

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PLANS FOR PROPOSED
FEDERAL-AID HIGHWAY**

**FAU 0298 (BLACK ROAD)
DUPAGE RIVER TRAIL TO ROCK RUN TRAIL
BIKE TRAIL
SECTION 14-F3000-05-BT
31H8(352)
WILL COUNTY FOREST PRESERVE DISTRICT
WILL COUNTY**

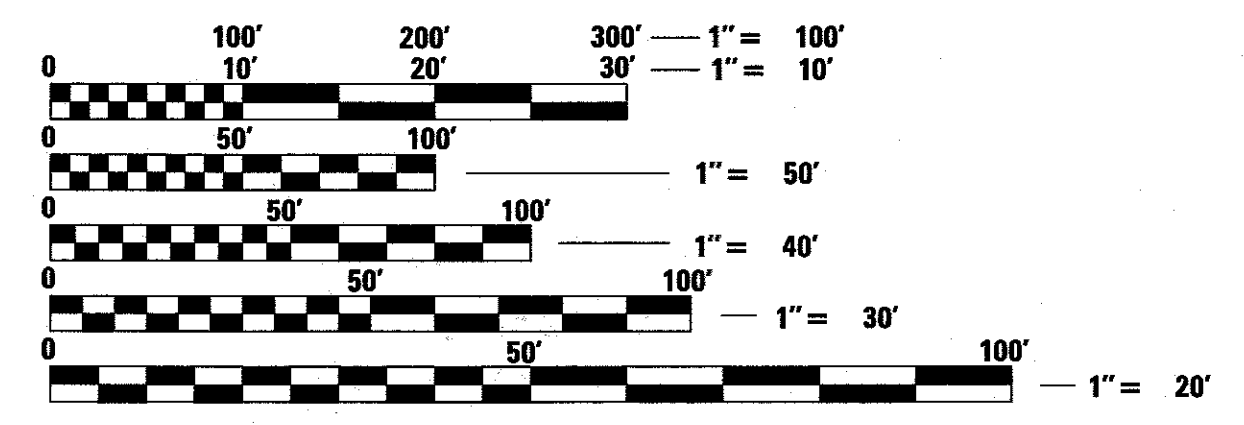
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0298	14-F3000-05-BT	WILL	118	1
ILLINOIS			CONTRACT NO. 61E07	

FOR INDEX OF SHEETS, SEE SHEET 2
FOR LIST OF STATE STANDARDS, SEE SHEET 2

ADT	POSTED SPEED	DESIGN SPEED	DESIGN DESIGNATION
BLACK ROAD			
22,900	40 MPH	N/A	MINOR ARTERIAL
NORTHWEST FRONTAGE ROAD			
400	40 MPH	N/A	LOCAL STREET
NORTHEAST FRONTAGE RD			
5,800	40 MPH	N/A	LOCAL STREET
I-55			
83,500	65 MPH	N/A	INTERSTATE



**PROJECT LOCATED IN
VILLAGE OF SHOREWOOD,
CITY OF JOLIET, AND
FOREST PRESERVE DISTRICT
OF WILL COUNTY**

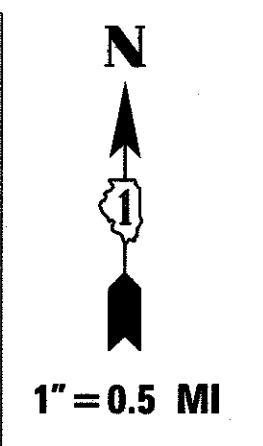
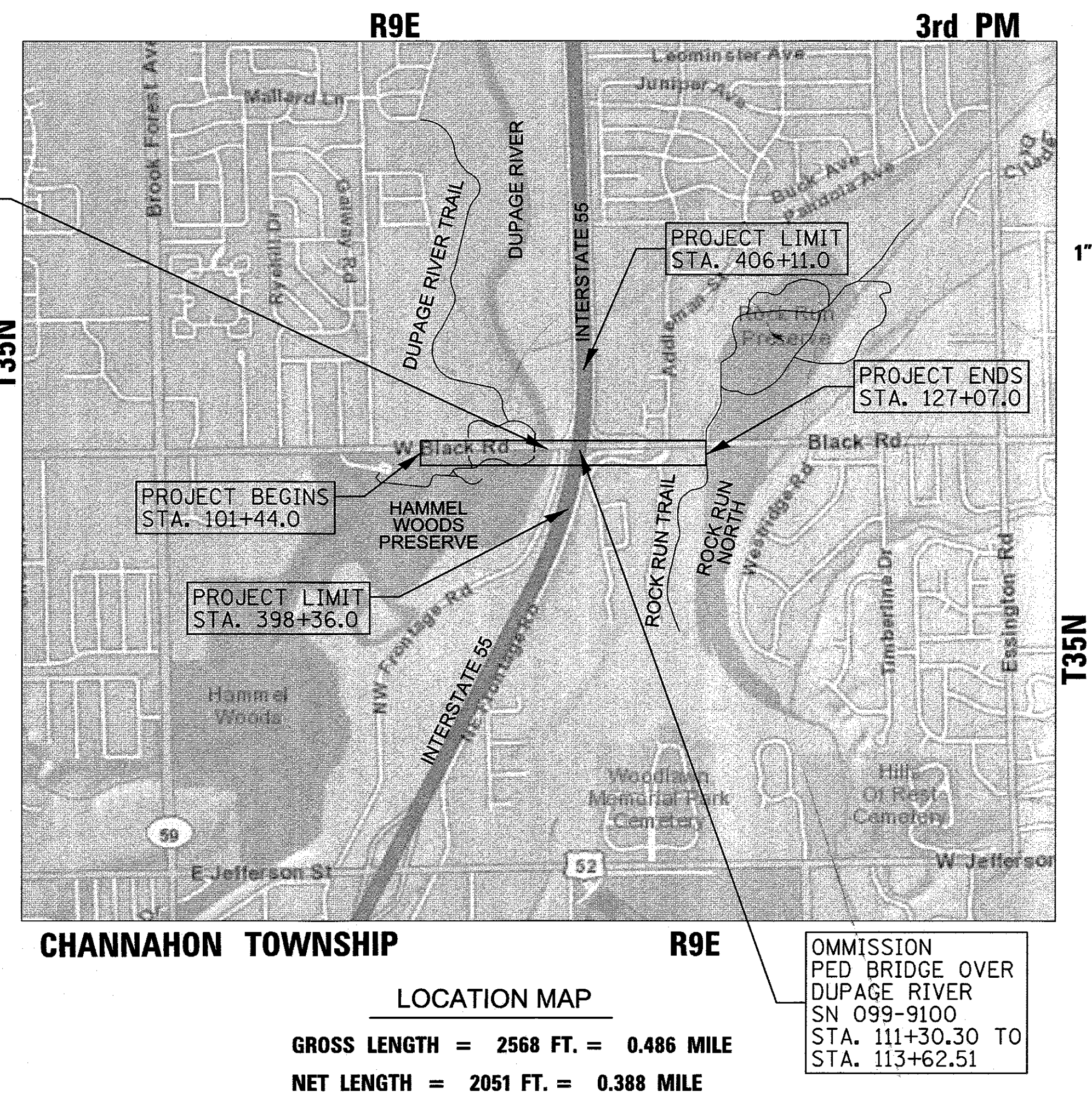


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

CALL JULIE 811
WITH THE FOLLOWING:
COUNTY WILL
CITY-TOWNSHIP JOLIET/SHOREWOOD
SECTION & RANGE T35N-R9E Sec SE3, SW2, NE10, NW11
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN., & HOLIDAYS

MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR
LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672.

OMMISSION
PED BRIDGE OVER I-55
SN 099-P010
STA. 106+81.82 TO
STA. 109+70.82



LOCATION MAP
GROSS LENGTH = 2568 FT. = 0.486 MILE
NET LENGTH = 2051 FT. = 0.388 MILE

OMMISSION
PED BRIDGE OVER
DUPAGE RIVER
SN 099-9100
STA. 111+30.30 TO
STA. 113+62.51

BRYAN L. LUKE
062-054957
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

ALL
PLAN SHEETS
[Signature] 7/24/17
BRYAN L. LUKE
ILLINOIS REGISTRATION No. 062-054957
EXPIRATION DATE: 11/30/17

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500
PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED
(LEAD AGENCY) *[Signature]* **JULY 24, 2017**
[Signature] **SUZANNE HART**
FOREST PRESERVE
DISTRICT OF WILL COUNTY
PRESIDENT,
BOARD OF DIRECTORS

PASSED **JULY 25, 2017**
[Signature] **CHRISTOPHER HOLT**
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASED FOR BID
BASED ON LIMITED
REVIEW **JULY 26, 2017**
[Signature] **Anthony J. Quigley**
REGIONAL ENGINEER

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OF THE STATE OF ILLINOIS**

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E., 847-705-4406, SCHAUMBURG, IL

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IDOT HIGHWAY STANDARD

ITEM DESCRIPTION

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
602001-02	CATCH BASIN, TYPE A
602601-04	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-04	FRAME AND LIDS, TYPE 1
604036-03	GRATE, TYPE 8
604051-04	FRAME AND GRATE, TYPE 11
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-03	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24
630001-11	STEEL PLATE BEAM GUARDRAIL
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
665001-02	WOVEN WIRE FENCE
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > = 45 MPH
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-10	LANE CLOSURE, FREEWAY/EXPRESSWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS < = 40 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-08	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
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720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME =	USER NAME = jsmaller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) INDEX OF SHEETS /INDEX OF STANDARDS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\VFPD\WC\160530.00\01A\Civil\160530-shr-10	PLI.DGN	DRAWN - VAR	REVISED -						0298	14-F3000-05-BT	WILL	118	2
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -										
Default	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -										
									SCALE: 1"=20'	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A	CONTRACT NO. 61E07	
ILLINOIS FED. AID PROJECT													

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH:
- A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016.
 - B. "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2017.
 - C. LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD)
 - D. STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION,
 - E. LATEST EDITION OF THE MANUAL OF TEST PROCEDURE OF MATERIALS
 - F. "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS
 - G. ALL PERMITS, INCLUDING ARMY CORPS OF ENGINEERS PERMIT, THE NORTH COOK SOIL AND WATER CONSERVATION DISTRICT PERMIT, COUNTY STORMWATER MANAGEMENT PERMIT, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES PERMIT, AND IDOT HIGHWAY.
 - H. THE "NATURAL RESOURCES CONSERVATION SERVICE TECHNICAL GUIDE AND ENGINEERING FIELD MANUAL",
 - I. THE "ILLINOIS URBAN MANUAL", AND THE "ILLINOIS URBAN MANUAL FIELD MANUAL FOR INSPECTION OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES"
 - J. THE "NATIVE PLANT GUIDE FOR STREAMS AND STORMWATER FACILITIES IN NORTHEASTERN ILLINOIS",
 - K. AMERICANS WITH DISABILITIES ACT OF 1990 ACCESSIBILITY GUIDELINES
- ANY REFERENCE TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE LATEST STANDARDS OF THE DEPARTMENT.
2. IN THE GENERAL NOTES, ALL REFERENCES TO ENGINEER SHALL BE INTERPRETED AS THE RESIDENT ENGINEER, ALL REFERENCES TO OWNER SHALL BE INTERPRETED AS THE FOREST PRESERVE DISTRICT OF WILL COUNTY, ALL REFERENCES TO CITY SHALL BE INTERPRETED AS THE CITY OF JOLIET, ALL REFERENCES TO VILLAGE SHALL BE INTERPRETED AS THE VILLAGE OF SHOREWOOD.
3. THE CONTRACTOR SHALL COMPLY WITH ALL RULES AND REGULATIONS OF OSHA DURING CONSTRUCTION OF IMPROVEMENTS AND RESTORATION. NEITHER THE CITY NOR ITS APPOINTED ENGINEER SHALL BE RESPONSIBLE FOR THE CONTRACTOR'S COMPLIANCE WITH OSHA.
4. THE CONTRACTOR SHALL COMPLY WITH ALL PERMITS ISSUED FOR THIS PROJECT.
5. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION.

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE CITY, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
4. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.

MISCELLANEOUS

1. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
2. PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. ALL WASTE MATERIAL SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
4. ALL PEDESTRIAN ROUTES CONSTRUCTED AS PART OF THIS PROJECT SHALL BE ADA COMPLIANT.
5. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO AREAS AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
6. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. 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 INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS. IF EXISTING SIGNS ARE DAMAGED DURING THE REMOVAL AND REPLACEMENT PROCESS, THE SIGN SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
8. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL LANDSCAPED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS. THIS COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED LANDSCAPE PAY ITEM.
9. THOSE SEEKING THE FULL HYDRAULIC REPORT OR THE FULL SOILS REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT: MATTHEW NOVANDER, RLA, LEED AP | CHIEF LANDSCAPE ARCHITECT | FOREST PRESERVE DISTRICT OF WILL COUNTY | (815) 722-9412
10. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, TIE BARS AND CHAIR SUPPORTS FOR PAVEMENT, SHOULDERS, CURB, GUTTER COMBINATION CURB AND GUTTER AND MEDIAN SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
11. PAVEMENT REMOVAL NEEDED FOR INSTALLING PROPOSED CURB/GUTTER SHALL NO BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL.
12. PRIOR TO REMOVALS ON I-55, CONTRACTOR SHALL COMPLETE FORM OPER1306 VERTICAL CLEARANCES AND OVERHEAD OBSTRUCTION FOR EXISTING BLACK ROAD BRIDGE OVER I-55. PRIOR TO REMOVALS ON I-55, CONTRACTOR SHALL VERIFY EXISTING EOP/SHOULDER/BARRIER WALL TOP ELEVATIONS AT PR BRIDGE PIER. AFTER PEDESTRIAN BRIDGE IS SET, CONTRACTOR SHALL COMPLETE FORM OPER1306 VERTICAL CLEARANCES AND OVERHEAD OBSTRUCTIONS. CONTRACTOR SHALL NOTIFY ENGINEER 48 HOURS PRIOR TO BEGINNING DATA COLLECTION FOR THESE FORMS. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN PEDESTRIAN TRUSS SUPERSTRUCTURE.

UTILITIES

1. PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE CITY DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED.
2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER, AND CABLE TELEVISION FACILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
3. THE VILLAGE AND CITY WILL LOCATE EXISTING SANITARY AND WATER SERVICES WITHIN THE PROJECTS LIMITS. THESE SERVICES WILL BE LOCATED ONE TIME ONLY. FROM THEN ON THE CONTRACTOR SHALL DOCUMENT AND BE RESPONSIBLE FOR MAINTAINING KNOWLEDGE OF THE LOCATIONS OF THESE SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AS-BUILT KNOWLEDGE OF THE LOCATION (INCLUDING ELEVATIONS) OF THE NEWLY INSTALLED SERVICES AND MAINS. THE VILLAGE AND CITY WILL NOT BE RESPONSIBLE FOR LOCATING NEW MAINS OR SERVICES FOR THE CONTRACTOR. THIS IS IN EFFECT UNTIL FINAL PAYMENT FROM THE CITY. FOR THE DURATION OF THE CONTRACT, THE CONTRACTOR SHALL MAKE THE AS-BUILT UNDERGROUND UTILITY INFORMATION AVAILABLE TO THE VILLAGE AND CITY WHENEVER REQUESTED. IN THE EVENT OF A "JULIE" CALL WITHIN THE PROJECT LIMITS, THE VILLAGE AND CITY OR ITS AGENT WILL NOTIFY THE CONTRACTOR TO MARK ANY UTILITIES STILL UNDER THE CONTRACTORS RESPONSIBILITY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE CITY.
5. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE AND CITY IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE CITY MAY WANT TO HAVE PLACED DURING THE CONTRACTOR'S OPERATIONS.
6. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.
7. ALL AUXILIARY VALVES, FRAMES, GRATES, LIDS AND WATER SERVICE BOXES WHICH ARE TO BE ABANDONED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
8. ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

1. ALL TREES OUTSIDE OF SOIL DISTURBANCE LIMITS ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
2. TREE PRUNING AND TREE ROOT PRUNING SHALL OCCUR PRIOR TO ANY CONSTRUCTION EQUIPMENT ENTERING JOB SITE.
3. THE CONTRACTOR SHALL REMOVE ALL CUT BRUSH AND WOOD CHIPS FROM THE PROJECT.

STORM & SANITARY SEWER

1. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE.
2. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES.

CONSTRUCTION STAGING, AND MAINTENANCE OF TRAFFIC

1. CONTRACTOR SHALL NOT STOCKPILE/STORE EQUIPMENT, MATERIALS OR VEHICLES ON BRIDGES, THE FLOODPLAIN, OR OUTSIDE THE LIMITS OF CONSTRUCTION.
2. CONTRACTOR SHALL SUBMIT CONSTRUCTION SEQUENCING PLAN TO THE ENGINEER. PLAN SHALL INCLUDE CONSTRUCTION STAGING SEQUENCE AND DURATION, CONSTRUCTION EQUIPMENT ACCESS ROUTE, ERECTION PLAN WITH SEQUENCE AND DURATION, ALL ITEMS NEEDED TO COMPLY WITH USACOE PERMIT AND OTHER PERMITS, ALL ITEMS NEEDED TO COMPLY WITH THE PLANS AND SPECIAL PROVISIONS. CONTRACTOR SHALL NOT BEGIN WORK UNTIL CONSTRUCTION SEQUENCING PLAN IS REVIEWED BY ENGINEER.
3. THE CONTRACTOR SHALL MAINTAIN VEHICULAR AND PEDESTRIAN ACCESS TO ADJACENT PROPERTIES AND THROUGH THE PROJECT AS DESCRIBED IN THE SPECIAL PROVISIONS AND DETAILED IN THE PLANS.
4. MATERIALS AND EQUIPMENT SHALL NOT BE STORED WITHIN 15 FEET OF THE EDGE OF PAVEMENT UNLESS APPROVED BY THE ENGINEER AND PROTECTED BY A NATURAL OR MANMADE BARRIER IN ACCORDANCE WITH ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS.
5. TRAFFIC CONTROL WILL BE AS SPECIFIED IN THE DETAILED SPECIFICATION FOR TRAFFIC CONTROL AND PROTECTION, PER THE PLANS, PER APPLICABLE IDOT STANDARD DETAILS, PER THE MUTCD, AND AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS TO ADJACENT PROPERTIES BY INSTALLING ADA COMPLIANT PLYWOOD WALKWAYS AS DIRECTED BY THE ENGINEER AND SHOWN IN THE PLANS. THE CONTRACTOR SHALL INSTALL AND MAINTAIN SIGNING AND OTHER ITEMS TO ENSURE PEDESTRIANS DETOURING AWAY FROM THE WORK SITE.
7. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF THROUGH TRAFFIC IN EACH PERMITTED DIRECTION OF TRAVEL THROUGHOUT THE DURATION OF CONSTRUCTION ALONG BLACK ROAD. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LEFT TURN LANE FOR TRAFFIC AT EACH LOCATION WHERE THERE IS EXISTING CHANNELIZATION THROUGHOUT THE DURATION OF CONSTRUCTION ALONG BLACK ROAD. DURING SHORT DURATION TEMPORARY LANE CLOSURES (AS APPROVED BY THE ENGINEER) THE CONTRACTOR SHALL MAINTAIN TWO WAY TRAFFIC VIA FLAGGERS OR OTHER METHODS AS APPROVED BY THE ENGINEER. SIGNAGE REQUIRED FOR LANE CLOSURES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION. TRAFFIC CONTROL ON I-55 SHALL BE ACCORDING TO THE REQUIREMENTS LISTED IN THE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC, AND THE TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) SPECIAL PROVISIONS.
8. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT CORNERS, AND AT LOCATIONS DIRECTED BY THE ENGINEER, BY INSTALLING ADA COMPLIANT PLYWOOD WALKWAYS FROM THE UNAFFECTED SIDEWALK ON TO THE PEDESTRIAN PATH.
9. ALL PEDESTRIAN PATHS SHALL HAVE ADA COMPLIANT DETECTABLE BARRICADES.
10. CONTRACTOR SHALL NOT STOCKPILE/STAGE MATERIALS OR EQUIPMENT WITHIN THE PEDESTRIAN CORRIDORS, VEHICULAR CORRIDORS OR FLOODPLAIN.
11. THE CONTRACT DOCUMENTS ARE NOT INTENDED TO SHOW EVERY AND ALL DETAILS OF WORK TO BE PERFORMED OR EQUIPMENT TO BE SUPPLIED. THE INTENT OF THE CONTRACT DOCUMENTS IS TO ILLUSTRATE THE DESIGN AND LAYOUT. THE CONTRACTOR SHALL BE KNOWLEDGEABLE AND REGULARLY ENGAGED IN THE TYPE OF WORK DESCRIBED BY THESE CONTRACT DOCUMENTS, AND SHALL BE RESPONSIBLE FOR UNDERSTANDING THEIR INTENT. ANY WORK TO BE PERFORMED OR ITEM OF EQUIPMENT TO BE SUPPLIED WHICH IS NOT SPECIFICALLY CALLED FOR BY THESE CONTRACT DOCUMENTS BUT WHICH IS NECESSARY TO PROVIDE A COMPLETE AND SUCCESSFUL WORKING SYSTEM SHALL BE INCLUDED IN THE CONTRACTOR'S SCOPE OF WORK.
12. LANE CLOSURES – BLACK ROAD.

THE CONTRACTOR SHALL WORK EXPEDITIOUSLY TO OPEN TRAFFIC LANES CLOSED DUE TO ROADWORK. THE ENGINEER SHALL BE THE SOLE JUDGE OF WHEN A LANE IS READY TO BE OPENED TO TRAFFIC.

THE OPENING OF THE LANE TO TRAFFIC SHALL BE IN ACCORDANCE WITH ARTICLE 107.29 OF THE STANDARD SPECIFICATIONS.

ROADWORK REQUIRING A CLOSURE OF A LANE, WHICH HAS BEEN OPENED PREVIOUSLY TO TRAFFIC, WILL BE ALLOWED AT THE DISCRETION OF THE ENGINEER AND UNDER THE FOLLOWING CONDITIONS:

 - 1) THE LANE CLOSURE SHALL ONLY BE IN EFFECT WHILE WORKERS ARE PRESENT IN OR NEAR THE CLOSED LANE.
 - 2) THE CLOSED LANE WILL BE REOPENED TO TRAFFIC AT THE END OF THE WORKDAY.
 - 3) ALL TRAFFIC CONTROL DEVICES PERTAINING TO THE LANE CLOSURE SHALL BE REMOVED FROM THE ROADWAY AT THE END OF THE WORKDAY.
13. LANE CLOSURES ON I-55 SHALL BE ACCORDING TO THE REQUIREMENTS LISTED IN THE KEEPING THE EXPRESSWAY OPEN TO TRAFFIC, AND THE TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) SPECIAL PROVISIONS.
14. THE CONTRACTOR SHALL CONTACT THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT 847-705-4155, AS WELL AS THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT 847-705-4411, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
15. DRUM MINIMUM SPACING: 50' C-C TANGENT SECTION, 20' C-C- SHIFTS, DROPS AND IN MEDIANS, 15' C-C AT CORNERS, OR AS SHOWN ON HIGHWAY STANDARDS AND DISTRICT ONE DETAILS
16. A 3'-6" DEFLECTION AREA IS REQUIRED FROM THE BACK SIDE OF THE TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROPOFF IN THE WORK ZONE.
17. ALL TRAFFIC CONTROL SHALL COMPLY WITH IDOT'S DROP-OFF POLICY. CONTRACTOR SHALL SUBMIT DETAILED PLAN SHOWING POSITIVE PROTECTION MEASURES TYPE, LOCATION AND DURATION THAT CONTRACTOR DESIRES TO USE AS PART OF CONTRACTOR'S MEANS/METHODS FOR CONSTRUCTING THE PROPOSED IMPROVEMENTS. CONTRACTOR SHALL NOT BEGIN ANY WORK THAT CONFLICTS WITH IDOT'S DROP-OFF POLICY PRIOR TO RECEIVING RESIDENT ENGINEER'S REVIEW OF THE CONTRACTOR'S SUBMITTED DETAILED PLAN.
18. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SHOREWOOD (BRYAN WELCH, 847-823-0500), THE CITY OF JOLIET (RUSS LUBASH, 815-724-4230) AND THE FOREST PRESERVE DISTRICT OF WILL COUNTY (MATT NOVANDER, (815-722-9412) AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND TO THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.
19. WORK WITHIN, OVER OR AFFECTING I-55 RIGHT-OF-WAY.

THE ENGINEER SHALL CONTACT THE IDOT AREA TRAFFIC FIELD ENGINEER AT (847) 705-4153 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
20. SEE CONSTRUCTION SEQUENCING/SEC NOTES AND DETAILS SHEET FOR ADDITIONAL INFORMATION.

FILE NAME =	USER NAME = jmliller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) GENERAL NOTES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FDPDW\160530.000\A\Civil\160530-shtncl.dgn		DRAWN - VAR	REVISED -					0298	14-F3000-05-BT	WILL	118	3
PLOT SCALE = 20'		CHECKED - JGS	REVISED -		CONTRACT NO. 61E07							
PLOT DATE = 9/7/2017		DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE 0028	
SI	SP	CODE NO.	ITEM	UNIT	ESTIMATED QUANTITY
+		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	80
+		20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	26
		20101000	TEMPORARY FENCE	FOOT	146
+		20101100	TREE TRUNK PROTECTION	EACH	4
+		20101200	TREE ROOT PRUNING	EACH	4
+		20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2
		20200100	EARTH EXCAVATION	CU YD	1193
		20200200	ROCK EXCAVATION	CU YD	10
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1086
		20700220	POROUS GRANULAR EMBANKMENT	CU YD	50
		20800150	TRENCH BACKFILL	CU YD	5
		20900110	POROUS GRANULAR BACKFILL	CU YD	130
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	300
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1907
		21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1975
+		25000210	SEEDING, CLASS 2A	ACRE	0.4
		25100630	EROSION CONTROL BLANKET	SQ YD	3881
+		25200200	SUPPLEMENTAL WATERING	UNIT	2
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50
		28000400	PERIMETER EROSION BARRIER	FOOT	4518
		28000510	INLET FILTERS	EACH	27
		28100105	STONE RIPRAP, CLASS A3	SQ YD	197
*		30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	100
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	626
		35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	2826
		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	248
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1362
		40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	55
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	396
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	238
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	254

SI	SP	CODE NO.	ITEM	UNIT	ESTIMATED QUANTITY
		42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	5631
		42400800	DETECTABLE WARNINGS	SQ FT	240
		44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	1311
		44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	1440
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	153
		44000600	SIDEWALK REMOVAL	SQ FT	5550
		48203039	HOT-MIX ASPHALT SHOULDERS, 10 1/2"	SQ YD	100
		50102400	CONCRETE REMOVAL	CU YD	10
		50200100	STRUCTURE EXCAVATION	CU YD	915
		50200300	COFFERDAM EXCAVATION	CU YD	35
		50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1
		50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1
		50300225	CONCRETE STRUCTURES	CU YD	141.2
		50800105	REINFORCEMENT BARS	POUND	1675
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	21850
		51100100	SLOPE WALL 4 INCH	SQ YD	405
		51201400	FURNISHING STEEL PILES HP10X42	FOOT	148
		51202305	DRIVING PILES	FOOT	148
		51203400	TEST PILE STEEL HP10X42	EACH	2
		51500100	NAME PLATES	EACH	2
		51603000	DRILLED SHAFT IN SOIL	CU YD	15.8
		51604000	DRILLED SHAFT IN ROCK	CU YD	2.5
		52200010	TEMPORARY SHEET PILING	SQ FT	1865
		52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	2950
		52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	4025
		54213680	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	2
		542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	30
		550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	8
		550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	16
		58700300	CONCRETE SEALER	SQ FT	900
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	35

SI	SP	CODE NO.	ITEM	UNIT	ESTIMATED QUANTITY
		60201310	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	2
		60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1
		60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2
		60500050	REMOVING CATCH BASINS	EACH	2
		60600805	CONCRETE CURB, TYPE B	FOOT	25
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	287
+		63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	419
+		63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2
+		63200310	GUARDRAIL REMOVAL	FOOT	143
+		63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	566
+		63301215	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE B	FOOT	200
+		63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	2
+		63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	3
		63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	71
		64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	2950
		64300750	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 2	EACH	2
+		66500105	WOVEN WIRE FENCE, 4'	FOOT	41
+		66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1
		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8
		67100100	MOBILIZATION	L SUM	1
		70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	100
		70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	100
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	100
*		70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	5719
*		70300905	PAVEMENT MARKING TAPE, TYPE IV 5"	FOOT	5939
		70400100	TEMPORARY CONCRETE BARRIER	FOOT	2089
		70600241	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	8
		70600280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	2
		72000100	SIGN PANEL - TYPE 1	SQ FT	48
		72000200	SIGN PANEL - TYPE 2	SQ FT	16

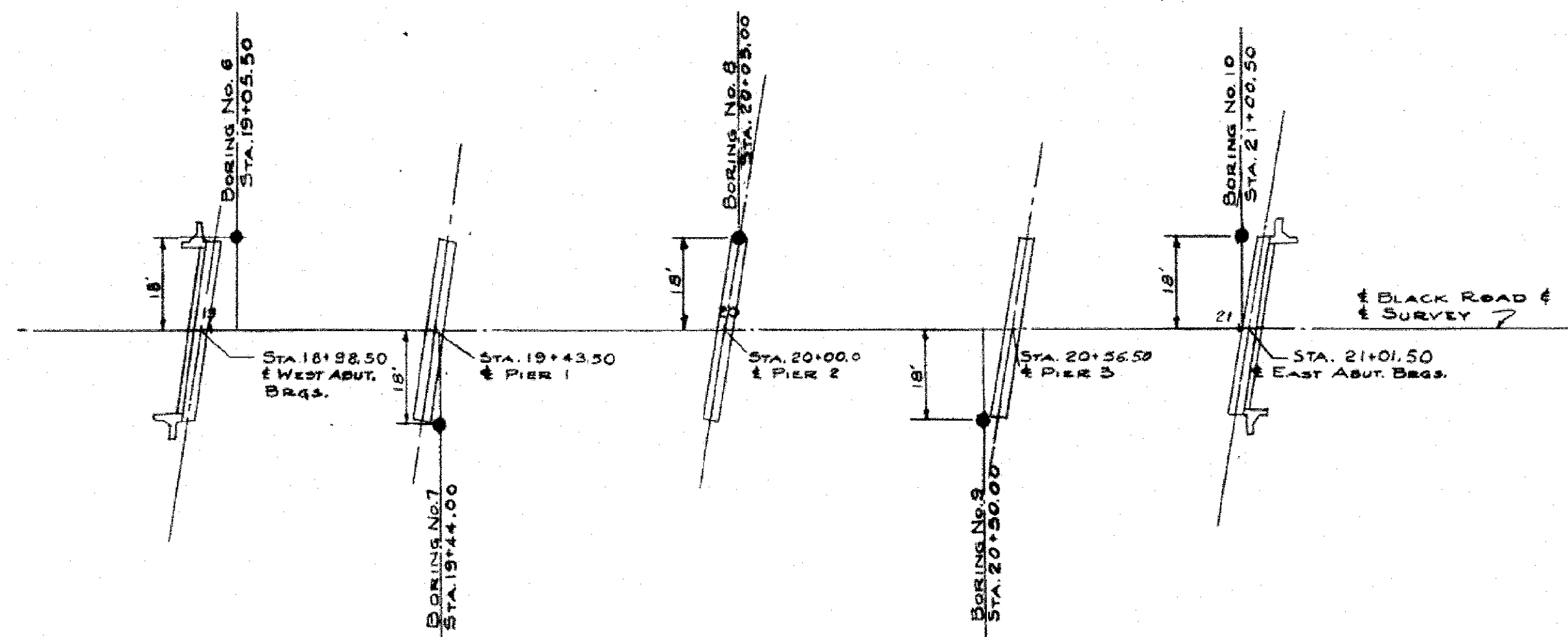
+ SPECIALTY ITEM (SD)
+ SPECIAL PROVISION (SP)

SI	SP	CODE NO.	ITEM	UNIT	ESTIMATED QUANTITY
		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	10
		72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4
		72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	12
		72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	48
		72900100	METAL POST - TYPE A	FOOT	120
		72900200	METAL POST - TYPE B	FOOT	90
		73000100	WOOD SIGN SUPPORT	FOOT	13
		73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	4
+		78000200	THERMOPLASTIC PAVEMENT MARKING LINE 4"	FOOT	7047
+		78000400	THERMOPLASTIC PAVEMENT MARKING LINE 6"	FOOT	24
+		78000600	THERMOPLASTIC PAVEMENT MARKING LINE 12"	FOOT	3727
+		78000650	THERMOPLASTIC PAVEMENT MARKING LINE 24"	FOOT	352
+		78003120	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 5"	FOOT	1474
+		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	152
+		78200010	BARRIER WALL, REFLECTORS, TYPE B	EACH	278
+		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	152
+		81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	10
+	*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
+		87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	405
+		87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	426
+		87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	30
+		87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2
+		87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8
+		87900200	DRILL EXISTING HANDHOLE	EACH	3
+		88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
+		88600100	DETECTOR LOOP, TYPE I	FOOT	51
+		88800100	PEDESTRIAN PUSH-BUTTON	EACH	4
+	*	89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	1
+		89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	482
+	*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
+		A2000116	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	3
+		A2004516	TREE, GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO), 2" CALIPER, BALLED AND BURLAPPED	EACH	6

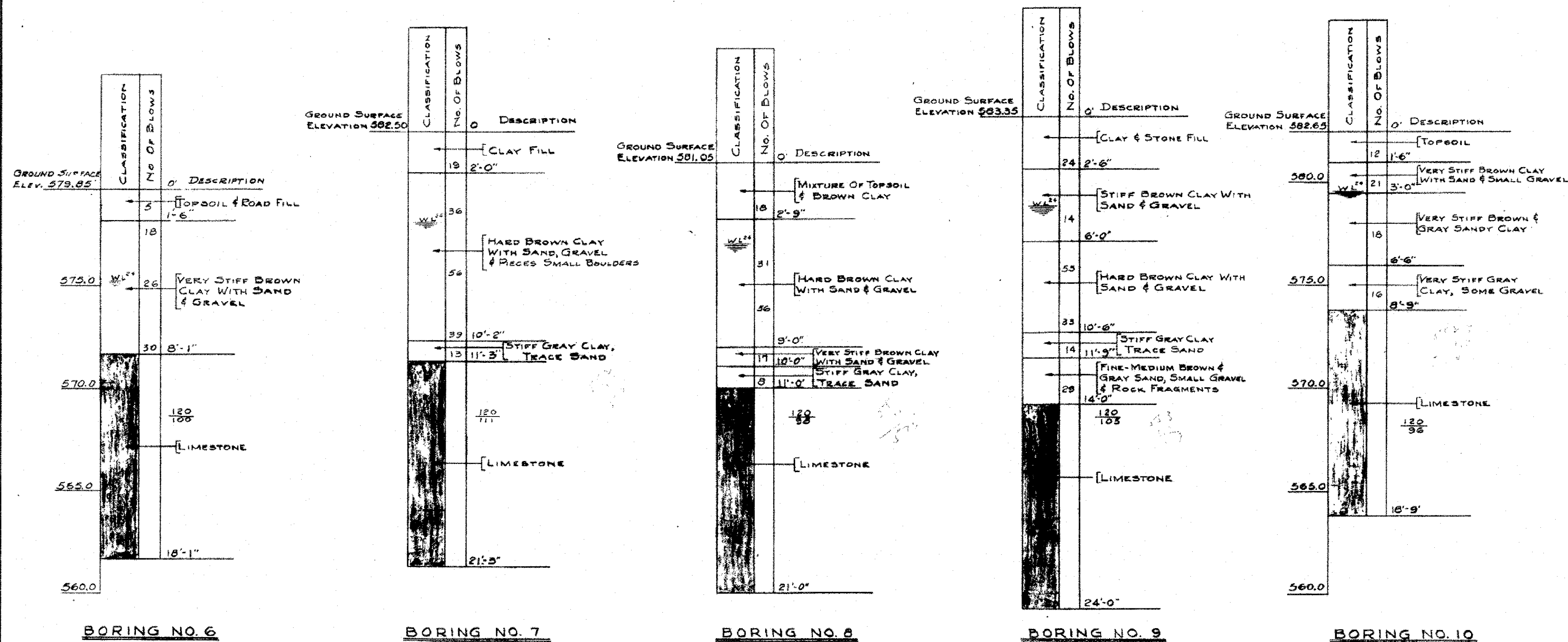
SI	SP	CODE NO.	ITEM	UNIT	ESTIMATED QUANTITY
+		A2005016	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	3
+		A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	7
+		A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	4
+		A2007816	TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 2" CALIPER, BALLED AND BURLAPPED	EACH	6
+		A2007818	TREE, TILIA AMERICANA MCKSENTRY (SENTRY AMERICAN LINDEN/BASSWOOD), 2" CALIPER, BALLED AND BURLAPPED	EACH	5
	*	X0321322	DROP GATE	EACH	3
	*	X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	7295
+	*	X0325714	FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION	EACH	1
+	*	X0325839	SIGNAL TIMING	L SUM	1
	*	X0326806	WASHOUT BASIN	L SUM	1
	*	X0326891	TEMPORARY ACCESS ROAD (SPECIAL)	SQ YD	474
	*	X0327139	AGGREGATE COLUMN GROUND IMPROVEMENT	L SUM	1
		X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2582
	*	X0426200	DEWATERING	L SUM	1
+	*	X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.1
+	*	X2502024	SEEDING, CLASS 4B (MODIFIED)	ACRE	0.32
+	*	X2503315	INTERSEEDING, CLASS 4A (MODIFIED)	ACRE	0.2
+	*	X2503318	INTERSEEDING, CLASS 4B (MODIFIED)	ACRE	0.12
	*	X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	1364
	*	X4811800	AGGREGATE SHOULDERS (SPECIAL)	SQ YD	506
	*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
	*	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1
	*	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	360
+	*	X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	1475
	*	Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	430
	*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
	*	Z0030600	INFORMATION BOARD, TYPE 1	EACH	2
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52
	*	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	525
+	*	Z0077740	WOOD GUARDRAIL	FOOT	932
+	*	Z0077900	WOOD POST AND RAIL FENCE	FOOT	1283

