

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	1
		ILLINOIS	CONTRACT NO. 61A89	

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION
FOUR LAKES AVENUE: LOCAL STREET (URBAN)

TRAFFIC DATA **TRAFFIC DATA**
FOUR LAKES AVE.: EAST LAKE DR.:
509 (2013) 200 (2013)
2,000 (2040)

P.V. = 94.0%
S.U. = 3.0%
M.U. = 3.0%

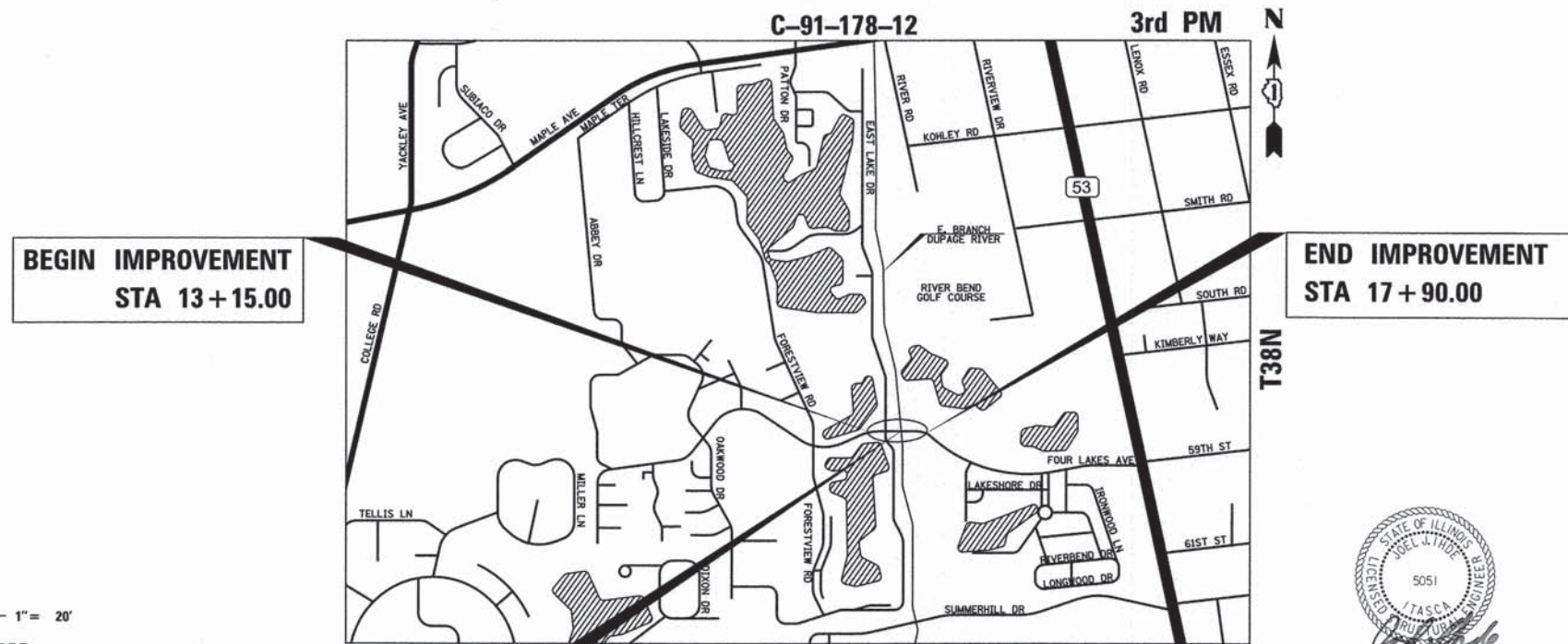
SPEED LIMIT FOUR LAKES AVE.:
25 MPH (POSTED)
30 MPH (DESIGN)

SPEED LIMIT EAST LAKE DR.:
15 MPH (POSTED)
15 MPH (DESIGN)

**FOUR LAKES AVENUE (MUN RTE 1037)
OVER EAST BRANCH DUPAGE RIVER
BRIDGE REPLACEMENT
SECTION 11-00058-00-BR
PROJECT BRM-9003(922)
VILLAGE OF LISLE
DUPAGE COUNTY**



FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, PE (847) 705-4021 SCHAUMBURG, IL



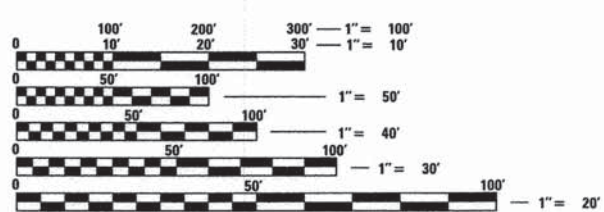
**BEGIN IMPROVEMENT
STA 13+15.00**

**END IMPROVEMENT
STA 17+90.00**

**BRIDGE REPLACEMENT
STA 14+76.44 TO STA 16+21.44
EX SN 022-6660
PR SN 022-6663**

**LOCATION MAP
NOT TO SCALE**

GROSS LENGTH (FOUR LAKES AVE.) = 475 FT. = 0.090 MILE
NET LENGTH (FOUR LAKES AVE.) = 475 FT. = 0.090 MILE
GROSS LENGTH (EAST LAKE DR.) = 160 FT. = 0.030 MILE
NET LENGTH (EAST LAKE DR.) = 132 FT. = 0.025 MILE



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
5051
DATE SIGNED: 10-17-2014
EXP. DATE: 11-30-2014

CRAIG A. LUKOWICZ
062-041788
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved: *Janet Elton*
10-17-14
VILLAGE OF LISLE

Passed: *November 3, 2014*
Christopher Holt
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: *November 6, 2014*
John Fedorina
Deputy Director of Highways, Region One Engineer

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OF THE STATE OF ILLINOIS**

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GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 2012 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 2015; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, SEVENTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES, THE VILLAGE OF LISLE, AND THE FOUR LAKES HOMEOWNERS ASSOCIATION.

LISLE-WOODRIDGE FIRE DISTRICT	(630) 964-2233
FOUR LAKES HOMEOWNERS ASSOCIATION	(630) 963-3604
VILLAGE OF LISLE PUBLIC WORKS	(630) 271-4170
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
6. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. ALL UTILITY WORK SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION LR105.
7. THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES AND SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
8. THE FOLLOWING UTILITIES ARE PRESENT WITHIN THE PROJECT LIMITS:

AT&T ATTN: MR. ROBERT ELSINGA 1000 COMMERCE DRIVE OAK BROOK, ILLINOIS 60523	NICOR GAS ATTN: MS. CONSTANCE LANE 1844 FERRY ROAD NAPERVILLE, IL 60563
COMCAST ATTN: MS. MARTHA GIERAS 688 INDUSTRIAL DRIVE ELMHURST, ILLINOIS 60126	VILLAGE OF LISLE ATTN: MR. JASON ELIAS 925 BURLINGTON AVENUE LISLE, ILLINOIS 60532
COMED ATTN: MR. ILYAS MOHIUDDIN 25000 S. GOVERNOR'S HIGHWAY UNIVERSITY PARK, ILLINOIS 60466	DUPAGE COUNTY PUBLIC WORKS ATTN: MR. SCOTT MCMAHON 421 N. COUNTY FARM ROAD WHEATON, ILLINOIS 60187
ILLINOIS AMERICAN WATER ATTN: MR. CHRISTOPHER CRAIN 1000 INTERNATIONALE PARKWAY WOODRIDGE, ILLINOIS 60517	
9. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
10. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OR CURVE, ETC. ARE TOP OF CURB, UNLESS OTHERWISE NOTED.
11. STRUCTURE OFFSET, LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE-TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURES-TO THE CENTER OF THE STRUCTURE; C) FLARED END SECTIONS-TO THE END OF THE CONNECTION PIPE.
12. ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
13. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES; BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
14. 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 IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

15. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

16. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

17. ALL OPEN LIDS AND GRATES SHALL BE STAMPED WITH DUMP NO WASTE AND DRAINS TO WATERWAY. IF NO ROOM ON THE LID A PLAQUE WITH THIS TEXT SHALL BE IMBEDDED IN THE CURB ADJACENT TO THE FRAME AND GRATE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

18. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON INLETS, MANHOLES, AND CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.

19. ALL ABANDONED SEWER INVERTS SHALL BE PLUGGED WITH BRICK AND CLASS SI CONCRETE TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING REMOVED.

20. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.

21. 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 CONSTRUCTED.

22. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE PERFORMED ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

23. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
- a. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS NEEDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - c. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
 - d. ALL UNUSED SIGNS WILL BE RETURNED TO THE:

VILLAGE OF LISLE PUBLIC WORKS 4907 YACKLEY AVE, LISLE, IL 60532 PH: (630) 271-4170
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 - e. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THE COST SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

24. THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847)-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

25. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.

26. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC.

27. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

28. SAW CUTTING OF PAVEMENT, SHOULDERS, ETC., SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

29. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.

30. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, PCC SIDEWALK, AND AS DIRECTED BY THE ENGINEER.

31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

= DENOTES COST IS INCLUDED IN CONTRACT LINE ITEM

GENERAL NOTES (CONT.)

- 32. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES. A 10' TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN OR AS DIRECTED BY THE ENGINEER. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 33. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
- 34. THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSUITABLE MATERIALS.
- 35. ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN ON THE PLANS.
- 36. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 3 GAL PER SQ. YD
- 37. THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY.
- 38. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER HAS BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS. BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.
- 39. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE VILLAGE DOES NOT COVER THE IN STREAM WORK BY THE CONTRACTOR. THEREFORE, AFTER AWARD, THE CONTRACTOR SHALL SUBMIT THE WORK PLAN TO THE RESIDENT ENGINEER FOR ACCEPTANCE. THE ACCEPTABLE PLAN MUST BE SUBMITTED TO THE CORPS PRIOR TO STARTING WORK. THE CORPS WILL NOT BE PROVIDING AN APPROVAL UNLESS STATED OTHERWISE IN THE PERMIT. IN STREAM WORK CAN COMMENCE AT THE CONTRACTOR'S DISCRETION AFTER THE CORPS HAS BEEN COPIED WITH THE PLAN ACCEPTABLE TO THE ENGINEER. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS' WEBSITE: [HTTP://WWW.LRC.USACE.ARMY.MIL/COR/PDF/COFFERDAM.PDF](http://www.lrc.usace.army.mil/cor/pdf/cofferdam.pdf) LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
- 40. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 41. THE VILLAGE HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVATES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE ENGINEER AND VILLAGE FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.5.A AND 11.5.B OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 42. THE COMPENSATORY STORAGE SHALL BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN. GRADING IN SPECIAL MANAGEMENT AREAS SHALL BE DONE IN SUCH A MANNER THAT THE EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.
- 43. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC, AS-BUILT OR OTHER EXISTING DOCUMENTS AND PLANS MUST CONTACT THE OWNER OF RECORD TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION.
- 44. CONCRETE CURB OUTLETS SHALL BE INCLUDED IN THE COST OF CONCRETE CURB AND GUTTER TYPE B-6.12.
- 45. THE EXISTING FOUR (4) "GLOBE" LIGHTS ARE NOT TO BE RE-USED, THEY ARE TO BE SALVAGED AND TURNED OVER TO THE FOUR LAKES HOMEOWNER ASSOCIATION.
- 46. THE EXISTING BRIDGE "WEIGHT LIMIT" SIGNS SHALL BE REMOVED, SALVAGED, AND TURNED OVER TO:
 VILLAGE OF LISLE PUBLIC WORKS
 4907 YACKLEY AVE, LISLE, IL 60532
 PH: (630) 271-4170
- 47. EXISTING BOULDERS WITHIN THE PROJECT LIMITS ALONG EAST LAKE DRIVE AND FOUR LAKES AVENUE WEST OF THE EAST BRANCH DUPAGE RIVER SHALL BE REMOVED AND RE-INSTALLED OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 48. THE CORPS OF ENGINEERS MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- 49. THE EXISTING DECORATIVE STONES AROUND THE LANDSCAPE BEDS AND THE OVER FLOW PATH ON THE WEST SIDE OF THE EAST BRANCH DUPAGE RIVER SHALL BE SALVAGED AND RETURNED TO THE FOUR LAKES HOMEOWNER ASSOCIATION (5790 FOREST VIEW ROAD) AT NO ADDITIONAL COST TO THE CONTRACT. THE EXACT STONES SHALL BE DECIDED IN THE FIELD BY THE ENGINEER.

- 50. IF UNSUITABLE / UNSTABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THEY SHALL BE REPLACED WITH MATERIAL THAT MEETS AGGREGATE SUBGRADE IMPROVEMENT DISTRICT ONE SPECIAL PROVISION. THIS WORK SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR.
- 51. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. THE CONTRACTOR SHALL NOT BE COMPENSATED FOR ANY MATERIAL NOT NEEDED FOR UNDERCUT REPLACEMENT AT THE TIME OF CONSTRUCTION.
- 52. FILL MATERIAL SHALL MEET THE REQUIREMENTS OF SECTIONS 204 AND 205 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, EFFECTIVE JANUARY 1, 2012.
- 53. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF LISLE AND THE FOUR LAKES HOMEOWNERS ASSOCIATION. 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.
- 54. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TRESS WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE 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." REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL EQUIVALENTS OF AN INCH-FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-11	BRIDGE APPROACH PAVEMENT CONNECTOR
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALK
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALK
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALK
515001-03	NAME PLATES FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-04	SUB-SURFACE DRAINS
602001-02	CATCH BASIN, TYPE A
602301-04	INLET - TYPE A
602401-03	MANHOLE, TYPE A
602701-02	MANHOLE STEPS
604001-04	FRAME AND LID TYPE 1
604036-03	GRATE TYPE 8
604051-04	FRAME AND GRATE, TYPE 11
606001-06	CONCRETE CURB TYPE B COMBINATION CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MARKER DETAILS
664001-02	CHAIN LINK FENCE
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
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIERS
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
729001-01	APPLICATIONS OF TYPE A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

DISTRICT STANDARDS

BD-03	OUTLET FOR CONCRETE CURB AND GUTTER
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD-34	DETAILS FOR DEPRESSED C&G AND SHLD. TREATMENT @ TBT TY SPL
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTER. & DRIVEWAYS
TC-11	TYPICAL APP. RAISED REFLECTIVE PVMT. MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN

COMMITMENTS

NONE

= DENOTES COST IS INCLUDED IN CONTRACT LINE ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	HIGHWAY LIGHTING
				0004	0011 022-6663	0021
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	143	143		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	108	108		
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25		
20101000	TEMPORARY FENCE	FOOT	110	110		
* 20101700	SUPPLEMENTAL WATERING	UNIT	3	3		
20200100	EARTH EXCAVATION	CU YD	444	444		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	166	166		
20300100	CHANNEL EXCAVATION	CU YD	580	580		
20800150	TRENCH BACKFILL	CU YD	42	42		
* 21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1694	1694		
* 25200110	SODDING, SALT TOLERANT	SQ YD	1162	1162		
28000315	AGGREGATE DITCH CHECKS	TON	1.06	1.06		
28000400	PERIMETER EROSION BARRIER	FOOT	1163	1163		
28000500	INLET AND PIPE PROTECTION	EACH	1	1		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 1 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	4
			CONTRACT NO. 61A89	
(ILLINOIS) FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	HIGHWAY LIGHTING
				0004	0011 022-6663	0021
28000510	INLET FILTERS	EACH	9	9		
28100107	STONE RIPRAP, CLASS A4	SQ YD	517	29	488	
28200200	FILTER FABRIC	SQ YD	517	29	488	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	40	40		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1669	1669		
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	136	136		
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	145	145		
35501300	HOT-MIX ASPHALT BASE COURSE, 4"	SQ YD	1505	1505		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3843	3843		
40600990	TEMPORARY RAMP	SQ YD	85	85		
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	168	168		
42001300	PROTECTIVE COAT	SQ YD	273	273		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	63	63		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1306.5	1306.5		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
 SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 2 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	5
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY 0004	BRIDGE 0011 022-6663	HIGHWAY LIGHTING 0021
42400800	DETECTABLE WARNINGS	SQ FT	48	48		
44000100	PAVEMENT REMOVAL	SQ YD	1895	1895		
44000300	CURB REMOVAL	FOOT	149	149		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	381	381		
44000600	SIDEWALK REMOVAL	SQ FT	400	400		
44001980	CONCRETE BARRIER REMOVAL	FOOT	25	25		
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	128	128		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50200100	STRUCTURE EXCAVATION	CU YD	82		82	
50200300	COFFERDAM EXCAVATION	CU YD	240		240	
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1	
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1	
50300225	CONCRETE STRUCTURES	CU YD	174.6		174.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	431.4		431.4	

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 3 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	6
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	HIGHWAY LIGHTING
				0004	0011 022-6663	0021
50300260	BRIDGE DECK GROOVING	SQ YD	447		447	
50300265	SEAL COAT CONCRETE	CU YD	148		148	
50300300	PROTECTIVE COAT	SQ YD	764		764	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	87640		87640	
* 50901750	PARAPET RAILING	FOOT	284		284	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	620		620	
51202305	DRIVING PILES	FOOT	270		270	
51203600	TEST PILE STEEL HP12X53	EACH	2		2	
51204650	PILE SHOES	EACH	14		14	
51500100	NAME PLATES	EACH	1		1	
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	10	10		
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	3	3		
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	185	185		
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	35	35		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 4 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	7
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	HIGHWAY LIGHTING
				0004	0011 022-6663	0021
55100500	STORM SEWER REMOVAL 12"	FOOT	119	119		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	54		54	
60107600	PIPE UNDERDRAINS 4"	FOOT	68	68		
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	3	3		
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1		
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	3	3		
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5		
60500050	REMOVING CATCH BASINS	EACH	2	2		
60500060	REMOVING INLETS	EACH	1	1		
60600605	CONCRETE CURB, TYPE B	FOOT	161	161		
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	497	497		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	50		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 5 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	8
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	HIGHWAY LIGHTING
				0004	0011 022-6663	0021
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1		
* 63200310	GUARDRAIL REMOVAL	FOOT	127	127		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8		
67100100	MOBILIZATION	L SUM	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	32	32		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3752	3752		
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	22	22		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	63	63		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	876	876		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	50	50		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	50	50		
72000100	SIGN PANEL - TYPE 1	SQ FT	6.25	6.25		
72900200	METAL POST - TYPE B	FOOT	10	10		
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	14	14		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 6 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	9
			CONTRACT NO. 61A89	
[ILLINOIS] FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY 0004	BRIDGE 0011	HIGHWAY LIGHTING 0021
					022-6663	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	508	508		
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	130	130		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	60	60		
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	286	286		
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	286	286		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	4	4		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	151	151		
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	45			45
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	290			290
* 81304600	JUNCTION BOX EMBEDDED IN STRUCTURE 18" X 12" X 6"	EACH	2			2
* 81603051	UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	405			405
* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	5			5

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 7 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	10
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY 0004	BRIDGE 0011	HIGHWAY LIGHTING 0021
					022-6663	
* A2005020	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3		
* A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	6	6		
* K1005863	TREE ROOT PRUNING	EACH	10	10		
X0322871	MAINTENANCE OF EROSION CONTROL SYSTEM	L SUM	1	1		
* X0327176	WOOD GUARDRAIL REMOVAL	FOOT	124	124		
X0426200	DEWATERING	L SUM	1	1		
* X2500322	SEEDING, CLASS 5A, (MODIFIED)	ACRE	0.25	0.25		
* X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.25	0.25		
* X2510635	HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL	SQ YD	1638	1638		
X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	390	390		
† X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	10	10		
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	66		66	
* X6640304	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	195	195		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST (0043)



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
 SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 8 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR		94	11
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				ROADWAY	BRIDGE	HIGHWAY LIGHTING
				0004	0011 022-6663	0021
X7240300	SIGN REMOVAL	EACH	2	2		
* X8300001	LIGHT POLE, SPECIAL	EACH	3			3
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	93	93		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
† Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	1	1		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103		
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8			8
* Z0033043	RE-OPTIMIZE TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	4	4		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	116		116	
Z0055905	TEMPORARY CONSTRUCTION FENCE	FOOT	240	240		
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	38	38		
Z0062456	TEMPORARY PAVEMENT	SQ YD	136	136		
Z0065000	SETTING PILES IN ROCK	EACH	14		14	
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	4	4		

* SPECIALTY ITEMS

† 100% VILLAGE OF LISLE COST (0043)



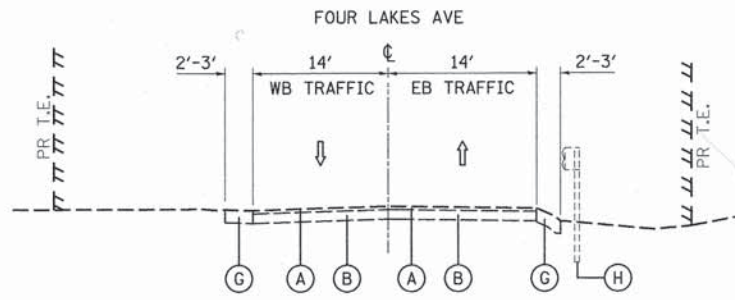
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
SUMMARY OF QUANTITIES**

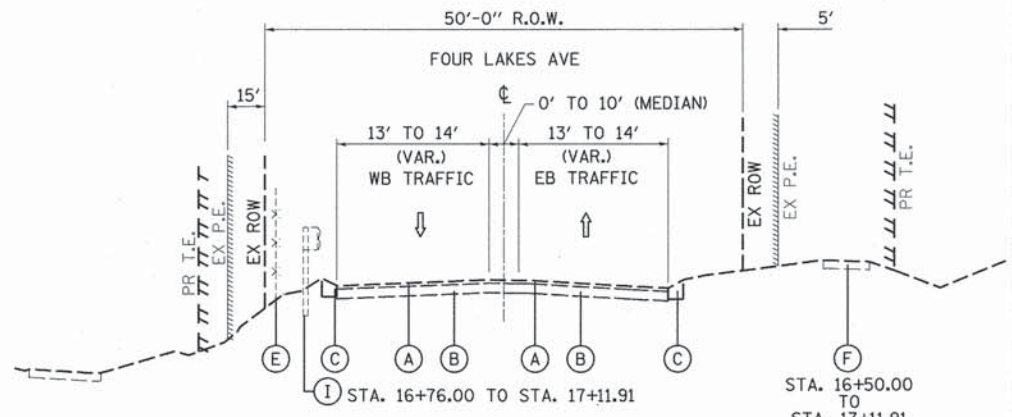
SCALE: N.T.S. SHEET 9 OF 10 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR		94	12
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				



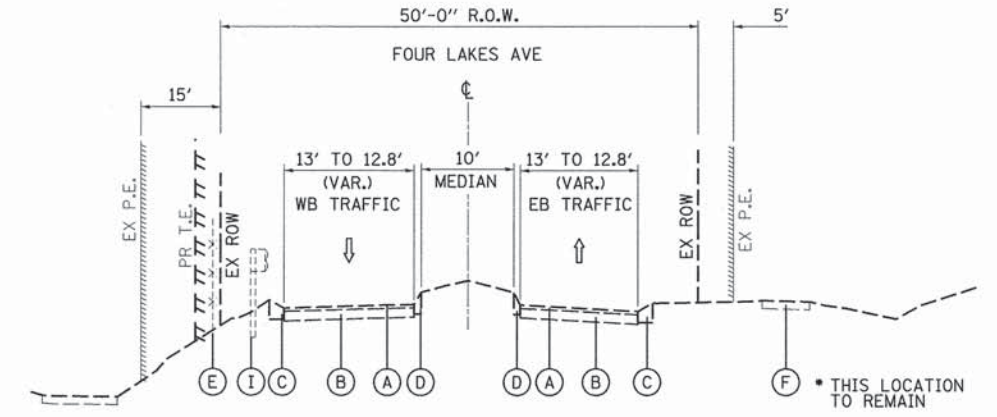
EXISTING-TYPICAL SECTION

STA. 13+15.00 TO STA. 13+86.64 - FOUR LAKES AVENUE
 INTERSECTION OMISSION STA. 13+86.64 TO STA. 15+00.44 - FOUR LAKES AVENUE



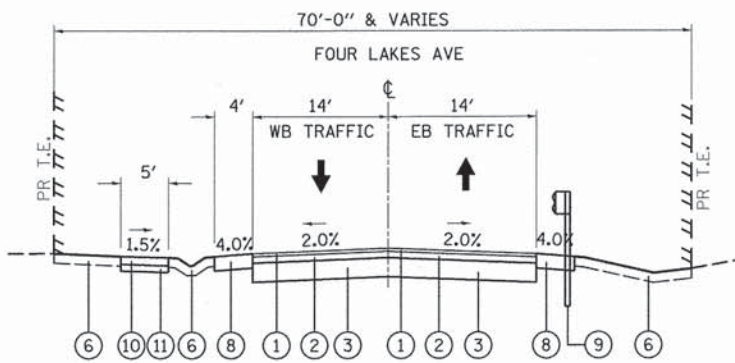
EXISTING-TYPICAL SECTION

BRIDGE OMISSION STA. 15+00.44 TO STA 15+97.40 - FOUR LAKES AVENUE
 STA. 15+97.40 TO STA. 17+11.91 - FOUR LAKES AVENUE



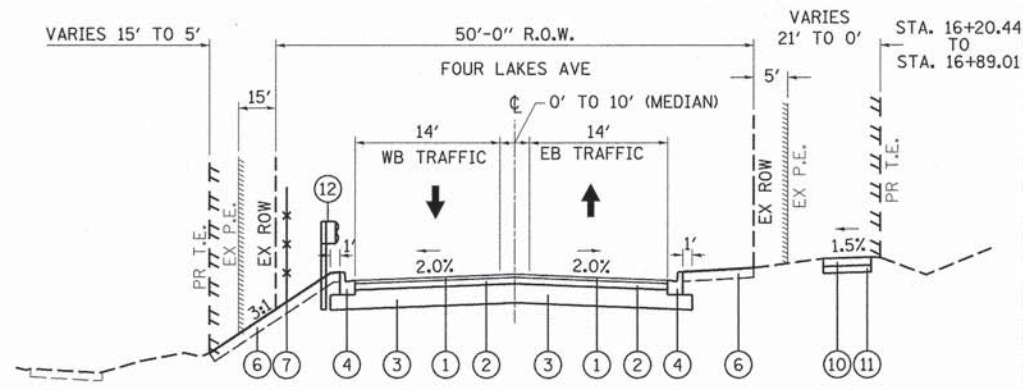
EXISTING-TYPICAL SECTION

STA. 17+11.91 TO STA. 17+90.00 - FOUR LAKES AVENUE



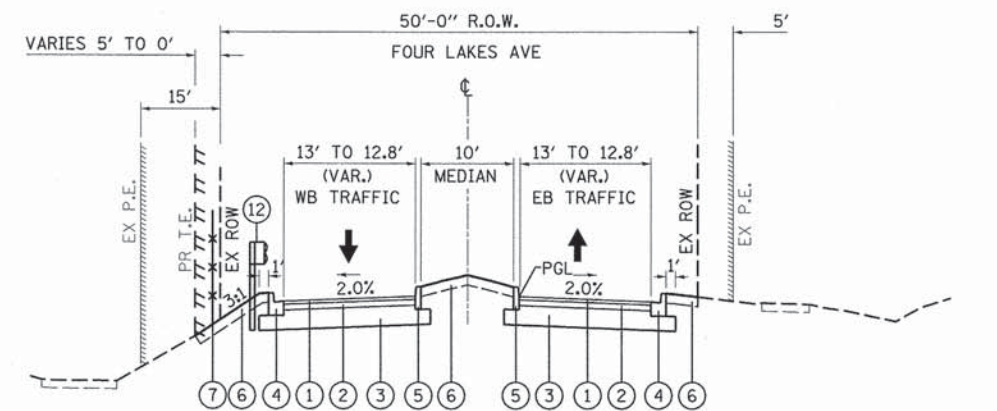
PROPOSED-TYPICAL SECTION

STA. 13+15.00 TO 13+86.64 - FOUR LAKES AVENUE
 INTERSECTION OMISSION STA. 13+86.64 TO STA. 14+76.44 - FOUR LAKES AVENUE



PROPOSED-TYPICAL SECTION

BRIDGE OMISSION STA. 14+76.44 TO STA 16+21.44 - FOUR LAKES AVENUE
 STA. 16+21.44 TO STA. 17+11.91 - FOUR LAKES AVENUE



PROPOSED-TYPICAL SECTION

STA. 17+11.91 TO STA. 17+90.00 - FOUR LAKES AVENUE

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE AND BASE MIXTURES 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 DISTRICT ONE SPECIAL PROVISIONS FOR THE USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
3. THE CONTRACTOR SHALL USE HMA PAVEMENT 6.0" FOR TEMPORARY PAVEMENT AS SPECIFIED IN THE SPECIAL PROVISIONS AND THE MIXTURE TABLE ON THIS SHEET. TEMPORARY PAVEMENT SHALL BE PLACED ON 4.0" SUBBASE GRANULAR MATERIAL, TYPE B (CA-6).

HMA MIXTURE REQUIREMENTS CHART

MIXTURE TYPE	AIR VOIDS @ N _{DES}	THICKNESS
ROADWAY PAVEMENT:		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	2.0"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 50 GYR.	4.0" (1 LIFT)
		4.0" (2 LIFTS)
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	2.0"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 50 GYR.	4.0"

- EXISTING**
- (A) HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
 - (B) HOT-MIX ASPHALT BASE COURSE, 6" (R)
 - (C) COMB. CONC. CURB AND GUTTER, B-6.12 (R)
 - (D) CONC. CURB, TYPE B (R)
 - (E) CHAIN LINK FENCE (R)
 - (F) PORTLAND CEMENT CONC. SIDEWALK (R)
 - (G) AGGREGATE SHOULDER, 8" (R)
 - (H) WOOD GUARDRAIL (R)
 - (I) STEEL PLATE BEAM GUARDRAIL (R)

- PROPOSED**
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - (2) HOT-MIX ASPHALT BASE COURSE, IL-19.0, N50, 4"
 - (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - (4) COMB. CONC. CURB & GUTTER, TYPE B-6.12
 - (5) CONC. CURB, TYPE B
 - (6) TOPSOIL FURNISH AND PLACE, 6"
 - (7) CHAIN LINK FENCE (TO MATCH EXISTING)
 - (8) AGGREGATE SHOULDERS TYPE B, 8"
 - (9) WOOD GUARDRAIL (TO MATCH EXISTING)
 - (10) PORTLAND CEMENT CONC. SIDEWALK, 5"
 - (11) AGGREGATE BASE COURSE TYPE B, 4"
 - (12) STEEL PLATE BEAM GUARDRAIL, TY A

FOR TYPICAL SECTION OF EXISTING AND PROPOSED BRIDGE SEE STRUCTURAL PLANS.



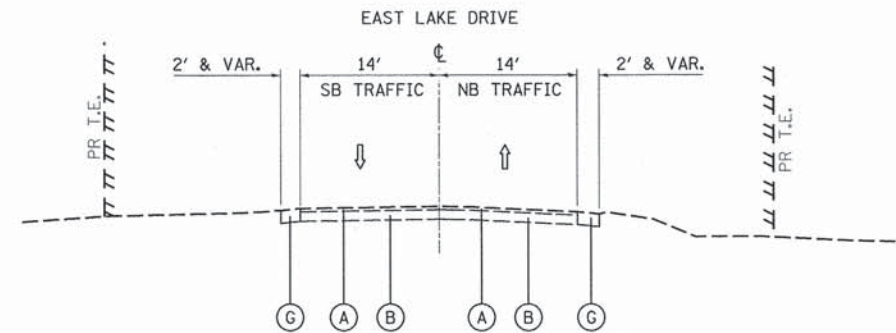
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE
 TYPICAL SECTIONS**

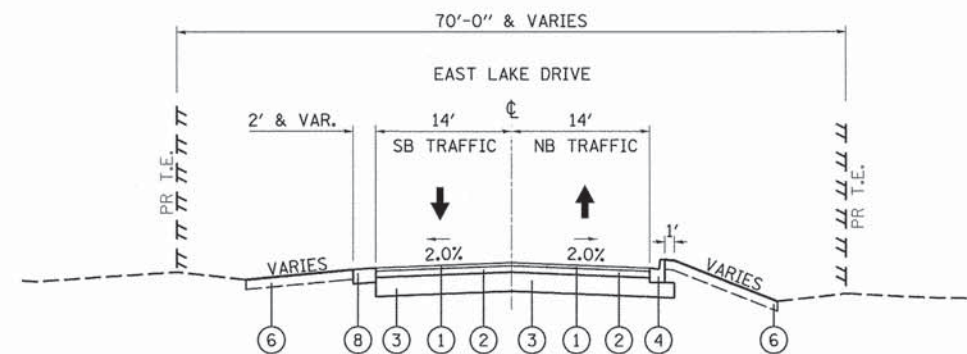
SCALE: NTS SHEET 1 OF 2 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	14
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



EXISTING-TYPICAL SECTION

STA. 32+25.00 TO STA. 33+85.00 - EAST LAKE DRIVE
 INTERSECTION OMISSION STA. 32+86.56 TO STA. 33+15.56 - EAST LAKE DRIVE



PROPOSED-TYPICAL SECTION

STA. 32+25.00 TO STA. 33+85.00 - EAST LAKE DRIVE
 INTERSECTION OMISSION STA. 32+86.56 TO STA. 33+15.56 - EAST LAKE DRIVE

EXISTING

- (A) HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- (B) HOT-MIX ASPHALT BASE COURSE, 6" (R)
- (C) COMB. CONC. CURB AND GUTTER, B-6.12 (R)
- (D) CONC. CURB, TYPE B (R)
- (E) CHAIN LINK FENCE (R)
- (F) PORTLAND CEMENT CONC. SIDEWALK (R)
- (G) AGGREGATE SHOULDER, 8" (R)
- (H) WOOD GUARDRAIL (R)
- (I) STEEL PLATE BEAM GUARDRAIL (R)

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN IN THE TYPICAL SECTIONS AND/OR SHOWN ON THE PLANS.

PROPOSED

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (2) HOT-MIX ASPHALT BASE COURSE, IL-19.0, N50, 4"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) COMB. CONC. CURB & GUTTER, TYPE B-6.12
- (5) CONC. CURB, TYPE B
- (6) TOPSOIL FURNISH AND PLACE, 6"
- (7) CHAIN LINK FENCE (TO MATCH EXISTING)
- (8) AGGREGATE SHOULDER, 8"
- (9) WOOD GUARDRAIL (TO MATCH EXISTING)
- (10) PORTLAND CEMENT CONC. SIDEWALK, 5"
- (11) AGGREGATE BASE COURSE TYPE B, 4"
- (12) STEEL PLATE BEAM GUARDRAIL, TY A

USER NAME = #USER#	DESIGNED - MTC	REVISED -
	DRAWN - MTC	REVISED -
PLOT SCALE = #SCALE#	CHECKED - DBB	REVISED -
PLOT DATE = #DATE#	DATE - 10-20-2014	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	15
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				

TREE REMOVAL SCHEDULE (6-15 UNITS)			
NO.	STATION	OFFSET	QUANTITY (UNIT)
1	14+69.49	40.30' RT	6
2	14+71.63	36.97' RT	6
3	14+74.15	31.26' RT	9
4	14+75.88	39.22' RT	6
5	15+08.68	21.61' RT	12
6	15+12.07	19.04' RT	9
7	15+16.24	22.02' RT	8
8	15+75.79	22.84' RT	14
9	15+95.01	35.32' RT	10
10	16+19.53	37.49' RT	8
11	16+33.09	31.62' RT	13
12	16+37.99	35.77' RT	12
13	16+85.00	26.66' RT	6
14	14+59.28	50.23' LT	6
15	14+64.86	45.40' LT	6
16	14+72.90	37.67' LT	6
17	14+79.20	26.01' LT	6
TOTAL:			143

TREE REMOVAL SCHEDULE (OVER 15 UNITS)			
NO.	STATION	OFFSET	QUANTITY (UNIT)
1	15+20.42	20.17' RT	18
2	15+12.51	27.77' LT	60
3	16+49.19	31.46' LT	30
TOTAL:			108

TREE REMOVAL SCHEDULE (ACRES)				
NO.	STATION	STATION	OFFSET	QUANTITY (UNIT)
1	15+84	16+10	LT	0.25
TOTAL:				0.25

REMOVING CATCH BASINS		
STATION	OFFSET	QUANTITY (EACH)
FOUR LAKES AVE.		
16+07.97	11.91 LT	1
17+02.41	17.58 RT	1
TOTAL:		2

REMOVING INLETS		
STATION	OFFSET	QUANTITY (EACH)
FOUR LAKES AVE.		
16+06.70	14.02 RT	1
TOTAL:		1

MANHOLES TO BE ADJUSTED		
STATION	OFFSET	QUANTITY (EACH)
FOUR LAKES AVE.		
14+32.28	33.29 RT	1
16+13.44	37.95 RT	1
16+37.43	38.41 RT	1
16+22.37	33.17 LT	1
16+99.81	21.30 RT	1
TOTAL:		5

REMOVAL SCHEDULE					
LOCATION STATION-STATION	PAVEMENT REMOVAL (SQ YD)	CURB REMOVAL (FT)	COMB. CURB & GUTTER REMOVAL (FT)	SIDEWALK REMOVAL (SQ FT)	AGGREGATE SHOULDER REMOVAL (CY)
FOUR LAKES AVE.					
13+15 - 14+30 RT	283.0				99.0
13+15 - 14+30 LT	283.0				133.0
14+30 - 15+50 RT	283.0				74.0
14+30 - 15+50 LT	283.0				84.0
15+50 - 17+90 RT	313.5	74.5	190.5	201.0	
15+50 - 17+90 LT	313.5	74.5	190.5	199.0	
TEMPORARY PAVEMENT	136.0				
TOTAL	1895.0	149.0	381.0	400.0	390.0

EROSION CONTROL SCHEDULE		
LOCATION STATION-STATION	HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL (SQ YD)	PERIMETER EROSION BARRIER (FT)
FOUR LAKES AVE.		
13+15 - 14+30 RT	253	177
13+15 - 14+30 LT	201	112
14+30 - 15+50 RT	240	132
14+30 - 15+50 LT	245	146
15+50 - 17+90 RT	309	331
15+50 - 17+90 LT	316	265
15+50 - 17+90 CL	74	
TOTAL:	1638	1163

CONCRETE SCHEDULE				
LOCATION STATION-STATION	COMB. CONC. CURB AND GUTTER, TYPE B-6.12 (FT)	CONC. CURB, TYPE B (FT)	PCC SIDEWALK (SF)	PROTECTIVE COAT (SQ YD)
FOUR LAKES AVE.				
13+15 - 14+30 RT				
13+15 - 14+30 LT			548.5	61
14+30 - 15+50 RT	76		97.5	28
14+30 - 15+50 LT	82		291.5	50
15+50 - 17+90 RT	159	80.5	325.0	80
15+50 - 17+90 LT	180	80.5	44.0	54
TOTAL	497	161	1306.5	273

PROPOSED PAVEMENT							
LOCATION STATION-STATION	AGGREGATE SUBGRADE IMPROVEMENT, 12" (SQ YD)	BRIDGE APPROACH PAVEMENT CONNECTOR FLEXIBLE (SQ YD)	AGGREGATE SHOULDERS, TY B 8" (SQ YD)	AGGREGATE BASE COURSE, TYPE B 4" (SQ YD)	HOT-MIX ASPHALT BASE COURSE, 4" (SQ YD)	BITUMINOUS MATERIALS PRIME COAT (POUNDS)	HOT MIX ASPHALT SURFACE COURSE, MIX "D" N50 2" (TON)
FOUR LAKES AVE.							
13+15 - 14+30 RT	321		64		321	640.25	36
13+15 - 14+30 LT	318		64	61	318	640.25	36
14+30 - 15+50 RT	206	16		11	174	640.25	19
14+30 - 15+50 LT	206	16		32	190	640.25	21
15+50 - 17+90 RT	309	15.5		36	251	641.00	28
15+50 - 17+90 LT	309	15.5		5	251	641.00	28
TOTAL	1669	63	128	145	1505	3843.00	168

LANDSCAPE SCHEDULE				
LOCATION STATION-STATION	TOPSOIL FURNISH AND PLACE, 6" (SQ YD)	SODDING SALT TOLERANT (SQ YD)	SEEDING CLASS 4A MODIFIED (AC)	SEEDING CLASS 5A MODIFIED (AC)
FOUR LAKES AVE.				
13+15 - 14+30 RT	273	273		
13+15 - 14+30 LT	173	173		
14+30 - 15+50 RT	262	165	0.055	0.055
14+30 - 15+50 LT	252	155	0.055	0.055
15+50 - 17+90 RT	306	113	0.075	0.075
15+50 - 17+90 LT	354	209	0.065	0.065
15+50 - 17+90 CL	74	74		
TOTAL	1694	1162	0.25	0.25

INLET AND PIPE PROTECTION		
STATION	OFFSET	QUANTITY (EACH)
FOUR LAKES AVE.		
14+78	28.52 RT	1
TOTAL:		1

TEMPORARY FENCE		
STATION	OFFSET	QUANTITY (FOOT)
FOUR LAKES AVE.		
13+49.82	27.58' RT	10
13+88.75	28.63' RT	10
14+03.16	51.64' RT	10
14+05.87	68.75' RT	10
14+63.45	66.96' RT	10
14+63.45	57.58' RT	10
14+66.70	57.09' RT	10
14+67.13	54.07' LT	10
17+72.11	CENTERLINE	10
17+80.00	CENTERLINE	10
17+89.52	CENTERLINE	10
TOTAL:		110

INLET FILTERS			
STATION	OFFSET	STRUCTURE	QUANTITY (EACH)
FOUR LAKES AVE.			
14+71.44	14.36' LT	3	1
14+71.51	14.34' RT	4	1
16+07.97	12.01' LT	EX	1
16+06.61	14.00' RT	EX	1
16+24.57	14.04' LT	7	1
16+24.44	14.02' RT	8	1
17+02.25	17.75' RT	EX	1
17+43.20	17.88' LT	9	1
17+41.98	17.20' RT	10	1
TOTAL:			9

PAVEMENT MARKING					
LOCATION STATION-STATION	THERMOPLASTIC			POLYUREA	
	4" (FT)	6" (FT)	24" (FT)	4" (FT)	6" (FT)
FOUR LAKES AVE.					
13+15 - 14+00	68		15		
14+00 - 14+75		70	15		
14+75 - 16+20				286	286
16+20 - 17+90	380				
EAST LAKE DR.					
32+25 - 33+00	30		15		
33+00 - 33+85	30	60	15		
TOTAL	508	130	60	286	286



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	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
SCHEDULE OF QUANTITIES

SCALE: NTS SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	16
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

FOUR LAKES AVE EARTH EXCAVATION					
STA	CUT (SF)	AVE. LENGTH	TOTAL	TOTAL (CY)	
13+00.	0.00	13.31	15	199.63	7.39
13+15.	26.62	28.86	10	288.57	10.69
13+25.	31.10	30.20	25	755.09	27.97
13+50.	29.31	24.58	25	614.46	22.76
13+75.	19.85	25.58	25	639.38	23.68
14+00.	31.31	15.65	25	391.31	14.49
14+25.	0.00	0.05	25	1.22	0.05
14+50.	0.10	8.68	25	217.03	8.04
14+75.	17.27	8.83	25	220.69	8.17
15+00.	0.39	0.20	25	4.88	0.18
15+25.	0.00	0.00	25	0.00	0.00
15+50.	0.00	0.00	25	0.00	0.00
15+75.	0.00	0.00	25	0.00	0.00
16+00.	0.00	15.14	25	378.50	14.02
16+25.	30.28	20.51	25	512.75	18.99
16+50.	10.74	9.12	25	227.94	8.44
16+75.	7.50	13.36	25	333.94	12.37
17+00.	19.22	20.96	25	524.06	19.41
17+25.	22.71	27.77	25	694.13	25.71
17+50.	32.83	34.61	25	865.31	32.05
17+75.	36.40	36.70	15	550.43	20.39
17+90.	36.99	18.50	10	184.95	6.85
18+00.	0.00	0.00	0	0.00	0.00
				TOTAL	281.64

FOUR LAKES AVE FURNISHED EXCAVATION					
STA	FILL (SF)	AVE. LENGTH	TOTAL	TOTAL (CY)	
13+00.	0.00	1.12	15	16.87	0.62
13+15.	2.25	1.46	10	14.65	0.54
13+25.	0.68	1.17	25	29.21	1.08
13+50.	1.66	1.85	25	46.36	1.72
13+75.	2.05	4.40	25	110.07	4.08
14+00.	6.75	3.38	25	84.41	3.13
14+25.	0.00	22.47	25	561.78	20.81
14+50.	44.94	56.62	25	1415.60	52.43
14+75.	68.31	38.06	25	951.50	35.24
15+00.	7.82	3.91	25	97.69	3.62
15+25.	0.00	0.00	25	0.00	0.00
15+50.	0.00	0.00	25	0.00	0.00
15+75.	0.00	14.66	25	366.38	13.57
16+00.	29.31	38.32	25	957.88	35.48
16+25.	47.32	33.73	25	843.19	31.23
16+50.	20.14	15.33	25	383.13	14.19
16+75.	10.52	6.33	25	158.19	5.86
17+00.	2.14	4.64	25	116.00	4.30
17+25.	7.14	5.02	25	125.44	4.65
17+50.	2.90	2.96	25	73.94	2.74
17+75.	3.02	2.98	15	44.70	1.66
17+90.	2.94	1.47	10	14.70	0.54
18+00.	0.00	0.00	0	0.00	0.00
				TOTAL	237.47

FOUR LAKES AVE UNSUITABLE MATERIAL					
STA	UNSUIT(SF)	AVE. LENGTH	TOTAL	TOTAL (CY)	
13+00.	0.00	1.85	15	27.68	1.03
13+15.	3.69	5.16	10	51.65	1.91
13+25.	6.64	6.79	25	169.74	6.29
13+50.	6.94	7.20	25	180.06	6.67
13+75.	7.47	11.14	25	278.38	10.31
14+00.	14.81	7.40	25	185.06	6.85
14+25.	0.00	3.91	25	97.70	3.62
14+50.	7.82	10.14	25	253.45	9.39
14+75.	12.46	9.39	25	234.69	8.69
15+00.	6.32	3.16	25	78.94	2.92
15+25.	0.00	0.00	25	0.00	0.00
15+50.	0.00	0.00	25	0.00	0.00
15+75.	0.00	1.59	25	39.81	1.47
16+00.	3.19	11.04	25	275.88	10.22
16+25.	18.89	14.63	25	365.63	13.54
16+50.	10.37	10.42	25	260.44	9.65
16+75.	10.47	8.78	25	219.44	8.13
17+00.	7.09	9.02	25	225.38	8.35
17+25.	10.95	8.55	25	213.75	7.92
17+50.	6.16	6.67	25	166.63	6.17
17+75.	7.18	7.12	15	106.80	3.96
17+90.	7.07	3.53	10	35.33	1.31
18+00.	0.00	0.00	0	0.00	0.00
				TOTAL	128.38

EARTHWORK SUMMARY TABLE				
EARTH EXCAVATION (CU YD)	ADJ 15% (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	UNSUITABLE (CU YD)
282	239	237	-2	128
163	138	27	-111	37

TOTAL (CY)
 EARTH EXCAVATION: 444
 UNSUITABLE MATERIAL: 166
 FURNISHED EXCAVATION: 0

EAST LAKE DRIVE EARTH EXCAVATION					
STA	CUT (SF)	AVE. LENGTH	TOTAL	TOTAL (CY)	
32+00.	0.00	11.29	25	282.31	10.46
32+25.	22.59	26.91	25	672.64	24.91
32+50.	31.23	26.78	25	669.43	24.79
32+75.	22.33	16.17	25	404.17	14.97
33+00.	10.01	21.18	25	529.38	19.61
33+25.	32.35	27.52	25	688.03	25.48
33+50.	22.70	26.42	25	660.53	24.46
33+75.	30.15	28.30	10	282.98	10.48
33+85.	26.45	13.23	15	198.38	7.35
34+00.	0.00				
				TOTAL	162.51

EAST LAKE DRIVE FURNISHED EXCAVATION					
STA	FILL (SF)	AVE. LENGTH	TOTAL	TOTAL (CY)	
32+00.	0.00	0.27	25	6.81	0.25
32+25.	0.55	1.48	25	36.91	1.37
32+50.	2.41	3.48	25	87.08	3.23
32+75.	4.56	4.11	25	102.67	3.80
33+00.	3.66	8.60	25	214.92	7.96
33+25.	13.54	8.70	25	217.61	8.06
33+50.	3.87	2.21	25	55.34	2.05
33+75.	0.56	0.46	10	4.64	0.17
33+85.	0.37	0.19	15	2.78	0.10
34+00.	0.00				
				TOTAL	26.99

EAST LAKE DRIVE UNSUITABLE MATERIAL					
STA	UNSUIT (SF)	AVE. LENGTH	TOTAL	TOTAL (CY)	
32+00.	0.00	1.43	25	35.81	1.33
32+25.	2.87	5.19	25	129.75	4.81
32+50.	7.52	5.27	25	131.75	4.88
32+75.	3.03	1.51	25	37.81	1.40
33+00.	0.00	7.08	25	176.94	6.55
33+25.	14.16	11.55	25	288.69	10.69
33+50.	8.94	6.07	25	151.75	5.62
33+75.	3.20	3.19	10	31.90	1.18
33+85.	3.18	1.59	15	23.85	0.88
34+00.	0.00				
				TOTAL	37.34

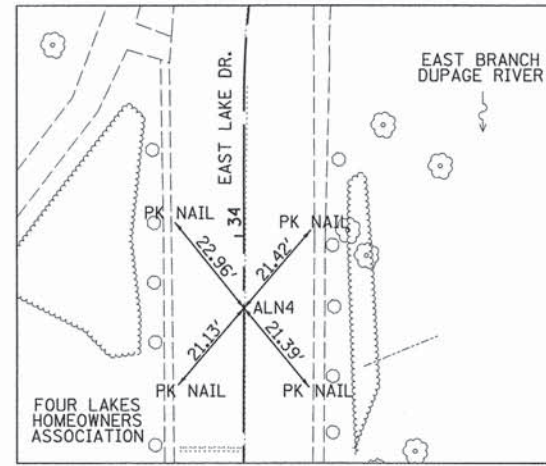
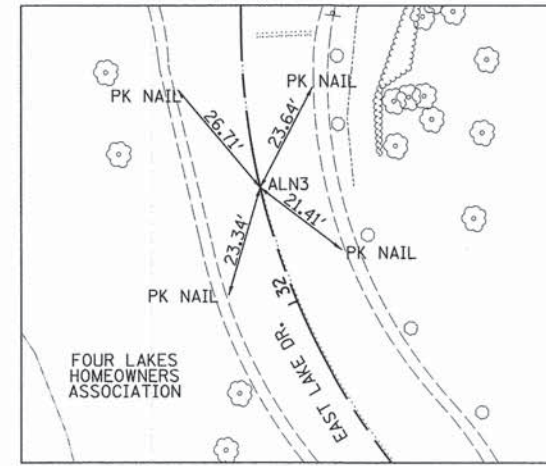
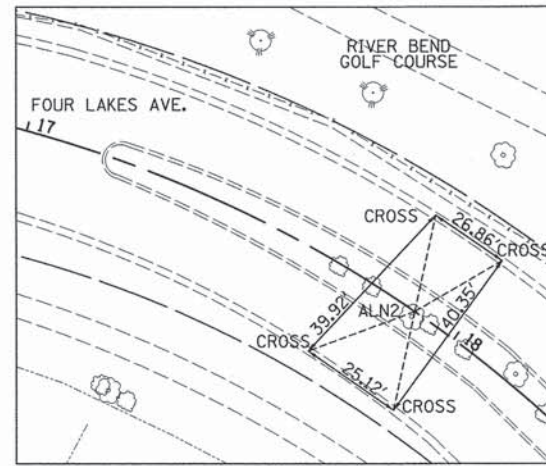
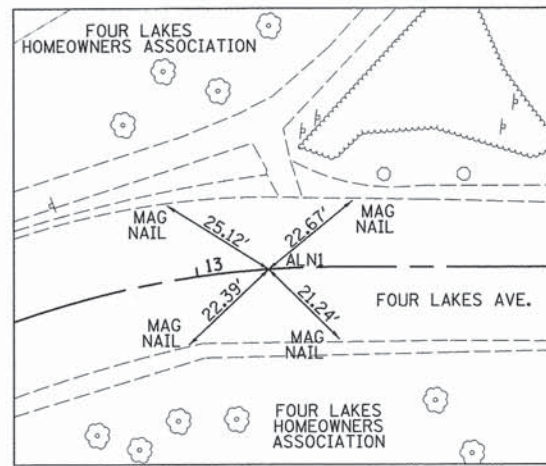


USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE SCHEDULE OF QUANTITIES			
SCALE: NTS	SHEET 2 OF 2 SHEETS	STA. N/A TO STA. N/A	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	17
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



ALIGNMENT TIE (ALN1)
 BEGIN PROJECT STA. 13+15.00
 FOUR LAKES AVENUE
 N: 1861667.8503
 E: 1053569.5373

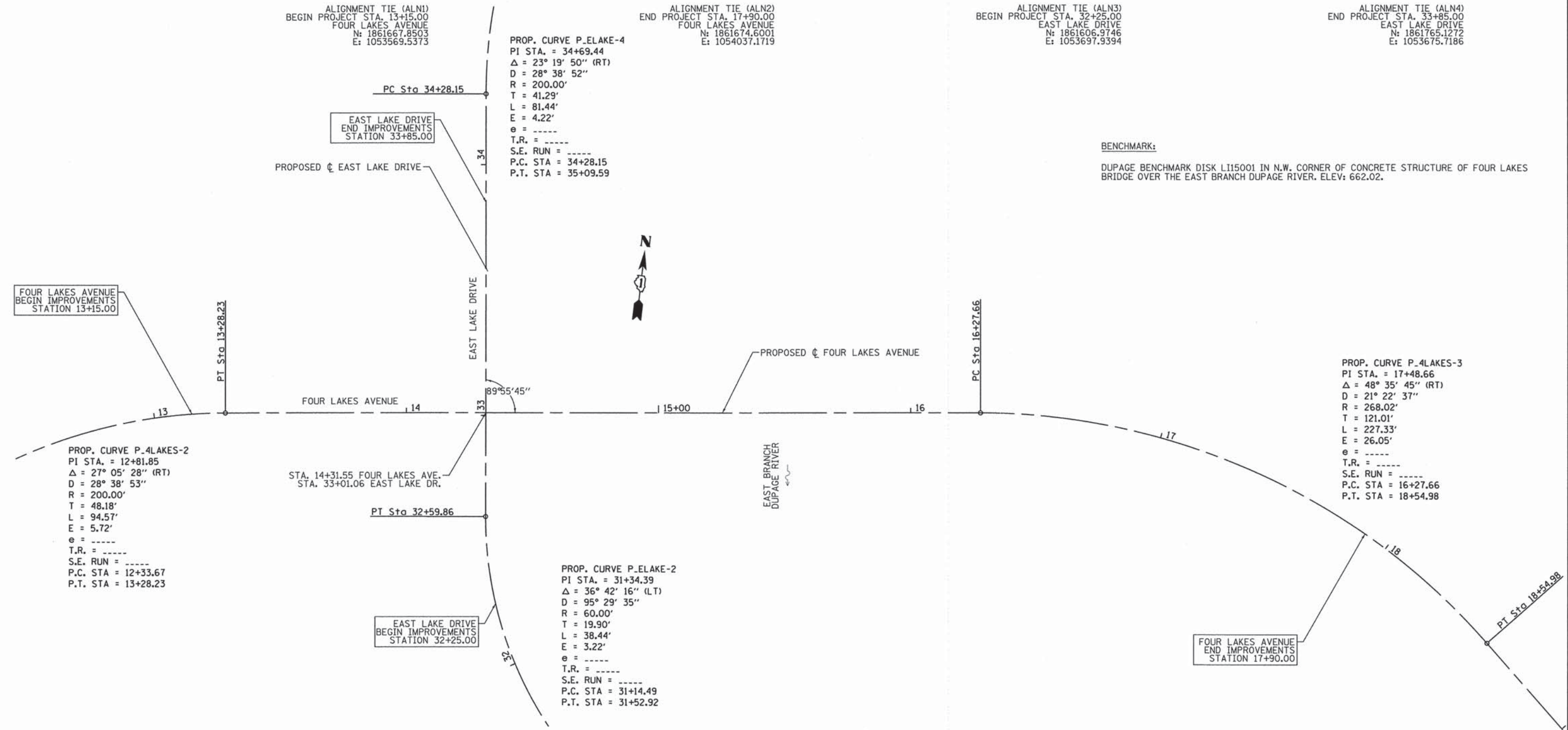
ALIGNMENT TIE (ALN2)
 END PROJECT STA. 17+90.00
 FOUR LAKES AVENUE
 N: 1861674.6001
 E: 1054037.1719

ALIGNMENT TIE (ALN3)
 BEGIN PROJECT STA. 32+25.00
 EAST LAKE DRIVE
 N: 1861606.9746
 E: 1053697.9394

ALIGNMENT TIE (ALN4)
 END PROJECT STA. 33+85.00
 EAST LAKE DRIVE
 N: 1861765.1272
 E: 1053675.7186

PROP. CURVE P.ELAKE-4
 PI STA. = 34+69.44
 $\Delta = 23^\circ 19' 50''$ (RT)
 D = 28° 38' 52"
 R = 200.00'
 T = 41.29'
 L = 81.44'
 E = 4.22'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 34+28.15
 P.T. STA = 35+09.59

BENCHMARK:
 DUPAGE BENCHMARK DISK L115001 IN N.W. CORNER OF CONCRETE STRUCTURE OF FOUR LAKES BRIDGE OVER THE EAST BRANCH DUPAGE RIVER. ELEV: 662.02.



PROP. CURVE P.4LAKES-2
 PI STA. = 12+81.85
 $\Delta = 27^\circ 05' 28''$ (RT)
 D = 28° 38' 53"
 R = 200.00'
 T = 48.18'
 L = 94.57'
 E = 5.72'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 12+33.67
 P.T. STA = 13+28.23

STA. 14+31.55 FOUR LAKES AVE.
 STA. 33+01.06 EAST LAKE DR.

