1-17-14 LETTING ITEM 089

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	* 111	1
	ILLINOIS	CONTRACT NO. 60V24		

*ill 42 = 113

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 307: ILLINOIS ROUTE 64 (NORTH AVENUE)
SECTION 131B–BR
OVER SALT CREEK
BRIDGE BEAM REPLACEMENT
BRIDGE NEW DECK
PROJECT NUMBER: ACNHPP-0307(040)
DUPAGE COUNTY
C–91–531–12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

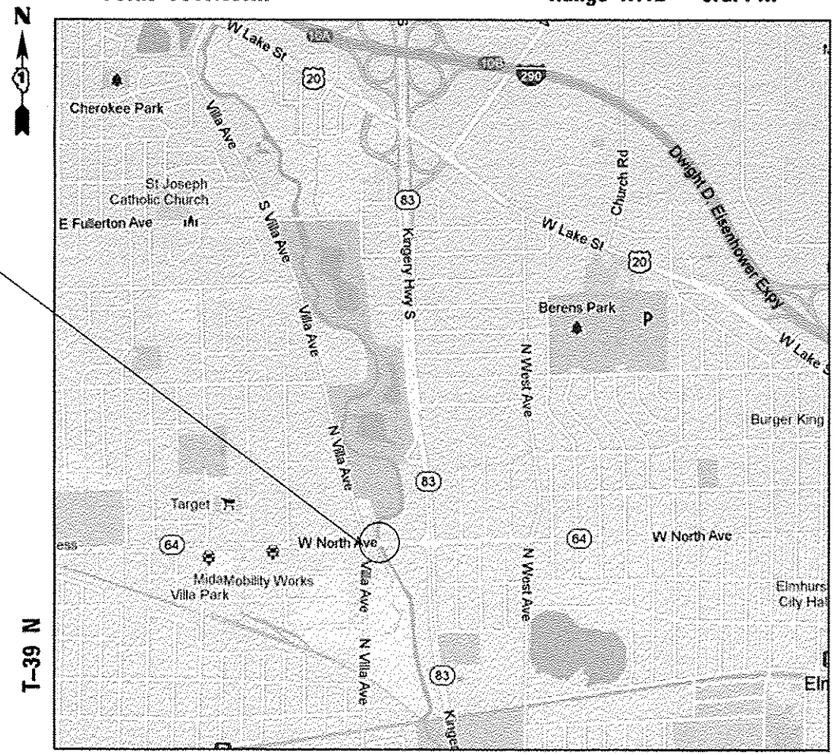
OTHER PRINCIPAL ARTERIAL
ADT 44, 500 (2011)
SPEED LIMIT 35–40 MPH

IMPROVEMENT LOCATED WITHIN VILLAGE OF VILLA PARK & CITY OF ELMHURST

D–91–531–12

LOCATION OF SECTION INDICATED THUS: –

YORK TOWNSHIP — **Range R11E – 3rd. PM**



IMPROVEMENT LOCATION
IL 64/NORTH AVENUE
OVER SALT CREEK
STRUCTURE NO:
022–0158

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

GROSS LENGTH = 988 FT. = 0.19 MILE
NET LENGTH = 988 FT. = 0.19 MILE
LOCATION MAP NOT TO SCALE

PROJECT MANAGER: MR. ISSAM RAYYAN, P.E. (847) 705–4178
PROJECT ENGINEER: MR. ROBERT T. BORO, P.E. (847) 705–4237

CONTRACT NO. 60V24

STATE OF ILLINOIS · EWA K. MROCZEK · 081-006067 · LICENSED STRUCTURAL ENGINEER

COLLINS ENGINEERS, INC.
EWA MROCZEK, P.E., S.E. 10/24/13
NO. 081-006067
EXP.: 11/30/2014

MATTHEW G. REMPFER · 062-054553 · LICENSED PROFESSIONAL ENGINEER OF ILLINOIS · 10/21/13

COLLINS ENGINEERS, INC.
MATTHEW G. REMPFER
NO. 062-054553
EXPIRES 11-30-2013

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 900
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000993

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 23 20 13
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Dec 6 20 13
John D. Baranzelli, P.E. acting
ENGINEER OF DESIGN AND ENVIRONMENT
Dec 6 20 13
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS:

INDEX OF HIGHWAY STANDARDS:

STANDARD NO.	DESCRIPTION
000001-06	SYMBOLS, ABBREVIATION, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420111-03	PCC PAVEMENT ROUNDOUTS
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-02	PAVEMENT FABRIC
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
515001-03	NAME PLATE FOR BRIDGES
606001-05	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
643001-02	SAND MODULE IMPACT ATTENUATORS
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRANSVERSABLE MEDIAN
701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER

INDEX OF HIGHWAY STANDARDS (CONT.):

STANDARD NO.	DESCRIPTION
701801-05	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
720001-01	SIGN PANEL MOUNTING DETAILS
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782001	PRISMATIC CURB REFLECTORS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-09	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES:

1 BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES (48 HOUR NOTICE IS REQUIRED).

2 THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE RIGHT-OF-WAY OR PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE ENGINEER.

3 THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND THE VILLAGE OF VILLA PARK AND CITY OF ELMHURST.

4 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIAN ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED LARGER ITEM OF SPECIFIED WORK.

5 PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL, AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

6 COM ED WIRES ARE NOT INSULATED AND EXTRA CAUTION AND VIGILANCE MUST BE ADHERED TO WHEN WORKING AROUND THEM. CONTRACTORS SHOULD ALWAYS USE CAUTION IN OPERATING CRANES AND OR OTHER EQUIPMENT NEAR OVERHEAD ELECTRICAL FACILITIES. THE OCCUPATIONAL HEALTH AND SAFETY ORGANIZATION (OSHA) RULES REQUIRE THAT WORKERS AND EQUIPMENT SHALL NOT APPROACH WITHIN TEN (10) FEET AWAY OF OVERHEAD ELECTRICAL EQUIPMENT WITHOUT APPROPRIATE SUPPLEMENTAL PROTECTION. PLEASE BE CERTAIN THAT ALL WORKERS ON THIS PROJECT HAVE BEEN FULLY TRAINED AND CONFORM TO OSHA RULES AND OTHER APPLICABLE GUIDELINES REGARDING WORKING SAFELY AROUND ELECTRICAL POWER LINES.

7 NIGHT OPERATIONS: WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS. THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.

8 BEFORE BEGINNING ANY WORK THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS Of ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

9 FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

GENERAL NOTES (CONT.):

10 BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, MANHOLES, INLETS, AND SCUPPERS, THE CONTRACTOR SHALL REVIEW THE EXISTING FIELD CONDITIONS AND THE DRAINAGE SCHEDULES FOUND IN THE PLANS FOR THE EXACT LENGTH AND QUANTITY REQUIRED.

11 THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER, WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM ALL THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE, INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT. COORDINATION WITH ALL AGENCIES INVOLVED IS REQUIRED.

12 DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

13 AGGREGATE SUBGRADE IMPROVEMENT HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

14 THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.

15 THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR, AT 847-705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

16 THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUGI AT (847) 741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACING THE PERMANENT PAVEMENT MARKINGS.

17 THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

18 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. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

19 FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

SALT CREEK GREENWAY TRAIL

1. THE TRAIL UNDER THE BRIDGE SHALL REMAIN OPEN ON WEEKENDS. ANY CLOSURE FOR THE REMOVAL AND REPLACEMENT OF THE SUPERSTRUCTURE SHOULD TAKE PLACE DURING THE WEEK.

2. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO ENSURE THAT NO DEBRIS WILL ENDANGER OR INTERFERE WITH TRAFFIC ON THE TRAIL BENEATH THE BRIDGE ACCORDING TO ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAY ITEMS INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

COMMITMENTS:

NONE

FILE NAME = I:\7290\7282\18 - IL 64 Over Salt Creek\04CD\Cadd Sheets\P135038-sht-gennote.dgn

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ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

USER NAME = rgall	DESIGNED -	REVISED -	
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PLOT DATE = 10/24/2013	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 OVER SALT CREEK
INDEX OF SHEETS & HIGHWAY STANDARDS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	2
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

			URBAN	CONSTRUCTION CODE									
				80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
						80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0014 SN 022-0158	SAFETY 0021 M06IL01	SAFETY 0021 07P01,01	SAFETY 0021 07P01,02	SAFETY 0021 07P01,03	SAFETY 0021 07C01,01	SAFETY 0021 07C01,02
20200100	EARTH EXCAVATION	CU YD	185	185							
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	25	25							
20800150	TRENCH BACKFILL	CU YD	16	16							
• 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	235	235							
• 25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25							
• 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23							
• 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23							
• 25100115	MULCH, METHOD 2	ACRE	0.25	0.25							
• 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	32	32							
28000305	TEMPORARY DITCH CHECKS	FOOT	10	10							
28000400	PERIMETER EROSION BARRIER	FOOT	800	800							
28000510	INLET FILTERS	EACH	28	28							
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	250	250							
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	460							138	322

• - DENOTES SPECIALTY ITEM

FILE NAME = J:\2920\2928\8 - IL 64 Over Salt Creek\C600\Cadd Sheets\P928SUM-SN-SSD.dgn

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USER NAME = rgall	DESIGNED -	REVISED -	
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PLOT DATE = 10/28/2013	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	3
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

			URBAN	CONSTRUCTION CODE							
				80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
						80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0014 SN 022-0158	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021
31200502	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4 1/2"	SQ YD	250	250							
42000521	PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)	SQ YD	250	250							
42001300	PROTECTIVE COAT	SQ YD	885	885							
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	175	175							
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4140							1242	2898
44000100	PAVEMENT REMOVAL	SQ YD	1031	1031							
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	196	196							
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	848	848							
44000600	SIDEWALK REMOVAL	SQ FT	510	510							
44003100	MEDIAN REMOVAL	SQ FT	1993	1993							
44200982	CLASS B PATCHES, TYPE II, 11 INCH	SQ YD	13	13							
44201299	DOWEL BARS 1 1/2"	EACH	13	13							
44213200	SAW CUTS	FOOT	63	63							
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1						

• - DENOTES SPECIALTY ITEM

COLLINS ENGINEERS
123 N. Wacker Dr. Suite 600 Chicago, IL 60606
Phone: (312) 262-2200 Fax: (312) 262-2320 www.collinsengr.com
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PLOT DATE = 10/28/2013	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	4
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

FILE NAME = I:\2768\2768.18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\PI39039-smx500.dgn

				CONSTRUCTION CODE							
				80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
						80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
			URBAN	ROADWAY	BRIDGE	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0014	0021	0021	0021	0021	0021	0021
					SN 022-0158						
50102400	CONCRETE REMOVAL	CU YD	23.0		23.0						
50300225	CONCRETE STRUCTURES	CU YD	63.3		63.3						
50300255	CONCRETE SUPERSTRUCTURE	CU YD	420.0		420.0						
50300260	BRIDGE DECK GROOVING	SQ YD	1944		1944						
50300300	PROTECTIVE COAT	SQ YD	2609		2609						
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	15050		15050						
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	128550		128550						
50800515	BAR SPLICERS	EACH	758		758						
50900105	ALUMINUM RAILING, TYPE L	FOOT	156		156						
50901720	BICYCLE RAILING	FOOT	190		190						
50901750	PARAPET RAILING	FOOT	175		175						
51500100	NAME PLATES	EACH	1		1						
52000110	PREFORMED JOINT STRIP SEAL	FOOT	207.5		207.5						
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	43	43							

14

• - DENOTES SPECIALTY ITEM

FILE NAME = I:\7290\7290.18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\P139328-sht-500.dgn

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	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/28/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	5
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE							
				80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
			URBAN			80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
				ROADWAY	BRIDGE	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0014	0021	0021	0021	0021	0021	0021
					SN 022-0158						
55100500	STORM SEWER REMOVAL 12"	FOOT	22	22							
56400100	FIRE HYDRANTS TO BE MOVED	EACH	1	1							
59000200	EPOXY CRACK INJECTION	FOOT	16		16						
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	7	7							
60251740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	14	14							
60255500	MANHOLES TO BE ADJUSTED	EACH	6	6							
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	7	7							
60500050	REMOVING CATCH BASINS	EACH	5	5							
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	837	837							
60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	243	243							
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	1039	1039							
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	597	597							
60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	597	597							
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2							

• - DENOTES SPECIALTY ITEM

FILE NAME = I:\2013\12162.18 - IL 64 Over Salt Creek\CAD\Cadd Sheets\P139308-sht-SQD.dgn

COLLINS ENGINEERS 123 N. Wacker Dr., Suite 900, Chicago, IL 60606, (312) 262-1500, Fax (312) 704-3320, www.collinsengr.com
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO.184-001943

USER NAME = rgall	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 12/20/2013	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DUPAGE	111	6
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FEDERAL / 20% STATE — ROADWAY 0001	80% FEDERAL / 20% STATE — BRIDGE 0014 SN 022-0158	TRAFFIC SIGNALS — IL64 AT VILLA AVE. 80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK — SAFETY 0021	TRAFFIC SIGNALS — IL 64 AT ELMHURST PL. 100% ELMHURST — SAFETY 0021	ROADWAY LIGHTING / EVP — 100% VILLA PARK — SAFETY 0021	ROADWAY LIGHTING / EVP — 100% ELMHURST — SAFETY 0021	SIDEWALK — 80% STATE / 20% VILLA PARK — SAFETY 0021	SIDEWALK — 80% STATE / 20% ELMHURST — SAFETY 0021
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2							
63200310	GUARDRAIL REMOVAL	FOOT	159	159							
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7							
67100100	MOBILIZATION	L SUM	1	1							
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4758	4758							
70400100	TEMPORARY CONCRETE BARRIER	FOOT	888	888							
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	576	576							
70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	4	4							
70600340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	4	4							
• 72000100	SIGN PANEL - TYPE 1	SQ FT	15			6	9				
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	12	12							
• 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	253	253							
• 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	128	128							
• 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1260	1260							

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• - DENOTES SPECIALTY ITEM

FILE NAME = I:\2900\2990.18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\P139308-int-SOD.dgn

COLLINS ENGINEERS 225 N. Wacker Dr. Suite 500 Chicago, IL 60606 Tele: (312) 704-9300 Fax: (877) 704-9309 www.collinsengr.com ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

USER NAME = rgall | PLOT SCALE = 2.0000 ' / in. | PLOT DATE = 10/28/2013

DESIGNED - | DRAWN - | CHECKED - | DATE -

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	7
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE							
						TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
				80% FEDERAL / 20% STATE		80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0014 SN 022-0158	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021
• 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	952	952							
• 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	199	199							
• 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	405	405							
• 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	254	254							
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	60	60							
• 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	38	38							
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	685	685							
* 78100300	REPLACEMENT REFLECTOR	EACH	24	24							
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8							
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	71	71							
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2							
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2070	2070							
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	98	98							
• 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	248			248					

• - DENOTES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE: 80% FEDERAL / 20% STATE — ROADWAY 0004	80% FEDERAL / 20% STATE — BRIDGE 0014 SN 022-0158	TRAFFIC SIGNALS: IL64 AT VILLA AVE. — 80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK — SAFETY 0021	TRAFFIC SIGNALS: IL 64 AT ELMHURST PL. — 100% ELMHURST — SAFETY 0021	ROADWAY LIGHTING / EVP: 100% VILLA PARK — SAFETY 0021	ROADWAY LIGHTING / EVP: 100% ELMHURST — SAFETY 0021	SIDEWALK: 80% STATE / 20% VILLA PARK — SAFETY 0021	SIDEWALK: 80% STATE / 20% ELMHURST — SAFETY 0021
• 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	23			23					
• 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	159			19	13	55	72		
• 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	331			331					
• 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	146			146					
• 81304600	JUNCTION BOX EMBEDDED IN STRUCTURE 18" X 12" X 6"	EACH	2			2					
• 81400100	HANDHOLE	EACH	2			2					
• 81400300	DOUBLE HANDHOLE	EACH	1			1					
• 81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	870					455	415		
• 81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	360					360			
• 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	38					19	19		
• 83800505	BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT	EACH	8						8		
• 84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	2					2			
• 84200804	REMOVAL OF POLE FOUNDATION	EACH	4					2	2		
• 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	4					2	2		

• - DENOTES SPECIALTY ITEM

			URBAN	CONSTRUCTION CODE							
				80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
						80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0014 SN 022-0158	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021	SAFETY 0021
•	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1			1					
•	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	751			751					
•	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1029			1029					
•	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1594			1071		523			
•	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3250			2152	1098				
•	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2487			2189	298				
•	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1001			1001					
•	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	438			415	23				
•	87500600	TRAFFIC SIGNAL POST, 10 FT.	EACH	1			1					
•	87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1				1				
•	87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1				1				
•	87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1			1					
•	87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1			1					
•	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4			4					

• - DENOTES SPECIALTY ITEM

FILE NAME = I:\7290\7290.18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\P139238-sht-650.dgn

COLLINS ENGINEERS 122 S. Wacker Dr. Suite 900 Chicago, IL 60606 Phone (312) 704-9200 Fax (312) 704-9202 www.collinsengr.com ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993	USER NAME = rgall	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 64 (NORTH AVE) OVER SALT CREEK SUMMARY OF QUANTITIES
		DRAWN -	REVISED -		
	PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = 10/28/2013	DATE -	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	10
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

URBAN

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FEDERAL / 20% STATE — ROADWAY 0004	80% FEDERAL / 20% STATE — BRIDGE 0014 SN 022-0158	TRAFFIC SIGNALS IL64 AT VILLA AVE. 80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK — SAFETY 0021	TRAFFIC SIGNALS IL 64 AT ELMHURST PL. 100% ELMHURST — SAFETY 0021	ROADWAY LIGHTING / EVP 100% VILLA PARK — SAFETY 0021	ROADWAY LIGHTING / EVP 100% ELMHURST — SAFETY 0021	SIDEWALK 80% STATE / 20% VILLA PARK — SAFETY 0021	SIDEWALK 80% STATE / 20% ELMHURST — SAFETY 0021
•	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	56			30	26				
•	87900200	DRILL EXISTING HANDHOLE	EACH	7			5	2				
•	87900205	DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	1			1					
•	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	11			6	5				
•	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2				2				
•	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1					
•	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3			2	1				
•	88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1					
•	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2					
•	88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2					
•	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	14			8	6				
•	88600100	DETECTOR LOOP, TYPE I	FOOT	1223			751	472				
•	88800100	PEDESTRIAN PUSH-BUTTON	EACH	6			6					
● •	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2	2							

14

● 0021 80%.FED./20%.STATE

• - DENOTES SPECIALTY ITEM

FILE NAME = I:\7298\7298.18 - IL 64 Over Salt Creek\E400\Cadd Sheets\P139328-sht-1500.dgn

COLLINS ENGINEERS 120 N. Wacker Dr. Suite 900 Chicago, IL 60606 Tele: (312) 704-1200 Fax: (312) 704-1201 www.collinsengr.com ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO.184-006993

USER NAME = rgall	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/20/2013	DATE -	REVISED -	

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	11
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE							
					80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
							IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
							80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST				
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY
					0001	0011	0021	0021	0021	0021	0021	0021
						SN 022-0158						
•	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2			2					
•	89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	2			1	1				
•	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4394			3524	870				
•	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2			1	1				
•	89502380	REMOVE EXISTING HANDHOLE	EACH	2			2					
•	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	4			2	2				
	X0323491	SLOPE WALL CRACK SEALING	FOOT	14		14						
•	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	523					523			
	X0327638	STREAM GAUGE	EACH	2		2						
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	1702		1702						
☐	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	136	136							
☐	X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	61	61							
☐	X5538600	STORM SEWERS TO BE CLEANED 36"	FOOT	90	90							
	X6330705	RUB RAIL	FOOT	20	20							

☐ NP- (100% STATE)

• - DENOTES SPECIALTY ITEM

FILE NAME = J:\7290\12\R18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\P139328-sht-S00.dgn

COLLINS ENGINEERS 123 N. Wacker Dr. Suite 500 Chicago, IL 60606 Phone: (312) 704-1200 Fax: (312) 704-9320 www.collinsengr.com ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

USER NAME = rgall	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/20/2013	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DUPAGE	111	12
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE							
				80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
						IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
			URBAN			80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY
				0004	0014	0021	0021	0021	0021	0021	0021
					SN 022-0158						
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1							
X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	172	172							
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	13296	13296							
X7030040	WET REFLECTIVE TEMPORARY TAPE TYPE III, 6 INCH	FOOT	396	396							
X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	48	48							
X8140115	HANDHOLE TO BE ADJUSTED	EACH	9	9							
X8210015	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT	EACH	2					2			
• X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	777			777					
* X8772115	TEMPORARY MAST ARM, ALUMINUM, 15FT	EACH	2					2			
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	52		52						
Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	59	59							
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	2		2						
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1							
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	228	228							

• - DENOTES SPECIALTY ITEM

FILE NAME = J:\7298\7298.18 - IL 64 Over Salt Creek\C400\Cadd Sheets\F13928-sht-503.dgn

COLLINS ENGINEERS 122 N. Wacker Dr. Suite 800 Chicago, IL 60606 Tele: (312) 704-1300 Fax: (312) 704-1310 www.collinsengr.com
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

USER NAME = rgall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/20/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	13
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE							
					80% FEDERAL / 20% STATE		TRAFFIC SIGNALS		ROADWAY LIGHTING / EVP		SIDEWALK	
							IL64 AT VILLA AVE.	IL 64 AT ELMHURST PL.				
							80% FED / 10% STATE / 5% DUPAGE CO / 5% VILLA PARK	100% ELMHURST	100% VILLA PARK	100% ELMHURST	80% STATE / 20% VILLA PARK	80% STATE / 20% ELMHURST
				URBAN	ROADWAY	BRIDGE	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY	SAFETY
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0014	0021	0021	0021	0021	0021	0021
						SN 022-0158						
•	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6					3	3		
•	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1			1					
	Z0062456	TEMPORARY PAVEMENT	SQ YD	212	212							
ⓓ	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2							
Ø	Z0076600	TRAINEES	HOUR	500	500							
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500							

ⓓ 0021 80% FED. / 20% STATE

• - DENOTES SPECIALTY ITEM

Rev.

FILE NAME = J:\7928\7928.18 - IL 64 Over Salt Creek\CADD\Cad Sheets\P39282-sh1-SQD.dgn

COLLINS ENGINEERS 123 N. Wacker Dr. Suite 900 Chicago, IL 60606 Tele: (312) 704-1000 Fax: (312) 704-9320 www.collinsengr.com ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

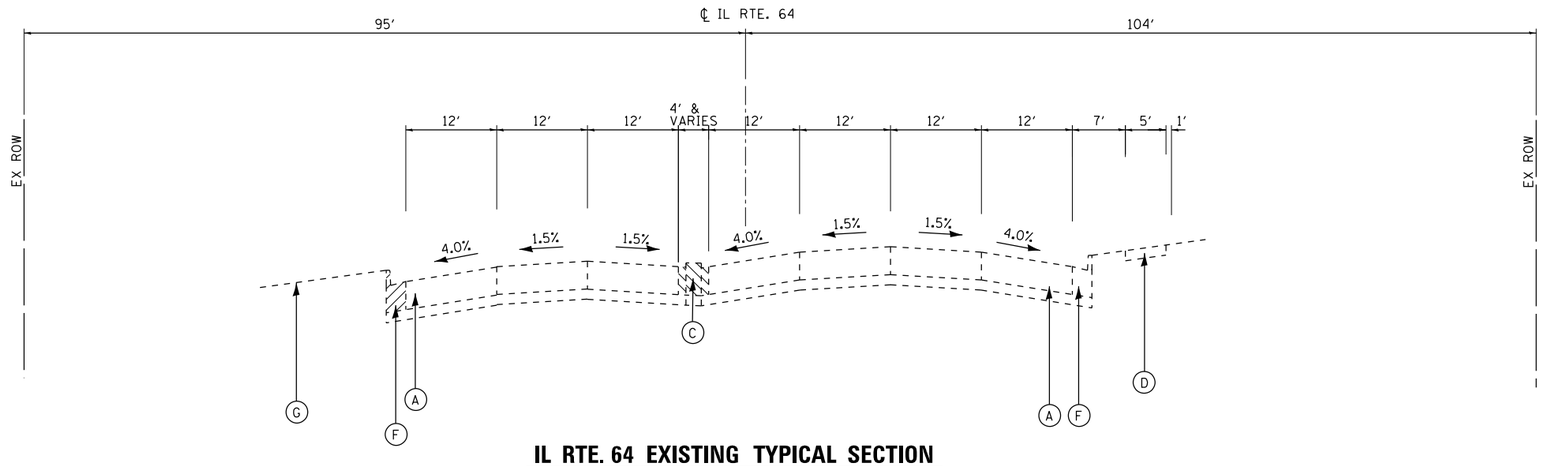
USER NAME = rgall	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/28/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
SUMMARY OF QUANTITIES

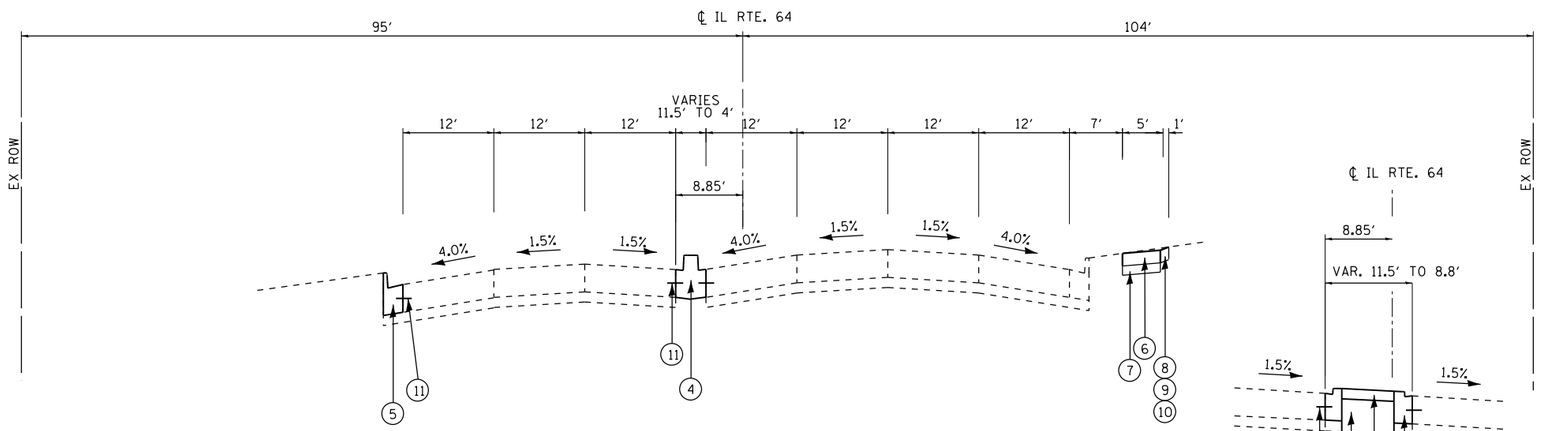
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DUPAGE	111	13A
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



IL RTE. 64 EXISTING TYPICAL SECTION

STA. 93+46.04 TO STA. 97+27.49



IL RTE. 64 EXISTING TYPICAL SECTION

STA. 93+46.04 TO STA. 97+27.49

DETAIL A

STA. 93+46.04 TO STA. 93+89.76

EXISTING LEGEND:

- (A) EXISTING PCC PAVEMENT, 11 INCH (JOINTED)
- (B) SAWCUT (INCLUDED IN THE COST OF PAVEMENT REMOVAL)
- (C) EXISTING PCC SOLID MEDIAN
- (D) EXISTING SIDEWALK
- (E) EXISTING GUARDRAIL (SEE PLANS FOR LOCATION)
- (F) EXISTING CURB & GUTTER
- (G) EXISTING GROUND

TO BE REMOVED

PROPOSED LEGEND:

1. PCC PAVEMENT, 11'' (JOINTED)
2. STABILIZED SUBBASE - HMA, 4-½ INCH
3. STEEL PLATE BEAM GUARDRAIL (SEE PLANS FOR LOCATION)
4. CONCRETE MEDIAN, TYPE SB 6.12
5. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
6. PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
7. SUBBASE GRANULAR TY B, 4 INCH
8. EROSION CONTROL BLANKET
9. TOPSOIL FURNISH AND PLACE, 4''
10. SEEDING, CLASS 2A
11. TIE BAR, NO. 6 X 30 @ 24 INCH SPACING
12. AGGREGATE SUBGRADE IMPROVEMENT, 12 INCH
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE FILL
15. COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.12
16. EARTH EMBANKMENT
17. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12

NOTES:

AGGREGATE FILL SHALL BE OF THE GRADATION SPECIFIED IN ART 606.09 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED IN LAYERS 4 IN THINK AND COMPACTED. THE COST OF THE AGGREGATE FILL SHALL BE INCLUDED IN THE COST OF CONCRETE MEDIAN SURFACE, 4 IN.

TIE BARS USED TO TIE PROP. JOINTED PCC PAVEMENT INTO EXIST. PCC PAVEMENT, SHALL BE INCIDENTAL TO THE COST OF PCC PAVEMENT, 11'' (JOINTED).

TIE BARS USED TO TIE PROP. CURB AND GUTTER INTO EXIST. PCC PAVEMENT, TIE BARS USED TO TIE PROP. JOINTED PCC PAVEMENT INTO PROP. CURB AND GUTTER SHALL BE INCIDENTAL TO THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED.

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USER NAME = mpell	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/25/2013	DATE -	REVISED -

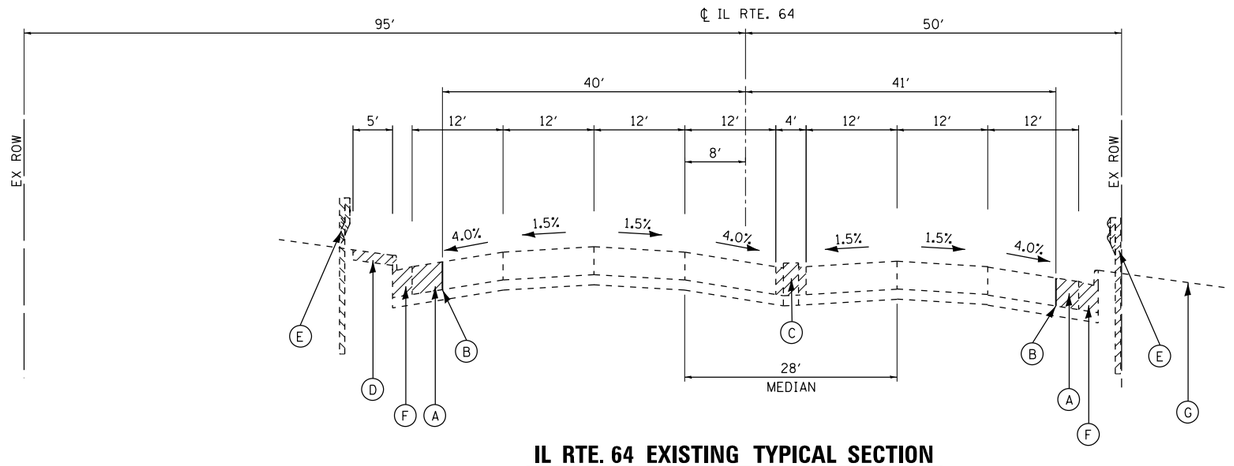
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE)
TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	14
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

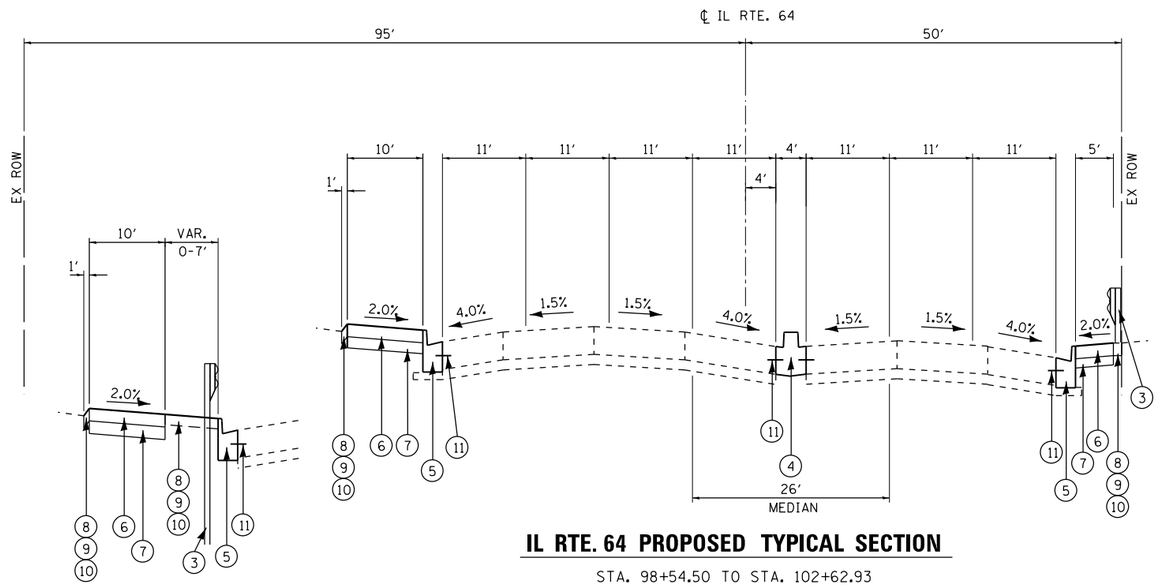
FILE NAME = I:\7290\7290.18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\P139308-sht-typical.dgn



IL RTE. 64 EXISTING TYPICAL SECTION

STA. 98+54.50 TO STA. 102+62.93

BRIDGE OMISSION
STA 98+92.97 TO STA 101+04.76

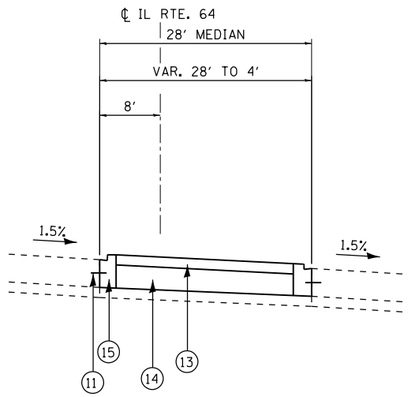


IL RTE. 64 PROPOSED TYPICAL SECTION

STA. 98+54.50 TO STA. 102+62.93

DETAIL B

STA. 101+04.76 TO STA. 102+56.74



DETAIL C

STA. 103+27.41 TO STA. 104+60.74

EXISTING LEGEND:

- (A) EXISTING PCC PAVEMENT, 11 INCH (JOINTED)
- (B) SAWCUT (INCLUDED IN THE COST OF PAVEMENT REMOVAL)
- (C) EXISTING PCC SOLID MEDIAN
- (D) EXISTING SIDEWALK
- (E) EXISTING GUARDRAIL (SEE PLANS FOR LOCATION)
- (F) EXISTING CURB & GUTTER
- (G) EXISTING GROUND

TO BE REMOVED

PROPOSED LEGEND:

1. PCC PAVEMENT, 11'' (JOINTED)
2. STABILIZED SUBBASE - HMA, 4-½ INCH
3. STEEL PLATE BEAM GUARDRAIL (SEE PLANS FOR LOCATION)
4. CONCRETE MEDIAN, TYPE SB 6.12
5. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
6. PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
7. SUBBASE GRANULAR TY B, 4 INCH
8. EROSION CONTROL BLANKET
9. TOPSOIL FURNISH AND PLACE, 4''
10. SEEDING, CLASS 2A
11. TIE BAR, NO. 6 X 30 @ 24 INCH SPACING
12. AGGREGATE SUBGRADE IMPROVEMENT, 12 INCH
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE FILL
15. COMBINATION CONCRETE CURB AND GUTTER TYPE M-6.12
16. EARTH EMBANKMENT
17. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12

NOTES:

AGGREGATE FILL SHALL BE OF THE GRADATION SPECIFIED IN ART 606.09 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED IN LAYERS 4 IN THINK AND COMPACTED. THE COST OF THE AGGREGATE FILL SHALL BE INCLUDED IN THE COST OF CONCRETE MEDIAN SURFACE, 4 IN.

TIE BARS USED TO TIE PROP. JOINTED PCC PAVEMENT INTO EXIST. PCC PAVEMENT, SHALL BE INCIDENTAL TO THE COST OF PCC PAVEMENT, 11'' (JOINTED).

TIE BARS USED TO TIE PROP. CURB AND GUTTER INTO EXIST. PCC PAVEMENT, TIE BARS USED TO TIE PROP. JOINTED PCC PAVEMENT INTO PROP. CURB AND GUTTER SHALL BE INCIDENTAL TO THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE)
TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	15
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		

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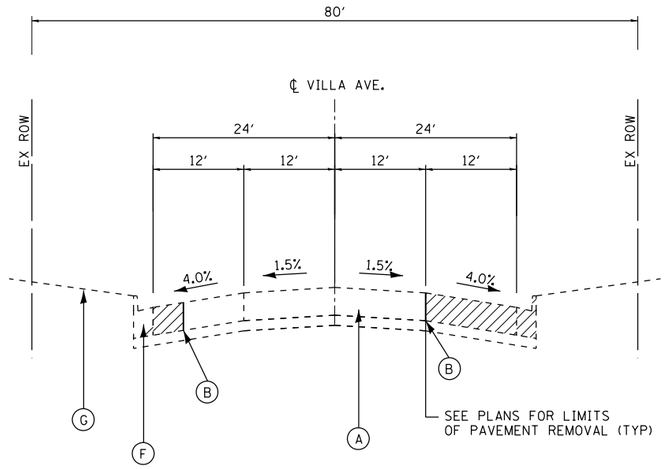


VILLA AVE. EXISTING TYPICAL SECTION

STA. 8+61.59 TO STA. 11+67.06

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
TEMPORARY PAVEMENT (NON-INTERSTATE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 (IL 9.5mm); 2"	4% @ 50 Gyr
TEMPORARY PAVEMENT (HMA BINDER IL-19 mm), 8"	4% @ 50 Gyr
STABILIZED SUB-BASE-HOT-MIX ASPHALT	
STABILIZED SUB-BASE-HOT-MIX ASPHALT (HMA BINDER IL-19 mm), 4½"	3% @ 50 Gyr
HMA DRIVEWAY	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 2"	4% @ 50 Gyr
HMA BASE COURSE (HMA BINDER IL-19 mm), 8"	4% @ 50 Gyr

1) THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN
2) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-72" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3) FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS.
4) THE CONTRACTOR HAS THE OPTION TO USE PC TEMPORARY PAVEMENT. PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS"; TYPICALLY 8" THICK.
5) TEMPORARY PAVEMENT DOES NOT REQUIRE DOWEL BAR.

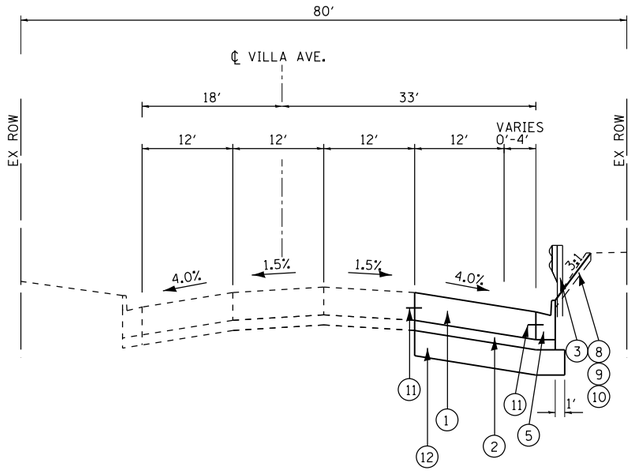
EXISTING LEGEND:

- (A) EXISTING PCC PAVEMENT, 11 INCH (JOINTED)
- (B) SAWCUT (INCLUDED IN THE COST OF PAVEMENT REMOVAL)
- (C) EXISTING PCC SOLID MEDIAN
- (D) EXISTING SIDEWALK
- (E) EXISTING GUARDRAIL (SEE PLANS FOR LOCATION)
- (F) EXISTING CURB & GUTTER
- (G) EXISTING GROUND

▨ TO BE REMOVED

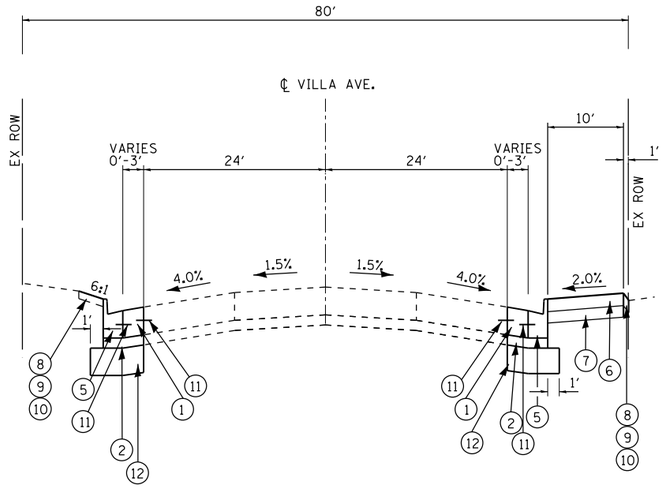
PROPOSED LEGEND:

- (1) PCC PAVEMENT, 11" (JOINTED)
- (2) STABILIZED SUBBASE - HMA, 4-½ INCH
- (3) STEEL PLATE BEAM GUARDRAIL (SEE PLANS FOR LOCATION)
- (4) CONCRETE MEDIAN, TYPE SB 6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (6) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (7) SUBBASE GRANULAR TY B, 4 INCH
- (8) EROSION CONTROL BLANKET
- (9) TOPSOIL FURNISH AND PLACE, 4"
- (10) SEEDING, CLASS 2A
- (11) TIE BAR, NO. 6 X 30 @ 24 INCH SPACING
- (12) AGGREGATE SUBGRADE IMPROVEMENT, 12 INCH
- (13) CONCRETE MEDIAN SURFACE, 4"
- (14) AGGREGATE FILL



VILLA AVE. SOUTH PROPOSED TYPICAL SECTION

STA. 8+61.59 TO STA. 8+94.93



VILLA AVE. NORTH PROPOSED TYPICAL SECTION

STA. 11+10.00 TO STA. 11+67.06

NOTES:

AGGREGATE FILL SHALL BE OF THE GRADATION SPECIFIED IN ART 606.09 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED IN LAYERS 4 IN THINK AND COMPACTED. THE COST OF THE AGGREGATE FILL SHALL BE INCLUDED IN THE COST OF CONCRETE MEDIAN SURFACE, 4 IN.

TIE BARS USED TO TIE PROP. JOINTED PCC PAVEMENT INTO EXIST. PCC PAVEMENT, SHALL BE INCIDENTAL TO THE COST OF PCC PAVEMENT, 11" (JOINTED).

TIE BARS USED TO TIE PROP. CURB AND GUTTER INTO EXIST. PCC PAVEMENT, TIE BARS USED TO TIE PROP. JOINTED PCC PAVEMENT INTO PROP. CURB AND GUTTER SHALL BE INCIDENTAL TO THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLA AVENUE
TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	16
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

PAVMENT SCHEDULE

LOCATION	STATION		AGG SUBGRADE 12" (SQ YD)	STABILIZED SUBBASE-HOT-MIX ASPHALT, 4 1/2" (SQ YD)	PCC PVT 11" JOINTED (SQ YD)	PCC BASE COURSE 8" (SQ YD)
	FROM	TO				
IL 64	94+82.44	104+35.38	250	250	250	250
TOTAL			250	250	250	250

GUARDRAIL SCHEDULE

LOCATION	STATION		OFFSET	TR BAR TRM T1 SPL TAN (EACH)	TR BAR TRM T6 (EACH)	GUARDRAIL MARKERS (EACH)	TERM MARK DIRECT APPLIED
	FROM	TO					
IL 64	98+42.49		RT	1		4	1
IL 64	99+24.60		RT		1		
IL 64	101+05.59		LT		1	4	
IL 64	101+99.61		LT	1			1
TOTAL				2	2	8	2

EARTHWORK SCHEDULE

1	2	3	4	5	6	7
LOCATION	EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOP SOIL FURNISH AND PLACE
	CU YD	CU YD	CU YD	CU YD	CU YD	SQ YD
IL 64	185	25	139	80	59	235
TOTAL	185	25	139	80	59	235

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 OVER SALT CREEK
SCHEDULE OF QUANTITIES

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

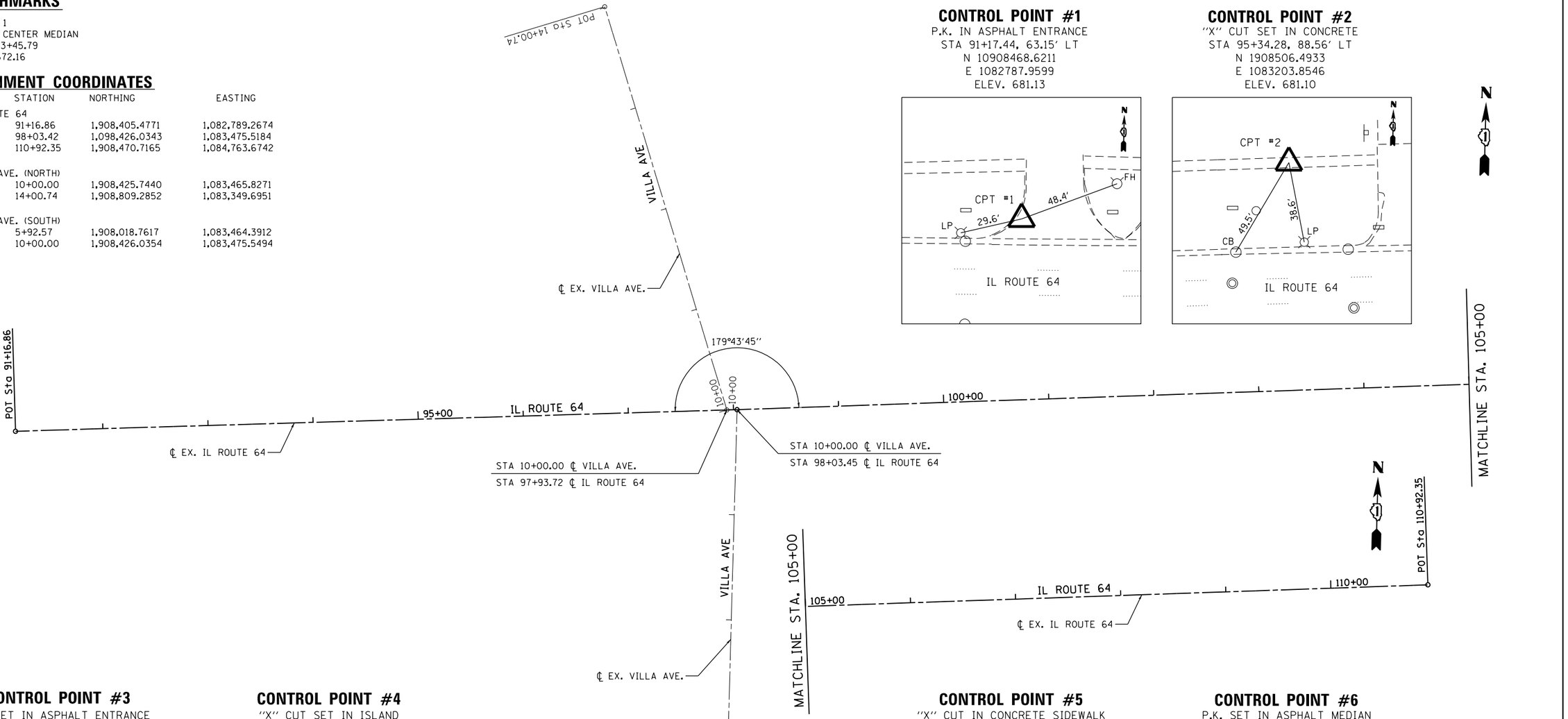
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	17
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

BENCHMARKS

BM NO. 1
P.K. IN CENTER MEDIAN
STA. 103+45.79
ELEV. 672.16

ALIGNMENT COORDINATES

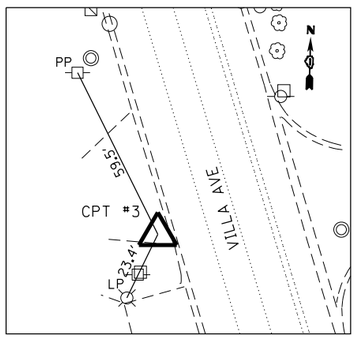
POINT	STATION	NORTHING	EASTING
IL ROUTE 64			
ALN1	91+16.86	1,908,405.4771	1,082,789.2674
ALN2	98+03.42	1,098,426.0343	1,083,475.5184
ALN3	110+92.35	1,908,470.7165	1,084,763.6742
VILLA AVE. (NORTH)			
VILLA1	10+00.00	1,908,425.7440	1,083,465.8271
VILLA2	14+00.74	1,908,809.2852	1,083,349.6951
VILLA AVE. (SOUTH)			
VILLA4	5+92.57	1,908,018.7617	1,083,464.3912
VILLA3	10+00.00	1,908,426.0354	1,083,475.5494



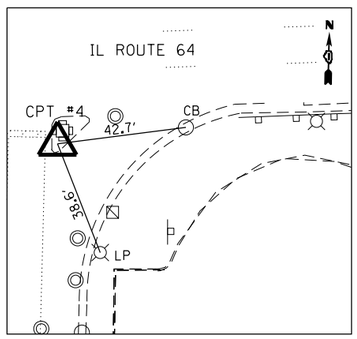
CONTROL POINT #1
P.K. IN ASPHALT ENTRANCE
STA 91+17.44, 63.15' LT
N 10908468.6211
E 1082787.9599
ELEV. 681.13

CONTROL POINT #2
"X" CUT SET IN CONCRETE
STA 95+34.28, 88.56' LT
N 1908506.4933
E 1083203.8546
ELEV. 681.10

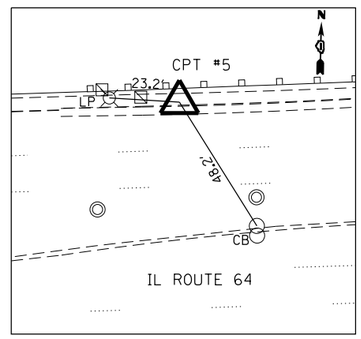
CONTROL POINT #3
P.K. SET IN ASPHALT ENTRANCE
STA 12+65.21 (VILLA AVE), 26.53' LT
N 1908671.8873
E 1083363.5753
ELEV. 675.95



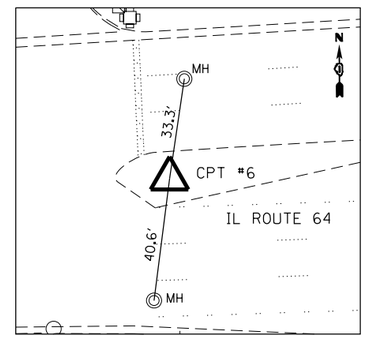
CONTROL POINT #4
"X" CUT SET IN ISLAND
STA 98+21.81, 54.55' RT
N 1908372.1523
E 1083495.7963
ELEV. 678.29



CONTROL POINT #5
"X" CUT IN CONCRETE SIDEWALK
STA 101+16.22, 47.75' LT
N 1908484.5998
E 1083786.4755
ELEV. 673.41



CONTROL POINT #6
P.K. SET IN ASPHALT MEDIAN
STA 103+45.46, 1.61' LT
N 1084017.1763
E 1908446.4317
ELEV. 672.16



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DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
ALIGNMENT, TIES, AND BENCHMARKS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	18
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	ILLINOIS FED. AID PROJECT			

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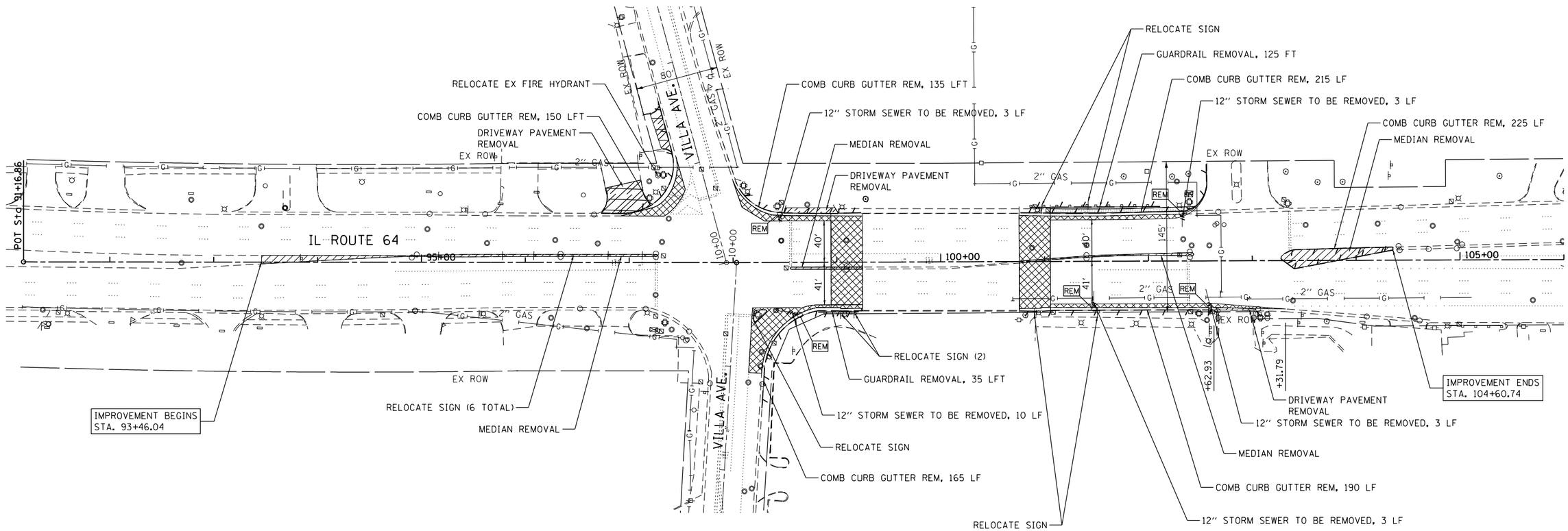

LEGEND:

- PAVEMENT REMOVAL
- MEDIAN REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- REM — EX. CATCH BASIN TO BE REMOVED
- EX. STORM SEWER TO BE REMOVED

NOTES:

1. FOR EXISTING DRAINAGE REMOVAL ITEMS SEE DRAINAGE AND UTILITIES PLAN.
2. FOR EXISTING TRAFFIC SIGNAL AND HANDHOLE ITEMS, SEE TRAFFIC SIGNAL PLANS.
3. FOR EXISTING ROADWAY LIGHTING ITEMS SEE ELECTRICAL PLANS.
4. REMOVAL OF THE BRIDGE APPROACH SLAB TO BE PAID FOR AS PAVEMENT REMOVAL.
5. SEE INTERSECTION JOINTING PLAN FOR PAVEMENT REMOVAL LIMITS AT INTERSECTION OF IL ROUTE 64 / VILLA AVE.

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ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
REMOVAL PLAN

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

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307	1318-BR	DuPAGE	111	19
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

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PCC DRIVEWAY PAVT 8
EX ROW
80'
EX ROW
VILLA AVE.
PC CONC SIDEWALK 5
PCC DRIVEWAY PAVT 8
COMB CC&G TB6.24
EX ROW
97+26.43
95.64' LT
35'
C.E.
35'
C.E.
VILLA AVE.
MEET EXISTING
+89.76
+73.06
95+00
+27.49
8.85'
4'
IL ROUTE 64
7'
5'
CONC MED TSB6.12
EX ROW
COMB CC&G TB6.12
97+57.39
104.33' RT
PC CONC SIDEWALK 5
IMPROVEMENT BEGINS
STA. 93+46.04
SEE DETAIL A
ON TYPICAL SECTION
SHEET 14
10+00
10+00
+5.50
40'
44'
4'
33'
COMB CC&G TB6.24
PC CONC SIDEWALK 5
HMA DRIVEWAY PAVT. 10
98+09.73
95.70' LT
STA 98+94.48
LIMIT OF BRIDGE
APPROACH SLAB
℄ SN 022-0158
STA. 100+00.00
48'
10'
C.E.
100+00
4'
33'
TRAF BAR TERM T6
98+87.50
49.59' RT
98+53.88
64.46' RT
PC CONC SIDEWALK 5
98+37.04
104.31' RT
TR BAR TRM T1 SPL TAN
STA 101+05.59
LIMIT OF BRIDGE
APPROACH SLAB
COMB CC&G TB6.24
PC CONC SIDEWALK 5
TRAF BAR TERM T6.
SEE DETAIL FOR 42" HEIGHT EXTENSION.
+77.93
40.0' LT
TR BAR TRM T1 SPL TAN
+22.62
41.1' LT
EX ROW
+70.33
10'
7'
+56.74
76.5' LT
35'
145'
33'
44'
4'
41'
+42.33
+62.93
+27.32
5'
COMB CC&G TB6.24
PC CONC SIDEWALK 5
CONC MED TSB6.12
EX ROW
C.E.
35'
PCC DRIVEWAY PAVT 8
PC CONC SIDEWALK 5
COMB CC&G TM6.12
SEE DETAIL C
ON TYPICAL SECTION
SHEET 15
N
1
103+79.18
96.39' LT
103+79.27
70.39' LT
104+86.30
96.79' LT
104+86.39
70.79' LT
MATCH EXISTING
105+00
+35.38
7'R
+27.41
79'
8'
7'R
MEET EXISTING
STA 103+31.79
104+17.75
63.47' RT
103+62.46
55.67' RT
103+05.43
48.96' RT
103+05.46
55.88' RT
IMPROVEMENT ENDS
STA. 104+35.38
PCC DRIVEWAY PAVT 8

NOTES:

1. WORK THIS SHEET WITH SHEET 26, INTERSECTION JOINTING PLAN.

LEGEND:

PCC PVT 11 JOINTED
STAB SUBBASE HMA 4.5
AGG SUBGRADE IMPR 12

PLAN
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PROFILE CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

685
680
675
670
665
660
655
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676.40
-1.44%
673.35
-1.44%
PROPOSED ℄ IL. RTE 64 PGL
EXISTING ℄ IL. RTE 64 PGL
PROPOSED
BRIDGE
SN 022-0158
D.H.W. ELEV. 671.61
EXIST. STREAMBED
ELEV. ± 658.92
675.55
675.59
675.12
674.87
674.18
674.15

92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00

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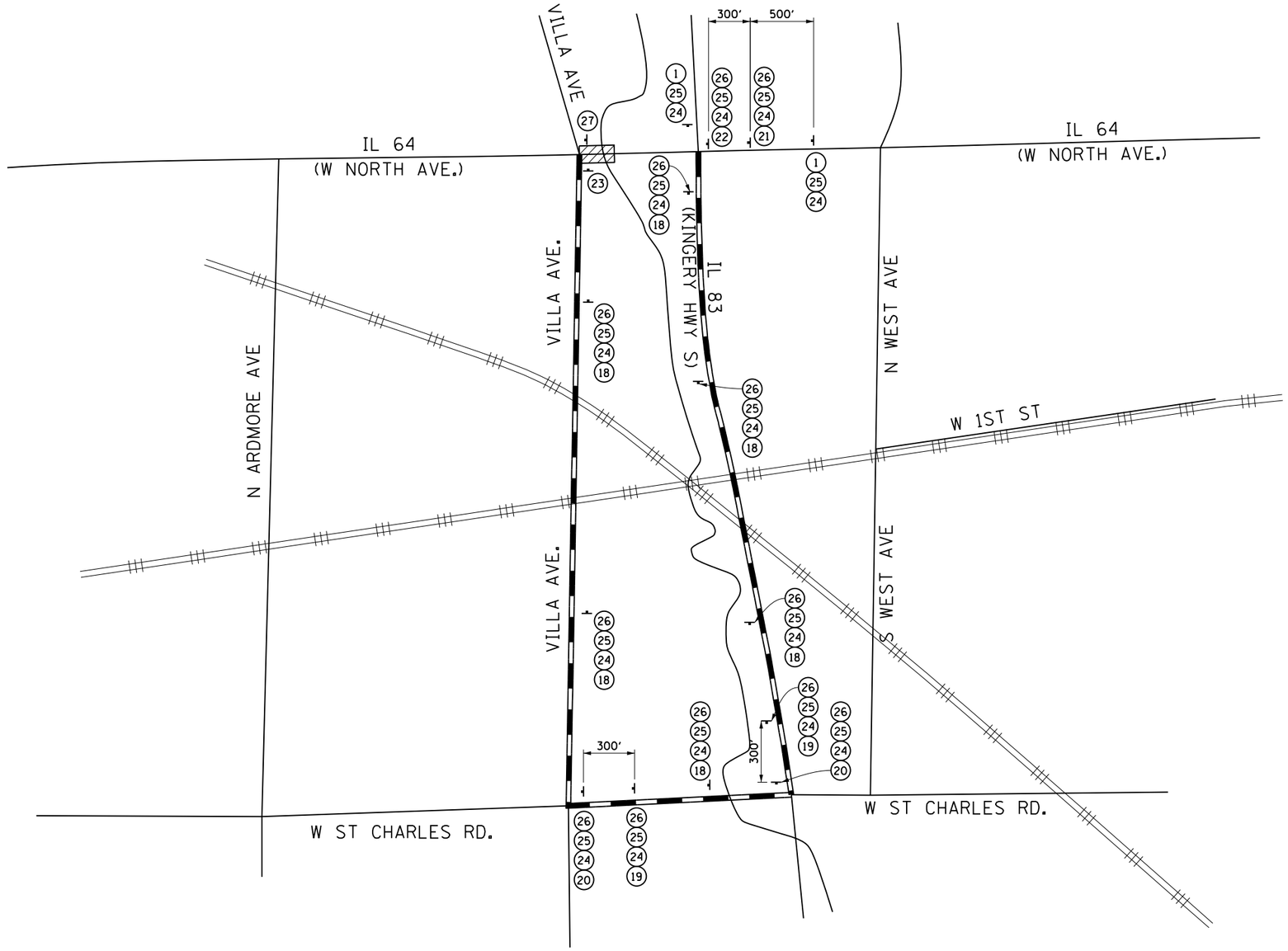
PLOT DATE = 10/24/2013	DATE -	REVISED -

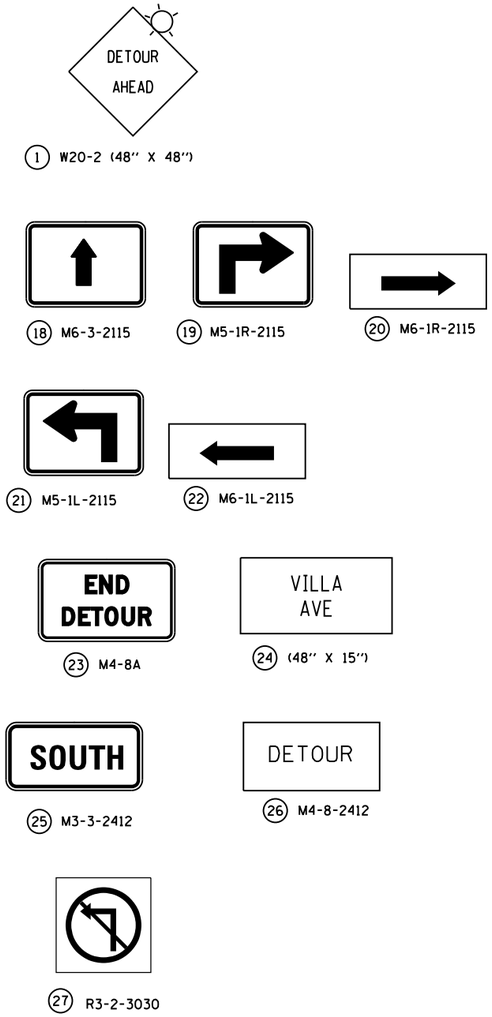
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
PLAN AND PROFILE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	20
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. PLACEMENT AND SPACING OF SIGNS AND BARRICADES SHALL BE IN ACCORDANCE WITH TC-21 (DETOUR SIGNING FOR CLOSING STATE HIGHWAYS).
2. THE COST OF SUPPLYING, ERECTING AND MAINTAINING BARRICADES, WARNING LIGHTS AND SIGNS SHALL BE INCLUDED IN THE CONTRACT COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. ACCESS TO ALL PRIVATE ENTRANCES SHALL BE MAINTAINED.
4. TEMPORARY INFORMATION SIGNING SHALL BE PLACED AT EACH END OF IL 64 (NORTH AVE) FOR THE DURATION OF THE PROJECT, PER DETAIL TC-22.
5. ALL DETOUR SIGNS SHALL HAVE AN ORANGE BACKGROUND WITH BLACK LETTERS.

