

FOR INDEX OF SHEETS, SEE SHEET 2
 FOR HIGHWAY STANDARDS, SEE SHEET 2

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1533	17-00078-00-BR	DUPAGE	17	1
		ILLINOIS	CONTRACT NO. 61E85	

08-03-2018 LETTING ITEM 008

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

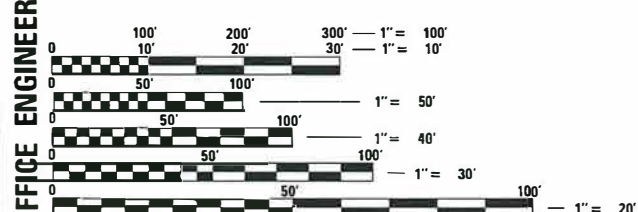
FAU 1533 (71ST STREET)
 OVER INTERSTATE 355
 BRIDGE IMPROVEMENTS
 SECTION: 17-00078-00-BR
 PROJECT RRWM(163)
 VILLAGE OF WOODRIDGE
 DUPAGE COUNTY
 C-91-119-18



TRAFFIC INFORMATION

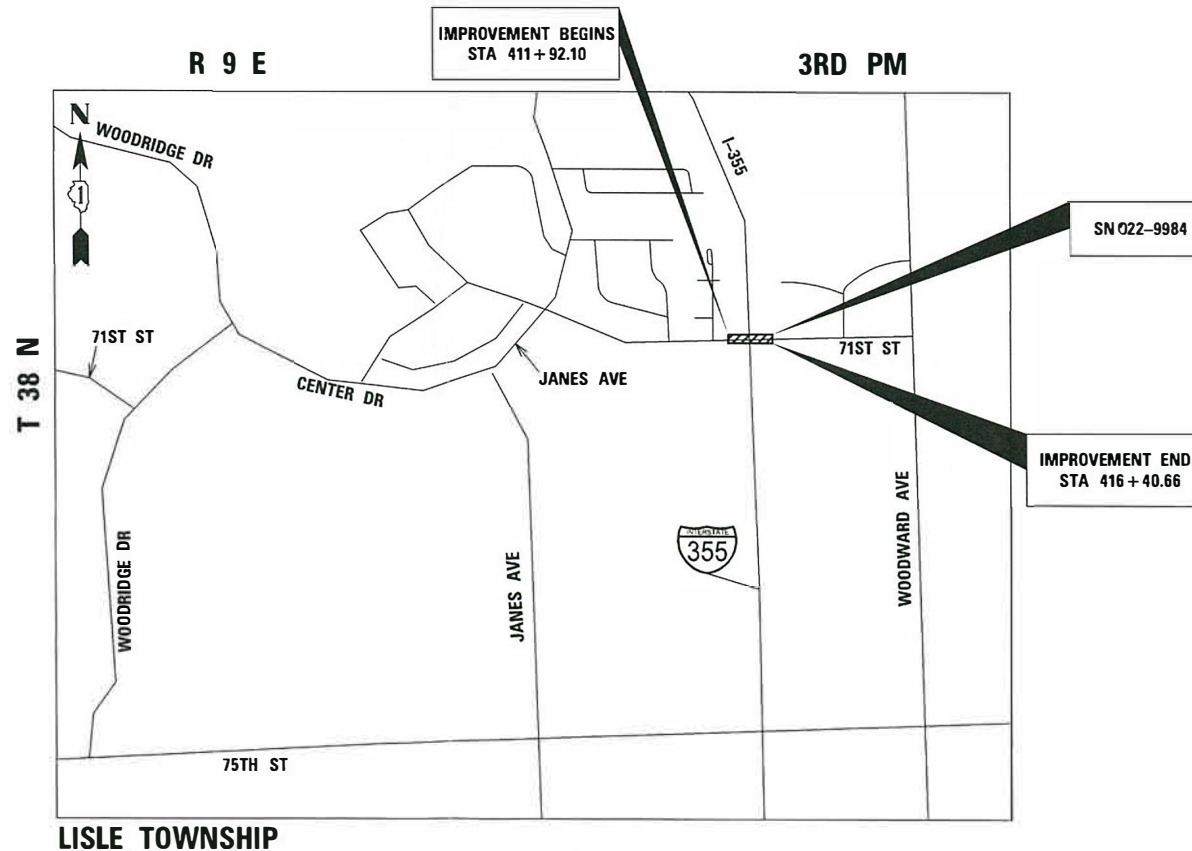
CLASSIFICATION = MAJOR COLLECTOR
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 30 MPH
 ADT (2016) = 5,950 VPD

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, PE SCHAUMBURG, IL



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



LISLE TOWNSHIP

LOCATION MAP
 NOT TO SCALE

GROSS AND NET LENGTH = 448.56 FEET (0.0850 MILE)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Approved *May 4*, 2018
 VILLAGE OF WOODRIDGE, DIRECTOR OF PUBLIC WORKS

Passed *MAY 16*, 2018
 DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

Released for Bid
 Based on Limited Review *May 16*, 2018
 REGIONAL ENGINEER



CONTRACT 61E85

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", IN EFFECT ON THE DATE OF THE INVITATION OF BIDS; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS, THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER, VILLAGE CONTACT AT 630-719-2941 AND V3 COMPANIES AT 630-724-9200 AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. ATTENTION IS CALLED TO SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES, REQUIRED TO MAINTAIN TRAFFIC FLOW. PORTABLE/CHANGEABLE ELECTRONIC MESSAGE BOARDS SHALL BE USED IN ADVANCE OF THE PROJECT ACCORDING TO IDOT STANDARDS AND SHALL BE IN PLACE A MINIMUM OF 72 HOURS PRIOR TO COMMENCING THE WORK AND REMAIN THROUGHOUT THE ROADWAY CONSTRUCTION WORK.
- THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS AT THE EDGE OF PAVEMENT ADJACENT TO THE REMOVAL OF ALL CONCRETE CURB OR COMBINATION CONCRETE CURB AND GUTTER. THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE HMA PAVEMENT PATCHING AND CONCRETE CURB AND GUTTERS AS SPECIFIED, OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND ANY SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF-SITE. ANY DAMAGE CAUSED BY THE CONTRACTOR TO EXISTING PAVEMENT, CURB & GUTTER, OR SIDEWALK NOT SHOWN TO BE REMOVED OR WORKED ON DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED.
- THE CONTRACTOR SHALL CONFINE OPERATIONS WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT. ANY DAMAGE CAUSED BY THE CONTRACTOR OUTSIDE OF SAID CONSTRUCTION LIMITS SHALL BE REPAIRED.
- DURING CONSTRUCTION, ALL SIGNS, BARRICADES AND TEMPORARY PAVEMENT MARKINGS WILL CONFORM TO THE MUTCD AND ILLINOIS MUTCD. VEHICULAR ACCESS TO LOCAL PROPERTIES WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- THE MINIMUM THICKNESS OF THE PROPOSED GUTTER FLAG SHALL BE 10" UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.
- PRIOR TO NEW WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD CHECK ALL DIMENSIONS AND ELEVATIONS AND TO VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITY LINES AND STRUCTURES THAT MAY BE IMPACTED BY THE PROPOSED WORK PRIOR TO ORDERING MATERIAL OR BEGINNING CONSTRUCTION. ANY DISCREPANCIES FROM THE PLANS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION AND AT ALL TIMES DURING CONSTRUCTION.

IDOT HIGHWAY STANDARDS	
000001-06	STANDARD SYMBOLS ABBREVIATION AND PATTERNS
442201-03	CLASS C AND D PATCHES
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5) TO 24" (600MM) FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES

IDOT DISTRICT 1 STANDARDS	
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS

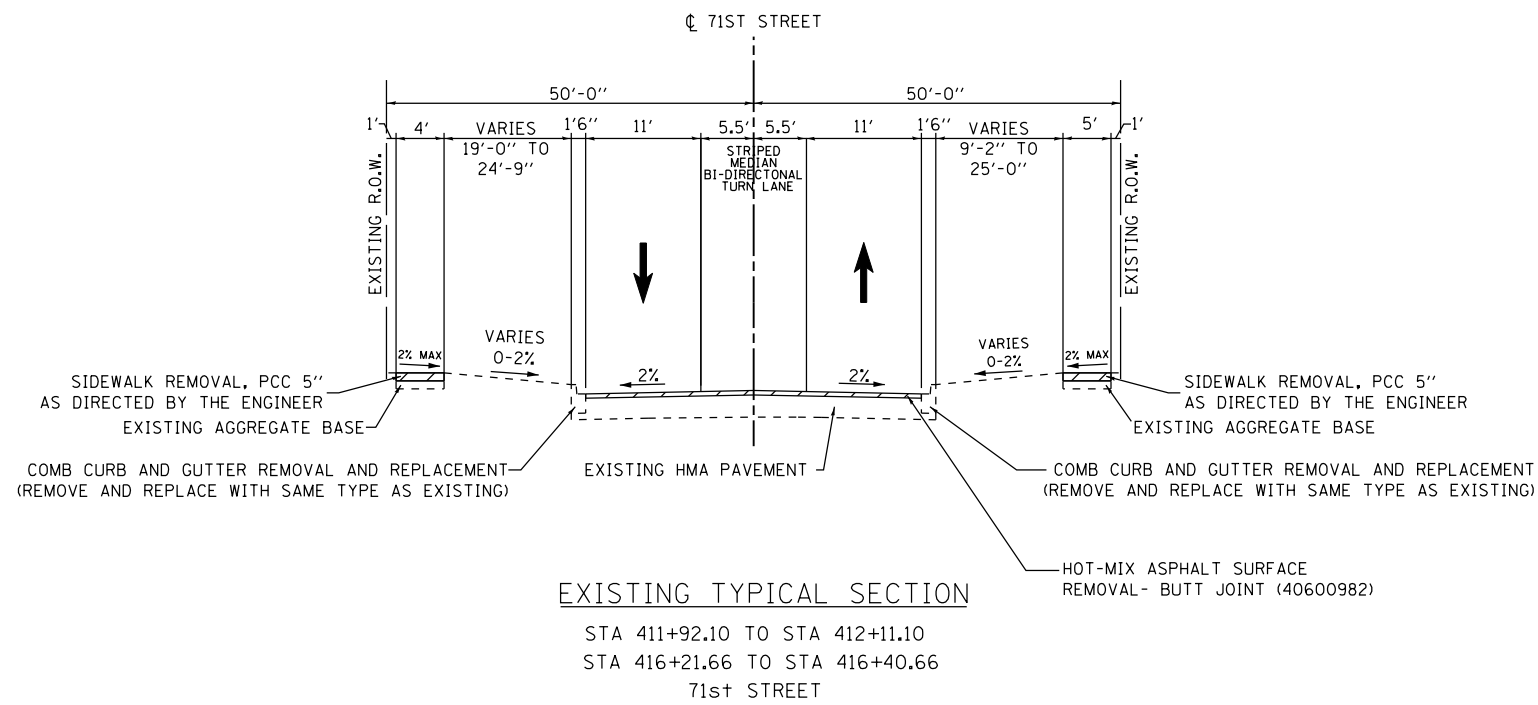
COMMITMENTS

NO WORK SHALL COMMENCE PRIOR TO SEPTEMBER 1, 2018.