PROP. CURVE P.ELAKE-2
 PI STA. = 31+34.39
 $\Delta = 36^\circ 42' 16''$ (LT)
 D = 95° 29' 35"
 R = 60.00'
 T = 19.90'
 L = 38.44'
 E = 3.22'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 31+14.49
 P.T. STA = 31+52.92

PROP. CURVE P.4LAKES-3
 PI STA. = 17+48.66
 $\Delta = 48^\circ 35' 45''$ (RT)
 D = 21° 22' 37"
 R = 268.02'
 T = 121.01'
 L = 227.33'
 E = 26.05'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA = 16+27.66
 P.T. STA = 18+54.98



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

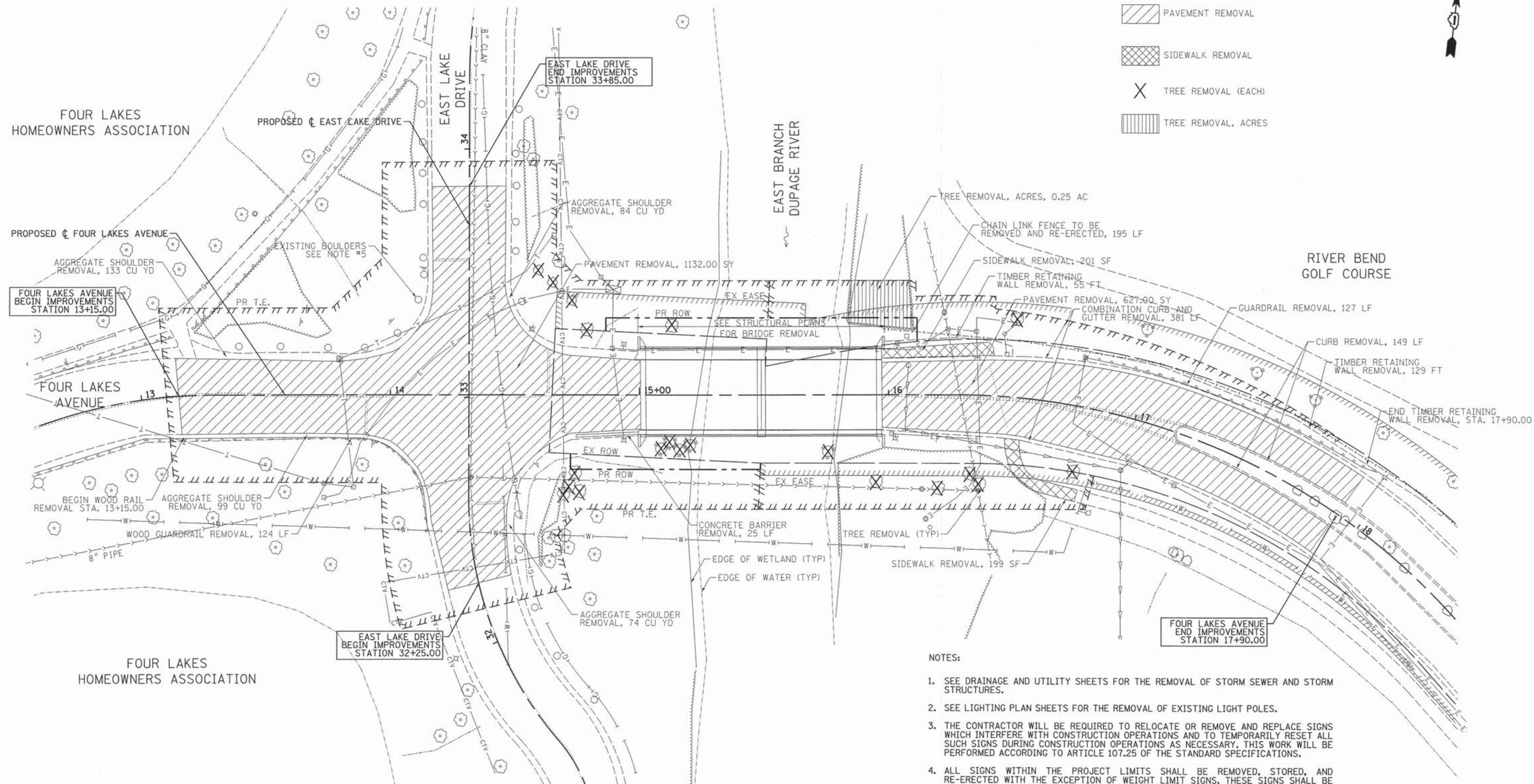
FOUR LAKES AVENUE & EAST LAKE DRIVE
 ALIGNMENT, TIES, & BENCHMARKS

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	18
				CONTRACT NO. 61A89
ILLINOIS FED. AID PROJECT				

LEGEND

-  PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  TREE REMOVAL (EACH)
-  TREE REMOVAL, ACRES



NOTES:

1. SEE DRAINAGE AND UTILITY SHEETS FOR THE REMOVAL OF STORM SEWER AND STORM STRUCTURES.
2. SEE LIGHTING PLAN SHEETS FOR THE REMOVAL OF EXISTING LIGHT POLES.
3. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS AS NECESSARY. THIS WORK WILL BE PERFORMED ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
4. ALL SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED, STORED, AND RE-ERECTED WITH THE EXCEPTION OF WEIGHT LIMIT SIGNS. THESE SIGNS SHALL BE REMOVED, SALVAGED AND PROVIDED TO THE VILLAGE OF LISLE. SEE PAVEMENT, SIGNING AND LANDSCAPE PLAN FOR THE PROPOSED SIGNAGE LOCATION.
5. EXISTING BOULDERS WITHIN THE PROJECT LIMITS ALONG EAST LAKE DRIVE AND FOUR LAKES AVENUE WEST OF THE EAST BRANCH DUPAGE RIVER SHALL BE REMOVED AND RE-INSTALLED OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. EXISTING STEEL PLATE BEAM GUARDRAIL AND TERMINAL END SECTIONS TO BE REMOVED AS SHOWN ON THE PLANS SHALL BE PAID FOR AS "GUARDRAIL REMOVAL".
7. "TREE ROOT PRUNING" SHALL BE USED TO PRUNE TO ROOTS OF EXISTING TREES TO REMAIN WHOSE ROOTS MAYBE IMPACTED. THE TREES THAT REQUIRE "TREE ROOT PRUNING" SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.



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	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

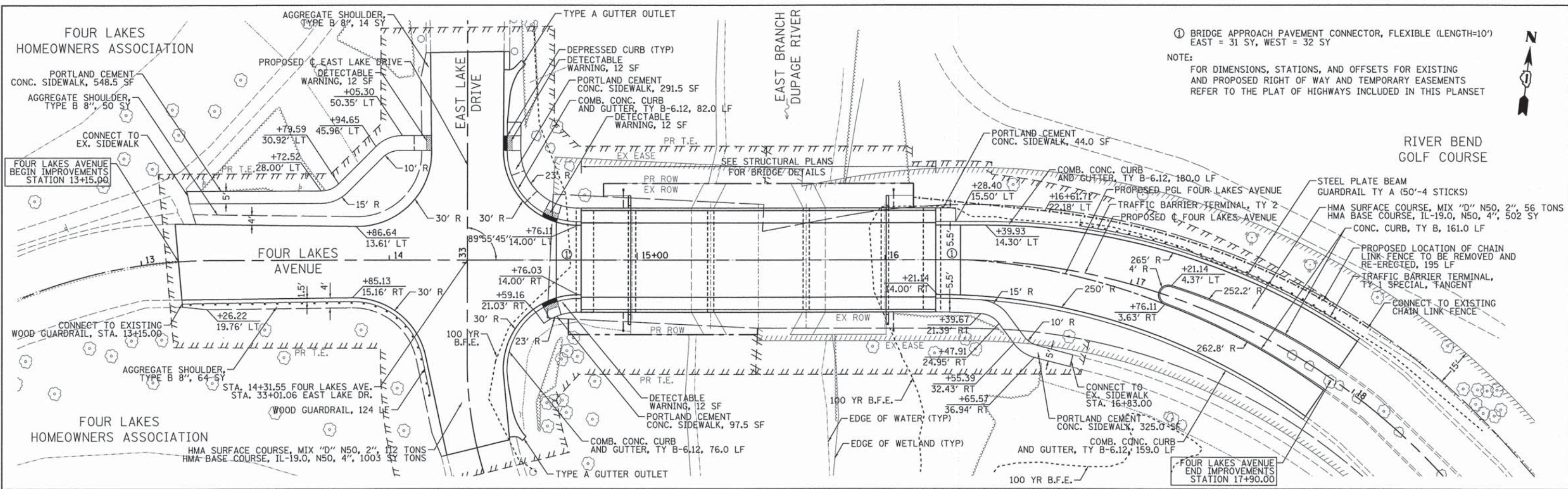
FOUR LAKES AVENUE & EAST LAKE DRIVE
REMOVAL PLAN

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	19
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

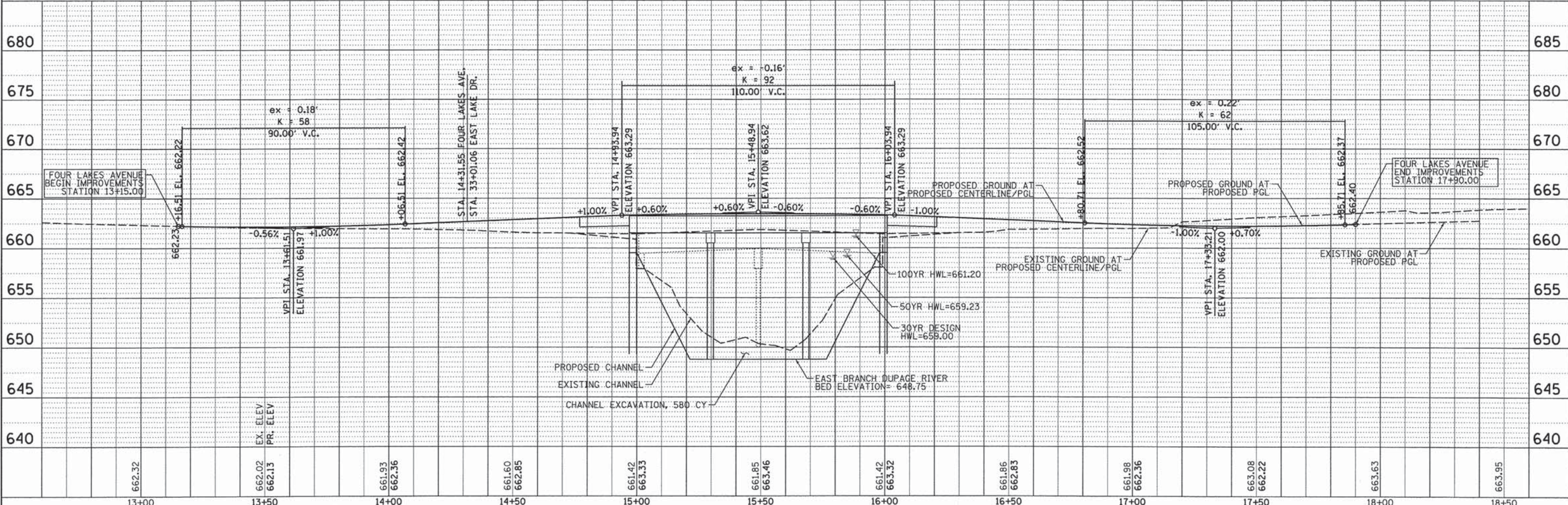
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① BRIDGE APPROACH PAVEMENT CONNECTOR, FLEXIBLE (LENGTH=10')
EAST = 31 SY, WEST = 32 SY

NOTE:
FOR DIMENSIONS, STATIONS, AND OFFSETS FOR EXISTING
AND PROPOSED RIGHT OF WAY AND TEMPORARY EASEMENTS
REFER TO THE PLAT OF HIGHWAYS INCLUDED IN THIS PLANSET



662.32	662.02	661.93	661.60	661.42	661.85	661.42	661.86	661.98	663.08	663.63	663.95
13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00	17+50	18+00	18+50

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ITASCA, ILLINOIS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE
PLAN & PROFILE

1"=5' VERT.
SCALE: 1"=20' HORIZ. SHEET 1 OF 2 SHEETS STA. 13+15.00 TO STA. 17+90.00

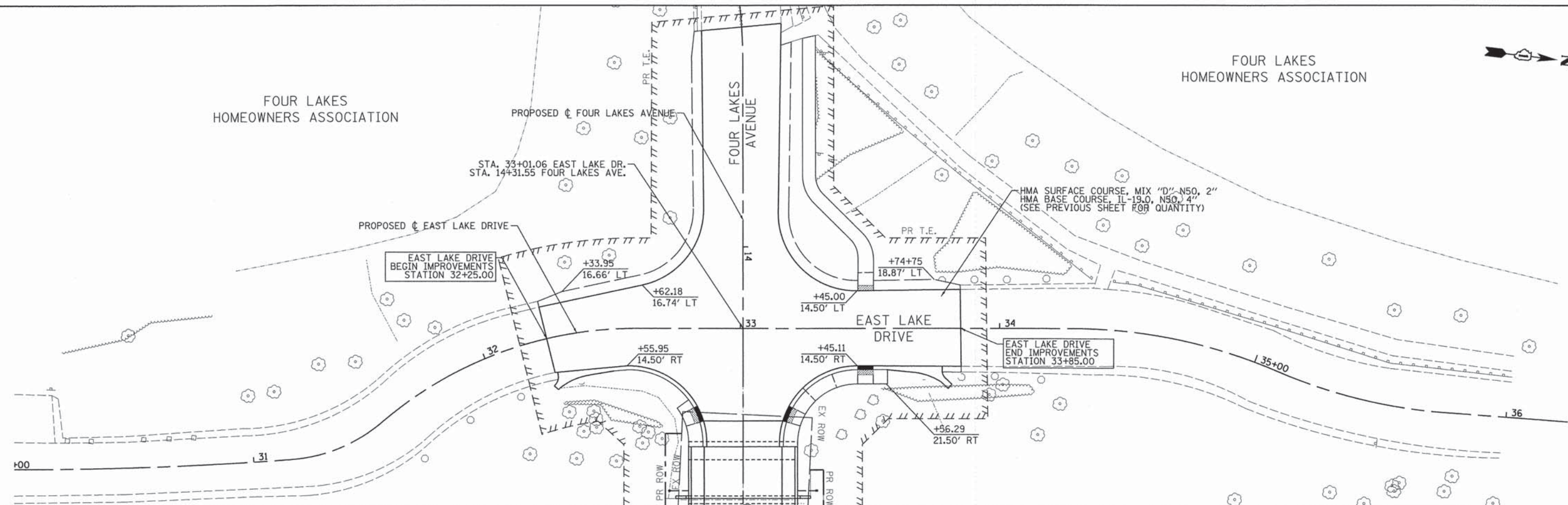
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	11-00058-00-BR	DUPAGE	94	20
CONTRACT NO. 61A89				ILLINOIS FED. AID PROJECT

FOUR LAKES
HOMEOWNERS ASSOCIATION

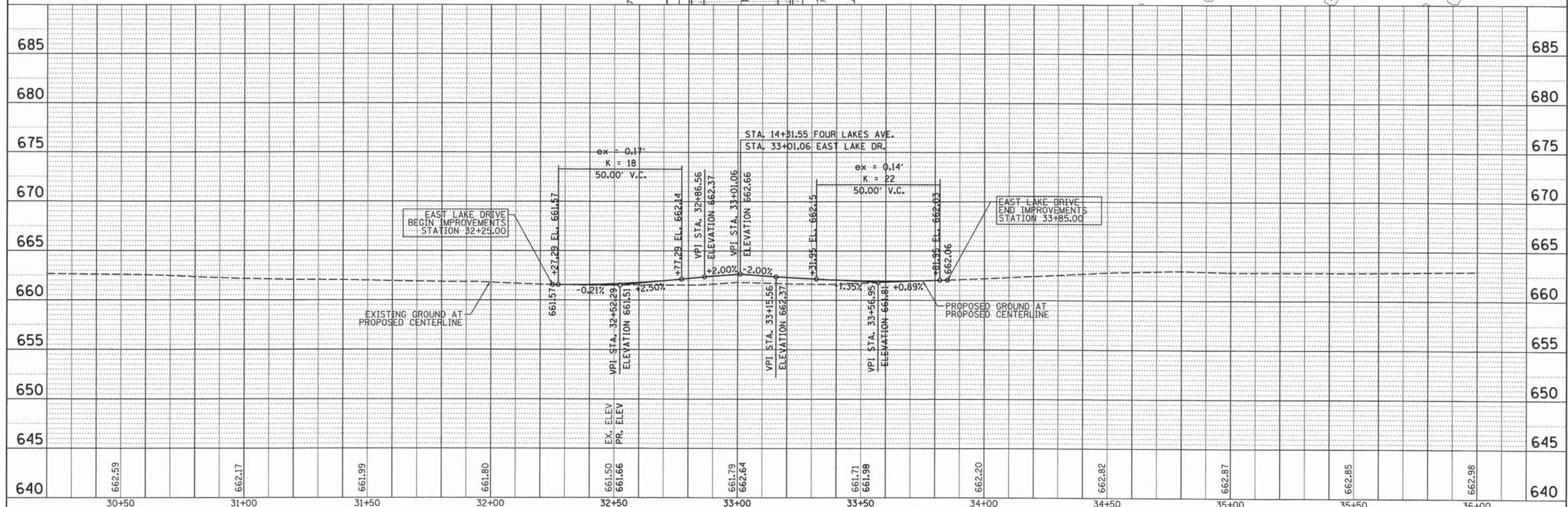
FOUR LAKES
HOMEOWNERS ASSOCIATION



PLAN	DATE
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PROFILE	DATE
BY	
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DATE	



640	662.59	662.17	661.99	661.80	661.50	661.66	661.79	662.64	661.71	661.98	662.20	662.82	662.87	662.85	662.98	640
	30+50	31+00	31+50	32+00	32+50	33+00	33+50	34+00	34+50	35+00	35+50	36+00				

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USER NAME = #USER#	DESIGNED - MTC	REVISED -
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CHECKED - DBB	REVISED -	
DATE - 10-20-2014	REVISED -	

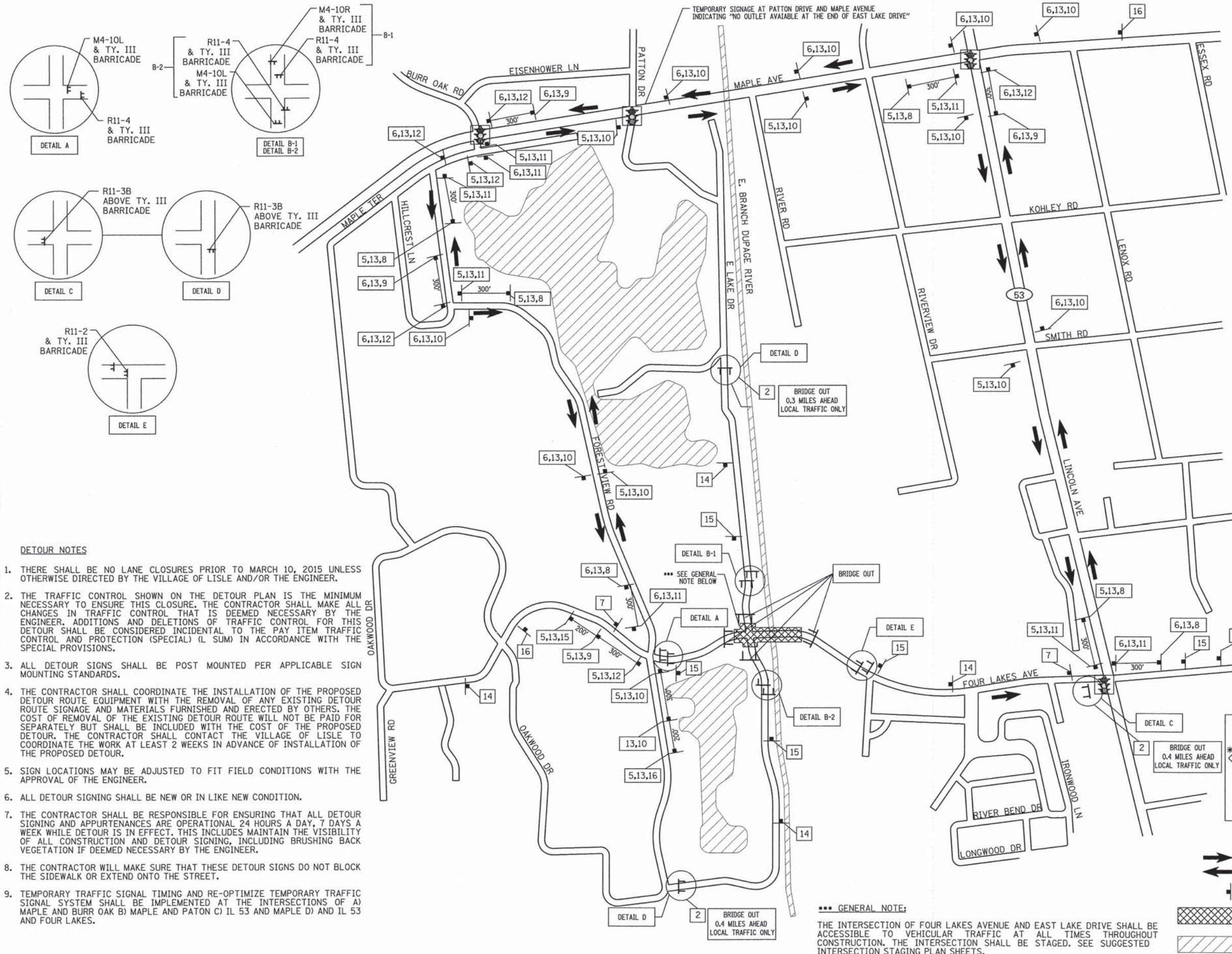
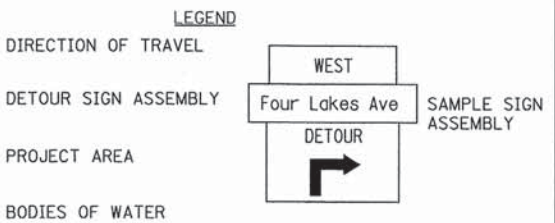
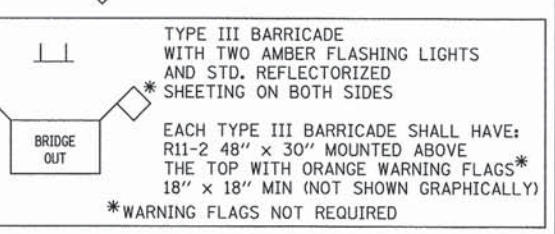
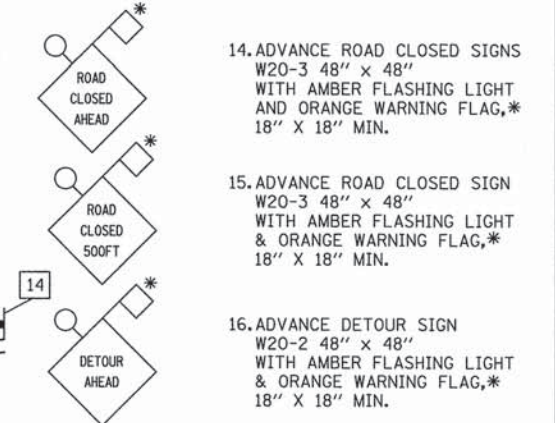
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST LAKE DRIVE
PLAN & PROFILE
1"=5' VERT.
SCALE: 1"=20' HORIZ. SHEET 2 OF 2 SHEETS STA. 32+25.00 TO STA. 33+85.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	21
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

SIGN LEGEND

1. ROAD CLOSED SIGNS R11-4 60" x 30" MOUNTED ABOVE TYPE III BARRICADE
2. BRIDGE OUT SIGNS R11-3b 60" x 30" MOUNTED ABOVE TYPE III BARRICADE
3. DETOUR ARROW SIGN M4-10L 48" x 18" TYPICAL MOUNTED ABOVE TOP OF TYPE III BARRICADE
4. DETOUR ARROW SIGN M4-10R 48" x 18" TYPICAL MOUNTED ABOVE TOP OF TYPE III BARRICADE
5. EAST DIRECTION SIGNS M3-2(O) 24" x 12"
6. WEST DIRECTIONS SIGNS M3-4(O) 24" x 12"
7. END DETOUR SIGNS M4-8a 24"x18"
8. DETOUR ARROW SIGNS M4-9R 30" x 24"
9. DETOUR ARROW SIGNS M4-9L 30" x 24"
10. DETOUR ARROW SIGNS M4-9 30" x 24"
11. DETOUR ARROW SIGNS M4-9 30" x 24"
12. DETOUR ARROW SIGNS M4-9 30" x 24"
13. ROAD NAME SIGNS, 42" x 18" 8" UC LETTERS, 6" LC LETTERS
14. ADVANCE ROAD CLOSED SIGNS W20-3 48" x 48" WITH AMBER FLASHING LIGHT AND ORANGE WARNING FLAG, * 18" X 18" MIN.
15. ADVANCE ROAD CLOSED SIGN W20-3 48" x 48" WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, * 18" X 18" MIN.
16. ADVANCE DETOUR SIGN W20-2 48" x 48" WITH AMBER FLASHING LIGHT & ORANGE WARNING FLAG, * 18" X 18" MIN.



DETOUR NOTES

1. THERE SHALL BE NO LANE CLOSURES PRIOR TO MARCH 10, 2015 UNLESS OTHERWISE DIRECTED BY THE VILLAGE OF LISLE AND/OR THE ENGINEER.
2. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM TRAFFIC CONTROL AND PROTECTION (SPECIAL) (L SUM) IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
3. ALL DETOUR SIGNS SHALL BE POST MOUNTED PER APPLICABLE SIGN MOUNTING STANDARDS.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE PROPOSED DETOUR ROUTE SIGNAGE WITH THE REMOVAL OF ANY EXISTING DETOUR ROUTE SIGNAGE AND MATERIALS FURNISHED AND ERECTED BY OTHERS. THE COST OF REMOVAL OF THE EXISTING DETOUR ROUTE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF THE PROPOSED DETOUR. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF LISLE TO COORDINATE THE WORK AT LEAST 2 WEEKS IN ADVANCE OF INSTALLATION OF THE PROPOSED DETOUR.
5. SIGN LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
6. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE NEW CONDITION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL DETOUR SIGNING AND APPURTENANCES ARE OPERATIONAL 24 HOURS A DAY, 7 DAYS A WEEK WHILE DETOUR IS IN EFFECT. THIS INCLUDES MAINTAIN THE VISIBILITY OF ALL CONSTRUCTION AND DETOUR SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
8. THE CONTRACTOR WILL MAKE SURE THAT THESE DETOUR SIGNS DO NOT BLOCK THE SIDEWALK OR EXTEND ONTO THE STREET.
9. TEMPORARY TRAFFIC SIGNAL TIMING AND RE-OPTIMIZE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE IMPLEMENTED AT THE INTERSECTIONS OF A) MAPLE AND BURR OAK B) MAPLE AND PATON C) IL 53 AND MAPLE D) AND IL 53 AND FOUR LAKES.

***** GENERAL NOTE:**
THE INTERSECTION OF FOUR LAKES AVENUE AND EAST LAKE DRIVE SHALL BE ACCESSIBLE TO VEHICULAR TRAFFIC AT ALL TIMES THROUGHOUT CONSTRUCTION. THE INTERSECTION SHALL BE STAGED. SEE SUGGESTED INTERSECTION STAGING PLAN SHEETS.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
DETOUR PLAN**

SCALE: 1"=300' SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	22
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

SUGGESTED STAGE CONSTRUCTION GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT.

ALL TRAFFIC CONTROL SIGNS SHALL COMPLY WITH THE MOST RECENT VERSION OF THE MUTCD AND THE ILLINOIS MUTCD.

A MINIMUM OF ONE 9 FOOT LANE IN EACH DIRECTION ON FOUR LAKES AVENUE AND ONE 9 FOOT LANE IN EACH DIRECTION ON EAST LAKE DRIVE SHALL BE KEPT OPEN TO THRU TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS AND AS DIRECTED BY THE ENGINEER. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER.

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = \frac{W \cdot S^2}{60}$$

THE TAPER IS DEFINED AS FOLLOWS:

L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

S = POSTED SPEED IN MPH.

THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 703 "WORK ZONE PAVEMENT MARKINGS" OF STANDARD SPECIFICATIONS AT ALL THE FOLLOWING LOCATIONS IN EACH OF THE VARIOUS STAGES OF CONSTRUCTION:

- 4 IN WHITE EDGE LINE - EACH EDGE (YELLOW FOR INSIDE EDGE)
- 4 IN WHITE SKIP DASH (30 ft SKIP - 10 ft DASH) - BETWEEN LANES
- 4 IN DOUBLE YELLOW - MEDIANS AND BETWEEN OPPOSING LANES
- 6 IN WHITE LANE LINE - STORAGE AREA OF LEFT - TURN BAY
- 6 IN WHITE SKIP DASH (6 ft SKIP - 2 ft DASH) LEFT TURN
- 12 IN YELLOW DIAGONALS (75 ft C-C) OR 5 EQUALLY SPACED- MEDIANS AND GORES
- 24 IN WHITE STOP BAR - ALL LOCATIONS
- WHITE LETTERS AND SYMBOLS - TURN LANES

TEMPORARY PAVEMENT IS NEEDED TO MAINTAIN THE REQUIRED TRAFFIC LANES ON FOUR LAKES AVENUE AND EAST LAKE DRIVE, AS SHOWN ON THE STAGING PLANS. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. TEMPORARY PAVEMENT SHALL CONSIST OF 2 IN HMA SURFACE COURSE MIX D, N50 AND 4 IN HMA BASE COURSE PLACED ON 4 IN SUBBASE GRANULAR MATERIAL, TYPE B. THE REMOVAL OF TEMPORARY PAVEMENT IS INCLUDED IN THE PAY ITEM "PAVEMENT REMOVAL". TEMPORARY PAVEMENT SHALL BE PLACED AT A 2.00% SLOPE TO FACILITATE DRAINAGE OR AS DIRECTED BY THE ENGINEER.

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE USED ON AND ITS PLACEMENT SHALL BE DIRECTED BY THE ENGINEER AND IT SHALL BE PAID FOR AS CHANGEABLE MESSAGE SIGN

THE CONTRACTOR WILL GIVE THE ENGINEER AT LEAST 10 DAYS NOTICE PRIOR TO ANY TRAFFIC STAGING CHANGES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING OR REMOVING ANY EXISTING ROADWAY SIGNAGE THAT CONFLICTS WITH THE STAGED TRAFFIC PATTERN. TEMPORARY TRAFFIC CONCRETE BARRIERS AND SIGNAGE SHALL BE IN PLACE PRIOR TO TRAFFIC STAGING.

PEDESTRIAN AND BICYCLE ACCESS MUST BE MAINTAINED ON ALL EXISTING FACILITIES AND ON NEW FACILITIES AS THEY BECOME AVAILABLE FOR PEDESTRIAN AND BICYCLE TRAFFIC.

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.

A MONO-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED TO THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.

STOP SIGNS AND STOP BARS ARE TO BE MAINTAINED THROUGH ALL CONSTRUCTION STAGES.

POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, INCLUDING THE FLOW LINE OF DITCHES, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE AND THE FINAL SHAPING AND GRADING OF DITCHES IS PERFORMED. THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS (TEMPORARY OR PERMANENT USED AS TEMPORARY) TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR DIRECTLY, BUT THE COST SHALL BE CONSIDERED INCLUDED IN THE PROPOSED ITEMS OF WORK IN THE CONTRACT.

CONTRACTOR SHALL REMOVE ANY TEMPORARY AND PERMANENT PAVEMENT MARKINGS CONFLICTING WITH PROPOSED MOT BY METHODS APPROVED BY THE ENGINEER. REMOVAL FOR THESE PURPOSES SHALL BE CONSIDERED INCLUDED IN THE PRICE OF TEMPORARY PAVEMENT MARKINGS.

THE CONTRACTOR SHALL NOTE LOCATIONS OF ALL PAVEMENT MARKINGS OUTSIDE OF THE PROJECT LIMITS FOR RESTORATION PURPOSES.

SUGGESTED SEQUENCE OF CONSTRUCTION

STAGE 1:

CLOSE PORTION OF NORTHBOUND EAST LAKE DRIVE. CLOSE FOUR LAKES AVENUE EAST OF THE INTERSECTION. PLACE TEMPORARY PAVEMENT ON SOUTH LEG OF EAST LAKE DRIVE ON THE WEST SIDE OF THE ROAD. ONE 9 FOOT LANE OF TRAFFIC WILL BE MAINTAINED IN THE NORTH / SOUTH DIRECTION ON EAST LAKE DRIVE AND ONE 9 FOOT LANE OF TRAFFIC WILL BE MAINTAINED IN THE EAST / WEST DIRECTION ON FOUR LAKES AVENUE (ENDING AT THE INTERSECTION). FOUR LAKES AVENUE TRAFFIC MUST TURN NORTH OR SOUTH ON EAST LAKE AVENUE. TRAFFIC HEADING EAST ON FOUR LAKES AVENUE OVER THE RIVER IS PROHIBITED. CONSTRUCT FOUR LAKES AVENUE BRIDGE OVER EAST BRANCH DUPAGE RIVER. CONSTRUCT ALL PAVEMENT, CURB AND GUTTER, STORM SEWER AND OTHER ROADWAY ITEMS EAST OF THE RIVER. WEST OF THE RIVER, CONSTRUCT CURB AND GUTTER, SIDEWALK, AND PORTION OF FOUR LAKES AVENUE ROADWAY. CONSTRUCT PORTION OF NORTHBOUND LANE OF EAST LAKE DRIVE ROADWAY. INSTALL PROPOSED STORM SEWER ON THE WEST SIDE OF THE RIVER.

STAGE 2:

OPEN THE NEWLY CONSTRUCTED NORTHBOUND PAVEMENT ON EAST LAKE DRIVE. MAINTAIN THE SOUTHBOUND TRAFFIC ON EAST LAKE DRIVE. CLOSE THE PORTION OF ROADWAY ON EAST LAKE DRIVE BETWEEN THE NORTHBOUND AND SOUTHBOUND TRAFFIC. CLOSE A PORTION OF THE EASTBOUND ROADWAY OF FOUR LAKES AVENUE. MAINTAIN ONE LANE OF EASTBOUND TRAFFIC ON FOUR LAKES AVENUE AND ONE LANE OF WESTBOUND TRAFFIC ON FOUR LAKES AVENUE (BOTH WEST OF THE INTERSECTION). FOUR LAKES AVENUE TRAFFIC OVER THE EAST BRANCH DUPAGE RIVER IS PROHIBITED. CONSTRUCT THE CENTER PORTION OF ROADWAY FOR EAST LAKE DRIVE. CONSTRUCT THE SOUTH PORTION OF THE FOUR LAKES AVENUE ROADWAY, WEST OF THE INTERSECTION. THE SHOULDER SHALL BE CONSTRUCTED IN STAGE 3. THE CONTRACTOR SHALL SUB-STAGE THE SMALL PORTION OF EAST LAKE DRIVE ROADWAY IN THE CENTER OF THE INTERSECTION AT STATION 33+00.00.












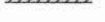


STAGE 3:

REMOVE TEMPORARY PAVEMENT CONSTRUCTED IN STAGE 1. CONSTRUCT TEMPORARY PAVEMENT ALONG THE SOUTH EDGE OF FOUR LAKES AVENUE, WEST OF THE INTERSECTION. MAINTAIN ONE LANE IN THE NORTHBOUND DIRECTION AND ONE LANE IN THE SOUTHBOUND DIRECTION ON EAST LAKE DRIVE ON THE PROPOSED PAVEMENT CONSTRUCTED IN STAGE 1 AND STAGE 2. SHIFT TRAFFIC ONTO THE PROPOSED PAVEMENT OF FOUR LAKES AVENUE CONSTRUCTED IN STAGE 2 WEST OF THE INTERSECTION. MAINTAIN ONE LANE OF TRAFFIC IN THE EASTBOUND DIRECTION AND ONE LANE OF TRAFFIC IN THE WESTBOUND DIRECTION ON FOUR LAKES AVENUE. CONSTRUCT REMAINING EAST LAKE DRIVE ROADWAY AND SHOULDER. CONSTRUCT THE REMAINING PORTION OF FOUR LAKES AVENUE ROADWAY, SHOULDER, SIDEWALK, AND CULVERT. THE CONTRACTOR SHALL SUB-STAGE THE SMALL REMAINING CENTER PORTION OF FOUR LAKES AVENUE ROAD FROM STATION 13+15.00 TO 14+00.00.

POSTSTAGE:

REMOVE TEMPORARY PAVEMENT ALONG THE SOUTH EDGE OF FOUR LAKES AVENUE, WEST OF THE INTERSECTION. CONSTRUCT SHOULDER ALONG THE SOUTH PAVEMENT EDGE OF FOUR LAKES AVENUE. INSTALL WOOD GUARDRAIL.

LEGEND:

-  CONSTRUCTION STAGE WORK ZONE.
-  TEMPORARY PAVEMENT
-  TEMPORARY CONCRETE BARRIER WALL.
-  BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
-  BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING).
-  TEMPORARY TRAFFIC ADVISORY SIGN.
-  SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
-  VERTICAL PANEL WITH STEADY-BURNING LIGHT (25 ft).
-  ARROW BOARD
-  4 IN SOLID WHITE EDGE LINE OR 12 IN DIAGONAL LINE OR 4 IN SOLID YELLOW EDGE LINE UNLESS OTHERWISE NOTED
-  4 IN DOUBLE YELLOW LINES @ 11 IN C/C
-  24 IN WHITE STOP BAR
-  FLOW OF TRAFFIC
-  DIRECTIONAL INDICATOR BARRICADE, TYPE II, WITH STEADY-BURNING LIGHT @ 50ft CENTERS

SUGGESTED STAGE CONSTRUCTION SIGN LEGEND



①
R 1-1
30 In X 30 In



②
W1-4L (c)
48 In X 48 In



③
W1-4R (c)
48 In X 48 In

















④
W 21-1 a
48 In X 48 In

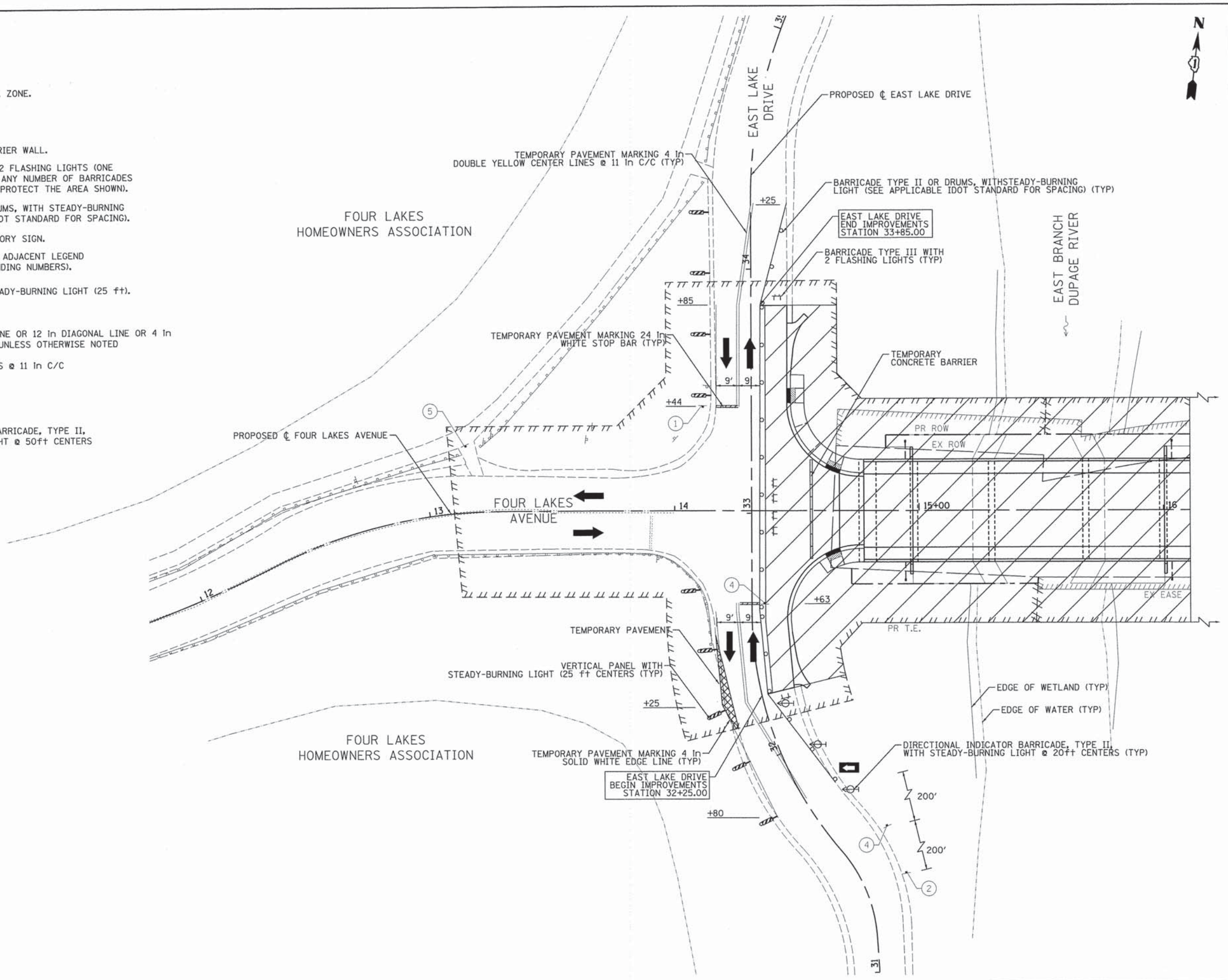


⑤
R 9-9
24 In x 12 In

* MUST BE REMOVED WHEN WORKERS ARE NOT PRESENT

LEGEND:

-  CONSTRUCTION STAGE WORK ZONE.
-  TEMPORARY PAVEMENT
-  TEMPORARY CONCRETE BARRIER WALL.
-  BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
-  BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING).
-  TEMPORARY TRAFFIC ADVISORY SIGN.
-  SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
-  VERTICAL PANEL WITH STEADY-BURNING LIGHT (25 FT).
-  ARROW BOARD
-  4 IN SOLID WHITE EDGE LINE OR 12 IN DIAGONAL LINE OR 4 IN SOLID YELLOW EDGE LINE UNLESS OTHERWISE NOTED
-  4 IN DOUBLE YELLOW LINES @ 11 IN C/C
-  24 IN WHITE STOP BAR
-  FLOW OF TRAFFIC
-  DIRECTIONAL INDICATOR BARRICADE, TYPE II, WITH STEADY-BURNING LIGHT @ 50 FT CENTERS



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
SUGGESTED INTERSECTION STAGING PLAN - STAGE 1**

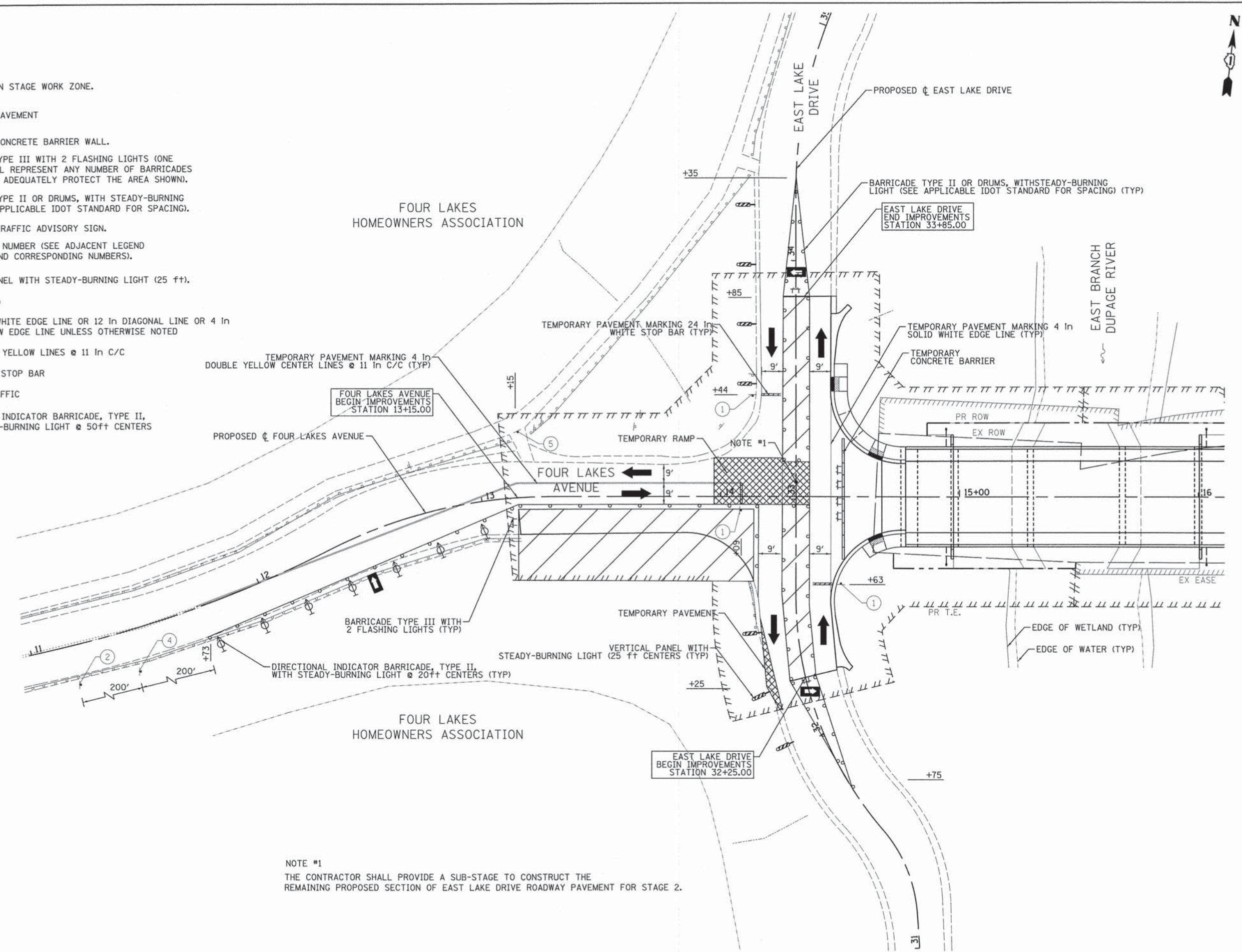
SCALE: 1"=20' SHEET 2 OF 4 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	24
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



LEGEND:

- CONSTRUCTION STAGE WORK ZONE.
- TEMPORARY PAVEMENT
- TEMPORARY CONCRETE BARRIER WALL.
- BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING).
- TEMPORARY TRAFFIC ADVISORY SIGN.
- SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- VERTICAL PANEL WITH STEADY-BURNING LIGHT (25 ft).
- ARROW BOARD
- 4 in SOLID WHITE EDGE LINE OR 12 in DIAGONAL LINE OR 4 in SOLID YELLOW EDGE LINE UNLESS OTHERWISE NOTED
- 4 in DOUBLE YELLOW LINES @ 11 in C/C
- 24 in WHITE STOP BAR
- FLOW OF TRAFFIC
- DIRECTIONAL INDICATOR BARRICADE, TYPE II, WITH STEADY-BURNING LIGHT @ 50ft CENTERS



NOTE #1
 THE CONTRACTOR SHALL PROVIDE A SUB-STAGE TO CONSTRUCT THE REMAINING PROPOSED SECTION OF EAST LAKE DRIVE ROADWAY PAVEMENT FOR STAGE 2.



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**STATE OF ILLINOIS
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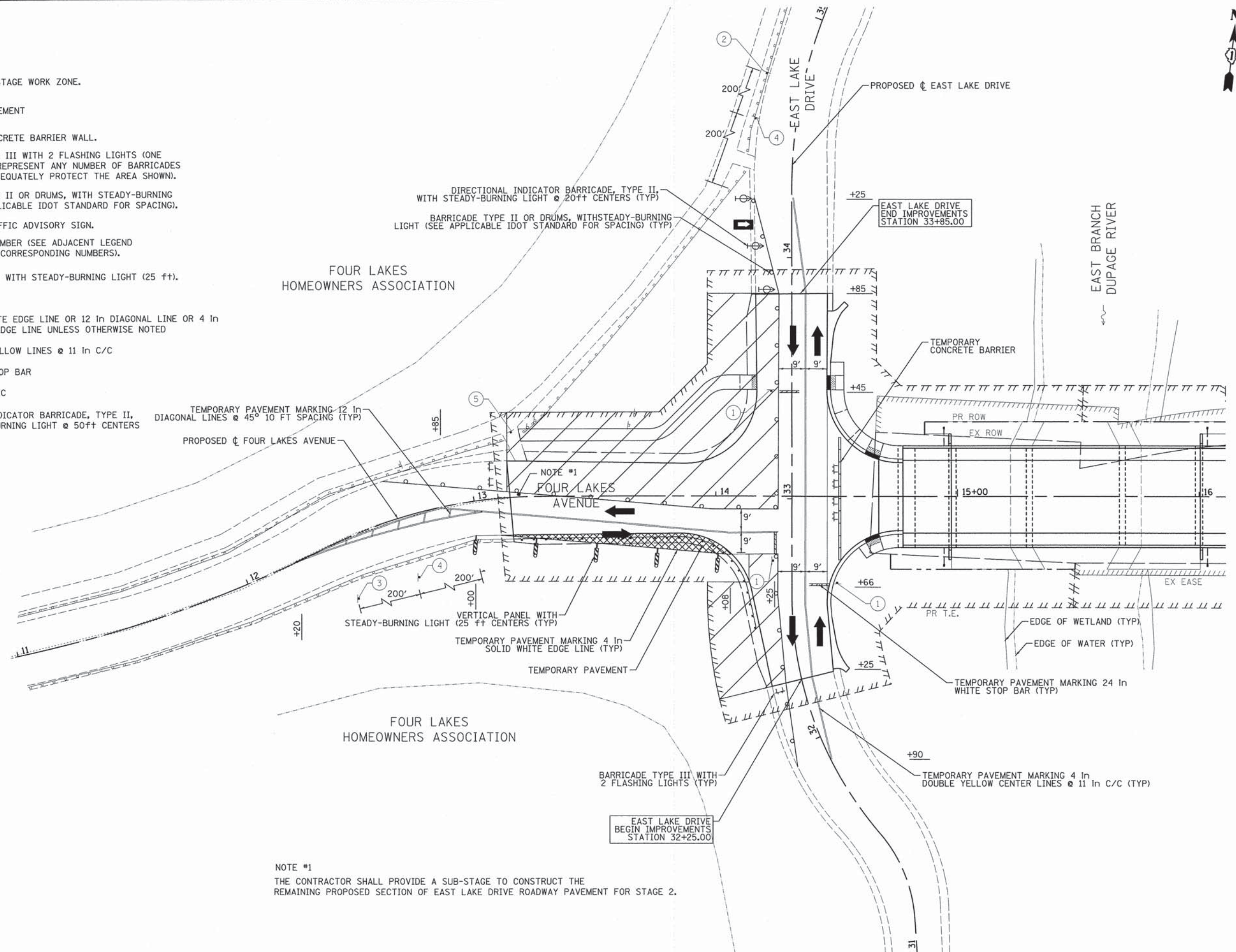
**FOUR LAKES AVENUE & EAST LAKE DRIVE
 SUGGESTED INTERSECTION STAGING PLAN - STAGE 2**

SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	25
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

LEGEND:

-  CONSTRUCTION STAGE WORK ZONE.
-  TEMPORARY PAVEMENT
-  TEMPORARY CONCRETE BARRIER WALL.
-  BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
-  BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING).
-  TEMPORARY TRAFFIC ADVISORY SIGN.
-  SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
-  VERTICAL PANEL WITH STEADY-BURNING LIGHT (25 ft).
-  ARROW BOARD
-  4 In SOLID WHITE EDGE LINE OR 12 In DIAGONAL LINE OR 4 In SOLID YELLOW EDGE LINE UNLESS OTHERWISE NOTED
-  4 In DOUBLE YELLOW LINES @ 11 In C/C
-  24 In WHITE STOP BAR
-  FLOW OF TRAFFIC
-  DIRECTIONAL INDICATOR BARRICADE, TYPE II, WITH STEADY-BURNING LIGHT @ 50ft+ CENTERS



NOTE #1
 THE CONTRACTOR SHALL PROVIDE A SUB-STAGE TO CONSTRUCT THE REMAINING PROPOSED SECTION OF EAST LAKE DRIVE ROADWAY PAVEMENT FOR STAGE 2.



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	DATE - 10-20-2014	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
 SUGGESTED INTERSECTION STAGING PLAN - STAGE 3**

SCALE: 1"=20' SHEET 4 OF 4 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	26
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				

SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES:

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION
2. TEMPORARY FENCE FOR TREE TRUNK PROTECTION SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
3. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE CONTRACTOR WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
4. FOUR LAKES AVENUE, EAST LAKE DRIVE AND ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. THESE STREETS SHALL BE INSPECTED DAILY AND CLEANED WHEN NECESSARY.
5. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE RESIDENT ENGINEER.
6. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION
7. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) AND THE CORPS OF ENGINEERS MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
8. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
9. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KANE DUPAGE SWCD AND CORPS OF ENGINEERS.
10. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY THE VILLAGE OF LISLE OR THE VILLAGE'S REPRESENTATIVE, AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2" RAIN EVENT OR EQUIVALENT SNOWFALL.
11. HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL AND/OR STRAW MULCH WITH NETTING (DEPENDENT ON SLOPE, SLOPE LENGTH, AND FLOW RATES) SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS (I.E. PERIMETERS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.
12. IN AREAS WHERE WORK IS COMPLETED, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7TH DAY AFTER WORK HAS CEASED.
13. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. THE STREAM BANKS SHOULD BE STABILIZED AT THE END OF EACH DAY. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
14. ALL DISTURBED AREAS AND WORK AREAS MUST BE ISOLATED FROM CHANNEL FLOWS AT ALL TIMES. THE DIVERSION/ISOLATION OF THE CHANNEL FLOWS MUST BE CONSTRUCTED FROM NON-ERODIBLE MATERIALS. THE VILLAGE OF LISLE MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
15. DURING CONSTRUCTION ON THE BANKS AND IN THE RIVER, WORK MUST BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
16. CONCENTRATED FLOW MUST BE ISOLATED FROM THE WORK AREA USING TEMPORARY COFFERDAM SYSTEM. DURING THE SCHEDULED PRECONSTRUCTION MEETING SHOP DRAWINGS MUST BE SUBMITTED TO THE ENGINEER AND THE VILLAGE OF LISLE.
17. IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE FLOW OF THE CREEK.
18. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
19. IF WINTER SHUTDOWN IS NECESSARY, IT SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
20. IF DEWATERING THE CONSTRUCTION AREA IS NECESSARY, PLEASE BE SURE TO FILTER ALL WATER BY USING FILTER BAGS OR AN ALTERNATIVE MEASURE. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING ALLOWED TO RETURN TO THE ORIGINAL FLOW OF THE RIVER.
21. IF DEWATERING OF THE SITE IS REQUIRED IN ORDER TO PERFORM WORK IN WATERWAYS, THE SITE SHALL BE DEWATERED FOR WORK IN THE DRY SEASON AND DEWATERING WILL BE TEMPORARY ONLY. NO IN-STREAM WORK SHALL BE AUTHORIZED UNLESS SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE ACCEPTABLE BY THE ENGINEER.
22. THE SIDE SLOPES MUST BE RESEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE SWALE MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.

23. THE CONTRACTOR SHALL MAKE SURE THAT NO DEBRIS BE DROPPED INTO THE CHANNEL WHEN THE BRIDGE IS DEMOLISHED. NO ADDITIONAL COMPENSATION WILL BE PROVIDED AND THE COST FOR THIS TASK WILL BE INCLUDED IN THE COST OF THE REMOVAL OF EXISTING STRUCTURES.
24. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR CONTRACTOR TO INFORM ANY-SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS, ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
25. ALL IN-STREAM WORK, SUCH AS REMOVAL OF ACCUMULATED SEDIMENTS, AND DEMOLITION WORK, SUCH AS THE REMOVAL OF EXISTING STRUCTURES, SHALL BE CLEARLY LABELED ON THE CONSTRUCTION DRAWINGS AND INCLUDED IN THE PROJECT NARRATIVE.
26. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY SO THAT THE NATURAL FLOW OF WATER IS NOT OBSTRUCTED.
27. INLETS EXPOSED TO TRAFFIC WITH INLET FILTER PROTECTION SHALL HAVE FILTER BASKETS WITH OVERFLOW TO ALLOW FOR THE POSITIVE DRAINAGE OF WATER OFF THE ROADWAY. THESE INLETS SHALL BE CLEANED WHEN NECESSARY.

SOIL EROSION AND SEDIMENT CONTROL SPECIFICATIONS:

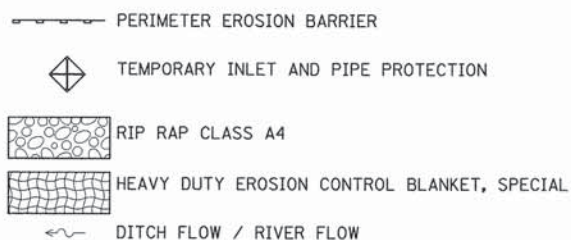
A. GENERAL

1. THIS SOIL EROSION AND SEDIMENT CONTROL PLAN IS THE MINIMUM TO GET THIS PROJECT STARTED. IT IS EXPECTED TO CHANGE AS THE PROJECT PROCEEDS. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE OWNER/DEVELOPERS RESPONSIBILITY, UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS.
2. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL POLLUTION CONTROL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE AT LEAST TO PERCENT.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. BEST MANAGEMENT PRACTICES SHALL BE PERFORMED AND REVISED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE ENGINEER.

B. IMPLEMENTATION

1. BEFORE STARTING CLEARING AND SITE GRADING WORK, A STABILIZED CONSTRUCTION ENTRANCE AND SILT FENCES SHALL BE INSTALLED AS SHOWN ON THE PLANS. IF DIRECTED BY THE DESIGNATED EROSION CONTROL INSPECTOR OR LOCAL ENFORCEMENT OFFICER AND/OR COUNTY ENGINEER, THE OWNER/DEVELOPER SHALL INSTALL ADDITIONAL SOIL AND EROSION CONTROL MEASURES AS NEEDED UTILIZING BEST MANAGEMENT PRACTICES.
2. THE STABILIZED CONSTRUCTION ENTRANCES SHALL BE MONITORED PERIODICALLY FOR ITS EFFECTIVENESS TO COLLECT DIRT WHICH COULD LEAVE THE SITE VIA CONSTRUCTION VEHICLES. ANY DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
3. INLET FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E. INLETS AND CATCH BASINS.)
4. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 14 DAYS MUST BE PROTECTED WITH TEMPORARY SOLID AND EROSION CONTROL MEASURES WITHIN 7 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
5. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, INCLUDING STORM WATER RUNOFF, SHALL BE FILTERED PRIOR TO DISCHARGING TO THE STORM WATER SYSTEM.

SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION LEGEND:

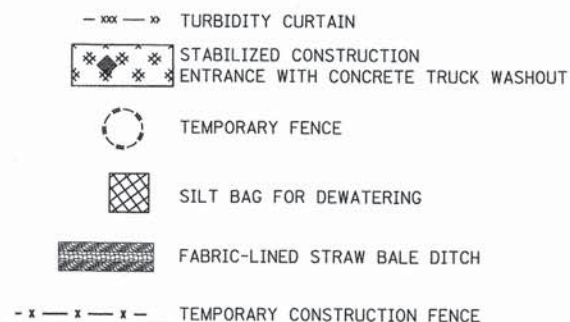


C. MAINTENANCE AND INSPECTION

1. THE OWNER/DEVELOPER IS ULTIMATELY RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
2. QUALIFIED PERSONNEL SHALL INSPECT THE DISTURBED AREAS OF THE CONTRASTING SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/OR POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINT ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
4. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S), AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENT OF NONCOMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE, AN INCIDENT OF NON-COMPLIANCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

IN-STREAM WORK NOTES FOR CONSTRUCTION:

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



Bollinger, Lach & Associates, Inc.
 ILLINOIS

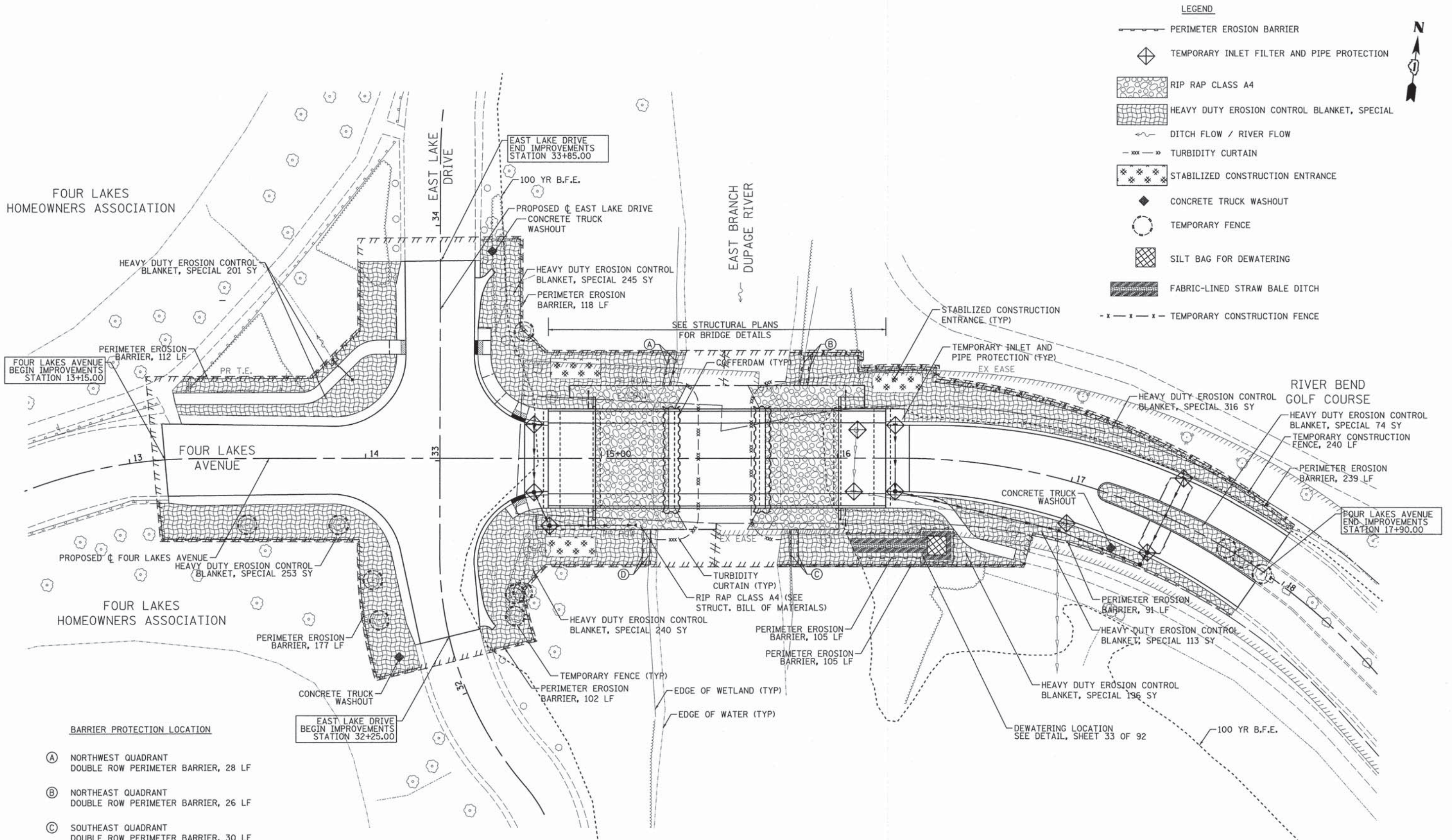
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: NTS	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A
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FOUR LAKES AVENUE & EAST LAKE DRIVE
 EROSION & SEDIMENT CONTROL NOTES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FOUR LAKES HOMEOWNERS ASSOCIATION

FOUR LAKES AVENUE BEGIN IMPROVEMENTS STATION 13+15.00

FOUR LAKES AVENUE

FOUR LAKES HOMEOWNERS ASSOCIATION

EAST LAKE DRIVE BEGIN IMPROVEMENTS STATION 32+25.00

EAST LAKE DRIVE END IMPROVEMENTS STATION 33+85.00

RIVER BEND GOLF COURSE

FOUR LAKES AVENUE END IMPROVEMENTS STATION 17+90.00

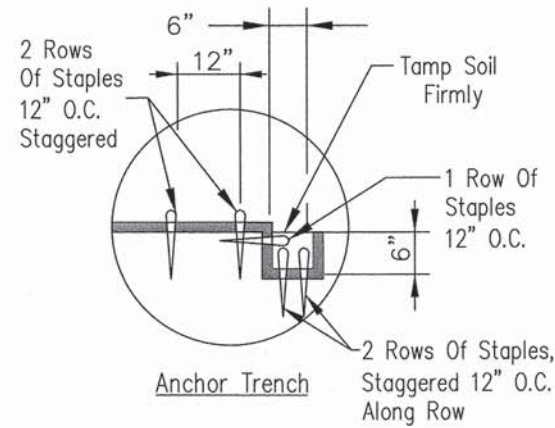
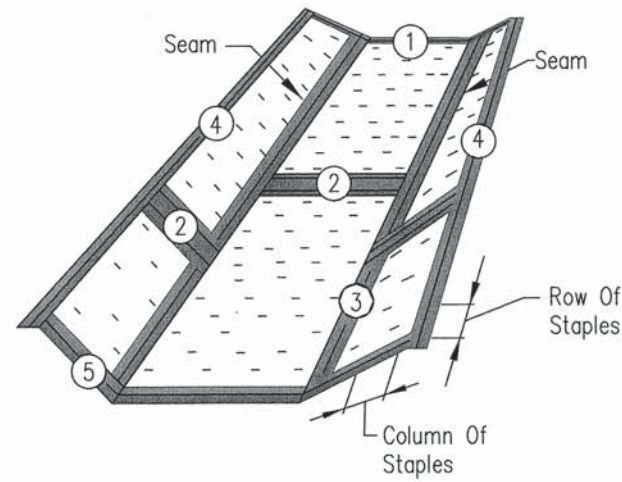
BARRIER PROTECTION LOCATION

- (A) NORTHWEST QUADRANT
DOUBLE ROW PERIMETER BARRIER, 28 LF
- (B) NORTHEAST QUADRANT
DOUBLE ROW PERIMETER BARRIER, 26 LF
- (C) SOUTHEAST QUADRANT
DOUBLE ROW PERIMETER BARRIER, 30 LF
- (D) SOUTHWEST QUADRANT
DOUBLE ROW PERIMETER BARRIER, 30 LF

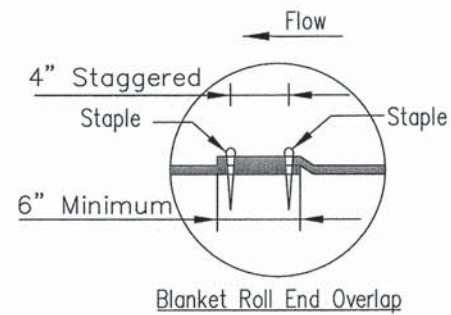
NOTE:
ONE ROW OF PERIMETER EROSION BARRIER SHOWN AT EACH LOCATION LISTED ABOVE THAT IS USED TO PROTECT WATERS, WETLANDS, OR FLOODPLAIN SHALL BE OF HIGH VISIBILITY MATERIAL.

NOTE:
THE METHODS AND LOCATIONS OF THE COFFERDAM SHALL BE COORDINATED WITH THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT BEFORE CONSTRUCTION COMMENCES.

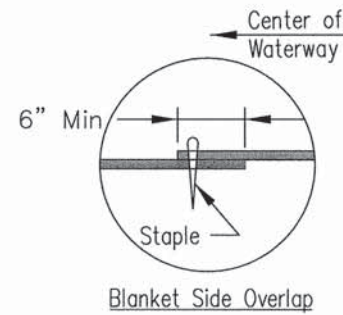
<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME = #USER#	DESIGNED - MTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOUR LAKES AVENUE & EAST LAKE DRIVE EROSION & SEDIMENT CONTROL PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	DATE - 10-20-2014	REVISED -		ILLINOIS FED. AID PROJECT								



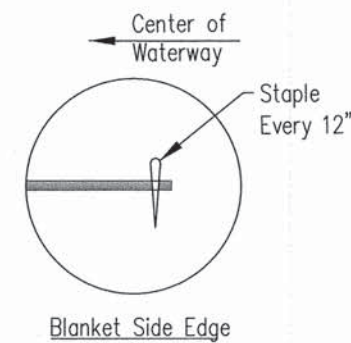
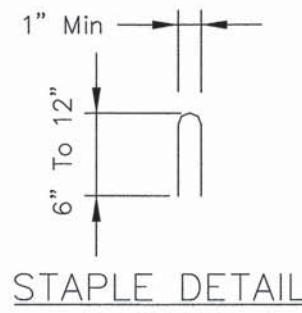
DETAIL 1



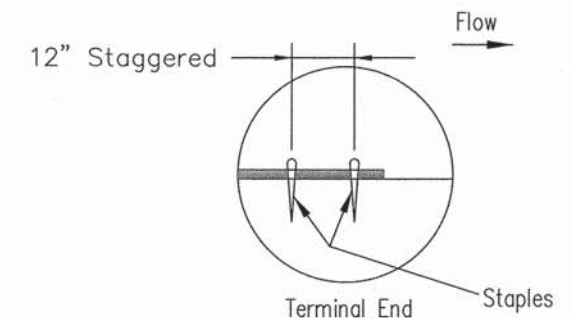
DETAIL 2



DETAIL 3



DETAIL 4



DETAIL 5

NOTES:

1. Install erosion control blanket (ECB) over waterway: Waterway Width _____ ft
 ECB width _____ ft
 length _____ ft
 Sta. _____ to _____

2. The erosion control blanket shall consist of a machine produced mat of curled wood orcoconut fibers, shall have an expected material life of a least 12 months, shall be new and unused, shall be furnished in rolls, and shall meet the minimum requirements stated in Table 1 below. Alternative material may be used as long as the expected material life is at least 12 months.

3. Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application.

4. The erosion control blanket shall be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket shall not be stretched.

5. Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. There shall not be an overlap of blankets at the center of the waterway.

6. The erosion control blanket shall be anchored, overlapped, and stapled according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows:

a. Staples shall be "U" shaped, 0.12 in diameter wire or greater (#11 gauge). See Staple Detail for dimensions.

b. Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1.

c. For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2.

d. Blankets on side slopes shall overlap a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3.

e. The outer edge along sides of the blanket shall be stapled every 12 inches. See Detail 4.

f. Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.

g. Downstream (terminal) end of blanket shall be stapled with a double row of staggered staples 12 inches apart. See Detail 5.

EROSION BLANKET
 INSTALLATION DETAILS



File No. IL ENG-61
 Drawing No.
 Page 1 of 1



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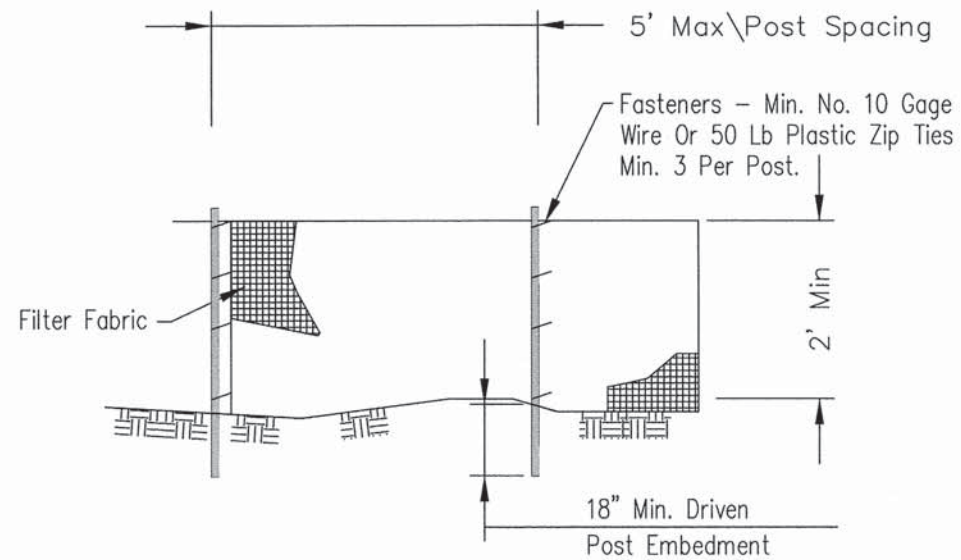
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
 EROSION & SEDIMENT CONTROL DETAILS

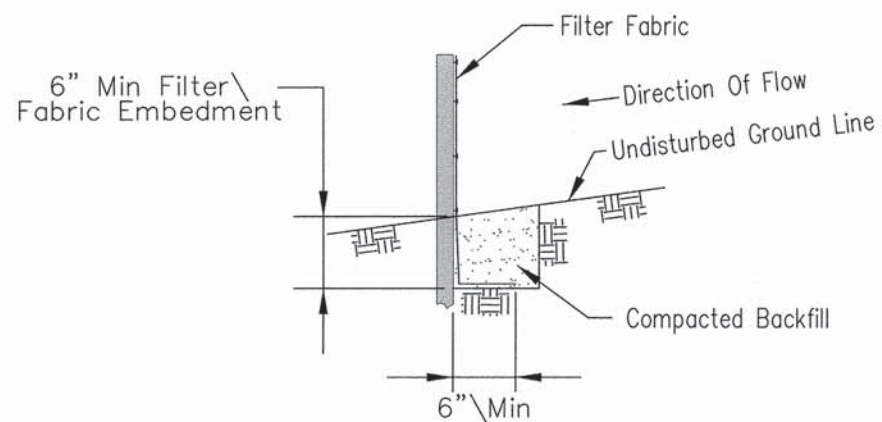
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
	11-00058-00-BR	DUPAGE	94
			29
CONTRACT NO. 61A89			
[ILLINOIS] FED. AID PROJECT			

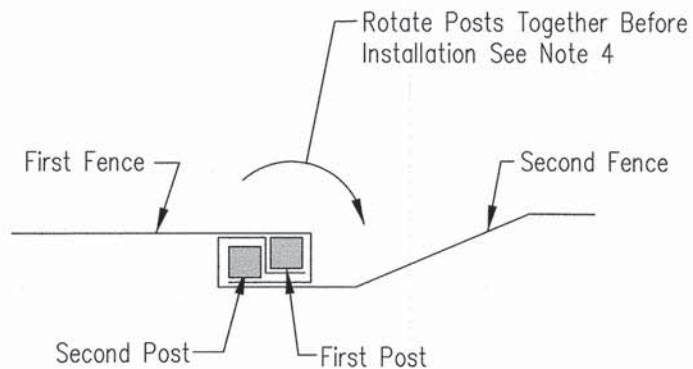
Date	1/13
Designed	M. QUINONES
Drawn	
Checked	
Approved	



ELEVATION



FABRIC ANCHOR DETAIL



SPLICE DETAIL-PLAN VIEW

NOTES:

1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of Article 1080.03.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

Date	
Designed	M. QUINONES
Drawn	
Checked	
Approved	

SILT FENCE



File No.	IL-ENG-49
Drawing No.	
Page	1 of 1
Sheet	of



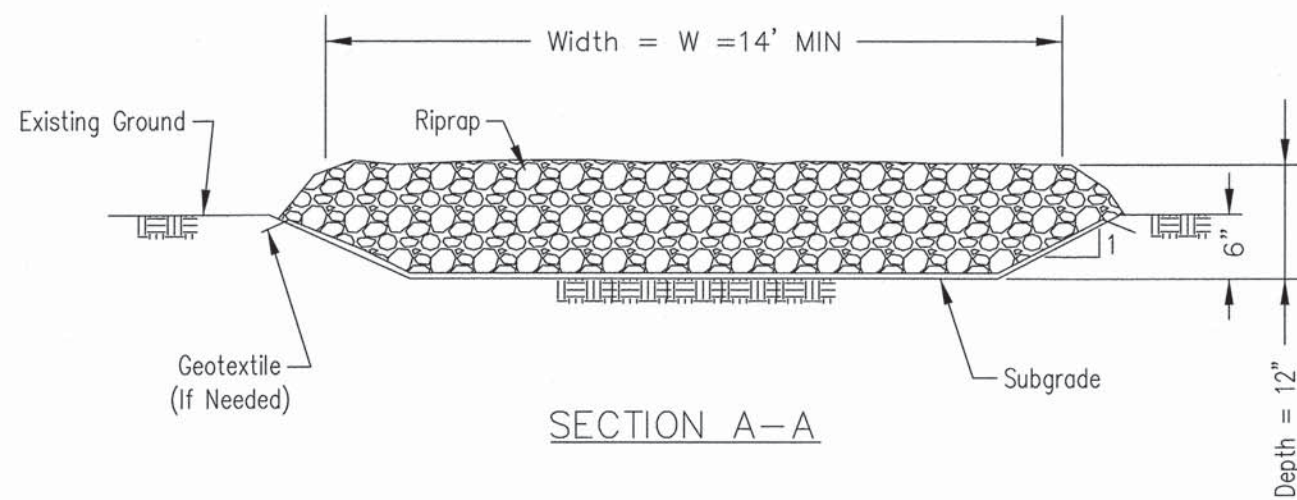
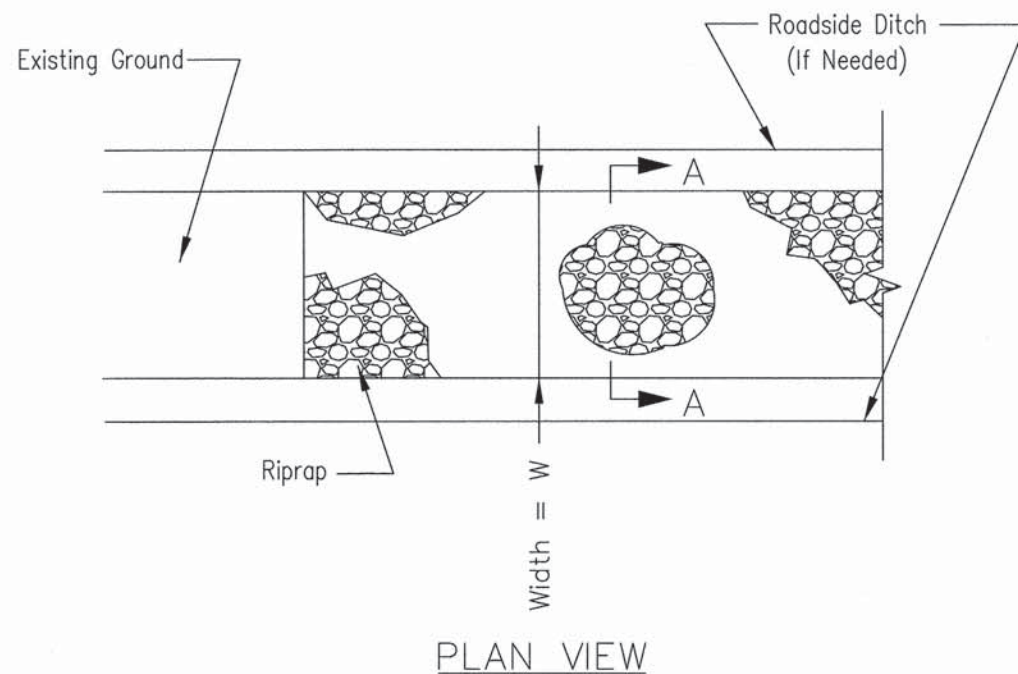
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PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
EROSION & SEDIMENT CONTROL DETAILS

SCALE: NTS SHEET 2 OF 8 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	30
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	



NOTES:

1. Rock shall meet the following IDOT coarse aggregate gradations: CA-3.
2. See plans for construction road location, D and W dimensions.
3. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
4. Roadway shall follow the contour of the natural terrain to the extent possible.
5. Filter Fabric shall meet the requirements of specification 1080.03. Filter Fabric to be included in the cost of Stabilized Construction Entrance.
6. Any fabric splices shall overlap a minimum of 18" with upstream or upslope overlapping abutting fabric.

Date	10/1/13
Designed	M. QUINONES
Drawn	
Checked	
Approved	

CONSTRUCTION ROAD
STABILIZATION



File No.
IL-ENG-58
Drawing No.
Page 1 of 1
Sheet of



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	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
EROSION & SEDIMENT CONTROL DETAILS

SCALE: NTS SHEET 3 OF 8 SHEETS STA. N/A TO STA. N/A

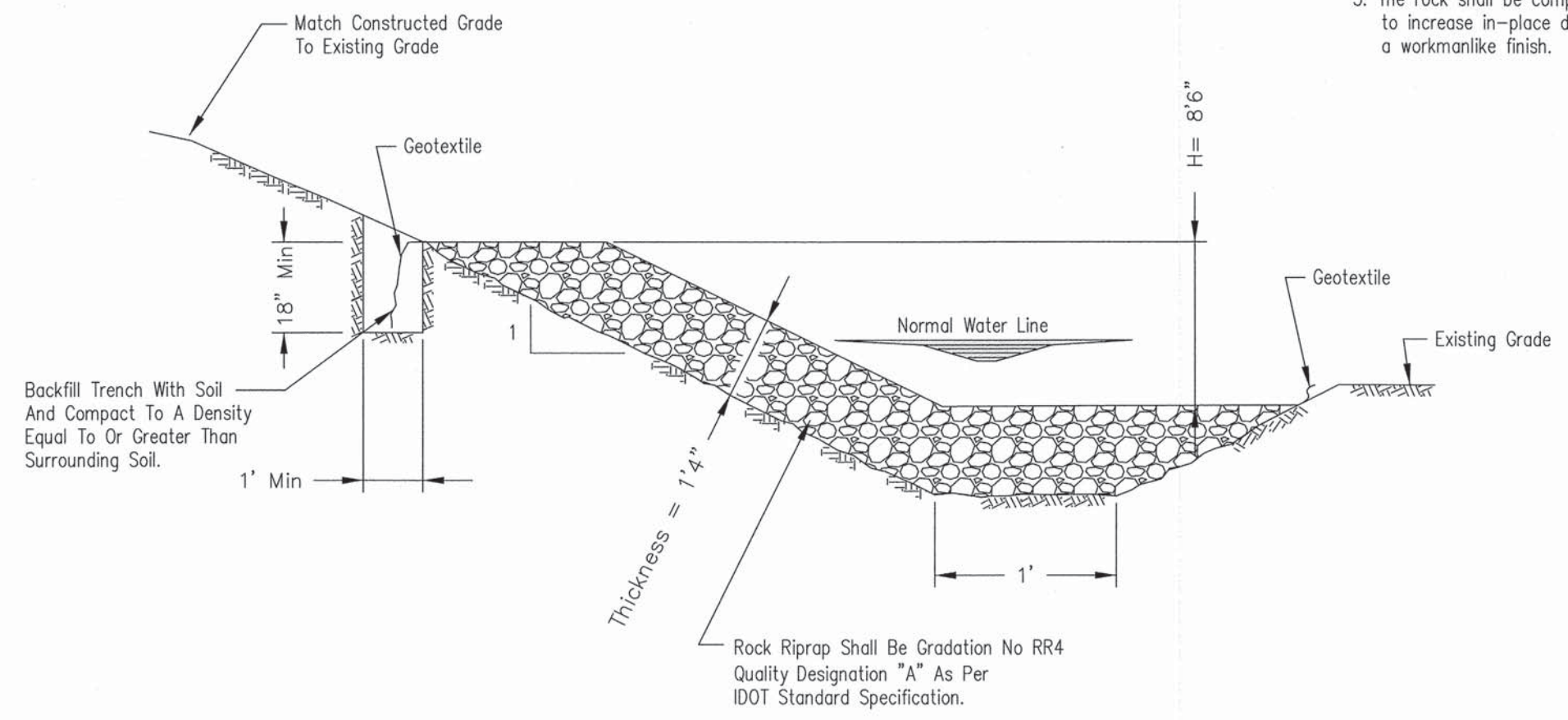
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	11-00058-00-BR	DUPAGE	94	31
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

ROCK RIPRAP STREAMBANK PROTECTION DETAIL



File No. IL-ENG-162
 Drawing No.
 Page 1 of 1
 Sheet of

- NOTES:
- Geotextile (non-woven, needle punched) min. criteria:
 Grab Tensile strength (lb) ASTM D 4632 _____ 202
 Elongation at failure (%) ASTM D 4632 _____ ≥50
 Trapezoidal tear strength (lb) ASTM D 4533 _____ 79
 Puncture strength (lb) ASTM D 6241 _____ 433
 Ultraviolet light (% retained strength) ASTM 4355 _____ min 50
 Apparent opening size (AOS) ASTM D 4751 _____
 max 0.22 mm (US sieve size 70)
 Permittivity sec/ ASTM D 4491 _____ min 0.7
 - Any geotextile splices shall overlap a minimum of 18 inches, with upstream or upslope geotextile overlapping the abutting downslope geotextile.
 - The rock shall be compacted with the placement equipment to increase in-place density. The complete job shall present a workmanlike finish.



SECTION

Adapted from Standard Drawing IL-640 in the Illinois Urban Manual.



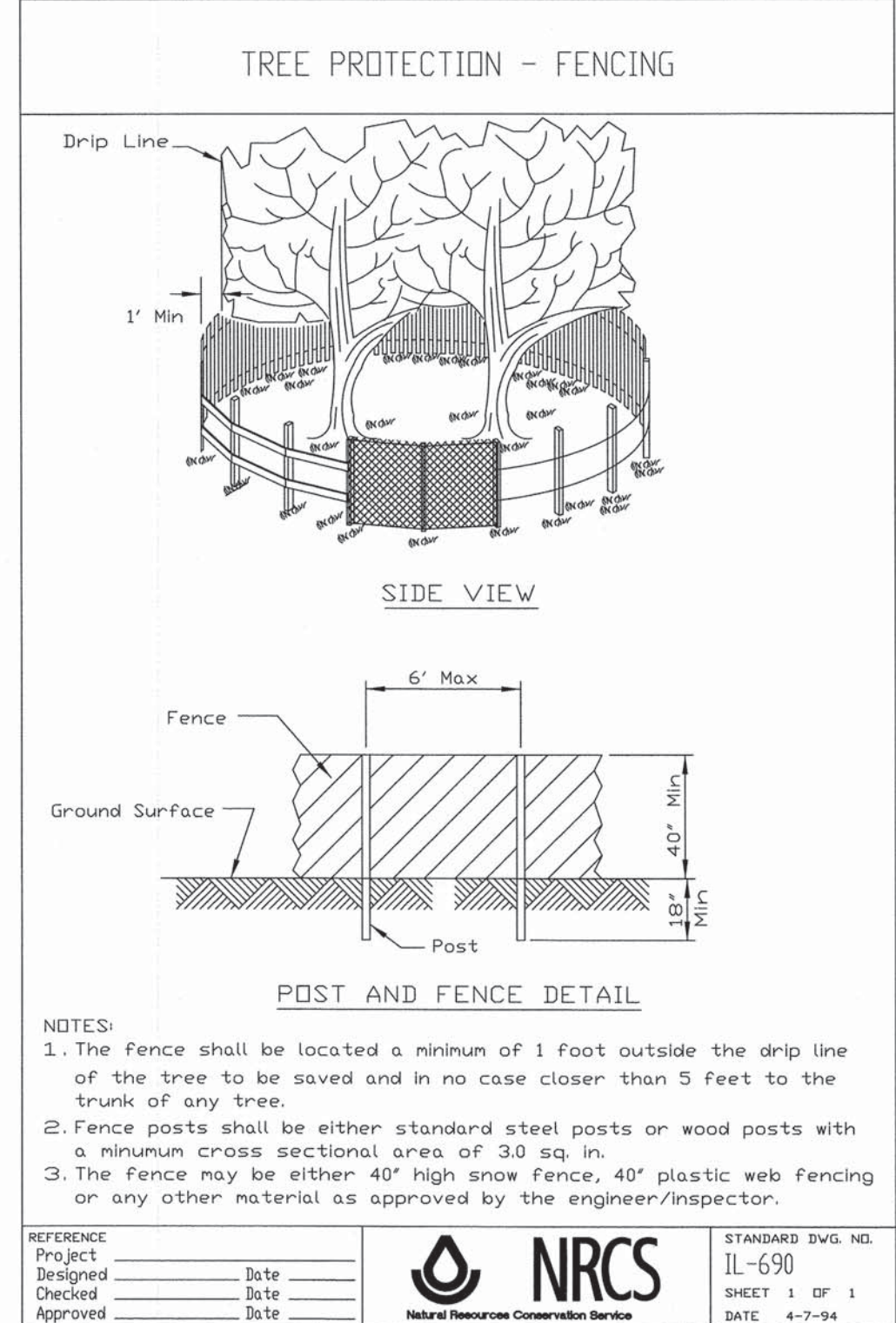
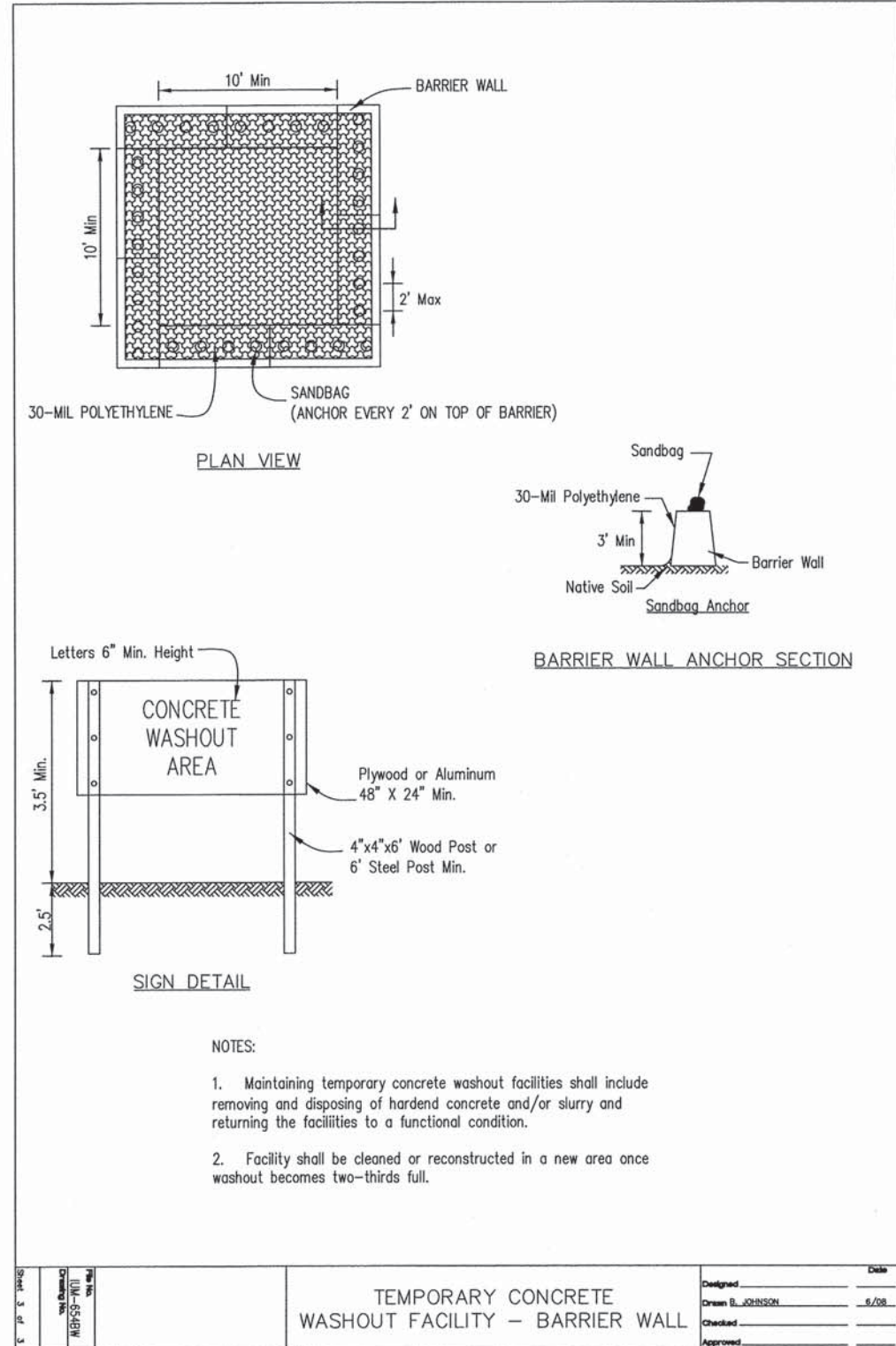
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	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
 EROSION & SEDIMENT CONTROL DETAILS

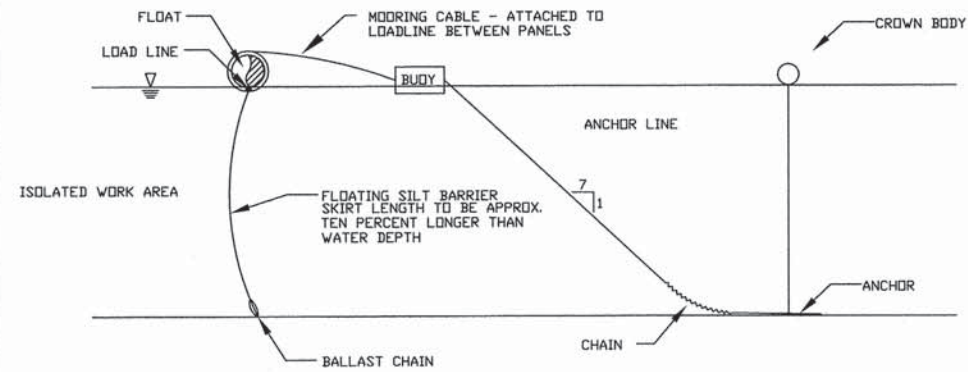
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	32
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

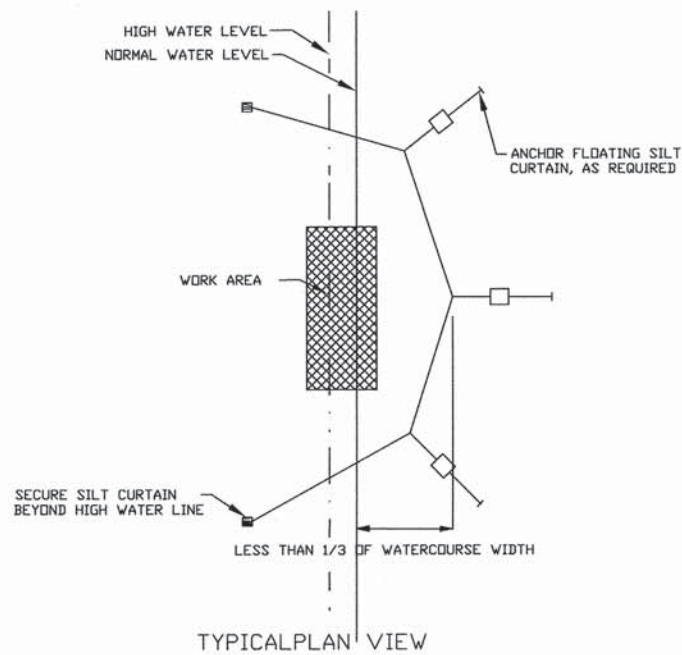


REFERENCE Project _____ Designed _____ Date _____ Checked _____ Date _____ Approved _____ Date _____	 NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-690 SHEET 1 OF 1 DATE 4-7-94
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FLOATING SILT CURTAIN - TYPICAL LAYOUT



TYPICAL COMPONENTS / ANCHORAGE SYSTEM



TYPICAL PLAN VIEW

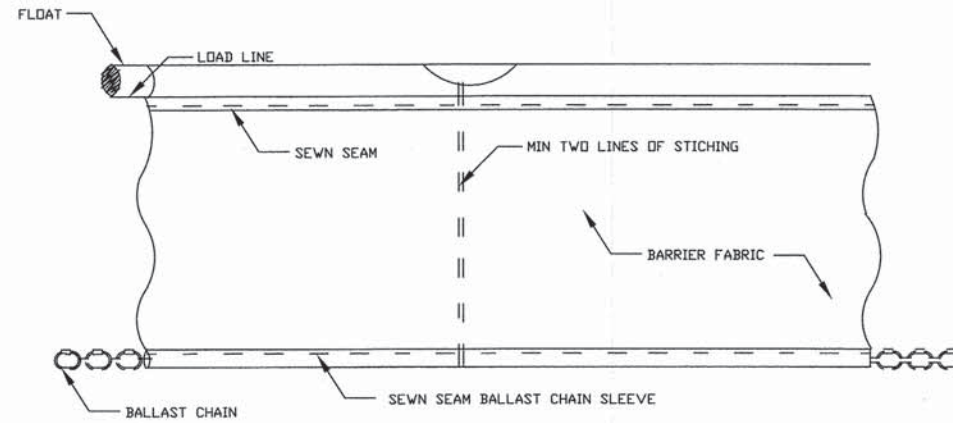
Maximum flow for waterbody shall be less than 5fps.
 Isolated work area shall not exceed more than 1/3 stream width.
 Silt curtain shall be placed parallel to stream flow.

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

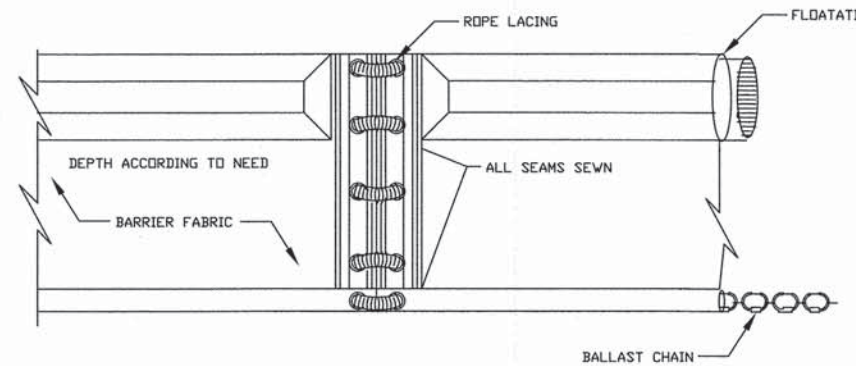


STANDARD DWG. NO.
 IUM-617A
 SHEET 1 OF 1
 DATE 1-06-2012

FLOATING SILT CURTAIN - PANEL CONNECTORS



SEWN SEAM



GROMMETED HOLES WITH ROPE LACING

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



STANDARD DWG. NO.
 IUM-617B
 SHEET 1 OF 1
 DATE 1-06-2012

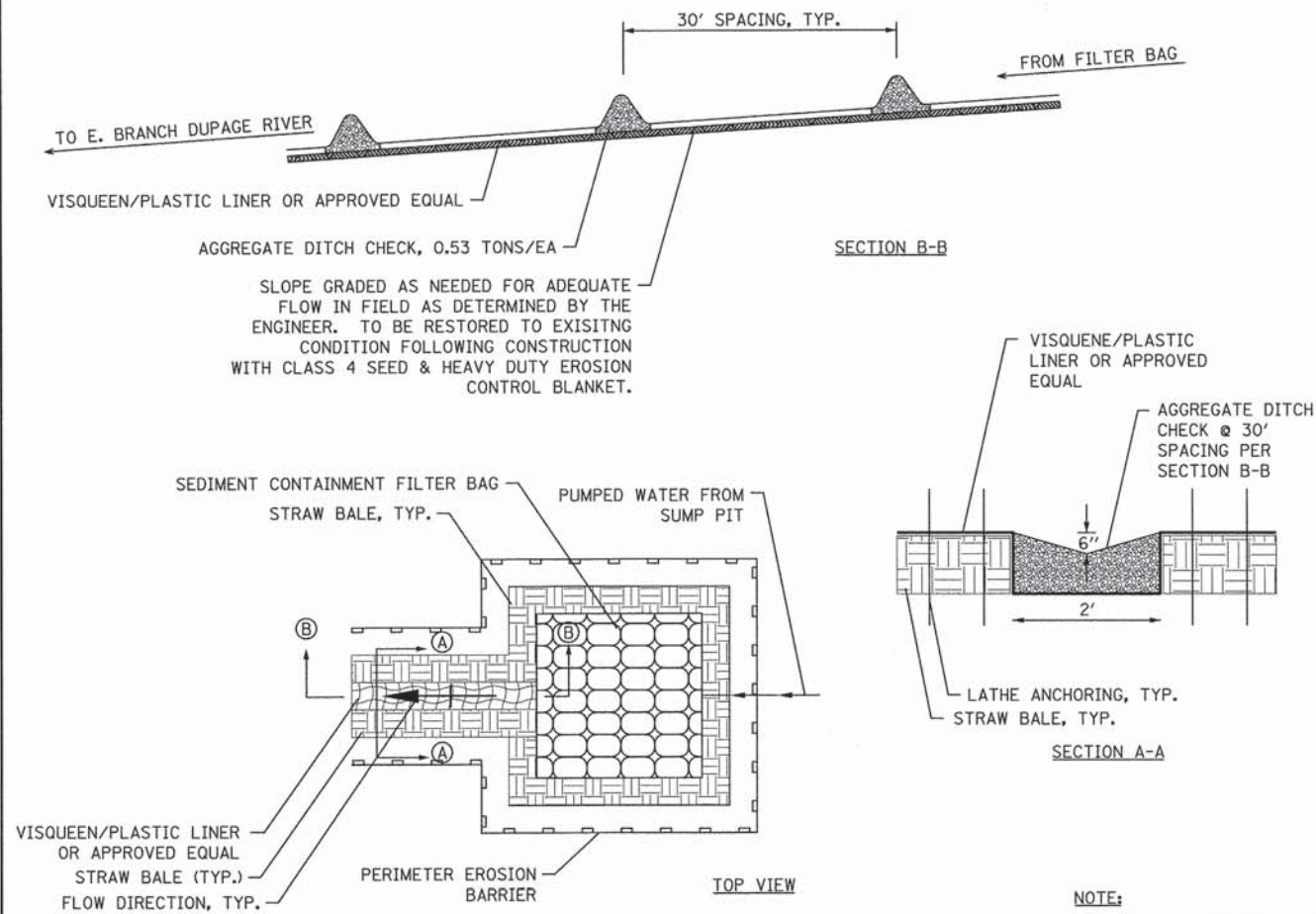
NOTES:

1. THE TURBIDITY CURTAIN SHALL BE A MAXIMUM OF 100 FEET LONG FOR EACH SECTION OF CURTAIN REQUIRED. LAST SECTION SHALL CONNECT TO PERIMETER EROSION BARRIER AT EACH END FOR ANCHORING.
2. THE TURBIDITY CURTAIN SHALL BE PLACED AS CLOSE TO THE WORK AS POSSIBLE WITHOUT INTERFERING WITH CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL CONTINUALLY MONITOR THE INSTALLATION TAKING INTO ACCOUNT WEATHER PATTERNS AND PREVAILING WIND DIRECTIONS THAT MAY AFFECT WATER LEVELS, VELOCITY, AND MOVEMENT OF THE TURBIDITY CURTAIN.
3. THE TURBIDITY CURTAIN SHALL BE REMOVED BY PULLING TOWARDS THE SHORE TO MINIMIZE ESCAPE OF SEDIMENTS INTO THE WATERWAY.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE THAT ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY. THE WEIGHTED ANCHOR SYSTEM SHALL BE INCLUDED IN THE COST OF THE TURBIDITY CURTAIN.
5. THE ADJACENT DETAIL SHALL BE USED FOR TURBIDITY CURTAIN INSTALLATION.

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PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	34
CONTRACT NO. 61A89				
[ILLINOIS] FED. AID PROJECT				

TEMPORARY DEWATERING DITCH DETAIL



TEMPORARY DEWATERING SUMP NOTES:

- IF DEWATERING IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AT THE LOCATION SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER, AND PUMPED INTO A DEWATERING SYSTEM PRIOR TO REJOINING THE FLOW OF THE RIVER.
- REFER TO PROJECT SPECIFICATIONS FOR DEWATERING SUMP USE AND METHODOLOGY. SUMP PIT AND ALL APPURTENANCES SHOWN IN THE DETAIL SHALL BE PAID FOR IN THE COST FOR DEWATERING.

NOTE:

TEMPORARY DEWATERING DITCH AND ALL ITEMS SHOWN HEREIN WITH THE EXCEPTION OF AGGREGATE DITCH CHECKS AND PERIMETER EROSION BARRIER TO BE PAID FOR AS "DEWATERING" - LUMP SUM AS DESCRIBED IN THE PROJECT SPECIFICATIONS.

SOIL PROTECTION CHART

STABILIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SODDING**	A		**	**	**			A				
SEEDING CL 4A (MODIFIED)**	A		**	**	**			A				
SEEDING CL 5A (MODIFIED)**	A		**	**	**			A				

** SUPPLEMENTAL WATERING AS NECESSARY TO ESTABLISH GROWTH REFER TO LANDSCAPE PLANS FOR LOCATIONS OF SOIL PROTECTION

CONTROL MEASURE GROUP	CONTROL MEASURE	APPL.	KEY	CONTROL MEASURE CHARACTERISTICS	TEMP.	PERMNT
VEGETATIVE SOIL COVER	TEMPORARY SEEDING	X	(TS)	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE.	X	
	PERMANENT SEEDING	X	(PS)	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION, FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.		X
	DORMANT SEEDING		(DS)	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED.	X	X
	SODDING	X	(SO)	QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTABLISH VEGETATION FILTER STRIP. CAN BE USED ON STEEP SLOPES OR IN DRAINAGEWAYS WHERE SEEDING MAY BE DIFFICULT.	X	X
	GROUND COVER		(GC)	PROVIDES GROUND COVER. SHRUBS AND TREES IN ADDITION TO PERMANENT VEGETATION. MAY BE USED AS PART OF A FINAL LANDSCAPE PLAN ALONG WITH SHRUBS AND TREES.		X
NON VEGETATIVE SOIL COVER	MULCHING		(M)	ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEEDING. CONTROLS UNWANTED VEGETATION AND PRESERVES MOISTURE. PROVIDES COVER WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
	AGGREGATE COVER		(AG)	PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND TRANSPORTED OFF-SITE.	X	X
	PAVING	X	(P)	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED.		X
DIVERSIONS	RIDGE DIVERSION		(RD)	TYPICALLY USED ABOVE SLOPES. USED WHERE AN EXCESS OF SOIL IS AVAILABLE.	X	X
	CHANNEL DIVERSION		(CD)	TYPICALLY USED AT TOP OR BASE OF SLOPES. USED WHEN EXCESS SOIL IS NOT AVAILABLE.	X	X
	COMBINATION DIVERSION		(DC)	TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF CHANNEL IS USED TO BUILD THE RIDGE.	X	X
	CURB AND GUTTER	X	(CG)	SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A STREET TO DIVERT WATER FROM AN AREA NEEDING PROTECTION.		X
	BENCHES		(B)	SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND ADD SLOPE STABILITY.	X	X
WATERWAYS	BARE CHANNEL		(BC)	PROVIDES MEANS OF CONVEYING RUNOFF TO DESIRED LOCATION. MAY BE USED TO DRAIN DEPRESSIONAL AREAS. ONLY APPLICABLE WHEN VELOCITY OF FLOW IS VERY LOW.	X	
	VEGETATIVE CHANNEL		(VC)	PROVIDED ADDED STABILITY TO CHANNEL. USED WHEN VELOCITY OF FLOW IS NOT EXTREMELY FAST.	X	X
	LINED CHANNEL		(LC)	USED WHEN VEGETATION WILL NOT PROTECT THE CHANNEL AGAINST HIGH VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
ENCLOSED DRAINAGE	STORM SEWER	X	(ST)	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY.		X
	UNDERDRAIN	X	(UD)	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X
SPILLWAYS	STRAIGHT PIPE SPILLWAY		(SS)	USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER.		X
	DROP INLET PIPE SPILLWAY		(DIS)	SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED.		X
	WEIR SPILLWAY		(W)	USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS MUCH GREATER THAN PIPE STRUCTURES.	X	X
	BOX INLET WEIR SPILLWAY		(BS)	SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED BECAUSE OF LOWER WEIR LENGTH.	X	X
OUTLETS	LINED APRON	X	(LA)	PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM STRUCTURES.	X	X
SEDIMENT BASINS	EMBANKMENT SEDIMENT BASIN		(ES)	USED WHERE TOPOGRAPHY LENDS ITSELF TO CONSTRUCTING A DAM AND EARTH FILL IS AVAILABLE.	X	X
	EXCAVATED SEDIMENT BASIN		(XS)	USED WHERE EMBANKMENT COULD CAUSE A HAZARD DOWNSTREAM IN CASE OF FAILURE AND WHEN EXCESS EARTH FILL IS NOT AVAILABLE.	X	X
	COMBINATION SEDIMENT BASIN		(CS)	USED WHEN TOPOGRAPHY IS SUITABLE BUT ADDITIONAL CAPACITY IS NEEDED.	X	X
SEDIMENT FILTERS	BARRIER FILTER		(BF) (C)	USED FOR SINGLE LOTS OR DRAINAGE AREAS LESS THAN 1/4 ACRE TO FILTER SEDIMENT FROM RUNOFF.	X	
	VEGETATIVE FILTER		(VF)	USED ALONG DRAINAGEWAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE AREA.	X	X
MUD AND DUST CONTROL	STABILIZED CONST. ENTRANCE	X	(SE)	PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.	X	X
	DUST AND TRAFFIC CONTROL		(DT)	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE.	X	X



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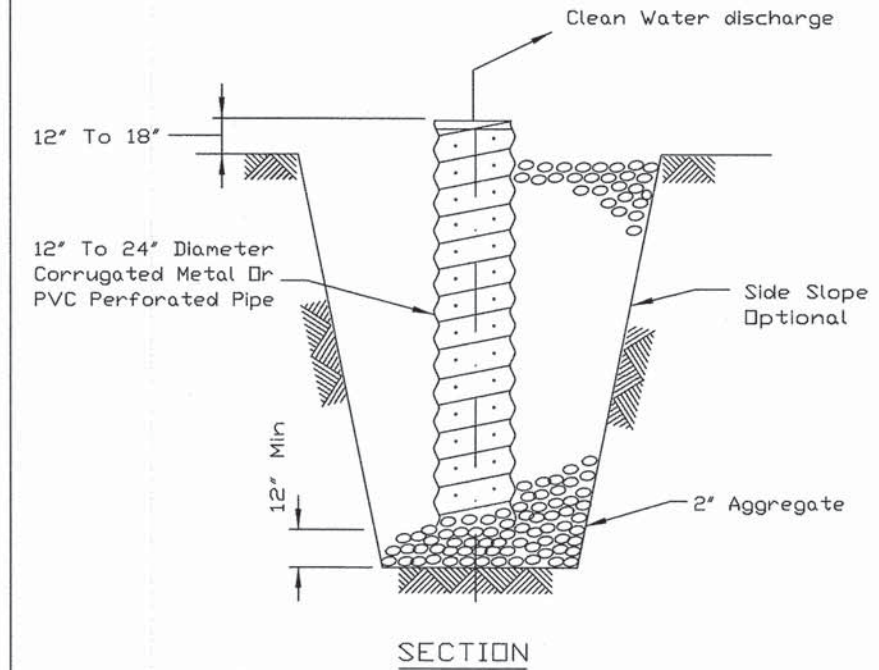
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
EROSION & SEDIMENT CONTROL DETAILS

SCALE: NTS SHEET 7 OF 8 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	35
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

SUMP PIT PLAN



NOTES:

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

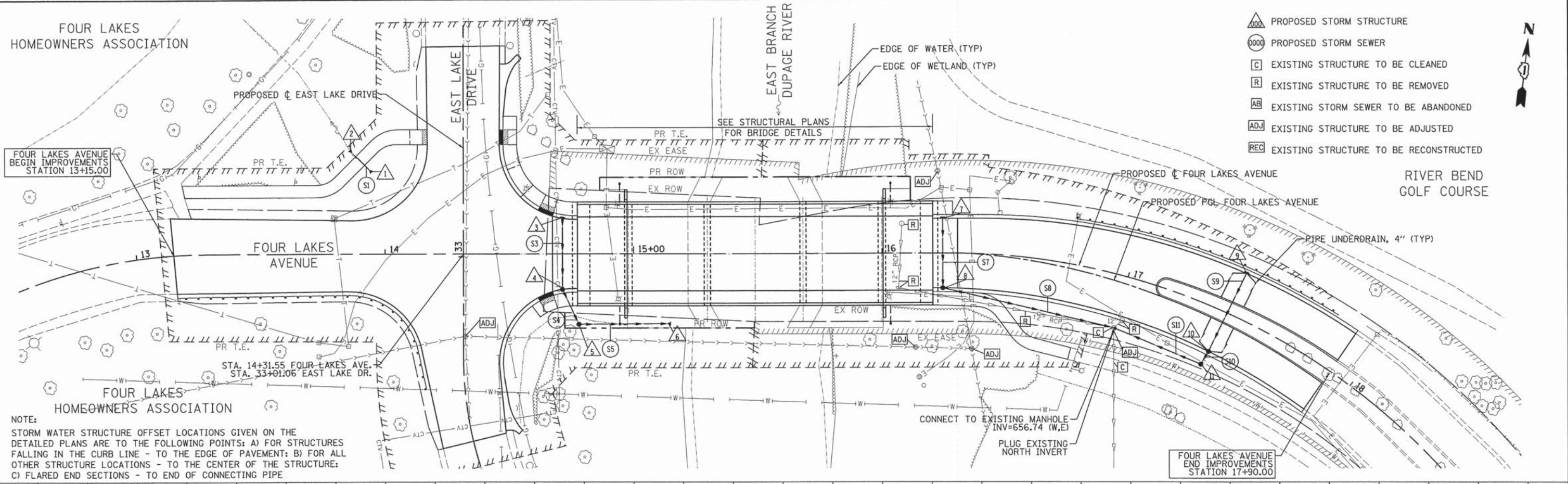
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Approved	_____ Date _____



STANDARD DWG. NO.
IL-650
SHEET 1 OF 1
DATE 8-11-94

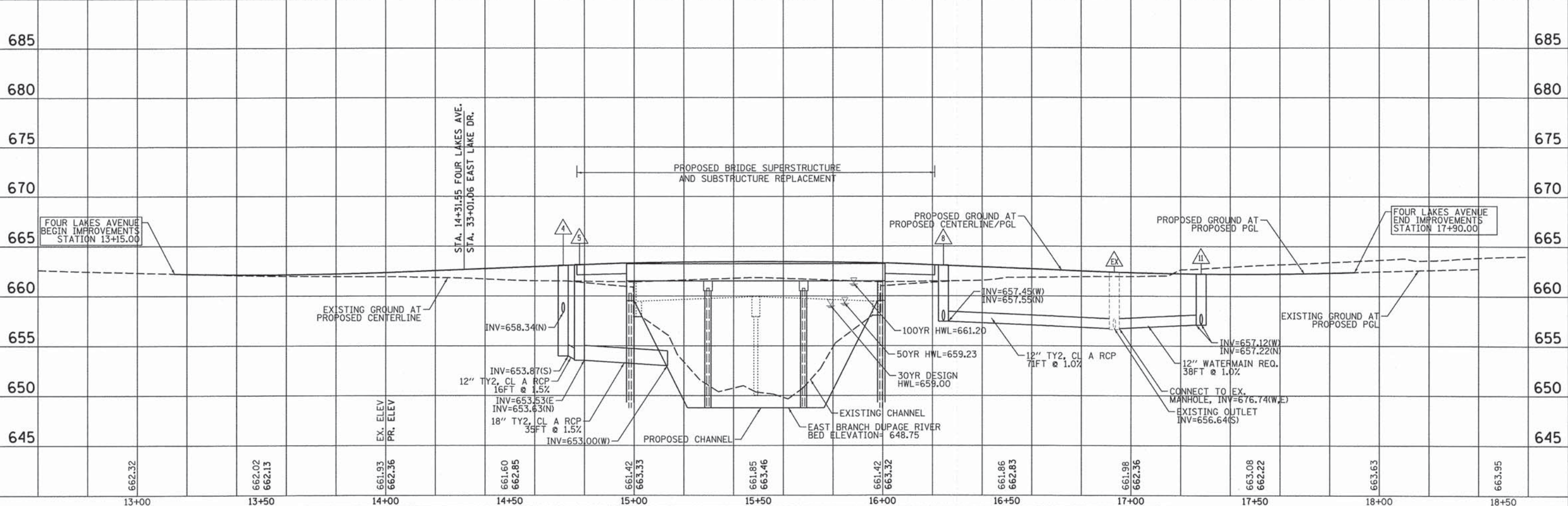
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	36
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	



PLAN	DATE
NO.	
BY	
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PROFILE	DATE
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BY	
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BY	
DATE	
NO.	