LEGEND:

- DETOUR ROUTE
- CONSTRUCTION ZONE
- TYPE III BARICADE WITH 2 FLASHING LIGHTS
- AMBER FLASHING LIGHT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 OVER SALT CREEK
DETOUR PLAN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	21
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		

MAINTENANCE OF TRAFFIC - GENERAL NOTES

1. SEE SPECIAL PROVISIONS TITLED TRAFFIC CONTROL AND PROTECTION (SPECIAL).

2. THE CONTRACTOR SHALL REMOVE AND SAFELY STORE (FREE FROM THEFT OR DAMAGE) OR COVER ALL CONFLICTING EXISTING SIGNS FOR THE DURATION OF THE CONSTRUCTION. ALL SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF CONSTRUCTION.

3. THE FOLLOWING APPLY TO CONSTRUCTION SIGNS:

   A) THE CONTRACTOR SHALL FURNISH ALL SIGNS.

   B) THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR SUBCONTRACTORS DURING RELOCATION OR CONSTRUCTION OPERATIONS.

   C) ALL SIGNS AND ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350. TEST LEVEL 2.

   D) ALL SIGNS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION (SPECIAL) PAY ITEM, EXCEPT FOR TEMPORARY INFORMATIONAL SIGNING AS NOTED ON THE PLANS.

4. OPENINGS THROUGH THE BARRIER FOR CONTRACTOR'S ACCESS TO THE WORK ZONE SHALL BE PROVIDED AS APPROVED BY THE ENGINEER.

5. ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE ENGINEER.

6. ALL TEMPORARY PAVEMENT MARKINGS DURING STAGED CONSTRUCTION SHALL BE WET REFLECTIVE TAPE, TYPE III OF THE WIDTH AND COLOR SPECIFIED ON THE PLAN SHEETS.

7. MONO-DIRECTIONAL PRISMATIC BARRIER REFLECTORS WILL BE PLACED AT 25' CENTERS ON TOP AND SIDE OF TEMPORARY CONCRETE BARRIER FACING TRAFFIC.

8. NO TRAFFIC STAGES SHALL OVERLAP WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENGINEER.

9. NO INTERIM COMPLETION DATES ARE SPECIFIED FOR ANY OF THE CONSTRUCTION STAGES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING HIS/HER CONSTRUCTION SCHEDULE TO MEET THE PROJECT COMPLETION DATE.

STAGING NOTES: STAGE I

WORK IN THIS STAGE CONSISTS OF CONSTRUCTING THE CENTER PORTIONS OF SN 022-0158.

INSTALL STAGE I TEMPORARY SIGNAGE AND DETOUR SIGNAGE

CLOSE THE INSIDE LANE OF EB AND WB I-64 IN ACCORDANCE WITH STD. 701601 AND AS SHOWN ON THE PLANS.

THE LEFT TURN BAY FROM EB IL-64 TO VILLA AVE. IS TO REMAIN OPEN IN ACCORDANCE WITH DISTRICT ONE DETAIL TC 14.

NO LEFT TURN WILL BE ALLOWED FROM WB IL-64 TO VILLA AVE. A DETOUR HAS BEEN PROVIDED. SEE SHEET 20.

STAGING NOTES: STAGE II

WORK IN THIS STAGE CONSISTS OF CONSTRUCTING THE NORTH PORTION OF SN 022-0158 AND ROADWAY IMPROVEMENTS.

REMOVE EXISTING MEDIAN ALONG IL-64 AS SHOWN ON THE PLANS.

INSTALL TEMPORARY PAVEMENT.

INSTALL TEMPORARY SIGNALS.

INSTALL STAGE II TEMPORARY SIGNAGE.

RELOCATE TEMPORARY CONCRETE BARRIER WALL AND TEMPORARY IMPACT ATTENUATORS.

CLOSE THE OUTSIDE LANE OF WB I-64 AND THE INSIDE LANE AND LEFT TURN BAY OF EB I-64 IN ACCORDANCE WITH STD. 701601.

NO LEFT TURN WILL BE ALLOWED FROM WB IL-64 TO VILLA AVE. A DETOUR HAS BEEN PROVIDED. SEE SHEET 20.

STAGING NOTES: STAGE III

WORK IN THIS STAGE CONSISTS OF CONSTRUCTING THE EAST PORTION OF SN 022-0158 AND ROADWAY IMPROVEMENTS.

INSTALL STAGE III TEMPORARY SIGNAGE.

ADJUST TEMPORARY SIGNAL HEAD ALIGNMENTS AS SHOWN IN PLANS.

RELOCATE TEMPORARY CONCRETE BARRIER WALL AND TEMPORARY IMPACT ATTENUATORS.

CLOSE THE OUTSDE LANE OF EB I-64 AND THE INSIDE LANE OF WB I-64 IN ACCORDANCE WITH STD. 701601. SHIFT TRAFFIC TO THE NORTH AS SHOWN ON THE PLANS.

NO LEFT TURN WILL BE ALLOWED FROM WB IL-64 TO VILLA AVE. A DETOUR HAS BEEN PROVIDED. SEE SHEET 20.

STAGING NOTES: SUBSTAGE STAGE IIIA

WORK IN THIS STAGE CONSISTS OF REMOVING TEMPORARY PAVEMENT AND INSTALLING PROPOSED MEDIANS.

INSTALL STAGE IIIA TEMPORARY SIGNAGE.

CLOSE THE INSIDE LANE AND LEFT TURN BAYS OF EB AND WB I-64 IN ACCORDANCE WITH STD. 701601.

NO LEFT TURN WILL BE ALLOWED FROM WB IL-64 TO VILLA AVE. A DETOUR HAS BEEN PROVIDED. SEE SHEET 20.

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PLOT DATE = 10/25/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – NOTES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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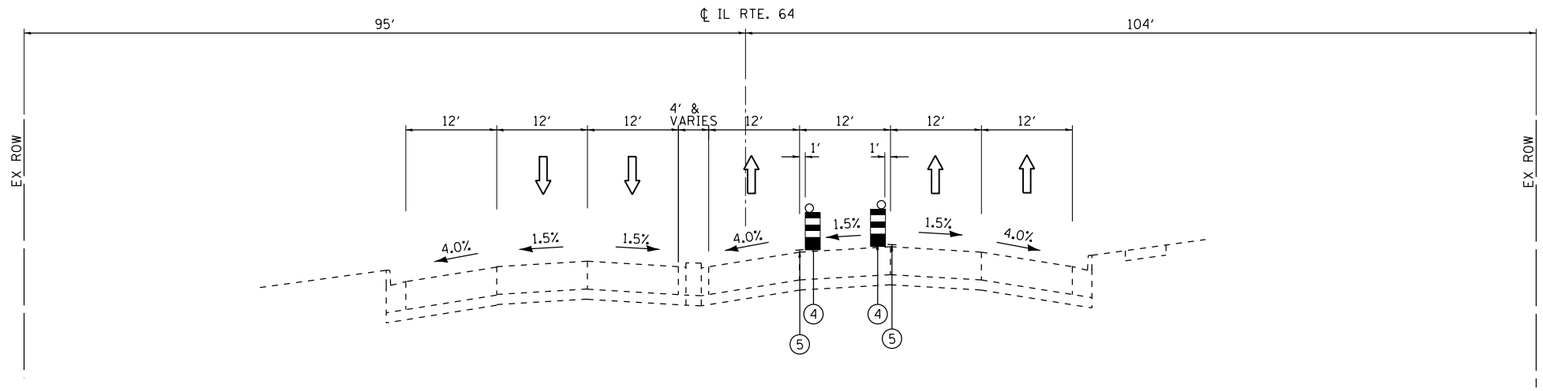
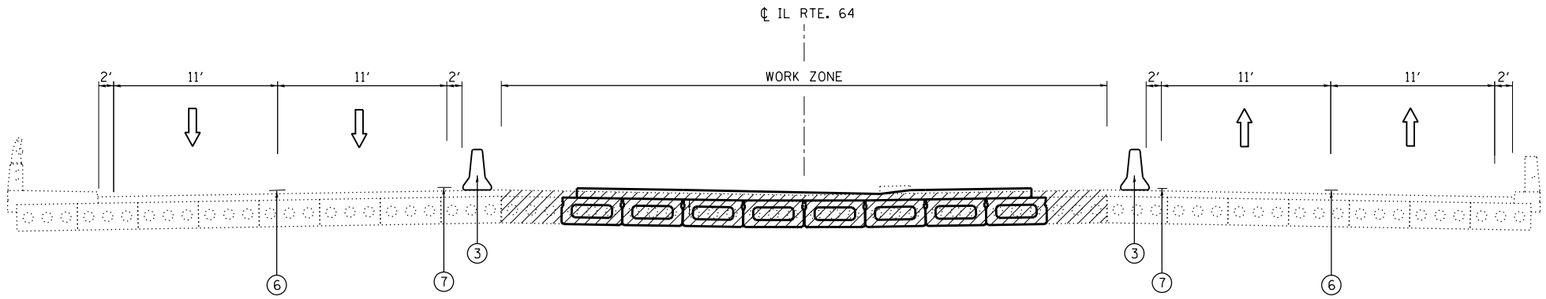
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



IL ROUTE 64 – STAGE 1

STA. 93+46.04 TO STA. 97+27.49



IL ROUTE 64 – STAGE 1

STA. 98+54.50 TO STA. 102+62.93

1. TEMPORARY PAVEMENT, 10''
2. NOT USED
3. TEMPORARY CONCRETE BARRIER
4. TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT
5. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' WHITE
6. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' WHITE (10'-30' SKIP DASH)
7. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' YELLOW
8. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' YELLOW (DOUBLE)
9. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 6'' WHITE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 1 – TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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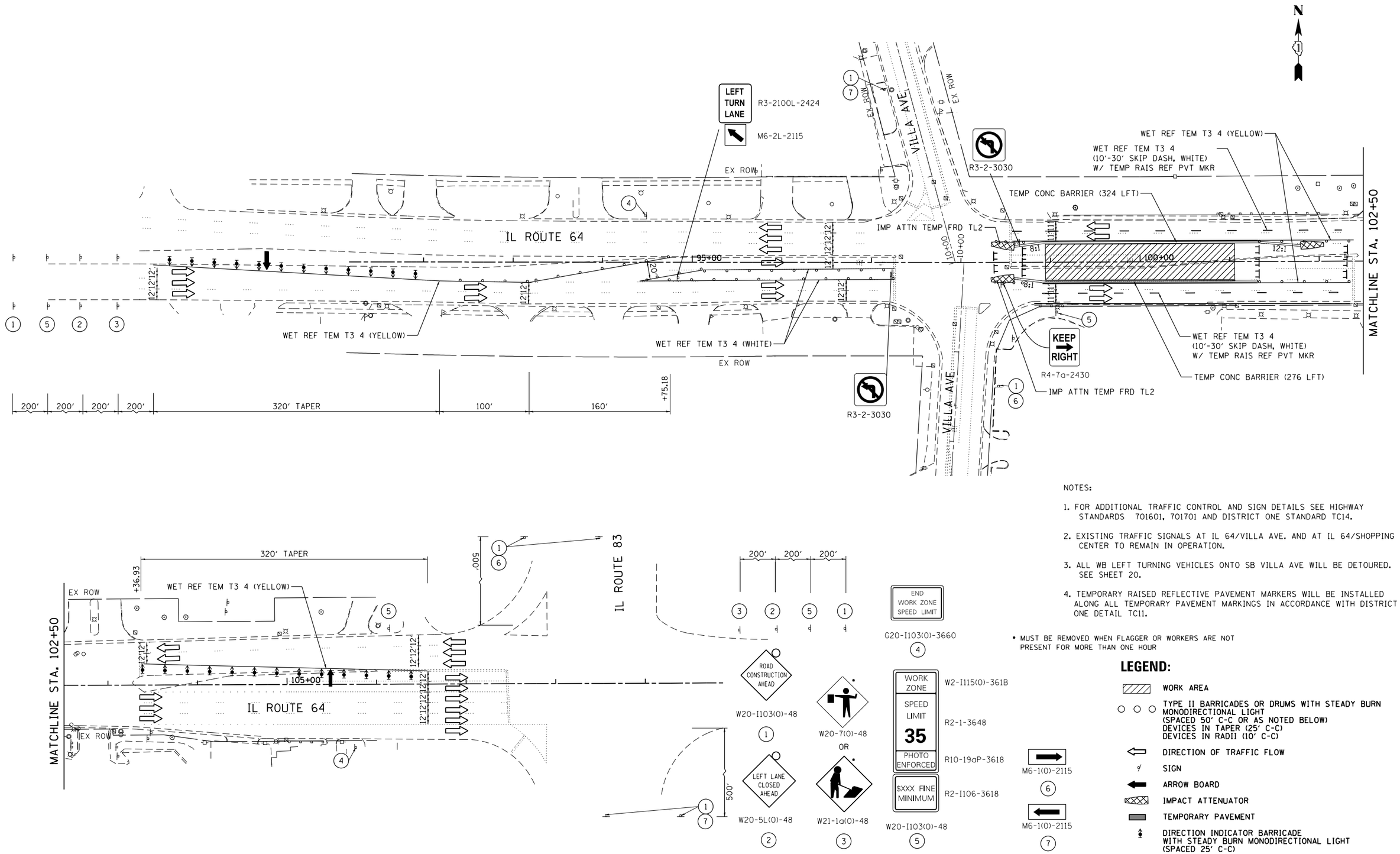
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. FOR ADDITIONAL TRAFFIC CONTROL AND SIGN DETAILS SEE HIGHWAY STANDARDS 701601, 701701 AND DISTRICT ONE STANDARD TC14.
2. EXISTING TRAFFIC SIGNALS AT IL 64/VILLA AVE. AND AT IL 64/SHOPPING CENTER TO REMAIN IN OPERATION.
3. ALL WB LEFT TURNING VEHICLES ONTO SB VILLA AVE WILL BE DETOURED. SEE SHEET 20.
4. TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS WILL BE INSTALLED ALONG ALL TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE DETAIL TC11.

• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR

LEGEND:

- WORK AREA
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (25' C-C) DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 25' C-C)

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ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 1

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

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

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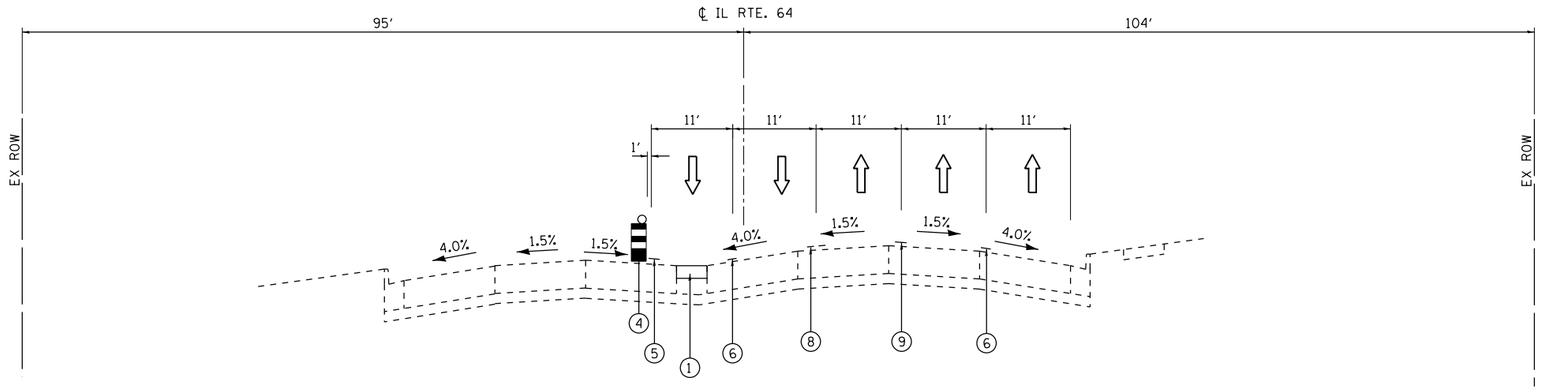
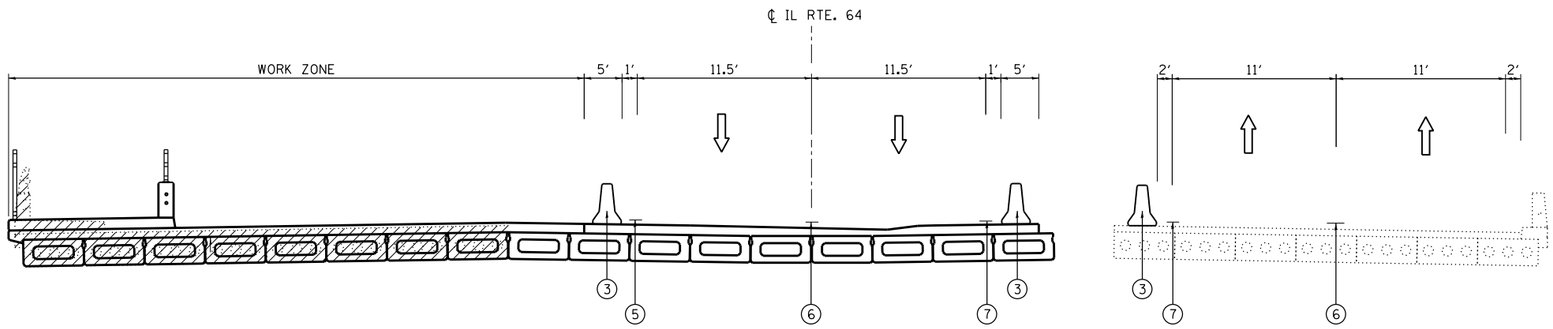


IL ROUTE 64 – STAGE 2

STA. 93+46.04 TO STA. 97+27.49



IL ROUTE 64 – STAGE 2

STA. 98+54.50 TO STA. 102+62.93

1. TEMPORARY PAVEMENT, 10″
2. NOT USED
3. TEMPORARY CONCRETE BARRIER
4. TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT
5. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ WHITE
6. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ WHITE (10′-30′ SKIP DASH)
7. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ YELLOW
8. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ YELLOW (DOUBLE)
9. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 6″ WHITE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 2 – TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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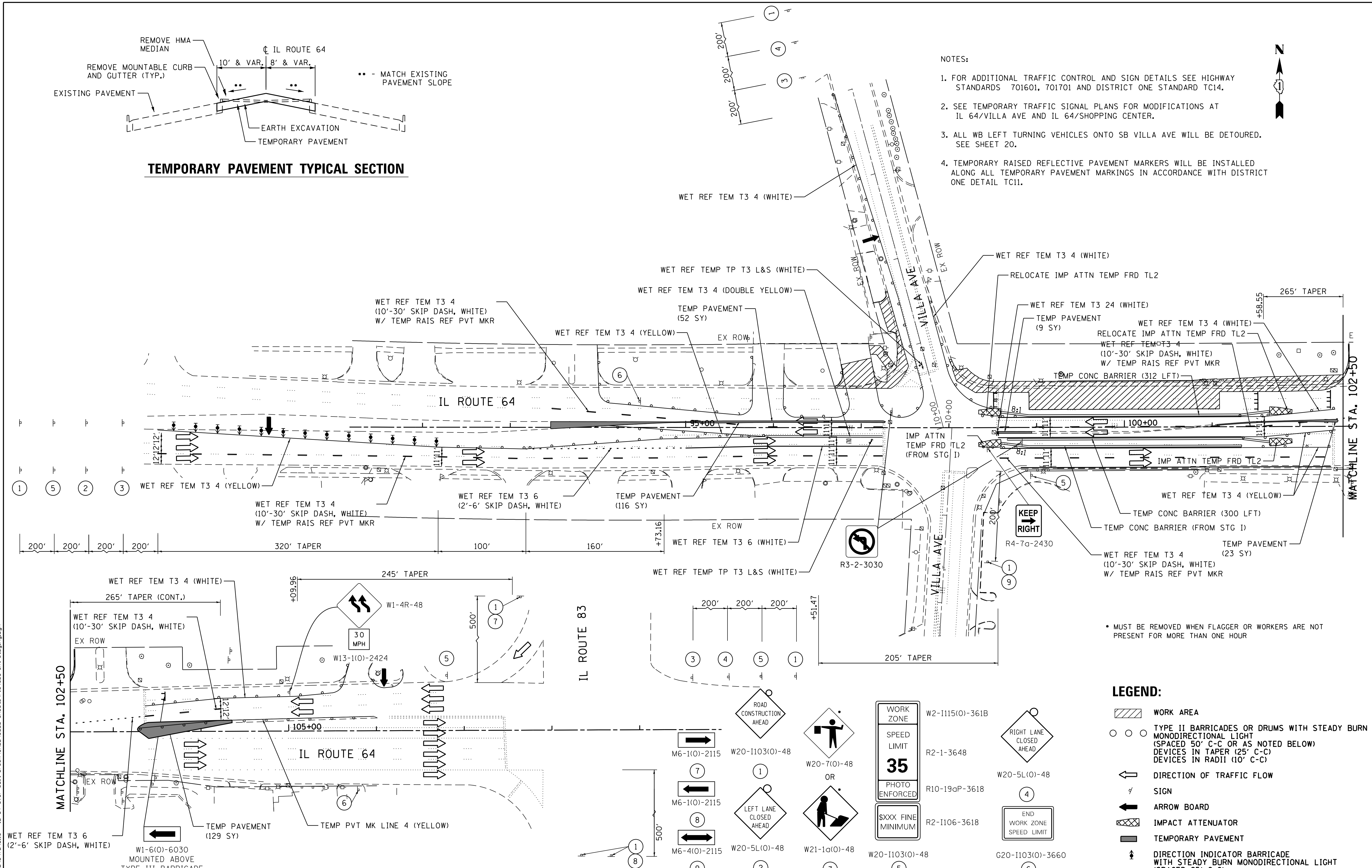

NOTES:

1. FOR ADDITIONAL TRAFFIC CONTROL AND SIGN DETAILS SEE HIGHWAY STANDARDS 701601, 701701 AND DISTRICT ONE STANDARD TC14.
2. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT IL 64/VILLA AVE AND IL 64/SHOPPING CENTER.
3. ALL WB LEFT TURNING VEHICLES ONTO SB VILLA AVE WILL BE DETOURED. SEE SHEET 20.
4. TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS WILL BE INSTALLED ALONG ALL TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE DETAIL TC11.

• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR

LEGEND:

- WORK AREA
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (25' C-C) DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 25' C-C)

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ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC - STAGE 2

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

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CONTRACT NO. 60V24
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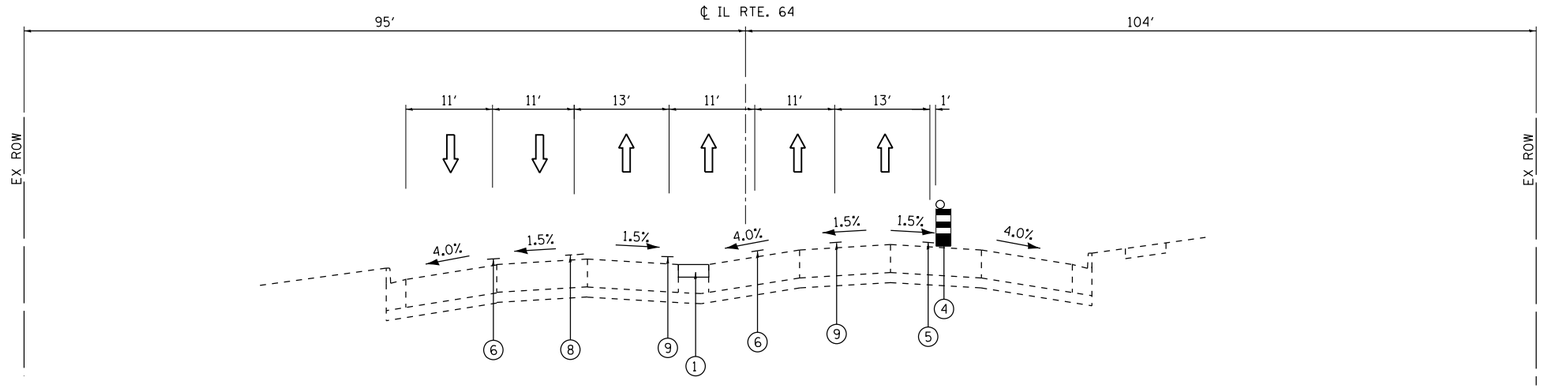
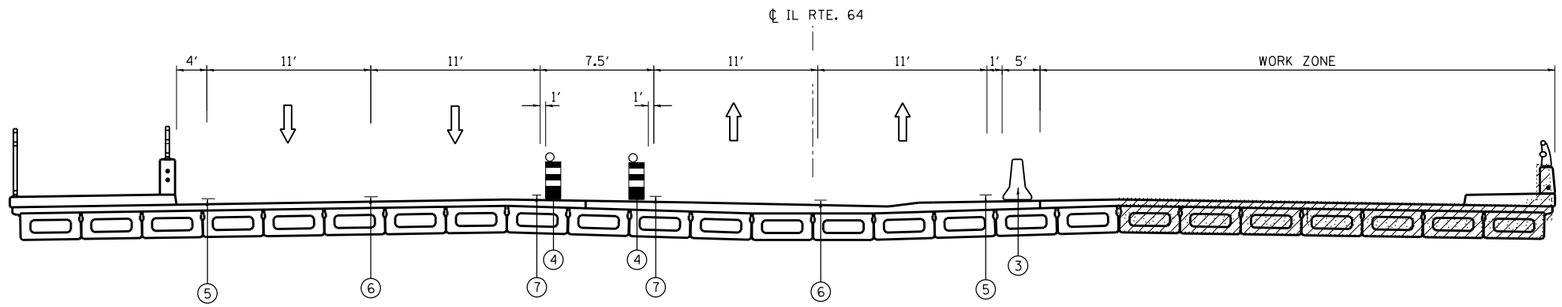


IL ROUTE 64 – STAGE 3

STA. 93+46.04 TO STA. 97+27.49



IL ROUTE 64 – STAGE 3

STA. 98+54.50 TO STA. 102+62.93

1. TEMPORARY PAVEMENT, 10''
2. NOT USED
3. TEMPORARY CONCRETE BARRIER
4. TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT
5. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' WHITE
6. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' WHITE (10'-30' SKIP DASH)
7. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' YELLOW
8. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4'' YELLOW (DOUBLE)
9. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 6'' WHITE

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IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 3 – TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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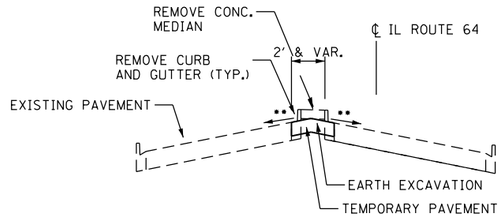
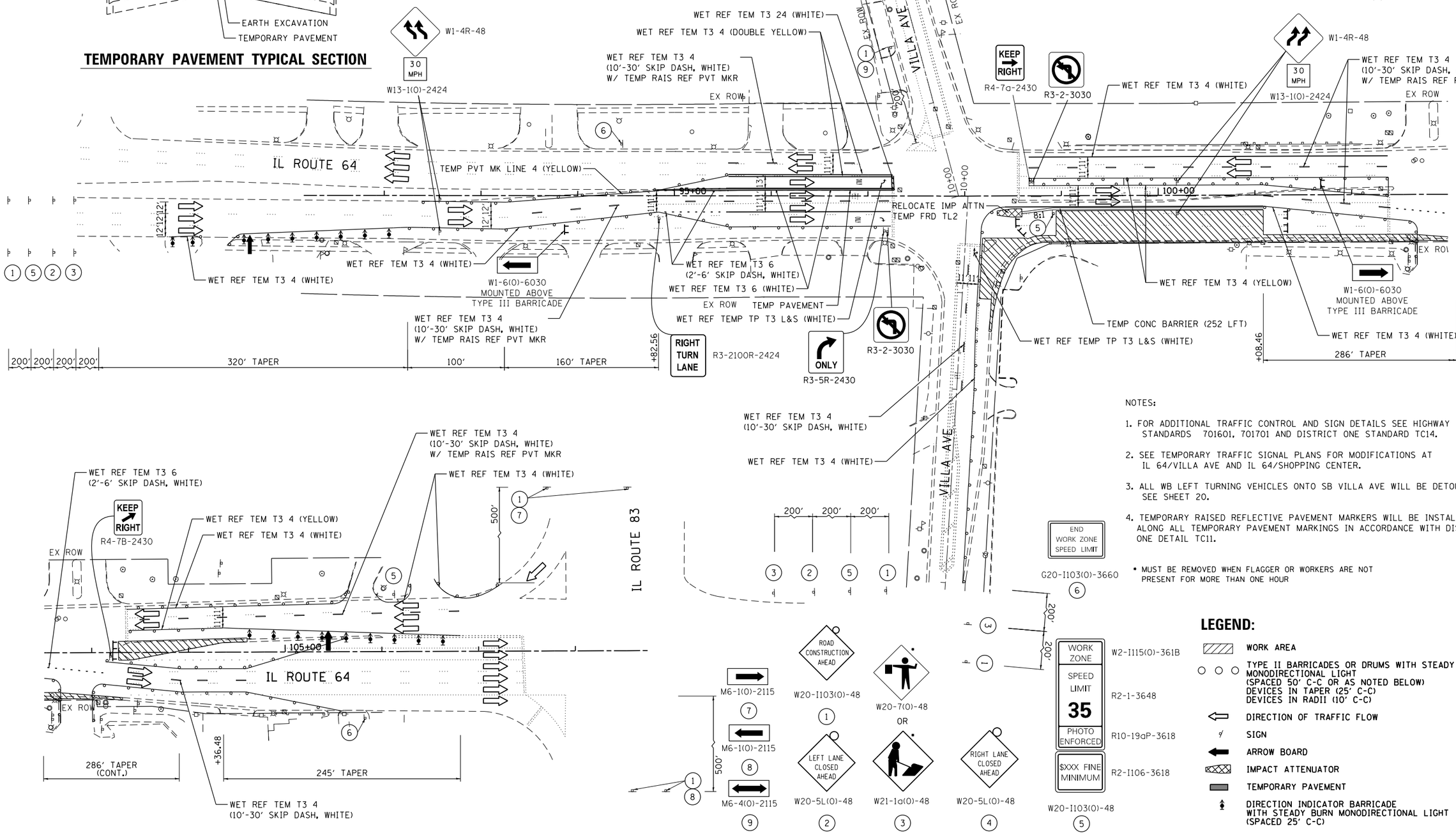


•• - MATCH EXISTING PAVEMENT SLOPE

TEMPORARY PAVEMENT TYPICAL SECTION



NOTES:

1. FOR ADDITIONAL TRAFFIC CONTROL AND SIGN DETAILS SEE HIGHWAY STANDARDS 701601, 701701 AND DISTRICT ONE STANDARD TC14.
2. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR MODIFICATIONS AT IL 64/VILLA AVE AND IL 64/SHOPPING CENTER.
3. ALL WB LEFT TURNING VEHICLES ONTO SB VILLA AVE WILL BE DETOURED. SEE SHEET 20.
4. TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS WILL BE INSTALLED ALONG ALL TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE DETAIL TC11.

• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR

LEGEND:

- WORK AREA
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (25' C-C) DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 25' C-C)

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ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 3

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

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		ILLINOIS FED. AID PROJECT		

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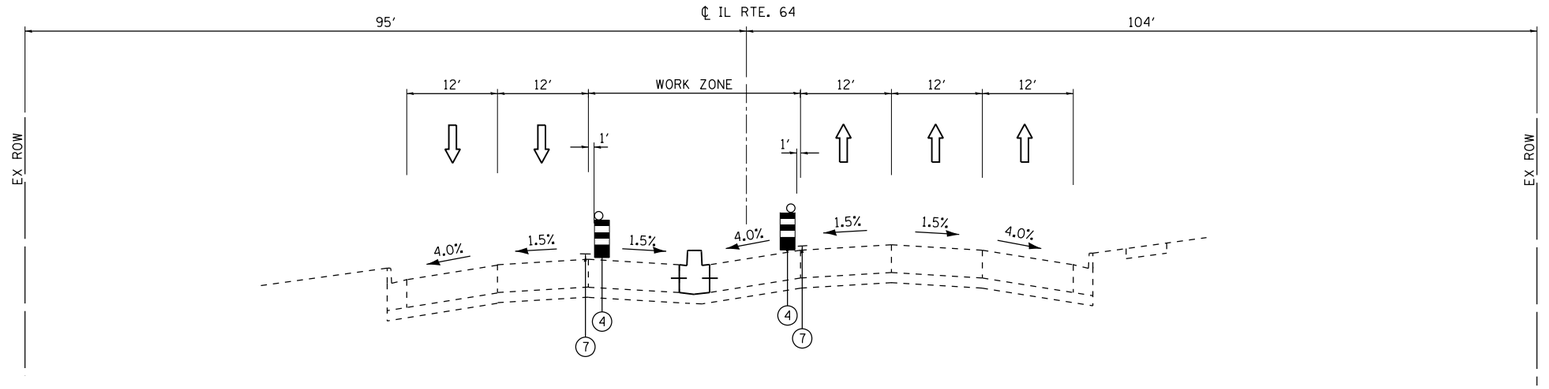
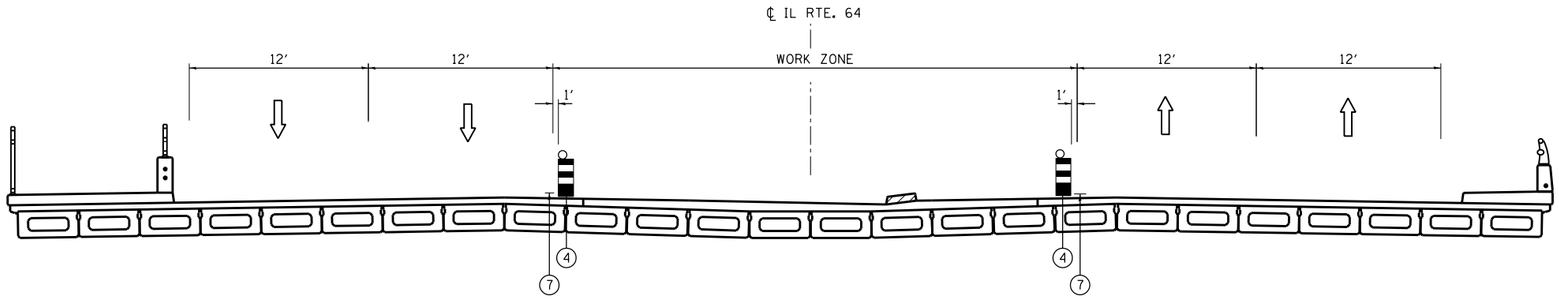


IL ROUTE 64 – STAGE 3A

STA. 93+46.04 TO STA. 97+27.49



IL ROUTE 64 – STAGE 3A

STA. 98+54.50 TO STA. 102+62.93

1. TEMPORARY PAVEMENT, 10″
2. NOT USED
3. TEMPORARY CONCRETE BARRIER
4. TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT
5. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ WHITE
6. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ WHITE (10′-30′ SKIP DASH)
7. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ YELLOW
8. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 4″ YELLOW (DOUBLE)
9. WET REFLECTIVE TEMPORARY TAPE TYPE III - LINE 6″ WHITE

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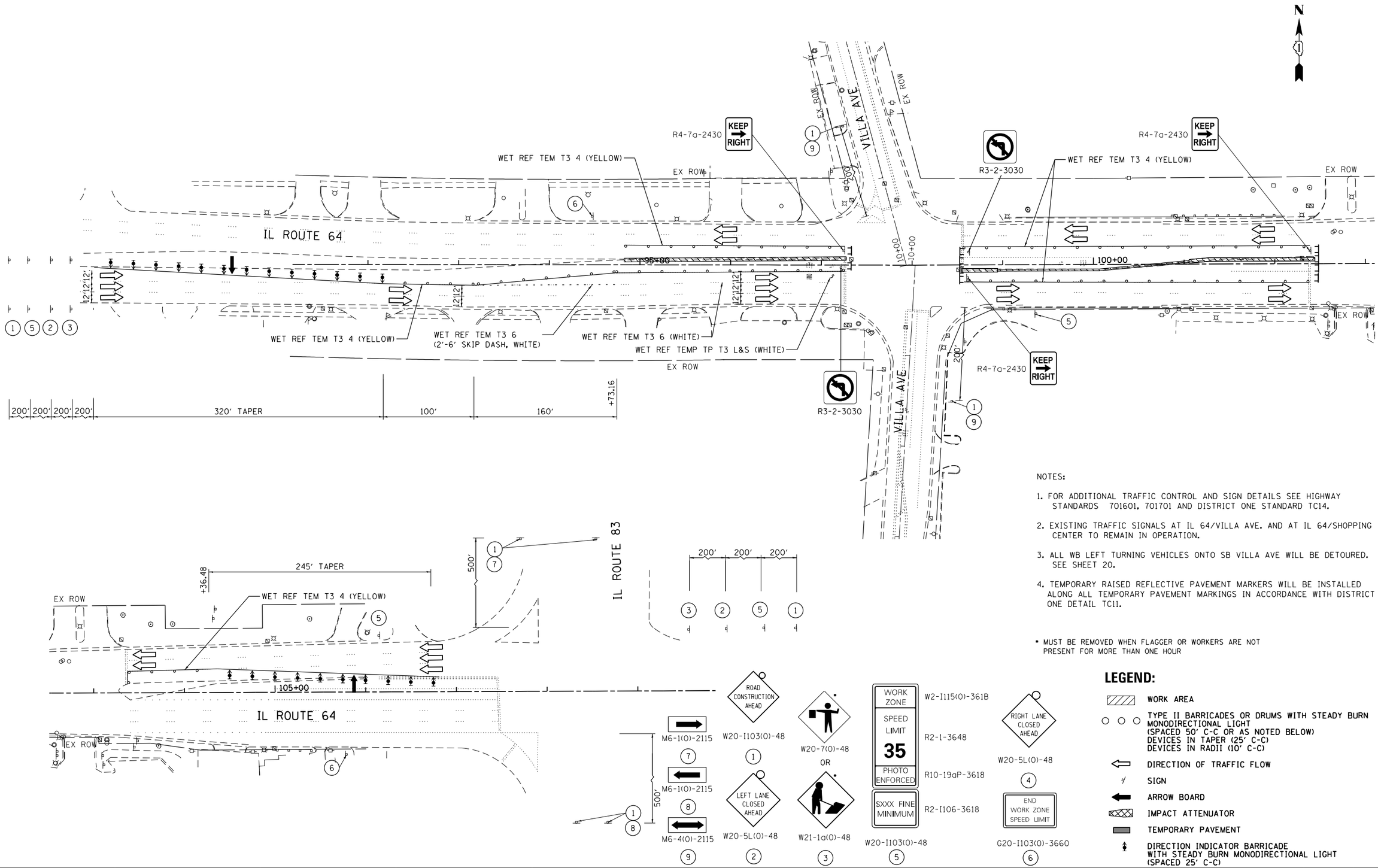
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 3A – TYPICAL SECTION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	29
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. FOR ADDITIONAL TRAFFIC CONTROL AND SIGN DETAILS SEE HIGHWAY STANDARDS 701601, 701701 AND DISTRICT ONE STANDARD TC14.
2. EXISTING TRAFFIC SIGNALS AT IL 64/VILLA AVE. AND AT IL 64/SHOPPING CENTER TO REMAIN IN OPERATION.
3. ALL WB LEFT TURNING VEHICLES ONTO SB VILLA AVE WILL BE DETOURED. SEE SHEET 20.
4. TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS WILL BE INSTALLED ALONG ALL TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE DETAIL TC11.

• MUST BE REMOVED WHEN FLAGGER OR WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR

LEGEND:

- WORK AREA
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (25' C-C) DEVICES IN RADII (10' C-C)
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (SPACED 25' C-C)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
MAINTENANCE OF TRAFFIC – STAGE 3A

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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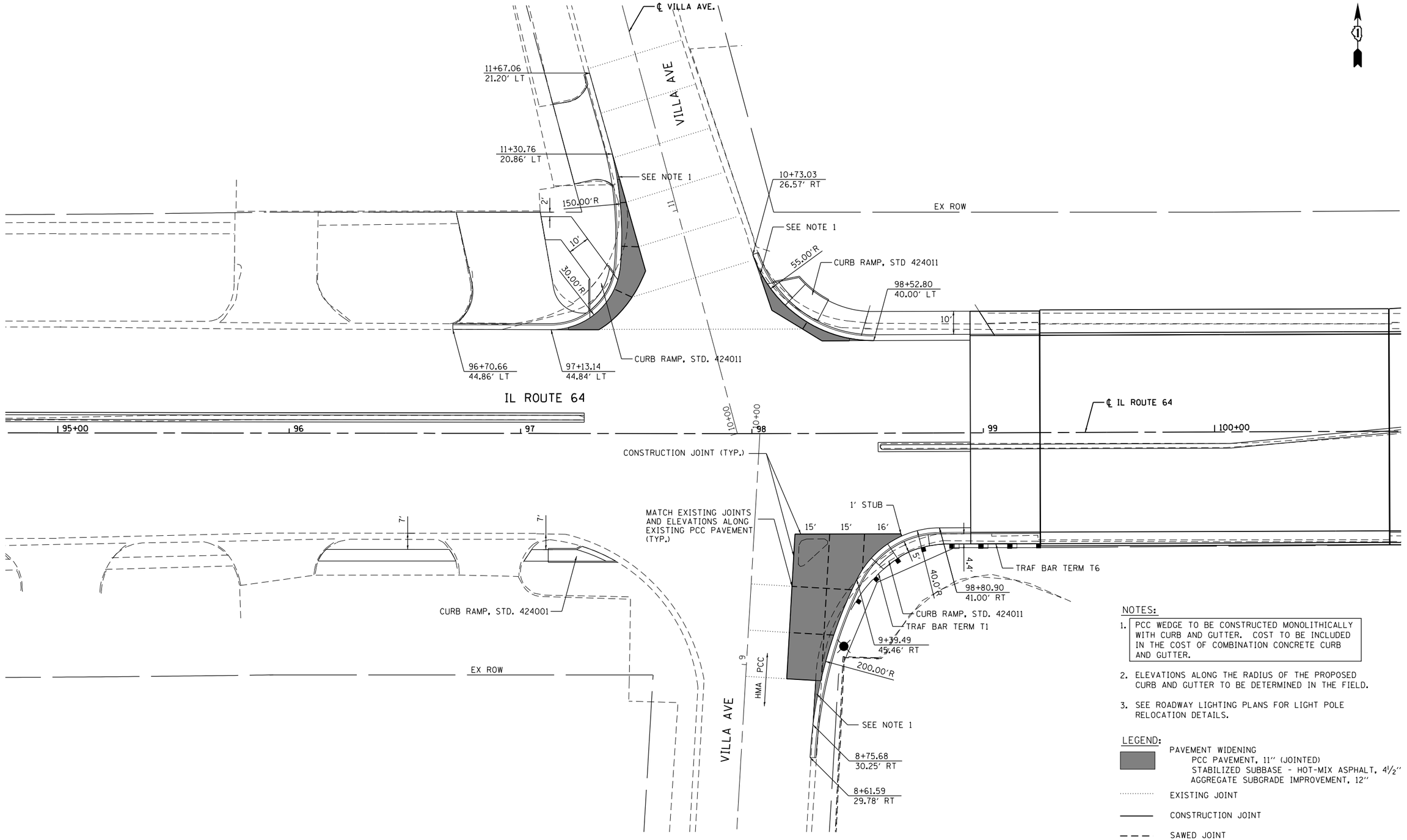

NOTES:

1. PCC WEDGE TO BE CONSTRUCTED MONOLITHICALLY WITH CURB AND GUTTER. COST TO BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER.
2. ELEVATIONS ALONG THE RADIUS OF THE PROPOSED CURB AND GUTTER TO BE DETERMINED IN THE FIELD.
3. SEE ROADWAY LIGHTING PLANS FOR LIGHT POLE RELOCATION DETAILS.

LEGEND:

- PAVEMENT WIDENING
  PCC PAVEMENT, 11" (JOINTED)
  STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½"
  AGGREGATE SUBGRADE IMPROVEMENT, 12"
- EXISTING JOINT
- CONSTRUCTION JOINT
- SAWED JOINT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
JOINTING PLAN ILLINOIS ROUTE 64 AT VILLA AVE.

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 60V24		
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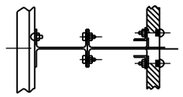
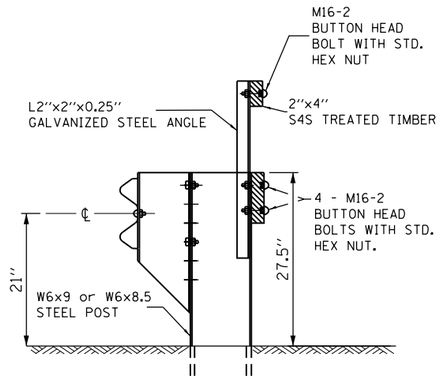
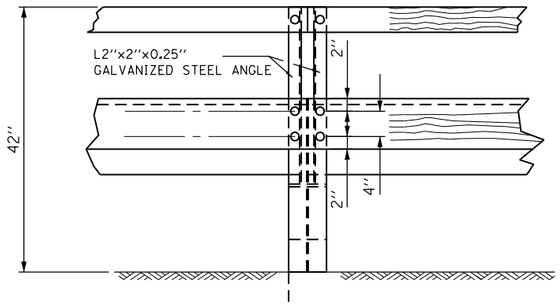


PLAN



CROSS SECTION



ELEVATION
(BIKE PATH SIDE)

DETAIL
STEEL PLATE BEAM GUARDRAIL
42' HEIGHT EXTENSION (RUB RAIL)

STA 101+05.59 TO STA 101+25.59 (LT)

NOTES:

1. FOR ADDITIONAL GUARDRAIL DETAILS, SEE STANDARDS 630001 AND 631031 AS APPLICABLE.

2. THE COST OF FABRICATION, FURNISHING, AND INSTALLATION OF ALL ANGLES, TIMBER, AND HARDWARE REQUIRED TO CONSTRUCT THE GUARDRAIL EXTENSION, AS SHOWN IN THE DETAIL SHALL BE INCLUDED IN THE COST OF RUB RAIL.

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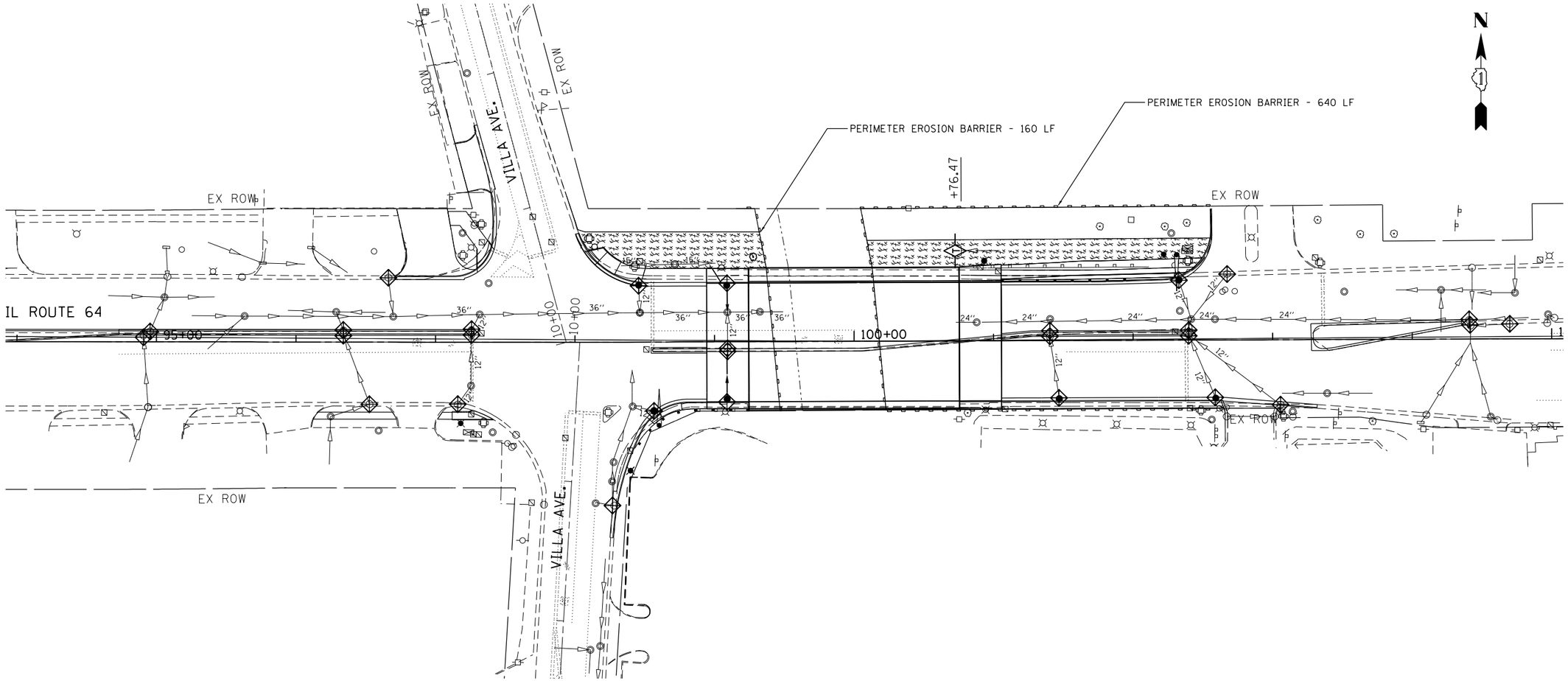
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
RUB RAIL

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	32
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. INLET FILTERS SHALL CONSIST OF A FRAME AND SEDIMENT BAG. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO USE THE APPROPRIATE TYPE. FRAME: TOP PIECE SHALL BE FABRICATED FROM 1-1/4" X 1-1/4" X 1/8" ANGLE. BASE PIECE SHALL BE FABRICATED FROM 1-1/2' X 1/2" X 1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS SHALL BE FABRICATED FROM 1-1/4" X 1-1/4' FLAT STOCK. DOMESTIC STEEL CONFORMING TO ASTM-A36. SEDIMENT BAG: SHALL BE FABRICATED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE AND SHALL BE REINFORCED WITH POLYESTER MESH. THE BAG SHALL BE SECURED TO THE BASE PIECE WITH A STAINLESS STEEL STRAP AND LOCK.

LEGEND:

- TEMPORARY DITCH CHECK
- INLET FILTERS (SEE NOTE)
- TEMPORARY EROSION CONTROL SEEDING AND MULCH METHOD 2
- PERIMETER EROSION BARRIER

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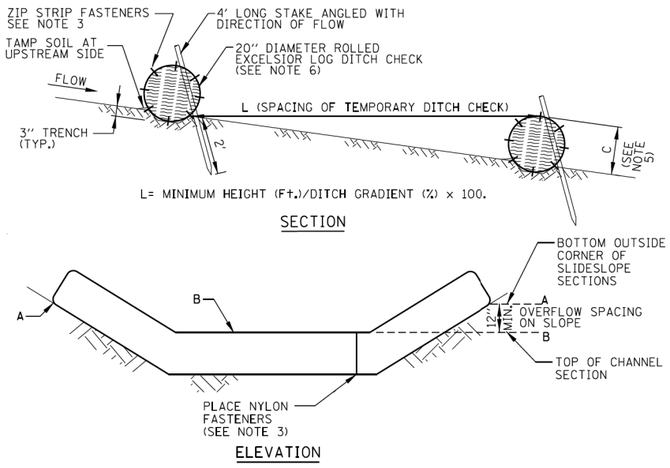
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
EROSION CONTROL PLAN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	33
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



SECTION

ELEVATION

NOTES:

1. ROLLED EXCELSIOR LOG SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 3" AND SOIL SHALL BE TAMPED AGAINST THE UPSTREAM SIDE TO ASSURE THAT STORM WATER IS FORCED THROUGH THE LOG, RATHER THAN UNDER IT.

2. STAKES SHALL BE 4' LONG, DRIVEN AT A SPACING OF 2' ON CENTER, 2' INTO THE GROUND. STAKES SHALL BE ENTWINED WITH THE MESH COVERING OF THE ROLL ON THE DOWNSTREAM SIDE AND ANGLED WITH THE DIRECTION OF FLOW. WOOD STAKES TO BE A MINIMUM OF 1" SQUARE. METAL STAKES SHALL BE A MINIMUM OF 1" DIAMETER.

3. WHEN MORE THAN ONE LOG IS REQUIRED TO SPAN THE DITCH, BUTT LOGS TIGHTLY TOGETHER END TO END AND FASTEN TOGETHER WITH A MINIMUM OF EIGHT EQUALLY SPACED ZIP STRIP NYLON FASTENERS.

4. ROLLED EXCELSIOR LOG DITCH CHECKS ARE SUPPLIED IN STANDARD 10 FOOT LENGTHS AND SHOULD NOT BE CUT.

5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND SILT SHALL BE REMOVED WHEN IT REACHES 50% OF ROLL HEIGHT. WHEN EXCELSIOR LOG HEIGHT BECOMES LESS THAN 10", IT SHALL BE REPLACED.

6. TEMPORARY DITCH CHECK TO BE USED TO CONTROL FLOW IN DITCHES. THE DITCH CHECK IS NOT A SUBSTITUTE FOR SEDIMENT TRAPS OR BASINS, PLACE UPSTREAM OF TRAPS OR BASINS AND MAINTAIN IN PLACE UNTIL SEEDING IS ESTABLISHED.

DITCH CHECK DETAIL

SEDIMENTATION AND EROSION CONTROL

1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTACT OR FOR CHANGED CONSTRUCTION LIMITS.

2. PERIMETER EROSION BARRIER SHALL BE ERECTED ADJACENT TO THE CONSTRUCTION LIMITS AS INDICATED ON THE ESC PLAN. THE RESIDENT ENGINEER SHALL MAKE THE FINAL DETERMINATION ON THE PLACEMENT AND LOCATION OF THE PERIMETER EROSION BARRIER.

3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE SITE PLAN.

4. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF THE YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

5. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

6. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR RE -DISTURBANCE. A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING IS INCLUDED FOR AREAS THAT ARE DISTURBED BUT WILL NOT BE RESTORED WITHIN 14 DAYS.

7. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.

8. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, AS APPROVED BY THE ENGINEER.

9. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PRIME CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR; THE CONTRACTOR SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES ON A WEEKLY BASIS OR AFTER A ONE- HALF INCH RAINFALL AND REPLACE, REPAIR OR CLEAN THEM ON A TIMELY BASIS. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SIGNIFICANT SNOW MELT. ALL OFF SITE BORROW, WASTE, AND USE AREAS ARE PART OF CONSTRUCTION SITE AND ARE TO BE INSPECTED AT THE SAME FREQUENCY OF ON SITE INSPECTIONS.

10. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. ALL PRECAUTIONS SHALL BE TAKEN TO AVOID TRACKING DURING CONSTRUCTION.

11. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES STOCKPILES OR SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN UNDISTURBED FOR MORE THAN 14 DAYS WILL RECEIVE TEMPORARY SEEDING WITHIN 7 CALENDAR DAYS.

12. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

13. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER ARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING AND MULCHING PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

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

15. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFF SITE BORROW, WASTE, USE (BWU) AREAS, PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION CONTROL AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

17. IT IS THE RESPONSIBILITY OF THE 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 THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENT SET FORTH BY THE ILLINOIS EPA.

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DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
DETAILS AND GENERAL NOTES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	33A
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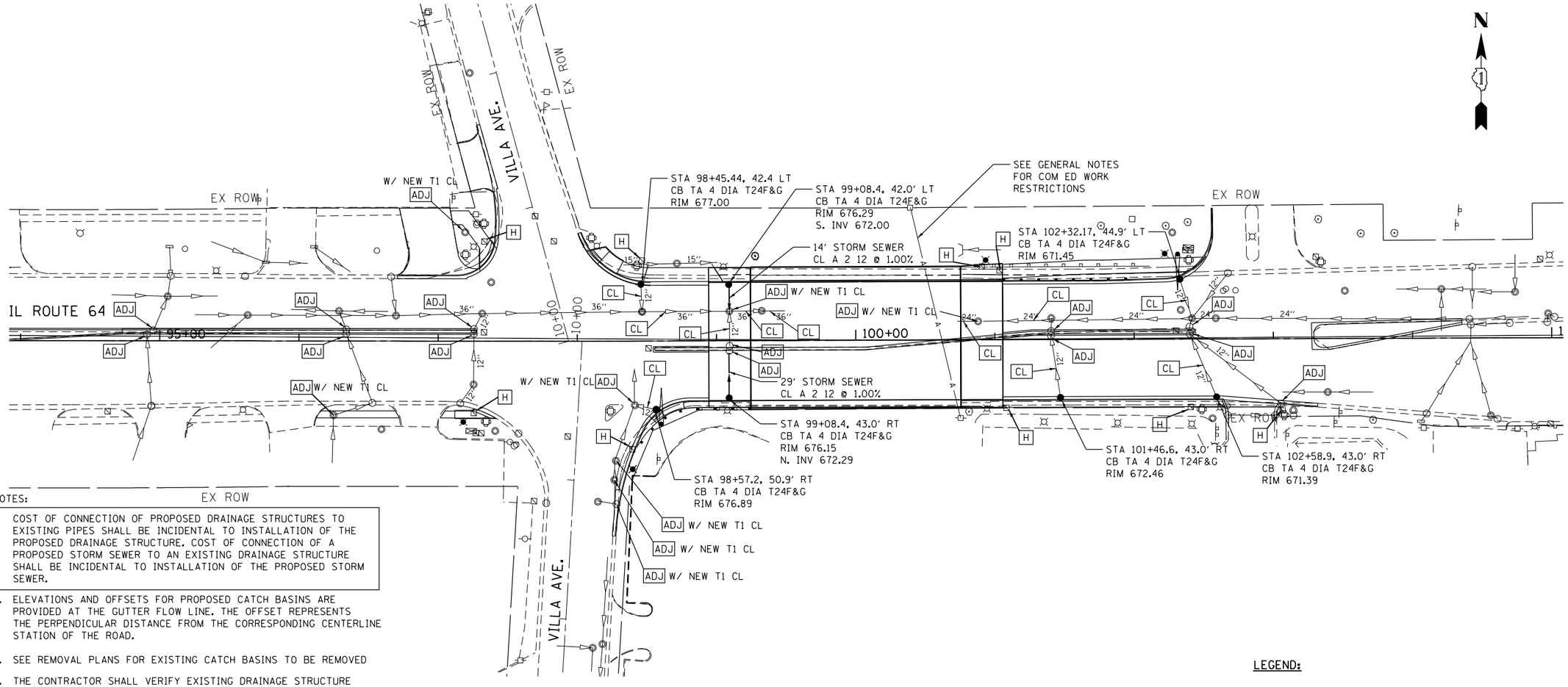

NOTES:

1. COST OF CONNECTION OF PROPOSED DRAINAGE STRUCTURES TO EXISTING PIPES SHALL BE INCIDENTAL TO INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE. COST OF CONNECTION OF A PROPOSED STORM SEWER TO AN EXISTING DRAINAGE STRUCTURE SHALL BE INCIDENTAL TO INSTALLATION OF THE PROPOSED STORM SEWER.
2. ELEVATIONS AND OFFSETS FOR PROPOSED CATCH BASINS ARE PROVIDED AT THE GUTTER FLOW LINE. THE OFFSET REPRESENTS THE PERPENDICULAR DISTANCE FROM THE CORRESPONDING CENTERLINE STATION OF THE ROAD.
3. SEE REMOVAL PLANS FOR EXISTING CATCH BASINS TO BE REMOVED
4. THE CONTRACTOR SHALL VERIFY EXISTING DRAINAGE STRUCTURE DATA IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS, ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES TO MAINTAIN EXISTING UTILITIES, IN PARTICULAR, THE CONTRACTOR SHALL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.
6. MANHOLES TO BE ADJUSTED SHALL BE ADJUSTED WITH A NEW TYPE 1 FRAME AND CLOSED LID AS NOTED ON THE PLANS. IF A MANHOLE ADJUSTMENT DOES NOT CALL OUT A PROPOSED FRAME AND LID, IT SHALL REUSE THE EXISTING FRAME AND LID.