INDEX OF SHEETS

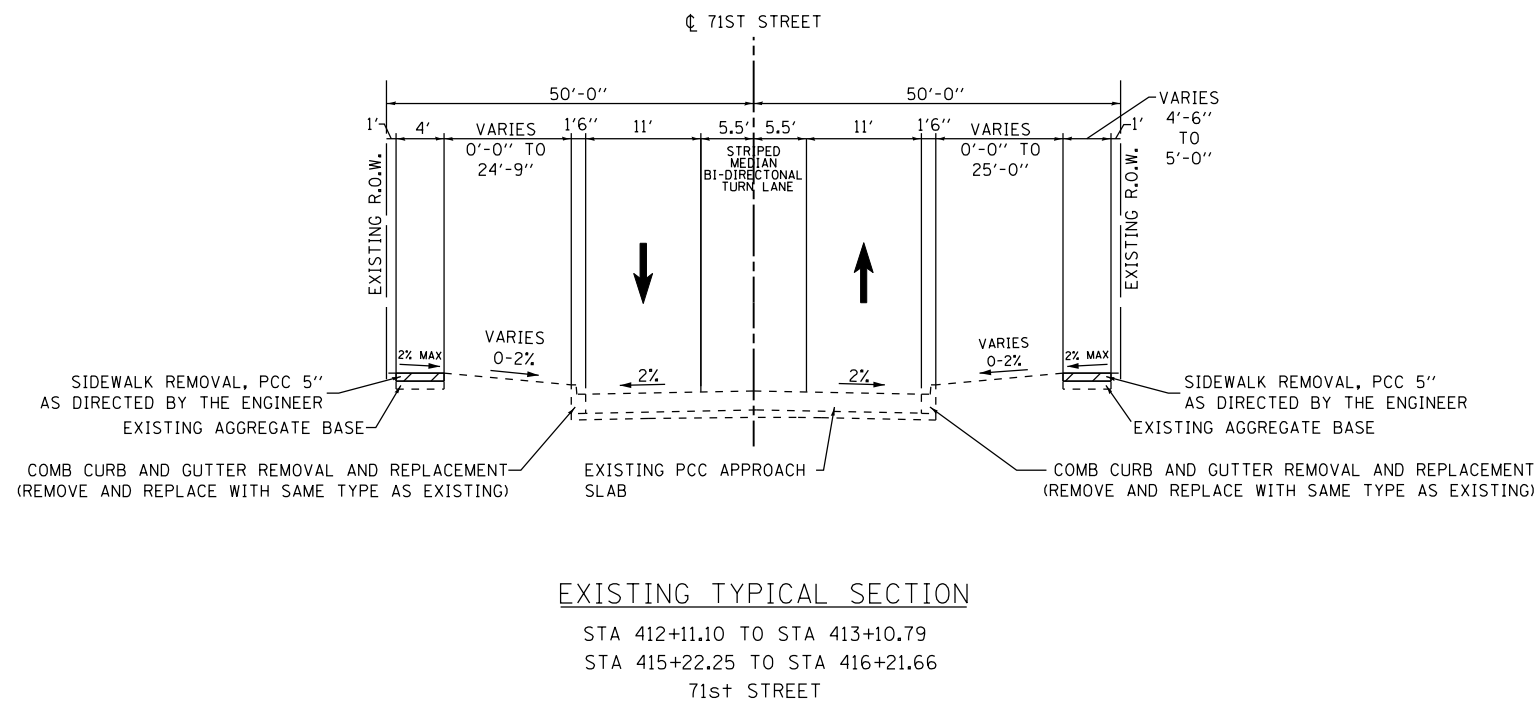
- 1 TITLE SHEET
- 2 GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4 - 5 TYPICAL SECTIONS
- 6 ALIGNMENT, TIES, AND BENCHMARKS
- 7 71st STREET BRIDGE DETOUR PLAN
- 8 REMOVAL PLAN
- 9 ROADWAY PLAN AND PROFILE
- 10 PAVEMENT MARKING AND LANDSCAPING PLAN
- 11- 12 STRUCTURAL PLAN
- 13 STRUCTURAL DETAIL
- 14- 17 CONSTRUCTION DETAILS

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	PLOT DATE = 5/3/2018	DATE -	REVISIED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT



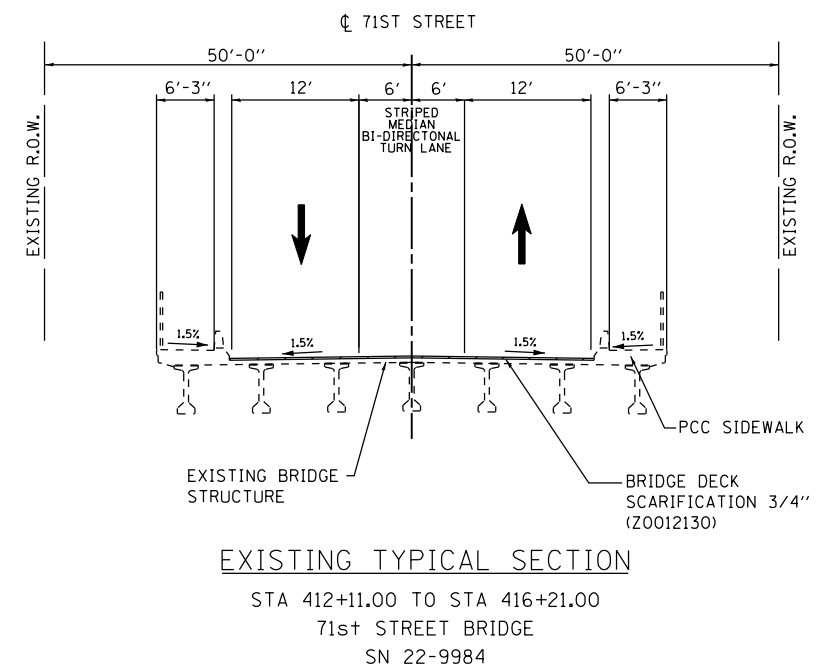
EXISTING TYPICAL SECTION

STA 411+92.10 TO STA 412+11.10
 STA 416+21.66 TO STA 416+40.66
 71st STREET



EXISTING TYPICAL SECTION

STA 412+11.10 TO STA 413+10.79
 STA 415+22.25 TO STA 416+21.66
 71st STREET



EXISTING TYPICAL SECTION

STA 412+11.00 TO STA 416+21.00
 71st STREET BRIDGE
 SN 22-9984

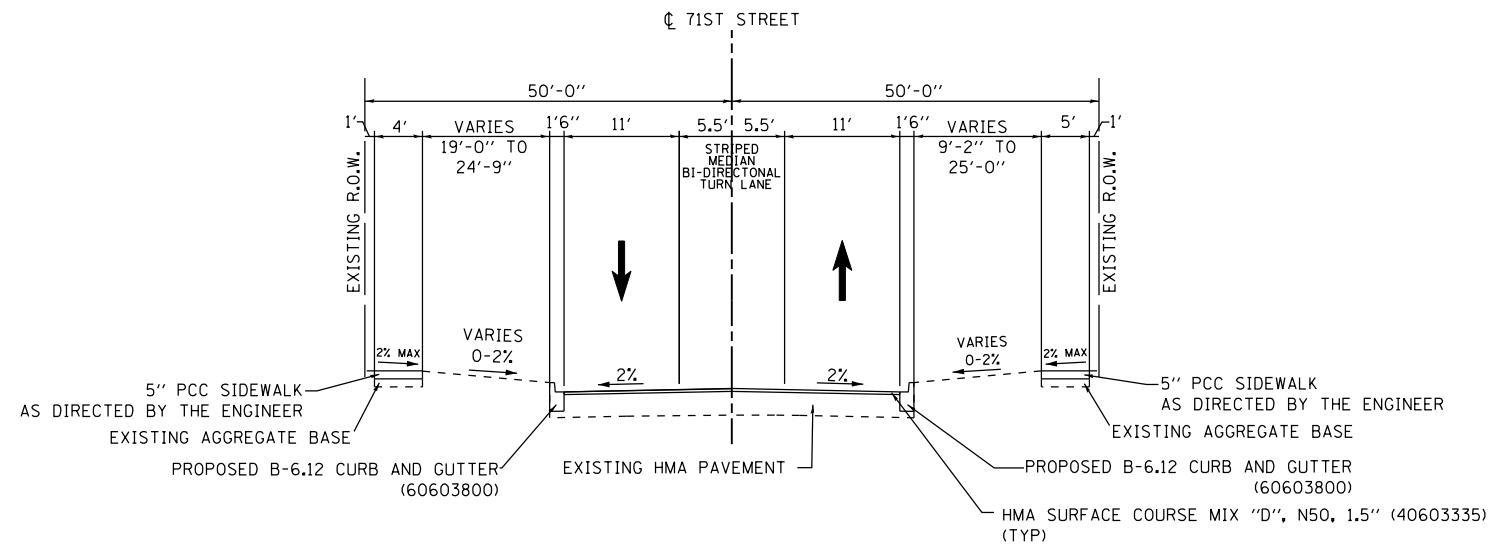


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

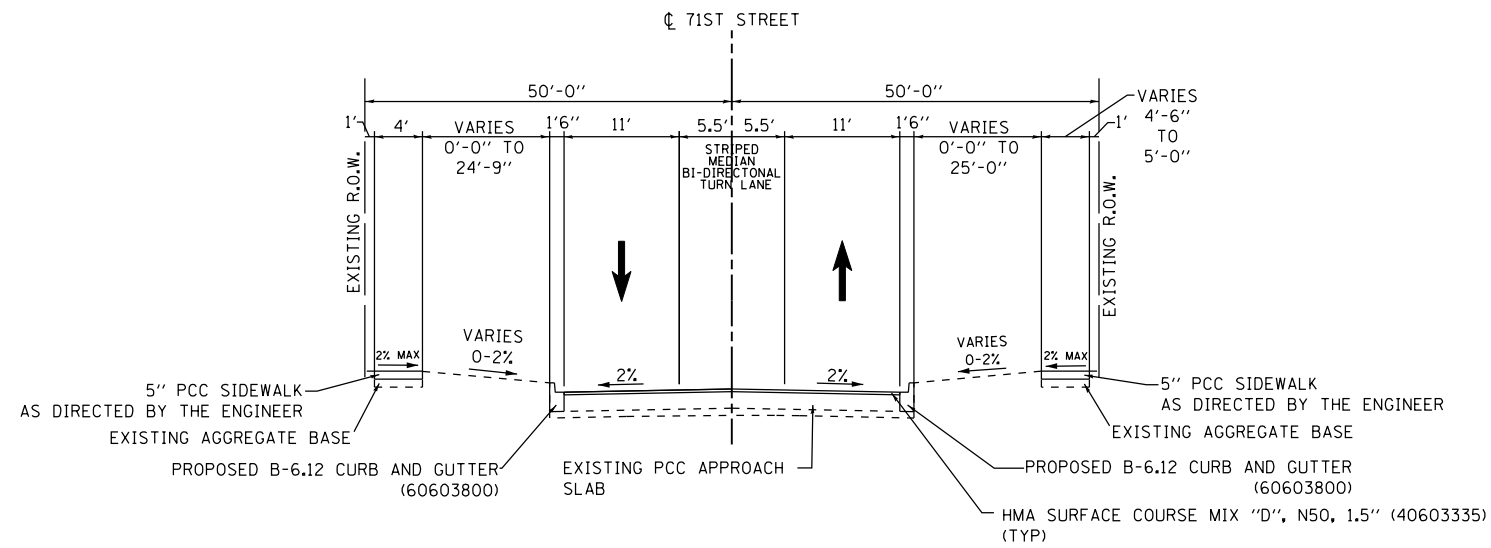
TYPICAL SECTIONS			
SCALE:	SHEET 1 OF 2 SHEETS	STA.	TO STA.

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CONTRACT NO. 61E85				
ILLINOIS FED. AID PROJECT				



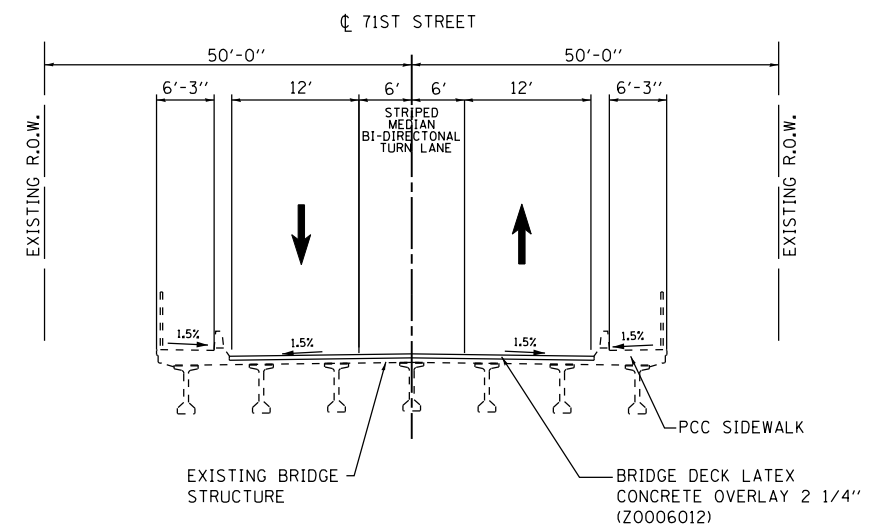
PROPOSED TYPICAL SECTION

STA 411+92.10 TO STA 412+11.10
 STA 416+21.66 TO STA 416+40.66
 71st STREET



PROPOSED TYPICAL SECTION

STA 412+11.10 TO STA 413+10.79
 STA 415+22.25 TO STA 416+21.66
 71st STREET



PROPOSED TYPICAL SECTION

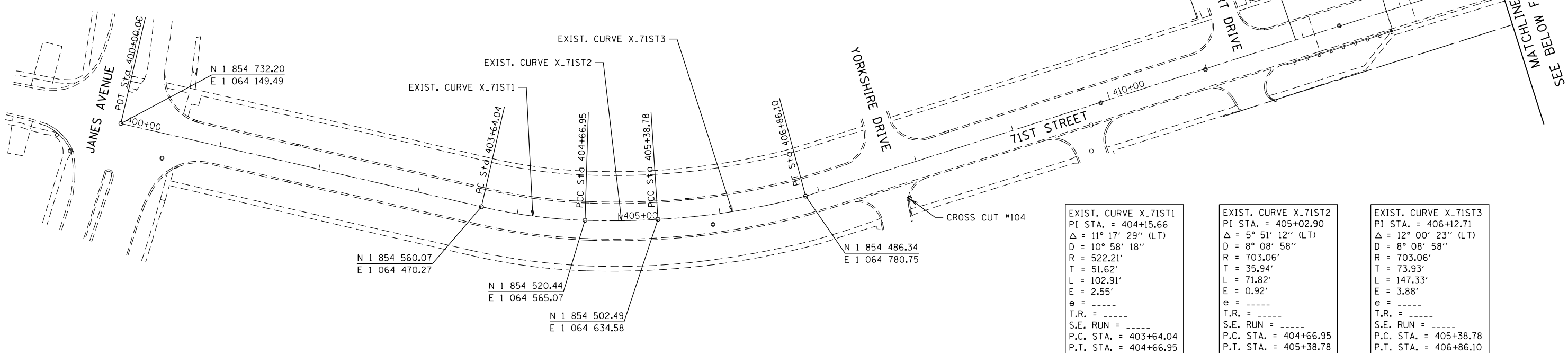
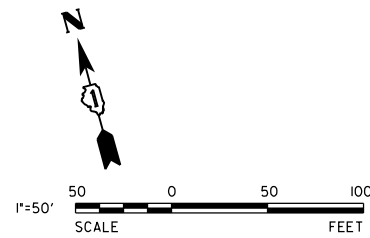
STA 412+11.00 TO STA 416+21.00
 71st STREET BRIDGE
 SN 22-9984

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS	
SCALE:	SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1533	17-00078-00-BR	DUPAGE	17	5
CONTRACT NO. 61E85				
ILLINOIS FED. AID PROJECT				



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E 1 064 470.27

N 1 854 520.44
E 1 064 565.07

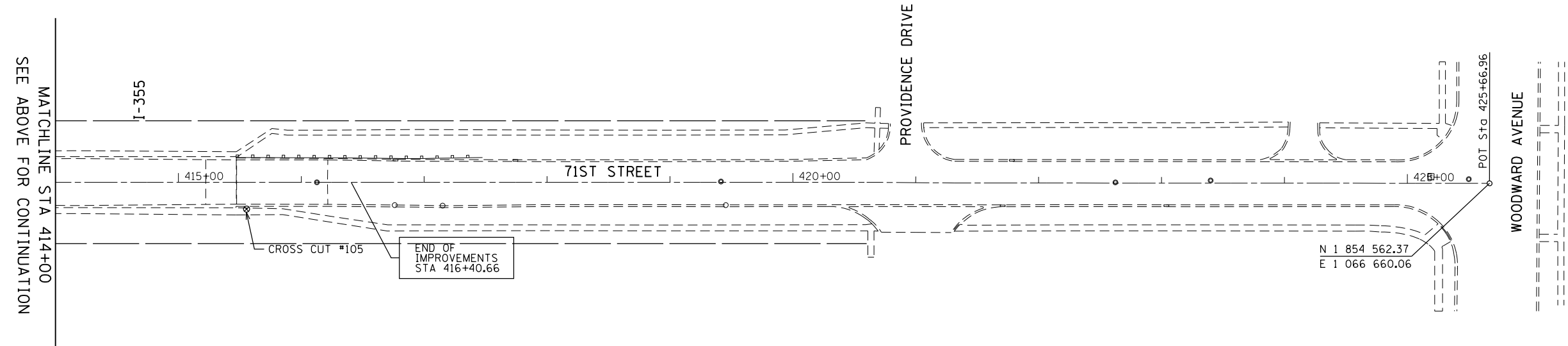
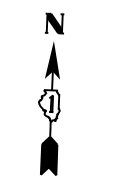
N 1 854 502.49
E 1 064 634.58

N 1 854 486.34
E 1 064 780.75

EXIST. CURVE X-71ST1
PI STA. = 404+15.66
Δ = 11° 17' 29" (LT)
D = 10° 58' 18"
R = 522.21'
T = 51.62'
L = 102.91'
E = 2.55'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 403+64.04
P.T. STA. = 404+66.95

EXIST. CURVE X-71ST2
PI STA. = 405+02.90
Δ = 5° 51' 12" (LT)
D = 8° 08' 58"
R = 703.06'
T = 35.94'
L = 71.82'
E = 0.92'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 404+66.95
P.T. STA. = 405+38.78

EXIST. CURVE X-71ST3
PI STA. = 406+12.71
Δ = 12° 00' 23" (LT)
D = 8° 08' 58"
R = 703.06'
T = 73.93'
L = 147.33'
E = 3.88'
e = ----
T.R. = ----
S.E. RUN = ----
P.C. STA. = 405+38.78
P.T. STA. = 406+86.10



BENCHMARK

SOURCE:
NGS MONUMENT
DESIGNATION - V3 WOOD
PID: DF926
NAVD 88 DATUM ELEVATION: 757.54 (FEET)
NORTHING: 1,853,207.72
EASTING: 1,064,114.34
DESCRIPTION (MARKER): SURVEY DISK SET IN TOP OF CONCRETE MONUMENT "STAMPING: V3 2002" IN RIGHT-OF-WAY IN FRONT OF THE V3 HEADQUARTERS BUILDING