662.32	662.02	662.13	661.93	662.36	661.60	662.85	661.42	663.33	661.85	663.46	661.42	663.32	661.86	662.83	661.98	662.36	663.08	662.22	663.63	663.95
13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00	17+50	18+00	18+50									

Bollinger, Lach & Associates, Inc.
 ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
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	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
DRAINAGE & UTILITY PLAN

1"=5' VERT.
 SCALE: 1"=20' HORIZ. SHEET 1 OF 1 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	37
				CONTRACT NO. 61A89
ILLINOIS FED. AID PROJECT				

STORM SEWER STRUCTURE TABLE

Structure No.	Station	Offset	Structure Type				F&G	Invert Elevation	Rim Elevation
			MH	CB	IN	Other			
1	13+93.64	34.27' LT				FES 18"	660.95 (NW)	---	
2	13+86.89	41.09' LT				FES 18"	660.90 (SW)	---	
3	14+71.44	14.35' LT			A		658.78 (S)	662.78	
4	14+71.44	14.35' RT		A			658.34 (N), 653.87 (S)	662.78	
5	14+77.97	28.46' RT	A				653.63 (N), 653.53 (E)	659.80	
6	15+13.44	28.23' RT				FES 18"	653.00 (W)	---	
7	16+24.44	14.00' LT			A		657.83 (S)	662.81	
8	16+24.44	14.00' RT		A			657.55 (N), 657.45 (W)	662.81	
9	17+42.88	17.79' LT			A		657.73 (S)	661.96	
10	17+41.88	17.17' RT		A			657.28 (S), 657.38 (N)	661.96	
11	17+41.09	23.12' RT	A				657.12 (W), 657.22 (N)	662.35	

STORM SEWER PIPE TABLE

Pipe No.	From Str.	To Str.	Description	Dia (Inch)	Length (ft)	Slope (%)	T.B.F (CU YD)
S3	3	4	SS TY 2, CLASS A, RCP	12	29	1.50%	6.24
S4	4	5	SS TY 2, CLASS A, RCP	12	16	1.50%	11.13
S5	5	6	SS TY 2, CLASS A, RCP	18	35	1.50%	---
S7	7	8	SS TY 2, CLASS A, RCP	12	28	1.00%	8.37
S8	8	EX	SS TY 2, CLASS A, RCP	12	71	1.00%	8.64
S9	9	10	SS TY 2, CLASS A, RCP	12	35	1.00%	7.32
S10	10	11	SS TY 2, CLASS A, RCP	12	6	1.00%	---
S11	11	EX	SS WATERMAIN REQUIREMENTS	12	38	1.00%	---



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	DRAWN - MTC	REVISED -
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PLOT DATE = #DATE#	DATE - 10-20-2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
DRAINAGE AND UTILITY TABLES**

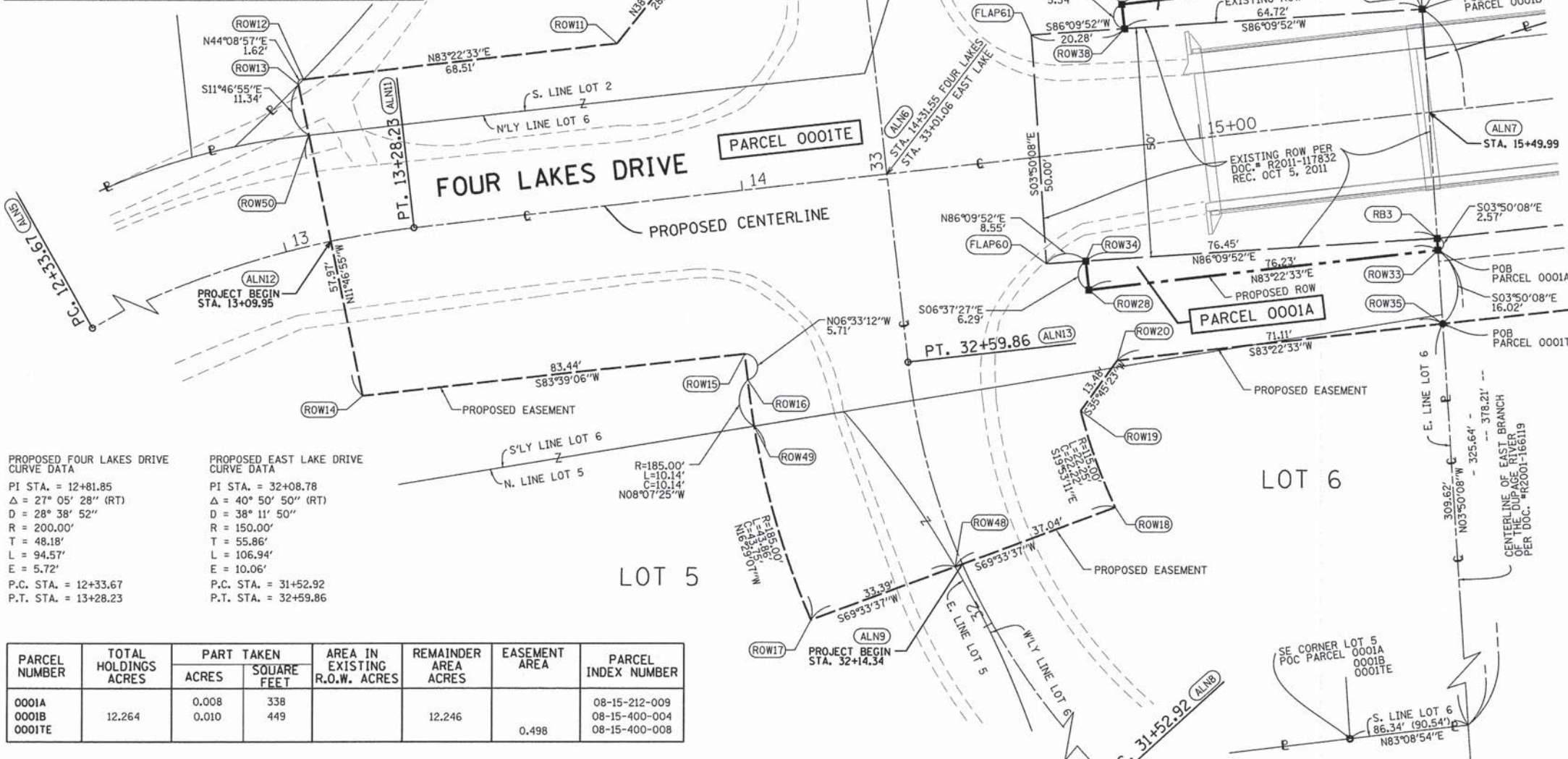
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	38
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

PART OF SECTION 15, TOWNSHIP 38 N., RANGE 10 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

PROJECT COORDINATES
Illinois State Plane, East Zone, NAD 83 (2007)

POINT	STATION	OFFSET	NORTH	EAST
ALN5	12+33.67	0.000	1861637.516	1053494.728
ROW14	13+09.89	34.349	1861633.258	1053571.645
ALN12	13+09.95	-0.000	1861666.884	1053564.631
ROW50	13+09.98	-23.616	1861690.002	1053559.809
ROW13	13+09.99	-34.954	1861701.101	1053557.494
ROW12	13+11.13	-35.862	1861702.262	1053558.621
ALN11	13+28.23	-0.000	1861669.819	1053582.670
ROW11	13+76.60	-35.000	1861710.164	1053626.671
ROW16	13+96.50	41.155	1861636.814	1053655.229
ROW15	13+96.51	35.447	1861642.485	1053654.577
ROW10	13+96.62	-55.000	1861732.341	1053644.255
ROW9	13+96.67	-93.534	1861770.623	1053639.857
ROW49	13+96.77	51.291	1861626.776	1053656.662
ROW17	14+04.26	94.398	1861584.822	1053669.077
ALN13	14+31.50	41.198	1861640.809	1053690.000
ALN6	14+31.55	0.000	1861681.738	1053685.298
ALN10	14+31.67	-93.939	1861775.063	1053674.577
ROW48	14+36.68	86.425	1861596.481	1053700.362
ALN9	14+38.30	86.027	1861597.063	1053701.924
ROW51	14+55.90	-94.219	1861778.137	1053698.619
FLAP60	14+63.75	23.295	1861662.313	1053719.970
FLAP61	14+66.18	-26.646	1861712.201	1053716.625
ROW7	14+66.62	-56.000	1861741.409	1053713.673
ROW8	14+66.67	-94.343	1861779.502	1053709.297
ROW19	14+67.55	55.958	1861630.305	1053727.511
ALN8	14+67.91	139.350	1861547.512	1053737.490
ROW34	14+72.30	23.711	1861662.885	1053728.504
ROW28	14+72.30	30.000	1861656.638	1053729.230
ROW18	14+72.65	77.581	1861609.415	1053735.067
ROW6	14+76.61	-46.000	1861732.628	1053724.748
ROW20	14+76.64	46.000	1861641.245	1053735.388
ROW38	14+86.44	-25.659	1861713.558	1053736.864
ROW25	14+86.44	-31.000	1861718.863	1053736.248
ROW35	15+47.75	46.000	1861649.448	1053806.023
ROW33	15+48.53	30.000	1861665.431	1053804.952
RB3	15+48.65	27.430	1861667.999	1053804.779
ALN7	15+49.99	0.000	1861695.400	1053802.942
FLAP62	15+51.08	-22.511	1861717.887	1053801.435
ROW36	15+51.50	-31.000	1861726.367	1053800.866
ROW37	15+52.23	-45.970	1861741.321	1053799.864



PROPOSED FOUR LAKES DRIVE CURVE DATA
 PI STA. = 12+81.85
 Δ = 27° 05' 28" (RT)
 R = 28° 38' 52"
 D = 200.00'
 T = 48.18'
 L = 94.57'
 E = 5.72'
 P.C. STA. = 12+33.67
 P.T. STA. = 13+28.23

PROPOSED EAST LAKE DRIVE CURVE DATA
 PI STA. = 32+08.78
 Δ = 40° 30' 50" (RT)
 R = 38° 11' 50"
 D = 150.00'
 T = 55.86'
 L = 106.94'
 E = 10.06'
 P.C. STA. = 31+52.92
 P.T. STA. = 32+59.86

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN		AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA	PARCEL INDEX NUMBER
		ACRES	SQUARE FEET				
0001A		0.008	338				08-15-212-009
0001B	12.264	0.010	449		12.246		08-15-400-004
0001TE						0.498	08-15-400-008

SEE SHEET 3 FOR TOTAL HOLDING

LEGEND

SECTION CORNER 16 QUARTER SECTION CORNER

SECTION LINE
 QUARTER SECTION LINE
 PLATTED LOT LINES
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 EXISTING ACCESS CONTROL LINE
 PROPOSED ACCESS CONTROL LINE
 MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORDED DIMENSION
 EXISTING BUILDING

IRON PIPE OR ROD FOUND
 CUT CROSS FOUND OR SET
 *MAG*NAIL SET
 5 / 8" REBAR SET

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 RIGHT OF WAY STAKING PROPOSED TO BE SET

NOTES:

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- AREAS SHOWN ON THIS PLAT ARE "GROUND".

STATE OF ILLINOIS)
) SSS
 COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, LANCE A VINSEL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE EXCESS RIGHT OF WAY PLAT SHOWN HEREON IN SECTION 15, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT DOWNERS GROVE, ILLINOIS THIS _____ DAY OF _____ 2014 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2891
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

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

SEE CONTINUATION ON SHEET 4

MILLENNIA PROFESSIONAL SERVICES
 2600 Warrenville Road, Suite 203, Downers Grove, IL 60515
 630.705.0110 voice, 630.839.2566 fax
 www.mps-ill.com

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FOUR LAKES DRIVE

LIMITS: FOUR LAKES DRIVE COUNTY: DUPAGE
 SECTION: 11-0058-00-BR JOB NO.: R-55-001-97
 STA. 13+09.89 TO STA. 15+52.23 CONTRACT NO. 61A89
 SCALE: 1"=15' SHEET 2 OF 6 SHEETS

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

REVISION DATE: / / REVISION MADE BY:

LEGEND

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

SECTION LINE
 QUARTER SECTION LINE
 PLATTED LOT LINES
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE (APL)
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 EXISTING ACCESS CONTROL LINE
 PROPOSED ACCESS CONTROL LINE
 MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORDED DIMENSION
 EXISTING BUILDING

129.32'
 129.32' (COMP)
 (129.32')

IRON PIPE OR ROD FOUND
 CUT CROSS FOUND OR SET
 MAG NAIL SET
 5 / 8" REBAR SET

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STATE OF ILLINOIS)
)SS
 COUNTY OF DUPAGE)

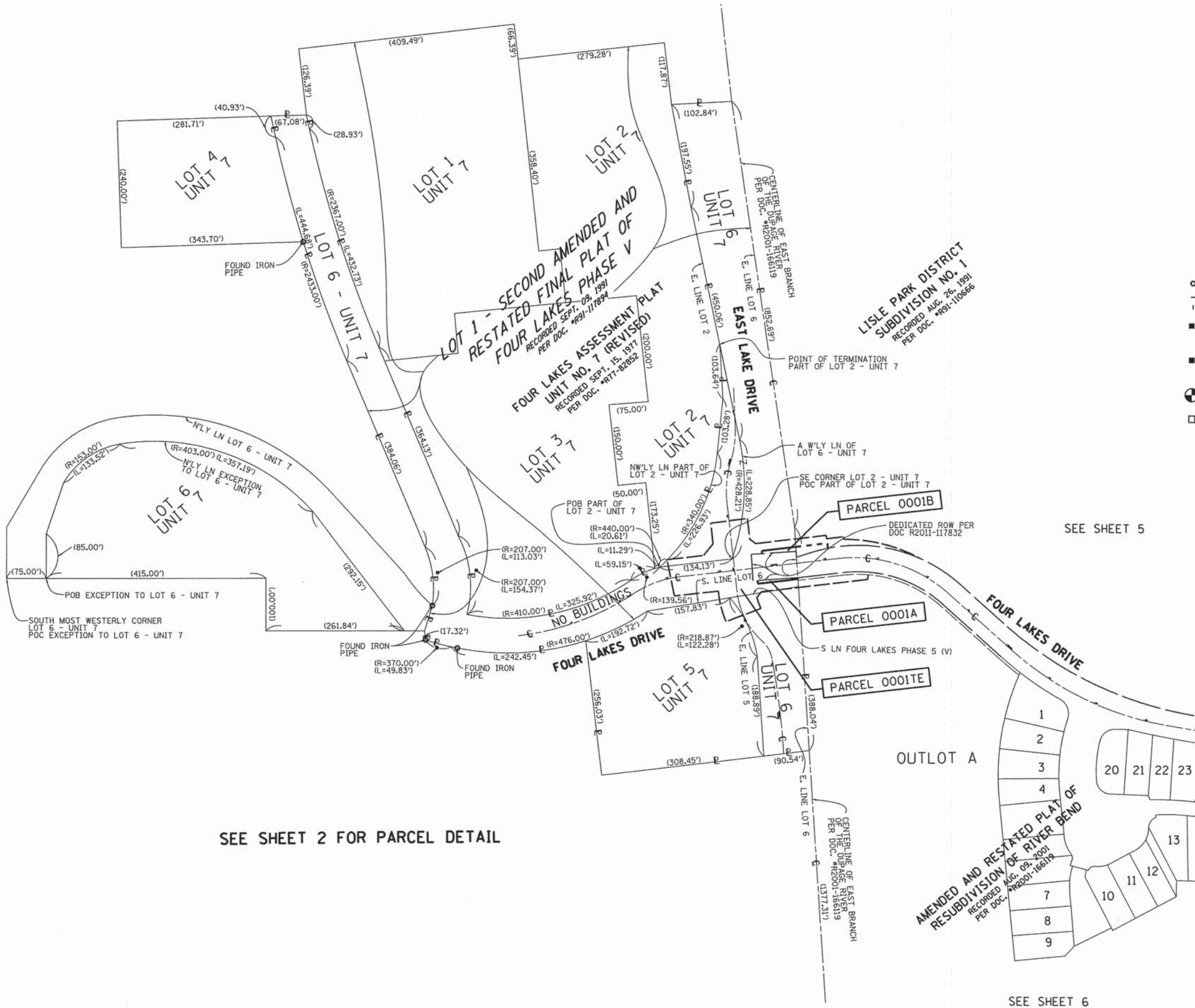
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ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2891
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

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 630.705.0110 voice, 630.839.2566 fax
 www.mps-il.com
MILLENNIA PROFESSIONAL SERVICES



SEE SHEET 2 FOR PARCEL DETAIL

SEE SHEET 5

SEE SHEET 6

REVISION DATE: / / REVISION MADE BY:

IDOT USE ONLY

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FOUR LAKES DRIVE

LIMITS: FOUR LAKES DRIVE COUNTY: DUPAGE
 SECTION: 11-00058-00-BR JOB NO.: R-55-001-97
 STA. 13+09.95 TO STA. 17+75.94 CONTRACT NO. 61A89
 SCALE: 1"=100' SHEET 3 OF 6 SHEETS

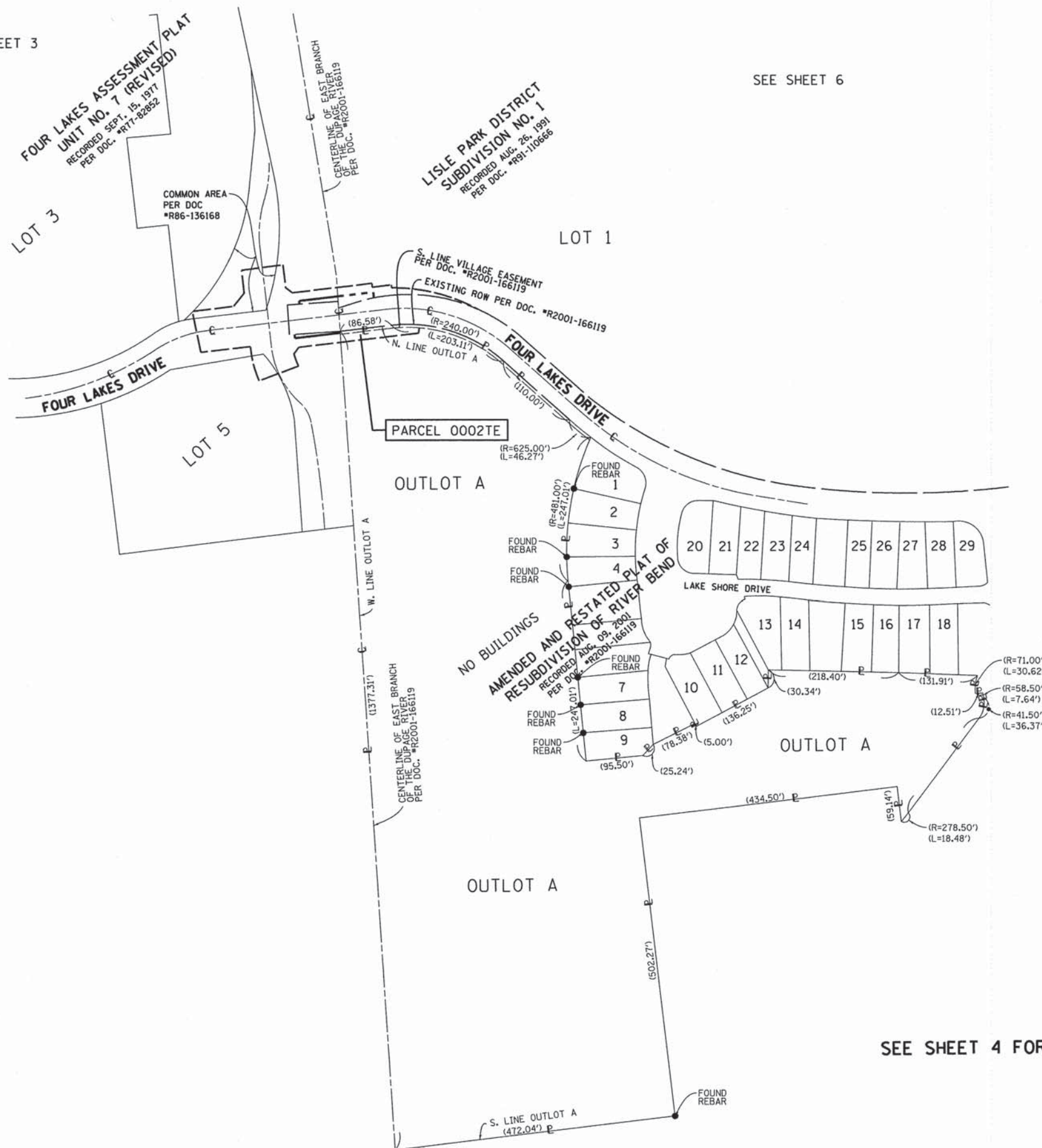
BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

40 OF 94

PART OF SECTION 15, TOWNSHIP 38 N., RANGE 10 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

SEE SHEET 3

SEE SHEET 6



LEGEND

SECTION CORNER
QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
PLATTED LOT LINES
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE

MEASURED DIMENSION
COMPUTED DIMENSION
RECORDED DIMENSION
EXISTING BUILDING

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET

MAG NAIL SET
5 / 8" REBAR SET

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STATE OF ILLINOIS)
COUNTY OF DUPAGE)

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ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2891
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

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www.mps-il.com

MILLENNIA PROFESSIONAL SERVICES

SEE SHEET 4 FOR PARCEL DETAIL

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FOUR LAKES DRIVE

LIMITS: FOUR LAKES DRIVE COUNTY: DUPAGE
SECTION: 11-00058-00-BR JOB NO.: R-55-001-97
STA. 13+09.95 TO STA. 17+75.94 CONTRACT NO. 61A89
SCALE: 1"=100' SHEET 5 OF 6 SHEETS

IDOT USE ONLY

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

42 OF 94

REVISION DATE: / / REVISION MADE BY:

LEGEND

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

SECTION LINE
 QUARTER SECTION LINE
 PLATTED LOT LINES
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE (APL)
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 EXISTING ACCESS CONTROL LINE (AC)
 PROPOSED ACCESS CONTROL LINE (AC)

MEASURED DIMENSION: 129.32'
 COMPUTED DIMENSION: 129.32' (COMP)
 RECORDED DIMENSION: (129.32')
 EXISTING BUILDING

IRON PIPE OR ROD FOUND
 CUT CROSS FOUND OR SET
 MAG NAIL SET
 5 / 8" REBAR SET

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GRAPHIC SCALE
 FEET
 SCALE: 1" = 150'

SEE SHEET 3



NOTES:

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STATE OF ILLINOIS)
) SS
 COUNTY OF DUPAGE)

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DATED AT DOWNERS GROVE, ILLINOIS THIS _____ DAY OF _____ 2014 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2891
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

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MILLENNIA PROFESSIONAL SERVICES

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FOUR LAKES DRIVE

LIMITS: FOUR LAKES DRIVE COUNTY: DUPAGE
 SECTION: 11-00058-00-BR JOB NO.: R-55-001-97
 STA. 13+09.95 TO STA. 17+75.94 CONTRACT NO. 61A89
 SCALE: 1"=150' SHEET 6 OF 6 SHEETS

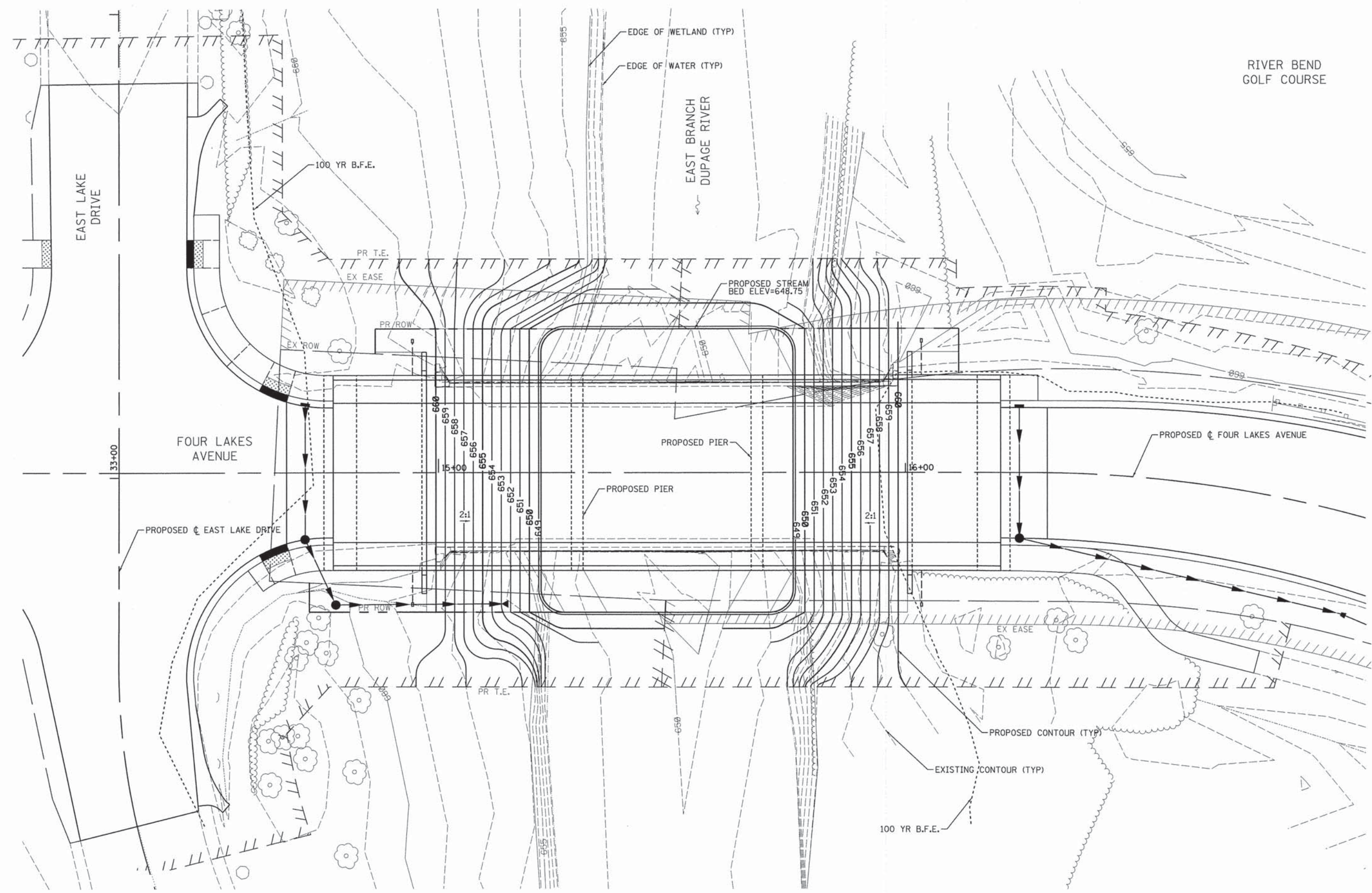
DOT USE ONLY

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

43 OF 94



RIVER BEND GOLF COURSE



B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

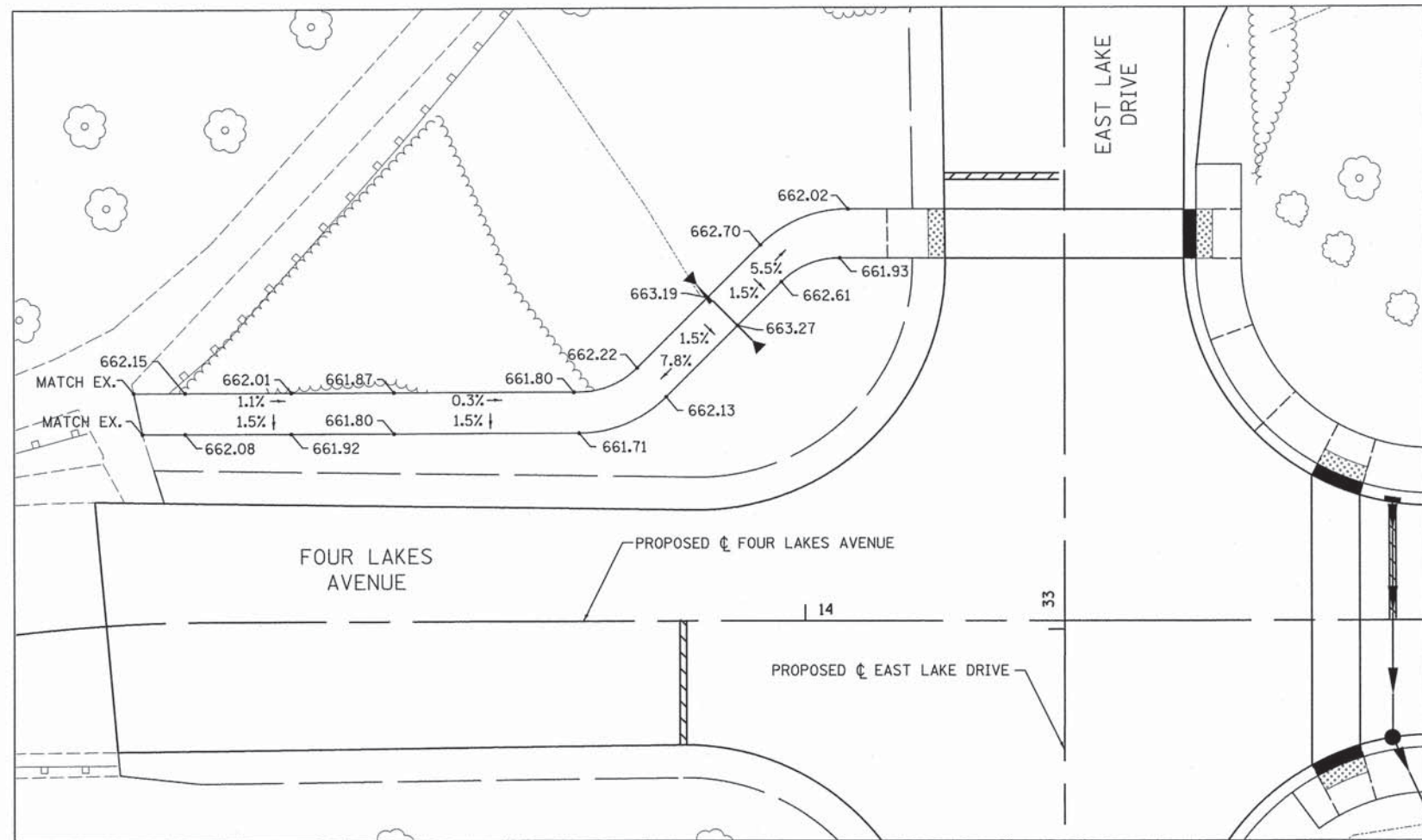
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE & EAST LAKE DRIVE
GRADING PLAN - UNDERNEATH BRIDGE**

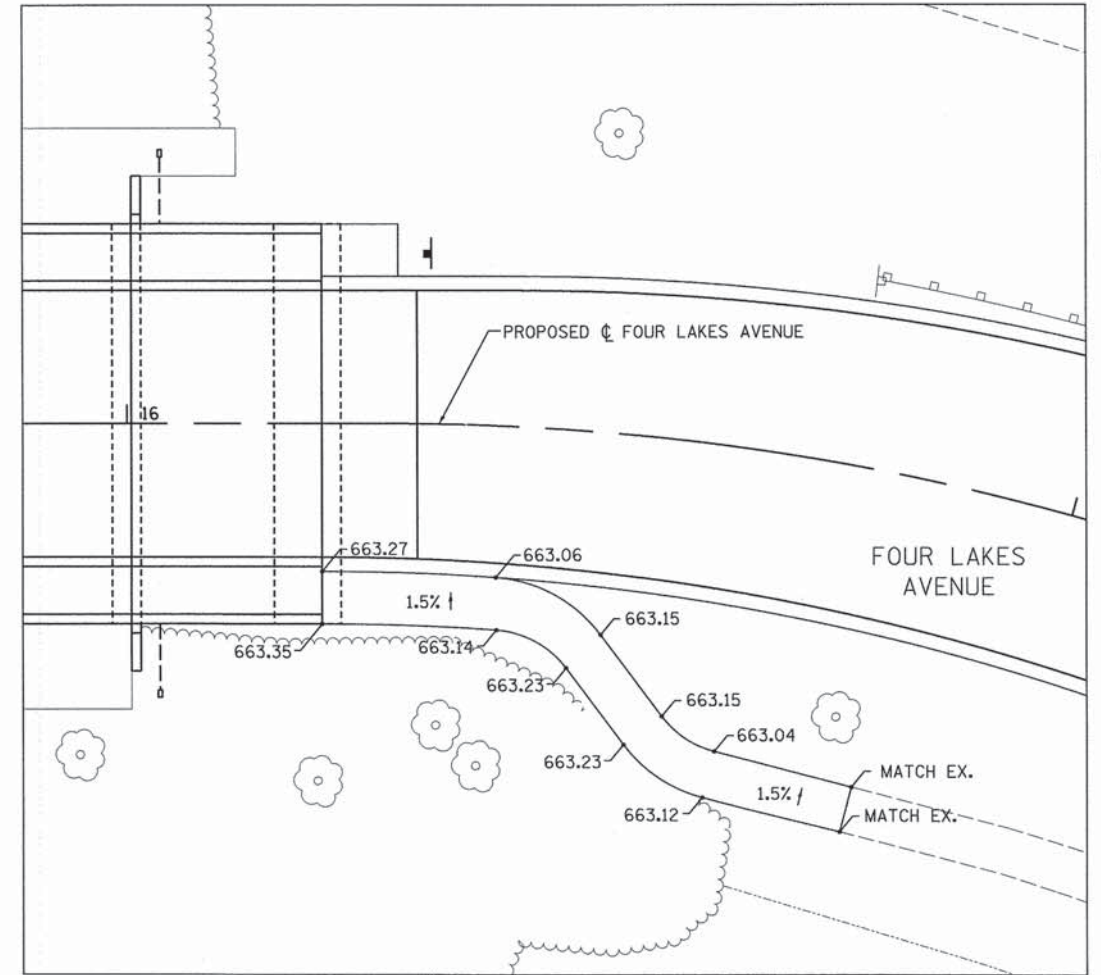
SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	44
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

LOCATION 1



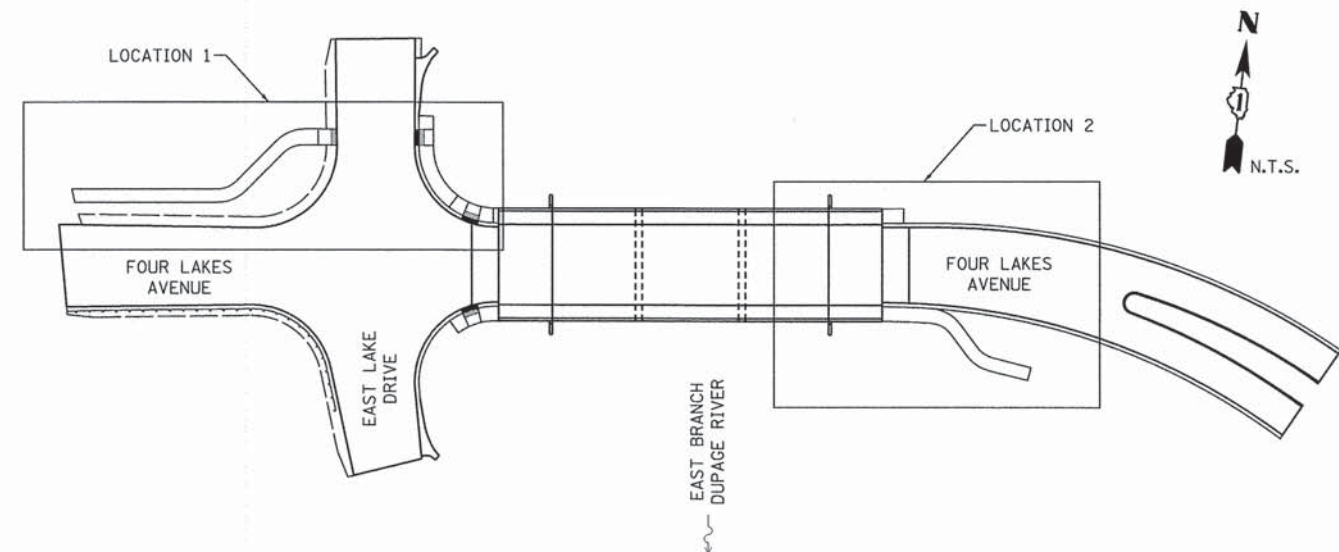
LOCATION 2



NOTES:

SEE "GRADING PLAN-ADA RAMPS" FOR ELEVATIONS OF SIDEWALK RAMPS

LOCATION KEY



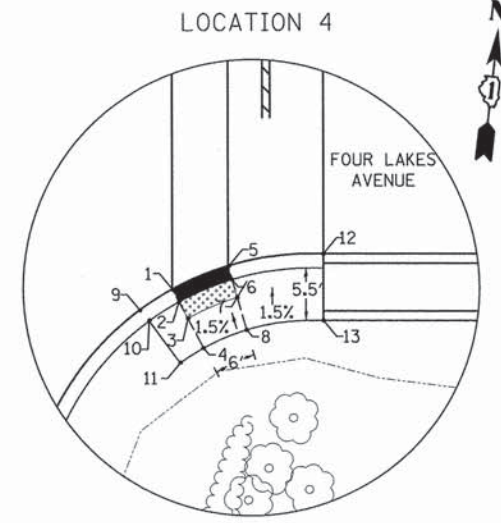
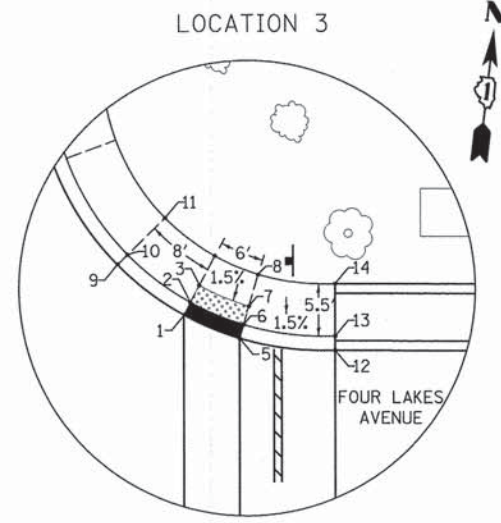
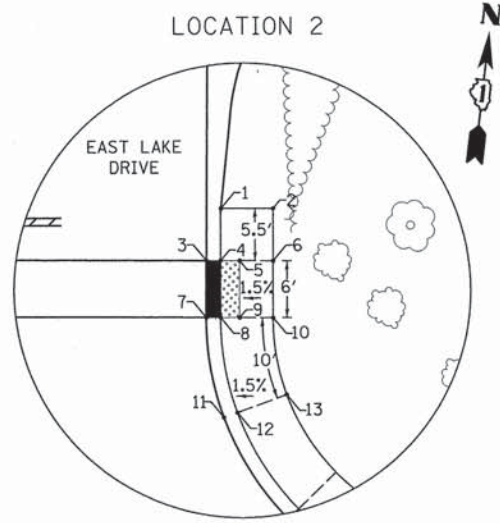
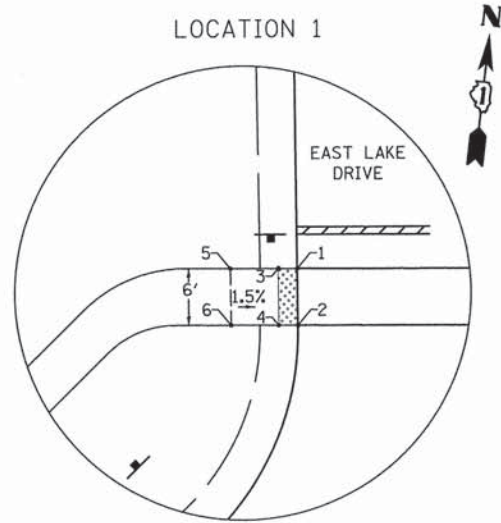
USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE & EAST LAKE DRIVE
GRADING PLAN - SIDEWALK

SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. 13+15.00 TO STA. 17+90.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	45
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



ADA RAMP GRADING PLAN ELEVATION TABLE				
POINT NO.	PROFILE GRADE LINE (PGL)	STATION	OFFSET (FT)	ELEV.
1	EAST LAKE	33+51.35	14.58' LT	661.67
2	EAST LAKE	33+45.35	14.50' LT	661.71
3	EAST LAKE	33+51.35	16.58' LT	661.70
4	EAST LAKE	33+45.35	16.50' LT	661.74
5	EAST LAKE	33+51.36	21.58' LT	661.75
6	EAST LAKE	33+45.36	21.51' LT	661.82

ADA RAMP GRADING PLAN ELEVATION TABLE				
POINT NO.	PROFILE GRADE LINE (PGL)	STATION	OFFSET (FT)	ELEV.
1	EAST LAKE	33+56.79	16.00' RT	662.10
2	EAST LAKE	33+56.79	21.50' RT	662.18
3	EAST LAKE	33+51.29	14.53' RT	661.68
4	EAST LAKE	33+51.29	16.00' RT	661.67
5	EAST LAKE	33+51.29	18.00' RT	661.70
6	EAST LAKE	33+51.29	21.50' RT	661.75
7	EAST LAKE	33+45.29	14.50' RT	661.72
8	EAST LAKE	33+45.29	16.00' RT	661.71
9	EAST LAKE	33+45.29	18.00' RT	661.74
10	EAST LAKE	33+45.29	21.50' RT	661.79
11	EAST LAKE	33+39.32	16.33' RT	661.78
12	EAST LAKE	33+39.61	17.74' RT	662.22
13	EAST LAKE	33+40.68	22.90' RT	662.30

ADA RAMP GRADING PLAN ELEVATION TABLE				
POINT NO.	PROFILE GRADE LINE (PGL)	STATION	OFFSET (FT)	ELEV.
1	FOUR LAKES	14+61.60	17.74' LT	662.62
2	FOUR LAKES	14+62.30	19.07' LT	662.61
3	FOUR LAKES	14+63.22	20.84' LT	662.64
4	FOUR LAKES	14+64.85	23.94' LT	662.69
5	FOUR LAKES	14+67.45	15.32' LT	662.75
6	FOUR LAKES	14+67.86	6.72' LT	662.71
7	FOUR LAKES	14+68.41	18.64' LT	662.74
8	FOUR LAKES	14+69.38	22.01' LT	662.79
9	FOUR LAKES	14+54.65	23.03' LT	662.44
10	FOUR LAKES	14+55.72	24.08' LT	662.88
11	FOUR LAKES	14+59.66	27.93' LT	662.96
12	FOUR LAKES	14+77.44	15.00' LT	662.83
13	FOUR LAKES	14+77.44	15.50' LT	663.49
14	FOUR LAKES	14+77.44	21.00' LT	663.57

ADA RAMP GRADING PLAN ELEVATION TABLE				
POINT NO.	PROFILE GRADE LINE (PGL)	STATION	OFFSET (FT)	ELEV.
1	FOUR LAKES	14+61.60	17.70' RT	662.62
2	FOUR LAKES	14+62.30	19.03' RT	662.61
3	FOUR LAKES	14+63.23	20.80' RT	662.64
4	FOUR LAKES	14+64.87	23.89' RT	662.69
5	FOUR LAKES	14+67.44	15.26' RT	662.73
6	FOUR LAKES	14+67.44	16.70' RT	662.72
7	FOUR LAKES	14+68.41	18.58' RT	662.75
8	FOUR LAKES	14+69.40	21.98' RT	662.80
9	FOUR LAKES	14+58.52	19.64' RT	662.55
10	FOUR LAKES	14+59.16	21.03' RT	662.77
11	FOUR LAKES	14+62.42	25.46' RT	662.85
12	FOUR LAKES	14+77.44	15.00' RT	662.83
13	FOUR LAKES	14+77.44	15.50' RT	663.49
14	FOUR LAKES	14+77.44	21.00' RT	663.57

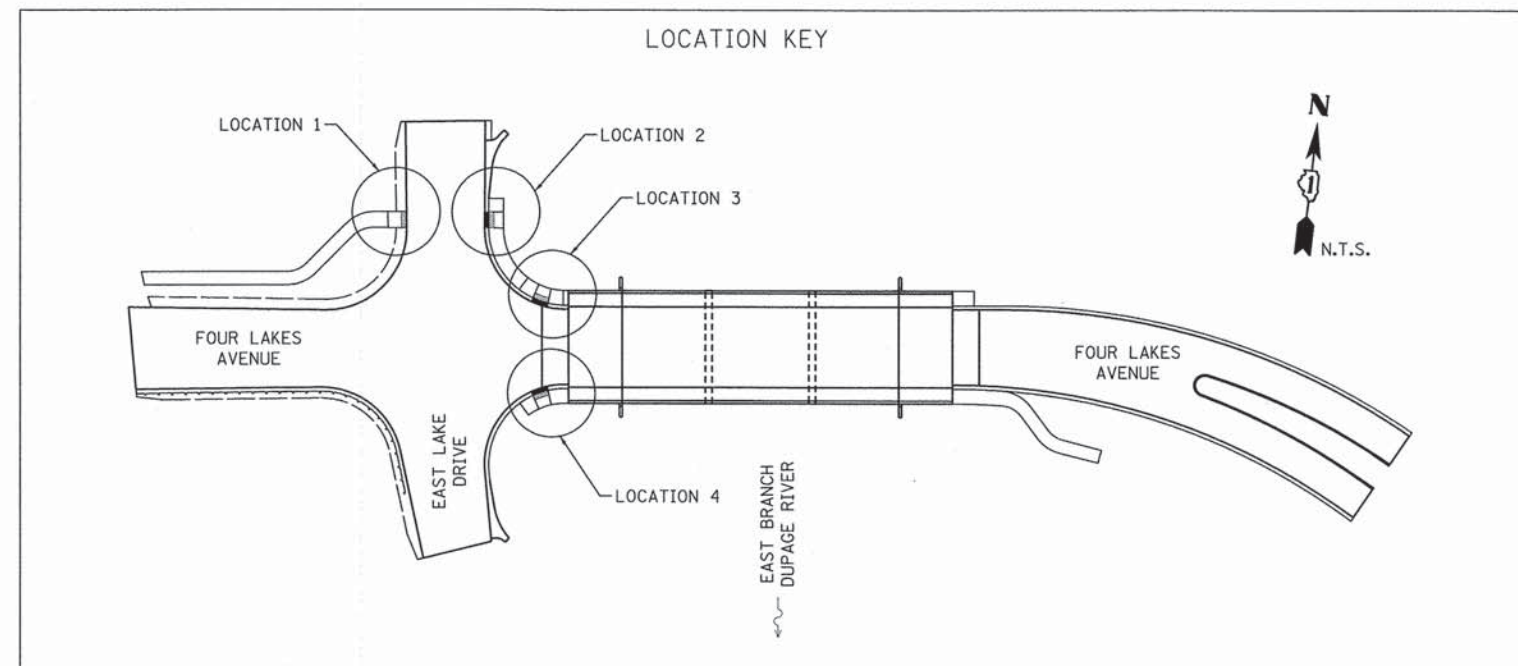
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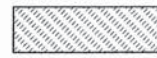
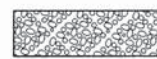
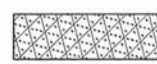
1. THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF IDOT HIGHWAY STANDARD 606001-05 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMP.

RELATIONSHIP IS AS FOLLOWS:

EOP-TOC (B-6.12) EOP+0.44'=TOC

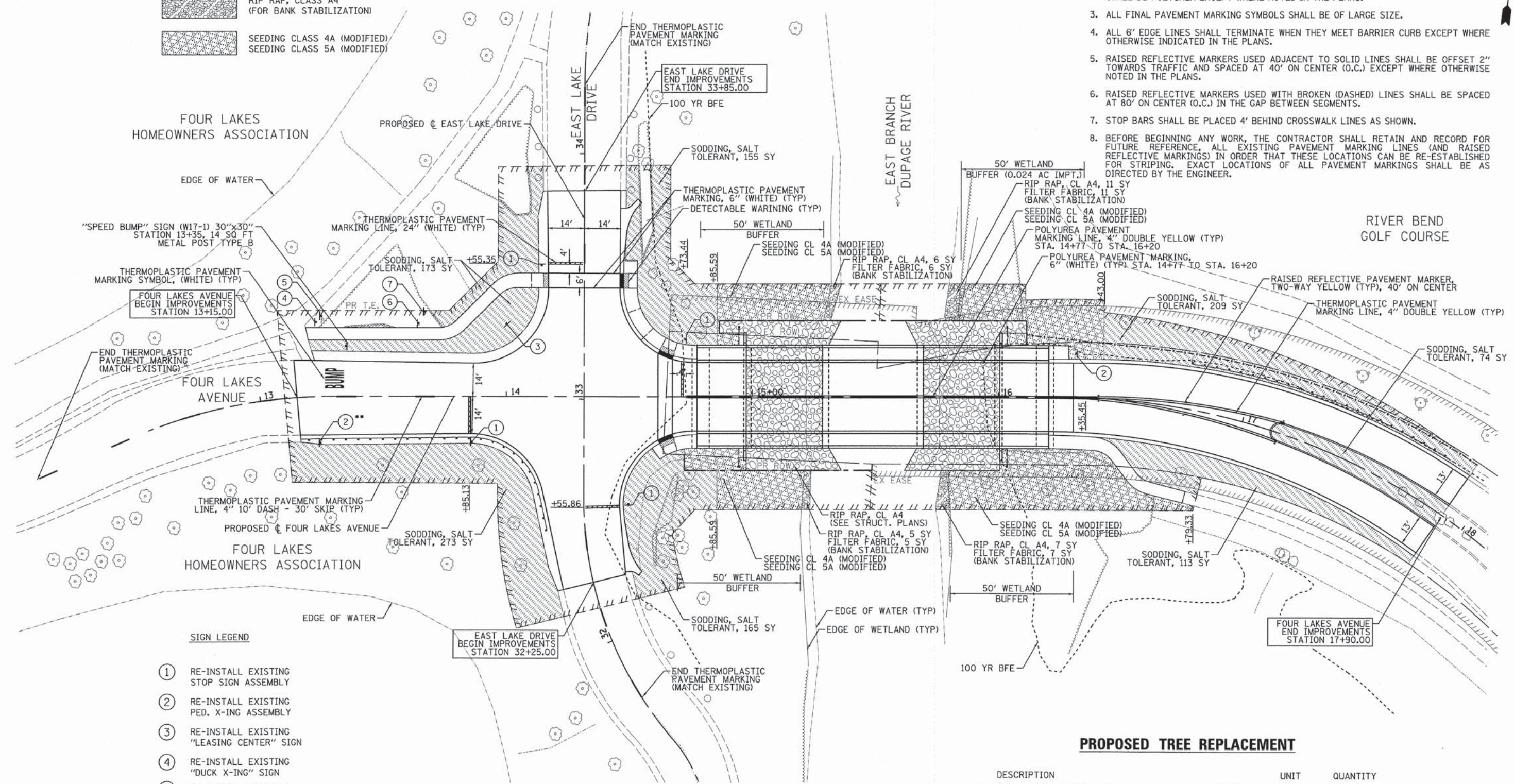
EOP-TODC (B-6.12) EOP-0.01'=TODC



-  SODDING, SALT TOLERANT
-  RIP RAP, CLASS A4 (FOR BANK STABILIZATION)
-  SEEDING CLASS 4A (MODIFIED)
SEEDING CLASS 5A (MODIFIED)

PAVEMENT MARKING NOTES

1. PAVEMENT MARKING AND RAISED REFLECTIVE MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, STANDARD DETAIL 780001, DISTRICT ONE STANDARDS, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
2. ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA EXCEPT WHERE NOTED IN THE PLANS.
3. ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF LARGE SIZE.
4. ALL 6' EDGE LINES SHALL TERMINATE WHEN THEY MEET BARRIER CURB EXCEPT WHERE OTHERWISE INDICATED IN THE PLANS.
5. RAISED REFLECTIVE MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.) EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
6. RAISED REFLECTIVE MARKERS USED WITH BROKEN (DASHED) LINES SHALL BE SPACED AT 80' ON CENTER (O.C.) IN THE GAP BETWEEN SEGMENTS.
7. STOP BARS SHALL BE PLACED 4' BEHIND CROSSWALK LINES AS SHOWN.
8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.



- SIGN LEGEND**
- ① RE-INSTALL EXISTING STOP SIGN ASSEMBLY
 - ② RE-INSTALL EXISTING PED. X-ING ASSEMBLY
 - ③ RE-INSTALL EXISTING "LEASING CENTER" SIGN
 - ④ RE-INSTALL EXISTING "DUCK X-ING" SIGN
 - ⑤ RE-INSTALL EXISTING "NO FISHING" SIGN
 - ⑥ RE-INSTALL EXISTING TOWING SIGN
 - ⑦ RE-INSTALL EXISTING DIRECTIONAL SIGN










•• EXISTING EASTBOUND PEDESTRIAN CROSSING SIGN AT STATION 16+20, OFFSET RT SHALL BE REINSTALLED AT STATION 13+25, OFFSET RT.

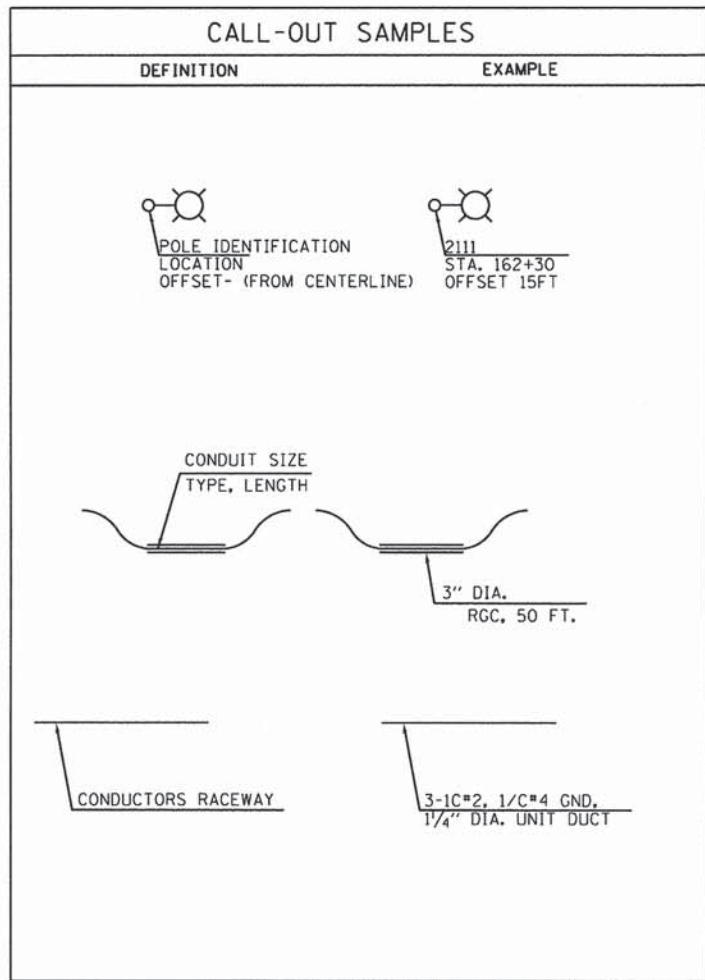
PROPOSED TREE REPLACEMENT

DESCRIPTION	UNIT	QUANTITY
TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE) 2 1/2" CALIPER, BALLED AND BURLAPPED	EACH	3
TREE, QUERCUS BICOLOR (SWAMP WHITE OAK) 2" CALIPER, BALLED AND BURLAPPED	EACH	6

NOTE: THE LOCATION OF THE ABOVE PROPOSED TREES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AND THE VILLAGE.

LEGEND

-  PROPOSED LIGHTING UNIT
25' M.H., 6' M.A., LED LUMINAIRE,
POLE AND MAST ARM TO MATCH EXISTING
-  EXISTING LIGHTING UNIT
TO REMAIN IN PLACE
-  EXISTING LIGHTING UNIT
TO BE REMOVED AND RETURNED
TO THE HOME OWNER ASSOCIATION
-  JUNCTION BOX EMBEDDED IN STRUCTURE,
SIZE AS NOTED ON THE PLAN
-  EXISTING LIGHTING HANDHOLE
-  EXISTING UNDERGROUND CABLES
TO REMAIN IN PLACE
-  CONDUIT EMBEDDED IN STRUCTURE,
SIZE AND TYPE AS NOTED.
-  UNDERGROUND CONDUITS
SIZE AS INDICATED WITH CABLES
AS APPLICABLE
-  UNIT DUCT, AS SPECIFIED IN PLANS



ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
LT	LEFT
MA	MAST ARM
MM	MILLIMETER
MH	MOUNTING HEIGHT
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RT	RIGHT
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
RGS	RIGID GALVANIZED STEEL
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED, SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

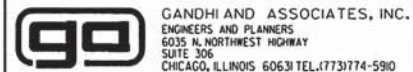
GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION).
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
9. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND ITEM. REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY
10. SET BACK DISTANCES FOR LIGHT POLES ARE MEASURED FROM THE BACK OF CURB TO THE CENTER OF POLE.
11. THE COST OF THE GROUND RODS ARE INCLUDED IN THE PRICE OF THE FOUNDATION AND NO EXTRA COMPENSATION SHALL BE MADE.