LEGEND:

- ADJ STRUCTURE TO BE ADJUSTED
- CL STORM SEWER TO BE CLEANED
- H ADJUST HANDHOLE

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DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
DRAINAGE AND UTILITIES PLAN

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

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		CONTRACT NO. 60V24		
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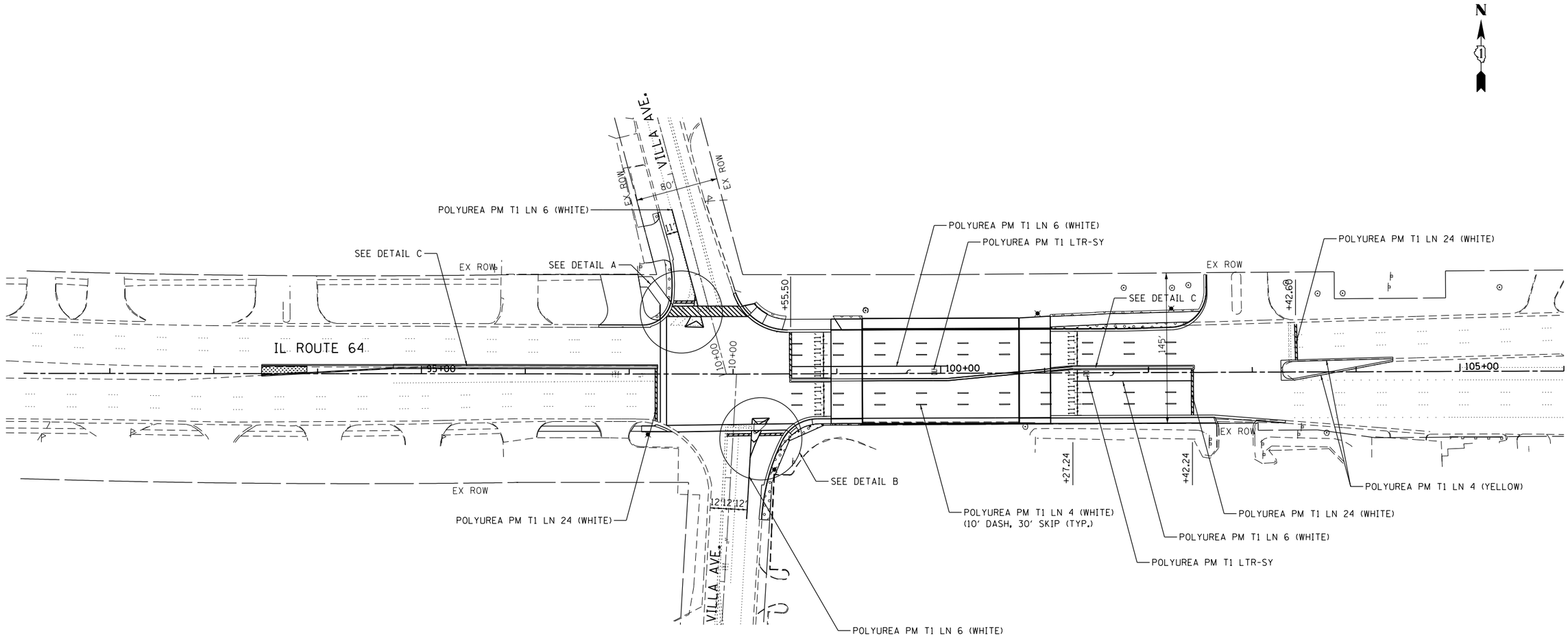
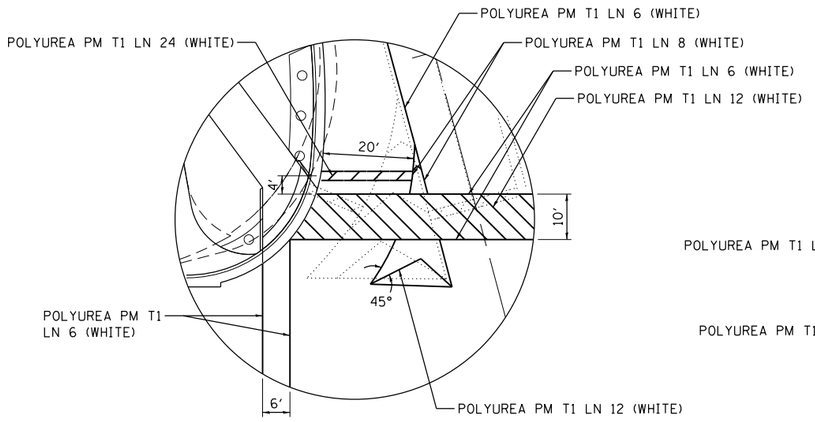
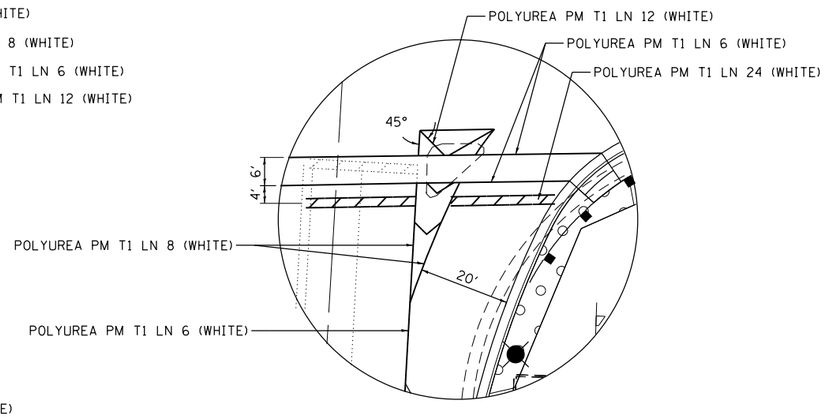
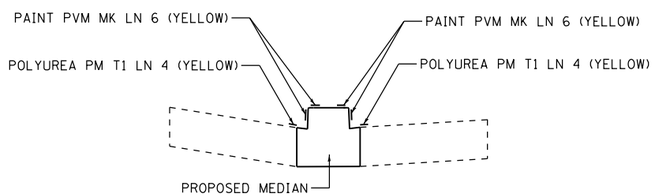




DETAIL A



DETAIL B



DETAIL C

LEGEND:

EROSION CONTROL BLANKET
TOPSOIL, FURNISH AND PLACE, 4"
SEEDING, CLASS 2A

FILE NAME = J:\72980\72980.18 - IL 64 Over Salt Creek\CADD\Cadd Sheets\P139308-sht-pmk.dgn

COLLINS ENGINEERS
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Suite 900
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USER NAME = rgall	DESIGNED -	REVISED -
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PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
PAVEMENT MARKINGS AND LANDSCAPING

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	35
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		

LIGHTING AND ELECTRICAL LEGEND

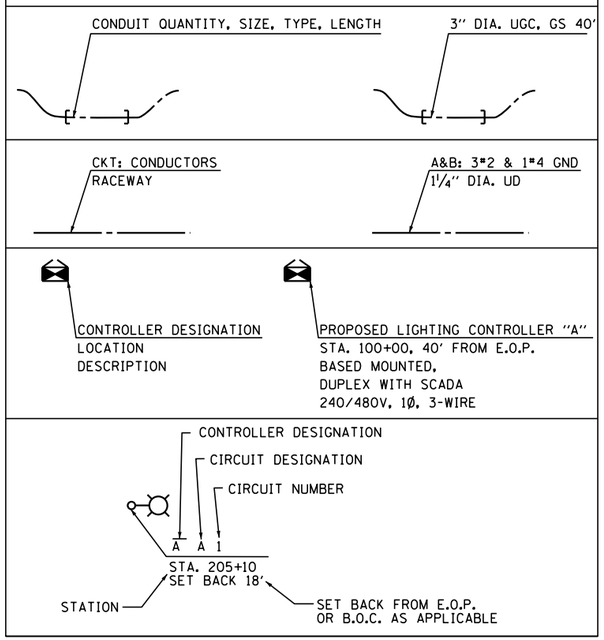
SYMBOL	DESCRIPTION
⊸(RR)	EXISTING LIGHT UNIT TO BE REMOVED AND RELOCATED
⊸(E)	EXISTING LIGHTING UNIT TO REMAIN
⊕	ELECTRIC UTILITY POLE
—E—	EXISTING UNDERGROUND UNIT DUCT TO REMAIN
—R—	EXISTING UNDERGROUND UNIT DUCT TO BE ABANDONED
⊸(ER)	LIGHTING UNIT, TO BE REINSTALLED ON NEW FOUNDATION
— · — · —	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
[· — ·]	PROPOSED CABLE OR UNIT DUCT IN UNDERGROUND CONDUIT, SIZE AND TYPE AS NOTED
— — A/C — —	TEMPORARY AERIAL LIGHTING CABLE WITH MESSENGER WIRE
⊣·	ELECTRIC GROUND ROD
—●	CONDUIT TURNED UP
—○	CONDUIT TURNED DOWN TO BE REMOVED FROM UNIT DUCT

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
E.O.P.	EDGE OF PAVEMENT
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MC	MULTI-CONDUCTOR
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T/F	TOP OF FOUNDATION
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
UGC, GS	UNDERGROUND CONDUCT, GALVANIZED STEEL
WP	WOOD POLE
XFMR	TRANSFORMER
HPS	HIGH PRESSURE SODIUM
LPS	LOW PRESSURE SODIUM
LTFM	LIQUID TIGHT FLEXIBLE METALLIC

CALL–OUT SAMPLE

DEFINITION AND EXAMPLE



GENERAL NOTES

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

INDEX OF DRAWINGS:

IDOT–D1 STANDARDS:

STANDARD NO.	TITLE
BE-301	LIGHT POLE FOUNDATION, CONCRETE, >=35 FT. M.H. (15" B.C.)
BE-702	MISC. ELECTRICAL DETAILS SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-801	TEMPORARY AERIAL CABLE INSTALLATION

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL QUANTITY	IL RTE 64 AT VILLA AVE.	IL RTE 64 AT ELMHURST PLAZA
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	127	55	72
UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	870	455	415
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	360	360	-
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	38	19	19
RELOCATE EXISTING LIGHTING UNIT	EACH	4	2	2
BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT	EACH	8	-	8
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	2	2	-
REMOVAL OF POLE FOUNDATION	EACH	4	2	2
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6	3	3
TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT	EACH	2	2	-
TEMPORARY MAST ARM, ALUMINUM, 15FT	EACH	2	2	-

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PLOT DATE = 24-OCT-2013 13:06	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LEGEND, ABBREVIATIONS, GENERAL NOTES, SOQ, AND INDEX OF DRAWINGS
ILLINOIS ROUTE 64 (VILLA AVE. TO ILLINOIS ROUTE 83)

SCALE: N.T.S. | SHEET NO. 1 OF 8 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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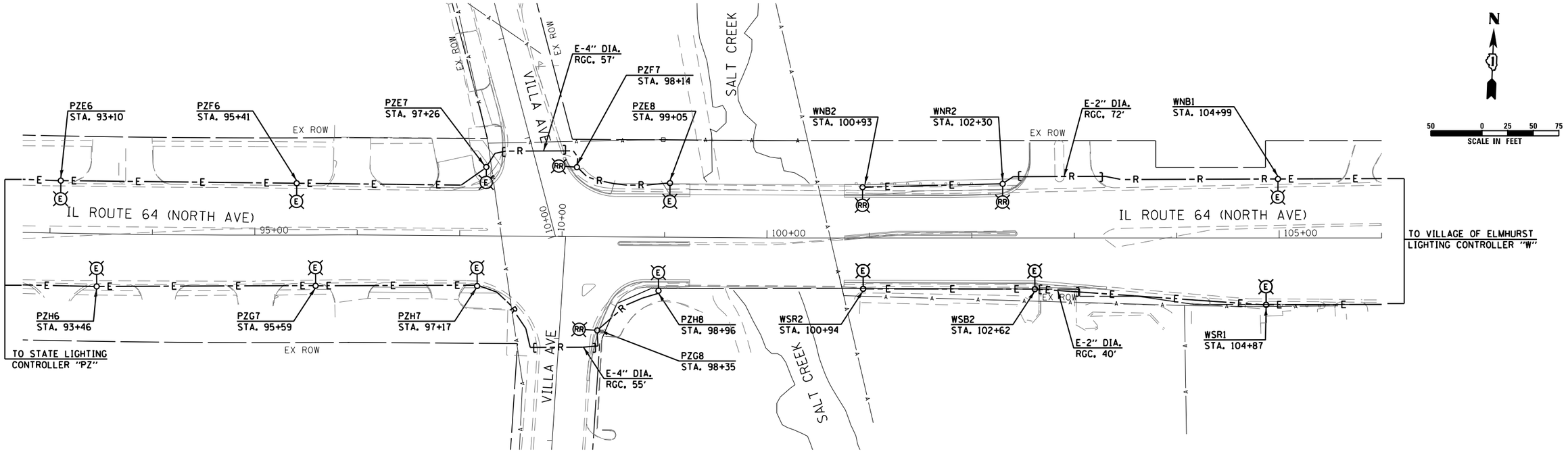
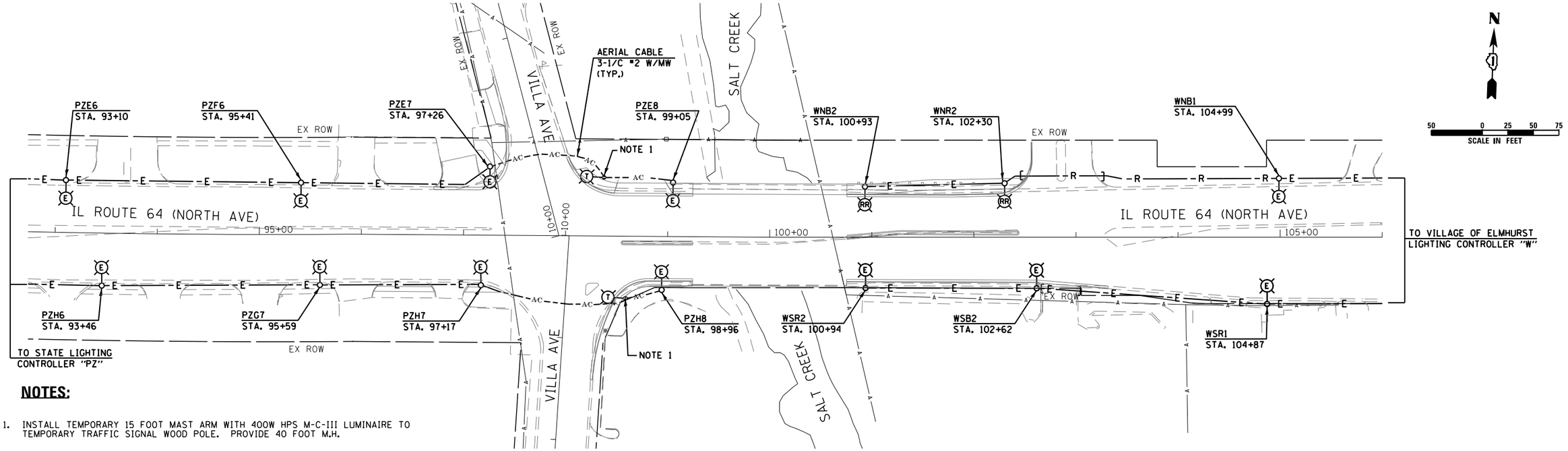
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



EXISTING LIGHTING REMOVAL



TEMPORARY LIGHTING PLAN

NOTES:

1. INSTALL TEMPORARY 15 FOOT MAST ARM WITH 400W HPS M-C-III LUMINAIRE TO TEMPORARY TRAFFIC SIGNAL WOOD POLE. PROVIDE 40 FOOT M.H.

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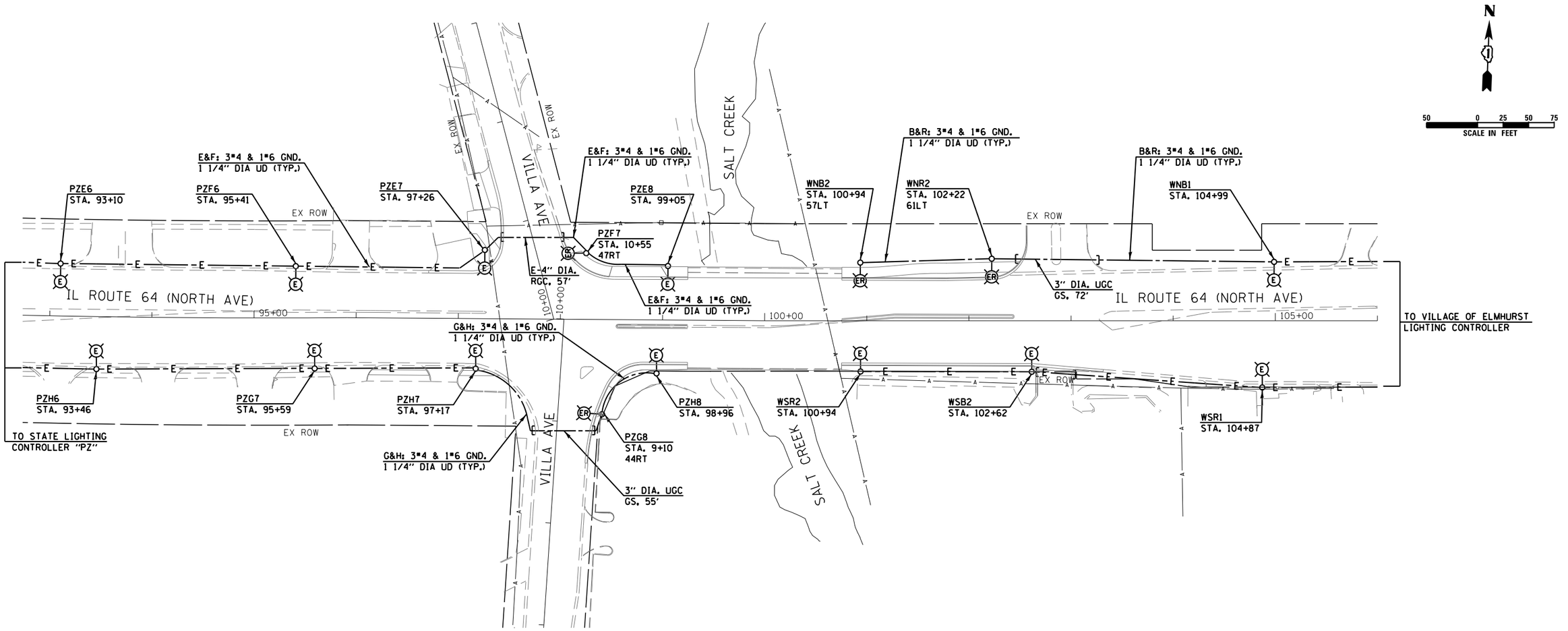
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
ILLINOIS ROUTE 64 (VILLA AVE. TO ILLINOIS ROUTE 83)

SCALE: 1" = 50' | SHEET NO. 2 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	37
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



E-3

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
ILLINOIS ROUTE 64 (VILLA AVE. TO ILLINOIS ROUTE 83)

SCALE: 1" = 50' | SHEET NO. 3 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	38
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		

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LIGHTING UNIT ON RED CABLE

LIGHTING UNIT ON BLACK CABLE

COMBINATION LIGHT POLE ON RED CABLE

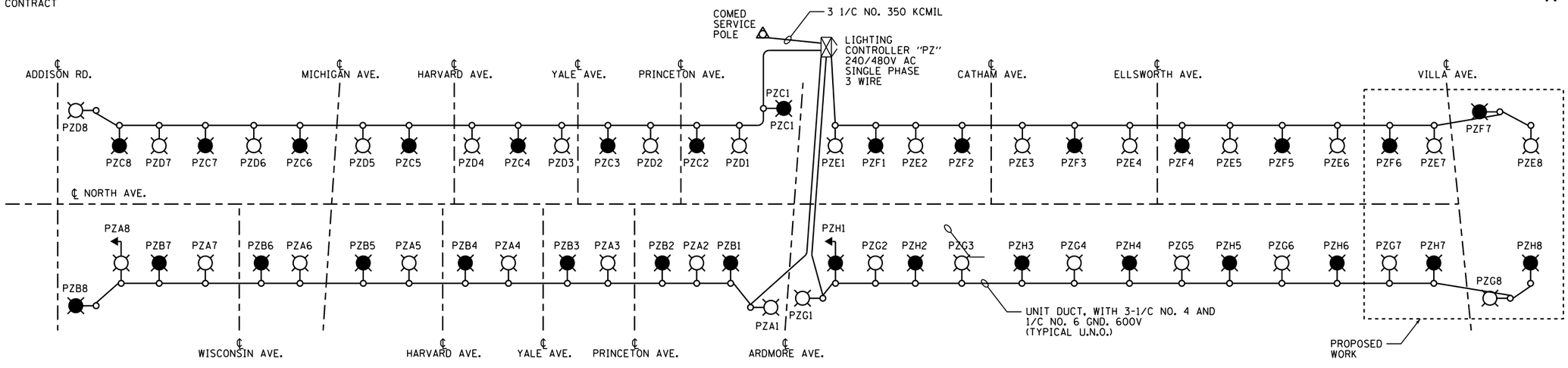
COMBINATION LIGHT POLE ON BLACK CABLE

EXISTING LIGHTING CONTROLLER

COMED SERVICE POLE

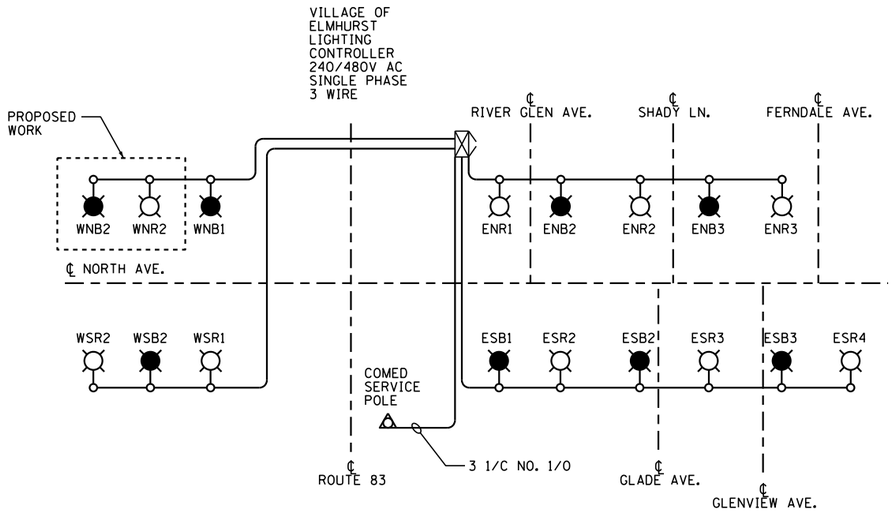
ELECTRIC GROUND ROD

N.I.C. NOT IN CONTRACT



LOAD TABLE LIGHTING CONTROLLER "PZ"					
CIRCUIT	RED PHASE		CIRCUIT	BLACK PHASE	
	AMPS	WATTS		AMPS	WATTS
A	16.8	3,629	B	16.8	3,629
C	16.8	3,629	D	16.8	3,629
E	16.8	3,629	F	14.7	3,175
G	16.8	3,629	H	16.8	3,629
TOTAL	67.2	14,516	TOTAL	65.1	14,062

LOAD TABLE VILLAGE OF ELMHURST LIGHTING CONTROLLER					
CIRCUIT	RED PHASE		CIRCUIT	BLACK PHASE	
	AMPS	WATTS		AMPS	WATTS
WNR	2.1	504	WNB	4.2	1,008
WSR	4.2	1,008	WSB	2.1	504
ENR	6.3	1,512	ENB	4.2	1,008
ESR	6.3	1,512	ESB	6.3	1,512
TOTAL	18.9	4,536	TOTAL	16.8	4,032



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

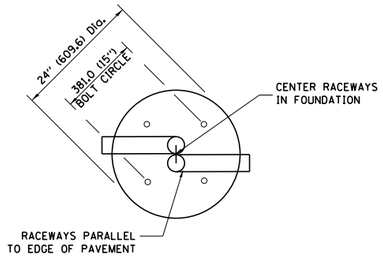
LIGHTING CONTROLLER "PZ" AND "VILLAGE OF ELMHURST" WIRING DIAGRAM
ILLINOIS ROUTE 64 (VILLA AVE. TO ILLINOIS ROUTE 83)

SCALE: N.T.S. | SHEET NO. 4 OF 8 SHEETS | STA. TO STA.

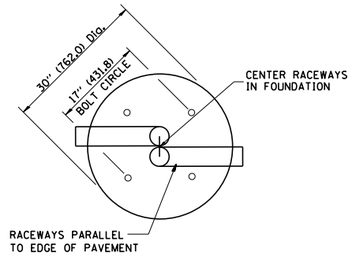
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	39
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

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

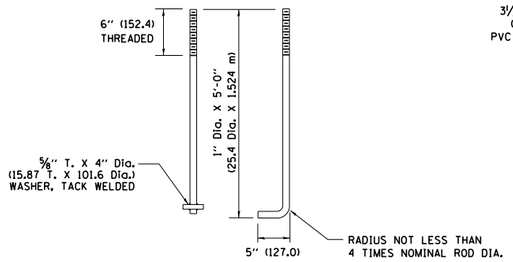
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND Ø = 34°	9'-0" (2.74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



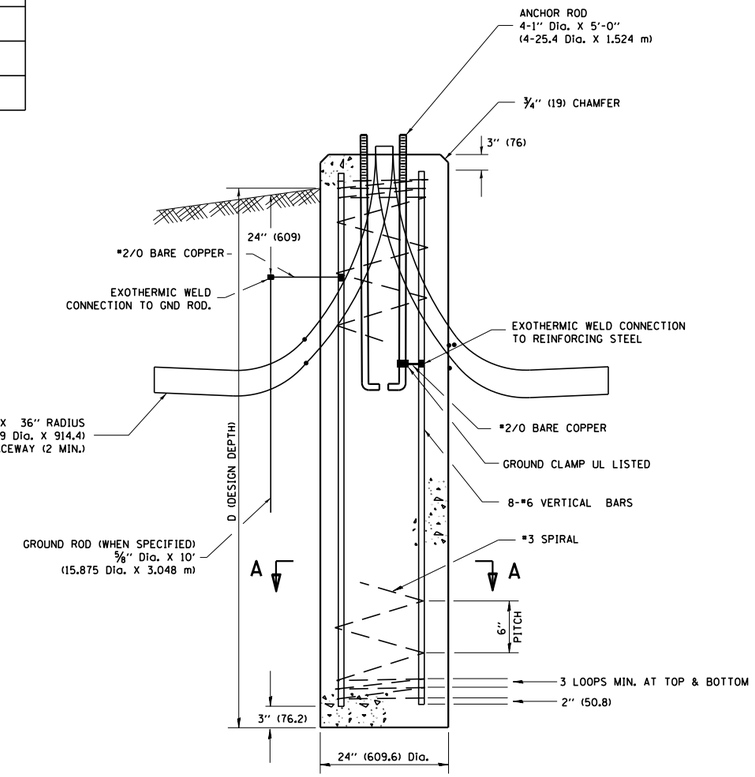
TOP VIEW



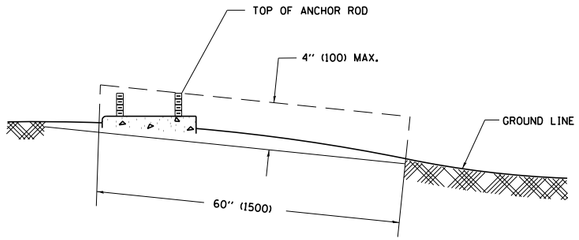
TOP VIEW



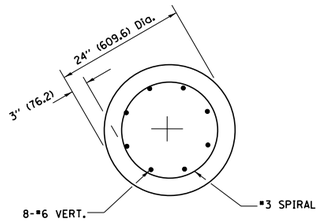
ANCHOR ROD DETAIL



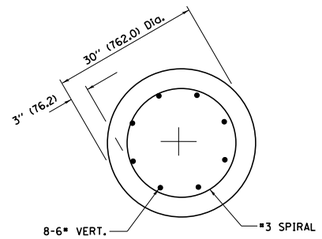
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

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 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
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.

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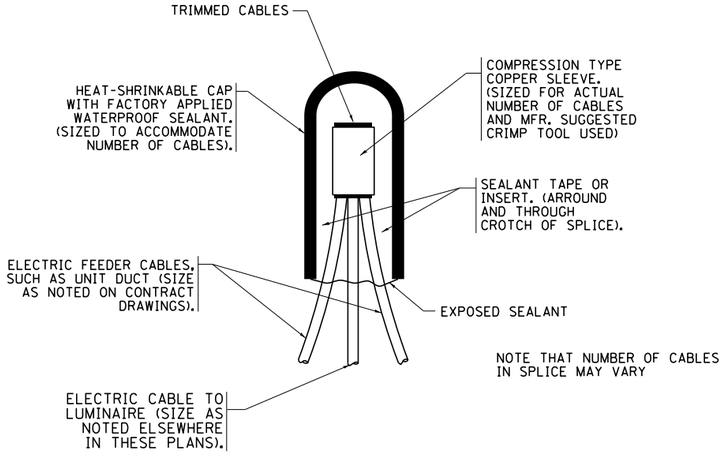
	PLOT DATE = 24-OCT-2013 13:06	DATE -	REVISED -

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

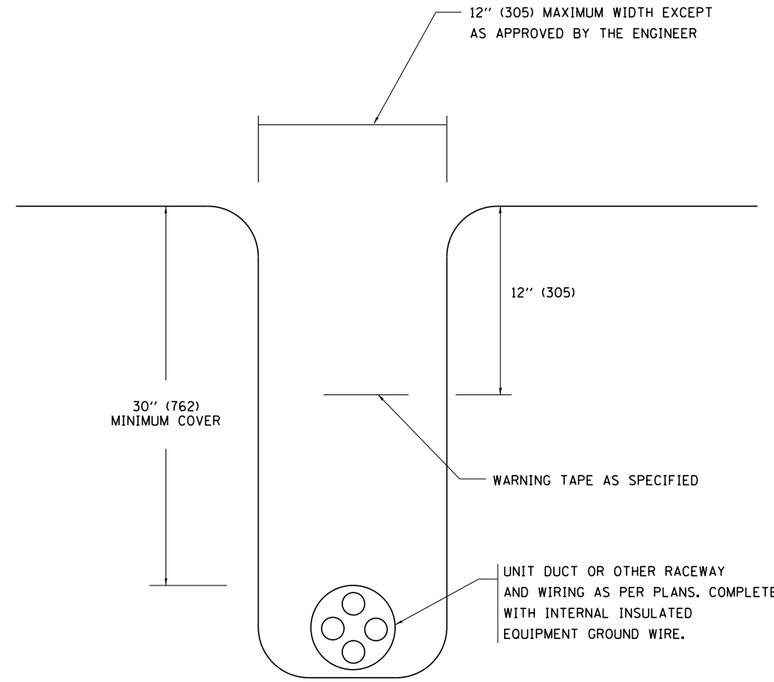
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	40
	BE-301	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

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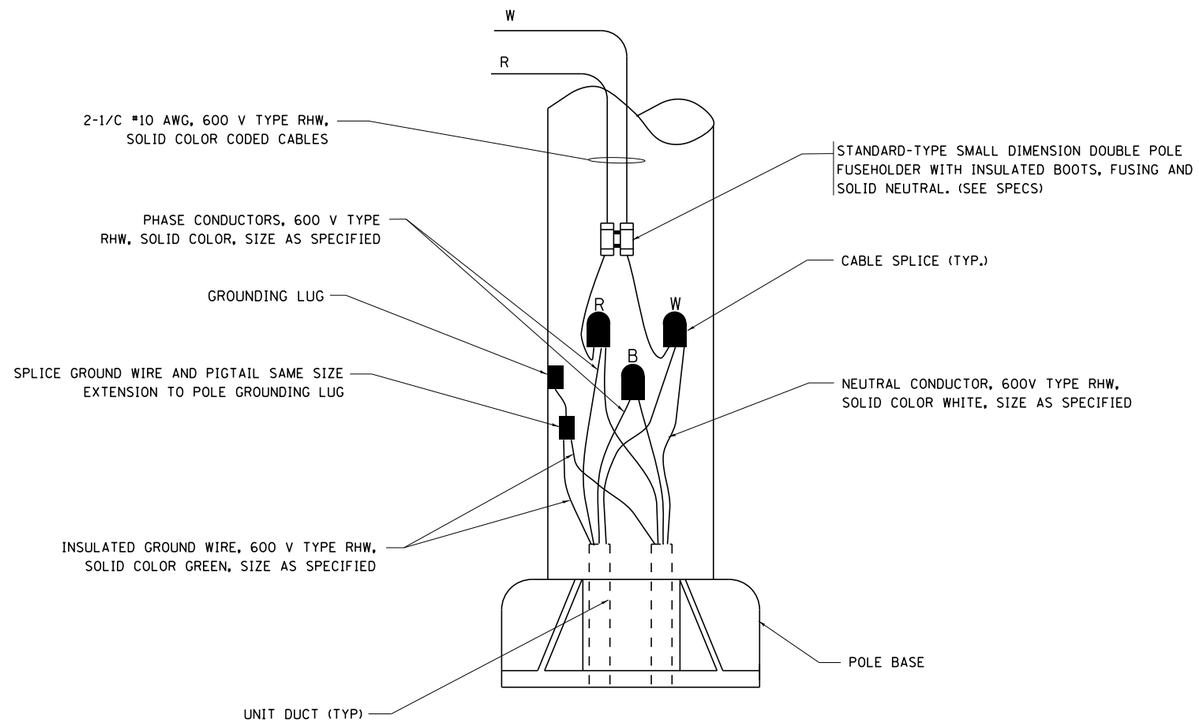

POLE WIRING DETAIL

N.T.S.

E-6

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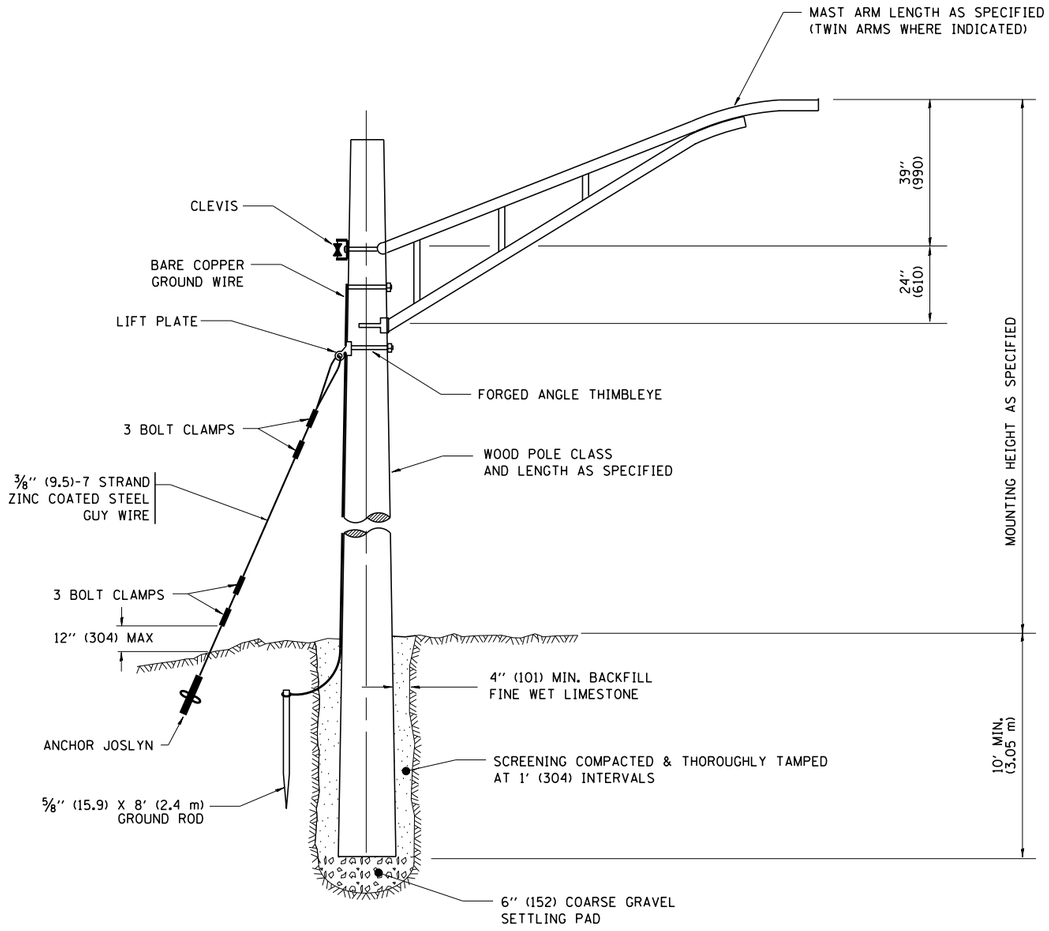
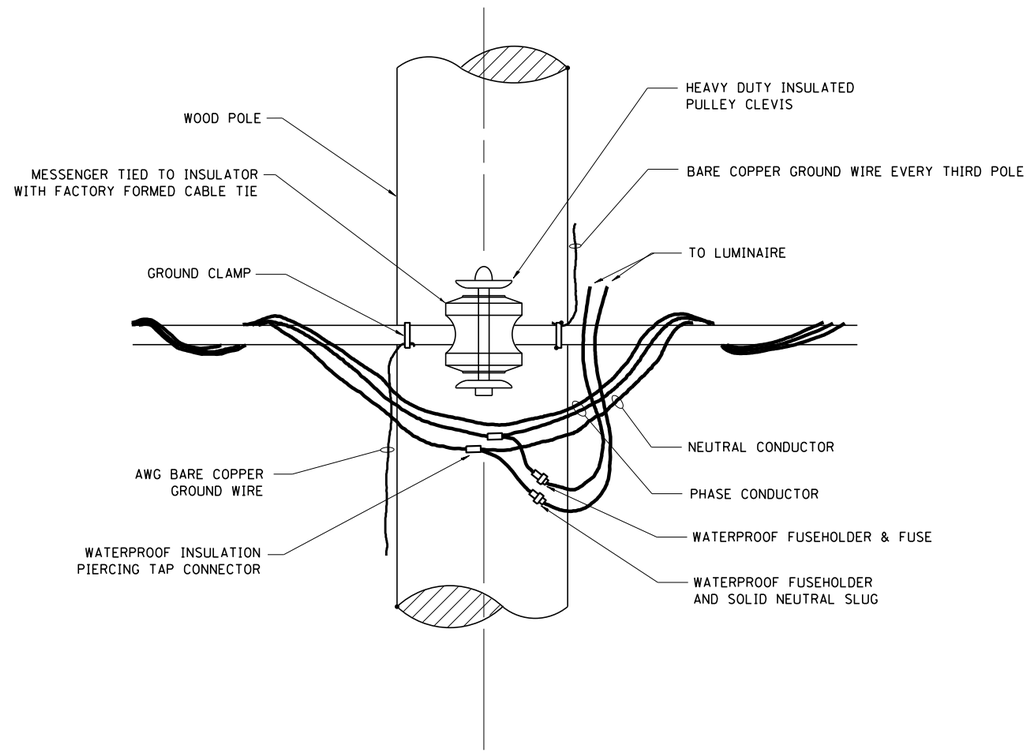
		DRAWN -	REVISED -						307	131B-BR	DUPAGE	111	41
	PLOT SCALE = 100.000000:1.000000	CHECKED -	REVISED -						BE-702		CONTRACT NO. 60V24		
	PLOT DATE = 24-OCT-2013 13:06	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

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

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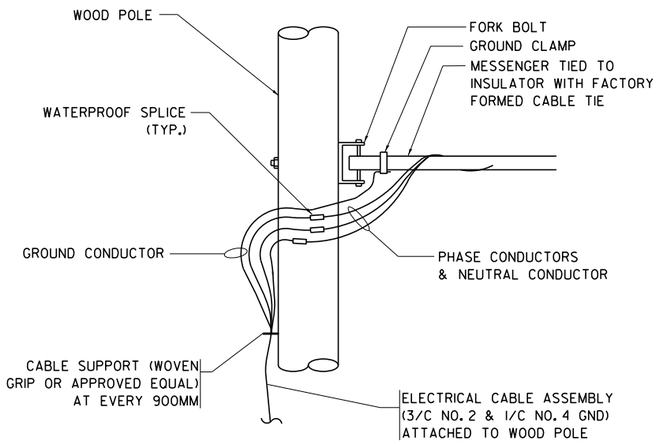
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHT POLE DETAILS

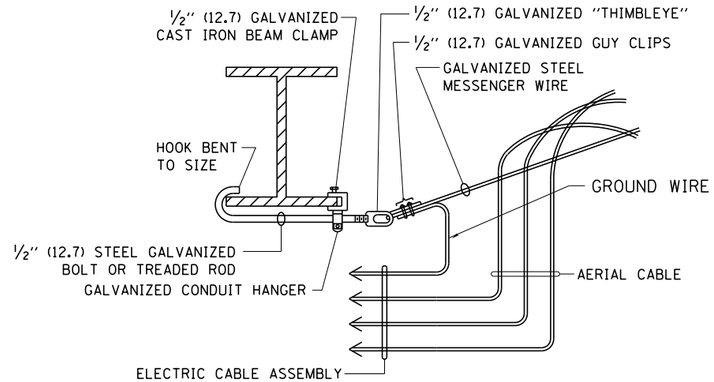
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	42
	BE-800	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



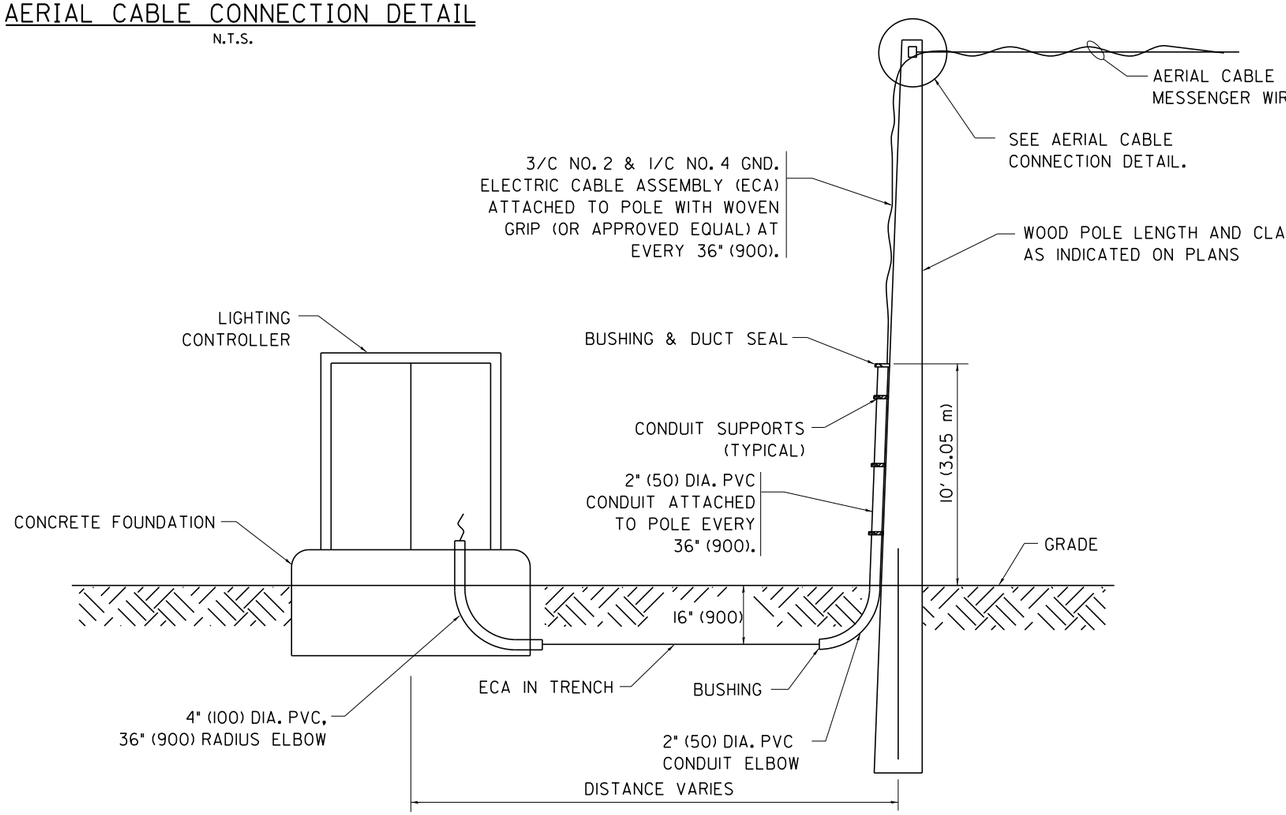
AERIAL CABLE CONNECTION DETAIL

N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

NOTES:

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

FILE NAME = J:\13003\DGN\CADD Sheets\11571-sht-light-28.dgn	USER NAME = mgarvida	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY AERIAL CABLE INSTALLATION	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.000000:1.000000	DRAWN -	REVISED -			307	131B-BR	DUPAGE	111	43
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		DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

LOOP DETECTOR NOTES

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

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

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

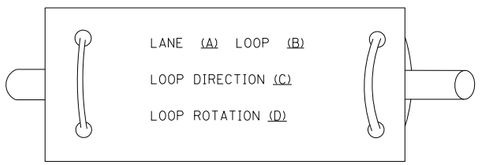
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

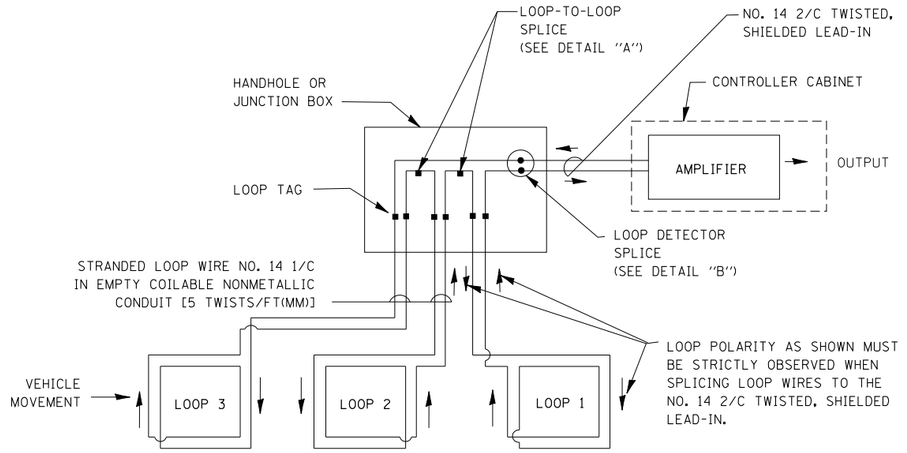


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

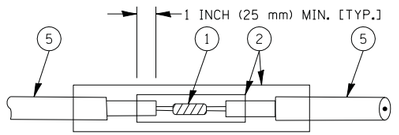
C. LABEL LOOP CABLE ''IN'' OR LOOP CABLE ''OUT''.

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

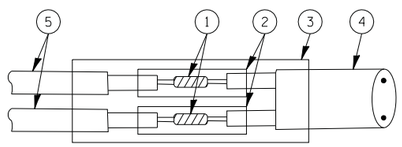


DETECTOR LOOP WIRING SCHEMATIC

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

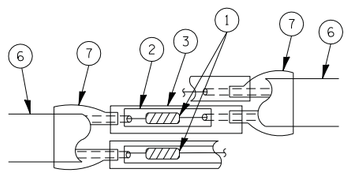


DETAIL ''A''
LOOP-TO-LOOP SPLICE



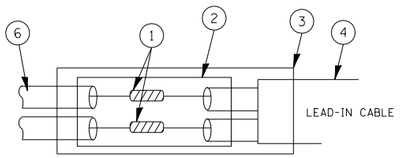
DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL ''A''
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

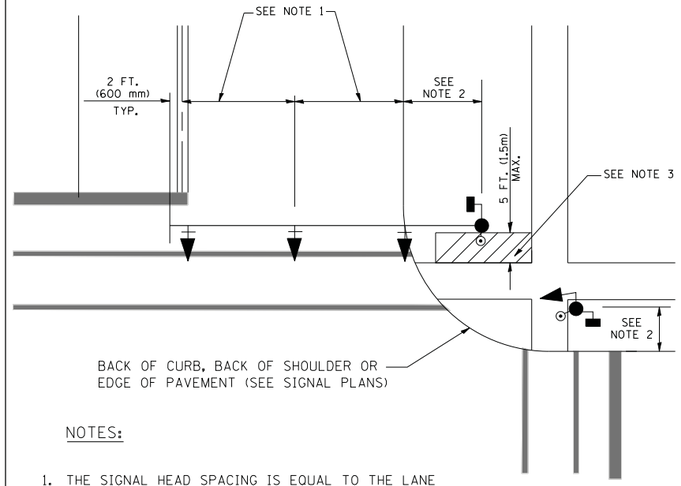
SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	44
		CONTRACT NO. 60V24		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

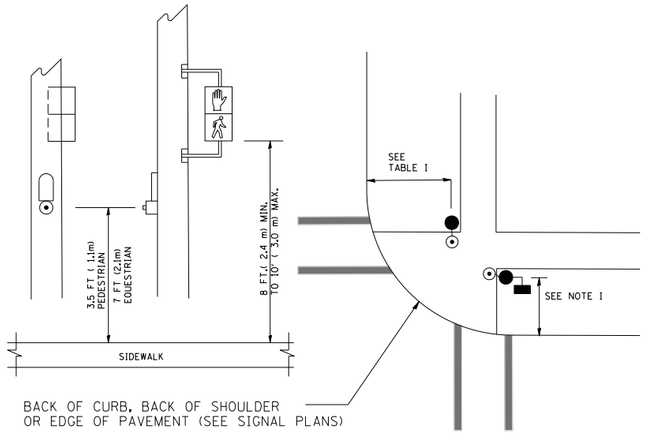
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

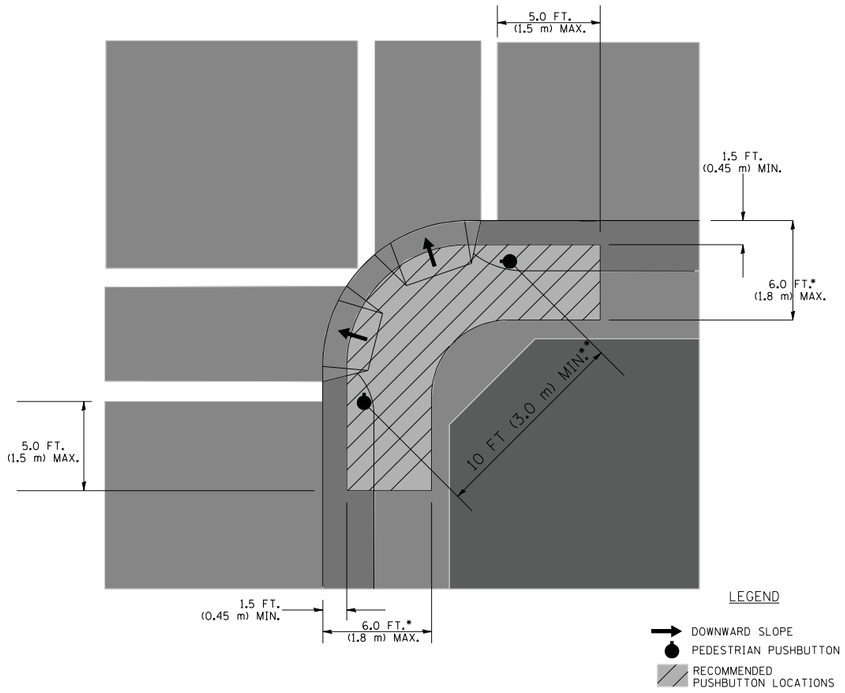
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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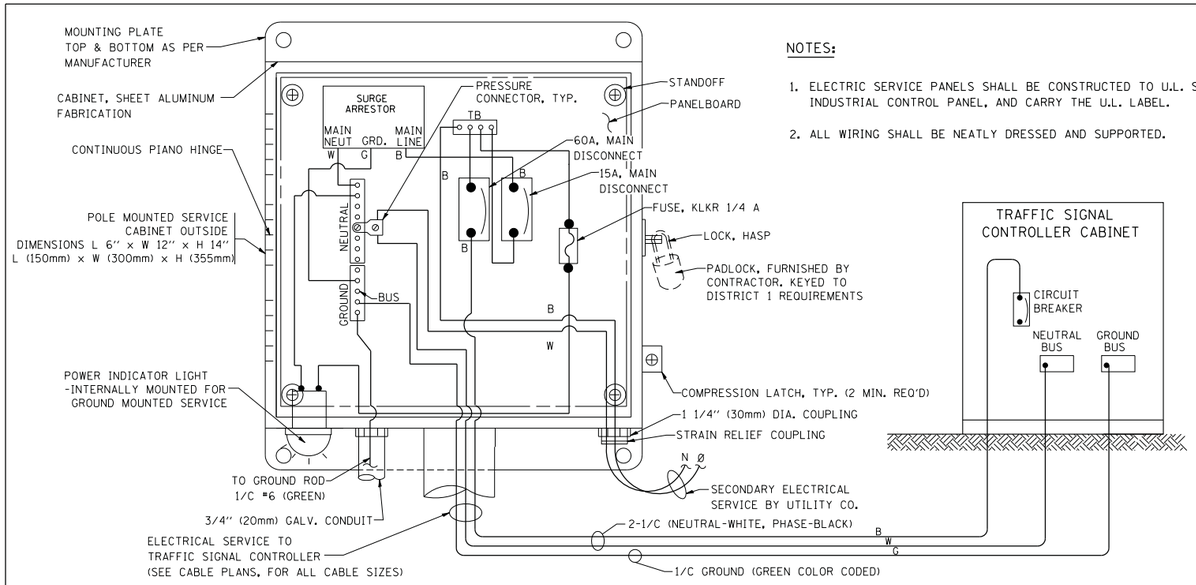
		CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



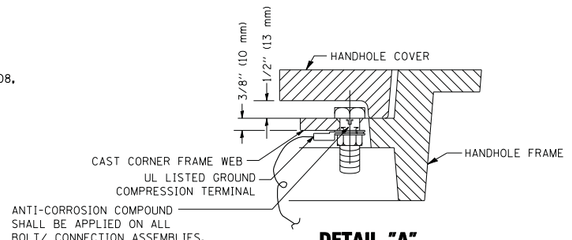
NOTES:

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

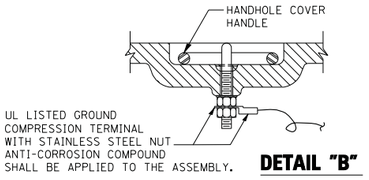
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

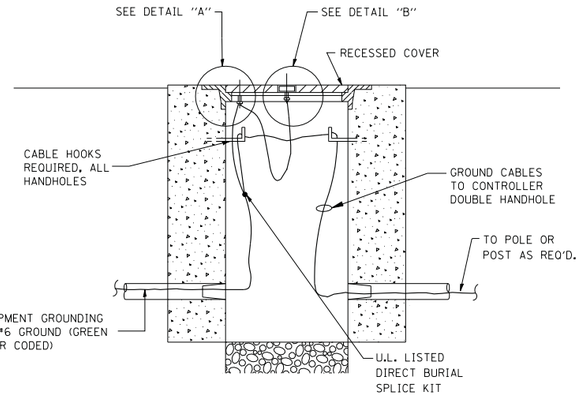


DETAIL "B"

NOTES:

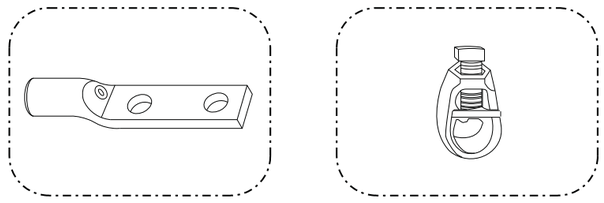
GROUNDING SYSTEM

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



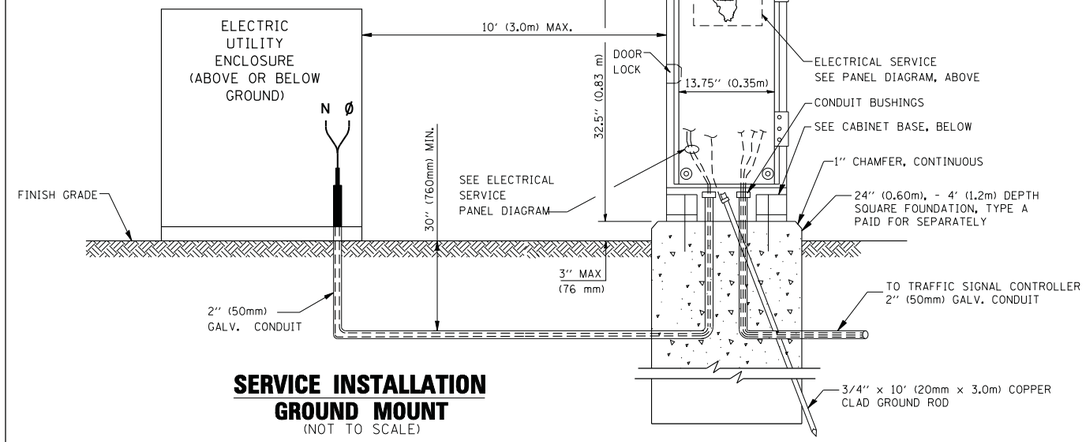
HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



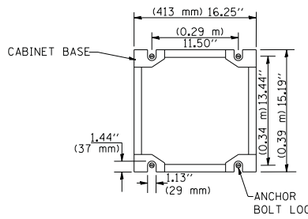
NOTES:

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



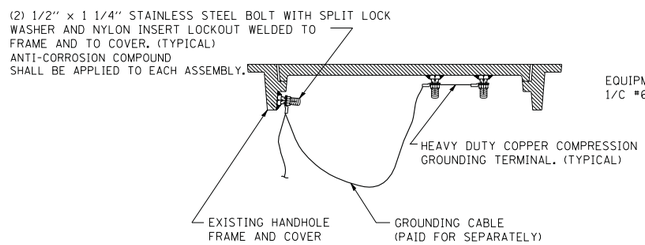
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



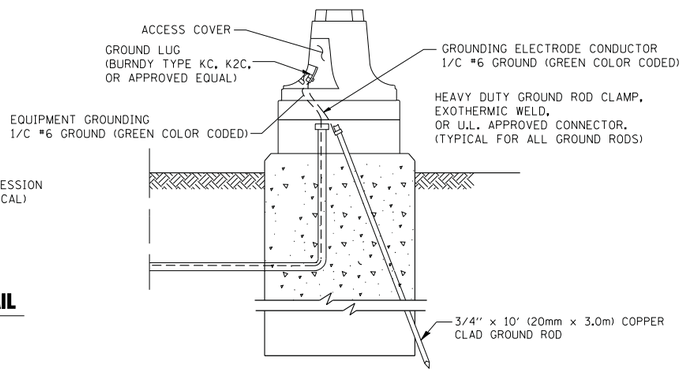
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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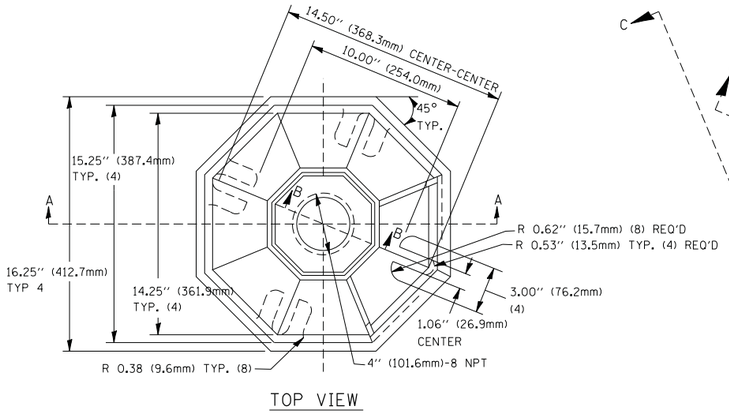
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

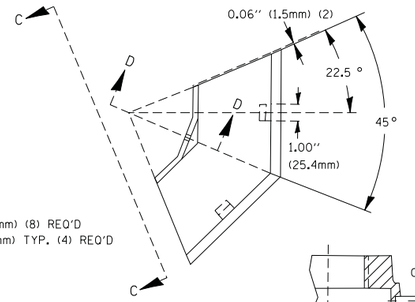
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

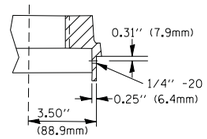
SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	46
		CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

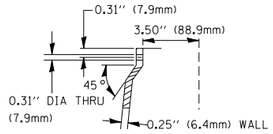


TOP VIEW





SECTION B-B



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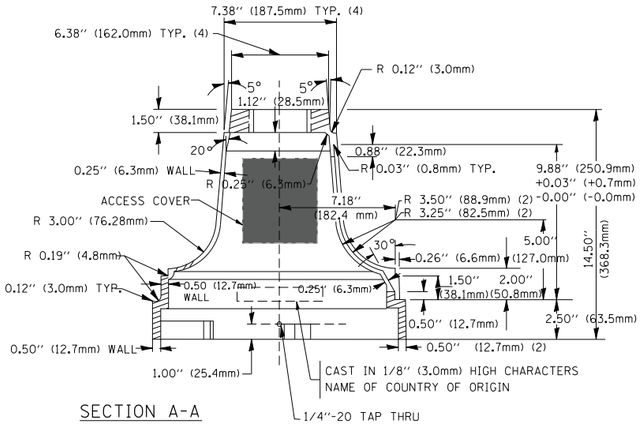
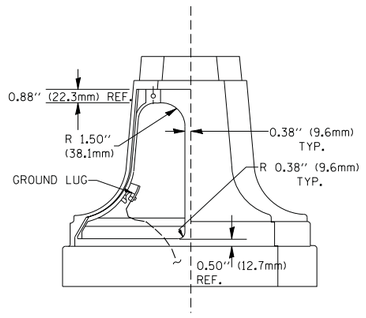
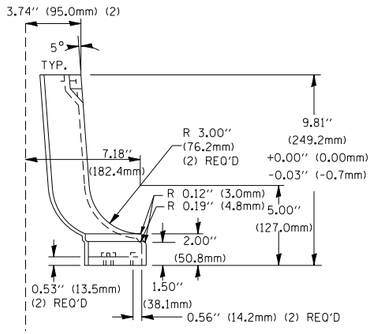


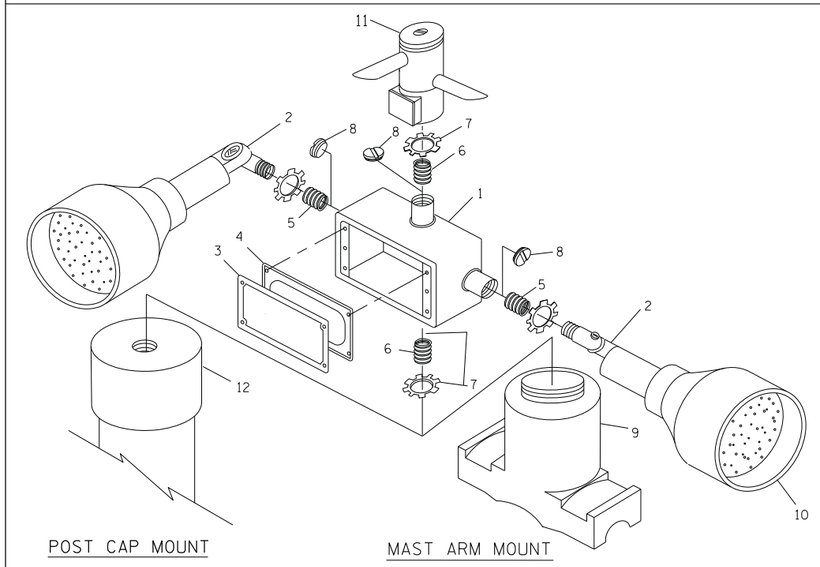
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

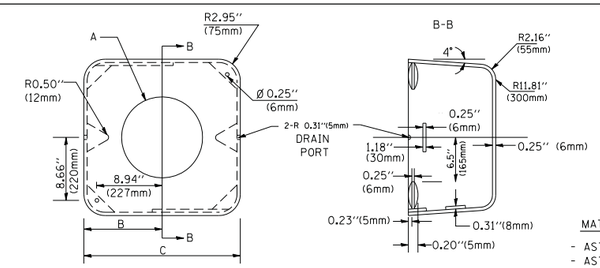
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- ''BAND-IT'' SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾''(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



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

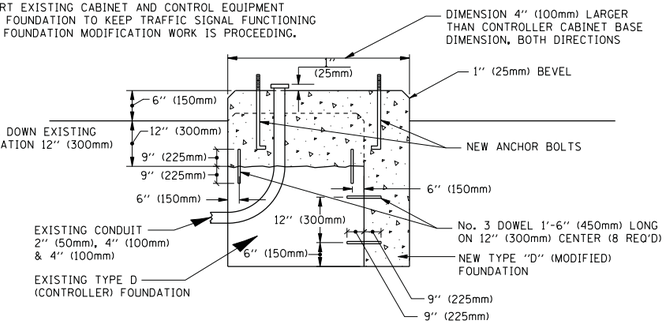
A	B	C	HEIGHT	WEIGHT
VARIES	9.5''(241mm)	19''(483mm)	7'' (178mm) - 12'' (300mm)	53 lbs (24kg)
VARIES	10.75''(273mm)	21.5''(546mm)	7'' (178mm) - 12'' (300mm)	68 lbs (31 kg)
VARIES	13.0''(330mm)	26''(660mm)	7'' (178mm) - 12'' (300mm)	81 lbs (37 kg)
VARIES	18.5''(470mm)	37''(940mm)	7'' (178mm) - 12'' (300mm)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

SHROUD

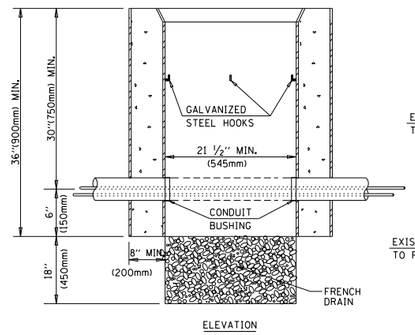
NOTES:

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

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



MODIFY EXISTING TYPE ''D'' FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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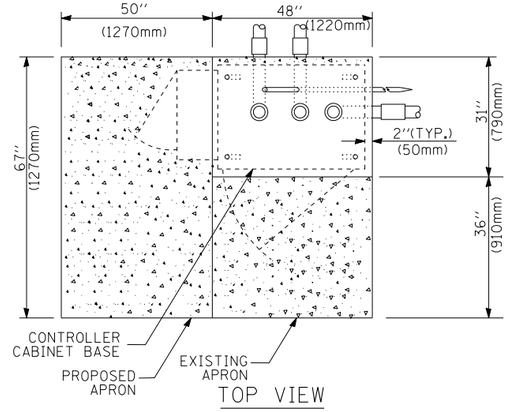
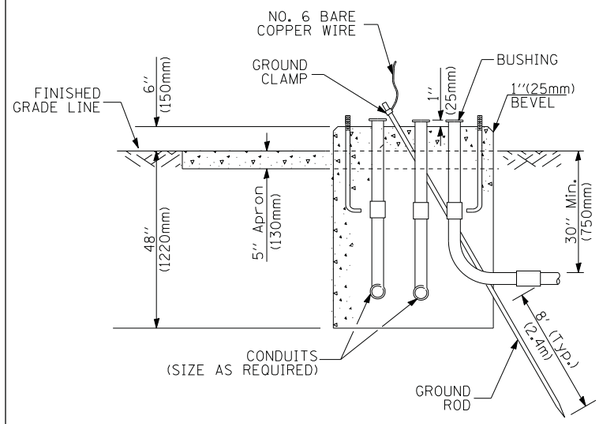
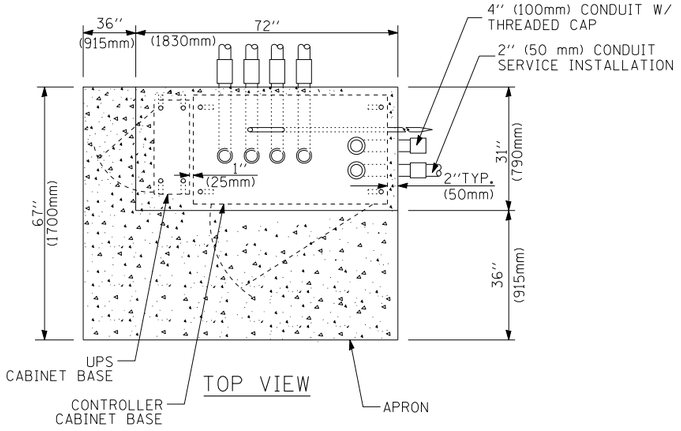
		CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



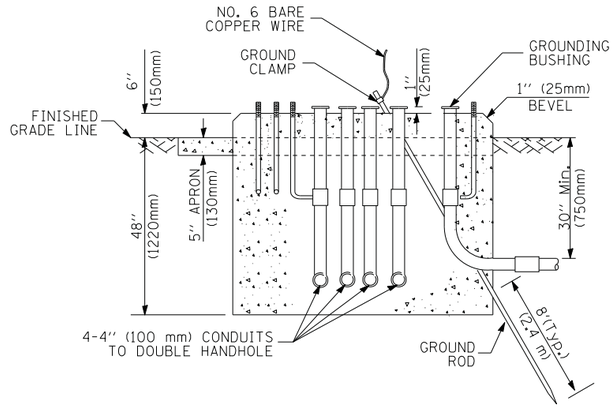
TOP VIEW



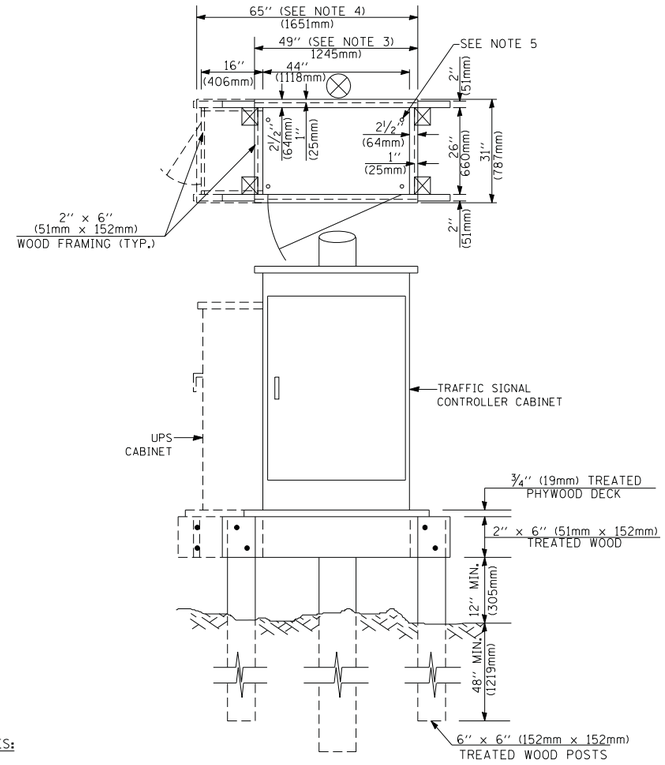
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	48
		CONTRACT NO. 60V24		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		B-C	B-C
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◀Y ◀G	R Y G ◀Y ◀G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◀Y ◀G "P"	R Y G ◀Y ◀G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		I	I

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		I	I
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

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		DRAWN - BCK	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	49
		CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER, HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR HALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.

