

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	*	KANE	154	1

• 00-00059-00-BR 3 = 157

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

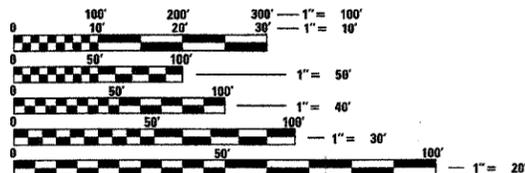
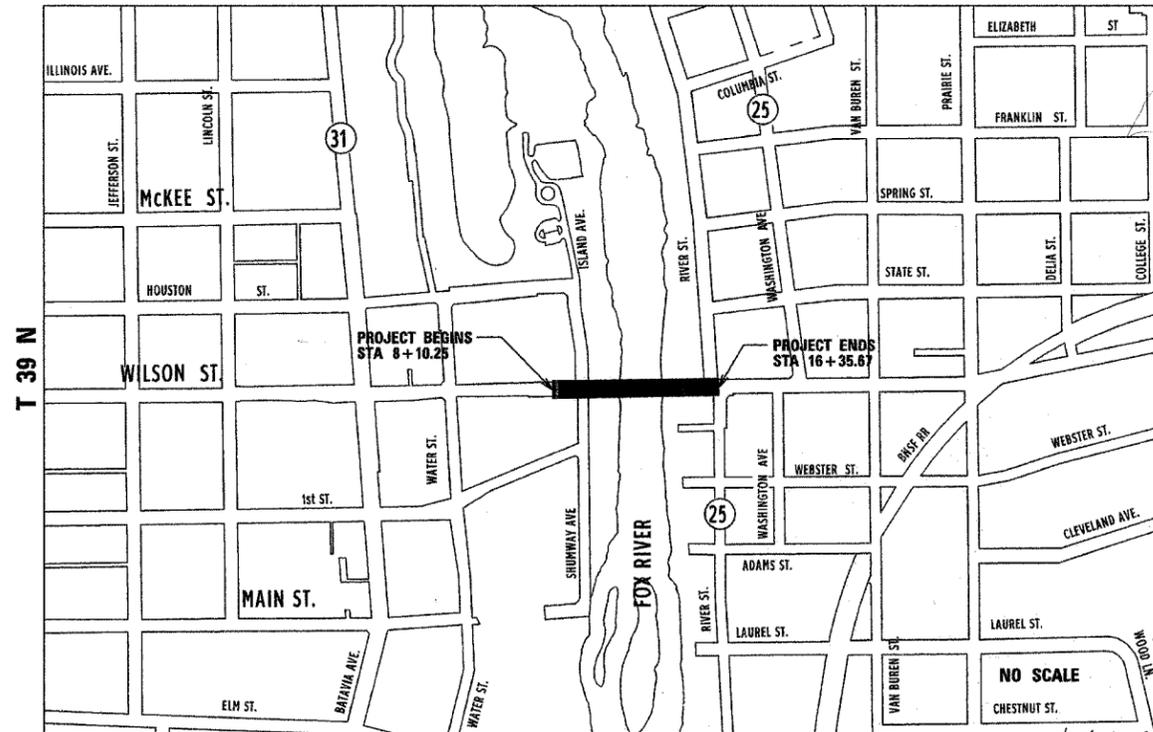
INDEX OF SHEETS, SEE SHEET NO. 2

FAU ROUTE 1441 (WILSON STREET)
WILLIAM J. DONOVAN BRIDGE OVER FOX RIVER
BRIDGE RECONSTRUCTION
SECTION 00-00059-00-BR
PROJECT ACBRM-ACTE-HD-7003(949)
JOB C-91-333-00
CITY OF BATAVIA
KANE COUNTY
R 8 E



LOCATION OF SECTION INDICATED THUS: -

DONOVAN BRIDGE OVER FOX RIVER
STRUCTURE NO. EXISTING 045-6050
PROPOSED 045-6051
STA. 11+55.24 TO STA. 13+96.14
DEMOLITION OF EXISTING FILLED ARCH SPANDEL BRIDGE
WITH POST-TENSIONED CAST-IN-PLACE SUPERSTRUCTURE
ON NEW CAST-IN-PLACE PIERS



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

CONTRACT NO. 83869

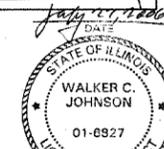
IDOT FEDERAL AID DESIGN ENGINEER
JESSICA A. MILLER 847-705-4487



Andrew K. Kassay
7/27/06
SHEETS 1-71
EXP 11/30/07



Richard E. Stark
7/27/06
SHEETS 144-154
EXP 11/30/07



TRAFFIC DATA
ADT (CURRENT) = 24,600
ADT (2030) = 34,000
SPEED LIMIT = 25 MPH
DESIGN DESIGNATION =
URBAN MINOR ARTERIAL (TS-2)

**100% SUBMITTAL
JULY 28, 2006**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED JULY 26 20 06
Neil A. Rosquin
CITY OF BATAVIA, CITY ENGINEER

PASSED SEPTEMBER 5 2006
CHUCK CHRISTOPHER
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW Sept. 14 20 06
Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS**

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BF	KANE	154	2
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SHEET NO.	DESCRIPTION
GENERAL DRAWINGS	
1	TITLE SHEET
2	INDEX OF SHEETS, LISTING OF APPLICABLE HIGHWAY STANDARDS
3-4	GENERAL NOTES AND COMMITMENTS
5-7	SUMMARY OF QUANTITIES
8-10	MISCELLANEOUS SCHEDULES OF QUANTITIES
CIVIL DRAWINGS	
11-12	TYPICAL SECTIONS
13	ALIGNMENT, TIES AND BENCHMARKS
14-15	PLAN & PROFILE, PAVEMENT REMOVALS
16	PAVING DETAILS
17-26	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
27-31	EROSION AND SEDIMENT CONTROL PLANS
32-33	DRAINAGE AND UTILITIES
34-35	UTILITY RELOCATION PLANS
36	DRAINAGE DETAILS
37-38	CITY OF BATAVIA DETAILS
39-40	SIDEWALK & LANDSCAPING PLAN
41-45	RIVER WALK PLANS
46-49	PAVEMENT MARKING AND SIGNING PLAN
50-58	CROSS SECTIONS
59-71	TEMPORARY TRAFFIC SIGNALS
STRUCTURE DRAWINGS	
72	GENERAL PLAN & ELEVATION
73	GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS
74	TYPICAL SECTION THRU BRIDGE
75	PROPOSED FOUNDATION & UNDERDRAIN PLAN
76	DEMOLITION PLAN & DETAILS
77	TEMPORARY SOIL RETENTION PLAN & DETAILS
78-81	BRIDGE CONSTRUCTION SEQUENCE I-IV
82	TEMPORARY CONCRETE BARRIER
83	BRIDGE RAIL LAYOUT
84-85	BRIDGE RAIL DETAILS
86	DECK ELEVATIONS
87-88	SLAB GEOMETRY AND POST-TENSIONING
89	DECK PLAN & LONGITUDINAL SECTION
90-93	DECK DETAILS
94	ABUTMENT BEARING DETAILS
95	PIER BEARING DETAILS
96	ANCHOR BOLT DETAILS
97	DRAINAGE SCUPPER, DS-11
98	EAST ABUTMENT PLAN AND ELEVATION
99	EAST ABUTMENT FOOTING PLAN
100-101	EAST ABUTMENT DETAILS
102	WEST ABUTMENT PLAN AND ELEVATION
103	WEST ABUTMENT FOOTING PLAN
104-107	WEST ABUTMENT DETAILS
108-109	PIER DETAILS
110-111	EXPANSION JOINT DETAILS
112	STAIR FOUNDATIONS
113-119	RETAINING WALLS
120	BRIDGE APPROACH PAVEMENT
121	BAR SPLICER DETAILS
122-123	SOIL BORING LOGS
ARCHITECTURAL DRAWINGS	
124-127	PLAN DETAILS
128-136	STAIR DETAILS
137	ARCHITECTURAL GEOMETRY
138	RUSTICATION ABUTMENT ELEVATIONS
139-141	RAILINGS
142-143	PLANTER/BENCH DETAILS
LIGHTING PLANS	
144	GENERAL NOTES AND QUANTITIES
145	PROPOSED LIGHTING PLAN
146-147	TEMPORARY & REMOVAL PLANS
148	WIRING & CONDUIT DIAGRAMS
149	FOUNDATION DETAILS
150	LIGHT POLE DETAILS
151	BENCH LIGHTING & TREE RECEPTACLE DETAILS
152	STAIRWAY DETAILS
153	UNDERPASS LIGHTING DETAILS
154	PIER LIGHTING DETAILS

HIGHWAY STANDARDS	
000001-04	STANDARD SYMBOLS ABBREVIATIONS & PATTERNS
001001	AREAS OF REINFORCMENT REBARS
001006	DECIMAL OF AN INCH & OF A FOOT
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
420601-04	7.2 M (24') PCC PAVEMENT
420701-01	PAVEMENT FABRIC
424001-04	CURB RAMPS FOR SIDEWALKS
515001-02	NAME PLATE FOR BRIDGES
602301-01	INLET, TYPE A
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-02	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701502-01	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
780001-01	TYPICAL PAVEMENT MARKINGS

PLOT DATE = 08/13/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 INDEX OF SHEETS
 LISTING OF APPLICABLE
 HIGHWAY STANDARDS

SCALE: NTS
 DATE 07/28/2006

DRAWN BY RVM
 CHECKED BY AKK

C:\PROGRAMS\AUTOCAD\PLT\PLT001.DWT

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	3
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

1. STANDARD SPECIFICATIONS

EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS, WHICH ARE HEREBY MADE A PART HEREOF:

1.1 STANDARD SPECIFICATIONS FOR EARTHWORK, PAVEMENT AND SIDEWALKS: ALL EARTHWORK, PAVEMENT, CURBING AND SIDEWALK ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY I.D.O.T., LATEST EDITION AND WITH ANY SPECIAL PROVISIONS SPECIFIED HEREIN TO SAID STANDARD SPECIFICATIONS.

1.2 STANDARD SPECIFICATIONS FOR SANITARY SEWERS, STORM SEWERS AND WATER MAINS: ALL SANITARY SEWER, STORM SEWER AND WATER MAIN CONSTRUCTION ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" LATEST EDITION AND WITH ANY SPECIAL PROVISIONS SPECIFIED HEREIN TO SAID STANDARD SPECIFICATIONS.

1.3 CITY OF BATAVIA SUBDIVISION CONTROL ORDINANCE DATED MARCH 1989, INCLUDING ALL PERTINENT ADDENDA AND ALL APPLICABLE CITY OF BATAVIA STANDARDS.

1.4 THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" AS PUBLISHED BY I.D.O.T., LATEST EDITION.

1.5 THE "PROCEDURES AND STANDARDS FOR URBAN EROSION CONTROL IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS CONSERVATION DISTRICT.

1.6 CONFLICTS: IN THE CASE OF CONFLICTS BETWEEN THE PLANS AND SPECIFICATIONS SHOWN HEREIN AND THE APPLICABLE STANDARD SPECIFICATIONS, THESE PLANS AND SPECIFICATIONS SHOWN HEREIN SHALL TAKE PRECEDENCE, NO SUBSTITUTIONS IN MATERIALS, DETAILS OR ANY OTHER PART OF THE WORK SHALL BE MADE WITHOUT THE WRITTEN APPROVAL OF THE CITY ENGINEER.

2. GENERAL

2.1 HEALTH AND SAFETY: THE CONTRACTOR SHALL COMPLY WITH ALL STATE AND FEDERAL SAFETY REGULATIONS AS OUTLINED IN THE LATEST REVISIONS OF THE FEDERAL CONSTRUCTION SAFETY STANDARDS (SERIES 1926) AND THE APPLICABLE PROVISIONS AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA STANDARDS OF THE WILLIAMS STEGER OCCUPATIONAL HEALTH STATE AND SAFETY ACT OF 1970) REVISED.

2.2 BONDING AND LICENSING: THE CONTRACTOR AND HIS INDIVIDUAL SUBCONTRACTORS PRIOR TO THE COMMENCEMENT OF WORK SHALL OBTAIN ALL APPLICABLE CITY PERMITS, LICENSES AND BONDS.

2.3 INCIDENTAL CONSTRUCTION: THE CONTRACTOR SHALL PERFORM ALL WORK INDICATED OR IMPLIED IN THE CONTRACT DOCUMENTS. ALL WORK NOT SPECIFIED, BUT REQUIRED TO COMPLETE THE PROJECT, INCLUDING ACCESSORIES AND APPURTENANCES, SHALL BE PERFORMED BY THE CONTRACTOR IN A SATISFACTORY MANNER. TREE TRIMMING OR TREE REMOVAL SHALL BE PERFORMED BY A LICENSED ARBORIST, AND APPROVED BY THE CITY ENGINEER OR ENGINEERS REP.

2.4 ELECTRIC, TELEPHONE, NATURAL GAS AND OTHER UTILITY COMPANIES HAVE UNDERGROUND AND OR OVERHEAD SERVICE FACILITIES IN THE VICINITY OF THE PROPOSED WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR MAINTENANCE AND PRESERVATION OF THE FACILITIES. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 800-892-0123 FOR UTILITY LOCATIONS.

2.5 NEITHER THE ENGINEER NOR THE CITY OF BATAVIA ARE RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY CONTRACTOR.

2.6 THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS. SPECIAL ATTENTION IS DRAWN TO THE FACT THAT THE ARTICLE 105.06 OF THE I.D.O.T. STANDARD SPECIFICATIONS REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDANT ON THE PROJECT SITE AT ALL TIMES IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDANT SHALL BE ABLE TO SPEAK ENGLISH. HE SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 109.08.

2.7 THE CONTRACTOR AND ENGINEER SHALL BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

2.8 IN THE EVENT OF A DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE CITY ENGINEER SHALL BE FINAL AND CONCLUSIVE.

2.9 IN THE EVENT OF CONFLICTING SPECIFICATIONS, THE DECISION OF THE CITY ENGINEER SHALL BE FINAL AND CONCLUSIVE.

2.10 NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION."

2.11 PRIOR TO THE START OF CONSTRUCTION, THE CITY ENGINEER, PROJECT ENGINEER, THE SUBDIVIDER AND THE GENERAL CONTRACTOR SHALL ATTEND A PRECONSTRUCTION MEETING. THE PURPOSE OF THE MEETING IS TO REVIEW ACCEPTABLE SITE DEVELOPMENT AND CONSTRUCTION PRACTICES IN ACCORDANCE WITH THE CONSTRUCTION CONTROL PLAN AND CITY ORDINANCES AND POLICIES.

2.12 GRANULAR TRENCH BACKFILL: ALL TRENCH SECTIONS FOR STORM SEWERS, SANITARY SEWERS, WATER MAINS, ELECTRICAL CONDUITS AND ALL OTHER UNDERGROUND SERVICE LINES LOCATED WITHIN EXISTING AND PROPOSED PAVEMENT AREAS OR AS OTHERWISE NOTED ON THE PLAN SHALL BE BACKFILLED TO THE PROPER SUBGRADE WITH SELECTED GRANULAR TRENCH BACKFILL MATERIAL CA-6 CRUSHED LIMESTONE. THE GRANULAR TRENCH MATERIAL SHALL BE PLACED IN LAYERS NO THICKER THAN TWELVE INCHES AND THOROUGHLY COMPACTED IN PLACE ACCORD TO I.D.O.T. STANDARD SPECIFICATIONS METHOD 1. USE CA-7 OPEN GRADED FOR PERFORATED PVC, CATCH BASINS AND INLETS.

2.13 FINAL ADJUSTMENTS OF FRAMES, LIDS AND GRATES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING AND ADJUSTING FRAMES AND GRATES ON MANHOLES, INLETS AND VALVE VAULTS TO THEIR FINISHED ELEVATIONS OR AS DIRECTED BY THE ENGINEER. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF MANHOLES, INLETS, CATCH BASINS, AND VALVE VAULTS.

2.14 EXISTING STREET CLEANLINESS: THE CONTRACTOR(S) SHALL KEEP EXISTING ADJACENT STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS. CLEAN PAVEMENTS ON A DAILY BASIS OR MORE OFTEN WHEN NECESSARY AS DIRECTED BY THE CITY ENGINEER. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.

2.15 NOT USED

2.16 EXCESS EXCAVATED TRENCH MATERIAL: ANY EXCESS EXCAVATED TRENCH MATERIAL OR EXCESS STRIPPED TOPSOIL SHALL BE SPREAD AS DIRECTED BY THE ENGINEER.

2.17 UNDERGROUND UTILITY INSPECTION: PRIOR TO THE PLACEMENT OF BACKFILL, THE INSTALLATION OF ALL UNDERGROUND UTILITY LINES SHALL BE INSPECTED AND APPROVED BY THE CITY OF BATAVIA.

2.18 TRENCH SETTLEMENT: ANY TRENCH SETTLEMENT OCCURRING WITHIN ONE YEAR FROM THE TIME OF ACCEPTANCE, WHETHER IT BE BEFORE OR AFTER STREET PAVING HAS BEEN COMPLETED, SHALL BE REPAIRED BY THE CONTRACTOR RESPONSIBLE FOR BACKFILLING THE TRENCHES OR AUGER PITS IN QUESTION. THIS REPAIR SHALL INCLUDE BUT NOT BE LIMITED TO THE COST OF PAVEMENT, CURBS, DRIVEWAYS, TREES AND SIDEWALKS REPLACEMENT CAUSED BY THIS SETTLEMENT. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF THE RESPECTIVE UTILITY INSTALLATION.

2.19 EXISTING FIELD TILES: THE LOCATION OF ANY EXISTING FIELD TILES ENCOUNTERED DURING EXCAVATION SHOULD IMMEDIATELY BE FLAGGED ON-SITE AND MARKED ON THE CONTRACTOR'S RECORD PLAN SET. THE CONTRACTOR SHALL RECONNECT ALL FIELD TILE OR CONNECT FIELD TILE TO THE PROPOSED STORM SEWER SYSTEM IN A MANNER ACCEPTABLE TO THE CITY ENGINEER. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF STORM SEWER.

2.20 PRIOR TO ANY REDUCTION IN THE CONSTRUCTION GUARANTEE, THE CITY ENGINEER SHALL CERTIFY THAT THE PROJECT IS "SUBSTANTIALLY COMPLETE."

2.21 FINAL INSPECTION OF THE CONSTRUCTION IMPROVEMENTS SHALL INCLUDE THE CITY ENGINEER, PROJECT ENGINEER, AND CONTRACTOR(S).

2.22 BEFORE ACCEPTANCE BY THE CITY OF BATAVIA AND FINAL PAYMENTS, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY ENGINEER OR HIS REPRESENTATIVE. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS.

2.23 THE CONTRACTOR SHALL OBTAIN AND THEREAFTER KEEP IN FORCE THE INSURANCE COVERAGES AS SPECIFIED IN ARTICLE 107.27 OF THE STANDARD SPECIFICATIONS. IN ADDITION, THE COMMERCIAL GENERAL LIABILITY SHALL PROTECT THE CITY OF BATAVIA, ITS OFFICERS, EMPLOYEES, AGENTS AND CONSULTANTS FROM CLAIMS WHICH MAY ARISE OUT OF OR AS A RESULT FROM PERFORMANCE OF WORK BY ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY THE CONTRACTOR OR SUBCONTRACTORS OR ANYONE FOR WHOM ACTS THE CONTRACTOR MAY BE LIABLE. THE INSURANCE POLICY SHALL NAME THE CITY OF BATAVIA, ITS OFFICERS, EMPLOYEES AND AGENTS AS ADDITIONAL INSUREDS. THIS CERTIFICATE SHALL STATE THAT THE COVERAGE WILL NOT BE TERMINATED OR REDUCED WITHOUT 30 DAYS ADVANCED WRITTEN NOTICE TO THE CITY OF BATAVIA. ALL COSTS FOR INSURANCE AS SPECIFIED WILL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.

2.24 UNLAWFUL ACTIVITIES--DRAINAGE FACILITIES--EARTHEN BERMS: IT IS UNLAWFUL FOR ANY PERSON TO CONSTRUCT OR CAUSE TO BE CONSTRUCTED ANY DRAINAGE FACILITY FOR THE PURPOSE OF THE DETENTION OR RETENTION OF WATER WITHIN A DISTANCE OF 10 FEET PLUS ONE AND ONE-HALF TIMES THE DEPTH OF ANY DRAINAGE FACILITY ADJACENT TO THE RIGHT OF WAY OF ANY PUBLIC HIGHWAY WITHOUT THE WRITTEN PERMISSION OF THE HIGHWAY AUTHORITY HAVING JURISDICTION OVER THE PUBLIC HIGHWAY. IT IS UNLAWFUL FOR ANY PERSON TO CONSTRUCT OR CAUSE TO BE CONSTRUCTED ANY EARTHEN BERM SUCH THAT THE TOE OF SUCH BERM WILL BE NEARER THAN 10 FEET TO THE RIGHT-OF-WAY OF ANY PUBLIC HIGHWAY WITHOUT THE WRITTEN PERMISSION OF THE HIGHWAY AUTHORITY HAVING JURISDICTION OVER THE PUBLIC HIGHWAY.

2.25 SAWCUTTING OF EXISTING PAVEMENT AND SIDEWALKS FOR REMOVAL SHALL BE INCLUDED IN THE COST OF THE REMOVALS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

2.26 WORKING HOURS: THE CONTRACTOR'S OPERATIONS MUST TAKE PLACE BETWEEN 7 AM AND 6 PM MONDAY THROUGH FRIDAY. REQUESTS FOR CHANGES IN WORKING HOURS/DAYS MUST BE SUBMITTED FOR APPROVAL TO THE CITY ENGINEER AND WILL BE AT THE DISCRETION OF THE CITY ENGINEER.

2.27 SUBJECT TO APPROVAL, THE CONTRACTOR WILL BE ALLOWED 2 TWO-WEEK SHUTDOWNS TO FACILITATE THE PLACEMENT OF THE CONCRETE OVERLAY ON THE BRIDGE DECK AND OTHER ITEMS. REQUESTS FOR SHUTDOWNS MUST BE SUBMITTED FOR THE CITY ENGINEER'S APPROVAL NO LESS THAN 10 BUSINESS DAYS BEFORE THE START OF THE SHUTDOWN.

2.28 NO CONSTRUCTION ACTIVITIES OR OTHER CONTRACTOR OPERATIONS MAY TAKE PLACE IN THE FOX RIVER FROM APRIL 1 TO JUNE 15. THIS INCLUDES DEMOLITION ACTIVITIES OVER THE WATER.

2.29 THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS TO ALL BUSINESSES AND RESIDENCES ON WILSON STREET AT ALL TIMES.

2.30 A 34KV OVERHEAD ELECTRICAL TRANSMISSION LINE CROSSES WILSON STREET WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL CONTACT COMED AT (630) 424-5700 WHENEVER CONSTRUCTION ACTIVITIES ARE TO OCCUR WITHIN 10 FT OF THE LINE OR TRANSMISSION TOWERS.

3. EARTHWORK

WORK UNDER THIS SECTION SHALL INCLUDE BUT NOT LIMITED TO THE FOLLOWING:

3.1 CLEARING AND REMOVAL OF ALL UNDESIRABLE TREES AND OTHER VEGETATIVE GROWTH WITHIN THE CONSTRUCTION AREA IS INCIDENTAL. TREE REMOVAL AS DESIGNATED BY THE ENGINEER AND APPROVED BY THE CITY OF BATAVIA SHALL BE KEPT TO A MINIMUM. THE CITY OF BATAVIA WILL NOT PERMIT THE ONSITE BURIAL OF TREES, BRUSH, MISC. CONCRETE AND ETC. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.

3.2 PRIOR TO ONSET OF MASS GRADING OPERATIONS THE EARTHWORK CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SOIL EROSION CONTROL SPECIFICATIONS. THE INITIAL IMPLEMENTATION OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF FILTER FENCING (SILT FENCING), ETC., TO PROTECT ADJACENT PROPERTIES, SHALL OCCUR BEFORE MASS GRADING BEGINS, IN ACCORDANCE WITH THE SOIL EROSION CONTROL CONSTRUCTION SCHEDULE.

3.3 ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, THE REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER. HE OR HIS REPRESENTATIVE WILL CLOSELY SUPERVISE AND INSPECT THE GRADING OPERATIONS, PARTICULARLY DURING REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS OR BUILDING PADS.

3.4 THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORMWATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE.

3.5 THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADES. A MINIMUM OF FOUR INCHES (4") INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED.

3.6 THE SELECTED STRUCTURAL FILL MATERIAL SHALL BE PLACED IN LEVEL UNIFORM LAYERS SO THAT THE COMPACTED THICKNESS IS APPROXIMATELY SIX INCHES (6") IF COMPACTION EQUIPMENT DEMONSTRATED THE ABILITY TO COMPACT GREATER THICKNESSES, THEN A GREATER THICKNESS MAY BE SPECIFIED. EACH LAYER SHALL BE THOROUGHLY MIXED DURING SPREADING TO INSURE UNIFORMITY.

3.7 EMBANKMENT MATERIAL WITHIN ROADWAY, PARKING LOT AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE PERCENT (95%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATIONS D-1557 (MODIFIED PROCTOR METHOD), OR TO OTHER SUCH DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER. EMBANKMENT MATERIAL FOR BUILDING PADS SHALL BE COMPACTED TO MINIMUM OF NINETY-FIVE PERCENT (95%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D-1557 (MODIFIED PROCTOR METHOD) OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOIL ENGINEER.

3.8 EMBANKMENT MATERIAL (RANDOM FILL) WITHIN NON-STRUCTURAL FILL AREAS SHALL BE COMPACTED TO MINIMUM OF NINETY PERCENT (90%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM DESIGNATION D-1557 (MODIFIED PROCTOR METHOD).

3.9 THE SURFACE VEGETATION, TOPSOIL AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHOULD BE STRIPPED FROM ALL AREAS TO RECEIVE CLAY FILL. IF THE UNDERLYING SUBGRADE SOILS RUP DEEPER THEN AN INCH UNDER THE CONSTRUCTION EQUIPMENT OR IF THE MOISTURE CONTENT EXCEEDS THAT NEEDED FOR PROPER COMPACTION, THE SOIL SHALL BE SCARIFIED, DRIED AND RECOMPACTED TO THE REQUIRED SOIL SPECIFICATIONS. (SEE SECTION 212.03 OF THE I.D.O.T. SPECIFICATIONS).

3.10 ALL PAVEMENT SUBGRADE SHALL HAVE A MINIMUM IBR=3 AS DETERMINED BY THE SOILS ENGINEER WITH RESULTS SUBMITTED TO THE CITY ENGINEER. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT PROVIDE A MINIMUM IBR=3, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH, AS DETERMINED BY THE ENGINEER AND SOILS ENGINEER.

3.11 PRIOR TO UTILITY CONSTRUCTION PROPOSED PAVEMENT AREAS, BUILDING PADS, SIDEWALKS AND YARD/OPEN SPACE AREAS SHALL BE ROUGH EXCAVATED OR FILLED TO PLUS OR MINUS ONE FOOT (1") OF DESIGN SUBGRADE ELEVATION BY THE CONTRACTOR.

3.12 THE STREET SUBGRADE SHALL BE SHAPED AND COMPACTED AS SPECIFIED IN SECTION 301 OF THE I.D.O.T. SPECIFICATIONS. JUST PRIOR TO THE CONSTRUCTION OF THE BASE COURSE, THE SUBGRADE SHALL BE PROOF-ROLLED AND WITNESSED BY THE CITY ENGINEER. IF IN THE OPINION OF THE ENGINEER FOR THE CITY ANY SUBGRADE AREAS ARE FOUND TO BE UNSTABLE, THEN SAID AREAS SHALL BE REMOVED AND REPLACED WITH AN ACCEPTABLE GRANULAR MATERIAL. IF PRECIPITATION OCCURS AFTER THE SUBGRADE PROOF-ROLLING AND BEFORE THE CONSTRUCTION OF THE BASE COURSE, THEN SAID SUBGRADE PROOF-ROLLING SHALL BE REPEATED TO VERIFY THAT THE SUBGRADE IS STABLE. IF AREAS OF THE SUBGRADE ARE FOUND TO BE UNSTABLE FOLLOWING REPLACEMENT WITH ACCEPTABLE GRANULAR MATERIALS THE SOILS ENGINEER AND THE CITY ENGINEER SHALL DETERMINE THE CORRECTIVE ACTION.

3.13 GEOTEXTILE PAVING FABRIC REQUIRED ON ALL STREET SUBGRADE APPLICATIONS AND SHALL CONSIST OF A NONWOVEN GEOTEXTILE FABRIC, 12 OZ/SY MINIMUM.

3.14 THE SUBGRADE SHALL MEET MINIMUM STANDARD OF NINETY-FIVE PERCENT (95%) OF THE STANDARD PROCTOR TEST AND SHALL BE TESTED AT 200 FOOT INTERVALS, MINIMUM.

3.15 AGGREGATE BASE COURSE: AFTER APPROVAL BY THE CITY ENGINEER, THE AGGREGATE BASE SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 351 OF THE I.D.O.T. STANDARD SPECIFICATIONS FOR TYPE A OR TYPE B CONSTRUCTION. THE MATERIAL SHALL BE CRUSHED LIMESTONE CONFORMING TO CA-6 GRADATION. THE MINIMUM COMPACTED THICKNESS SHALL BE AS SHOWN ON THE TYPICAL CROSS-SECTION DETAIL. THE AGGREGATE BASE SHALL BE PROOF-ROLLED ONE DAY PRIOR TO PLANNED APPLICATION OF THE PRIME COAT AND BINDER COURSE. IF, IN THE OPINION OF THE CITY ENGINEER THE AGGREGATE BASE IS UNSTABLE, IT SHALL BE REMOVED AND REPLACED WITH NEW SUBBASE AND AGGREGATE BASE MATERIAL AND COMPACTED TO NOT LESS THAN NINETY-FIVE PERCENT (95%) OF THE STANDARD LABORATORY DENSITY.

3.16 EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE AND BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. NO ADDITIONAL PAYMENT WILL BE ALLOWED DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF PAVEMENT REMOVAL.

3.17 AFTER COMPLETION OF ALL UTILITIES IN THE RIGHT OF WAY THE PARKWAYS SHALL BE TOPSOILED AND SEEDDED.

4. SANITARY SEWER CONSTRUCTION

4.1 SEWER PIPE AND FITTINGS SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS EXCEPT AS APPROVED BY THE CITY ENGINEER:

1. BETWEEN DEPTHS OF SIX FEET (6') AND FOURTEEN FEET (14'), PVC PIPE ASTM D-3034 SDR 26 SHALL BE REQUIRED. (ORD. 97-32, 6-2-1997)

2. FOR DEPTHS SHALLOWER THAN SIX FEET (6') OR DEEPER THAN FOURTEEN FEET (14') DUCTILE IRON PIPE, ASTM C151, CLASS 52 WITH PUSH ON JOINTS OR RESTRAINED JOINTS WHERE APPLICABLE. PIPE SHALL BE AS MANUFACTURED BY GRIFFIN PIPE CO., H2SEWER SAFE DUCTILE IRON OR APPROVED EQUAL. ALL DUCTILE IRON SHALL INCLUDE POLY-WRAP. ALL PIPE INSTALLED AT DEPTHS GREATER THAN FOURTEEN FEET (14') SHALL BE EVALUATED FOR THICKNESS BY CONSIDERING THE TRENCH LOAD AND INTERNAL PRESSURE SEPARATELY IN ACCORDANCE WITH ANS/AWWA C150/A21.5, PRESSURE RATED PIPE, ASTM D-2241, SDR 21 MAY BE SUBSTITUTED FOR BURY DEPTHS FROM FOURTEEN FEET (14'), TO TWENTY FEET (20'). PRESSURE RATED PIPE, ASTM D-2241, (DR) 18, AWWA C-900, MAY BE REQUIRED OR SUBSTITUTED AT DEPTHS GREATER THAN TWENTY FEET (20'). ANY USE OF PLASTIC PIPE AT THESE DEPTHS SHALL BE WITH THE PERMISSION OF (OR REQUIRED BY) THE CITY ENGINEER. (ORD. 89-21.9-3-1985)

3. FOR PIPE TWENTY FOUR INCHES (24") AND LARGER, PIPE SHALL BE AS MANUFACTURED BY GRIFFIN PIPE CO., H2SEWER SAFE DUCTILE OR APPROVED EQUAL. ALL DUCTILE IRON SHALL INCLUDE POLY-WRAP. ALL PIPE GREATER THAN TWENTY FOUR INCHES (24") DIA. OR INSTALLED AT DEPTHS GREATER THAN FOURTEEN FEET (14') SHALL BE EVALUATED FOR THICKNESS BY CONSIDERING THE TRENCH LOAD AND INTERNAL PRESSURE SEPARATELY IN ACCORDANCE WITH ANS/AWWA C150/A21.5, PRESSURE RATED PIPE ASTM D- 2241 OR AWWA C905, MAYBE REQUIRED (OR SUBSTITUTED) ON LARGE DIA. PIPE BY THE CITY ENGINEER.

4.2 MANHOLE FRAMES AND LIDS: THE FRAMES AND LIDS SHALL BE OF THE NON-ROCKING AND SELF-SEALING TYPE WITH RUBBER WATERTIGHT GASKET AND SHALL CONFORM TO EAST JORDAN NO 1020 OR AN APPROVED EQUAL. THE LIDS TO BE SOLID WITH CONCEALED PICK HOLE AND WITH THE WORDS "CITY OF BATAVIA" AND "SANITARY SEWER" IN THE CAST IN LID. "INFA-SHIELD", "CANUSA" OR APPROVED EQUAL, CHIMNEY SEALS SHALL BE INSTALLED ON ALL SANITARY SEWER MANHOLES.

4.3 SEWER PIPE BEDDING AND COVER: ALL SANITARY SEWER PIPE INCLUDING SERVICE LINES SHALL BE BEDDED AND CRADLED TO THE CENTERLINE OF THE PIPE IN SAND OR FINE GRAVEL FROM THE CENTERLINE OF THE PIPE TO 12 INCHES OVER THE TOP OF THE PIPE. GRANULAR TRENCH BACKFILL MATERIAL SHALL BE HAND PLACED AND COMPACTED. ALL TO THE DETAILS SHOWN ON THE PLANS. PVC PIPE SHALL BE BEDDED AND CRADLED IN ACCORDANCE WITH ASTM D-2321 (CLASS 1) SPECIFICATIONS. ALL TRENCHES WITHIN STREETS AND FOR SANITARY SEWERS CONSTRUCTED UNDER PROPOSED PAVED AREAS SHALL BE BACKFILLED WITH CA-7 CRUSHED STONE. FLOWABLE FILL IN ACCORDANCE WITH IDOT SPECIAL PROVISION FOR CONTROLLED LOW-STRENGTH MATERIALS (CLSM) MAY BE REQUIRED UNDER CERTAIN CIRCUMSTANCES AS DIRECTED BY THE DEPT. OF PUBLIC WORKS OR THE CITY ENGINEER. CA-6 CRUSHED STONE TRENCH BACKFILL (95% COMPACTION @ ONE FOOT INTERVALS ACCORDING TO CITY POLICY) OR OTHER SUITABLE TRENCH BACKFILL MAY BE SUBSTITUTED FOR CA-7 UNDER THE FOLLOWING CONDITIONS: 1) APPROVED BY STREET DEPARTMENT SUPERINTENDANT AND CITY ENGINEER, 2) ON-SITE INSPECTION OF TRENCH BACKFILL DURING CONSTRUCTION.

4.4 SANITARY SEWER SERVICES: SANITARY SEWER STUBS INSTALLED FOR HOUSE SERVICE CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS OR THE STANDARD SPECIFICATIONS. SEWER STUBS SHALL BE EXTENDED TO THE R.O.W. THE EXACT LOCATION SHALL BE DETERMINED IN THE FIELD, AND THE CONSTRUCTED LOCATION ACCURATELY RECORDED AND THE END MARKED WITH A 2'X4' POST PAINTED GREEN. SERVICE LINES SHALL HAVE A MINIMUM SLOPE OF 2.0%.

4.5 LEAKAGE TESTING: ALL SANITARY SEWERS SHALL BE TESTED FOR WATERTIGHTNESS BY THE AIR TESTING METHOD SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF SANITARY SEWER.

4.6 DEFLECTION TESTING: ALL SANITARY SEWER MAINS CONSTRUCTED OF PVC PIPE SHALL BE TESTED FOR DEFLECTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF SANITARY SEWER.

4.7 T.V. INSPECTION: PRIOR TO ACCEPTANCE OF THE SANITARY SEWERS BY THE CITY, ALL SANITARY SEWER MAINS SHALL BE INTERNALLY INSPECTED BY TELEVISION CAMERA. THE CITY ENGINEER IS TO BE NOTIFIED PRIOR TO THE INSPECTION. VHS VIDEO TAPES OF THE T.V. INSPECTION SHALL BE RECORDED AND GIVEN TO THE CITY AND THE ENGINEER FOR THEIR RECORDS. CORRECTION OF ANY IRREGULARITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF SANITARY SEWER.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET
NAME	DATE	
		GENERAL NOTES AND COMMITMENTS

SCALE: NTS
DATE 07/28/2006
DRAWN BY RVM
CHECKED BY AKK

08/14/2006
FILE NAME
PLOT SCALE
USER NAME

08/14/2006 08:07:28 AM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	4
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

6. SIDEWALK AND CURB CONSTRUCTION

4.8 VACUUM TESTING:
VACUUM TESTING SHALL BE CARRIED OUT IMMEDIATELY AFTER ASSEMBLY AND PRIOR TO BACKFILLING. ALL LIFT HOLES SHOULD BE PLUGGED WITH AN APPROVED NON-SHRINK GROUT OR RUBBER PLUG. NO GROUT WILL BE PLACED IN THE HORIZONTAL JOINTS BEFORE TESTING. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED, TAKING CARE TO SECURELY BRACE THE PLUGS FROM BEING DRAWN INTO THE MANHOLE. A VACUUM OF TEN (10) INCHES OF MERCURY SHALL BE PLACED ON THE MANHOLE AND THE TIME MEASURED FOR THE VACUUM TO DROP TO NINE (9) INCHES OF MERCURY. THE VACUUM SHALL NOT DROP BELOW NINE (9) INCHES OF MERCURY FOR THE FOLLOWING TIME PERIODS FOR EACH SIZE MANHOLE:

FORTY-EIGHT (48) INCHES DIAMETER-- SIXTY (60) SECONDS
SEVENTY-TWO (72) INCHES DIAMETER-- NINETY (90) SECONDS

THE VACUUM TESTER SHALL BE MANUFACTURED BY P.A. GLAZER, INC., WORCESTER, MA. 01613, PHONE (800) 822-6488, OR OTHER TESTING EQUIPMENT MEETING THE SAME STANDARDS, IF APPROVED BY THE CITY DEPARTMENT OF PUBLIC WORKS ALL TESTING SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF P.A. GLAZER, INC. IF TESTING FAILS THE CONTRACTOR SHALL SEAL ALL LEAKS WITH MATERIAL AND METHODS RECOMMENDED BY P.A. GLAZER, INC. AND RE-TESTED UNTIL ACCEPTABLE. IT IS RECOMMENDED THAT THIS TESTING BE DONE BEFORE BACKFILLING SO THAT ANY LEAKS CAN BE FOUND AND FIXED EXTERNALLY. THE MANHOLE FRAME AND ADJUSTING RINGS SHALL BE IN PLACE WHEN TESTING. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF SANITARY SEWER.

4.9 MANHOLES:
ALL SANITARY SEWER MANHOLES SHALL BE OF PRECAST CONCRETE CONSTRUCTION, AND SHALL HAVE RUBBER GASKETED COUPLINGS FOR ALL INLET AND OUTLET PIPES. INVERTS SHALL BE PRECAST CONCRETE ON FORMING TO THE SIZE AND SHAPE OF THE SHAPE OF THE PIPE OR POURED IN PLACE CLASS "SI" CONCRETE SHAPED AND TROWELED FOR A SMOOTH FINISH CONFORMING TO THE SIZE AND SHAPE OF THE PIPE. MINIMUM SLOPE ON BENCHES SHALL BE ONE INCH PER FOOT. SEWER DROPS ARE TO BE INSTALLED WHERE INLETS TO MANHOLE ARE GREATER THEN TWO (2) FEET ABOVE THE OUTLET INVERT.

4.10 A NON-SHEAR "MISSION" BRAND COUPLING SHALL BE USED WHEN JOINING PIPES MADE OF DISSIMILAR MATERIAL OR WHERE NO "HUB" END EXISTS. PVC TRANSITION FITTINGS SHALL BE USED WHEN JOINING PVC PIPES OF DISSIMILAR MATERIAL SPECIFICATIONS SUCH AS WITH STORM SEWER OR WATER MAIN. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF SANITARY SEWER.

5. PAVEMENT CONSTRUCTION

5.1 THE PROPOSED BITUMINOUS CONCRETE PAVEMENT SHALL CONSIST OF THE SUB-BASE COURSE, BITUMINOUS BINDER COURSE, AND BITUMINOUS SURFACE COURSE. OF THE THICKNESS AND MATERIALS AS SPECIFIED ON THE CONSTRUCTION PLANS. PRIME COAT SHALL BE APPLIED TO THE SUB-BASE COURSE AT A RATE OF 0.33 GALLONS PER SQUARE YARD. ALL PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION.

5.2 AFTER THE INSTALLATION OF THE SUB-BASE COURSE, ALL TRAFFIC SHALL BE KEPT OFF THE BASE UNTIL THE BINDER COURSE IS LAID. AFTER INSTALLATION OF THE BINDER COURSE (AND FOR PUBLIC IMPROVEMENTS AFTER THE BINDER COURSE HAS BEEN IN PLACE FOR ONE WINTER MINIMUM), AND UPON THE COMPLETION OF INSPECTION OF SAME AND APPROVAL BY THE CITY AND DEVELOPER, THE PAVEMENT SHALL BE CLEANED, PRIMED AND THE SURFACE COURSE LAID. ALL DAMAGED AREAS IN THE BINDER BASE OR BINDER SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY AND DEVELOPER PRIOR TO LAYING THE SURFACE COURSE. THE PAVING CONTRACTOR SHALL PROVIDE WHATEVER EQUIPMENT AND MANPOWER IS NECESSARY, INCLUDING THE USE OF POWER BROOMS, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. A TACK COAT SHALL BE APPLIED TO THE BINDER AT A RATE OF 0.1 GALLONS PER SQUARE YARD.

5.3 THE BITUMINOUS CONCRETE BINDER COURSE SHALL CONFORM TO SECTION 406 OF THE IDOT STANDARD SPECIFICATIONS. ALL WORK AND MATERIALS SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECTION 406 OF THE IDOT STANDARD SPECIFICATIONS. THE MINIMUM THICKNESS OF THE COMPLETED BITUMINOUS BINDER COURSE, AS MEASURED AT ANY POINT ON THE PAVEMENT SURFACE, SHALL BE IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DETAILS SHOWN ON THE ENGINEERING PLANS.

5.4 PRIOR TO CONSTRUCTION OF THE FINAL BITUMINOUS SURFACE COURSE ON PREVIOUSLY CONSTRUCTED BITUMINOUS BINDER COURSE SUBJECT TO EXTENDED TRAFFIC USE, A BITUMINOUS TACK COAT SHALL BE APPLIED TO SAID BITUMINOUS BINDER COURSE SURFACE. THE BITUMINOUS CONCRETE SURFACE COURSE SHALL BE CLASS "I" CONSTRUCTED ON PREVIOUSLY PLACED BITUMINOUS BINDER COURSE. THE WORK AND MATERIALS SHALL CONFORM TO APPLICABLE PROVISIONS OF SECTION 406 OF THE STANDARD I.D.O.T. SPECIFICATIONS. THE BITUMINOUS MIXTURE SHALL BE SHOWN ON THE PLANS OR SPECIFIED IN THE PROJECT SPECIFICATIONS AND APPROVED BY THE CITY ENGINEER. NO RECYCLED BITUMINOUS MATERIAL WILL BE PERMITTED IN THE FINAL BITUMINOUS SURFACE COURSE MIXTURE UNLESS APPROVED BY THE CITY ENGINEER. THE MINIMUM THICKNESS OF THE FINAL COMPLETED BITUMINOUS SURFACE COURSE, AS MEASURED AT ANY POINT ON THE PAVEMENT SURFACE, SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION DETAILS SHOWN ON THE PLANS.

5.5 THE CONTRACTOR SHALL GUARANTEE THE PAVEMENT FOR ONE YEAR AFTER FINAL ACCEPTANCE AGAINST SETTLEMENT, LOW SPOTS, AND/OR RAVELING OUT OF SURFACE. THE CONTRACTOR SHALL MAKE ANY REPAIRS NECESSARY DURING THE GUARANTEE PERIOD TO MAINTAIN THE FINISHED PAVEMENT IN SATISFACTORY CONDITION. REPAIR SHALL INCLUDE BUT NOT BE LIMITED TO REMOVING DEFECTIVE PAVEMENT AND REPLACING WITH NEW PAVEMENT AS DIRECTED BY THE CITY ENGINEER.

5.6 SUB-BASE GRANULAR MATERIAL, TYPE A SHALL HAVE WATER MECHANICALLY BLENDED INTO IT AT A CENTRAL MIX PLANT PRIOR TO TRANSPORTING TO THE PROJECT IN ACCORDANCE WITH ARTICLE 311.05 OF THE STANDARD SPECIFICATIONS.

6.1 COMBINATION CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE I.D.O.T. STANDARD SPECIFICATIONS. THE CONCRETE CURB AND GUTTER SHALL BE TYPE B6.12 UNLESS DETAILED OTHERWISE IN THE CONSTRUCTION PLANS. THE CONTRACTOR IS CAUTIONED TO REFER TO THE CONSTRUCTION STANDARDS AND THE PAVEMENT CROSS-SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. THE CONCRETE SHALL BE CLASS "SI". IT SHALL HAVE AN AIR CONTENT OF NOT LESS THAN 5% NOR MORE THAN 7% OF THE VOLUME OF THE CONCRETE. IT SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS. TEST CYLINDERS SHALL BE TAKEN AND THE CERTIFIED COMPRESSION TEST RESULTS SUBMITTED TO THE CITY ENGINEER.

6.2 REINFORCING BARS SHALL BE RUN CONTINUOUSLY THROUGH ITS LENGTH, EXCEPT AT EXPANSION JOINTS. AT EACH EXPANSION JOINT PROVIDE TWO 18" LONG NO. 6 SMOOTH BARS WITH EXPANSION CAPS AND 1/4" PREMOLDED, NON-EXTRUDING JOINT FILLER. EXPANSION JOINTS ARE TO BE PROVIDED AT ALL RADIUS POINTS, 5' TO 10' EITHER SIDE OF STRUCTURES AND 100' INTERVALS. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF CURB AND GUTTER.

6.3 CONTRACTION JOINTS SHALL BE SAWED AT A MAXIMUM OF TEN FEET (10') SPACING. THE CONTRACTION JOINTS SHALL BE CUT IN THE UPPER 1/3 OF CURBS AND GUTTERS WITHIN 24 HOURS OF PLACEMENT. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF CURB AND GUTTER.

6.4 ALL CURB AND GUTTER SHALL BE BROOM FINISHED. FINISHED SURFACES OF ALL NEWLY CONSTRUCTED CURB AND GUTTER SHALL BE COATED WITH ANTI-SPALL AND CURING COMPOUND APPROVED BY THE CITY ENGINEER. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF CURB AND GUTTER.

6.5 CURING AND PROTECTION OF ALL EXPOSED CONCRETE SURFACES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. NO HONEY-COMBING OF THE CURB AND GUTTER WILL BE ACCEPTED.

6.6 BACKFILLING OF CURBS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ROADWAY BASE-COURSE. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF CURB AND GUTTER.

6.7 SIDEWALKS SHALL BE FIVE INCHES (5") THICK EXCEPT THRU DRIVEWAYS, HANDICAP RAMPS AND WHERE THE SIDEWALK IS ADJACENT TO CURB THE THICKNESS IS TO BE SIX INCHES (6"). THE WIDTH OF THE SIDEWALK SHALL BE A MINIMUM OF FIVE FEET (5'). ALL SIDEWALK CONCRETE SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT 14 DAYS. CONTRACTION JOINTS SHALL BE SET AT 5 FOOT CENTERS WITH 1/4" PREMOLDED FIBER EXPANSION JOINTS AT 50 FEET CENTERS, AND WHERE SIDEWALK MEETS THE CURB, A BUILDING, OR ANOTHER SIDEWALK OR AT THE END OF EACH POUR. ALL SIDEWALKS SHALL BE BROOM FINISHED. IF A MANHOLE FRAME FALLS WITHIN THE LIMITS OF A SIDEWALK, A BOX-OUT SECTION SIDEWALK SHALL BE PLACED AROUND FRAME WITH A 1/2" EXPANSION JOINT.

6.8 HANDICAP SIDEWALK RAMPS SHALL BE INSTALLED AT ALL SIDEWALK/STREET INTERSECTIONS AS SHOWN ON DETAIL.

6.9 SIDEWALK SHALL NOT BE PLACED UNTIL BUILDING CONSTRUCTION HAS BEEN COMPLETED TO THE POINT THAT CONSTRUCTION TRAFFIC NEED NO LONGER CROSS THE SIDEWALK AREA, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

7. RESTORATION AND LANDSCAPING

7.1 ALL EXCAVATED MATERIALS FOR CURBS OR WALKS TO BE REMOVED FROM SITE. THIS SPOIL IS NOT TO BE USED AS BACKFILL. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF CURBS AND WALKS.

7.2 CUT EDGE OF EXCAVATION AWAY TO ALLOW FOR PROPER COMPACTION.

7.3 BACKFILL ALL OVER-DUG OR EXCAVATED AREAS MANUALLY OR MECHANICALLY WITH PULVERIZED TOPSOIL. SOURCE TO BE APPROVED BY CITY ENGINEER OR ENGINEERS REPRESENTATIVE

7.4 COMPACT PULVERIZED TOPSOIL IN 4" TO 6" LIFTS MINIMIZING SETTLEMENT TO ENGINEER'S APPROVAL.

7.5 MANUALLY FEATHER PULVERIZED TOPSOIL INTO EXISTING GRADES BEHIND NEW CURBS OR WALKS OR BOTH SIDE OF EXCAVATION FOR PUBLIC IMPROVEMENTS APPROXIMATELY 2' TO 4' FEET IN FRONT OF AND BEHIND OR AS DIRECTED TO CREATE A SMOOTH AND CONSISTENT MAINTAINABLE SURFACE. (NOTE: ON LARGER PROJECTS THIS MAY BE DONE MECHANICALLY BUT IN ALL CASES WHEN WORK IS NEXT TO EXISTING TURF FINISH WORK MUST BE MANUALLY RAKED)

7.6 SEED BLENDS:
A) LOW SALT IMPACT AREAS:
EQUAL QUANTITIES OF 2 VARIETIES OF IMPROVED KENTUCKY BLUE GRASS (98/85)
50% EQUAL QUANTITIES OF 2 VARIETIES OF TURF TYPE PERENNIAL RYE GRASS (98/90)
B) HIGH SALT IMPACT AREAS:
USE CLASS 1a SALT TOLERANT "IDOT" BLEND WITH 1/2 RATE OF LOW SALT IMPACT AREA BLEND

7.7 SEED TO BE INSTALLED EVENLY AT A RATE OF 6-8 LBS. PER 1000 SQ. FT. THIS MAY BE ACCOMPLISHED MECHANICALLY OR MANUALLY. SEED TO BE RAKED IN OR LIGHTLY COVERED IN A METHOD APPROVED BY CITY ENGINEER OR ENGINEERS REPRESENTATIVE.

7.8 WITHIN 48 HRS. SEEDED AREAS TO BE COVERED MANUALLY WITH CHOPPED WHEAT STRAW. ON LARGE AREAS THIS MAY BE ACCOMPLISHED MECHANICALLY WITH AN APPROVED STRAW BLOWER. WHEAT STRAW TO COVER SEEDED AREAS SO AS NOT TO SMOOTHER NEWLY GERMINATING SEED. MAX 1" DEPTH.

7.9A IMMEDIATELY UPON COMPLETION OF STRAW PLACEMENT A LIGHT COVERING OF ADHESIVE TREATED HYDROMULCH TO BE INSTALLED TO HOLD STRAW IN PLACE.

7.9B ALL MATERIALS, WORK METHOD, EQUIPMENT AND SCHEDULING OF WORK TO BE APPROVED BY CITY ENGINEER OR ENGINEERS REP. PRIOR TO COMMENCEMENT OF LANDSCAPE RESTORATION WORK.

8. STORM SEWER CONSTRUCTION

8.1 STORM SEWER SHALL TYPICALLY BE REINFORCED CONCRETE SEWER PIPE CLASS III OR IV AS NOTED, CONFORMING TO ASTM C-76 SPECIFICATIONS WITH MASTIC SEALED JOINTS. WHERE HORIZONTAL SEPARATION FROM WATER MAIN CONTROLS, PVC STORM SEWER OF WATER MAIN QUALITY SHALL BE USED, WITH JOINTS CONFORMING TO ASTM D-2855. NO ALTERNATE PIPE MATERIAL, SUCH AS PVC OR ADS PLASTIC, ETC., SHALL BE CONSIDERED ACCEPTABLE FOR THE MAIN STORM SEWER LINES WITHOUT THE WRITTEN CONSENT OF THE ENGINEER AND THE CITY ENGINEER. UPON REQUEST, THE CONTRACTOR SHALL PROVIDE EACH WITH SUPPLIER'S PRODUCT TEST REPORTS, CATALOG INFORMATION, ALTERNATE BIDS, OR ANY OTHER INFORMATION THEY MAY FIND NECESSARY IN CONSIDERING THE PROPOSED ALTERNATE MATERIAL. THE ACCEPTANCE OF THE PROPOSED ALTERNATE MATERIAL WILL IN NO WAY BE WARRANTED BY THESE SUBMITTALS.

8.2 FRAMES, LIDS AND GRATES DESIGNATED ON THE PLANS FOR STORM SEWER INLETS, MANHOLES AND JUNCTION BOXES SHALL CONFORM TO THE FOLLOWING OR AN APPROVED EQUAL:

CURB INLET E.J. 7220 TYPE 1 CURB BACK, TYPE M1 GRATE
MANHOLE E.J. 1020 FRAME & SOLID LID
THE WORDS "CITY OF BATAVIA" & "STORM" SHALL BE CAST INTO THE LID.

YARD INLET E.J. 6527
JUNCTION BOX E.J. 1020 TYPE M1 OR TYPE A GRATE

8.3 MANHOLES TYPE "C":
MANHOLES DESIGNATED ON THE PLANS AS TYPE "C" ARE SHALLOW DEPTH MANHOLES WITH A REINFORCED CONCRETE FLAT SLAB TOP. THE DEPTH OF THE FLAT SLAB TOP TO BE 6 INCHES.

8.4 EXISTING DRAINAGE SYSTEM CLEANING AND REPAIR:
WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES OR SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO INSURE INTEGRITY.

8.5 FINAL CLEANING:
PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE CITY, ALL STORM SEWER MAINS AND STRUCTURES SHALL BE CLEANED BY JETTING OR OTHER ACCEPTABLE METHODS TO REMOVE ALL CONSTRUCTION DEBRIS OR SEDIMENT. CONSTRUCTION DEBRIS AND SEDIMENT SHALL BE COLLECTED AND NOT ALLOWED TO BE TRANSPORTED TO DOWNSTREAM SEWERS OR STORMWATER FACILITIES. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF STORM SEWER.

8.6 POURED INVERTS:
ALL INLETS, CATCH BASINS, STORM MANHOLES AND OTHER DRAINAGE STRUCTURES SHALL BE PROVIDED WITH PRECAST CONCRETE INVERTS OR SHALL HAVE POURED IN PLACE CONCRETE INVERTS CONFORMING TO THE SHAPE OF THE PIPE OR AS OTHERWISE SHOWN ON THE PLANS. POURED IN PLACE CONCRETE SHALL BE CLASS "SI" SHAPED AND TROWELED FOR A SMOOTH FINISH. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF STORM SEWER.

8.7 SUMP PUMP LINES:
SUMP PUMP LINES SHALL BE POLYVINYL CHLORIDE (PVC) SEWER PIPE CONFORMING TO ASTM D-3034. SPECIFICATIONS TYPE 4" SDR 35. THE MINIMUM COVER DEPTH SHALL BE 2.5' MINIMUM. ALL STUBS SHALL BE EXTENDED INTO LOT 10' MINIMUM, CAPPED, AND LOCATIONS MARKED WITH 2' X 4' POST PAINTED YELLOW.

8.8 SUMP PUMP TEES:
THE OUTLETS FOR PVC SUMP PUMP DRAIN LINE CONNECTIONS SHALL BE PROVIDED ON THE RCP MAIN STORM SEWER LINES AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONNECTIONS ON THE RCP SEWER LINES SHALL BE FACTORY MANUFACTURED TEES. AN ACCEPTABLE ALTERNATIVE IS MACHINE CORING AND INSTALLING AN INSERT INTO THE RCP USING THE KOR-N-SEAL OR SIMILAR METHOD ALL IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.

8.9 SUMP PUMP DRAINAGE BOXES:
A PRECAST CONCRETE JUNCTION BOX OF THE SIZE AND TYPE SHOWN IN "INLET TYPE A" ON THE PLANS SHALL BE INSTALLED WHERE MULTIPLE SUMP DRAINS FLOW INTO THE RCP STORM SEWER LINE AT A COMMON CONNECTION.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

LOCATION(S):	WILSON STREET			
MIXTURE USE(S):	SURFACE	LEVELING	TEMP PAVEMENT	BIKE TRAIL SURFACE
PG:	PG 64-22	PG 64-22	PG 58-22	PG 64-22
RAP % (MAX)	10	10	50	15
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	2.0% @ Ndes=50	4.0% @ Ndes=50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-12.5 OR IL-9.5	IL-9.5	IL-19.0 OR IL-25.0	IL-12.5 OR IL-9.5
FRICTION AGGREGATE	MIXTURE D			MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SQ YD/IN			112.0 LB/SQ YD/IN

9. WATER MAIN CONSTRUCTION

9.1 PIPE MATERIAL:
ALL WATER MAIN PIPE SHALL BE DUCTILE IRON PIPE, CLASS 52, OR 54 OR AS OTHERWISE SHOWN ON THE PLANS AND SHALL BE CEMENT LINED HALF THICKNESS. JOINTS SHALL BE PUSH-TYPE UNLESS OTHERWISE SHOWN ON THE PLANS. NO ALTERNATE PIPE MATERIAL, SUCH AS PVC PLASTIC, ETC., SHALL BE CONSIDERED ACCEPTABLE WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER, AND ALL PUBLIC BODIES HAVING JURISDICTION. UPON REQUEST, THE CONTRACTOR SHALL PROVIDE THE CITY AND ENGINEER WITH SUPPLIER'S PRODUCT TEST REPORTS, CATALOG INFORMATION, ALTERNATE BIDS OR ANY OTHER INFORMATION THAT THE CITY AND ENGINEER MAY FIND NECESSARY IN CONSIDERING THE ALTERNATE MATERIAL. THE ACCEPTANCE OF THE PROPOSED ALTERNATE WILL IN NO WAY BE WARRANTED BY THESE SUBMITTALS.

9.2 MAIN FITTINGS:
ALL WATER MAIN FITTINGS SHALL BE DUCTILE IRON PIPE FITTINGS, CLASS 52, WITH MECHANICAL JOINTS. FITTINGS AND SPECIALS SHALL BE EITHER CAST IRON OR DUCTILE IRON AND SHALL CONFORM TO ANSI A21.10 (AWWA C-110). JOINTS SHALL BE MECHANICAL JOINT IN ACCORDANCE WITH ANSI A21.11 (AWWA C-111 AND AWWA C-600). FITTINGS AND SPECIALS SHALL BE BITUMINOUS (SEAL) COATED ON THE EXTERIOR AND CEMENT-MORTAR LINED ON THE INTERIOR IN ACCORDANCE WITH ANSI A21.4 (AWWA C-104). FITTINGS AND SPECIALS SHALL BE FURNISHED AND INSTALLED WITH ACCESSORIES NECESSARY FOR A COMPLETE AND OPERATING INSTALLATION. MEGA-LUG RETAINER GLANDS SHALL BE USED ON ALL OFF-SET FITTINGS.

9.3 VALVE VAULT FRAMES AND LIDS:
FRAMES AND LIDS FOR VALVE VAULTS SHALL CONFORM TO EAST JORDAN CASTING NO. 1020 OR APPROVED EQUAL. THE WORDS "CITY OF BATAVIA" AND "WATER" SHALL BE CAST INTO THE LIDS.

9.4 FIRE HYDRANT ASSEMBLY:
FIRE HYDRANTS SHALL HAVE A 6-INCH DIAMETER BARREL AND SHALL BE OF THE TYPE STANDARD WITH THE CITY WHICH ARE LIMITED TO MUELLER, CLOW OR WATERLOO. THE FIRE HYDRANT ASSEMBLY SHALL CONSIST OF: MAIN LINE TEE, CONNECTING 6-INCH PIPE 6-INCH AUXILIARY GATE VALVE WITH CAST IRON BOX, CONNECTING RODS, AND HYDRANT WITH BREAKAWAY FLANGE AND BRONZE TO BRONZE SEATING, AND ALL OTHER WORK AND MATERIALS FOR A COMPLETED INSTALLATION. ALL BELOW GROUND LEVEL NUTS BOLTS ARE TO BE STAINLESS STEEL. ALL HYDRANTS SHALL HAVE TWO COATS OF PAINT MATCHING THE THE CITY OF BATAVIA COLOR (see detail sheet). HYDRANTS SHALL HAVE HYDRANT LOCATORS PER CURRENT CITY POLICY.

9.5 MINIMUM COVER:
ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 5.5 FEET AND A MAXIMUM OF 10' UNLESS APPROVED BY THE CITY ENGINEER MEASURED FROM PROPOSED FINISHED GROUND LINE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THIS MINIMUM DEPTH OF COVER.

9.6 GATE VALVES:
THE CONTRACTOR SHALL FURNISH AND INSTALL RESILIENT WEDGE GATE VALVES CONFORMING TO (AWWA C-509) AND SHALL BE MUELLER, WATERLOO, CLOW OR APPROVED EQUAL. VALVES TO BE INSTALLED IN A VALVE VAULT AS SHOWN ON THE PLANS. ALL NUTS AND BOLTS ON VALVE ARE TO BE STAINLESS STEEL. MEG-A-LUGS SHALL BE USED. INTERIOR OF VALVE SHALL BE COATED WITH A RESINOUS OR POLYMERIC COATING CONFORMING TO AWWA C-550. SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER PRIOR TO DELIVERY OF VALVES TO CONSTRUCTION SITE. SUBMITTAL WILL INCLUDE CATALOGUE DATA, WEIGHT, INFORMATION, ASSEMBLY DRAWINGS, AFFIDAVIT OF COMPLIANCE, AND RECORDS OF THE FOLLOWING TESTS: OPERATION TEST, SHELL TEST, SEAL TEST, HYDROSTATIC TEST, TORQUE TEST, LEAKAGE TEST AND PRESSURE TEST AS SET FORTH IN AWWA C-509.

9.7 REINFORCED CONCRETE THRUST BLOCKS:
USE OF THRUST BLOCKS SHALL BE LIMITED TO FIRE HYDRANT INSTALLATIONS AS NOTED ON DETAIL DRAWING. MEG-A-LUGS TO BE USED FOR ALL OTHER THRUST RESTRAINTS.

9.8 POLYETHYLENE ENCASEMENT TUBING:
THE CONTRACTOR SHALL FURNISH AND INSTALL POLYETHYLENE ENCASEMENT TUBING FOR ALL DUCTILE IRON PIPE. POLYETHYLENE ENCASEMENT TUBING SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH ANSI A21.5 (AWWA C-105), SHALL BE CLASS "C" POLYETHYLENE MATERIAL, AND SHALL BE INSTALLED EITHER BY "METHOD A" OR "METHOD B" AS LISTED IN ANSI A21.5 SPECIFICATIONS.

9.9 SERVICE PIPE AND FITTINGS:
WATER SERVICE PIPE INSTALLED FOR HOUSE SERVICES SHALL BE MINIMUM 1-INCH DIAMETER COPPER PIPE, TYPE "K" CONFORMING TO ASTM B-88 AND B-281 SPECIFICATIONS. FITTINGS SHALL BE BRONZE AND OF THE COMPRESSION TYPE.

9.10 CORPORATION AND CURB STOPS:
WATER SERVICE STOPS SHALL BE OF BRASS, AND OF THE TYPE THAT IS STANDARD WITH THE CITY MUELLER H-15000.

9.11 TAPPING VALVE AND SLEEVE:
TAPPING VALVES AND SLEEVES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE SIZE SHOWN ON THE PLANS. TAPPING VALVES SHALL CONFORM TO AWWA SPECIFICATION C509, RESILIENT WEDGE GATE VALVES. TAPPING VALVES AND SLEEVES SHALL BE INSTALLED IN PRECAST CONCRETE VAULTS OF THE SIZE AND TYPE SHOWN ON THE PLAN. ALL TAPPING TEES SHALL BE STAINLESS STEEL UNLESS THE TAP IS THE SAME DIAMETER AS THE PIPE BEING TAPPED, OR GREATER THAN OR EQUAL TO 12" DIAMETER, IN WHICH CASE THE TAPPING TEE SHALL BE IRON.

9.12 LEAKAGE TESTING AND DISINFECTING:
ALL WATER MAINS SHALL BE TESTED FOR LEAKAGE UNDER PRESSURE AND BE DISINFECTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO THE SATISFACTION OF THE CITY OF BATAVIA WATER DEPARTMENT. THIS WILL BE CONSIDERED AS INCLUDED IN THE COST OF WATER MAIN.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET
NAME	DATE	
		GENERAL NOTES AND COMMITMENTS
SCALE: NTS		DRAWN BY RVM
DATE 07/28/2006		CHECKED BY AKK

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	5
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	HBRP- H/O 80%				ITEP- Q22 80%				CITY OF BATAVIA - NON-PARTICIPATING AND SECTION 112						
				BRIDGE	ROADWAY CONCRETE	LIGHTING	SIGNALS	BRIDGE	ROADWAY CONCRETE	LIGHTING	MIXED-USE PATH	LANDSCAPING	ROADWAY BITUMINOUS	ROADWAY CONCRETE	LIGHTING	SIGNALS	MIXED-USE PATH	WATER/SEWER
				X020-2A	J000-2A	Y030-1E	Y031-1F	X020-2A	J000-2A	Y030-1E	Y042	Y003	I000-2A	J000-2A	Y030-1E	Y031-1F	Y042	Y060
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	862													862		
20400800	FURNISHED EXCAVATION	CU YD	12											12				
20700220	POROUS GRANULAR EMBANKMENT	CU YD	3,015	2,165												850		
20800150	TRENCH BACKFILL	CU YD	135		56									79				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	421		40									210		171		
21300010	EXPLORATION TRENCH, SPECIAL	FOOT	25													25		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8		1									4		3		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8		1									4		3		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8		1									4		3		
25100630	EROSION CONTROL BLANKET	SQ YD	1,438		120									200		1,118		
25200110	SODDING SALT TOLERANT	SQ YD	421		40									210		171		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100		10									10		80		
28000400	PERIMETER EROSION BARRIER	FOOT	840		100									93		647		
28000510	INLET FILTERS	EACH	26	8	1							3		14				
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	81									81						
31100700	SUB-BASE GRANULAR MATERIAL, TYPE A 8"	SQ YD	1,320											1,320				
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	130													130		
31200100	STABILIZED SUB-BASE 4"	SQ YD	1,320											1,320				
35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	149									149						
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	200									157				43		
42000400	PORTLAND CEMENT CONCRETE PAVEMENT 9"	SQ YD	1,182											1,182				
42001300	PROTECTIVE COAT	SQ YD	275	275														
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	342	342														
42400430	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL	SQ FT	11,152		1,048						1,979			3,454		4,671		
42400800	DETECTABLE WARNINGS	SQ FT	40								40							
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1,693									1,693						
44000100	PAVEMENT REMOVAL	SQ YD	1,613		188									181		1,244		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	679		72									607				
44000600	SIDEWALK REMOVAL	SQ FT	8,490		584									5,244		2,662		
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	20													20		
50102400	CONCRETE REMOVAL	CU YD	140	140														
50102700	MASONRY REMOVAL	CU YD	55	55														
50200100	STRUCTURE EXCAVATION	CU YD	773	773														
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	310	310														
50300225	CONCRETE STRUCTURES	CU YD	1,520	1,520														
50300254	RUBBED FINISH	SQ FT	967	967														
50300255	CONCRETE SUPERSTRUCTURE	CU YD	179	156							23							
50300260	BRIDGE DECK GROOVING	SQ YD	1,264	1,264														
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	28	28														
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	438,470	412,162							26,308							
51500100	NAME PLATES	EACH	1	1														
55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	8		8													
55019700	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 18"	FOOT	8		8													
55021600	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 12"	FOOT	200		25									175				
55023700	STORM SEWERS, TYPE 3, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	40		35									5				
55026000	STORM SEWERS, TYPE 4, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS V 18"	FOOT	40		35									5				
55100300	STORM SEWER REMOVAL 8"	FOOT	88		39									49				
55100400	STORM SEWER REMOVAL 10"	FOOT	101		39									62				
55100500	STORM SEWER REMOVAL 12"	FOOT	29		26									3				
55100700	STORM SEWER REMOVAL 15"	FOOT	54		14									40				
55100900	STORM SEWER REMOVAL 18"	FOOT	81		81													
56103000	DUCTILE IRON WATER MAIN 6"	FOOT	251													251		
56103100	DUCTILE IRON WATER MAIN 8"	FOOT	135													135		
56103200	DUCTILE IRON WATER MAIN 10"	FOOT	472													472		
56104900	WATER VALVES 6"	EACH	11													11		
56108900	TAPPING VALVES AND SLEEVES 8"	EACH	2													2		
56109000	TAPPING VALVES AND SLEEVES 10"	EACH	2													2		
56200600	WATER SERVICE LINE 3/4"	FOOT	81													81		
56201300	CORPORATION STOPS 3/4"	EACH	2													2		
56400500	FIRE HYDRANTS TO BE REMOVED	EACH	2													2		
56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	2													2		
58700200	BRIDGE SEAT SEALER	SQ FT	1,041	1,041														
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	403	403														
60101605	PIPE DRAINS 4" (SPECIAL)	FOOT	90												90			
60101705	PIPE DRAINS 6" (SPECIAL)	FOOT	9												9			
60109582	PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT	539	539														
60213300	CATCH BASINS, SPECIAL	EACH	5											5				
60228200	MANHOLES, SANITARY, WITH SPECIAL FRAME AND CLOSED LID	EACH	3											3				
60235800	INLETS, TYPE A, TYPE 4 FRAME AND GRATE	EACH	1		1													
60240100	INLETS, TYPE A, SPECIAL, WITH SPECIAL FRAME AND GRATE	EACH	3											3				
60249110	VALVE VAULTS, 4'-DIAMETER	EACH	6													6		
60249400	VALVE BOXES 6"	EACH	11													11		
60255500	MANHOLES TO BE ADJUSTED	EACH	1															
60260100	INLETS TO BE ADJUSTED	EACH	3									1						
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3									3						

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 SUMMARY OF QUANTITIES

SCALE: NTS
 DATE 07/28/2006

DRAWN BY WAJ
 CHECKED BY AKK

PLOT DATE = 09/28/2006
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

+ SPECIALTY ITEMS

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SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	7
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	HBRP - H/O 80%				ITEP - Q22 80%				CITY OF BATAVIA - NON-PARTICIPATING AND SECTION 112						
				BRIDGE	ROADWAY CONCRETE	LIGHTING	SIGNALS	BRIDGE	ROADWAY CONCRETE	LIGHTING	MIXED-USE PATH	LANDSCAPING	ROADWAY BITUMINOUS	ROADWAY CONCRETE	LIGHTING	SIGNALS	MIXED-USE PATH	WATER/SEWER
				XO20-2A	J000-2A	Y030-1E	Y031-1F	XO20-2A	J000-2A	Y030-1E	Y042	Y003	I000-2A	J000-2A	Y030-1E	Y031-1F	Y042	Y060
* X0323859	DOWNSPOUT CONNECTION	EACH	1													1		
* X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	3,100	3,100														
**X0539800	TREE GRATES	EACH	10															
**X0840000	SANITARY SEWER REMOVAL 8"	FOOT	242													242		
* X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	15												15			
* X4066740	LEVELING BINDER (HAND METHOD), SUPERPAVE N70	TON	1															
* X4066770	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70	TON	121															
* X5000800	FLOATING BEARINGS, FIXED, 800K	EACH	10	10														
* X5005800	FLOATING BEARINGS, GUIDED EXPANSION, 800K	EACH	10	10														
* X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	44	44														
**X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	870				870											
**X8900010	TEMPORARY TRAFFIC SIGNAL INTERCONNECT	EACH	1				1											
* XX001490	GATE VALVES, 8"	EACH	2															
* XX004145	DRINKING FOUNTAIN RELOCATED	EACH	1													2		
* XX004782	TEMPORARY BITUMINOUS PAVEMENT	SQ YD	302		270											1		
* XX005043	ORNAMENTAL SIGN POST	EACH	10															
**XX005077	SANITARY SEWER 8" TYPE 2, DUCTILE IRON, CL 52	FOOT	155													155		
* X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N70	TON	146															
* XX005534	SIDEWALK DRAIN	EACH	5													5		
* XX005953	TEMPORARY CHAIN LINK FENCE, 8'	FOOT	800		800													
* XX005968	TURBIDITY CURTAIN	SQ YD	728	728														
* XX104800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12	FOOT	572													572		
* Z0002600	BAR SPLICERS	EACH	1,162	1,162														
* Z0006100	BRIDGE DECK LATEX CONCRETE OVERLAY	SQ YD	1,322	1,322														
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1														
* Z0018900	DRILL AND GROUT DOWEL BARS	EACH	108	108														
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4														
* Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2														
* Z0076600	TRAINEES	HOUR	2,000	2,000														
* XX006737	REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK, VARIABLE DEPTH	SQ FT	636													636		
* XX006739	CONCRETE PAVERS, TYPE A	SQ FT	4,064													4,064		
* XX006740	CONCRETE PAVERS, TYPE B	SQ FT	5,441					3,343	2,098							5,441		
* XX006741	CONCRETE PAVERS, TYPE C	SQ FT	43						43							43		
* XX006742	REMOVE EXISTING CONCRETE ARCH BRIDGE	L SUM	1	1														
* S0200510	COFFERDAMS (SPECIAL)	EACH	3	3														
* XX006743	BAR COUPLERS	EACH	190	190														
* XX006744	MICROPILE, 200 TON	EACH	45	45														
* XX005128	STRIP SEAL EXPANSION JOINT ASSEMBLY	FOOT	159	159														
* XX005177	CONCRETE FILL	CU YD	354	354														
* XX006745	FURNISHING, INSTALLING AND STRESSING POST-TENSIONING STRANDS	POUND	133,690	125,669												8,021		
* XX006746	RUSTICATION FINISH TYPE I	SQ FT	2,299													2,299		
* XX006747	RUSTICATION FINISH TYPE II	SQ FT	1,465													1,465		
* XX006748	RIVERWALK RAILING	FOOT	442													442		
* XX006749	BRIDGE RAILING	FOOT	416	208												208		
* XX006750	OUTLOOK RAILING	FOOT	140	70												70		
* XX006751	STAIR RAILING	FOOT	202	202														
* XX006752	REMOVE, STORE AND RE-INSTALL EXISTING MONUMENT	L SUM	1	1														
* XX006753	DROP MANHOLES, TYPE A2-2, 4'-DIAMETER, SPECIAL FRAME AND LID	EACH	1													1		
* XX006754	DROP MANHOLES, TYPE A2-3, 5'-DIAMETER, SPECIAL FRAME AND LID	EACH	1													1		
* XX006755	CURB STOP AND BOX, 3/4"	EACH	2													2		
* XX006756	STOP VALVE 3/4" AND VALVE BOX	EACH	2													2		
* XX006757	WALL HYDRANTS	EACH	2													2		
* XX006758	LUMINAIRE, SODIUM VAPOR, PEDESTRIAN, PHOTO-CELL CONTROL, 100 WATT	EACH	8													8		
* XX006759	LUMINAIRE, SODIUM VAPOR, PEDESTRIAN, PHOTO-CELL CONTROL, 50 WATT	EACH	9													9		
* XX006760	UNDERPASS LUMINAIRE, FLUORESCENT, 60 WATT	EACH	8													8		
* XX006761	UNDER STAIR LUMINAIRE, INCANDESCENT, 75 WATT	EACH	2													2		
* XX006762	JUNCTION BOX EMBEDDED IN STRUCTURE, 4"X4"X3"	EACH	14													14		
* XX006763	LIGHT POLE FOUNDATION, 15" DIAMETER	FOOT	8925													8925		
* 83006300	LIGHT POLE, ALUMINUM, 30 FT. M.H., 8 FT. MAST ARM	EACH	10													10		
* XX006764	LIGHT POLE, ALUMINUM, 14 FT., POST TOP, WITH PLANTER ARMS	EACH	8													8		
* XX006765	LIGHT POLE, ALUMINUM, 14 FT., POST TOP	EACH	6													6		
* XX006766	LIGHT POLE, ALUMINUM, 10 FT., POST TOP	EACH	3													3		
* XX006767	GFI RECEPTACLE AND BOX, 120V	EACH	14													14		
* XX006768	LIQUIDTIGHT FLEXIBLE METAL CONDUIT, 3/4"	FOOT	50													50		
* XX006769	MAINTAIN LIGHTING SYSTEM	L SUM	1													1		
* XX006770	TREE REMOVAL (SPECIAL)	EACH	9													9		
* XX006771	TREE, GINKGO BILOBA (AUTUMN GOLD), 3" CALIPER, BALLED AND BURLAPPED	EACH	4													4		
* XX006772	ARCHITECTURAL PRE-CAST CONCRETE - DIES (SPECIAL)	EACH	35	18												17		
* XX006773	ARCHITECTURAL PRE-CAST CONCRETE - BRIDGE CURB (SPECIAL)	FOOT	405	203												202		
* XX006774	ARCHITECTURAL PRE-CAST CONCRETE - OUTLOOK CURB (SPECIAL)	FOOT	119	60												59		
* XX006775	ARCHITECTURAL PRE-CAST CONCRETE - POST BASE (SPECIAL)	EACH	16	8												8		
* XX006776	ARCHITECTURAL PRE-CAST CONCRETE - BENCH PLANTER SYSTEM (SPECIAL)	EACH	4													4		
* XX006777	ARCHITECTURAL PRE-CAST CONCRETE - SOUTHWEST STAIR SYSTEM (SPECIAL)	L SUM	1	1												1		
* XX006778	ARCHITECTURAL PRE-CAST CONCRETE - SOUTHEAST STAIR SYSTEM (SPECIAL)	L SUM	1	1												1		
* XX006779	ARCHITECTURAL PRE-CAST CONCRETE - NORTHEAST STAIR SYSTEM (SPECIAL)	L SUM	1	1												1		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
SUMMARY OF QUANTITIES

SCALE: NTS
DATE 07/28/2006
DRAWN BY WAJ
CHECKED BY AKK

PLOT DATE 09/28/2006
PLOT SCALE 1"=40'
USER NAME

Δ = Y080 + SPECIALTY ITEMS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	8
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

PORTLAND CEMENT CONCRETE AND SUBBASE ITEMS SCHEDULE

FROM STATION	TO STATION	P.C.C. PAVEMENT 9"	P.C.C. BASE COURSE 8"	P.C.C. SIDEWALK, 5" (SPECIAL)	COMB. CONC. CURB & GUTTER TYPE B-6.12	COMB. CONC. CURB & GUTTER TYPE B-V.12	STABILIZED SUBBASE 4"	SUBBASE GRANULAR MATERIAL, TYPE A 8"	SUBBASE GRANULAR MATERIAL, TYPE A 4"	SUBBASE GRANULAR MATERIAL, TYPE B 6"	AGGREGATE SHOULDERS TYPE B, 8"	DRILL AND GROUT #6 TIE BARS
		SQ. YD.	SQ. YD.	SQ. FT.	FOOT	FOOT	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	EACH
10+37.42	11+25.24	458.8					510.0	510.0				
14+27.14	15+72.69	722.7					809.6	809.6				
9+89.36	10+37.42		42.5						30.1			30
15+72.69	16+35.67		105.8						50.1			49
10+11.04	11+25.24											
14+27.14	16+35.67											
10+50.00	11+13.24				63.2							
10+11.62	11+55.24			2,695.5								
13+97.14	16+35.67			4,549.8								
13+71.74	13+92.99									129.4	19.7	
PROJECT TOTAL:		1181.5	148.3	7,245.3	63.2	571.7	1,319.6	1,319.6	80.2	129.4	19.7	79

BITUMINOUS CONCRETE AND MATERIALS SCHEDULE

FROM STATION	TO STATION	LEVELING BINDER (MACHINE METHOD) SUPERPAVE N70	LEVELING BINDER (HAND METHOD) SUPERPAVE N70	BIT CONC SURFACE COURSE, SUPERPAVE, MIX D, N70	BIT CONC SURFACE COURSE, SUPERPAVE, MIX C, N50	BITUMINOUS MATERIALS PRIME COAT	TEMPORARY BITUMINOUS PAVEMENT
		TON	TON	TON	TON	GALLON	SQ YD
8+10.25	10+37.42	94.1	0.3	113.3		121.4	
15+72.69	16+35.67	26.2	0.4	31.9		34.2	
10+37.42	10+54.24						12.7
11+25.24	14+27.26						270.4
14+42.14	14+68.21						18.3
13+71.74	13+92.99				14.5	44.0	
PROJECT TOTAL:		120.3	0.7	145.2	14.5	199.6	301.4

STREETSCAPE ITEMS SCHEDULE

FROM STATION	TO STATION	P.C.C. SIDEWALK, 5" (SPECIAL)	CONCRETE CURB	PAVERS, TYPE A	PAVERS, TYPE B	PAVERS, TYPE C	DETECTABLE WARNINGS
		SQ. FT.	FOOT	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.
10+95.56	11+33.56	452.1	100.1	452.1			
10+66.24	10+78.24				194.2		
11+13.24	11+25.24				187.4		
11+59.45	12+21.86				1,095.0		
12+43.53	13+09.86				1,171.2		
13+31.53	13+92.93				1,077.2		
14+15.14	14+27.14				176.1		
14+42.14	14+68.21				729.4		
14+88.21	15+00.21				188.7		
15+55.21	15+85.13				620.9		
10+12.46	10+28.66						16.0
15+72.69	15+86.11					42.1	8.0
16+27.30	16+31.77						16.0
PROJECT TOTAL:		452.1	100.1	452.1	5,440.1	42.1	40.0

RIVERWALK ITEMS SCHEDULE

FROM STATION	TO STATION	P.C.C. SIDEWALK, 5" (SPECIAL)	REINFORCED P.C.C. SIDEWALK VARIABLE DEPTH	CONCRETE CURB	PAVERS, TYPE A	RIVERWALK RAILING
		SQ. FT.	SQ. FT.	FOOT	SQ. FT.	FOOT
11+51.07	11+69.70	1,216.8	206.6	134.3	1,374.1	119.5
13+71.98	14+24.63	2,237.4	428.7	155.2	2,237.1	322.5
PROJECT TOTAL:		3,454.2	635.3	289.5	3,611.2	442.0

SEEDING SCHEDULE

FROM STATION	TO STATION	TOPSOIL FURNISH & PLACE 4"	SODDING SALT TOLERANT	NITROGEN FERTILIZER SUPPLEMENT	PHOSPHORUS FERTILIZER SUPPLEMENT	POTASSIUM FERTILIZER SUPPLEMENT
		SQ. YD.	SQ. YD.	POUND	POUND	POUND
10+36.42	10+95.06	210.4	210.4	3.9	3.9	3.9
11+34.06	11+81.53	102.9	102.9	1.9	1.9	1.9
11+50.59	11+52.61	8.3	8.3	0.2	0.2	0.2
11+63.83	11+71.00	41.4	41.4	0.8	0.8	0.8
13+85.69	13+88.23	13.9	13.9	0.3	0.3	0.3
13+87.66	14+01.87	43.6	43.6	0.8	0.8	0.8
PROJECT TOTAL:		420.5	420.5	7.9	7.9	7.9

REMOVALS SCHEDULE

FROM STATION	TO STATION	BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH	PAVEMENT REMOVAL	SIDEWALK REMOVAL	CURB & GUTTER REMOVAL
		SQ. YD.	SQ. YD.	SQ. FT.	FOOT
8+10.25	10+37.42	1,334.8			
15+72.69	16+35.67	357.5			
9+89.36	11+43.68		642.6	1,807.6	
14+09.67	16+35.67		969.7	4,020.3	
10+50.57	11+63.81			743.3	
13+84.05	14+01.34			304.7	
13+71.74	13+92.25			1,188.5	
10+94.77	11+36.53			425.0	
10+18.52	11+43.68				257.6
14+09.67	16+01.51				399.1
16+18.67	16+35.67			146.4	21.5
PROJECT TOTAL:		1,692.3	1,612.3	8,489.4	678.2

TREE REMOVAL SCHEDULE

STATION	OFFSET	TREE REMOVAL (SPECIAL)
		EACH
10+36.09	27.60' RT	1
10+70.64	26.92' RT	1
11+16.49	28.20' RT	1
14+15.37	27.98' RT	1
14+31.68	27.38' LT	1
14+57.49	27.65' RT	1
15+10.46	27.66' LT	1
15+11.37	27.51' RT	1
15+55.80	28.02' RT	1
PROJECT TOTAL:		9

TREE SCHEDULE

STATION	OFFSET	TREE, THORNLESS COMMON HONEYLOCUST 3" CALIPER	TREE GRATES
		EACH	EACH
10+72.24	27.08' RT	1	1
10+72.24	27.08' LT	1	1
11+19.24	27.08' RT	1	1
11+19.24	27.08' LT	1	1
14+21.14	27.08' RT	1	1
14+21.14	27.08' LT	1	1
14+94.21	26.08' RT	1	1
14+94.21	26.08' LT	1	1
15+61.21	26.08' RT	1	1
15+61.21	26.08' LT	1	1
PROJECT TOTAL:		10	10

NOTES:
 1. FOR ITEMS LOCATED WITHIN BRIDGE OMISSION, STA. 11+55.24 TO STA. 13+97.14, SEE STRUCTURE PLANS
 2. FOR LIGHTING ITEMS, SEE ELECTRICAL PLANS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET MISCELLANEOUS SCHEDULES
NAME	DATE	

SCALE: NTS
 DATE: 07/28/2006
 DRAWN BY: WAJ
 CHECKED BY: AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	9
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STORM SEWER AND DRAINAGE STRUCTURE SCHEDULE

STR. NO.	UP	STR. NO.	DOWN	PIPE NO.	CATCH BASINS, SPECIAL	INLETS, TYPE A, TYPE 4 FRAME AND GRATE	INLETS, TYPE A, SPECIAL, WITH SPECIAL FRAME AND GRATE	DROP MANHOLES, TYPE A2-2, 4"-DIAMETER, SPECIAL FRAME AND LID	DROP MANHOLES, TYPE A2-3, 5"-DIAMETER, SPECIAL FRAME AND LID	STORM SEWERS, T1, RCP, CLASS IV 12"	STORM SEWERS, T1, RCP, CLASS IV 18"	STORM SEWERS, T2, RCP, CLASS III 12"	STORM SEWERS, T3, RCP, CLASS IV 12"	STORM SEWERS, T4, RCP, CLASS V 18"	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 12"	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 15"	TRENCH BACKFILL
					EACH	EACH	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	CU YD
1	2	1				1						76.6					17.2
3	2	2				1						30.0					6.7
2	6	3		1								30.5					8.6
4	5	4				1						62.0					14.4
5	6	5		1											8.5		2.4
6	7	6					1			7.5			39.7				23.7
15	16	7				1									31.2		8.2
18	19	8		1												30.2	8.6
16	20	9		1											30.0		8.4
19	20	10		1												8	2.6
20	21	11						1		7.3			39.2				34.1
TOTALS:					5	1	3	1	1	7.5	7.3	199.1	39.7	39.2	69.7	38.2	134.9

NOTE: TRENCH BACKFILL NOT CALCULATED WITHIN LIMITS OF POROUS GRANULAR EMBANKMENT FOR THE BRIDGE AND UNDER THE RIVERWALK.

RIVERWALK DRAINAGE SCHEDULE

STR. NO.	UP	STR. NO.	DOWN	PIPE NO.	SIDEWALK DRAIN	DOWNSPOUT CONNECTION	PIPE DRAINS 4" (SPECIAL)	PIPE DRAINS 6" (SPECIAL)
					EACH	EACH	FOOT	FOOT
A	B	1		1			4.4	
C	D	2		1			17.7	
D	G	3		1			10.0	
E	G	4		1			9.1	
F	E	5		1			23.5	
G	H	6						8.6
I	J	7			1		5.0	
J	K	8					20.0	
TOTALS:					5	1	89.7	8.6

DRAINAGE REMOVAL SCHEDULE

FROM STATION	TO STATION	STORM SEWER REMOVAL 8"	STORM SEWER REMOVAL 10"	STORM SEWER REMOVAL 12"	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 18"	REMOVING MANHOLES	REMOVING INLETS	MANHOLES TO BE ADJUSTED	INLETS TO BE ADJUSTED
		FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
9+50.00	9+90.00								1	3
10+60.00	11+70.00	87.4	100.9	5.3			2	4		
13+70.00	14+70.00			23.4	53.5	81.0	2	2		
PROJECT TOTAL:		87.4	100.9	28.7	53.5	81.0	4	6	1	3

WATER MAIN AND SERVICE ITEMS AND REMOVALS SCHEDULE

FROM STATION	TO STATION	DUCTILE IRON WATER MAIN 6"	DUCTILE IRON WATER MAIN 8"	DUCTILE IRON WATER MAIN 10"	WATER SERVICE LINE 3/4"	VALVE VAULTS 4"-DIAMETER	VALVE BOXES 6"	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	WALL HYDRANTS	FIRE HYDRANTS TO BE REMOVED	VALVE VAULTS TO BE ADJUSTED
		FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
11+65.00	11+75.00	26.5	120.9		56.7	2	1		1		2
13+80.00	13+85.00	223.8	13.4	471.9	23.9	4	10	2	1	2	1
PROJECT TOTAL:		250.3	134.3	471.9	80.6	6	11	2	2	2	3

WATER MAIN AND SERVICE ITEMS AND REMOVALS SCHEDULE

FROM STATION	TO STATION	WATER VALVES 6"	TAPPING VALVES AND SLEEVES 8"	TAPPING VALVES AND SLEEVES 10"	GATE VALVES 8"	GATE VALVES 10"	CORPORATION STOPS 3/4"	CURB STOP AND BOX 3/4"	STOP VALVE 3/4" AND BOX	DRINKING FOUNTAIN RELOCATED
		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
11+65.00	11+75.00	1	1		1		1	1	1	
13+80.00	13+85.00	10	1	2	1	2	1	1	1	1
PROJECT TOTAL:		11	2	2	2	2	2	2	2	1

SANITARY SEWER ITEMS AND REMOVALS SCHEDULE

FROM STATION	TO STATION	SANITARY SEWER PVC (D3034) SDR 26 8"	SANITARY SEWER 8" TYPE 2 DUCTILE IRON, CL 52	SANITARY SEWER REMOVAL 8"	MANHOLES, SANITARY WITH SPECIAL FRAME AND CLOSED LID	SANITARY MANHOLES TO BE REMOVED
		FOOT	FOOT	FOOT	EACH	EACH
11+65.00	11+75.00		155.0	162	1	
13+80.00	13+85.00	74.5		80	2	1
PROJECT TOTAL:		74.5	155.0	242	3	1

SOIL EROSION AND SEDIMENT CONTROL ITEMS

FROM STATION	TO STATION	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	INLET FILTERS	STABILIZED CONSTRUCTION ENTRANCE	TURBIDITY CURTAIN
		SQ YD	POUND	FOOT	EACH	SQ YD	SQ YD
8+10.25	11+55.24	214.3	14.9	92.6	12		
11+55.25	13+97.14				8		
13+97.14	16+35.67				6		
11+25.24	12+85.00	484.1	33.7	107.5			350.2
12+65.00	14+60.00	739.2	51.4	639.9		260.0	377.8
PROJECT TOTAL:		1437.6	100.0	840.0	25	260.0	728.0

NOTES:
1. FOR ITEMS LOCATED WITHIN BRIDGE OMISSION, STA. 11+55.24 TO STA. 13+97.14, SEE STRUCTURE PLANS
2. FOR LIGHTING ITEMS, SEE ELECTRICAL PLANS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET DRAINAGE, UTILITIES AND EROSION CONTROL SCHEDULES
NAME	DATE	

SCALE: NTS
DATE 07/28/2006
DRAWN BY WAJ
CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	10
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

THERMOPLASTIC PAVEMENT MARKINGS

FROM STATION	TO STATION	LETTERS & SYMBOLS	LINE 4"			LINE 6"		LINE 12"	LINE 24"
			SOLID WHITE	SKIP-DASH WHITE	SOLID DOUBLE YELLOW	SOLID WHITE	DOTTED WHITE	SOLID WHITE	SOLID WHITE
		SQ. FT.	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
7+00.00	10+37.42	145.6	156.1	213.5	409.1	661.1	143.8	78.6	101.2
15+72.69	20+00.00	145.6	271.1		339.0	478.6	229.6	243.3	131.3
FACTOR:		1	1	0.25	2	1	.25	1	1
PROJECT TOTAL:		291.2	427.2	53.4	1,496.2	1,139.7	93.4	321.9	232.5
COMBINED PROJECT TOTAL:		291.2			1,976.8		1,233.1	321.9	232.5

EPOXY PAVEMENT MARKINGS

FROM STATION	TO STATION	LETTERS & SYMBOLS	LINE 4"			LINE 6"		LINE 12"	LINE 24"
			SOLID WHITE	SKIP-DASH WHITE	SOLID DOUBLE YELLOW	SOLID WHITE	DOTTED WHITE	SOLID WHITE	SOLID WHITE
		SQ. FT.	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	
10+37.42	15+72.69	145.6	306.7		535.5	462.9	447.2	59.0	
FACTOR:		1	1	.25	2	1	0.25	1	
PROJECT TOTAL:		145.6	306.7		1,071.0	462.9	111.8	59.0	
COMBINED PROJECT TOTAL:		145.6			1,377.7		574.7	59.0	

PAVEMENT MARKING REMOVAL

FROM STATION	TO STATION	PAVEMENT MARKING REMOVAL
		SQ. FT.
7+00.00	10+37.42	740.7
10+37.42	15+72.69	88.4
15+72.69	20+00.00	1,038.9
PROJECT TOTAL:		1,868.0
COMBINED PROJECT TOTAL:		1,868.0

TEMPORARY PAVEMENT MARKINGS

	LETTERS & SYMBOLS	LINE 4"			LINE 6"		LINE 12"		LINE 24"	WORK ZONE PAVEMENT MARKING REMOVAL			
		SOLID WHITE	SKIP-DASH WHITE	DOTTED WHITE	DOTTED YELLOW	SOLID DOUBLE YELLOW	SOLID WHITE	DOTTED WHITE	SOLID WHITE		SOLID YELLOW	SOLID WHITE	
		SQ. FT.	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ. FT.		
STAGE 1		109.2	1,188.3	116.4		209.5	1,306.8	176.6	346.1	52.3	36.8	78.7	1,781.7
STAGE 2		109.2	1,096.8	61.6	66.4	87.0	1,030.1	240.9	305.6	111.6		79.3	1,608.3
STAGE 3		218.4	781.9	214.7		87.0	670.2	307.5	369.7	105.1	27.2		66.6
FACTOR:		1	1	0.25		0.25	0.25	1	0.25	1		1	1
PROJECT TOTAL:		436.8	3,067.0	98.2	16.6	95.9	6,014.2	725.0	255.4	269.0	64.0	224.6	4,806.5
COMBINED PROJECT TOTAL:		436.8					9,292.0		980.4		333.0	224.6	4,806.5

PLOT DATE = 09/14/2006
 FILE NAME = 8FILEL
 PLOT SCALE = 8SCALE
 USER NAME = 8USER

REVISIONS	
NAME	DATE

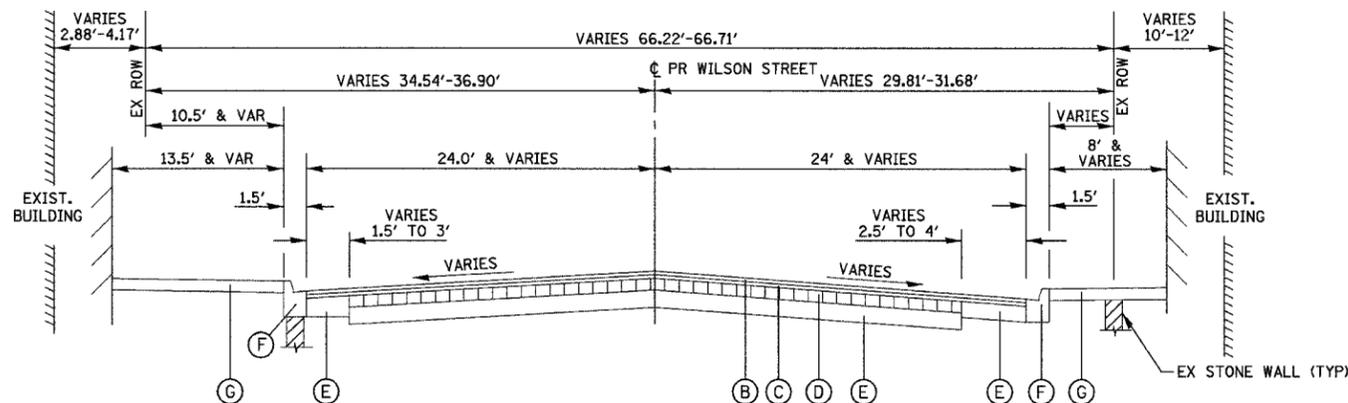
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 PAVEMENT MARKINGS
 SCHEDULE

SCALE: NTS
 DATE 07/28/2006

DRAWN BY WAJ
 CHECKED BY AKK

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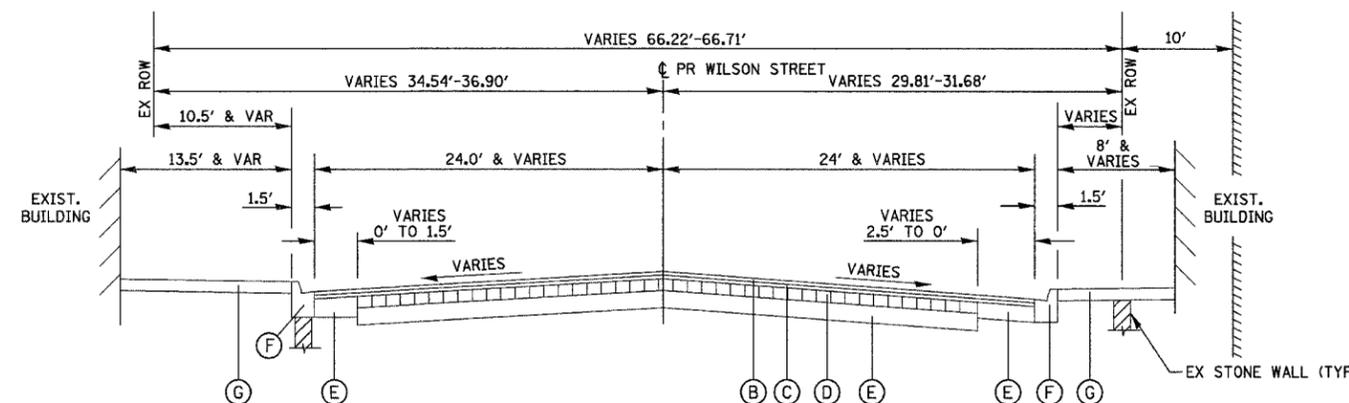
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	12
STA. 10+00		TO STA. 15+72.69		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

WILSON STREET
STA 13+97.14 TO STA 15+72.69

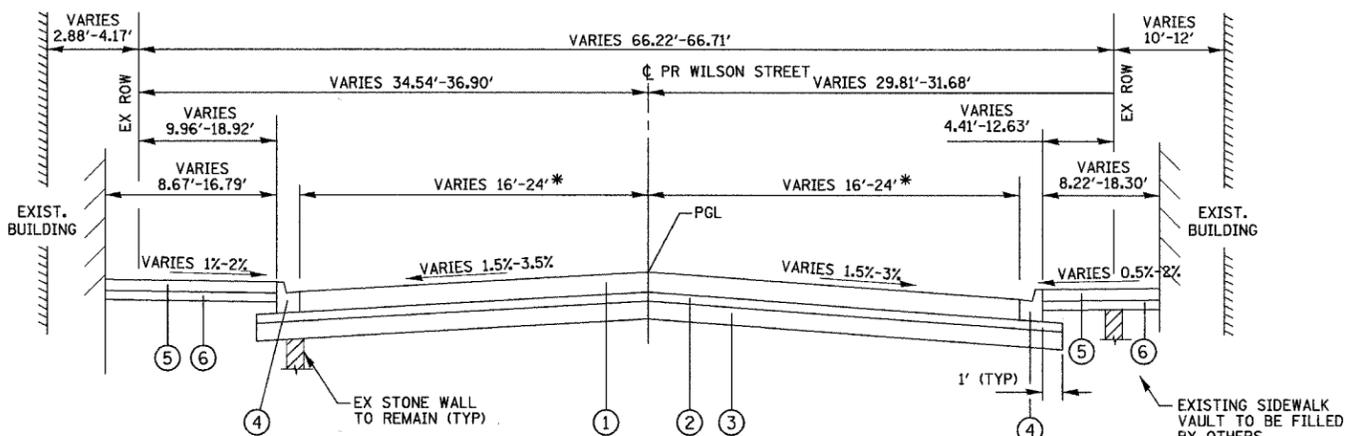
FOR EXISTING PAVEMENT DEPTHS
SEE SHEETS 122 - 123



EXISTING TYPICAL SECTION

WILSON STREET
STA 15+72.69 TO STA 16+35.67

FOR EXISTING PAVEMENT DEPTHS
SEE SHEETS 122 - 123



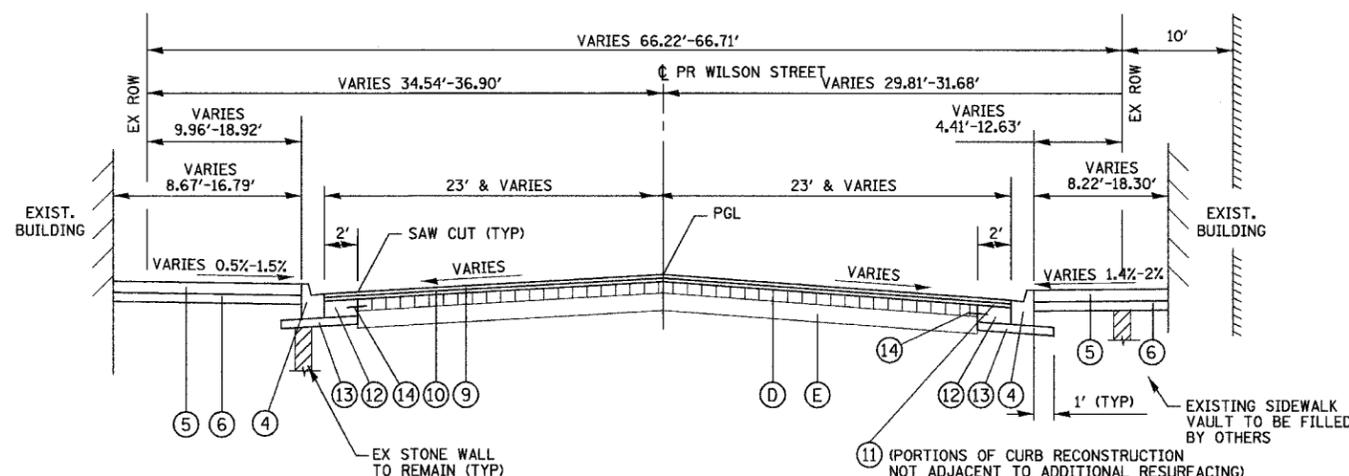
PROPOSED TYPICAL SECTION

WILSON STREET
STA 14+27.14 TO STA 15+72.69
& SIDEWALKS ADJACENT TO BRIDGE APPROACH SLAB
STA 13+97.14 TO STA 14+27.14
* (24' WIDE STA 14+28.14 TO STA 14+42.14
CURB BUMP OUT STA 14+42.14 TO STA 14+68.21
16' WIDE STA 14+52.21 TO STA 14+59.14
23' WIDE STA 14+68.21 TO STA 15+72.69)

LEGEND:

EXISTING CONDITION

- (A) EXISTING GROUND
- (B) BITUMINOUS CONCRETE SURFACE COURSE
- (C) BITUMINOUS CONCRETE BINDER COURSE
- (D) BRICK PAVING WITH SAND CUSHION
- (E) PCC BASE COURSE
- (F) CONCRETE CURB GUTTER
- (G) CONCRETE SIDEWALK



PROPOSED TYPICAL SECTION

WILSON STREET
STA 15+72.69 TO STA 16+35.67

PROPOSED CONDITION

- (1) PCC PAVEMENT, 9"
- (2) BITUMINOUS STABILIZED SUB-BASE, 4"
- (3) SUB-BASE GRANULAR MATERIAL, TYPE A, 8"
- (4) COMB CONC CURB AND GUTTER, TYPE B-V12
- (5) PCC SIDEWALK, 5"
- (6) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (7) FILL
- (8) SODDING & TOP SOIL 4"
- (9) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
- (10) LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70, 1 1/4" & VARIES
- (11) LEVELING BINDER (HAND METHOD), SUPERPAVE, N70, 1 1/4" & VARIES
- (12) PCC BASE COURSE, 8"
- (13) SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- (14) DRILL AND GROUT #6 TIE BARS (24 IN. @ 24 IN. CENTERS)

NOTES:

1. STA 13+97.14 TO STA 14+27.14 IS BRIDGE APPROACH PAVEMENT SEE SH 120
2. FOR DETAILS OF CURB BUMP OUT SEE SH 40
3. FOR STA 11+55.24 TO STA 13+97.14 SEE BRIDGE PLANS

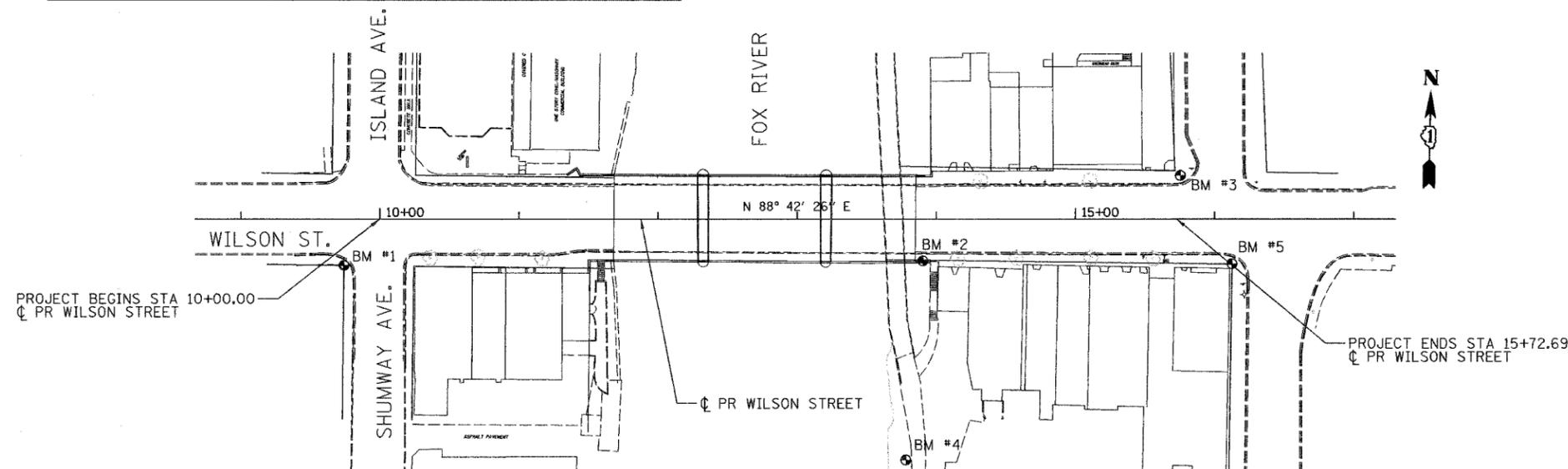
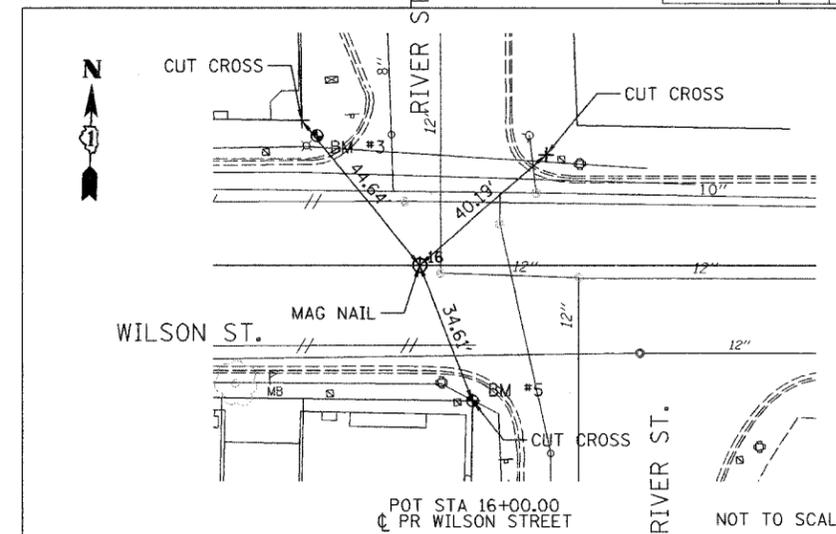
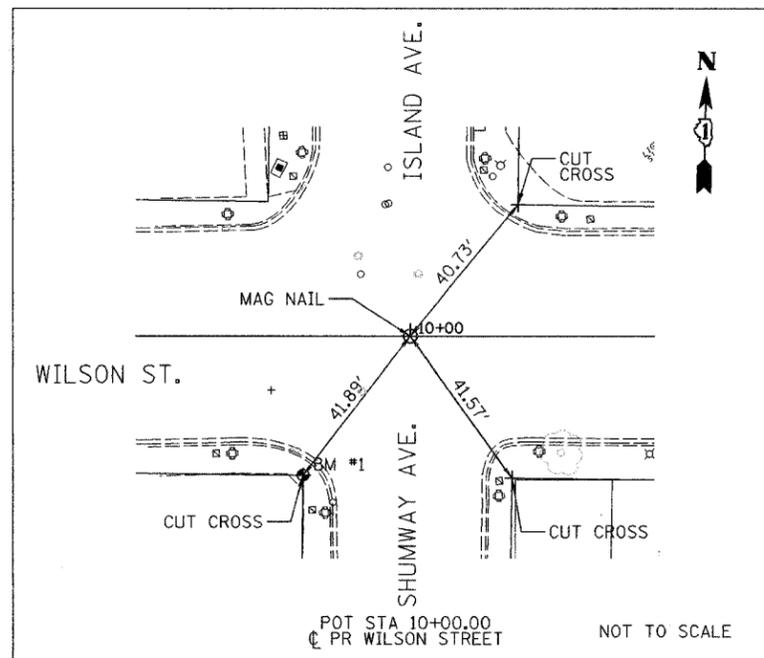
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE
DATE 07/28/2006

DRAWN BY RVM
CHECKED BY AKK

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	13
STA. 9+00.00		TO STA. 17+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GROUND COORDINATES

DESCRIPTION	NORTHING	EASTING
POT STA 9+00.00	1,887,924.77	991,005.42
POT STA 10+00.00	1,887,927.03	991,105.39
POT STA 15+72.69	1,887,939.95	991,677.94
POT STA 17+00.00	1,887,942.82	991,805.21

BENCHMARK DESCRIPTIONS

NO.	DESCRIPTION	STATION	OFFSET	ELEVATION
1	CHISELED "+" ON SIDEWALK	9+74.27	33.0' RT	671.93
2	USGS MONUMENT	13+90.48	29.9' RT	676.76
3	CHISELED "+" ON SIDEWALK	15+75.58	31.0' LT	680.11
4	IRON PIPE & CAP	13+78.13	172.3' RT	662.52
5	CHISELED "+" ON SIDEWALK	16+12.69	32.2' RT	682.22

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

ALIGNMENT, TIES & BENCHMARKS
SCALE: 1"=50'
DATE 07/28/2006
DRAWN BY RVM
CHECKED BY AKK

PLOT DATE * 7/28/2006
PLOT SCALE * 1"=50'
PLOT SCALE * 1"=50'
USER NAME * USER*

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	15
STA. 13+00		TO STA. 15+72.69		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LEGEND:
EXISTING CONDITION**

-  TREE REMOVAL, SPL
-  C&G REMOVAL
-  PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  BITUMINOUS REMOVAL

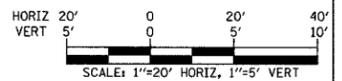
- NOTES:
1. ALL SAWCUTS FOR PAVEMENT REMOVALS ARE INCIDENTAL TO REMOVAL ITEM
 2. FOR DRAINAGE AND UTILITY REMOVAL ITEMS, SEE SH 33
 3. FOR BRIDGE REMOVAL ITEMS, SEE SH 77
 4. FOR RIVER WALK REMOVAL ITEMS, SEE SH 41
 5. CONTACT THE BATAVIA POSTMASTER AT (630) 879-1483 FOR REMOVAL OF THE EXISTING MAIL BOX

EXISTING CONDITION

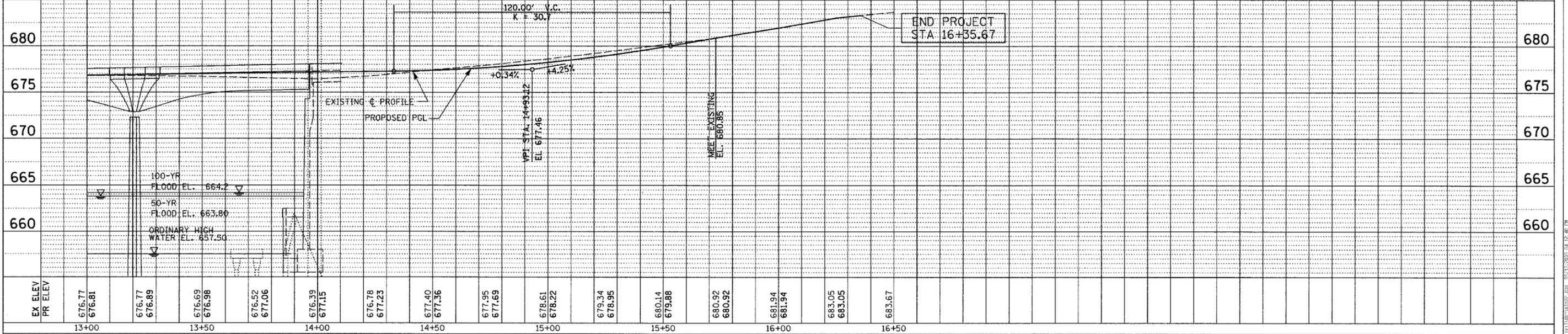
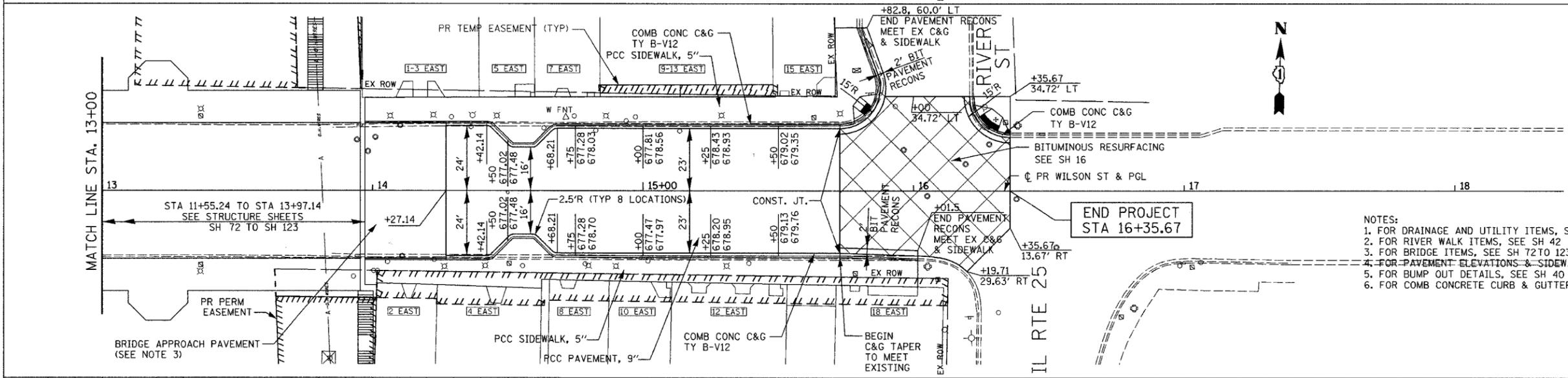
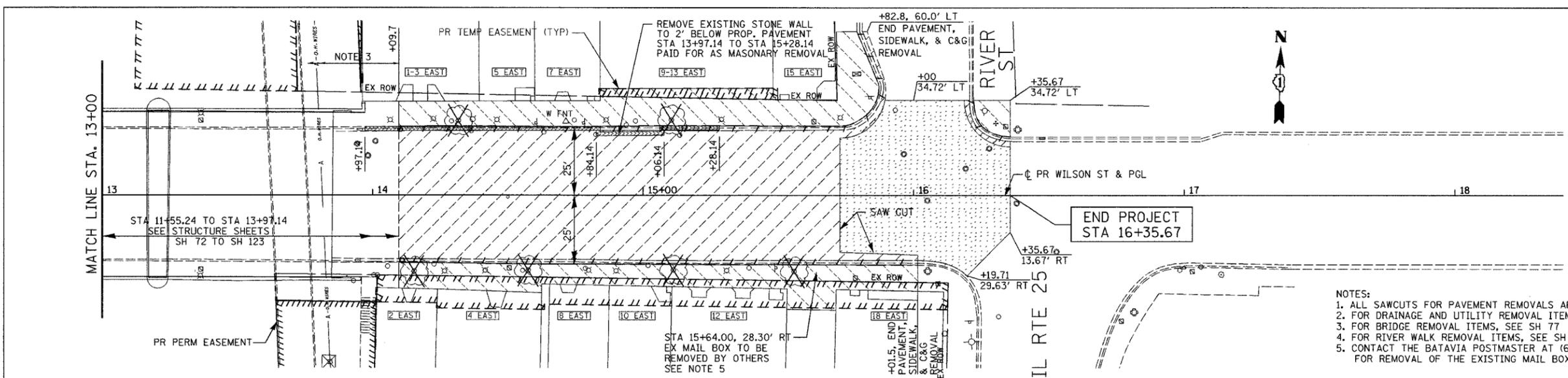
**LEGEND:
PROPOSED CONDITION**

-  BITUMINOUS RESURFACING
- +00 STATION FLOW LINE EL.
- XXX.XX TOP/CURB EL.

- NOTES:
1. FOR DRAINAGE AND UTILITY ITEMS, SEE SH 32 - 35
 2. FOR RIVER WALK ITEMS, SEE SH 42 & 43
 3. FOR BRIDGE ITEMS, SEE SH 72 TO 123
 4. FOR PAVEMENT ELEVATIONS & SIDEWALK DETAILS, SEE SH 40
 5. FOR BUMP OUT DETAILS, SEE SH 40
 6. FOR COMB CONCRETE CURB & GUTTER DETAILS, SEE SH 16



PROPOSED CONDITION



WILSON STREET - PLAN AND PROFILE - STA. 13+00 TO STA. 17+00

DATE: _____ BY: _____

REVIEWED: _____

PLANNED: _____

NOTE BOOK NO. _____

DATE: _____ BY: _____

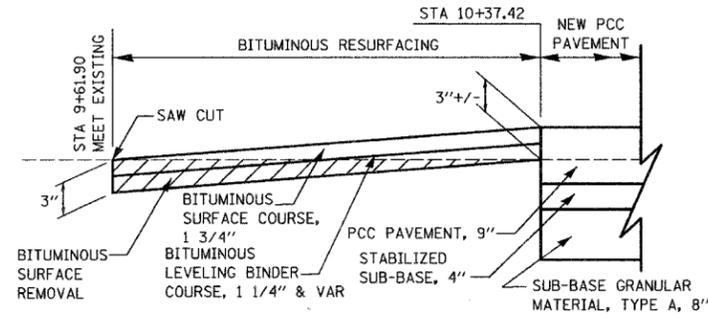
REVIEWED: _____

PLANNED: _____

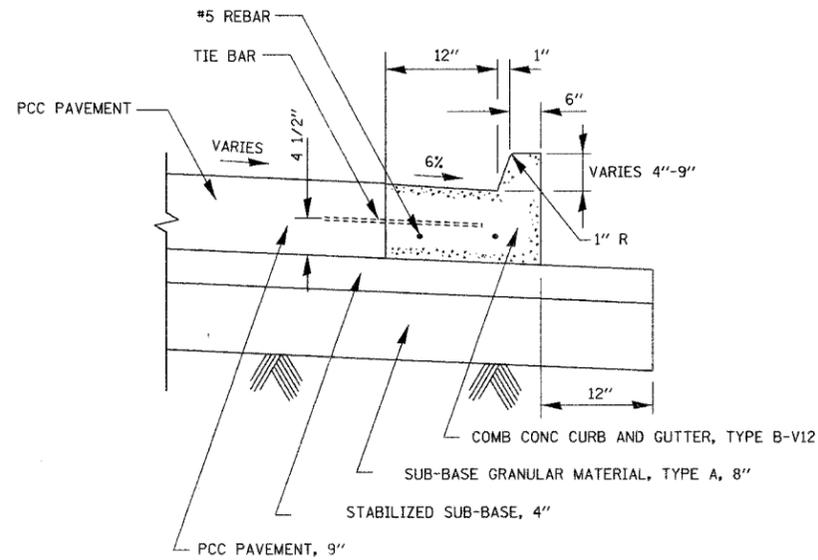
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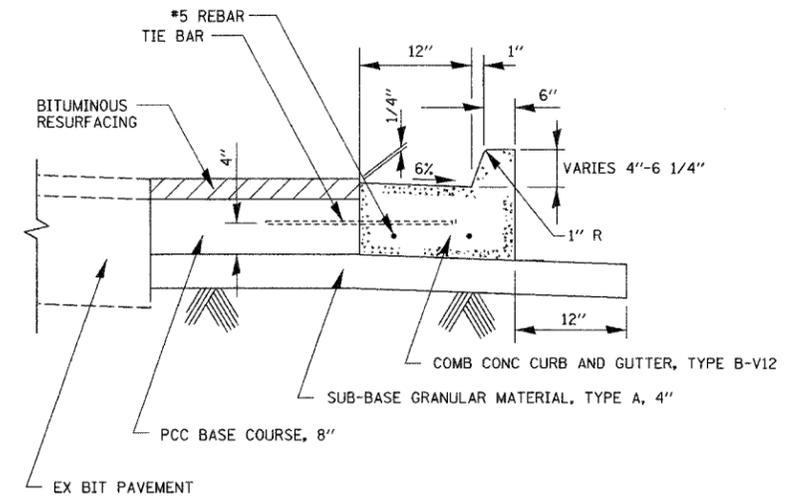
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



DETAIL A
BITUMINOUS REMOVAL AND RESURFACING



ADJACENT TO PCC PAVEMENT



ADJACENT TO PCC BASE COURSE
AND BITUMINOUS RESURFACING

COMB CONC CURB AND GUTTER, TYPE B-V12 DETAIL

NOTES:

1. THE BOTTOM SLOPE OF THE COMB CONC CURB AND GUTTER CONSTRUCTED ADJACENT TO THE NEW PAVEMENT SHALL BE THE SAME SLOPE AS THE SUB-BASE.
2. THE LONGITUDINAL JOINT TIE BARS SHALL BE NO. 6 AT 24" CENTERS IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.
3. 2 - NO. 5 REBARS CONTINUOUS AND 2 - 3/4" DOWEL BARS WITH GREASE CAPS AT EACH EXPANSION JOINT. PLACE 3/4" EXPANSION JOINTS AT 100' INTERVALS, 5' - 10' EITHER SIDE OF STRUCTURES, P.C.'S, AND RADIUS POINTS. SAW CONTRACTION JOINTS EVERY 10' BETWEEN EXPANSIONS TO THE DEPTH OF 3" WITHIN 24 HOURS OF PLACEMENT.

