

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	1
		ILLINOIS	CONTRACT NO. 62K77	

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO.2

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 870 (ILLINOIS 53)
OVER GREAT WESTERN TRAIL
SECTION 2020-001-B
PROJECT NHPP-J72H(031)
BRIDGE DECK REPLACEMENT,
ROADWAY RECONSTRUCTION
DUPAGE COUNTY

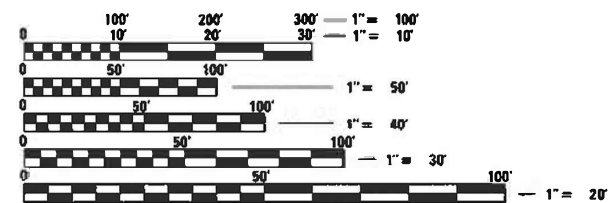
C-91-183-20

PROJECT LOCATED IN THE VILLAGE OF LOMBARD

TRAFFIC DATA

ROADWAY IL ROUTE 53

ADT	DESIGN SPEED	POSTED SPEED
38,000 (2030)	45 MPH	35 MPH

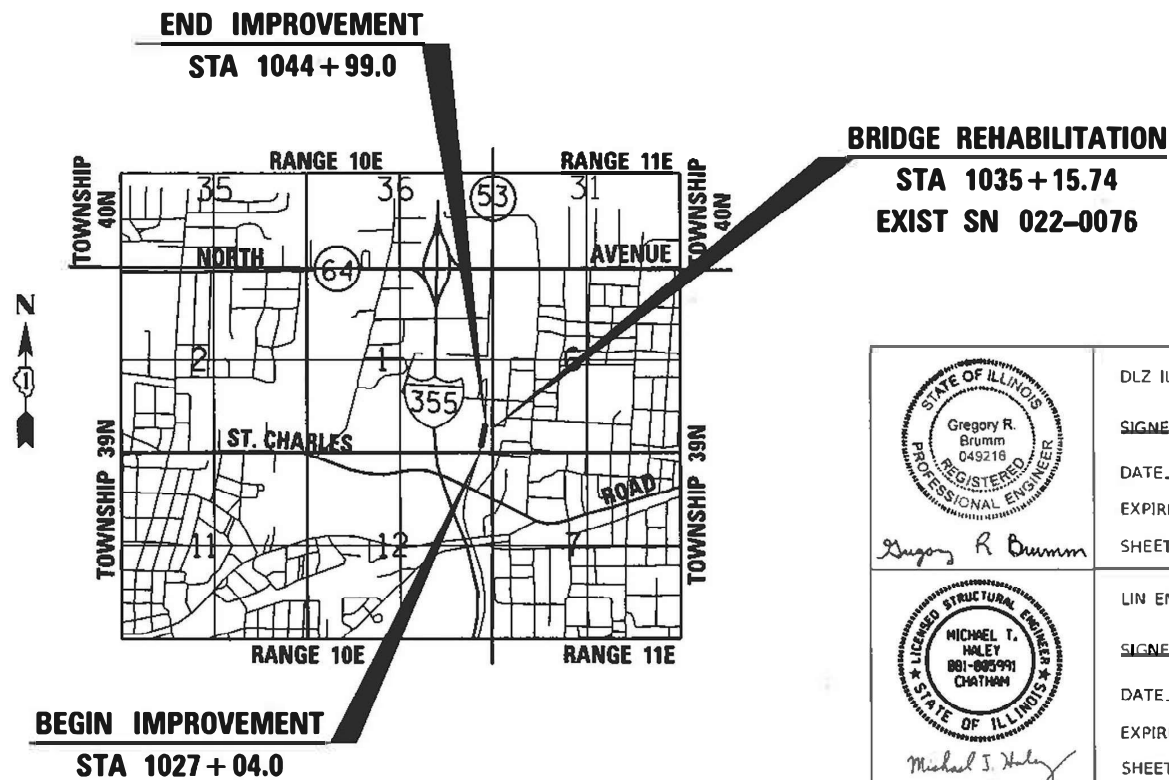


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

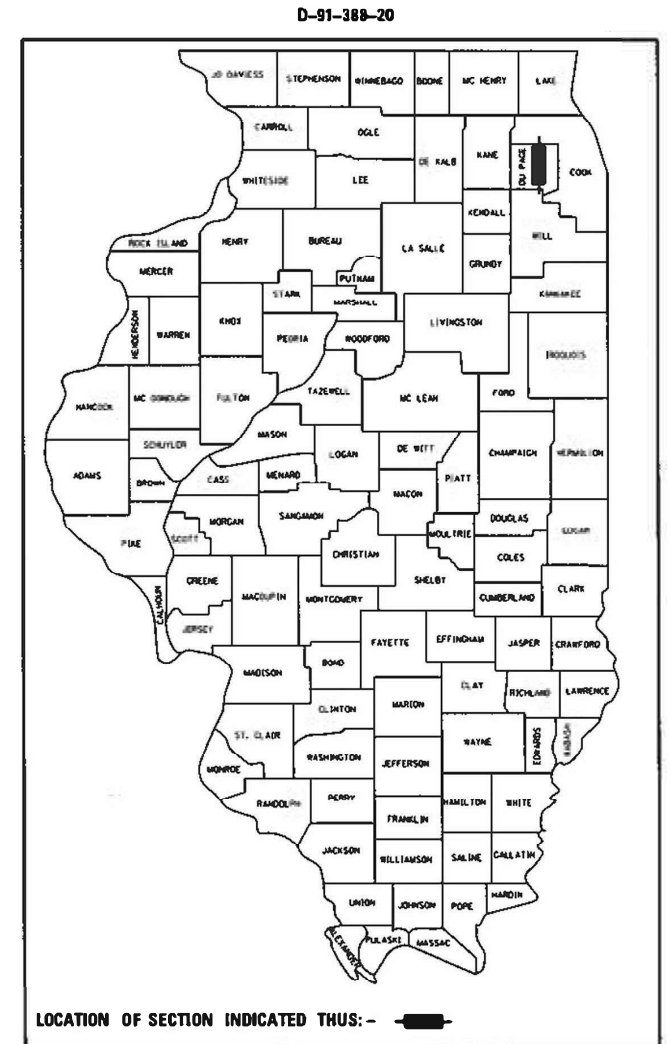
PROJECT ENGINEER: ANA ABREU
PROJECT MANAGER: SULEYMAN TULGAR

CONTRACT NO. 62K77



LOCATION MAP (NTS)

GROSS LENGTH = 1795 FT. = 0.34 MILE
NET LENGTH = 1795 FT. = 0.34 MILE



	DLZ ILLINOIS, INC
	SIGNED Gregory R. Brumm P.E. First Name, Last Name
	DATE 10/14/2022
	EXPIRES 11/30/2023
	SHEET NO. 1-62 AND 93-1 12
	LIN ENGINEERING, LTD
	SIGNED Michael T. Haley First Name, Last Name
	DATE 07/05/2022
	EXPIRES 11/3 02022
	SHEET NO. 63- 92



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
SUBMITTED <u>August 18 2022</u>	
<u>Jose Ruiz</u>	REGIONAL ENGINEER
December 9, 2022	
<u>Steph M. Smith</u>	ENGINEER OF DESIGN AND ENVIRONMENT
December 9, 2022	
<u>Steph M. Smith</u>	DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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LIST OF HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEM
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
442001-04	CLASS C AND D PATCHES
515001-04	NAME PLATES FOR BRIDGES
542301-03	PRECAST REINFORCED FLARED CONCRETE END SECTIONS
602001-02	CATCH BASIN, TYPE A
602401-07	PRECAST MANHOLE, TYPE A, 4' DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS, TYPE I
604091-05	FRAME AND GRATE, TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TREATMENT
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02	OFF-ROAD OPERATIONS, 2L 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L 2W, MOVING OPERATIONS-DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L 2W, UNDIVIDED
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMANT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAIL
814001-03	HANDHOLE

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BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
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TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS INTERSECTION AND DRIVEWAYS
TC-11	RAISED REFLECTIVE PAVEMANT MARKERS (SNOW PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2022; THE LATEST EDITION OF THE "ILLINOIS MANUAL OF UNIFORM TRAFFIC DEVICES FOR STREETS AND HIGHWAYS" (MUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI); THE DETAILS IN THE PLANS AND THE 'SPECIAL PROVISIONS' INCLUDED IN THE CONTRACT DOCUMENTS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF ALL UNDERGROUND FACILITIES INCLUDING BURIED ELECTRIC, TELEPHONE, WATER, SEWER AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- WHERE SECTION AND SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER OR AN AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF RIGHT OF WAY MARKERS SHALL REMAIN UNDISTURBED.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD, FIELD OFFICE, OR STAGING AREA ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
- WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND THE ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
- ALL ELEVATIONS IN THIS PLAN SET REFER TO NAVD88.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTORS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE INCLUDING PAVEMENT.
- TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER ITEMS OF WORK TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF LOMBARD AND THE FOREST PRESERVE DISTRICT OF DUPAGE COUNTY. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING ANY EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IN MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT THAN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC HARM TO THE REMAINING TREE STRUCTURE.
- THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) and USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP.
- AT LEAST (2) TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKING, CONTACT WALTER CZARNY TRAFFIC FIELD ENGINEER VIA EMAIL AT WALTER.CZARNY@ILLINOIS.GOV
- THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS OR RR1.
- EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
- THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" AND AROUND EXISTING WETLANDS TO ESTABLISH A "WETLAND PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED, OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE" AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- THE CONTRACTOR SHALL ATTACH AN ALUMINUM SIGN WITH THE FOLLOWING TEXT: PROTECTED WETLAND NO INTRUSION. THE SIGN(S) SHALL BE ATTACHED TO THE STAKES BY A METHOD APPROVED BY THE ENGINEER. THE SIGN(S) WILL BE PROVIDED BY THE DEPARTMENT AND SHALL BE PICKED UP BY THE CONTRACTOR FROM THE DISTRICT ONE ROADSIDE DEVELOPMENT LANDSCAPE TECHNICIAN IN SCHAUMBURG, ILLINOIS. SCHEDULING THE PICKUP OF THE SIGNS CAN BE ARRANGED BY CONTACTING THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171. WHEN WORK HAS BEEN COMPLETED, THE SIGN SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT. THE COST OF PICKING UP, ATTACHING THE SIGNS TO THE TEMPORARY FENCE STAKES, AND RETURNING THE SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY FENCE.
- IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171 TO SCHEDULE A WALK THROUGH TO DETERMINE TREE PROTECTION, TREE REMOVAL, SELECTIVE CLEARING, AND OTHER FORESTRY WORK A MINIMUM OF 7 DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. ALL TREE PROTECTION, TREE REMOVAL, SELECTIVE CLEARING, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ROADSIDE DEVELOPMENT UNIT.
- PHOSPHOROUS INTENTIONALLY OMITTED, FERTILIZER NUMBER SHOULD BE 0.
- THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT IN THE BUREAU OF MAINTENANCE AT 847.705.4171 AT LEAST 7 DAYS PRIOR TO PLANTING FOR LAYOUT APPROVAL OF THE NATIVE SEEDING, TREES, AND SHRUBS.
- THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171, TO SCHEDULE LAYOUT OF AREAS TO BE TREATED WITH HERBICIDE AT LEAST 7 DAYS PRIOR TO THE APPLICATION.
- THE CONTRACTOR SHALL OBSERVE AND COMPLY WITH ALL SECTIONS OF THE ILLINOIS CUSTOM SPRAY LAW, INCLUDING LICENSING. CONTRACTOR PERSONNEL APPLYING HERBICIDES SHALL HAVE A VALID PESTICIDE APPLICATOR LICENSE ISSUED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE. THE LICENSED PESTICIDE APPLICATOR SHALL SUBMIT THEIR CURRENT LICENSE TO THE ENGINEER. THE LICENSED PESTICIDE APPLICATOR SHALL BE QUALIFIED AT A MINIMUM IN RIGHT-OF-WAY AND AQUATICS. THE LICENSED APPLICATOR SHALL WORK ON-SITE.

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	USER NAME = msz/melter	DESIGNED - MBS	REVISION -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, STATE STANDARDS & COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 10.0045' / in.	CHECKED - ZH	REVISED -			870	2020-001-B	DuPAGE	112	2
PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -		SCALE: NONE	SHEET 1 OF 2 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			
						CONTRACT NO. 62K77				

EROSION AND SEDIMENTATION CONTROL NOTES

1. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).
2. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
4. THE CONTRACTOR SHOULD PROVIDE TO THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENTBEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
5. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
6. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
7. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
8. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

COMMITMENTS

NONE

DRAINAGE NOTES

THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE. FOR FLARED END SECTIONS THE LOCATION AND ELEVATION ARE GIVEN TO THE CENTER OF THE INLET OR OUTLET END AT THE STORM PIPE SIDE.

INVERT ELEVATIONS FOR EXISTING PIPES, AS SHOWN IN THE DRAINAGE SCHEDULES, SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROPRIATE OVERALL HEIGHT OF THE STRUCTURE. THE ADJUSTMENT OF FRAMES ON ALL NEW STRUCTURES TO THE FINAL ELEVATION SHALL BE INCLUDED IN THE COST OF THE NEW STRUCTURE. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING CONNECTED.

FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS, A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATIONS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, ADJUSTING RINGS OR CONCRETE BLOCKS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.

REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES" AND "REMOVING INLETS", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE.

THE CONTRACTOR SHALL MAINTAIN FLOWS THROUGH EXISING SEWER SYSTEMS AT ALL TIMES. THE EXISTING STRUCTURES SHALL BE INSPECTED BY THE CONTRACTOR BEFORE CONSTRUCTION STARTS. ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR AT HIS EXPENSE.

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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, GENERAL NOTES,
STATE STANDARDS & COMMITMENTS**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	3
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076 URBAN	URBAN
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	100	100		
* 20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25		
* 20101000	TEMPORARY FENCE	FOOT	1257	1257		
* 20101400	NITROGEN FERTILIZER NUTRIENT	POUND	40	40		
* 20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	40	40		
	20200100	EARTH EXCAVATION	CU YD	148	148	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	376	376	
	20400800	FURNISHED EXCAVATION	CU YD	112	112	
	20800150	TRENCH BACKFILL	CU YD	119	119	
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2579	2579		
* 25000210	SEEDING, CLASS 2A	ACRE	0.4	0.4		
* 25100115	MULCH, METHOD 2	ACRE	0.3	0.3		
* 25100900	TURF REINFORCEMENT MAT	SQ YD	360	360		
* 25200200	SUPPLEMENTAL WATERING	UNIT	25	25		

* SPECIALITY ITEM

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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	4
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076 URBAN	URBAN
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	52	52		
* 28000305	TEMPORARY DITCH CHECKS	FOOT	25	25		
* 28000400	PERIMETER EROSION BARRIER	FOOT	2512	2512		
* 28000510	INLET FILTERS	EACH	15	15		
* 28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1083	1083		
* 28100105	STONE RIPRAP, CLASS A3	SQ YD	10	10		
28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD	10		10	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	643	643		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1956	1956		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	2964	2964		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13	13		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	153	153		
40600990	TEMPORARY RAMP	SQ YD	153	153		
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	426	426		

* SPECIALITY ITEM

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PLOT DATE = 10/12/2022

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DATE - 06-16-2022	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076	URBAN
				URBAN		
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	95.1	95.1		
42001300	PROTECTIVE COAT	SQ YD	363	363		
44000100	PAVEMENT REMOVAL	SQ YD	115	115		
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	4559	4559		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2027	2027		
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	100	100		
50102400	CONCRETE REMOVAL	CU YD	22		22	
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1		
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1	
50157300	PROTECTIVE SHIELD	SQ YD	408		408	
50200100	STRUCTURE EXCAVATION	CU YD	128		128	
50300225	CONCRETE STRUCTURES	CU YD	54.6		54.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	366.4		366.4	
50300260	BRIDGE DECK GROOVING	SQ YD	1091		1091	

* SPECIALITY ITEM

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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076	URBAN
				URBAN		
50300300	PROTECTIVE COAT	SQ YD	1605		1605	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	158.7		158.7	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	2430		2430	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	136280		136280	
50800515	BAR SPLICERS	EACH	1658		1658	
50900105	ALUMINUM RAILING, TYPE L	FOOT	452		452	
51500100	NAME PLATES	EACH	1		1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	108		108	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	2		2	
52100520	ANCHOR BOLTS, 1"	EACH	8		8	
52200010	TEMPORARY SHEET PILING	SQ FT	368		368	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1		
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	190	190		

* SPECIALITY ITEM

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	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076	URBAN
				URBAN		
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	199	199		
550A0660	STORM SEWERS, CLASS A, TYPE 3 15"	FOOT	198	198		
55100500	STORM SEWER REMOVAL 12"	FOOT	382	382		
55200200	STORM SEWERS JACKED IN PLACE, 12"	FOOT	40	40		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	126		126	
58700300	CONCRETE SEALER	SQ FT	442		442	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	74		74	
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	174		174	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	3	3		
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3		
60251740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	4	4		
60500040	REMOVING MANHOLES	EACH	1	1		
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	88	88		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1857	1857		

* SPECIALITY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076	URBAN
				URBAN		
* 6300003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1605	1605		
* 6310085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	1855	1855		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	345	345		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5		
67100100	MOBILIZATION	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	190	190		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1843	1843		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	7484	7484		
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	19746	19746		

* SPECIALITY ITEM

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DATE - 06-16-2022	REVISION -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076	URBAN
					URBAN	
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	902	902		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1300	1300		
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	1068	1068		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	950	950		
70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2		
70600341	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	18	18		
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2		
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
73000100	WOOD SIGN SUPPORT	FOOT	32	32		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2721	2721		
* 78003137	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7"	FOOT	118	118		
* 78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	944	944		
* 78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	118	118		

* SPECIALITY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 7 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	10
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076	URBAN
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6235			6235
* 89502380	REMOVE EXISTING HANDHOLE	EACH	2			2
* A2002816	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2		
* A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2		
* A2006616	TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2		
* B2001166	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	4	4		
* C2012448	SHRUB, VIBURNUM LENTAGO (NANNYBERRY VIBURNUM), 4' HEIGHT, BALLED AND BURLAPPED	EACH	4	4		
* K0029629	WEED CONTROL, BROADLEAF IN TURF	POUND	0.5	0.5		
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	3675			3675
* X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1			1
* X2010100	TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)	EACH	1	1		
* X2100002	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	UNIT	1	1		
* X2501820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.1	0.1		
* X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.1	0.1		

* SPECIALITY ITEM

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DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 9 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	12
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076 URBAN	URBAN
* X2503110	MOWING (SPECIAL)	ACRE	5	5		
* X2503315	INTERSEEDING, CLASS 4A (MODIFIED)	ACRE	0.2	0.2		
* X2503321	INTERSEEDING, CLASS 5 (MODIFIED)	ACRE	0.2	0.2		
* X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	4183	4183		
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	12	12		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
* X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	6400			6400
* X8950510	REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	6235			6235
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	33600		33600	
Z0001905	STRUCTURAL STEEL REPAIR	POUND	6040		6040	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	281	281		
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1	
Z0010400	CLEANING BRIDGE SEATS	SQ FT	164		164	
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1	

* SPECIALITY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 10 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	13
			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE	80% FED 20% STATE TRAFFIC SIGNALS
				0005	0013	0021
				URBAN	S.N. 022-0076 URBAN	URBAN
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	83		83	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2		2	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4		
Z0064800	SELECTIVE CLEARING	UNIT	12	12		
Ø Z0076600	TRAINEES	HOURS	500	500		
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500		

* SPECIALITY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

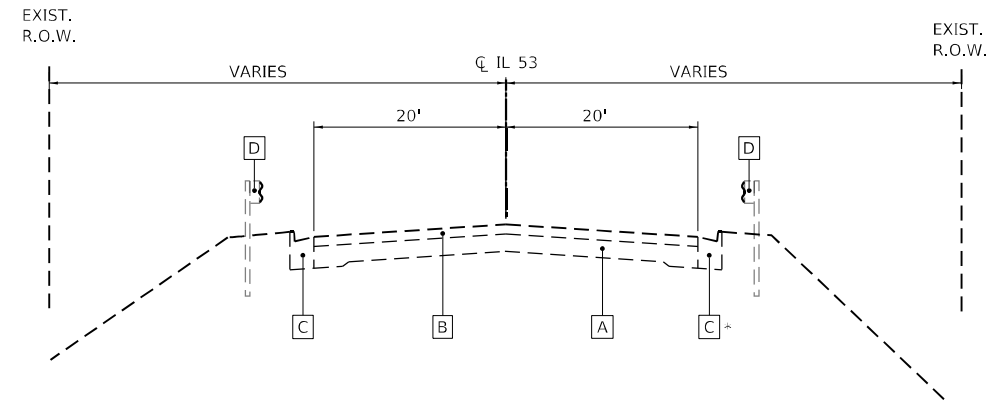
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	14
CONTRACT NO. 62K77			Ø 0042	
ILLINOIS FED. AID PROJECT				

NOTES:
 IL RT 53 EXISTING PAVEMENT SECTIONS ARE TAKEN FROM IDOT RECORD PLANS:
 -SBI RTE 53 (SECS. 533, 533V, 533VB, 533SV-I, 533VB-I) (1952)
 -SBI RTE 53 (SEC 533 & 533SV-1)RS (1958)
 -FAP 870 (IL RTE 53) ST. CHARLES ROAD TO MEADOW AVENUE, IDOT CONTRACT NO. 82155 (1991)
 -FAP 870 (IL 53/COLUMBINE AVE) ST CHARLES RD TP SIDNEY AVE, IDOT CONTRACT NO. 62659 (2019)

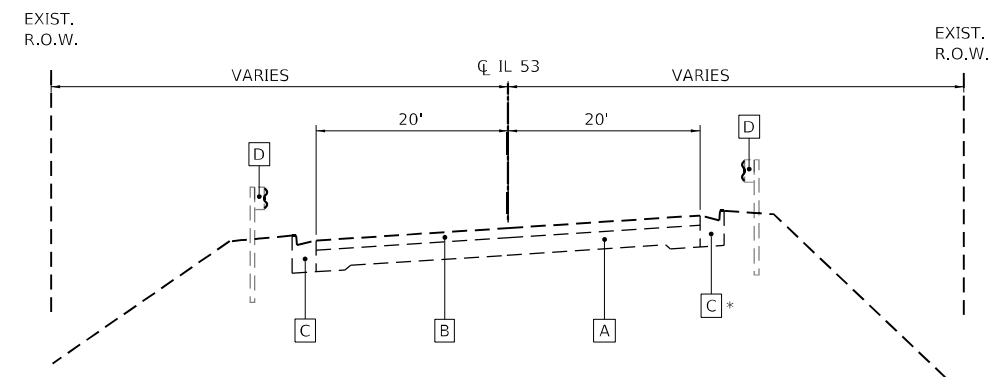
EXISTING LEGEND

- A EX PCC PAVEMENT (9")
- B EX HMA PAVEMENT (6 1/2")
- C EX COMBINATION CONCRETE CURB AND GUTTER
- D EX STEEL PLATE BEAM GUARDRAIL
- EX TOPSOIL (7")



EXISTING TYPICAL SECTION

STA. 1028+63 TO STA. 1030+00
 STA. 1037+82.87 TO STA. 1041+35



EXISTING TYPICAL SECTION

STA. 1030+00 TO STA. 1037+82.87
 SN 022-0076 - STA. 1033+88.13 TO STA. 1036+23.67 (SEE BRIDGE PLANS) * NO CURB FROM STA 1030+00 TO STA 1031+30

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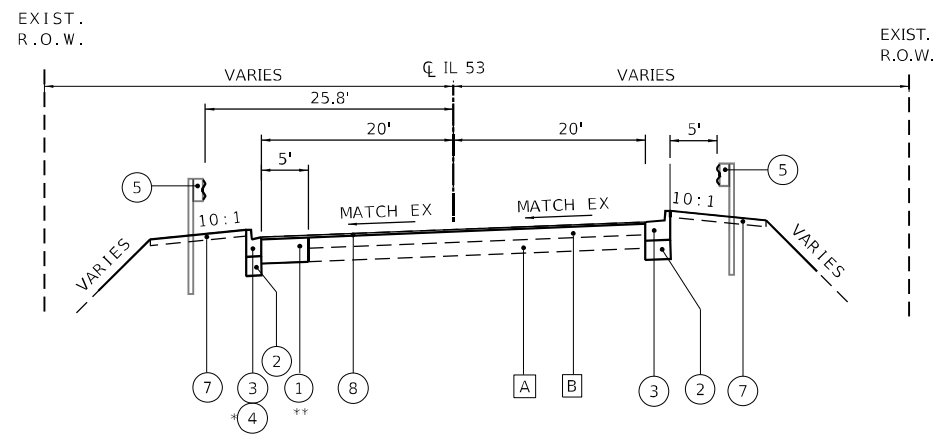
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	15
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

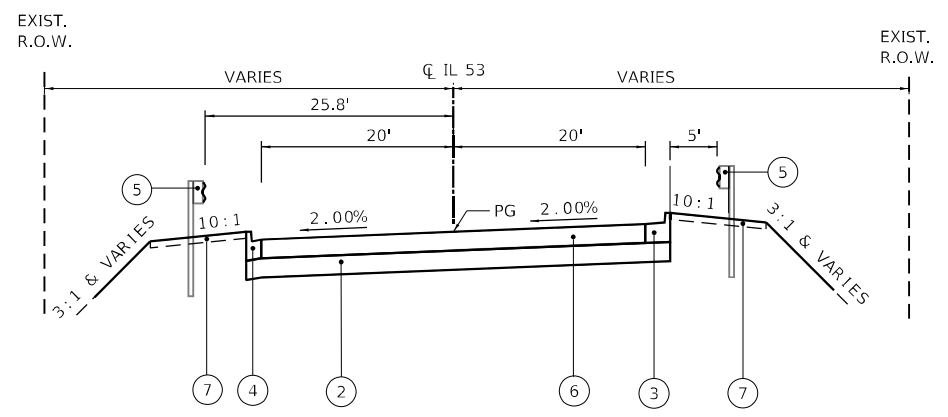


PROPOSED TYPICAL SECTION

STA. 1028+63.00 TO STA. 1033+68.08
 STA. 1036+44.54 TO STA. 1041+17.00

* STA 1033+43.3 TO STA 1033+88.25 AND STA 1036+24.83 TO STA 1036+69.29

** FROM STA 1030+00.00 TO STA 1032+10.00



PROPOSED TYPICAL SECTION AT PAVEMENT CONNECTOR (HMA)

STA. 1033+78.10 TO STA. 1033+88.25
 STA. 1036+23.67 TO STA. 1036+35.01

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F" N80; 1-3/4"	3.5% @ 80 GYR	QC/QA
HMA BINDER COURSE, IL-19.0, N90; 10"	4% @ 90 GYR	QC/QA
PATCHING		
CLASS D PATCHING, TYPE IV, 14" (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC/QA
RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F" N80; 1-3/4"	3.5% @ 80 GYR	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.

PROPOSED LEGEND

- ① CLASS D PATCHES, TYPE IV, 14 INCH (44201821)
 - ② AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
 - ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (60605000)
 - ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
 - ⑤ STEEL PLATE BEAM GUARDRAIL TYPE A, 9 FOOT POSTS (63000003)
 - ⑥ PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (42000070)
 - ⑦ TOPSOIL FURNISH AND PLACE, 4" (21101615)
 - ⑧ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F" N80; 1-3/4" (40605026)
- A EX PCC PAVEMENT (9")
 - B EX HMA PAVEMENT (6 1/2")

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	16
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

ROADWAY SCHEDULE

IL-53	30300112	40600290	40600370	40600400	40605026	42000070	420001300	44201821	60603800	60605000
	AGG SUBGRADE IMPR 12	BITUMINOUS MATERIALS (TACK COAT)	LONG JOINT SEALANT	MIX CR JTS FLANGWAYS	P SC SMA 9.5 F N80	PVT CON HMA BR APP SL	PROTECTIVE COAT	CL D PATCH, T4 14	COMB CC & G TB6.12	COMB CC & G TB6.24
STATION	SQ YD	POUND	FOOT	TON	TON	SQ YD	SQ YD	SQ YD	FOOT	FOOT
STA 1028+63 TO STA 1041+17.00	643	1956	2964	13	426.0	95	363	100	88	1857
TOATAL	643	1956	2964	13	426.0	95	363	100	88	1857

ROADWAY REMOVAL SCHEDULE

IL 53	40600982	44000100	44000156	44000500	63200310	Z0004552
	HMA SURF REM - BUTT JOINT	PAVEMENT REM	HMA SURFACE REM 1 3/4	COMB CURB GUTTER REM	GUARDRAIL REMOV	APPROACH SLAB REM
STATION	SQ YD	SQ YD	SQ YD	FOOT	FOOT	SQ YD
STA 1028+63 TO STA 1041+17	153	115	4559	2027	1855	281
TOTAL	153	115	4559	2027	1855	281

DRAINAGE REMOVAL SCHEDULE

IL 53	50104400	55100500	60251740	60500040
	CONC HDWL REM	STORM SEWER REM 12	CB ADJ NEW T24 F&G	REMOV MANHOLES
1028+63 TO 1041+17	1	382	4	1
TOTAL	1	382	4	1

PAVEMENT MARKING SCHEDULE

IL 53	78000200	78003137	78008310	78011040	78100100	78100300	78112000	78300200	78300201
	THPL PVT MK LINE 4	PREF PL PM TB L7	POLYUREA PM T2 LN 4	GRV RSCD PVT MRKG 8	RAISED REFL PAVT MKR	REPLACEMENT REFLECTOR	R REFL PAVT MKR BRIDGE	RAISED REFL PAVT MKR REM	PAVT MKR REMOVAL GRIND
STATION	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	SQ FT
STA 1024+003 to STA 1041+25	2721	118	944	118	100	46	24	64	900
TOTAL	2721	118	944	118	100	46	24	64	900

GUARDRAIL SCHEDULE

IL 53	STATION	STATION	OFFSET	63000003	63100085	63100167	72501000	78200005
				STEEL PL BEAM GRD RAIL TY A	TRAF BARR TERM TY 6	TRAF BARR TERM TY 1 SPL TAN	TERM MRKR DIRECT APP	GRDRAIL REF TYPE A
STATION	STATION	OFFSET	FOOT	EACH	EACH	EACH	EACH	EACH
1030+32.84	1033+50.84	LT	318	1	1	1	1	5
1029+42.15	1033+51.65	RT	410	1	1	1	1	6
1036+62.06	1041+04.06	LT	442	1	1	1	1	7
1036+58.96	1040+94.46	RT	436	1	1	1	1	6
TOTAL			1605	4	4	4	4	24

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	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	17
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

EROSION CONTROL & LANDSCAPING SCHEDULE

IL 53	20101000	25000210	25100115	25100900	28000255	28000305	28000400	28000510	28001100	28100105	X2501820	X2502014	X2503315	X2503321	X251100630
	TEMPORARY FENCE	SEEDING, CLASS 2A	MULCH METHOD 2	TURF REINFORCEMENT MAT	TEMP EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET FILTERS	TEMP EROSION CONTROL BLANKET	STONE RIPRAP, CLASS A3	SEEDING, CLASS 5 (MODIFIED)	SEEDING, CLASS 4A (MODIFIED)	INTERSEEDING, CLASS 4A (MODIFIED)	INTERSEEDING, CLASS 5 (MODIFIED)	EROSION CONTROL BLANKET (SPECIAL)
	FOOT	ACRE	ACRE	SQ YD	POUND	FOOT	FOOT	EACH	SQ YD	SQ YD	ACRE	ACRE	ACRE	ACRE	SQ YD
STA1026+00 TO STA 1053+00	1257	0.4	0.3	360	52	25	2512	15	1083	10.0	0.1	0.1	0.2	0.2	4183
TOTAL	1257	0.4	0.3	360	52	25	2512	15	1083	10.0	0.1	0.1	0.2	0.2	4183

MOT QUANTITIES

IL 53	70300100	70300150	70307120	70307160	70400100	70400125	70400200	70600250	70600350	78200011	Z0030850
	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REM	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON REDIRECTIVE), TEST LEVEL 3	BARRIER WALL REFLECTOR, TYPE C	TEMPORARY INFORMATION SIGNING
	FOOT	SQ FT	FOOT	FOOT	FOOT	EACH	FOOT	EACH	EACH	TON	SQ FT
STAGE 1	0.0	2162	6280.0	68.4	475.0	228	0.0	2.0	0.0	20.0	51.4
STAGE 2	0.0	3345	7696.0	779.8	825.0	624	475.0	0.0	2.0	53.0	0.0
STAGE 3	1843	1977	5770.0	53.7	0.0	228	475.0	0.0	2.0	20.0	0.0
TOTAL	1843	7484	19746	902	1300	1068	950	2	4	186	51.4

NOTE THAT THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED AT THE DIRECTION OF THE BUREAU OF MAINTENANCE:

TREE REMOVAL (6 TO 15 UNITS DIAMETER)
 NITROGEN FERTILIZER NUTRIENT
 POTASSIUM FERTILIZER NUTRIENT
 WEED CONTROL, BROADLEAF IN TURF
 TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)
 PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
 MOWING (SPECIAL)
 SELECTIVE CLEARING

SCHEDULE THE FOLLOWING:
 TREE REMOVAL, ACRES
 TOPSOIL FURNISH AND PLACE, 4"
 SUPPLEMENTAL WATERING

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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	18
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

EARTHWORK SCHEDULE

II 53	STA	EARTH EXCAVATION			TOPSOIL EXCAVATION			EMBANKMENT			EXCAVATION USED IN EMBANKMENT (ADJ FOR SHRINKAGE)			EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)		
		CU YD			CU YD			CU YD			CU YD			CU YD		
		STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3	STAGE 1	STAGE 2	STAGE 3
1028+63	1029+00	0	0	4	0	0	6	0	0	3	0	0	3	0	0	0
1029+00	1029+50	0	0	4	0	0	6	0	0	4	0	0	3	0	0	-1
1029+50	1030+00	1	0	4	4	0	10	2	0	11	1	0	3	-1	0	-8
1030+00	1030+50	3	0	5	8	0	14	6	0	13	2	0	4	-4	0	-8
1030+50	1031+00	3	0	4	9	0	12	10	0	10	2	0	4	-7	0	-6
1031+00	1031+50	3	0	4	8	0	10	6	0	8	3	0	3	-3	0	-5
1031+50	1032+00	3	0	4	8	0	10	4	0	7	3	0	3	-1	0	-3
1032+00	1032+50	3	0	6	14	0	11	15	0	4	3	0	5	-12	0	1
1032+50	1033+00	3	0	6	15	0	9	18	0	3	3	0	5	-15	0	2
1033+00	1033+50	3	0	3	10	0	9	7	0	6	2	0	2	-5	0	-4
1033+50	1033+78	2	0	1	5	0	5	1	0	4	1	0	1	0	0	-3
1033+78	1033+88	1	0	0	2	0	2	1	0	1	0	0	0	0	0	-1
1033+88	EXIST STRUCTURE															0
1036+24	1036+35	0	0	1	2	0	2	1	0	1	0	0	1	0	0	-1
1036+35	1036+50	1	0	1	3	0	2	1	0	2	0	0	1	0	0	-1
1036+50	1037+00	3	0	4	11	0	8	4	0	4	3	0	3	-1	0	-1
1037+00	1037+50	5	0	4	12	0	8	9	0	5	4	0	3	-5	0	-1
1037+50	1038+00	4	0	4	12	0	8	10	0	5	4	0	3	-6	0	-2
1038+00	1038+50	6	0	4	10	0	9	4	0	4	5	0	3	1	0	0
1038+50	1039+00	6	0	3	8	0	8	1	0	3	5	0	3	4	0	0
1039+00	1039+50	4	0	3	8	0	9	5	0	5	4	0	3	-1	0	-2
1039+50	1040+00	4	0	4	9	0	12	5	0	7	4	0	3	-1	0	-4
1040+00	1040+50	5	0	5	9	0	12	3	0	6	4	0	4	1	0	-2
1040+50	1041+00	4	0	4	9	0	10	3	0	5	3	0	3	0	0	-2
1041+00	1041+17	1	0	1	3	0	3	1	0	1	1	0	1	0	0	-1
	TOTALS	68	0	80	179	0	197	116	0	122	58	0	68	-58	0	-54

A SHRINKAGE FACTOR OF 15% WAS USED FOR EARTH EXCAVATION ADJUSTMENT

EARTHWORK SUMMARY

PAY ITEM #	PAY ITEM	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	148
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	376
20400800	FURNISHED EXCAVATION	CU YD	112

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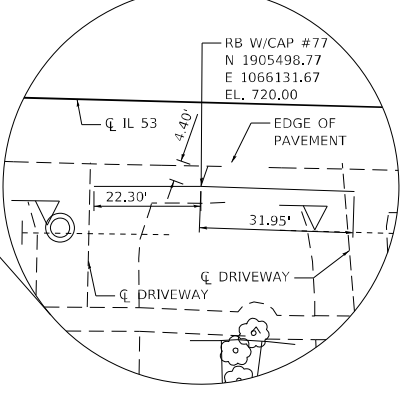
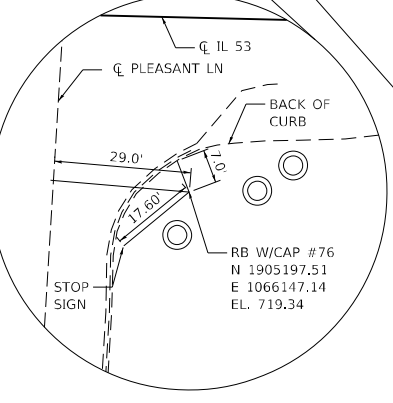
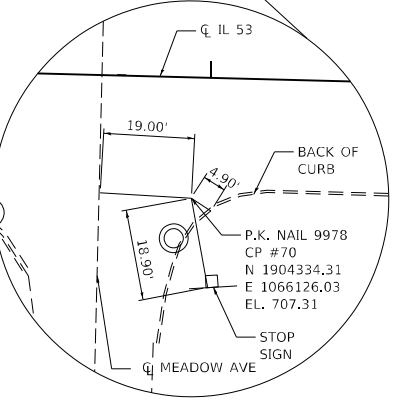
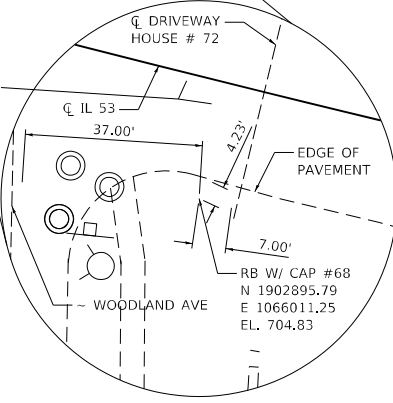
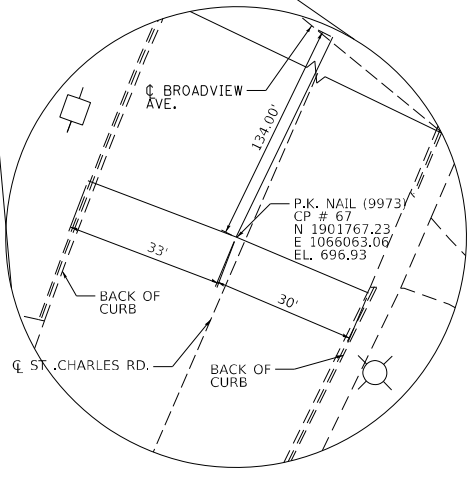
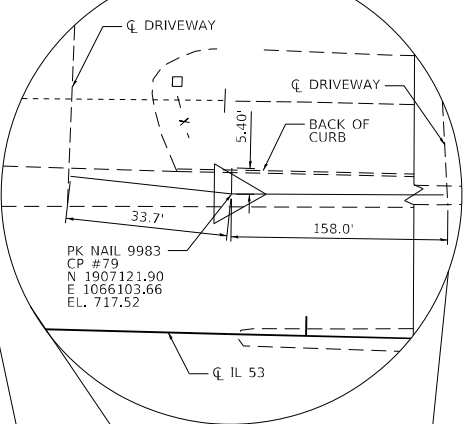
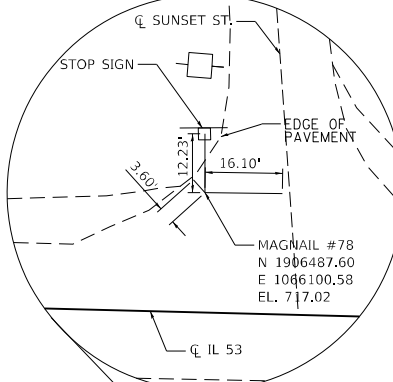
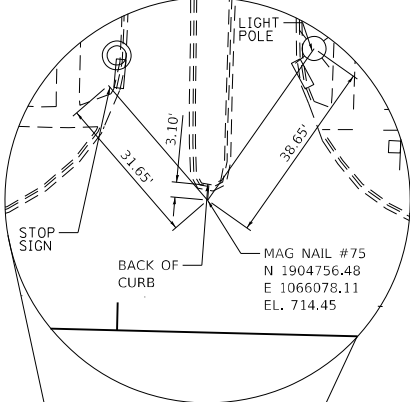
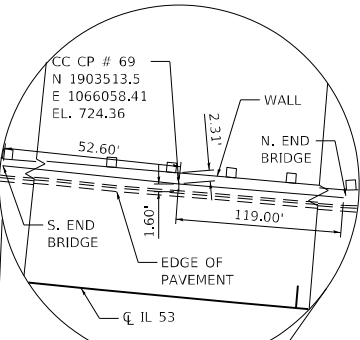
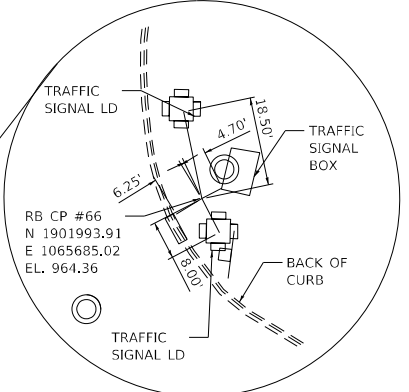
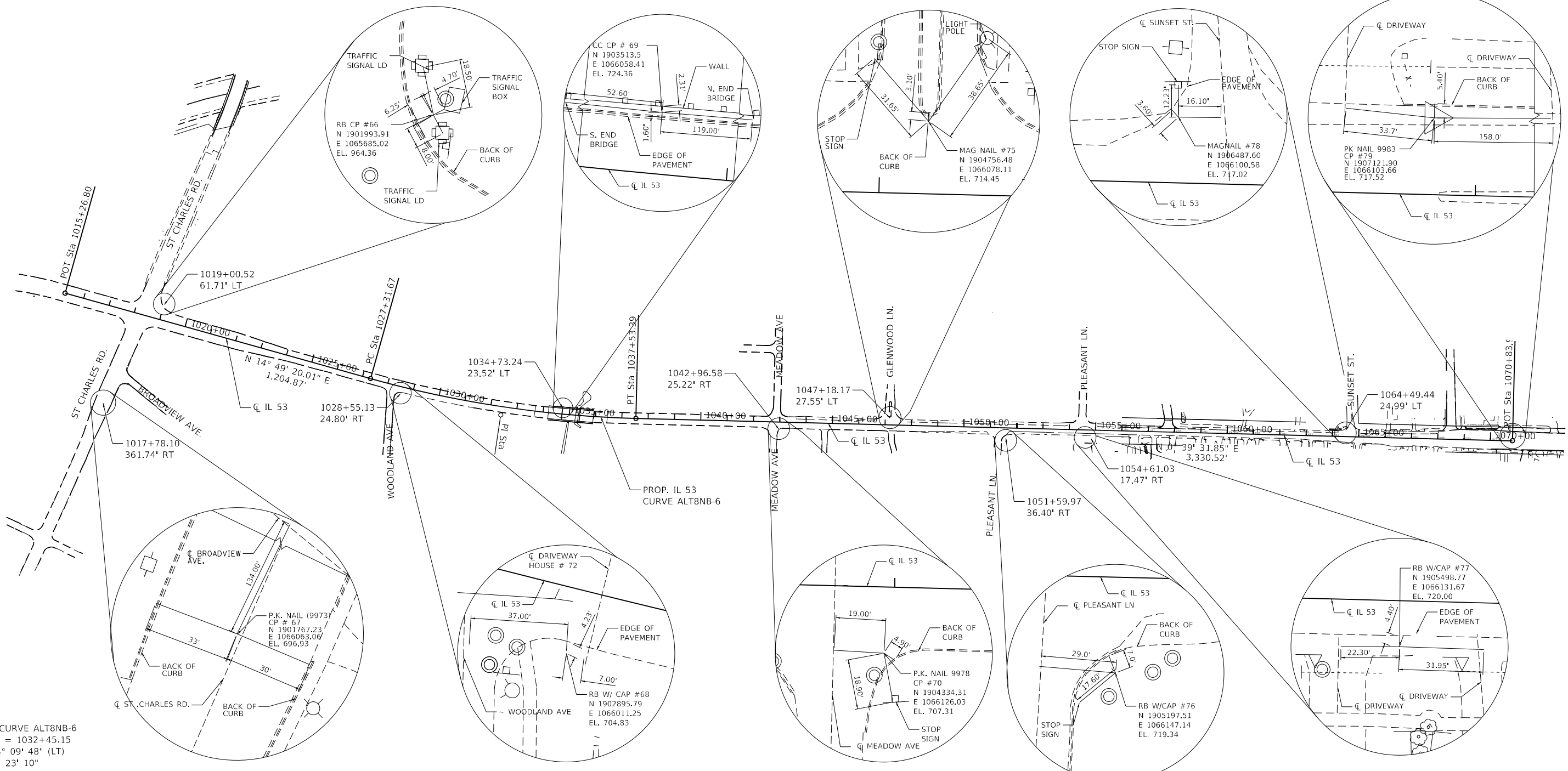
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

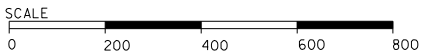
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	19
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

COORDINATE DATA			
STREET	POINT	NORTHING	EASTING
IL 53	PT Sta 1015+26.80	1,901,616.834	1,065,649.072
IL 53	PC Sta 1027+31.67	1,902,781.609	1,065,957.303
IL 53	PI Sta 1032+45.15	1,903,278.003	1,066,088.662
IL 53	PT Sta 1037+53.39	1,903,791.449	1,066,094.566
IL 53	POT Sta 1070+83.91	1,907,121.749	1,066,132.863



PROP. CURVE ALT8NB-6
 PI STA. = 1032+45.15
 $\Delta = 14^\circ 09' 48''$ (LT)
 $D = 1^\circ 23' 10''$
 $R = 4,133.24'$
 $T = 513.48'$
 $L = 1,021.73'$
 $E = 31.77'$
 $e = 0.02$
 $T.R. = 68'$
 $S.E. RUN = 136'$
 P.C. STA. = 1027+31.67
 P.T. STA. = 1037+53.39



NOTE:
 ALL DIMENSIONS SHOWN TO THE LEVEL OF
 ACCURACY AS PROVIDED BY THE SURVEYOR

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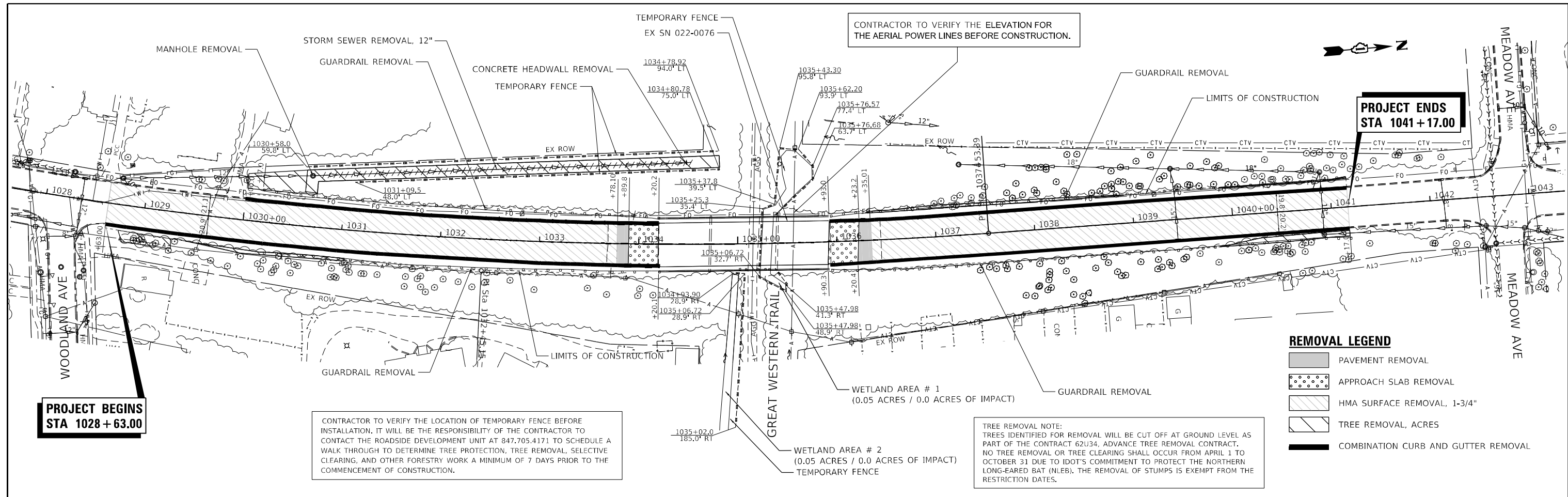
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	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS, TIES AND BENCHMARKS
 IL 53 OVER GREAT WESTERN TRAIL**

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

F.A.P R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	20
				CONTRACT NO. 62K77
				ILLINOIS FED. AID PROJECT



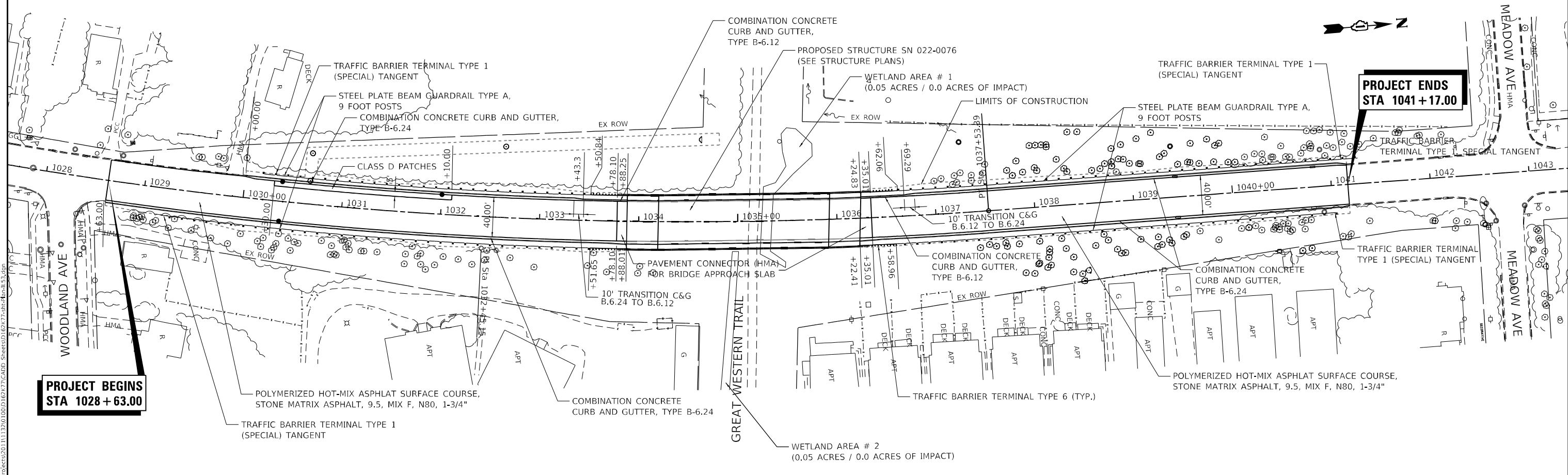
**PROJECT BEGINS
STA 1028+63.00**

**PROJECT ENDS
STA 1041+17.00**

CONTRACTOR TO VERIFY THE LOCATION OF TEMPORARY FENCE BEFORE INSTALLATION. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171 TO SCHEDULE A WALK THROUGH TO DETERMINE TREE PROTECTION, TREE REMOVAL, SELECTIVE CLEARING, AND OTHER FORESTRY WORK A MINIMUM OF 7 DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

TREE REMOVAL NOTE:
TREES IDENTIFIED FOR REMOVAL WILL BE CUT OFF AT GROUND LEVEL AS PART OF THE CONTRACT 62U34. ADVANCE TREE REMOVAL CONTRACT. NO TREE REMOVAL OR TREE CLEARING SHALL OCCUR FROM APRIL 1 TO OCTOBER 31 DUE TO IDOT'S COMMITMENT TO PROTECT THE NORTHERN LONG-EARED BAT (NLEB). THE REMOVAL OF STUMPS IS EXEMPT FROM THE RESTRICTION DATES.

- REMOVAL LEGEND**
- PAVEMENT REMOVAL
 - APPROACH SLAB REMOVAL
 - HMA SURFACE REMOVAL, 1-3/4"
 - TREE REMOVAL, ACRES
 - COMBINATION CURB AND GUTTER REMOVAL



**PROJECT BEGINS
STA 1028+63.00**

**PROJECT ENDS
STA 1041+17.00**

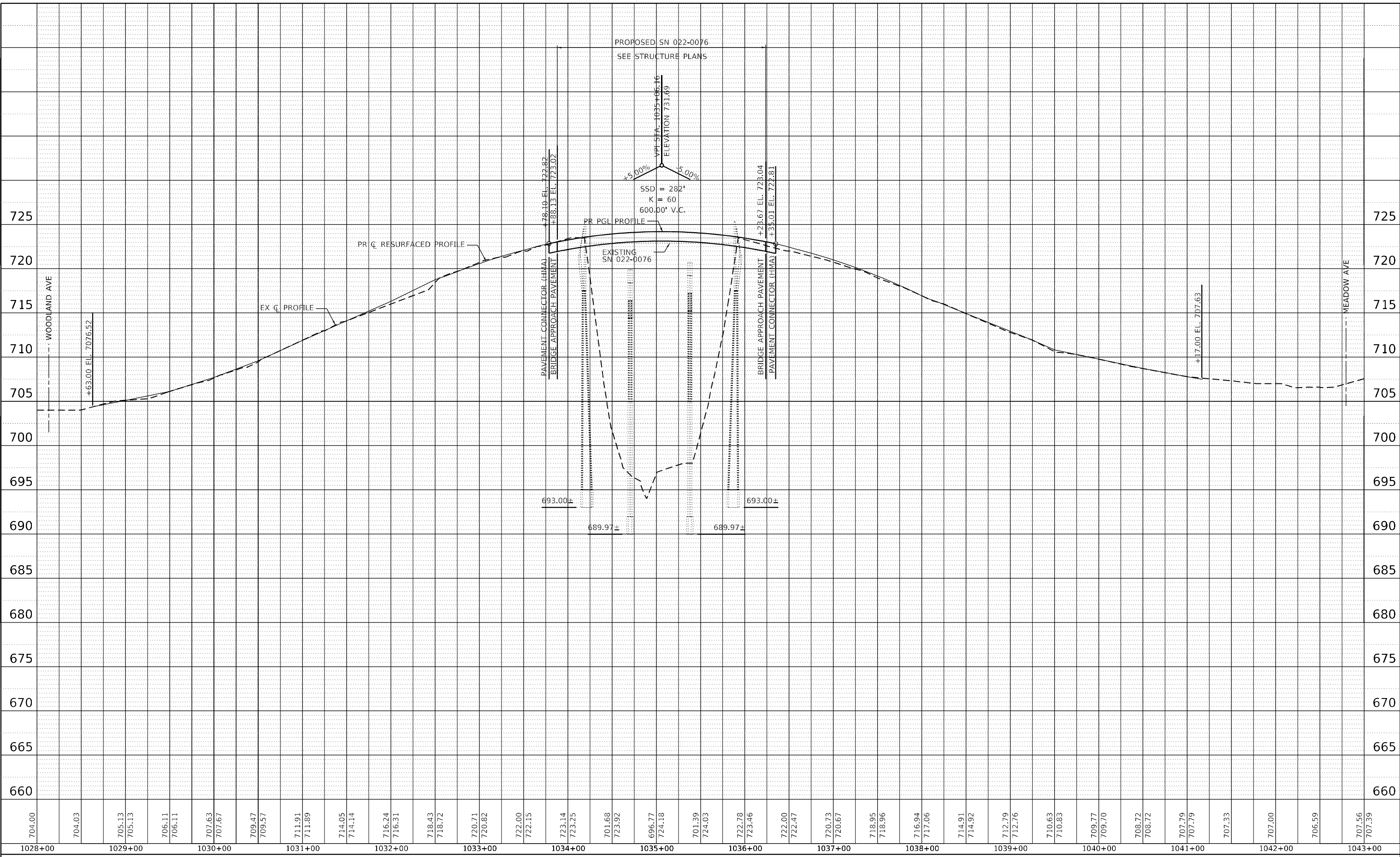
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	PLOT SCALE = 100,0000' / in.	CHECKED - ZH	REVISED -			SCALE: 1"=50'	SHEET 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 62K77	
	PLOT DATE = 10/21/2022	DATE = 06-16-2022	REVISED -							

PLAN		DATE	
SURVEYED	BY		
PLOTTED			
ALIGNMENT CHECKED			
NOTE BOOK NO.			
CADD FILE NAME			

PROFILE		DATE	
SURVEYED	BY		
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STRUCTURE NOTATION			

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PLOT DATE = 10/12/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=50'	SHEET 1	OF 1	SHEETS	STA. 1028+00	TO STA. 1043+00
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PROFILE - IL 53	
IL 53 OVER GREAT WESTERN TRAIL	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	22
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TWO THROUGH TRAFFIC LANES IN EACH DIRECTION ON ILLINOIS ROUTE 53 EXCEPT AS OTHERWISE INDICATED ON THE PLANS.
2. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, VERTICAL PANELS, TYPE III BARRICADES, CHANNELIZATION DRUMS, TYPE II BARRICADES, ALL TEMPORARY CONCRETE BARRIERS AND PROTECTION NECESSARY FOR WORK ZONE TRAFFIC CONTROL AND PROTECTION, OR AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS, AND EROSION CONTROL THROUGHOUT STAGE CONSTRUCTION DURING THE DURATION OF THE PROJECT.
5. 4 INCH SOLID WHITE PAVEMENT MARKING LINES SHALL BE USED TO DEFINE EDGE LINE WHERE CURB AND GUTTER DOES NOT EXIST.

4 INCH SOLID DOUBLE YELLOW PAVEMENT MARKING LINES ARE TO BE USED TO SEPARATE OPPOSING TRAFFIC LANES.
6. ALL DOUBLE YELLOW CENTERLINE MARKING LINES SHALL BE SPACED AT 11 INCHES CENTER TO CENTER.
7. 12 INCH SOLID YELLOW PAVEMENT MARKING LINES ARE TO BE USED FOR TEMPORARY MEDIAN DIAGONAL LINES AT LOCATIONS AS SHOWN ON THE PLANS.
8. ALL TYPE II BARRICADES, DRUMS AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS ON MULTI-LANE ROADWAYS, WHILE BI-DIRECTIONAL LIGHTS ARE REQUIRED ON ALL TWO-LANE ROADWAYS AND ON MULTI-LANE IF SEPARATING OPPOSING DIRECTION OF TRAFFIC PER ARTICLE 701.16.
9. ALL TYPE II BARRICADES, VERTICAL PANELS, AND DRUMS SHALL BE SPACED AT 50 FEET CENTER TO CENTER THROUGHOUT THE WORK ZONE, EXCEPT IN TAPER AREAS, GORE AREAS, AND ALONG CORNER RADII, WHERE THEY SHALL BE SPACED AT 25 FEET CENTER TO CENTER EXCEPT AS OTHERWISE INDICATED ON THE PLANS.
10. TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH TYPE "C" REFLECTORS, IN ACCORDANCE WITH HIGHWAY STANDARDS 704011-08 AT 25' CENTERS.
11. ALL CONSTRUCTIONS WARNING SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND.
12. ALL CONSTRUCTION WARNING SIGN DIMENSIONS SHALL BE 48" X 48".
18. ALL "ROAD CONSTRUCTION AHEAD" WARNING SIGNS SHALL BE EQUIPPED WITH HIGH INTENSITY FLASHING LIGHTS.
19. THE CONTRACTOR SHALL INSTALL AND COVER ALL TEMPORARY SIGNING BEFORE EXISTING SIGNS ARE REMOVED. THE CONTRACTOR SHALL RELOCATE EXISTING SIGNS AS INDICATED ON THE PLANS.
20. THE CONTRACTOR SHALL INSTALL AND COVER ALL PERMANENT SIGNING BEFORE TEMPORARY SIGNS ARE REMOVED.
21. ALL EXISTING GUIDE SIGNS (i.e., STREET NAME SIGNS, ADVANCE STREET NAME SIGNS, ROUTE MARKERS FOR IL 53 AND I-355, ETC) SHALL BE MAINTAINED AND VISIBLE TO TRAFFIC DURING CONSTRUCTION PER ARTICLE 701.15.
22. EXISTING TRAFFIC SIGNS IN CONFLICT WITH STAGING SHALL BE REMOVED, RELOCATED OR COVERED AS DIRECTED BY THE ENGINEER.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL AND PROTECTION FOR JACKING PITS REQUIRED FOR THE INSTALLATION OF PROPOSED STORM SEWERS. THE COST OF PROVIDING AND MAINTAINING REQUIRED TRAFFIC CONTROL AND PROTECTION FOR JACKING PITS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
24. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL BACKFILL OR COVER ALL TRENCHES AND OPEN EXCAVATION HOLES FOR PROPOSED STORM SEWER, DRAINAGE STRUCTURES, AND WATER MAINS IN ORDER TO PROVIDE A SAFE CONDITION FOR MOTORISTS AND THE PUBLIC DURING NON-WORKING HOURS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
25. TEMPORARY CONCRETE BARRIER WALL SHALL BE CONTINUOUSLY PINNED TO THE PAVEMENT WHEREVER A 3.5 FOOT CLEAR ZONE (FREE OF DROP-OFFS, FIXED OBJECTS, OR OTHER OBSTACLES) CANNOT BE PROVIDED FOR BEHIND THE WALL.
26. WORKERS SIGN (W21-I(O)-48) AND FLAGGER SIGN (W20-7(O)-48) SHALL BE REMOVED OR COVERED WHENEVER NOT APPLICABLE FOR MORE THAN ONE HOUR.
27. CONTRACTOR TO MAINTAIN ACCESS TO GREAT WESTERN TRAIL ALL THE TIME AND INCLUDE SIGNAGE FOR THE PEDESTRIAN TRAFFIC WHEN BRIDGE DECK/PARAPET IS UNDER CONSTRUCTION. PEDESTRIAN PROTECTION SIGNAGE SHALL BE ALSO PLACED FOR BIKE/WALK TRAILS DURING STRUCTURE REPAIR AT ACCESS POINTS: AT WEST RD AND AT CIMARRON RD.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
GENERAL NOTES**

SCALE: NONE SHEET 1 OF 11 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	23
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

PROPOSED STAGES OF CONSTRUCTION:

STAGE 1

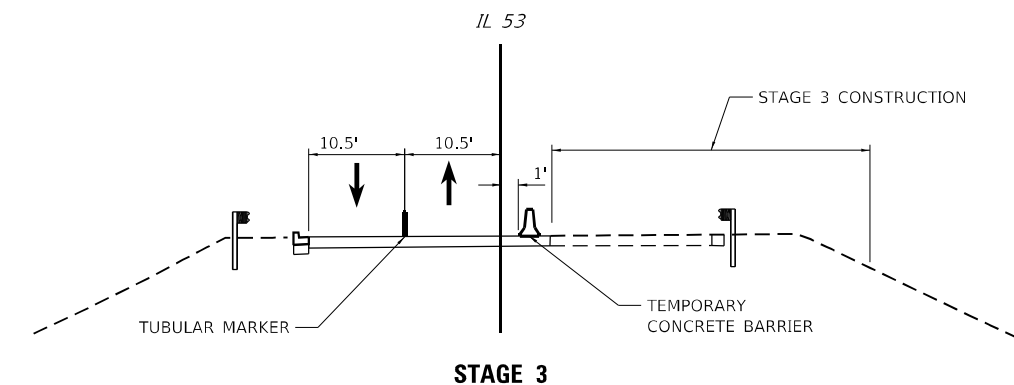
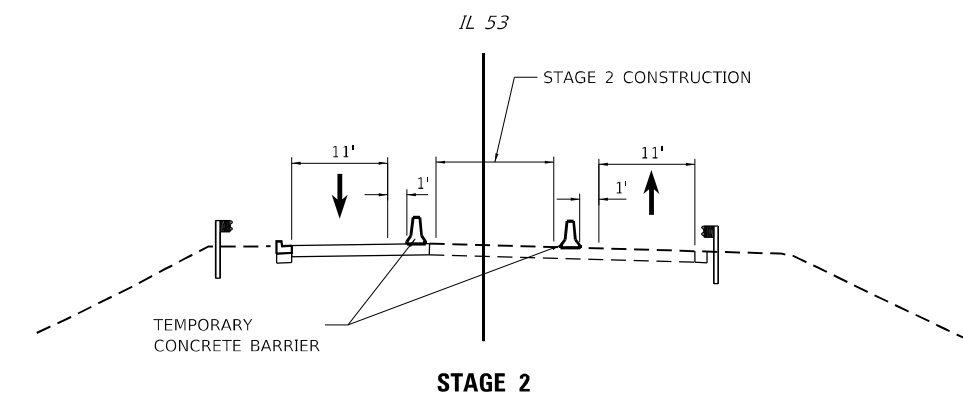
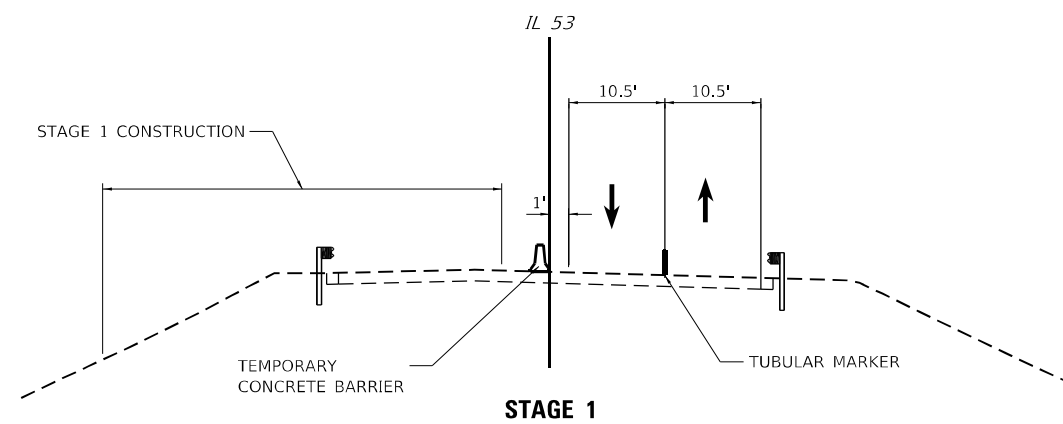
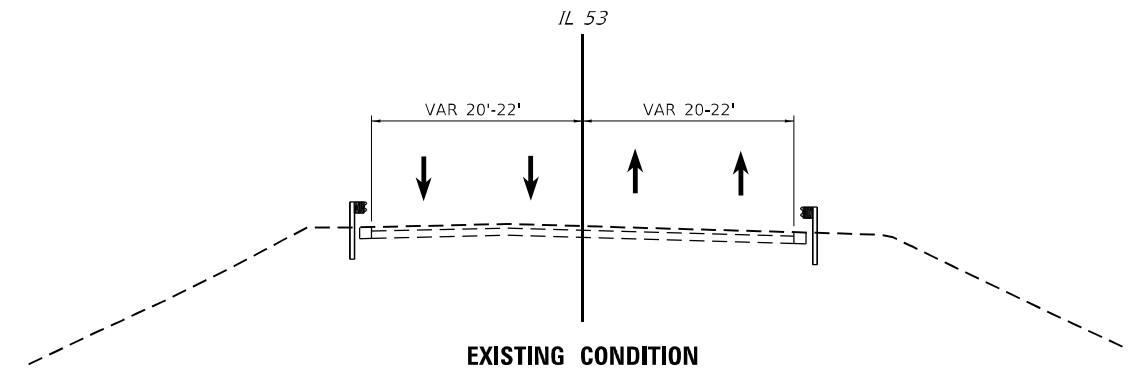
- SHIFT EXISTING SOUTHBOUND TRAFFIC EAST TO THE EXISTING NORTHBOUND LANE
- CLOSE SOUTHBOUND LANES
- CONSTRUCT SOUTHBOUND LANE PAVEMENT CONNECTOR, CURB AND GUTTER, STORM SEWER, GUARDRAIL AND WEST PART OF PROPOSED STRUCTURE SN 022-0076

STAGE 2

- SHIFT SOUTHBOUND TRAFFIC WEST TO THE NEW CONSTRUCTED SOUTHBOUND PAVEMENT AND BRIDGE DECK.
- CLOSE MIDDLE SOUTHBOUND AND MIDDLE NORTHBOUND LANES
- CONSTRUCT MIDDLE SOUTHBOUND LANE AND MIDDLE NORTHBOUND LANE ROADWAY PAVEMENT AND PROPOSED MIDDLE PART OF STRUCTURE SN 022-0076

STAGE 3

- SHIFT EXISTING NORTHBOUND TRAFFIC WEST TO NEW CONSTRUCTED MIDDLE SOUTHBOUND LANE PAVEMENT
- CLOSE EXISTING NORTHBOUND LANES
- CONSTRUCT NORTHBOUND LANES PAVEMENT, CURB AND GUTTER AND REMAINING PART OF PROPOSED STRUCTURE SN 022-0076



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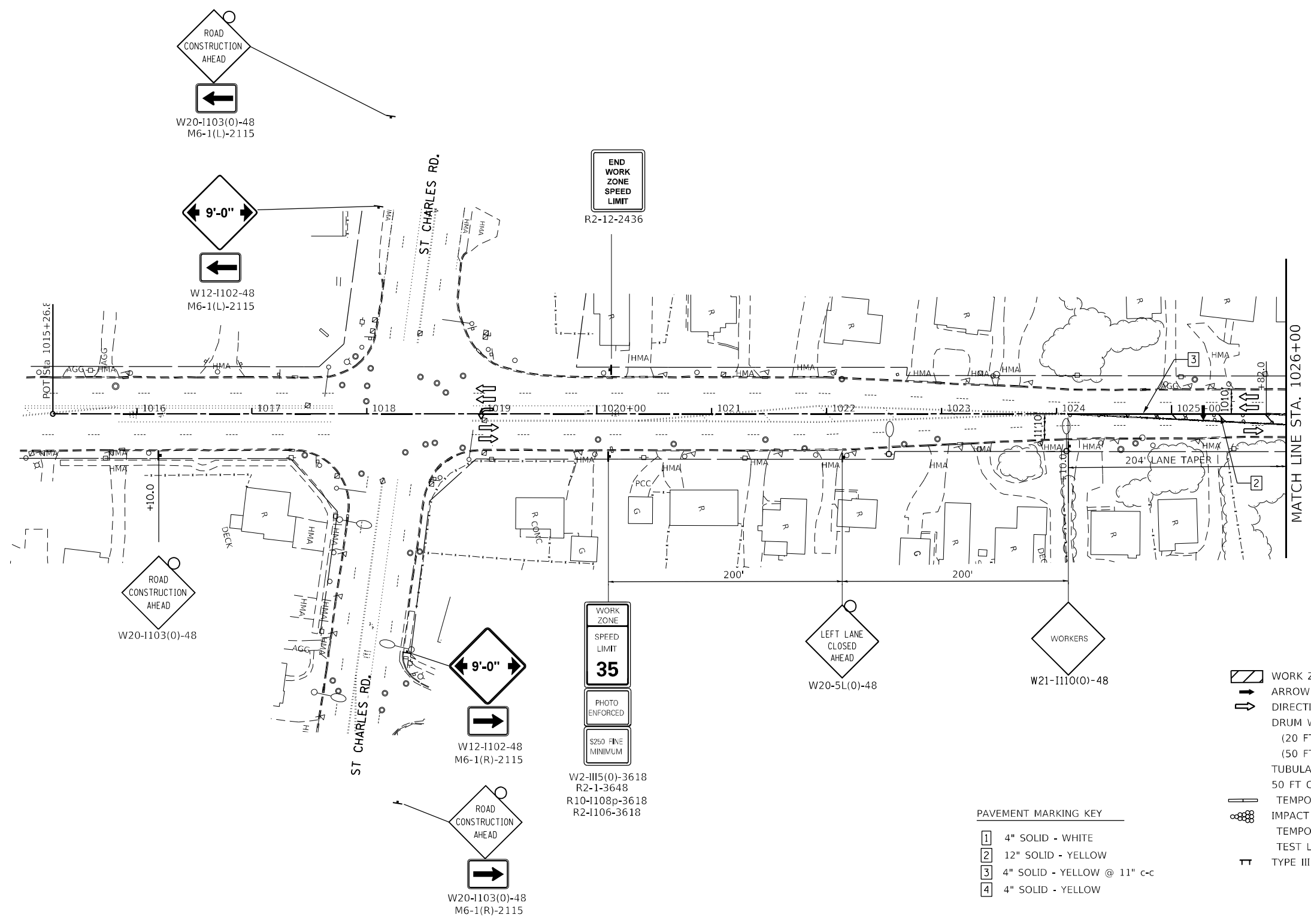
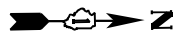
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
PROPOSED TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 2 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	



- LEGEND**
- WORK ZONE
 - ARROW BOARD
 - DIRECTION OF TRAFFIC DRUM W/ STEADY BURN LIGHT (20 FT. C/C IN TAPER) (50 FT. C/C IN TANGENT)
 - TUBULAR MARKERS 50 FT C/C
 - TEMPORARY CONC BARRIER
 - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2
 - TYPE III BARRICADE

- PAVEMENT MARKING KEY**
- 4" SOLID - WHITE
 - 12" SOLID - YELLOW
 - 4" SOLID - YELLOW @ 11" c-c
 - 4" SOLID - YELLOW

NOTE:
SIGNING AND ARROW BOARDS SHALL BE PLACED ACCORDING TO STANDARD 701606-10, URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN, AND AS DIRECTED BY THE ENGINEER.