9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATION OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.

10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.

2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO, CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).

3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

CONSTRUCTION NOTES:

1. THE YELLOW ARROW AND RED ARROW INDICATION ON THE 5-SECTION SIGNAL HEAD FOR THE WESTBOUND DIRECTION SHALL BE USED ONLY DURING PRE-CONSTRUCTION AND INTERIM STAGES AND SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION STAGES 1, 2, AND 3.

2. THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE PROPOSED MAST ARMS.

3. ALL NEW LED TRAFFIC SIGNAL HEADS AND TRAFFIC SIGNAL BACKPLATES INSTALLED UNDER IDOT CONTRACT 60W00 WILL BE RETURNED TO THE STATE.

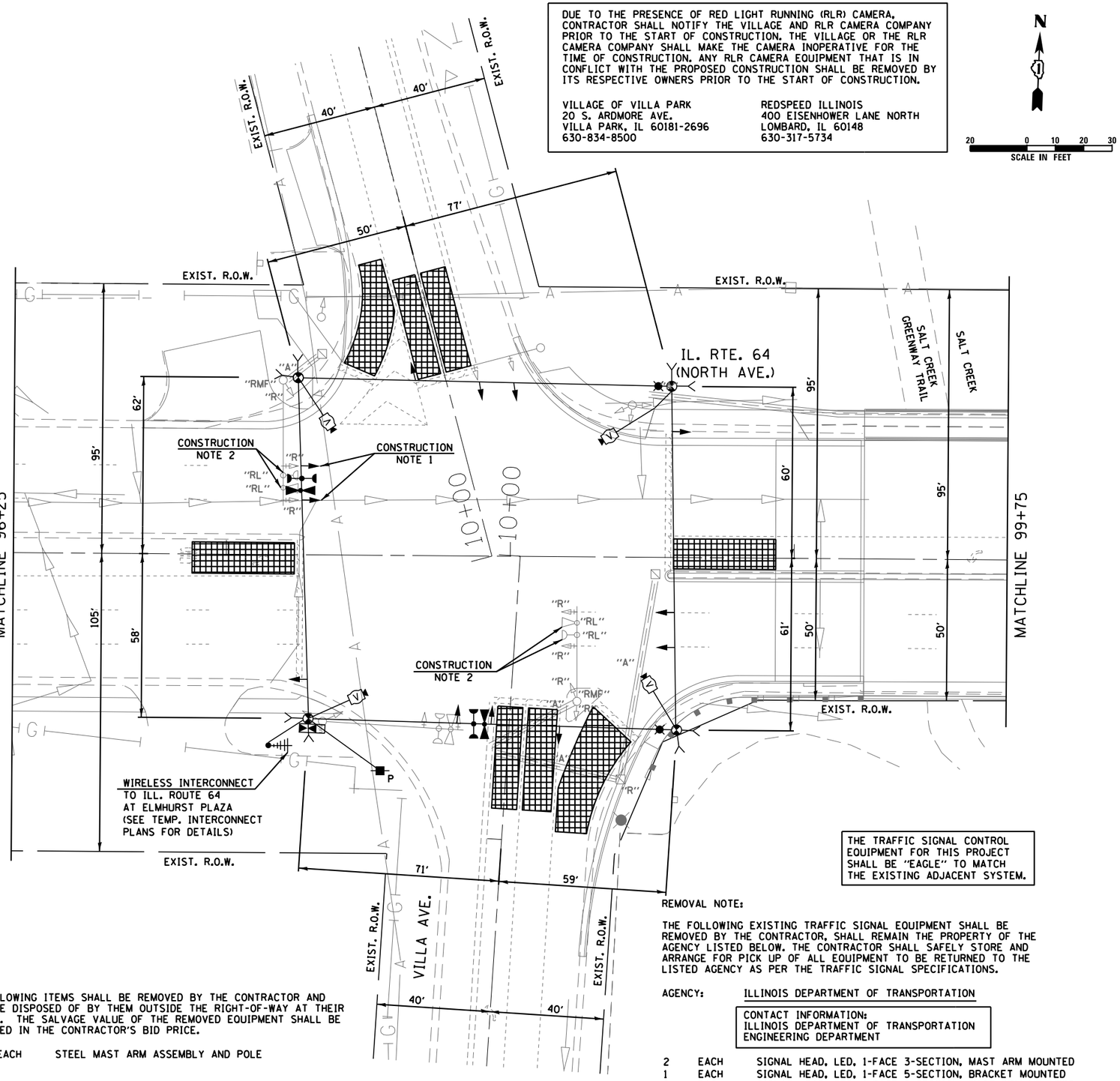
RESTORATION OF WORK AREA

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC. , AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGED TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

DUE TO THE PRESENCE OF RED LIGHT RUNNING (RLR) CAMERA, CONTRACTOR SHALL NOTIFY THE VILLAGE AND RLR CAMERA COMPANY PRIOR TO THE START OF CONSTRUCTION. THE VILLAGE OR THE RLR CAMERA COMPANY SHALL MAKE THE CAMERA INOPERATIVE FOR THE TIME OF CONSTRUCTION. ANY RLR CAMERA EQUIPMENT THAT IS IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED BY ITS RESPECTIVE OWNERS PRIOR TO THE START OF CONSTRUCTION.

VILLAGE OF VILLA PARK
20 S. ARDMORE AVE.
VILLA PARK, IL 60181-2696
630-834-8500

REDSPEED ILLINOIS
400 EISENHOWER LANE NORTH
LOMBARD, IL 60148
630-317-5734



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

2	EACH	STEEL MAST ARM ASSEMBLY AND POLE

SIGNAL HEAD PLACEMENT FOR PRE-STAGE/INTERIM

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

REMOVAL NOTE:

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: ILLINOIS DEPARTMENT OF TRANSPORTATION

CONTACT INFORMATION:
ILLINOIS DEPARTMENT OF TRANSPORTATION
ENGINEERING DEPARTMENT

2	EACH	SIGNAL HEAD, LED, 1-FACE 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 2-5 SECTION BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM

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25-OCT-2013 15:38 TIME$

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

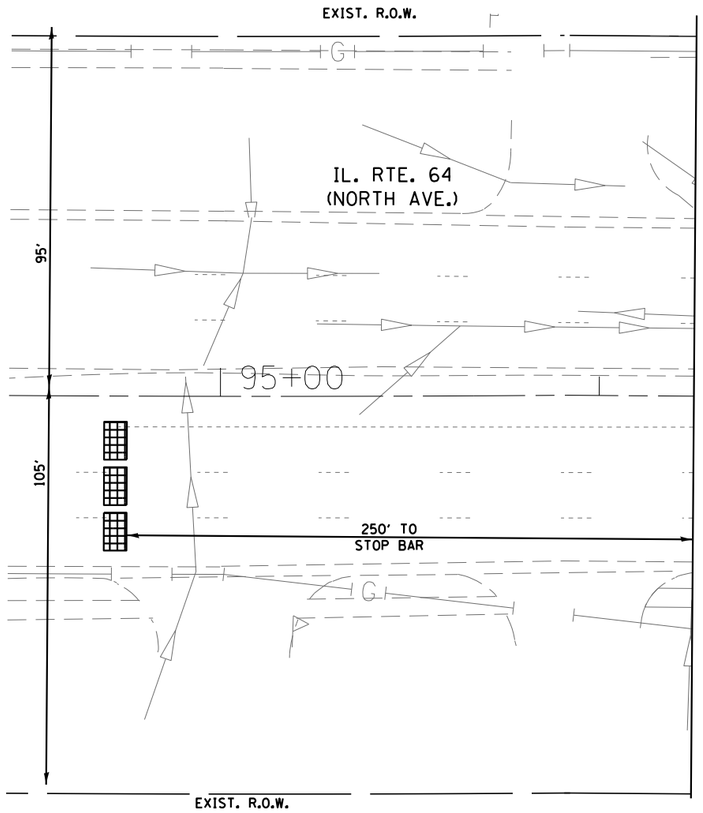
USER NAME = mgarvida	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 25-OCT-2013 15:38	DATE - 10/25/2013	REVISED -	

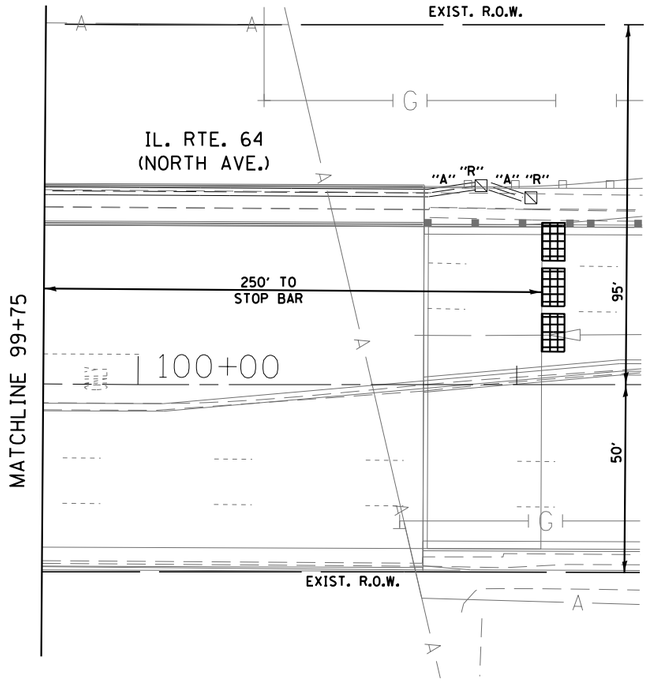
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

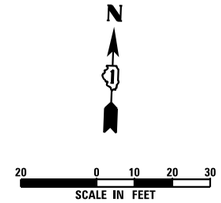
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE
PRE-STAGE/INTERIM

SCALE: AS NOTED | SHEET NO. 7 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	50
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			







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

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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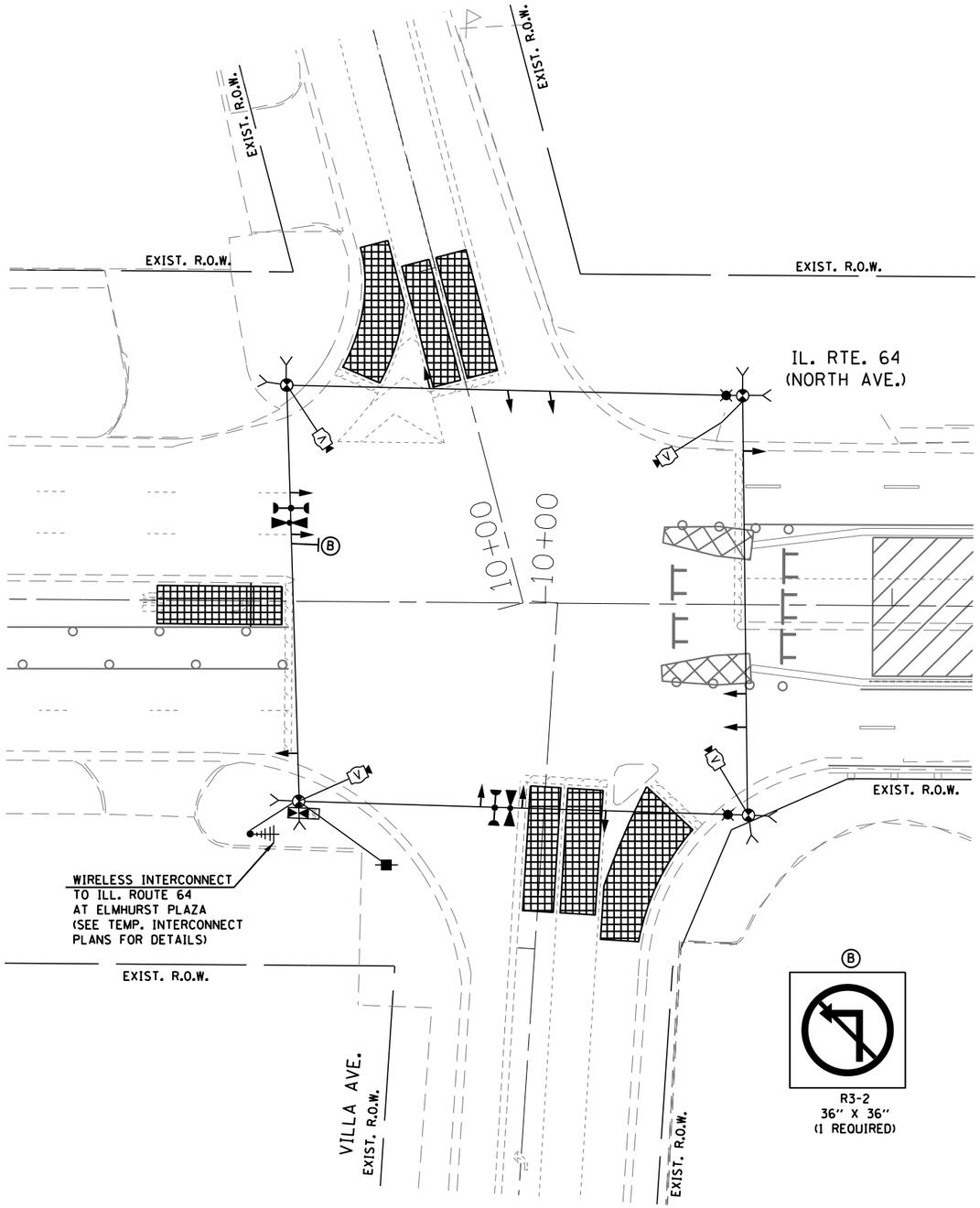
	DRAWN - MG	REVISED -
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -
PLOT DATE = 24-OCT-2013 14:17	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

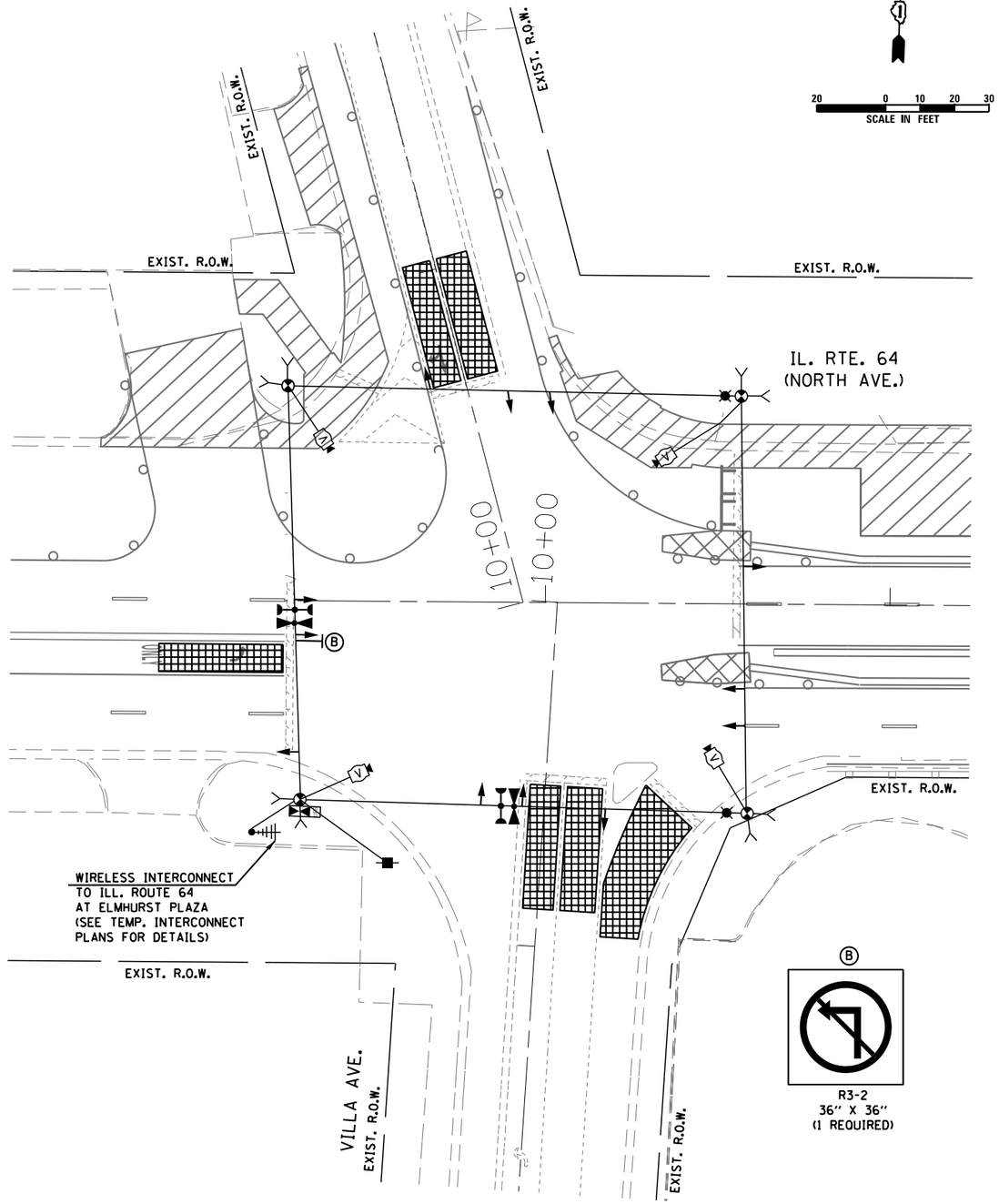
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE
PRE-STAGE

SCALE: AS NOTED | SHEET NO. 8 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	51
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENT FOR STAGE 1



SIGNAL HEAD PLACEMENT FOR STAGE 2

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

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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	DRAWN - MG	REVISED -
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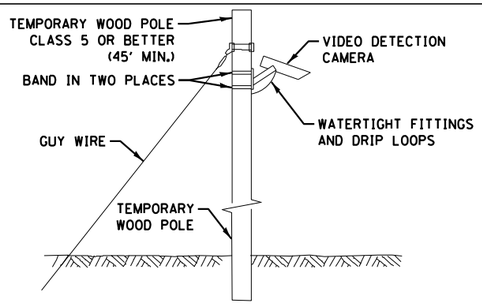
PLOT DATE = 24-OCT-2013 14:17	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE
STAGE 1 AND STAGE 2

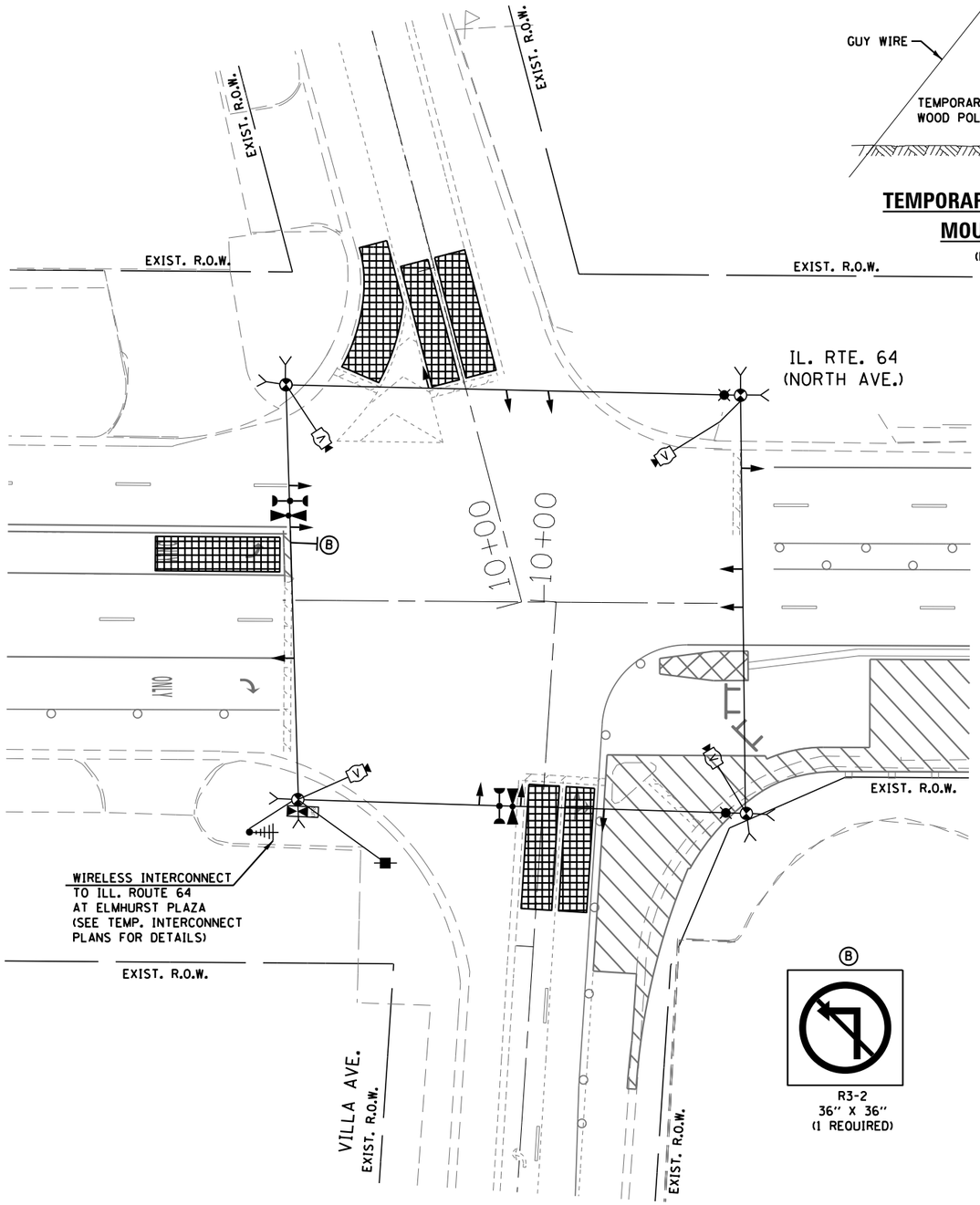
SCALE: AS NOTED | SHEET NO. 9 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	52
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

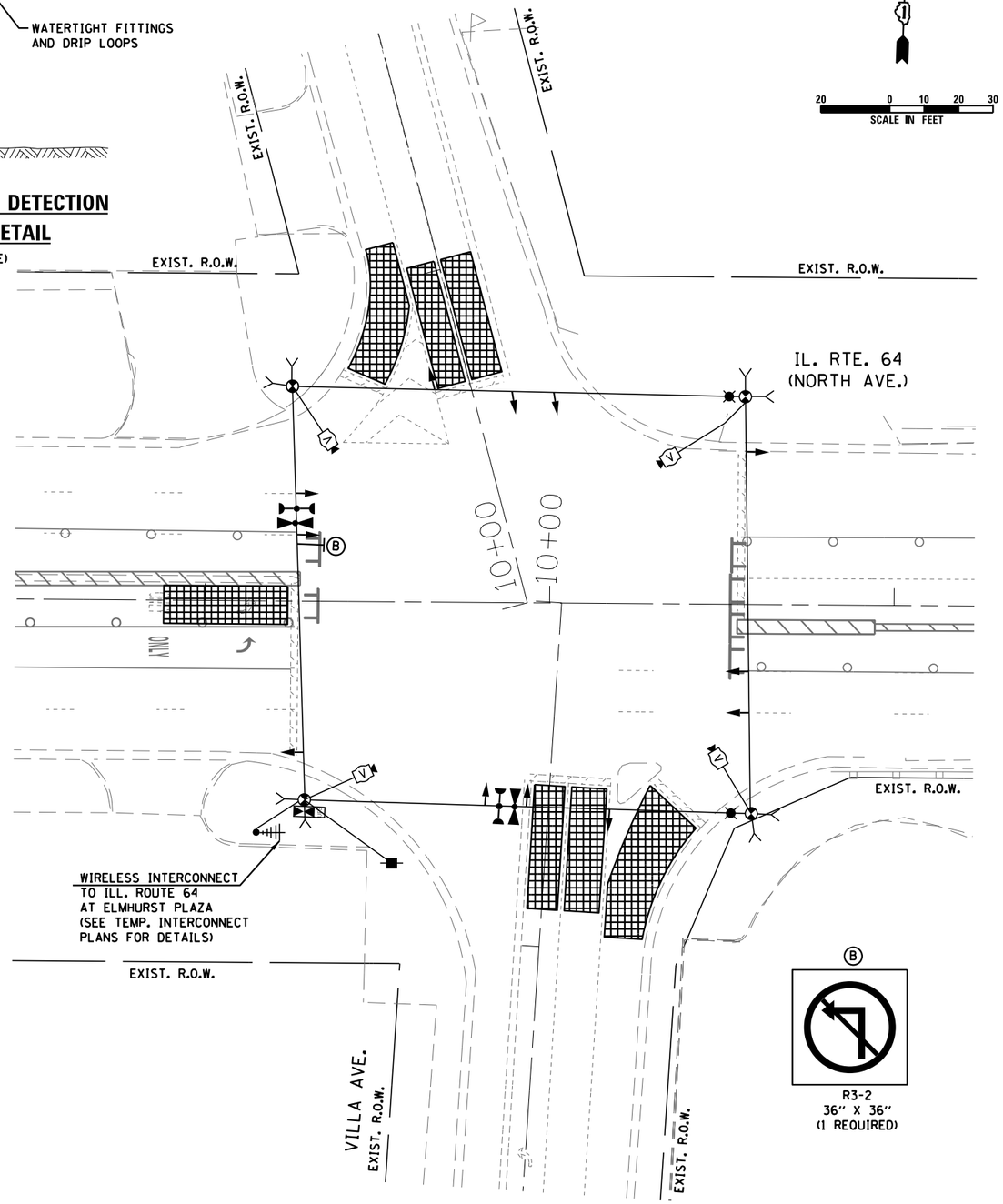


TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)



SIGNAL HEAD PLACEMENT FOR STAGE 3



SIGNAL HEAD PLACEMENT FOR STAGE 3A

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

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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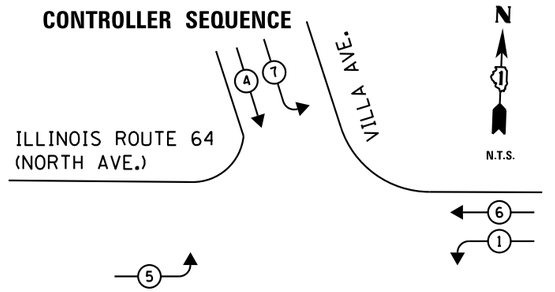
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 24-OCT-2013 14:17	DATE - 10/25/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE
STAGE 3 AND STAGE 3A

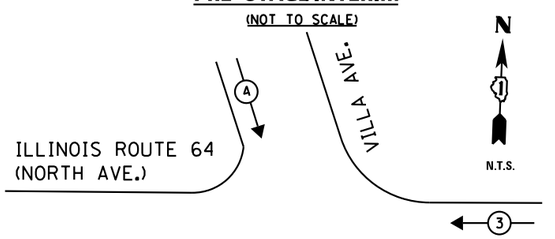
SCALE: AS NOTED | SHEET NO. 10 OF 26 SHEETS | STA. | TO STA.

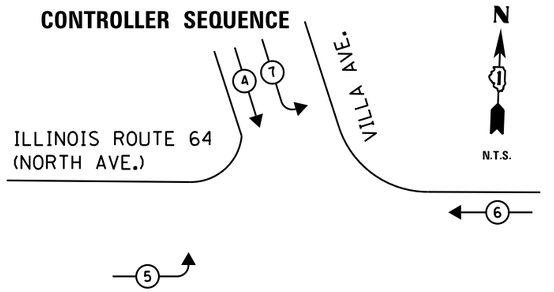
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	53
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



TEMPORARY PHASE DESIGNATION DIAGRAM
PRE-STAGE/INTERIM

(NOT TO SCALE)



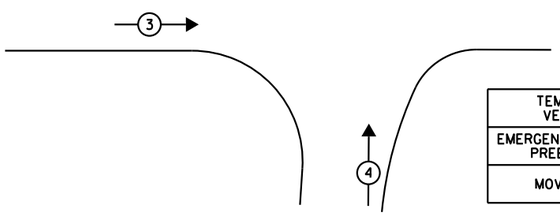


LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM
STAGES 1, 2, 3 AND 3A

(NOT TO SCALE)



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	⇄	↓↑

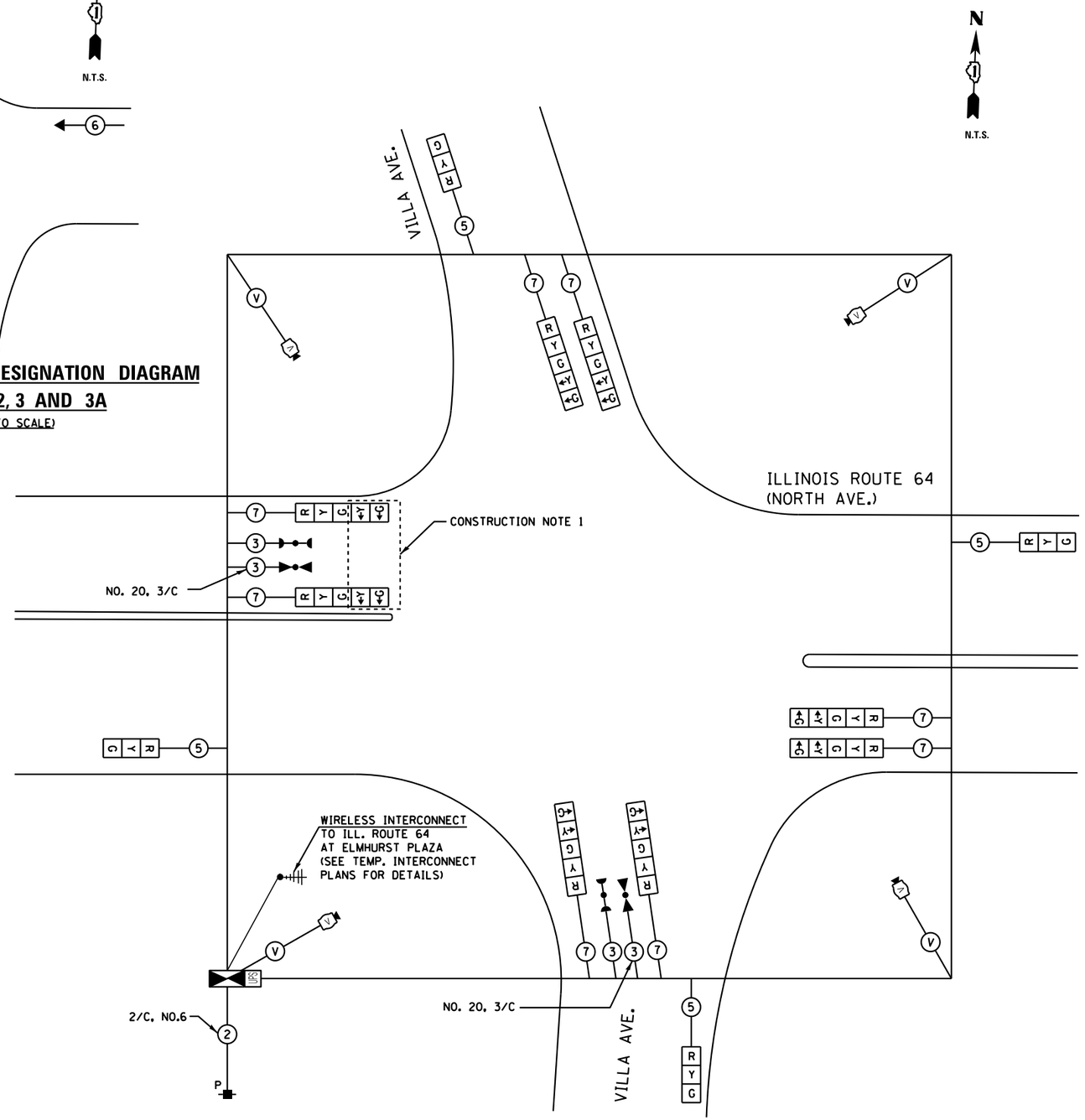
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

(NOT TO SCALE)

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	16		12	0.10	19.20
PED. SIGNAL			25	1.00	
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150.00
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	491.20

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

ENERGY SUPPLY CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COMMONWEALTH EDISON



CABLE PLAN

(NOT TO SCALE)

CONSTRUCTION NOTES:

1. THE YELLOW ARROW AND RED ARROW INDICATION ON THE 5-SECTION SIGNAL HEAD FOR THE WESTBOUND DIRECTION SHALL BE USED ONLY DURING PRE-CONSTRUCTION AND INTERIM STAGES AND SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION STAGES 1, 2, 3 AND 3A.

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

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SINGH + ASSOCIATES, INC CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - MG	REVISED -	
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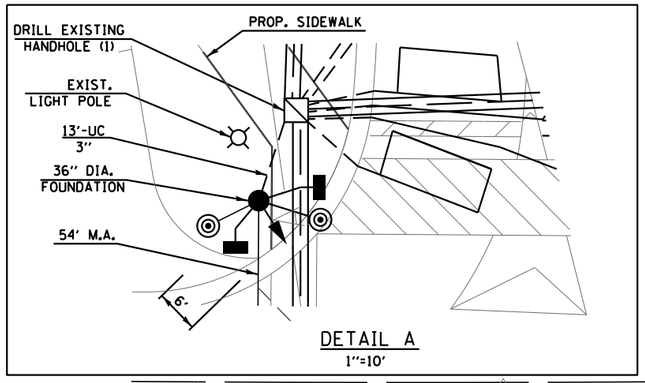
PLOT DATE = 24-OCT-2013 14:17	DATE - 10/25/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEPMPTION SEQUENCE OF OPERATION
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE

SCALE: AS NOTED | SHEET NO. 11 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	54
		CONTRACT NO. 60V24		
		ILLINOIS	FED. AID PROJECT	



DETAIL A
1"=10'

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO. CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

CONSTRUCTION NOTES:

1. SEE STRUCTURE PLANS FOR DETAILS ON EMBEDDED CONDUIT AND JUNCTION BOX IN PARAPET ON SHEET 80 AND 82.
2. CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE PROPOSED MAST ARM.
3. CONTRACTOR SHALL REMOVE EXISTING CABLES ON THE NOTED EXISTING CONDUITS.
4. DISCONNECT THE EXISTING ELECTRICAL CABLES USED FOR THE TRAFFIC SIGNAL HEADS AND EVP EQUIPMENTS MOUNTED ON THE EXISTING NORTHWEST MAST ARM AND POLE FROM THE CONTROLLER AND SHALL BE PULLED OUT FOR REMOVAL.

ALL NEW LED SIGNAL HEADS INSTALLED UNDER IDOT CONTRACT 60W00 WILL BE RETURNED TO STATE.

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

DUE TO THE PRESENCE OF RED LIGHT RUNNING (RLR) CAMERA, CONTRACTOR SHALL NOTIFY THE VILLAGE AND RLR CAMERA COMPANY PRIOR TO THE START OF CONSTRUCTION. THE VILLAGE OR THE RLR CAMERA COMPANY SHALL MAKE THE CAMERA INOPERATIVE FOR THE TIME OF CONSTRUCTION. ANY RLR CAMERA EQUIPMENT THAT IS IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED BY ITS RESPECTIVE OWNERS PRIOR TO THE START OF CONSTRUCTION.

VILLAGE OF VILLA PARK
20 S. ARDMORE AVE.
VILLA PARK, IL 60181-2696
630-834-8500

REDSPEED ILLINOIS
400 EISENHOWER LANE NORTH
LOMBARD, IL 60148
630-317-5734

RESTORATION OF WORK AREA

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC. , AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGED TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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SINGH + ASSOCIATES, INC
CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - MG	REVISED -	
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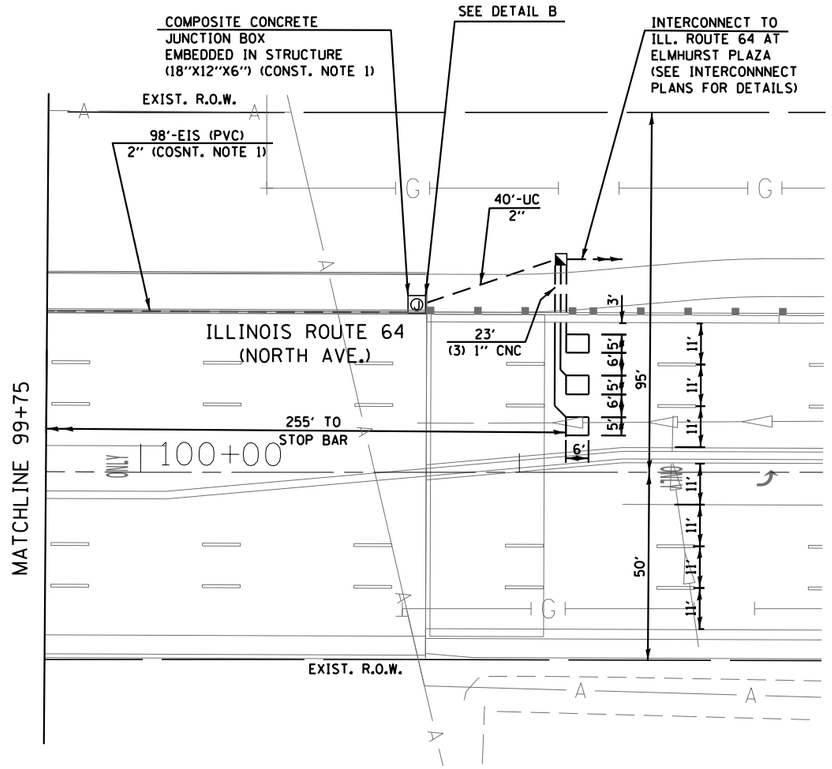
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 25-OCT-2013 15:38	DATE - 10/25/2013	REVISED -	

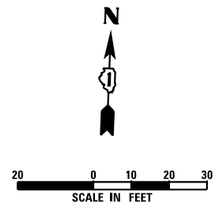
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE

SCALE: AS NOTED | SHEET NO. 12 OF 26 SHEETS | STA. | TO STA.

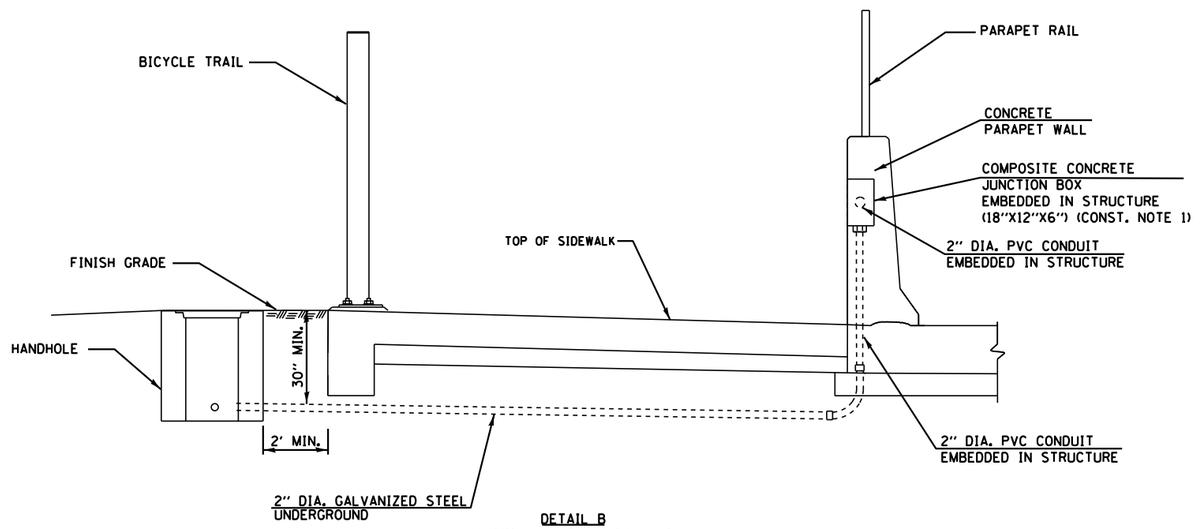
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	55
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			





CONSTRUCTION NOTE:

1. SEE STRUCTURE PLANS FOR DETAILS ON EMBEDDED CONDUIT AND JUNCTION BOX IN PARAPET ON SHEET 80 AND 82.



DETAIL B
CONDUIT TRANSITION DETAIL
N.T.S.

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

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24-OCT-2013 14:17 $TIME$

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

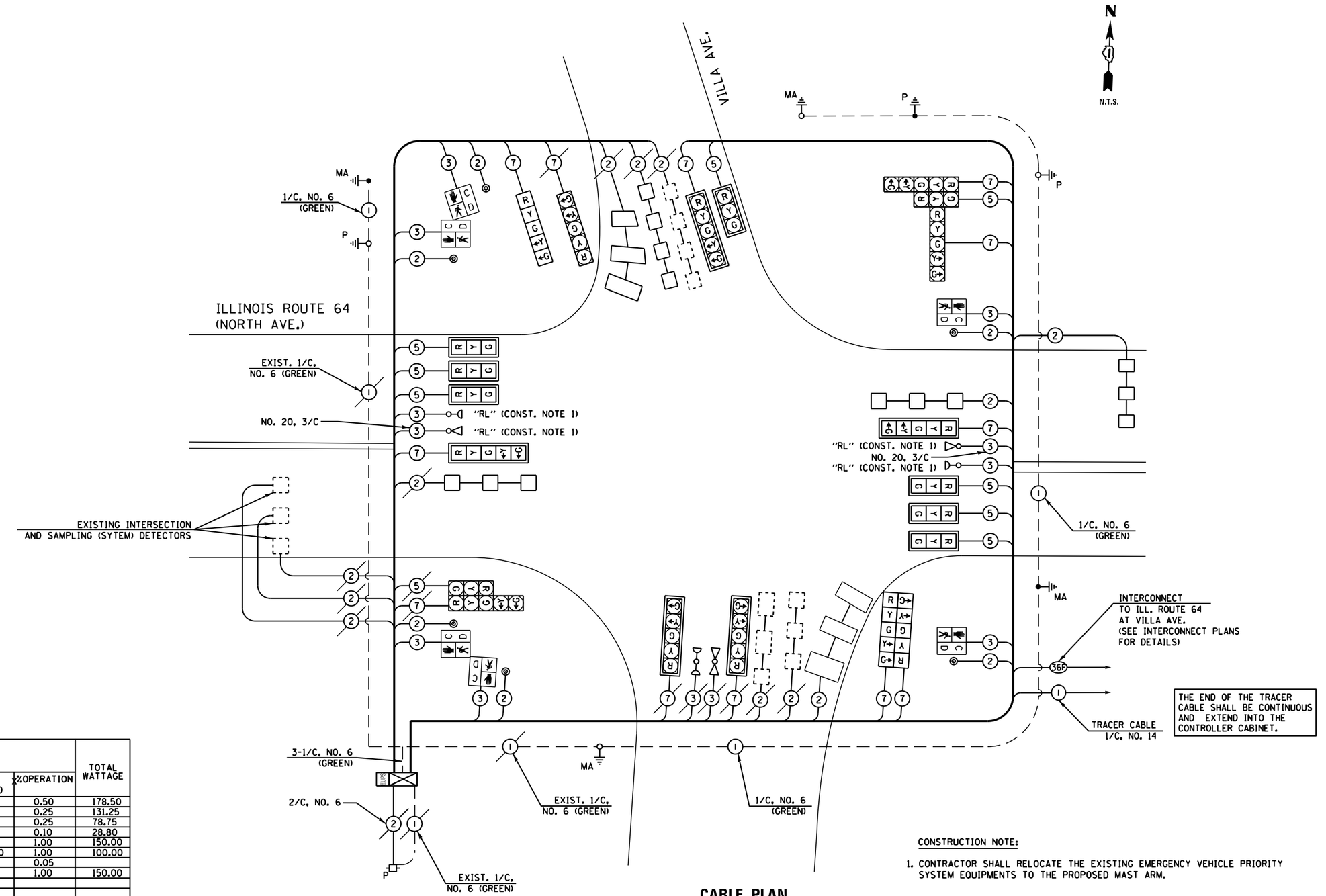
USER NAME = mgarvida	DESIGNED - MG	REVISED -
	DRAWN - MG	REVISED -
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -
PLOT DATE = 24-OCT-2013 14:17	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE

SCALE: AS NOTED | SHEET NO. 13 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	56
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



CABLE PLAN

(NOT TO SCALE)

CONSTRUCTION NOTE:

1. CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE PROPOSED MAST ARM.

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

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS INCAND.	NO LAMPS LED	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION	TOTAL WATTAGE
SIGNAL (RED)	21			17	0.50	178.50
(YELLOW)	21			25	0.25	131.25
(GREEN)	21			15	0.25	78.75
ARROW	24			12	0.10	28.80
PED. SIGNAL	6			25	1.00	150.00
CONTROLLER	1			100	1.00	100.00
ILLUM. SIGN				25	0.05	
VIDEO SYSTEM	1		150		1.00	150.00
FLASHER					0.50	
ENERGY COSTS TO:					TOTAL =	817.30

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

ENERGY SUPPLY CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COMMONWEALTH EDISON

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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 24-OCT-2013 14:17	DATE - 10/25/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEPMPTION SEQUENCE OF OPERATION
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE

SCALE: AS NOTED | SHEET NO. 14 OF 26 SHEETS | STA. | TO STA.

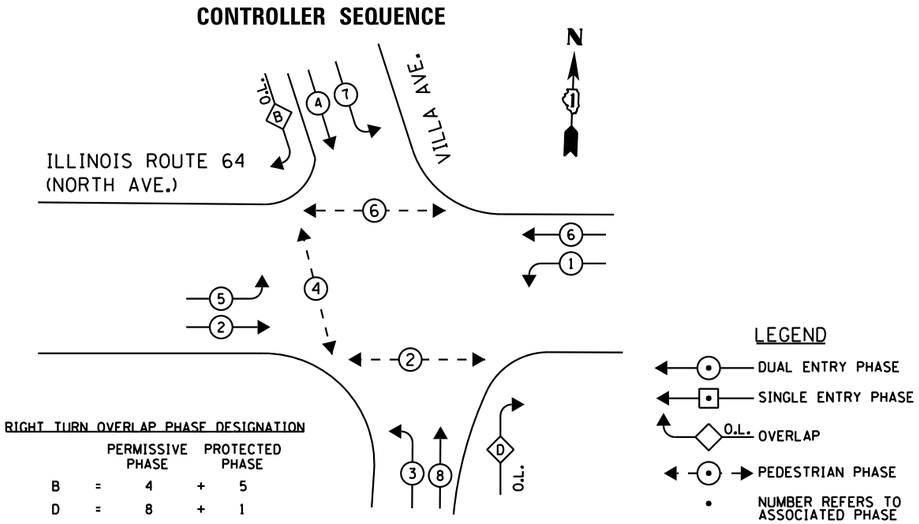
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	57
		CONTRACT NO. 60V24		
		ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

	QUANTITY	UNIT	ITEM
	6	SQ FT	SIGN PANEL - TYPE 1
	125	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
	23	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
	19	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
	331	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
	146	FOOT	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC
	2	EACH	JUNCTION BOX EMBEDDED IN STRUCTURE 18" X 12" X 6"
	2	EACH	HANDHOLE
	1	EACH	DOUBLE HANDHOLE
	1029	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
	1594	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
	2152	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
	2189	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
	1001	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
	415	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
	1	EACH	TRAFFIC SIGNAL POST, 10 FT.
	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.
	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.
	4	FOOT	CONCRETE FOUNDATION, TYPE A
	30	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
	4	EACH	DRILL EXISTING HANDHOLE
	1	EACH	DRILL EXISTING HEAVY DUTY HANDHOLE
	6	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
	2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
	1	EACH	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED
	2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
	2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
	8	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
	751	FOOT	DETECTOR LOOP, TYPE I
	6	EACH	PEDESTRIAN PUSH-BUTTON
	1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
*	2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
	1	EACH	MODIFY EXISTING CONTROLLER CABINET
	1996	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
	1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
	2	EACH	REMOVE EXISTING HANDHOLE
	2	EACH	REMOVE EXISTING CONCRETE FOUNDATION
*	523	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
	1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

* 100% COST TO VILLAGE OF VILLA PARK

CONTROLLER SEQUENCE



RIGHT TURN OVERLAP PHASE DESIGNATION

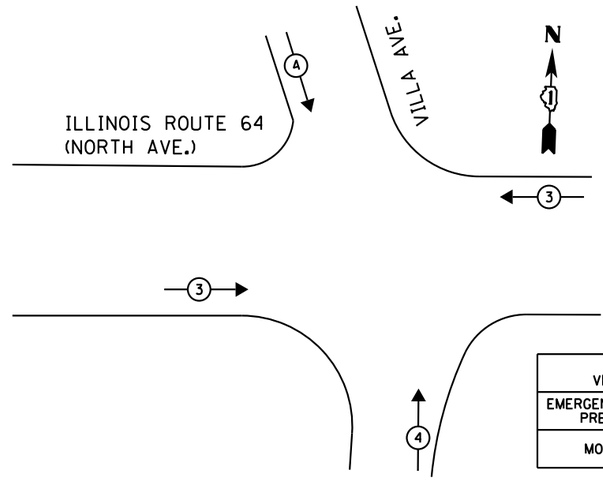
		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5
D	=	8	+	1

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

(NOT TO SCALE)



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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

(NOT TO SCALE)

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

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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

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	DRAWN - MG	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION, AND SCHEDULE OF QUANTITIES
ILLINOIS ROUTE 64 (NORTH AVENUE) AT VILLA AVENUE

SCALE: AS NOTED | SHEET NO. 15 OF 26 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	58
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		

RESTORATION OF WORK AREA
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC. , AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGED TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

1	EACH	STEEL MAST ARM ASSEMBLY AND POLE

REMOVAL NOTE:

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

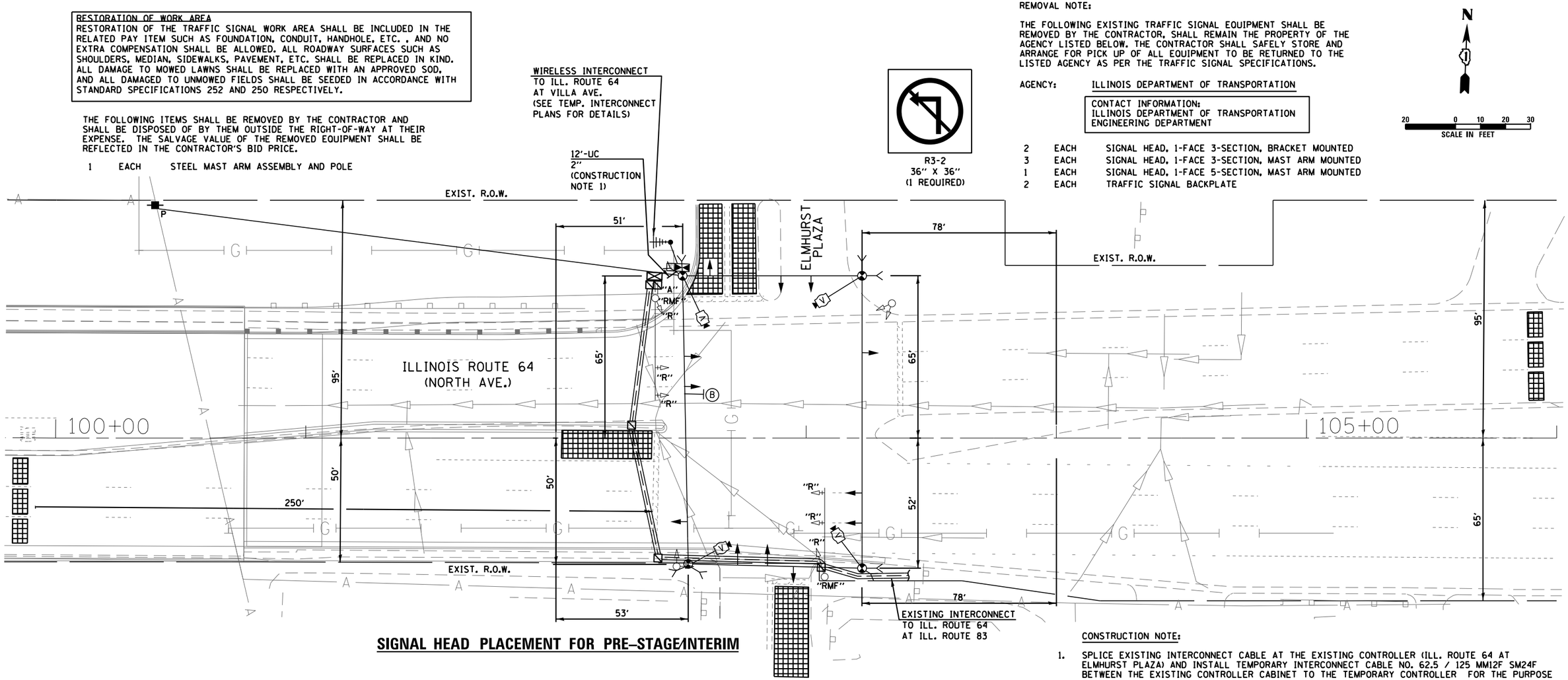
AGENCY: ILLINOIS DEPARTMENT OF TRANSPORTATION

CONTACT INFORMATION:
ILLINOIS DEPARTMENT OF TRANSPORTATION
ENGINEERING DEPARTMENT

2	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, BRACKET MOUNTED
3	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
2	EACH	TRAFFIC SIGNAL BACKPLATE

N

20 0 10 20 30
SCALE IN FEET



SIGNAL HEAD PLACEMENT FOR PRE-STAGE/INTERIM

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER, HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR HALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATION OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS

CONSTRUCTION NOTE:

1. SPLICE EXISTING INTERCONNECT CABLE AT THE EXISTING CONTROLLER (ILL. ROUTE 64 AT ELMHURST PLAZA) AND INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5 / 125 MM12F SM24F BETWEEN THE EXISTING CONTROLLER CABINET TO THE TEMPORARY CONTROLLER FOR THE PURPOSE OF MAINTAINING EXISTING INTERCONNECT SYSTEM. THIS WORK SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
2. ALL NEW LED TRAFFIC SIGNAL HEADS AND TRAFFIC SIGNAL BACKPLATES INSTALLED UNDER IDOT CONTRACT 60W00 WILL BE RETURNED TO THE STATE.