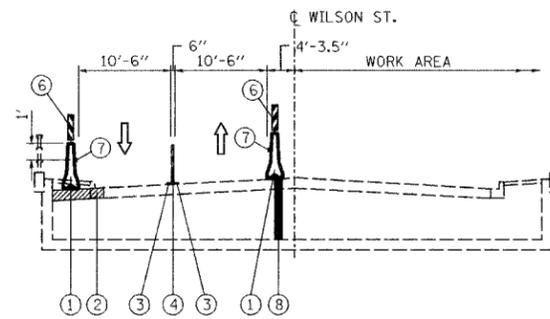
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PLOT SCALE: #SCALE#
USER NAME: #USER#

REVISIONS	
NAME	DATE

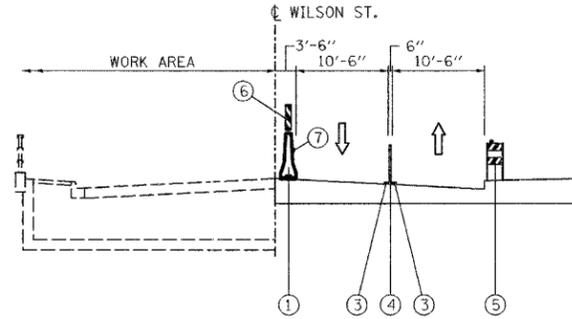
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
PAVEMENT DETAILS

SCALE: NTS
DATE: 07/28/2006
DRAWN BY: RVM
CHECKED BY: AKK

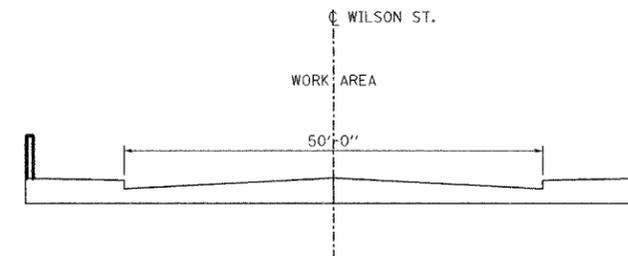
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	17
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
STAGE 1



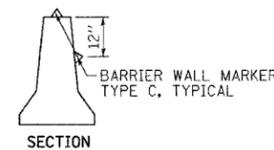
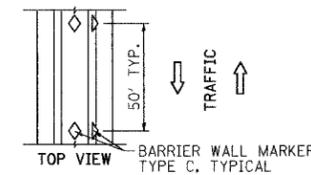
TYPICAL SECTION
STAGE 2



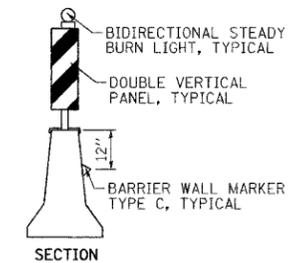
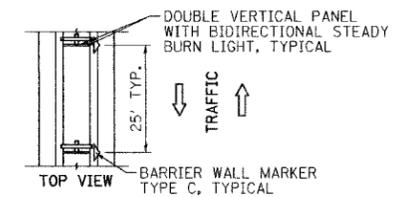
TYPICAL SECTION
STAGE 3
BRIDGE CLOSED TO TRAFFIC TO CONSTRUCT OVERLAY

LEGEND:

- ⇕ DIRECTION OF TRAFFIC
- ① TEMPORARY CONCRETE BARRIER
- ② TEMPORARY BITUMINOUS PAVEMENT
CONSISTS OF 8" BITUMINOUS BASE COURSE, SUPERPAVE
SEE BITUMINOUS MIXTURE REQUIREMENT TABLE ON SHEET 11
- ③ TEMP PAVEMENT MARKING - LINE 4" , SOLID, YELLOW
- ④ FLEXIBLE DELINEATOR (3" X 28")
SPACING PER NOTE 1
- ⑤ DRUM OR BARRICADE, TYPE II WITH MONODIRECTIONAL STEADY BURN LIGHT
SPACING PER NOTE 1
- ⑥ VERTICAL PANEL (WITH MONODIRECTIONAL STEADY BURN LIGHT) OR BARRIER WALL MARKER, TYPE C
SPACING PER NOTE 1
- ⑦ BARRIER WALL MARKER, TYPE C
SPACING PER NOTE 1
- ⑧ TEMPORARY ARCH FILL SUPPORT WALL



DETAIL 1
BARRIER WALL TANGENT SECTION



DETAIL 2
BARRIER WALL TAPER SECTION

NOTES:

1. MAXIMUM DRUM / DELINEATOR / PANEL SPACING SHALL BE AS FOLLOWS:
TANGENT: 50' C-C
SHIFTS / TAPERS: 25' C-C
RADI: 12' C-C
2. TANGENT SECTIONS OF TEMPORARY CONCRETE BARRIER WALL SHALL HAVE TYPE C BARRIER WALL MARKERS PLACED ON TOP AND 12" FROM THE TOP OF THE BARRIER WALL AT 50' C-C PER DETAIL 1.
3. TAPERED SECTIONS OF TEMPORARY CONCRETE BARRIER WALL SHALL HAVE DOUBLE VERTICAL PANELS MOUNTED BACK-TO-BACK WITH BIDIRECTIONAL STEADY BURN LIGHTS MOUNTED ON TOP OF THE BARRIER WALL AND TYPE C BARRIER WALL MARKERS PLACED 12" FROM THE TOP OF THE BARRIER WALL AT 25' C-C PER DETAIL 2.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET
NAME	DATE	
		SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN TYPICAL SECTIONS

SCALE: NTS
DATE: 07/28/2006

DRAWN BY: RVM
CHECKED BY: AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

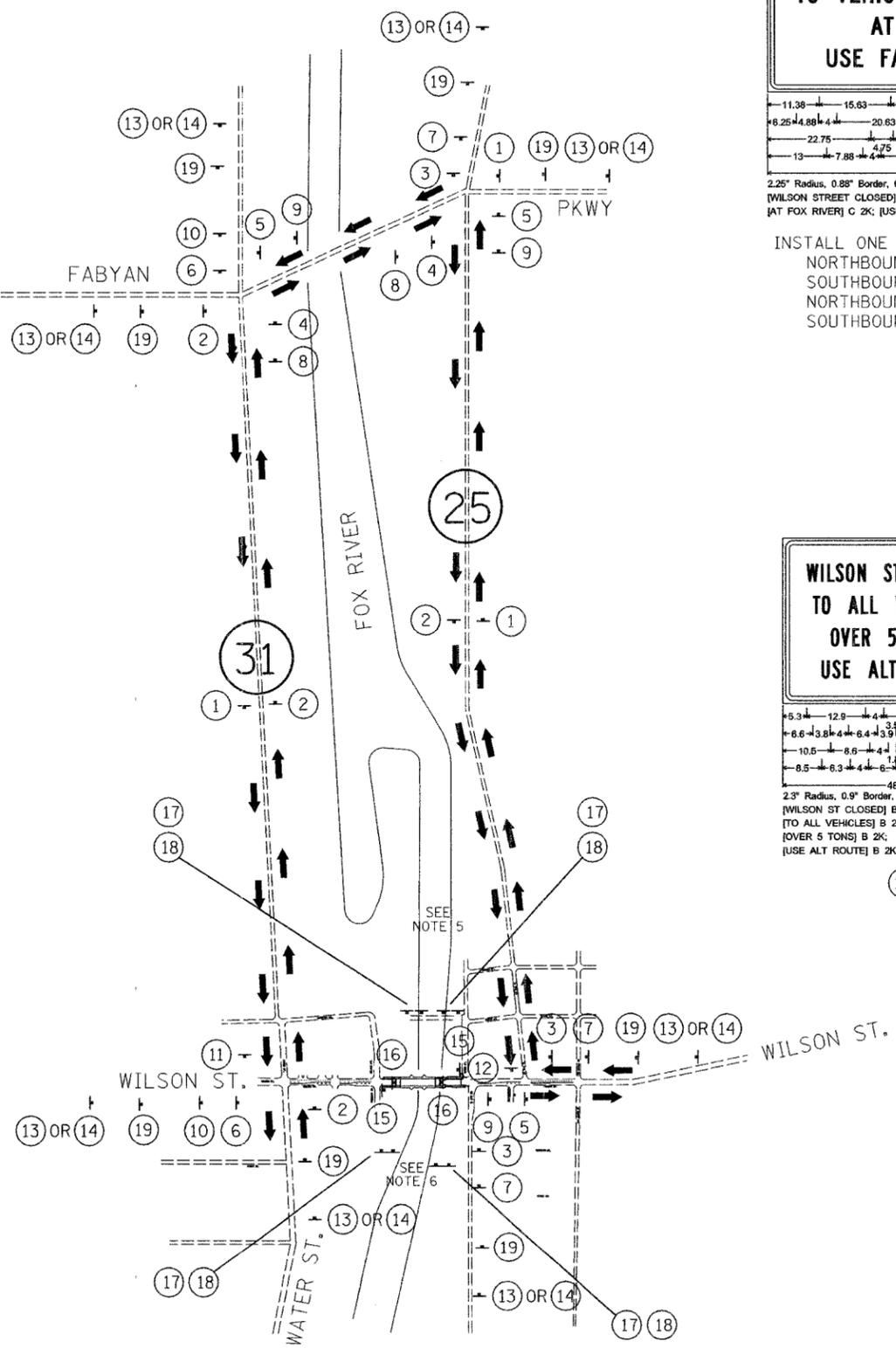
SIGN ASSEMBLIES

1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange;
 [FOX] C; [RIVER] C;
 [CLOSED] C; [AT] C;
 [WILSON] C; [STREET] C;

17
SEE NOTE 6

1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange;
 [ALL] C; [RIVER] C; [TRAFFIC] C;
 [EXIT] C;
 Standard Arrow Custom 36.0" X 5.4" 0";

18
SEE NOTE 6



2.25" Radius, 0.88" Border, 0.63" Indent, Black on Orange;
 [WILSON STREET CLOSED] C 2K; [TO VEHICLES OVER 5 TONS] C 2K;
 [AT FOX RIVER] C 2K; [USE FABYAN PARKWAY] C 2K;

INSTALL ONE SIGN AT THE FOLLOWING LOCATIONS:
 NORTHBOUND RANDALL RD SOUTH OF WILSON ST
 SOUTHBOUND RANDALL RD NORTH OF FABYAN PKWY
 NORTHBOUND KIRK RD SOUTH OF WILSON ST
 SOUTHBOUND KIRK RD NORTH OF FABYAN PKWY

2.3" Radius, 0.9" Border, 0.6" Indent, Black on Orange;
 [WILSON ST CLOSED] B 2K;
 [TO ALL VEHICLES] B 2K;
 [OVER 5 TONS] B 2K;
 [USE ALT ROUTE] B 2K;

LEGEND:
 DIRECTION OF TRAFFIC

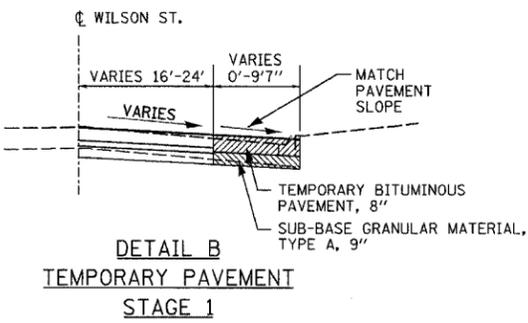
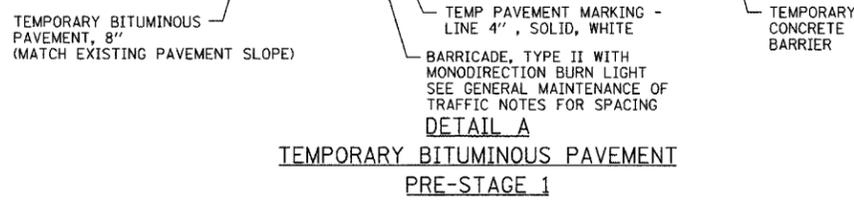
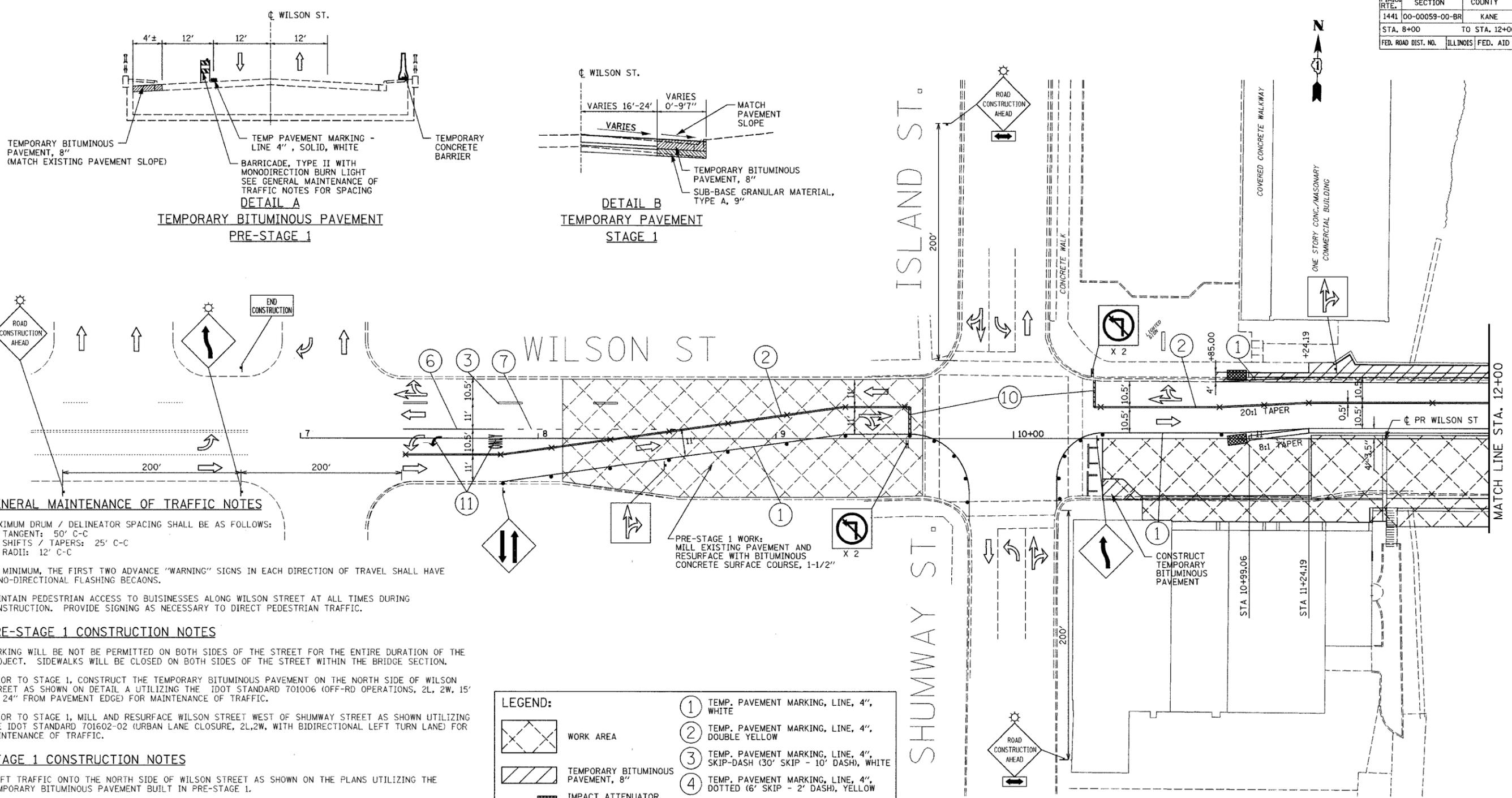
- NOTES:
- ALL SIGNS SHALL USE BLACK LETTERS OR SYMBOLS ON A FLUORESCENT ORANGE BACKGROUND.
 - UTILIZE ASSEMBLY 14 DURING TEMPORARY CLOSURES OF WILSON STREET BRIDGE, ELSE USE ASSEMBLY 13.
 - UTILIZE ASSEMBLIES 15 AND 16 ONLY DURING TEMPORARY CLOSURES OF WILSON STREET BRIDGE.
 - MOUNT ASSEMBLIES 15 AND 16 ON TYPE III BARRICADES WITH MONODIRECTIONAL STEADY BURN LIGHTS.
 - NORTH OF WILSON STREET:
 RIVER CLOSURE SIGNS TO BE MOUNTED FACING NORTH ON NORTH SIDE OF PEDESTRIAN BRIDGE.
 - SOUTH OF WILSON STREET:
 RIVER CLOSURE SIGNS TO BE POSTED ON BOTH BANKS FACING SOUTH.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 DETOUR ROUTE PLAN

SCALE: NTS
 DATE: 07/28/2006
 DRAWN BY: RVM
 CHECKED BY: AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	19
STA. 8+00		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL MAINTENANCE OF TRAFFIC NOTES

MAXIMUM DRUM / DELINEATOR SPACING SHALL BE AS FOLLOWS:
 TANGENT: 50' C-C
 SHIFTS / TAPERS: 25' C-C
 RADII: 12' C-C

AT MINIMUM, THE FIRST TWO ADVANCE "WARNING" SIGNS IN EACH DIRECTION OF TRAVEL SHALL HAVE MONO-DIRECTIONAL FLASHING BEACONS.

MAINTAIN PEDESTRIAN ACCESS TO BUSINESSES ALONG WILSON STREET AT ALL TIMES DURING CONSTRUCTION. PROVIDE SIGNING AS NECESSARY TO DIRECT PEDESTRIAN TRAFFIC.

PRE-STAGE 1 CONSTRUCTION NOTES

PARKING WILL BE NOT BE PERMITTED ON BOTH SIDES OF THE STREET FOR THE ENTIRE DURATION OF THE PROJECT. SIDEWALKS WILL BE CLOSED ON BOTH SIDES OF THE STREET WITHIN THE BRIDGE SECTION.

PRIOR TO STAGE 1, CONSTRUCT THE TEMPORARY BITUMINOUS PAVEMENT ON THE NORTH SIDE OF WILSON STREET AS SHOWN ON DETAIL A UTILIZING THE IDOT STANDARD 701006 (OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE) FOR MAINTENANCE OF TRAFFIC.

PRIOR TO STAGE 1, MILL AND RESURFACE WILSON STREET WEST OF SHUMWAY STREET AS SHOWN UTILIZING THE IDOT STANDARD 701602-02 (URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE - CASE II) FOR MAINTENANCE OF TRAFFIC.

STAGE 1 CONSTRUCTION NOTES

SHIFT TRAFFIC ONTO THE NORTH SIDE OF WILSON STREET AS SHOWN ON THE PLANS UTILIZING THE TEMPORARY BITUMINOUS PAVEMENT BUILT IN PRE-STAGE 1.

REFER TO IDOT STANDARD 701006 (OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE) AND IDOT STANDARD 701502 (URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE - CASE II) FOR LOCATION OF ADVANCED WARNING SIGNS AND ALL OTHER APPLICABLE TRAFFIC CONTROL DEVICES AT WILSON STREET AND ALL CROSSROADS.

EXISTING PAVEMENT MARKINGS CONFLICTING WITH STAGE 1 TRAFFIC SHALL BE REMOVED. COST OF REMOVING PAVEMENT MARKINGS WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

LEFT TURNS FROM BOTH EASTBOUND AND WESTBOUND WILSON ST. ONTO SHUMWAY AVE., ISLAND AVE., AND RIVER ST. WILL BE PROHIBITED.

FOR STAGE 1 TYPICAL SECTION, SEE SH 17

CONSTRUCT THE IMPROVEMENT AT THE SOUTH SIDE OF WILSON STREET. WORK IN THIS STAGE WILL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF NEW BRIDGE, CONCRETE PAVEMENT, CONCRETE SIDEWALK, COMBINATION CONCRETE CURB AND GUTTER, STORM SEWERS, DRAINAGE STRUCTURES, AND RIVER WALK IMPROVEMENTS.

IN ADDITION, CONSTRUCT THE TEMPORARY BITUMINOUS PAVEMENT ON THE SOUTHEAST SIDE OF WILSON STREET AS SHOWN ON DETAIL B TO BE USED FOR TRAFFIC IN STAGE 2.

LEGEND:

	WORK AREA	①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
	TEMPORARY BITUMINOUS PAVEMENT, 8"	②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
	IMPACT ATTENUATOR, TEMPORARY	③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
	TEMPORARY CONCRETE BARRIER	④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
	SIGN	⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
	MONODIRECTIONAL FLASHING BEACON	⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
	FLEXIBLE DELINEATOR	⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
	DRUM	⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
	BARRICADE, TYPE III	⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
	DIRECTION OF TRAFFIC	⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
		⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

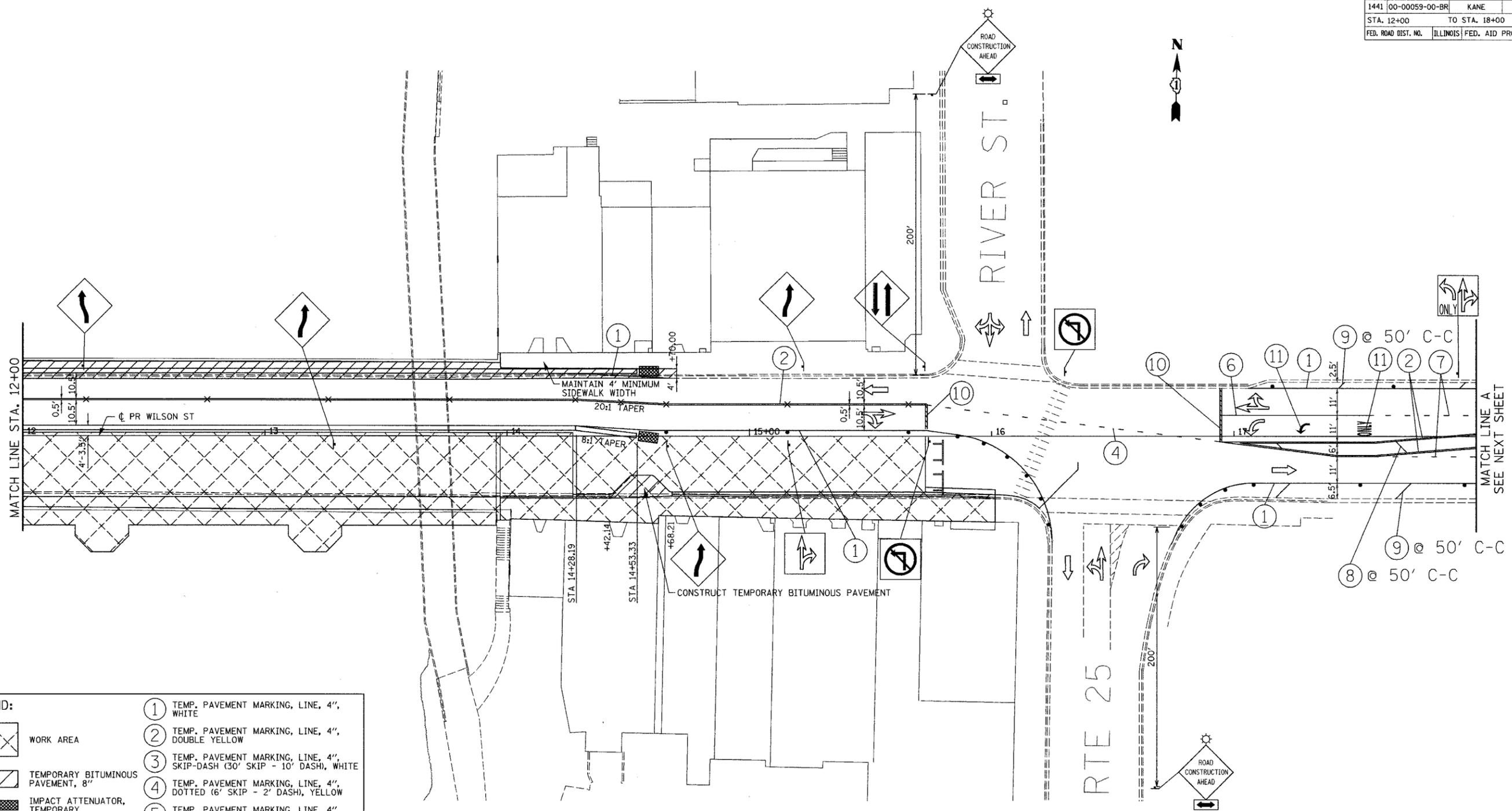
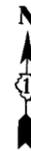
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL PLAN
 STAGE 1
 STA 7+50 TO STA 12+00
 SCALE: 1"=20'
 DATE: 07/28/2006
 DRAWN BY: RVM
 CHECKED BY: AKK

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	20
STA. 12+00		TO STA. 18+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND:	
	WORK AREA
	TEMPORARY BITUMINOUS PAVEMENT, 8"
	IMPACT ATTENUATOR, TEMPORARY
	TEMPORARY CONCRETE BARRIER
	SIGN
	MONODIRECTIONAL FLASHING BEACON
	FLEXIBLE DELINEATOR
	DRUM
	BARRICADE, TYPE III
	DIRECTION OF TRAFFIC
①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

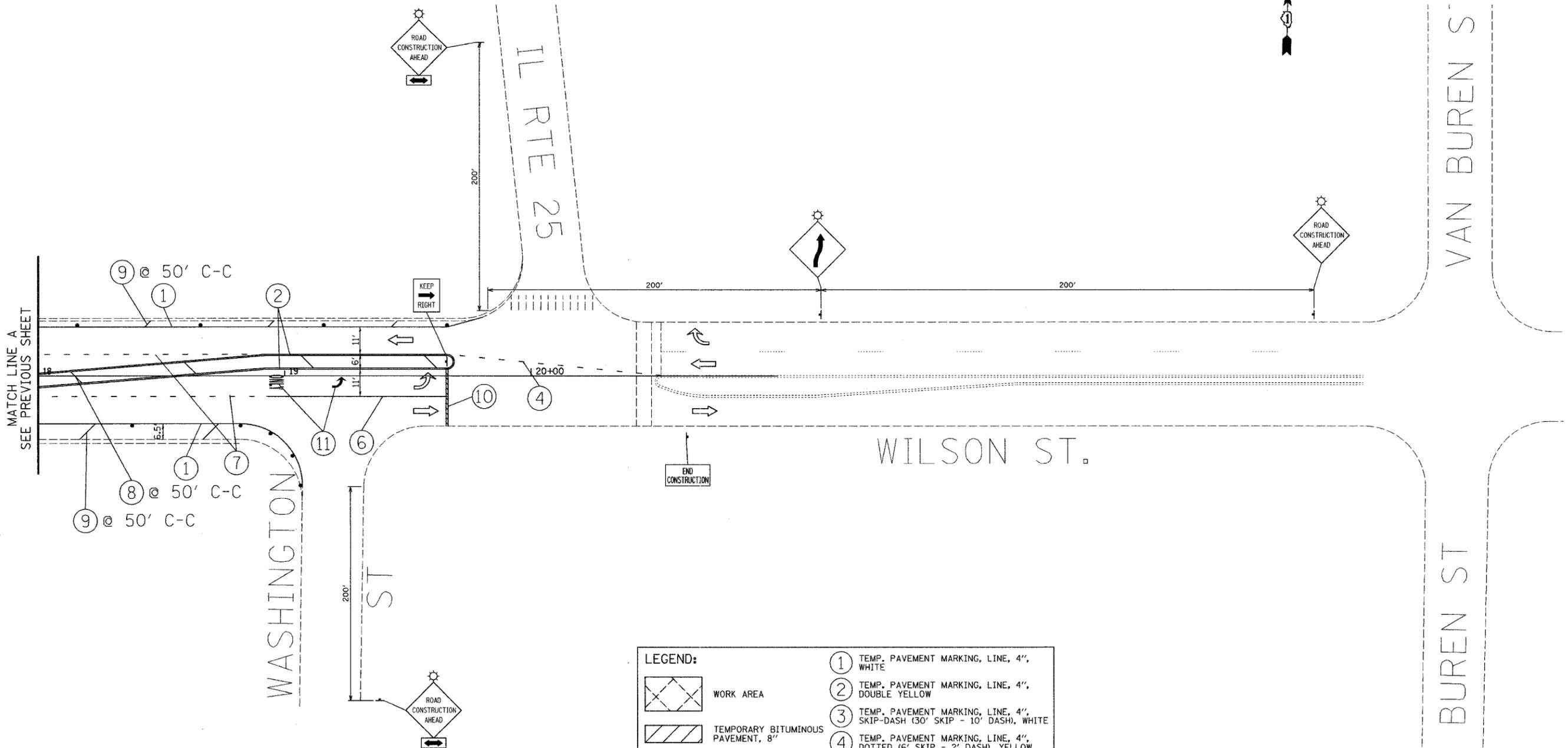
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL PLAN
 STAGE 1
 STA 12+00 TO STA 18+00
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY RVM
 CHECKED BY AKK

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	21
STA. 18+00		TO STA. 20+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



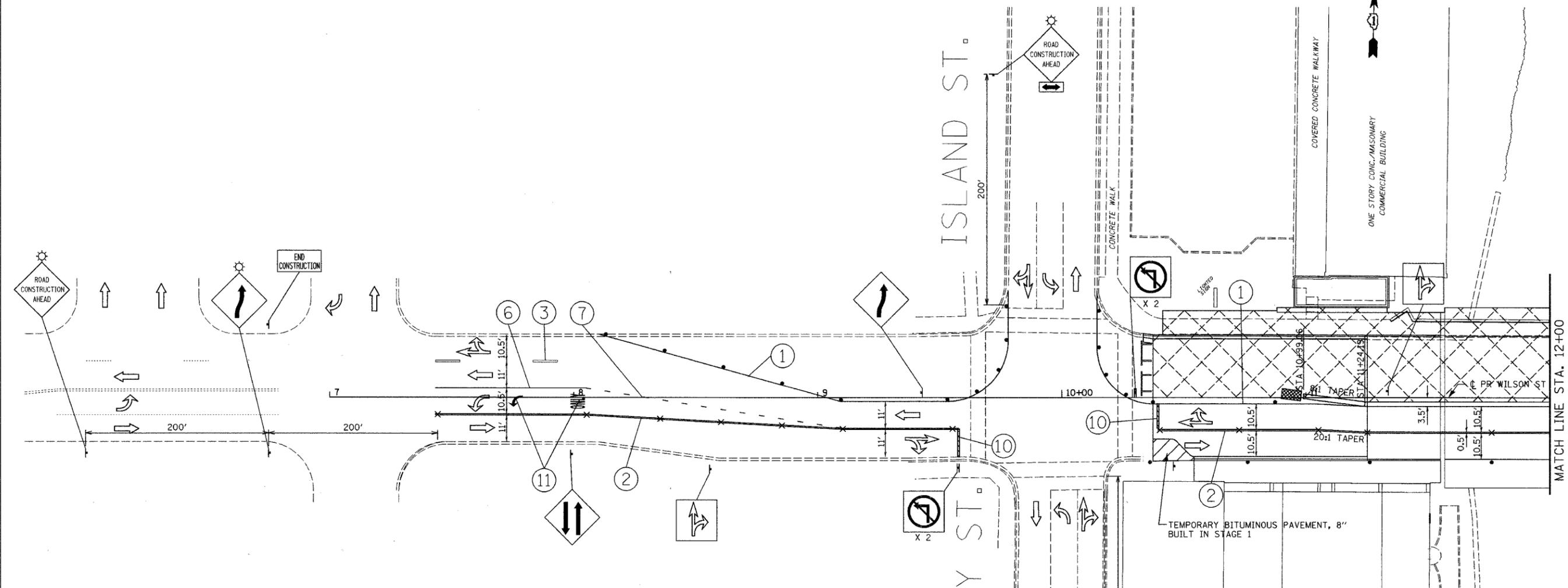
LEGEND:	
	WORK AREA
	TEMPORARY BITUMINOUS PAVEMENT, 8"
	IMPACT ATTENUATOR, TEMPORARY
	TEMPORARY CONCRETE BARRIER
	SIGN
	MONODIRECTIONAL FLASHING BEACON
	FLEXIBLE DELINEATOR
	DRUM
	BARRICADE, TYPE III
	DIRECTION OF TRAFFIC
①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
 STAGE 1
 STA 18+00 TO STA 20+50
 SCALE: 1"=20'
 DATE: 07/28/2006
 DRAWN BY: RVM
 CHECKED BY: AKK

DATE: 7/28/2006
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	22
STA. 8+00		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL MAINTENANCE OF TRAFFIC NOTES

MAXIMUM DRUM / DELINEATOR SPACING SHALL BE AS FOLLOWS:
 TANGENT: 50' C-C
 SHIFTS / TAPERS: 25' C-C
 RADII: 12' C-C

AT MINIMUM, THE FIRST TWO ADVANCE "WARNING" SIGNS IN EACH DIRECTION OF TRAVEL SHALL HAVE MONO-DIRECTIONAL FLASHING BEACONS.

MAINTAIN PEDESTRIAN ACCESS TO BUSINESSES ALONG WILSON STREET AT ALL TIMES DURING CONSTRUCTION. PROVIDE SIGNING AS NECESSARY TO DIRECT PEDESTRIAN TRAFFIC.

STAGE 2 CONSTRUCTION NOTES

SHIFT TRAFFIC ONTO THE SOUTH SIDE OF WILSON STREET AS SHOWN ON THE PLANS UTILIZING THE NEWLY-BUILT PORTION OF THE PROJECT.

REFER TO IDOT STANDARD 701006 (OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE) AND IDOT STANDARD 701502 (URBAN LANE CLOSURE 2L,2W, WITH BIDIRECTIONAL LEFT TURN LANE - CASE II) FOR LOCATION OF ADVANCED WARNING SIGNS AND ALL OTHER APPLICABLE TRAFFIC CONTROL DEVICES AT WILSON STREET AND ALL CROSSROADS.

EXISTING PAVEMENT MARKINGS CONFLICTING WITH STAGE 2 TRAFFIC SHALL BE REMOVED. COST OF REMOVING PAVEMENT MARKINGS WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

LEFT TURNS FROM BOTH EASTBOUND AND WESTBOUND WILSON ST. ONTO SHUMWAY AVE., ISLAND AVE., AND RIVER ST. WILL BE PROHIBITED.

FOR STAGE 2 TYPICAL SECTION, SEE SH 17

CONSTRUCT THE IMPROVEMENT AT THE NORTH SIDE OF WILSON STREET. WORK IN THIS STAGE WILL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF THE OF THE NEW BRIDGE, CONCRETE PAVEMENT, CONCRETE SIDEWALK, COMBINATION CONCRETE CURB AND GUTTER, STORM SEWERS, DRAINAGE STRUCTURES, AND RIVER WALK IMPROVEMENTS.

LEGEND:

	WORK AREA	①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
	TEMPORARY BITUMINOUS PAVEMENT, 8"	②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
	IMPACT ATTENUATOR, TEMPORARY	③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
	TEMPORARY CONCRETE BARRIER	④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
	SIGN	⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
	MONODIRECTIONAL FLASHING BEACON	⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
	FLEXIBLE DELINEATOR	⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
	DRUM	⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
	BARRICADE, TYPE III	⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
	DIRECTION OF TRAFFIC	⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
		⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

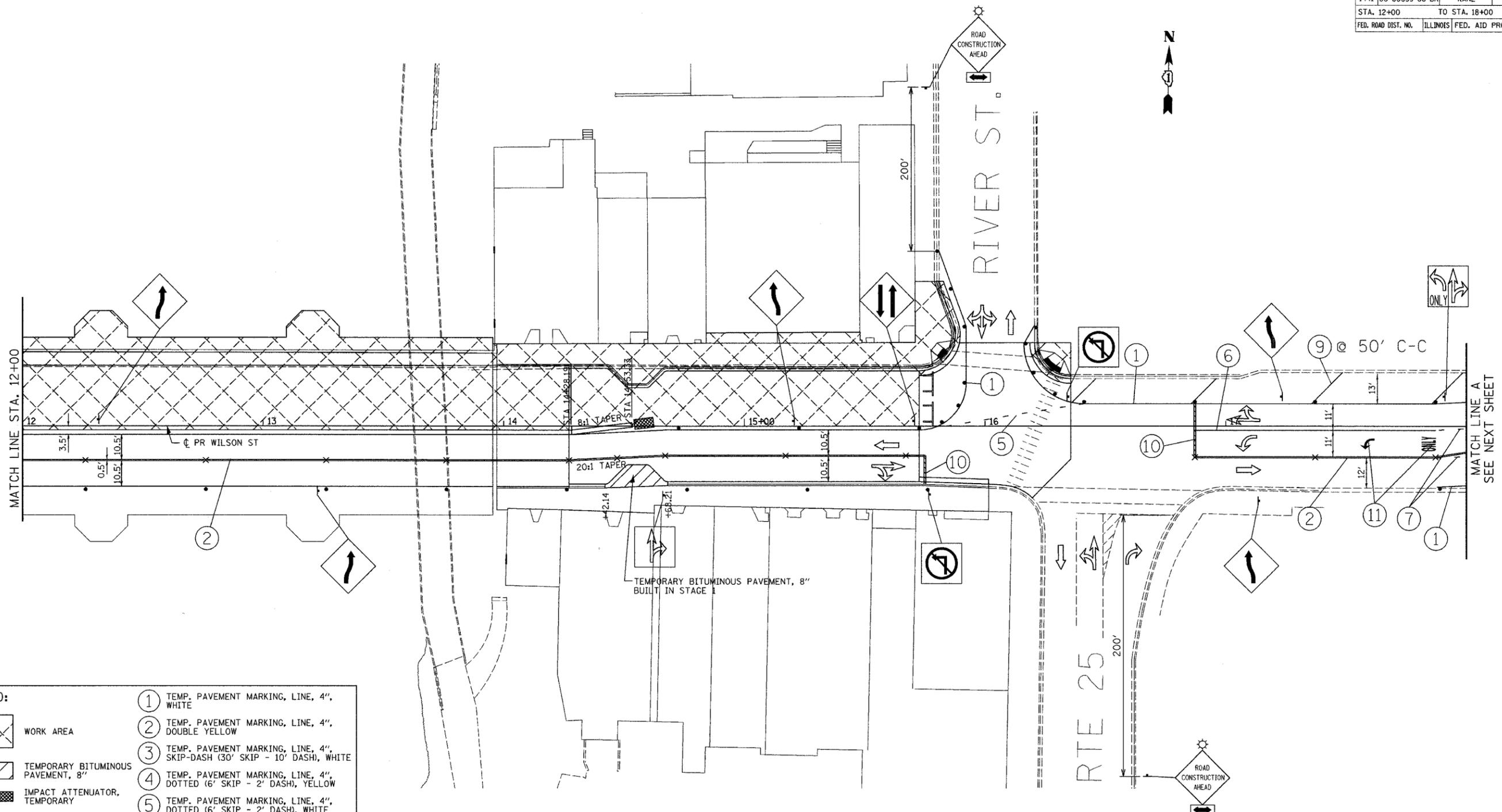
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
 STAGE 2
 STA 7+50 TO STA 12+00
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY RVM
 CHECKED BY AKK

PLOT DATE: 08/13/2006
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 USER NAME: #USER#

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	23
STA. 12+00		TO STA. 18+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND:

- WORK AREA
- TEMPORARY BITUMINOUS PAVEMENT, 8"
- IMPACT ATTENUATOR, TEMPORARY
- TEMPORARY CONCRETE BARRIER
- SIGN
- MONODIRECTIONAL FLASHING BEACON
- FLEXIBLE DELINEATOR
- DRUM
- BARRICADE, TYPE III
- DIRECTION OF TRAFFIC

- ① TEMP. PAVEMENT MARKING, LINE, 4", WHITE
- ② TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
- ③ TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
- ④ TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
- ⑤ TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
- ⑥ TEMP. PAVEMENT MARKING, LINE, 6", WHITE
- ⑦ TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
- ⑧ TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
- ⑨ TEMP. PAVEMENT MARKING, LINE, 12", WHITE
- ⑩ TEMP. PAVEMENT MARKING, LINE, 24", WHITE
- ⑪ TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

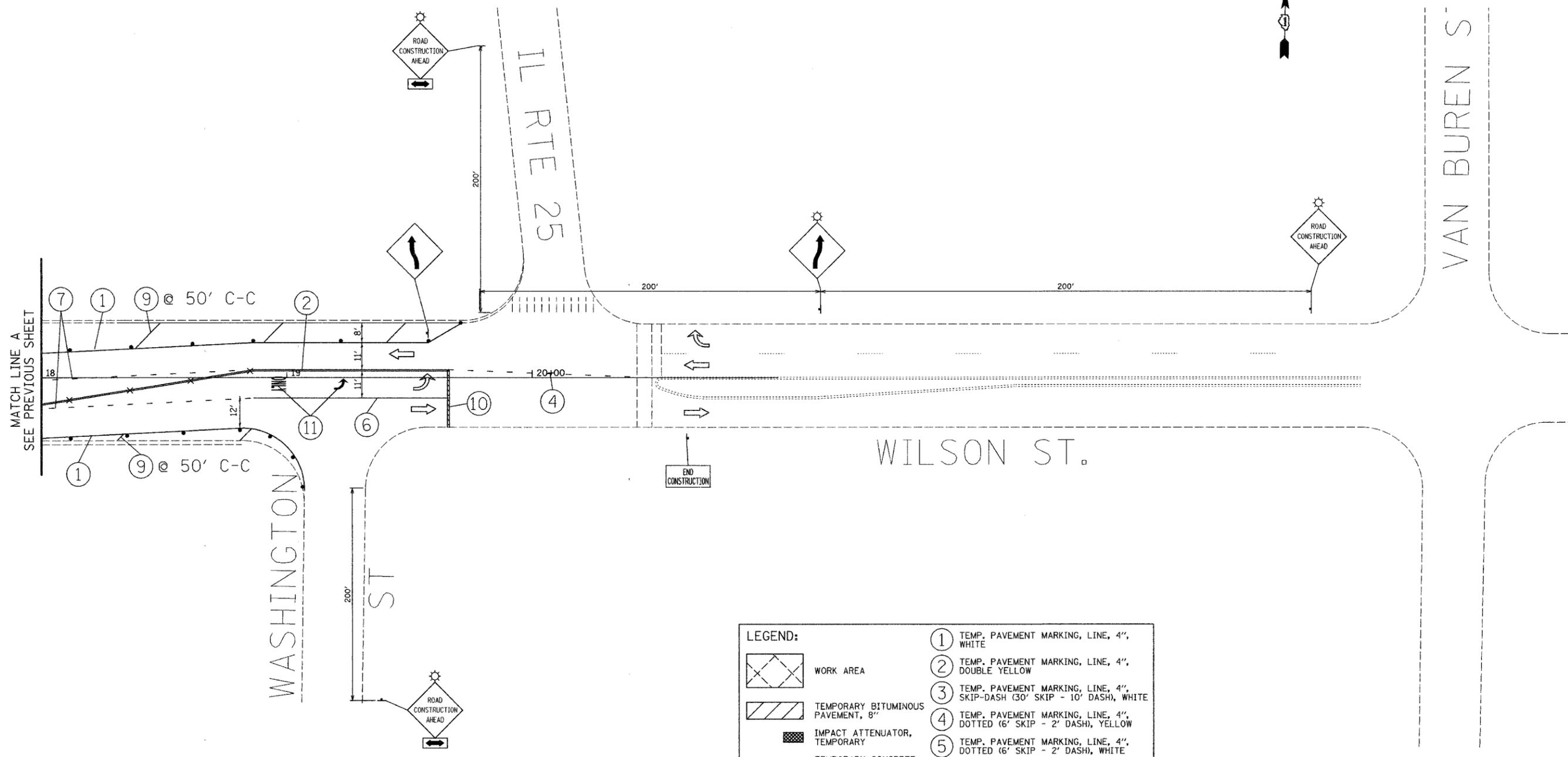
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL PLAN
 STAGE 2
 STA 12+00 TO STA 18+00
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY RVM
 CHECKED BY AKK

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	24
STA. 18+00		TO STA. 20+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



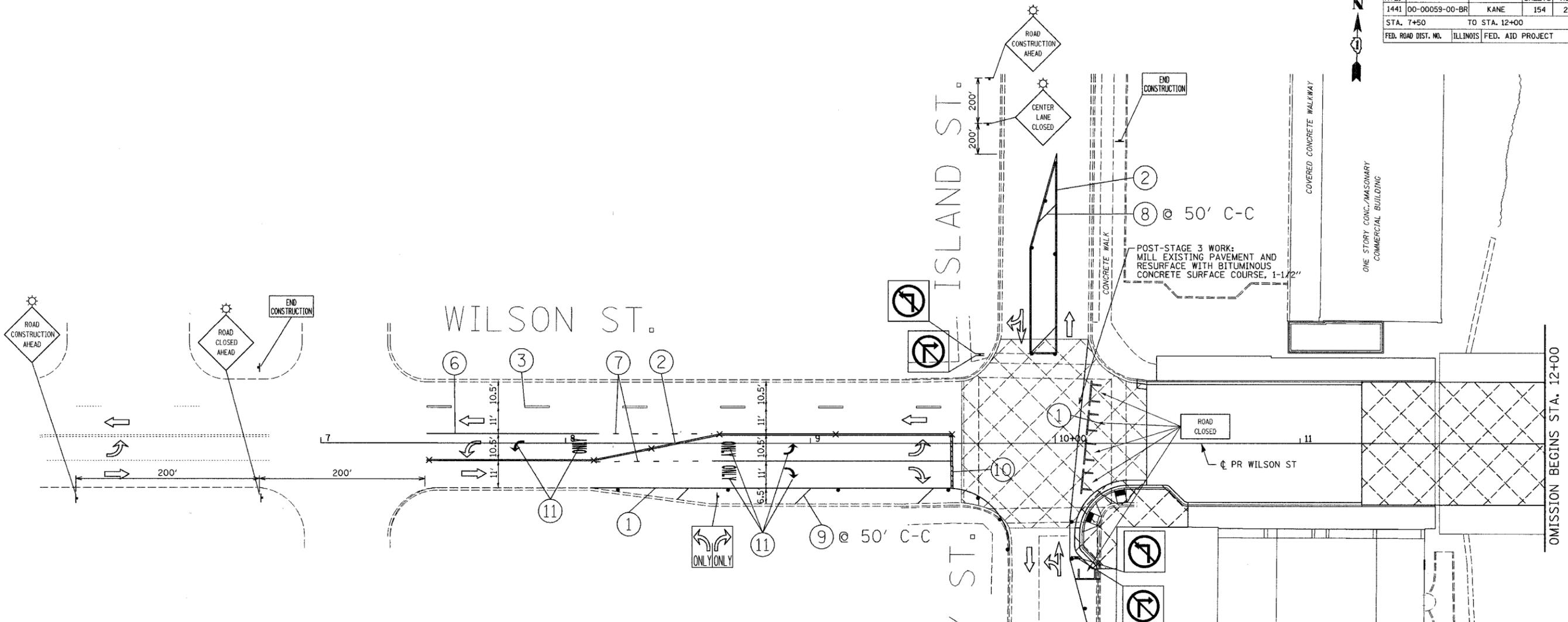
LEGEND:	
	WORK AREA
	TEMPORARY BITUMINOUS PAVEMENT, 8"
	IMPACT ATTENUATOR, TEMPORARY
	TEMPORARY CONCRETE BARRIER
	SIGN
	MONODIRECTIONAL FLASHING BEACON
	FLEXIBLE DELINEATOR
	DRUM
	BARRICADE, TYPE III
	DIRECTION OF TRAFFIC
①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL PLAN
 STAGE 2
 STA 18+00 TO STA 20+50
 SCALE: 1"=20'
 DATE: 07/28/2006
 DRAWN BY: RVM
 CHECKED BY: AKK

PLOT DATE: 7/28/2006
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	25
STA. 7+50		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL MAINTENANCE OF TRAFFIC NOTES

MAXIMUM DRUM / DELINEATOR SPACING SHALL BE AS FOLLOWS:

- TANGENT: 50' C-C
- SHIFTS / TAPERS: 25' C-C
- RADII: 12' C-C

AT MINIMUM, THE FIRST TWO ADVANCE "WARNING" SIGNS IN EACH DIRECTION OF TRAVEL SHALL HAVE MONO-DIRECTIONAL FLASHING BEACONS.

MAINTAIN PEDESTRIAN ACCESS TO BUSINESSES ALONG WILSON STREET AT ALL TIMES DURING CONSTRUCTION. PROVIDE SIGNING AS NECESSARY TO DIRECT PEDESTRIAN TRAFFIC.

STAGE 3 CONSTRUCTION NOTES

ROUTE TRAFFIC TO ALTERNATE ROUTE AS SHOWN ON THE PLANS TO CONSTRUCT THE REMAINING CENTER PORTION OF THE BRIDGE.

REFER TO IDOT STANDARD 701006 (OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE) AND IDOT STANDARD 701502 (URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE - CASE II) FOR LOCATION OF ADVANCED WARNING SIGNS AND ALL OTHER APPLICABLE TRAFFIC CONTROL DEVICES AT WILSON STREET AND ALL CROSSROADS.

EXISTING PAVEMENT MARKINGS CONFLICTING WITH STAGE 3 TRAFFIC SHALL BE REMOVED. COST OF REMOVING PAVEMENT MARKINGS WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

FOR STAGE 3 TYPICAL SECTION, SEE SH 17

WORK IN THIS STAGE WILL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF CONCRETE OVERLAY ON THE BRIDGE DECK, REMOVAL OF THE TEMPORARY PAVEMENT ON THE SOUTHEAST SIDE OF WILSON STREET, AND CONSTRUCTION OF THE BUMP OUTS.

POST-STAGE 3 CONSTRUCTION NOTES

AT THE COMPLETION OF STAGE 3 MILL AND RESURFACE THE INTERSECTION OF WILSON STREET WITH ISLAND STREET / SHUMWAY STREET AS SHOWN UTILIZING THE IDOT STANDARD 701701-04 (URBAN LANE CLOSURE, MULTILANE INTERSECTION) FOR MAINTENANCE OF TRAFFIC.

LEGEND:

	WORK AREA	①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
	TEMPORARY BITUMINOUS PAVEMENT, 8"	②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
	IMPACT ATTENUATOR, TEMPORARY	③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
	TEMPORARY CONCRETE BARRIER	④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
	SIGN	⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
	MONODIRECTIONAL FLASHING BEACON	⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
	FLEXIBLE DELINEATOR	⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
	DRUM	⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
	BARRICADE, TYPE III	⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
	DIRECTION OF TRAFFIC	⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
		⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

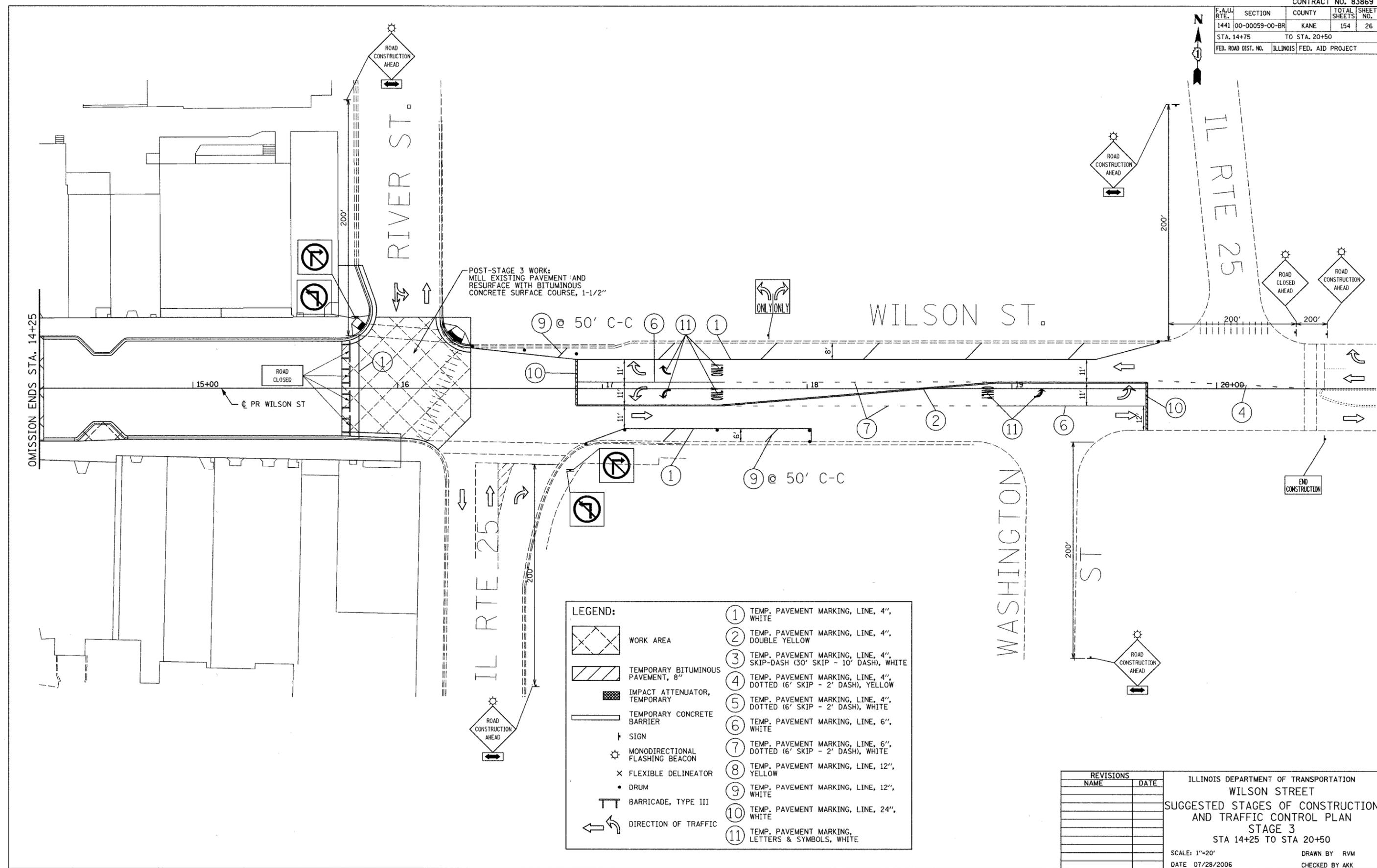
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL PLAN
 STAGE 3
 STA 7+50 TO STA 12+00
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY RVM
 CHECKED BY AKK

PLOT DATE: 08/13/2006
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	26
STA. 14+75		TO STA. 20+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



LEGEND:

	WORK AREA	①	TEMP. PAVEMENT MARKING, LINE, 4", WHITE
	TEMPORARY BITUMINOUS PAVEMENT, 8"	②	TEMP. PAVEMENT MARKING, LINE, 4", DOUBLE YELLOW
	IMPACT ATTENUATOR, TEMPORARY	③	TEMP. PAVEMENT MARKING, LINE, 4", SKIP-DASH (30' SKIP - 10' DASH), WHITE
	TEMPORARY CONCRETE BARRIER	④	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), YELLOW
	SIGN	⑤	TEMP. PAVEMENT MARKING, LINE, 4", DOTTED (6' SKIP - 2' DASH), WHITE
	MONODIRECTIONAL FLASHING BEACON	⑥	TEMP. PAVEMENT MARKING, LINE, 6", WHITE
	FLEXIBLE DELINEATOR	⑦	TEMP. PAVEMENT MARKING, LINE, 6", DOTTED (6' SKIP - 2' DASH), WHITE
	DRUM	⑧	TEMP. PAVEMENT MARKING, LINE, 12", YELLOW
	BARRICADE, TYPE III	⑨	TEMP. PAVEMENT MARKING, LINE, 12", WHITE
	DIRECTION OF TRAFFIC	⑩	TEMP. PAVEMENT MARKING, LINE, 24", WHITE
		⑪	TEMP. PAVEMENT MARKING, LETTERS & SYMBOLS, WHITE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL PLAN
 STAGE 3
 STA 14+25 TO STA 20+50
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY RVM
 CHECKED BY AKK

PLOT DATE: 08/13/2006
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441 DO-00059-00-BF		KANE	154	28
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED INTO THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED, THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER, AS SHOWN ON THE PLANS AND SPECIAL PROVISIONS..

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT CONSISTS OF THE REPLACEMENT OF THE EXISTING DONOVAN BRIDGE , WHICH CARRIES WILSON STREET OVER THE FOX RIVER IN DOWNTOWN BATAVIA. THE PROPOSED BRIDGE IS A THREE SPAN STRUCTURE (OVERALL LENGTH OF 233 FT.) WITH A VARIABLE-DEPTH, CONTINUOUS, POST-TENSIONED CONCRETE SLAB. THE SUBSTRUCTURE WILL CONSIST OF TWO CONCRETE WALL PIERS AND TWO CONCRETE FULL HEIGHT ABUTMENTS. CONSTRUCTION ALSO INCLUDES THE RECONSTRUCTION OF WILSON STREET BETWEEN SHUMWAY AVENUE AND RIVER STREET.
2. CONSTRUCTION ALSO INCLUDES PAVEMENT AND SIDEWALK REMOVAL, PAVEMENT AND SIDEWALK CONSTRUCTION, EARTH EXCAVATION, EMBANKMENT, GRADING, STORM DRAINAGE CONSTRUCTION, SANITARY SEWER CONSTRUCTION, WATER MAIN CONSTRUCTION, AND OTHER MISCELLANEOUS ITEMS OF CONSTRUCTION.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. CONSTRUCTION OF BRIDGE PIERS AND ABUTMENTS WITHIN THE DEWATERED AND COFFERDAMED WORK AREAS.
2. EXCAVATION AND EMBANKMENT WILL BE COMPLETED ALONG THE JOB SITE TO GRADE THE PROPOSED ROADWAY AND SIDEWALKS.
3. CONSTRUCTION OF STORM SEWERS, SANITARY SEWERS, WATER MAINS AND DRAINAGE AND UTILITY STRUCTURES.
4. FINAL ROADWAY AND BRIDGE GRADING AND OTHER MISCELLANEOUS ITEMS.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.1 ACRES OF WHICH 1.0 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, STANDARD SPECIFICATIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

1. FOX RIVER

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING AND EROSION CONTROL BLANKET, SODDING, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
 - (a.) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
 - (b.) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
 - (c.) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, SILT FENCE AND TURBIDITY BARRIER (FOR WORK IN RIVER) WILL BE INSTALLED AS CALLED OUT IN THIS PLAN AND AS DIRECTED BY THE ENGINEER.
 - (d.) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (e.) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (f.) INSTALL INLET FILTERS IN EXISTING INLETS THAT WILL REMAIN DURING CONSTRUCTION.
2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SODDING OR SEEDING CAN BE COMPLETED.

PLOT DATE * 7/28/2006
 FILE NAME * #FILEL*
 PLOT SCALE * #SCALE*
 USER NAME * #USER#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 STORM WATER POLLUTION
 PREVENTION PLAN

SCALE: NTS
 DATE 07/28/2006

DRAWN BY AWM
 CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	29
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
 - (a.) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
 - (b.) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN THREE DAYS. STOCKPILES OF EARTH OR CONSTRUCTION MATERIALS MUST NOT BE PLACED IN THE RIVER, ALONG THE RIVER BANKS OR IN SENSITIVE AREAS AS DESIGNATED BY THE ENGINEER.
 - (c.) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
 - I. PLACE TEMPORARY EROSION CONTROL SYSTEMS AT LOCATIONS SHOWN ON THE PLANS.
 - II. TEMPORARILY SEED HIGHLY ERODABLE AREAS ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE WITHIN THE CONTRACT LIMITS.
 - III. PLACE COFFERDAMS AND TURBIDITY BARRIER FOR IN RIVER WORK. PUMPED WATER MUST BE FILTERED TO A FILTER BAG OR FILTERING DEVICE AT THE APPROVAL OF THE ENGINEER. THE CONTRACTOR MUST PROVIDE A DEWATERING PLAN TO THE OWNER FOR REVIEW BY THE KDSWCD PRIOR TO ANY DEWATERING IN THE FOX RIVER.
 - IV. CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME PLACING TEMPORARY MEASURES SUCH AS TEMPORARY SEEDING AND MULCH AND PERMANENT EROSION CONTROL ITEMS SUCH AS FINAL SEEDING OR SODDING.
 - V.. INSTALL STORM SEWER AND PROTECT DRAINAGE STRUCTURES FROM SILTATION WITH INLET FILTERS.
 - (d.) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.
 - (e.) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
 - (f.) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER HALF INCH OF RAINFALL OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
 - (g) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER.
 - (h) THE CONTRACTOR MUST REMOVE ANY CONSTRUCTION DEBRIS THAT FALLS IN THE ACTIVE RIVER AREA PRIOR TO THE REMOVAL OF THE COFFERDAMS. AT THE COMPLETION OF EACH STAGE OF WORK THE RIVER BED SHALL BE RE-GRADED TO THE EXISTING CONDITION AND ALL CONSTRUCTION DEBRIS SHALL BE REMOVED.
 - (i) THE CONTRACTOR MUST TAKE MEASURES TO MINIMIZE SOIL TRACKED ONTO PUBLIC AND PRIVATE ROADS INCLUDING THE USE OF A STABILIZED CONSTRUCTION ENTRANCE AND VEHICLE WASHDOWN FACILITY WHERE APPROPRIATE. SOIL TRACKED ONTO THE PUBLIC RIGHT-OF-WAY MUST BE CLEANED BEFORE THE END OF EACH WORKDAY.
 - (j) THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY EROSION CONTROL SYSTEM.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

1. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION:

1. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY CITY OF BATAVIA FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

MISCELLANEOUS:

1. TEMPORARY EROSION CONTROL SEEDING MIXTURES SHALL BE PLACED ACCORDING TO THE SPECIAL PROVISIONS.
2. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

PLOT DATE * 7/28/2006
 FILE NAME * #FILE#
 PLOT SCALE * #SCALE#
 USER NAME * #USER#

REVISIONS	
NAME	DATE

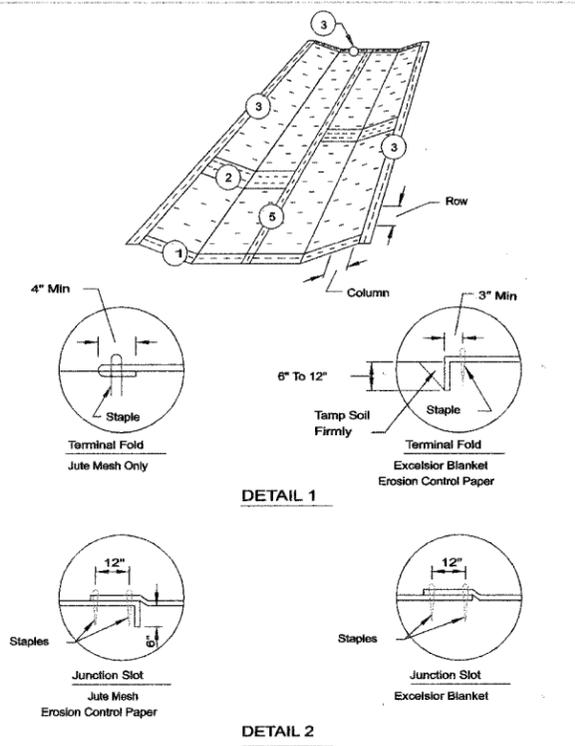
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 STORM WATER POLLUTION
 PREVENTION PLAN

SCALE: NTS
 DATE 07/28/2006

DRAWN BY AWM
 CHECKED BY AKK

CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	30
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

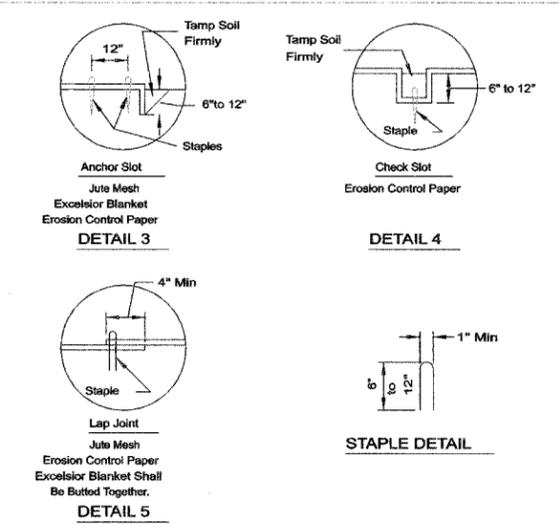
EROSION BLANKET PLAN



REFERENCE Project	DATE	STANDARD DWG. NO. IL-530
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 5-24-04
Approved	Date	



EROSION BLANKET PLAN

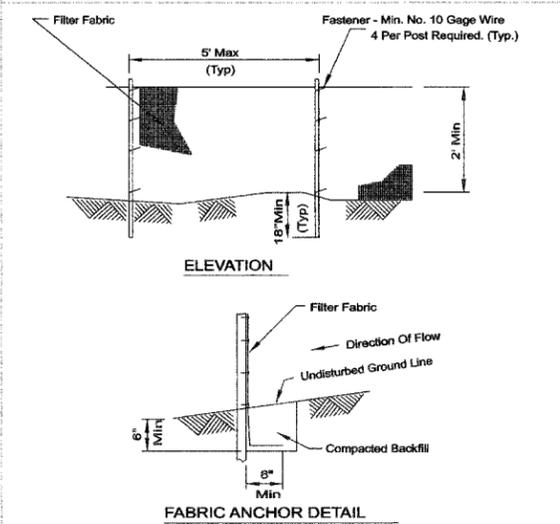


- NOTES:**
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
 2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
 3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
 4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE Project	DATE	STANDARD DWG. NO. IL-530
Designed	Date	SHEET 2 OF 2
Checked	Date	DATE 5-1-06
Approved	Date	



SILT FENCE PLAN

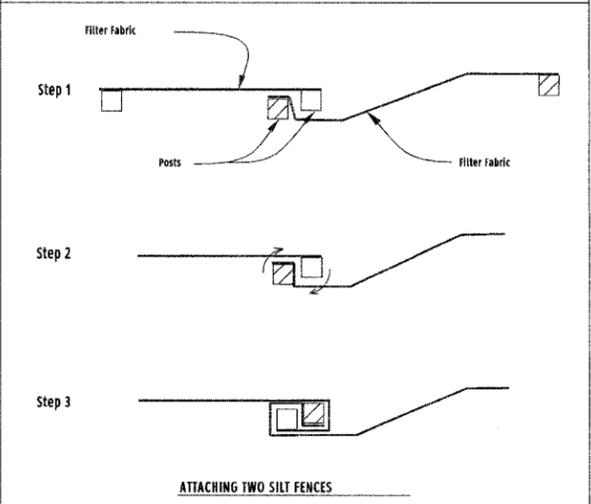


- NOTES:**
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Filter fabric shall meet the requirements of material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

REFERENCE Project	DATE	STANDARD DWG. NO. IL-620
Designed	Date	SHEET 1 OF 2
Checked	Date	DATE 11-20-01
Approved	Date	



SILT FENCE



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

REFERENCE Project	DATE	STANDARD DWG. NO. IL-620(W)
Designed	Date	SHEET 2 OF 2
Checked	Date	DATE 1-20-01
Approved	Date	



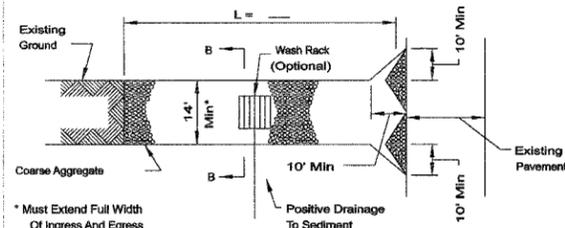
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 EROSION AND SEDIMENT CONTROL
 DETAILS
 SCALE: NTS
 DATE 07/28/2006
 DRAWN BY AWM
 CHECKED BY AKK

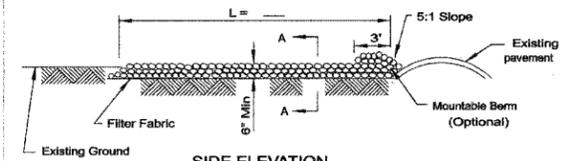
PLOT DATE = 7/25/2006
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	31
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

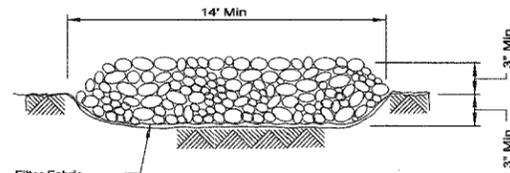


SIDE ELEVATION

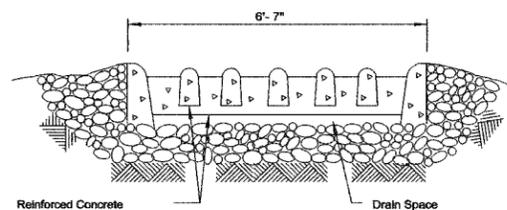
- NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class , or and shall be placed over the cleared area prior to the placing of rock.
 2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2,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

REFERENCE Project	DATE	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO. IL-630
Designed	Date		SHEET 1 OF 2
Checked	Date		DATE 8-18-04
Approved	Date		

STABILIZED CONSTRUCTION ENTRANCE PLAN



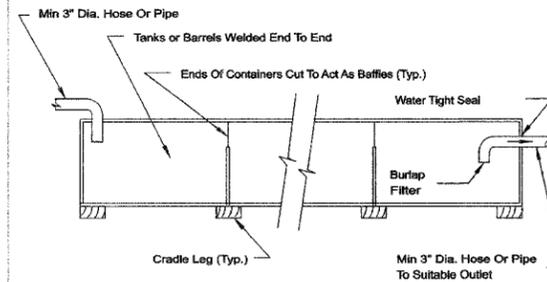
SECTION A-A



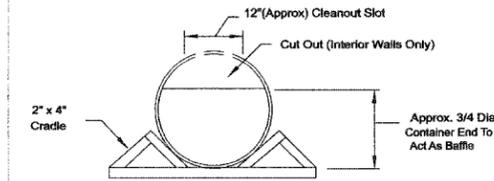
SECTION B-B

REFERENCE Project	DATE	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO. IL-630
Designed	Date		SHEET 2 OF 2
Checked	Date		DATE 8-18-04
Approved	Date		

PORTABLE SEDIMENT TANK PLAN



SECTION ON CENTERLINE



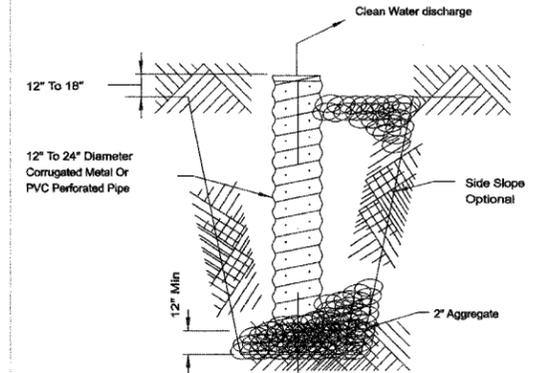
TYPICAL SECTION A-A

- NOTES:
1. Clean out the sediment tank when one-third filled with sediment.
 2. Steel drums are used as an example due to their ready availability. Any tanks may be used, providing that the volume requirements are met.
 3. All sediment collected in the tank shall be disposed of in a sediment trapping device or as approved by the engineer/inspector.

Volume required in tank: _____ cubic feet.

REFERENCE Project	DATE	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO. IL-595
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 3-3-05
Approved	Date		

SUMP PIT PLAN



SECTION

- NOTES:
1. Pit dimensions are optional.
 2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
 3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
 4. The standpipe will extend 12" to 18" above the lip of the pit.
 5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
 6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE Project	DATE	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO. IL-650
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 8-11-04
Approved	Date		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
EROSION AND SEDIMENT CONTROL
DETAILS

SCALE: NTS
DATE: 07/28/2006
DRAWN BY: AWM
CHECKED BY: AKK

PLOT DATE: 7/28/2006
FILE NAME: T:\8200RNC\110Dgn\enacde402.dgn
PLOT SCALE: 1/8"=1'-0"
USER NAME: #USERS#

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	32
STA. 10+00		TO STA.13+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

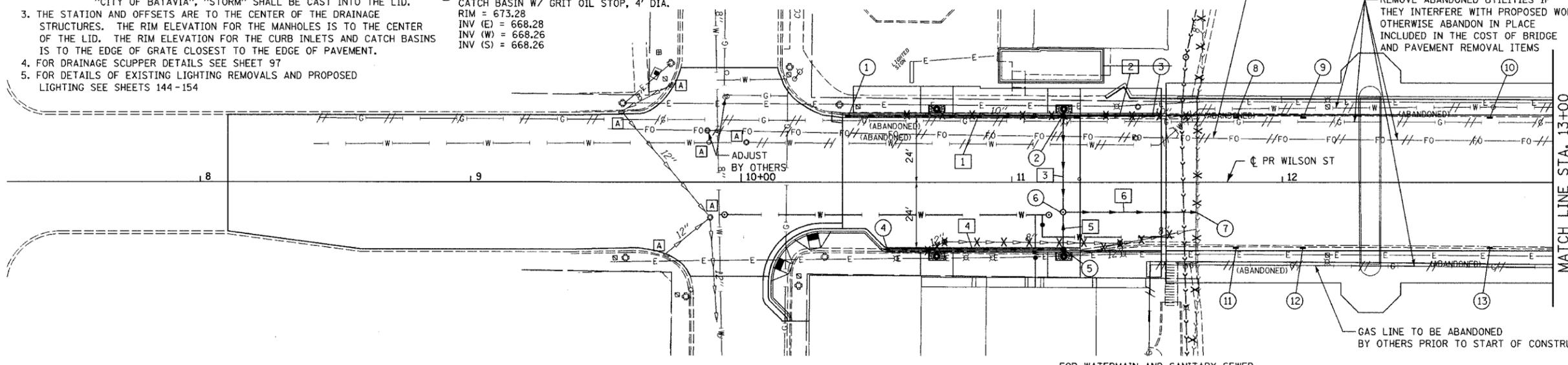
- NOTES:
- FOR DETAILS OF PROPOSED DRAINAGE ITEMS, SEE SHEETS 36 AND 38.
 - FRAMES, LIDS AND GRATES FOR STORM SEWER INLETS, CATCH BASINS AND MANHOLES SHALL CONFORM TO THE FOLLOWING OR AN APPROVED EQUAL UNLESS OTHERWISE NOTED:
CURB INLET&CATCH BASIN: E.J. 7221 TYPE 1 CURB BACK, TYPE M1 GRATE MANHOLE: E.J. 1020 FRAME AND SOLID LID WITH THE WORDS "CITY OF BATAVIA", "STORM" SHALL BE CAST INTO THE LID.
 - THE STATION AND OFFSETS ARE TO THE CENTER OF THE DRAINAGE STRUCTURES. THE RIM ELEVATION FOR THE MANHOLES IS TO THE CENTER OF THE LID. THE RIM ELEVATION FOR THE CURB INLETS AND CATCH BASINS IS TO THE EDGE OF GRATE CLOSEST TO THE EDGE OF PAVEMENT.
 - FOR DRAINAGE SCUPPER DETAILS SEE SHEET 97
 - FOR DETAILS OF EXISTING LIGHTING REMOVALS AND PROPOSED LIGHTING SEE SHEETS 144-154

- ① STA 10+39.42, 24.54' LT 12" STORM SEWER, RCP, T2, CL III INLET TYPE A RIM = 672.88 INV (E) = 668.61
- ② STA 11+19.00, 23.54' LT CATCH BASIN W/ GRIT OIL STOP, 4' DIA. RIM = 673.28 INV (E) = 668.28 INV (W) = 668.26 INV (S) = 668.26
- ③ STA 11+52.00, 24.54' LT INLET TYPE A W/T4 F&G RIM = 673.50 INV (W) = 669.23
- ④ STA 11+83.00, 24.2865 LT DRAINAGE SCUPPER, DS-11 RIM = 673.97
- ⑤ STA 12+07.69, 24.2865 LT DRAINAGE SCUPPER, DS-11 RIM = 674.52
- ⑥ STA 12+76.69, 24.2865 LT DRAINAGE SCUPPER, DS-11 RIM = 676.27

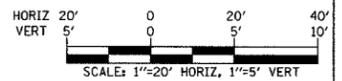


DRAINAGE LEGEND

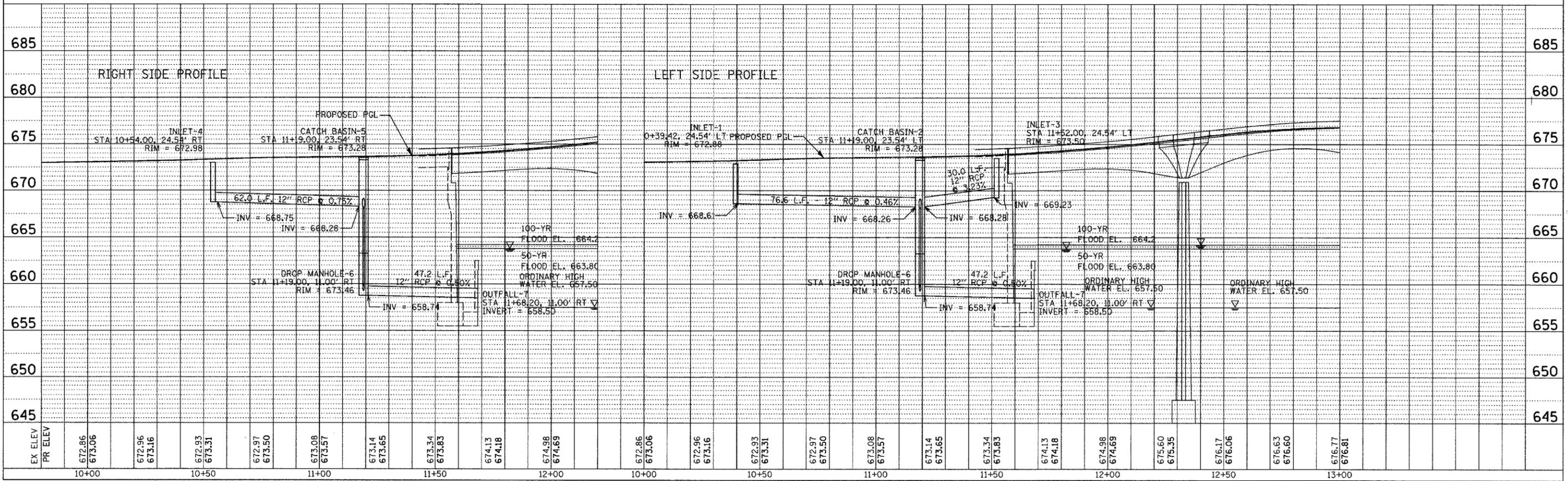
- EXISTING STORM SEWER
- EXISTING INLET
- EXISTING MANHOLE
- X— STORM SEWER TO BE REMOVED
- PROPOSED STORM SEWER
- PROPOSED INLET
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- ✖ STRUCTURE TO BE REMOVED
- ⊠ STRUCTURE TO BE ADJUSTED



- ④ STA 10+54.00, 24.54' RT 12" STORM SEWER, RCP, T2, CL III INLET TYPE A RIM = 672.98 INV (E) = 668.75
- ⑤ STA 11+19.00, 23.54' RT CATCH BASIN W/ GRIT OIL STOP, 4' DIA. RIM = 673.28 INV (W) = 668.28 INV (N) = 668.28
- ⑥ STA 11+19.00, 11.00' RT DROP MANHOLE, TYPE A2-2, 4' DIA RIM = 673.46 INV (N) = 668.11 INV (S) = 668.11 INV (E) = 658.74
- ⑦ STA 11+68.20, 11.00' RT SEWER OUTFALL AT RET WALL (SEE STRUCTURAL PLANS FOR DETAIL) INV = 658.50
- ⑧ STA 11+83.00, 24.2865 RT DRAINAGE SCUPPER, DS-11 RIM = 673.97
- ⑨ STA 12+07.69, 24.2865 RT DRAINAGE SCUPPER, DS-11 RIM = 674.52
- ⑩ STA 12+76.69, 24.2865 RT DRAINAGE SCUPPER, DS-11 RIM = 676.27



DATE	
BY	
PLAN	
DATE	
BY	
PROFILE	
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BY	



DATE	
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PROFILE	
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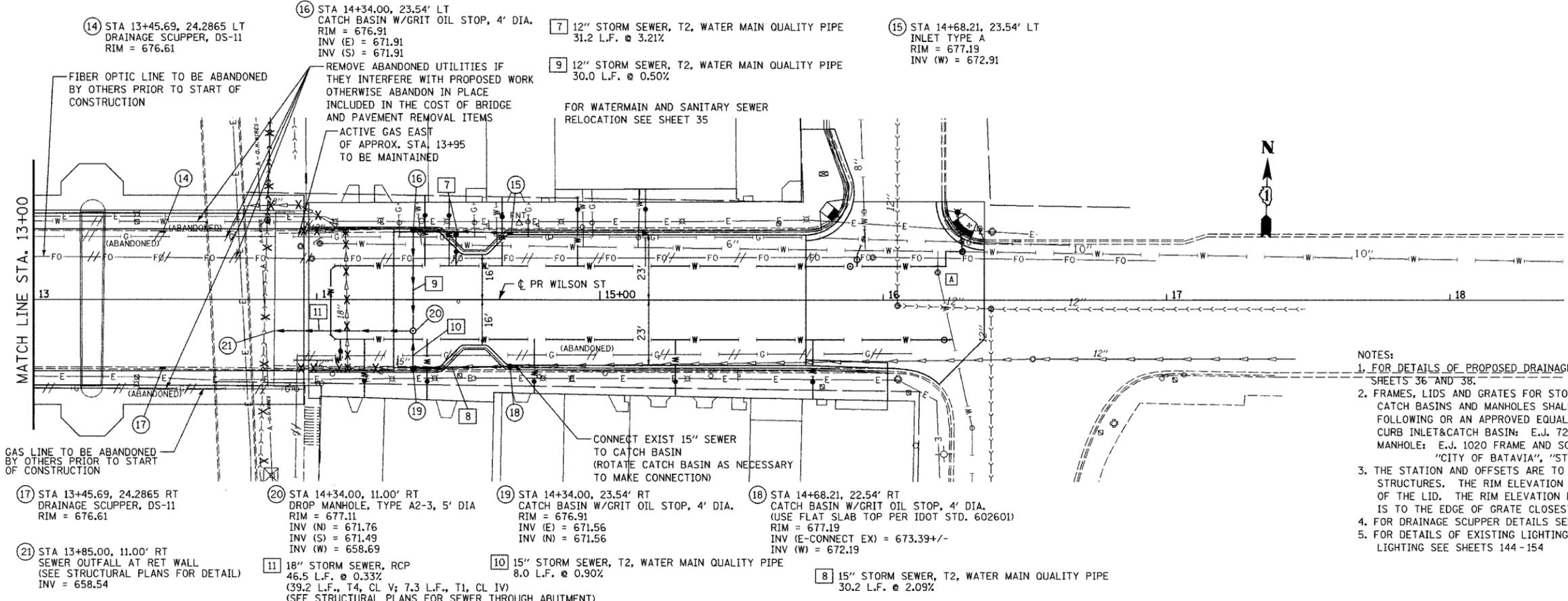
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 USER NAME: #USER1

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	33
STA. 13+00		TO STA. 15+72.69		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

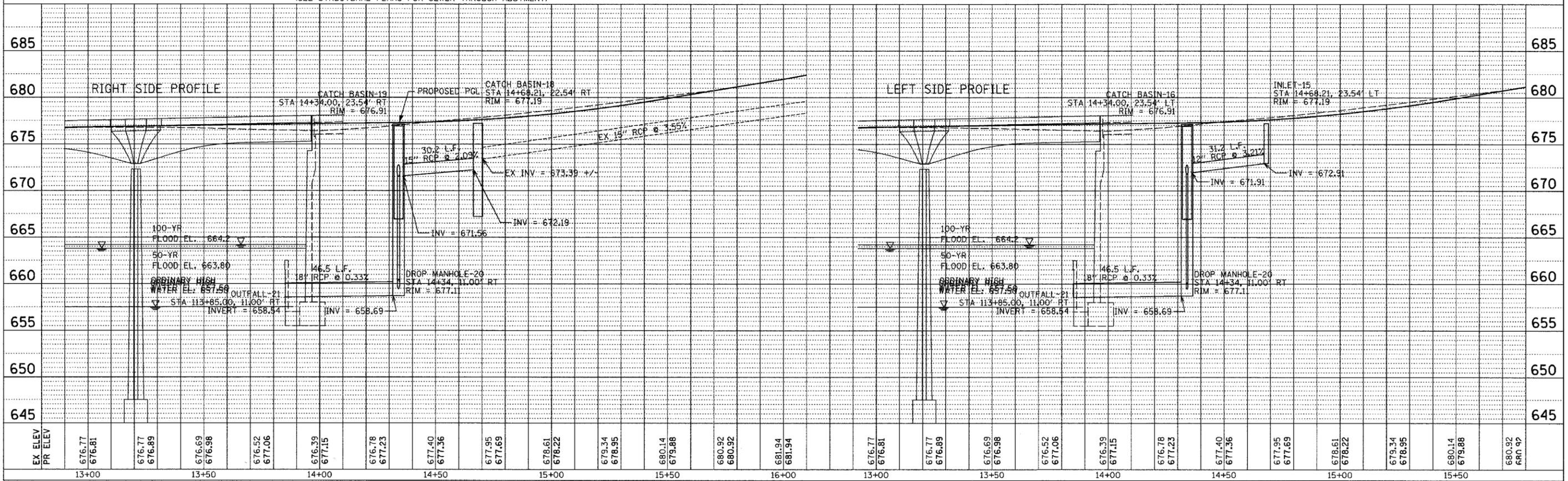
DATE	BY
DATE	BY
DATE	BY

DATE	BY
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DATE	BY

PLOT DATE: 09/13/2006
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 USER NAME: #USER#

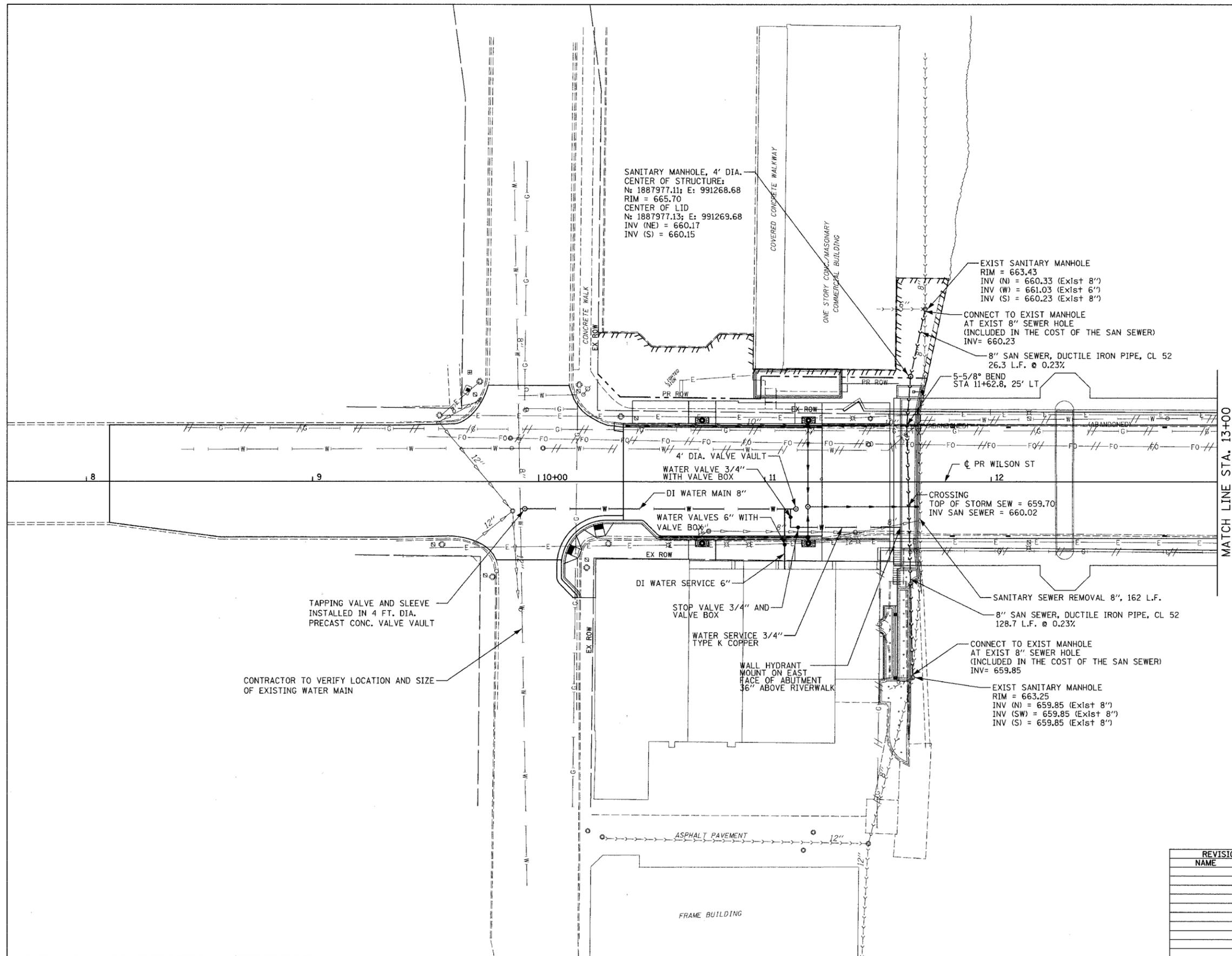


- NOTES:
- FOR DETAILS OF PROPOSED DRAINAGE ITEMS, SEE SHEETS 36 AND 38.
 - FRAMES, LIDS AND GRATES FOR STORM SEWER INLETS, CATCH BASINS AND MANHOLES SHALL CONFORM TO THE FOLLOWING OR AN APPROVED EQUAL UNLESS OTHERWISE NOTED:
 CURB INLET & CATCH BASIN: E.J. 7221 TYPE 1 CURB BACK, TYPE M1 GRATE
 MANHOLE: E.J. 1020 FRAME AND SOLID LID WITH THE WORDS "CITY OF BATAVIA", "STORM" SHALL BE CAST INTO THE LID.
 - THE STATION AND OFFSETS ARE TO THE CENTER OF THE DRAINAGE STRUCTURES. THE RIM ELEVATION FOR THE MANHOLES IS TO THE CENTER OF THE LID. THE RIM ELEVATION FOR THE CURB INLETS AND CATCH BASINS IS TO THE EDGE OF GRATE CLOSEST TO THE EDGE OF PAVEMENT.
 - FOR DRAINAGE SCUPPER DETAILS SEE SHEET 97
 - FOR DETAILS OF EXISTING LIGHTING REMOVALS AND PROPOSED LIGHTING SEE SHEETS 144-154



WILSON STREET - DRAINAGE AND UTILITIES - STA. 13+00 TO STA. 17+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	34
STA. 10+00		TO STA. 13+00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



MATCH LINE STA. 13+00

TAPPING VALVE AND SLEEVE
INSTALLED IN 4 FT. DIA.
PRECAST CONC. VALVE VAULT

CONTRACTOR TO VERIFY LOCATION AND SIZE
OF EXISTING WATER MAIN

SANITARY MANHOLE, 4' DIA.
CENTER OF STRUCTURE:
N: 1887977.11; E: 991268.68
RIM = 665.70
CENTER OF LID
N: 1887977.13; E: 991269.68
INV (NE) = 660.17
INV (S) = 660.15

EXIST SANITARY MANHOLE
RIM = 663.43
INV (N) = 660.33 (Exist 8")
INV (W) = 661.03 (Exist 6")
INV (S) = 660.23 (Exist 8")

CONNECT TO EXIST MANHOLE
AT EXIST 8" SEWER HOLE
(INCLUDED IN THE COST OF THE SAN SEWER)
INV = 660.23

8" SAN SEWER, DUCTILE IRON PIPE, CL 52
26.3 L.F. @ 0.23%

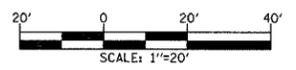
5-5/8" BEND
STA 11+62.8, 25' LT

CROSSING
TOP OF STORM SEW = 659.70
INV SAN SEWER = 660.02

SANITARY SEWER REMOVAL 8", 162 L.F.
8" SAN SEWER, DUCTILE IRON PIPE, CL 52
128.7 L.F. @ 0.23%

CONNECT TO EXIST MANHOLE
AT EXIST 8" SEWER HOLE
(INCLUDED IN THE COST OF THE SAN SEWER)
INV = 659.85

EXIST SANITARY MANHOLE
RIM = 663.25
INV (N) = 659.85 (Exist 8")
INV (SW) = 659.85 (Exist 8")
INV (S) = 659.85 (Exist 8")



REVISIONS	
NAME	DATE

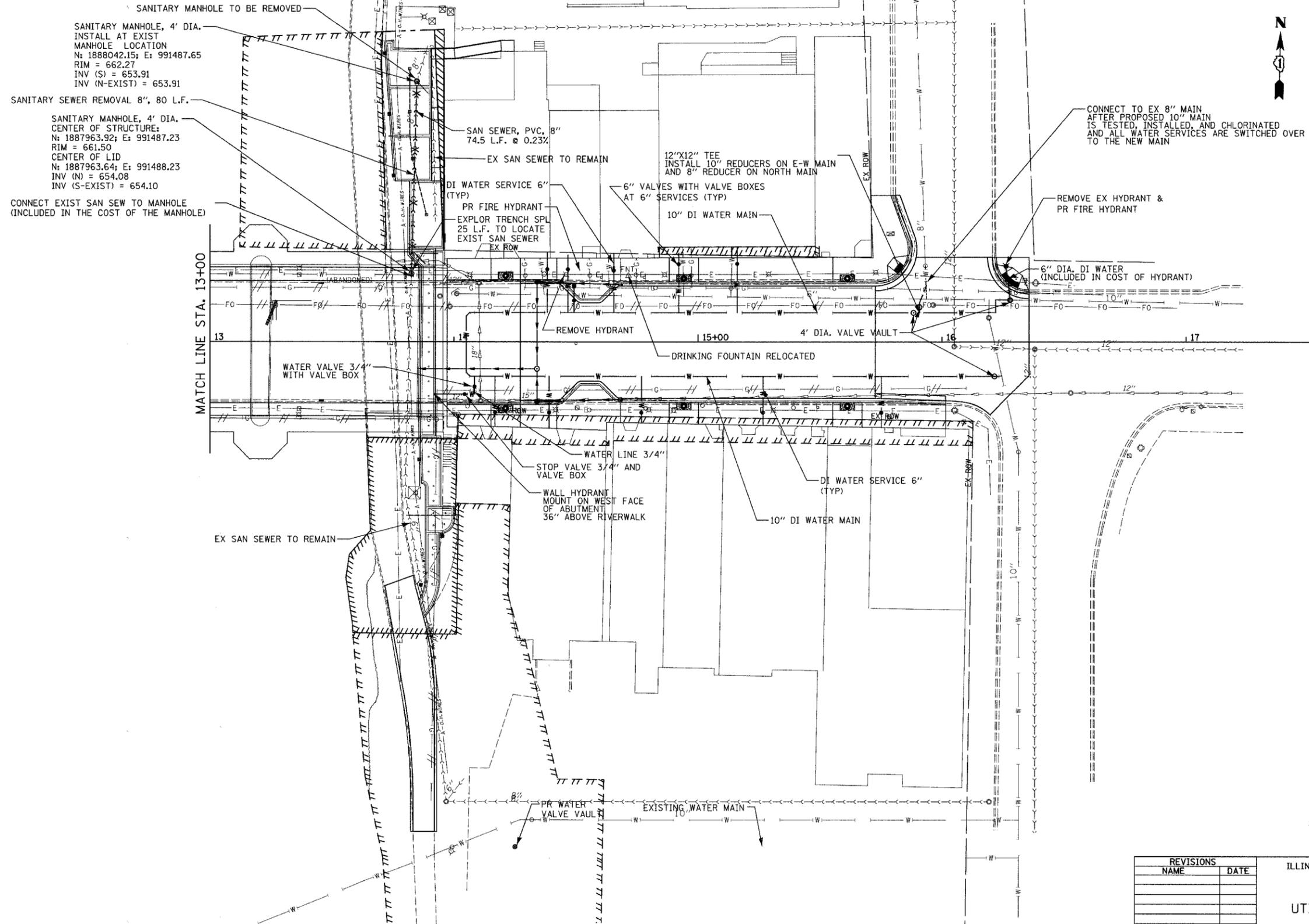
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
UTILITY RELOCATION PLAN
STA 10+00 TO STA 13+00

SCALE: 1"=20'
DATE 07/28/2006
DRAWN BY AWM
CHECKED BY AKK

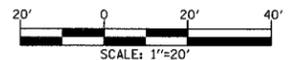
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	35
STA. 13+00		TO STA. 15+72.69		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCH LINE STA. 13+00



REVISIONS	
NAME	DATE

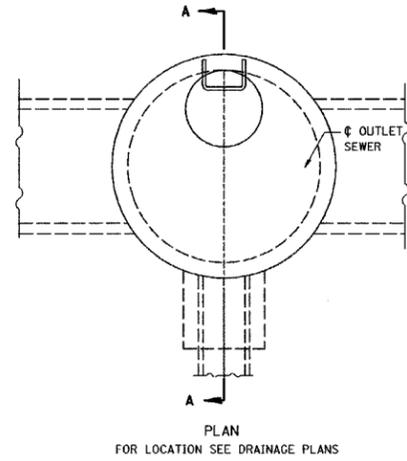
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 UTILITY RELOCATION PLAN
 STA 13+00 TO STA 15+72.69
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY AWM
 CHECKED BY AKK

PLOT DATE * 08/14/2006
 FILE NAME * 142005rcv\ldgr\util-relocat02.dgn
 PLOT SCALE * 1/4"=20"
 USER NAME * USER

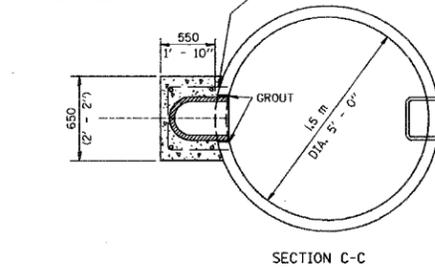
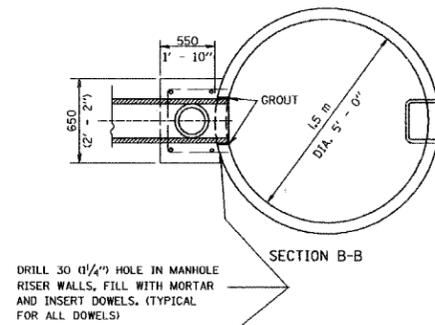
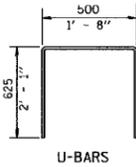
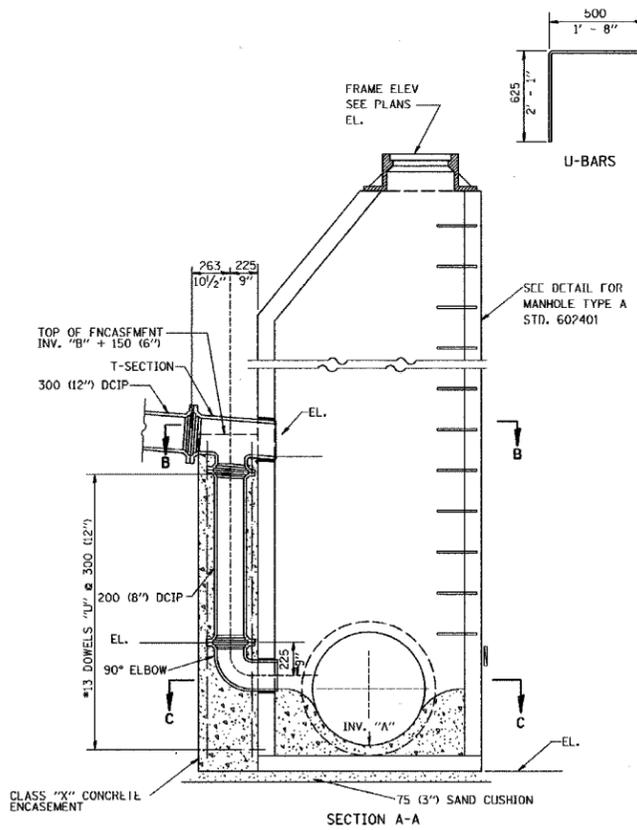
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	36
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

F.A. REC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



ENCASEMENT DETAILS	
DROP M.H. LOCATION STA., OFFSET	
INV. "A"	
INLET PIPE	
INV. "B"	
INV. "C"	
A	
B	
"V" BAR LENGTH	
NO. OF "U" BARS	
REINF. BARS	
CLASS "SI" CONC. (CUBIC METER (CIL YD.))	



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

DROP MANHOLE DETAILS

REVISIONS	
NAME	DATE

SCALE: NONE
DATE 10/18/2002

DRAWN BY jls
CHECKED BY [Signature]

- TYPE A1-1 MANHOLE WITH 1 DROP AND DEPTH UP TO 3 m (10')
- TYPE A1-2 " " " " " FROM 3 m TO 1.5 m (10' TO 15')
- TYPE A1-3 " " " " " FROM 1.5 m TO 6 m (15' TO 20')
- TYPE A1-4 " " " " " OVER 6 m (20')
- TYPE A2-1 MANHOLE WITH 2 DROPS AND DEPTH UP TO 3 m (10')
- TYPE A2-2 " " " " " FROM 3 m TO 1.5 m (10' TO 15')
- TYPE A2-3 " " " " " FROM 1.5 m TO 6 m (15' TO 20')
- TYPE A2-4 " " " " " OVER 6 m (20')

REVISIONS	
NAME	DATE

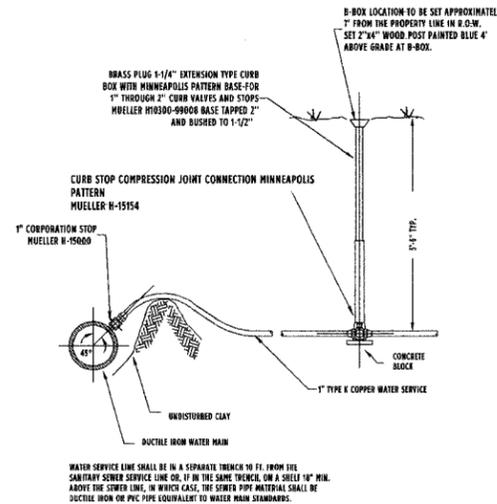
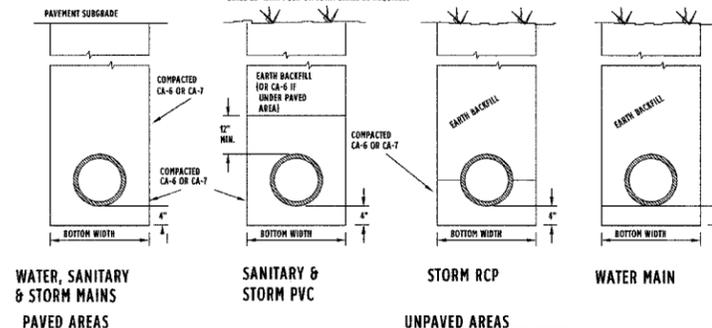
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
DROP MANHOLE DETAILS

SCALE: NPS0'
DATE 07/28/2006

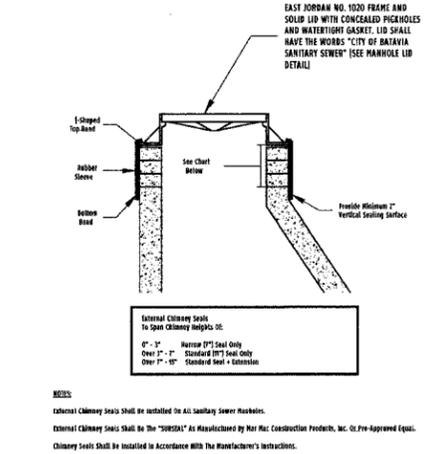
DRAWN BY AWM
CHECKED BY AKK

STANDARD TRENCH SECTIONS

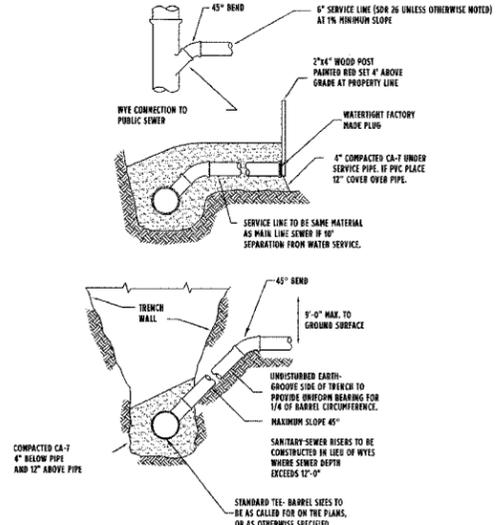
- BOTTOM WIDTH: PIPE SIZES UP TO 24" USE I.D. PLUS 30" OVER 24" USE O.D. PLUS 24"
- WHERE USED, EARTH BACKFILL SHALL BE JETTED IN PLACE
- WHERE CROSSING EXISTING ROADWAY CONTROLLED LOW STRENGTH MATERIAL SHALL BE COSED WITH A MINIMUM ASPHALT PACT OF 8"
- SANITARY MAIN BETWEEN DEPTHS OF SIX FEET(1) AND FOURTEEN FEET (14') PVC PIPE SDR 26 SHALL BE REQUIRED. FOR DEPTHS OF LESS THAN SIX FEET (6') AND GREATER THAN FOURTEEN FEET (14') DUCTILE IRON PIPE CLASS 52 WITH PUSH ON JOINT SHALL BE REQUIRED.



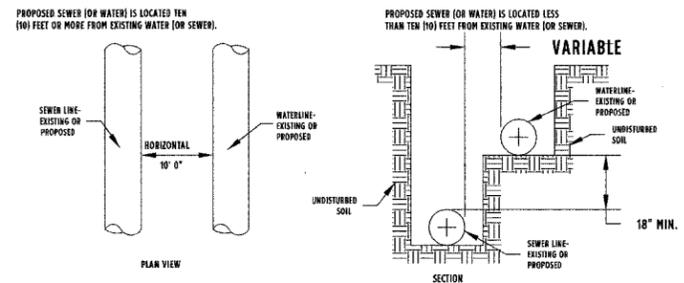
WATER SERVICE DETAIL



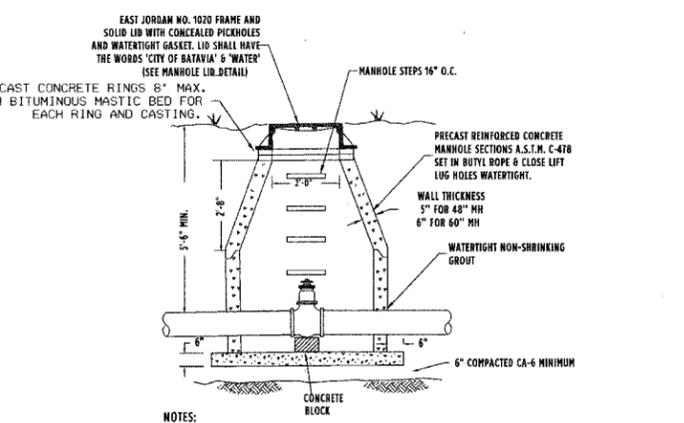
EXTERNAL CHIMNEY SEAL DETAIL



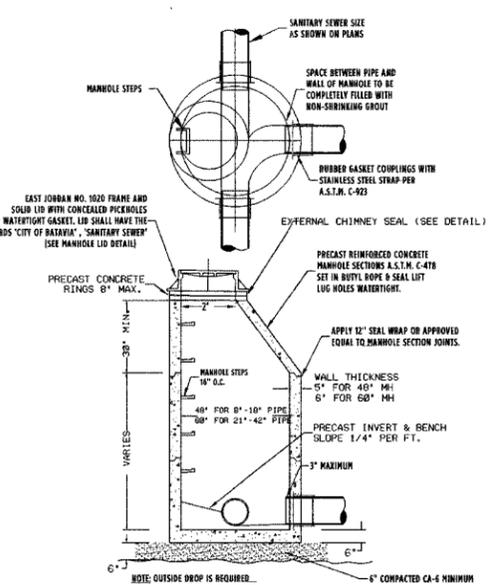
SANITARY SEWER SERVICE AND SERVICE RISER



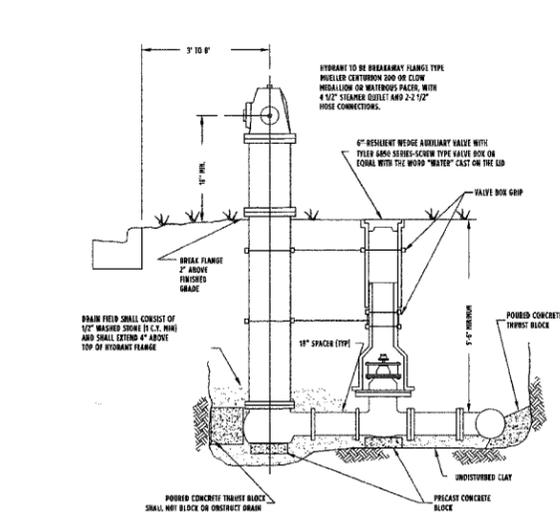
WATER AND SEWER SEPARATION DETAIL



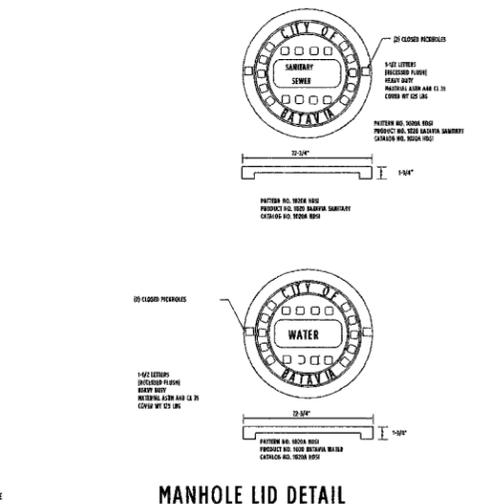
WATER VALVE VAULT DETAIL



SANITARY SEWER MANHOLE



FIRE HYDRANT



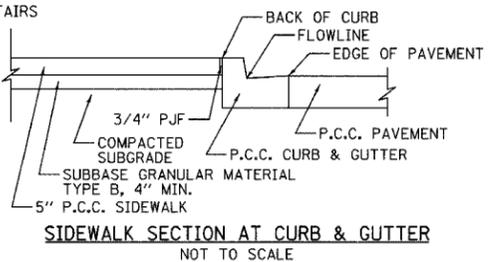
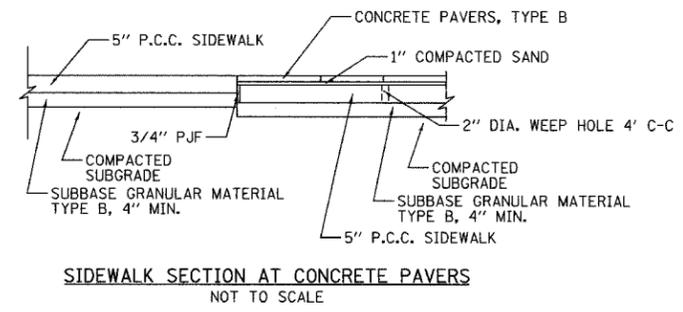
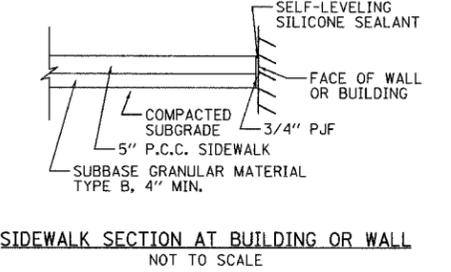
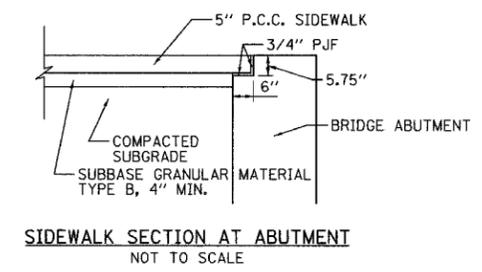
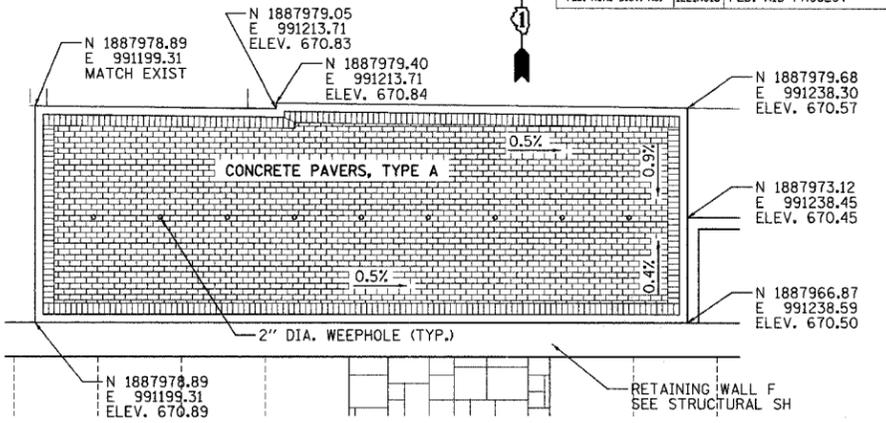
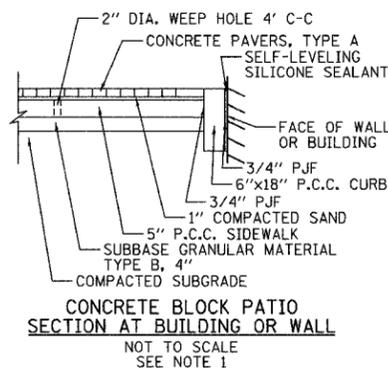
MANHOLE LID DETAIL

CITY OF BATAVIA ENGINEERING DEPARTMENT			
DRAWN BY: S. HAINES	DATE: 02/10/00	SCALE: NONE	4 07-29/05 S.H.S.
TITLE: SANITARY & WATER DETAILS			3 11-29/04 P.S.
			2 02-19/03 P.S.
			1 04-17/02 P.S.
			REVISION DATE
			SHEET OF

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	39
STA. 10+33.42		TO STA. 11+55.24		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

NORTH SIDEWALK - WEST OF BRIDGE										
STATION	ELEV.	EDGE OF PAVEMENT		FLOWLINE		BACK OF CURB		BACK OF WALK		NOTES
		OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	
10+33.42	673.18	24.54	672.56	25.50	672.51	26.12	672.84	N/A	N/A	MATCH EX EOP
10+37.42	673.21	24.00	672.67	25.00	672.61	25.58	672.99	N/A	N/A	MATCH EX EOP
10+41.42	673.24	24.00	672.76	25.00	672.70	25.58	673.12	35.58	673.32	MATCH EX WALK
10+50.00	673.31	24.00	672.95	25.00	672.89	25.58	673.39	35.58	673.59	
10+66.24	673.43	24.00	673.07	25.00	673.01	25.58	673.51	35.58	673.71	EDGE OF PAVERS
10+75.00	673.50	24.00	673.14	25.00	673.08	25.58	673.58	35.58	673.78	
10+78.24	673.51	24.00	673.15	25.00	673.09	25.58	673.59	35.58	673.79	EDGE OF PAVERS
10+88.24	673.54	24.00	673.18	25.00	673.12	25.58	673.62	35.58	673.82	EDGE OF WALL
10+88.24	673.54	24.00	673.18	25.00	673.12	25.58	673.62	34.83	673.80	EDGE OF WALL
11+00.00	673.57	24.00	673.21	25.00	673.15	25.58	673.65	34.83	673.84	
11+13.24	673.61	24.00	673.25	25.00	673.19	25.58	673.69	34.83	673.88	EDGE OF PAVERS
11+25.00	673.65	24.00	673.29	25.00	673.23	25.58	673.73	34.83	673.92	
11+25.24	673.65	24.00	673.29	25.00	673.23	25.58	673.73	34.83	673.92	EDGE OF PAVERS
11+50.00	673.83	N/A	N/A	25.00	673.46	25.58	674.04	34.83	674.14	
11+55.24	673.89	N/A	N/A	25.00	673.52	25.58	674.10	34.83	674.20	EDGE OF BRIDGE

SOUTH SIDEWALK - WEST OF BRIDGE										
STATION	ELEV.	EDGE OF PAVEMENT		FLOWLINE		BACK OF CURB		BACK OF WALK		NOTES
		OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	
10+37.42	673.21	17.00	672.96	18.00	672.90	18.58	673.40	34.11	673.55	MATCH EX EOP
10+45.17	673.27	17.00	673.02	18.00	672.96	18.58	673.54	34.14	673.81	BUMPOUT
10+50.00	673.31	20.79	673.00	22.21	672.91	23.03	673.59	34.16	673.82	
10+54.24	673.34	24.00	672.98	25.00	672.92	25.58	673.67	34.17	673.85	BUMPOUT
10+66.24	673.43	24.00	673.07	25.00	673.01	25.58	673.76	34.21	673.94	EDGE OF PAVERS
10+66.62	673.44	24.00	673.08	25.00	673.02	25.58	673.77	34.21	673.95	BUILDING SETBACK
10+66.62	673.44	24.00	673.08	25.00	673.02	25.58	673.77	34.76	673.96	BUILDING SETBACK
10+75.00	673.50	24.00	673.14	25.00	673.08	25.58	673.83	34.79	674.02	
10+78.24	673.51	24.00	673.15	25.00	673.09	25.58	673.83	34.81	674.02	EDGE OF PAVERS
11+00.00	673.57	24.00	673.21	25.00	673.15	25.58	673.82	34.88	674.02	
11+13.24	673.61	24.00	673.25	25.00	673.19	25.58	673.82	34.93	674.01	EDGE OF PAVERS
11+25.00	673.65	24.00	673.29	25.00	673.23	25.58	673.86	34.97	674.00	
11+25.24	673.65	24.00	673.29	25.00	673.23	25.58	673.86	34.97	673.99	EDGE OF PAVERS
11+50.00	673.83	N/A	N/A	25.00	673.46	25.58	674.04	35.06	674.07	
11+51.03	673.84	N/A	N/A	25.00	673.47	25.58	674.05	35.07	674.15	EDGE OF STAIRS
11+51.03	673.84	N/A	N/A	25.00	673.47	25.58	674.05	34.67	674.15	EDGE OF STAIRS
11+55.24	673.89	N/A	N/A	25.00	673.52	25.58	674.10	34.67	674.19	EDGE OF BRIDGE



- NOTES:
- CONTRACTOR TO VERIFY DIMENSION FOR TOTAL DEPTH OF CONCRETE PAVERS AND COMPACTED SAND LAYER WITH CONCRETE PAVER MANUFACTURER FOR EACH STYLE OF CONCRETE PAVER PRIOR TO CONSTRUCTION.
 - ALL ELEVATIONS ARE TO TOP OF FINISHED SURFACE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
SIDEWALK PLAN

SCALE: 1"=10'
 DATE: 07/28/2006

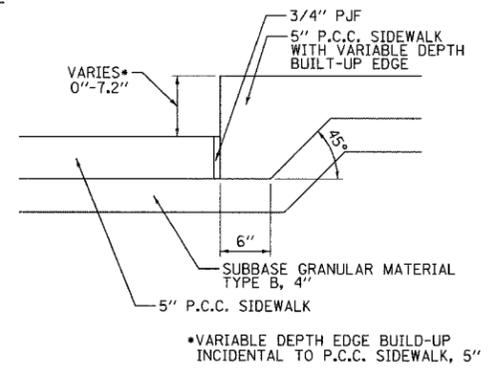
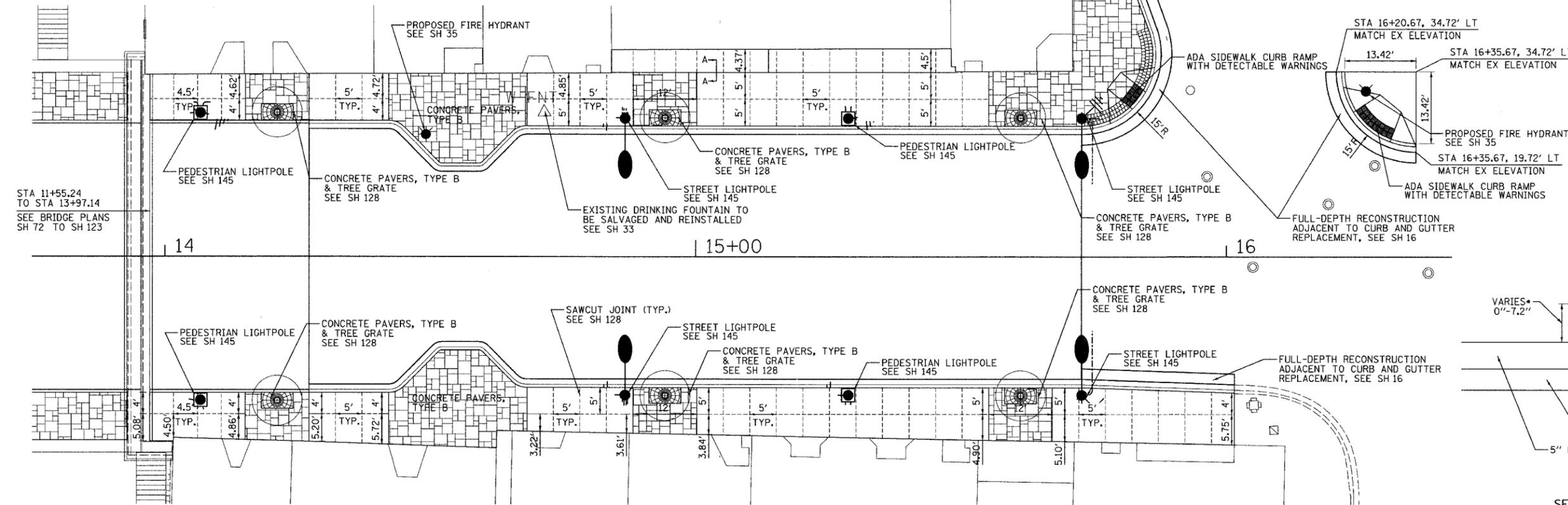
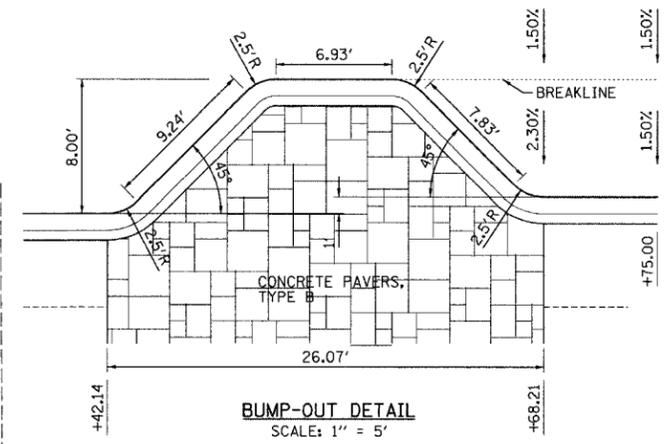
DRAWN BY: WAJ
 CHECKED BY: AKK

PLOT DATE: 08/14/2006
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 USER NAME: #USER#

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	DO-00059-00-BR	KANE	154	40
STA. 13+98.14		TO STA. 16+01.51		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATION	C. ELEV.	EDGE OF PAVEMENT		GUTTER		BACK OF CURB		BACK OF WALK 1		BACK OF WALK 2		BACK OF WALK 3		NOTES
		OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	
13+97.14	677.14	25.00	676.77	N/A	N/A	25.58	677.35	34.14	677.44					EDGE OF BRIDGE
14+00.00	677.15	25.00	676.77	N/A	N/A	25.58	677.36	34.15	677.45					EDGE OF PAVERS
14+15.14	677.20	25.00	676.83	N/A	N/A	25.58	677.41	34.21	677.50					EDGE OF PAVERS
14+25.00	677.23	25.00	676.86	N/A	N/A	25.58	677.44	34.25	677.53					EDGE OF PAVERS
14+27.14	677.24	24.00	676.88	25.00	676.87	25.58	677.45	34.25	677.54					EDGE OF PAVERS
14+42.14	677.30	24.00	676.94	25.00	676.88	25.58	677.47	34.31	677.58					EDGE OF PAVERS
14+50.00	677.36	17.18	677.11	18.59	677.02	19.42	677.48	34.34	677.70					BUMP-OUT
14+52.21	677.38	16.00	677.14	17.00	677.08	17.58	677.50	34.35	677.76					BUMP-OUT
14+59.14	677.46	16.00	677.22	17.00	677.16	17.58	677.48	34.37	677.77					EDGE OF PAVERS
14+68.21	677.58	23.00	677.18	24.00	677.12	24.58	677.87	34.41	678.07					EDGE OF PAVERS
14+75.00	677.69	23.00	677.34	24.00	677.28	24.58	678.03	34.43	678.20					EDGE OF PAVERS
14+84.13	677.86	23.00	677.51	24.00	677.45	24.58	678.20	34.58	678.40	34.58	679.00	38.86	679.07	BUILDING SETBACK
14+88.21	677.94	23.00	677.60	24.00	677.54	24.58	678.29	34.58	678.49	34.58	679.00	38.88	679.07	EDGE OF PAVERS
15+00.00	678.22	23.00	677.87	24.00	677.81	24.58	678.56	34.58	678.76	34.58	679.00	38.92	679.07	EDGE OF PAVERS
15+00.21	678.22	23.00	677.88	24.00	677.82	24.58	678.56	34.58	678.76	34.58	679.00	38.92	679.07	EDGE OF PAVERS
15+13.70	678.59	23.00	678.25	24.00	678.19	24.58	678.80	34.58	679.00	34.58	679.00	38.96	679.07	END OF RAMP
15+16.67	678.68	23.00	678.34	24.00	678.28	24.58	678.86	34.58	679.01			38.98	679.07	
15+25.00	678.95	23.00	678.49	24.00	678.43	24.58	678.93	34.58	679.03			39.02	679.07	
15+41.67	679.63	23.00	678.94	24.00	678.88	24.58	679.21	34.58	679.31			39.08	679.35	
15+48.13	679.81	23.00	679.03	24.00	678.97	24.58	679.30	34.58	679.41			39.10	679.46	
15+48.89	679.84	23.00	679.05	24.00	678.99	24.58	679.32	34.75	679.44			35.75	679.45	BUILDING SETBACK
15+50.00	679.88	23.00	679.08	24.00	679.02	24.58	679.35	34.76	679.49					EDGE OF PAVERS
15+55.21	680.10	23.00	679.30	24.00	679.24	24.58	679.57	34.78	680.30					EDGE OF PAVERS
15+72.69	680.85	23.00	680.04	24.00	679.98	24.58	680.31	N/A	N/A					MATCH EX EOP



