

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. 870 / IL ROUTE 53 (LINCOLN AVE.) OVER ST JOSEPH'S CREEK
BRIDGE REPLACEMENT
SECTION 534R-B
PROJECT NO. ACBRF-0870(014)
DuPAGE COUNTY
C-91-170-11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	1
FED ROAD DIST NO. 1 ILLINOIS			CONTRACT NO. 60M83	

D-91-170-11

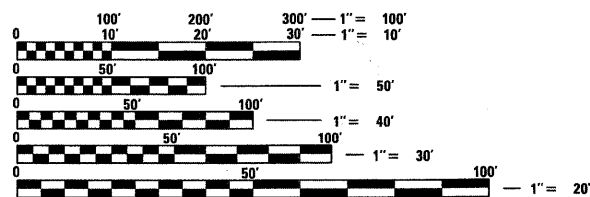


FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA:

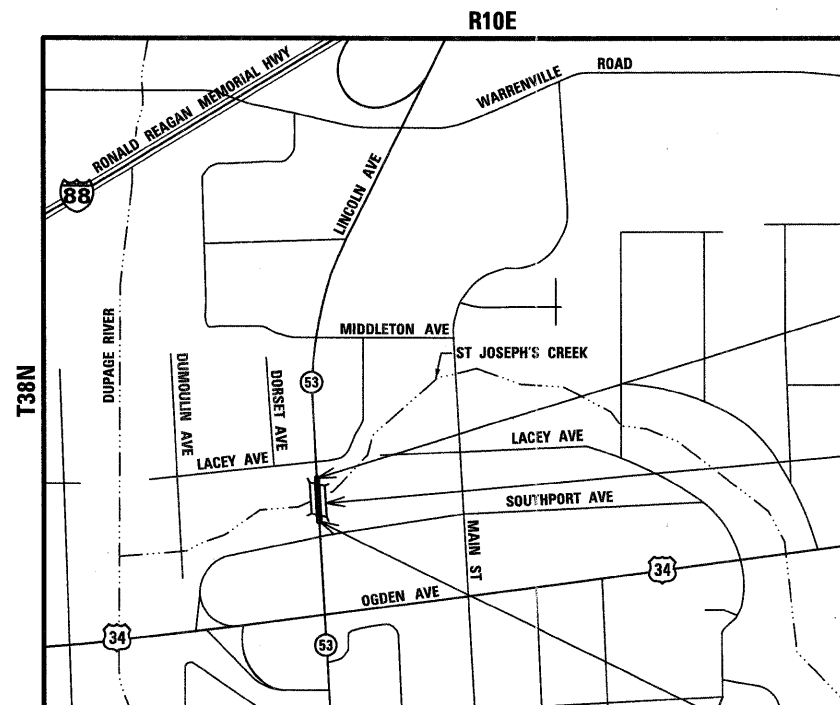
EXISTING ADT IL ROUTE 53 = 25,500 (2002)
PROPOSED ADT IL ROUTE 53: 35,505 (2021)
POSTED SPEED = 35 MPH

PROJECT IS LOCATED IN THE VILLAGE OF LISLE



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



SECTION 3
LISLE TOWNSHIP
LOCATION MAP
NOT TO SCALE

PROJECT ENDS
STA. 101 + 65.00

PROJECT LOCATION:
IL ROUTE 53 (LINCOLN AVE.)
OVER ST JOSEPH'S CREEK
EXISTING SN: 022-0082
PROPOSED SN: 022-3054

PROJECT CONSISTS OF THE REMOVAL OF THE EXISTING BRIDGE (SN: 022-0082 EXISTING) AND REPLACEMENT WITH A THREE SIDED PRECAST CONCRETE STRUCTURE (SN: 022-3054 PROPOSED) AND THE REMOVAL AND REPLACEMENT OF THE EXISTING APPROACH ROADWAY OF IL ROUTE 53 (LINCOLN AVE) OVER ST. JOSEPH'S CREEK.

PROJECT BEGINS
STA. 98 + 63.00

GROSS AND LENGTH OF PROJECT = 302.0 FEET = 0.057 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED OCTOBER 20 20 11

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

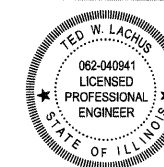
March 23 20 12
John D. Basanelli, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

March 23 20 12
William R. Flynn, Jr.
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROJECT MANAGER ISSAM RAYYAN, PE (847) 705-4550
PROJECT ENGINEER ROBERT T. BORO, PE (847) 705-4178
CONTRACT NO. 60M83

Primera
100 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606.
P:312-606-0910 F:312-606-0415



Ted W. Lachus
TED W. LACHUS, P.E.
EXPIRES 11-30-2011
DATE 8-26-2011

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STATE STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-06 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
- 424001-06 CURB RAMPS FOR SIDEWALKS
- 515001-03 NAME PLATE FOR BRIDGES
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604001-03 FRAME AND LIDS TYPE 1
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 631011-08 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-10 TRAFFIC BARRIER TERMINAL, TYPE 6
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701321-12 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701606-08 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-08 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 886001-01 DETECTOR LOOP INSTALLATIONS

GENERAL NOTES:

- 1. THESE PLANS HAVE BEEN PREPARED FROM INFORMATION ACQUIRED FROM EXISTING PLANS AND NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.
- 2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO VARIATIONS FOUND IN THE FIELD. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. ANY ADJUSTMENTS PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE.
- 3. FORTY- EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) OR 811 FOR LOCATIONS OF THE EXISTING UTILITIES.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- 6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 7. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 8. 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 ADJOINING RESIDENTIAL AREAS.
- 9. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
- 10. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO ASSURE THAT NO DEBRIS FALLS INTO ST. JOSEPH'S CREEK. THE COST OF THIS WORK SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.
- 11. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- 12. THE ENGINEER SHALL CONTACT DON CHIARUG, THE AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 13. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 14. ACCESS SHALL BE PROVIDED AT ALL TIMES TO PROPERTIES ABUTTING THE PROPOSED IMPROVEMENT.
- 15. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE 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.
- 16. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIPLINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- 17. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- 18. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- 19. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.

GENERAL NOTES (CONT'D):

- 20. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.
- 21. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER THE IN STREAM WORK BY THE CONTRACTOR. THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO SUBMIT THE WORK PLAN TO THE CORPS. THE CORPS WILL NOT BE PROVIDING AN APPROVAL UNLESS STATED OTHERWISE IN THE PERMIT AND IN STREAM WORK CAN COMMENCE AT THE CONTRACTOR'S DISCRETION. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE:
[HTTP://WWW.LRC.USACE.ARMY.MIL/](http://www.lrc.usace.army.mil/)

COMMITMENTS

NONE

FILE NAME =
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DESIGNED - RJD	REVISED -
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 10/4/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK
INDEX OF SHEETS, STATE STANDARDS,
GENERAL NOTES AND COMMITMENTS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	2
CONTRACT NO. 60M83			[ILLINOIS] FED. AID PROJECT	

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

SUMMARY OF QUANTITIES

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	801.FED./201.STATE URBAN CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	72	72	
* 20101000	TEMPORARY FENCE	FOOT	86	86	
* 20101200	TREE ROOT PRUNING	EACH	5	5	
* 20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5	
* 20101700	SUPPLEMENTAL WATERING	UNIT	1	1	
20200100	EARTH EXCAVATION	CU YD	512	512	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	266	266	
20300100	CHANNEL EXCAVATION	CU YD	44	44	
20400800	FURNISHED EXCAVATION	CU YD	62	62	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	7		7
20800150	TRENCH BACKFILL	CU YD	27	27	
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2514	2514	
* 25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25	
* 25000312	SEEDING, CLASS 4A	ACRE	0.50	0.50	
* 25000314	SEEDING, CLASS 4B	ACRE	0.25	0.25	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	12	12	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	12	12	
* 25100115	MULCH, METHOD 2	ACRE	0.75	0.75	
* 25100630	EROSION CONTROL BLANKET	SQ YD	2514	2514	
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	52	52	
* 28000305	TEMPORARY DITCH CHECKS	FOOT	28	28	
* 28000400	PERIMETER EROSION BARRIER	FOOT	804	804	
* 28000510	INLET FILTERS	EACH	3	3	
28100107	STONE RIPRAP, CLASS A4	SQ YD	697		697
28200200	FILTER FABRIC	SQ YD	697		697

* INDICATES SPECIALTY ITEMS

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	801.FED./201.STATE URBAN CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	497	497	
35501317	HOT-MIX ASPHALT BASE COURSE, 8 1/4"	SQ YD	680	680	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	469	469	
40600300	AGGREGATE (PRIME COAT)	TON	8	8	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	131	131	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	280	280	
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	227	227	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1607	1607	
44000100	PAVEMENT REMOVAL	SQ YD	430	430	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1231	1231	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	833	833	
44000600	SIDEWALK REMOVAL	SQ FT	1416	1416	
44003100	MEDIAN REMOVAL	SQ FT	2328	2328	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2	
50200100	STRUCTURE EXCAVATION	CU YD	362		362
50300225	CONCRETE STRUCTURES	CU YD	228.5		228.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	10.5		10.5
50300300	PROTECTIVE COAT	SQ YD	59		59
50800105	REINFORCEMENT BARS	POUND	17300		17300
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9550		9550
50800515	BAR SPLICERS	EACH	84		84
50900105	ALUMINUM RAILING, TYPE L	FOOT	49		49
51500100	NAME PLATES	EACH	1		1

* INDICATES SPECIALTY ITEMS

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DESIGNED - RJD
DRAWN - GEW
CHECKED - RJD
DATE - 12/12/2011

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK
SUMMARY OF QUANTITIES**

SCALE: N/A SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DUPAGE	TOTAL SHEETS 51	SHEET NO. 3
CONTRACT NO. 60M83				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
54213471	END SECTIONS 36"	EACH	1	1	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	63	63	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	131	131	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	8	8	
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	33	33	
55100500	STORM SEWER REMOVAL 12"	FOOT	86	86	
55100700	STORM SEWER REMOVAL 15"	FOOT	134	134	
55100900	STORM SEWER REMOVAL 18"	FOOT	12	12	
55101600	STORM SEWER REMOVAL 36"	FOOT	24	24	
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	2	
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	
60500040	REMOVING MANHOLES	EACH	2	2	
60500050	REMOVING CATCH BASINS	EACH	1	1	
60500060	REMOVING INLETS	EACH	1	1	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	811	811	
60604310	COMBINATION CONCRETE CURB AND GUTTER, TYPE SB-6.12	FOOT	646	646	
60605567	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-8.12	FOOT	91	91	
60618210	HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH	SQ FT	962	962	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50.0	50.0	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1	

* INDICATES SPECIALTY ITEMS

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	507	507	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	650	650	
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	128	128	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2714	2714	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	262.5	262.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	262.5	262.5	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	219	219	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3921	3921	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	726	726	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	20	20	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	75	75	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	121	121	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2059	2059	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	121	121	
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	299	299	
* 87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2404	2404	

* INDICATES SPECIALTY ITEMS

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DESIGNED - RJD	REVISED -
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CHECKED - RJD	REVISED -
DATE - 12/12/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 53 OVER ST JOSEPH'S CREEK

SUMMARY OF QUANTITIES

SCALE: N/A SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 870	SECTION 534R-B	COUNTY	TOTAL SHEETS 51	SHEET NO. 4
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2378	2378	
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	328	328	
* 87900200	DRILL EXISTING HANDHOLE	EACH	2	2	
* 88600100	DETECTOR LOOP, TYPE I	FOOT	163	163	
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2056	2056	
* A2002016	TREE, AESCULUS GLABRA (OHIO BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	EACH	12	12	
X0324719	CHECK VALVE 18"	EACH	1	1	
* X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.50	0.50	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	7831	7831	
X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	52	52	
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	774	774	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	352	352	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0028462	GEOTEXTILE RETAINING WALL	SQ FT	115		115
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
Z0062456	TEMPORARY PAVEMENT	SQ YD	357	357	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	444		444
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1	
Z0038137	THREE-SIDED PRECAST CONCRETE STRUCTURES 28'X 10'	FOOT	83.3		83.3

* INDICATES SPECIALTY ITEMS

TREE REMOVAL 6 TO 15 UNITS DIAMETER		
STATION		UNITS INCHES
99+84.55	RT	6
99+86.88	RT	6
99+92.23	RT	6
99+92.30	RT	6
99+95.26	RT	6
99+95.58	RT	6
99+97.10	RT	6
99+97.94	RT	6
100+02.82	RT	6
100+06.72	RT	6
100+09.36	RT	6
100+10.17	RT	6
TOTAL		72

TREE PROTECTION WITH TEMPORARY FENCE AND TREE ROOT PRUNING SCHEDULE
LOCATION
STA. 98+74.8, 54.6 RT
STA. 99+43.2, 130.5 RT
STA. 100+11.9, 72.1 RT
STA. 100+11.9, 70.4 RT
STA. 100+14.1, 65.4 RT
TOTAL = 5 EACH

GUARDRAIL SCHEDULE					
LOCATION	OFFSET	STEEL PLATE BEAM RAIL, TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL		
			TYPE 1 (SPEC.) TANGENT	TYPE 2	TYPE 5
STA. 99+43.8 TO STA. 99+56.3	RT	12.5			
STA. 99+43.8	RT	-	1		
STA. 99+99.4	RT	-			1
STA. 100+00.7	LT	-			1
STA. 100+32.4	RT	-		1	
STA. 100+43.8 TO STA. 100+68.8	LT	25.0			
STA. 100+68.8	LT	-	1		
STA. 100+47.0 TO STA. 100+59.5	RT	12.5			
STA. 100+59.5	RT	-		1	
TOTAL		50.0	2	1	2

COMBINATION CURB AND GUTTER REMOVAL						
STATION	OFFSET	RT/LT	STATION	OFFSET	RT/LT	UNITS FOOT
98+97.76	27.83	RT	99+95.74	28.27	RT	97.98
98+97.76	28.80	LT	99+72.87	28.20	LT	75.11
100+04.47	28.14	LT	101+60.78	39.14	LT	158.89
100+27.51	28.07	RT	101+45.75	28.25	RT	118.37
102+39.00	3.00	RT	104+28.50	5.50	RT	190.22
102+39.00	5.00	LT	104+28.50	8.25	LT	192.03
			TOTAL			833

MEDIAN REMOVAL						
STATION	OFFSET	WIDTH	STATION	OFFSET	WIDTH	UNITS SQ. FT.
102+39.0	RT/LT	7.00	104+28.5	LT	4.00	1042.3
104+28.5	RT/LT	4.00	107+50.0	LT	4.00	1286.0
			TOTAL			2328

SUB-BASE GRANULAR MATERIAL, TYPE B 6"						
STATION	OFFSET	WIDTH	STATION	OFFSET	WIDTH	UNITS SQ. FT.
98+75.00	RT	5.00	101+63.56	RT	5.00	160.31
99+69.75	LT	5.00	100+02.50	LT	5.00	18.19
102+39.00	RT/LT	10.00	102+92.21	RT/LT	11.00	62.08
102+92.21	RT/LT	11.00	104+28.50	LT	4.00	113.58
104+28.50	RT/LT	4.00	107+50.00	LT	4.00	142.89
			TOTAL			497

EARTHWORK SCHEDULE			
ITEM (CY)	TOTAL	STAGE 1	STAGE 2
EARTH EXCAVATION	512	55	457
*ADJUSTED EARTH EXCAVATION	436	47	389
FILL/FURNISHED EXCAVATION	282	108	174
EARTHWORK BALANCE EXCESS (+) OR SHORTAGE (-)	+154	-61	+215
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUT)	266	-	-

*NOTE: SHRINKAGE CALCULATED USING 15% SHRINKAGE FACTOR.

PCC SIDEWALK SCHEDULE	
LOCATION	TOTAL (SQ FT)
STA. 98+75.0 TO STA. 101+63.6, RT	1443
STA. 99+69.8 TO STA. 100+02.5, LT	164
TOTAL	1607

TEMPORARY BARRIER AND IMPACT ATTENUATOR SCHEDULE				
LOCATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	TL 3 TEMP. IMPACT ATTENUATOR (EACH)	RELOCATE TL3 TEMP. IMPACT ATTENUATOR (EACH)
STA. 98+82.5 TO STA. 99+07.5, RT	25			
STA. 98+82.5 TO STA. 99+07.5, LT		25		
STA. 98+82.5, 1' RT			1	
STA. 98+82.5, 1' LT				1
STA. 99+07.5 TO STA. 101+20, RT	212.5			
STA. 99+07.5 TO STA. 101+20, LT		212.5		
STA. 101+20 TO STA. 101+45, RT	25			
STA. 101+20 TO STA. 101+45, LT		25		
STA. 101+45, 1' RT			1	
STA. 101+45, 1' LT				1
TOTAL	262.5	262.5	2	2

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DESIGNED - MHL
 DRAWN - GEW
 CHECKED - RJD
 DATE - 10/4/2011

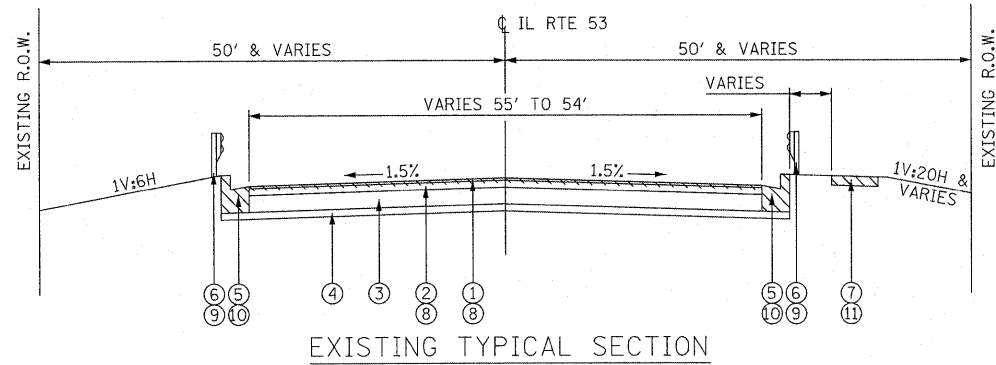
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK
 SCHEDULE OF QUANTITIES

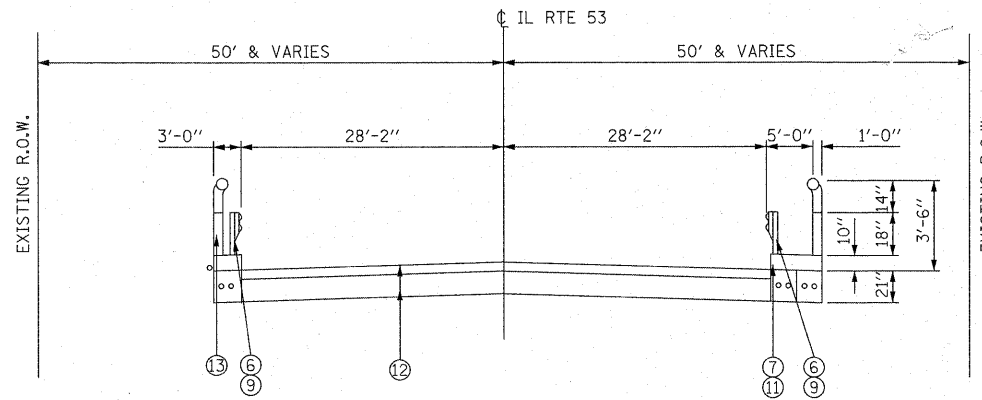
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	6
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	



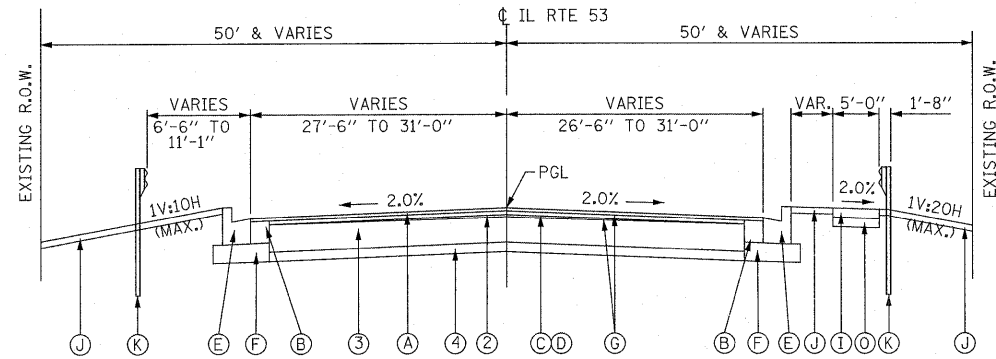
EXISTING TYPICAL SECTION

STA. 98+63 TO STA. 99+84
STA. 100+16 TO STA. 101+65



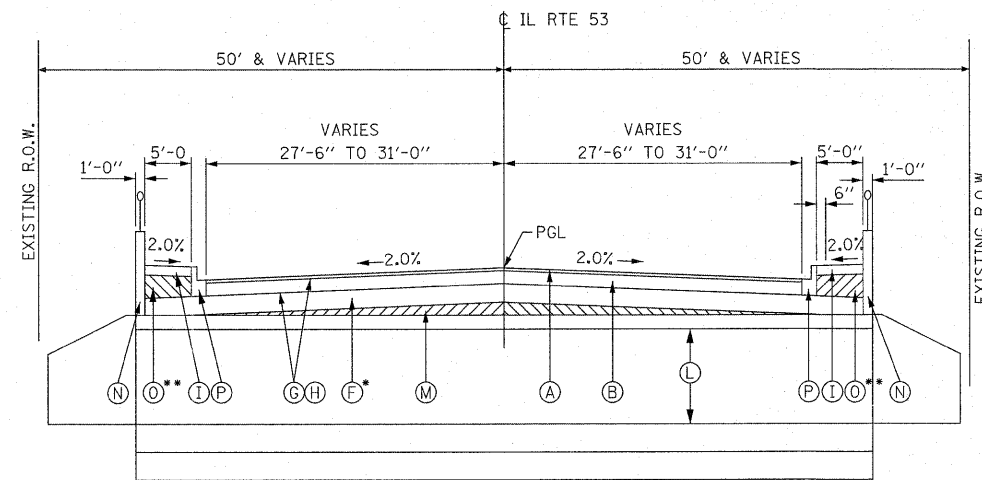
EXISTING TYPICAL SECTION

STA. 99+84 TO STA. 100+16



PROPOSED TYPICAL SECTION

STA. 98+63 TO STA. 99+55.30
STA. 100+45 TO STA. 101+65



PROPOSED TYPICAL SECTION

STA. 99+55.30 TO STA. 100+45

- * AGGREGATE SUBGRADE MAY VARY FROM 12" OVER THE PROPOSED THREE-SIDED STRUCTURE.
- ** ANY VARIANCE IN THICKNESS OF SUBBASE GRANULAR MATERIAL, TYPE B 6" OVER THE PROPOSED THREE-SIDED STRUCTURE WILL BE INCIDENTAL TO SUBBASE GRANULAR MATERIAL, TYPE B 6".

LEGEND

EXISTING CONDITIONS

- ① HMA SURFACE COURSE, 1 1/2"
- ② HMA BINDER COURSE, 3"
- ③ HMA BASE COURSE, 11"
- ④ AGGREGATE BASE
- ⑤ CURB & GUTTER TYPE B-6, 12
- ⑥ STEEL PLATE BEAM GUARDRAIL
- ⑦ P.C.C. SIDEWALK
- ⑧ HMA SURFACE REMOVAL 2"
- ⑨ GUARDRAIL REMOVAL
- ⑩ COMBINATION CURB AND GUTTER REMOVAL
- ⑪ SIDEWALK REMOVAL
- ⑫ CONCRETE BRIDGE STRUCTURE
- ⑬ P.C.C. PARAPET WALL

PROPOSED CONDITIONS

- A POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 2"
- B HMA BASE COURSE (HMA BINDER COURSE, IL-19.0, N90) 8 1/4"
- C LEVELING BINDER (MACHINE METHOD), N70 (3/4"-2 1/4") (IN TWO LIFTS)
- D POLYMERIZED HMA BINDER COURSE, IL-19.0, N90 (2 1/4"-5 1/2") (IN TWO LIFTS)
- E COMBINATION CURB & GUTTER TYPE B-6.12
- F AGGREGATE SUBGRADE 12"
- G BITUMINOUS MATERIALS (PRIME COAT)
- H AGGREGATE (PRIME COAT)
- I P.C.C. SIDEWALK 5"
- J PARKWAY RESTORATION:
EROSION CONTROL BLANKET
SEEDING, CLASS 2A OR CLASS 4A (MODIFIED), (SEE PLANS)
TOPSOIL FURNISH AND PLACE, 4"
- K STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POST
- L THREE SIDED PRECAST CONCRETE STRUCTURE 28' X 10'
- M POROUS GRANULAR EMBANKMENT, SUBGRADE
- N PARAPET AND ALUMINUM RAILING, TYPE L
- O SUBBASE GRANULAR MATERIAL, TYPE B 6"
- P COMBINATION CURB & GUTTER TYPE B-8.12

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
HMA SURFACE COURSE	
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL-9.5mm) 2"	4% @ 90 Gyr.
HMA BINDER COURSE	
HMA BASE COURSE (HMA BINDER COURSE, IL-19.0, N90) 8 1/4"	4% @ 90 Gyr.
LEVELING BINDER	
LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5mm) 3/4"- 2 1/4"	4% @ 70 Gyr.
POLYMERIZED HMA BINDER COURSE, IL-19.0, N90 2 1/4"- 5 1/2"	4% @ 90 Gyr.
MEDIAN	
HMA SURFACE COURSE, MIX "D", N50 4" (IL-9.5mm)	4% @ 50 Gyr.
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N50 (IL-9.5mm) 2"	4% @ 50 Gyr.
HMA BINDER, IL-19mm, N50 8"	4% @ 50 Gyr.

IF THE CONTRACTOR CHOOSES TO USE CONCRETE FOR THE TEMPORARY PAVEMENT THE THICKNESS SHALL BE 10".

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS:
112 LBS/SQ YD/IN.

The "AC Type" for Polymerized HMA Mixes SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" shall be "PG 64 -22" UNLESS modified by District ONE Special Provisions.

FOR "PERCENT OF RAP/RAS" SEE DISTRICT ONE SPECIAL PROVISIONS.

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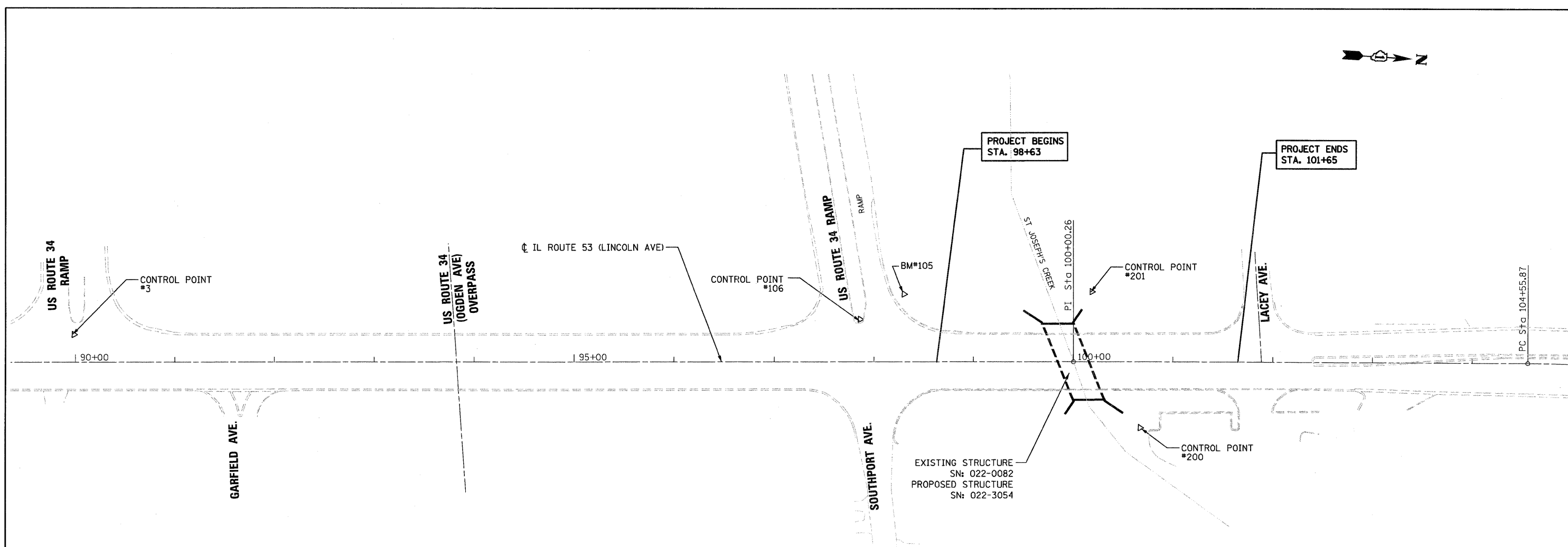
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DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 12/12/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK
EXISTING AND PROPOSED TYPICAL SECTIONS

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

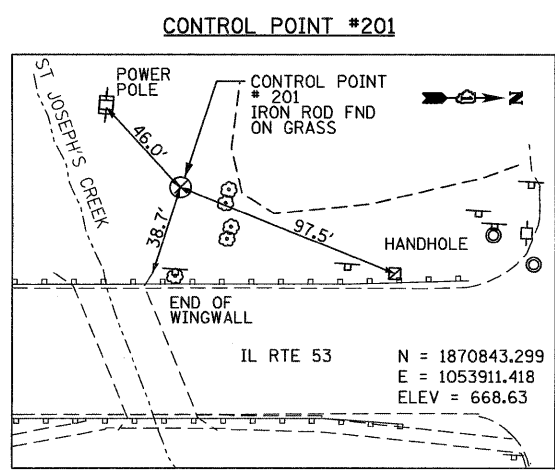
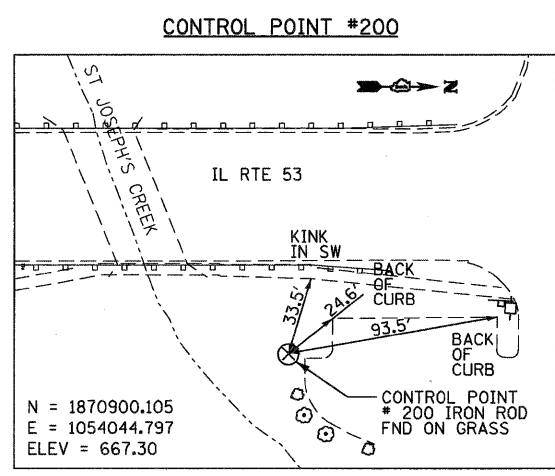
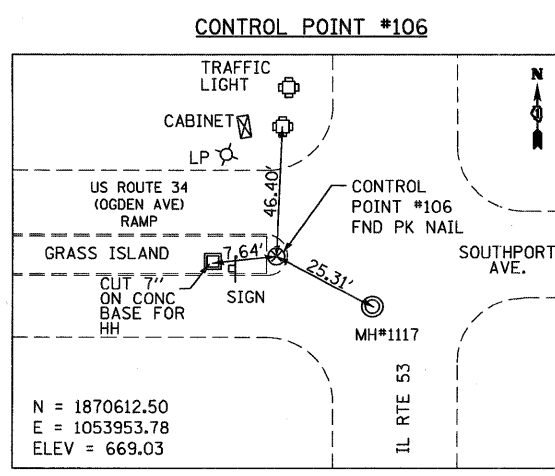
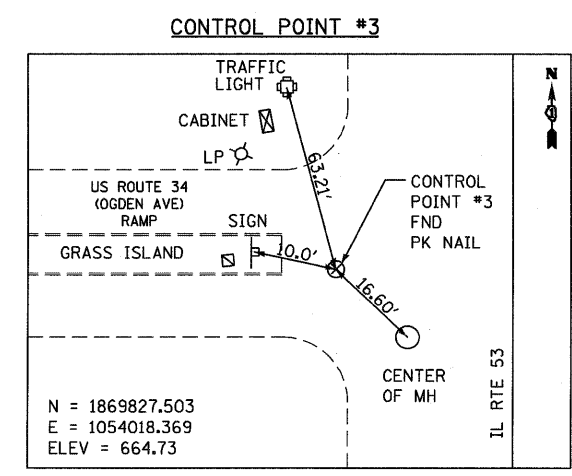
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	7
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	



BENCHMARK:
 BM#105
 SQUARE CUT ON EASTERLY CORNER OF CONCRETE
 BASE FOR STREET LIGHTING CABINET AT NW CORNER
 OF IL RTE 53 AND EXIT RAMP TO OGDEN AVE.
 ELEV = 669.02

ALIGNMENT COORDINATES - IL RTE 53 (LINCOLN AVENUE)

	STATION	NORTHING	EASTING
	95+00	1870329.803	1054014.417
BEG.	98+63	1870692.077	1053991.476
PI	100+00.26	1870829.063	1053982.802
END	101+65	1870993.520	1053973.148
	104+00	1871228.116	1053959.377



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DESIGNED - RJD
 DRAWN - GEW
 CHECKED - RJD
 DATE - 10/4/2011

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

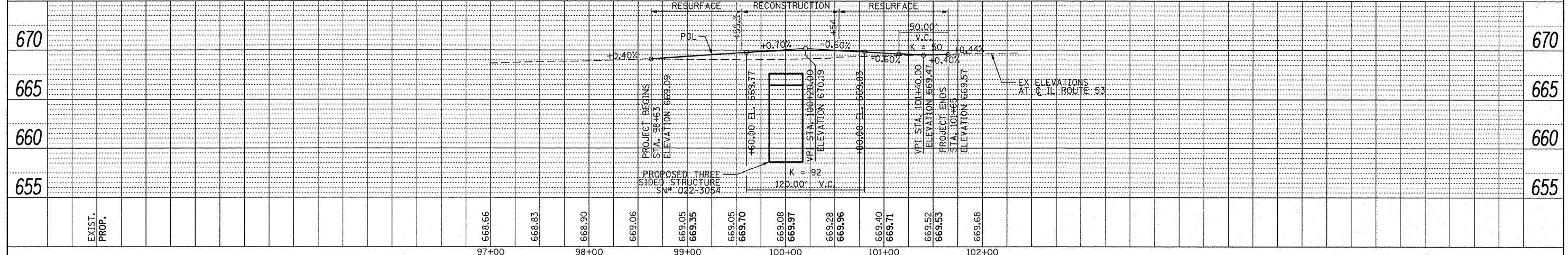
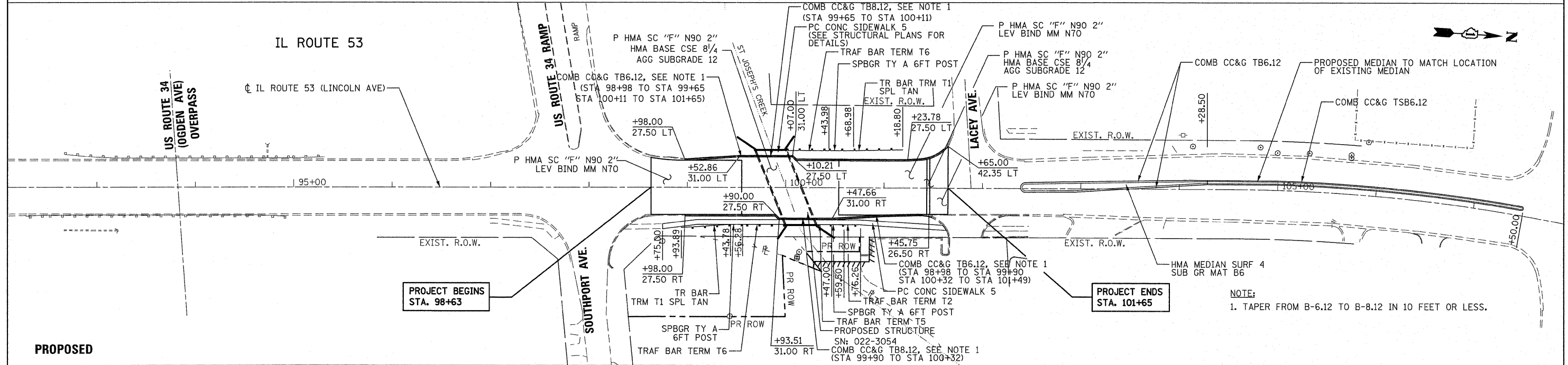
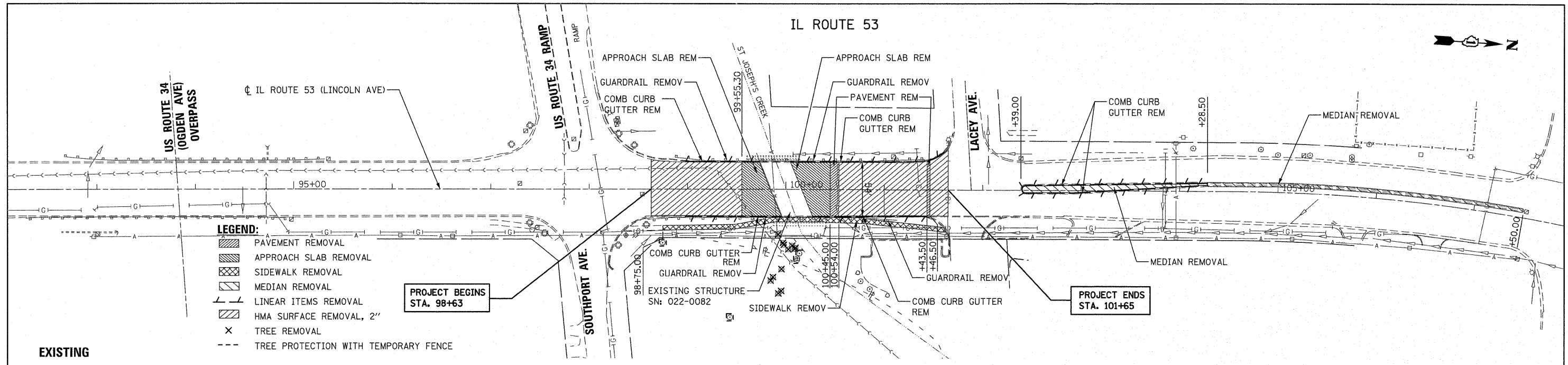
**IL ROUTE 53 OVER ST JOSEPH'S CREEK
 ALIGNMENT, TIES AND BENCHMARKS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	8
CONTRACT NO. 60M83				
[ILLINOIS] FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
RECORDED	
FILE NAME	
PLAN NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATING	
PROFILE NO.	