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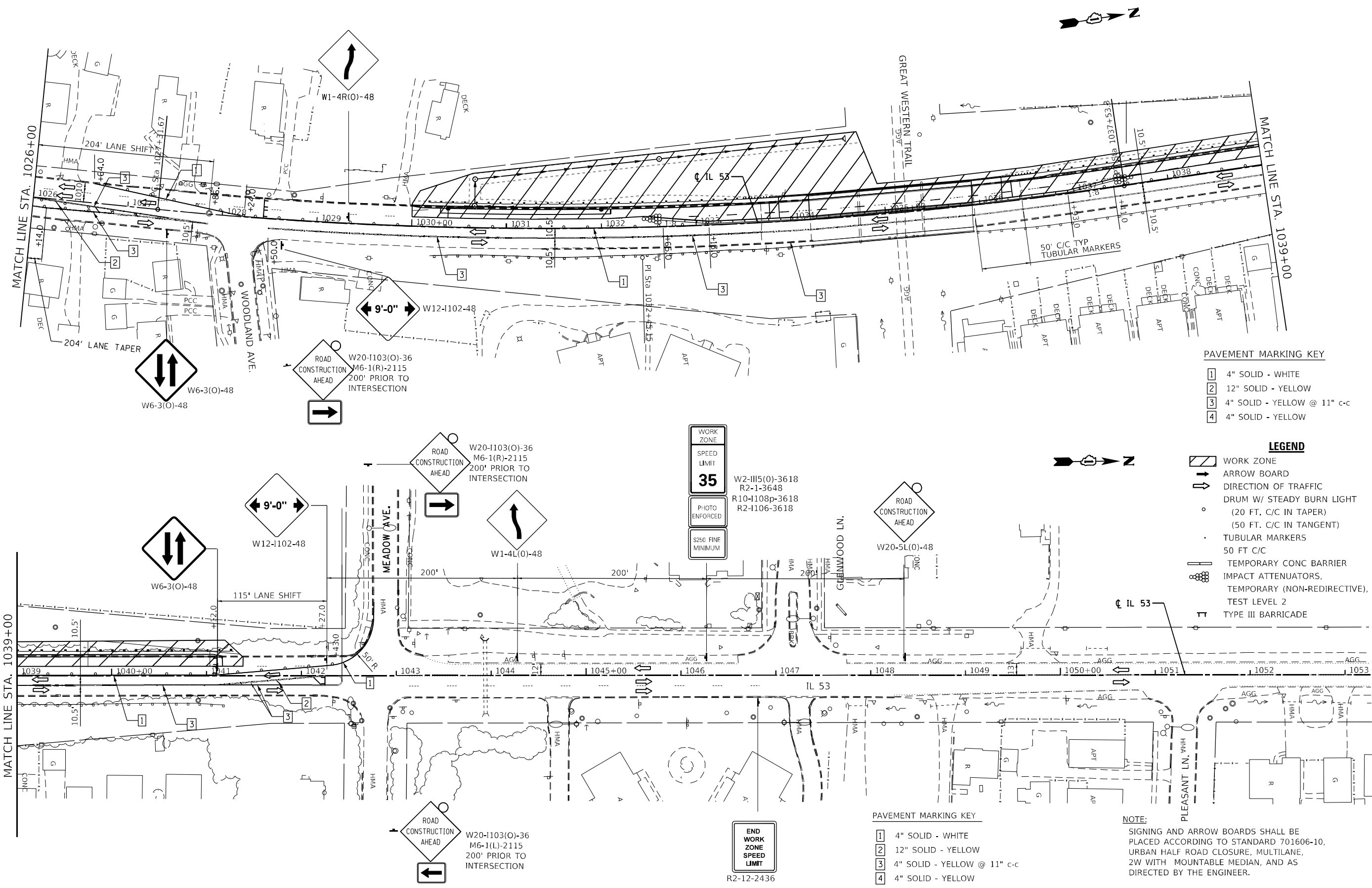
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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1 - IL 53**

SCALE: 1"=50' SHEET 3 OF 11 SHEETS STA. 1015+00 TO STA. 1026+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	25
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING KEY

1	4" SOLID - WHITE
2	12" SOLID - YELLOW
3	4" SOLID - YELLOW @ 11" c-c
4	4" SOLID - YELLOW

LEGEND

	WORK ZONE
	ARROW BOARD
	DIRECTION OF TRAFFIC
	DRUM W/ STEADY BURN LIGHT (20 FT. C/C IN TAPER) (50 FT. C/C IN TANGENT)
	TUBULAR MARKERS 50 FT C/C
	TEMPORARY CONC BARRIER
	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2
	TYPE III BARRICADE

PAVEMENT MARKING KEY

1	4" SOLID - WHITE
2	12" SOLID - YELLOW
3	4" SOLID - YELLOW @ 11" c-c
4	4" SOLID - YELLOW

NOTE:
SIGNING AND ARROW BOARDS SHALL BE PLACED ACCORDING TO STANDARD 701606-10, URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN, AND AS DIRECTED BY THE ENGINEER.

WORK ZONE
SPEED LIMIT
35
PHOTO ENFORCED
\$250 FINE MINIMUM

W2-III5(O)-3618
R2-1-3648
R10-1108p-3618
R2-1106-3618

END WORK ZONE
SPEED LIMIT

R2-12-2436

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1 - IL 53**

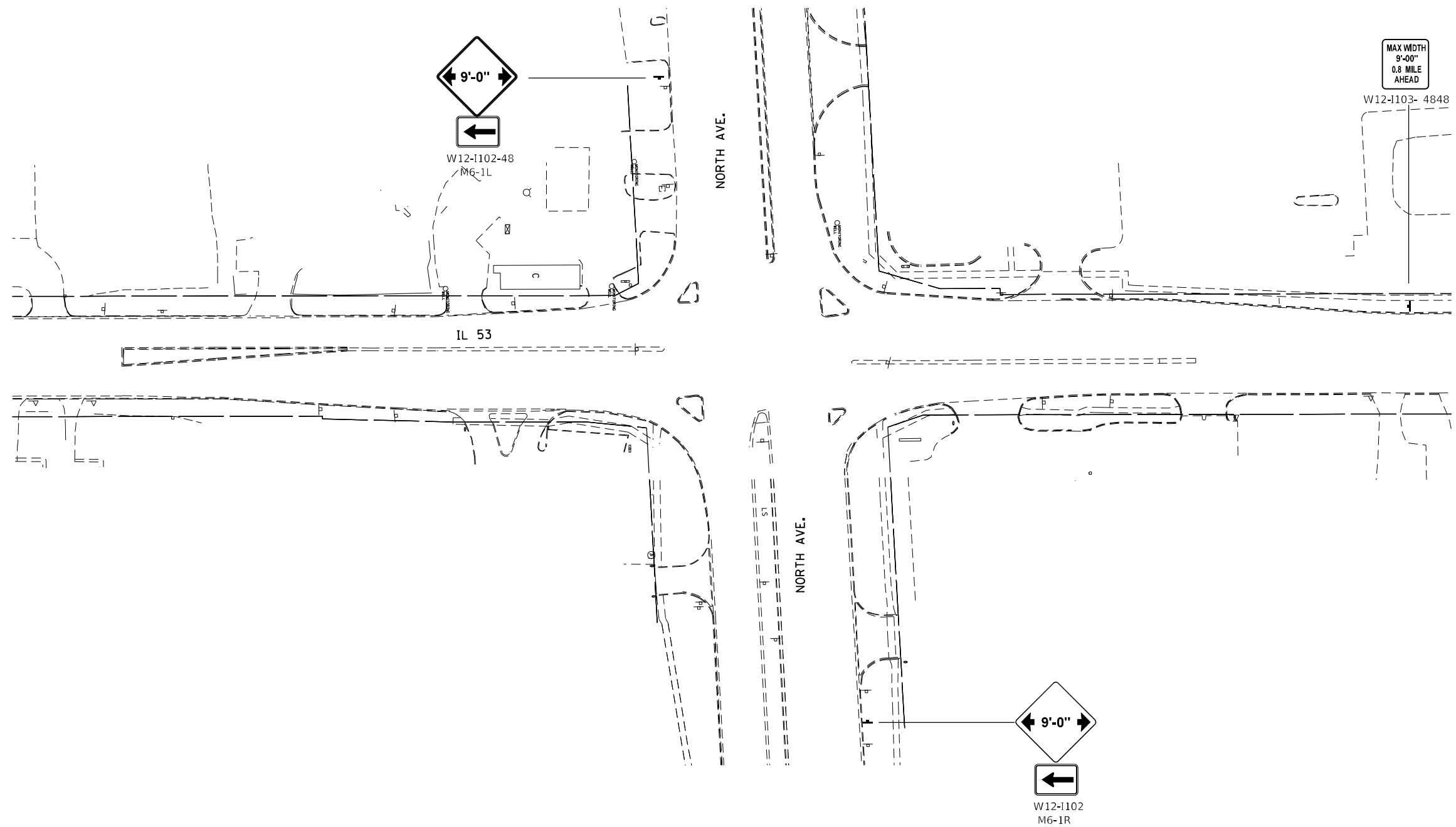
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	DATE - 06-16-2022	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	26
				CONTRACT NO. 62K77
ILLINOIS FED. AID PROJECT				

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DATE	-	06-16-2022

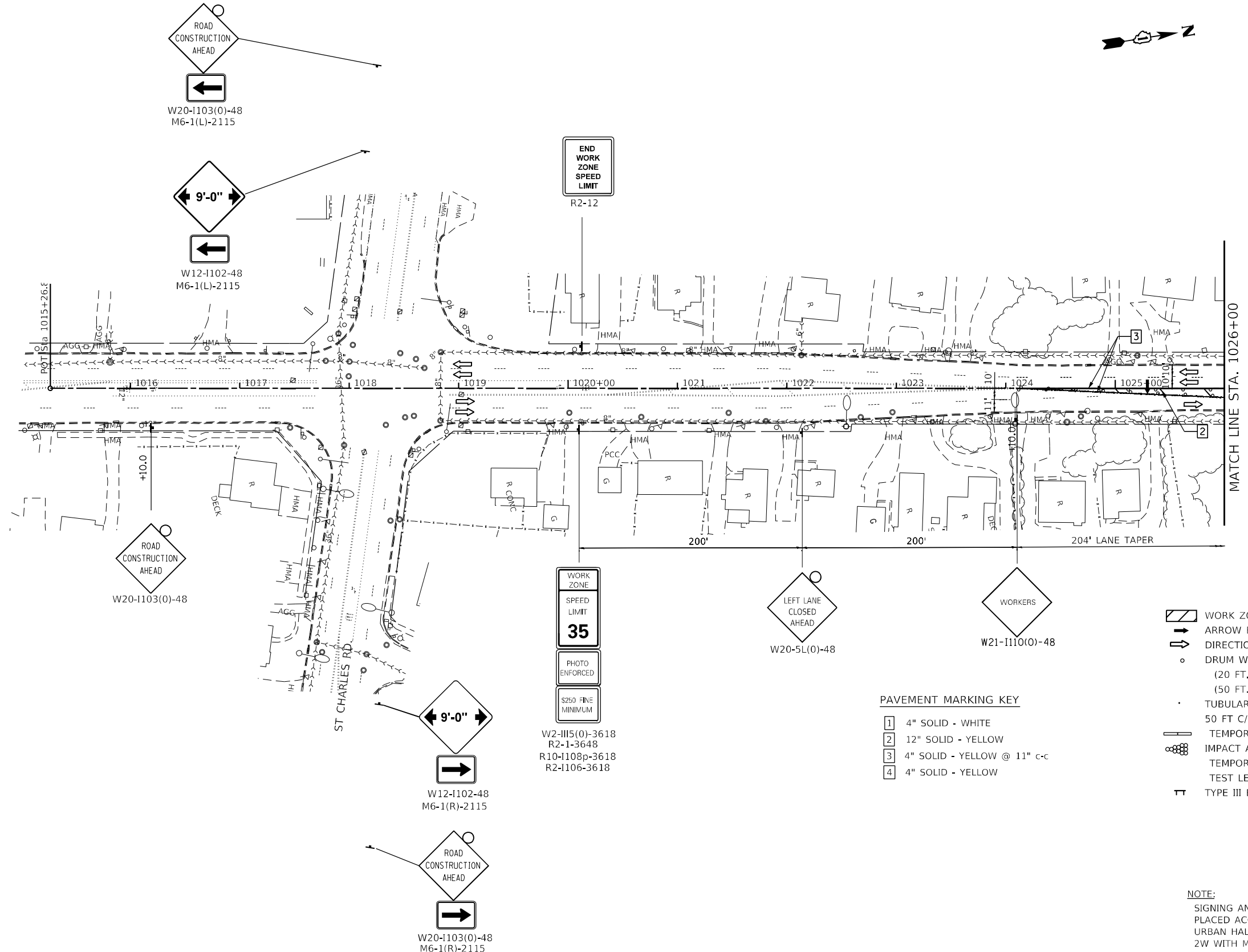
REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE 1 - IL 53**

SCALE: 1"=50' SHEET 5 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	27
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	



LEGEND

- WORK ZONE
- ARROW BOARD
- DIRECTION OF TRAFFIC
- DRUM W/ STEADY BURN LIGHT
(20 FT. C/C IN TAPER)
(50 FT. C/C IN TANGENT)
- TUBULAR MARKERS
50 FT C/C
- TEMPORARY CONC BARRIER
- IMPACT ATTENUATORS,
TEMPORARY (NON-REDIRECTIVE),
TEST LEVEL 2
- TYPE III BARRICADE

PAVEMENT MARKING KEY

- 1 4" SOLID - WHITE
- 2 12" SOLID - YELLOW
- 3 4" SOLID - YELLOW @ 11" C-C
- 4 4" SOLID - YELLOW

NOTE:

SIGNING AND ARROW BOARDS SHALL BE PLACED ACCORDING TO STANDARD 701611, URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN, AND AS DIRECTED BY THE ENGINEER.

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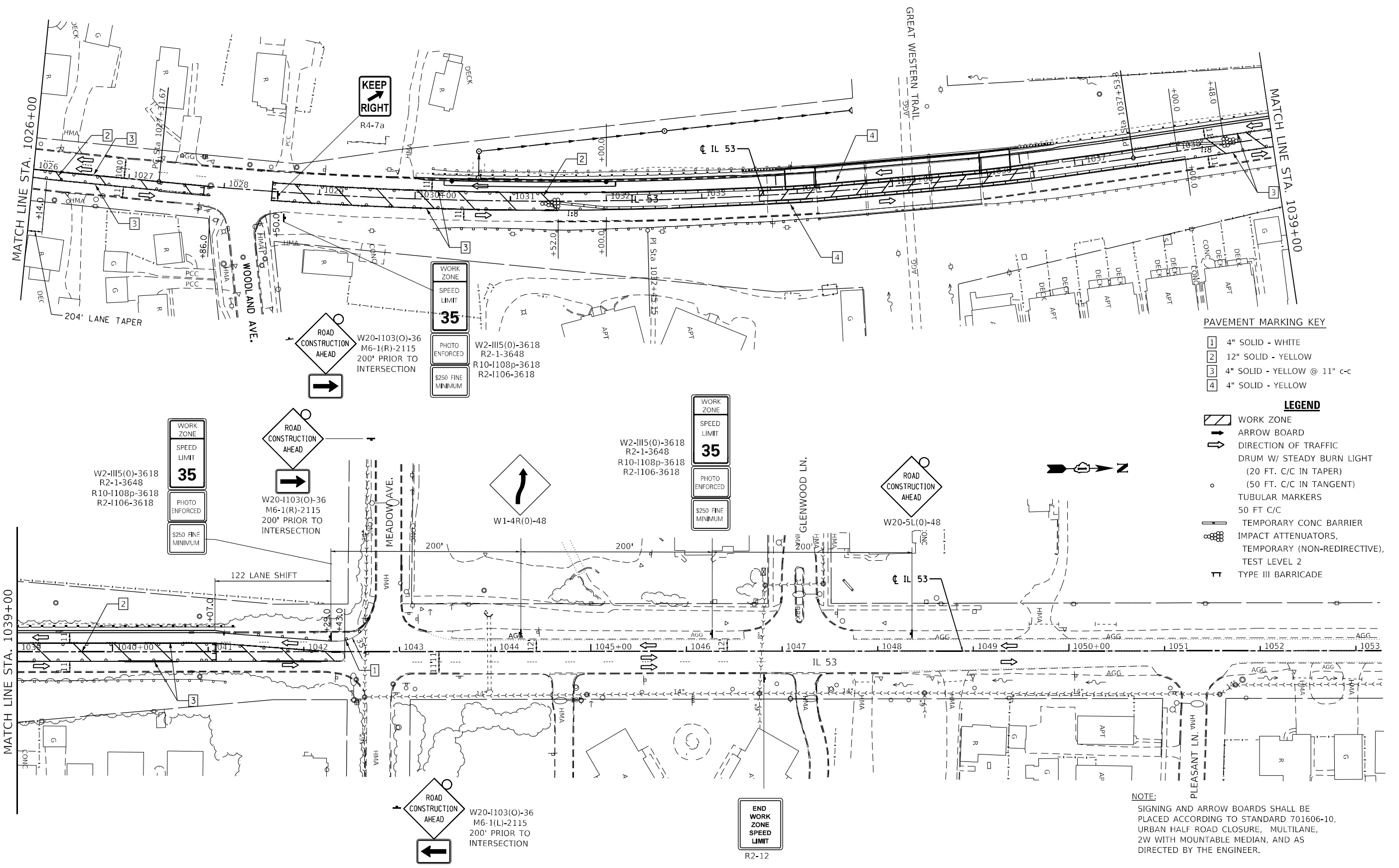
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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 2 - IL 53

SCALE: 1"=50' SHEET 6 OF 11 SHEETS STA. 1015+00 TO STA. 1026+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	28
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	



- PAVEMENT MARKING KEY**
- 1 4" SOLID - WHITE
 - 2 12" SOLID - YELLOW
 - 3 4" SOLID - YELLOW @ 11" C-C
 - 4 4" SOLID - YELLOW

- LEGEND**
- WORK ZONE
 - ARROW BOARD
 - DIRECTION OF TRAFFIC
 - DRUM W/ STEADY BURN LIGHT (20 FT. C/C IN TAPER)
 - (50 FT. C/C IN TANGENT)
 - TUBULAR MARKERS
 - 50 FT C/C
 - TEMPORARY CONC BARRIER
 - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2
 - TYPE III BARRICADE

NOTE: SIGNING AND ARROW BOARDS SHALL BE PLACED ACCORDING TO STANDARD 701606-10, URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN, AND AS DIRECTED BY THE ENGINEER.

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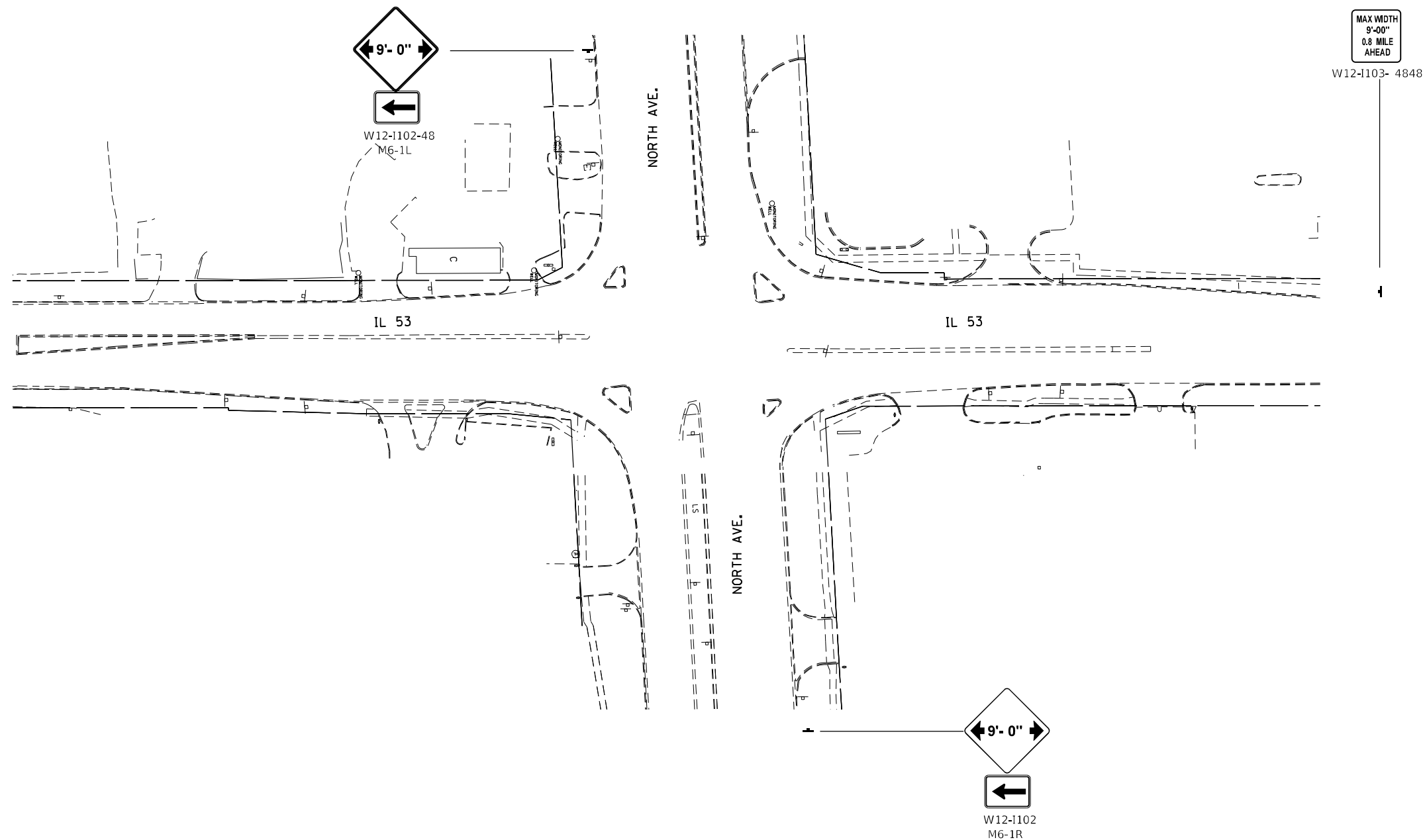
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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 2 - IL 53**

SCALE: 1"=50' SHEET 7 OF 11 SHEETS STA. 1026+00 TO STA. 1050+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	29
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



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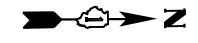
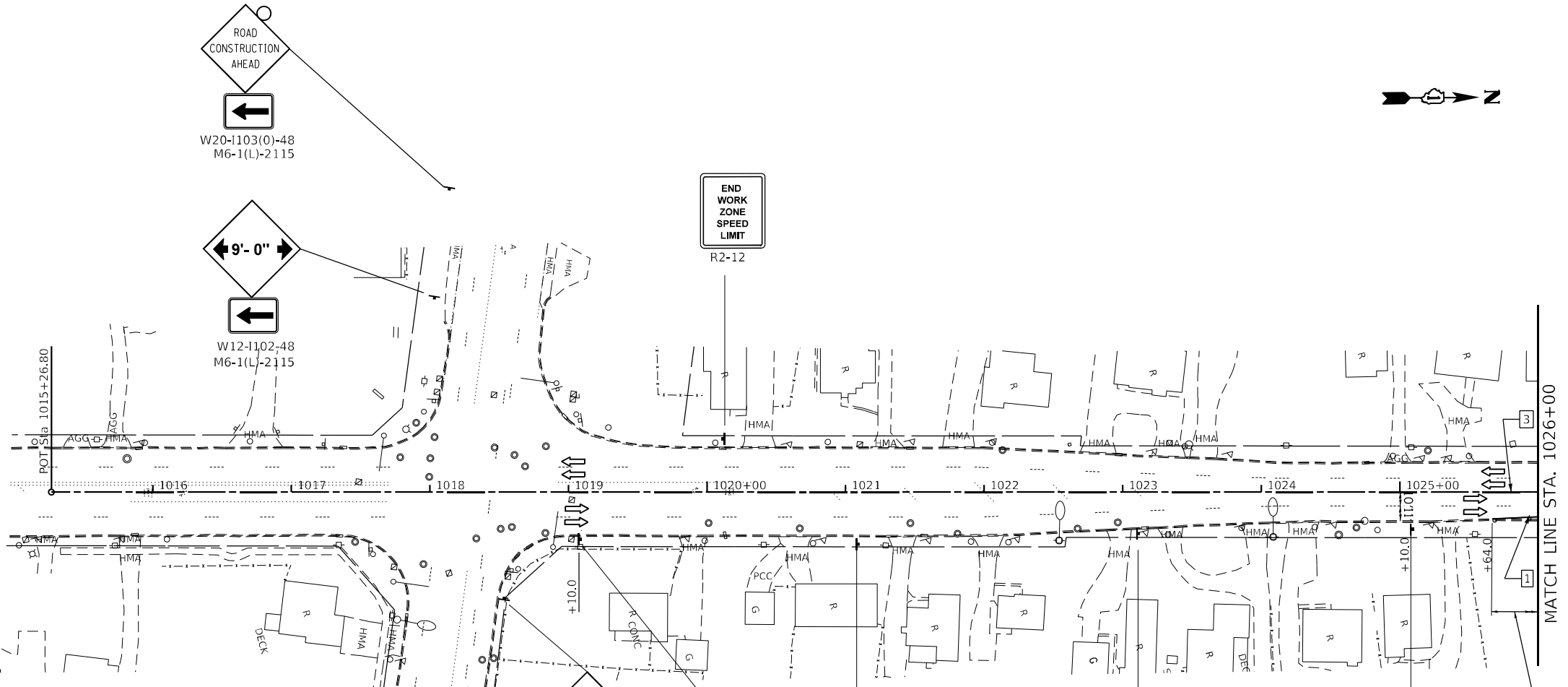
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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE 2 - IL 53**

SCALE: 1"=50' SHEET 8 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	



- LEGEND**
- WORK ZONE
 - ARROW BOARD
 - DIRECTION OF TRAFFIC
 - DRUM W/ STEADY BURN LIGHT
(20 FT. C/C IN TAPER)
(50 FT. C/C IN TANGENT)
 - TUBULAR MARKERS
50 FT C/C
 - TEMPORARY CONC BARRIER
 - IMPACT ATTENUATORS,
TEMPORARY (NON-REDIRECTIVE),
TEST LEVEL 2
 - TYPE III BARRICADE

- PAVEMENT MARKING KEY**
- 4" SOLID - WHITE
 - 12" SOLID - YELLOW
 - 4" SOLID - YELLOW @ 11" C-C
 - 4" SOLID - YELLOW

NOTE:
SIGNING AND ARROW BOARDS SHALL BE PLACED ACCORDING TO STANDARD 701611, URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN, AND AS DIRECTED BY THE ENGINEER.

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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 3 - IL 53**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	31
CONTRACT NO. 62K77				

SCALE: 1"=50' SHEET 9 OF 11 SHEETS STA. 1015+00 TO STA. 1026+00

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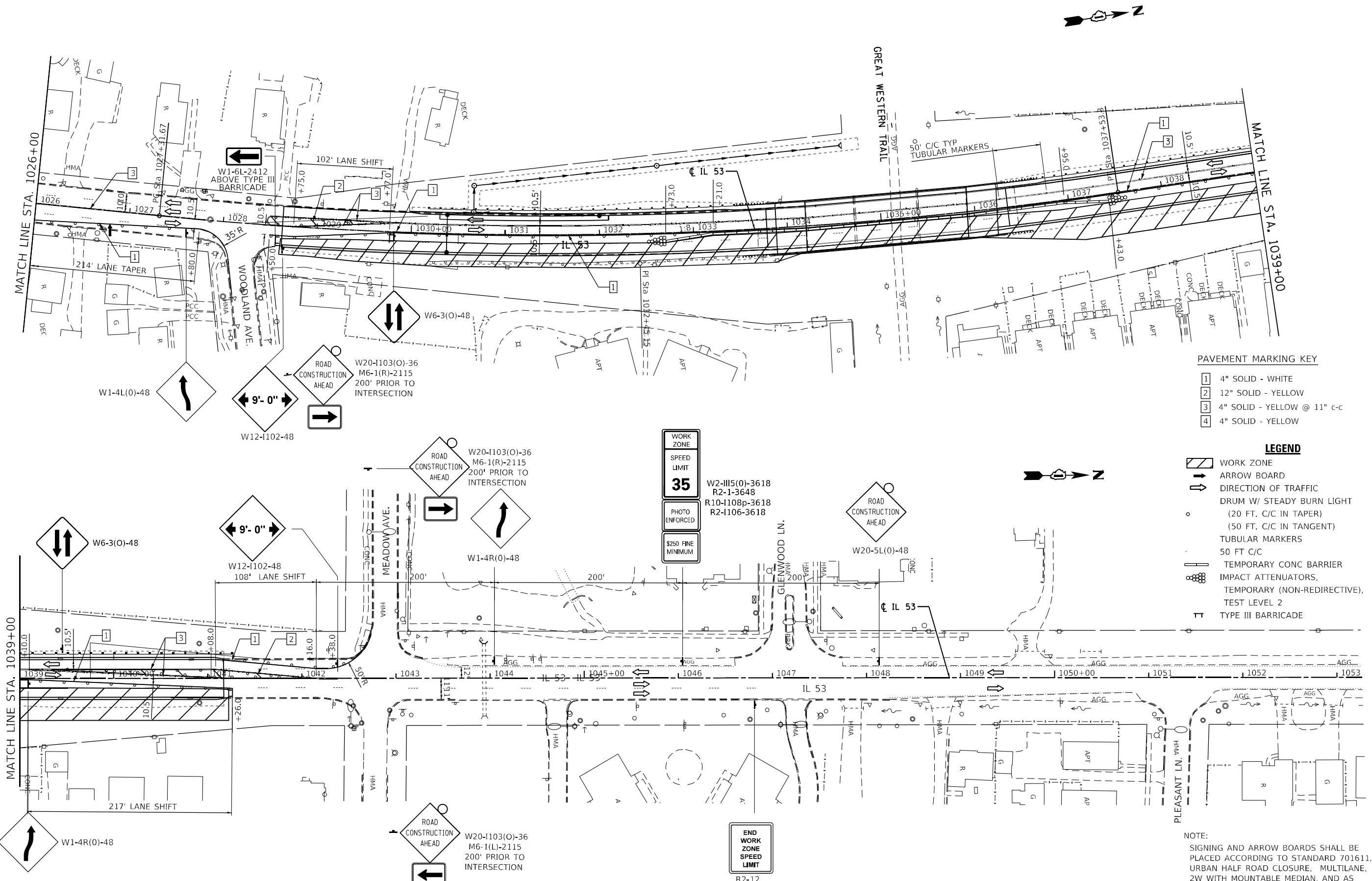
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	DATE - 06-16-2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 3 - IL 53

SCALE: 1"=50' SHEET 10 OF 11 SHEETS STA. 1026+00 TO STA. 1050+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	32
				CONTRACT NO. 62K77
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING KEY

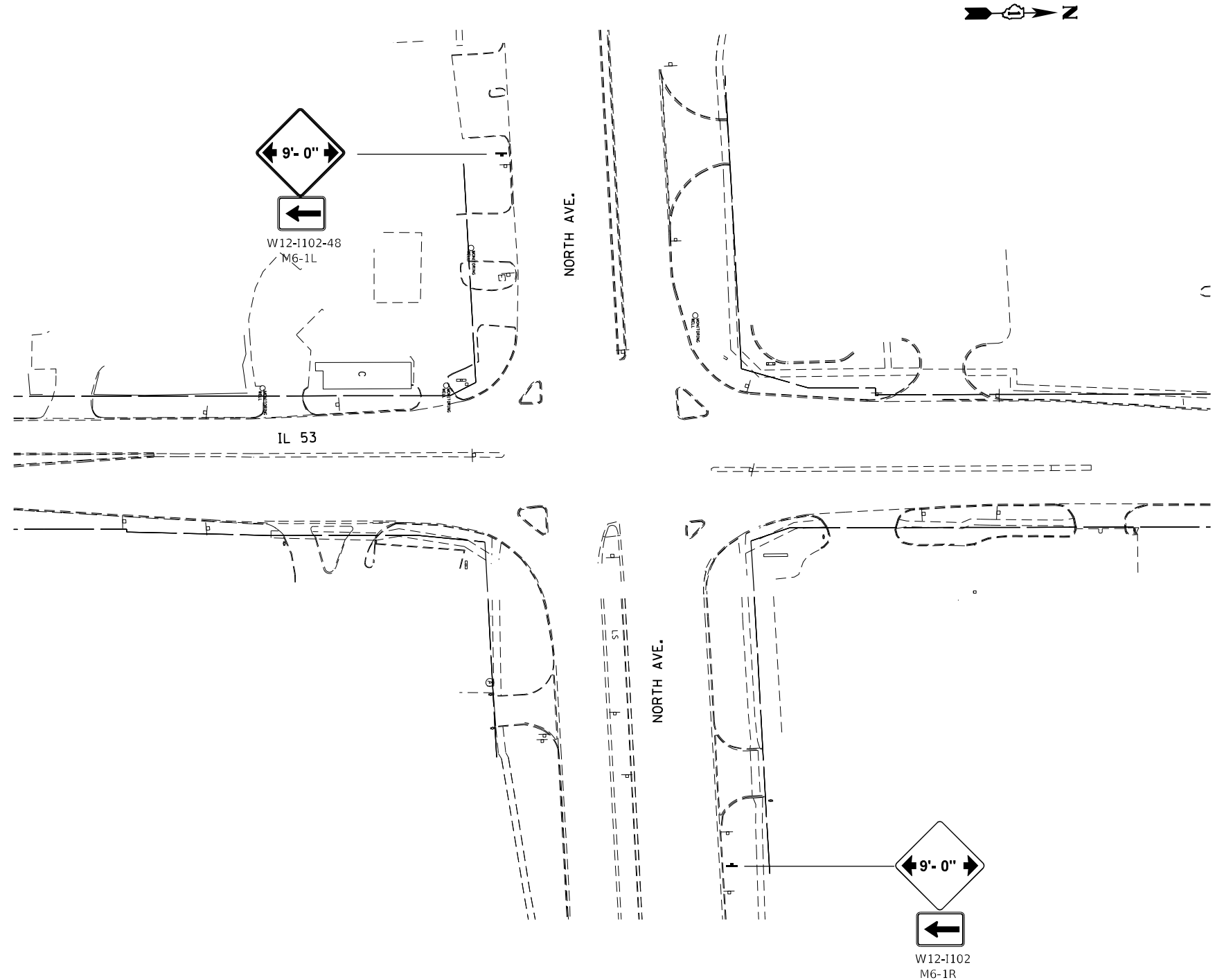
1	4" SOLID - WHITE
2	12" SOLID - YELLOW
3	4" SOLID - YELLOW @ 11" C-C
4	4" SOLID - YELLOW

LEGEND

[Symbol]	WORK ZONE
[Symbol]	ARROW BOARD
[Symbol]	DIRECTION OF TRAFFIC
[Symbol]	DRUM W/ STEADY BURN LIGHT (20 FT. C/C IN TAPER) (50 FT. C/C IN TANGENT)
[Symbol]	TUBULAR MARKERS
[Symbol]	50 FT C/C
[Symbol]	TEMPORARY CONC BARRIER
[Symbol]	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2
[Symbol]	TYPE III BARRICADE

NOTE:
SIGNING AND ARROW BOARDS SHALL BE PLACED ACCORDING TO STANDARD 701611, URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN, AND AS DIRECTED BY THE ENGINEER.

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MAX WIDTH
 9'-00"
 0.8 MILE
 AHEAD
 W12-1103- 4848



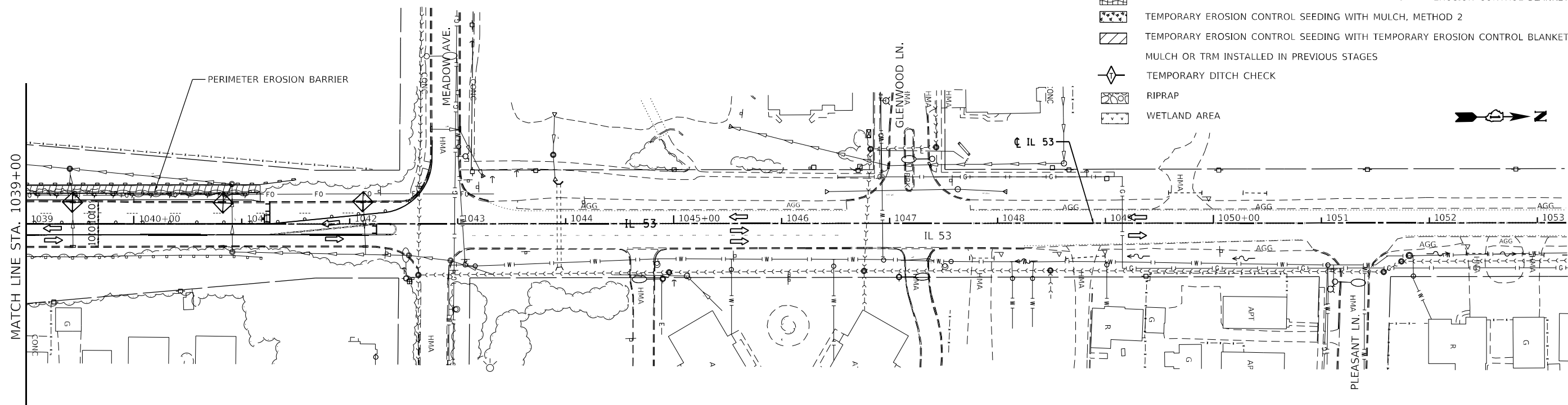
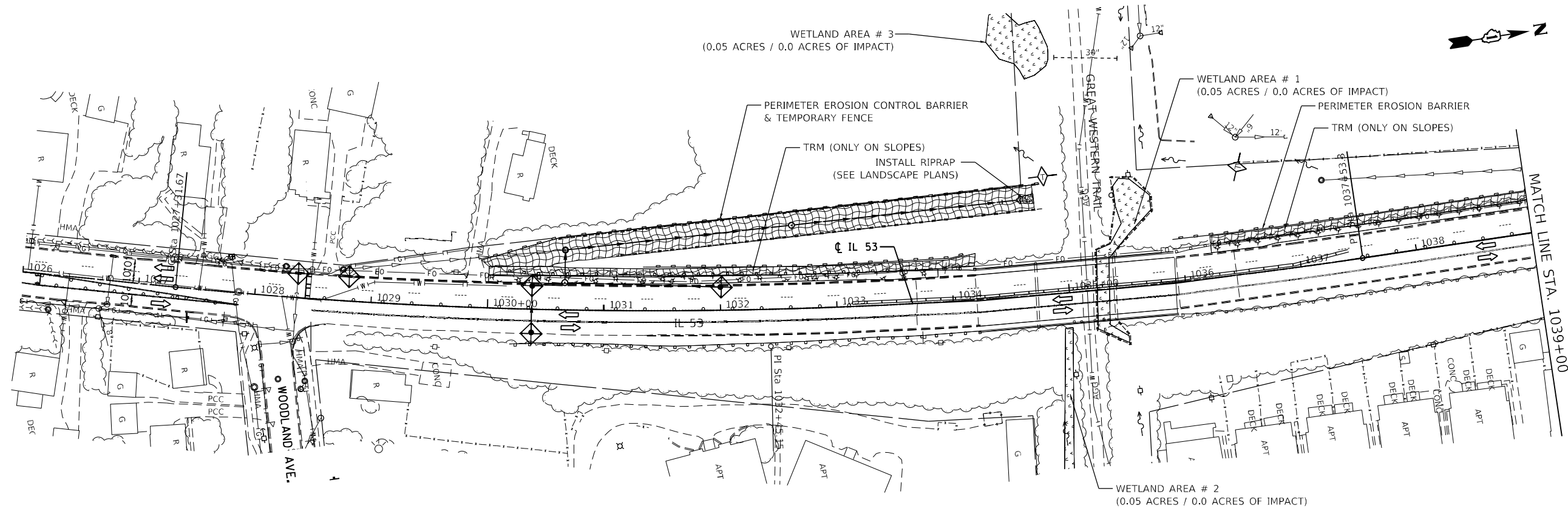
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE 3 - IL 53**

SCALE: 1"=50' SHEET 11 OF 11 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	



EROSION CONTROL LEGEND

- PERIMETER EROSION BARRIER
- DRAINAGE STRUCTURE INLET FILTERS
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET/TRM
- TEMPORARY EROSION CONTROL SEEDING WITH MULCH, METHOD 2
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET/MULCH OR TRM INSTALLED IN PREVIOUS STAGES
- TEMPORARY DITCH CHECK
- RIPRAP
- WETLAND AREA

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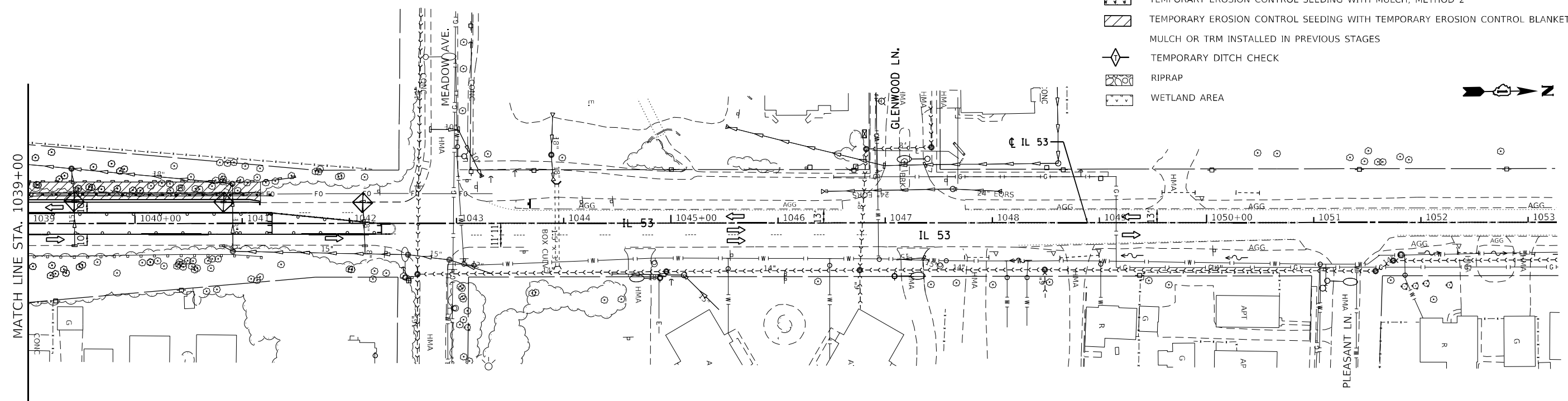
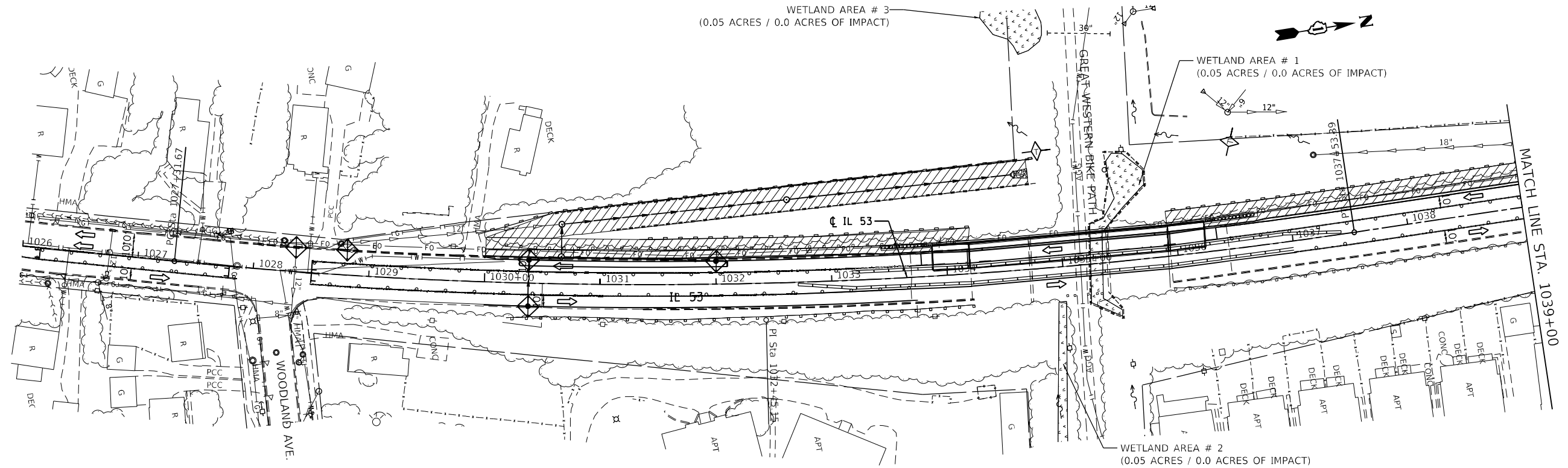
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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**EROSION AND SEDIMENT CONTROL PLAN
STAGE 1 - IL 53**

SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 1026+00 TO STA. 1050+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	34
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

-  PERIMETER EROSION BARRIER
-  DRAINAGE STRUCTURE INLET FILTERS
-  TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET/TRM
-  TEMPORARY EROSION CONTROL SEEDING WITH MULCH, METHOD 2
-  TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET/MULCH OR TRM INSTALLED IN PREVIOUS STAGES
-  TEMPORARY DITCH CHECK
-  RIPRAP
-  WETLAND AREA

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	DATE - 06-16-2022	REVISED -

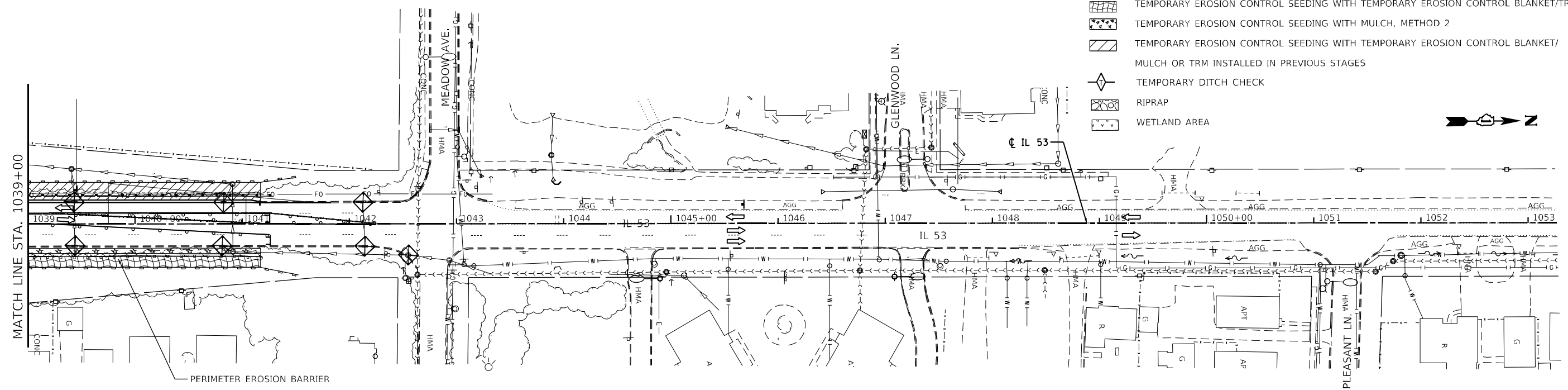
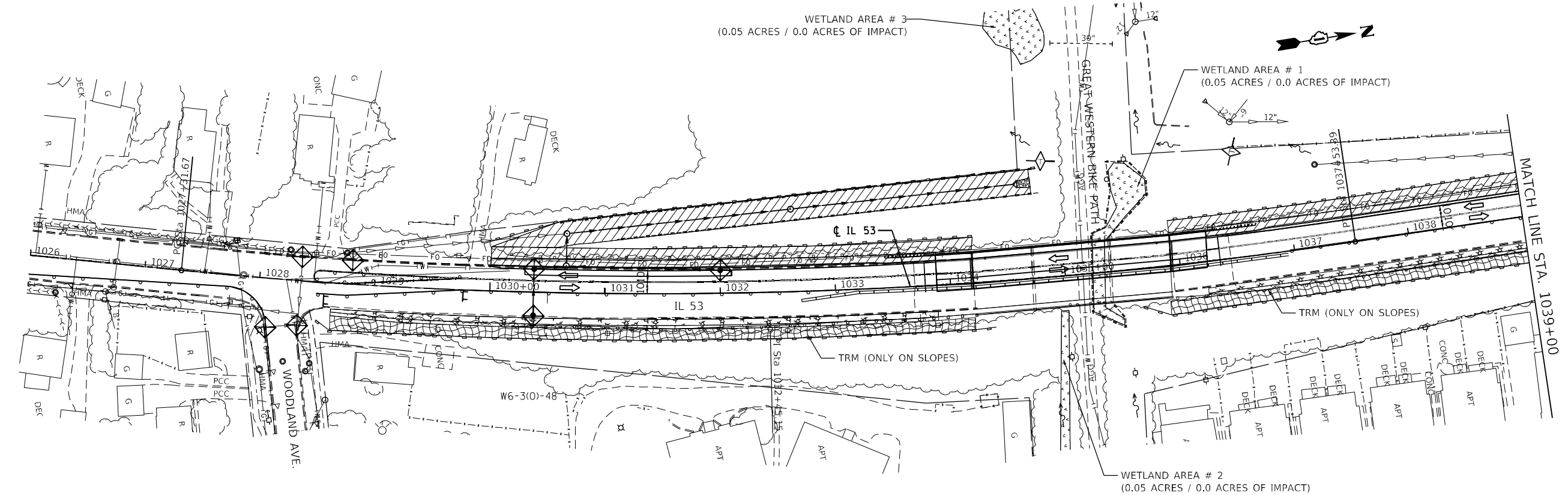
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL PLAN
STAGE 2 - IL 53**

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 1026+00 TO STA. 1050+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	35
CONTRACT NO. 62K77				

ILLINOIS FED. AID PROJECT



EROSION CONTROL LEGEND

- PERIMETER EROSION BARRIER
- DRAINAGE STRUCTURE INLET FILTERS
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET/TRM
- TEMPORARY EROSION CONTROL SEEDING WITH MULCH, METHOD 2
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET/MULCH OR TRM INSTALLED IN PREVIOUS STAGES
- TEMPORARY DITCH CHECK
- RIPRAP
- WETLAND AREA

MODEL: D:\p\dlz\1112201000D\62K77\CADD_Sheets\162K77\Sheet-5.dwg
 FILE NAME: 20200106.dwg
 DATE: 10/12/2022



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DRAWN - MB5	REVISED -	
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PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL PLAN
STAGE 3 - IL 53**

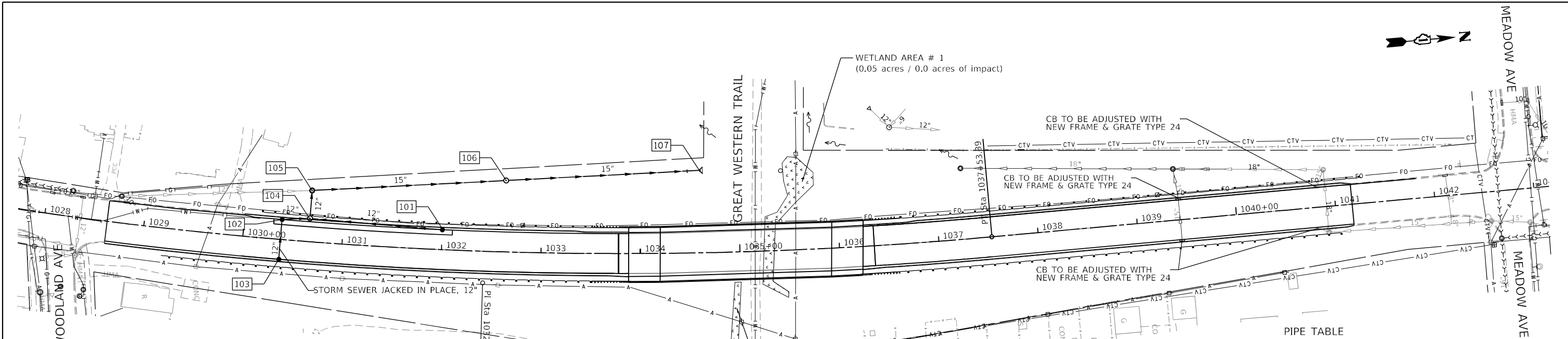
SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 1026+00 TO STA. 1050+00

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DuPAGE	TOTAL SHEETS 112	SHEET NO. 36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATION SHEET	
	NO.	

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STRUCTURE TABLE

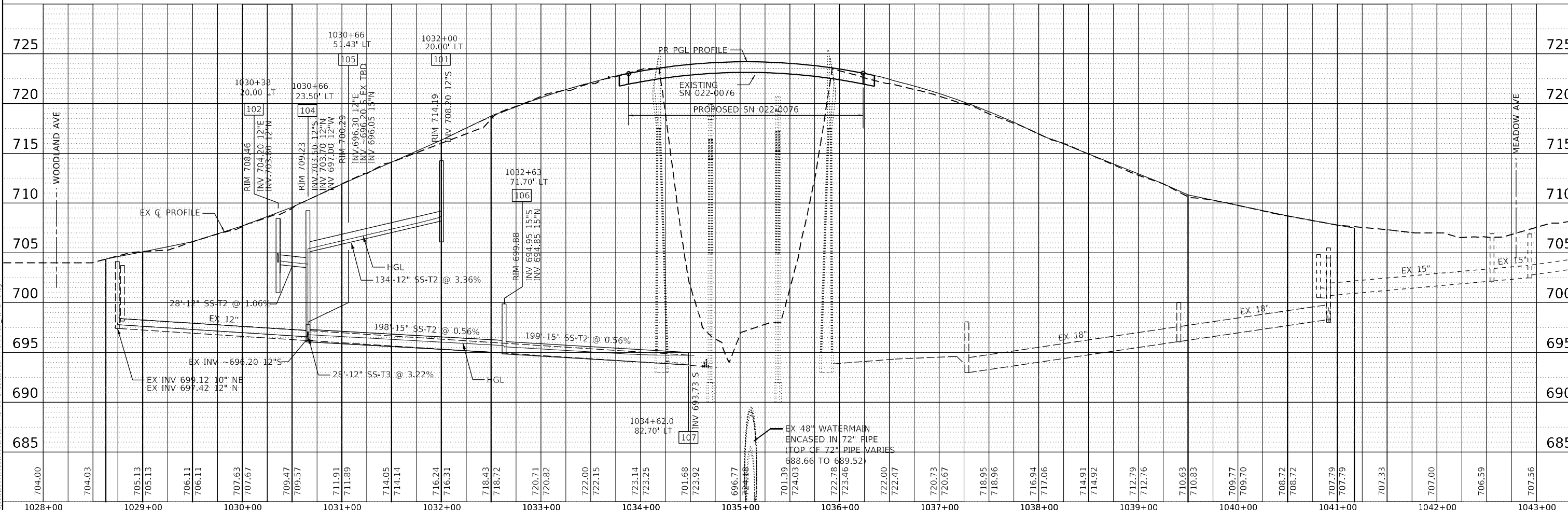
STR. #	STATION	OFFSET	TYPE	FRAME	RIM ELEV	INVERT ELEVATION			
						NORTH	EAST	SOUTH	WEST
101	1032+00	20.00 LT	CB A4	24	714.19				
102	1030+38	20.00 LT	CB A4	24	708.46	703.80	704.20		
103	1030+38	20.00 LT	CB A4	24	709.46				704.8
104	1030+66	23.50' LT	MH A4 *	1CL	709.23	703.70		703.50	
105	1030+66	51.43' LT	MH A4 *	1CL	700.29	696.05	696.30	~696.20 EX	
106	1032+63	71.70' LT	MH A4 *	1CL	699.88	694.85		694.95	
107	1034+62	82.70' LT	FES 15					693.73	

* FLAT TOP REQUIRED

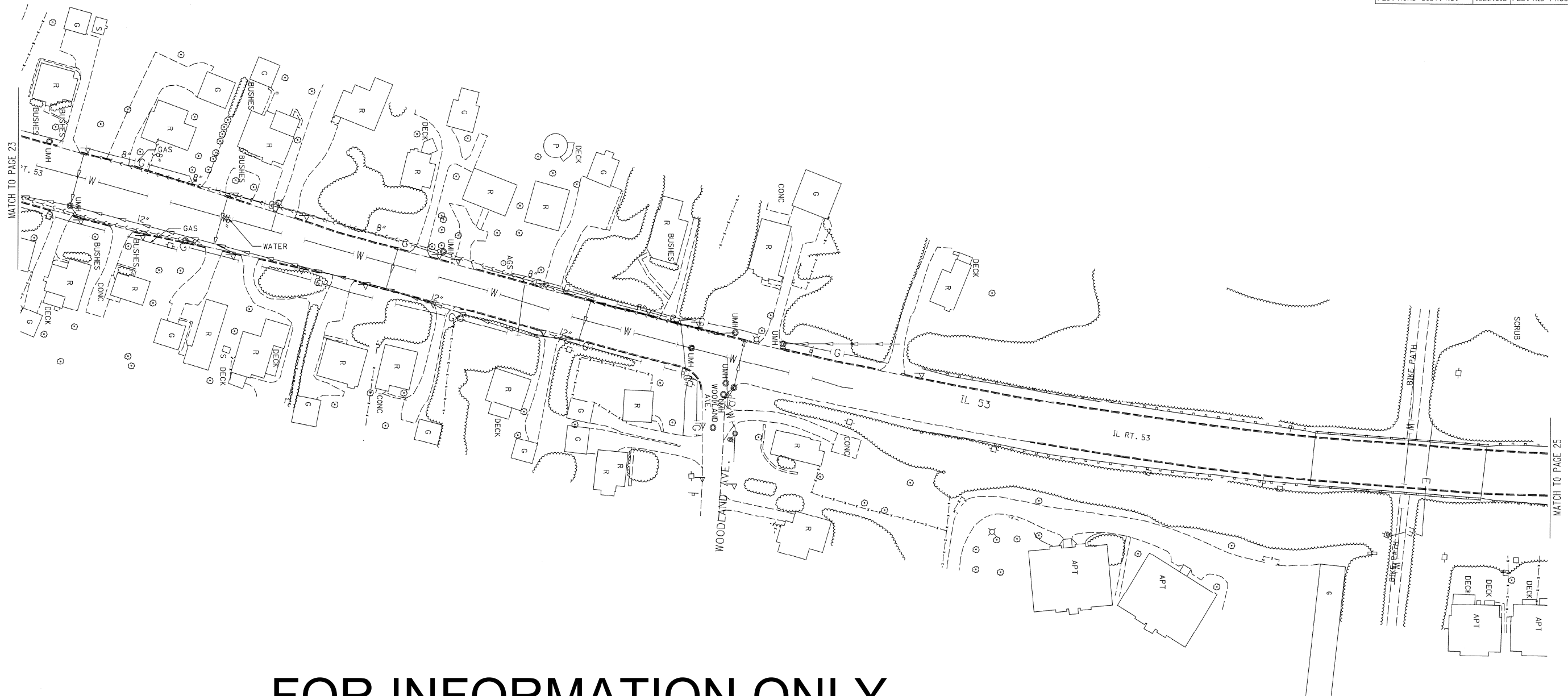
PIPE TABLE

STRUCTURE	LENGTH	NO WATERMAIN REQUIREMENTS	WATERMAIN REQUIREMENTS	DIA	TYPE	SLOPE	INVERT		TRENCH BACKFILL
							U.S.	D.S.	
101	104	134	134	12	2	0.0336	708.20	703.70	99.2
103	102	40	40	12	2	0.0150	704.80	704.20	0.0
102	104	28	28	12	2	0.0106	703.80	703.50	19.6
104	105	28	28	12	2	0.0251	697.00	696.30	0.0
105	106	198	198	15	3	0.0056	696.05	694.95	0.0
106	107	199	199	15	2	0.0056	694.85	693.73	0.0

** PIPE JACKED IN PLACE



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	Dupage	112	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



FOR INFORMATION ONLY

All utilities Quality Level "B" unless noted otherwise.

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.) to help verify the locations of their existing underground facilities. Therefore, TRF is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.



TBE GROUP, INC.
 CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL
 PLANNING • UTILITY ENGINEERING/LOCATING

IL09500102
 TBE SUE PAGE NO: 24 of 28
 Checked by: *[Signature]*

SUE Quality Level "B": Designating

---	SEWER
->->->->	FORCE MAIN
CTV	CATV
FO	FIBER OPTIC
T	TELEPHONE
W	WATER
G	GAS
E	ELECTRIC

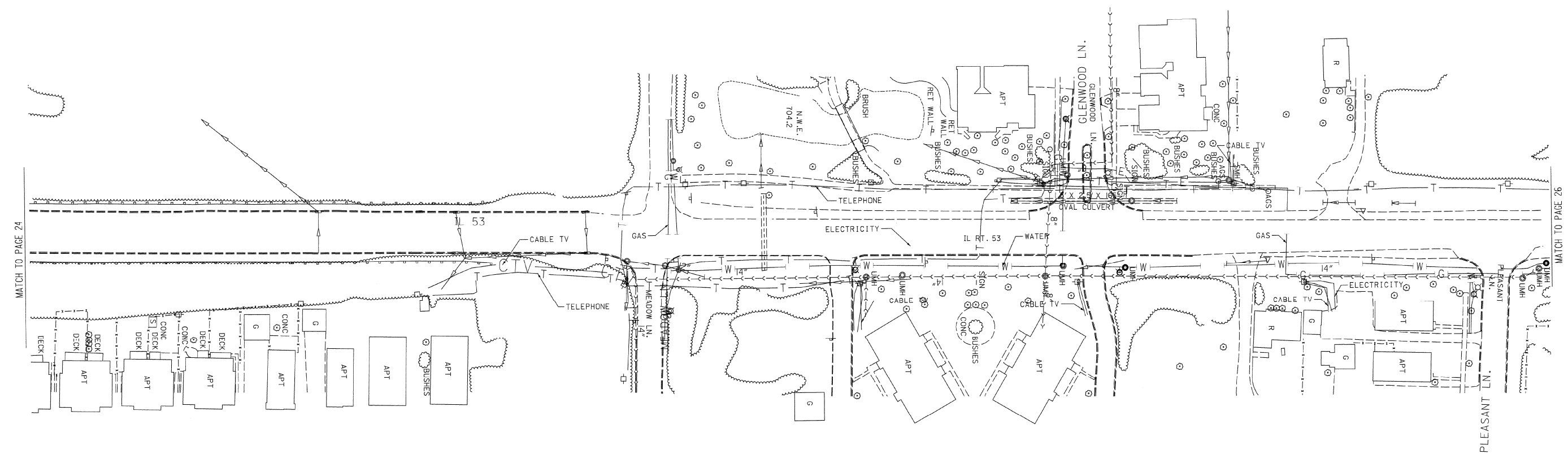
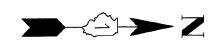
Utilities shown in color on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. Changes to utilities after 8/27/01 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.


 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE
UPDATED BORDER	11/21/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 ILL RTE 53
 FROM PARK BLVD TO PETERSON AVE
 Contract No. 60994
 Section No. (533,533) SV-1 & X (RS-8)
 SCALE: 1" = 50'
 DATE: AUG. 27, 2001
 DRAWN BY: D.C.
 CHECKED BY: Z.C.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	Dupage	112	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



FOR INFORMATION ONLY

All utilities Quality Level "B" unless noted otherwise.

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.) to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.




TBE GROUP, INC.
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 PLANNING • UTILITY ENGINEERING/LOCATING

IL09500102
 TBE SUE PAGE NO: 25 of 28
 Checked by: *[Signature]*

SUE Quality Level "B": Designating

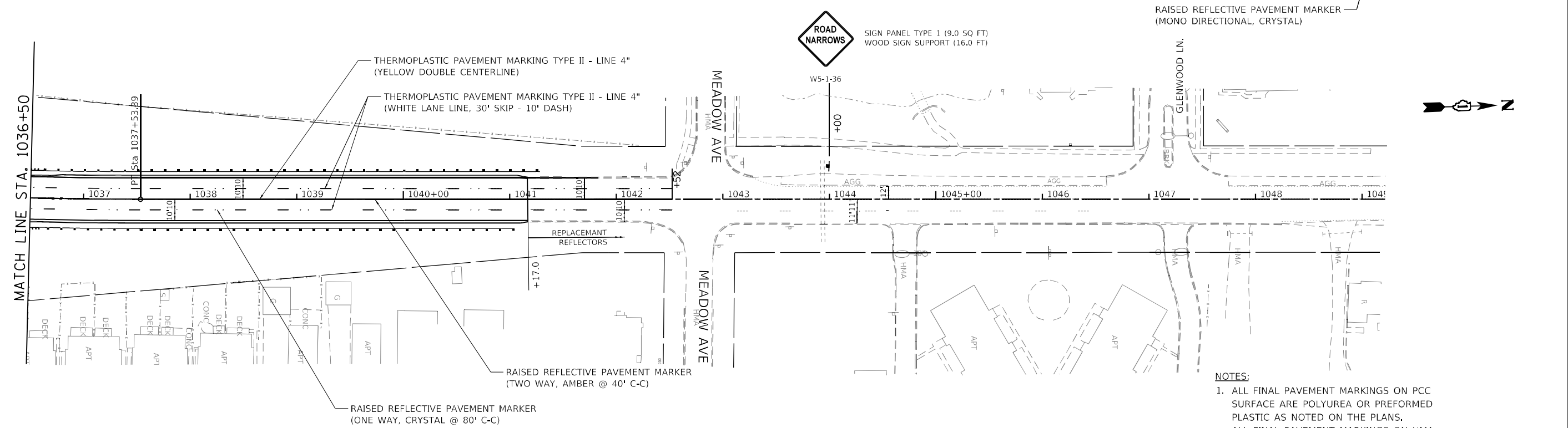
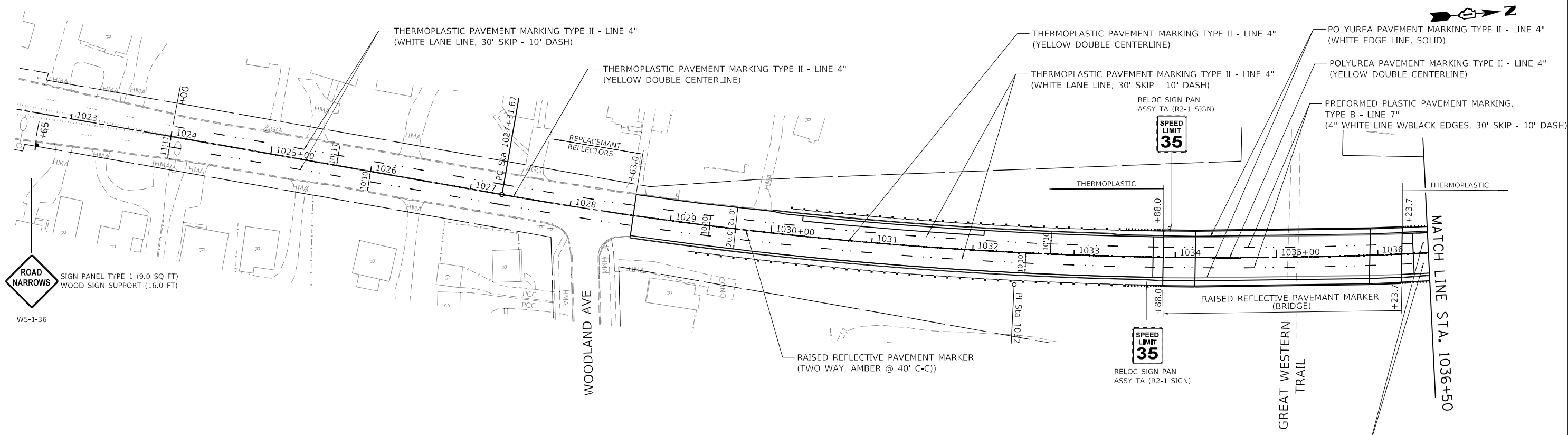
---	SEWER
---	FORCE MAIN
- - - - -	CATV
---	FIBER OPTIC
- - - - -	TELEPHONE
---	WATER
---	GAS
---	ELECTRIC

Utilities shown in color on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. Changes to utilities after 8/27/01 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.