SITE:
CONTROL POINT: CROSS CUT #104
ESTABLISHED BY: V3 COMPANIES
DATE: 6-13-14
ELEVATION: 764.58 (MEASURED)
DATUM: NAVD88
NORTHING: 1,854,456.87
EASTING: 1,064,878.68
DESCRIPTION: SET CROSS CUT IN MIDDLE OF BACK OF CURB AT SOUTHEAST CORNER OF YORKSHIRE DRIVE

CONTROL POINT: CROSS CUT #105
ESTABLISHED BY: V3 COMPANIES
DATE: 6-13-14
ELEVATION: 769.87 (MEASURED)
DATUM: NAVD88
NORTHING: 1,854,500.59
EASTING: 1,065,650.26
DESCRIPTION: SET CROSS CUT ON NORTH EDGE OF SIDEWALK SOUTH OF 71ST STREET

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

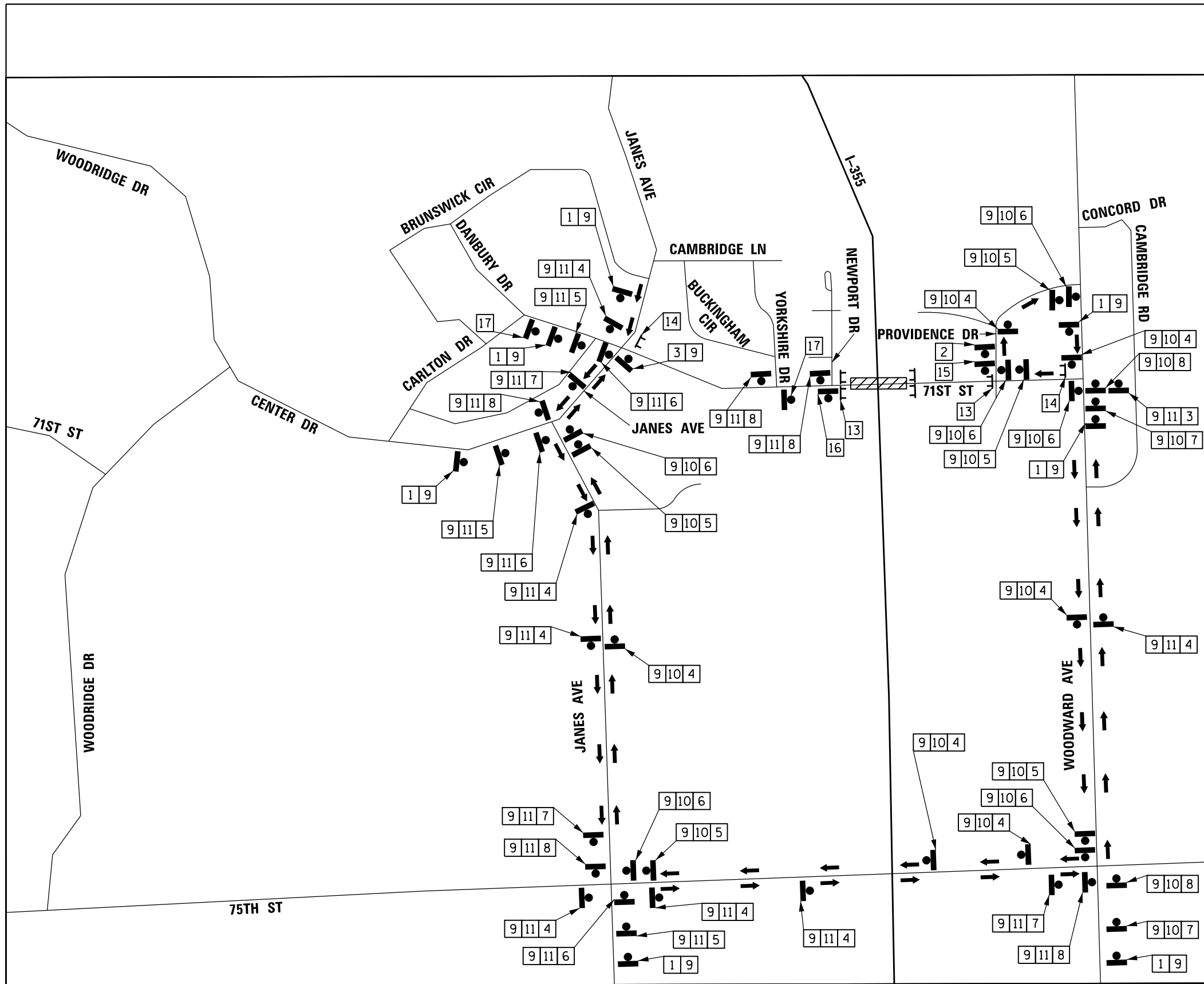
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, AND BENCHMARKS

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

F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1533	17-00078-00-BR	DUPAGE	17	6
				CONTRACT NO. 61E85
ILLINOIS FED. AID PROJECT				



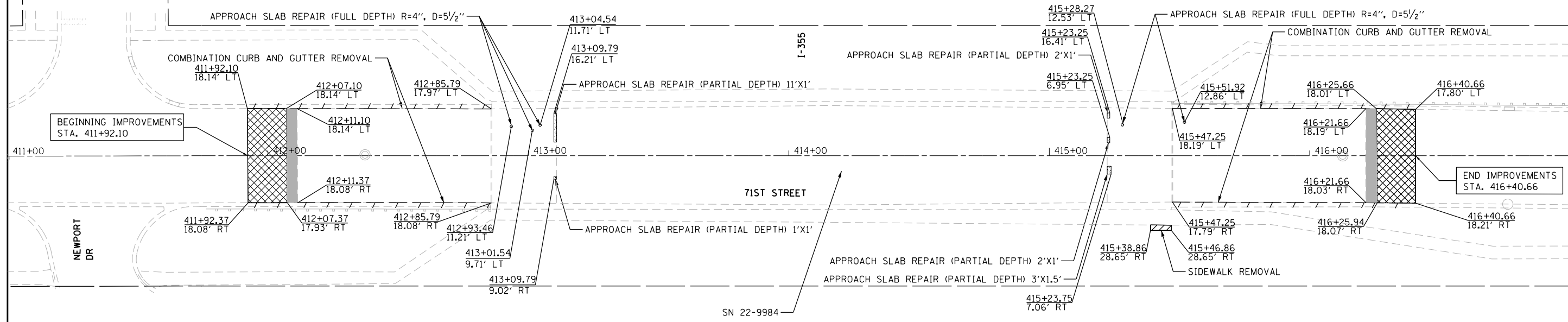
SIGN NUMBER	SIGN TYPE	SIGN TYPE	SIGN TYPE
1	DETOUR AHEAD	WEST M3-4 (0) 2412	10
		EAST M3-2 (0) 2412	11
2	ROAD CONSTRUCTION AHEAD	BRIDGE CLOSED R11-2 48X30	13
3	END DETOUR	BRIDGE CLOSED LOCAL TRAFFIC ONLY R11-3a 60X30	14
4	DETOUR (UP)	R3-1 2424	15
5	DETOUR (RIGHT)	R3-2 2424	16
6	DETOUR (DOWN)	ROAD CLOSED AHEAD W20-3 (0) 48	17
7	DETOUR (LEFT)		
8	DETOUR (DOWN)		
9	71ST ST	SPECIAL SIGN(S): BLACK LEGEND ORANGE BACKGROUND (RETROREFLECTIVE) 6" C-SERIES TEXT 8" X 30"	

TYPICAL LAYOUT OF SIGNS

LEGEND

- DETOUR SIGN, NUMBER DENOTES TYPE
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- DETOUR ROUTE
- WORK ZONE

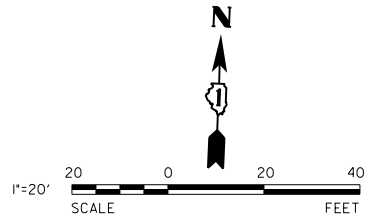
- NOTES:**
- THERE SHALL BE FOUR CHANGEABLE MESSAGE SIGNS AVAILABLE FOR RESIDENT ENGINEER TO OPERATE DETOUR PLAN
 - SPACING OF SIGNS SHALL BE SET AT 200' STARTING FROM THE CENTER OF THE INTERSECTION
 - CLOSE SIDEWALKS AT NEWPORT DRIVE AND PROVIDENCE DRIVE PER HWY STANDARD 701801



- NOTES**
- CONTRACTOR SHALL PROTECT GUARDRAILS DURING CONSTRUCTION. IF REQUIRED TO REMOVE GUARDRAIL TO INSTALL CURB THIS WORK SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL

REMOVAL LEGEND

- REMOVAL AREA FOR CLASS D PATCH
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- APPROACH SLAB REPAIR
- LINEAR ITEM REMOVAL

