

11-06-2020 LETTING ITEM 066

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE  
INTERSECTION OF EASTERN AVENUE (MUN 4003) AND HARRIS AVENUE (MUN 4008)  
BRIDGE REPLACEMENT  
Section No.: 19-00048-00-BR  
Project No. ZL24(463)  
VILLAGE OF CLARENDON HILLS  
DUPAGE COUNTY  
JOB NO.: C-91-361-19

A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
N/A	19-00048-00-BR	DUPAGE	16
ILLINOIS CONTRACT NO. 61G54			

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF APPLICABLE HIGHWAY STANDARDS  
SEE SHEET 2

ELEVATION BENCHMARKS DATA: NAVD'88		
NO.	DESCRIPTION	ELEV.
PSM 18-51	SQUARE CUI. ON TOP OF WALL AT THE CENTER OF THE NORTHERLY WALL LOCATED AT THE SOUTHWEST CORNER OF EASTERN AVENUE & MERRILL AVENUE	113.92
PSM 18-54	MINI RAILROAD SPIKE IN LIGHT POLE AT THE NORTHEAST CORNER OF EASTERN AVENUE & PARY AVENUE	120.30

DESIGN DESIGNATION ROUTE : N/A  
DESIGN SPEED = N/A  
POSTED SPEED = N/A

TRAFFIC DATA:

ADT = N/A



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-492-0123  
OR 811

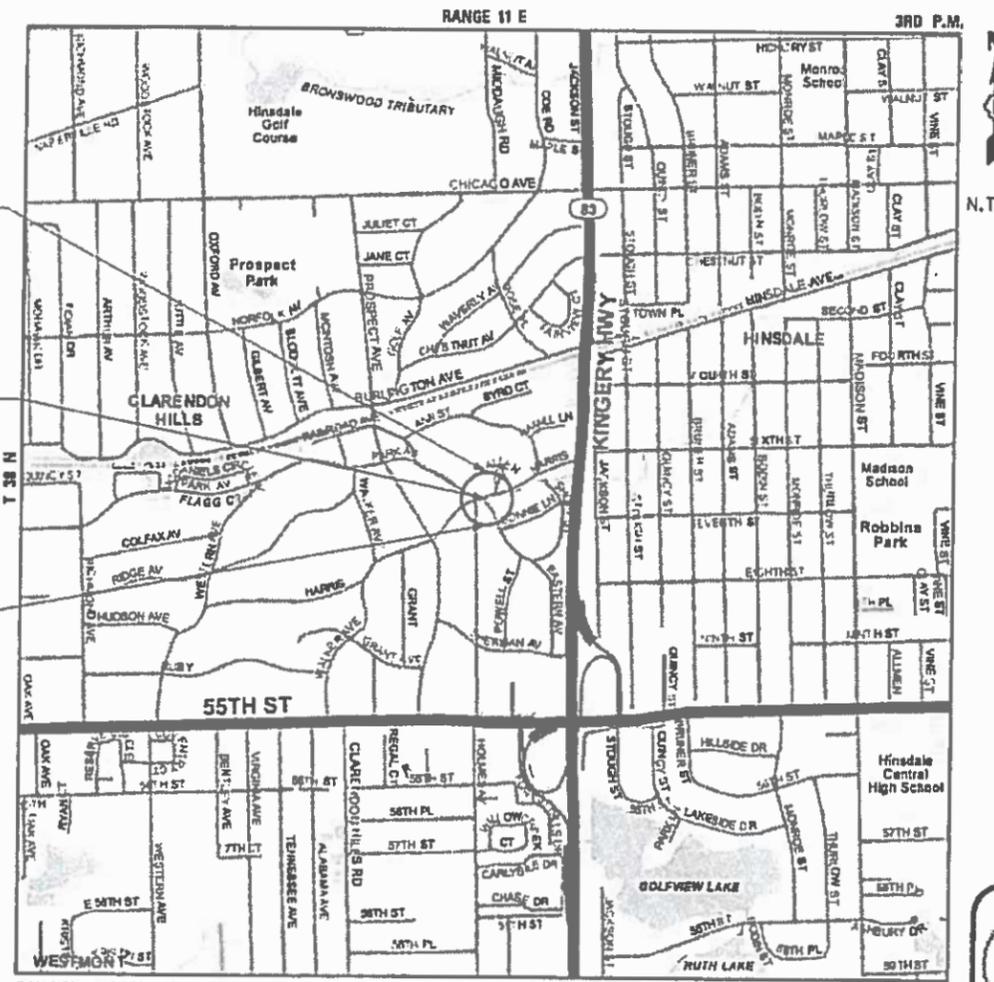
**CB** CHRISTOPHER B. BURKE ENGINEERING, L.T.D.  
9575 W. Higgins Road, Suite 600  
Rosemont, Illinois 60018  
(847) 823-3500

PROFESSIONAL DESIGN FRW NO. 184-00175  
EXPIRATION DATE: APRIL 30, 2019

CONTRACT NO. 61G54



LOCATION OF SECTION INDICATED THIS: -



DOWNERS GROVE NORTH TOWNSHIP LOCATION MAP  
GROSS LENGTH OF PROJECT = 45 LINEAL FEET (0.01 MI.)  
NET LENGTH OF PROJECT = 45 LINEAL FEET (0.01 MI.)

AGENCY RESPONSIBLE FOR LETTING

APPROVED Feb 27 20  
*B. Dan M...*  
PUBLIC WORKS DIRECTOR

PASSED 4.30.2020  
*C. P. ...*  
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASED FOR BID  
BASED ON LIMITED  
REVIEW 4.30.2020  
*A. H. ...*  
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**LEE M. FELL**  
ILLINOIS REGISTRATION NO. 062-053708  
EXPIRATION DATE: 11/30/2021

**MADID MORASSAN**  
ILLINOIS REGISTRATION NO. 08-005058  
STRUCTURAL ENGINEER  
EXPIRATION DATE: 0/30/2020

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

**INDEX OF SHEETS**

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**HIGHWAY STANDARDS AND DISTRICT ONE DETAILS**

424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
701006-05	OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

**GENERAL NOTES**

**SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS**

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", JANUARY 1, 2020 REVISION; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JUNE 2014 SEVENTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT HIGHWAY STANDARD.

CODES OF THE IEPA TITLE 35, AND O. S. H. A. SHALL BE ADHERED TO FOR THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

ALL REQUIRED PERMITS FROM THE PROPER GOVERNING AGENCY SHALL BE OBTAINED FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHEETING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE AGENCY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC.

**1. UTILITIES**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITY FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE.

THE CONTRACTOR SHALL CONTACT IDOT'S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT-MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

**2. WATER, STORM SEWER AND SANITARY SEWER**

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. CONTACT THE VILLAGE OF CLARENDON HILLS WATER DEPARTMENT (TEL. 847-746-4060) FOR THEM TO TURN VALVES OR OPERATE HYDRANTS. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLANNED QUANTITY.

CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80 OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80 OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE.

NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED. AT NO TIME SHALL LESS THAN HALF OF THE STREET BE AVAILABLE FOR PARKING.

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLANNED QUANTITY. CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80 OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80 OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE. NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED. AT NO TIME SHALL LESS THAN HALF OF THE STREET BE AVAILABLE FOR PARKING.

**3. USACE STANDARD IN-STREAM NOTES:**

a. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.

b. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.

c. WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.

d. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.

e. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.

f. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.

g. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

**4. KDSWCD STANDARD NOTES:**

a. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.

b. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

c. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

d. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.

e. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

f. DURING DEWATERING OPERATIONS, WATER WILL BE FILTERED OR PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FILED TILES OR STORMWATER STRUCTURES IS PROHIBITED.

g. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.

CONTRACTOR SHALL HAVE ADDITIONAL MATERIALS ONSITE TO MAINTAIN OR REPLACE EXISTING BMPs AS NECESSARY TO MAINTAIN SESC COMPLIANCE AND PRESERVE WATER QUALITY STANDARDS THROUGHOUT CONSTRUCTION.

FILE NAME =	USER NAME = jhouseh	DESIGNED - LMF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE INDEX OF SHEETS, LIST OF HIGHWAY STANDARDS, GENERAL NOTES</b>	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\CLARENDONHILLS\190082\Civil\NOT.190082.sht		DRAWN - JEH	REVISED -			N/A	19-00048-00-BR	DU PAGE	16		
Default	PLOT SCALE	CHECKED - LMF	REVISED -			SCALE: 20'			SHEET OF 16 SHEETS   STA. TO STA.		CONTRACT NO. 61G54
	PLOT DATE = 9/9/2020	DATE - 9/9/2020	REVISED -			ILLINOIS FED. AID PROJECT					

## SUMMARY OF QUANTITIES

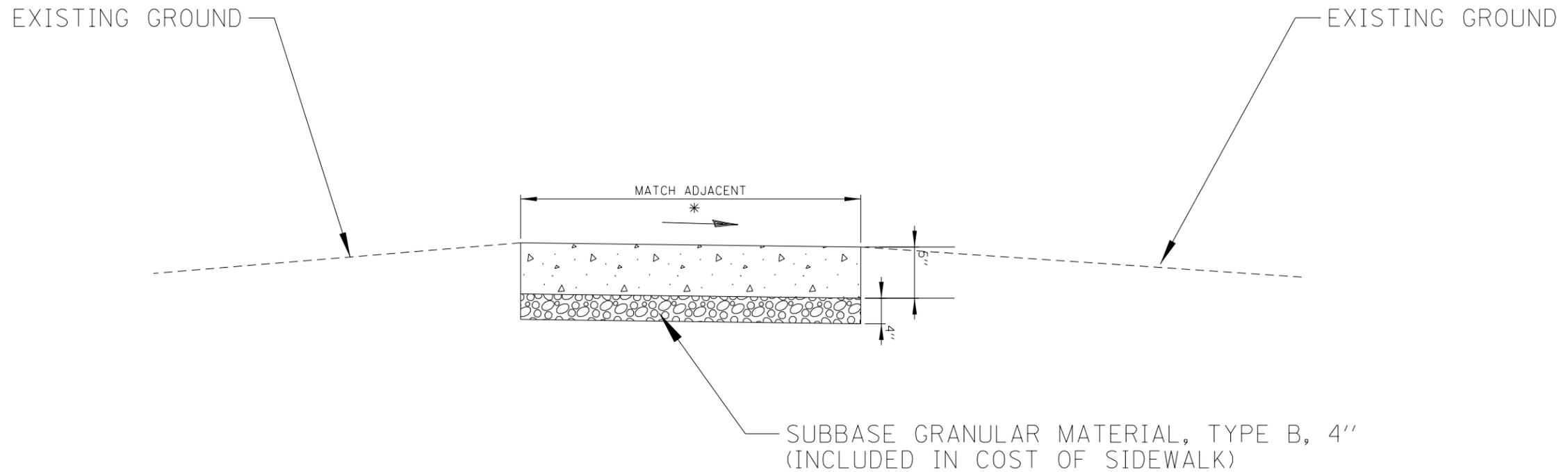
	CODE	DESCRIPTION	UNIT	QUANTITY
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	100
	20101000	TEMPORARY FENCE	FOOT	100
	25200110	SODDING, SALT TOLERANT	SQ YD	100
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150
	28000400	PERIMETER EROSION BARRIER	FOOT	220
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	100
	44000600	SIDEWALK REMOVAL	SQ FT	90
	50100100	REMOVAL OF EXISTING STRUCTURE	EACH	1
	50104650	SLOPE WALL REMOVAL	SQ YD	50
	50200100	STRUCTURE EXCAVATION	CU YD	35
	50300225	CONCRETE STRUCTURES	CU YD	7
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	790
	51100100	SLOPE WALL, 4"	SQ YD	70
	51201300	FURNISHING STEEL PILES, HP 8x36	FOOT	40
	52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	170
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	50
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	10
	60108104	PIPE UNDERDRAINS, TYPE 1, 4"	FOOT	45
	67100100	MOBILIZATION	LSUM	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1
~	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	150
~	*X0322924	RETAINING WALL REMOVAL	SQ FT	75
~	X0426200	DEWATERING	LSUM	1
~	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	100
~	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	40
~	*Z0055900	WOOD POST AND RAIL FENCE	FOOT	25
~	Z0013798	CONSTRUCTION LAYOUT	LSUM	1

\* INDICATES SPECIALITY ITEM

~ INDICATES SPECIAL PROVISION

FILE NAME =	USER NAME = jhouseh	DESIGNED - LMF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE SUMMARY OF QUANTITIES</b>	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT SCALE	CHECKED - LMF	REVISED -			CONTRACT NO. 61054					
	PLOT DATE = 4/28/2020	DATE - 4/28/2020	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 20' SHEET 3 OF 16 SHEETS STA. TO STA.



