT NO. 61L19			

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

MODEL: SHEET_02
FILE NAME: P:\WAUK\1191414-Greenwood Ave Bridge\CAD\Open Roads\1191414_XSec_Pershing.dgn

USER NAME = mlakowski	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
PERSHING ROAD

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 301+00.00 | TO STA. 301+14.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3719	20-00243-00-BR	LAKE	78	78
		CONTRACT NO. 61L19		
		ILLINOIS FED. AID PROJECT		