SCHEDULE OF QUANTITIES

DESIGNATION	UNIT	TOTAL QUANTITY
* UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	45
* CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	290
UNIT DUCT, 600V, 3-1C NO.6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	405
* JUNCTION BOX EMBEDDED IN STRUCTURE 18" X 12" X 6"	EACH	2
* REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	5
* LIGHT POLE, SPECIAL	EACH	3
* MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8
* LED LUMINAIRE, SPECIAL	EACH	3

* DESIGNATES SPECIAL PROVISIONS



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








**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

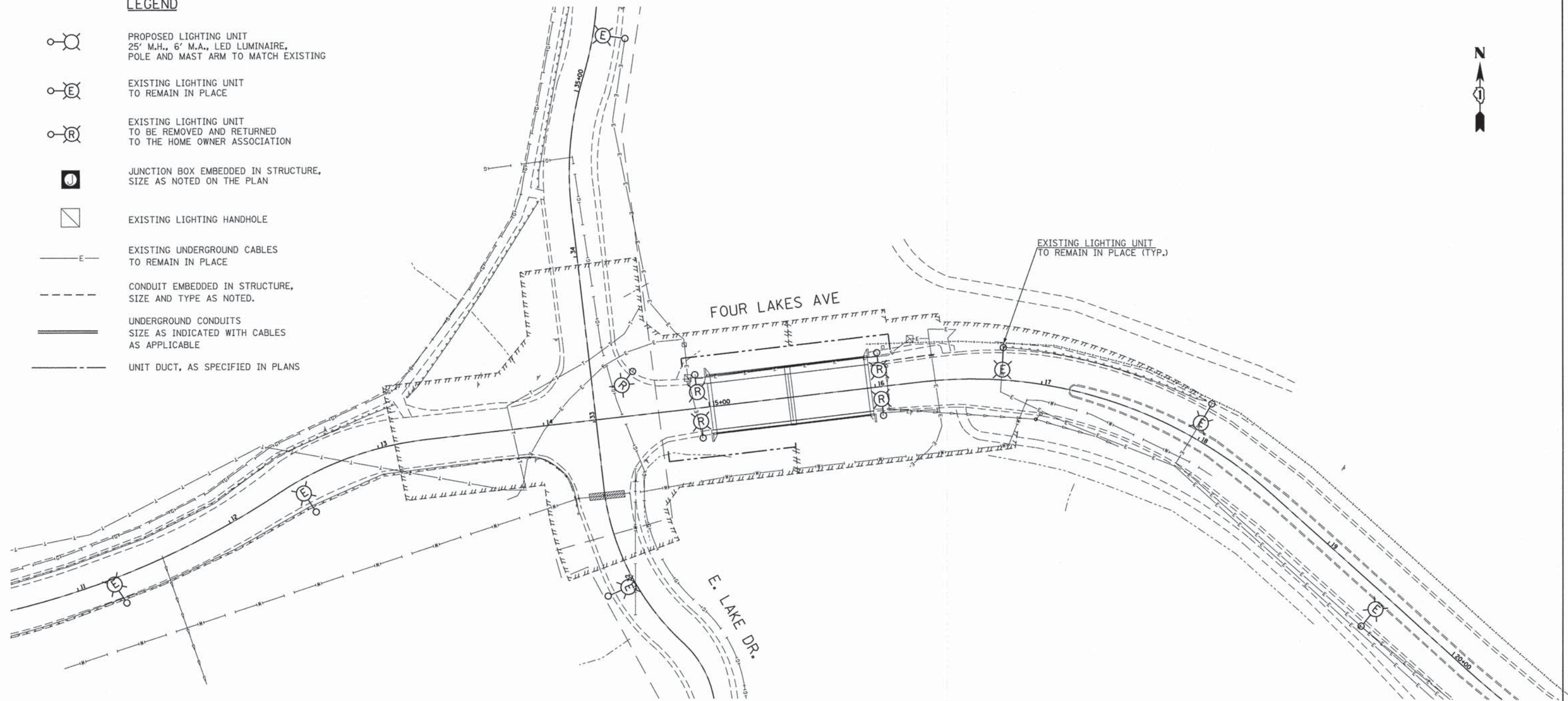
GENERAL NOTES AND LEGEND

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00BR	DUPAGE	94	48
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

LEGEND

-  PROPOSED LIGHTING UNIT
25' M.H., 6' M.A., LED LUMINAIRE,
POLE AND MAST ARM TO MATCH EXISTING
-  EXISTING LIGHTING UNIT
TO REMAIN IN PLACE
-  EXISTING LIGHTING UNIT
TO BE REMOVED AND RETURNED
TO THE HOME OWNER ASSOCIATION
-  JUNCTION BOX EMBEDDED IN STRUCTURE,
SIZE AS NOTED ON THE PLAN
-  EXISTING LIGHTING HANDHOLE
-  EXISTING UNDERGROUND CABLES
TO REMAIN IN PLACE
-  CONDUIT EMBEDDED IN STRUCTURE,
SIZE AND TYPE AS NOTED.
-  UNDERGROUND CONDUITS
SIZE AS INDICATED WITH CABLES
AS APPLICABLE
-  UNIT DUCT, AS SPECIFIED IN PLANS



REMOVAL LIGHTING PLAN

ga GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

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








**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

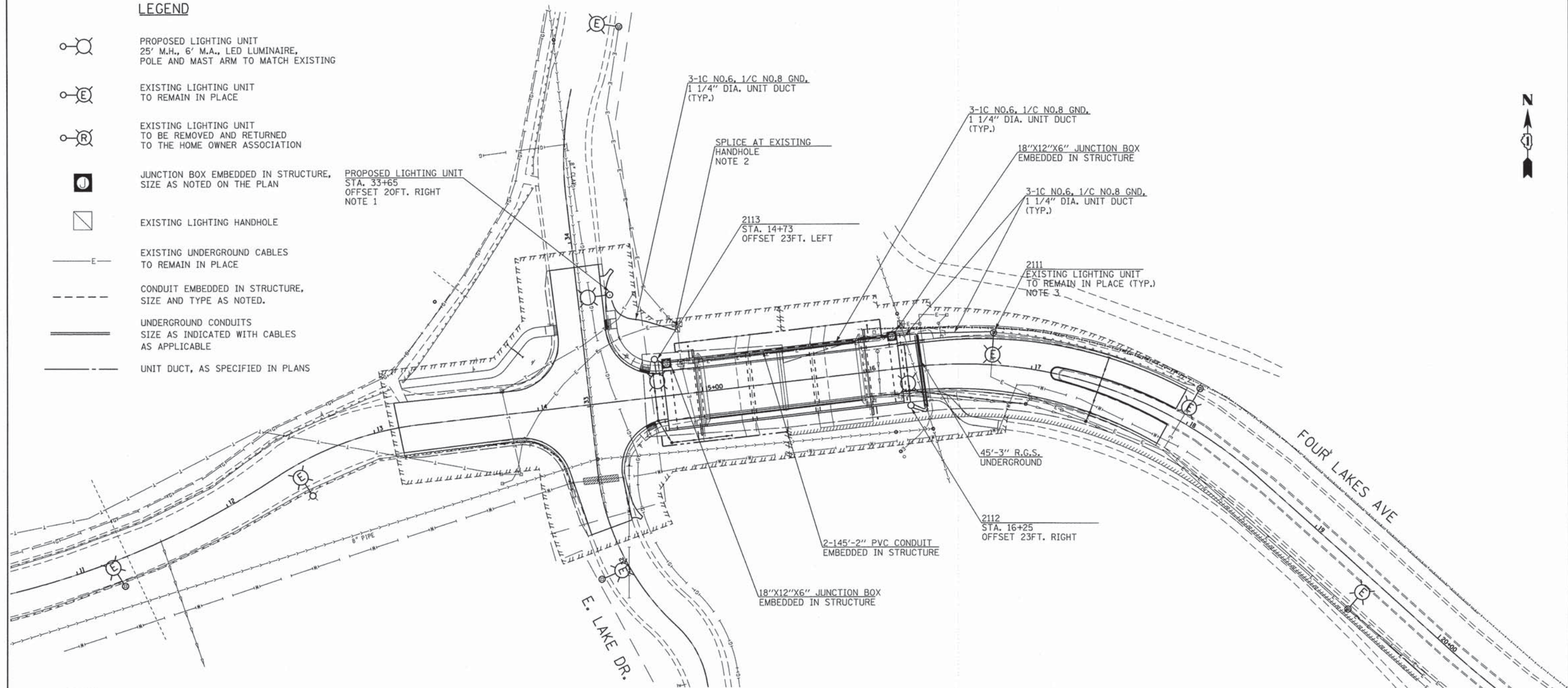
LIGHTING REMOVAL PLAN

SCALE: 1" = 30' SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00BR	DUPAGE	94	49
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

LEGEND

-  PROPOSED LIGHTING UNIT
25' M.H., 6' M.A., LED LUMINAIRE,
POLE AND MAST ARM TO MATCH EXISTING
-  EXISTING LIGHTING UNIT
TO REMAIN IN PLACE
-  EXISTING LIGHTING UNIT
TO BE REMOVED AND RETURNED
TO THE HOME OWNER ASSOCIATION
-  JUNCTION BOX EMBEDDED IN STRUCTURE,
SIZE AS NOTED ON THE PLAN
-  EXISTING LIGHTING HANDHOLE
-  EXISTING UNDERGROUND CABLES
TO REMAIN IN PLACE
-  CONDUIT EMBEDDED IN STRUCTURE,
SIZE AND TYPE AS NOTED.
-  UNDERGROUND CONDUITS
SIZE AS INDICATED WITH CABLES
AS APPLICABLE
-  UNIT DUCT, AS SPECIFIED IN PLANS



PROPOSED LIGHTING PLAN

NOTES:

1. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION AND WIRING OF THE LIGHTING UNIT WITH THE HOME OWNER ASSOCIATION'S MAINTENANCE.
2. THE CONTRACTOR SHALL COORDINATE THE WIRING SPLICE AT THE EXISTING HANDHOLE WITH THE HOME OWNER ASSOCIATION'S MAINTENANCE TO CONNECT THE PROPOSED LIGHTING UNIT TO THE ADJACENT EXISTING LIGHTING UNIT.
3. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION AND WIRING OF THE PROPOSED LIGHTING UNITS (2112 AND 2113) WITH THE VILLAGE OF LISLE. THE PROPOSED LIGHTING UNIT (2112) SHALL BE CONNECTED TO THE ADJACENT EXISTING LIGHTING UNIT (2111).
4. THE CONTRACTOR SHALL COORDINATE THE LIGHT POLES, LUMINAIRE, AND ALL OTHER PROPOSED EQUIPMENT WITH THE VILLAGE OF LISLE AND SUBMIT CUT SHEETS FOR THEIR APPROVAL
5. ALL EXISTING LIGHTING SHALL REMAIN OPERATIONAL AT ALL TIMES
6. SEE BRIDGE PLANS FOR ADDITIONAL ITEMS AND DETAILS.

ga GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910

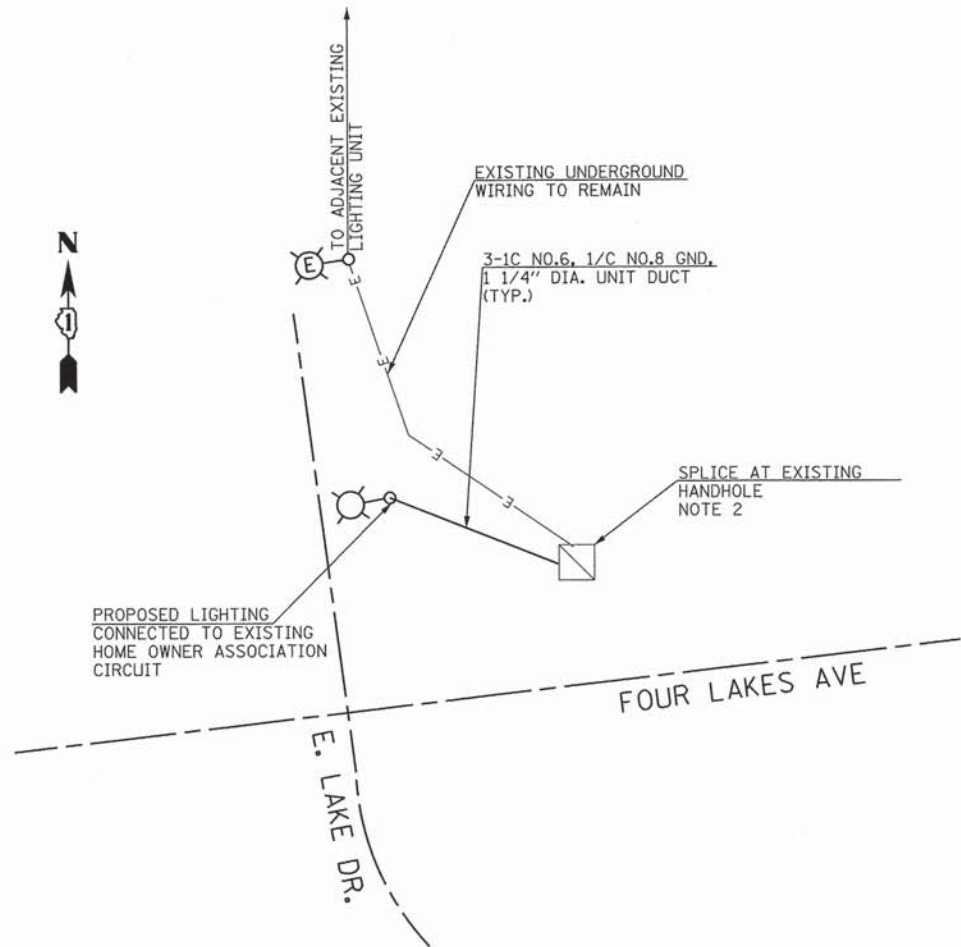
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

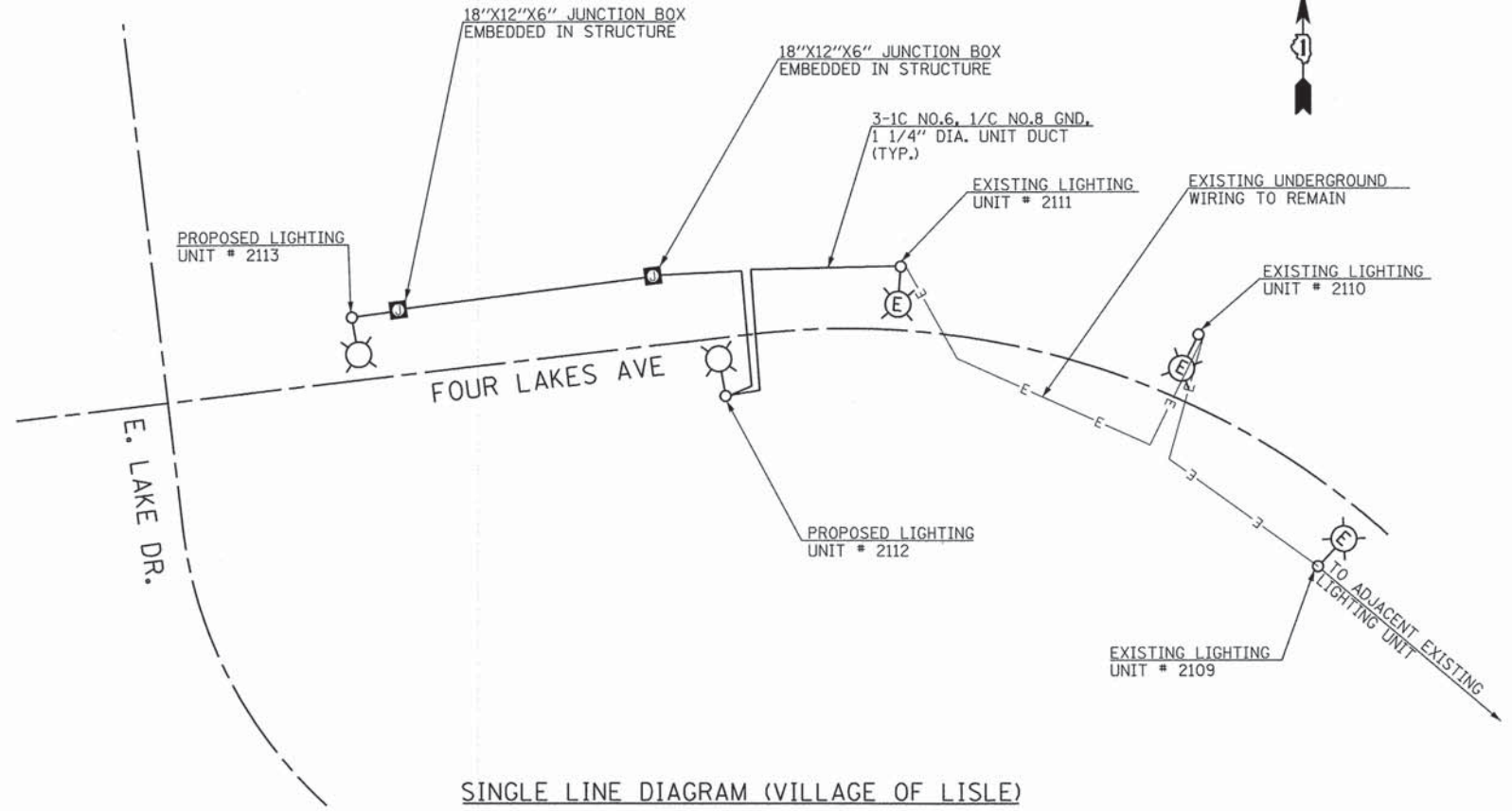
LIGHTING PLAN

SCALE: 1"= 30' SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00BR	DUPAGE	94	50
CONTRACT NO. 61A89				
[ILLINOIS] FED. AID PROJECT				



SINGLE LINE DIAGRAM (HOME OWNER ASSOCIATION)



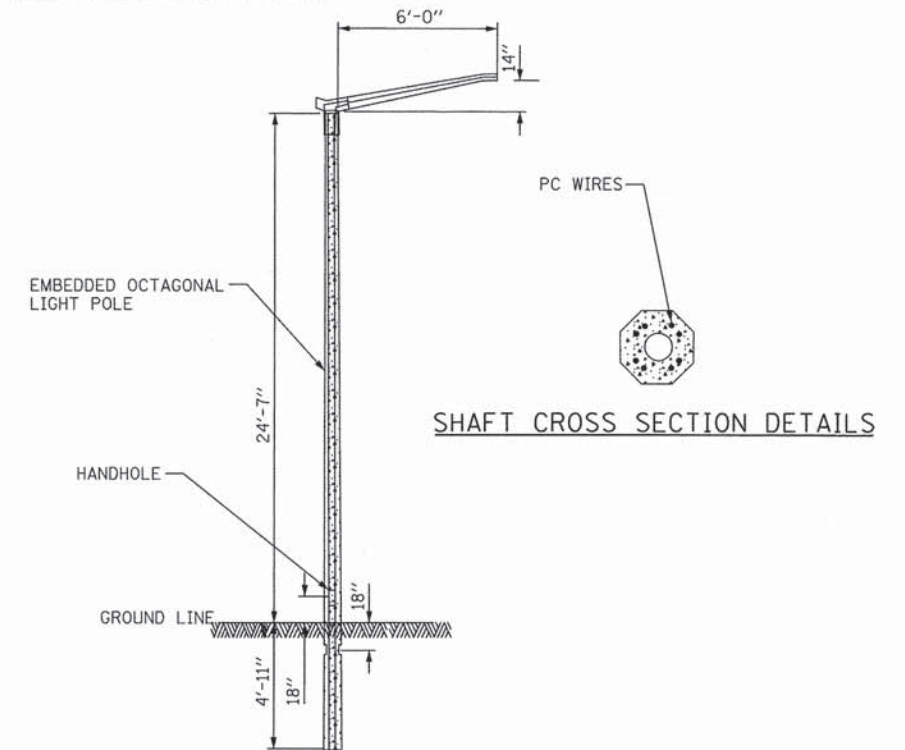
SINGLE LINE DIAGRAM (VILLAGE OF LISLE)

LEGEND

- PROPOSED LIGHTING UNIT
25' M.H., 6' M.A., LED LUMINAIRE,
POLE AND MAST ARM TO MATCH EXISTING
- EXISTING LIGHTING UNIT
TO REMAIN IN PLACE
- EXISTING LIGHTING UNIT
TO BE REMOVED AND RETURNED
TO THE HOME OWNER ASSOCIATION
- JUNCTION BOX EMBEDDED IN STRUCTURE,
SIZE AS NOTED ON THE PLAN
- EXISTING LIGHTING HANDHOLE
- EXISTING UNDERGROUND CABLES
TO REMAIN IN PLACE
- CONDUIT EMBEDDED IN STRUCTURE,
SIZE AND TYPE AS NOTED.
- UNDERGROUND CONDUITS
SIZE AS INDICATED WITH CABLES
AS APPLICABLE
- UNIT DUCT, AS SPECIFIED IN PLANS

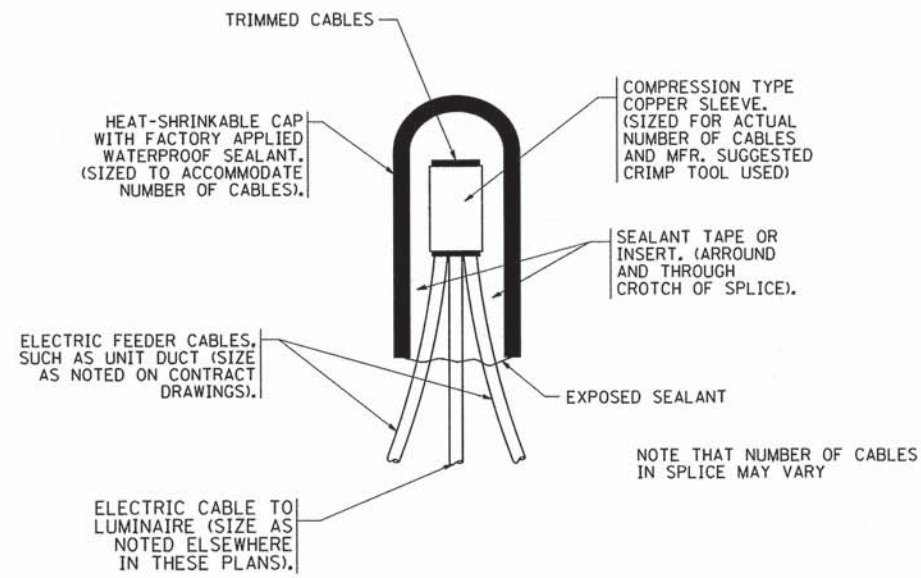
NOTES:

1. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION AND WIRING OF THE LIGHTING UNIT WITH THE HOME OWNER ASSOCIATION'S MAINTENANCE.
2. THE CONTRACTOR SHALL COORDINATE THE WIRING SPLICE AT THE EXISTING HANDHOLE WITH THE HOME OWNER ASSOCIATION'S MAINTENANCE TO CONNECT THE PROPOSED LIGHTING UNIT TO THE ADJACENT EXISTING LIGHTING UNIT.
3. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION AND WIRING OF THE PROPOSED LIGHTING UNITS (2112 AND 2113) WITH THE VILLAGE OF LISLE. THE PROPOSED LIGHTING UNIT (2112) SHALL BE CONNECTED TO THE ADJACENT EXISTING LIGHTING UNIT (2111).
4. THE CONTRACTOR SHALL COORDINATE THE LIGHT POLES, LUMINAIRE, AND ALL OTHER PROPOSED EQUIPMENT WITH THE VILLAGE OF LISLE AND SUBMIT CUT SHEETS FOR THEIR APPROVAL
5. ALL EXISTING LIGHTING SHALL REMAIN OPERATIONAL AT ALL TIMES
6. SEE BRIDGE PLANS FOR ADDITIONAL ITEMS AND DETAILS.



EMBEDDED LIGHT POLE DETAIL

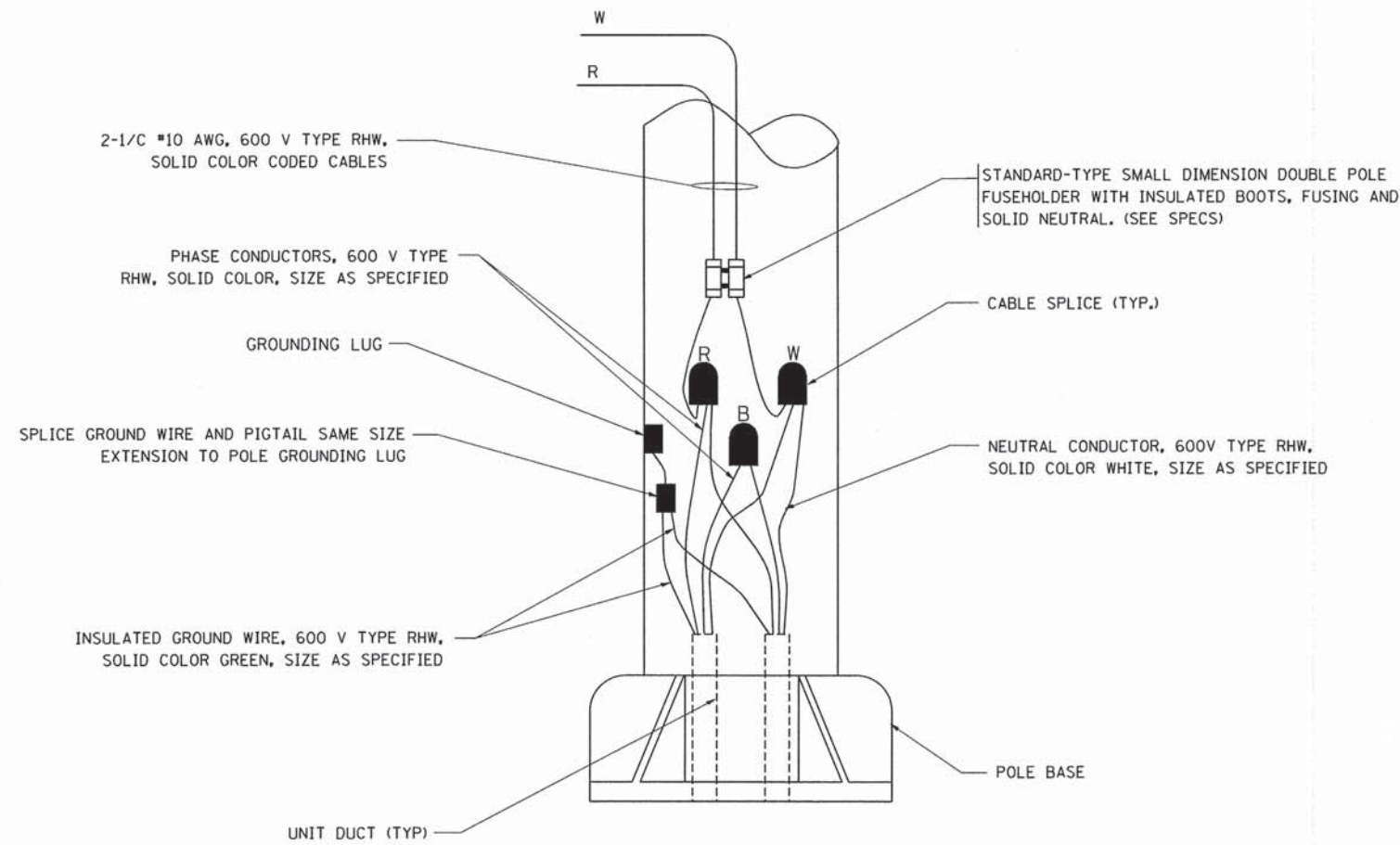
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PLOT DATE = #DATE#		DATE - 08/11/2014	REVISED -		ILLINOIS FED. AID PROJECT							



NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY

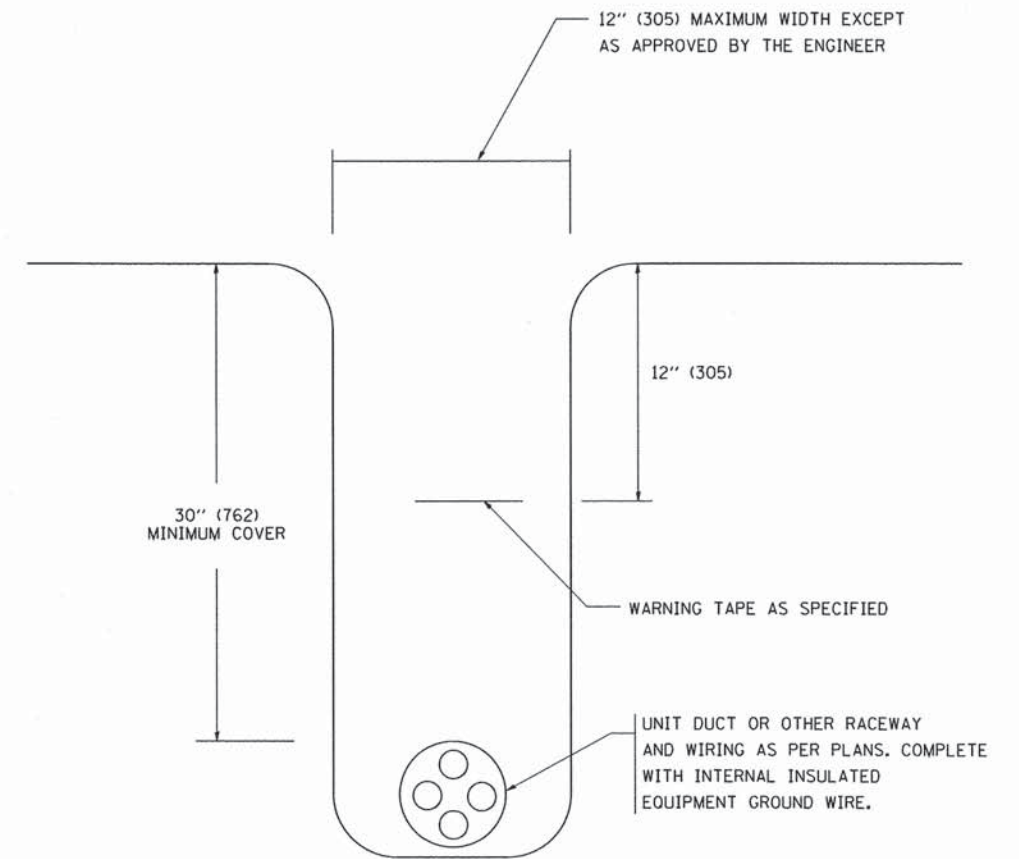
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

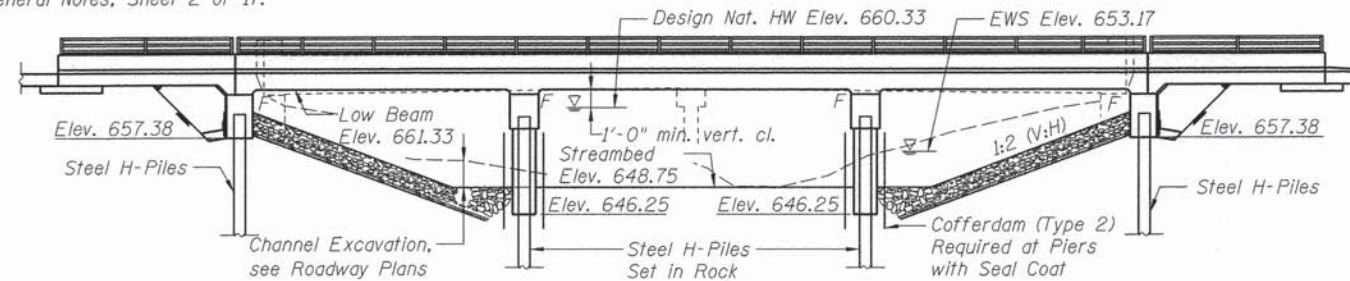
N.T.S.

FILE NAME = W:\dststd\22x34\be702.dgn	USER NAME = goglienobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISC. ELECTRICAL DETAILS SHEET A			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED -					11-00058-00-BR	DUPAGE	94	52	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -		BE-702		CONTRACT NO. 61A89		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 5	OF 5 SHEETS	STA.	TO STA.			

Benchmark: DuPage Benchmark disk LI15001 in N.W. corner of concrete structure of Four Lakes bridge over the East Branch DuPage River. Elev. 662.02

Existing Structure: SN 022-6660 Built in 1969 consists of a 2-span precast, prestressed concrete deck beam structure supported on reinforced concrete abutments supported on piles and a solid wall pier supported on piles. The existing structure length is 97'-0" Bk. to Bk. abutments and the width is 36'-0" out to out. Existing structure to be removed and replaced. Traffic to be detoured during construction.

Salvage: 4 light poles at bridge. * See General Notes, Sheet 2 of 17.



Notes:
For Section Thru Abutment, Section A-A and Section B-B see Sheet 2 of 17.

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, Customary U.S. Units, 7th Edition

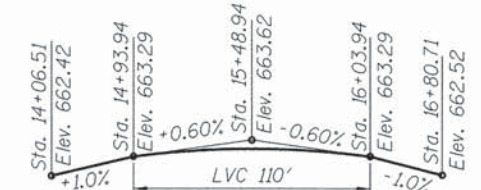
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.058g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.109g
Soil Site Class = C

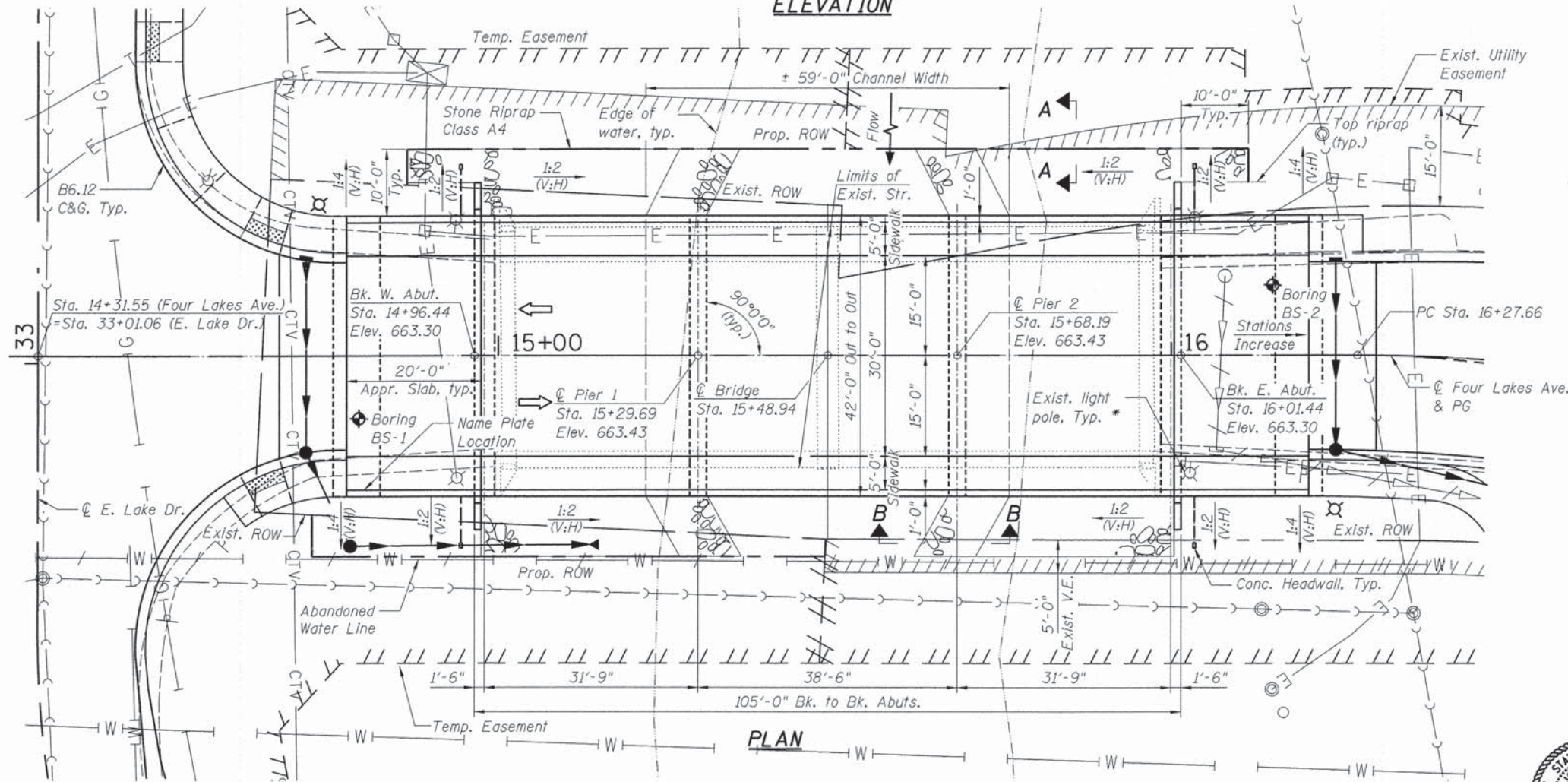


PROFILE GRADE

(along \hat{c} roadway)

CURVE DATA

PROP. CURVE 4L_{CL-3}
 $\Delta = 48^\circ 35' 45''$ (RT)
 $D = 21^\circ 22' 37''$
 $T = 121.01'$
 $L = 227.33'$
 $E = 26.05'$
 $R = 268.02'$
P.C. = Sta. 16+27.66
P.T. = Sta. 18+54.98
P.I. = Sta. 17+48.66



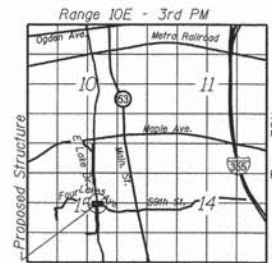
WATERWAY INFORMATION

Drainage Area = 56.20 sq.mi. Existing Low Chord Elev. = 658.92 ft @ Sta. 15+97.40
Proposed Low Chord Elev. = 661.33 ft @ Sta. 15+98.44

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	30	2321	608.8	844.8	660.33	0.06	-1.33	660.39	659.00
Base	100	2900	608.8	866.1	660.56	0.07	-1.33	660.63	659.23
Overtopping	---	---	---	---	---	---	---	---	---
Max. Calc.	500	3880	608.8	953.8	662.55	0.19	-0.03	662.74	662.52

DESIGN SCOUR ELEVATION TABLE

	Design Scour Elevation (ft.)			
	W. Abut.	Pier 1	Pier 2	E. Abut.
Q100	657.38	646.15	646.15	657.38
Q500	657.38	645.93	645.93	657.38



LOCATION MAP



DATE SIGNED: 10-17-2014
EXP. DATE: 11-30-2014

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

GENERAL PLAN
FOUR LAKES AVENUE OVER
EAST BRANCH DUPAGE RIVER
MUN. RTE. 1037 - SEC. 11-00058-00-BR
DUPAGE COUNTY
STATION 15+48.94
STRUCTURE NO. 022-6663

<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME = PLOT SCALE = PLOT DATE = #DATE#	DESIGNED - NS CHECKED - JJI DRAWN - GM CHECKED - JJI	REVISED REVISED REVISED REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHEET NO. 1 OF 17 SHEETS	F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 11-00058-00-BR DuPAGE 94 53 CONTRACT NO. 61A89 ILLINOIS FED. AID PROJECT
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GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Seal Coat thickness designed is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in Seal Coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

The Contractor shall exercise care during construction to locate existing substructure elements to prevent damage or conflicts with the new pile locations. If conflicts arise and modifications are required of the pile locations or design shown on the plans, the Structural Engineer or record should be notified for approval of revisions.

The cost of removing the existing railing and bituminous overlay shall be included in the cost of "Removal of Existing Structures"

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

Existing light poles at bridge shall be salvaged and delivered to the Four Lakes Homeowners Association, 5790 Forest View Road, Lisle, IL 60532. Cost included in Removal of Lighting Unit, Salvage. Coordinate with Homeowners Association.

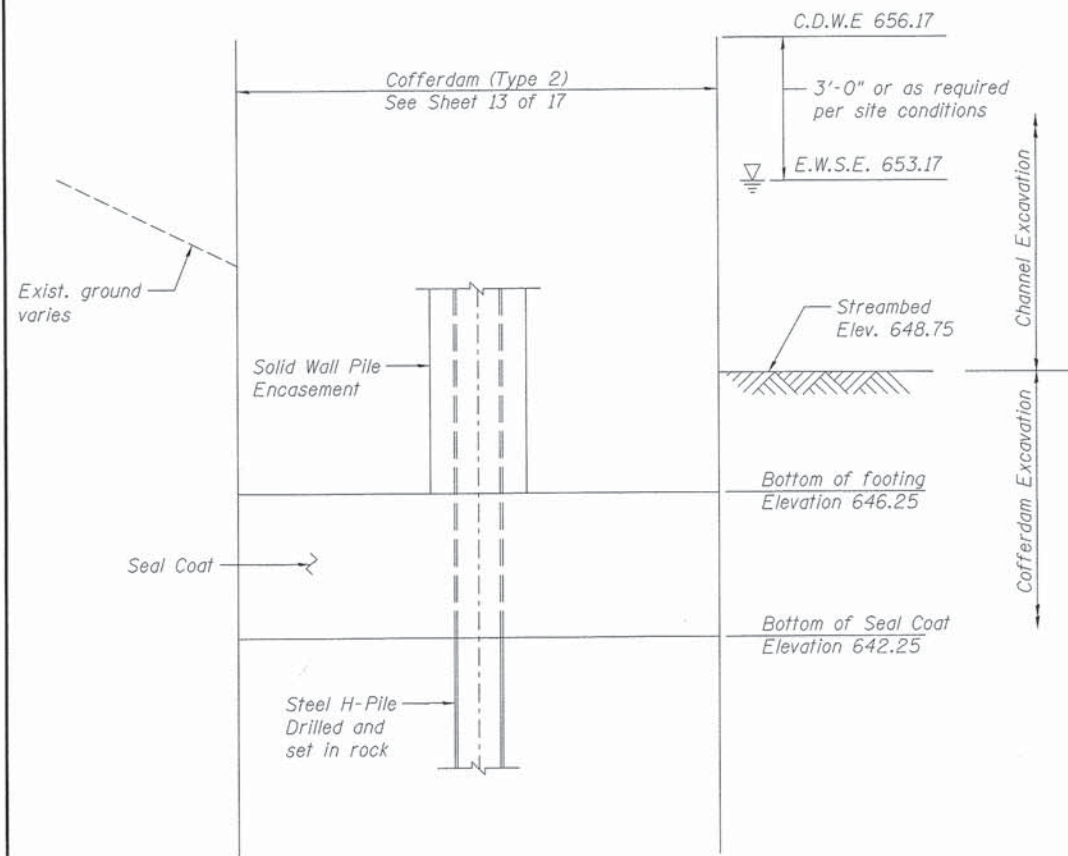
Plans for existing structure are not available.

INDEX OF SHEETS

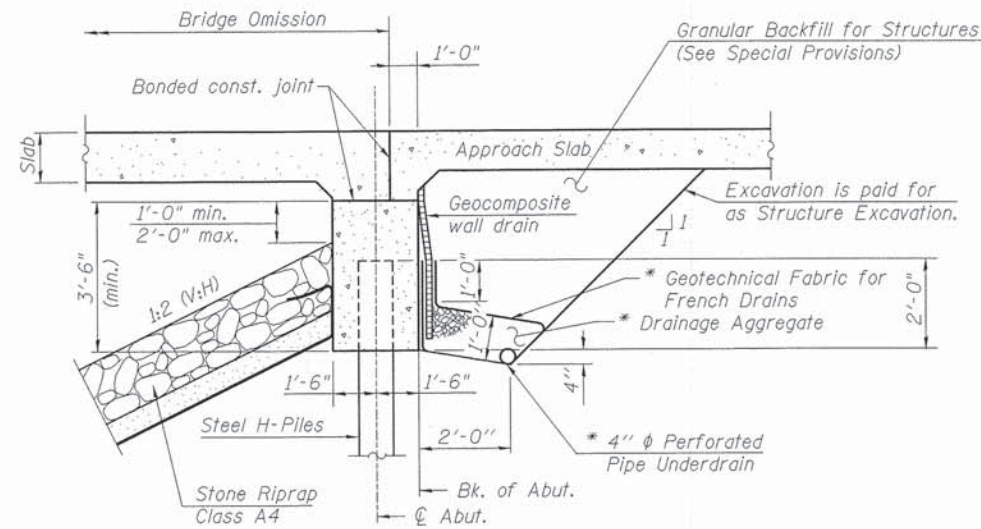
SHEET NO.	DESCRIPTION
1	General Plan
2	General Data
3	Top of Slab Elevations
4	Top of Approach Slab Elevations
5	Superstructure Plan
6	Superstructure Cross Section
7	Sidewalk and Parapet Plan and Elevation
8	Superstructure Details
9	Bridge Approach Slab
10	Bridge Approach Slab Details
11	Bicycle Railing
12	Abutments
13	Piers 1 & 2
14	HP Pile Details
15	Boring Logs 1
16	Boring Logs 2
17	Boring Logs 3

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		488	488
Filter Fabric	Sq. Yd.		488	488
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		82	82
Cofferdam Excavation	Cu. Yd.		240	240
Cofferdam (Type 2) (Location 1)	Each		1	1
Cofferdam (Type 2) (Location 2)	Each		1	1
Concrete Structures	Cu. Yd.		175	175
Concrete Superstructure	Cu. Yd.	431.4		431.4
Bridge Deck Grooving	Sq. Yd.	447		447
Seal Coat Concrete	Cu. Yd.		148	148
Protective Coat	Sq. Yd.	764		764
Reinforcement Bars, Epoxy Coated	Pound	69,690	17,950	87,640
Parapet Railing	Foot	284		284
Furnishing Steel Piles HP 12x53	Foot		620	620
Driving Piles	Foot		270	270
Test Piles Steel HP 12x53	Each		2	2
Pile Shoes	Each		14	14
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		54	54
Granular Backfill for Structures	Cu. Yd.		66	66
Pipe Underdrains for Structures 4"	Foot		116	116
Setting Piles in Rock	Each		14	14



COFFERDAM DETAIL



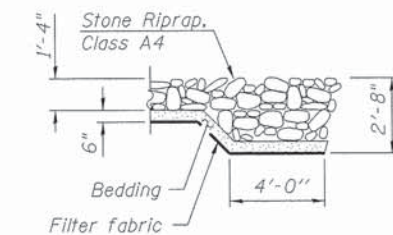
SECTION THRU ABUTMENT

* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

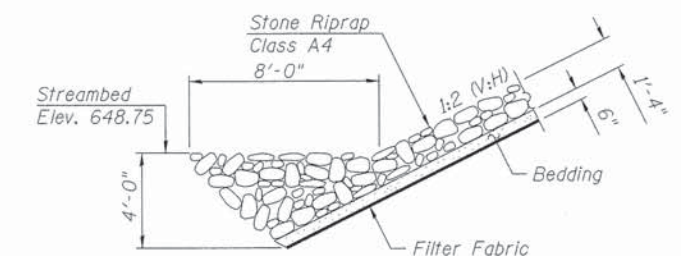
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

EAST BRANCH DUPAGE RIVER
BUILT 201 BY
VILLAGE OF LISLE
SEC. 11-00058-00-BR
STA. 15+48.94
STR. NO. 022-6663 LOADING HL93

NAME PLATE
See Std. 515001



SECTION A-A



SECTION B-B

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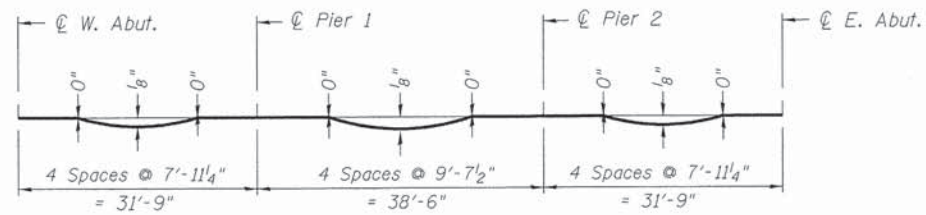


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 022-6663
SHEET NO. 2 OF 17 SHEETS

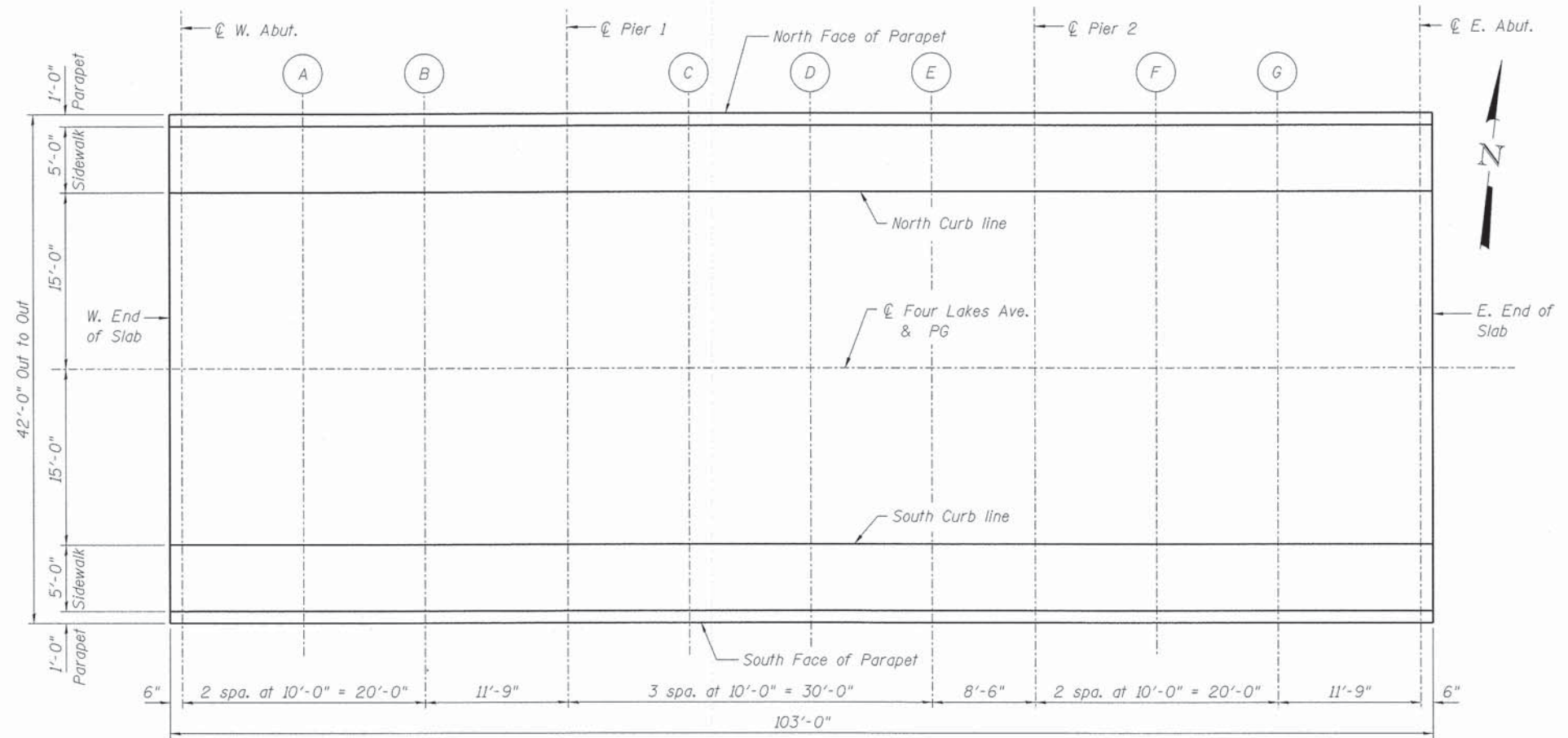
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	54
				CONTRACT NO. 61A89
ILLINOIS FED. AID PROJECT				



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 below.



PLAN

North Curb Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Slab	14+97.44	-15.00	663.08	663.08
W. Abut.	14+97.94	-15.00	663.08	663.08
A	15+07.94	-15.00	663.13	663.13
B	15+17.94	-15.00	663.17	663.17
Pier 1	15+29.69	-15.00	663.20	663.20
C	15+39.69	-15.00	663.22	663.22
D	15+49.69	-15.00	663.23	663.24
E	15+59.69	-15.00	663.22	663.22
Pier 2	15+68.19	-15.00	663.20	663.20
F	15+78.19	-15.00	663.18	663.18
G	15+88.19	-15.00	663.14	663.14
E. Abut.	15+99.94	-15.00	663.08	663.08
East End of Slab	16+00.44	-15.00	663.08	663.08

Centerline of Four Lakes Ave and P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Slab	14+97.44	0.00	663.31	663.31
W. Abut.	14+97.94	0.00	663.31	663.31
A	15+07.94	0.00	663.36	663.37
B	15+17.94	0.00	663.40	663.41
Pier 1	15+29.69	0.00	663.43	663.43
C	15+39.69	0.00	663.45	663.46
D	15+49.69	0.00	663.46	663.47
E	15+59.69	0.00	663.45	663.46
Pier 2	15+68.19	0.00	663.43	663.43
F	15+78.19	0.00	663.41	663.42
G	15+88.19	0.00	663.37	663.38
E. Abut.	15+99.94	0.00	663.31	663.31
East End of Slab	16+00.44	0.00	663.31	663.31

South Curb Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
West End of Slab	14+97.44	15.00	663.08	663.08
W. Abut.	14+97.94	15.00	663.08	663.08
A	15+07.94	15.00	663.13	663.13
B	15+17.94	15.00	663.17	663.17
Pier 1	15+29.69	15.00	663.20	663.20
C	15+39.69	15.00	663.22	663.22
D	15+49.69	15.00	663.23	663.24
E	15+59.69	15.00	663.22	663.22
Pier 2	15+68.19	15.00	663.20	663.20
F	15+78.19	15.00	663.18	663.18
G	15+88.19	15.00	663.14	663.14
E. Abut.	15+99.94	15.00	663.08	663.08
East End of Slab	16+00.44	15.00	663.08	663.08

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 022-6663**

SHEET NO. 3 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

North Curb Line

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Approach	14+77.44	-15.00	662.96
A	14+87.44	-15.00	663.02
Back of W. Abutment	14+96.44	-15.00	663.07
E. End of West Approach	14+97.44	-15.00	663.08

☉ Four Lakes Ave & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Approach	14+77.44	0.00	663.19
A	14+87.44	0.00	663.25
Back of W. Abutment	14+96.44	0.00	663.30
E. End of West Approach	14+97.44	0.00	663.31

North Curb Line

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Approach	16+00.44	-15.00	663.08
Back of E. Abutment	16+01.44	-15.00	663.07
A	16+11.44	-15.00	663.01
E. End of East Approach	16+20.44	-15.00	662.96

☉ Four Lakes Ave & PG

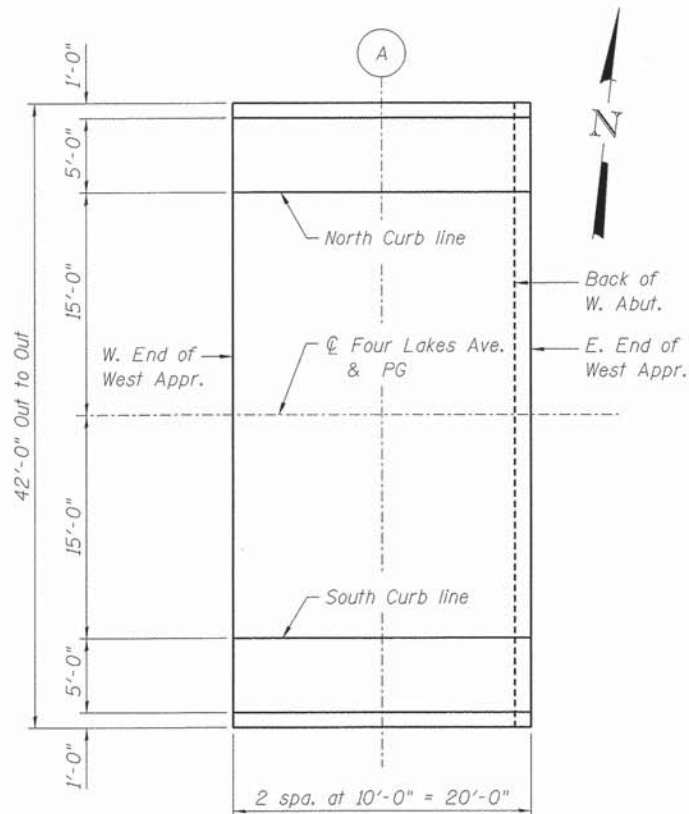
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Approach	16+00.44	0.00	663.31
Back of E. Abutment	16+01.44	0.00	663.30
A	16+11.44	0.00	663.24
E. End of East Approach	16+20.44	0.00	663.19

South Curb Line

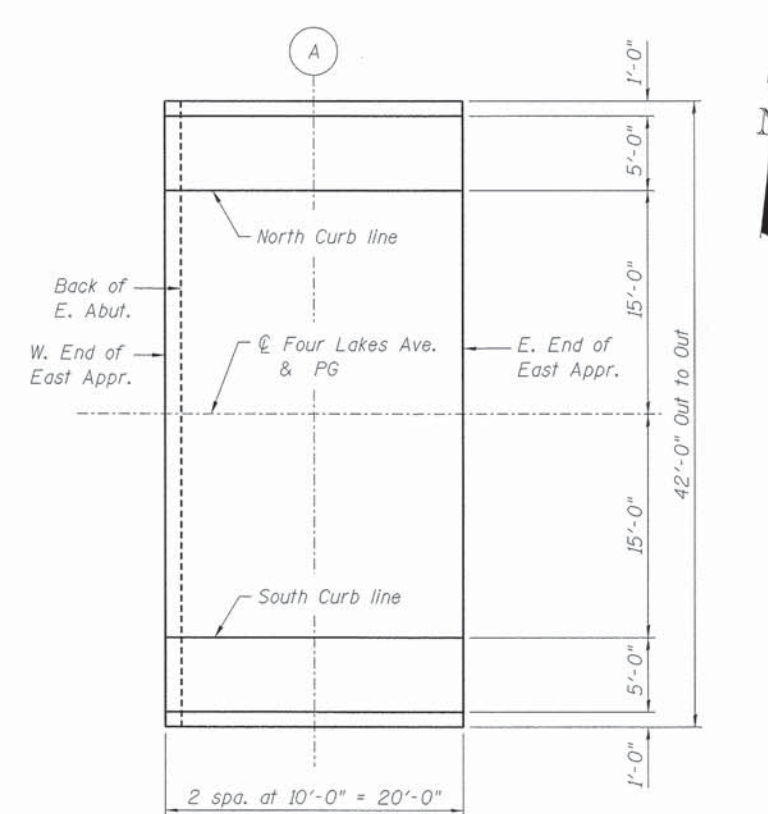
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Approach	14+77.44	15.00	662.96
A	14+87.44	15.00	663.02
Back of W. Abutment	14+96.44	15.00	663.07
E. End of West Approach	14+97.44	15.00	663.08

South Curb Line

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Approach	16+00.44	15.00	663.08
Back of E. Abutment	16+01.44	15.00	663.07
A	16+11.44	15.00	663.01
E. End of East Approach	16+20.44	15.00	662.96



WEST APPROACH SLAB PLAN



EAST APPROACH SLAB PLAN

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ITASCA, ILLINOIS

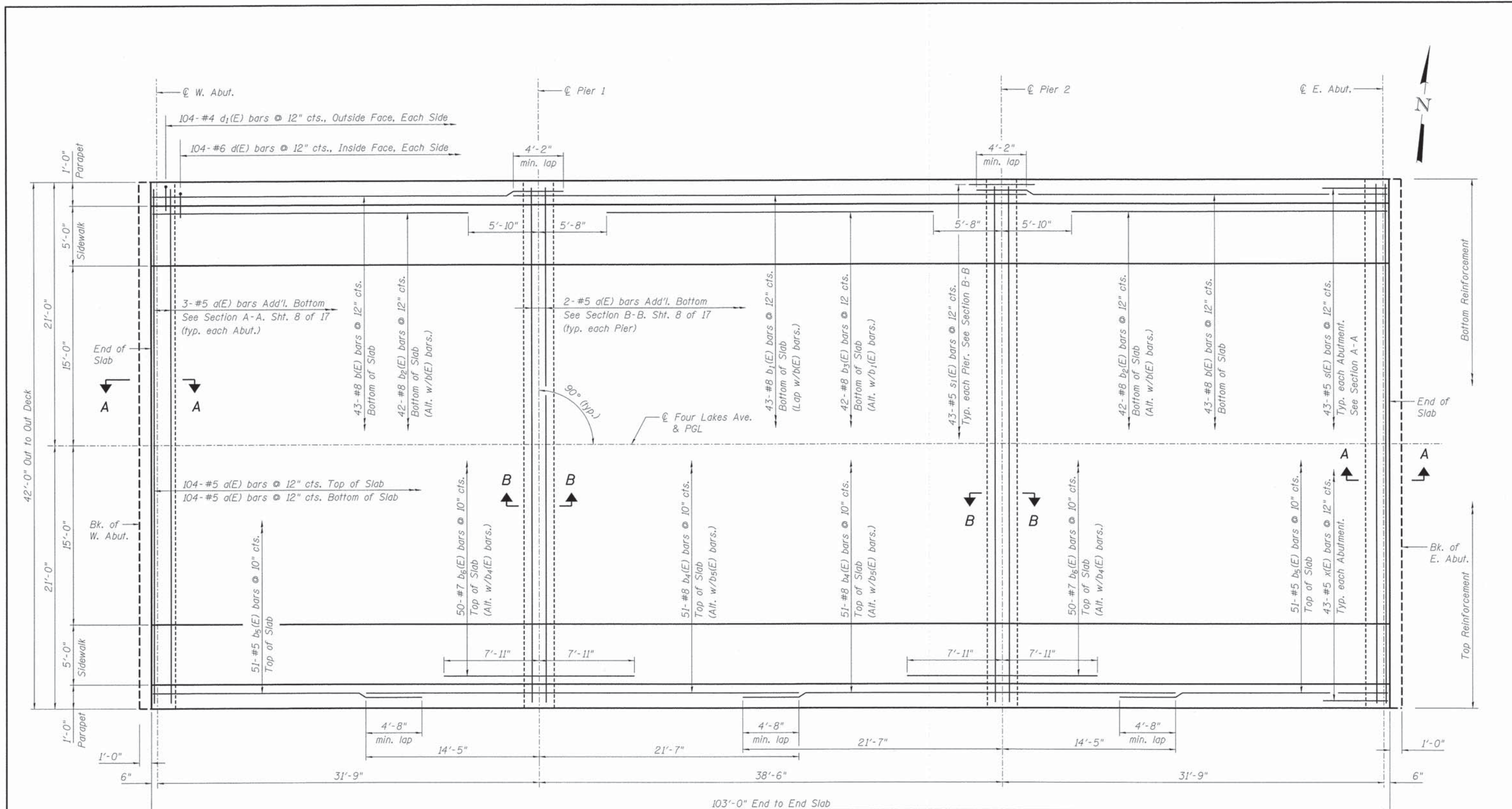
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-6663**

SHEET NO. 4 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	56
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



PLAN

- Notes:*
1. See Sheets 6 and 7 of 17 for Sidewalk and Parapet Details
 2. See Sheets 7 and 11 of 17 for Railing Details
 3. See Sheet 8 of 17 for Bill of Materials
 4. See Sheet 8 of 17 for Sections A-A and B-B

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 ITASCA, ILLINOIS

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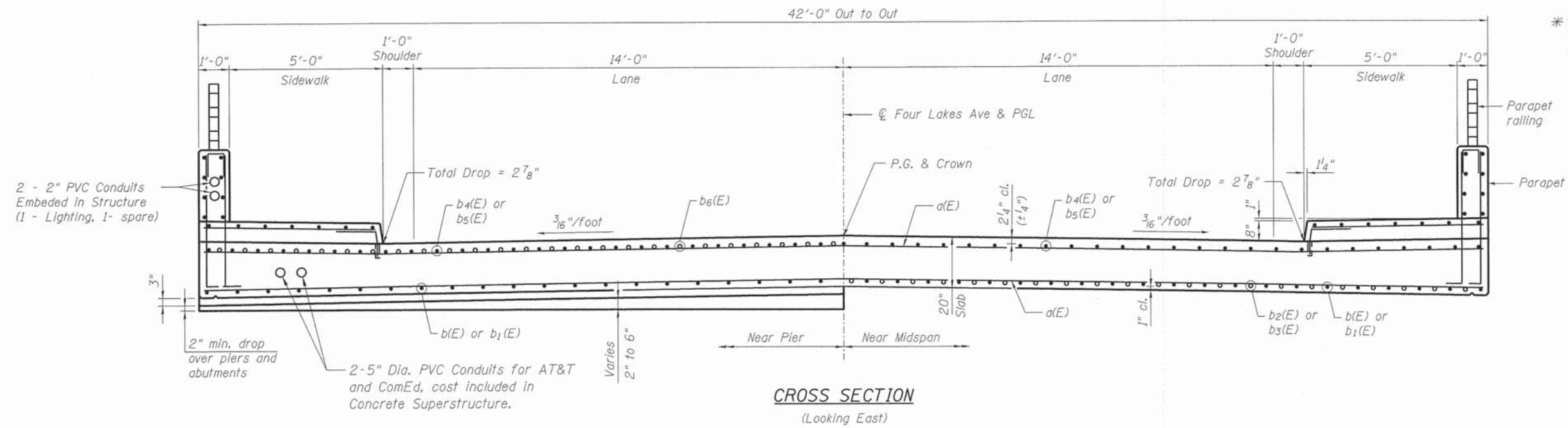
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLAN
 STRUCTURE NO. 022-6663**

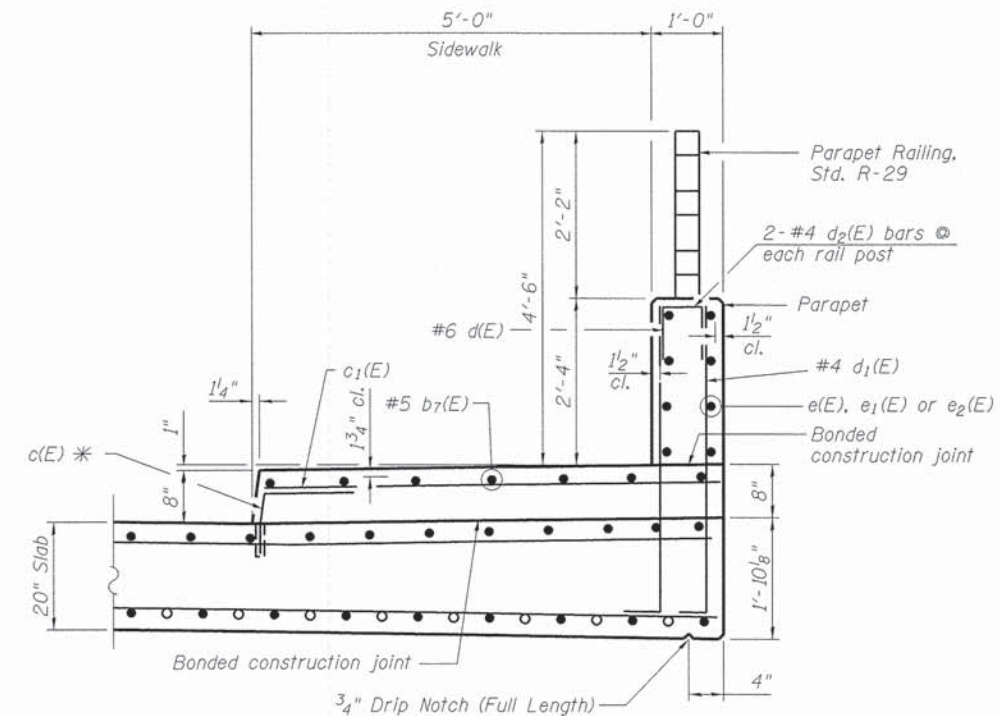
SHEET NO. 5 OF 17 SHEETS

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CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

Notes:
 See Sheet 8 of 17 for superstructure details and Bill of Material.
 See Sheet 7 of 17 for parapet reinforcement.