\* CROSS SLOPE 2% MAX

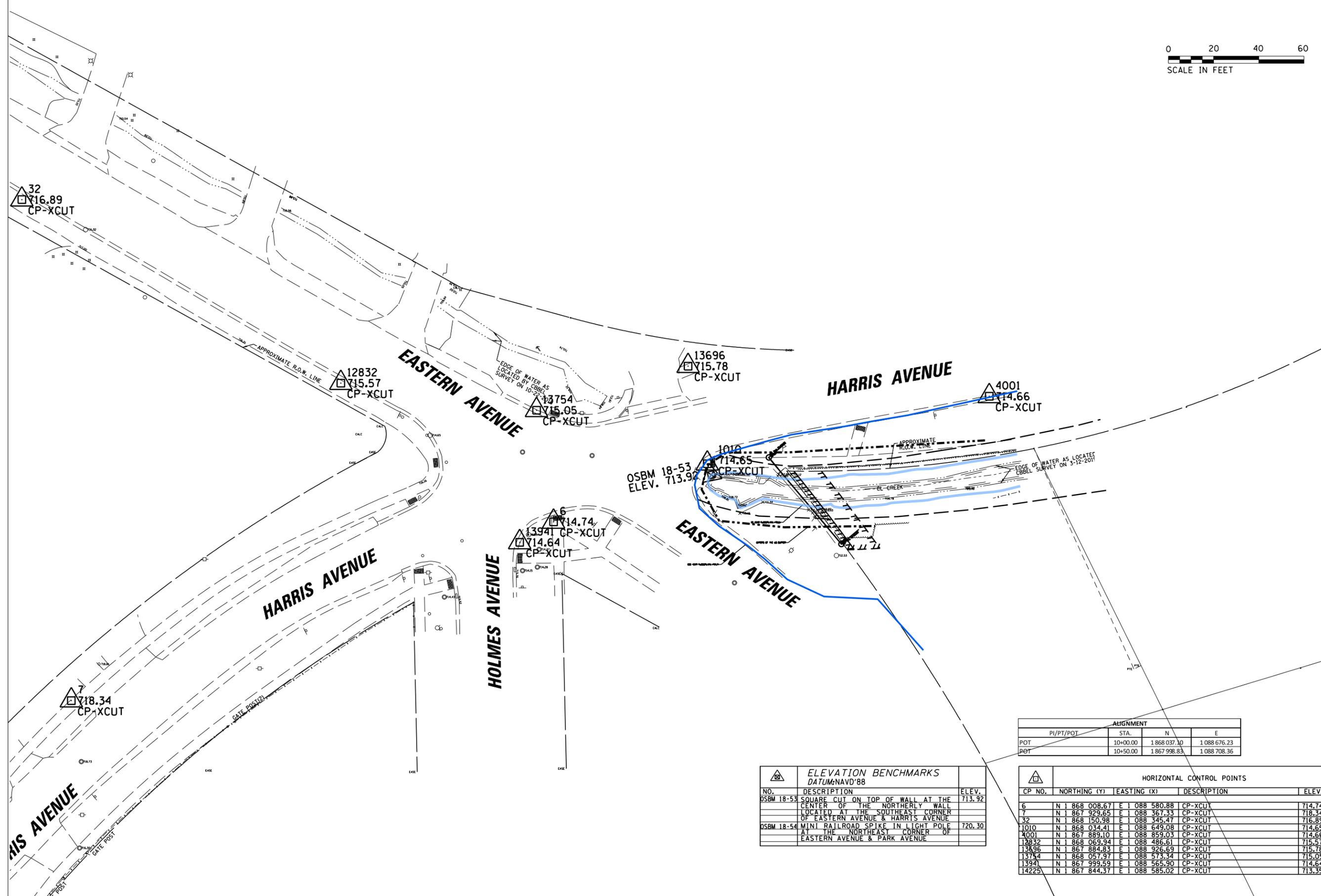
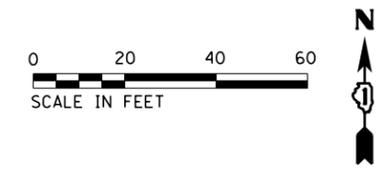
## **P.C.C. SIDEWALK 5 INCH, SPECIAL**

NOT TO SCALE

NOTE:

ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF P.C.C. SIDEWALK 5 INCH

FILE NAME =	USER NAME = jhouseh	DESIGNED - LMF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE TYPICAL SECTION</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 4/28/2020	DATE - 4/28/2020	REVISED -		ILLINOIS FED. AID PROJECT							



ELEVATION BENCHMARKS DATUM: NAVD'88		
NO.	DESCRIPTION	ELEV.
OSBM 18-53	SQUARE CUT ON TOP OF WALL AT THE CENTER OF THE NORTHERLY WALL LOCATED AT THE SOUTHEAST CORNER OF EASTERN AVENUE & HARRIS AVENUE	713.92
OSBM 18-54	MINI RAILROAD SPIKE IN LIGHT POLE AT THE NORTHEAST CORNER OF EASTERN AVENUE & PARK AVENUE	720.30

PI/PT/POT	ALIGNMENT		
	STA.	N	E
POT	10+00.00	1 868 037.10	1 088 676.23
POT	10+50.00	1 867 998.83	1 088 708.36

HORIZONTAL CONTROL POINTS				
CP NO.	NORTHING (Y)	EASTING (X)	DESCRIPTION	ELEV.
6	N 1 868 008.67	E 1 088 580.88	CP-XCUT	714.74
7	N 1 867 929.65	E 1 088 367.33	CP-XCUT	718.34
32	N 1 868 150.98	E 1 088 345.47	CP-XCUT	716.89
1010	N 1 868 034.41	E 1 088 649.08	CP-XCUT	714.65
4001	N 1 867 889.10	E 1 088 859.03	CP-XCUT	714.66
12832	N 1 868 069.94	E 1 088 486.61	CP-XCUT	715.57
13696	N 1 867 884.83	E 1 088 926.69	CP-XCUT	715.78
13754	N 1 868 057.97	E 1 088 573.34	CP-XCUT	715.05
13941	N 1 867 999.59	E 1 088 565.90	CP-XCUT	714.64
14225	N 1 867 844.37	E 1 088 585.02	CP-XCUT	713.35

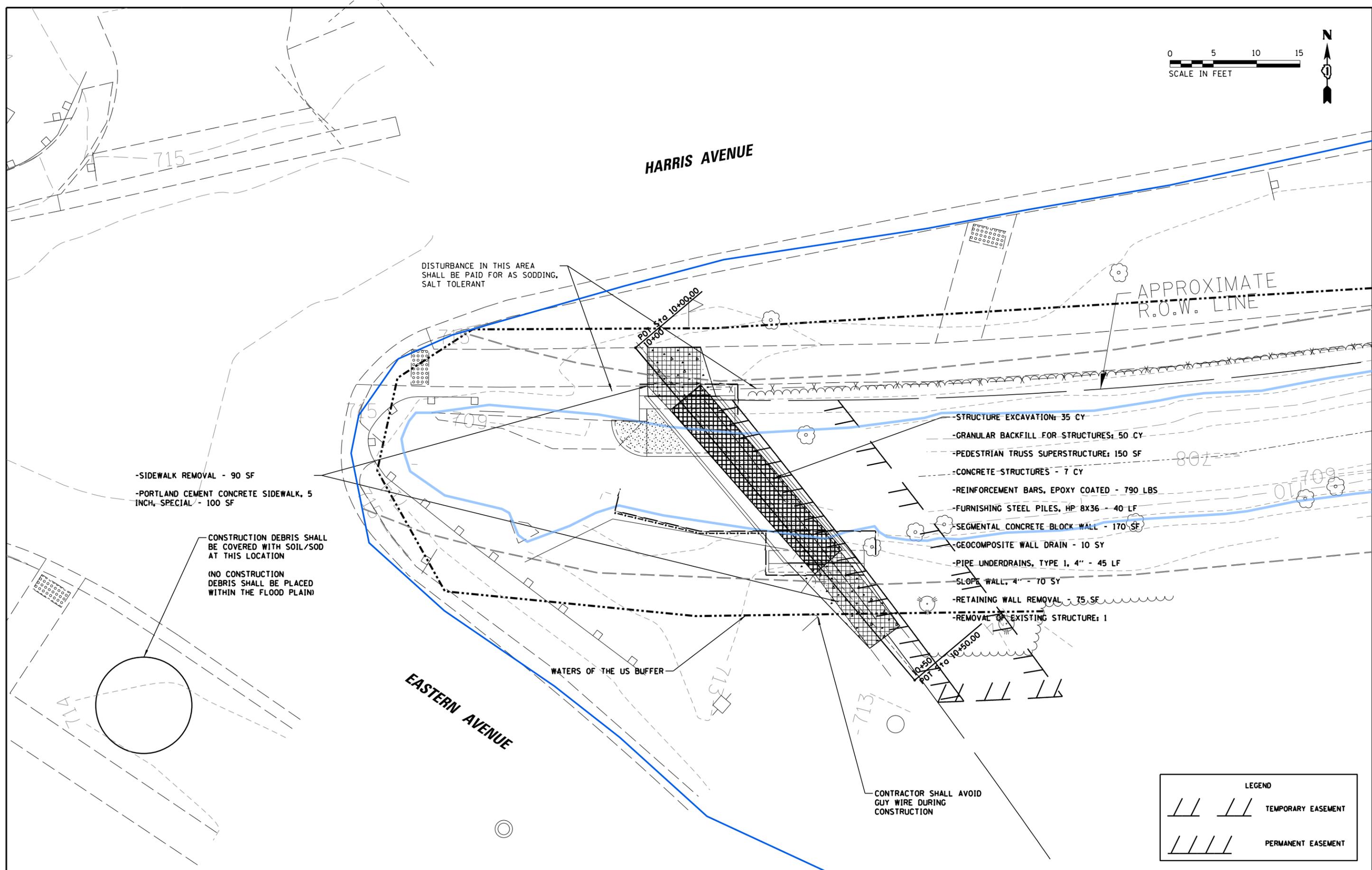
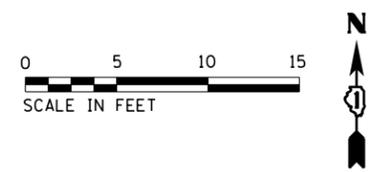
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Default	PLOT SCALE = 48'	DRAWN - JEH	REVISED -
	PLOT DATE = 4/28/2020	CHECKED - LMF	REVISED -
		DATE - 4/28/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE  
ALIGNMENT, TIES AND BENCHMARKS**