+ SPECIALTY ITEM (SD)
* SPECIAL PROVISION (SP)

F.A. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 03	99-2HBR	WILL	37	19
FED. ROAD DISTRICT NO. 7		ILLINOIS	PROJECT 1877	



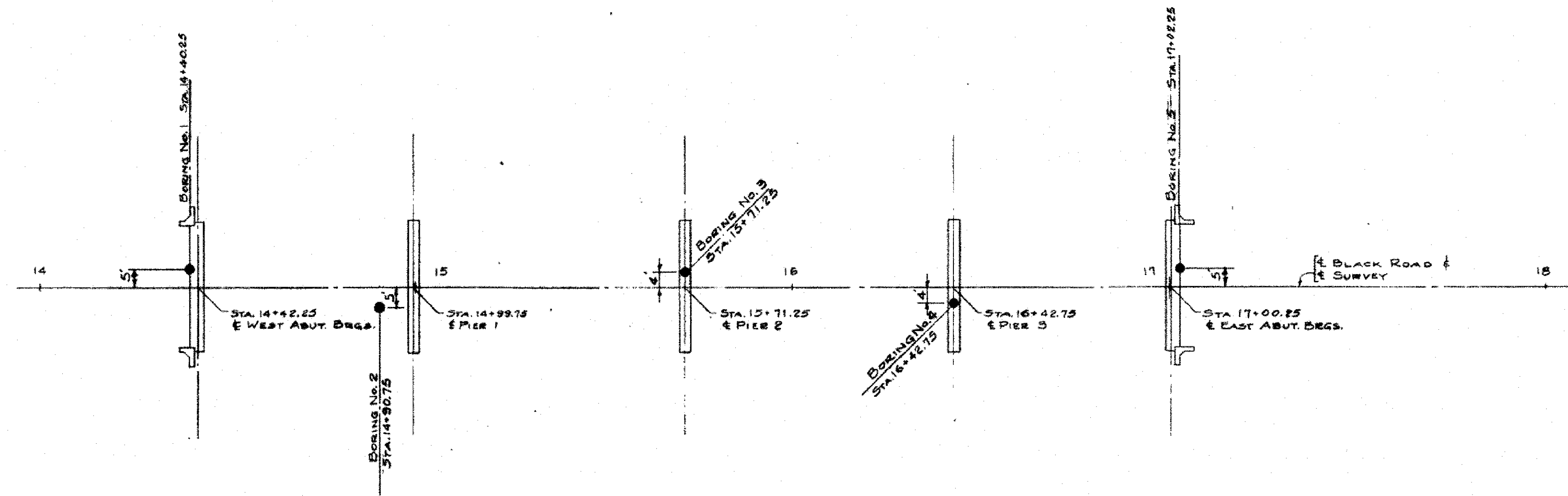
PLAN OF BORING LOCATIONS



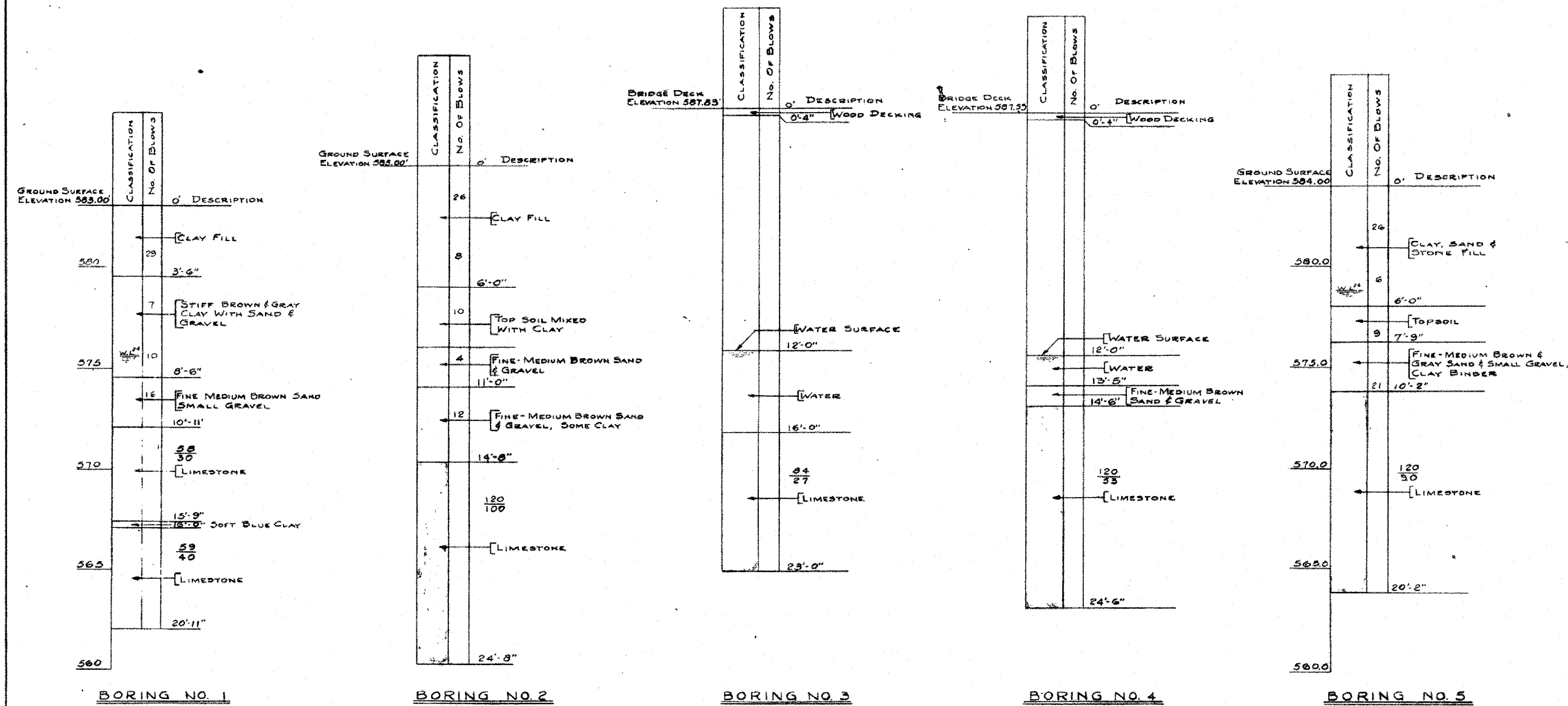
NOTE:
 ● DENOTES APPROXIMATE LOCATION OF BORINGS.
 BORING DATA SHOWN ONLY AS A GUIDE TO BIDDERS IN ESTIMATING SOIL CONDITIONS WHICH MAY BE ENCOUNTERED IN THE WORK. BORINGS TAKEN MAY, 1956.
 NUMBER OF BLOWS SHOWN INDICATES NUMBER OF BLOWS REQUIRED TO DRIVE A 2" O.D. SAMPLING PIPE FOR PENETRATION OF ONE FOOT, USING A 140 LB. WEIGHT FALLING 30 INCHES.
 A/B THIS NOTATION INDICATES ROCK CORING.
 A = DEPTH OF ROCK CORE, IN INCHES.
 B = LENGTH OF ROCK CORE OBTAINED, IN INCHES.

CONSOER, TOWNSEND & ASSOCIATES CONSULTING ENGINEERS CHICAGO, ILLINOIS					
ILLINOIS DIVISION OF HIGHWAYS					
FAI ROUTE 03 - OVER FA ROUTE 34 (US 66) SECTION 99-2HBR WILL COUNTY					
BORING LOGS					
DESIGNED E.H.M.	DRAWN M.E.M.	TRACED	CHECKED E.V.M.	REVIEWED	DATE 9/11/56

F.A. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 301	698	WILL	37	10
FED. ROAD DISTRICT NO. 7		ILLINOIS	PROJ. S-769 (J)	



PLAN OF BORING LOCATIONS

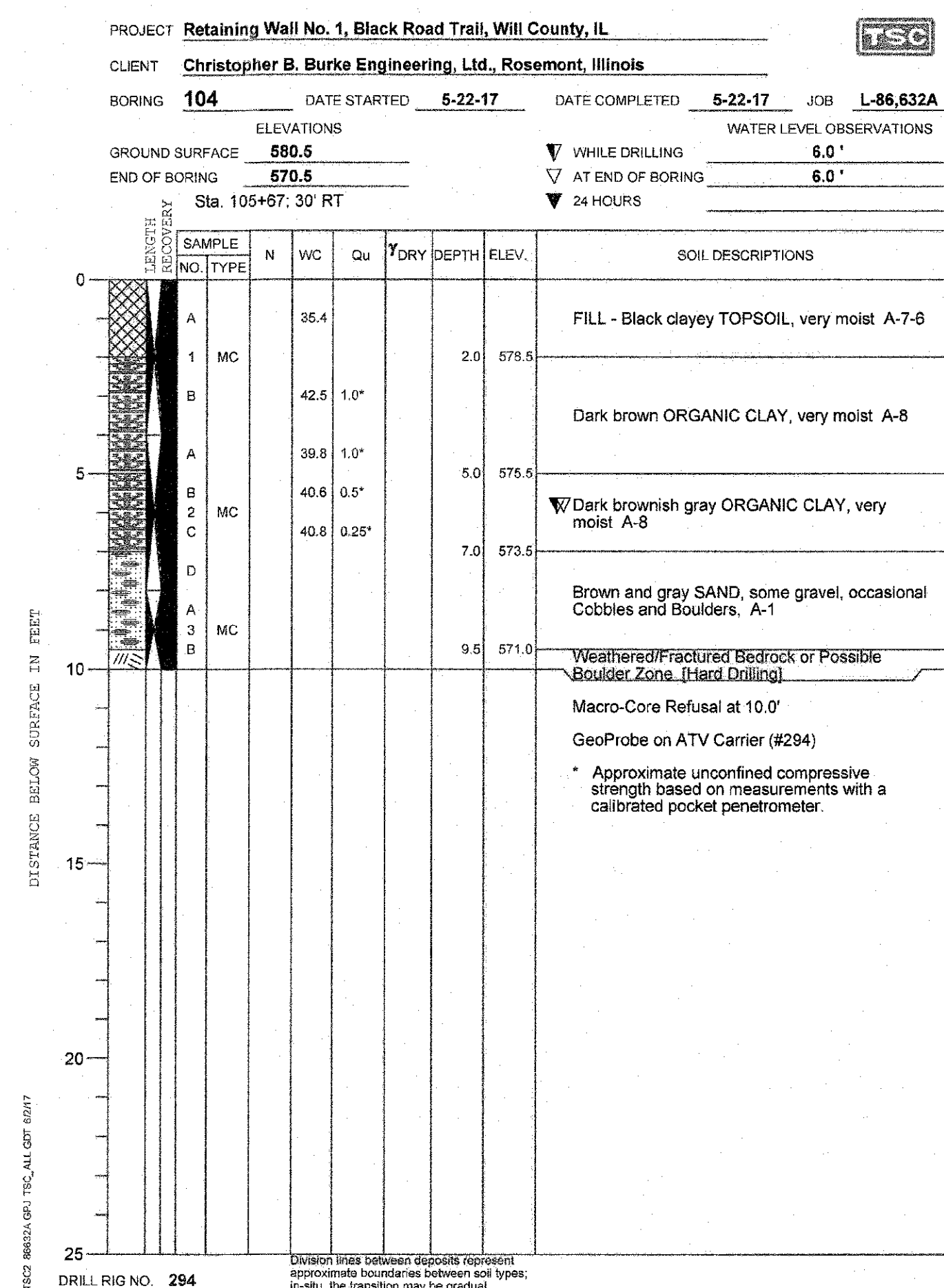
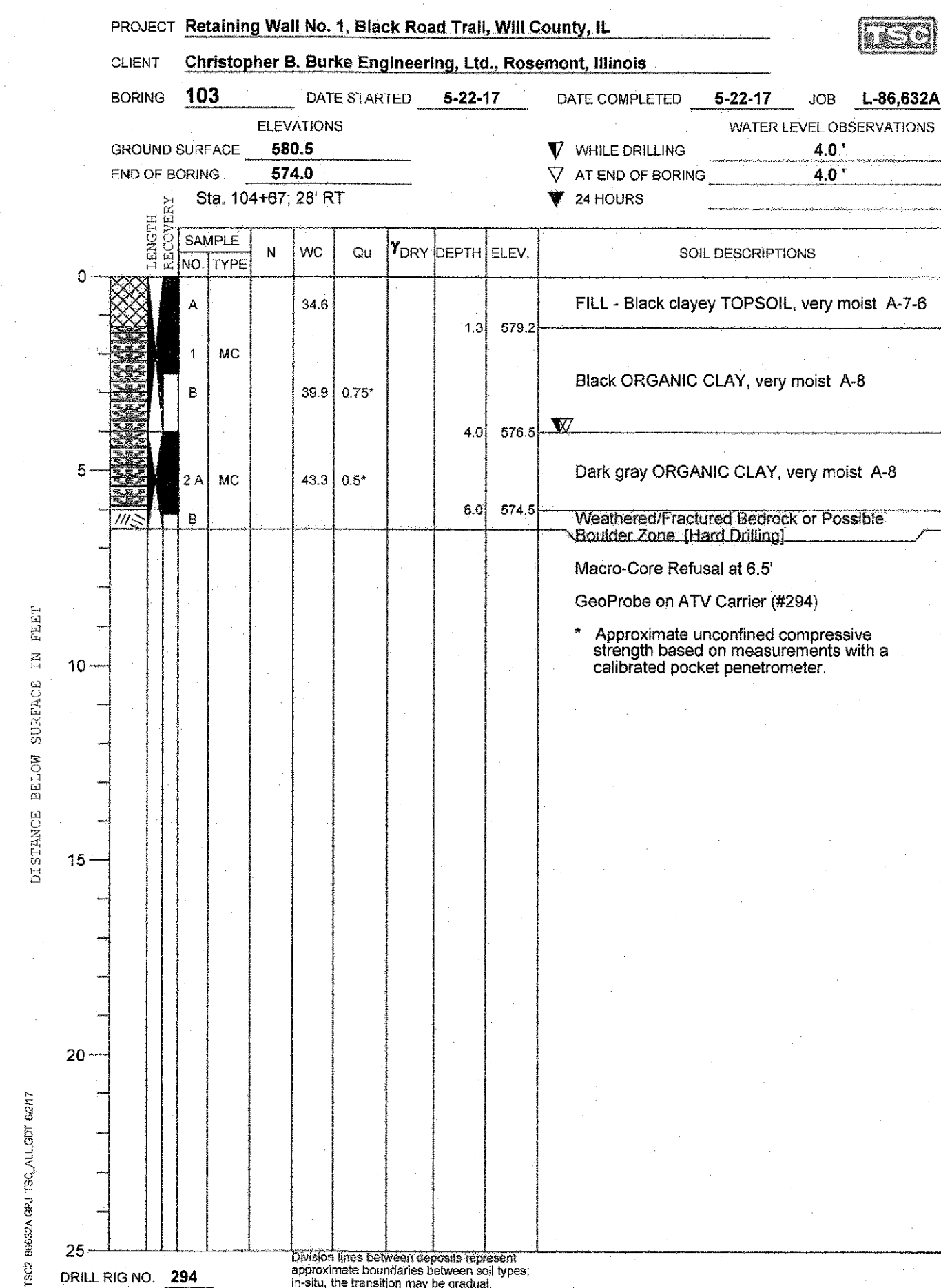
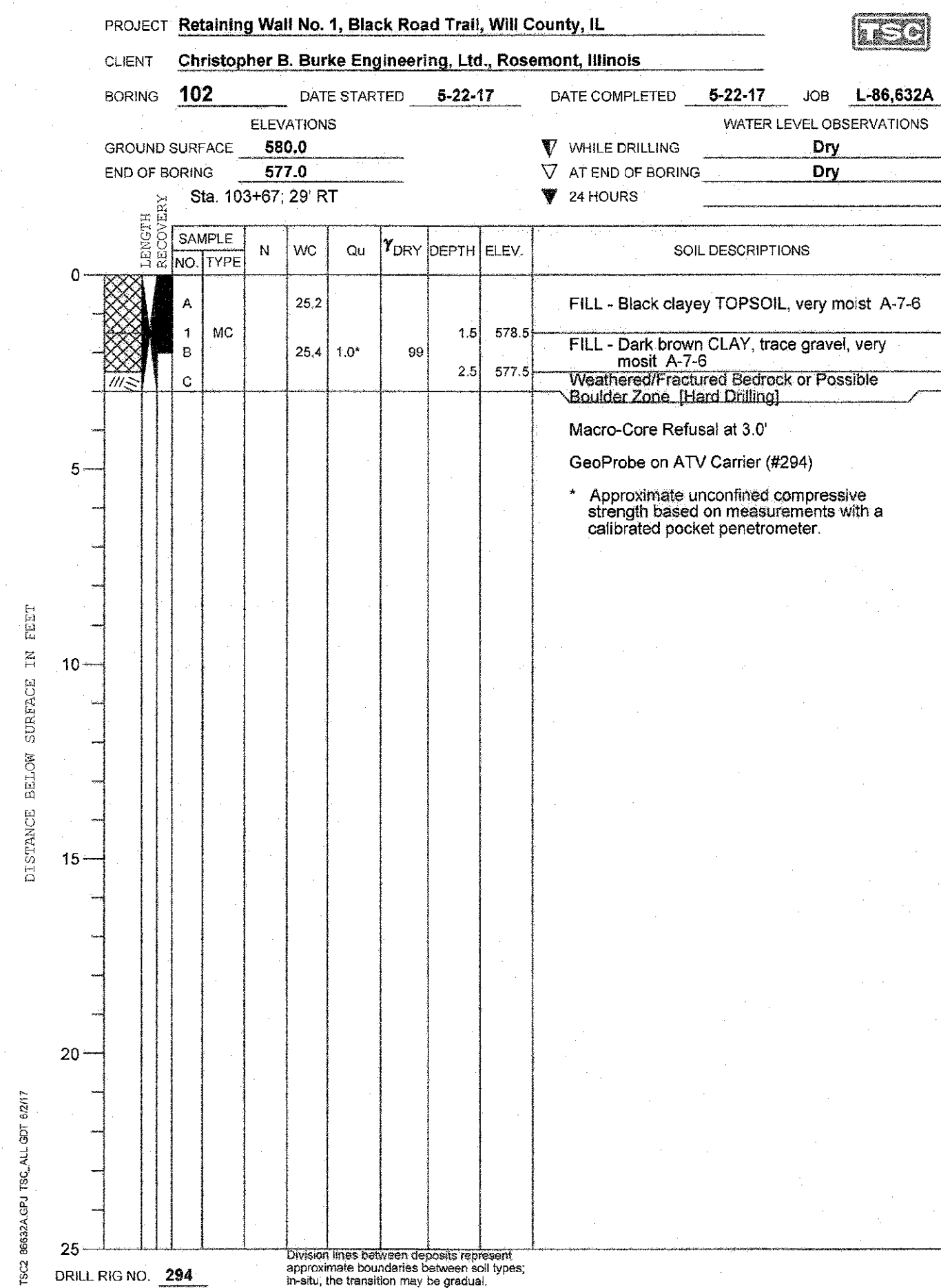
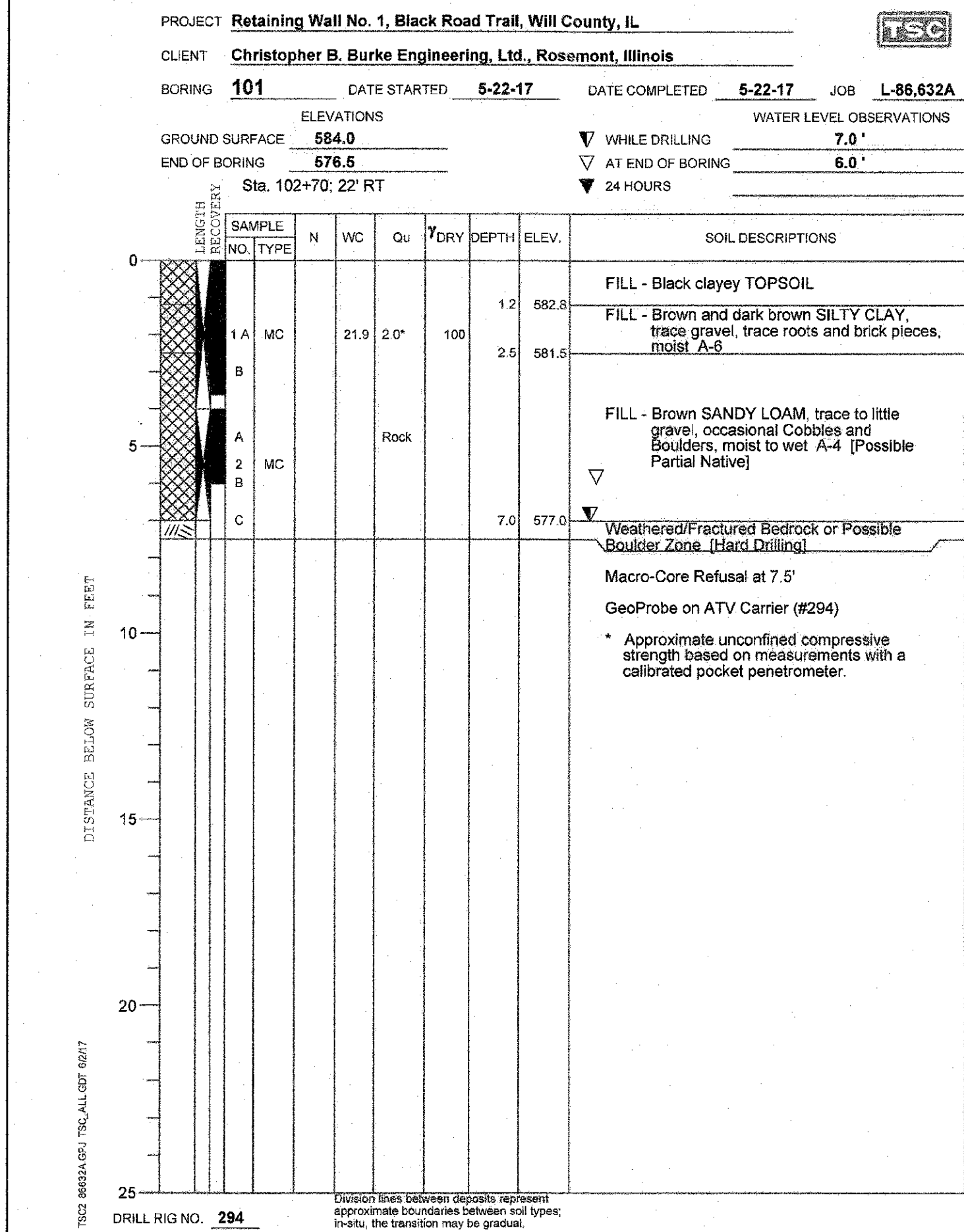


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CONSOER, TOWNSEND & ASSOCIATES
 CONSULTING ENGINEERS CHICAGO, ILLINOIS
ILLINOIS DIVISION OF HIGHWAYS
 FAS ROUTE 301 (S.A. 56) SECTION 698-
 OVER DU PAGE RIVER WILL COUNTY

BORING LOGS

DESIGNED EHM	DRAWN M.E.M.	TRACED	CHECKED LAB. 7/30/56 SVH	REVIEWED	DATE	REVISED
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Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 2

Date Started 5/5/17

Date Completed 5/5/17

ROUTE DESCRIPTION Black Road Trail Pedestrian Bridge over I-55

SECT. 14-F3000-05-BT

STRUCT. NO. 099-9100

DRILLED BY TSC/L-86,632

COUNTY WILL LOCATION West Abutment S. 10 - NE 1/4, TWP. 35N, RNG. 9E

Boring No.	Station	Offset	Surface Elev.	D	N	W	Q	W	Surface Water Elev.	Groundwater Elev.	Wash @ 10.0'	Wash @ 10.0'	D	N	W	Q	W
SB-1	110+50	32.00 RT	600.00 ft	DEPTH	VAL	U	tsf	%	Hrs.	Hrs.	Hrs.	Hrs.	DEPTH	VAL	U	tsf	%
4"	Bituminous Concrete	599.70	574.50	12	12	10							100/4"				
8"	Crushed Stone Base	599.00															
FILL - Brown and gray SAND and GRAVEL, moist A-1		597.00		7	15	10	4.5	10.8					100/3"				
FILL - Brown and gray CLAY LOAM, trace to little gravel, moist A-6				7	15	10	4.0	10.0									
FILL - Brown SAND, some gravel, moist to wet A-1-5		592.00		12	10	14							4	6	2.08	23.3	15%
FILL - Brown and black SANDY LOAM, trace organic, occasional Cobbles, wet A-2-4		579.50		19	16	16							100/0"				
Very stiff gray CLAY LOAM, moist A-6		577.00		15	20	24							Run1: 36" - 48"				
				20	20	19							Recovery = 86%				
				3	4	6							Strength=15000psi				
				4	6	11.7							Run2: 48" - 53"				
				15	15								Recovery = 80%				
													Strength=12000psi				

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 2 of 2

Date Started 5/5/17

Date Completed 5/5/17

ROUTE DESCRIPTION Black Road Trail Pedestrian Bridge over I-55

SECT. 14-F3000-05-BT

STRUCT. NO. 099-9100

DRILLED BY TSC/L-86,632

COUNTY WILL LOCATION East Abutment S. 10 - NE 1/4, TWP. 35N, RNG. 9E

Boring No.	Station	Offset	Surface Elev.	D	N	W	Q	W	Surface Water Elev.	Groundwater Elev.	Wash @ 10.0'	Wash @ 10.0'	D	N	W	Q	W
SB-1	110+50	32.00 RT	600.00 ft	DEPTH	VAL	U	tsf	%	Hrs.	Hrs.	Hrs.	Hrs.	DEPTH	VAL	U	tsf	%
50.5' - 51.5'	Dark gray Dolomite layer with pyrite.			8	11	12							100/4"				
48.5' - 51.5'	Moderate to highly fractured and weathered.			3	3	3	1.5	24.3									
End of Boring at 53.0'				5	7	8	1.5	24.6									
CME-75 Truck Rig (#256)				3	4	5	10.3										
NWD-4 Rock Core Barrel				3	3	4	2.0	20.1									
FILL - Brown and gray CLAY LOAM, little gravel, moist A-6				10	10	10											
FILL - Brown LOAM, occasional Cobbles, moist A-4				8	10	11											
FILL - Dark brown CLAY LOAM, trace gravel, occasional Cobbles, very moist A-6				4	6	7											
Dense brown SANDY LOAM, some gravel, moist A-2-4				17	17	21											

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 5/5/17

Date Completed 5/5/17

ROUTE DESCRIPTION Black Road Trail Pedestrian Bridge over I-55

SECT. 14-F3000-05-BT

STRUCT. NO. 099-9100

DRILLED BY TSC/L-86,632

COUNTY WILL LOCATION East Abutment S. 11 - NW 1/4, TWP. 35N, RNG. 9E

Boring No.	Station	Offset	Surface Elev.	D	N	W	Q	W	Surface Water Elev.	Groundwater Elev.	Wash @ 10.0'	Wash @ 10.0'	D	N	W	Q	W
SB-2	114+80	7.00 RT	602.50 ft	DEPTH	VAL	U	tsf	%	Hrs.	Hrs.	Hrs.	Hrs.	DEPTH	VAL	U	tsf	%
2"	Bituminous Concrete	602.30	574.50	8	11	12							18				
8"	Crushed Stone Base	601.70		3	3	3	1.5	24.3					22				
FILL - Dark brown LOAM, little gravel, trace organic, moist A-4		599.50		5	7	8	1.5	24.6					40				
FILL - Brown and gray SILTY CLAY, trace gravel, very moist A-7-6				3	3	3	1.5	24.3					13				
FILL - Brown and gray LOAM, little gravel, trace asphalt pieces, moist A-4		594.50		5	7	8	1.5	24.6					18				
FILL - Brown and gray CLAY LOAM, little gravel, moist A-6		592.00		3	4	5	10.3						20				
FILL - Brown LOAM, occasional Cobbles, moist A-4		588.50		10	10	10											
FILL - Dark brown CLAY LOAM, trace gravel, occasional Cobbles, very moist A-6		582.00		8	10	11											
Dense brown SANDY LOAM, some gravel, moist A-2-4		578.50		4	6	7											

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 5/10/17

Date Completed 5/11/17

ROUTE DESCRIPTION Black Road Trail Pedestrian Bridge over I-55

SECT. 14-F3000-05-BT

STRUCT. NO. 099-9100

DRILLED BY TSC/L-86,632

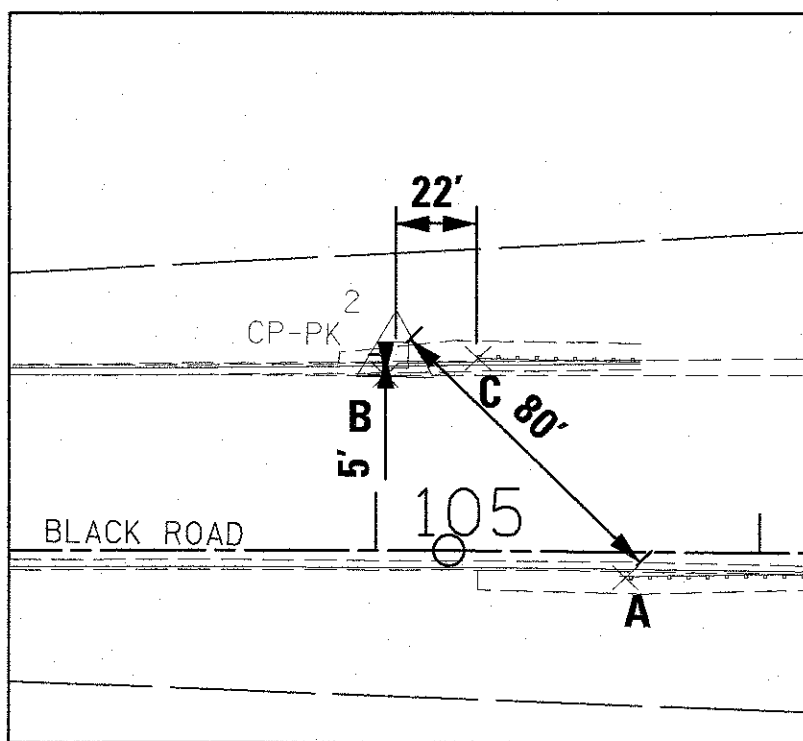
COUNTY WILL LOCATION East Abutment S. 11 - NW 1/4, TWP. 35N, RNG. 9E

Boring No.	Station	Offset	Surface Elev.	D	N	W	Q	W	Surface Water Elev.	Groundwater Elev.	Wash @ 10.0'	Wash @ 10.0'	D	N	W	Q	W
SB-3	114+80	6.00 RT	602.00 ft	DEPTH	VAL	U	tsf	%	Hrs.	Hrs.	Hrs.	Hrs.	DEPTH	VAL	U	tsf	%
3"	Bituminous Concrete	601.70	571.00	8	10	10							18				
9"	Crushed Stone Base	601.00		3	3	3	1.5	24.3					22				
FILL - Black and dark brown SILTY CLAY, trace organic, moist A-6		596.50		5	7	8	1.5	24.6					40				
FILL - Brown and gray CLAY LOAM, trace cinders and asphalt pieces, moist to very moist A-6		592.00		3	3	3	1.5	24.3					13				
FILL - Brown and gray CLAY LOAM, trace cinders and asphalt pieces, moist to very moist A-6		588.50		5	7	8	1.5	24.6					18				
FILL - Brown and gray SANDY LOAM, trace gravel, moist A-4		589.00		10	10	10							20				
FILL - Brown and gray SILTY CLAY, trace to little gravel, very moist to moist A-6		584.00		8	10	11											
Stiff black CLAY, trace organic, very moist A-7-6		581.50		4	6	7											
Very dense brown and gray SAND, some gravel, occasional Cobbles and Boulders, wet A-1		579.00		29	29	29											
				8	12	15											
				35	49	9.8											

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test. Stations, Depths, Offset, and Elevations are in Feet

ALIGNMENT			
PI/PT/POT	STA	NORTHING	EASTING
POT	95+00.00	1774381.25	1024475.46
POT	101+00.00	1774381.25	1025075.37
PI	105+19.09	1774381.25	1025494.39
PI	106+61.93	1773620.63	1025637.22
POT	110+33.58	1773626.62	1026008.83
POT	110+85.10	1773627.45	1026060.33
PI	112+50.71	1173630.12	1026225.93
PI	114+80.40	1773633.82	1026455.59
PI	117+09.68	1173632.89	1026684.87
POT	120+59.93	1773639.04	1027035.06
POT	120+64.25	1773639.12	1027039.38
POT	123+41.69	1773643.99	1027316.78
POT	123+42.32	1773644.00	1027317.41
POT	127+44.99	1773651.07	1027720.02
POT	135+00.00	1773664.32	1028474.91

CP-PK 2
A SOUTH GUARD RAIL
B BACK OF CURB
C NORTH GUARD RAIL



ALIGNMENT			
PI/PT/POT	STA	NORTHING	EASTING
PC	203+00.00	1773476.64	1026011.24
POT	204+50.00	1773626.62	1026008.83
POT	204+50.00	1773627.45	1026060.33
POT	206+00.00	1773777.43	1026057.92

PI STA. = 406+75.51
 $\Delta = 7^\circ 34' 02''$ (LT)
D = 1° 04' 52"
R = 5,300.11'
T = 350.51'
L = 699.99'
E = 11.58'
P.C. STA = 403+25.00
P.T. STA = 410+25.00