* Core and set bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations.



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 ITASCA, ILLINOIS

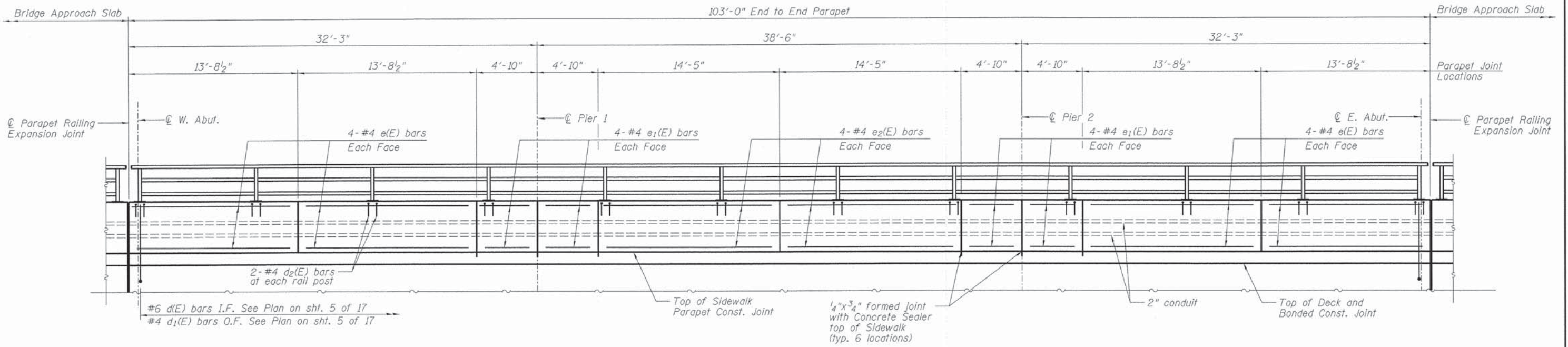
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 022-6663

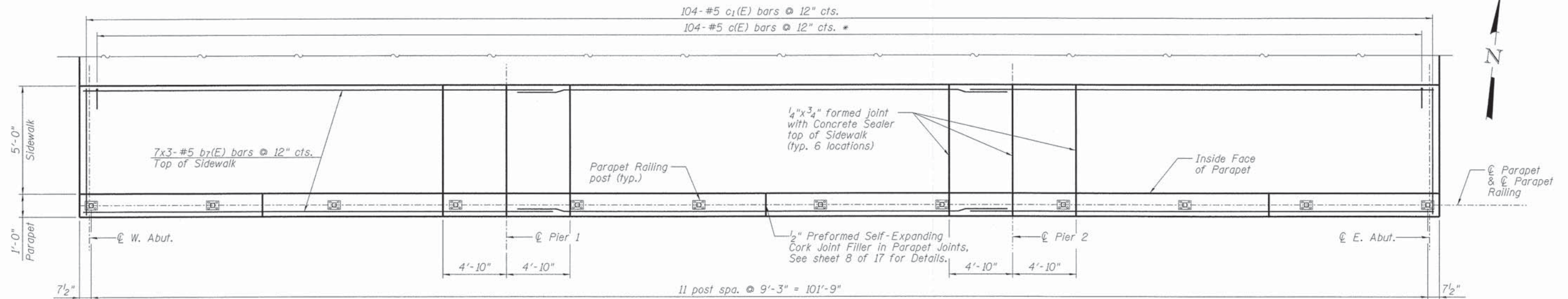
SHEET NO. 6 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



ELEVATION OF INSIDE FACE OF PARAPET

(North Parapet Shown. South Parapet Similar)



SIDEWALK PLAN AND PARAPET PLAN

(South Sidewalk Shown. North Sidewalk Similar)

Notes:

- For bar details see sheet 8 of 17.
- For Railing details see sheet 11 of 17.
- For Parapet and Sidewalk cross-section see sheet 6 of 17.
- Bars indicated thus 7x3-#5 etc. indicates lines 7 of bars with 3 lengths per line.
- #5 min. lap = 2'-6".

* Core and set bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

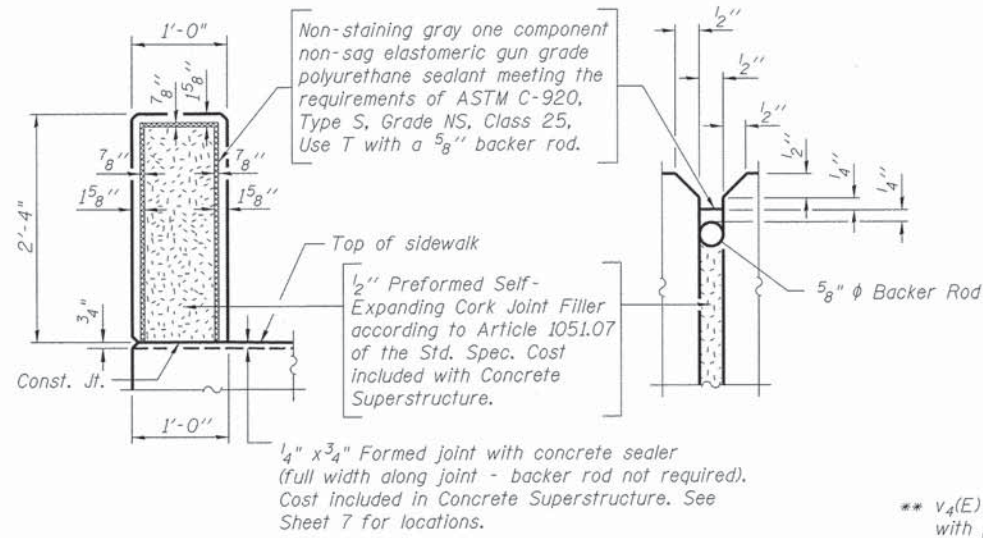
**SIDEWALK AND PARAPET PLAN AND ELEVATION
STRUCTURE NO. 022-6663**

SHEET NO. 7 OF 17 SHEETS

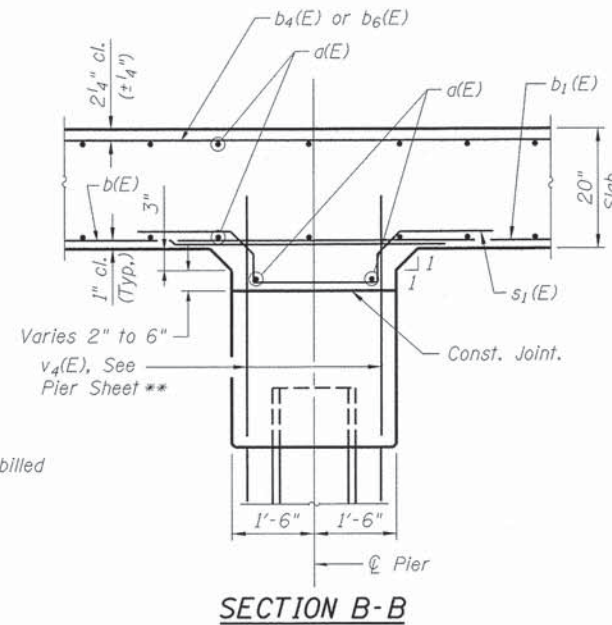
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	11-00058-00-BR	DuPAGE	94	59
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	218	#5	41'-8"	—
b(E)	86	#8	35'-1"	—
b ₁ (E)	43	#8	42'-8"	—
b ₂ (E)	84	#8	27'-2"	—
b ₃ (E)	42	#8	27'-2"	—
b ₄ (E)	102	#8	36'-0"	—
b ₅ (E)	102	#5	22'-4"	—
b ₆ (E)	100	#7	15'-10"	—
b ₇ (E)	42	#5	35'-11"	—
c(E)	208	#5	2'-0"	—
c ₁ (E)	208	#5	5'-7"	—
d(E)	208	#6	5'-5"	—
d ₁ (E)	208	#4	5'-6"	—
d ₂ (E)	48	#4	2'-2"	—
e(E)	64	#4	13'-4"	—
e ₁ (E)	64	#4	4'-6"	—
e ₂ (E)	32	#4	14'-1"	—
s(E)	86	#5	6'-4"	—
s ₁ (E)	86	#5	8'-4"	—
x(E)	86	#5	8'-10"	—
Reinforcement Bars, Epoxy Coated		Pound	55,920	
Concrete Superstructure		Cu. Yd.	328.6	
Bridge Deck Grooving		Sq. Yd.	321	
Protective Coat		Sq. Yd.	550	

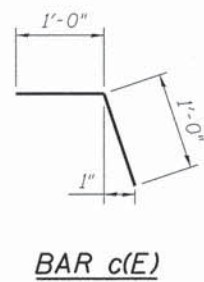


PARAPET JOINT DETAILS

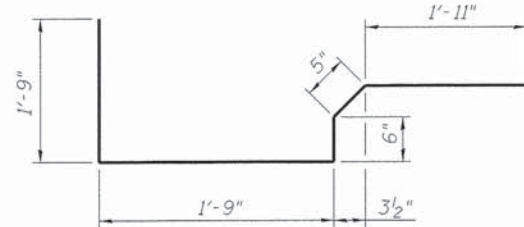


SECTION B-B

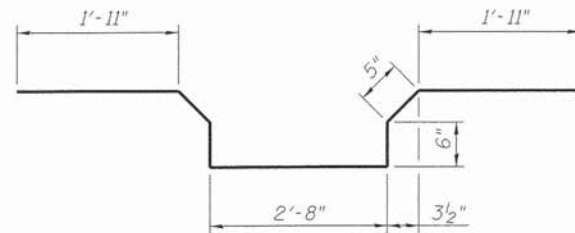
** v₄(E) bars billed with piers



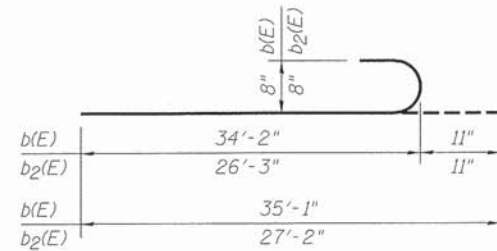
BAR c(E)



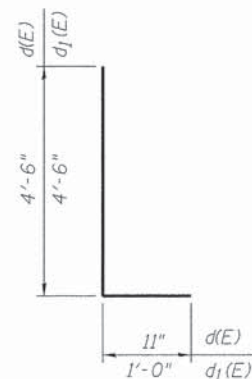
BAR s(E)



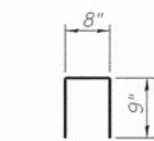
BAR s₁(E)



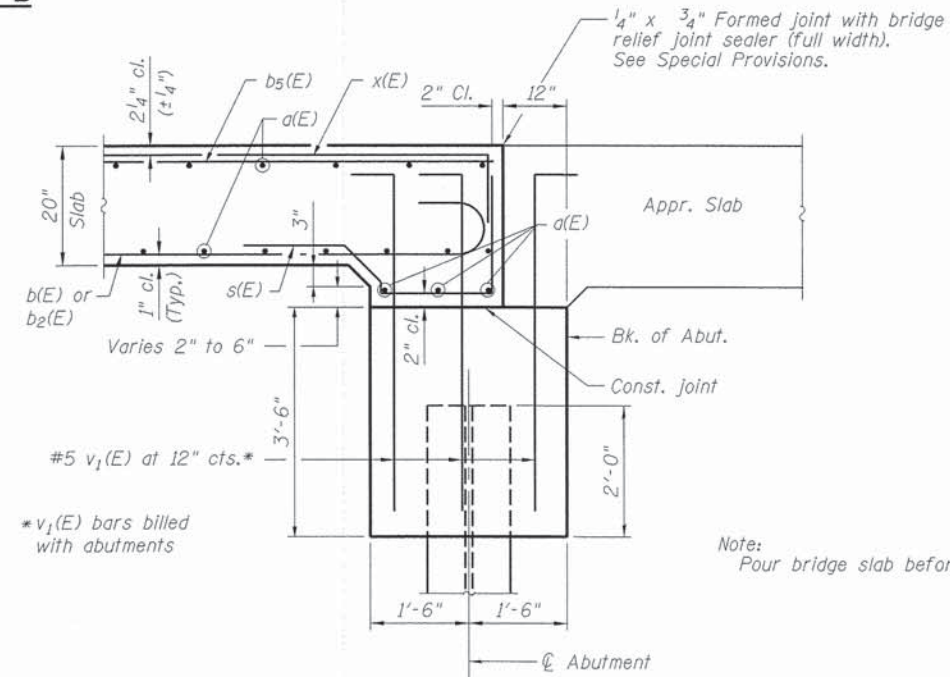
BAR b(E) & b₂(E)



BAR d(E) & d₁(E)



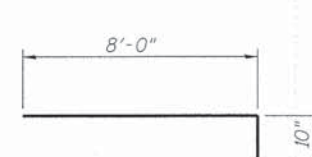
BAR d₂(E)



SECTION A-A

* v₁(E) bars billed with abutments

Note: Pour bridge slab before pouring approach slab.



BAR x(E)

FILE NAME = #FILE#

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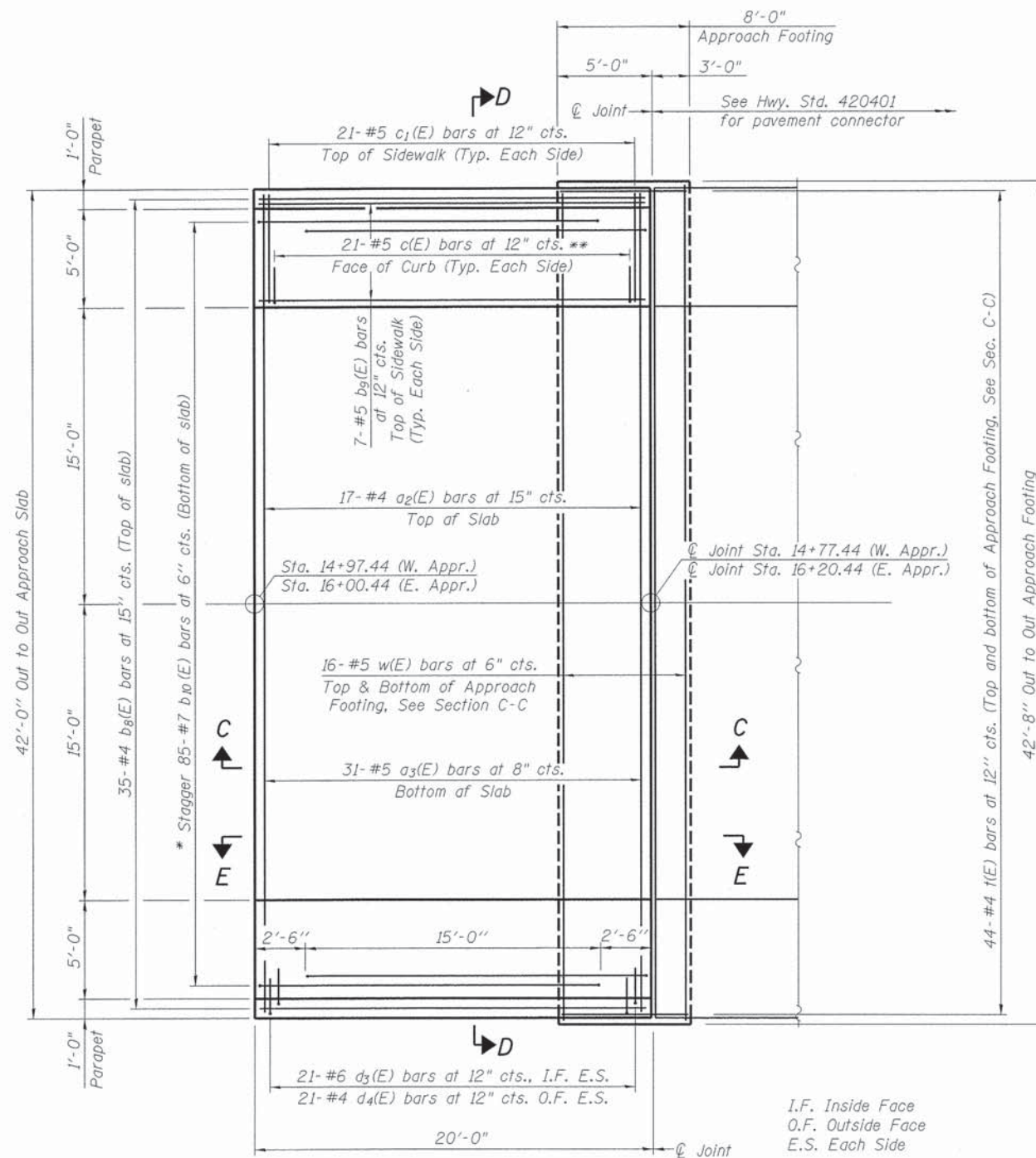
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PLOT SCALE =	CHECKED - JJI	REVISED
PLOT DATE = #DATE#	DRAWN - GM	REVISED
	CHECKED - JJI	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUPERSTRUCTURE DETAILS

SHEET NO. 8 OF 17 SHEETS

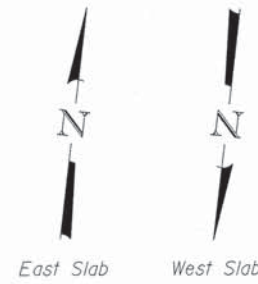
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	60
				CONTRACT NO. 61A89
ILLINOIS FED. AID PROJECT				



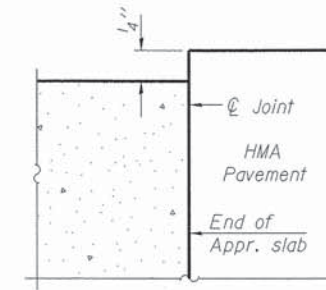
PLAN

(East Appr. Slab shown, West Appr. Slab similar)

** Core and set bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations.

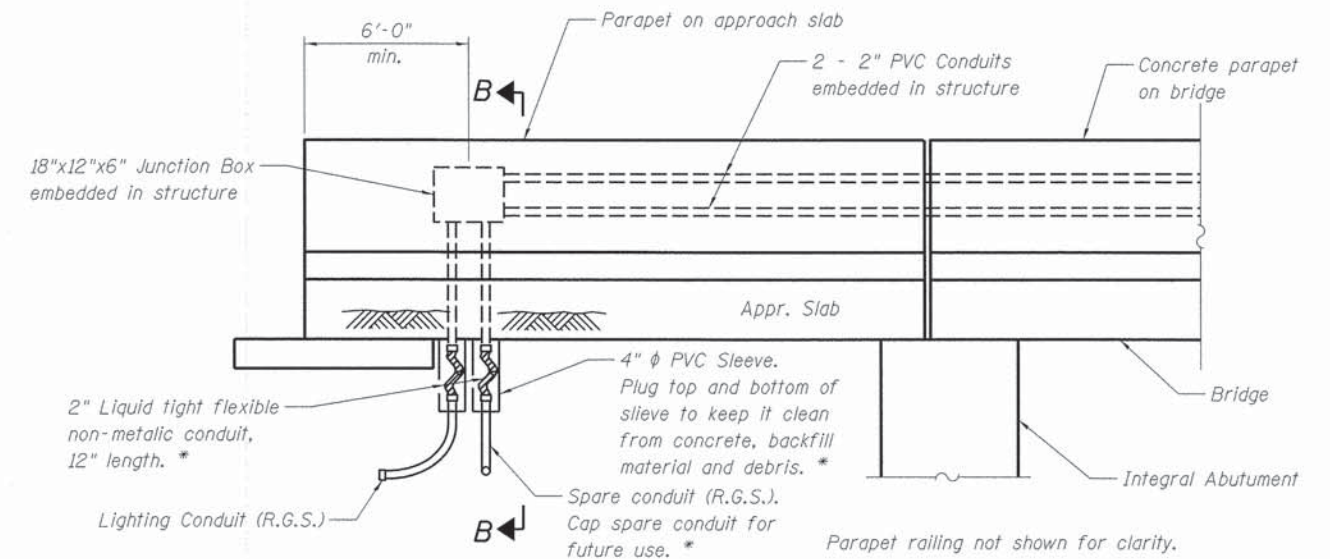


Notes:
See sheet 10 of 17 for Sections C-C & D-D and View E-E.



FLEXIBLE PAVEMENT

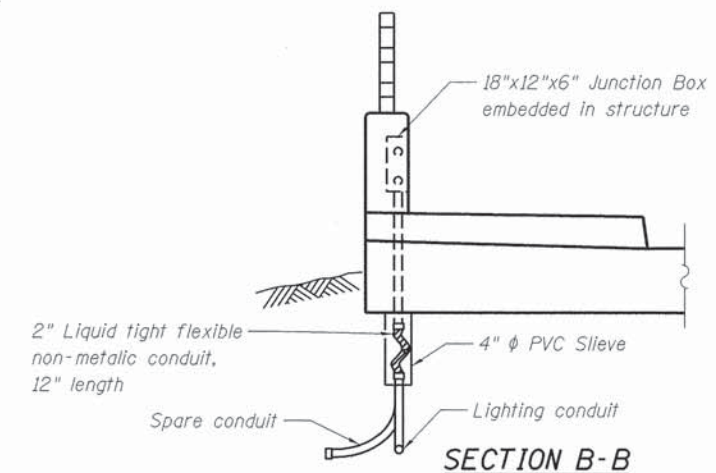
DETAIL A



CONDUIT DETAIL

(NW and NE parapet on approach slab)
(See Lighting Plans for details and payment)

* Cost included with Conduit Embedded in Structure.



SECTION B-B

FILE NAME = #FILE#



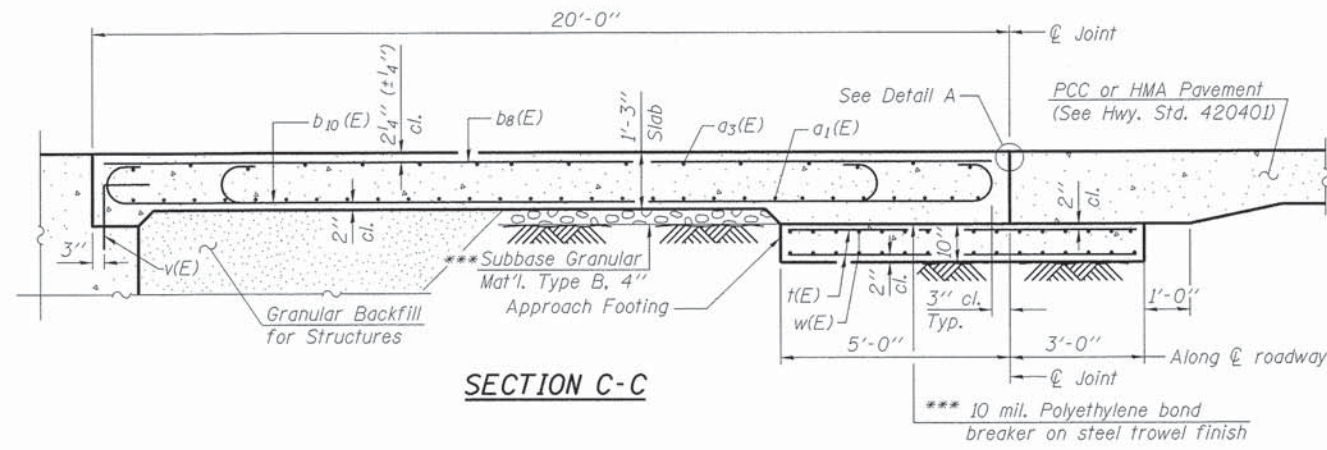
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PLOT SCALE =	CHECKED - JJI	REVISED
PLOT DATE = #DATE#	DRAWN - GM	REVISED
	CHECKED - JJI	REVISED

**STATE OF ILLINOIS
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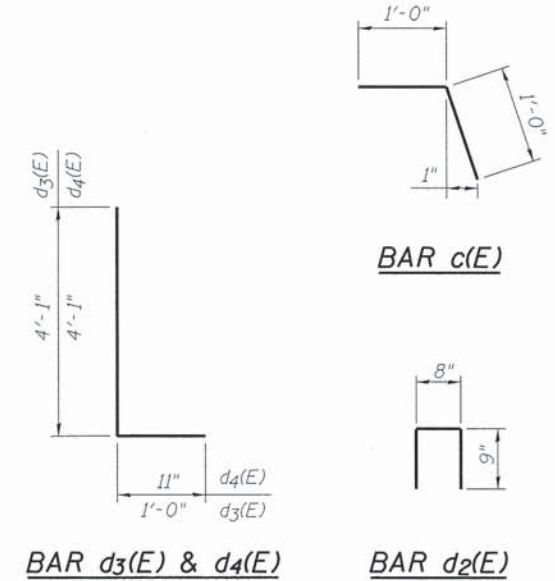
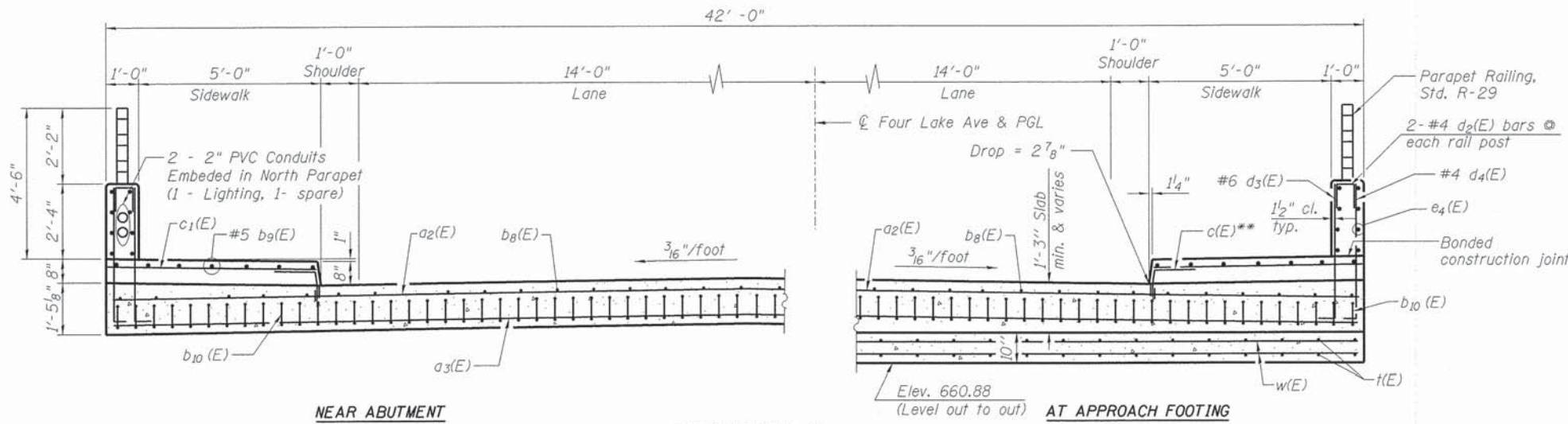
**BRIDGE APPROACH SLAB
STRUCTURE NO. 022-6663**

SHEET NO. 9 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	61
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				



Notes:
 See sheet 9 of 17 for Detail A.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 12 of 17.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 17.
 For additional parapet details, see sheets 6, 7 & 8 of 17.



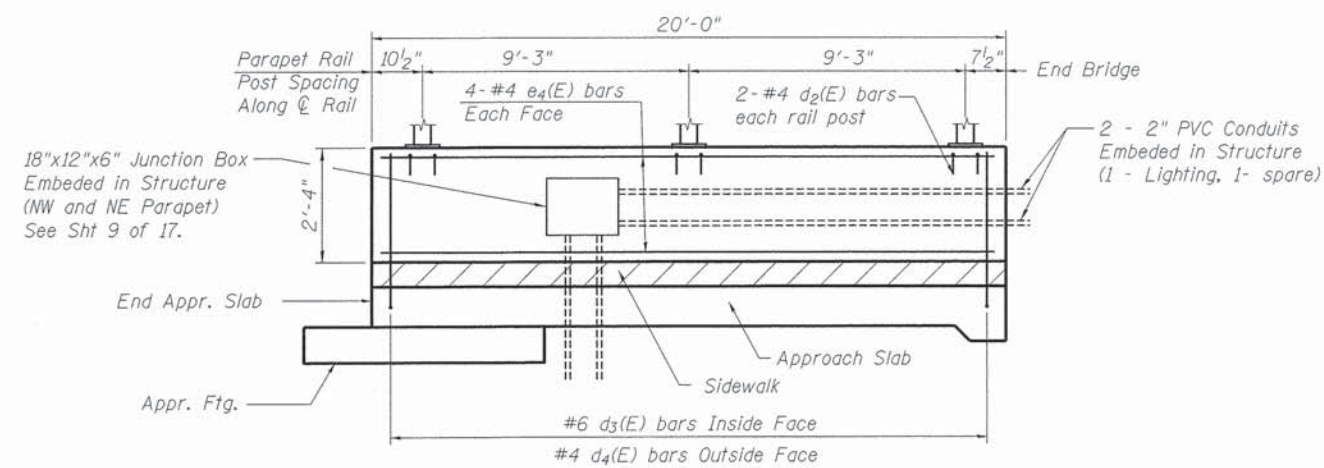
NEAR ABUTMENT

SECTION D-D

(See Plan for dimensions not shown)

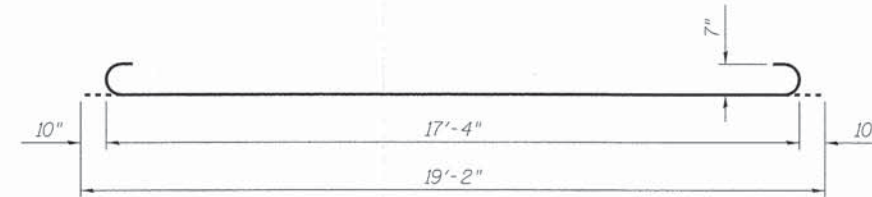
** Core and set bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations.

*** Cost included with Concrete Superstructure.



VIEW E-E

(North Parapet shown, South Parapet similar)



BAR b₁₀(E)

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₂ (E)	34	#4	41'-8"	—
a ₃ (E)	62	#5	41'-8"	—
b ₈ (E)	70	#4	19'-8"	—
b ₉ (E)	28	#5	19'-8"	—
b ₁₀ (E)	170	#7	19'-0"	U
c(E)	84	#5	2'-0"	┌
c ₁ (E)	84	#5	5'-7"	—
d ₂ (E)	24	#4	2'-2"	U
d ₃ (E)	84	#6	5'-1"	┌
d ₄ (E)	84	#4	5'-0"	┌
e ₄ (E)	32	#4	19'-8"	—
t(E)	176	#4	7'-8"	—
w(E)	64	#5	42'-4"	—
Concrete Superstructure		Cu. Yd.	102.8	
Concrete Structures		Cu. Yd.	21.2	
Reinforcement Bars, Epoxy Coated		Pound	17,500	
Bridge Deck Grooving		Sq. Yd.	126	
Protective Coat		Sq. Yd.	214	

FILE NAME = #FILE#

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 ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED
PLOT SCALE =	CHECKED - JJI	REVISED
PLOT DATE = #DATE#	DRAWN - GM	REVISED
	CHECKED - JJI	REVISED

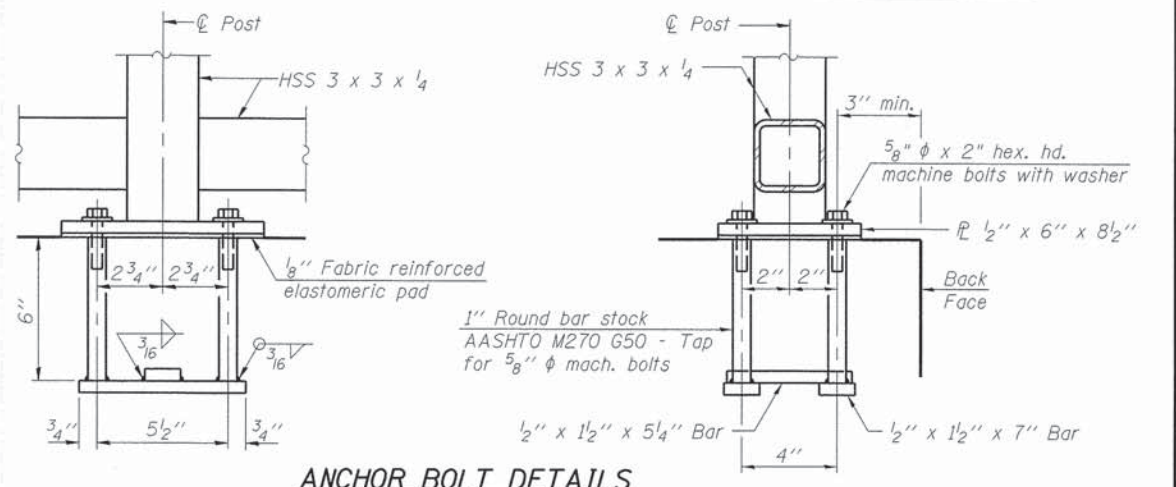
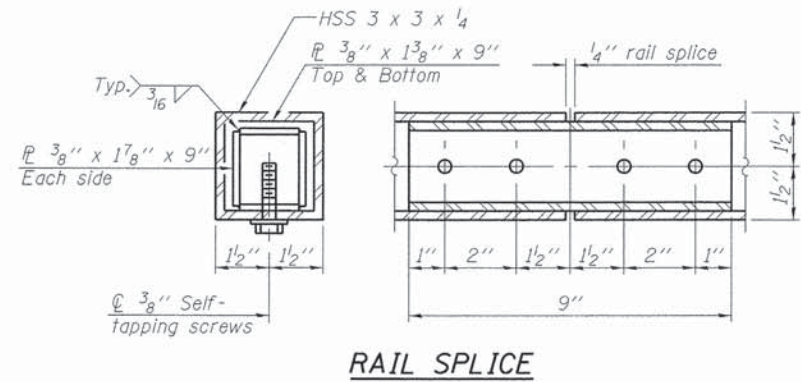
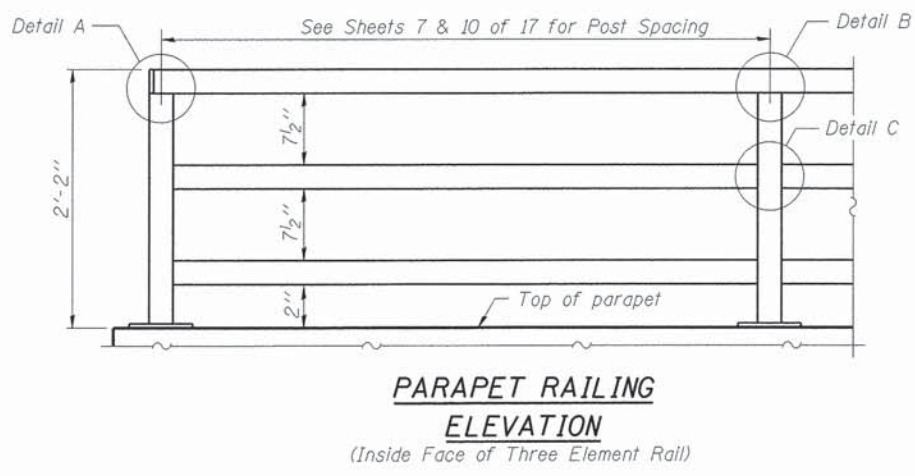
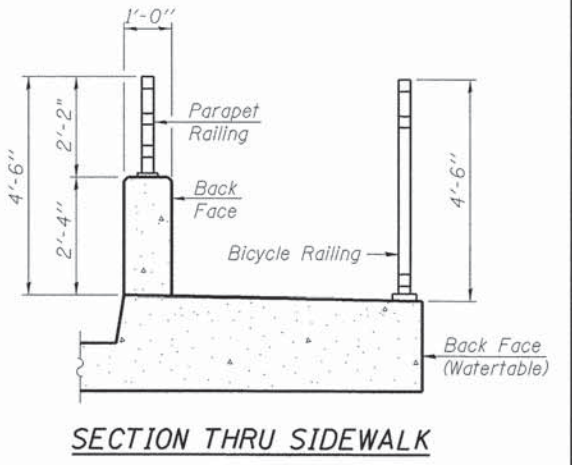
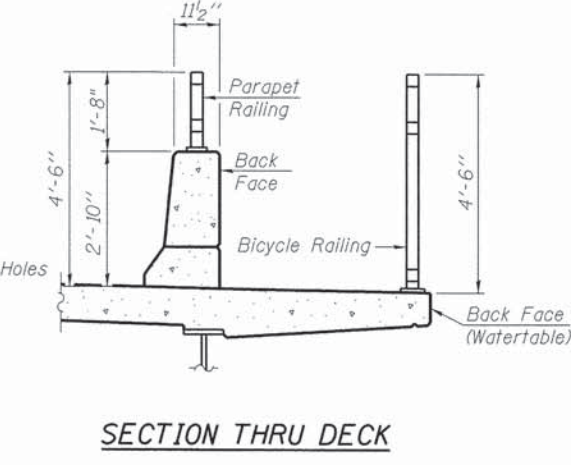
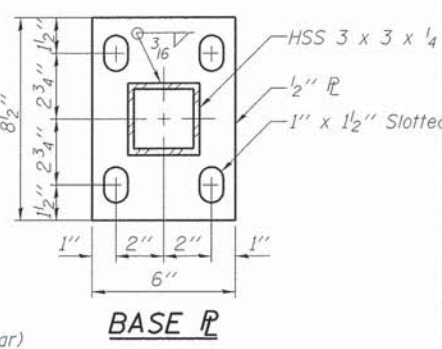
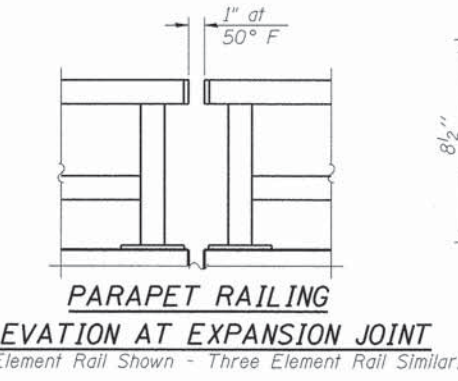
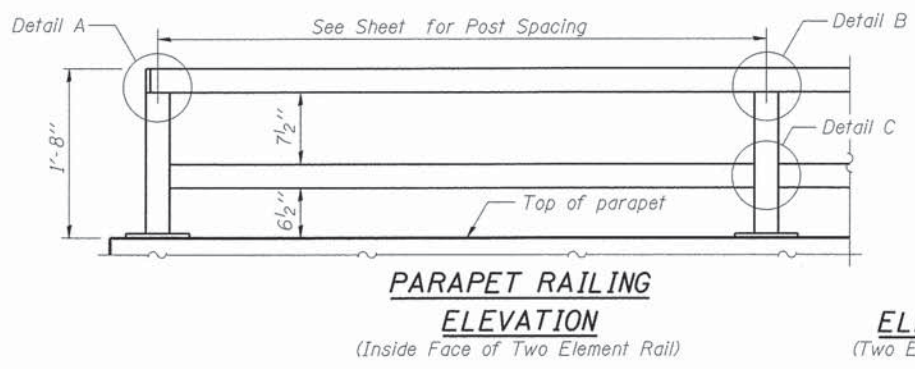
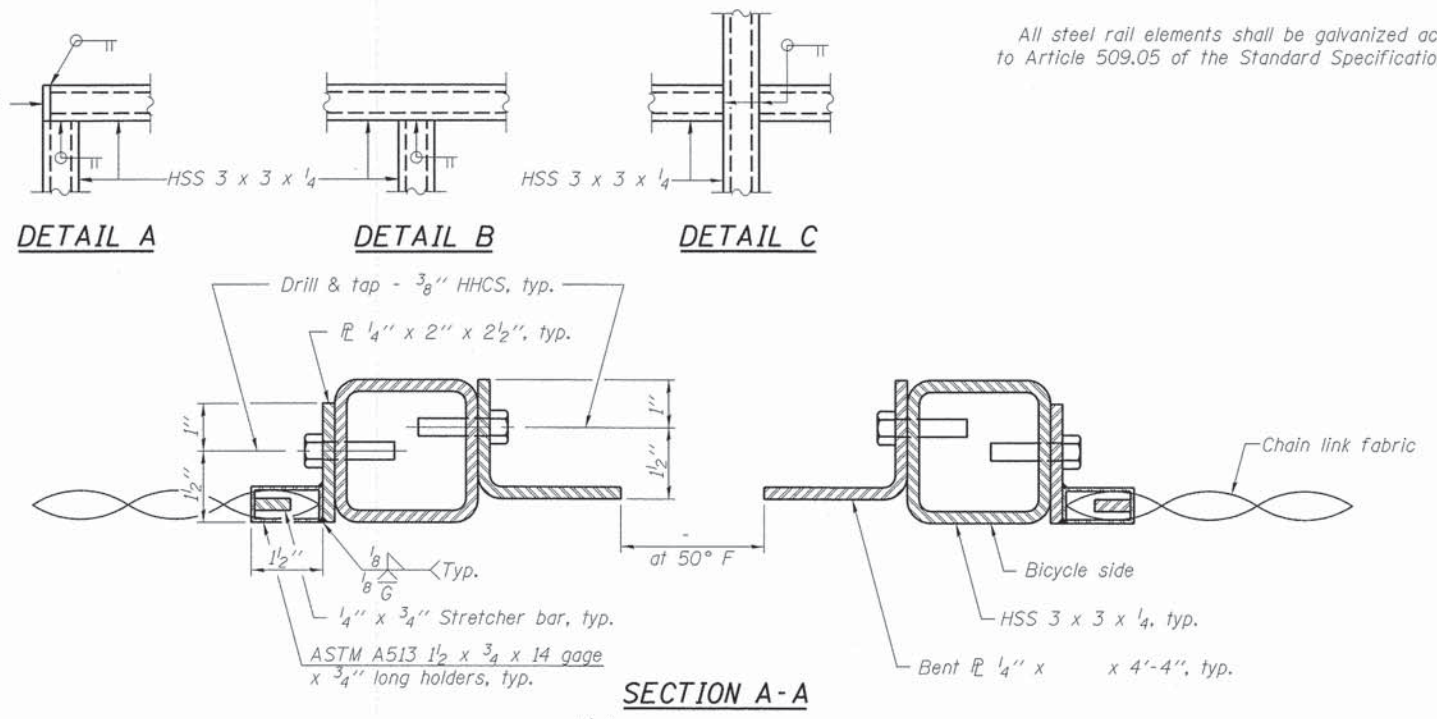
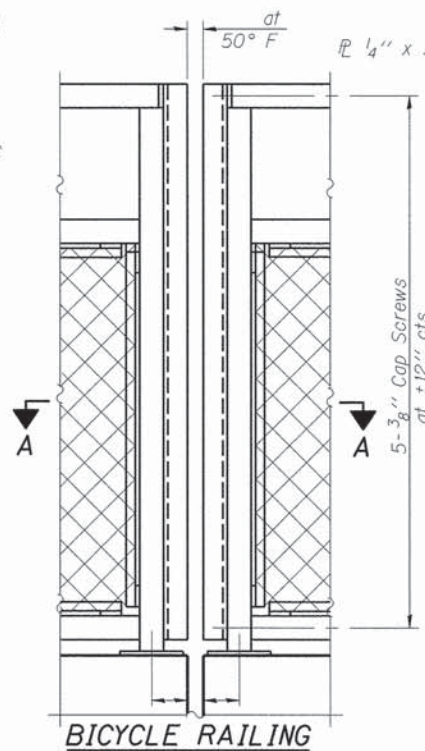
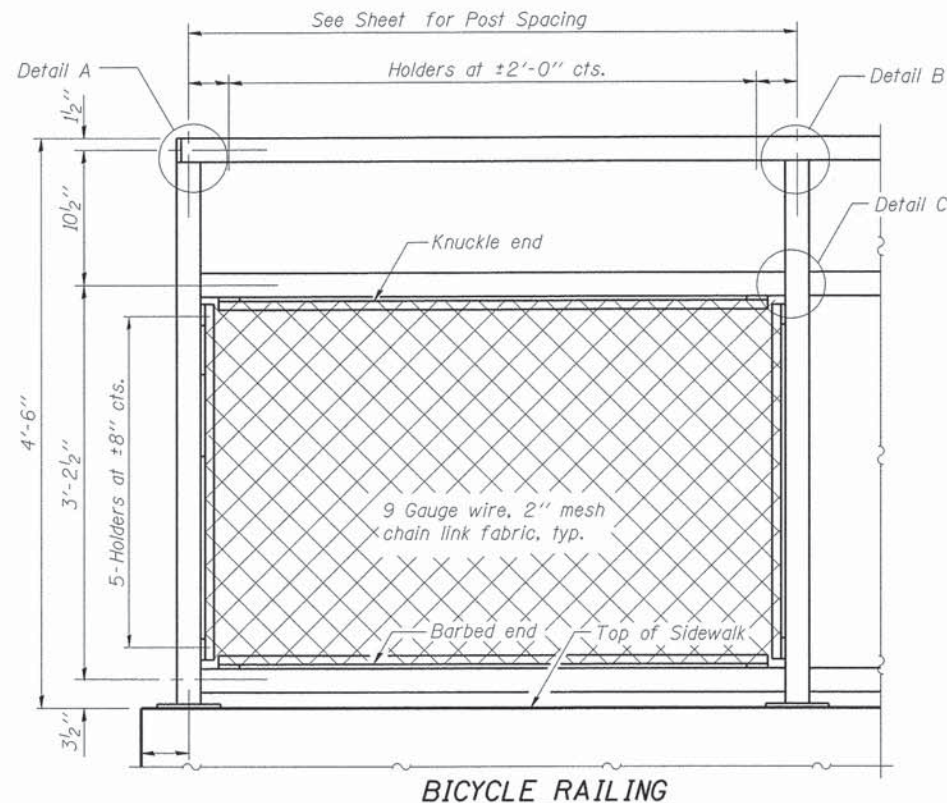
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 022-6663

SHEET NO. 10 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	62
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

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



In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	--
Parapet Railing	Foot	284

R-29

1-27-12 (10'-0" Maximum Post Spacing)

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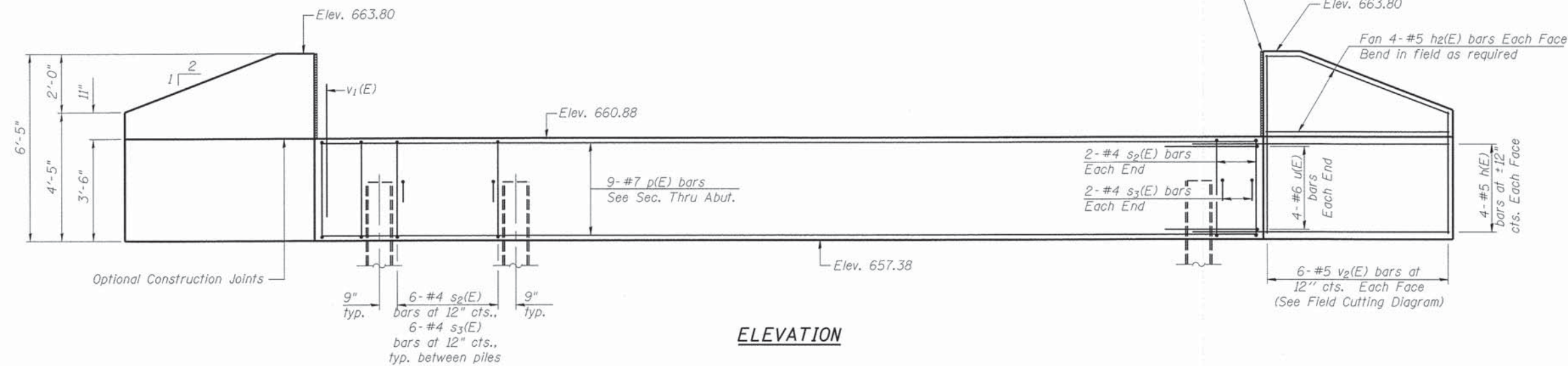
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PLOT SCALE =	CHECKED - JJI	REVISED
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	CHECKED - JJI	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

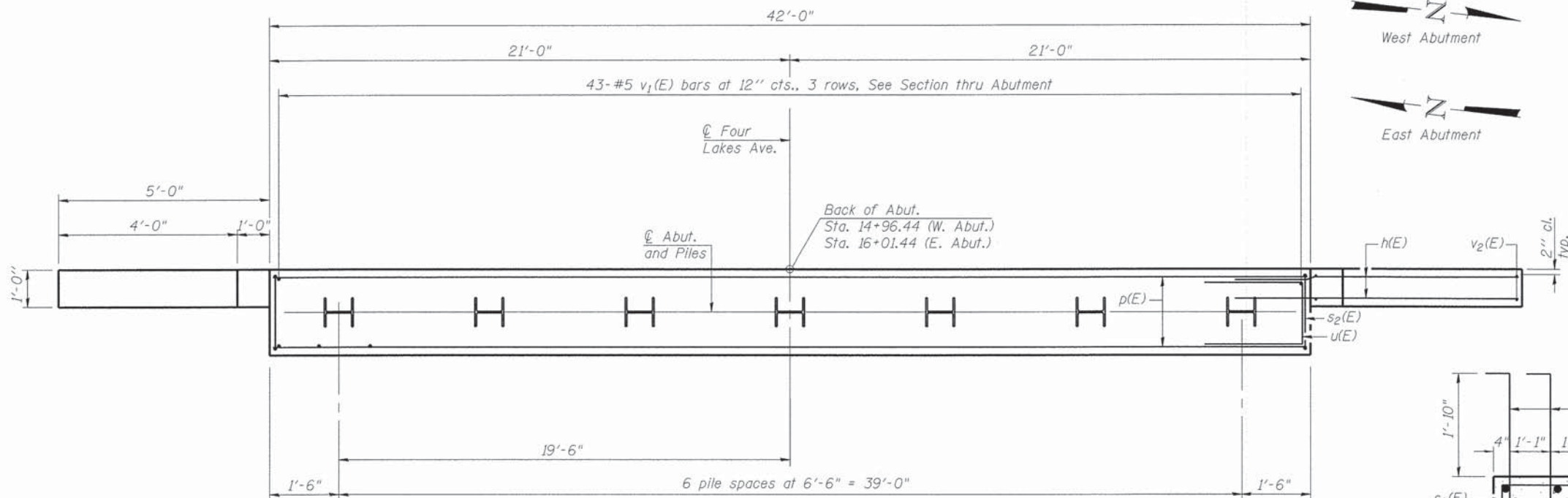
BICYCLE RAILING
 STRUCTURE NO. 022-6663
 SHEET NO. 11 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	63
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

2" P.J.F (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.



ELEVATION



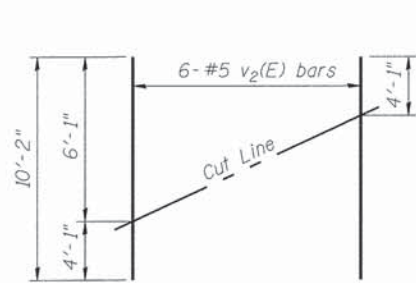
PLAN

(West Abutment shown, East Abut. similar)

PILE DATA

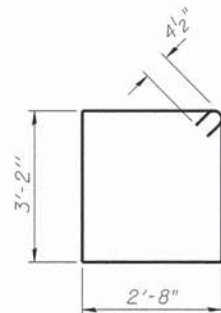
West Abutment:
 HP 12x53 with Pile Shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 230 kips
 Est. Length: 23 ft
 No. Production Piles: 6
 No. Test Piles: 1

East Abutment:
 HP 12x53 with Pile Shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 230 kips
 Est. Length: 22 ft
 No. Production Piles: 6
 No. Test Piles: 1

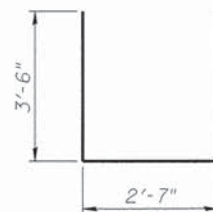


FIELD CUTTING DIAGRAM

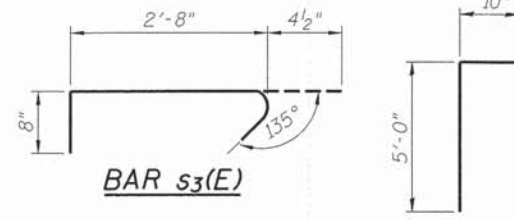
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



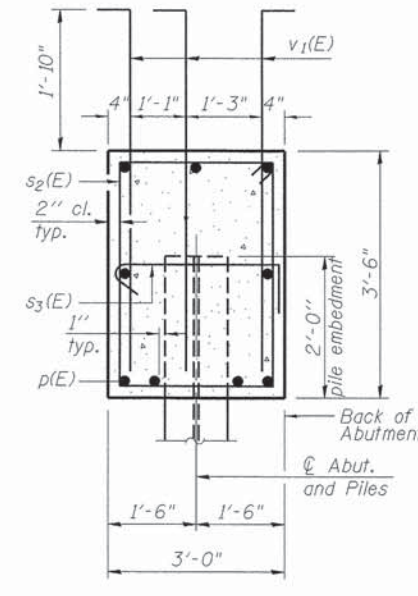
BAR s2(E)



BAR u(E)



BAR v1(E)



SEC. THRU ABUT.

BILL OF MATERIAL WEST ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	16	#5	7'-0"	—
h2(E)	16	#5	4'-8"	—
p(E)	9	#7	41'-8"	—
s2(E)	40	#4	12'-5"	□
s3(E)	40	#4	3'-11"	└
u(E)	8	#6	9'-7"	└
v1(E)	129	#5	5'-10"	—
v2(E)	12	#5	10'-2"	—
Structure Excavation		Cu. Yd.	41	
Concrete Structures		Cu. Yd.	18.5	
Reinforcement Bars, Epoxy Coated		Pound	2,410	
Furnishing - Steel Piles, HP 12x53		Foot	138	
Driving Piles		Foot	138	
Test Pile, Steel HP 12x53		Each	1	
Pile Shoes		Each	7	

BILL OF MATERIAL EAST ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	16	#5	7'-0"	—
h2(E)	16	#5	4'-8"	—
p(E)	9	#7	41'-8"	—
s2(E)	40	#4	12'-5"	□
s3(E)	40	#4	3'-11"	└
u(E)	8	#6	9'-7"	└
v1(E)	129	#5	5'-10"	—
v2(E)	12	#5	10'-2"	—
Structure Excavation		Cu. Yd.	41	
Concrete Structures		Cu. Yd.	18.5	
Reinforcement Bars, Epoxy Coated		Pound	2,410	
Furnishing - Steel Piles, HP 12x53		Foot	132	
Driving Piles		Foot	132	
Test Pile, Steel HP 12x53		Each	1	
Pile Shoes		Each	7	

For details of piles see sheet 14 of 17.