SCALE: 20'      SHEET 5 OF 16 SHEETS      STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU PAGE	16	5
CONTRACT NO. 61054				
ILLINOIS FED. AID PROJECT				



DISTURBANCE IN THIS AREA SHALL BE PAID FOR AS SODDING, SALT TOLERANT

APPROXIMATE R.O.W. LINE

-SIDEWALK REMOVAL - 90 SF  
 -PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL - 100 SF

CONSTRUCTION DEBRIS SHALL BE COVERED WITH SOIL/SOD AT THIS LOCATION  
 (NO CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE FLOOD PLAIN)

- STRUCTURE EXCAVATION: 35 CY
- GRANULAR BACKFILL FOR STRUCTURES: 50 CY
- PEDESTRIAN TRUSS SUPERSTRUCTURE: 150 SF
- CONCRETE STRUCTURES - 7 CY
- REINFORCEMENT BARS, EPOXY COATED - 790 LBS
- FURNISHING STEEL PILES, HP 8X36 - 40 LF
- SEGMENTAL CONCRETE BLOCK WALL - 170 SF
- GEOCOMPOSITE WALL DRAIN - 10 SY
- PIPE UNDERDRAINS, TYPE 1, 4" - 45 LF
- SLOPE WALL, 4" - 70 SY
- RETAINING WALL REMOVAL - 75 SF
- REMOVAL OF EXISTING STRUCTURE: 1

WATERS OF THE US BUFFER

CONTRACTOR SHALL AVOID GUY WIRE DURING CONSTRUCTION

LEGEND	
	TEMPORARY EASEMENT
	PERMANENT EASEMENT

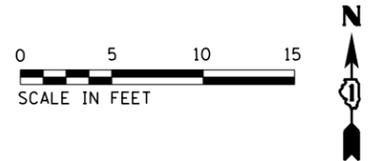
FILE NAME =	USER NAME = jhouseh	DESIGNED - LMF	REVISED -
N:\CLARENDONHILLS\190002\civil\PRO-REM.01.sht		DRAWN - JEH	REVISED -
Default	PLOT SCALE = 5'	CHECKED - LMF	REVISED -
	PLOT DATE = 4/28/2020	DATE - 4/28/2020	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE  
 EXISTING CONDITIONS AND PROPOSED PLAN**

SCALE: 20' SHEET 6 OF 16 SHEETS STA. TO STA.

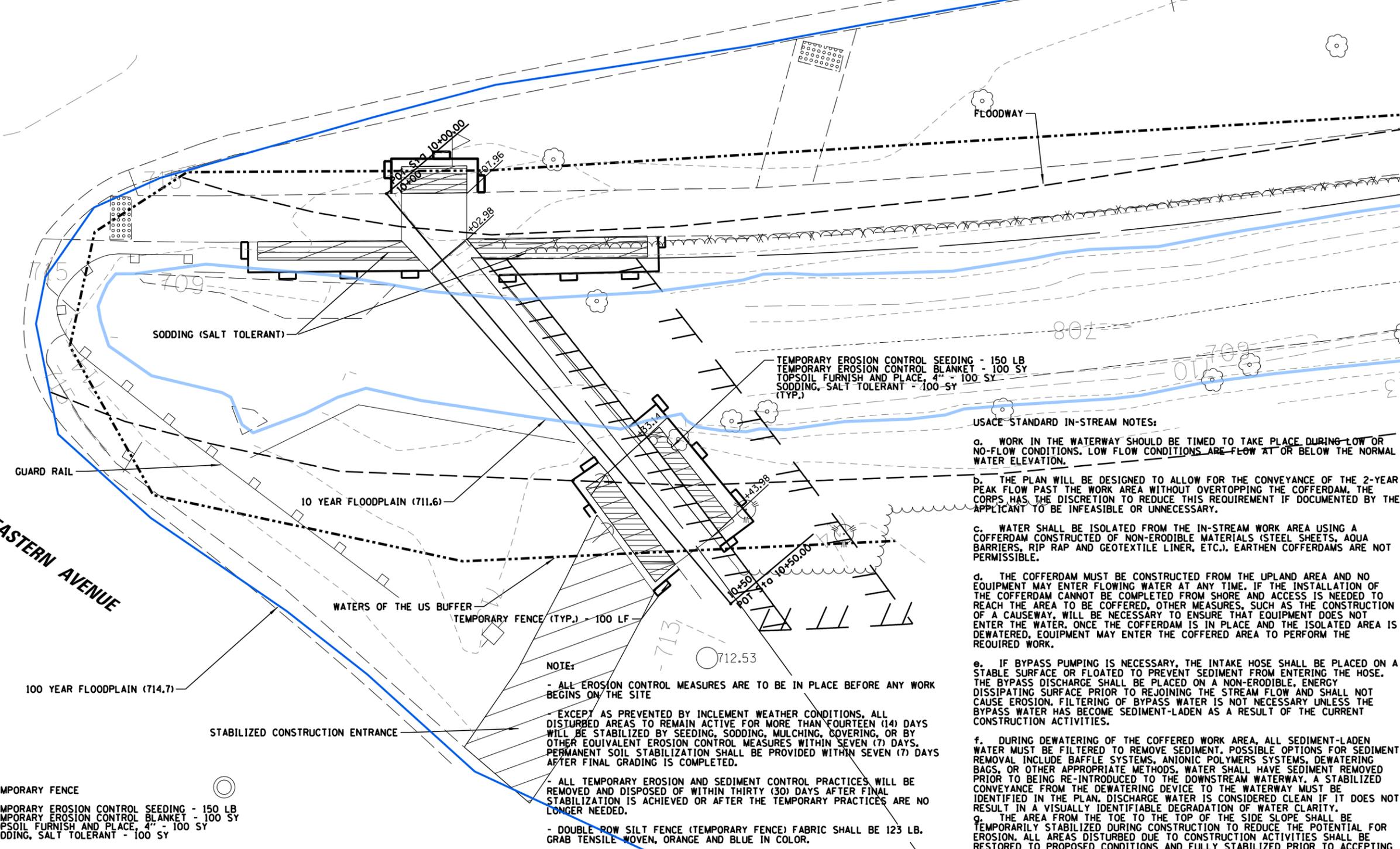
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU	16	6
				CONTRACT NO. 61054
ILLINOIS FED. AID PROJECT				



HARRIS AVENUE

715

EASTERN AVENUE



- USACE STANDARD IN-STREAM NOTES:
- a. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
  - b. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
  - c. WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
  - d. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER, ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
  - e. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
  - f. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
  - g. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

NOTE:

- ALL EROSION CONTROL MEASURES ARE TO BE IN PLACE BEFORE ANY WORK BEGINS ON THE SITE
- EXCEPT AS PREVENTED BY INCLEMENT WEATHER CONDITIONS, ALL DISTURBED AREAS TO REMAIN ACTIVE FOR MORE THAN FOURTEEN (14) DAYS WILL BE STABILIZED BY SEEDING, SODDING, MULCHING, COVERING, OR BY OTHER EQUIVALENT EROSION CONTROL MEASURES WITHIN SEVEN (7) DAYS. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS AFTER FINAL GRADING IS COMPLETED.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES WILL BE REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED.
- DOUBLE ROW SILT FENCE (TEMPORARY FENCE) FABRIC SHALL BE 123 LB. GRAB TENSILE WOVEN, ORANGE AND BLUE IN COLOR.

LEGEND

	TEMPORARY FENCE
	TEMPORARY EROSION CONTROL SEEDING - 150 LB
	TEMPORARY EROSION CONTROL BLANKET - 100 SY
	TOPSOIL FURNISH AND PLACE, 4" - 100 SY
	SODDING, SALT TOLERANT - 100 SY

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

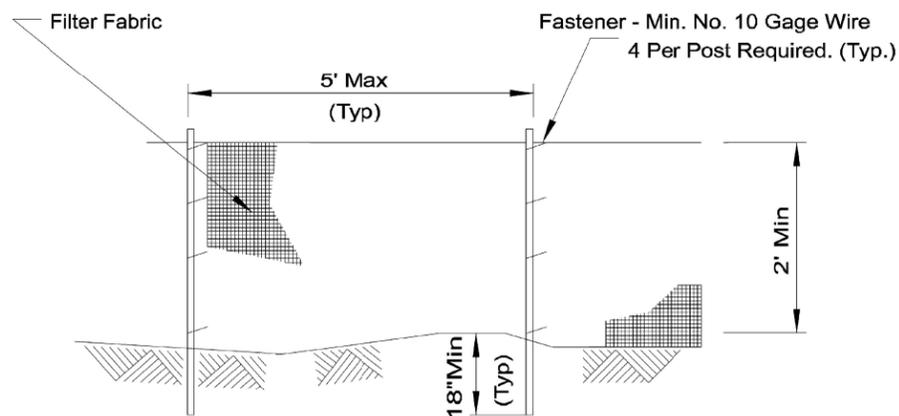
EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE  
EROSION CONTROL PLAN

SCALE: 20' SHEET 7 OF 16 SHEETS STA. TO STA.

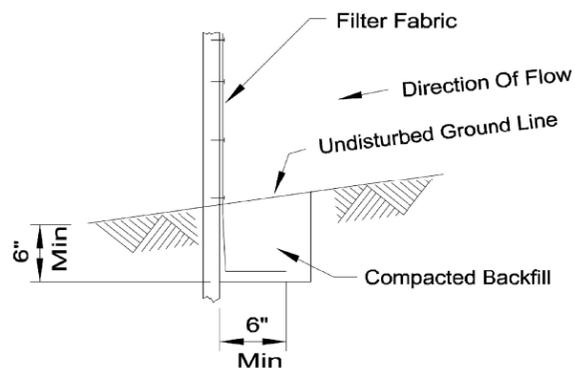
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU PAGE	16	7
CONTRACT NO. 61G54			ILLINOIS FED. AID PROJECT	