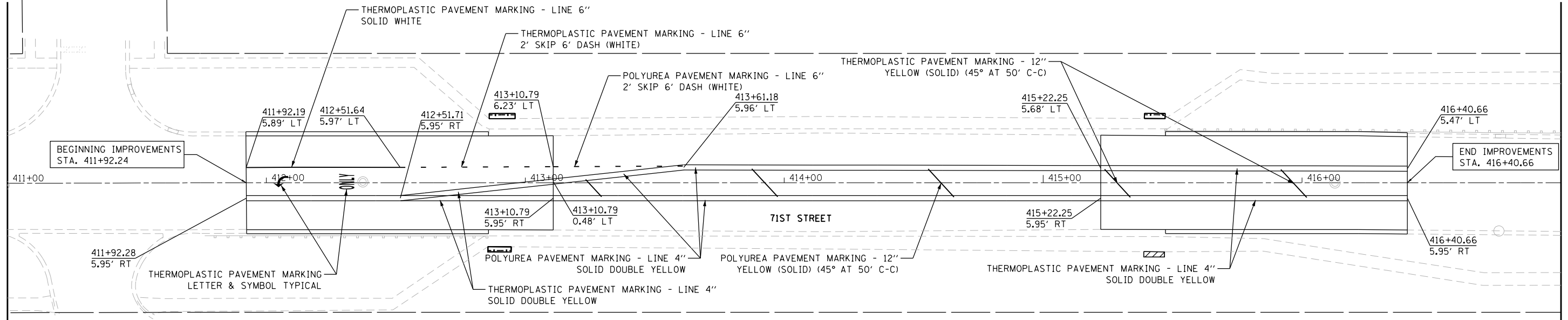


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

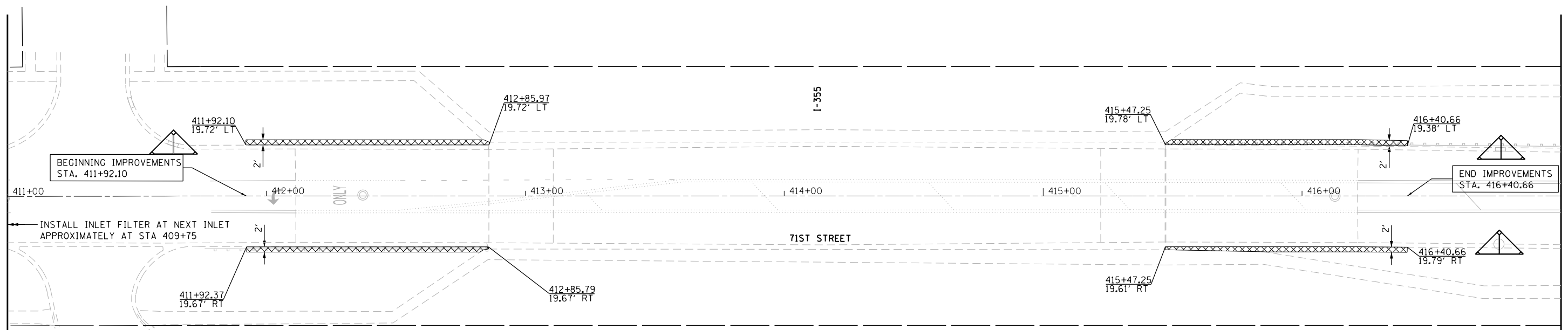
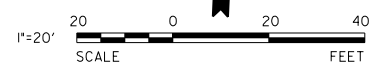
REMOVAL PLAN			
SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS	STA. 411+00.00 TO STA. 417+00.00	

F.A.U. RTE. 1533	SECTION 17-00078-00-BR	COUNTY DUPAGE	TOTAL SHEETS 17	SHEET NO. 8
CONTRACT NO. 61E85				
ILLINOIS FED. AID PROJECT				



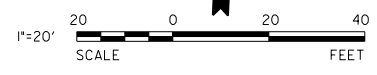
BEGINNING IMPROVEMENTS
STA. 411+92.24

END IMPROVEMENTS
STA. 416+40.66



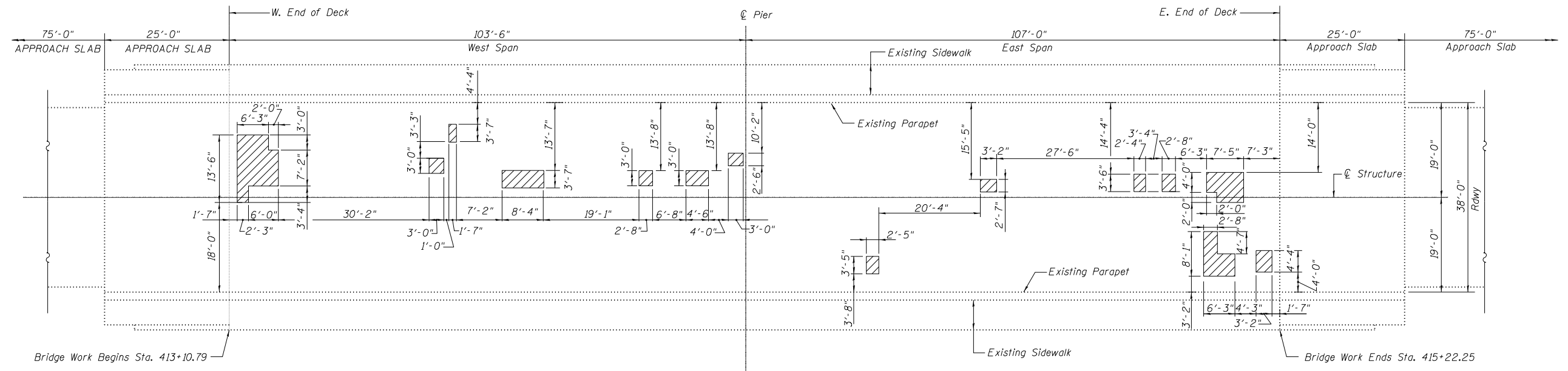
BEGINNING IMPROVEMENTS
STA. 411+92.10

END IMPROVEMENTS
STA. 416+40.66



LANDSCAPE LEGEND	
	TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 2A EROSION CONTROL BLANKET
	INLET FILTER

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Default	PLOT SCALE = 40.0000' / in.	CHECKED - JDH	REVISED -			SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS	STA. 411+00.00 TO STA. 417+00.00		CONTRACT NO. 61E85		
	PLOT DATE = 5/3/2018	DATE -	REVISED -			ILLINOIS FED. AID PROJECT						



STRUCTURAL LEGEND	
	DECK SLAB REPAIR (PARTIAL)
	3/4" BRIDGE DECK SCARIFICATION
	2 1/4" BRIDGE DECK LATEX CONCRETE OVERLAY AREA



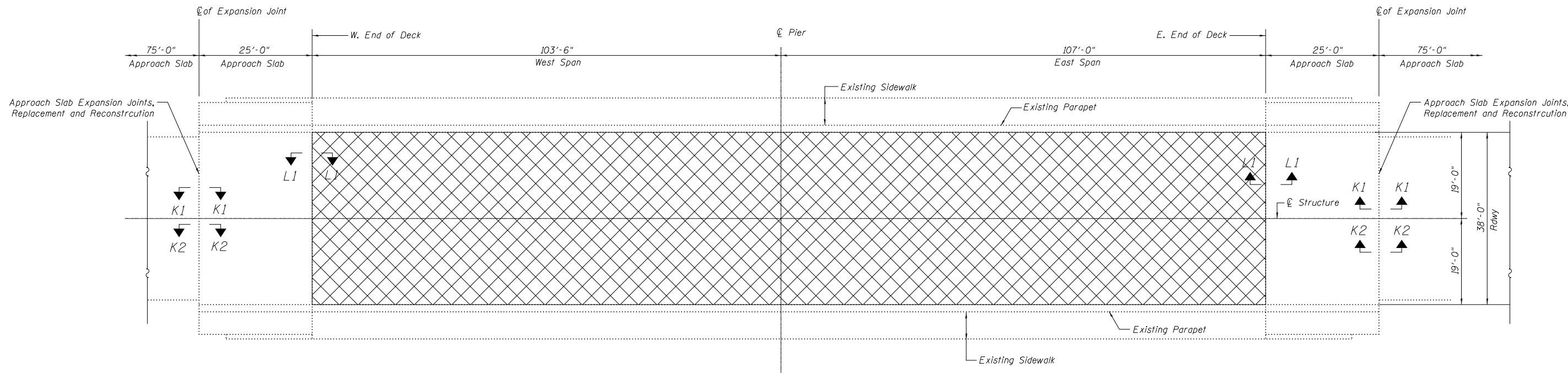
PLAN VIEW
71ST STREET OVER I-355
SN 022-9984
NTS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial)	Sq.Yd.	31.2

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Scarification 3/4"	Sq.Yd.	888.8
Bridge Deck Latex Concrete Overlay 2 1/4"	Sq.Yd.	888.8
Deck Slab Repair (Partial)	Sq.Yd.	32.0
Removing and Replacing Expansion Joint	Foot	76



STRUCTURAL LEGEND

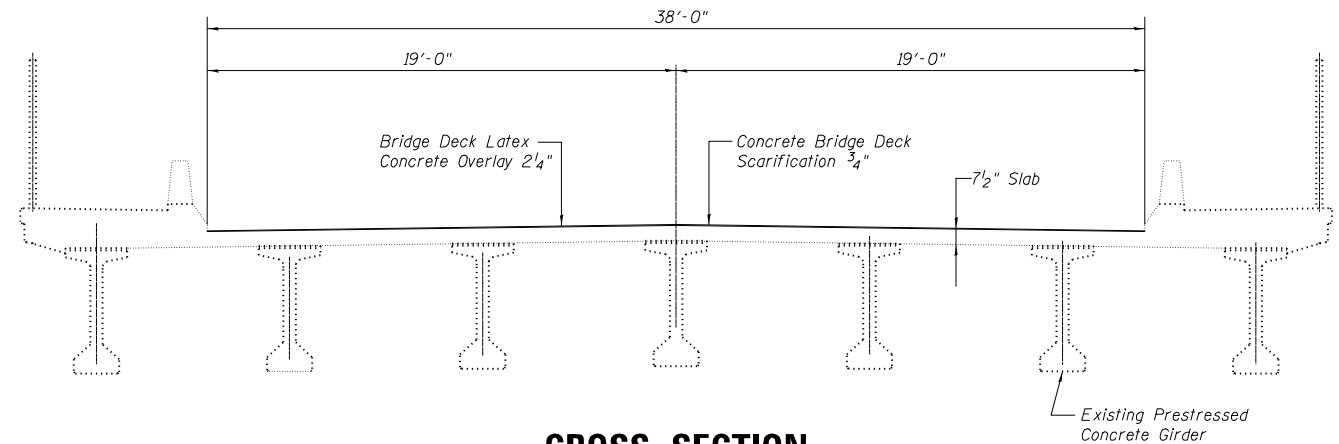
	DECK SLAB REPAIR (PARTIAL)
	3/4" BRIDGE DECK SCARIFICATION 2 1/4" BRIDGE DECK LATEX CONCRETE OVERLAY AREA



PLAN VIEW
71ST STREET OVER I-355
SN 022-9984
NTS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Scarification 3/4"	Sq.Yd.	888.8
Bridge Deck Latex Concrete Overlay 2 1/4"	Sq.Yd.	888.8