 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE
UPDATED BORDER	11/21/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 ILL RTE 53
 FROM PARK BLVD TO PETERSON AVE
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 Section No. (533,533) SV-1 & X (RS-8)
 SCALE: 1" = 50'
 DATE: AUG. 27, 2001
 DRAWN BY: D.C.
 CHECKED BY: Z.C.



- NOTES:**
1. ALL FINAL PAVEMENT MARKINGS ON PCC SURFACE ARE POLYUREA OR PREFORMED PLASTIC AS NOTED ON THE PLANS. ALL FINAL PAVEMENT MARKINGS ON HMA SURFACE ARE THERMOPLASTIC.
 2. GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED WITH ALL PREFORMED PLASTIC MARKINGS.
 3. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7" SHALL BE 4" WHITE BORDERED BY 1.5" BLACK ALONG BOTH THE LEFT AND RIGHT EDGES.

MODEL: D:\dlz\...
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 SHEETS: 01



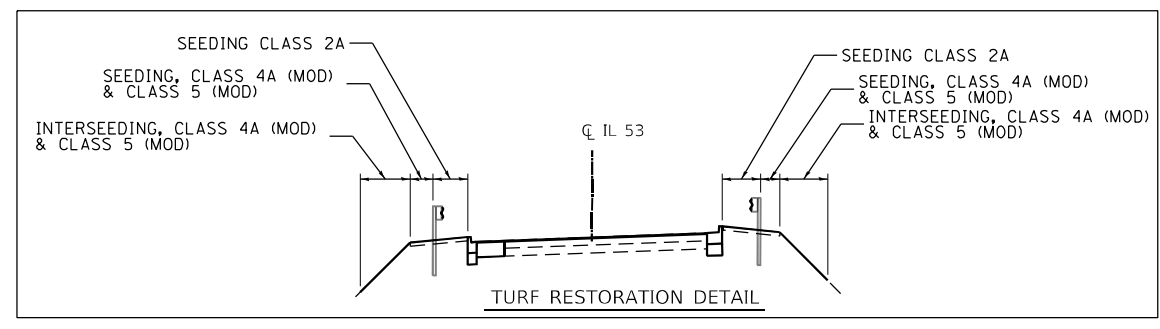
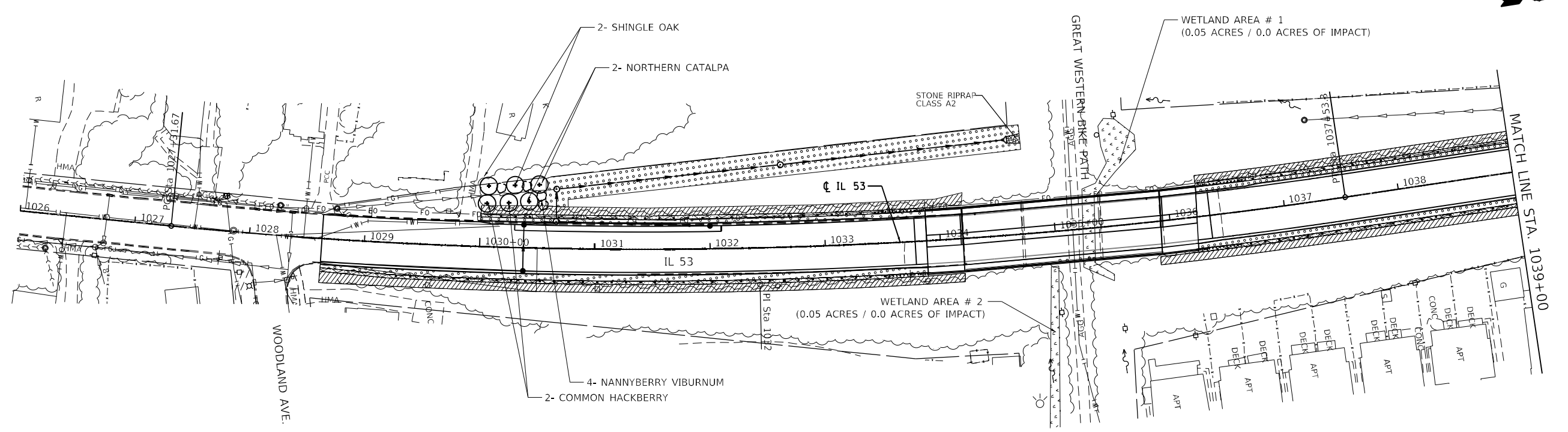
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	DRAWN - MB5	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ZH	REVISED -
PLOT DATE = 10/12/2022	DATE - 06-16-2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

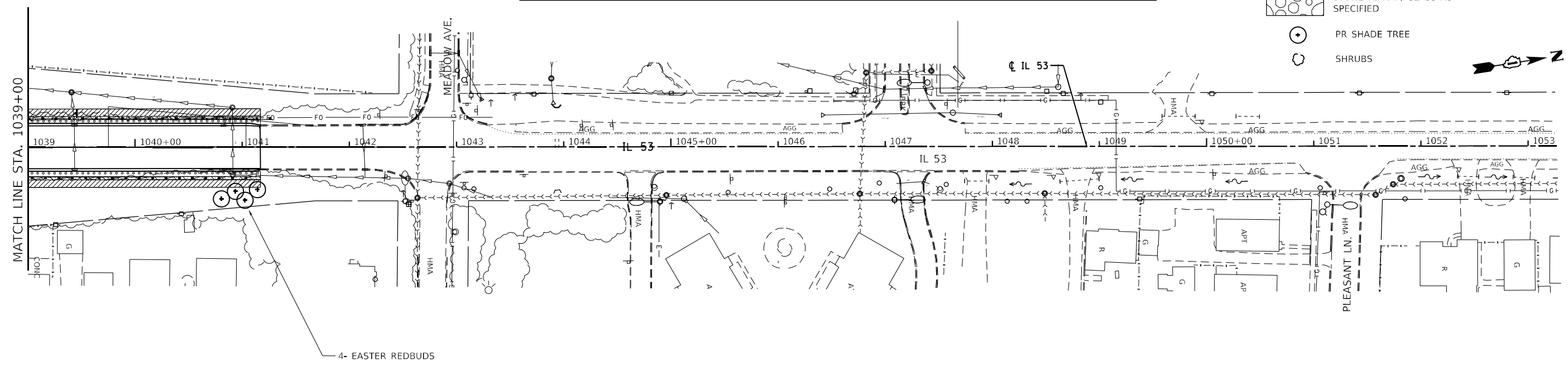
PAVEMENT MARKING AND SIGNING PLAN
IL 53 OVER GREAT WESTERN TRAIL

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 1028+00 TO STA. 1043+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	41
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- SEEDING, CLASS 2A (SALT TOLERANT) WITH EROSION CONTROL BLANKET, SPECIAL
 - SEEDING, CLASS 4A (MOD) & CLASS 5 (MOD) WITH EROSION CONTROL BLANKET, SPECIAL
 - INTERSEEDING, CLASS 4A (MOD) & CLASS 5 (MOD) WITH EROSION CONTROL BLANKET, SPECIAL
 - STONE RIPRAP, CLASS AS SPECIFIED
 - PR SHADE TREE
 - SHRUBS



MEADOW AVE.

MODEL: Default
FILE NAME: Z:\projects\627K77\CADD_Sheets\112201000\112201000\627K77\CADD_Sheets\112201000\112201000\627K77.dwg



USER NAME = rgeorgescu	DESIGNED - MBS	REVISED -
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PLOT DATE = 9/29/2022	CHECKED - ZH	REVISED -
	DATE - 06-16-2022	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPING PLAN

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 1026+00 TO STA. 1050+00

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DuPAGE	TOTAL SHEETS 112	SHEET NO. 42
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL QUANTITIES

PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL	IL 53 AND ST CHARLES RD	IL 53 AND IL 64	INTERCONNECT
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1591			1591
81104580	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	196			196
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2			2
81400100	HANDHOLE	EACH	2			2
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	1	1	
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	6375			6375
87900200	DRILL EXISTING HANDHOLE	EACH	2			2
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6235			6235
89502380	REMOVE EXISTING HANDHOLE	EACH	2			2
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	3675			3675
X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1			1
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	6400			6400
X8950510	REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	6235			6235

GENERAL NOTES

- FOR THE TEMPORARY WIRELESS INTERCONNECT TO FUNCTION IT MAY BE REQUIRED TO INSTALL REPEATER(S). THE CONTRACTOR SHALL PRE-TEST THE WIRELESS INTERCONNECT COMMUNICATIONS BETWEEN ST CHARLES AND IL RTE 64 (NORTH AVE) AND DETERMINE THE NEED OF REPEATER(S) PRIOR TO DISCONNECTING THE EXISTING INTERCONNECT. THE COST OF ANY ADDITIONAL POLES AND SERVICES, IF NEEDED, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY WIRELESS INTERCONNECT, COMPLETE.
- PROPOSED IMPROVEMENTS HAVE BEEN SHOWN ON AERIAL IMAGE SINCE THE AERIAL IMAGE IS MORE UP TO DATE THAN THE TOPO IN THE AREAS OUTSIDE OF THE PROPOSED IMPROVEMENTS.
- PROPOSED INTERCONNECT PLANS HAVE BEEN PREPARED WITH EXISTING FIBER OPTIC AND TRACER CABLE BEING REMOVED AND REPLACED WITH NEW FIBER OPTIC AND TRACER CABLE BETWEEN ST CHARLES RD AND IL RTE 64 (NORTH AVE) TO AVOID ISSUES WITH AVAILIBTY OF STORAGE OF CABLES IN EXISTING HANDHOLE WITHOUT DAMAGEING FIBER OPTIC CABLE.

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

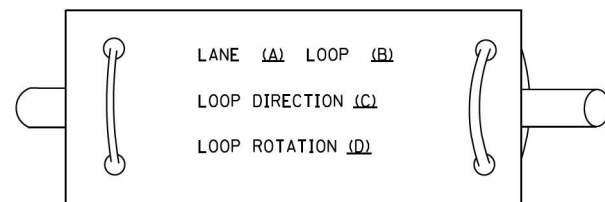
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	 	
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"	 	
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	 	
WOOD POLE			INTERSECTION ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	 	
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

	USER NAME = [footem] u DESIGNED - IP DRAWN - IP PLOT SCALE = 50,0000' / ft. PLOT DATE = 3/4/2019	DESIGNED - IP CHECKED - LP DATE - 9/29/2016	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE. 870 SECTION 2020-001-B COUNTY DUPAGE TOTAL SHEETS 112 SHEET NO. 44 CONTRACT NO. 62K77
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.

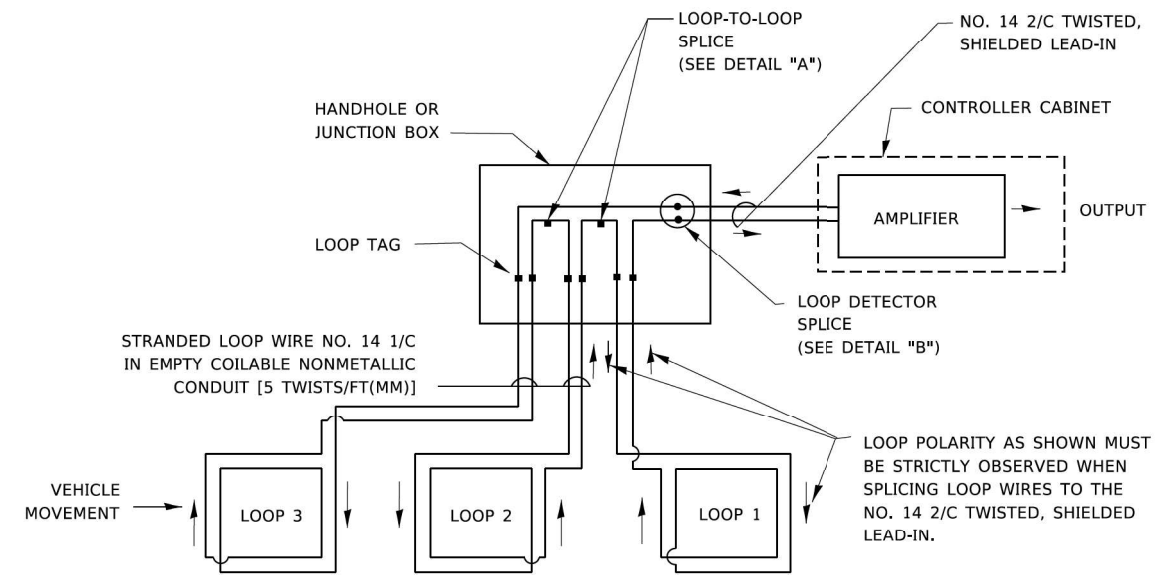
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

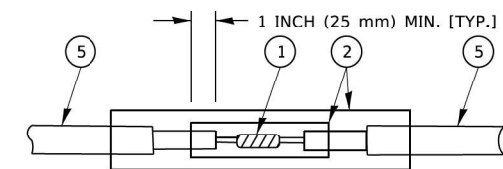


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

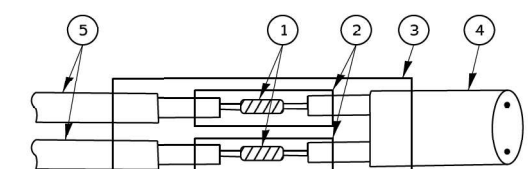


DETECTOR LOOP WIRING SCHEMATIC

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

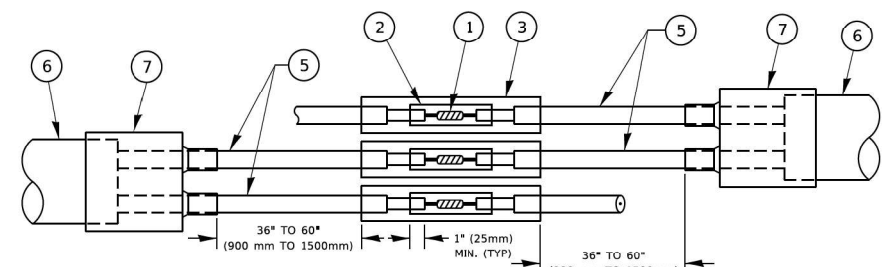


DETAIL "A"
LOOP-TO-LOOP SPLICE

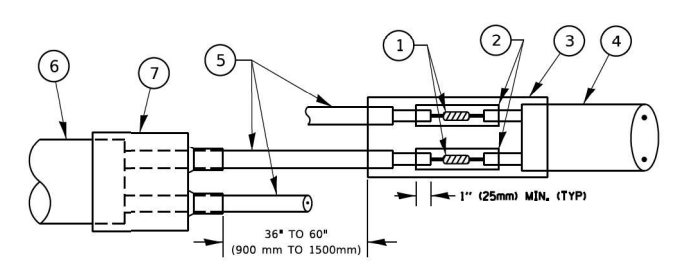


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

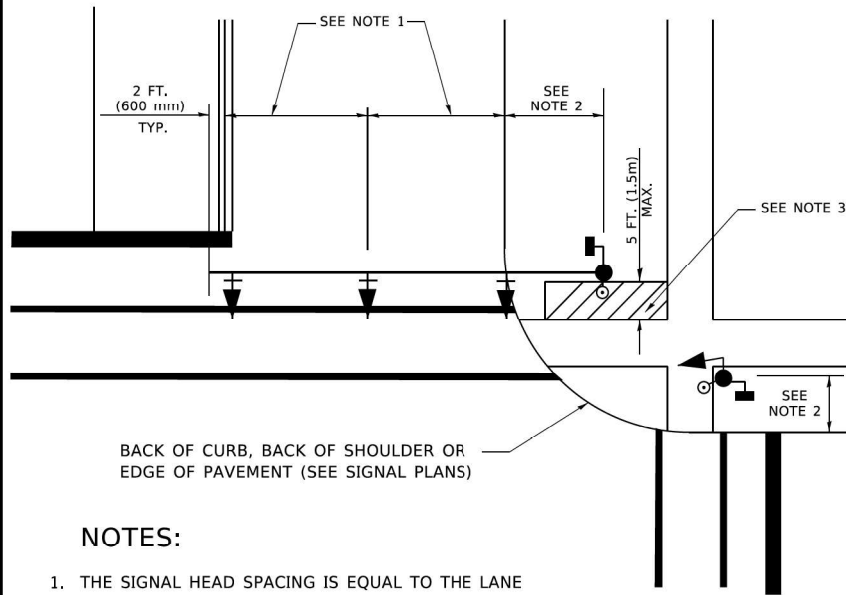
LOOP DETECTOR SPLICE

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

USER NAME = footemj u	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 45
PLOT SCALE = 50,0000' / 1"	CHECKED -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 62K77	
PLOT DATE = 3/4/2019	DATE -	REVISED -								

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

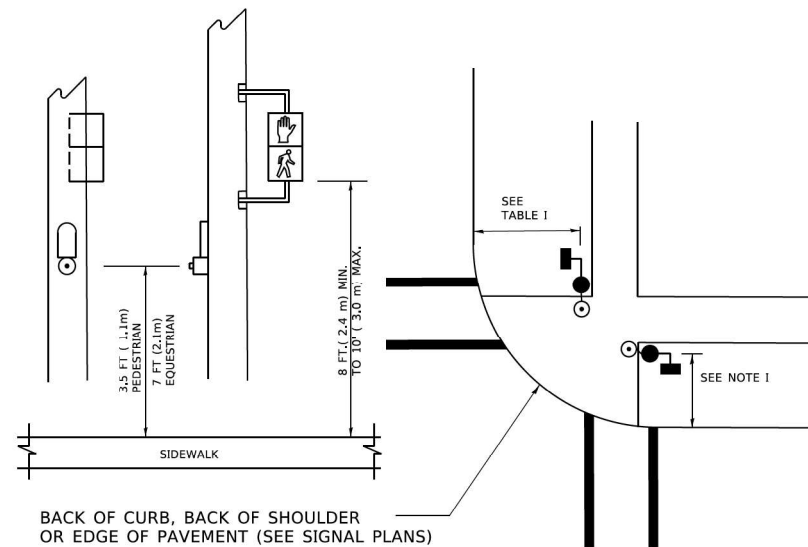
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

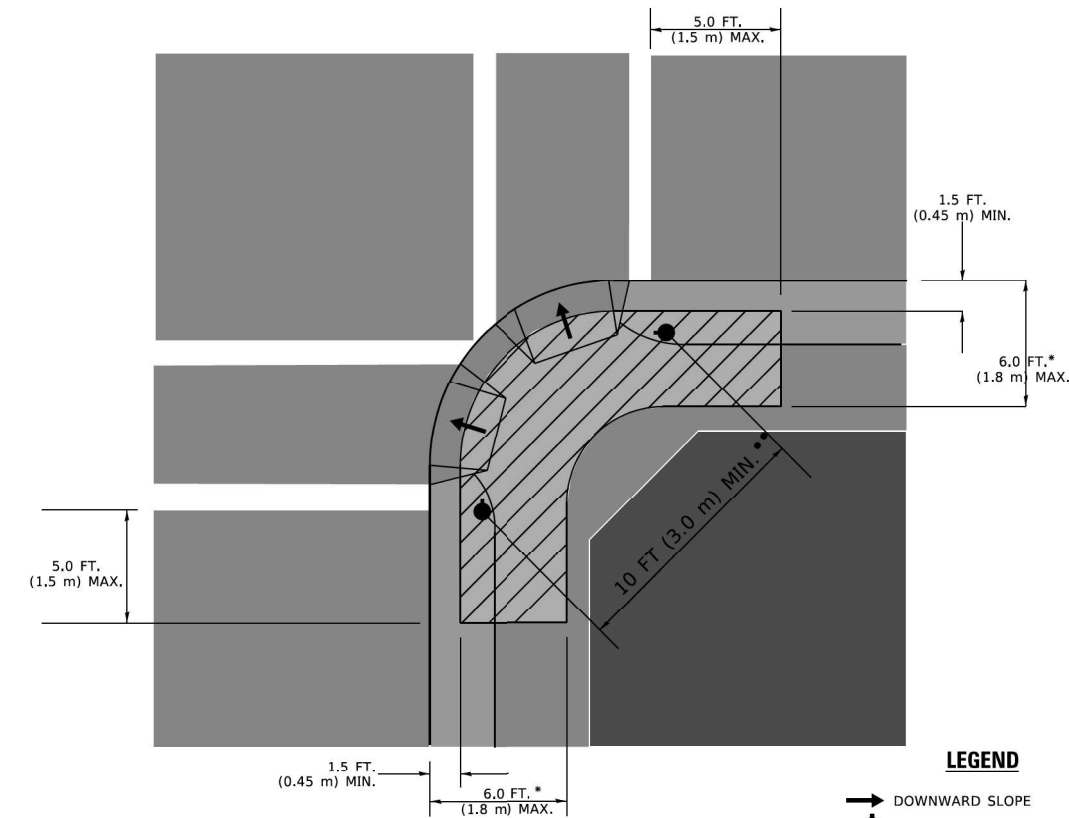
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- * WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- ** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.3m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.3m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

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

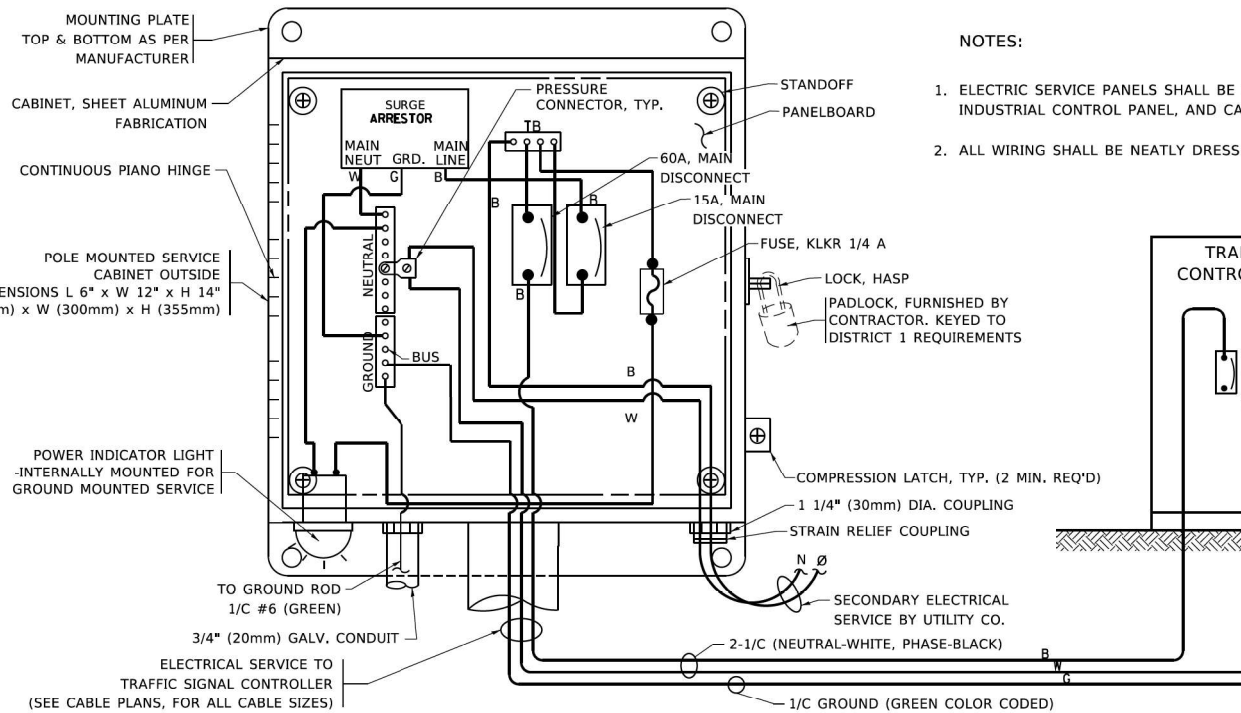
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

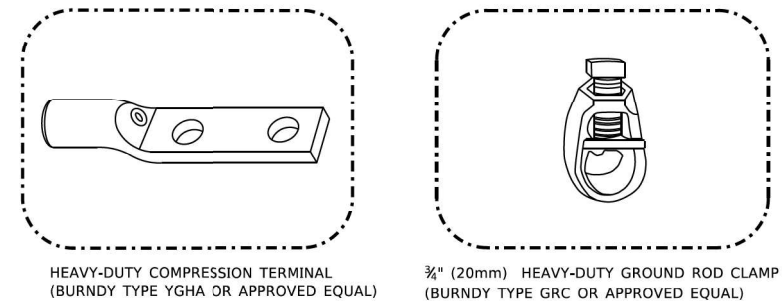
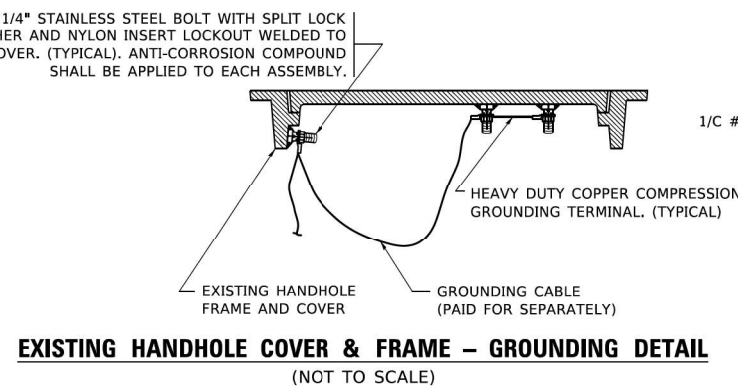
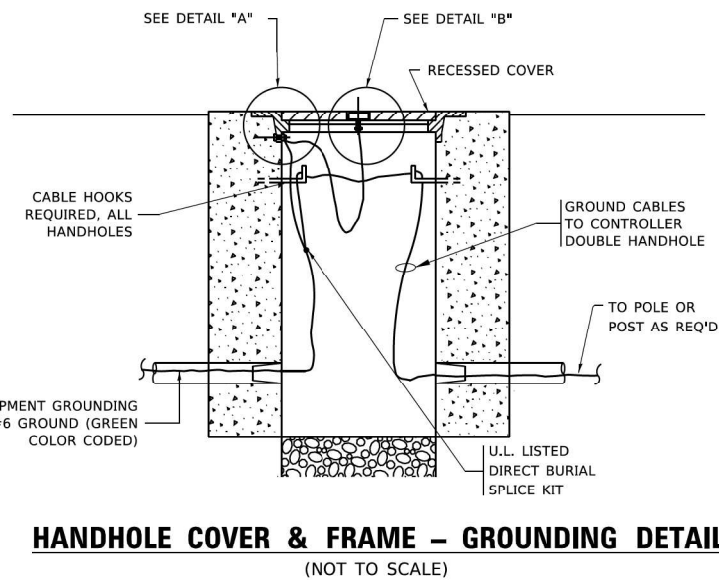
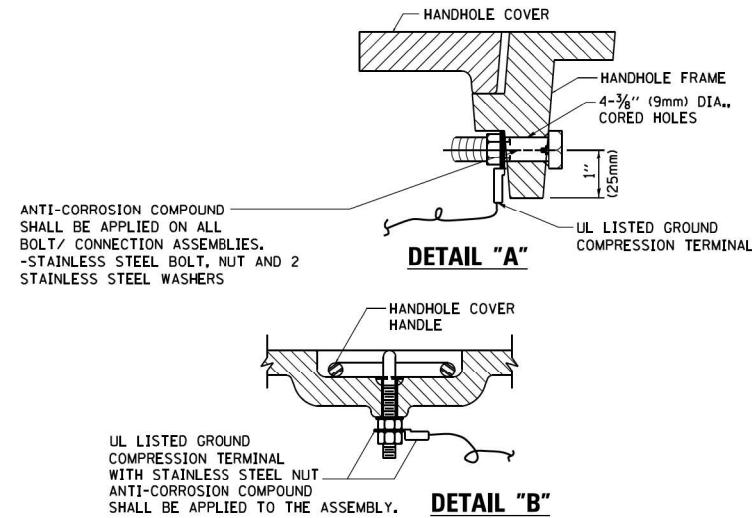
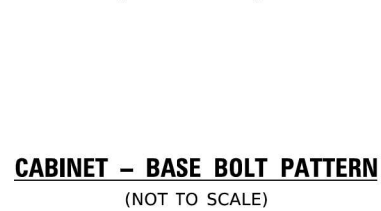
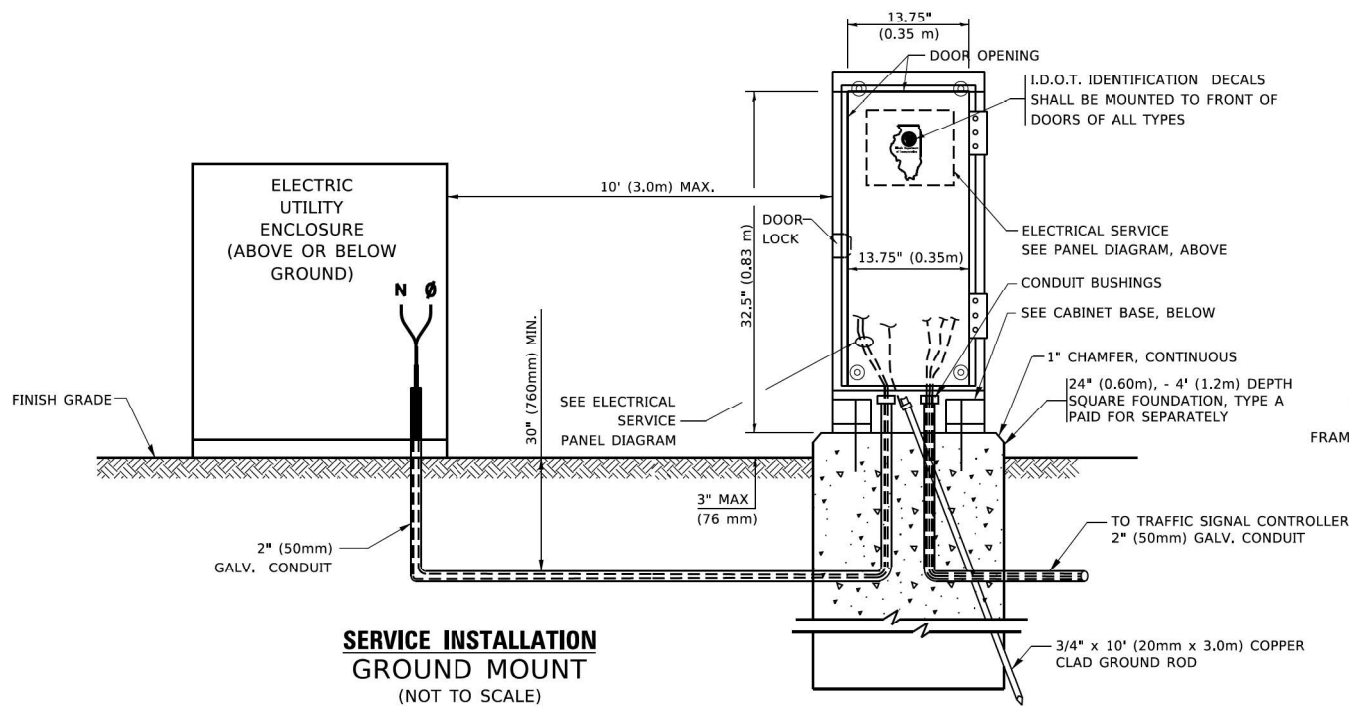
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

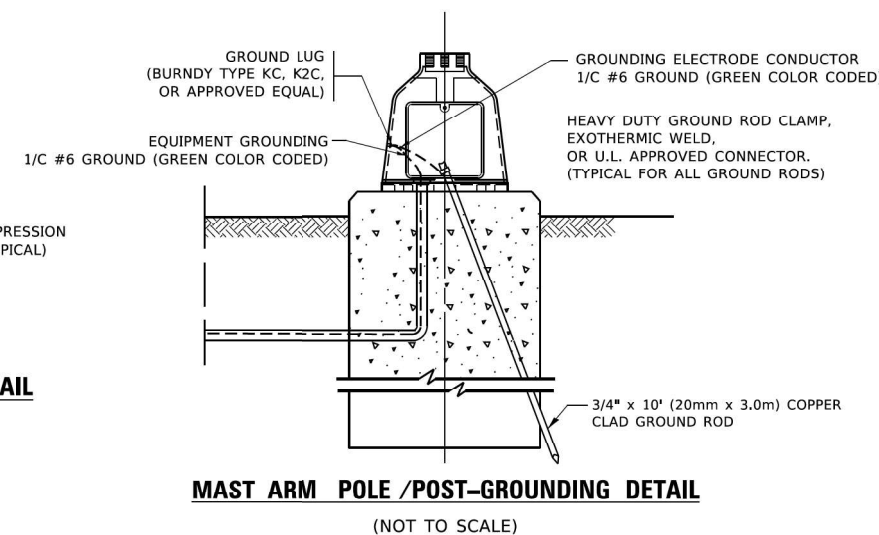
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	46
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	



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



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



NOTES:
GROUNDING SYSTEM

- 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.
- 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.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

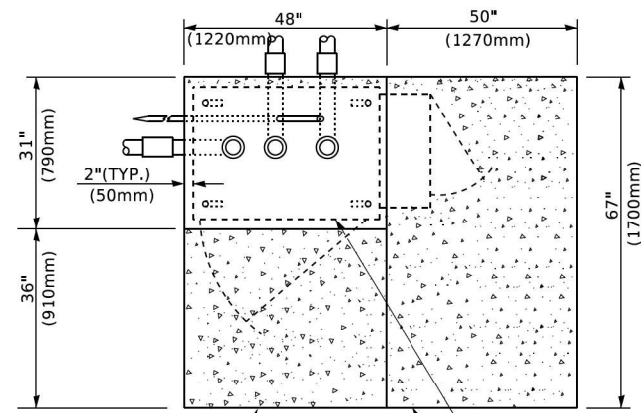
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PLOT DATE = 3/4/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

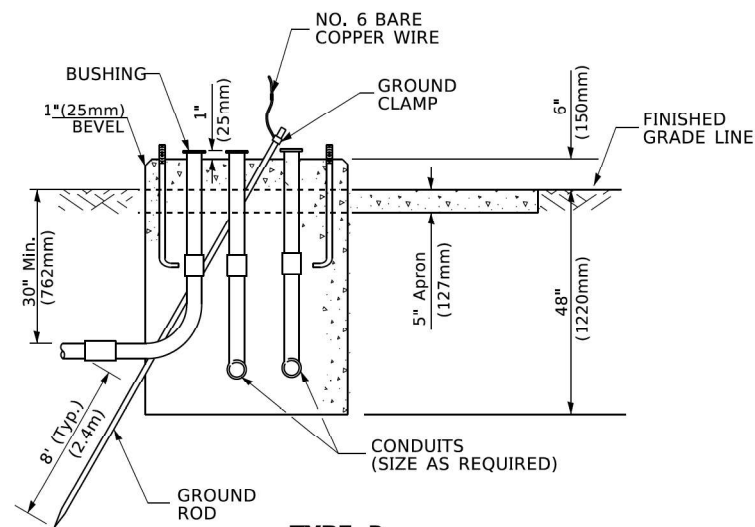
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

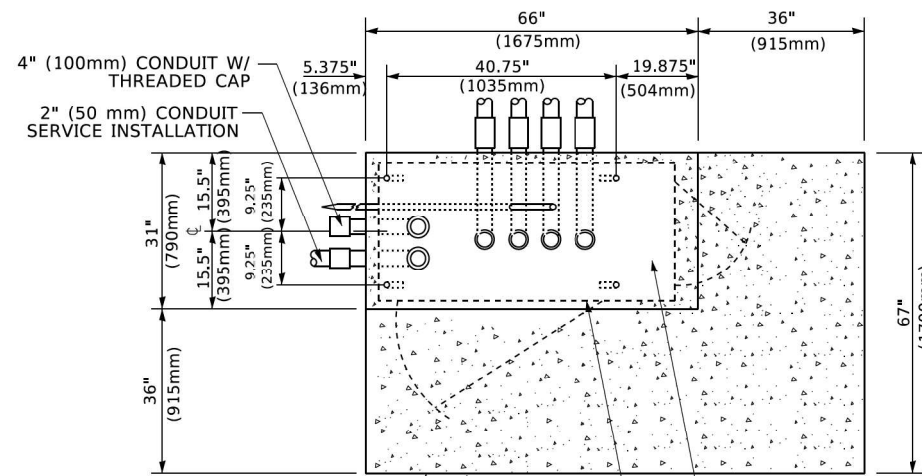


TOP VIEW

EXISTING APRON
CONTROLLER CABINET BASE
PROPOSED APRON



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

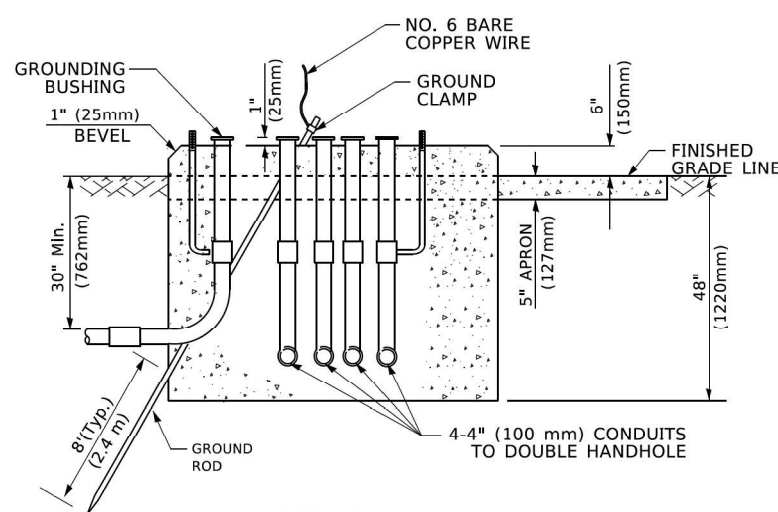


TOP VIEW

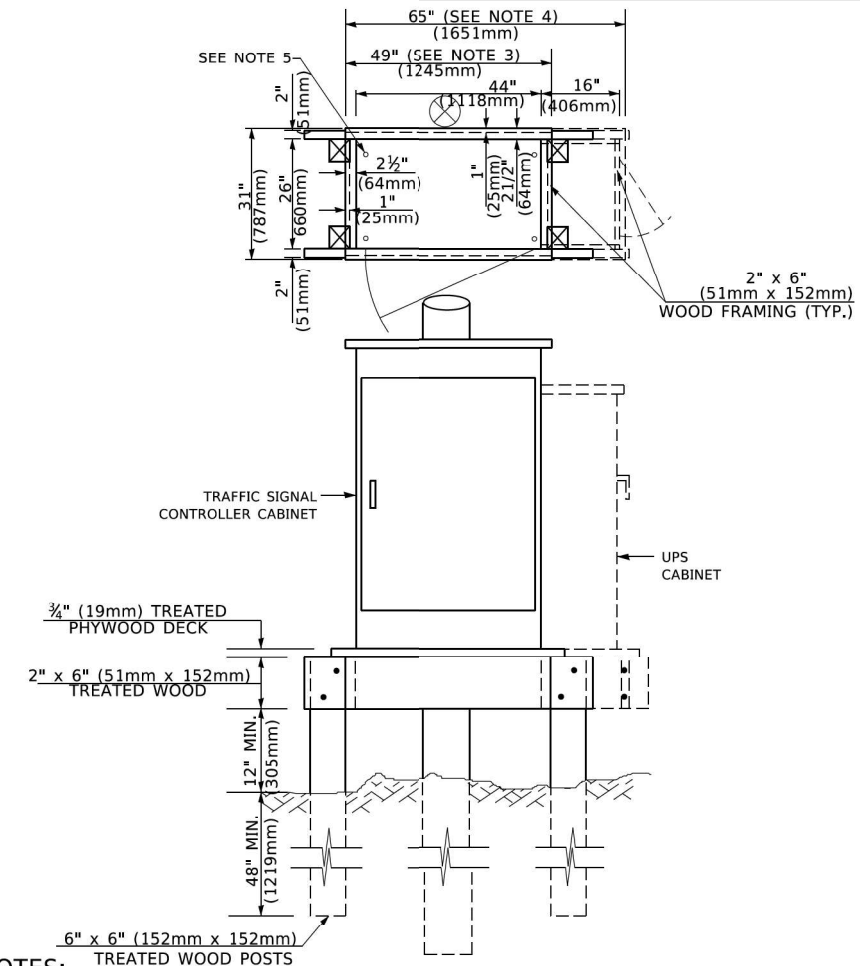
APRON
UPS BATTERY COMPARTMENT
CONTROLLER CABINET BASE

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

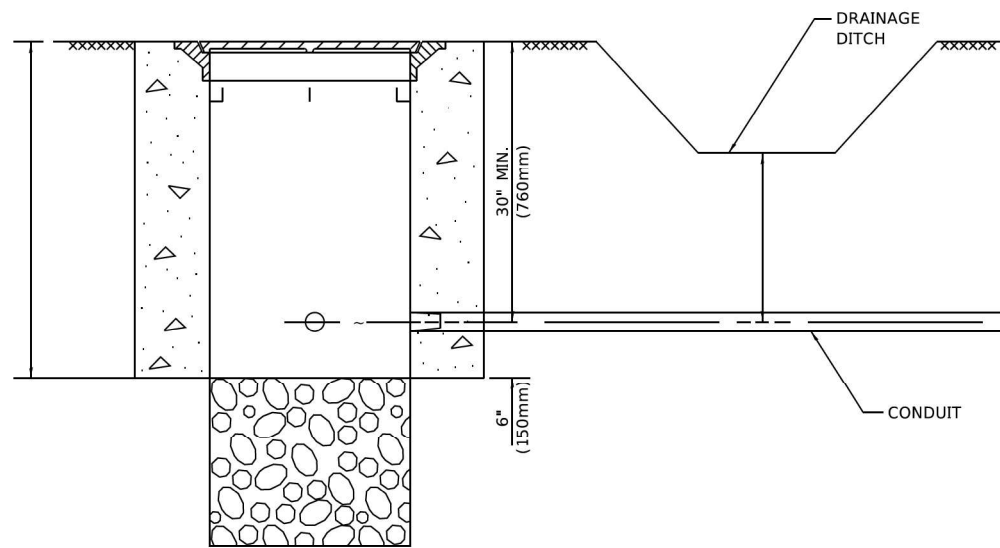
DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

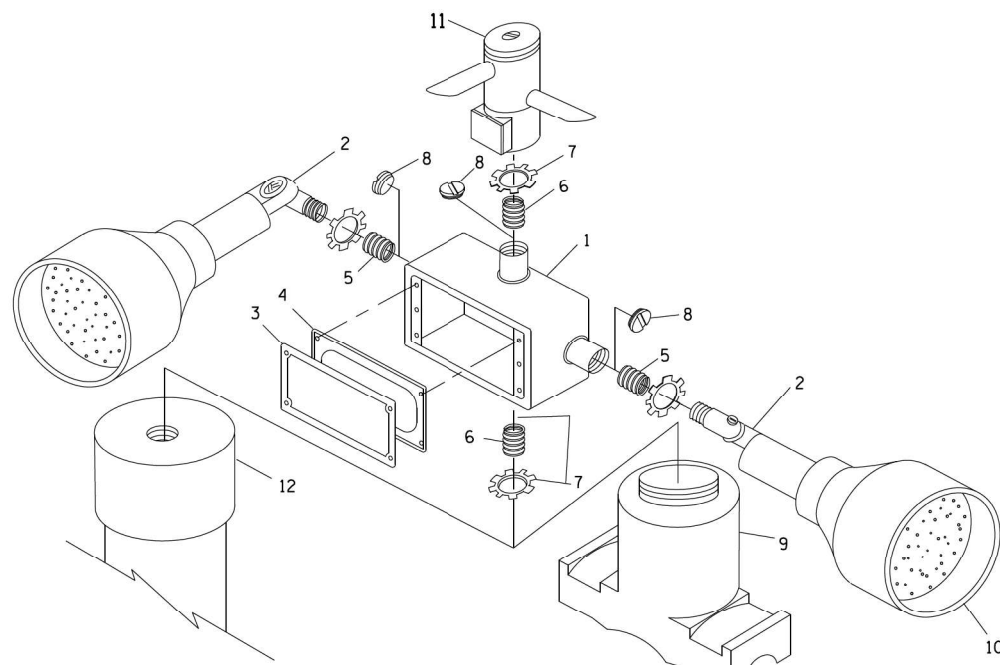
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)

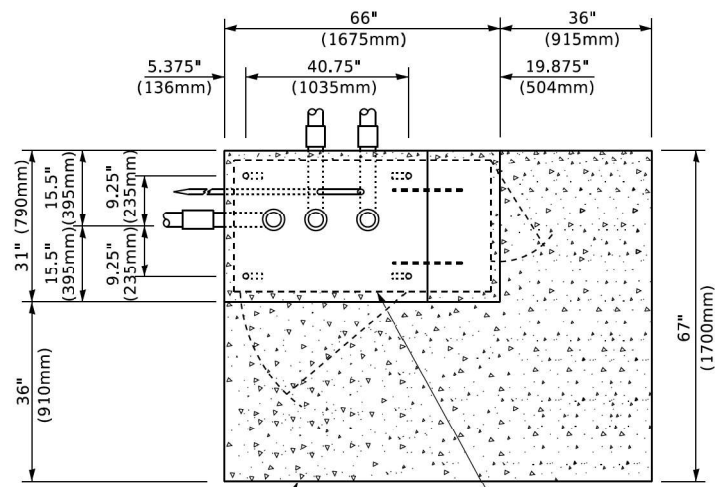


POST CAP MOUNT **MAST ARM MOUNT**
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION
BEACON MOUNTING DETAIL

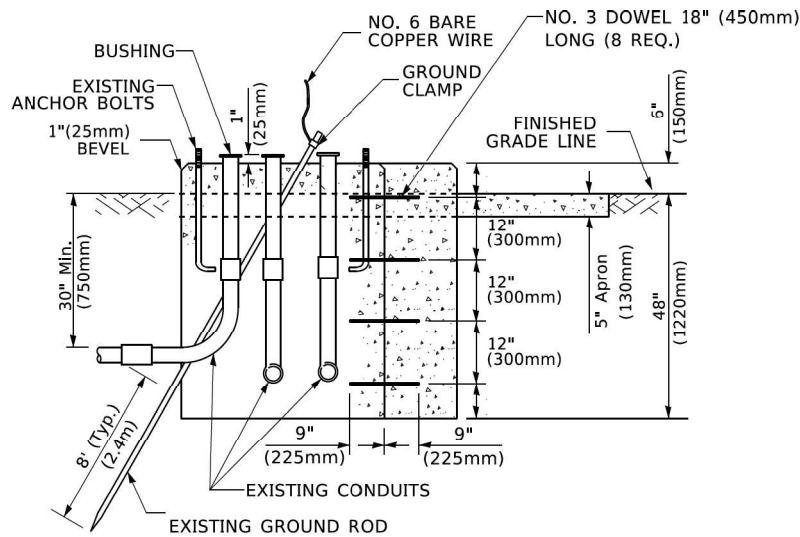
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

NOTES:

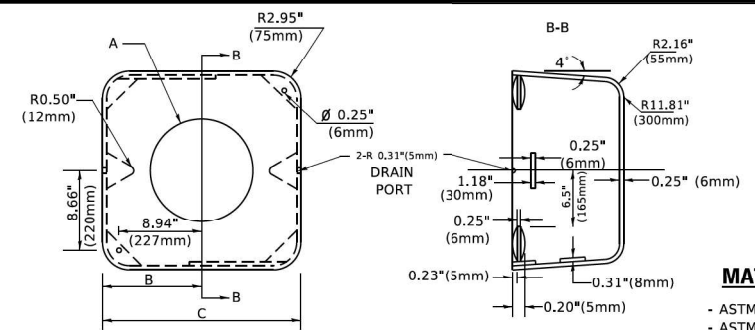
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION
TO TYPE "C" FOUNDATION
(NOT TO SCALE)



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

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

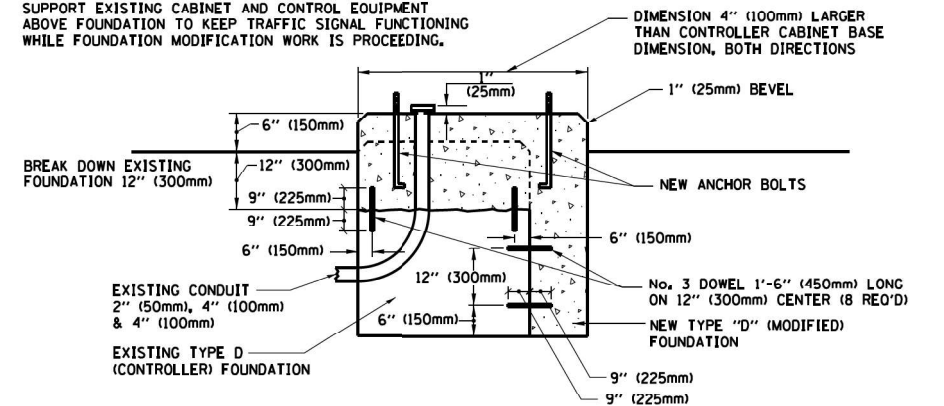
SHROUD

NOTES:

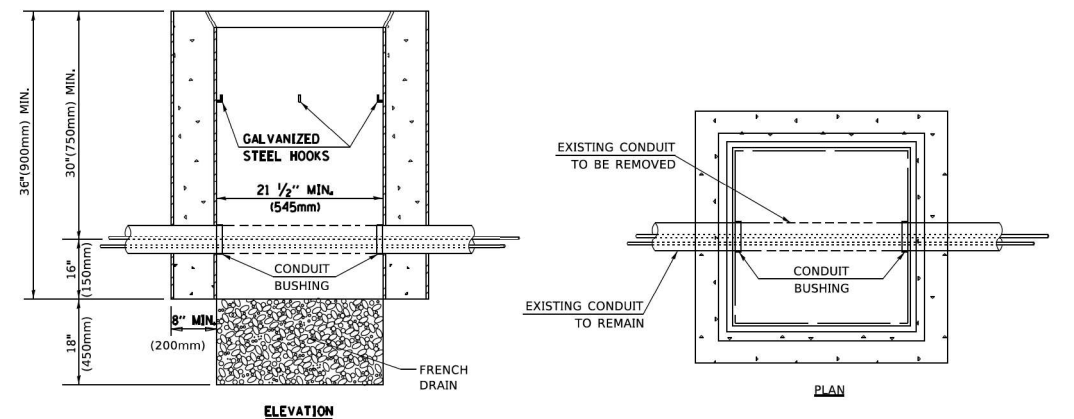
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

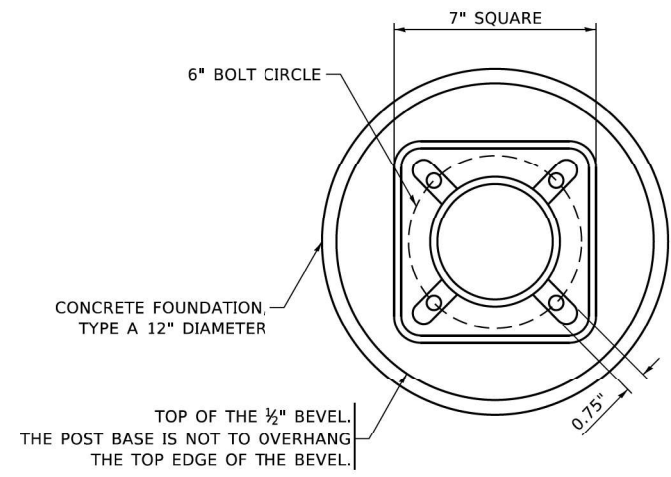
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PLOT SCALE = 50,0000' / ft.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

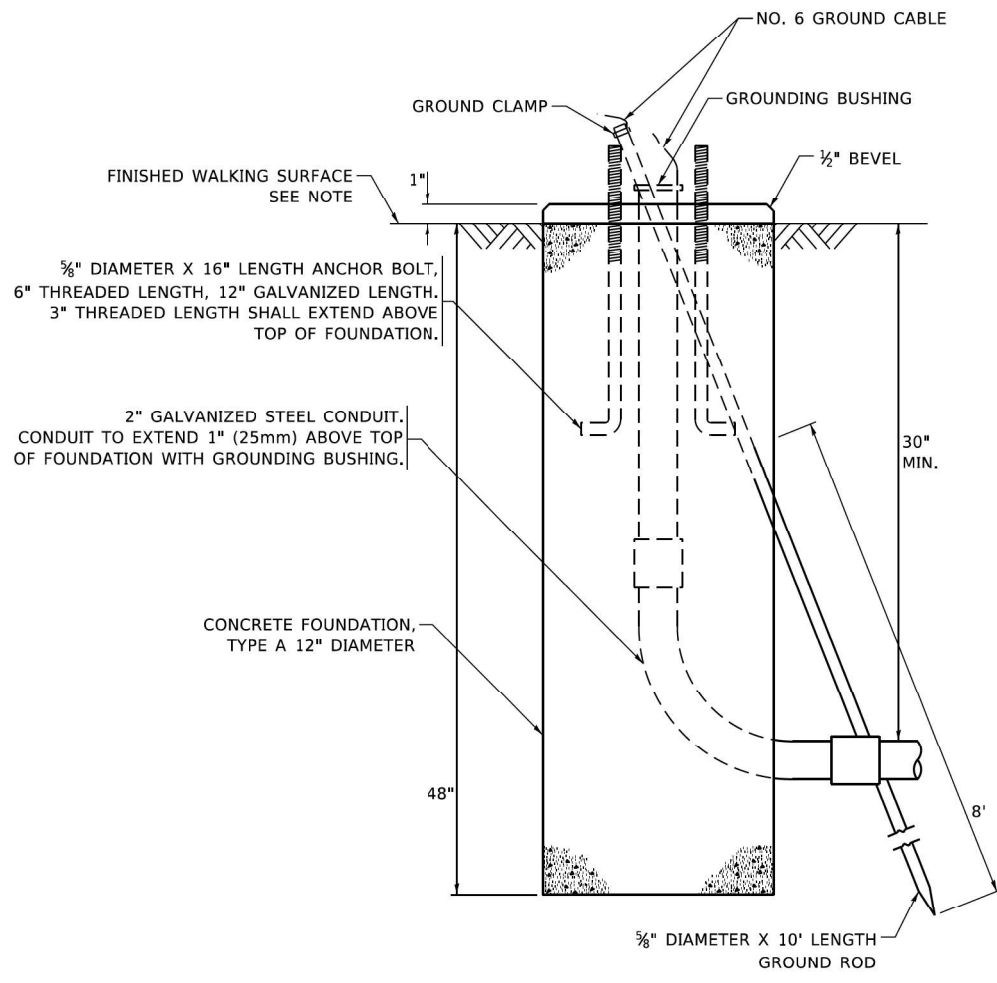
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	49
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

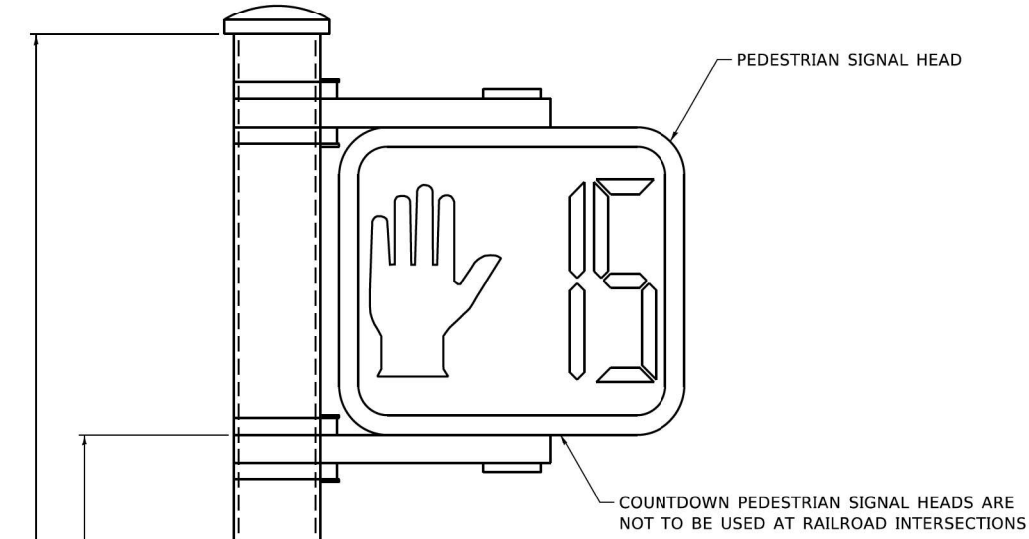


BOLT PATTERN

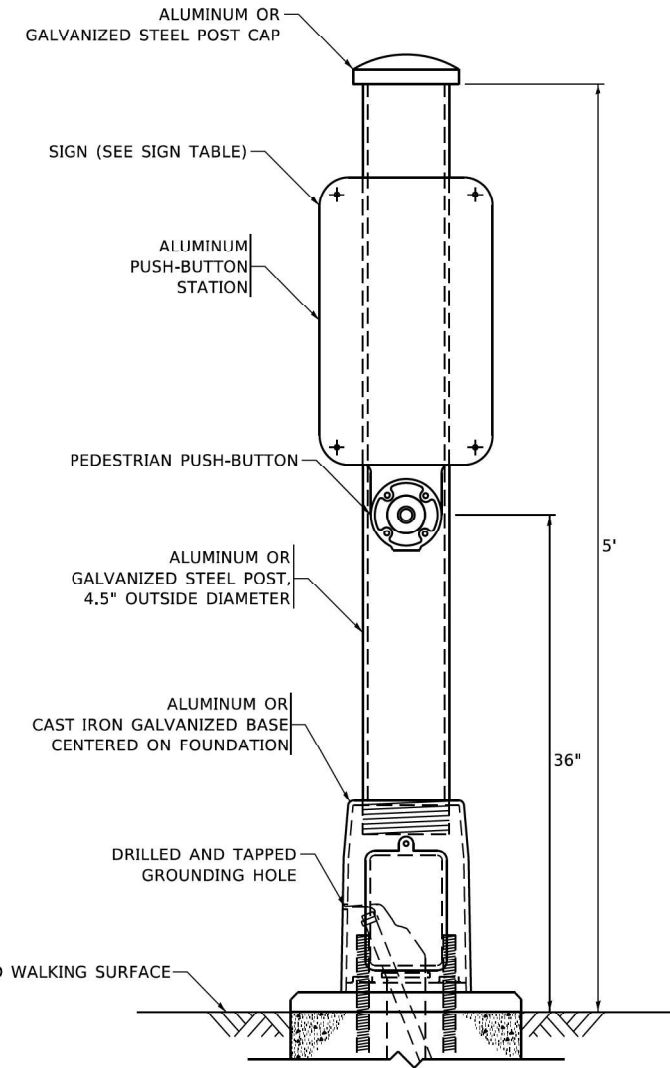
NOTE:
 1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



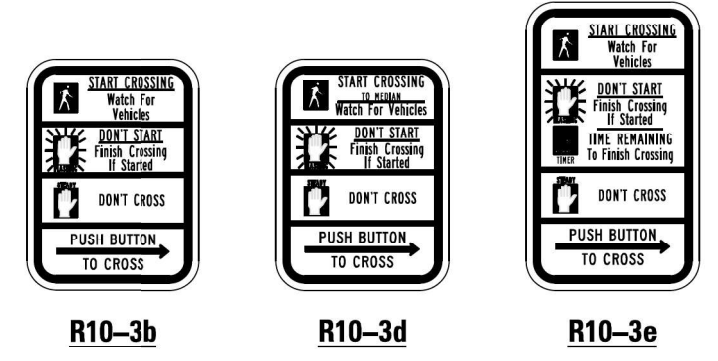
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.

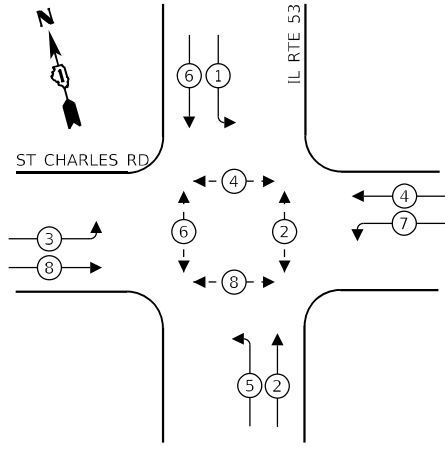


SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:
 1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
 2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
 3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

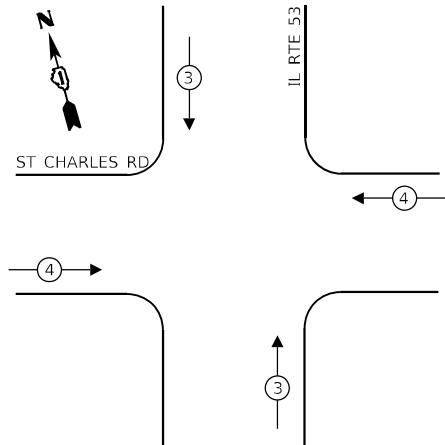
EXISTING CONTROLLER SEQUENCE



LEGEND:

- ⊙* — PROTECTED PHASE
- ⊙* — PROTECTED/PERMITTED PHASE
- ⊙* — PEDESTRIAN PHASE
- ⊙* — OL OVERLAP

**EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE**



**TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS**

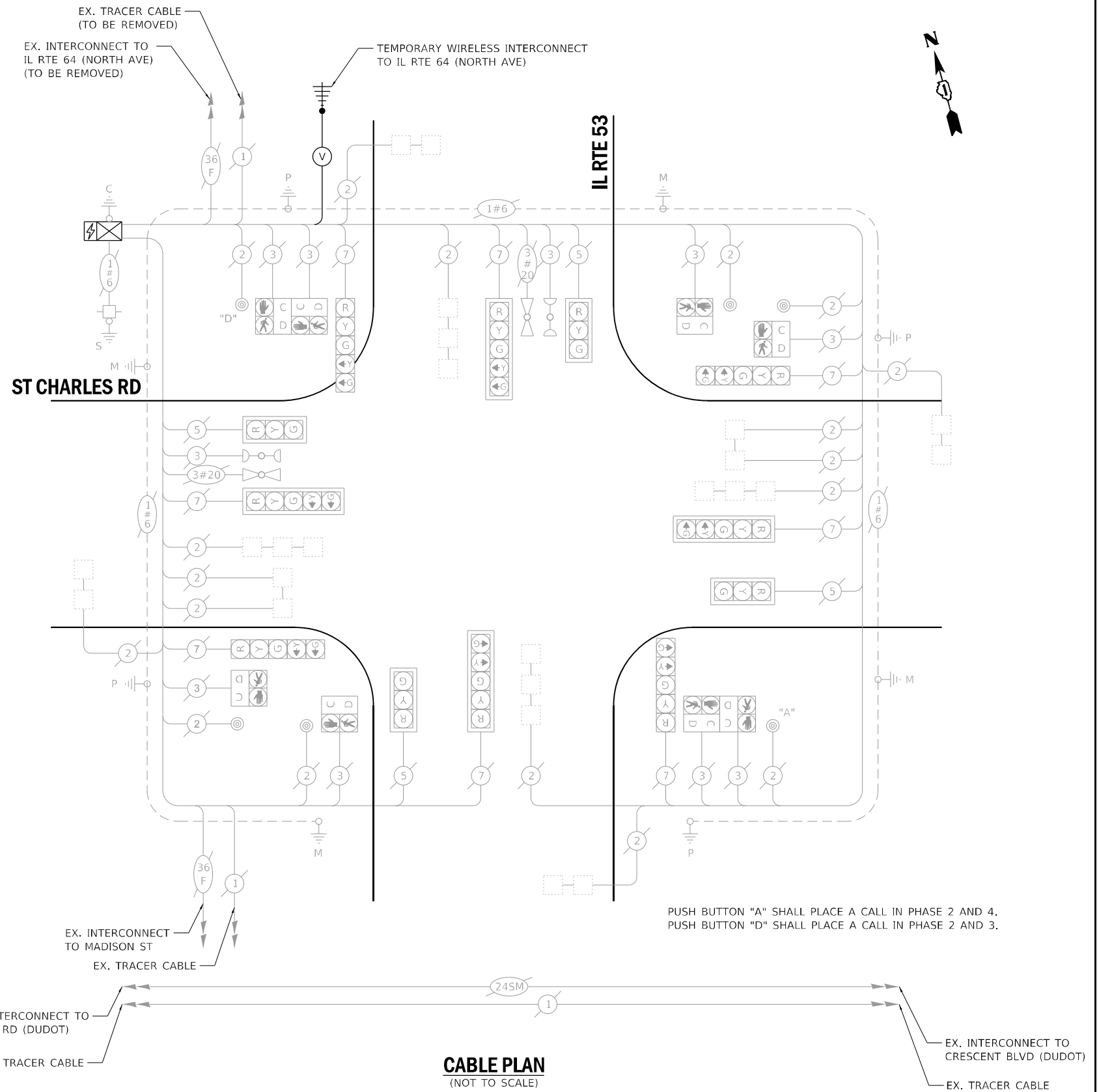
TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66
(YELLOW)	12	20	5	12
(GREEN)	12	12	45	65
PERMISSIVE ARROW	16	10	10	16
PED. SIGNAL	8	20	100	160
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	250	50	-
PTZ CAMERA	-	75	100	-
TOTAL =				444

ENERGY COSTS TO:

VILLAGE OF LOMBARD

255 E. WILSON AVE.
LOMBARD, IL 60148

ENERGY SUPPLY: CONTACT: MR. JOE STACHO
PHONE: (630)-424-5704
COMPANY: COMED LOMBARD
ACCOUNT NUMBER:

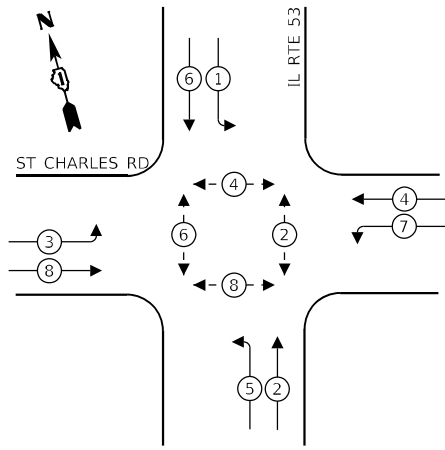


**CABLE PLAN
(NOT TO SCALE)**

**TS 6235
ECON 39**

	USER NAME = rgeorgescu	DESIGNED - ZH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES IL ROUTE 53 AT ST CHARLES RD	F.A.P. RTE. = 870	SECTION = 2020-001-B	COUNTY = DUPAGE	TOTAL SHEETS = 112	SHEET NO. = 51
	PLOT SCALE = 40,0000' / in.	CHECKED - DW	REVISED -			ILLINOIS FED. AID PROJECT				
PLOT DATE = 9/29/2022	DATE -	REVISED -		SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.	CONTRACT NO. 62K77					

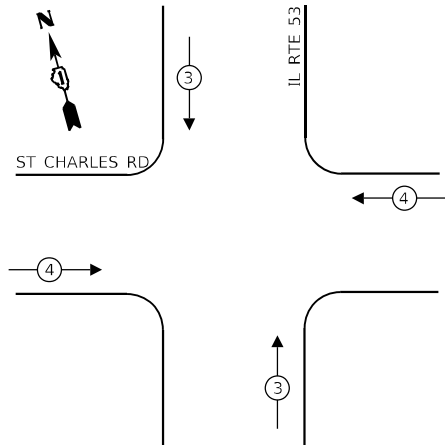
EXISTING CONTROLLER SEQUENCE



LEGEND:

- ← ⊛ → PROTECTED PHASE
- ← ⊛ - - ⊛ → PROTECTED/PERMITTED PHASE
- ← ⊛ ⊙ → PEDESTRIAN PHASE
- ⊛ OL ⊛ OVERLAP

**EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE**



SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM DESCRIPTION
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

**TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS**

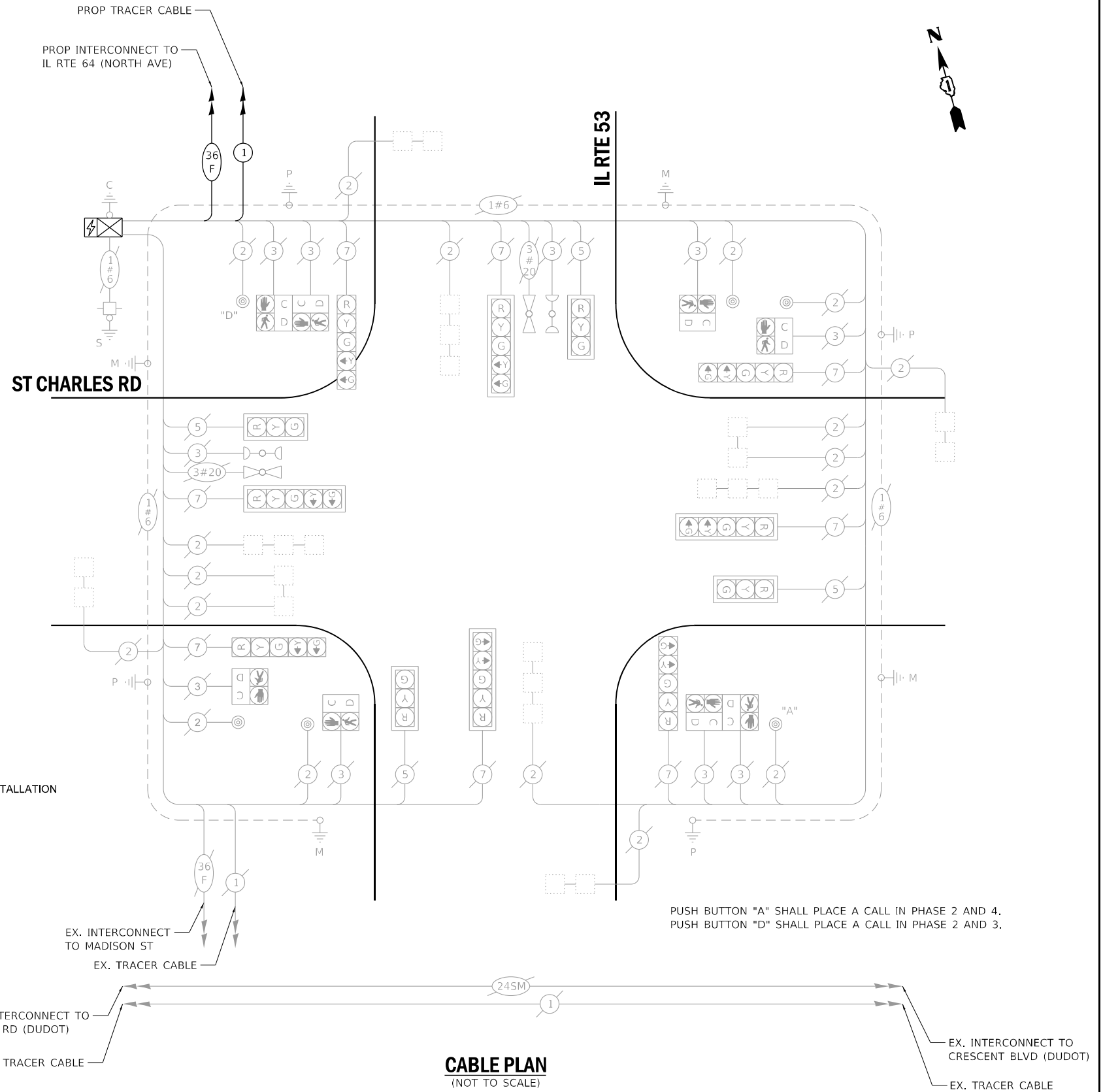
TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66
(YELLOW)	12	20	5	12
(GREEN)	12	12	45	65
PERMISSIVE ARROW	16	10	10	16
PED. SIGNAL	8	20	100	160
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	250	50	-
PTZ CAMERA	-	75	100	-
TOTAL =				444

ENERGY COSTS TO:

VILLAGE OF LOMBARD

255 E. WILSON AVE.
LOMBARD, IL 60148

ENERGY SUPPLY: CONTACT: MR. JOE STACHO
PHONE: (630)-424-5704
COMPANY: COMED LOMBARD
ACCOUNT NUMBER:



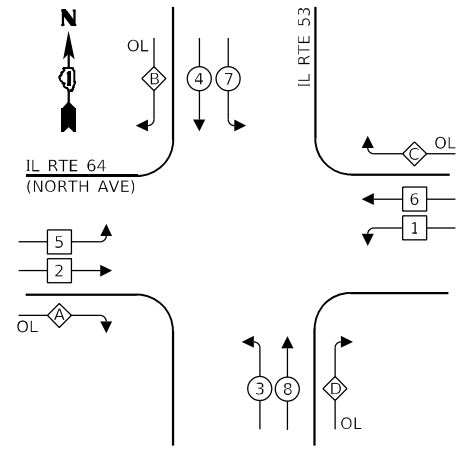
PUSH BUTTON "A" SHALL PLACE A CALL IN PHASE 2 AND 4.
PUSH BUTTON "D" SHALL PLACE A CALL IN PHASE 2 AND 3.