10 YEAR FLOODWAY ELEVATION: 711.6  
 100 YEAR FLOODWAY ELEVATION: 714.7

### SILT FENCE PLAN



### ELEVATION



### FABRIC ANCHOR DETAIL

**NOTES:**

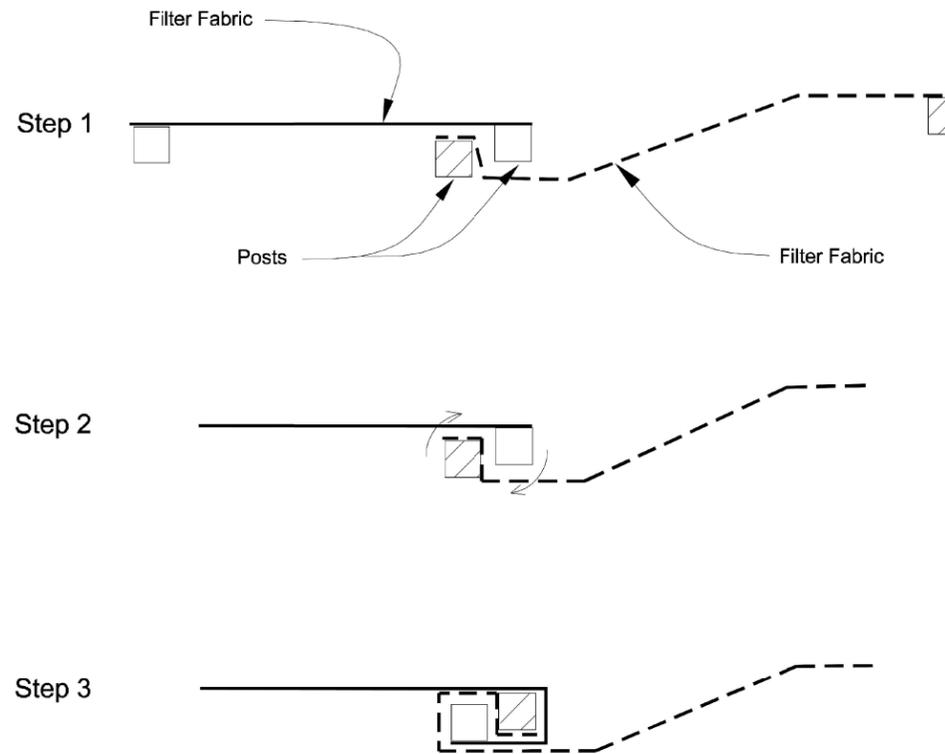
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
 IL-620  
 SHEET 1 OF 2  
 DATE 11-20-01

### SILT FENCE



### ATTACHING TWO SILT FENCES

**NOTES:**

1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.  
 IL-620(W)  
 SHEET 2 OF 2  
 DATE 1-29-99

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

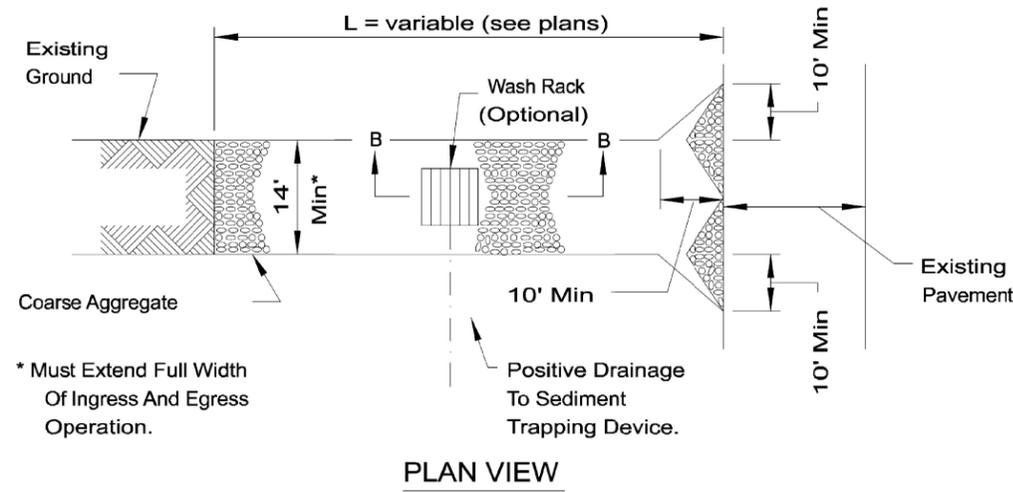
EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE  
 EROSION CONTROL PLAN DETAILS

SCALE: 20' SHEET 8 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU PAGE	16	8
CONTRACT NO. 61G54				
ILLINOIS FED. AID PROJECT				

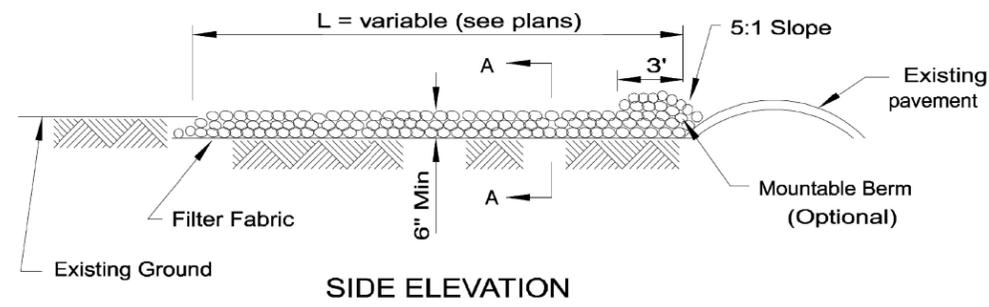
10 YEAR FLOODWAY ELEVATION: 711.6  
 100 YEAR FLOODWAY ELEVATION: 714.7

### STABILIZED CONSTRUCTION ENTRANCE PLAN



\* Must Extend Full Width Of Ingress And Egress Operation.

PLAN VIEW



SIDE ELEVATION

**NOTES:**

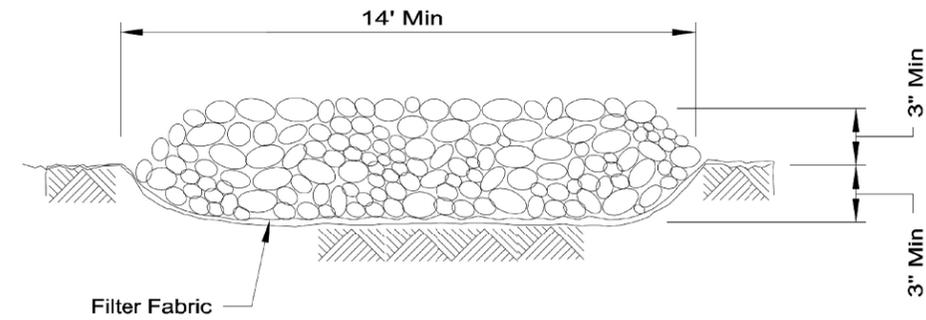
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____

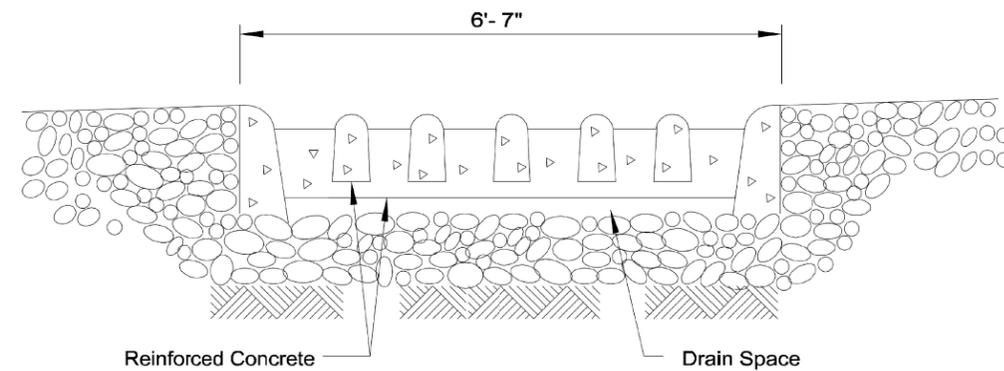


STANDARD DWG. NO.  
 IL-630  
 SHEET 1 OF 2  
 DATE 8-18-94

### STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____



STANDARD DWG. NO.  
 IL-630  
 SHEET 2 OF 2  
 DATE 8-18-94

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EASTERN AVENUE SIDEWALK PEDESTRIAN BRIDGE  
 EROSION CONTROL PLAN DETAILS  
 SCALE: 20' SHEET 9 OF 16 SHEETS STA. TO STA.

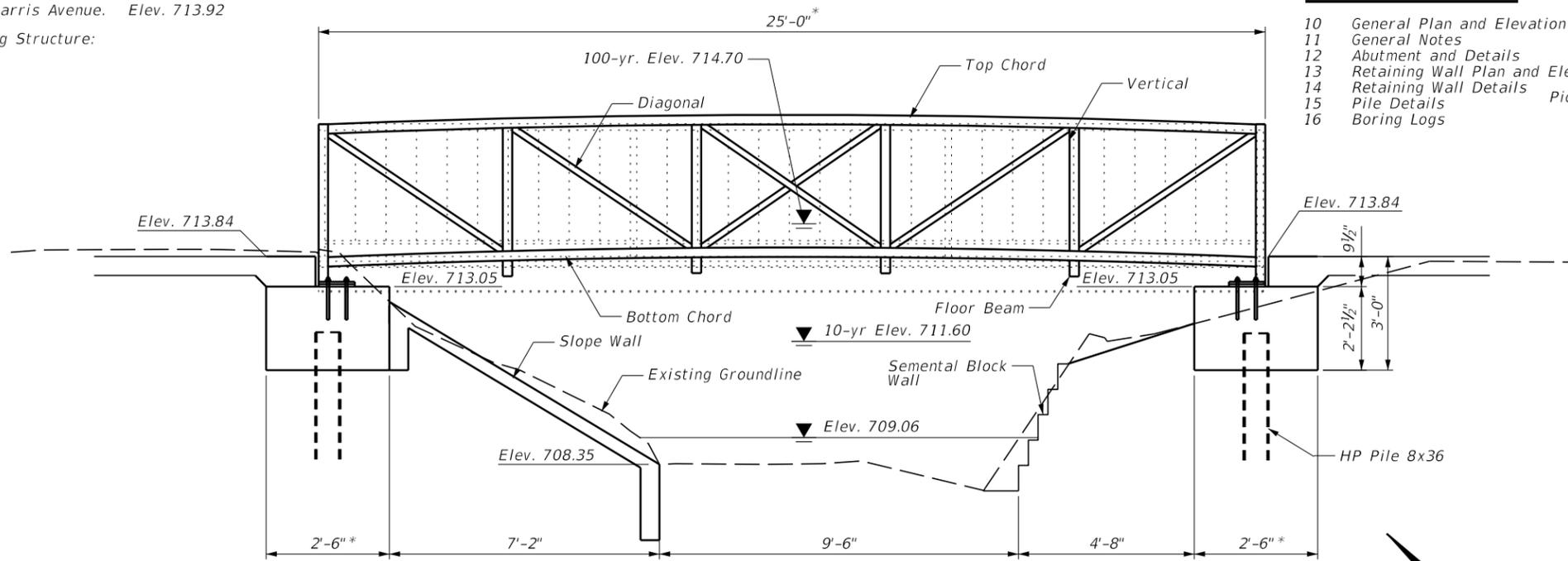
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU PAGE	16	9
CONTRACT NO. 61G54				
ILLINOIS FED. AID PROJECT				

Bench Mark: OSBM 18-53, Cut on top of wall at the center of the northerly wall located at the southeast corner of Eastern Avenue and Harris Avenue. Elev. 713.92

Existing Structure:

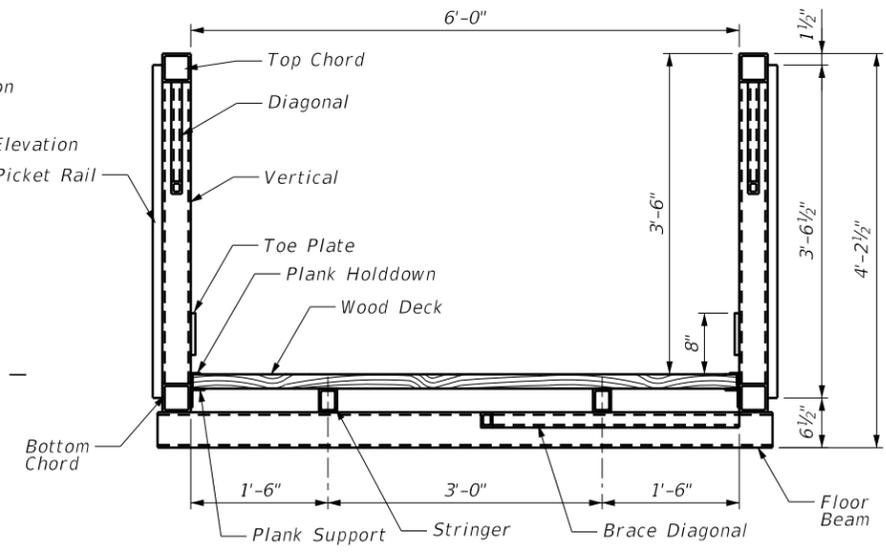
**INDEX OF SHEETS**

- 10 General Plan and Elevation
- 11 General Notes
- 12 Abutment and Details
- 13 Retaining Wall Plan and Elevation
- 14 Retaining Wall Details
- 15 Pile Details
- 16 Boring Logs

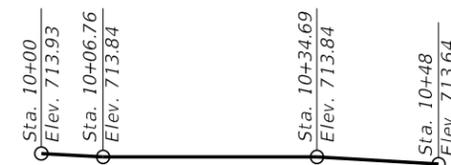


**ELEVATION**

\* Measured at Right Angle



**TYPICAL SECTION**



**PROFILE GRADE**

**WATERWAY INFORMATION**

		Drainage Area=0.4 Sq. Mi		Low Beam Elev.=712.86					
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
	10	101	27	27	711.42	0.05	0.02	711.47	711.44
Design	50	160	58	58	714.33	0.01	0.01	714.34	714.34
Base	100	190	58	58	714.75	0.00	0.00	714.75	714.75
Overtopping									
Max. Calc.	500	265	58	58	715.22	0.00	0.00	715.22	715.22

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevations (ft.)	Item 113		
Event	W. Abut.	E. Abut.	
Q100	-	-	8
Q200	-	-	
Design	-	-	
Check	-	-	

The proposed bridge has spill through abutments and armored slopes. Scour not calculated.

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

**LOADING**

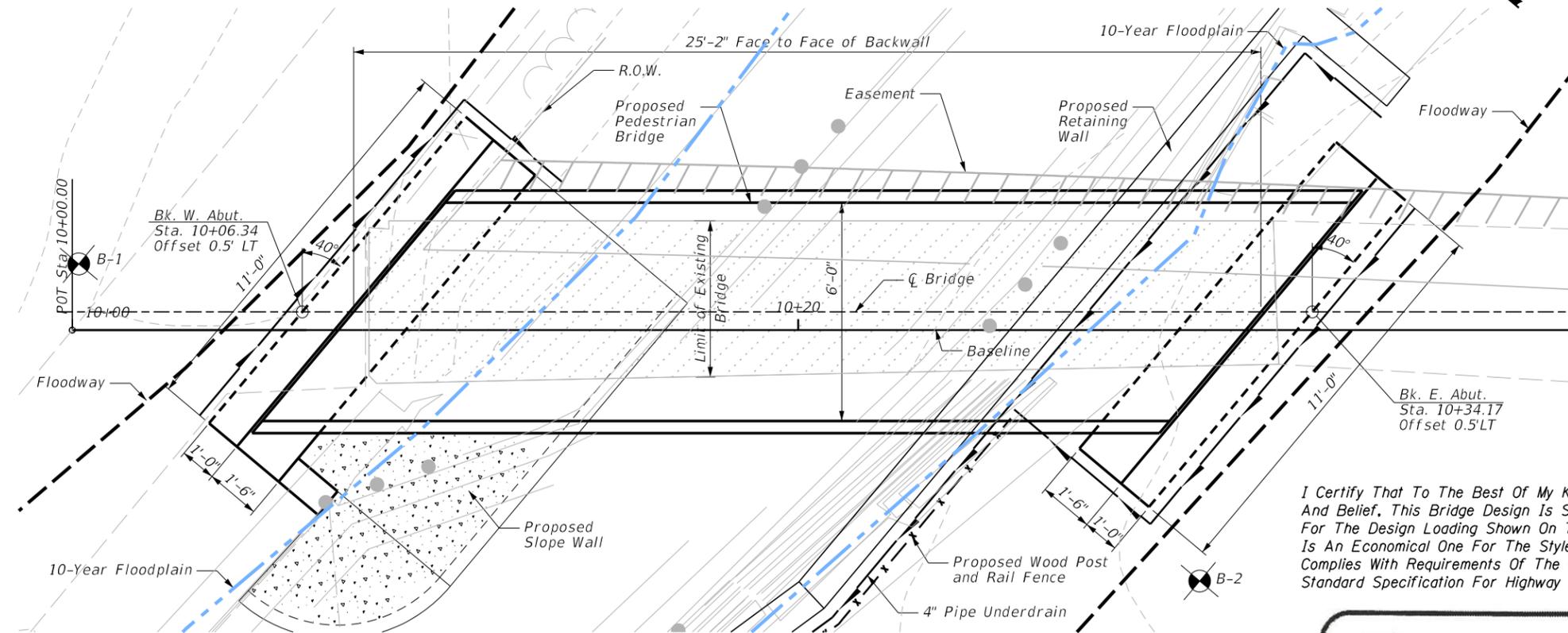
Live Load = 90 psf

**DESIGN SPECIFICATIONS**

2009 AASHTO "Guide Specifications For Design of Pedestrian Bridge"

**GENERAL PLAN AND ELEVATION  
EASTERN AVE PEDESTRIAN BRIDGE  
OVER FLAGG CREEK**

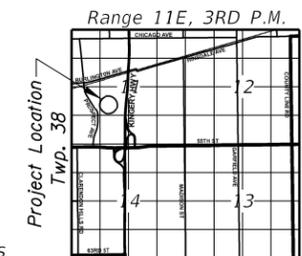
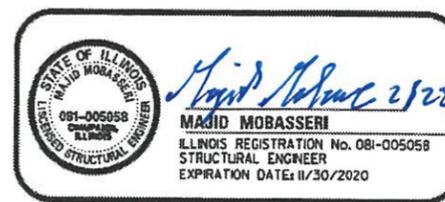
**SECTION 19-00048-00-BR  
COOK COUNTY  
STATION 10+19.74**



**PLAN**

Note: 100-yr floodplain extends beyond limits of this plan. See Sheet 7 for details.

I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".



**LOCATION SKETCH**

FILE NAME =	USER NAME = jhouseh	DESIGNED - CF	REVISED -
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Default	PLOT SCALE = 4'	CHECKED - MM	REVISED -
	PLOT DATE = 4/28/2020	DATE - 4/28/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN AND ELEVATION  
PROPOSED PEDESTRIAN BRIDGE**

SCALE: 20' SHEET 10 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU PAGE	16	10
CONTRACT NO. 61G54				
ILLINOIS FED. AID PROJECT				

**I GENERAL NOTES**

- All work shall be done in accordance to the Illinois Department of Transportation (IDOT) Standard Specification For Road and Bridge Construction, Adopted April 1, 2016, and latest Supplemental Specifications and recurring Special Provisions, unless noted otherwise. Construction Plans and Subsequent Details are all to be considered as part of the Contract. Incidental Items or Accessories necessary to complete this work may not be specifically noted but are considered a part of this Contract.
- No Construction Plans shall be used for Construction unless specifically Marked For Construction. Prior to commencement of construction, the Contractor shall verify all dimensions and conditions affecting the work with the actual conditions. If there are discrepancies between the job site and what is shown on the construction plans, The contractor must immediately report to Engineer before doing any work, otherwise the Contractor shall assume full responsibility. In the event of disagreement between the plans and existing conditions and or details, the Contractor shall secure written instruction from the Engineer prior to proceeding with any part of the work affected by omissions or discrepancies. In failing to secure such instruction, the Contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or questions arising with respect to the true meaning of the Construction Plans or Specifications, the decision of the Engineer shall be final and conclusive.
- Contractor shall verify all topographic information and grade elevations adjacent to bridge prior to proceeding, inform Engineer of any variation.

**II CAST-IN-PLACE CONCRETE**

- All cast-in-place concrete work and reinforcing steel work shall be in accordance with Sections 503 and 508 respectively of the IDOT Standard Specifications For Road And Bridge Construction, adopted April 1, 2016, and Supplemental Specifications and Recurring Special Provisions and as noted below.
- Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise shown.
- All reinforcement bars shall be epoxy coated.
- Reinforcement Bars shall conform to the requirements of ASTM A760 Grade 60. Field bending or cutting shall not be permitted. See Special Provision.
- Reinforcement Bars designated (E) shall be Epoxy Coated.
- Reinforcing bar bending dimensions are out to out.
- Concrete in drilled shafts shall be class DS concrete and shall have a minimum compressive strength of 4,000 psi @ 28 days. All other C.I.P. concrete shall be class S1 concrete and shall have a minimum compressive strength of 3,500 psi @ 28 days.
- All exposed concrete edges shall be beveled 3/4".

**III PREFABRICATED PEDESTRIAN BRIDGE**

The Prefabricated Pedestrian Bridge shall be designed, fabricated, delivered and erected according to the Special Provisions of "Pedestrian Truss Superstructure" and design plans.

- Style: Pratt Truss or Approved Equal.
- Span: 84' - 10" end to end of each bridge span.
- Loading: Per AASHTO Guide Specification for Design of Pedestrian Bridges.  
 Dead Load : Actual weight of the structure  
 Live Load : 85 PSF or H6 (12,000 Lb) vertical load. Vertical impact is not required.  
 Wind Load : 35 PSF on the full vertical projected area of the bridge, as if enclosed.
- The total depth of deck, from top of deck to the bottom of bottom chord shall be less than 12".

- Quality: The bridge manufacturer shall maintain proper records assuring that all steel, bolts, and materials used are in accordance with material specified. The bridge shall be identified and marked with a permanent nameplate showing the manufacturers name, location, date of manufacture, and load carrying capacity. Structural material shall be traceable to each bridge. All welders shall be qualified in accordance with AWS D1.1-2002 structural welding code. All workmanship shall be in compliance with AASHTO and AISC standard practice. Full penetration weld details used in shop splices shall be submitted to the Engineer to determine testing required (If any).
- Delivery: Bridges shall be delivered by truck to a location nearest the site accessible by roads.
- Field welding of construction accessories will not be permitted to beams or girders.