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO, CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

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

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SINGH + ASSOCIATES, INC
CONSULTING ENGINEERS

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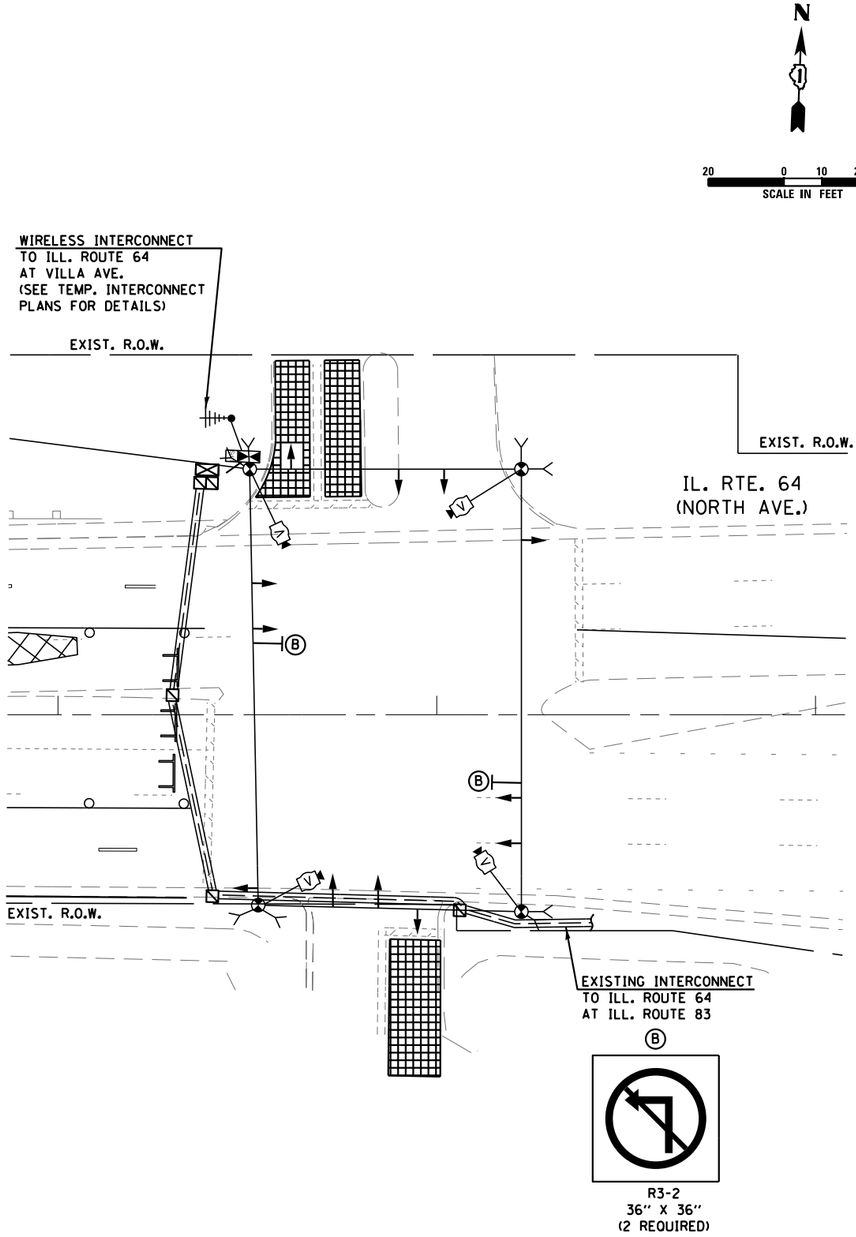
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

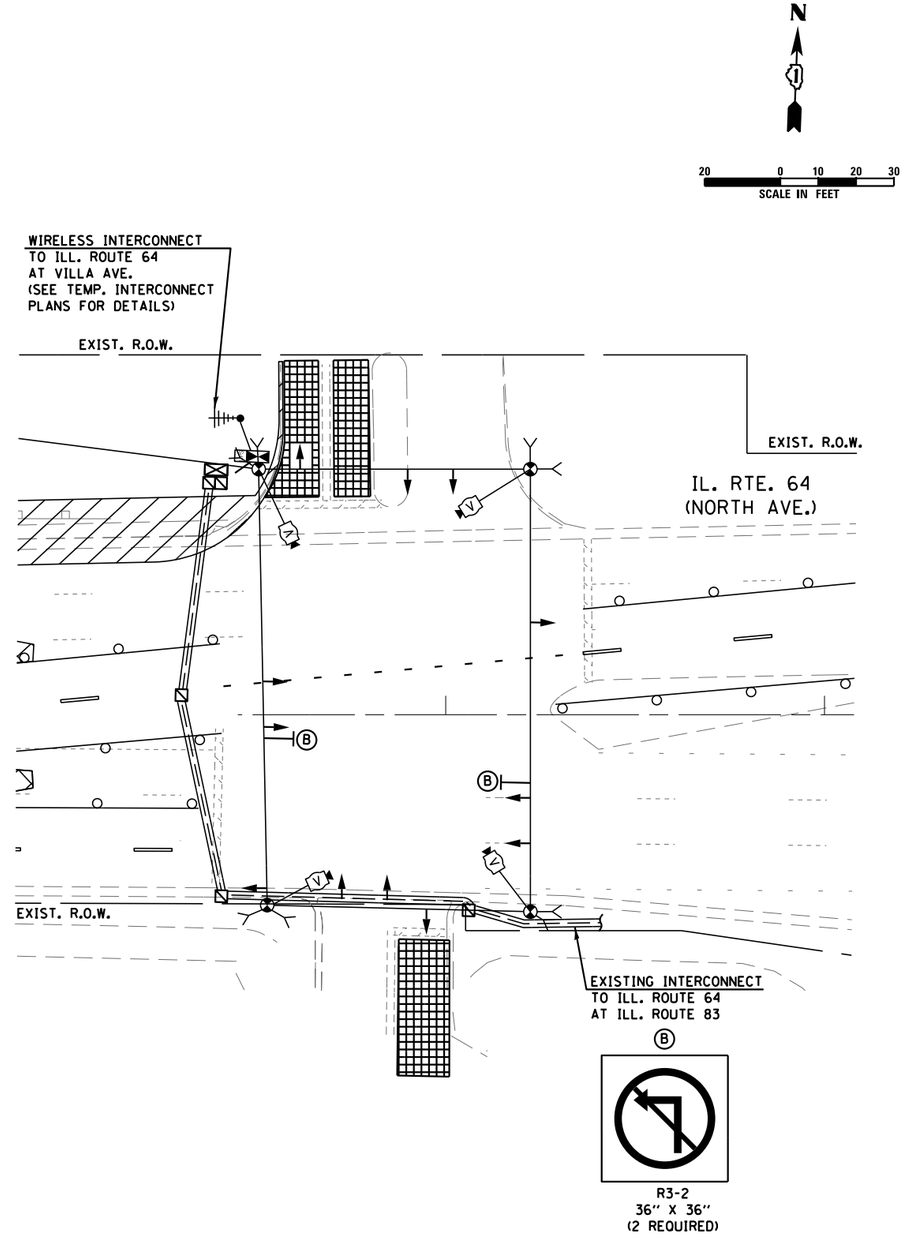
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT ELMHURST PLAZA
PRE-STAGE/INTERIM

SCALE: AS NOTED | SHEET NO. 16 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	59
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



SIGNAL HEAD PLACEMENT FOR STAGE 1



SIGNAL HEAD PLACEMENT FOR STAGE 2

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

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

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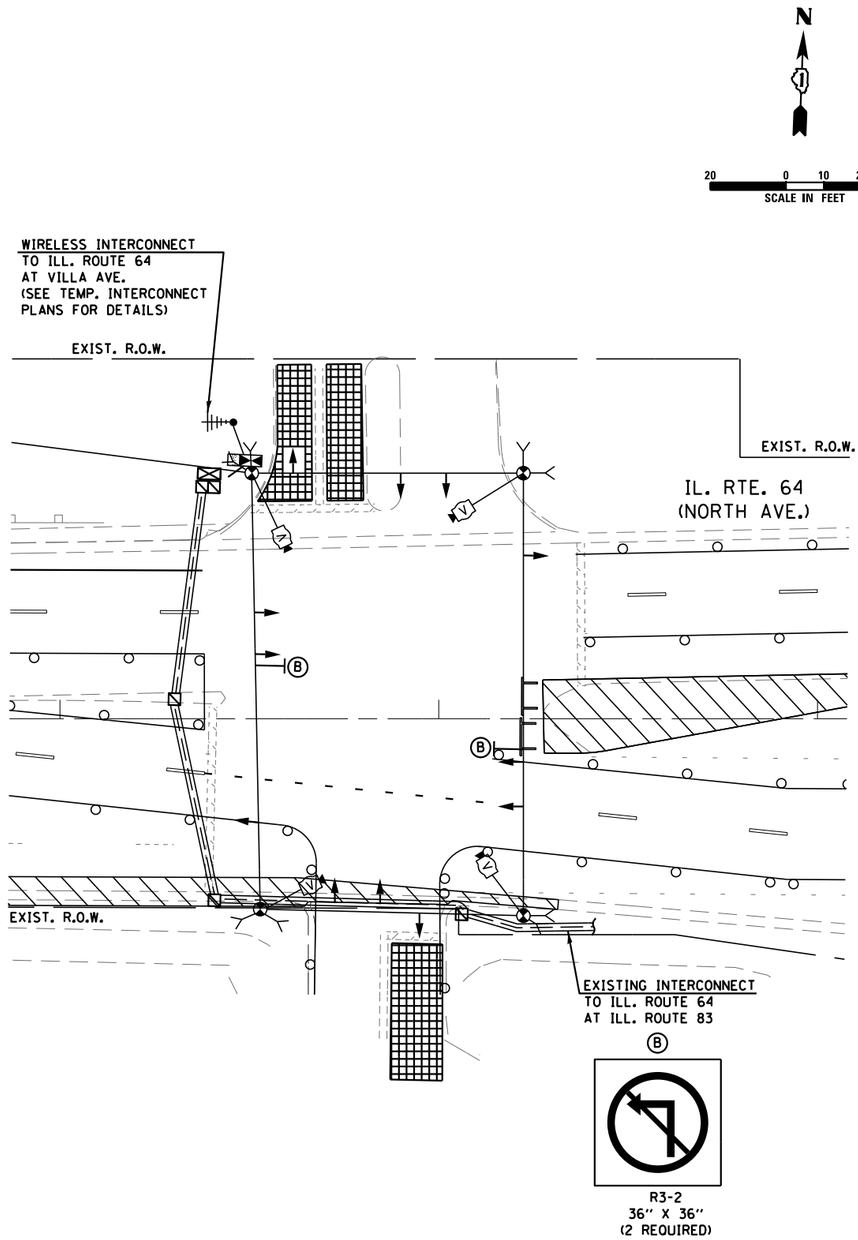
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

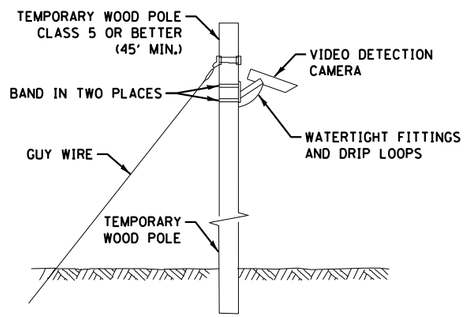
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT ELMHURST PLAZA
STAGE 1 AND STAGE 2

SCALE: AS NOTED | SHEET NO. 17 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	60
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

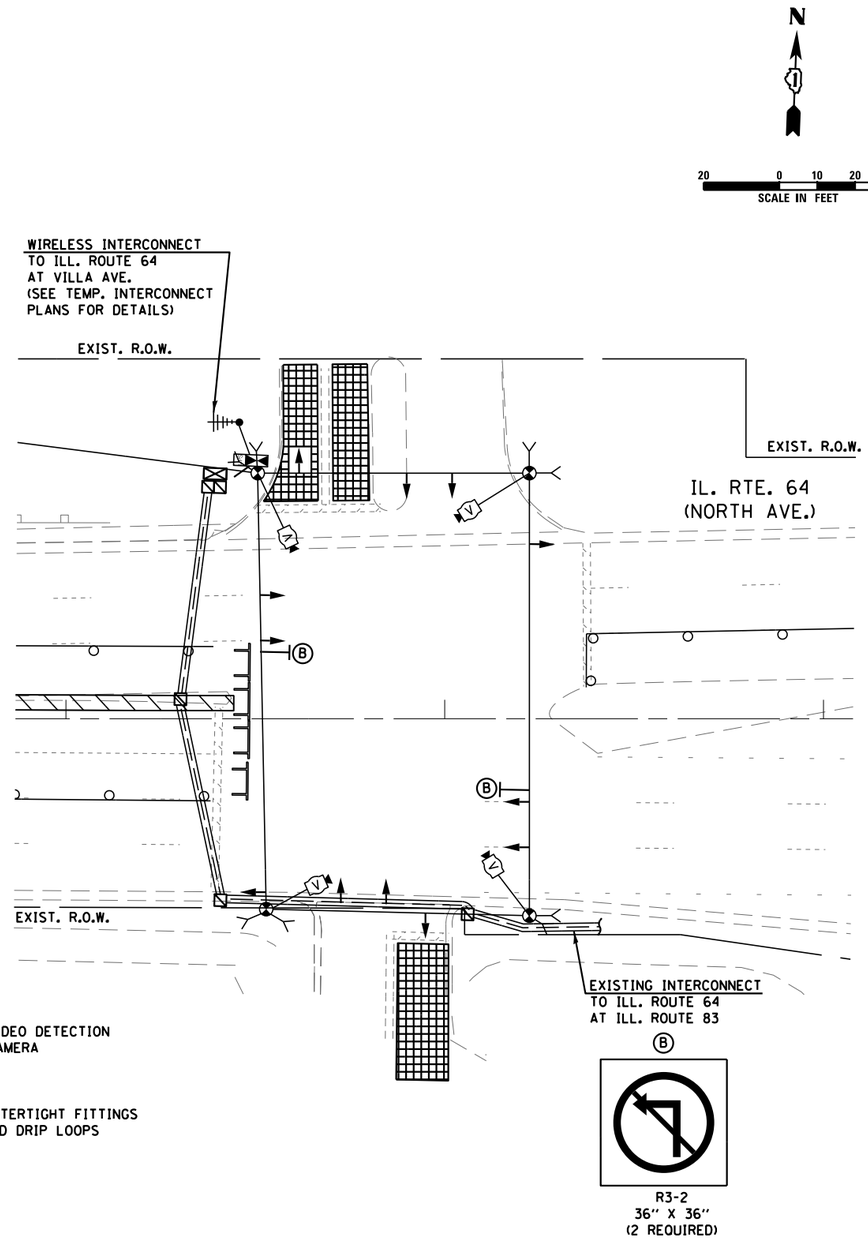


SIGNAL HEAD PLACEMENT FOR STAGE 3



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)



SIGNAL HEAD PLACEMENT FOR STAGE 3A

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

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CONSULTING ENGINEERS

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PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -	

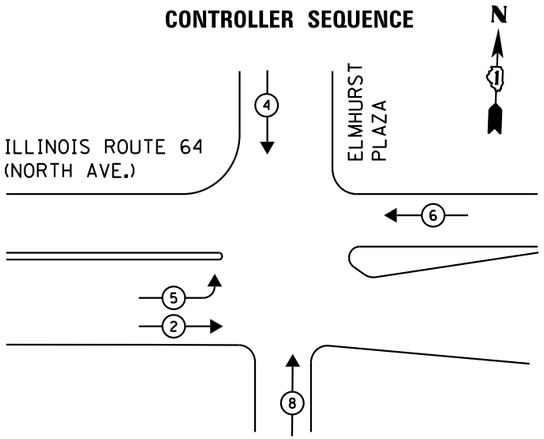
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT ELMHURST PLAZA
STAGE 2 AND STAGE 3A

SCALE: AS NOTED | SHEET NO. 18 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	61
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		

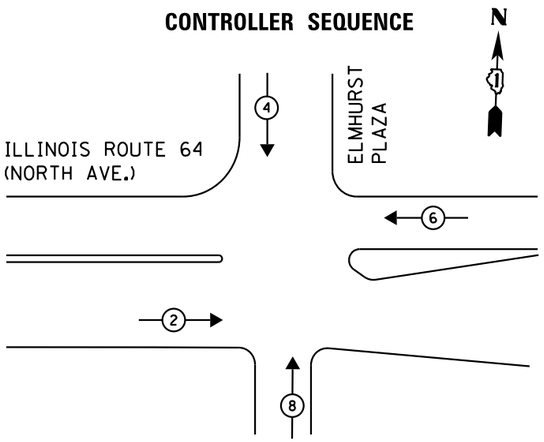
CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM
PRE–STAGE AND INTERIM

(NOT TO SCALE)

CONTROLLER SEQUENCE

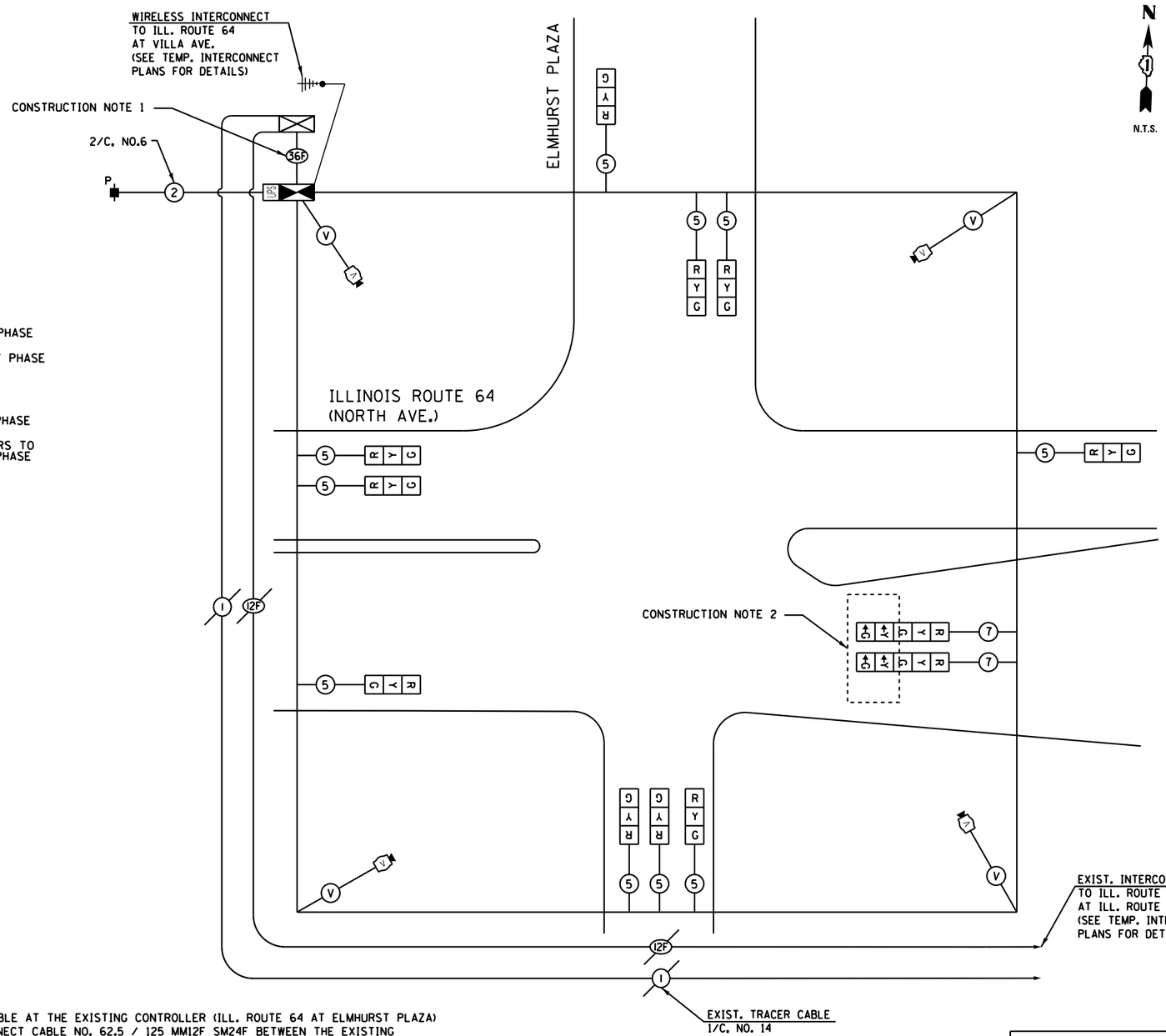


TEMPORARY PHASE DESIGNATION DIAGRAM
STAGES 1, 2, 3 AND 3A

(NOT TO SCALE)

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS X	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12		17	0.50	110.50
(YELLOW)	12		25	0.25	81.25
(GREEN)	12		15	0.25	48.75
ARROW	4		12	0.10	2.40
PED. SIGNAL			25	1.00	
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150.00
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	476.80

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

ENERGY SUPPLY CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COMMONWEALTH EDISON

CONSTRUCTION NOTES:

1. SPLICE EXISTING INTERCONNECT CABLE AT THE EXISTING CONTROLLER (ILL. ROUTE 64 AT ELMHURST PLAZA) AND INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5 / 125 MM12F SM24F BETWEEN THE EXISTING CONTROLLER CABINET TO THE TEMPORARY CONTROLLER FOR THE PURPOSE OF MAINTAINING EXISTING INTERCONNECT SYSTEM. THIS WORK SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

2. THE YELLOW ARROW AND RED ARROW INDICATION ON THE 5-SECTION SIGNAL HEAD FOR THE EASTBOUND DIRECTION SHALL BE USED ONLY DURING PRE-CONSTRUCTION AND INTERIM STAGES AND SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION STAGES 1, 2, 3 AND 3A.

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

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

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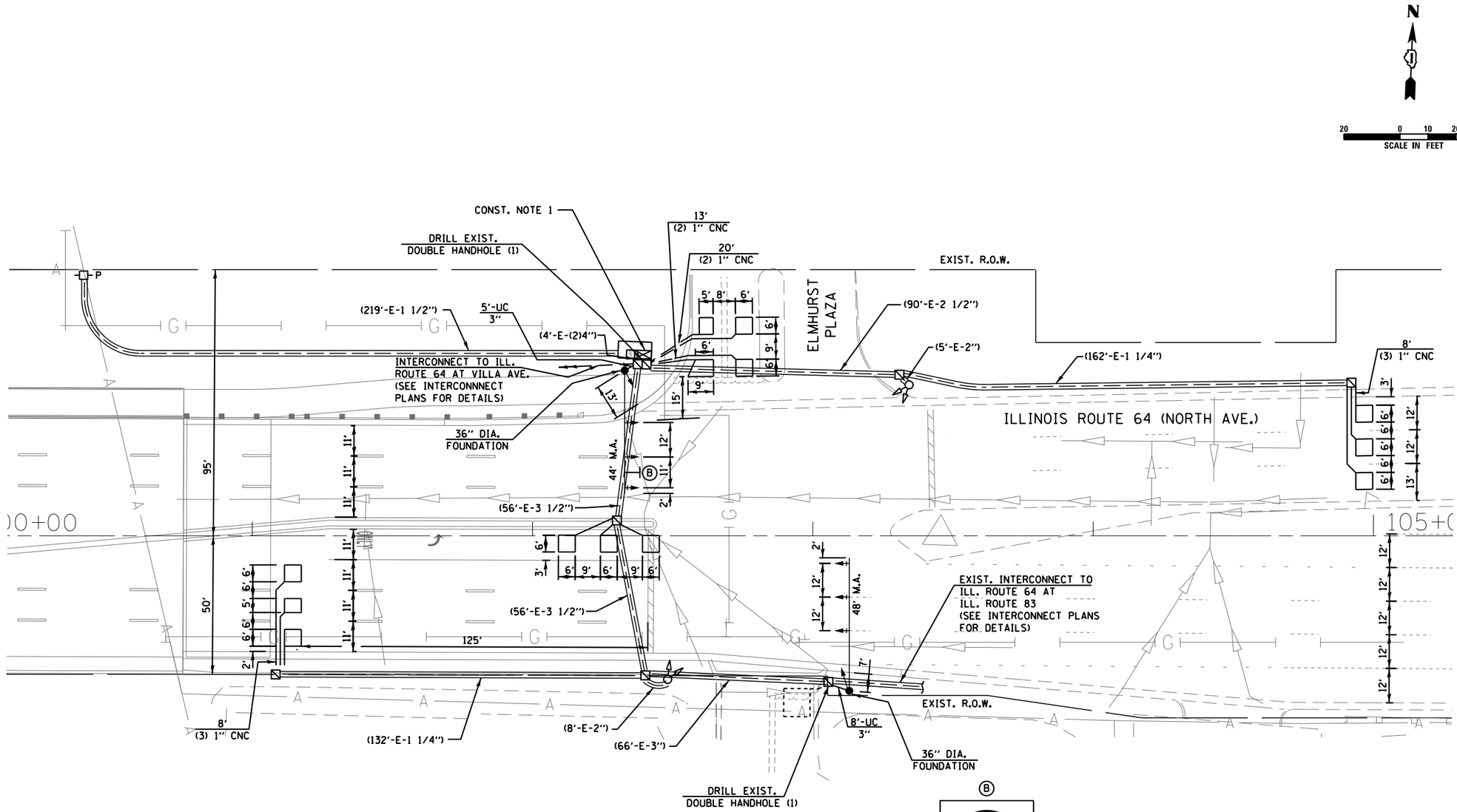
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.0000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEPMPTION SEQUENCE OF OPERATION
ILLINOIS ROUTE 64 (NORTH AVENUE) AT ELMHURST PLAZA

SCALE: AS NOTED | SHEET NO. 19 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	62
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



GENERAL NOTES:

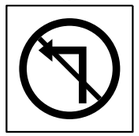
1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.

2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO, CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).

3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

Ⓑ



R3-2
36" X 36"
(1 REQUIRED)

CONSTRUCTION NOTES:

1. DISCONNECT THE EXISTING ELECTRICAL CABLES USED FOR THE TRAFFIC SIGNAL HEADS MOUNTED ON THE EXISTING SOUTHEAST MAST ARM AND POLE FROM THE CONTROLLER AND SHALL BE PULLED OUT FOR REMOVAL.

RESTORATION OF WORK AREA
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC. , AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGED TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

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SINGH + ASSOCIATES, INC
CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - MG	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

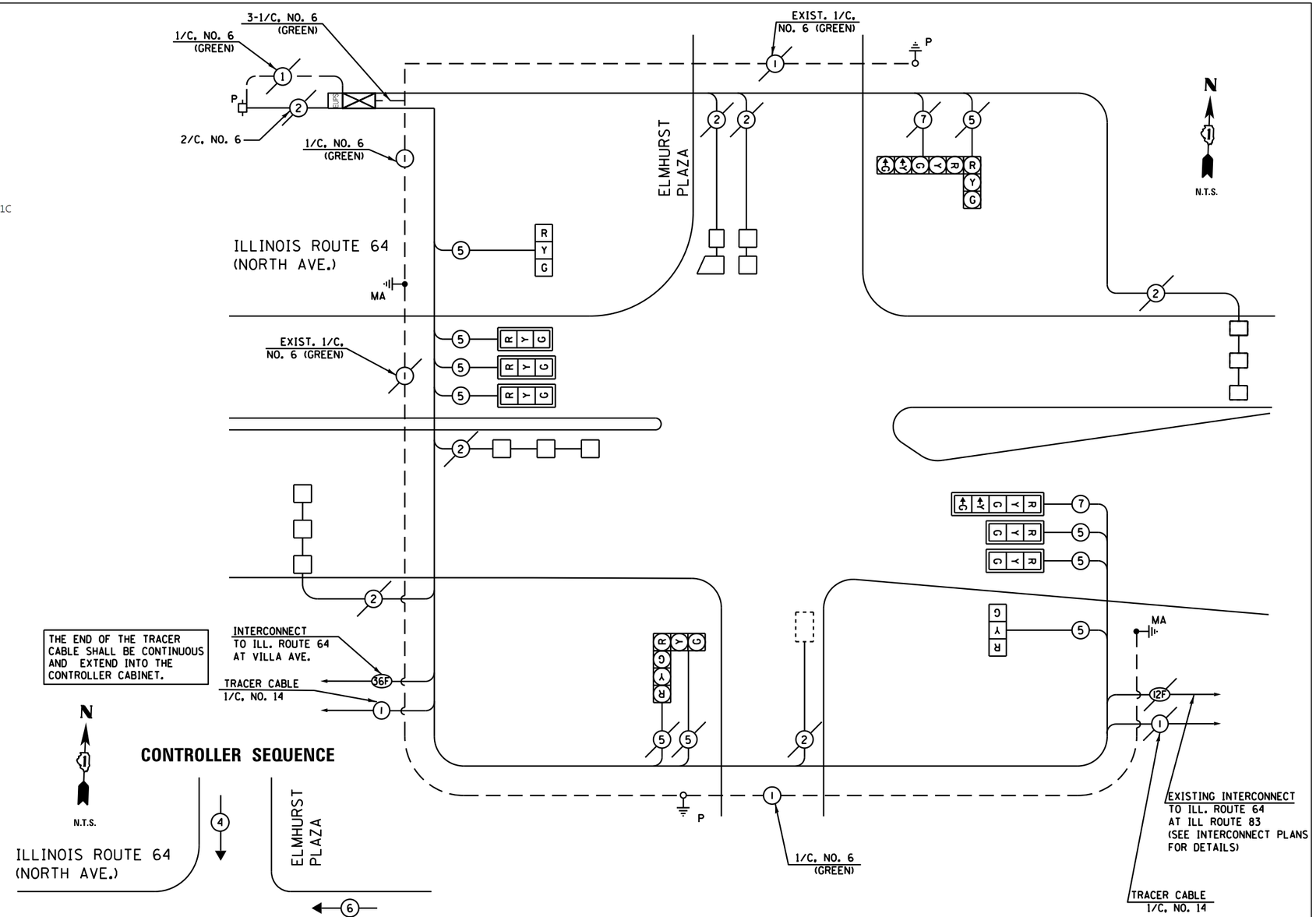
TRAFFIC SIGNAL INSTALLATION PLAN
ILLINOIS ROUTE 64 (NORTH AVENUE) AT ELMHURST PLAZA

SCALE: AS NOTED | SHEET NO. 20 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	63
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
9	SQ FT	SIGN PANEL - TYPE 1
13	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
1098	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
298	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
23	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.
26	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
2	EACH	DRILL EXISTING HANDHOLE
5	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
6	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
472	FOOT	DETECTOR LOOP, TYPE I
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	MODIFY EXISTING CONTROLLER CABINET
870	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
2	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING



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

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS INCAND.	NO LAMPS LED	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12			17	0.50	102.00
(YELLOW)	12			25	0.25	75.00
(GREEN)	12			15	0.25	45.00
ARROW	4			12	0.10	4.80
PED. SIGNAL				25	1.00	
CONTROLLER	1			100	1.00	100
ILLUM. SIGN				25	0.05	
VIDEO SYSTEM	1		150		1.00	150
FLASHER					0.50	
ENERGY COSTS TO:					TOTAL =	476.80

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

ENERGY SUPPLY CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COMMONWEALTH EDISON

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PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
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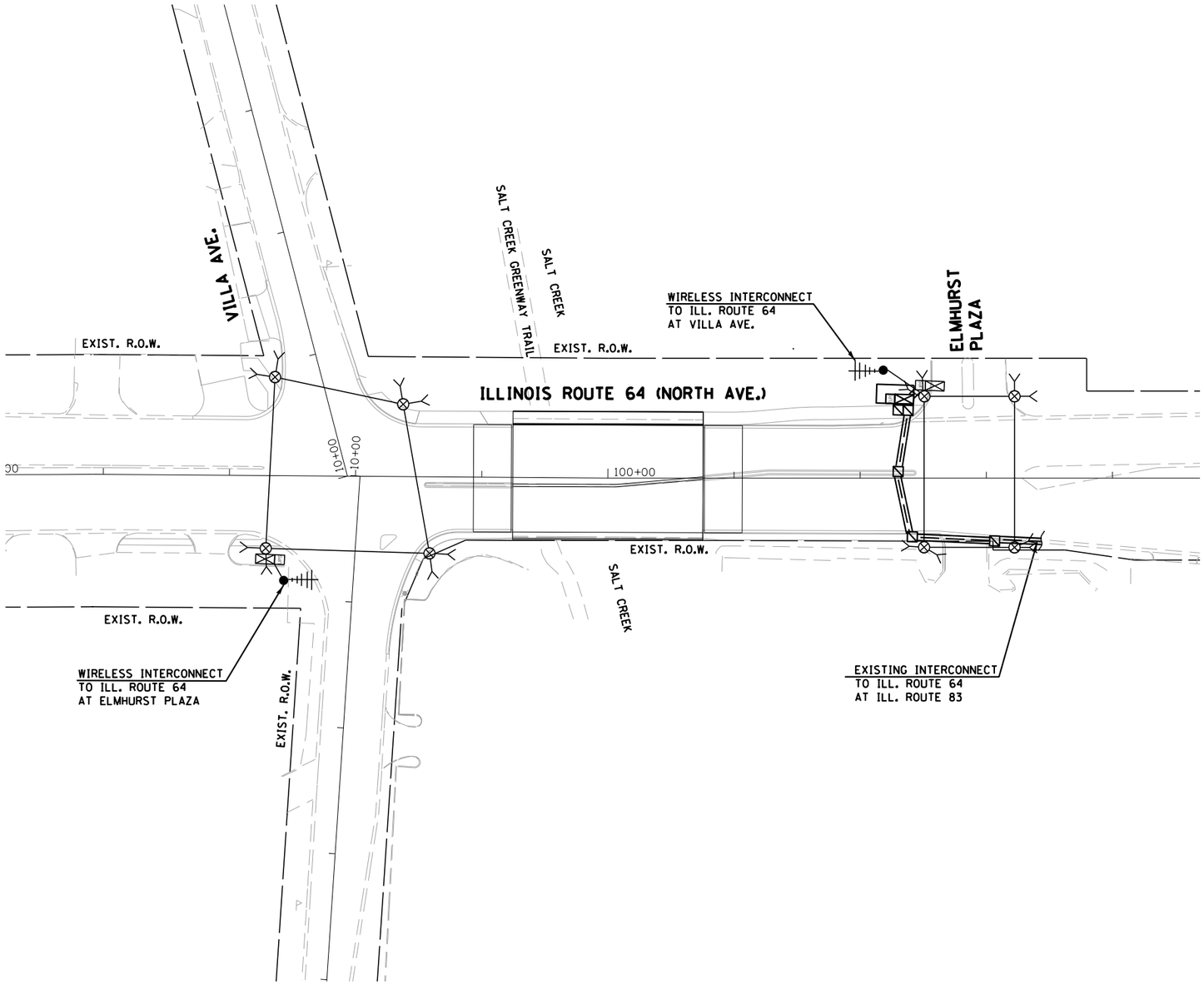
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODIFIED CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES
ILLINOIS ROUTE 64 (NORTH AVENUE) AT ELMHURST PLAZA

SCALE: AS NOTED | SHEET NO. 21 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	64
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



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

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CONSULTING ENGINEERS

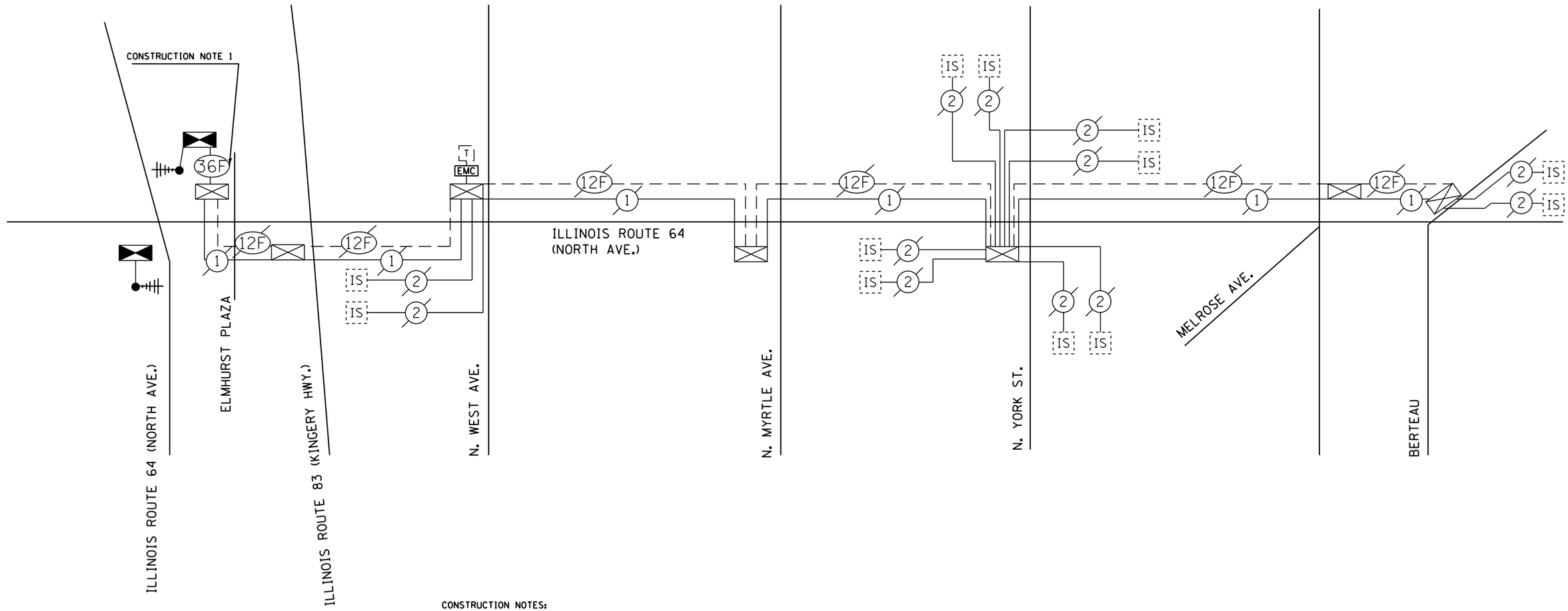
USER NAME = mgarvida	DESIGNED - MG	REVISED -
	DRAWN - MG	REVISED -
PLOT SCALE = 100.000000:1.000000	CHECKED - KGP	REVISED -
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY RADIO INTERCONNECT PLAN
ILLINOIS ROUTE 64 (VILLA AVE. TO ELMHURST PLAZA)

SCALE: AS NOTED | SHEET NO. 22 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	65
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION NOTES:

1. SPLICE EXISTING INTERCONNECT CABLE AT THE EXISTING CONTROLLER (ILL. ROUTE 64 AT ELMHURST PLAZA) AND INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5 / 125 MM12F SM24F BETWEEN THE EXISTING CONTROLLER CABINET TO THE TEMPORARY CONTROLLER FOR THE PURPOSE OF MAINTAINING EXISTING INTERCONNECT SYSTEM. THIS WORK SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

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

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SINGH + ASSOCIATES, INC
CONSULTING ENGINEERS

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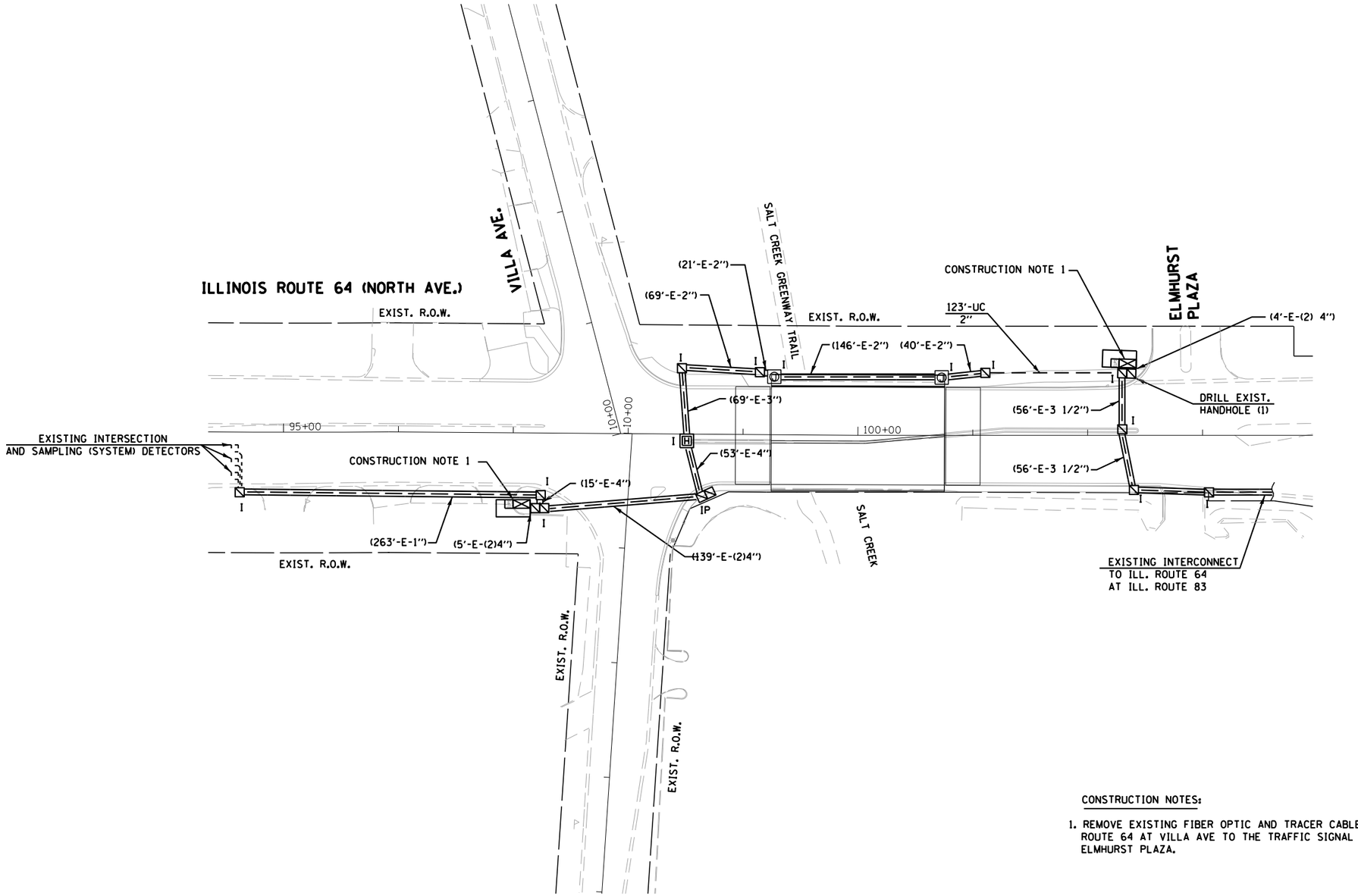
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SCHEMATIC DIAGRAM
ILLINOIS ROUTE 64 (VILLA AVE. TO BERTEAU AVE.)

SCALE: AS NOTED | SHEET NO. 23 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	66
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



CONSTRUCTION NOTES:

1. REMOVE EXISTING FIBER OPTIC AND TRACER CABLE FROM TRAFFIC SIGNAL CONTROLLER AT ILL. ROUTE 64 AT VILLA AVE TO THE TRAFFIC SIGNAL CONTROLLER AT ILL. ROUTE 64 AT ELMHURST PLAZA.

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

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SINGH + ASSOCIATES, INC
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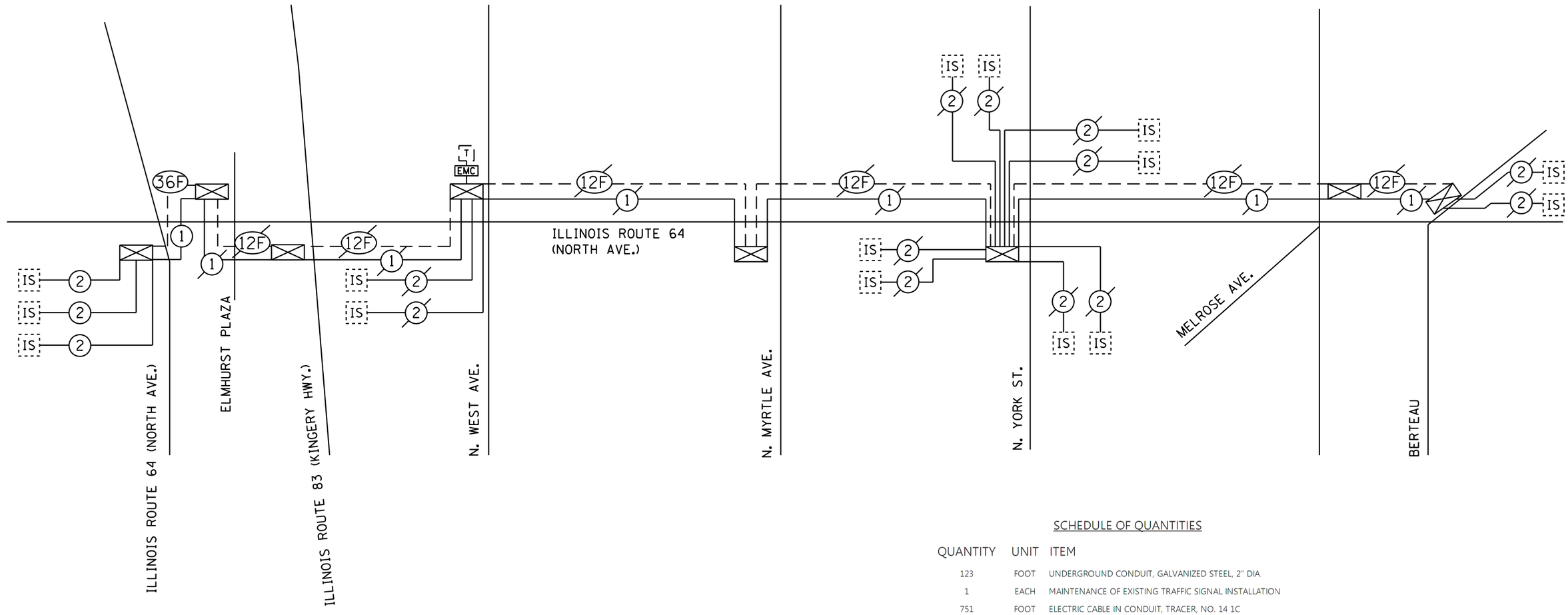
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCONNECT PLAN
ILLINOIS ROUTE 64 (VILLA AVE. TO ILLINOIS ROUTE 83)

SCALE: AS NOTED | SHEET NO. 24 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	67
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
123	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
751	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C
1	EACH	DRILL EXISTING HANDHOLE
1528	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
777	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1

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

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SINGH + ASSOCIATES, INC
CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - MG	REVISED -
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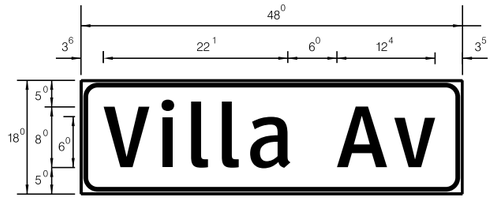
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEMATIC DIAGRAM
ILLINOIS ROUTE 64 (VILLA AVE. TO BERTEAU AVE.)

SCALE: AS NOTED | SHEET NO. 25 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	68
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



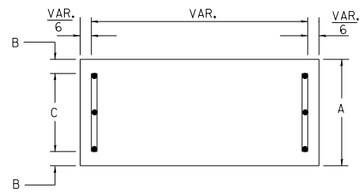
- Sq. M. each

6.0 Sq. Ft. each

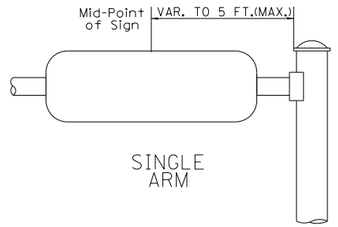
2 Required

Design Series D

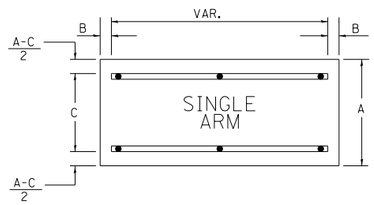
SUPPORTING CHANNELS



A	B	C
18″	2″	14″



SUPPORTING CHANNELS



A	B	C
18″	2″	12″
30″	2″	22″

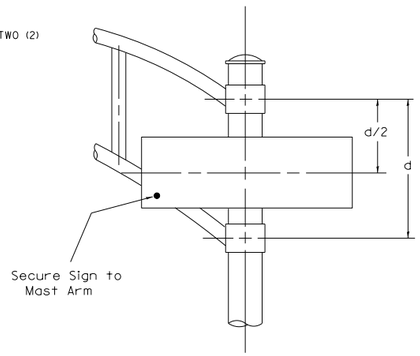
GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2′-6″ x 6′-0″ MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6′-0″.
4. ALL BORDERS SHALL BE ¾″ WIDE AND CORNER RADIUS SHALL BE 2-1/4 ″.
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
   - ✱ A.K.T. CORPORATION SCHAUMBURG, IL
   - ✱ AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
   - ✱ TUCKER COMPANY, INC. WAUWATOSA, WI
   - ✱ WESTERN TRAFFIC CONTROL INC. CICERO, IL

   PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	¼″ x 14 x 1″ H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

   OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.



SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM

Shall be used. See Note #5.

Upper Case To Lower Case

Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2 (3) DENOTES 3″/8

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{2}	1^{4}
B	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{6}	1^{7}
C E G	1^{4}	1^{5}	2^{0}	2^{1}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
D O Q R	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
F	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}
H I M N	2^{0}	2^{1}	2^{2}	2^{4}	2^{0}	2^{1}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}	2^{0}	2^{1}
J U	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}
K L	1^{1}	1^{2}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
P	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
S	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
T	1^{1}	1^{2}	1^{6}	1^{7}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
V	0^{6}	1^{0}	1^{4}	1^{5}	1^{1}	1^{2}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
Y	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0	0^{6}	0^{5}	0^{7}	0^{5}	0^{6}	0^{6}	1^{0}	1^{1}	1^{2}
Z	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}

Lower Case To Lower Case

Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j l m n q u	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}
b f k o p s	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
c e	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
r	0^{6}	1^{0}	1^{2}	1^{4}	0^{6}	1^{0}	0^{3}	0^{3}	0^{5}	0^{6}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}
t z	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
v y	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}
w	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
x	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}

Number To Number

Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}
1	2^{0}	2^{1}	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}
2 3 4	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{6}	1^{7}	1^{4}	1^{5}
5	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
6	1^{6}	1^{7}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
7	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{5}	0^{5}	0^{6}	1^{2}	1^{4}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}
8	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{4}	1^{5}

UPPER AND LOWER CASE LETTER WIDTHS

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

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

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24-OCT-2013 14:18 $TIME$

SINGH — SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = mgarvida	DESIGNED - MG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.000000:1.000000	CHECKED - KGP	REVISED -	
PLOT DATE = 24-OCT-2013 14:18	DATE - 10/25/2013	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS

SCALE: AS NOTED | SHEET NO. 26 OF 26 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DUPAGE	111	69
		CONTRACT NO. 60V24		
		ILLINOIS FED. AID PROJECT		

Bench Mark: A "P.K." in center median east of S.N. 022-0158, Sta. 103+45.79, Elev. 672.16.

Existing Structure: S.N. 022-0158 was constructed in 1985 as section 543X-N(82). The structure consists of a three span structure with PPC deck beams supported on reinforced concrete stub abutments on two rows of steel H-piles and reinforced concrete solid wall piers sitting on rock. The superstructure consists of twenty-five 21" deep by 48" wide PPC deck beams, topped with a 5" minimum concrete overlay. The bridge is 154'-1" back-to-back abutments and 101'-2" out-to-out deck.

Traffic to be maintained utilizing staged construction. During the demolition and setting of the beams, the existing bike path under the bridge will be closed.

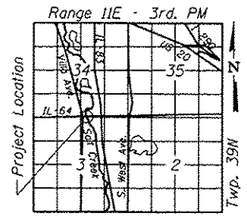
No Salvage.

DESIGN SCOUR ELEVATION TABLE

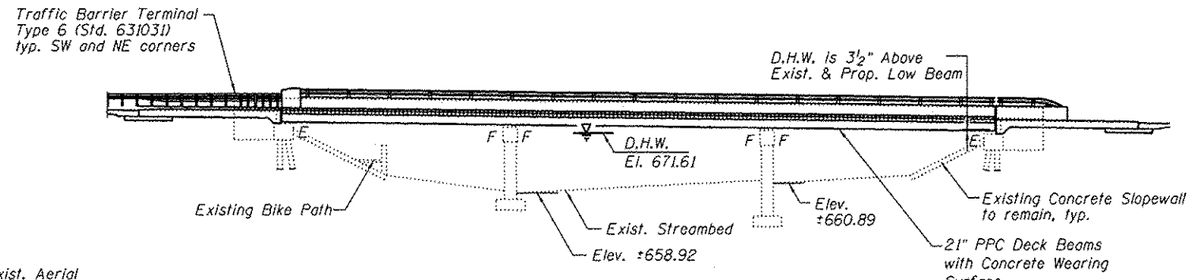
Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	E. Abut.
	670.22	655.33	651.78	668.06

SCOPE OF WORK

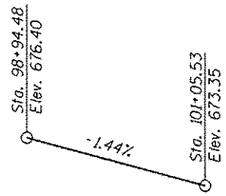
1. Remove and replace PPC Deck Beams.
2. Modify abutments as required.
3. Construct 5" (min.) concrete wearing surface, sidewalks, median, and parapets/rails.
4. Remove and replace bridge approach slabs.
5. Repair existing substructure units and slope walls as required.



LOCATION SKETCH



ELEVATION



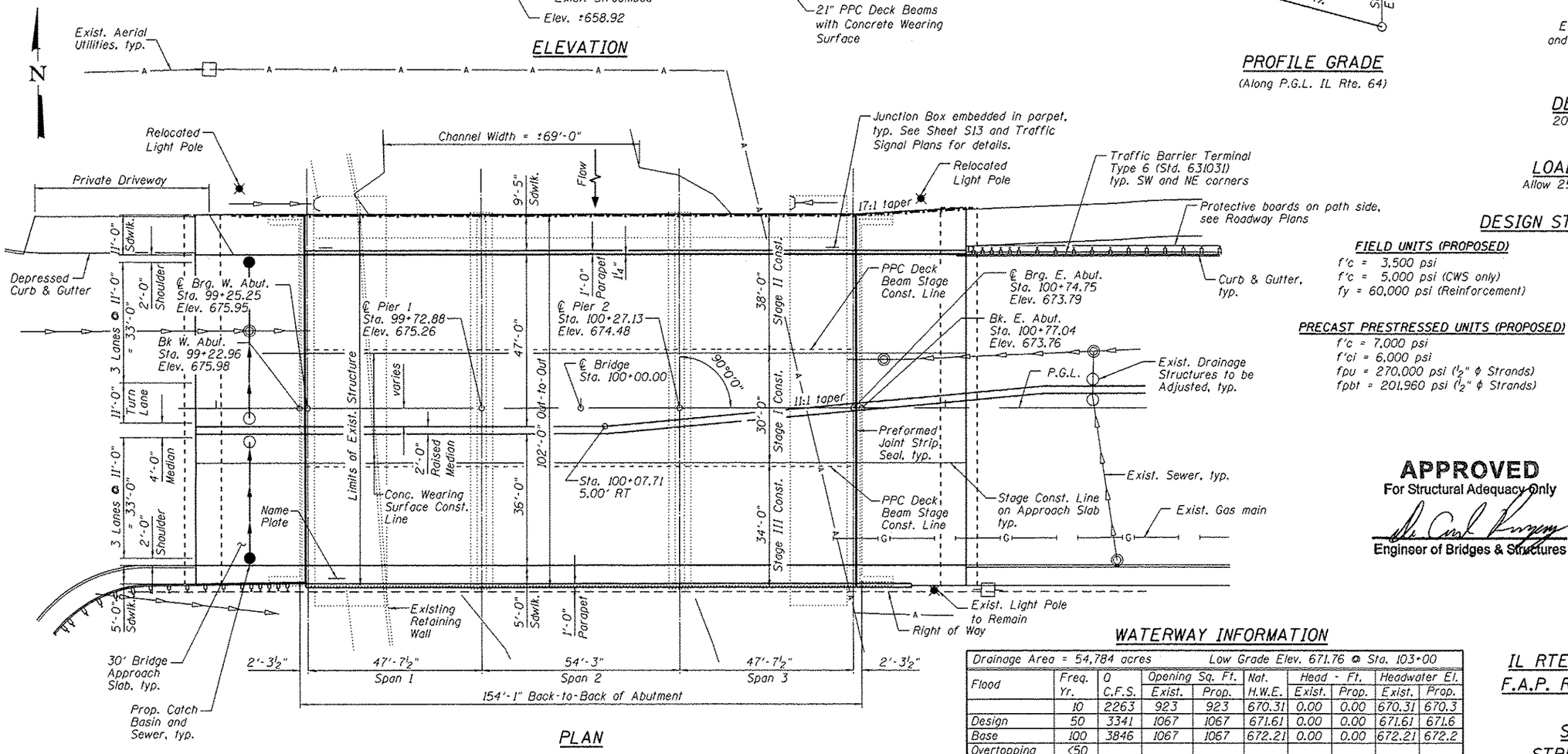
PROFILE GRADE
(Along P.G.L. IL Rte. 64)

STATION 100+00.00
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RTE. 307 SEC. 131B-BR
LOADING HL-93
STR. NO. 022-0158

NAME PLATE
(See Std. 515001)
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

LOADING HL-93 (NEW CONST.)
Allow 25#/sq. ft. for future wearing surface.



PLAN

DESIGN STRESSES

FIELD UNITS (PROPOSED)
f'c = 3,500 psi
f'c = 5,000 psi (CWS only)
fy = 60,000 psi (Reinforcement)

FIELD UNITS (EXISTING)
f'c = 3,500 psi (Piers & Abutments)
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS (PROPOSED)
f'c = 7,000 psi
f'ci = 6,000 psi
fpu = 270,000 psi (½" ϕ Strands)
fpbt = 201,960 psi (½" ϕ Strands)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

STATE OF ILLINOIS
EWA K. MROCZEK
081-006067
LICENSED STRUCTURAL ENGINEER

10/24/13

COLLINS ENGINEERS, INC.
EWA MROCZEK, P.E., S.E.
NO. 081-006067
EXP.: 11/30/2014

WATERWAY INFORMATION

Drainage Area = 54,784 acres Low Grade Elev. 671.76 @ Sta. 103+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	2263	923	923	670.31	0.00	0.00	670.31	670.3
Design	50	3341	1067	1067	671.61	0.00	0.00	671.61	671.6
Base	100	3846	1067	1067	672.21	0.00	0.00	672.21	672.2
Overtopping	<50								
Max. Calc.	500	5224	1067	1067	673.71	0.00	0.00	673.71	673.7

GENERAL PLAN
IL RTE. 64 OVER SALT CREEK
F.A.P. RTE. 307 - SEC. 131B-BR
DuPAGE COUNTY
STATION 100+00.00
STRUCTURE NO. 022-0158

FILE NAME = J:\7290\7298.18 - IL 64 Over Salt Creek\GMDN\Cadd Sheets\Structural\022B158-GEN24-001.DPE.dgn

COLLINS ENGINEERS 123 N. Wacker Dr. Suite 800 Chicago, IL 60606 Tel#: (312) 704-1300 Fax (312) 704-9320 www.collinsengr.com
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USER NAME =	DESIGNED - LJ	REVISED
	CHECKED - EKM	REVISED
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PLOT DATE =	CHECKED - LJ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 022-0158
SHEET NO. S1 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	70
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

INDEX OF SHEETS

GENERAL NOTES:

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedure for existing beam removal and placement of new beams involves placement of cranes or other heavy equipment on existing or new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the existing or new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlaying beams. Prior to placement of the timber mats on new beams, the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

No in-stream work will be allowed on this project.

After the removal of the existing beams for Stage I and II removal, the Contractor shall re-connect or re-engage the transverse ties in the existing beams for Stage I and II.

Slipforming of parapets is not allowed.

Existing overhead electric line crosses the bridge on East Side and shall be temporarily relocated by others.

Current Ratings on File for Existing Structure
Inventory: 0.68
Operating 1.13
Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

Repair of the substructure shall be completed prior to placement of the new deck beams.

The contractor shall take extreme caution during all phases of construction to prevent the deposition of any material into Salt Creek and to protect the pedestrians and bikers on the Bike Path below the bridge from falling objects. The cost of protective system is included with Removal of Existing Superstructures.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		23.0	23.0
Concrete Structures	Cu. Yd.		63.3	63.3
Concrete Superstructure	Cu. Yd.	420.0		420.0
Bridge Deck Grooving	Sq. Yd.	1,944		1,944
Protective Coat	Sq. Yd.	2609		2609
Precast Prestressed Concrete Deck Beams, 21" Depth	Sq. Ft.	15,050		15,050
Reinforcement Bars, Epoxy Coated	Pound	116,610	11,940	128,550
Bar Splicers	Each	598	160	758
Aluminum Railing, Type L	Foot	156		156
Bicycle Railing	Foot	190		190
Parapet Railing	Foot	175		175
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	207.5		207.5
Concrete Wearing Surface, 5"	Sq. Yd.	1,702		1,702
Asbestos Bearing Pad Removal	Each		52	52
Epoxy Crack Injection	Foot		16	16
Slope Wall Crack Sealing	Foot		14	14
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.		2	2
Stream Gauge	Ea.		1	1

COLLINS ENGINEERS
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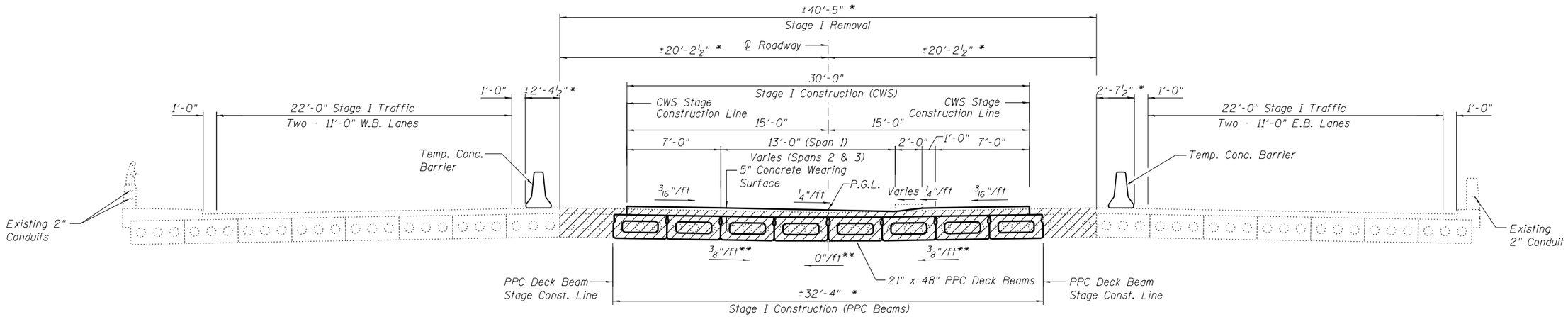
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

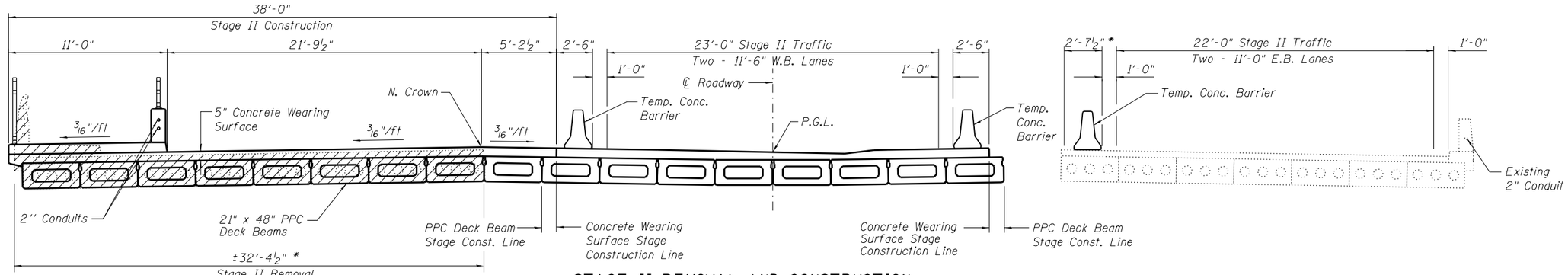
GENERAL NOTES, TOTAL BILL OF MATERIALS AND INDEX OF SHEETS
STRUCTURE NO. 022-0158
SHEET NO. S2 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	71
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



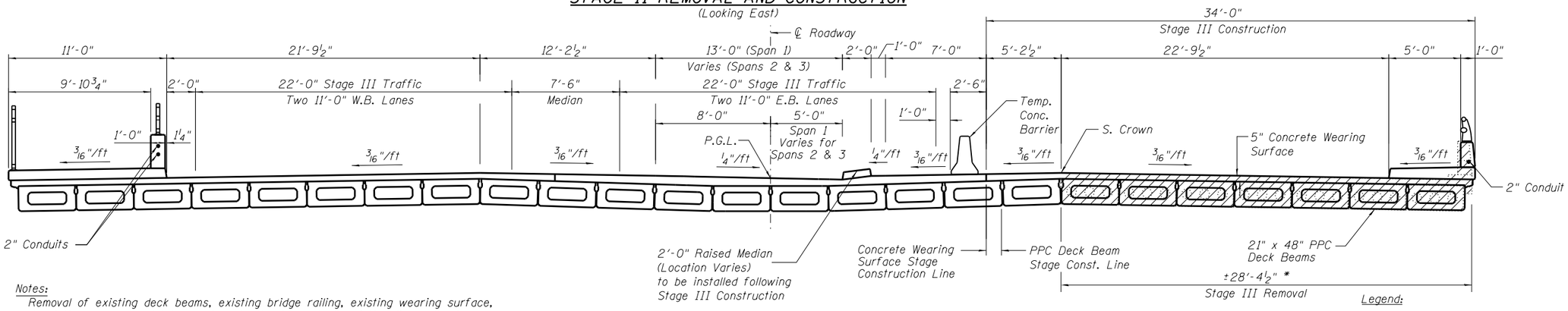
STAGE I REMOVAL AND CONSTRUCTION

(Looking East)



STAGE II REMOVAL AND CONSTRUCTION

(Looking East)



STAGE III REMOVAL AND CONSTRUCTION

(Looking East)

Notes:

Removal of existing deck beams, existing bridge railing, existing wearing surface, and existing expansion joints are included in Removal of Existing Superstructures.

Burn or cut the existing dowel rods flush with existing bearing seat. Grind the existing dowel rods smooth and seal with epoxy. The cost of this work shall be included with Removal of Existing Superstructure.

See Recurring Special Provision check sheet no. 6 for asbestos bearing pad removal.

* *Dimensions vary depending on existing and new beam tolerances.*

** *Beam slope to follow the slope of substructure bearing seats, except two beams at ℄ Roadway as shown.*

Legend:

Removal of Existing Superstructure

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PLOT DATE =	CHECKED - LJ	REVISED

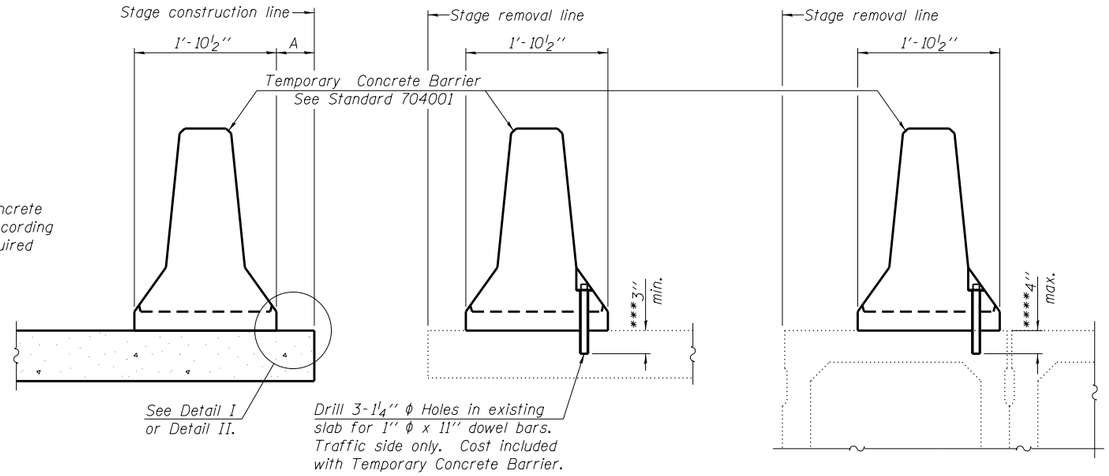
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-0158

SHEET NO. S3 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	72
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

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



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1'' x 7' 'x ''W'' steel PL to the top layer of couplers with 2-⅝'' ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

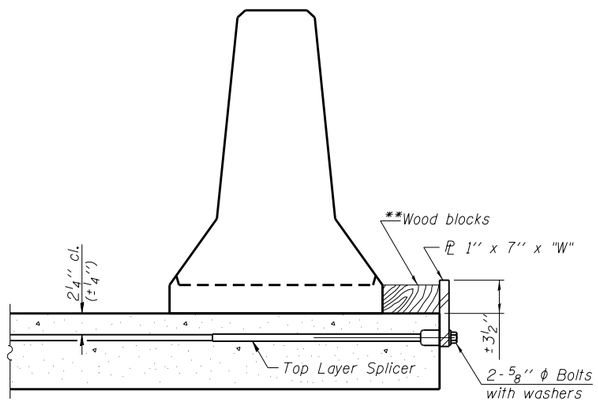
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1'' x 7'' x ''W'' steel PL to the concrete slab or concrete wearing surface with 2-⅝'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier (see civil plans for pay item).