FILE NAME =	DESIGNED - RJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 53 OVER ST JOSEPH'S CREEK EXISTING AND PROPOSED ROADWAY PLAN AND PROFILE	F.A.P. RTE. 870	SECTION 534 R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 9	
...\\D168MB3-ehp-plnprof.dgn	DRAWN - GEW	REVISED -			SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 98+63 TO STA. 101+65	CONTRACT NO. 60M83		
	CHECKED - RJD	REVISED -			ILLINOIS FED. AID PROJECT					
	DATE - 12/12/2011	REVISED -								



MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE MAINTENANCE OF TRAFFIC CONTROL (MOT) PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.
3. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
4. ALL VEHICLES, EQUIPMENT, WORKERS, AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "PAVEMENT MARKING REMOVAL".
6. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING TAPE WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "WORK ZONE PAVEMENT MARKING REMOVAL".
7. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARD SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION OR AS DIRECTED BY THE ENGINEER.
8. ALL DRUMS, VERTICAL PANELS, AND BARRICADES ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY-BURNING BIDIRECTIONAL LIGHTS.
9. TEMPORARY CONCRETE BARRIER SHALL BE USED ACROSS THE BRIDGE WHEN SPECIFIED IN THE PLANS.
10. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.
11. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
12. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY, "CHANGEABLE MESSAGE SIGN".
13. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNING".
14. HIGH-INTENSITY FLASHING LIGHTS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK ZONE DURING HOURS OF DARKNESS AND INSTALLED ABOVE THE FIRST TWO SIGNS IN EACH SERIES.
15. THE ENGINEER MUST BE NOTIFIED AT LEAST 72 HOURS PRIOR TO PLACING THE TEMPORARY TRAFFIC SIGNALS IN OPERATION SO THAT ARRANGEMENTS CAN BE MADE TO INSPECT THE INSTALLATION AND SET THE TIMING OF THE SIGNALS. THE CONTRACTOR SHALL FURNISH TIMING CYCLE GEARS OF 60, 65, 70, 80, 90, 100, AND 120 SECONDS FOR THE CONTROLLER.
16. AT ANY TIME THAT THE SIGNALS ARE NOT OPERATING THE SIGNAL HEAD SHALL BE HOODED AND THE "SIGNAL AHEAD" SIGN COVERED OR REMOVED.
17. FOR ADDITIONAL TEMPORARY TRAFFIC SIGNAL INFORMATION, SEE TEMPORARY TRAFFIC SIGNAL PLANS AND SPECIAL PROVISIONS.
18. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.

SUGGESTED CONSTRUCTION SEQUENCING

PRE-STAGE

CONSTRUCTION:

IMPLEMENT STAGE 1 MOT PAVEMENT MARKINGS AND TRAFFIC CONTROL. INSTALL TEMPORARY TRAFFIC SIGNALS.

MAINTENANCE OF TRAFFIC:

IMPLEMENT STAGE 1 TEMPORARY TRAFFIC SIGNAL AT IL ROUTE 53 AND SOUTHPORT AVENUE. UTILIZE STANDARD 701311-03.

STAGE 1

CONSTRUCTION:

SOUTHBOUND LANE: REMOVE EXISTING BRIDGE COMPONENTS, SIDEWALKS, HMA PAVEMENTS, AND GUARDRAIL. INSTALL TEMPORARY SOIL RETENTION SYSTEM AND NEW THREE-SIDED STRUCTURE, SUBSTRUCTURE, PARAPET WALLS, HMA PAVEMENT, DRAINAGE SYSTEM, PCC SIDEWALK, GUARDRAIL, PORTION OF COMBINATION CURB AND GUTTER, AND TEMPORARY PAVEMENT NORTHWEST OF NEW STRUCTURE.

MAINTENANCE OF TRAFFIC:

IMPLEMENT STAGE 2 TEMPORARY TRAFFIC SIGNAL AT IL ROUTE 53 AND SOUTHPORT AVENUE. UTILIZE MAINTENANCE OF TRAFFIC DETAILS IN THE PLANS AND STANDARDS 701606-08 AND 701701-08.

STAGE 2

CONSTRUCTION:

NORTHBOUND LANE: REMOVE EXISTING BRIDGE COMPONENTS, SIDEWALKS, HMA PAVEMENTS, AND GUARDRAIL. INSTALL TEMPORARY SOIL RETENTION SYSTEM AND NEW THREE-SIDED STRUCTURE, SUBSTRUCTURE, PARAPET WALLS, HMA PAVEMENT, DRAINAGE SYSTEM, PCC SIDEWALK, COMINATION CURB AND GUTTER, AND GUARDRAIL.

MAINTENANCE OF TRAFFIC:

RETURN EXISTING TRAFFIC SIGNAL AT IL ROUTE 53 AND SOUTHPORT AVENUE TO ORIGINAL TRAFFIC CONDITIONS. UTILIZE MAINTENANCE OF TRAFFIC DETAILS IN THE PLANS AND STANDARDS 701606-08 AND 701701-08.

STAGE 3

CONSTRUCTION:

REMOVE TEMPORARY PAVEMENT AND CONSTRUCT REMAINING PORTION OF COMBINATION CURB AND GUTTER ON SOUTHBOUND LANE. REMOVE TEMPORARY PAVEMENT AND CONSTRUCT MEDIAN, PLACE PERMANENT PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS, AND INSTALL LANDSCAPING.

MAINTENANCE OF TRAFFIC:

UTILIZE STANDARD 701311-03, 701701-08.

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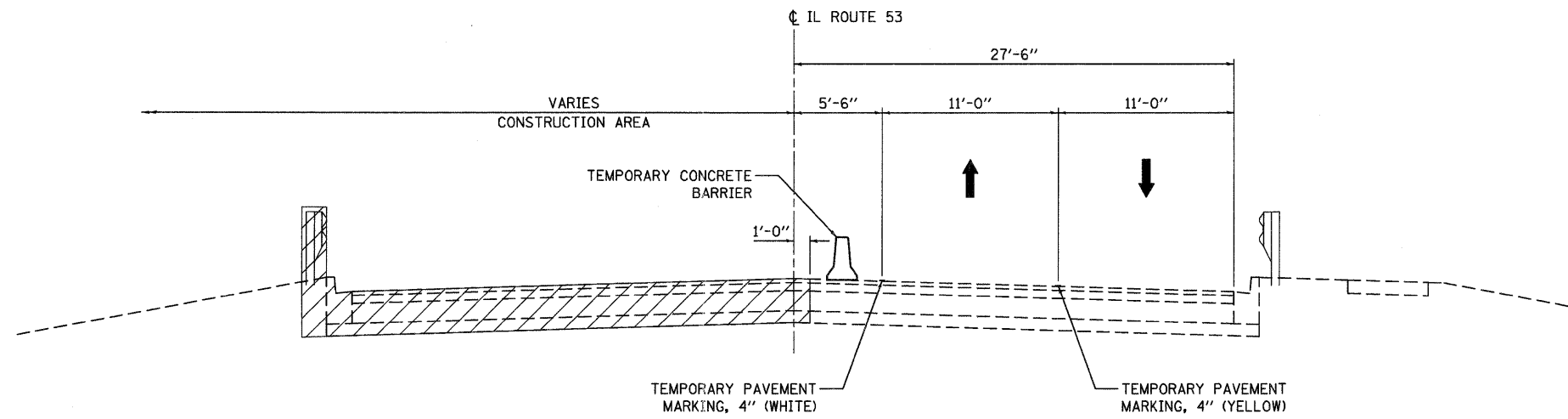
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CHECKED - RJD	REVISED -
DATE - 10/4/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

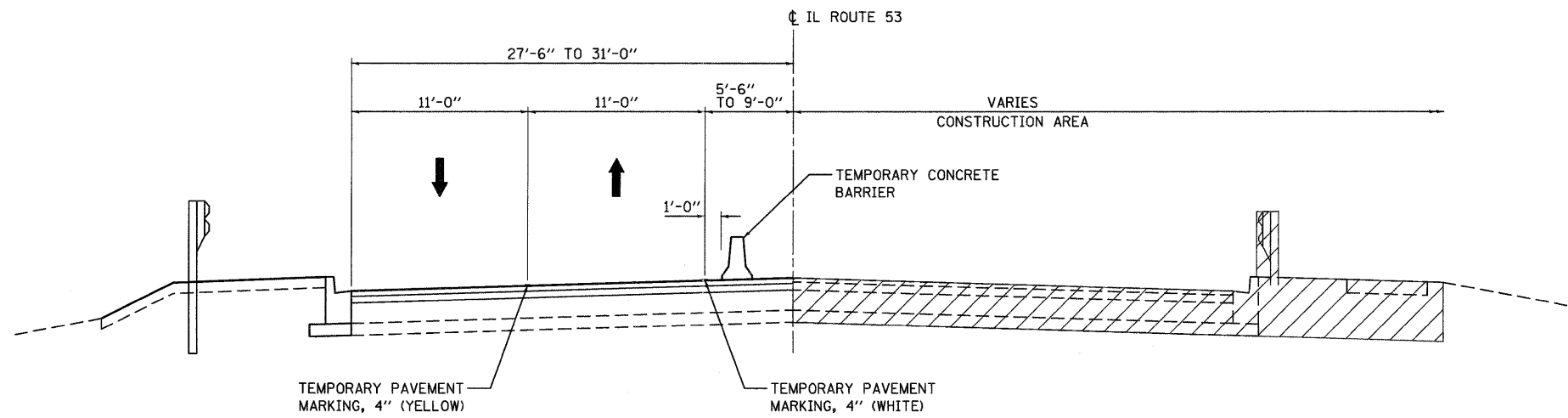
**IL ROUTE 53 OVER ST JOSEPH'S CREEK
MAINTENANCE OF TRAFFIC GENERAL NOTES AND SUGGESTED
CONSTRUCTION SEQUENCING**

SCALE: N/A SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	10
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				



STAGE 1
STA. 98 + 63 TO STA. 101 + 65



STAGE 2
STA. 98 + 63 TO STA. 101 + 65

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

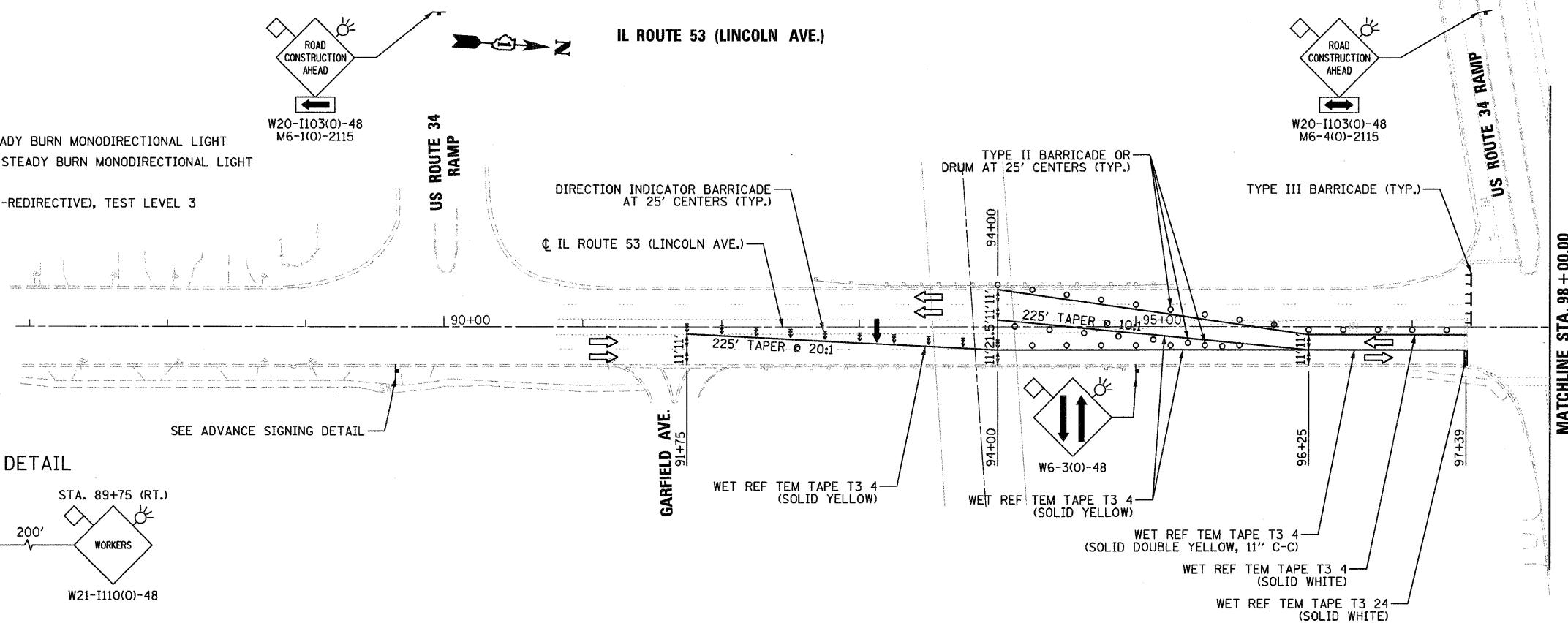
IL ROUTE 53 OVER ST JOSEPH'S CREEK
 MAINTENANCE OF TRAFFIC
 TYPICAL SECTIONS

SCALE: 1/8" = 1' (HORIZ.)
 1/4" = 10' (VERT.) SHEET NO. 2 OF 4 SHEETS STA. TO STA.

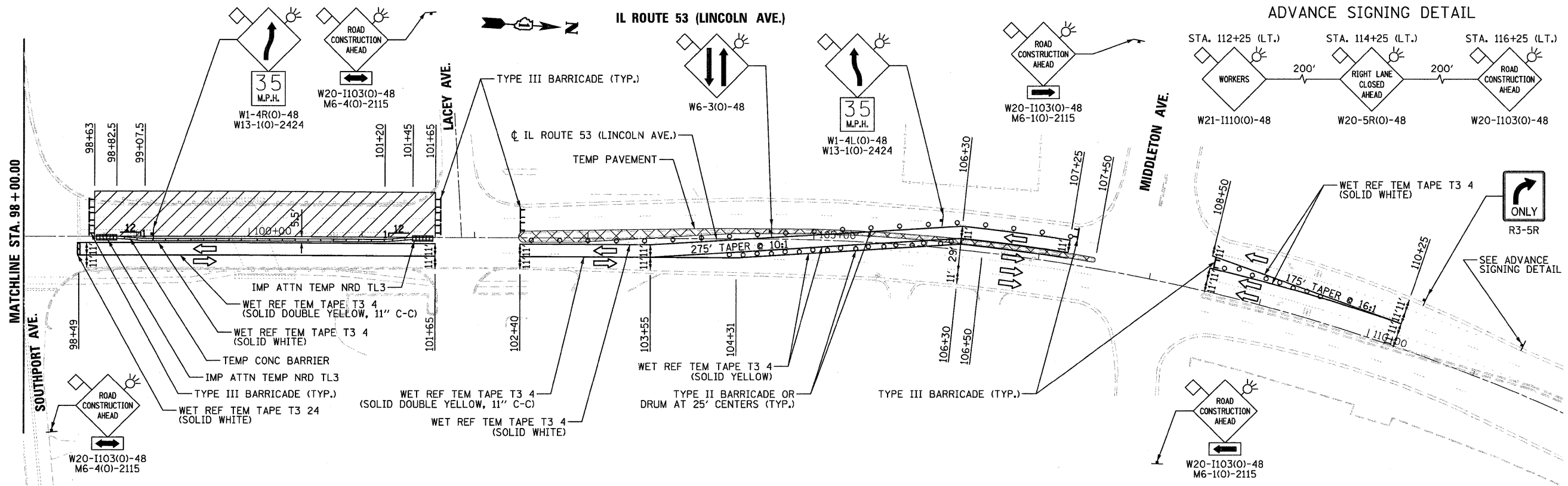
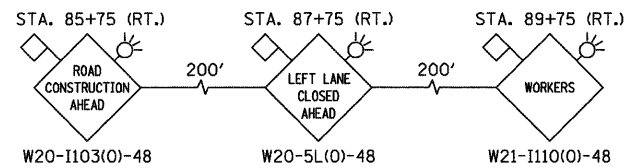
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	11
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

LEGEND:

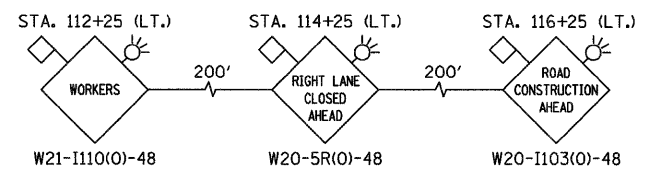
- WORK AREA
- TEMPORARY PAVEMENT
- TEMPORARY CONCRETE BARRIER
- ARROW BOARD
- SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE III BARRICADE
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DIRECTION OF TRAFFIC



ADVANCE SIGNING DETAIL



ADVANCE SIGNING DETAIL



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CHECKED - RJD	REVISED -
DATE - 10/4/2011	REVISED -











STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK
MAINTENANCE OF TRAFFIC PLAN
STAGE 1

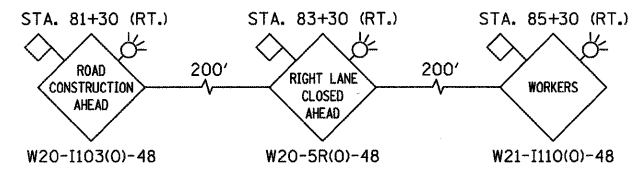
SCALE: 1" = 50' SHEET NO. 3 OF 4 SHEETS STA. 91+75 TO STA. 110+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	12
				CONTRACT NO. 60M83
ILLINOIS FED. AID PROJECT				

LEGEND:

-  WORK AREA
-  TEMPORARY PAVEMENT
-  TEMPORARY CONCRETE BARRIER
-  ARROW BOARD
-  SIGN
-  TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE III BARRICADE
-  IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
-  DIRECTION OF TRAFFIC

ADVANCE SIGNING DETAIL

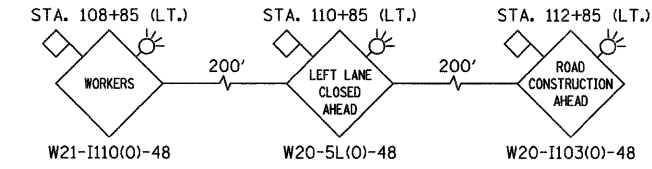


SEE ADVANCE SIGNING DETAIL

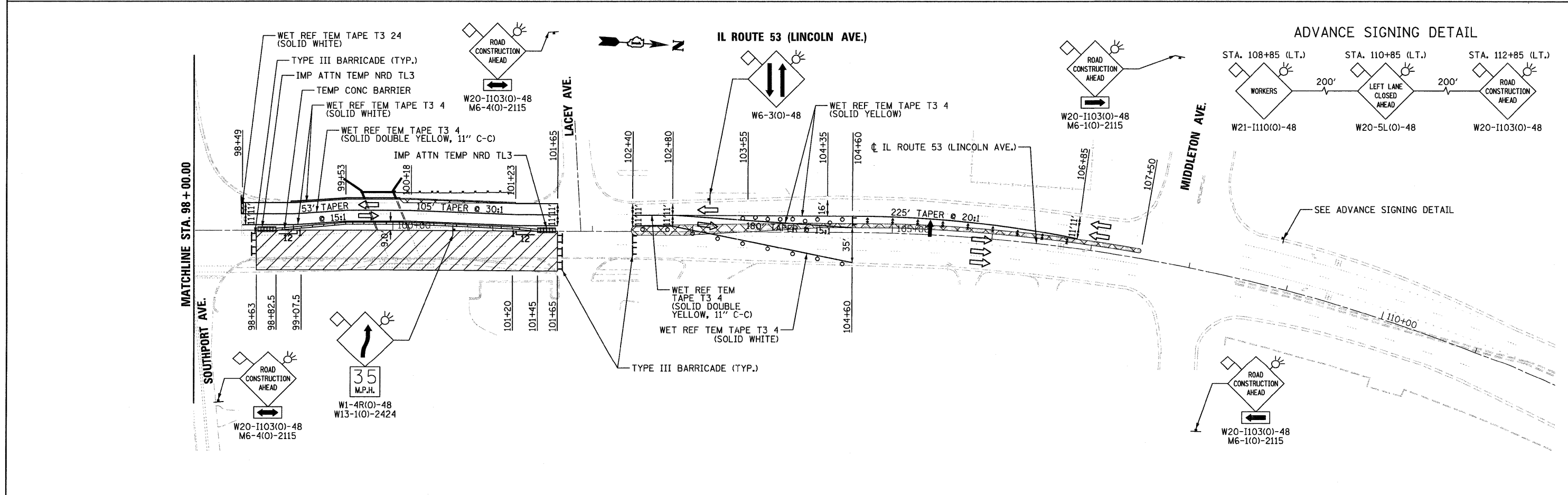
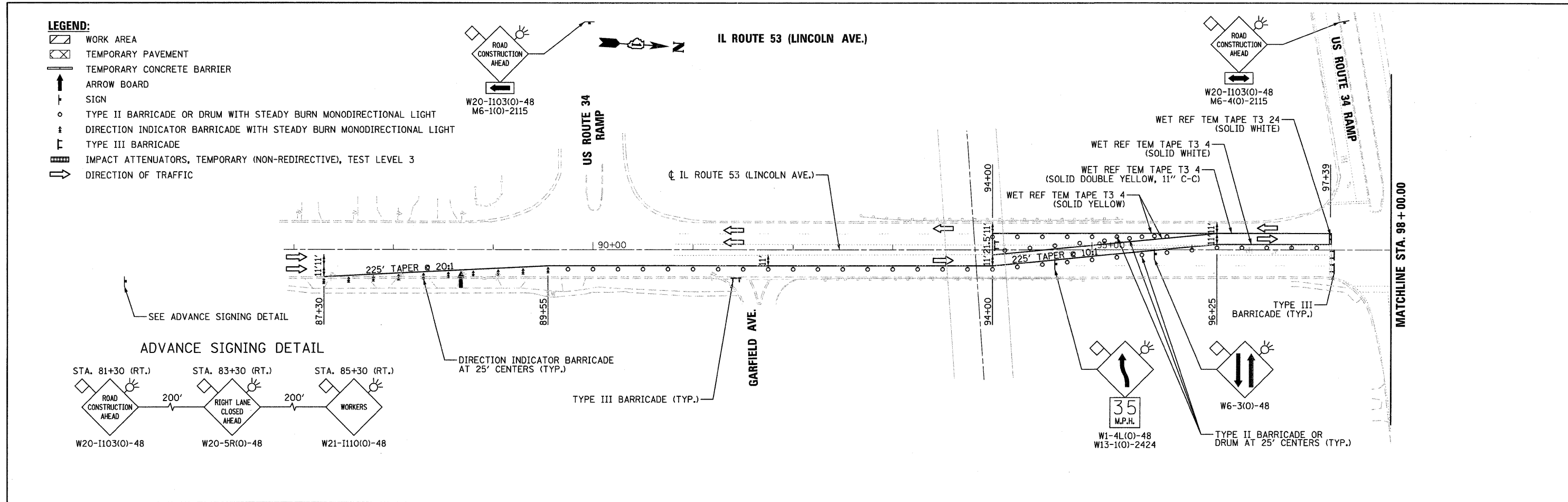
DIRECTION INDICATOR BARRICADE AT 25' CENTERS (TYP.)

TYPE III BARRICADE (TYP.)

ADVANCE SIGNING DETAIL



SEE ADVANCE SIGNING DETAIL



FILE NAME = ...\\D160M83-sht-staging2_01.dgn



DESIGNED - ADW
 DRAWN - GEW
 CHECKED - RJD
 DATE - 10/4/2011

REVISED -
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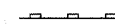

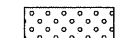
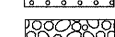
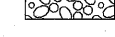

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

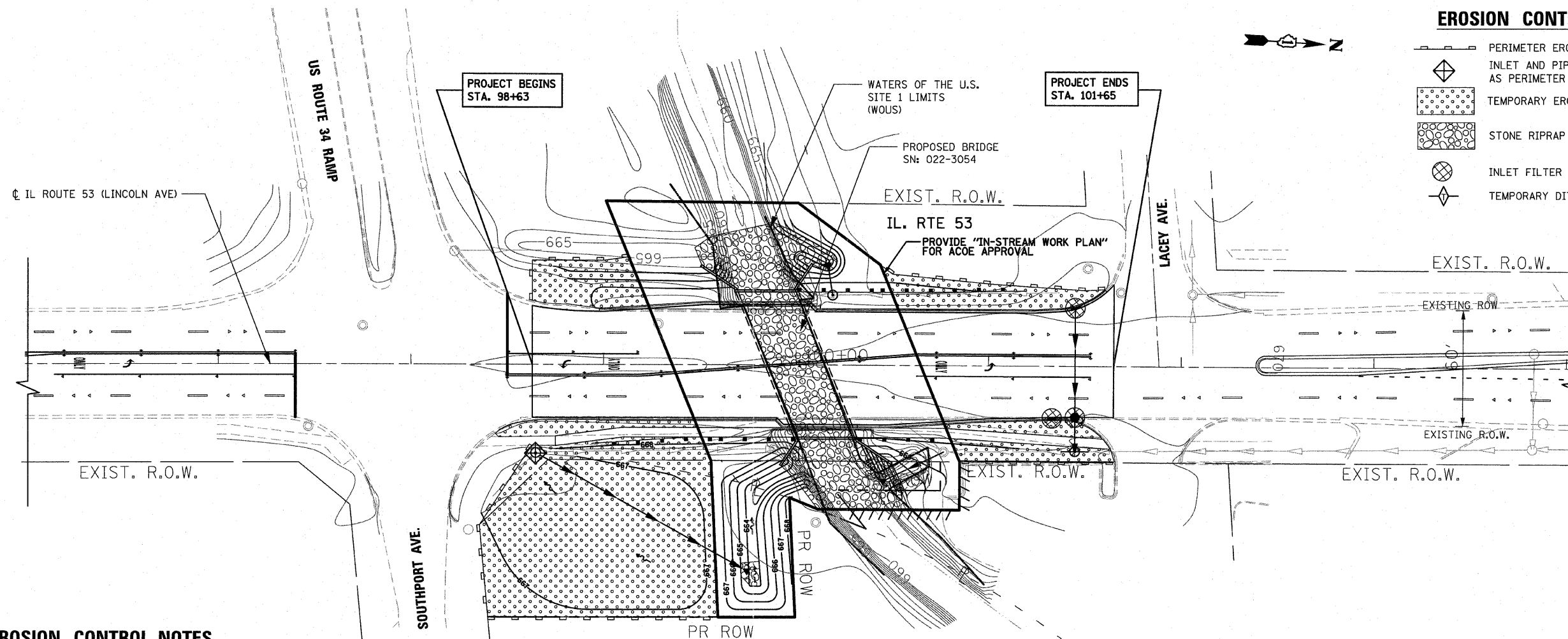
**IL ROUTE 53 OVER ST JOSEPH'S CREEK
 MAINTENANCE OF TRAFFIC PLAN
 STAGE 2**

SCALE: 1" = 50' SHEET NO. 4 OF 4 SHEETS STA. 89+50 TO STA. 106+85

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	13
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

EROSION CONTROL LEGEND

-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION (PAID FOR AS PERIMETER EROSION BARRIER)
-  TEMPORARY EROSION CONTROL SEEDING
-  STONE RIPRAP CL A4 (TYP)
-  INLET FILTER
-  TEMPORARY DITCH CHECK



EROSION CONTROL NOTES

1. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 02-60.
3. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
4. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
5. THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.
6. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
7. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES.
8. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION CONTROL SEEDING TO ALL ERODIBLE BARE EARTH AREAS EVERY 7 DAYS AFTER THE EARTH IS EXPOSED. APPLICATION RATE USED: 100 LB/ACRE
9. BROADCASTING OF THE SEED BY MACHINE, HAND METHODS, HYDRAULIC SEEDING OR OTHER METHODS APPROVED BY THE ENGINEER WILL BE ALLOWED FOR TEMPORARY EROSION CONTROL SEEDING.
10. TOPSOIL AND FERTILIZER NUTRIENTS ARE NOT REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING.
11. SEED BED PREPARATION WILL NOT BE REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING IF THE SOIL IS IN A LOOSE CONDITION. LIGHT DISKING SHALL BE DONE IF THE SOIL IS HARD PACKED OR CAKED.
12. MULCH WILL NOT BE REQUIRED AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON AREAS WITH SLOPES FLATTER THAN 1:3 (V:H) THAT ARE TEMPORARY SEEDED BEFORE NOVEMBER 2.
13. MULCH, METHOD 2 (PROCEDURE 2) SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENT OF THE STANDARD SPECIFICATIONS AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON AREAS WITH SLOPES STEEPER THAN 1:3 (V:H) THAT ARE TEMPORARY SEEDED BEFORE NOVEMBER 2.
14. EROSION CONTROL BLANKET SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON ALL AREAS THAT ARE TEMPORARY SEEDED ON OR AFTER NOVEMBER 2.
15. ALL PERIMETER EROSION BARRIER SHALL BE INSTALLED WITHIN THE TEMPORARY EASEMENT, PROPOSED RIGHT-OF-WAY OR EXISTING RIGHT-OF-WAY.
16. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
17. THE CONTRACTOR SHALL INSTALL PERIMETER EROSION BARRIER PRIOR TO STRIPPING VEGETATION.
18. TEMPORARY DITCH CHECKS AND INLET AND PIPE PROTECTION SHALL BE INSTALLED IMMEDIATELY AFTER DISTURBANCE.
19. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES AT ALL TIMES. EROSION CONTROL DEVICES SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING WINTER MONTHS, MEASURES SHOULD BE INSPECTED AFTER SIGNIFICANT SNOWMELTS.
20. THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND THE ILLINOIS URBAN MANUAL, PRACTICE STANDARD, DEWATERING CODE 813 SHALL BE FOLLOWED WHEN DEWATERING THE CONSTRUCTION SITE.
21. THE CONTRACTOR SHALL ADDRESS ALL EROSION CONTROLS COMMENTS/MAINTENANCE REQUESTS BY THE ENGINEER WITH A 24 HOURS NOTIFICATION TIME FRAME FROM THE TIME OF RECEIPT OF COMMENTS BY THE ENGINEER.
22. THE CONTRACTOR WILL PROVIDE AN IN-STREAM WORK PLAN FOR REVIEW BY THE ENGINEER, AND WRITTEN APPROVAL BY THE USACE, PRIOR TO STARTING ANY WORK WITHIN THE IN-STREAM WORK AREA.
23. THE USE OF HAY OR STRAW BALES FOR ANY EROSION AND SEDIMENT CONTROL MEASURES IS NOT PERMITTED.
24. J-HOOKS PER IDOT STANDARD 280001 SHALL BE INSTALLED DURING THE INSTALLATION OF THE PERIMETER EROSION BARRIER WHERE NEEDED.
25. PERMANENT SEEDING AND EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL DISTURBED AREAS IMMEDIATELY FOLLOWING FINAL GRADING
26. STOCKPILES OF SOIL AND OTHER ERODIBLE MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER EROSION BARRIER). STOCKPILES TO REMAIN IN PLACE FOR 7 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
27. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGE SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (I.E. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).

FILE NAME =
...\\D168M83-sh1t-eros.dgn



DESIGNED - SEF	REVISED - 12/6/2011 N.W.S.
DRAWN - GEW	REVISED - 1/27/2012 N.W.S.
CHECKED - RJD	REVISED -
DATE - 12/12/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK
EROSION CONTROL PLAN**

SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 14
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
NO.	
NO.	
NO.	
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DATE	
BY	
PROFILE	
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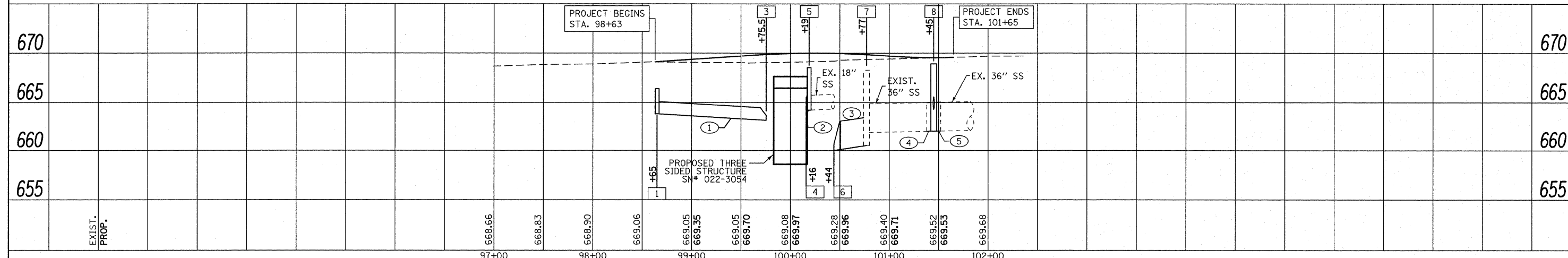
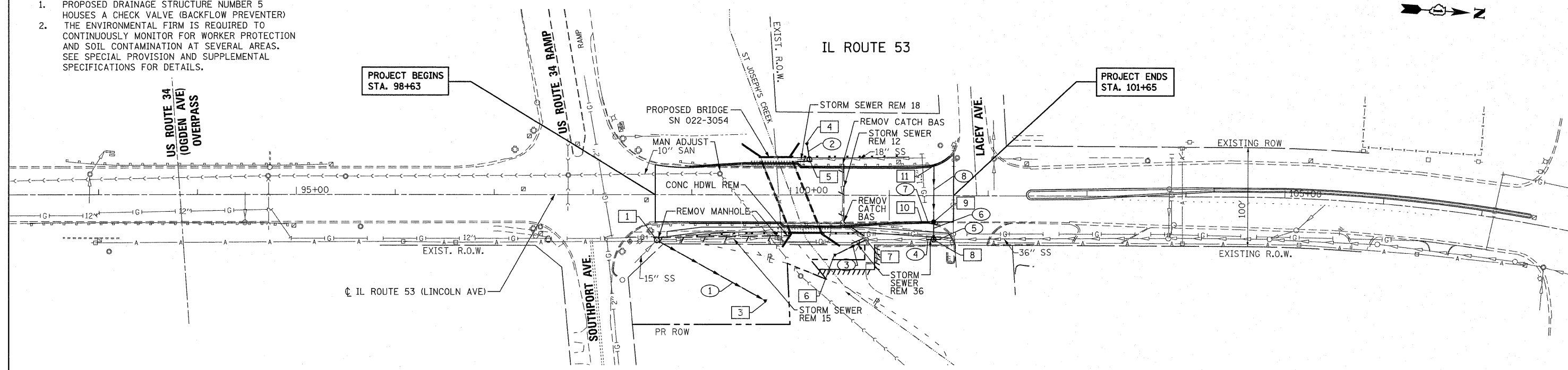
STRUCTURE TABLE										
NO.	STATION	OFFSET	TYPE	FRAME	FST	RIM	N. INV.	E. INV.	S. INV.	W. INV.
1	98+65	46.0' RT	MH-A4	1-OL	*	666.39	663.84	663.84		
2	NOT USED									
3	99+75.5	107.5' RT	FES 15	-	-	-	663.22			
4	100+16	52.7' LT	FES 18	-	-	-	664.00			
5	100+19	36.0' LT	MH-A6	1-CL	*	668.50	664.20			664.20
6	100+44	60.8' RT	ES PWV-36	-	-	-	660.00			
7	100+77	44.9' RT	EX-MH	-	-	668.27	661.87		660.50	
8	101+45	44.3' RT	MH-A6	1-CL	-	668.90	662.0		664.29	662.0
9	101+45	26.5' RT	CB-A4	1-OL	-	669.13		664.35	664.35	664.35
10	101+33	27.0' RT	INL-A	1-OL	-	669.14	664.42			
11	101+45	30.0' LT	INL-A	1-OL	-	669.08		664.62		

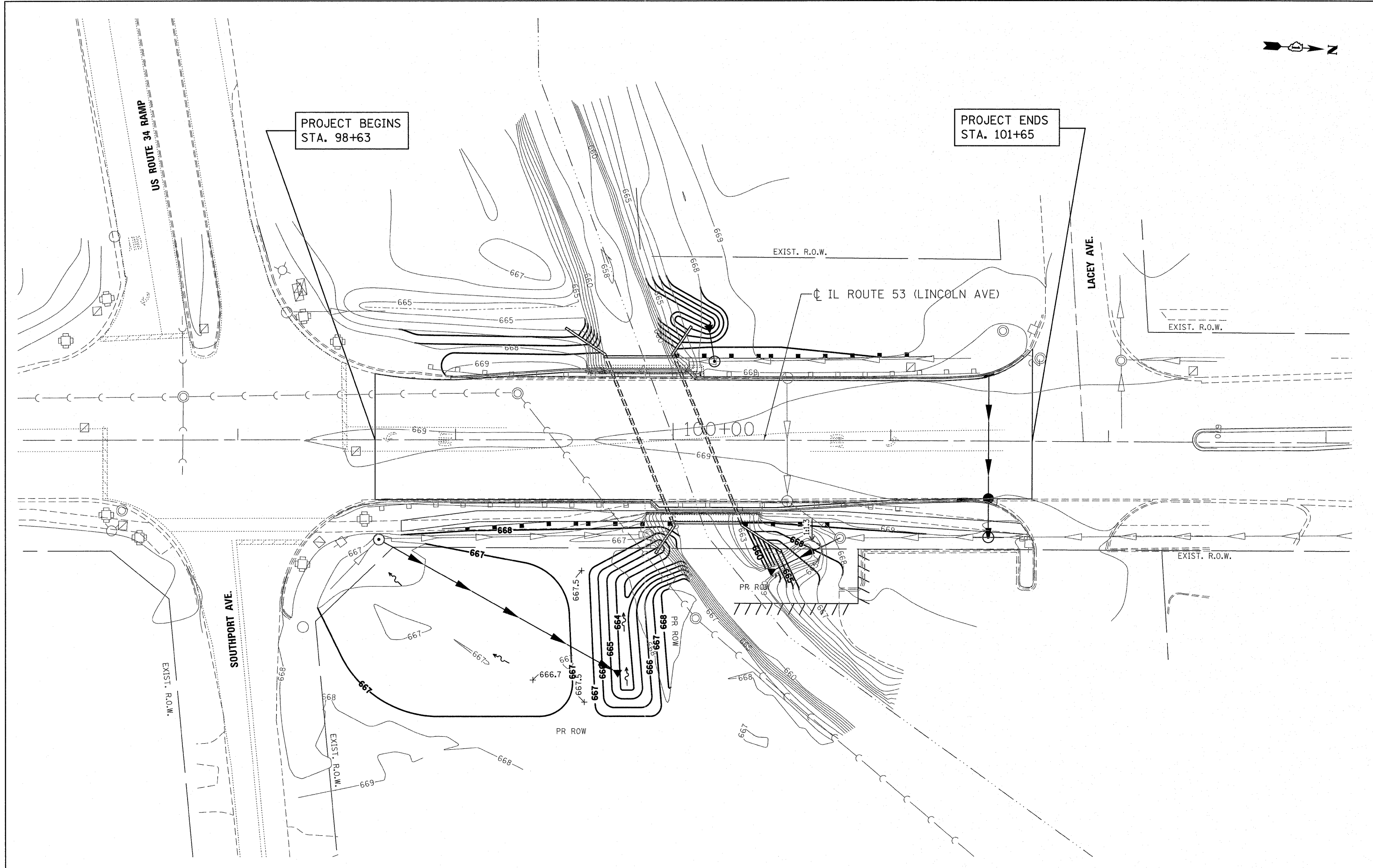
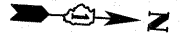
PIPE TABLE										
NO.	TYPE	UPSTREAM STATION	DOWNSTREAM STATION	MAT.	SIZE	SLOPE	LIN. FT.	TBF	CYD.	
1	SS-T1-A	98+65	46.0 RT	99+75.5	107.5 RT	RCP	15"	0.50%	118'	-
2	SS-T1-A	100+19	36.0 LT	100+16	52.7 LT	RCP	18"	1.43%	8'	-
3	SS-T1-A	100+77	44.9 RT	100+44	60.8 RT	RCP	36"	2.00%	25'	-
4	SS-T1-A	101+45	44.3 RT	101+38	44.3 RT	RCP	36"	0.10%	4'	4
5	SS-T1-A	101+52	44.3 RT	101+45	44.3 RT	RCP	36"	0.10%	4'	4
6	SS-T1-A	101+45	26.5 RT	101+45	44.3 RT	RCP	15"	0.50%	13'	5
7	SS-T1-A	101+33	27.0 RT	101+45	26.5 RT	RCP	12"	0.78%	9'	2
8	SS-T1-A	101+45	30.0 LT	101+45	26.5 RT	RCP	12"	0.50%	54'	12

- ABBREVIATIONS**
- 1-CL FRAMES & LIDS, TYPE 1, CLOSED LID
 - 1-OL FRAMES & LIDS, TYPE 1, OPEN LID
 - FES # PRECAST REINFORCED CONCRETE FLARED END SECTION FOR #'' PIPES
 - MH-A# MANHOLES, TYPE A, #FT DIA
 - WWALL PIPE OUTLETS THROUGH BRIDGE WINGWALL
 - ES PWV-36 REINF. CONC. END SECTION WITH PARRALLEL WINGWALLS FOR 36'' PIPES
 - EX-MH EXISTING MANHOLE, TO REMAIN
 - CB-A4 CATCH BASINS, TYPE A, 4' DIA
 - INL-A INLET, TYPE A
 - FST PRECAST REINFORCED CONCRETE FLAT SLAB TOP
 - RCP PRECAST REINFORCED CONCRETE PIPE
 - SS-T1-A STORM SEWER, TYPE 1, CLASS A
 - TBF TRENCH BACKFILL

- STORM SEWER KEY**
- 10 DRAINAGE STRUCTURE NUMBER
 - 10 STORM SEWER NUMBER

- DRAINAGE NOTES:**
- PROPOSED DRAINAGE STRUCTURE NUMBER 5 HOUSES A CHECK VALVE (BACKFLOW PREVENTER)
 - THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.