**IV CONSTRUCTION**

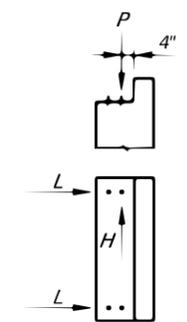
- Do not scale dimensions for construction. Scale, if shown, applies only to full size drawings.
- No construction joints, except those shown on the plans, will be allowed unless directed by the Engineer.
- Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. and the Engineer prior to excavation.
- Shop working or layout drawings pertaining to the construction of the work, as may be required, shall be submitted to the Engineer for approval prior to the start of construction. Shop drawing shall be signed and sealed by a Structural Engineer licensed in State of Illinois.
- Upon completion, the contractor shall collect and remove all construction debris and excess material from the site. Damaged trees, shrubs, and other landscape features resulting from construction activities shall be replaced or repaired.
- All bearing surfaces must be true and level.
- Contractor must coordinate with Bridge Manufacturer to ensure proper placement of cast-in-place anchors. If the contractor elects to use post-installed anchors in lieu of cast-in-place anchors, he must coordinate the plate dimensions, bolt spacing and bolt quantity with the Bridge Manufacturer prior to construction.
- Bridge Seat Sealer shall be applied to the seat area of all piers.

**V FOUNDATION NOTES**

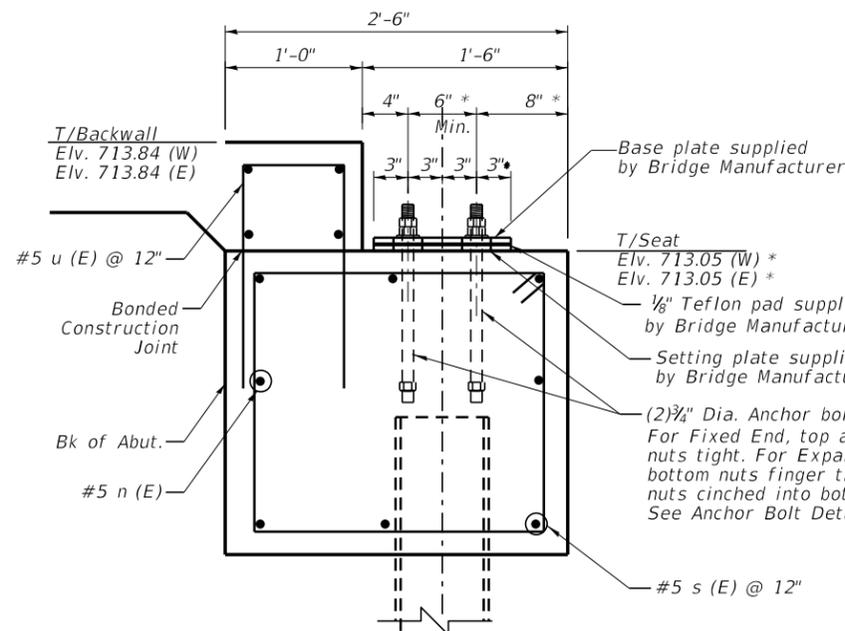
- The minimum allowable end tip resistance of the drilled shafts shall be 7.5 ksf based on the soils report prepared by ECS Illinois, LLC. See soil report for additional information.
- Soil borings prepared by Testing Service Corporation, File No. L-30,535 dated September 5, 1991, for the Deerfield Road bridge over the Des Plaines River (SN 049-0174) have been included in these plans.
- The Contractor is responsible for design, installation and removal of all excavation support systems.
- The excavation and work area shall be properly drained at all times during construction. all wet, loose, frozen or other unsuitable material shall be removed prior to placement of concrete or compacted backfill.
- To reduce the potential for sloughing of granular soils resulting in loss of confinement, the use of full length temporary steel casing will likely be necessary.
- The cost of temporary steel casing is included with "Drilled Shaft in Soil".

**BRIDGE REACTION TABLE**

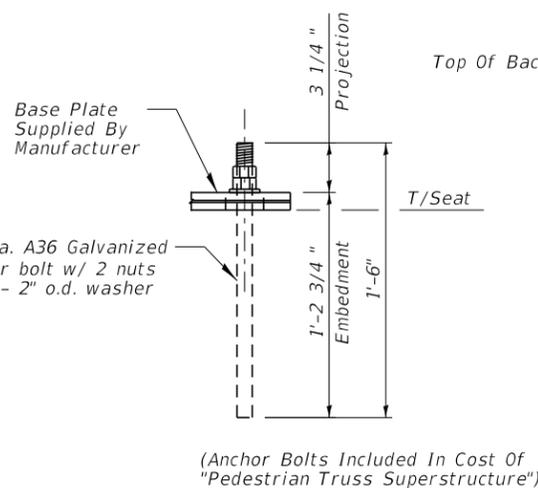
ITEM	P (LBS) BRG.	H (LBS) ABUTMENT	L (LBS)
DEAD LOAD	1,225	—	—
UNI. LIVE LOAD	3,375	—	—
VEHICLE LOAD	3,000	—	—
UPLIFT WIND 20 PSF	-1,220	—	—
WIND	±458	1,320	—
THERMAL	—	—	430



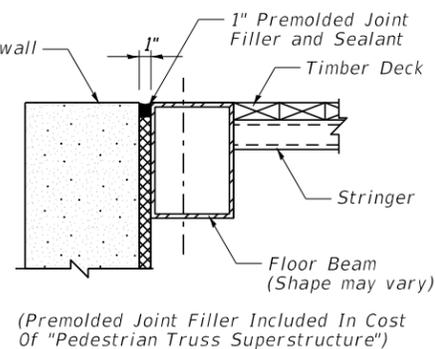
All Footings Have Been Designed Based On The Bridge Reactions Shown  
 "P"- Vertical Load Per Base Plate  
 "H"- Horizontal Load Per Footing  
 "L"- Longitudinal Load Per Base Plate



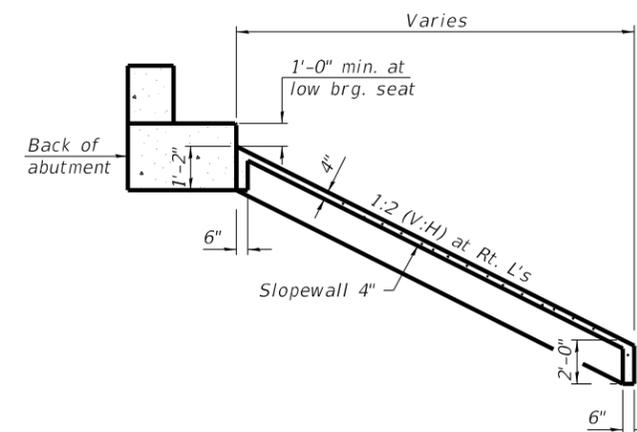
TYPICAL ABUTMENT ELEVATION



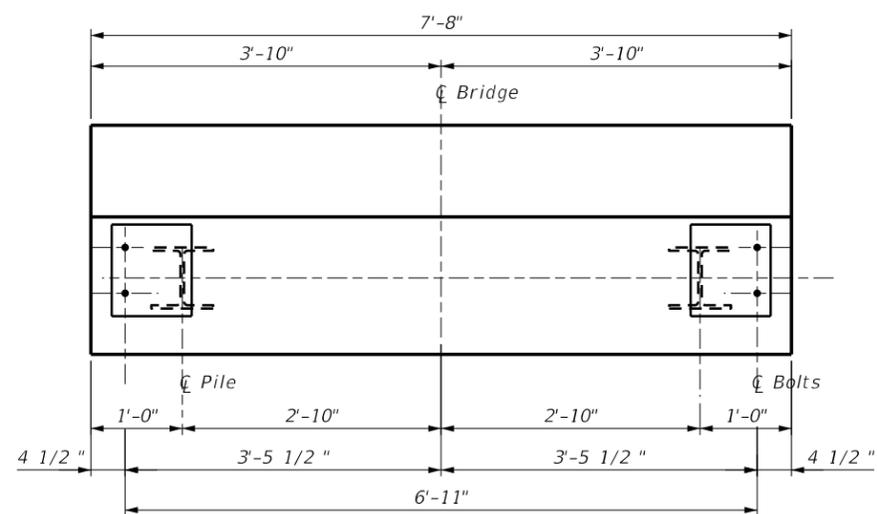
ANCHOR BOLT DETAIL



JOINT SEAL AT ABUTMENT



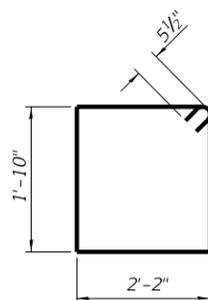
SECTION THRU CONCRETE SLOPEWALL



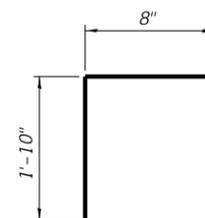
TYPICAL ABUTMENT PLAN

PILE DATA

Type	HP 8x36
Normal Required Bearing	286 Kips
Allowable Resistance Available	20 Kips
Estimated Length	10 Feet
No. Required	2 Each Abutment



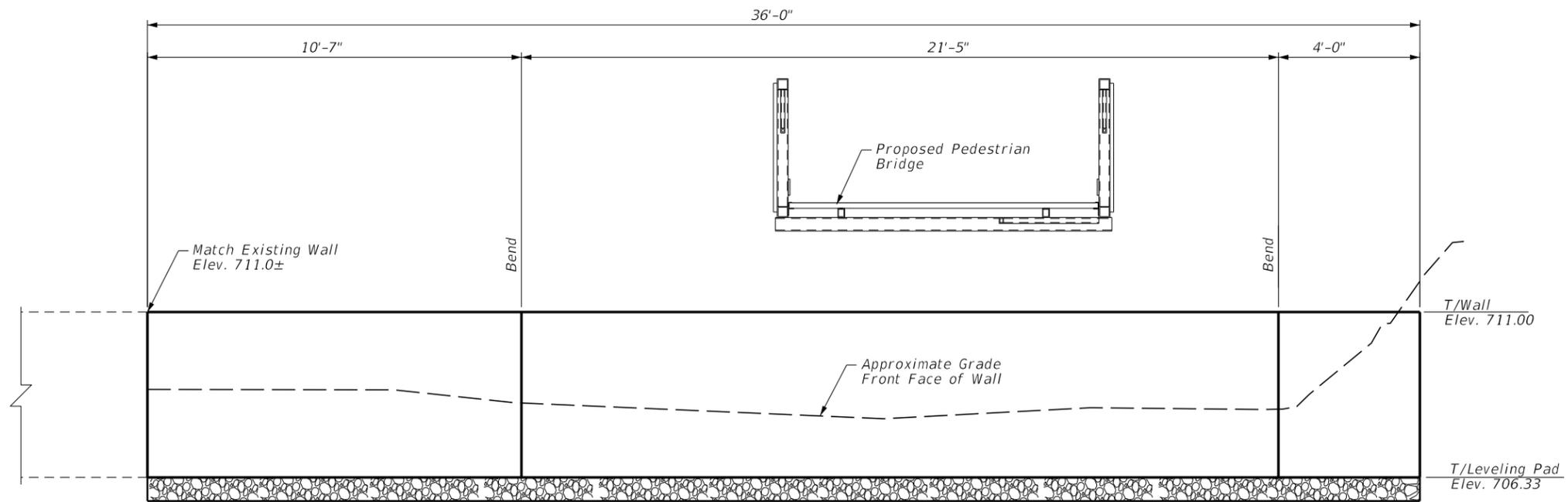
BARS s(E)