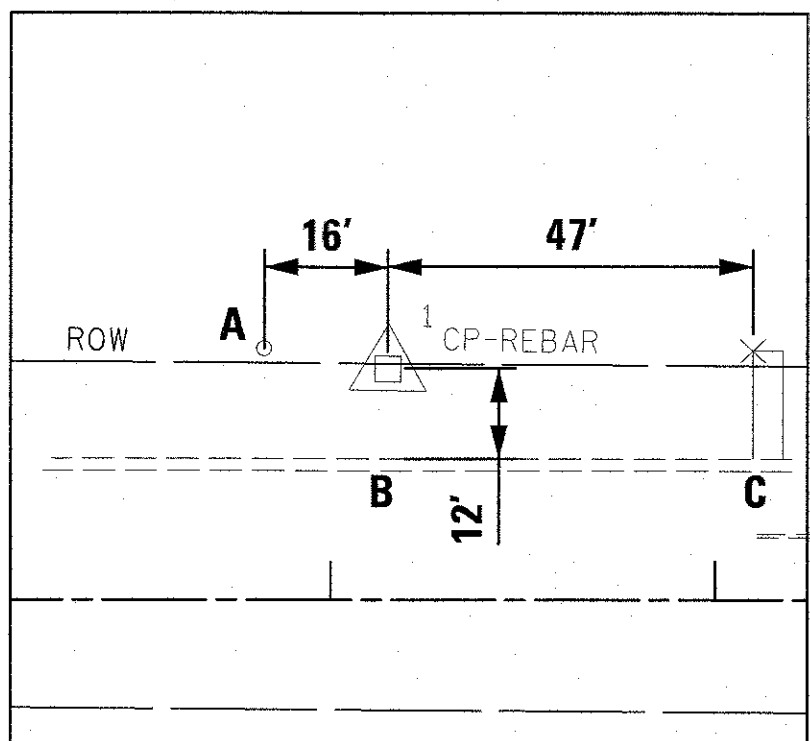
PI STA. = 398+25.72
 $\Delta = 8^\circ 54' 46''$ (LT)
D = 1° 16' 24"
R = 4,500.03'
T = 350.72'
L = 700.00'
E = 13.65'
P.C. STA = 394+75.00
P.T. STA = 401+75.00

PROJECT LIMITS
STA 409+75.0

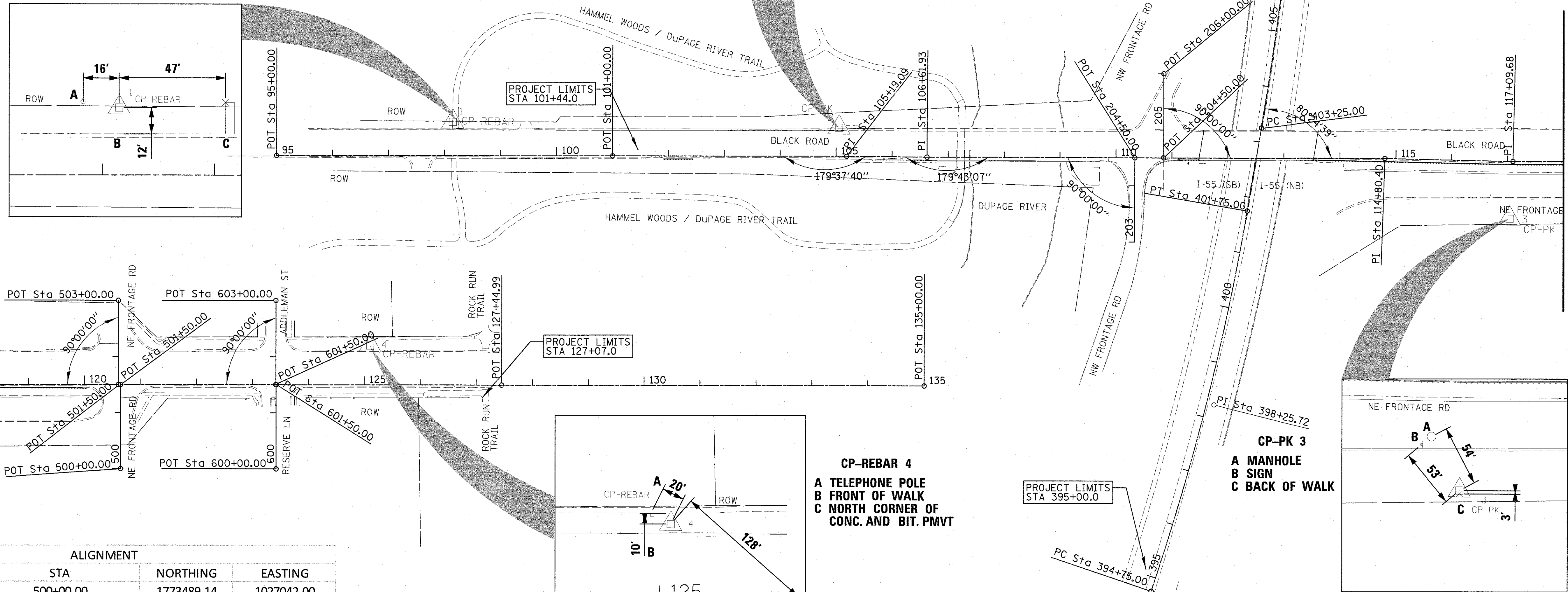
0 100 150 200
SCALE IN FEET



CP-REBAR 1
A TELEPHONE POLE
B BACK OF CURB
C NW CORNER OF
EXISTING ROCK



MATCH LINE STA. 118 + 00

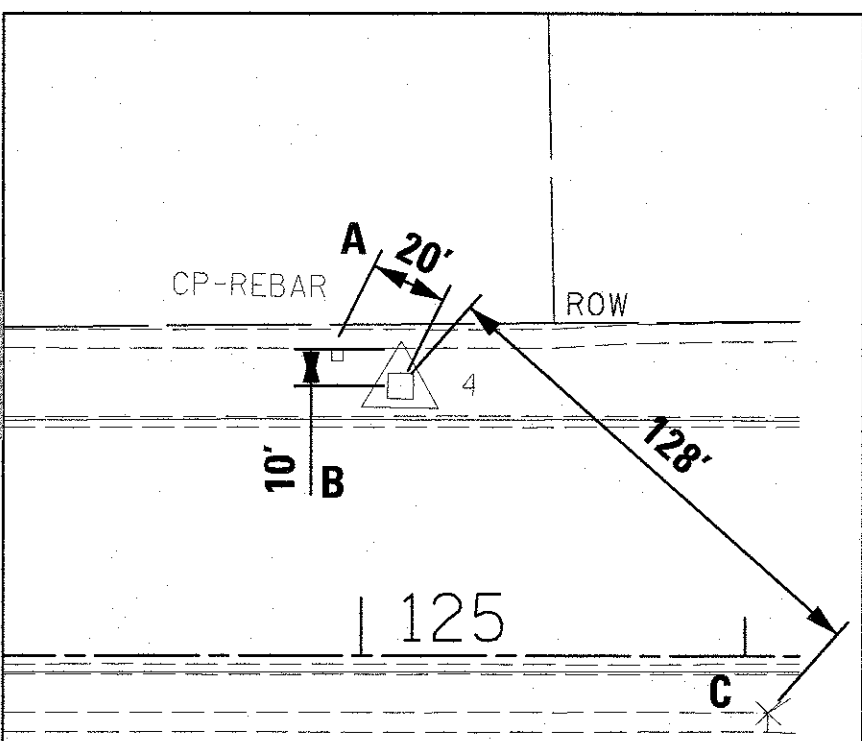


MATCH LINE STA. 118 + 00

ALIGNMENT			
PI/PT/POT	STA	NORTHING	EASTING
POT	500+00.00	1773489.14	1027042.00
POT	501+50.00	1773639.12	1027039.38
POT	501+50.00	1773639.12	1027039.38
POT	503+00.00	1773789.02	1027032.43
POT	600+00.00	1773494.02	1027320.04
POT	601+50.00	1773644	1027317.41
POT	601+50.00	1773643.99	1027316.78
POT	603+00.00	1773643.99	1027316.78

CONTROL POINT #	DESCRIPTION	STA	OFFSET	NORTHING	EASTING
1	CP-REBAR	98+14.81	60.22 LT	1773666.77	1024789.16
2	CP-PK	105+05.13	50.96 LT	1773669.73	1025479.53
3	CP-PK	117+05.99	101.92 LT	1773530.98	1026680.76
4	CP-REBAR	120+15.66	17.52 LT	1773717.12	1027484.03

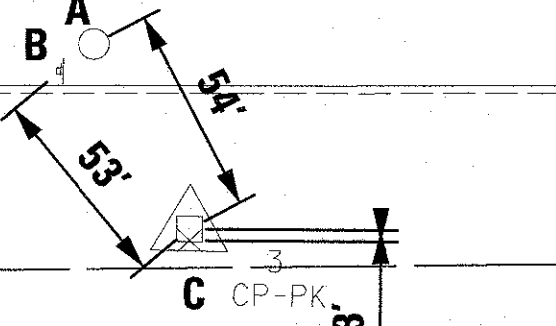
CP-REBAR 4
A TELEPHONE POLE
B FRONT OF WALK
C NORTH CORNER OF
CONC. AND BIT. PMVT



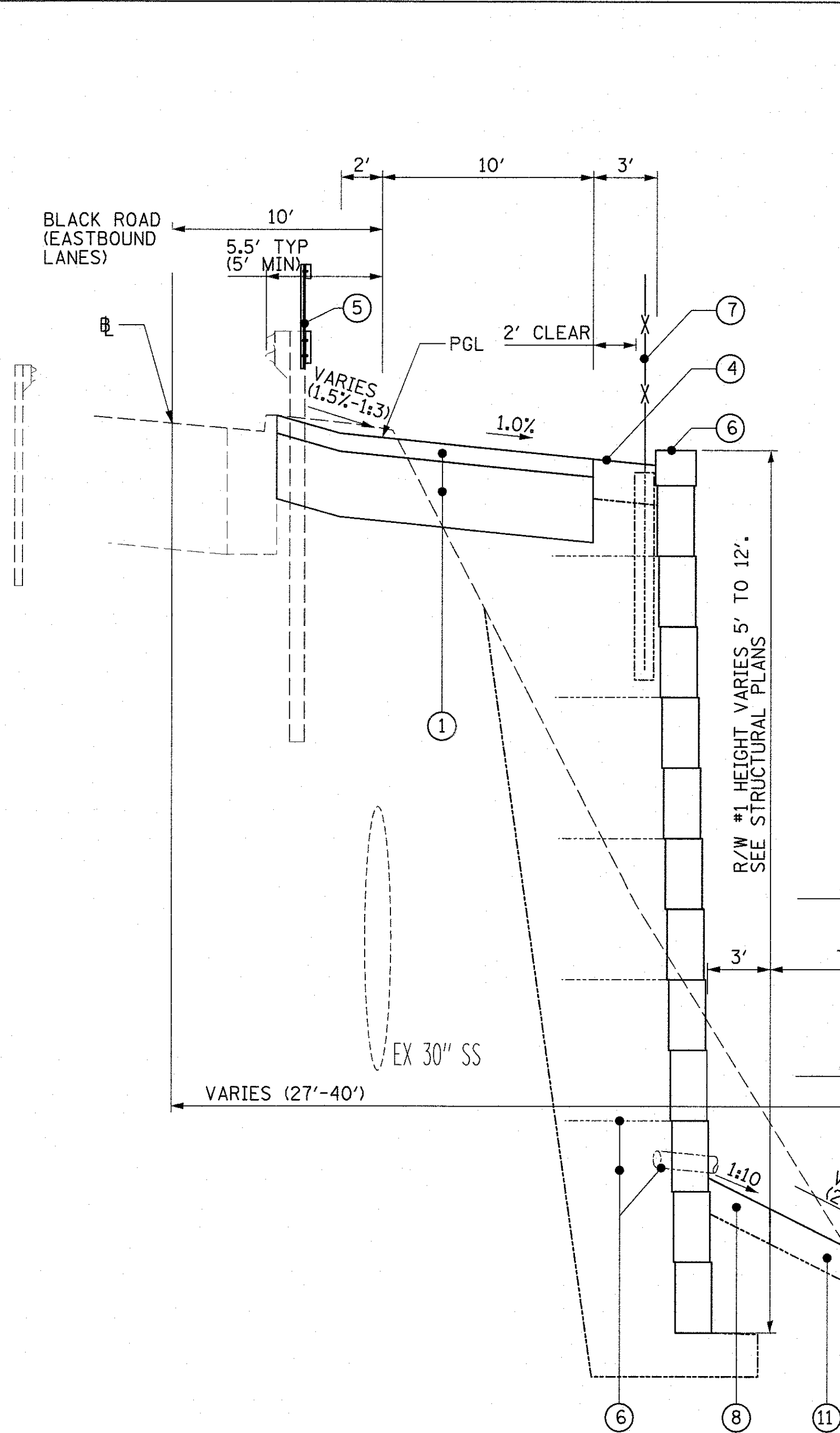
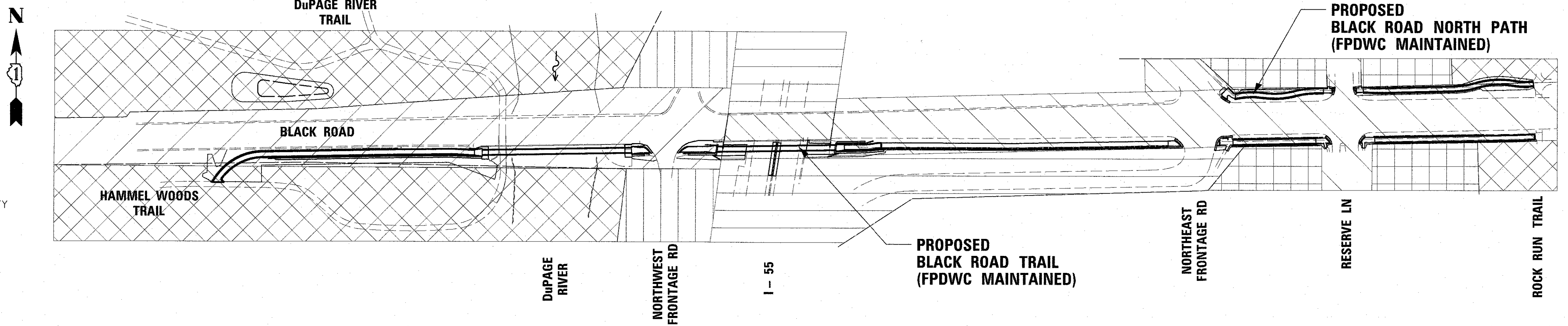
PROJECT LIMITS
STA 395+00.0

ELEVATION BENCHMARKS DATUM: NAVD83 (GPS OBSERVED)		
NO.	DESCRIPTION	ELEV.
OSBM 13-55	X-CUT ON CONCRETE WALK AT THE SOUTHWEST CORNER OPPOSITE SHOREWOOD DRIVE ON THE SOUTH SIDE OF BLACK ROAD	615.71
OSBM 1	MINI RAILROAD SPIKE ON THE NORTH SIDE OF THE FIRST POWER POLE EAST OF THE HAMMEL WOODS DUPAGE RIVER ACCESS ROAD	593.72
OSBM 2	SQUARE CUT ON CONCRETE SOUTHEAST CORNER OF BRIDGE OVER DUPAGE RIVER & BLACK ROAD	602.12

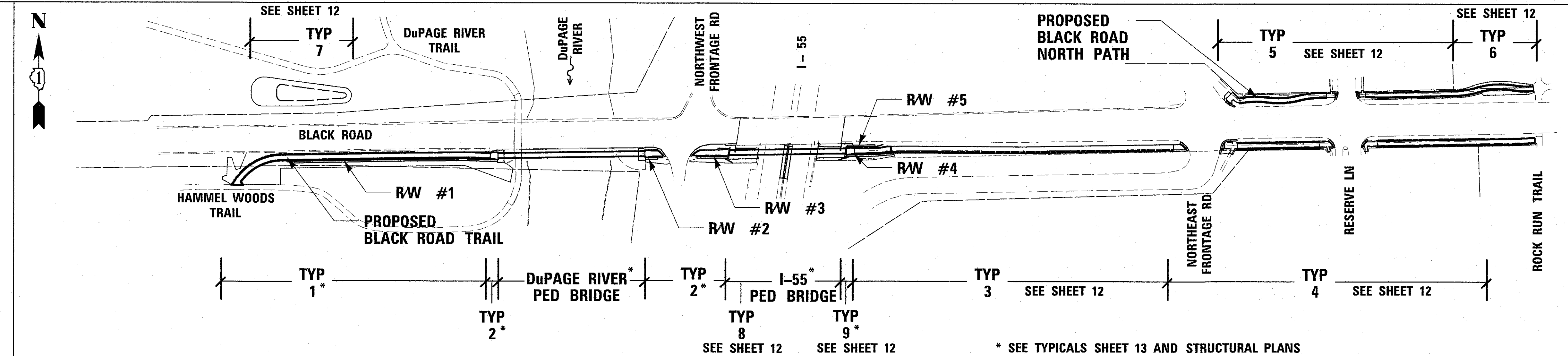
ALIGNMENT			
PI/PT/POT	STA	NORTHING	EASTING
PC	394+75.00	1774381.25	1026052.82
PI	398+25.72	1773192.39	1026145.45
PT	401+75.00	1174381.25	1026211.58
PI	402+70.21	1773630.12	1026225.93
PC	403+25.00	1773684.29	1026234.18
PI	406+75.51	1774031.78	1026275.46
PT	410+25.00	1774381.25	1026293.71



OWNER/JURISDICTION/MAINTENANCE	
	FOREST PRESERVE DIST WILL CO/FPDWC/FPDWC
	VILLAGE OF SHOREWOOD/SHOREWOOD/SHOREWOOD
	CITY OF JOLIET/JOLIET/JOLIET
	IDOT/JOLIET/JOLIET
	IDOT/IDOT/IDOT
	IDOT/IDOT/TROY TOWNSHIP
	PRIVATE PROPERTY/PRIVATE PROPERTY/PRIVATE PROPERTY



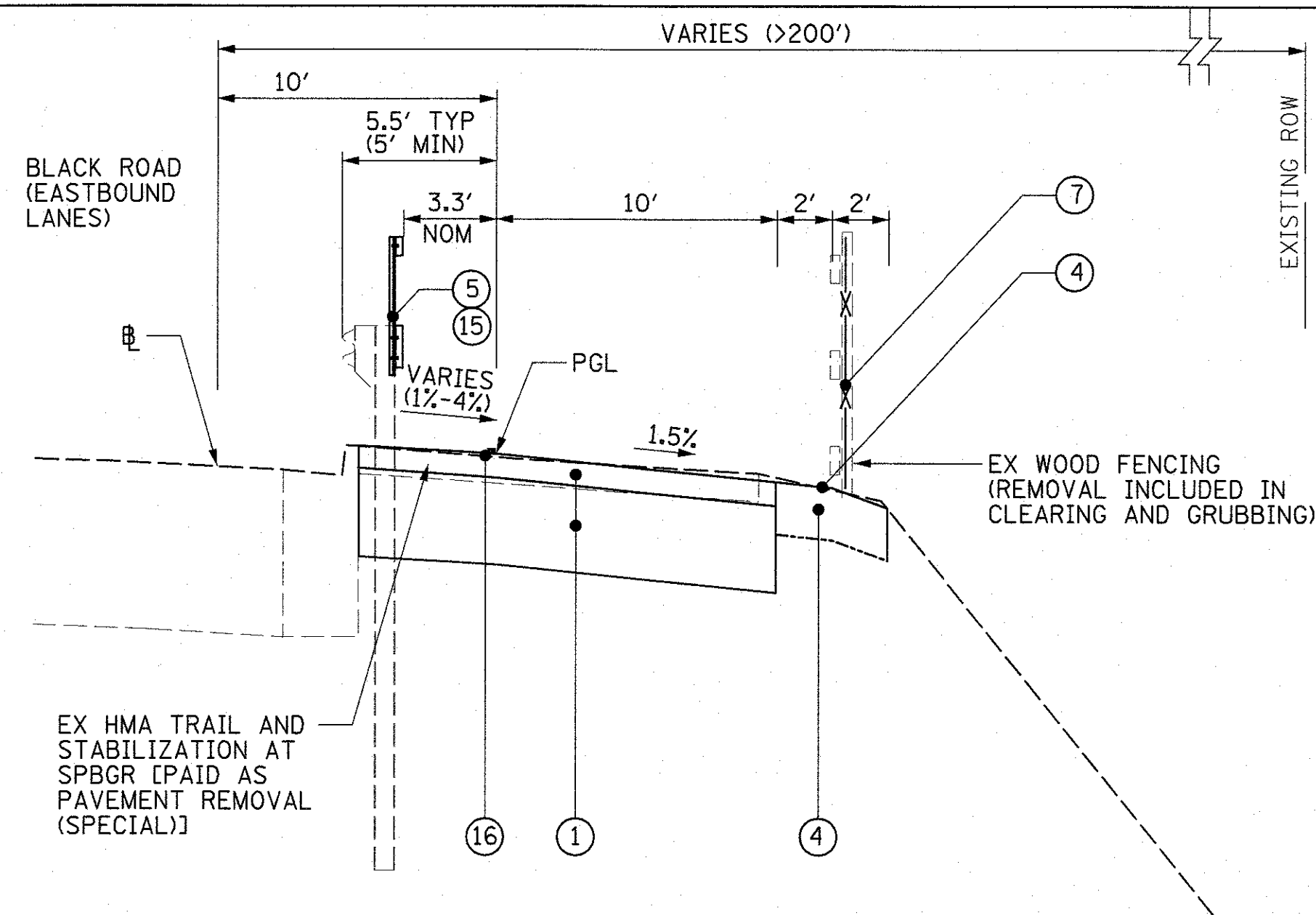
PROPOSED TYPICAL SECTION 1
STA. 101+65 RT TO STA. 106+67.82 RT,
BLACK ROAD TRAIL



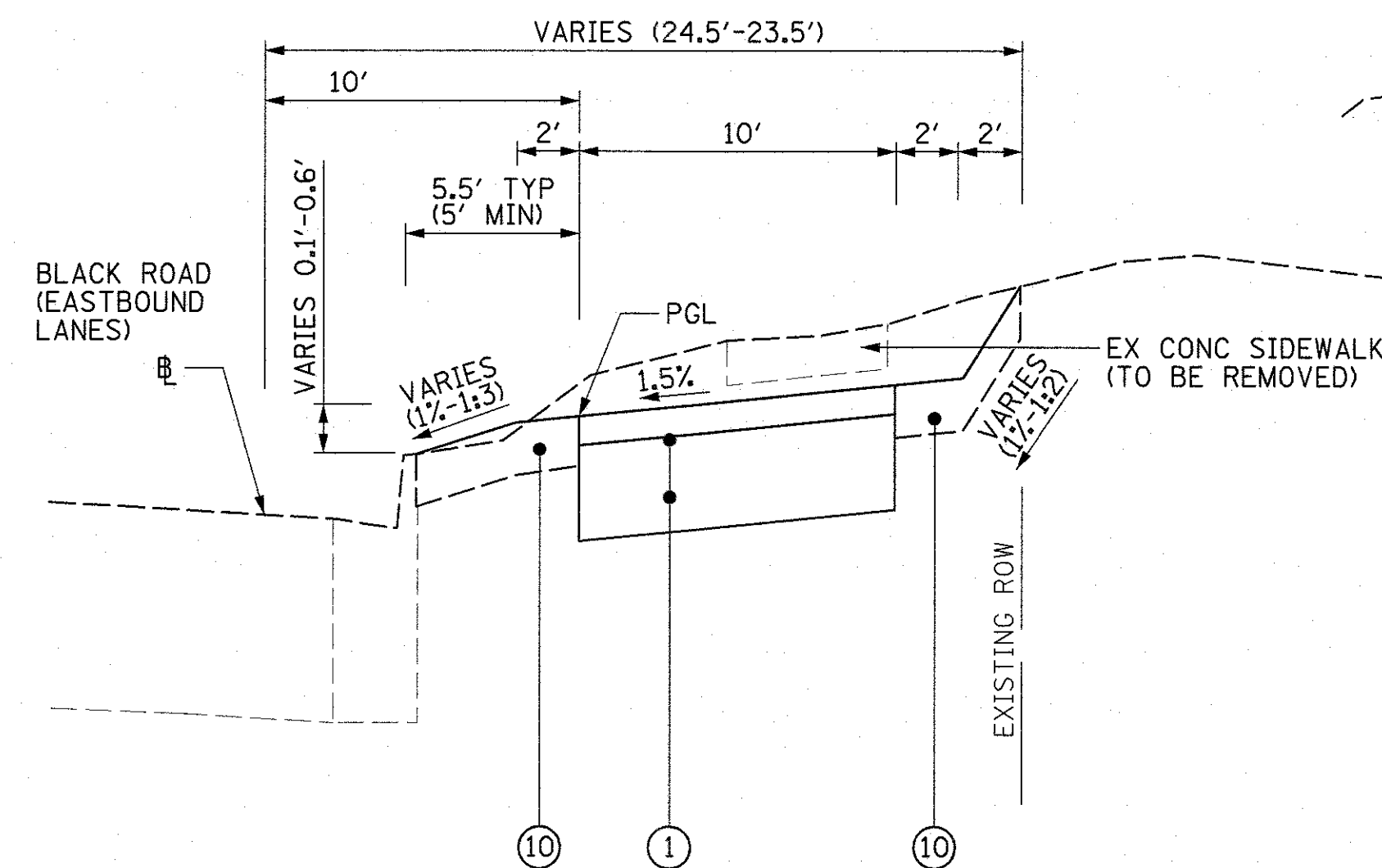
PROPOSED TYPICAL SECTION 2
STA. 106+67.82 RT TO STA. 106+81.82 RT AND
STA. 109+70.82 RT TO STA. 111+34.02 RT
AT PED BRIDGE ABUTMENTS AT RIVER
BLACK ROAD TRAIL

- LEGEND**
- ① HMA BLACK ROAD TRAIL: 10' WIDE
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, IL-19.0, N50, 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
 - ② HMA NORTH PATH: 8' WIDE
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, IL-19.0, N50, 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
 - ③ TRAIL AT ABUTMENTS
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
 - ④ AGGREGATE SHOULDERS (SPECIAL)
 - ⑤ WOOD GUARDRAIL
 - ⑥ STRUCTURAL WALL. SEE STRUCTURAL PLANS
 - ⑦ WOOD POST AND RAIL FENCE
 - ⑧ STONE RIPRAP, CLASS A3
 - ⑨ PCC SIDEWALK, 8"
 - ⑩ ROADSIDE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
 - ⑪ NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MOD) / 4B (MOD)
TOPSOIL F&P, 6"
 - ⑫ I-55 MEDIAN SHOULDER
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2"
 - ⑬ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - ⑭ AGGREGATE SUBGRADE 12"
 - ⑮ REMOVE AND REPLACE STEEL PLATE BEAM GUARDRAIL
TY A
 - ⑯ PAVEMENT MARKING
 - ⑰ PR CATCH BASINS
 - ⑱ I-55 OUTSIDE SHOULDER
POST-SHIFTED SHOULDER RUMBLE STRIPS, 16 INCH
PRE-SHIFTED HMA SURFACE COURSE, MIX "D", N70; 1-3/4"
PRE-SHIFTED PROPOSED PAVEMENT MILLING, 1-3/4"

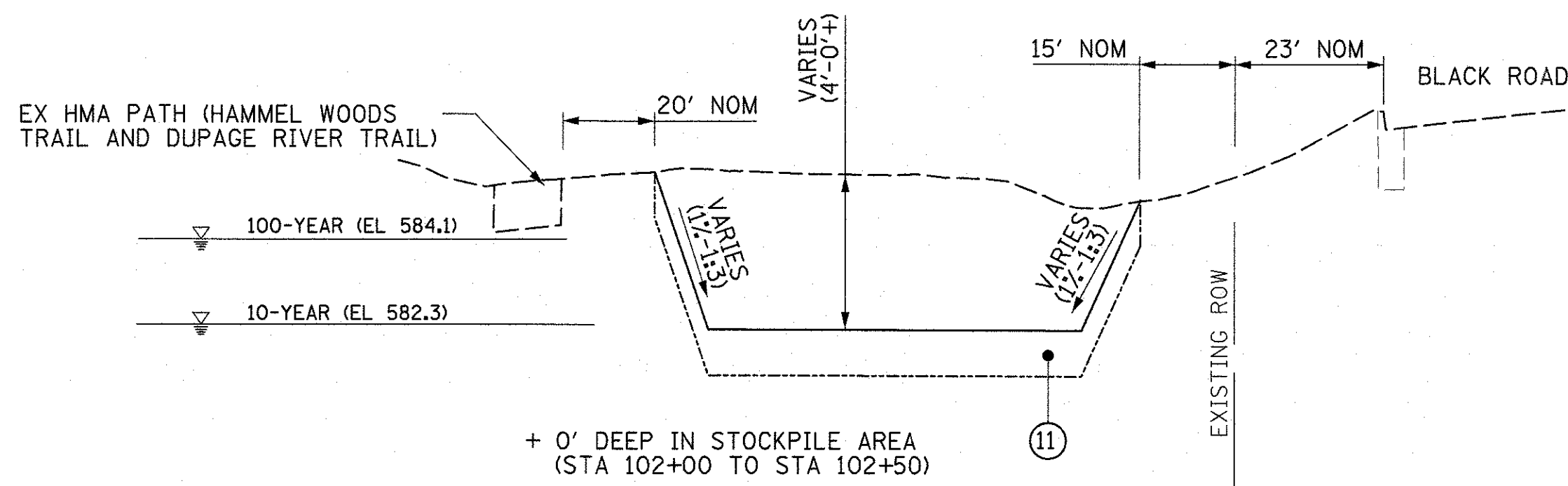
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Default	PLOT SCALE = 20'	DRAWN - VAR	REVISED -		SCALE: N/A	SHEET	1 OF 3 SHEETS	STA.	N/A	TO STA.	N/A	CONTRACT NO. 61E07
	PLOT DATE = 8/15/2017	CHECKED - JGS	REVISED -									ILLINOIS FED. AID PROJECT
		DATE - 8/14/2017 SEPT	REVISED -									



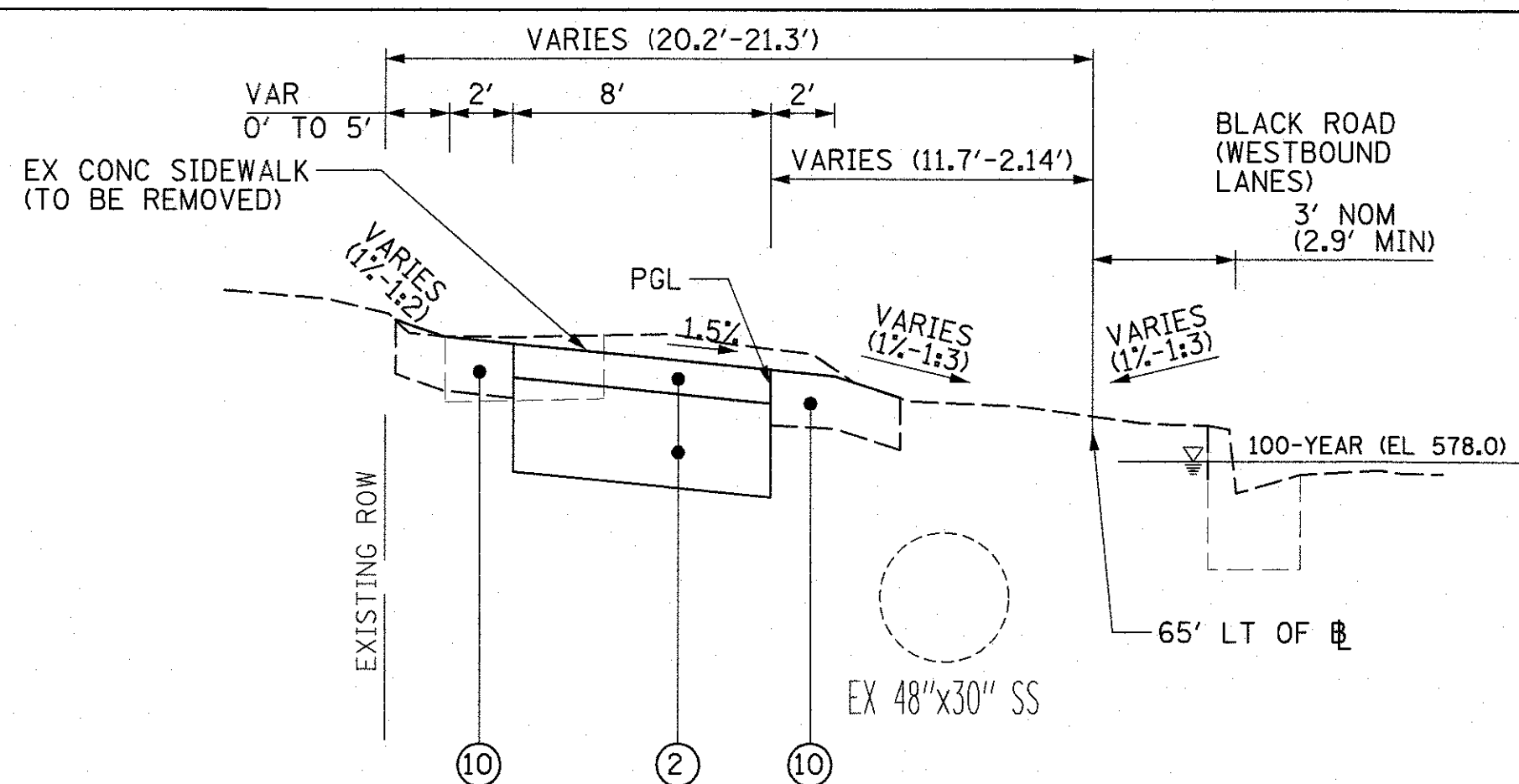
PROPOSED TYPICAL SECTION 3
STA. 114+50 RT TO STA. 120+00 RT,
BLACK ROAD TRAIL



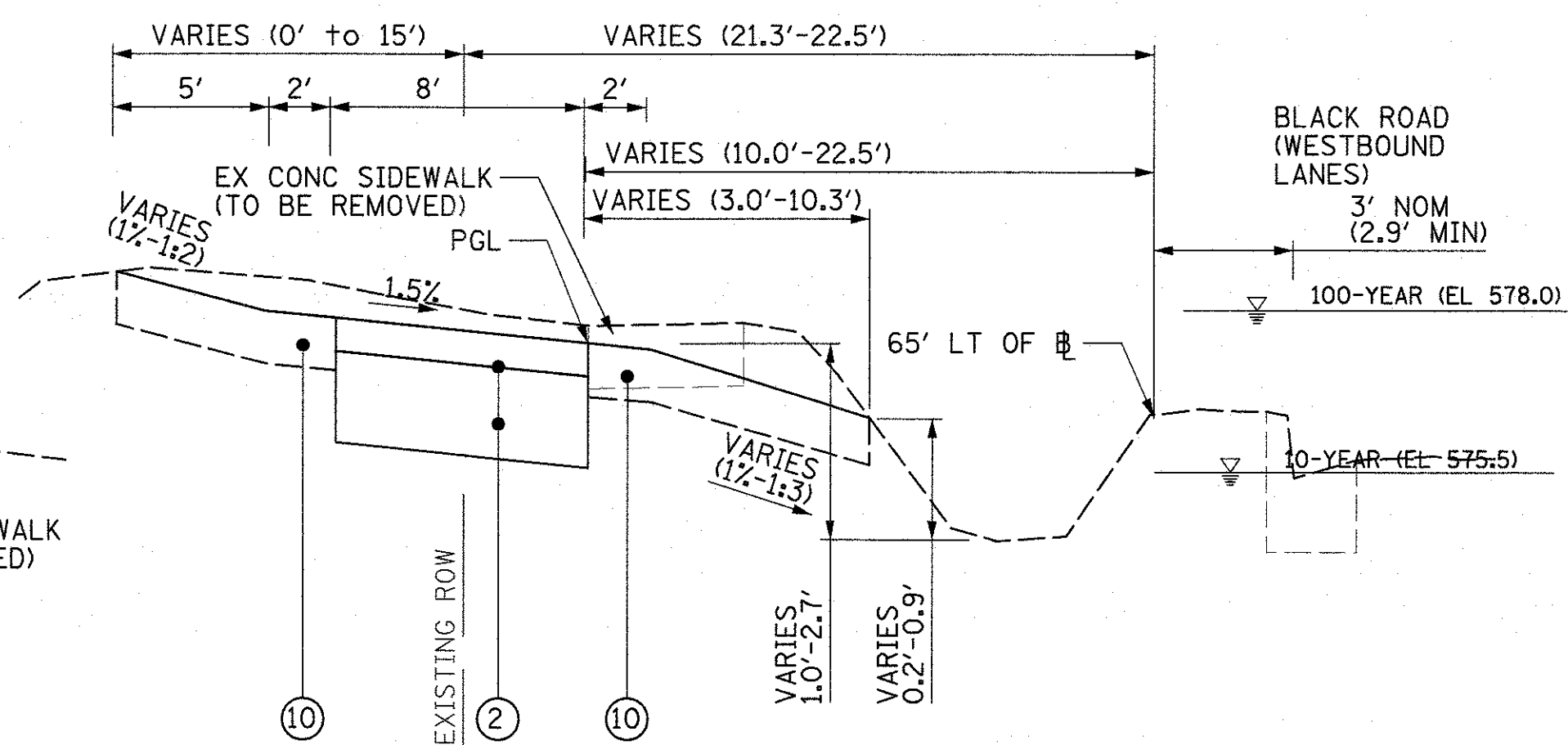
PROPOSED TYPICAL SECTION 4
STA. 120+00 RT TO STA. 127+07 RT,
BLACK ROAD TRAIL



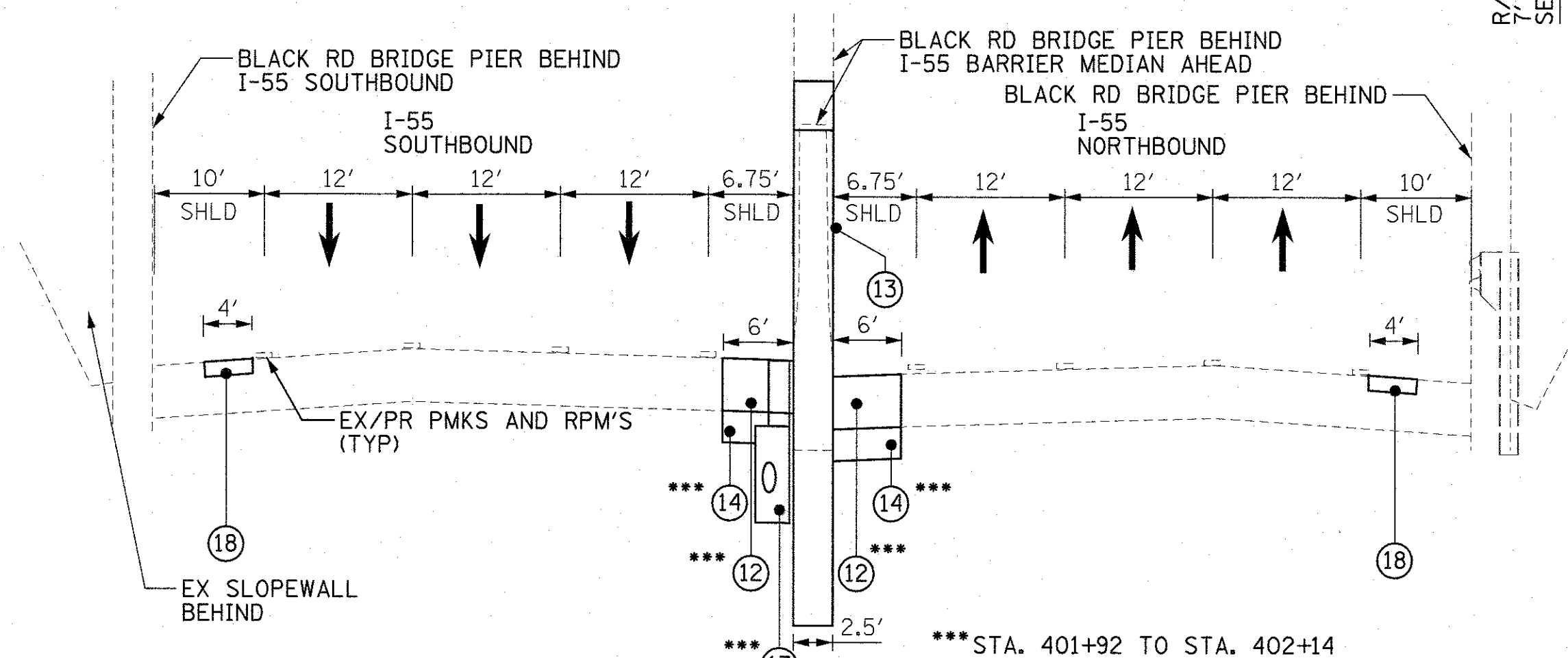
PROPOSED TYPICAL SECTION 7
STA. 102+00 LT TO STA. 104+00 LT,
BLACK ROAD TRAIL COMP STORAGE