CROSS SECTION
71ST STREET OVER I-355
SN 22-9984
NTS

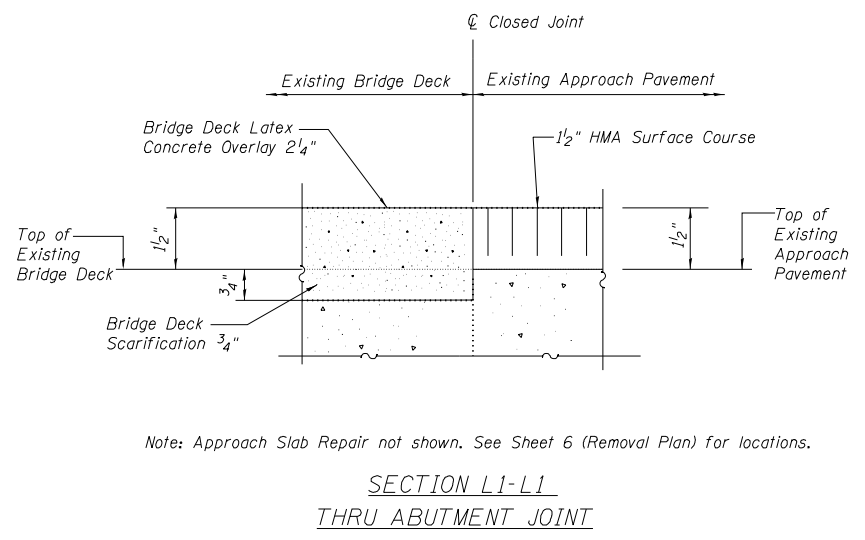
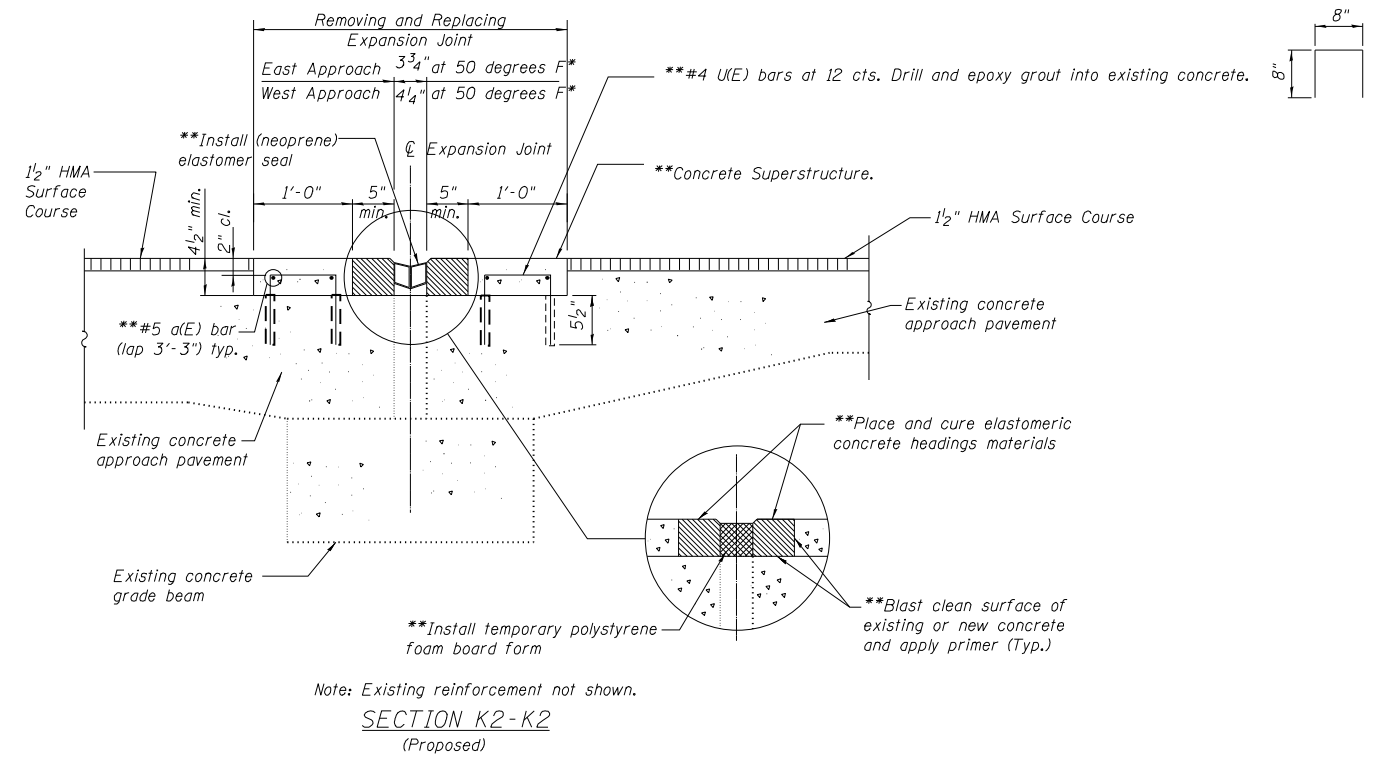
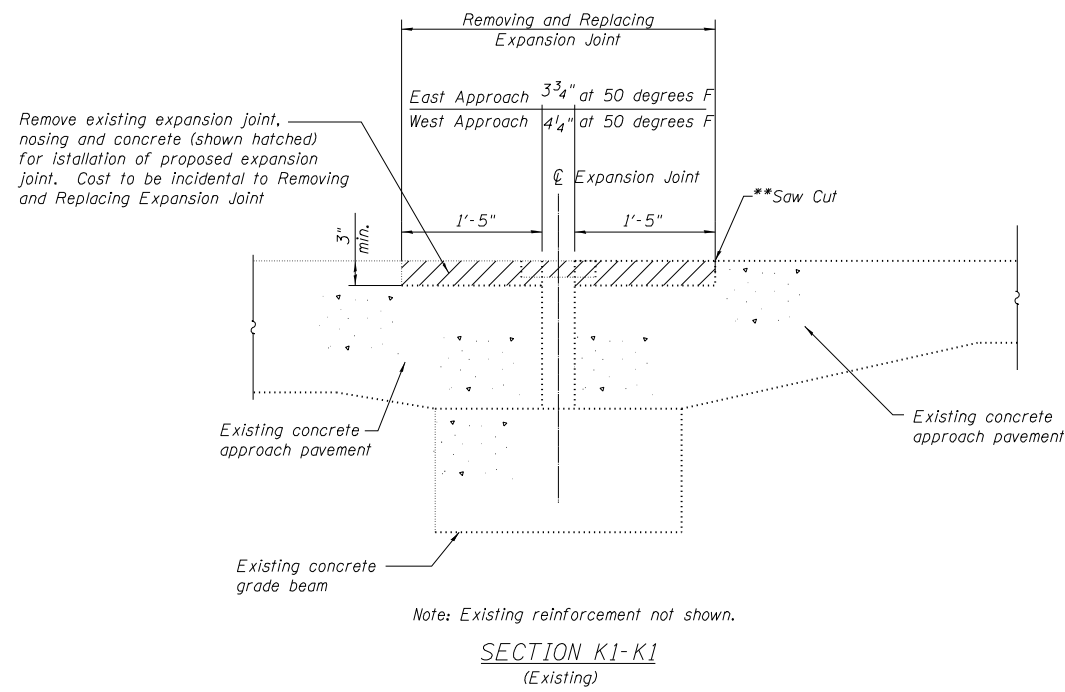
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STRUCTURAL PLAN	
SN 022-9984	
SCALE:	SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1533	17-00078-00-BR	DUPAGE	17	12
CONTRACT NO. 61E85				
ILLINOIS FED. AID PROJECT				

* 1/2" maximum movement range
 ** Included in the cost of Removing and Replacing Expansion Joint



GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

Joint width is subjected to nominal variations. It shall be the Contractor's responsibility to verify such dimensions and confirm uniform width throughout joint and make necessary adjustments.

Joint to be saw-cut if necessary to ensure uniform width throughout joint established by widest section of joint. Cost to be included with "Removing and Replacing Expansion Joint".

Joint seal selection subject to field verification of existing opening and manufacturer recommendation. Deviation from joint seal shown to comply with as-built conditions or manufacturer recommendation shall not be cause for additional compensation.

Existing reinforcement shall be cleaned and incorporated into the new joint construction. Included in the cost of Removing and Replacing Expansion Joint.

All reinforcement bars shall be epoxy coated.

EAST AND WEST APPROACH PAVEMENT
 EXPANSION JOINTS
 BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removing and Replacing Expansion Joint	Foot	76

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

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

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

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

SEE STATE STANDARD 606001

1/4" (5) **

18" (450) MAX.

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

3" (75) MIN.

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

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

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

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

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

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

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

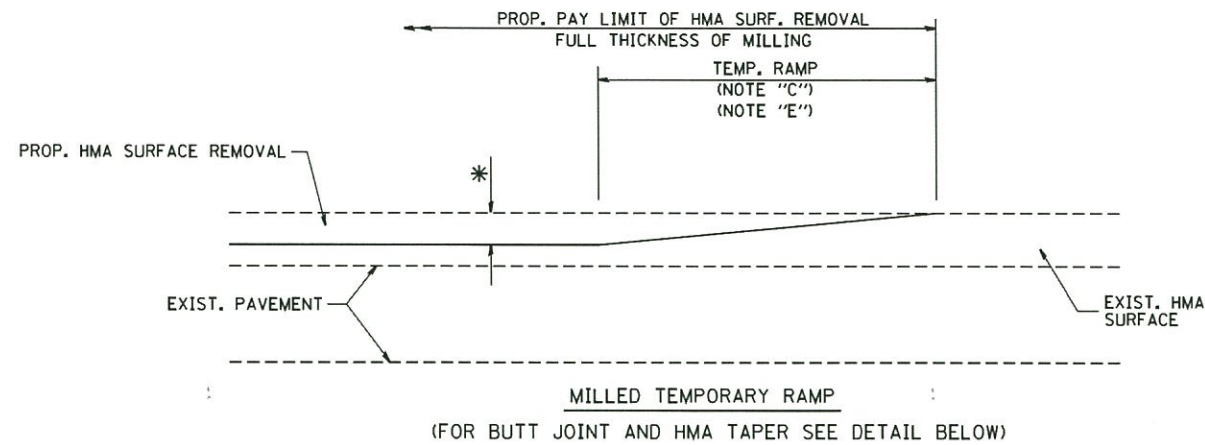
** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

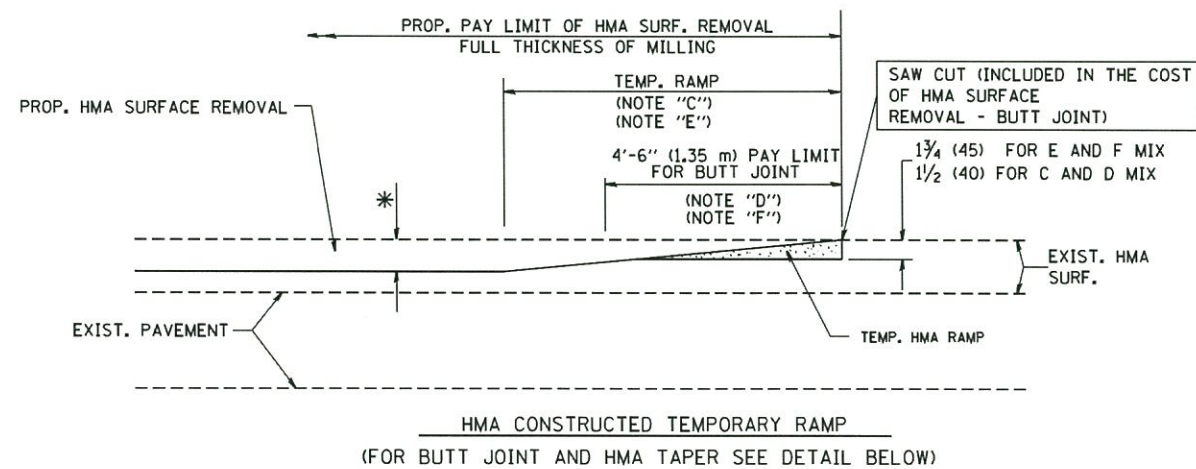
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.V. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ez:\pwork\pwork\drivakosgn\d0108315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	1533			17-00078-00-BR	DUPAGE	17	14	
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PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. 1 OF 5 SHEETS		STA.	TO STA.	