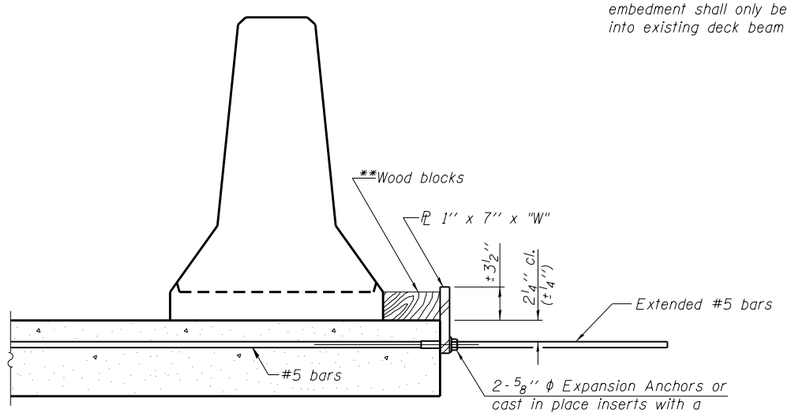
The 1'' x 7'' x ''W'' plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



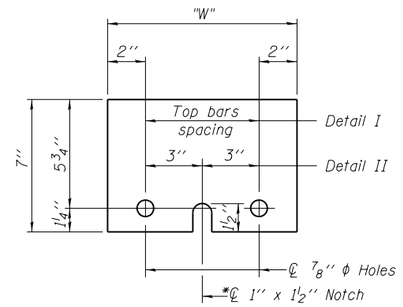
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4''



STEEL RETAINER PL 1'' x 7'' x ''W''

* Required only with Detail II

R-27

7-1-10

USER NAME =	DESIGNED - LJ	REVISED	
	CHECKED - EKM	REVISED	
PLOT SCALE =	DRAWN - DR	REVISED	
PLOT DATE =	CHECKED - LJ	REVISED	

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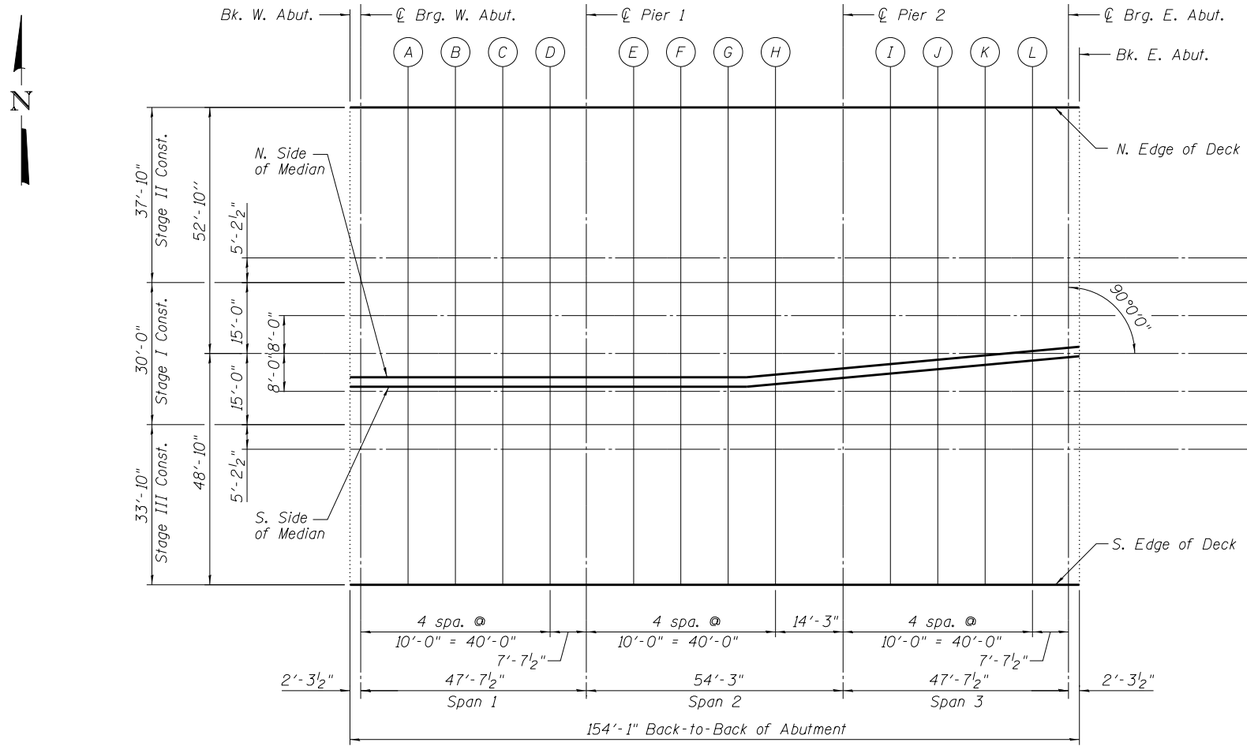
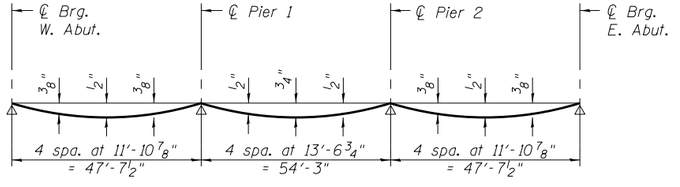
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 022-0158
SHEET NO. 54 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	73
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



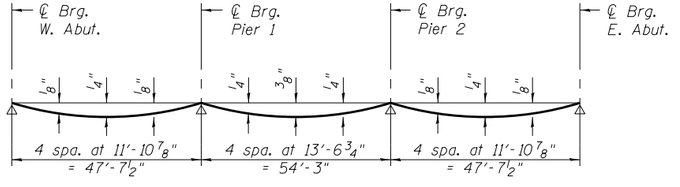
PLAN



DEAD LOAD DEFLECTION DIAGRAM

At North and South Edge of Deck.
(Includes weight of CWS, sidewalks and parapet.)

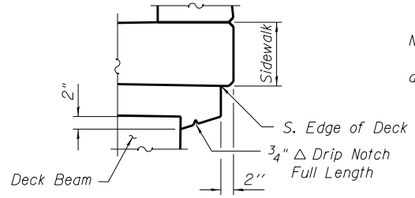
Note:
The above deflections are to be used in the field to adjust the grade elevations for dead load deflections.



DEAD LOAD DEFLECTION DIAGRAM

From North Crown to South Crown.
(Includes weight of CWS and median.)

Note:
The above deflections are to be used in the field to adjust the grade elevations for dead load deflections.



SECTION THRU EDGE OF DECK

S. Edge shown
N. Edge similar, opp. hand

NORTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	-52.83	675.83
℄ Brg. @ West Abut.	99+25.25	-52.83	675.80
A	99+35.25	-52.83	675.65
B	99+45.25	-52.83	675.51
C	99+55.25	-52.83	675.37
D	99+65.25	-52.83	675.22
℄ Pier 1	99+72.88	-52.83	675.11
E	99+82.88	-52.83	674.97
F	99+92.88	-52.83	674.82
G	100+02.88	-52.83	674.68
H	100+12.88	-52.83	674.53
℄ Pier 2	100+27.13	-52.83	674.33
I	100+37.13	-52.83	674.18
J	100+47.13	-52.83	674.04
K	100+57.13	-52.83	673.90
L	100+67.13	-52.83	673.75
℄ Brg. @ East Abut.	100+74.75	-52.83	673.64
Back of East Abut.	100+77.04	-52.83	673.61

NORTH CROWN

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	-20.21	676.34
℄ Brg. @ West Abut.	99+25.25	-20.21	676.31
A	99+35.25	-20.21	676.16
B	99+45.25	-20.21	676.02
C	99+55.25	-20.21	675.88
D	99+65.25	-20.21	675.73
℄ Pier 1	99+72.88	-20.21	675.62
E	99+82.88	-20.21	675.48
F	99+92.88	-20.21	675.33
G	100+02.88	-20.21	675.19
H	100+12.88	-20.21	675.04
℄ Pier 2	100+27.13	-20.21	674.84
I	100+37.13	-20.21	674.69
J	100+47.13	-20.21	674.55
K	100+57.13	-20.21	674.41
L	100+67.13	-20.21	674.26
℄ Brg. @ East Abut.	100+74.75	-20.21	674.15
Back of East Abut.	100+77.04	-20.21	674.12

NORTH CWS STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	-15.00	676.26
℄ Brg. @ West Abut.	99+25.25	-15.00	676.23
A	99+35.25	-15.00	676.08
B	99+45.25	-15.00	675.94
C	99+55.25	-15.00	675.79
D	99+65.25	-15.00	675.65
℄ Pier 1	99+72.88	-15.00	675.54
E	99+82.88	-15.00	675.40
F	99+92.88	-15.00	675.25
G	100+02.88	-15.00	675.11
H	100+12.88	-15.00	674.96
℄ Pier 2	100+27.13	-15.00	674.76
I	100+37.13	-15.00	674.61
J	100+47.13	-15.00	674.47
K	100+57.13	-15.00	674.32
L	100+67.13	-15.00	674.18
℄ Brg. @ East Abut.	100+74.75	-15.00	674.07
Back of East Abut.	100+77.04	-15.00	674.04

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	CHECKED - EKM	REVISED	
PLOT SCALE =	DRAWN - DR	REVISED	
PLOT DATE =	CHECKED - LJ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF CONCRETE WEARING SURFACE ELEVATIONS I
STRUCTURE NO. 022-0158

SHEET NO. S5 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	74
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

NORTH SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	-8.00	676.15
℄ Brg. @ West Abut.	99+25.25	-8.00	676.12
A	99+35.25	-8.00	675.97
B	99+45.25	-8.00	675.83
C	99+55.25	-8.00	675.69
D	99+65.25	-8.00	675.54
℄ Pier 1	99+72.88	-8.00	675.43
E	99+82.88	-8.00	675.29
F	99+92.88	-8.00	675.14
G	100+02.88	-8.00	675.00
H	100+12.88	-8.00	674.85
℄ Pier 2	100+27.13	-8.00	674.65
I	100+37.13	-8.00	674.50
J	100+47.13	-8.00	674.36
K	100+57.13	-8.00	674.21
L	100+67.13	-8.00	674.07
℄ Brg. @ East Abut.	100+74.75	-8.00	673.96
Back of East Abut.	100+77.04	-8.00	673.93

℄ IL 64 & PGL

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	0.00	675.98
℄ Brg. @ West Abut.	99+25.25	0.00	675.95
A	99+35.25	0.00	675.81
B	99+45.25	0.00	675.66
C	99+55.25	0.00	675.52
D	99+65.25	0.00	675.37
℄ Pier 1	99+72.88	0.00	675.26
E	99+82.88	0.00	675.12
F	99+92.88	0.00	674.98
G	100+02.88	0.00	674.83
H	100+12.88	0.00	674.69
℄ Pier 2	100+27.13	0.00	674.48
I	100+37.13	0.00	674.34
J	100+47.13	0.00	674.19
K	100+57.13	0.00	674.05
L	100+67.13	0.00	673.90
℄ Brg. @ East Abut.	100+74.75	0.00	673.79
Back of East Abut.	100+77.04	0.00	673.76

NORTH SIDE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	5.00	675.88
℄ Brg. @ West Abut.	99+25.25	5.00	675.85
A	99+35.25	5.00	675.70
B	99+45.25	5.00	675.56
C	99+55.25	5.00	675.41
D	99+65.25	5.00	675.27
℄ Pier 1	99+72.88	5.00	675.16
E	99+82.88	5.00	675.02
F	99+92.88	5.00	674.87
G	100+02.88	5.00	674.73
H	100+12.88	4.44	674.59
℄ Pier 2	100+27.13	3.14	674.42
I	100+37.13	2.22	674.29
J	100+47.13	1.31	674.16
K	100+57.13	0.40	674.04
L	100+67.13	-0.52	673.91
℄ Brg. @ East Abut.	100+74.75	-1.21	673.82
Back of East Abut.	100+77.04	-1.42	673.79

SOUTH SIDE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	7.00	676.13
℄ Brg. @ West Abut.	99+25.25	7.00	676.10
A	99+35.25	7.00	675.95
B	99+45.25	7.00	675.81
C	99+55.25	7.00	675.66
D	99+65.25	7.00	675.52
℄ Pier 1	99+72.88	7.00	675.41
E	99+82.88	7.00	674.27
F	99+92.88	7.00	675.12
G	100+02.88	7.00	674.98
H	100+12.88	6.44	674.82
℄ Pier 2	100+27.13	5.14	674.59
I	100+37.13	4.22	674.42
J	100+47.13	3.31	674.26
K	100+57.13	2.40	674.10
L	100+67.13	1.48	673.93
℄ Brg. @ East Abut.	100+74.75	0.79	673.81
Back of East Abut.	100+77.04	0.58	673.77

SOUTH SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	8.00	676.15
℄ Brg. @ West Abut.	99+25.25	8.00	676.12
A	99+35.25	8.00	675.97
B	99+45.25	8.00	675.83
C	99+55.25	8.00	675.69
D	99+65.25	8.00	675.54
℄ Pier 1	99+72.88	8.00	675.43
E	99+82.88	8.00	675.29
F	99+92.88	8.00	675.14
G	100+02.88	8.00	675.00
H	100+12.88	8.00	674.85
℄ Pier 2	100+27.13	8.00	674.65
I	100+37.13	8.00	674.50
J	100+47.13	8.00	674.36
K	100+57.13	8.00	674.21
L	100+67.13	8.00	674.07
℄ Brg. @ East Abut.	100+74.75	8.00	674.96
Back of East Abut.	100+77.04	8.00	674.93

SOUTH CWS STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	15.00	676.26
℄ Brg. @ West Abut.	99+25.25	15.00	676.23
A	99+35.25	15.00	676.08
B	99+45.25	15.00	675.94
C	99+55.25	15.00	675.79
D	99+65.25	15.00	675.65
℄ Pier 1	99+72.88	15.00	675.54
E	99+82.88	15.00	675.40
F	99+92.88	15.00	675.25
G	100+02.88	15.00	675.11
H	100+12.88	15.00	674.96
℄ Pier 2	100+27.13	15.00	674.76
I	100+37.13	15.00	674.61
J	100+47.13	15.00	674.47
K	100+57.13	15.00	674.32
L	100+67.13	15.00	674.18
℄ Brg. @ East Abut.	100+74.75	15.00	674.07
Back of East Abut.	100+77.04	15.00	674.04

SOUTH CROWN

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	20.21	676.34
℄ Brg. @ West Abut.	99+25.25	20.21	676.31
A	99+35.25	20.21	676.16
B	99+45.25	20.21	676.02
C	99+55.25	20.21	675.88
D	99+65.25	20.21	675.73
℄ Pier 1	99+72.88	20.21	675.62
E	99+82.88	20.21	675.48
F	99+92.88	20.21	675.33
G	100+02.88	20.21	675.19
H	100+12.88	20.21	675.04
℄ Pier 2	100+27.13	20.21	674.84
I	100+37.13	20.21	674.69
J	100+47.13	20.21	674.55
K	100+57.13	20.21	674.41
L	100+67.13	20.21	674.26
℄ Brg. @ East Abut.	100+74.75	20.21	674.15
Back of East Abut.	100+77.04	20.21	674.12

SOUTH EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations
Back of West Abut.	99+22.96	48.83	675.89
℄ Brg. @ West Abut.	99+25.25	48.83	675.86
A	99+35.25	48.83	675.72
B	99+45.25	48.83	675.57
C	99+55.25	48.83	675.43
D	99+65.25	48.83	675.28
℄ Pier 1	99+72.88	48.83	675.17
E	99+82.88	48.83	675.03
F	99+92.88	48.83	674.89
G	100+02.88	48.83	674.74
H	100+12.88	48.83	674.60
℄ Pier 2	100+27.13	48.83	674.39
I	100+37.13	48.83	674.25
J	100+47.13	48.83	674.10
K	100+57.13	48.83	673.96
L	100+67.13	48.83	673.81
℄ Brg. @ East Abut.	100+74.75	48.83	673.70
Back of East Abut.	100+77.04	48.83	673.67

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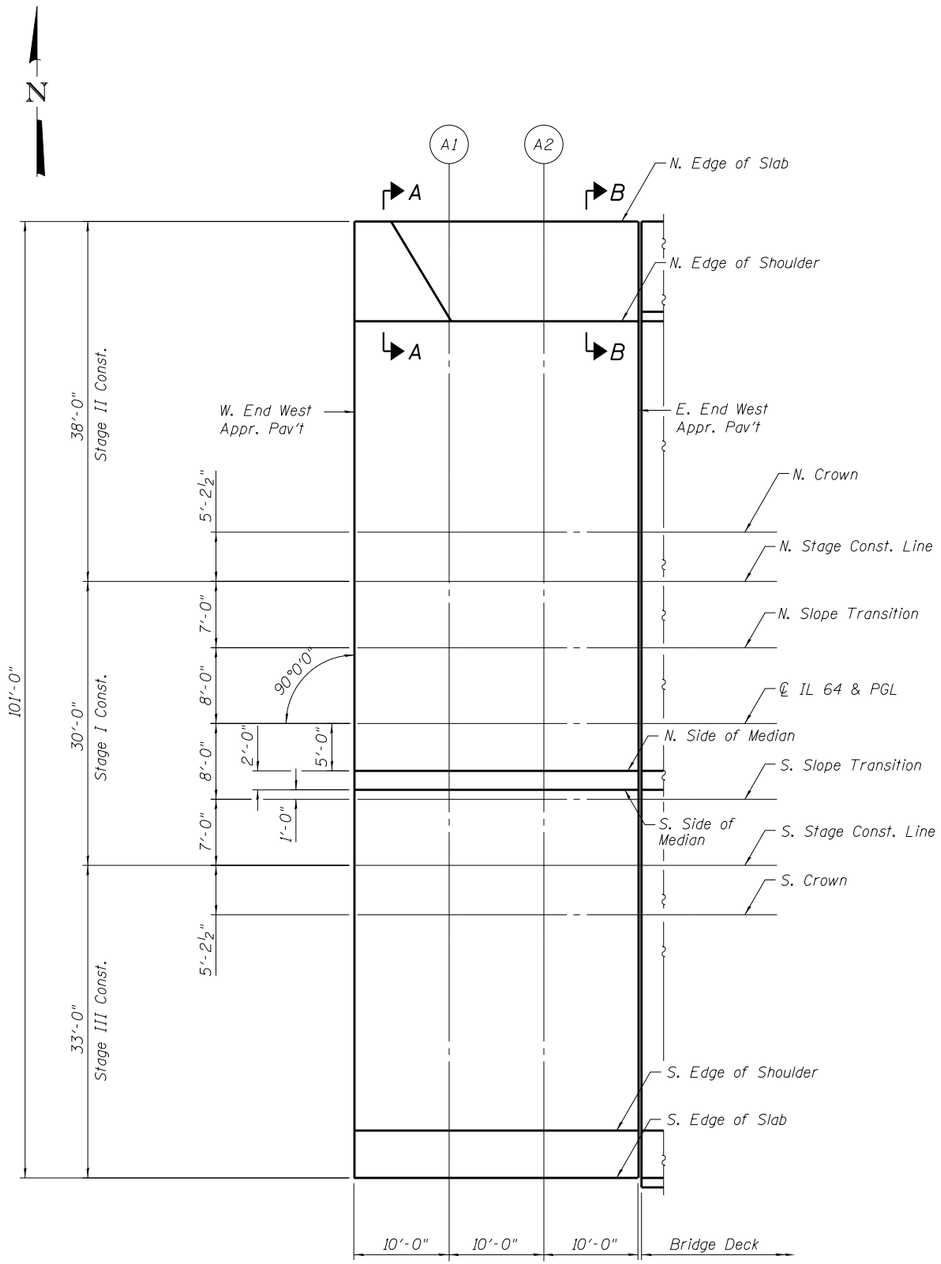
	CHECKED - EKM	REVISED
PLOT SCALE =	DRAWN - DR	REVISED
PLOT DATE =	CHECKED - LJ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF CONCRETE WEARING SURFACE ELEVATIONS II
STRUCTURE NO. 022-0158

SHEET NO. S6 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	75
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



PLAN

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	-53.00	676.24
A1	99+04.48	-53.00	676.10
A2	99+14.48	-53.00	675.95
E. End West Appr. Pav't	99+24.48	-53.00	675.81

NORTH SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	-8.00	676.56
A1	99+04.48	-8.00	676.42
A2	99+14.48	-8.00	676.27
E. End West Appr. Pav't	99+24.48	-8.00	676.13

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	-42.00	676.41
A1	99+04.48	-42.00	676.27
A2	99+14.48	-42.00	676.12
E. End West Appr. Pav't	99+24.48	-42.00	675.98

℄ IL 64 & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	0.00	676.40
A1	99+04.48	0.00	676.25
A2	99+14.48	0.00	676.11
E. End West Appr. Pav't	99+24.48	0.00	675.96

NORTH CROWN

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	-20.21	676.75
A1	99+04.48	-20.21	676.61
A2	99+14.48	-20.21	676.46
E. End West Appr. Pav't	99+24.48	-20.21	676.32

NORTH SIDE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	5.00	676.29
A1	99+04.48	5.00	676.15
A2	99+14.48	5.00	676.00
E. End West Appr. Pav't	99+24.48	5.00	675.86

NORTH STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	-15.00	676.67
A1	99+04.48	-15.00	676.53
A2	99+14.48	-15.00	676.38
E. End West Appr. Pav't	99+24.48	-15.00	676.24

SOUTH SIDE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	7.00	676.54
A1	99+04.48	7.00	676.40
A2	99+14.48	7.00	676.25
E. End West Appr. Pav't	99+24.48	7.00	676.11

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	CHECKED - EKM	REVISED
PLOT SCALE =	DRAWN - DR	REVISED
PLOT DATE =	CHECKED - LJ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS I
STRUCTURE NO. 022-0158
SHEET NO. S7 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	76
		CONTRACT NO. 60V24		
		ILLINOIS FED. AID PROJECT		

SOUTH SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	8.00	676.56
A1	99+04.48	8.00	676.42
A2	99+14.48	8.00	676.27
E. End West Appr. Pav't	99+24.48	8.00	676.13

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	48.00	676.32
A1	99+04.48	48.00	676.17
A2	99+14.48	48.00	676.03
E. End West Appr. Pav't	99+24.48	48.00	675.89

SOUTH STAGE CONSTRUCTION LINE

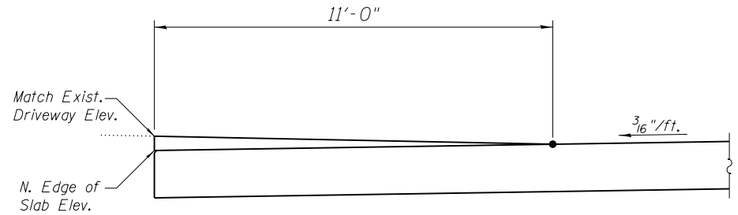
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	15.00	676.67
A1	99+04.48	15.00	676.53
A2	99+14.48	15.00	676.38
E. End West Appr. Pav't	99+24.48	15.00	676.24

SOUTH CROWN

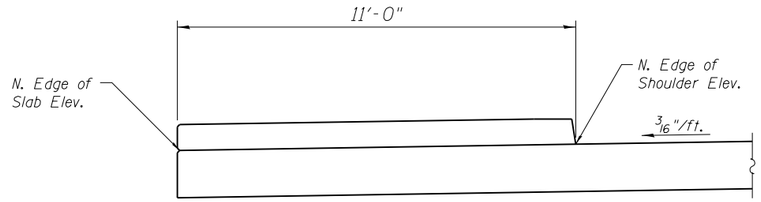
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	20.21	676.75
A1	99+04.48	20.21	676.61
A2	99+14.48	20.21	676.46
E. End West Appr. Pav't	99+24.48	20.21	676.32

SOUTH EDGE OF SHOULDER

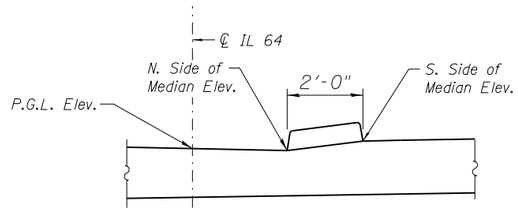
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	98+94.48	43.00	676.40
A1	99+04.48	43.00	676.25
A2	99+14.48	43.00	676.11
E. End West Appr. Pav't	99+24.48	43.00	675.96



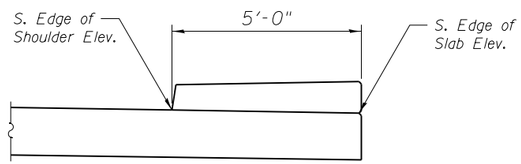
SECTION A-A
THRU NORTH DRIVEWAY



SECTION B-B
THRU NORTH SIDEWALK



SECTION THRU MEDIAN



SECTION THRU SOUTH SIDEWALK

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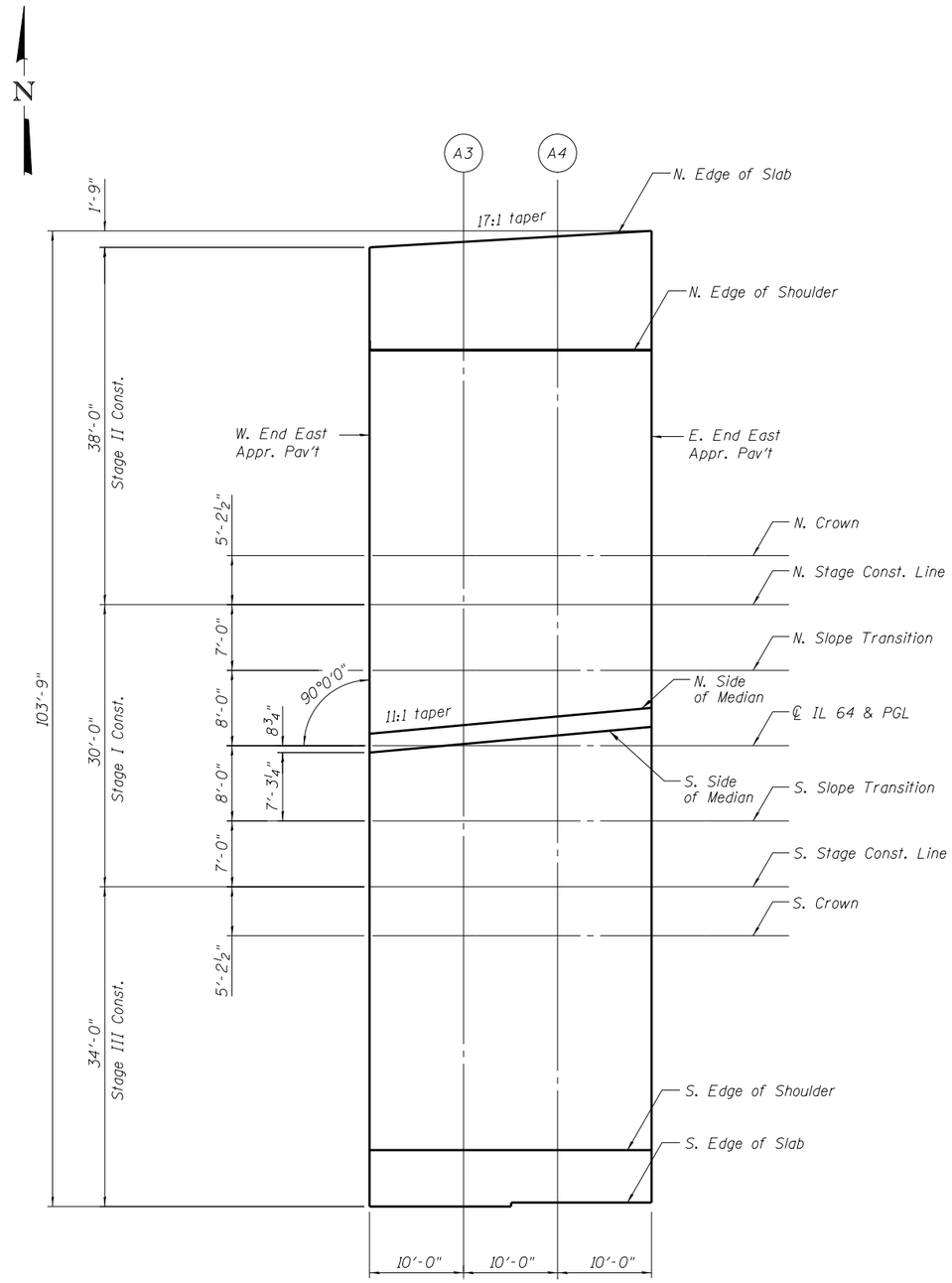
	CHECKED - EKM	REVISED
PLOT SCALE =	DRAWN - DR	REVISED
PLOT DATE =	CHECKED - LJ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS II
STRUCTURE NO. 022-0158
SHEET NO. 58 OF 526 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	77
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



PLAN

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	-53.00	673.63
A3	100+85.53	-53.58	673.47
A4	100+95.53	-54.16	673.32
E. End East Appr. Pav't	101+05.53	-54.75	673.17

NORTH SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	-8.00	673.95
A3	100+85.53	-8.00	673.80
A4	100+95.53	-8.00	673.66
E. End East Appr. Pav't	101+05.53	-8.00	673.52

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	-42.00	673.80
A3	100+85.53	-42.00	673.65
A4	100+95.53	-42.00	673.51
E. End East Appr. Pav't	101+05.53	-42.00	673.37

NORTH SIDE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	-1.28	673.81
A3	100+85.53	-2.20	673.68
A4	100+95.53	-3.11	673.56
E. End East Appr. Pav't	101+05.53	-4.02	673.43

NORTH CROWN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	-20.21	674.14
A3	100+85.53	-20.21	673.99
A4	100+95.53	-20.21	673.85
E. End East Appr. Pav't	101+05.53	-20.21	673.71

℄ IL 64 & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	0.00	673.78
A3	100+85.53	0.00	673.64
A4	100+95.53	0.00	673.49
E. End East Appr. Pav't	101+05.53	0.00	673.35

NORTH STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	-15.00	674.06
A3	100+85.53	-15.00	673.91
A4	100+95.53	-15.00	673.77
E. End East Appr. Pav't	101+05.53	-15.00	673.62

SOUTH SIDE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	0.72	673.80
A3	100+85.53	-0.20	673.63
A4	100+95.53	-1.11	673.47
E. End East Appr. Pav't	101+05.53	-2.02	673.31

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS I
STRUCTURE NO. 022-0158
SHEET NO. S9 OF S26 SHEETS

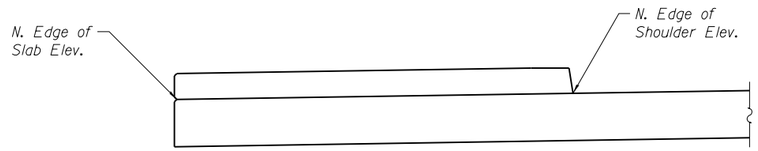
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	78
		CONTRACT NO. 60V24		
		ILLINOIS FED. AID PROJECT		

SOUTH SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	8.00	673.95
A3	100+85.53	8.00	673.80
A4	100+95.53	8.00	673.66
E. End East Appr. Pav't	101+05.53	8.00	673.52

SOUTH EDGE OF SLAB

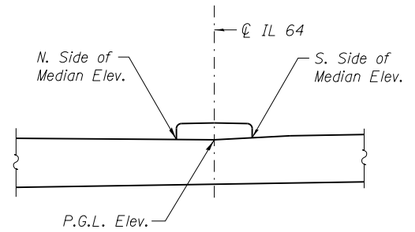
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	49.00	673.69
A3	100+85.53	49.00	673.55
A4	100+95.53	48.58	673.41
E. End East Appr. Pav't	101+05.53	48.58	673.26



SECTION THRU NORTH SIDEWALK

SOUTH STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	15.00	674.06
A3	100+85.53	15.00	673.91
A4	100+95.53	15.00	673.77
E. End East Appr. Pav't	101+05.53	15.00	673.62



SECTION THRU MEDIAN

SOUTH CROWN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	20.21	674.14
A3	100+85.53	20.21	673.99
A4	100+95.53	20.21	673.85
E. End East Appr. Pav't	101+05.53	20.21	673.71

SECTION THRU SOUTH SIDEWALK

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pav't	100+75.53	43.00	673.78
A3	100+85.53	43.00	673.64
A4	100+95.53	43.00	673.49
E. End East Appr. Pav't	101+05.53	43.00	673.35

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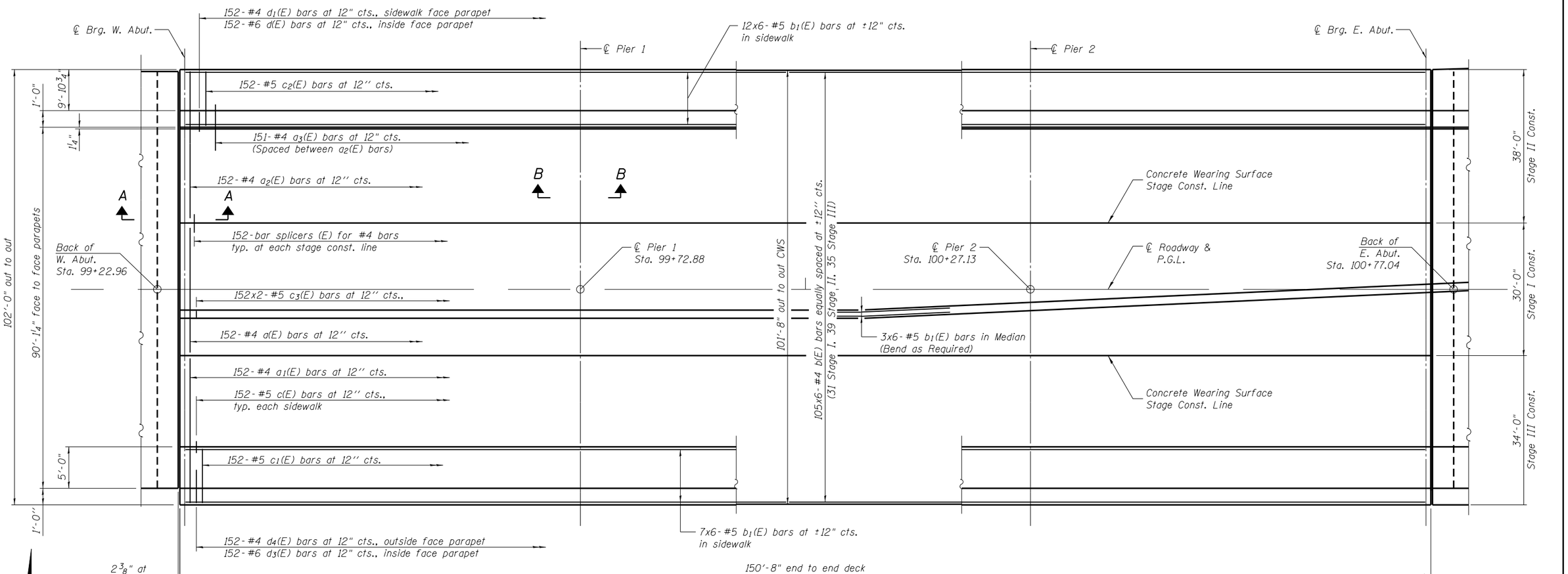
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS II
STRUCTURE NO. 022-0158
SHEET NO. S10 OF S26 SHEETS

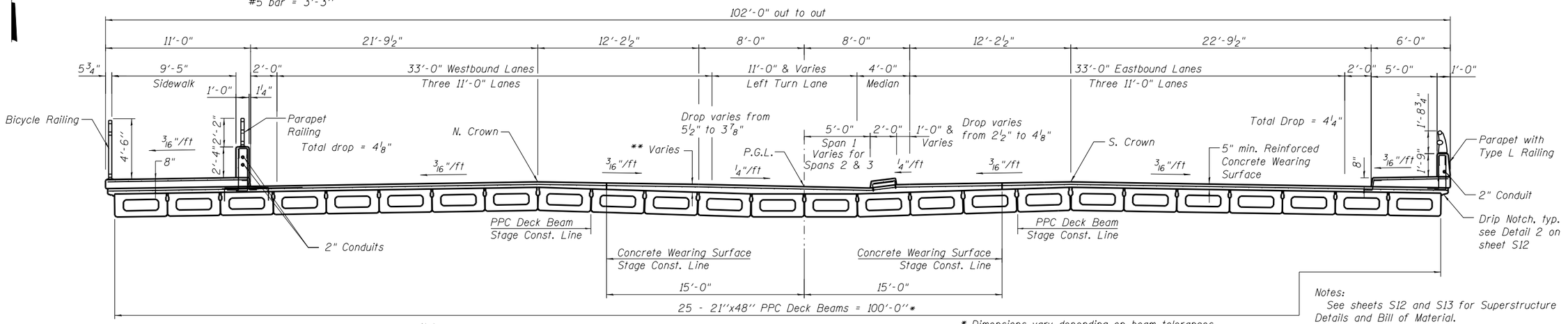
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	79
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

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

PLAN



CROSS SECTION

(Looking East)

Note:
For superstructure reinforcement details refer to Sections Thru North Sidewalk, Median, South Sidewalk and Thru CWS Stage Constr. Joint on sheet S12.

* Dimensions vary depending on beam tolerances

** The minimum thickness of concrete wearing surface varies from 5" to 7 5/8" at midspan from N. Crown to S. Crown. See sheets S5 and S6 for top of CWS elevations.

Notes:
See sheets S12 and S13 for Superstructure Details and Bill of Material.
Bars indicated thus 20 x 2-#4 etc. indicates 20 lines of bars with 2 lengths per line.
See sheet S12 for Sections A-A and B-B.

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SUPERSTRUCTURE
STRUCTURE NO. 022-0158
SHEET NO. S11 OF S26 SHEETS

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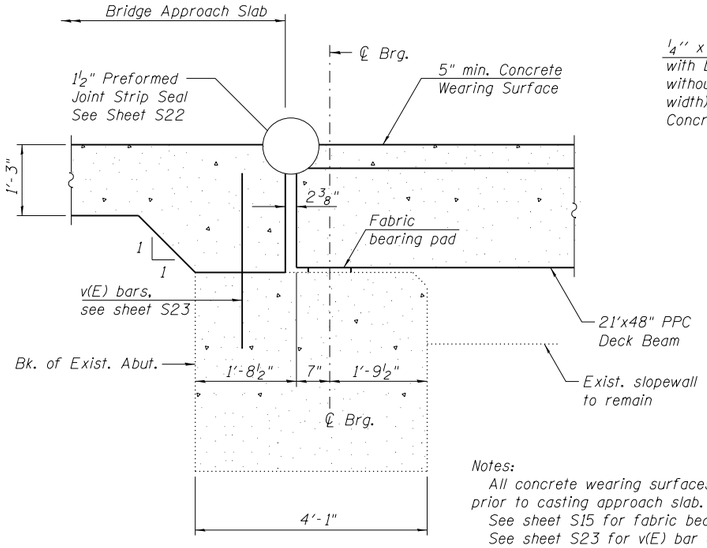
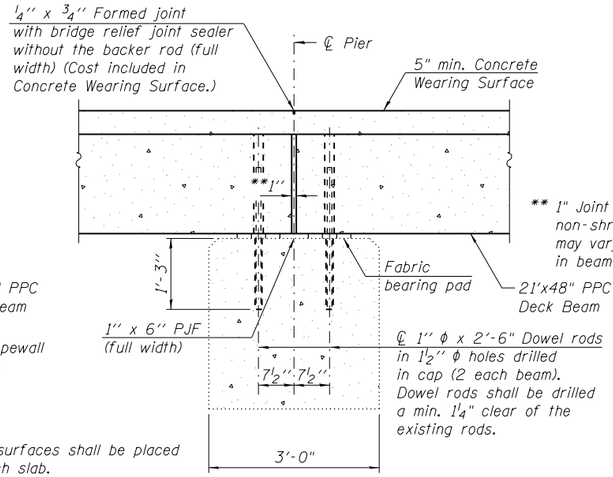
	ILLINOIS FED. AID PROJECT			



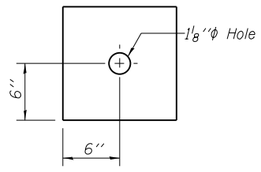
SECTION A-A



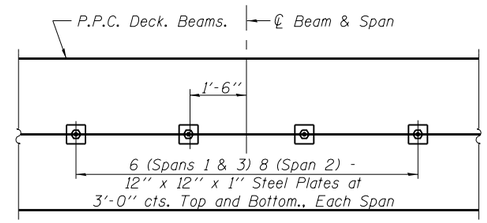
SECTION B-B

** 1" Joint shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam length.

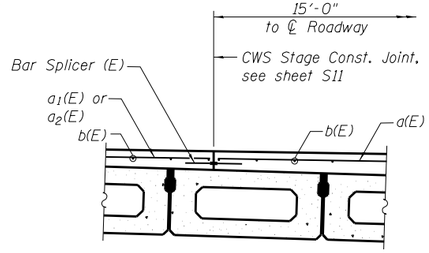
Notes:
All concrete wearing surfaces shall be placed prior to casting approach slab.
See sheet S15 for fabric bearing pad details.
See sheet S23 for v(E) bar details.
Cost of PJF included in Precast Prestressed Concrete Deck Beams, 21" Depth.



CLAMPING PLATE

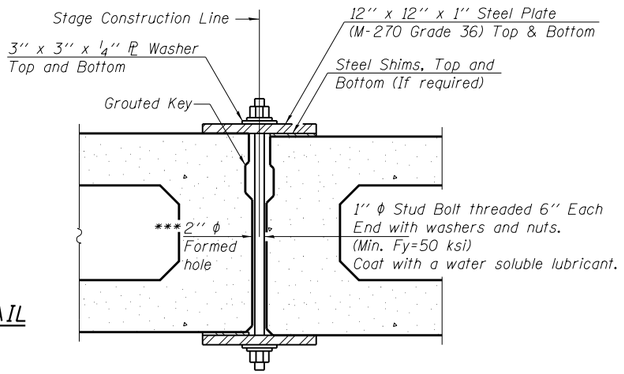


PLAN



CWS STAGE CONSTRUCTION JOINT DETAIL

(Typical)

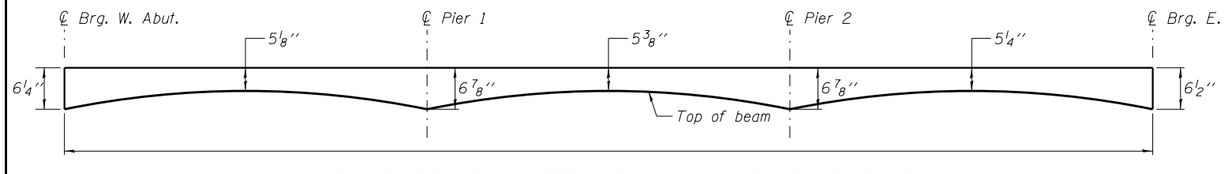


SECTION

TEMPORARY SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

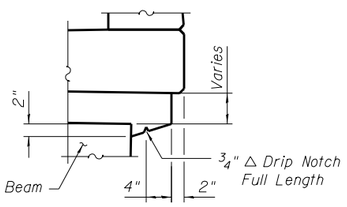
Cost included with Precast Prestressed Concrete Deck Beams.
See Stage Construction Details for traffic lanes.

*** Cast semicircular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts.



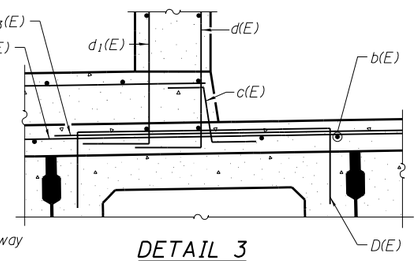
ANTICIPATED CONCRETE WEARING SURFACE PROFILE

At Roadway Crown
(For information only)

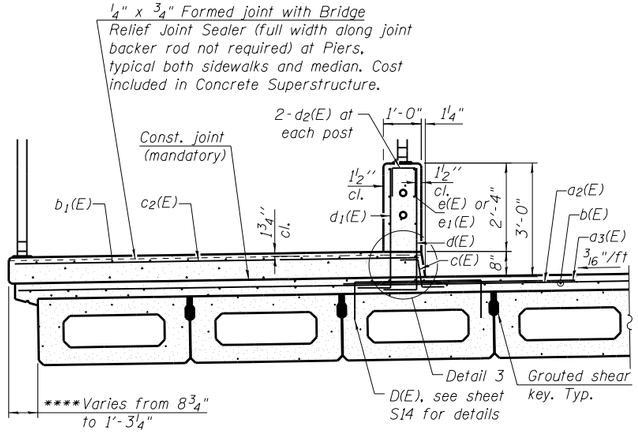


DETAIL 2

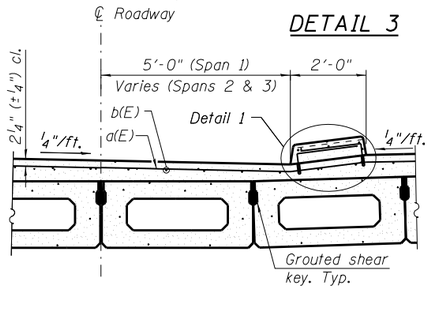
N. Sidewalk similar, opp. hand



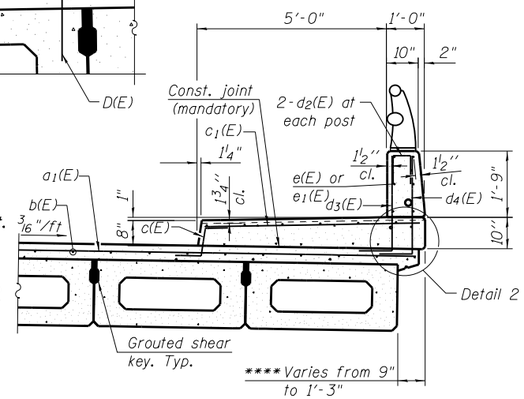
DETAIL 3



SECTION THRU NORTH SIDEWALK

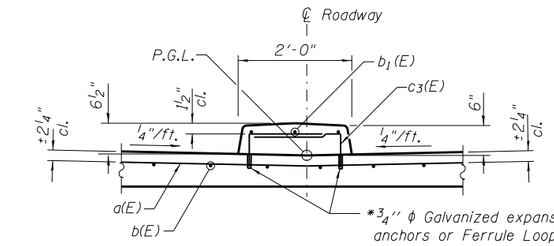


SECTION THRU MEDIAN



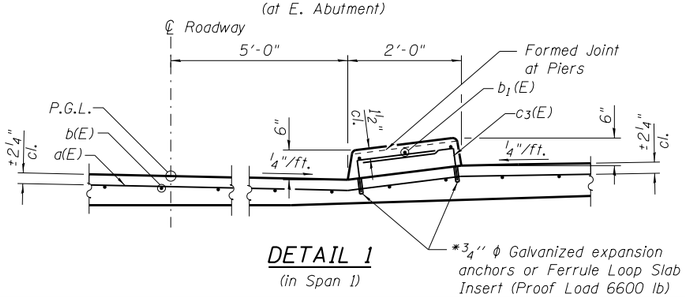
SECTION THRU SOUTH SIDEWALK

* The cost of expansion anchors/inserts is included in Reinforcement Bars, Epoxy Coated.
**** Dimensions vary depending on beam tolerances.



DETAIL 1

(at E. Abutment)



DETAIL 1

(in Span 1)

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SUPERSTRUCTURE DETAILS I
STRUCTURE NO. 022-0158
SHEET NO. S12 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	81
		CONTRACT NO. 60V24		
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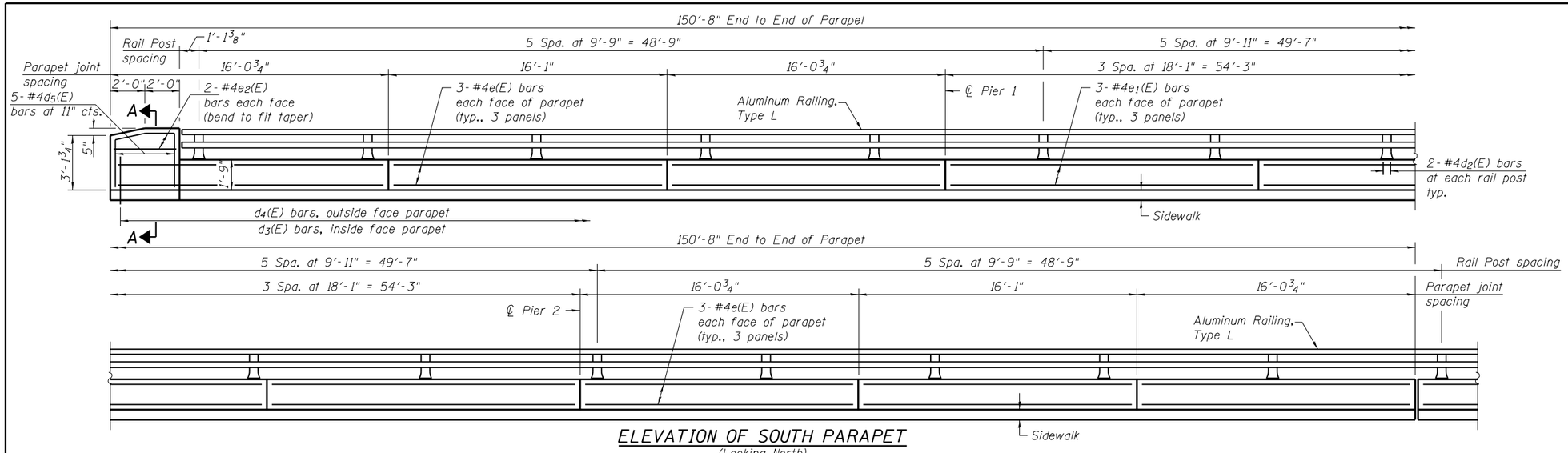
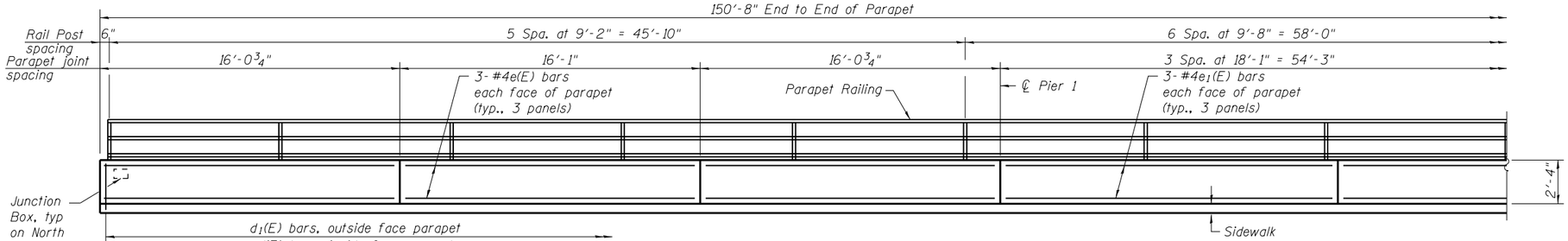


ELEVATION OF SOUTH PARAPET

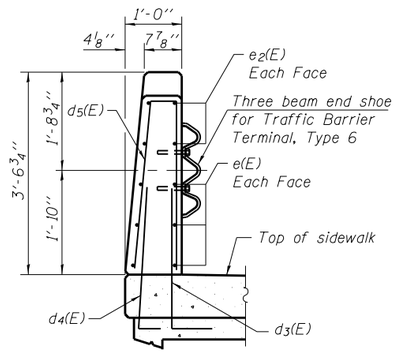
(Looking North)



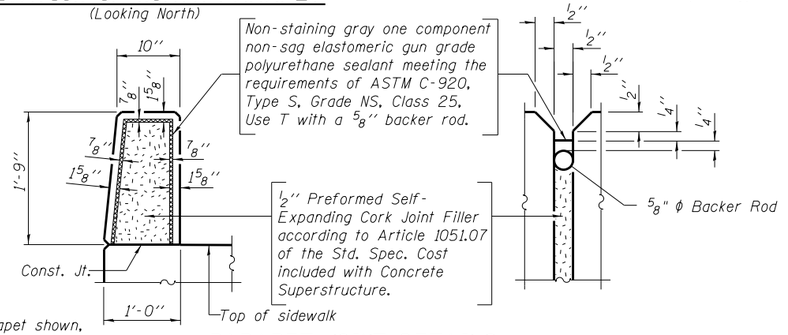
ELEVATION OF NORTH PARAPET

(Looking North)

Note:
South Parapet shown, North Parapet similar.



SECTION A-A

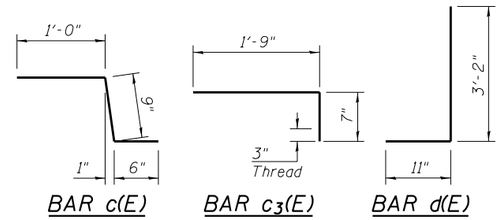


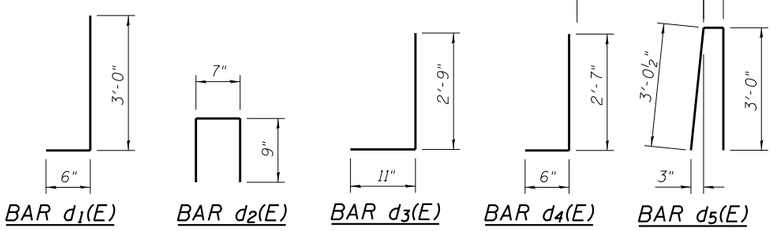
PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	152	#4	29'-8"	
a1(E)	152	#4	33'-6"	
a2(E)	152	#4	37'-6"	
a3(E)	151	#4	8'-0"	
b(E)	630	#4	27'-4"	
b1(E)	132	#5	27'-11"	
c(E)	304	#5	2'-3"	
c1(E)	152	#5	5'-7"	
c2(E)	152	#5	10'-7"	
c3(E)	304	#5	2'-4"	
d(E)	152	#6	4'-1"	
d1(E)	156	#4	3'-6"	
d2(E)	64	#4	2'-1"	
d3(E)	152	#6	3'-8"	
d4(E)	152	#4	3'-1"	
d5(E)	5	#4	6'-5"	
e(E)	72	#4	15'-8"	
e1(E)	36	#4	17'-9"	
e2(E)	4	#4	3'-8"	
Reinforcement Bars, Epoxy Coated		Pound	34,140	
Concrete Superstructure		Cu. Yd.	93.6	
Concrete Wearing Surface, 5''		Sq. Yd.	1702	
Bridge Deck Grooving		Sq. Yd.	1390	
Protective Coat		Sq. Yd.	1883	

Notes:
See sheet S20 of S26 for Aluminum Railing, Type L details.
See sheet S21 of S26 for Parapet Railing and Bicycle Railing details.
Bicycle Railing (not shown) post spacing shall match the spacing of the Parapet Railing.





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SUPERSTRUCTURE DETAILS II
STRUCTURE NO. 022-0158
SHEET NO. S13 OF S26 SHEETS

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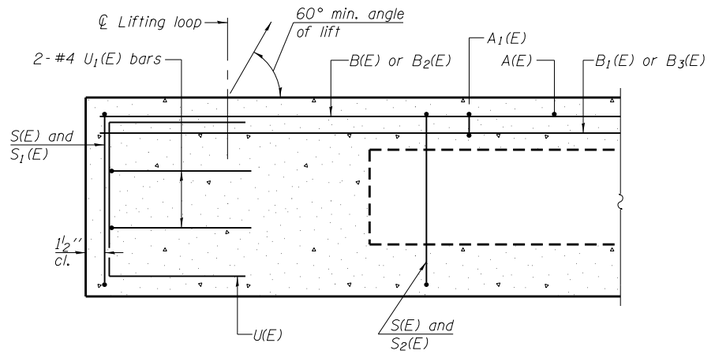
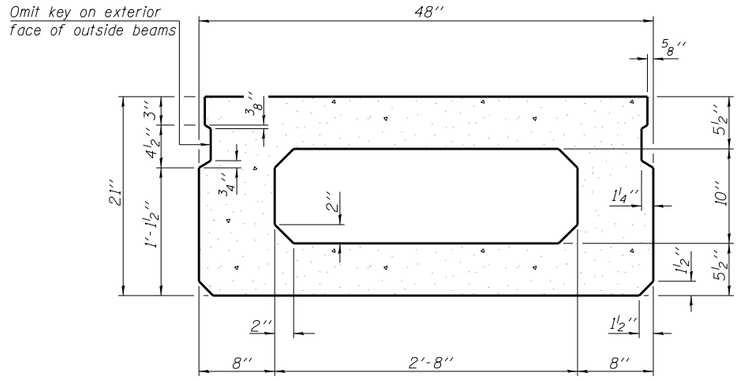
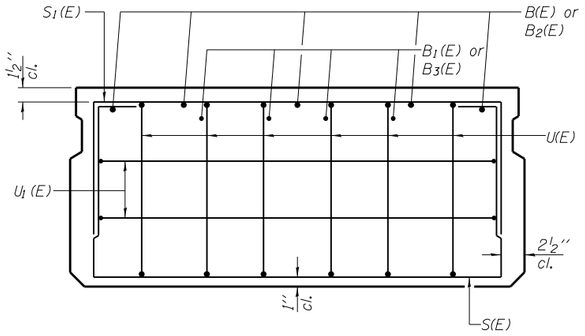


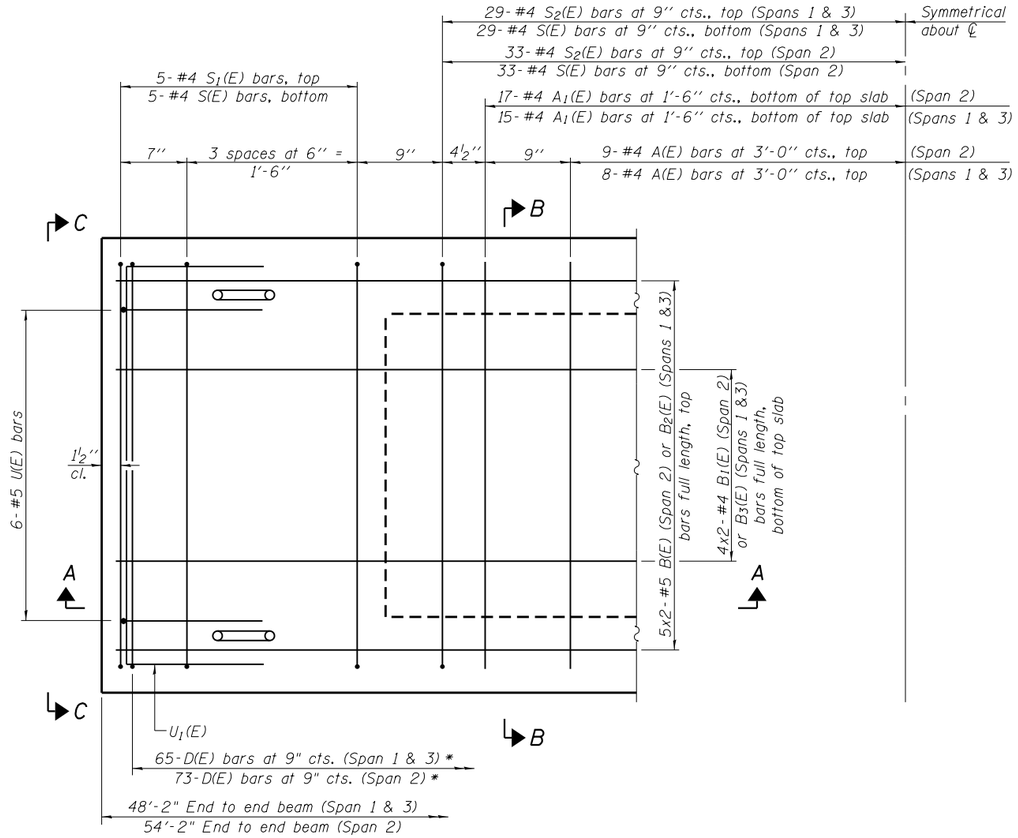
SECTION A-A



SECTION B-B
(Showing dimensions)

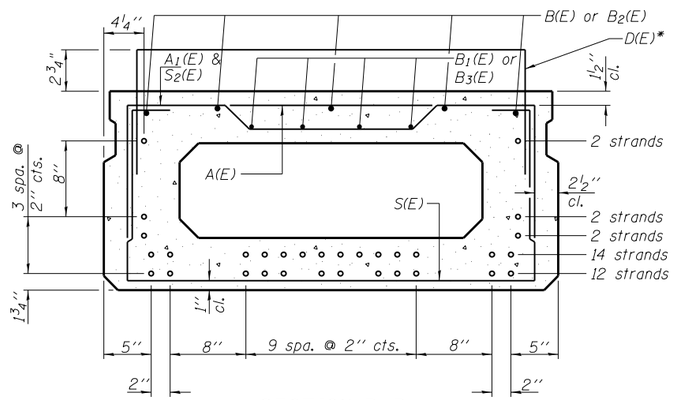


VIEW C-C



PLAN VIEW

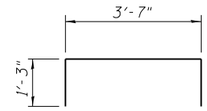
Note: Spacing of S(E) and $S_2(E)$ bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

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



D(E) BAR

* The bar shall be placed in one beam only in each span (below concrete parapet for parapet railing). See sheet S12 for details.

BAR LIST
ONE BEAM ONLY - SPANS 1 &3
(For Information Only)

Bar	No.	Size	Length	Shape
A(E)	15	#4	3'-7"	—
$A_1(E)$	29	#4	3'-10"	~
$B_2(E)$	10	#5	25'-3"	—
$B_3(E)$	8	#4	25'-0"	—
D(E)*	65	#4	6'-1"	⊐
S(E)	68	#4	7'-5"	⊐
$S_1(E)$	10	#4	5'-11"	⊐
$S_2(E)$	58	#4	6'-2"	⊐
U(E)	12	#5	4'-0"	⊏
$U_1(E)$	4	#4	6'-0"	⊐

BAR LIST
ONE BEAM ONLY - SPAN 2
(For Information Only)

Bar	No.	Size	Length	Shape
A(E)	17	#4	3'-7"	—
$A_1(E)$	33	#4	3'-10"	~
B(E)	10	#5	28'-3"	—
$B_1(E)$	8	#4	28'-0"	—
D(E)*	73	#4	6'-1"	⊐
S(E)	76	#4	7'-5"	⊐
$S_1(E)$	10	#4	5'-11"	⊐
$S_2(E)$	66	#4	6'-2"	⊐
U(E)	12	#5	4'-0"	⊏
$U_1(E)$	4	#4	6'-0"	⊐

Note: See sheet S15 for additional details and Bill of Material.

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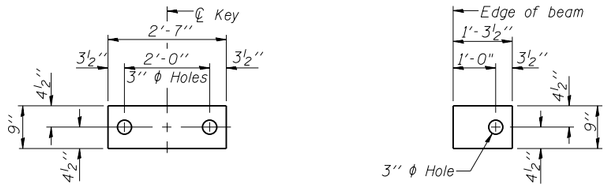
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

21" x 48" PPC DECK BEAM
STRUCTURE NO. 022-0158
SHEET NO. S14 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	83
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

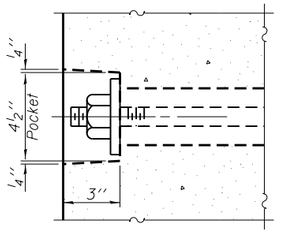


FABRIC BEARING PAD
(Interior)

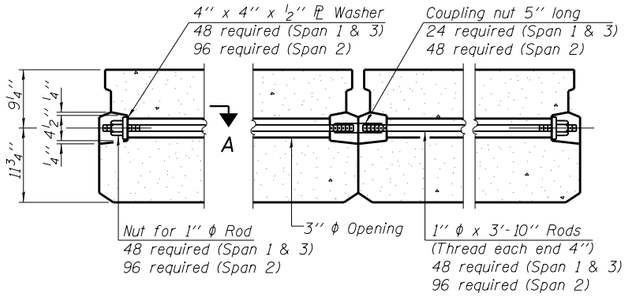
FABRIC BEARING PAD
(Exterior)

FIXED

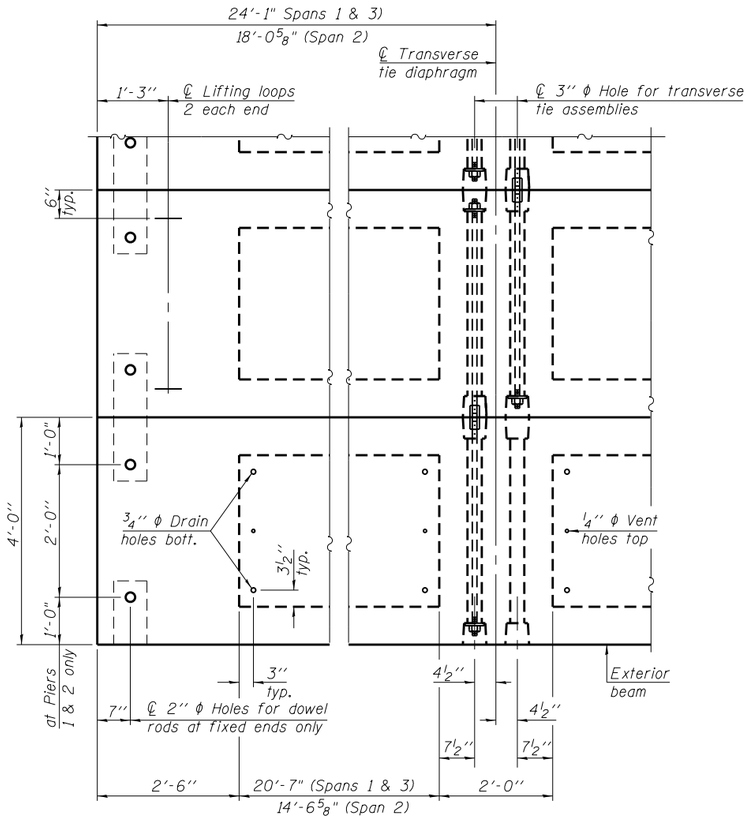
Notes:
All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



SECTION A-A

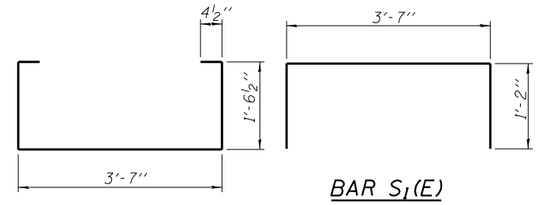


TYPICAL TRANSVERSE TIE ASSEMBLY



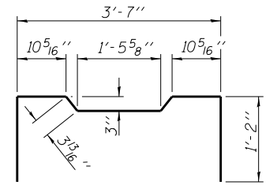
PLAN VIEW

Note: Connect beams in pairs with the transverse tie configuration shown.

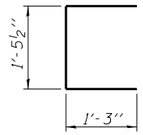


BAR S(E)

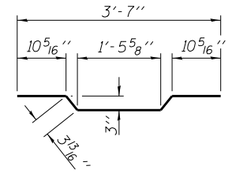
BAR S_1(E)



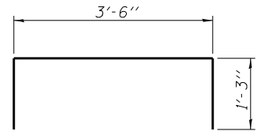
BAR S_2(E)



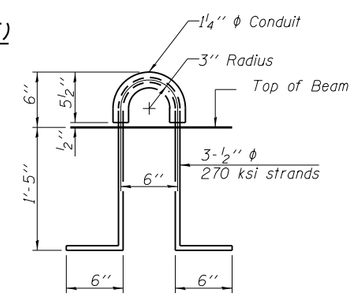
BAR U(E)



BAR A_1(E)



BAR U_1(E)



LIFTING LOOP DETAIL

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.