FILE NAME =
 ...\\DIS083-sht-creek_grading.dgn



DESIGNED - SEF	REVISED - 12/6/2011 N.W.S.
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 12/12/2011	REVISED -

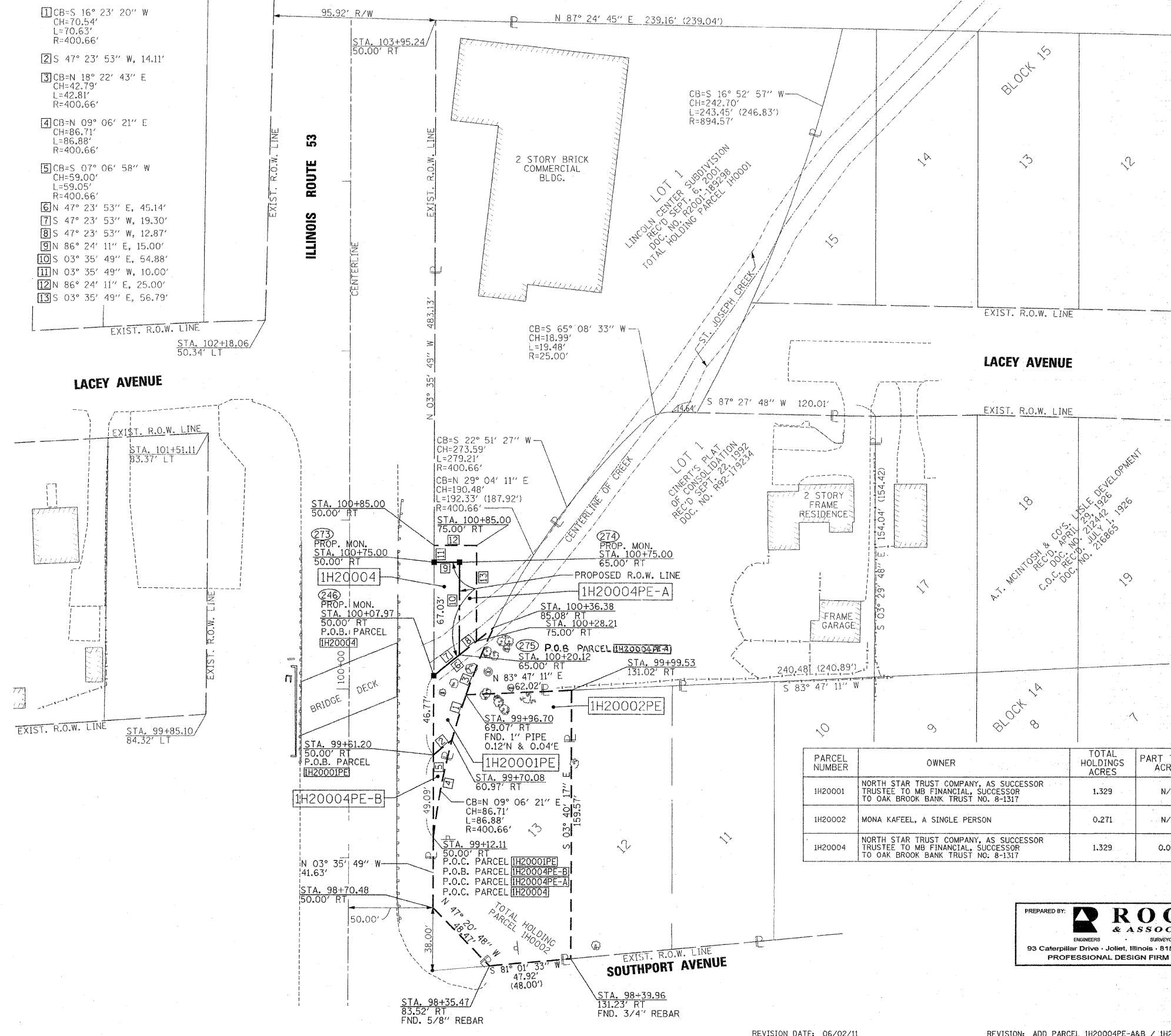
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK
 CREEK GRADING AND COMPENSATORY STORAGE PLAN**

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	16
CONTRACT NO. 60MB3			ILLINOIS FED. AID PROJECT	

PART OF SOUTHEAST QUARTER SECTION 3, TWP. 38N., R.10E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.



LEGEND

SECTION CORNER: 9 10 15 16
 QUARTER SECTION CORNER: 15 16

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION (129.82')
- COMPUTED DIMENSION (129.82')
- RECORDED DIMENSION
- EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

GRAPHIC SCALE: 1" = 30'

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 6/8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, ROBERT A. ROGINA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 3, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2017
 LICENSE EXPIRATION DATE: 11/30/2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	REMAINDER ACRES	PREVIOUSLY DED. ACRES	EASEMENT ACRES	EASEMENT PURPOSE	PERMANENT ID. NO.	PROPERTY ACQUIRED BY
1H20001	NORTH STAR TRUST COMPANY, AS SUCCESSOR TRUSTEE TO MB FINANCIAL, SUCCESSOR TO OAK BROOK BANK TRUST NO. 8-1317	1.329	N/A	1.329	N/A	0.023	COMPENSATORY STORAGE	08-03-408-009	-
1H20002	MONA KAFEEL, A SINGLE PERSON	0.271	N/A	0.271	N/A	0.271	COMPENSATORY STORAGE	08-03-415-009	-
1H20004	NORTH STAR TRUST COMPANY, AS SUCCESSOR TRUSTEE TO MB FINANCIAL, SUCCESSOR TO OAK BROOK BANK TRUST NO. 8-1317	1.329	0.021	1.308	N/A	A = 0.017 B = 0.005 226 SQ.FT.	COMPENSATORY STORAGE	08-03-408-009	-

PREPARED BY: **ROGINA & ASSOCIATES, LTD.**
 ENGINEERS SURVEYORS PLANNERS
 93 Caterpillar Drive • Joliet, Illinois • 815/729-0777 • FAX 815/729-0782
 PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001105

RECEIVED
 JUN 02 2011
 PLATS & LEGALS

PLAT OF HIGHWAYS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ILLINOIS ROUTE 53

SECTION: OVER ST. JOSEPH CREEK COUNTY: DUPAGE
 PROJECT: IL. RT. 53 JOB NO.: R-91-029-09
 STATION 99+61.20 TO STATION 100+46.60
 SCALE: 1"=30' SHEET 1 OF 1

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196

ROUTE NAME: IL. RT. 53 OVER ST. JOSEPH CREEK SECTION: COUNTY: DUPAGE JOB NO.: R-91-029-09 RECORDING: RECORDED ON

FILE NAME = ...D168M83-shr-parcel.dgn



DESIGNED - RJD	REVISED -
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 10/4/2011	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION




IL ROUTE 53 OVER ST JOSEPH'S CREEK
 PLAT OF HIGHWAYS
 SCALE: N.T.S. SHEET NO. 1 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	17
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING LEGEND:

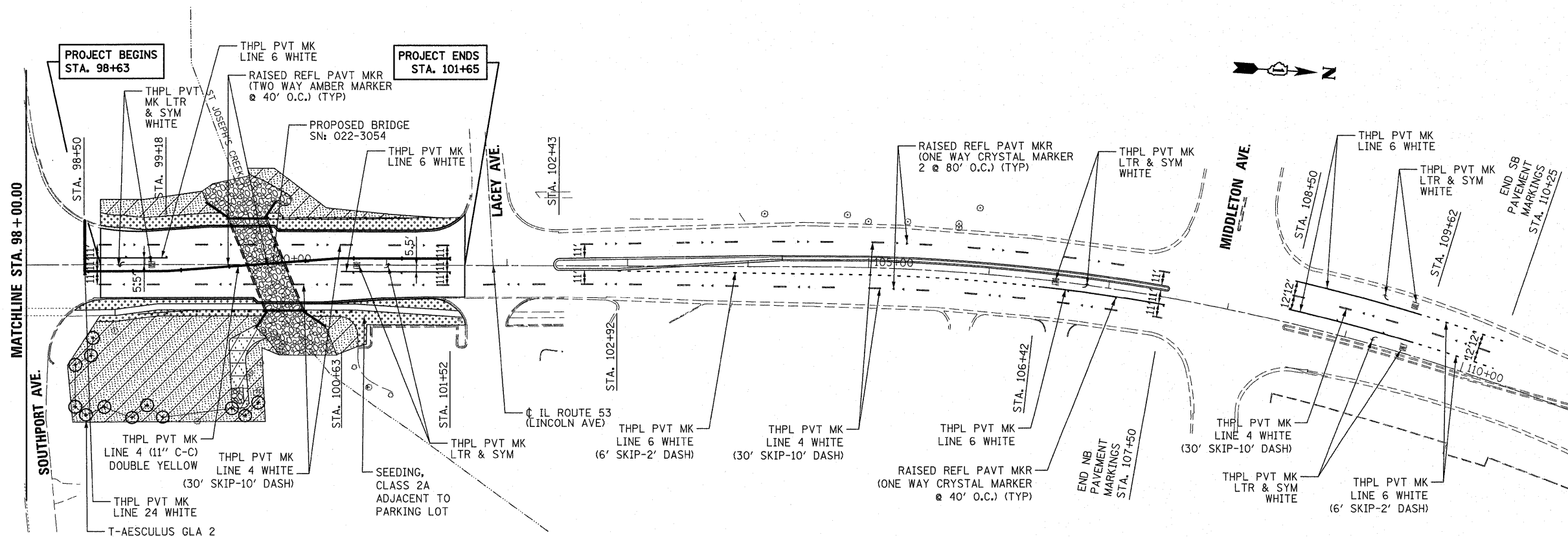
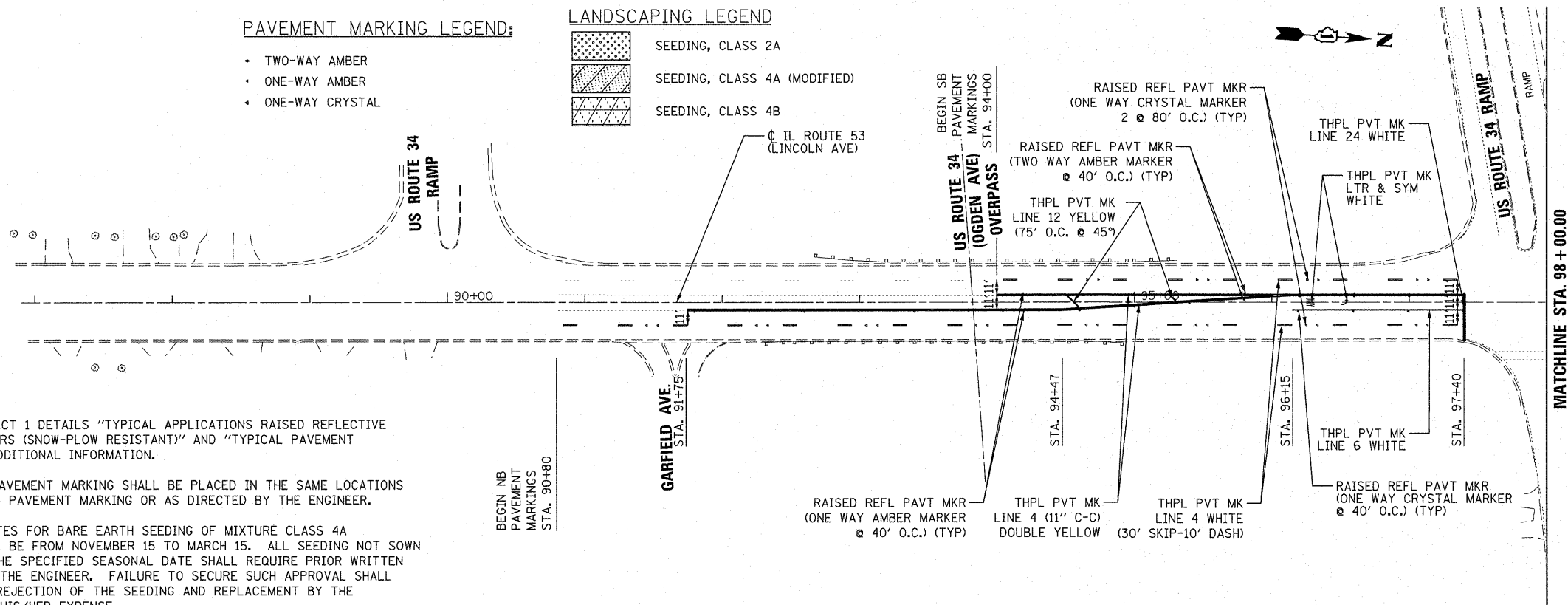
- TWO-WAY AMBER
- ONE-WAY AMBER
- ONE-WAY CRYSTAL

LANDSCAPING LEGEND

-  SEEDING, CLASS 2A
-  SEEDING, CLASS 4A (MODIFIED)
-  SEEDING, CLASS 4B

NOTES:

1. REFER TO DISTRICT 1 DETAILS "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" AND "TYPICAL PAVEMENT MARKING" FOR ADDITIONAL INFORMATION.
2. THE PROPOSED PAVEMENT MARKING SHALL BE PLACED IN THE SAME LOCATIONS AS THE EXISTING PAVEMENT MARKING OR AS DIRECTED BY THE ENGINEER.
3. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.



FILE NAME = ...D168M83-shr-pmk.dgn



DESIGNED - MHL	REVISED - 12/6/2011 N.W.S.
DRAWN - MHL	REVISED -
CHECKED - RJD	REVISED -
DATE - 12/12/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK
PAVEMENT MARKING AND LANDSCAPING PLAN**

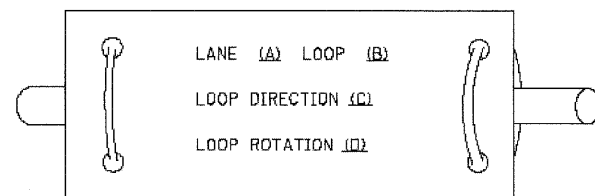
SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 90+80 TO STA. 110+25

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 18
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

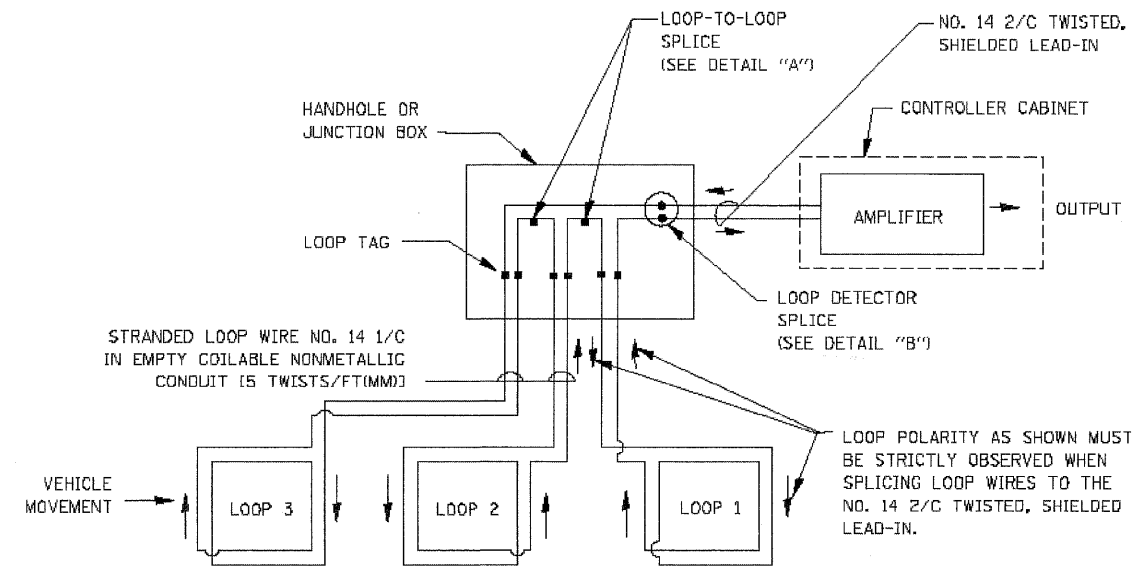
LOOP DETECTOR NOTES

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

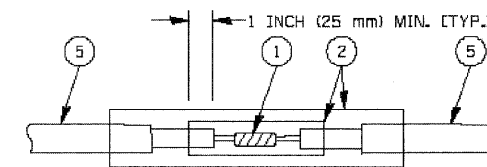


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

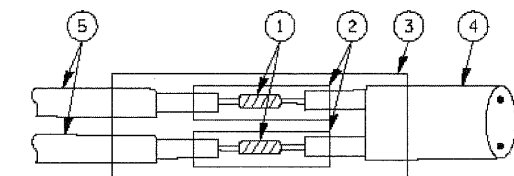


DETECTOR LOOP WIRING SCHEMATIC

- 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.

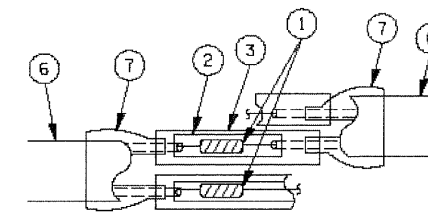


DETAIL "A"
LOOP-TO-LOOP SPLICE

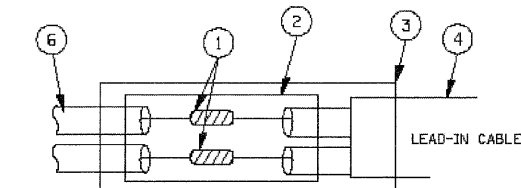


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PREFORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

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o:\p\work\17007\KANTHAPHUAYBC\201125	4\traffic\legend.v7.dgn	DRAWN - BCK	REVISED -
PLOT SCALE = 28.0000' / 1" IN		CHECKED - DAD	REVISED -
PLOT DATE = 10/28/09		DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

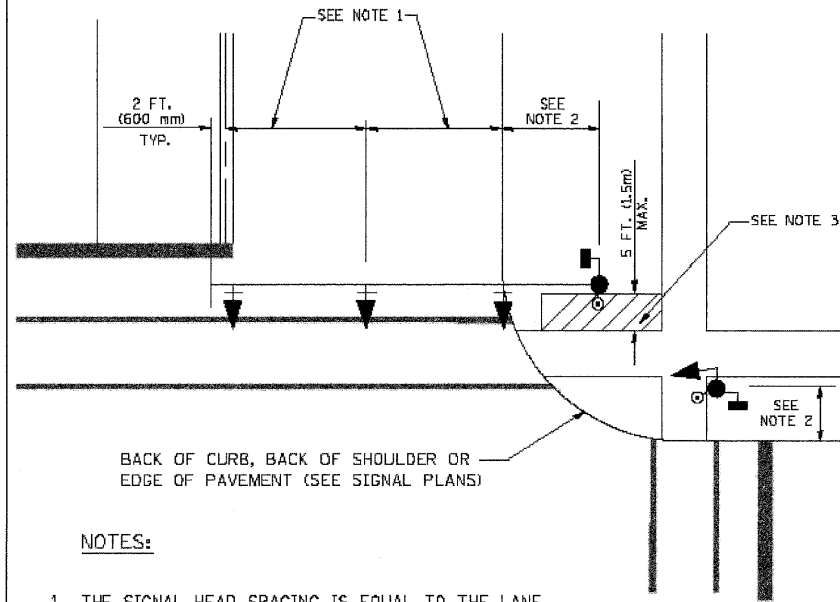
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: SHEET NO. 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	19
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60M83	

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.

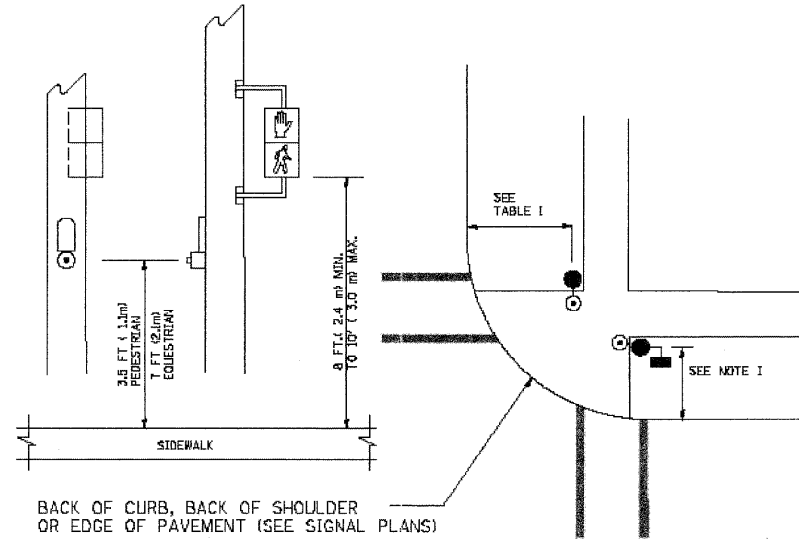


BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

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

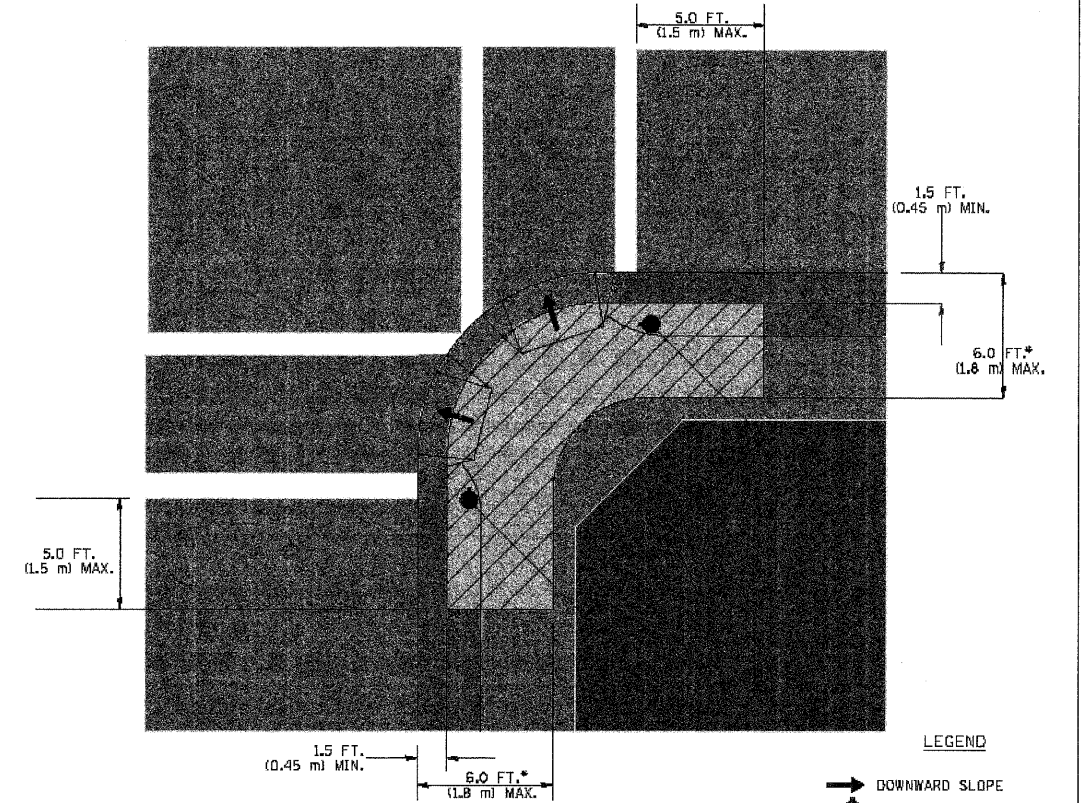


BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- 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:

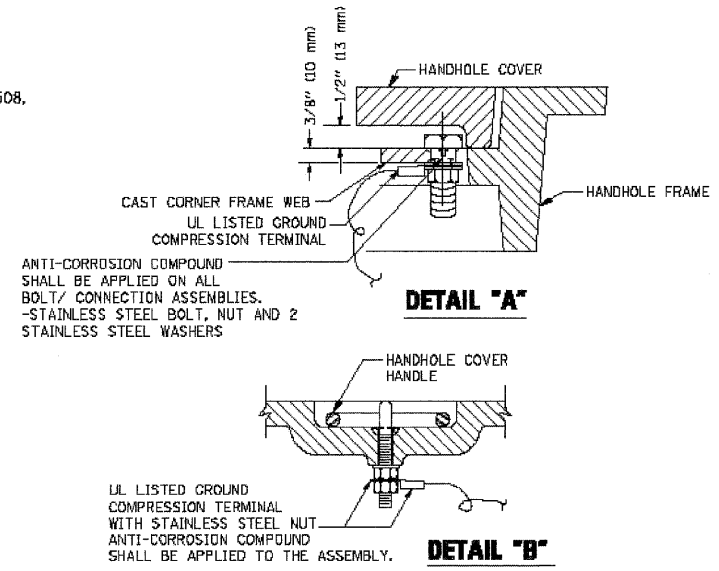
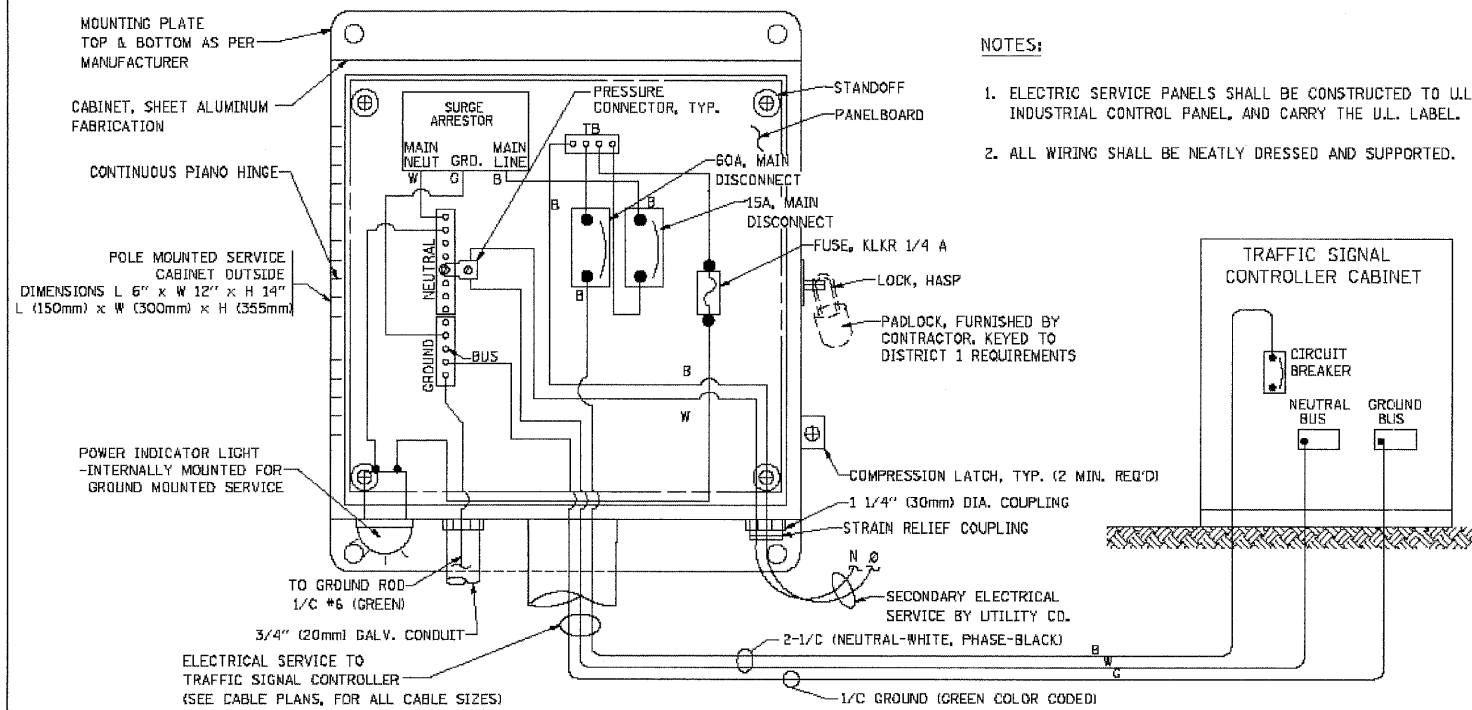
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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

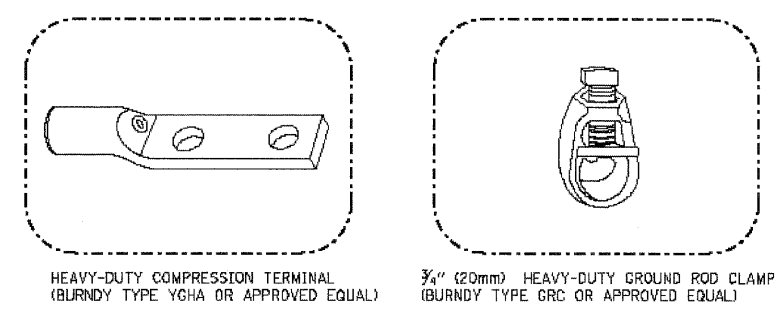
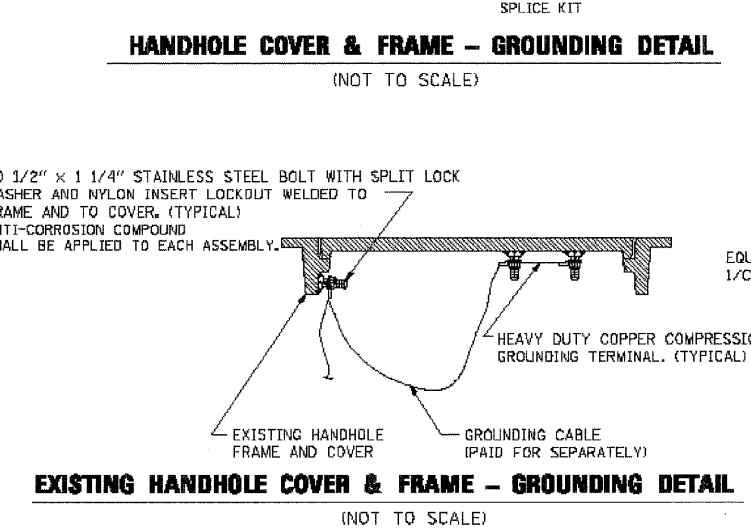
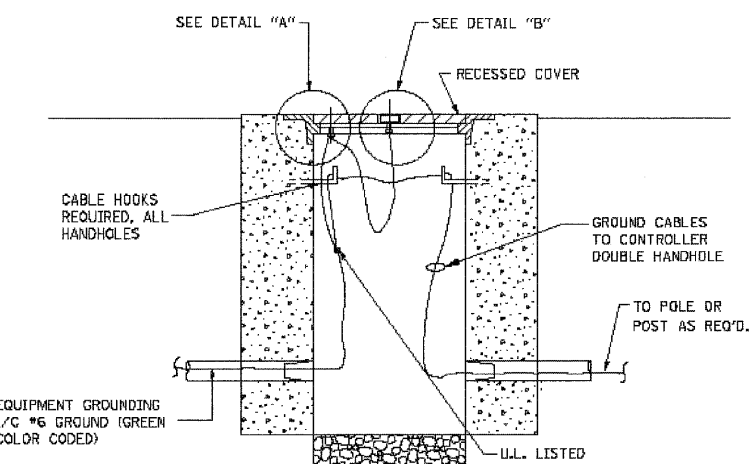
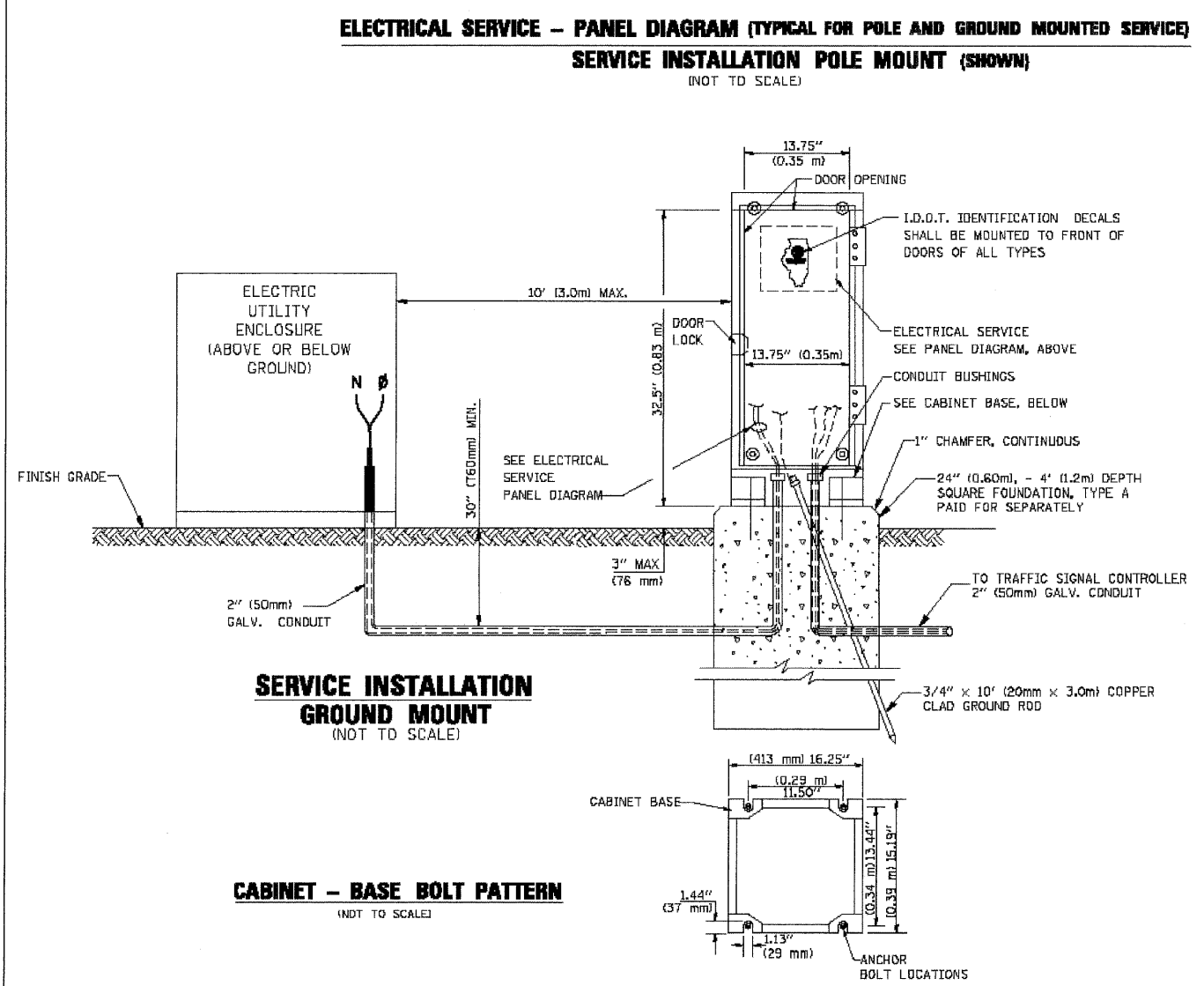
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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:

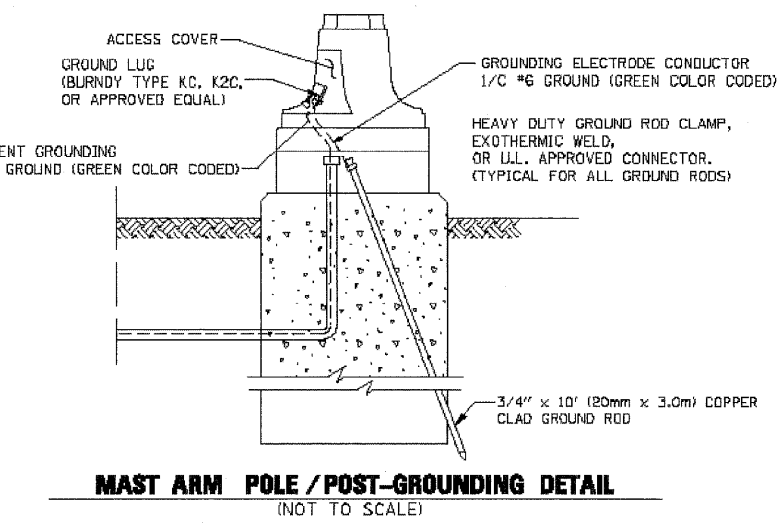
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM 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.