STATION	C. ELEV.	EDGE OF PAVEMENT		GUTTER		BACK OF CURB		BACK OF WALK		NOTES
		OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	
13+97.14	677.14	25.00	676.77	N/A	N/A	25.58	677.35	34.67	677.44	EDGE OF BRIDGE
14+00.00	677.15	25.00	676.77	N/A	N/A	25.58	677.36	34.67	677.45	EDGE OF BRIDGE
14+01.62	677.15	25.00	676.78	N/A	N/A	25.58	677.36	34.67	677.46	EDGE OF BUILDING
14+01.62	677.15	25.00	676.78	N/A	N/A	25.58	677.36	34.08	677.45	EDGE OF BUILDING
14+15.14	677.20	25.00	676.83	N/A	N/A	25.58	677.41	34.44	677.59	EDGE OF PAVERS
14+25.00	677.23	25.00	676.86	N/A	N/A	25.58	677.44	34.71	677.63	EDGE OF PAVERS
14+27.14	677.24	24.00	676.88	25.00	676.87	25.58	677.45	34.79	677.64	EDGE OF PAVERS
14+42.14	677.30	24.00	676.94	25.00	676.88	25.58	677.47	35.30	677.65	EDGE OF PAVERS
14+50.00	677.36	17.18	677.11	18.59	677.02	19.42	677.48	35.57	677.66	
14+52.21	677.38	16.00	677.14	17.00	677.08	17.58	677.50	35.65	677.67	BUMP-OUT
14+59.14	677.46	16.00	677.22	17.00	677.16	17.58	677.58	35.88	677.71	BUMP-OUT
14+62.47	677.50	18.29	677.23	19.71	677.14	20.53	677.56	36.00	677.74	BUILDING SETBACK
14+62.53	677.50	18.36	677.23	19.77	677.14	20.60	677.56	32.70	677.70	BUILDING SETBACK

STATION	C. ELEV.	EDGE OF PAVEMENT		GUTTER		BACK OF CURB		BACK OF WALK		NOTES
		OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	OFFSET	ELEV.	
14+68.21	677.58	23.00	677.18	24.00	677.12	24.58	677.53	32.81	677.71	EDGE OF PAVERS
14+75.00	677.69	23.00	677.34	24.00	677.28	24.58	677.70	32.94	677.75	EDGE OF PAVERS
14+88.21	677.94	23.00	677.41	24.00	677.35	24.58	677.77	33.19	677.81	EDGE OF PAVERS
15+00.00	678.22	23.00	677.53	24.00	677.47	24.58	677.97	33.42	678.10	
15+00.21	678.22	23.00	677.53	24.00	677.47	24.58	677.97	33.43	678.10	EDGE OF PAVERS
15+25.00	678.95	23.00	678.26	24.00	678.20	24.58	678.95	33.90	679.15	
15+50.00	679.88	23.00	679.19	24.00	679.13	24.58	679.76	34.39	679.96	
15+55.21	660.10	23.00	679.41	24.00	679.35	24.58	679.95	34.48	680.15	EDGE OF PAVERS
15+67.21	680.61	23.00	679.92	24.00	679.86	24.58	680.40	34.68	680.56	EDGE OF PAVERS
15+72.69	680.85	23.00	680.16	24.00	680.10	24.58	680.61	34.77	680.75	MATCH EX EOP
15+75.00	680.92	23.08	680.23	24.08	680.17	24.66	680.67	34.82	680.84	MATCH EX EOP
16+00.00	681.94	23.95	681.23	24.95	681.17	25.53	681.62	35.30	681.80	MATCH EX EOP
16+01.51	682.02	24.00	681.28	25.00	681.22	25.58	681.68	35.33	681.90	MATCH EXISTING

- NOTES:
- CONTRACTOR TO VERIFY DIMENSION FOR TOTAL DEPTH OF CONCRETE PAVERS AND COMPACTED SAND LAYER WITH CONCRETE PAVEMENT MANUFACTURER FOR EACH STYLE OF CONCRETE PAVEMENT PRIOR TO CONSTRUCTION.
 - ALL ELEVATIONS ARE TO TOP OF FINISHED SURFACE

REVISIONS		DATE
NAME	DATE	

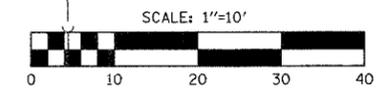
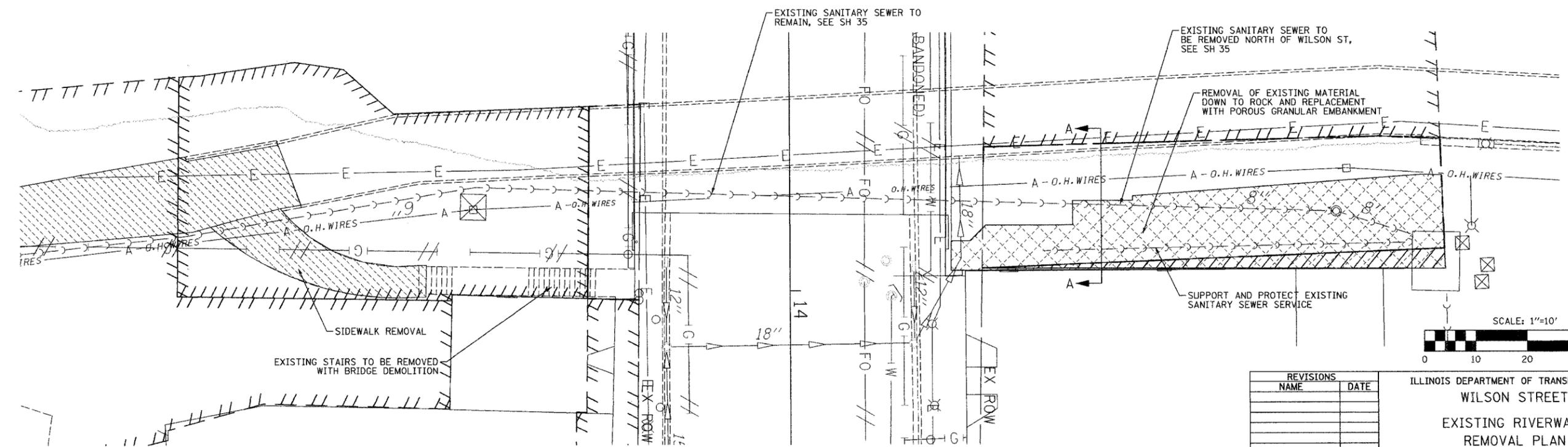
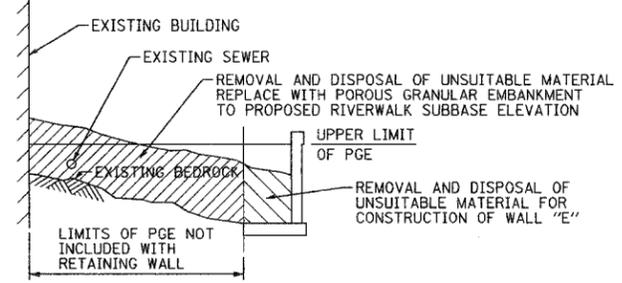
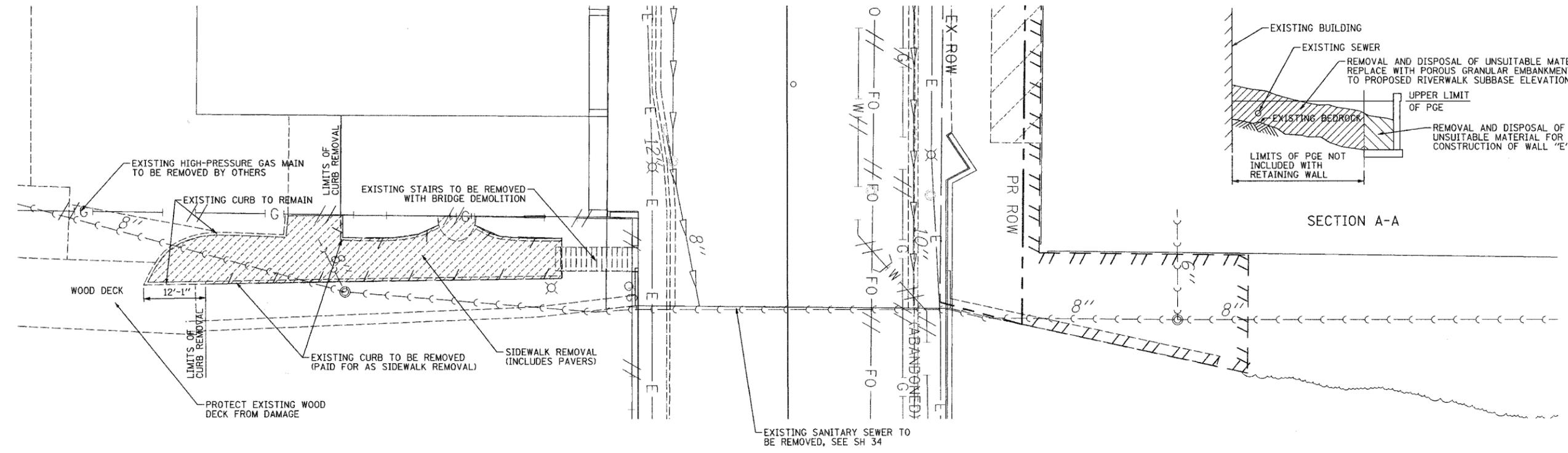
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
SIDEWALK PLAN

SCALE: 1"=10'
DATE: 07/28/2006
DRAWN BY: WAJ
CHECKED BY: AKK

PLOT DATE: 08/14/2006
FILE NAME: I:\2006\con\1441\pav\1441.dgn
PLOT SCALE: #SCALE#
USER NAME: #USER#

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	41
STA. 10+90		TO STA. 14+30		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 EXISTING RIVERWALK
 REMOVAL PLAN

SCALE: 1"=10'
 DATE 07/28/2006

DRAWN BY WAJ
 CHECKED BY AKK

NOTE:
 SIDEWALK REMOVAL TO INCLUDE REMOVAL OF CONCRETE PAVERS, SAND BEDDING, AND CONCRETE CURB

PLOT DATE = 7/25/2006
 FILE NAME = I:\2005\1441\00059\144100059.dgn
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = WJSEIN

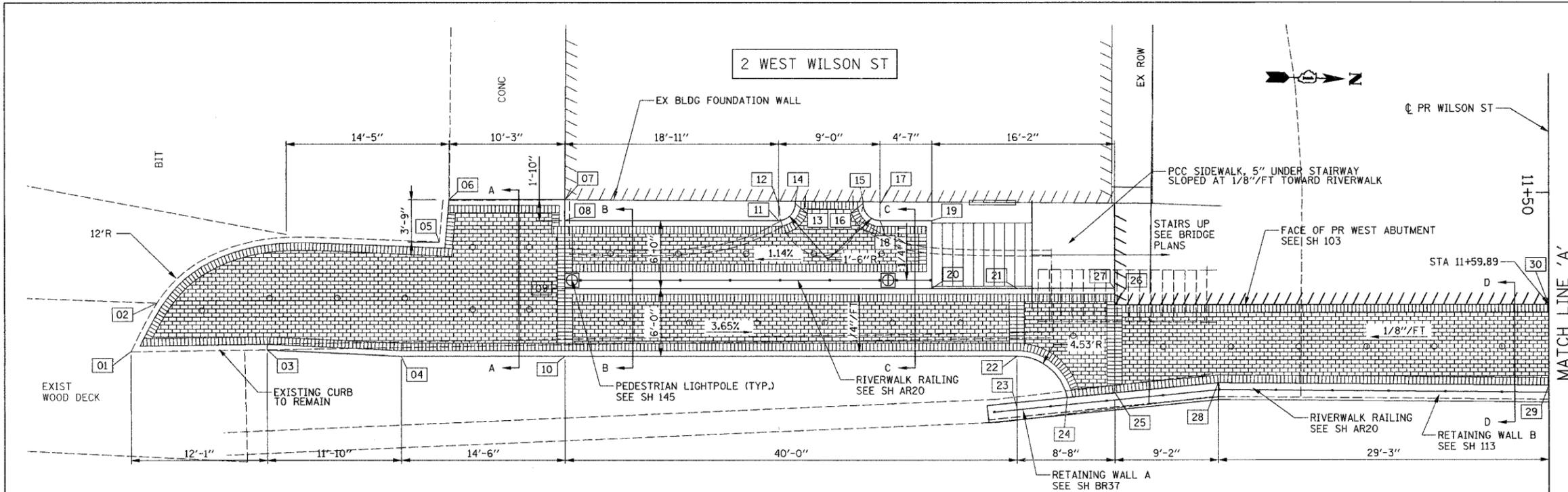


TABLE OF KEY POINTS

NO.	NORTHING	EASTING	ELEV.	NOTES
01	1887805.25	991272.15	663.30	MATCH EX
02	1887807.45	991267.79	663.30	MATCH EX
03	1887817.31	991271.72	663.30	MATCH EX
04	1887829.19	991272.04	663.34	
05	1887832.32	991261.88	663.55	MATCH EX
06	1887833.12	991258.12	663.62	MATCH EX
07	1887843.38	991257.89	663.67	MATCH EX
08	1887843.41	991259.72	663.63	
09	1887843.55	991265.72	663.51	
10	1887843.68	991271.72	663.39	
11	1887862.32	991259.29	663.89	
12	1887862.28	991257.79	N/A	CENTER
13	1887863.78	991257.77	663.93	
14	1887863.78	991257.55	663.93	MATCH EX
15	1887869.78	991257.45	664.00	MATCH EX
16	1887869.78	991257.61	664.00	
17	1887871.28	991257.59	N/A	CENTER
18	1887871.32	991259.09	663.99	
19	1887875.89	991258.99	664.00	STAIRS
20	1887876.03	991264.99	663.88	STAIRS
21	1887883.54	991264.82	662.05	
22	1887883.67	991270.81	661.93	
23	1887883.78	991275.34	N/A	CENTER
24	1887888.19	991274.34	662.05	
25	1887892.40	991273.84	662.05	
26	1887892.22	991266.06	662.05	
27	1887892.19	991264.62	662.05	
28	1887901.53	991272.74	662.15	
29	1887930.79	991272.34	662.45	HIGH POINT
30	1887930.63	991265.19	662.45	HIGH POINT
31	1887961.72	991271.92	662.07	
32	1887967.65	991272.91	662.07	
33	1887967.46	991264.36	662.07	
34	1887967.42	991262.83	662.07	STAIRS
35	1887973.00	991262.71	662.07	STAIRS
36	1887973.25	991273.84	662.07	
37	1887970.33	991268.18	662.01	DRAIN

DRAINAGE STRUCTURE SCHEDULE

NO.	NORTHING	EASTING	TYPE	ELEVATION	
				RIM	INVERT
A	1887970.33	991270.18	SW DRAIN	661.97	660.44
B	1887970.49	991275.10	OUTFALL	N/A	658.75

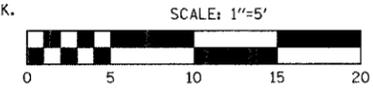
DRAINAGE PIPE SCHEDULE

NO.	FROM	TO	SIZE	TYPE	LENGTH	SLOPE
1	A	B	4"	PVC	5'	34%

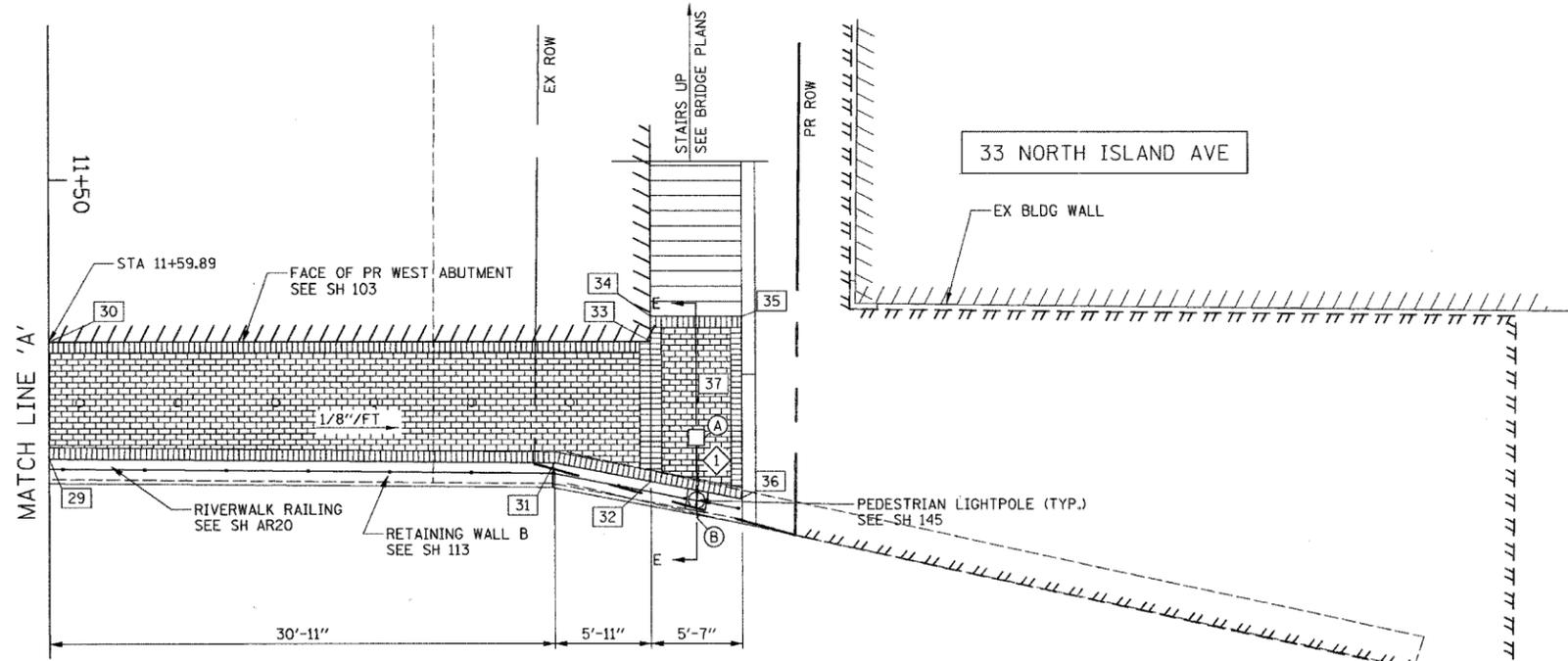
WEEP HOLE LOCATIONS

NORTHING	EASTING	NORTHING	EASTING
1887811.43	991268.36	1887871.51	991262.00
1887817.41	991267.14	1887872.61	991268.06
1887823.41	991267.06	1887878.61	991267.93
1887829.40	991266.87	1887888.62	991268.87
1887835.42	991267.74	1887896.60	991269.68
1887835.30	991262.24	1887902.60	991269.54
1887840.30	991262.12	1887908.60	991269.41
1887840.42	991267.62	1887914.59	991269.27
1887847.51	991262.54	1887920.59	991269.14
1887848.61	991268.60	1887926.59	991269.00
1887853.51	991262.41	1887932.59	991268.87
1887854.61	991268.47	1887938.59	991268.73
1887859.51	991262.27	1887944.59	991268.59
1887860.61	991268.33	1887950.59	991268.46
1887865.51	991262.14	1887956.58	991268.32
1887866.61	991268.20	1887962.58	991268.19

- NOTES:
- FOR RIVERWALK REMOVALS SEE SH 41
 - IMPROVEMENTS ON WILSON STREET NOT SHOWN FOR CLARITY
 - FOR LIGHTING DETAILS SEE ELECTRICAL PLANS, SH AR20
 - FOR RIVERWALK DETAILS AND SECTIONS SEE SH 45
 - WEEP HOLES SHALL CONSIST OF 2" DIA. HOLES CAST OR CORED INTO THE 5" P.C.C. SIDEWALK AT GIVEN LOCATIONS AND FILLED WITH GRANULAR BACKFILL. WEEP HOLES SHALL BE INCIDENTAL TO THE COST OF 5" P.C.C. SIDEWALK.
 - CONTRACTOR TO VERIFY DIMENSION FOR TOTAL DEPTH OF CONCRETE PAVERS AND COMPACTED SAND LAYER WITH CONCRETE PAYER MANUFACTURER FOR EACH STYLE OF CONCRETE PAYER PRIOR TO CONSTRUCTION.



WEST RIVER WALK - SOUTH



WEST RIVER WALK - NORTH

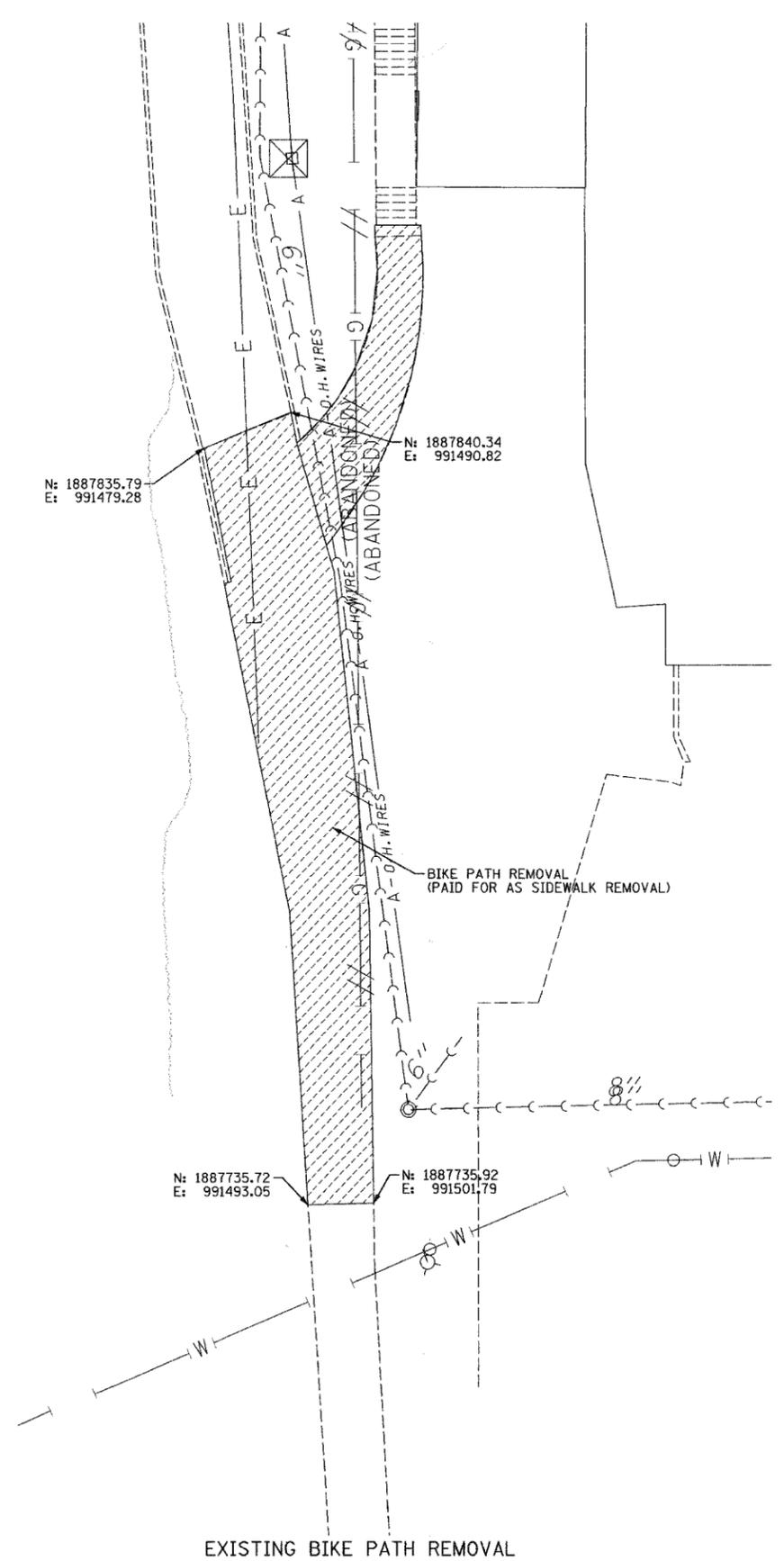
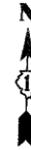
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 USER NAME = USER

REVISIONS

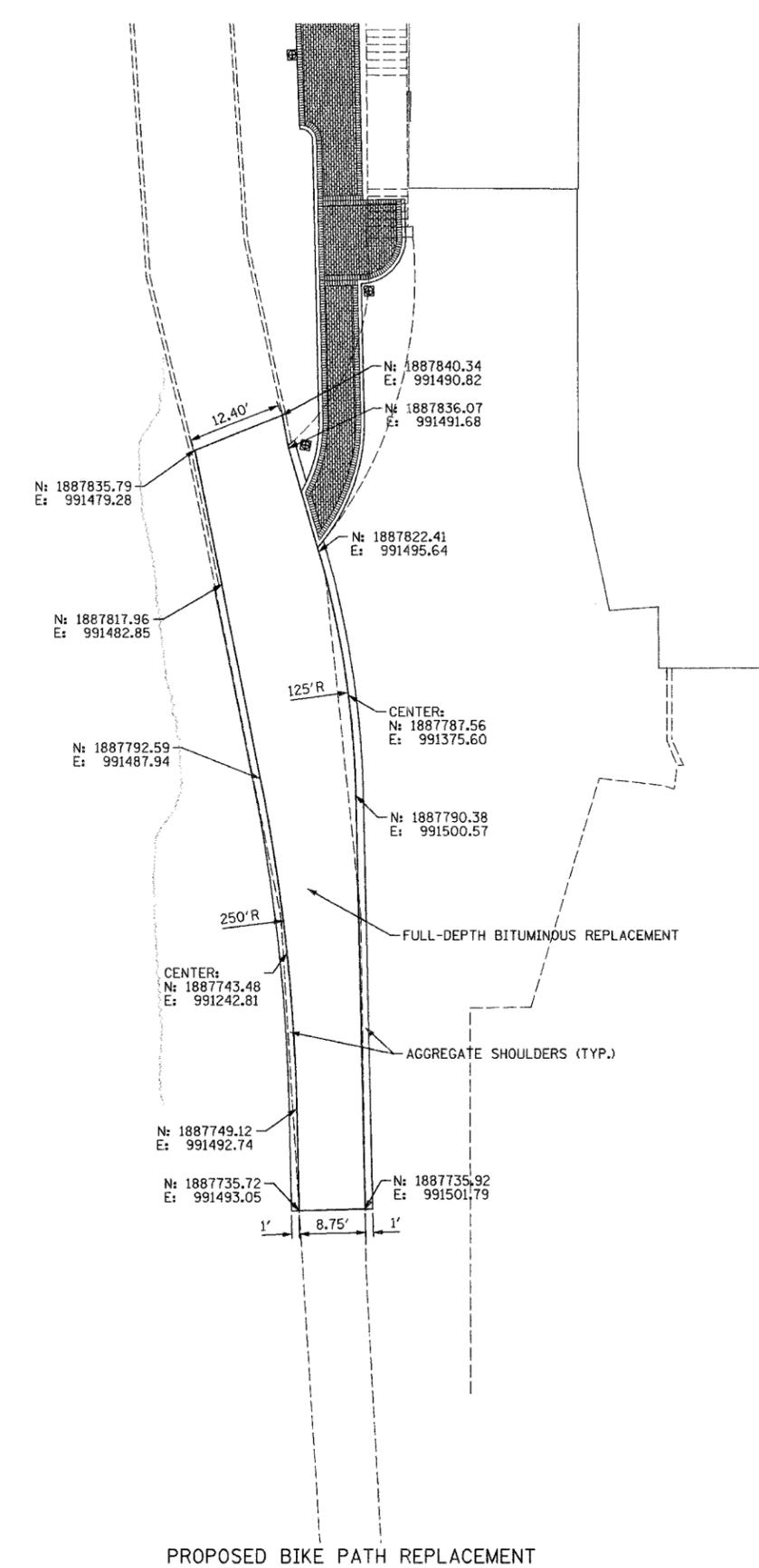
NO.	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 WEST RIVERWALK PLAN
 SCALE: 1"=5'
 DATE 07/28/2006
 DRAWN BY WAJ
 CHECKED BY AKK

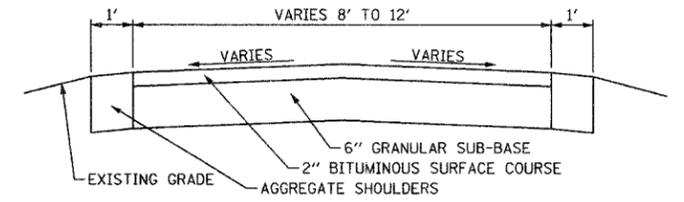
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	44
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



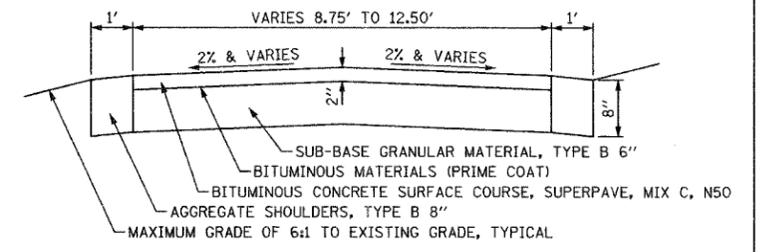
EXISTING BIKE PATH REMOVAL



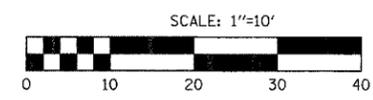
PROPOSED BIKE PATH REPLACEMENT



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

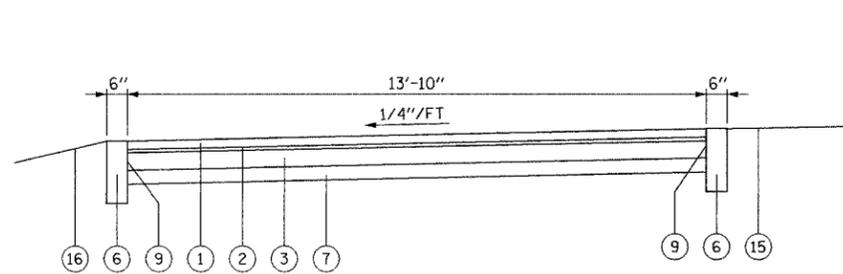


REVISIONS	
NAME	DATE

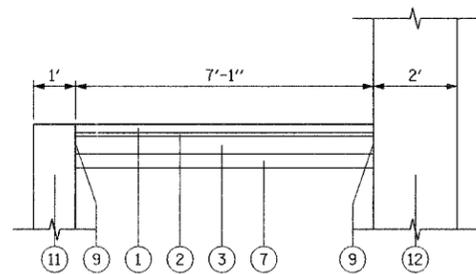
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 BIKE PATH
 REMOVAL AND REPLACEMENT PLAN

SCALE: 1"=10'
 DATE 07/28/2006
 DRAWN BY WAJ
 CHECKED BY AKK

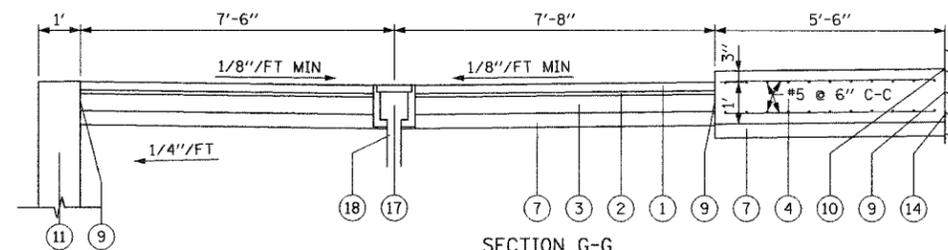
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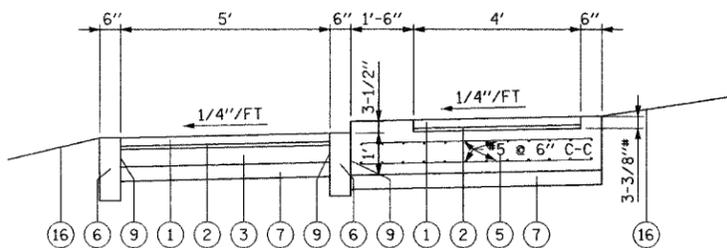
SECTION A-A



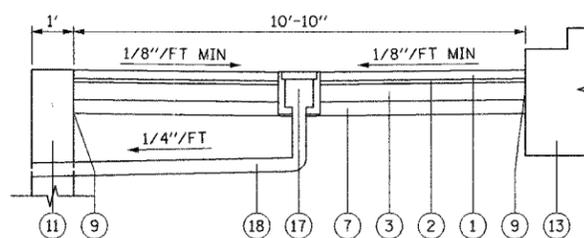
SECTION D-D



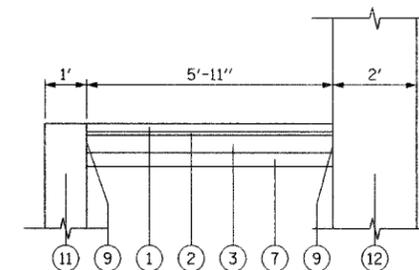
SECTION G-G



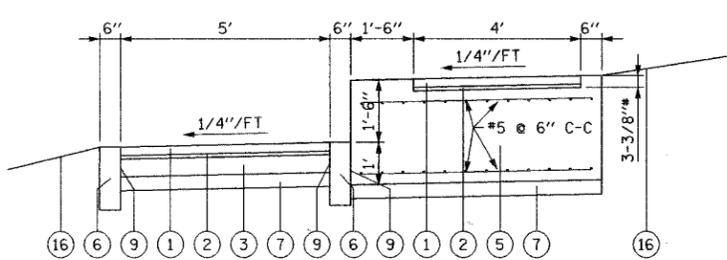
*VERIFY DIMENSION WITH CONCRETE PAVER MANUFACTURER/ INSTALLER
SECTION B-B



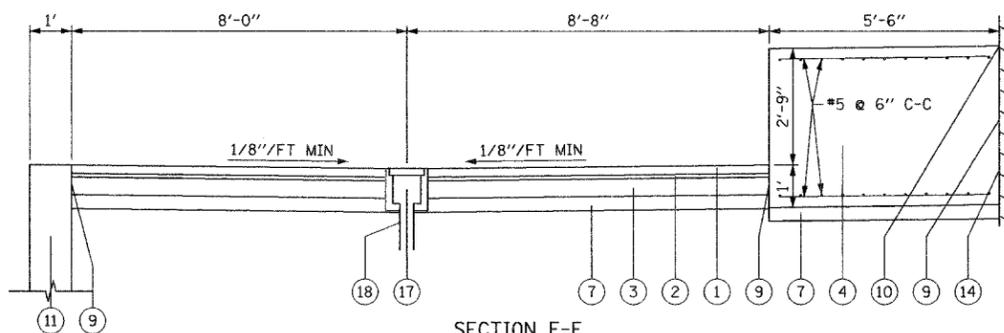
SECTION E-E



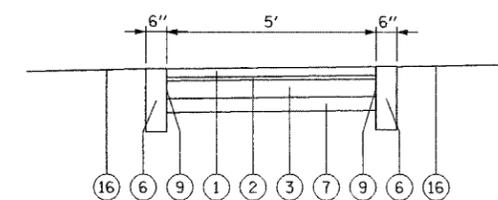
SECTION H-H



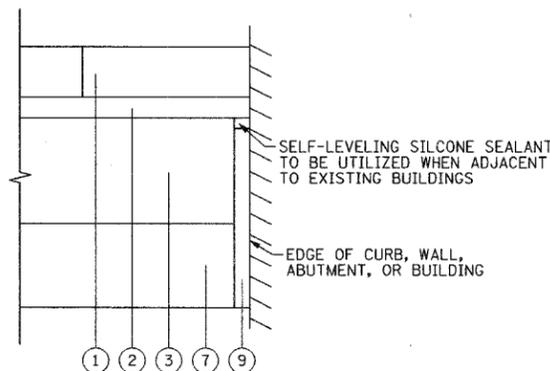
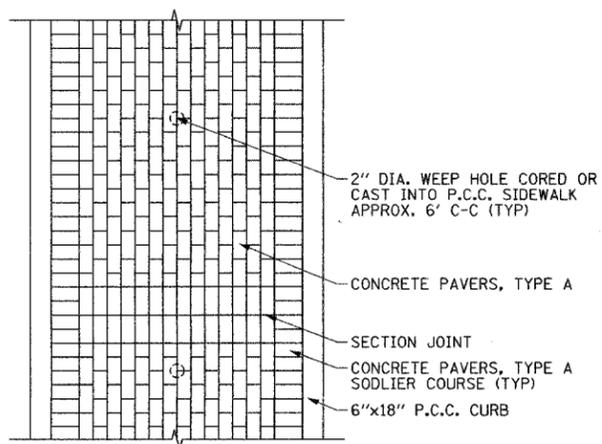
*VERIFY DIMENSION WITH CONCRETE PAVER MANUFACTURER/ INSTALLER
SECTION C-C



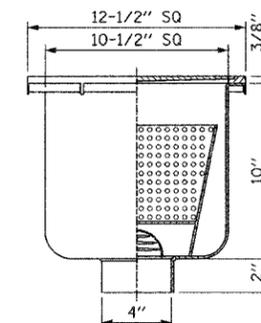
SECTION F-F



SECTION I-I



SECTION AT EDGE OF CONCRETE PAVER AREAS



SIDEWALK DRAIN DETAIL WITH VANDAL-PROOF GRATE AND 4" OUTLET

LEGEND

- ① CONCRETE PAVERS, TYPE A
- ② COMPACTED BEDDING SAND, 1"
- ③ P.C.C. SIDEWALK, 5"
- ④ REINFORCED P.C.C. SIDEWALK, VARIABLE DEPTH
- ⑤ REINFORCED P.C.C. SIDEWALK, VARIABLE DEPTH WITH DEPRESSION FOR PAVERS
- ⑥ P.C.C. CURB, 6"x18"
- ⑦ GRANULAR SUBBASE, TYPE B, 4"
- ⑧ 2" DIA. WEEP HOLE
- ⑨ PREFORMED JOINT FILLER, 3/4"
- ⑩ SELF-LEVELING SILICONE SEALANT
- ⑪ PROPOSED RETAINING WALL
- ⑫ PROPOSED BRIDGE ABUTMENT
- ⑬ PROPOSED STAIRS
- ⑭ EXISTING BUILDING
- ⑮ EXISTING PAVEMENT
- ⑯ LANDSCAPING
- ⑰ SIDEWALK DRAIN
- ⑱ PVC UNDERDRAIN, 4"

NOTES:

1. CONTRACTOR TO VERIFY DIMENSIONS FOR TOTAL DEPTH OF CONCRETE PAVERS AND COMPACTED SAND LAYER WITH CONCRETE PAVER MANUFACTURER FOR EACH STYLE OF CONCRETE PAVER PRIOR TO CONSTRUCTION.
2. STEEL REINFORCED P.C.C. SIDEWALK TO HAVE REINFORCEMENT CONSISTING OF NO. 5 EPOXY COATED DEFORMED STEEL REINFORCING BARS PLACED AT 6" CENTERS IN THE LONGITUDINAL AND TRANSVERSE DIRECTIONS AT THE TOP AND BOTTOM OF THE SIDEWALK WITH A MINIMUM COVER OF 3" FROM THE CONCRETE SURFACE.
3. STEEL REINFORCED P.C.C. SIDEWALK TO HAVE FULL-DEPTH DOWELED JOINTS SPACED AT 15' MINIMUM. THE REINFORCING STEEL SHALL NOT CONTINUE THROUGH THE JOINTS, A COVER OF 3" FROM THE JOINT SHALL BE MAINTAINED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
RIVERWALK DETAILS AND SECTIONS

SCALE: NTS
DATE 07/28/2006

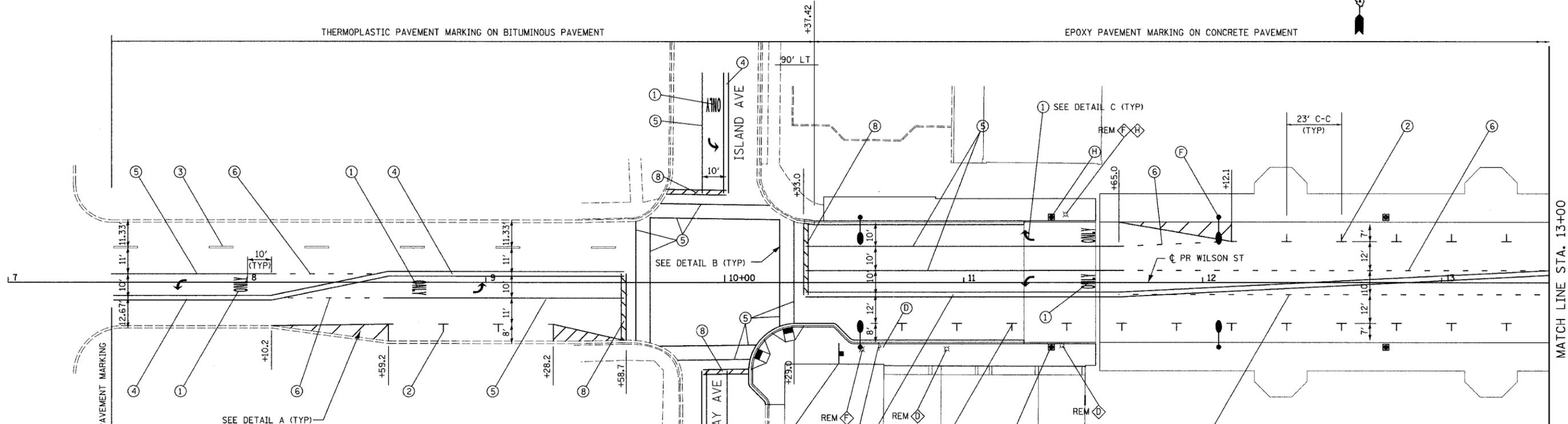
DRAWN BY WAJ
CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 7+43		TO STA. 13+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



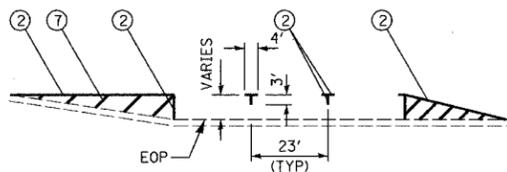
THERMOPLASTIC PAVEMENT MARKING ON BITUMINOUS PAVEMENT

EPOXY PAVEMENT MARKING ON CONCRETE PAVEMENT

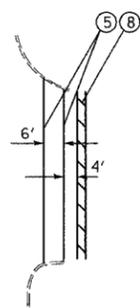


NOTES:

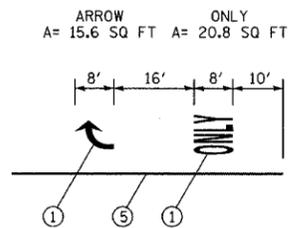
1. ALL REMOVED SIGNS SHALL BE TRANSPORTED TO THE CITY OF BATAVIA PUBLIC WORKS DEPARTMENT.
2. DIMENSIONS ARE TO CENTERLINE OF PAVEMENT MARKING LINE OR FACE OF CURB.
3. FOR ALTERNATE ACCESS SIGNING PLAN SEE SH 48



DETAIL A
PARKING LAYOUT

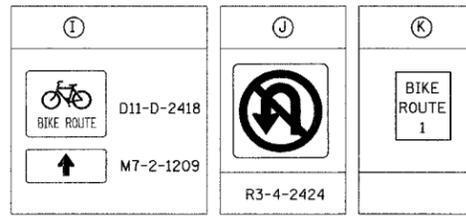
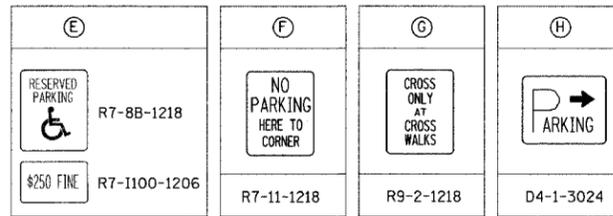
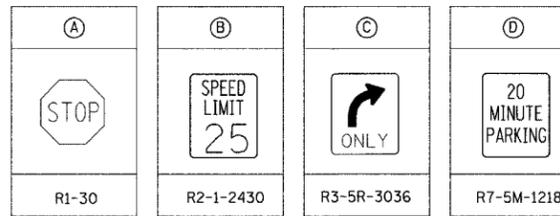


DETAIL B
PEDESTRIAN CROSSING



DETAIL C
LETTERS AND SYMBOLS

SIGN LEGEND:



LEGEND:

- ① PAVEMENT MARKING - LETTERS AND SYMBOLS
- ② PAVEMENT MARKING - LINE 4" , SOLID, WHITE
- ③ PAVEMENT MARKING - LINE 4" , SKIP-DASH (30'-10'), WHITE
- ④ PAVEMENT MARKING - LINE 4" , SOLID, DOUBLE YELLOW
- ⑤ PAVEMENT MARKING - LINE 6" , SOLID, WHITE
- ⑥ PAVEMENT MARKING - LINE 6" , DOTTED (6'-2') , WHITE
- ⑦ PAVEMENT MARKING - LINE 12" , DIAGONALS, WHITE (5 LINES @ 45° EQUALLY SPACED IN EACH LOCATION)
- ⑧ PAVEMENT MARKING - LINE 24" , STOP BAR, SOLID, WHITE
- ⑨ PAVEMENT MARKING - LINE 12" , SOLID, WHITE, 2' SPACING
- ROADWAY LIGHT
- PEDESTRIAN LIGHT
- Ⓐ PROPOSED SIGN
- REM Ⓐ EXISTING SIGN REMOVAL ON LIGHT POLE OR SIGN POST

NOTE:
FOR SPECIAL SIGN DETAILS, SEE SHEET NO. SIG13

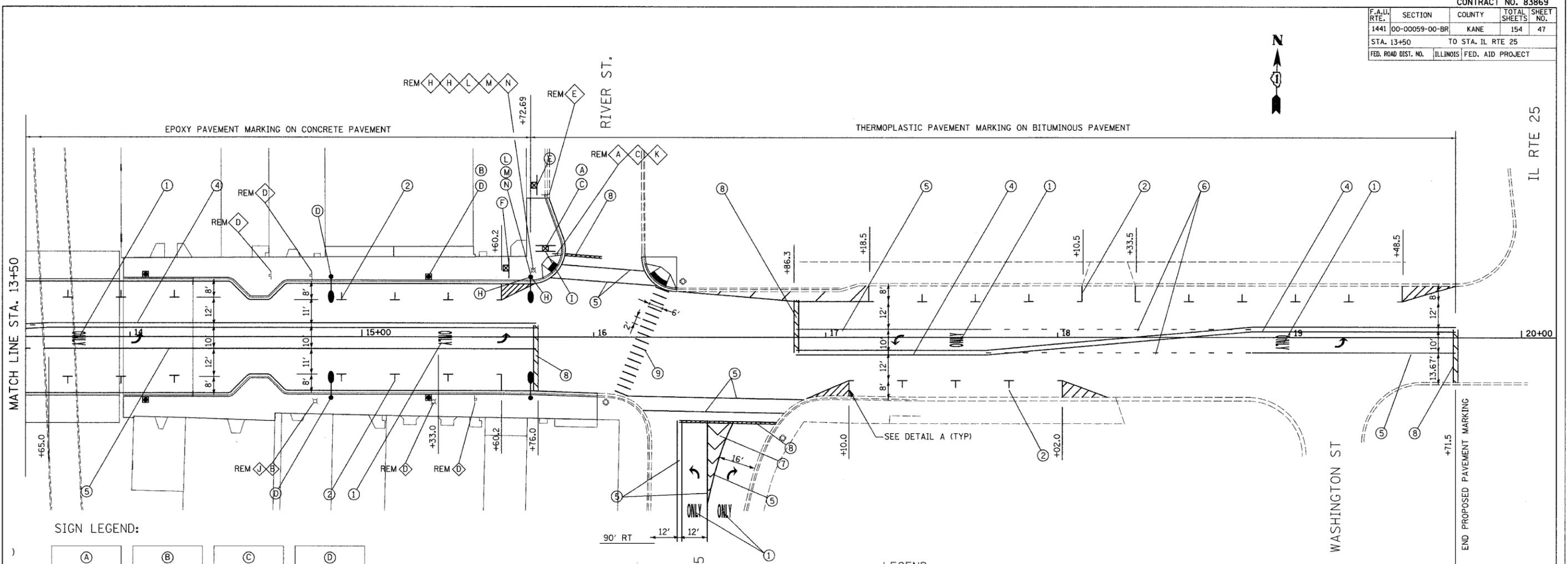
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
PAVEMENT MARKING &
SIGNING PLAN

SCALE: 1"=20'
DATE 07/28/2006

DRAWN BY RVM
CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	47
STA. 13+50		TO STA. IL RTE 25		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SIGN LEGEND:

R1-30	R2-1-2430	R3-5R-3036	R7-5M-1218

R7-8B-1218 \$250 FINE R7-1100-1206	R7-11-1218	R9-2-1218	D4-1-3024

D11-D-2418 M7-2-1209	R3-4-2424	

NOTE:
FOR SPECIAL SIGN DETAILS, SEE SHEET NO. SIG13

LEGEND:

- ① PAVEMENT MARKING - LETTERS AND SYMBOLS
- ② PAVEMENT MARKING - LINE 4" , SOLID, WHITE
- ③ PAVEMENT MARKING - LINE 4" , SKIP-DASH (30'-10'), WHITE
- ④ PAVEMENT MARKING - LINE 4" , SOLID, DOUBLE YELLOW
- ⑤ PAVEMENT MARKING - LINE 6" , SOLID, WHITE
- ⑥ PAVEMENT MARKING - LINE 6" , DOTTED (6'-2'), WHITE
- ⑦ PAVEMENT MARKING - LINE 12" , DIAGONALS, WHITE (5 LINES @ 45° EQUALLY SPACED IN EACH LOCATION)
- ⑧ PAVEMENT MARKING - LINE 24" , STOP BAR, SOLID, WHITE
- ⑨ PAVEMENT MARKING - LINE 12" , SOLID, WHITE, 2' SPACING
- ROADWAY LIGHT
- PEDESTRIAN LIGHT
- PROPOSED SIGN
- EXISTING SIGN REMOVAL ON LIGHT POLE OR SIGN POST
- ORNAMENTAL SIGN POST

NOTES:

1. FOR SIGN LEGEND AND PAVEMENT MARKING DETAILS, SEE SH 46
2. FOR SPECIAL SIGN DETAILS, SEE SH 49
3. ALL REMOVED SIGNS SHALL BE TRANSPORTED TO THE CITY OF BATAVIA PUBLIC WORKS DEPARTMENT.
4. DIMENSIONS ARE TO CENTERLINE OF PAVEMENT MARKING LINE OR FACE OF CURB.
5. FOR ALTERNATE ACCESS SIGNING PLAN SEE SH 48

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
PAVEMENT MARKING &
SIGNING PLAN

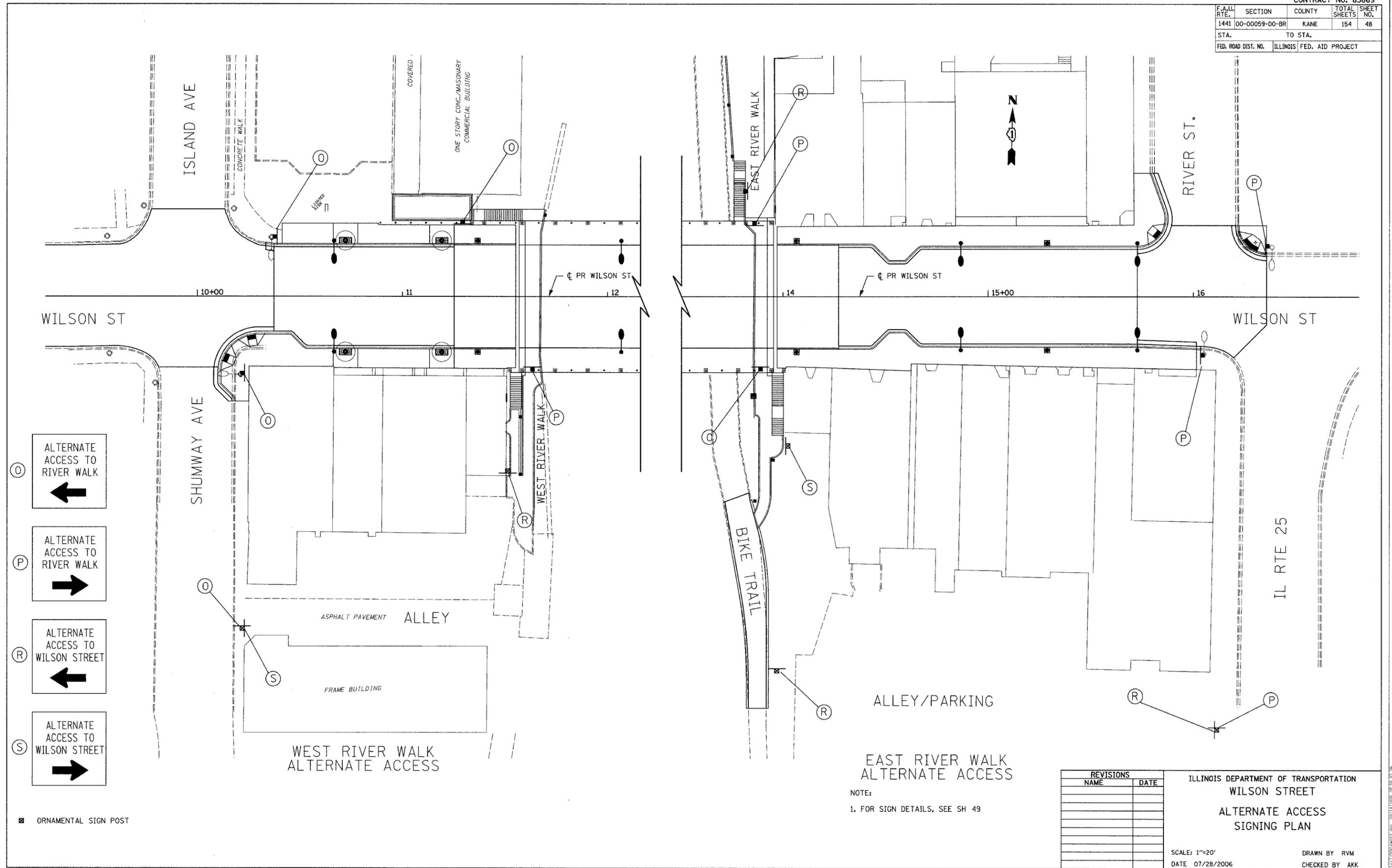
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DATE 07/28/2006

DRAWN BY RVM
CHECKED BY AKK

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FILE NAME = 11200600011441.dgn
PLOT SCALE = AS CALLED
USER NAME = RUSBER

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	48
STA. TO STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- O ALTERNATE ACCESS TO RIVER WALK
←
- P ALTERNATE ACCESS TO RIVER WALK
→
- R ALTERNATE ACCESS TO WILSON STREET
←
- S ALTERNATE ACCESS TO WILSON STREET
→

■ ORNAMENTAL SIGN POST

EAST RIVER WALK ALTERNATE ACCESS
 NOTE:
 1. FOR SIGN DETAILS, SEE SH 49

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 ALTERNATE ACCESS
 SIGNING PLAN
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY RVM
 CHECKED BY AKK

PLOT DATE = 08/14/2006
 FILE NAME = T142005conv142005mod03.dgn
 PLOT SCALE = ASCALE*
 USER NAME = JUBER*

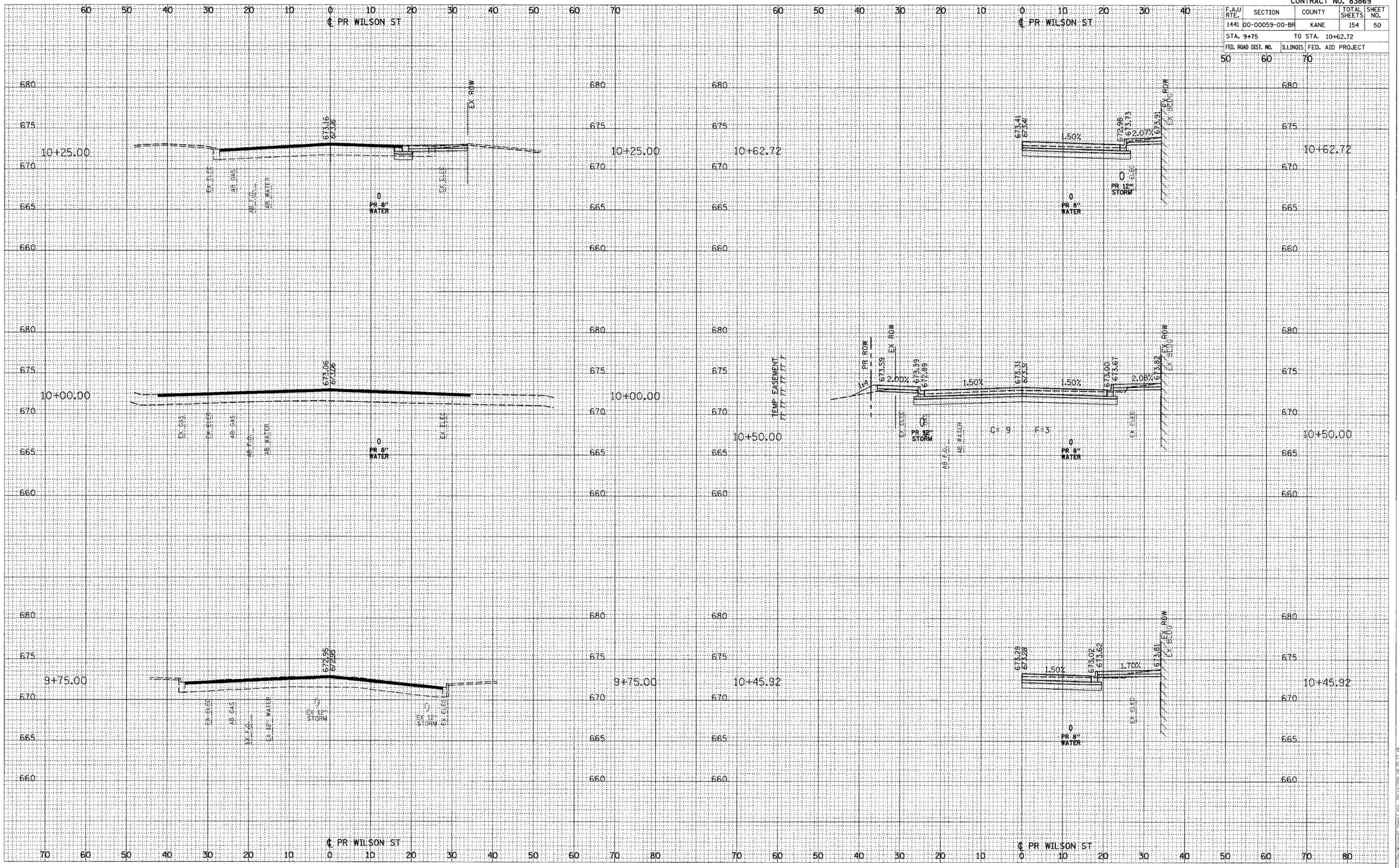
T:\2005\142005\142005mod03.dgn - 08/14/2006 09:58:12 AM

CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	50
STA. 9+75		TO STA. 10+62.72		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
50	60	70		

SURVEY PLOTTED
 NOTE BOOK NO. _____
 TEMPLATE NO. _____
 AREAS CHECKED _____

SURVEY PLOTTED
 NOTE BOOK NO. _____
 TEMPLATE NO. _____
 AREAS CHECKED _____

PLOT DATE = 09/14/2006
 FILE NAME = 1441-00-00059-00-BR.dwg
 USER NAME = MUBENI



CROSS SECTIONS STA 9+75 TO STA 10+62.72

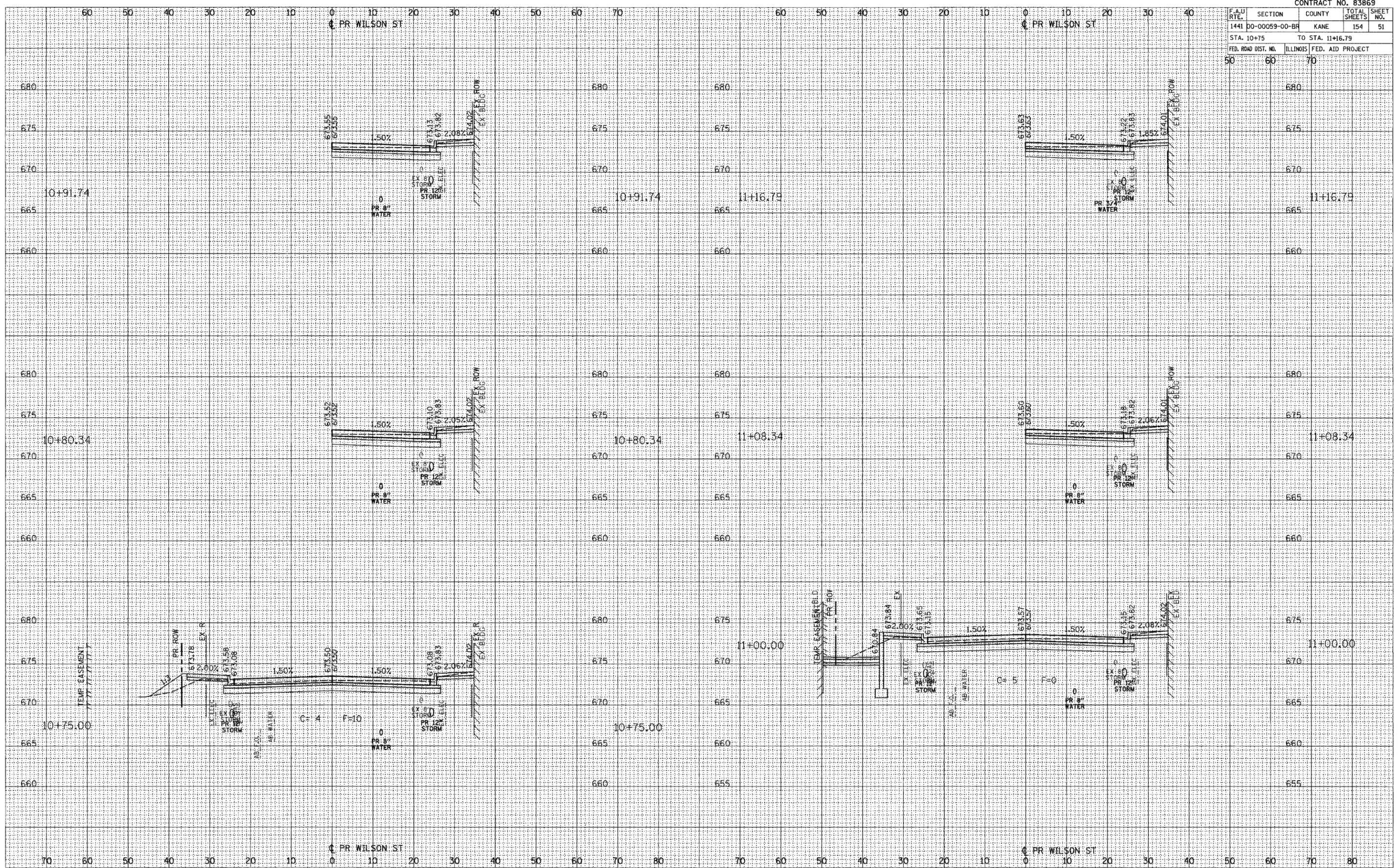
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CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	51
STA. 10+75		TO STA. 11+16.79		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
50	60	70		

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED
 NO.

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED
 NO.

PLOT DATE = 7/25/2006
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 PLOT SCALE = #SCALE#
 USER NAME = #USER#



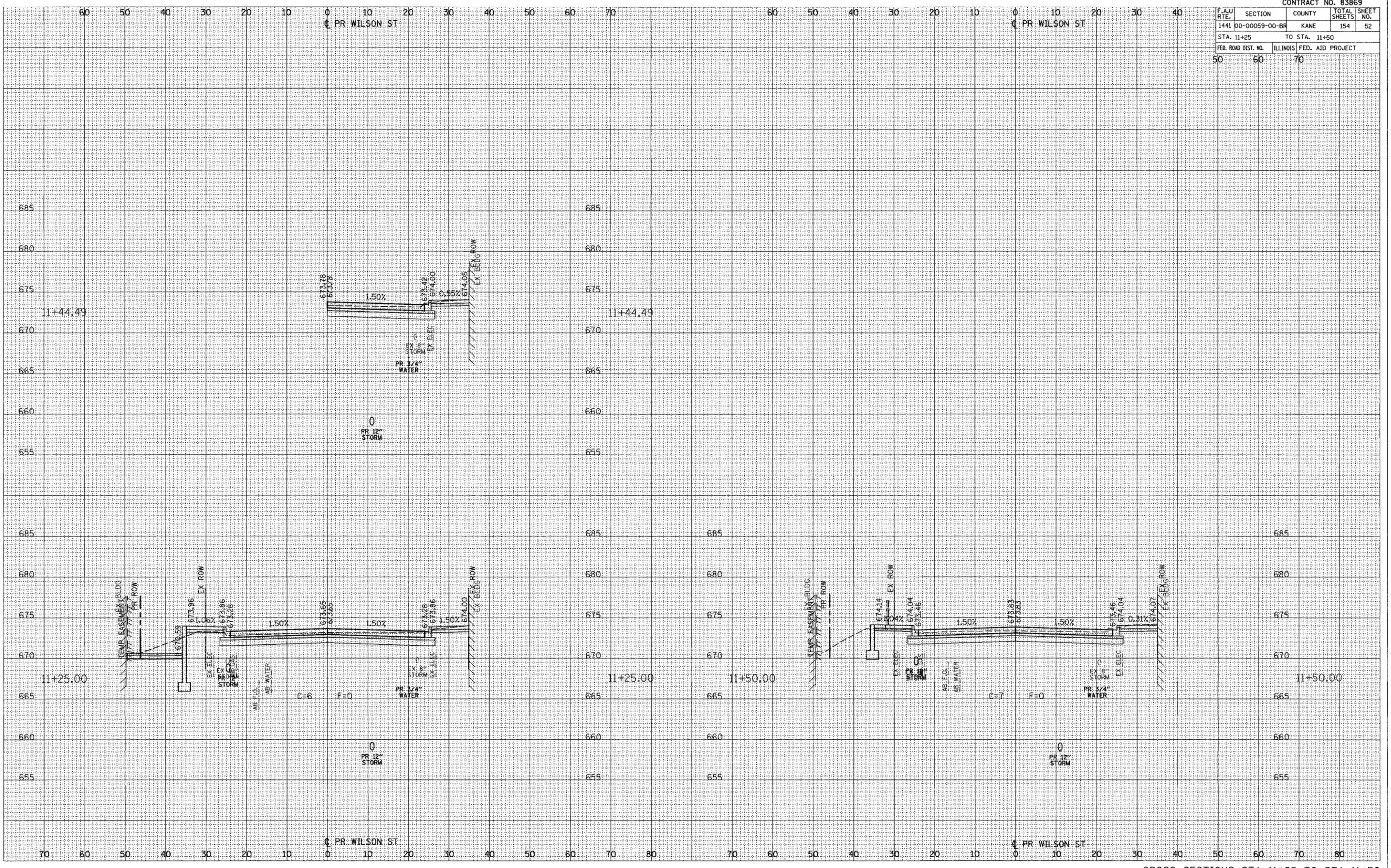
CROSS SECTIONS STA 10+75 TO STA 11+16.79

CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441 00-00059-00-BF		KANE	154	52
STA. 11+25		TO STA. 11+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

PLOT DATE: 7/25/2006
 PLOT SCALE: 1"=40'
 USER NAME: USER18



CROSS SECTIONS STA 11+25 TO STA 11+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	53
STA. 14+00		TO STA. 14+21.72		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
50	60	70		

PR WILSON ST

PR WILSON ST

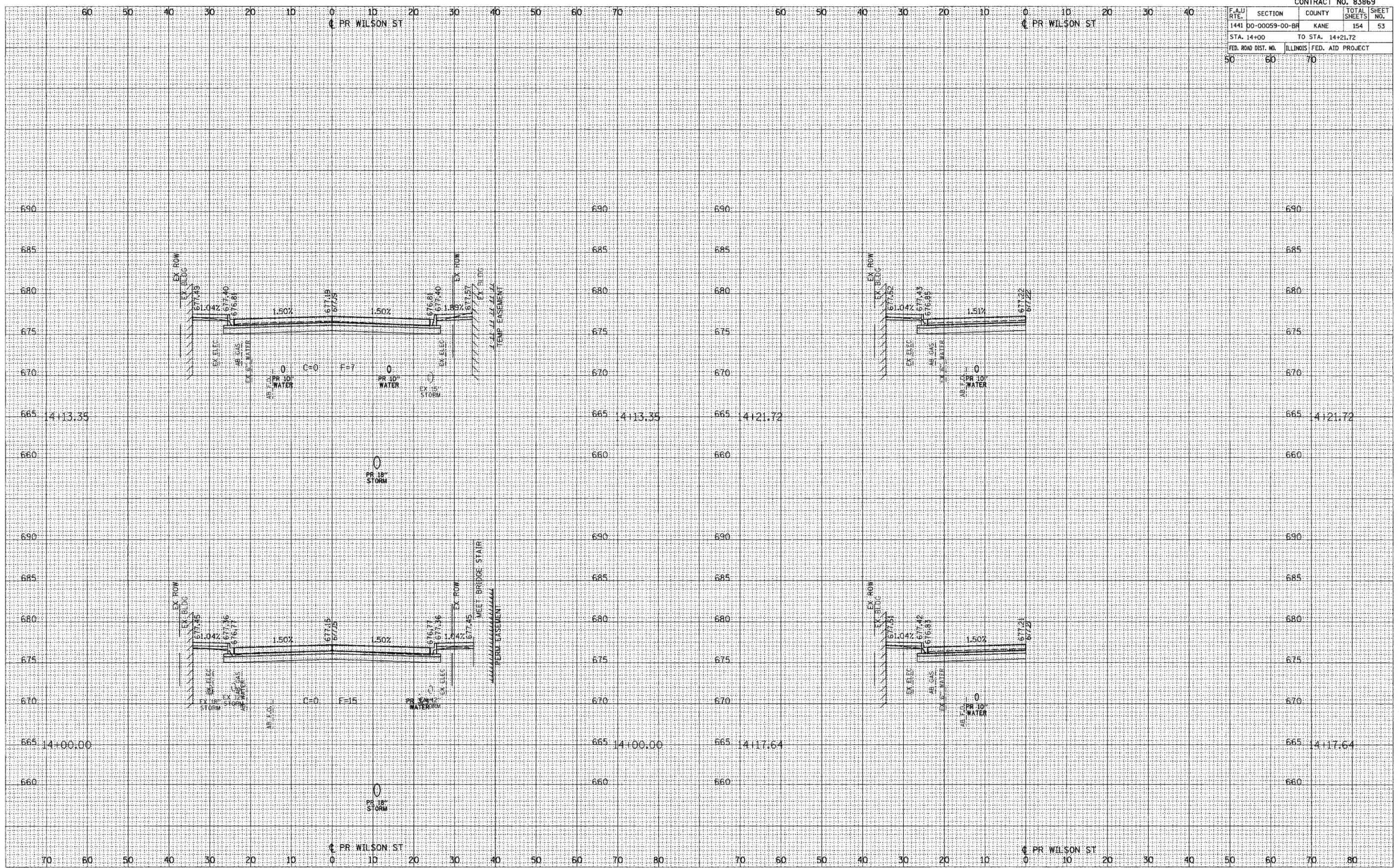
PR WILSON ST

PR WILSON ST

SURVEY PLOTTED TEMPLATE AREAS CHECKED NO.

SURVEY PLOTTED TEMPLATE AREAS CHECKED NO.

PLOT DATE: 7/25/2006
 FILE NAME: #FILE#
 PLOT SCALE: #SCALE#
 USER NAME: #USER#



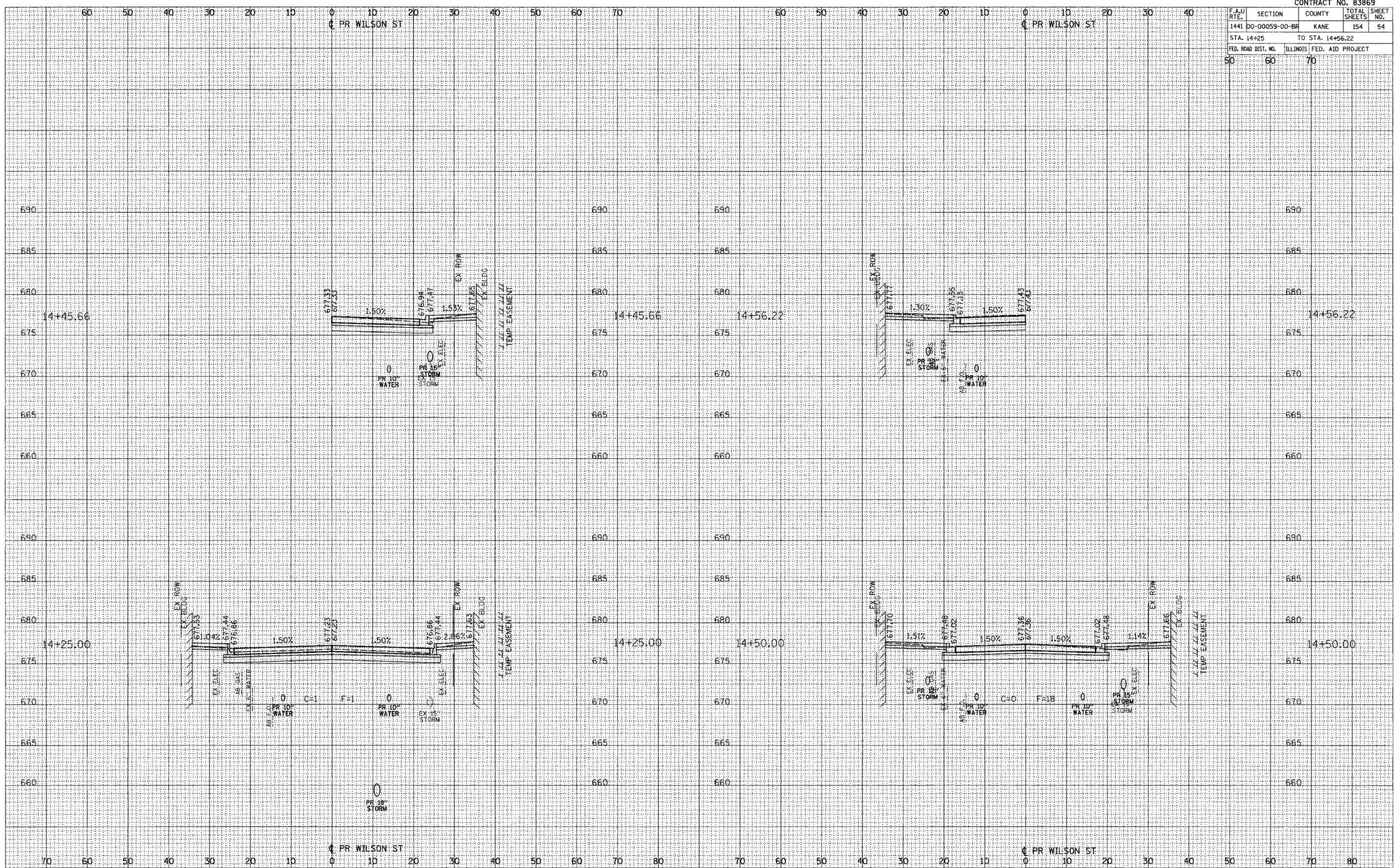
CROSS SECTIONS STA 14+00 TO STA 14+21.72

CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	54
STA. 14+25		TO STA. 14+56.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
50	60	70		

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED
 NO.

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED
 NO.

PLOT DATE = 7/25/2006
 FILE NAME = #FILE#
 UNIT NAME = #SCALE#
 USER NAME = #USER#



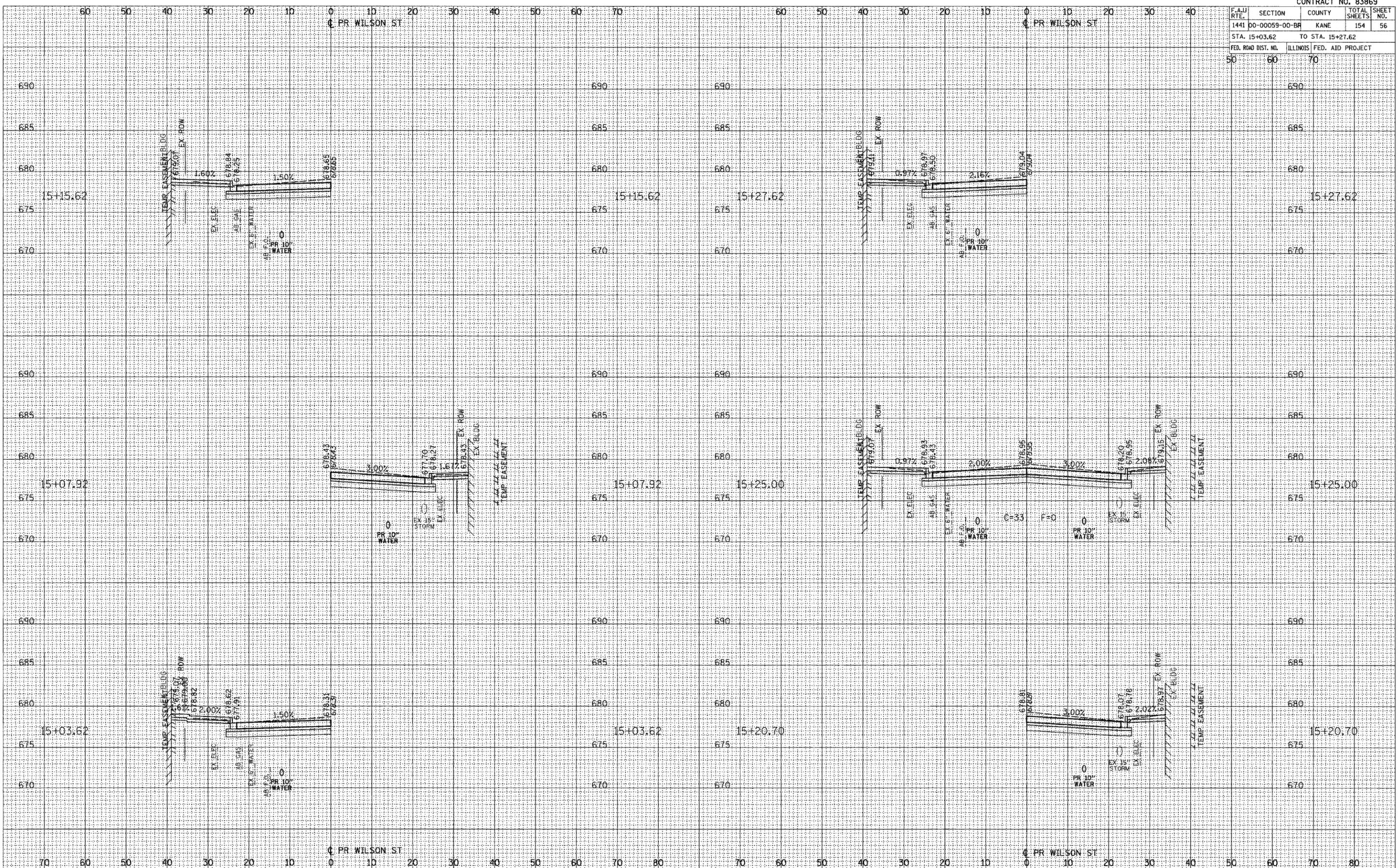
CROSS SECTIONS STA 14+25 TO STA 14+56.22

CONTRACT NO. 83869			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1441	00-00059-00-BF	KANE	154
STA. 15+03.62		TO STA. 15+27.62	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

PLOT DATE: 7/25/2006
 PLOT SCALE: *SCALE*
 USER NAME: *USER*



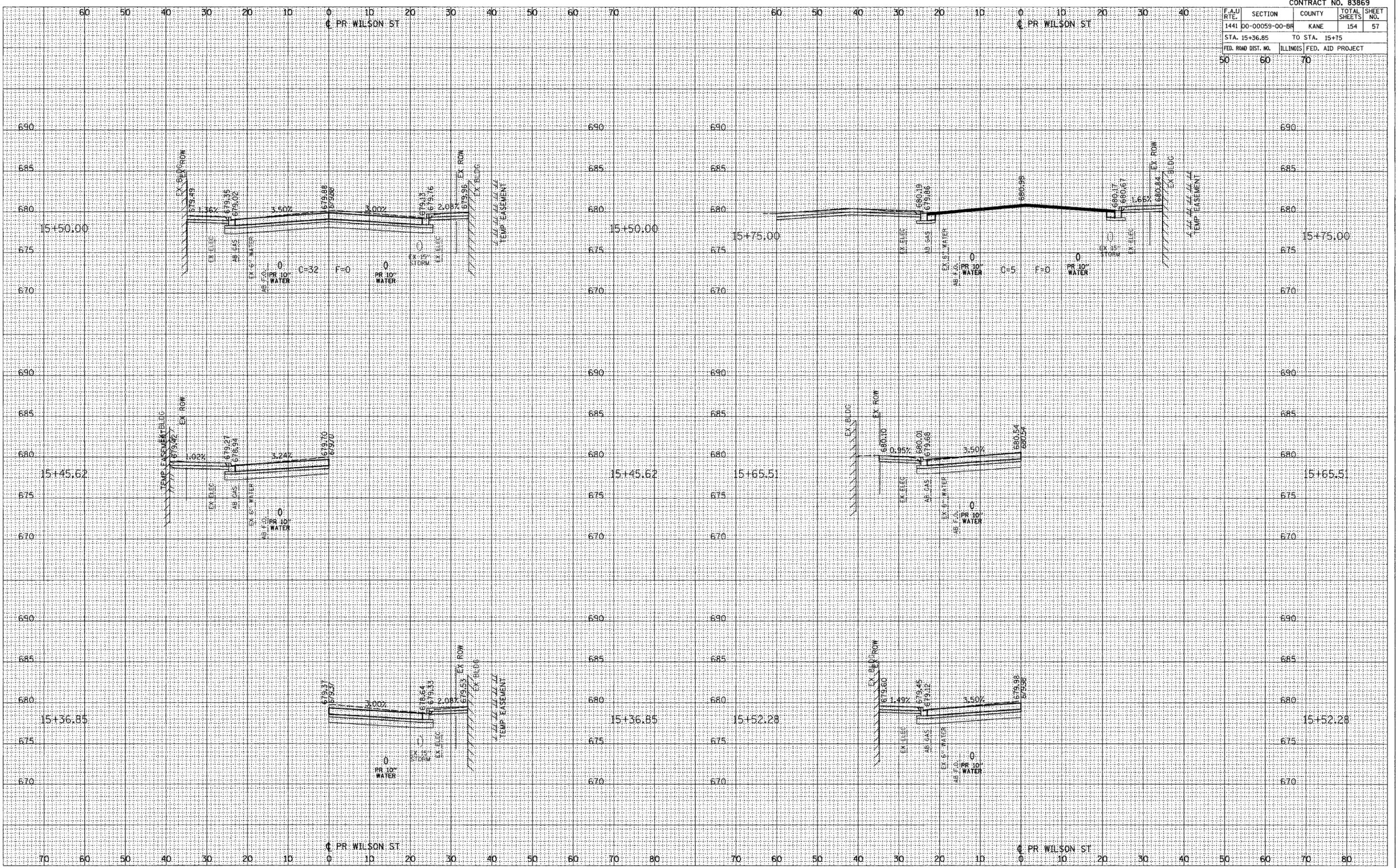
CROSS SECTIONS STA 15+03.62 TO STA 15+27.62

CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BF	KANE	154	57
STA. 15+36.85		TO STA. 15+75		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
50	60	70		

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 NO. AREAS CHECKED

PLOT DATE: 7/22/2008
 PLOT SCALE: 1"=40'
 USER NAME: USER8



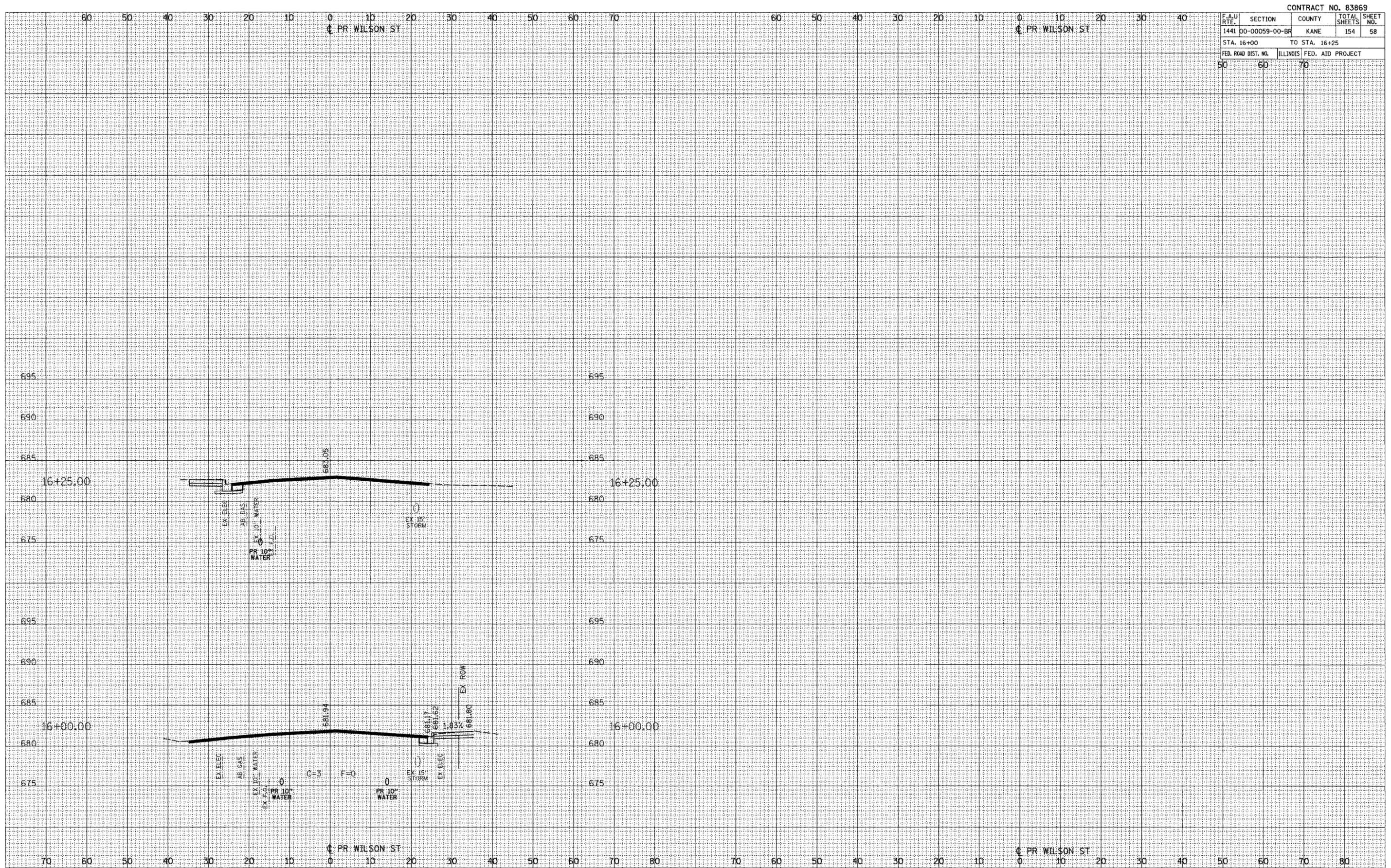
CROSS SECTIONS STA 15+36.85 TO STA 15+75

CONTRACT NO. 83869				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	58
STA. 16+00		TO STA. 16+25		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
50	60	70		

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED
 NO.

SURVEY PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED
 NO.

PLOT DATE 7/25/2006
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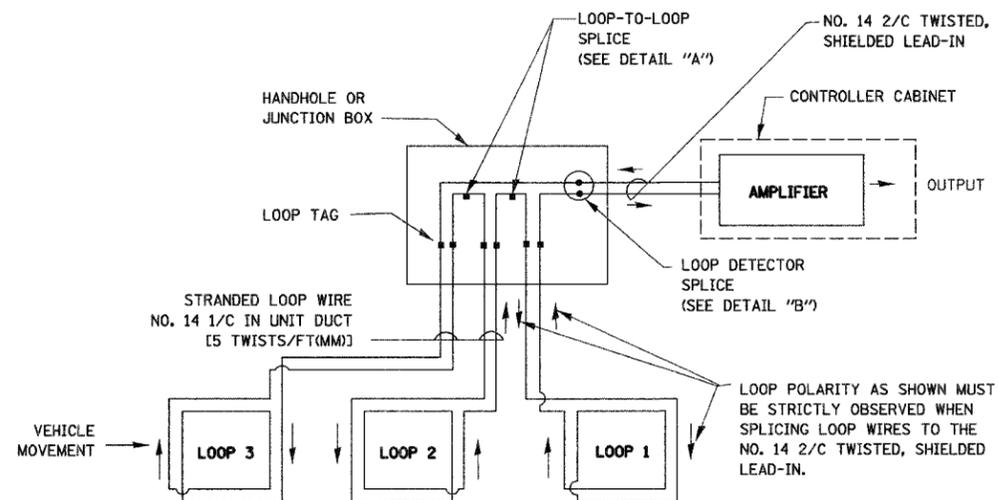


CROSS SECTIONS STA 16+00 TO STA 16+25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	59
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

LOOP DETECTOR NOTES

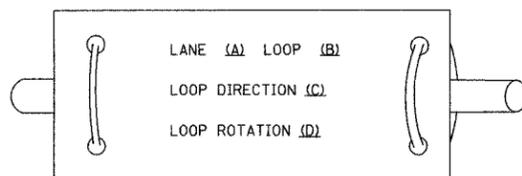
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.



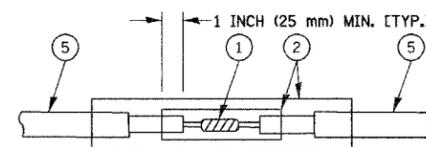
DETECTOR LOOP WIRING SCHEMATIC

- 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.

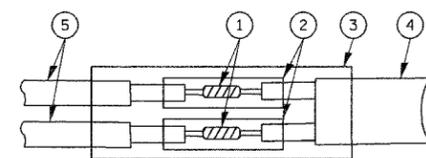
LOOP LEAD-IN CABLE TAG



- 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.



**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.

REVISIONS	
NAME	DATE

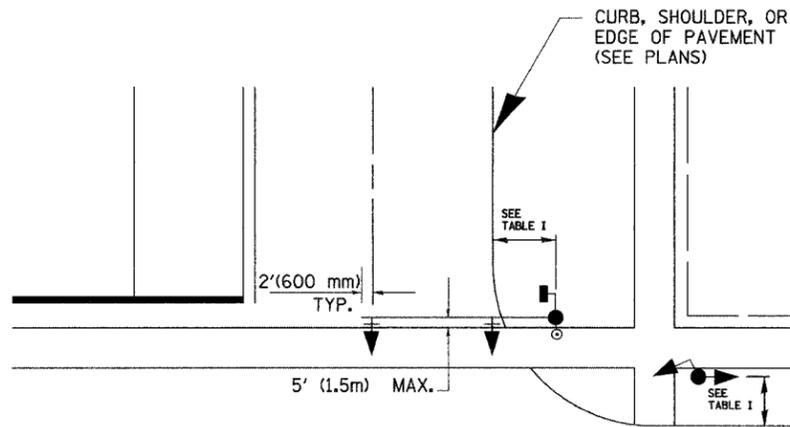
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 IDOT DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS
 SCALE: NTS
 DATE 07/28/2006
 DRAWN BY JW
 CHECKED BY AKK

PLOT DATE: 7/28/2006
 PLOT SCALE: 1/8"=1'-0"
 USER: BUSER

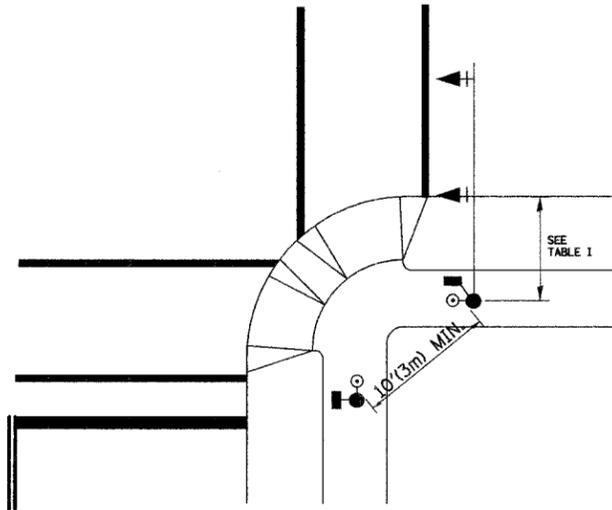
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	60
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.
 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.
 PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

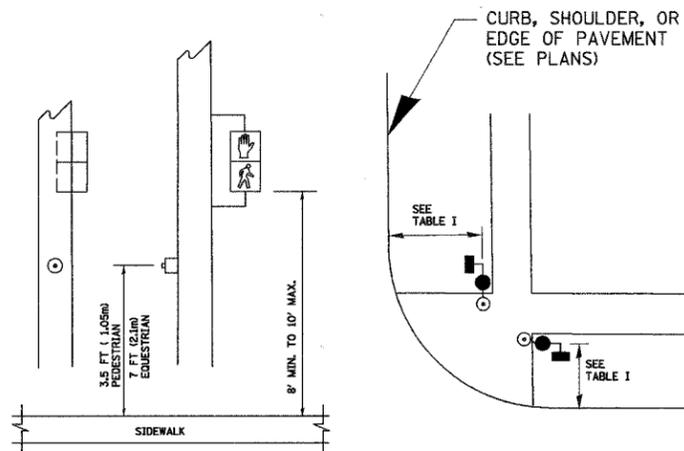


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

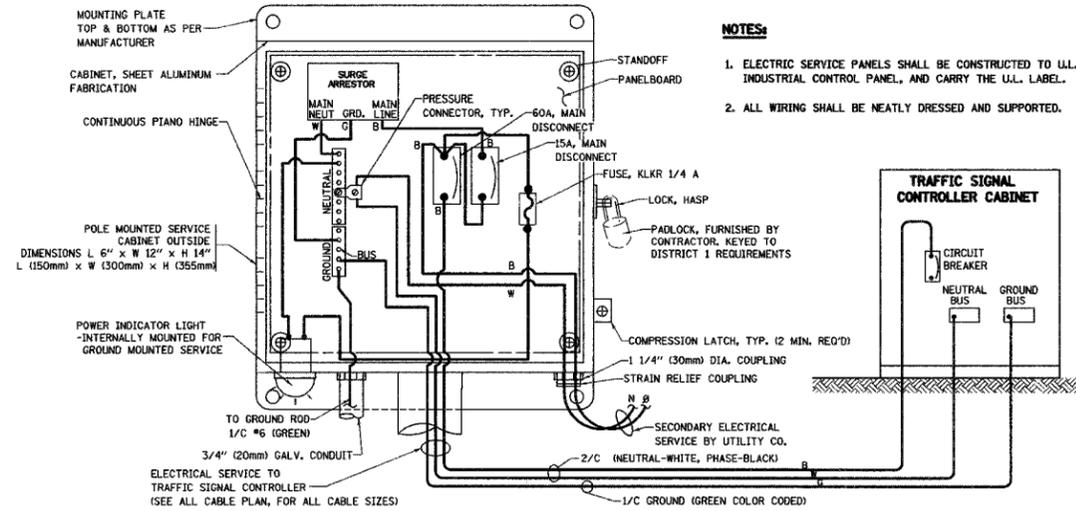
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 IDOT DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

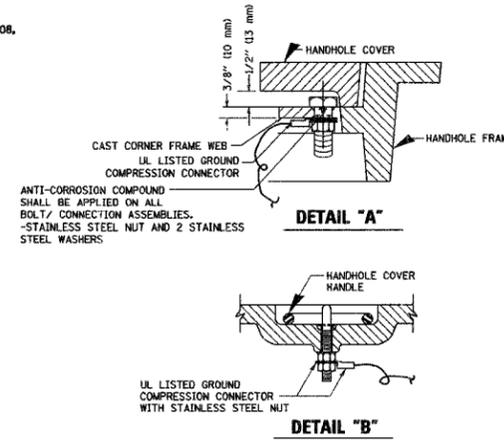
SCALE: NTS
 DATE 07/28/2006

DRAWN BY JW
 CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	61
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



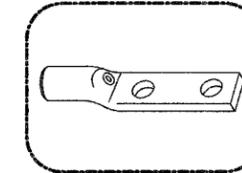
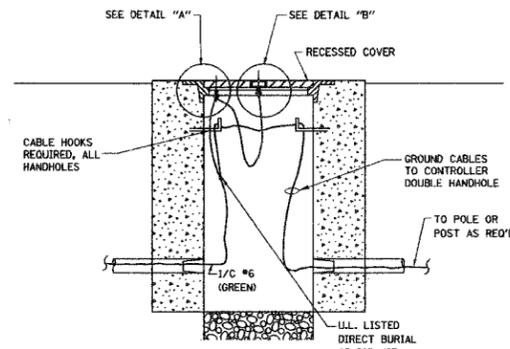
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



NOTES:

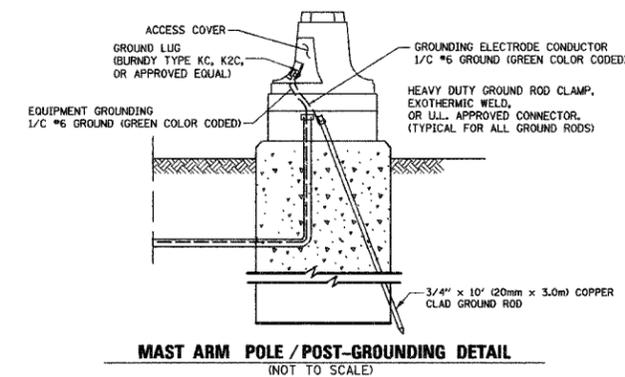
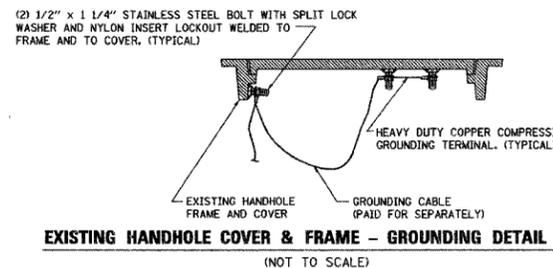
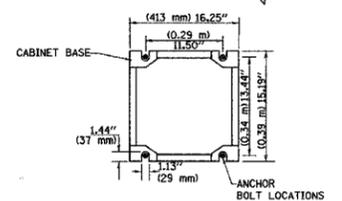
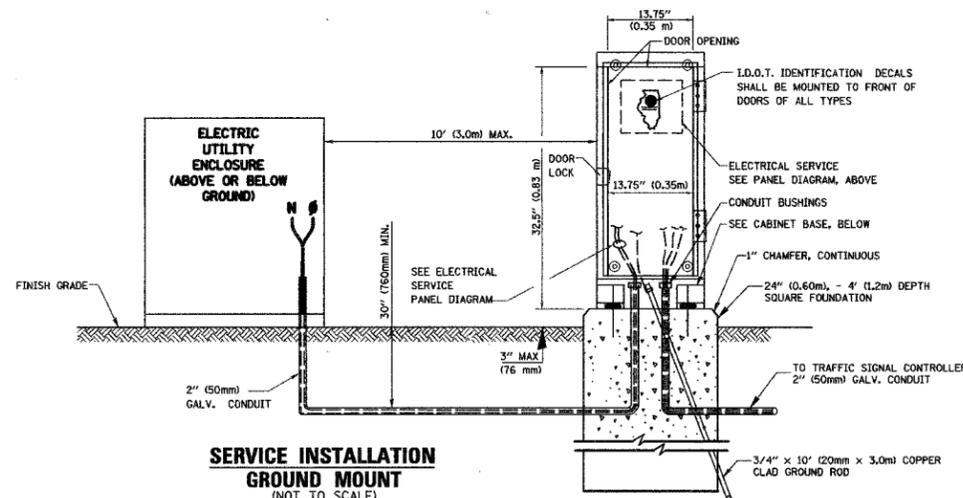
GROUNDING SYSTEM

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, U.L. 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.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 IDOT DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: NTS
 DATE: 07/28/2006

DRAWN BY: JW
 CHECKED BY: AKK

PLOT DATE: 7/28/2006
 FILE NAME: T:\2005\07\28\072806\1441\00-00059-00-BR\144100-00059-00-BR.dgn
 PLOT SCALE: 1"=10'-0"
 USER NAME: JUSERR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	63
STA. 8+00		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

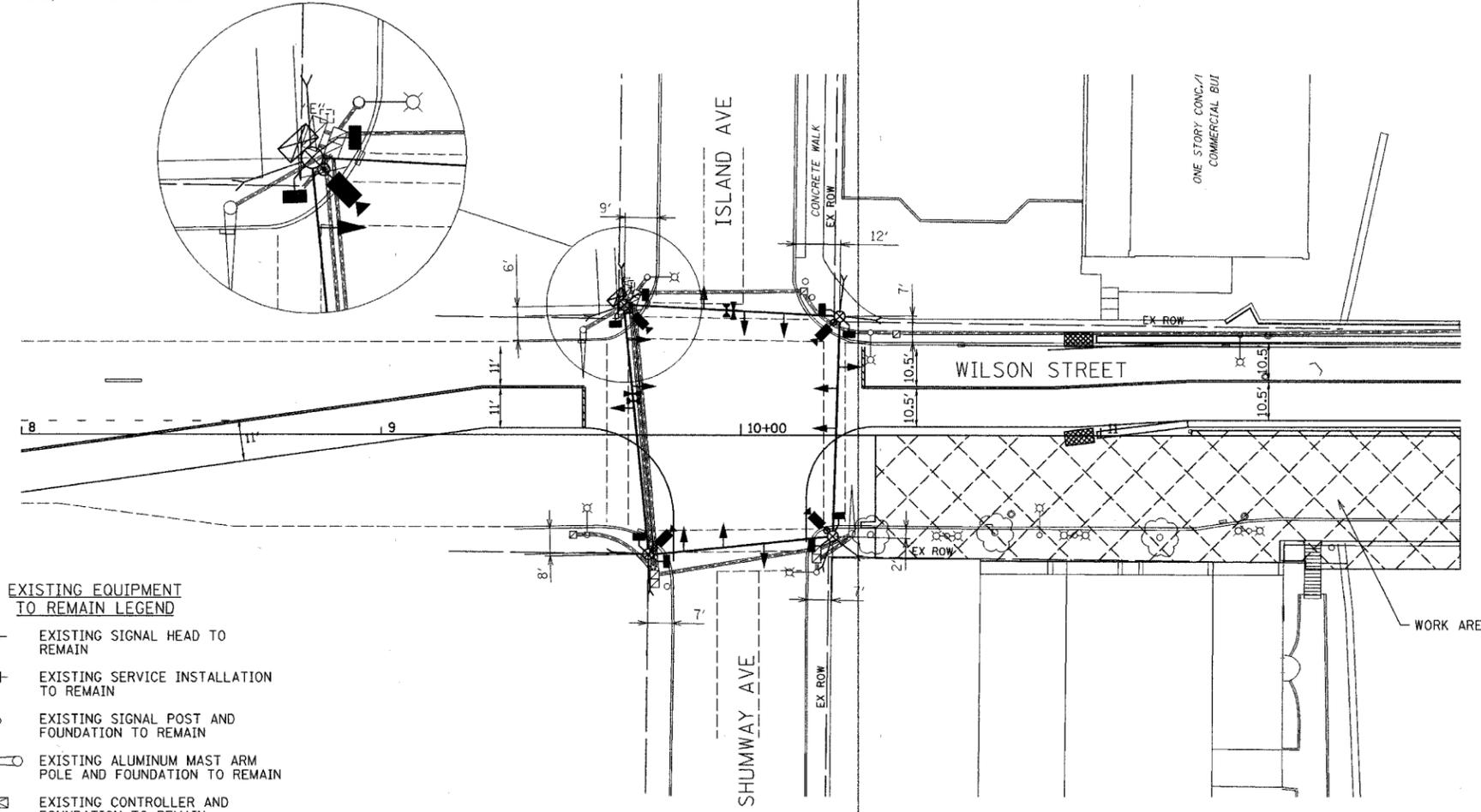
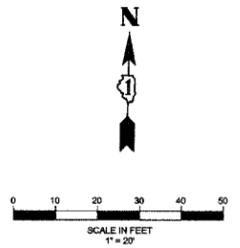
TEMPORARY TRAFFIC SIGNAL LEGEND

- | | | | |
|---|--|-----|--|
| ▲ | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION | ■ | VIDEO DETECTION |
| ▲ | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION | ⊙ | PEDESTRIAN PUSHBUTTON DETECTOR |
| ⊗ | TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM | ▽ | EMERGENCY VEHICLE LIGHT DETECTOR |
| ⊠ | TEMPORARY CONTROLLER CABINET | ▽ | CONFIRMATION BEACON |
| — | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | □ | VEHICLE DETECTOR, INDUCTION LOOP |
| ⊕ | TEMPORARY SERVICE INSTALLATION | UD | UNIT DUCT |
| ■ | TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED | --- | G.S. CONDUIT IN TRENCH (T) OR PUSHED (P) |
| | | ■ | HANDHOLE |
| | | ⊠ | HEAVY DUTY HANDHOLE |
| | | CT | COMMON TRENCH |

REMOVAL NOTES

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

(ALL EXISTING EQUIPMENT SHALL REMAIN)



EXISTING EQUIPMENT TO REMAIN LEGEND

- | | |
|---|--|
| ▲ | EXISTING SIGNAL HEAD TO REMAIN |
| ■ | EXISTING SERVICE INSTALLATION TO REMAIN |
| ⊙ | EXISTING SIGNAL POST AND FOUNDATION TO REMAIN |
| ▲ | EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO REMAIN |
| ⊠ | EXISTING CONTROLLER AND FOUNDATION TO REMAIN |
| ■ | EXISTING HANDHOLE TO REMAIN |
| ⊠ | EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN |
| ⊙ | EXISTING PEDESTRIAN PUSHBUTTON TO REMAIN |
| ▽ | EMERGENCY VEHICLE LIGHT DETECTOR TO REMAIN |
| ▽ | CONFIRMATION BEACON TO REMAIN |
| ⊠ | EXISTING HEAVY-DUTY HANDHOLE TO REMAIN |
| — | EXISTING STEEL MAST ARM POLE AND FOUNDATION TO REMAIN |

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 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 TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 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.

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 AND EXISTING TRAFFIC SIGNAL REMOVAL
WILSON ST. AT ISLAND / SHUMWAY AVE.
 STAGE 1
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY JW
 CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	62#
STA. 8+00		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

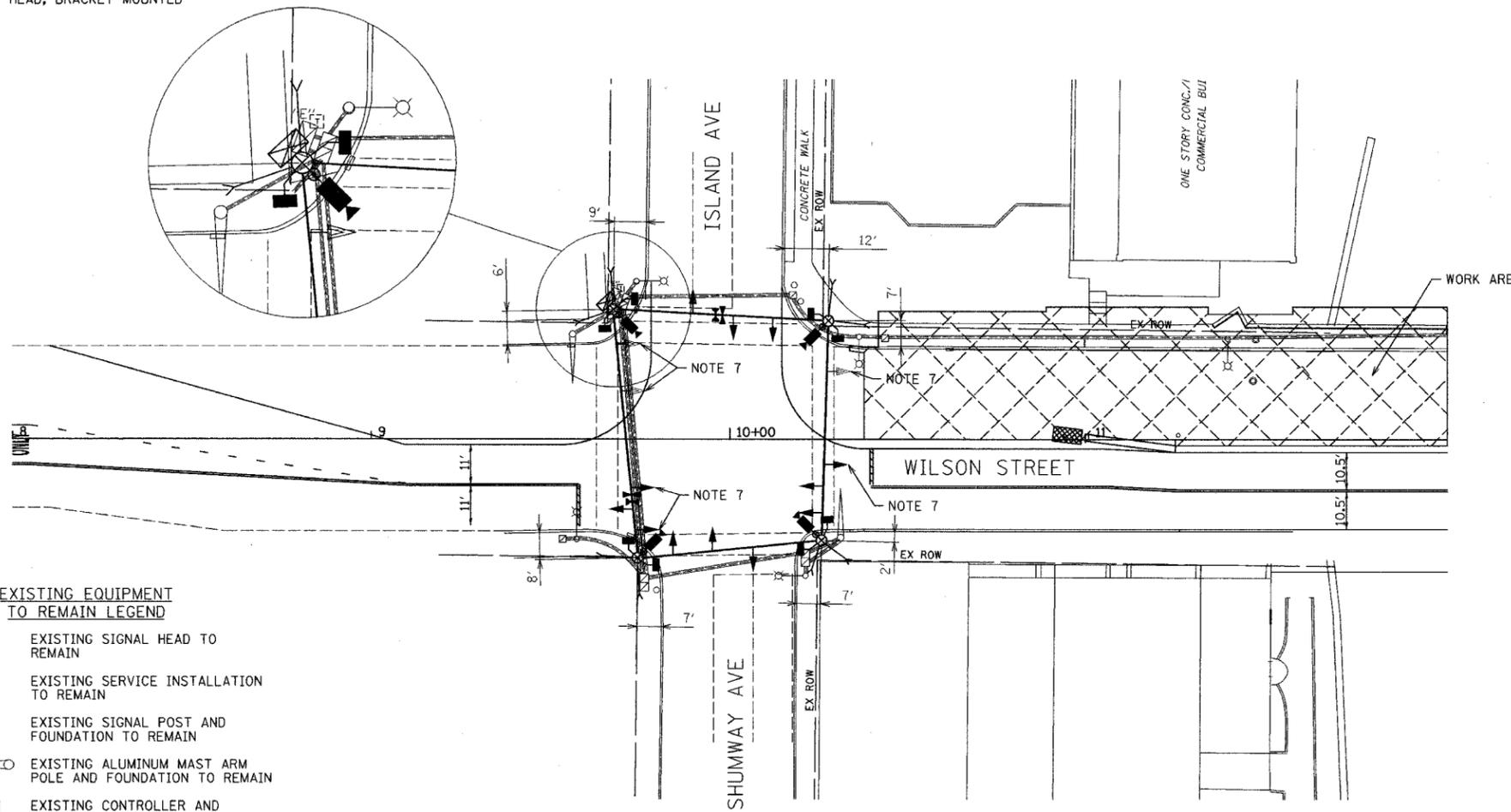
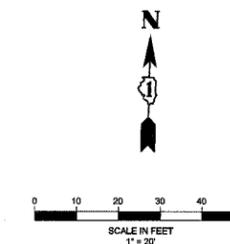
TEMPORARY TRAFFIC SIGNAL LEGEND

- | | | | |
|---|--|-----|--|
| ▲ | TEMPORARY TRAFFIC SIGNAL HEAD
SPAN WIRE MOUNTED ORIGINAL
LOCATION | ■ | VIDEO DETECTION |
| ▲ | TEMPORARY TRAFFIC SIGNAL HEAD
SPAN WIRE MOUNTED SECONDARY
LOCATION | ⊙ | PEDESTRIAN PUSHBUTTON DETECTOR |
| ⊗ | TEMPORARY WOOD POLE (CLASS 5
OR BETTER) 45 FOOT (13.7m) MINIMUM | ▽ | EMERGENCY VEHICLE LIGHT DETECTOR |
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| — | TEMPORARY SPAN WIRE, TETHER
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| ⊞ | TEMPORARY SERVICE INSTALLATION | UD | UNIT DUCT |
| ■ | TEMPORARY PEDESTRIAN SIGNAL
HEAD, BRACKET MOUNTED | --- | G.S. CONDUIT IN TRENCH (T) OR PUSHED (P) |
| | | ■ | HANDHOLE |
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| | | CT | COMMON TRENCH |

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(ALL EXISTING EQUIPMENT SHALL REMAIN)



EXISTING EQUIPMENT TO REMAIN LEGEND

- | | |
|---|--|
| ▲ | EXISTING SIGNAL HEAD TO REMAIN |
| ■ | EXISTING SERVICE INSTALLATION TO REMAIN |
| ○ | EXISTING SIGNAL POST AND FOUNDATION TO REMAIN |
| — | EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO REMAIN |
| ⊠ | EXISTING CONTROLLER AND FOUNDATION TO REMAIN |
| ■ | EXISTING HANDHOLE TO REMAIN |
| ⊞ | EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN |
| ⊙ | EXISTING PEDESTRIAN PUSHBUTTON TO REMAIN |
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- 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.
- CONTRACTOR SHALL DEENERGIZE AND BAG ALL SIGNAL HEADS FOR WESTBOUND TRAFFIC DURING THE TIME THAT THE BRIDGE IS CLOSED TO TRAFFIC.

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 AND EXISTING TRAFFIC SIGNAL REMOVAL
WILSON ST. AT ISLAND / SHUMWAY AVE.
 STAGE 2
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY JW
 CHECKED BY AKK

PLOT DATE * 08/13/2006
 FILE NAME * I:\2005\kennel\p01\temp\temp01b.dgn
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	65
STA. 14+00		TO STA. 18+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

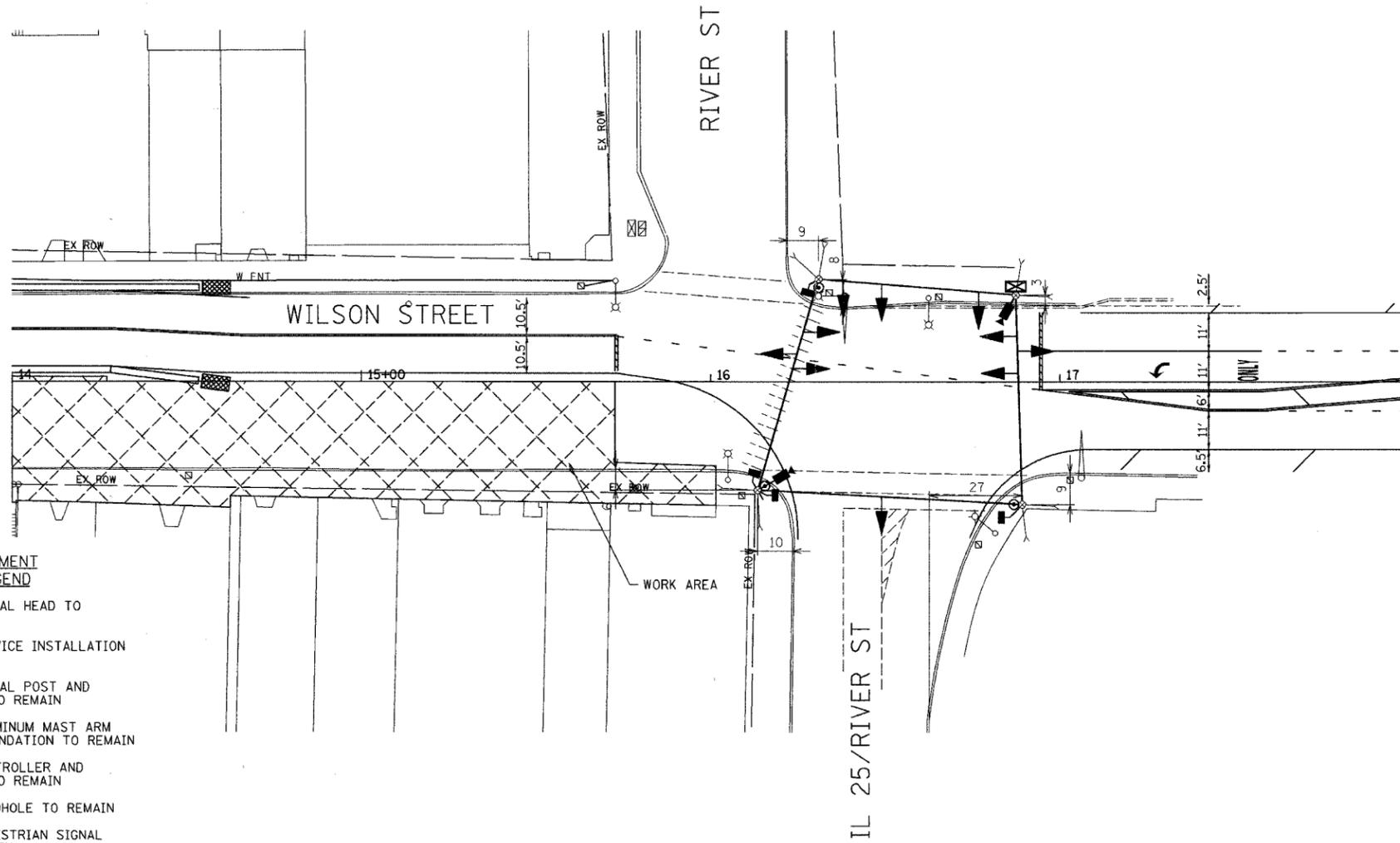
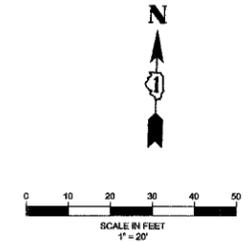
TEMPORARY TRAFFIC SIGNAL LEGEND

- ◀ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ◀ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ☒ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- MICROWAVE VEHICLE SENSOR
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ▶ EMERGENCY VEHICLE LIGHT DETECTOR
- ▶ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH

REMOVAL NOTES

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

(ALL EXISTING EQUIPMENT SHALL REMAIN)



EXISTING EQUIPMENT TO REMAIN LEGEND

- ◀ EXISTING SIGNAL HEAD TO REMAIN
- EXISTING SERVICE INSTALLATION TO REMAIN
- EXISTING SIGNAL POST AND FOUNDATION TO REMAIN
- ▶ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO REMAIN
- ☒ EXISTING CONTROLLER AND FOUNDATION TO REMAIN
- EXISTING HANDHOLE TO REMAIN
- ⊞ EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN
- ⊙ EXISTING PEDESTRIAN PUSHBUTTON TO REMAIN
- ▶ EXISTING EMERGENCY VEHICLE LIGHT DETECTOR TO REMAIN
- ▶ EXISTING CONFIRMATION BEACON TO REMAIN
- ⊞ EXISTING HEAVY-DUTY HANDHOLE TO REMAIN
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO REMAIN

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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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.

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET TEMPORARY TRAFFIC SIGNAL INSTALLATION AND EXISTING TRAFFIC SIGNAL REMOVAL WILSON ST. AT IL RTE 25 / RIVER ST. STAGE 1
NAME	DATE	
		SCALE: 1"=20' DATE 07/28/2006 DRAWN BY JW CHECKED BY AKK

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 14+00		TO STA. 18+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

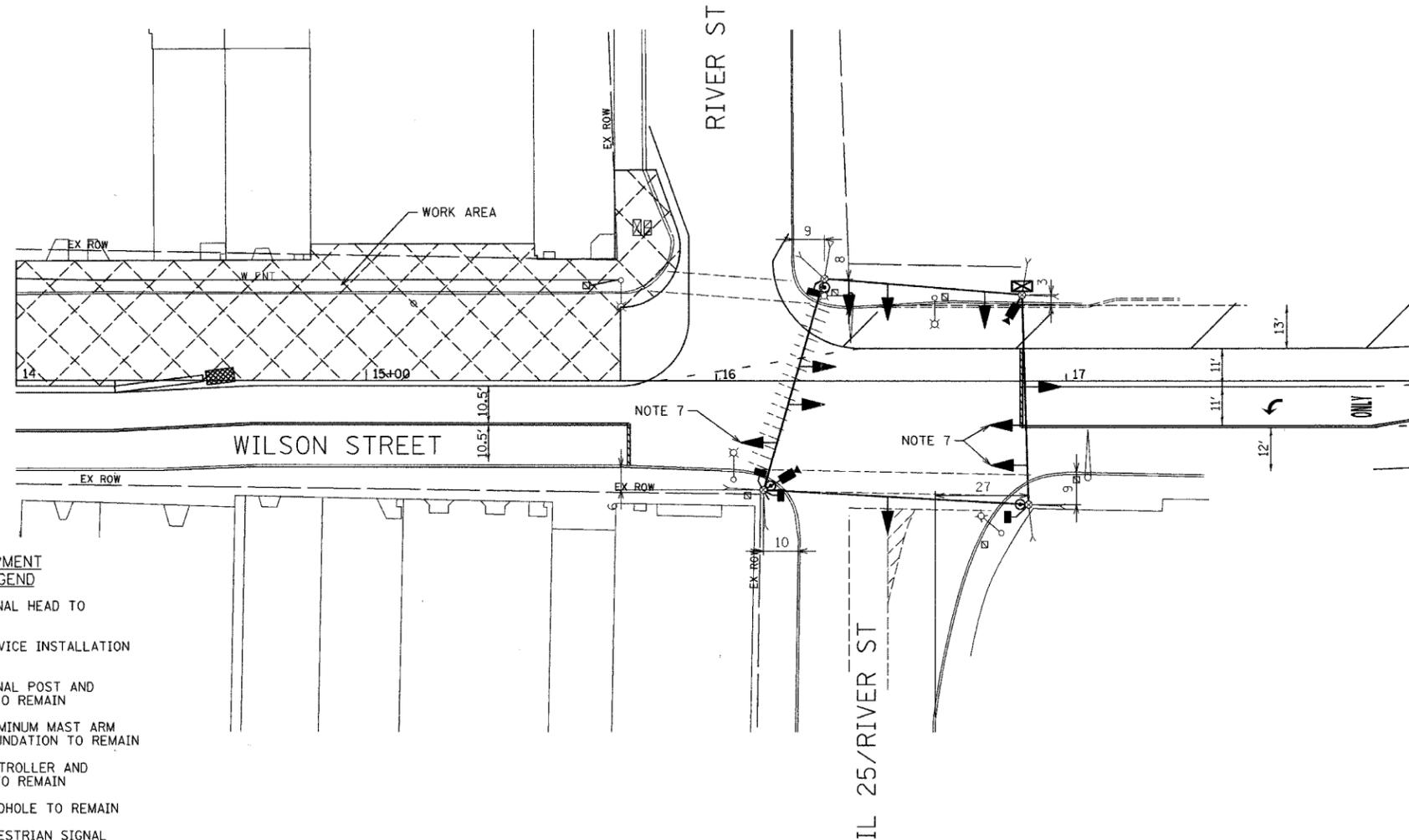
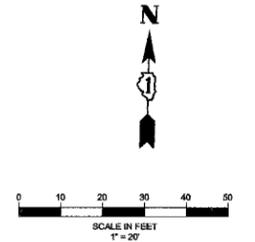
TEMPORARY TRAFFIC SIGNAL LEGEND

- | | | | |
|---|--|-----|--|
| ◀ | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION | ◼ | MICROWAVE VEHICLE SENSOR |
| ◀ | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION | ⊙ | PEDESTRIAN PUSHBUTTON DETECTOR |
| ⊗ | TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM | ▶ | EMERGENCY VEHICLE LIGHT DETECTOR |
| ⊠ | TEMPORARY CONTROLLER CABINET | ▶ | CONFIRMATION BEACON |
| — | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | ◻ | VEHICLE DETECTOR, INDUCTION LOOP |
| ⊕ | TEMPORARY SERVICE INSTALLATION | UD | UNIT DUCT |
| ■ | TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED | --- | G.S. CONDUIT IN TRENCH (T) OR PUSHED (P) |
| | | ■ | HANDHOLE |
| | | ⊠ | HEAVY DUTY HANDHOLE |
| | | CT | COMMON TRENCH |

REMOVAL NOTES

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

(ALL EXISTING EQUIPMENT SHALL REMAIN)



EXISTING EQUIPMENT TO REMAIN LEGEND

- | | |
|---|--|
| ◀ | EXISTING SIGNAL HEAD TO REMAIN |
| ■ | EXISTING SERVICE INSTALLATION TO REMAIN |
| ⊙ | EXISTING SIGNAL POST AND FOUNDATION TO REMAIN |
| ◀ | EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO REMAIN |
| ⊠ | EXISTING CONTROLLER AND FOUNDATION TO REMAIN |
| ⊠ | EXISTING HANDHOLE TO REMAIN |
| ⊠ | EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN |
| ⊙ | EXISTING PEDESTRIAN PUSHBUTTON TO REMAIN |
| ▶ | EMERGENCY VEHICLE LIGHT DETECTOR TO REMAIN |
| ▶ | CONFIRMATION BEACON TO REMAIN |
| ⊠ | EXISTING HEAVY-DUTY HANDHOLE TO REMAIN |
| ◀ | EXISTING STEEL MAST ARM POLE AND FOUNDATION TO REMAIN |

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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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. CONTRACTOR SHALL DEENERGIZE AND BAG ALL SIGNAL HEADS FOR EASTBOUND TRAFFIC DURING THE TIME THAT THE BRIDGE IS CLOSED TO TRAFFIC.