AIS-0 8-31-12



USER NAME =	DESIGNED - NS	REVISED
PLOT SCALE =	CHECKED - JJI	REVISED
PLOT DATE = #DATE#	DRAWN - GM	REVISED
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

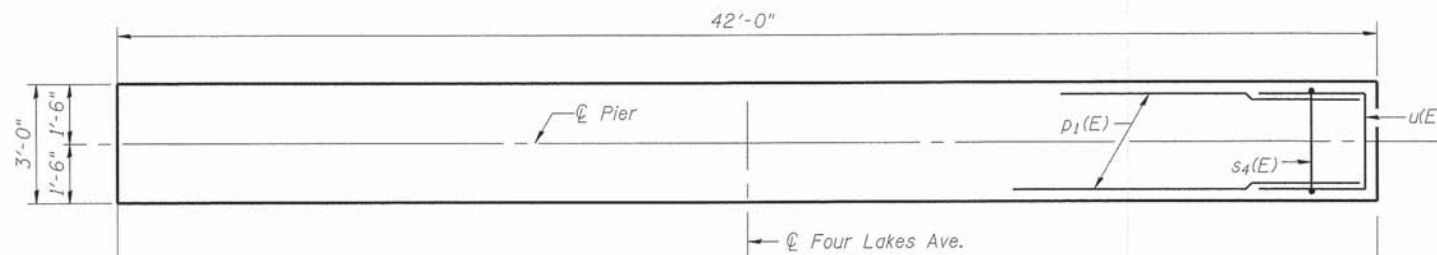
ABUTMENTS
 STRUCTURE NO. 022-6663

SHEET NO. 12 OF 17 SHEETS

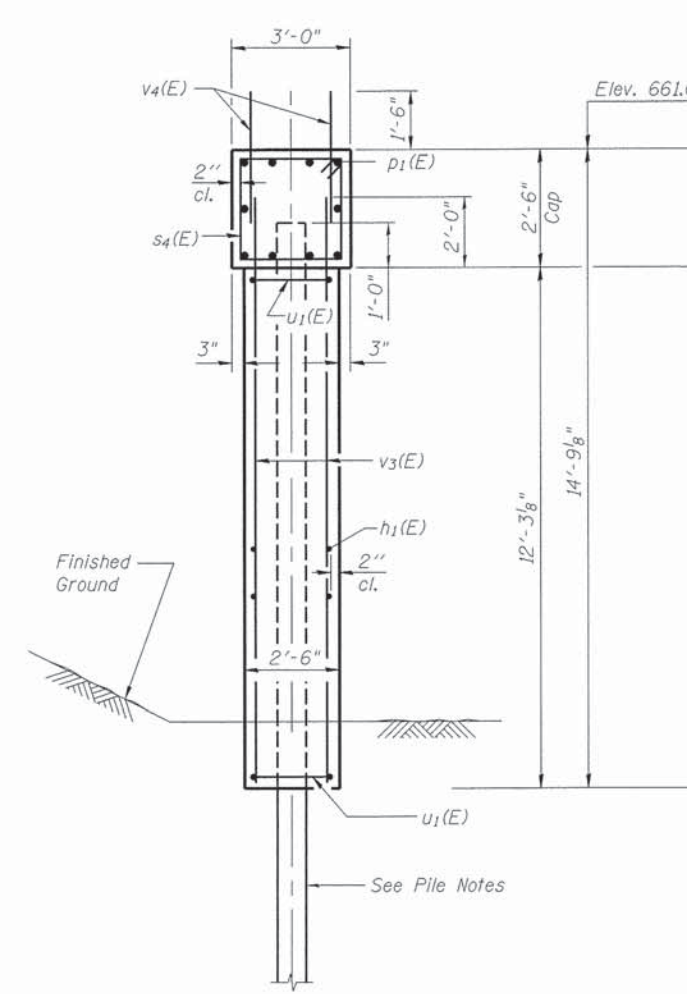
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	64
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				

PILE DATA

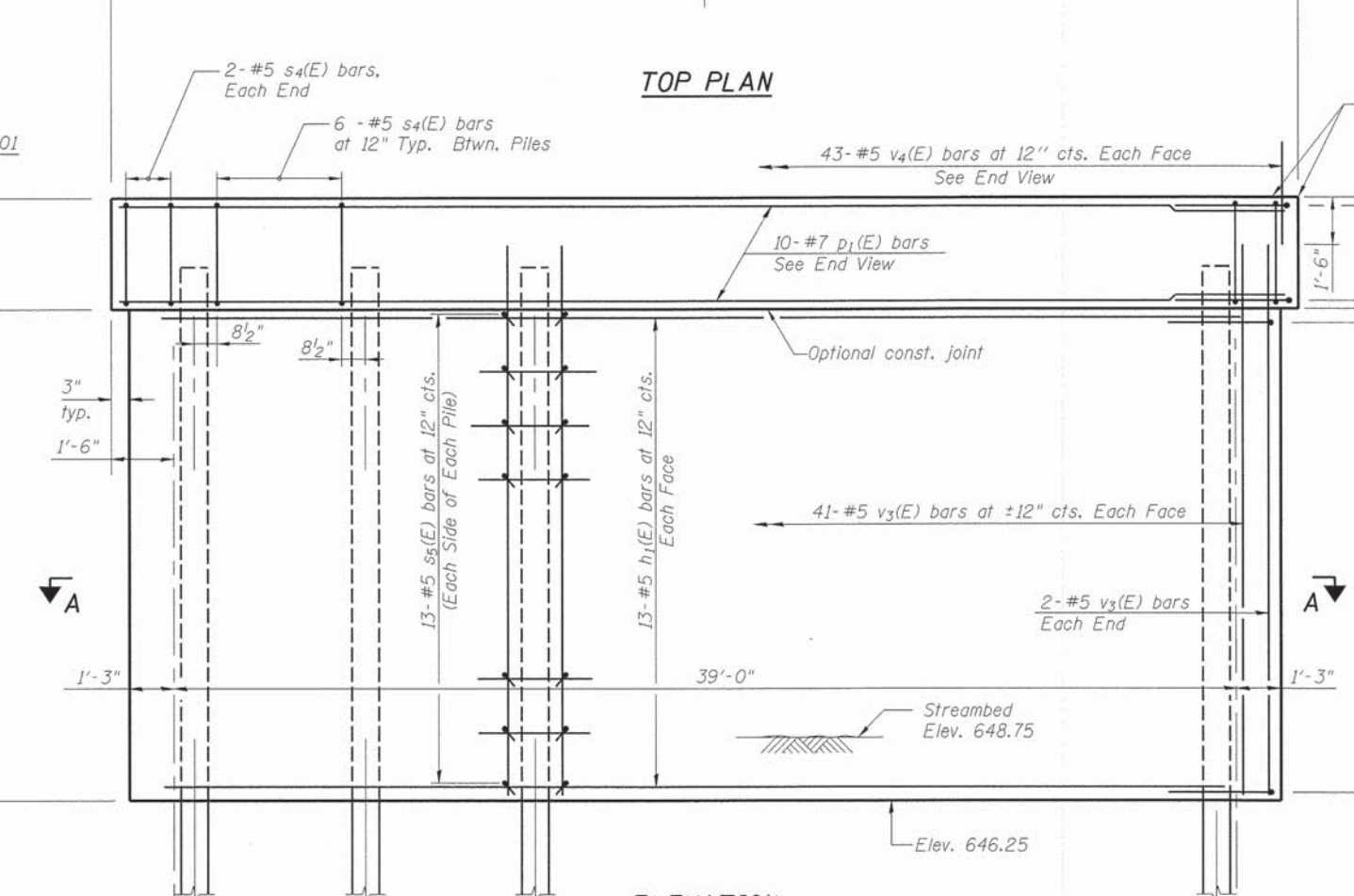
Type: HP 12x53
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 230 kips
 Est. Length: 25' (Pier 1) (Setting Piles in Rock)
 25' (Pier 2) (Setting Piles in Rock)
 No. Setting Piles in Rock: 7 Each Pier



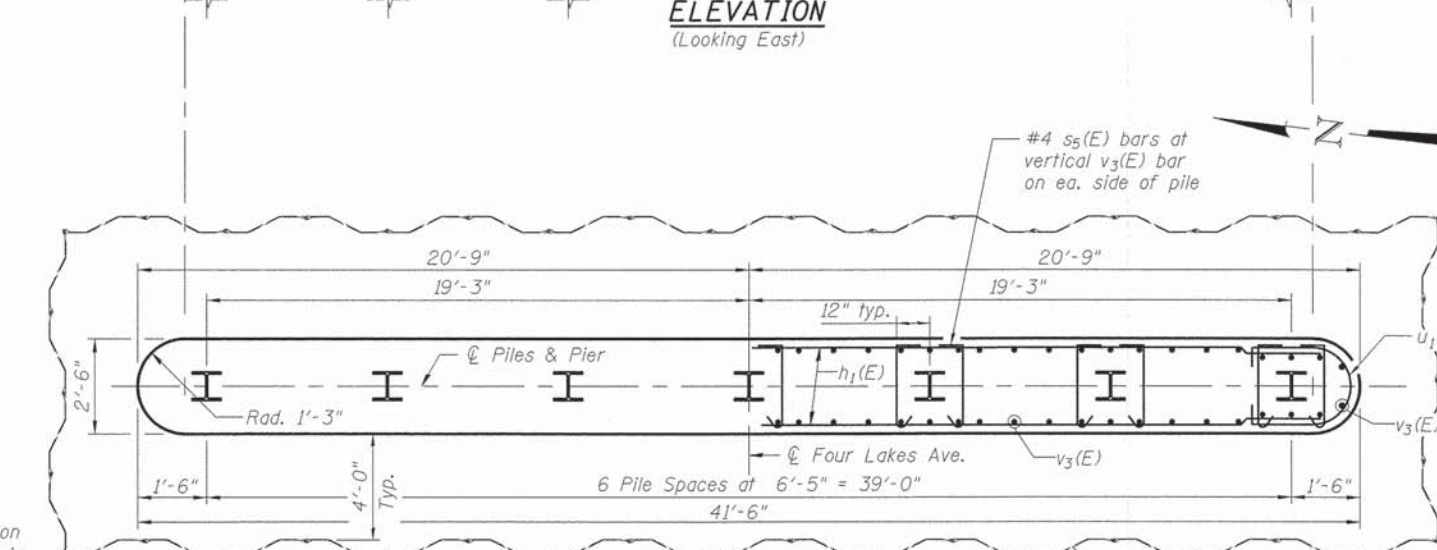
TOP PLAN



END VIEW



ELEVATION
(Looking East)



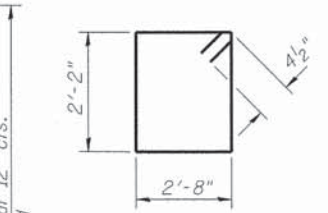
SECTION A-A

PIER 1 - BILL OF MATERIAL

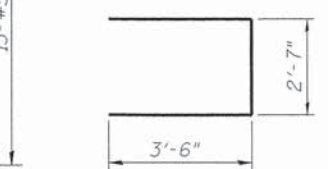
Bar	No.	Size	Length	Shape
h ₁ (E)	26	#5	39'-0"	—
p ₁ (E)	10	#7	41'-8"	—
s ₄ (E)	40	#4	10'-5"	□
s ₅ (E)	182	#4	3'-3"	┌
u(E)	6	#6	9'-7"	U
u ₁ (E)	26	#5	9'-9"	U
v ₃ (E)	86	#5	14'-1"	—
v ₄ (E)	86	#5	3'-0"	—
Cofferdam Excavation			Cu. Yd.	120
Cofferdam (Type 2)			Each	1
Concrete Structures			Cu. Yd.	58.2
Seal Coat Concrete			Cu. Yd.	74
Reinforcement Bars, Epoxy Coated			Pound	4,700
Furnishing - Steel Piles, HP 12x53			Foot	175
Setting Piles in Rock			Each	7

PIER 2 - BILL OF MATERIAL

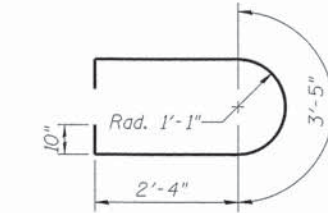
Bar	No.	Size	Length	Shape
h ₁ (E)	26	#5	39'-0"	—
p ₁ (E)	10	#7	41'-8"	—
s ₄ (E)	40	#4	10'-5"	□
s ₅ (E)	182	#4	3'-3"	┌
u(E)	6	#6	9'-7"	U
u ₁ (E)	26	#5	9'-9"	U
v ₃ (E)	86	#5	16'-7"	—
v ₄ (E)	86	#5	3'-0"	—
Cofferdam Excavation			Cu. Yd.	120
Cofferdam (Type 2)			Each	1
Concrete Structures			Cu. Yd.	58.2
Seal Coat Concrete			Cu. Yd.	74
Reinforcement Bars, Epoxy Coated			Pound	4,700
Furnishing - Steel Piles, HP 12x53			Foot	175
Setting Piles in Rock			Each	7



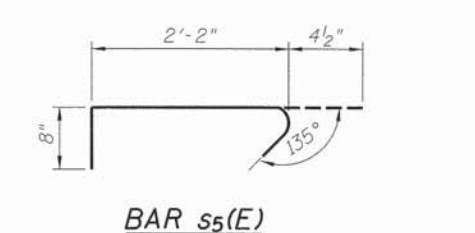
BAR s₄(E)



BARS u(E)



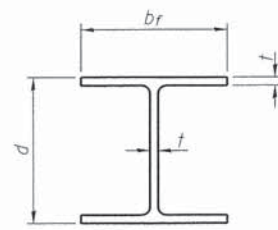
BARS u₁(E)



BAR s₅(E)

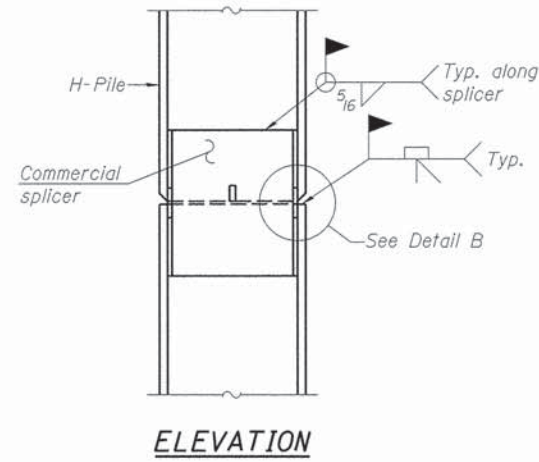
Pile Notes:
 The piles for Piers shall be set in rock according to the special provision 'Setting Piles in Rock' and as described herein. The piles shall be set in 24 inch diameter holes, in sound bedrock, for a depth of 3 feet. The rock socket shall be filled with Class SI Concrete to the top of sound bedrock. The remainder of the hole shall be filled with Class SI Concrete or Controlled Low-Strength Material (CLSM). If CLSM is used to fill the remainder of the hole the cost is included in the item Setting Piles in Rock.

Notes:
 For details of piles, see sheet 14 of 17.
 For Cofferdam Detail, see Sheet 2 of 17.
 If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

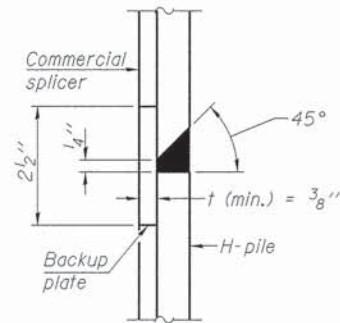


STEEL PILE TABLE

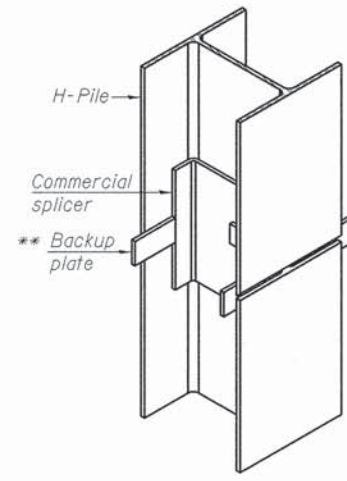
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

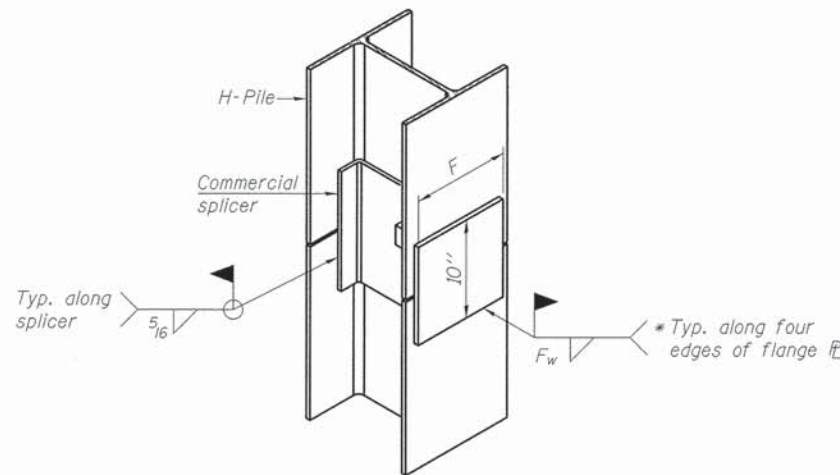


DETAIL "B"



ISOMETRIC VIEW

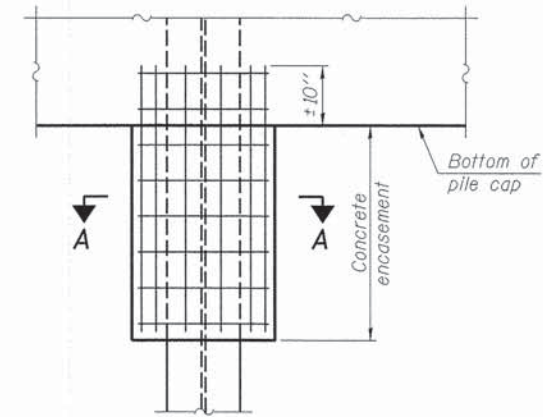
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

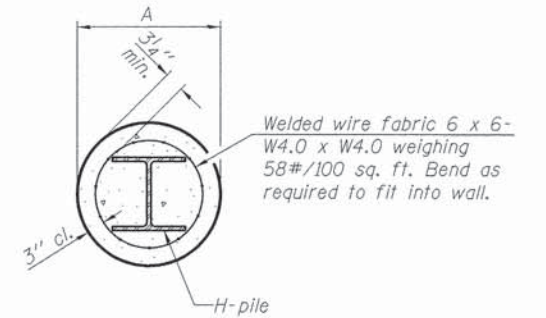
WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).



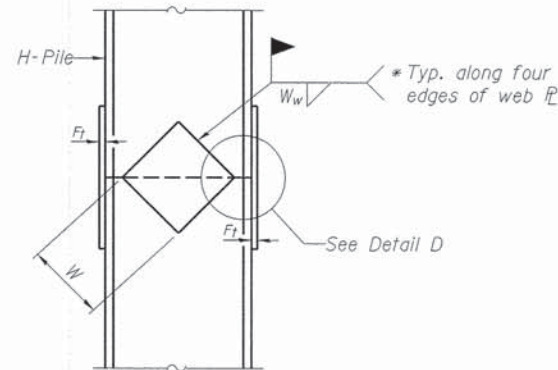
ELEVATION

PILE ENCASEMENT

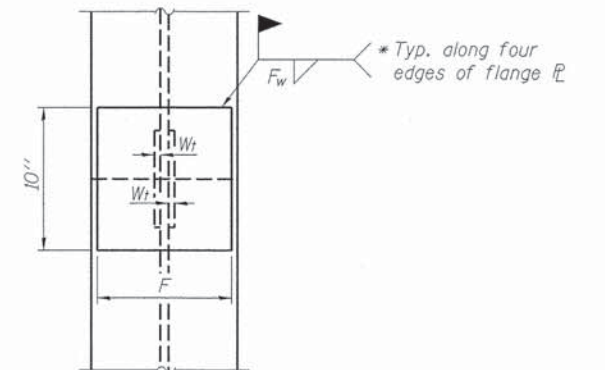


SECTION A-A

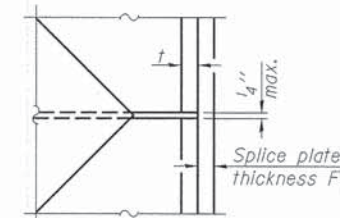
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

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

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

F-HP

1-27-12



USER NAME =
DESIGNED - NS
CHECKED - JJI
DRAWN - GM
PLOT DATE = #DATE#

REVISOR
REVISOR
REVISOR
REVISOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 022-6663

SHEET NO. 14 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	66
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

Geo Services, Inc. SOIL BORING LOG PAGE 1 of 2
 DATE 4/18/2012
 LOGGED BY DR
 GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
 SECTION --- LOCATION T 38 N. R 10 E. SEC 15, SE 1/4, 3rd PM
 COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. BS-01
 Station 14+79.27
 Offset 9.32' Right
 Ground Surface Elev. 661.4

DEPTH (ft)	BLU (lb/ft)	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLU (lb/ft)	UCS (tsf)	MOIST (%)
0				14.0" ASPHALT	0			
7		111		SAND, GRAVEL & FRACTURED ROCK-gray-dense (A-1)	7			
5	1.88				5			
4				CLAY LOAM with Gravel & Stone-dark brown, gray & black-stiff to very stiff (Fill)	4			
5					5			
7	2.78P	26		TOPSOIL-black	7			
3					3			
6	1.78P	33			6			
4				SANDY CLAY LOAM-dark brown & black-loose (A-2)	4			
3					3			
10	1.25P	29			10			
3				SAND & GRAVEL-brown-medium dense (A-1)	3			
6					6			
7		NP	12		7			
9				SAND, GRAVEL & FRACTURED ROCK-gray-dense (A-1)	9			
20					20			
15		NP	6		15			
17					17			
20					20			
24		NP	8		24			
16					16			
19					19			
20		NP	4		20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Blade, (S)-Shear, (P)-Penetrometer, (ST)-Shelby Tube Sample, (VS)-Vane Shear Test. The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D206). The Unit Dry Weight (pcf) is noted in italics above moist (C) NR-No Recovery.

Geo Services, Inc. SOIL BORING LOG PAGE 2 of 2
 DATE 4/18/2012
 LOGGED BY DR
 GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
 SECTION --- LOCATION T 38 N. R 10 E. SEC 15, SE 1/4, 3rd PM
 COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. BS-01
 Station 14+79.27
 Offset 9.32' Right
 Ground Surface Elev. 661.4

Run 2 continued. RUN 2
 619.9

End Of Boring @ -41.5'
 Hollow Stem Augers To -10.0'
 Rotary Drilling To Completion
 CME Automatic Hammer

DEPTH (ft)	BLU (lb/ft)	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLU (lb/ft)	UCS (tsf)	MOIST (%)
18					18			
19					19			
21		NP	8		21			
25					25			
45					45			
65					65			
70					70			
75					75			
80					80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Blade, (S)-Shear, (P)-Penetrometer, (ST)-Shelby Tube Sample, (VS)-Vane Shear Test. The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D206). The Unit Dry Weight (pcf) is noted in italics above moist (C) NR-No Recovery.

Geo Services, Inc. ROCK CORE LOG PAGE 1 of 2
 DATE 4/18/2012
 LOGGED BY DR
 GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
 SECTION --- LOCATION T 38 N. R 10 E. SEC 15, SE 1/4, 3rd PM
 COUNTY DuPage CORING METHOD Rotary Wash

STRUCT. NO. ---
 Station ---
 BORING NO. BS-01
 Station 14+79.27
 Offset 9.32' Right
 Ground Surface Elev. 661.4

CORING BARREL TYPE & SIZE NX Double Seivel-10 ft
 Core Diameter 2.0 in
 Top of Rock Elev. 678.4
 Begin Core Elev. 637.9

DEPTH (ft)	RECOVERY (%)	CORRECTION (%)	UNIT WEIGHT (pcf)	UCS (tsf)	DESCRIPTION
1	93.0	63.0	n/a	np	Silurian System, Niagara Series Dolomite RUN 1 (-23.5' to -33.5') Light gray & fine grained with horizontal bedding. Lightly weathered with rust staining to -24.4'. Numerous horizontal fractures throughout.
23.5					
33.5					
35					
38.5					
41.5					

Color pictures of the cores Yes. Cores will be stored for examination for _____. The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938).



FILE NAME = #FILE#

PAGE 2 of 2

ROCK CORE LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
800. Amherst Circle, Suite 204 Naperville, Illinois 60563 (630) 350-3838

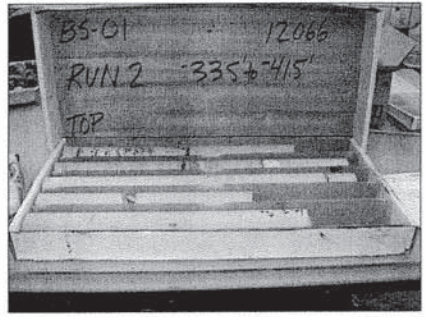
DATE 4/18/2012
LOGGED BY DR
GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
SECTION --- LOCATION T 38 N. R 10 E. SEC 15. SE 1/4. 3rd PM
COUNTY DuPage CORING METHOD Rotary Wash

STRUCT. NO. --- CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
Station --- Core Diameter 2.0 in
BORING NO. **BS-01** Top of Rock Elev. 627.9
Station 14+79.27 Begin Core Elev. 627.9
Offset 9.32' Right
Ground Surface Elev. 661.4

DEPTH (ft)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)
2	96.9	91.9	n/a	95.8	34.6				

Silurian System, Niagaran Series Dolomite
RUN 2 (-33.5' to -41.5')
Light gray & fine grained with horizontal bedding & some chert replacement nodules. Light rust staining from -38.6' to -40.1'. Some horizontal fractures throughout.



Color pictures of the cores Yes. Cores will be stored for examination for ---
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

PAGE 1 of 2

SOIL BORING LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
800. Amherst Circle, Suite 204 Naperville, Illinois 60563 (630) 350-3838

DATE 4/17/2012
LOGGED BY DR
GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
SECTION --- LOCATION T 38 N. R 10 E. SEC 15. SE 1/4. 3rd PM
COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. **BS-02**
Station 16+15.08
Offset 10.54' Left
Ground Surface Elev. 661.4

DEPTH (ft)	BLU (ft)	UCS (%)	MOIST (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elevation (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)
660.6				n/a	n/a	n/a	Dry to 10.0'	n/a	n/a					
3				639.9	50.7									
4				638.4										
2														
9														
16														
3														
3														
5														
10														
2														
3														
10														
3														
8														
16														
15														
18														
16														
21														
28														
16														
18														
38														
20														

10.0" ASPHALT

SAND, GRAVEL & FRACTURED ROCK--gray-dense (A-1)

Drillers Observation: Apparent Bedrock

CLAY LOAM with Gravel & Stone--dark brown, gray & black--loose to medium dense (F#)

SANDY TOPSOIL--black

SAND & GRAVEL--brown--medium dense (A-1)

SAND, GRAVEL & FRACTURED ROCK--gray-dense (A-1)

Silurian System, Niagaran Series Dolomite
RUN 1 (-23.0' to -33.0')
Light gray & fine grained with horizontal bedding. Numerous horizontal fractures and light rust staining throughout.
Recovery=100.0%
R.Q.D.=53.0%

Silurian System, Niagaran Series Dolomite
RUN 2 (-33.0' to -41.0')
Light gray to gray & fine grained with horizontal bedding. Some chert replacement nodules. Light rust staining throughout with few horizontal fractures.
Recovery=85.0%
R.Q.D.=80.0%

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Blow, (S)-Shear, (P)-Penetrometer, (ST)-Shelby Tube Sample, (VS)-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
%R=Recovery

PAGE 2 of 2

SOIL BORING LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
800. Amherst Circle, Suite 204 Naperville, Illinois 60563 (630) 350-3838

DATE 4/17/2012
LOGGED BY DR
GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
SECTION --- LOCATION T 38 N. R 10 E. SEC 15. SE 1/4. 3rd PM
COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. **BS-02**
Station 16+15.08
Offset 10.54' Left
Ground Surface Elev. 661.4

DEPTH (ft)	BLU (ft)	UCS (%)	MOIST (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elevation (ft)	First Encounter (ft)	Upon Completion (ft)	After (ft)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)	RECOVERY (%)
620.4				n/a	n/a	n/a	Dry to 10.0'	n/a	n/a					

Run 2 continued.

End Of Boring @ -41.0'
Hollow Stem Augers To -10.0'
Rotary Drilling To Completion
CME Automatic Hammer

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Blow, (S)-Shear, (P)-Penetrometer, (ST)-Shelby Tube Sample, (VS)-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
%R=Recovery

FILE NAME = #FILE#

 <p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME =	DESIGNED - NS	REVISED	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>BORINGS LOGS 2 STRUCTURE NO. 022-6663</p>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - JJI	REVISED			11-00058-00-BR	DuPAGE	94	68	
	PLOT DATE = #DATE#	DRAWN - GM	REVISED			CONTRACT NO. 61A89				
		CHECKED - JJI	REVISED			ILLINOIS FED. AID PROJECT				

SHEET NO. 16 OF 17 SHEETS

Geo Services, Inc. **ROCK CORE LOG** PAGE 1 of 2
 Geotechnical, Environmental & Civil Engineering
 805 Amherst Court, Suite 204
 Naperville, Illinois 60563
 (630) 352-7838


DATE 4/17/2012
 LOGGED BY DR
 GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
 SECTION --- LOCATION T 38 N. R 10 E. SEC 15. SE 1/4. 3rd PM
 COUNTY DuPage CORING METHOD Rotary Wash

STRUCT. NO. --- CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
 Station --- Core Diameter 2.0 in
 BORING NO. **BS-02** Top of Rock Elev. 639.9
 Station 16+15.08 Begin Core Elev. 628.4
 Offset 10.54' Left (min) (ft)
 Ground Surface Elev. 661.4 (ft) (#) (%) (%) (min) (ft) (tsf)

DEPTH (ft)	RECOVERY (%)	CORRECTION (%)	REMARKS	STRENGTH (tsf)
1	100.0	53.0	n/a	109
-28.0				
-33				

Silurian System, Niagara Series Dolomite
 RUN 1 (-23.0' to -33.0')
 Light gray & fine grained with horizontal bedding. Numerous horizontal fractures and light rust staining throughout.



Color pictures of the cores Yes. Cores will be stored for examination for --
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

Geo Services, Inc. **ROCK CORE LOG** PAGE 2 of 2
 Geotechnical, Environmental & Civil Engineering
 805 Amherst Court, Suite 204
 Naperville, Illinois 60563
 (630) 352-7838

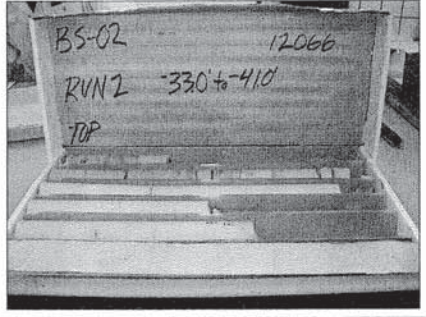
DATE 4/17/2012
 LOGGED BY DR
 GSI JOB No. 12066

ROUTE --- DESCRIPTION Four Lakes Avenue Over the E. Branch of the DuPage River
 SECTION --- LOCATION T 38 N. R 10 E. SEC 15. SE 1/4. 3rd PM
 COUNTY DuPage CORING METHOD Rotary Wash

STRUCT. NO. --- CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
 Station --- Core Diameter 2.0 in
 BORING NO. **BS-02** Top of Rock Elev. 628.4
 Station 16+15.08 Begin Core Elev. 628.4
 Offset 10.54' Left (min) (ft)
 Ground Surface Elev. 661.4 (ft) (#) (%) (%) (min) (ft) (tsf)

DEPTH (ft)	RECOVERY (%)	CORRECTION (%)	REMARKS	STRENGTH (tsf)
2	85.0	80.0	n/a	109
-36				
-41				

Silurian System, Niagara Series Dolomite
 RUN 2 (-33.0' to -41.0')
 Light gray to gray & fine grained with horizontal bedding. Some chert replacement nodules. Light rust staining throughout with few horizontal fractures.



Color pictures of the cores Yes. Cores will be stored for examination for --
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE NAME = #FILE#



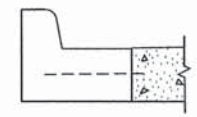
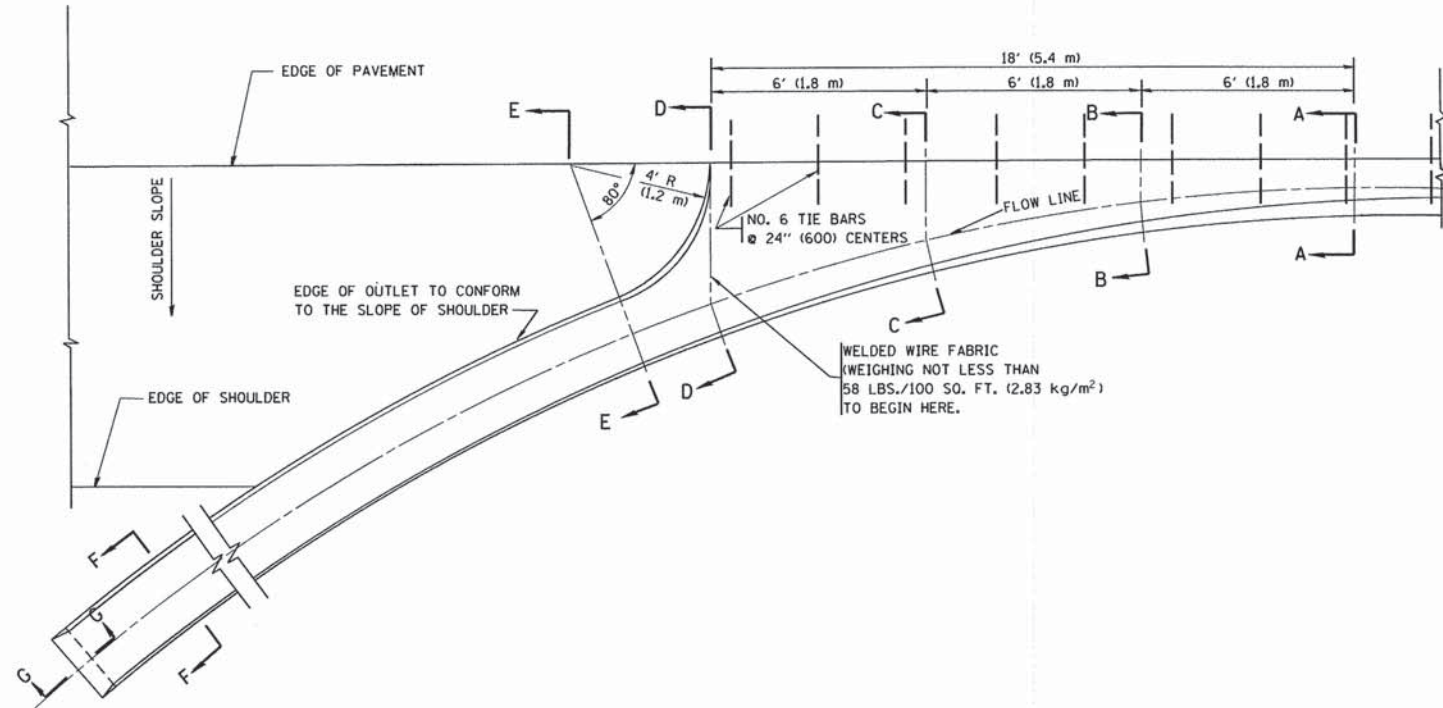
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PLOT SCALE =	CHECKED - JJI	REVISED
PLOT DATE = #DATE#	DRAWN - GM	REVISED
	CHECKED - JJI	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORINGS LOGS 3
 STRUCTURE NO. 022-6663

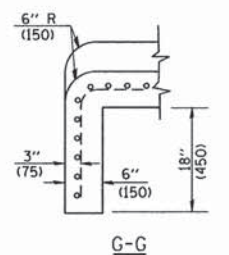
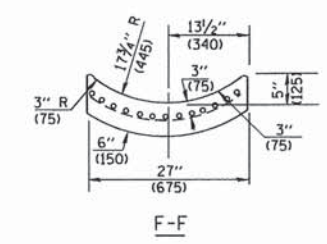
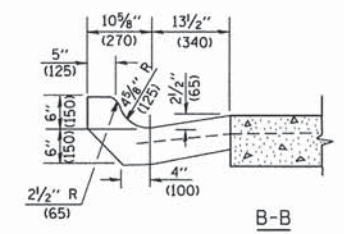
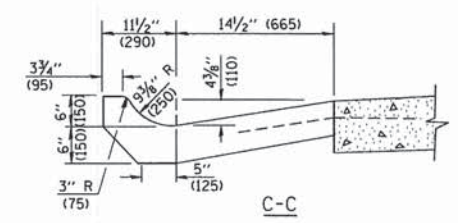
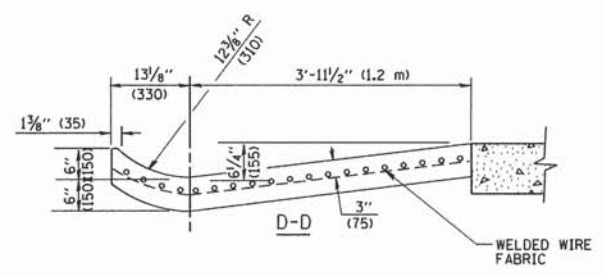
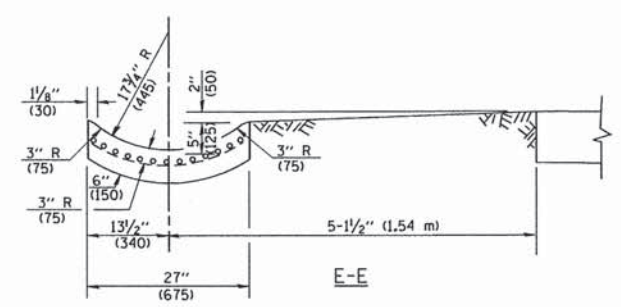
SHEET NO. 17 OF 17 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DuPAGE	94	69
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				



A-A *

* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



GENERAL NOTES

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.

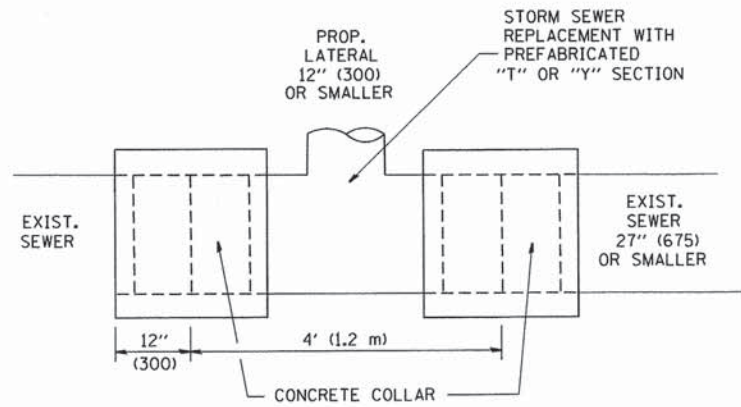
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL =
 1.25 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T.
 1.27 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.
 FOR SECTION F-F =
 0.045 CU. YDS. (0.03 m³) CLASS SI CONCRETE PER FT. (m).

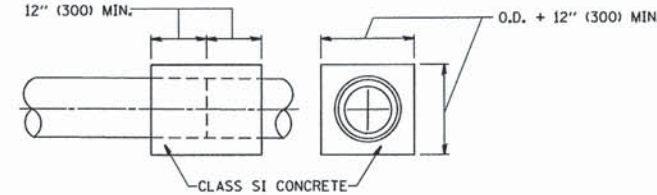
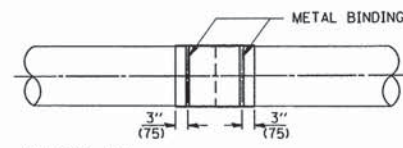
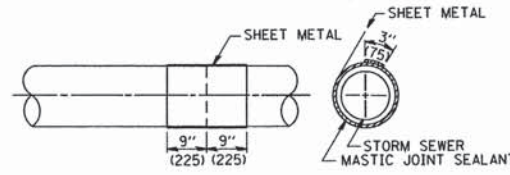
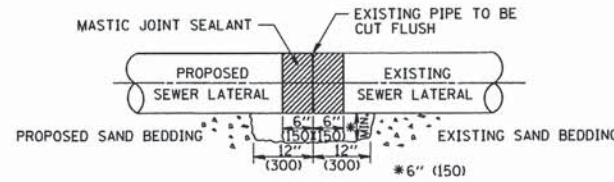
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd03.dgn	USER NAME = gaglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTLET FOR CONCRETE CURB AND GUTTER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED - R. SHAH 10-25-94					11-00058-00-BR	DUPAGE	94	70	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - E. GOMEZ 12-21-00					BD600-01 (BD-03)	CONTRACT NO.	61A89		
	DATE - 08-04-86	REVISED -						FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.				



DETAIL "A"

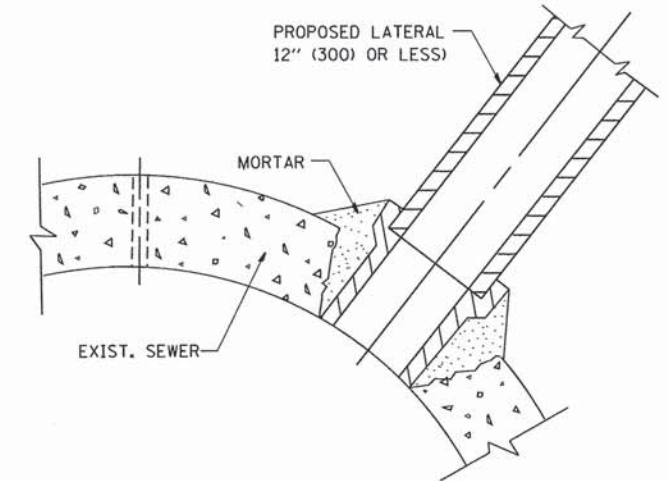
LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

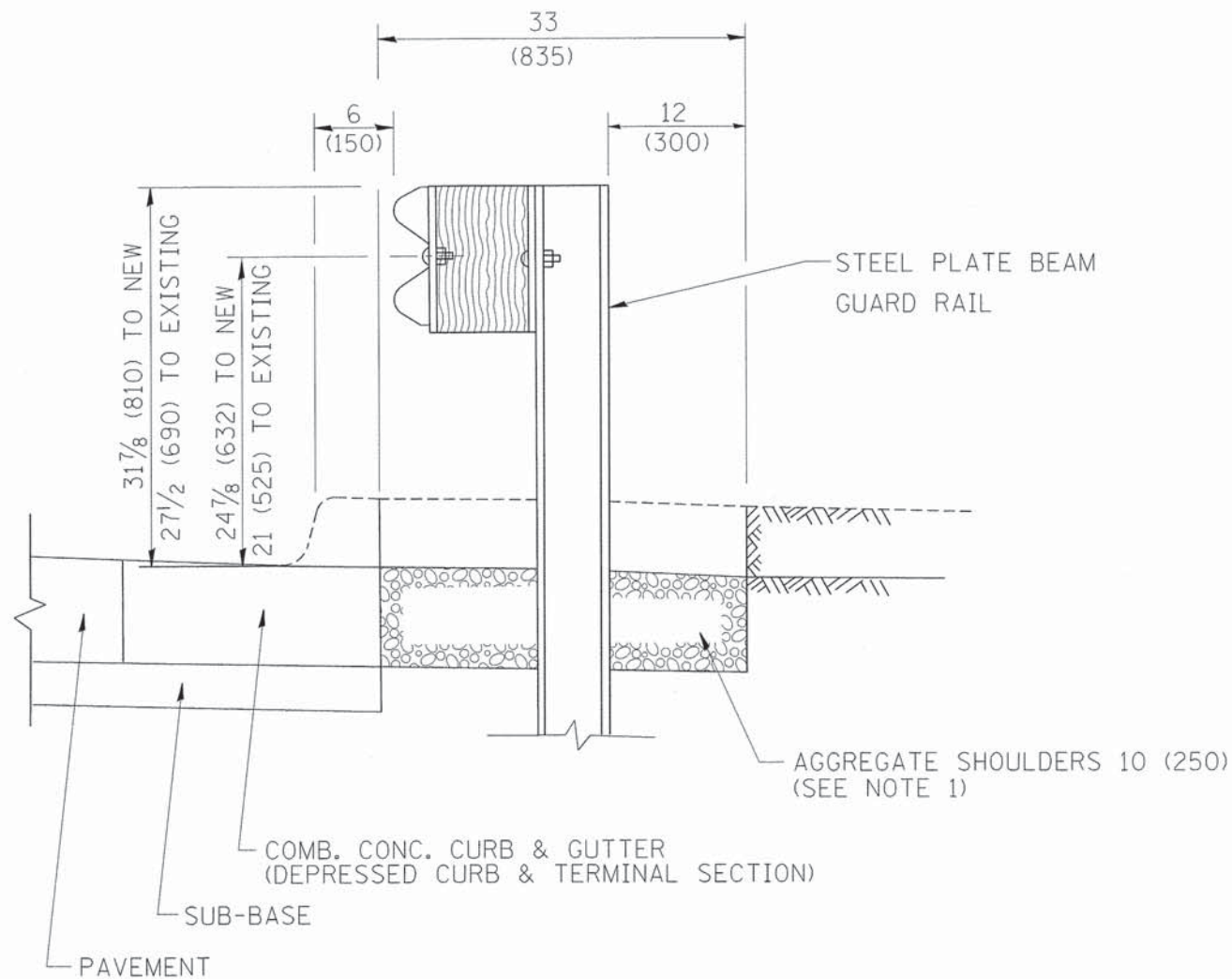
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

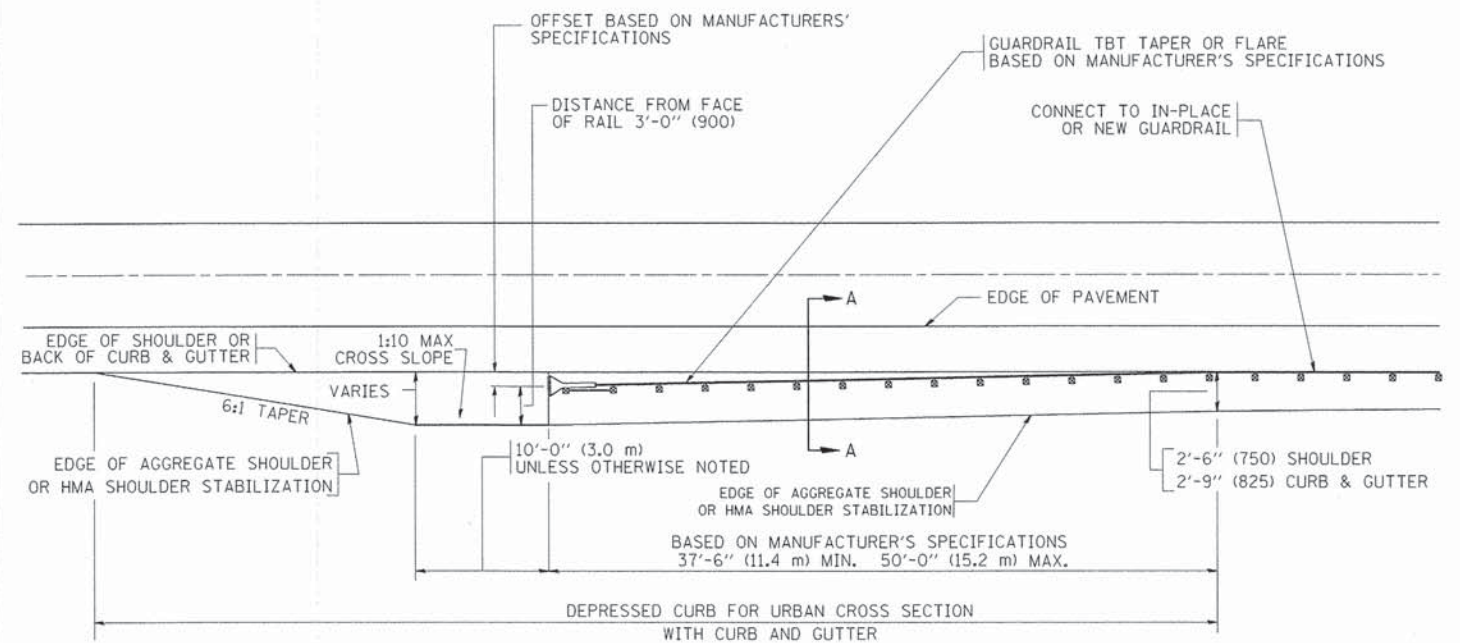
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		DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	11-00058-00-BR	DUPAGE	94	71	
		CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)				
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96						CONTRACT NO. 61A89				
								FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT					



SECTION A-A

- NOTES: 1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

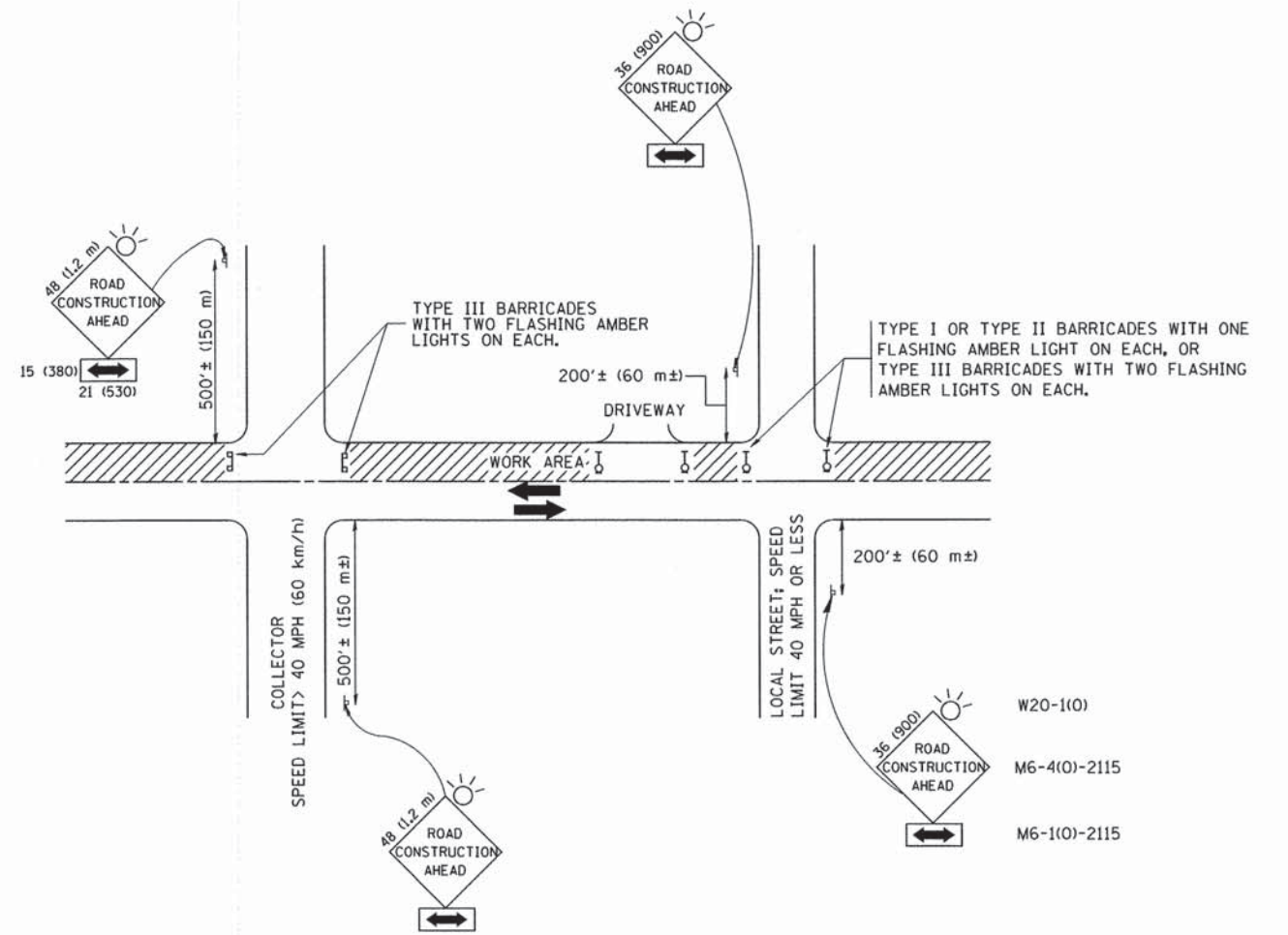
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	PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND
 SHOULDER TREATMENT AT TBT TY 1 SPL.

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	72
	BD600-10 (BD 34)	CONTRACT NO. 61A89		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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 AND FLAG 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.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

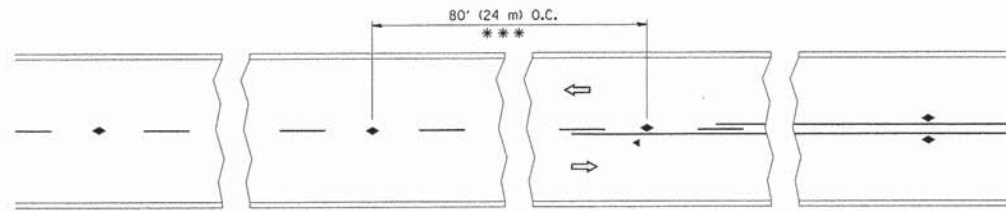
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

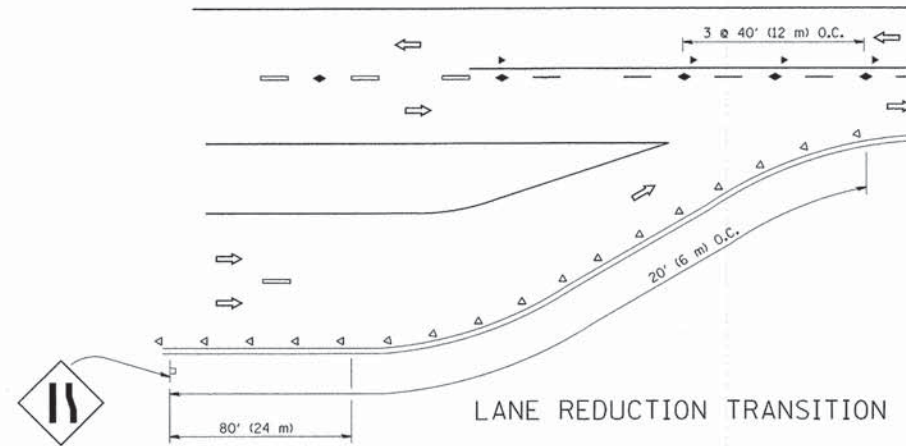
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FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

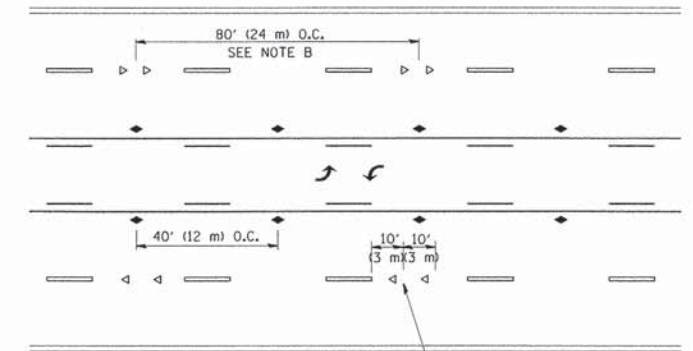


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

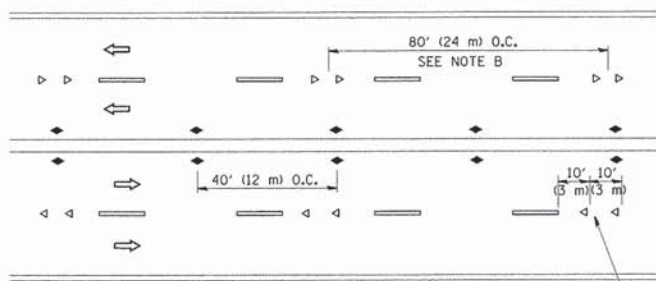
TWO-LANE/TWO-WAY



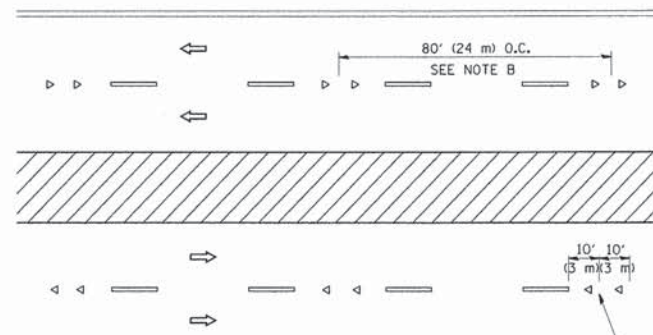
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

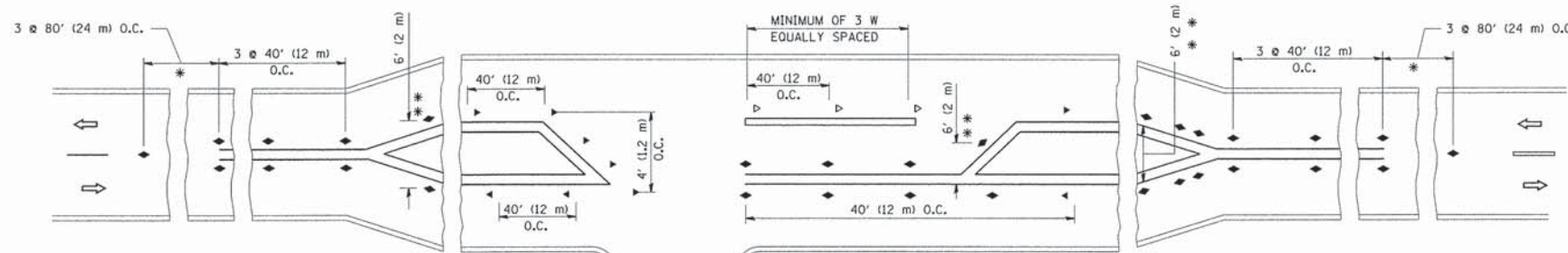
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

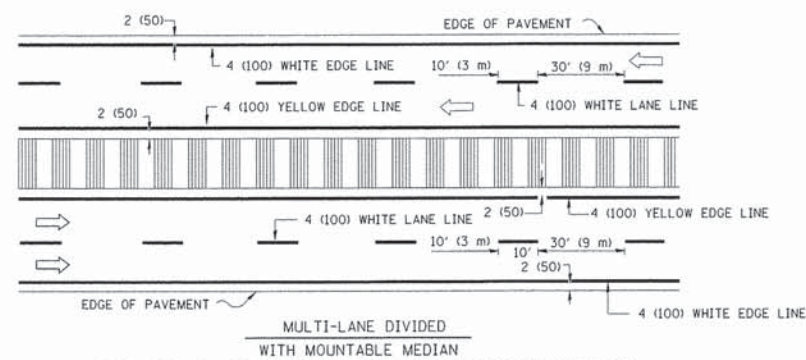
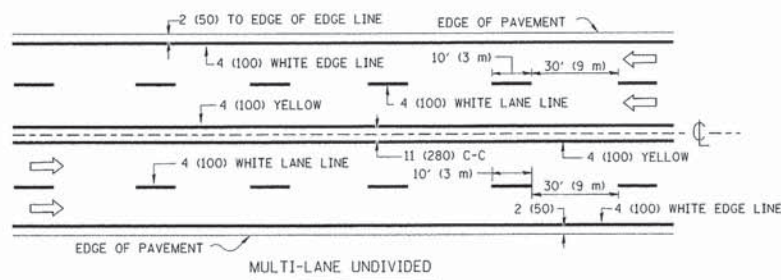
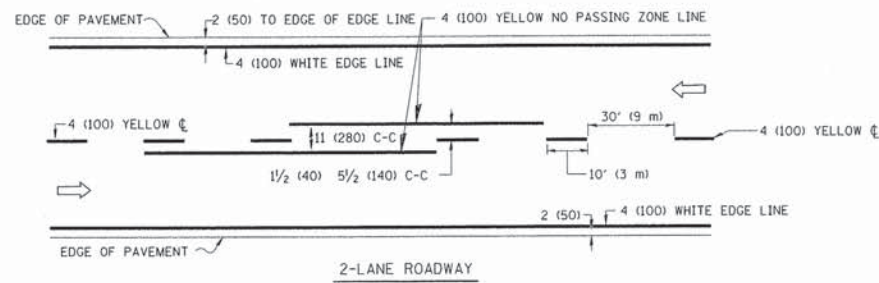
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	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

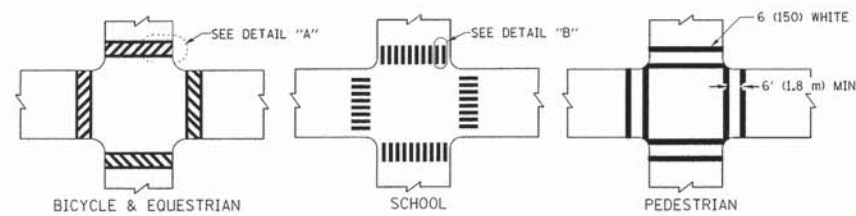
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TC-11		CONTRACT NO. 61A89		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

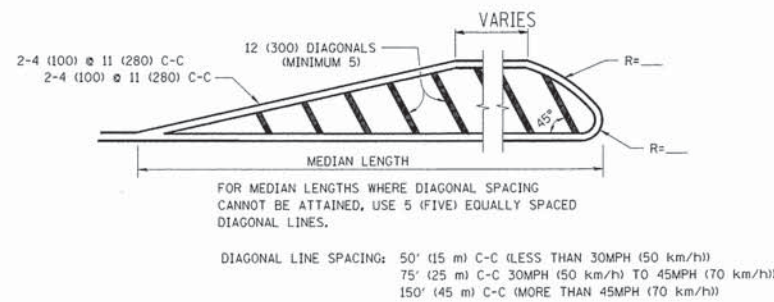
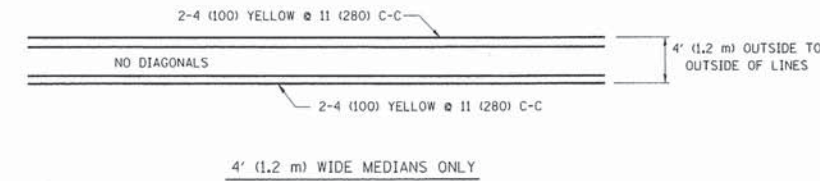


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

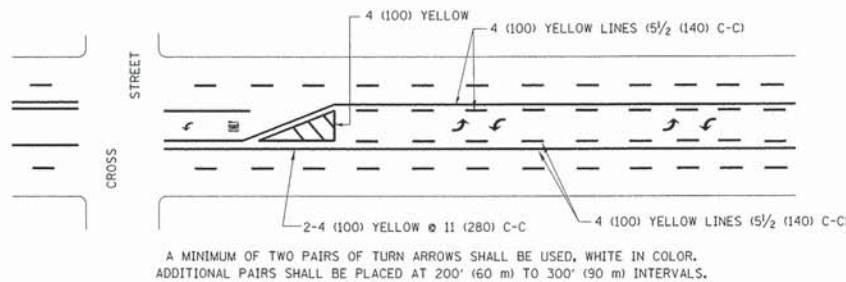
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