PROPOSED TYPICAL SECTION 5
STA. 121+05 LT TO STA. 125+50 LT,
BLACK ROAD NORTH PATH



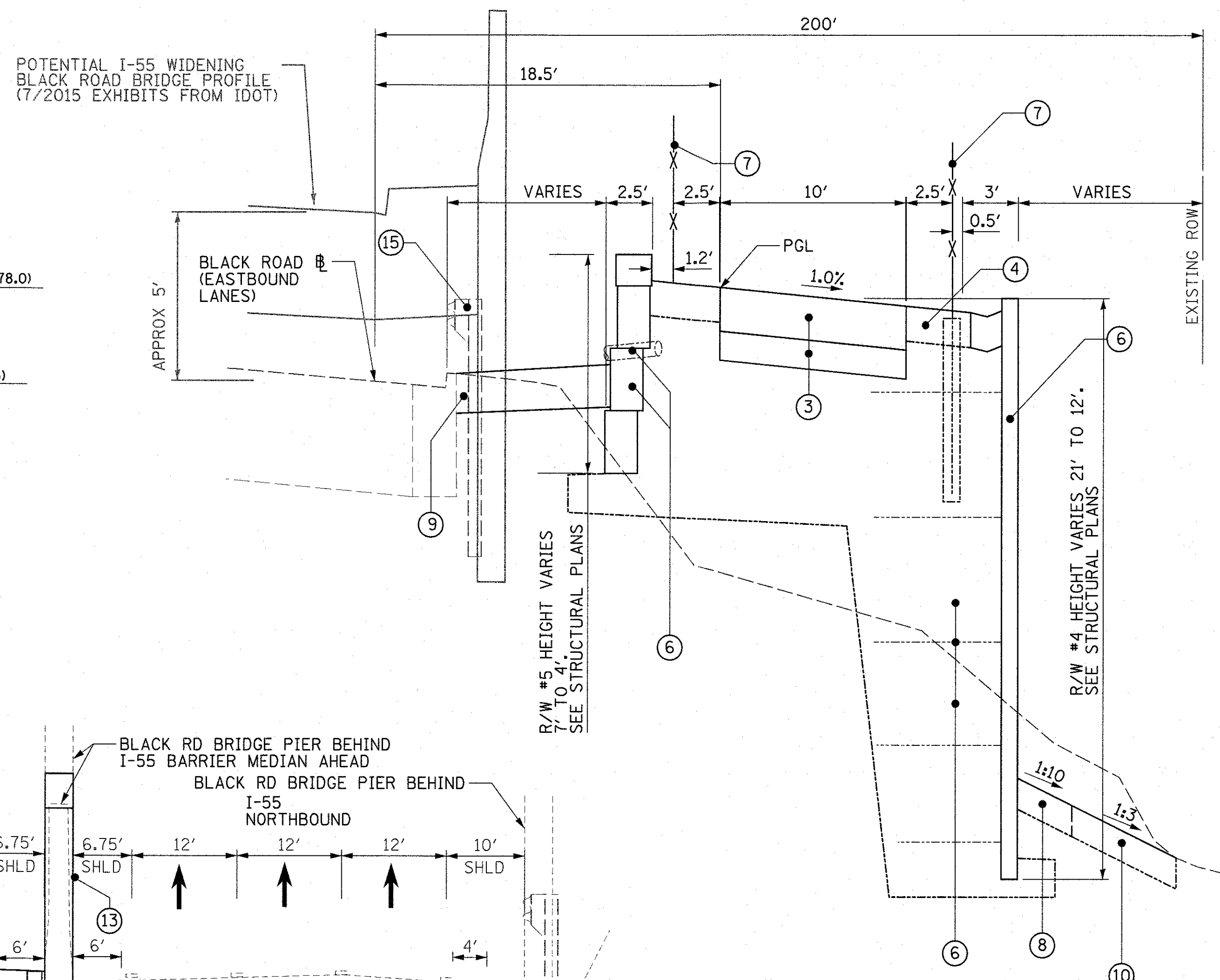
PROPOSED TYPICAL SECTION 6
STA. 125+50 LT TO STA. 127+07 LT,
BLACK ROAD NORTH PATH



PROPOSED TYPICAL SECTION 8
STA. 325+00 LT TO STA. 408+00 LT,
AT I-55 LANES, BLACK ROAD TRAIL

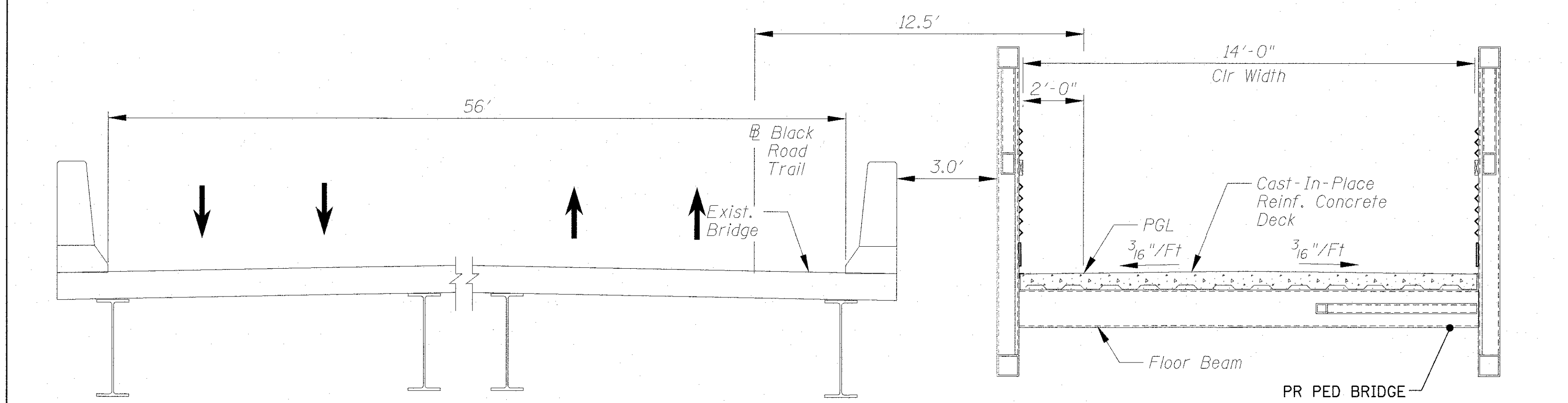
LEGEND

- ① HMA BLACK ROAD TRAIL: 10' WIDE
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, 1L-19.0, N50, 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- ② HMA NORTH PATH: 8' WIDE
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, 1L-19.0, N50, 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- ③ TRAIL AT ABUTMENTS
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
- ④ AGGREGATE SHOULDERS (SPECIAL)
- ⑤ WOOD GUARDRAIL
- ⑥ STRUCTURAL WALL. SEE STRUCTURAL PLANS
- ⑦ WOOD POST AND RAIL FENCE
- ⑧ STONE RIPRAP, CLASS A3
- ⑨ PCC SIDEWALK, 8"
- ⑩ ROADSIDE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
- ⑪ NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MOD) / 4B (MOD)
TOPSOIL F&P, 6"
- ⑫ I-55 MEDIAN SHOULDER
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2"
- ⑬ CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
- ⑭ AGGREGATE SUBGRADE 12"
- ⑮ REMOVE AND REPLACE STEEL PLATE BEAM GUARDRAIL
TY A
- ⑯ PAVEMENT MARKING
- ⑰ PR CATCH BASINS
- ⑱ I-55 OUTSIDE SHOULDER
POST-SHIFTED SHOULDER RUMBLE STRIPS, 16 INCH
PRE-SHIFTED HMA SURFACE COURSE, MIX "D", N70, 1-3/4"
PRE-SHIFTED PROPOSED PAVEMENT MILLING, 1-3/4"



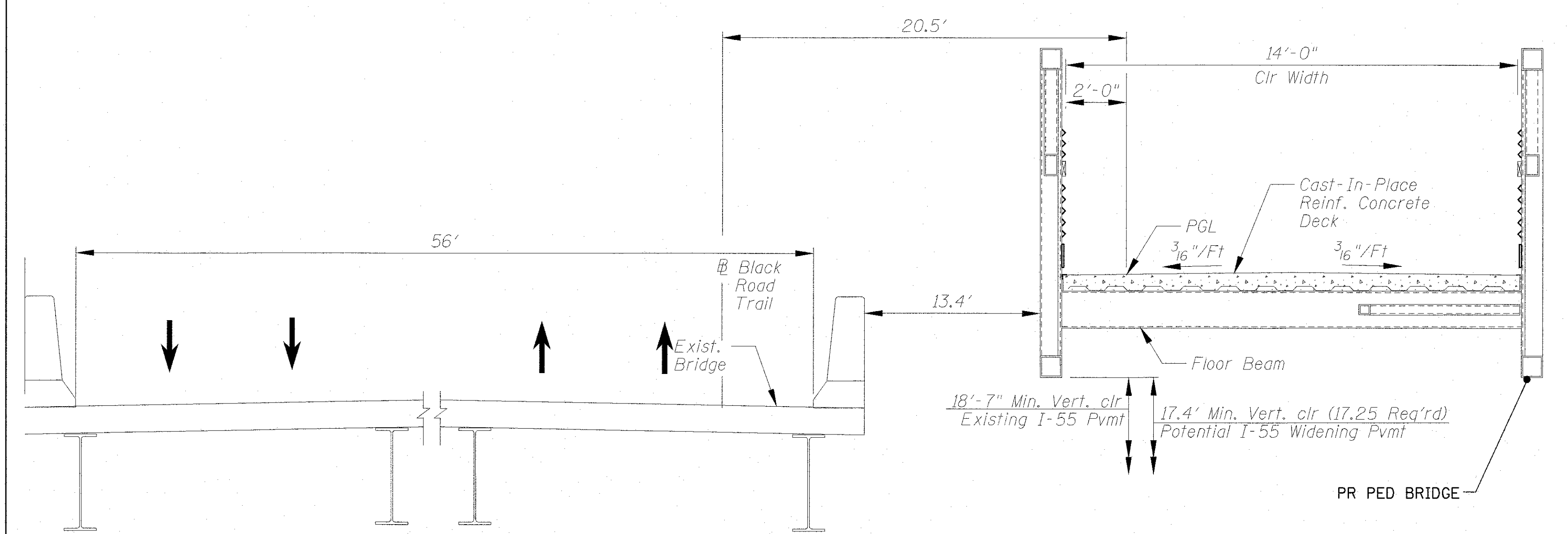
PROPOSED TYPICAL SECTION 9
STA. 113+62.51 LT TO STA. 114+50.03 LT,
AT PED BRIDGE EAST ABUTMENTS AT I-55
BLACK ROAD TRAIL

FILE NAME =	USER NAME = mgratzke	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) TYPICAL SECTIONS	SCALE:	SHEET 2 OF 3 SHEETS	STA. N/A TO STA. N/A	F.A.U. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 12	CONTRACT NO. 61E07
Default	PLOT SCALE = 20'	DRAWN - VAR	REVISED -											
	PLOT DATE = 8/15/2017	CHECKED - JGS	REVISED -											
		DATE - 8/14/2017 SEPT	REVISED -											ILLINOIS FED. AID PROJECT



PROPOSED SECTION
STA. 106 + 81.82 TO STA. 109 + 70.82,
DUPAGE RIVER PED BRIDGE
BLACK ROAD TRAIL

SEE STRUCTURAL PLANS FOR
 ADDITIONAL INFORMATION



PROPOSED SECTION
STA. 111 + 30.30 TO STA. 113 + 62.51,
I-55 PED BRIDGE
BLACK ROAD TRAIL

SEE STRUCTURAL PLANS FOR
 ADDITIONAL INFORMATION

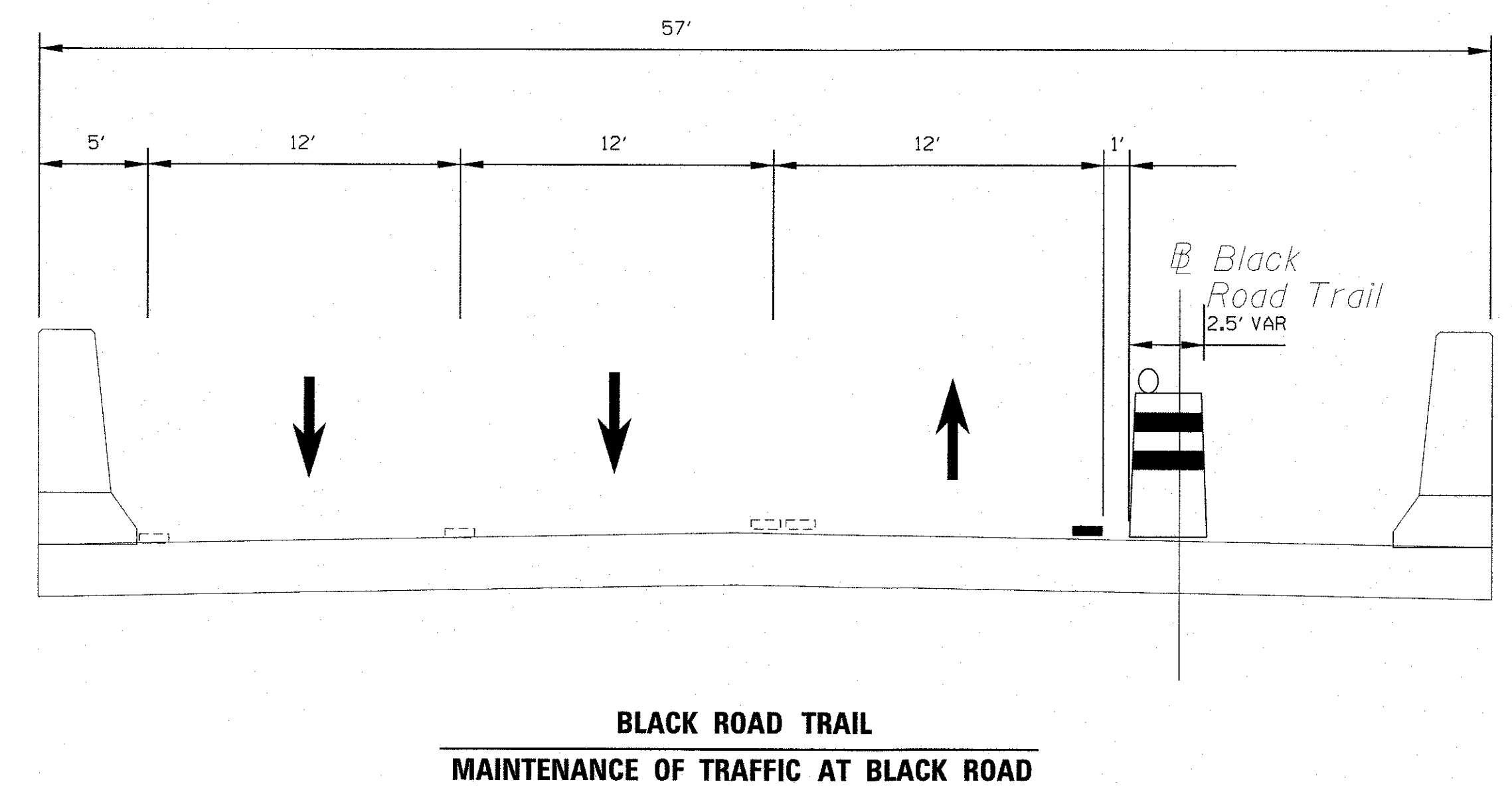
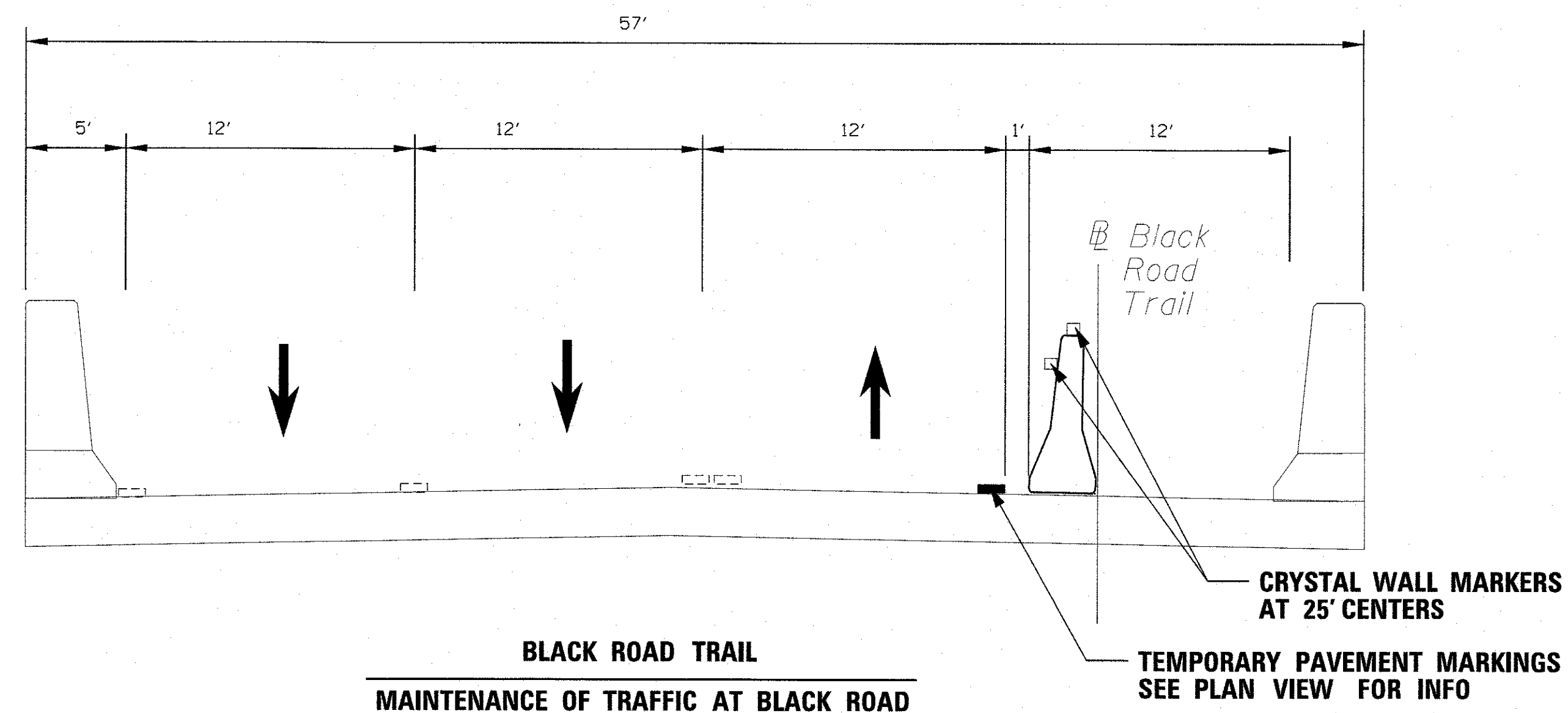
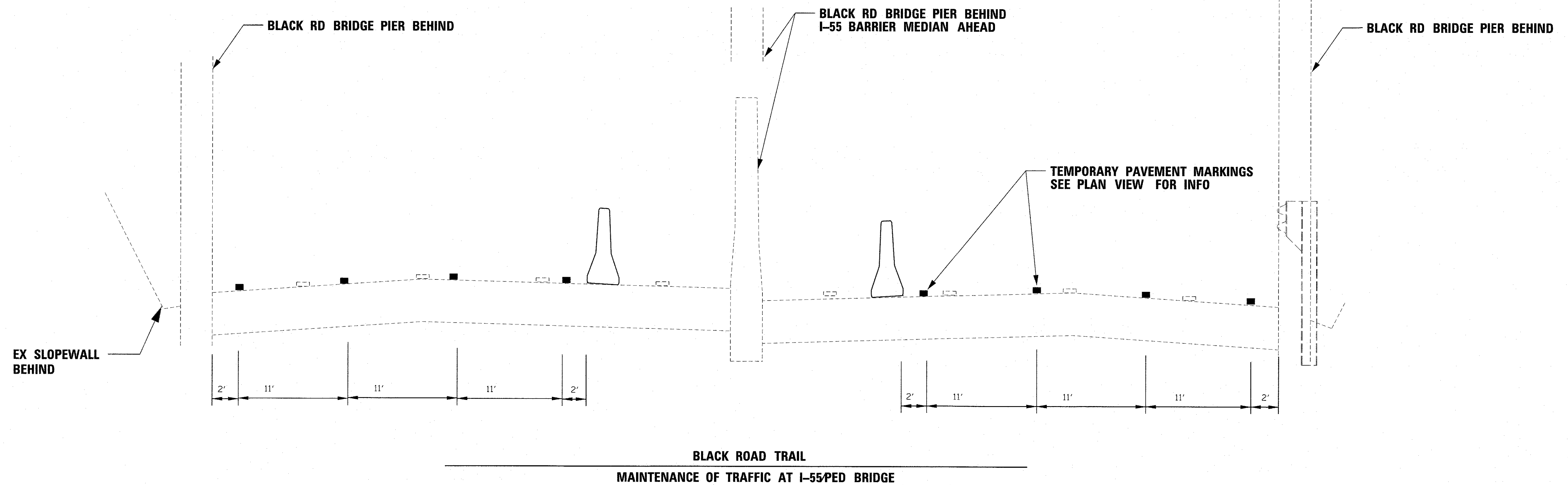
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @NDES
SHARED USE PATH (BLACK ROAD TRAIL) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 1-1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2-1/2"	4% @ 50 GYR. 4% @ 50 GYR.
I-55 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1-3/4" HOT-MIX ASPHALT SHOULDERS, 10 1/2" HOT-MIX SHOULDER (HMA BINDER IL-19MM)	4% @ 70 GYR. 4% @ 70 GYR.
BLACK ROAD HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1-1/2" LEVELING BINDER (MACHINE METHOD), N70; 3/4"	4% @ 70 GYR. 4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQYD/IN.

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.

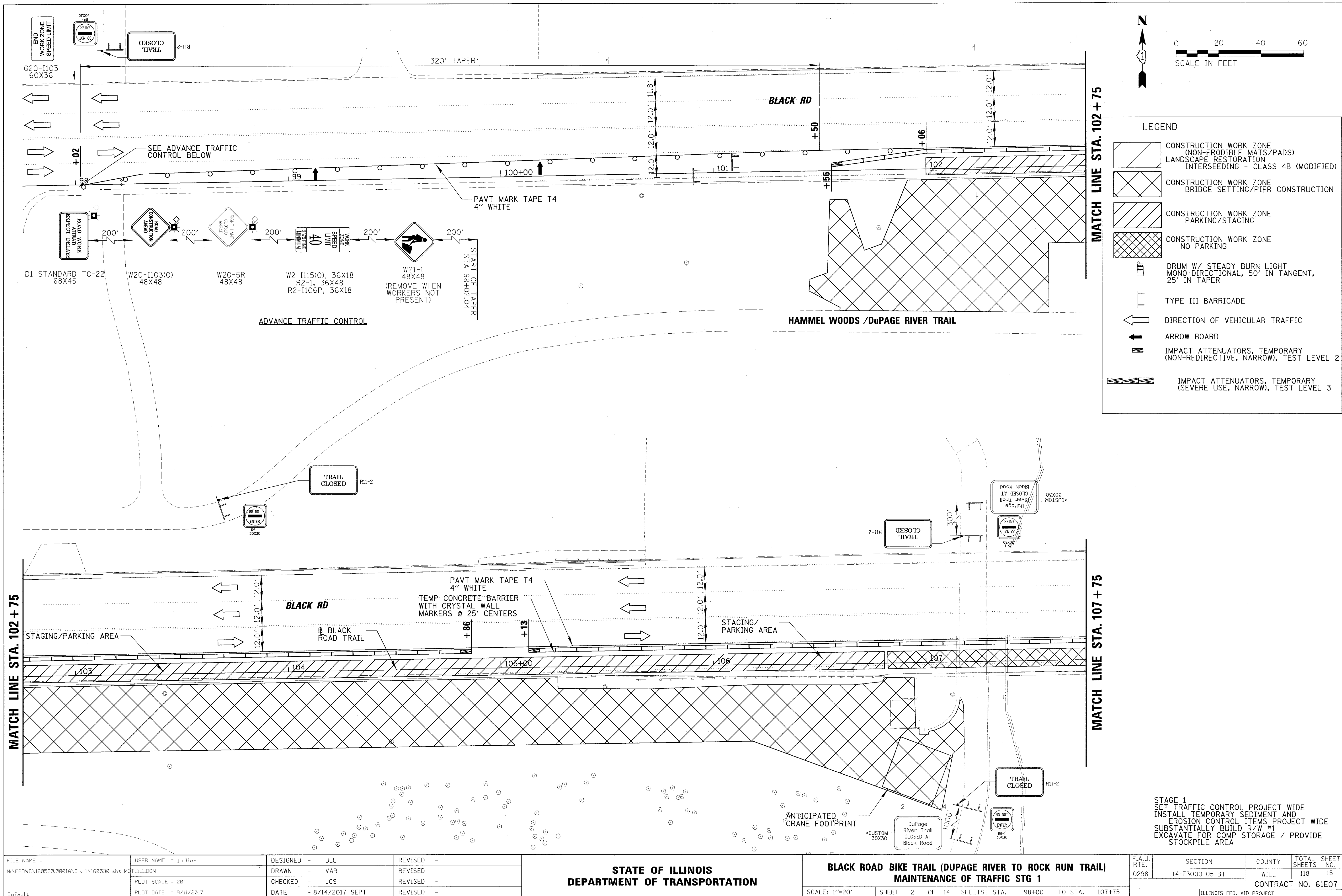
FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

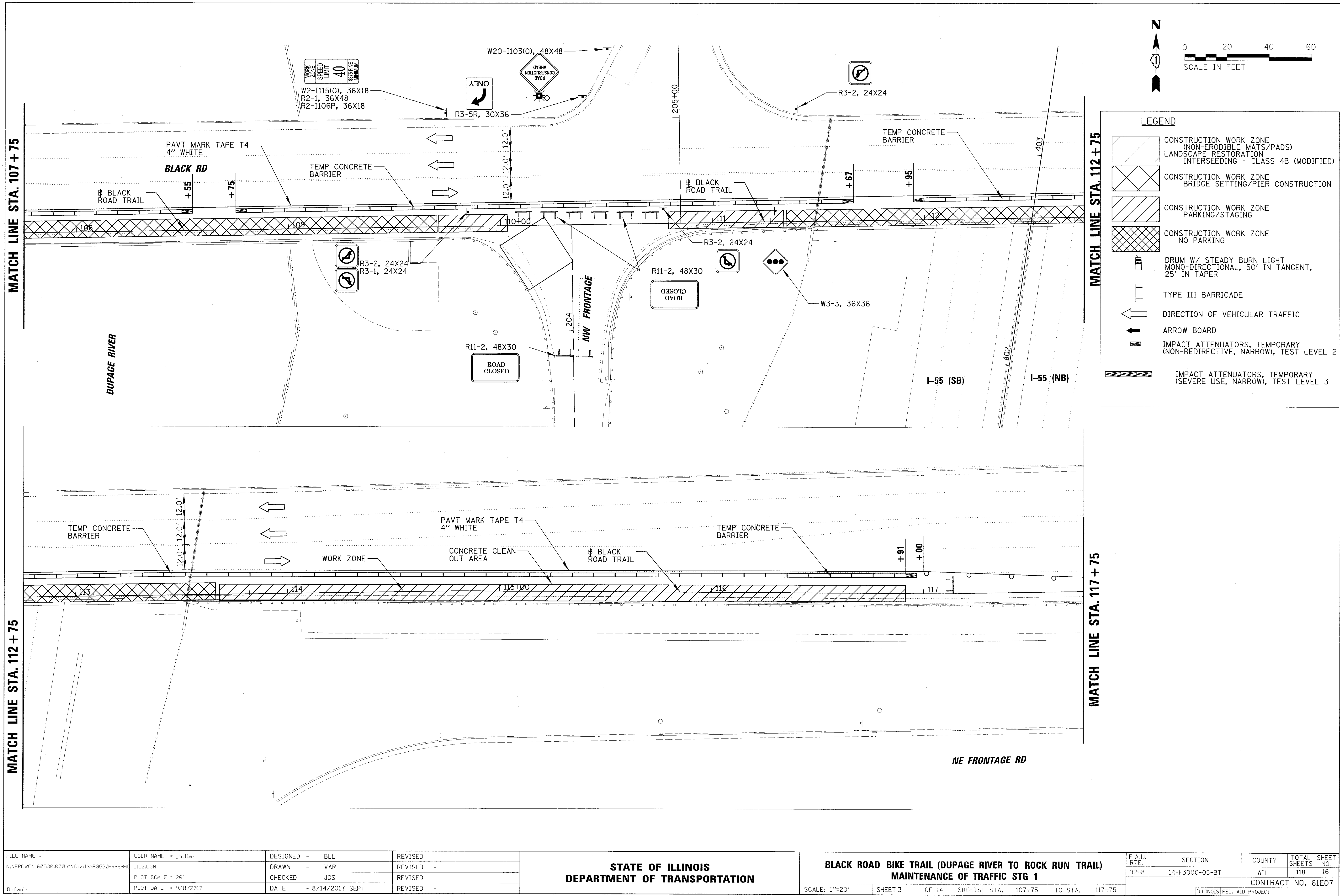
FOR USE OF RECYCLED MATERIAL SEE SPECIAL PROVISIONS.