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

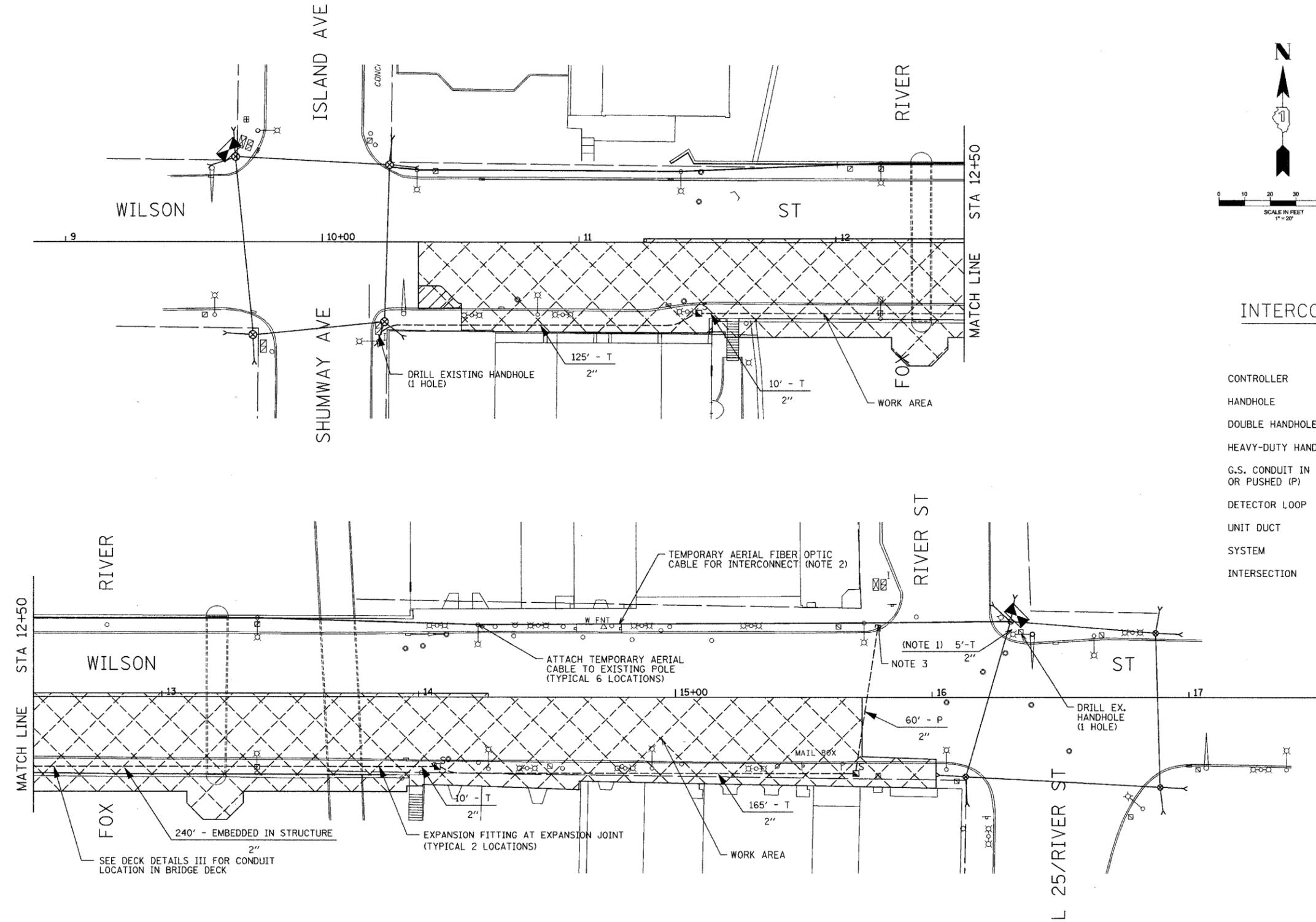
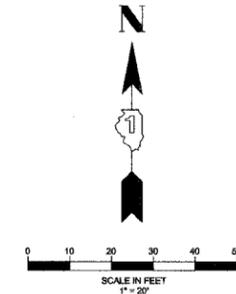
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 AND EXISTING TRAFFIC SIGNAL REMOVAL
WILSON ST. AT IL RTE 25 / RIVER ST.
 STAGE 2
 SCALE: 1"=20'
 DATE 07/28/2006
 DRAWN BY JW
 CHECKED BY AKK

PLOT DATE : 08/13/2006
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	67
STA. 9+00		TO STA. 17+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I

- NOTES:
1. PRIOR TO THE START OF STAGE 1 CONSTRUCTION, INSTALL A LONG-RADIUS CONDUIT ELBOW AT THE BASE OF THE TEMPORARY WOOD POLE AND ATTACH THE CONDUIT TO THE POLE INTO THE TEMPORARY CONTROLLER CABINET. EXTEND THE CONDUIT TO THE EXISTING DOUBLE HANDHOLE AND INSTALL IN THE DRILLED HOLE.
 2. PRIOR TO THE START OF STAGE 1 CONSTRUCTION, INSTALL TEMPORARY AERIAL FIBER OPTIC INTERCONNECT CABLE ON THE EXISTING LUMINAIRE POLES ON THE NORTH SIDE OF WILSON STREET BETWEEN THE NORTHEAST CORNER OF ISLAND AVENUE AND THE NORTHWEST CORNER OF RIVER STREET.
 3. PUSH TO BACK OF CURB ON THE NORTH SIDE OF WILSON STREET DURING STAGE 1 CONSTRUCTION AND INSTALL PIPE CAP.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TEMPORARY TRAFFIC SIGNAL
 INTERCONNECT PLAN
 STAGE 1

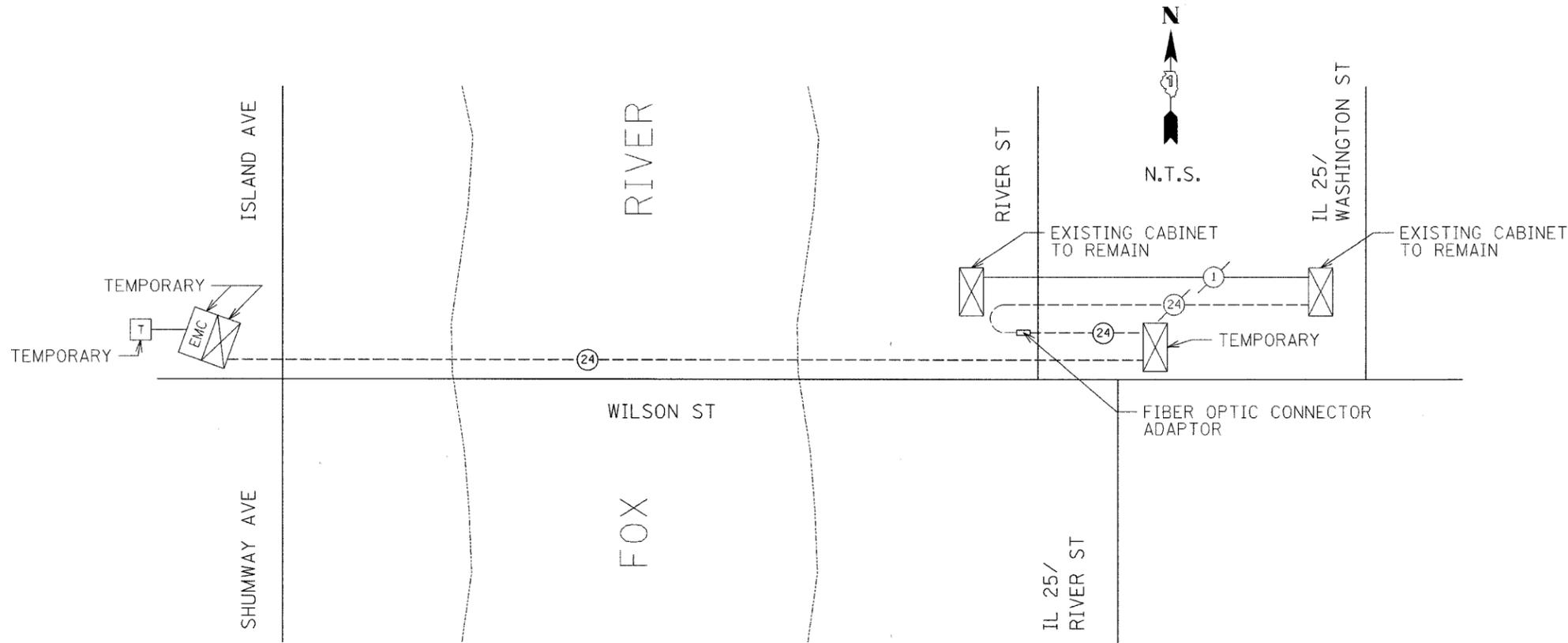
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DRAWN BY JW
 CHECKED BY AKK

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1441	00-00059-00-BR	KANE	154	67A
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INTERCONNECT SCHEMATIC LEGEND

EXISTING INTERSECTION CONTROLLER	
PROPOSED INTERSECTION CONTROLLER	
EXISTING MASTER CONTROLLER	
PROPOSED MASTER CONTROLLER	
MASTER MASTER CONTROLLER	
EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
EXISTING INTERSECTION LOOP DETECTORS PROPOSED SAMPLING (SYSTEM) DETECTORS	
EXISTING SAMPLING (SYSTEM) DETECTORS	
PROPOSED SAMPLING (SYSTEM) DETECTORS	
EXISTING SAMPLING (SYSTEM) DETECTORS: PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS.	
EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS.	
EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS	
PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS	
EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/1 25. MM 12F SM12F	
PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM 12F SM12F	
EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED	
PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED	
EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED)	
PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED).	
EXISTING TELEPHONE CONNECTION	
PROPOSED TELEPHONE CONNECTION	

NOTES FOR TEMPORARY INTERCONNECT

1. THE EXISTING FIBER OPTIC CABLE FROM THE INTERSECTION OF IL 25 / WASHINGTON STREET AND WILSON STREET SHALL REMAIN IN THE EXISTING CONTROLLER CABINET AT RIVER STREET.
2. PRIOR TO STAGE 1 CONSTRUCTION, A TEMPORARY FIBER OPTIC CABLE SHALL BE INSTALLED IN CONDUIT AT IL 25 / RIVER STREET FROM THE EXISTING CABINET TO THE TEMPORARY CABINET. THE TEMPORARY FIBER OPTIC CABLE SHALL HAVE MULTIMODE CONNECTORS INSTALLED ON FOUR PAIRS OF FIBERS IN EACH CABINET. THE CONNECTORS ON THE TEMPORARY FIBER OPTIC CABLE AT THE TEMPORARY CABINET SHALL BE CONNECTED TO THE CONTROLLER MODEM.
3. WHEN THE TEMPORARY TRAFFIC SIGNAL AT IL 25 / RIVER STREET IS TURNED ON, THE CONNECTORS ON THE EXISTING FIBER OPTIC CABLE FROM IL 25 / WASHINGTON STREET SHALL BE CONNECTED TO THE CONNECTORS ON THE TEMPORARY FIBER OPTIC CABLE IN THE EXISTING CABINET USING AN ADAPTER RECOMMENDED BY THE CONNECTOR MANUFACTURER.

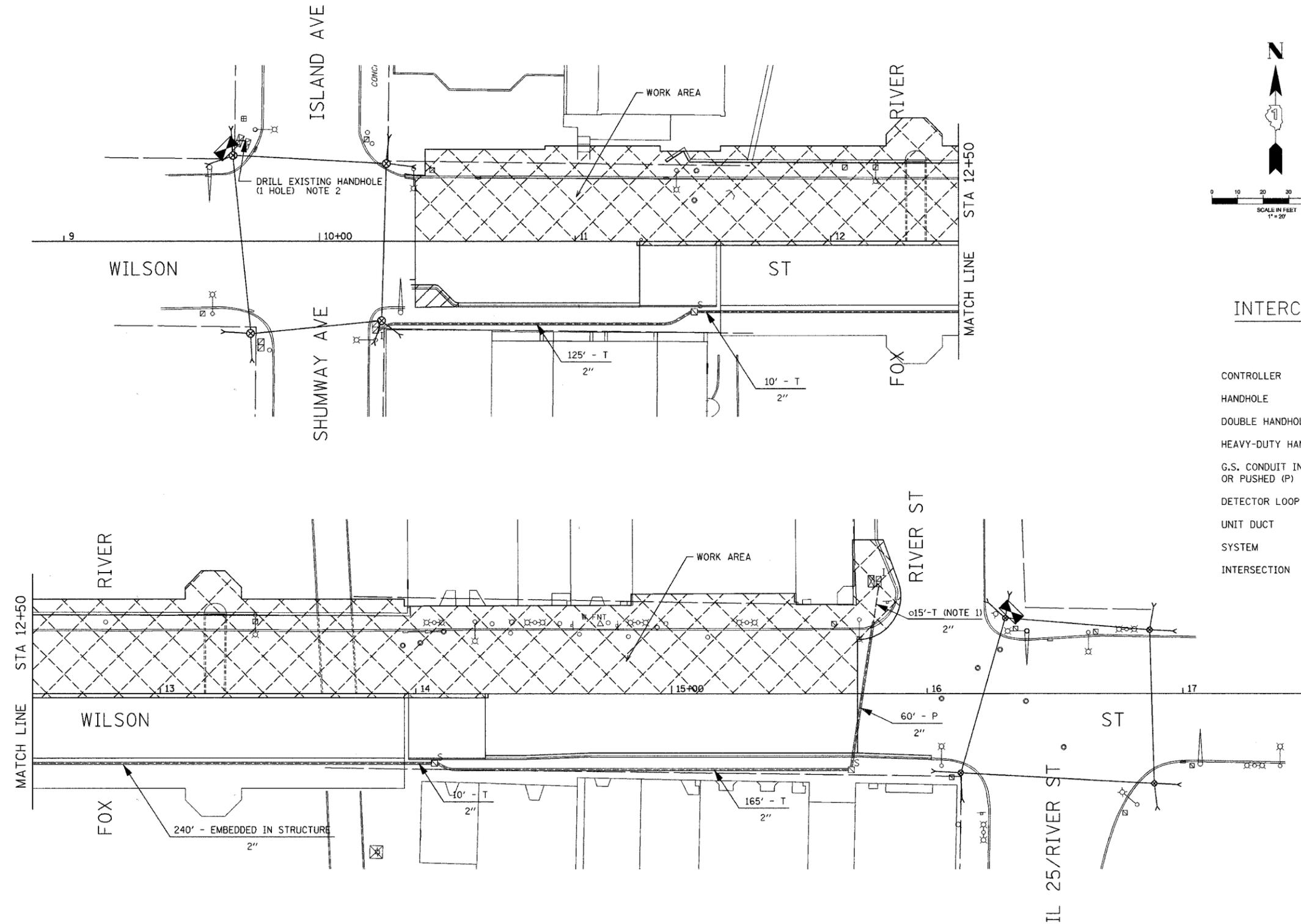
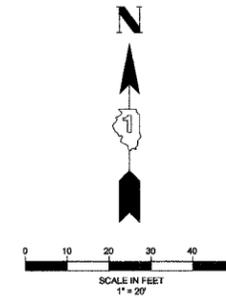
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TEMPORARY
 INTERCONNECT SCHEMATIC
 STAGE 1

SCALE: NTS
 DATE 07/28/2006
 DRAWN BY JW
 CHECKED BY AKK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	68
STA. 9+00		TO STA. 17+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I

- NOTES:
1. REMOVE THE PIPE CAP FROM THE PUSHED CONDUIT INSTALLED IN STAGE 1 CONSTRUCTION.
 2. PRIOR TO THE START OF STAGE 2 CONSTRUCTION, INSTALL A LONG-RADIUS CONDUIT ELBOW AT THE BASE OF THE TEMPORARY WOOD POLE AND ATTACH THE CONDUIT TO THE POLE INTO THE TEMPORARY CONTROLLER CABINET. EXTEND THE CONDUIT TO THE EXISTING DOUBLE HANDHOLE AND INSTALL IN THE DRILLED HOLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TEMPORARY TRAFFIC SIGNAL
 INTERCONNECT PLAN
 STAGE 2 AND STAGE 3

SCALE: 1"=20'
 DATE 07/28/2006

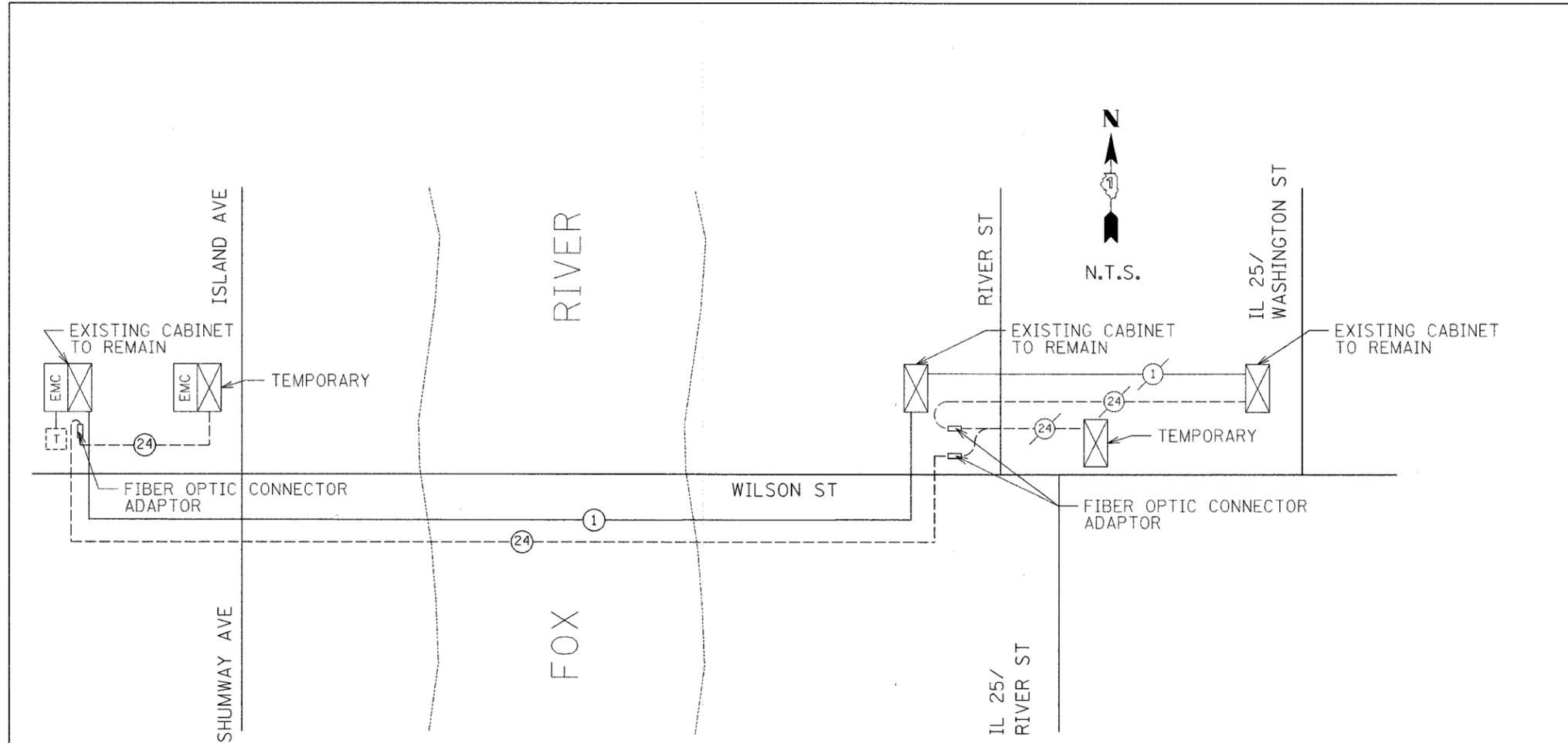
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	69
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

INTERCONNECT SCHEMATIC LEGEND

EXISTING INTERSECTION CONTROLLER	
PROPOSED INTERSECTION CONTROLLER	
EXISTING MASTER CONTROLLER	
PROPOSED MASTER CONTROLLER	
MASTER MASTER CONTROLLER	
EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
EXISTING INTERSECTION LOOP DETECTORS	
PROPOSED SAMPLING (SYSTEM) DETECTORS	
EXISTING SAMPLING (SYSTEM) DETECTORS	
PROPOSED SAMPLING (SYSTEM) DETECTORS	
EXISTING SAMPLING (SYSTEM) DETECTORS; PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS.	
EXISTING SAMPLING (SYSTEM) DETECTORS; PROPOSED SAMPLING (SYSTEM) DETECTORS.	
EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS	
EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS	
PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS	
EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/1 25. MM 12F SM12F	
PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM 12F SM12F	
EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE	
EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED	
EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED	
PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED	
EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED)	
PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED)	
EXISTING TELEPHONE CONNECTION	
PROPOSED TELEPHONE CONNECTION	



NOTES FOR TEMPORARY INTERCONNECT

1. PRIOR TO THE START OF STAGE 2 CONSTRUCTION, A TEMPORARY FIBER OPTIC CABLE SHALL BE INSTALLED IN CONDUIT AT ISLAND / SHUMWAY FROM THE EXISTING CABINET TO THE TEMPORARY CABINET. THE TEMPORARY FIBER OPTIC CABLE SHALL HAVE MULTIMODE CONNECTORS INSTALLED ON TWO PAIRS OF FIBERS IN EACH CABINET. THE CONNECTORS ON THE PROPOSED FIBER OPTIC CABLE FROM IL 25 / RIVER STREET SHALL BE CONNECTED TO THE CONNECTORS ON THE TEMPORARY FIBER OPTIC CABLE IN THE EXISTING CABINET USING ADAPTERS RECOMMENDED BY THE CONNECTOR MANUFACTURER. THE CONNECTORS ON THE TEMPORARY FIBER OPTIC CABLE AT THE TEMPORARY CABINET SHALL BE CONNECTED TO THE CONTROLLER MODEM.
2. A PROPOSED 62.5/125 MM 12F SM 12F CABLE SHALL BE INSTALLED IN THE NEW AND EXISTING CONDUIT BETWEEN THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINETS ON WILSON STREET AT ISLAND AVENUE / SHUMWAY AVENUE AND AT IL 25 / RIVER STREET.
3. THE CONNECTORS ON THE PROPOSED FIBER OPTIC CABLE TO ISLAND / SHUMWAY AVENUE SHALL BE CONNECTED TO THE CONNECTORS ON THE TEMPORARY FIBER OPTIC CABLE IN THE EXISTING CABINET USING ADAPTERS RECOMMENDED BY THE CONNECTOR MANUFACTURER.

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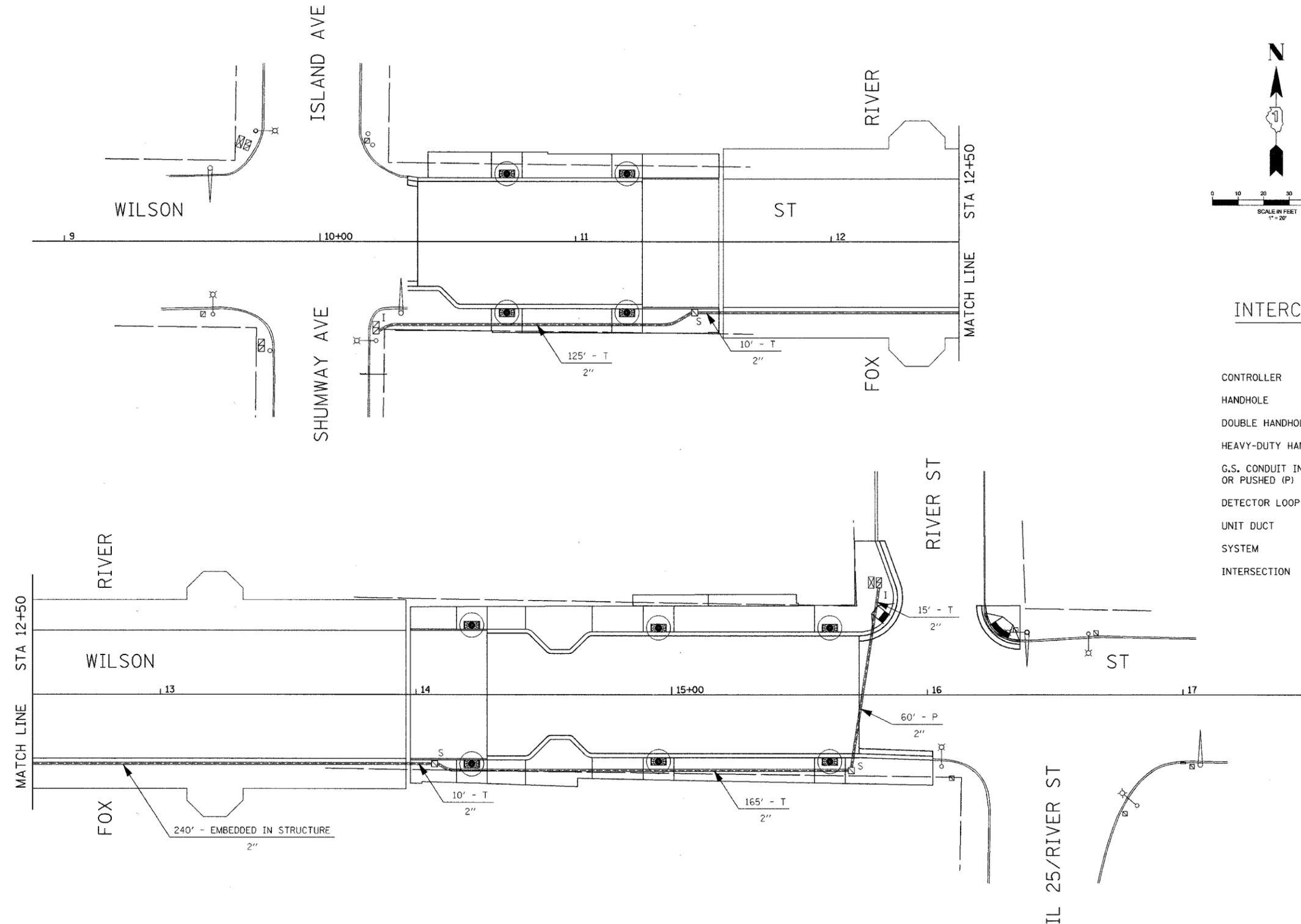
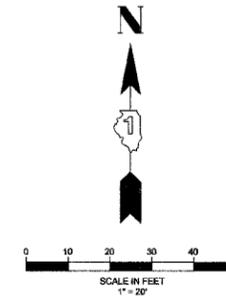
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TEMPORARY INTERCONNECT SCHEMATIC
 STAGE 2 AND STAGE 3

SCALE: NTS
 DATE 07/28/2006
 DRAWN BY JW
 CHECKED BY AKK

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	70
STA. 9+00		TO STA. 17+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I

NOTES:

- RESTORE THE EXISTING AND NEW FIBER OPTIC CABLE CONNECTIONS IN THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET AT WILSON STREET AND IL 25 / RIVER STREET. REMOVE THE CONNECTOR ADAPTORS FROM THE CONNECTORS ON THE EXISTING CABLE FROM IL 25 / WASHINGTON STREET. INSTALL THE CONNECTORS ON THE EXISTING CABLE TO THE EXISTING FIBER OPTIC MODEM IN THE CABINET. REMOVE THE CONNECTOR ADAPTORS FROM THE CONNECTORS ON THE NEW CABLE FROM ISLAND / SHUMWAY. INSTALL THE CONNECTORS ON THE NEW CABLE TO THE EXISTING FIBER OPTIC MODEM IN THE CABINET.
- MAKE THE NEW FIBER OPTIC CABLE CONNECTIONS IN THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET AT WILSON STREET AND ISLAND AVENUE / SHUMWAY AVENUE. REMOVE THE CONNECTOR ADAPTORS FROM THE CONNECTORS ON THE NEW CABLE FROM IL 25 / RIVER STREET. INSTALL THE CONNECTORS ON THE NEW CABLE TO THE EXISTING FIBER OPTIC MODEM IN THE CABINET.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TRAFFIC SIGNAL
 INTERCONNECT PLAN

SCALE: 1"=20'
 DATE 07/28/2006

DRAWN BY JW
 CHECKED BY AKK

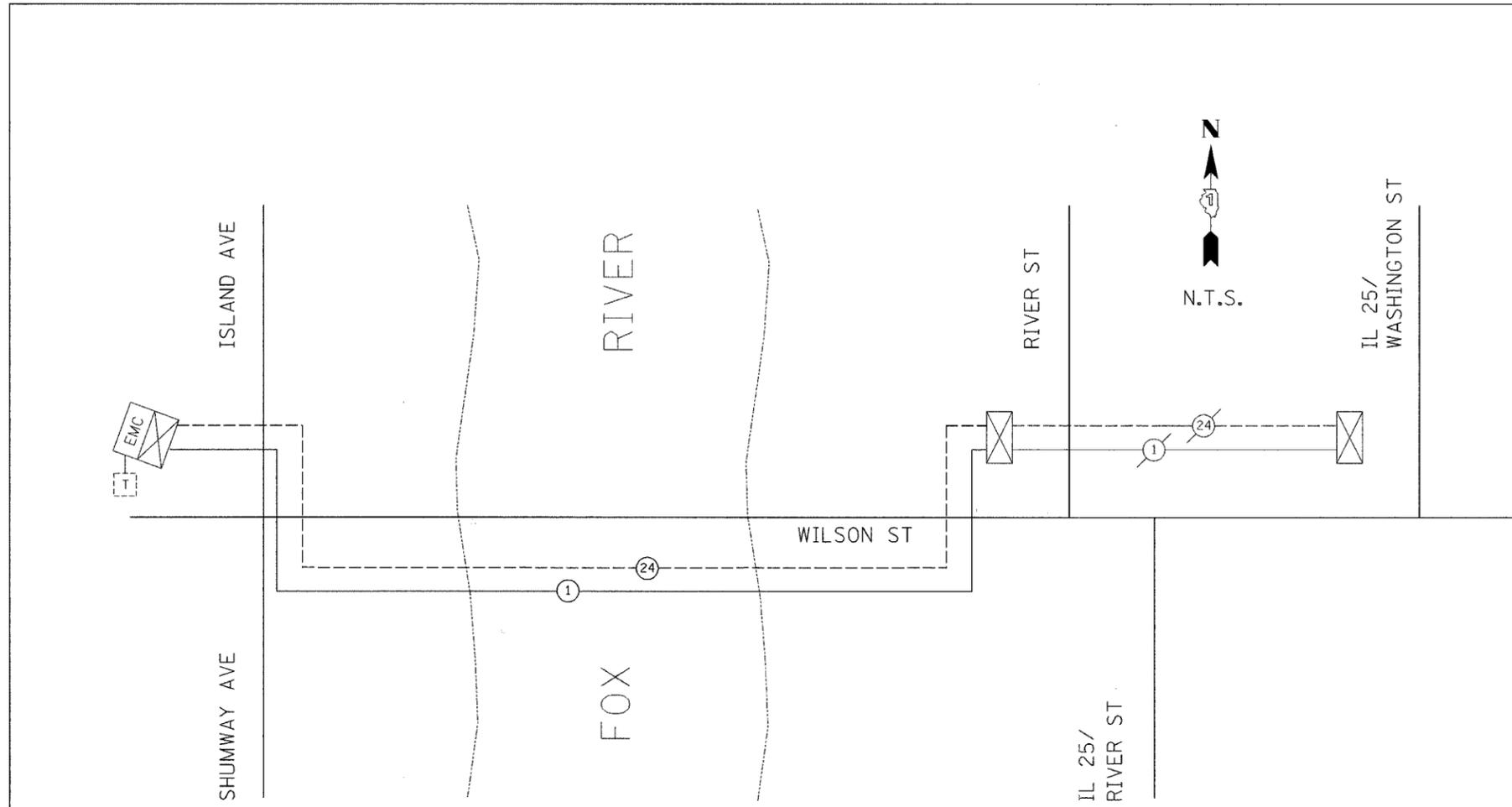
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	71
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INTERCONNECT SCHEMATIC LEGEND

- EXISTING INTERSECTION CONTROLLER
- PROPOSED INTERSECTION CONTROLLER
- EXISTING MASTER CONTROLLER
- PROPOSED MASTER CONTROLLER
- MASTER MASTER CONTROLLER
- EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- EXISTING INTERSECTION LOOP DETECTORS
- PROPOSED INTERSECTION LOOP DETECTORS
- EXISTING SAMPLING (SYSTEM) DETECTORS
- PROPOSED SAMPLING (SYSTEM) DETECTORS
- EXISTING SAMPLING (SYSTEM) DETECTORS; PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS.
- EXISTING SAMPLING (SYSTEM) DETECTORS; PROPOSED SAMPLING (SYSTEM) DETECTORS.
- EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS
- PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS
- EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/1 25. MM 12F SM12F
- PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62. 5/125, MM 12F SM12F
- EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE
- PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE
- EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
- PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
- EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED
- PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED
- EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED)
- PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED).
- EXISTING TELEPHONE CONNECTION
- PROPOSED TELEPHONE CONNECTION



TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	325
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	60
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	240
CONCRETE HANDHOLE	EACH	3
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	325
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	870
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	870
TEMPORARY TRAFFIC SIGNAL INTERCONNECT	EACH	1
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1296

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 INTERCONNECT SCHEMATIC
 AND SCHEDULE OF QUANTITIES

SCALE: NTS
 DATE: 07/28/2006
 DRAWN BY: JW
 CHECKED BY: AKK

PLOT DATE: 08/13/2006
 FILE NAME: \\s0009\vol1\gdg\trf\sig\temp\sig05f.dgn
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 51
FAU 1441	00-00059-00-BR	KANE	154	72	OF 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869

HIGHWAY CLASSIFICATION

Wilson Street
Functional Class: Minor Arterial
ADT: 24,600 (2004); 34,000 (2030)
DHW: 3400
Design Speed: 30 m.p.h.
Posted Speed: 25 m.p.h.

LOADING HS20-44

DESIGN SPECIFICATIONS
AASHTO 17th Edition (2002)

DESIGN STRESSES

CONC. DECK SLAB f _c = 6000 psi (HPC) f _y = 60,000 psi (reinforcement) f _s = 270,000 psi (0.6" φ low relaxation)	REINFORCED CONCRETE f _c = 3500 psi f _y = 60,000 psi (reinforcement)
CONC. PIER f _c = 3500 psi f _y = 60,000 psi (reinforcement) f _s = 270,000 psi (0.6" φ low relaxation)	STRUCTURAL STEEL f _y = 50,000 psi

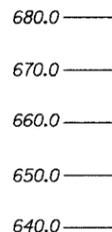
SEISMIC DATA

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

- B.M.#3 - Chiseled '+' on the sidewalk at the NW corner of Wilson Street and River Street Elev. 680.11

- Existing Structure- The existing structure, number 045-6050, is a three-span cast-in-place steel reinforced concrete filled spandrel arch built in 1911. The total length of the bridge back to back of abutments is 274'±. Individual spans measure 68'±, 88'± and 68'±. The out-to-out deck dimension is 62'-4"±. The abutments are steel reinforced concrete counterfort type and piers are steel reinforced concrete. The abutments and piers are supported on spread footings resting on bedrock. Traffic to be maintained utilizing staged construction.

- Salvage existing roadway lights, monument at NW corner of bridge and portions of the existing abutments.

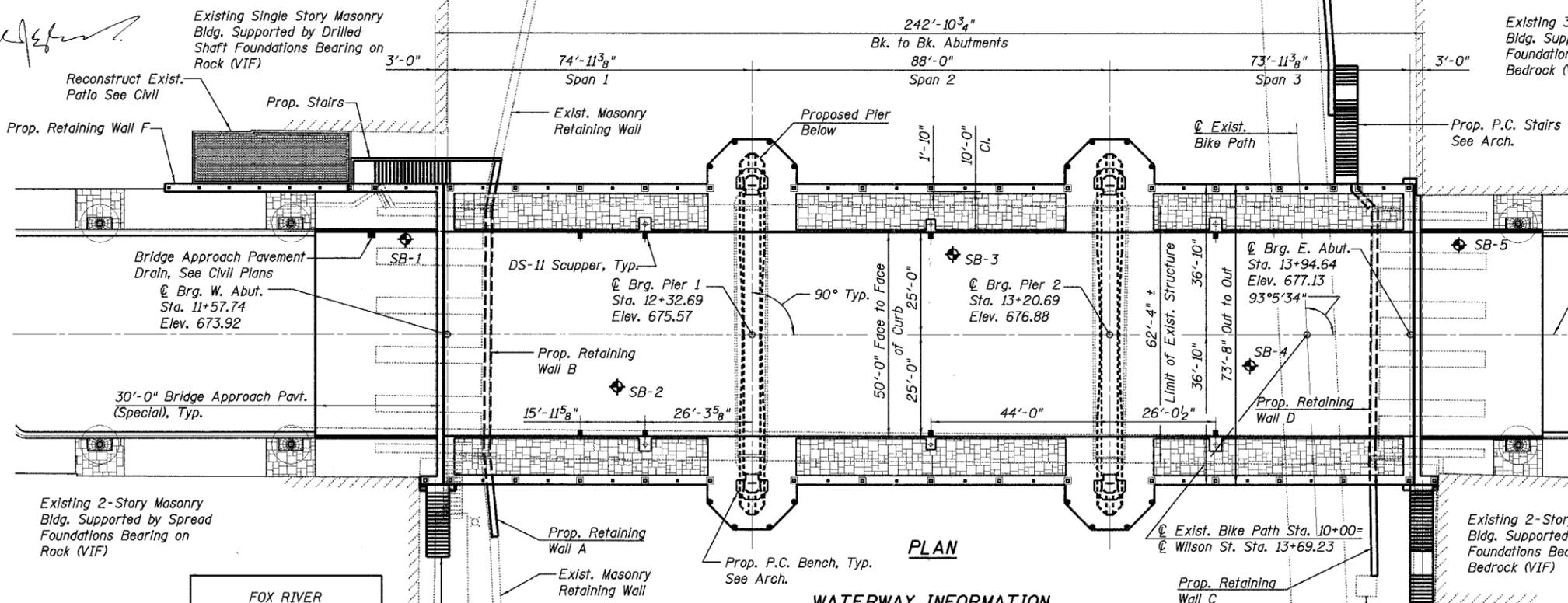


License Expires: 11/30/2006
Current Date: 9/28/2006

* 4" Chamfer Termination to Center of Pier (Typ.), See Arch.
** 4" Chamfer Termination to End of Deck Slab (Typ.), See Arch.



I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with requirements of the current "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES"



Existing 2-Story Masonry Bldg. Supported by Spread Foundations Bearing on Rock (VIF)

Existing 3-Story Masonry Bldg. Supported by Spread Foundations Bearing on Bedrock (VIF)

30'-0" Bridge Approach Part. (Special), Typ.

Bridge Approach Pavement Drain, See Civil Plans
Center of Brg. W. Abut. Sta. 11+57.74 Elev. 673.92

FOX RIVER
BUILT 2007 BY
CITY OF BATAVIA
KANE COUNTY
LOADING HS20
STR. NO. 045-6051

Note: For Mounting See Sheet No. 83

NAME PLATE
See Std. 515001

LEGEND

◆ Soil Boring, see Sheet No's. 122 and 123

WATERWAY INFORMATION

Drainage Area = 1629 sq. mi. Low Grade Elev. 672.9 @ Sta. 9+62

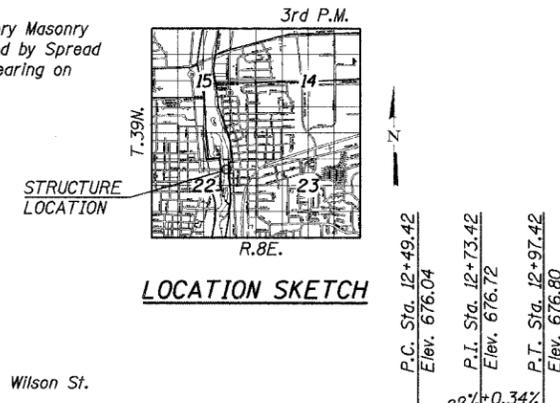
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	10	8500	1674	1674	661.3	0.2	0.1	661.5	661.4
Base	50	12500	2125	2176	663.7	0.2	0.1	663.9	663.8
Overtopping	100	13500	2196	2265	664.1	0.2	0.1	664.3	664.2
Max. Calc.	500	17630	2468	2622	665.7	0.4	0.2	666.1	665.9

DESIGNED	DWH
CHECKED	RWC
DRAWN	EF
CHECKED	RWC

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

NOTES

1. For typical bridge cross section, see Sheet No. 74.
2. For existing and proposed utilities, see Civil Plans.
3. For Benchmark's, Alignment and Ties, see Sheet No. 13.



LOCATION SKETCH

PROPOSED PROFILE GRADE LINE

(Along Centerline of Wilson St.)

GENERAL PLAN & ELEVATION

WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	73
FED. ROAD DIST. NO. 7		ILLINOIS	FED. ROAD PROJECT	

Contract # 83869

SHEET NO. 52

of 552 SHEETS

GENERAL NOTES

- Expansion joint embed's and attached bars shall be shop painted with the inorganic zinc rich primer.
- The structural steel bearing plates of the Bearing Assemblies shall conform to the requirements of AASHTO M 270 Grade 50.
- Reinforcement bars shall conform to the requirements of AASHTO M31, M42 or M53 Grade 60.
- The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
- Plan dimensions and details relative to existing structures have been taken from available existing plans and field survey and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Bridge Seat Sealer shall be applied to the seat area of the piers & abutments.
- All Construction Joints shall be bonded.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (For Type I Elastomeric Bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed).
- The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water including cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR permit number NE2006064 which was issued for the permanent construction.
- The maximum design bearing pressure (net) for spread foundations bearing on rock (Piers, Retaining Walls A thru E) is 15 ksf. The maximum design bearing pressure (net) for Retaining Wall F is 3 ksf. The maximum allowable foundation bearing pressure shall be verified in the field by a qualified Geotechnical Engineer to equal or exceed those given above.
- The contractor shall coordinate structural work with civil, electrical and architectural work.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub.	Total
POROUS GRANULAR EMBANKMENT	CU YD		2165	2165
PROTECTIVE COAT	SQ YD	275		275
BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD		342	342
CONCRETE REMOVAL	CU YD		140	140
MASONRY REMOVAL	CU YD		54.5	54.5
STRUCTURE EXCAVATION	CU YD		773	773
ROCK EXCAVATION FOR STRUCTURES	CU YD		310	310
CONCRETE STRUCTURES	CU YD	2.2	1517.1	1519.3
RUBBED FINISH	SQ FT		967	967
CONCRETE SUPERSTRUCTURE	CU YD	178.9		178.9
BRIDGE DECK GROOVING	SQ YD	1264		1264
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	28		28
REINFORCEMENT BARS, EPOXY COATED	POUND	158040	280430	438470
NAME PLATES	EACH	1		1
BRIDGE SEAT SEALER	SQ FT		1041	1041
GEOCOMPOSITE WALL DRAIN	SQ YD		403	403
PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT		539	539
HIGH PERFORMANCE CONCRETE STRUCTURES	CU YD	1698.0		1698.0
DRAINAGE SCUPPERS, DS-II	EACH	8		8
TEMPORARY SOIL RETENTION SYSTEM	SQ FT		3100	3100
FLOATING BEARINGS, FIXED, 800K	EACH	10		10
FLOATING BEARINGS, GUIDED EXPANSION, 800K	EACH	10		10
BAR SPLICERS	EACH	636	526	1162
BRIDGE DECK LATEX CONCRETE OVERLAY	SQ YD	1322		1322
DRILL AND GROUT DOWEL BARS (SPECIAL)	EACH		108	108
REMOVE EXISTING CONCRETE ARCH BRIDGE	L.SUM.		1	1
COFFERDAMS (SPECIAL)	EACH		3	3
BAR COUPLERS (SPECIAL)	EACH	76	114	190
MICROPILE, 200 TON (SPECIAL)	EACH		45	45
CONCRETE PAVER, TYPE B	SQ FT	3343		3343
STRIP SEAL EXPANSION JOINT (SPECIAL)	FOOT	159		159
CONCRETE FILL (SPECIAL)	CU YD		353.5	353.5
FURNISHING, INSTALLING AND STRESSING POST-TENSIONING STRANDS (SPECIAL)	POUND	113330	20360	133690
RUSTICATION FINISH TYPE I (SPECIAL)	SQ.FT.		2299	2299
RUSTICATION FINISH TYPE II (SPECIAL)	SQ.FT.		1465	1465
BRIDGE RAILING (SPECIAL)	FOOT	416		416
OUTLOOK RAILING (SPECIAL)	FOOT	140		140
STAIR RAILING (SPECIAL)	FOOT	202		202
REMOVE, STORE AND RE-INSTALL EXISTING MONUMENT (SPECIAL)	L.SUM.		1	1
ARCHITECTURAL PRE-CAST CONCRETE - DIES (SPECIAL)	EACH	35		35
ARCHITECTURAL PRE-CAST CONCRETE - BRIDGE CURB (SPECIAL)	FOOT	405		405
ARCHITECTURAL PRE-CAST CONCRETE - OUTLOOK CURB (SPECIAL)	FOOT	119		119
ARCHITECTURAL PRE-CAST CONCRETE - POST BASE (SPECIAL)	EACH	16		16
ARCHITECTURAL PRE-CAST CONCRETE - BENCH PLANTER SYSTEM (SPECIAL)	EACH	4		4
ARCHITECTURAL PRE-CAST CONCRETE - SOUTHWEST STAIR SYSTEM (SPECIAL)	L.SUM.		1	1
ARCHITECTURAL PRE-CAST CONCRETE - SOUTHEAST STAIR SYSTEM (SPECIAL)	L.SUM.		1	1
ARCHITECTURAL PRE-CAST CONCRETE - NORTHEAST STAIR SYSTEM (SPECIAL)	L.SUM.		1	1

INDEX OF SHEETS

- S1 General Plan & Elevation
- S2 General Notes, Bill of Material & Index of Sheets
- S3 Typical Section Thru Bridge
- S4 Proposed Foundation & Underdrain Plan
- S5 Demolition Plan & Details
- S6 Temporary Soil Retention Plan & Details
- S7 Bridge Construction Sequence I
- S8 Bridge Construction Sequence II
- S9 Bridge Construction Sequence III
- S10 Bridge Construction Sequence IV
- S11 Temporary Concrete Barrier
- S12 Bridge Rail Layout
- S13 Bridge Rail Details I
- S14 Bridge Rail Details II
- S15 Deck Elevations
- S16 Slab Geometry & Post-Tensioning I
- S17 Slab Geometry & Post-Tensioning II
- S18 Deck Plan & Longitudinal Section
- S19 Deck Details I
- S20 Deck Details II
- S21 Deck Details III
- S22 Deck Details IV
- S23 Abutment Bearing Details
- S24 Pier Bearing Details
- S25 Anchor Bolt Details
- S26 Drainage Scupper, DS-II
- S27 East Abutment Plan & Elevation
- S28 East Abutment Footing Plan
- S29 East Abutment Details I
- S30 East Abutment Details II
- S31 West Abutment Plan & Elevation
- S32 West Abutment Footing Plan
- S33 West Abutment Details I
- S34 West Abutment Details II
- S35 West Abutment Details III
- S36 West Abutment Details IV
- S37 Pier Details I
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- S39 Expansion Joint Details I
- S40 Expansion Joint Details II
- S41 Stair Foundations
- S42 Retaining Wall A
- S43 Retaining Wall B
- S44 Retaining Wall C
- S45 Retaining Wall D
- S46 Retaining Wall E
- S47 Retaining Wall E Details
- S48 Retaining Wall F
- S49 Bridge Approach Pavement
- S50 Bar Splicer Details
- S51 Soil Boring Log I
- S52 Soil Boring Log II

STRUCTURAL ABBREVIATIONS

Abut.	Abutment	E	East	Min.	Minimum	Sht.	Sheet
Arch.	Architectural	E/	Edge of	NS	Near Slide	SE	Southeast
Bk.	Back	El. or Elev.	Elevation	Nom.	Nominal	SW	Southwest
Brg.	Bearing	Exlst.	Existing	NE or N.E.	Northeast	Spa.	Spaces or Spacing
Blwn.	Between	Exp.	Expansion	NW or N.W.	Northwest	Sq.	Square
B/	Bottom of	F/	Face of	N.T.S.	Not to Scale	S.S.	Stainless Steel
Bot.	Bottom	FS	Far Side	No(s).	Number(s)	Sta.	Station
Bldg.	Building	FT	Foot or Feet	O/S	Offset	Stl.	Steel
CIP	Cast in Place	Fig.	Footing	Opp.	Opposite	St.	Street
Ⓞ	Centerline	Galv.	Galvanized	Pavt.	Pavement	Sym.	Symmetrical
Cts.	Centers	Gr.	Grade	Pl.	Plate	Temp.	Temporary
Cl.	Clear	HSS	Hollow Structural Section	PT	Post Tensioned	Thk.	Thick
Conc.	Concrete	I.D.	Inside Diameter	P.C.	Precast	T/	Top of
CJ	Construction Joint	Jt.	Joint	P.J.F.	Preformed Joint Filler	Typ.	Typical
Const(r).	Construction	L	Angle	PGL	Profile Grade Line	UNO	Unless Noted Otherwise
Dia.	Diameter	Lt.	Left	Prop.	Proposed	VIF	Verify in Field
DP.	Deep	Lg.	Long	R or Rad.	Radius	W	West
Ea.	Each	Max.	Maximum	Req'd	Required	W/	With
				Rt.	Right		

GENERAL NOTES, BILL OF MATERIAL & INDEX OF SHEETS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

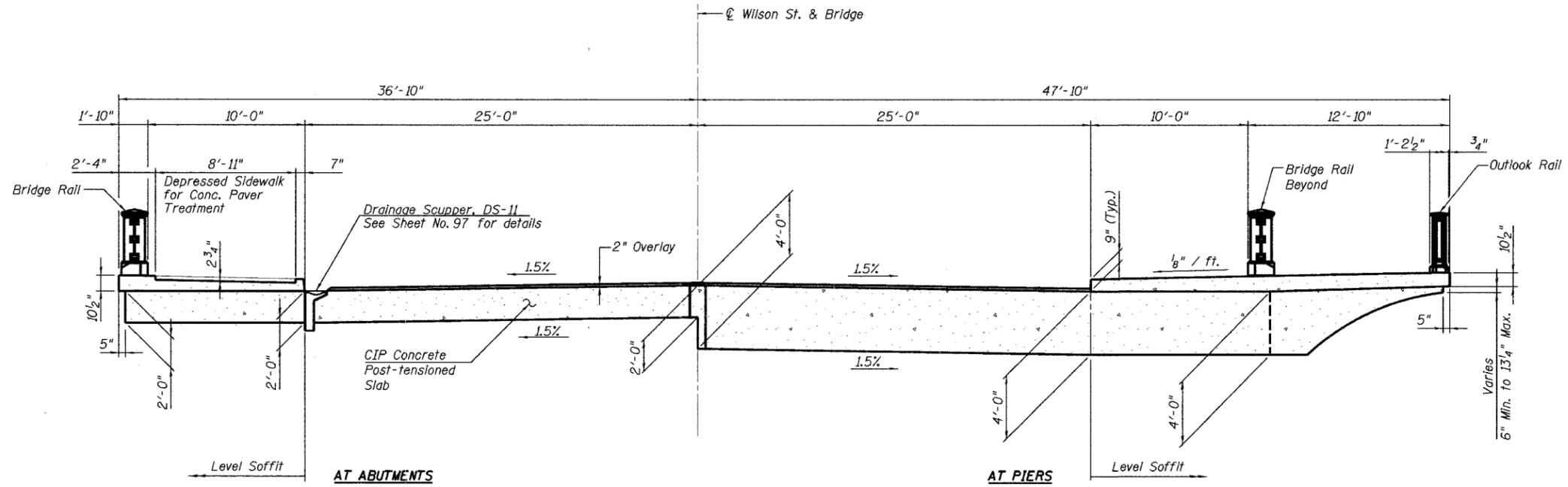
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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S3
FAU 1441	00-00059-00-BR	KANE	154	74	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869



TYPICAL HALF SECTIONS THRU BRIDGE
(Looking Upstation)

TYPICAL SECTION THRU BRIDGE
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED	-	DWH
CHECKED	-	RWC
DRAWN	-	EF
CHECKED	-	RWC

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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

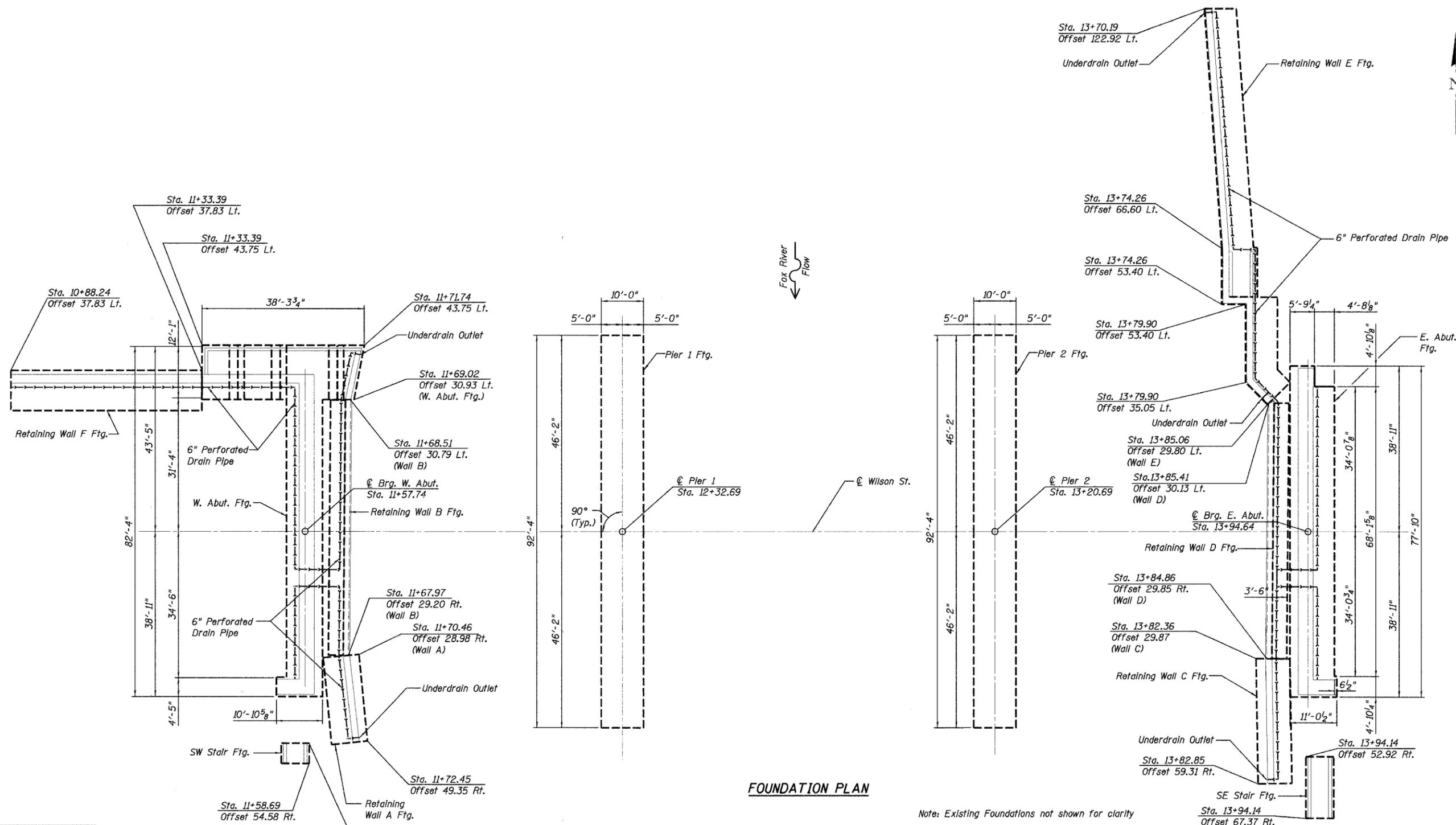
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	75
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 54
of 552 SHEETS

Contract # 83869



FOUNDATION PLAN

Note: Existing Foundations not shown for clarity

PROPOSED FOUNDATION AND UNDERDRAIN PLAN
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED	-
CHECKED	-
DRAWN	EF
CHECKED	DWH/BJN

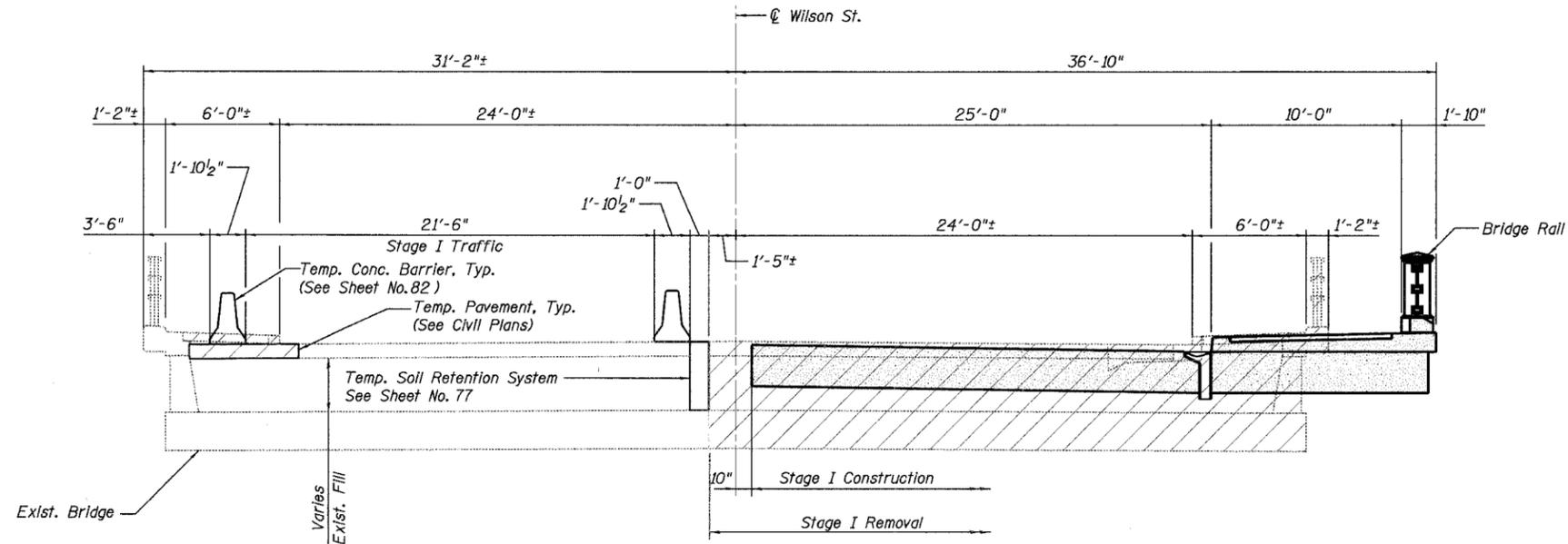
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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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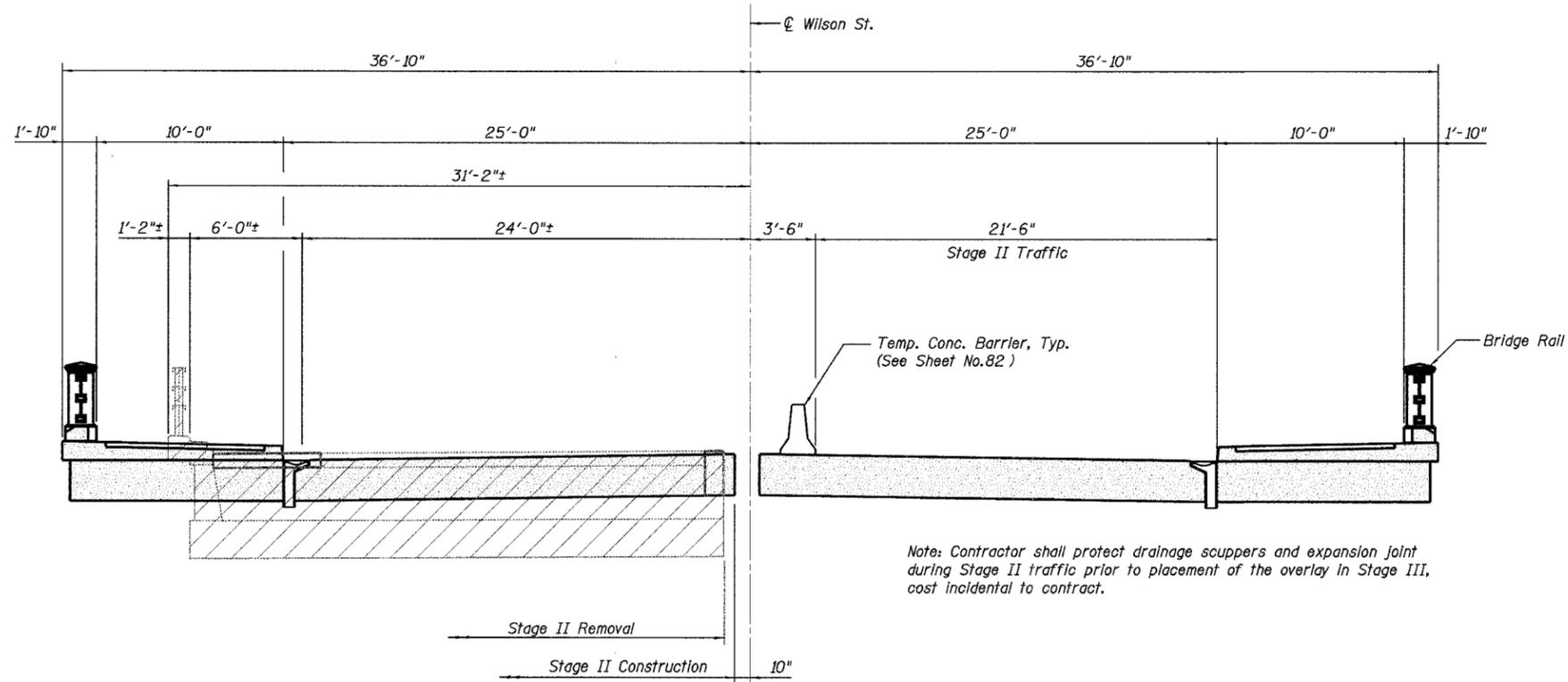
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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FAU 1441	00-00059-00-BR	KANE	154	78	
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT			

Contract # 83869



STAGE I CONSTRUCTION AND REMOVAL LIMITS
(Looking East)



STAGE II CONSTRUCTION AND REMOVAL LIMITS
(Looking East)

LEGEND

- Removal
- New Construction

NOTE

See specifications for available traffic shut-down periods.

Note: Contractor shall protect drainage scuppers and expansion joint during Stage II traffic prior to placement of the overlay in Stage III, cost incidental to contract.

DESIGNED	DWH
CHECKED	RWC
DRAWN	EF
CHECKED	RWC

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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

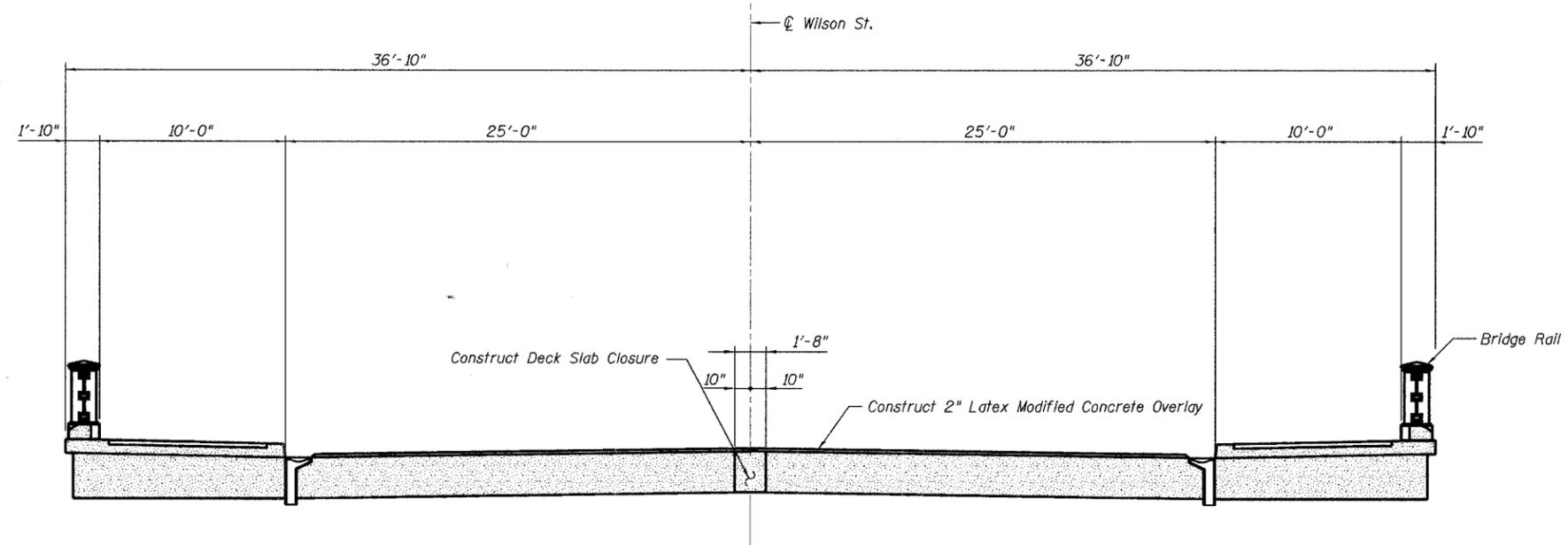
BRIDGE CONSTRUCTION SEQUENCE I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 58 of 552 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	79	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract # 83869



STAGE III CONSTRUCTION
(Looking East)

LEGEND

-  Removal
-  New Construction

NOTE

See specifications for available traffic shut-down periods.

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DRAWN -	EF
CHECKED -	RWC

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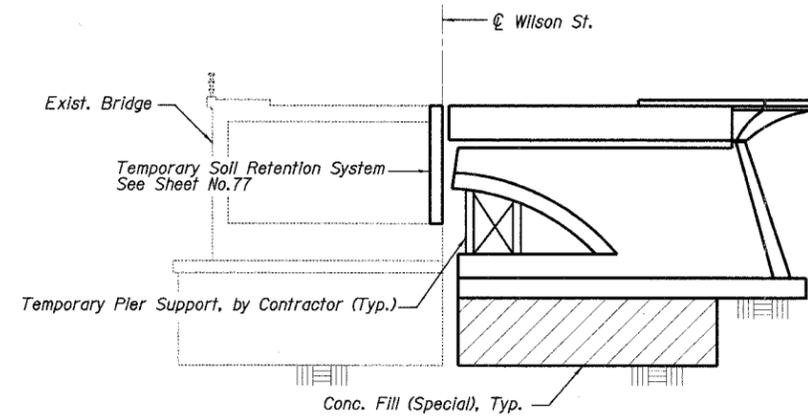
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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

BRIDGE CONSTRUCTION SEQUENCE II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

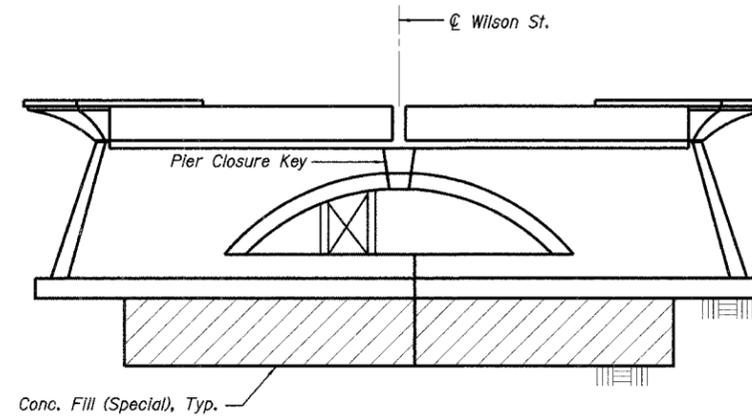
ROUTE NO.	SECTION	COUNTY	DIST. SHEETS	SHEET NO.	SHEET NO. 59 of 552 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	80	
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT			

Contract # 83869



STAGE I

Construct temporary soil retention wall and remove southern portion of existing bridge. Construct south half proposed pier/footing and temporary support for pier. Place southern portion of superstructure.



STAGE II

Move all traffic to south lanes. Remove north half of existing bridge. Construct north half of proposed pier/footing. Cast Pier Closure Key. Post-tension Pier. Relieve compression in temporary supports and remove. Construct north portion of proposed superstructure.

PIER CONSTRUCTION SCHEMATIC
(Looking East)

NOTES

For requirements of the Temporary Pier Support, see specifications.

DESIGNED	-	DWH
CHECKED	-	RWC
DRAWN	-	EF
CHECKED	-	RWC

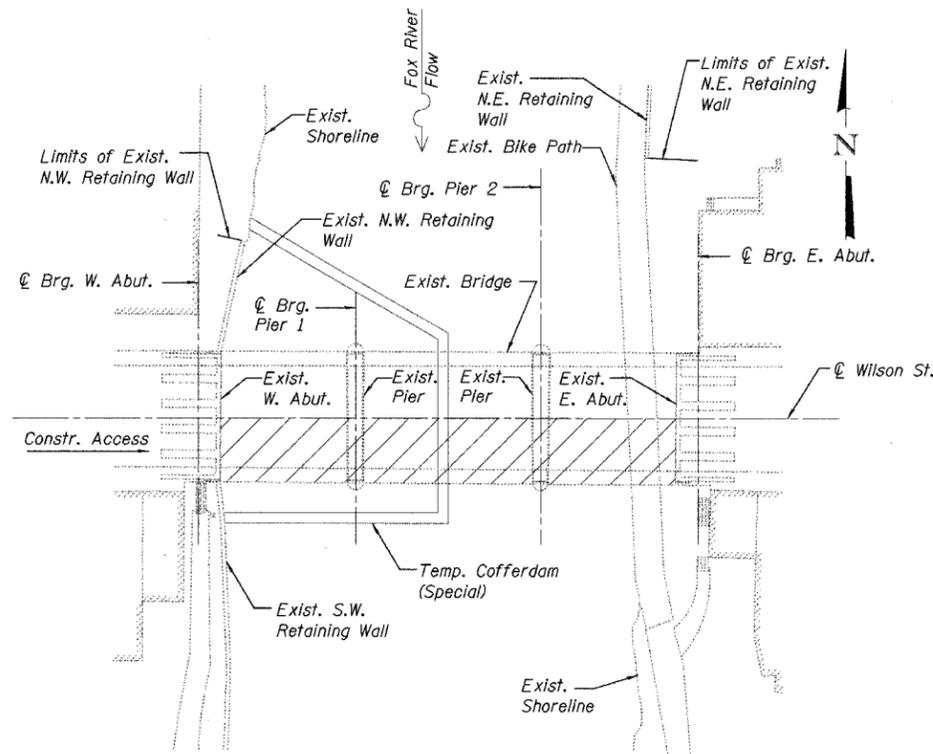
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

BRIDGE CONSTRUCTION SEQUENCE III
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

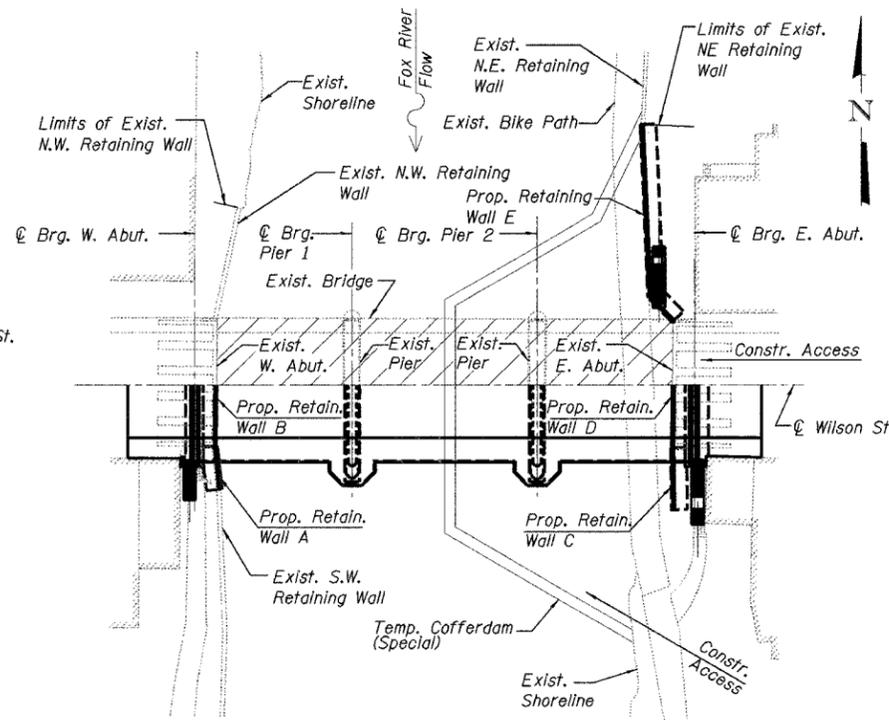
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S10
FAU 141	00-00059-00-BR	KANE	154	81	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

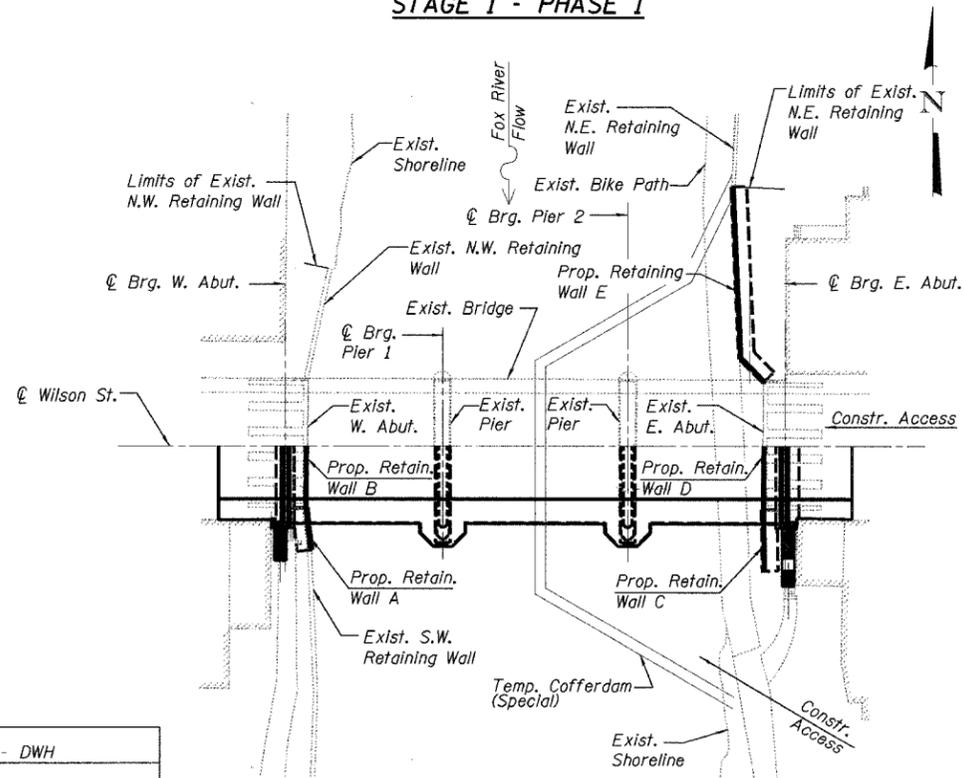
Contract # 83869



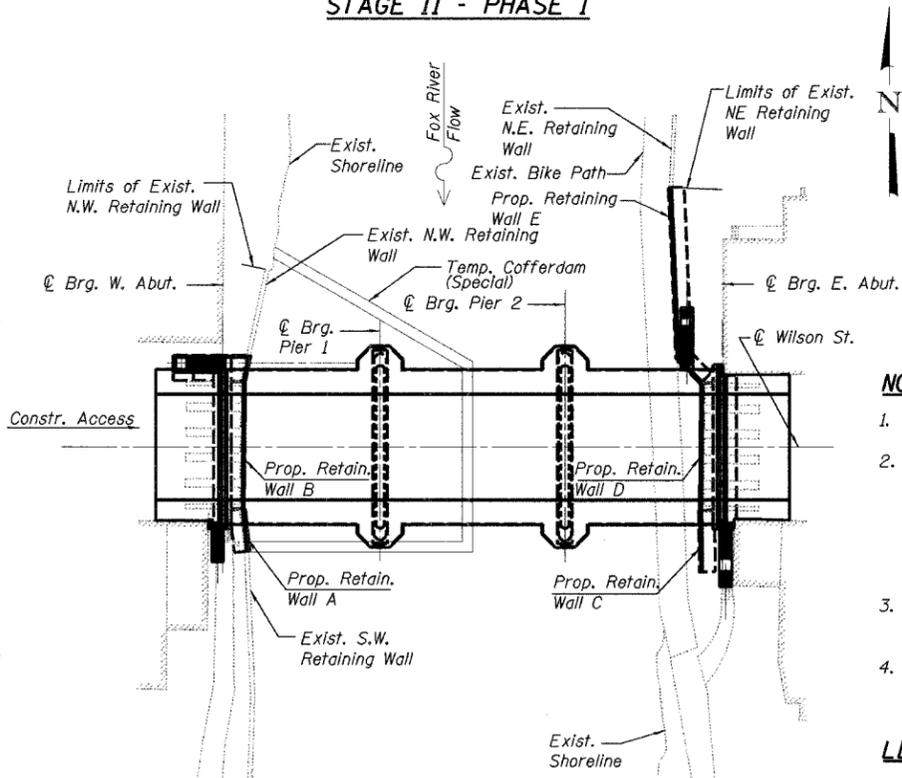
STAGE I - PHASE I



STAGE II - PHASE I



STAGE I - PHASE II



STAGE II - PHASE II

STAGE I - PHASE I

1. Temporarily close bridge to traffic.
2. Construct temporary soil retention wall.
3. Remove south-half of existing superstructure.
4. Open north-half of existing bridge to traffic.
5. Construct temporary cofferdam.
6. Begin constructing south-half of E. Abut and W. Abut.
7. Remove south-half of existing West Pier.
8. Begin constructing Retaining Walls A and B.
9. Construct south-half of proposed Pier 1.
10. Set superstructure falsework.
11. Remove temporary cofferdam.

STAGE I - PHASE II

1. Construct temporary cofferdam.
2. Begin constructing Retaining Walls C, D and E.
3. Remove south-half of existing East Pier.
4. Set superstructure falsework.
5. Construct south-half of proposed Pier 2.
6. Complete construction of south-half E. Abut. and W. Abut.
7. Cast superstructure and post-tension superstructure after it has reached the specified strength.
8. Remove falsework.

STAGE II - PHASE I

1. Use the same cofferdam as Stage I - Phase II.
2. Switch traffic to south-half of new bridge.
3. Remove north-half of existing superstructure.
4. Remove north-half of existing East Pier.
5. Construct north-half of proposed Pier 2.
6. Set superstructure falsework.
7. Begin construction of north-half of E. Abut. and W. Abut.
8. Complete construction of Retaining Wall C, D & E.
9. Remove cofferdam.

STAGE II - PHASE II

1. Construct temporary cofferdam.
2. Remove north-half of existing West Pier.
3. Construct north-half of proposed Pier 1.
4. Set superstructure falsework.
5. Complete construction of north-half of E. Abut. and W. Abut.
6. Cast superstructure and post-tension superstructure after it has reached the specified strength.
7. Remove falsework.
8. Complete construction of Retaining Wall A and B.
9. Remove cofferdam.

STAGE III

1. Construct deck slab closure
2. Construct Latex Modified Concrete Overlay

NOTES

1. For soil erosion and sediment control measures, see Civil Plans.
2. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water including cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR permit number NE2006064 which was issued for the permanent construction.
3. Temporary cofferdams shall conform to the U.S. Army Corps of Engineers issued for this project.
4. All construction debris shall be removed from the riverbed prior to completion of the project and the riverbed and stream banks shall be restored to their original condition.

LEGEND

Removal

BRIDGE CONSTRUCTION SEQUENCE IV
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED - DWH
CHECKED - RWC
DRAWN - EF
CHECKED - RWC

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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

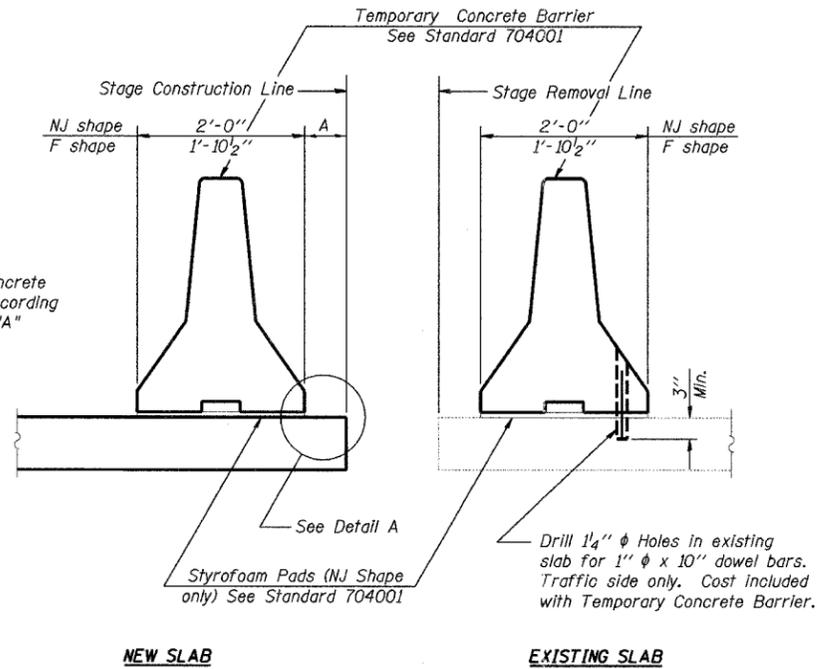
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

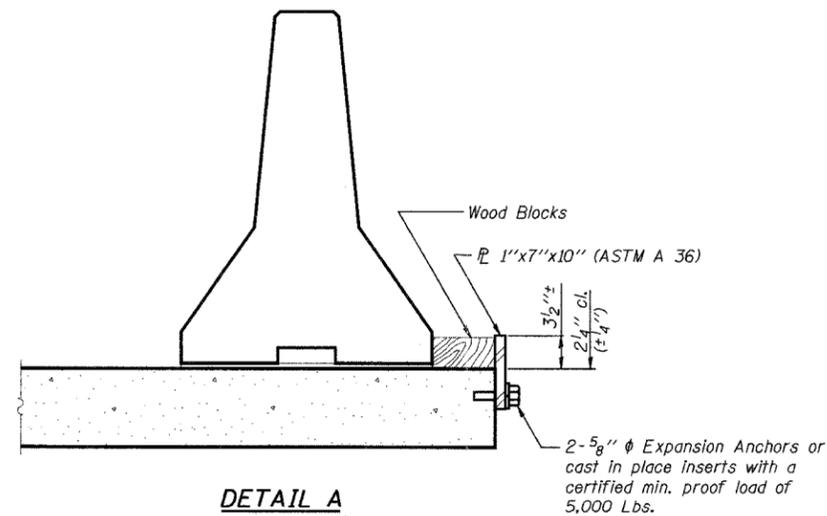
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 511 of 552 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	82	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869

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



SECTIONS THRU SLAB

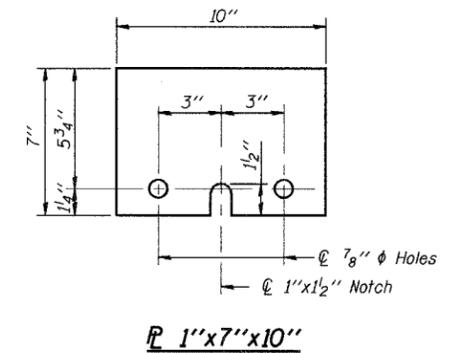


DETAIL A

The 1"x7"x10" Plate shall not be removed until Stage III Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

NOTES

Detail A- Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab 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.



\bar{P} 1"x7"x10"

DESIGNED	-
CHECKED	-
DRAWN	EF
CHECKED	DWH

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

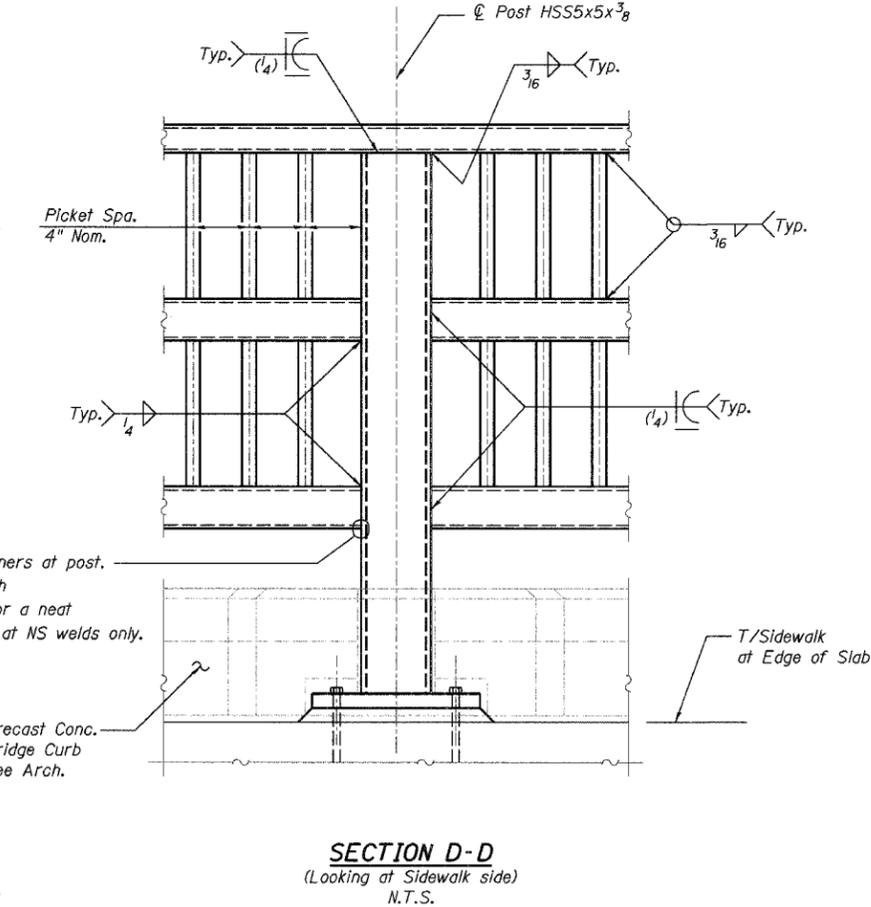
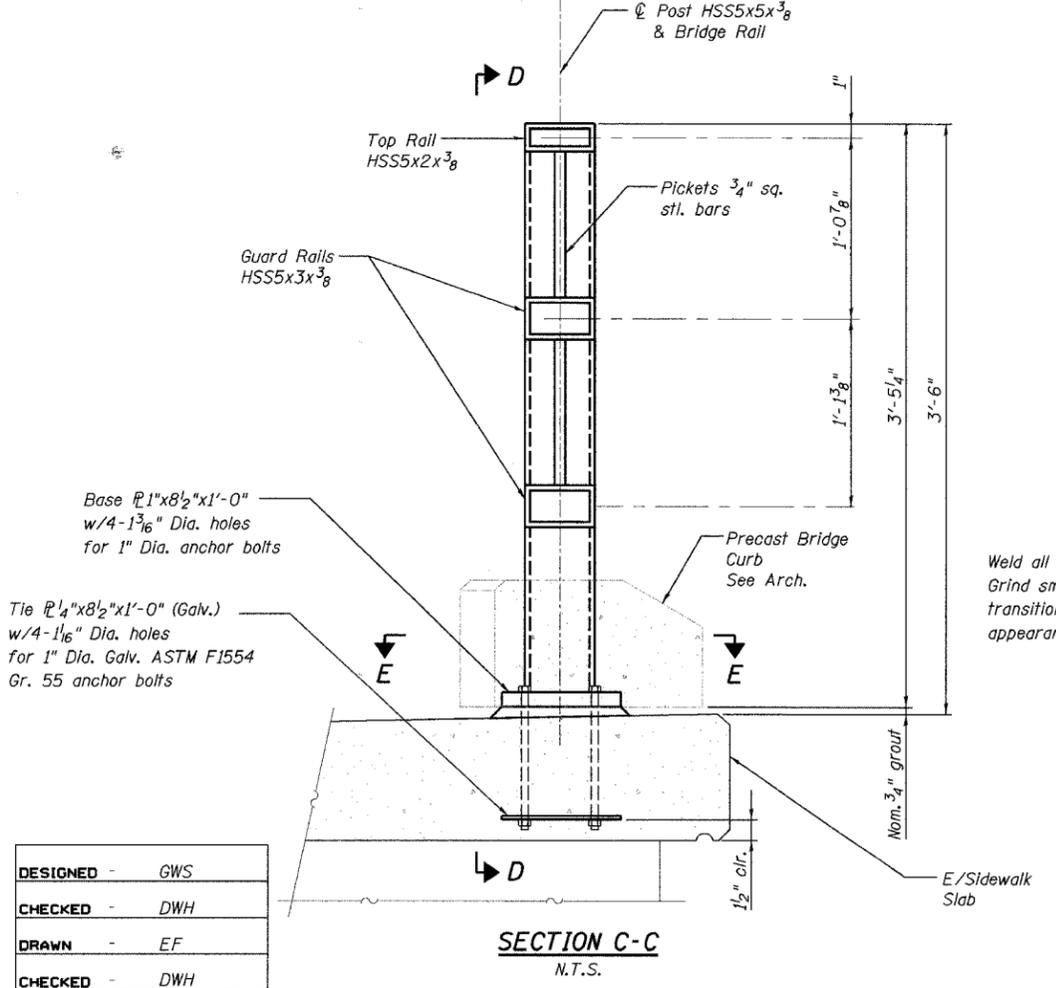
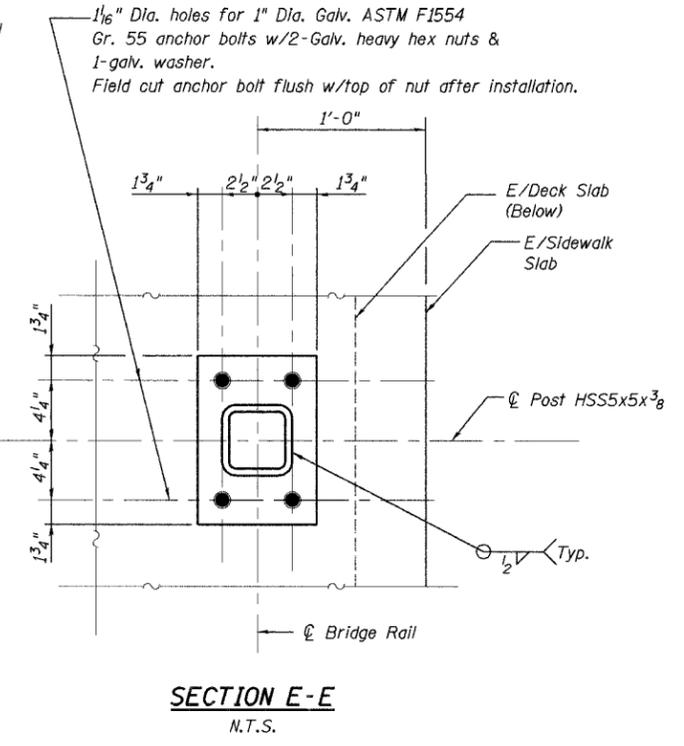
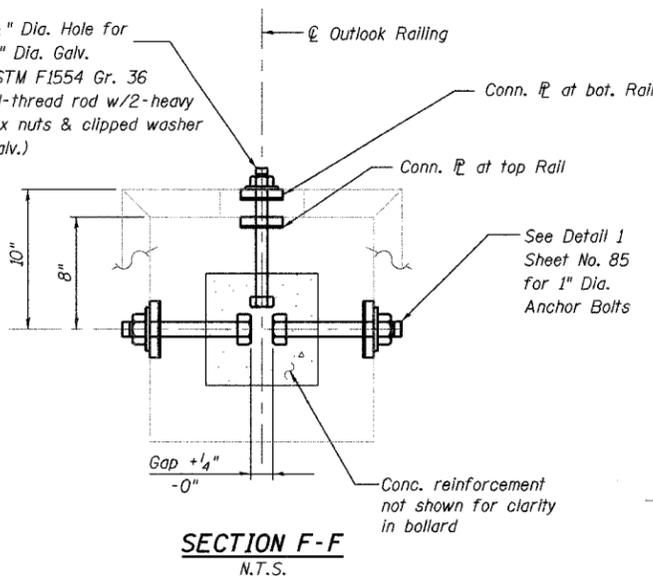
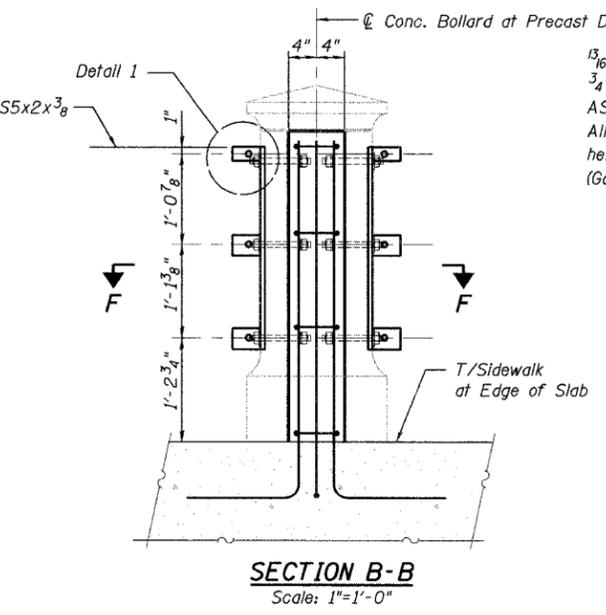
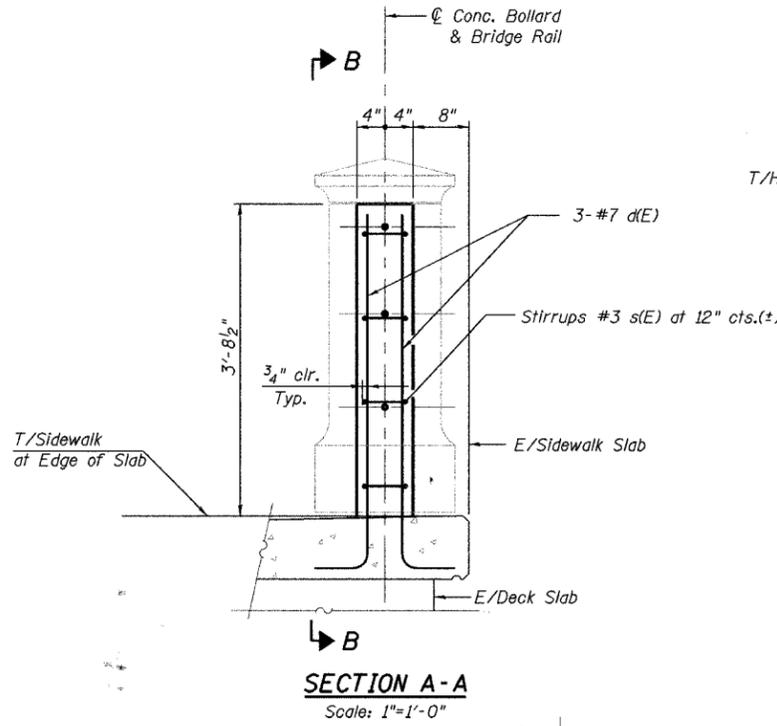
TEMPORARY CONCRETE BARRIER
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	84
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. S13
of 552 SHEETS

Contract # 83869



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
s(E)	140	#3	2'-10"	□
d(E)	210	#7	5'-4"	L
Concrete Structures			Cu. Yd.	2.2
Reinforcement Bars, Epoxy Coated			Pound	2440
Bridge Railing (Special)			Foot	416
Outlook Railing (Special)			Foot	140
Name Plate			Each	1

Reinforcement bars designated (E) shall be epoxy coated.

NOTES

- For Detail 1 See Sheet No. 85
- For Bridge Rail Notes See Sheet No. 83
- For Location of Sections A-A and C-C See Sheet No. 83

BRIDGE RAIL DETAILS I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED	GWS
CHECKED	DWH
DRAWN	EF
CHECKED	DWH

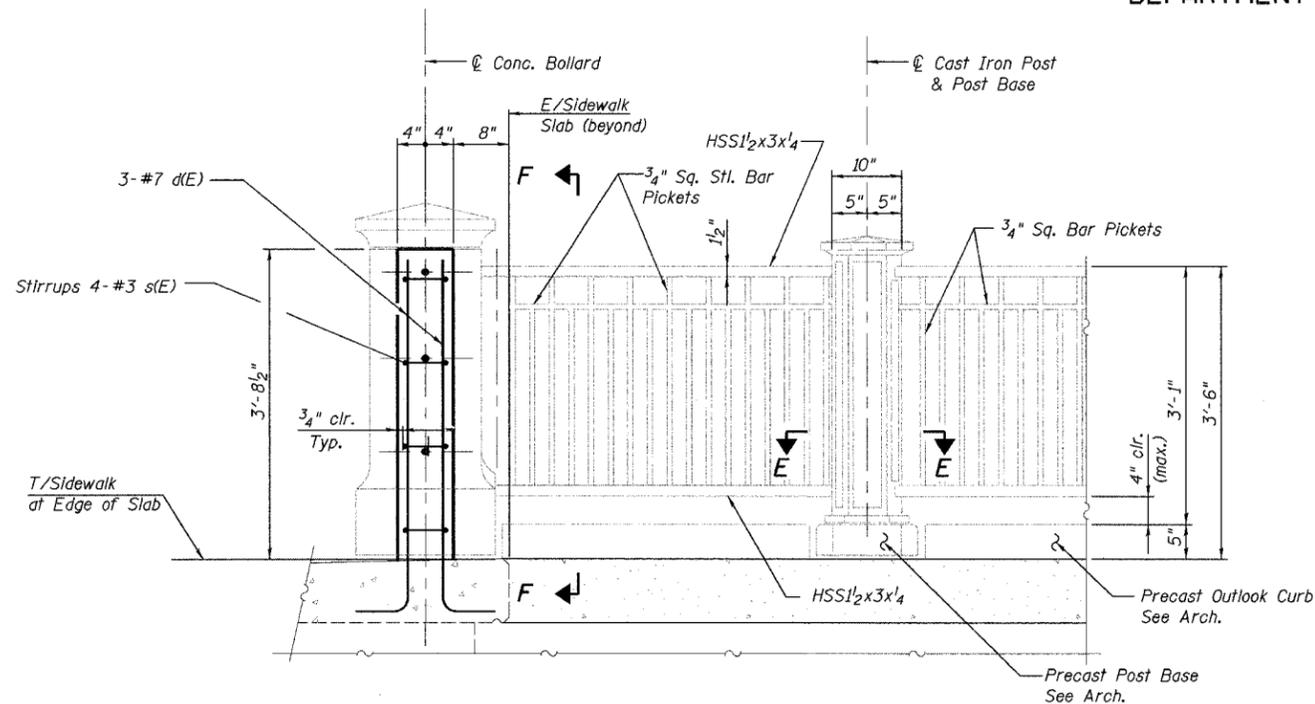
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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

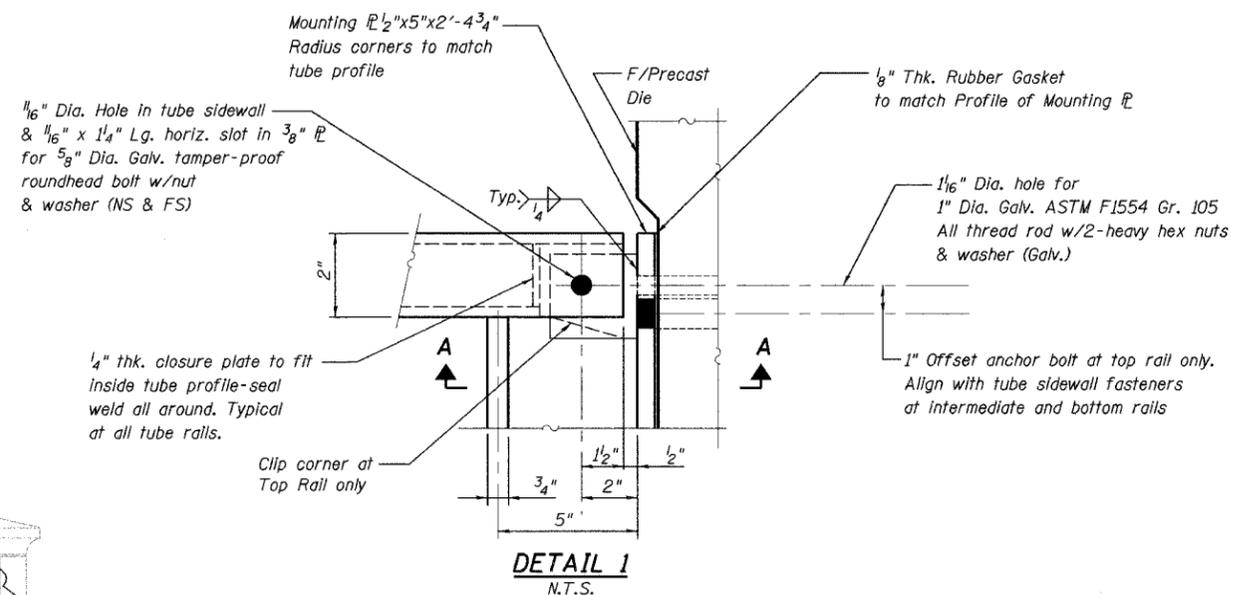
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FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 83869

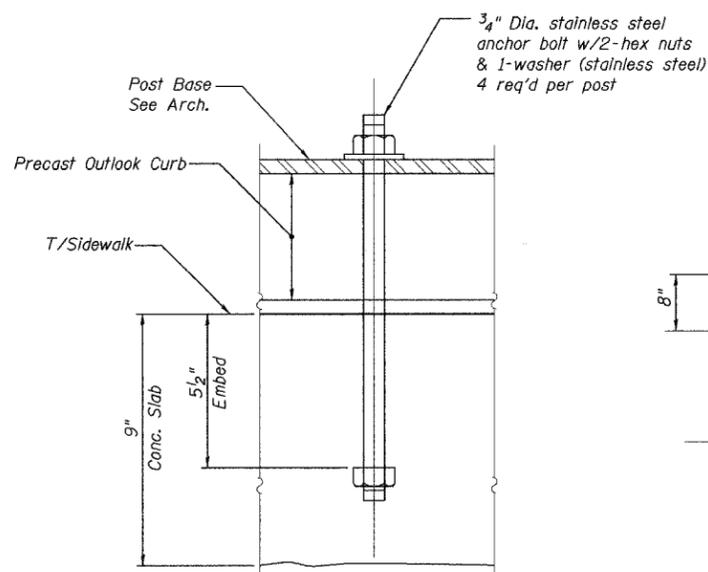
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of S52 SHEETS



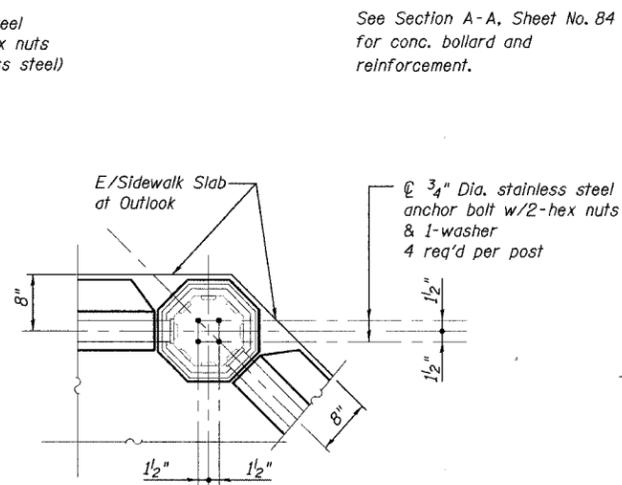
SECTION D-D
Scale: 1"=1'-0"



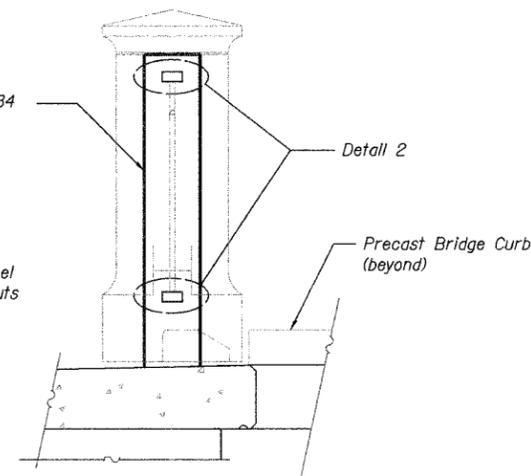
DETAIL 1
N.T.S.



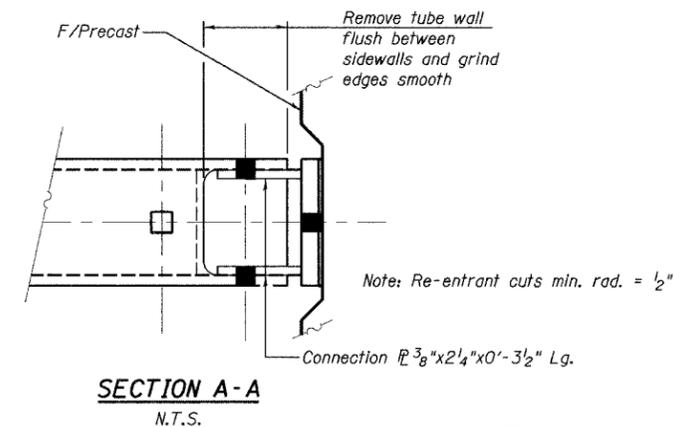
ANCHOR BOLT AT OUTLOOK POSTS



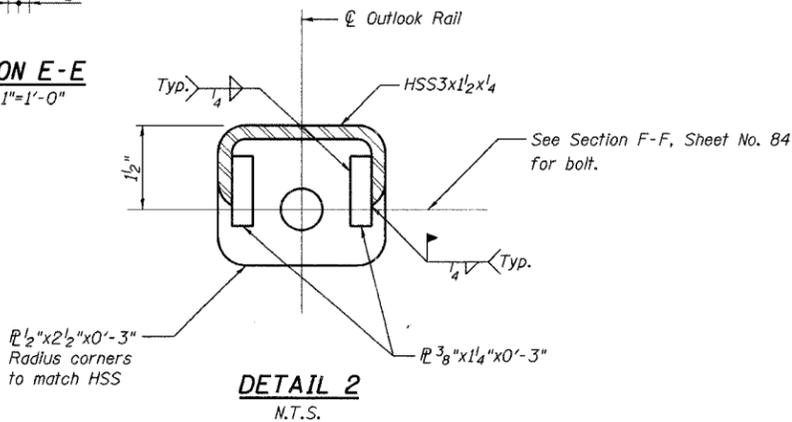
SECTION E-E
Scale: 1"=1'-0"



SECTION F-F
Scale: 1"=1'-0"



SECTION A-A
N.T.S.



DETAIL 2
N.T.S.

NOTES

1. For Bill of Material See Sheet No. 84
2. For Precast Dies, Bridge Curbs, Outlook Curbs and Post Bases See Arch.
3. For location of Section D-D See Sheet No. 83
4. For location of Detail 1 See Sheet No. 84

BRIDGE RAIL DETAILS II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED	-	GWS
CHECKED	-	DWH
DRAWN	-	EF
CHECKED	-	DWH

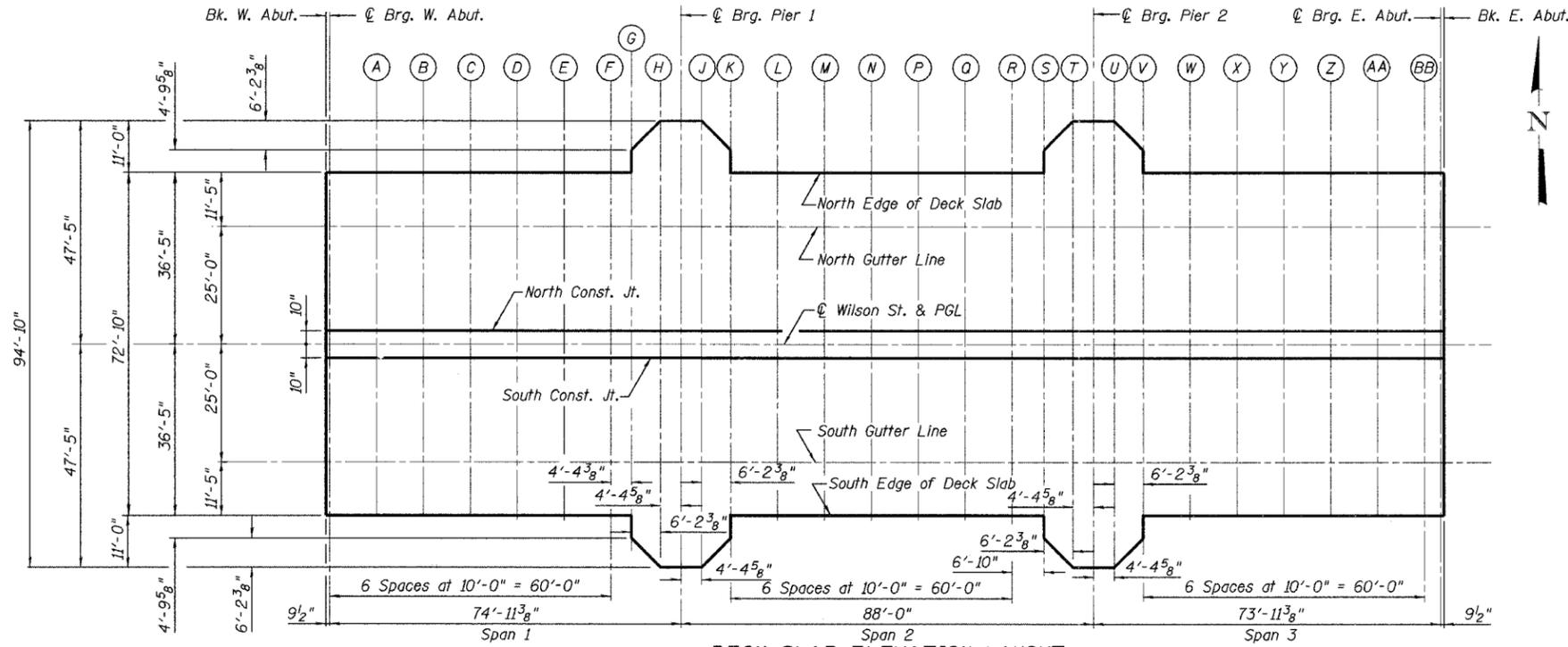
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S15
FAU 1441	00-00059-00-BR	KANE	154	86	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869

WILSON ST. & PGL



DECK SLAB ELEVATION LAYOUT

SOUTH EDGE OF DECK SLAB

(North Edge of Deck Slab Similar Except Offset Opposite)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Post Tensioning Deflection
Bk. W. Abut.	11+54.74	36.42	674.21	674.21
CL Brg. W. Abut.	11+57.74	36.42	674.25	674.25
A	11+67.74	36.42	674.39	674.17
B	11+77.74	36.42	674.55	674.19
C	11+87.74	36.42	674.74	674.37
D	11+97.74	36.42	674.96	674.68
E	12+07.74	36.42	675.20	675.04
F	12+17.74	36.42	675.47	675.41
G	12+22.06	36.42	675.60	675.55
H	12+22.06	41.22	675.65	675.61
CL Brg. Pier 1	12+28.31	47.42	675.89	675.89
J	12+32.69	47.42	676.01	676.03
K	12+37.07	47.42	676.14	676.18
L	12+43.32	41.22	676.25	676.31
M	12+43.32	36.42	676.20	676.25
N	12+53.32	36.42	676.48	676.53
O	12+63.32	36.42	676.71	676.73
P	12+73.32	36.42	676.90	676.87
Q	12+83.32	36.42	677.03	677.00
R	12+93.32	36.42	677.11	677.13
S	13+03.32	36.42	677.15	677.20
T	13+10.06	36.42	677.17	677.22
CL Brg. Pier 2	13+20.69	47.42	677.32	677.34
U	13+25.07	47.42	677.34	677.34
V	13+25.07	41.22	677.27	677.27
W	13+31.32	36.42	677.24	677.21
X	13+41.32	36.42	677.28	677.19
Y	13+51.32	36.42	677.31	677.12
Z	13+61.32	36.42	677.35	677.06
AA	13+71.32	36.42	677.38	677.06
BB	13+81.32	36.42	677.41	677.18
CL Brg. E. Abut.	13+91.32	36.42	677.45	677.38
Bk. E. Abut.	13+94.64	36.42	677.46	677.46
Bk. E. Abut.	13+97.64	36.42	677.47	677.47

SOUTH GUTTER LINE

(North Gutter Line Similar Except Offset Opposite)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Post Tensioning Deflection
Bk. W. Abut.	11+56.24	25.00	673.51	673.51
CL Brg. W. Abut.	11+57.74	25.00	673.55	673.55
A	11+67.74	25.00	673.68	673.46
B	11+77.74	25.00	673.85	673.49
C	11+87.74	25.00	674.04	673.66
D	11+97.74	25.00	674.26	673.98
E	12+07.74	25.00	674.50	674.34
F	12+17.74	25.00	674.77	674.70
G	12+22.06	25.00	674.89	674.85
H	12+22.06	25.00	675.07	675.05
CL Brg. Pier 1	12+28.31	25.00	675.19	675.19
J	12+37.07	25.00	675.32	675.34
K	12+43.32	25.00	675.49	675.55
L	12+53.32	25.00	675.77	675.83
M	12+63.32	25.00	676.01	676.02
N	12+73.32	25.00	676.19	676.16
P	12+83.32	25.00	676.33	676.30
Q	12+93.32	25.00	676.41	676.43
R	13+03.32	25.00	676.45	676.50
S	13+10.06	25.00	676.47	676.52
T	13+16.31	25.00	676.49	676.51
CL Brg. Pier 2	13+20.69	25.00	676.51	676.51
U	13+25.07	25.00	676.52	676.51
V	13+31.32	25.00	676.54	676.51
W	13+41.32	25.00	676.58	676.48
X	13+51.32	25.00	676.61	676.42
Y	13+61.32	25.00	676.64	676.36
Z	13+71.32	25.00	676.68	676.36
AA	13+81.32	25.00	676.71	676.47
BB	13+91.32	25.00	676.74	676.68
CL Brg. E. Abut.	13+94.64	25.00	676.76	676.76
Bk. E. Abut.	13+95.89	25.00	676.77	676.77

SOUTH CONST. JT.

(North Const. Jt. Similar Except Offset Opposite)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection & Post Tensioning Deflection
Bk. W. Abut.	11+54.74	0.83	673.90	673.90
CL Brg. W. Abut.	11+57.74	0.83	673.93	673.93
A	11+67.74	0.83	674.07	673.85
B	11+77.74	0.83	674.24	673.88
C	11+87.74	0.83	674.43	674.05
D	11+97.74	0.83	674.65	674.36
E	12+07.74	0.83	674.89	674.73
F	12+17.74	0.83	675.16	675.09
G	12+22.06	0.83	675.28	675.24
H	12+22.06	0.83	675.46	675.44
CL Brg. Pier 1	12+28.31	0.83	675.58	675.58
J	12+37.07	0.83	675.71	675.73
K	12+43.32	0.83	675.88	675.94
L	12+53.32	0.83	676.16	676.22
M	12+63.32	0.83	676.40	676.41
N	12+73.32	0.83	676.58	676.55
P	12+83.32	0.83	676.71	676.69
Q	12+93.32	0.83	676.80	676.82
R	13+03.32	0.83	676.83	676.89
S	13+10.06	0.83	676.86	676.90
T	13+16.31	0.83	676.88	676.90
CL Brg. Pier 2	13+20.69	0.83	676.89	676.89
U	13+25.07	0.83	676.91	676.90
V	13+31.32	0.83	676.93	676.90
W	13+41.32	0.83	676.96	676.87
X	13+51.32	0.83	677.00	676.81
Y	13+61.32	0.83	677.03	676.75
Z	13+71.32	0.83	677.06	676.75
AA	13+81.32	0.83	677.10	676.86
BB	13+91.32	0.83	677.13	677.07
CL Brg. E. Abut.	13+94.64	0.83	677.14	677.14
Bk. E. Abut.	13+97.64	0.83	677.15	677.15

DECK ELEVATIONS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

NOTES

- Theoretical Grade Elevations are given to top of overlay or top of sidewalk.
- Theoretical Grade Elevation Adjusted for Dead Load Deflection and Post-Tensioning Deflection are based on Time-Dependent Effects and thus are dependent on the construction schedule. The Elevations given are therefore approximate. The contractor shall coordinate the construction schedule with the Engineer to determine the actual deflections based on the construction schedule.

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

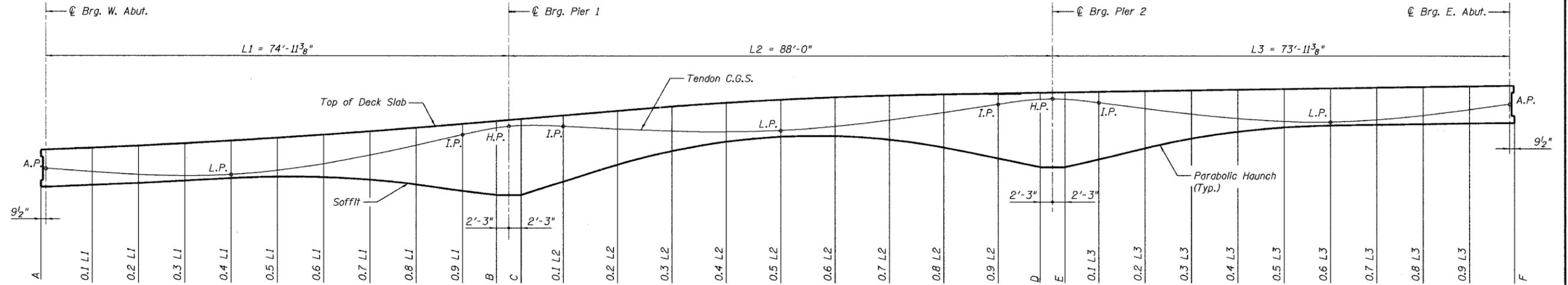
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CHECKED	KSS
DRAWN	EF
CHECKED	KSS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TESTING SHEETS	SHEET NO.	SHEET NO. S16
FAU 141	00-00059-00-BR	KANE	154	87	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

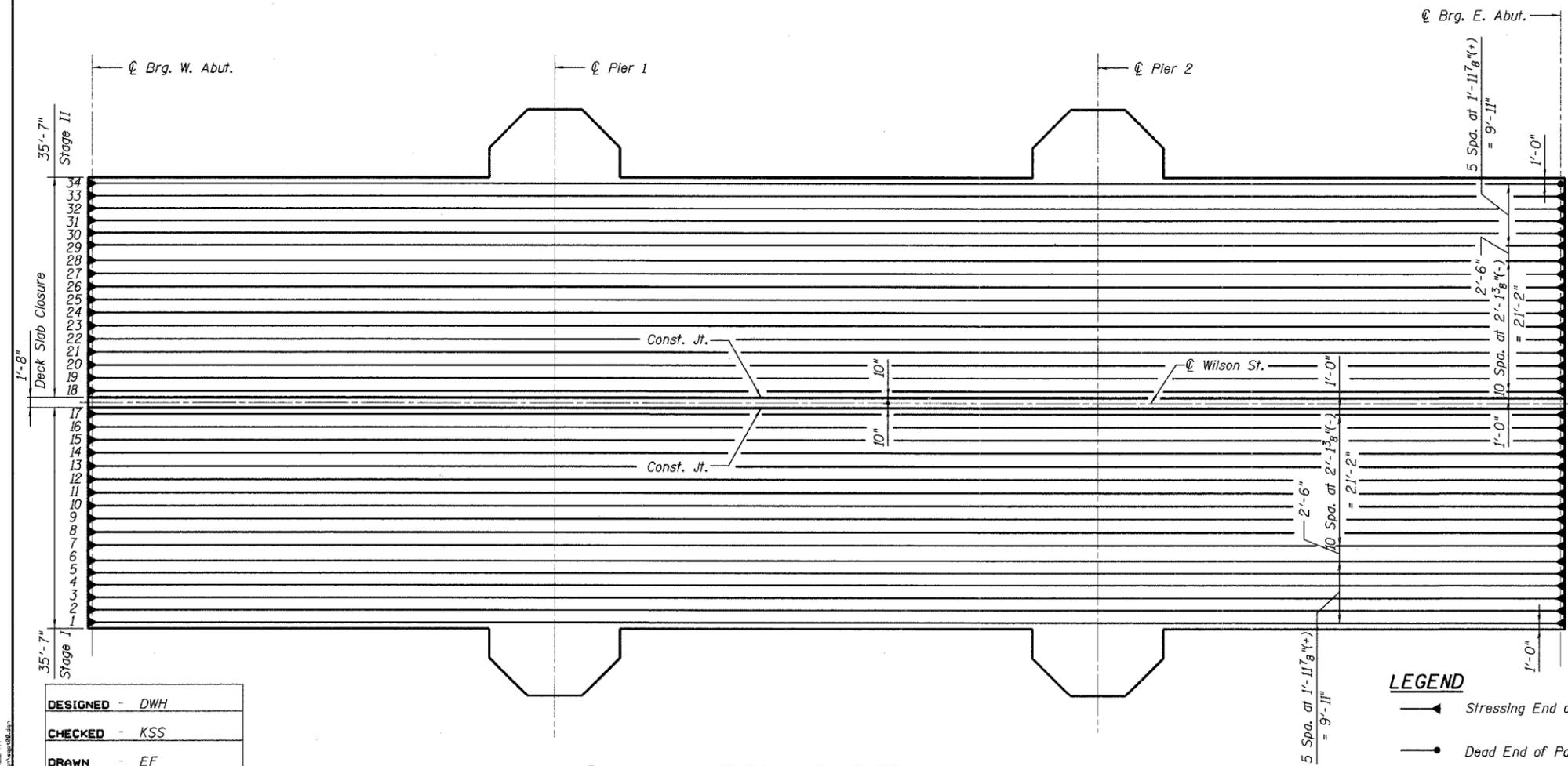
Contract # 83869



VERTICAL SCHEMATIC - SLAB GEOMETRY & LONGITUDINAL TENDON LAYOUT

NOTES

- C.G.S. indicates dimension from top of slab to center of prestressing steel.
- All tendons are to be stressed as indicated in the stressing sequence table. All strands shall be 0.6" diameter.
- Tendons shall be placed to achieve the profile for C.G.S. shown on the schematic elevation where
A.P. = Anchor Point
L.P. = Low Point
I.P. = Inflection Point
H.P. = High Point
- Longitudinal tendons shall be Parabolically Curved between Control Points (A.P., L.P., I.P., and H.P.)
- Anchorage locations shown are based upon the use of proprietary multi-strand anchors. The Contractor is responsible for determining the proper anchor breakout size so that a minimum 2" clearance is achieved from the concrete edge to the end of the P-T strand extension.
- Local bursting and confining steel shall be supplied by the contractor for his furnished P-T system at all anchorages. Cost of steel shall be included with the post-tensioning.
- SUPERSTRUCTURE ERECTION SEQUENCE
a. - Form and pour slab on temporary falsework.
b. - Stress longitudinal tendons according to the stressing sequence table after the deck has cured to a minimum compressive strength of 4,000 psi and is at least 3 days old.
c. - Grout post-tensioning ducts.
d. - Remove temporary falsework and slab forms after the P-T duct grout has cured to a minimum compressive strength of 5,000 psi.
- The contractor shall submit detailed plans and calculations for falsework and forms to the engineer for approval.
- The post-tensioning jacking force in the stressing sequence can accommodate an increase of 5% to compensate for excessive friction or wobble losses during stressing. This force increase, if necessary, shall be accomplished by stressing the tendons to a higher value while still satisfying allowable stress requirements.
- AASHTO M203, Grade 270 Low relaxation strands (0.6" dia.) shall be used.
- Tendon Design Properties
a. Friction coefficient = 0.25
b. Wobble coefficient = 0.0002/ft
c. Max. Jacking Stress = 0.8 f's
d. Max. Stress at Anchor after seating = 0.7 f's
e. Assumed Anchor Set = 3/8"
- For slab depth, tendon profiles and stressing sequence see sheet No. 87
- For purposes of computing long-term losses relative humidity (RH) is 70%.