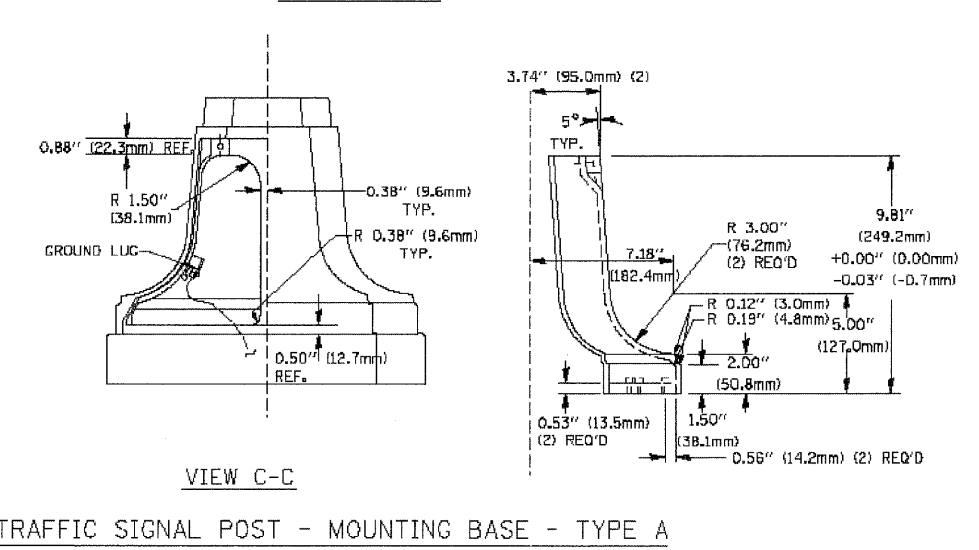
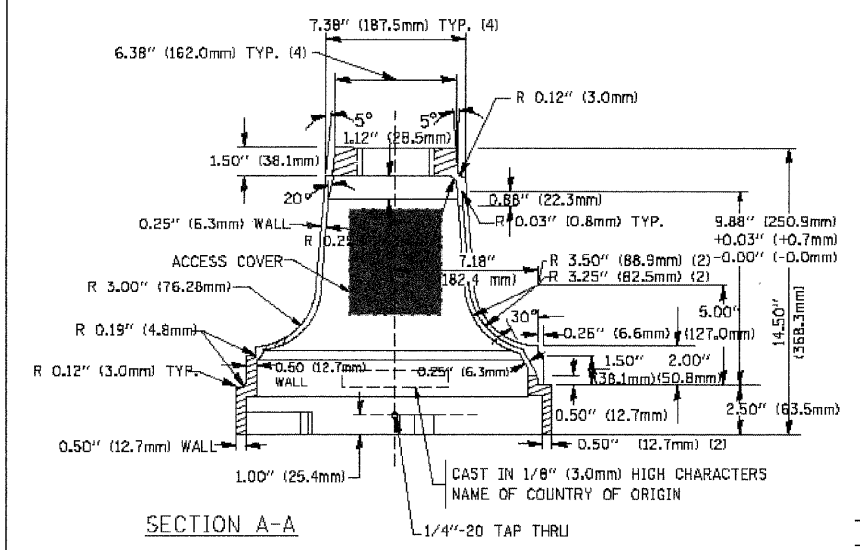
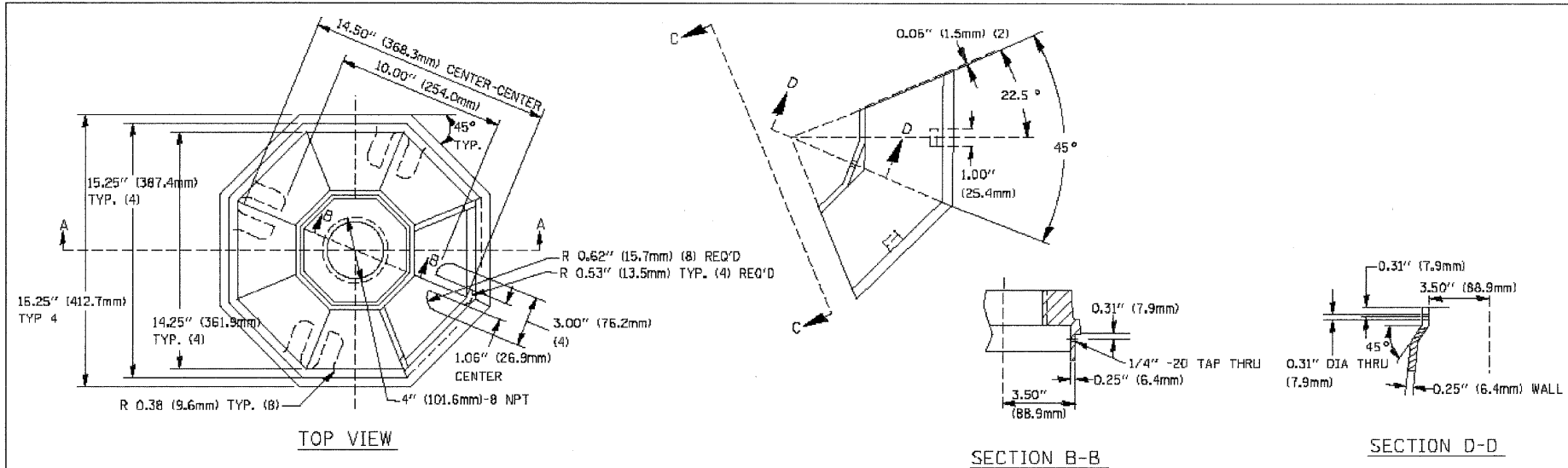


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED 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.

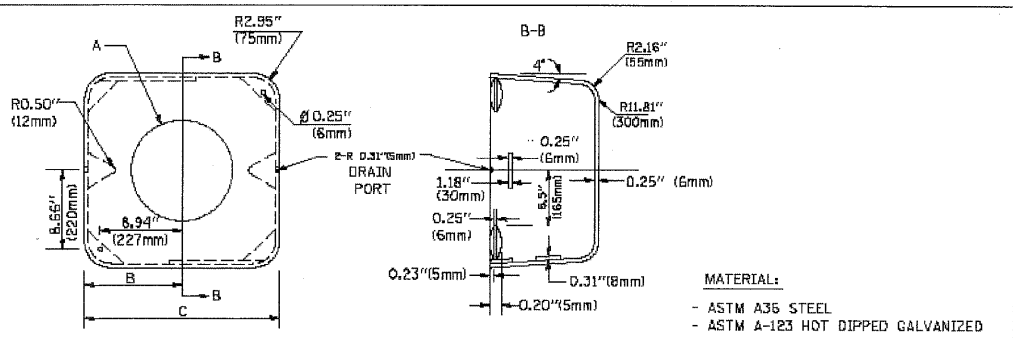


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.





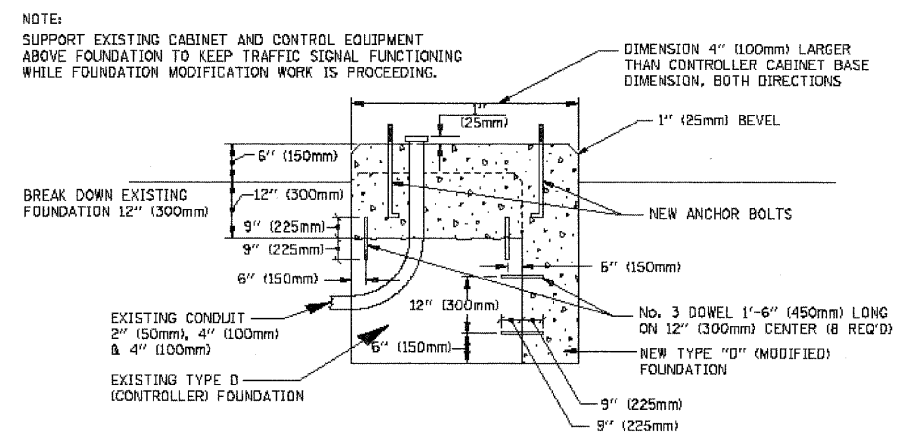
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



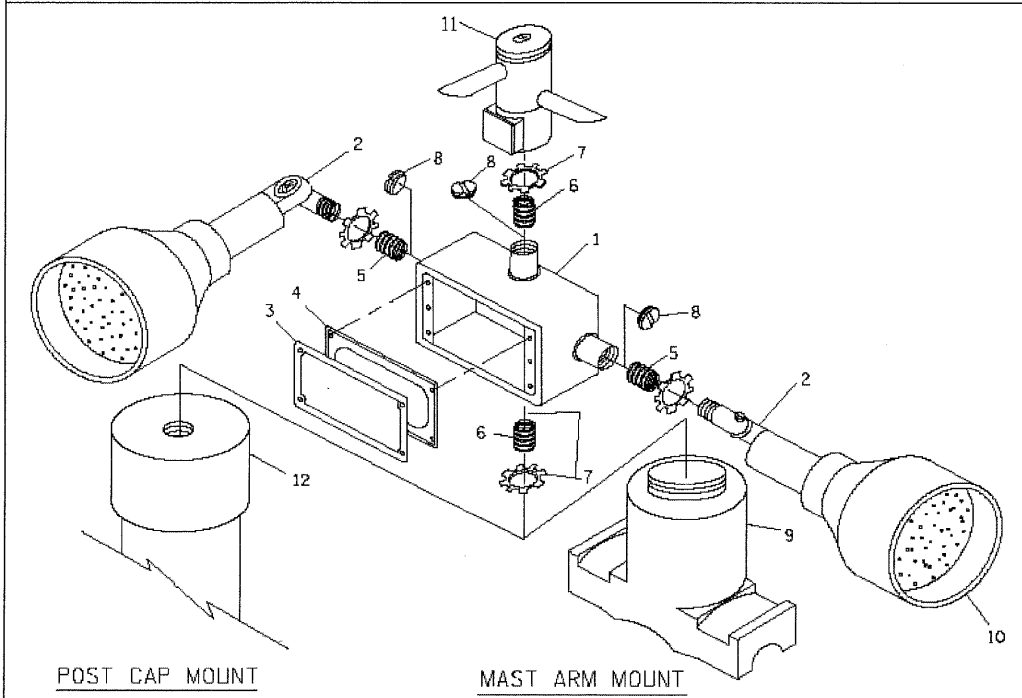
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\" (470mm)	37\" (940mm)	7\" (178mm) -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



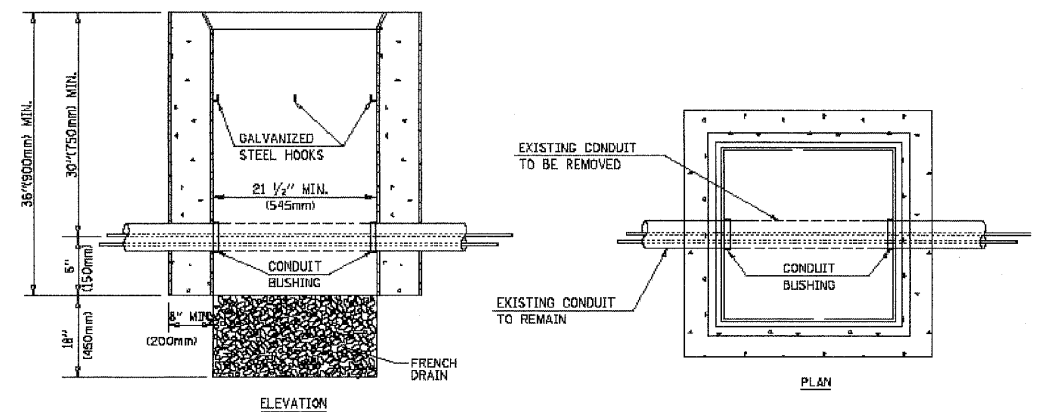
MODIFY EXISTING TYPE "D" FOUNDATION



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

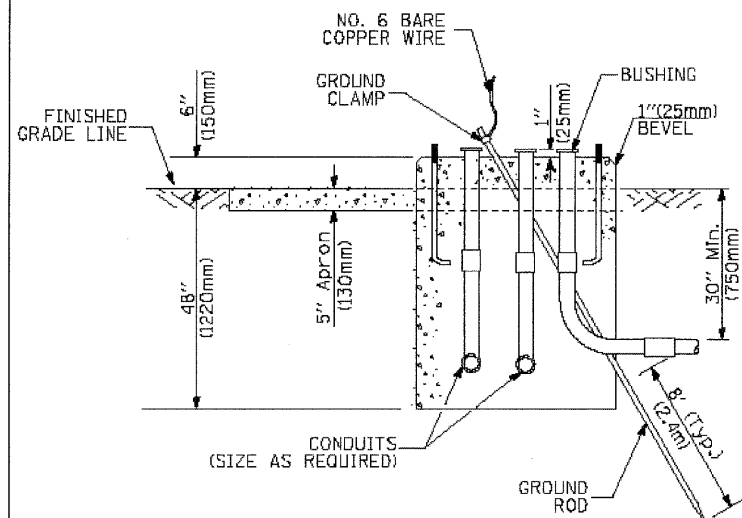
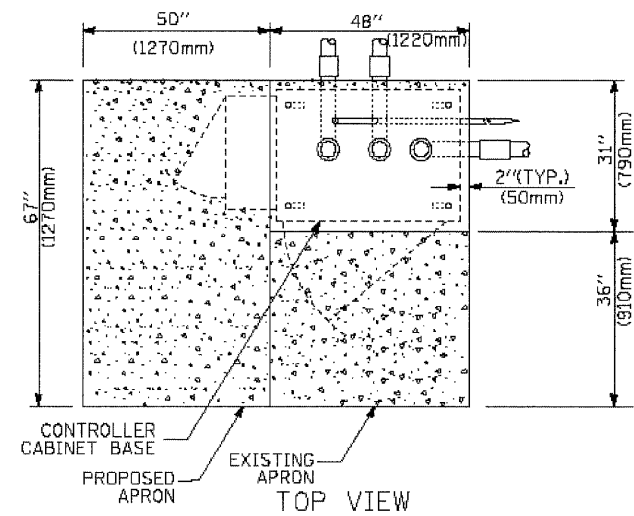
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV, 21 CU.IN. (0.00344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR 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- O2/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

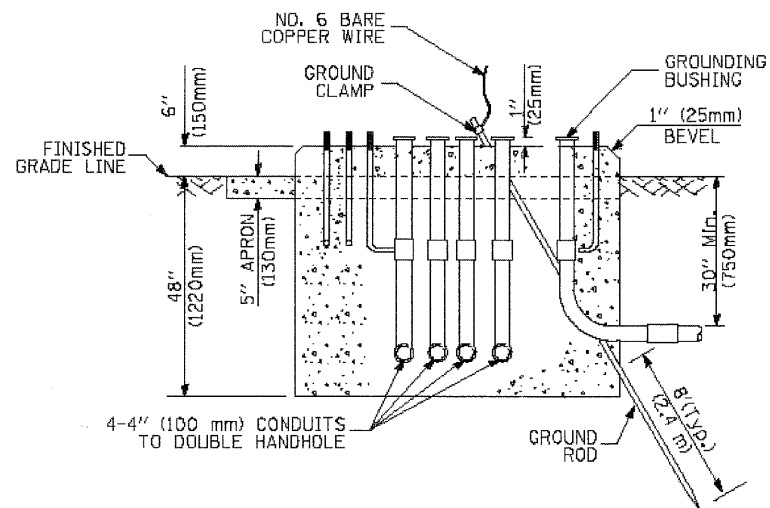
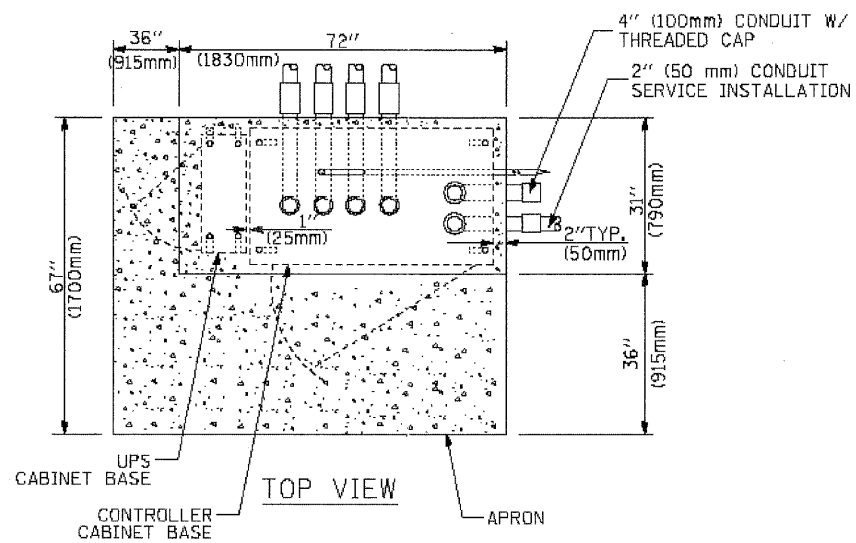


- NOTES:
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

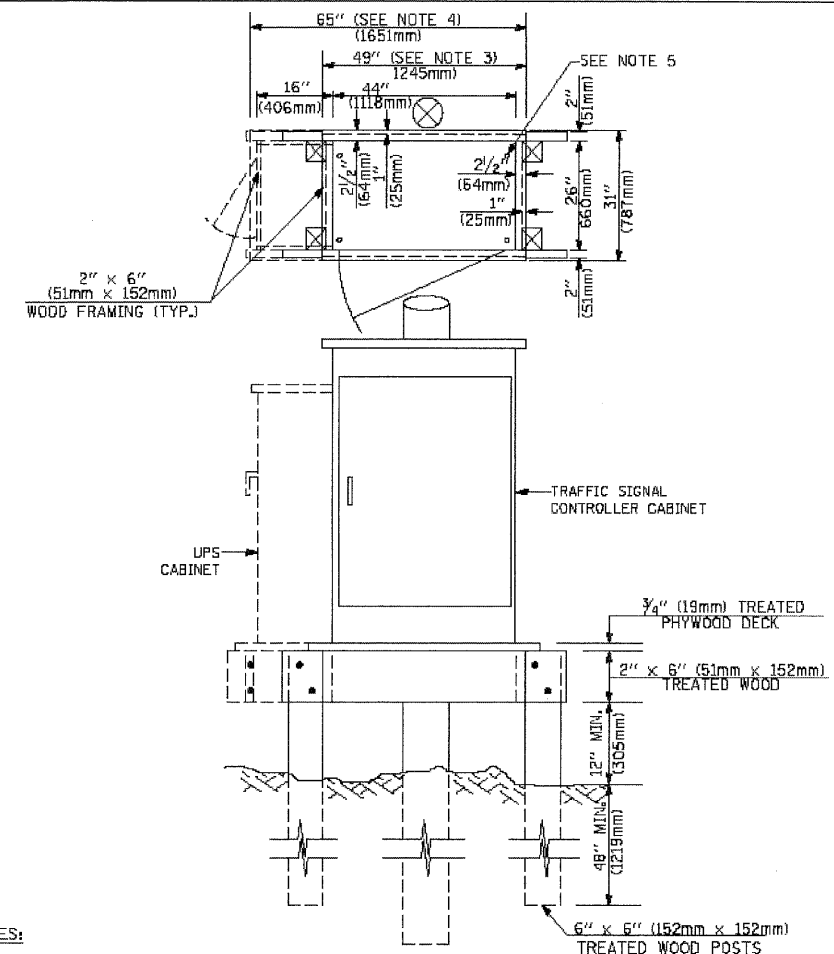
HANDHOLE TO INTERCEPT EXISTING CONDUIT



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



**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	1.5

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 B78001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 L/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F 5M12F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				PREFORMED SAMPLING (SYSTEM) DETECTOR			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

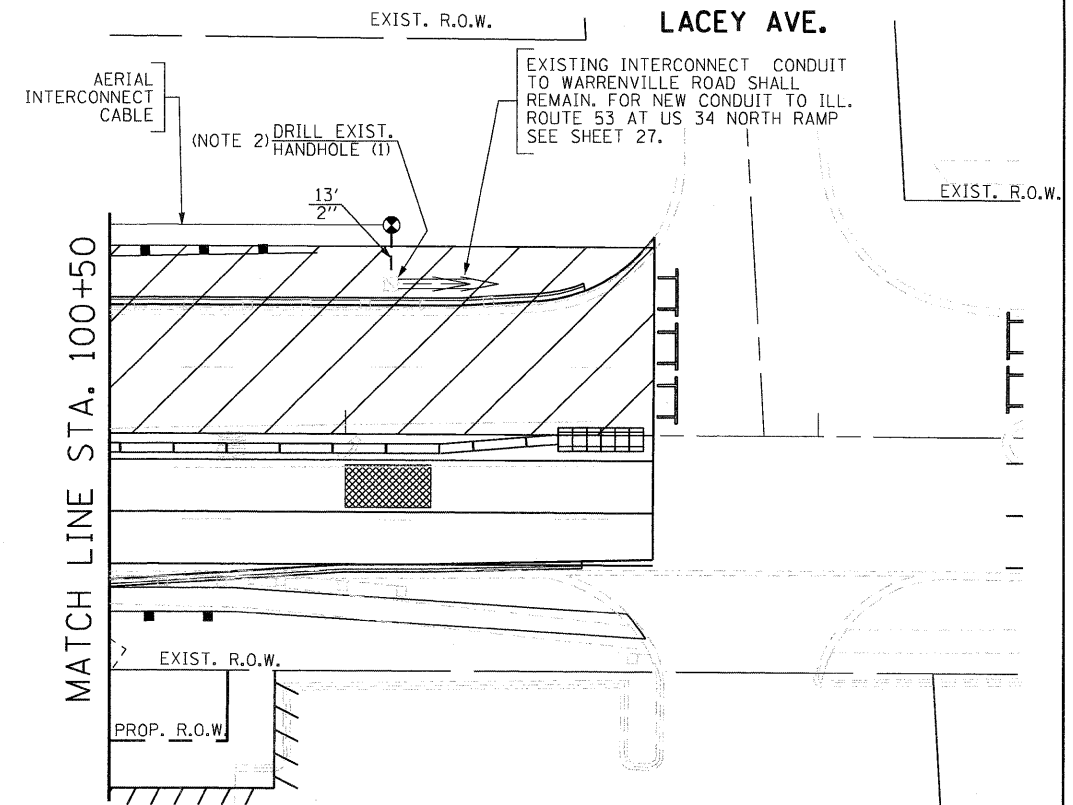
RAILROAD SYMBOLS

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

NOTES FOR TEMPORARY TRAFFIC SIGNALS

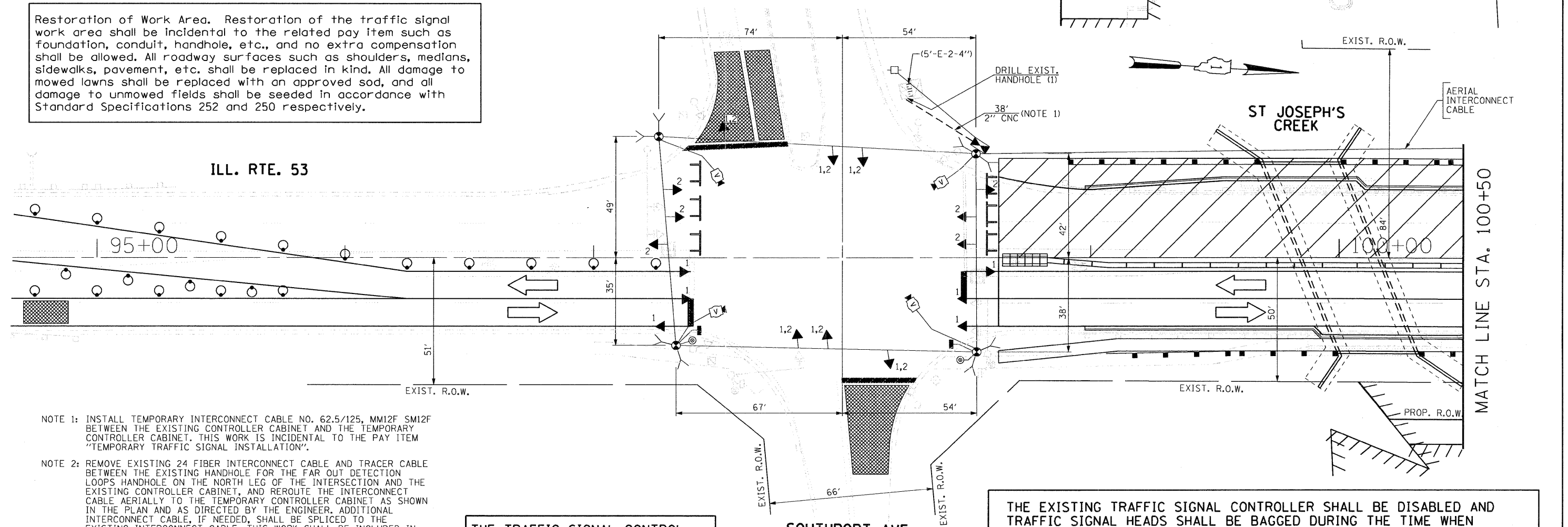
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC 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 SHALL 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 SPECIFICATIONS 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.
11. THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE INSTALLED ON A WOOD PLATFORM SUPPORT AS SHOWN IN THE DISTRICT 1 TRAFFIC SIGNAL DESIGN DETAIL SHEET 23.



Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay item such as foundation, conduit, handhole, etc., and no extra compensation shall be allowed. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded in accordance with Standard Specifications 252 and 250 respectively.

US 34 NORTH RAMP

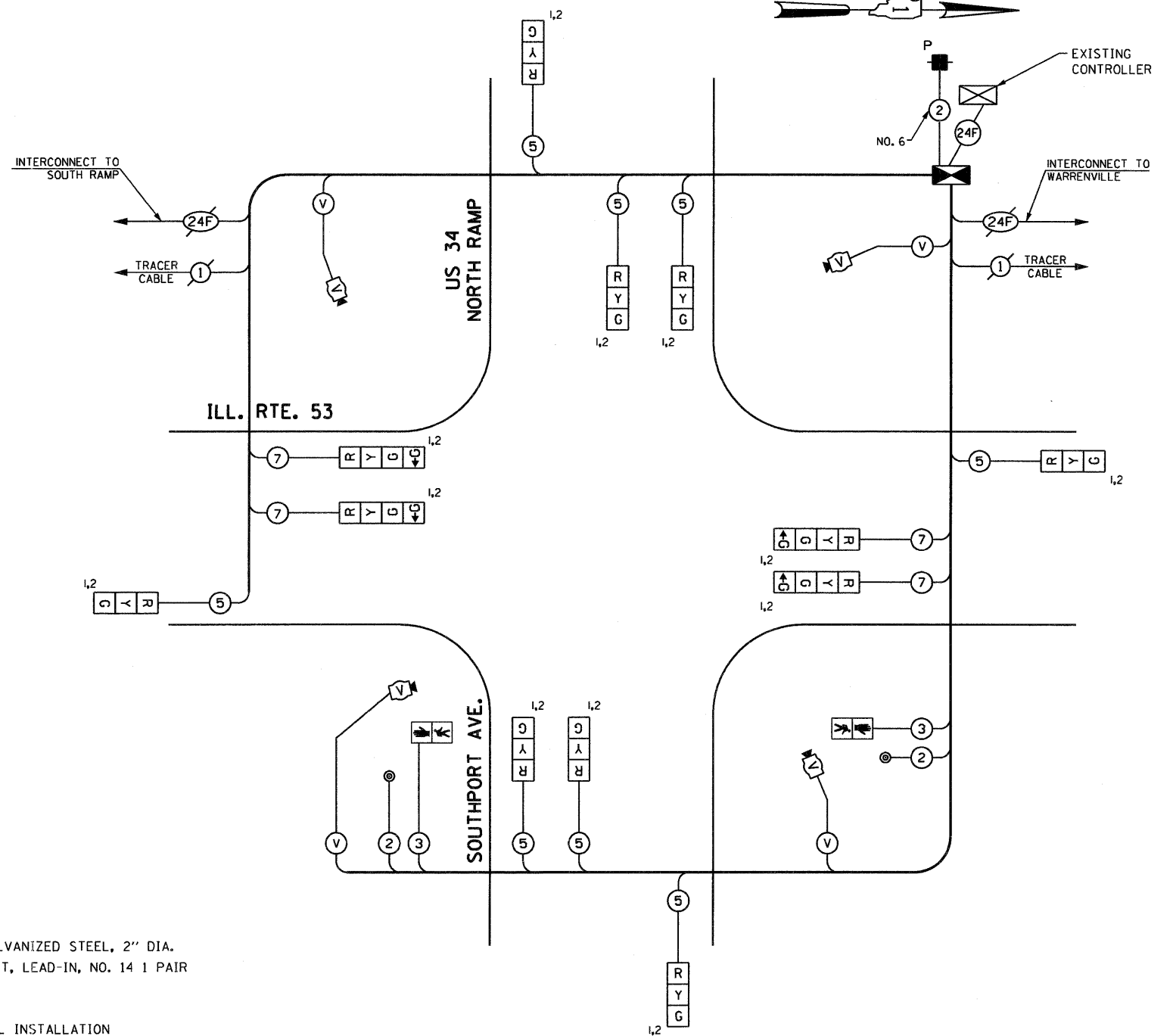
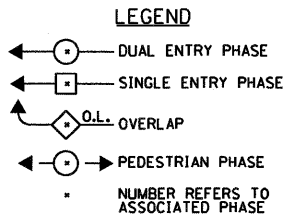
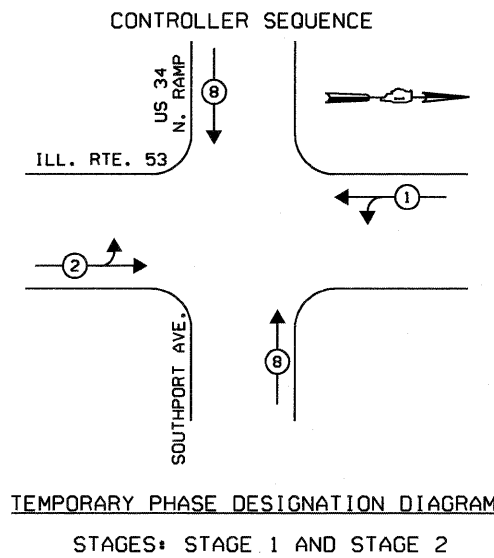


- NOTE 1: INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5/125, MM12F SM12F BETWEEN THE EXISTING CONTROLLER CABINET AND THE TEMPORARY CONTROLLER CABINET. THIS WORK IS INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- NOTE 2: REMOVE EXISTING 24 FIBER INTERCONNECT CABLE AND TRACER CABLE BETWEEN THE EXISTING HANDHOLE FOR THE FAR OUT DETECTION LOOPS HANDHOLE ON THE NORTH LEG OF THE INTERSECTION AND THE EXISTING CONTROLLER CABINET, AND REROUTE THE INTERCONNECT CABLE AERIALY TO THE TEMPORARY CONTROLLER CABINET AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER. ADDITIONAL INTERCONNECT CABLE, IF NEEDED, SHALL BE SPLICED TO THE EXISTING INTERCONNECT CABLE. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION" AND NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME.
- NOTE 3: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR STAGE 1 AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

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

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN ILL. RTE. 53 AT US 34 NORTH RAMP/SOUTHPORT AVE. STAGE 1 AND STAGE 2 (SHEET 1 OF 2)			F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 25
#FILE#	PLOT SCALE = 1"=20'	DRAWN - EA, MG	REVISED -		SCALE: 1"=20'	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60MB3	
	PLOT DATE = #DATE#	CHECKED - PKG	REVISED -								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
		DATE - 10/04/2011	REVISED -									



SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
299	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
328	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
2	EACH	DRILL EXISTING HANDHOLE
163	FOOT	DETECTOR LOOP, TYPE I
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

FOR THE PAY ITEMS INCLUDED IN THE QUANTITIES FOR THE CONDUIT DETECTOR LOOP TYPE 1, AND RELATED ITEMS, REFER TO PROPOSED INTERCONNECT PLAN DRAWING.

TEMPORARY CABLE PLAN
(NOT TO SCALE)
STAGES: STAGE 1 AND STAGE 2

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"

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

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	16	135	15	0.25	60
ARROW		135	12	0.10	
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN			25	1.00	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 537

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

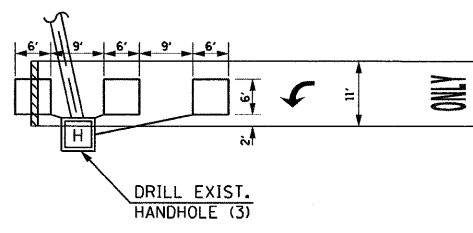
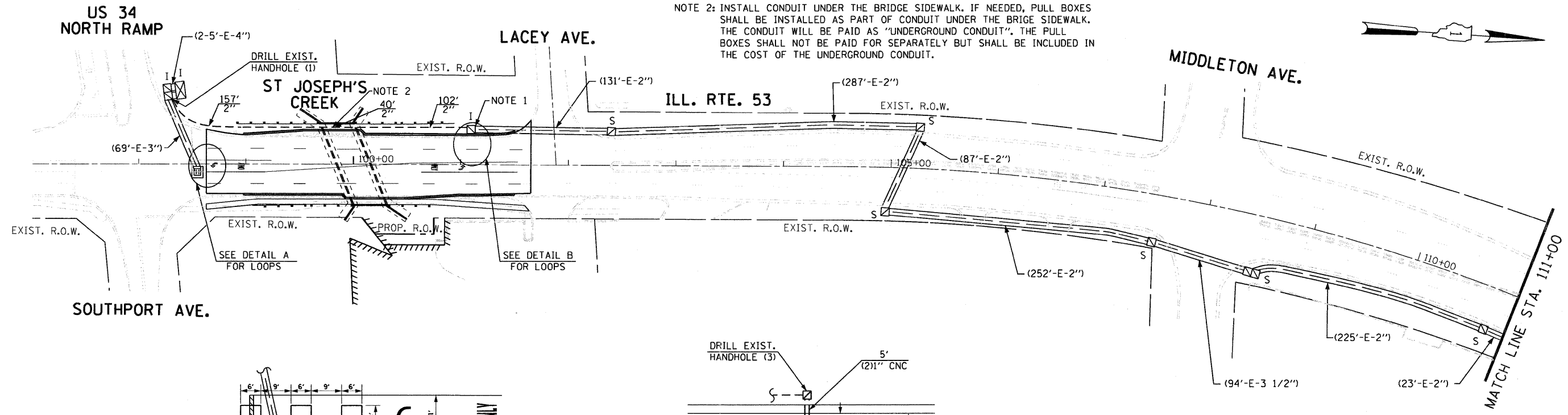
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#FILE#		DRAWN - EA, MG	REVISED -
	PLOT SCALE = N.T.S.	CHECKED - PKG	REVISED -
	PLOT DATE = #DATE#	DATE - 10/04/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

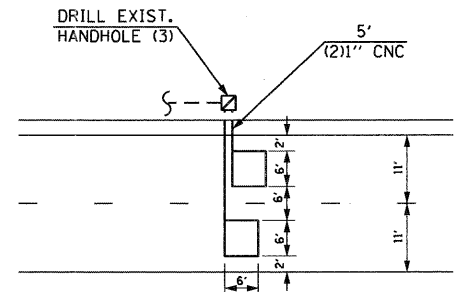
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILL. RTE. 53 AT US 34 NORTH RAMP/SOUTHPORT AVE. STAGE 1 AND STAGE 2 (SHEET 2 OF 2)				870	534R-B	DuPAGE	51	26
SCALE: N.T.S.				SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 60M83		
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTE 1: THE EXISTING FIBER OPTIC AND TRACER CABLES SHALL BE REMOVED BETWEEN THE HANDHOLE FOR THE FAR OUT DETECTION LOOPS FOR THE NORTH APPROACH AND CONTROLLER CABINET AT WARRENVILLE ROAD AFTER THE PROPOSED INTERCONNECT SYSTEM BETWEEN THE NORTH RAMP / SOUTHPORT AVENUE AND WARRENVILLE ROAD IS IN PLACE AND OPERATIONAL.