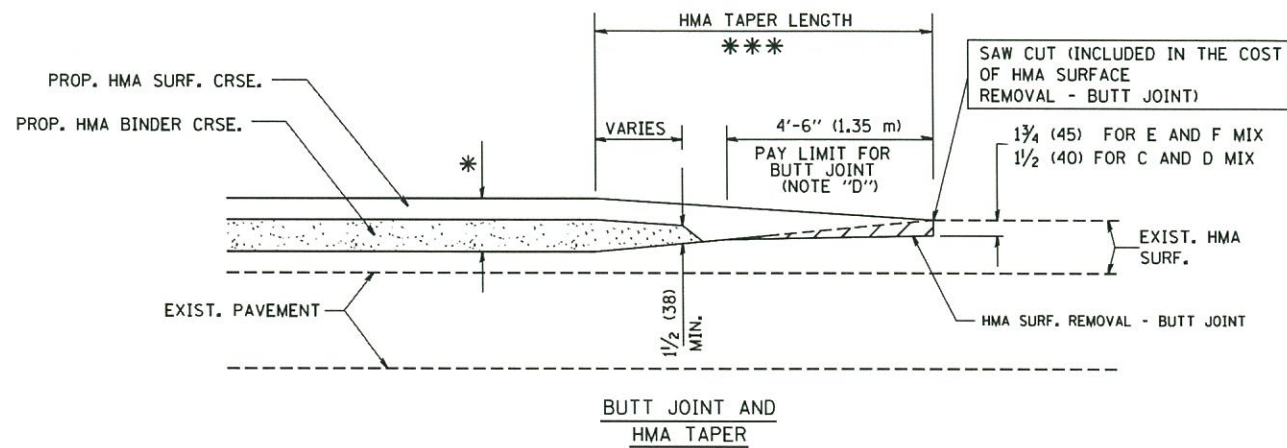


OPTION 1

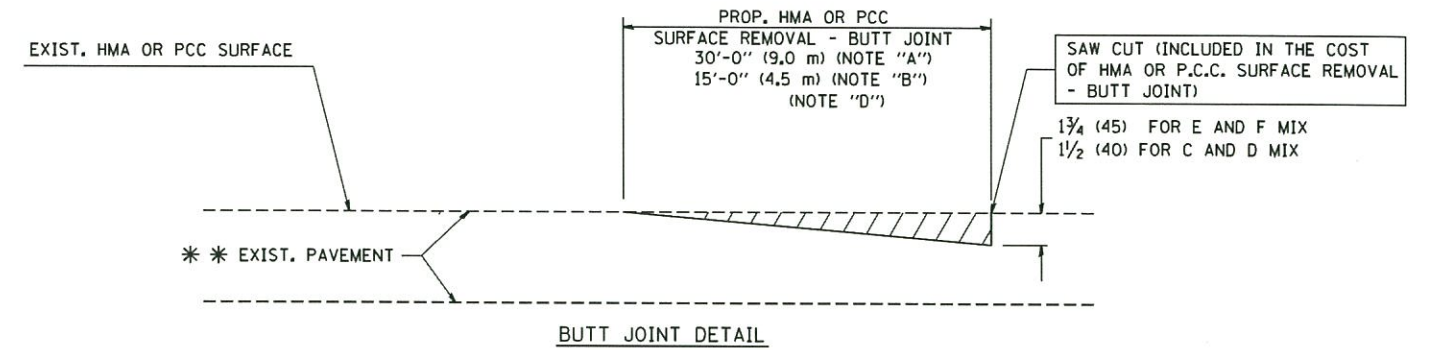


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

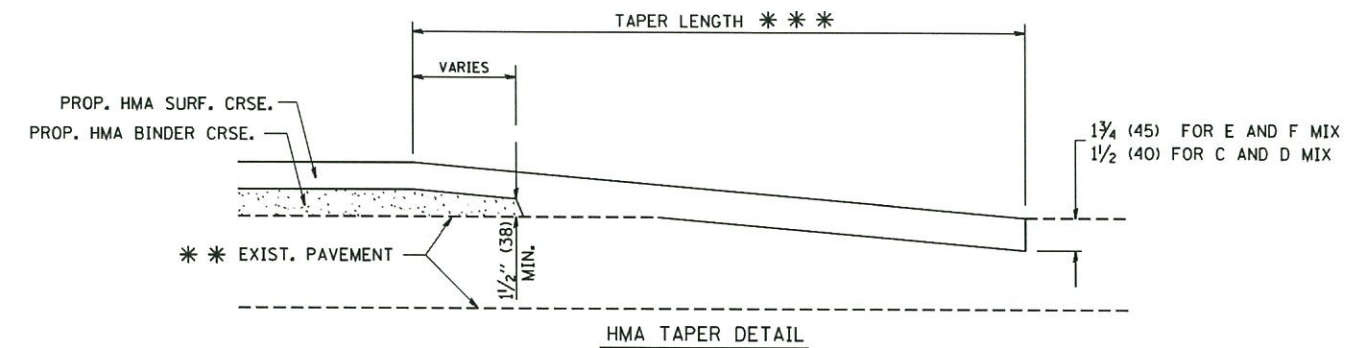
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

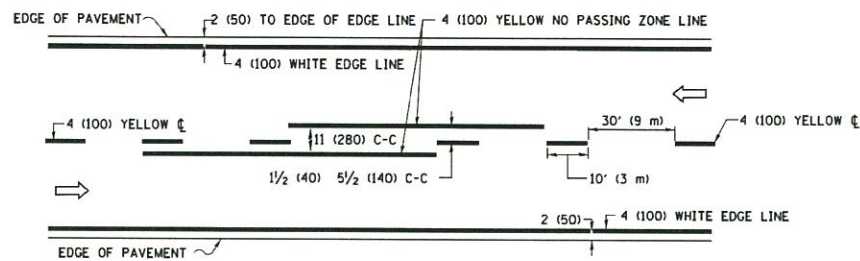
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

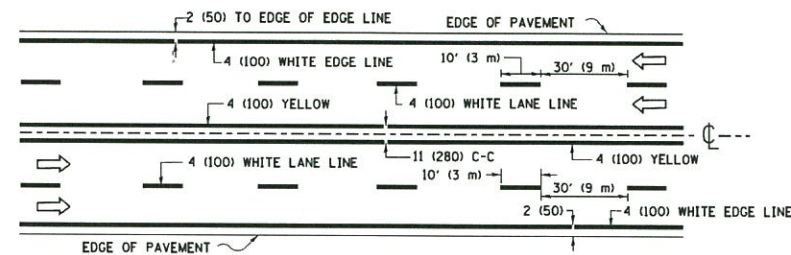
BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE SHEET NO. 2 OF 5 SHEETS STA. TO STA.

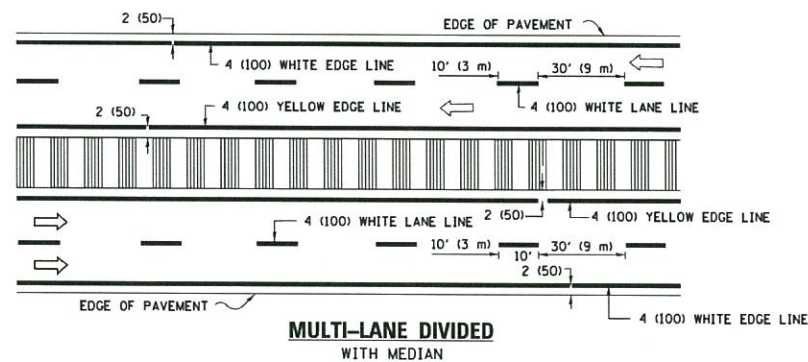
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1533	17-00078-00-BR	DUPAGE	17	15
BD400-05 BD32		CONTRACT NO. 61E85		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

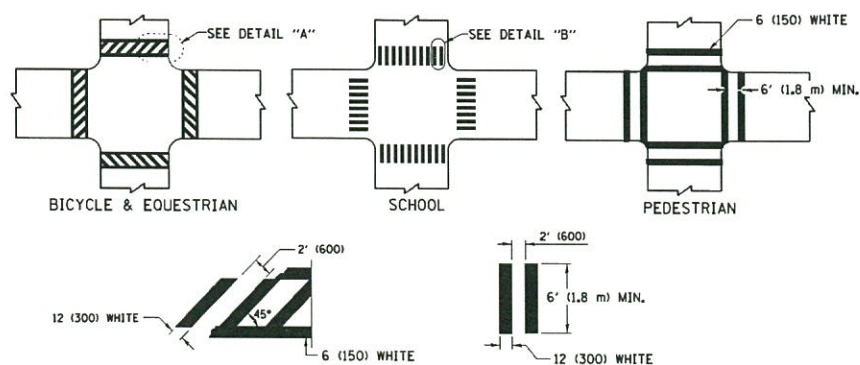


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

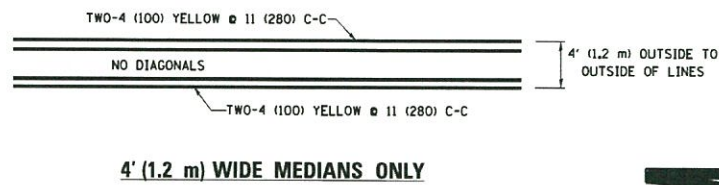


DETAIL "A"