PLAN - LONGITUDINAL POST-TENSIONING LAYOUT

LEGEND

- Stressing End of Post-Tensioning Cable
- Dead End of Post-Tensioning Cable

SLAB GEOMETRY & POST-TENSIONING I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

DESIGNED	DWH
CHECKED	KSS
DRAWN	EF
CHECKED	KSS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	88
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 83869

SHEET NO. 517
of 552 SHEETS

Stressing Sequence										
Stage	Location	Sequence	Tendon No.	No. Strands	Jacking Force (Kips)	Location	Sequence	Tendon No.	No. Strands	Jacking Force (Kips)
Stage I	East Abutment	1	1	19	835	West Abutment	18	17	19	835
		2	2	19	835		19	16	19	835
		3	3	19	835		20	15	19	835
		4	4	19	835		21	14	19	835
		5	5	19	835		22	13	19	835
		6	6	19	835		23	12	19	835
		7	7	19	835		24	11	19	835
		8	8	19	835		25	10	19	835
		9	9	19	835		26	9	19	835
		10	10	19	835		27	8	19	835
		11	11	19	835		28	7	19	835
		12	12	19	835		29	6	19	835
		13	13	19	835		30	5	19	835
		14	14	19	835		31	4	19	835
		15	15	19	835		32	3	19	835
		16	16	19	835		33	2	19	835
		17	17	19	835		34	1	19	835
Stage II	East Abutment	-	34	19	835	West Abutment	17	18	19	835
		1	33	19	835		18	19	19	835
		2	32	19	835		19	20	19	835
		3	31	19	835		20	21	19	835
		4	30	19	835		21	22	19	835
		5	29	19	835		22	23	19	835
		6	28	19	835		23	24	19	835
		7	27	19	835		24	25	19	835
		8	26	19	835		25	26	19	835
		9	25	19	835		26	27	19	835
		10	24	19	835		27	28	19	835
		11	23	19	835		28	29	19	835
		12	22	19	835		29	30	19	835
		13	21	19	835		30	31	19	835
		14	20	19	835		31	32	19	835
		15	19	19	835		32	33	19	835
16	18	19	835	33	34	19	835			

Location	Depth of Slab	Tendon CGS Profile (Measured from T/Slab)
A	2'-0"	-
⊕ Brg. W. Abut.	2'-0"	1'-0"
0.1L1	2'-0"	1'-2 ⁵ / ₈ "
0.2L1	2'-0"	1'-4 ¹ / ₂ "
0.3L1	2'-0"	1'-5 ⁵ / ₈ "
0.4L1	2'-0"	1'-6"
0.5L1	2'-0 ¹¹ / ₁₆ "	1'-5 ⁵ / ₈ "
0.6L1	2'-2 ⁷ / ₈ "	1'-4 ⁹ / ₈ "
0.7L1	2'-6 ⁷ / ₁₆ "	1'-2 ¹¹ / ₁₆ "
0.8L1	2'-11 ⁷ / ₁₆ "	1'-0 ⁹ / ₈ "
0.9L1	3'-5 ¹⁵ / ₁₆ "	8 ³ / ₁₆ "
B	3'-11 ⁹ / ₁₆ "	7 ³ / ₁₆ "
⊕ Brg. Pier 1	4'-0"	7"
C	4'-1"	7 ⁸ / ₁₆ "
0.1L2	3'-5 ⁹ / ₁₆ "	9 ³ / ₁₆ "
0.2L2	2'-9 ⁷ / ₈ "	1'-1 ¹ / ₁₆ "
0.3L2	2'-4 ³ / ₈ "	1'-3 ¹³ / ₁₆ "
0.4L2	2'-1 ¹ / ₈ "	1'-5 ⁷ / ₁₆ "
0.5L2	2'-0"	1'-6"
0.6L2	2'-1 ¹ / ₁₆ "	1'-0 ⁷ / ₁₆ "
0.7L2	2'-4 ¹ / ₄ "	1'-3 ¹³ / ₁₆ "
0.8L2	2'-9 ⁹ / ₁₆ "	1'-1 ¹ / ₁₆ "
0.9L2	3'-5"	9 ¹³ / ₁₆ "
D	4'-0 ³ / ₁₆ "	7 ¹ / ₁₆ "
⊕ Brg. Pier 2	4'-0"	7"
E	4'-1 ¹ / ₈ "	7 ¹⁵ / ₁₆ "
0.1L3	3'-7 ¹ / ₁₆ "	8 ¹³ / ₁₆ "
0.2L3	3'-0 ¹ / ₄ "	1'-0 ¹ / ₈ "
0.3L3	2'-6 ⁷ / ₈ "	1'-2 ¹ / ₁₆ "
0.4L3	2'-3 ¹ / ₁₆ "	1'-4 ⁹ / ₁₆ "
0.5L3	2'-0 ³ / ₄ "	1'-5 ⁹ / ₈ "
0.6L3	2'-0"	1'-6"
0.7L3	2'-0"	1'-5 ⁵ / ₈ "
0.8L3	2'-0"	1'-4 ¹ / ₂ "
0.9L3	2'-0"	1'-2 ⁵ / ₈ "
⊕ Brg. E. Abut.	2'-0"	1'-0"
F	2'-0"	-

DESIGNED	-	DWH
CHECKED	-	KSS
DRAWN	-	EF
CHECKED	-	KSS

9/14/2003 12:04:05 PM
C:\2003\1441\1441-00-00059-00-BR.dwg

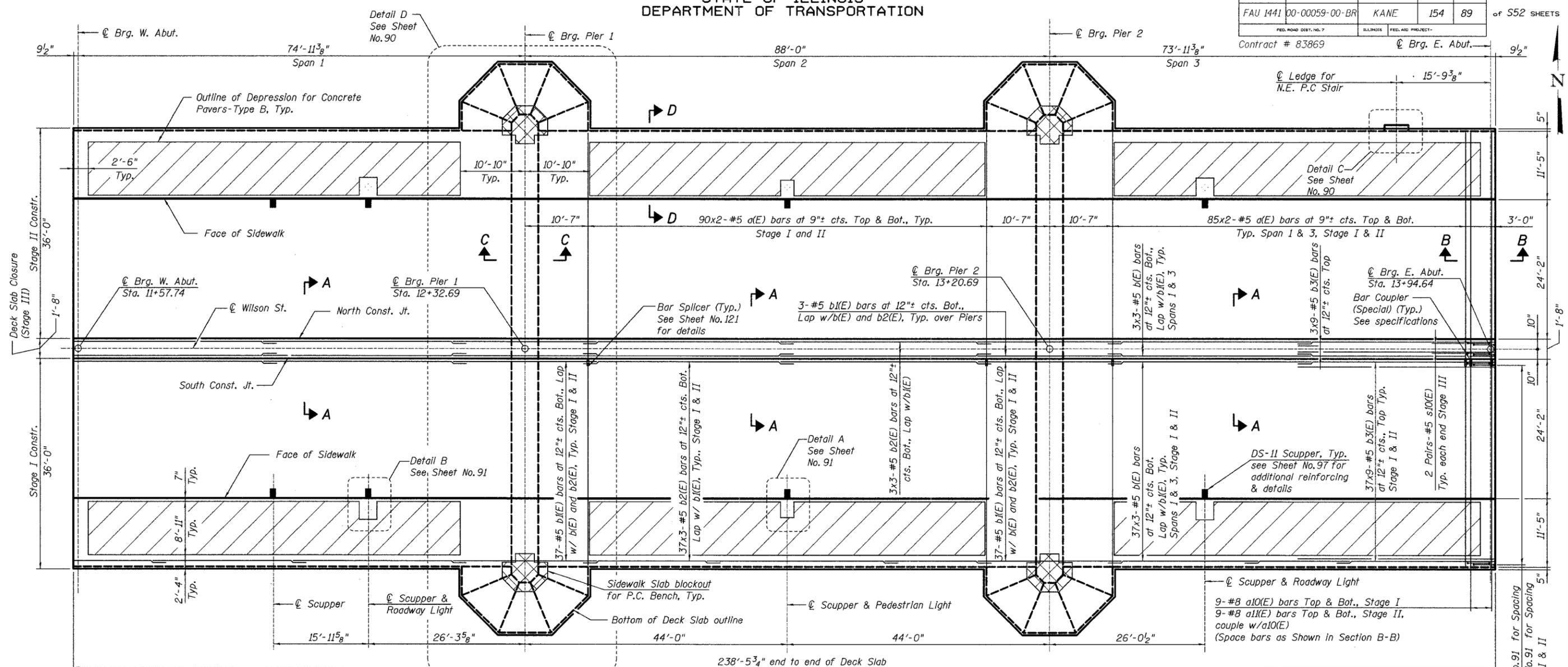
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

SLAB GEOMETRY & POST-TENSIONING II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

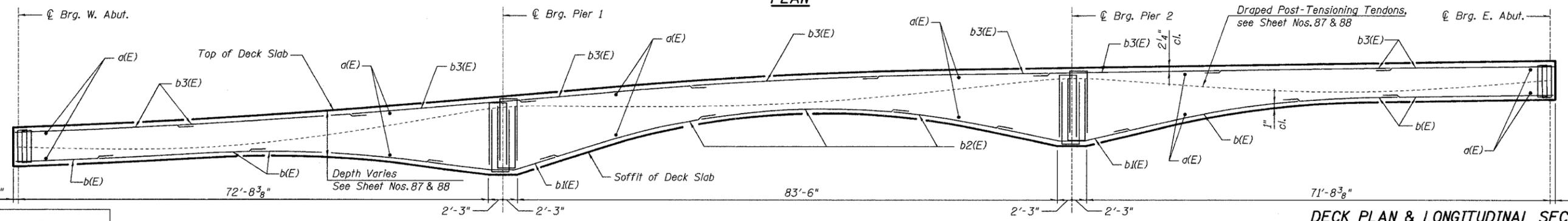
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET	SHEET NO. 518 of 552 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	89	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract # 83869



PLAN



LONGITUDINAL SECTION

DESIGNED -	DWH
CHECKED -	KSS
DRAWN -	EF
CHECKED -	KSS

NOTES

1. Work this Sheet with
Sheet No.'s 90 thru 93

DECK PLAN & LONGITUDINAL SECTION
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

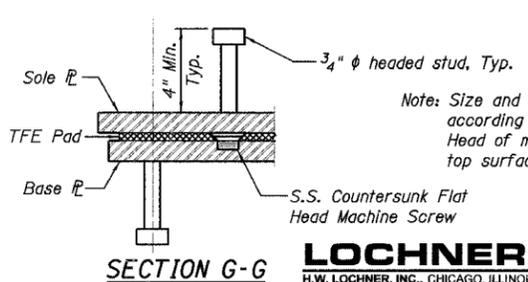
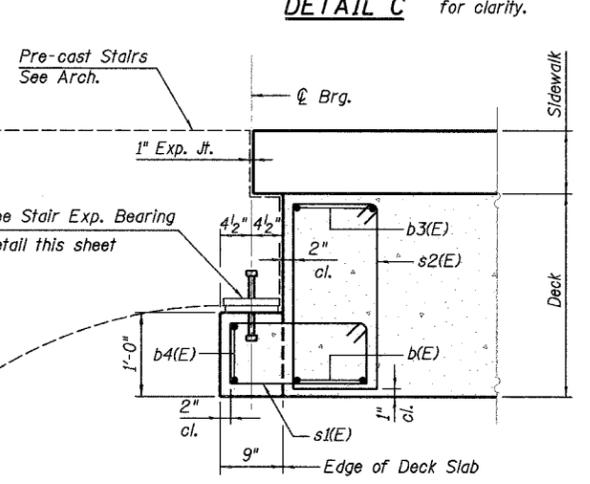
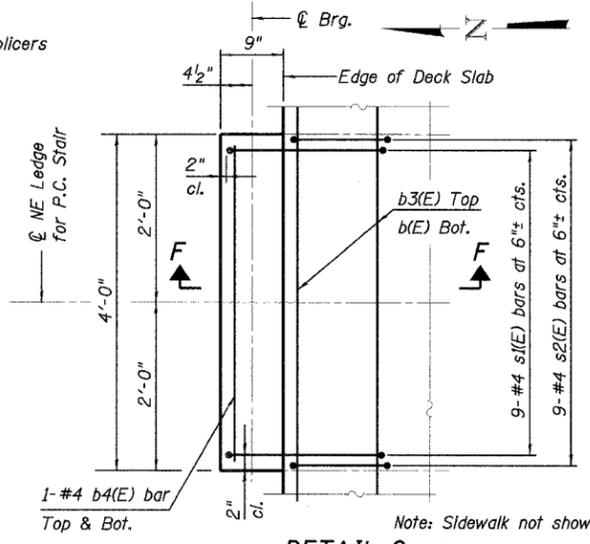
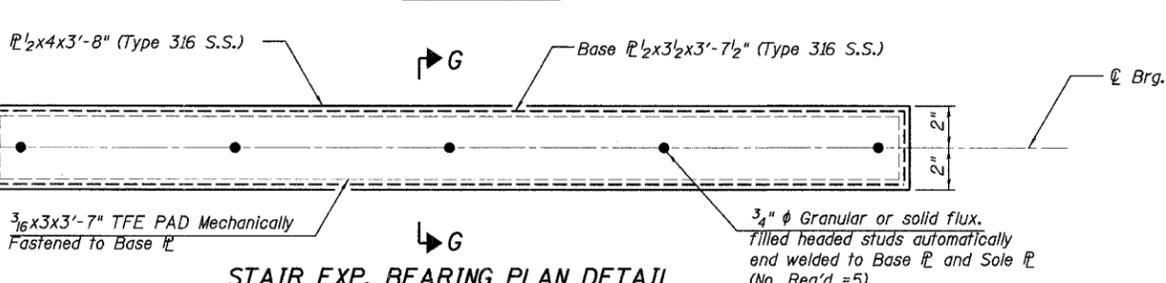
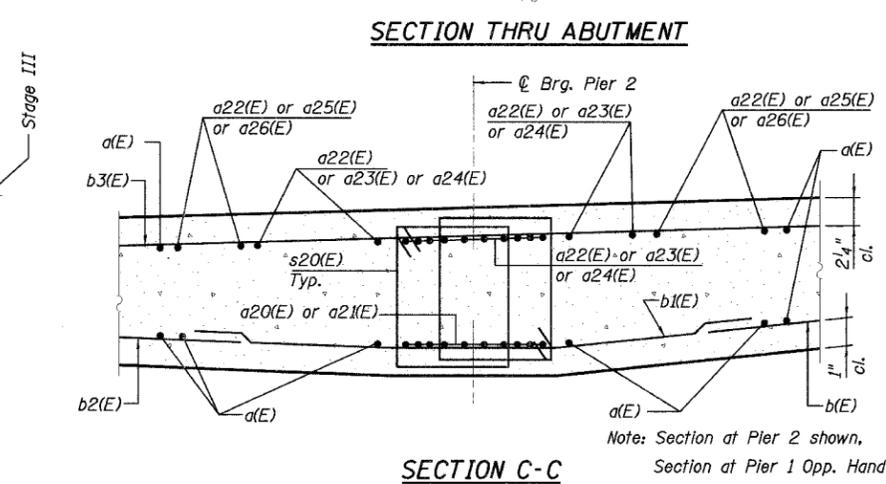
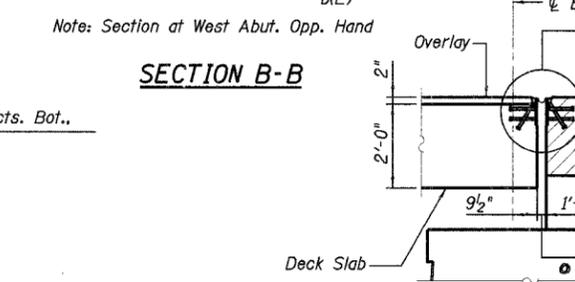
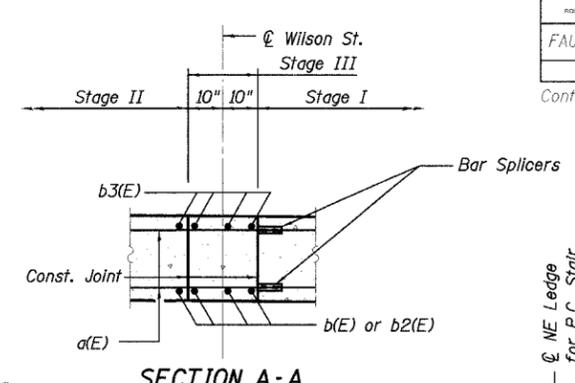
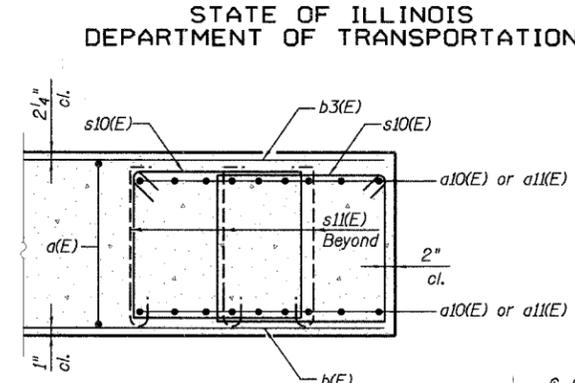
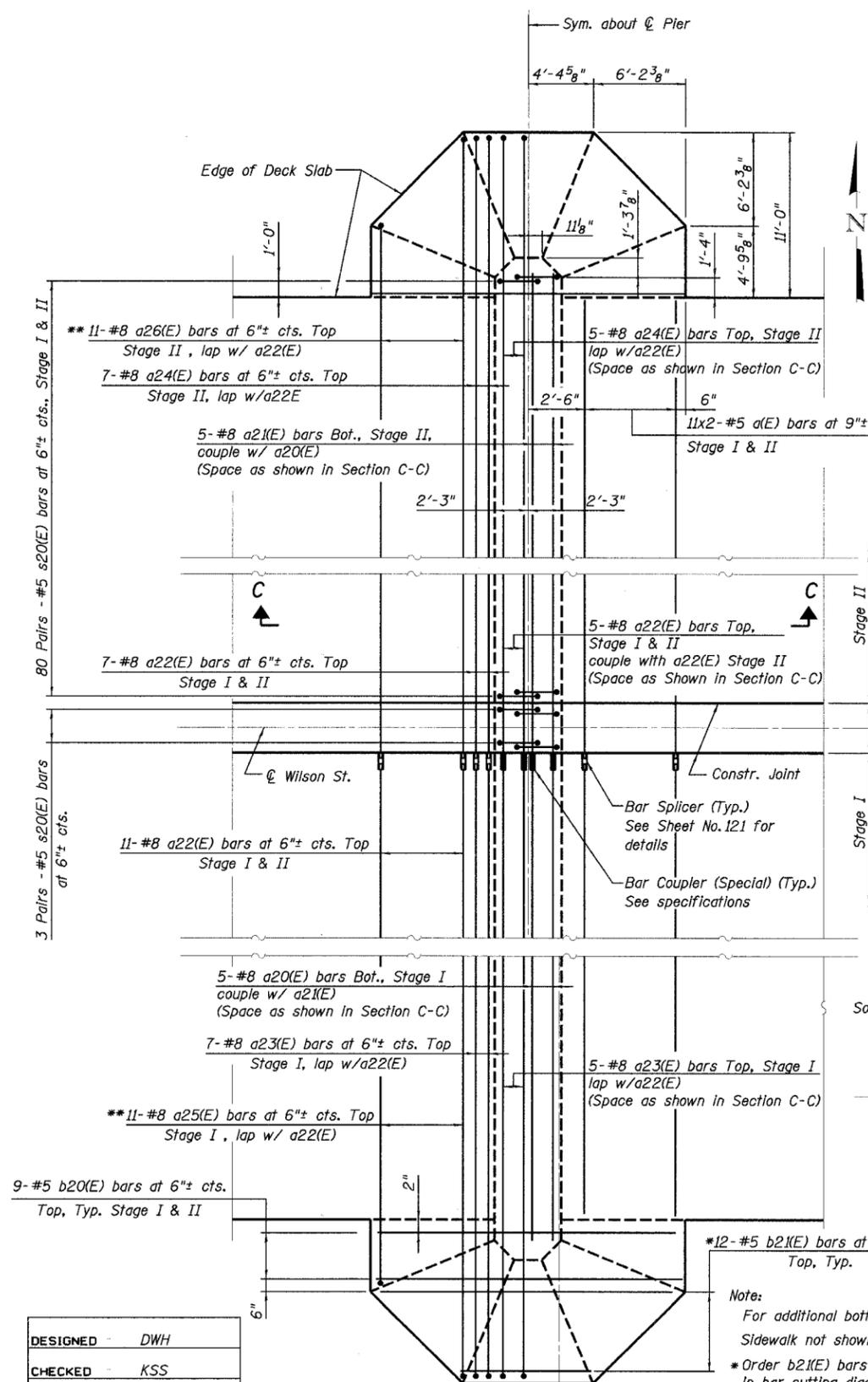
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

50 Pairs - #5 s10(E) See Sheet No.91 for Spacing
34 Triples - #5 s1(E) See Sheet No.91 for Spacing
Typ. Each End, Stage I & II

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.	SHEET NO. S19
FAU 1441	00-00059-00-BR	KANE	154	90	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869



NOTE

1. Work this Sheet with Sheet No.'s 89 and 91 thru 93
2. Cost of stair expansion bearing included in the pay item "Architectural Pre-Cast Concrete-Northeast Stair System".

DESIGNED	DWH
CHECKED	KSS
DRAWN	EF
CHECKED	KSS

Note:

For additional bottom reinforcement details see Sheet No. 91 Sidewalk not shown for clarity

* Order b21(E) bars full length. Cut to fit as shown in bar cutting diagram on Sheet 93. Use remainder of bars in Stage II.

** Order a25(E) and a26(E) bars full length. Cut to fit as shown in bar cutting diagram on Sheet 93. Use remainder of bars in Stage II.

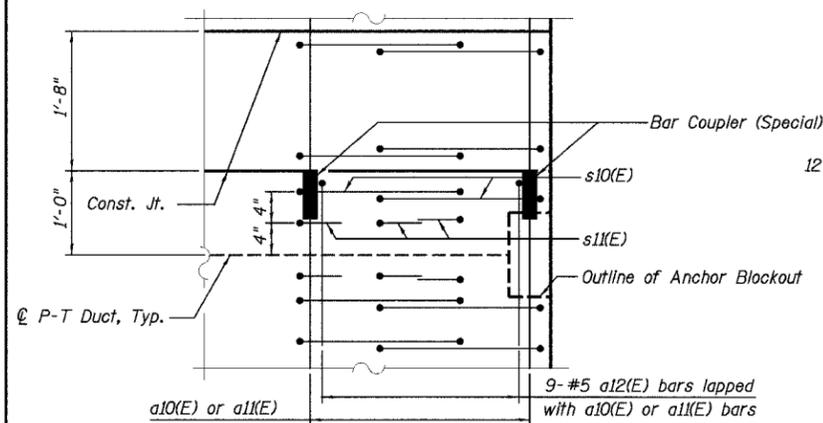
Note: Size and spacing of machine screws according to TFE pad manufacturer's recommendation. Head of machine screw to be $\frac{1}{32}$ " min. below top surface of TFE.

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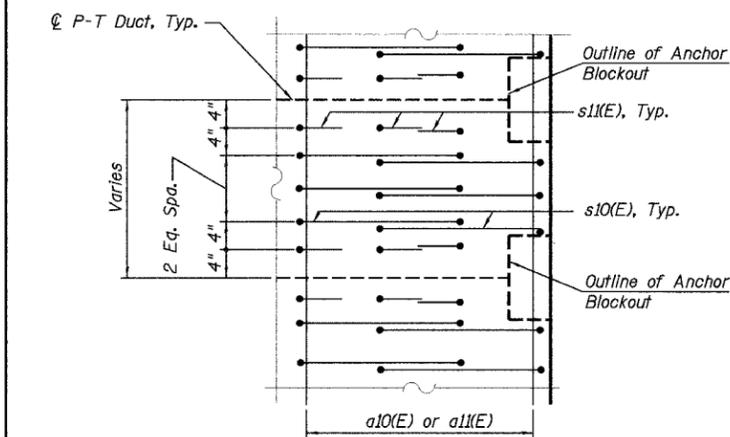
DECK DETAILS I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

Contract # 83869

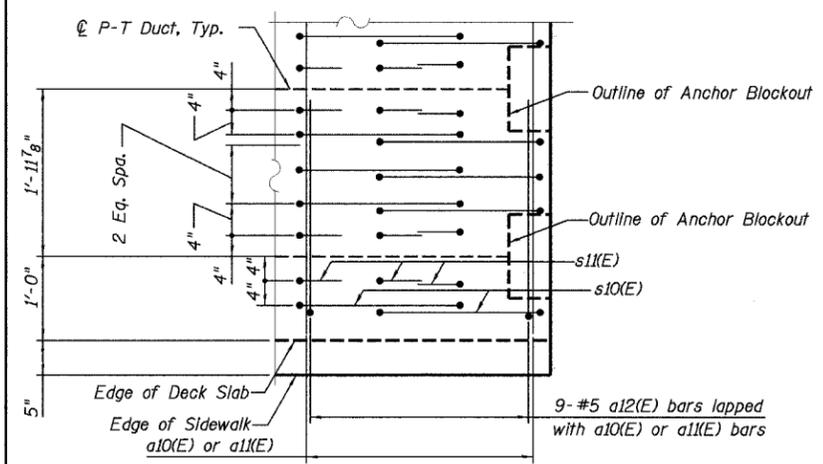
Note: Bars b30(E) thru b34(E) are typical in outer three panels of outlook.



TYPICAL SHEAR REINFORCEMENT AT ABUT. ADJACENT TO CONST. JT.

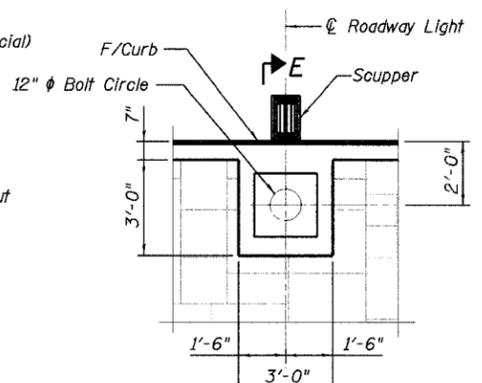


TYPICAL SHEAR REINFORCEMENT AT ABUT. BETWEEN P-T DUCTS

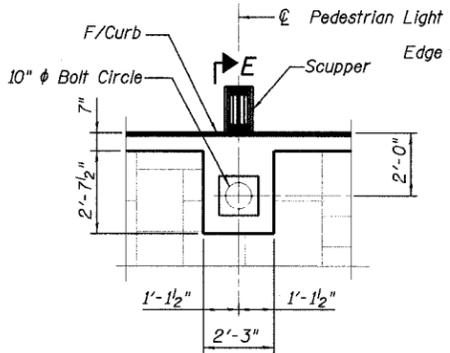


TYPICAL SHEAR REINFORCEMENT AT ABUT. ADJACENT TO OUTSIDE EDGE OF SUPERSTRUCTURE

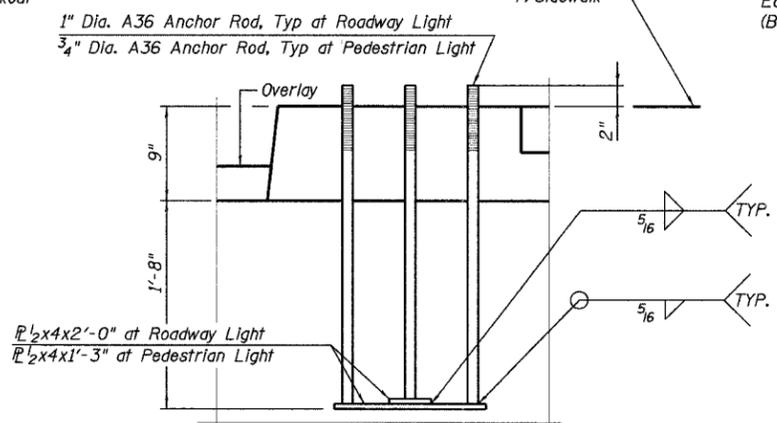
DESIGNED -	DWH
CHECKED -	KSS
DRAWN -	EF
CHECKED -	KSS



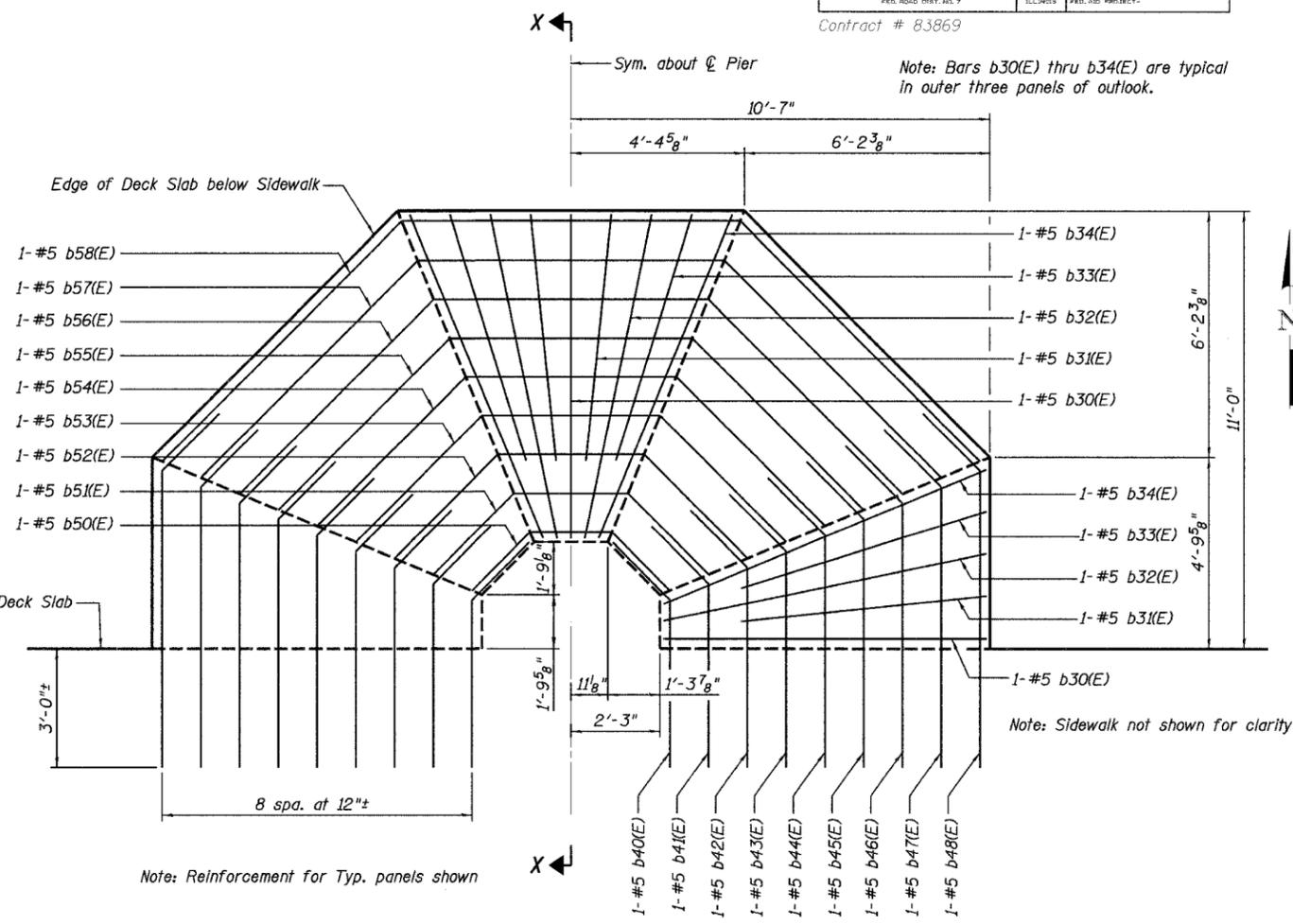
**DETAIL B
PLAN AT ROADWAY LIGHT**
Typ. at 4 Locations



**DETAIL A
PLAN AT PEDESTRIAN LIGHT**
Typ. at 2 Locations

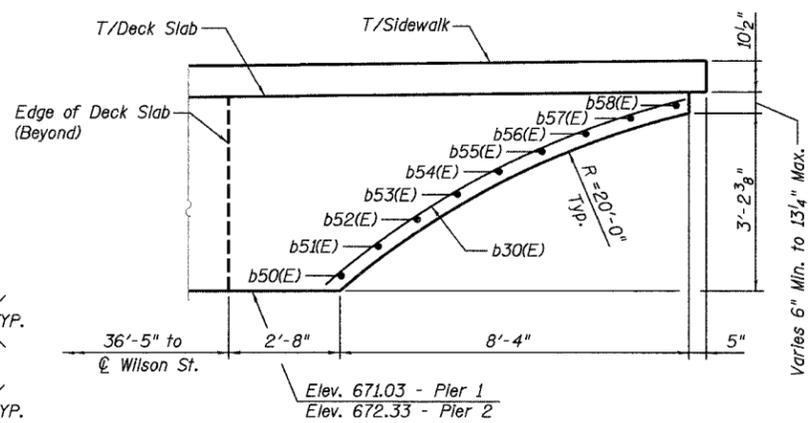


SECTION E-E



Note: Reinforcement for Typ. panels shown

PLAN - TYP. BOTTOM REINFORCEMENT AT OUTLOOK



SECTION X-X

NOTE
Work this Sheet with Sheet No.'s 89, 90, 92 and 93

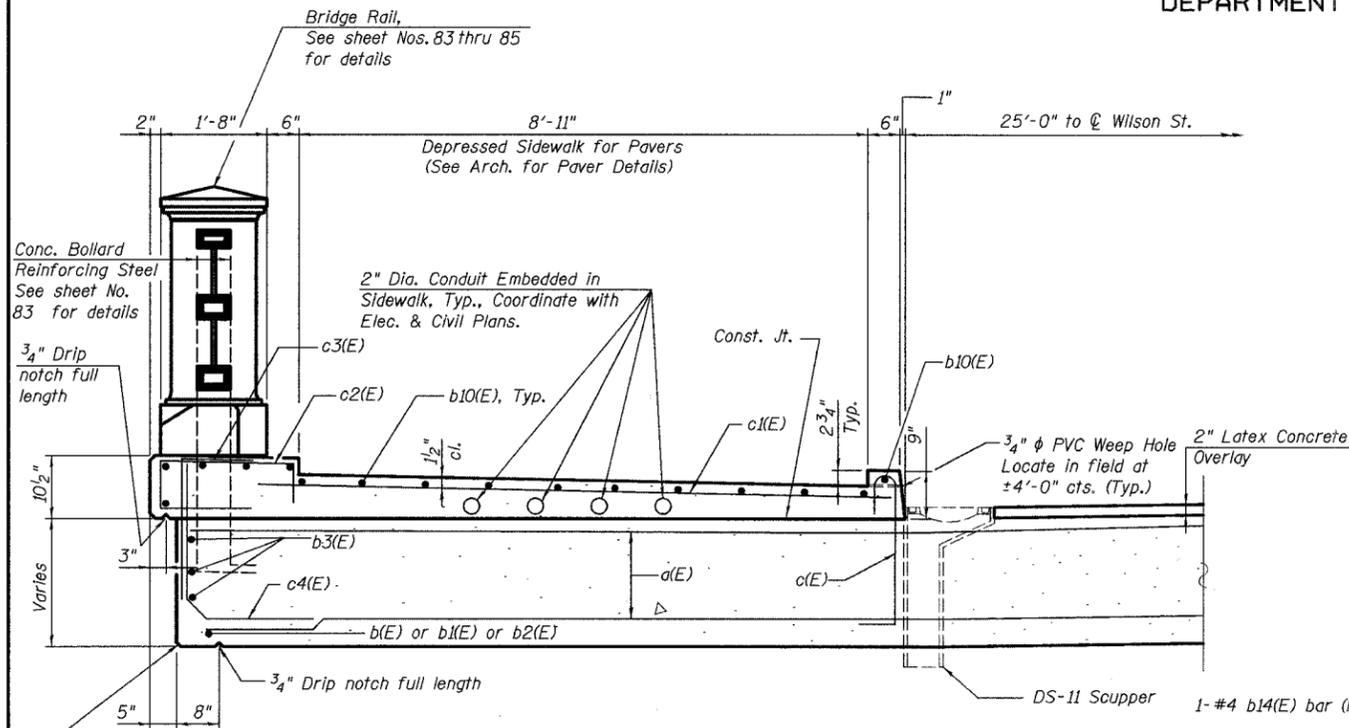
**DECK DETAILS II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051**

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

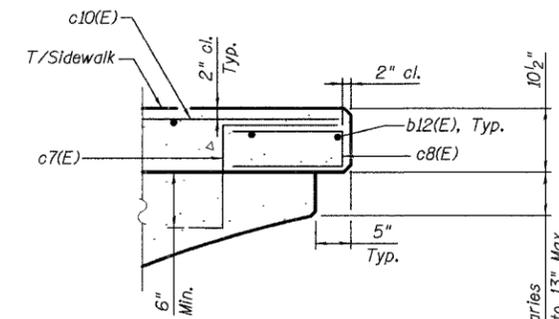
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	92	S21
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

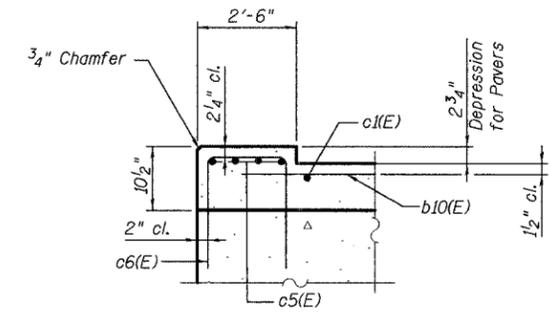
Contract # 83869



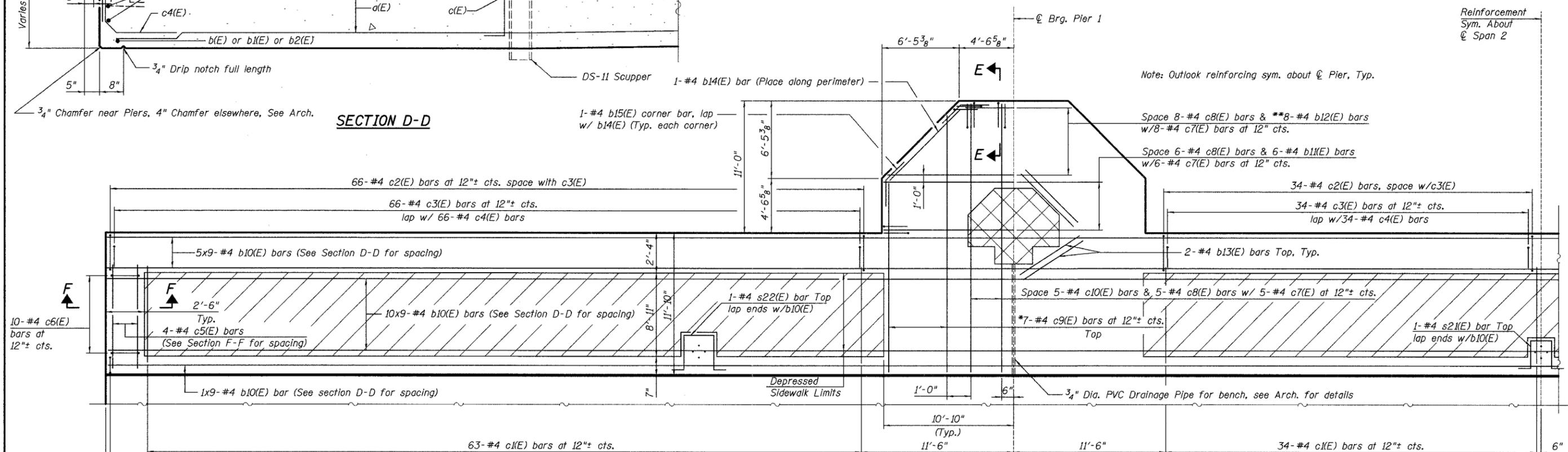
SECTION D-D



SECTION E-E



SECTION F-F



SIDEWALK REINFORCING PLAN

NOTES

1. Cut sidewalk bars in field to accommodate P.C. Bench Blockout. See arch. for blockout dimensions
2. Work this Sheet with Sheet No.'s 89 thru 91 and 93
3. PVC Weep Hole is included in "Concrete Superstructure" pay item.

DESIGNED -	DWH
CHECKED -	KSS
DRAWN -	EF
CHECKED -	KSS

Note:

- * Order c9(E) bars full length. Cut to fit as shown in bar cutting diagram on Sheet 93. Use remainder of bars in Opposite side of Pier.
- ** Order b12(E) bars full length. Cut to fit as shown in bar cutting diagram on Sheet 93. Use remainder of bars in Pier 2 Outlook.

LEGEND

- Designates Depressed Sidewalk Area for Concrete Pavers
- Designates Sidewalk Blockout for P.C. Bench

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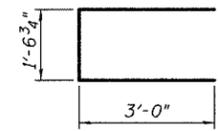
DECK DETAILS III
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

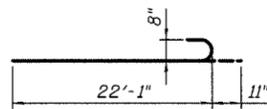
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	93
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 83869

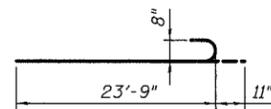
SHEET NO. S22
of S52 SHEETS



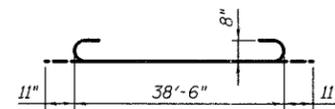
BAR a12(E)



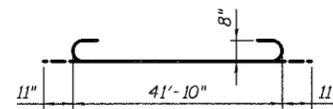
BAR a23(E)



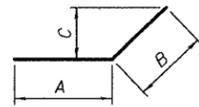
BAR a24(E)



BAR a25(E)

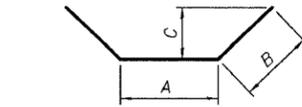


BAR a26(E)



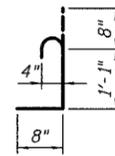
BARS b15(E) &
b40(E) thru b48(E)

Bar	A	B	C
b15(E)	1'-6"	1'-6"	1'-0 3/4"
b40(E)	4'-3"	2'-0"	1'-5"
b41(E)	4'-8"	2'-0"	1'-5"
b42(E)	5'-0"	2'-0"	1'-5"
b43(E)	5'-5"	2'-0"	1'-5"
b44(E)	5'-11"	2'-0"	1'-5"
b45(E)	6'-3"	2'-0"	1'-5"
b46(E)	6'-8"	2'-0"	1'-5"
b47(E)	7'-0"	2'-0"	1'-5"
b48(E)	7'-6"	2'-0"	1'-5"

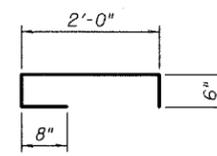


BARS b50(E) thru b58(E)

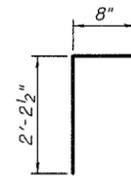
Bar	A	B	C
b50(E)	2'-0"	2'-0"	1'-5"
b51(E)	2'-10"	2'-10"	2'-0"
b52(E)	3'-8"	3'-8"	2'-7"
b53(E)	4'-6"	4'-6"	3'-2"
b54(E)	5'-4"	5'-4"	3'-9"
b55(E)	6'-1"	6'-1"	4'-3"
b56(E)	6'-11"	6'-11"	4'-10"
b57(E)	7'-9"	7'-9"	5'-5"
b58(E)	8'-6"	8'-6"	6'-0"



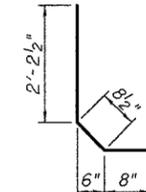
BAR c(E)



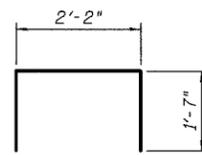
BAR c2(E)



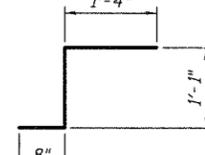
BAR c3(E)



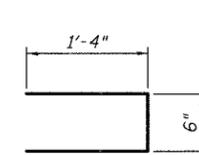
BAR c4(E)



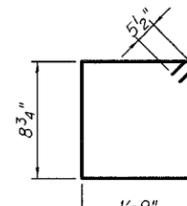
BAR c6(E)



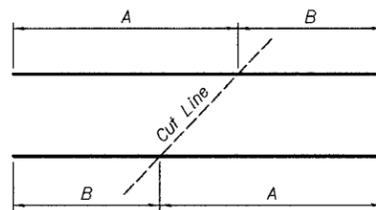
BAR c7(E)



BAR c8(E)

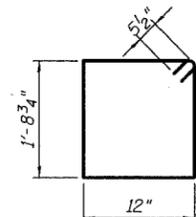


BAR s1(E)

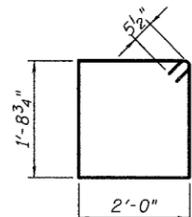


CUTTING DIAGRAM

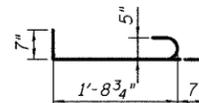
Bar	A	B
a25(E)	23'-0"	17'-4"
a26(E)	24'-8"	19'-0"
b12(E)	21'-8"	8'-9"
b21(E)	20'-10"	8'-5"
c9(E)	22'-5"	15'-11"



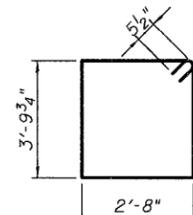
BAR s2(E)



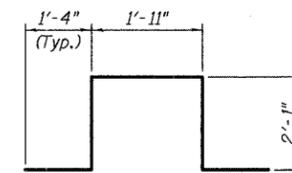
BAR s10(E)



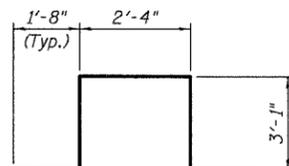
BAR s11(E)



BAR s20(E)



BAR s21(E)



BAR s22(E)

Typ. Lap Splice	
Bar Size	Min. Lap
#5	2'-2"
#5*	3'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	2256	#5	20'-0"	
a10(E)	36	#8	35'-5"	
a11(E)	36	#8	37'-1"	
a12(E)	72	#5	7'-7"	
a20(E)	20	#8	35'-5"	
a21(E)	20	#8	37'-1"	
a22(E)	84	#8	30'-0"	
a23(E)	48	#8	23'-0"	
a24(E)	48	#8	24'-8"	
a25(E)	22	#8	40'-4"	
a26(E)	22	#8	43'-8"	
b(E)	462	#5	30'-0"	
b1(E)	154	#5	20'-0"	
b2(E)	231	#5	30'-0"	
b3(E)	693	#5	30'-0"	
b4(E)	2	#4	3'-8"	
b10(E)	288	#4	27'-10"	
b11(E)	24	#4	21'-8"	
b12(E)	16	#4	30'-5"	
b13(E)	32	#4	12'-0"	
b14(E)	8	#4	9'-3"	
b15(E)	16	#4	3'-0"	
b20(E)	36	#5	20'-10"	
b21(E)	24	#5	29'-3"	
b30(E)	20	#5	8'-2"	
b31(E)	32	#5	6'-2"	
b32(E)	32	#5	8'-4"	
b33(E)	32	#5	6'-5"	
b34(E)	32	#5	8'-9"	
b40(E)	8	#5	6'-3"	
b41(E)	8	#5	6'-8"	
b42(E)	8	#5	7'-0"	
b43(E)	8	#5	7'-5"	
b44(E)	8	#5	7'-11"	
b45(E)	8	#5	8'-3"	
b46(E)	8	#5	8'-8"	
b47(E)	8	#5	9'-0"	
b48(E)	8	#5	9'-6"	
b50(E)	4	#5	6'-0"	
b51(E)	4	#5	8'-6"	
b52(E)	4	#5	11'-0"	
b53(E)	4	#5	13'-6"	
b54(E)	4	#5	16'-0"	
b55(E)	4	#5	18'-3"	
b56(E)	4	#5	20'-9"	
b57(E)	4	#5	23'-3"	
b58(E)	4	#5	25'-6"	
s1(E)	9	#4	5'-11"	
s2(E)	9	#4	6'-5"	
s10(E)	408	#5	8'-5"	
s11(E)	408	#5	2'-11"	
s20(E)	652	#5	13'-11"	
s21(E)	2	#4	2'-11"	
s22(E)	4	#4	11'-10"	

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
c1(E)	478	#4	2'-5"	
c1(E)	388	#4	10'-0"	
c2(E)	400	#4	3'-2"	
c3(E)	400	#4	2'-11"	
c4(E)	400	#4	3'-7"	
c5(E)	16	#4	10'-0"	
c6(E)	40	#4	5'-4"	
c7(E)	152	#4	3'-1"	
c8(E)	152	#4	3'-2"	
c9(E)	28	#4	38'-4"	
c10(E)	40	#4	22'-5"	
s1(E)	9	#4	5'-11"	
s2(E)	9	#4	6'-5"	
s10(E)	408	#5	8'-5"	
s11(E)	408	#5	2'-11"	
s20(E)	652	#5	13'-11"	
s21(E)	2	#4	2'-11"	
s22(E)	4	#4	11'-10"	
High Performance Concrete Structures		Cu. Yd.	1714.2	
Concrete Superstructure		Cu. Yd.	162.7	
Reinforcement Bars, Epoxy Coated		Pound	155600	
Bridge Pavers		Sq. Ft.	3343	
Furnishing and Installing Post-Tensioning Strands		Pound	113330	
Latex Modified Concrete Overlay		Sq. Yd.	1322	
Bridge Deck Grooving		Sq. Yd.	1264	
Bar Couplers		Each	76	

NOTES

1. Work this Sheet with Sheet No.'s 89 thru 92.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars Indicated 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
4. Adjust reinforcement in field to clear drainage scuppers.

DECK DETAILS IV
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

DESIGNED - DWH
CHECKED - KSS
DRAWN - OS
CHECKED - KSS

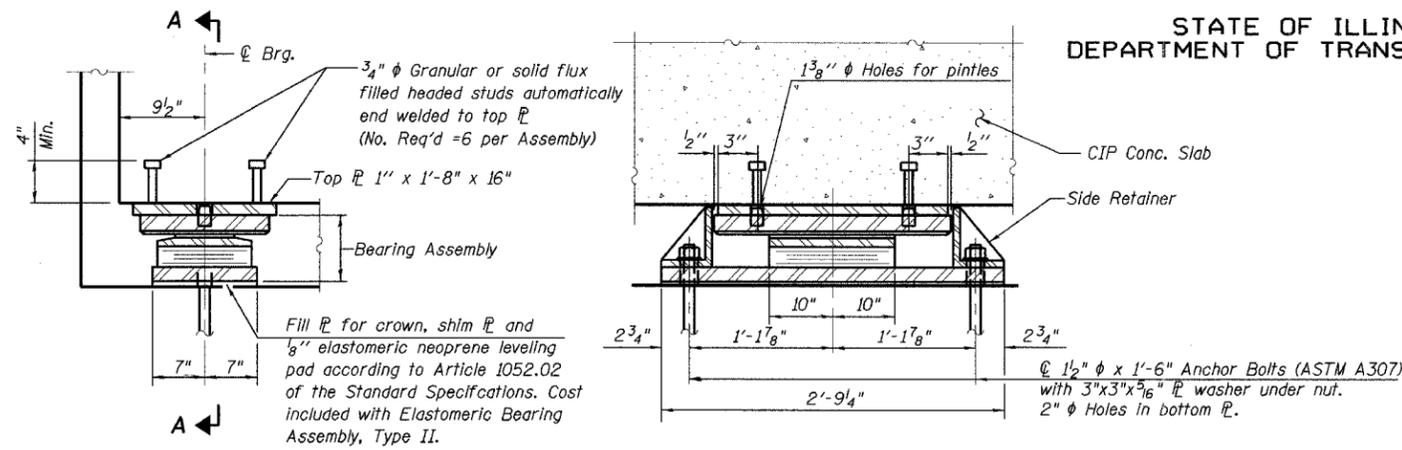
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	94
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract # 83869

SHEET NO. S23
of S52 SHEETS

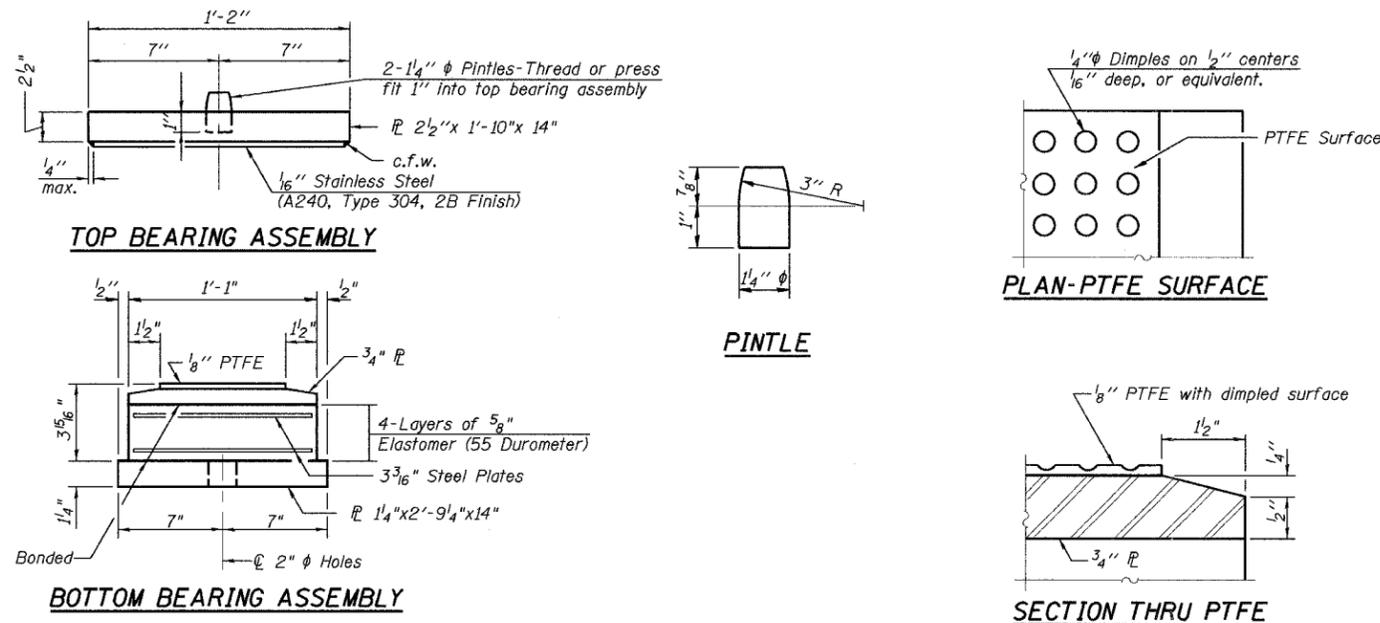


Notes:
 The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer. See sheet No.96 for anchor bolt installation.

SECTION AT ABUT.

SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY

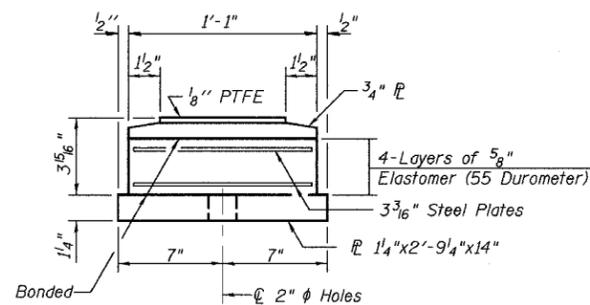
PINTLE

PLAN-PTFE SURFACE

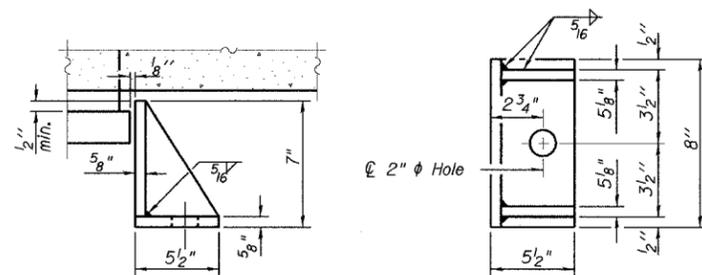
SECTION THRU PTFE

TOP PLATE

Cost Included with "Elastomeric Bearing Assembly, Type II"

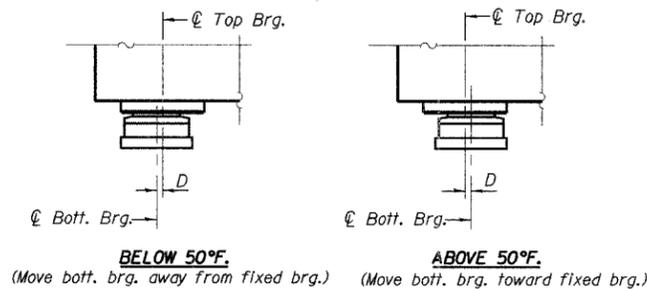


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Cost included with Elastomeric Bearing Assembly, Type II. Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100" of expansion for every 15° temp. change from the normal temp. of 50°F.

NOTES

- All steel for the Type II bearings and bearing plates shall conform to the requirements of AASHTO M270 Grade 50.
- For Anchor Bolt Installation see Sheet No. 96
- For shim plate requirements see "General Notes" on Sheet No. 73
- Cost of furnishing and erecting anchor bolts, threaded studs and shim plates for the bearing assemblies is included in the cost of Elastomeric Bearings of the type specified.
- The bearing seat elevations are computed based on the bearing heights shown on the plans. Contractor shall adjust final bearing seat elevations to accommodate actual bearing heights provided by the Bearing Supplier.
- Edge distances shown are minimum distances required. Bearing shop drawings shall indicate the exact locations of anchor bolts and include provisions made by the Contractor to ensure that the anchor bolts will not interfere with reinforcement bars.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	28

ABUTMENT BEARING DETAILS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
 H.W. LOCHNER, INC., CHICAGO, ILLINOIS

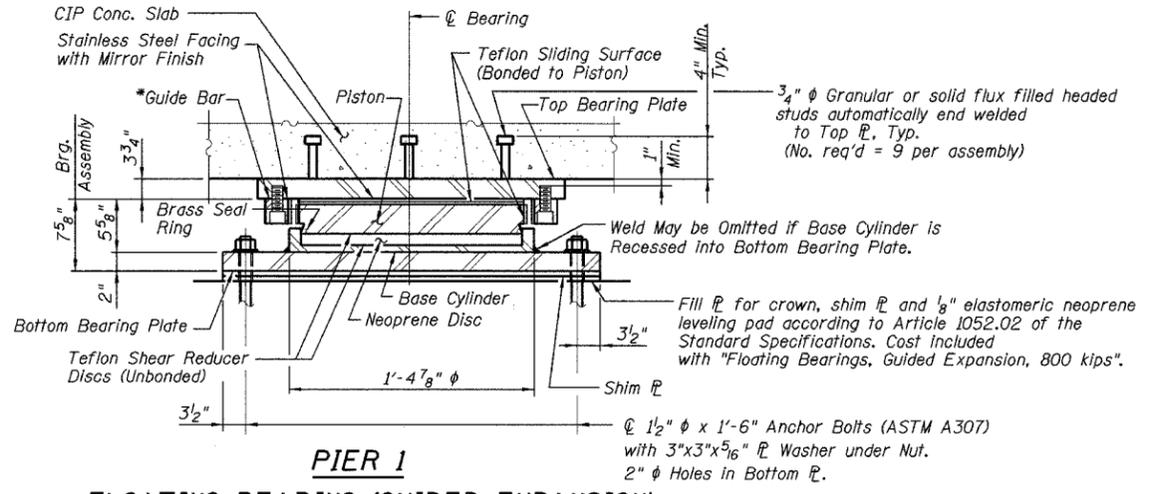
DESIGNED - DWH
CHECKED - KSS
DRAWN - EF
CHECKED - KSS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

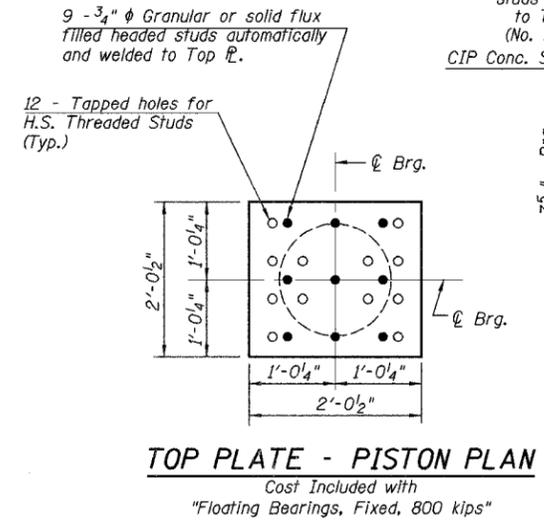
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	95
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. S24
of 552 SHEETS

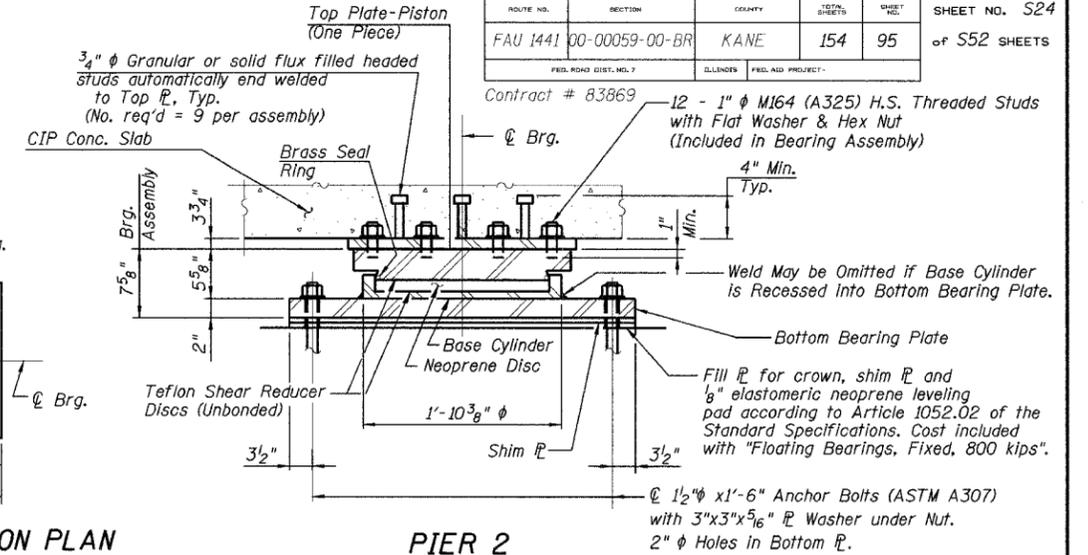
* As alternates to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



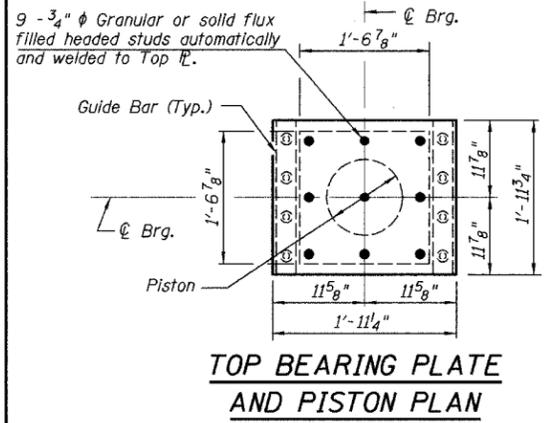
**PIER 1
FLOATING BEARING (GUIDED EXPANSION)**
(10 Required)



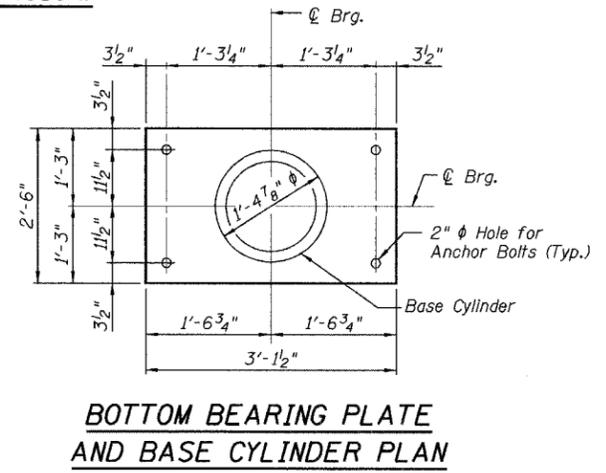
TOP PLATE - PISTON PLAN
Cost Included with
"Floating Bearings, Fixed, 800 kips"



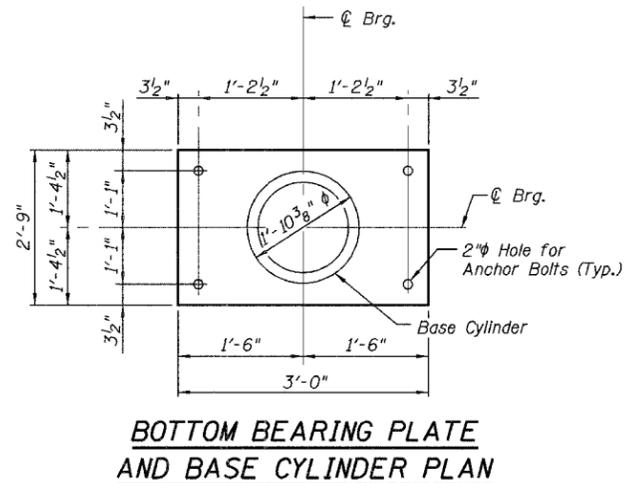
**PIER 2
FLOATING BEARING (FIXED)**
(10 Required)



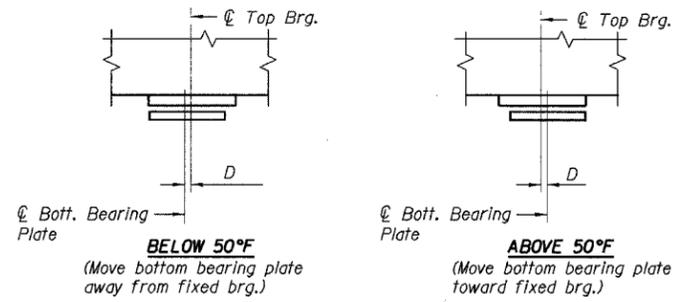
**TOP BEARING PLATE
AND PISTON PLAN**



**BOTTOM BEARING PLATE
AND BASE CYLINDER PLAN**



**BOTTOM BEARING PLATE
AND BASE CYLINDER PLAN**



SETTING ANCHOR BOLTS AT EXP. BRG.
 $D = \frac{1}{8}$ " per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Floating Bearings, Fixed 800 kips	Each	10
Floating Bearings, Guided Expansion, 800 kips	Each	10

BEARING SCHEDULE

Support	Type	Vertical Reactions (kips) Per Brg.				Lateral Reactions (kips) Per Brg.		Total Required Movement (in.)	Minimum Rotational Capacity (Radians)
		Dead Load	Live Load	Live Load + Impact	Total (DL+LL)	Longitudinal	Transverse		
Pier 1	Floating Bearings, Guided Expansion, 800 kips	600	200	250	800	0	120	1/8	0.02
Pier 2	Floating Bearings, Fixed, 800 kips	600	200	250	800	50	120	0	0.02

NOTES

- All steel for the floating bearings and bearing plates shall conform to the requirements of AASHTO M270 Grade 50.
- For Anchor Bolt Installation see Sheet No. 96.
- For shim plate requirements see "General Notes" on Sheet No. 73.
- Bearing assemblies shall conform to the requirements of the Special Provision - "Floating Bearings".
- Cost of furnishing and erecting anchor bolts, threaded studs and shim plates for the bearing assemblies is included in the cost of Floating Bearings of the type specified.
- Bearing design, details and dimensions shown on the plans are based on a particular type of floating bearing. The use of other types of floating bearings and details that provide equivalent or better characteristics to meet the service load and seismicity requirements shown on the plans and given in the Special Provisions are permissible. Contractor shall submit Bearing Supplier's design calculations and drawings in accordance with the Special Provision "Floating Bearings", and submit to the Engineer for approval. Bearing installation shall conform to the manufacturer's installation requirements and recommendations.
- Information not shown regarding size of top bearing plate, piston and base assemblies shall be determined by the Bearing Supplier in accordance with the Special Provision - "Floating Bearings" and the Bearing Schedule provided on this Sheet.
- The bearing seat elevations are computed based on the bearing heights shown on the plans. Contractor shall adjust final bearing seat elevations to accommodate actual bearing heights provided by the Bearing Supplier.
- Edge distances shown are minimum distances required. Floating bearing shop drawings shall indicate the exact locations of anchor bolts and include provisions made by the Contractor to ensure that the anchor bolts will not interfere with reinforcement bars.

**PIER BEARING DETAILS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051**

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

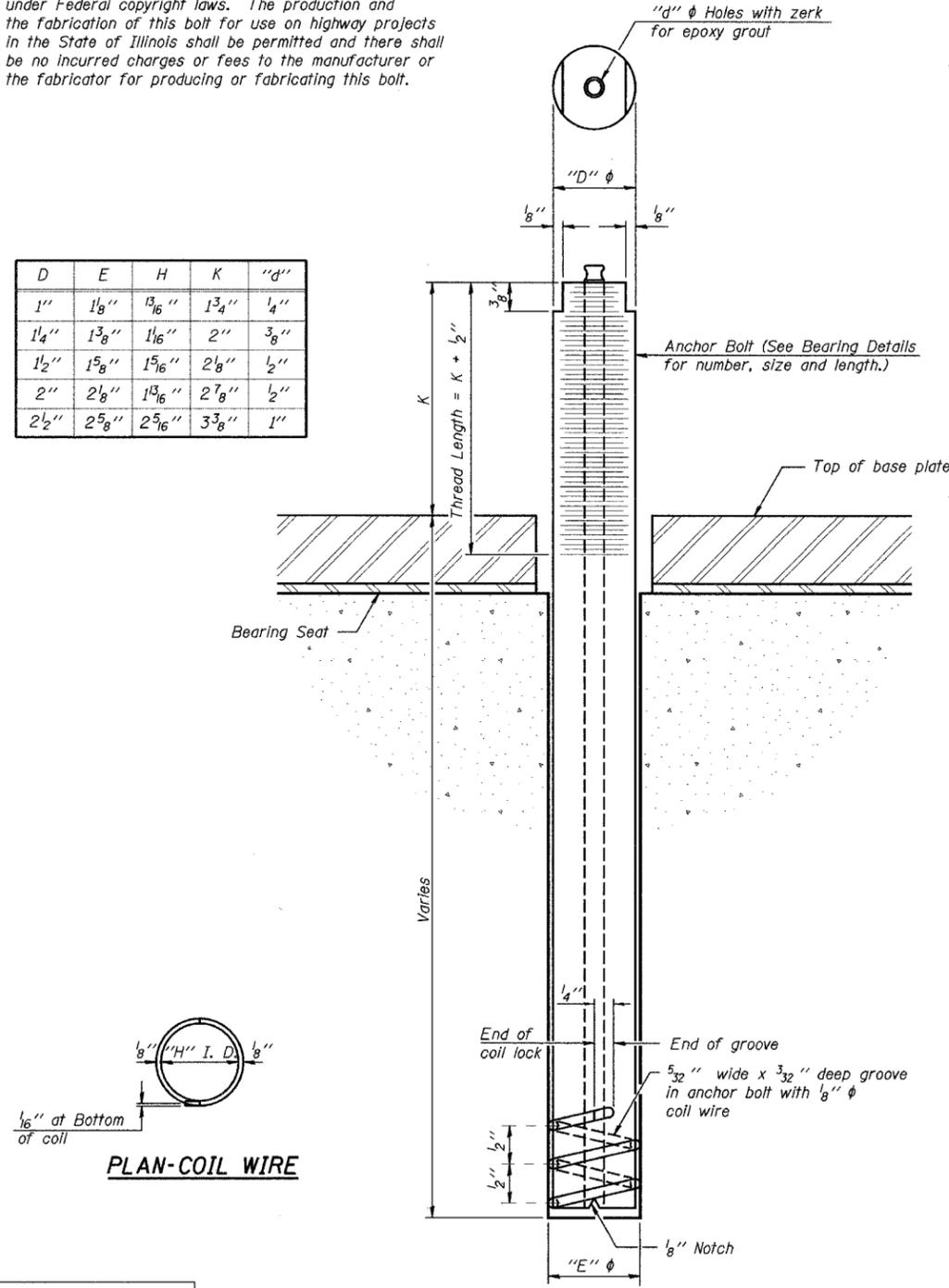
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CHECKED - KSS
DRAWN - EF
CHECKED - KSS

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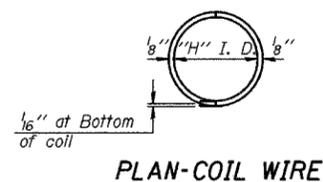
Contract # 83869

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

DESIGNED -
CHECKED - DWH
DRAWN - DWH/LL
CHECKED - DWH

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
W. Abut.	A307
Pier 1	A307
Pier 2	A307
E. Abut.	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

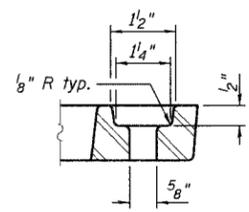
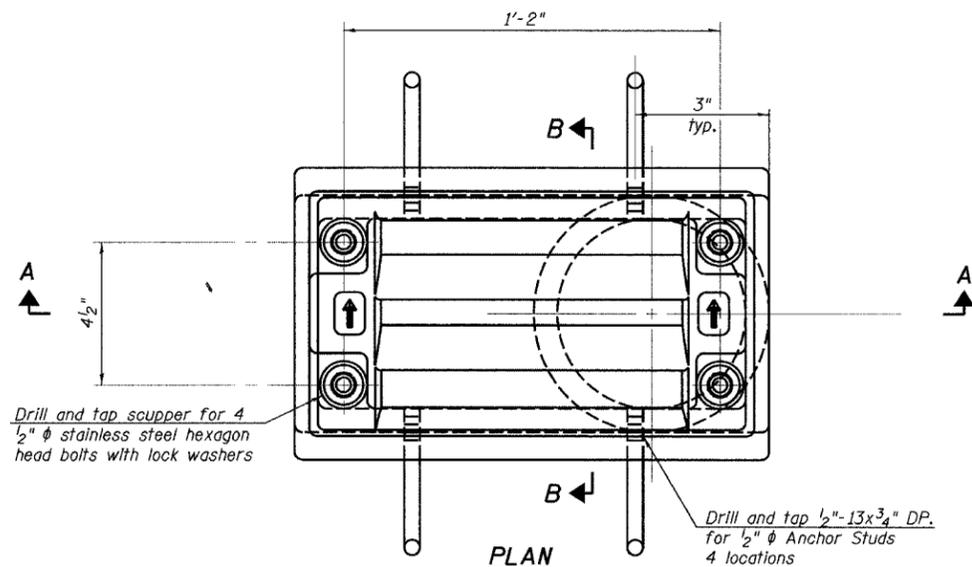
ANCHOR BOLT DETAILS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

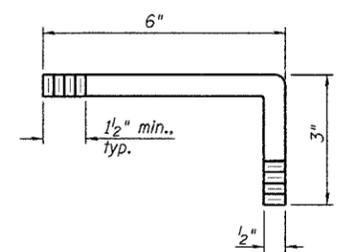
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S26
FAU 141	00-00059-00-BR	KANE	154	97	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILL. INDS. FEEL. AID PROJECT			

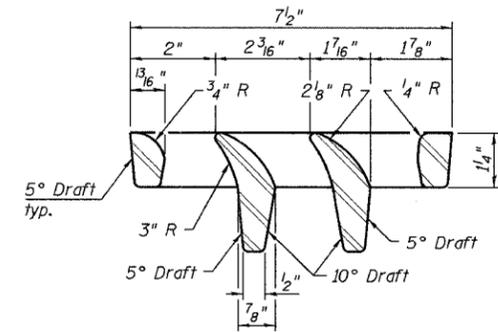
Contract # 83869



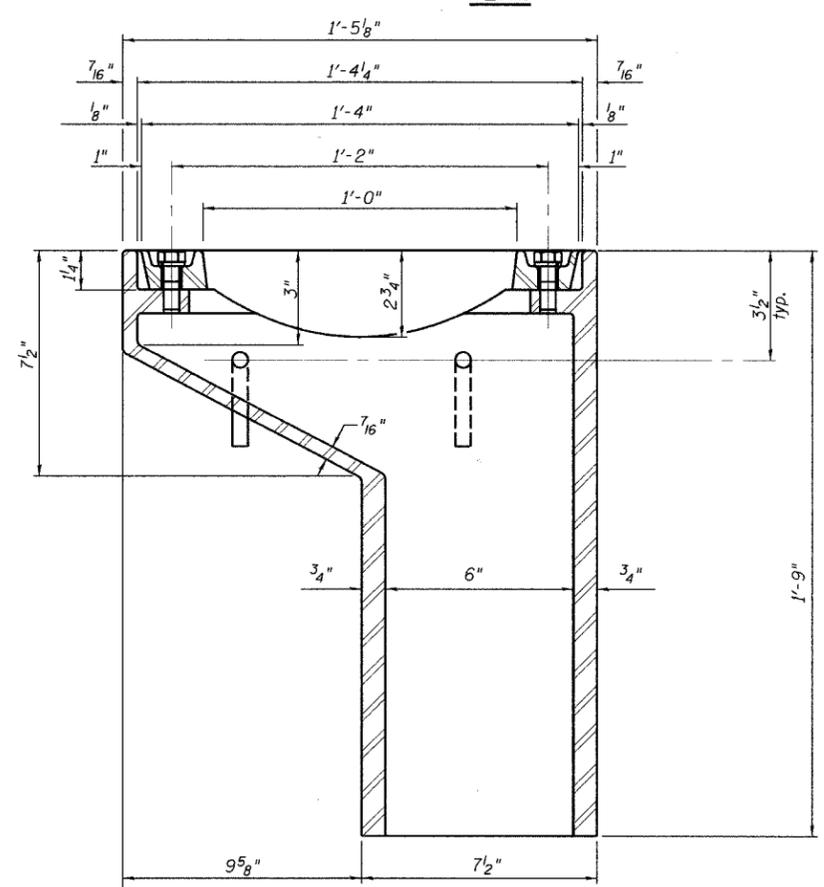
BOLT HOLE DETAIL



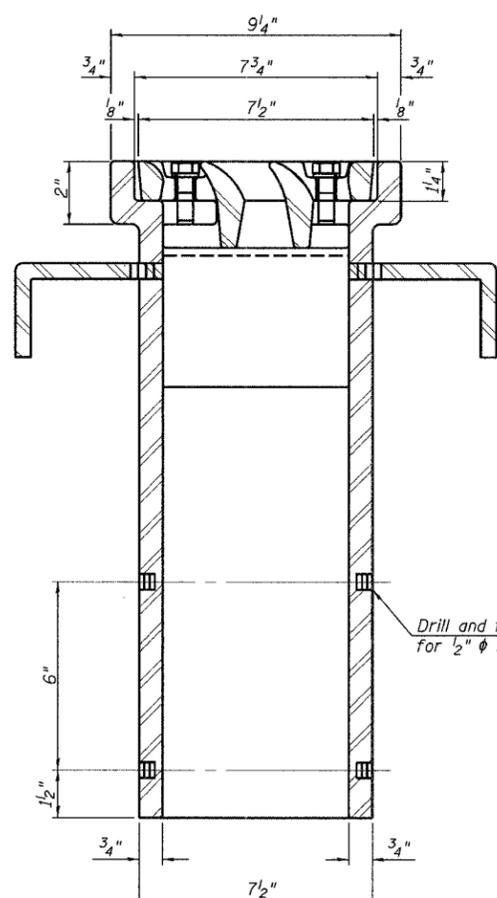
ANCHOR STUD DETAIL



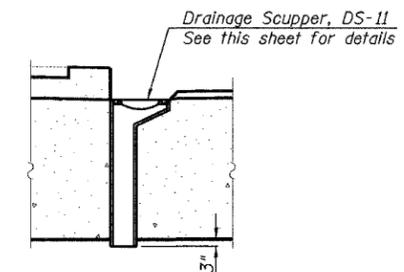
VANE GRATE DETAIL



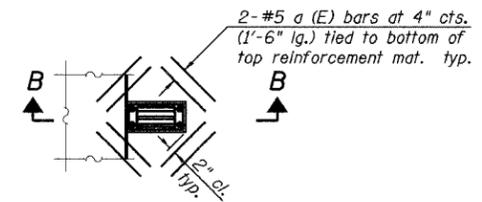
SECTION A-A
See sheet No.83 for scupper location relative to Pler.



SECTION B-B



SECTION B-B



PLAN

Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385.
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

DRAINAGE SCUPPER, DS-11
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED -
CHECKED - DWH
DRAWN - DWH/LL
CHECKED - DWH

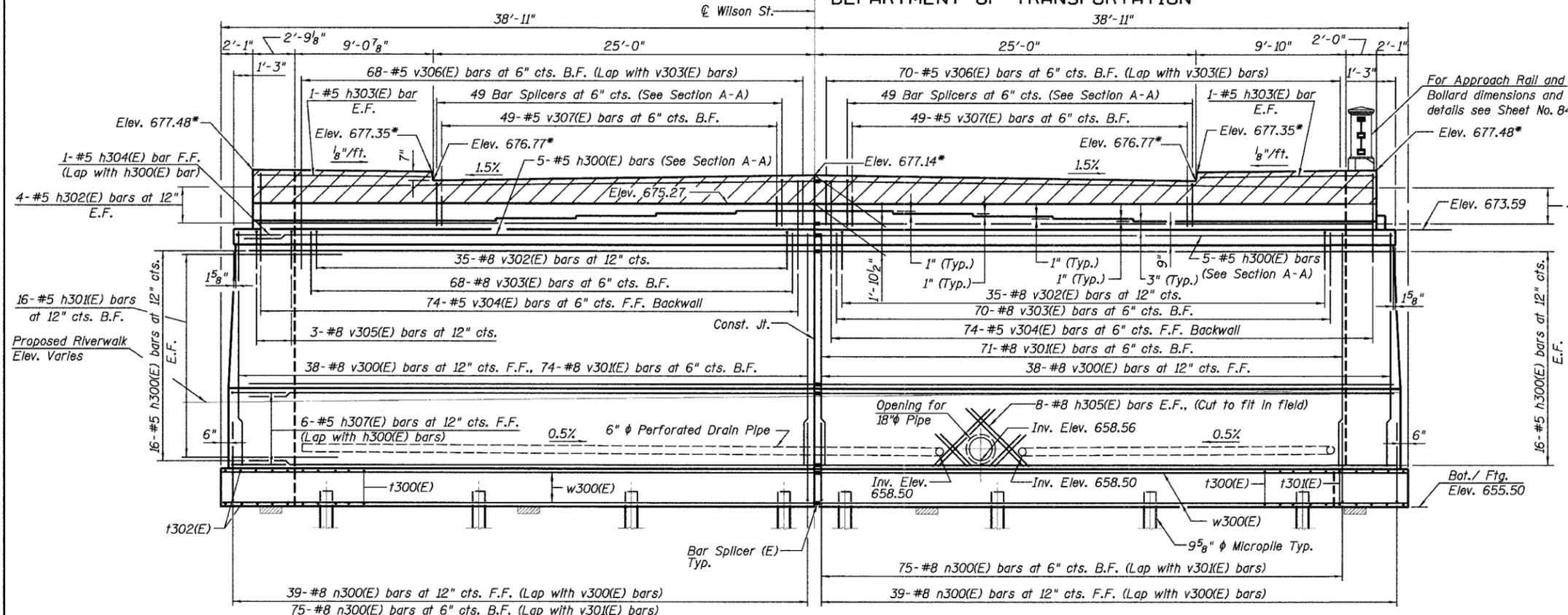
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

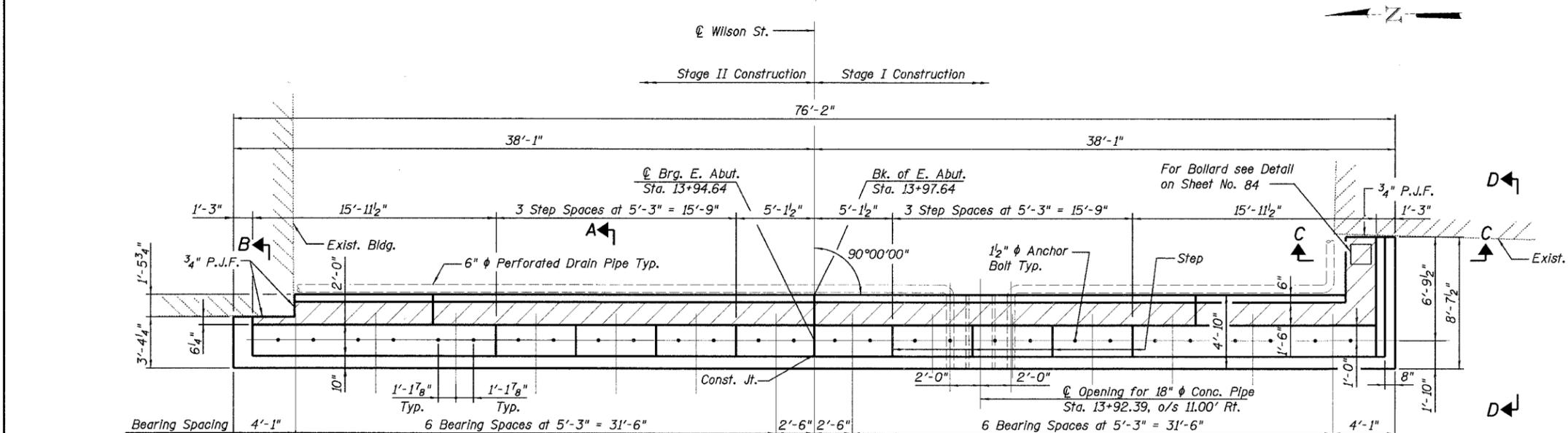
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FAU 1441	00-00059-00-BR	KANE	154	98
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. S27
of 552 SHEETS

Contract # 83869



ELEVATION
(Looking East)



TOP PLAN

For Approach Rail and
Ballard dimensions and
details see Sheet No. 84

* Elevations taken at Back of Abutment

NOTES

1. Space reinforcement to miss Anchor Bolts.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus 18x2-#5 etc. indicates 18 lines of bars with 2 lengths per line.
4. F.F. denotes Front Face.
B.F. denotes Back Face.
E.F. denotes Each Face.
5. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete to be included with Concrete Superstructure.
6. U.O.N denotes Unless Otherwise Noted.
7. Work this sheet with Sheet Nos. 99 through 101.
8. Cut v300(E), v303(E), n300(E) and h300(E) bars to fit circular opening for 18" ϕ pipe.
9. All vertical surfaces of the Abutment are to receive Rubbed Finish when visible from the Riverwalk.
10. For Bar Splicer Details see Sheet No. 121
11. Rigid Foam Insulation and 3/4" P.J.F. is incidental to the pay item Concrete Structures.
12. Cut h300(E) and h302(E) bars to fit.
13. For Anchor Bolt and Bearing details, see Sheet Nos. 94 and 96.

DESIGNED	KMS
CHECKED	KSS
DRAWN	KMS/EF
CHECKED	KSS

EAST ABUTMENT PLAN & ELEVATION
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

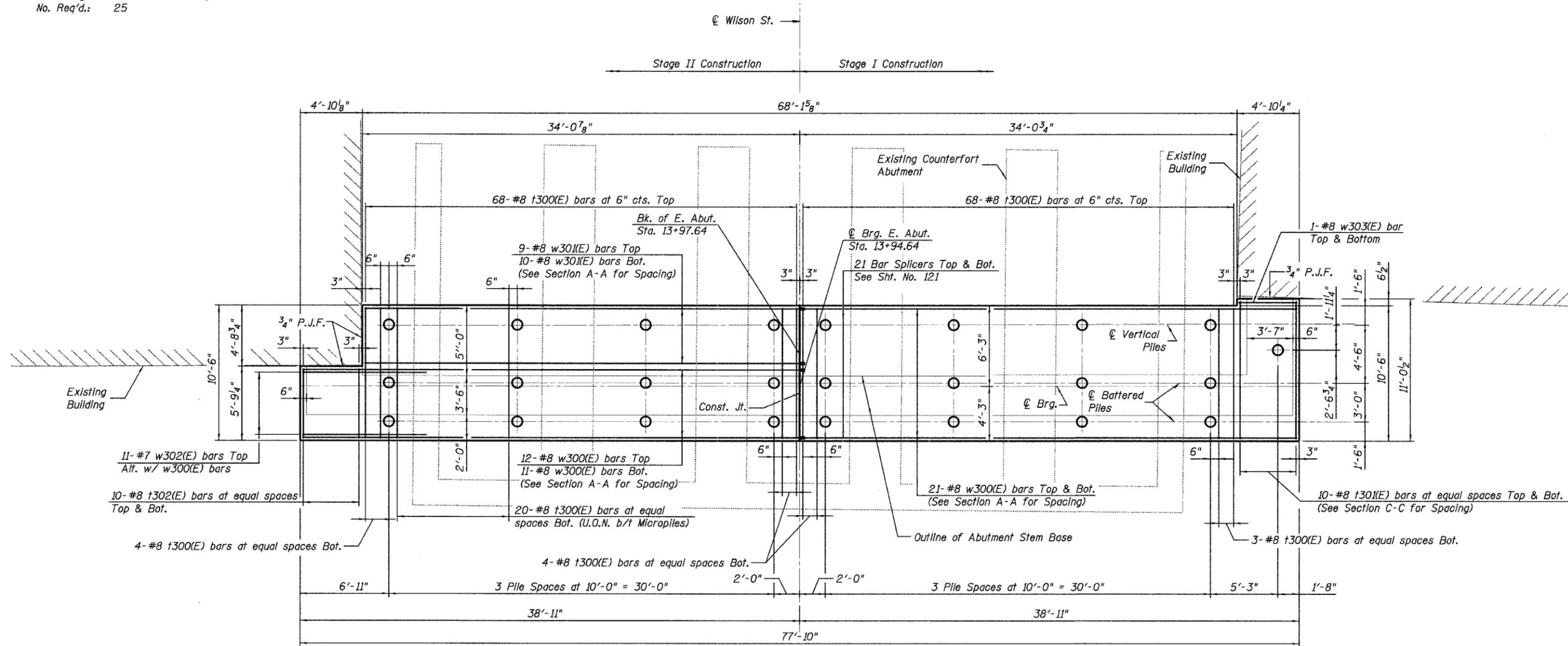
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	99
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 83869

PILE DATA

Type: 9⁵/₈" Dia. Micropile
Capacity: 200 Ton Vertical
5 Ton Lateral
Est. Length: 15'-6" (Minimum Tip El. 640.00)
No. Req'd.: 25



FOOTING PLAN

NOTES

1. Place Rigid Foam Insulation beneath entire footing area. See Section A-A. Item incidental to Concrete Structures.
2. Work this sheet with Sheet Nos. 98 and 100 through 101

**EAST ABUTMENT FOOTING PLAN
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051**

DESIGNED	- KMS
CHECKED	- KSS
DRAWN	- KMS/EF
CHECKED	- KSS

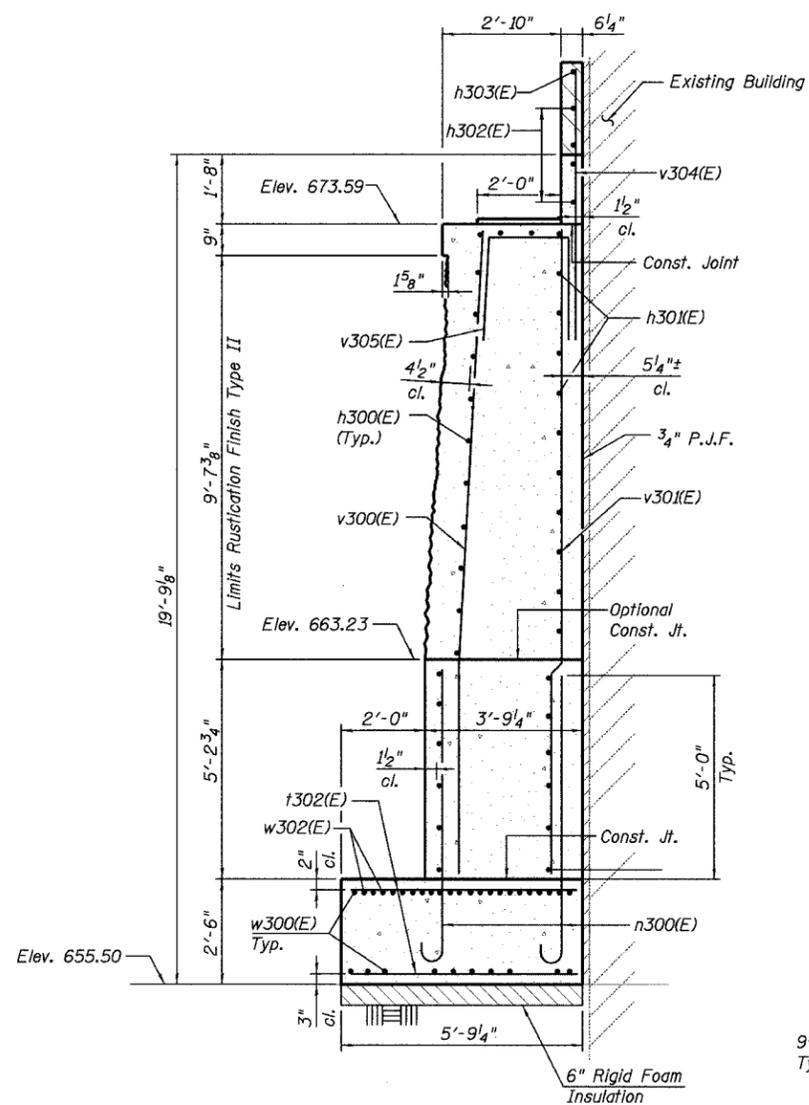
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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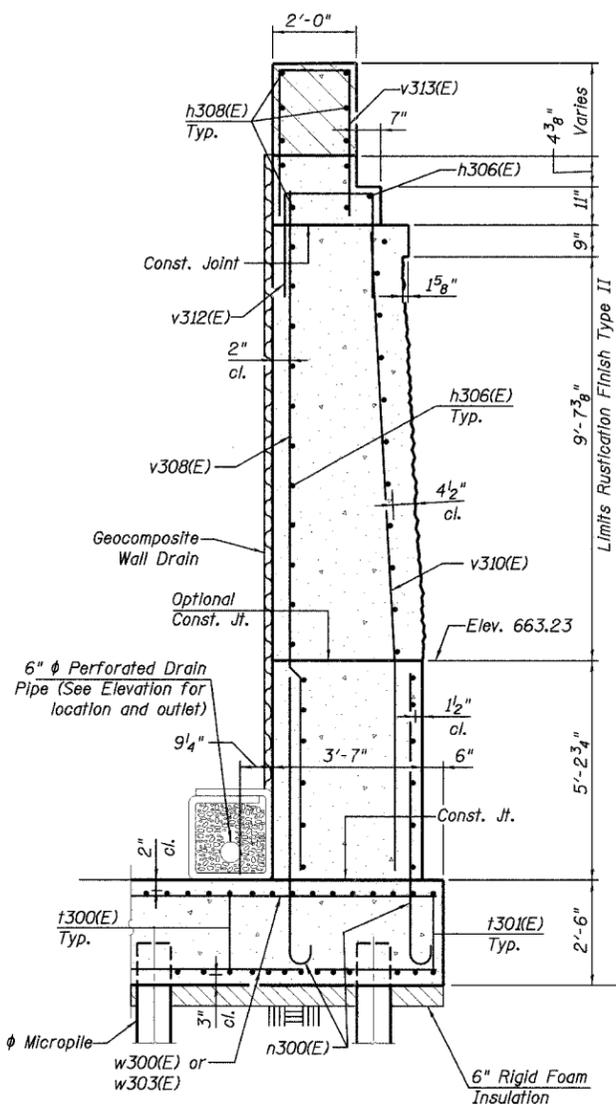
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	100
FED. ROAD DIST. NO. 7		ALLOYS	FED. AID PROJECT	

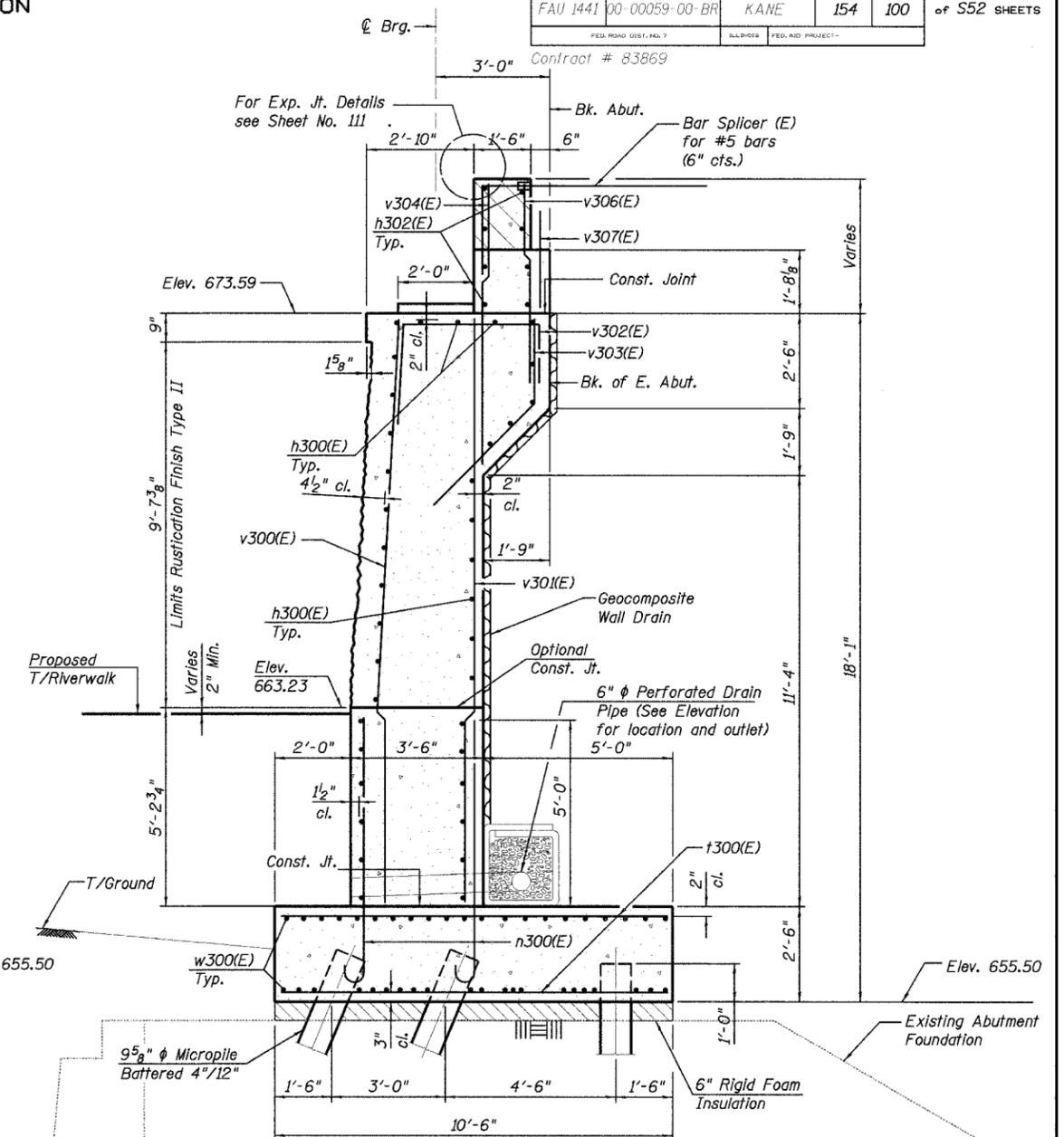
SHEET NO. S29
of S52 SHEETS



SECTION B-B



SECTION C-C

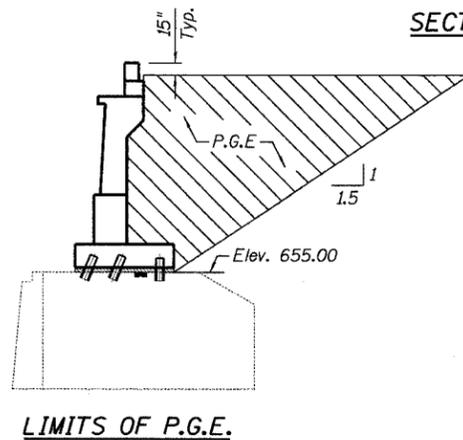


SECTION A-A

NOTE

1. Work this sheet with Sheet Nos. 98, 99 and 101

DESIGNED	KMS
CHECKED	KSS
DRAWN	KMS/EF
CHECKED	KSS



LIMITS OF P.G.E.

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

EAST ABUTMENT DETAILS I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

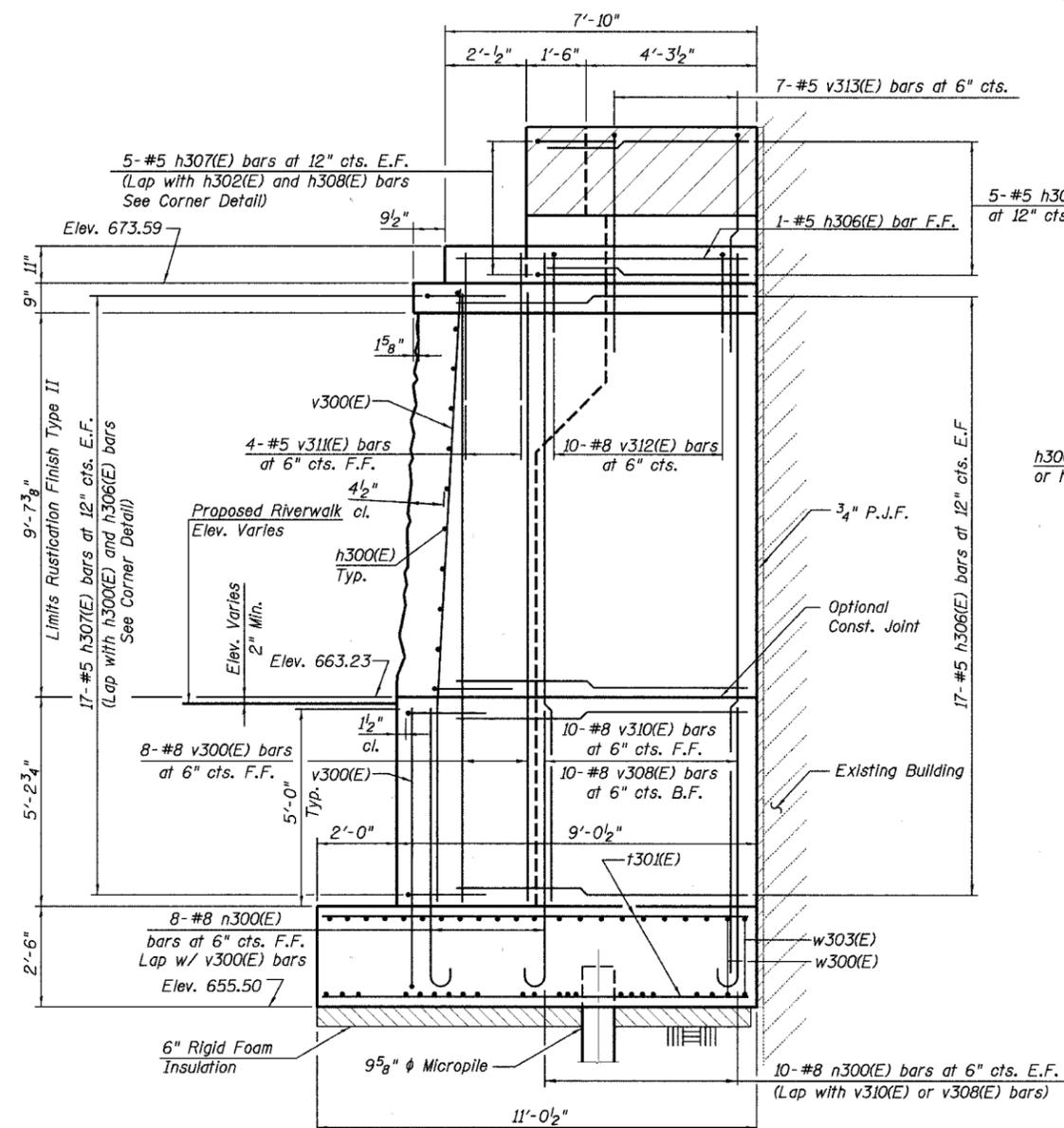
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S30 of S52 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	101	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 83869

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h300(E)	74	#5	38'-2"	—
h301(E)	16	#5	7'-1"	—
h302(E)	16	#5	36'-7"	—
h303(E)	4	#5	11'-7"	—
h304(E)	1	#5	6'-0"	┌
h305(E)	16	#8	6'-11"	—
h306(E)	34	#5	7'-6"	—
h307(E)	50	#5	6'-10"	┌
h308(E)	10	#5	5'-6"	—
n300(E)	251	#8	8'-0"	┌
f300(E)	271	#8	10'-2"	—
f301(E)	20	#8	10'-8"	—
f302(E)	20	#8	5'-5"	—
v300(E)	84	#8	15'-2"	—
v301(E)	145	#8	15'-4"	—
v302(E)	70	#8	10'-6"	┌
v303(E)	138	#8	7'-3"	—
v304(E)	138	#5	5'-11"	┌
v305(E)	3	#8	8'-9"	—
v306(E)	138	#5	5'-3"	—
v307(E)	98	#5	2'-10"	—
v308(E)	10	#8	16'-2"	—
v310(E)	10	#8	16'-1"	—
v311(E)	4	#5	2'-0"	—
v312(E)	10	#8	8'-1"	—
v313(E)	7	#5	8'-4"	—
w300(E)	65	#8	38'-9"	—
w301(E)	19	#8	33'-10"	—
w302(E)	11	#7	8'-11"	—
w303(E)	2	#8	4'-6"	—
Reinforcing Bars		Pound	44040	
Epoxy Coated				
Concrete Structures		Cu. Yd.	255.3	
Pipe Underdrains		Ln. Ft.	77	
for Structures 6"				
Micropiles, 200 Ton		Each	25	
(Special)				
Geocomposite Wall		Sq. Yd.	134	
Drain				
Rock Excavation		Cu. Yd.	2	
for Structures				
Rustication Finish		Sq. Ft.	794	
Type II (Special)				
Porous Granular		Cu. Yd.	1030	
Embankment				
Bridge Seat Sealer		Sq. Ft.	225	
Rubbed Finish		Sq. Ft.	205	
Structure Excavation		Cu. Yd.	47	



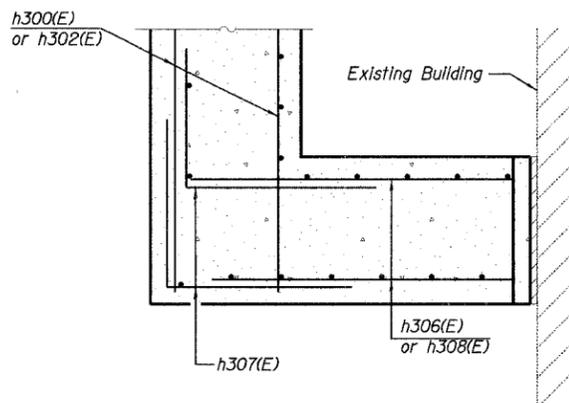
VIEW D-D

Typ. Lap Splice	
Bar Size	Min. Lap
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#7	3'-5"
#8	4'-6"

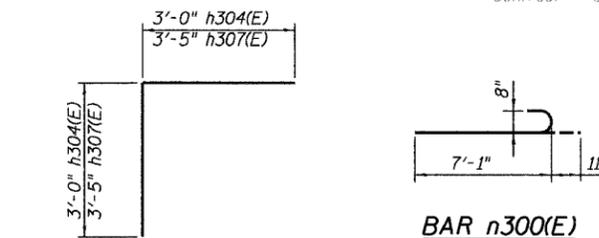
* Top Horizontal Bar

DESIGNED - KMS
CHECKED - KSS
DRAWN - KMS/EF
CHECKED - KSS

5-#5 h308(E) bars at 12" cts. E.F.

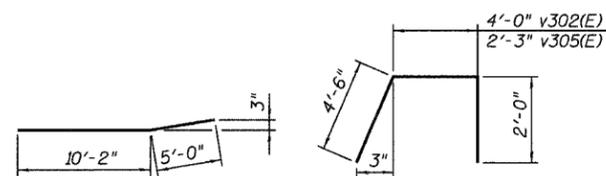


CORNER DETAIL



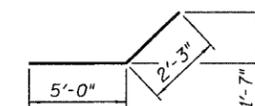
BAR n300(E)

BARS h304(E) & h307(E)

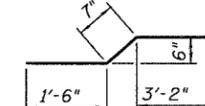


BAR v300(E)

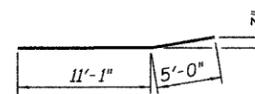
BARS v302(E) & v305(E)



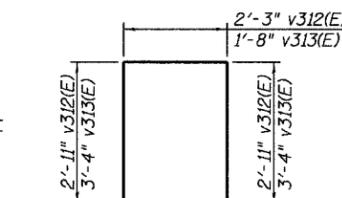
BAR v303(E)



BAR v306(E)



BAR v310(E)



BARS v312(E) & v313(E)

NOTE

1. Work this sheet with Sheet Nos. 98 through 100

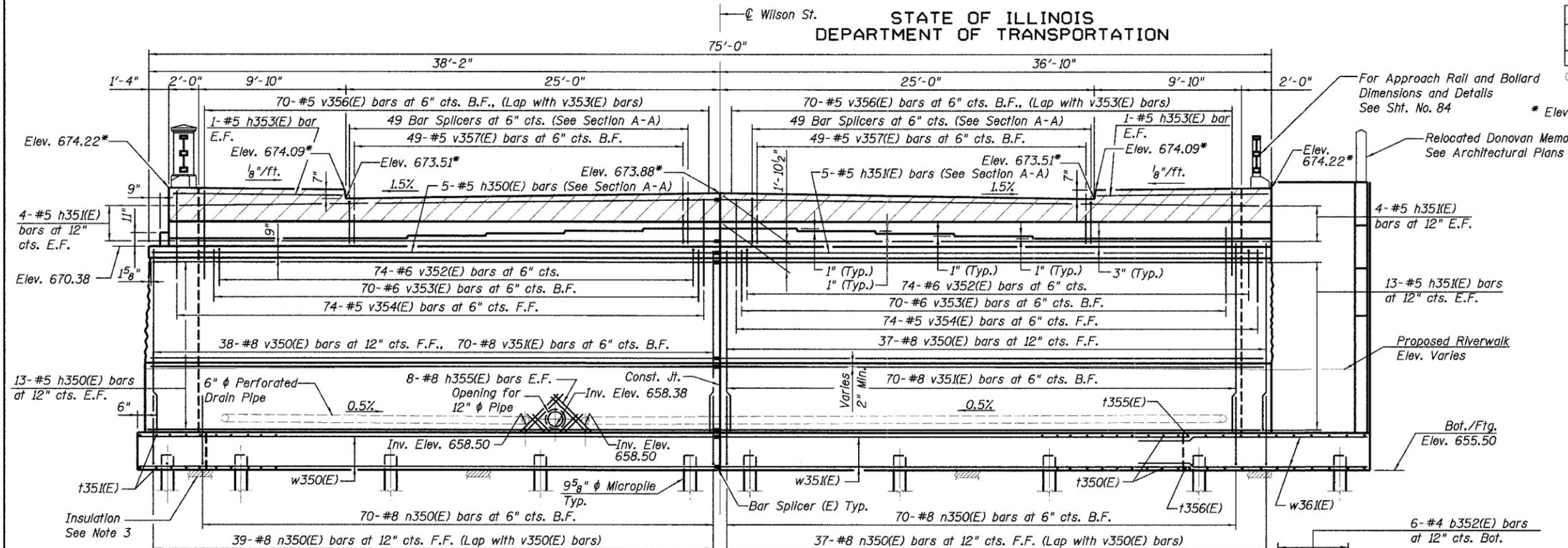
EAST ABUTMENT DETAILS II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

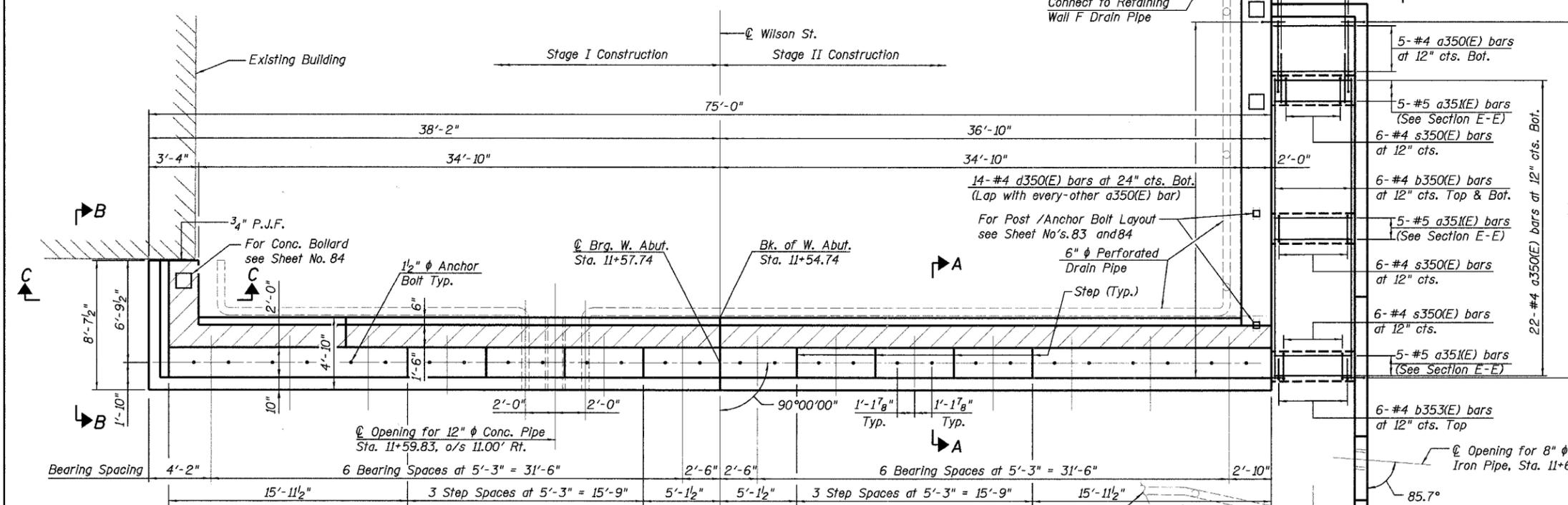
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S31
FAU 1441	00-00059-00-BR	KANE	154	102	OF 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869



ELEVATION
(Looking West)



TOP PLAN

NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Space reinforcement to miss anchor bolts.
3. Bars indicated thus 18x2-#5 etc. indicates 18 lines of bars with 2 lengths per line.
4. F.F. denotes Front Face.
B.F. denotes Back Face.
E.F. denotes Each Face.
5. For anchor bolt and bearing details see Sheet Nos. 94 and 96
6. Hatched area to be poured after superstructure forms have been removed. Quantity of concrete to be included with Concrete Structures.
7. Rigid Foam Insulation and 3/4" P.J.F. are incidental to the pay item Concrete Structures.
8. Work this sheet with Sheet Nos. 103 through 107
9. Northwest Stair treads not shown, for clarity.
10. Cut v350(E), v35(E), n350(E), and h350(E) bars to fit circular opening for 12" pipe.
11. U.O.N. denotes Unless Otherwise Noted.
12. All vertical surfaces of the abutment are to receive Rubbed Finish when visible from the Riverwalk.
13. For Bar Splicer Details see Sheet No. 121
14. Cut h350(E) bars to fit.

DESIGNED - KMS
CHECKED - KSS
DRAWN - KMS/EF
CHECKED - KSS

WEST ABUTMENT PLAN AND ELEVATION
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S32
FAU 1441	00-00059-00-BR	KANE	154	103	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

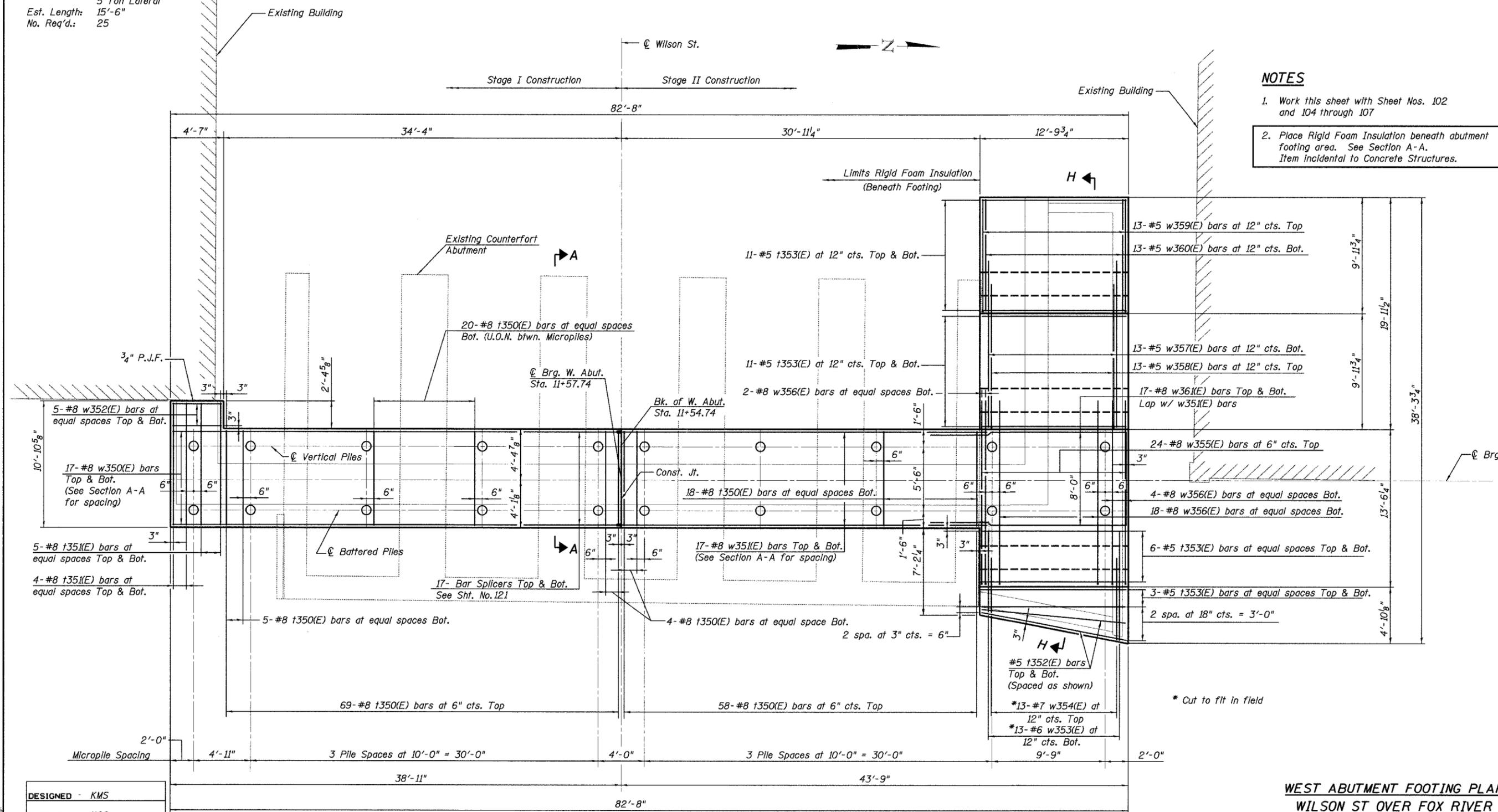
Contract # 83869

PILE DATA

Type: 9⁵/₈" Dia. Micropile
Capacity: 200 Ton Vertical
5 Ton Lateral
Est. Length: 15'-6"
No. Req'd.: 25

NOTES

1. Work this sheet with Sheet Nos. 102 and 104 through 107
2. Place Rigid Foam Insulation beneath abutment footing area. See Section A-A. Item incidental to Concrete Structures.



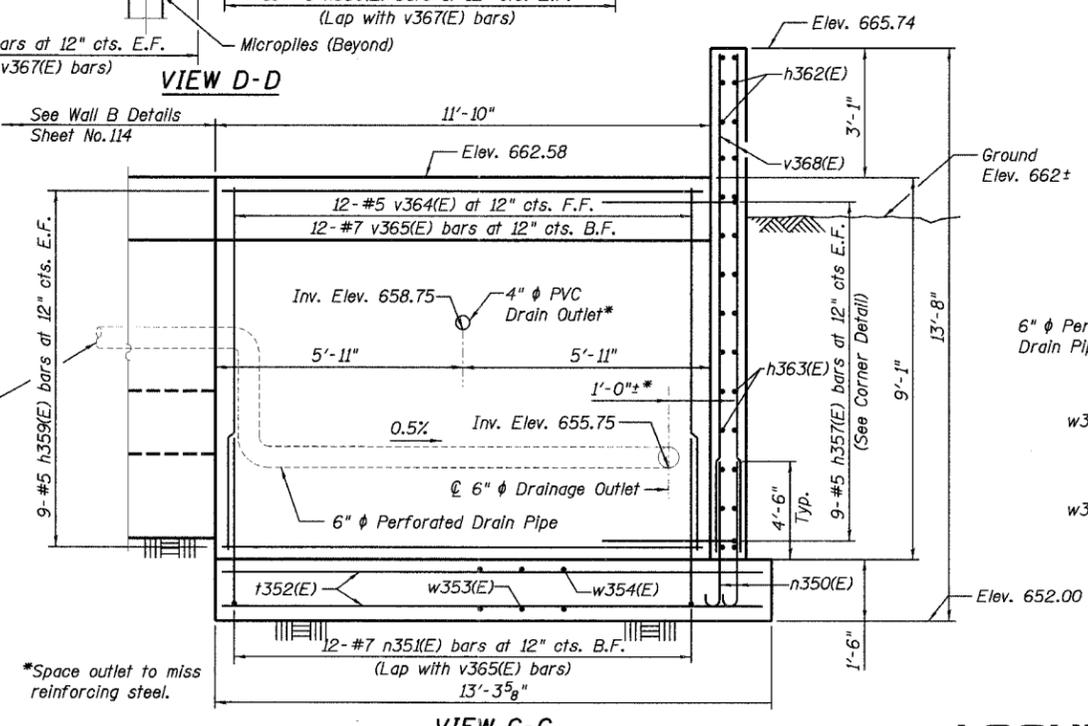
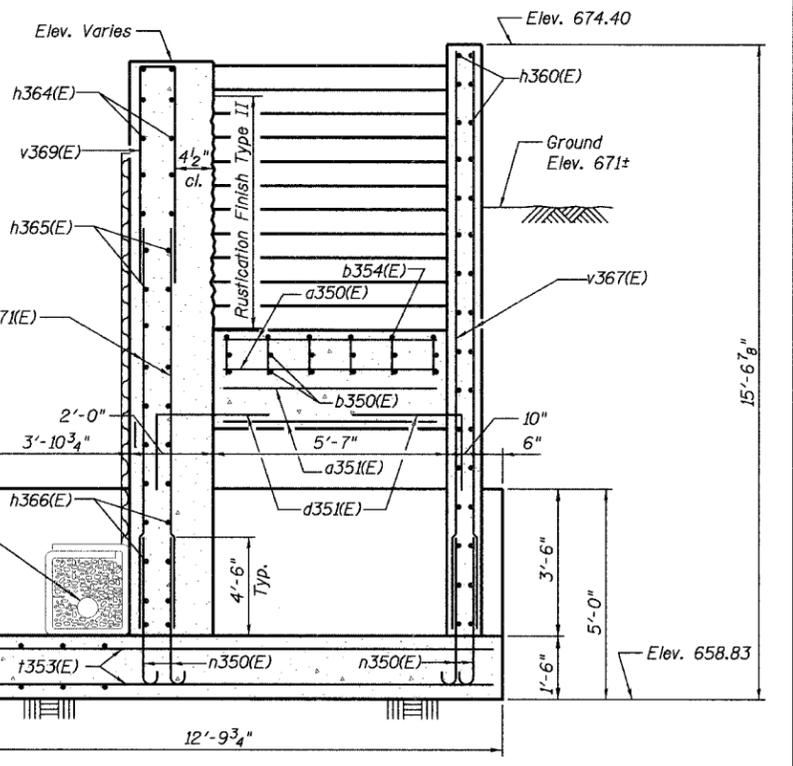
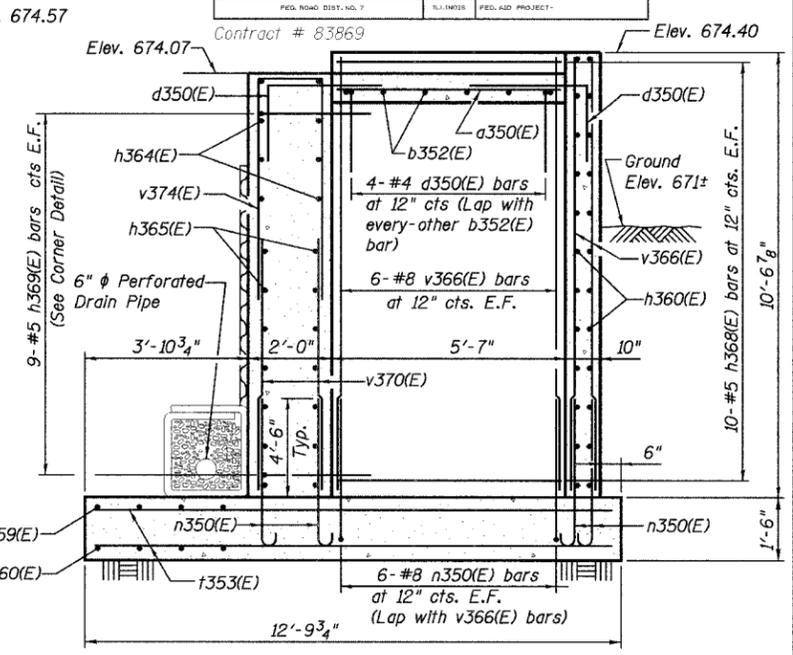
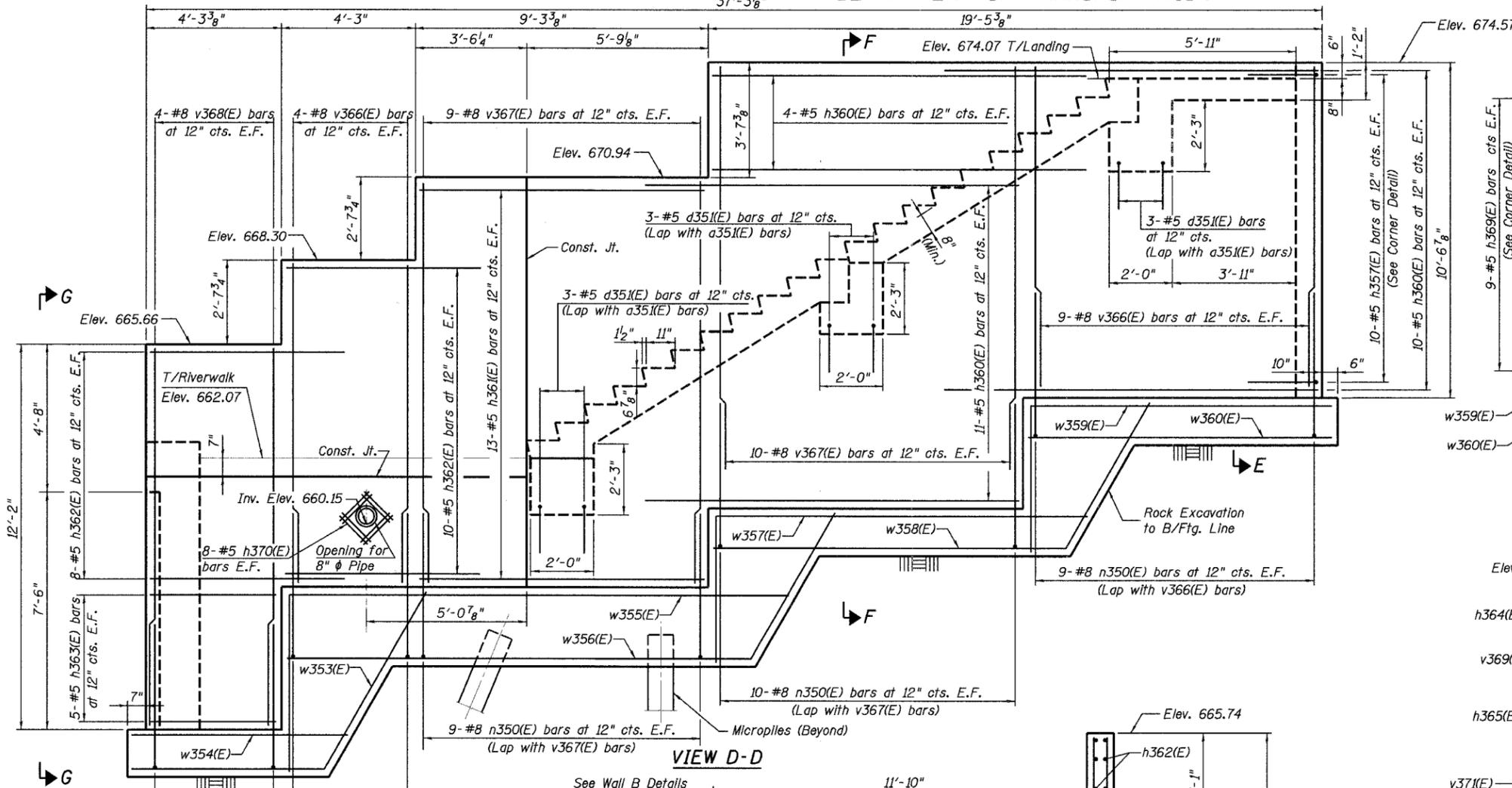
DESIGNED - KMS
CHECKED - KSS
DRAWN - KMS/EF
CHECKED - KSS

FOOTING PLAN

**WEST ABUTMENT FOOTING PLAN
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051**

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

Contract # 83869



*Space outlet to miss reinforcing steel.