NOTE 2: INSTALL CONDUIT UNDER THE BRIDGE SIDEWALK. IF NEEDED, PULL BOXES SHALL BE INSTALLED AS PART OF CONDUIT UNDER THE BRIDGE SIDEWALK. THE CONDUIT WILL BE PAID AS "UNDERGROUND CONDUIT". THE PULL BOXES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE UNDERGROUND CONDUIT.

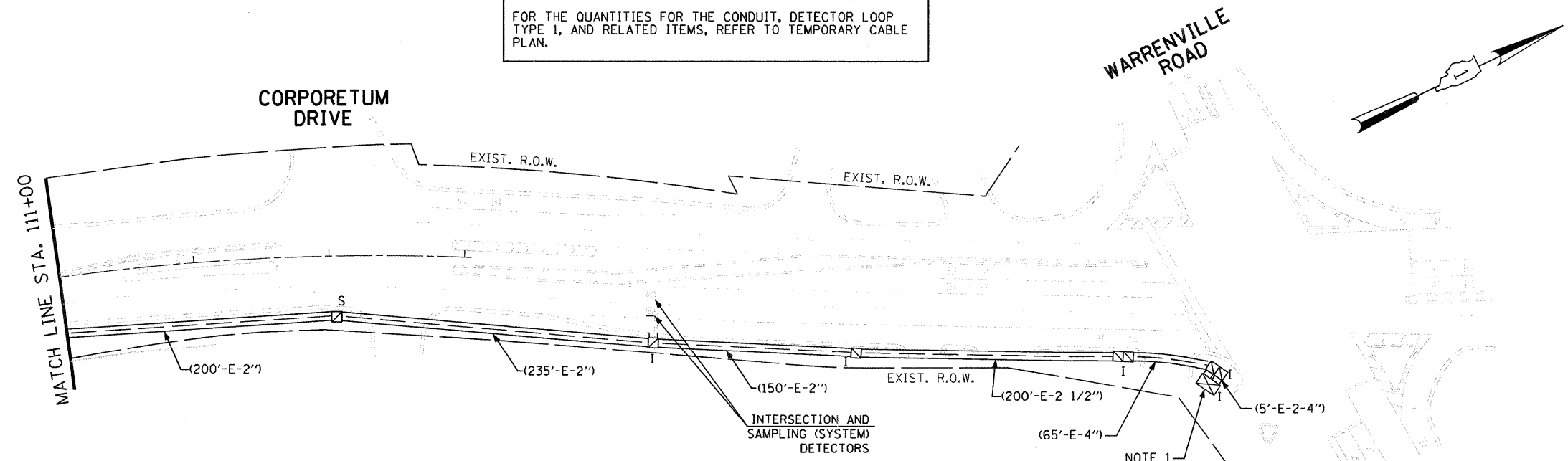


(NOT TO SCALE)
DETAIL "A"



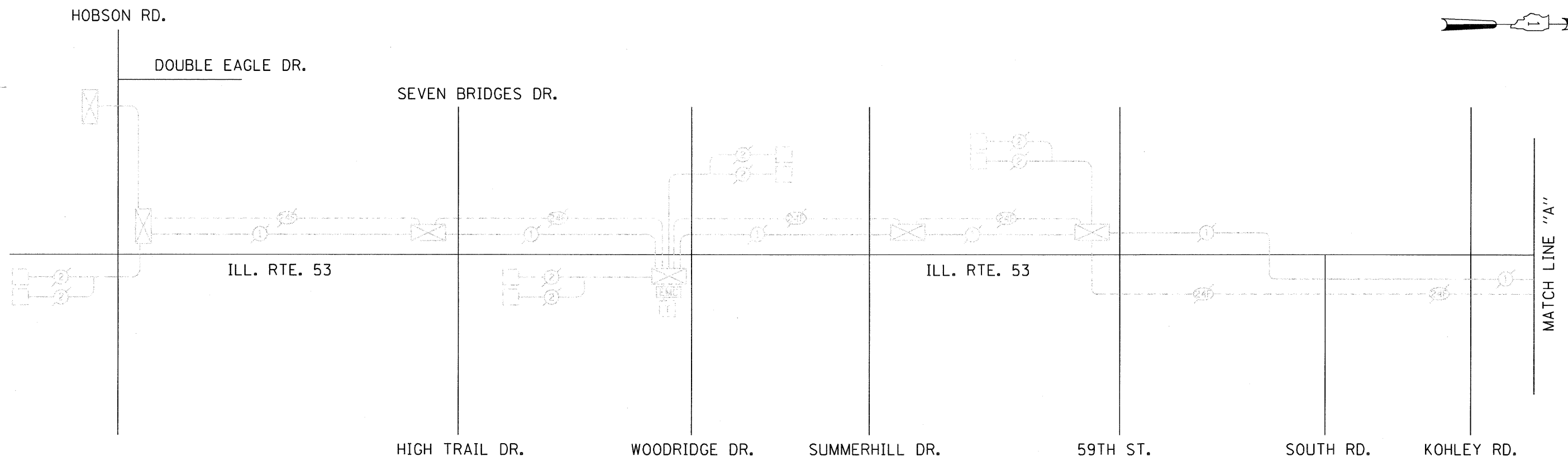
(NOT TO SCALE)
DETAIL "B"

FOR THE QUANTITIES FOR THE CONDUIT, DETECTOR LOOP TYPE 1, AND RELATED ITEMS, REFER TO TEMPORARY CABLE PLAN.



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

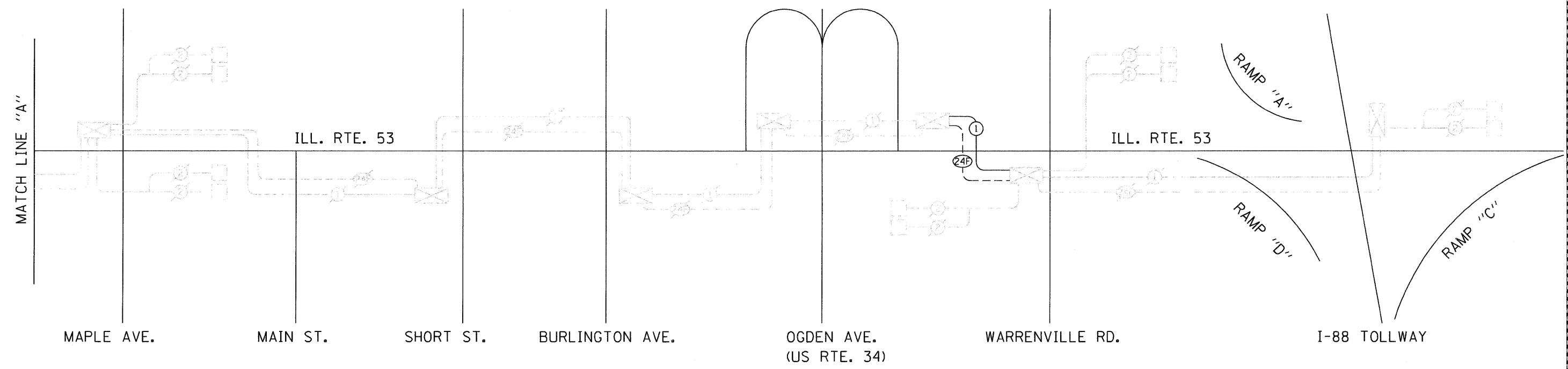
FILE NAME =	USER NAME = *USER*	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED INTERCONNECT PLAN ILL. RTE 53 FROM SOUTHPORT AVE. TO WARRENVILLE RD.			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
#FILE#		DRAWN - EA, MG	REVISED -		SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	870	534R-B	DUPAGE	51	27
		CHECKED - PKG	REVISED -												
		DATE - 10/04/2011	REVISED -												
												CONTRACT NO. 60M83			
												FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



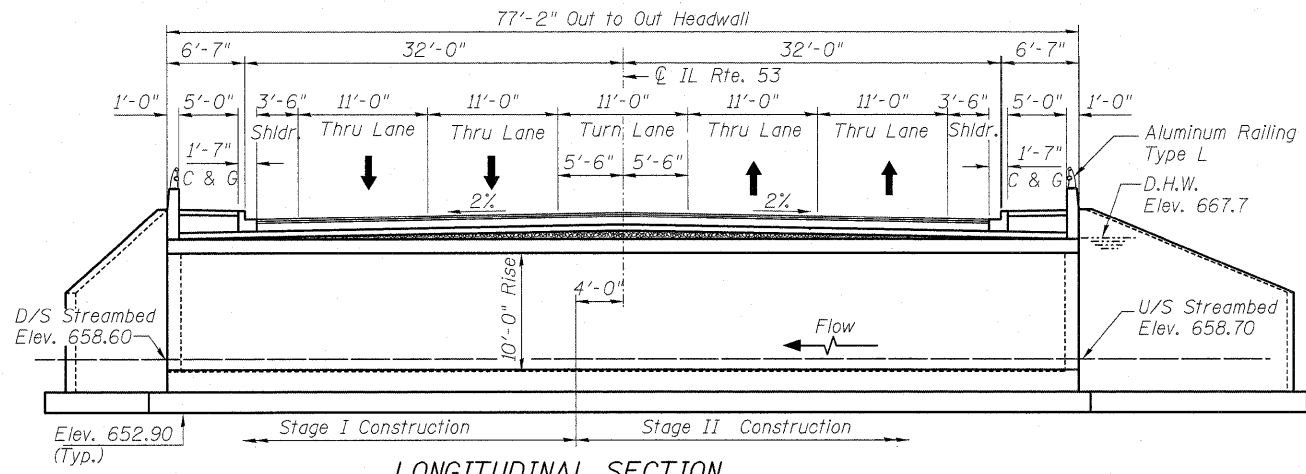
SCHEDULE OF INTERCONNECT QUANTITIES

QUANTITY	UNIT	ITEM
2404	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F
2378	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
2056	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT

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



FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - PKG	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED INTERCONNECT SCHEMATIC ILL. RTE. 53 FROM HOBSON ROAD TO WARRENVILLE ROAD			F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 28
PLOT SCALE = N.T.S.	CHECKED - PKG	DATE - 10/04/2011	REVISIONS -		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = #DATE#	DATE - 10/04/2011	REVISIONS -	REVISIONS -									
CONTRACT NO. 60M83												



Benchmark:
Square Cut on Concrete Base of the Street Lighting Cabinet at Northwest Corner of IL Rte. 53 and Southport Ave. Elev. 669.02

Existing Structure:
Structure No. 022-0082 was originally built in 1932 as a concrete deck slab bridge. In 1967, the bridge was widened to accommodate one additional traffic lane in each direction. In 1986, the existing structure was rehabilitated a second time. The single span structure consists of cast in place deck slab and P.P.C. deck beams supported on Integral Abutment on piles. The out to out of deck is 65'-4" and the back to back of abutments is 53'-8". Traffic will be maintained utilizing staged construction. Salvage: None

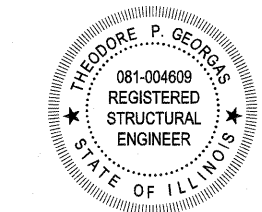
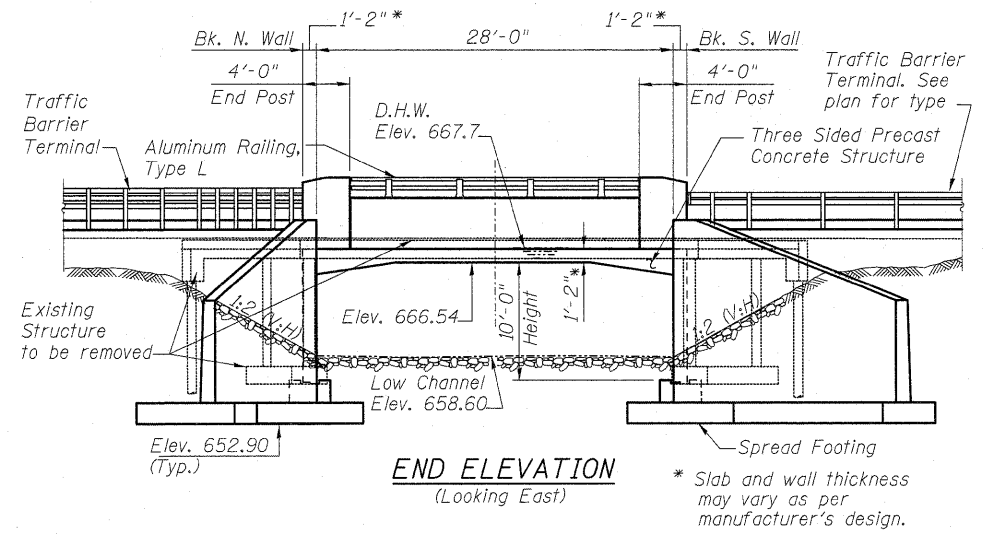
WATERWAY INFORMATION

Drainage Area = 11.8 sq. mi. Prop. Low Grade Elev. 669.05 feet @ Sta. 99+16.5

Flood	Freq. Year	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E. Exist.	Prop.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
Design	10	730	187.6	219.5	666.1	666.1	0.2	0.0	666.3	666.1
Base	50	1160	187.6	219.5	667.7	667.7	0.7	0.2	668.4	667.9
Overtopping	100	1365	187.6	219.5	668.3	668.3	0.9	0.4	669.2	668.7
Max. Calc.	195	1492	187.6	219.5	668.5	668.5	N/A	0.5	N/A	669.0
	500	1900	187.6	219.5	669.1	669.1	1.0	0.8	670.1	669.9

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	South Foundation	North Foundation
	655.1	652.9



Theodore P. Georgas 10-11-11
 Theodore P. Georgas Date
 Licensed Structural Engineer
 State of Illinois 081-4609
 Expires 11/30/2012

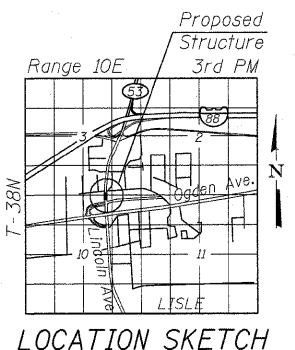
SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0

LOADING HS-20
 Allow 50#/#sq. ft. for future wearing surface

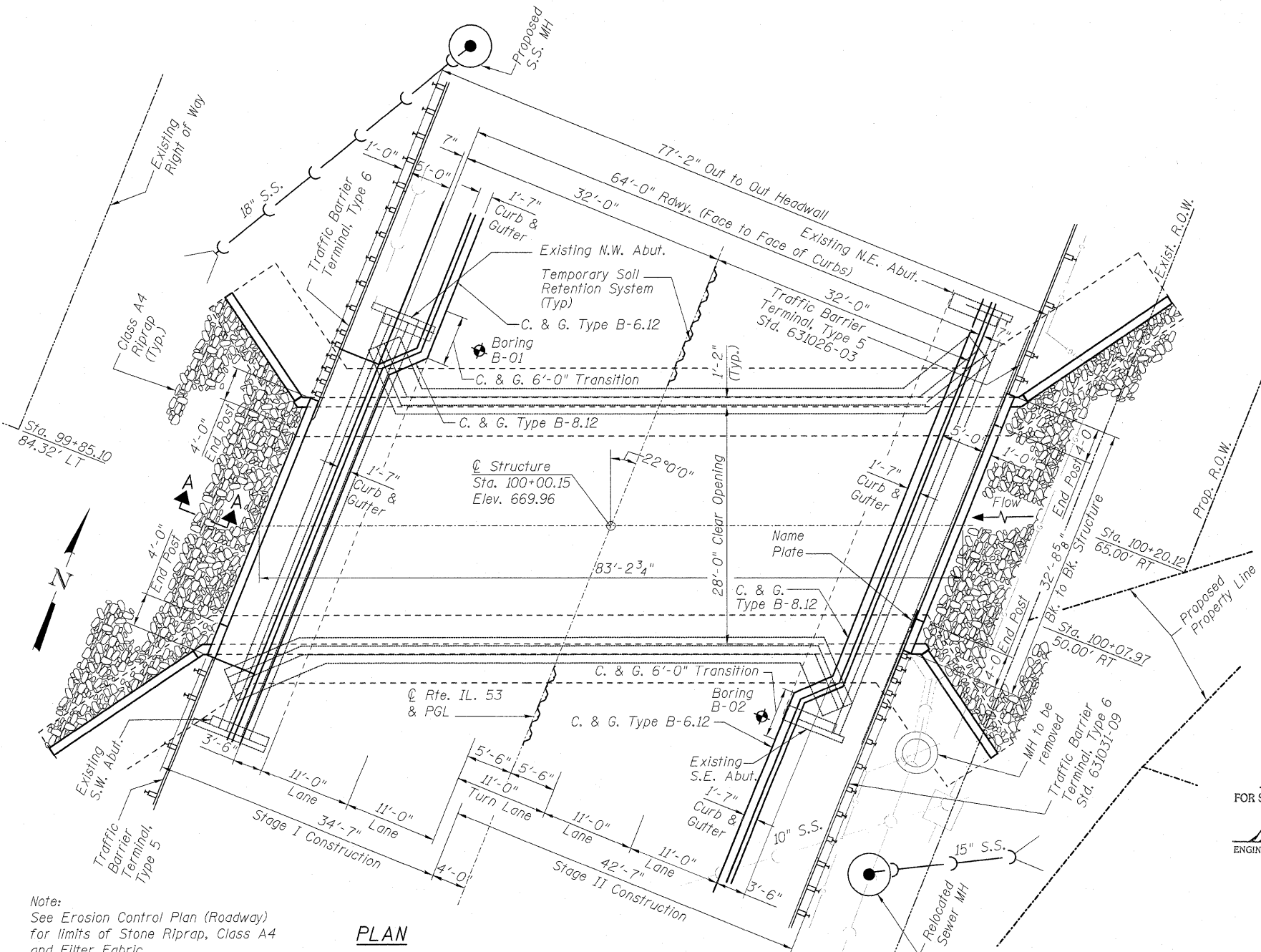
DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications, 17th Edition

DESIGN STRESSES
FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

PRECAST UNITS
 f'c = 5,000 psi
 fy = 60,000 psi (Reinforcement)
 fy = 65,000 psi (Welded wire fabric)



APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
N. Cal. Perry
 ENGINEER OF BRIDGES AND STRUCTURES



Note:
See Erosion Control Plan (Roadway) for limits of Stone Riprap, Class A4 and Filter Fabric.

GENERAL PLAN
ILLINOIS ROUTE 53 (LINCOLN AVE.)
OVER ST. JOSEPH'S CREEK
F.A.P. 870 - SEC. 534R-B
DUPAGE COUNTY
STATION 100+00.15
STRUCTURE NO. 022-3054



USER NAME	DESIGNED	REVISOR
JPM	JPM	
JXH		
MPS		
JPM/JXH/TPG		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 022-3054 STA. 100 + 00.15
 SHEET NO. S1 OF S12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	29

CONTRACT NO. 60M83
 DATE: OCTOBER 4, 2011 ILLINOIS FED. AID PROJECT

INDEX OF SHEETS

- S1 - General Plan
- S2 - Index of Sheets & Bill of Materials
- S3 - Stage Construction Details
- S4 - Temporary Concrete Barrier
- S5 - Geotextile Retaining Wall
- S6 - Sidewalk & Parapet Plan
- S7 - Aluminum Railing, Type L
- S8 - Foundation Plan and Details
- S9 - Wingwall Plan and Details
- S10 - Wingwall Details
- S11 - Bar Splicer Assembly Details
- S12 - Soil Borings

STATION 100+00.15
 BUILT 20L BY
 STATE OF ILLINOIS
 F.A.P. 870/RTE. IL-53
 LOADING HS20
 STRUCTURE NO. 022-3054

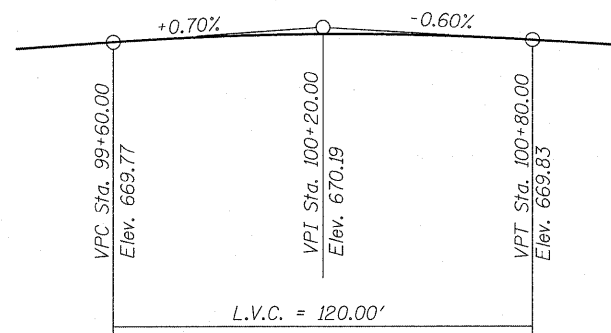
NAME PLATE
 See Std. 515001

TOTAL BILL OF MATERIAL

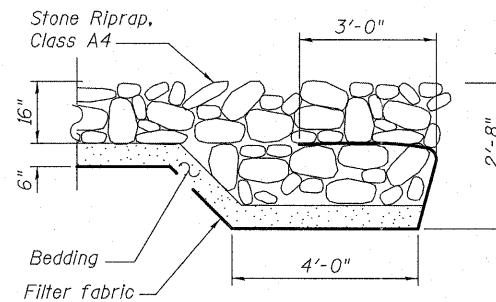
ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Name Plates	Each	1
Concrete Structures	Cu. Yd.	228.5
Concrete Superstructure	Cu. Yd.	10.5
** Protective Coat	Sq. Yd.	59
Reinforcement Bars	Pound	17,300
Reinforcement Bars, Epoxy Coated	Pound	9,550
Three Sided Precast Concrete Structures, 28'x10'	Foot	83.3
Structure Excavation	Cu. Yd.	362
Temporary Soil Retention System	Sq. Ft.	444
Stone Riprap, Class A4	Sq. Yd.	697
Filter Fabric	Sq. Yd.	697
Aluminum Railing, Type L	Foot	49
Bar Splicers	Each	84
Geotextile Retaining Wall	Sq. Ft.	115
* Porous Granular Embankment	Cu. Yd.	7

* Use to fill the voids left after the pile caps and wingwalls in the four corners of the existing structure have been removed.

** Protective Coat shall be applied to top and inside surfaces of End Posts and headwalls.



PROFILE GRADE - IL RTE. 53



SECTION A-A



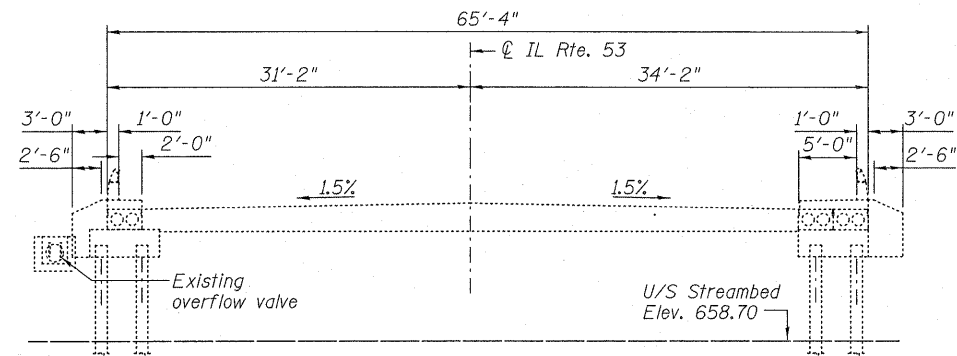
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	CHECKED - JXH	REVISED -
PLOT SCALE =	DRAWN - MPS	REVISED -
PLOT DATE =	CHECKED - JPM/JXH/TPG	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

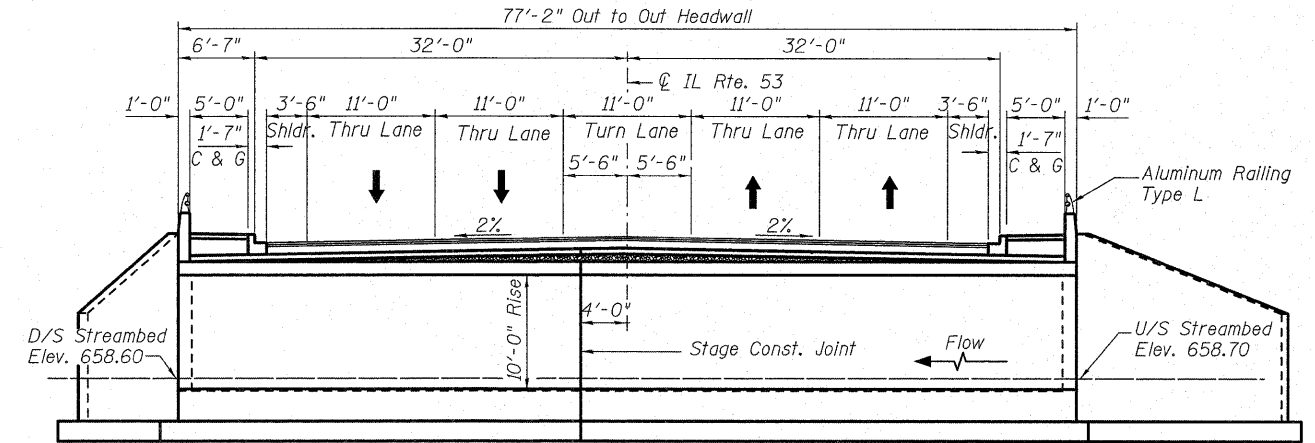
**INDEX OF SHEETS & BILL OF MATERIALS
 STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. S2 OF S12 SHEETS

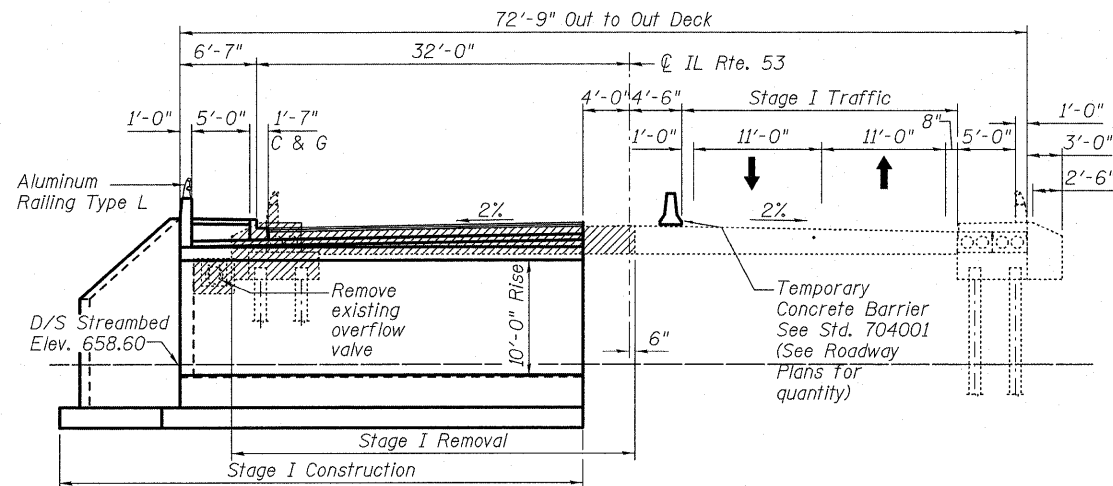
F.A.P. RTE. 870	SECTION 534R-B	COUNTY DUPAGE	TOTAL SHEETS 51	SHEET NO. 30
DATE: NOVEMBER 16, 2011			CONTRACT NO. 60M83	
FED. AID PROJECT				



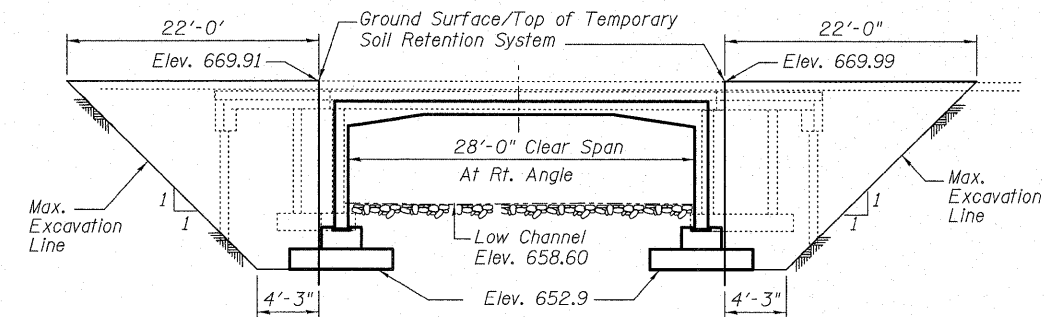
EXISTING BRIDGE CROSS SECTION
(Looking North)



FINAL STAGE
(Looking North)



STAGE I REMOVAL & CONSTRUCTION
(Looking North)



SOUTH END

NORTH END

TEMPORARY SOIL RETENTION SYSTEM

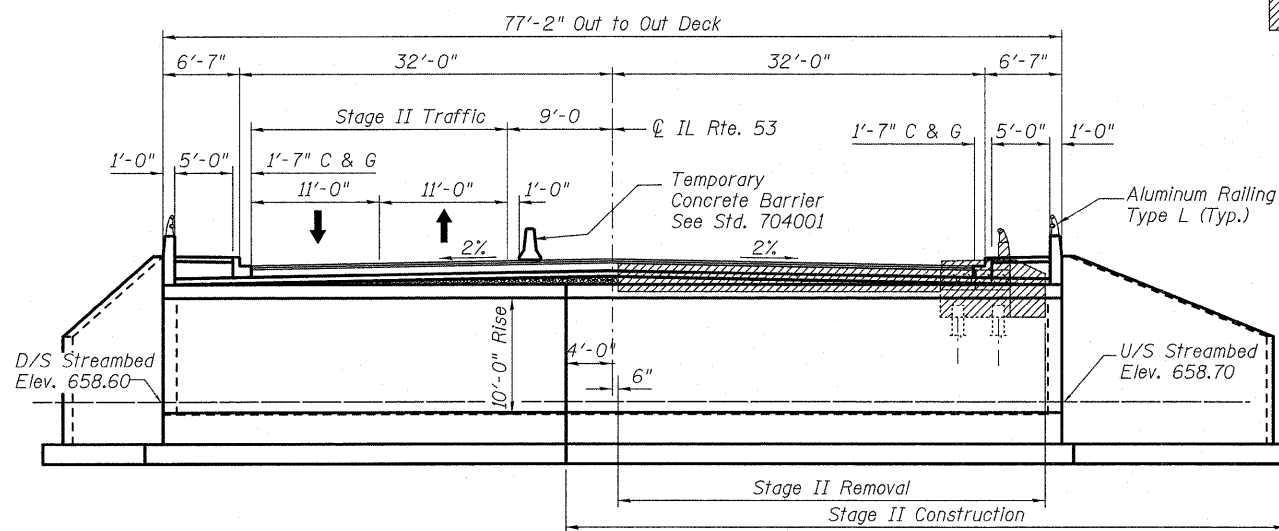
LEGEND

Indicates removal of existing Structure except piles.

A cantilevered sheet piling design does not appear feasible and additional member or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

GENERAL NOTES

- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- The option of using a precast footing is not allowed.
- The option of using precast wingwall is not allowed.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- After the keyways have been grouted and cured, the joints on all three sides of the structure shall be externally sealed using 13" wide external sealing bands conforming to Article 1057.01. Cost included with Three-sided Precast Concrete Structure 28'x10'.
- All details shown are developed assuming the use of cast-in-place headwalls and wingwalls placed as shown. The Contractor has the option of using precast headwalls. If the precast option is used, the details for the headwall shall be submitted to the Engineer for approval.
- The footing design is based on the following maximum reactions applied at the top of the footing pedestal:
Vertical: 10.0 K/ft DL + 4.1 K/ft LL
Horizontal: 4.0 K/ft DL + 1.8 K/ft LL
- The contractor shall verify that the selected structure meet these design parameters. If the design parameters are exceeded, a complete footing design with calculations, details and the required structural seals shall be submitted for review and approval.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the Stage Removal Line before Stage I Removal to ensure the remaining portion will not be prematurely damaged.
- Cost of excavation, furnishing and placing of Porous Granular Embankment behind the structure are included in the pay item Three Sided Precast Concrete Structures, 28'x10'.
- Structural Seal does not include the design of precast elements.
- Dimensions for the Three-sided Precast are for a Hy-Span section and will vary per manufacturer.



STAGE II REMOVAL & CONSTRUCTION
(Looking North)



USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - JXH	REVISED -
PLOT SCALE =	DRAWN - MPS	REVISED -
PLOT DATE =	CHECKED - JPM/JXH/TPG	REVISED -

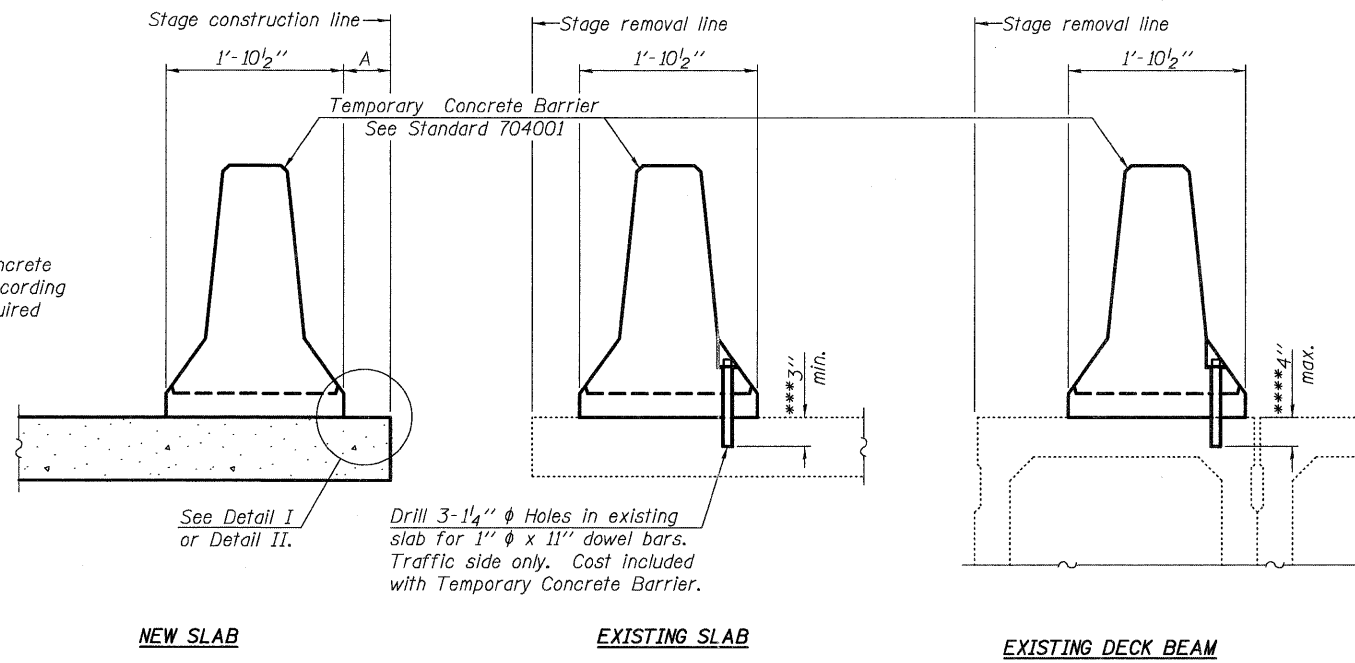
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. S3 OF S12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BTO	534R-B		51	31
DATE: NOVEMBER 16, 2011 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M83	

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".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

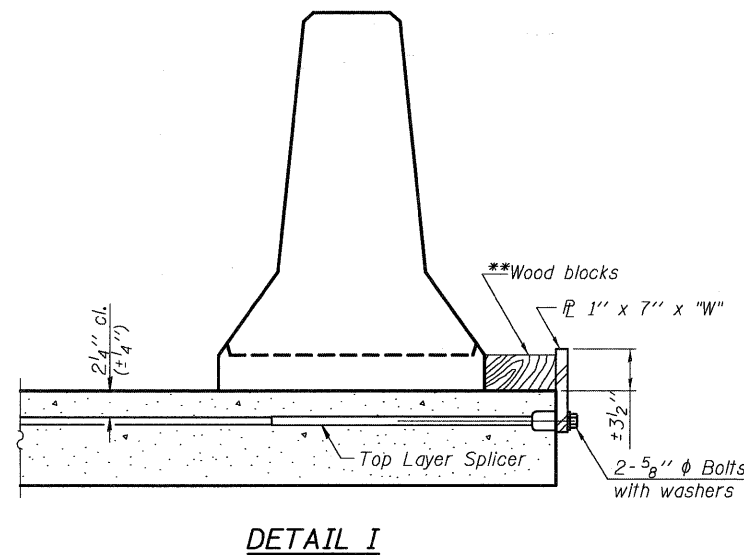
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

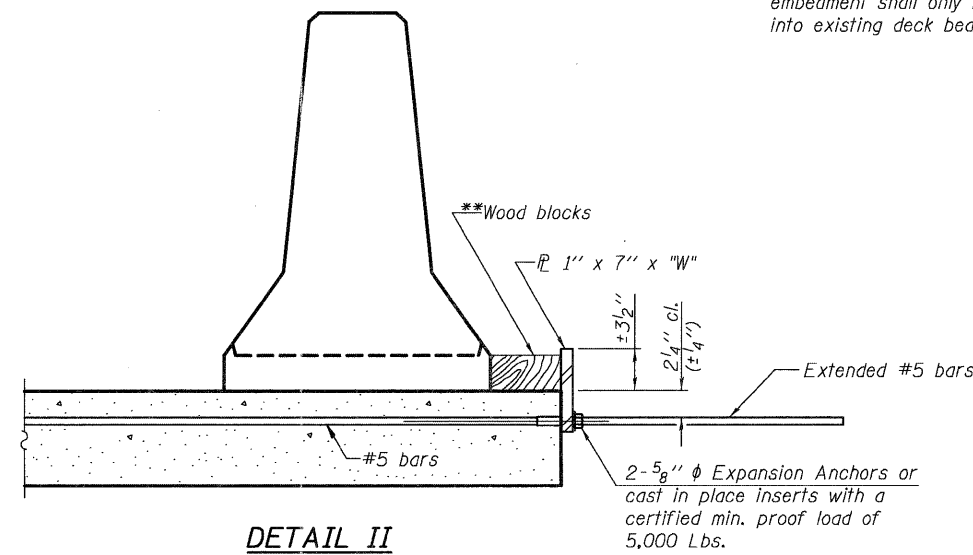
Cost of anchorage is included with Temporary Concrete Barrier.
The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.