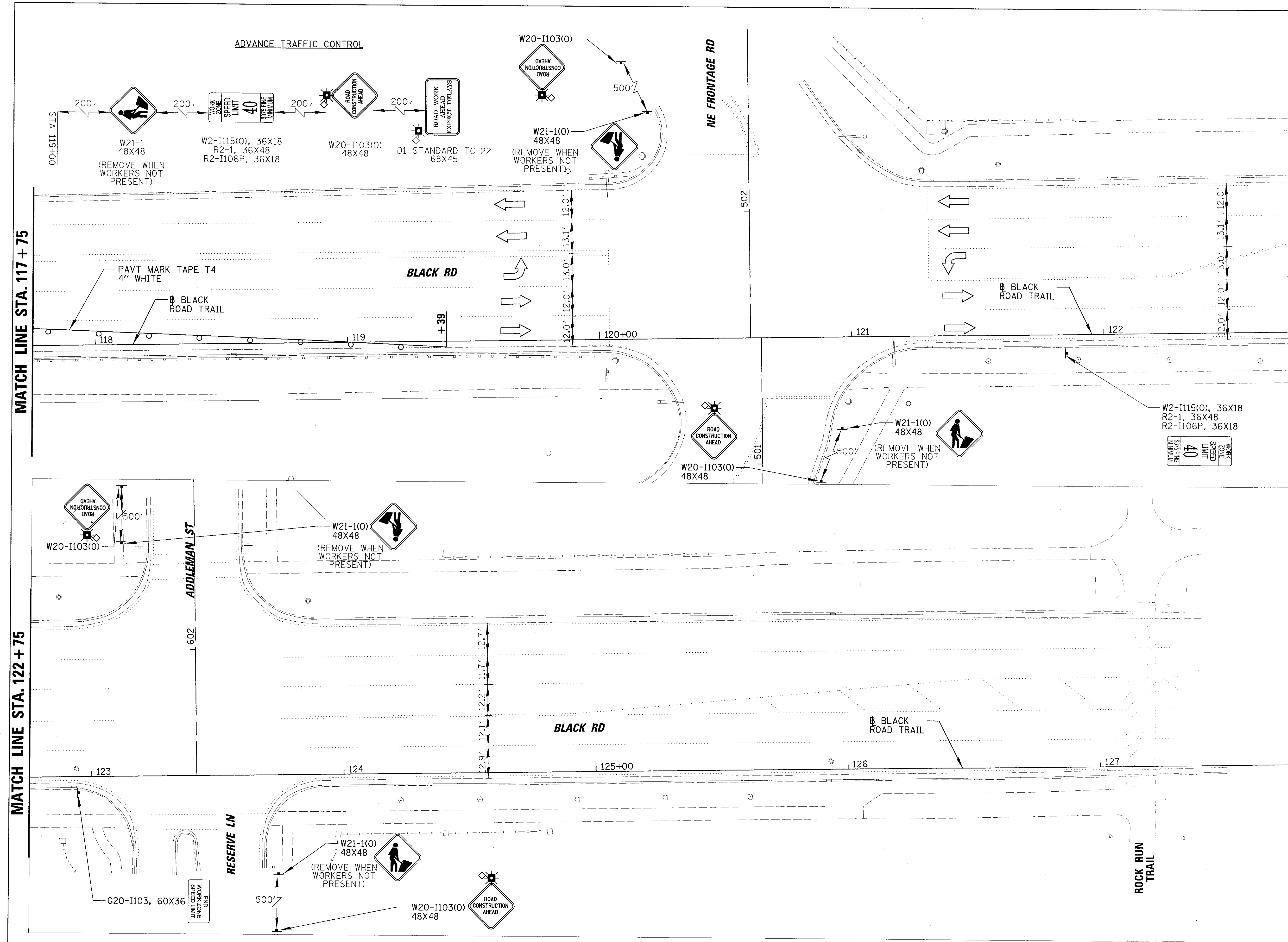


VAR- 2.5' TO 0' BASED OFF OF TAPER
RATE OF 35:1 FROM
STA. 98+00 TO 101+75

FILE NAME =	USER NAME = j.miller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC TYPICALS BLACK ROAD/1-55			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDWC\160530\0001A\Civil\160530-shr-MC	T_typ-1.DGN	DRAWN - VAR	REVISED -					0298	14-F3000-05-BT	WILL	118	14
Default	PLOT SCALE = 5'	CHECKED - JCS	REVISED -					CONTRACT NO. 61E07				
	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -					ILLINOIS FED. AID PROJECT				
					SCALE: NTS	SHEET 1	OF 14	SHEETS	STA.	TO STA.		







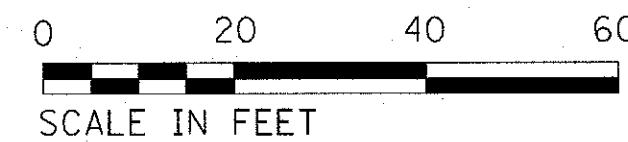
N

0 20 40 60

SCALE IN FEET

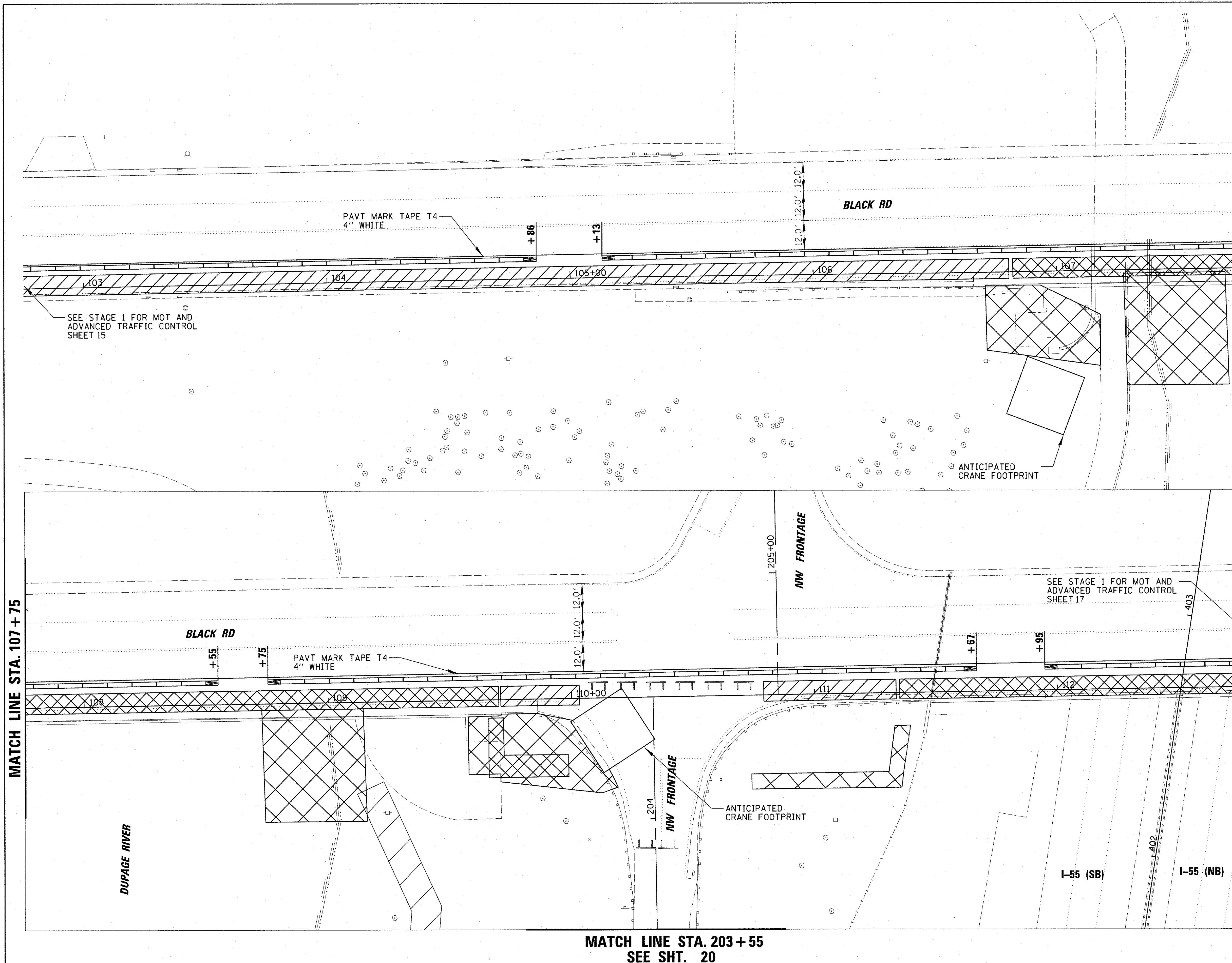
LEGEND

	CONSTRUCTION WORK ZONE (NON-ERODIBLE MATS/PADS)
	LANDSCAPE RESTORATION INTERSEEDING - CLASS 4B (MODIFIED)
	CONSTRUCTION WORK ZONE BRIDGE SETTING/PIER CONSTRUCTION
	CONSTRUCTION WORK ZONE PARKING/STAGING
	CONSTRUCTION WORK ZONE NO PARKING
	DRUM W/ STEADY BURN LIGHT MONO-DIRECTIONAL, 50' IN TANGENT, 25' IN TAPER
	TYPE III BARRICADE
	DIRECTION OF VEHICULAR TRAFFIC
	ARROW BOARD
	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3



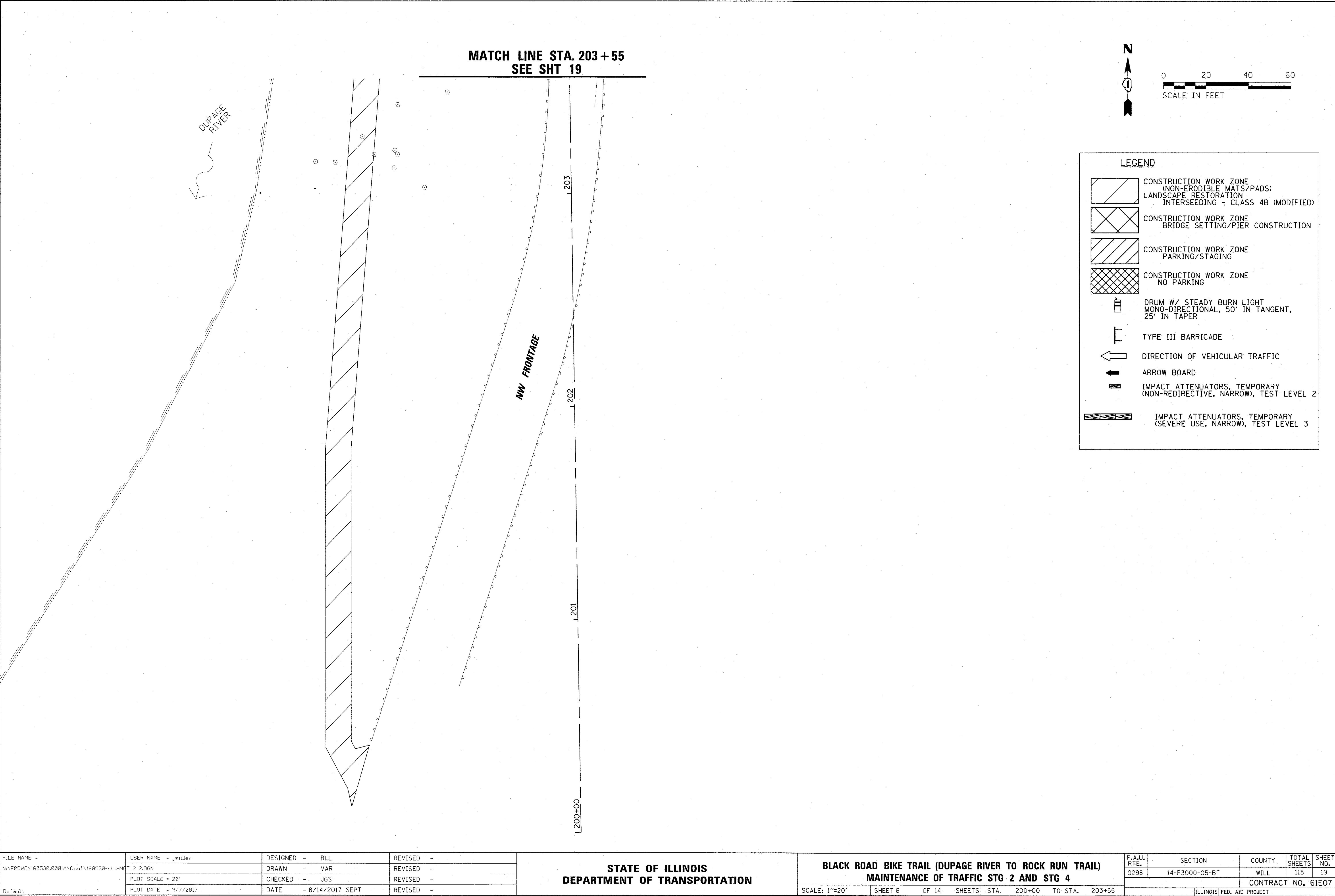
LEGEND

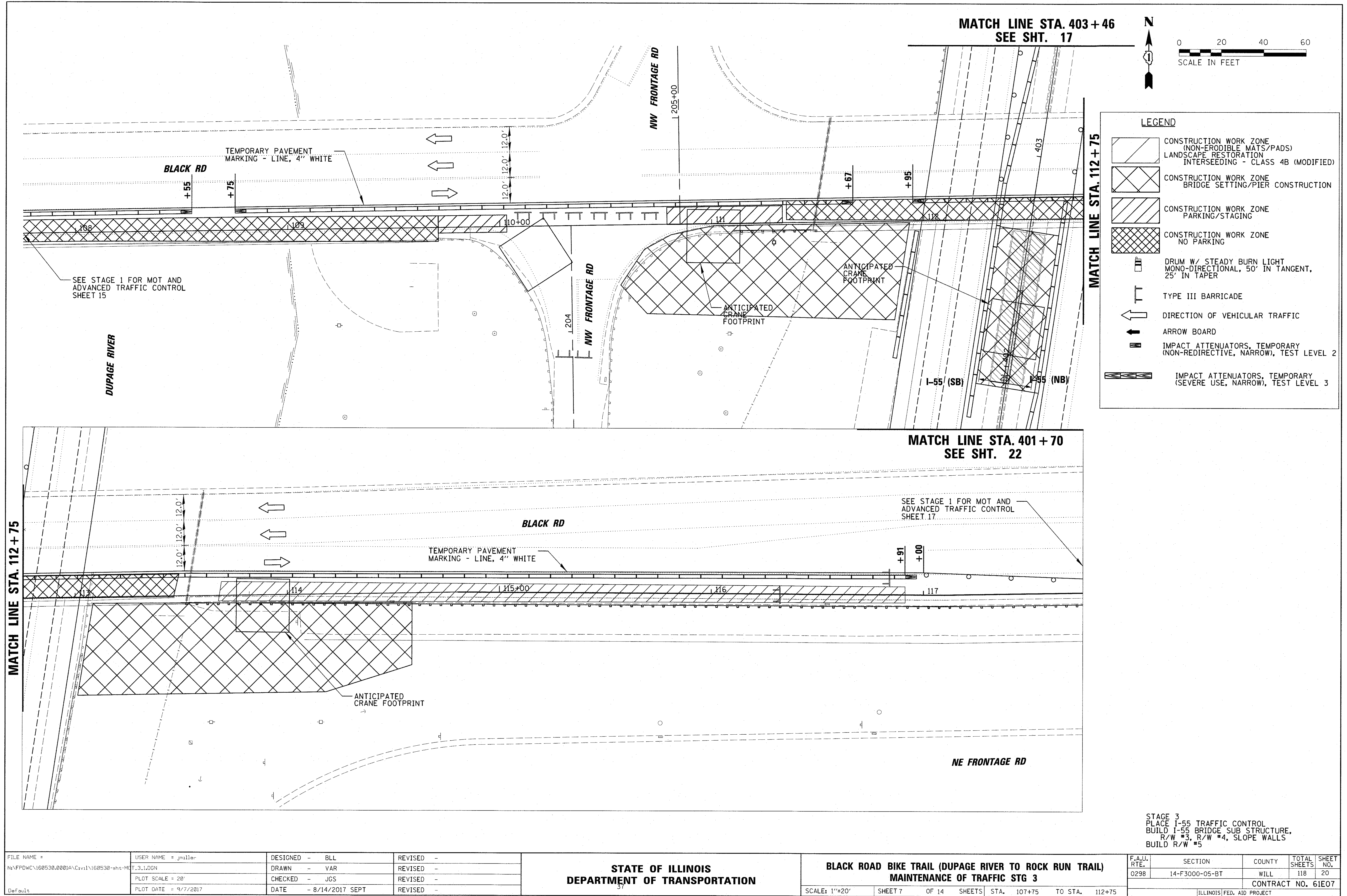
- CONSTRUCTION WORK ZONE (NON-ERODIBLE MATS/PADS) LANDSCAPE RESTORATION INTERSEEDING - CLASS 4B (MODIFIED)
- CONSTRUCTION WORK ZONE BRIDGE SETTING/PIER CONSTRUCTION
- CONSTRUCTION WORK ZONE PARKING/STAGING
- CONSTRUCTION WORK ZONE NO PARKING
- DRUM W/ STEADY BURN LIGHT MONO-DIRECTIONAL, 50' IN TANGENT, 25' IN TAPER
- TYPE III BARRICADE
- DIRECTION OF VEHICULAR TRAFFIC
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3

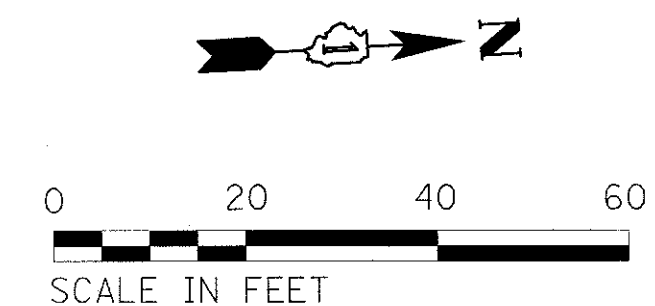
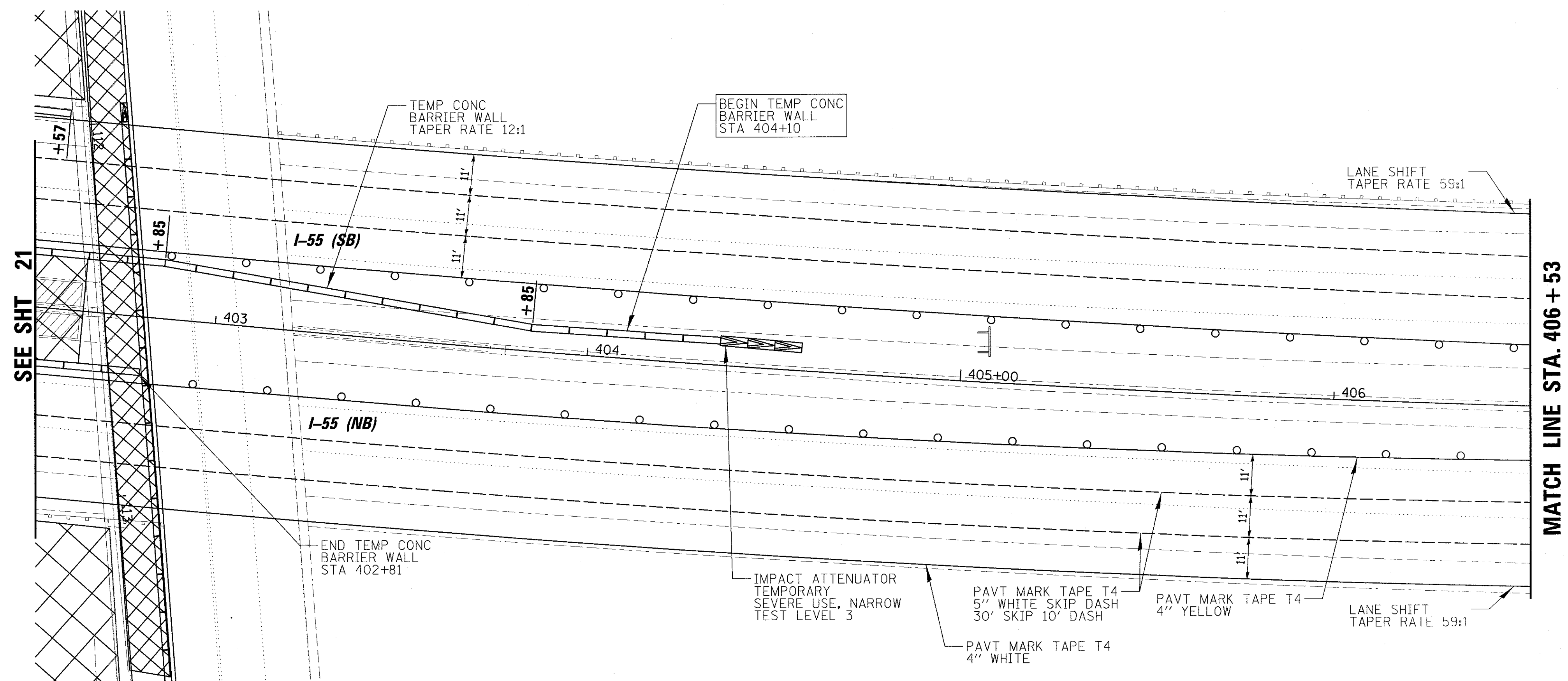


STAGE 2
BUILD RIVER BRIDGE SUB
STRUCTURE, R/W #2

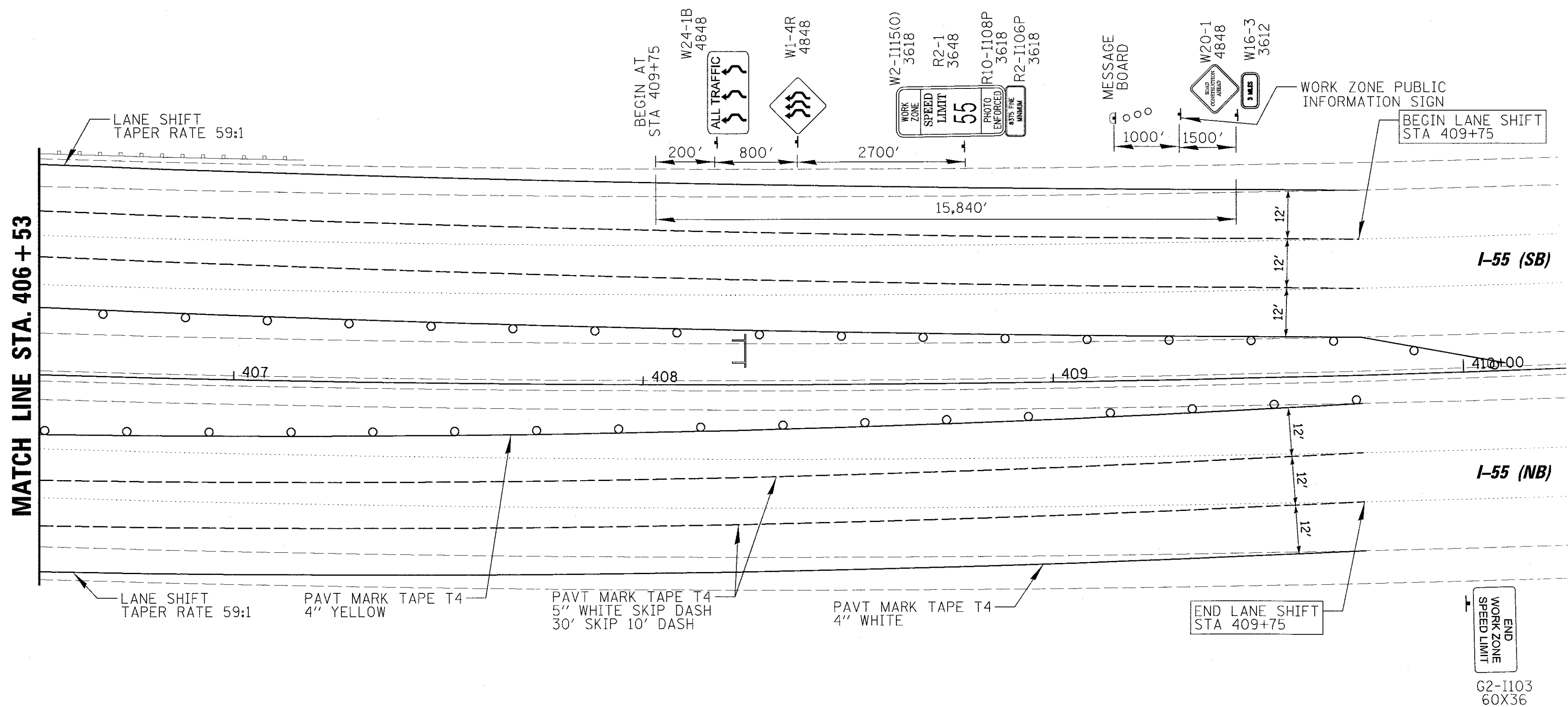
FILE NAME = N:\FPDWC\160530\0001A\Civil\160530-shr-MC	USER NAME = jmillar	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC STG 2				F.A.U. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 18
	T-2.t.dgn	DRAWN - VAR	REVISED -										
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -										
	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -										
Default					SCALE: 1"=20'	SHEET 5	OF 14	SHEETS	STA. 107+75	TO STA. 112+75	CONTRACT NO. 61E07		
												ILLINOIS FED. AID PROJECT	



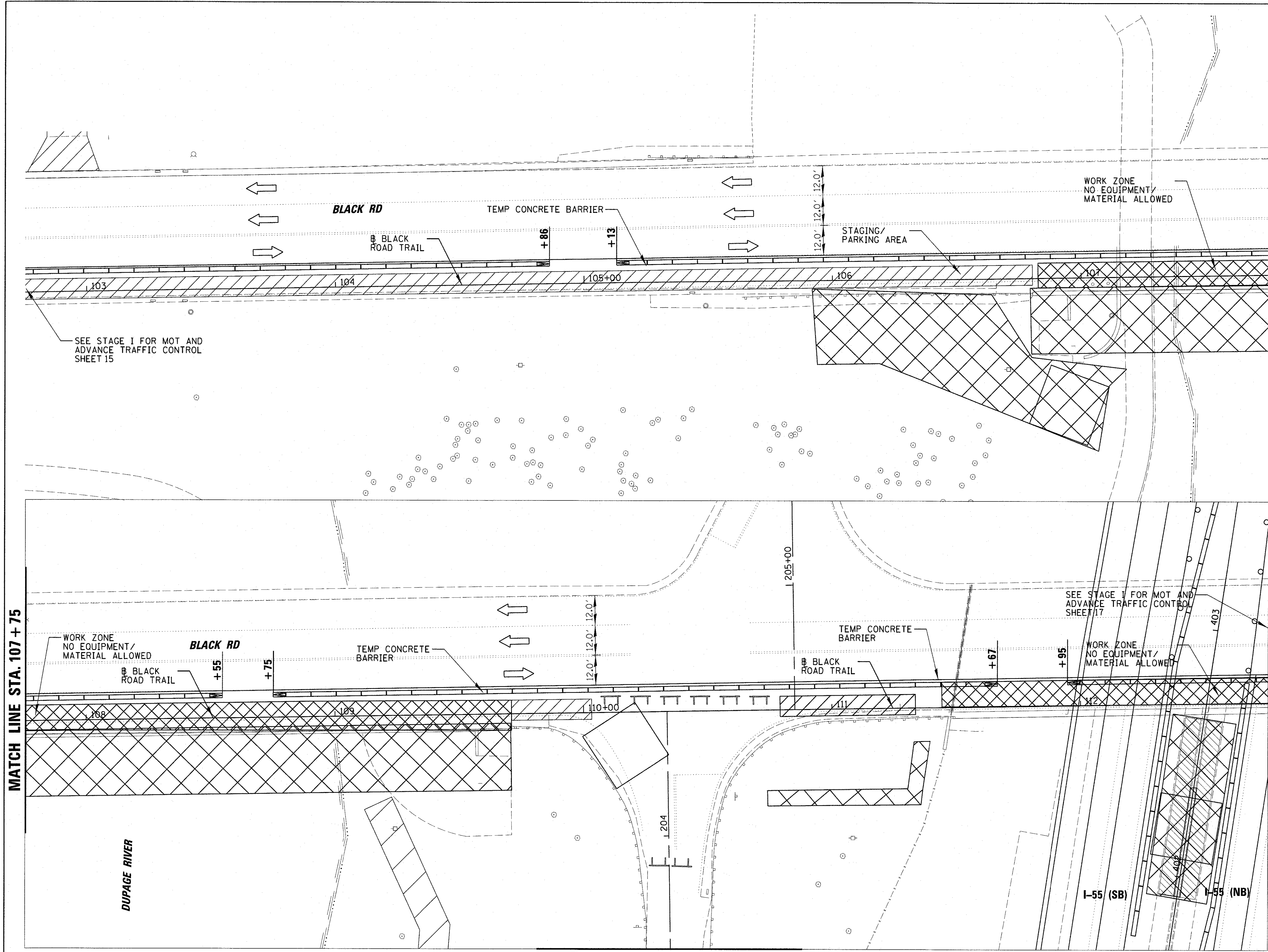




LEGEND	
	CONSTRUCTION WORK ZONE (NON-ERODIBLE MATS/PADS) LANDSCAPE RESTORATION INTERSEEDING - CLASS 4B (MODIFIED)
	CONSTRUCTION WORK ZONE BRIDGE SETTING/PIER CONSTRUCTION
	CONSTRUCTION WORK ZONE PARKING/STAGING
	CONSTRUCTION WORK ZONE NO PARKING
	DRUM W/ STEADY BURN LIGHT MONO-DIRECTIONAL, 50' IN TANGENT, 25' IN TAPER
	TYPE III BARRICADE
	DIRECTION OF VEHICULAR TRAFFIC
	ARROW BOARD
	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3



FILE NAME =	USER NAME = jmillar	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC STG 3 AND STG 5		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 20'	CHECKED - JGS	REVISED -					CONTRACT NO. 61E07				
	PLOT DATE = 9/11/2017	DATE - 8/14/2017 SEPT	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE: 1"=20'		SHEET 9 OF 14 SHEETS		STA. 402+52 TO STA. 410+25				



CONSTRUCTION WORK ZONE
(NON-ERODIBLE MATS/PADS)

LANDSCAPE RESTORATION
INTERSEEDING - CLASS 4B (MODIFIED)

CONSTRUCTION WORK ZONE
BRIDGE SETTING/PIER CONSTRUCTION

CONSTRUCTION WORK ZONE
PARKING/STAGING

CONSTRUCTION WORK ZONE
NO PARKING

DRUM W/ STEADY BURN LIGHT
MONO-DIRECTIONAL, 50' IN TANGENT,
25' IN TAPER

TYPE III BARRICADE

DIRECTION OF VEHICULAR TRAFFIC

ARROW BOARD

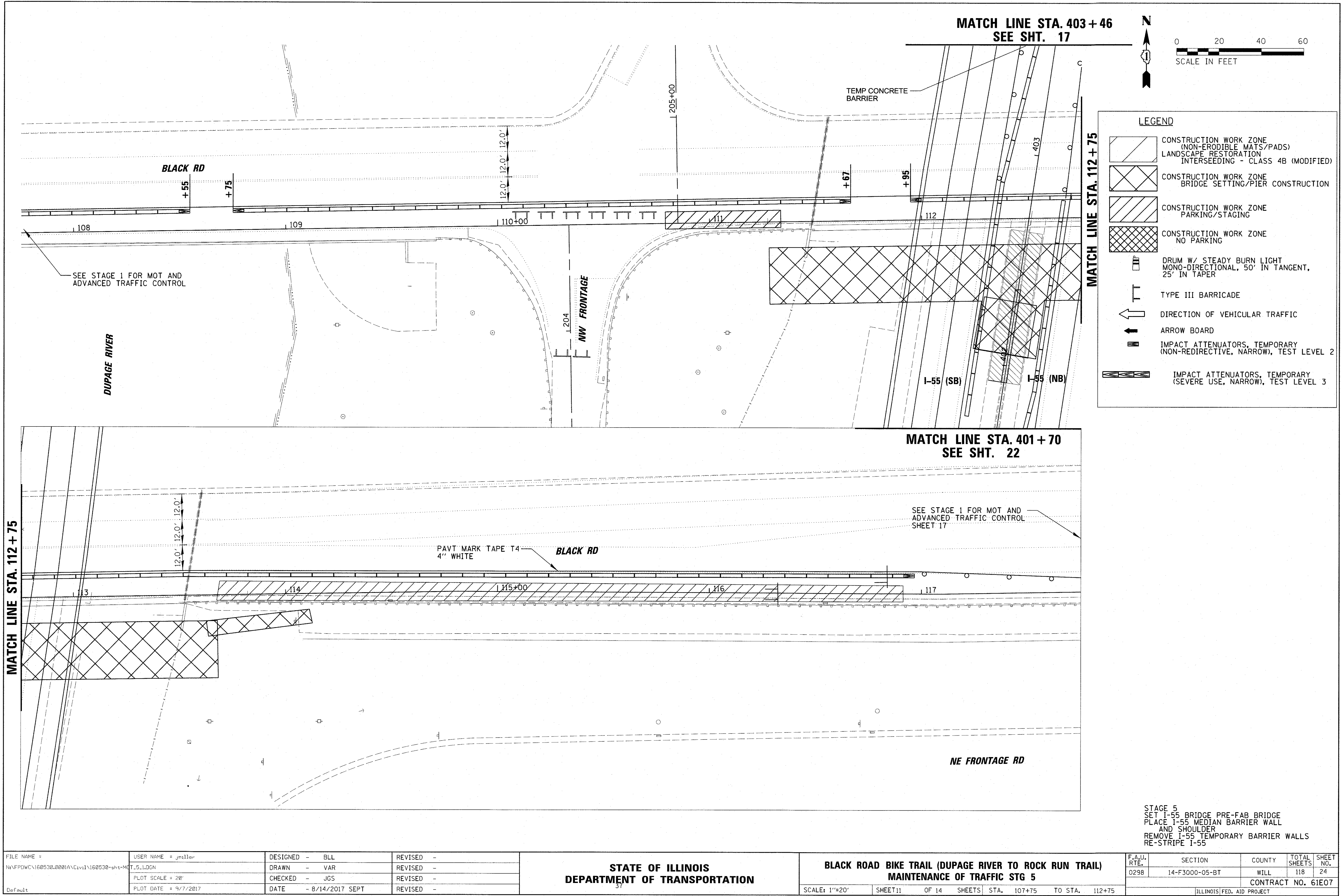
IMPACT ATTENUATORS, TEMPORARY
(NON-REDIRECTIVE, NARROW), TEST LEVEL 2

IMPACT ATTENUATORS, TEMPORARY
(SEVERE USE, NARROW), TEST LEVEL 3

MATCH LINE STA. 107 + 75

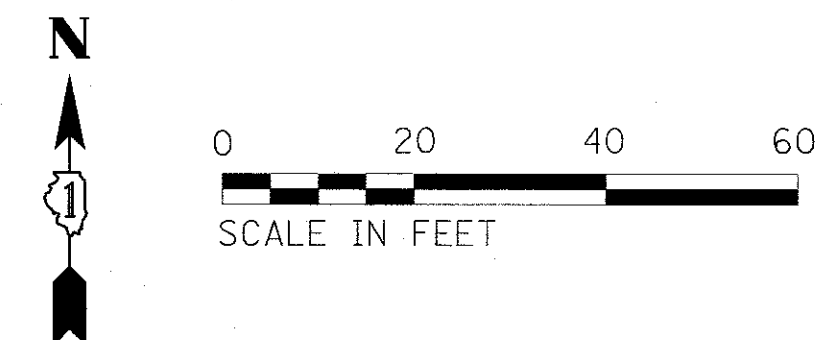
STAGE 4
SET RIVER BRIDGE PRE-FAB BRIDGE
FINISH R/W#1

FILE NAME =	USER NAME = j_miller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC STG 4				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPOWC\160530.0001A\Civil\160530-sht-MC	T.4.LDGN	DRAWN - VAR	REVISED -						0298	14-F3000-05-BT	WILL	118	23
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -		CONTRACT NO. 61E07								
Default	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'	SHEET10	OF 14	SHEETS	STA. 107+75	TO STA. 112+75	ILLINOIS FED. AID PROJECT		