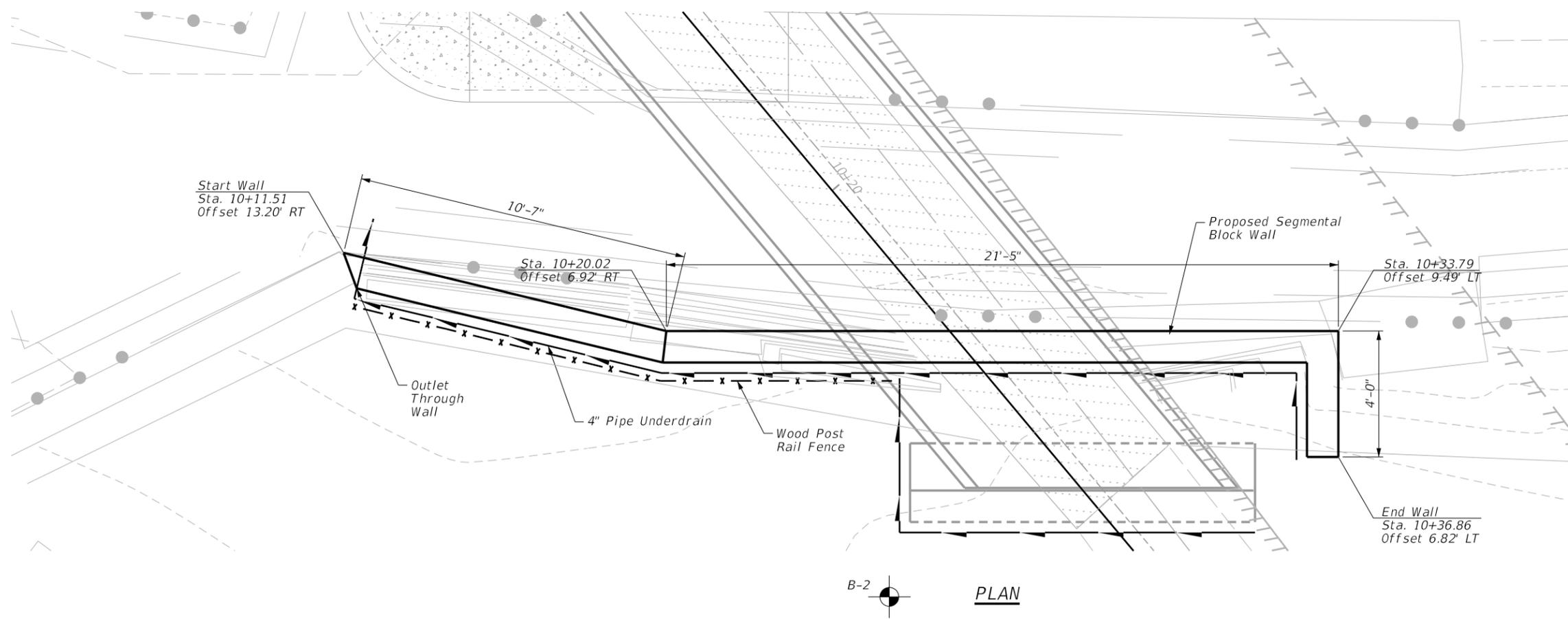
BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#5	7'-4"	—
s(E)	16	#5	8'-9"	□
u(E)	16	#5	4'-4"	□
Concrete Structures			Cu. Yd.	5.3
Reinforcement Bars, Epoxy Coated			Pound	790



**ELEVATION**  
(Along Front Face of Wall)



**PLAN**

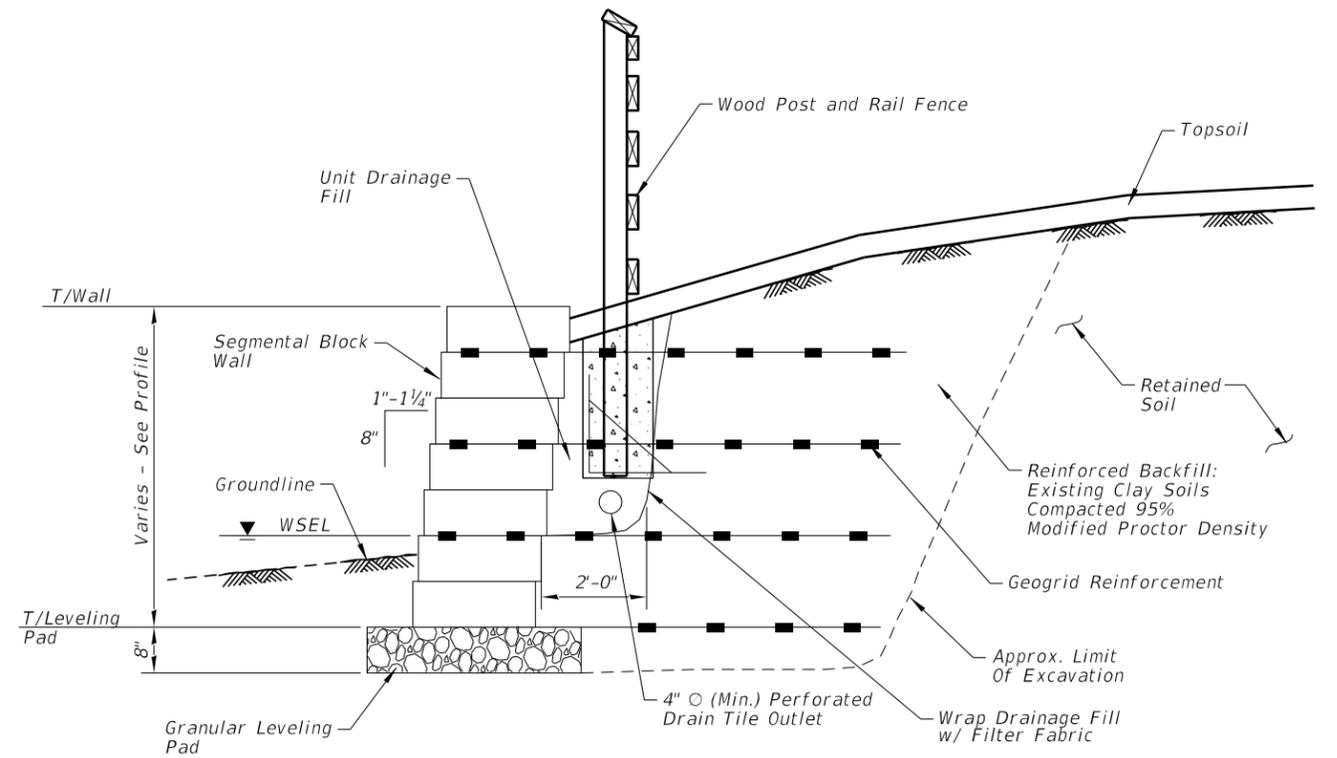
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

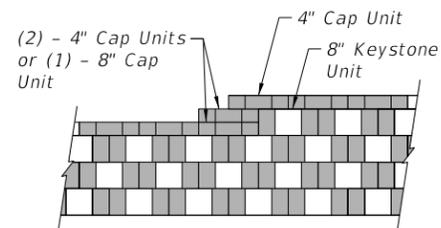
**GENERAL PLAN AND ELEVATION**  
**PROPOSED BLOCK WALL**

SCALE: 20' SHEET 13 OF 16 SHEETS STA. TO STA.

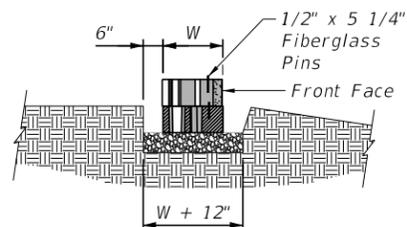
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N/A	19-00048-00-BR	DU PAGE	16	13
<b>CONTRACT NO. 61G54</b>				
ILLINOIS FED. AID PROJECT				



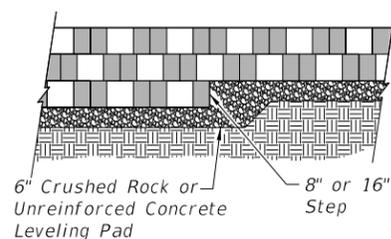
**TYPICAL BLOCK WALL SECTION**



**TOP OF WALL STEPS**



**LEVELING PAD DETAIL**



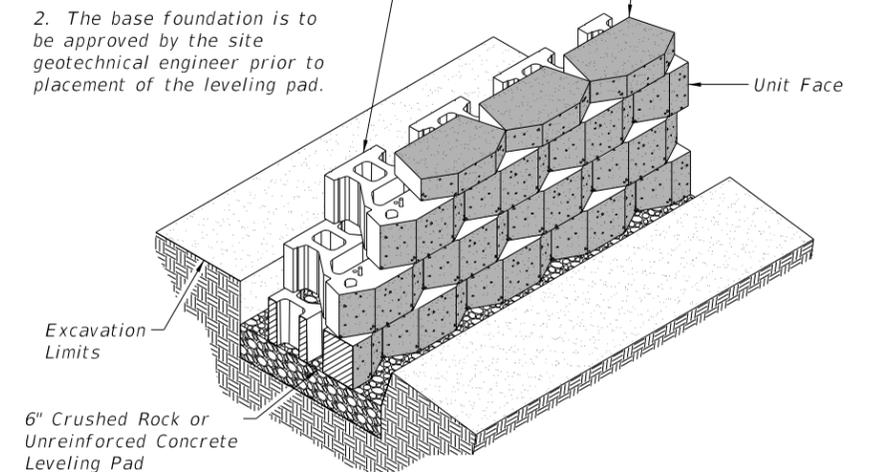
**ELEVATION**

Note: The leveling pad is to be constructed of crushed stone or 2000 psi unreinforced concrete.

**Base Leveling Pad Notes:**

1. The leveling pad is to be constructed of crushed stone or 2,000 psi± unreinforced concrete
2. The base foundation is to be approved by the site geotechnical engineer prior to placement of the leveling pad.