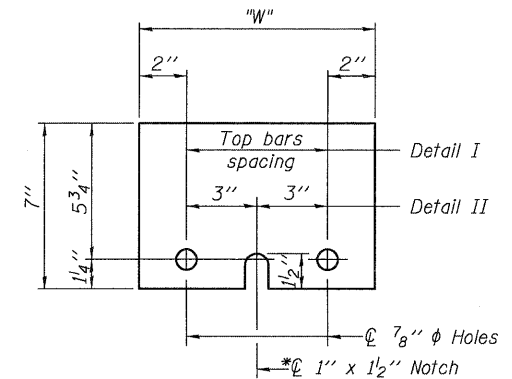
DETAIL I



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 \bar{L} 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10



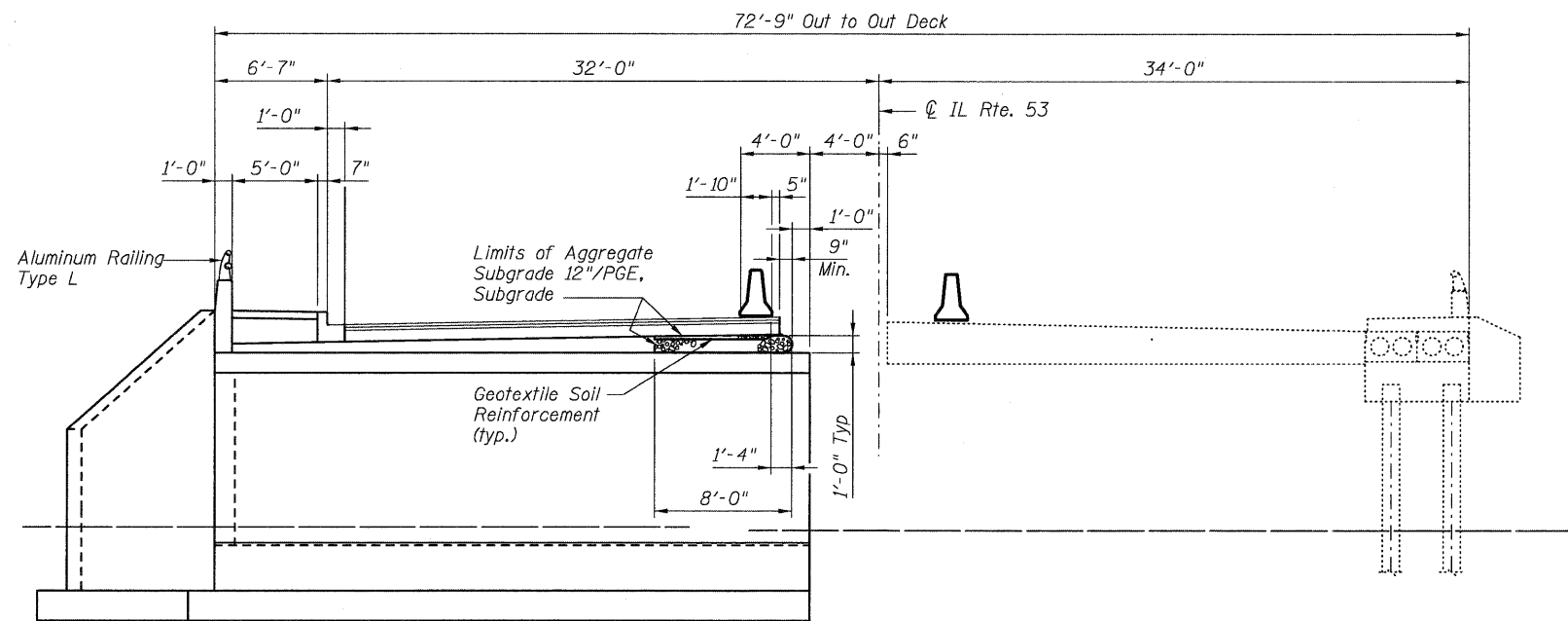
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

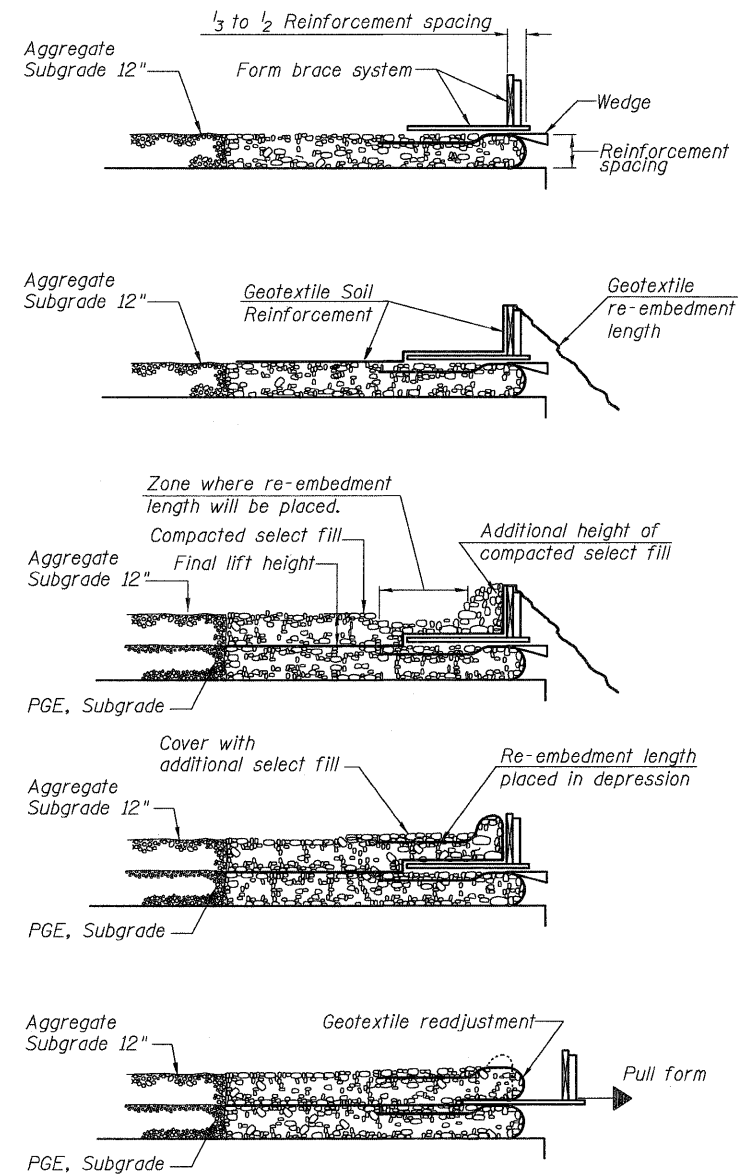
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 022-3054 STA. 100 + 00.15

SHEET NO. S4 OF S12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B		51	32
DATE: OCTOBER 4, 2011 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60M83	



TYPICAL SECTION
(Looking North)

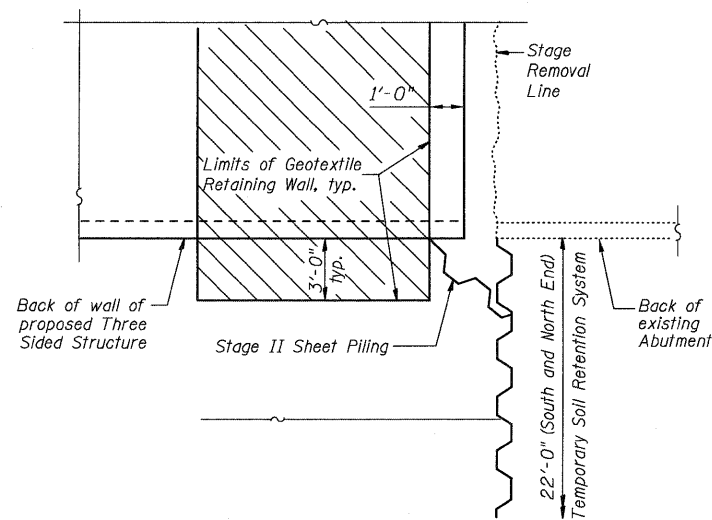


1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of $\frac{1}{3}$ to $\frac{1}{2}$ the geotextile reinforcement spacing.
2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
3. Compact select fill material in lifts to final lift height, create ($\pm 3'$) depression in zone where re-embedment length will be located and place additional height of compacted select fill against form brace.
4. Fold geotextile re-embedment length back over form brace into zone where depression was made in select fill and place additional select fill ($\pm 3'$) to embed geotextile and bring to final lift height.
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face level with plan reinforcement spacing.

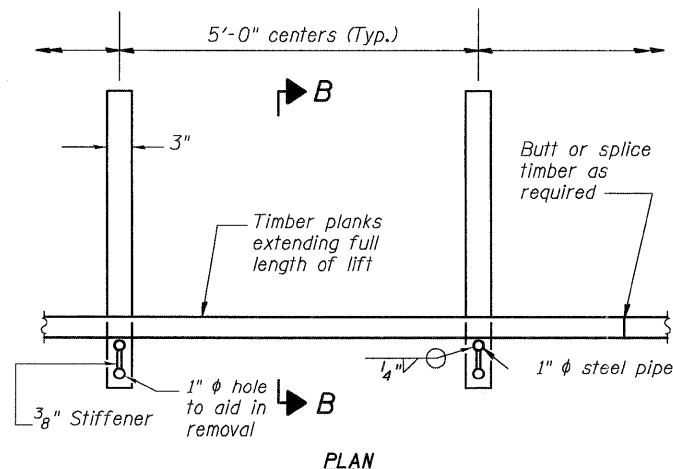
TEMPORARY GEOTEXTILE WALL CONSTRUCTION SEQUENCE

Notes:
The geotextile soil reinforcement shall have a minimum allowable tensile strength (T min.) of 20 lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

Aggregate Subgrade 12" and PGE, Subgrade are billed with the Roadway.

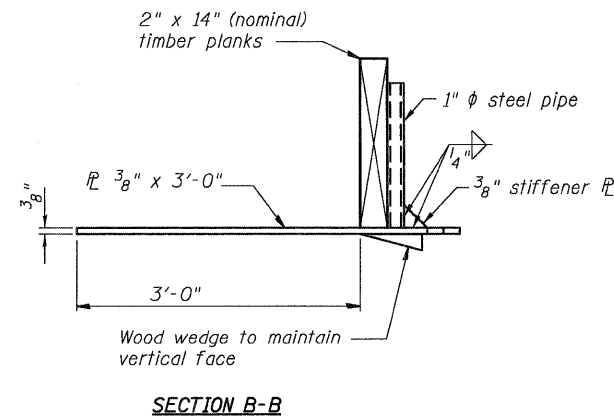


PARTIAL PLAN AT SOUTH END



GEOTEXTILE TEMPORARY FORM BRACE DETAIL

Note:
This is a suggested detail, the Contractor is responsible for the design of the form brace system to be used.



SECTION B-B



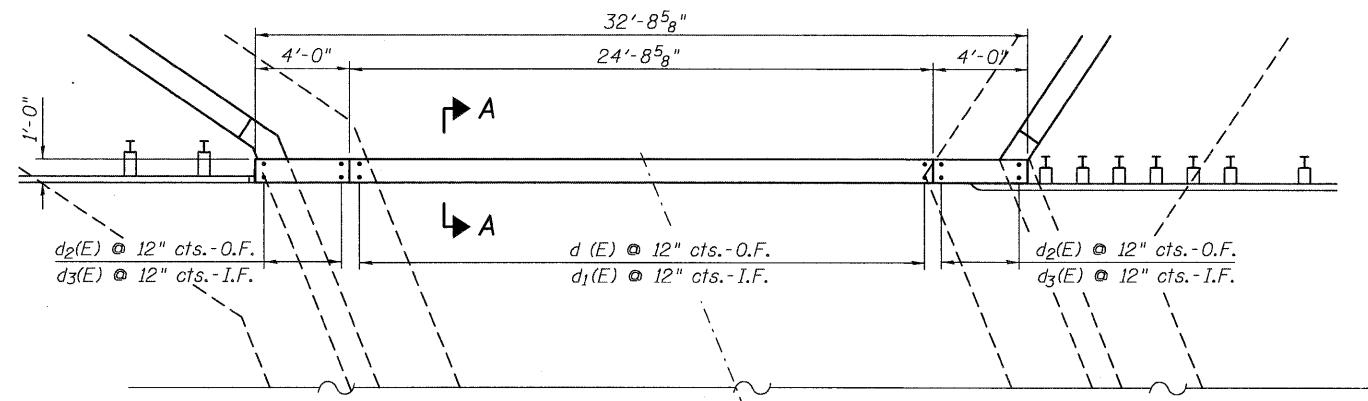
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PLOT SCALE =	CHECKED - JXH	REVISED -
PLOT DATE =	DRAWN - MPS	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

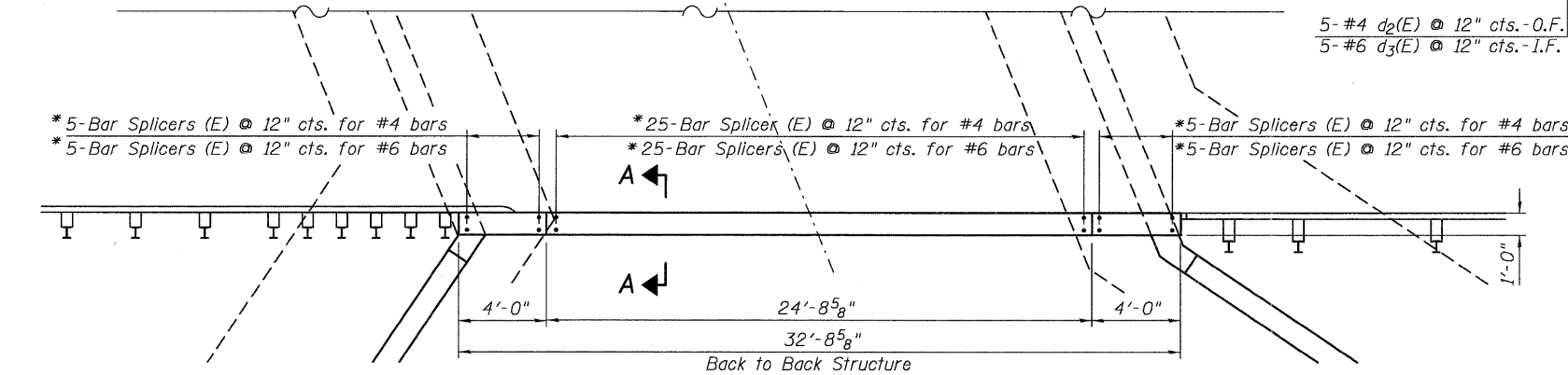
**GEOTEXTILE RETAINING WALL
STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. 55 OF 512 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	33
			CONTRACT NO. 60M83	
DATE: OCTOBER 4, 2011 ILLINOIS FED. AID PROJECT				



Showing Parapet/Headwall Reinforcement (Typ.)

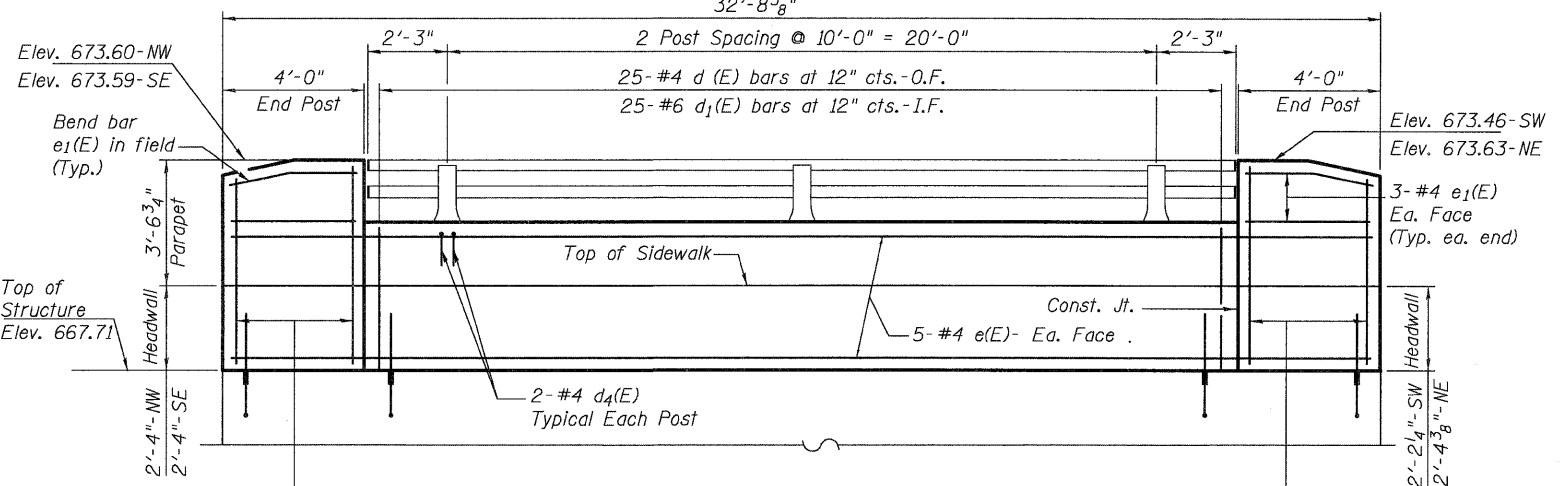


Showing Bar Splicers (Typ.)

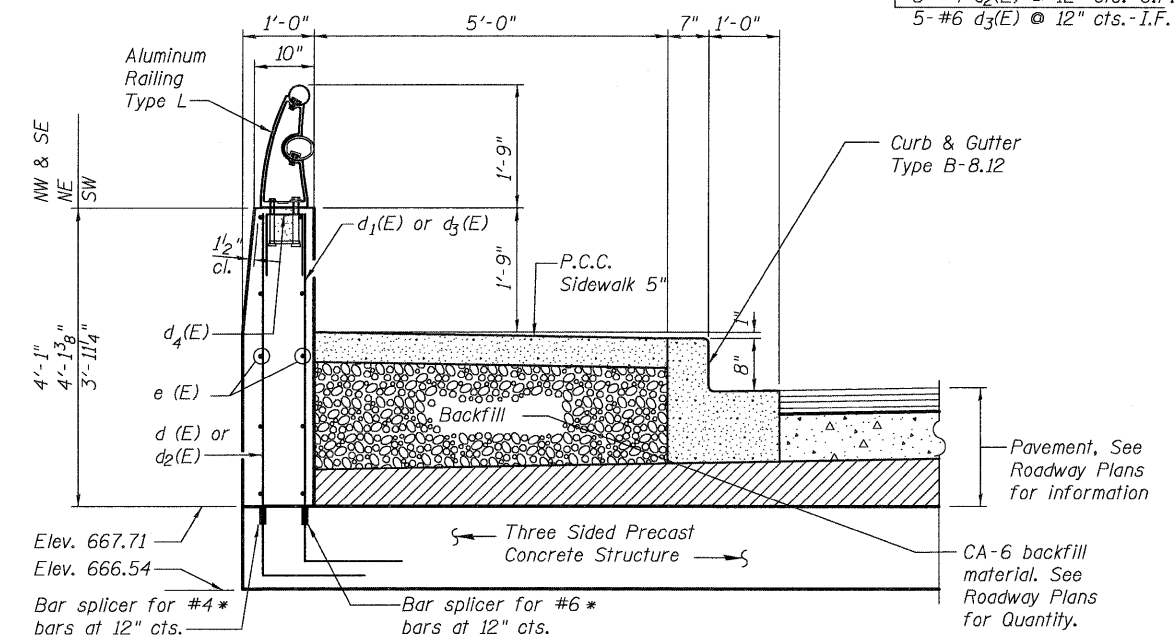
PARTIAL PLAN OF THREE SIDED STRUCTURE AND PARAPET/HEADWALL

* The cost of the bar splicer assemblies for the headwall shall be included in the cost of the Three-Sided Precast Concrete Structures, 28'x10'

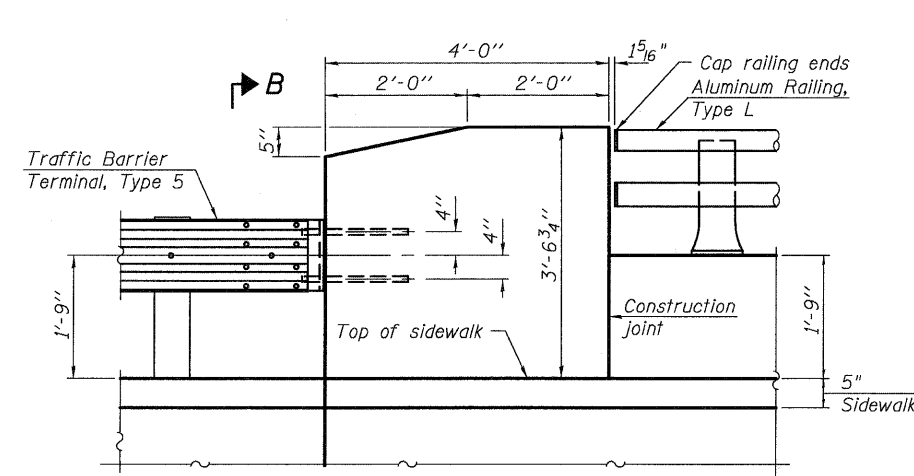
O.F. = Outside Face
I.F. = Inside Face



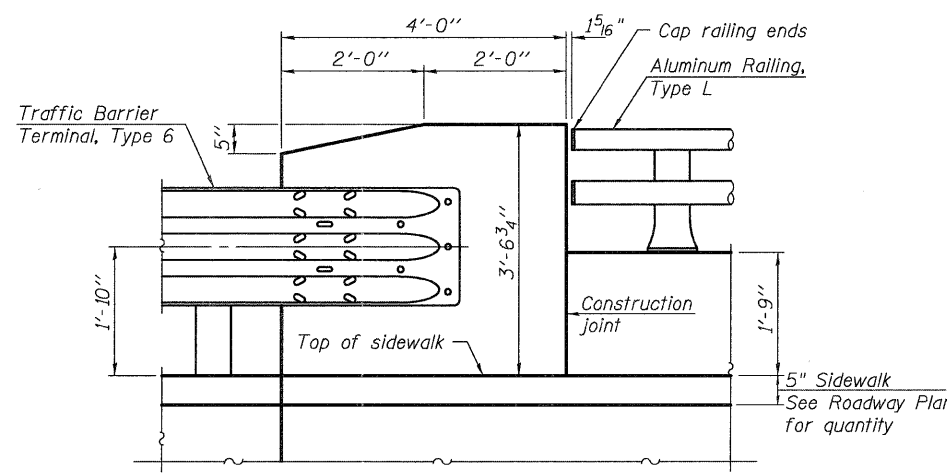
OUTSIDE ELEVATION OF HEADWALL/PARAPET



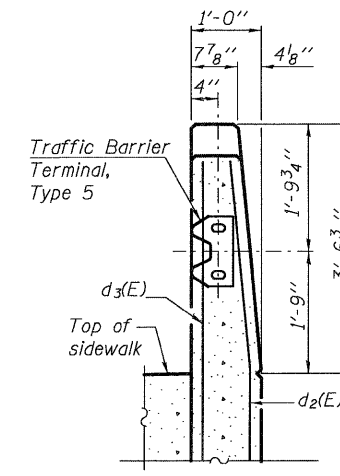
SECTION A-A



ELEVATION



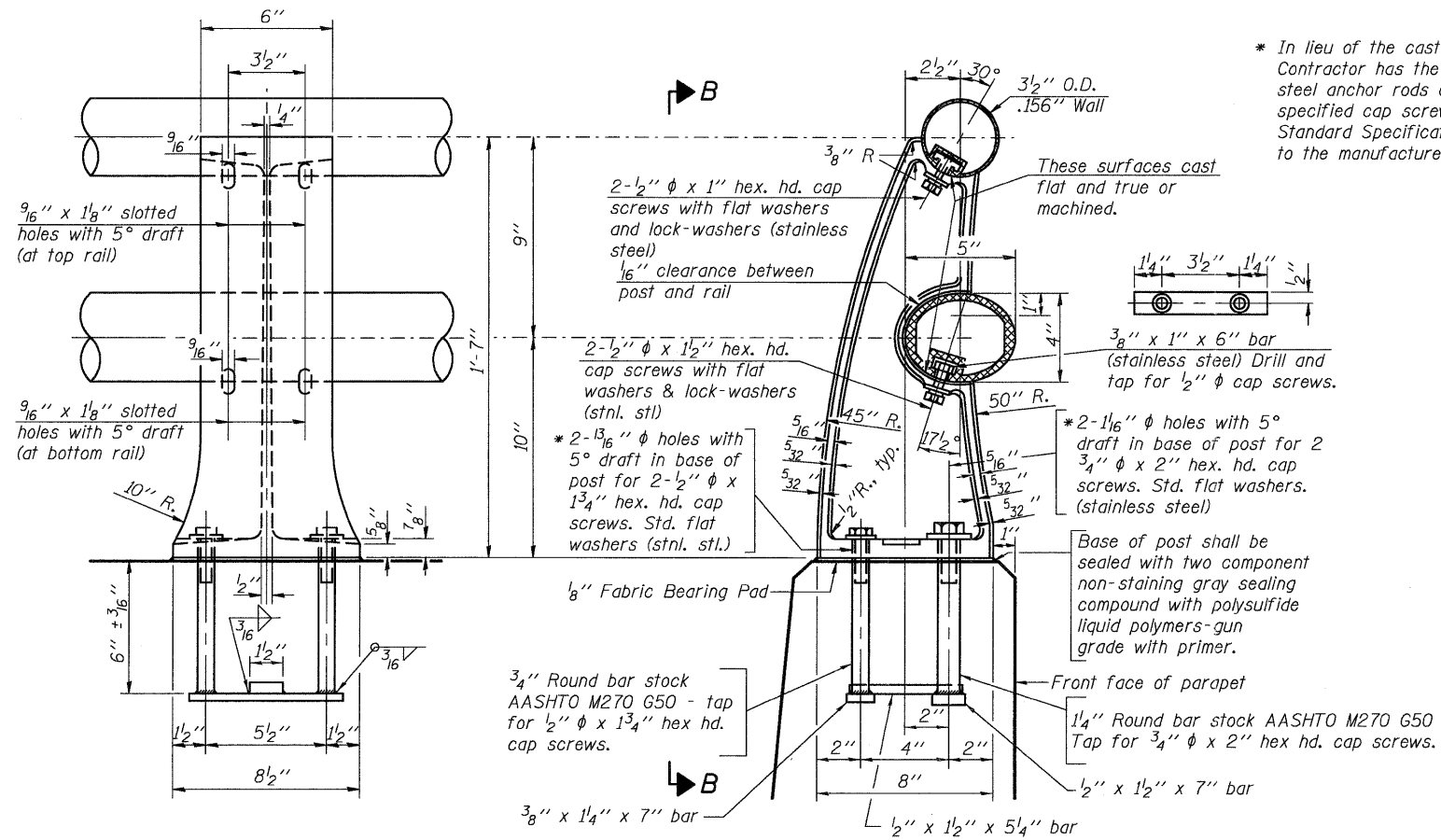
ELEVATION



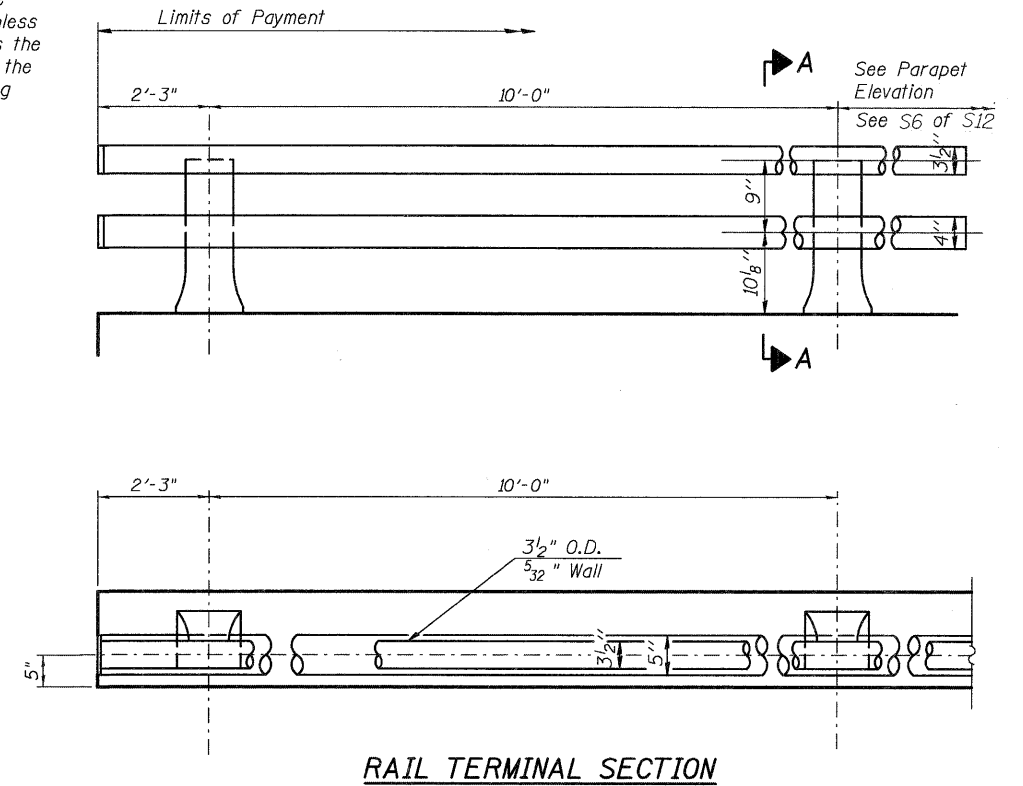
SECTION B-B

BILL OF MATERIAL HEADWALLS AND PARAPETS

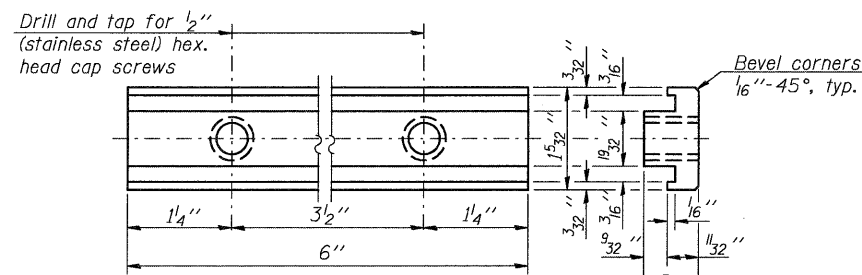
Bar	No.	Size	Length	Shape
d (E)	50	#4	3'-9"	—
d ₁ (E)	50	#6	3'-9"	—
d ₂ (E)	20	#4	5'-7"	—
d ₃ (E)	20	#6	5'-7"	—
d ₄ (E)	12	#4	2'-0"	□
e (E)	20	#4	32'-5"	—
e ₁ (E)	24	#4	3'-9"	—
Item	Unit	Total		
Reinforcement Bars, Epoxy Coated	Pound	1,160		
Concrete Superstructure	Cu. Yd.	10.5		
Protective Coat	Sq. Yd.	59		



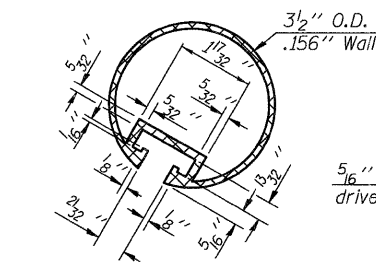
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's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



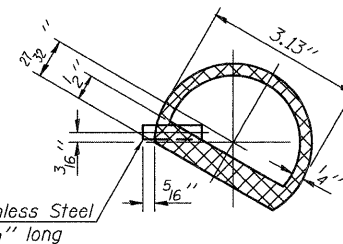
RAIL TERMINAL SECTION



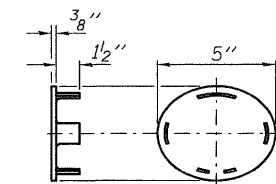
RAIL POST CLAMP BAR



SECTION THRU TOP RAIL

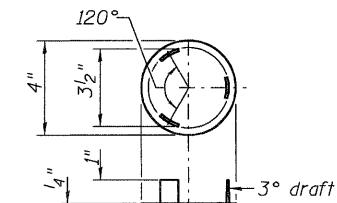


SECTION THRU SPLICE



CAST END CAP

For bottom rail
DRIVE FIT TYPE

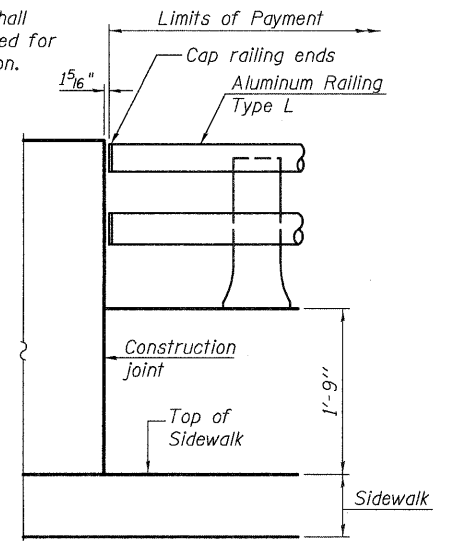


CAST END CAP

For top rail

Note:

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



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	49

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 1-1/8" and 2-1/8" 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 S6 of S12 for rail post spacing.