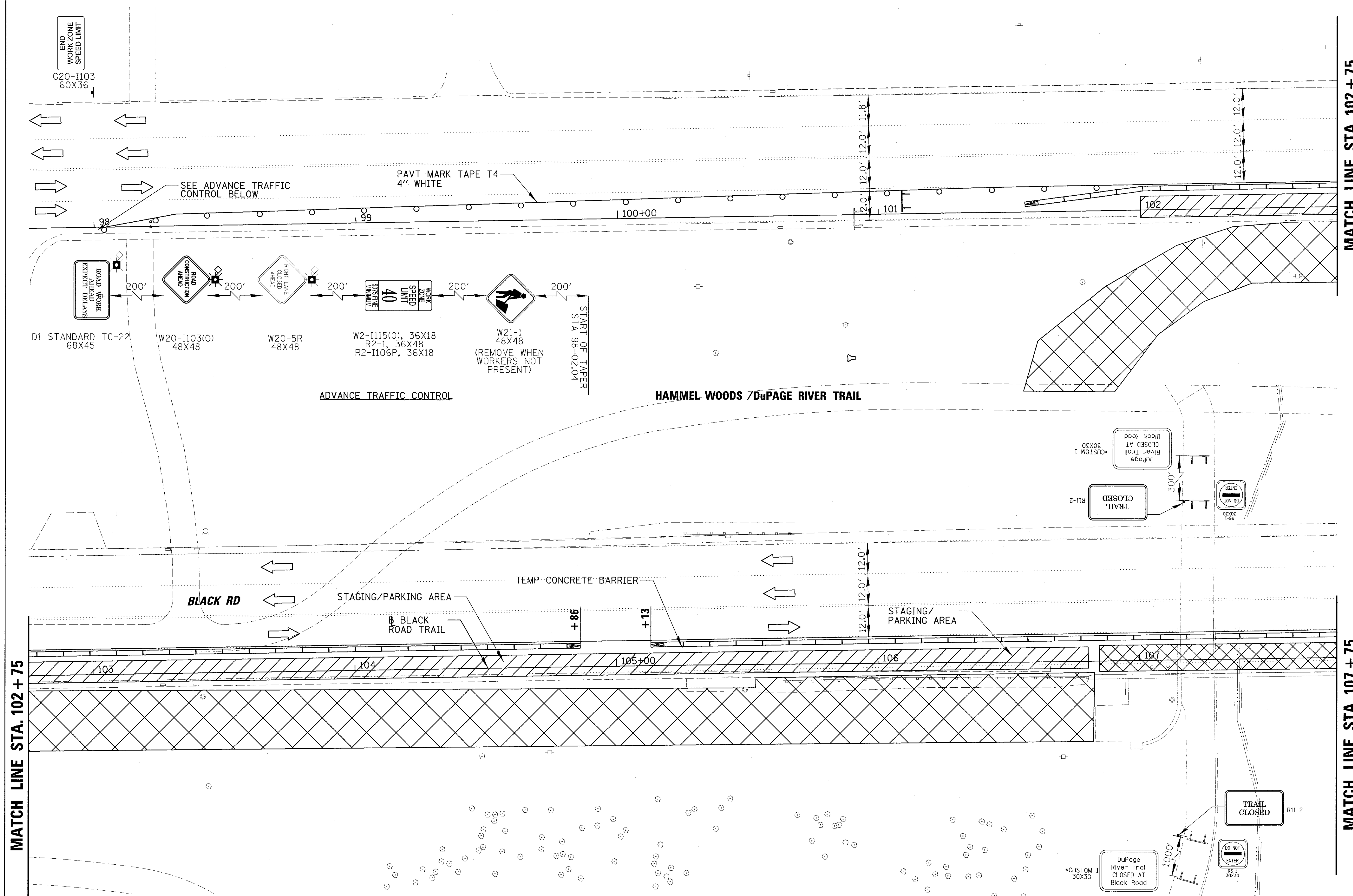
STAGE 5
SET I-55 BRIDGE PRE-FAB BRIDGE
PLACE I-55 MEDIAN BARRIER WALL
AND SHOULDER
REMOVE I-55 TEMPORARY BARRIER WALLS
RE-STRIP I-55

FILE NAME = N:\FPO\WC\160530.0001A\Civil\160530-shr-M	USER NAME = j.miller T.5.LDGN PLOT SCALE = 20' PLOT DATE = 9/7/2017	DESIGNED - BLL DRAWN - VAR CHECKED - JGS DATE - 8/14/2017 SEPT	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC STG 5 SCALE: 1"=20'	SHEET 11 OF 14 SHEETS STA. 107+75 TO STA. 112+75	F.A.U. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 24	CONTRACT NO. 61E07 ILLINOIS FED. AID PROJECT
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LEGEND

- CONSTRUCTION WORK ZONE (NON-ERODIBLE MATS/PADS) LANDSCAPE RESTORATION INTERSEEDING - CLASS 4B (MODIFIED)
- CONSTRUCTION WORK ZONE BRIDGE SETTING/PIER CONSTRUCTION
- CONSTRUCTION WORK ZONE PARKING/STAGING
- CONSTRUCTION WORK ZONE NO PARKING
- DRUM W/ STEADY BURN LIGHT MONO-DIRECTIONAL, 50' IN TANGENT, 25' IN TAPER
- TYPE III BARRICADE
- DIRECTION OF VEHICULAR TRAFFIC
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3



STAGE 6
PLACE HMA PATH, CONCRETE SIDEWALKS,
FENCING ETC.
LANDSCAPE RESTORATION
REMOVE TEMPORARY SEDIMENT AND EROSION
CONTROL ITEMS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0298	14-F3000-05-BT	WILL	118	25
CONTRACT NO. 61E07				
ILLINOIS FED. AID PROJECT				

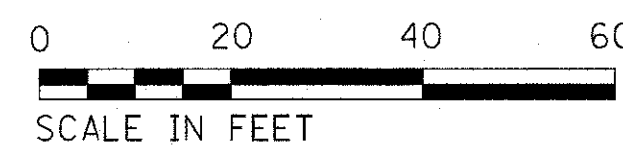
FILE NAME = N:\FPOWC\160530.000\IAN\160530-shr-M	USER NAME = jmlle T.6.1.DGN	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC STG 6	SCALE: 1"=20'	SHEET 12 OF 14 SHEETS	STA. 98+00 TO STA. 107+75
	PLOT SCALE = 20'	DRAWN - VAR	REVISED -					
	PLOT DATE = 9/11/2017	CHECKED - JGS	REVISED -					
		DATE - 8/14/2017 SEPT	REVISED -					

MATCH LINE STA. 107+75

MATCH LINE STA. 112+75

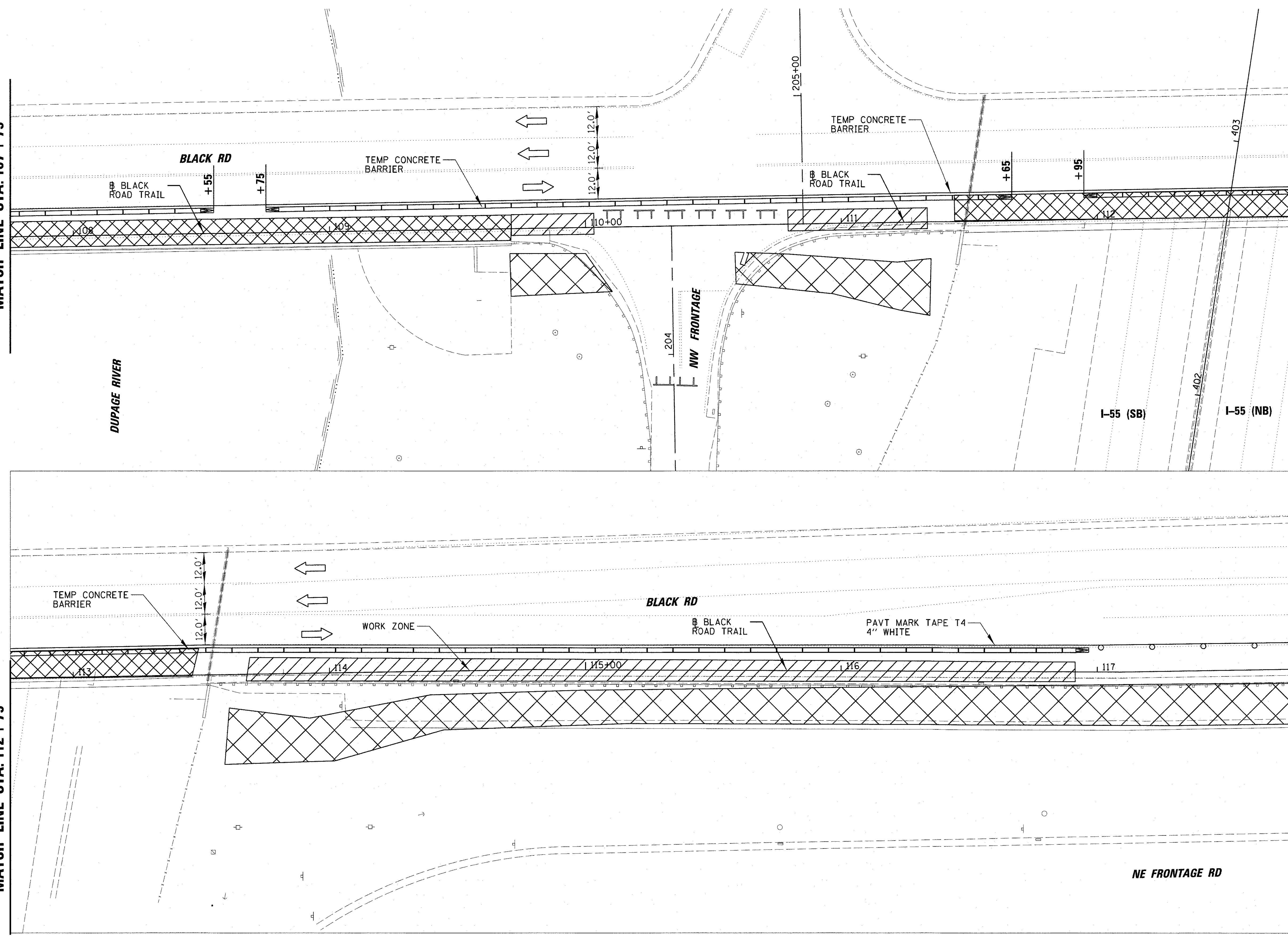
MATCH LINE STA. 112+75

MATCH LINE STA. 117+75



LEGEND

- CONSTRUCTION WORK ZONE (NON-ERODIBLE MATS/PADS) LANDSCAPE RESTORATION INTERSEEDING - CLASS 4B (MODIFIED)
- CONSTRUCTION WORK ZONE BRIDGE SETTING/PIER CONSTRUCTION
- CONSTRUCTION WORK ZONE PARKING/STAGING
- CONSTRUCTION WORK ZONE NO PARKING
- DRUM W/ STEADY BURN LIGHT MONO-DIRECTIONAL, 50' IN TANGENT, 25' IN TAPER
- TYPE III BARRICADE
- DIRECTION OF VEHICULAR TRAFFIC
- ARROW BOARD
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3



FILE NAME =	USER NAME = jmillar	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) MAINTENANCE OF TRAFFIC STG 6				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDWC\160530.0001\A\Civil\160530-shr-MC	T.6.2.DGN	DRAWN - VAR	REVISED -						0298	14-F3000-05-BT	WILL	118	26
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -						CONTRACT NO. 61E07				
Default	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'	SHEET 13	OF 14	SHEETS	STA. 107+75	TO STA. 117+75	ILLINOIS FED. AID PROJECT		

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES', AND THE SPECIAL PROVISIONS.

3. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.

5. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.

7. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD 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 INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

9. ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.

10. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE
BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND
STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE
REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF
ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR
SIGNING SHALL BE NEW OR LIKE NEW CONDITION OF THE SIGNS.
THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.

12. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

14. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.

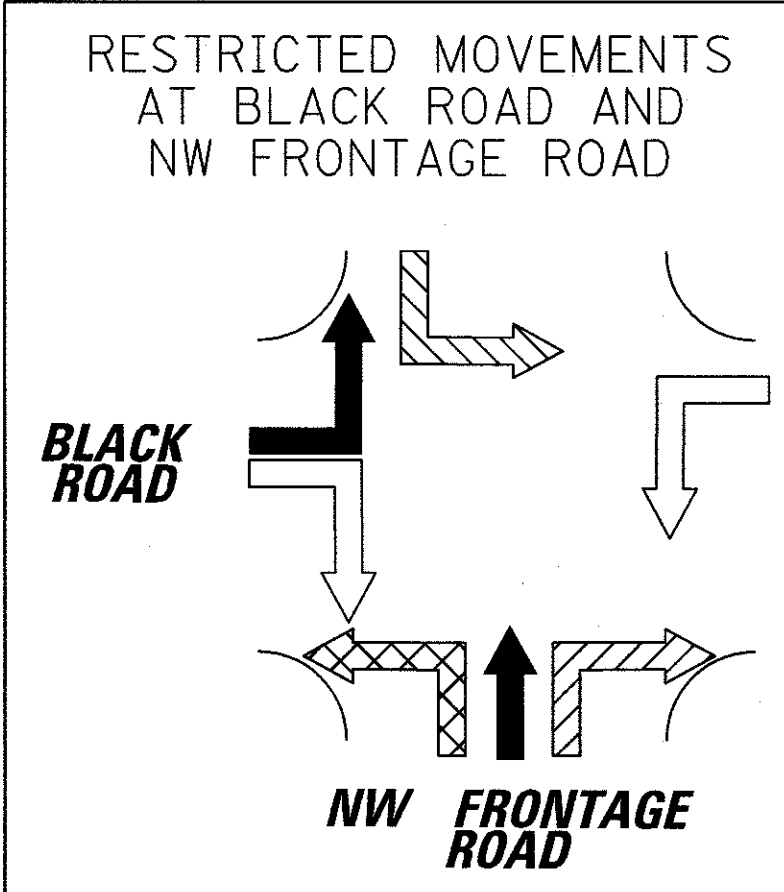
15. THE "ROAD CLOSED" (R11-2) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

17. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

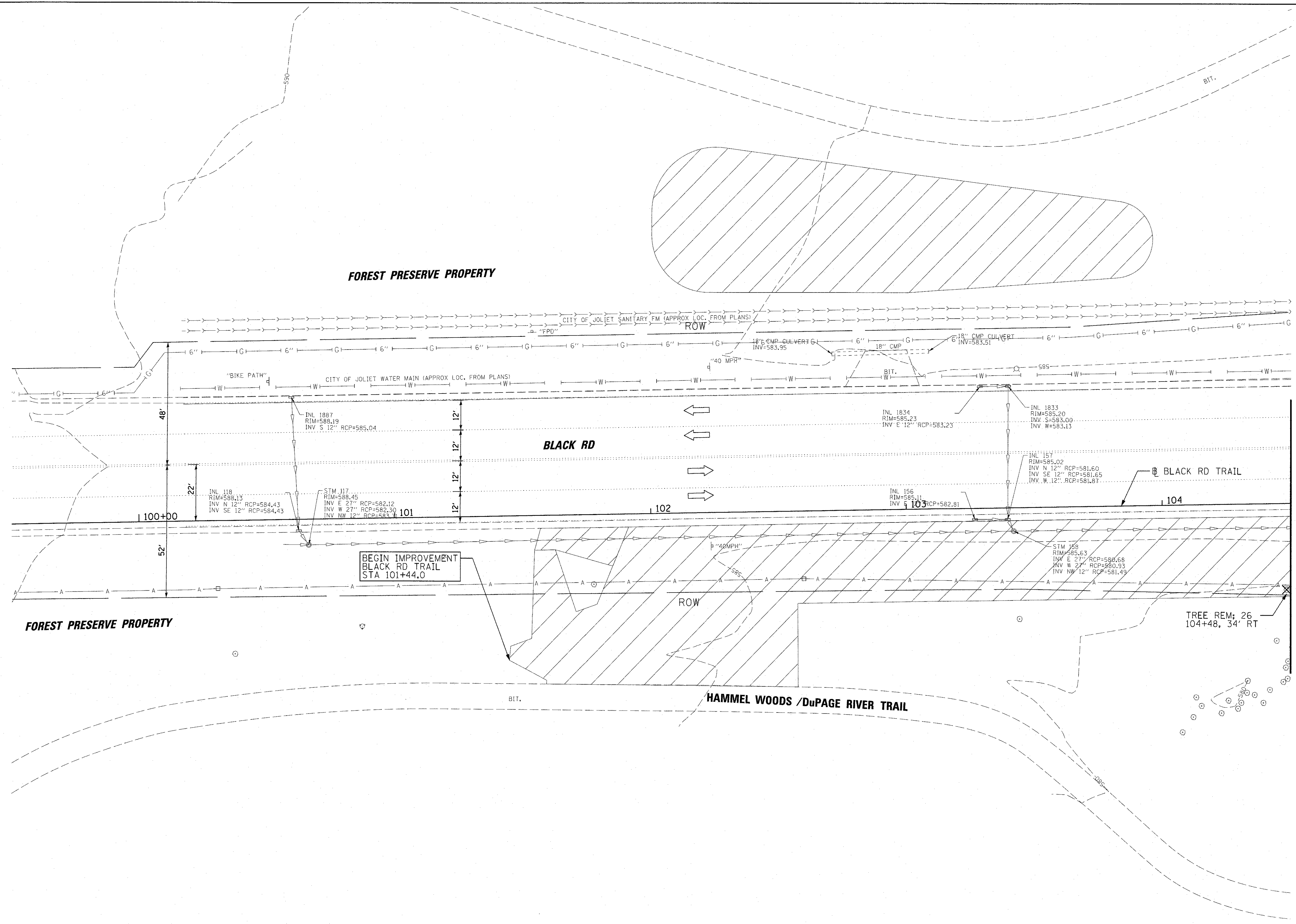
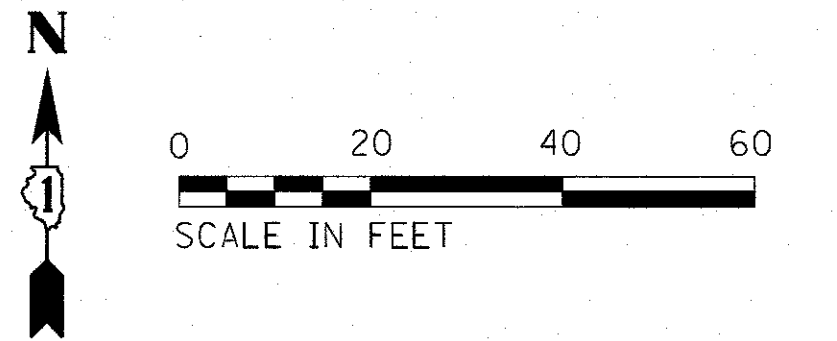
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

20. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

21. BLACK ROAD LANE CLOSURE AND DETOUR SHALL NOT BEGIN PRIOR TO APRIL 1, 2018 WITHOUT WRITTEN PERMISSION FROM THE VILLAGE OF SHOREWOOD.



FILE NAME =	USER NAME = jmlloer	DESIGNED - BILL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) DETOUR ROUTES - STAGE 1 TO STAGE 6				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPOWC\160530.0001\NC\wil160530-shr-dwg.DGN	LOGN	DRAWN - VAR	REVISED -		0298	14-F3000-05-BT	WILL	118	28				
PLOT SCALE = 400'	CHECKED - JGS	REVISED -			CONTRACT NO. 61E07								
Default	PLOT DATE = 9/11/2017	DATE - 8/14/2017 SEPT	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE: 1"=20'	SHEET 1 OF 1	SHEETS	STA.	TO STA.					



LEGEND

- PAVEMENT REMOVAL (SPECIAL)
- TOPSOIL STRIP/EARTH EXCAVATION
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW
- PCC 5" SW REMOVAL
- CURB AND GUTTER REMOVAL
- PAVEMENT MILLING, 2-1/4"
- PAVEMENT MILLING, 1-3/4"
- TREE REMOVAL
- DIRECTION OF VEHICULAR TRAFFIC

NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT.

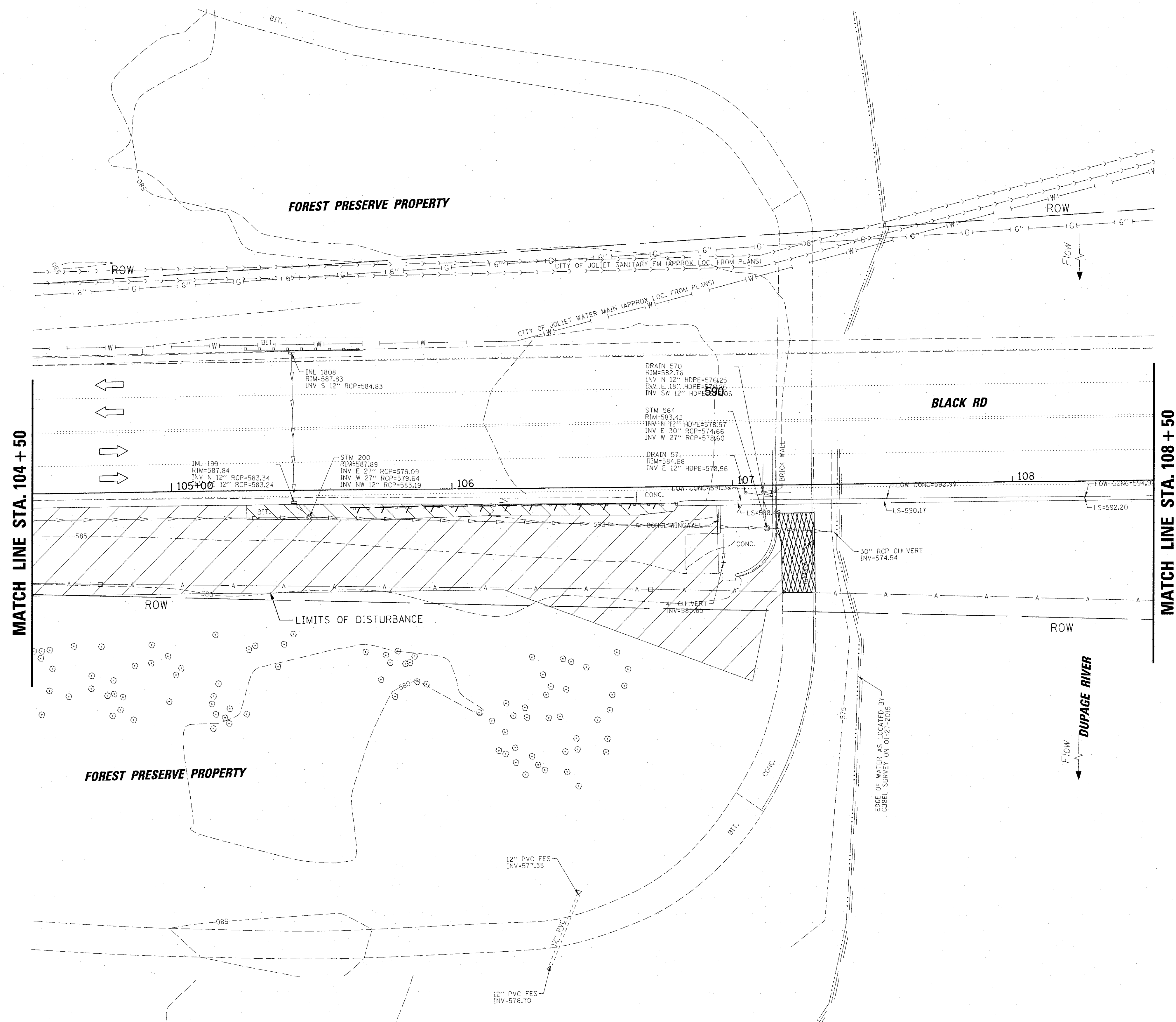
FOR GUARDRAIL REMOVALS, SEE SCHEDULE OF QUANTITIES.

REMOVE ALL TREES <6" DIA WITHIN DISTURBANCE FOOTPRINT. WORK INCLUDED IN CLEARING AND GRUBBING.

SEE INTERSECTION DETAILS FOR LIMITS OF SIDEWALK REMOVAL.

MATCH LINE STA. 104 + 50

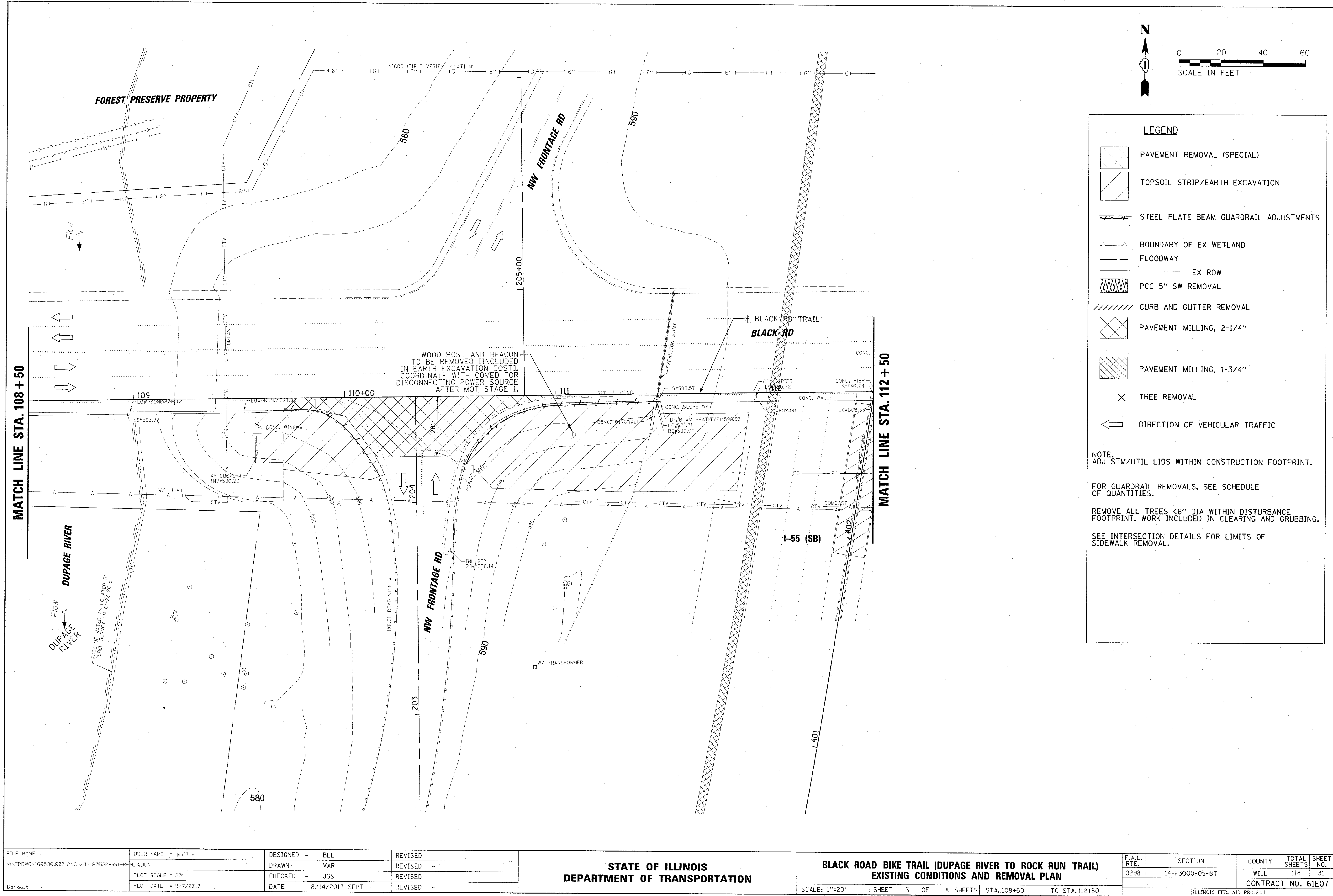
FILE NAME =	USER NAME = jmliller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) EXISTING CONDITIONS AND REMOVAL PLAN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDW\160530\0001A\Civil\160530-shr-RE	M.L.DGN	DRAWN - VAR	REVISED -						0298	14-F3000-05-BT	WILL	118	29
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	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -						ILLINOIS FED. AID PROJECT				
					SCALE: 1"=20'	SHEET 1	OF 8 SHEETS	STA. 101+00	TO STA. 104+50				

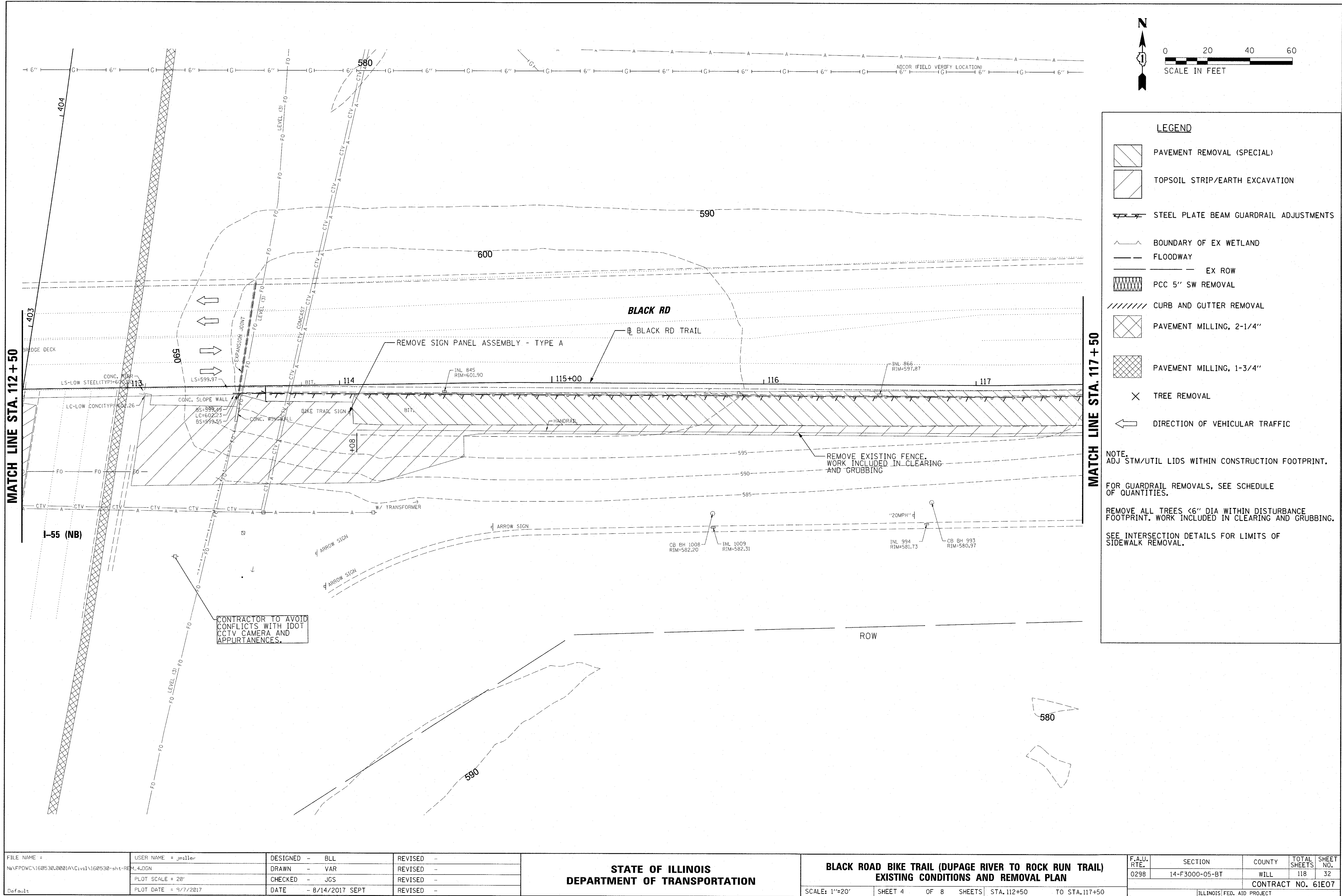


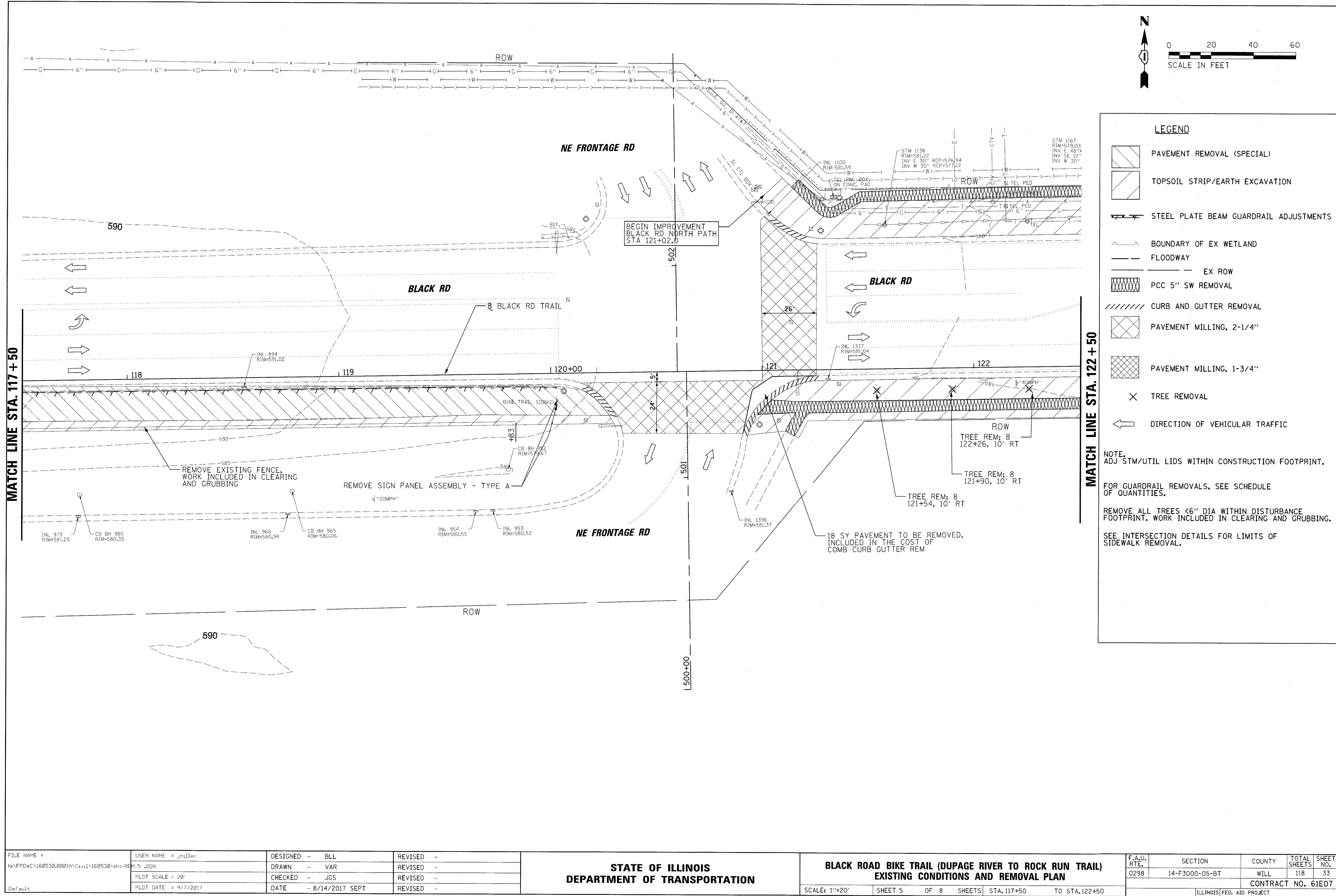
	PAVEMENT REMOVAL (SPECIAL)
	TOPSOIL STRIP/EARTH EXCAVATION
	STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
	BOUNDARY OF EX WETLAND
	FLOODWAY
	EX ROW
	PCC 5" SW REMOVAL
	CURB AND GUTTER REMOVAL
	PAVEMENT MILLING, 2-1/4"
	PAVEMENT MILLING, 1-3/4"
	TREE REMOVAL
	DIRECTION OF VEHICULAR TRAFFIC

SEE INTERSECTION DETAILS FOR LIMITS OF
SIDEWALK REMOVAL.