NOTES

1. Work this sheet with Sheet Nos. 102 through 104 and 106 through 107
2. Visible interior and exterior vertical surfaces of the retaining walls receive Rubbed Finish above the stair treads and exterior grade line, respectively.

Connect to Retaining Wall B Drain Pipe

DESIGNED	KMS
CHECKED	KSS
DRAWN	KMS/EF
CHECKED	KSS

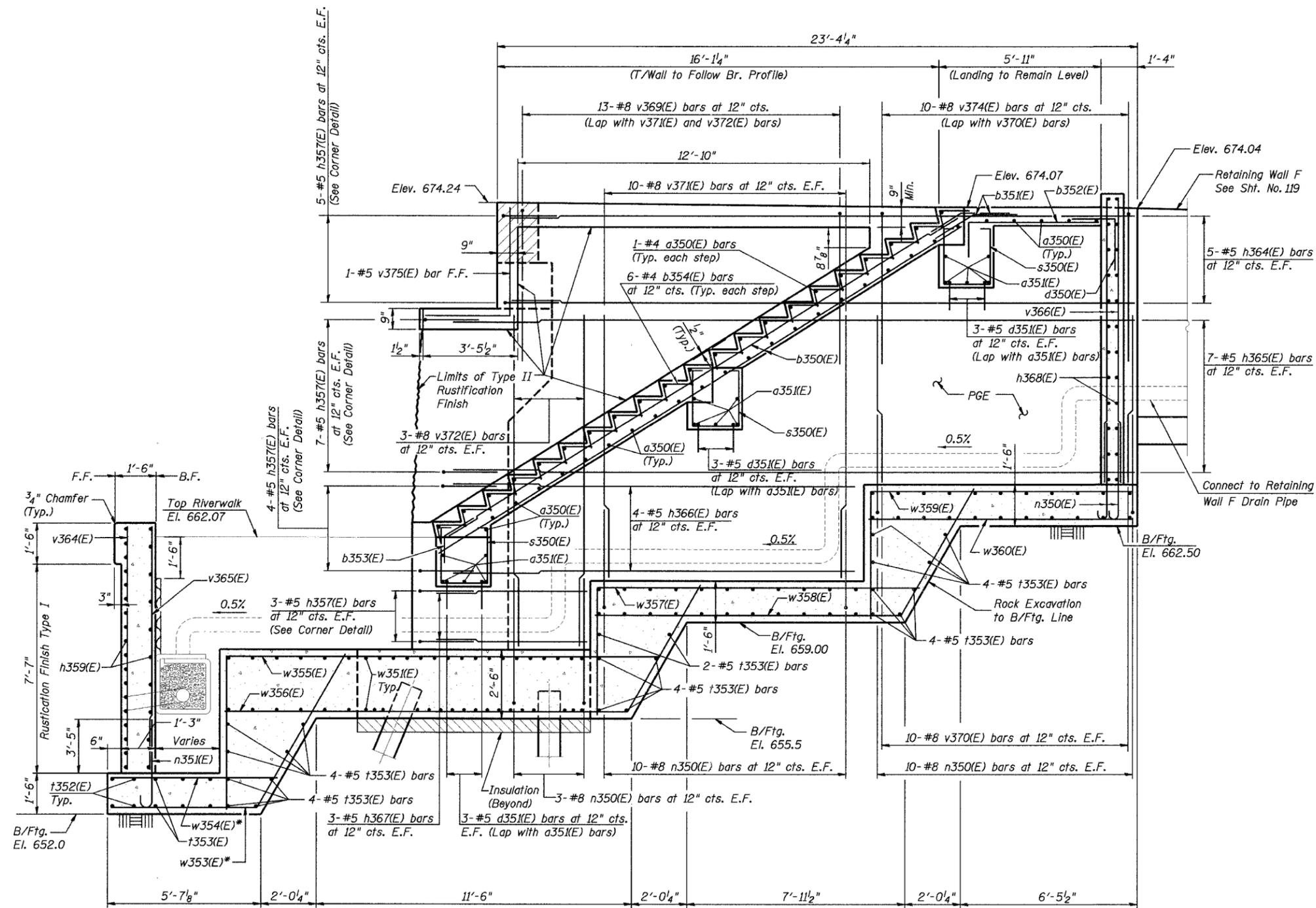
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

WEST ABUTMENT DETAILS II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S35
FAU 1441	00-00059-00-BR	KANE	154	106	of 552 SHEETS
FED. ROAD DIST. NO. 7		SL. INCR.	FED. AID PROJECT		

Contract # 83869



NOTES

1. Work this sheet with Sheet Nos. 102 through 105 and 107
2. Visible interior and exterior vertical surfaces of the retaining walls receive Rubbed Finish above the stair treads and exterior grade line, respectively.
3. For tread and riser profile see Arch. Sheet No. 136
4. For stair layout see Arch. Sheet No. 128

* Cut to fit in field

SECTION H-H

DESIGNED - KMS
CHECKED - KSS
DRAWN - KMS
CHECKED - KSS

WEST ABUTMENT DETAILS III
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

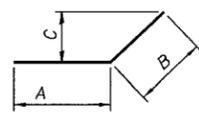
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	107
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

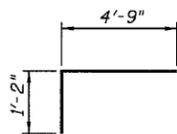
SHEET NO. S36
of S52 SHEETS

Contract # 83869

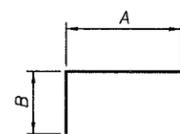


BAR b351(E) and b353(E)

Bar	A	B	C
b351(E)	1'-8"	2'-9"	1'-5 ³ / ₈ "
b353(E)	1'-8"	1'-7"	1'-3 ⁵ / ₈ "

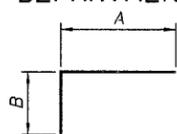


BAR b352(E)



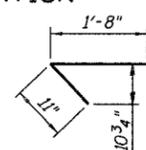
BAR d350(E) and d351(E)

Bar	A	B
d350(E)	3'-7"	1'-8"
d351(E)	4'-1"	2'-2"

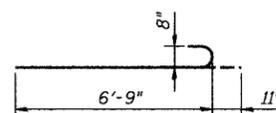


BAR h357(E) and h369(E)

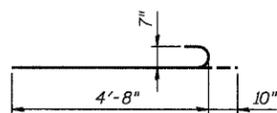
Bar	A	B
h357(E)	3'-3"	3'-2"
h369(E)	4'-2"	2'-2"



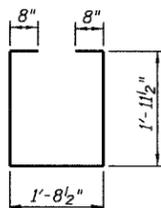
BAR b354(E)



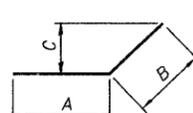
BAR n350(E)



BAR n351(E)

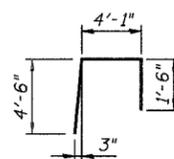


BAR s350(E)

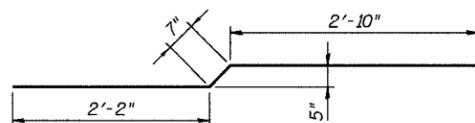


BAR v350(E) and v353(E)

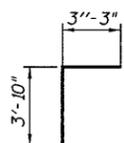
Bar	A	B	C
v350(E)	7'-8"	4'-6"	0'-3"
v353(E)	2'-3"	3'-9"	1'-7 ¹ / ₈ "



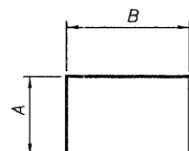
BAR v352(E)



BAR v356(E)

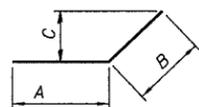


BAR v375(E)



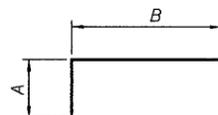
BAR v362(E), v363(E), v369(E),
v373(E) and v374(E)

Bar	A	B
v362(E)	2'-11"	2'-3"
v363(E)	5'-3"	1'-8"
v369(E)	8'-4"	1'-3"
v374(E)	8'-4"	1'-8"



BAR w353(E), w356(E) and w358(E)

Bar	A	B	C
w353(E)	6'-0"	6'-4"	5'-6 ¹ / ₄ "
w356(E)	14'-8"	5'-3"	4'-6 ¹ / ₂ "
w358(E)	11'-2"	5'-3"	4'-6 ³ / ₄ "



BAR w355(E), w357(E) and w359(E)

Bar	A	B
w355(E)	5'-6"	15'-10"
w357(E)	4'-6"	11'-9"
w359(E)	4'-7"	9'-7"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a350(E)	48	#4	5'-4"	—
a351(E)	15	#5	5'-4"	—
b350(E)	12	#4	22'-4"	—
b351(E)	12	#4	4'-5"	—
b352(E)	6	#4	5'-11"	L
b353(E)	6	#4	3'-3"	—
b354(E)	126	#4	2'-7"	—
d350(E)	32	#4	5'-3"	L
d351(E)	18	#5	6'-3"	L
h350(E)	31	#5	38'-1"	—
h351(E)	47	#5	36'-6"	—
h353(E)	4	#5	11'-6"	—
h355(E)	16	#8	6'-0"	—
h356(E)	28	#5	7'-6"	—
h357(E)	114	#5	6'-5"	L
h358(E)	10	#5	5'-4"	—
h359(E)	18	#5	11'-6"	—
h360(E)	50	#5	12'-2"	—
h361(E)	26	#5	9'-1"	—
h362(E)	36	#5	6'-6"	—
h363(E)	10	#5	4'-0"	—
h364(E)	10	#5	23'-1"	—
h365(E)	14	#5	25'-1"	—
h366(E)	8	#5	15'-2"	—
h367(E)	6	#5	5'-3"	—
h368(E)	20	#5	5'-4"	—
h369(E)	18	#5	6'-4"	L
h370(E)	8	#5	4'-0"	—
n350(E)	372	#8	7'-8"	U
n351(E)	12	#7	5'-6"	U
s350(E)	18	#4	7'-0"	□
t350(E)	258	#8	8'-2"	—
t351(E)	18	#8	10'-6"	—
t352(E)	4	#5	12'-9"	—
t353(E)	84	#5	12'-4"	—

* Cut to fit in field

NOTE

1. Work this sheet with Sheet Nos. 102 through 106

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
v350(E)	76	#8	12'-2"	—
v351(E)	140	#8	12'-1"	—
v352(E)	148	#6	10'-1"	—
v353(E)	140	#6	6'-0"	—
v354(E)	148	#5	5'-10"	—
v356(E)	140	#5	5'-7"	—
v357(E)	98	#5	2'-9"	—
v360(E)	25	#8	12'-11"	—
v361(E)	4	#5	2'-0"	—
v362(E)	10	#8	8'-1"	□
v363(E)	10	#5	12'-2"	□
v364(E)	12	#5	8'-9"	□
v365(E)	12	#7	8'-9"	□
v366(E)	38	#8	10'-0"	—
v367(E)	38	#8	12'-7"	—
v368(E)	8	#8	11'-10"	—
v369(E)	13	#8	17'-11"	□
v370(E)	20	#8	6'-1"	—
v371(E)	20	#8	9'-7"	—
v372(E)	6	#8	12'-1"	—
v374(E)	10	#8	18'-4"	—
v375(E)	1	#5	7'-1"	L
w350(E)	34	#8	38'-7"	—
w351(E)	34	#8	30'-9"	—
w352(E)	10	#8	4'-3"	—
w353(E)	13	#6	12'-4"	—
w354(E)	13	#7	6'-8"	—
w355(E)	24	#8	21'-4"	L
w356(E)	24	#8	19'-11"	—
w357(E)	13	#5	16'-3"	L
w358(E)	13	#5	16'-5"	L
w359(E)	13	#5	14'-2"	L
w360(E)	13	#5	9'-7"	—
w361(E)	34	#8	17'-8"	—

Concrete Structures	Cu. Yd.	298.3
Reinforcement Bars, Epoxy Coated	Pound	53260
Pipe Underdrain for Structures 6"	Ln. Ft.	120
Micropiles, 200 Ton (Special)	Each	20
Geocomposite Wall Drain	Sq. Yd.	134
Rock Excavation For Structures	Cu. Yd.	105
Structure Excavation	Cu. Yd.	213
Rustication Finish Type II (Special)	Sq. Ft.	671
Porous Granular Embankment	Cu. Yd.	747
Bridge Seat Sealer	Sq. Ft.	221
Rubbed Finish	Sq. Ft.	562
Rustication Finish Type I (Special)	Sq. Ft.	90

WEST ABUTMENT DETAILS IV
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

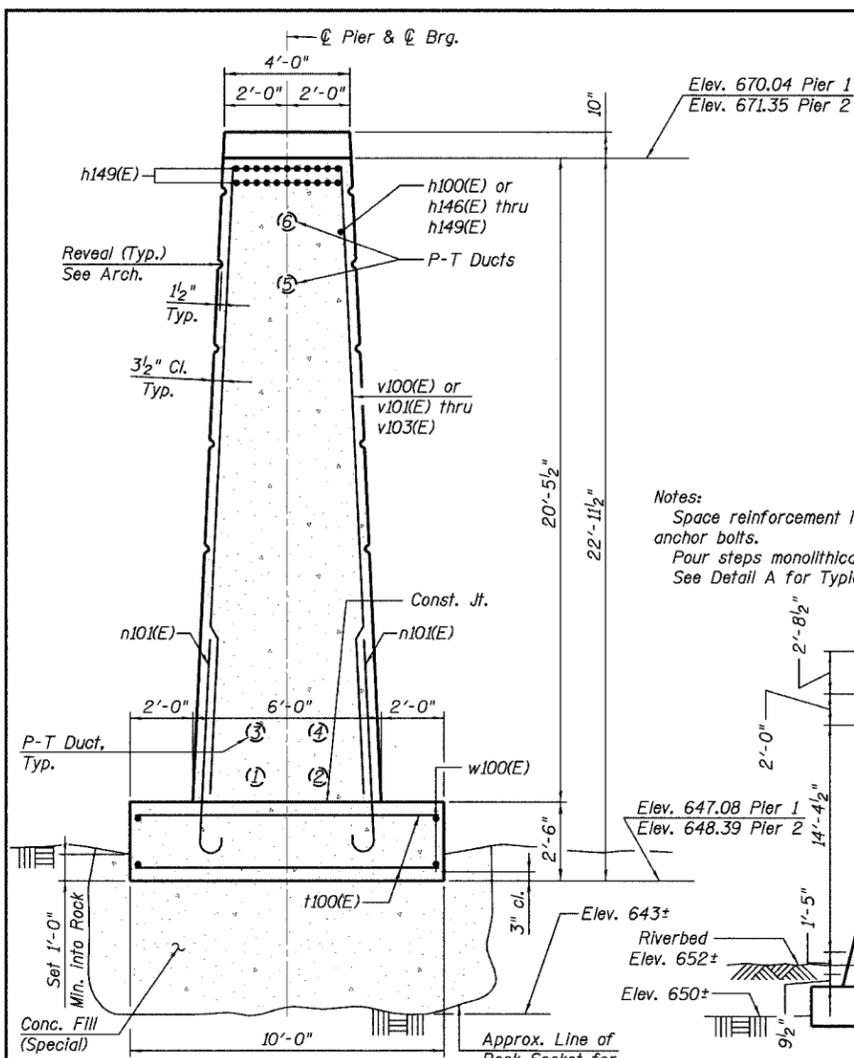
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

DESIGNED - KMS
CHECKED - KSS
DRAWN - KMS
CHECKED - KSS

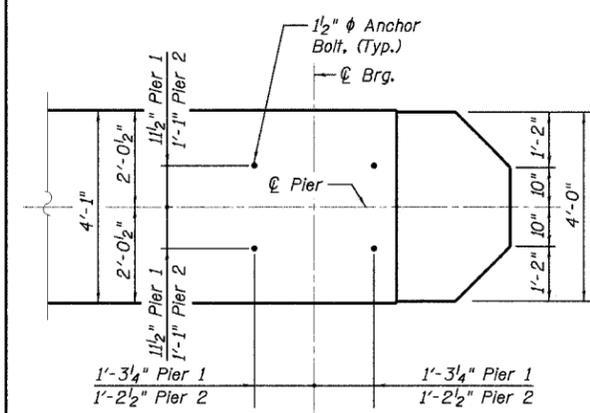
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S37
FAU 1441	00-00059-00-BR	KANE	154	108	of 552 SHEETS
FED. ROAD DIST. NO. 7		ALLIANCE	FED. AID PROJECT		

Contract # 83869



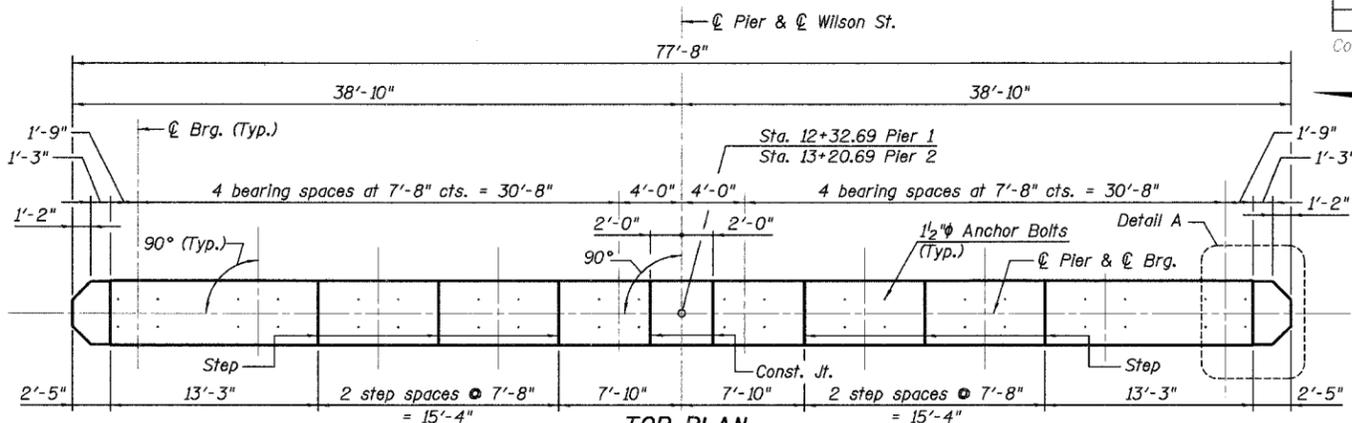
SECTION B-B



DETAIL A

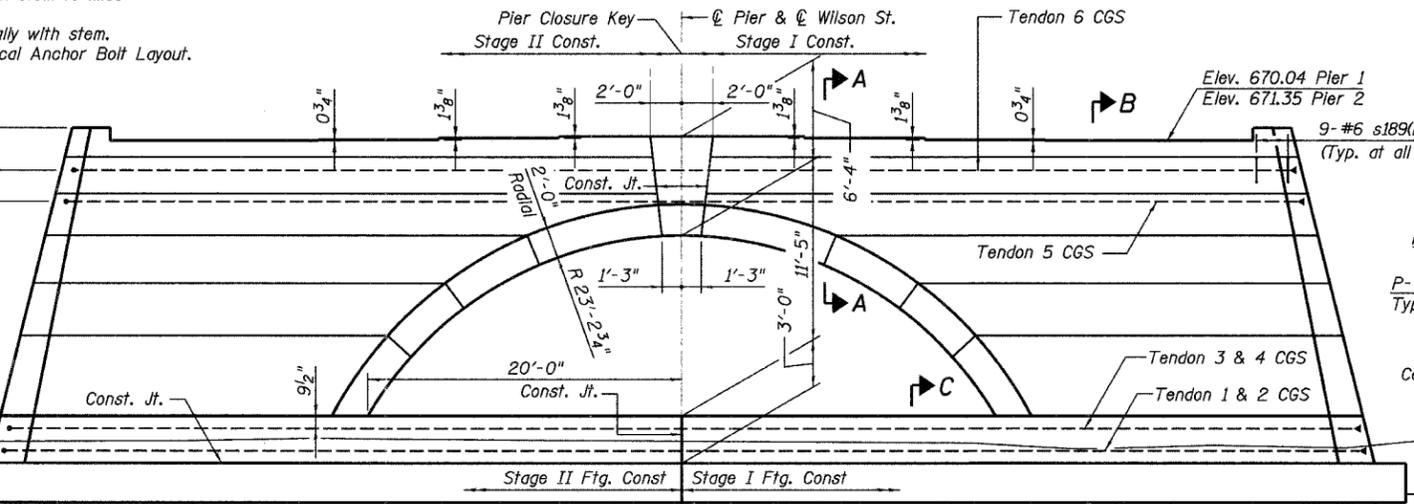
DESIGNED	DWH
CHECKED	KSS
DRAWN	DWH/LL
CHECKED	KSS

FOUNDATION DATA
- Spread Foundation Bearing on Rock
- Maximum Bearing Pressure (Net): 15 ksf
(To be Field Verified by Geotechnical Engineer at time of Construction)

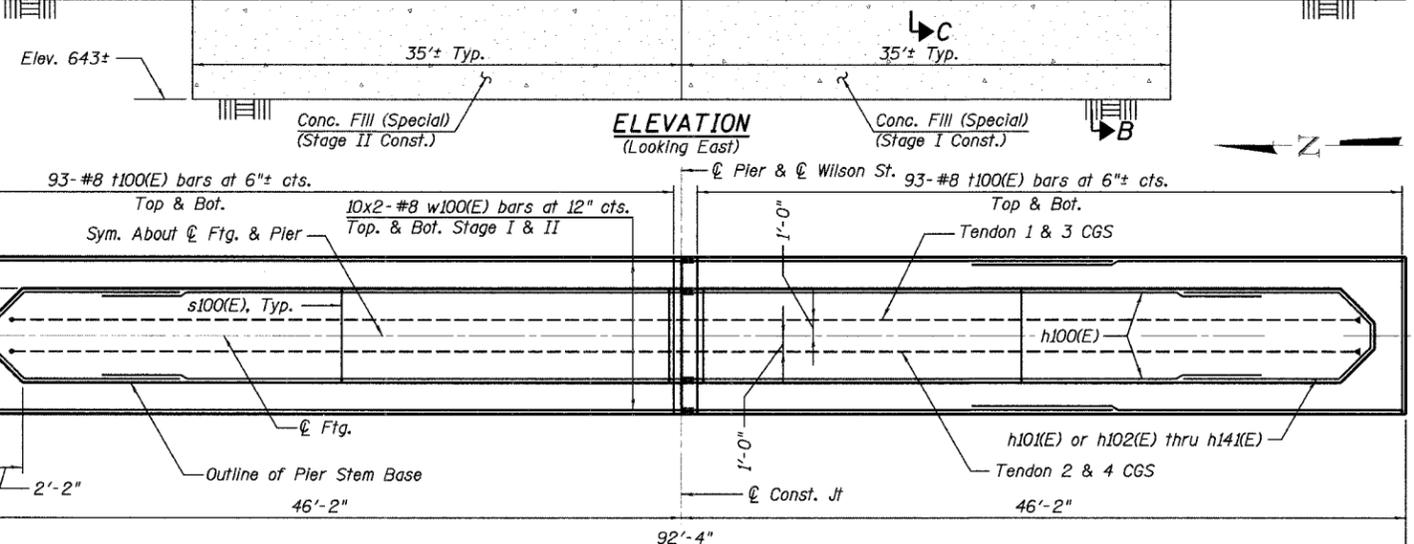


TOP PLAN

Notes:
Space reinforcement in stem to miss anchor bolts.
Pour steps monolithically with stem.
See Detail A for Typical Anchor Bolt Layout.



ELEVATION (Looking East)



FOOTING PLAN

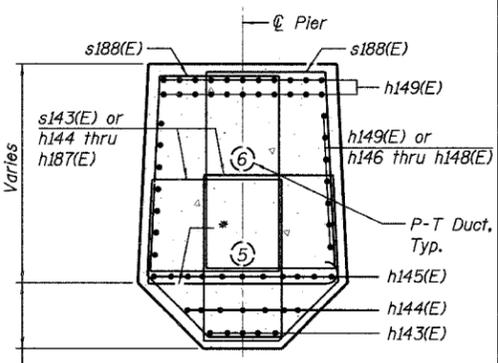
ERECTION SEQUENCE

- Form and pour pier on temporary falsework per staging diagram on Sheet No. 80.
- Stress longitudinal tendons according to the stressing sequence table after the pier has cured to a minimum compressive strength of 3,000 psi and is at least 3 days old.
- Grout post-tensioning ducts.
- Remove temporary falsework and slab forms after the P-T duct grout has cured to a minimum compressive strength of 5,000 psi.

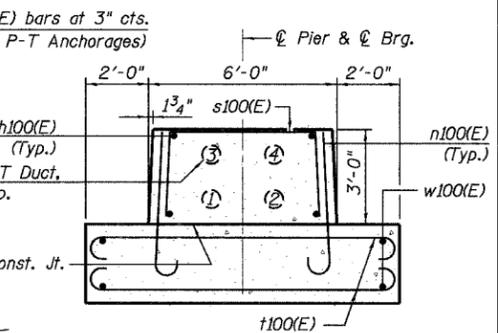
LEGEND

- (2) Indicates PT Duct No. for use with Stressing Sequence
- Stressing End of Post-Tensioning Cable
- Dead End of Post-Tensioning Cable

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SECTION A-A



SECTION C-C

Stressing Sequence			
Sequence	Tendon No.	No. Strands	Jacking Force (Kips)
1	1	27	1187
2	2	27	1187
3	5	27	1187
4	3	27	1187
5	4	27	1187
6	6	27	1187

NOTES

- For Reveal details, See Arch.
- Cost of Reveals incidental to the pay item "Concrete Structures".
- Reinforcement bars designated (E) shall be epoxy coated.
- See Sheet No. 109 for further details of reinforcement.
- Apply notes 1 thru 3, 5, 6, 8 thru 11 and 13 from Sheet No. 87 to this Sheet.

PIER DETAILS I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

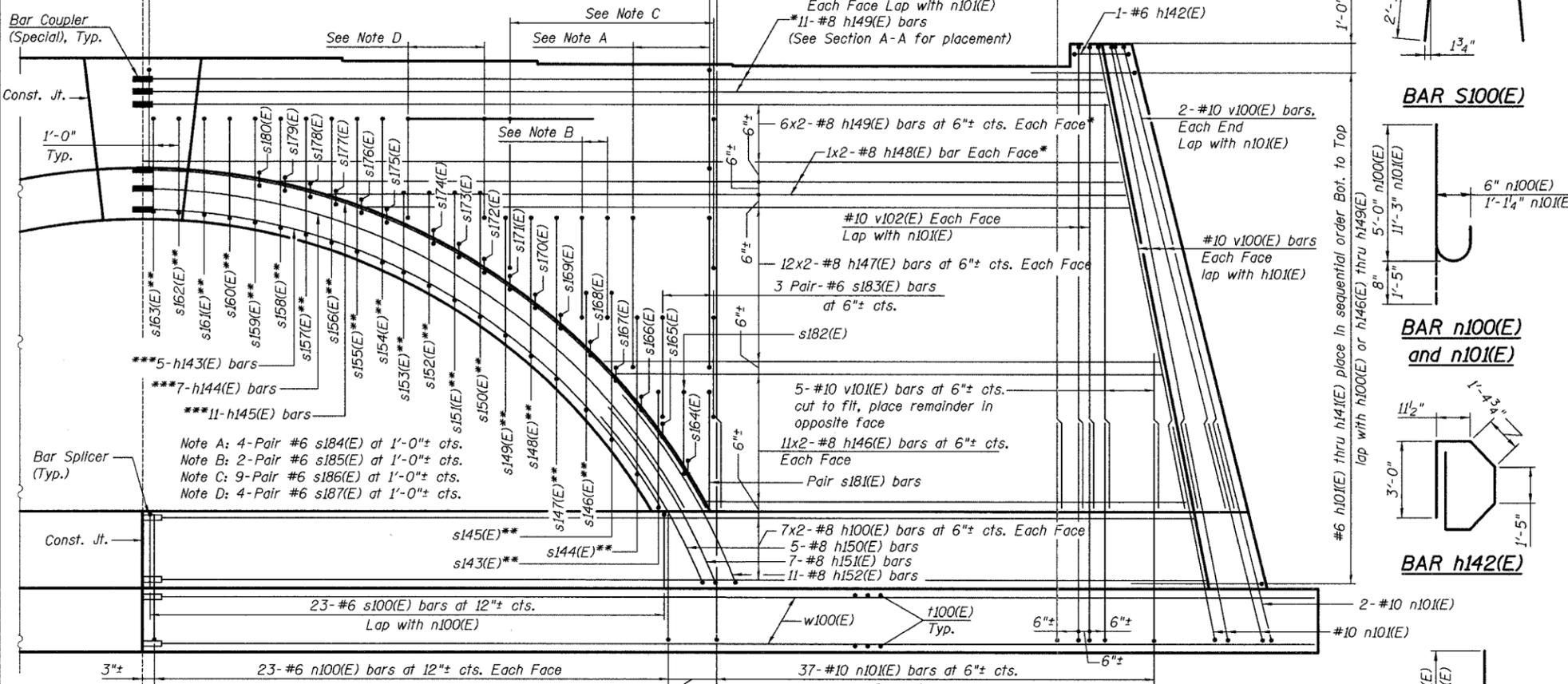
ROUTE NO.	SECTION	COUNTY	JOBS	SHEET	SHEET NO. S38 of S52 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	109	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract # 83869

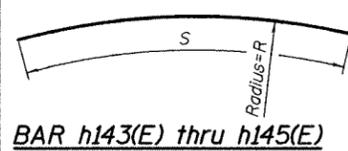
BILL OF MATERIAL (2-PIERS)

Bar No.	Size	Length	Shape	Bar No.	Size	Length	Shape
h100(E)	#8	24'-0"	[Shape]	s156(E)	#8	15'-3 1/2"	[Shape]
h101(E)	#8	17'-0 1/4"	[Shape]	s157(E)	#8	14'-10 1/4"	[Shape]
h102(E)	#8	16'-11 1/2"	[Shape]	s158(E)	#8	16'-5 3/4"	[Shape]
h103(E)	#8	16'-10 3/4"	[Shape]	s159(E)	#8	18'-3 1/2"	[Shape]
h104(E)	#8	16'-10"	[Shape]	s160(E)	#8	15'-0 1/4"	[Shape]
h105(E)	#8	16'-9 1/2"	[Shape]	s161(E)	#8	17'-4 3/4"	[Shape]
h106(E)	#8	16'-8 1/2"	[Shape]	s162(E)	#8	18'-2 3/4"	[Shape]
h107(E)	#8	16'-7 1/2"	[Shape]	s163(E)	#8	15'-2"	[Shape]
h108(E)	#8	16'-6 3/4"	[Shape]	s164(E)	#8	8'-2 3/4"	[Shape]
h109(E)	#8	16'-6"	[Shape]	s165(E)	#8	8'-1 1/4"	[Shape]
h110(E)	#8	16'-5 1/4"	[Shape]	s166(E)	#8	8'-0"	[Shape]
h111(E)	#8	16'-4 1/2"	[Shape]	s167(E)	#8	7'-10 3/4"	[Shape]
h112(E)	#8	16'-3 1/2"	[Shape]	s168(E)	#8	7'-9 1/2"	[Shape]
h113(E)	#8	16'-2 3/4"	[Shape]	s169(E)	#8	7'-8 1/4"	[Shape]
h114(E)	#8	16'-2"	[Shape]	s170(E)	#8	7'-7 1/2"	[Shape]
h115(E)	#8	16'-1 1/2"	[Shape]	s171(E)	#8	7'-5 3/4"	[Shape]
h116(E)	#8	16'-0 1/2"	[Shape]	s172(E)	#8	7'-5 1/4"	[Shape]
h117(E)	#8	15'-11 3/4"	[Shape]	s173(E)	#8	7'-4 1/2"	[Shape]
h118(E)	#8	15'-10 3/4"	[Shape]	s174(E)	#8	7'-3 3/4"	[Shape]
h119(E)	#8	15'-10"	[Shape]	s175(E)	#8	7'-3 1/4"	[Shape]
h120(E)	#8	15'-9 1/2"	[Shape]	s176(E)	#8	7'-3 3/4"	[Shape]
h121(E)	#8	15'-8 1/2"	[Shape]	s177(E)	#8	7'-2 3/4"	[Shape]
h122(E)	#8	15'-7 3/4"	[Shape]	s178(E)	#8	7'-2 1/2"	[Shape]
h123(E)	#8	15'-6 3/4"	[Shape]	s179(E)	#8	7'-2 1/4"	[Shape]
h124(E)	#8	15'-6"	[Shape]	s180(E)	#8	7'-2"	[Shape]
h125(E)	#8	15'-5 1/4"	[Shape]	s181(E)	#8	9'-2 1/2"	[Shape]
h126(E)	#8	15'-4 1/2"	[Shape]	s182(E)	#8	14'-2 1/4"	[Shape]
h127(E)	#8	15'-3 3/4"	[Shape]	s183(E)	#8	15'-2"	[Shape]
h128(E)	#8	15'-3"	[Shape]	s184(E)	#8	18'-7 3/4"	[Shape]
h129(E)	#8	15'-2"	[Shape]	s185(E)	#8	14'-8 1/4"	[Shape]
h130(E)	#8	15'-1 1/4"	[Shape]	s186(E)	#8	14'-2 1/4"	[Shape]
h131(E)	#8	15'-0 1/2"	[Shape]	s187(E)	#8	14'-2 1/4"	[Shape]
h132(E)	#8	14'-11 3/4"	[Shape]	s188(E)	#8	13'-11 1/2"	[Shape]
h133(E)	#8	14'-11"	[Shape]	s189(E)	#8	7'-4"	[Shape]
h134(E)	#8	14'-10 1/4"	[Shape]	t100(E)	#8	11'-4"	[Shape]
h135(E)	#8	14'-9 1/2"	[Shape]	v100(E)	#10	20'-1"	[Shape]
h136(E)	#8	14'-8 1/2"	[Shape]	v101(E)	#10	22'-0"	[Shape]
h137(E)	#8	14'-7 3/4"	[Shape]	v102(E)	#10	19'-5"	[Shape]
h138(E)	#8	14'-7"	[Shape]	v103(E)	#10	20'-2"	[Shape]
h139(E)	#8	14'-6 1/2"	[Shape]	w100(E)	#8	26'-1"	[Shape]
h140(E)	#8	14'-5 1/2"	[Shape]				
h141(E)	#8	14'-4 1/2"	[Shape]				
h142(E)	#8	12'-2"	[Shape]				
h143(E)	#8	24'-6"	[Shape]				
h144(E)	#8	25'-9"	[Shape]				
h145(E)	#8	27'-0"	[Shape]				
h146(E)	#8	13'-11"	[Shape]				
h147(E)	#8	18'-2"	[Shape]				
h148(E)	#8	19'-10"	[Shape]				
h149(E)	#8	22'-0"	[Shape]				
h150(E)	#8	11'-5"	[Shape]				
h151(E)	#8	11'-5"	[Shape]				
h152(E)	#8	11'-5"	[Shape]				
n100(E)	#6	5'-8"	[Shape]				
n101(E)	#10	12'-8"	[Shape]				
s100(E)	#6	10'-9 1/2"	[Shape]				
s143(E)	#8	12'-9 1/4"	[Shape]				
s144(E)	#8	12'-10"	[Shape]				
s145(E)	#8	13'-0"	[Shape]				
s146(E)	#8	13'-3"	[Shape]				
s147(E)	#8	13'-7 1/4"	[Shape]				
s148(E)	#8	14'-0 1/4"	[Shape]				
s149(E)	#8	14'-6 3/4"	[Shape]				
s150(E)	#8	15'-2"	[Shape]				
s151(E)	#8	15'-2"	[Shape]				
s152(E)	#8	15'-2"	[Shape]				
s153(E)	#8	15'-2"	[Shape]				
s154(E)	#8	15'-2"	[Shape]				
s155(E)	#8	15'-2"	[Shape]				
s156(E)	#8	15'-2"	[Shape]				
s157(E)	#8	15'-2"	[Shape]				
s158(E)	#8	15'-2"	[Shape]				
s159(E)	#8	15'-2"	[Shape]				
s160(E)	#8	15'-2"	[Shape]				
s161(E)	#8	15'-2"	[Shape]				
s162(E)	#8	15'-2"	[Shape]				
s163(E)	#8	15'-2"	[Shape]				
s164(E)	#8	15'-2"	[Shape]				
s165(E)	#8	15'-2"	[Shape]				
s166(E)	#8	15'-2"	[Shape]				
s167(E)	#8	15'-2"	[Shape]				
s168(E)	#8	15'-2"	[Shape]				
s169(E)	#8	15'-2"	[Shape]				
s170(E)	#8	15'-2"	[Shape]				
s171(E)	#8	15'-2"	[Shape]				
s172(E)	#8	15'-2"	[Shape]				
s173(E)	#8	15'-2"	[Shape]				
s174(E)	#8	15'-2"	[Shape]				
s175(E)	#8	15'-2"	[Shape]				
s176(E)	#8	15'-2"	[Shape]				
s177(E)	#8	15'-2"	[Shape]				
s178(E)	#8	15'-2"	[Shape]				
s179(E)	#8	15'-2"	[Shape]				
s180(E)	#8	15'-2"	[Shape]				
t100(E)	#8	11'-4"	[Shape]				
v100(E)	#10	20'-1"	[Shape]				
v101(E)	#10	22'-0"	[Shape]				
v102(E)	#10	19'-5"	[Shape]				
v103(E)	#10	20'-2"	[Shape]				
w100(E)	#8	26'-1"	[Shape]				

Reinforcing Sym.
about C Wilson St.
& C Pier



PARTIAL ELEVATION- SHOWING TYPICAL REINFORCEMENT



Bar	R	S
h143(E)	23'-7"	24'-6"
h144(E)	24'-5"	25'-9"
h145(E)	25'-1"	27'-0"

BAR s143(E) thru s163(E)

Bar	D	E	F	G	H	J
s143(E)	2'-4 1/2"	1'-11 1/4"	1'-11"	1'-6 3/4"	3'-7 3/4"	10 1/4"
s144(E)	2'-4 1/2"	1'-11 3/4"	1'-11"	1'-6 3/4"	3'-8 1/4"	10 1/4"
s145(E)	2'-4 1/2"	2'-0 3/4"	1'-11"	1'-6 3/4"	3'-9 1/4"	10 1/4"
s146(E)	2'-4 1/2"	2'-2"	1'-11"	1'-6 3/4"	3'-10 3/4"	10 1/4"
s147(E)	2'-4 1/2"	2'-4"	1'-11 1/4"	1'-6 3/4"	4'-0 3/4"	10 1/4"
s148(E)	2'-4 1/2"	2'-6 1/4"	1'-11 1/2"	1'-7"	4'-3 1/4"	10 1/4"
s149(E)	2'-4 1/2"	2'-9 1/4"	1'-11 1/2"	1'-7"	4'-6 1/2"	10 1/4"
s150(E)	2'-4 1/2"	3'-0 3/4"	1'-11 3/4"	1'-7"	4'-10 1/4"	10 1/4"
s151(E)	2'-4 1/2"	3'-4 1/2"	2'-0"	1'-7 1/4"	5'-2 1/2"	10 1/4"
s152(E)	2'-4 1/2"	3'-9 1/4"	2'-0 1/2"	1'-7 1/4"	5'-7 1/4"	10 1/4"
s153(E)	2'-5 1/2"	1'-2 1/2"	2'-0 3/4"	1'-7 3/4"	3'-1"	10 1/4"
s154(E)	2'-5 1/2"	1'-8 1/4"	2'-1 1/4"	1'-7 3/4"	3'-7 1/4"	10 1/4"
s155(E)	2'-5 1/2"	2'-2 1/2"	2'-1 3/4"	1'-8"	4'-2"	10"
s156(E)	2'-5 1/2"	2'-9 1/2"	2'-2 1/2"	1'-8 1/4"	4'-10"	10"
s157(E)	2'-5 3/4"	2'-5 3/4"	2'-3 1/4"	1'-8 1/2"	4'-7"	10"
s158(E)	2'-5 3/4"	3'-2 1/4"	2'-4"	1'-8 1/2"	5'-4 1/2"	10"
s159(E)	2'-5 3/4"	4'-0"	2'-5 1/4"	1'-9"	6'-3 1/2"	10"
s160(E)	2'-7"	2'-1 1/2"	2'-7"	1'-9 3/4"	4'-7"	10"
s161(E)	2'-7"	3'-1 1/4"	2'-8 3/4"	1'-10"	5'-9"	9 3/4"
s162(E)	2'-7 1/4"	3'-3 3/4"	2'-11 1/2"	1'-10 1/2"	6'-1 3/4"	9 3/4"
s163(E)	2'-8 1/2"	1'-5 1/2"	3'-2 1/4"	1'-11 1/4"	4'-6 1/2"	9 3/4"

Bar Size	Min. Lap
#6	2'-0"
#6*	2'-10"
#8*	6'-4"
#10	5'-10"

* Couple Stage I reinforcement at Top of Stem to Stage II reinforcement with Bar Couplers.
** Place in Pairs
*** Lap with h150(E) or h151(E) or h152(E).

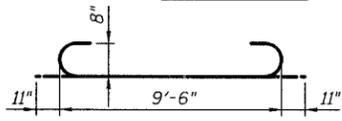
BAR s182(E) thru s188(E)

Bar	K	L	M	N
s182(E)	3'-1 1/2"	3'-2 1/2"	1 3/4"	3'-2 1/2"
s183(E)	2'-11 1/4"	3'-10 1/2"	2 1/4"	3'-10 1/2"
s184(E)	2'-8 1/2"	5'-9 3/4"	3 1/4"	5'-9 3/4"
s185(E)	2'-8 1/2"	3'-10 1/2"	2 1/4"	3'-10 1/2"
s186(E)	2'-5 1/2"	3'-10 1/2"	2 1/4"	3'-10 1/2"
s187(E)	2'-5 1/2"	3'-10 1/2"	2 1/4"	3'-10 1/2"
s188(E)	2'-4"	3'-10 1/2"	2 1/4"	3'-10 1/2"

BAR h150(E) thru 152(E)

Bar	R
h150(E)	23'-7"
h151(E)	24'-5"
h152(E)	25'-1"

BAR t100(E)



BAR s164(E) thru 180(E)

Bar	A
s164(E)	5'-6 3/4"
s165(E)	5'-5 1/4"
s166(E)	5'-4"
s167(E)	5'-2 3/4"
s168(E)	5'-1 1/2"
s169(E)	5'-0 1/4"
s170(E)	4'-11 1/2"
s171(E)	4'-10 1/2"
s172(E)	4'-9 3/4"
s173(E)	4'-9 1/4"
s174(E)	4'-8 1/2"
s175(E)	4'-7 3/4"
s176(E)	4'-7 1/4"
s177(E)	4'-6 3/4"
s178(E)	4'-6 1/2"
s179(E)	4'-6 1/4"
s180(E)	4'-6"

BAR h101(E) thru h141(E)

Bar	B	C	Bar	B	C
h101(E)	2'-9 3/4"	1'-11 3/4"	h123(E)	2'-1"	1'-5 3/4"
h102(E)	2'-9 1/4"	1'-11 1/2"	h124(E)	2'-0 1/2"	1'-5 1/4"
h103(E)	2'-8 3/4"	1'-11 1/4"	h125(E)	2'-0 1/4"	1'-5"
h104(E)	2'-8 1/2"	1'-11"	h126(E)	1'-11 3/4"	1'-4 3/4"
h105(E)	2'-8"	1'-10 3/4"	h127(E)	1'-11 1/4"	1'-4 1/2"
h106(E)	2'-7 3/4"	1'-10 1/4"	h128(E)	1'-11"	1'-4 1/4"
h107(E)	2'-7 1/4"	1'-10"	h129(E)	1'-10 1/2"	1'-4"
h108(E)	2'-7"	1'-9 3/4"	h130(E)	1'-10 1/4"	1'-3 3/4"
h109(E)	2'-6 1/2"	1'-9 1/2"	h131(E)	1'-9 3/4"	1'-3 1/2"
h110(E)	2'-6"	1'-9 1/4"	h132(E)	1'-9 1/4"	1'-3"
h111(E)	2'-5 3/4"	1'-9"	h133(E)	1'-9"	1'-2 3/4"
h112(E)	2'-5 1/4"	1'-8 3/4"	h134(E)	1'-8 1/2"	1'-2 1/2"
h113(E)	2'-5"	1'-8 1/2"	h135(E)	1'-8 1/4"	1'-2 1/4"
h114(E)	2'-4 1/2"	1'-8 1/4"	h136(E)	1'-7 3/4"	1'-2"
h115(E)	2'-4"	1'-8"	h137(E)	1'-7 1/2"	1'-1 3/4"
h116(E)	2'-3 3/4"	1'-7 3/4"	h138(E)	1'-7"	1'-1 1/2"
h117(E)	2'-3 1/4"	1'-7 1/4"	h139(E)	1'-6 1/2"	1'-1 1/4"
h118(E)	2'-3"	1'-7"	h140(E)	1'-6 1/4"	1'-1 1/4"
h119(E)	2'-2 1/2"	1'-6 3/4"	h141(E)	1'-5 3/4"	1'-1 1/2"
h120(E)	2'-2 1/4"	1'-6 1/2"			
h121(E)	2'-1 3/4"	1'-6 1/4"			
h122(E)	2'-1 1/4"	1'-6"			

DESIGNED - DWH
CHECKED - KSS
DRAWN - EF
CHECKED - KSS

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H.W. LOCHNER, INC., CHICAGO, ILLINOIS

NOTES

- See Sheet No. 108 for dimensions of Pier.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

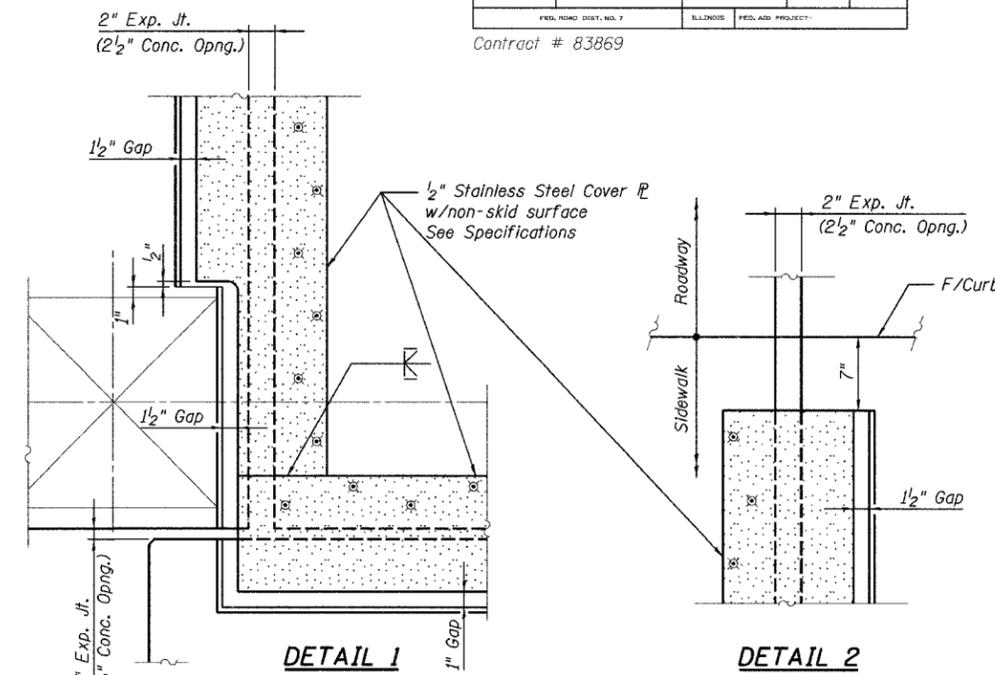
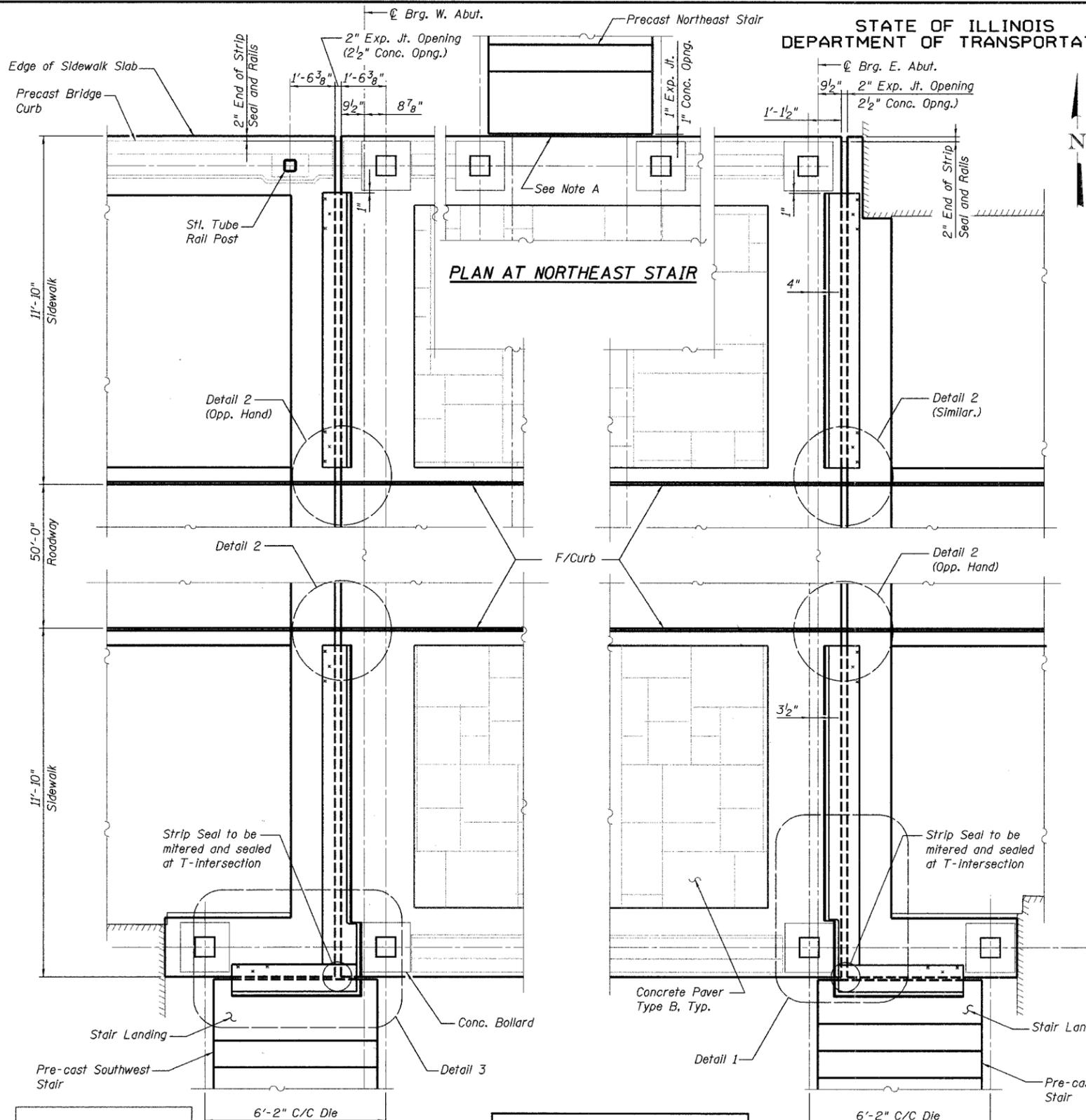
PIER DETAILS II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

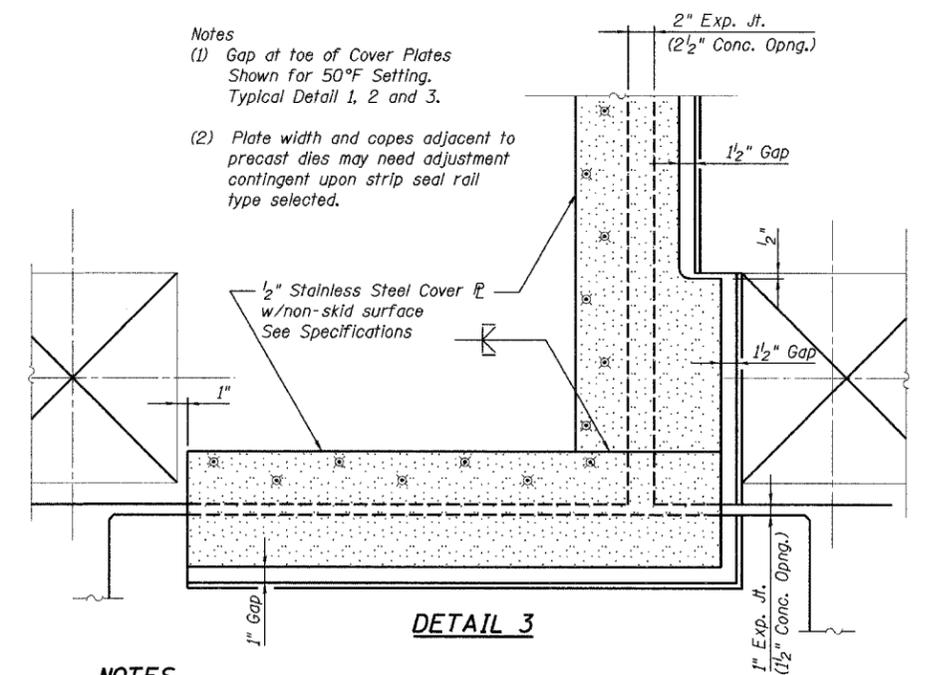
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	110
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 83869

SHEET NO. S39
of S52 SHEETS



Notes
(1) Gap at toe of Cover Plates Shown for 50°F Setting. Typical Detail 1, 2 and 3.
(2) Plate width and copes adjacent to precast dies may need adjustment contingent upon strip seal rail type selected.



- NOTES**
1. For Architectural Precast Stairs See Arch.
 2. Coordinate exp. jt. embeds w/Arch. Precast Stair, Southeast and Southwest.
 3. For Precast Die and Bridge Rail See Sheet No.83

EXPANSION JOINT DETAILS I
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

DESIGNED - GWS
CHECKED - DWH
DRAWN - EF
CHECKED - DWH

Note A. Install neoprene sponge joint for 1" nominal opening. Cost is incidental to Strip Seal Expansion Joint (Special)

9/14/2006 6:07:58 PM
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S40
FAU 1441	00-00059-00-BR	KANE	154	111	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

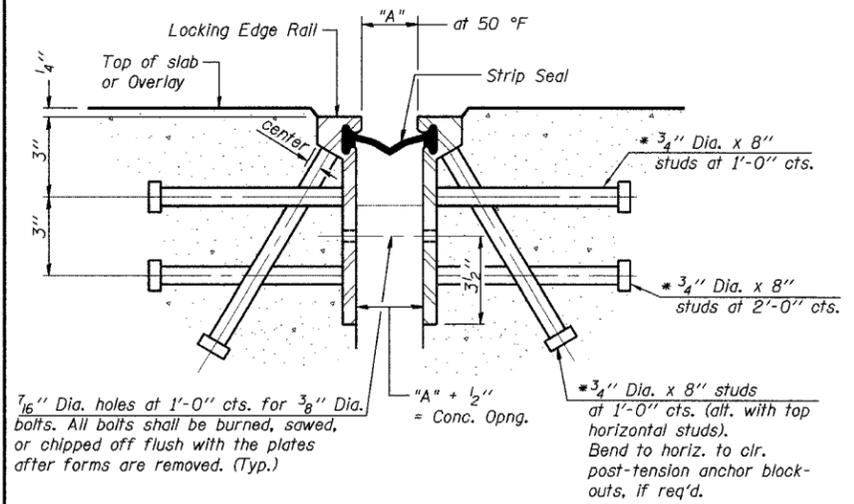
Contract # 83869

GENERAL NOTES

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.
Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
The manufacturer's recommended installation methods shall be followed.

BILL OF MATERIAL

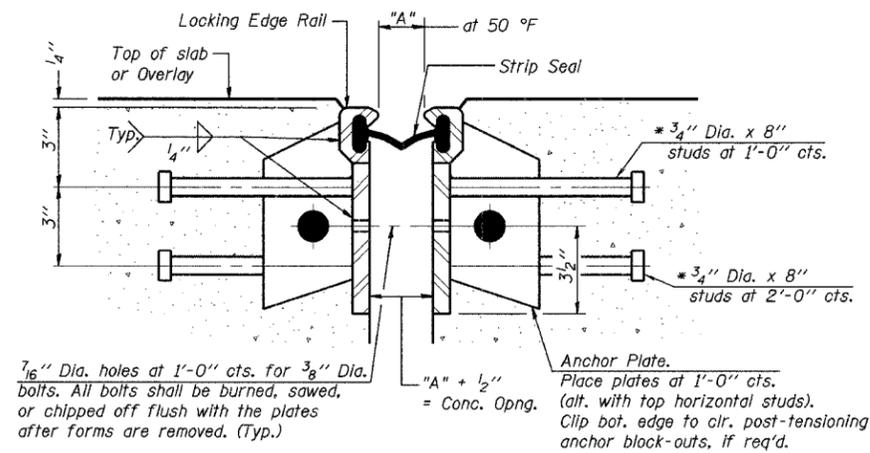
Item	Unit	Total
Strip Seal Expansion Joint (Special)	Foot	159



SECTION THRU ROLLED RAIL EXP. JOINT

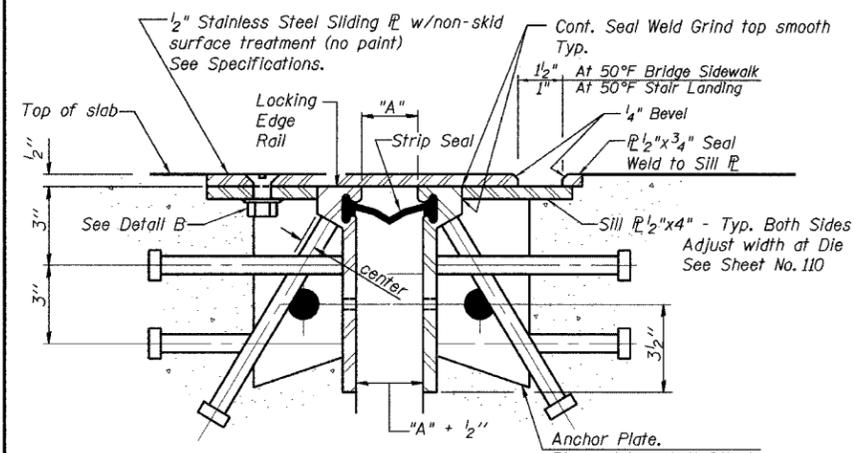
(600 Studs Required)

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



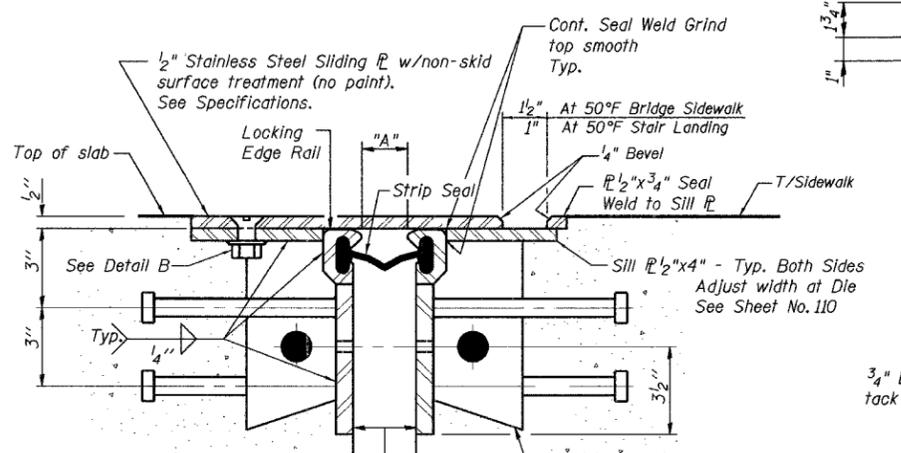
SECTION THRU WELDED RAIL EXP. JOINT

(360 Studs Required)
(240 Anchor Plates Required)



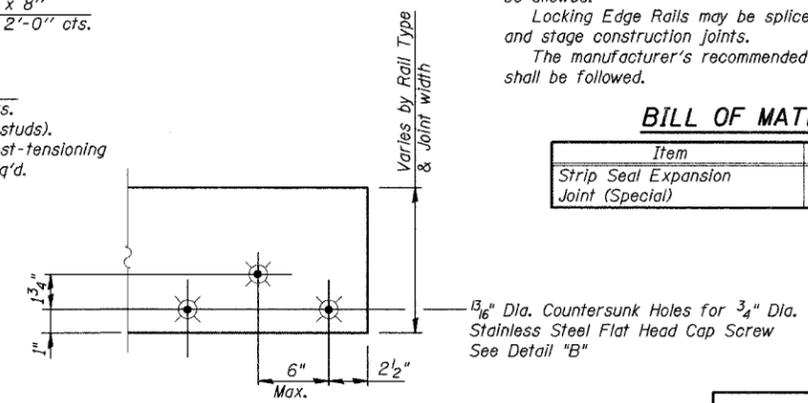
"A" = 2" at 50°F (Bridge Deck)
"A" = 1" at 50°F (Stairs)

Note: See Section above for notes not shown.

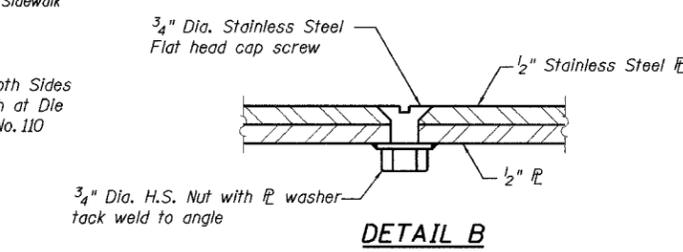


"A" = 2" at 50°F (Bridge Deck)
"A" = 1" at 50°F (Stairs)

Note: See Section above for notes not shown.



DETAIL SLIDING PLATE

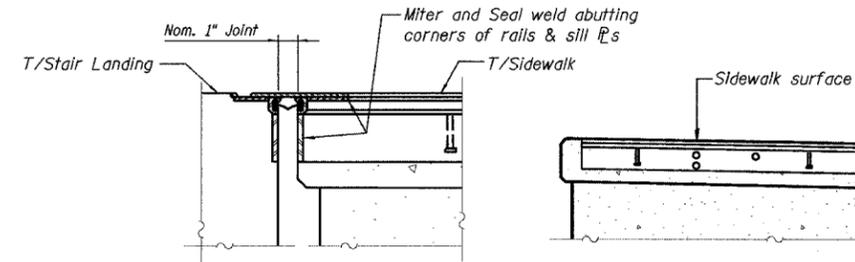


DETAIL B

Location	Required Strip Seal rated movement	"A"
E. Abut.	1"	2"
W. Abut.	2"	2"
Stair	Nom.	1"

SECTION THRU ROLLED RAIL EXP. JOINT W/COVER PLATE

(272 Studs Required)
(108 Anchor Plates Required)



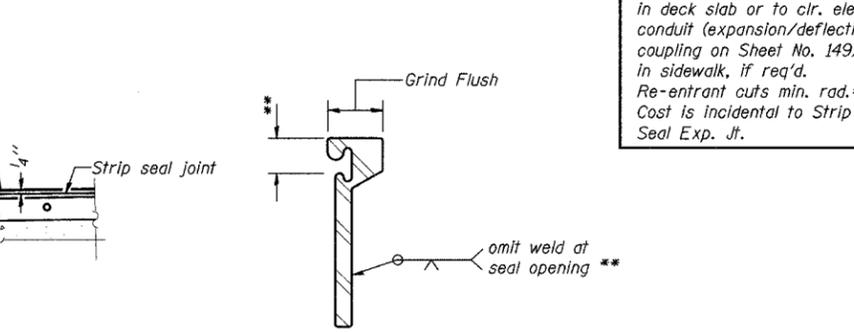
AT STAIR LANDING

AT SIDEWALK

TYPICAL END TREATMENTS

SECTION THRU WELDED RAIL EXP. JOINT W/COVER PLATE

(164 Studs Required)
(108 Anchor Plates Required)



LOCKING EDGE RAIL SPLICE

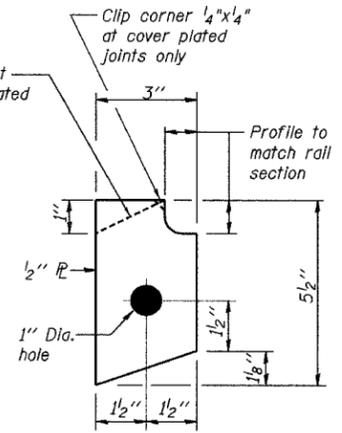
The inside of the locking edge rail groove shall be free of weld residue.

Cope bot. of rail to clr. each post-tension anchor block-out in deck slab or to clr. electrical conduit (expansion/deflection coupling on Sheet No. 149) in sidewalk, if req'd. Re-entrant cuts min. rad. = 1/2". Cost is incidental to Strip Seal Exp. Jt.

ROLLED (EXTRUDED) RAIL WELDED RAIL LOCKING EDGE RAILS

NOTE

After fabrication all surfaces of the steel plates and shapes shall be given one shop coat of paint specified per Special Provision "Cleaning and Painting New Metal Structures" (except stainless steel). No field painting required.



ANCHOR PLATE

(for welded rail or rolled rail with sidewalk cover plate see Sections)

**EXPANSION JOINT DETAILS II
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051**

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

DESIGNED - GWS
CHECKED - DWH
DRAWN - EF
CHECKED - DWH

9/14/2006 10:54 PM
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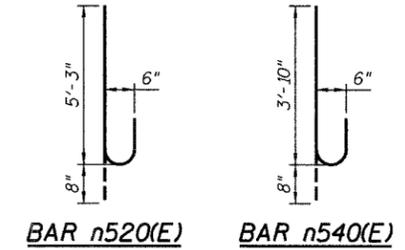
Contract # 83869

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n520(E)	20	#4	4'-4"	—
h540(E)	40	#4	14'-2"	—
n520(E)	24	#6	5'-11"	—
n540(E)	60	#6	4'-6"	—
t520(E)	12	#6	6'-3"	—
t540(E)	30	#6	6'-3"	—
v540(E)	60	#6	8'-7"	—
w520(E)	14	#4	4'-4"	—
w540(E)	14	#4	14'-2"	—
Concrete Structures			Cu. Yd.	15.2
Reinforcement Bars, Epoxy Coated			Pound	2400
Structure Excavation			Cu. Yd.	88
Rock Excavation for Structures			Cu. Yd.	7

Typ. Lap Splice	
Bar Size	Min. Lap
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#7	3'-5"
#8	4'-6"

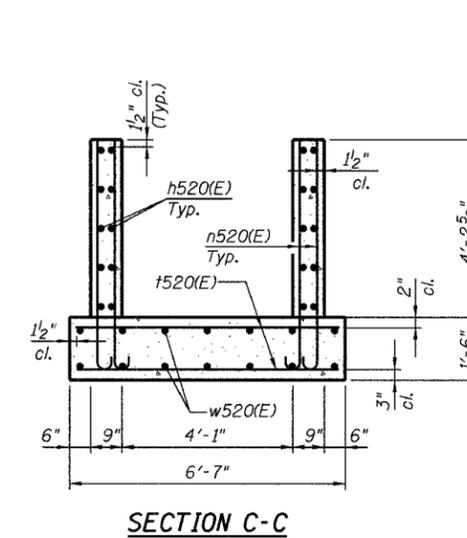
* Top Horizontal Bar



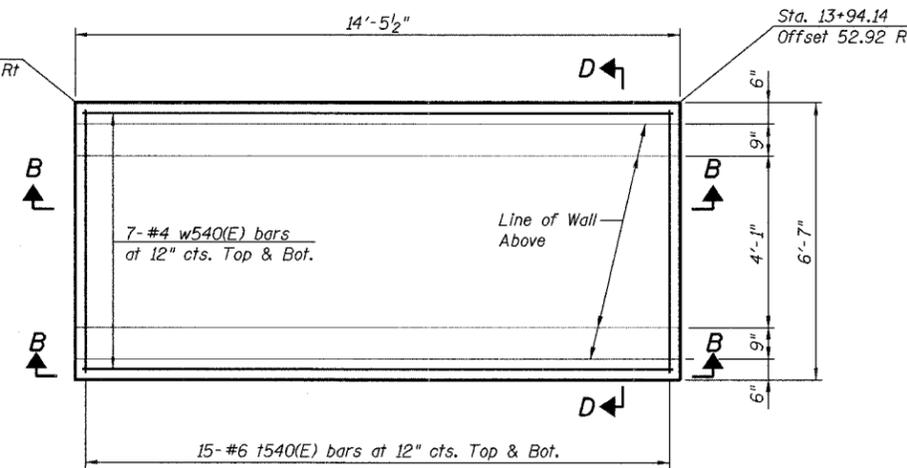
NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Refer to Architectural sheets for stair details.
3. Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
4. See specifications for information regarding protection of existing buildings and structures.

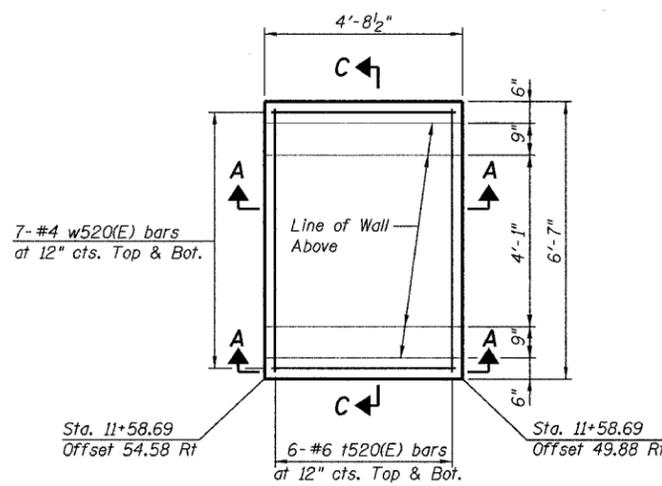
STAIR FOUNDATIONS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051



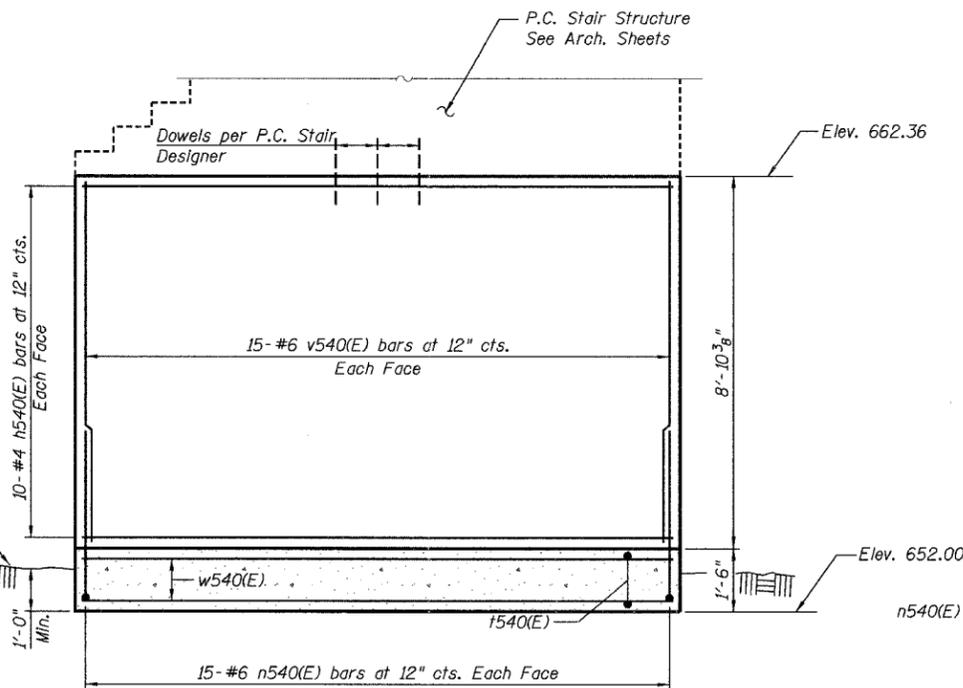
SECTION C-C



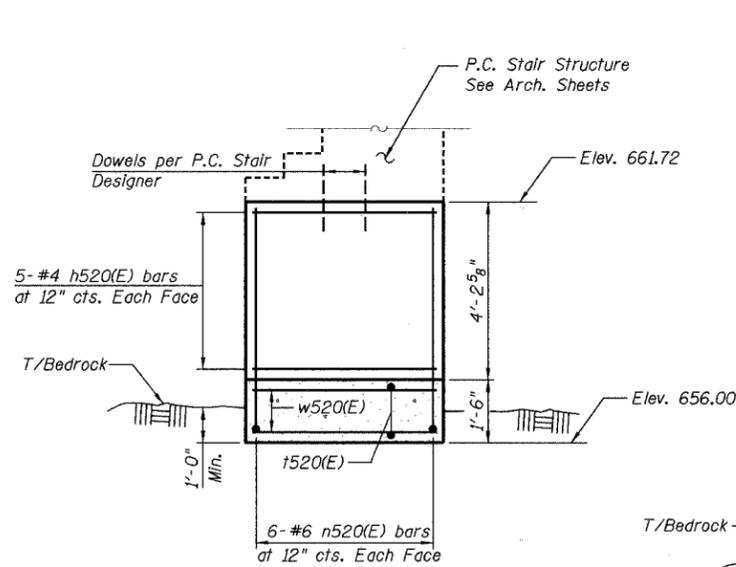
PLAN - SE STAIR FOUNDATION



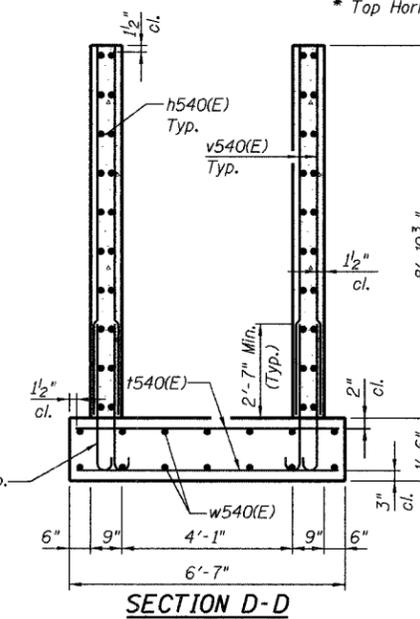
PLAN - SW STAIR FOUNDATION



SECTION B-B



SECTION A-A



SECTION D-D

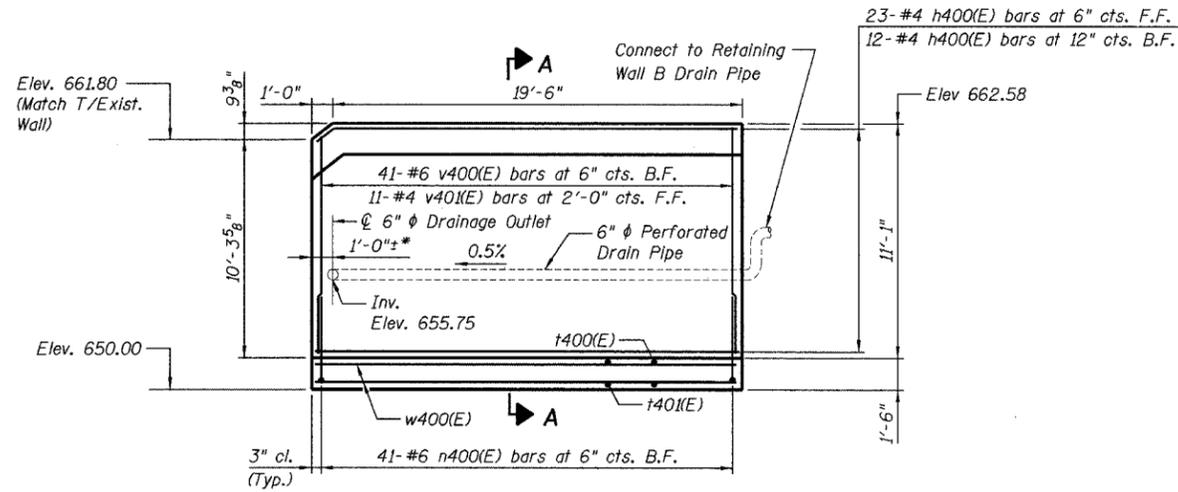
DESIGNED -	BJN
CHECKED -	DWH
DRAWN -	BJN/EF
CHECKED -	DWH

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

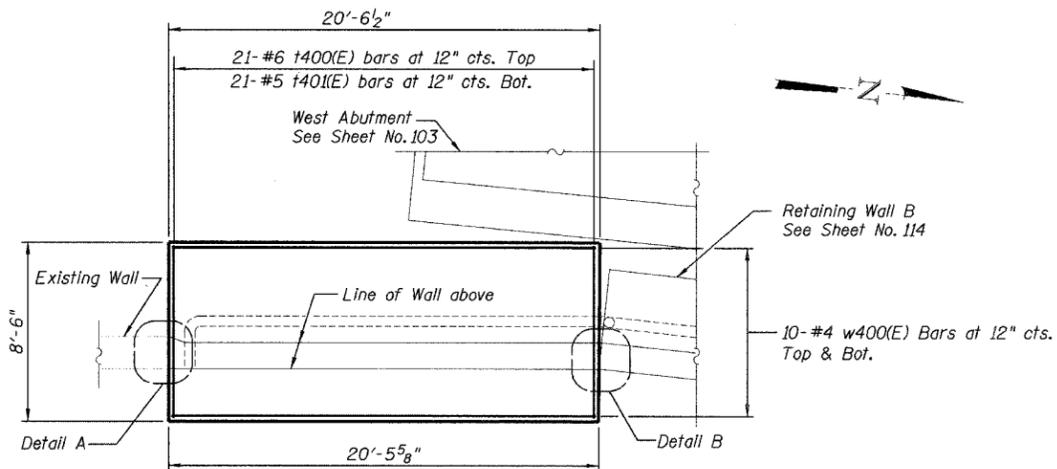
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S42
FAU 1441	00-00059-00-BR	KANE	154	113	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869



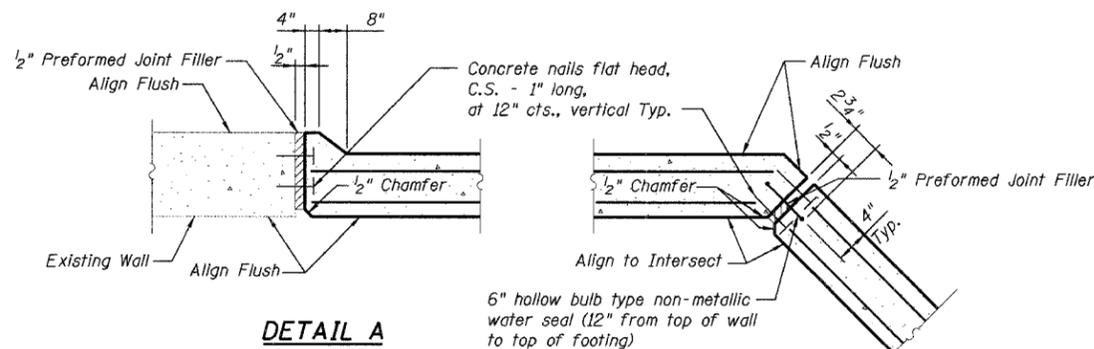
ELEVATION
(Looking West)
* Space outlet to miss reinforcing steel.



PLAN

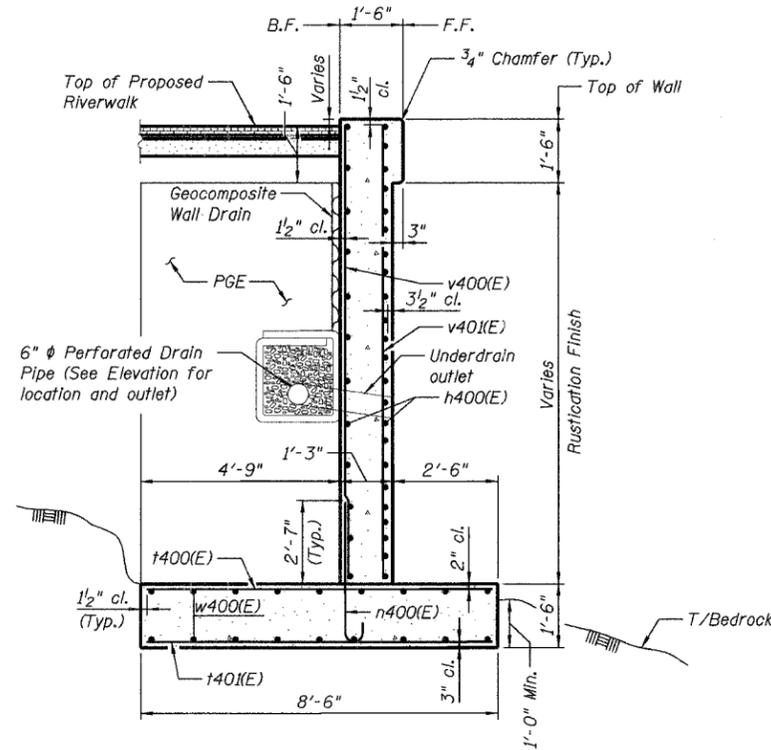
Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5*	3'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar

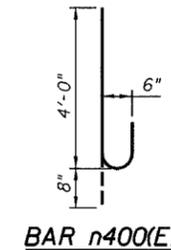


DETAIL A

DETAIL B



SECTION A-A



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h400(E)	35	#4	20'-0"	—
n400(E)	41	#6	4'-8"	U
t400(E)	21	#6	8'-3"	—
t40(E)	21	#5	8'-3"	—
v400(E)	41	#6	10'-10"	—
v40(E)	11	#4	10'-10"	—
w400(E)	20	#4	20'-0"	—
Concrete Structures		Cu. Yd.	20.5	
Reinforcement Bars, Epoxy Coated		Pound	2210	
Porous Granular Embankment		Cu. Yd.	37	
Structure Excavation		Cu. Yd.	15	
Rock Excavation for Structures		Cu. Yd.	17	
Pipe Underdrains for Structures 6"		Foot	26	
Type I Rustication Finish (Special)		Sq. Yd.	197	
Geocomposite Wall Drain		Sq. Ft.	12	

NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. F.F. denotes Front Face
B.F. denotes Back Face
3. Cut v400(E) Bars to fit wall height at south end.
4. Bend h400(E) Bars to fit wall height at south end.
5. Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
6. See Arch. Plans for Detail of Rustication Finish, Type I.
7. See Sheet No.76 for demolition of existing masonry wall.
8. See specifications for information regarding protection of existing buildings and structures.

RETAINING WALL A
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

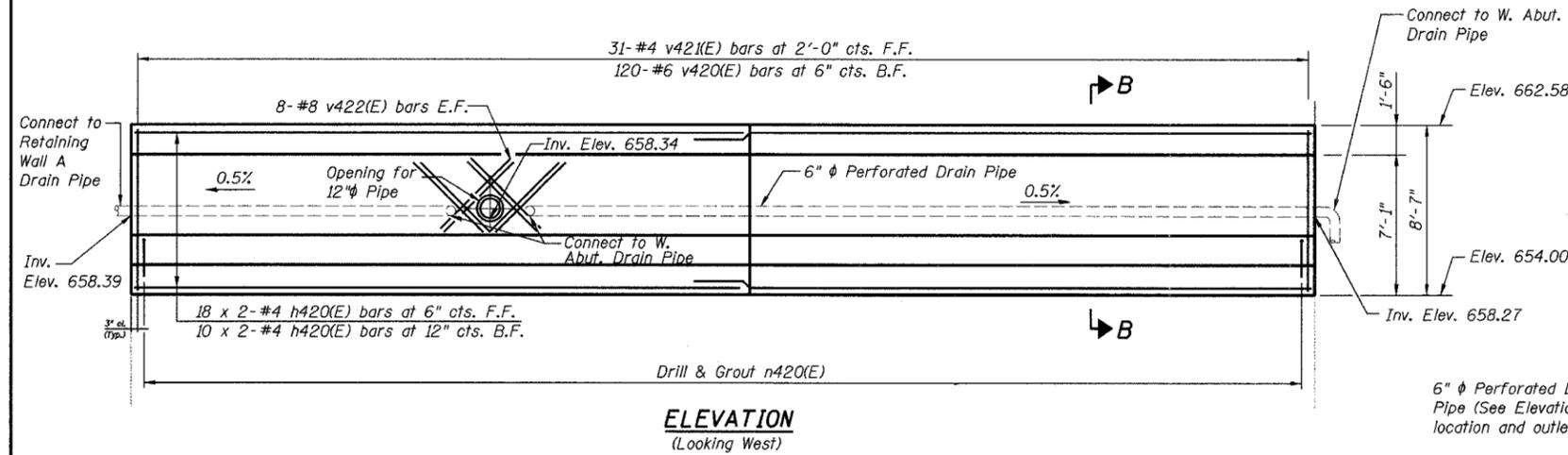
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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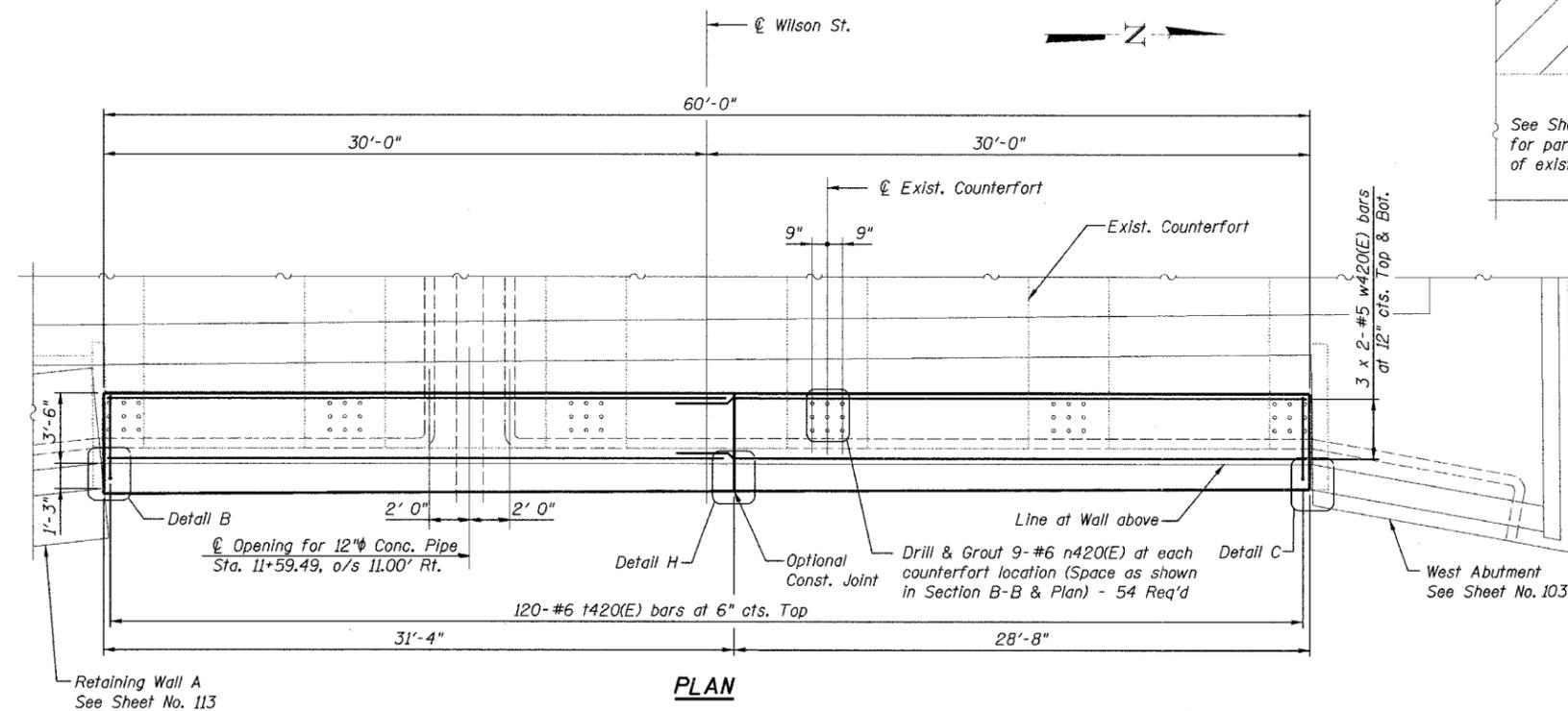
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 543
FAU 1441	00-00059-00-BR	KANE	154	114	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

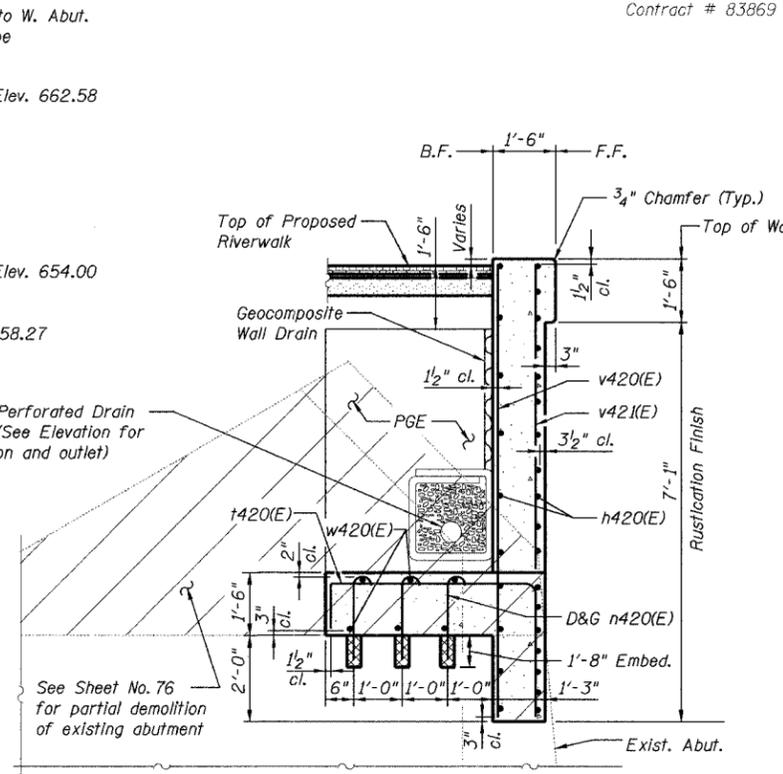
Contract # 83869



ELEVATION
(Looking West)



PLAN



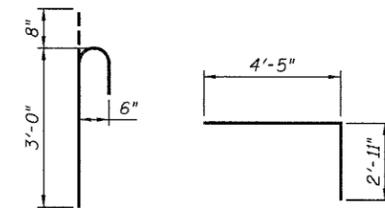
SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
t420(E)	56	#4	30'-7"	—
t420(E)	120	#6	7'-4"	—
v420(E)	120	#6	8'-2"	—
v42(E)	31	#4	4'-10"	—
v422(E)	16	#8	5'-4"	—
w420(E)	12	#5	30'-10"	—
Concrete Structures		Cu. Yd.	36.4	
Reinforcement Bars, Epoxy Coated		Pound	4660	
Porous Granular Embankment		Cu. Yd.	32	
Pipe Underdrains for Structures 6"		Foot	65	
Type I Rustication Finish (Special)		Sq. Ft.	425	
Geocomposite Wall Drain		Sq. Yd.	16	
Drill and Grout Dowel Bars		Each	54	

DOWEL SCHEDULE

Bar	No.	Size	Length	Shape
n420(E)	54	#6	3'-8"	—

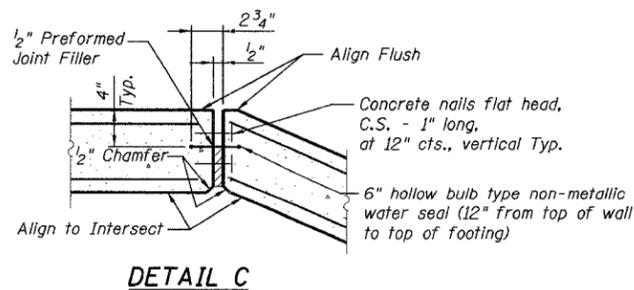


D&G BAR n420(E)

BAR t420(E)

NOTES

- Reinforcement bars designated (E) shall be epoxy coated.
- F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face
- Cut h420(E), v420(E), and v42(E) bars to fit circular opening for 12" diameter pipe.
- For Detail B see Sheet No. 113
- For Detail H see Sheet No. 118
- Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
- See Arch. Plans for Detail of Rustication Finish, Type I.
- See Specifications for information regarding protection of existing buildings and structures.



DETAIL C

Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar

DESIGNED	- DWH
CHECKED	- BJN
DRAWN	- BJN/EF
CHECKED	- JSD

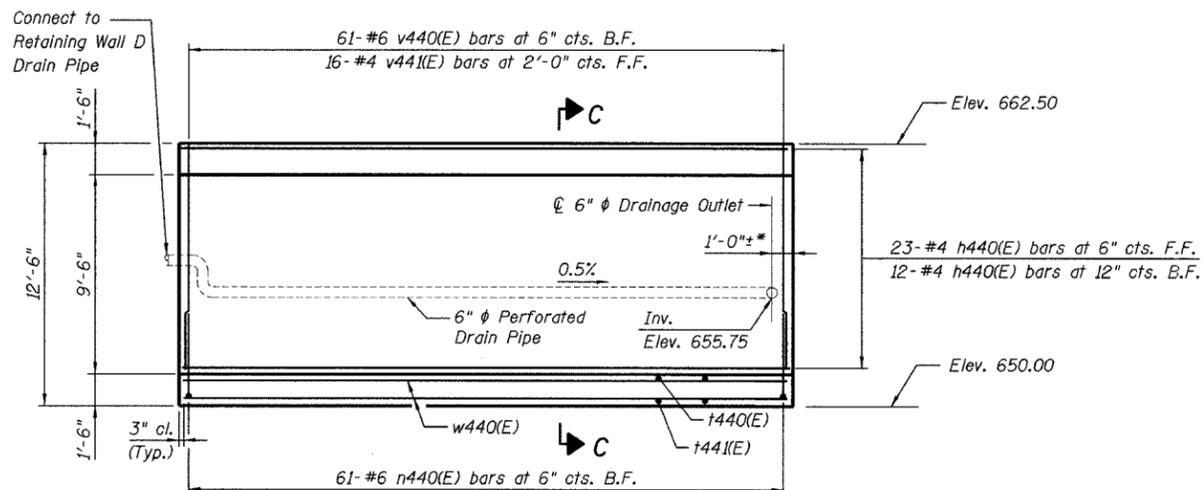
RETAINING WALL B
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

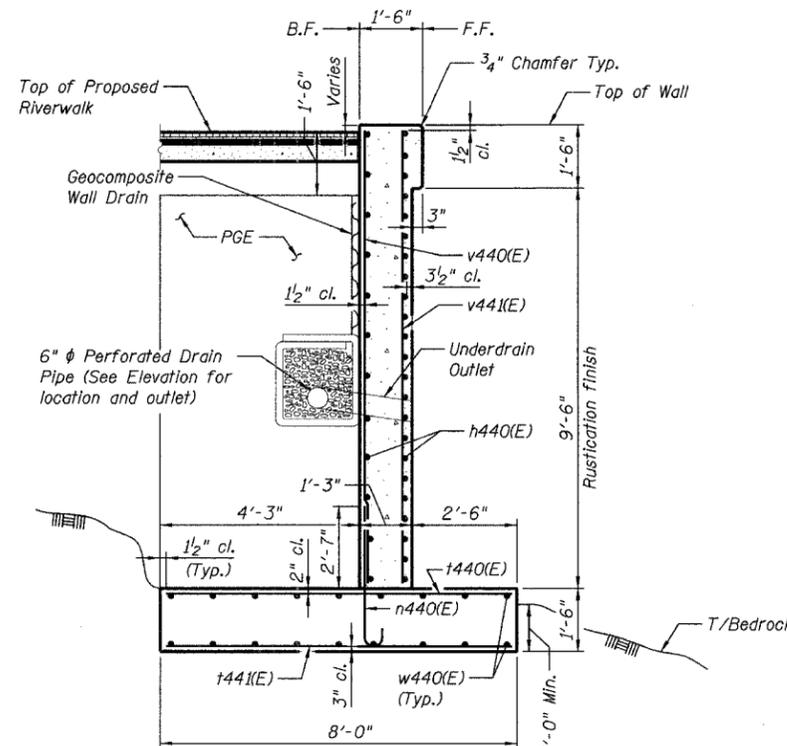
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 544
FAU 1441	00-00059-00-BR	KANE	154	115	of 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract # 83869

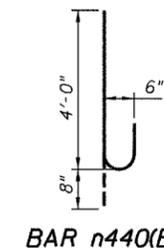


* Space outlet to miss reinforcing steel.

ELEVATION
(Looking East)



SECTION C-C



BILL OF MATERIAL

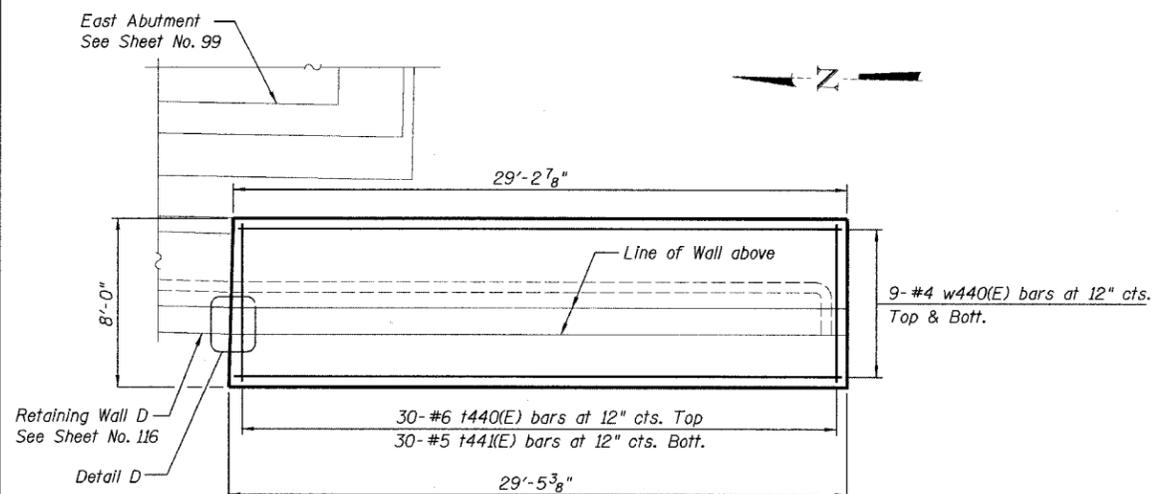
Bar	No.	Size	Length	Shape
n440(E)	35	#4	29'-0"	—
n440(E)	61	#6	4'-8"	—
t440(E)	30	#6	7'-9"	—
t441(E)	30	#5	7'-9"	—
v440(E)	61	#6	10'-9"	—
v441(E)	16	#4	10'-9"	—
w440(E)	18	#4	28'-11"	—
Concrete Structures				
Reinforcement Bars, Epoxy Coated			Cu. Yd.	28.4
Porous Granular Embankment			Pound	3150
Structure Excavation			Cu. Yd.	47
Rock Excavation for Structures			Cu. Yd.	57
Pipe Underdrains for Structures 6"			Foot	25
Type I Rustication Finish (Special)			Sq. Ft.	34
Geocomposite Wall Drain			Sq. Yd.	280
				16

Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#7	3'-5"
#8	4'-6"

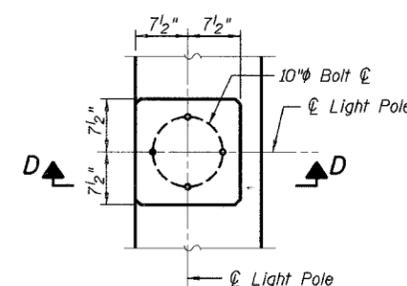
* Top Horizontal Bar

NOTES

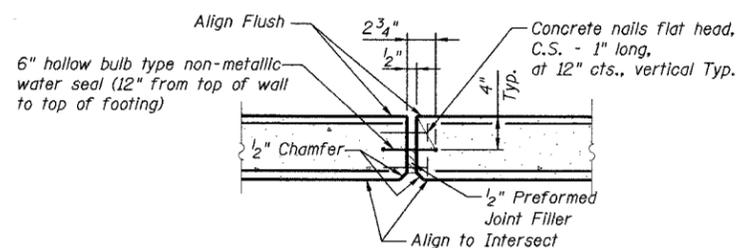
- Reinforcement bars designated (E) shall be epoxy coated.
- F.F. denotes Front Face
B.F. denotes Back Face
- Top of wall shall support Pedestrian Light Poles per Electrical Sheets. See Typical Plan at Pedestrian Light Pole and Section D-D.
- Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
- See Arch. Plans for Detail of Rustication Finish, Type 1.
- See Specifications for information regarding protection of existing buildings and structures.



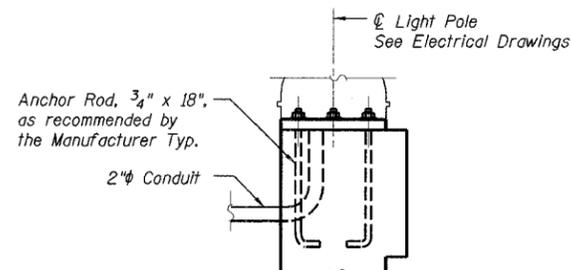
PLAN



TYPICAL PLAN AT PEDESTRIAN LIGHT POLE



DETAIL D



SECTION D-D

DESIGNED - DWH
CHECKED - BJN
DRAWN - BJN/EF
CHECKED - JSD

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

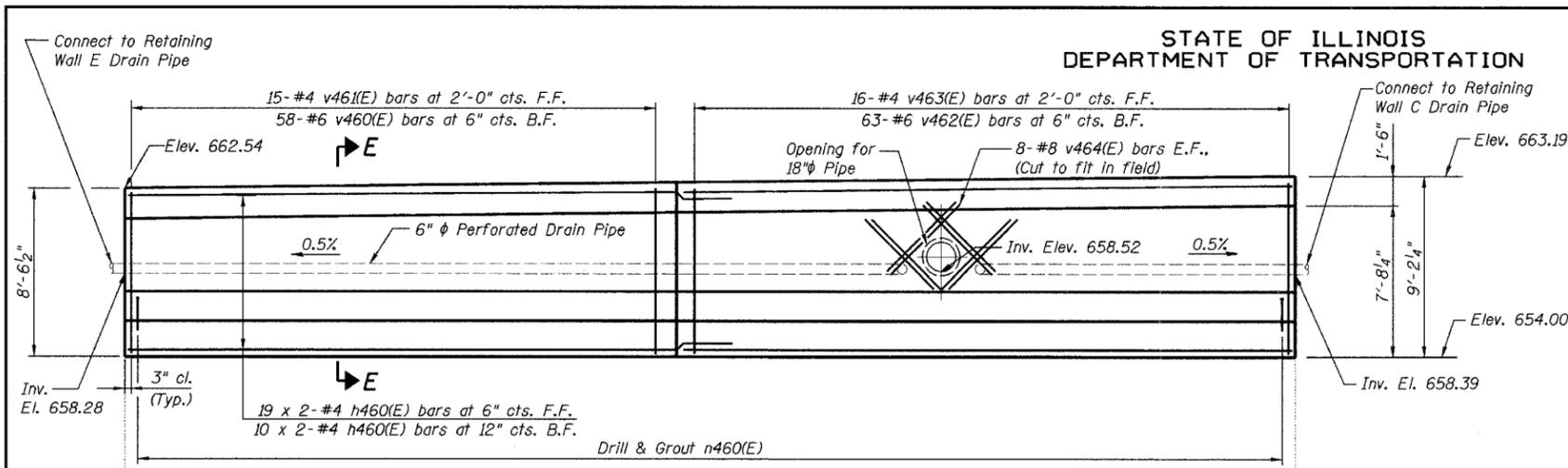
RETAINING WALL C
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

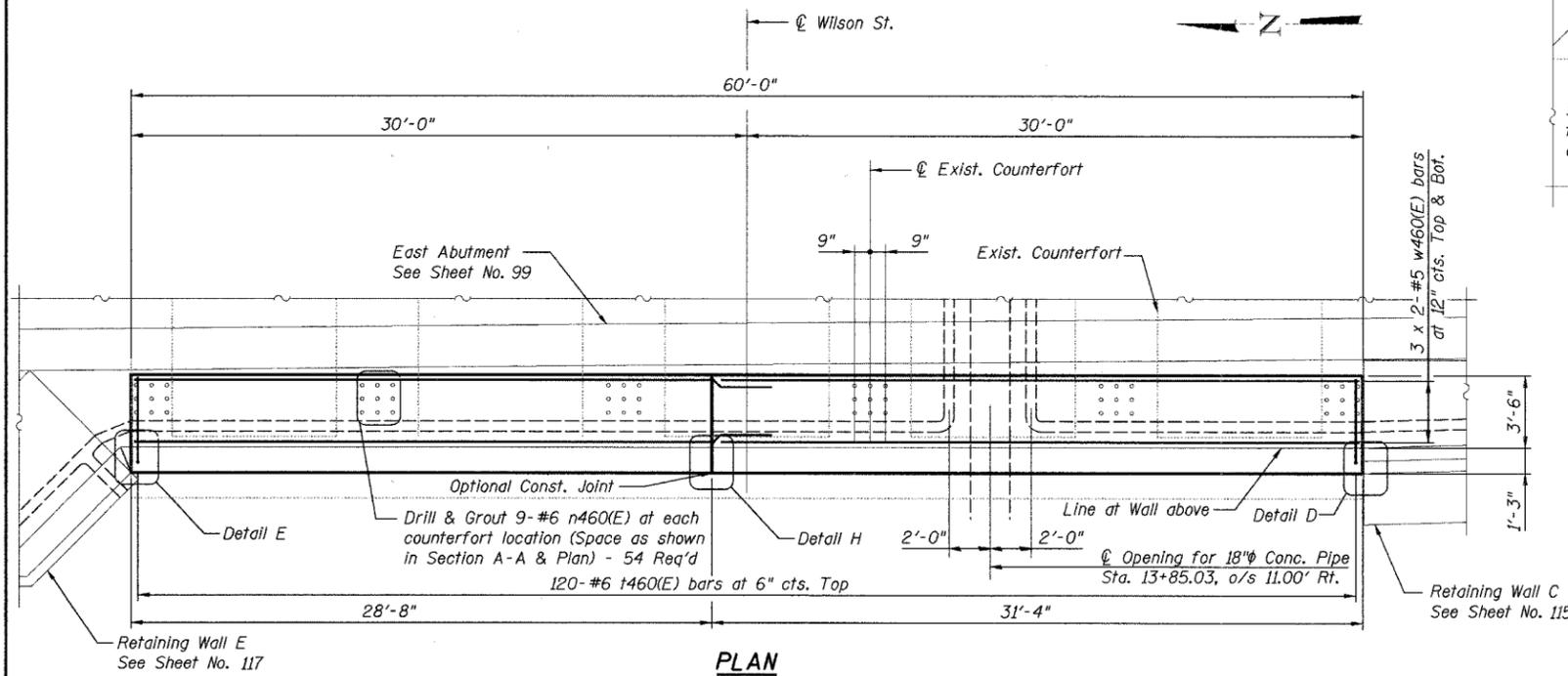
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	116
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract # 83869

SHEET NO. S45
of 552 SHEETS



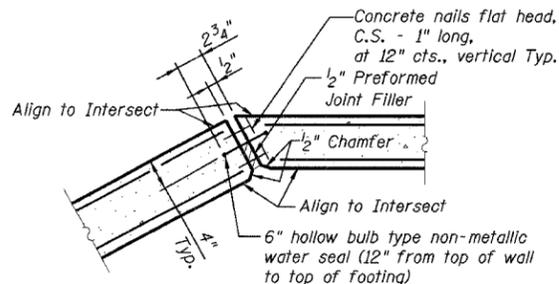
ELEVATION
(Looking East)



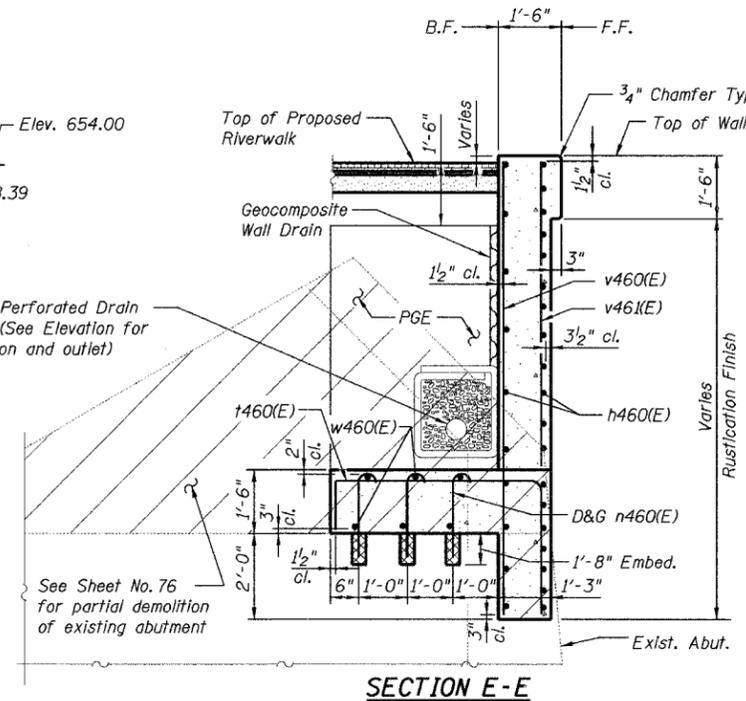
PLAN

Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar



DETAIL E



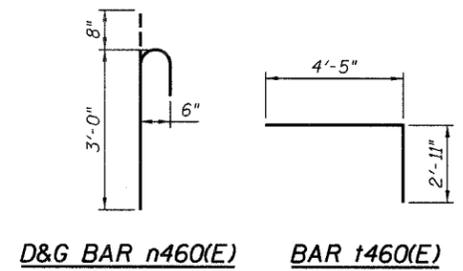
SECTION E-E

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h460(E)	58	#4	30'-7"	
t460(E)	120	#6	7'-4"	
v460(E)	58	#6	8'-2"	
v46(E)	15	#4	4'-9"	
v462(E)	63	#6	8'-6"	
v463(E)	16	#4	5'-1"	
v464(E)	16	#8	5'-4"	
w460(E)	12	#5	30'-10"	
Concrete Structures	Cu. Yd.		37.2	
Reinforcement Bars, Epoxy Coated	Pound		4740	
Porous Granular Embankment	Cu. Yd.		34	
Pipe Underdrains for Structures 6"	Foot		66	
Type I Rustication Finish (Special)	Sq. Ft.		442	
Geocomposite Wall Drain	Sq. Yd.		17	
Drill and Grout Dowel Bars	Each		54	

DOWEL SCHEDULE

Bar	No.	Size	Length	Shape
n460(E)	54	#6	3'-8"	



NOTES

- Reinforcement bars designated (E) shall be epoxy coated.
- F.F. denotes Front Face
B.F. denotes Back Face
E.F. denotes Each Face
- Cut h460(E), v460(E), and v46(E) bars to fit circular opening for 18" pipe.
- For Detail D see Sheet No. 115
- For Detail H see Sheet No. 118
- Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
- See Arch. Plans for Detail of Rustication Finish, Type 1.
- See Specifications for information regarding protection of existing buildings and structures.

RETAINING WALL D
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

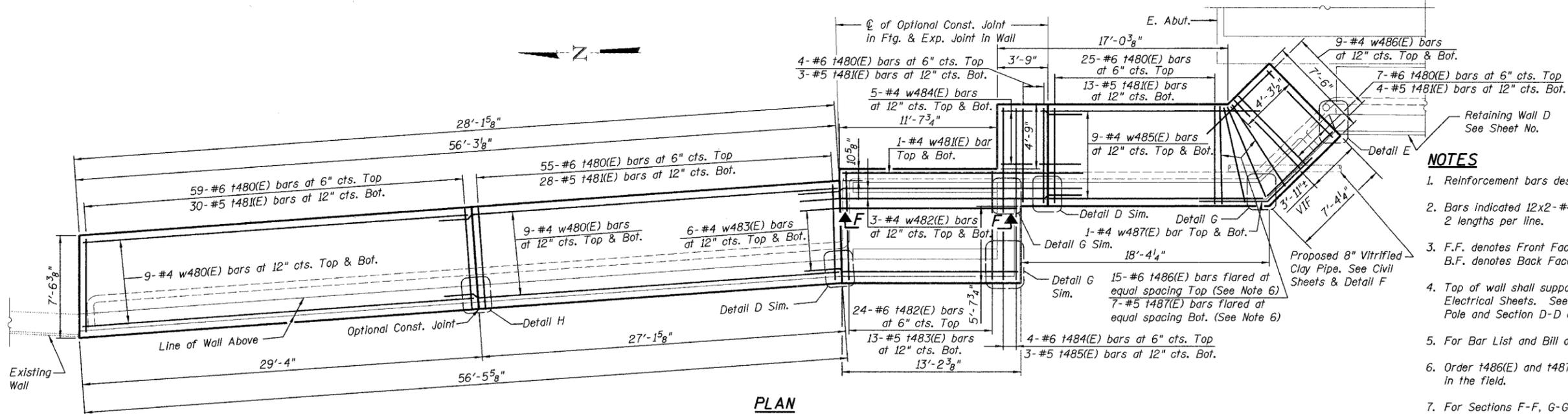
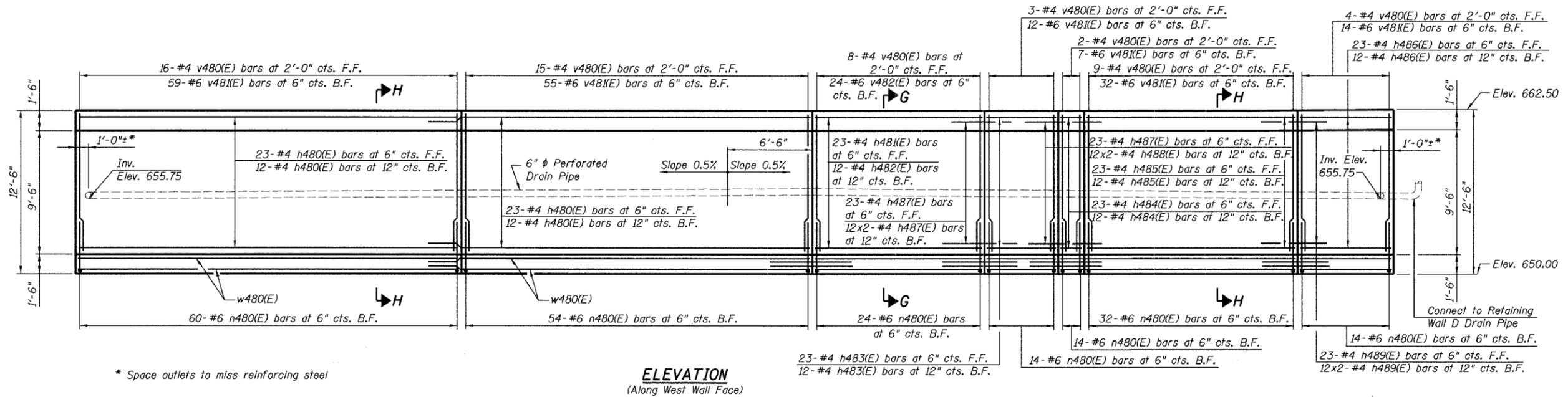
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	117
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. S46
of S52 SHEETS

Contract # 83869



NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Bars indicated 12x2-#4 etc. indicates 12 lines of bars with 2 lengths per line.
3. F.F. denotes Front Face
B.F. denotes Back Face
4. Top of wall shall support Pedestrian Light Poles per Electrical Sheets. See Typical Plan at Pedestrian Light Pole and Section D-D on Sheet No. 115
5. For Bar List and Bill of Material see Sheet No. 118
6. Order t486(E) and t487(E) bars at full length. Cut to fit in the field.
7. For Sections F-F, G-G and H-H see Sheet No. 118
8. For Detail D see Sheet No. 115. For Detail E see Sheet No. 116. For Details F, G, and H see Sheet No. 118
9. Work this sheet with Sheet No. 118
10. See Sheet No. 76 for demolition of existing masonry wall.

Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar

DESIGNED	- DWH
CHECKED	- BJN
DRAWN	- BJN/EF
CHECKED	- JSD

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

RETAINING WALL E
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

9/14/2016 10:05 PM
SUBMITTED TO USER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

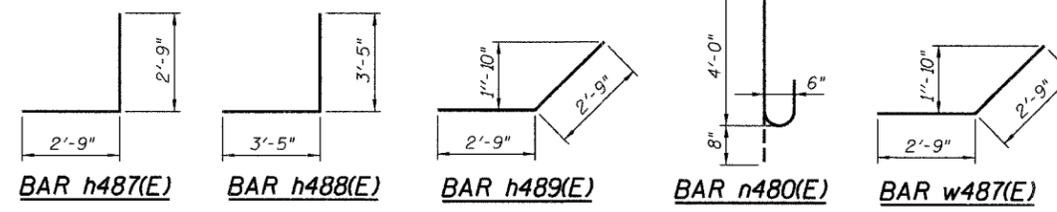
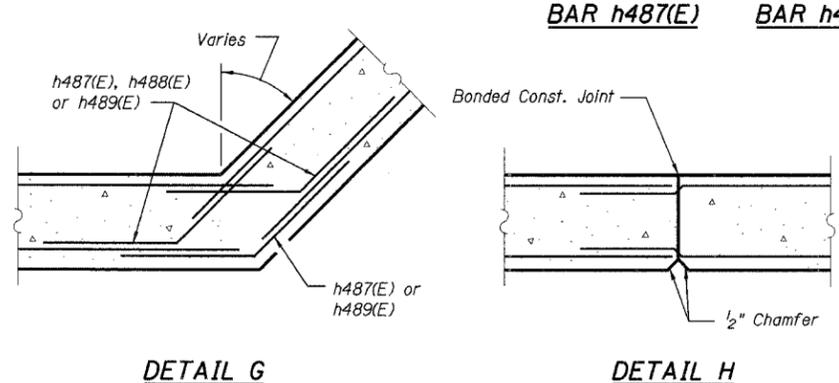
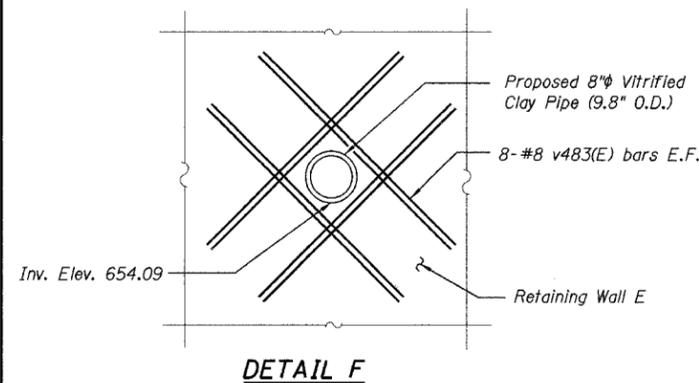
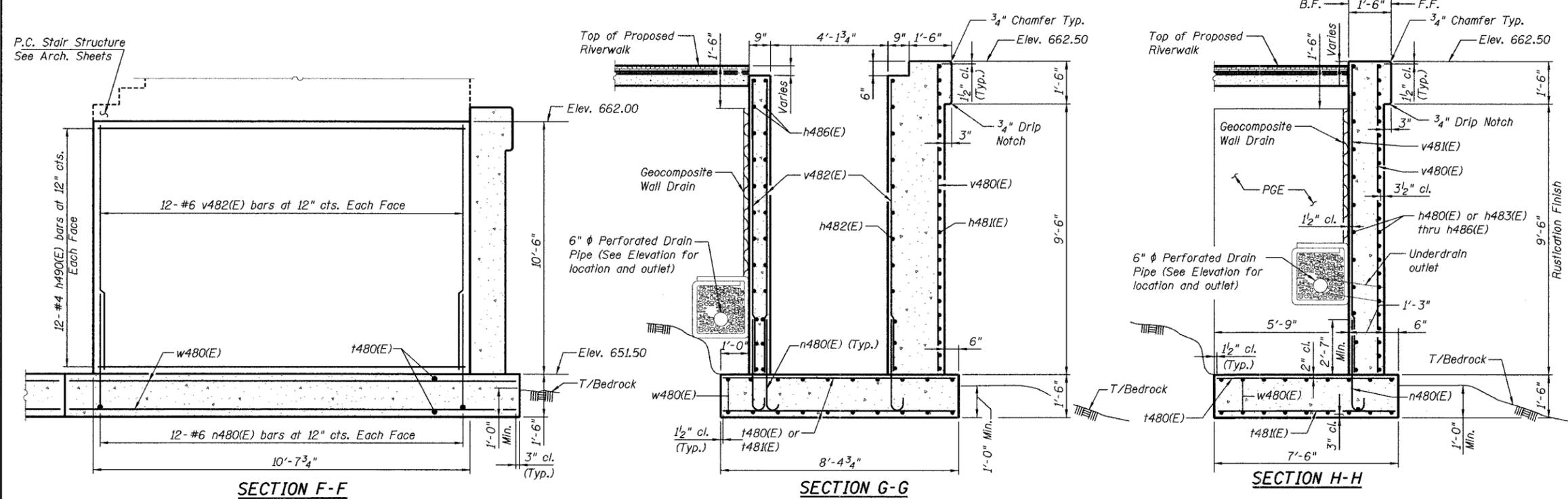
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	118
FED. ROAD DIST. NO. 7		ALLIANCE	FED. ROAD PROJECT	

Contract # 83869

SHEET NO. S47
of S52 SHEETS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h480(E)	70	#4	28'-10"	
h481(E)	23	#4	12'-2"	
h482(E)	12	#4	11'-4"	
h483(E)	35	#4	6'-4"	
h484(E)	35	#4	3'-3"	
h485(E)	35	#4	15'-8"	
h486(E)	35	#4	6'-9"	
h487(E)	71	#4	5'-6"	
h488(E)	24	#4	6'-10"	
h489(E)	47	#4	5'-6"	
h490(E)	24	#4	10'-5"	
n480(E)	227	#6	4'-8"	
t480(E)	150	#6	7'-3"	
t481(E)	78	#5	7'-3"	
t482(E)	24	#6	8'-1"	
t483(E)	13	#5	8'-1"	
t484(E)	4	#6	12'-10"	
t485(E)	3	#5	12'-10"	
t486(E)	15	#6	7'-10"	
t487(E)	7	#5	7'-10"	
v480(E)	57	#4	10'-9"	
v481(E)	179	#6	10'-9"	
v482(E)	48	#6	10'-3"	
v483(E)	16	#8	5'-4"	
w480(E)	36	#4	28'-9"	
w481(E)	2	#4	16'-11"	
w482(E)	6	#4	19'-1"	
w483(E)	12	#4	15'-0"	
w484(E)	10	#4	5'-5"	
w485(E)	18	#4	15'-11"	
w486(E)	18	#4	6'-11"	
w487(E)	2	#4	5'-6"	
Concrete Structures	Cu. Yd.		92.2	
Reinforcement Bars, Epoxy Coated	Pound		13150	
Porous Granular Embankment	Cu. Yd.		172	
Structure Excavation	Cu. Yd.		168	
Rock Excavation for Structures	Cu. Yd.		80	
Pipe Underdrains for Structures 6"	Foot		105	
Type I Rustication Finish (Special)	Sq. Ft.		865	
Geocomposite Wall Drain	Sq. Yd.		50	



Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"*
#6	2'-7"
#7	3'-5"
#8	4'-6"

* Top Horizontal Bar

DESIGNED - DWH
CHECKED - BJN
DRAWN - BJN/EF
CHECKED - JSD

- NOTES**
- Reinforcement bars designated (E) shall be epoxy coated.
 - F.F. denotes Front Face. B.F. denotes Back Face. E.F. denotes Each Face.
 - For location of Sections F-F, G-G, and H-H see Sheet No. 117
 - For location of Details F, G, and H see Sheet No. 117
 - Work this sheet with Sheet No. 117
 - Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
 - See Arch. Plans for Detail of Rustication Finish, Type 1.
 - See Specifications for information regarding protection of existing buildings and structures.