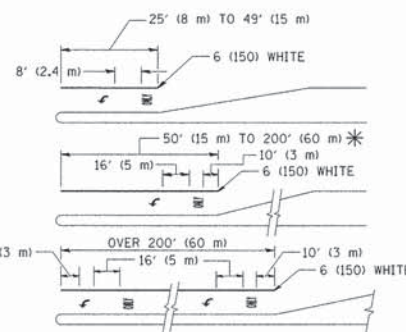


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

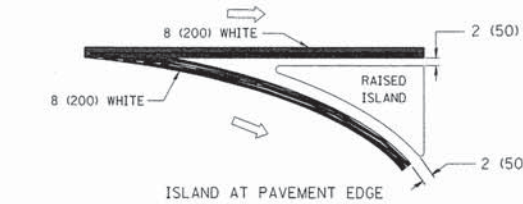
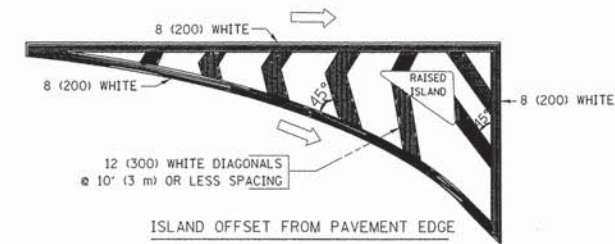
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

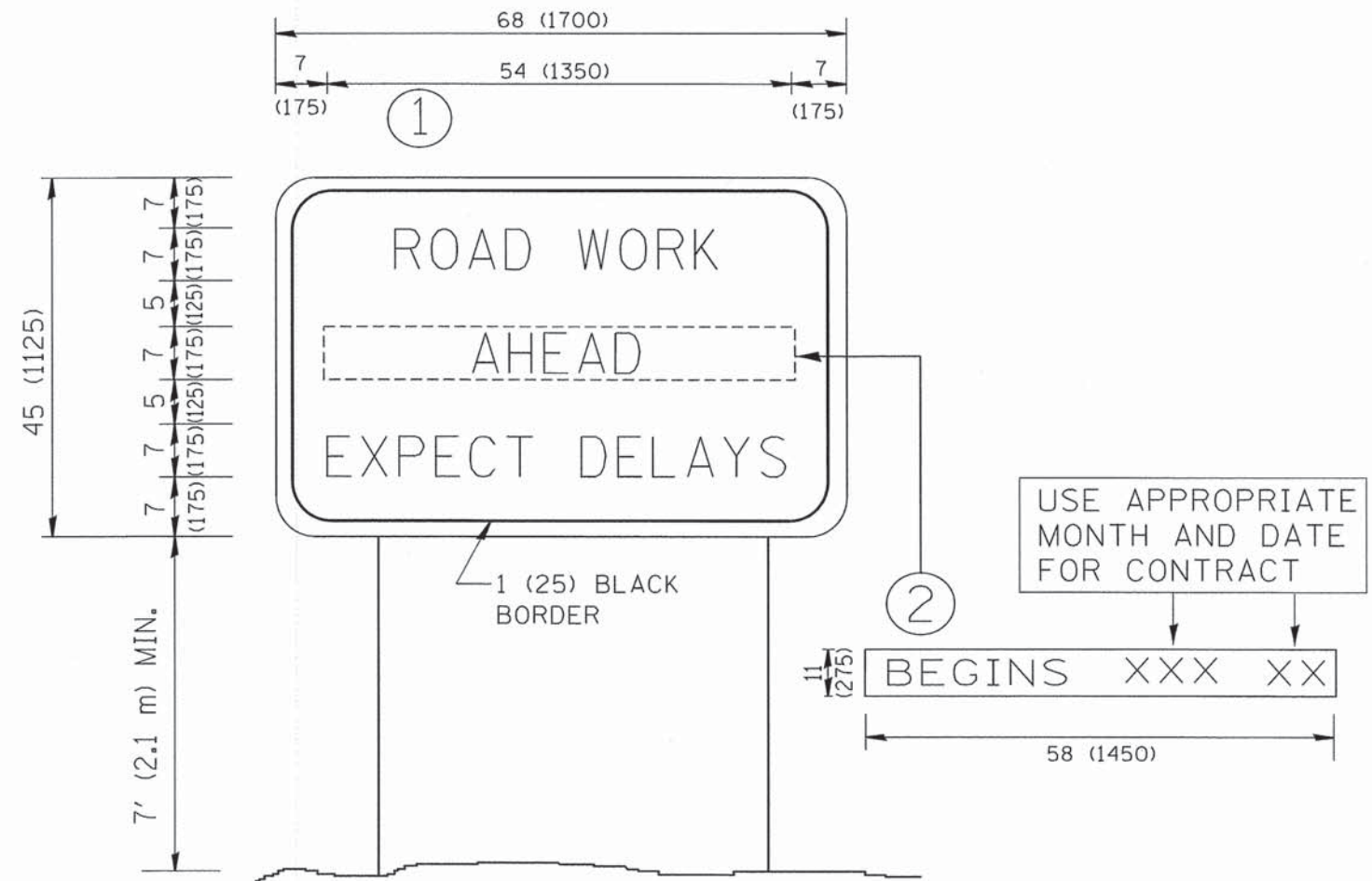


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 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	5/2 (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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 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; 5/2 (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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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



NOTES:

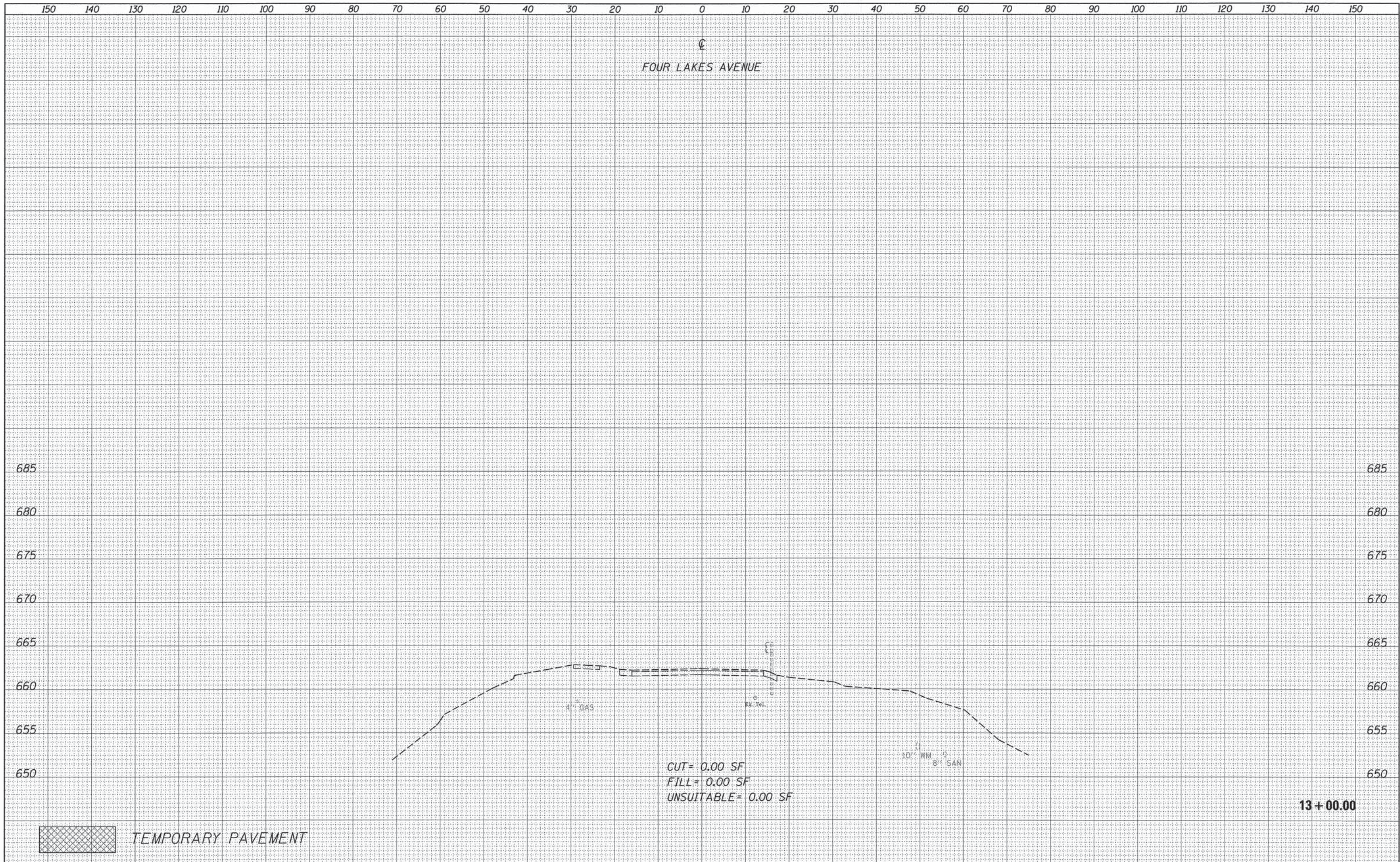
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99					TC-22		CONTRACT NO. 61A89		
		DATE -	REVISED - C. JUCIUS 01-31-07					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

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

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



13+00.00

 TEMPORARY PAVEMENT

BL Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
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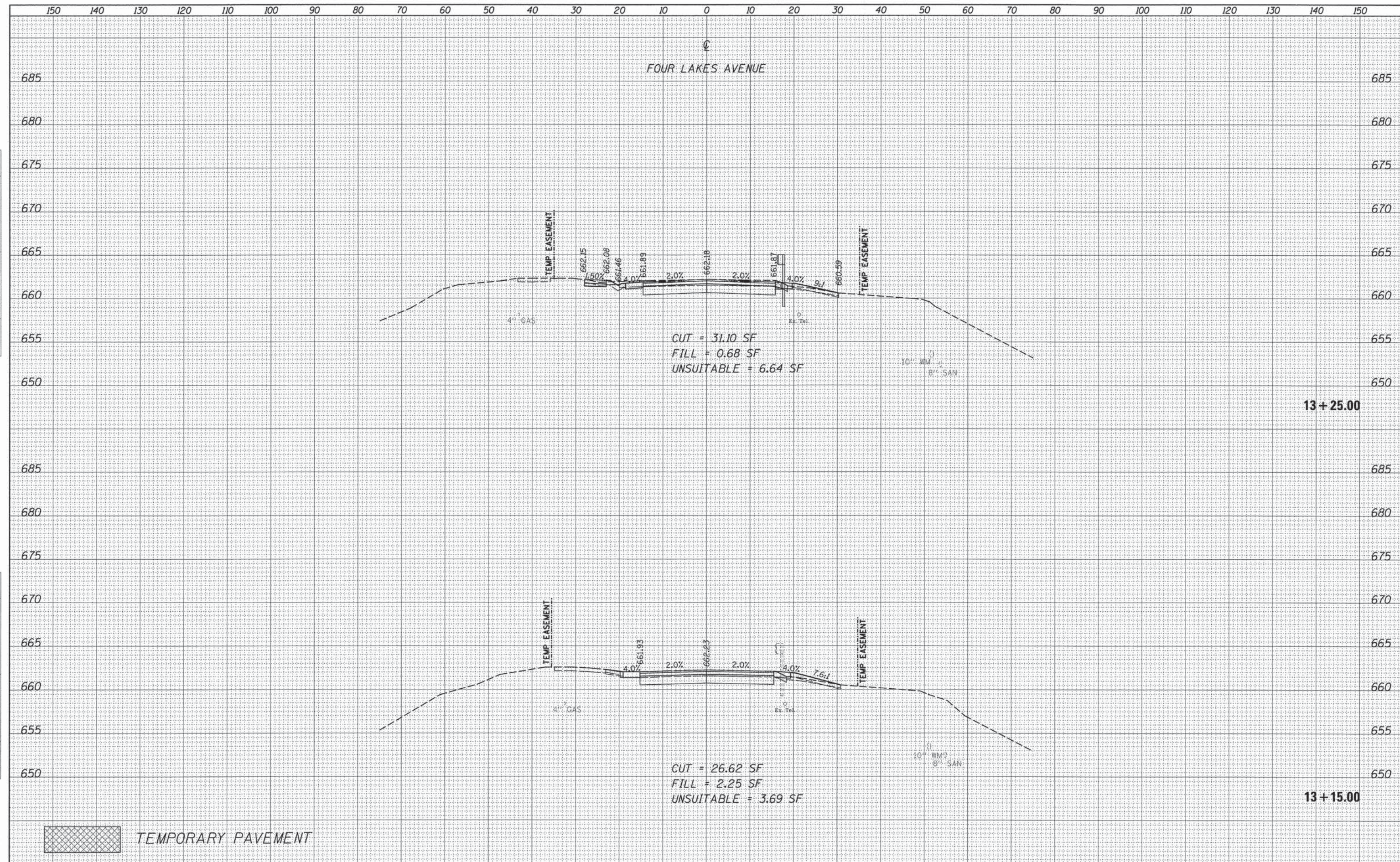
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VERT: 1"=5'
SCALE: HORZ: 1"=10' SHEET 1 OF 18 SHEETS STA. 13+00.00 TO STA. 13+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	77
				CONTRACT NO. 61A89
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	



 TEMPORARY PAVEMENT



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PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10/20/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

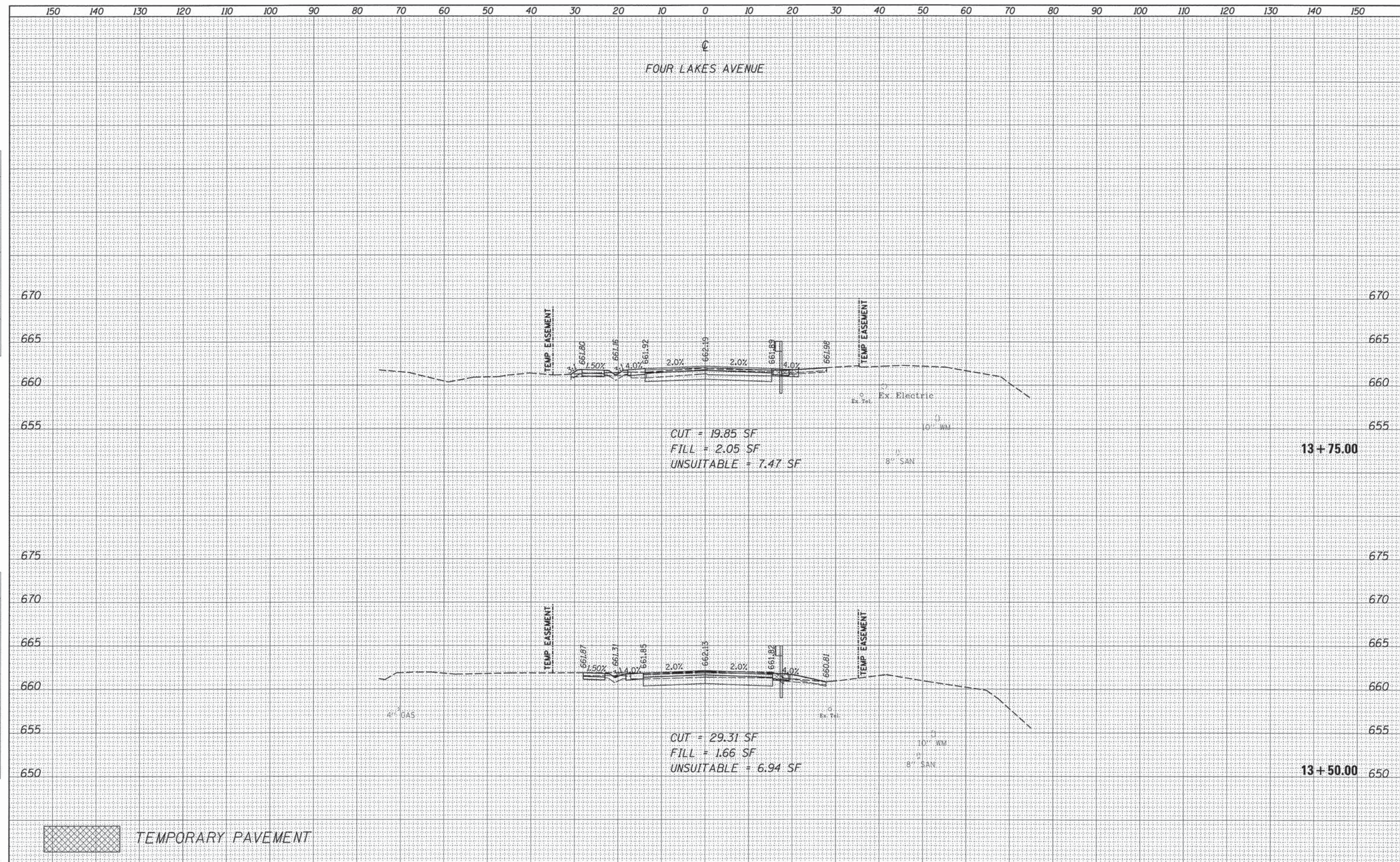
VERT: 1"=5'	
SCALE: HORZ: 1"=10'	
SHEET 2 OF 18 SHEETS	
STA. 13+15.00 TO STA. 13+25.00	

FOUR LAKES AVENUE
CROSS SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	78
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	
TEMPERATURE	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	
TEMPERATURE	
AREAS CHECKED	



 TEMPORARY PAVEMENT



USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10/20/2014	REVISED -

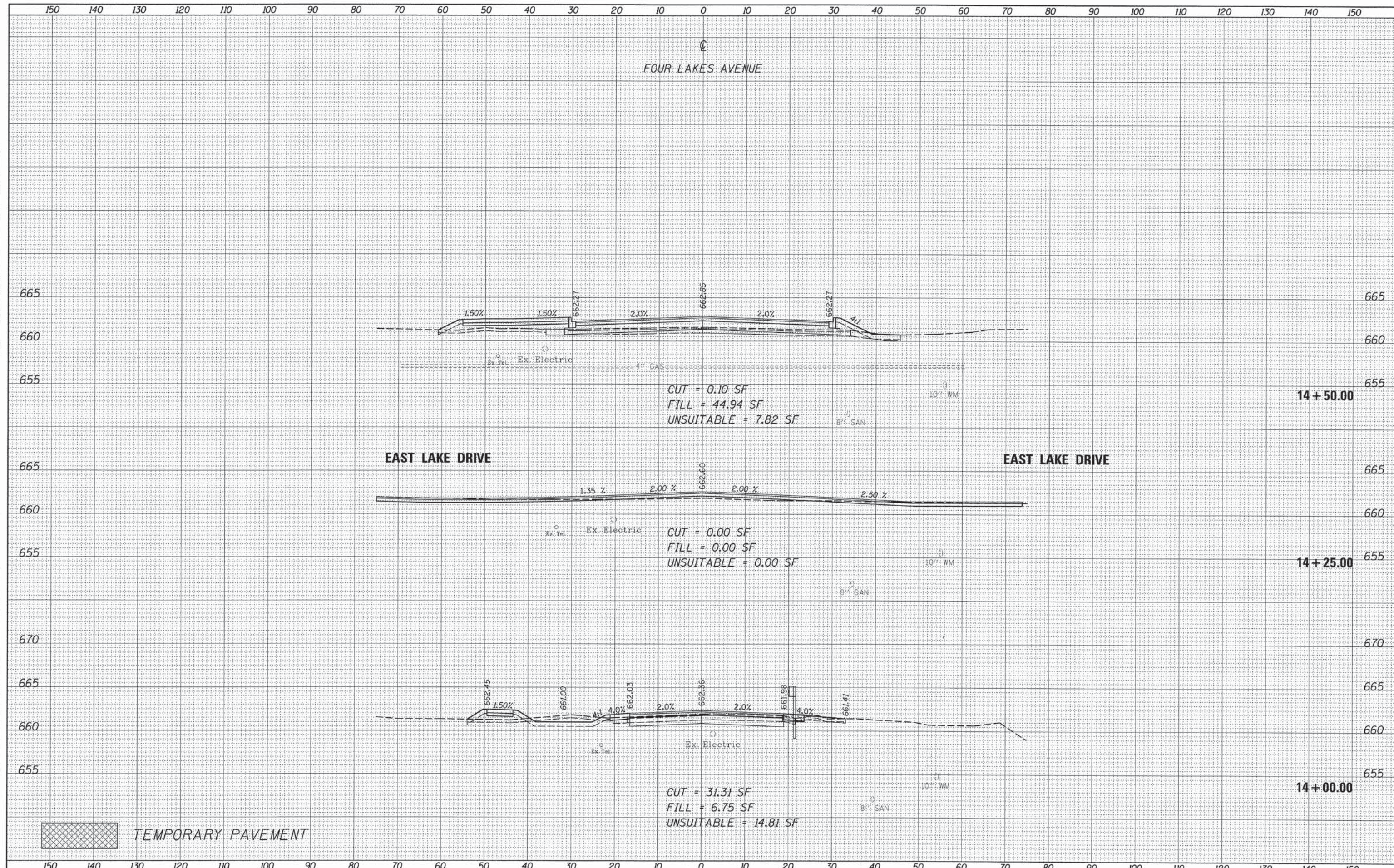
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VERT: 1"=5'	FOUR LAKES AVENUE
SCALE: HORZ: 1"=10'	CROSS SECTIONS
SHEET 3	OF 18 SHEETS
STA. 13+50.00	TO STA. 13+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	79
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

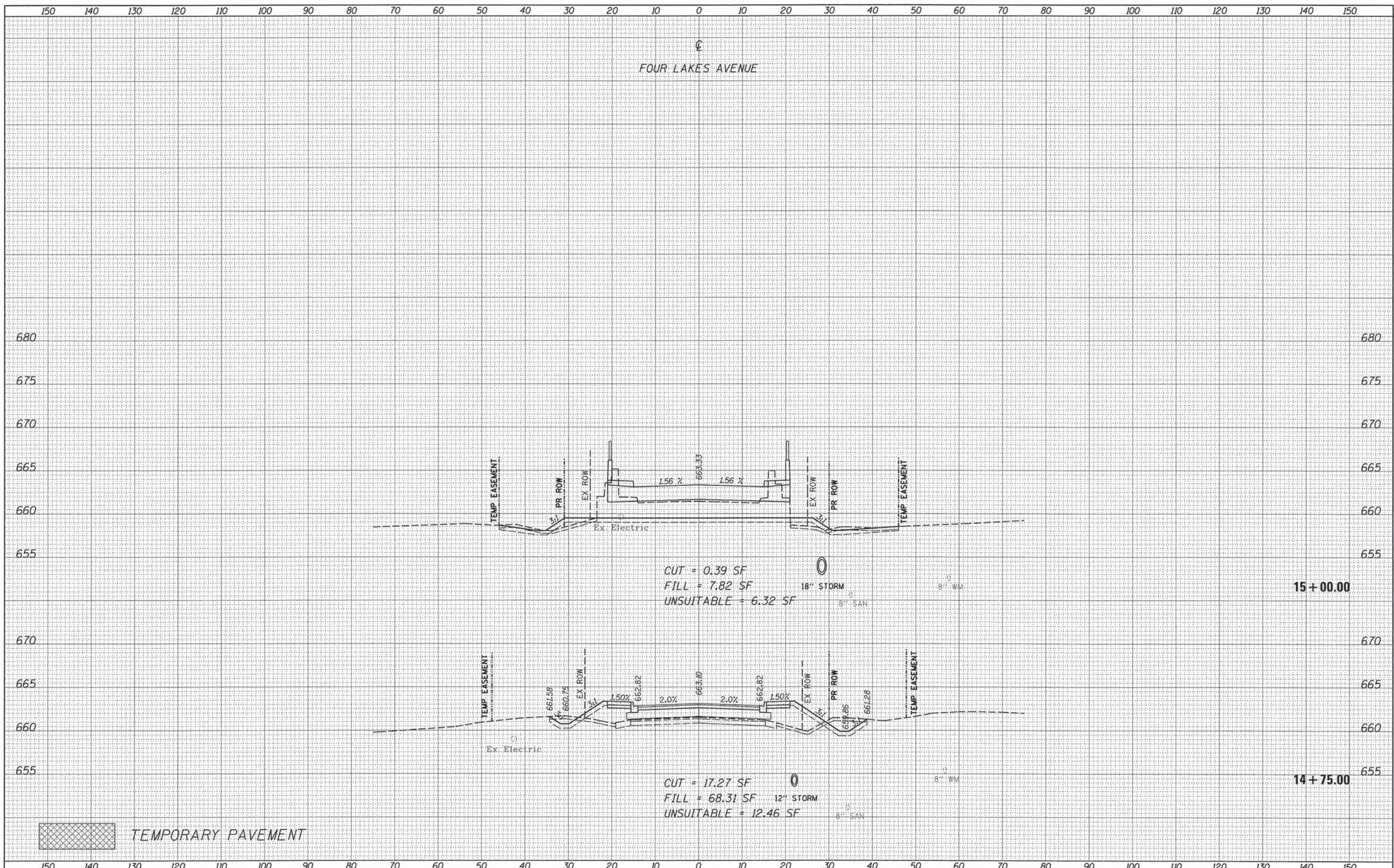
DATE	
BY	
FINAL SURVEY	
REVISIONS	
NO. DATE	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISIONS	
NO. DATE	
NOTE BOOK	
AREAS CHECKED	



DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
NO.	



CUT = 0.39 SF
 FILL = 7.82 SF
 UNSUITABLE = 6.32 SF

CUT = 17.27 SF
 FILL = 68.31 SF
 UNSUITABLE = 12.46 SF

 TEMPORARY PAVEMENT



USER NAME = #USER#
 DESIGNED - MTC
 DRAWN - MTC
 CHECKED - DBB
 DATE - 10/20/2014

REVISER -
 REVISER -
 REVISER -
 REVISER -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

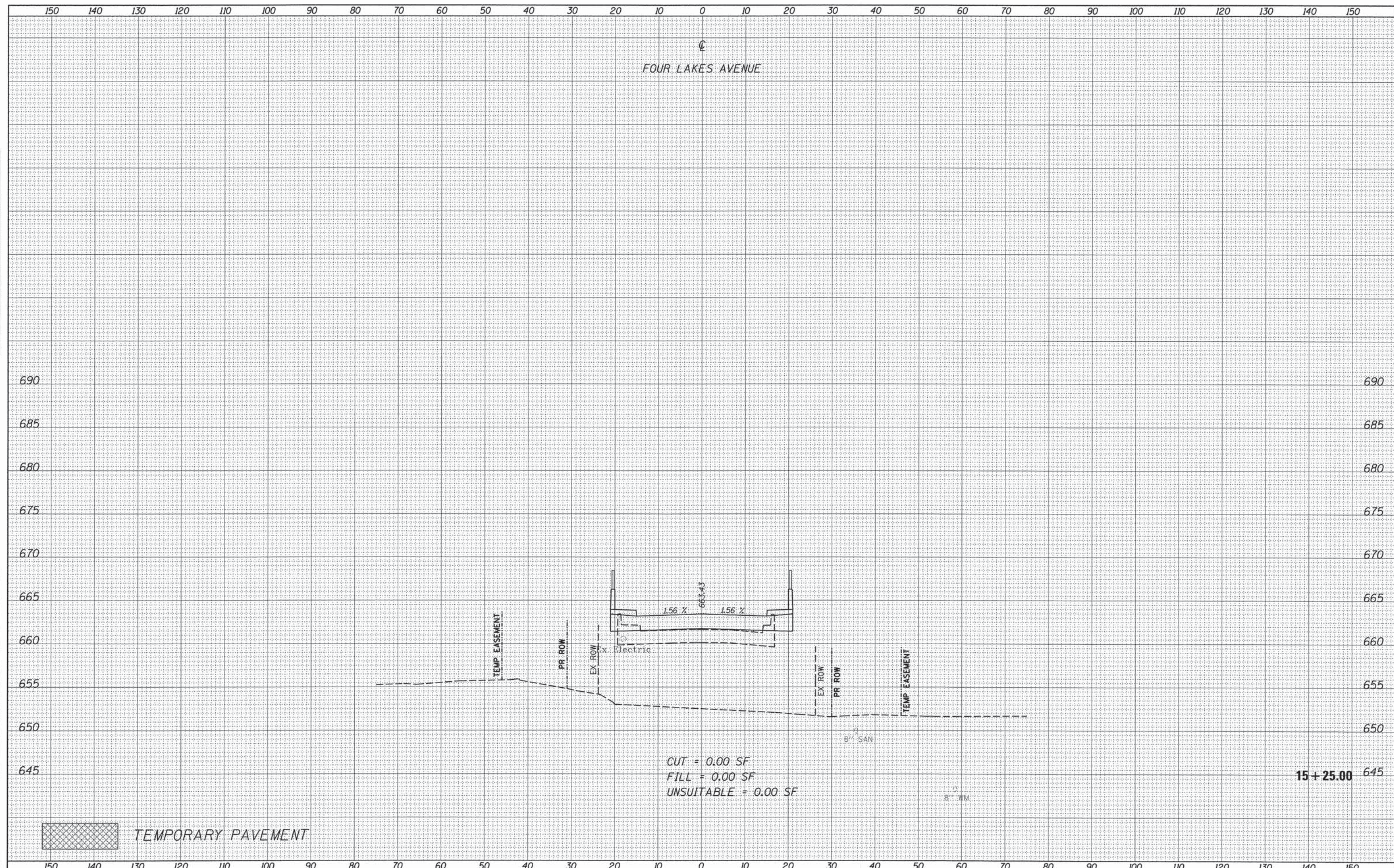
VERT: 1"=5'
 SCALE: HORZ: 1"=10' SHEET 5 OF 18 SHEETS STA. 14+75.00 TO STA. 15+00.00

FOUR LAKES AVENUE
 CROSS SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-0058-00-BR		94	81
CONTRACT NO. 61A89				
ILLINOIS FED. AID PROJECT				

BY	DATE
FINISHED SURVEY	SUBMITTED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

BY	DATE
ORIGINAL SURVEY	SUBMITTED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED



CUT = 0.00 SF
 FILL = 0.00 SF
 UNSUITABLE = 0.00 SF

 TEMPORARY PAVEMENT



USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10/20/2014	REVISED -

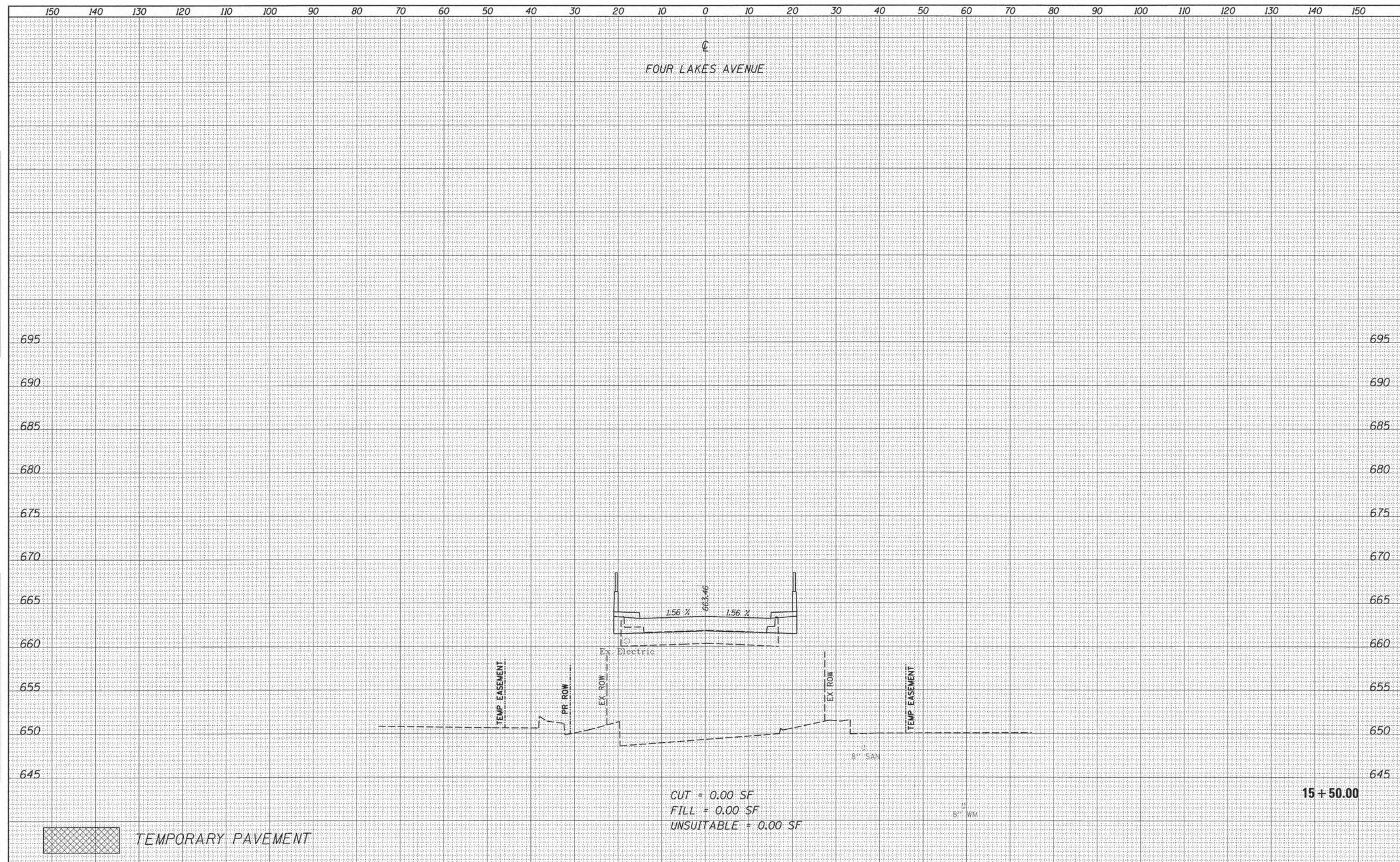
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

VERT: 1"=5'		FOUR LAKES AVENUE	
SCALE: HORZ: 1"=10'		CROSS SECTIONS	
SHEET 6	OF 18 SHEETS	STA. 15+25.00	TO STA. 15+25.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR		94	82
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

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

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



USER NAME	= #USER#
PLOT SCALE	= #SCALE#
PLOT DATE	= #DATE#

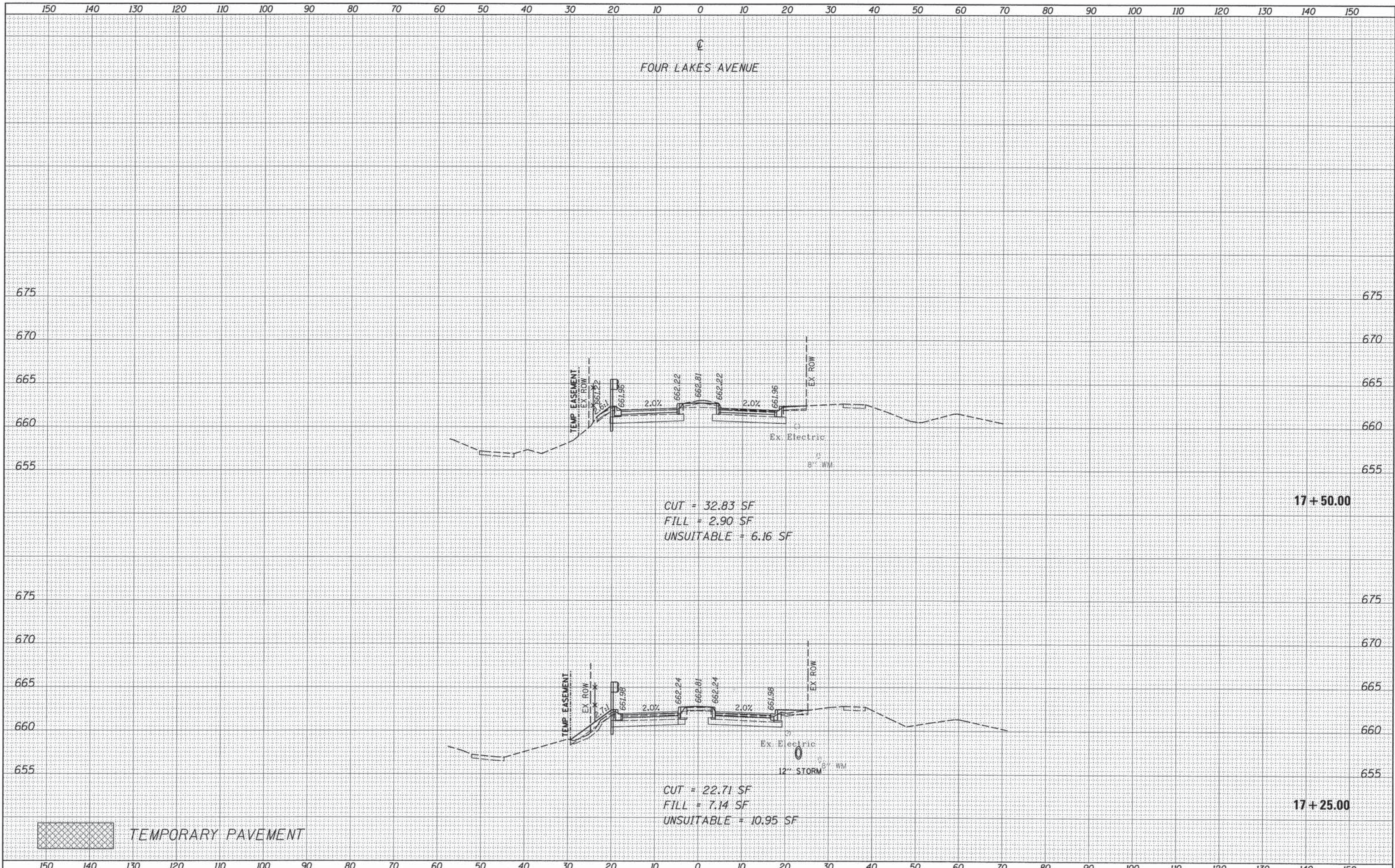
DESIGNED	- MTC	REVISED	-
DRAWN	- MTC	REVISED	-
CHECKED	- DBB	REVISED	-
DATE	- 10/20/2014	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUR LAKES AVENUE
CROSS SECTIONS**

VERT: 1"=5'
SCALE: HORZ: 1"=10' SHEET 7 OF 18 SHEETS STA. 15+50.00 TO STA. 15+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	83
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				



DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = #DATE#

DESIGNED - MTC
 DRAWN - MTC
 CHECKED - DBB
 DATE - 10/20/2014

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUR LAKES AVENUE
CROSS SECTIONS

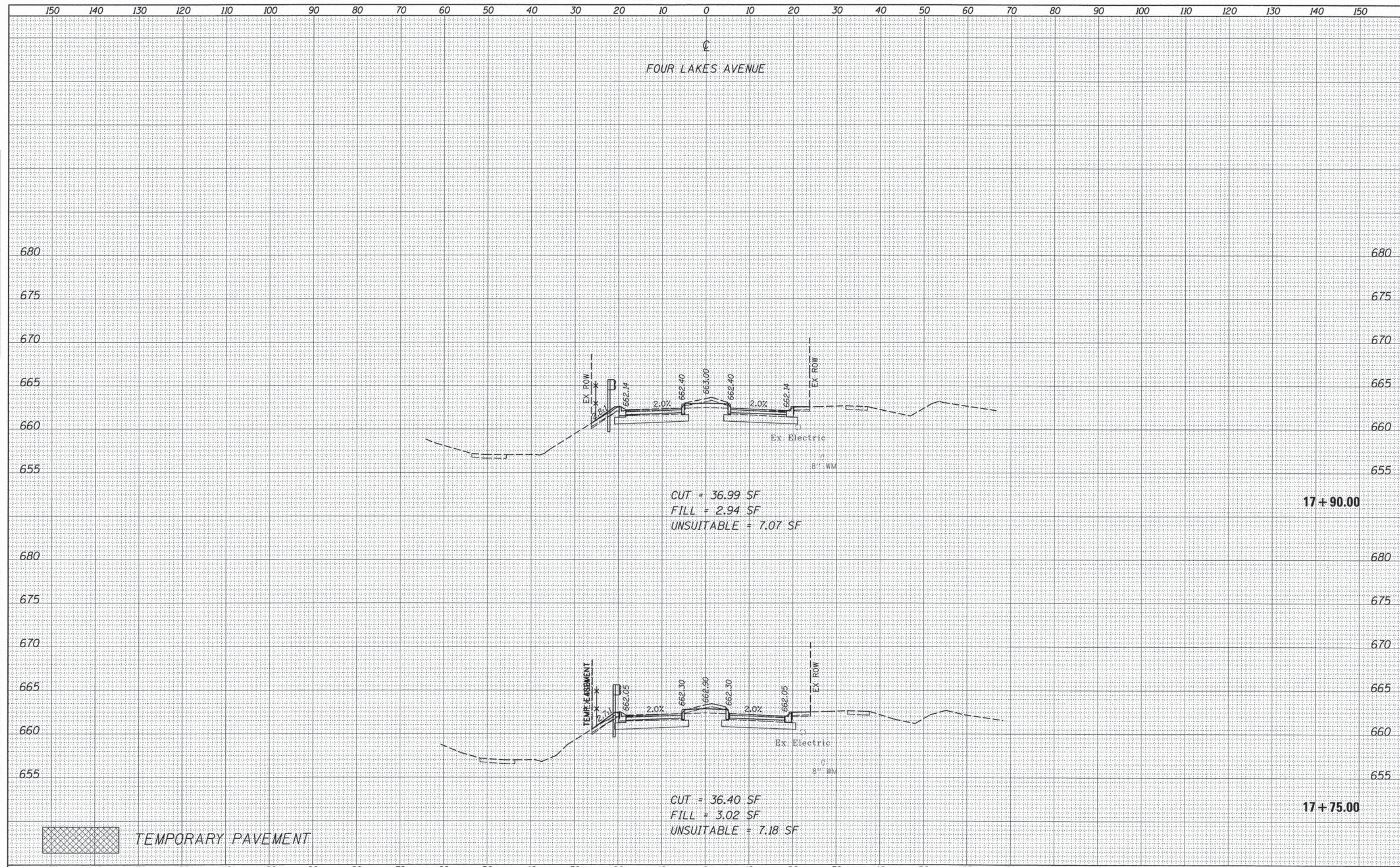
VERT: 1"=5'
 SCALE: HORZ: 1"=10'

SHEET 11 OF 18 SHEETS STA. 17+25.00 TO STA. 17+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR		94	87
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

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

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

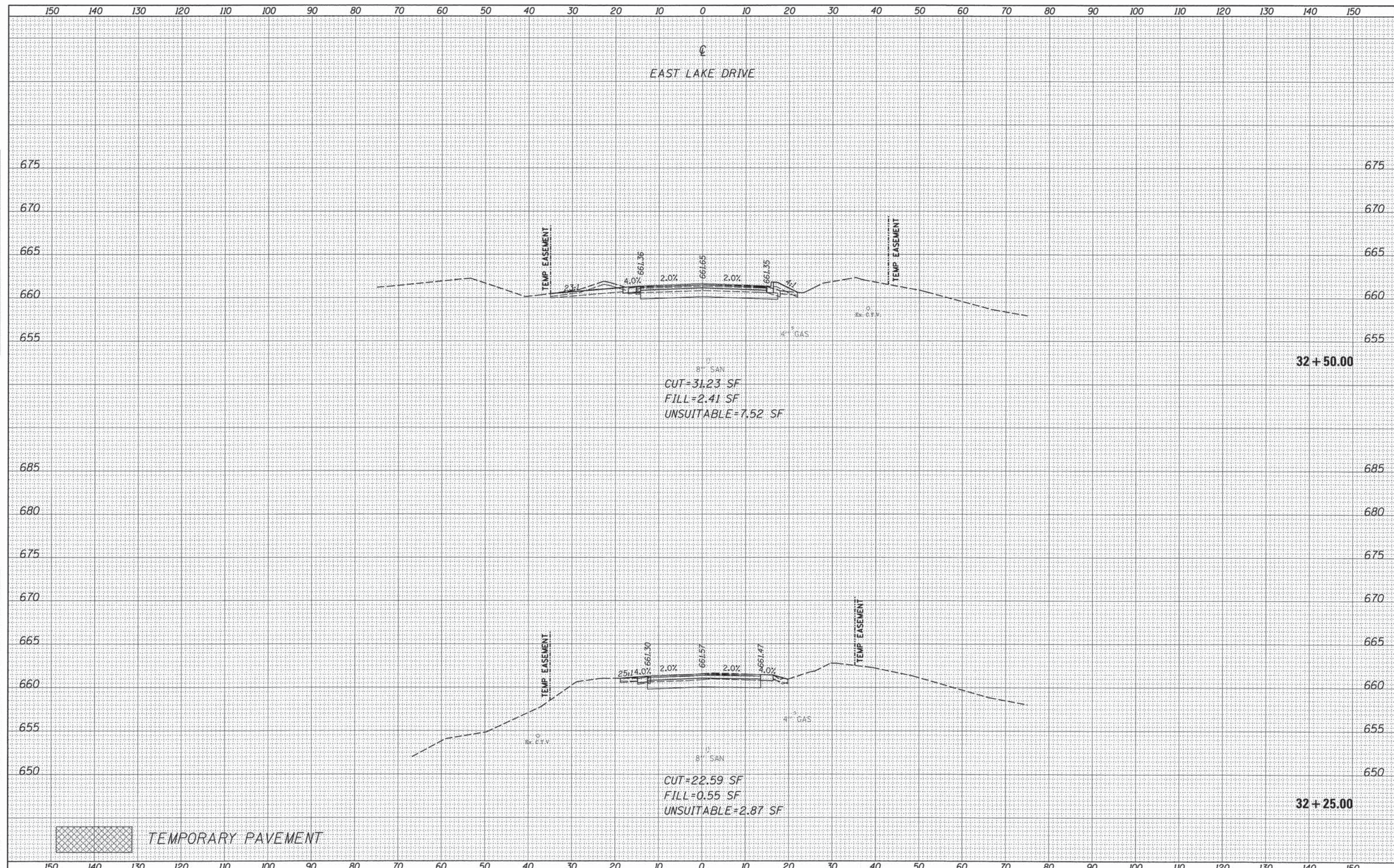


TEMPORARY PAVEMENT

Bollinger, Lach & Associates, Inc. <small>ITASCA, ILLINOIS</small>	USER NAME = #USER#	DESIGNED - MTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	<small>VERT: 1"=5'</small> <small>SCALE: HORZ: 1"=10'</small>	FOUR LAKES AVENUE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
	PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -			CROSS SECTIONS							11-00058-00-BR	94	88
	PLOT DATE = #DATE#	CHECKED - DBB	REVISED -			SHEET 12 OF 18 SHEETS									
DATE - 10/20/2014	REVISED -	STA. 17+75.00 TO STA. 17+90.00		ILLINOIS FED. AID PROJECT											

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	



 TEMPORARY PAVEMENT

B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

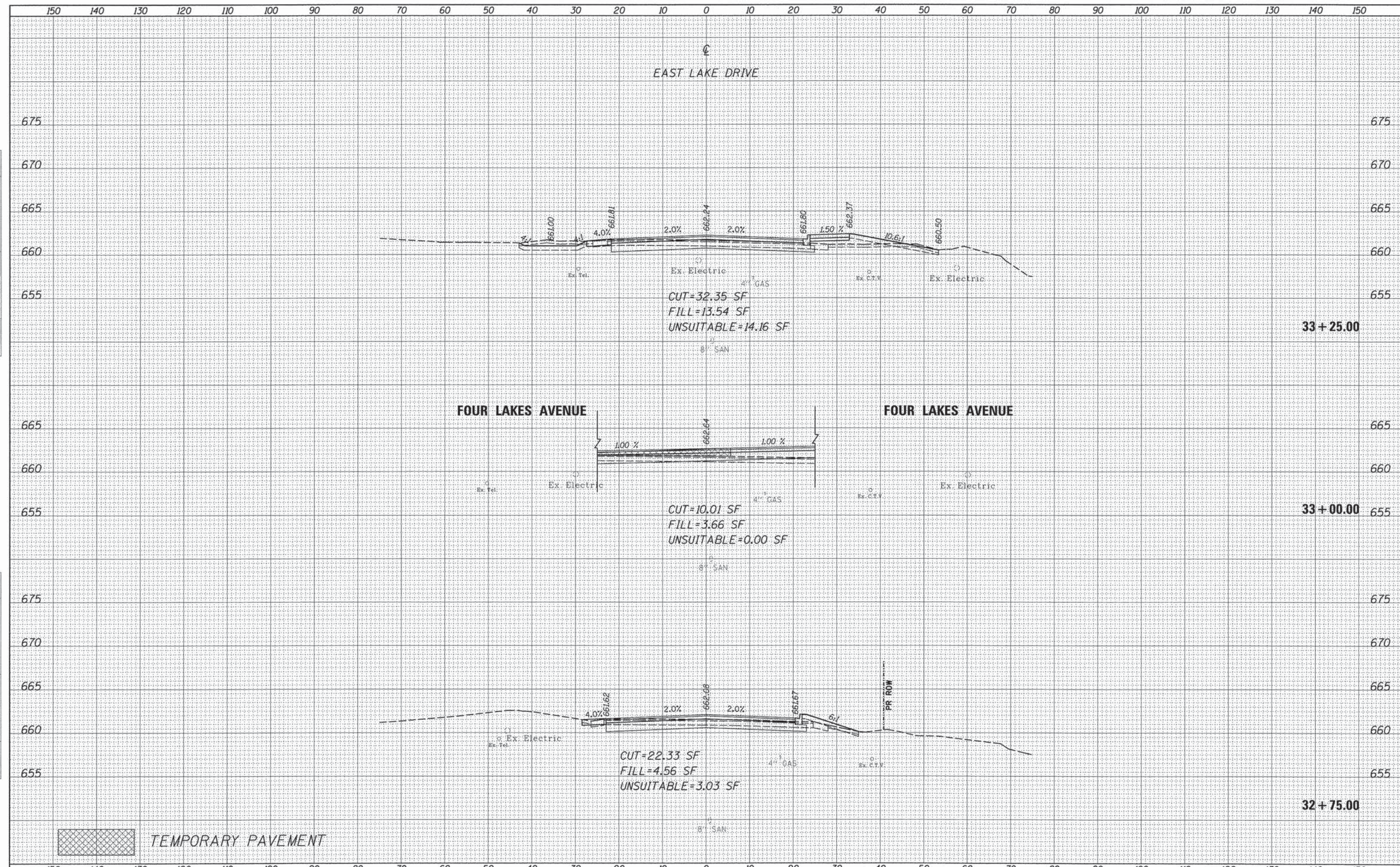
**EAST LAKE DRIVE
CROSS SECTIONS**

VERT: 1"=5'
SCALE: HORZ: 1"=10' SHEET 15 OF 18 SHEETS STA. 32+25.00 TO STA. 32+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	91
				CONTRACT NO. 61A89
ILLINOIS FED. AID PROJECT				

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

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



 **TEMPORARY PAVEMENT**



USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

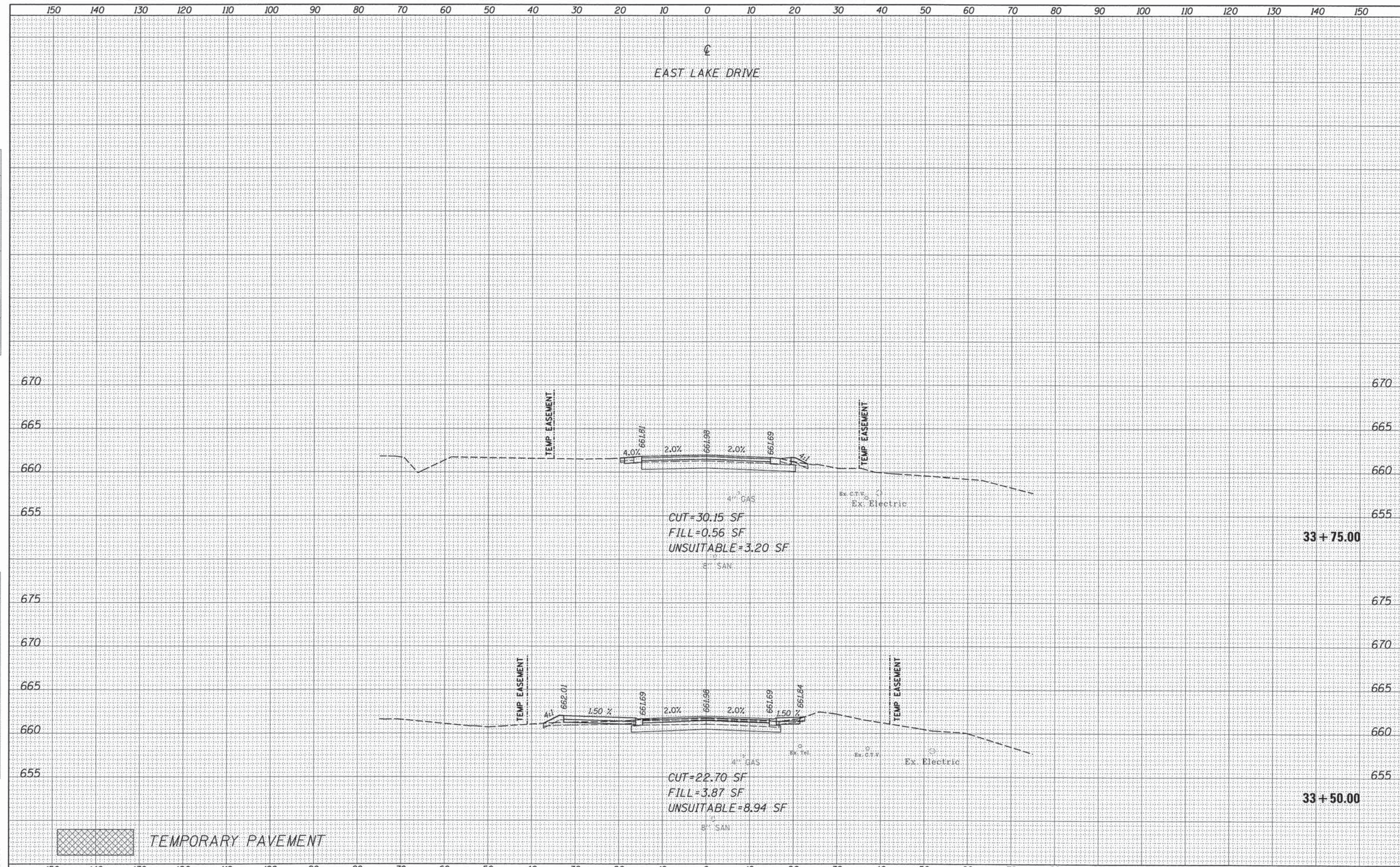
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EAST LAKE DRIVE CROSS SECTIONS	
VERT: 1"=5'	SHEET 16 OF 18 SHEETS
SCALE: HORZ: 1"=10'	STA. 32+75.00 TO STA. 33+25.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	92
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	



 **TEMPORARY PAVEMENT**



USER NAME = *USER*	DESIGNED - MTC	REVISED -
PLOT SCALE = *SCALE*	DRAWN - MTC	REVISED -
PLOT DATE = *DATE*	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

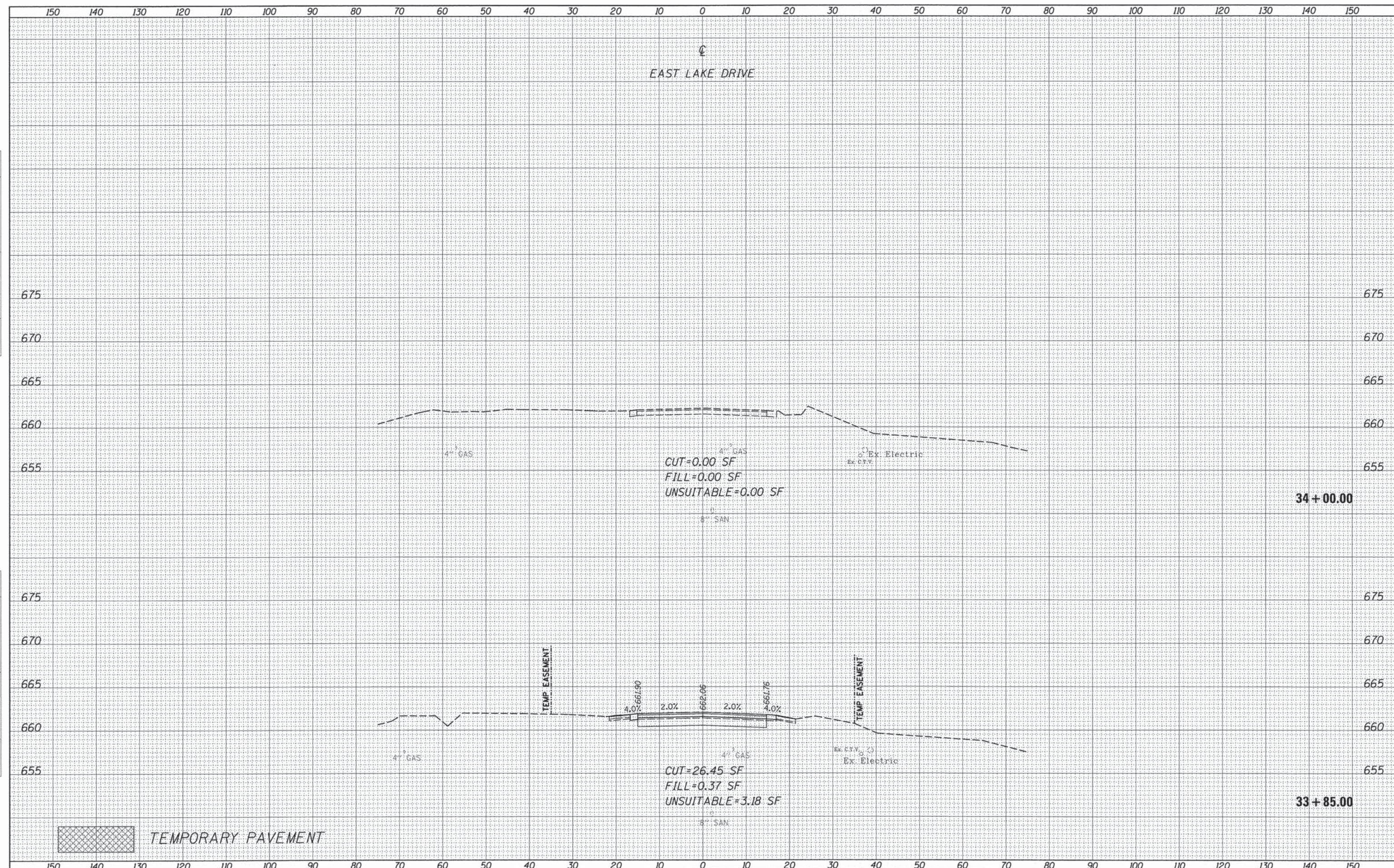
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EAST LAKE DRIVE CROSS SECTIONS	
VERT: 1"=5'	
SCALE: HORZ: 1"=10'	
SHEET 17 OF 18 SHEETS	STA. 33+50.00 TO STA. 33+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	93
CONTRACT NO. 61A89			ILLINOIS FED. AID PROJECT	

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

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



 **TEMPORARY PAVEMENT**



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MTC	REVISED -
PLOT SCALE = #SCALE#	DRAWN - MTC	REVISED -
PLOT DATE = #DATE#	CHECKED - DBB	REVISED -
	DATE - 10-20-2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EAST LAKE DRIVE
CROSS SECTIONS**
VERT: 1"=5'
SCALE: HORZ: 1"=10'
SHEET 18 OF 18 SHEETS STA. 33+85.00 TO STA. 34+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00058-00-BR	DUPAGE	94	94
			CONTRACT NO. 61A89	
ILLINOIS FED. AID PROJECT				