**CABLE PLAN
(NOT TO SCALE)**

**TS 6235
ECON 39**

	USER NAME = rgeorgescu	DESIGNED - ZH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES IL ROUTE 53 AT ST CHARLES RD		F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 52
	PLOT SCALE = 40,0000 * / in.	CHECKED - DW	REVISED -		SCALE:	SHEET 2 OF 4 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 62K77	
FILE NAME = X:\Projects\2022\2282\218900 ABNA IDOT PTB 202-WO#3 IL 53 Interconnect\CADD_Sheets\sh-1 53-4s-cable.dgn	PLOT DATE = 9/29/2022	DATE -	REVISED -								

EXISTING CONTROLLER SEQUENCE



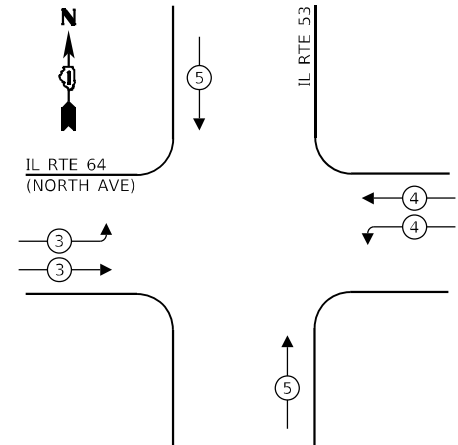
LEGEND:

- ◀ * — SINGLE ENTRY PHASE
- ◀ * — PROTECTED PHASE
- ◀ * — PROTECTED/PERMITTED PHASE
- ◀ * — PEDESTRIAN PHASE
- ◀ * OL — OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5
C	= 6	+ 7
D	= 8	+ 1

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

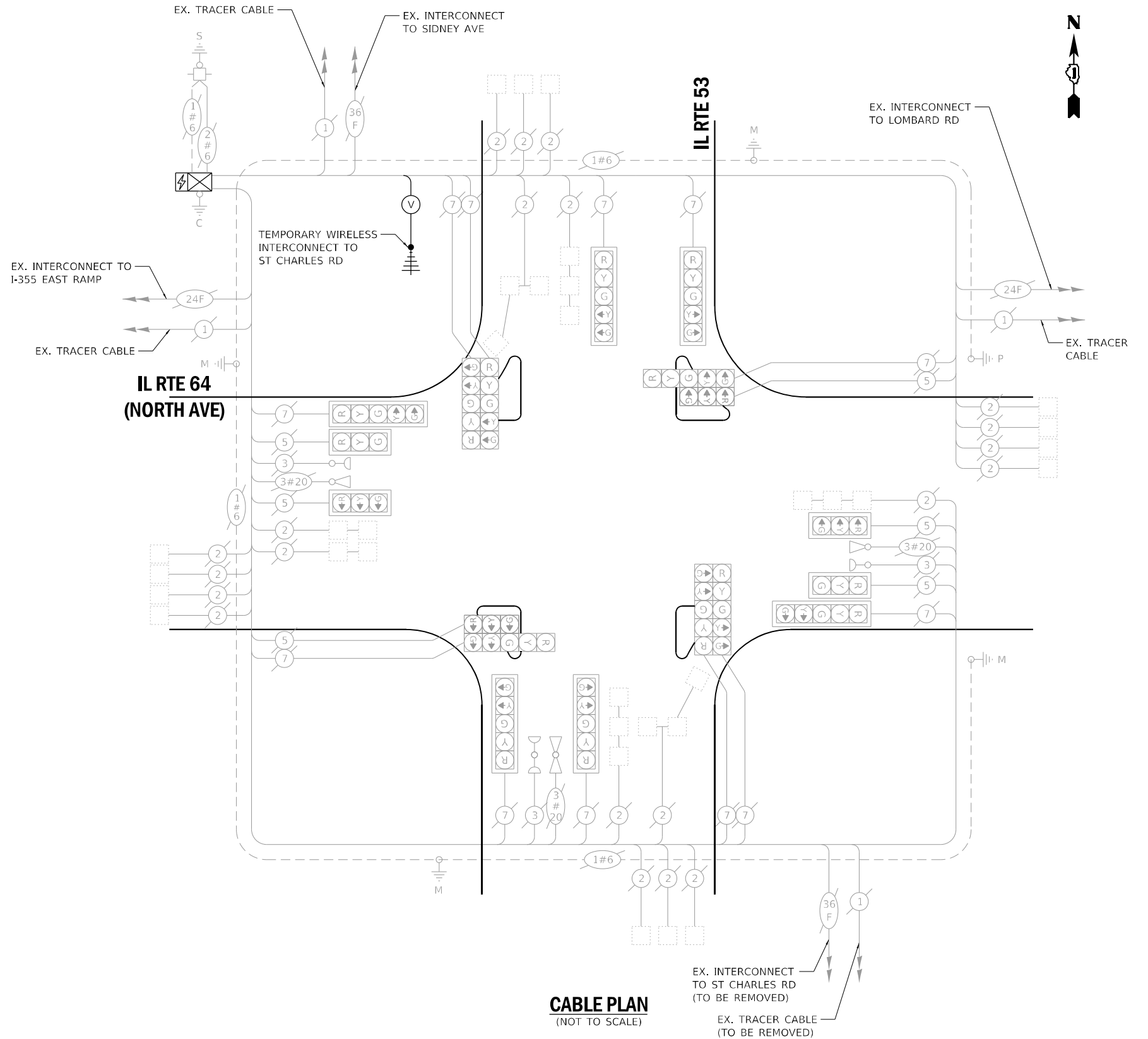
TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	18	11	50	99
(YELLOW)	18	20	5	18
(GREEN)	18	12	45	98
PERMISSIVE ARROW	24	10	10	24
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	250	50	-
PTZ CAMERA	-	75	100	-
TOTAL =				364

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION

201 W. CENTER COURT
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: MR. DAVE SCHACHT
PHONE: (630)-437-2129
COMPANY: COMED OAKBROOK TERRACE
ACCOUNT NUMBER: _____



CABLE PLAN
(NOT TO SCALE)

EX. INTERCONNECT TO ST CHARLES RD (TO BE REMOVED)
EX. TRACER CABLE (TO BE REMOVED)

USER NAME = rgeorgescu	DESIGNED - ZH	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN - RG	REVISED -
PLOT DATE = 9/29/2022	CHECKED - DW	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

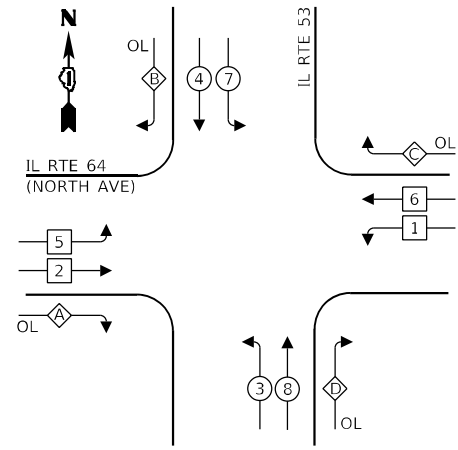
**TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES
IL ROUTE 53 AT IL RTE 64 (NORTH AVE)**

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	53
CONTRACT NO. 62K77				

**TS 6215
ECON 39**

EXISTING CONTROLLER SEQUENCE



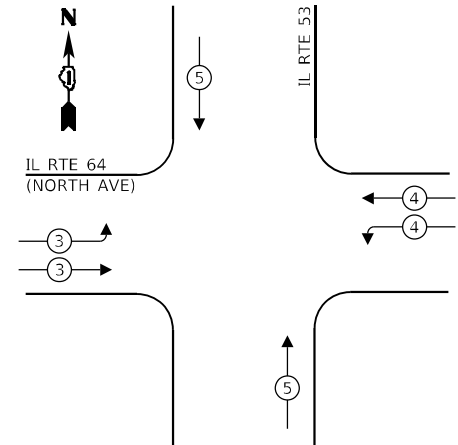
LEGEND:

- ◀ * — SINGLE ENTRY PHASE
- ◀ * — PROTECTED PHASE
- ◀ * — PROTECTED/PERMITTED PHASE
- ◀ * — PEDESTRIAN PHASE
- ◀ * OL — OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5
C	= 6	+ 7
D	= 8	+ 1

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	18	11	50	99
(YELLOW)	18	20	5	18
(GREEN)	18	12	45	98
PERMISSIVE ARROW	24	10	10	24
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	250	50	-
PTZ CAMERA	-	75	100	-
TOTAL =				364

ENERGY COSTS TO:

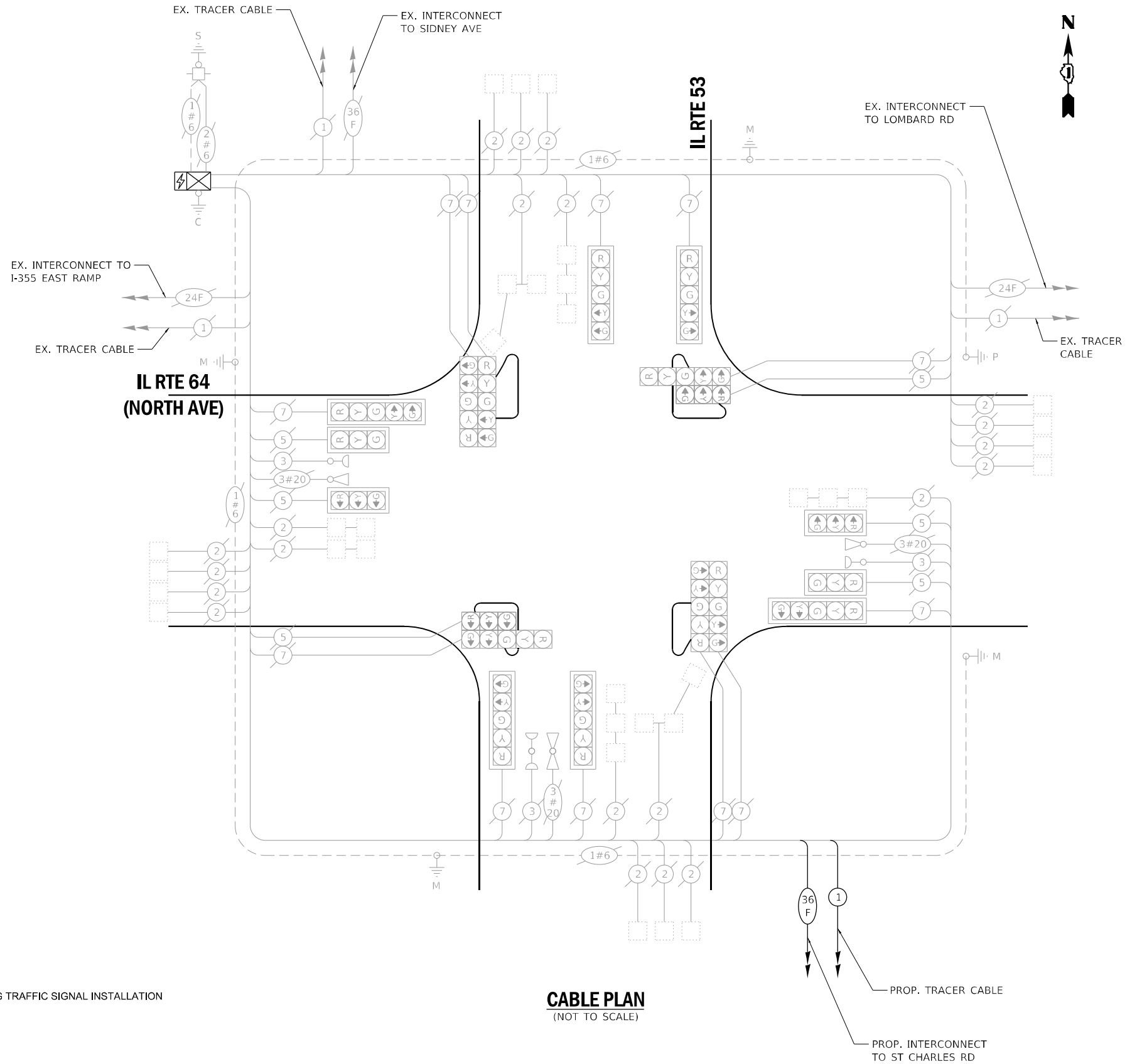
ILLINOIS DEPARTMENT OF TRANSPORTATION

201 W. CENTER COURT
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: MR. DAVE SCHACHT
PHONE: (630)-437-2129
COMPANY: COMED OAKBROOK TERRACE
ACCOUNT NUMBER: _____

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM DESCRIPTION
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION



CABLE PLAN
(NOT TO SCALE)

DLZ	USER NAME = rgeorgescu	DESIGNED - ZH	REVISED -
	PLOT SCALE = 40,0000' / in.	DRAWN - RG	REVISED -
	PLOT DATE = 9/29/2022	CHECKED - DW	REVISED -
		DATE -	REVISED -

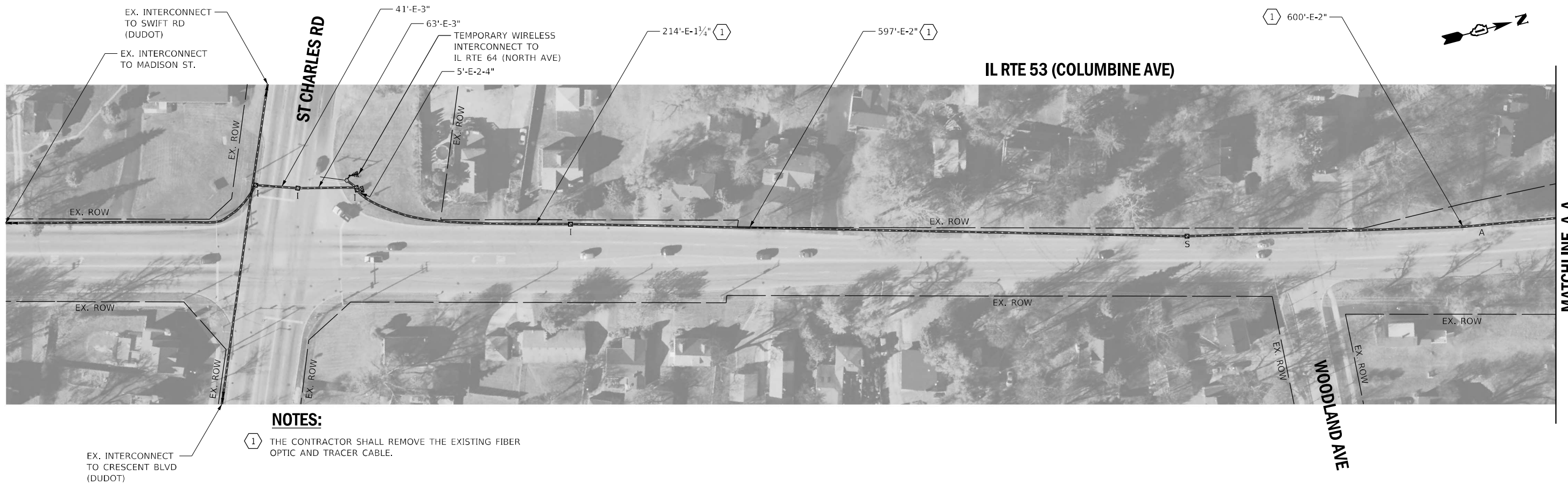
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES
IL ROUTE 53 AT IL RTE 64 (NORTH AVE)**

SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 54
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

**TS 6215
ECON 39**



EX. INTERCONNECT TO CRESCENT BLVD (DUDOT)

NOTES:
 ① THE CONTRACTOR SHALL REMOVE THE EXISTING FIBER OPTIC AND TRACER CABLE.



NOTE:
 INSTALL REPEATER EQUIPMENT AS REQUIRED TO PROVIDE A CLEAR SIGNAL BETWEEN ST CHARLES RD AND IL RTE 64 (NORTH AVE).

ECON 39



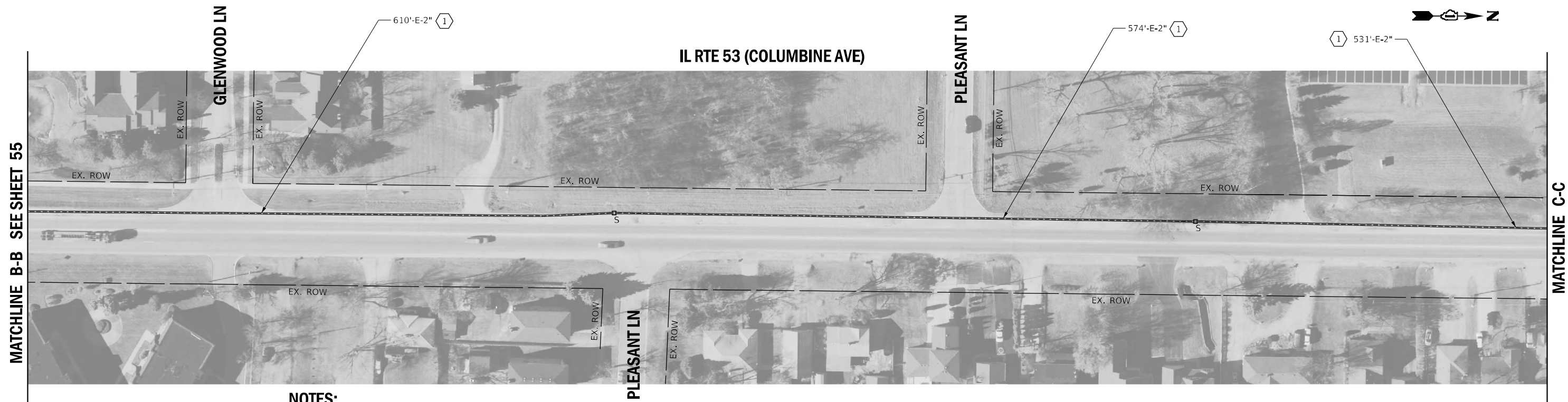
USER NAME = rgeorgescu	DESIGNED - DW	REVISED -
	DRAWN - RG	REVISED -
PLOT SCALE = 100,000' / in.	CHECKED - ZH	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT PLAN
 IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)**

SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. TO STA.

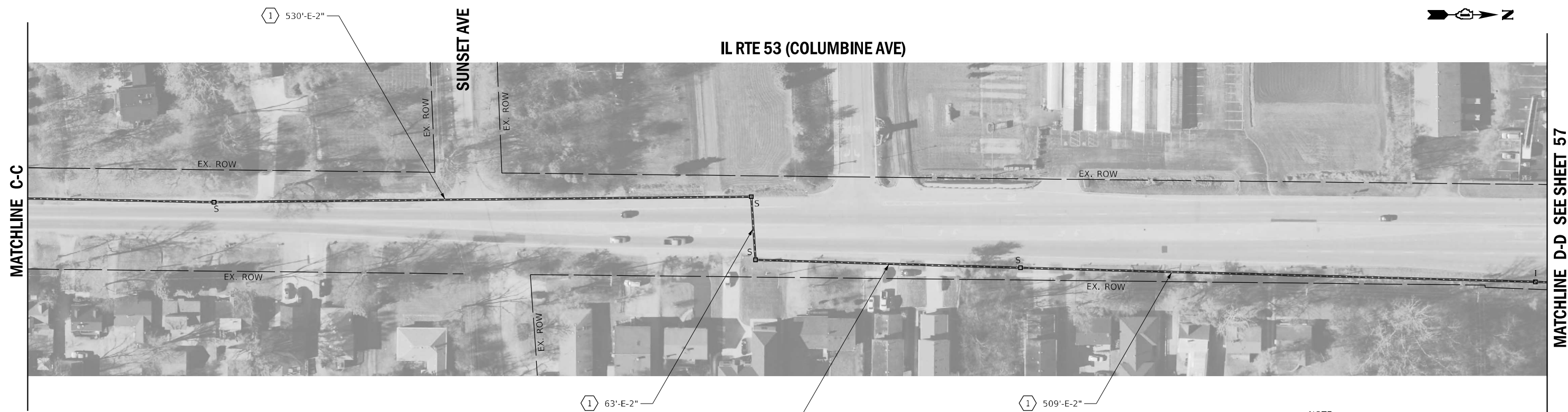
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	55
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



MATCHLINE B-B SEE SHEET 55

MATCHLINE C-C

NOTES:
 ① THE CONTRACTOR SHALL REMOVE THE EXISTING FIBER OPTIC AND TRACER CABLE.



MATCHLINE C-C

MATCHLINE D-D SEE SHEET 57

NOTE:
 INSTALL REPEATER EQUIPMENT AS REQUIRED TO PROVIDE A CLEAR SIGNAL BETWEEN ST CHARLES RD AND IL RTE 64 (NORTH AVE).

ECON 39



USER NAME = rgeorgescu	DESIGNED - DW	REVISED -
	DRAWN - RG	REVISED -
PLOT SCALE = 100,000' / in.	CHECKED - ZH	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
 IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	56
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

FILE NAME = X:\Projects\2022\2282\218900 ABNA IDOT PTB 202-WO#3 IL 53 Interconnect\CADD_Sheets\sh-int_temp-II 53.dgn Default



NOTES:

- ① THE CONTRACTOR SHALL REMOVE THE EXISTING FIBER OPTIC AND TRACER CABLE.

NOTE:
INSTALL REPEATER EQUIPMENT AS REQUIRED TO PROVIDE A CLEAR SIGNAL BETWEEN ST CHARLES RD AND IL RTE 64 (NORTH AVE).

ECON 39



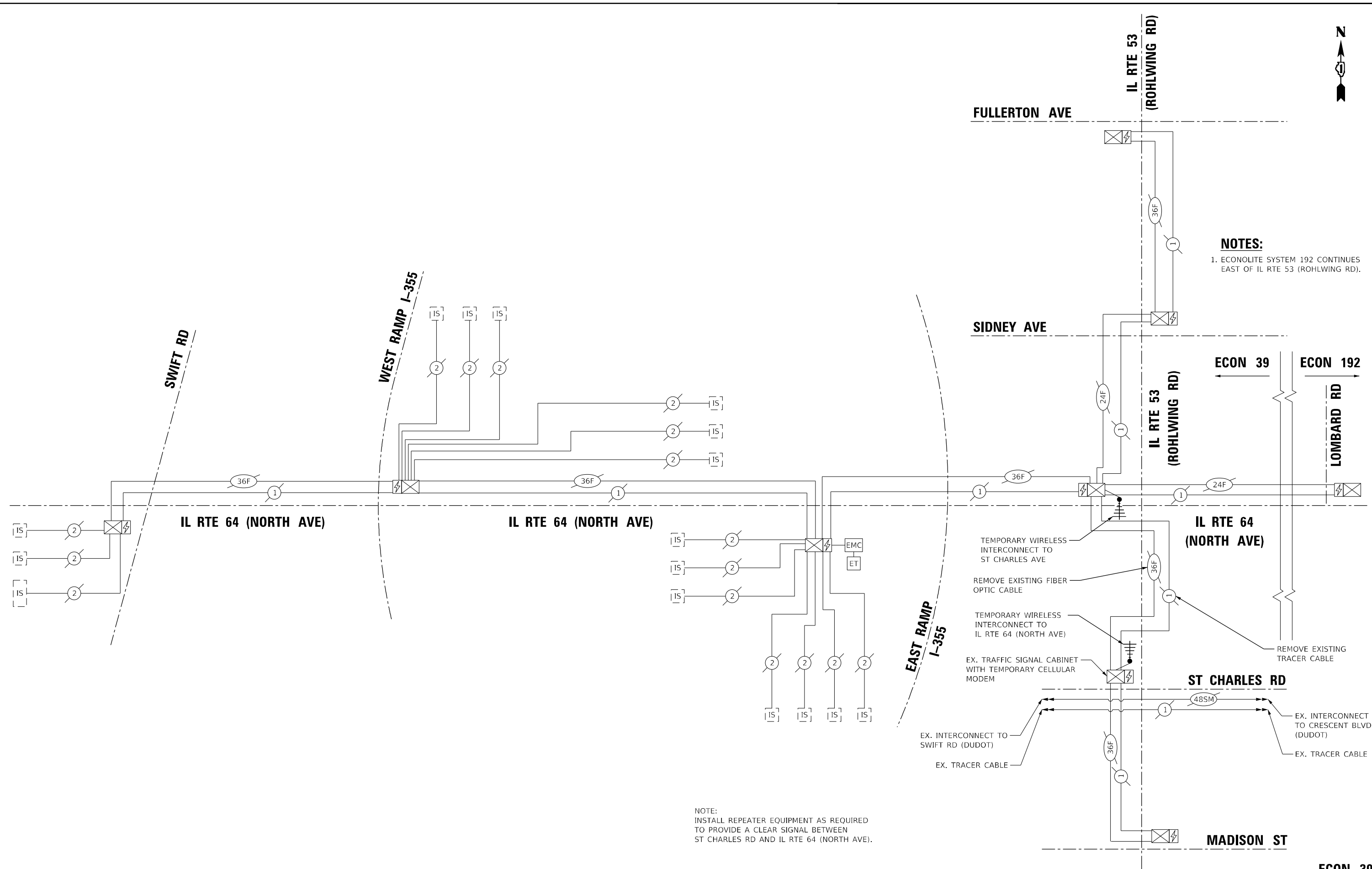
USER NAME = rgeorgescu	DESIGNED - DW	REVISED -
	DRAWN - RG	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ZH	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	57
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	



NOTES:
 1. ECONOLITE SYSTEM 192 CONTINUES EAST OF IL RTE 53 (ROHLWING RD).

NOTE:
 INSTALL REPEATER EQUIPMENT AS REQUIRED TO PROVIDE A CLEAR SIGNAL BETWEEN ST CHARLES RD AND IL RTE 64 (NORTH AVE).



USER NAME = rgeorgescu	DESIGNED - DW	REVISED -
	DRAWN - RG	REVISED -
PLOT SCALE = 40,0000 * / in.	CHECKED - ZH	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

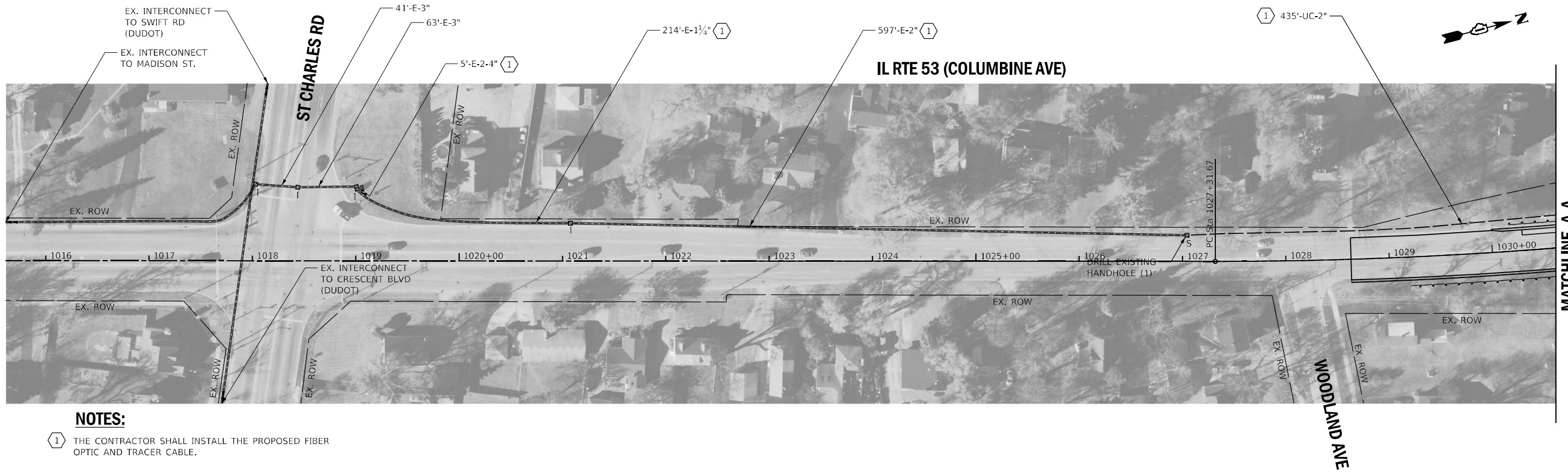
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC
 IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)

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

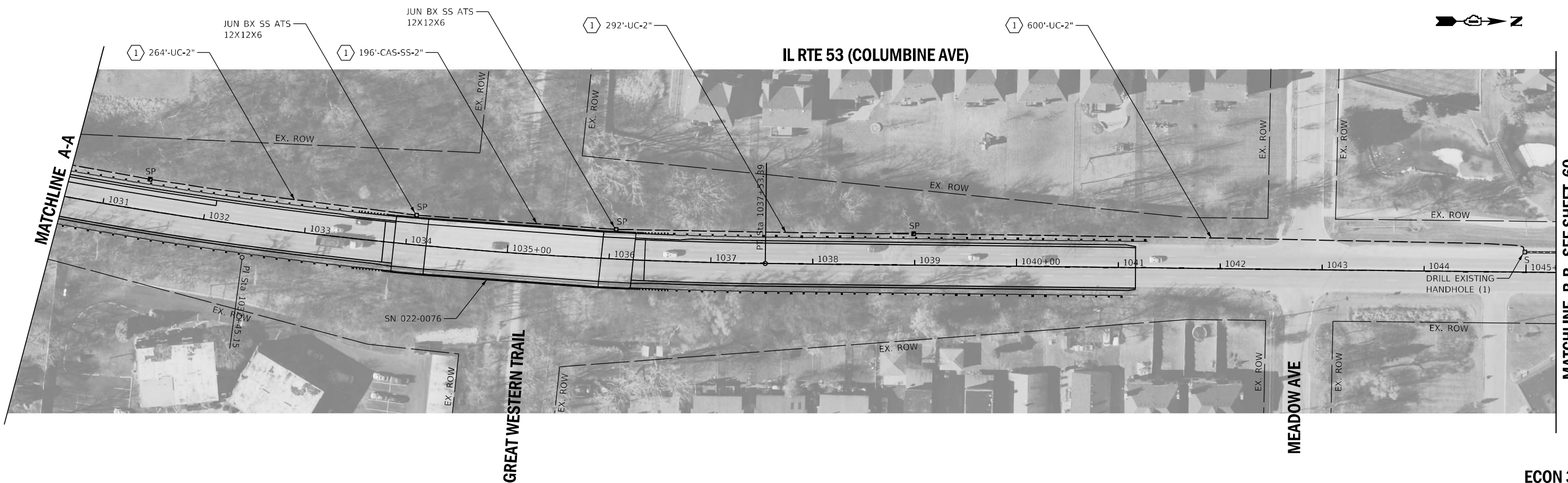
F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 58
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

FILE NAME = X:\Projects\2022\2282\218900 ABNA IDOT FTB 202-WO#3 IL 53 Interconnect\CADD_Sheets\shl-int-schematic.dgn
 Default



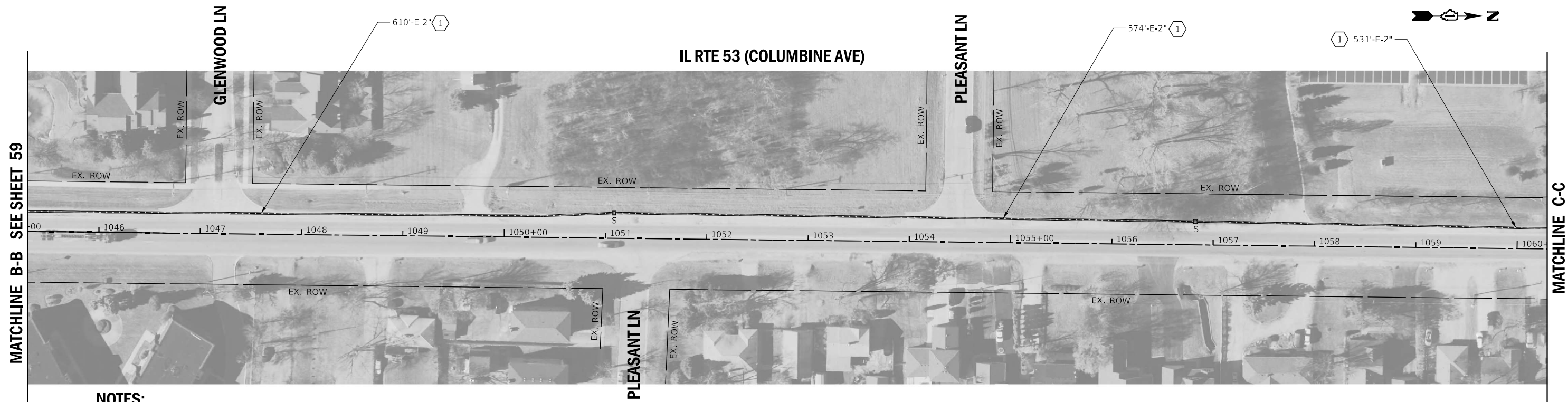
NOTES:

- 1 THE CONTRACTOR SHALL INSTALL THE PROPOSED FIBER OPTIC AND TRACER CABLE.



ECON 39

	USER NAME = rgeorgescu	DESIGNED - DW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED INTERCONNECT PLAN IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)	F.A.P. RTE. = 870	SECTION = 2020-001-B	COUNTY = DUPAGE	TOTAL SHEETS = 112	SHEET NO. = 59
	PLOT SCALE = 100,0000' / in.	CHECKED - ZH	REVISED -			SCALE: 1"=50'	SHEET 1 OF 3 SHEETS	STA. TO STA.	CONTRACT NO. 62K77	
FILE NAME = X:\Projects\2022\2282\218900 ABNA IDOT PTB 202-WO#3 IL 53 Interconnect\CADD_Sheets\sh-int_prop-II 53.dgn	PLOT DATE = 9/29/2022	DATE -	REVISED -							

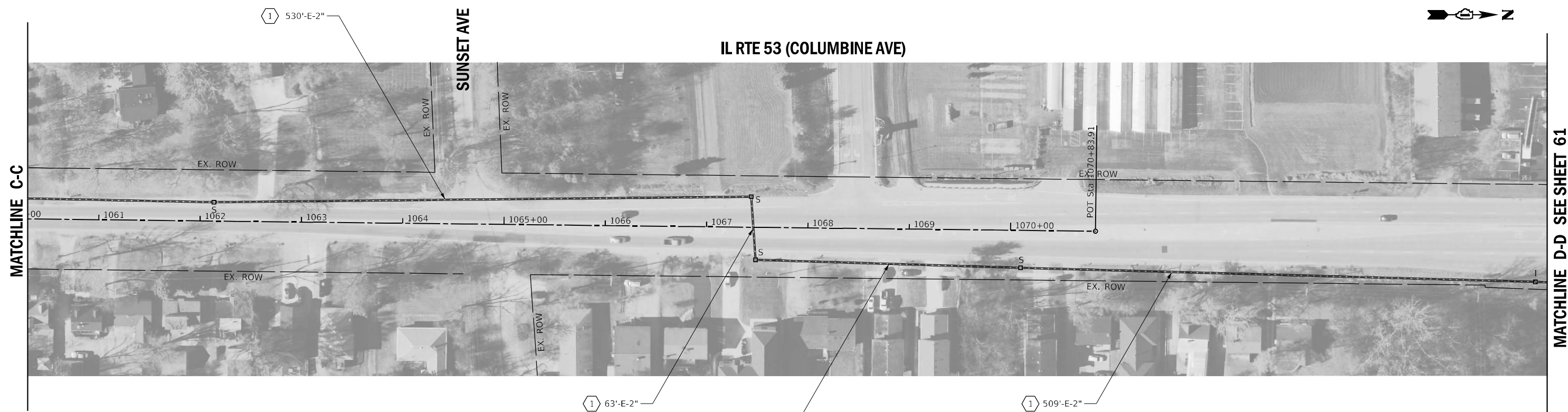


MATCHLINE B-B SEE SHEET 59

MATCHLINE C-C

NOTES:

- ① THE CONTRACTOR SHALL INSTALL THE PROPOSED FIBER OPTIC AND TRACER CABLE.



MATCHLINE C-C

MATCHLINE D-D SEE SHEET 61

ECON 39



USER NAME = rgeorgescu	DESIGNED - DW	REVISED -
	DRAWN - RG	REVISED -
PLOT SCALE = 100,000' / in.	CHECKED - ZH	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN
IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)**

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	60
CONTRACT NO. 62K77				

FILE NAME = X:\Projects\2022\2282\218900 ABNA IDOT PTB 202-WO#3 IL 53 Interconnect\CADD_Sheets\sh-int_prop-II 53.dgn
Default



NOTES:

- ① THE CONTRACTOR SHALL INSTALL THE PROPOSED FIBER OPTIC AND TRACER CABLE.

ECON 39



USER NAME = rgeorgescu	DESIGNED - DW	REVISED -
	DRAWN - RG	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ZH	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN
IL RTE 53 - ST CHARLES RD TO IL RTE 64 (NORTH AVE)**

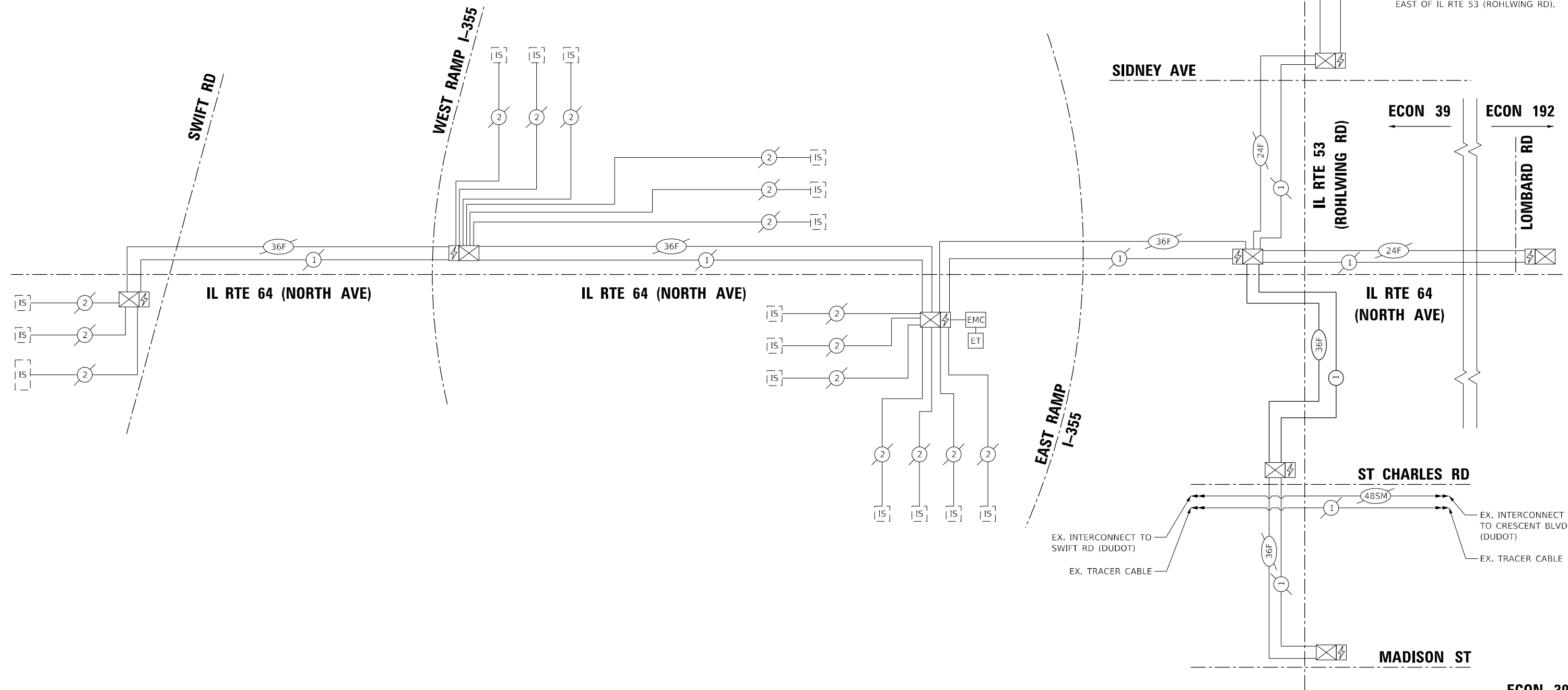
SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	61
			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				

FILE NAME = X:\Projects\2022\2282\218900 ABNA IDOT PTB 202-WO#3 IL 53 Interconnect\CADD_Sheets\sh-int_prop-II 53.dgn Default

SCHEDULE OF QUANTITIES

PAY ITEM DESCRIPTION	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1591
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	196
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2
HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	6375
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6235
REMOVE EXISTING HANDHOLE	EACH	2
ROD AND CLEAN EXISTING CONDUIT	FOOT	3675
TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	6400
REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	6235



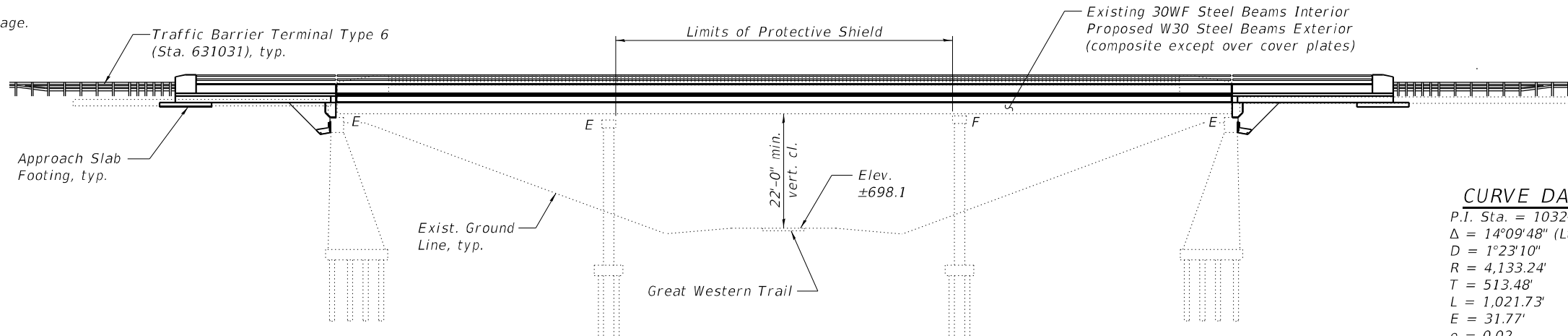
NOTES:
 1. ECONOLITE SYSTEM 192 CONTINUES EAST OF IL RTE 53 (ROHLWING RD).



Benchmark: Rebar with cap set in ground northeast corner of IL 53 and Woodlawn Ave. Sta. 1028+55.13, Elev. 704.83.

Existing Structure: SN 022-0076 was built in 1936 as S.B.I. Rte. 53, Section 533-V-C-1-WPGM. Deck and sidewalk were replaced in 1968 as FA Rte. 61, Section 533 VB-1-11. The superstructure consists of a three span, continuous, composite (in positive moment areas), steel I-beam system with a 7½" thick deck. The back to back of abutments is 174'-6", deck out to out dimension is 54'-7", with a left ahead skew of 1°58'27". The substructure consists of multiple column piers on piles and pile bent abutments. Stage construction shall be utilized to maintain one lane of traffic in each direction at all times.

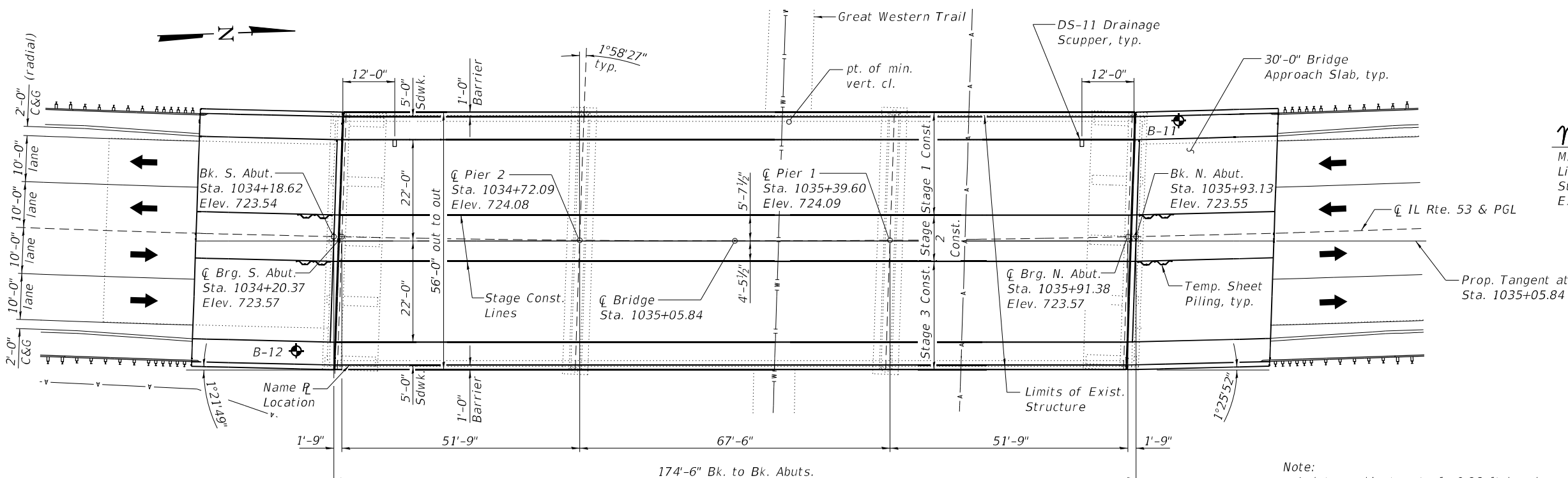
No salvage.



ELEVATION

CURVE DATA

P.T. Sta. = 1032+45.15
 $\Delta = 14^{\circ}09'48''$ (Lt)
 $D = 1^{\circ}23'10''$
 $R = 4,133.24'$
 $T = 513.48'$
 $L = 1,021.73'$
 $E = 31.77'$
 $e = 0.02$
 $T.R. = 44'$
 $S.E. Run = 44'$
 $P.C. Sta. = 1027+31.67$
 $P.T. Sta. = 1037+53.39$



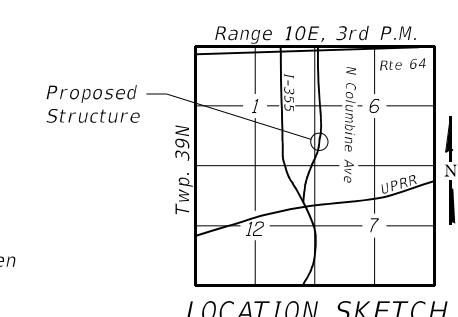
PLAN

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
- 5-8. Top of Slab Elevations
- 9-10. Top of Approach Slab Elevations
11. Superstructure
12. Superstructure Details
13. Diaphragm Details
- 14-16. Bridge Approach Slab Details
17. Aluminum Railing, Type L
18. Preformed Joint Strip Seal
19. Drainage Scupper DS-11
20. Framing Plan
21. Steel Details
22. Bearing Details
23. Concrete Removal Details
24. South Abutment Details
25. North Abutment Details
26. Abutment Details
27. Pier Repair Details
28. Bar Splicer Assembly Details
- 29-30. Soil Boring Data



Michael J. Haley
 Michael T. Haley
 Licensed Structural Engineer
 State of Illinois No. 081-005991
 Expires 11/30/2022
 Date: 06/23/2022



Note:
 A datum adjustment of -0.86 ft has been applied to the original plan elevations.

DESIGN SPECIFICATIONS

(New Construction)
 2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44

(New Construction)
 Allow 25#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.037g
 Site Coefficient (S) = 1.0

DESIGN STRESSES

FIELD UNITS (New Construction)
 $f'c = 3,500$ psi
 $f'c = 4,000$ psi (superstructure)
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (structural steel, M270 Grade 50)
FIELD UNITS (Exist. Construction)
 $f_c = 1,200$ psi (slab)
 $f_c = 1,400$ psi (all other concrete)
 $f_s = 20,000$ psi (reinforcement)
 $f_s = 18,000$ psi (structural steel)

LEGEND

- A— Aerial Utility
- W— Underground Water
- ◆ Soil Borings

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 DEPARTMENT OF TRANSPORTATION

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		CHECKED - MTH	REVISED -

SHEET 1 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-01-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 63
CONTRACT NO. 62K77				

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GENERAL NOTES

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.

Calculated weight of Structural Steel = 46,070 lbs. (M270 Grade 50)
5,200 lbs. (M270 Grade 36)

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

Concrete Sealer shall be applied to the front face of the abutment backwalls and hatch block.

Cleaning and field painting of existing structural steel shall be done under a separate painting contract.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

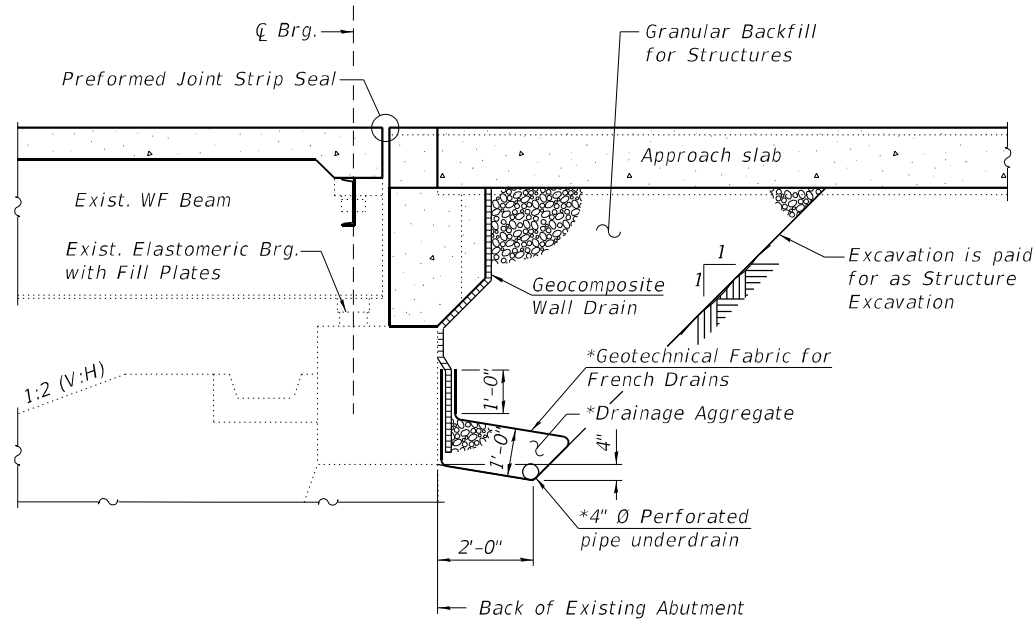
Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing beams, bearings and other structural steel within 5 feet (measured along the beam) either side of deck joints shall be cleaned per Near White Blast Cleaning (SSPC-SP10). The designated areas cleaned per Near White Blast Cleaning (SSPC-SP10) shall be painted according to the requirements of OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1.

Slipforming of the parapets will not be allowed.

STATION 1035+05.84
REBUILT BY
STATE OF ILLINOIS
F.A.P. RT. 870 SEC. 2020-001-B
LOADING HS20-44
STRUCTURE NO. 022-0076

NAME PLATE
See Std. 515001

(Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.)

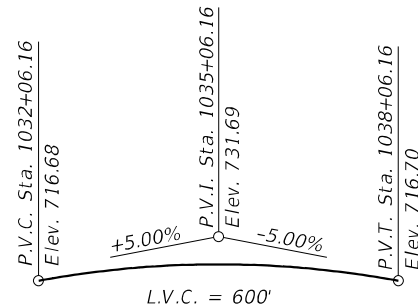


SECTION THRU ABUTMENT

(Shown at existing beams)
(Horizontal dimensions at right angles)

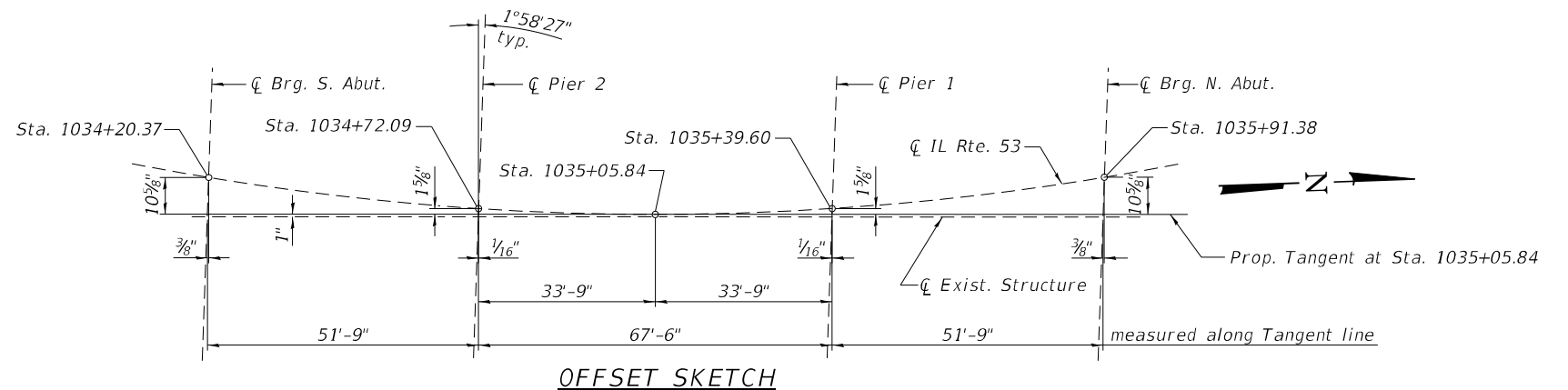
*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



IL RTE. 53 PROFILE GRADE

(Along Center Roadway)



SCOPE OF WORK

1. Remove and replace existing concrete deck utilizing stage construction, while providing protective shield over pedestrian trail.
2. Remove and replace the existing fascia beams.
3. Remove and replace pier bearings supporting new beams.
4. Strengthen steel beam ends at Beams 4 and 9 and the bottom flange of Beam 2, as needed. Remove and replace existing end diaphragms.
5. Clean and paint beam ends beneath expansion joints.
6. Remove and reconstruct abutment backwalls and provide drainage system behind abutments.
7. Remove and replace bridge approaches.
8. Perform concrete repairs on substructure units as required.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
** Stone Dumped Riprap, Class A3	Sq. Yd.	-	10	10
Concrete Removal	Cu. Yd.	-	22.0	22.0
Removal of Existing Concrete Deck	Each	1	-	1
Protective Shield	Sq. Yd.	408	-	408
Structure Excavation	Cu. Yd.	-	128	128
Concrete Structures	Cu. Yd.	-	54.6	54.6
Concrete Superstructure	Cu. Yd.	360.6	5.8	366.4
Bridge Deck Grooving	Sq. Yd.	1,091	-	1,091
Protective Coat	Sq. Yd.	1,605	-	1,605
Concrete Superstructure (Approach Slab)	Cu. Yd.	158.7	-	158.7
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	2,430	-	2,430
Reinforcement Bars, Epoxy Coated	Pound	127,140	9,140	136,280
Bar Splicers	Each	1,466	192	1,658
Aluminum Railing, Type L	Foot	452	-	452
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	108	-	108
Elastomeric Bearing Assembly, Type I	Each	2	-	2
Anchor Bolts, 1"	Each	8	-	8
Temporary Sheet Piling	Sq. Ft.	-	368	368
Granular Backfill for Structures	Cu. Yd.	-	126	126
Concrete Sealer	Sq. Ft.	-	442	442
Geocomposite Wall Drain	Sq. Yd.	-	74	74
Cleaning Bridge Seats	Sq. Ft.	-	164	164
Structural Steel Removal	Pound	33,600	-	33,600
Structural Steel Repair	Pound	6,040	-	6,040
Containment and Disposal of Lead Paint Cleaning Residues No. 1	L. Sum	1	-	1
Cleaning and Painting Steel Bridge No. 1	L. Sum	1	-	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	-	83	83
Drainage Scuppers, DS-11	Each	2	-	2
Pipe Underdrains for Structures 4"	Foot	-	174	174

**Quantity for Stone Dumped Riprap is approximated and shall be placed in eroded areas on slopes near abutments, as directed by the Engineer in the field.

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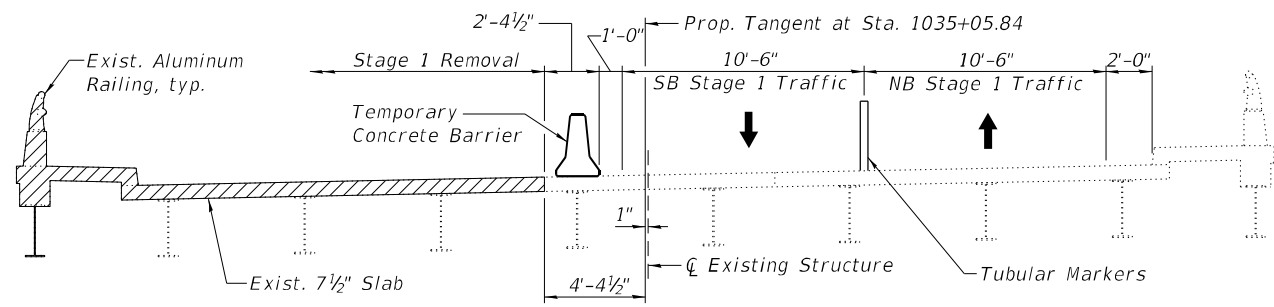
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DEPARTMENT OF TRANSPORTATION**

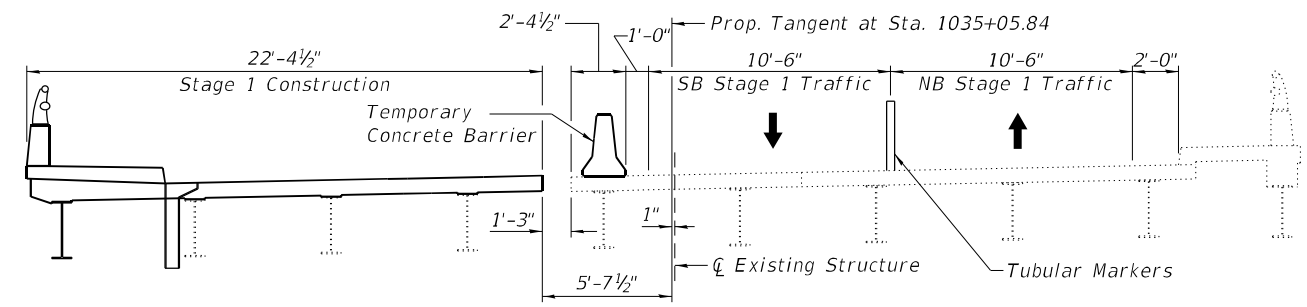
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STRUCTURE NO. 022-0076**

SHEET 2 OF 30 SHEETS

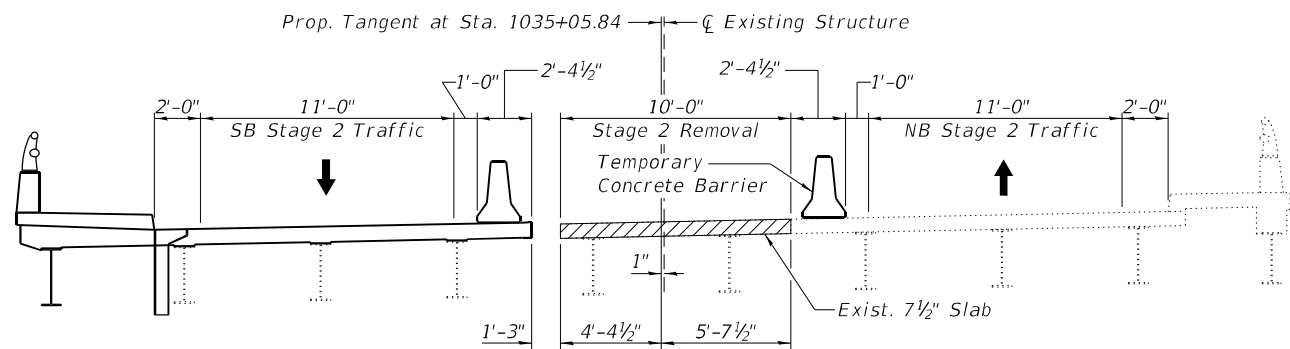
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CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



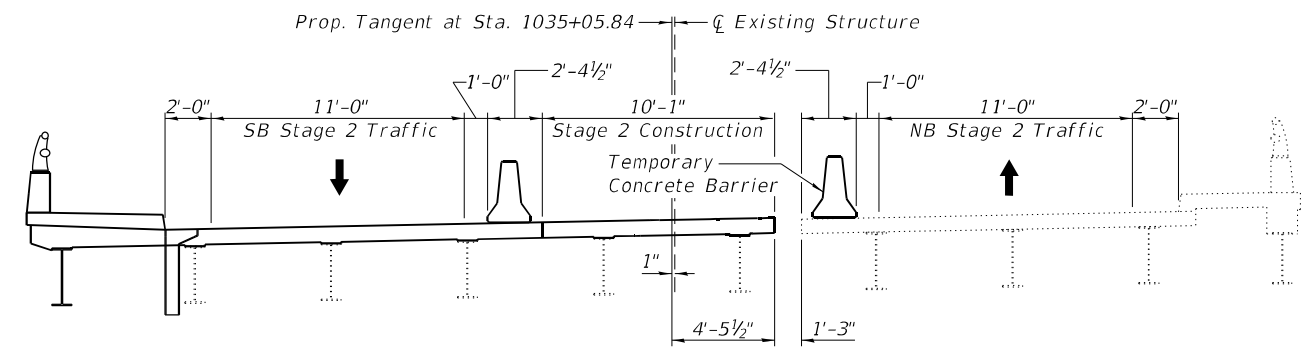
STAGE 1 REMOVAL



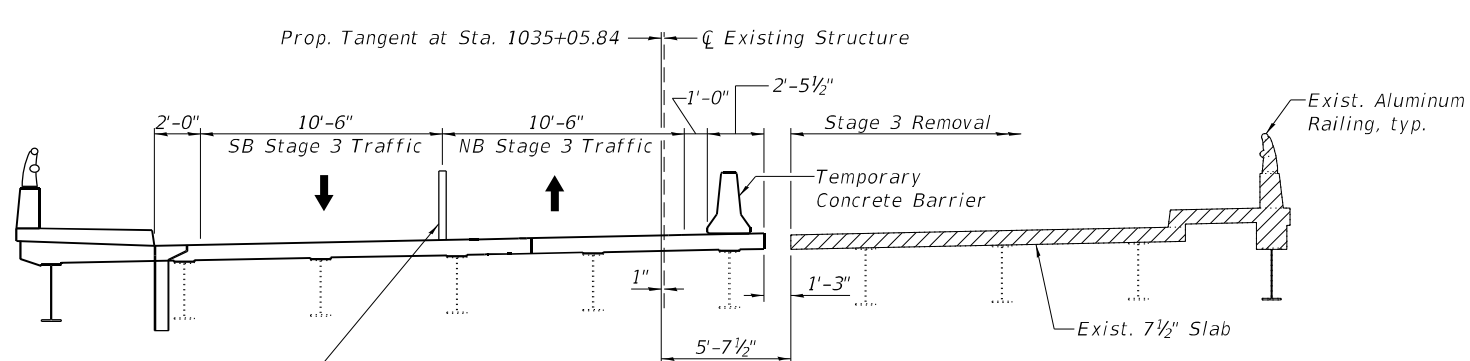
STAGE 1 CONSTRUCTION



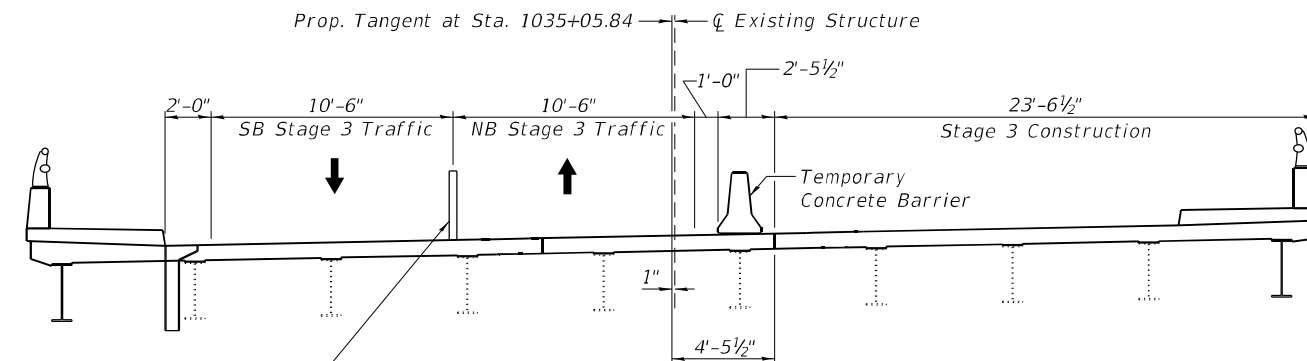
STAGE 2 REMOVAL



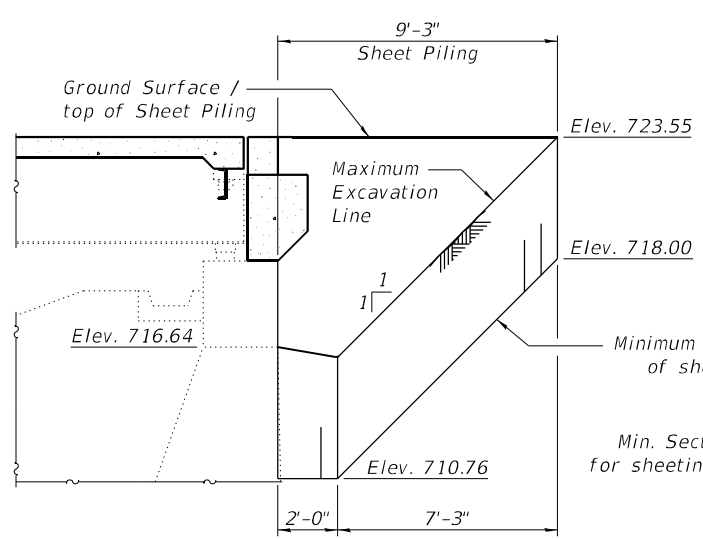
STAGE 2 CONSTRUCTION



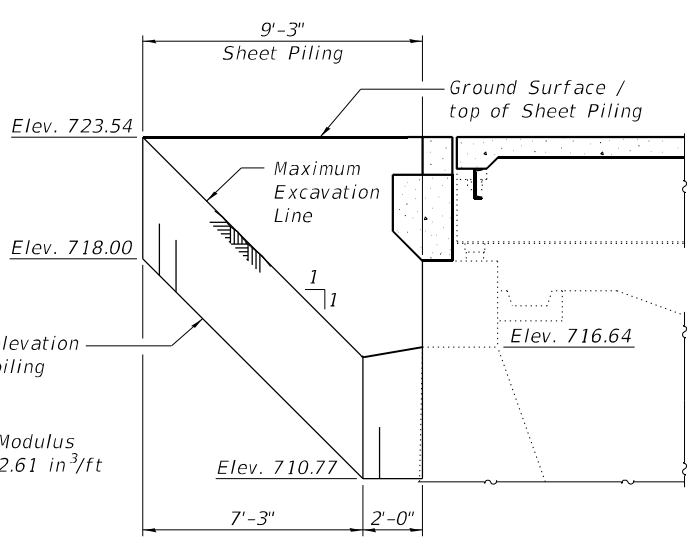
STAGE 3 REMOVAL



STAGE 3 CONSTRUCTION



TEMPORARY SHEET PILING AT NORTH ABUTMENT
(Dimensions along stage construction line)



TEMPORARY SHEET PILING AT SOUTH ABUTMENT
(Dimensions along stage construction line)

Notes:
 See Sheet 4 of 30 for details of Temporary Concrete Barrier.
 See roadway plans for quantity of Temporary Concrete Barrier.
 Cost of removal of existing aluminum railing is included with Removal of Existing Deck.
 All sections are looking North.
 Hatching represents limits of removal.
 Dimensions are measured at right angles to Tangent unless noted otherwise.
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 Timber blocking shall be provided beneath existing concrete edge beam near the expansion joints to be left in place during stage construction at each stage line. Cost is included with Removal of Existing Concrete Deck.