USER NAME =
PLOT SCALE =
PLOT DATE =

DESIGNED - JPM
CHECKED - JXH
DRAWN - MPS
CHECKED - JPM/JXH/TPG

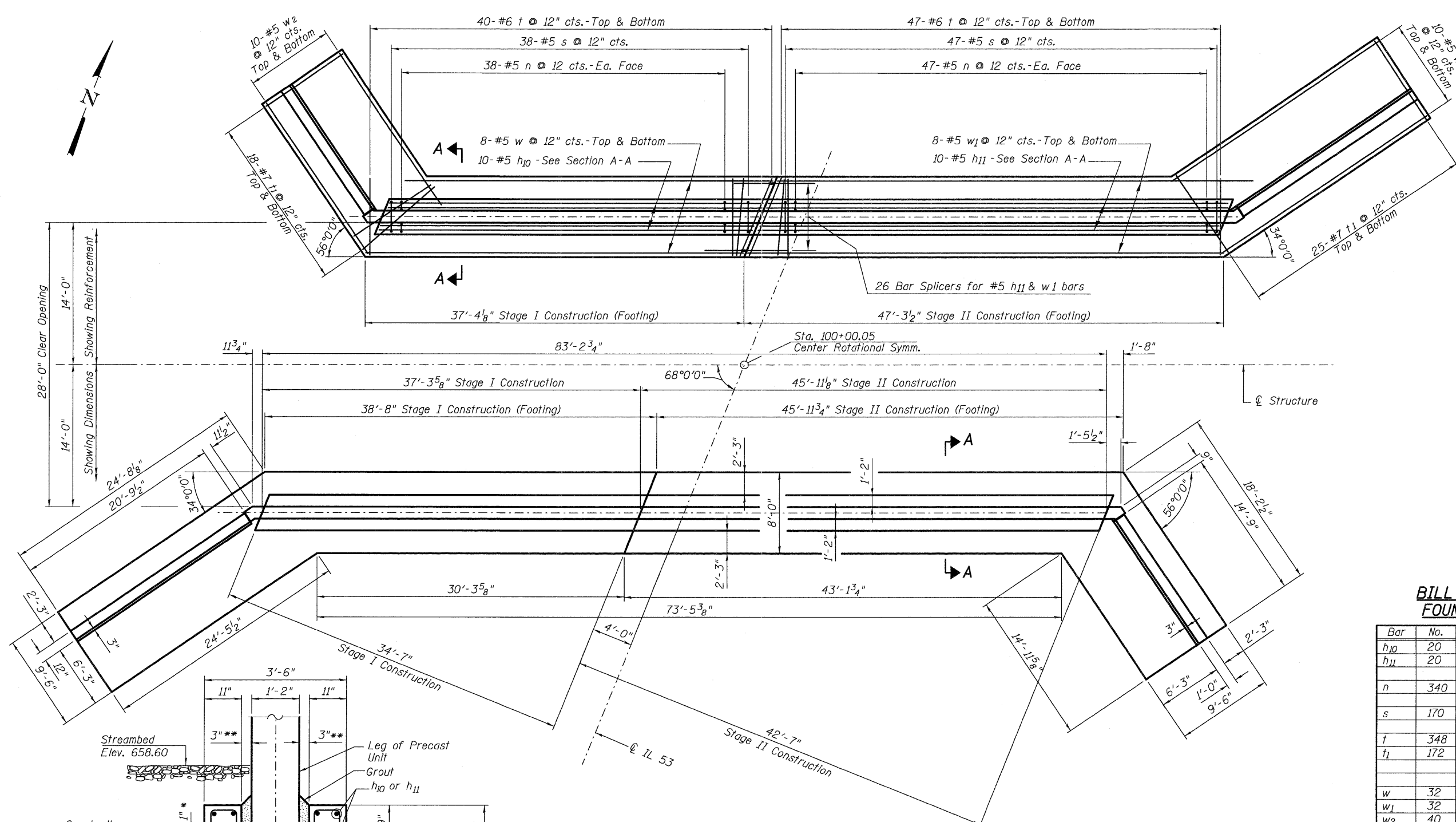
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM RAILING, TYPE L
STRUCTURE NO. 022-3054 STA. 100 + 00.15

SHEET NO. S7 OF S12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	35
DATE: OCTOBER 4, 2011				ILLINOIS FED. AID PROJECT



**BILL OF MATERIAL
FOUNDATION ONLY *****

Bar	No.	Size	Length	Shape
h ₁₀	20	#5	40'-8"	—
h ₁₁	20	#5	41'-9"	—
n	340	#5	3'-11"	□
s	170	#5	13'-5"	□
t	348	#6	7'-8"	—
t ₁	172	#7	9'-2"	—
w	32	#5	37'-3"	—
w ₁	32	#5	47'-2"	—
w ₂	40	#5	17'-9"	—
w ₃	40	#5	24'-4"	—
Structure Excavation			Cu. Yd.	362
Concrete Structures			Cu. Yd.	187.5
Bar Splicers			Each	52
Reinforcement Bars			Pound	17,300

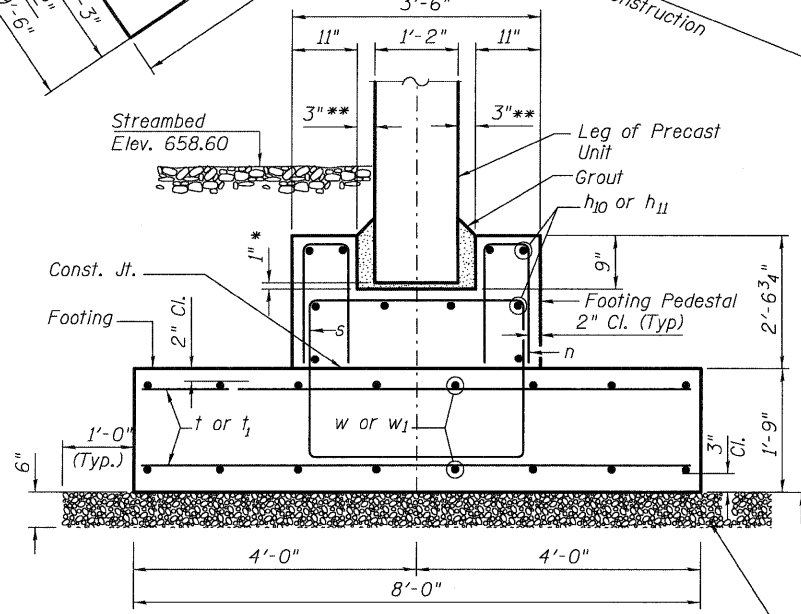
*** Includes Pedestals and footings of the wingwalls and the Three-Sided Structure.

The quantity of Structure Excavation is for the foundations of wingwalls only. The cost of structure excavation for the three-sided structure is included in the pay item "Three-Sided Precast Concrete Structures, 28'x10'".

FOUNDATION PLAN

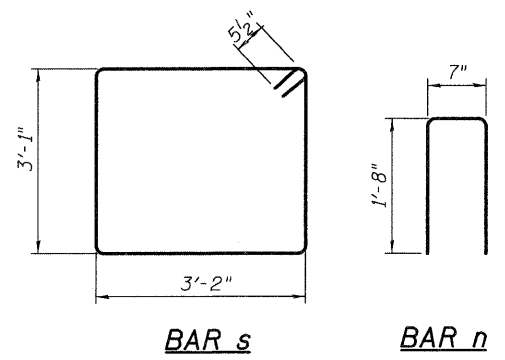
Note:
Wingwall dowel bars are not shown for clarity.
See Sheet No. S9 for bar details

- Notes:
- * 1" Initial grout (2:1 sand and Portland cement, very dry mix).
 - ** Varies depending on thickness of leg of Precast Unit.



SECTION A-A

Maximum Allowable Bearing Pressure = 10.0 ksf



USER NAME =	DESIGNED - JPM	REVISED -
PLOT SCALE =	CHECKED - JXH	REVISED -
PLOT DATE =	DRAWN - MPS	REVISED -
	CHECKED - JPM/JXH/TPG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION PLAN AND DETAILS
STRUCTURE NO. 022-3054 STA. 100 + 00.15

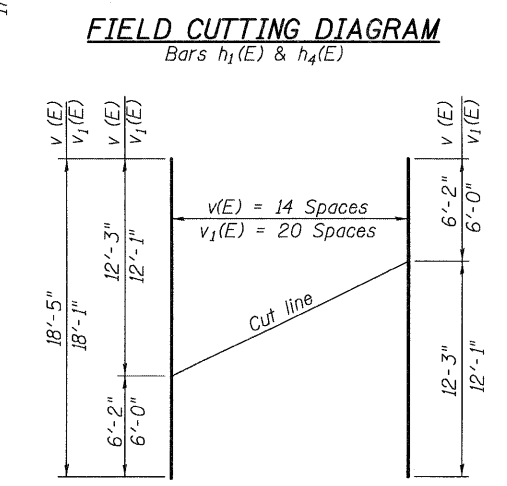
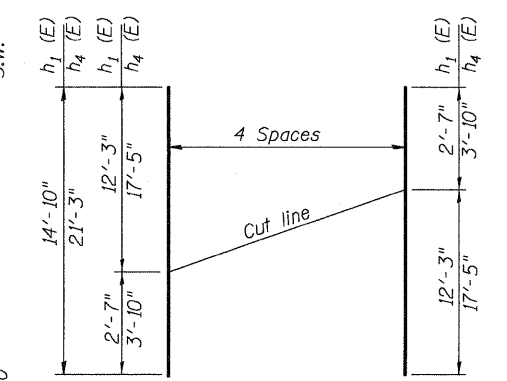
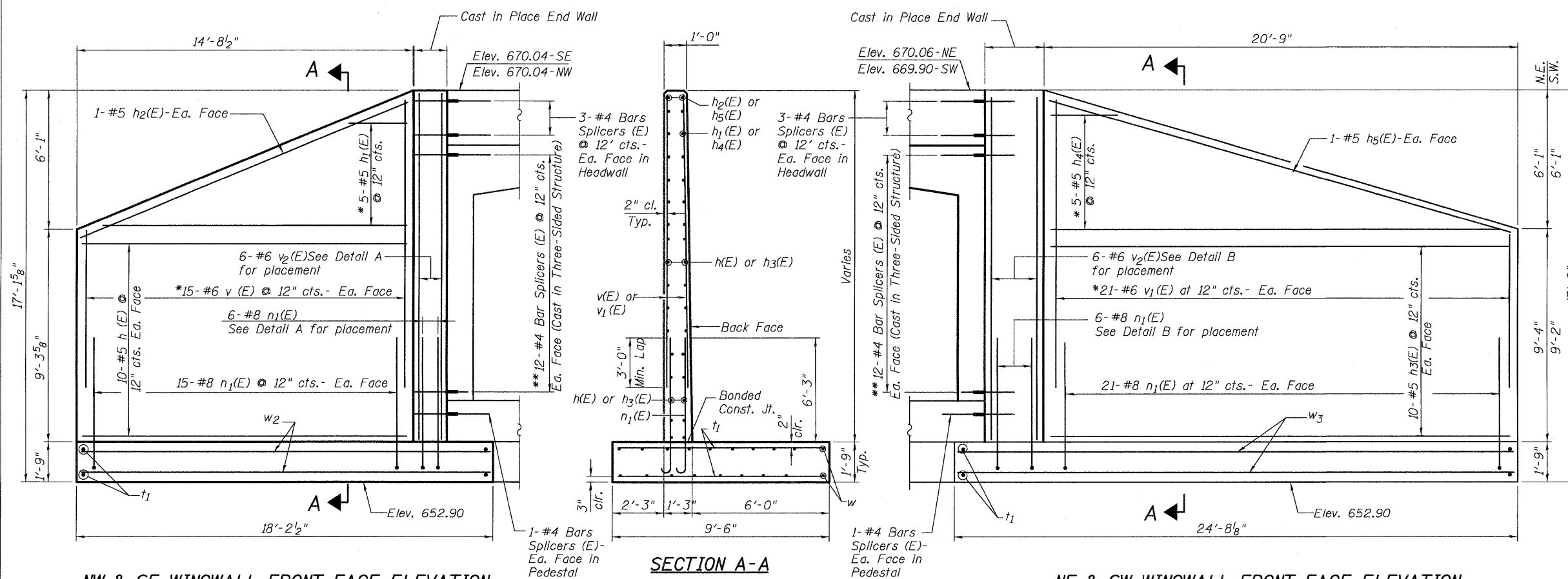
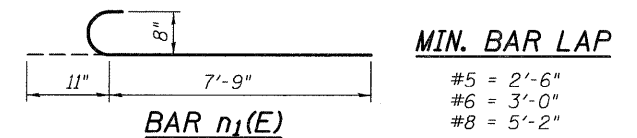
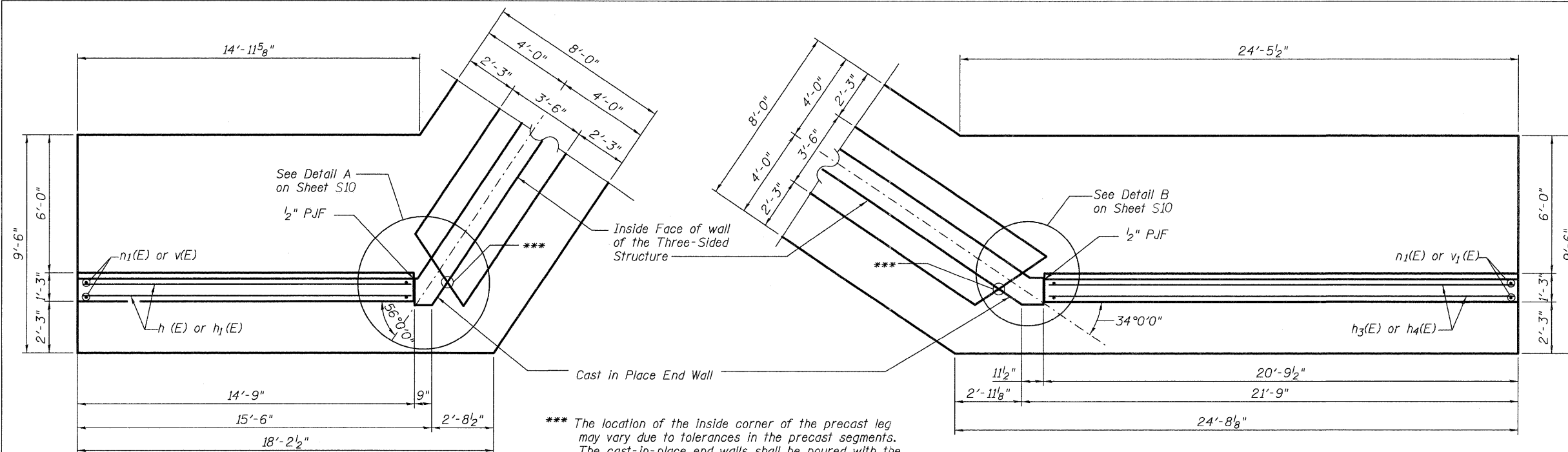
SHEET NO. S8 OF S12 SHEETS

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DUPAGE	TOTAL SHEETS 51	SHEET NO. 36
DATE: OCTOBER 4, 2011 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M83	

BILL OF MATERIAL
WINGWALLS ONLY
(Excluding Footings)

Bar	No.	Size	Length	Shape
$h_1(E)$	40	#5	14'-5"	---
$h_2(E)$	10	#5	14'-10"	---
$h_3(E)$	4	#5	15'-8"	---
$h_4(E)$	40	#5	20'-6"	---
$h_5(E)$	10	#5	21'-3"	---
$h_5(E)$	4	#5	21'-4"	---
$n_1(E)$	168	#8	8'-8"	U
$v(E)$	30	#6	18'-5"	---
$v_1(E)$	42	#6	18'-1"	---
$v_2(E)$	24	#6	15'-1"	---
Concrete Structures			Cu. Yd	41.0
Reinforcement Bars, Epoxy Coated			Pound	8,390

Note: See Sheet S10 of S12 for Details A and B



* Order $h_1(E)$ and $v(E)$ bars in full length. Cut bars in field and use the remainder in the other face.

** Cost of Bar Splicers is included in the cost of the Three-Sided Structure.

* Order $h_4(E)$ and $v_1(E)$ bars in full length. Cut bars in field and use the remainder in the other face.



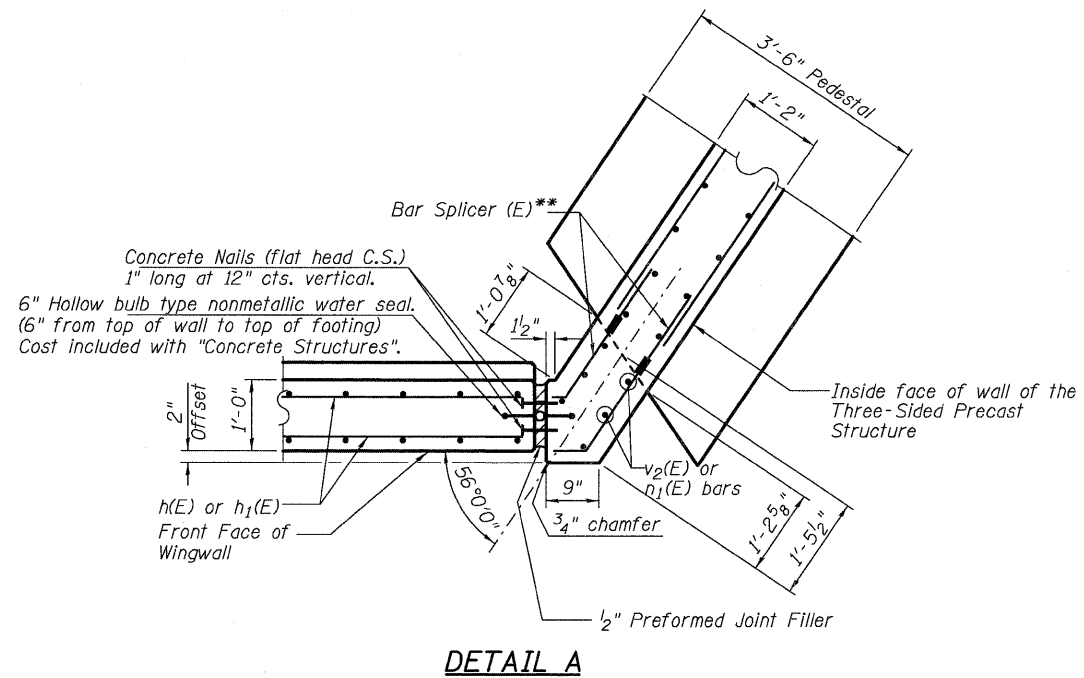
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PLOT SCALE =	CHECKED - JXH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

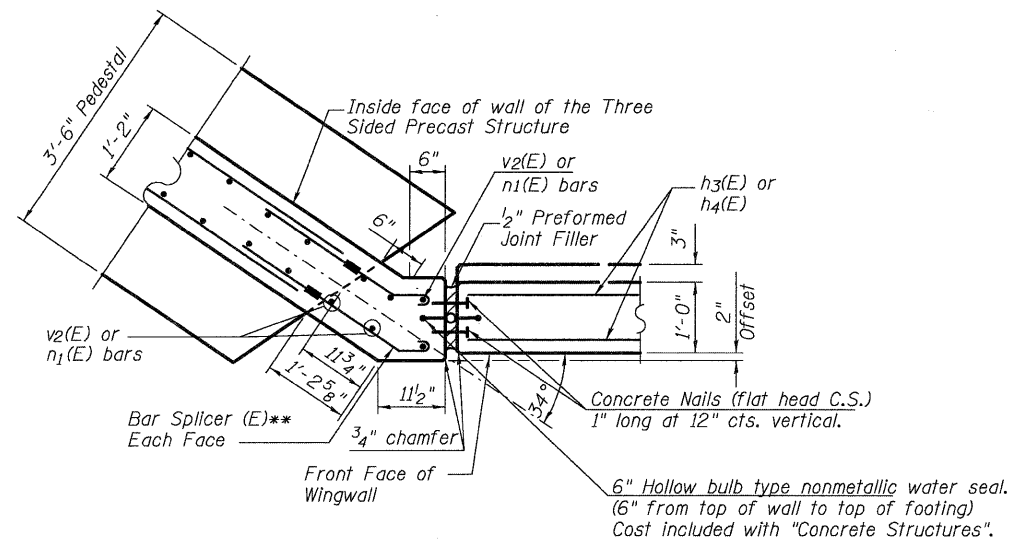
WINGWALL PLAN AND DETAILS
STRUCTURE NO. 022-3054 STA. 100 + 00.15

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	37
CONTRACT NO. 60M83				
DATE: OCTOBER 4, 2011 ILLINOIS FED. AID PROJECT				

SHEET NO. S9 OF S12 SHEETS



DETAIL A

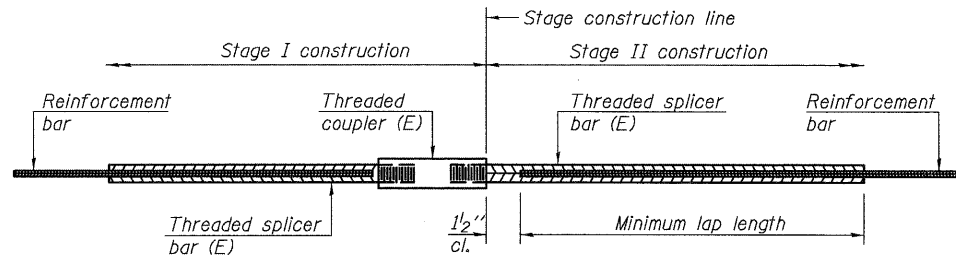


DETAIL B

** Bend Bar Splicer (E) in field. Cost included with "Three-Sided Precast Concrete Structures, 28'x10'".

USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - JXH	REVISED -
PLOT SCALE =	DRAWN - MPS	REVISED -
PLOT DATE =	CHECKED - JPM/JXH/TPG	REVISED -

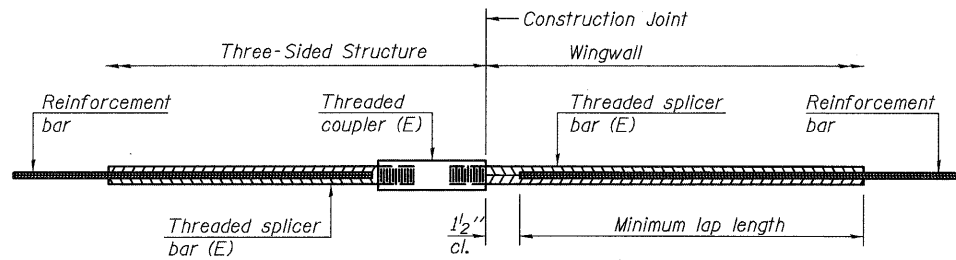
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	38
DATE: OCTOBER 4, 2011 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M83	



BAR SPLICER ASSEMBLY FOR FOUNDATIONS

(Footings & Pedestal)

No. Required = 84



*** BAR SPLICER ASSEMBLY BETWEEN WINGWALLS AND THREE-SIDED STRUCTURE**

No. required = 128

Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

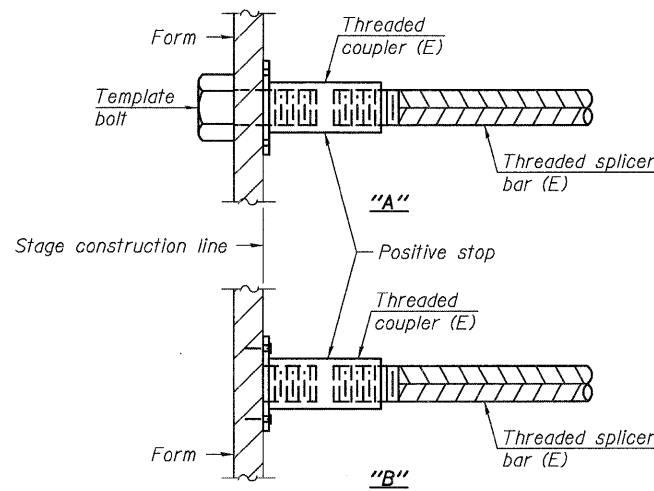
Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

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

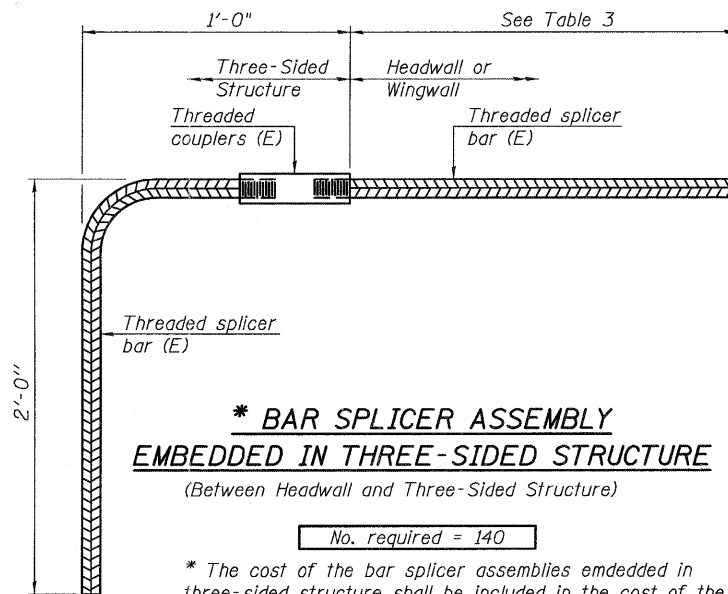
Location	Bar size	No. assemblies required	Table for minimum lap length
Pedestal	#5	20	Table 3
Footing Slab	#5	32	Table 3
Between Headwall & Wingwall	#4	32	Table 3
Between Headwall & Three-Sided Structure	#4	70*	Table 3
Between Headwall & Three-Sided Structure	#6	70*	Table 3
Between Wingwalls & Three-Sided Structure	#4	96*	Table 1

* For Information Only.
 Cost is Included with Three-Sided Structure



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.



*** BAR SPLICER ASSEMBLY EMBEDDED IN THREE-SIDED STRUCTURE**

(Between Headwall and Three-Sided Structure)

No. required = 140

* The cost of the bar splicer assemblies embedded in three-sided structure shall be included in the cost of the Three-Sided Precast Concrete Structures 28'x10'.

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 special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.
 Threaded splicer bar length = min. lap length + 1 1/2" + threaded length

PAGE 1 of 1

SOIL BORING LOG

DATE January 31, 2011

LOGGED BY DR

GSI JOB No. 10216

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

ROUTE F.A.P. RTE. 870 DESCRIPTION IL Route 53 Bridge Over St. Joseph's Creek, Lisle, Illinois

SECTION 534-B LOCATION SEC. 3, T. 38 N., R. 10 E., 3rd P.M., Lisle Township

COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. - Station -

BORING NO. B-01 Station 100+12 Offset 22.5' Left Ground Surface Elev. 668.9

DEPTH H S	BLOW S	UCS Qu	MOIST T	Surface Water Elev. <u>n/a</u> Stream Bed Elev. <u>n/a</u>	DEPTH H S	BLOW S	UCS Qu	MOIST T	Groundwater Elevation: First Encounter <u>n/a</u> Upon Completion <u>n/a</u> After <u> </u> Hrs. <u> </u>
13.0				ASPHALT					
667.8									
12				TOPSOIL-black					
665.0									
3				Organic SILTY CLAY-dark brown & black-stiff (A-7) Wet					
662.9									
3				LOAM-brown & gray-loose (A-2/A-4)					
660.9									
7				SAND & GRAVEL-brown-medium dense to dense (A-1)					
10									
11									
12									
19									
21									
22									
658.4									
38									
26									
19									
24									
16									
20									

Drillers Observation: Possible Bedrock 644.4
643.4

RUN 1 (-25.5' to -35.5')
Silurian System, Niagaran Series Dolomite
Light gray with horizontal bedding. Fine grained with some chert nodules.
Horizontal fractures @ -25.9', -26.2', -26.5', -26.8', -27.1', -27.5', -27.7', -28.2', -28.8' & -29.5'. Vertical fracture from -30.3' to -31.2'.
Horizontal fractures @ -31.3', -31.5', -32.2', -32.3', -33.8' & -34.5'.
Recovery=100.0%
R.Q.D.=73.5%
50% Water Loss

End Of Boring @ -35.5'
Hollow Stem Augers To -10.0'
Rotary Drilling To Completion
CME Automatic Hammer
10.0' of 4.0" Casing Used

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR-No Recovery

PAGE 1 of 1

SOIL BORING LOG

DATE January 28, 2011

LOGGED BY DR

GSI JOB No. 10216

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

ROUTE F.A.P. RTE. 870 DESCRIPTION IL Route 53 Bridge Over St. Joseph's Creek, Lisle, Illinois

SECTION 534-B LOCATION SEC. 3, T. 38 N., R. 10 E., 3rd P.M., Lisle Township

COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. - Station -

BORING NO. B-02 Station 99+88 Offset 22.0' Right Ground Surface Elev. 669.0

DEPTH H S	BLOW S	UCS Qu	MOIST T	Surface Water Elev. <u>n/a</u> Stream Bed Elev. <u>n/a</u>	DEPTH H S	BLOW S	UCS Qu	MOIST T	Groundwater Elevation: First Encounter <u>n/a</u> Upon Completion <u>n/a</u> After <u>XX</u> Hrs. <u> </u>
12.0				ASPHALT					
667.8									
3.0				CRUSHED STONE					
665.0									
18				TOPSOIL-black					
663.0									
6				Organic SILTY CLAY-dark brown & black-stiff (A-7) Wet					
3									
662.0									
2				CLAYEY SAND & GRAVEL-brown-medium dense (A-2)					
3									
660.0									
5				SAND & GRAVEL-brown & gray-medium dense (A-1)					
5									
19									
16									
10									
6									
6									
3									
6									
15									
658.5									
27				SAND, GRAVEL & FRACTURED ROCK-gray-dense to very dense (A-1)					
23									
27									
10									
18									
20									
652.0									
27									
23									
27									
10									
18									
20									

Drillers Observation: Possible Weathered Bedrock 642.0

RUN 1 (-27.0' to -37.0')
Silurian System, Niagaran Series Dolomite
Light gray with horizontal bedding. Fine grained with some chert nodules.
Weathered horizontal fractures @ -27.5', -28.1', -28.2', -28.5' & -28.8'. Vertical fracture from -28.8' to -29.4'.
Horizontal fractures @ -29.9', -30.7' & -31.2'. Weathered horizontal fracture @ -31.8'. Horizontal fracture @ -33.6'. Vertical fracture from -33.9' to -34.4'.
Horizontal fracture @ -35.8'.
Recovery=97.0%
R.Q.D.=70.0%
100.0% Water Loss @ -27.5'

End Of Boring @ -37.0'
Hollow Stem Augers To -10.0'
Rotary Drilling To Completion
CME Automatic Hammer
10.0' of 4.0" Casing Used

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)
NR-No Recovery



USER NAME =	DESIGNED - <u>JPM</u>	REVISED -
PLOT SCALE =	CHECKED - <u>JXH</u>	REVISED -
PLOT DATE =	DRAWN - <u>MPS</u>	REVISED -
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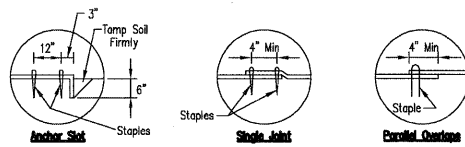
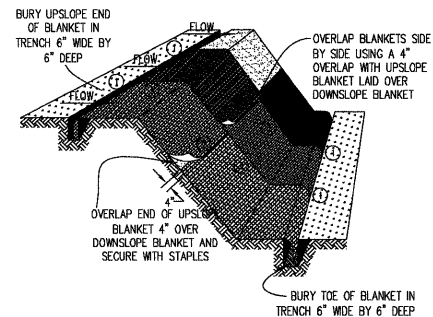
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 022-3054 STA. 100+00.15

F.A.P. RTE. <u>870</u>	SECTION <u>534R-B</u>	COUNTY <u>DuPage</u>	TOTAL SHEETS <u>51</u>	SHEET NO. <u>40</u>
DATE: <u>OCTOBER 4, 2011</u> ILLINOIS FED. AID PROJECT			CONTRACT NO. <u>60M83</u>	

SHEET NO. 512 OF 512 SHEETS

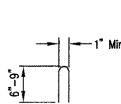
EROSION CONTROL BLANKET



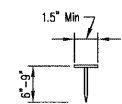
DETAIL 1

DETAIL 2

DETAIL 3



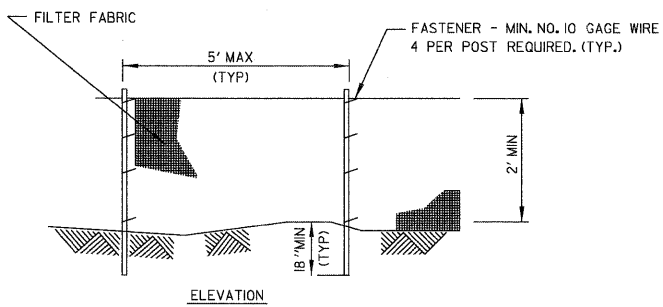
STAPLE DETAIL



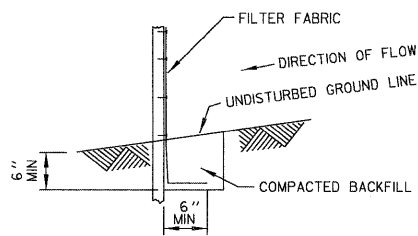
PUSH PIN DETAIL

- NOTES:
1. STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y. FOR STICHED BLANKETS. NON-STICHED SHALL USE 4 STAPLES PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH STICHED BLANKET AND 400 STAPLES WITH NON-STICHED BLANKET PER 100 S.Y. OF MATERIAL.
 2. STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6")
 3. EROSION CONTROL MATERIAL SHALL BE PLACED IN CONTACT WITH THE SOIL OVER A PREPARED SEEDBED.
 4. ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

SILT FENCE PLAN

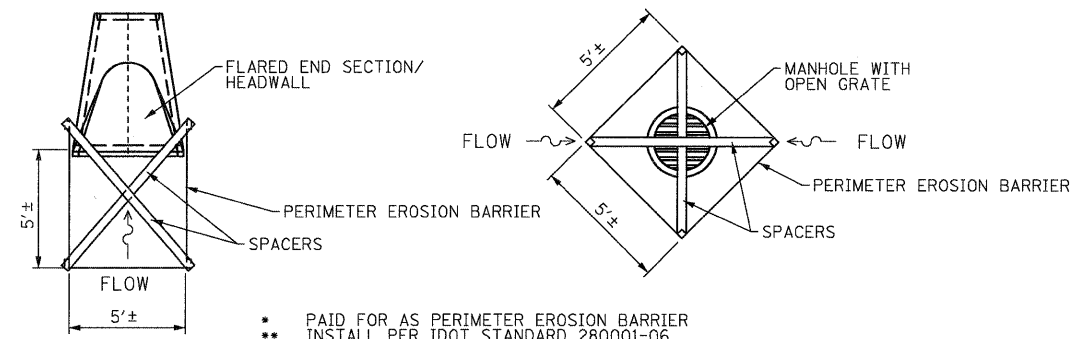


ELEVATION



FABRIC ANCHOR DETAIL

- NOTES:
1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
 2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1 OR 2, CLASS I WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN.
 3. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.
 4. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
 5. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
 6. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.



• PAID FOR AS PERIMETER EROSION BARRIER
 •• INSTALL PER IDOT STANDARD 280001-06

DRAINAGE PROTECTION DETAILS
 SCALE: N.T.S.

FILE NAME = ...\\D162M83-sht-details.dgn



DESIGNED - NS
 DRAWN - GEW
 CHECKED - RJD
 DATE - 10/4/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

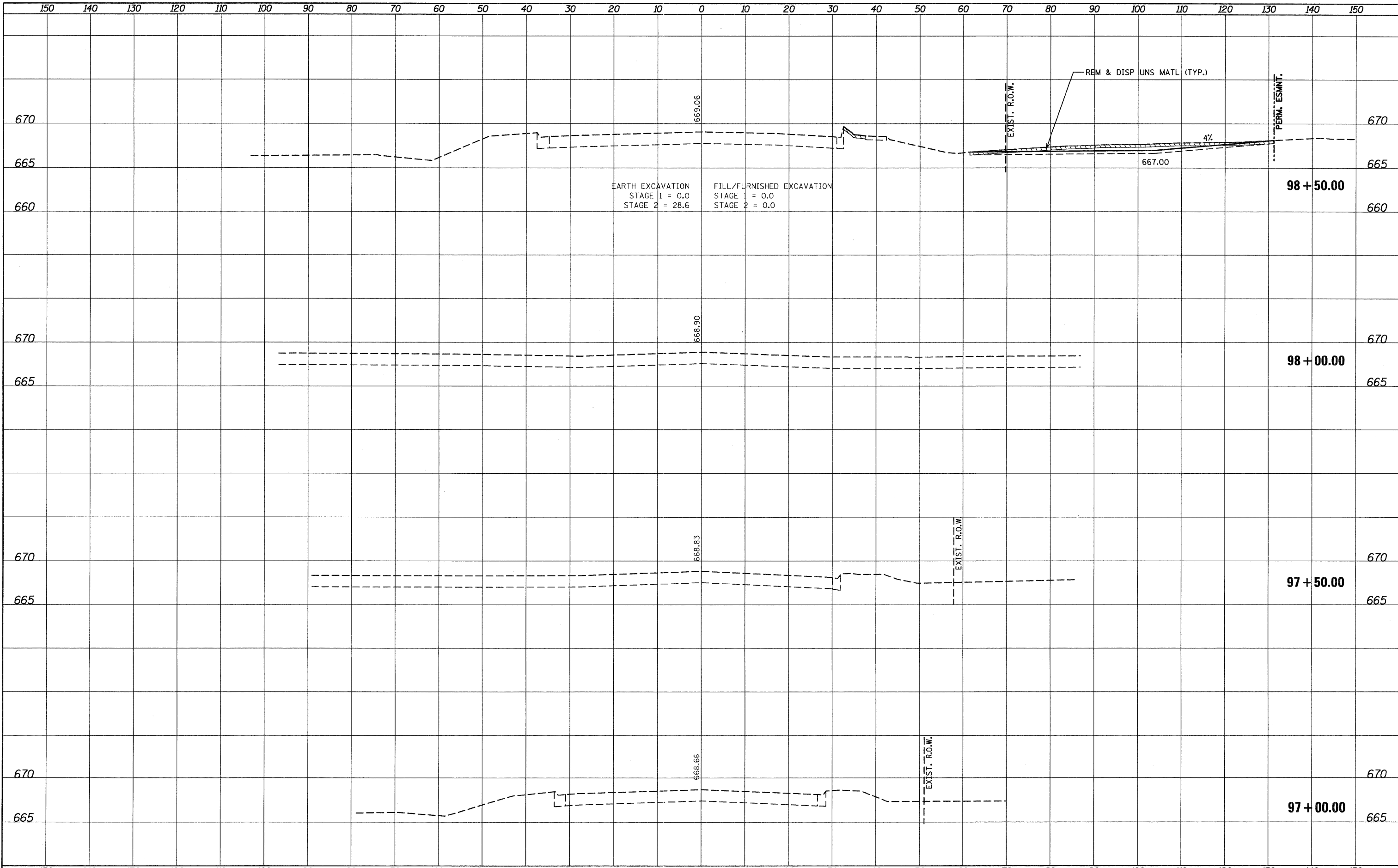
IL ROUTE 53 OVER ST JOSEPH'S CREEK
 MISCELLANEOUS DETAILS

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

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 41
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
REVISIONS	
NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
REVISIONS	
NO.	