Reinforcement bars shall conform to ASTM A 706, Grade 60.

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

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

Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 7000 psi.

Compressive strength of prestressed concrete at release, f'ci, shall be 6000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft.	15,050

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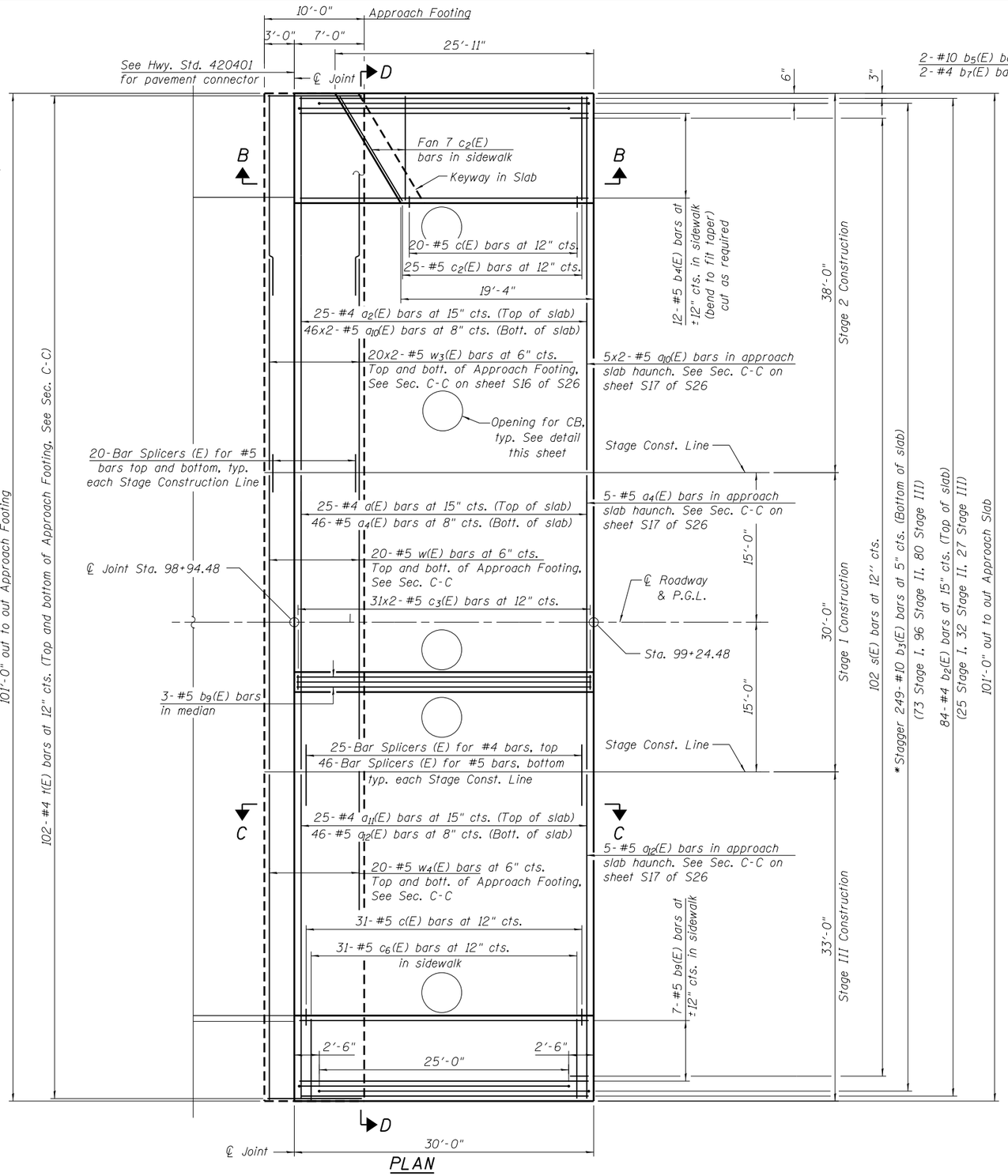
DEPARTMENT OF TRANSPORTATION

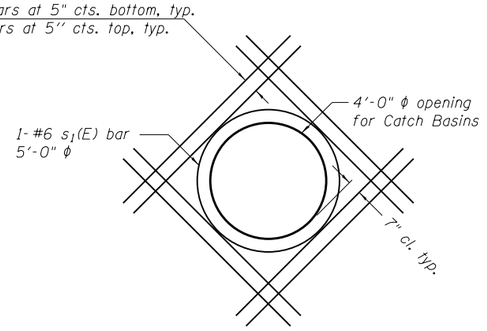
21" x 48" PPC DECK BEAM DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S15 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	84
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



PLAN

* Tilt #10 b_3(E) bars as required to maintain clearance.



PLAN AT CATCH BASIN

Cut longitudinal and transverse reinforcement to clear catch basins. Refer to Standard 420111-03 for additional details.
See Civil Plans for drainage details

Notes:

See sheet S17 of S26 for Sections C-C & D-D.

a(E), a_2(E), a_4(E), a_{10}(E), a_{11}(E), and a_{12}(E) bar spacings measured along ℄ Rdwy.

The joint opening shall be determined per Article 520.04.

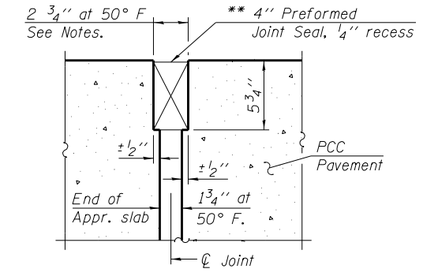
The minimum dimension shall be 1½" for installation purposes.

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

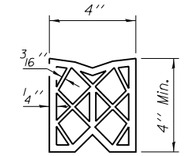
See sheet S21 of S26 for Bicycle Railing details.

MINIMUM BAR LAP

#5 bar = 2'-7"



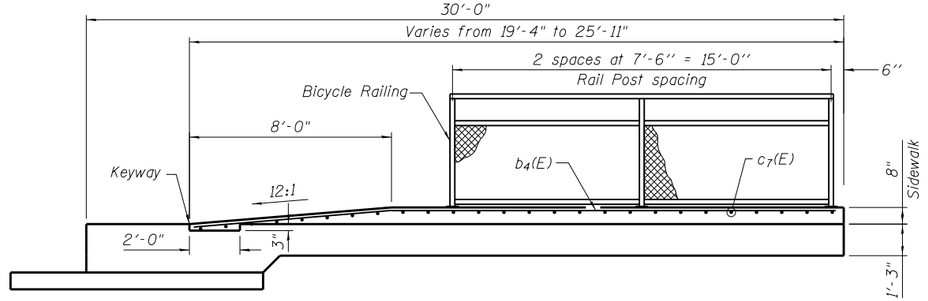
RIGID PAVEMENT



PREFORMED JOINT SEAL

** Cost included with Concrete Superstructure.

DETAIL A



VIEW B-B

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WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S16 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	85
		CONTRACT NO. 60V24		
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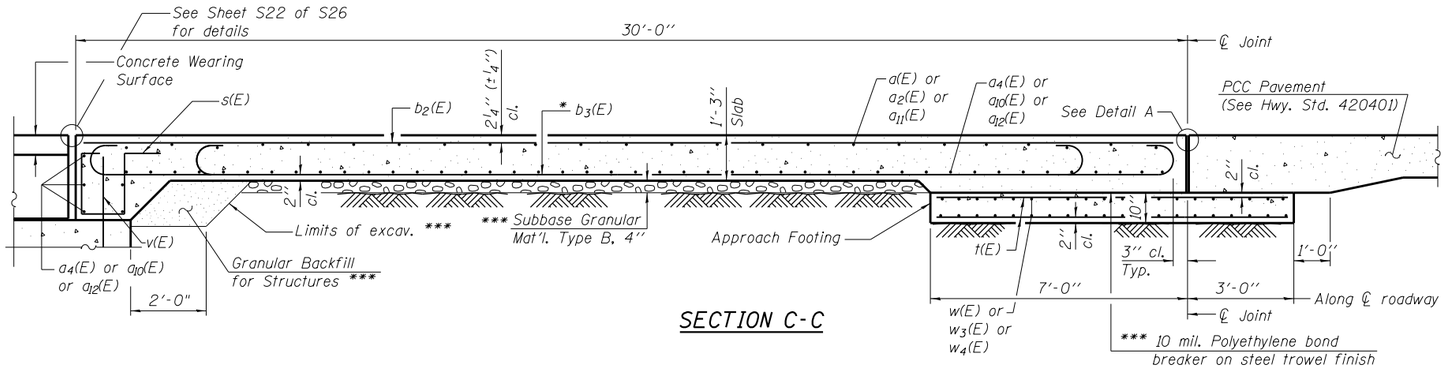
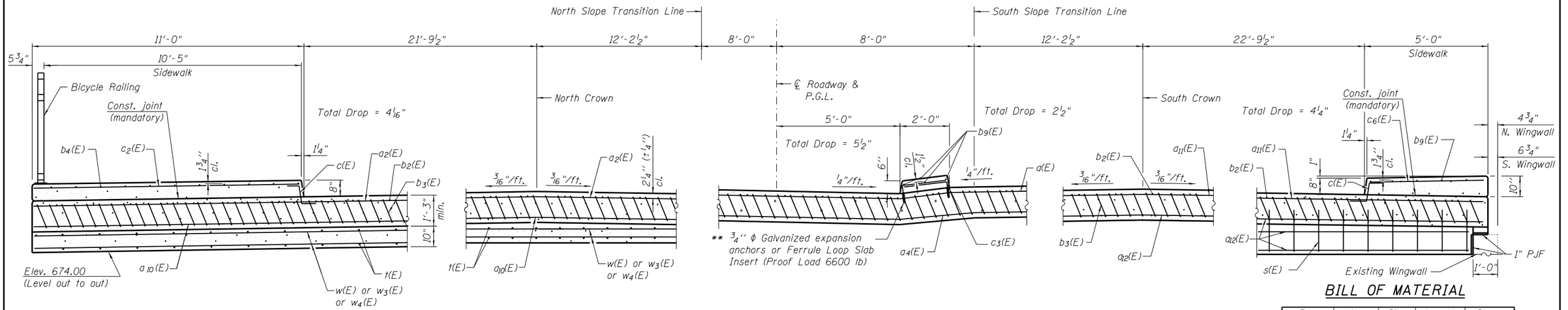


SECTION C-C

Notes:
See sheet S16 of S26 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet S23 of S26.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S26 of S26.
Cost of excavation for approach footing included with Concrete Structures.

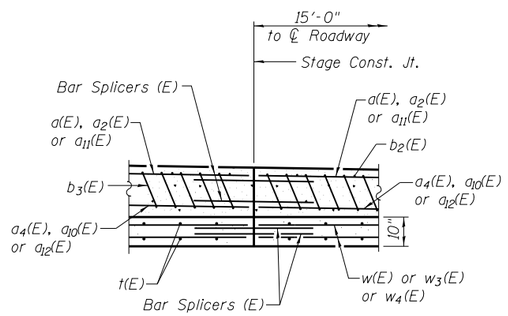
* Tilt #10 b3(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



AT APPROACH FOOTING

NEAR ABUTMENT



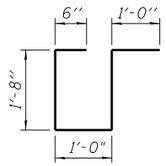
SECTION AT STAGE CONST. JOINT

(Shown at Approach Footing)

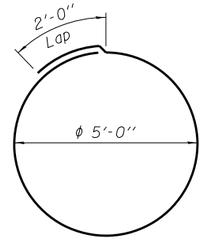
SECTION D-D

(Looking East)

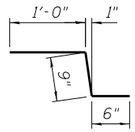
** Cost of expansion anchors/inserts included in Reinforcement Bars, Epoxy Coated.



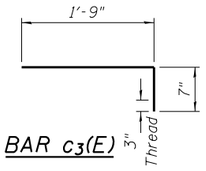
BAR s(E)



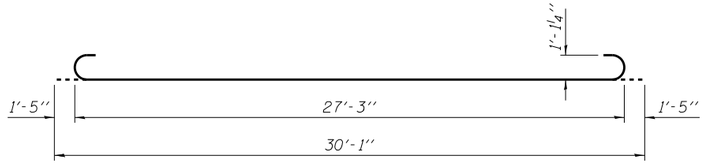
BAR s1(E)



BAR c(E)



BAR c3(E)



BAR b3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	25	#4	29'-8"	
a2(E)	25	#4	37'-6"	
a4(E)	51	#5	29'-8"	
a10(E)	102	#5	20'-1"	
a11(E)	25	#4	32'-8"	
a12(E)	51	#5	32'-8"	
b2(E)	84	#4	29'-8"	
b3(E)	249	#10	30'-1"	
b4(E)	12	#5	25'-7"	
b5(E)	40	#10	8'-2"	
b7(E)	40	#4	8'-2"	
b9(E)	10	#5	29'-8"	
c(E)	51	#5	2'-3"	
c2(E)	25	#5	10'-7"	
c3(E)	62	#5	2'-4"	
c6(E)	31	#5	4'-8"	
s(E)	102	#5	5'-10"	
s1(E)	5	#6	17'-9"	
w(E)	40	#5	29'-8"	
w3(E)	80	#5	20'-5"	
w4(E)	40	#5	32'-8"	
t(E)	204	#4	9'-8"	
Concrete Superstructure			Cu. Yd.	158.7
Concrete Structures			Cu. Yd.	31.2
Bridge Deck Grooving			Sq. Yd.	277
Protective Coat			Sq. Yd.	352
Reinforcement Bars, Epoxy Coated			Pound	50,330

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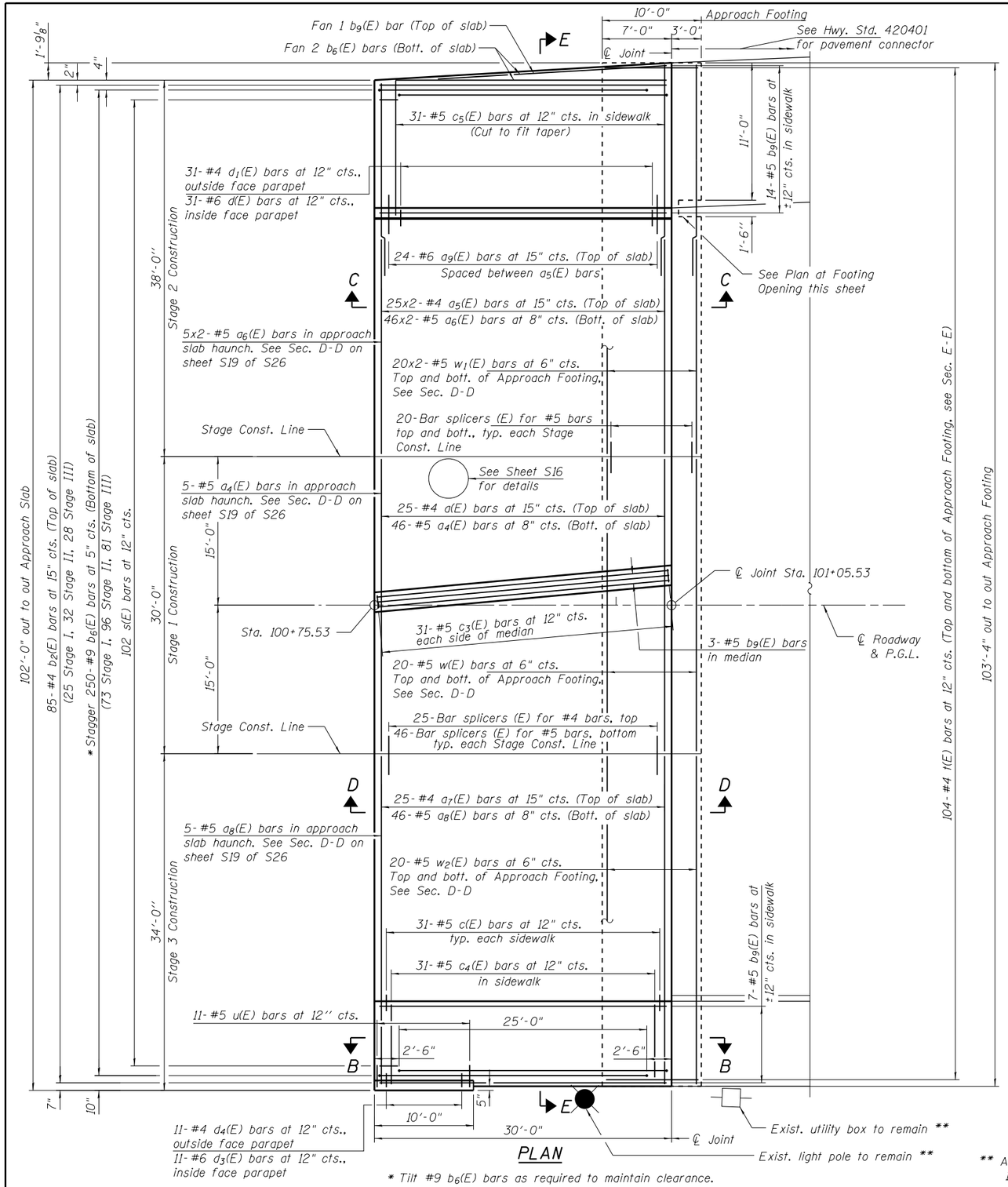
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S17 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	86
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



PLAN

* Tilt #9 b_6(E) bars as required to maintain clearance.

** Adjust approach dimensions if req'd. 1" min. gap req'd.

N

MINIMUM BAR LAP

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

Notes:

See sheet S19 of S26 for Sections D-D & E-E.

d(E), a_4(E), a_5(E), a_6(E), a_7(E), a_8(E), and a_9(E) bar spacings measured along ℄ Rdwy.

The joint opening shall be determined per Article 520.04. The minimum dimension shall be $1\frac{1}{2}$" for installation purposes.

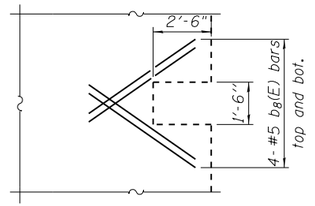
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

For cross section of the parapet terminal see Section A-A on sheet S13 of S26.

See sheet S20 of S26 for Aluminum Railing, Type L details.

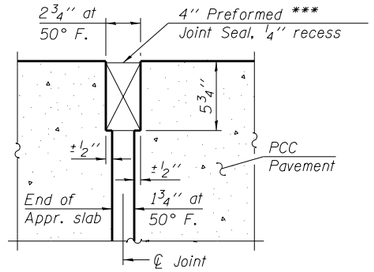
See sheet S21 of S26 for Bicycle Railing and Parapet Railing details.

See Plan at Catch Basin detail on sheet S16 of S26 for additional reinforcement detail at the catch basin.

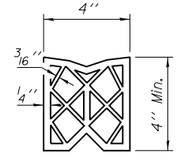


PLAN AT FOOTING OPENING

Main footing reinforcement not shown for clarity. Cut reinforcing bars in the field as required.



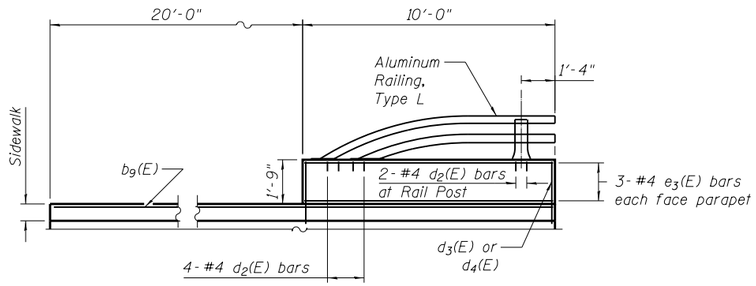
RIGID PAVEMENT



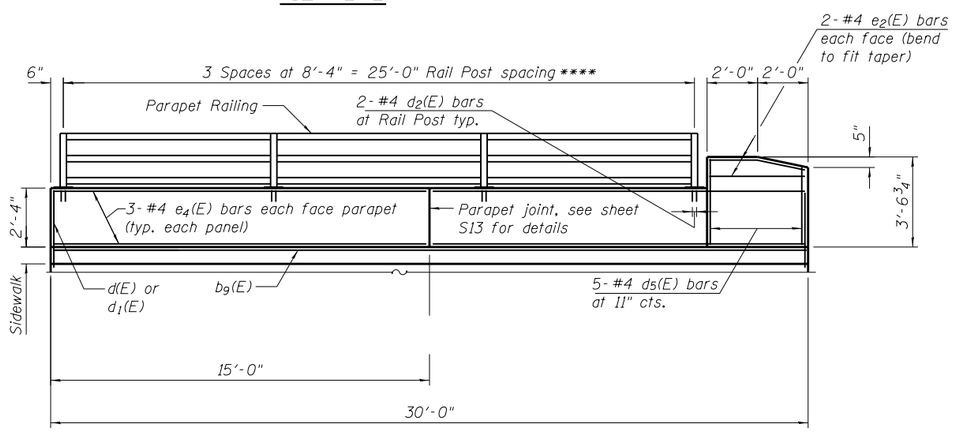
PREFORMED JOINT SEAL

*** Cost included with Concrete Superstructure.

DETAIL A



VIEW B-B



VIEW C-C

**** Bicycle Railing (not shown) post spacing shall match the spacing of the Parapet Railing.

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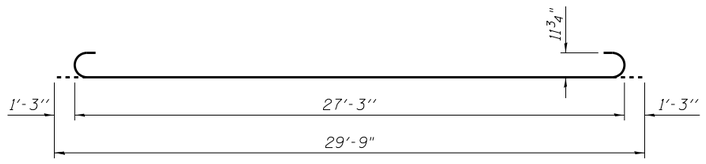
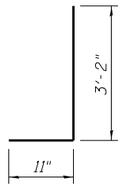
EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S18 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	87
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

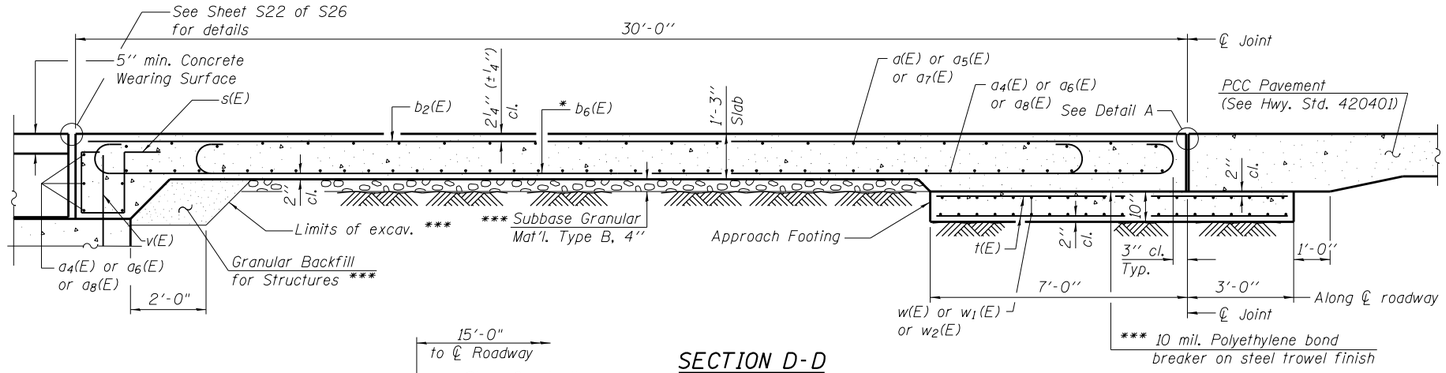
Notes:
See sheet S18 of S26 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet S23 of S26.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S26 of S26.
Cost of excavation for approach footing included with Concrete Structures.
For additional parapet details, see sheet S13 of S26.
For details of bars c(E), c_3(E), s(E) and s_1(E) see sheet S17.



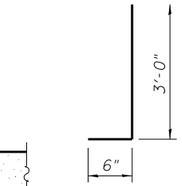
BAR b_6(E)



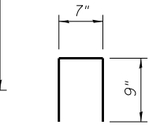
BAR d(E)



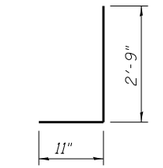
SECTION D-D



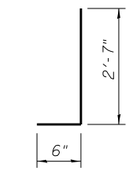
BAR d_1(E)



BAR d_2(E)



BAR d_3(E)



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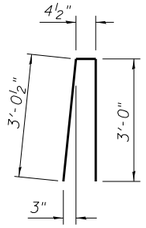
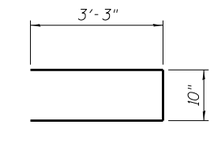


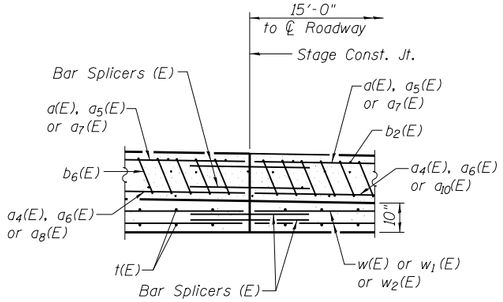
BAR d_5(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	25	#4	29'-8"	
d_4(E)	51	#5	29'-8"	
d_5(E)	50	#4	21'-1"	
d_6(E)	102	#5	21'-3"	
d_7(E)	25	#4	33'-3"	
d_8(E)	51	#5	33'-3"	
d_9(E)	24	#6	8'-0"	
b_2(E)	85	#4	29'-8"	
b_5(E)	8	#10	8'-2"	
b_6(E)	250	#9	29'-9"	
b_7(E)	8	#4	8'-2"	
b_8(E)	8	#5	5'-0"	
b_9(E)	24	#5	29'-8"	
c(E)	62	#5	2'-3"	
c_3(E)	62	#5	2'-4"	
c_4(E)	31	#5	5'-8"	
c_5(E)	31	#5	12'-4"	
d(E)	31	#6	4'-1"	
d_1(E)	31	#4	3'-6"	
d_2(E)	14	#4	2'-1"	
d_3(E)	11	#6	3'-8"	
d_4(E)	11	#4	3'-1"	
d_5(E)	5	#4	6'-5"	
e_2(E)	4	#4	3'-8"	
e_3(E)	6	#4	9'-8"	
e_4(E)	12	#4	14'-8"	
s(E)	102	#5	5'-10"	
s_1(E)	1	#6	17'-9"	
t(E)	208	#4	9'-8"	
u(E)	11	#5	7'-4"	
w(E)	40	#5	29'-8"	
w_1(E)	80	#5	21'-3"	
w_2(E)	40	#5	33'-3"	
Concrete Superstructure			Cu. Yd.	167.7
Concrete Structures			Cu. Yd.	32.1
Bridge Deck Grooving			Sq. Yd.	277
Protective Coat			Sq. Yd.	374
Reinforcement Bars, Epoxy Coated			Pound	43,490

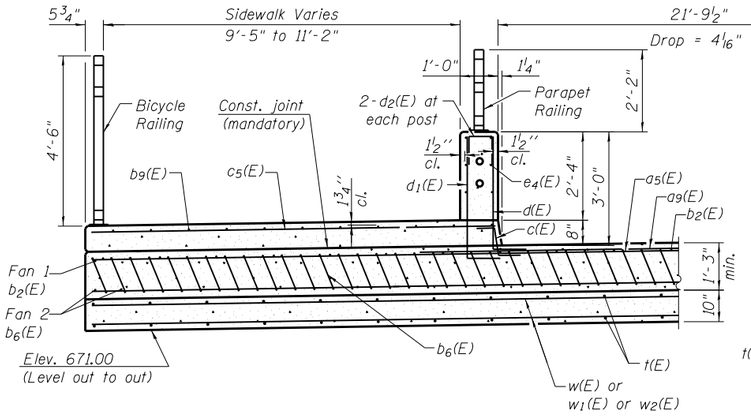


SECTION AT STAGE CONST. JOINT
(Shown at Approach Footing)

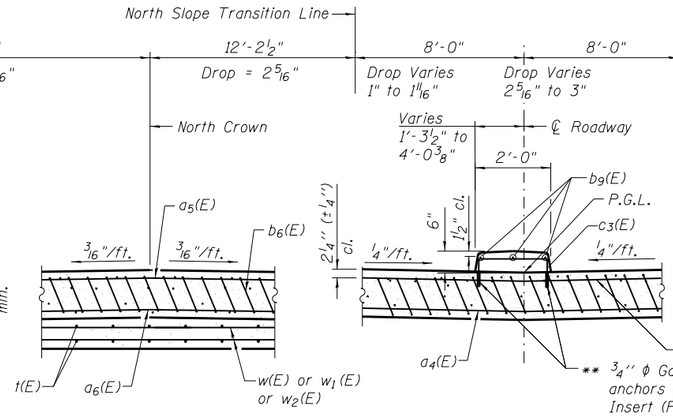
* Tilt #9 b_6(E) bars as required to maintain clearance.

** Cost of expansion anchors/inserts included in Reinforcement Bars, Epoxy Coated.

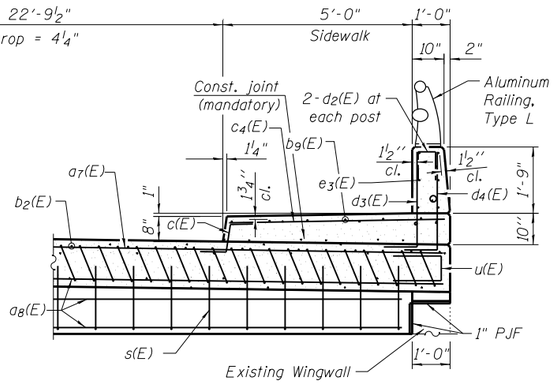
*** Cost included with Concrete Superstructure.



AT APPROACH FOOTING



SECTION E-E
(Looking East)



NEAR ABUTMENT

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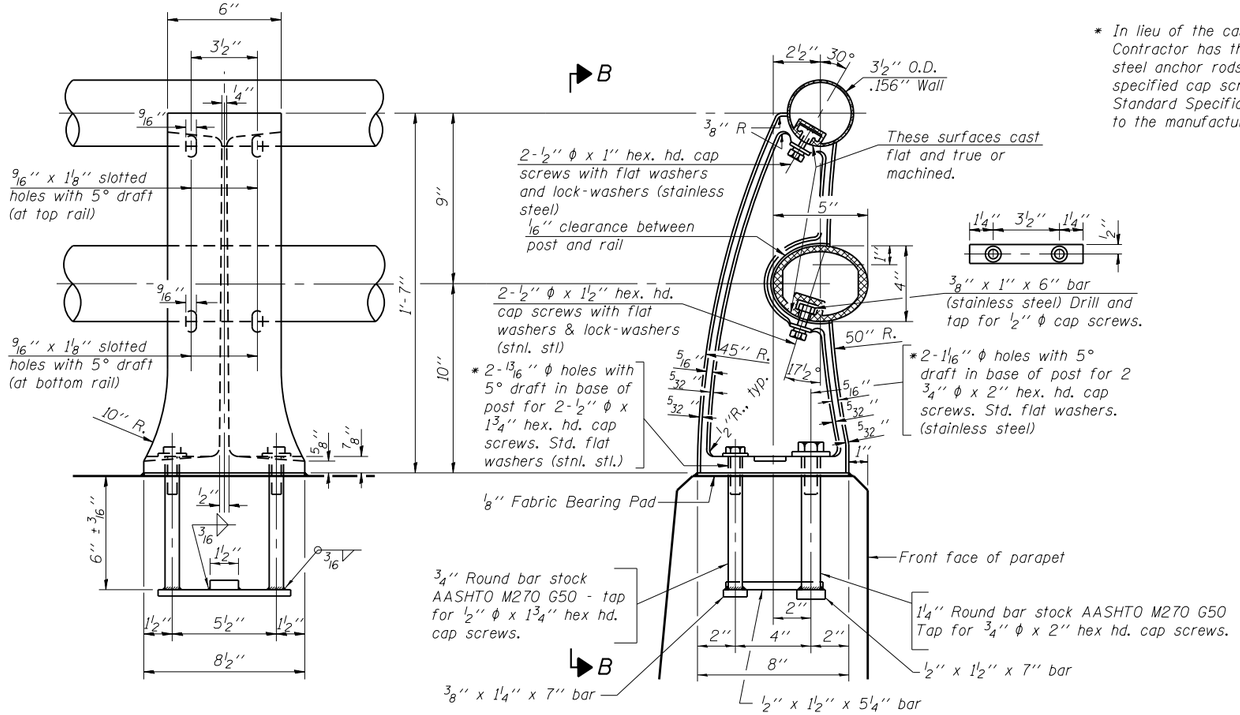
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S19 OF S26 SHEETS

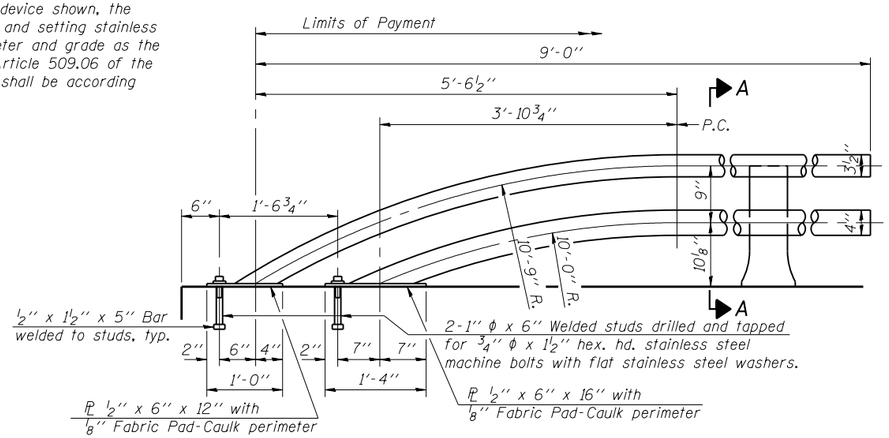
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	88
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

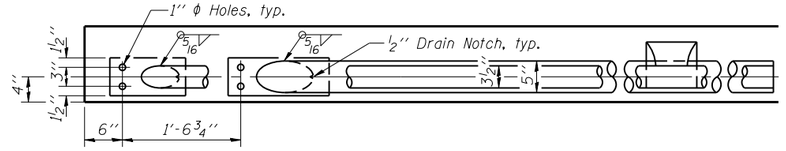


VIEW B-B

SECTION A-A

* *In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.*

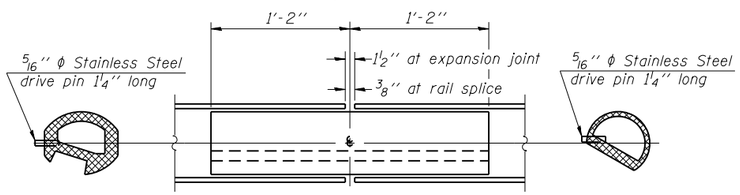




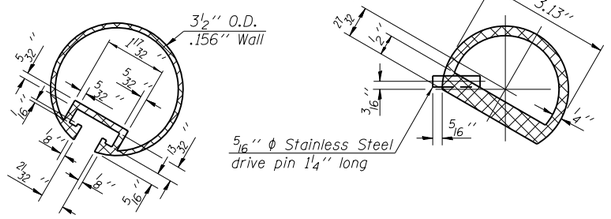
RAIL TERMINAL SECTION

RAIL POST CLAMP BAR

For Top Rail



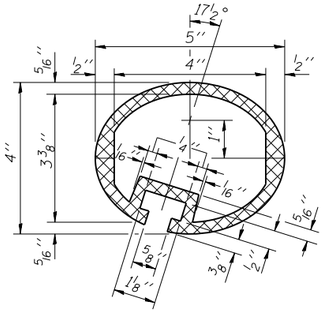
RAIL SPLICE



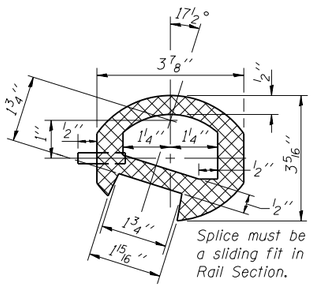
SECTION THRU TOP RAIL

SECTION THRU SPLICE

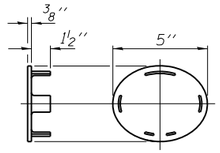
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION



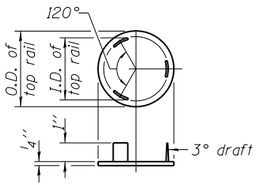
SEC. THRU SPLICE



CAST END CAP

For bottom rail

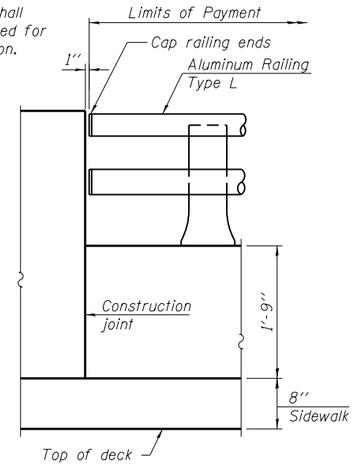
DRIVE FIT TYPE



CAST END CAP

For top rail

Note:
The end rail post shall be set back as required for the terminal rail section.



RAIL END TREATMENT FOR TYPE 6 TERMINAL

Notes:

All Posts shall be normal to parapet.

All joints in rail shall be spliced per detail.

All exposed rail ends shall be capped per detail.

Provide 1-⅛'' and 2-1/16'' Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.

See sheet S13 of S26 for rail post spacing on the bridge and sheet S18 of S26 for the rail terminal section on the East Approach.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	156

R-20

1-27-12 (7'-0'' to 10'-0'' Post spacing)

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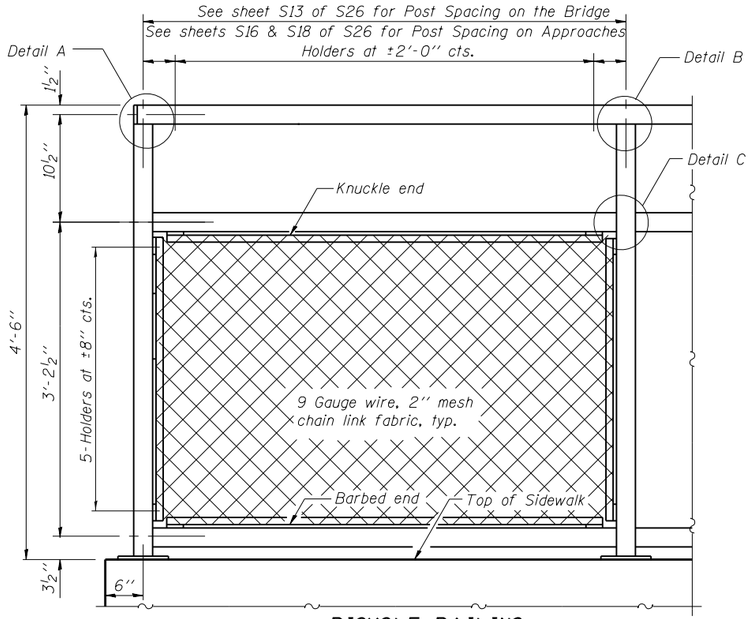
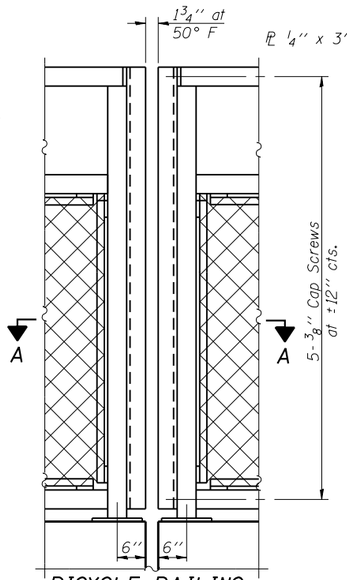
DEPARTMENT OF TRANSPORTATION

ALUMINUM RAILING, TYPE L
STRUCTURE NO. 022-0158
SHEET NO. S20 OF S26 SHEETS

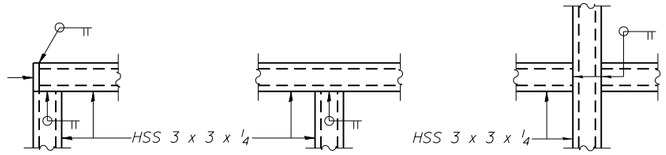
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	89
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



BICYCLE RAILING

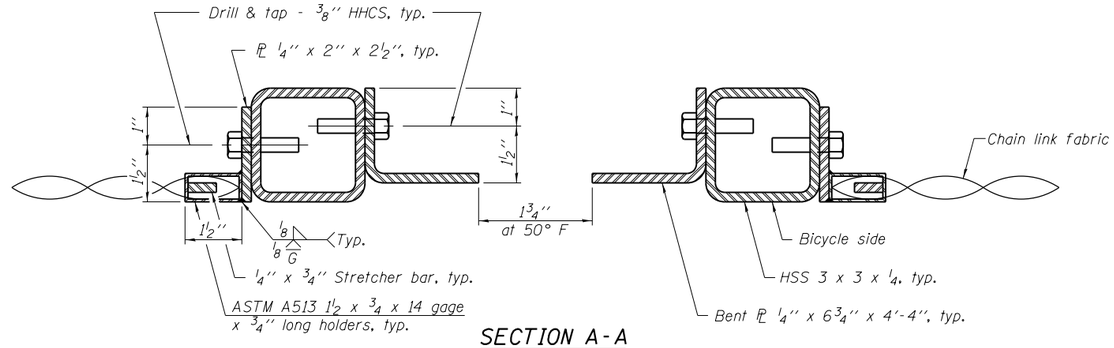


BICYCLE RAILING

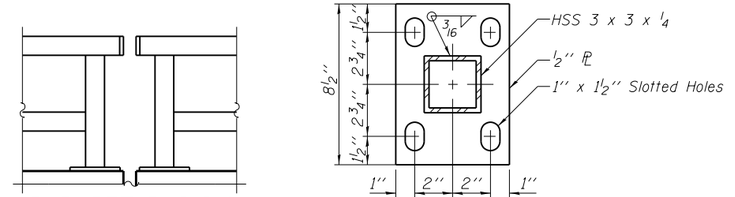


DETAIL A DETAIL B DETAIL C

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

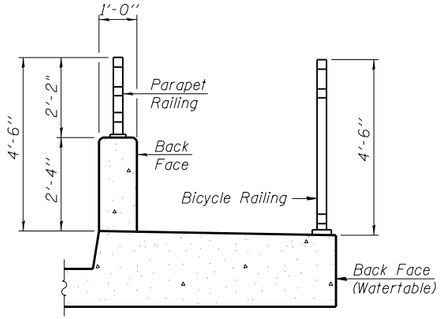


SECTION A-A

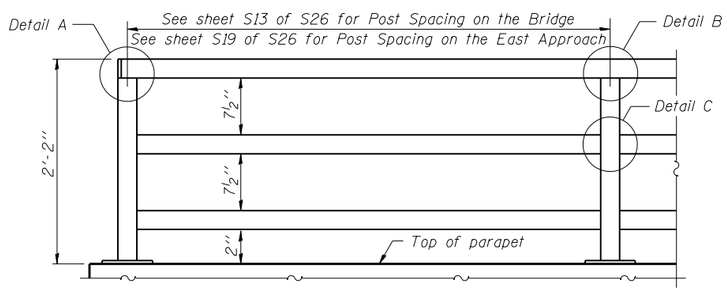


BASE PL

PARAPET RAILING
ELEVATION AT EXPANSION JOINT
(Two Element Rail Shown - Three Element Rail Similar)

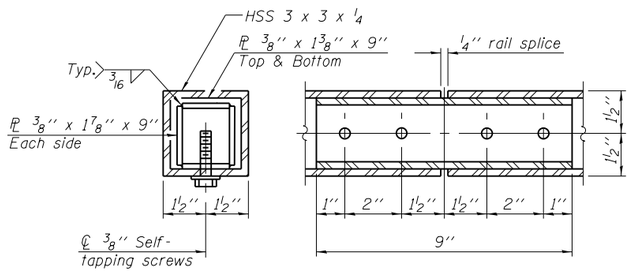


SECTION THRU SIDEWALK

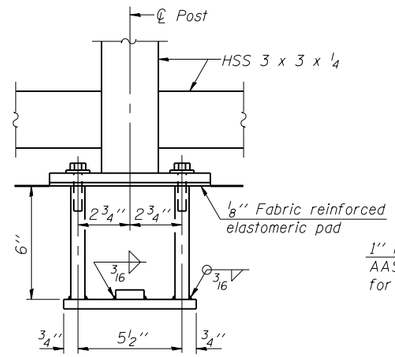


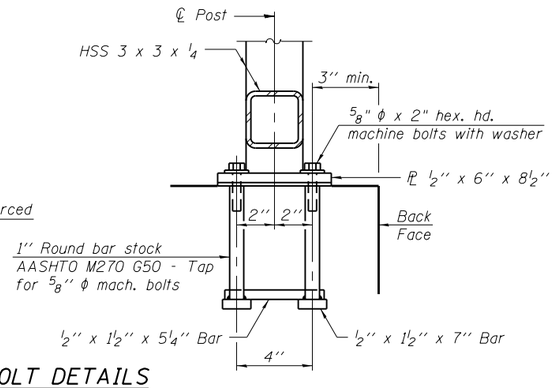
PARAPET RAILING
ELEVATION
(Inside Face of Three Element Rail)

(10'-0" Maximum Post Spacing)



RAIL SPLICE





ANCHOR BOLT DETAILS

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

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	190
Parapet Railing	Foot	175

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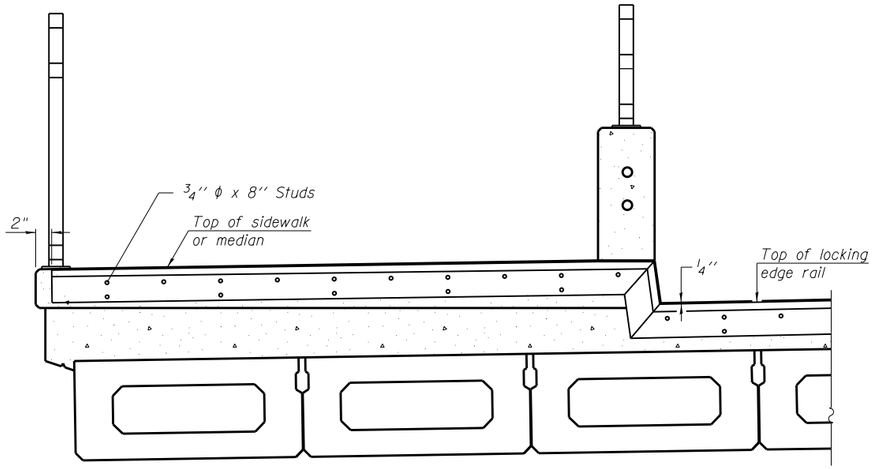
DEPARTMENT OF TRANSPORTATION

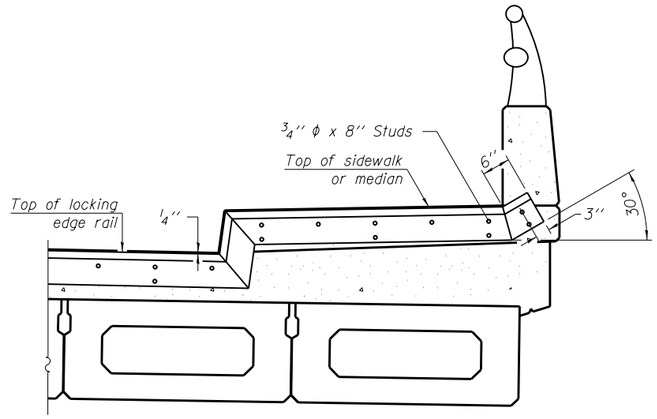
BICYCLE RAILING
STRUCTURE NO. 022-0158
SHEET NO. S21 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	90
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



TYPICAL END TREATMENT AT NORTH SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



TYPICAL END TREATMENT AT SOUTH SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of $\frac{1}{4}$". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

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

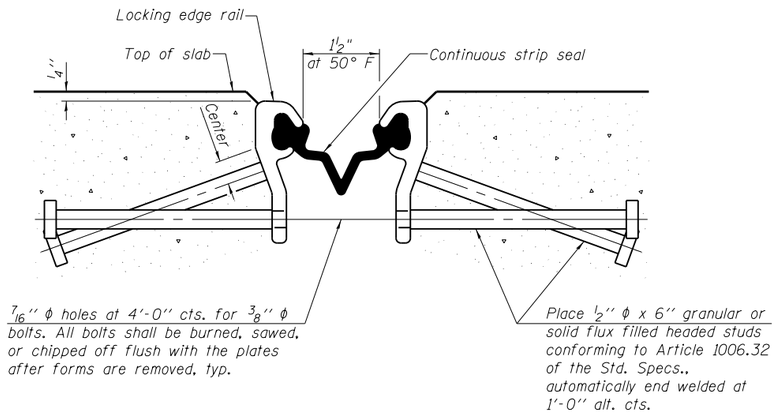
The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

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

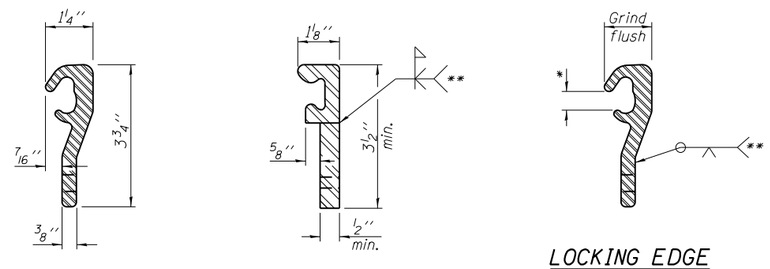
Maximum space between rail segments at stage lines shall be $\frac{3}{16}$", sealed with a suitable sealant



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

Place $\frac{1}{2}$" ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS



ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAIL SPLICE

Rolled rail shown, welded rail similar.

LOCKING EDGE RAIL

* Omit weld at seal opening.

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	207.5

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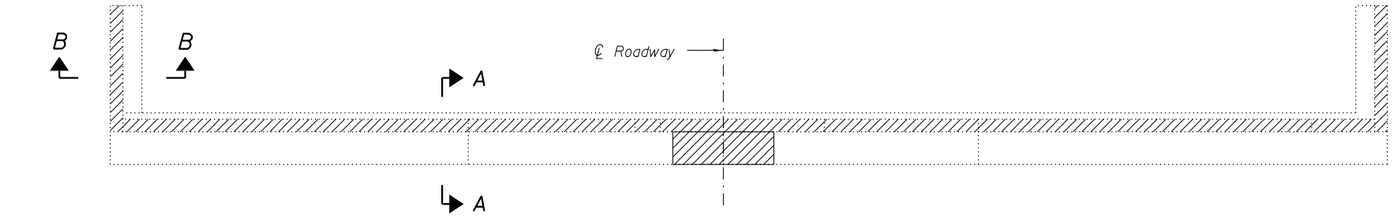
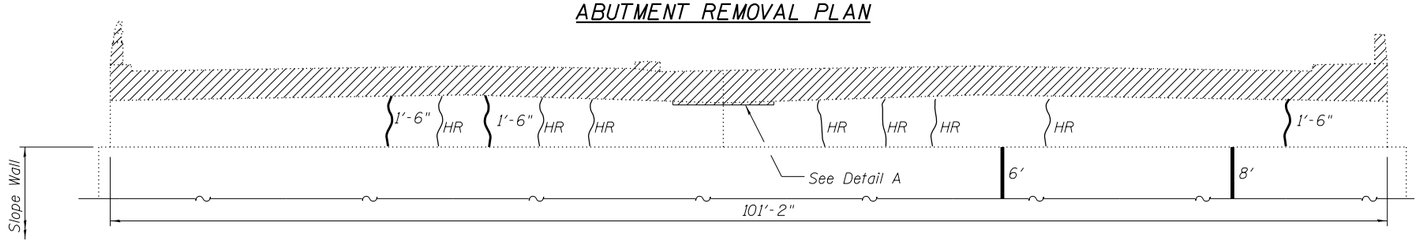
PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 022-0158
SHEET NO. S22 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	91
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

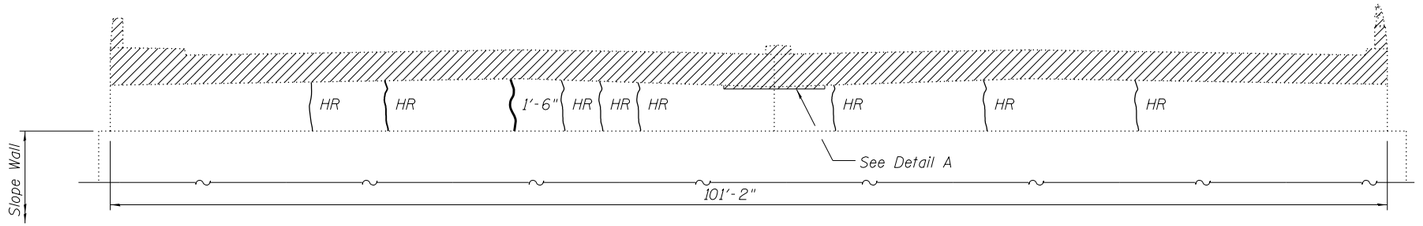


ABUTMENT REMOVAL PLAN



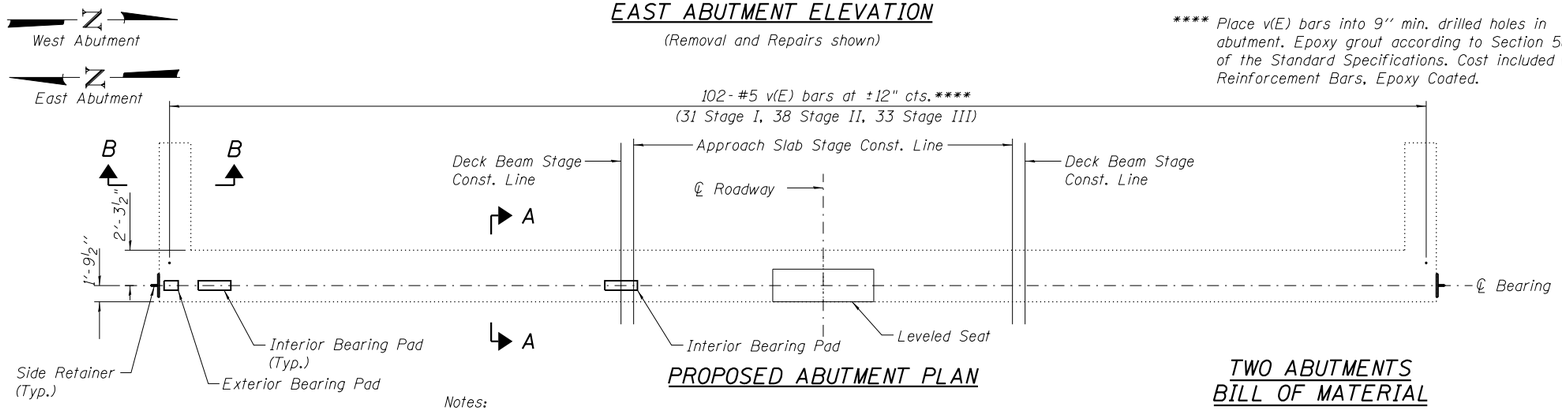
WEST ABUTMENT ELEVATION

(Removal and Repairs shown)



EAST ABUTMENT ELEVATION

(Removal and Repairs shown)



PROPOSED ABUTMENT PLAN

Legend:

- Concrete Removal
- 1'-6" Epoxy Crack Injection
- HR Hairline Crack - not to be sealed
- 6' Slope Wall Crack Sealing

Notes:

See sheet S15 of S26 for bearing pad details.

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

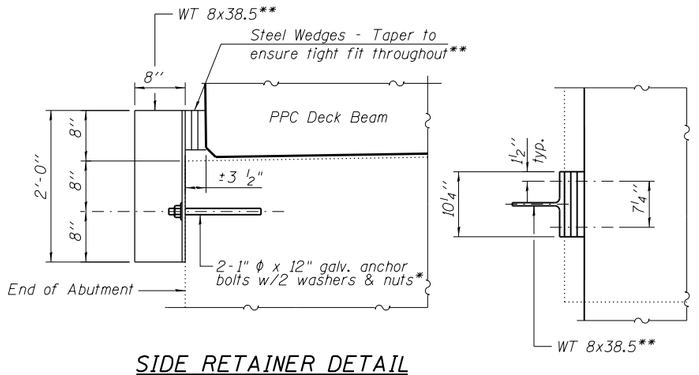
Repairs shown are based upon observations performed in 2008 and are for Bidding Purposes only. Actual areas and quantities to be repaired shall be determined by the Engineer in the field at the time of construction.

See Recurring Special Provision check sheet no. 6 for asbestos bearing pad removal.

**** Place v(E) bars into 9" min. drilled holes in abutment. Epoxy grout according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

TWO ABUTMENTS BILL OF MATERIAL

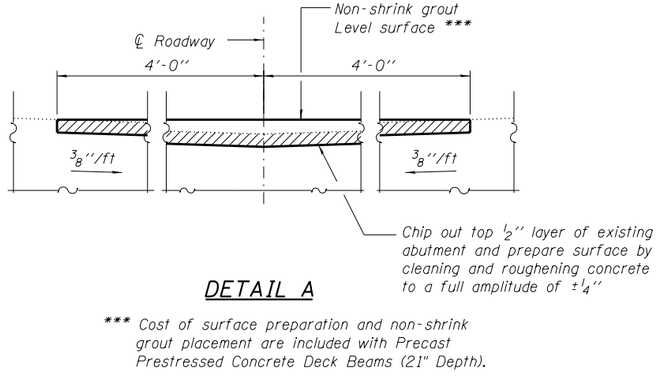
Bar	No.	Size	Length	Shape
v(E)	204	#5	2'-9"	——
Concrete Removal			Cu. Yd.	22.8
Asbestos Bearing Pad Removal			Each	52
Reinforcement Bars, Epoxy Coated			Pound	590
Epoxy Crack Injection			Foot	6
Slope Wall Crack Sealing			Foot	14



SIDE RETAINER DETAIL

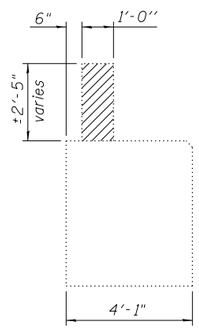
* Anchor bolts shall be approved threaded rods placed in drilled holes and grouted in place. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams (21" Depth).

** Galvanize according to AASHTO M 111 and ASTM 385.



DETAIL A

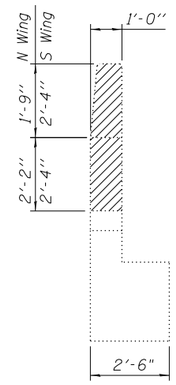
*** Cost of surface preparation and non-shrink grout placement are included with Precast Prestressed Concrete Deck Beams (21" Depth).



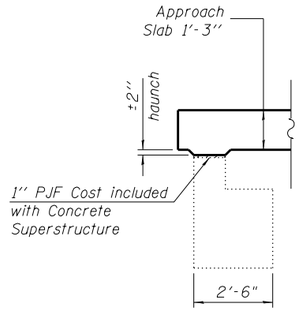
REMOVAL

SECTION A-A

See sheet S12 of S26 for proposed Section A-A.



REMOVAL



PROPOSED

SECTION B-B

USER NAME =	DESIGNED - LJ	REVISED	
	CHECKED - EKM	REVISED	
PLOT SCALE =	DRAWN - DR	REVISED	
PLOT DATE =	CHECKED - LJ	REVISED	

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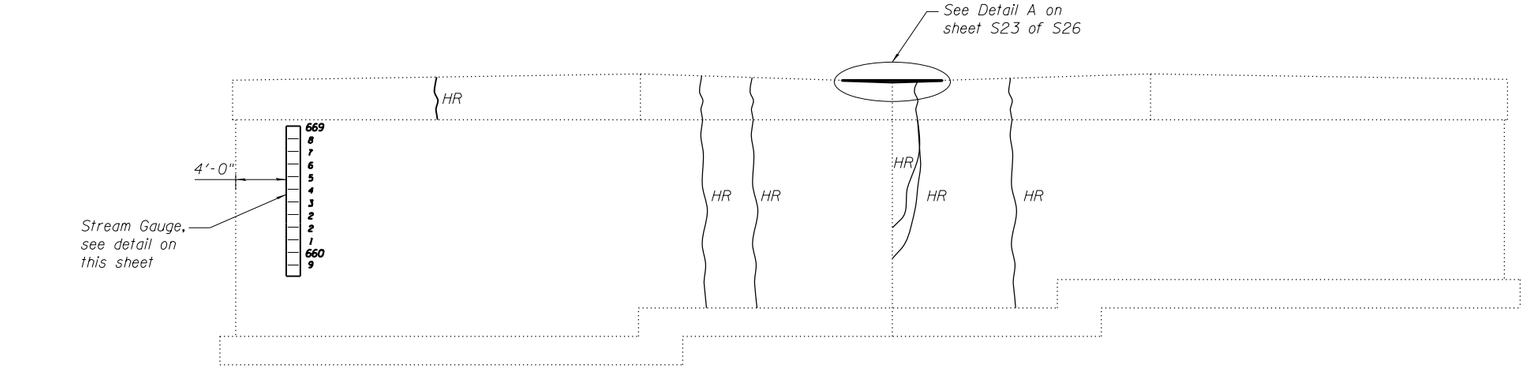
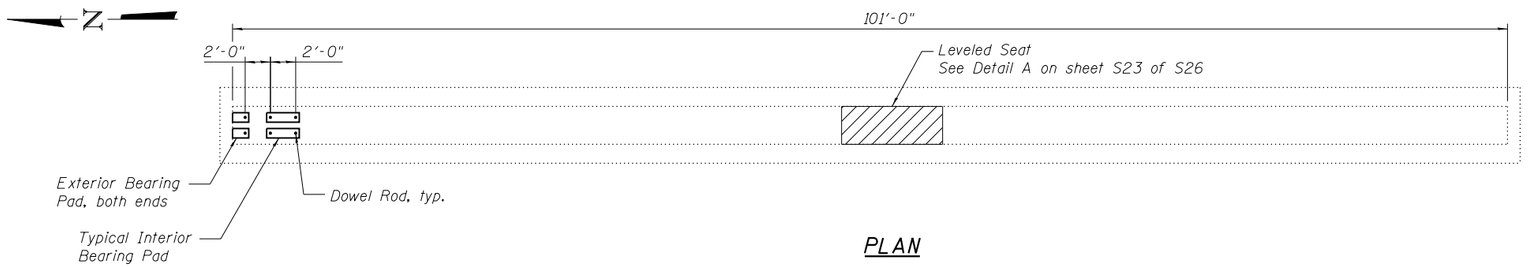
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S23 OF S26 SHEETS

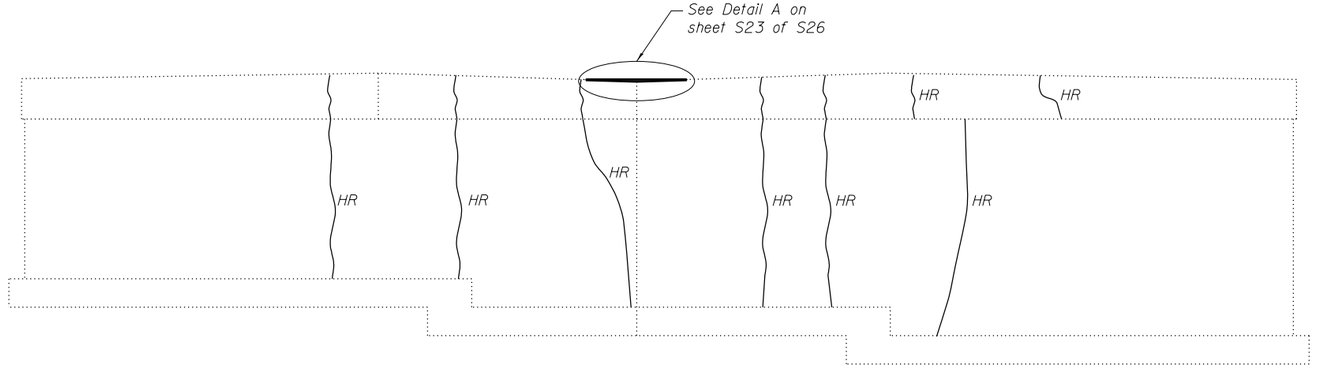
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	92
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			



WEST FACE



PLAN



EAST FACE

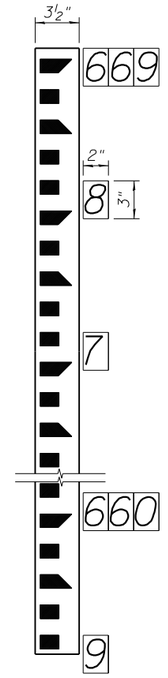
Stream Gauge Notes:

The gauge plates shall be porcelain enameled iron plate graduated in feet and tenths, unnumbered, and 3½" wide. Gauge plates shall be WaterMark Style "E" or approved equivalent.