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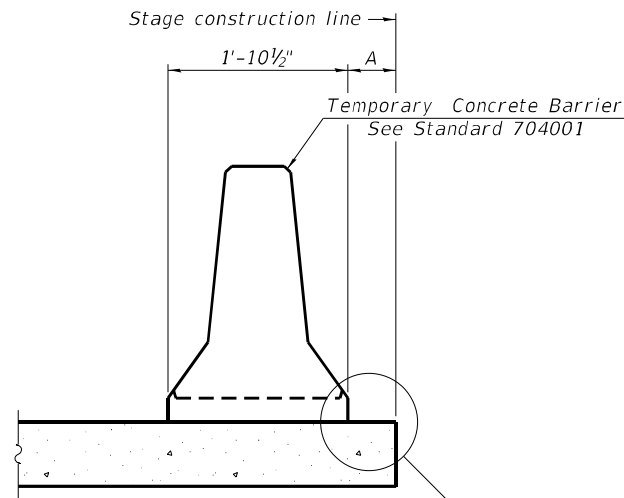
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-0076

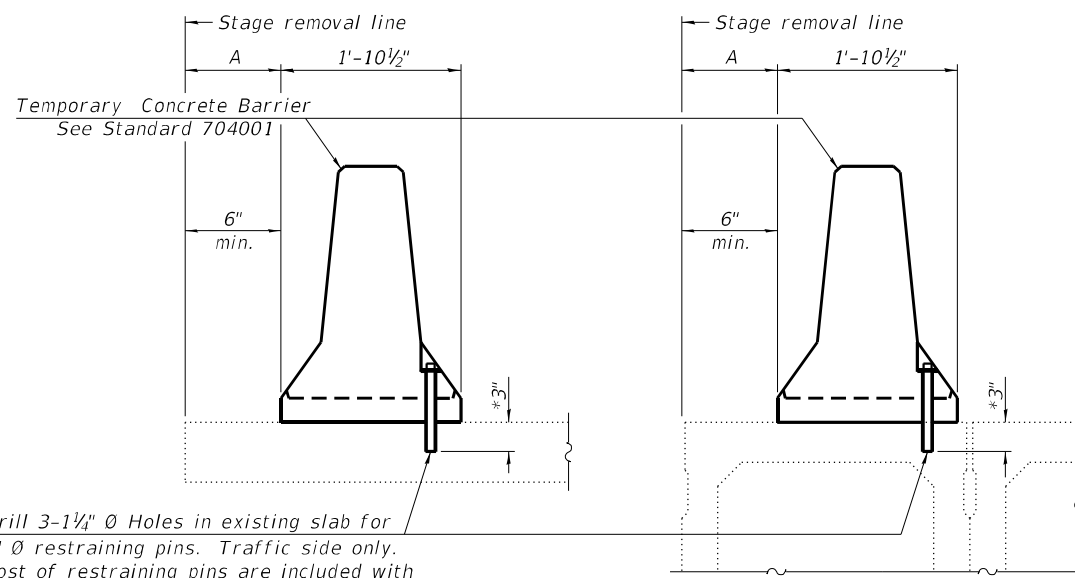
SHEET 3 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	65
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

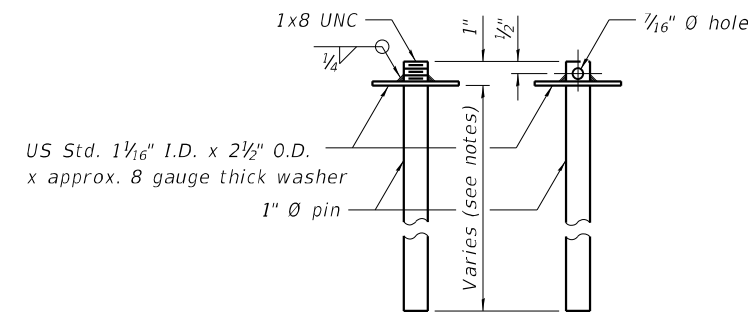
NEW SLAB OR NEW DECK BEAM



Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

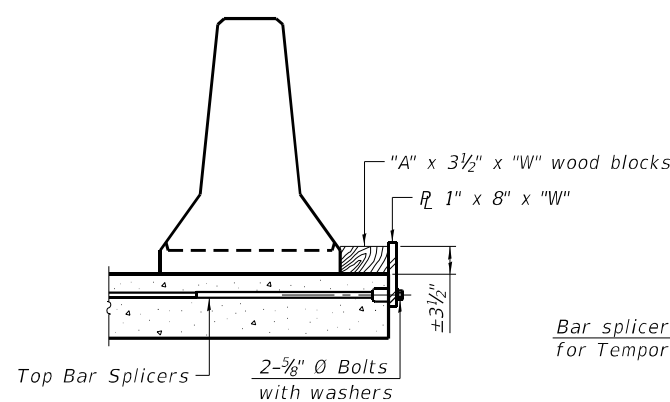
EXISTING DECK BEAM



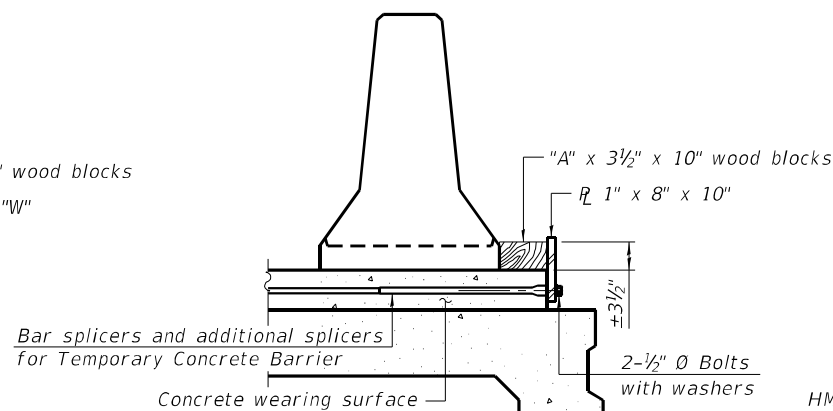
RESTRAINING PIN

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

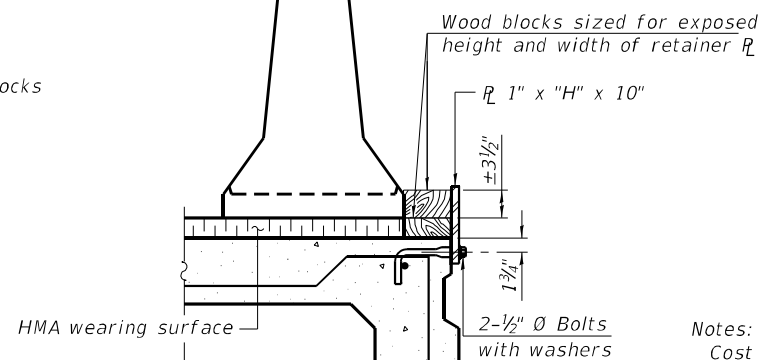
SECTIONS THRU SLAB OR DECK BEAM



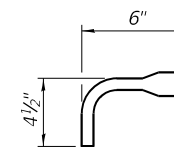
DETAIL I



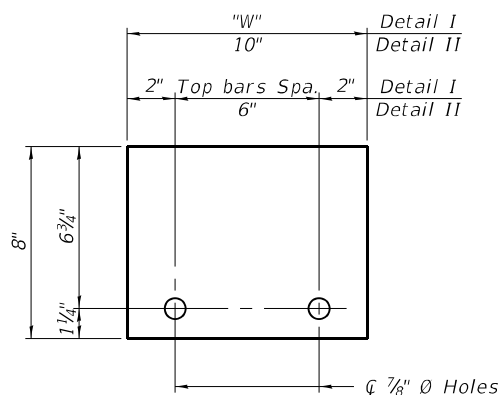
DETAIL II



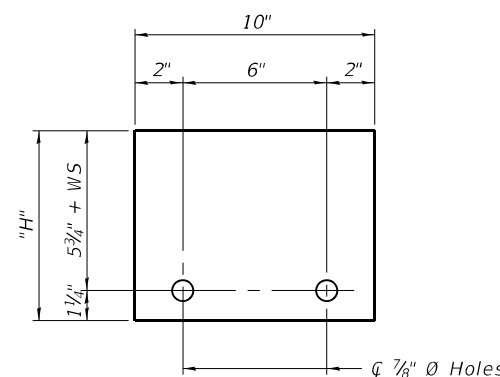
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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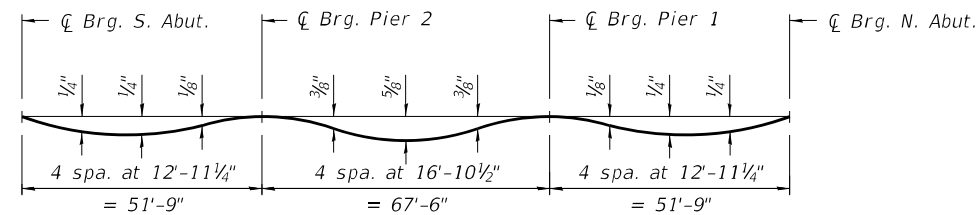
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 022-0076

SHEET 4 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 66
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

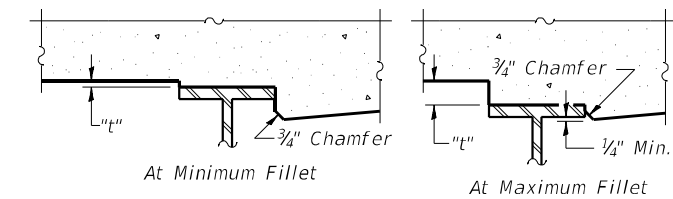


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

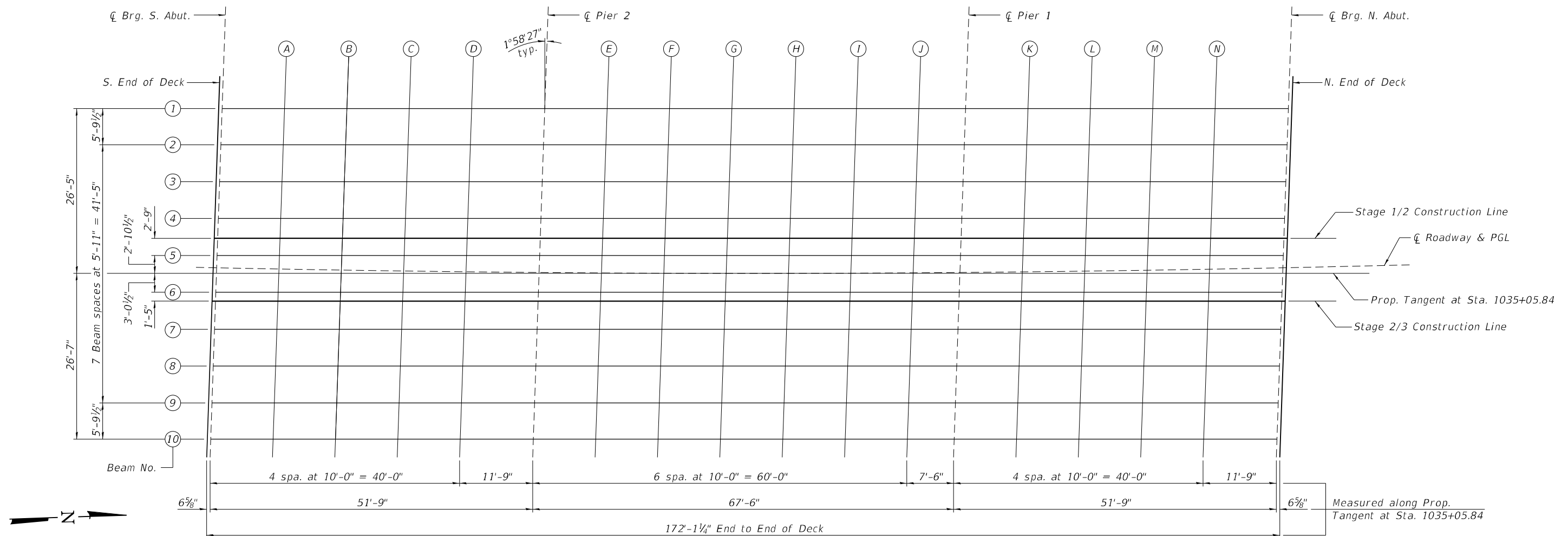
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 6 thru 8 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 thru 8 of 30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

(Sheet 1 of 4)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 022-0076

SHEET 5 OF 30 SHEETS

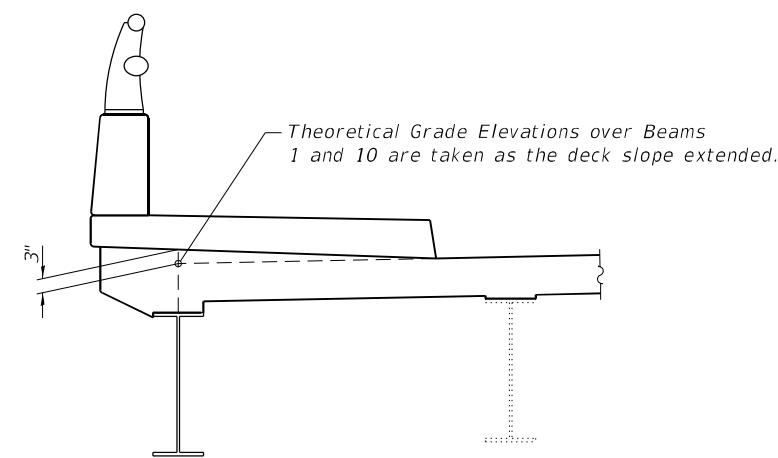
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870	2020-001-B	DUPAGE	112	67
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck C/Brg. S. Abut.	1034+20.16	-25.53	723.05	723.05
	1034+20.72	-25.54	723.06	723.06
A	1034+30.78	-25.74	723.19	723.21
B	1034+40.84	-25.91	723.31	723.33
C	1034+50.90	-26.05	723.40	723.42
D	1034+60.97	-26.17	723.49	723.49
C/Bier 2	1034+72.79	-26.29	723.56	723.56
E	1034+82.85	-26.35	723.61	723.62
F	1034+92.92	-26.40	723.64	723.66
G	1035+02.98	-26.42	723.65	723.69
H	1035+13.04	-26.41	723.65	723.68
I	1035+23.11	-26.38	723.63	723.65
J	1035+33.17	-26.33	723.59	723.60
C/Bier 1	1035+40.72	-26.27	723.56	723.56
K	1035+50.79	-26.18	723.49	723.50
L	1035+60.85	-26.05	723.41	723.42
M	1035+70.91	-25.91	723.31	723.33
N	1035+80.97	-25.74	723.20	723.21
C/Brg. N. Abut. N. End of Deck	1035+92.79	-25.51	723.04	723.04
	1035+93.35	-25.50	723.04	723.04

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck C/Brg. S. Abut.	1034+20.08	-19.74	723.17	723.17
	1034+20.64	-19.75	723.18	723.18
A	1034+30.68	-19.94	723.31	723.33
B	1034+40.73	-20.11	723.42	723.45
C	1034+50.78	-20.26	723.52	723.54
D	1034+60.83	-20.38	723.60	723.61
C/Bier 2	1034+72.63	-20.49	723.68	723.68
E	1034+82.68	-20.56	723.72	723.74
F	1034+92.73	-20.60	723.75	723.79
G	1035+02.78	-20.62	723.77	723.82
H	1035+12.83	-20.62	723.76	723.81
I	1035+22.88	-20.59	723.74	723.78
J	1035+32.93	-20.54	723.71	723.72
C/Bier 1	1035+40.47	-20.48	723.67	723.67
K	1035+50.52	-20.39	723.61	723.61
L	1035+60.57	-20.27	723.53	723.55
M	1035+70.62	-20.12	723.43	723.46
N	1035+80.67	-19.95	723.32	723.34
C/Brg. N. Abut. N. End of Deck	1035+92.47	-19.72	723.16	723.16
	1035+93.03	-19.71	723.16	723.16



SLAB ELEVATIONS OVER BEAMS 1 AND 10

Note: Stations and offsets are measured along C roadway.

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck C/Brg. S. Abut.	1034+20.00	-13.82	723.29	723.29
	1034+20.56	-13.83	723.29	723.29
A	1034+30.59	-14.02	723.42	723.44
B	1034+40.62	-14.20	723.54	723.57
C	1034+50.65	-14.34	723.64	723.66
D	1034+60.69	-14.46	723.72	723.73
C/Bier 2	1034+72.48	-14.57	723.79	723.79
E	1034+82.51	-14.64	723.84	723.85
F	1034+92.55	-14.69	723.87	723.91
G	1035+02.58	-14.71	723.88	723.93
H	1035+12.62	-14.70	723.88	723.93
I	1035+22.65	-14.77	723.86	723.89
J	1035+32.69	-14.62	723.83	723.84
C/Bier 1	1035+40.22	-14.57	723.79	723.79
K	1035+50.25	-14.47	723.73	723.73
L	1035+60.29	-14.35	723.65	723.67
M	1035+70.32	-14.21	723.55	723.58
N	1035+80.35	-14.04	723.44	723.46
C/Brg. N. Abut. N. End of Deck	1035+92.14	-13.81	723.29	723.29
	1035+92.70	-13.80	723.28	723.28

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck C/Brg. S. Abut.	1034+19.92	-7.90	723.40	723.40
	1034+20.48	-7.91	723.41	723.41
A	1034+30.49	-8.11	723.54	723.56
B	1034+40.51	-8.28	723.66	723.68
C	1034+50.53	-8.42	723.75	723.78
D	1034+60.55	-8.54	723.84	723.84
C/Bier 2	1034+72.32	-8.66	723.91	723.91
E	1034+82.34	-8.72	723.96	723.97
F	1034+92.36	-8.77	723.99	724.02
G	1035+02.38	-8.79	724.00	724.05
H	1035+12.40	-8.79	724.00	724.05
I	1035+22.43	-8.76	723.98	724.01
J	1035+32.45	-8.71	723.95	723.96
C/Bier 1	1035+39.97	-8.65	723.91	723.91
K	1035+49.99	-8.56	723.85	723.85
L	1035+60.01	-8.44	723.77	723.79
M	1035+70.02	-8.30	723.67	723.70
N	1035+80.04	-8.13	723.56	723.58
C/Brg. N. Abut. N. End of Deck	1035+91.81	-7.90	723.41	723.41
	1035+92.37	-7.89	723.40	723.40

STAGE 1/2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck C/Brg. S. Abut.	1034+19.88	-4.73	723.46	723.46
	1034+20.43	-4.74	723.47	723.47
A	1034+30.44	-4.94	723.60	723.62
B	1034+40.45	-5.11	723.72	723.75
C	1034+50.45	-5.25	723.82	723.84
D	1034+60.48	-5.38	723.90	723.91
C/Bier 2	1034+72.24	-5.49	723.97	723.97
E	1034+82.25	-5.56	724.02	724.04
F	1034+92.26	-5.60	724.05	724.09
G	1035+02.28	-5.62	724.07	724.11
H	1035+12.29	-5.62	724.06	724.11
I	1035+22.30	-5.59	724.05	724.08
J	1035+32.32	-5.54	724.01	724.02
C/Bier 1	1035+39.83	-5.49	723.98	723.98
K	1035+49.84	-5.39	723.91	723.92
L	1035+59.85	-5.27	723.83	723.85
M	1035+69.87	-5.13	723.74	723.77
N	1035+79.88	-4.96	723.63	723.65
C/Brg. N. Abut. N. End of Deck	1035+91.64	-4.74	723.48	723.48
	1035+92.19	-4.73	723.47	723.47

(Sheet 2 of 4)

MODEL: Default
FILE NAME: E:\1116\Structure\00_S\22-0076_Rehab\06_Final_Design\CADD\CADD_Sheets\0220076-62K77-006-TopSlabElevs.dgn

LE LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - NB	REVISED -
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	PLOT DATE = 6/23/2022	DRAWN - AJF	REVISED -
		CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 022-0076**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	68
CONTRACT NO. 62K77				
SHEET 6 OF 30 SHEETS				
ILLINOIS FED. AID PROJECT				

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.84	-1.98	723.52	723.52
☐ Brg. S. Abut.	1034+20.39	-1.99	723.53	723.53
A	1034+30.40	-2.19	723.66	723.68
B	1034+40.40	-2.24	723.77	723.80
C	1034+50.40	-2.50	723.87	723.89
D	1034+60.41	-2.63	723.95	723.96
☐ Pier 2	1034+72.16	-2.74	724.03	724.03
E	1034+82.17	-2.81	724.08	724.09
F	1034+92.18	-2.85	724.11	724.14
G	1035+02.18	-2.87	724.12	724.17
H	1035+12.19	-2.87	724.12	724.17
I	1035+22.20	-2.84	724.10	724.13
J	1035+32.21	-2.79	724.07	724.08
☐ Pier 1	1035+39.71	-2.74	724.03	724.03
K	1035+49.72	-2.64	723.97	723.97
L	1035+59.72	-2.53	723.89	723.91
M	1035+69.73	-2.38	723.80	723.82
N	1035+79.73	-2.22	723.68	723.71
☐ Brg. N. Abut.	1035+91.49	-1.99	723.53	723.53
N. End of Deck	1035+92.04	-1.98	723.53	723.53

☐ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.81	0.00	723.56	723.56
☐ Brg. S. Abut.	1034+20.37	0.00	723.57	723.57
A	1034+30.36	0.00	723.70	723.72
B	1034+40.36	0.00	723.82	723.85
C	1034+50.35	0.00	723.92	723.94
D	1034+60.35	0.00	724.01	724.01
☐ Pier 2	1034+72.09	0.00	724.08	724.08
E	1034+82.09	0.00	724.13	724.15
F	1034+92.09	0.00	724.16	724.20
G	1035+02.09	0.00	724.18	724.23
H	1035+12.09	0.00	724.18	724.22
I	1035+22.09	0.00	724.16	724.19
J	1035+32.09	0.00	724.12	724.13
☐ Pier 1	1035+39.60	0.00	724.09	724.09
K	1035+49.60	0.00	724.02	724.03
L	1035+59.60	0.00	723.94	723.96
M	1035+69.61	0.00	723.84	723.87
N	1035+79.62	0.00	723.73	723.75
☐ Brg. N. Abut.	1035+91.38	0.00	723.57	723.57
N. End of Deck	1035+91.93	0.00	723.57	723.57

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.76	3.94	723.64	723.64
☐ Brg. S. Abut.	1034+20.31	3.93	723.64	723.64
A	1034+30.30	3.73	723.78	723.79
B	1034+40.29	3.56	723.89	723.92
C	1034+50.28	3.42	723.99	724.01
D	1034+60.27	3.29	724.07	724.08
☐ Pier 2	1034+72.01	3.18	724.15	724.15
E	1034+82.00	3.11	724.19	724.21
F	1034+91.99	3.07	724.22	724.26
G	1035+01.99	3.04	724.24	724.29
H	1035+11.98	3.05	724.24	724.28
I	1035+21.97	3.07	724.22	724.25
J	1035+31.96	3.12	724.19	724.20
☐ Pier 1	1035+39.46	3.18	724.15	724.15
K	1035+49.45	3.27	724.09	724.10
L	1035+59.44	3.39	724.01	724.03
M	1035+69.43	3.53	723.92	723.94
N	1035+79.42	3.70	723.81	723.83
☐ Brg. N. Abut.	1035+91.16	3.92	723.66	723.66
N. End of Deck	1035+91.71	3.93	723.65	723.65

STAGE 2/3 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.74	5.36	723.66	723.66
☐ Brg. S. Abut.	1034+20.29	5.35	723.67	723.67
A	1034+30.28	5.15	723.80	723.82
B	1034+40.26	4.98	723.92	723.94
C	1034+50.25	4.83	724.02	724.04
D	1034+60.24	4.71	724.10	724.11
☐ Pier 2	1034+71.97	4.60	724.17	724.17
E	1034+81.96	4.53	724.22	724.24
F	1034+91.95	4.48	724.25	724.29
G	1035+01.94	4.46	724.27	724.32
H	1035+11.93	4.46	724.27	724.31
I	1035+21.92	4.49	724.25	724.28
J	1035+31.91	4.54	724.22	724.22
☐ Pier 1	1035+39.40	4.59	724.18	724.18
K	1035+49.39	4.69	724.12	724.12
L	1035+59.38	4.80	724.04	724.06
M	1035+69.36	4.95	723.95	723.97
N	1035+79.35	5.11	723.84	723.86
☐ Brg. N. Abut.	1035+91.08	5.34	723.69	723.69
N. End of Deck	1035+91.63	5.35	723.68	723.68

Note: Stations and offsets are measured along ☐ roadway.

(Sheet 3 of 4)

MODEL: Default
FILE NAME: E:\1116\Struct\00_022-0076 Rehab\06_Final Design\CADD\CADD_Sheets\0220076-62K77-007-TopSlabElevs.dgn

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	PLOT DATE = 6/23/2022	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 022-0076**

SHEET 7 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	69
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.68	9.86	723.75	723.75
☒ Brg. S. Abut.	1034+20.23	9.85	723.76	723.76
A	1034+30.21	9.65	723.89	723.91
B	1034+40.18	9.48	724.01	724.03
C	1034+50.16	9.34	724.11	724.13
D	1034+60.13	9.21	724.19	724.20
☒ Pier 2	1034+71.85	9.10	724.26	724.26
E	1034+81.83	9.03	724.31	724.33
F	1034+91.81	8.98	724.34	724.38
G	1035+01.79	8.96	724.36	724.41
H	1035+11.77	8.96	724.36	724.40
I	1035+21.74	8.99	724.34	724.37
J	1035+31.72	9.04	724.31	724.32
☒ Pier 1	1035+39.21	9.09	724.27	724.27
K	1035+49.19	9.19	724.21	724.22
L	1035+59.16	9.30	724.13	724.15
M	1035+69.14	9.44	724.04	724.07
N	1035+79.12	9.61	723.93	723.95
☒ Brg. N. Abut.	1035+90.84	9.83	723.78	723.78
N. End of Deck	1035+91.39	9.84	723.77	723.77

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.60	15.78	723.87	723.87
☒ Brg. S. Abut.	1034+20.15	15.77	723.88	723.88
A	1034+30.11	15.57	724.01	724.03
B	1034+40.07	15.40	724.12	724.15
C	1034+50.03	15.25	724.22	724.24
D	1034+59.99	15.13	724.31	724.31
☒ Pier 2	1034+71.70	15.02	724.38	724.38
E	1034+81.66	14.95	724.43	724.44
F	1034+91.63	14.90	724.46	724.50
G	1035+01.59	14.88	724.48	724.52
H	1035+11.55	14.88	724.48	724.52
I	1035+21.52	14.90	724.46	724.49
J	1035+31.48	14.95	724.43	724.43
☒ Pier 1	1035+38.96	15.01	724.39	724.39
K	1035+48.92	15.10	724.33	724.34
L	1035+58.88	15.22	724.25	724.27
M	1035+68.85	15.36	724.16	724.19
N	1035+78.81	15.52	724.05	724.07
☒ Brg. N. Abut.	1035+90.51	15.74	723.90	723.90
N. End of Deck	1035+91.06	15.76	723.89	723.89

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.52	21.70	723.99	723.99
☒ Brg. S. Abut.	1034+20.07	21.69	724.00	724.00
A	1034+30.01	21.49	724.13	724.15
B	1034+39.96	21.32	724.24	724.27
C	1034+49.91	21.17	724.34	724.36
D	1034+59.86	21.05	724.42	724.43
☒ Pier 2	1034+71.54	20.93	724.50	724.50
E	1034+81.49	20.85	724.55	724.56
F	1034+91.44	20.82	724.58	724.61
G	1035+01.39	20.79	724.59	724.64
H	1035+11.34	20.80	724.59	724.64
I	1035+21.29	20.82	724.58	724.61
J	1035+31.24	20.87	724.54	724.55
☒ Pier 1	1035+38.71	20.92	724.51	724.51
K	1035+48.66	21.01	724.45	724.46
L	1035+58.61	21.13	724.37	724.39
M	1035+68.55	21.27	724.28	724.31
N	1035+78.50	21.43	724.17	724.19
☒ Brg. N. Abut.	1035+90.19	21.66	724.02	724.02
N. End of Deck	1035+90.74	21.67	724.02	724.02

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	1034+19.44	27.49	724.10	724.10
☒ Brg. S. Abut.	1034+19.99	27.48	724.11	724.11
A	1034+29.92	27.29	724.24	724.25
B	1034+39.85	27.11	724.36	724.38
C	1034+49.79	26.97	724.45	724.47
D	1034+59.72	26.84	724.54	724.54
☒ Pier 2	1034+71.39	26.73	724.61	724.61
E	1034+81.33	26.66	724.66	724.67
F	1034+91.27	26.61	724.69	724.72
G	1035+01.20	26.59	724.71	724.75
H	1035+11.14	26.59	724.71	724.75
I	1035+21.07	26.61	724.69	724.72
J	1035+31.01	26.66	724.66	724.67
☒ Pier 1	1035+38.46	26.71	724.63	724.63
K	1035+48.40	26.80	724.57	724.57
L	1035+58.33	26.92	724.49	724.51
M	1035+68.27	27.06	724.40	724.42
N	1035+78.20	27.22	724.29	724.31
☒ Brg. N. Abut.	1035+89.87	27.44	724.14	724.14
N. End of Deck	1035+90.42	27.45	724.14	724.14

Note: Stations and offsets are measured along ☒ roadway.

(Sheet 4 of 4)

MODEL: Default
FILE NAME: E:\1116\Struct\00_022-0076 Rehab\06_Final Design\CADD\CADD_Sheets\0220076-62K77-008-TopSlabElev.dgn

LE LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - NB	REVISED -
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	PLOT DATE = 6/23/2022	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 022-0076**

SHEET 8 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	70
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

WEST FACE OF CURB

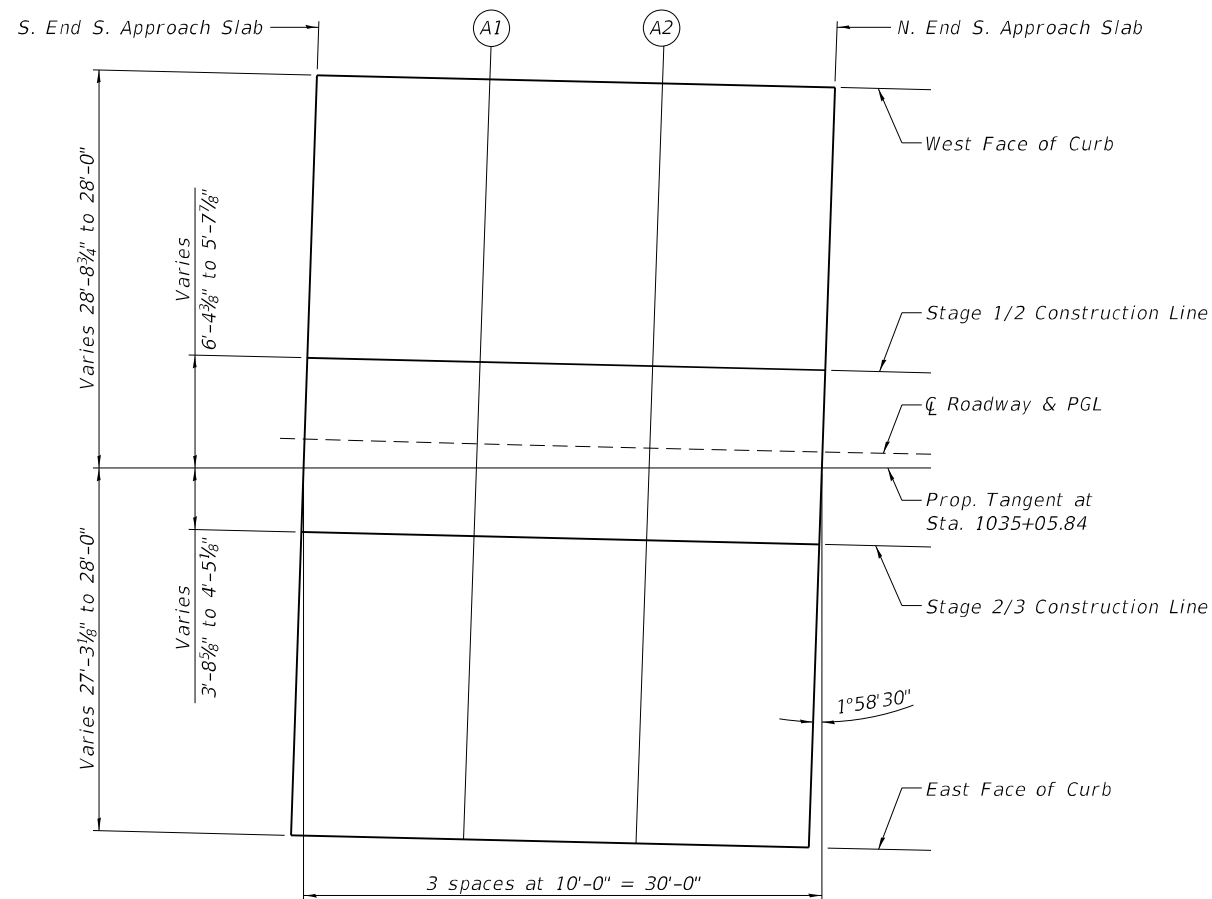
Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	1033+88.76	-21.09	722.61
A1	1033+98.81	-21.12	722.80
A2	1034+08.85	-21.13	722.97
N. End S. Approach Slab	1034+18.90	-21.11	723.12

STAGE 1/2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	1033+88.66	-4.71	722.94
A1	1033+98.67	-4.74	723.12
A2	1034+08.67	-4.75	723.29
N. End S. Approach Slab	1034+18.68	-4.73	723.45

CL ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	1033+88.63	0.00	723.03
A1	1033+98.63	0.00	723.22
A2	1034+08.62	0.00	723.39
N. End S. Approach Slab	1034+18.62	0.00	723.54



STAGE 2/3 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	1033+88.60	5.38	723.14
A1	1033+98.58	5.35	723.32
A2	1034+08.56	5.34	723.49
N. End S. Approach Slab	1034+18.54	5.35	723.65

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Approach Slab	1033+88.49	22.94	723.49
A1	1033+98.43	22.91	723.67
A2	1034+08.37	22.90	723.84
N. End S. Approach Slab	1034+18.31	22.91	724.00

Note:
Stations and offsets are measured along CL roadway.

SOUTH APPROACH PLAN

(Sheet 1 of 2)

MODEL: Default
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	PLOT SCALE =	DRAWN - AJF	REVISED -
	PLOT DATE = 6/23/2022	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-0076**

SHEET 9 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	71
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

WEST FACE OF CURB

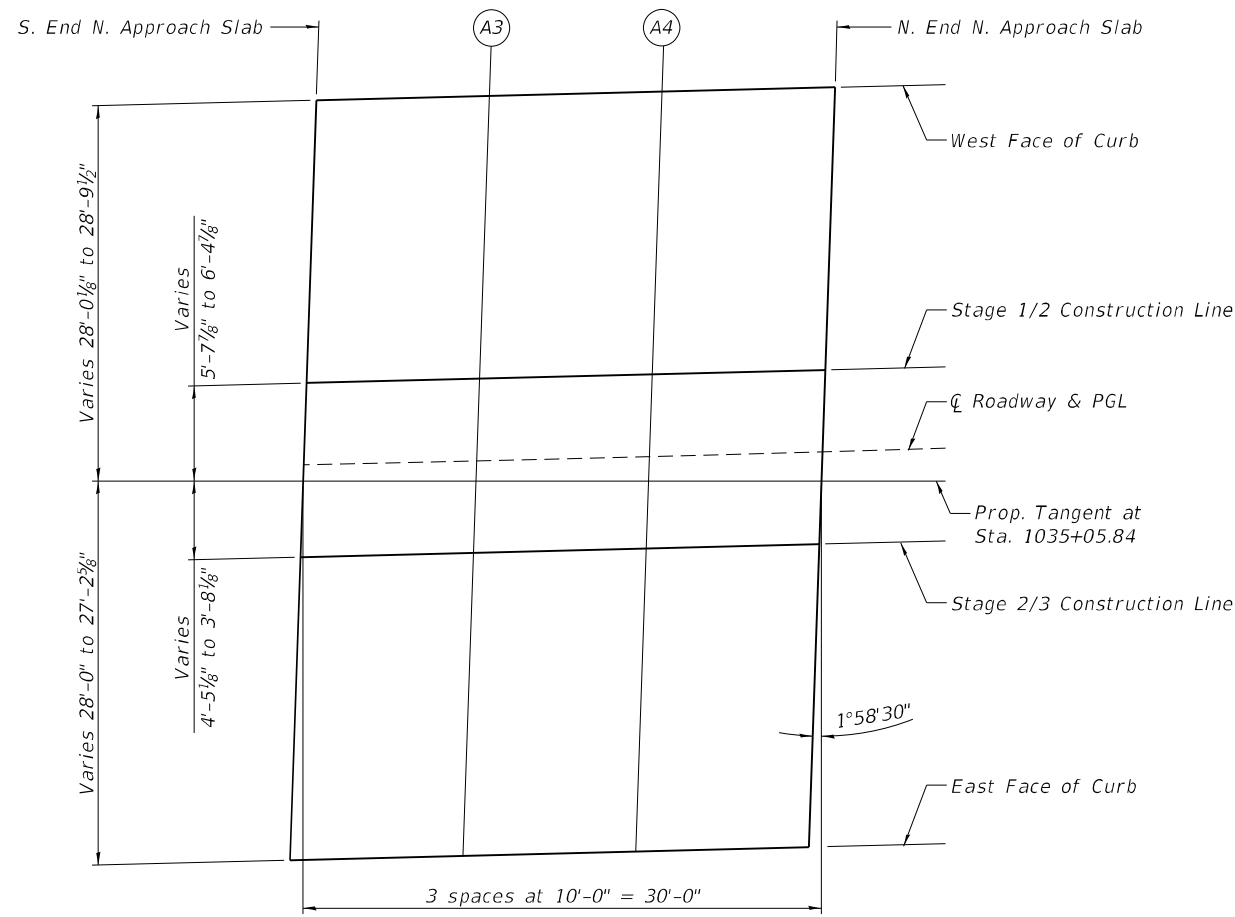
Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	1035+94.31	-21.09	723.11
A3	1036+04.37	-21.11	722.95
A4	1036+14.44	-21.11	722.78
N. End N. Approach Slab	1036+24.50	-21.09	722.59

STAGE 1/2 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	1035+93.39	-4.73	723.45
A3	1036+03.42	-4.76	723.30
A4	1036+13.44	-4.76	723.13
N. End N. Approach Slab	1036+23.46	-4.74	722.94

CL ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	1035+93.13	0.00	723.55
A3	1036+03.14	0.00	723.40
A4	1036+13.15	0.00	723.23
N. End N. Approach Slab	1036+23.16	0.00	723.04



NORTH APPROACH PLAN

STAGE 2/3 CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	1035+92.83	5.34	723.66
A3	1036+02.83	5.32	723.51
A4	1036+12.83	5.31	723.34
N. End N. Approach Slab	1036+22.83	5.33	723.15

EAST FACE OF CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Approach Slab	1035+91.87	22.87	724.03
A3	1036+01.82	22.84	723.87
A4	1036+11.78	22.83	723.71
N. End N. Approach Slab	1036+21.74	22.85	723.52

Note:
Stations and offsets are measured along CL roadway.

(Sheet 2 of 2)

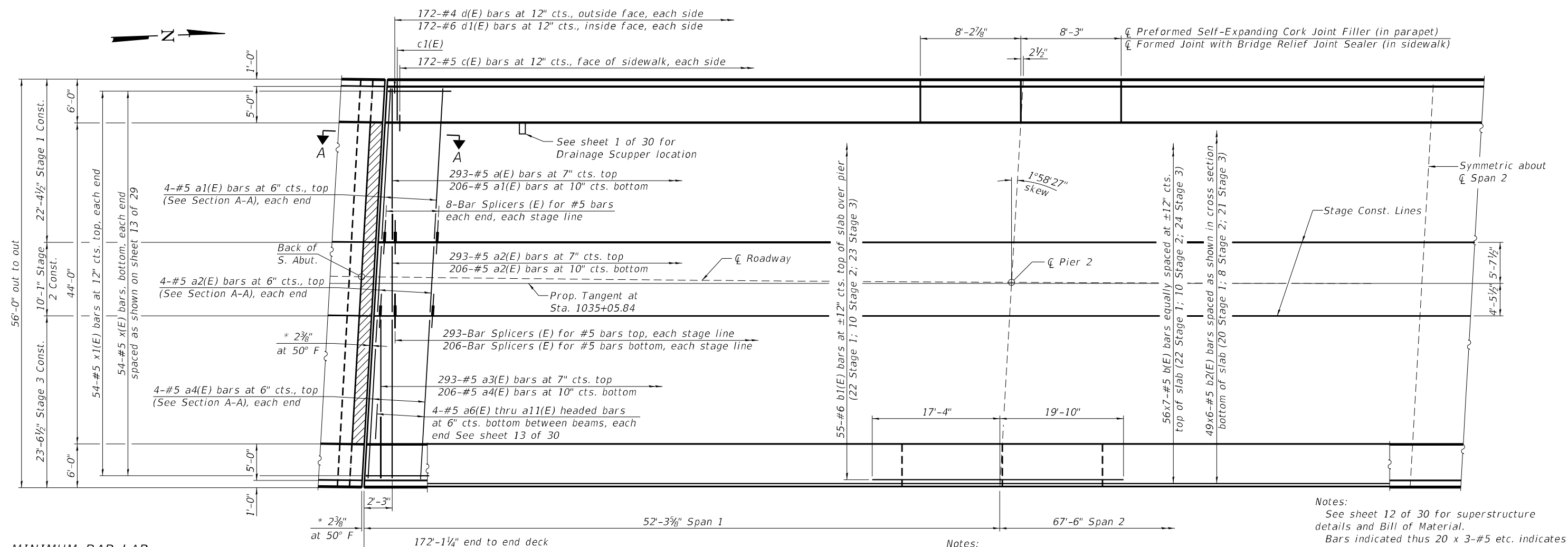
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	PLOT DATE = 6/23/2022	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-0076**

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 72
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



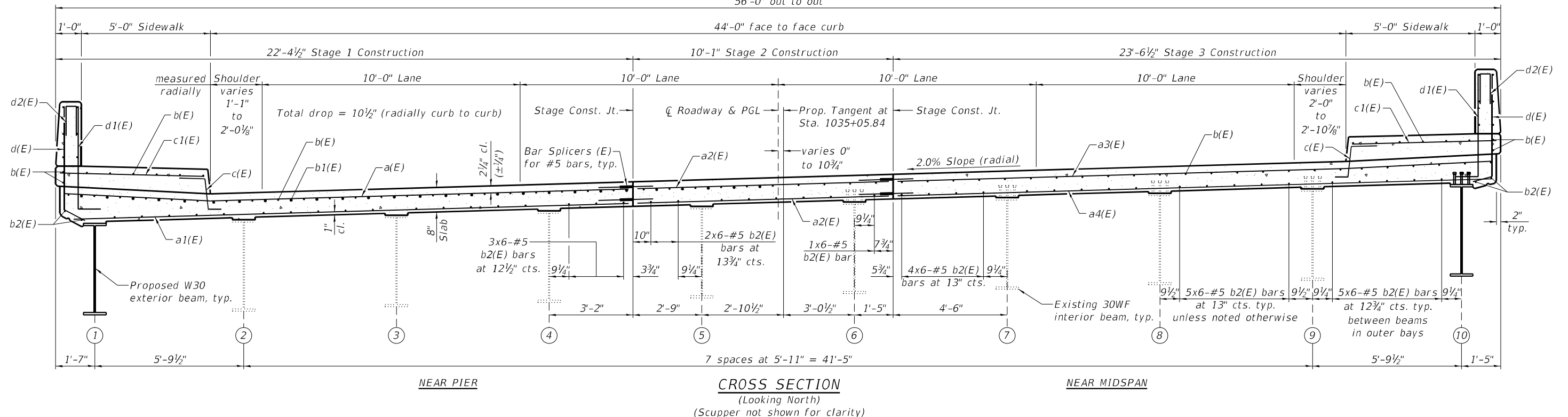
MINIMUM BAR LAP
 #5 bar = 3'-6"

* Dimension showing concrete opening. For joint opening see sheet 18 of 30.

PARTIAL PLAN

Notes:
 Longitudinal dimensions measured along proposed tangent.
 Transverse dimensions measured perpendicular to proposed tangent unless noted otherwise.

Notes:
 See sheet 12 of 30 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet 13 of 30 for Section A-A.
 See sheet 28 of 30 for bar splicer details.



CROSS SECTION

(Looking North)
 (Scupper not shown for clarity)

MODEL: Default
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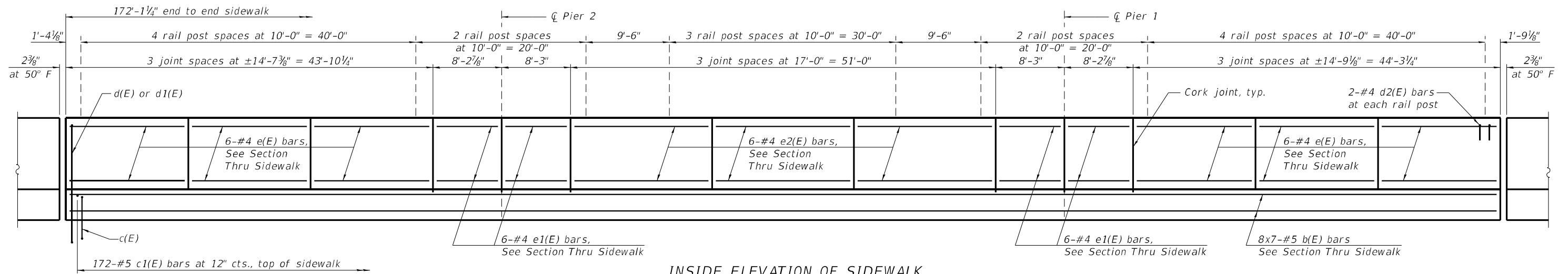
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PLOT DATE = 6/23/2022	DRAWN - AJF	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 022-0076

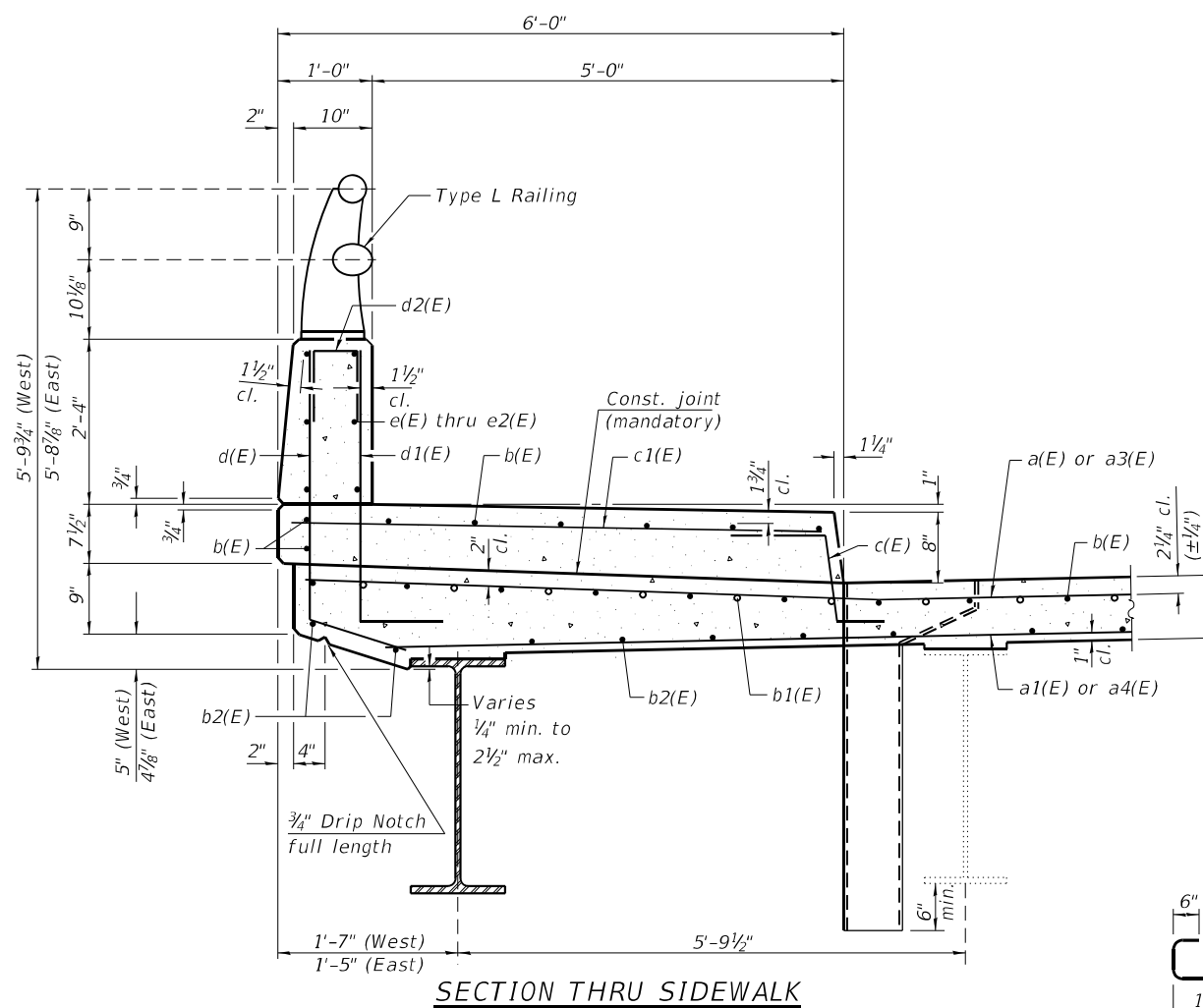
SHEET 11 OF 30 SHEETS

F.A.P. RTE. = 870	SECTION = 2020-001-B	COUNTY = DUPAGE	TOTAL SHEETS = 112	SHEET NO. = 73
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

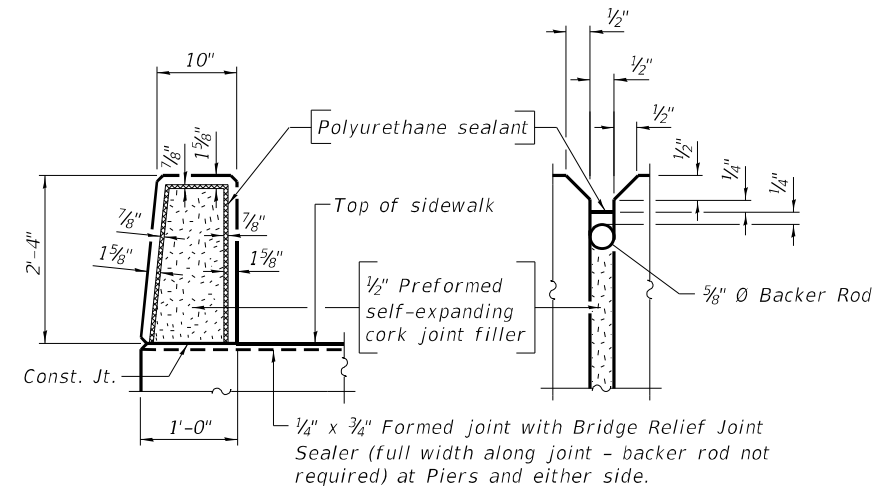


INSIDE ELEVATION OF SIDEWALK
(measured along outside face of sidewalk)
(Looking West at West Sidewalk; East Sidewalk mirror image)

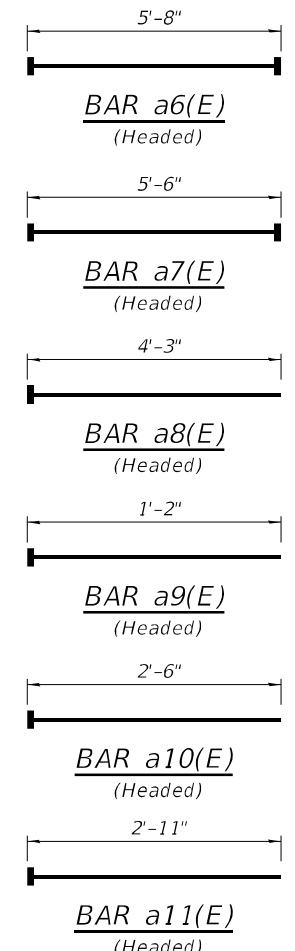
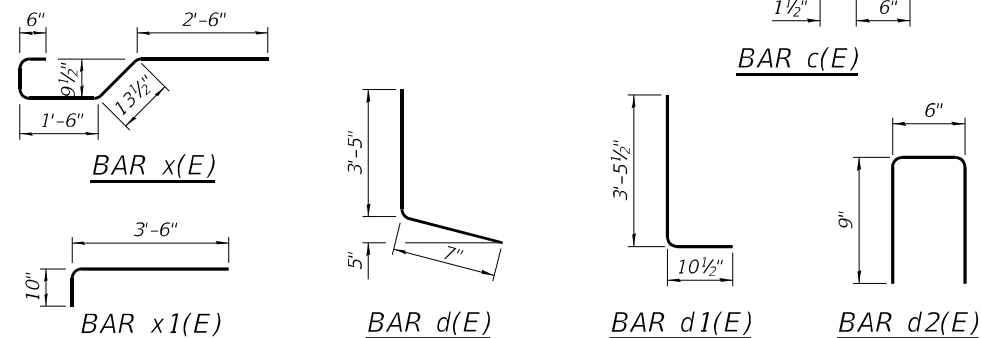
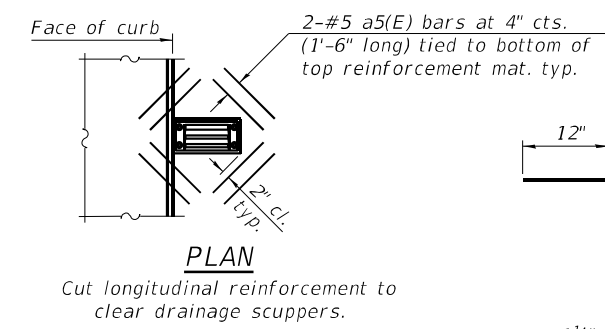
MINIMUM BAR LAP
#5 bar = 3'-6"



SECTION THRU SIDEWALK



PARAPET JOINT DETAILS



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	293	#5	22'-0"	—
a1(E)	214	#5	21'-4"	—
a2(E)	507	#5	9'-10"	—
a3(E)	293	#5	23'-0"	—
a4(E)	214	#5	22'-2"	—
a5(E)	16	#5	1'-6"	—
a6(E)	40	#5	5'-8"	—
a7(E)	16	#5	5'-6"	—
a8(E)	8	#5	4'-3"	—
a9(E)	8	#5	1'-2"	—
a10(E)	8	#5	2'-6"	—
a11(E)	8	#5	2'-11"	—
b(E)	504	#5	27'-7"	—
b1(E)	110	#6	37'-2"	—
b2(E)	294	#5	31'-8"	—
c(E)	344	#5	2'-4"	⌋
c1(E)	344	#5	5'-7"	—
d(E)	344	#4	4'-0"	⌋
d1(E)	344	#6	4'-4"	⌋
d2(E)	72	#4	2'-0"	⌋
e(E)	72	#4	14'-5"	—
e1(E)	48	#4	8'-0"	—
e2(E)	36	#4	16'-9"	—
x(E)	108	#5	6'-5"	⌋
x1(E)	108	#5	4'-4"	⌋
Reinforcement Bars, Epoxy Coated			Lbs.	68,120
Concrete Superstructure			Cu. Yds.	332.8

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

Notes:
The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 022-0076

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	74
CONTRACT NO. 62K77				

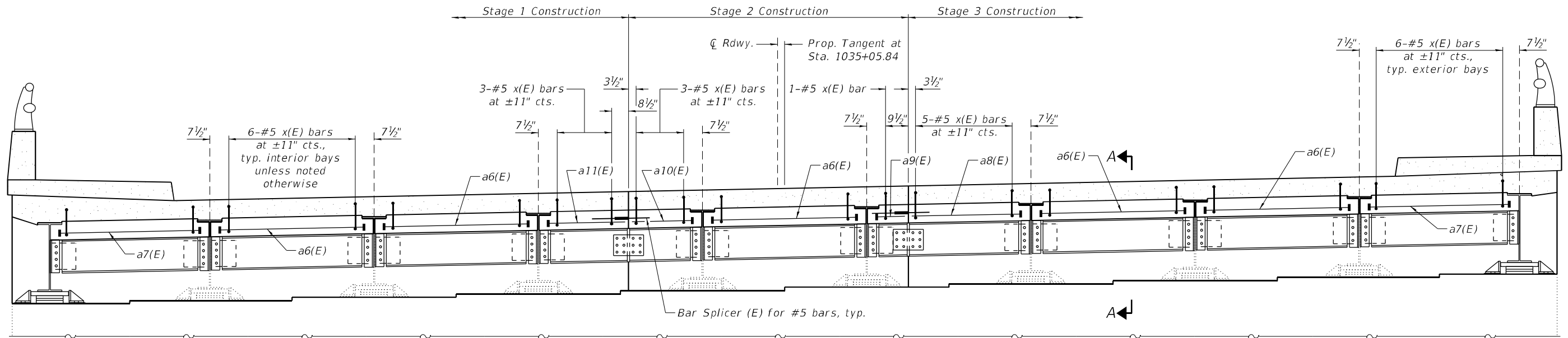
SHEET 12 OF 30 SHEETS

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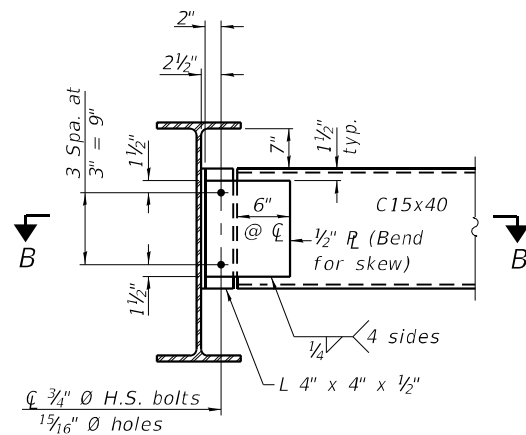
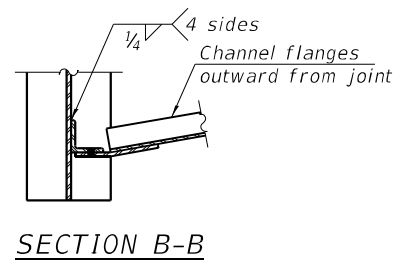
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Springfield, Illinois

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	- MTH	-
PLOT SCALE	DRAWN	REVISIONS
=	- AJF	-
	- MTH	-
PLOT DATE	CHECKED	REVISIONS
=	- MTH	-
	-	-



DIAPHRAGM AT ABUTMENT

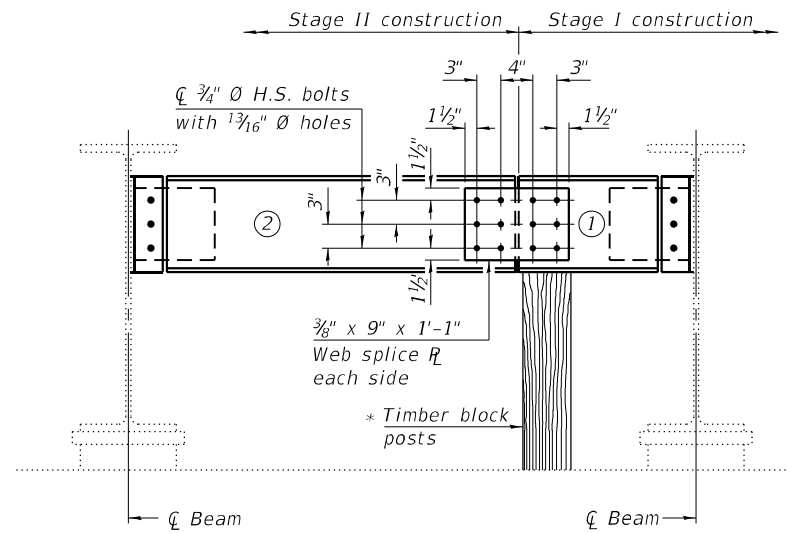
(North Abutment shown, looking north; South Abutment mirror image)



END DIAPHRAGM D OR D1

Note:
Two hardened washers required for each set of oversized holes.

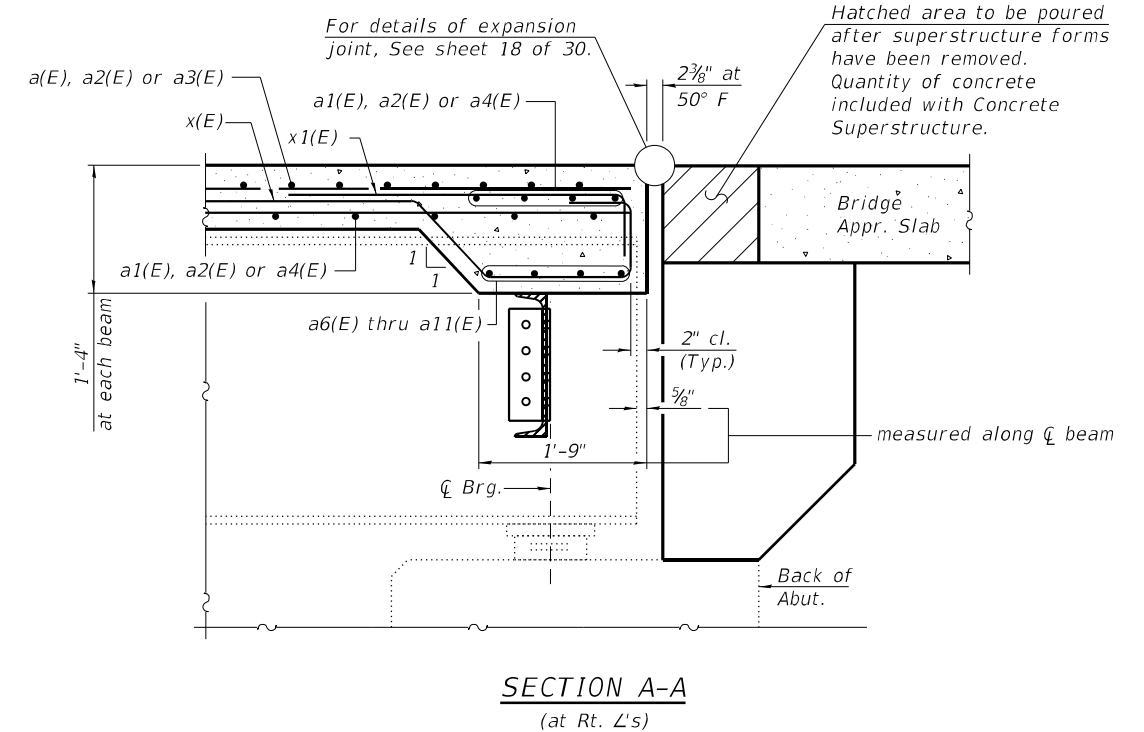
* Cost of Timber Block Posts is included with Furnishing and Erecting Structural Steel.



END DIAPHRAGM D2 OR D3 AT STAGE LINE

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to beam.
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both beam and section ① of diaphragm during stage II construction with splice plates.
- 5.) Remove timber block posts.



Notes:
See sheet 12 of 30 for superstructure details and Bill of Material.
The x(E) and x1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	75
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

Notes:
 See sheet 16 of 30 for Section A-A and Approach Slab details.
 Transverse dimensions measured at right angles to barrier unless noted otherwise.
 Longitudinal dimensions measured parallel to barrier unless noted otherwise.

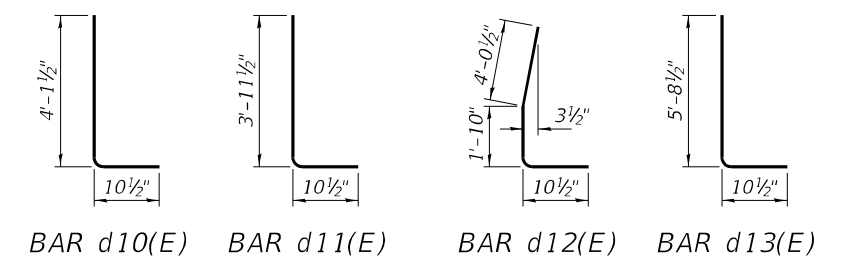
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	South Approach	
	Top	Bottom
A	721.38	720.55
B	721.82	720.98
C	722.02	721.18
D	722.48	721.64
E	721.19	720.36
F	721.63	720.79
G	721.83	720.99
H	722.29	721.45

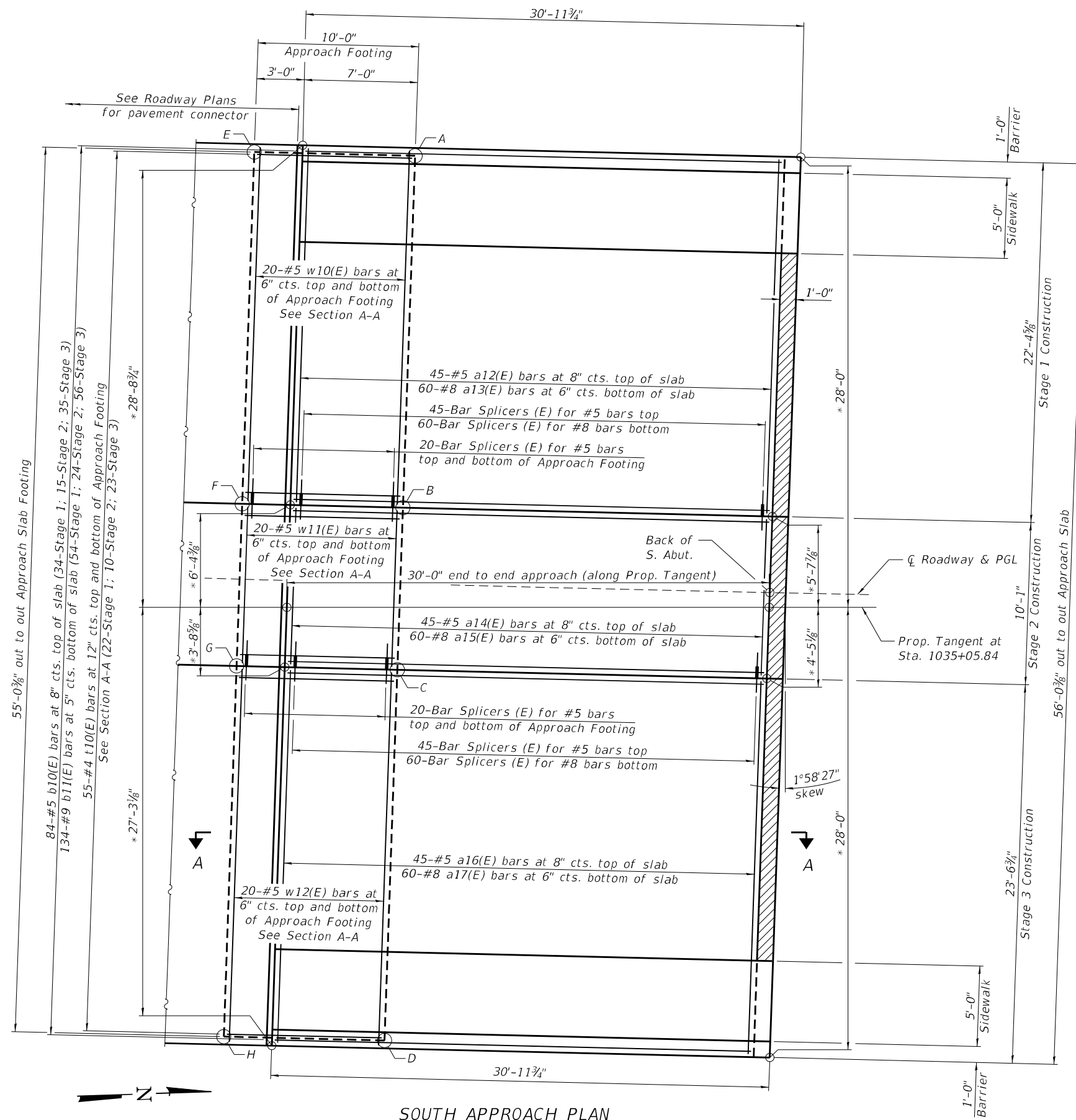
*measured at right angles to Prop. Tangent.

SOUTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a12(E)	45	#5	22'-0"	—
a13(E)	60	#8	22'-0"	—
a14(E)	45	#5	9'-8"	—
a15(E)	60	#8	9'-8"	—
a16(E)	45	#5	23'-3"	—
a17(E)	60	#8	23'-3"	—
b10(E)	84	#5	29'-8"	—
b11(E)	134	#9	29'-8"	—
b12(E)	16	#5	30'-8"	—
c(E)	62	#5	2'-4"	⌋
c1(E)	62	#5	5'-7"	—
d2(E)	12	#4	2'-0"	⌋
d10(E)	56	#4	5'-0"	⌋
d11(E)	56	#6	4'-10"	⌋
d12(E)	8	#4	6'-9"	⌋
d13(E)	8	#6	6'-7"	⌋
e10(E)	24	#4	13'-2"	—
e11(E)	24	#4	3'-8"	—
t10(E)	110	#4	9'-8"	—
w10(E)	40	#5	22'-1"	—
w11(E)	40	#5	9'-10"	—
w12(E)	40	#5	23'-3"	—
Concrete Superstructure		Cu. Yd.	13.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	79.3	
Concrete Structures		Cu. Yd.	17.3	
Reinforcement Bars, Epoxy Coated		Pound	32,530	



(Sheet 1 of 3)



MODEL: Default
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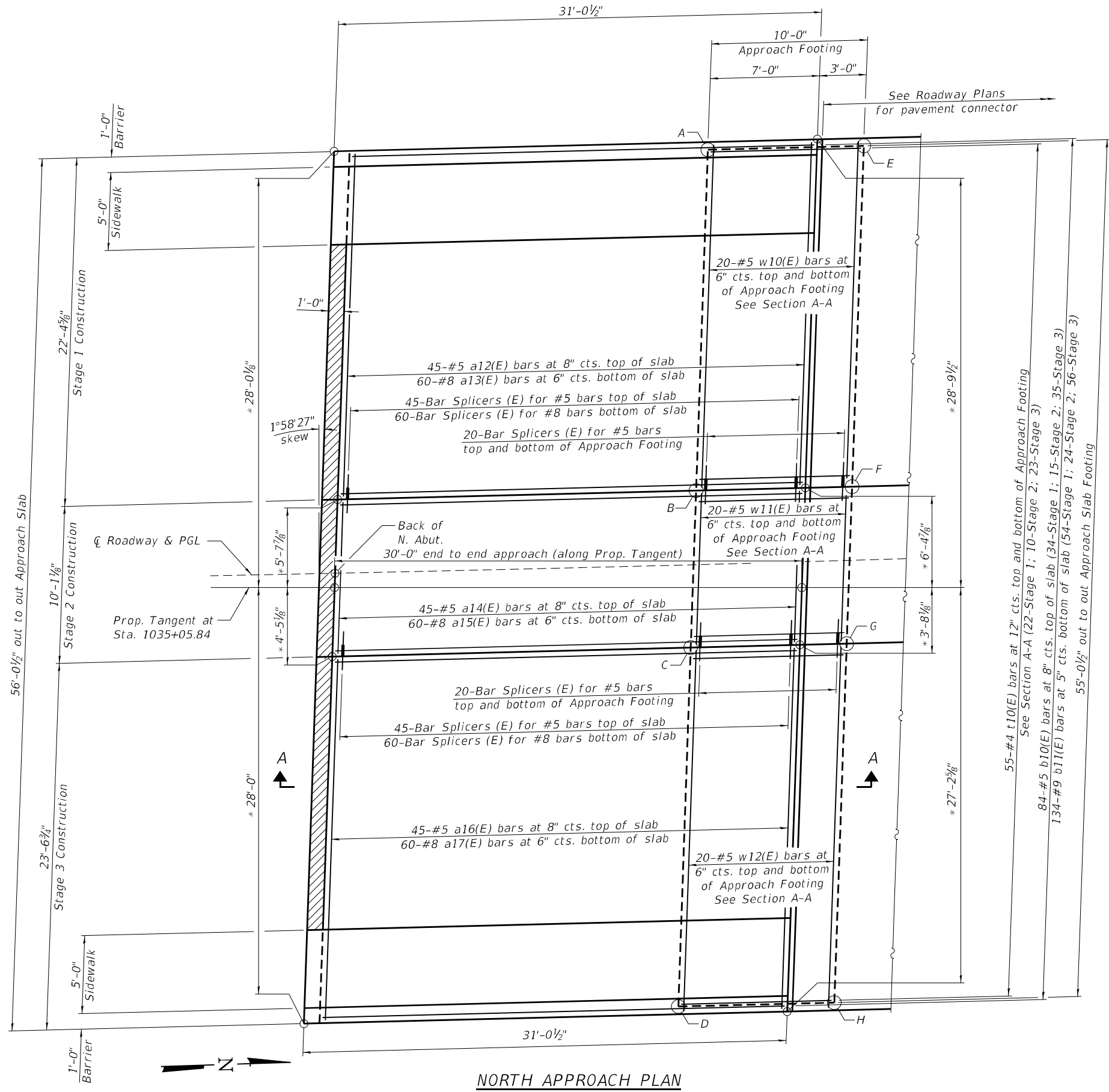
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 022-0076

SHEET 14 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 76
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

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NORTH APPROACH PLAN

Notes:
 See sheet 16 of 30 for Section A-A and Approach Slab details.
 See sheet 14 of 30 for bar bend details.
 Transverse dimensions measured at right angles to barrier unless noted otherwise.
 Longitudinal dimensions measured parallel to barrier unless noted otherwise.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	North Approach	
	Top	Bottom
A	721.36	720.53
B	721.82	720.99
C	722.03	721.20
D	722.52	721.69
E	721.16	720.33
F	721.63	720.80
G	721.84	721.01
H	722.33	721.50

*measured at right angles to Prop. Tangent.

NORTH APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a12(E)	45	#5	22'-0"	—
a13(E)	60	#8	22'-0"	—
a14(E)	45	#5	9'-8"	—
a15(E)	60	#8	9'-8"	—
a16(E)	45	#5	23'-3"	—
a17(E)	60	#8	23'-3"	—
b10(E)	84	#5	29'-8"	—
b11(E)	134	#9	29'-8"	—
b12(E)	16	#5	30'-8"	—
c(E)	62	#5	2'-4"	~
c1(E)	62	#5	5'-7"	—
d2(E)	12	#4	2'-0"	⊥
d10(E)	56	#4	5'-0"	⊥
d11(E)	56	#6	4'-10"	⊥
d12(E)	8	#4	6'-9"	⊥
d13(E)	8	#6	6'-7"	⊥
e10(E)	24	#4	13'-2"	—
e11(E)	24	#4	3'-8"	—
t10(E)	110	#4	9'-8"	—
w10(E)	40	#5	22'-1"	—
w11(E)	40	#5	9'-10"	—
w12(E)	40	#5	23'-3"	—
Concrete Superstructure			Cu. Yd.	13.9
Concrete Superstructure (Approach Slab)			Cu. Yd.	79.4
Concrete Structures			Cu. Yd.	17.3
Reinforcement Bars, Epoxy Coated			Pound	32,530

(Sheet 2 of 3)



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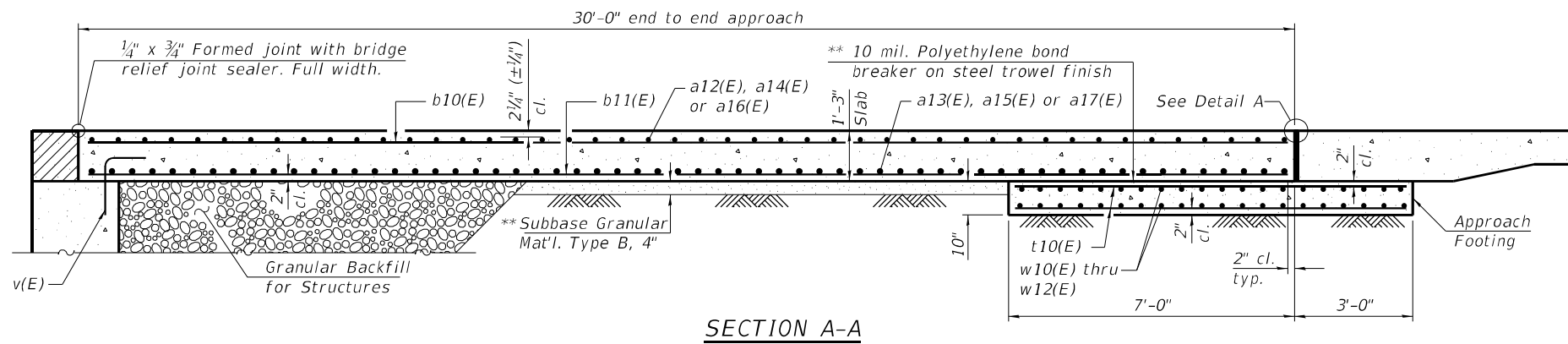
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 022-0076

SHEET 15 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 77
CONTRACT NO. 62K77				

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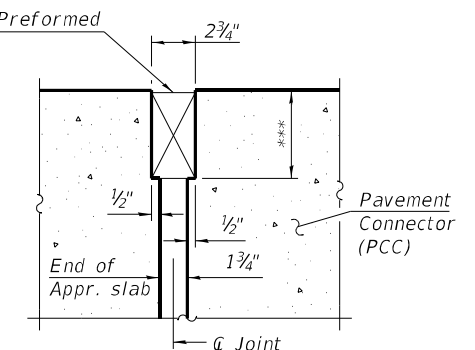
Notes:

Sidewalk and barrier shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For additional sidewalk and barrier details, see sheet 12 of 30. For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30. For Bar Splicer details, see sheet 28 of 30.

** Expansion joint. See Special Provision "Preformed Pavement Joint Seal". Recess 1/4" minimum. Run out to out of curb

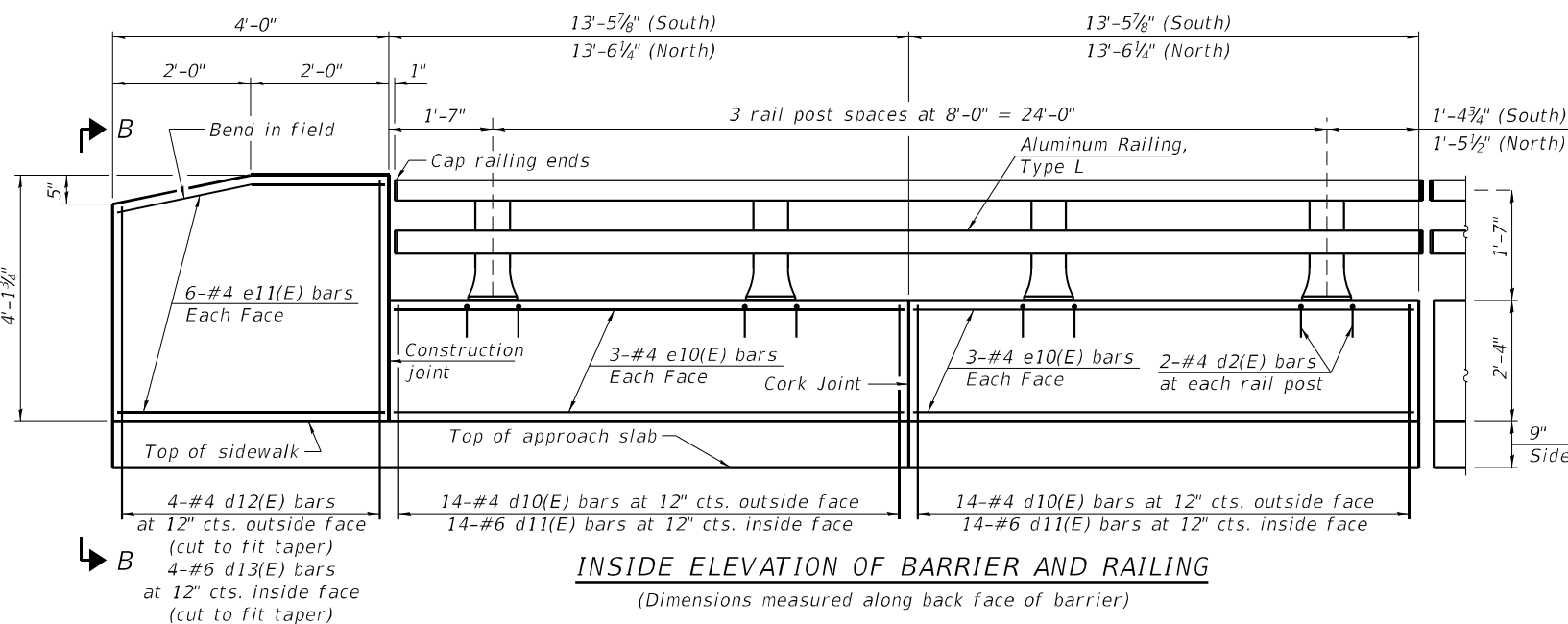
** Cost included with Concrete Superstructure (Approach Slab).

*** Per manufacturer recommendations



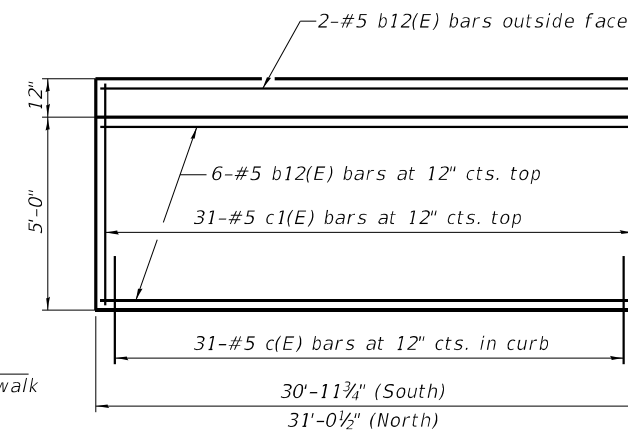
DETAIL A

(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)



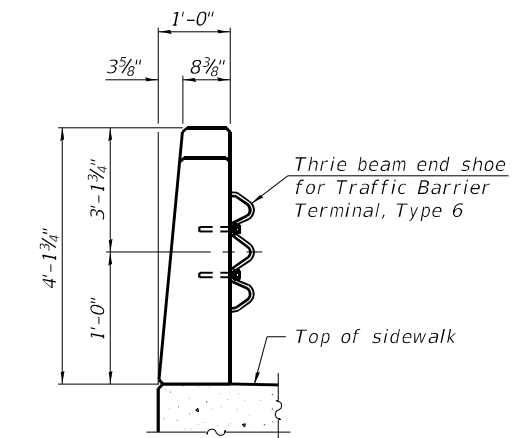
INSIDE ELEVATION OF BARRIER AND RAILING

(Dimensions measured along back face of barrier)

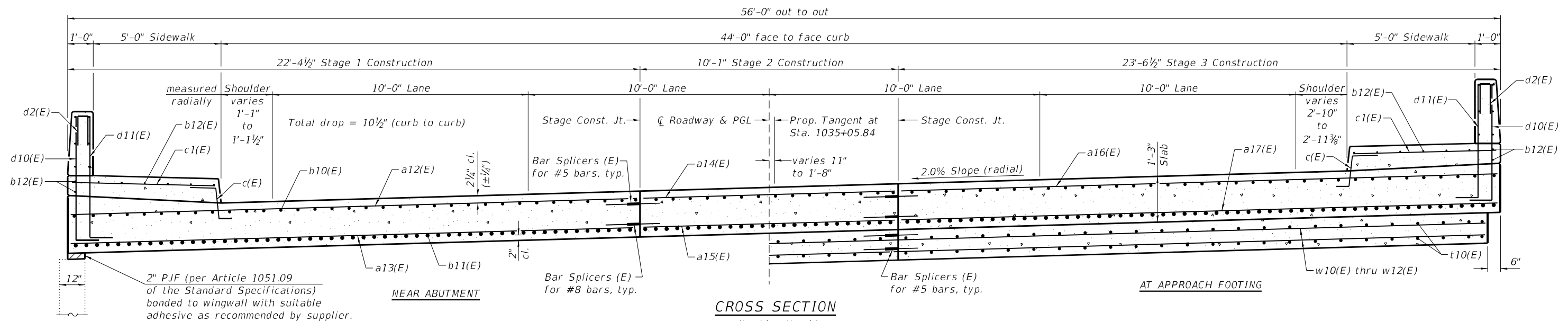


SIDEWALK PLAN

(Showing sidewalk reinforcement)



SECTION B-B



CROSS SECTION

(Looking North)

(Sheet 3 of 3)

MODEL: Default
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Springfield, Illinois

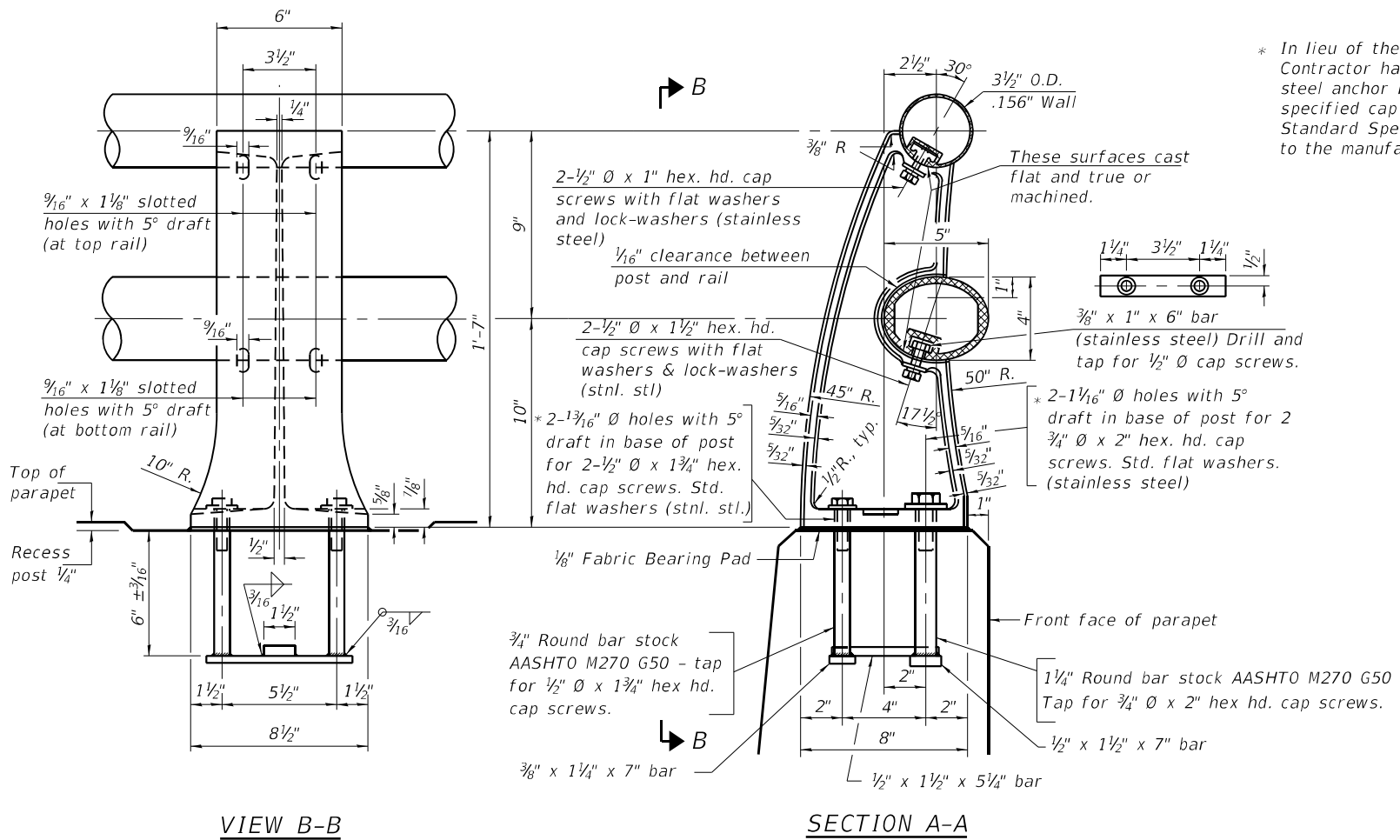
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

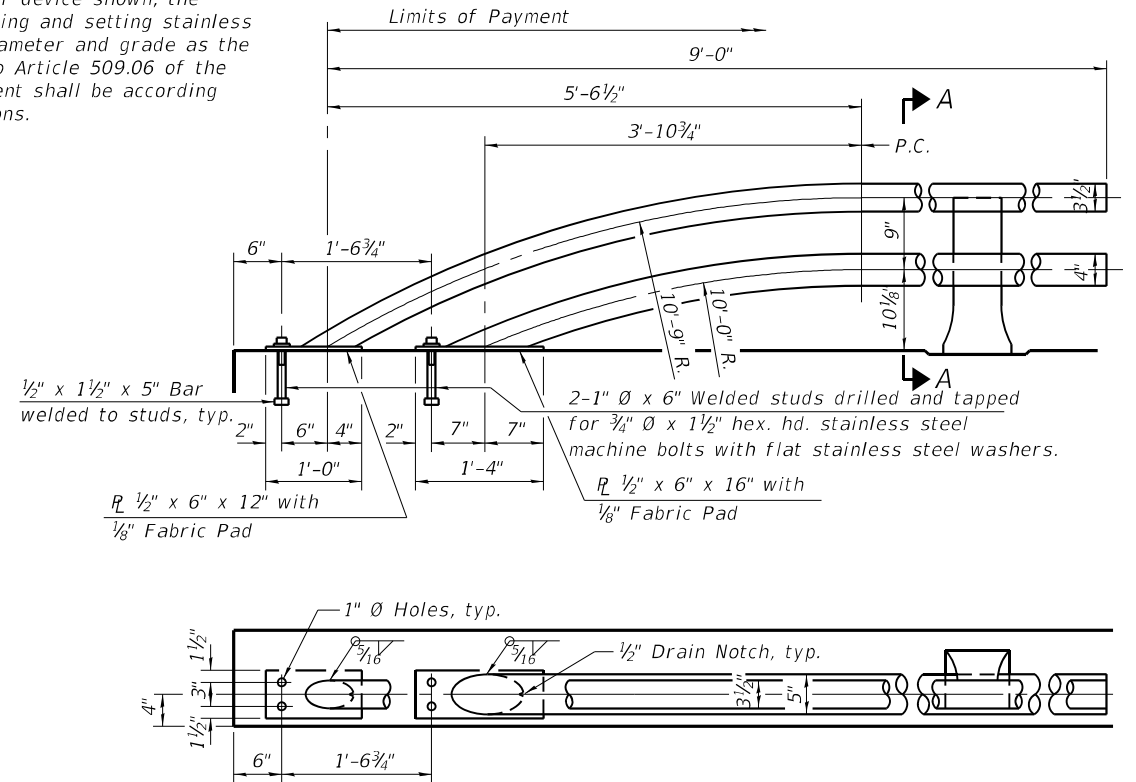
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 022-0076

SHEET 16 OF 30 SHEETS

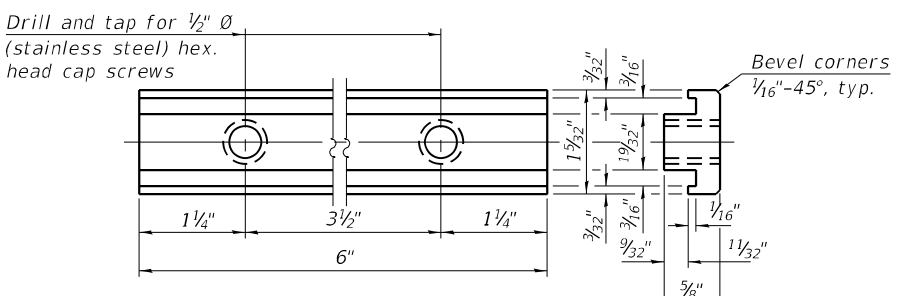
F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 78
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



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



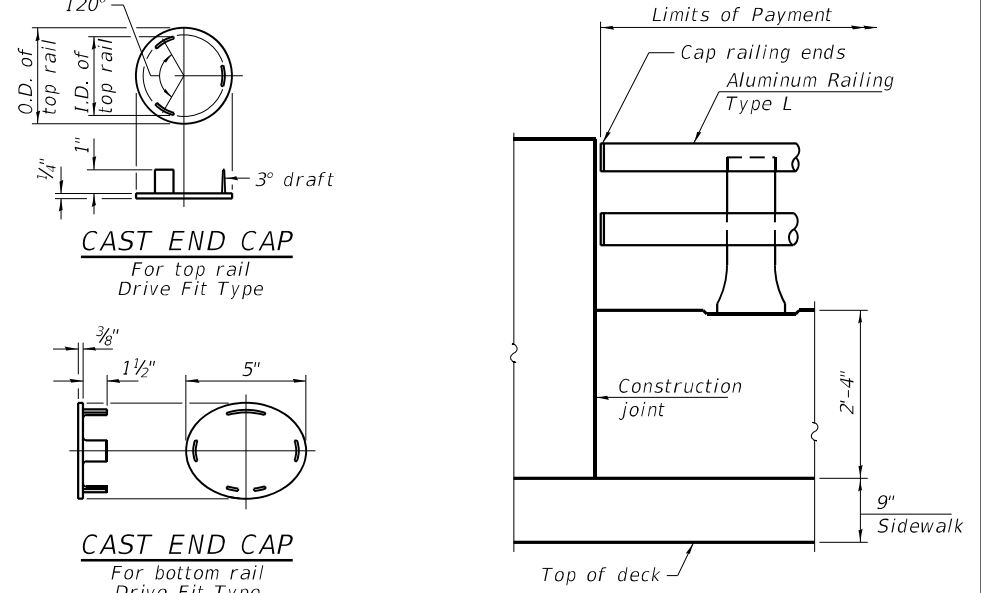
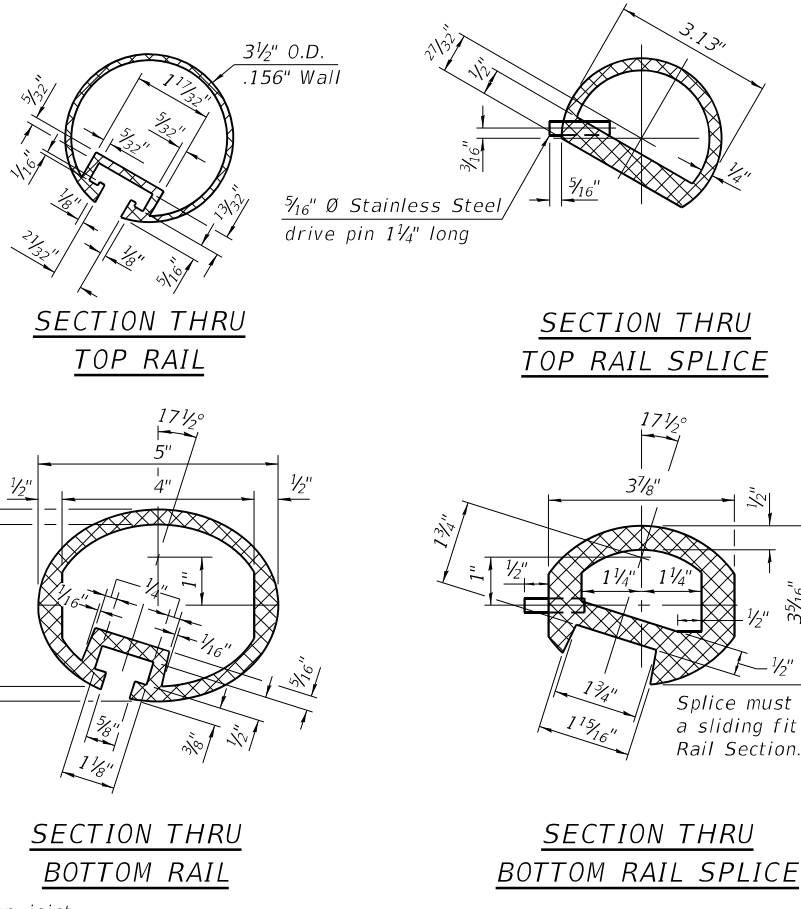
Note: The end rail post shall be set back as required for the terminal rail section.



SPLICE DIMENSIONS

Location	T	A	B
All locs. not over exp. jts.	0	3/8"	1'-2"
Over Strip Seal Jt.	≤4"	2 1/2"	1'-2"
Over Finger or Modular Jt.	≤9 1/2"	5 1/2"	1'-7 3/4"
Over Finger or Modular Jt.	≤15"	8 1/4"	2'-1 1/4"

T = ; total movement along centerline of roadway at expansion joint.



BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	452

Notes:
 All Posts shall be normal to parapet.
 All joints in rail shall be spliced per detail.
 All exposed rail ends shall be capped per detail.
 Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade, high spots shall be ground and low spots shimmed.
 Place reinforcement bars to miss anchor rod locations.
 See sheets 12 and 16 of 30 for rail post spacing.

RAILING CRITERIA

NCHRP 350 Test Level	4
Post Spacing Range	7'-0" - 10'-0"
Rail Weight (plf)	40

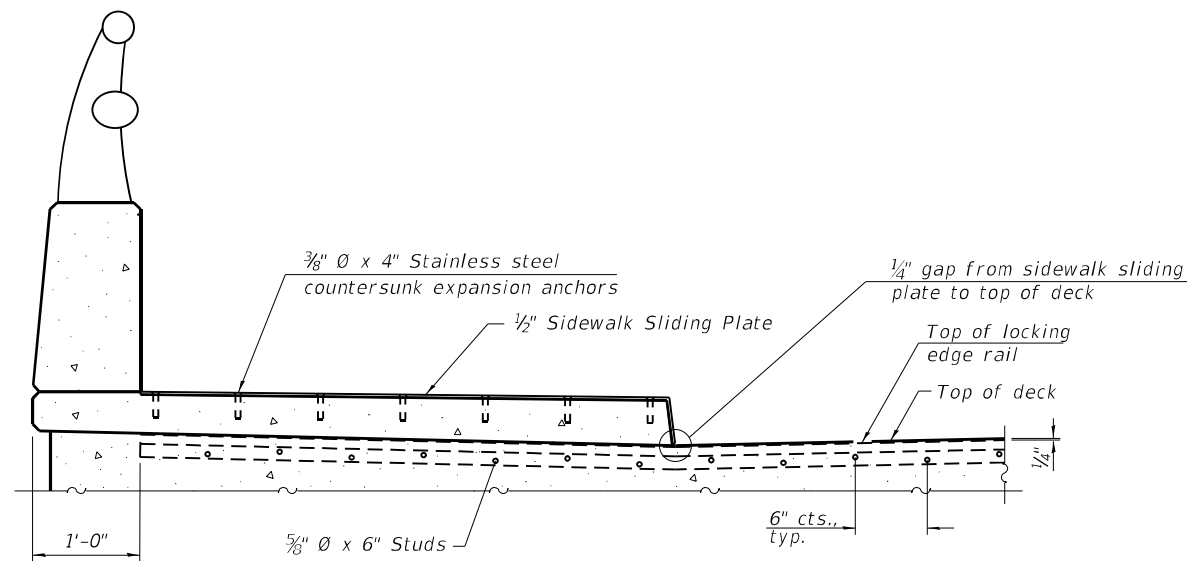
R-20 10-12-2021

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

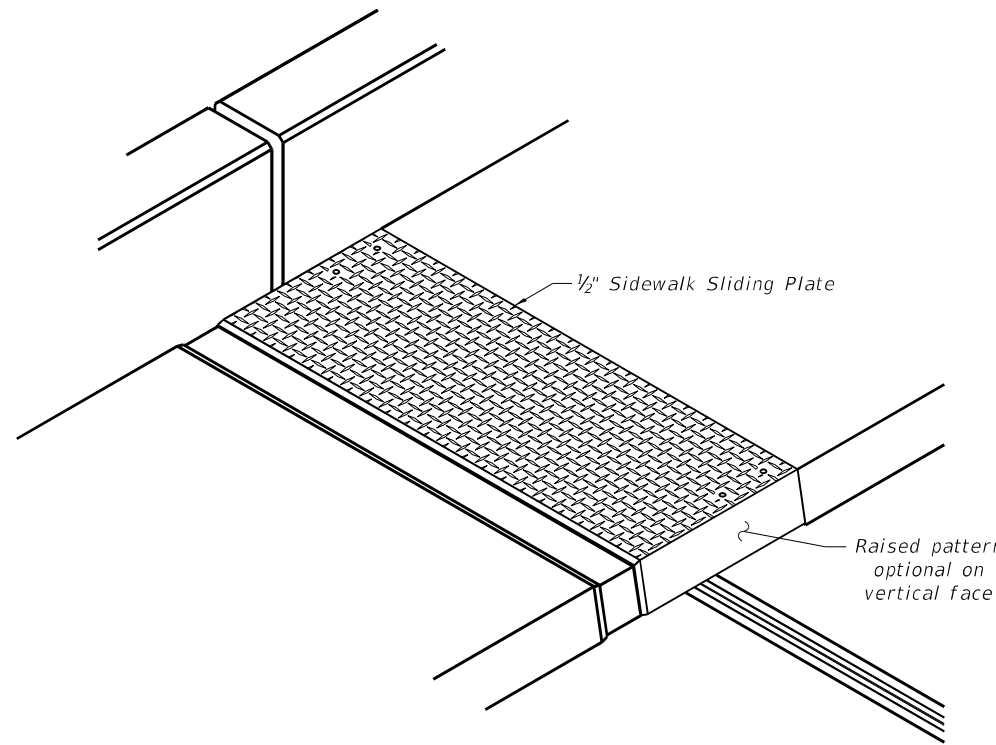
ALUMINUM RAILING, TYPE L
 STRUCTURE NO. 022-0076

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	79
CONTRACT NO. 62K77				

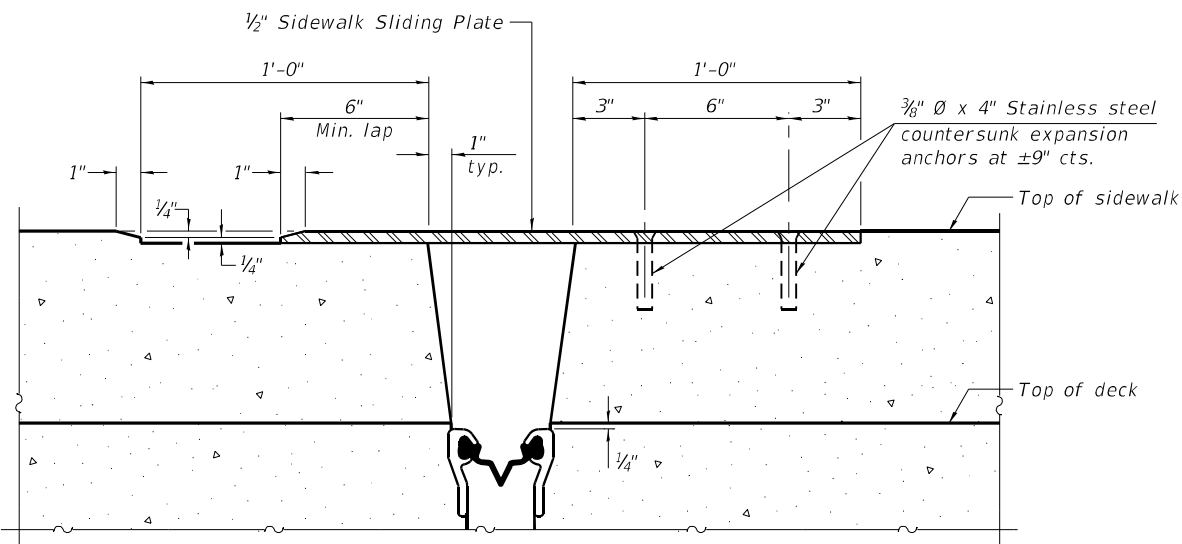
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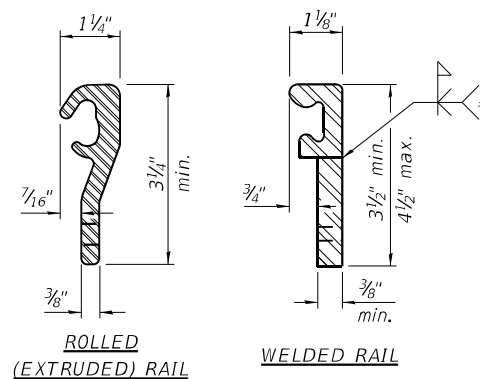
SECTION AT RAISED SIDEWALK



TRIMETRIC VIEW

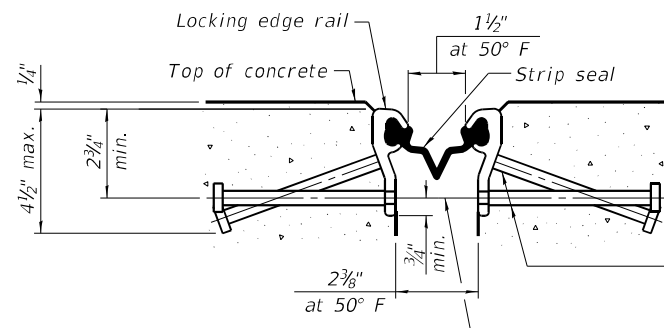


SECTION C-C



LOCKING EDGE RAILS

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

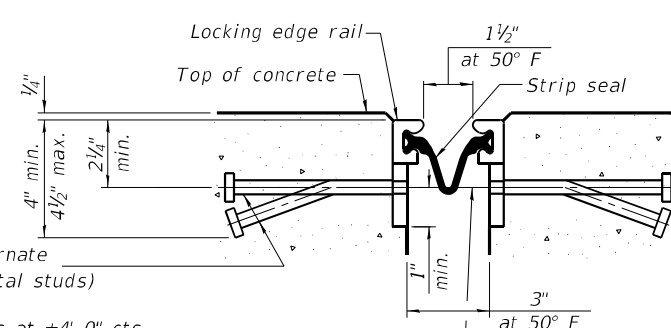


SHOWING ROLLED RAIL JOINT

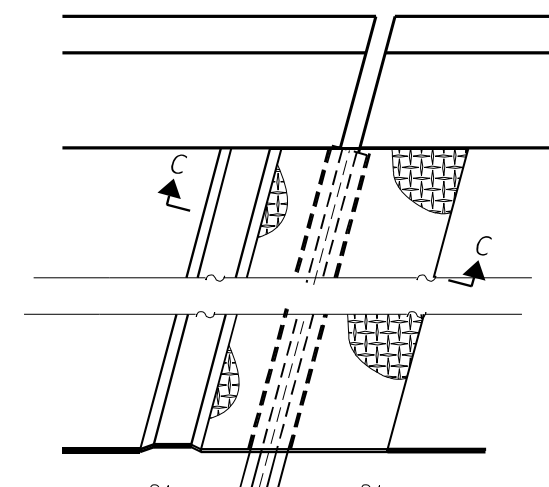
* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION AT JOINT

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



SHOWING WELDED RAIL JOINT



PLAN AT RAISED SIDEWALK

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	108

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. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.
 Cost of sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

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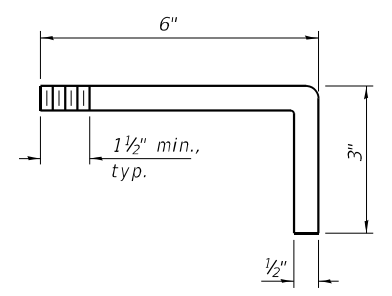
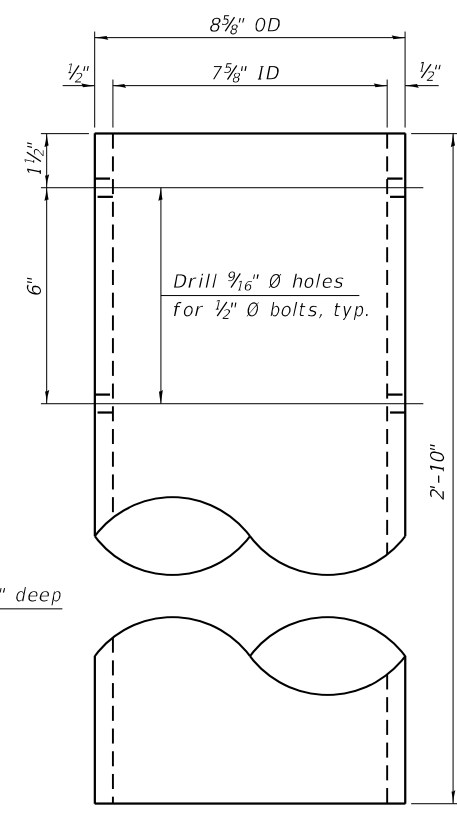
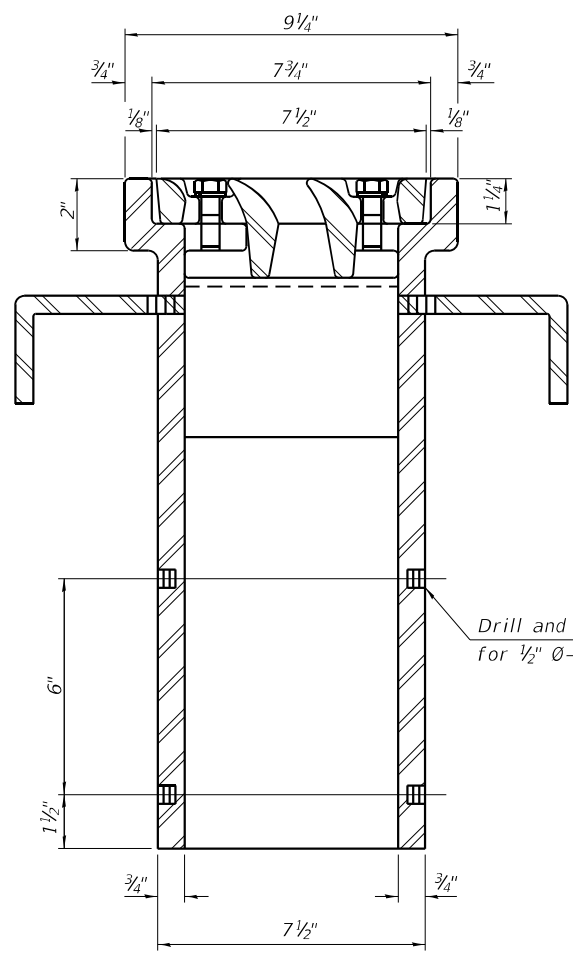
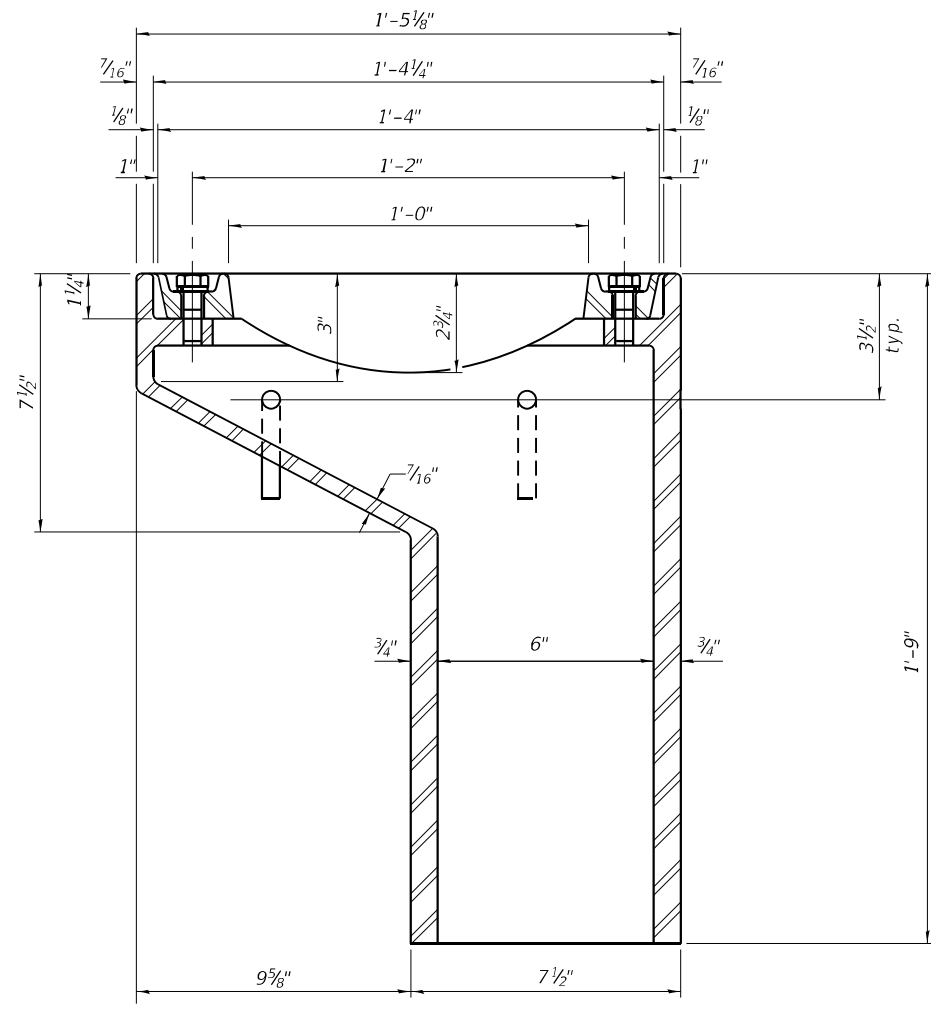
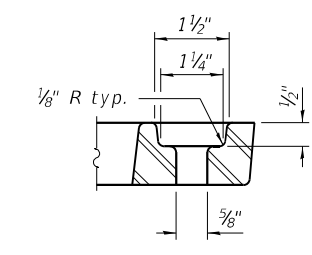
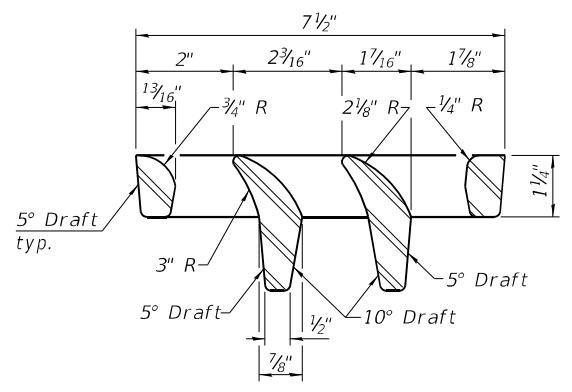
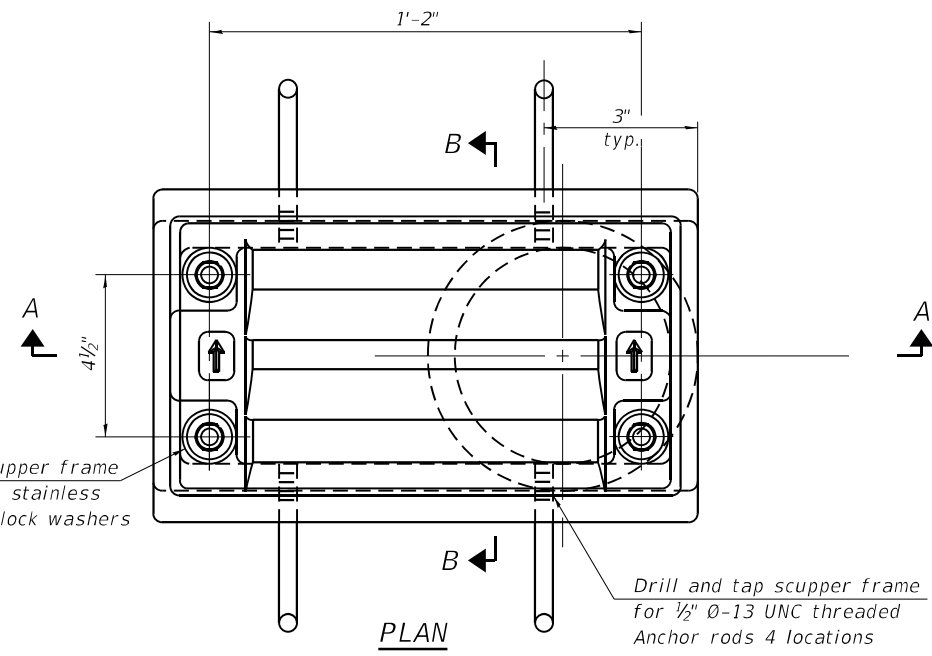
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 Consulting Engineers
 Springfield, Illinois

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PLOT DATE = 6/23/2022	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 022-0076**

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 80
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



SECTION A-A
See sheet 12 of 30 for scupper location relative to sidewalk.

Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be 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 the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

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DS-11

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER DS-11
 STRUCTURE NO. 022-0076

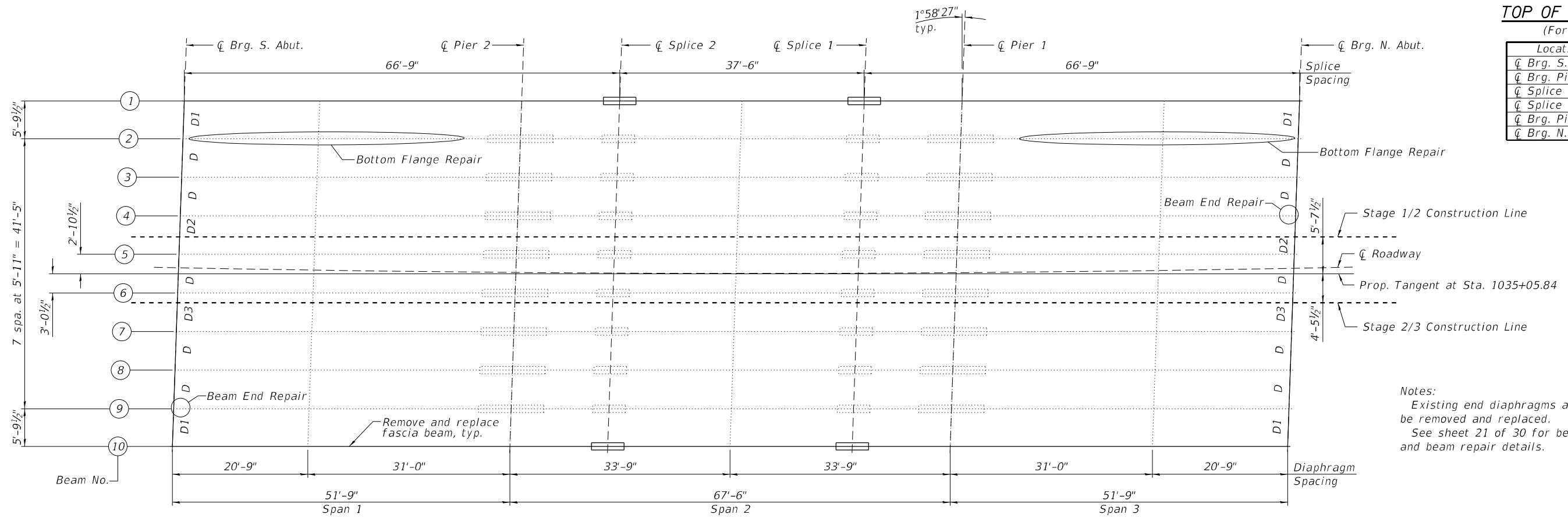
SHEET 19 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 81
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Beam 1	Beam 10
Cl Brg. S. Abut.	722.34	723.39
Cl Brg. Pier 2	722.74	723.79
Cl Splice #2	722.86	723.91
Cl Splice #1	722.86	723.92
Cl Brg. Pier 1	722.74	723.75
Cl Brg. N. Abut.	722.32	723.16



FRAMING PLAN

Notes:
Existing end diaphragms at abutments shall be removed and replaced.
See sheet 21 of 30 for beam elevation views and beam repair details.

	0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
Is	(in ⁴) 4470	6519	4470
Ic(n)	(in ⁴) 13527	6519	13527
Ic(3n)	(in ⁴) 9962	6519	9962
Ss	(in ³) 300	427	300
Sc(n)	(in ³) 472	427	472
Sc(3n)	(in ³) 426	427	426
ϕ	(k/ft) 0.734	0.734	0.734
Mϕ	(k) 125	276	142
sϕ	(k/ft) 0.444	0.444	0.444
Msϕ	(k) 86	141	112
M _l	(k) 311	186	343
MIM	(k) 88	50	88
S ₃ [M _l + i]	(k) 666	395	719
Ma	(k) 1136	1046	1258
Mu	(k) 1194	-	1480
fs ϕ non-comp	(ksi) 5.02	7.77	5.68
fs ϕ (comp)	(ksi) 2.43	3.96	3.16
fs S ₃ [M _l + M _I]	(ksi) 16.93	11.09	18.29
fs (Overload)	(ksi) 24.37	22.83	27.13
fs (Total)	(ksi) -	29.68	-
VR	(k) 33.0	46.1	34.6

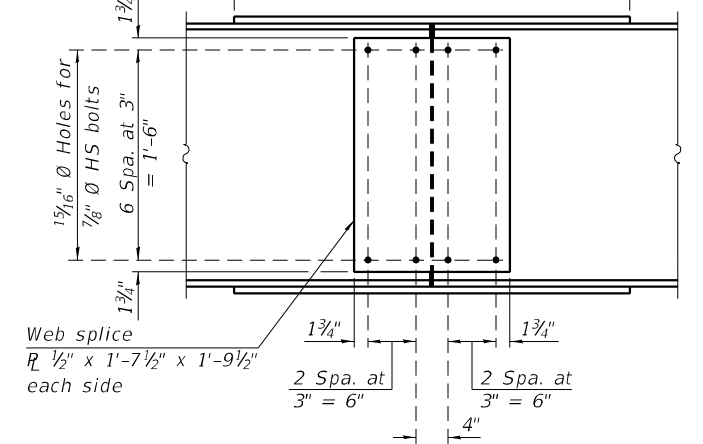
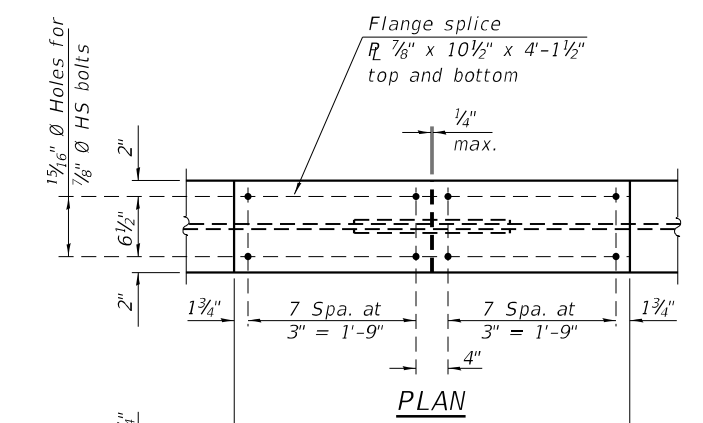
	0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
Is	(in ⁴) 5360	5360	5360
Ic(n)	(in ⁴) 14357	5360	14357
Ic(3n)	(in ⁴) 10248	5360	10248
Ss	(in ³) 355	355	355
Sc(n)	(in ³) 532	355	532
Sc(3n)	(in ³) 474	355	474
ϕ	(k/ft) 0.768	0.768	0.768
Mϕ	(k) 135	280	157
sϕ	(k/ft) 0.406	0.406	0.406
Msϕ	(k) 79	128	103
M _l	(k) 305	180	335
MIM	(k) 86	49	87
S ₃ [M _l + i]	(k) 652	382	703
Ma	(k) 1121	1017	1245
Mu	(k) 2136	-	2415
fs ϕ non-comp	(ksi) 4.56	9.47	5.31
fs ϕ (comp)	(ksi) 2.00	4.33	2.61
fs S ₃ [M _l + M _I]	(ksi) 14.70	12.90	15.86
fs (Overload)	(ksi) 21.26	26.70	23.78
fs (Total)	(ksi) -	34.70	-
VR	(k) 32.3	45.0	34.1

	Abuts.	Piers
Rϕ	(k) 23.1	78.3
R _l	(k) 31.0	37.2
R _I	(k) 8.8	7.6
R _{Total}	(k) 62.9	123.1

	Abuts.	Piers
Rϕ	(k) 23.1	77.9
R _l	(k) 30.3	36.4
R _I	(k) 8.6	7.5
R _{Total}	(k) 62.0	121.8

* Compact section
** Braced non-compact and partially braced section

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads (in.⁴ and in.³).
Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads (in.⁴ and in.³).
Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
ϕ: Un-factored non-composite dead load (kips/ft.).
Mϕ: Un-factored moment due to non-composite dead load (kip-ft.).
sϕ: Un-factored long-term composite (superimposed) dead load (kips/ft.).
Msϕ: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
M_l: Un-factored live load moment (kip-ft.).
M_I: Un-factored moment due to impact (kip-ft.).
Ma: Factored design moment (kip-ft.).
1.3 [Mϕ + Msϕ + $\frac{5}{8}$ (M_l + M_I)]
Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
fs (Overload): Sum of stresses as computed from the moments below (ksi).
Mϕ + Msϕ + $\frac{5}{8}$ (M_l + M_I)
fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3 [Mϕ + Msϕ + $\frac{5}{8}$ (M_l + M_I)]
VR: Maximum $\frac{1}{4}$ + impact shear range within the composite portion of the span for stud shear connector design (kips).



ELEVATION SPLICE DETAIL
(4 Required)

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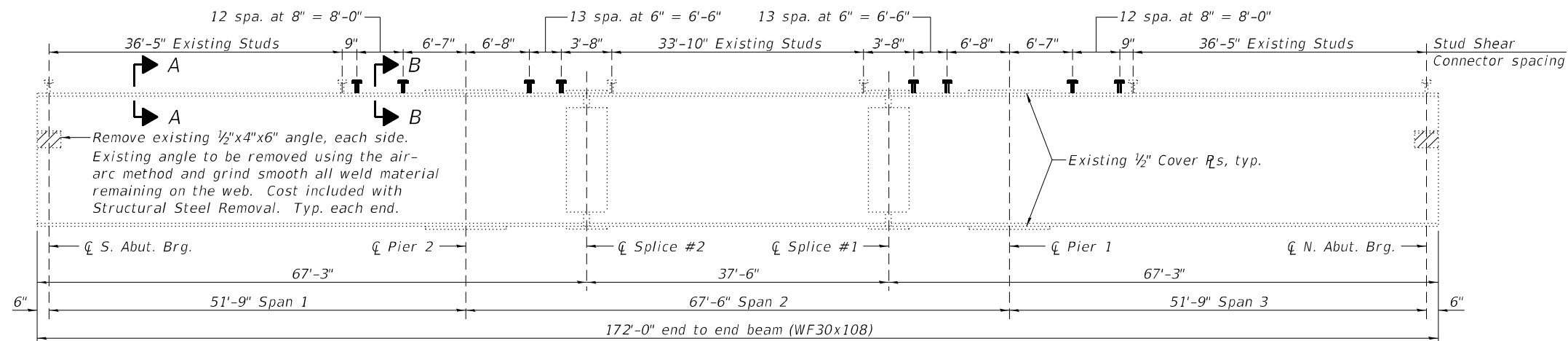
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**FRAMING PLAN
STRUCTURE NO. 022-0076**

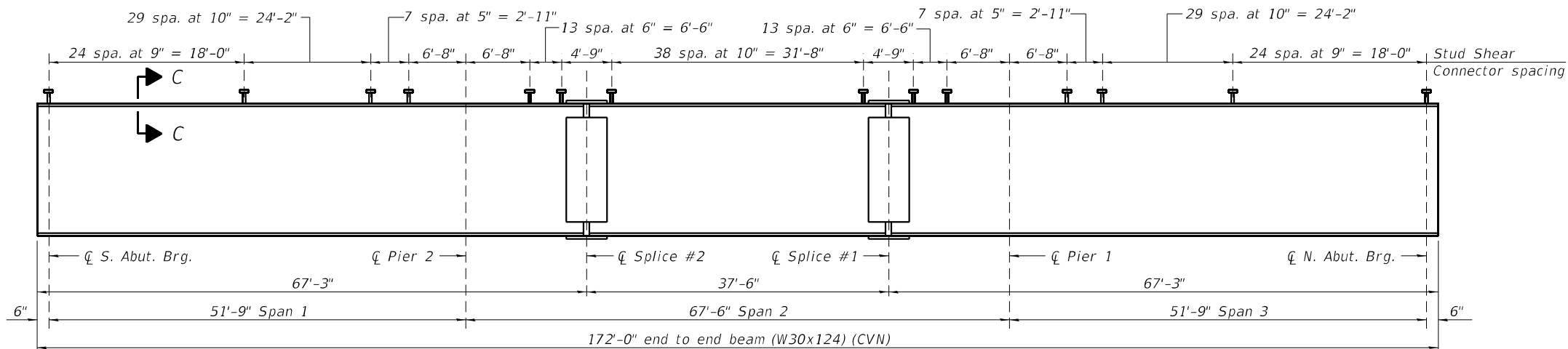
SHEET 20 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 82
CONTRACT NO. 62K77				

ILLINOIS FED. AID PROJECT

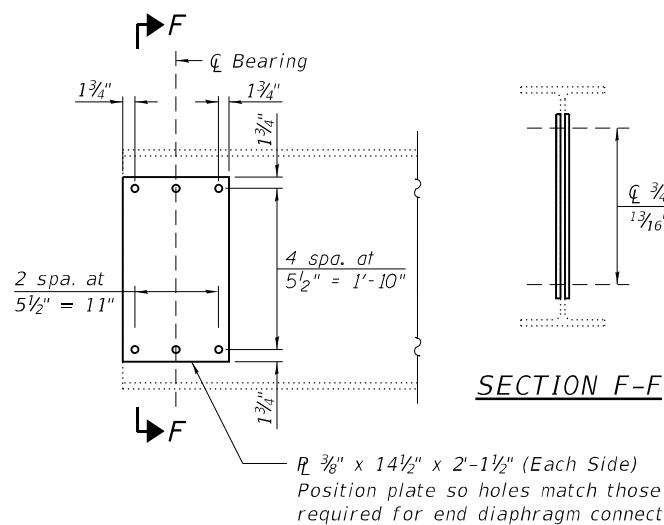


EXISTING BEAM ELEVATION (BEAMS 2 THRU 9)



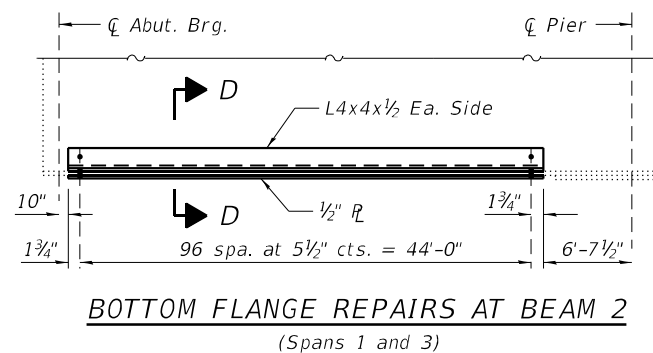
PROPOSED BEAM ELEVATION (BEAMS 1 AND 10)

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

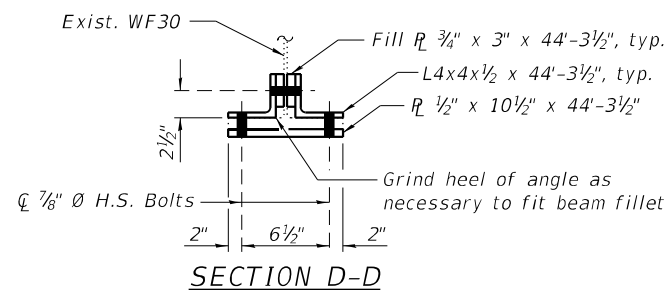


BEAM END REPAIRS

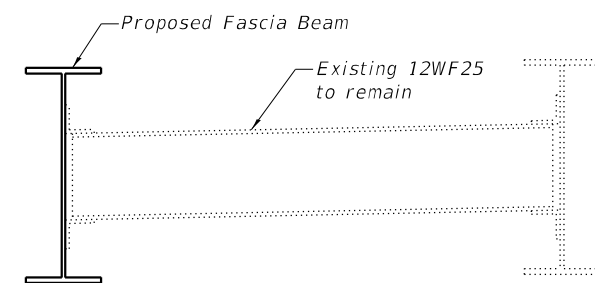
(N. end of Beam 4; S. end of Beam 9)



BOTTOM FLANGE REPAIRS AT BEAM 2
(Spans 1 and 3)

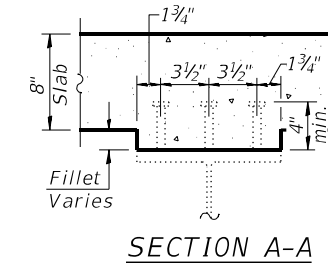


SECTION D-D

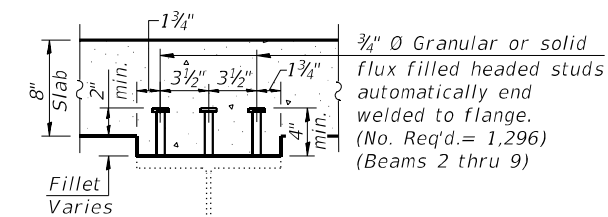


INTERIOR DIAPHRAGM AT FASCIA BEAMS

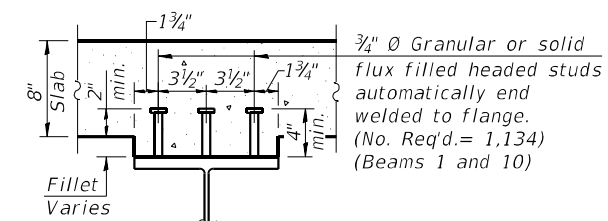
Rivets connecting existing diaphragm to fascia beam shall be removed for replacement of beam. Holes shall be field drilled in new beam and bolts placed.



SECTION A-A



SECTION B-B



SECTION C-C

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	2,430
Structural Steel Removal	Pound	33,600
Structural Steel Repair	Pound	6,040

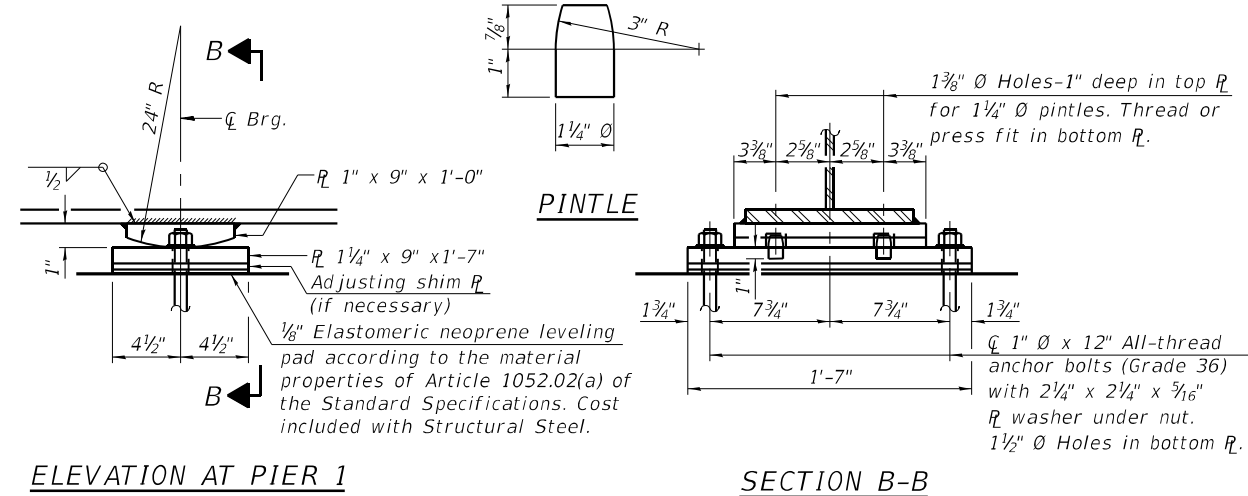
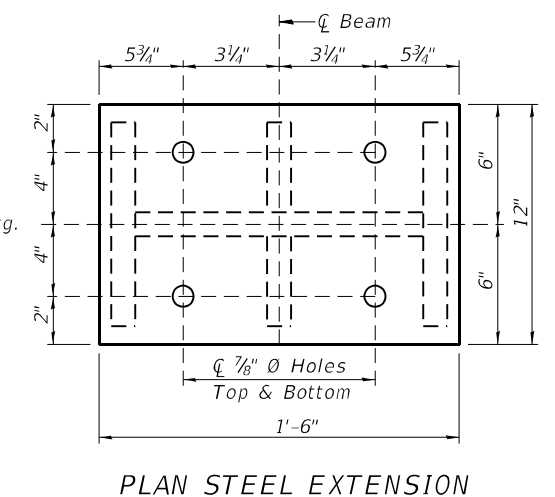
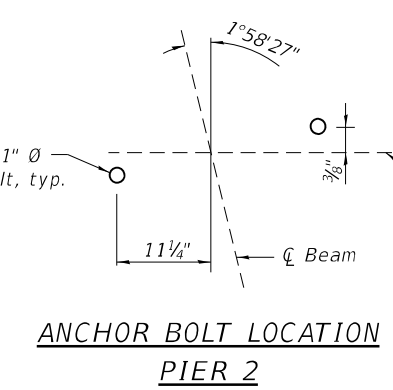
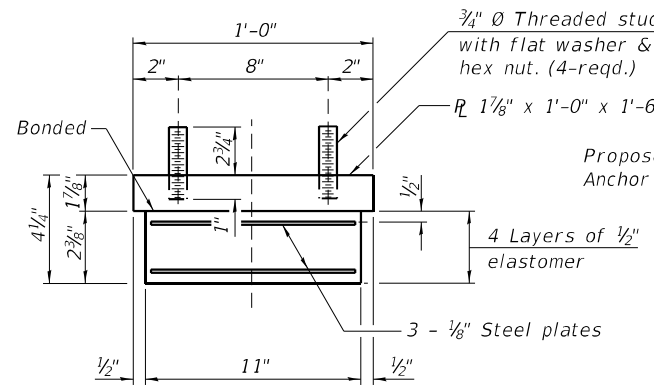
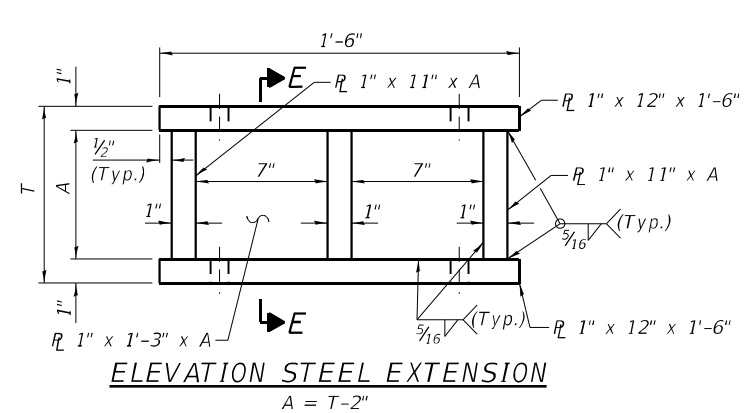
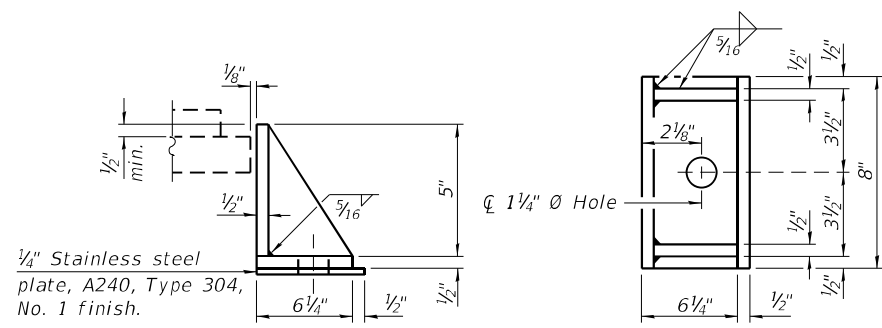
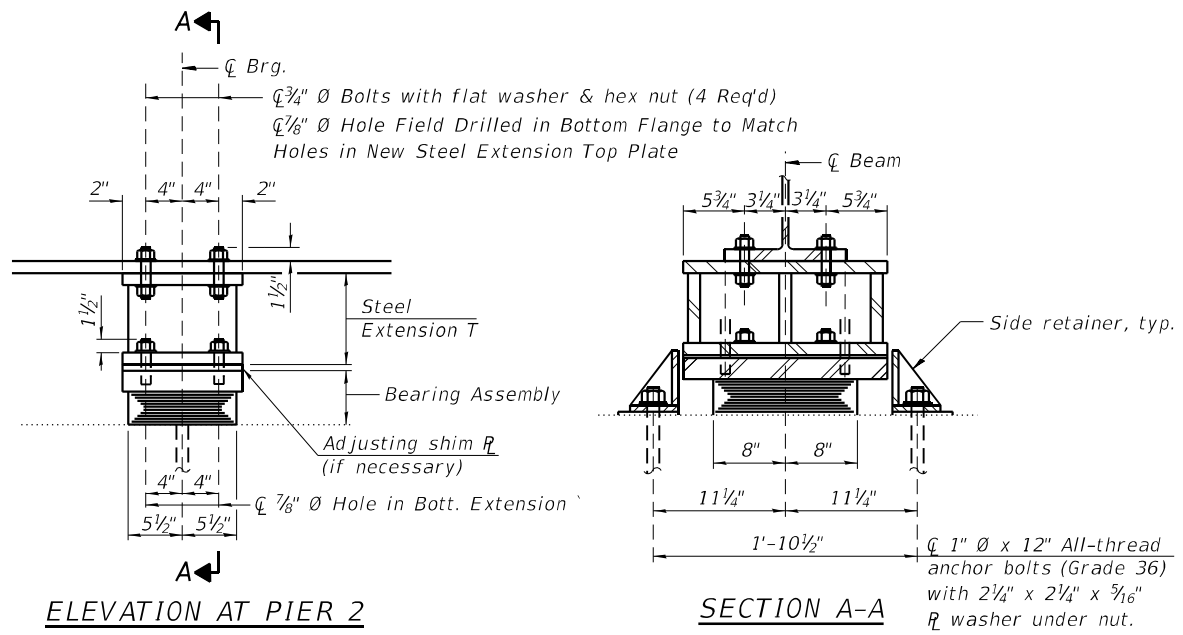
Notes:

Cost of new steel beams, end diaphragms, and splice plates included with Furnishing and Erecting Structural Steel.