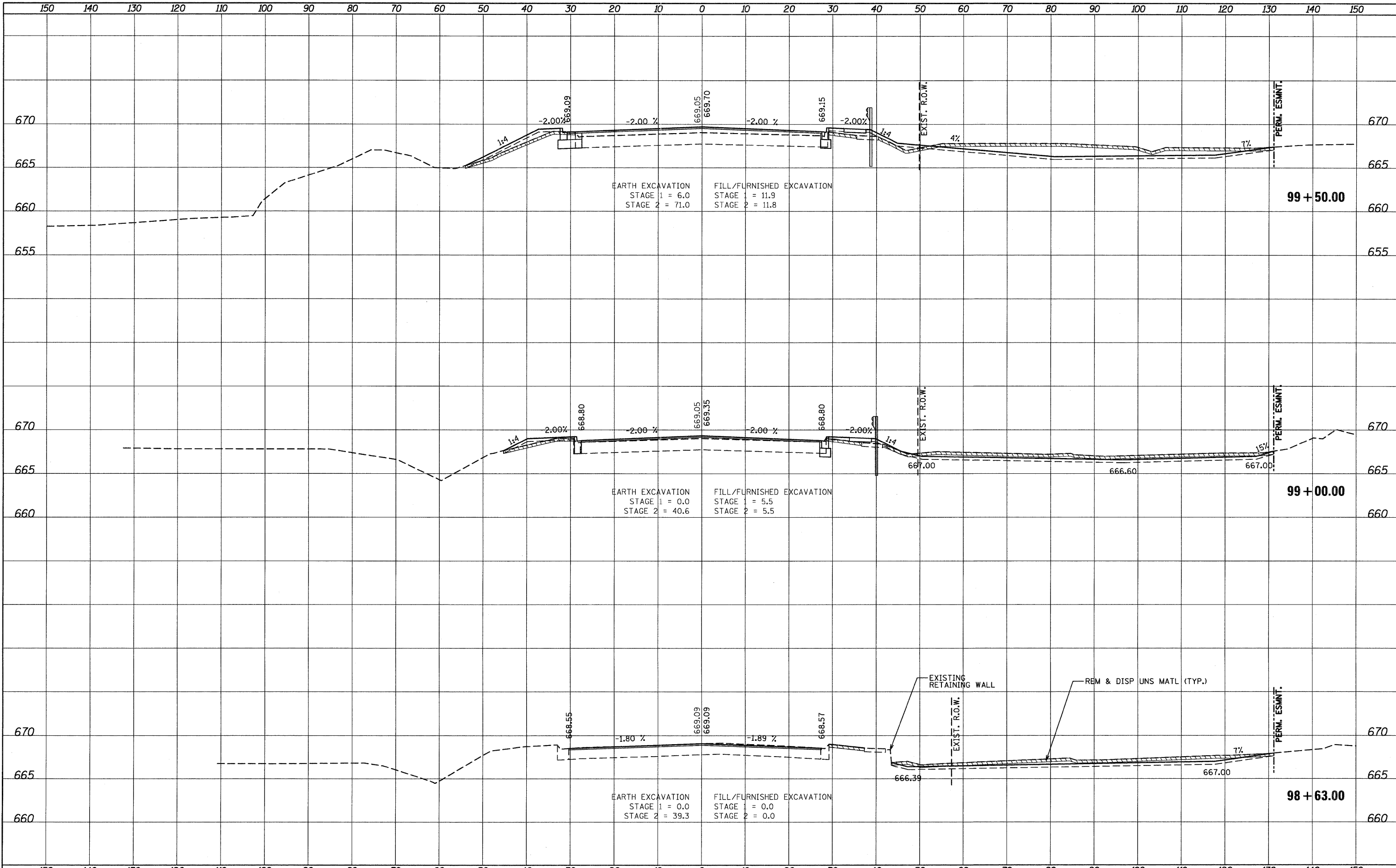


EARTH EXCAVATION
STAGE 1 = 0.0
STAGE 2 = 28.6

FILL/FURNISHED EXCAVATION
STAGE 1 = 0.0
STAGE 2 = 0.0

DATE	
BY	
SURVEYED	
PLOTTED	
DATE	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
DATE	
AREAS CHECKED	
NO.	



FILE NAME =
 ...\\D16083-ah-t-xssht.dgn



DESIGNED -	ADW	REVISED -	
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CHECKED -	RJD	REVISED -	
DATE -	10/4/2011	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

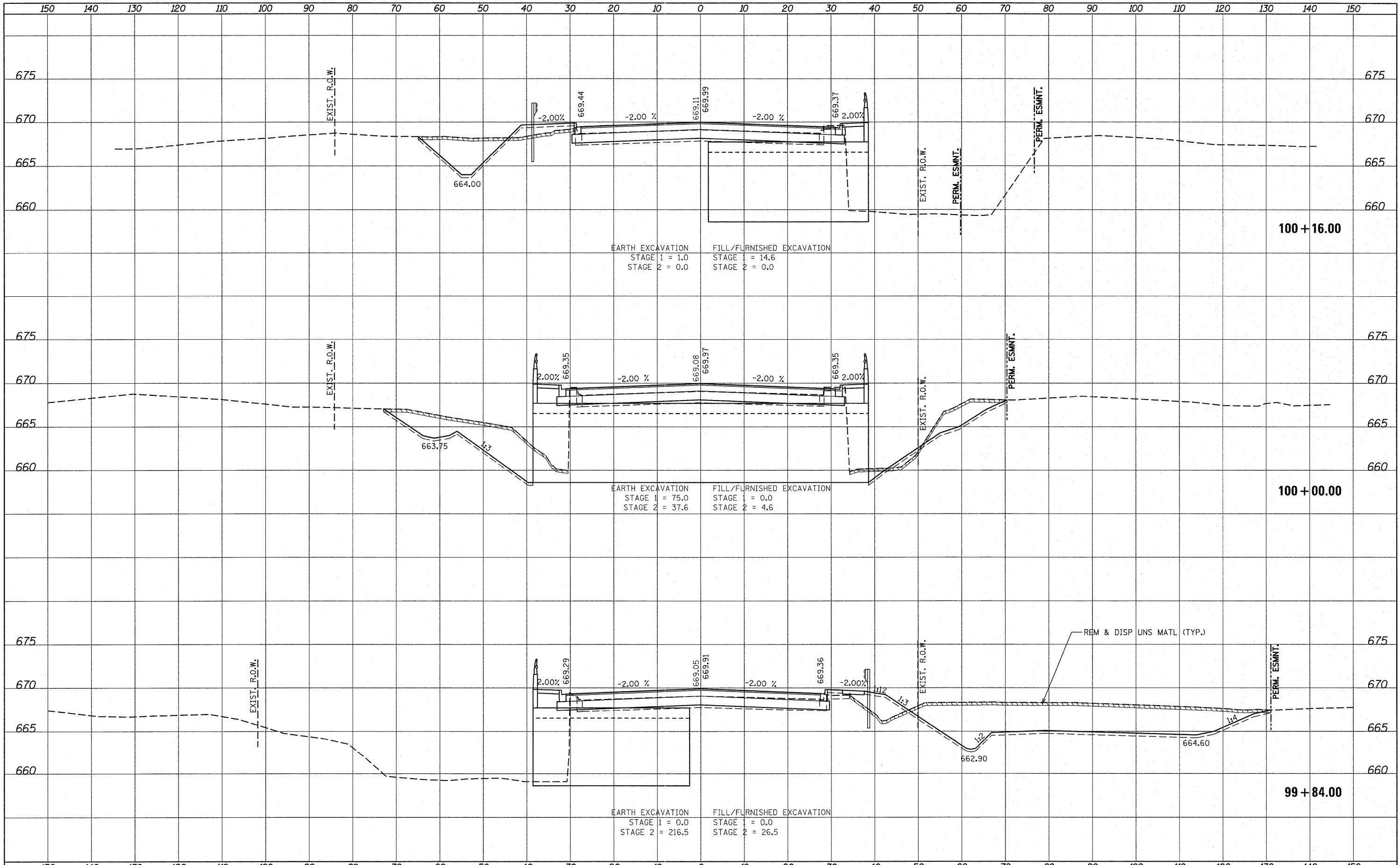
IL ROUTE 53 OVER ST. JOSEPH'S CREEK
 CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 98+63.00 TO STA. 99+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	51	43
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = ...\\D160M83-ah-t-xsh-t.dgn



DESIGNED - ADW	REVISED - 12/6/2011 N.W.S.
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 12/12/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

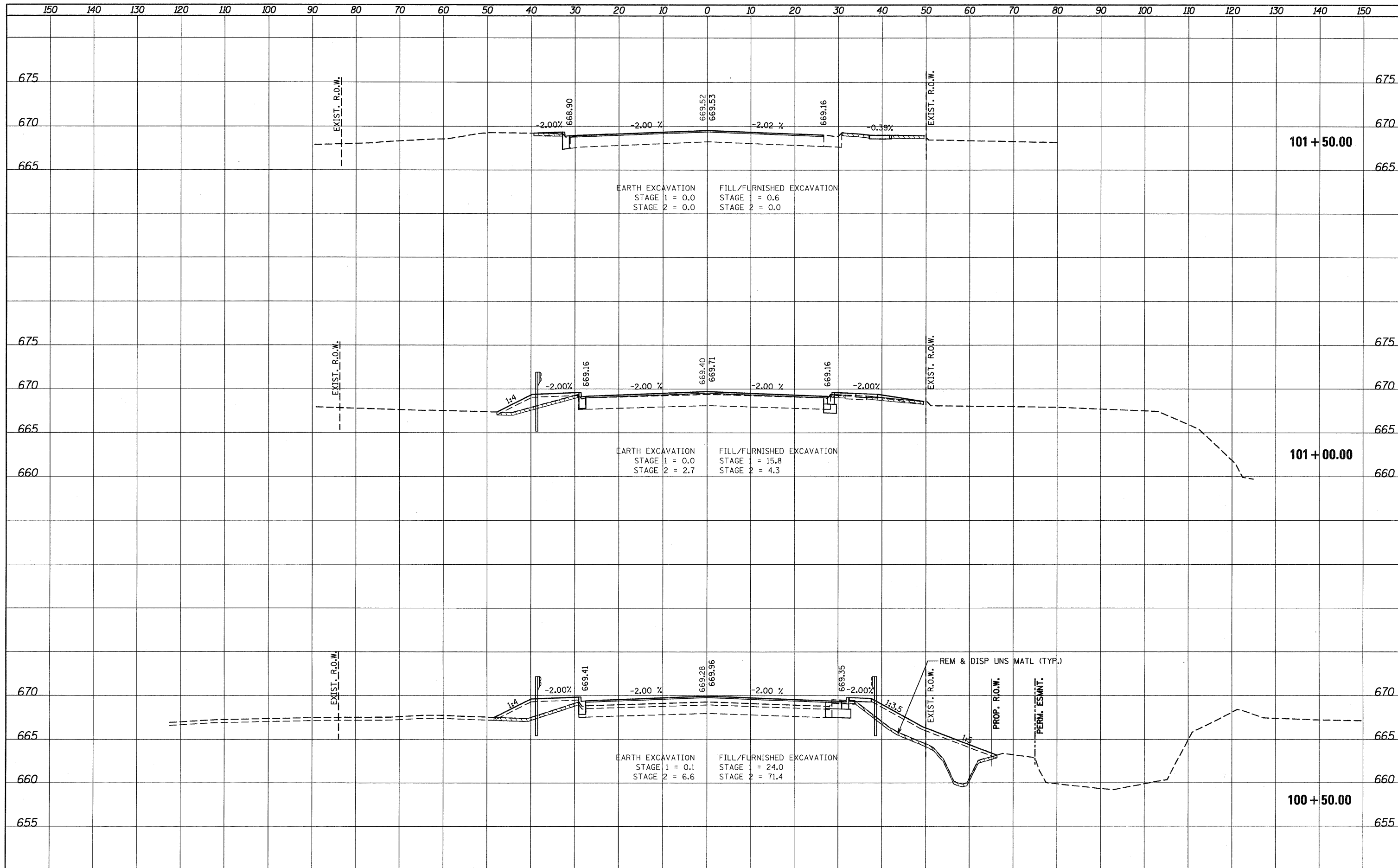
IL ROUTE 53 OVER ST. JOSEPH'S CREEK
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 99+84.00 TO STA. 100+16.00

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 44
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

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

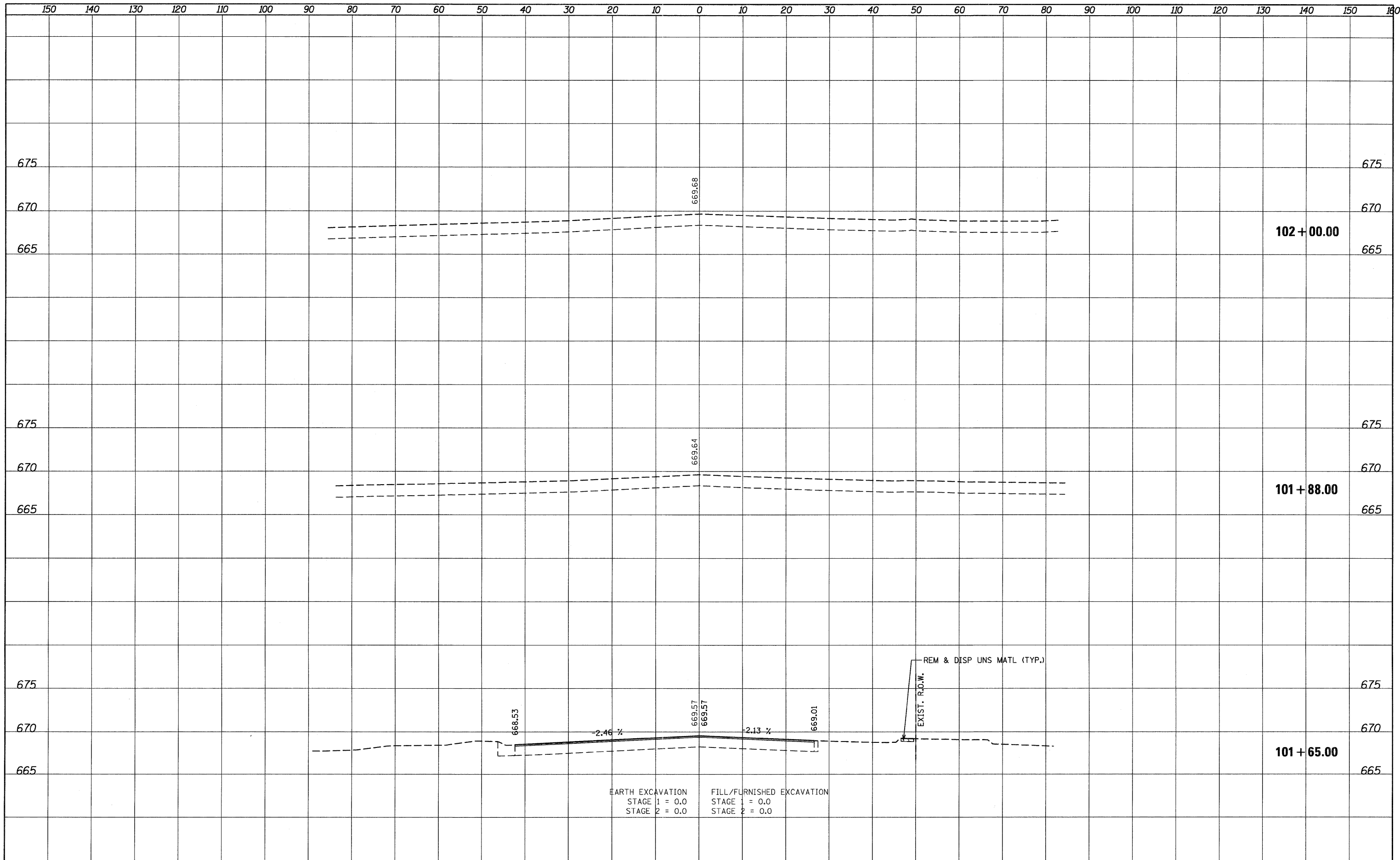
DATE	
BY	
ORIGINAL SURVEY NOTE BOOK NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	



FILE NAME = ... \D160M83-ah-t-xsh.t.dgn	Primera	DESIGNED - ADW DRAWN - GEW CHECKED - RJD DATE - 10/4/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 53 OVER ST. JOSEPH'S CREEK CROSS SECTIONS	F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 45	CONTRACT NO. 60M83
SCALE:					SHEET NO. OF SHEETS		STA. 100+50.00 TO STA. 101+50.00		ILLINOIS FED. AID PROJECT		

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

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



FILE NAME = ...\\0160MB3-shr-xshst.dgn	Primera	DESIGNED - ADW DRAWN - GEW CHECKED - RJD DATE - 10/4/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 53 OVER ST. JOSEPH'S CREEK CROSS SECTIONS	F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 46	CONTRACT NO. 60M83	ILLINOIS FED. AID PROJECT
SCALE:					SHEET NO. OF SHEETS	STA. 101+65.00 TO STA. 102+00.00						

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)
1/4" (5) **

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 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.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

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.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

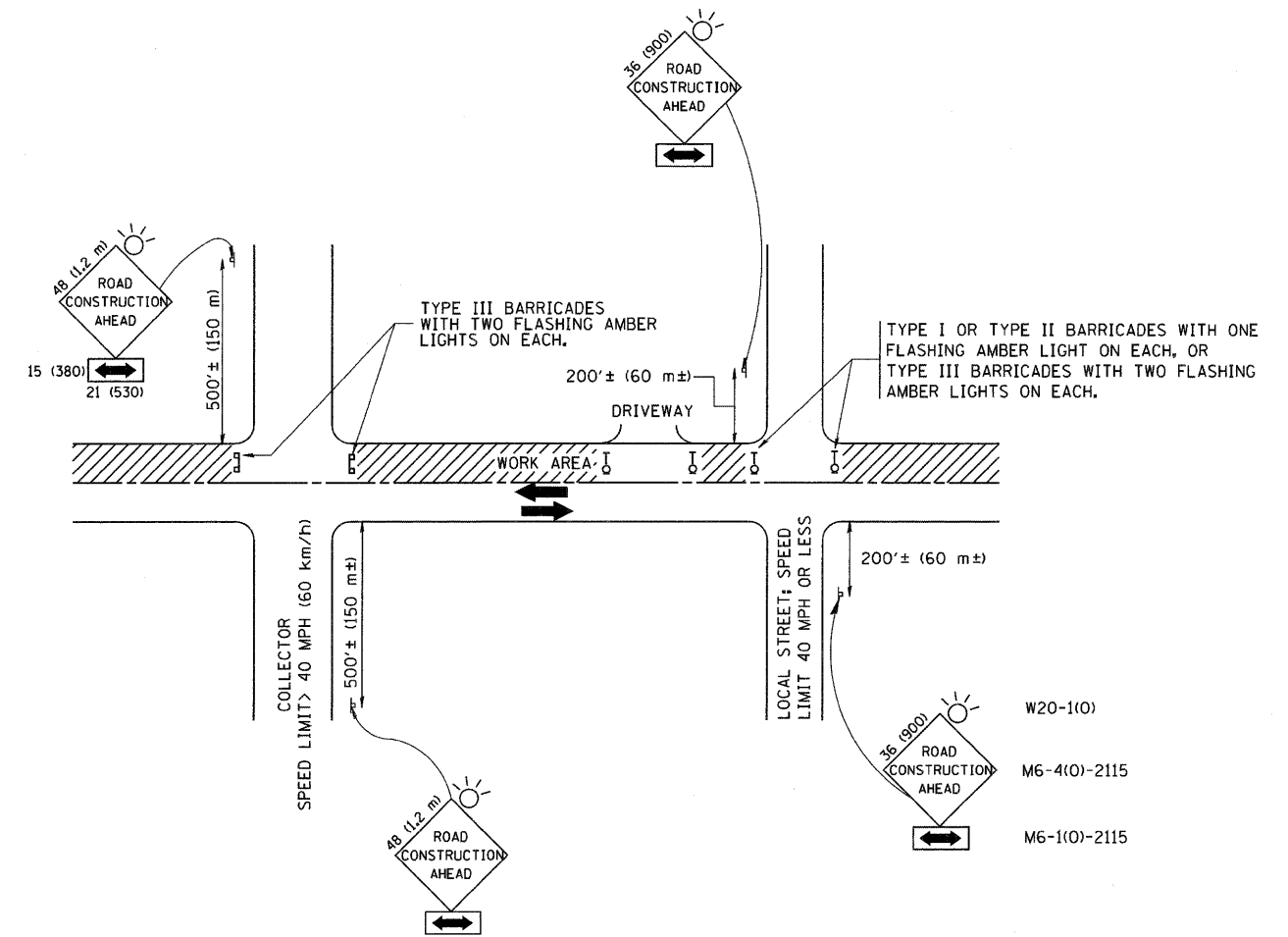
BASIS OF PAYMENT:

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 =	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	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
dr\pw\work\pws\dot\drivakosgn\d0108315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	870			534R-B	DuPAGE	51	47	
PLOT SCALE = 5/8"=1'-0" IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 60M83				
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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.

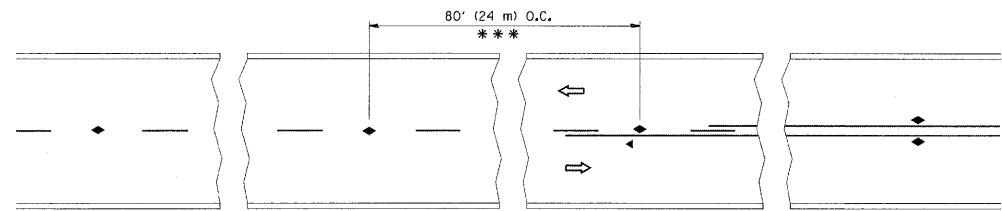
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststd\22x34\to10.dgn	USER NAME = geglianobt	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

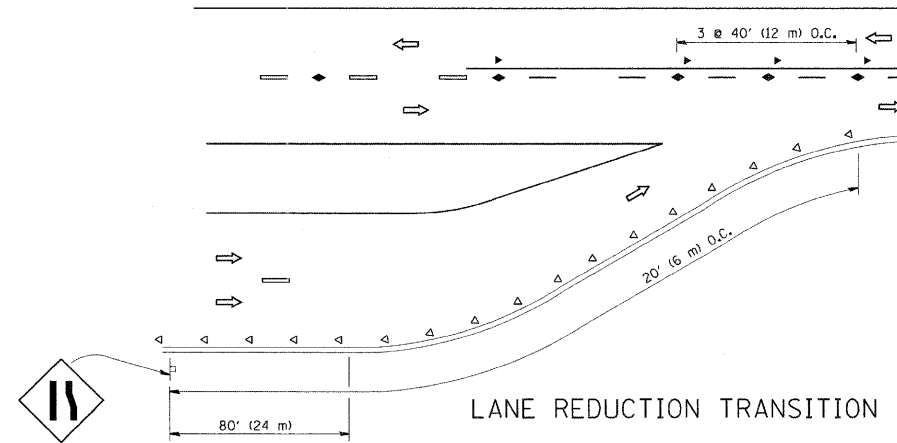
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	51	48
TC-10		CONTRACT NO. 60M83		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

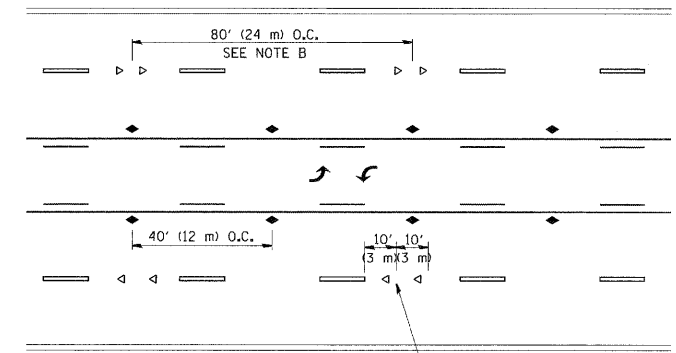


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

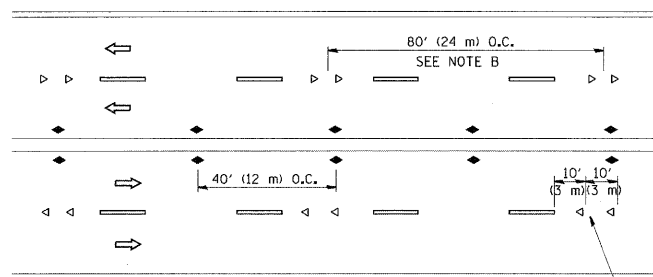
TWO-LANE/TWO-WAY



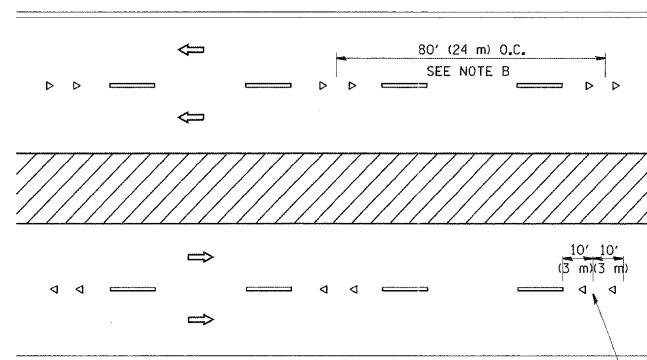
LANE REDUCTION TRANSITION



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

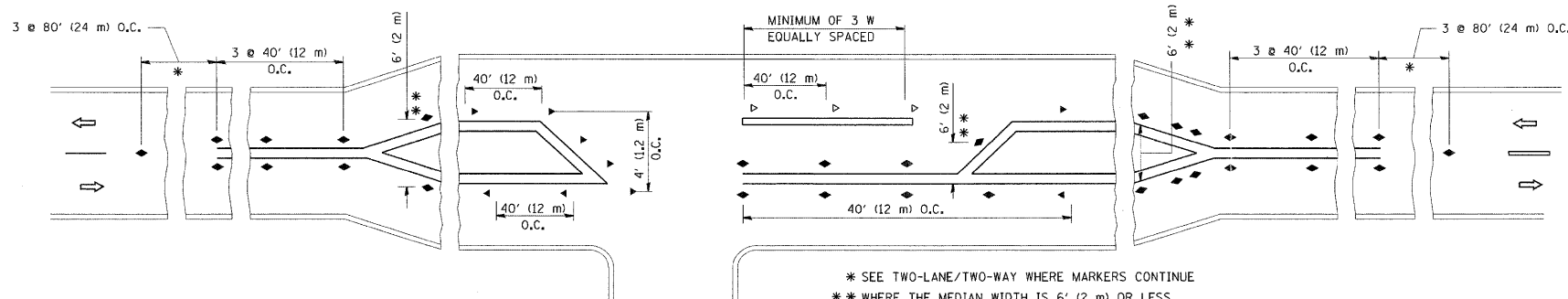
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

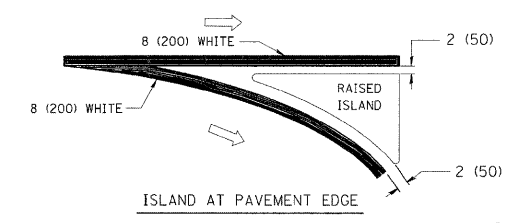
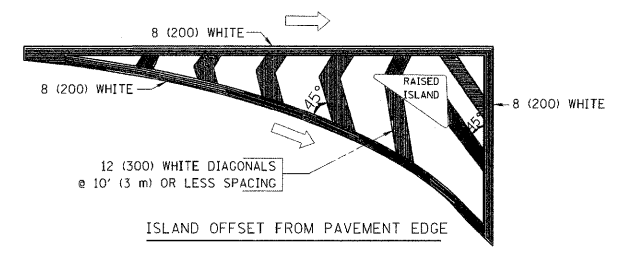
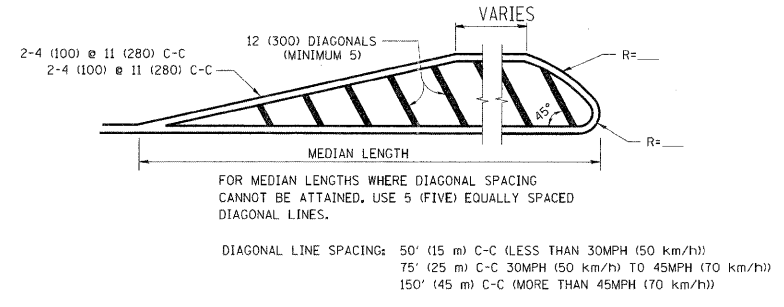
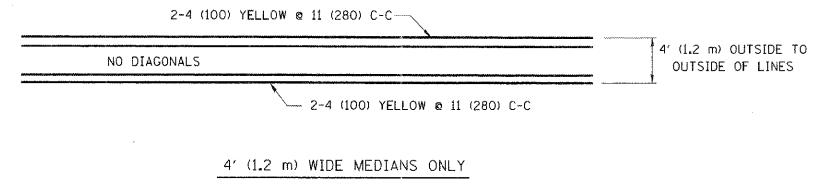
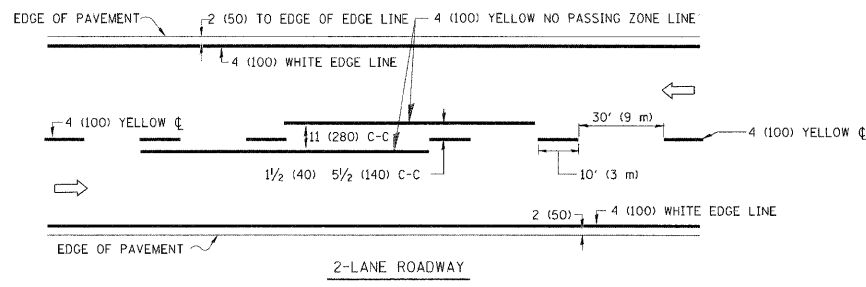


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

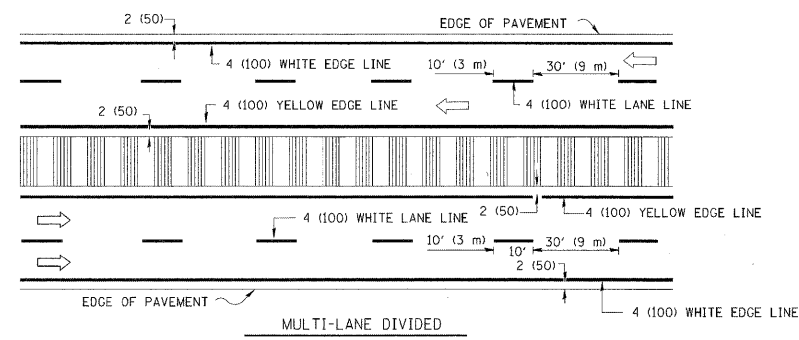
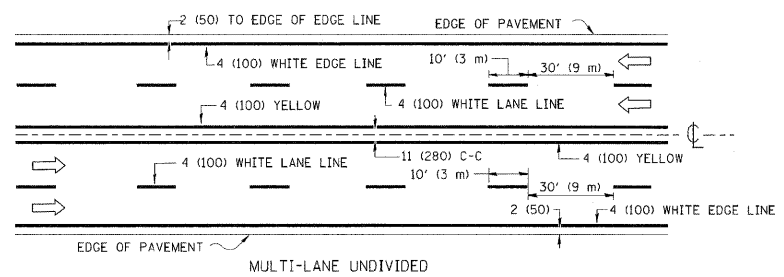
LEFT TURN

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

FILE NAME = s:\pw_work\pwsdot\lego\d0108315\td11.dgn	USER NAME = lego	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 49
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-12-99	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11		CONTRACT NO. 60M83	
PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09										
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT												

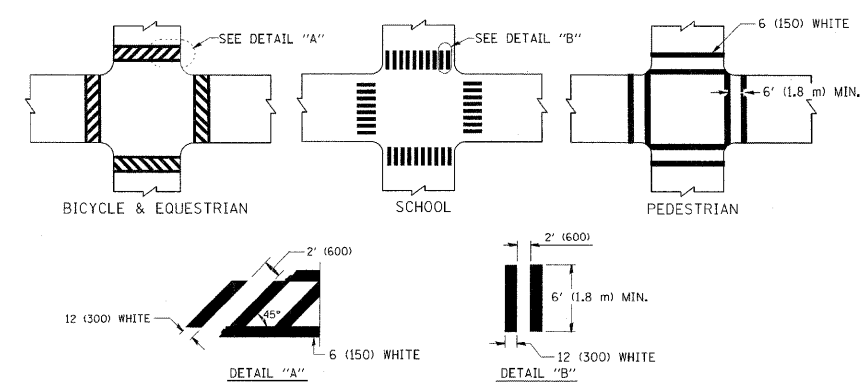


TYPICAL ISLAND MARKING

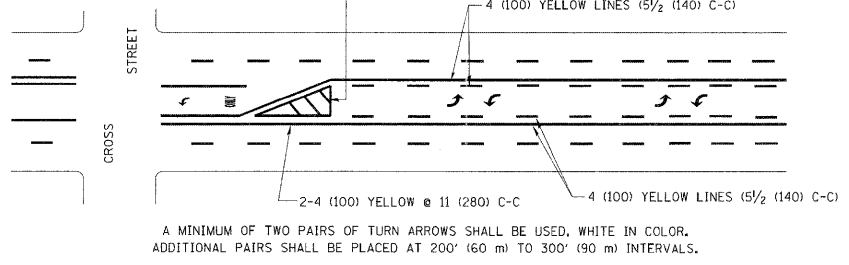


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

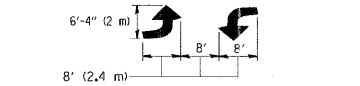
TYPICAL LANE AND EDGE LINE MARKING



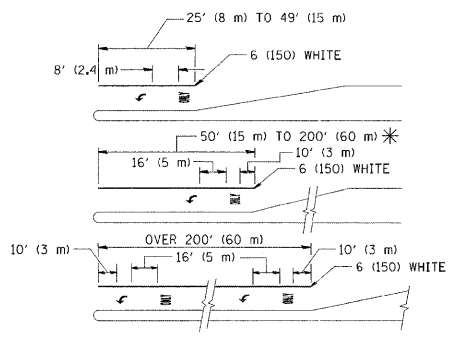
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

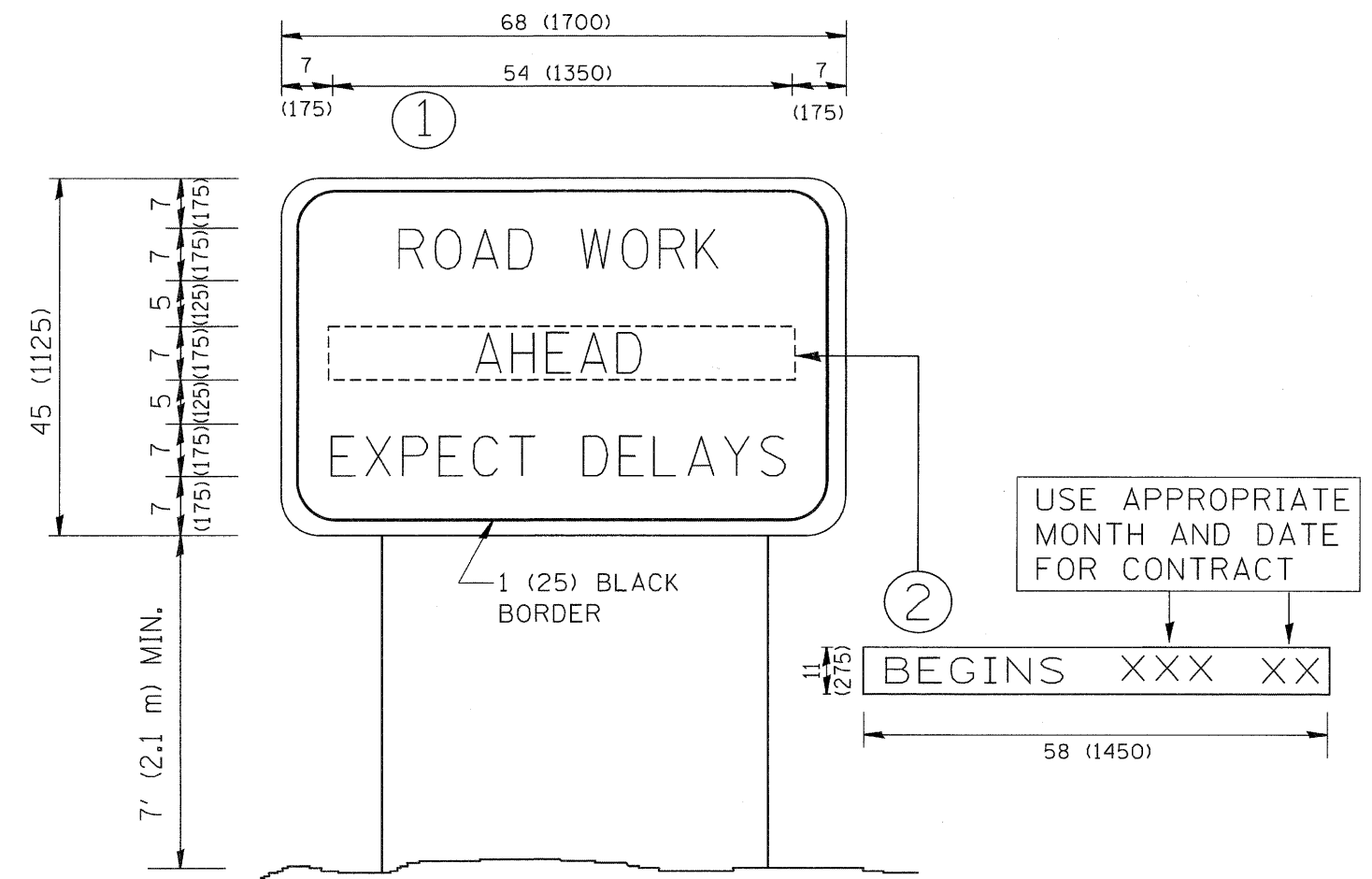
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME = c:\pw\work\pwwdot\drivakosgn\d0108315\to3.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUICIUS 09-09-09
	PLOT SCALE = 50.000 ' / ' N	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 51	SHEET NO. 50
TYPICAL PAVEMENT MARKINGS		TC-13		CONTRACT NO. 60M83		
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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:\distatd\22x34\tc22.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE. 870	SECTION 534R-B	COUNTY	TOTAL SHEETS 51	SHEET NO. 51	
	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99				CONTRACT NO. 60M83					
	DATE -	REVISED - C. JUCIUS 01-31-07										