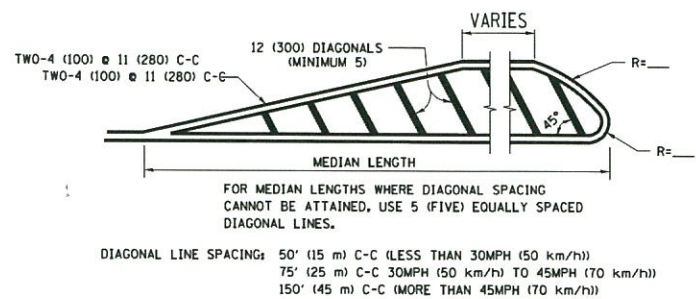
DETAIL "B"

TYPICAL CROSSWALK MARKING

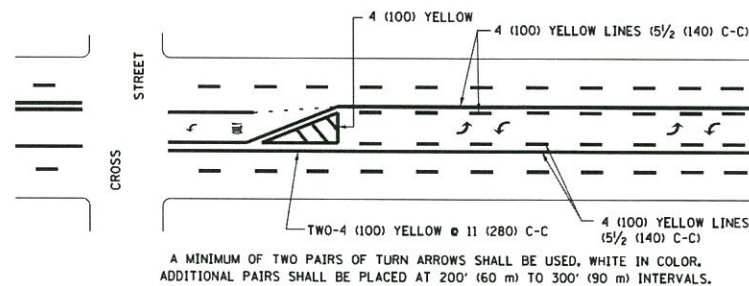
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

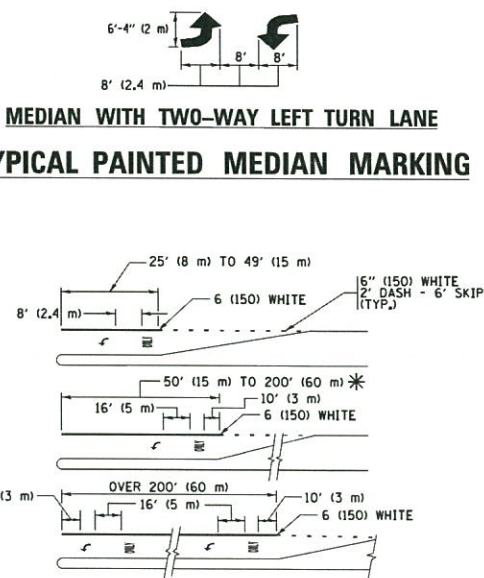


MEDIANS OVER 4' (1.2 m) WIDE



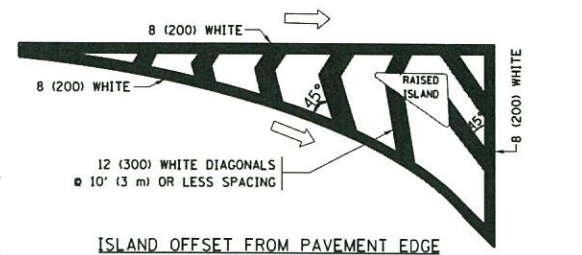
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

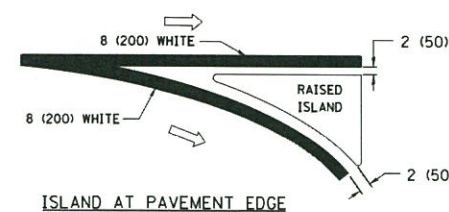


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

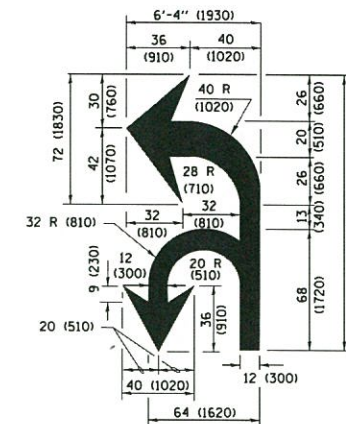


ISLAND OFFSET FROM PAVEMENT EDGE

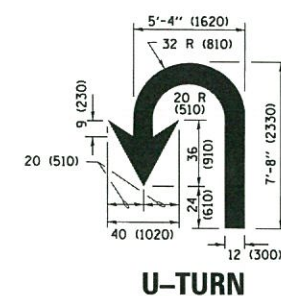


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	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 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

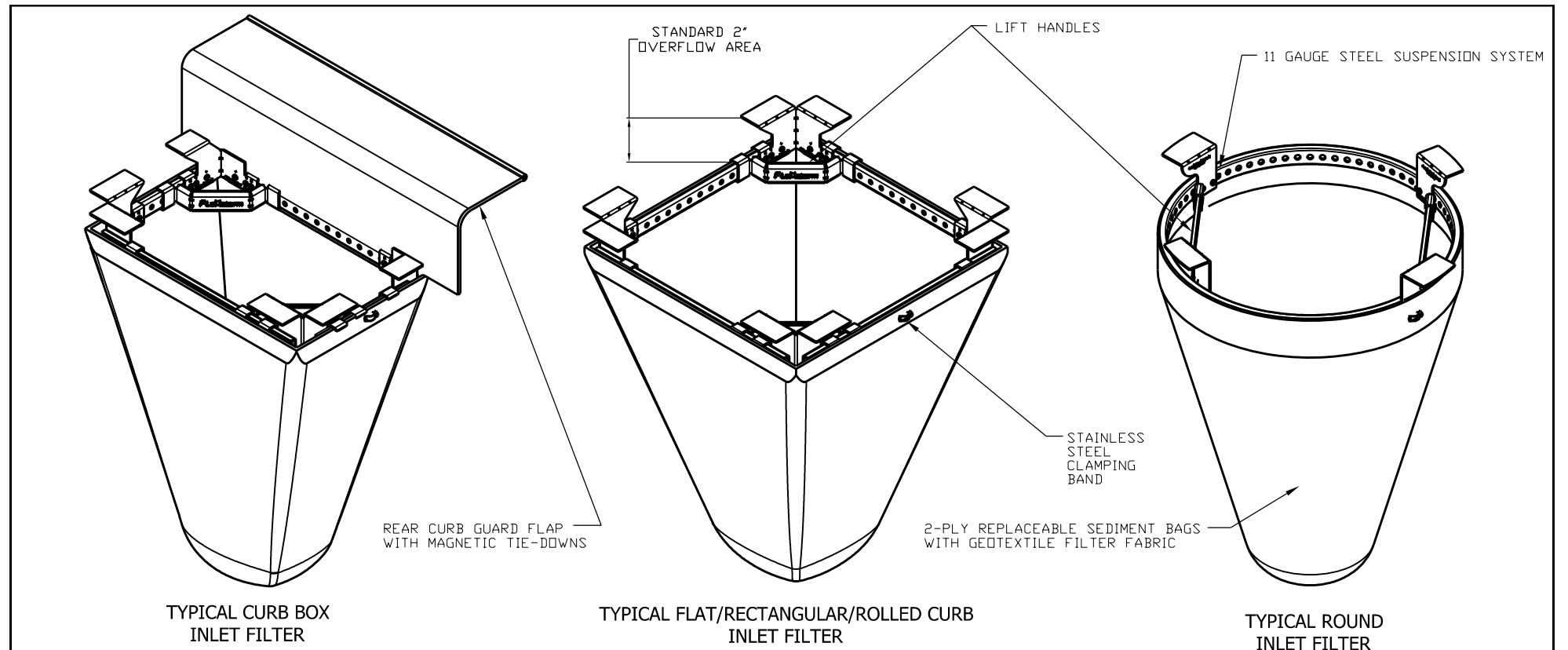
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

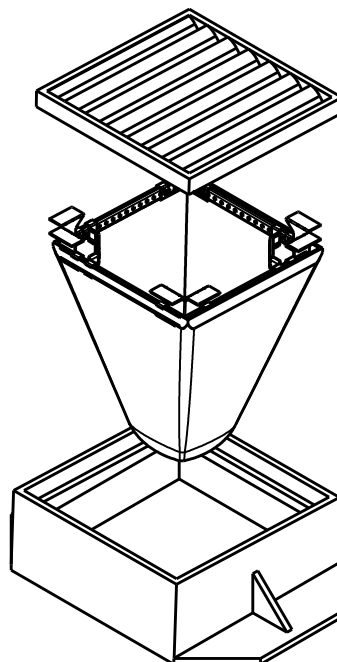
DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 3	OF 5 SHEETS	STA.	TO STA.
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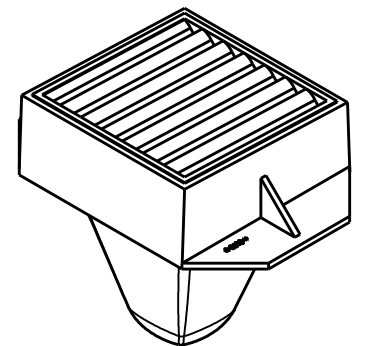
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1533	17-00078-00-BR	DUPAGE	17	16
TC-13		CONTRACT NO. 61E85		
ILLINOIS FED. AID PROJECT				



IDOT Inlet Filter Specifications		
Material Property	Test Method	Value (min ave)
> NonWoven Geotextile Inner Filter Bag Specs (2 ft³ min vol)		
Grab Tensile	ASTM D 4632	100 lbs
Puncture Strength	ASTM D 4833	65lbs
Trapezoidal Tear	ASTM D 4533	45 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)
Permittivity	ASTM D 4491	2.0/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications		
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%
Thickness	ASTM D 1777	.040 +/- .005
> Frame Construction		
A36 Structural Steel; 11 Guage; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi



- INSTALLATION:**
1. REMOVE GRATE
 2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
 3. REPLACE GRATE



DRAWN		ALL PRODUCTS MANUFACTURED		
CHECKED				
QA				
MFG				
APPROVED				
		SIZE	DWG NO	REV
		SCALE	SHEET 1 OF 1	

INLET FILTERS
NTS

FILE NAME =	USER NAME = msladek	DESIGNED - OB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1533	17-00078-00-BR	DUPAGE	17	17
CONTRACT NO. 61E85				
ILLINOIS FED. AID PROJECT				