Cost of beam repairs included with Structural Steel Repair.

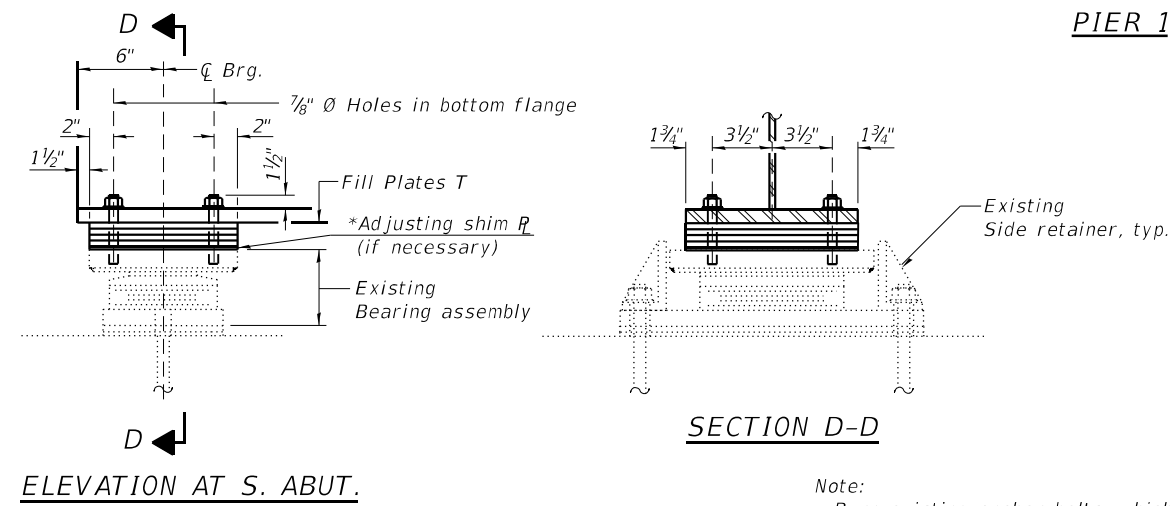
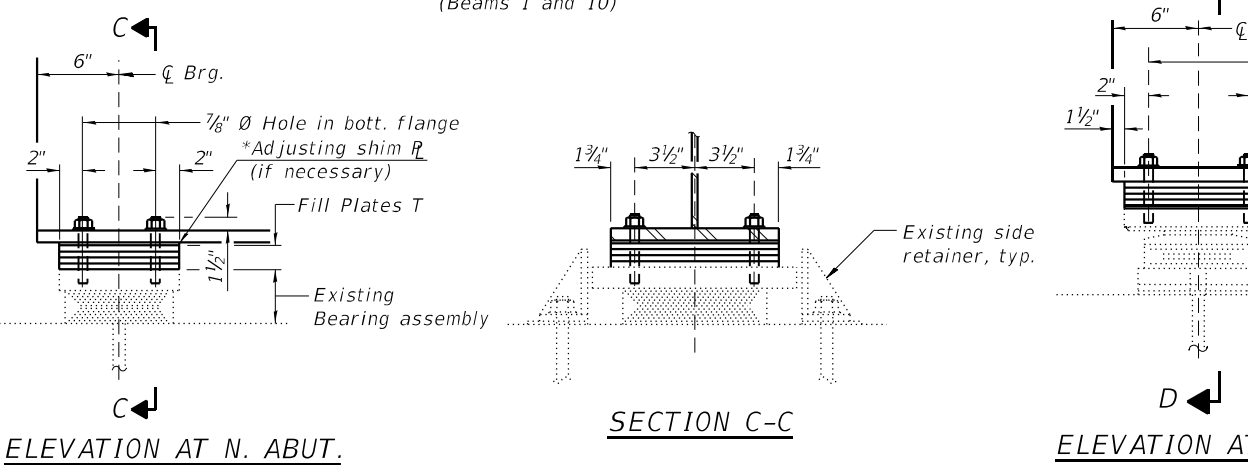
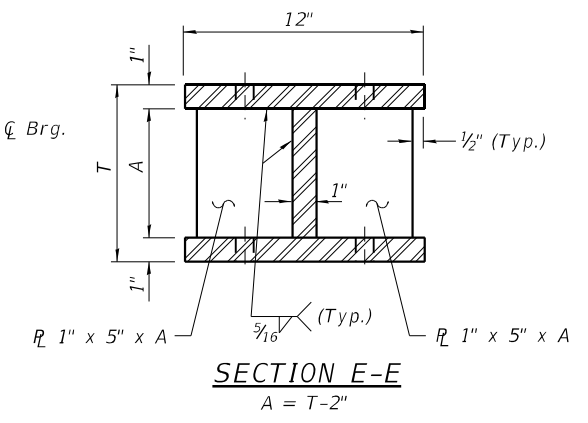
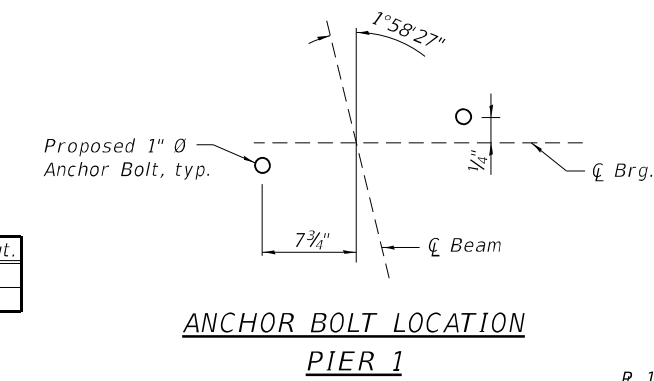
Structural Steel for new beams and splice plates shall be Grade 50 (CVN).

MODEL: Default
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BEARING EXTENSION / FILL PLATE THICKNESS "T"

	S. Abut.	Pier 2	Pier 1	N. Abut.
Beam 1	2 1/2"	9 1/8"	1 7/8"	4 1/4"
Beam 10	4 1/4"	12"	5 3/8"	6"



Notes:
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
The Contractor is to verify the existing dimensions prior to fabricating the bearing extensions and fill plates. Cost of extensions and fill plates included with Furnishing and Erecting Structural Steel.
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
All structural steel bearing plates shall be Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	2
Anchor Bolts, 1"	Each	8

Note:
Burn existing anchor bolts, which are to be removed at piers, flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included with Structural Steel Removal.

MODEL: Default
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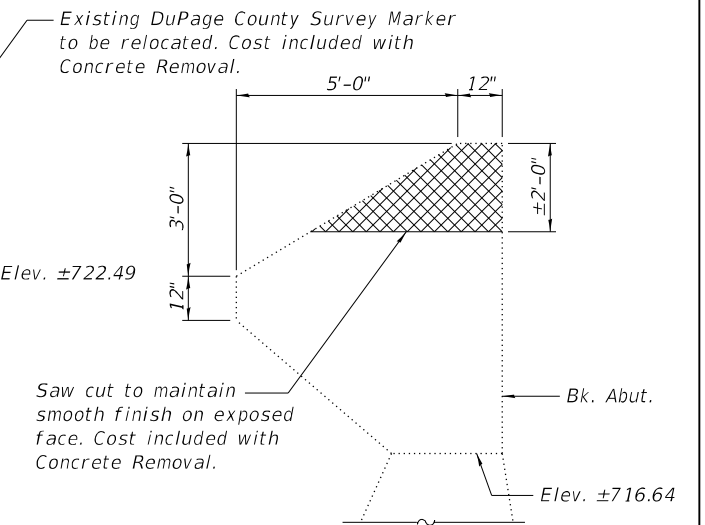
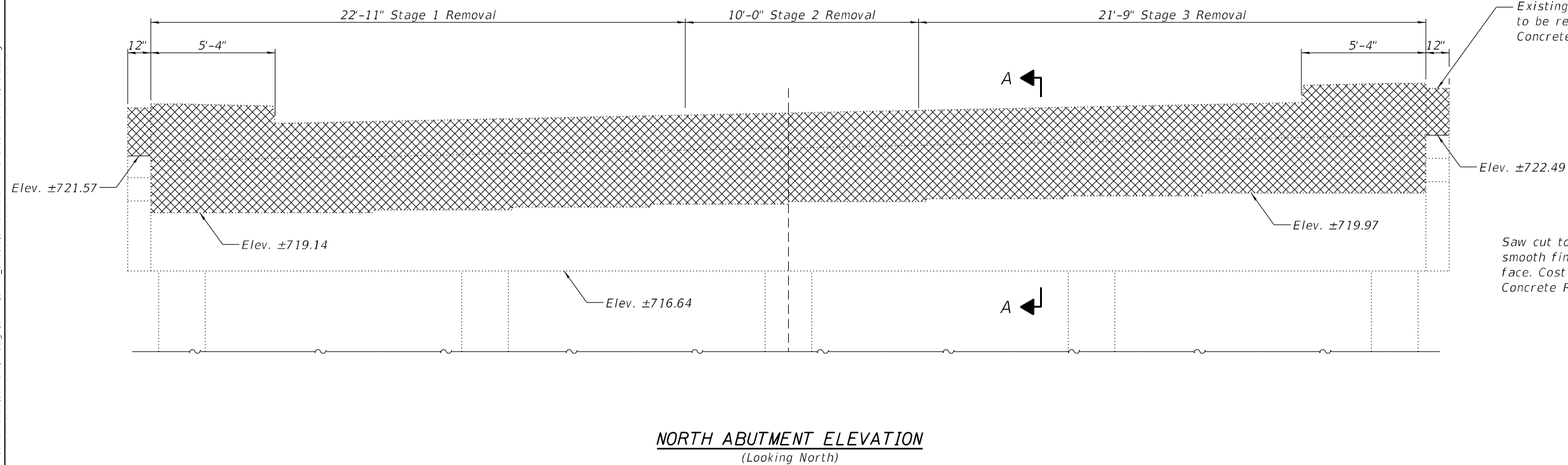
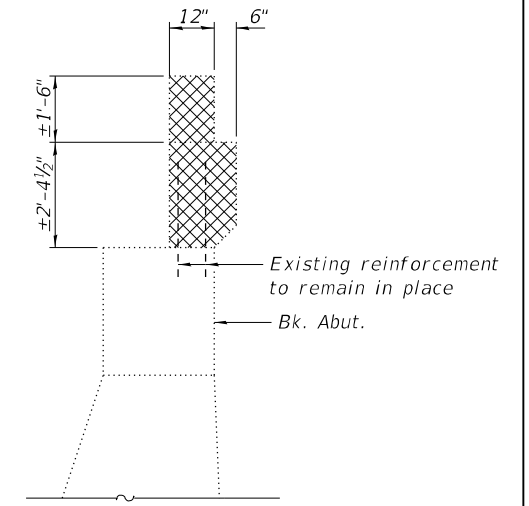
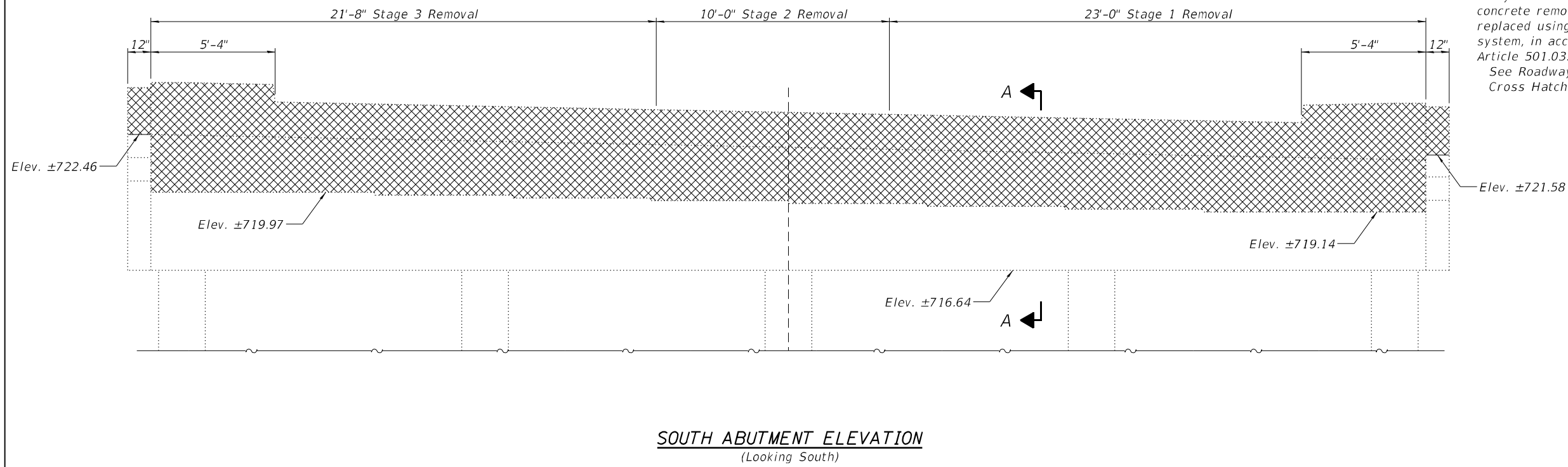
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS
STRUCTURE NO. 022-0076**

SHEET 22 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 84
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

Notes:
 Existing reinforcement bars extending into concrete removal areas shall be cleaned, straightened and incorporated into new concrete, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".
 Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system, in accordance with IDOT Standard Specifications Article 501.03. Cost included in "Concrete Removal".
 See Roadway plans for Approach Pavement Removal pay item.
 Cross Hatched areas indicate limits of Concrete Removal.



BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	22.0

MODEL: Default
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LE LIN ENGINEERING, LTD.
 Consulting Engineers
 Springfield, Illinois

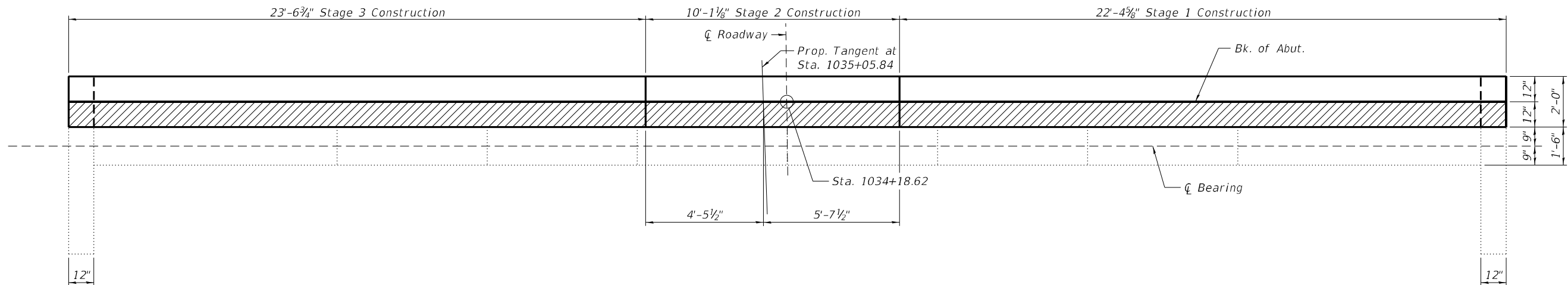
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL DETAILS
 STRUCTURE NO. 022-0076

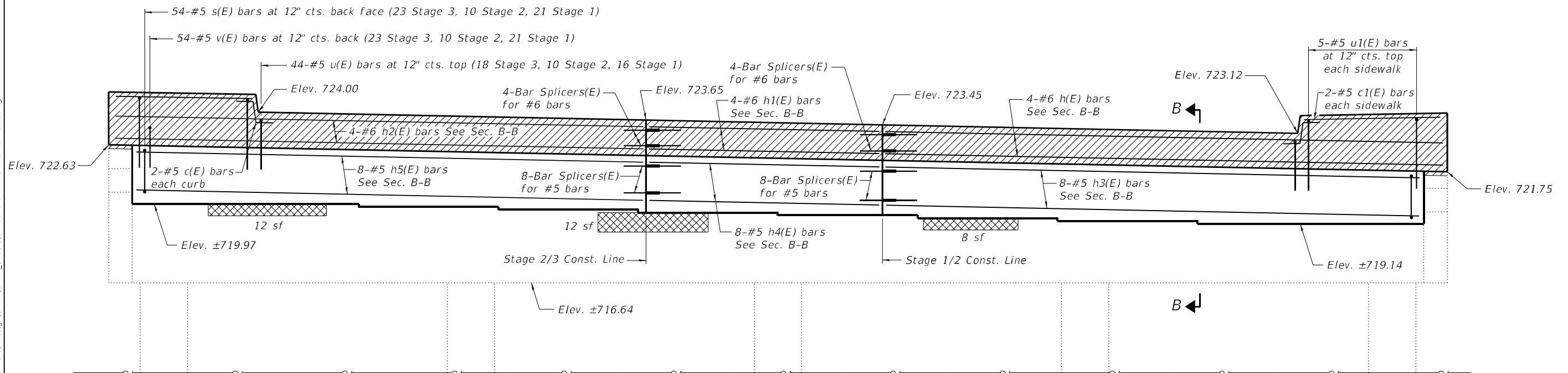
SHEET 23 OF 30 SHEETS

F.A.P. RTE. 870	SECTION 2020-001-B	COUNTY DUPAGE	TOTAL SHEETS 112	SHEET NO. 85
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



PLAN - SOUTH ABUTMENT

Notes:
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 See sheet 26 of 30 for Section B-B, bar bend details and Bill of Material.
 Repair of the existing abutment cap shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.
 Existing bearing seat elevations are based on existing plans with datum adjustment.



ELEVATION - SOUTH ABUTMENT
 (Looking South)

LEGEND

- Structural Repair of Concrete (Depth ≤ 5")
- sf Square Feet

MODEL: Default
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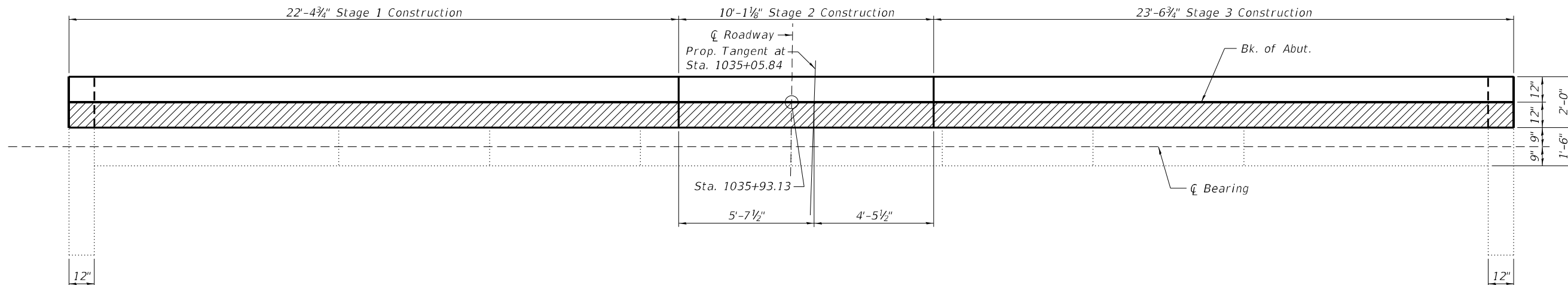
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PLOT DATE = 6/23/2022	DRAWN - AJF	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 022-0076

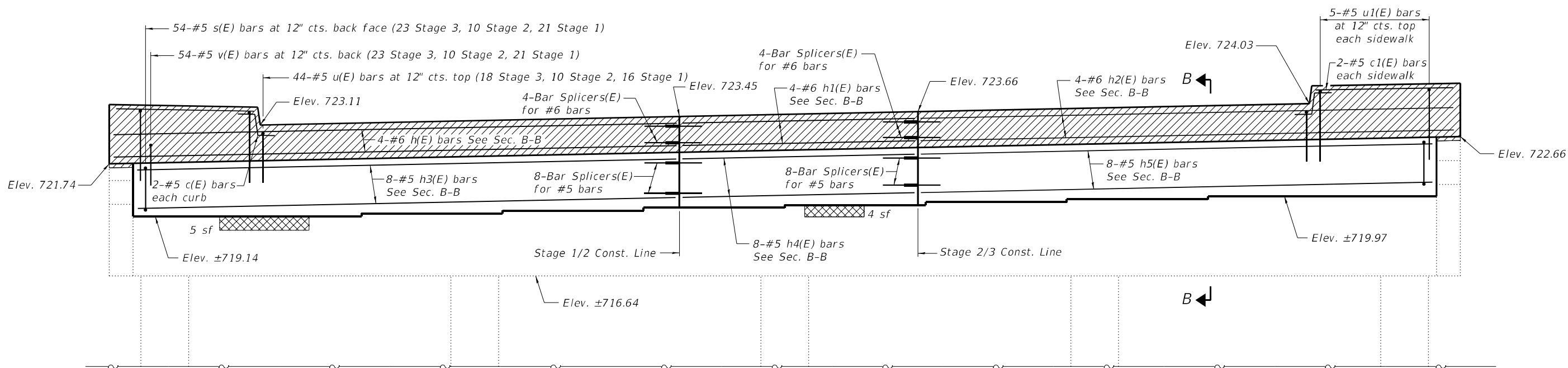
SHEET 24 OF 30 SHEETS

F.A.P. RTE. = 870	SECTION = 2020-001-B	COUNTY = DUPAGE	TOTAL SHEETS = 112	SHEET NO. = 86
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



PLAN - NORTH ABUTMENT

Notes:
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 See sheet 26 of 30 for Section B-B, bar bend details and Bill of Material.
 Repair of the existing abutment cap shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.
 Existing bearing seat elevations are based on existing plans with datum adjustment.



ELEVATION - NORTH ABUTMENT
 (Looking North)

LEGEND

- Structural Repair of Concrete (Depth ≤ 5")
- sf Square Feet

MODEL: Default
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 Consulting Engineers
 Springfield, Illinois

USER NAME =	DESIGNED - NB	REVISED -
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PLOT DATE = 6/23/2022	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 022-0076

SHEET 25 OF 30 SHEETS

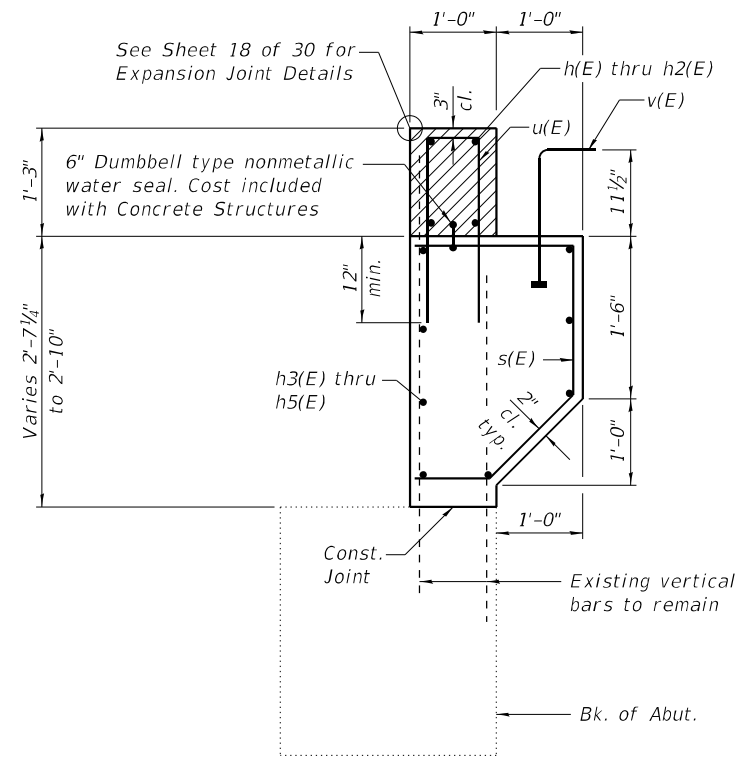
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CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

Notes:

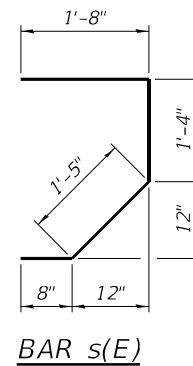
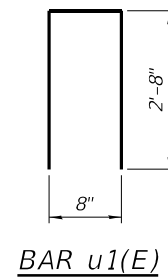
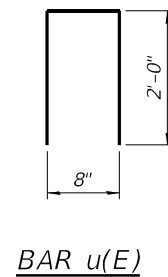
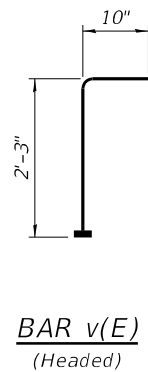
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

See sheet 12 of 30 for c(E) bar details.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



SECTION B-B
(Dimensions at right angles)



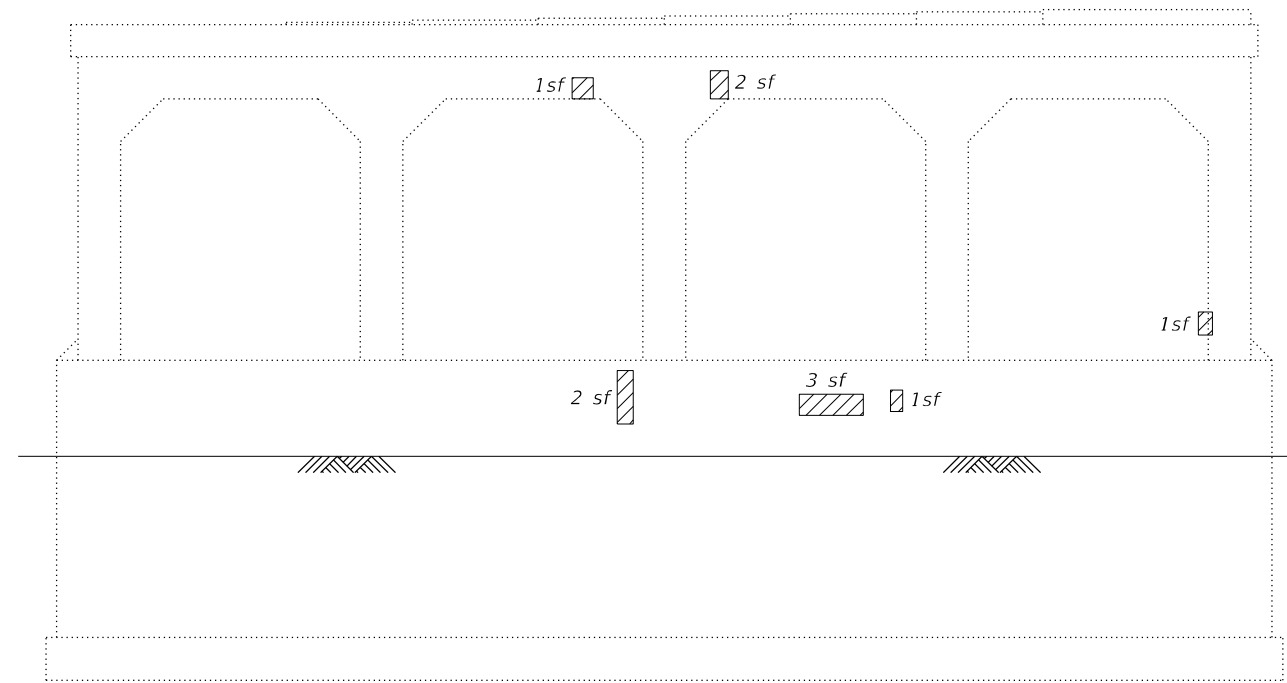
**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
c(E)	4	#5	2'-4"	⌒
c1(E)	4	#5	5'-7"	—
h(E)	4	#6	22'-1"	—
h1(E)	4	#6	9'-10"	—
h2(E)	4	#6	23'-3"	—
h3(E)	8	#5	21'-1"	—
h4(E)	8	#5	9'-10"	—
h5(E)	8	#5	22'-3"	—
s(E)	54	#5	5'-1"	⌒
u(E)	44	#5	4'-8"	⌒
u1(E)	10	#5	6'-0"	⌒
v(E)	54	#5	3'-1"	⌒
Structure Excavation		Cu. Yd.	64	
Concrete Structures		Cu. Yd.	10.0	
Concrete Superstructure		Cu. Yd.	2.9	
Reinforcement Bars, Epoxy Coated		Pound	1,550	
Concrete Sealer		Sq. Ft.	219	
Structural Repair of Concrete (Depth Equal to or Less than 5")		Sq. Ft.	32	

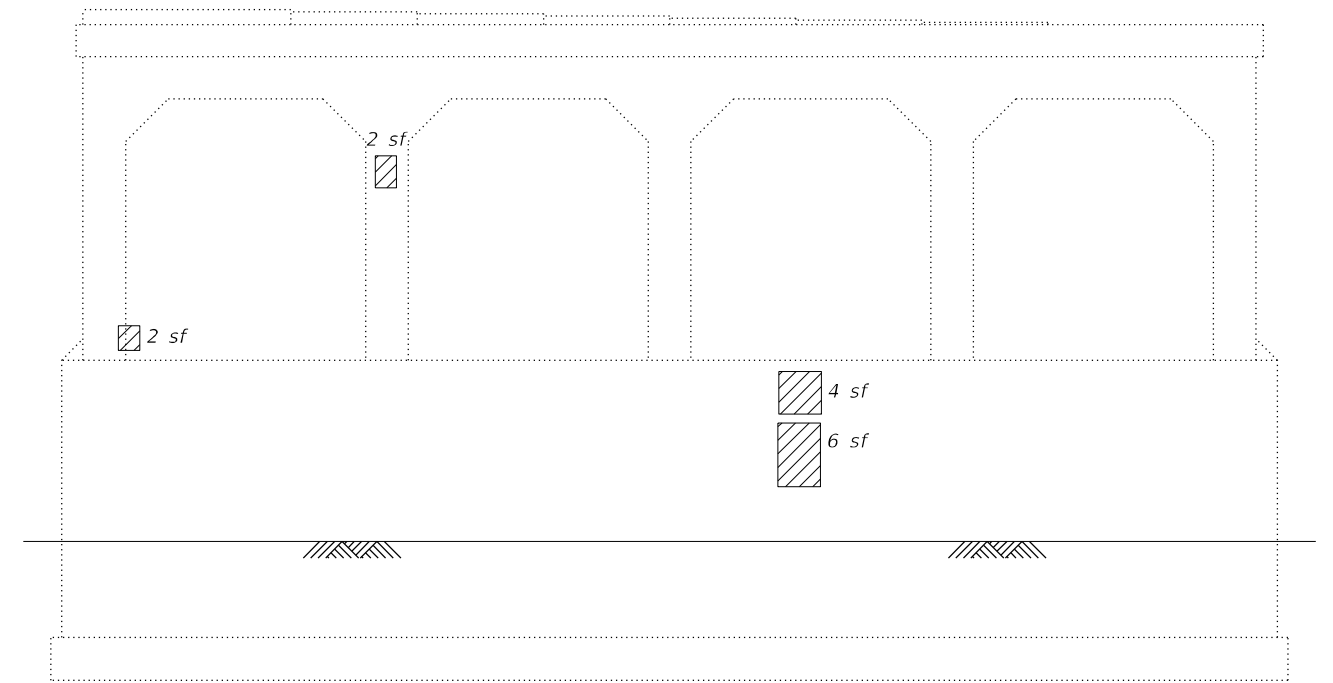
**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
c(E)	4	#5	2'-4"	⌒
c1(E)	4	#5	5'-7"	—
h(E)	4	#6	22'-1"	—
h1(E)	4	#6	9'-10"	—
h2(E)	4	#6	23'-3"	—
h3(E)	8	#5	21'-1"	—
h4(E)	8	#5	9'-10"	—
h5(E)	8	#5	22'-3"	—
s(E)	54	#5	5'-1"	⌒
u(E)	44	#5	4'-8"	⌒
u1(E)	10	#5	6'-0"	⌒
v(E)	54	#5	3'-1"	⌒
Structure Excavation		Cu. Yd.	64	
Concrete Structures		Cu. Yd.	10.0	
Concrete Superstructure		Cu. Yd.	2.9	
Reinforcement Bars, Epoxy Coated		Pound	1,550	
Concrete Sealer		Sq. Ft.	223	
Structural Repair of Concrete (Depth Equal to or Less than 5")		Sq. Ft.	9	

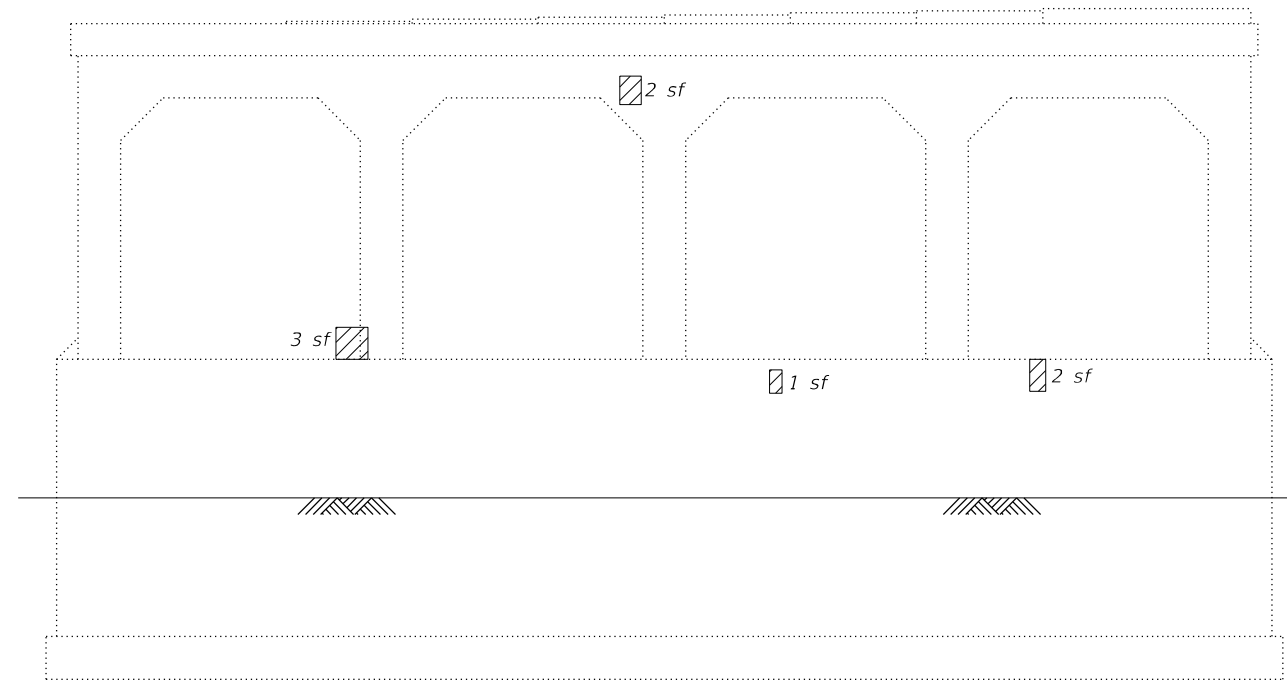
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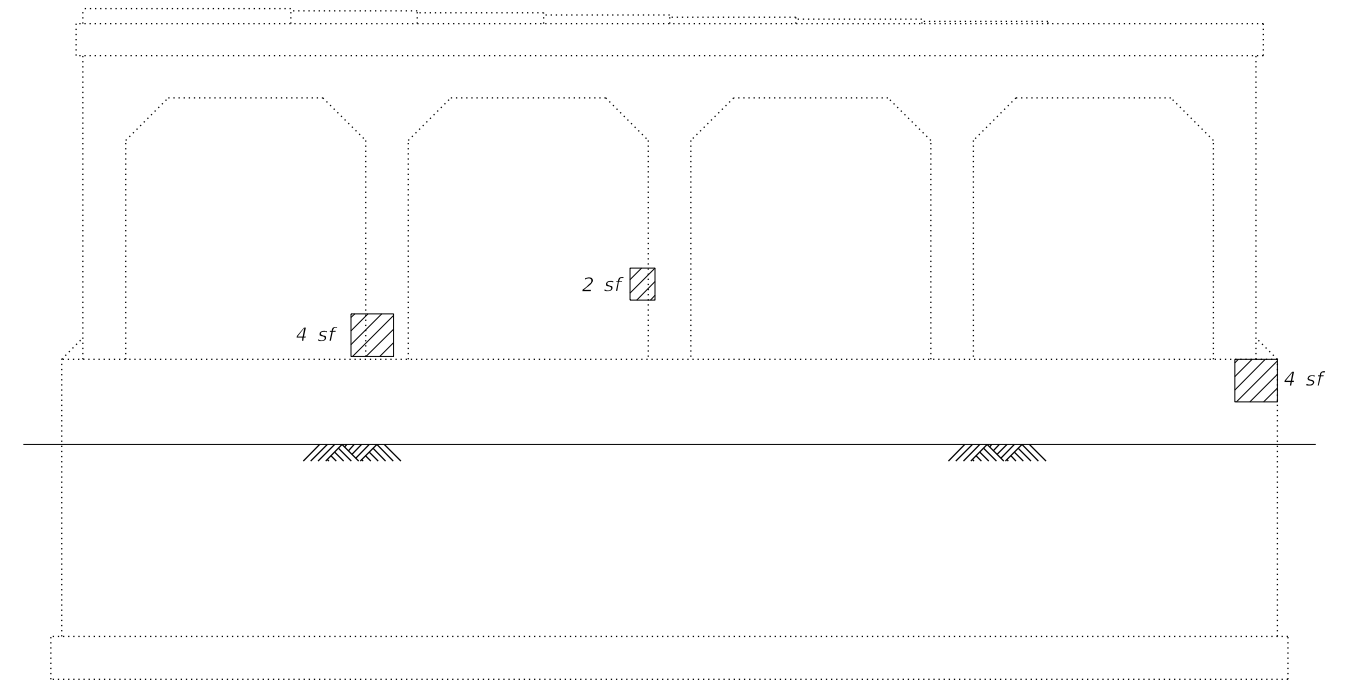
PIER 2
(Looking North)



PIER 2
(Looking South)



PIER 1
(Looking North)



PIER 1
(Looking South)

LEGEND

- Structural Repair of Concrete (Depth ≤ 5")
- sf Square Feet

Note:
Repair of the existing piers shall include but may not be limited to the areas shown. The actual area to be repaired will be determined by the Engineer at the time of construction.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth ≤ 5")	Sq. Ft.	42

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Springfield, Illinois

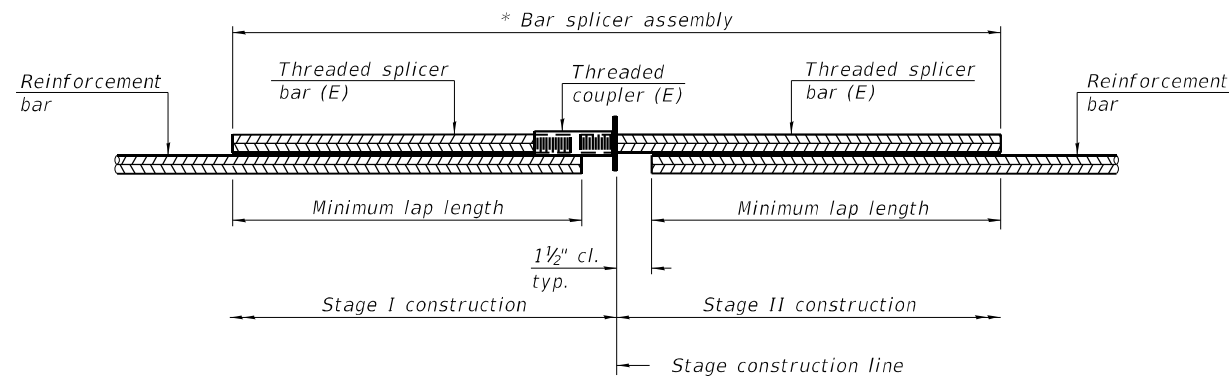
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PLOT DATE = 6/23/2022	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS
STRUCTURE NO. 022-0076

SHEET 27 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	89
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62K77	

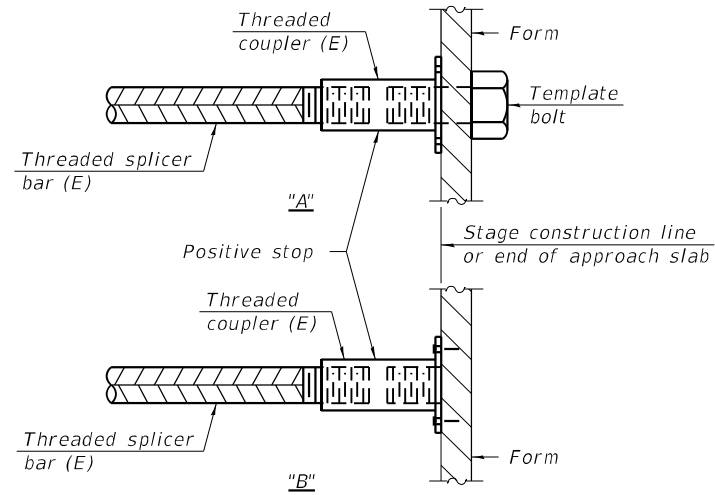


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

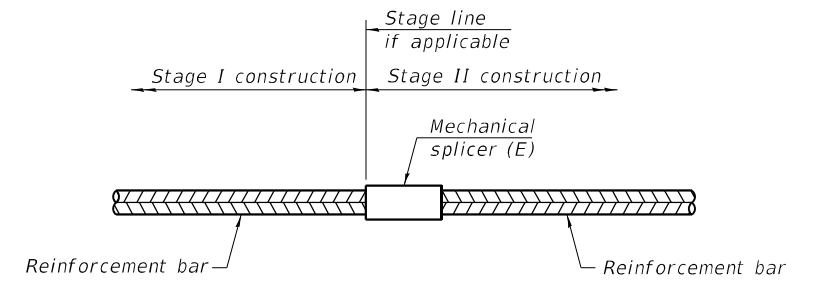
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck Slab	#5	1,030	3'-6"
Approach Slab	#5	340	3'-6"
Approach Slab	#8	240	4'-9"
Abutments	#5	32	3'-7"
Abutments	#6	16	3'-7"



INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1

1-1-2020



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PLOT DATE = 6/23/2022	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
 STRUCTURE NO. 022-0076

SHEET 28 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	90
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 12/5/07

ROUTE FAP 870 (IL 53) DESCRIPTION Over the Great Western Trail LOGGED BY Kabir Ahmad
SECTION (533, 533(SV-1X)) RS-8 LOCATION SEC. 7, TWP. 39N, RNG. 11E
COUNTY DuPage DRILLING METHOD Mud Rotary HAMMER TYPE CME Automatic

Table with columns for Depth (ft), Diameter (inches), Soil Description, and SPT Data. Includes groundwater levels and soil types such as Silty loam, Silty clay, and Silty clay with gravel.

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)



SOIL BORING LOG

Date 12/5/07

ROUTE FAP 870 (IL 53) DESCRIPTION Over the Great Western Trail LOGGED BY Kabir Ahmad
SECTION (533, 533(SV-1X)) RS-8 LOCATION SEC. 7, TWP. 39N, RNG. 11E
COUNTY DuPage DRILLING METHOD Mud Rotary HAMMER TYPE CME Automatic

Table with columns for Depth (ft), Diameter (inches), Soil Description, and SPT Data. Includes groundwater levels and soil types such as Fine to coarse sand, Silty clay, and Silty clay with gravel.

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)

(Sheet 1 of 2)

Footer containing LIN Engineering, Ltd. logo, user information (USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE), state of Illinois Department of Transportation logo, SOIL BORING DATA STRUCTURE NO. 022-0076, SHEET 29 OF 30 SHEETS, and contract information (CONTRACT NO. 62K77).

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SOIL BORING LOG

Page 1 of 2

Date 12/6/07

ROUTE FAP 870 (IL 53) DESCRIPTION Over the Great Western Trail LOGGED BY Kabir Ahmad
 SECTION (533, 533(SV-1X)) RS-8 LOCATION SEC. 7, TWP. 39N, RNG. 11E
 COUNTY DuPage DRILLING METHOD Mud Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 022-0076 (exist.)
 Station _____
 BORING NO. B-12
 Station 1034+11
 Offset 25.00ft Rt.
 Ground Surface Elev. 723.80 ft

DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	DESCRIPTION
722.60	3			5" Asphalt over concrete	702.80	4			Silty clay, some stone, brown and gray, very stiff (continued)
	4	2.2	24.0	Silty clay, brown, very stiff		3	2.4	23.0	Silty clay, trace sand and gravel, gray, very stiff to hard
	4	B				7	P		
720.80	2			Silty clay loam, light brown, moist, loose		3			
	2		21.0			3	4.1	21.0	
	2					8	S		
718.80	5			Silty clay and topsoil, dark gray, very stiff		4			
	4	2.1	25.0			7	4.4	19.0	
716.80	4	P		Silty clay, trace sand and gravel, brown, very stiff		8	S		
	2					3			
	3	1.9	24.0			4	2.1	31.0	
	5	P				9	P		
	2								
	3	2.2	26.0						
	4	B			691.80				Sandy loam, some gravel, gray, moist, loose
710.80	3			Silty clay, some stone, brown and gray, very stiff		3			
	3	2.6	22.0			4		14.0	
	4	P				5			
	3								
	4	2.6	23.0						
	6	P			686.80				Silty clay, trace sand and gravel, gray, very stiff
	4					3			
	6	2.8	14.0			2	2.1	17.0	
	6	P				3	P		

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)



SOIL BORING LOG

Page 2 of 2

Date 12/6/07

ROUTE FAP 870 (IL 53) DESCRIPTION Over the Great Western Trail LOGGED BY Kabir Ahmad
 SECTION (533, 533(SV-1X)) RS-8 LOCATION SEC. 7, TWP. 39N, RNG. 11E
 COUNTY DuPage DRILLING METHOD Mud Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 022-0076 (exist.)
 Station _____
 BORING NO. B-12
 Station 1034+11
 Offset 25.00ft Rt.
 Ground Surface Elev. 723.80 ft

DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	DIAMETER (ft)	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	DESCRIPTION
681.80	5			Silty clay, trace sand and gravel, gray, very stiff (continued)		7	2.6	14.0	
	7	P				8	P		
676.80	10			Silty clay and weathered limestone, gray, hard		12	4.6	12.0	
	12	S				12	S		
673.80	12	S							
				End of Boring					

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)

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	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA
 STRUCTURE NO. 022-0076
 SHEET 30 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-01-B	DUPAGE	112	92
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

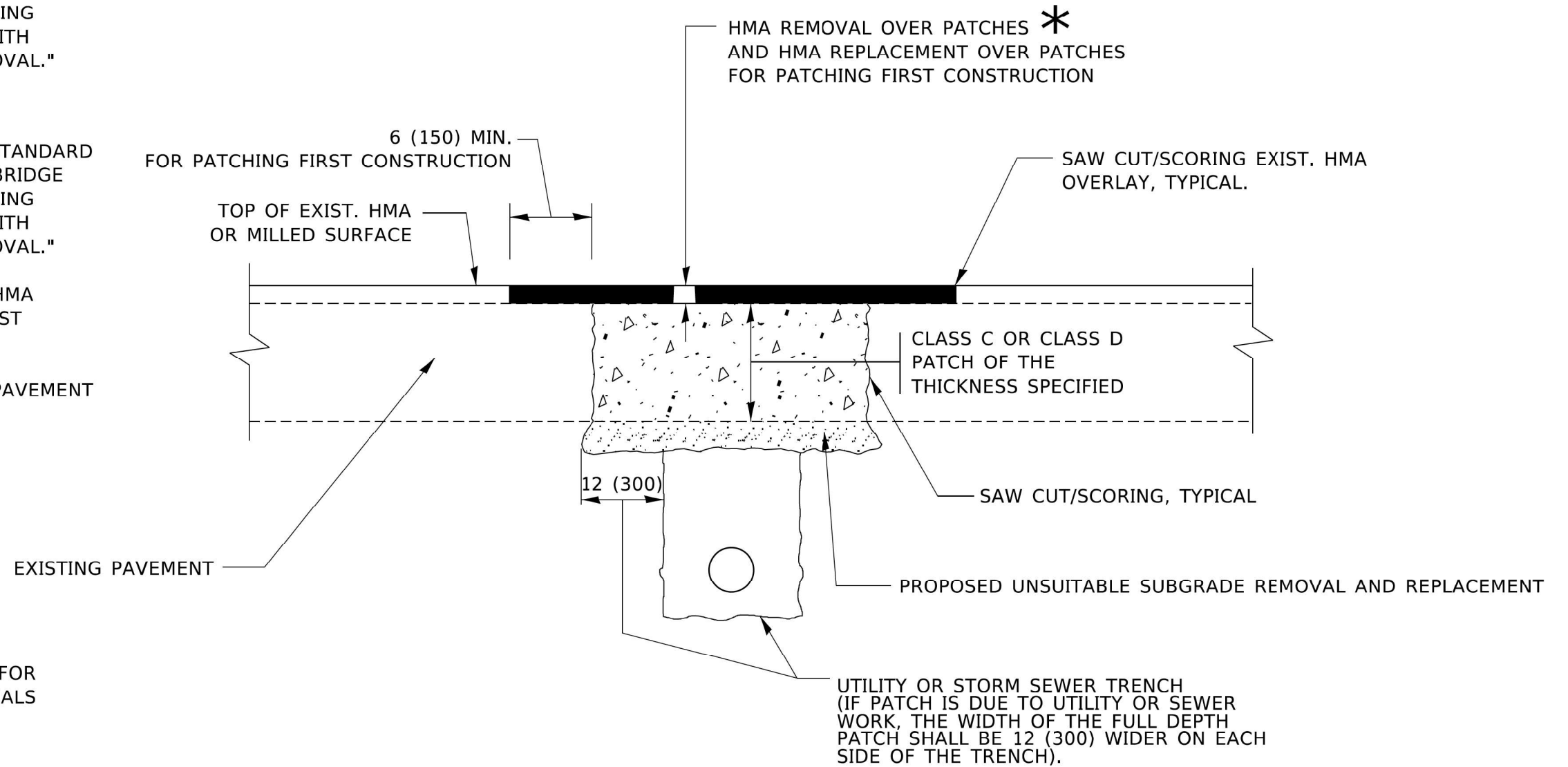
(Sheet 2 of 2)

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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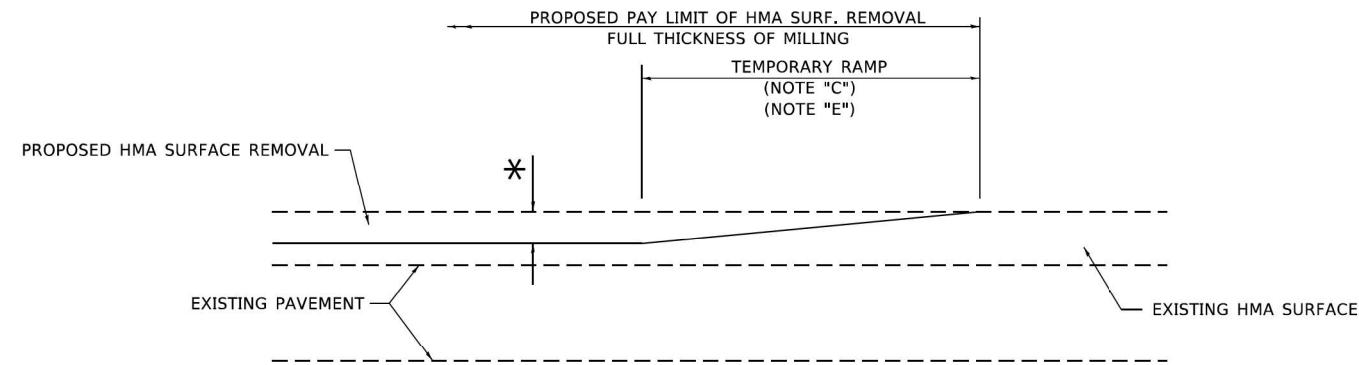
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PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

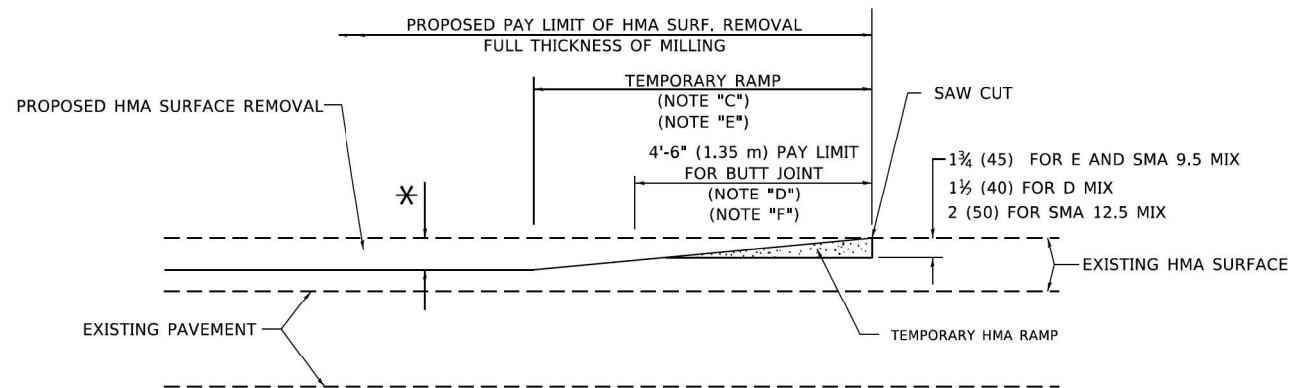
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	93
BD400-04 (BD-22)			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

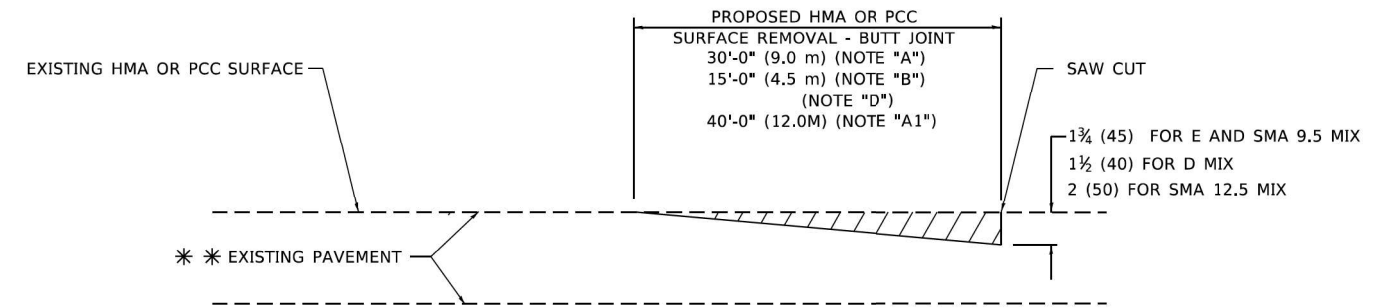


HMA CONSTRUCTED TEMPORARY RAMP

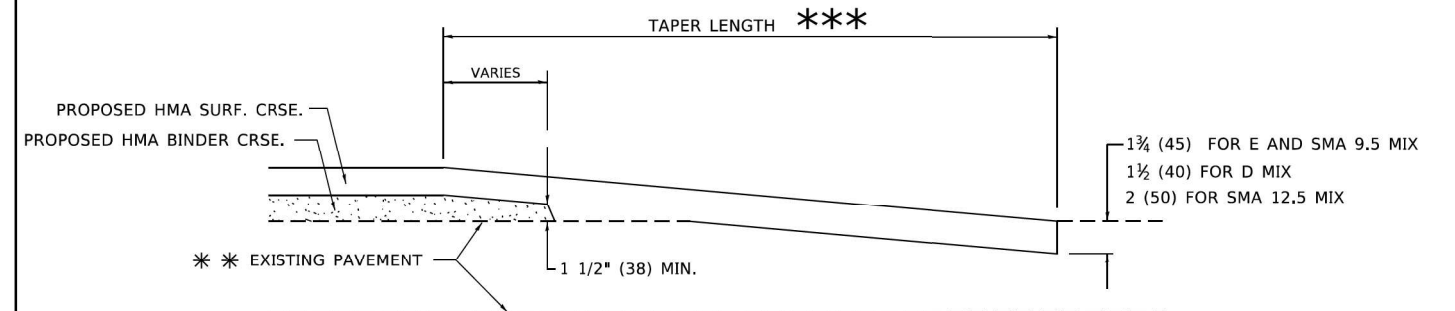
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

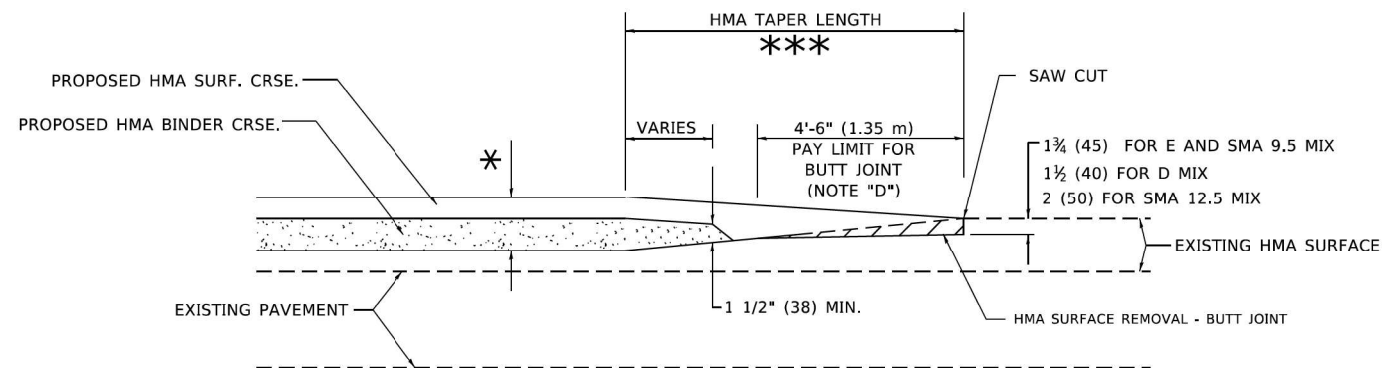
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- 1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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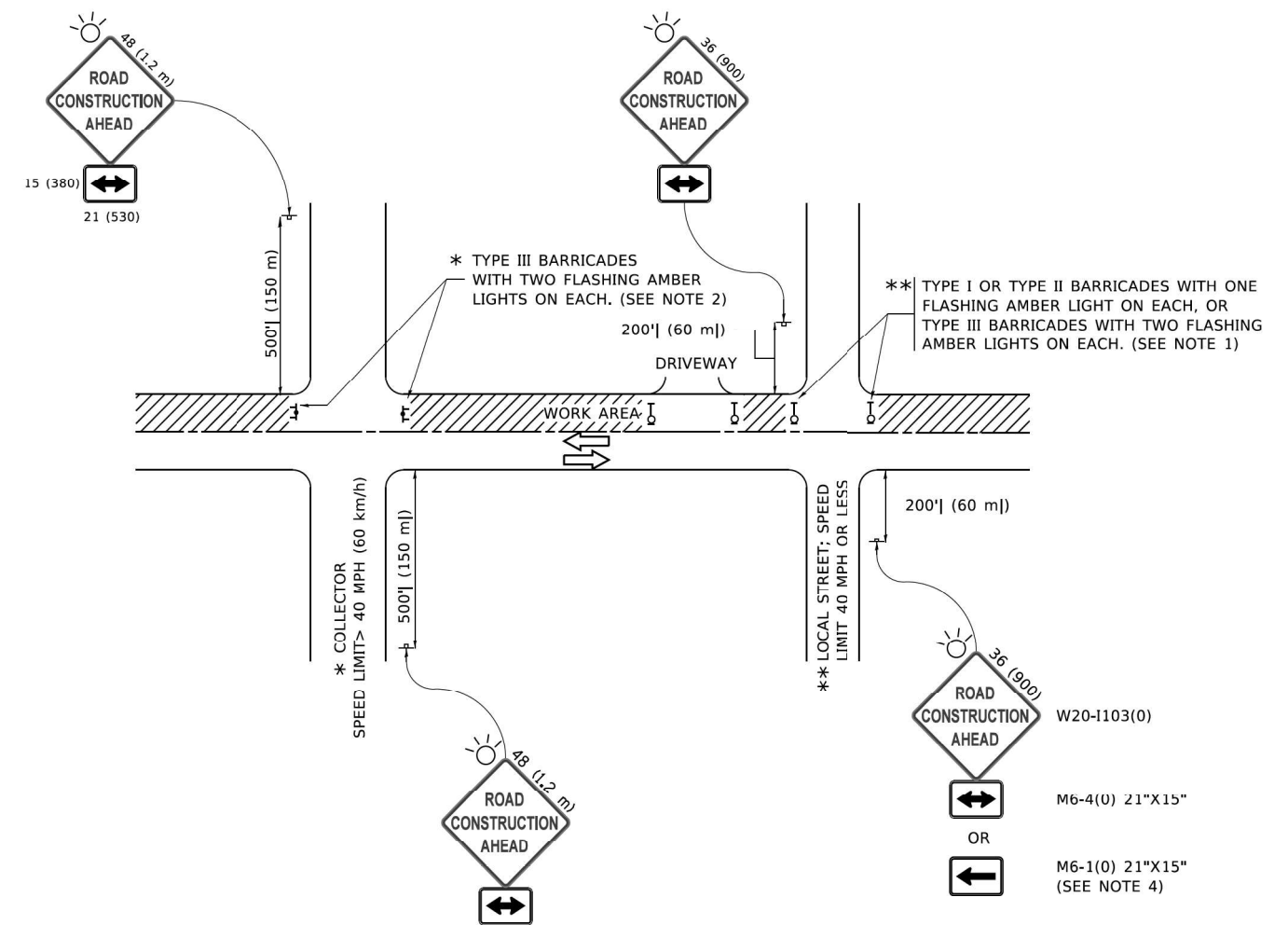
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PLOT DATE = 2/2/2022	DATE - 06-13-90	REVISED - K. SMITH 02-01-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	94
BD400-05 BD-32		CONTRACT NO. 62K77		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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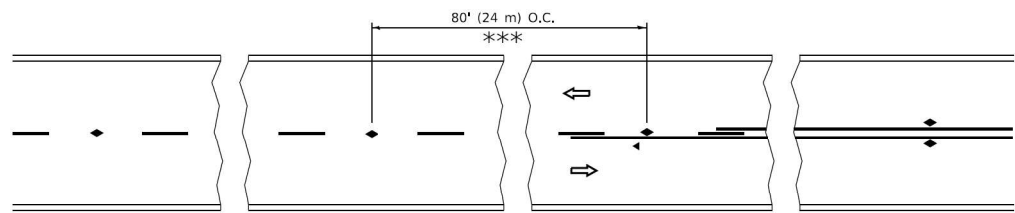
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PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

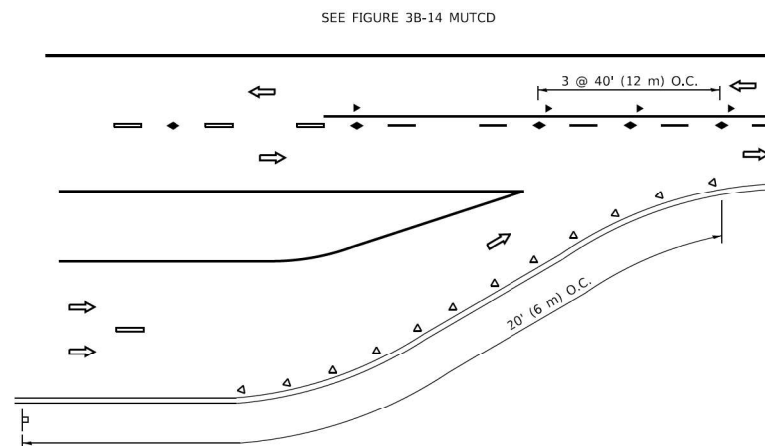
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				

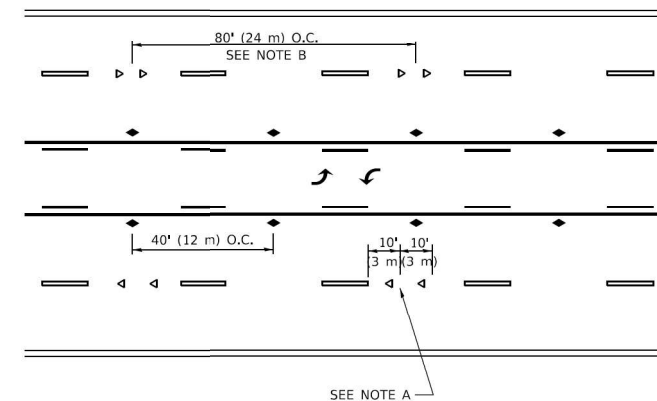


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

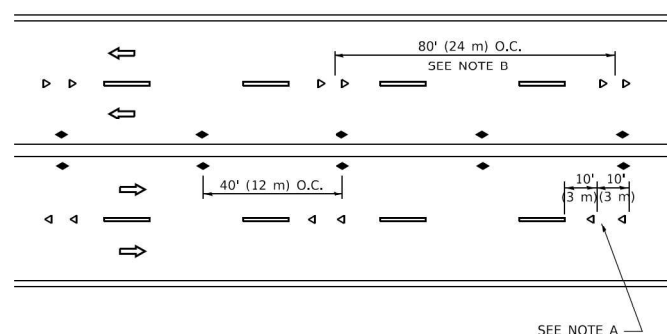
TWO-LANE/TWO-WAY



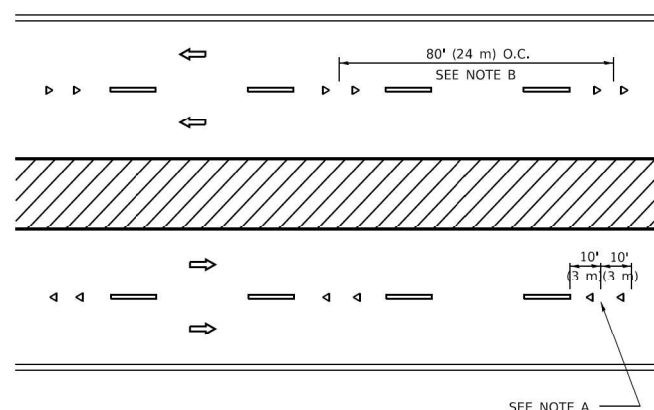
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

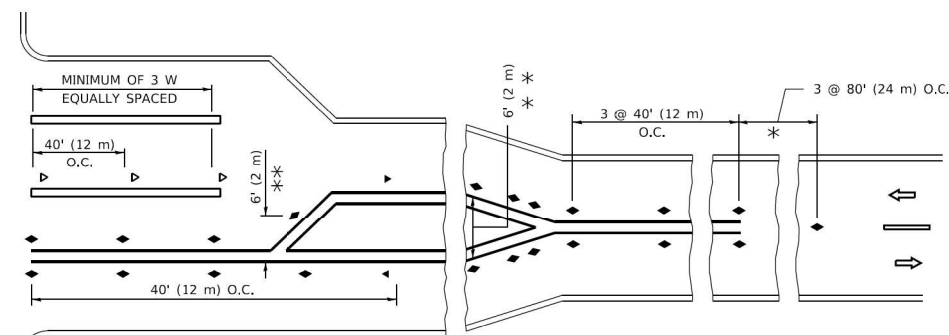
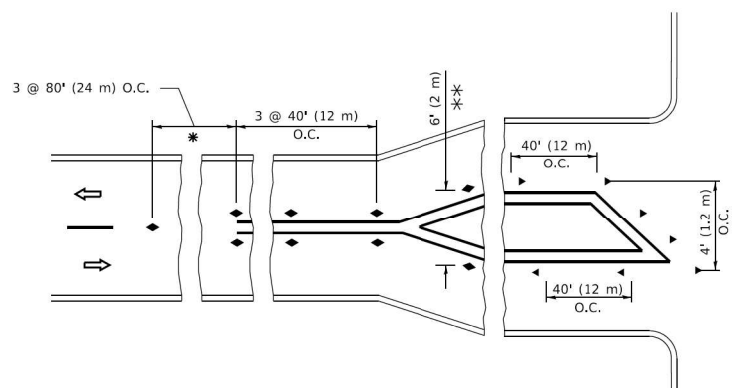
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