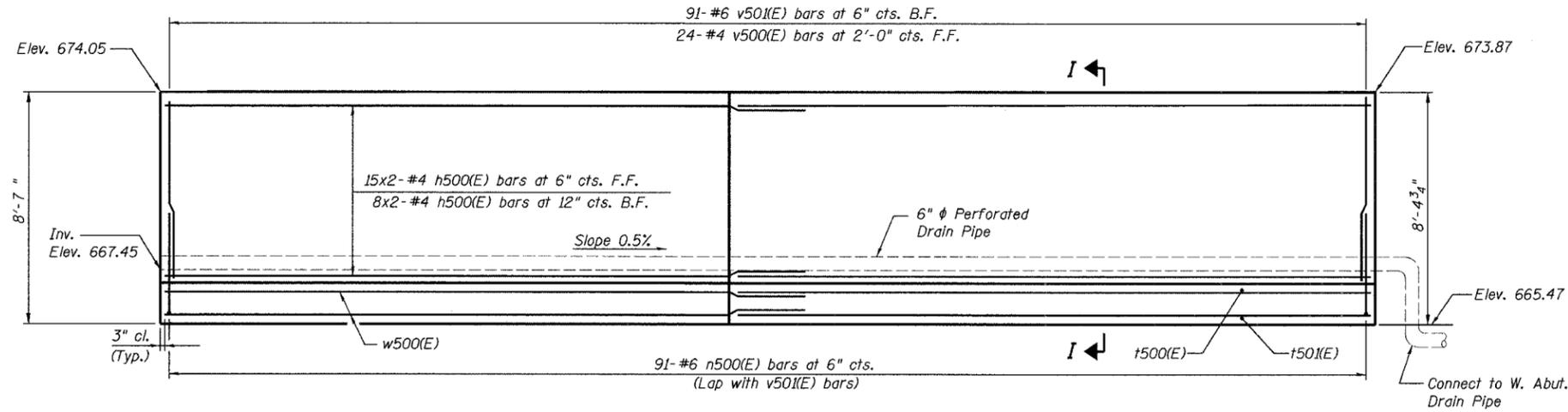
RETAINING WALL E DETAILS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S48 of 552 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	119	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

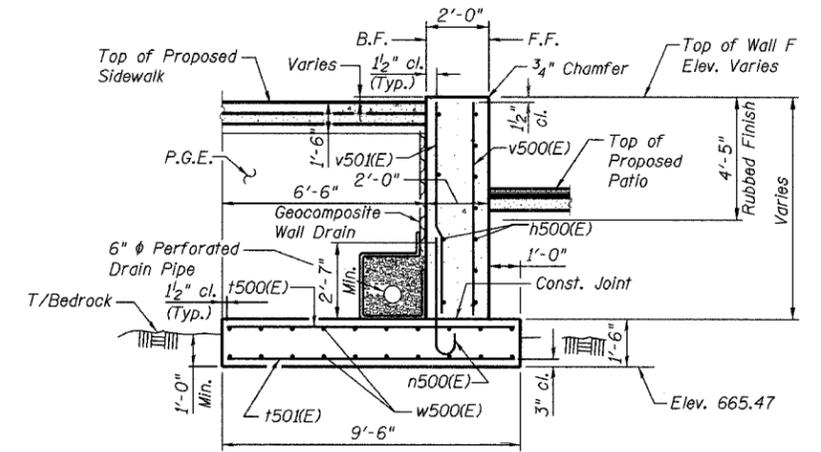
Contract # 83869



ELEVATION
(Looking South)

Typ. Lap Splice	
Bar Size	Min. Lap
#4	1'-8"
#5	2'-2"
#5*	3'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

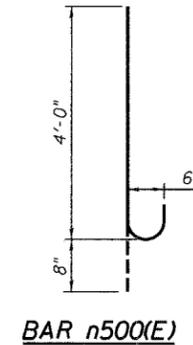
* Top Horizontal Bar



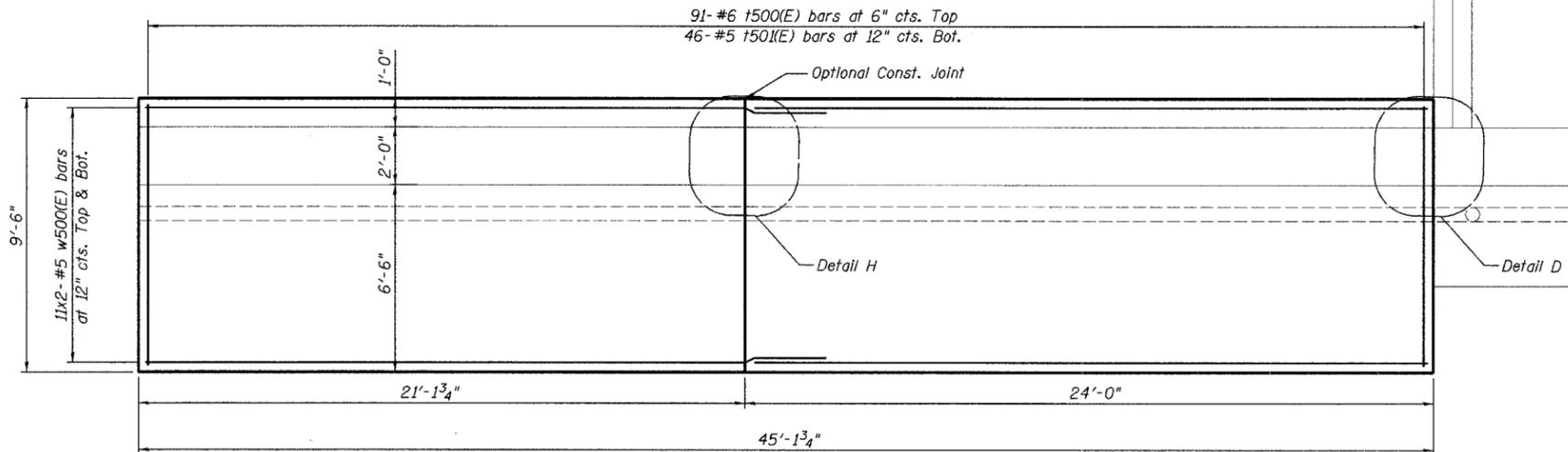
SECTION I-I

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h500(E)	46	#4	23'-2"	—
n500(E)	91	#6	4'-8"	⌋
t500(E)	91	#6	9'-3"	—
t50(E)	46	#5	9'-3"	—
v500(E)	24	#4	6'-8"	—
v50(E)	91	#6	6'-8"	—
w500(E)	22	#5	23'-6"	—
Concrete Structures		Cu. Yd.	47.3	
Reinforcement Bars, Epoxy Coated		Pound	4620	
Structure Excavation		Cu. Yd.	185	
Pipe Underdrains for Structures 6"		Foot	46	
Porous Granular Embankment (Special)		Cu. Yd.	66	
Rock Excavation for Structures		Cu. Yd.	16	
Geocomposite Wall Drain		Sq. Yd.	24	
Rubbed Finish		Sq. Ft.	200	



BAR n500(E)



PLAN

NOTES

- Reinforcement bars designated (E) shall be epoxy coated.
- B.F. denotes Back Face
F.F. denotes Front Face
E.F. denotes Each Face
- Bars Indicated thus 15x2-#4 etc. indicates 15 lines of bars with 2 lengths per line.
- For Detail D See Sheet No. 115
- For Detail H See Sheet No. 118
- Bedrock elevations are based on available soil boring data and are approximate. It shall be the contractor's responsibility to verify the actual bedrock elevations in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the contractor will be paid for the quantity actually furnished at the unit price for the work.
- See Specifications for information regarding protection of existing buildings and structures.

RETAINING WALL F
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

DESIGNED	- DWH
CHECKED	- BJN
DRAWN	- BJN/EF
CHECKED	- JSD

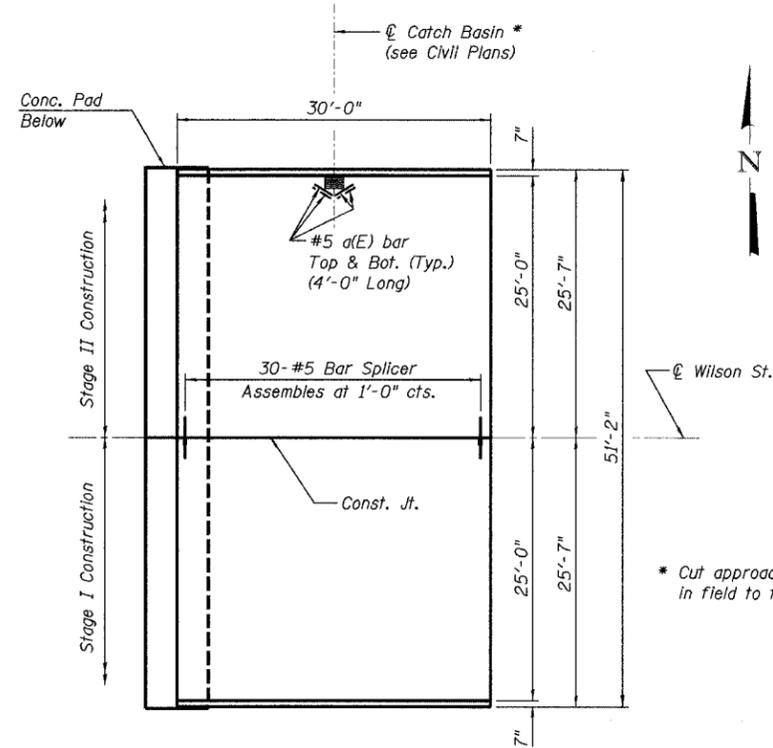
LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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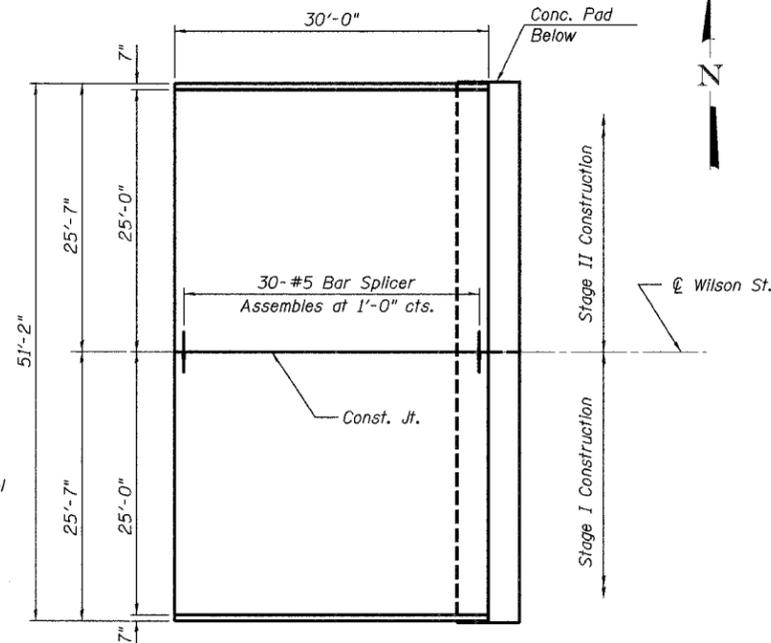
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S49 of 552 SHEETS
FAU 1441	00-00059-00-BR	KANE	154	120	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract # 83869



PLAN - WEST APPROACH SLAB

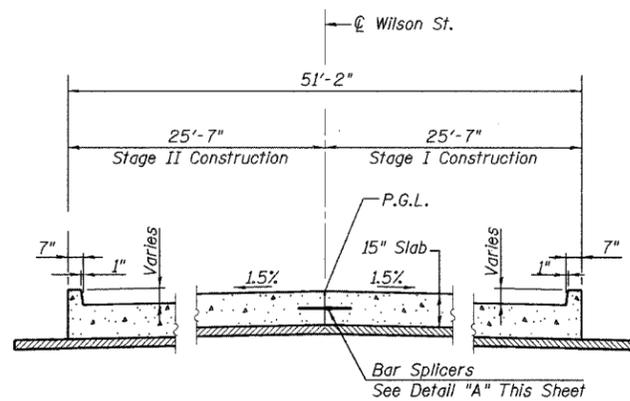


PLAN - EAST APPROACH SLAB

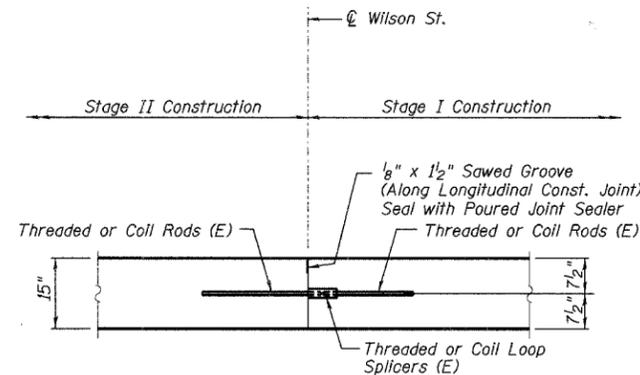
* Cut approach slab reinforcing steel in field to fit catch basin

APPROACH PAVEMENT
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Approach Pavement (Special)	Sq. Yd.	342



TYPICAL SECTION THRU APPROACH PAVEMENT
(Looking East)



DETAIL "A"
(Looking East)

NOTES

1. Transition curb height from roadway section to bridge deck section.
2. The bridge approach slabs shall be in accordance with IDOT Highway Standard 420401 except as modified herein.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Reinforcement bars on this sheet are incidental to the Pay Item - Bridge Approach Pavement (Special).
5. Contractor may shift construction joint to suit construction staging open approval at the Engineer.

DESIGNED	-	DWH
CHECKED	-	CMM
DRAWN	-	EF
CHECKED	-	CMM

BRIDGE APPROACH PAVEMENT
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. S50
FAU 1441	00-00059-00-BR	KANE	154	121	OF 552 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract # 83869

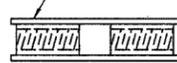
The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



** ONE PIECE

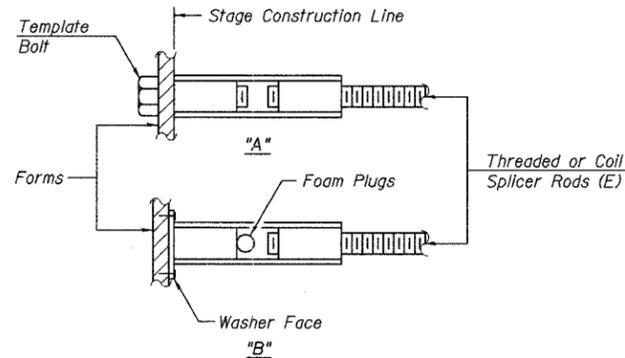
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.

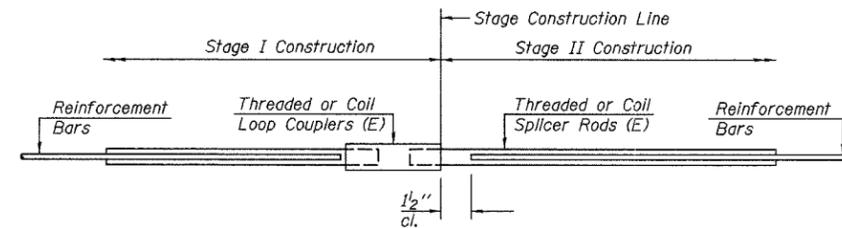


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD

Bar Size	No. Assemblies Required	Location
#5	30	W. Approach Slab
#5	30	E. Approach Slab
#8	34	W. Abut. Ftg.
#8	42	E. Abut. Ftg.
#5	40	W. Abut. Stem
#5	46	E. Abut. Stem
#5	98	W. Abut. Bk. Wall/Approach Slab
#5	98	W. Abut. Bk. Wall/Approach Slab
#8	40	W. Pier Ftg.
#8	40	E. Pier Ftg.
#8	14	W. Pier Stem
#8	14	E. Pier Stem
#5	564	Superstructure
#8	72	Superstructure

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity = $1.25 \times f_y \times A_f$
(Tension in kips)
- Minimum *Pull-out Strength = $1.25 \times f_{sallow} \times A_f$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.

f_{sallow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

A_f = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-2"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

DESIGNED -	
CHECKED -	
DRAWN -	EF
CHECKED -	DWH

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

BAR SPLICER DETAILS
WILSON ST OVER FOX RIVER
SECTION 00-00059-00-BR
KANE COUNTY
STRUCTURE NO. 045-6051

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1441	00-00059-00-BR	KANE	154	123
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 552
of 552 SHEETS

Contract # 83869

Illinois Department of Transportation
Division of Highways
Professional Service Subcontract

SOIL BORING LOG Page 1 of 1
Date 11/26/03

ROUTE FAU 1441 DESCRIPTION Wilson Street over the Fox River LOGGED BY R.G.
SECTION 00-00059-00-BR LOCATION Wilson Street Sec. 22, Twp. 39 N, Rng. 8 E
COUNTY Kane DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic Hammer

STRUCT. NO. 045-6050
Station
BORING NO. SB-1
Station 1.92
Offset 8.00 ft
Ground Surface Elev. 574.45 ft (ft) (ft) (ft) (%)

DEPTH (ft)	DESCRIPTION	WATER	TEMPERATURE	PERCENTAGE	REMARKS
0	ASPHALT				
0.5	FILL: Brown SAND and GRAVEL				
1.0					
1.5					
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2.5					
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Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft
Groundwater Elev.:
First Encounter N/A ft
Upon Completion N/A ft
After Hrs. N/A

10 feet NX-Size Core Run Started at 25.5 feet
Recovery = 99%
ROD = 11%

Compressive Strength at 20 feet = 7910 psi

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Professional Service Subcontract

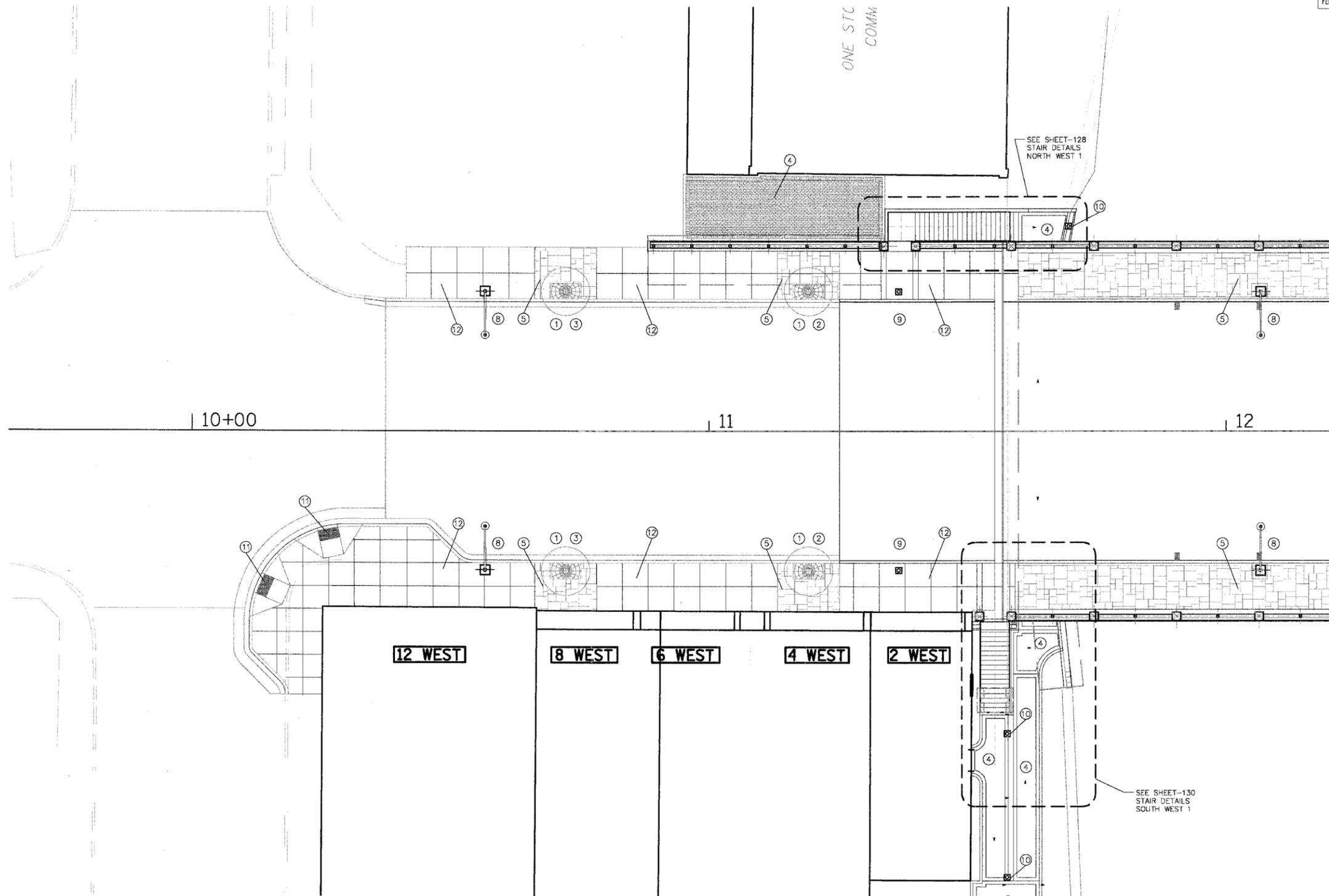
SOIL BORING LOG Page 1 of 1
Date 11/26/03

ROUTE FAU 1441 DESCRIPTION Wilson Street over the Fox River LOGGED BY R.G.
SECTION 00-00059-00-BR LOCATION Wilson Street Sec. 22, Twp. 39 N, Rng. 8 E
COUNTY Kane DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic Hammer

STRUCT. NO. 045-6050
Station
BORING NO. SB-2
Station 1.92
Offset 7.00 ft
Ground Surface Elev. 575.62 ft (ft) (ft) (ft) (%)

DEPTH (ft)	DESCRIPTION	WATER	TEMPERATURE	PERCENTAGE	REMARKS
0	ASPHALT				
0.5	FILL: Brown SAND and GRAVEL				
1.0					
1.5					
2.0					
2.5					
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F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441 00-00059-00-BR	KANE	154	124
STA. _____ TO STA. _____			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



- KEY:
- ① TREE GRATE
 - ② TREE, GINKGO BILOBA
 - ③ TREE, SKYLINE HONEYLOCUST
 - ④ CONCRETE PAVERS, TYPE A
 - ⑤ CONCRETE PAVERS, TYPE B
 - ⑥ CONCRETE PAVERS, TYPE C
 - ⑦ BENCH PLANTER
 - ⑧ ROADWAY LIGHT
 - ⑨ PEDESTRIAN LIGHT
 - ⑩ RIVERWALK LIGHT
 - ⑪ DETECTABLE WARNINGS
 - ⑫ SCORED PCC SIDEWALK

SIDEWALK PLAN - WEST APPROACH
SCALE: 1" = 10' - 0"



NOTES:

- 1 - FOR TREE GRATES, LIGHT BASES, PAVING, SIDEWALK SCORING AND TREE PLANTING SEE SHEET-127.
- 2 - FOR BENCH PLANTERS SEE SHEET-142.
- 3 - SEE CIVIL SHEETS FOR SIDEWALK AND RIVERWALK LAYOUTS.
- 4 - SEE ELECTRICAL SHEETS FOR ROADWAY AND RIVERWALK LIGHTING.

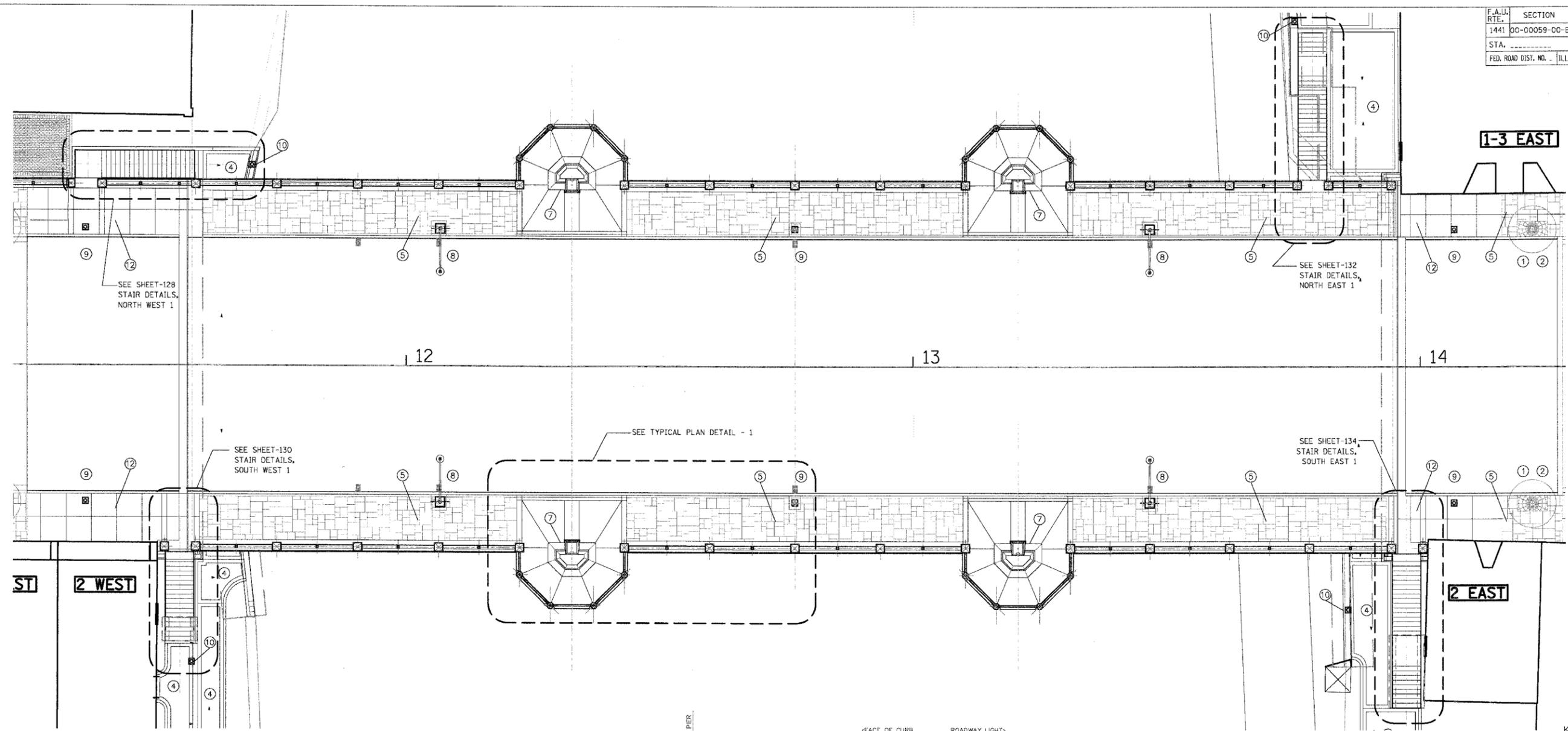
JLA
JOHNSON - LASKY
ARCHITECTS
180 N. MICHIGAN AVE.
CHICAGO, ILLINOIS 60601

REVISIONS	
NAME	DATE

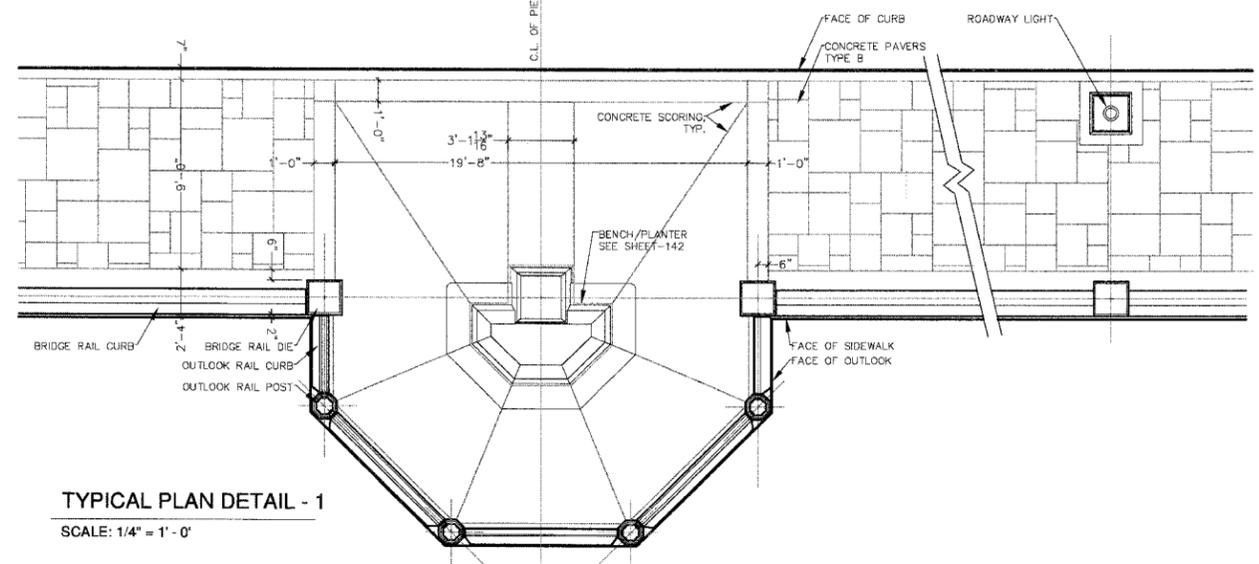
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
PLAN DETAILS
WEST APPROACH

SCALE: 1" = 10' - 0"
DATE: 07.28.2006
DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	125
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SIDEWALK PLAN - BRIDGE
SCALE: 1" = 10' - 0"



TYPICAL PLAN DETAIL - 1
SCALE: 1/4" = 1' - 0"

- KEY:**
- ① TREE GRATE
 - ② TREE, GINKGO BILOBA
 - ③ TREE, SKYLINE HONEYLOCUST
 - ④ CONCRETE PAVERS, TYPE A
 - ⑤ CONCRETE PAVERS, TYPE B
 - ⑥ CONCRETE PAVERS, TYPE C
 - ⑦ BENCH PLANTER
 - ⑧ ROADWAY LIGHT
 - ⑨ PEDESTRIAN LIGHT
 - ⑩ RIVERWALK LIGHT
 - ⑪ DETECTABLE WARNINGS
 - ⑫ SCORED PCC SIDEWALK

- NOTES:**
- 1 - FOR TREE GRATES, LIGHT BASES, PAVING, SIDEWALK SCORING AND TREE PLANTING SEE SHEET-127.
 - 2 - FOR BENCH PLANTERS SEE SHEET-142.
 - 3 - SEE CIVIL SHEETS FOR SIDEWALK AND RIVERWALK LAYOUTS.
 - 4 - SEE ELECTRICAL SHEETS FOR ROADWAY AND RIVERWALK LIGHTING.

REVISIONS	
NAME	DATE

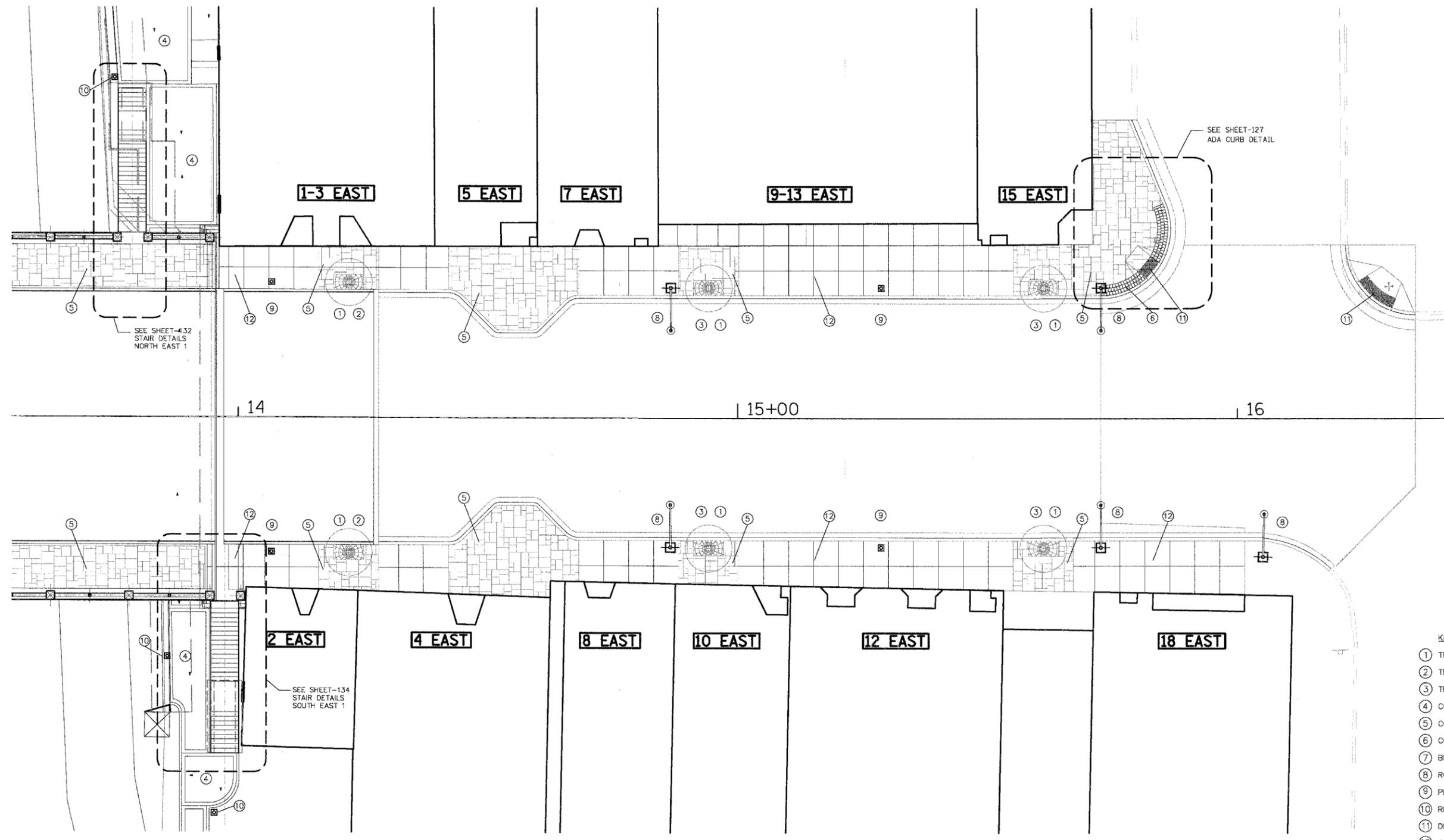
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

PLAN DETAILS
BRIDGE PLAN

JLA
JOHNSON • LASKY
ARCHITECTS
180 N. MICHIGAN AVE.
CHICAGO, ILLINOIS 60601

SCALE: _____ DATE: 07.28.2006
DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL

CONTRACT NO. 83869			
F.A.I.J. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
1441 00-00059-00-BR		KANE	154 126
STA. _____		TO STA. _____	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



- KEY:**
- ① TREE GRATE
 - ② TREE, GINKGO BILOBA
 - ③ TREE, SKYLINE HONEYLOCUST
 - ④ CONCRETE PAVERS, TYPE A
 - ⑤ CONCRETE PAVERS, TYPE B
 - ⑥ CONCRETE PAVERS, TYPE C
 - ⑦ BENCH PLANTER
 - ⑧ ROADWAY LIGHT
 - ⑨ PEDESTRIAN LIGHT
 - ⑩ RIVERWALK LIGHT
 - ⑪ DETECTABLE WARNINGS
 - ⑫ SCORED PCC SIDEWALK

SIDEWALK PLAN - EAST APPROACH
SCALE: 1" = 10' - 0"



- NOTES:**
- 1 - FOR TREE GRATES, LIGHT BASES, PAVING, SIDEWALK SCORING AND TREE PLANTING SEE SHEET-127.
 - 2 - FOR BENCH PLANTERS SEE SHEET-142.
 - 3 - SEE CIVIL SHEETS FOR SIDEWALK AND RIVERWALK LAYOUTS.
 - 4 - SEE ELECTRICAL SHEETS FOR ROADWAY AND RIVERWALK LIGHTING.

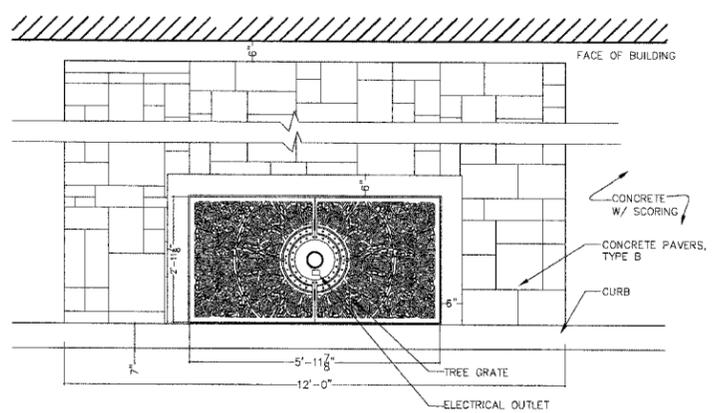
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
PLAN DETAILS
EAST APPROACH
SCALE: 1" = 10' - 0"
DATE 07.20.2006
DRAWN BY BRJ / JA
CHECKED BY BRJ / LL



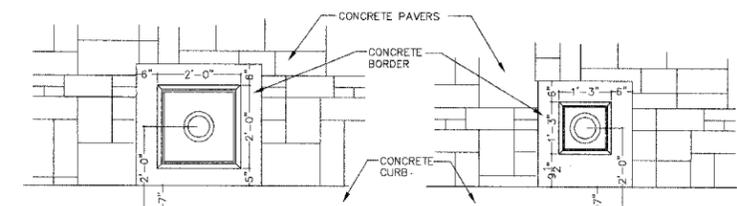
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F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
141	00-00059-00-BR	KANE	154	127
STA. _____ TO STA. _____		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		



TREE GRATE PLAN DETAIL

SCALE: 1/2" = 1' - 0"

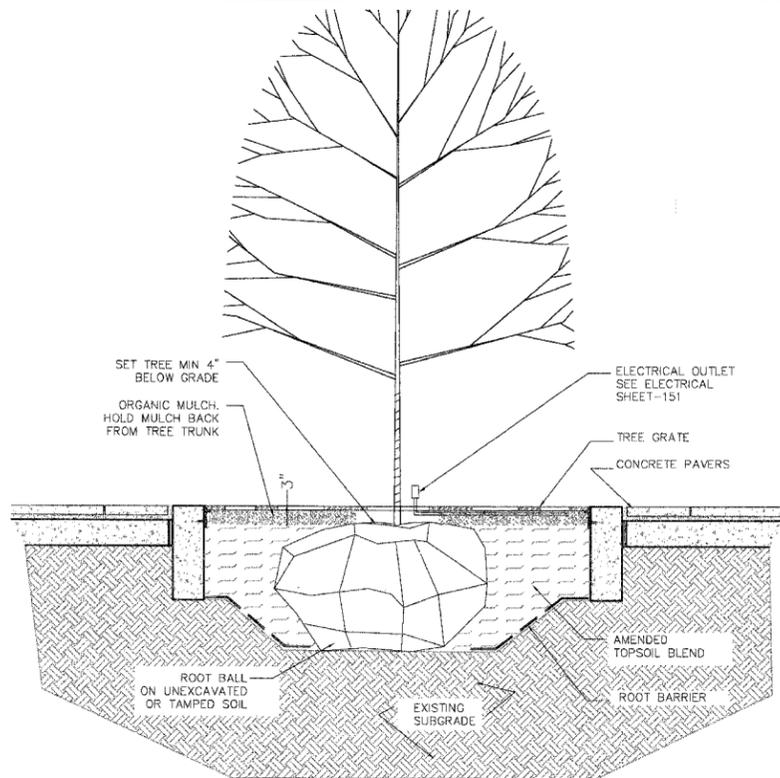


ROADWAY LIGHT

PEDESTRIAN LIGHT

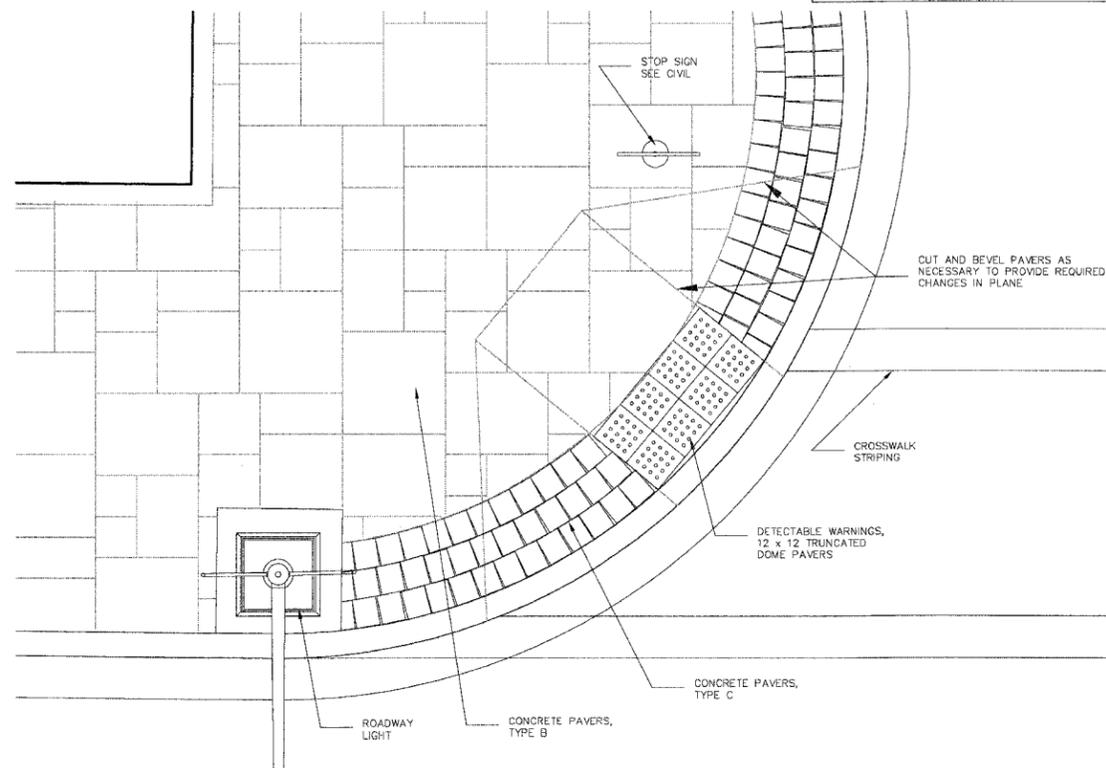
LIGHT BASE PLAN DETAILS

SCALE: 1/2" = 1' - 0" SEE ELECTRICAL SHEETS 149 AND 150



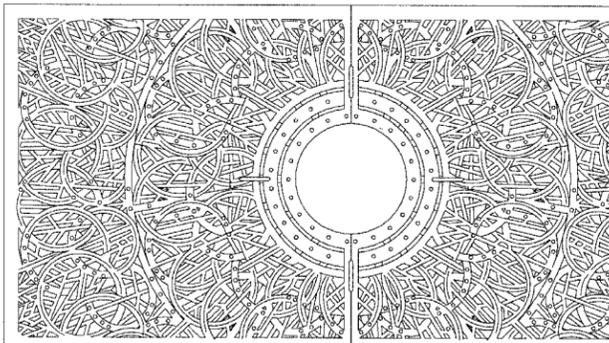
TREE PLANTING AND SOIL INSTALLATION DETAIL

SCALE: 3/4" = 1' - 0"



ADA CURB DETAIL

SCALE: 1/2" = 1' - 0" SEE SHEET-126 FOR PLAN LOCATION

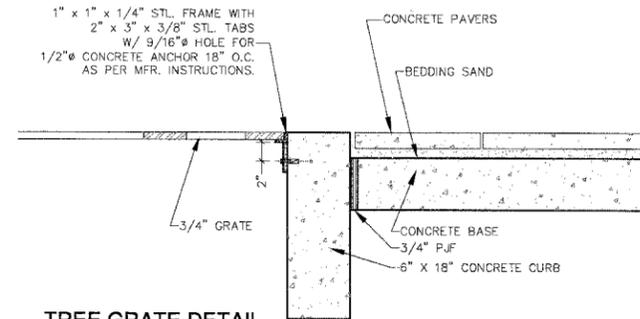


SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION

TREE GRATE PATTERN DETAIL

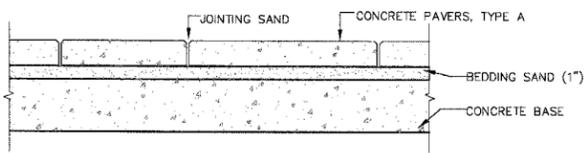
SCALE: N.T.S.

1" x 1" x 1/4" STL. FRAME WITH 2" x 3" x 3/8" STL. TABS W/ 9/16" HOLE FOR 1/2" CONCRETE ANCHOR 18" O.C. AS PER MFR. INSTRUCTIONS.



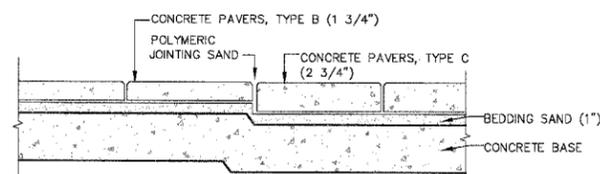
TREE GRATE DETAIL

SCALE: 3" = 1' - 0"



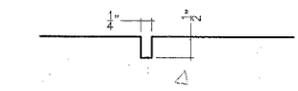
TYPICAL PAVING DETAILS

SCALE: 1 1/2" = 1' - 0"



PAVING DETAILS AT PATTERN TRANSITION

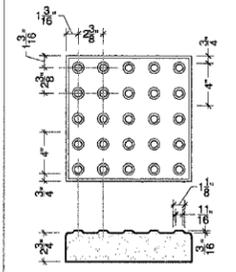
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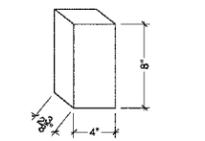
CONCRETE SCORING DETAIL

SCALE: 6" = 1' - 0"

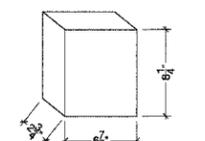
NOTES:
1) FOR EACH PAVER TYPE, PATTERNS AND LAYOUT TO BE AS SHOWN ELSEWHERE IN THE PLANS. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
2) COLOR AND TEXTURE OF PAVERS SHALL BE AS APPROVED BY ENGINEER



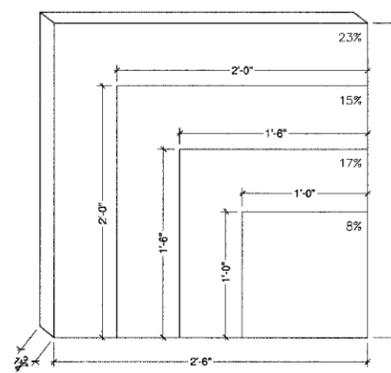
DETECTABLE WARNINGS
COLOR TO BE CHARCOAL
MUST CONTRAST WITH ADJACENT PAVEMENT AND SIDEWALK



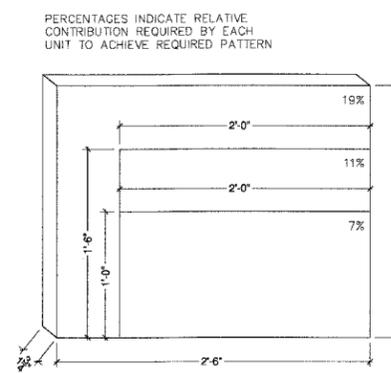
CONCRETE PAVERS, TYPE A
COLOR AND TEXTURE TO MATCH EXISTING RIVERWALK PAVERS



CONCRETE PAVERS, TYPE C
TEXTURE - TUMBLED EDGE
COLOR - SANDSTONE



CONCRETE PAVERS, TYPE B - SQUARE UNITS
COLOR - GREY WITH IRON STAINING
TEXTURE - FLAGSTONE



CONCRETE PAVERS, TYPE B - RECTANGULAR UNITS
COLOR - GREY WITH IRON STAINING
TEXTURE - FLAGSTONE

PAVING DETAILS - CONCRETE PAVER TYPES

SCALE: 1 1/2" = 1' - 0"

NOTES:

- 1 - SEE SHEETS 124 THROUGH 126 FOR PLAN AND LAYOUT INFORMATION
- 2 - SEE SHEETS 42 AND 43 FOR RIVERWALK PAVING LAYOUT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
PLAN DETAILS
TYPICAL DETAILS

VARIES

SCALE:
DATE 07.28.2006

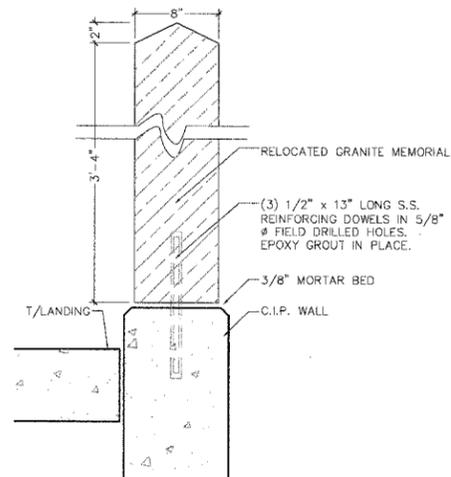
BRJ / JA
BRJ / LL

DRAWN BY
CHECKED BY

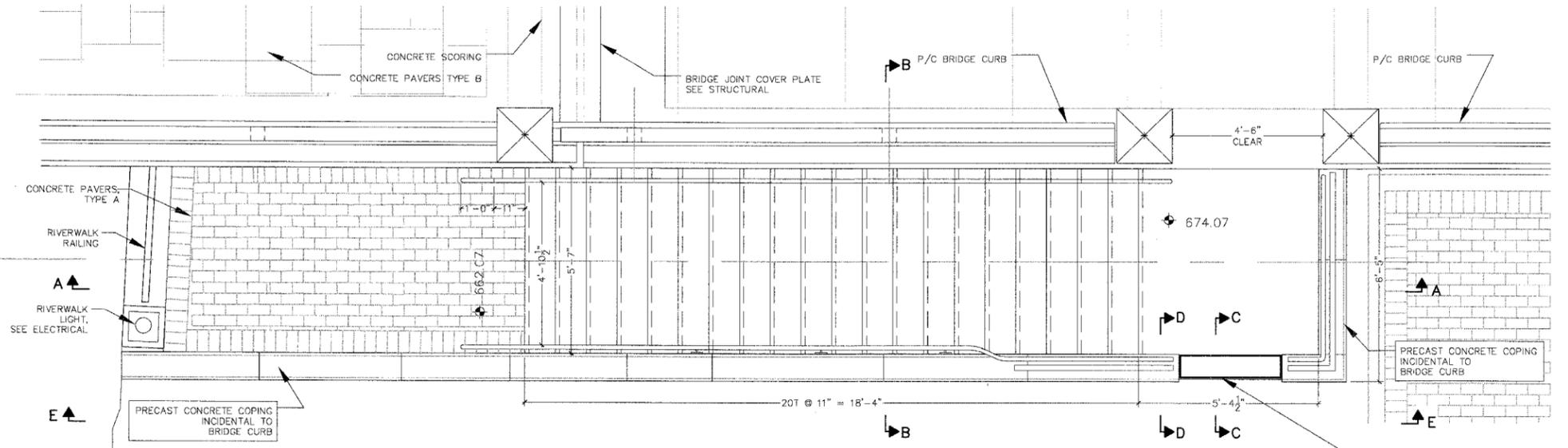
JLA
JOHNSON - LASKY
ARCHITECTS
180 N. WICKHAM AVE.
CHICAGO, ILLINOIS 60601

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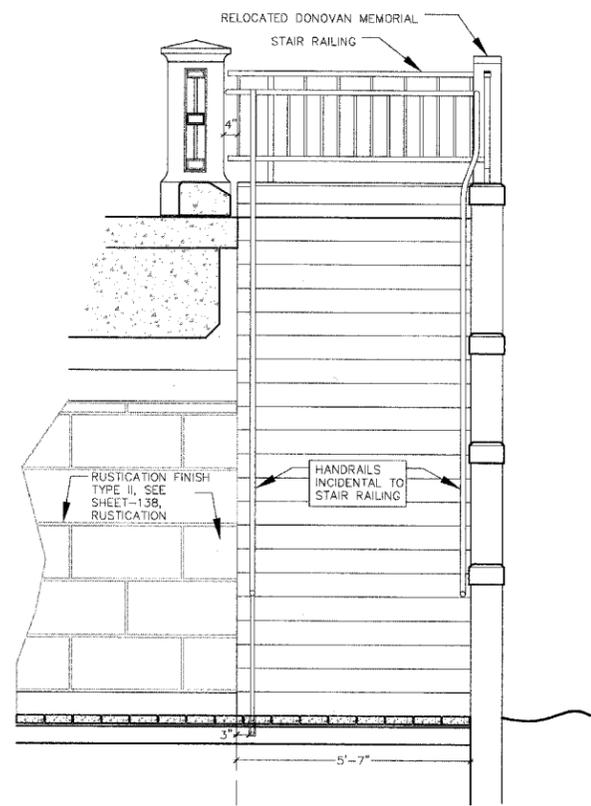
FLA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	128
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



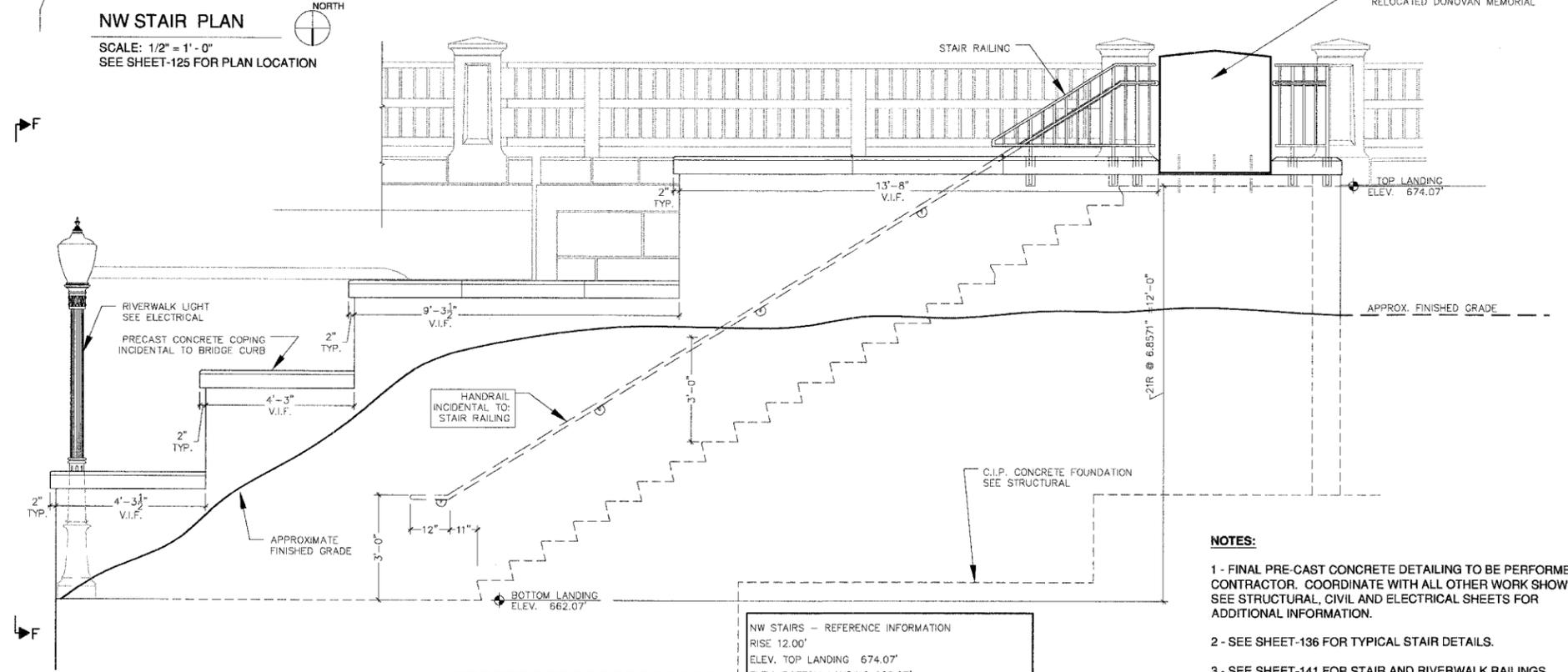
SECTION C-C - DONOVAN MEMORIAL
SCALE: 1/2" = 1'-0"



NW STAIR PLAN
SCALE: 1/2" = 1'-0"
SEE SHEET-125 FOR PLAN LOCATION



NW STAIR EAST ELEVATION F-F
SCALE: 1/2" = 1'-0"



NW STAIR NORTH ELEVATION E-E
SCALE: 1/2" = 1'-0"

NW STAIRS - REFERENCE INFORMATION
RISE 12.00'
ELEV. TOP LANDING 674.07'
ELEV. BOTTOM LANDING 662.07'
21 R @ 6.8571" TOP OF DECK TO BOTTOM LANDING

- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.
 - 4 - SEE SHEET-129 FOR SECTIONS A-A, B-B AND D-D.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

STAIR DETAILS
NORTH WEST 1

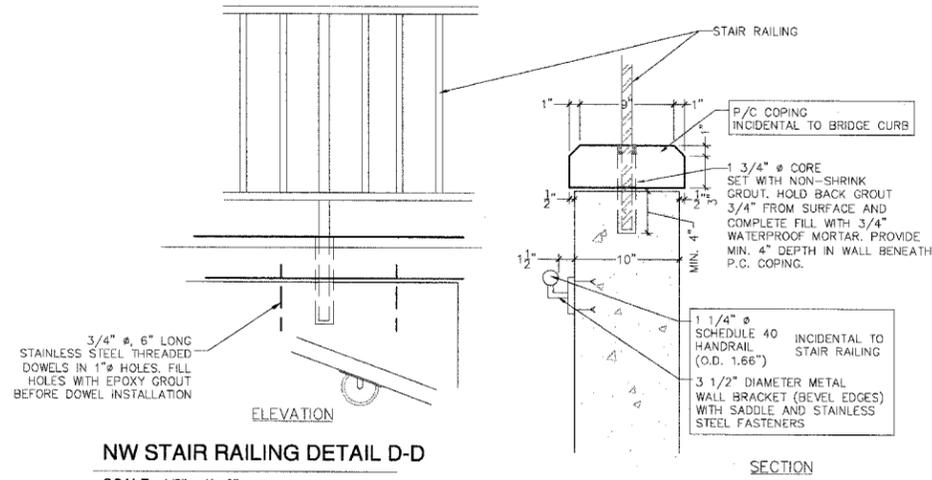
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DATE 07.28.2006

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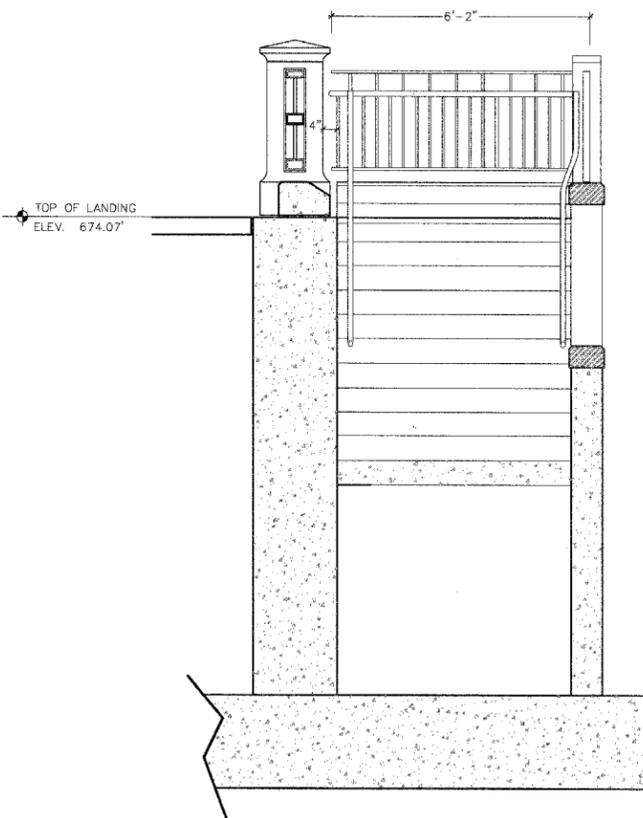
JLA
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ARCHITECTS
180 N. MICHIGAN AVE.
CHICAGO, ILLINOIS 60601

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PLOT USER = \$USER\$

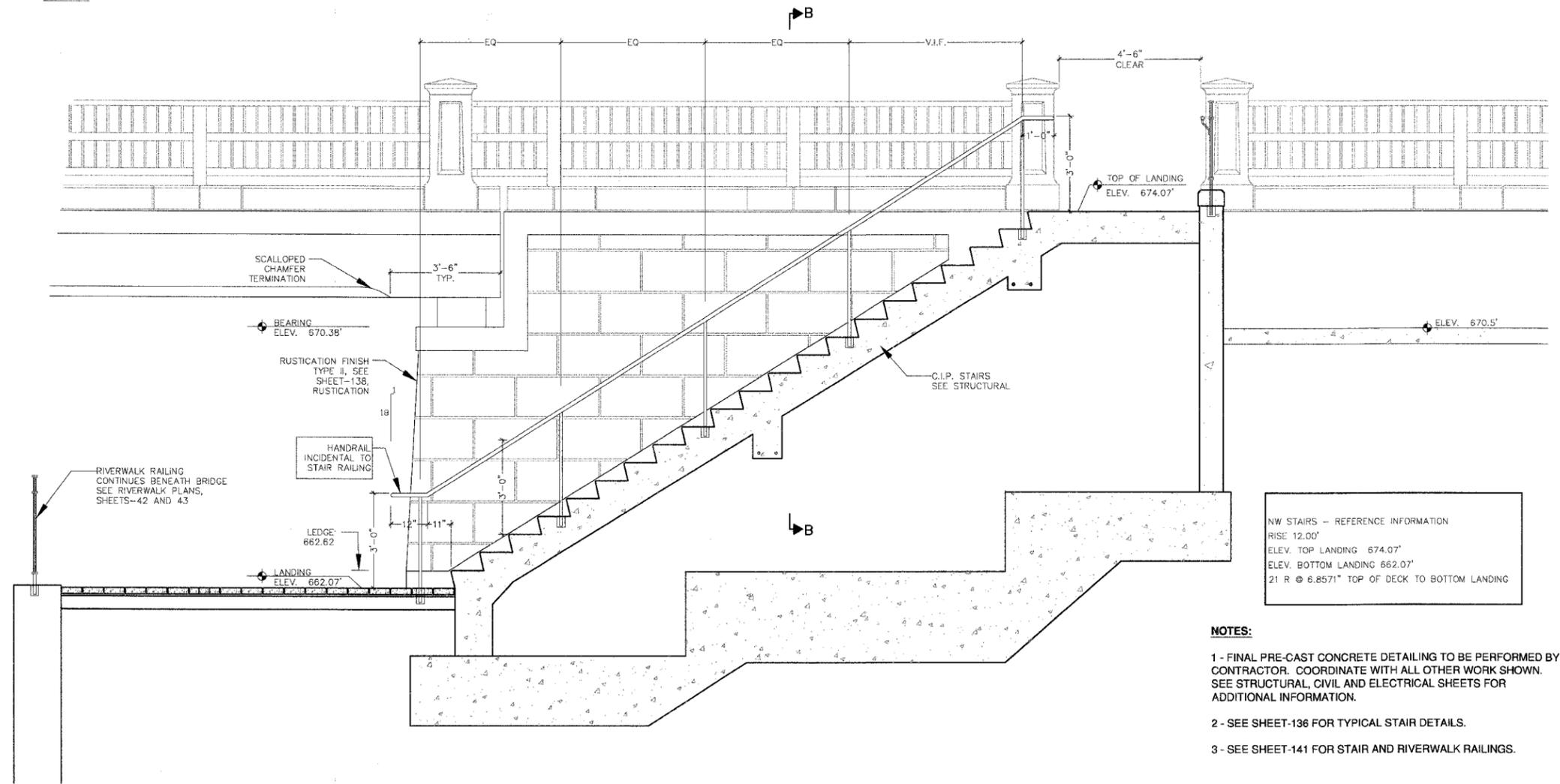
F.A.L.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	129
STA. _____ TO STA. _____				
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



NW STAIR RAILING DETAIL D-D
SCALE: 1/2" = 1'-0"
SEE SHEET-128 FOR PLAN LOCATION



NW STAIR SECTION B-B
SCALE: 1/2" = 1'-0"



NW STAIR SECTION A-A
SCALE: 1/2" = 1'-0"
SEE SHEET-128 FOR PLAN LOCATION

NW STAIRS - REFERENCE INFORMATION
RISE 12.00'
ELEV. TOP LANDING 674.07'
ELEV. BOTTOM LANDING 662.07'
21 R @ 6.8571" TOP OF DECK TO BOTTOM LANDING

- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
STAIR DETAILS
NORTH WEST 2

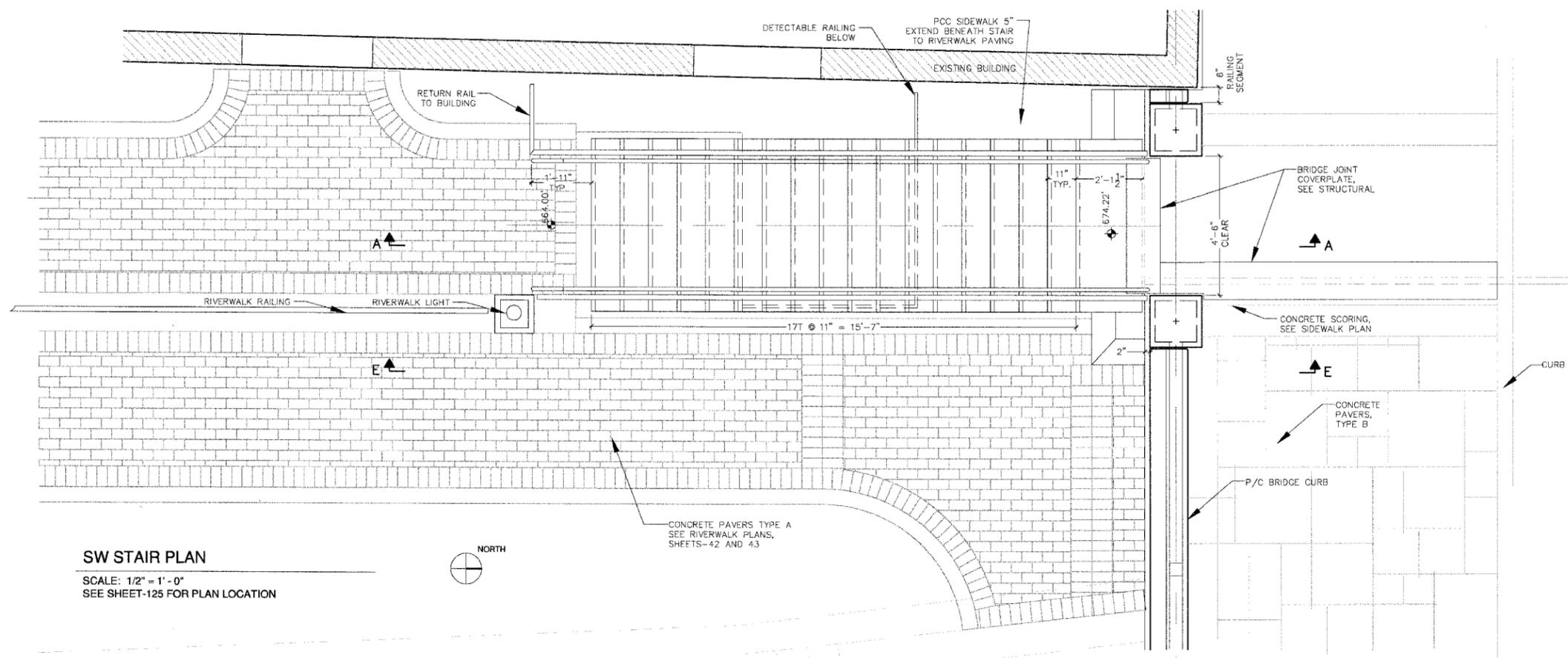
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DATE: 07.28.2006

DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL

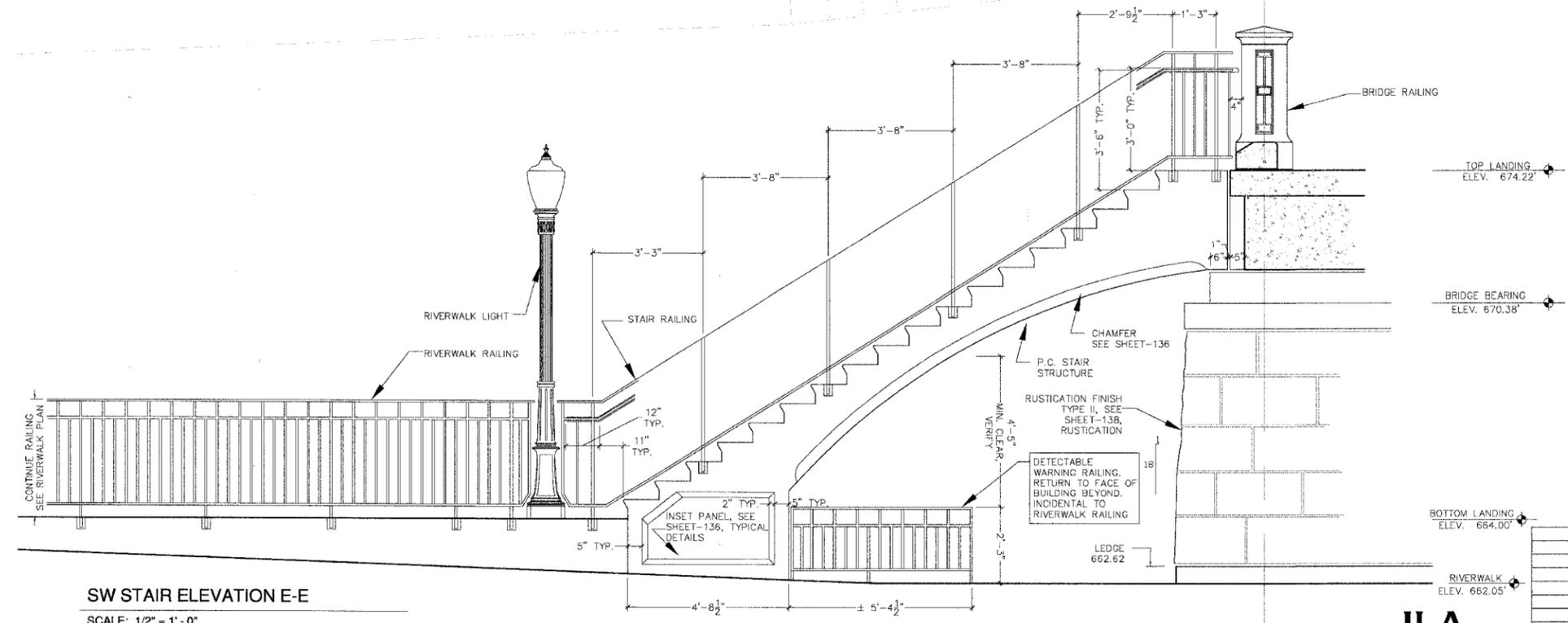


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F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	130
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	



SW STAIR PLAN
 SCALE: 1/2" = 1' - 0"
 SEE SHEET-125 FOR PLAN LOCATION



SW STAIR ELEVATION E-E
 SCALE: 1/2" = 1' - 0"

SW STAIRS - REFERENCE INFORMATION
 RISE 10.22'
 ELEV. TOP OF DECK 674.22'
 ELEV. BOTTOM LANDING 664.0'
 18 R @ 6.8133'

- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.
 - 4 - SEE SHEET 131 FOR SECTION A-A.

REVISIONS	
NAME	DATE

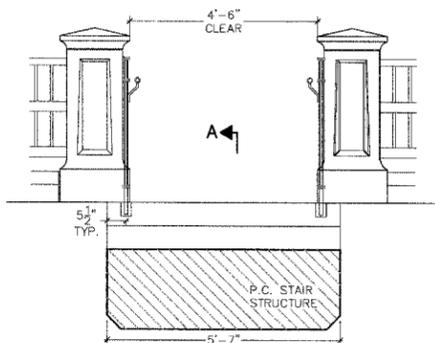
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 STAIR DETAILS
 SOUTH WEST 1

SCALE: VARIES
 DATE: 07.28.2006
 DRAWN BY: BRJ / JA
 CHECKED BY: BRJ / LL

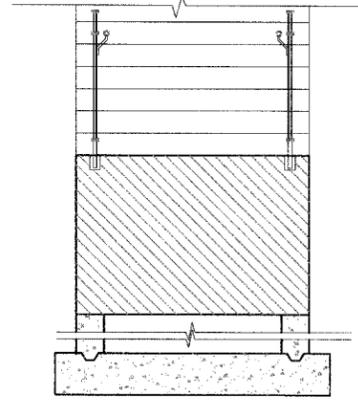


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 PLOT SCALE \$
 USER NAME \$

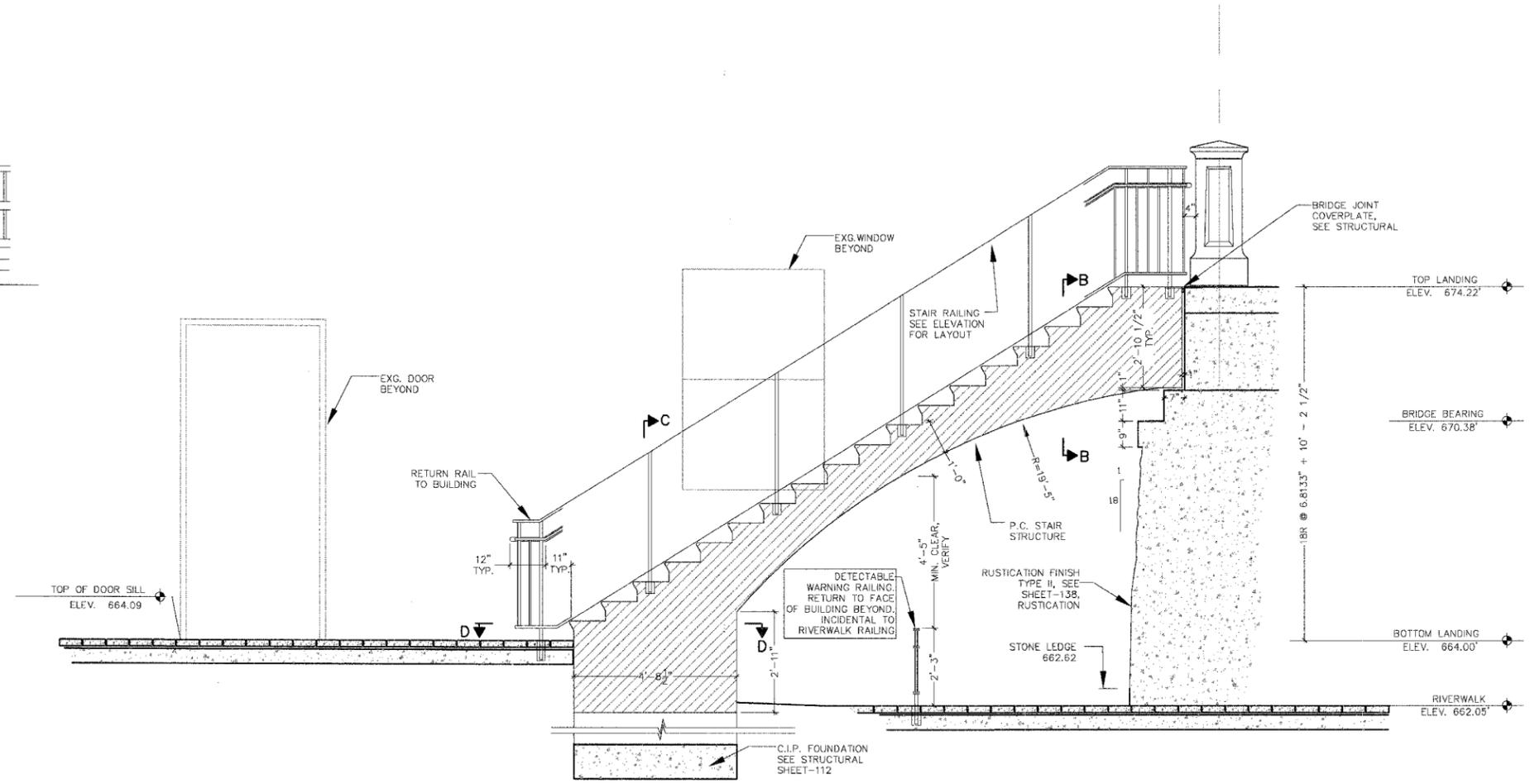
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1441	00-00059-00-BR	KANE	154	131
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



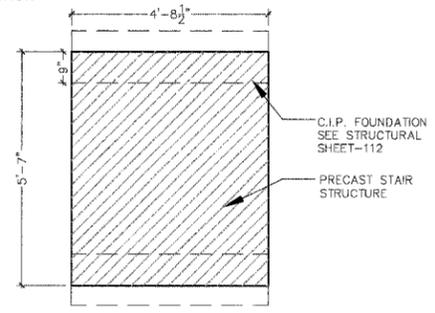
SW STAIR SECTION B-B
SCALE: 1/2" = 1' - 0"



SW STAIR SECTION C-C
SCALE: 1/2" = 1' - 0"



SW STAIR SECTION A-A
SCALE: 1/2" = 1' - 0"
SEE SHEET 130 FOR PLAN LOCATION



SW STAIR FOUNDATION PLAN D-D
SCALE: 1/2" = 1' - 0"
SEE SHEET-112 FOR STRUCTURAL INFORMATION

SW STAIRS - REFERENCE INFORMATION	
RISE	10.22'
ELEV. TOP OF DECK	674.22'
ELEV. BOTTOM LANDING	664.00'
SPACING	18 R @ 6.8133"

- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

STAIR DETAILS
SOUTH WEST 2

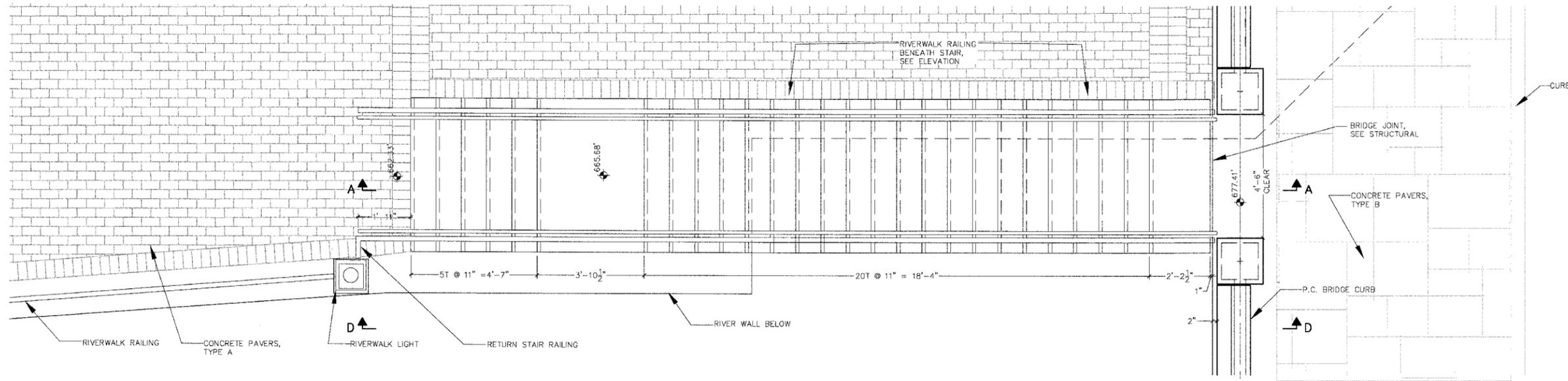
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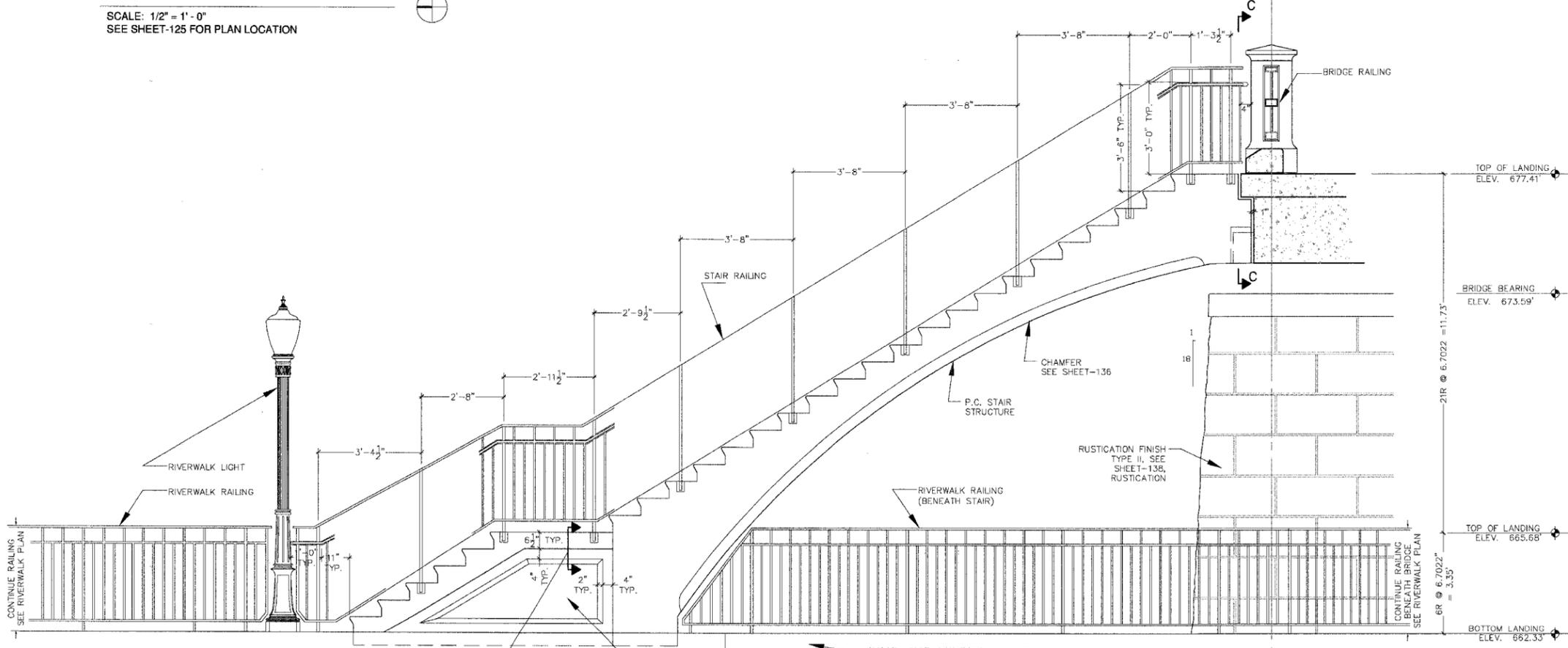


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F.A.U. REF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	132
STA. _____ TO STA. _____				
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



NE STAIR PLAN
 SCALE: 1/2" = 1'-0"
 SEE SHEET-125 FOR PLAN LOCATION



- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.
 - 4 - SEE SHEET-133 FOR SECTIONS A-A AND C-C.

NE STAIRS - REFERENCE INFORMATION	
RISE	15.08'
ELEV. TOP OF DECK	677.41'
ELEV. TOP OF LANDING	665.68'
ELEV. BOTTOM LANDING	662.33'
27' R	@ 6.7022'

NE STAIR ELEVATION D-D - WEST ELEVATION - SHOWN
NE STAIR ELEVATION D-D - EAST ELEVATION - OPPOSITE HAND, SIMILAR
 SCALE: 1/2" = 1'-0"

REVISIONS	
NAME	DATE

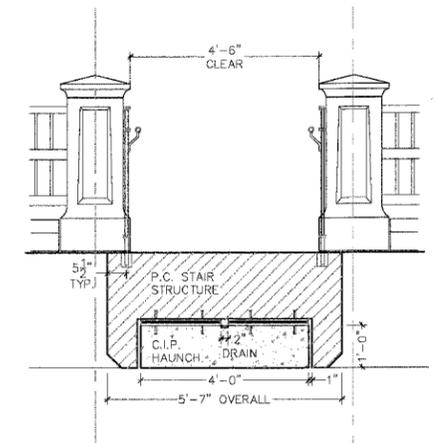
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 STAIR DETAILS
 NORTH EAST 1

SCALE: VARIES
 DATE: 07.28.2006
 DRAWN BY: BRJ / JA
 CHECKED BY: BRJ / LL



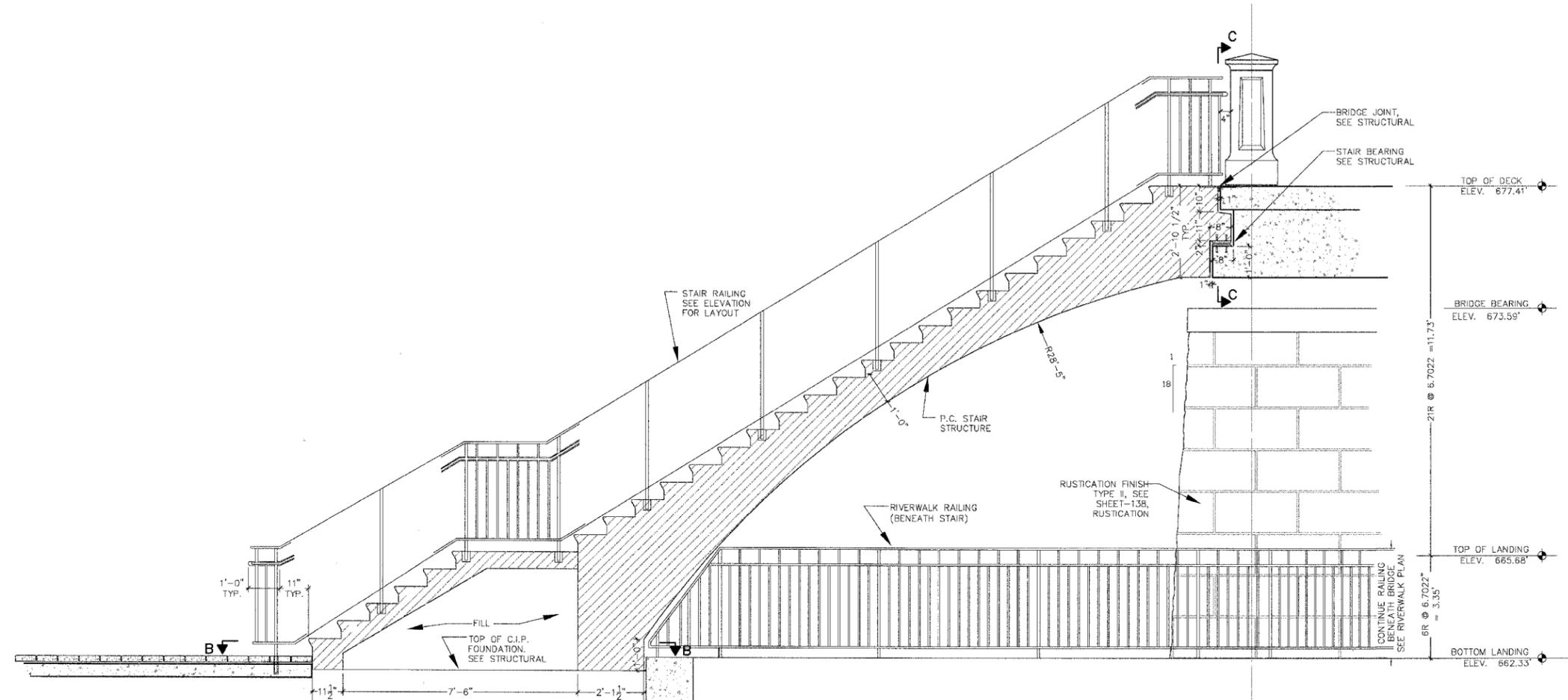
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 PLOT SCALE\$
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F.A.U. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	133
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	



NE STAIR SECTION C-C

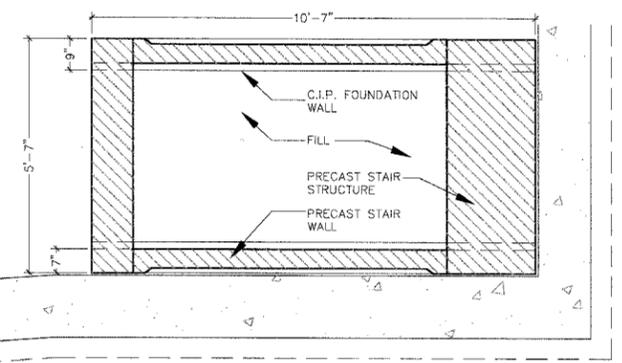
SCALE: 1/2" = 1'-0"



NE STAIR SECTION A-A

SCALE: 1/2" = 1'-0"
SEE SHEET-132 FOR PLAN LOCATION

NE STAIRS - REFERENCE INFORMATION
RISE 15.08'
ELEV. TOP OF DECK 677.41'
ELEV. TOP OF LANDING 665.68'
ELEV. BOTTOM LANDING 662.33'
27 R @ 6.7022"



FOUNDATION PLAN B-B

SCALE: 1/2" = 1'-0"

NOTES:

- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
- 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
- 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

STAIR DETAILS
NORTH EAST 2

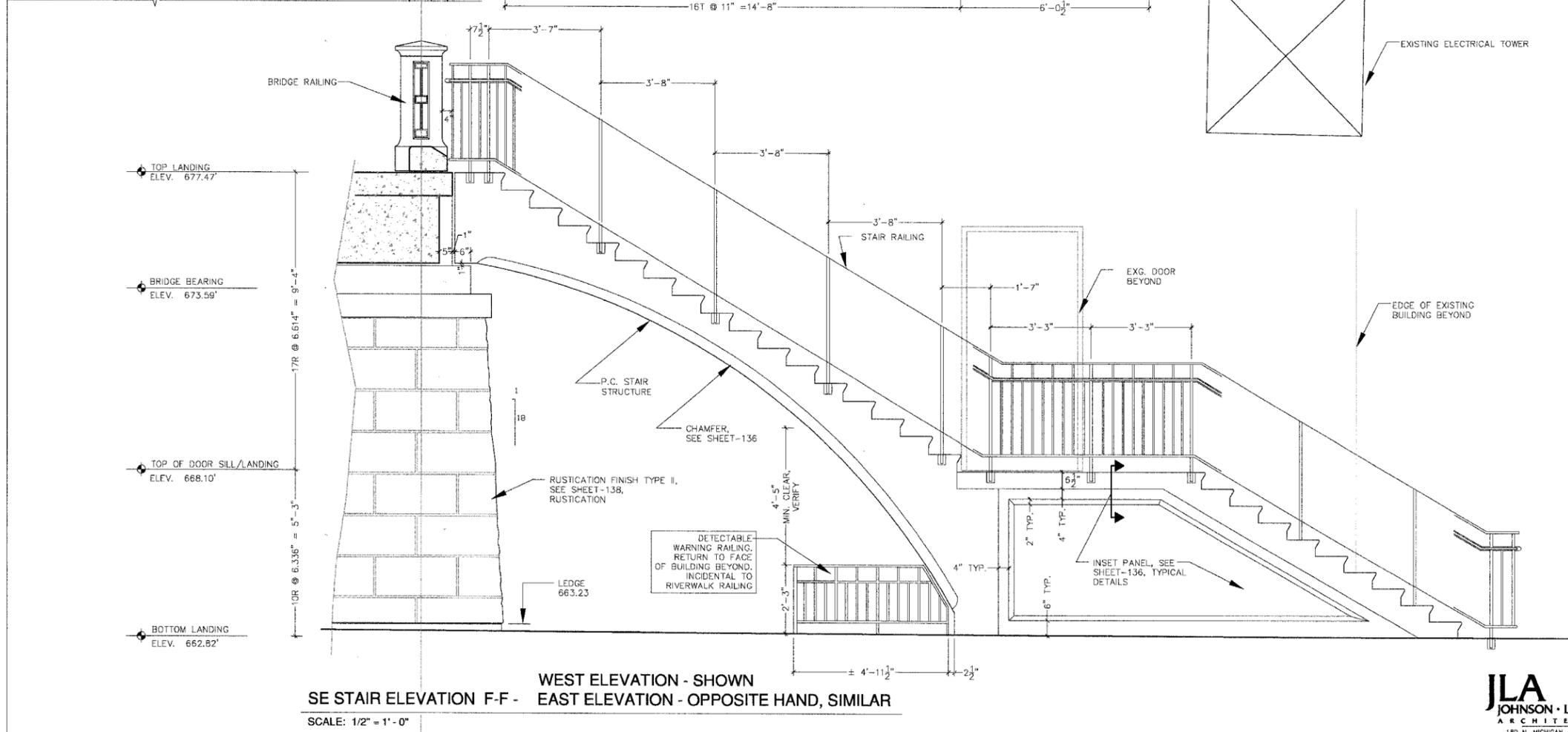
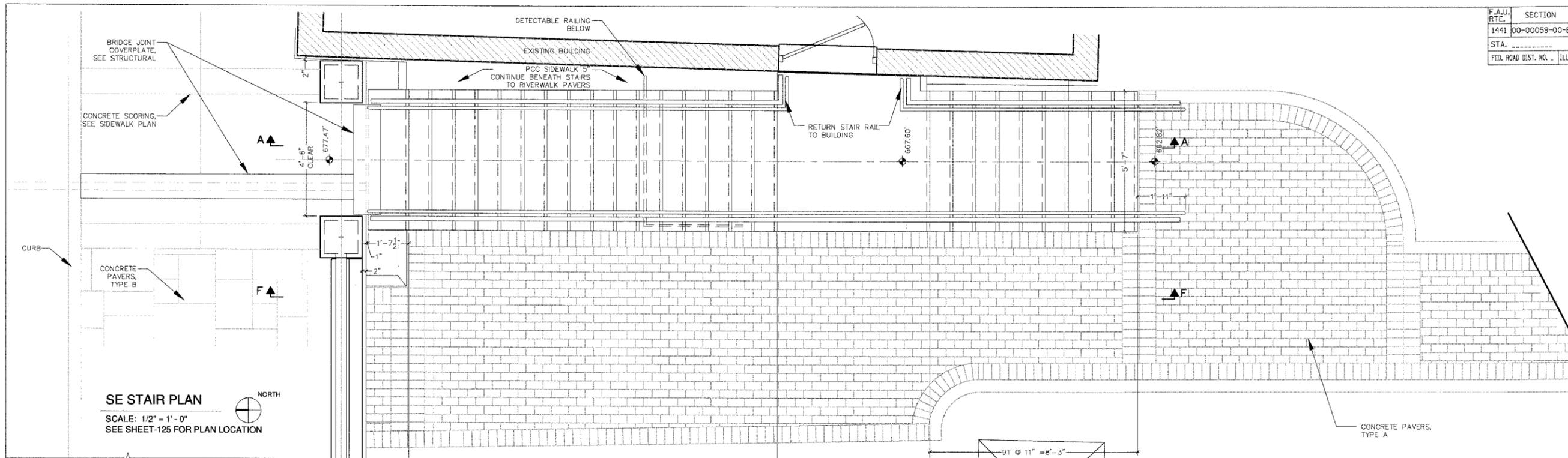
SCALE: VARIES
DATE 07.28.2006

DRAWN BY BRJ / JA
CHECKED BY BRJ / LL



PLOT DATE = \$DATE\$
PLOT SCALE = \$SCALE\$
USER NAME = \$USER\$

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	134
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



SE STAIRS - REFERENCE INFORMATION
 RISE 14.65'
 ELEV. TOP OF DECK 677.47'
 ELEV. LANDING 668.10"
 ELEV. BOTTOM LANDING 662.82
 17R @ 6.614" TOP OF DECK TO TOP OF FIRST LANDING
 10R @ 6.336" FIRST LANDING TO BOTTOM LANDING

- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.
 - 4 - SEE SHEET-135 FOR SECTION A-A.

REVISIONS	
NAME	DATE

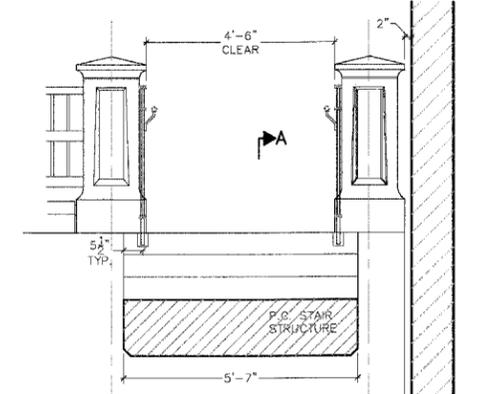
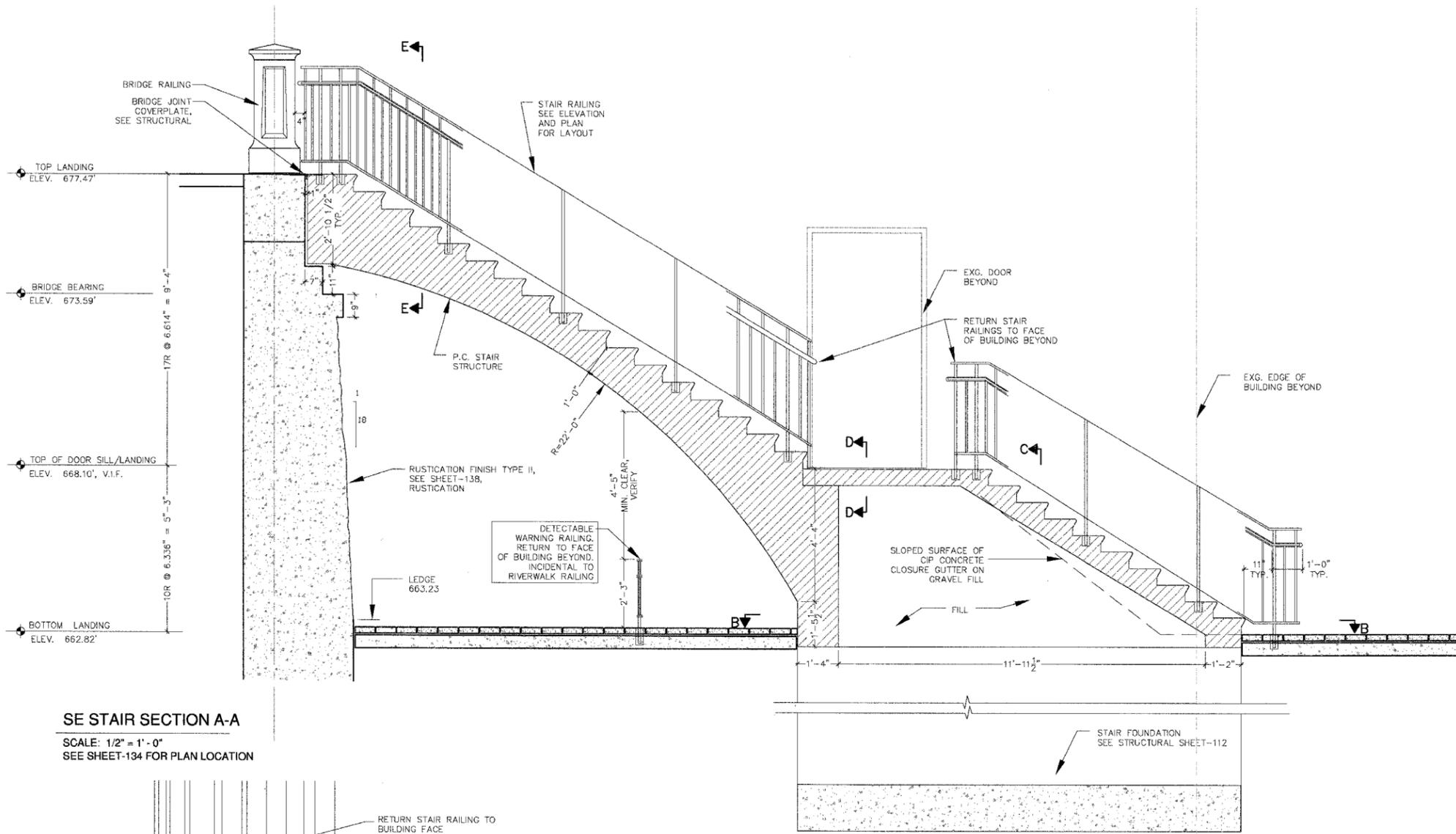
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 STAIR DETAILS
 SOUTH EAST 1

SCALE: VARIES
 DATE 07.28.2006
 DRAWN BY BRJ / JA
 CHECKED BY BRJ / LL

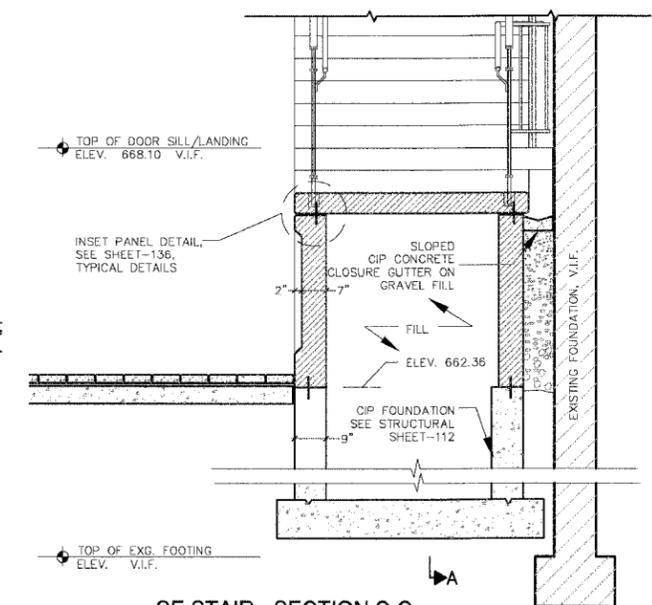


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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	135
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

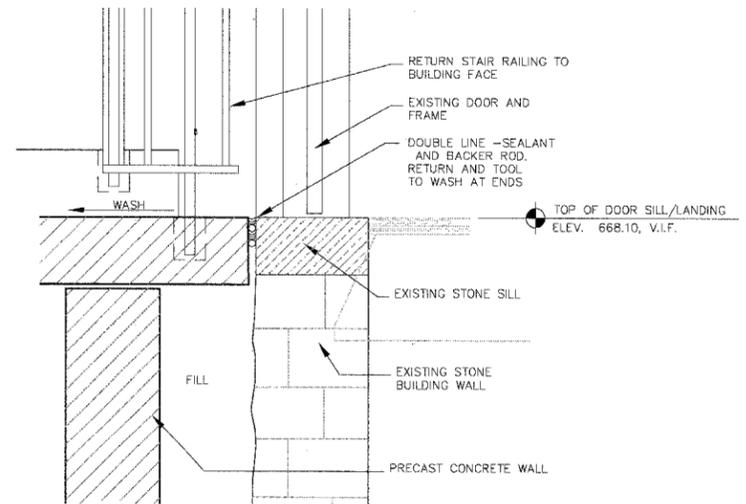


SE STAIR - SECTION E-E
SCALE: 1/2" = 1'-0"

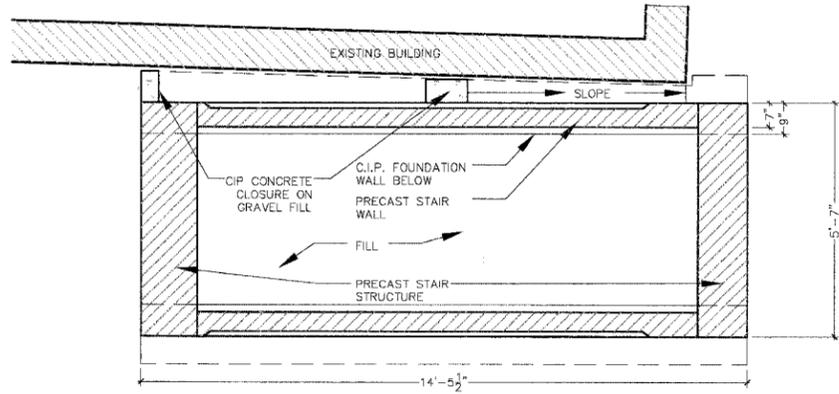


SE STAIR - SECTION C-C
SCALE: 1/2" = 1'-0"

SE STAIR SECTION A-A
SCALE: 1/2" = 1'-0"
SEE SHEET-134 FOR PLAN LOCATION



SE STAIR SECTION THROUGH LANDING AT DOOR D-D
SCALE: 1 1/2" = 1'-0"



SE STAIR - FOUNDATION PLAN B-B
SCALE: 1/2" = 1'-0"
SEE SHEET 112 FOR STRUCTURAL INFORMATION

SE STAIRS - REFERENCE INFORMATION

RISE	14.65'
ELEV. TOP OF DECK	677.47'
ELEV. LANDING	668.10"
ELEV. BOTTOM LANDING	662.82
17R @ 6.614"	TOP OF DECK TO TOP OF FIRST LANDING
10R @ 6.336"	FIRST LANDING TO BOTTOM LANDING

- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET-136 FOR TYPICAL STAIR DETAILS.
 - 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

STAIR DETAILS
SOUTH EAST 2

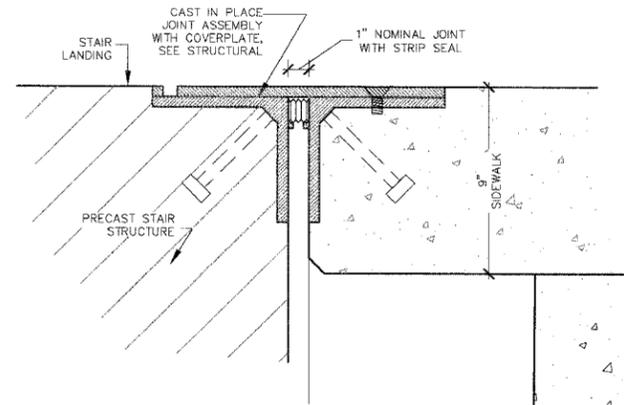
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DATE: 07.28.2006

DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL

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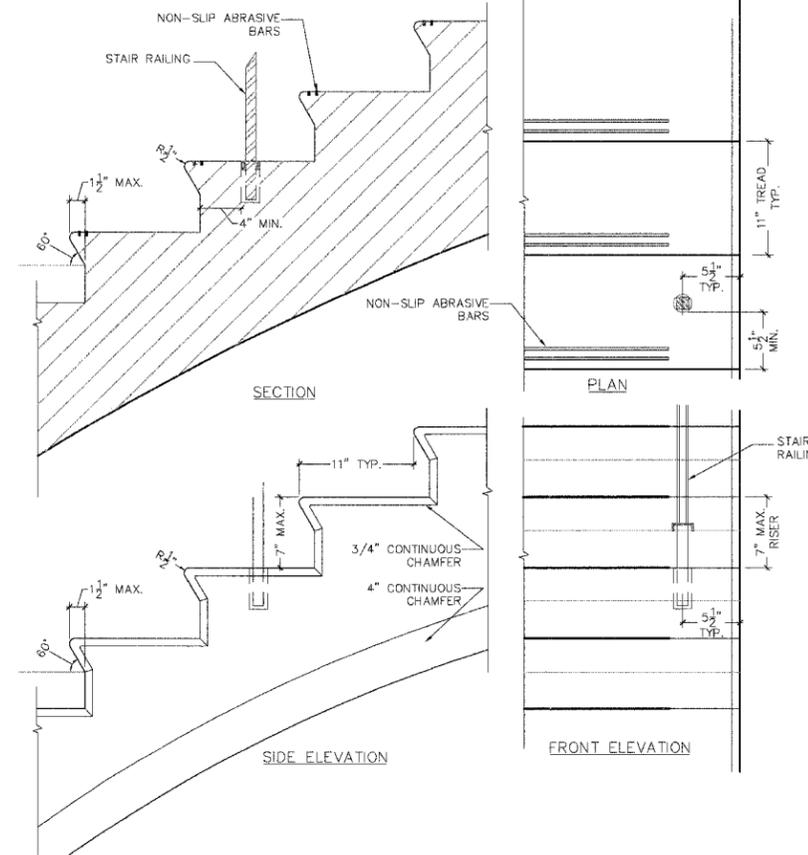
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	136
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. .		ILLINOIS	FED. AID PROJECT	



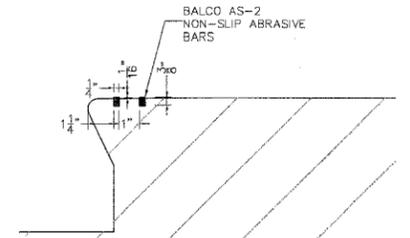
SIDEWALK-STAIR TYP. JOINT DETAIL

SCALE: 3" = 1'-0"
SEE STRUCTURAL SHEETS 110 AND 111 FOR ADDITIONAL INFORMATION



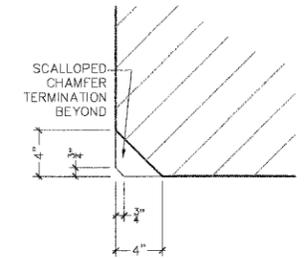
TREAD DETAILS - TYPICAL

SCALE: 1 1/2" = 1'-0"



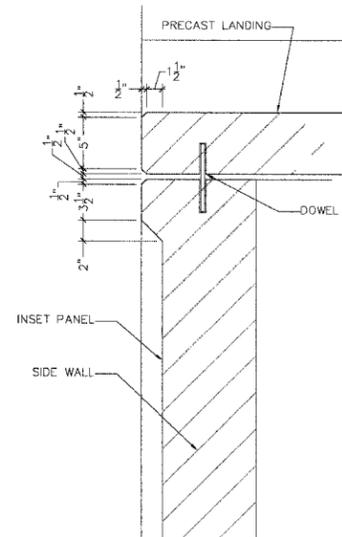
NON-SLIP ABRASIVE BAR

SCALE: 3" = 1'-0"



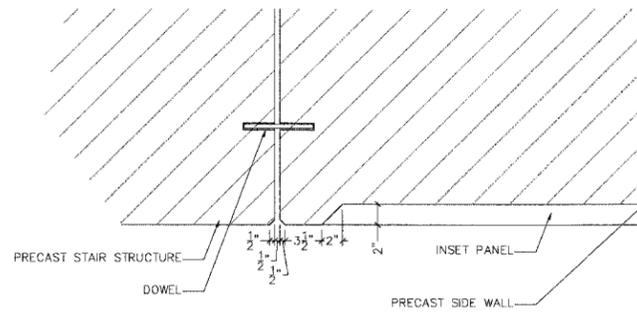
STAIR STRUCTURE CHAMFER

SCALE: 1 1/2" = 1'-0"



INSET PANEL DETAIL

SCALE: 1 1/2" = 1'-0"
SEE SHEETS 132 THROUGH 135



INSET PANEL DETAIL

SCALE: 1 1/2" = 1'-0"
SEE SHEETS 132 THROUGH 135

NOTES:

- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL, CIVIL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
- 2 - DETAILS THIS SHEET APPLY TO SHEETS 128 THROUGH 135.
- 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
STAIR DETAILS
TYPICAL DETAILS

SCALE: VARIES
DATE 07.28.2006

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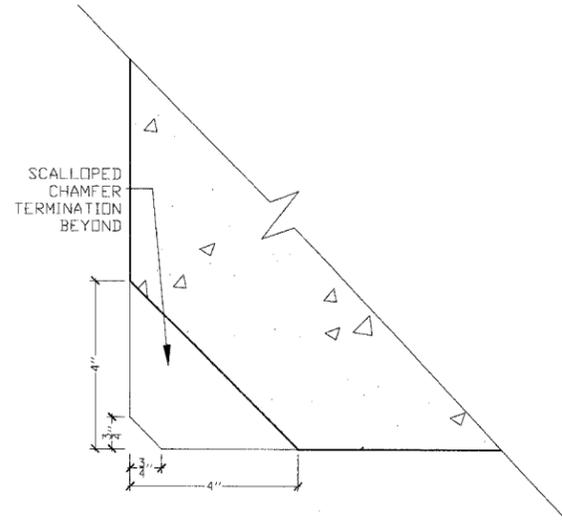
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CHICAGO, ILLINOIS 60601

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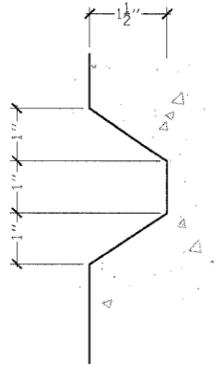
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	137
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

NOTES:

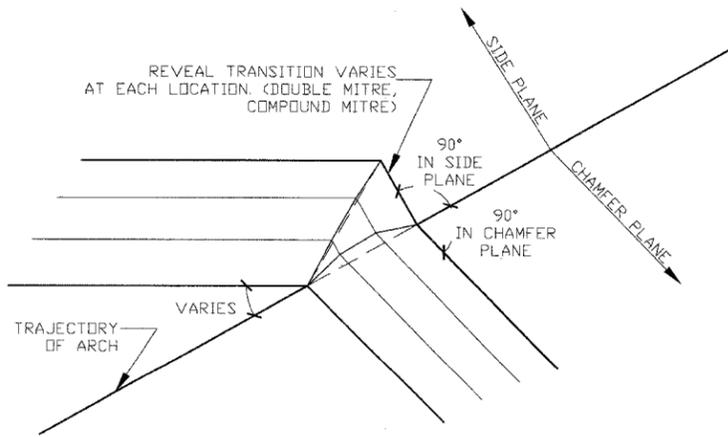
1 - INFORMATION ON THIS SHEET IS PROVIDED FOR REFERENCE ONLY.