Each individual number plate should be a black numeral on 2" X 3" white porcelain enameled iron plate. Number plates shall be "WaterMark" Style "E" or approved equivalent.

Both the gauge plates and number plates shall be fastened directly to the pier with a ¼" diameter, 1½" long masonry screw with a hex washer head.

Three digit elevations to be installed at the top of the gauge and at every elevation ending with 0. At all of the other whole elevations, place the last digit as shown in the example to the left.



STREAM GAUGE DETAIL

Legend:

HR — Hairline Crack - not to be sealed

Concrete Removal

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	0.1
Stream Gauge	Ea.	1.0

Notes:

For section though the pier see Section B-B on sheet S12 of S26.

See sheet S15 of S26 for bearing pad details.

Burn or cut the existing dowel rods flush with existing bearing seat. Grind the existing dowel rods smooth and seal with epoxy. The cost of this work shall be included with Removal of Existing Superstructure.

Repairs shown are based upon observations performed in 2008 and are for Bidding Purposes only. Actual areas and quantities to be repaired shall be determined by the Engineer in the field at the time of construction.

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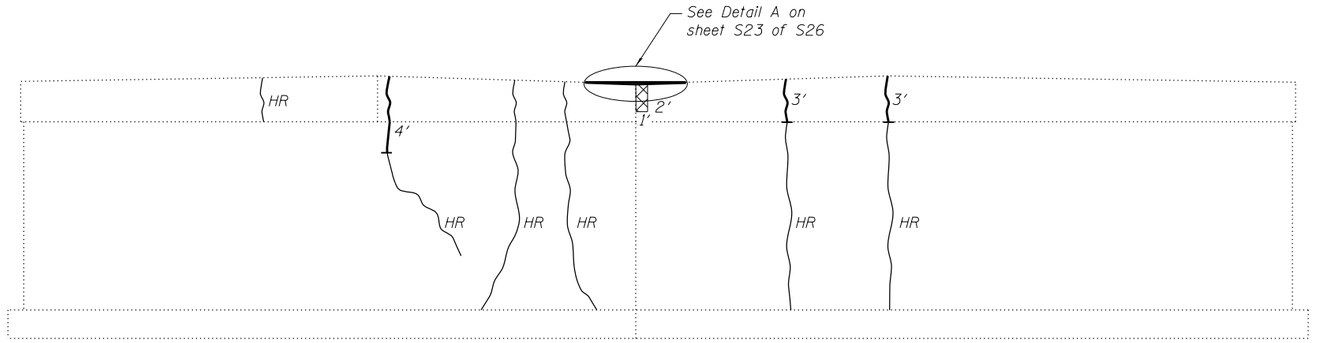
PLOT DATE =	CHECKED - LJ	REVISED

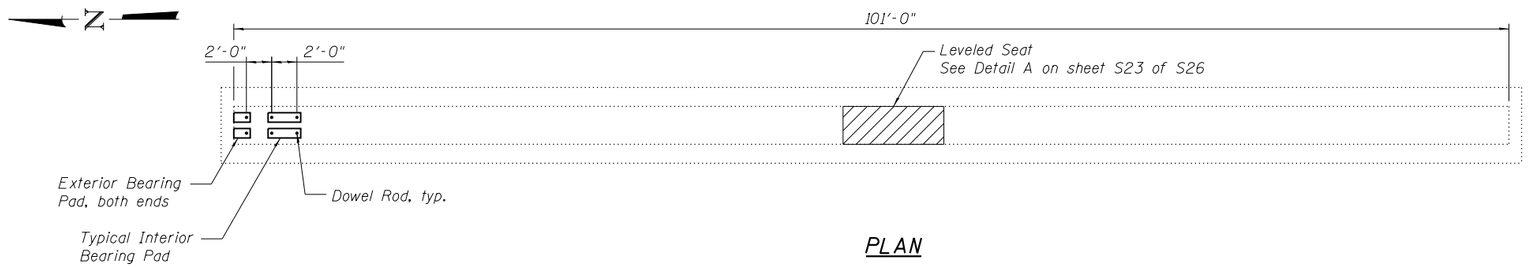
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIRS
STRUCTURE NO. 022-0158
SHEET NO. S24 OF S26 SHEETS

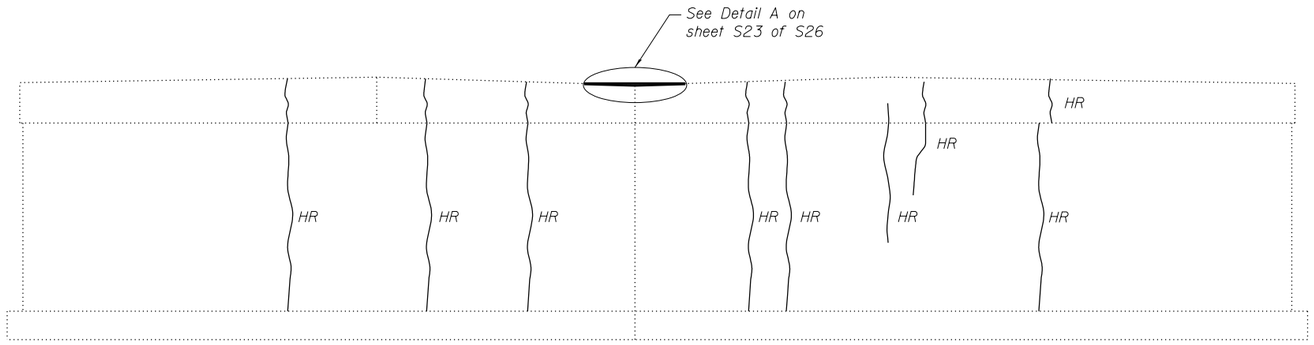
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	131B-BR	DuPAGE	111	93
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



EAST FACE



PLAN



WEST FACE

Legend:

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less than 5 inches)
- 1'-6" Epoxy Crack Injection
- HR Hairline Crack - not to be sealed

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	0.1
Epoxy Crack Injection	Foot	10
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	2

Notes:

For section though the pier see Section B-B on sheet S12 of S26.

See sheet S15 of S26 for bearing pad details. Burn or cut the existing dowel rods flush with existing bearing seat. Grind the existing dowel rods smooth and seal with epoxy. The cost of this work shall be included with Removal of Existing Superstructure.

Repairs shown are based upon observations performed in 2008 and are for Bidding Purposes only. Actual areas and quantities to be repaired shall be determined by the Engineer in the field at the time of construction.

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PLOT DATE =	CHECKED - LJ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REPAIRS
STRUCTURE NO. 022-0158
SHEET NO. S25 OF S26 SHEETS

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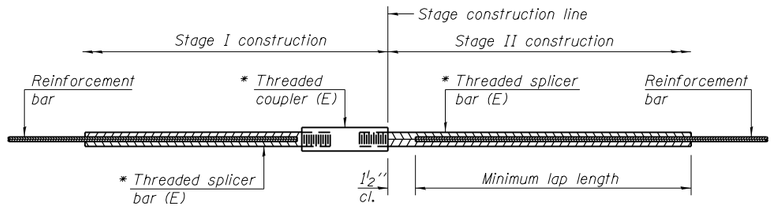
		ILLINOIS FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

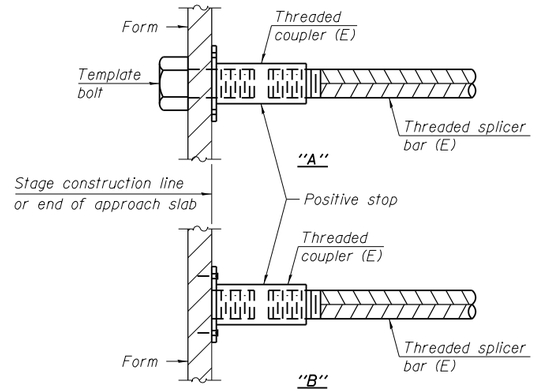
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar top, Class C

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

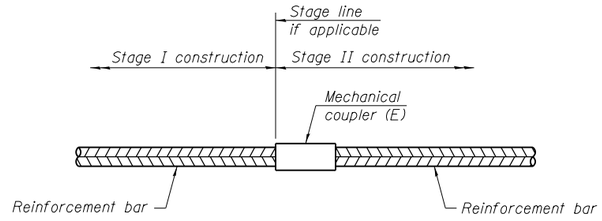
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Wearing Surface	4	304	3
Appr. Footing	5	160	3
Appr. Slab Top	4	100	4
Appr. Slab Bottom	5	194	3



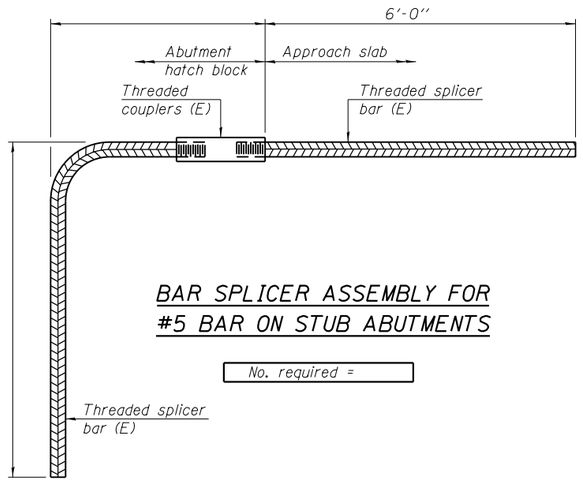
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 8-31-12

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 022-0158
SHEET NO. S26 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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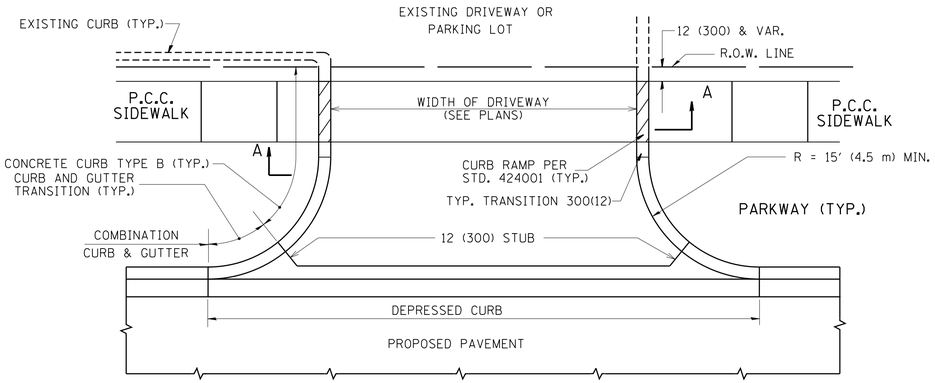
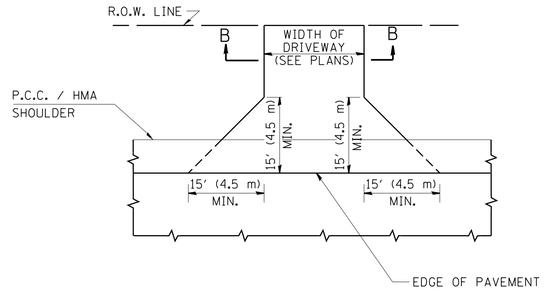
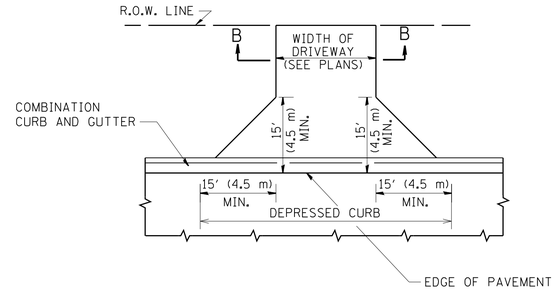
		CONTRACT NO. 60V24		
	ILLINOIS	FED. AID PROJECT		



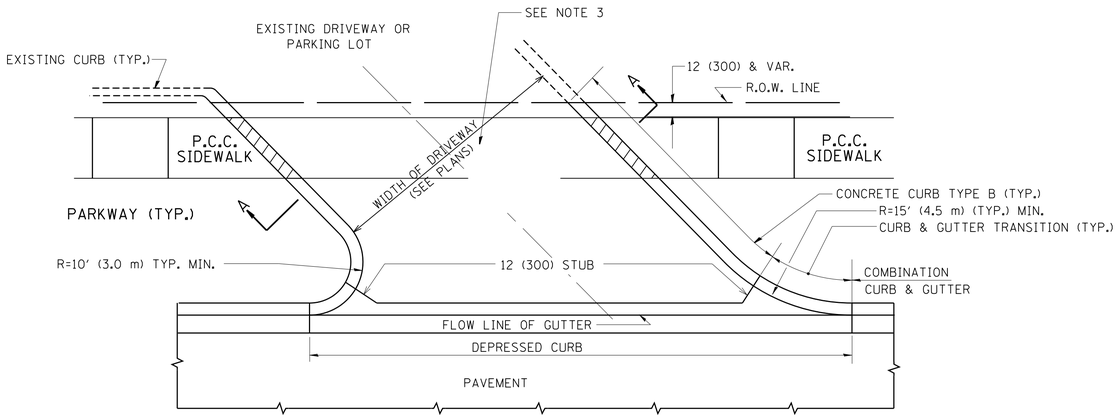
WITH CONCRETE CURB, TYPE B



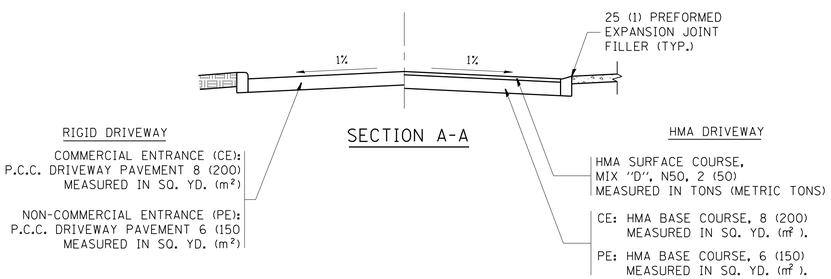
ADJACENT TO P.C.C. / HMA SHOULDER

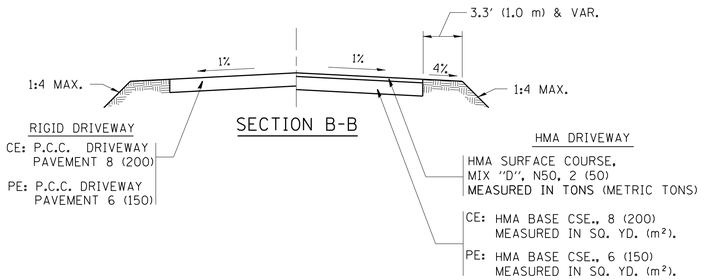


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

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

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

GENERAL NOTES:

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.

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.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd01.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	96
	BD0156-07 (BD-01)	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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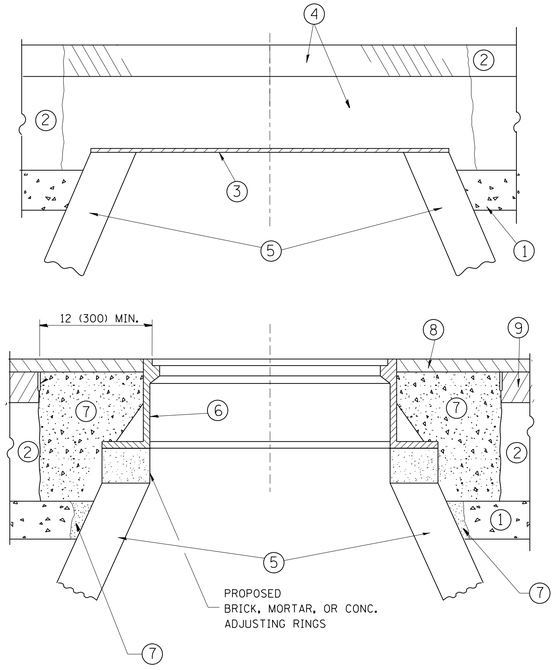

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	97
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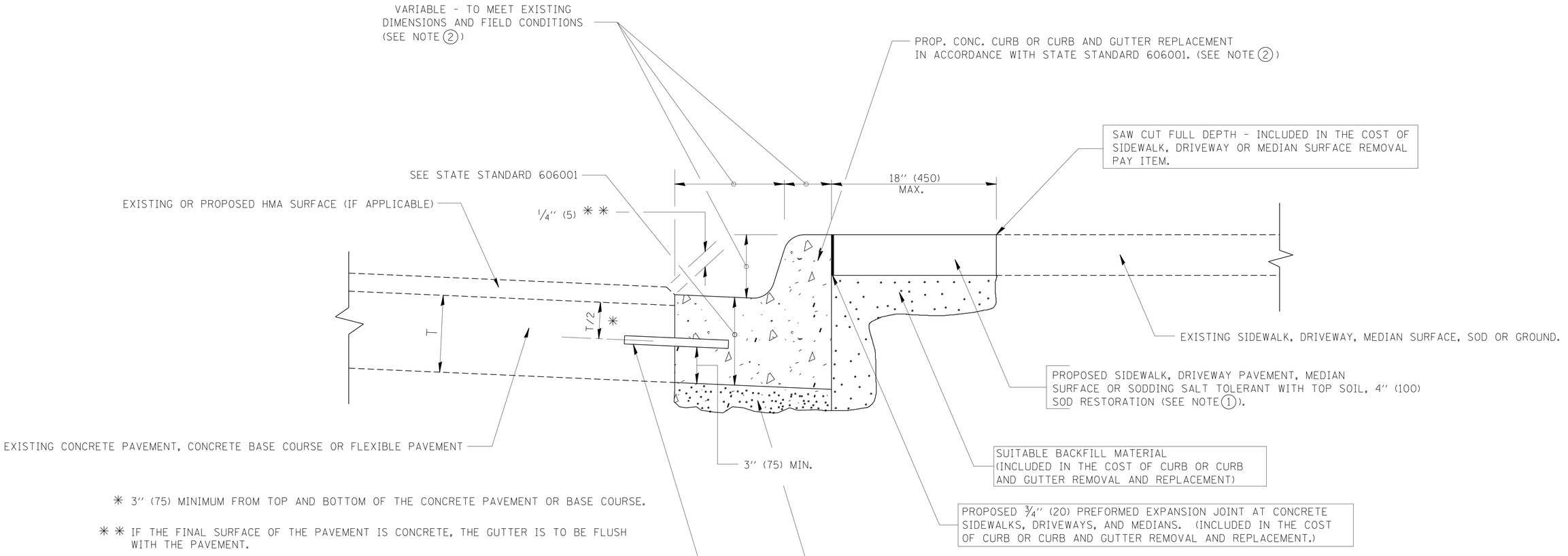


* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

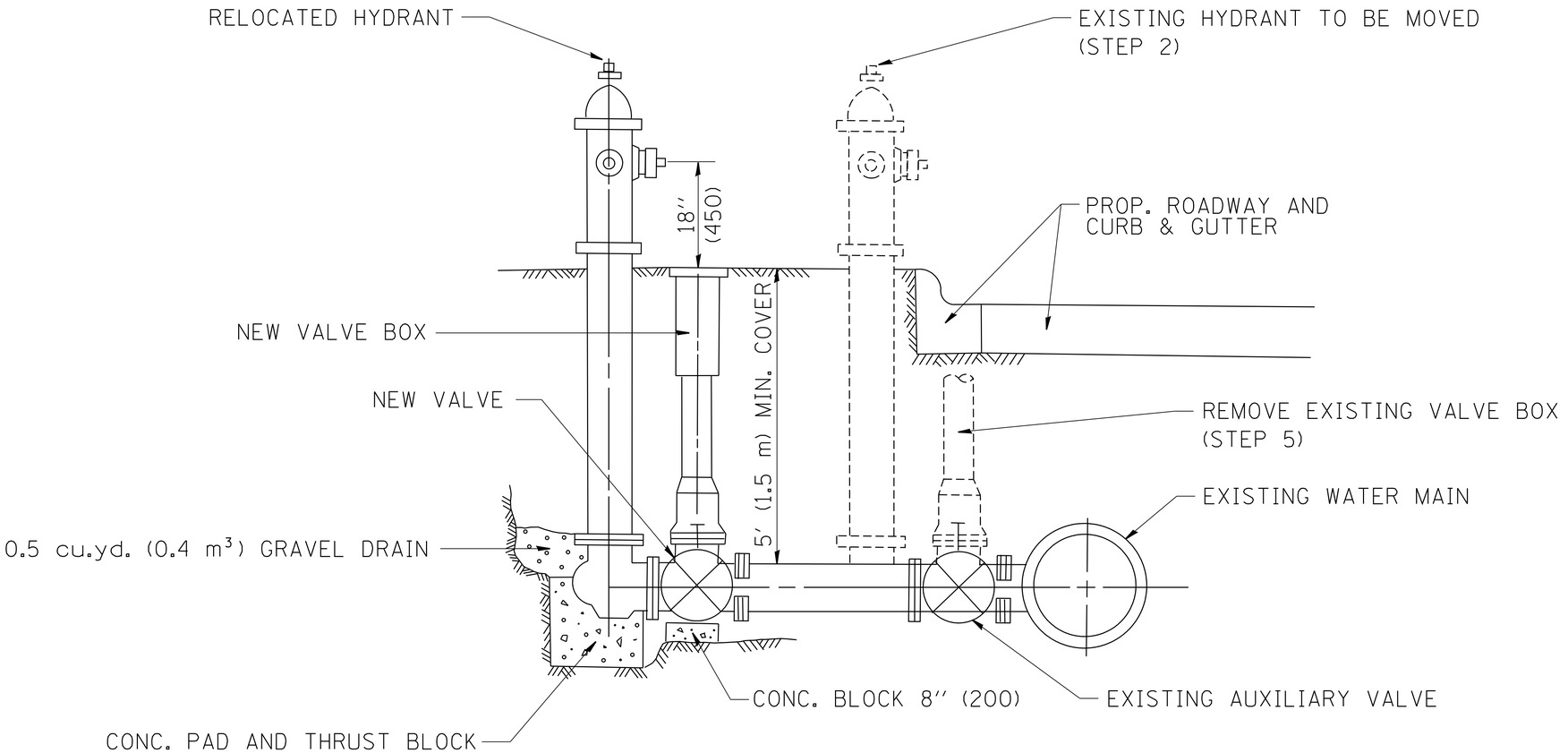
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
		DRAWN -	REVISED - A. ABBAS 03-21-97		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	98
	BD600-06 (BD-24)	CONTRACT NO.	60V24	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

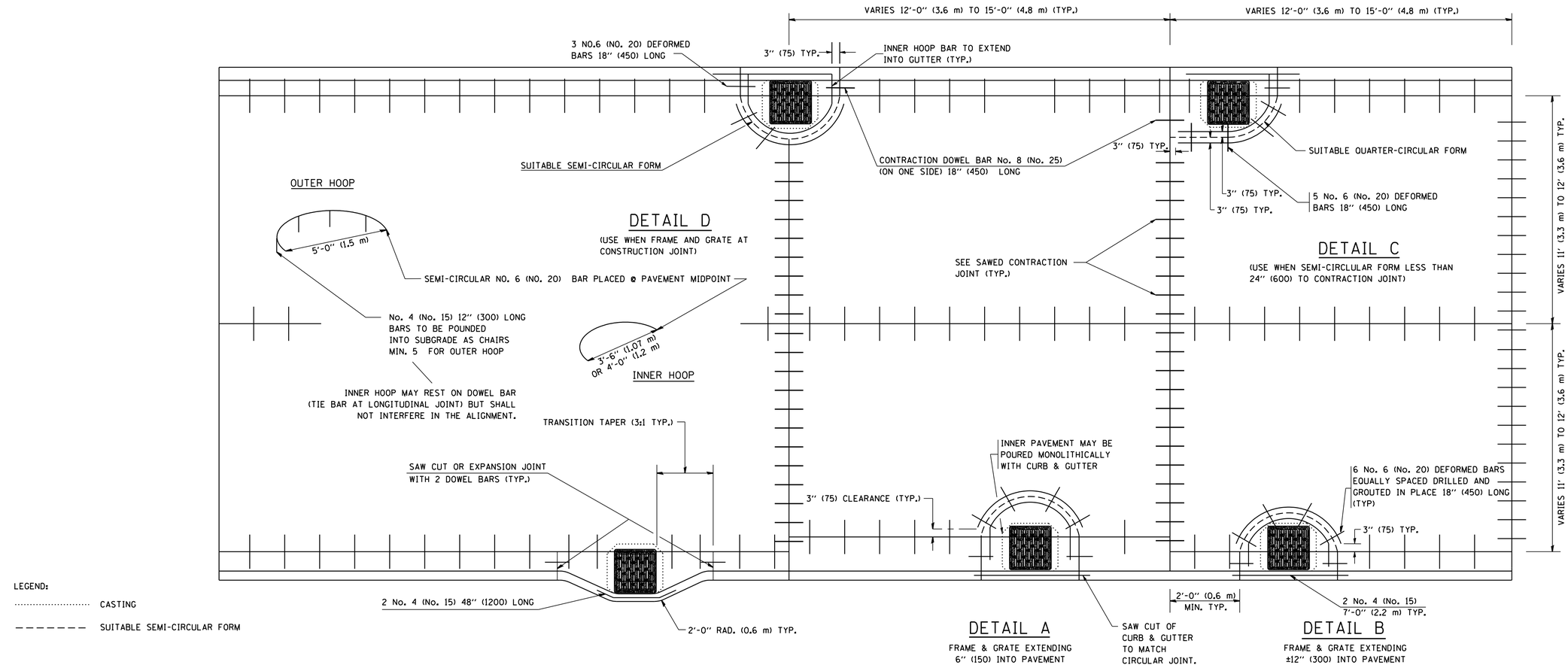
FILE NAME = W:\diststd\22x34\bd36.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94					307	1318-BR	DuPAGE	111	99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -						BD-36		CONTRACT NO.	60V24
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



DETAIL D
(USE WHEN FRAME AND GRATE AT CONSTRUCTION JOINT)

DETAIL C
(USE WHEN SEMI-CIRCLULAR FORM LESS THAN 24" (600) TO CONTRACTION JOINT)

DETAIL A
FRAME & GRATE EXTENDING 6" (150) INTO PAVEMENT

DETAIL B
FRAME & GRATE EXTENDING ±12" (300) INTO PAVEMENT

LEGEND:
..... CASTING
– – – – – – – SUITABLE SEMI-CIRCULAR FORM

TRANSITION CURB & AND GUTTER INTO PARKWAY
(PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

ALL DIMENSIONS ARE IN INCHES
(MILLIMETERS) UNLESS OTHERWISE NOTED

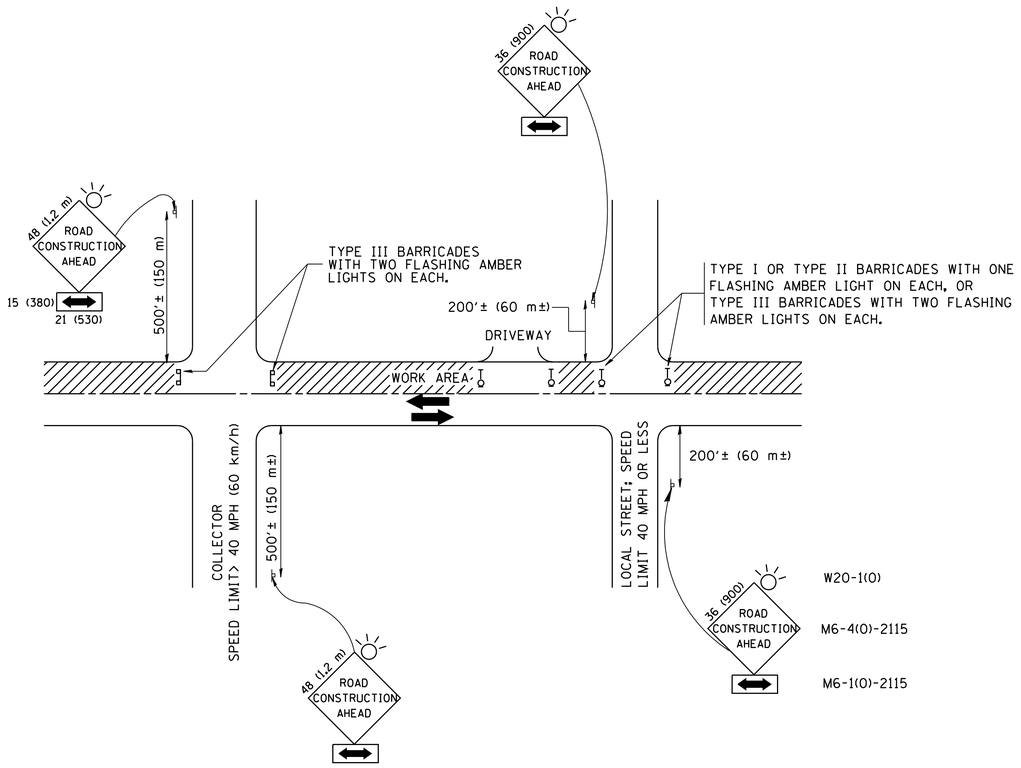
FILE NAME = W:\diststd\22x34\bd48.dgn	USER NAME = gaglianobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00
		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
	PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	100
	BD-48	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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 AND FLAG 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. 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).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

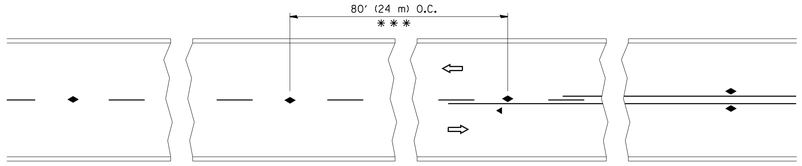
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

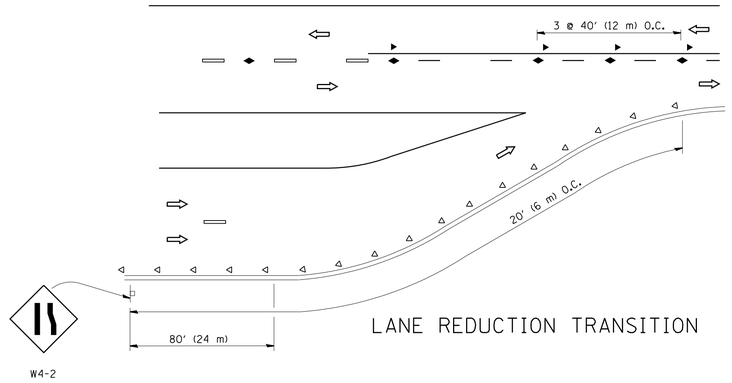
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	101
	TC-10	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

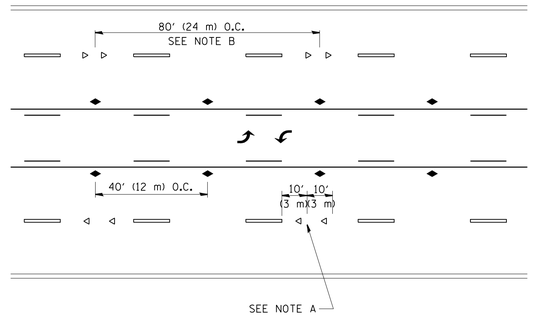


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

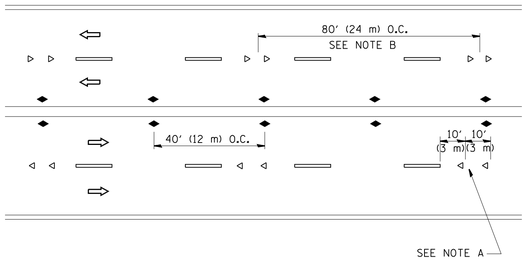
TWO-LANE/TWO-WAY



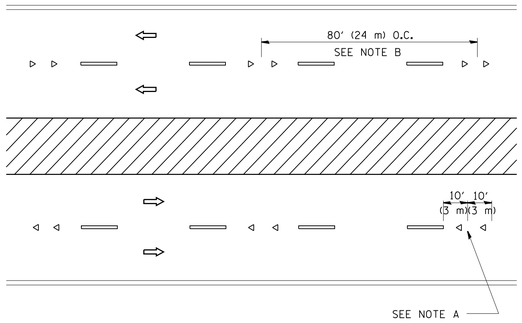
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

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.

SYMBOLS

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

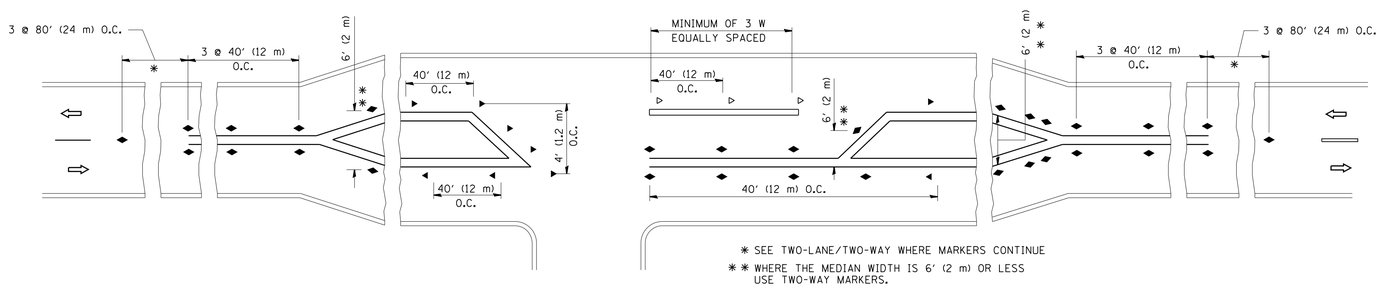
LANE MARKER NOTES

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.



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

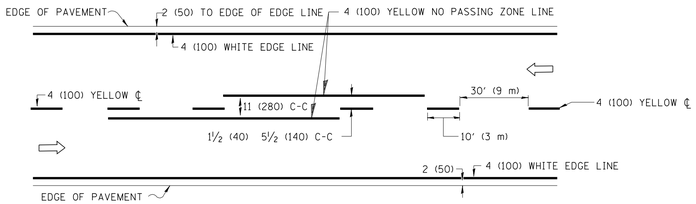
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

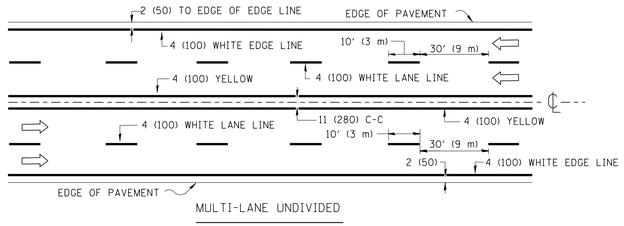
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tc11.dgn	USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**
		DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		

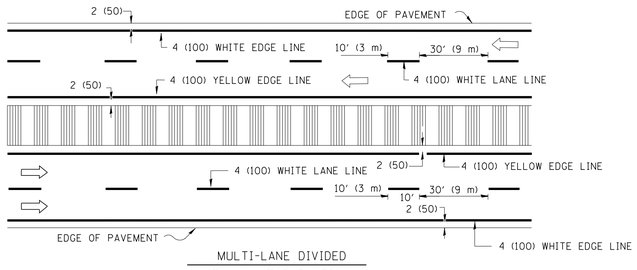
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	102
	TC-11	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



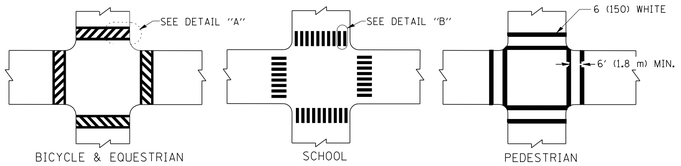
MULTI-LANE UNDIVIDED

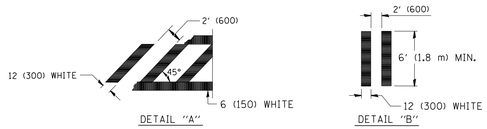


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

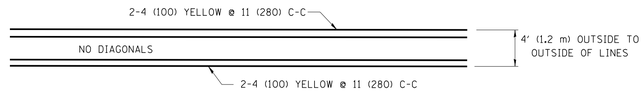
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

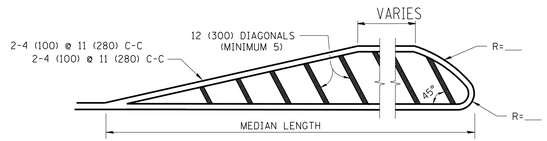




TYPICAL CROSSWALK MARKING



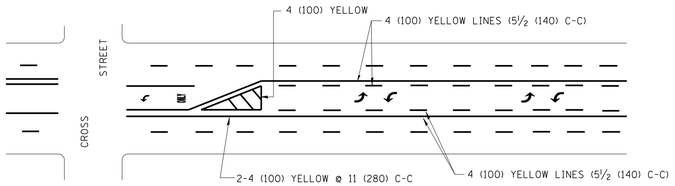
4' (1.2 m) WIDE MEDIANS ONLY



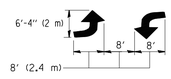
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

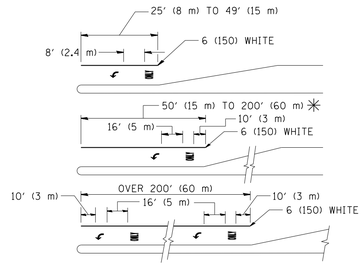


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

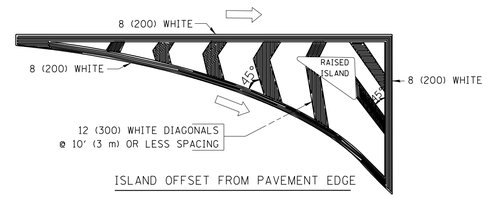


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

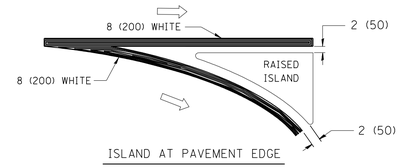
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
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 ø 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 ø 6 (150) 12 (300) ø 45° 12 (300) ø 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 ø 4 (100) WITH 12 (300) DIAGONALS ø 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 ø 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 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ø 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))

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.

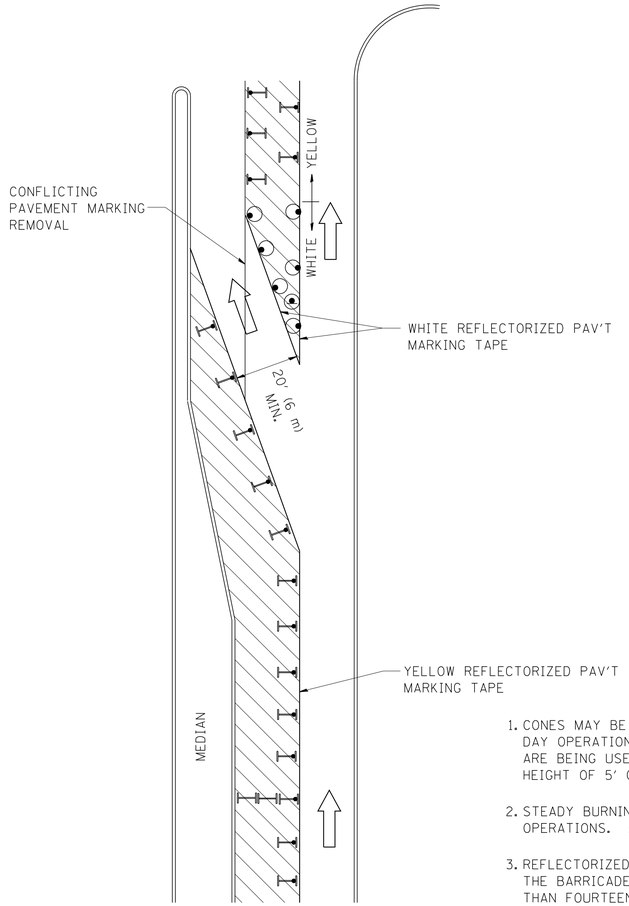
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

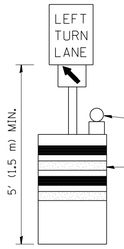
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	103
	TC-13	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-1100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 701901
SEE NOTE 8

GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE WITH STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 '/ IN.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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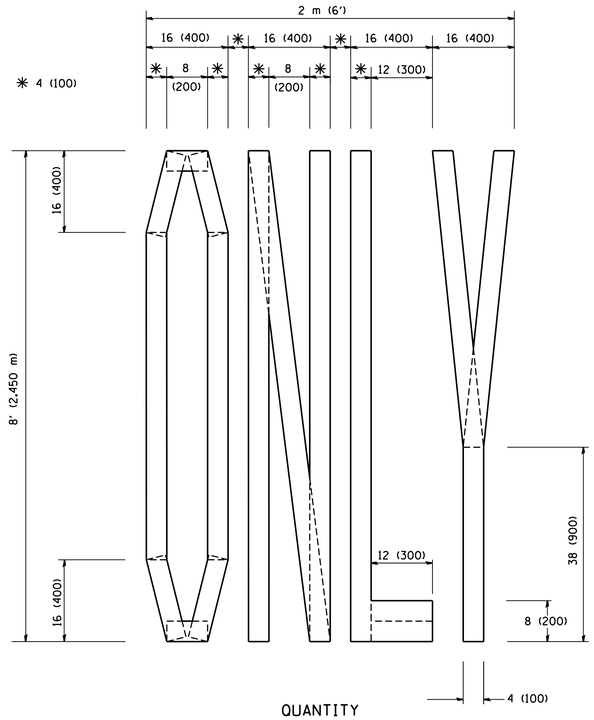
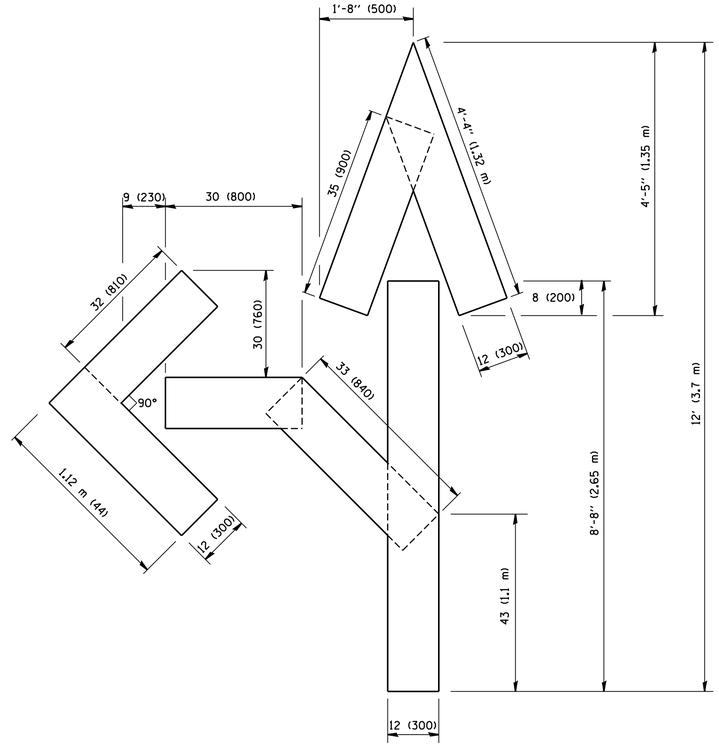
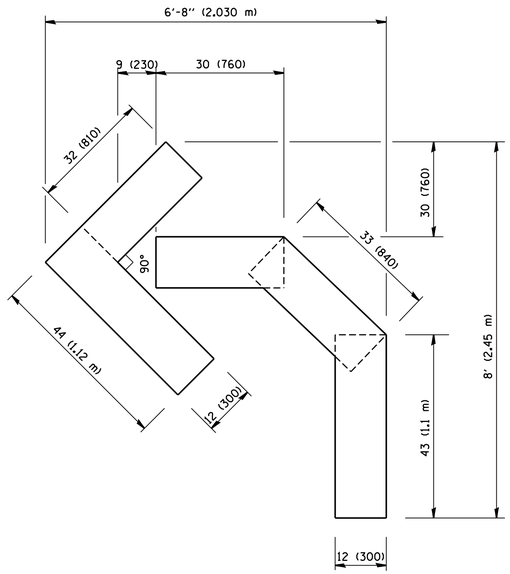
	TC-14	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	105
	TC-16	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE MARKERS

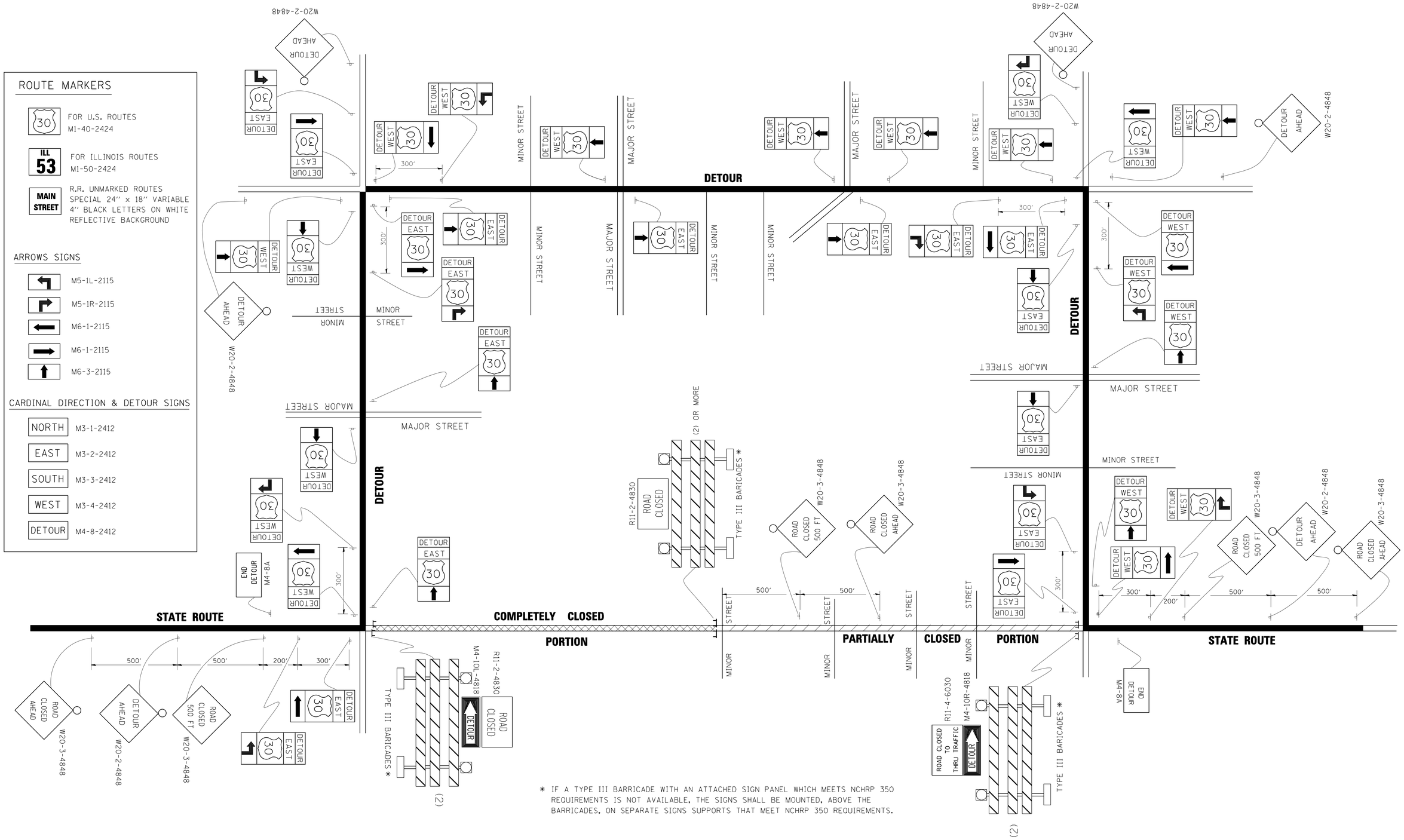
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

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



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

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		DRAWN -	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/14/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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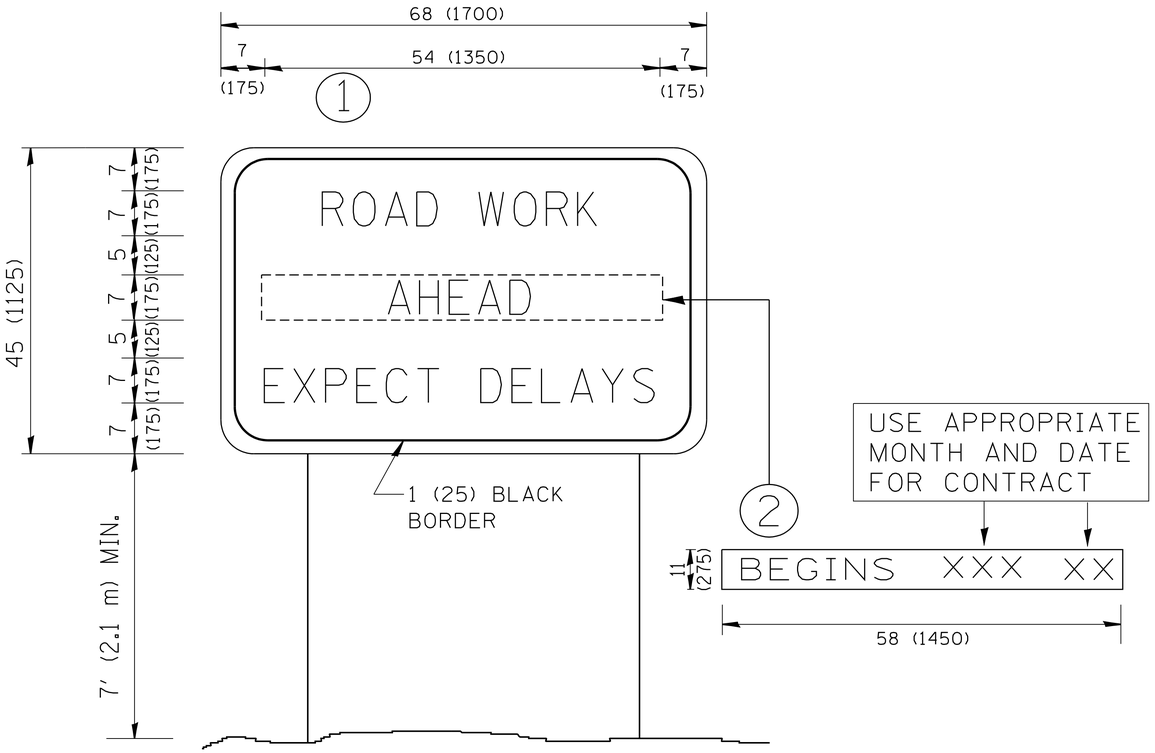
	TC-21	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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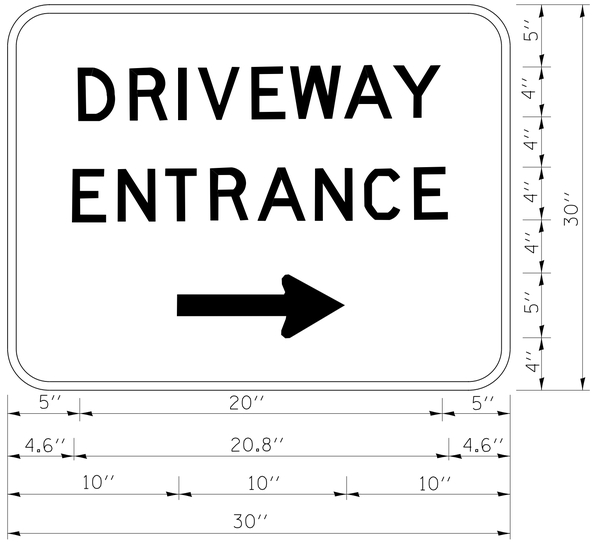
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

FILE NAME = c:\pw_work\pwidot\gaglianobt\d0108315\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

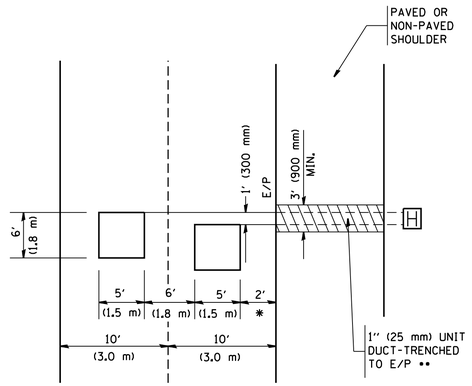
DRIVEWAY ENTRANCE SIGNING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	108
	TC-26	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

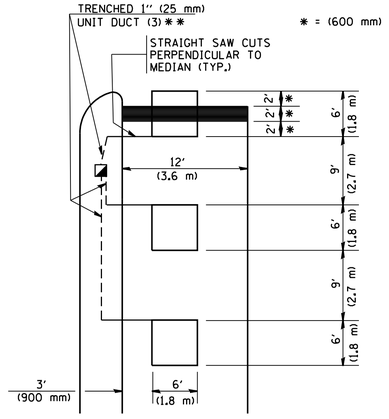


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

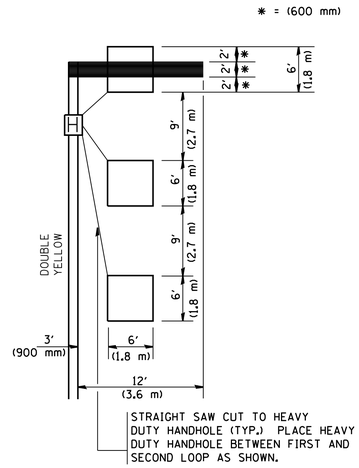
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

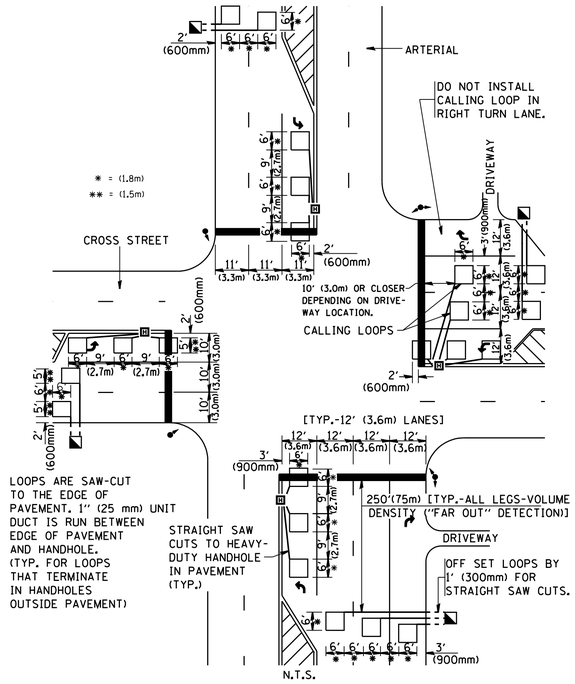
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



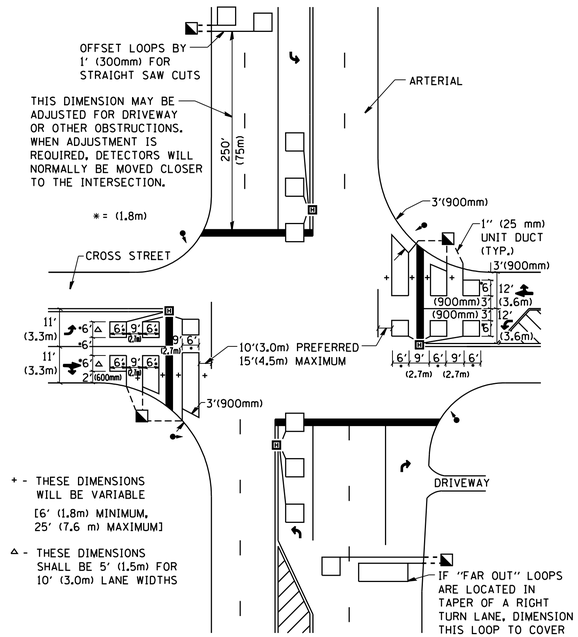
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

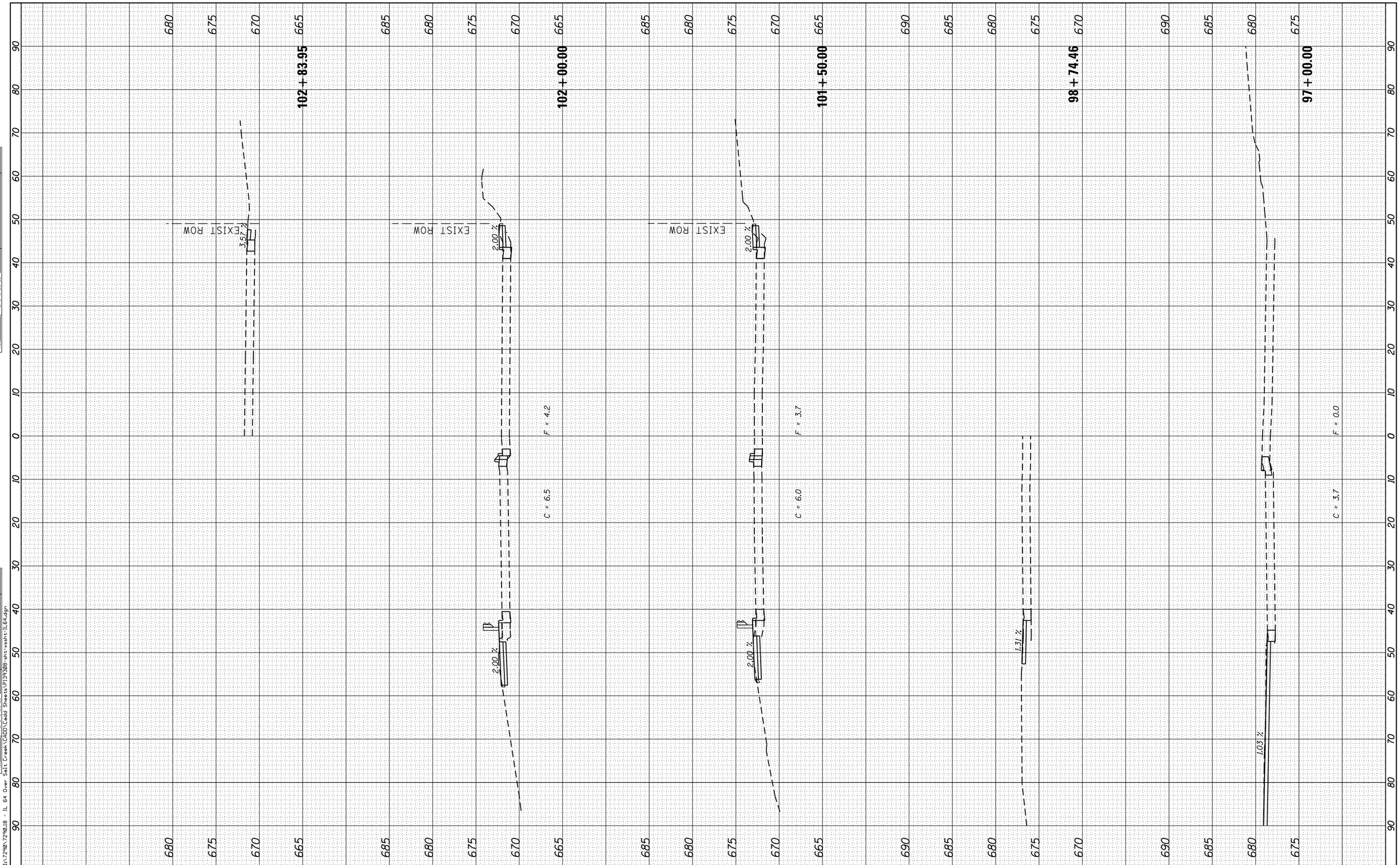
DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	109
	TS-07	CONTRACT NO. 60V24		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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		



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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/24/2013	DATE -	REVISED -	

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e-mail: mail@collinsengr.com
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 64 (NORTH AVE) OVER SALT CREEK
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 97+00.00 TO STA. 102+83.95

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	110
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			

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

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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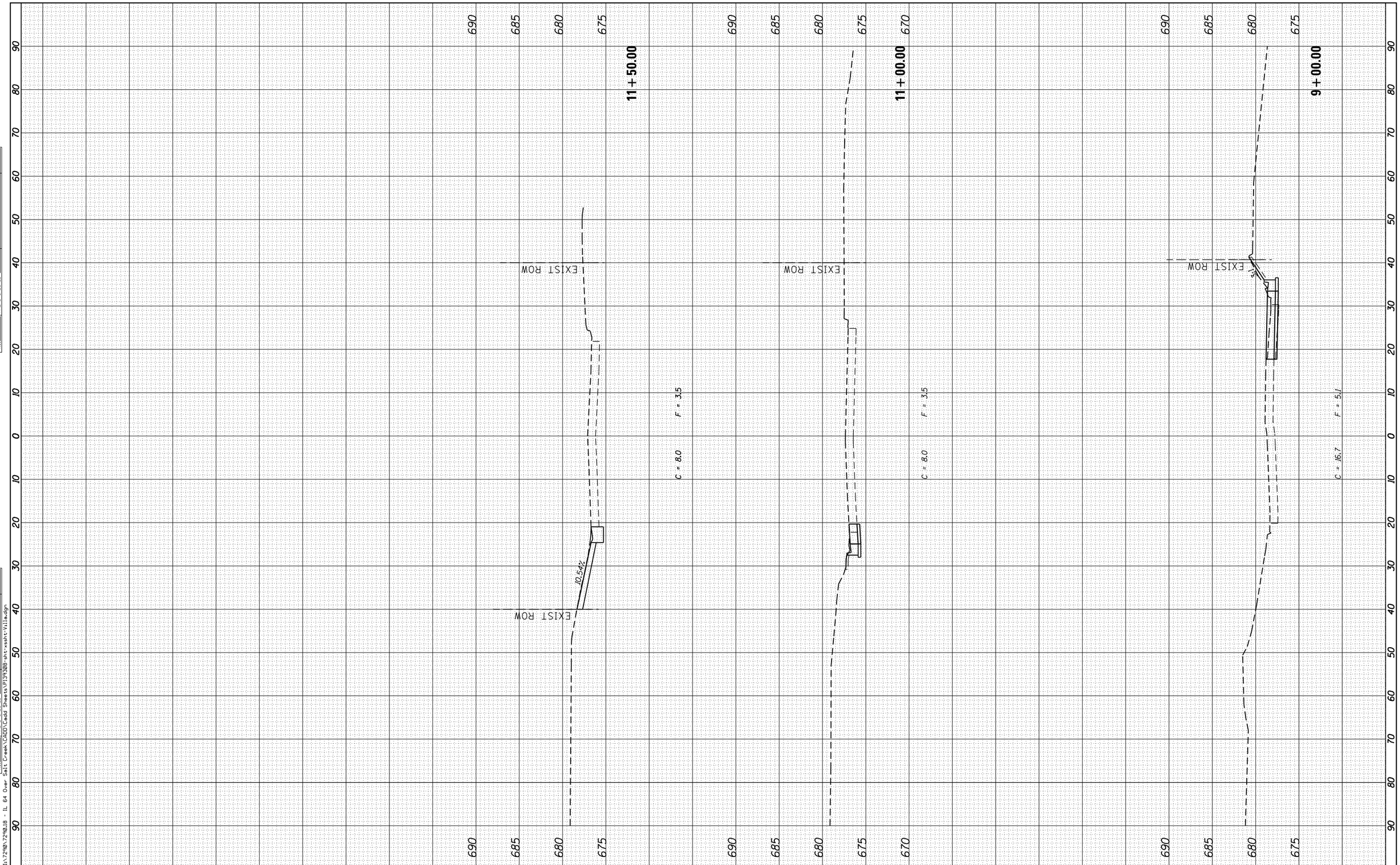
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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USER NAME = rgall	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/24/2013	DATE -	REVISED -	

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ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLA AVE
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 9+00.00 | TO STA. 11+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	1318-BR	DuPAGE	111	111
		CONTRACT NO. 60V24		
	ILLINOIS FED. AID PROJECT			