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

TURN LANES

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

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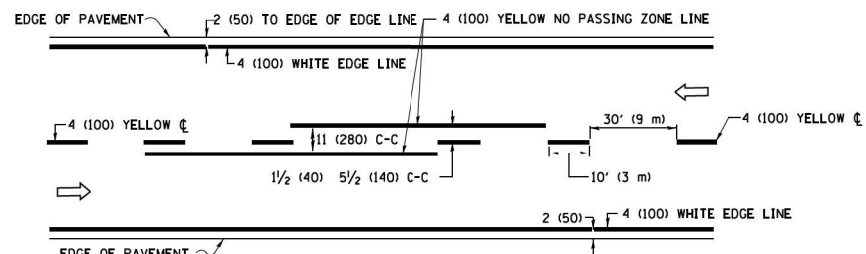
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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

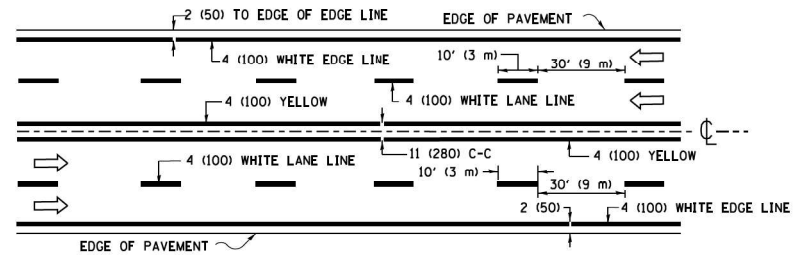
**TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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

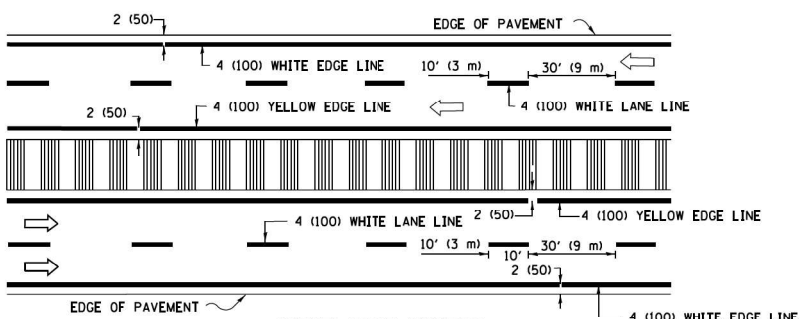
F.A. RTE. 870	SECTION 2020-001-B	COUNTY DuPAGE	TOTAL SHEETS 112	SHEET NO. 96
TC-11			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

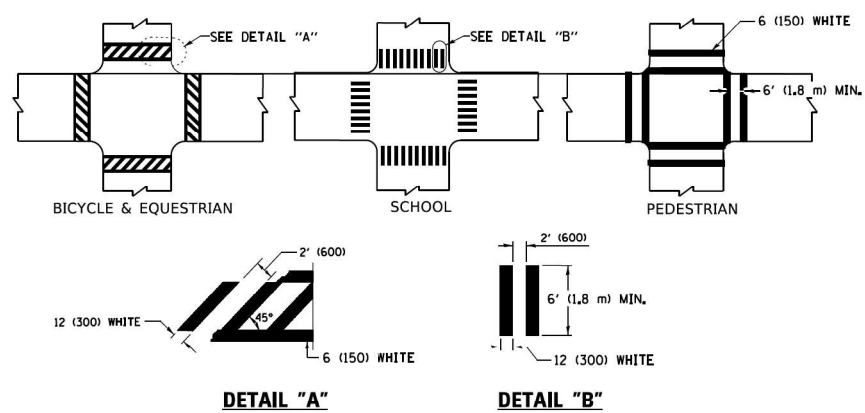


MULTI-LANE UNDIVIDED



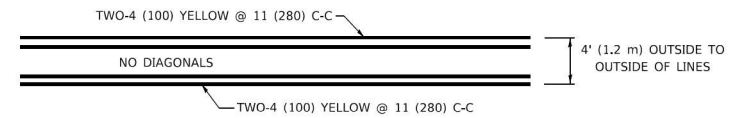
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

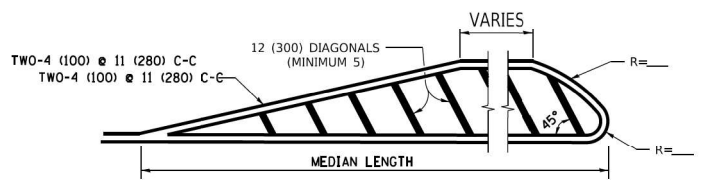


TYPICAL CROSSWALK MARKING

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

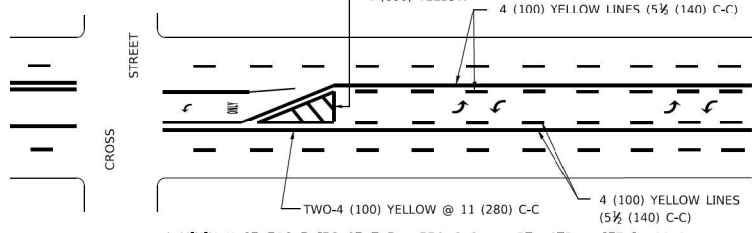


4' (1.2 m) WIDE MEDIANS ONLY



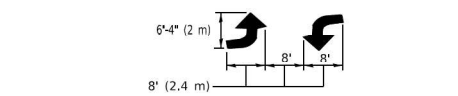
MEDIANS OVER 4' (1.2 m) WIDE

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



**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

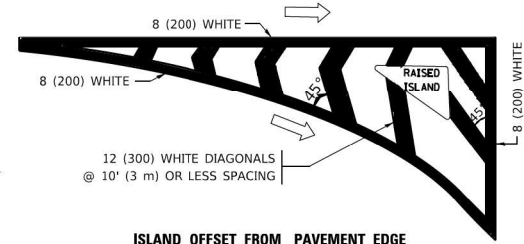
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



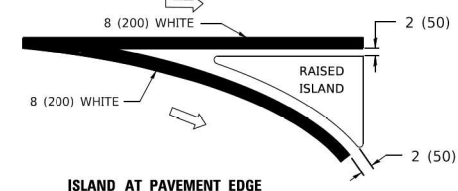
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

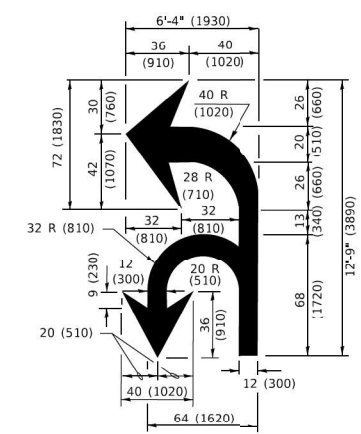


ISLAND OFFSET FROM PAVEMENT EDGE

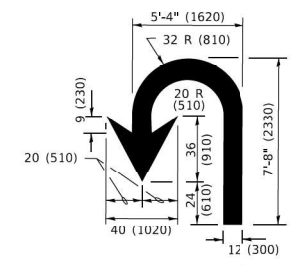


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	7 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15' 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

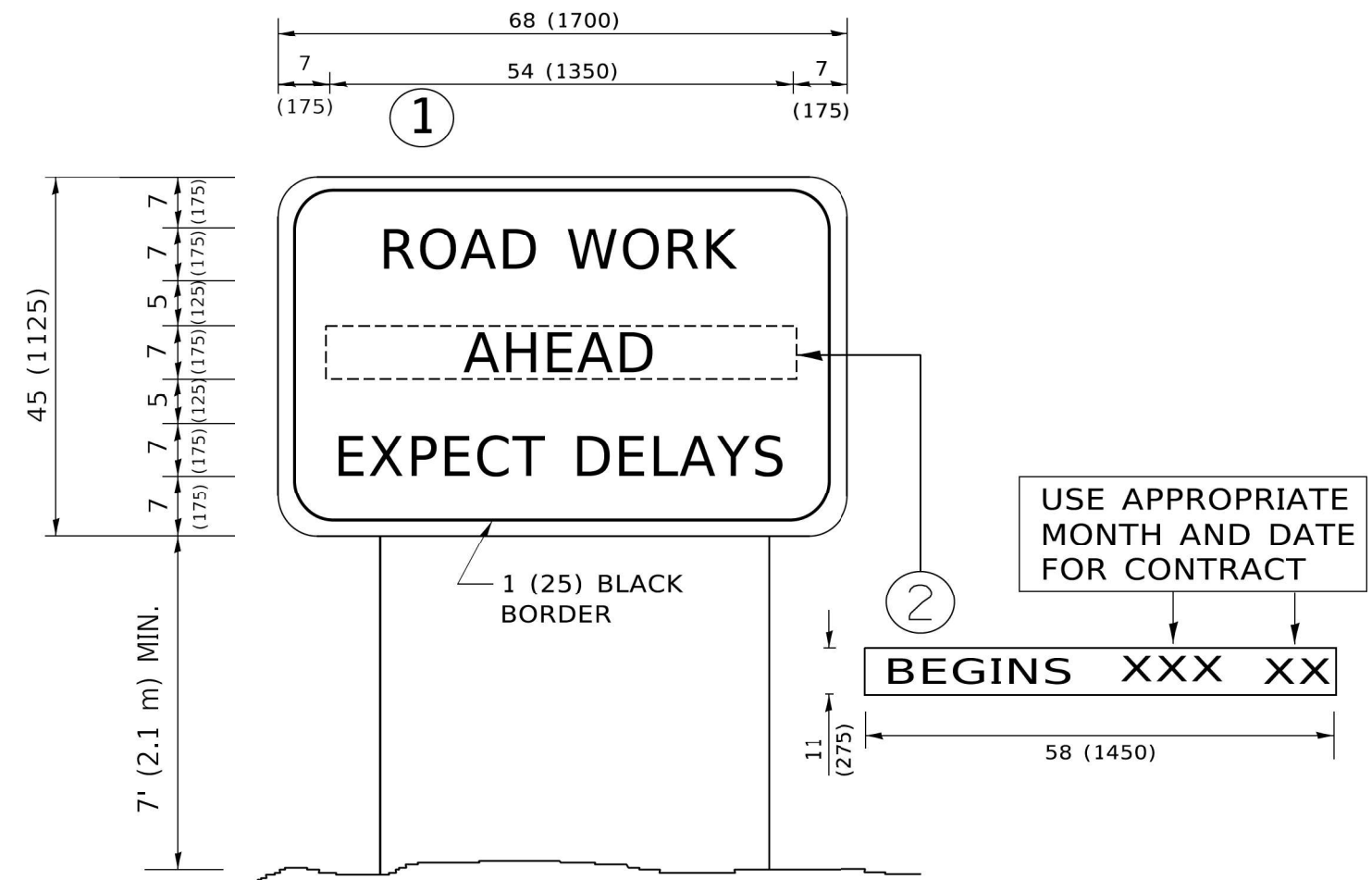
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USER NAME	DESIGNED	REVISED
= footemj	- EVERS	- C. JUCIUS 09-09-09
	- DRAWN	- C. JUCIUS 07-01-13
	- CHECKED	- C. JUCIUS 12-21-15
	- DATE	- C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 2 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DuPAGE	112	97
TC-13			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

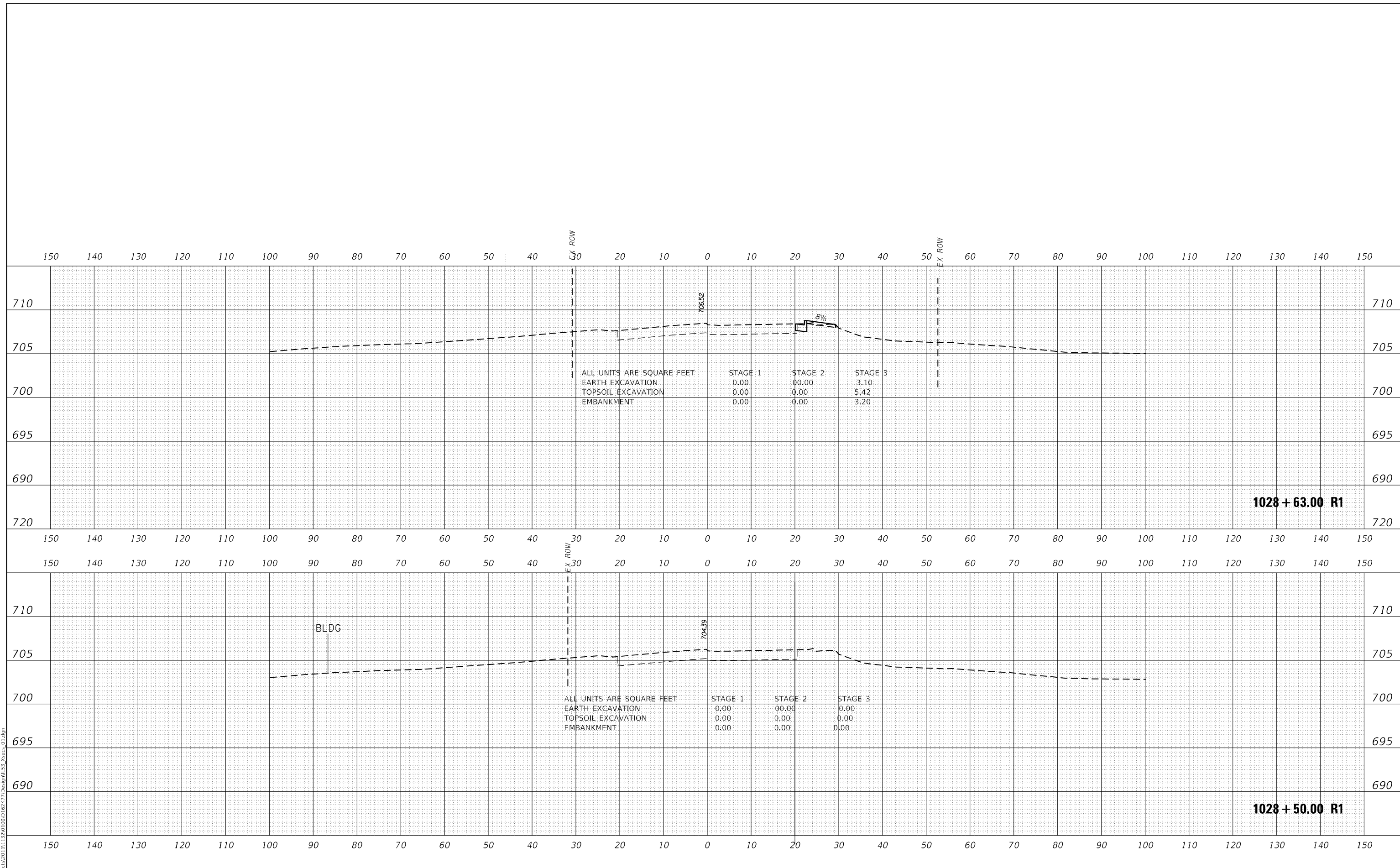
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE. 870	SECTION 2020-001-B	COUNTY DuPAGE	TOTAL SHEETS 112	SHEET NO. 98
TC-22			CONTRACT NO. 62K77	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
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DESIGNED -	REVISED -
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DATE -	REVISED -

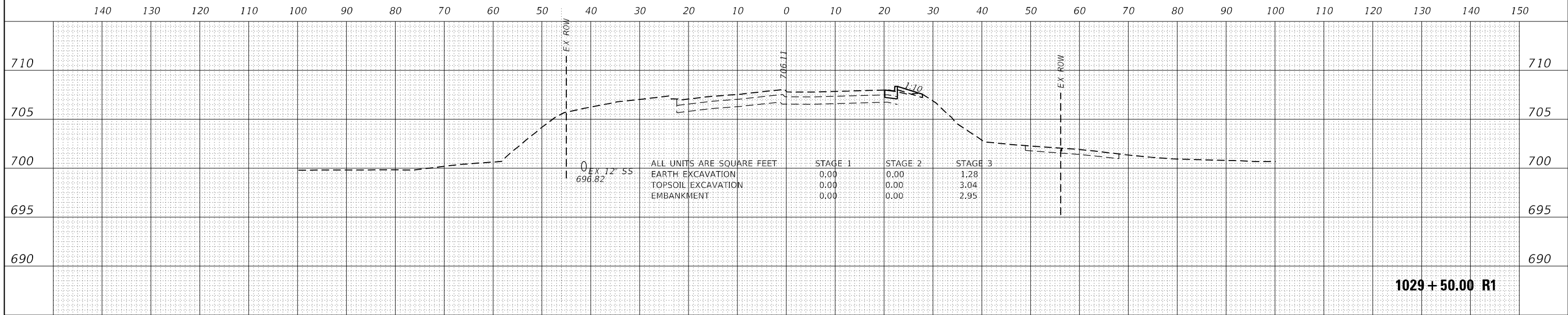
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 53 CROSS SECTIONS

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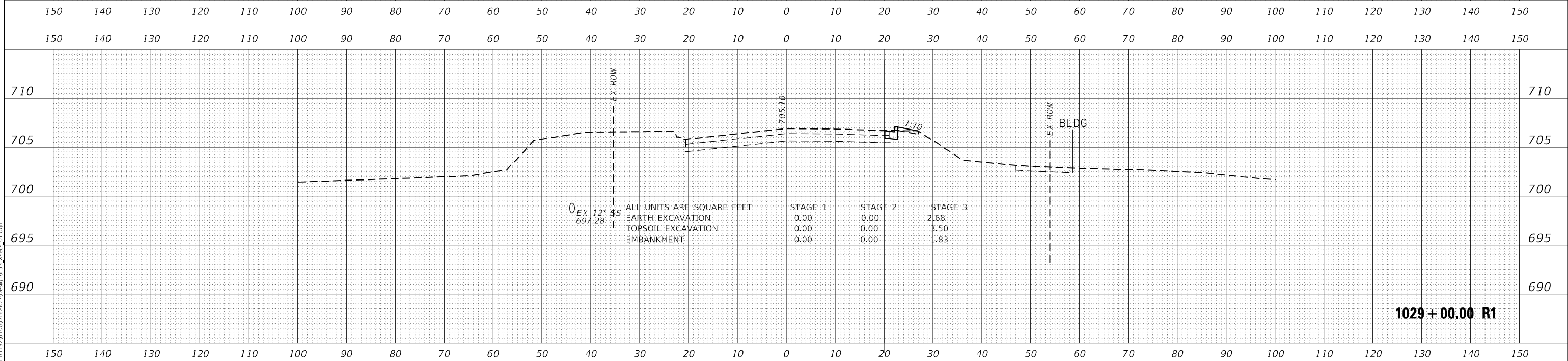
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870	2020-001-B	DUPAGE	112	99
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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NO.	



1029 + 50.00 R1

DATE	
BY	
SURVEYED	
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1029 + 00.00 R1

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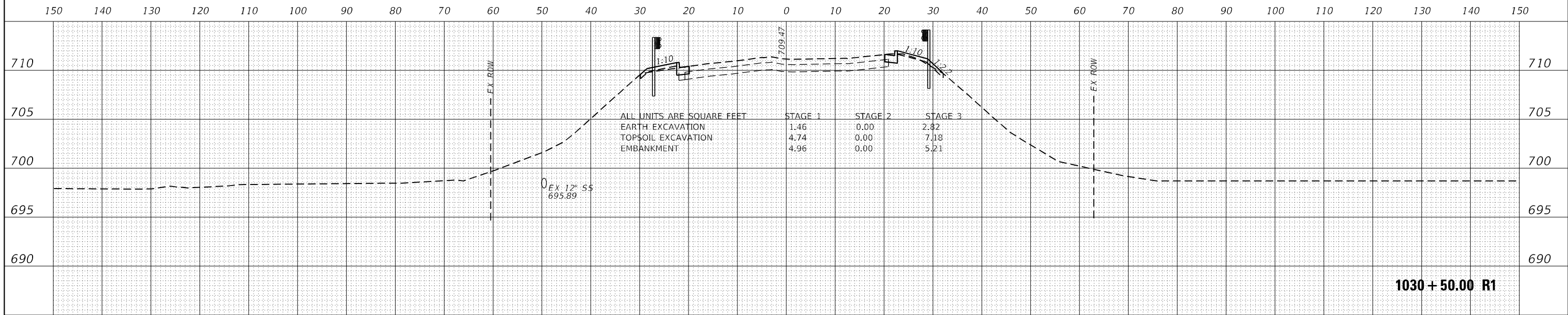
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

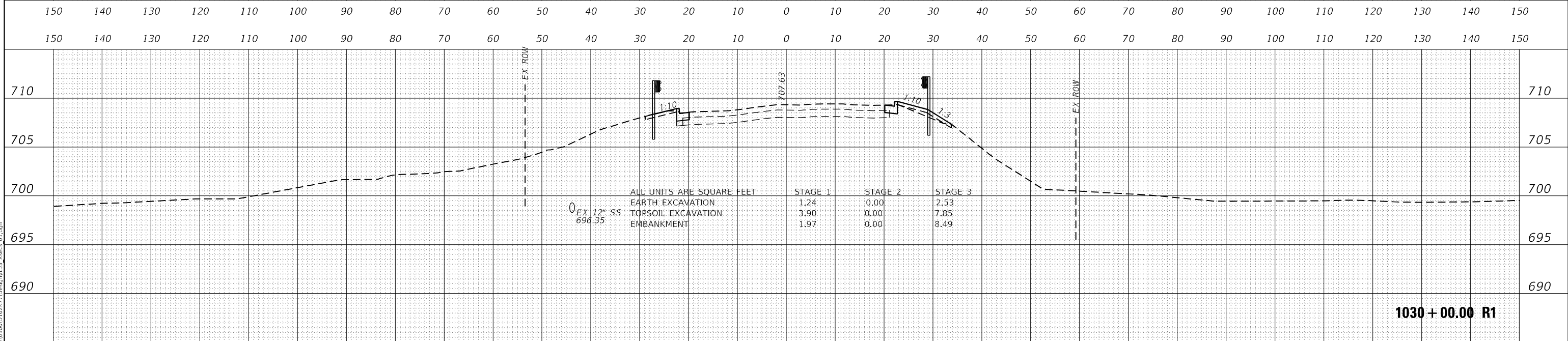
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	100
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

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



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



MODEL: Bridge-wall Earthwork
FILE NAME: X:\030520\111132\0100\0162K77\DeSign\113\Xsec_01.dgn



USER NAME = rgeorgescu
PLOT SCALE = 20,0000 * / in.
PLOT DATE = 9/29/2022

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

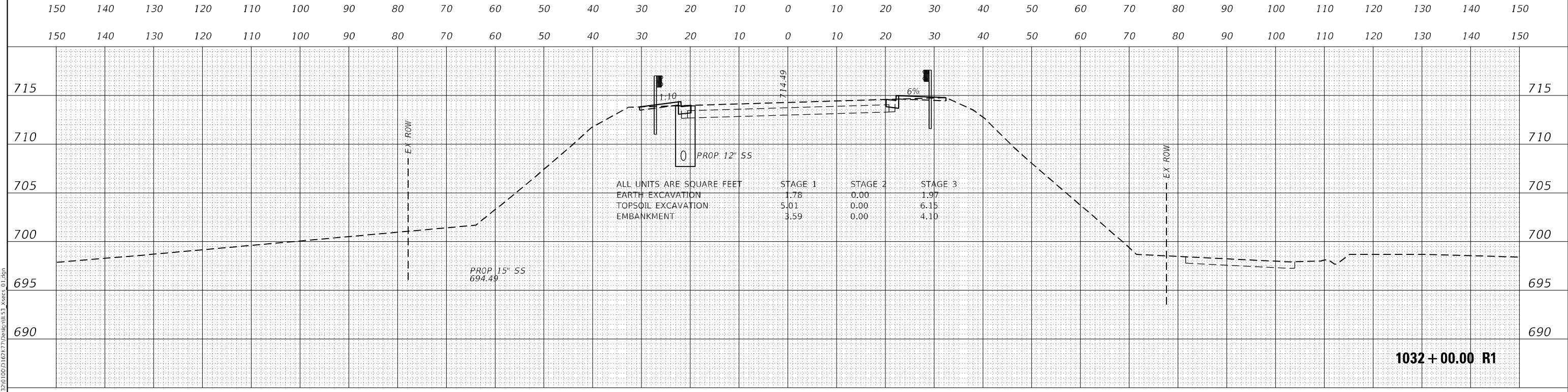
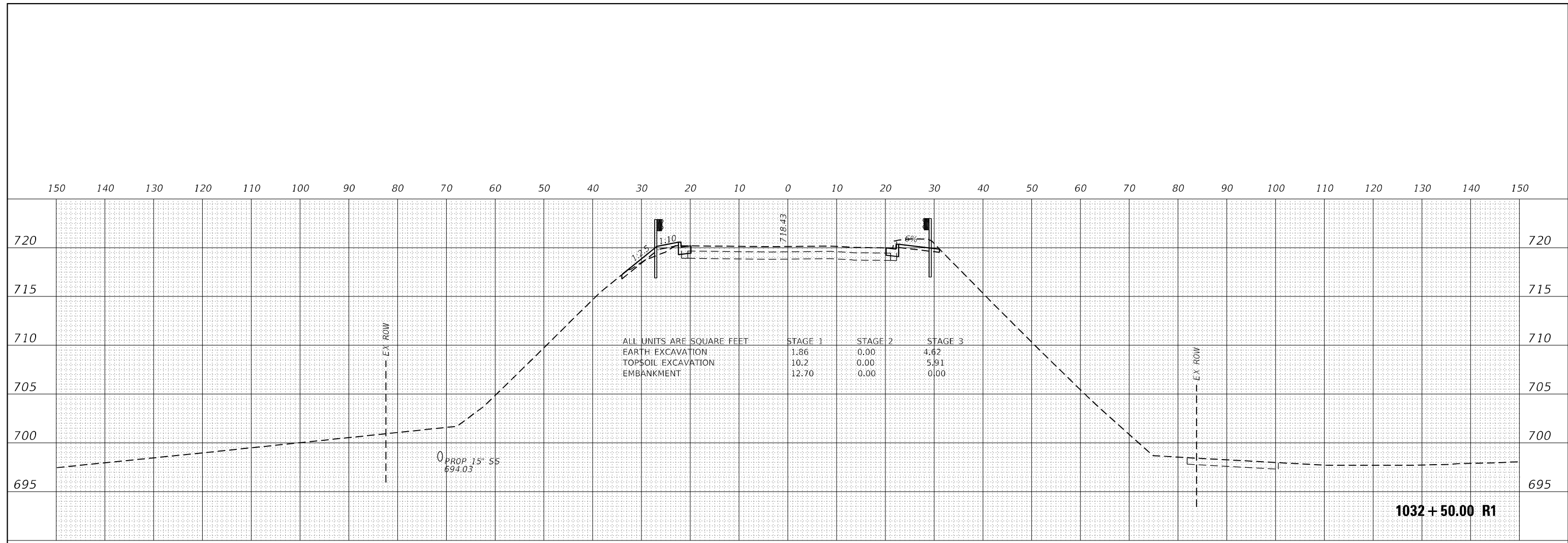
SCALE: SHEET 3 OF 14 SHEETS STA. 1030+00.00 R1 TO STA. 1030+50.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	101
				CONTRACT NO. 62K77
				ILLINOIS FED. AID PROJECT

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

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

MODEL: BridgeWall Earthwork
 FILE NAME: X:\030520\111132\0100\01\2K77\DeSign\113_Vs.ec 01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 9/29/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

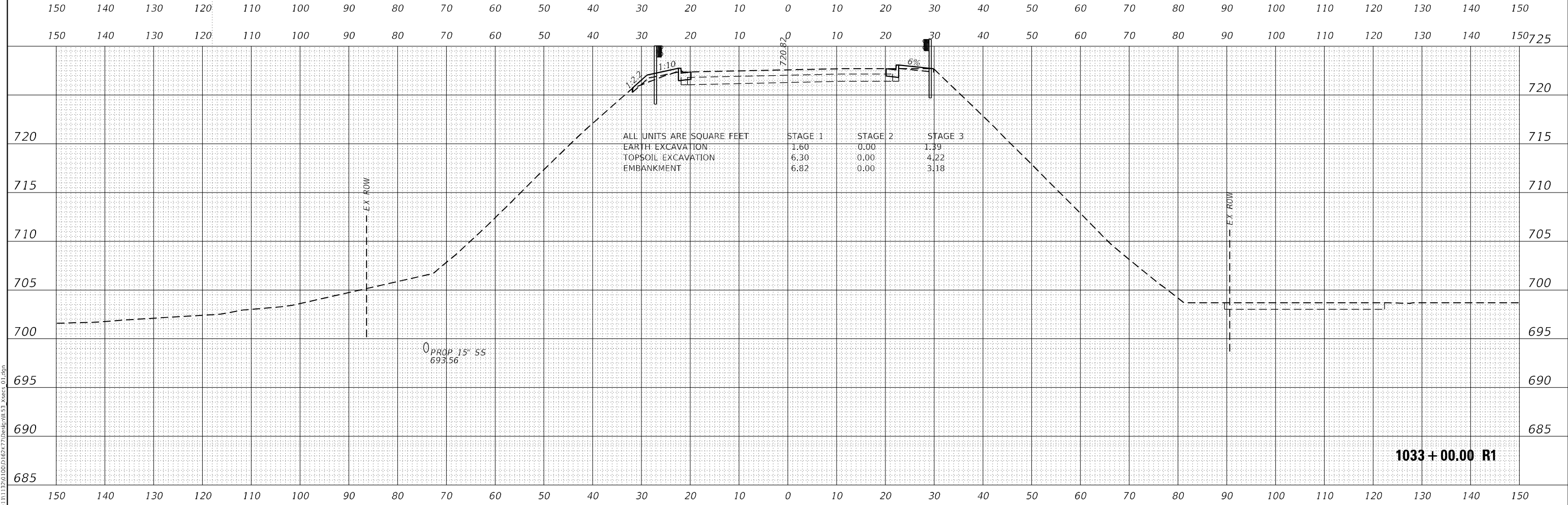
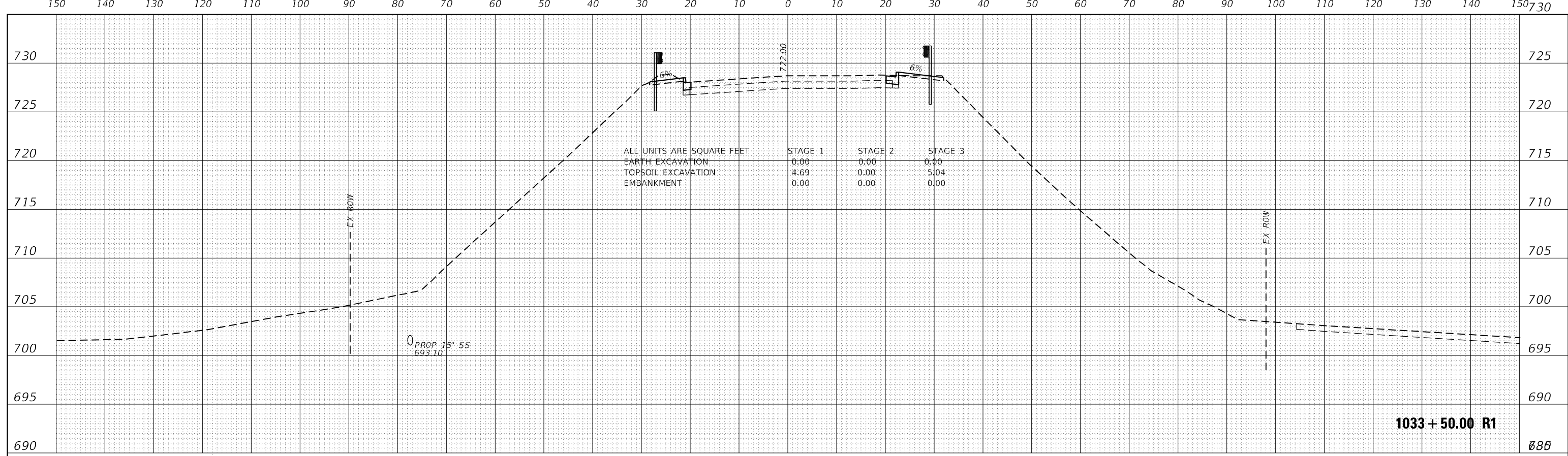
SCALE: SHEET 5 OF 14 SHEETS STA. 1032+00.00 R1 TO STA. 1032+50.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	103
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Bridge-wall Earthwork
 FILE NAME: X:\p030520111132\0100\01\62K77\DeSign\1153_Xsec_01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

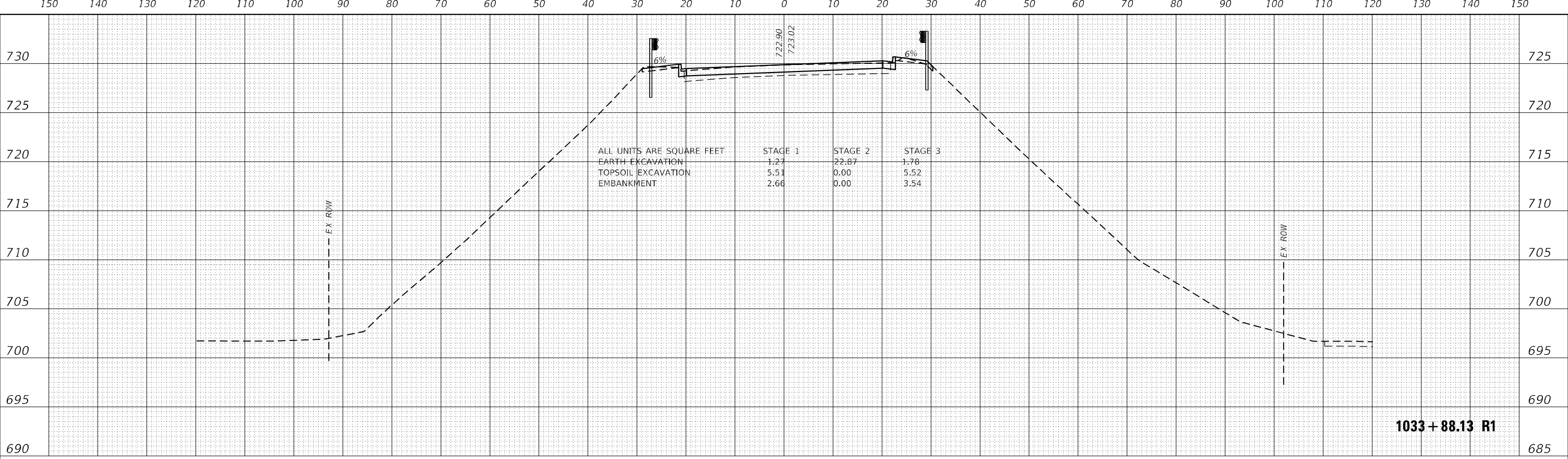
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

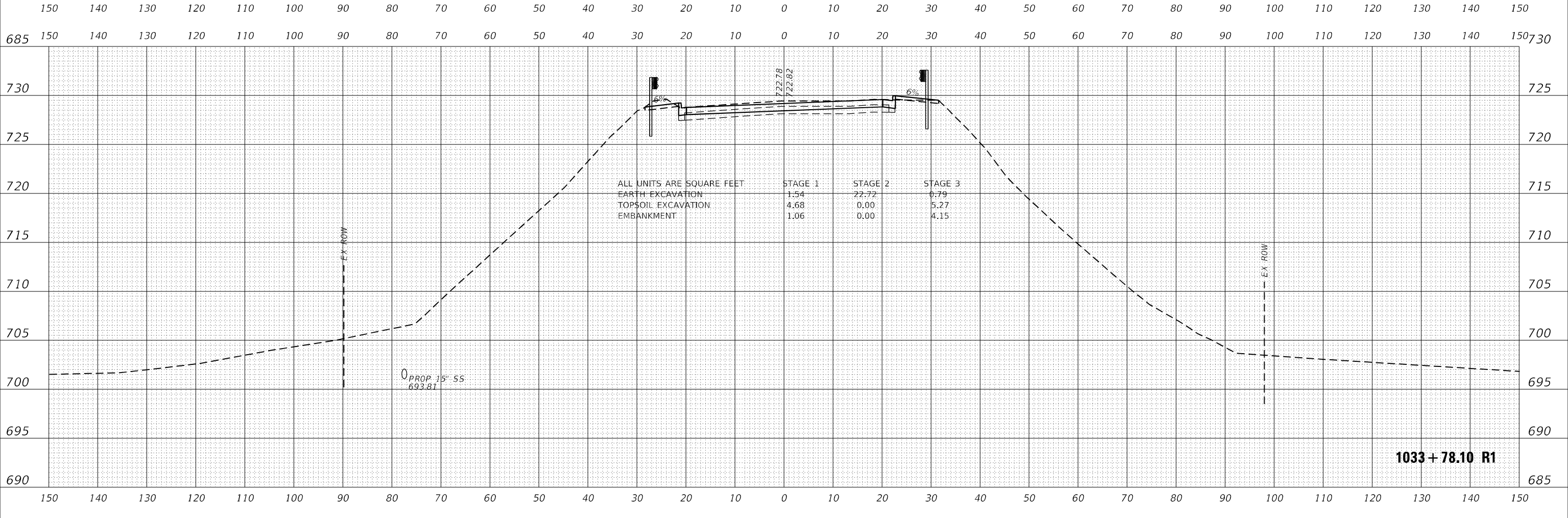
SCALE: SHEET 6 OF 14 SHEETS STA. 1033+00.00 R1 TO STA. 1033+50.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	104
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

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



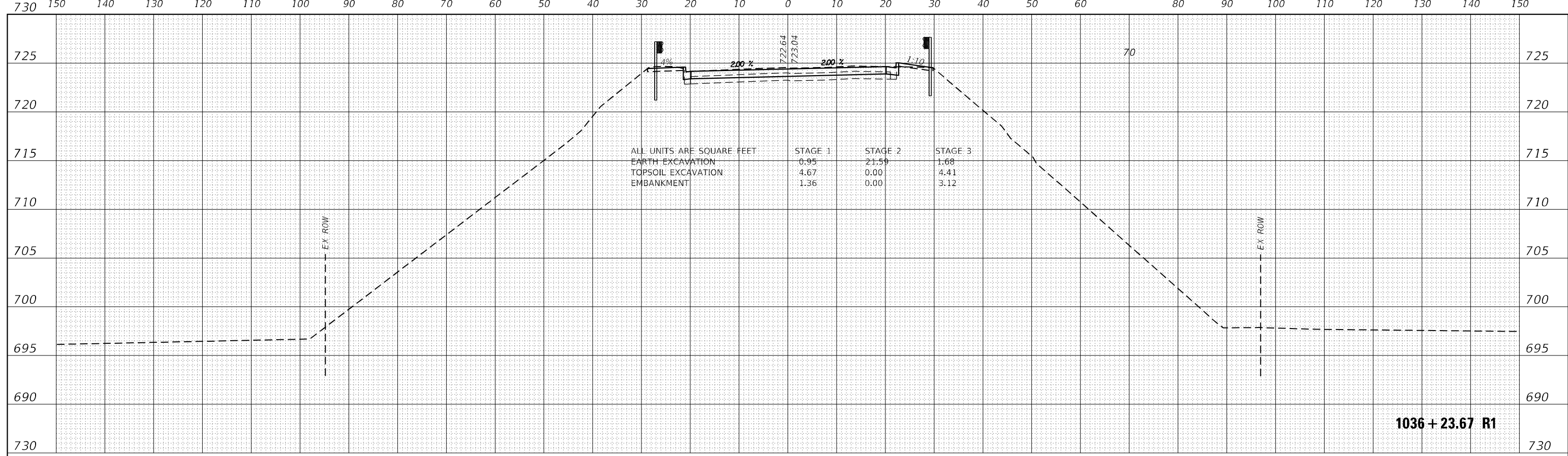
ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
AREAS CHECKED	TEMPLATE	
	AREAS	
	CHECKED	



MODEL: BridgeWall Earthwork
FILE NAME: X:\030520\111132\0100\0162K77\DeSign\1153_Xsec_01.dgn

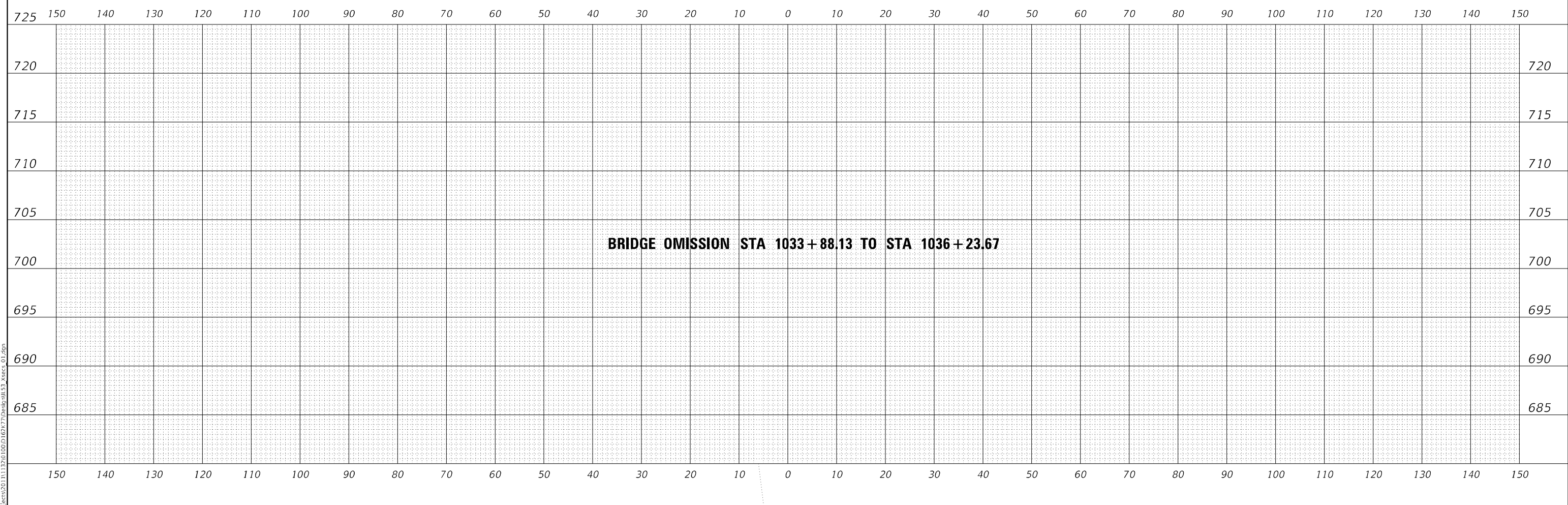
	USER NAME = rgeorgescu	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 53 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -					870	2020-001-B	DUPAGE	112	105
	PLOT DATE = 9/29/2022	DATE -	REVISED -		REVISED -	SCALE: SHEET 7 OF 14 SHEETS STA. 1034+00.00 R1 TO STA. 1034+50.00 R1			CONTRACT NO. 62K77			
	ILLINOIS FED. AID PROJECT											

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



1036 + 23.67 R1

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



BRIDGE OMISSION STA 1033+88.13 TO STA 1036+23.67

MODEL: Bridge-wall Earthwork
FILE NAME: X:\p030520111132\0100\01\2K77\DeSign\1153.Xsec-01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 9/29/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

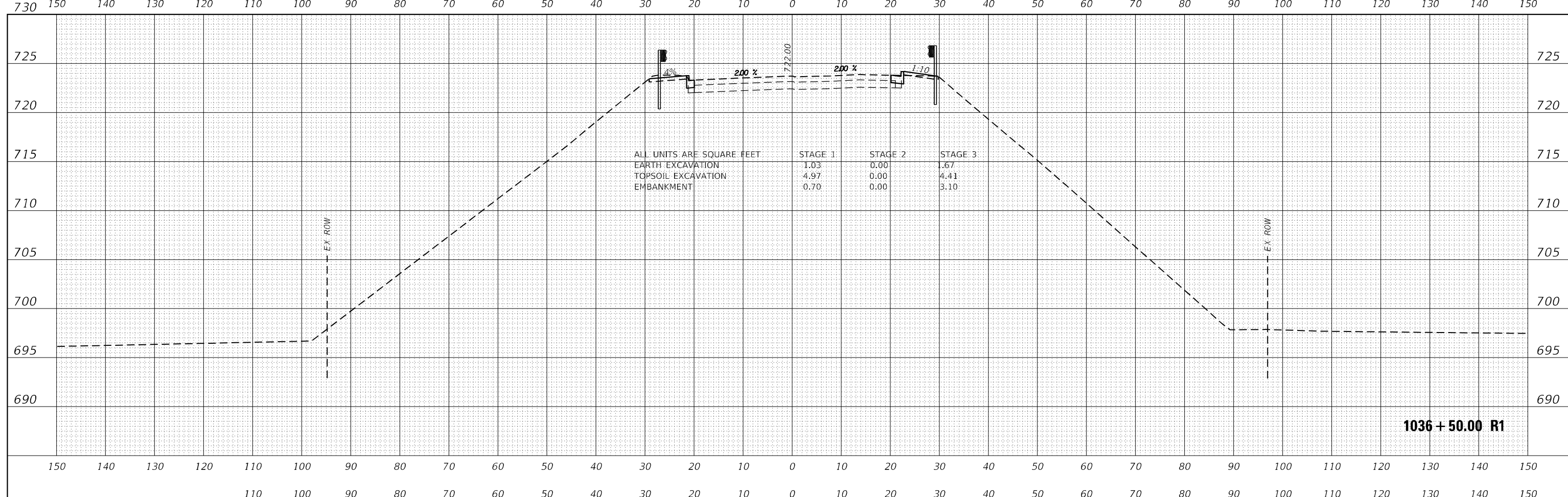
IL 53 CROSS SECTIONS

SCALE: 1" = 10' H
1" = 5' V SHEET 8 OF 14 SHEETS STA. 1036+23.67 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	106
CONTRACT NO. 62K77				

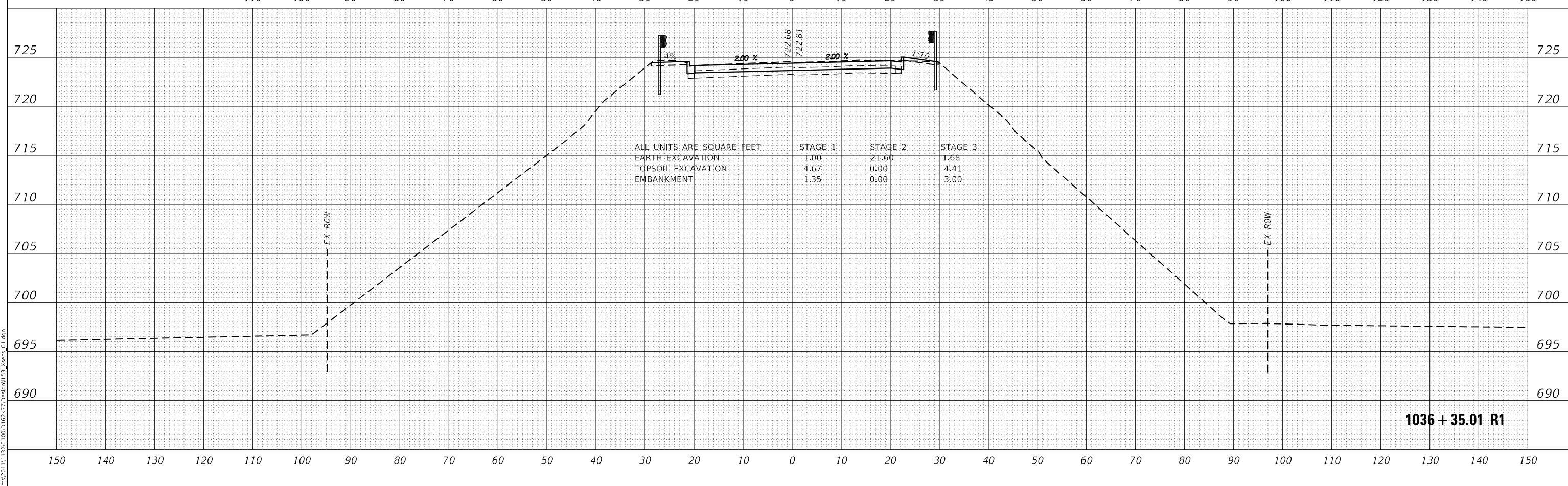
ILLINOIS FED. AID PROJECT

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



1036 + 50.00 R1

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



1036 + 35.01 R1

MODEL: Bridge-wall Earthwork
FILE NAME: X:\030620\111132\0100\01\2K77\DeSign\1133_Xsec_01.dgn



USER NAME = rgeorgescu
PLOT SCALE = 20,0000 * / in.
PLOT DATE = 9/29/2022

DESIGNED -	REVISIED -
DRAWN -	REVISIED -
CHECKED -	REVISIED -
DATE -	REVISIED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

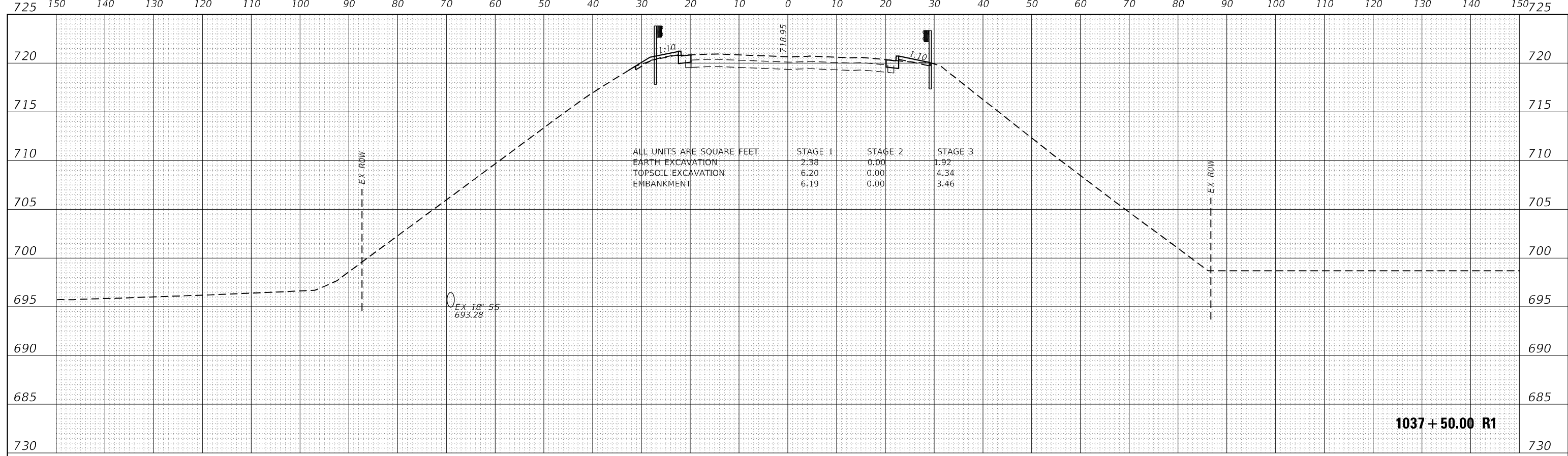
IL 53 CROSS SECTIONS

SCALE: 1" = 10' H
1" = 3' V SHEET 9 OF 14 SHEETS STA. 1036+35.01 R1 TO STA. 1036+50.00 R1

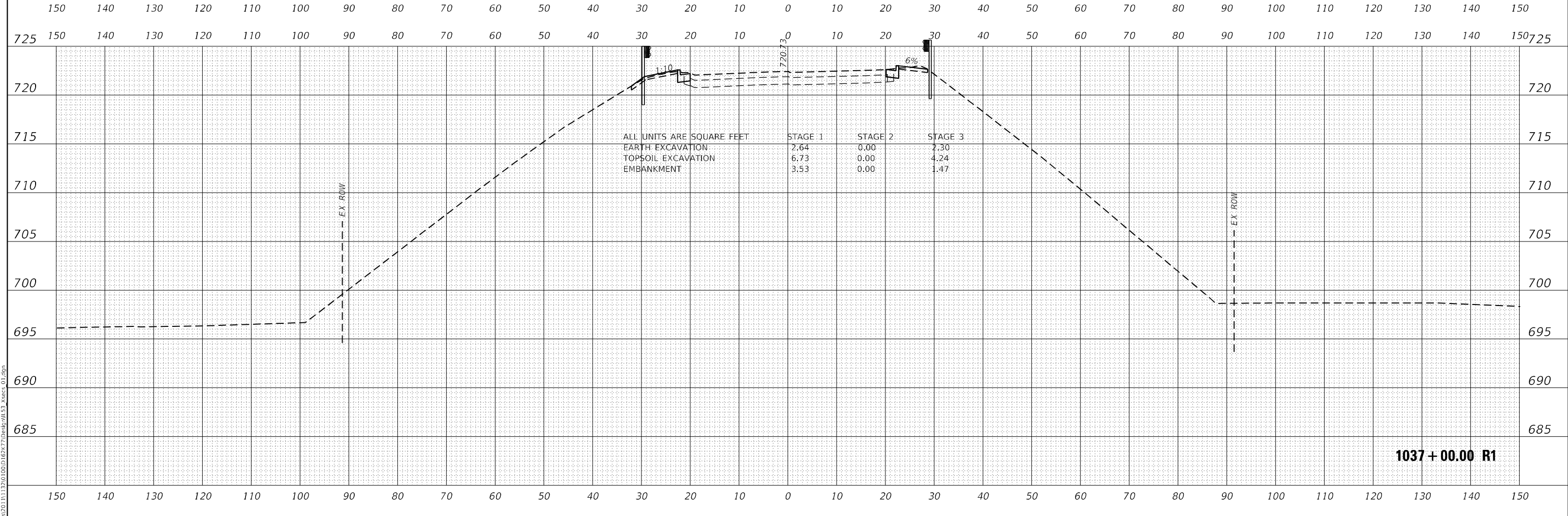
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	107
CONTRACT NO. 62K77				

ILLINOIS FED. AID PROJECT

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



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



MODEL: Bridge-wall Earthwork
FILE NAME: X:\030520\111132\0\00\0\02\27\DeSign\113_Xsec_01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 9/29/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

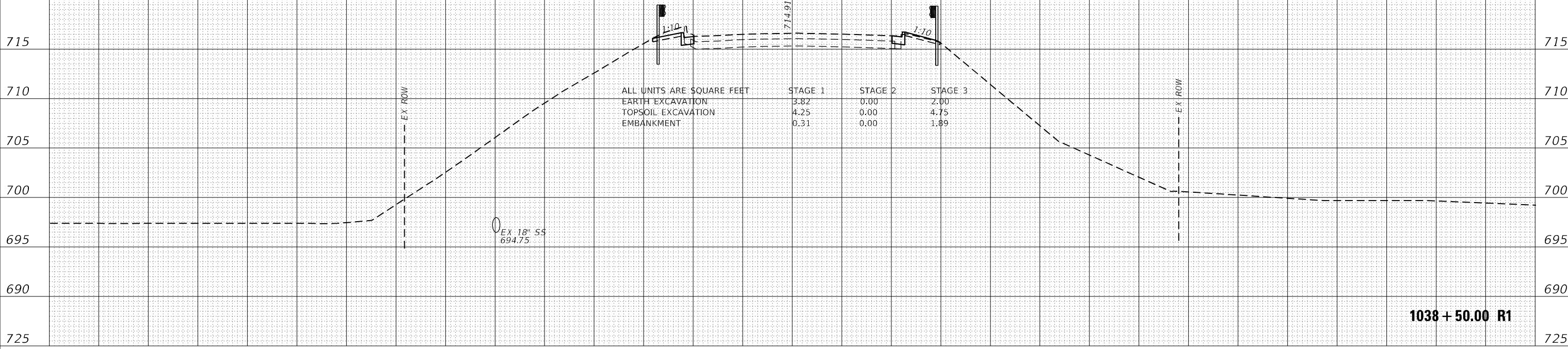
SCALE: 1" = 10' H
1" = 3' V SHEET 10 OF 14 SHEETS STA. 1037+00.00 R1 TO STA. 1037+50.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	108
CONTRACT NO. 62K77				

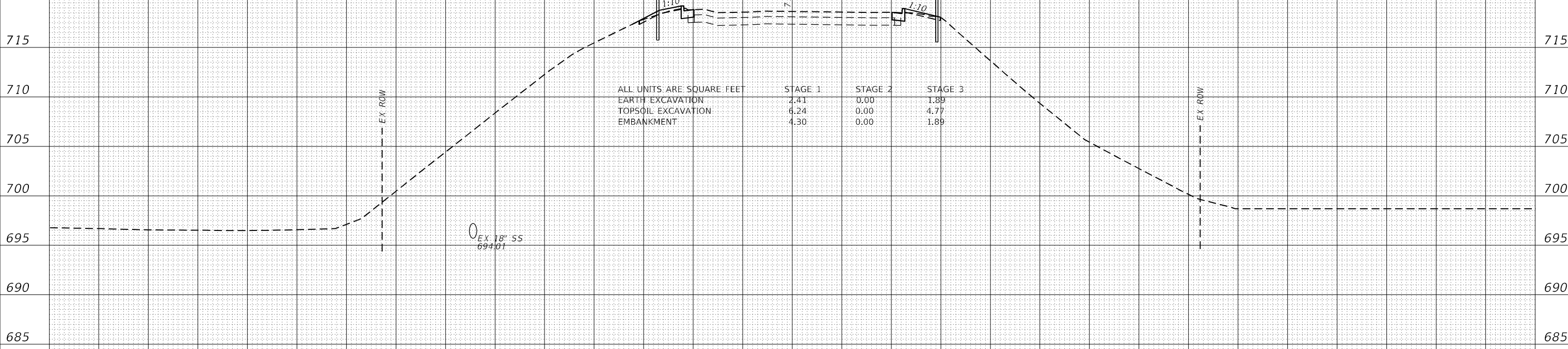
ILLINOIS FED. AID PROJECT

725 725

720 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 720



720 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 720



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

MODEL: Bridge-wall Earthwork
FILE NAME: X:\p030520\111132\0100\01\62K77\DeSign\113_Xsec_01.dgn



USER NAME = rgeorgescu
PLOT SCALE = 20,0000 * / in.
PLOT DATE = 9/29/2022

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

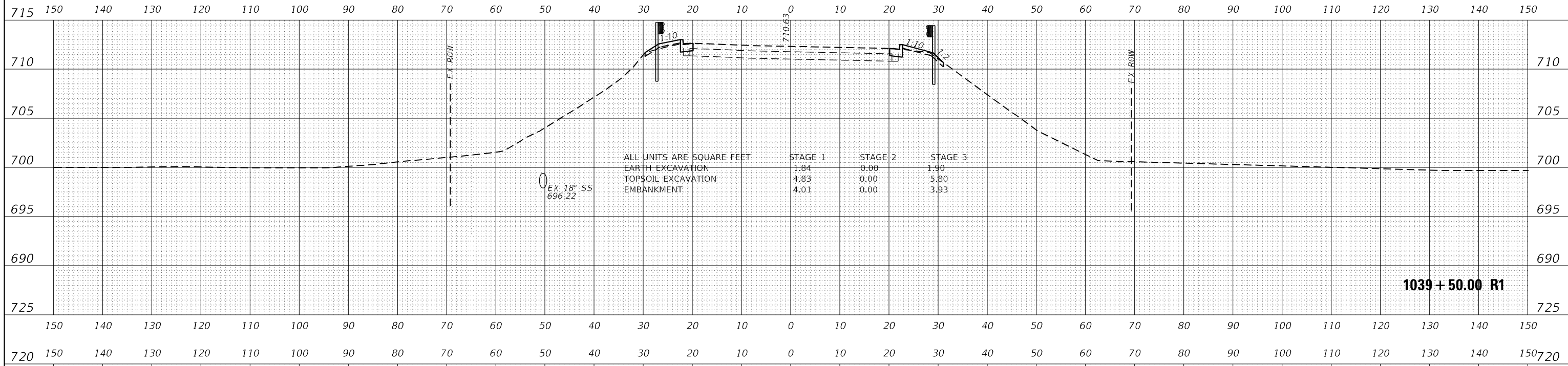
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

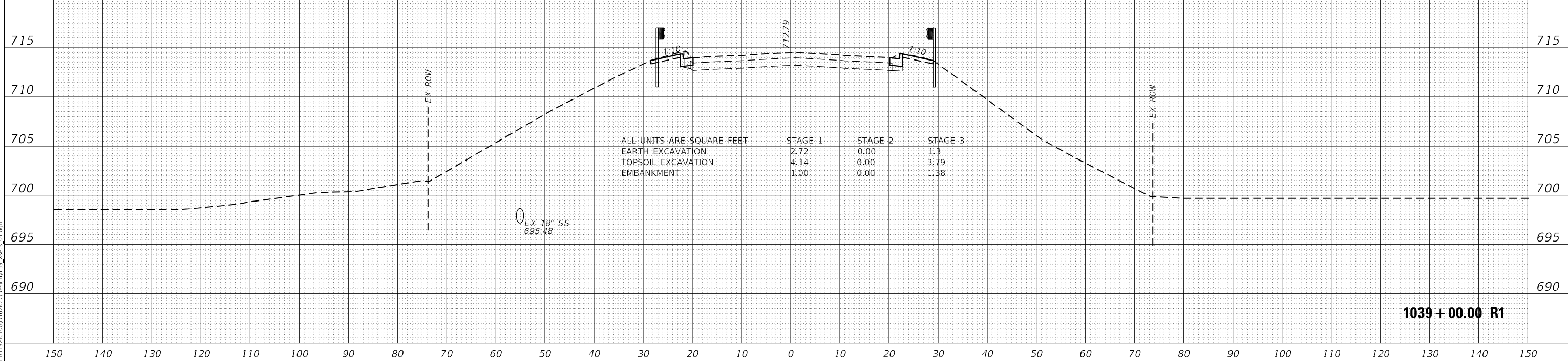
SCALE: 1" = 30' H
1" = 5' V
SHEET 11 OF 14 SHEETS
STA. 1038+00.00 R1 TO STA. 1038+50.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B		112	109
CONTRACT NO. 62K77			ILLINOIS FED. AID PROJECT	

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



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



MODEL: Bridge-wall Earthwork
 FILE NAME: X:\030520\1111320\000\02K77\DeSign\113_Vs.ec 01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 9/29/2022	CHECKED -	REVISED -
	DATE -	REVISED -

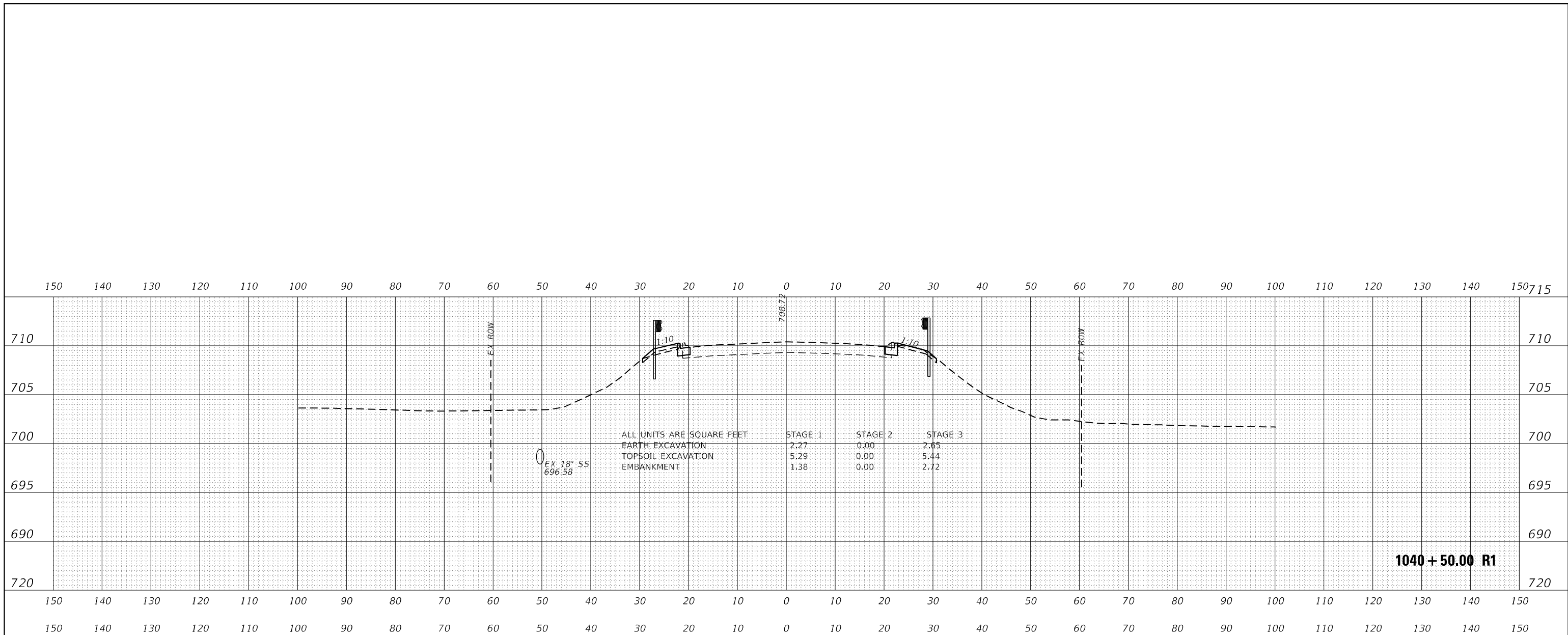
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 53 CROSS SECTIONS

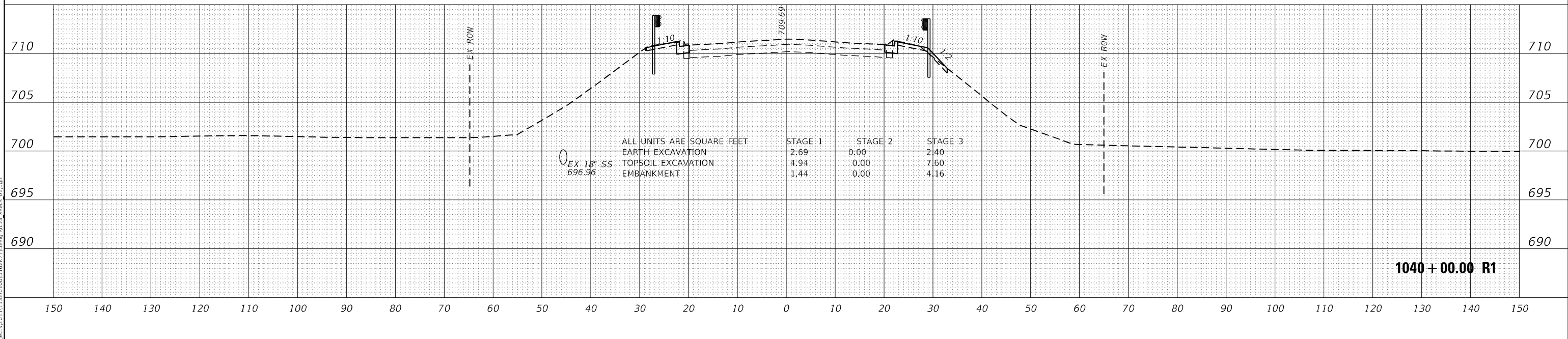
SCALE: 1" = 10' H
 1" = 5' V
 SHEET 12 OF 14 SHEETS
 STA. 1039+00.00 R1 TO STA. 1039+50.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	110
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

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



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



MODEL: BridgeWall Earthwork
FILE NAME: X:\p030520111132\0100\01\62K77\DeSign\1133\Xsec_01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 9/29/2022	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

SCALE: 1" = 10' H
1" = 5' V

SHEET 13 OF 14 SHEETS

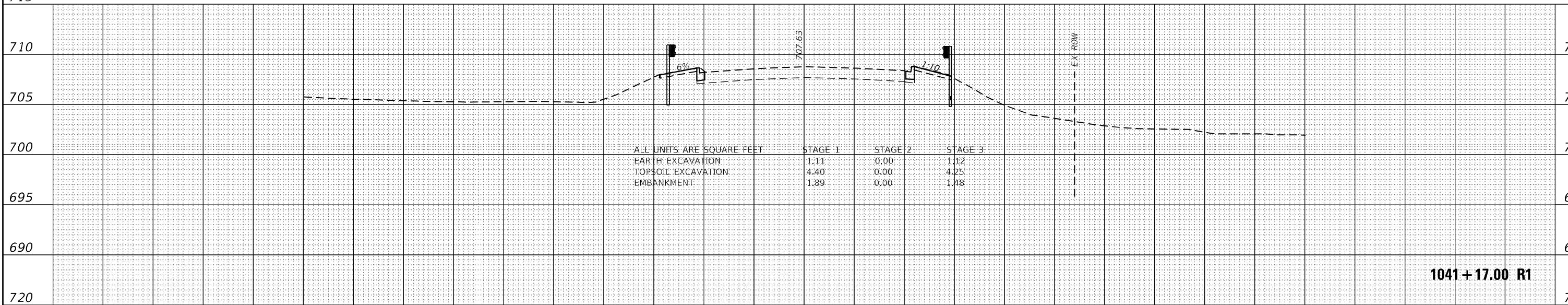
STA. 1040+00.00 R1 TO STA. 1040+00.00 R1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	111
CONTRACT NO. 62K77				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

720

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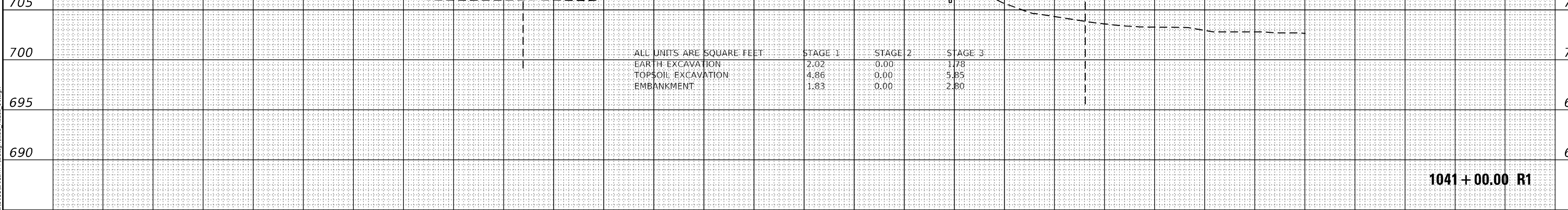
1041 + 17.00 R1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

710

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



1041 + 00.00 R1

MODEL: Bridge-wall Earthwork
FILE NAME: X:\p03\620111132\0100\01\2K77\Design\133_Vs.ecs 01.dgn



USER NAME = rgeorgescu	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/29/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 53 CROSS SECTIONS

SCALE: 1" = 30' H
1" = 30' V SHEET 14 OF 14 SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2020-001-B	DUPAGE	112	112
				CONTRACT NO. 62K77
ILLINOIS FED. AID PROJECT				