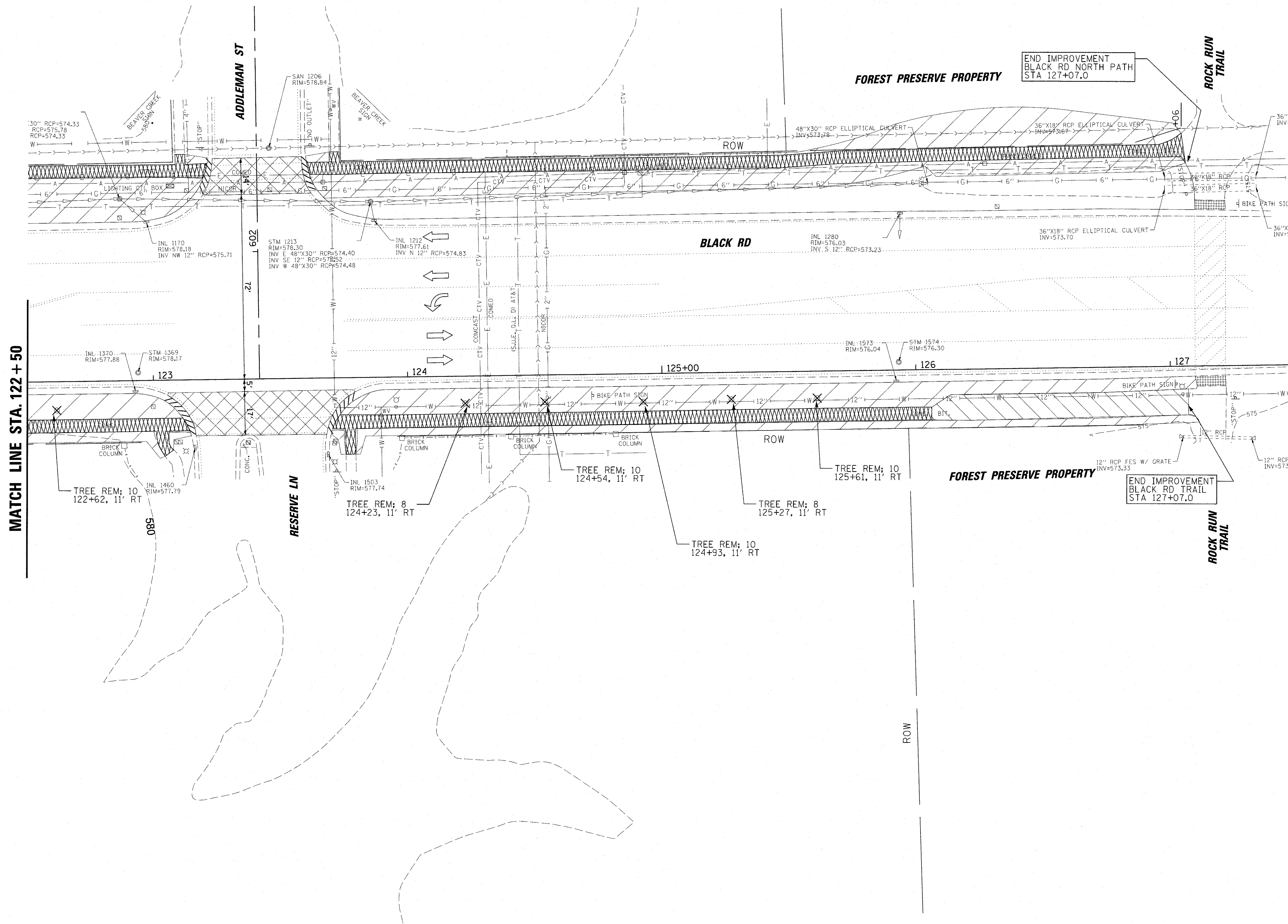
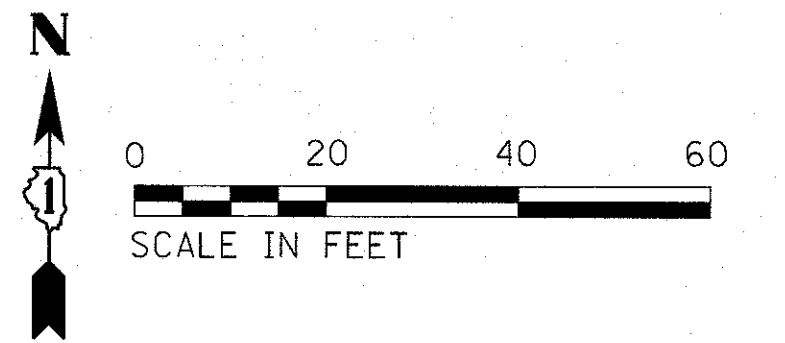
FILE NAME =	USER NAME = jmlar	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) EXISTING CONDITIONS AND REMOVAL PLAN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDW\160530.0001A\Civil\160530-sht-BL2.DGN	PLOT SCALE = 20'	DRAWN - VAR	REVISED -						0298	14-F3000-05-BT	WILL	118	30
Default	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -		CONTRACT NO. 61E07								
		DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'	SHEET 2 OF 8 SHEETS	STA.104+50 TO STA.108+50	ILLINOIS FED. AID PROJECT					







FILE NAME =	USER NAME = jmlle	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) EXISTING CONDITIONS AND REMOVAL PLAN		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\PDMC\160530.0001A\Cv1\160530-shr-REM.5.dgn	PLOT SCALE = 20'	DRAWN - VAR	REVISED -				0298	14-F3000-05-BT	WILL	118	33
Default	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -				CONTRACT NO. 61E07				
		DATE - 8/14/2017 SEPT	REVISED -				ILLINOIS FED. AID PROJECT				
				SCALE: 1"=20'		SHEET 5	OF 8	SHEETS	STA. 117+50	TO STA. 122+50	



LEGEND

- PAVEMENT REMOVAL (SPECIAL)
- TOPSOIL STRIP/EARTH EXCAVATION
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW
- PCC 5" SW REMOVAL
- CURB AND GUTTER REMOVAL
- PAVEMENT MILLING, 2-1/4"
- PAVEMENT MILLING, 1-3/4"
- TREE REMOVAL
- DIRECTION OF VEHICULAR TRAFFIC

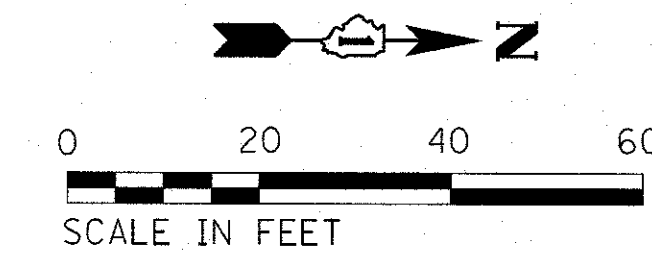
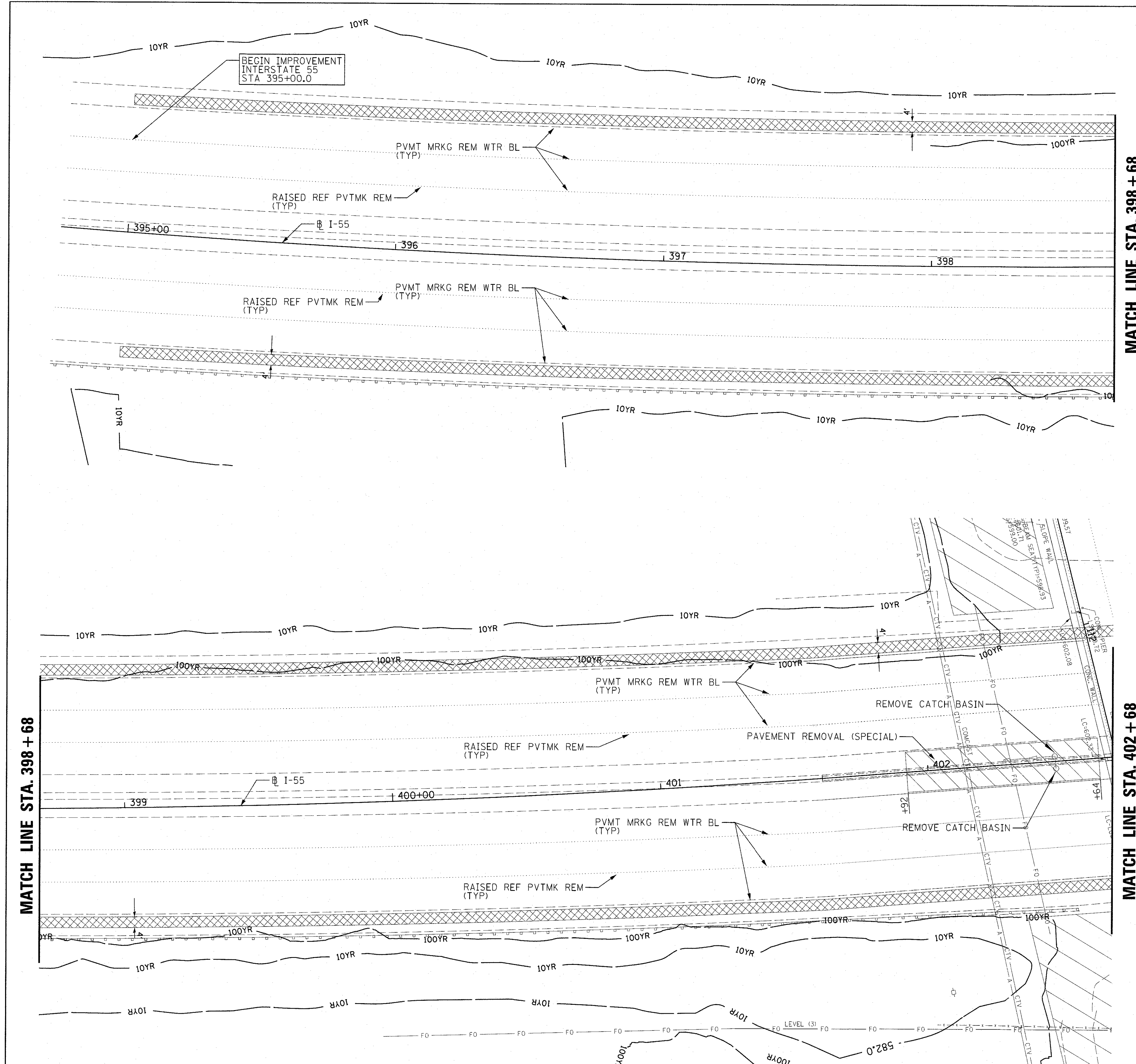
NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT.

FOR GUARDRAIL REMOVALS, SEE SCHEDULE OF QUANTITIES.

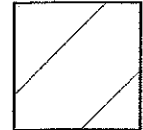
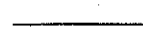
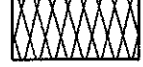
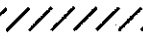
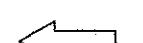
REMOVE ALL TREES <6" DIA WITHIN DISTURBANCE FOOTPRINT. WORK INCLUDED IN CLEARING AND GRUBBING.

SEE INTERSECTION DETAILS FOR LIMITS OF SIDEWALK REMOVAL.

FILE NAME =	USER NAME = jsmiller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) EXISTING CONDITIONS AND REMOVAL PLAN		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPOWC\160530.00\01A\Civil\160530-sht-REMO.DGN	PLOT SCALE = 20'	DRAWN - VAR	REVISED -					0298	14-F3000-05-BT	WILL	118	34
Default	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -					CONTRACT NO. 61E07				
		DATE - 8/14/2017 SEPT	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE: 1"=20'		SHEET 6 OF 8 SHEETS		STA. 122+50 TO STA. 127+06				



LEGEND

-  PAVEMENT REMOVAL (SPECIAL)
-  TOPSOIL STRIP/EARTH EXCAVATION
-  STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
-  BOUNDARY OF EX WETLAND
-  FLOODWAY
-  EX ROW
-  PCC 5" SW REMOVAL
-  CURB AND GUTTER REMOVAL
-  PAVEMENT MILLING, 2-1/4"
-  PAVEMENT MILLING, 1-3/4"
-  TREE REMOVAL
-  DIRECTION OF VEHICULAR TRAFFIC

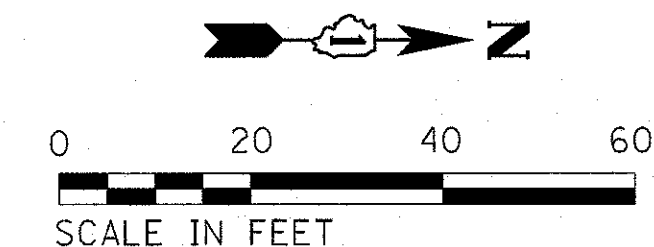
NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT.

FOR GUARDRAIL REMOVALS, SEE SCHEDULE OF QUANTITIES.

REMOVE ALL TREES <6" DIA WITHIN DISTURBANCE FOOTPRINT. WORK INCLUDED IN CLEARING AND GRUBBING.

SEE INTERSECTION DETAILS FOR LIMITS OF SIDEWALK REMOVAL.

FILE NAME =	USER NAME = jmlle	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) EXISTING CONDITIONS AND REMOVAL PLAN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDWC\160530.0001\A\Civil\160530-shr-REM.L7.DGN	PLOT SCALE = 20'	DRAWN - VAR	REVISED -						0298	14-F3000-05-BT	WILL	118	35
Default	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -		CONTRACT NO. 61E07								
		DATE - 8/14/2017 SEPT	REVISED -		ILLINOIS FED. AID PROJECT								
					SCALE: 1"=20'	SHEET 7	OF 8	SHEETS	STA. 122+50	TO STA. 127+45			



LEGEND

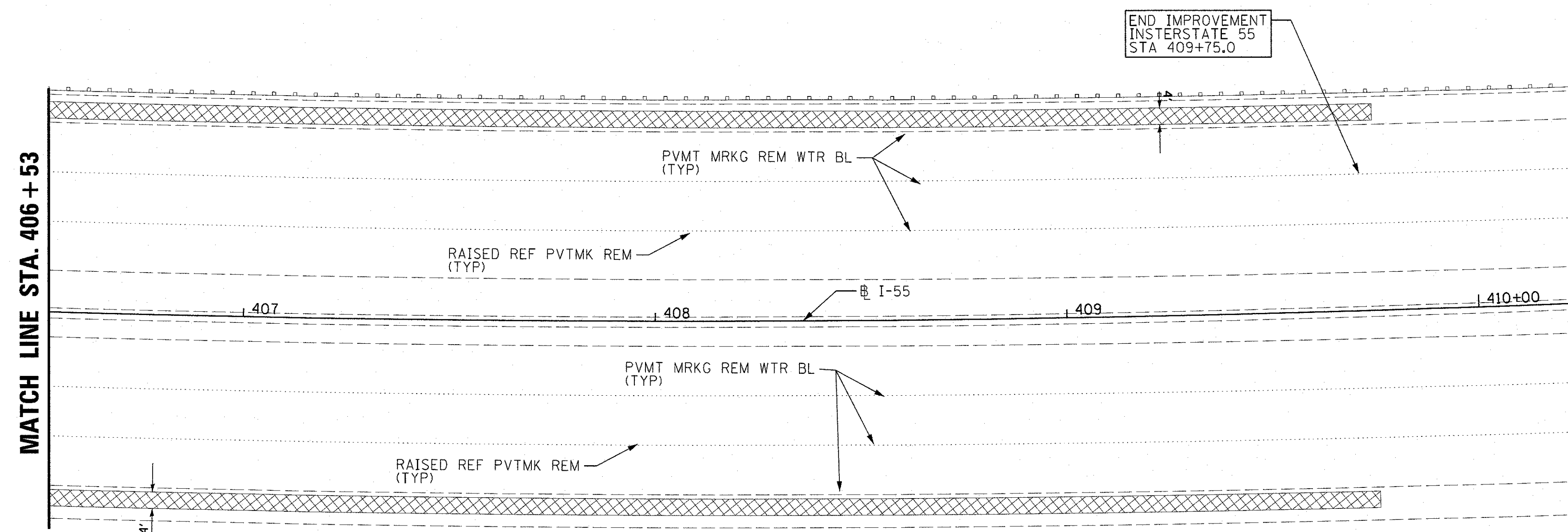
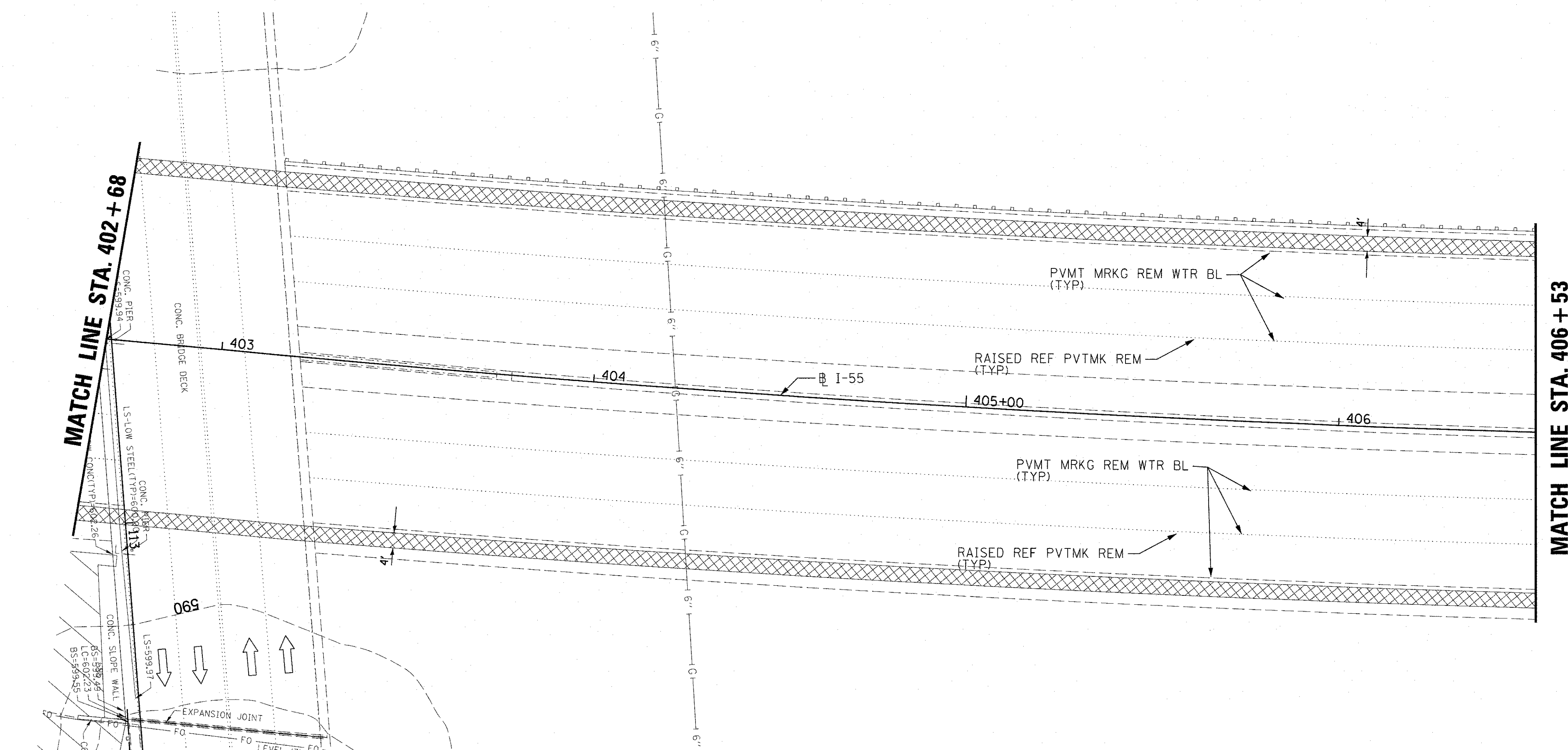
- PAVEMENT REMOVAL (SPECIAL)
- TOPSOIL STRIP/EARTH EXCAVATION
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW
- PCC 5" SW REMOVAL
- CURB AND GUTTER REMOVAL
- PAVEMENT MILLING, 2-1/4"
- PAVEMENT MILLING, 1-3/4"
- TREE REMOVAL
- DIRECTION OF VEHICULAR TRAFFIC

NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT.

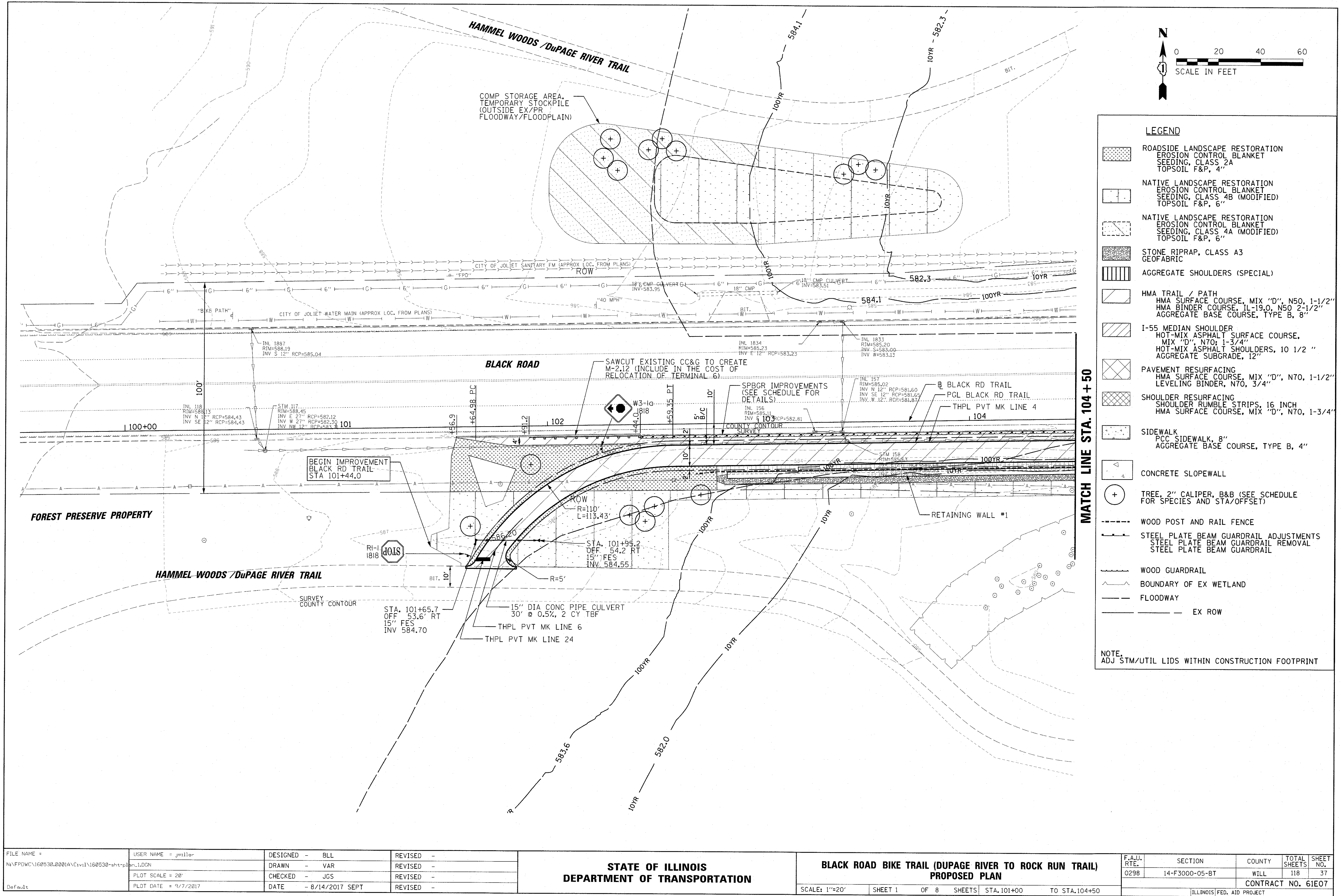
FOR GUARDRAIL REMOVALS, SEE SCHEDULE
OF QUANTITIES.

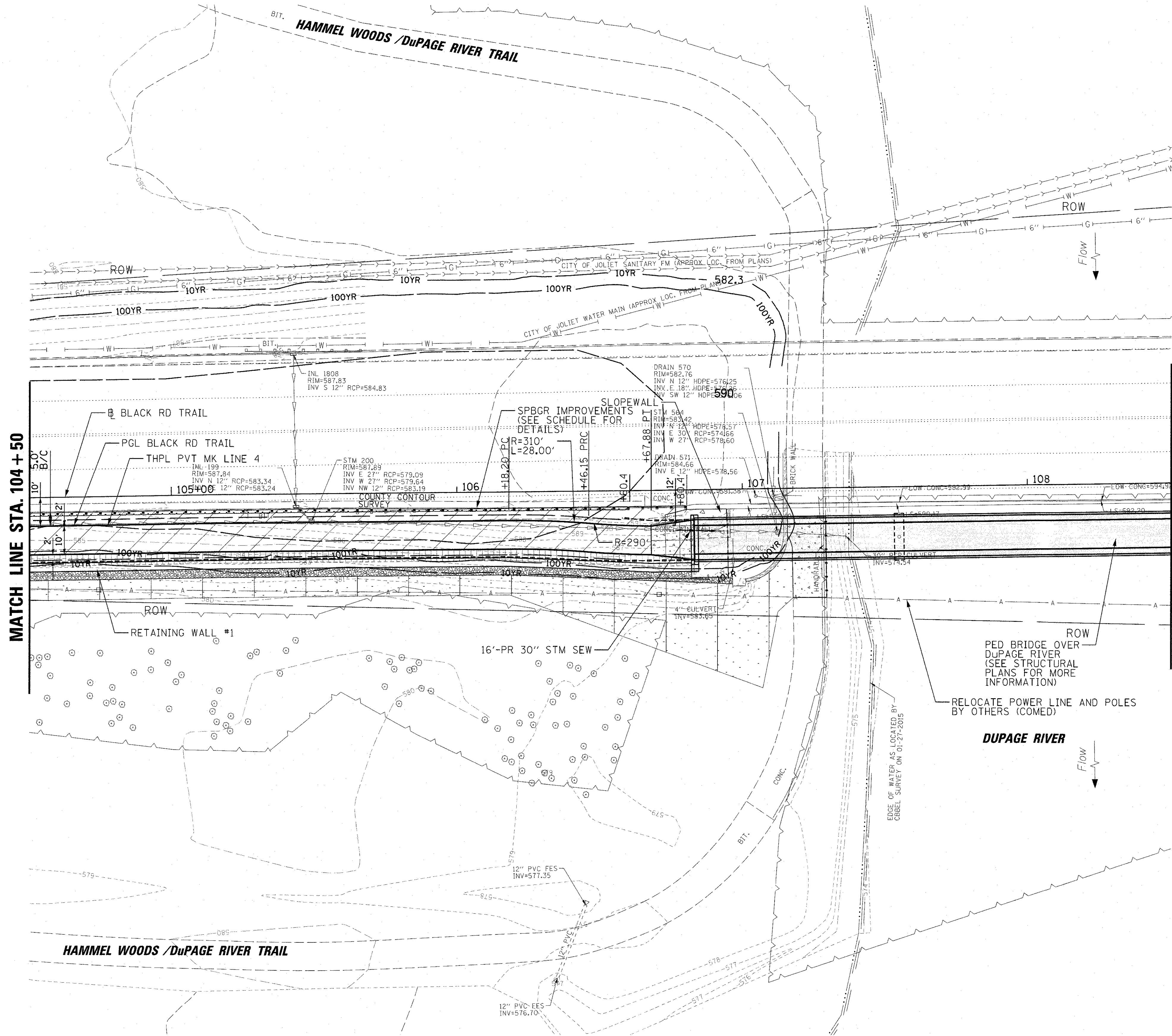
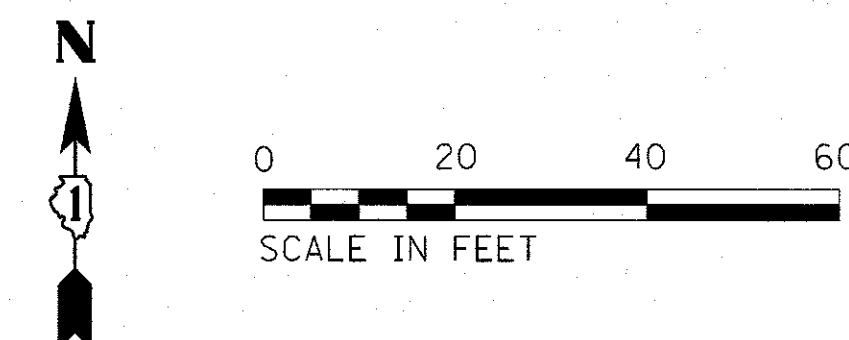
REMOVE ALL TREES <6" DIA WITHIN DISTURBANCE
FOOTPRINT. WORK INCLUDED IN CLEARING AND GRUBBING.

SEE INTERSECTION DETAILS FOR LIMITS OF
SIDEWALK REMOVAL.



FILE NAME =	USER NAME = j.miller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) EXISTING CONDITIONS AND REMOVAL PLAN					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\P\DW\160530.0001\A\Civil\160530-shr-REM.MXD	M.B.DGN	DRAWN - VAR	REVISED -							0298	14-F3000-05-BT	WILL	118	36
Default	PLOT SCALE = 20'	CHECKED - JGS	REVISED -		CONTRACT NO. 61E07									
	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -		ILLINOIS FED. AID PROJECT									
					SCALE: 1"=20'	SHEET 8	OF 8	SHEETS	STA. 394+75	TO STA. 402+69				



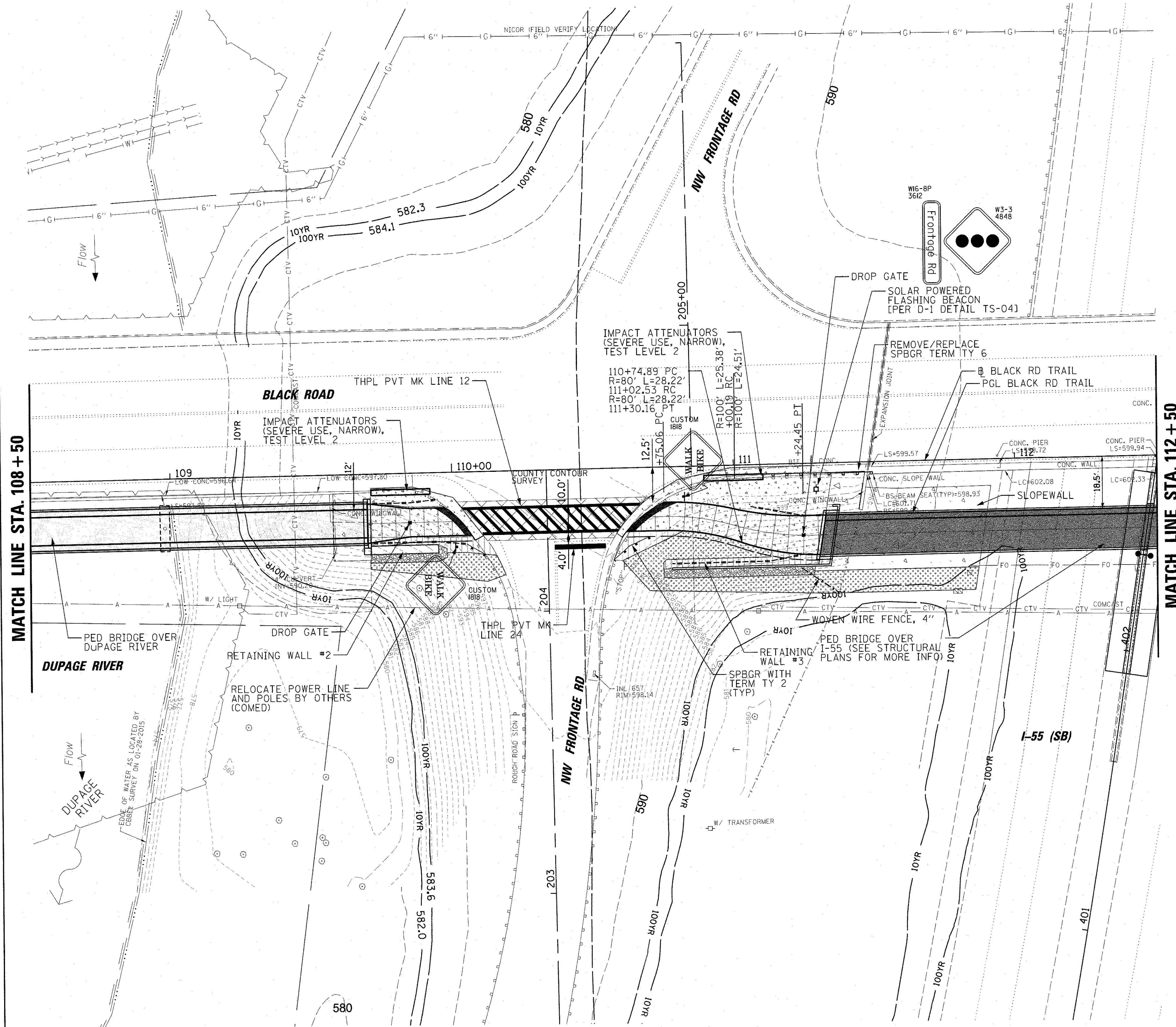
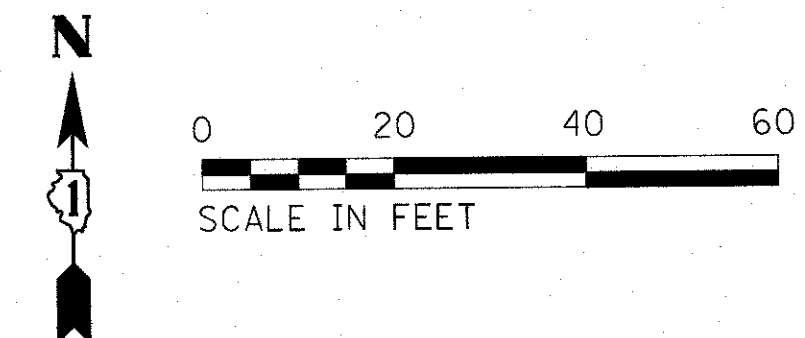


LEGEND

- ROADSIDE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4B (MODIFIED)
TOPSOIL F&P, 6"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MODIFIED)
TOPSOIL F&P, 6"
- STONE RIPRAP, CLASS A3
GEOFABRIC
- AGGREGATE SHOULDERS (SPECIAL)
- HMA TRAIL / PATH
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, IL-19.0, N50 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- 1-55 MEDIAN SHOULDER
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2 "
AGGREGATE SUBGRADE, 12"
- PAVEMENT RESURFACING
HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
LEVELING BINDER, N70, 3/4"
- SHOULDER RESURFACING
SHOULDER RUMBLE STRIPS, 16 INCH
HMA SURFACE COURSE, MIX "D", N70, 1-3/4"
- SIDEWALK
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
- CONCRETE SLOPEWALL
- TREE, 2" CALIPER, B&B (SEE SCHEDULE
FOR SPECIES AND STA/OFFSET)
- WOOD POST AND RAIL FENCE
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
STEEL PLATE BEAM GUARDRAIL REMOVAL
STEEL PLATE BEAM GUARDRAIL
- WOOD GUARDRAIL
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW

NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT

FILE NAME = N:\FPD\N160530\0001A\Civil\160530-sht-pln-2.DGN	USER NAME = j.miller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) PROPOSED PLAN		F.A.U. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 38
Default	PLOT SCALE = 20'	DRAWN - VAR	REVISED -					CONTRACT NO. 61E07				
	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE - 8/14/2017 SEPT	REVISED -									
				SCALE: 1"=20'		SHEET 2 OF 8 SHEETS		STA. 104+50 TO STA. 108+50				