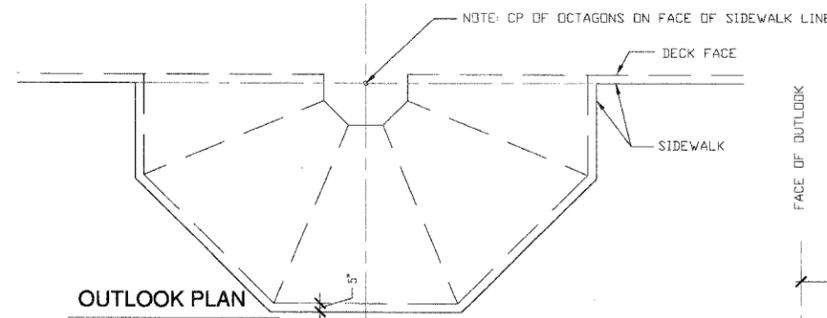
BRIDGE DECK CHAMFER - DETAIL - 1
SCALE: 6" = 1' - 0"



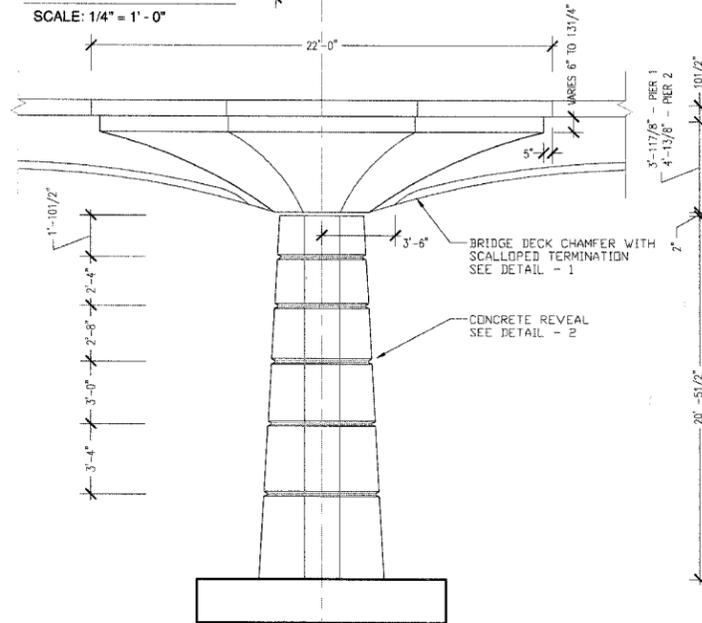
REVEAL - DETAIL - 2
SCALE: 6" = 1' - 0"



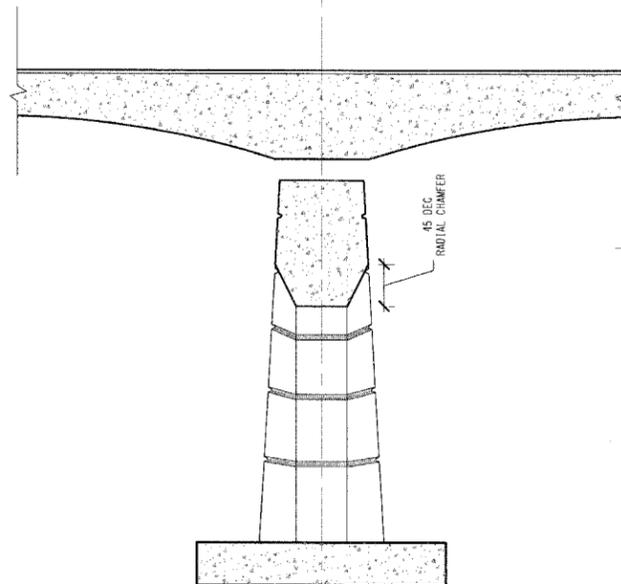
REVEAL TRANSITION - DETAIL - 3
SCALE: 6" = 1' - 0"



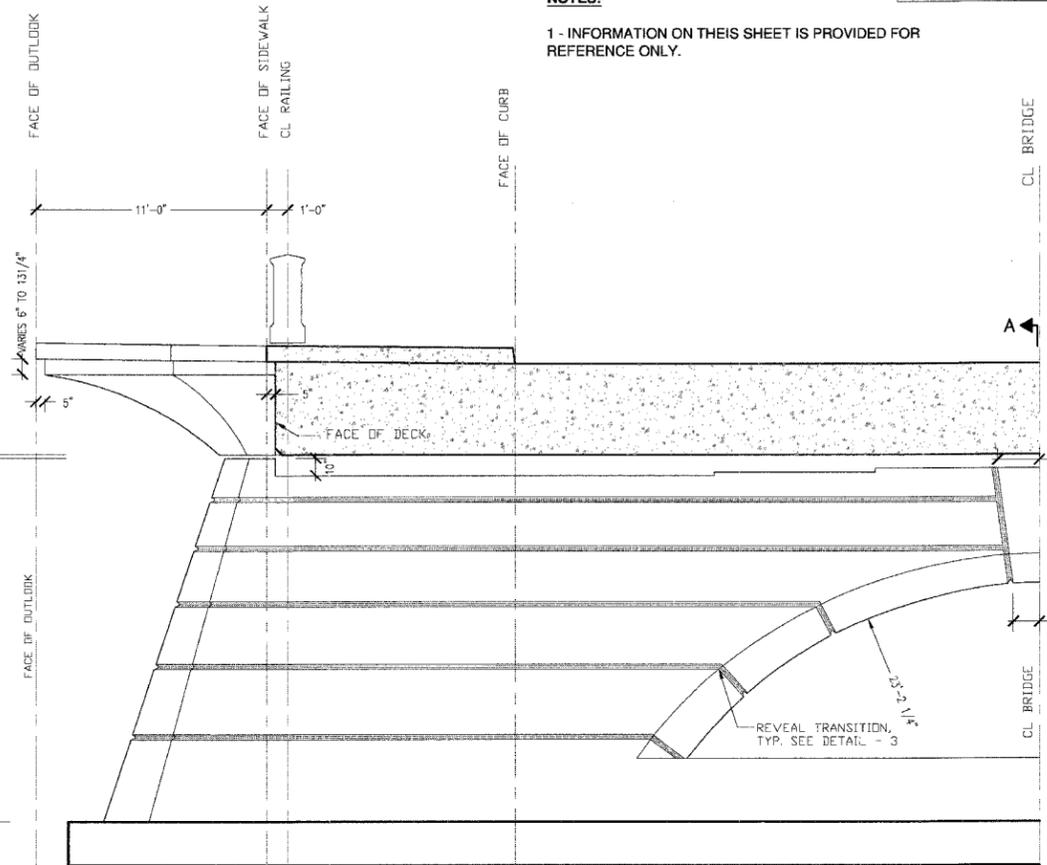
OUTLOOK PLAN
SCALE: 1/4" = 1' - 0"



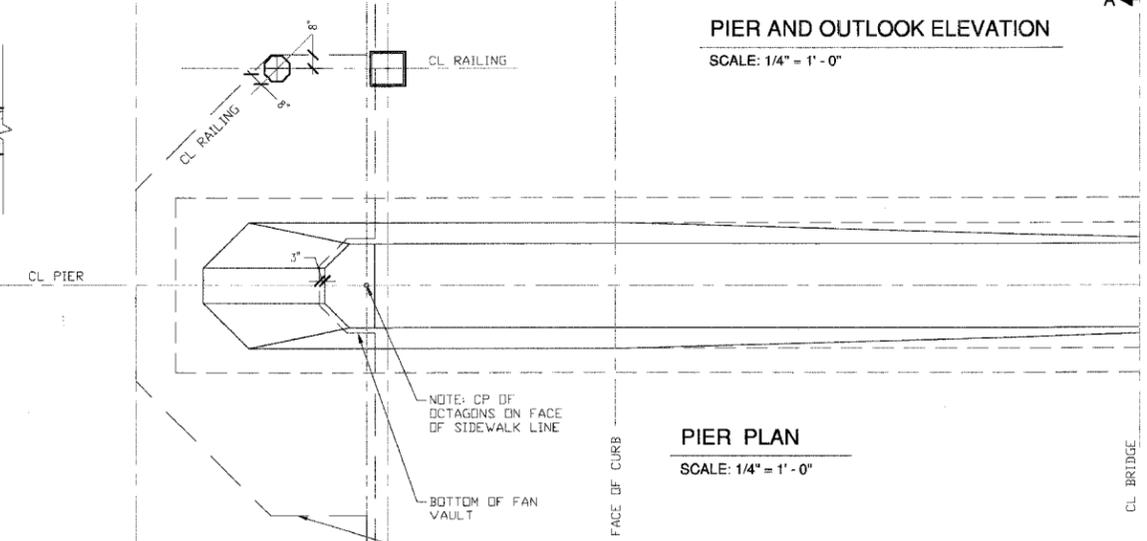
PIER ELEVATION
SCALE: 1/4" = 1' - 0"



SECTION THROUGH PIER A-A
SCALE: 1/4" = 1' - 0"



PIER AND OUTLOOK ELEVATION
SCALE: 1/4" = 1' - 0"



PIER PLAN
SCALE: 1/4" = 1' - 0"

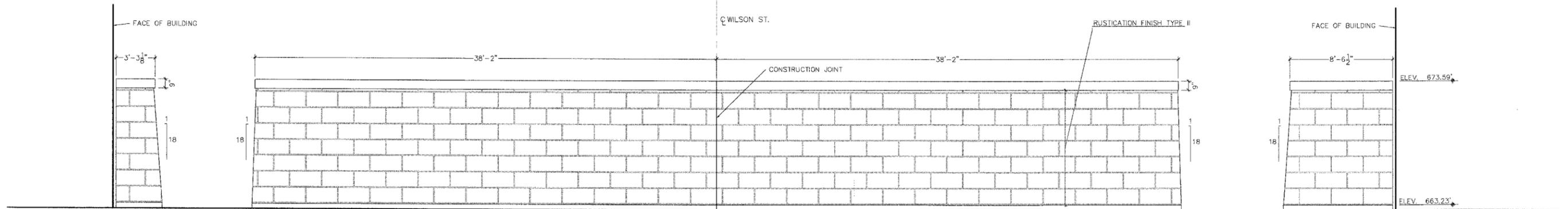
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
ARCHITECTURAL
GEOMETRY

SCALE: VARIES
DATE: 07.28.2006
DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL

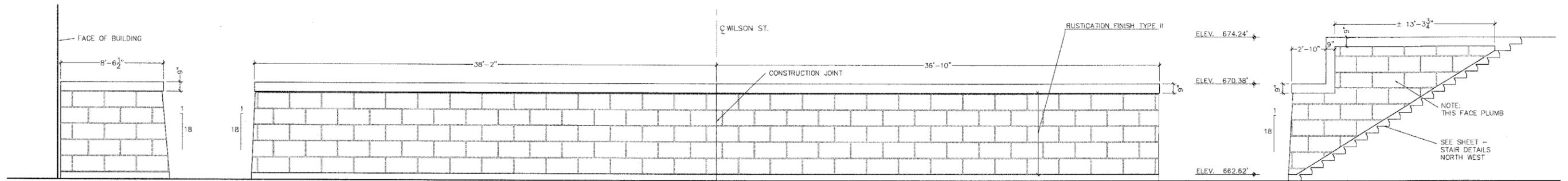
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	138
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	



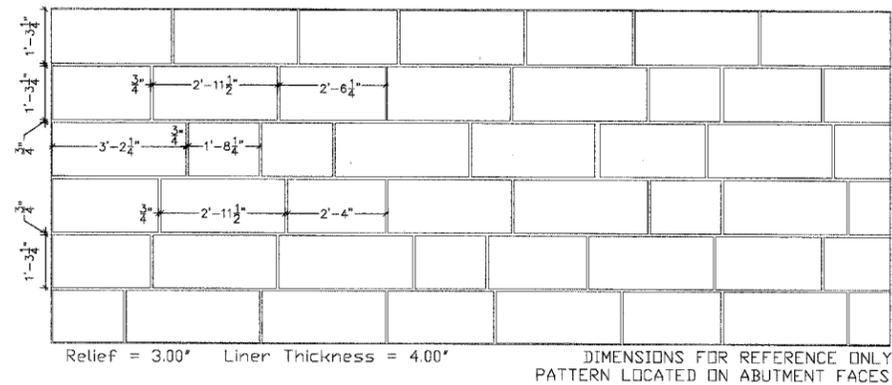
EAST ABUTMENT

SCALE: 1/4" = 1'-0"
SEE SHEET-98 FOR STRUCTURAL INFORMATION



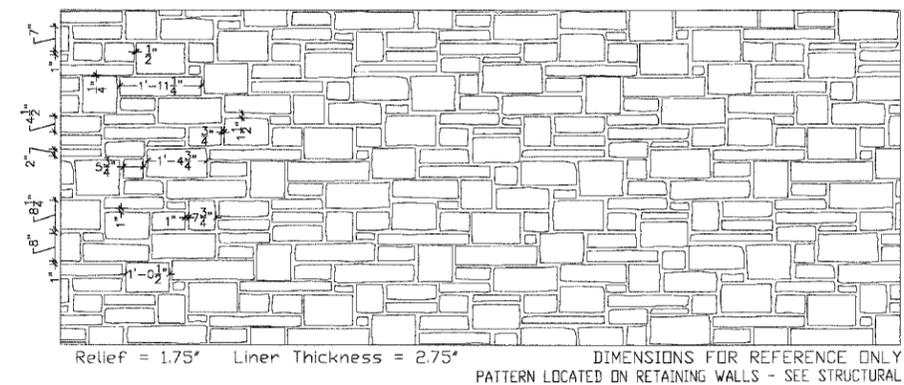
WEST ABUTMENT

SCALE: 1/4" = 1'-0"
SEE SHEET-102 FOR STRUCTURAL INFORMATION



PATTERN - RUSTICATION FINISH TYPE II

SCALE: 1/2" = 1'-0"



PATTERN - RUSTICATION FINISH TYPE I

SCALE: 1/2" = 1'-0"
SEE SHEETS 113 THROUGH 119 FOR RETAINING WALLS

NOTES:

- 1 - PATTERNING SHOWN IS FOR REFERENCE ONLY. FINAL JOINT PATTERNING TO BE DEVELOPED BY CONTRACTOR.
- 2 - DIMENSIONS PROVIDED ARE FOR REFERENCE ONLY. COORDINATE ACTUAL LIMITS OF FORM LINER WITH STRUCTURAL INFORMATION.
- 3 - SEE STRUCTURAL SHEETS FOR ADDITIONAL INFORMATION ON BRIDGE ABUTMENTS AND RETAINING WALLS.
- 4 - SEE SPECIFICATIONS FOR ADDITIONAL, CRITICAL INFORMATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

RUSTICATION
ABUTMENT ELEVATIONS

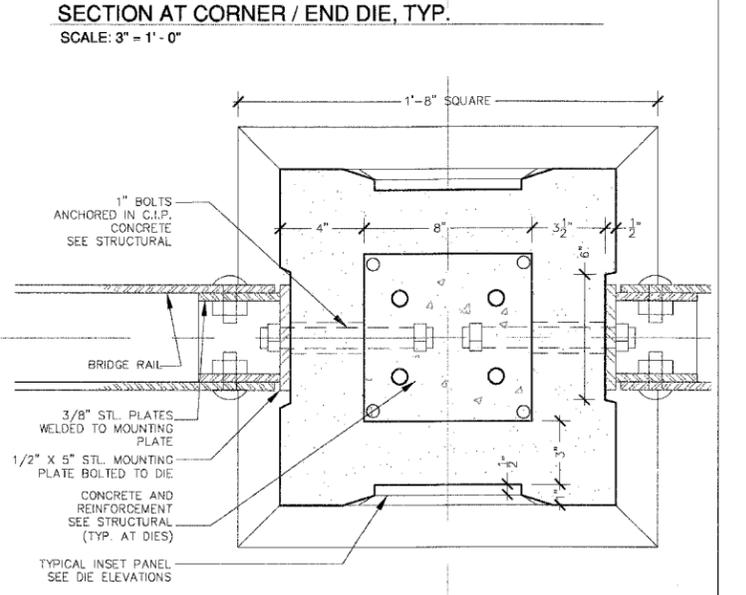
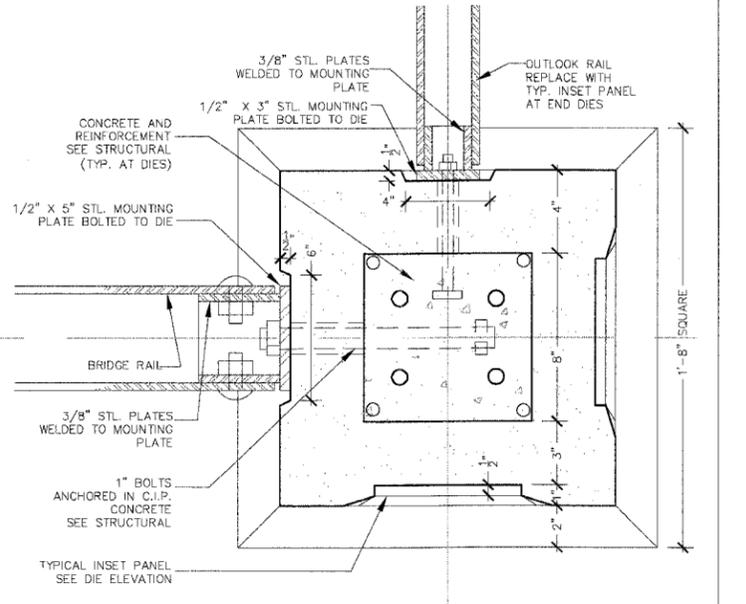
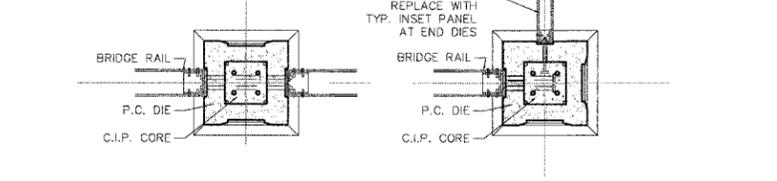
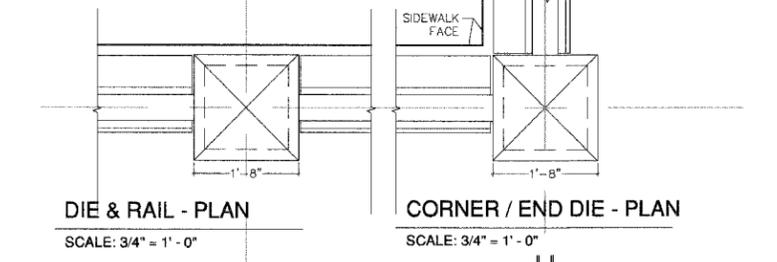
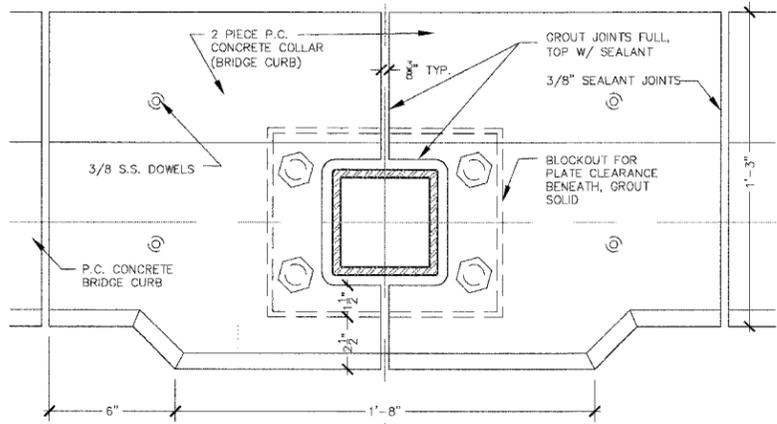
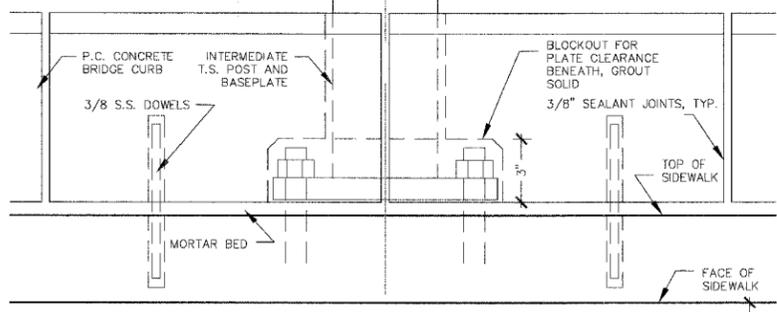
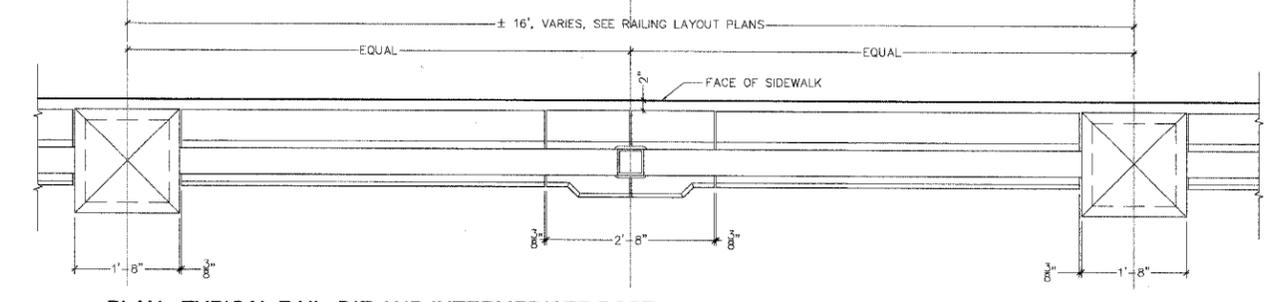
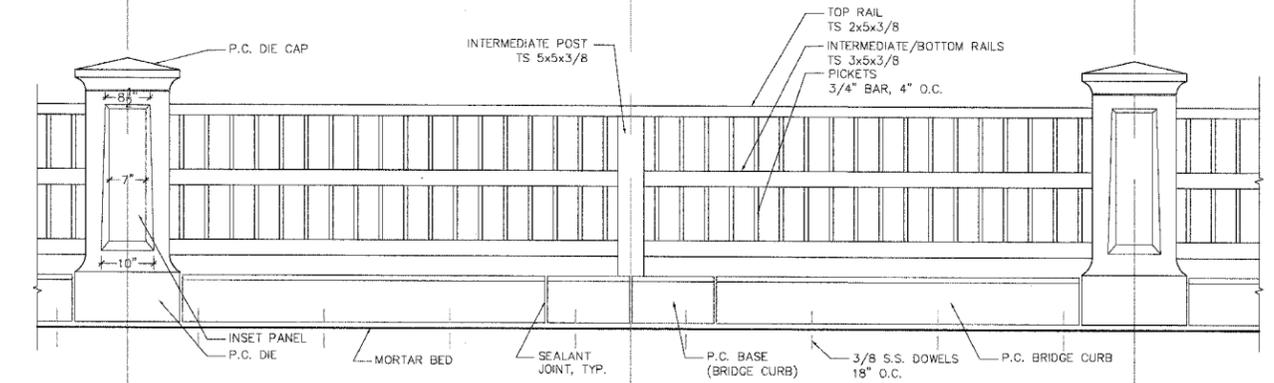
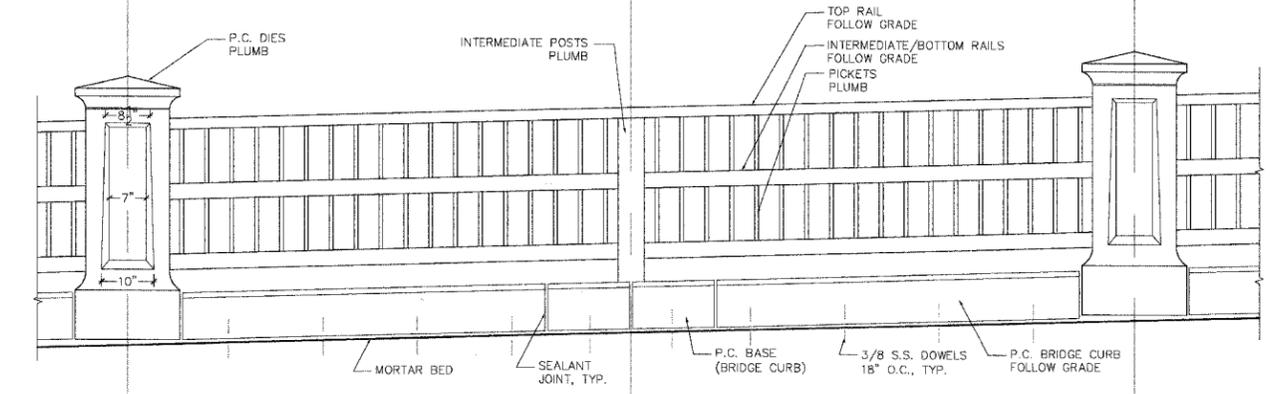
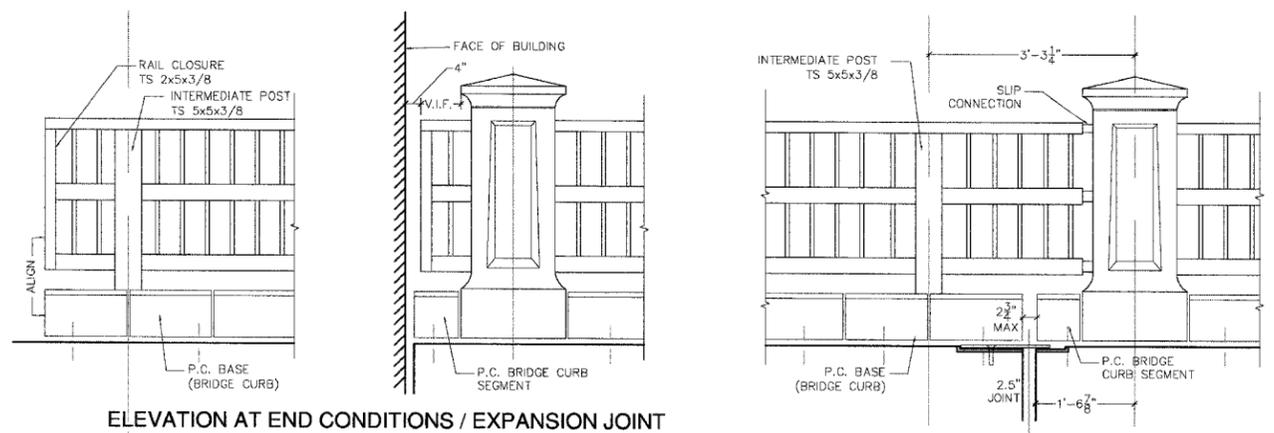
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DATE: 07.28.2006

DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL



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CHECKED BY = \$CHECKED BY\$
SCALE = \$SCALE\$
USER NAME = \$USER\$

F.A.I.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	139
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTES:

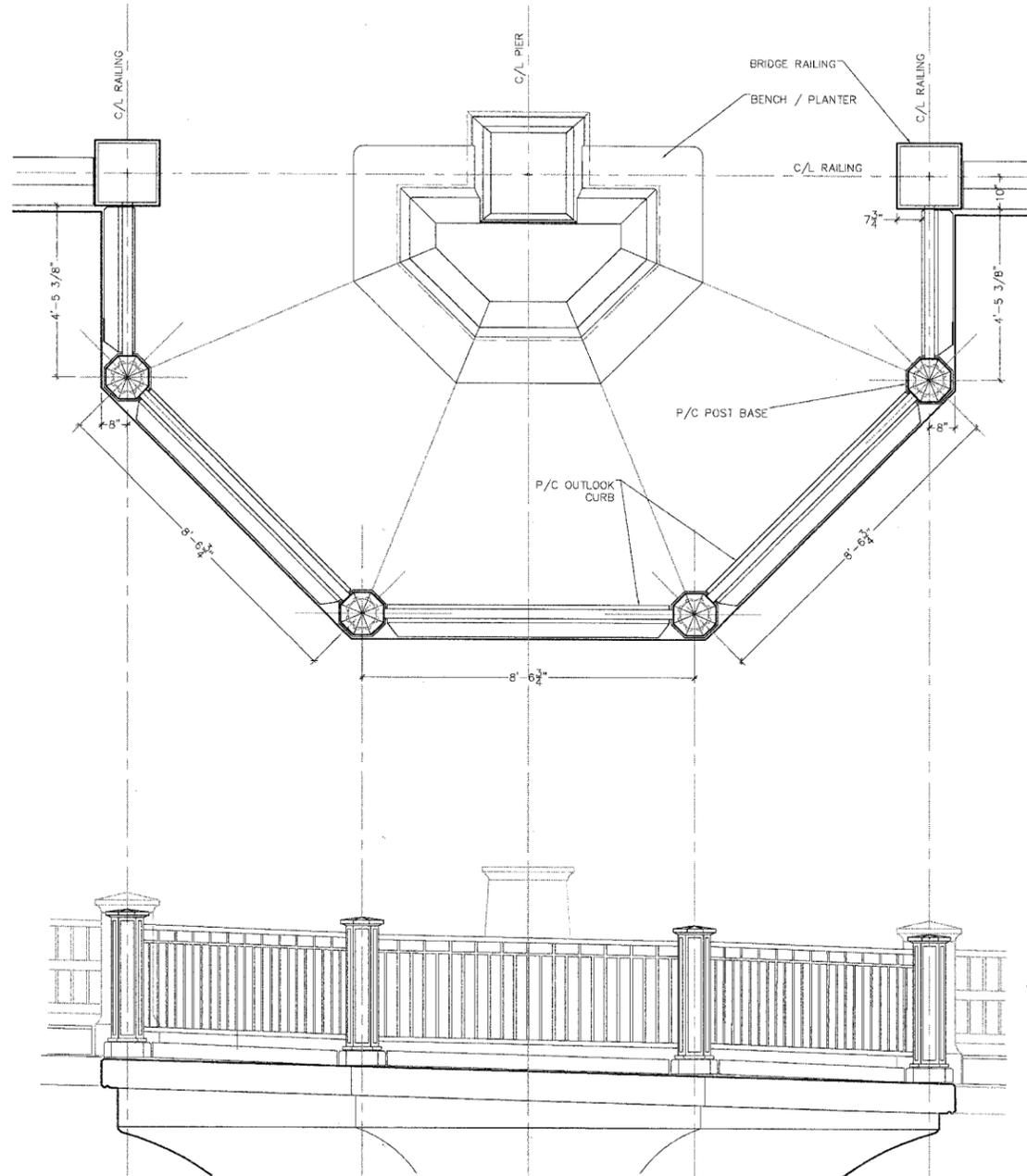
- SEE SHEETS 84 AND 85 FOR STRUCTURAL DETAIL INFORMATION
- SEE SHEETS 83 AND 125 FOR RAILING LAYOUT INFORMATION

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION WILSON STREET
NAME	DATE	
		RAILINGS BRIDGE RAILING
		SCALE: VARIES
		DATE: 07.28.2006
		DRAWN BY: BRJ / JA
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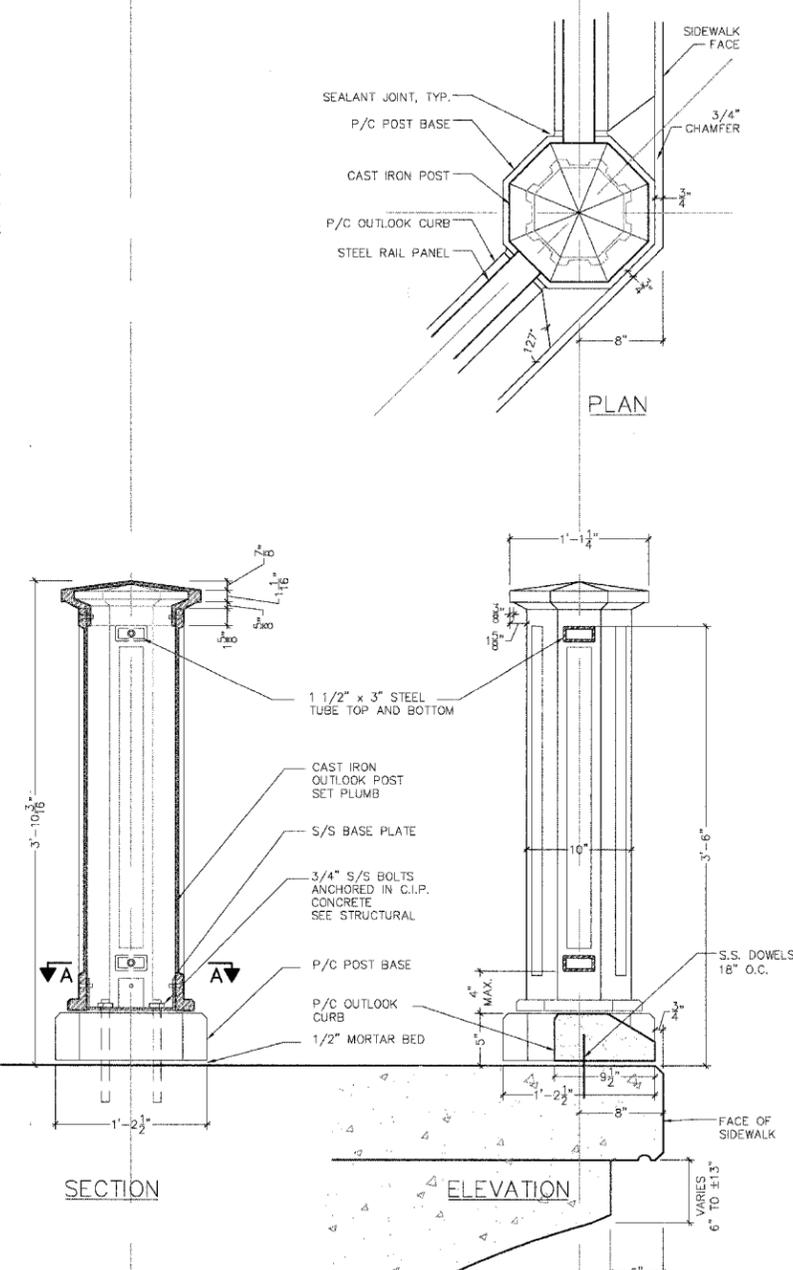
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F.A.U. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	140
STA. _____ TO STA. _____		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		

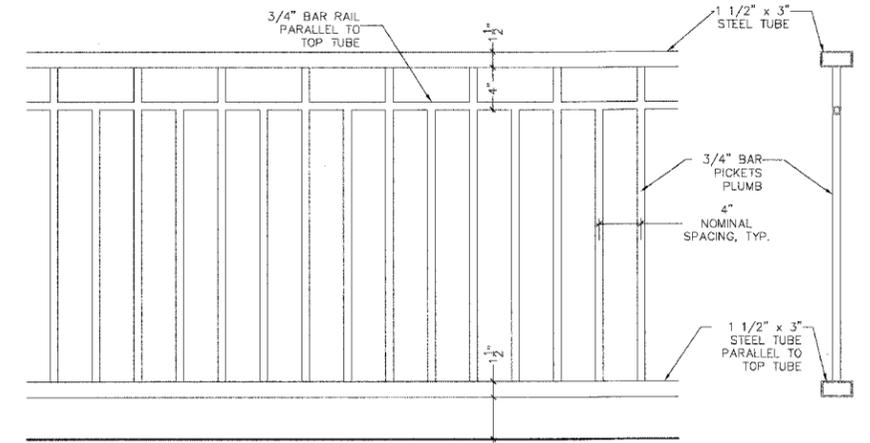


NOTE: OUTLOOK SLOPE VARIES PER OUTLOOK POSTS AND PICKETS TO BE PLUMB, TYP.
OUTLOOK RAILING ELEVATION & PLAN
 SCALE: 1/2" = 1' - 0"

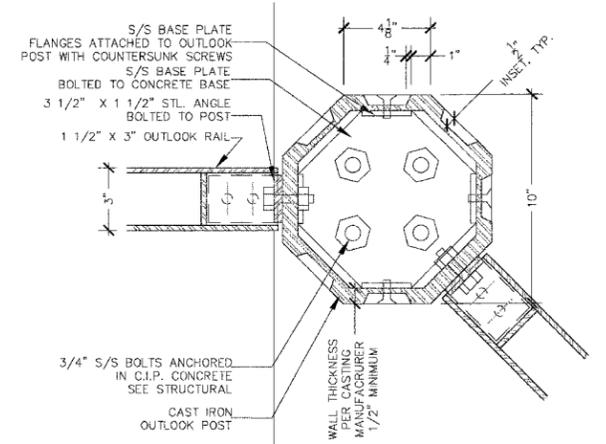


OUTLOOK POST ELEVATION, PLAN AND SECTION
 SCALE: 1 1/2" = 1' - 0"

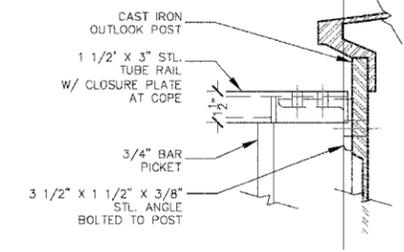
- NOTES:**
- 1 - SEE SHEETS 84 AND 85 FOR STRUCTURAL DETAIL INFORMATION
 - 2 - SEE SHEETS 83 AND 125 FOR RAILING LAYOUT INFORMATION



OUTLOOK RAILING PANEL DETAILS
 SCALE: 1 1/2" = 1' - 0"



OUTLOOK RAILING PANEL CONNECTION TO POST - SECTION A-A
 SCALE: 3" = 1' - 0"



OUTLOOK RAILING CONNECTION TO POST - DETAIL
 SCALE: 3" = 1' - 0"

REVISIONS	
NAME	DATE

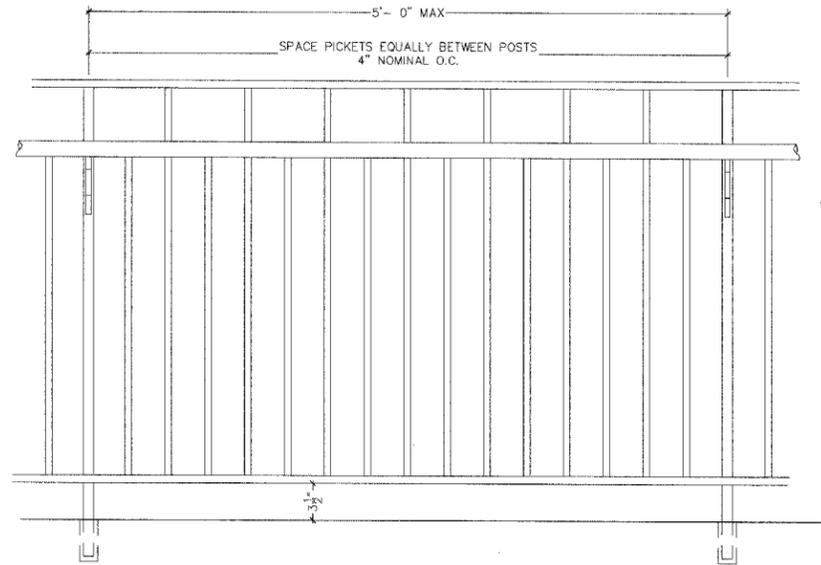
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 RAILINGS
 OUTLOOK RAILING



SCALE: VARIES
 DATE: 07.28.2006
 DRAWN BY: BRJ / JA
 CHECKED BY: BRJ / LL

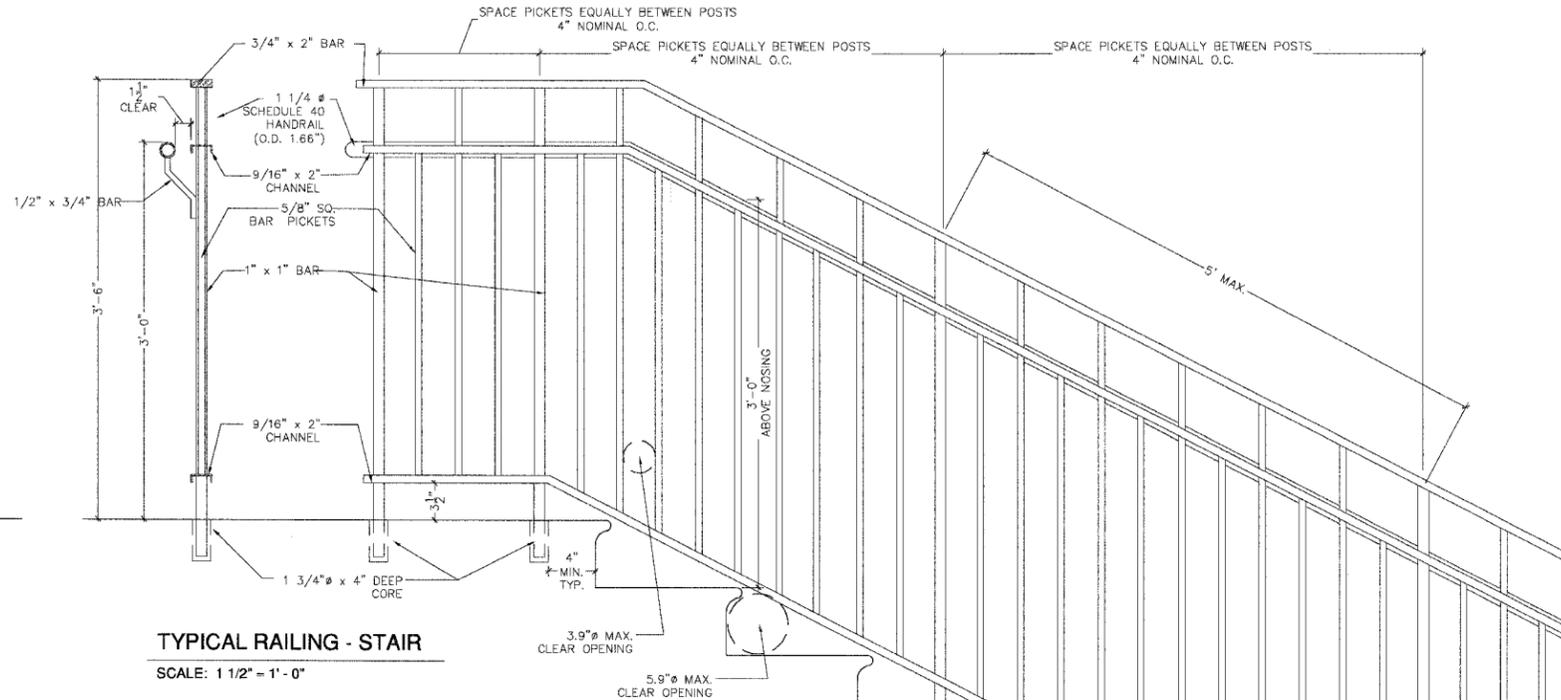
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 USER NAME = \$USER\$

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	141
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



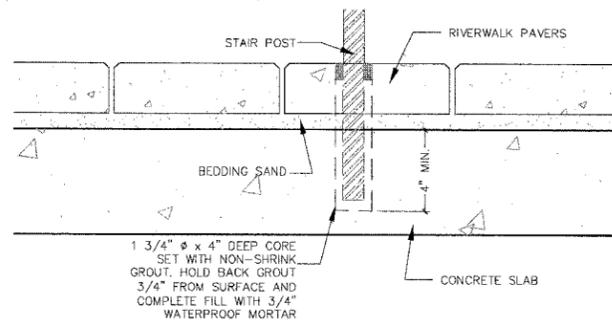
TYPICAL RAILING - HORIZONTAL

SCALE: 1 1/2" = 1'-0"



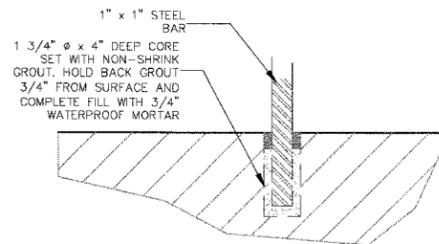
TYPICAL RAILING - STAIR

SCALE: 1 1/2" = 1'-0"



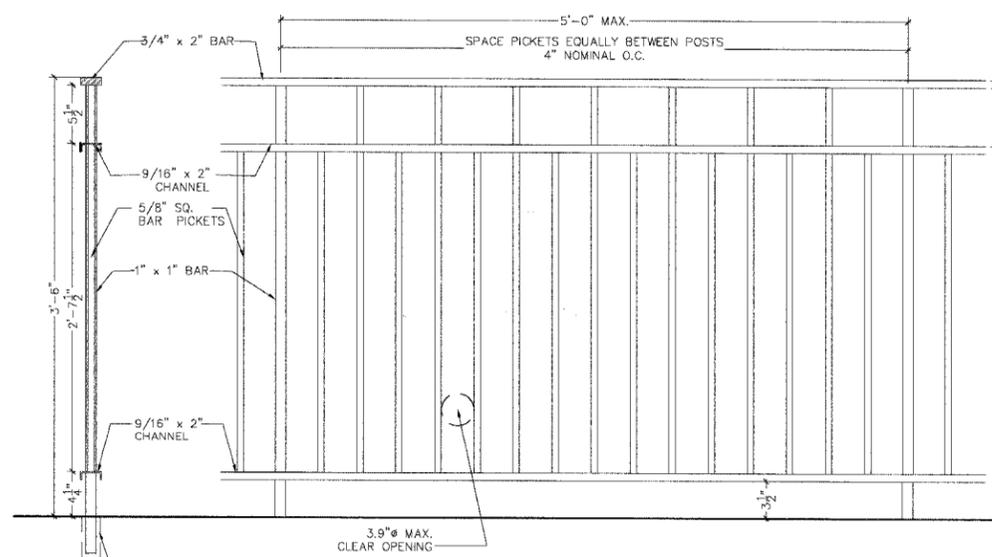
STAIR POST AT PAVER DETAIL

SCALE: 3" = 1'-0"



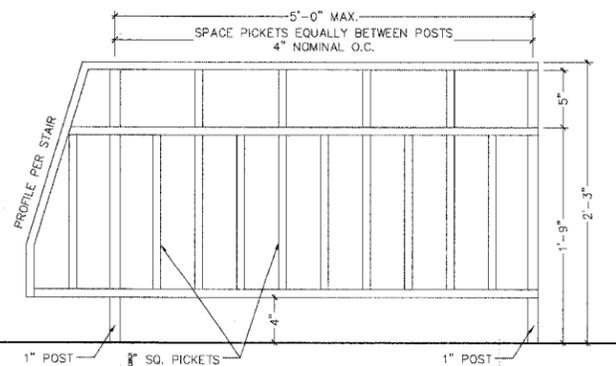
POST ATTACHMENT DETAILS

SCALE: 3" = 1'-0"



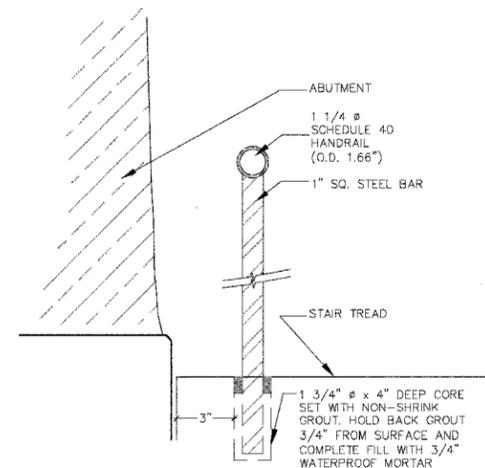
RIVERWALK RAILING

SCALE: 3" = 1'-0"



DETECTABLE WARNING RAILING

SCALE: 3" = 1'-0"



POST ATTACHMENT DETAIL-NW STAIR

SCALE: 3" = 1'-0"
SEE SHEETS 128 AND 129 FOR DETAIL APPLICATION

NOTES:

- 1 - SEE RIVERWALK CIVIL SHEETS-42 AND 43 FOR RIVERWALK RAILING LAYOUT INFORMATION.
- 2 - SEE SHEETS-128 THROUGH 136 FOR STAIR AND RIVERWALK RAILING LAYOUT INFORMATION.
- 3 - SEE SHEET-141 FOR STAIR AND RIVERWALK RAILINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

RAILINGS
STAIR AND RIVERWALK RAILING

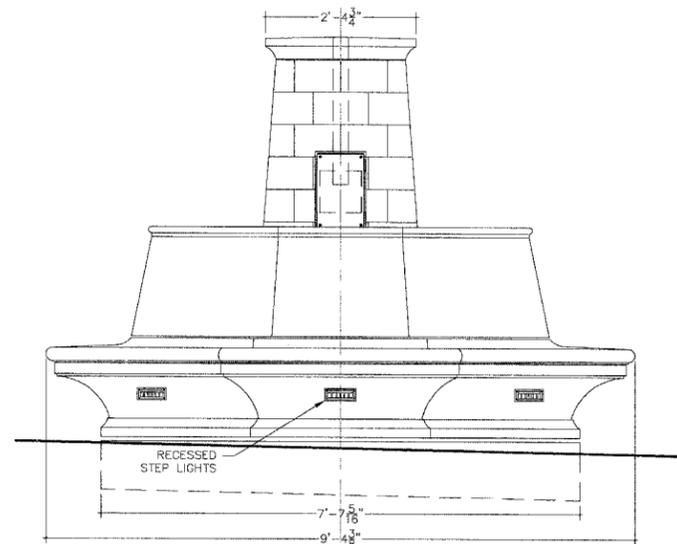
SCALE: VARIES
DATE: 07.28.2006

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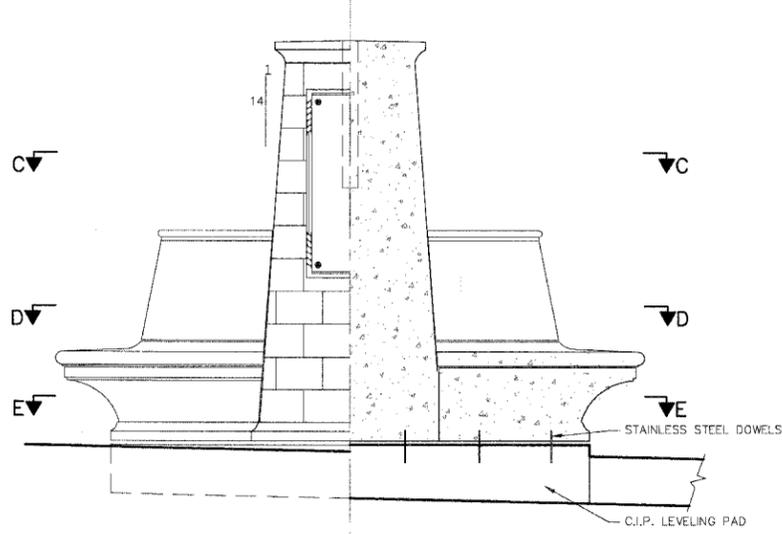
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180 N. MICHIGAN AVE.
CHICAGO, ILLINOIS 60601

PLOT DATE = \$DATE\$
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USER NAME = \$USER\$

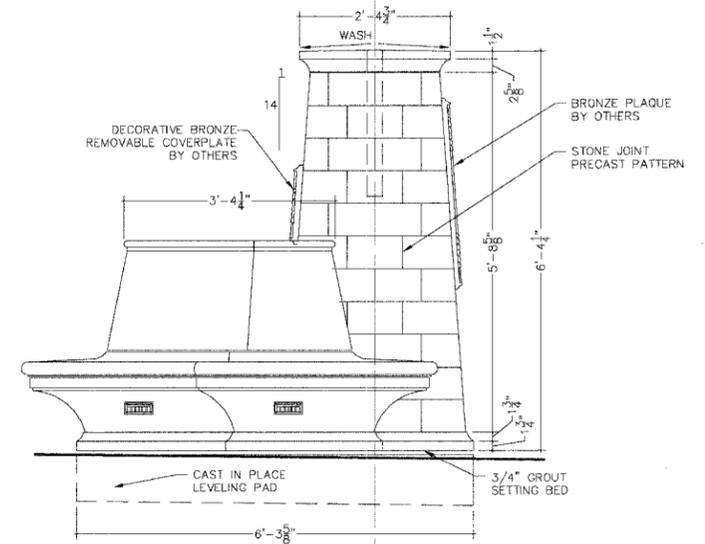
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	142
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	



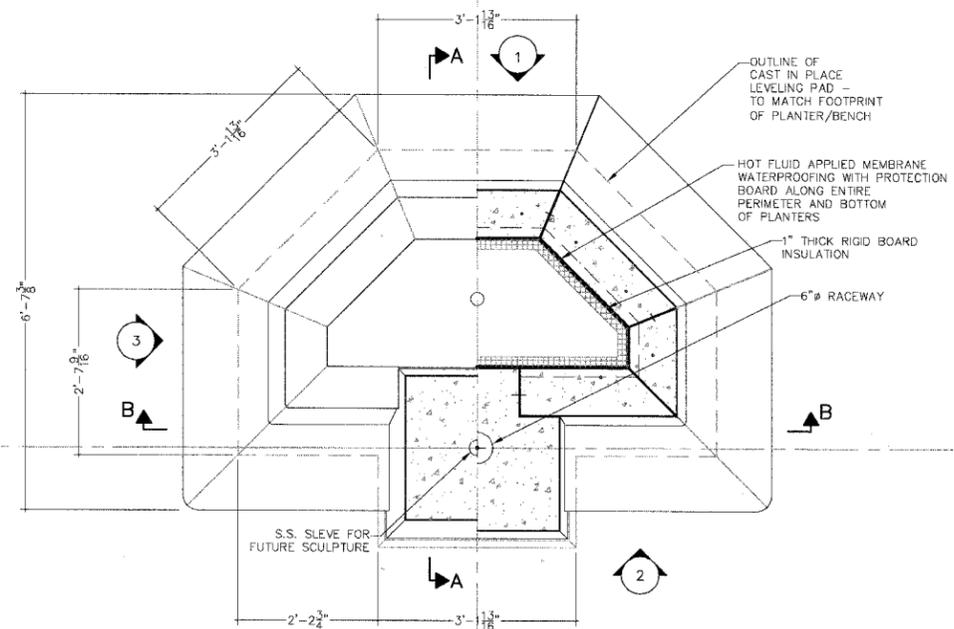
ELEVATION - 1
SCALE: 3/4" = 1' - 0"



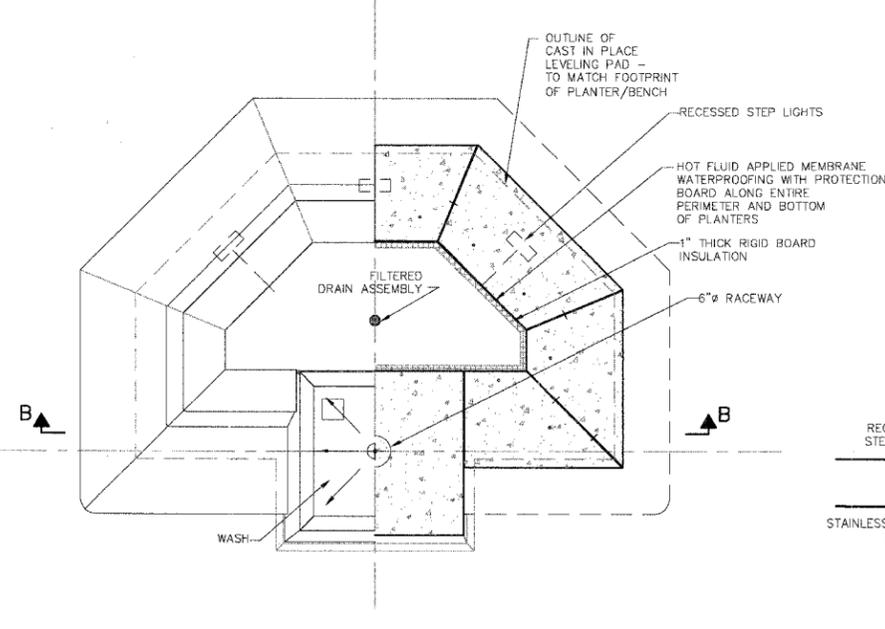
ELEVATION - 2 & SECTION B-B
SCALE: 3/4" = 1' - 0"



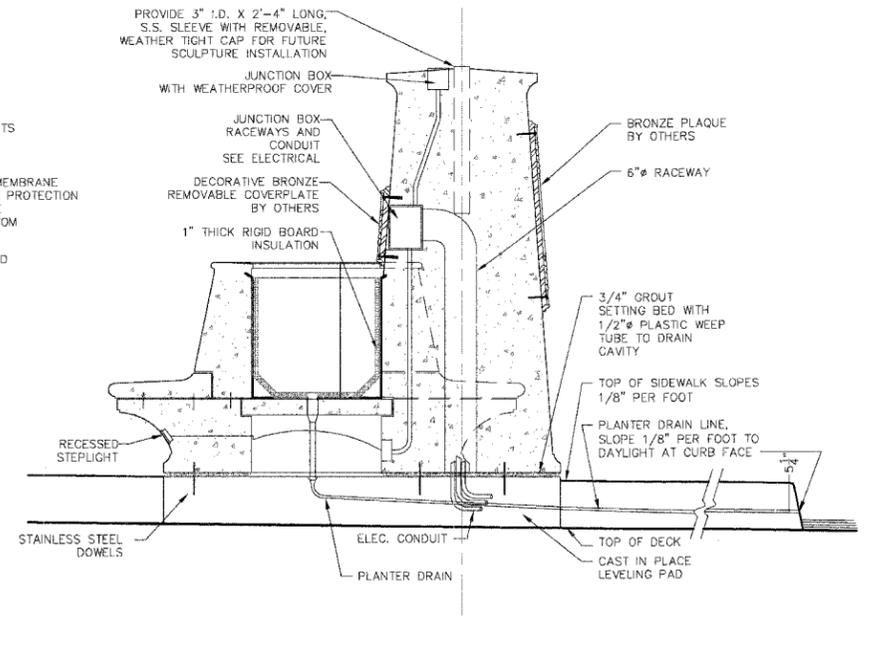
ELEVATION - 3
SCALE: 3/4" = 1' - 0"



SECTION C-C AND D-D
SCALE: 3/4" = 1' - 0"



PLAN AND SECTION E-E
SCALE: 3/4" = 1' - 0"



SECTION A-A
SCALE: 3/4" = 1' - 0"

NOTES:

- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
- 2 - SEE SHEET 143 FOR ADDITIONAL PLANTER/BENCH DETAILING.
- 3 - SEE SHEET 151 FOR ELECTRICAL DETAILING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

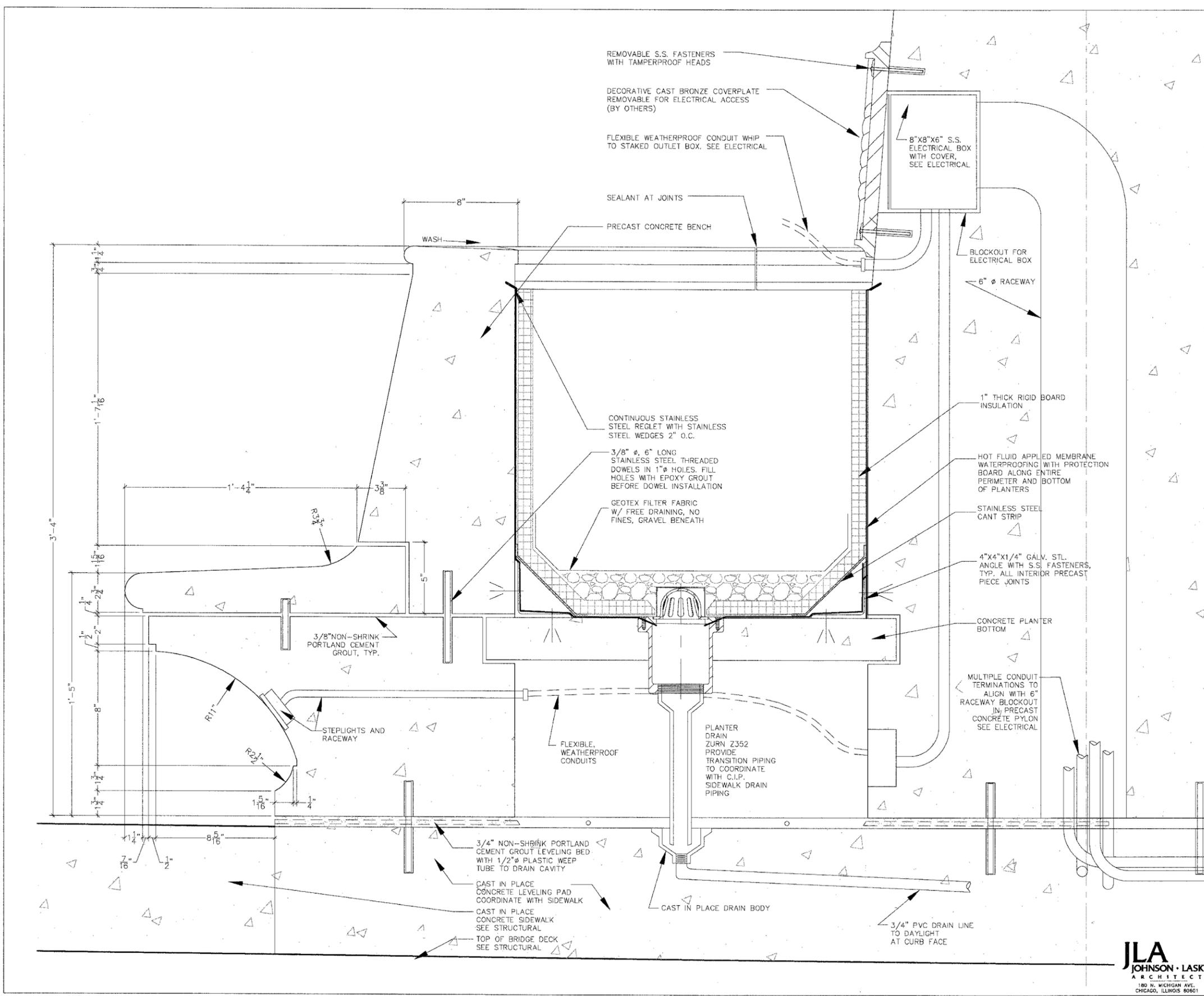
PLANTER/BENCH
PLANS, SECTIONS, ELEVATIONS

SCALE: VARIES
DATE: 07.28.2006
DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL

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PLT DATE = \$DATE\$
PLT NAME = \$FILE\$
PLT SCALE = \$SCALE\$
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F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	143
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		



- NOTES:**
- 1 - FINAL PRE-CAST CONCRETE DETAILING TO BE PERFORMED BY CONTRACTOR. COORDINATE WITH ALL OTHER WORK SHOWN. SEE STRUCTURAL AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION.
 - 2 - SEE SHEET 142 FOR ADDITIONAL PLANTER/BENCH DETAILING.
 - 3 - SEE SHEET 151 FOR ELECTRICAL DETAILING.

PLANTER DETAILS
SCALE: 3" = 1' - 0"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

PLANTER/BENCH
TYPICAL DETAILS

SCALE: VARIES
DATE: 07.28.2006

DRAWN BY: BRJ / JA
CHECKED BY: BRJ / LL



PLOT DATE = \$DATE\$
PLOT SCALE = \$SCALE\$
USER NAME = \$USER\$

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	144
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

NOTES:

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE, THE NATIONAL ELECTRIC SAFETY CODE, AND THE CITY OF BATAVIA ELECTRIC CODE.
2. COORDINATE THE INSTALLATION OF STREET LIGHTING WITH THE CONSTRUCTION STAGING.
3. EXISTING MANHOLES AND HANDHOLES TO BE RE-USED FOR THE NEW ROADWAY LIGHTING MAY CONTAIN TRAFFIC SIGNAL CONTROL WIRES OR OTHER UTILITIES. ANY DAMAGE TO THESE UTILITY LINES SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
4. FOR POLE AND LUMINAIRE DETAILS, REFER TO ELECTRICAL PLANS AND SPECIFICATIONS.
5. CONNECT ALL LUMINAIRES TO 120V CIRCUITS.
6. COORDINATE THE INSTALLATION OF STREET LIGHTING AND UNDERGROUND WORK WITH THE OTHER TRADES.
7. THE QUANTITIES FOR ELECTRIC CABLE AND CONDUITS ARE APPROXIMATIONS ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACTUAL QUANTITIES REQUIRED FOR THIS PROJECT.
8. ALL LIGHTING EQUIPMENT ON THE SOUTH SIDE OF THE STREET SHALL BE INSTALLED DURING STAGE 1. ALL NORTH SIDE EQUIPMENT DURING STAGE 2.
9. CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THE EXISTING AND PROPOSED LIGHTING DURING CONSTRUCTION.
10. ALL LIGHT POLES ARE TO BE INSTALLED 2' BACK FROM FACE OF CURB.

LEGEND

- ⊙ EXISTING PEDESTRIAN LIGHTING UNIT
- ⊙ EXISTING PARAPET MOUNTED LIGHTING UNIT
- ⊙ EXISTING GROUND MOUNTED LIGHTING UNIT
- PROPOSED 30' ALUMINUM ORNAMENTAL POLE, 8' MAST ARM AND 250W HPS LUMINAIRE WITH FESTOON OUTLET AND BANNER BRACKETS (RDWY LP)
- PROPOSED TEMPORARY 50' WOOD POLE WITH 15' MAST ARM AND 400W HPS PHOTO-CELL CONTROLLED LUMINAIRE (TEMP LP)
- PROPOSED 14' ALUMINUM ORNAMENTAL POLE, 100W PEDESTRIAN LUMINAIRE WITH PLANTER ARMS (PED LP1)
- PROPOSED 14' ALUMINUM ORNAMENTAL POLE, 50W PEDESTRIAN LUMINAIRE WITHOUT PLANTER ARMS (PED LP2)
- PROPOSED 10' ALUMINUM ORNAMENTAL POLE, 50W PEDESTRIAN LUMINAIRE WITHOUT PLANTER ARMS (PED LP3)
- PROPOSED JUNCTION BOX ATTACHED TO STRUCTURE, 8" x 8" x 6" (JB2)
- PROPOSED JUNCTION BOX EMBEDDED IN STRUCTURE, 4" x 4" x 3" (JB1)
- PROPOSED 60W FLUORESCENT UNDERPASS LUMINAIRE (UND LUM)
- PROPOSED 75W INCANDESCENT LUMINAIRE (STAIR)
- ⊙ PROPOSED 100W HPS PIER LUMINAIRE (PIER 1)
- ⊙ PROPOSED 150W HPS PIER LUMINAIRE (PIER 1)
- PROPOSED 120V GFI RECEPTACLE IN BOX (REC)
- PROPOSED BENCH LIGHTING, INCLUDING 120V GFI RECEPTACLE, UNDER BENCH LIGHT UNITS AND JUNCTION BOXES (BENCH). SEE BENCH LIGHTING DETAIL SHEET.
- ⊥ PROPOSED GROUND ROD, 3/4" x 10'
- PROPOSED CONDUIT ATTACHED TO STRUCTURE, SIZE AS NOTED
- PROPOSED CONDUIT IN TRENCH, SIZE AS NOTED
- PROPOSED CONDUIT EMBEDDED IN STRUCTURE, SIZE AS NOTED
- A/C --- PROPOSED TEMPORARY AERIAL CABLE, 3-1/C #4 WITH MESSENGER WIRE
- R DENOTES ELECTRICAL EQUIPMENT TO BE REMOVED
- RGS RIGID GALVANIZED STEEL
- ATS ATTACHED TO STRUCTURE
- EIS EMBEDDED IN STRUCTURE

SUMMARY OF QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
80700110	GROUND ROD, 3/4" DIA. x 10 FT.	EACH	16
80800425	TEMPORARY WOOD POLE, 50 FT., CLASS 4, 15 FT. MAST ARM	EACH	2
81012300	CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	725
81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	780
81016100	CONDUIT IN TRENCH, 1/2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	140
81100200	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., GALVANIZED STEEL	FOOT	160
81200200	CONDUIT EMBEDDED IN STRUCTURE, 3/4" DIA., PVC	FOOT	375
81200210	CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	590
81200210	CONDUIT EMBEDDED IN STRUCTURE, 1 1/2" DIA., PVC	FOOT	480
81300320	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 8" x 8" x 6"	EACH	4
81300980	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 8" x 8" x 6"	EACH	4
81303950*	JUNCTION BOX, EMBEDDED IN STRUCTURE, 6" x 6" x 6"	EACH	4
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1040
81700120	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 1/C NO. 6	FOOT	700
81700315	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 3-1/C NO. 10	FOOT	330
81700325	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 3-1/C NO. 8	FOOT	400
81700355	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 3-1/C NO. 2	FOOT	1200
81701125	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 1/C NO. 1/0	FOOT	800
81701145	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 1/C NO. 3/0	FOOT	600
81800320	AERIAL CABLE, 3-1/C #4 WITH MESSENGER WIRE	FOOT	540
82103250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 250 WATT	EACH	10
82103400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	2
83600200	POLE FOUNDATION, CONCRETE, 24" DIA.	FOOT	70
83600200	POLE FOUNDATION, CONCRETE, 15" DIA.	FOOT	89.25
84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	2
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	22
XXXXXXXX*	LUMINAIRE, SODIUM VAPOR, PEDESTRIAN, PHOTO-CELL CONTROL, 100 WATT	EACH	8
XXXXXXXX*	LUMINAIRE, SODIUM VAPOR, PEDESTRIAN, PHOTO-CELL CONTROL, 50 WATT	EACH	9
XXXXXXXX*	UNDERPASS LUMINAIRE, FLUORESCENT, 60 WATT	EACH	8
XXXXXXXX*	UNDER STAIR LUMINAIRE, INCANDESCENT, 75 WATT	EACH	2
XXXXXXXX*	JUNCTION BOX, EMBEDDED IN STRUCTURE, 4" x 4" x 3"	EACH	14
XXXXXXXX*	LIGHT POLE, ALUMINUM, 30 FT. M.H., 8 FT. MAST ARM	EACH	10
XXXXXXXX*	LIGHT POLE, ALUMINUM, 14 FT., POST TOP, WITH PLANTER ARMS	EACH	8
XXXXXXXX*	LIGHT POLE, ALUMINUM, 14 FT., POST TOP, NO PLANTER ARMS	EACH	6
XXXXXXXX*	LIGHT POLE, ALUMINUM, 10 FT., POST TOP, NO PLANTER ARMS	EACH	3
XXXXXXXX*	GFI RECEPTACLE AND BOX, 120V	EACH	14
XXXXXXXX*	LIQUIDTIGHT FLEXIBLE METAL CONDUIT, 3/4"	FOOT	50
XXXXXXXX*	MAINTAIN LIGHTING SYSTEM	L. SUM	1

* REQUIRES SPECIAL PROVISION



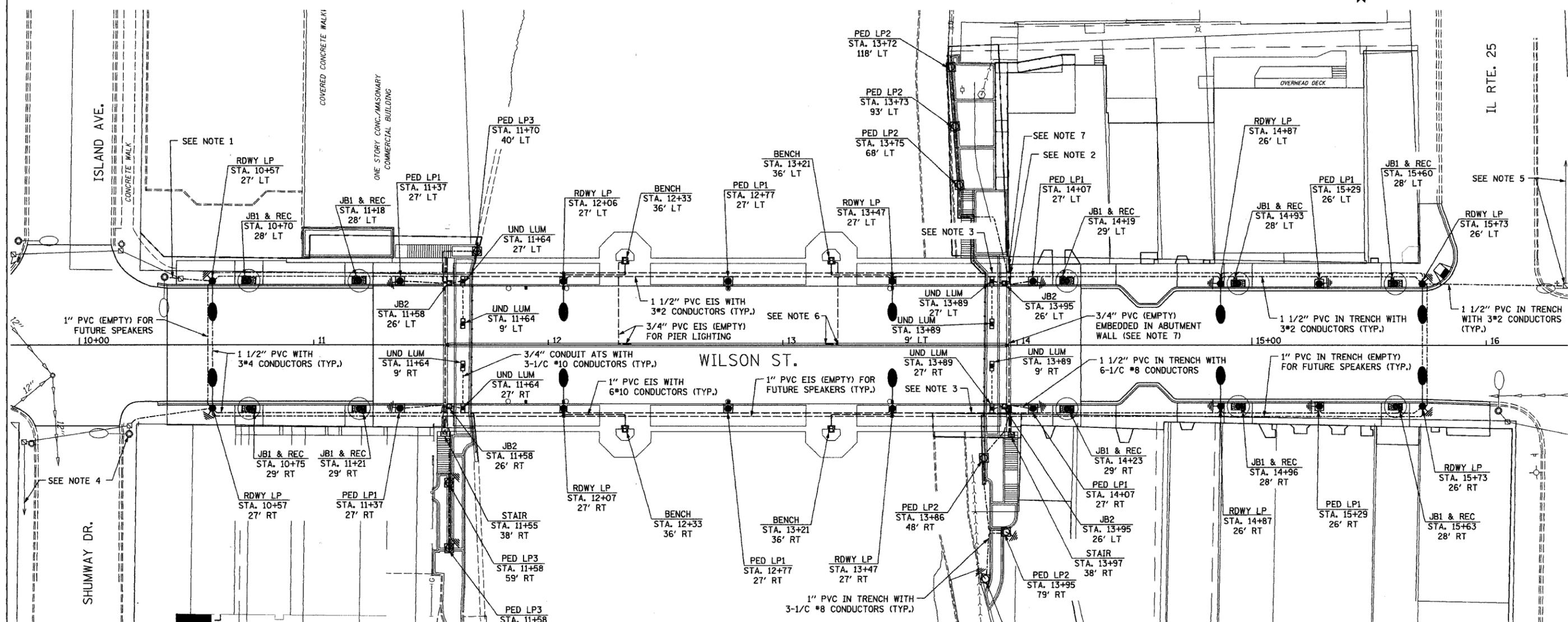
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
GENERAL NOTES AND QUANTITIES

REVISIONS	
NAME	DATE

SCALE: 1"=20'
DATE: 09/28/06
DRAWN BY: JDM
CHECKED BY: RS

PLT DATE = 09/28/06
FILE NAME = 83869
USER NAME = JDM
USER ID = 1000000000

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	145
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

- SPLICE 3-1/C #2 CONDUCTORS INSIDE EXISTING POLE AND RUN THROUGH EXISTING CONDUIT THROUGH EXISTING MANHOLE TO PROPOSED POLE BASE.
- PROVIDE CONDUIT EXPANSION/DEFLECTION COUPLING BETWEEN TRANSITION FROM CONDUIT EMBEDDED IN STRUCTURE TO CONDUIT IN TRENCH. REPEAT THIS AT EACH CONDUIT TRANSITION AT ALL FOUR CORNERS OF THE BRIDGE (TOTAL OF 12). THIS COUPLING WORK IS CONSIDERED INCIDENTAL TO CONDUIT, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 1 1/2" CONDUIT (EMPTY). THIS CONDUIT PROVIDED FOR FUTURE RE-WIRING OPTIONS.
- REMOVE EXISTING SERVICE (3-1/C #2) CABLES FROM EXISTING POLE TO EXISTING TRANSFORMER APPROX. 200' SOUTH OF WILSON AVE. REPLACE THESE SERVICE CABLES WITH 2-1/C #1/0 AND 1-1/C #6 (GROUND) CONDUCTORS IN EXISTING CONDUIT.
- REMOVE EXISTING SERVICE (3-1/C #2) CABLES FROM EXISTING POLE TO EXISTING TRANSFORMER APPROX. 500' NORTH OF WILSON AVE. REPLACE THESE SERVICE CABLES WITH 2-1/C #1/0 AND 1-1/C #6 (GROUND) CONDUCTORS FROM EXISTING POLE TO AN EXISTING HANDHOLE 200' NORTH OF WILSON AVE IN EXISTING CONDUIT. FROM THIS HANDHOLE, RUN 2-1/C #3/0 SERVICE CABLES THE REST OF THE WAY TO THE EXISTING TRANSFORMER IN THE EXISTING CONDUIT. EXISTING 1/C #2 GROUND WIRE IS TO REMAIN IN PLACE.
- EMPTY 3/4" PVC CONDUIT EMBEDDED IN BRIDGE DECK AS SHOWN FOR PIER LIGHTING. CONDUIT TO STUB OUT 3" FROM BOTTOM OF THE BRIDGE DECK FOR PIER LIGHTING. PIER LIGHTING LUMINAIRE INSTALLATION, WIRING AND CONDUIT CONNECTIONS ARE TO BE DONE BY OTHERS BUT NEED TO BE COORDINATED.
- EMPTY 3/4" PVC CONDUIT EMBEDDED IN ABUTMENT WALL AS SHOWN FOR PIER LIGHTING. CONDUIT TO STUB OUT 3" FROM ABUTMENT WALL FOR PIER LIGHTING. ADDITIONAL EMPTY 3/4" PVC CONDUIT TO BE RUN PARALLEL FROM JUNCTION BOX MOUNTED ON EITHER END OF THE ABUTMENT WALLS TO STUB OUT OF THE ABUTMENT WALL 3" FOR POWER SUPPLY AS SHOWN.

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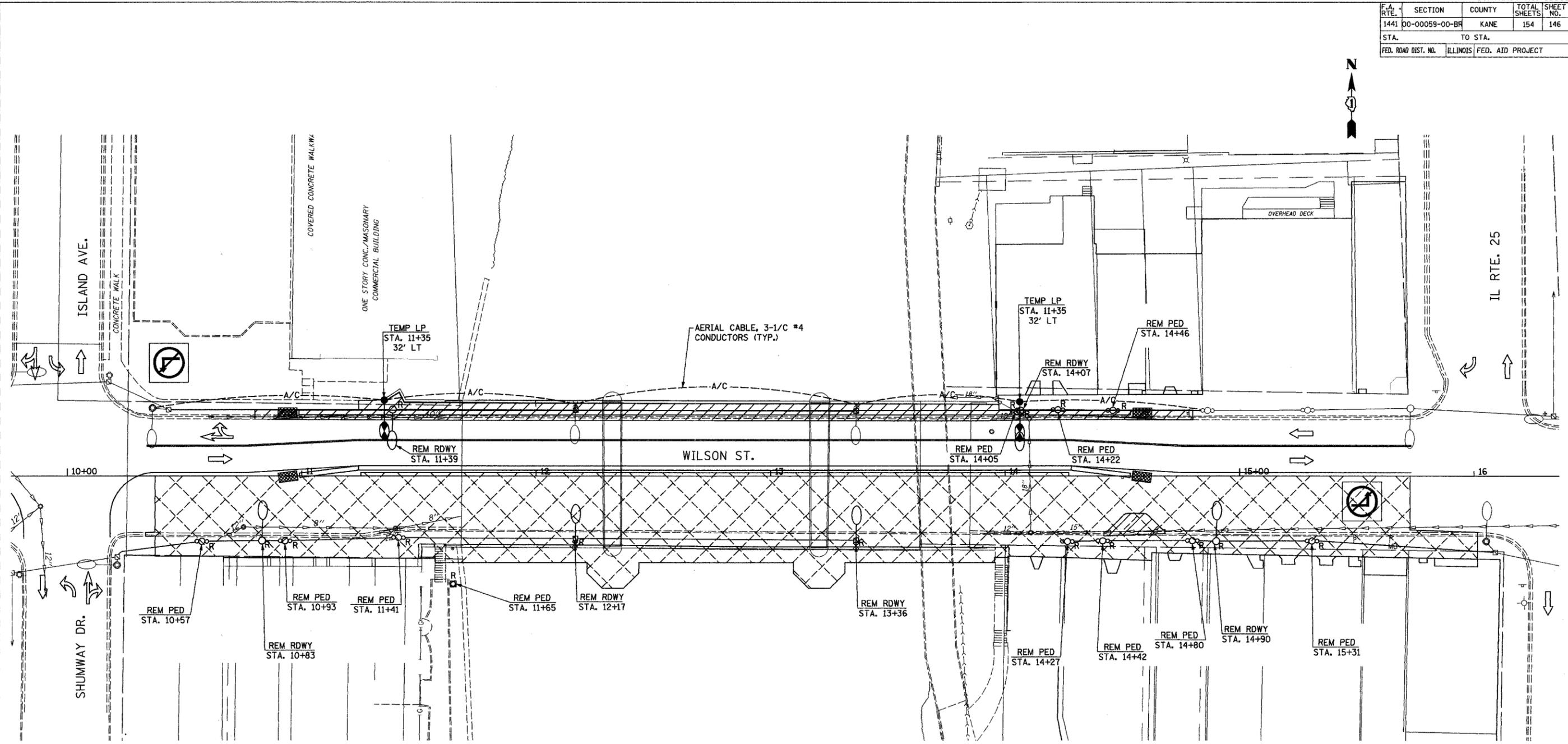


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 PROPOSED LIGHTING PLAN

SCALE: 1"=20'
 DATE: 09/28/06
 DRAWN BY: JDM
 CHECKED BY: RS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	146
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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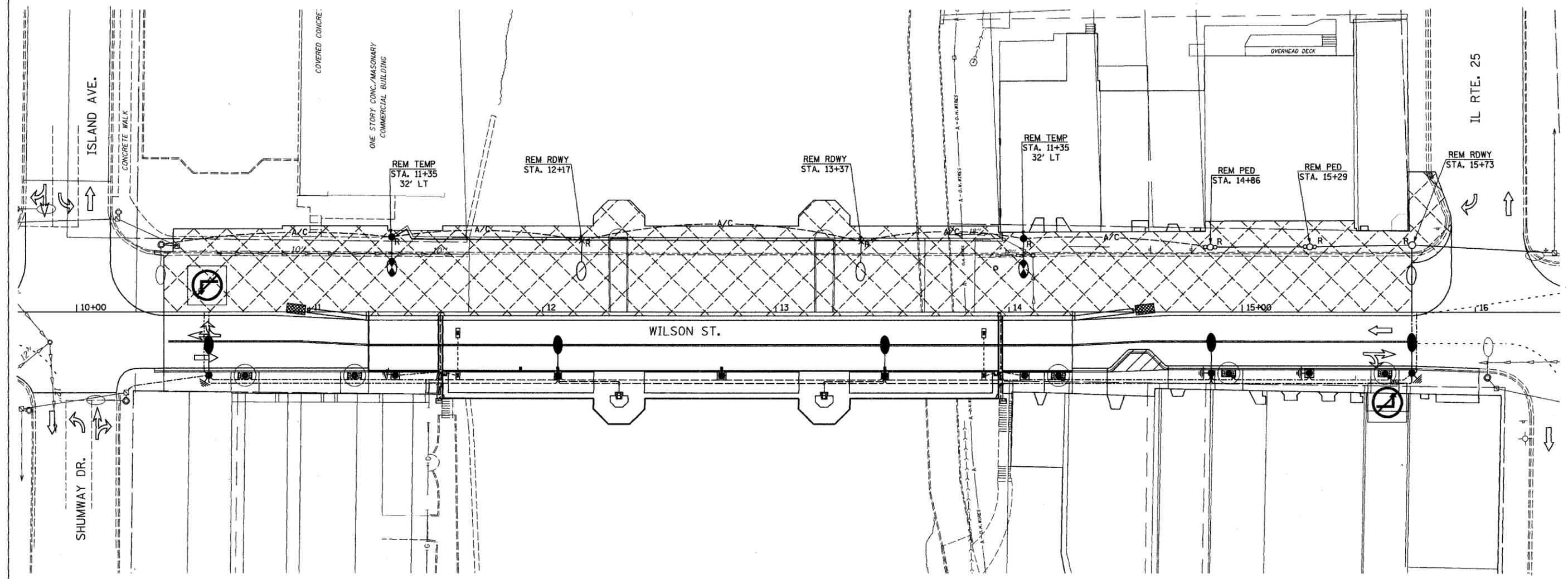
EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TEMPORARY AND REMOVAL PLAN
 STAGE 1

SCALE: 1"=20'
 DATE: 07/28/06
 DRAWN BY: JDM
 CHECKED BY: RS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	147
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



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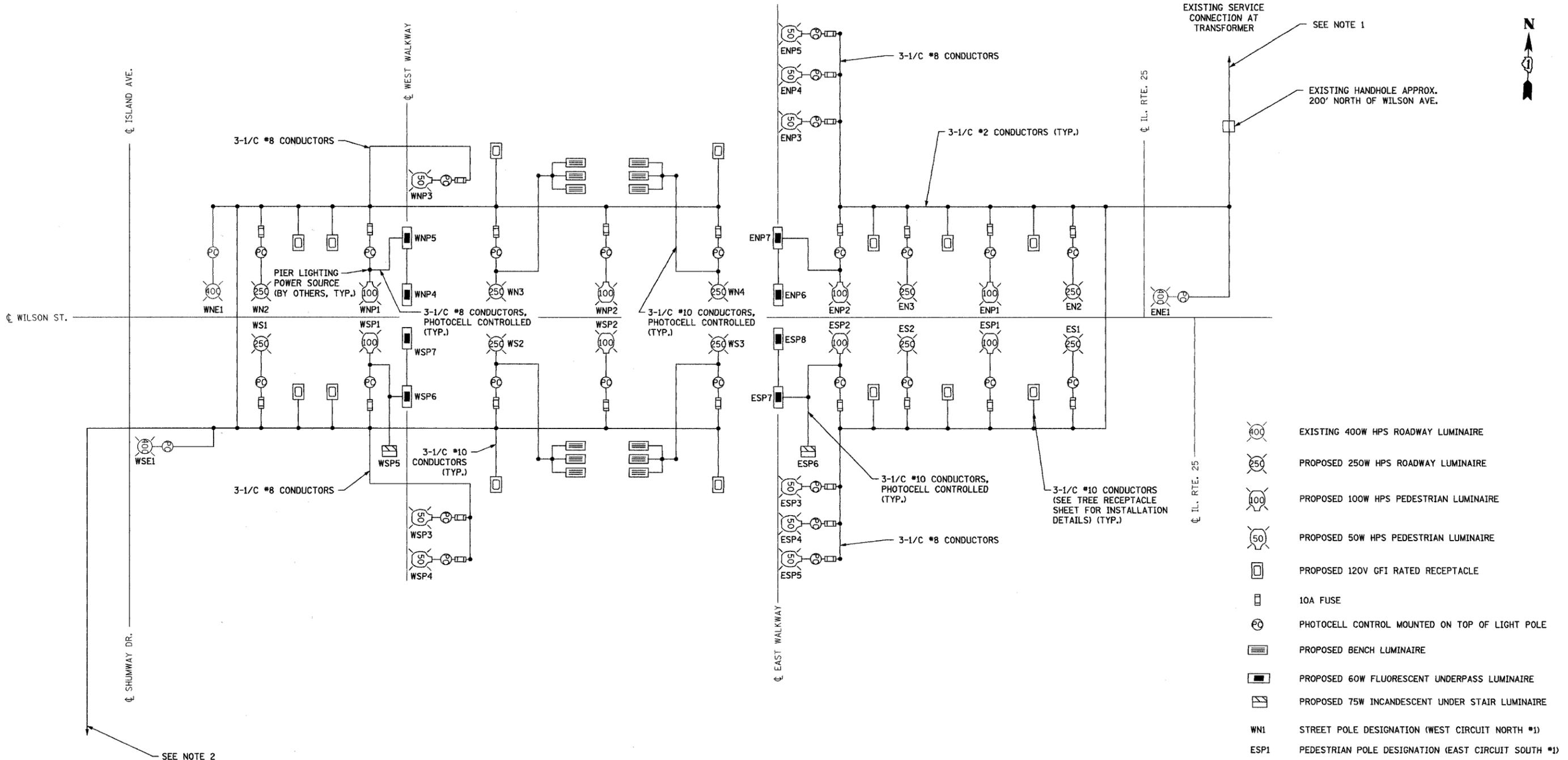
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 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 TEMPORARY AND REMOVAL PLAN
 STAGE 2

SCALE: 1"=20'
 DATE: 07/28/06
 DRAWN BY: JDM
 CHECKED BY: RS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	148
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING SERVICE CONNECTION AT TRANSFORMER

SEE NOTE 2

CIRCUIT	LOAD
WEST	75.72 A
EAST	68.40 A

NOTES:

- CONTRACTOR TO REPLACE CABLE FROM TRANSFORMER TO HANDHOLE AND CONNECT TO TRANSFORMER WITH NEW FUSES AS DIRECTED BY THE BATAVIA ELECTRICAL DEPARTMENT.
- CONTRACTOR TO REPLACE CABLE FROM TRANSFORMER TO LIGHT POLE WSE1 AND CONNECT TO TRANSFORMER WITH NEW FUSES AS DIRECTED BY THE BATAVIA ELECTRICAL DEPARTMENT.

- EXISTING 400W HPS ROADWAY LUMINAIRE
- PROPOSED 250W HPS ROADWAY LUMINAIRE
- PROPOSED 100W HPS PEDESTRIAN LUMINAIRE
- PROPOSED 50W HPS PEDESTRIAN LUMINAIRE
- PROPOSED 120V GFI RATED RECEPTACLE
- 10A FUSE
- PHOTOCELL CONTROL MOUNTED ON TOP OF LIGHT POLE
- PROPOSED BENCH LUMINAIRE
- PROPOSED 60W FLUORESCENT UNDERPASS LUMINAIRE
- PROPOSED 75W INCANDESCENT UNDER STAIR LUMINAIRE
- WN1 STREET POLE DESIGNATION (WEST CIRCUIT NORTH #1)
- ESP1 PEDESTRIAN POLE DESIGNATION (EAST CIRCUIT SOUTH #1)

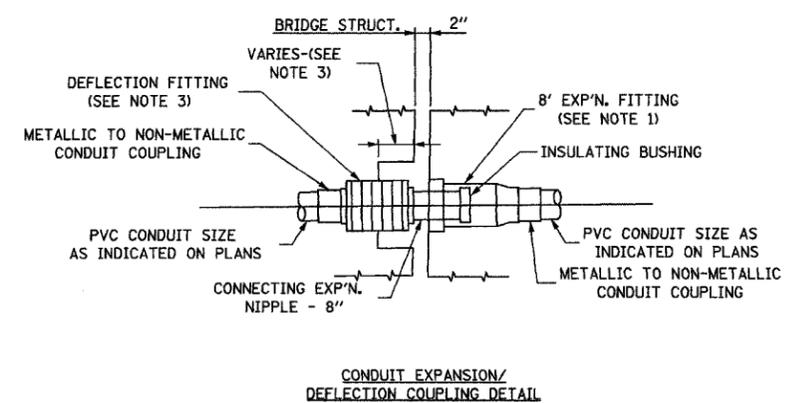
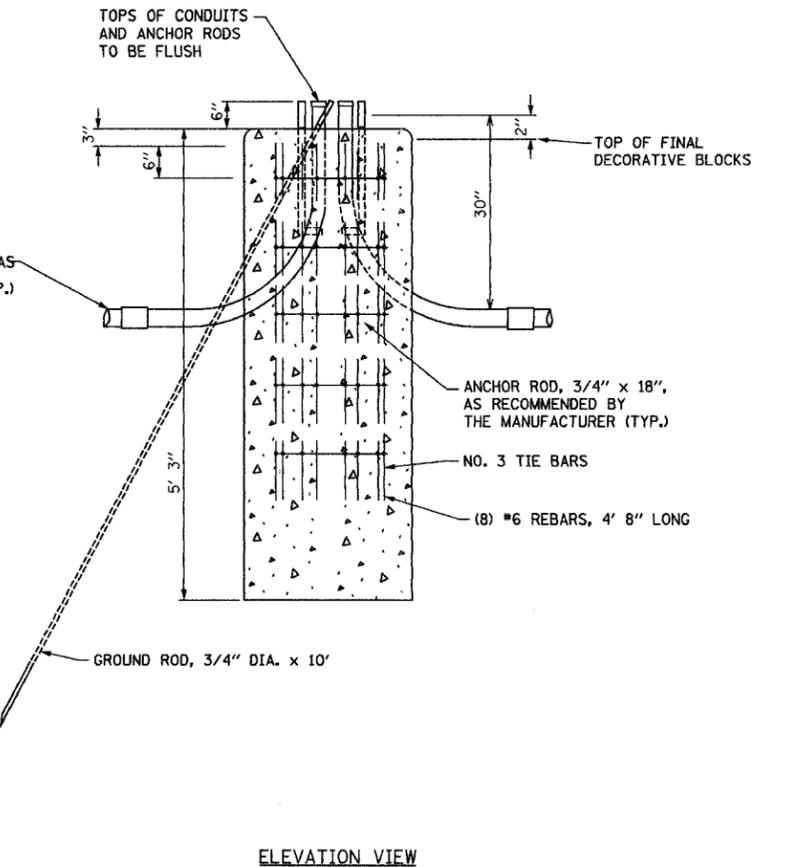
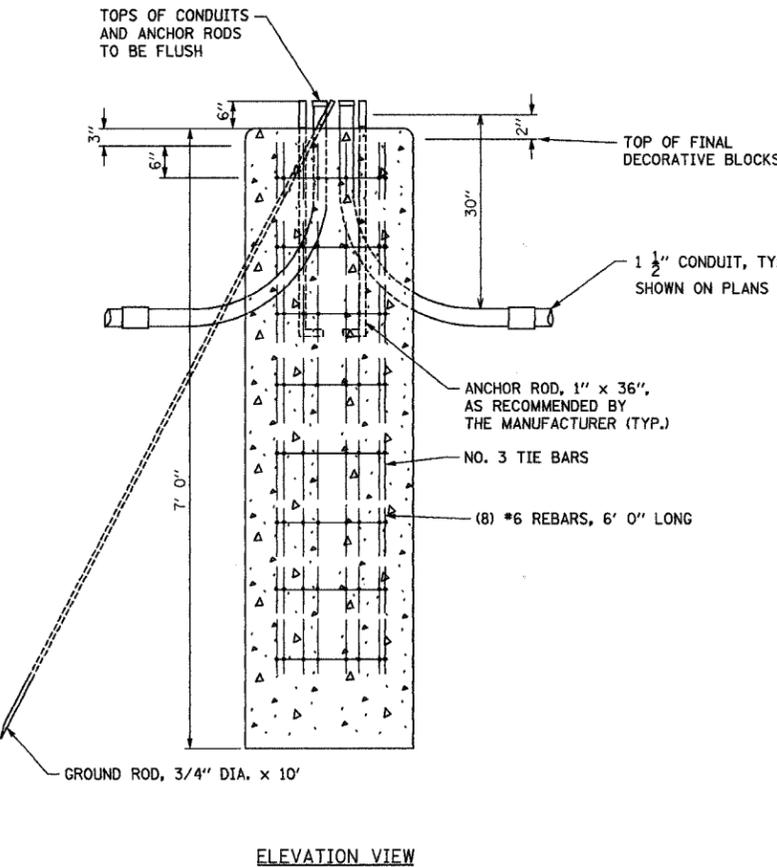
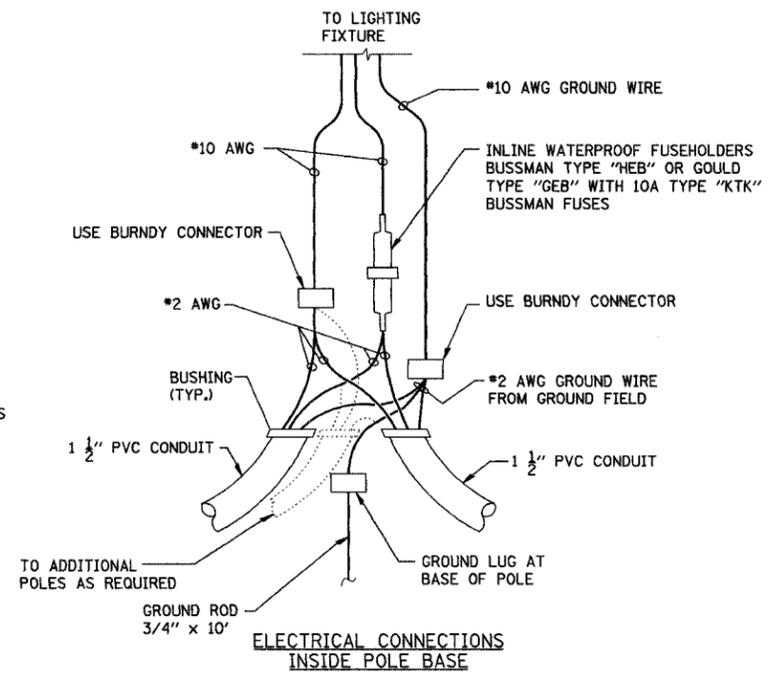
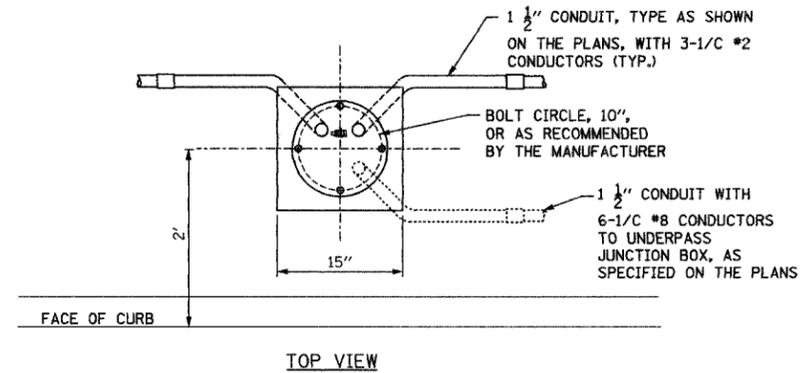
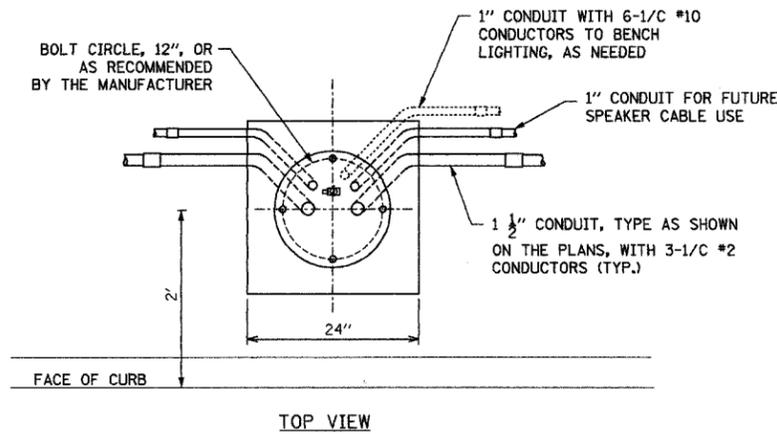
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 WIRING DIAGRAM
 SCALE: NONE
 DATE: 09/28/06
 DRAWN BY: JDM
 CHECKED BY: RS



PLOT DATE * WATER
 FILE NAME * FILEL
 PLOT SCALE * SCALE
 USER NAME * USER

F.A. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	149
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT



- NOTES:**
1. THE BARREL OF THE FITTING WILL BE FULLY EMBEDDED IN THE CONCRETE OF ONE SIDE OF THE EXPANSION JOINT.
 2. CONDUIT BENDS AND RADII WILL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
 3. A CAVITY OPENING, IF REQUIRED, MUST BE A 3" LARGER DIAMETER THAN THE DEFLECTION SLEEVE DIAMETER AND A MAXIMUM DEPTH OF HALF OF THE DEFLECTION SLEEVE LENGTH. THE DEFLECTION FITTING WILL BE CENTERED IN THE OPENING AND EMBEDDED IN THE CONCRETE ONLY UP TO THE DEFLECTION FITTING CENTER.
 4. EXPANSION / DEFLECTION COUPLING SHALL ACCOMODATE AND EXPANSION RANGE OF 10.4"

NOTE: FOUNDATIONS ARE FOR GROUND MOUNTED POLES. SEE ARCHITECTURAL PLANS FOR FOUNDATIONS FOR POLES MOUNTED ON THE BRIDGE OR RETAINING WALL.

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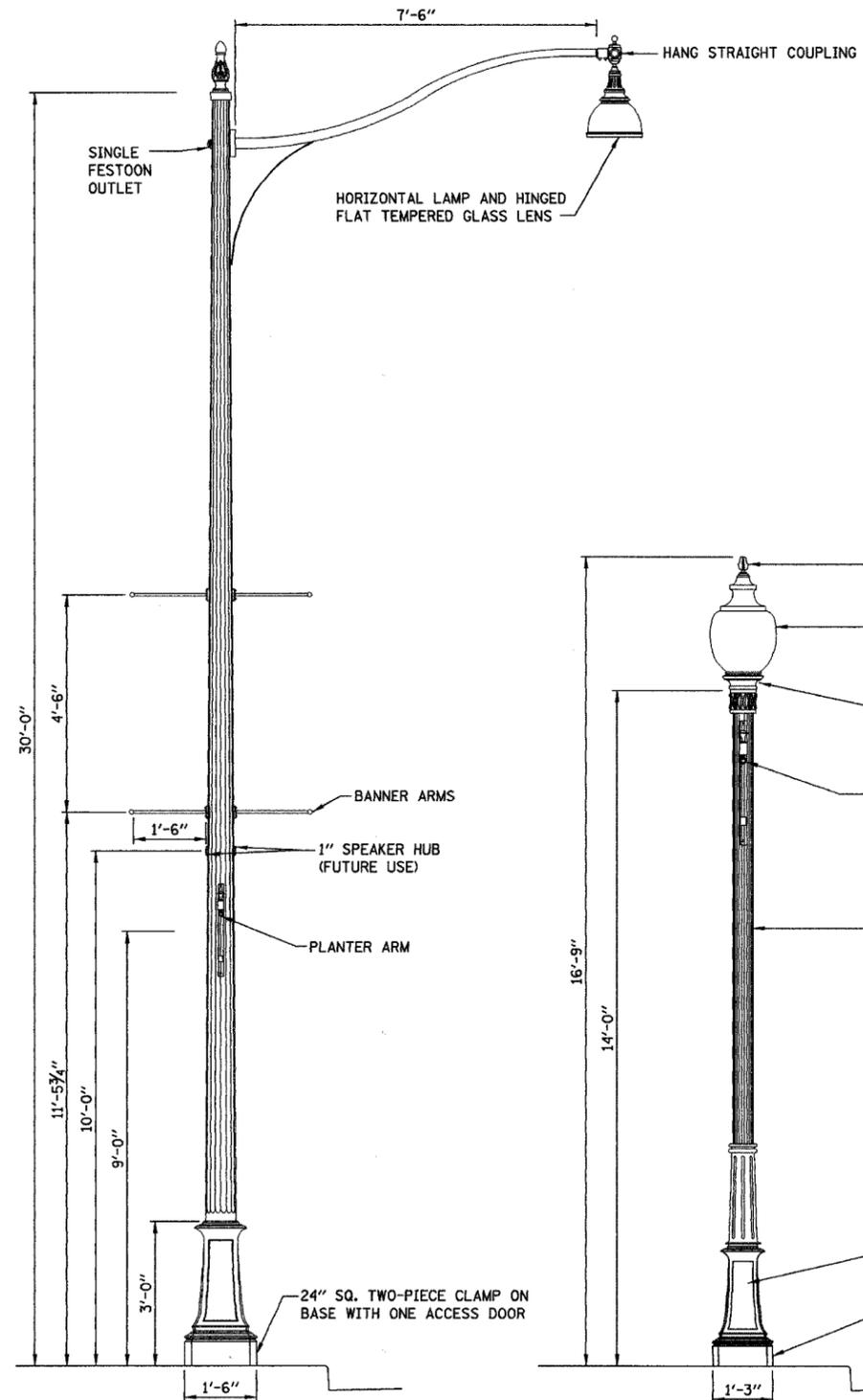
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET
FOUNDATION AND CONDUIT DETAILS

REVISIONS	
NAME	DATE

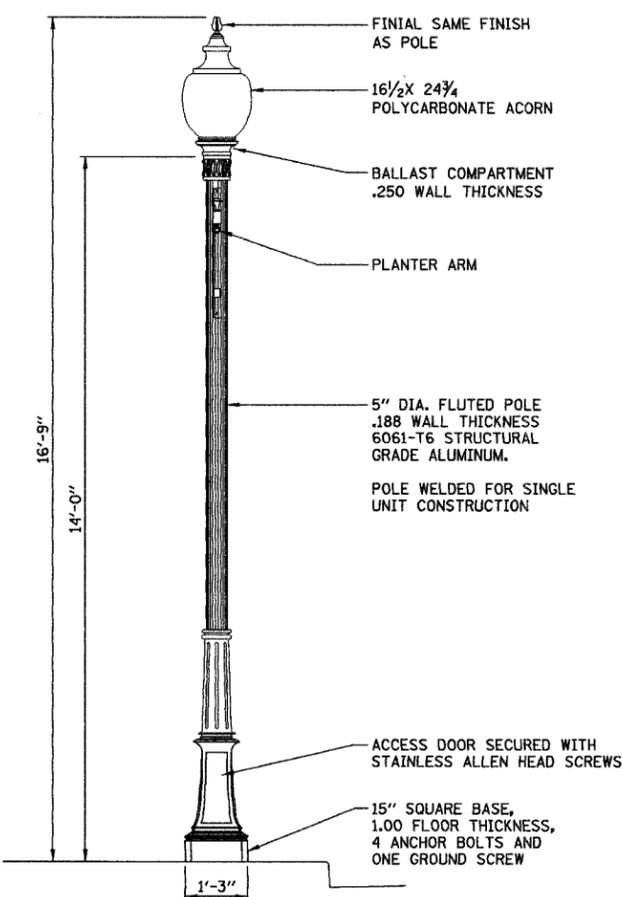
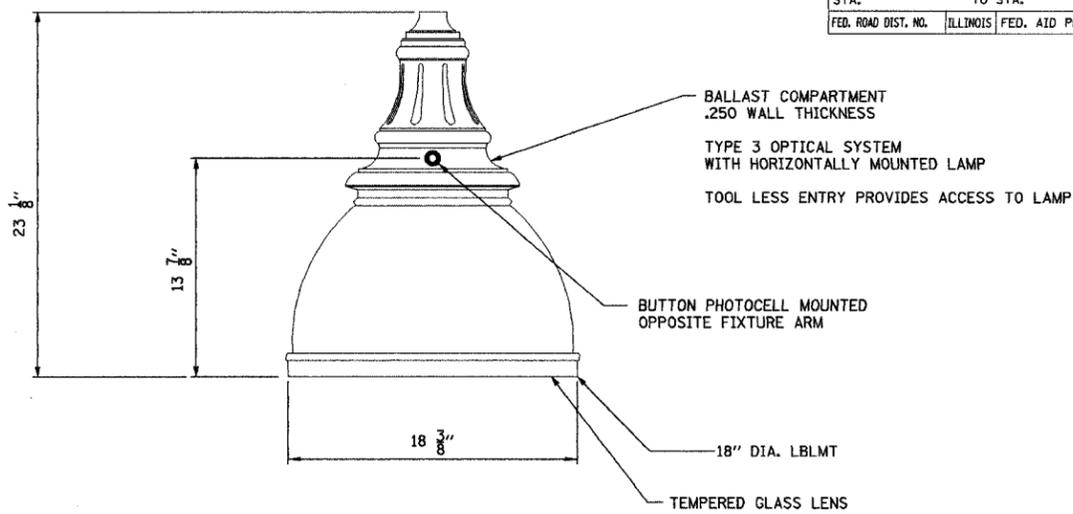
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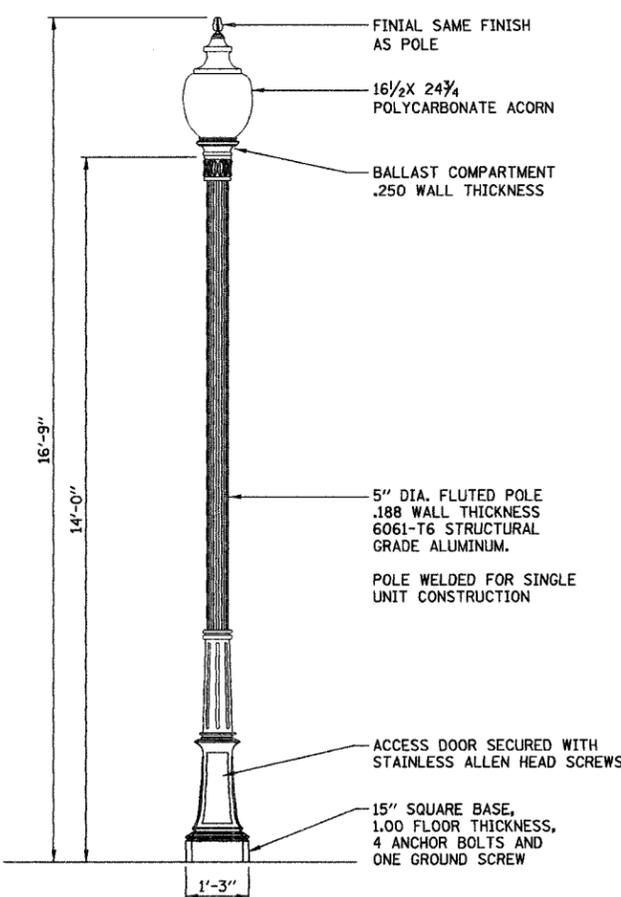
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	150
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



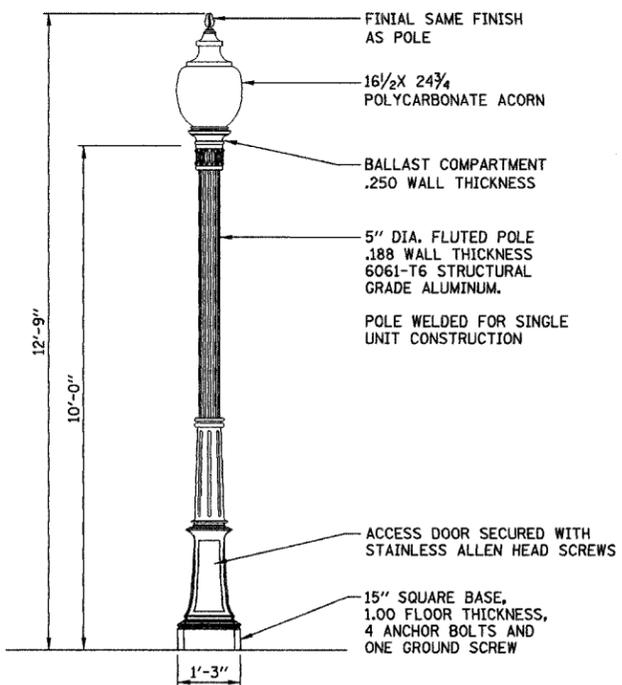
30' TALL ROADWAY LIGHT POLE (RDWY LP)



14' TALL WITH PLANTER ARMS (PED LP1)



14' TALL WITHOUT PLANTER ARMS (PED LP2)



10' TALL POLE (PED LP3)

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REVISIONS	
NAME	DATE

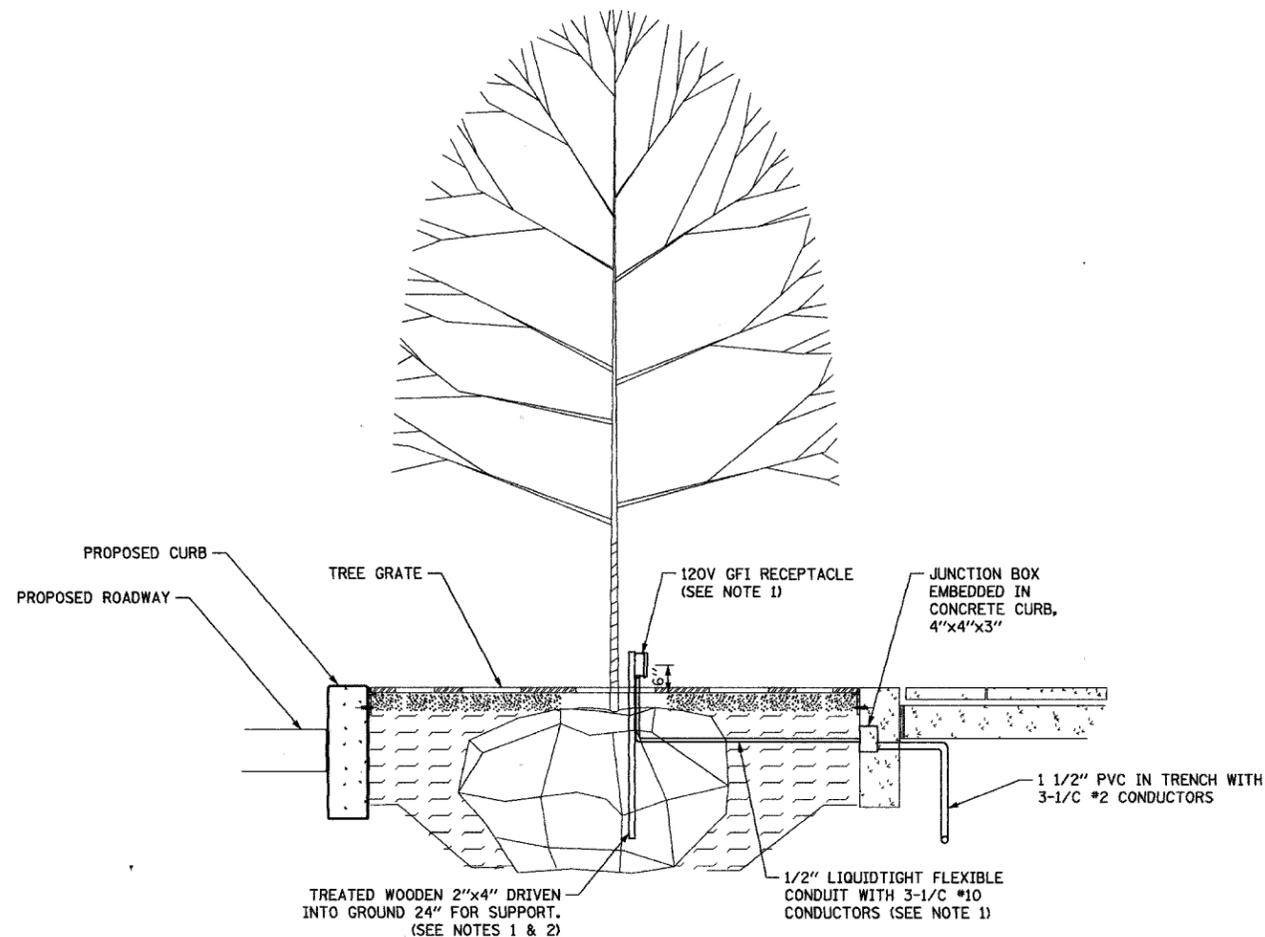
ILLINOIS DEPARTMENT OF TRANSPORTATION
WILSON STREET

LIGHT POLE DETAILS

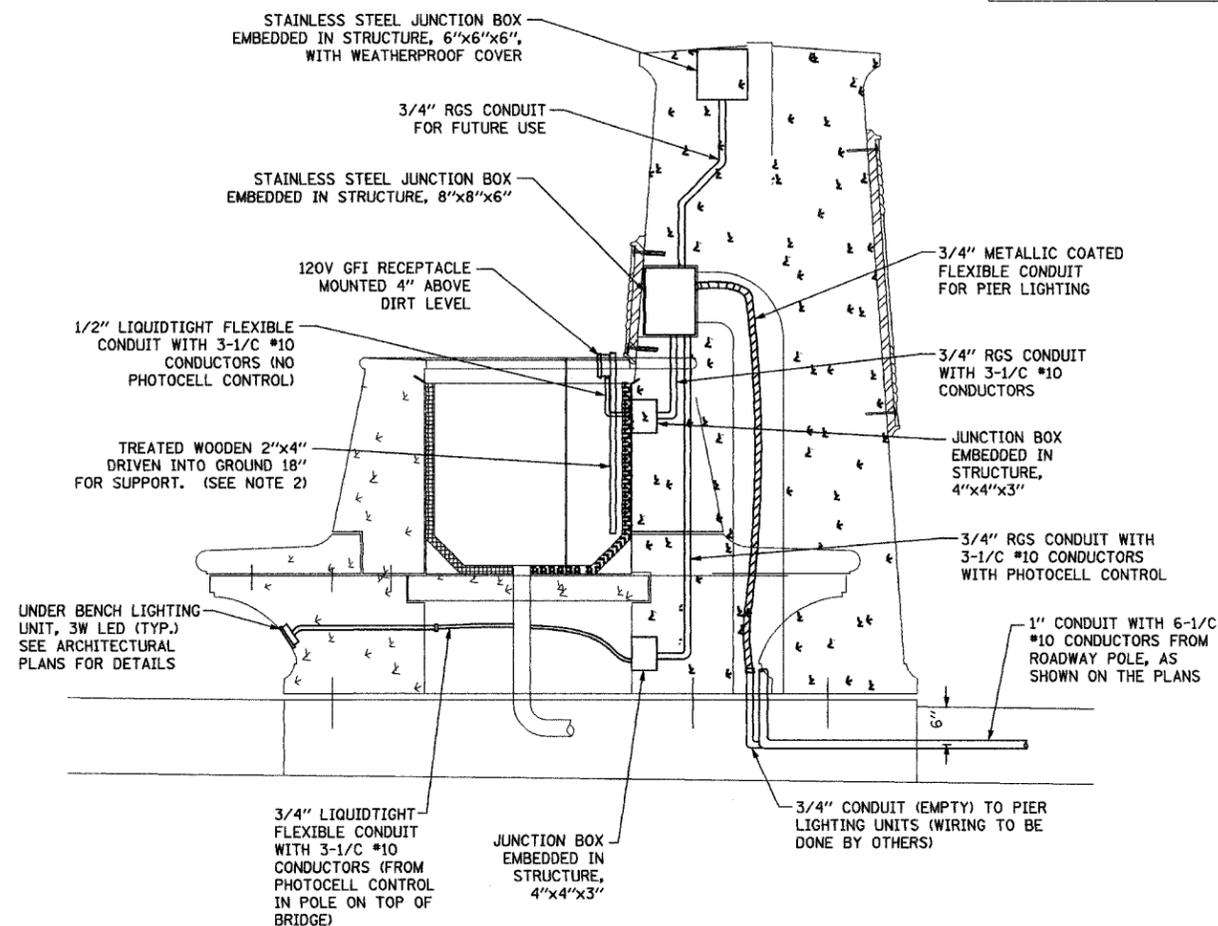
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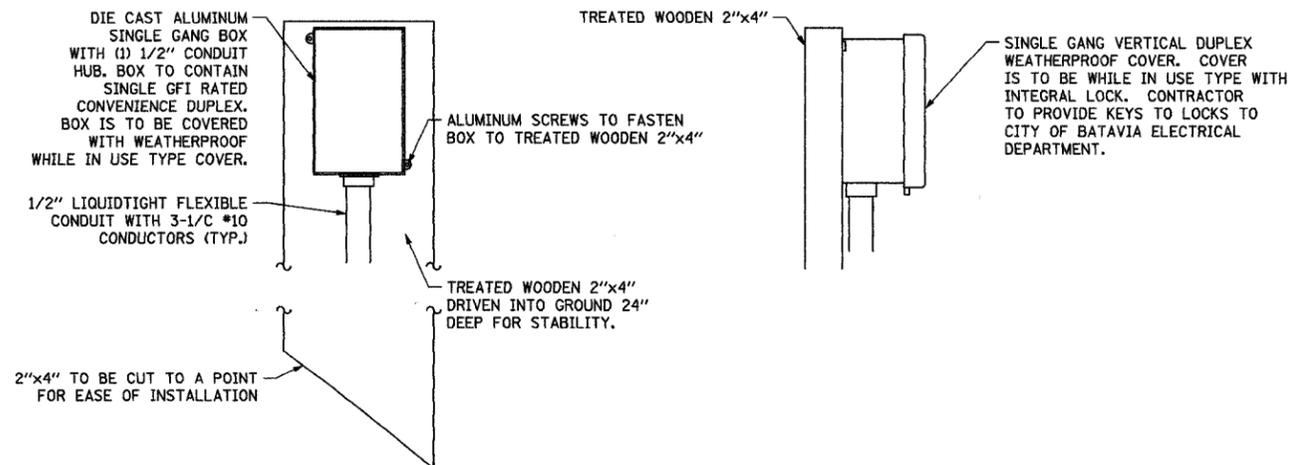
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BF	KANE	154	151
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TREE RECEPTACLE DETAIL



BENCH LIGHTING DETAIL



120V GFI RECEPTACLE DETAIL

- NOTES:
1. ANY WORK DONE IN TREE WELL TO BE DONE AFTER TREE IS IN PLACE. RECEPTACLE TO BE PLACED NEAR THE EDGE OF THE GRATE.
 2. DEPTH SPECIFIED IS OPTIMAL. CONDUIT MAY BE CUT SHORT IF IMPEDED BY LARGE TREE ROOT OR OTHER DESIGN. ANY DAMAGE TO THE BENCH UNIT BY DRIVING THE 2"x4" IN TOO FAR WILL BE REPAIRED AT CONTRACTOR'S EXPENSE.

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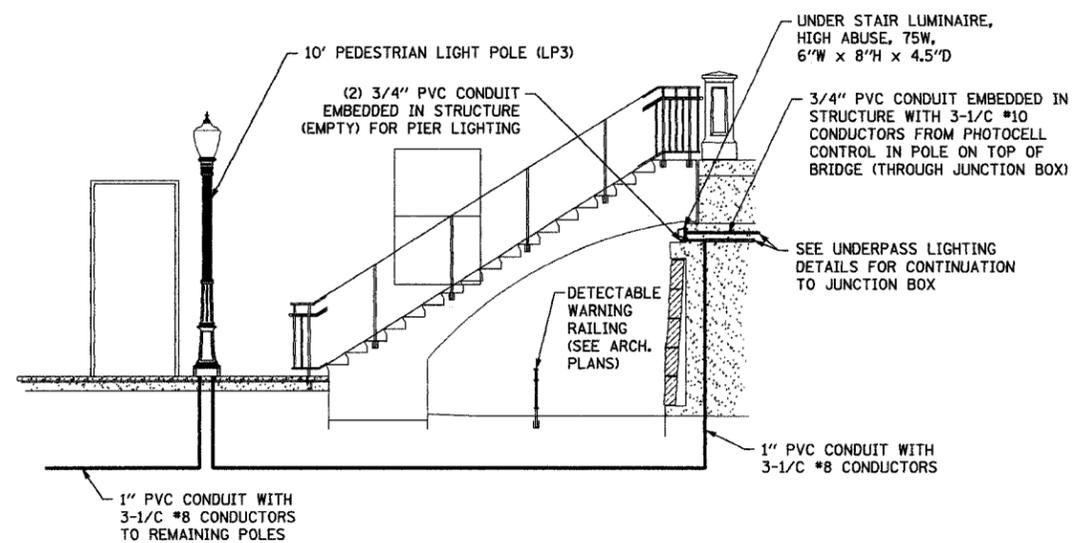
EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

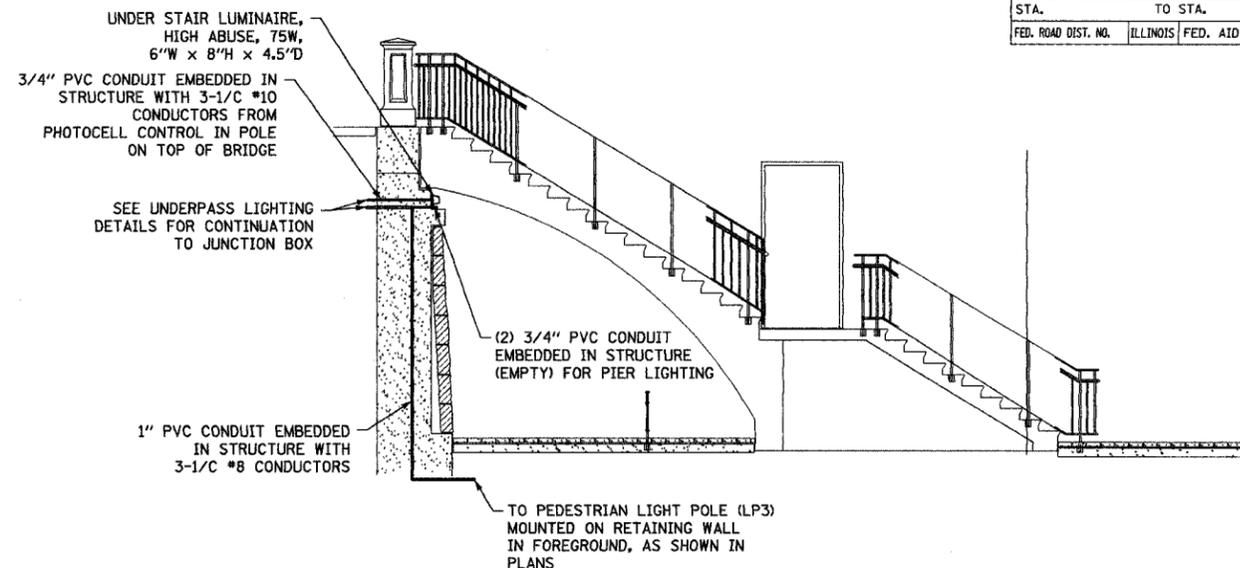
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET
 BENCH LIGHTING AND TREE
 RECEPTACLE DETAILS

SCALE: 1"=20'
 DATE: 09/28/06
 DRAWN BY: JDM
 CHECKED BY: RS

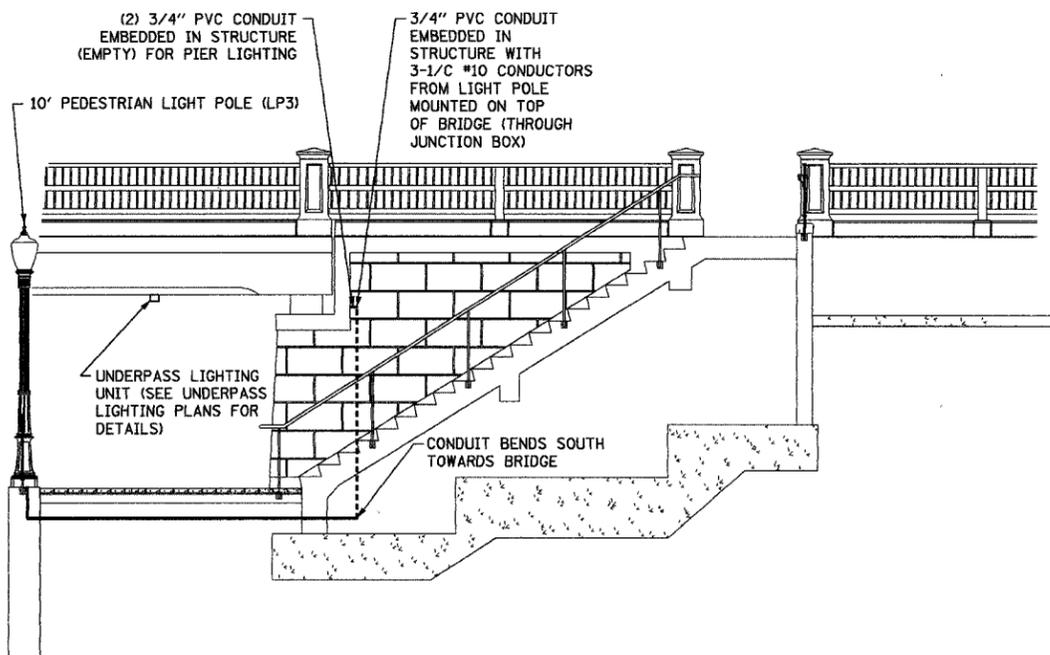
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	152
STA. TO STA.		ILLINOIS FED. AID PROJECT		



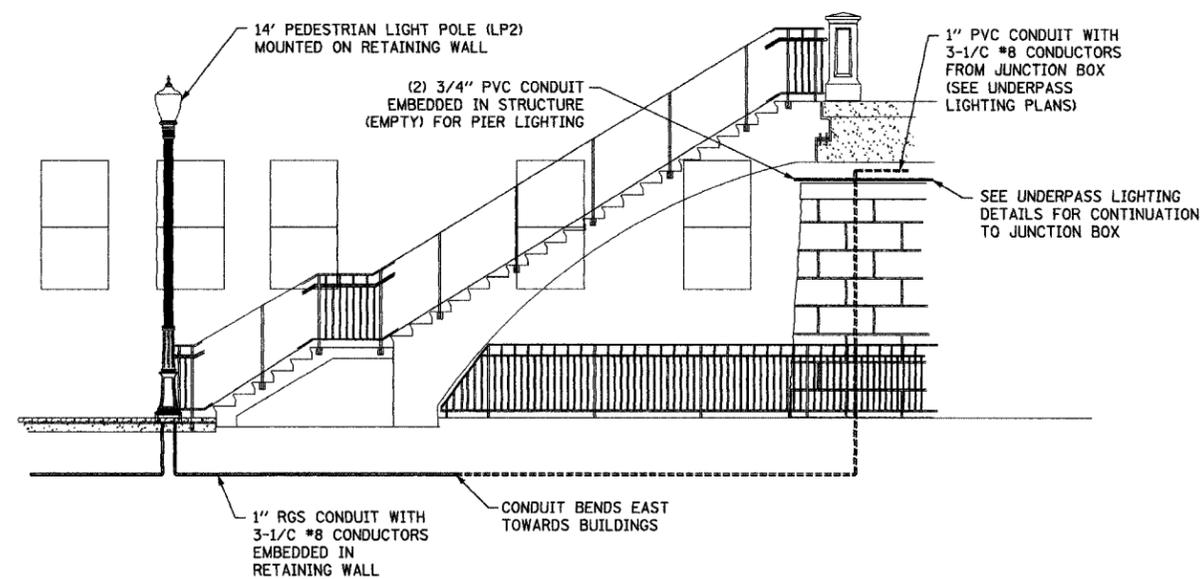
SOUTHWEST STAIRWAY DETAILS



SOUTHEAST STAIRWAY DETAILS



NORTHWEST STAIRWAY DETAILS



NORTHEAST STAIRWAY DETAILS

PLOT DATE = 09/28/06
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EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

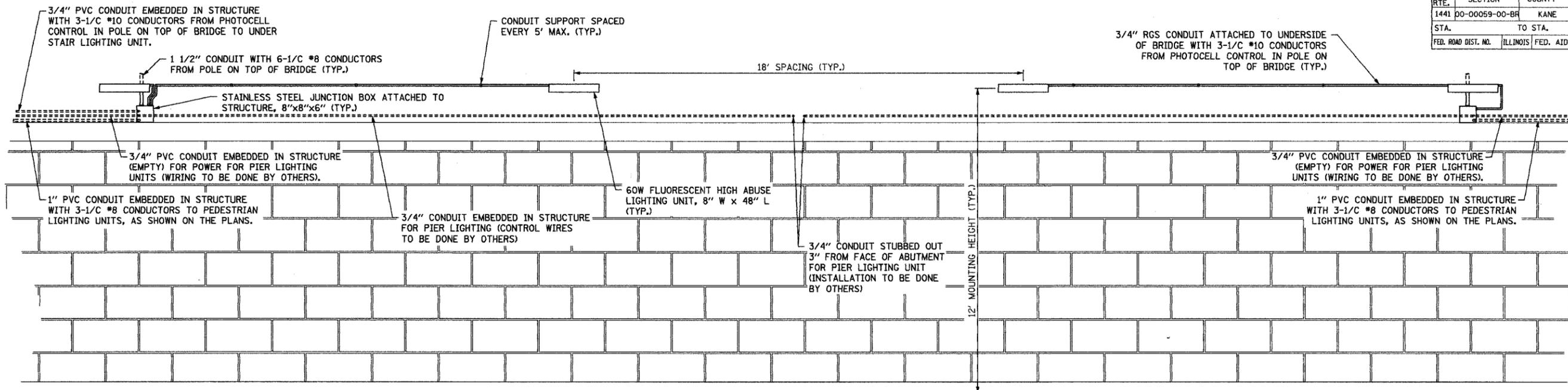
ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET

STAIRWAY DETAILS

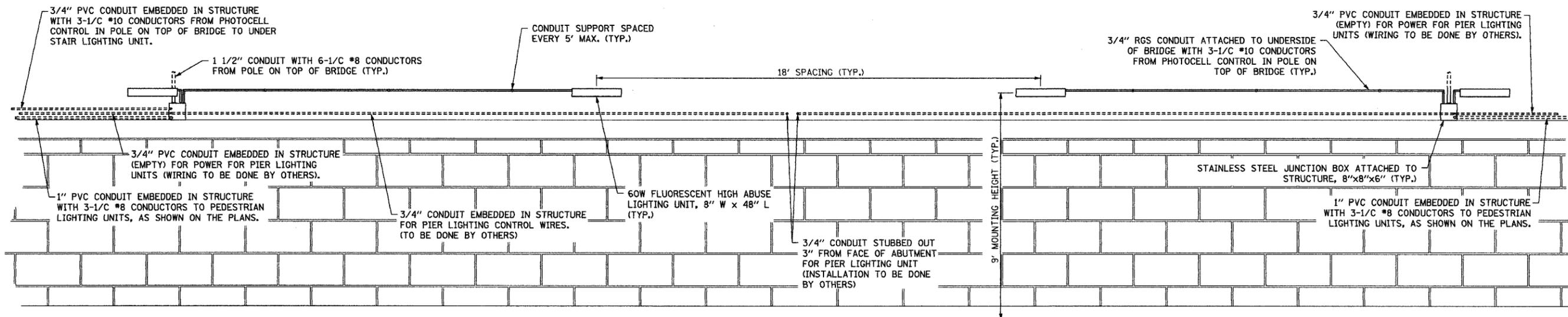
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DRAWN BY: JDM
 CHECKED BY: RS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	153
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



UNDERPASS LIGHTING ABOVE EAST WALKWAY



UNDERPASS LIGHTING ABOVE WEST WALKWAY

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 USER NAME = #USER#

EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

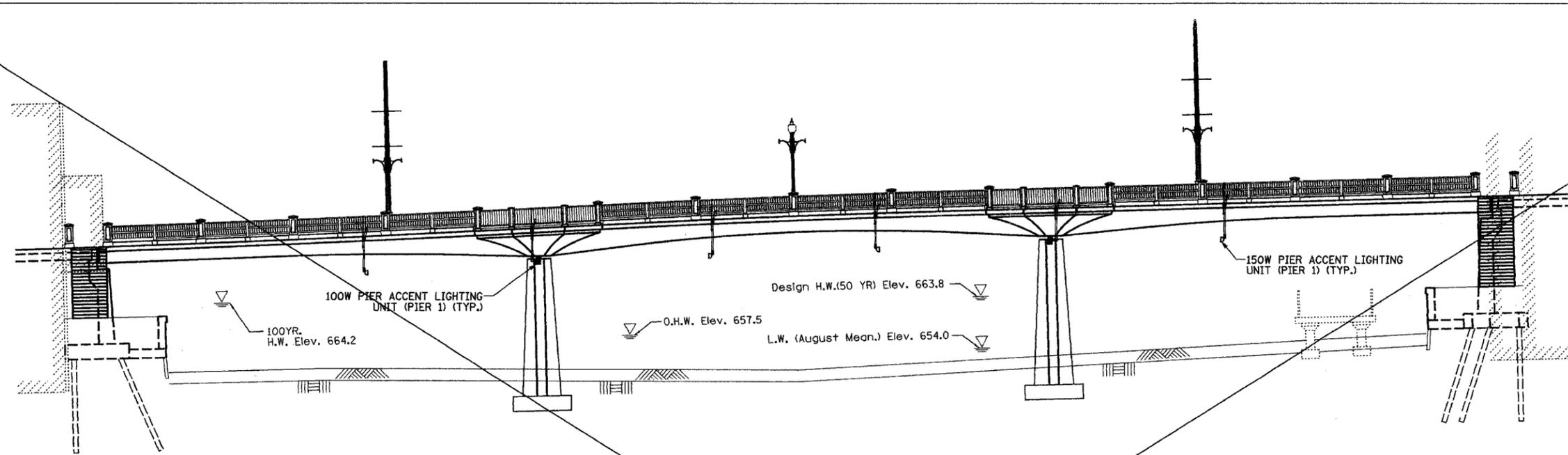
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET

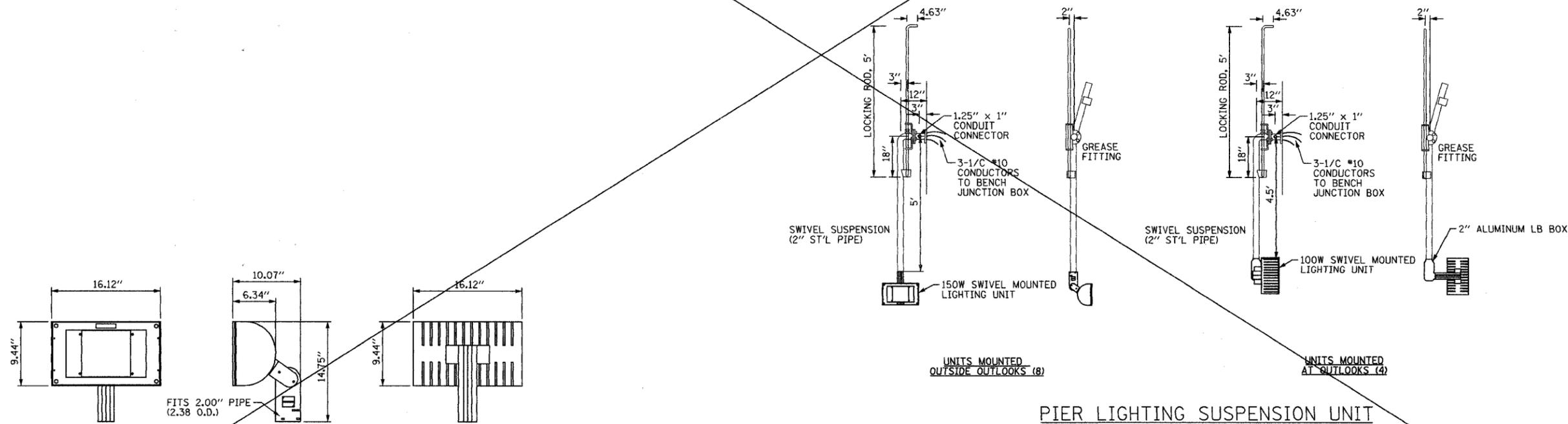
UNDERPASS LIGHTING DETAILS

SCALE: 1"=20'
 DATE: 09/28/06
 DRAWN BY: JDM
 CHECKED BY: RS

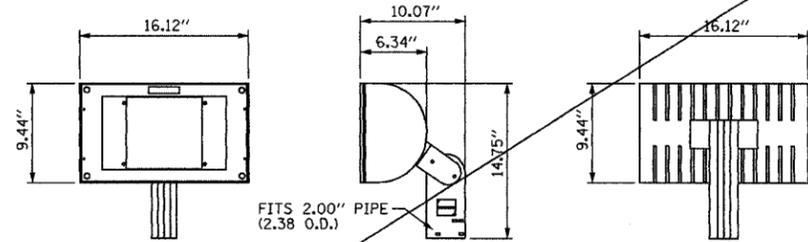
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	00-00059-00-BR	KANE	154	154
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ELEVATION VIEW OF BRIDGE (FACING NORTH)



PIER LIGHTING SUSPENSION UNIT



LIGHTING UNIT DETAILS

PLOT DATE = #DATE*
 FILE NAME = #FILE*
 USER NAME = #USER*
 PLOT SCALE = #SCALE*
 PLOT DATE = #DATE*
 USER NAME = #USER*

REVISIONS	
NAME	DATE

EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

ILLINOIS DEPARTMENT OF TRANSPORTATION
 WILSON STREET

PIER LIGHTING DETAILS

SCALE: 1"=20'
 DATE: 09/28/06

DRAWN BY: JDM
 CHECKED BY: RS