Standard Unit		Cap Unit	
Width:	18"	Width:	18"
*Depth:	18"	*Depth:	10 1/2"
Height:	8"	Height:	4"
*Weight:	102 lbs	*Weight:	45 lbs



**STANDARD UNIT/BASE PAD ISOMETRIC SECTION VIEW**

\*Dimensions & Weight May Vary by Region

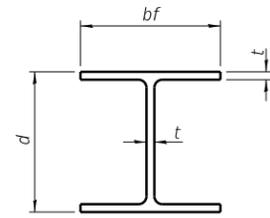
FILE NAME =	USER NAME = jhouseh	DESIGNED - CF	REVISED -
N:\CLARENDONHILLS\190082\Struct\190082-05-Wall-Det.sht		DRAWN - PDR	REVISED -
Default	PLOT SCALE = 2"	CHECKED - MM	REVISED -
	PLOT DATE = 4/28/2020	DATE - 4/28/2020	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RETAINING WALL DETAILS**

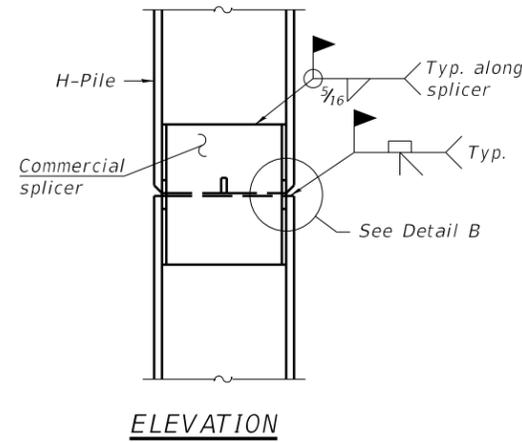
SCALE: 20' SHEET 14 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N/A	19-00048-00-BR	DU PAGE	16	14
CONTRACT NO. 61G54				
ILLINOIS FED. AID PROJECT				

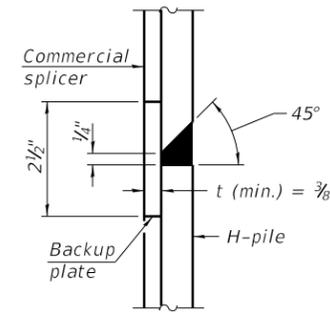


**STEEL PILE TABLE**

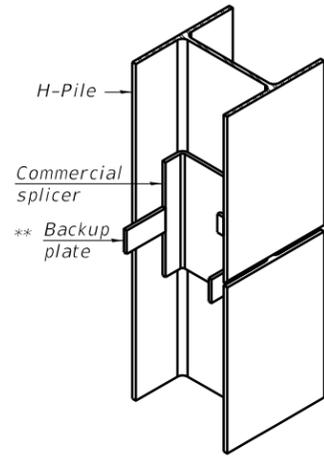
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



**ELEVATION**

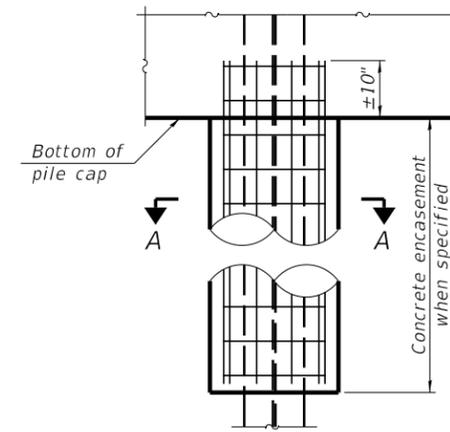


**DETAIL "B"**

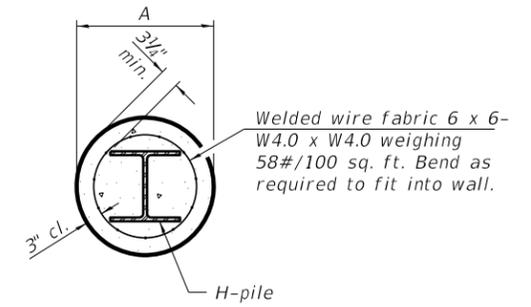


**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**

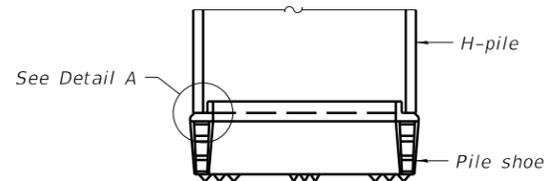


**ELEVATION**

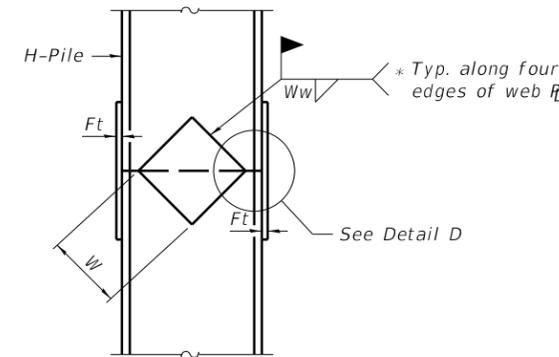


**SECTION A-A**

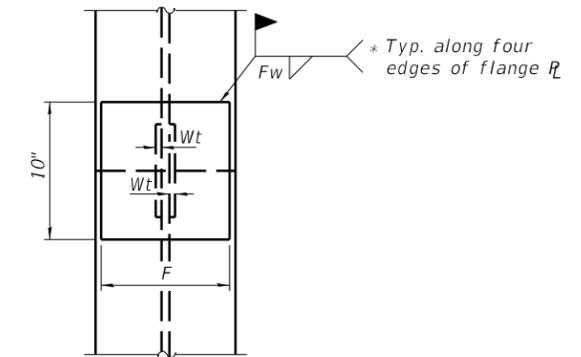
**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
 (Forms for encasement may be omitted when soil conditions permit).



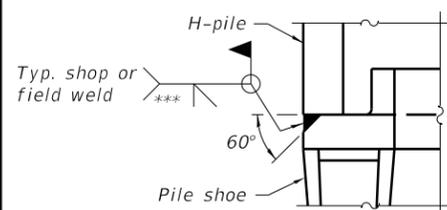
**ELEVATION**



**ELEVATION**

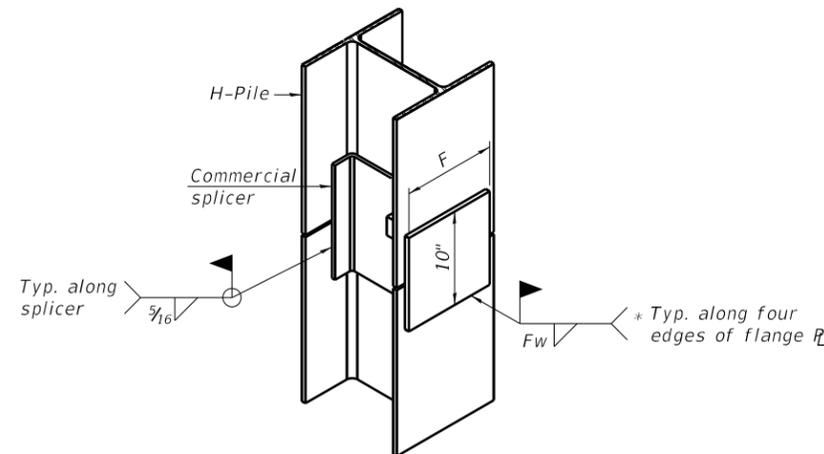


**END VIEW**



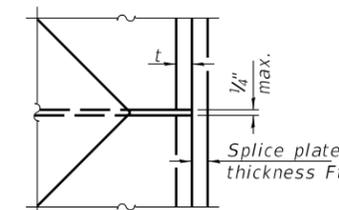
**DETAIL A**

**SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:  
 The steel H-piles shall be according to AASHTO M270 Grade 50.

\* Interrupt welds 1/4" from end of web and/or each flange.

\*\* Remove portions of backup plates that extend outside the flanges.

\*\*\* Weld size per pile shoe manufacturer (5/16" min.).

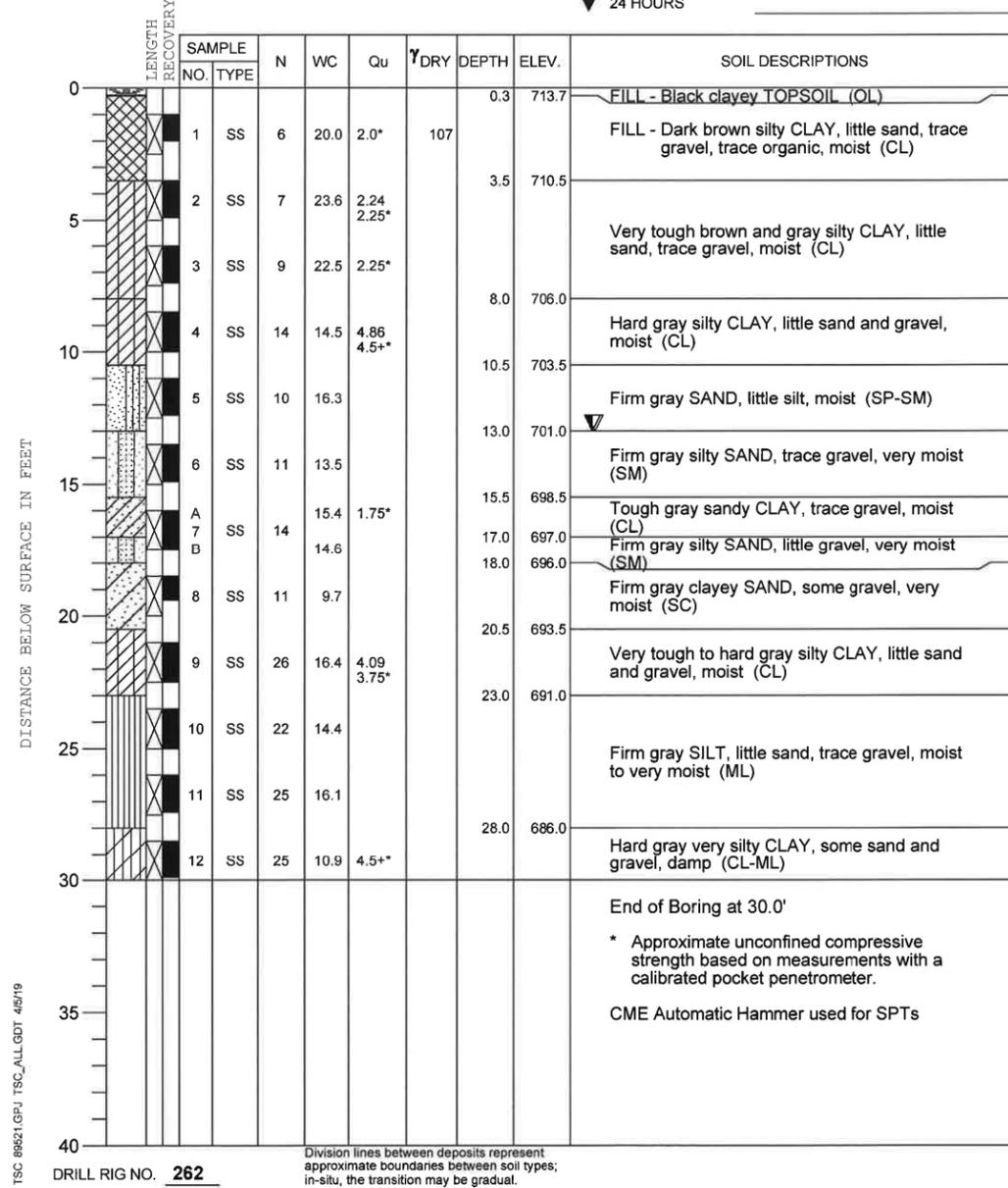
PROJECT **Replacement Pedestrian Bridge Over Flagg Creek, Clarendon Hills, IL**



CLIENT **Christopher B. Burke Engineering, Ltd., Rosemont, Illinois**

BORING **1** DATE STARTED **4-1-19** DATE COMPLETED **4-1-19** JOB **L-89,521**

ELEVATIONS WATER LEVEL OBSERVATIONS  
 GROUND SURFACE **714.0** WHILE DRILLING **13.0'**  
 END OF BORING **684.0** AT END OF BORING **13.0'**  
 24 HOURS



PROJECT **Replacement Pedestrian Bridge Over Flagg Creek, Clarendon Hills, IL**



CLIENT **Christopher B. Burke Engineering, Ltd., Rosemont, Illinois**

BORING **2** DATE STARTED **4-1-19** DATE COMPLETED **4-1-19** JOB **L-89,521**

ELEVATIONS WATER LEVEL OBSERVATIONS  
 GROUND SURFACE **713.0** WHILE DRILLING **18.0'**  
 END OF BORING **683.0** AT END OF BORING **8.0'**  
 24 HOURS