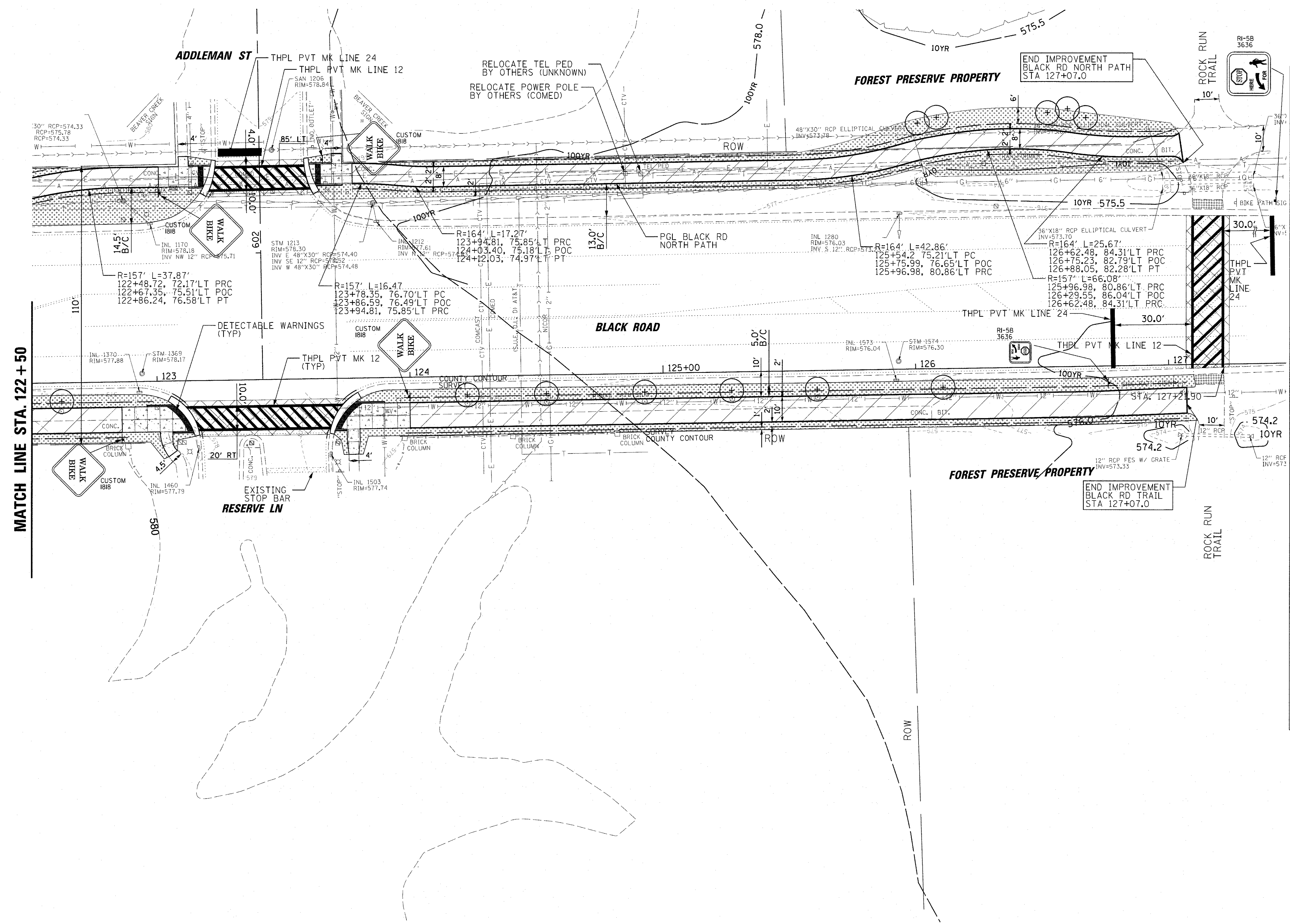
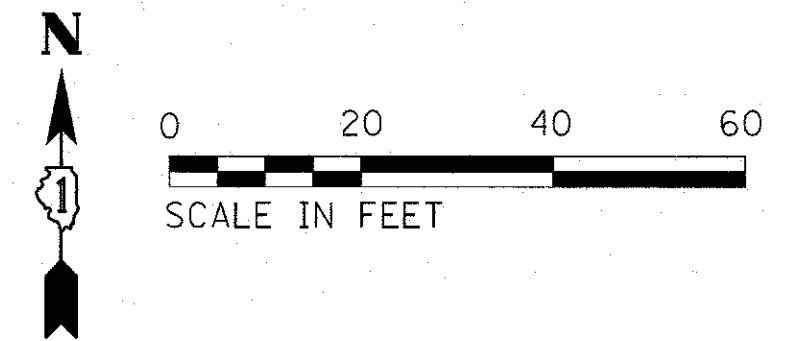


LEGEND

- ROADSIDE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4B (MODIFIED)
TOPSOIL F&P, 6"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MODIFIED)
TOPSOIL F&P, 6"
- STONE RIPRAP, CLASS A3
GEOFABRIC
- AGGREGATE SHOULDERS (SPECIAL)
- HMA TRAIL / PATH
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, 1L-19.0, N50 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- I-55 MEDIAN SHOULDER
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2 "
AGGREGATE SUBGRADE, 12"
- PAVEMENT RESURFACING
HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
LEVELING BINDER, N70, 3/4"
- SHOULDER RESURFACING
SHOULDER RUMBLE STRIPS, 16 INCH
HMA SURFACE COURSE, MIX "D", N70, 1-3/4"
- SIDEWALK
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
- CONCRETE SLOPEWALL
- TREE, 2" CALIPER, B&B (SEE SCHEDULE FOR SPECIES AND STA/OFFSET)
- WOOD POST AND RAIL FENCE
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
STEEL PLATE BEAM GUARDRAIL REMOVAL
STEEL PLATE BEAM GUARDRAIL
- WOOD GUARDRAIL
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW

NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT

FILE NAME =	USER NAME = jmillar	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) PROPOSED PLAN		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDWC\160530\0001A\Civil\160530-shr\plan_3.DGN		DRAWN - VAR	REVISED -					0298	14-F3000-05-BT	WILL	118	39
	PLOT SCALE = 20'	CHECKED - JGS	REVISED -					CONTRACT NO. 61E07				
Default	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -					ILLINOIS FED. AID PROJECT				
						SCALE: 1"=20'	SHEET 3	OF 8	SHEETS	STA. 108+50	TO STA. 112+50	

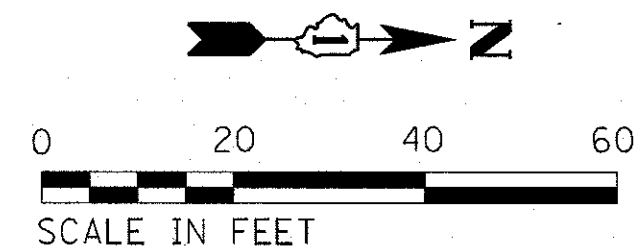
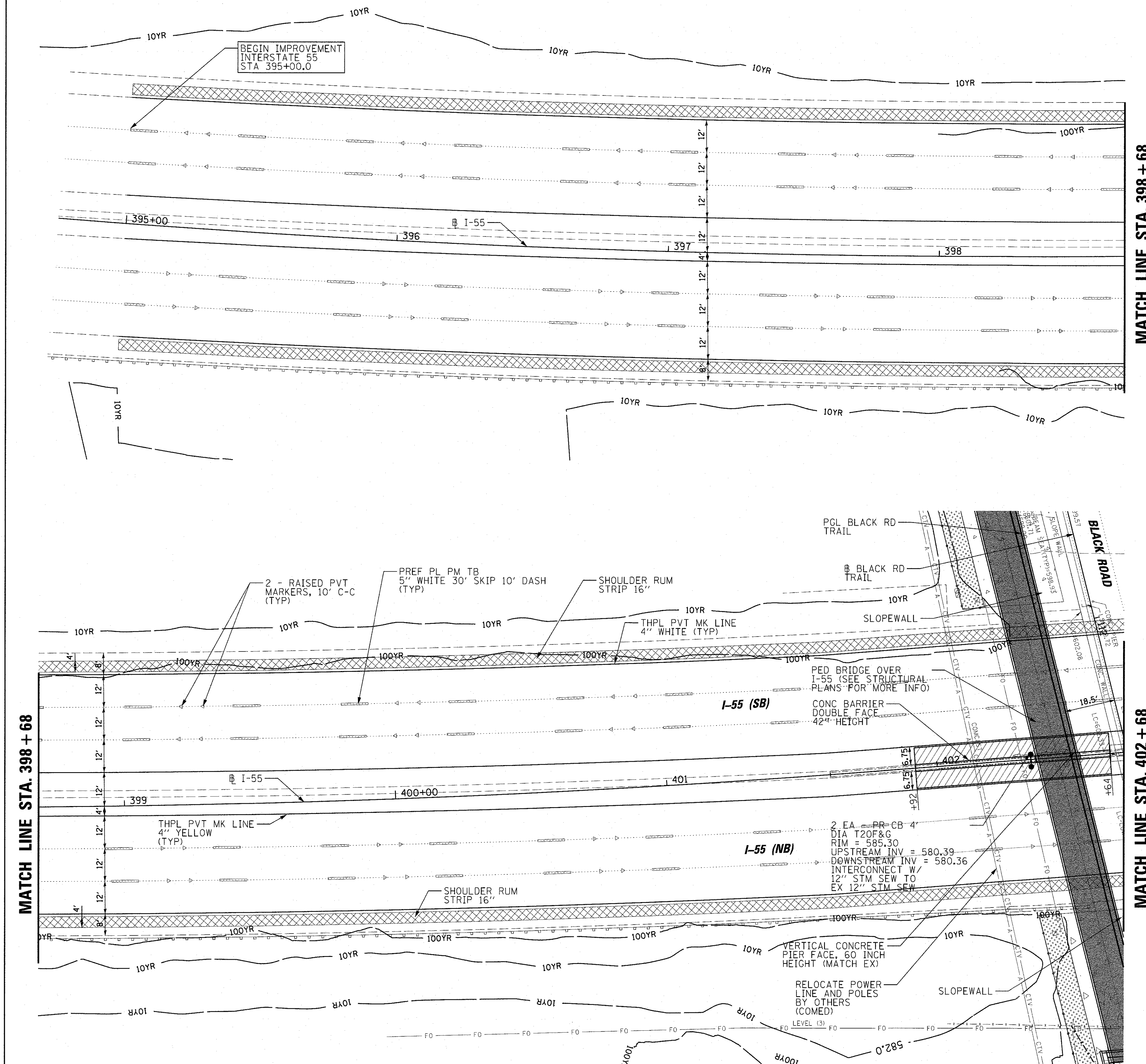


LEGEND

- ROADSIDE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4B (MODIFIED)
TOPSOIL F&P, 6"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MODIFIED)
TOPSOIL F&P, 6"
- STONE RIPRAP, CLASS A3
GEOTEXTILE
- AGGREGATE SHOULDERS (SPECIAL)
- HMA TRAIL / PATH
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, IL-19.0, N50 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- I-55 MEDIAN SHOULDER
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2 "
AGGREGATE SUBGRADE, 12"
- PAVEMENT RESURFACING
HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
LEVELING BINDER, N70, 3/4"
- SHOULDER RESURFACING
SHOULDER RUMBLE STRIPS, 16 INCH
HMA SURFACE COURSE, MIX "D", N70, 1-3/4"
- SIDEWALK
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
- CONCRETE SLOPEWALL
- TREE, 2" CALIPER, B&B (SEE SCHEDULE
FOR SPECIES AND STA/OFFSET)
- WOOD POST AND RAIL FENCE
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
STEEL PLATE BEAM GUARDRAIL REMOVAL
STEEL PLATE BEAM GUARDRAIL
- WOOD GUARDRAIL
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW

NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT

FILE NAME = N:\FPD\WC\160530\0001A\cvi\160530-shr-plan_6.DGN	USER NAME = jmlr	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) PROPOSED PLAN		F.A.U. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 42
Default	PLOT SCALE = 20'	DRAWN - VAR	REVISED -					CONTRACT NO. 61E07				
	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE - 8/14/2017 SEPT	REVISED -									
				SCALE: 1"=20'		SHEET 6 OF 8 SHEETS		STA. 122+50 TO STA. 127+45				

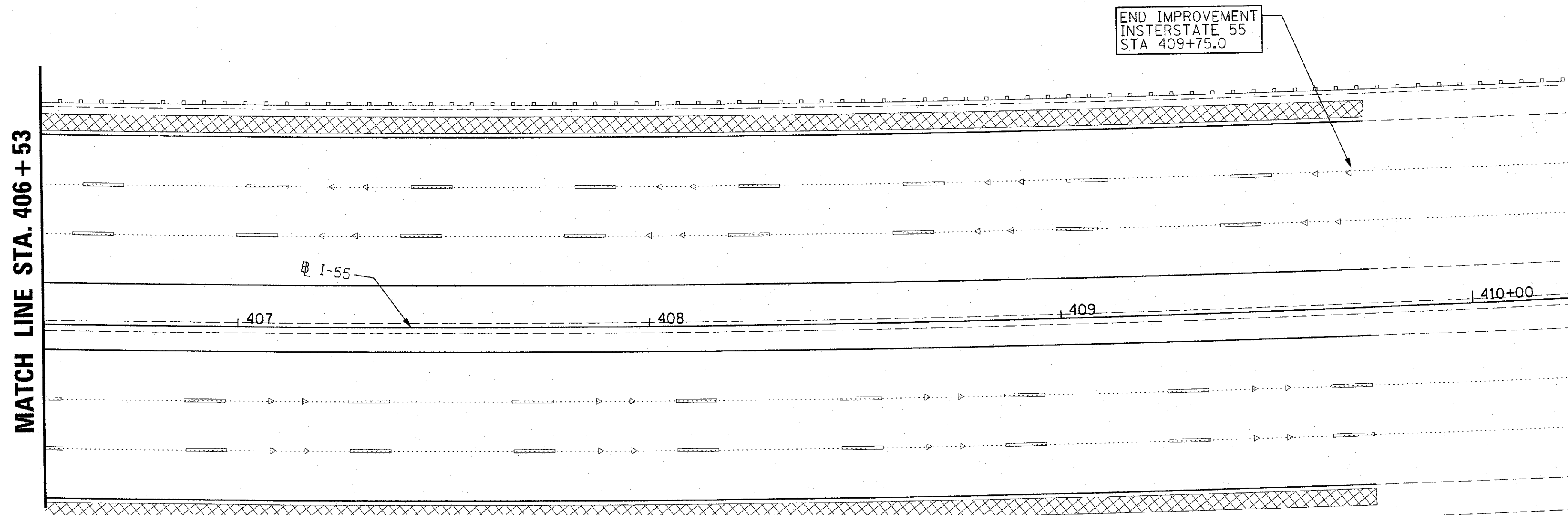
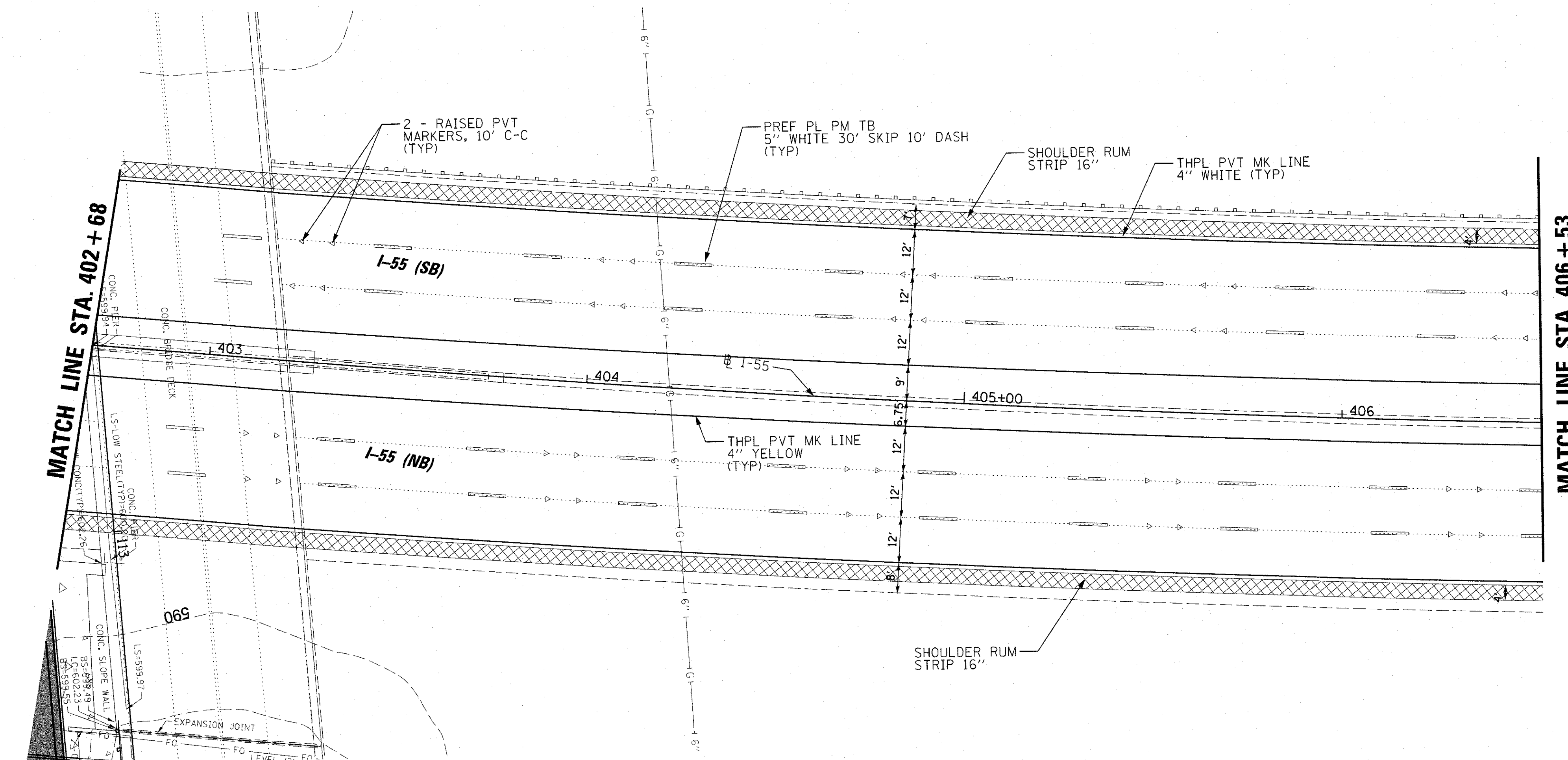
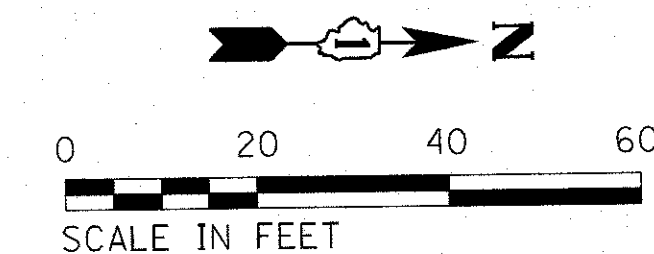


LEGEND

- ROADSIDE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4B (MODIFIED)
TOPSOIL F&P, 6"
- NATIVE LANDSCAPE RESTORATION
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MODIFIED)
TOPSOIL F&P, 6"
- STONE RIPRAP, CLASS A3
GEOFABRIC
- AGGREGATE SHOULDERS (SPECIAL)
- HMA TRAIL / PATH
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, IL-19.0, N50 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- I-55 MEDIAN SHOULDER
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70; 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2 "
AGGREGATE SUBGRADE, 12"
- PAVEMENT RESURFACING
HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
LEVELING BINDER, N70, 3/4"
- SHOULDER RESURFACING
SHOULDER RUMBLE STRIPS, 16 INCH
HMA SURFACE COURSE, MIX "D", N70, 1-3/4"
- SIDEWALK
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
- CONCRETE SLOPEWALL
- TREE, 2" CALIPER, B&B (SEE SCHEDULE
FOR SPECIES AND STA/OFFSET)
- WOOD POST AND RAIL FENCE
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
STEEL PLATE BEAM GUARDRAIL REMOVAL
STEEL PLATE BEAM GUARDRAIL
- WOOD GUARDRAIL
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW

NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT

FILE NAME = N:\FPOW\160530.0001A\Civil\160530-shr-plan-7.DGN	USER NAME = jmlar	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) PROPOSED PLAN	SCALE: 1"=20'	SHEET 7 OF 8 SHEETS	STA. 122+50 TO STA. 127+45	F.A.U. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 43
PLOT SCALE = 20'	PLOT DATE = 9/7/2017	DRAWN - VAR	REVISED -						CONTRACT NO. 61E07				
CHECKED - JGS	DATE - 8/14/2017 SEPT	REVISD -	REVISD -						ILLINOIS FED. AID PROJECT				
Default													



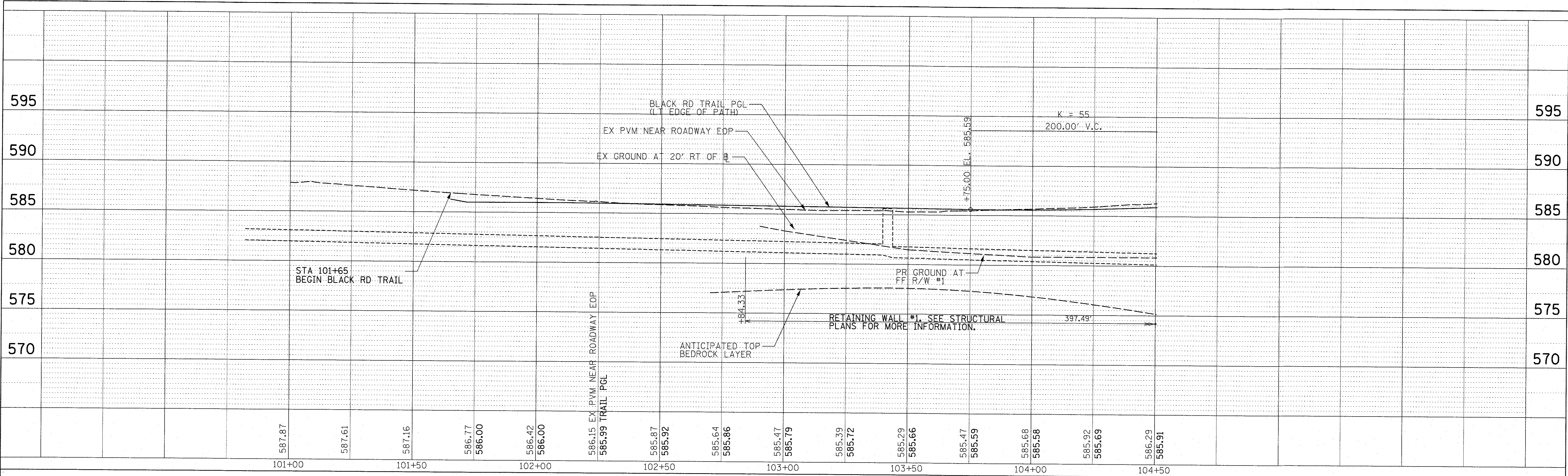
LEGEND

- ROADSIDE LANDSCAPE RESTORATION**
EROSION CONTROL BLANKET
SEEDING, CLASS 2A
TOPSOIL F&P, 4"
- NATIVE LANDSCAPE RESTORATION**
EROSION CONTROL BLANKET
SEEDING, CLASS 4B (MODIFIED)
TOPSOIL F&P, 6"
- NATIVE LANDSCAPE RESTORATION**
EROSION CONTROL BLANKET
SEEDING, CLASS 4A (MODIFIED)
TOPSOIL F&P, 6"
- STONE RIPRAP, CLASS A3**
GEOTEXTILE
- AGGREGATE SHOULDERS (SPECIAL)**
- HMA TRAIL / PATH**
HMA SURFACE COURSE, MIX "D", N50, 1-1/2"
HMA BINDER COURSE, IL-19.0, N50 2-1/2"
AGGREGATE BASE COURSE, TYPE B, 8"
- I-55 MEDIAN SHOULDER**
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N70, 1-3/4"
HOT-MIX ASPHALT SHOULDERS, 10 1/2 "
AGGREGATE SUBGRADE, 12"
- PAVEMENT RESURFACING**
HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
LEVELING BINDER, N70, 3/4"
- SHOULDER RESURFACING**
SHOULDER RUMBLE STRIPS, 16 INCH
HMA SURFACE COURSE, MIX "D", N70, 1-3/4"
- SIDEWALK**
PCC SIDEWALK, 8"
AGGREGATE BASE COURSE, TYPE B, 4"
- CONCRETE SLOPEWALL**
- TREE, 2" CALIPER, B&B (SEE SCHEDULE FOR SPECIES AND STA/OFFSET)**
- WOOD POST AND RAIL FENCE**
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS**
STEEL PLATE BEAM GUARDRAIL REMOVAL
STEEL PLATE BEAM GUARDRAIL
- WOOD GUARDRAIL**
- BOUNDARY OF EX WETLAND**
- FLOODWAY**
- EX ROW**

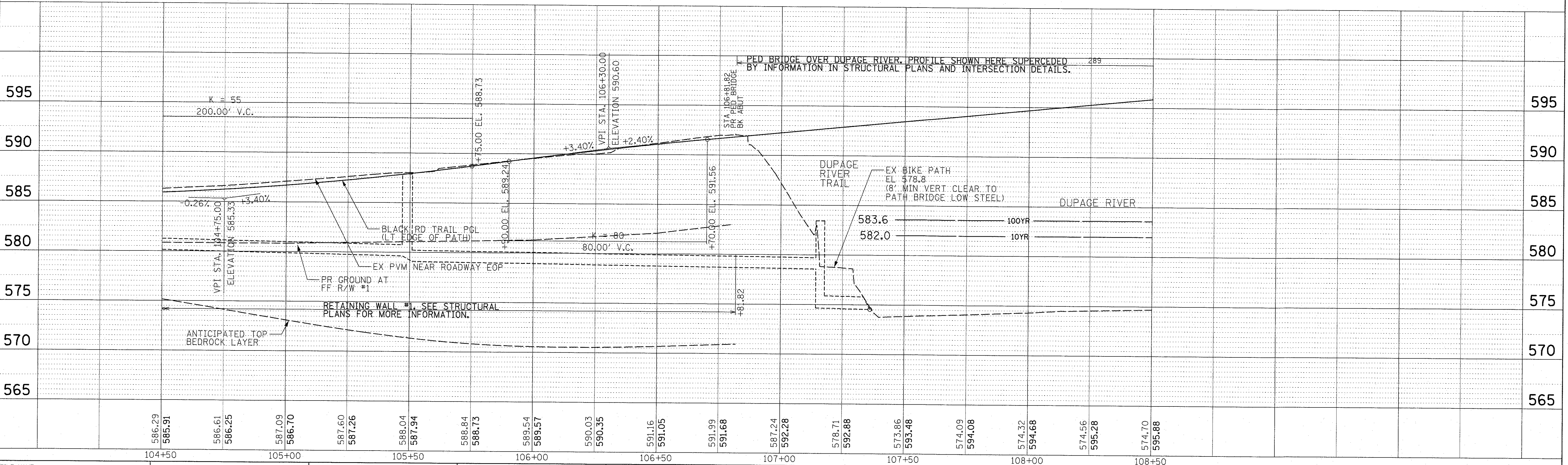
NOTE:
ADJ STM/UTIL LIDS WITHIN CONSTRUCTION FOOTPRINT

FILE NAME = N:\F\PDWC\160530\0001A\Civil\160530-shr-plan_8.dgn	USER NAME = jwiller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) PROPOSED PLAN				F.A.J. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY WILL	TOTAL SHEETS 118	SHEET NO. 44	
	PLOT SCALE = 20'	DRAWN - VAR	REVISED -						CONTRACT NO. 61E07					
	PLOT DATE = 9/7/2017	CHECKED - JGS	REVISED -			SCALE: 1"=20'	SHEET 8	OF 8 SHEETS	STA. 394+75	TO STA. 402+69	ILLINOIS FED. AID PROJECT			
Default		DATE - 8/14/2017 SEPT	REVISED -											

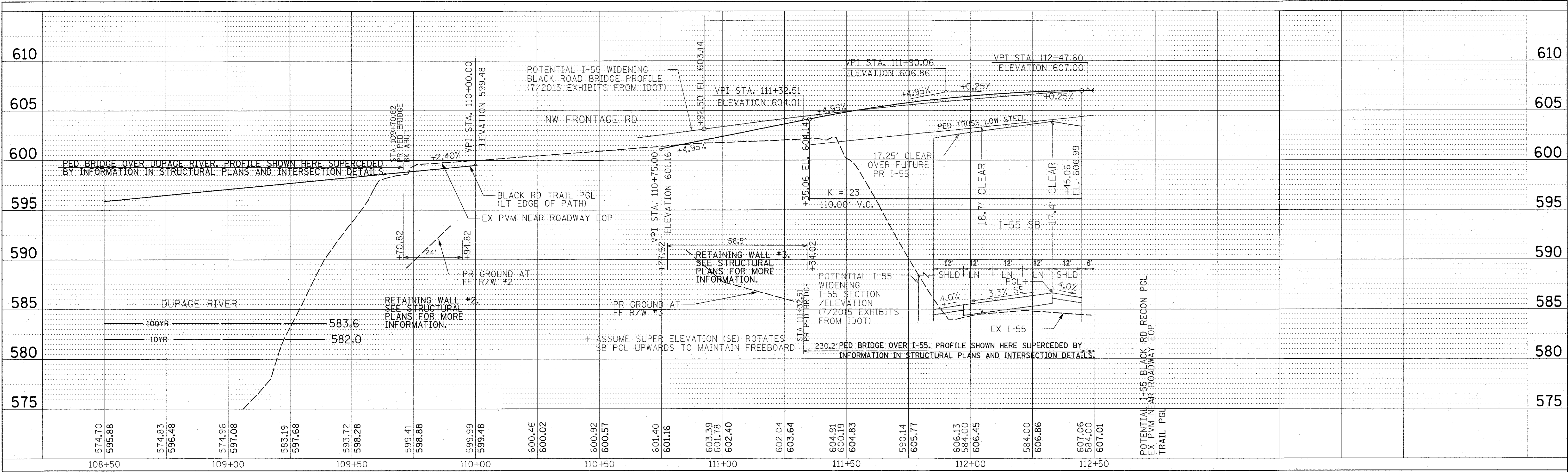
PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	RT. OF WAY CHECKED	
NOTE BOOK NO.	CADD FILE NAME	



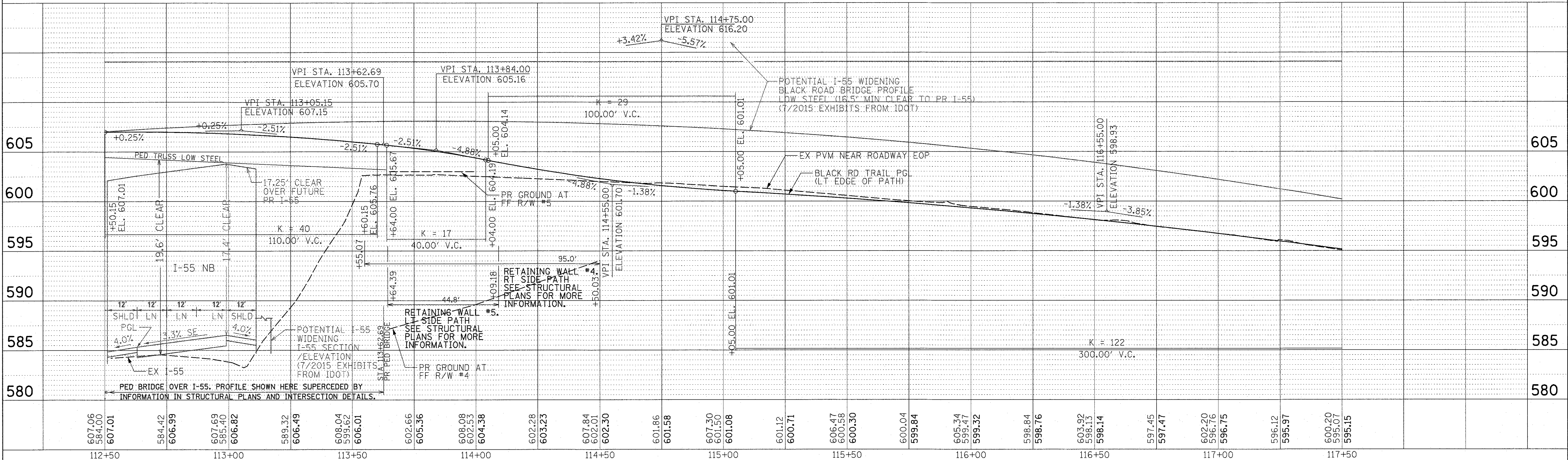
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	GRADES CHECKED	BY
	NOTED	
	STRUCTURE NOTATIONS OK'D	
NOTE BOOK NO.	CADD FILE NAME	



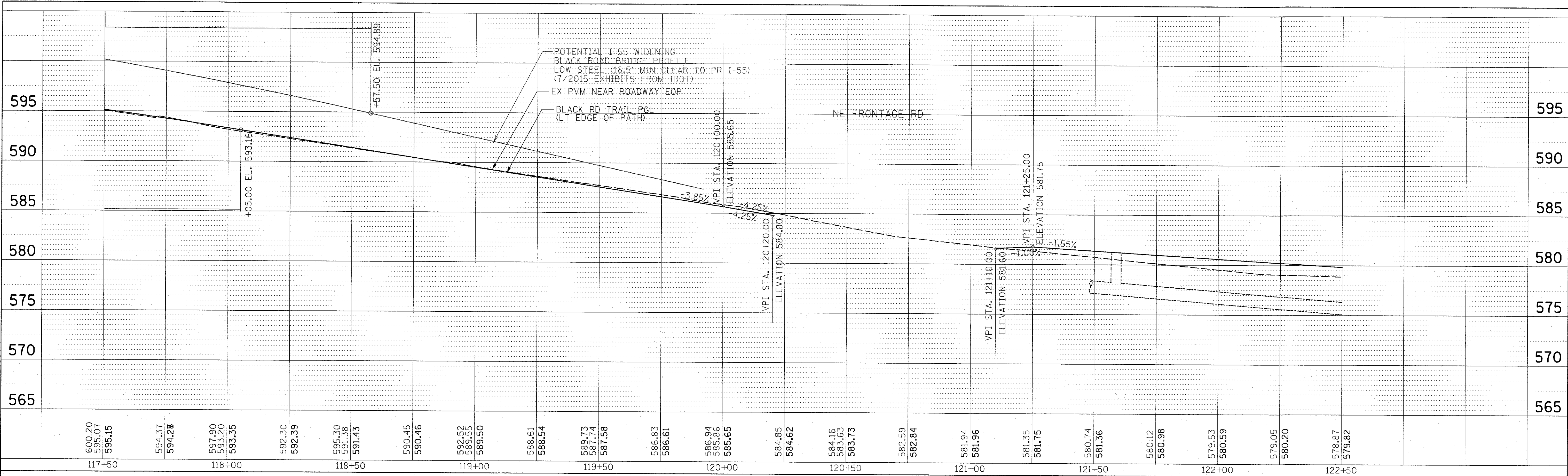
PLAN	SURVEYED	BY	DATE
	NOTED		
NOTE BOOK	PLANNED		
	FILED		
NO.	FILED		
	FILED		



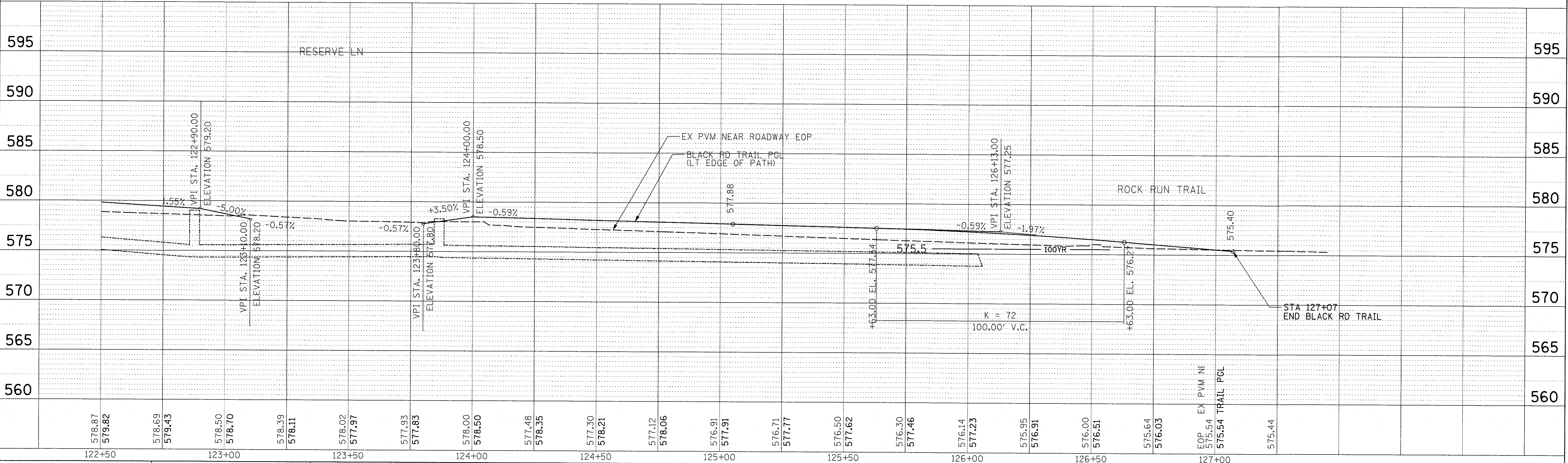
PROFILE	SURVEYED	BY	DATE
	NOTED		
NOTE BOOK	PLANNED		
	FILED		
NO.	FILED		
	FILED		



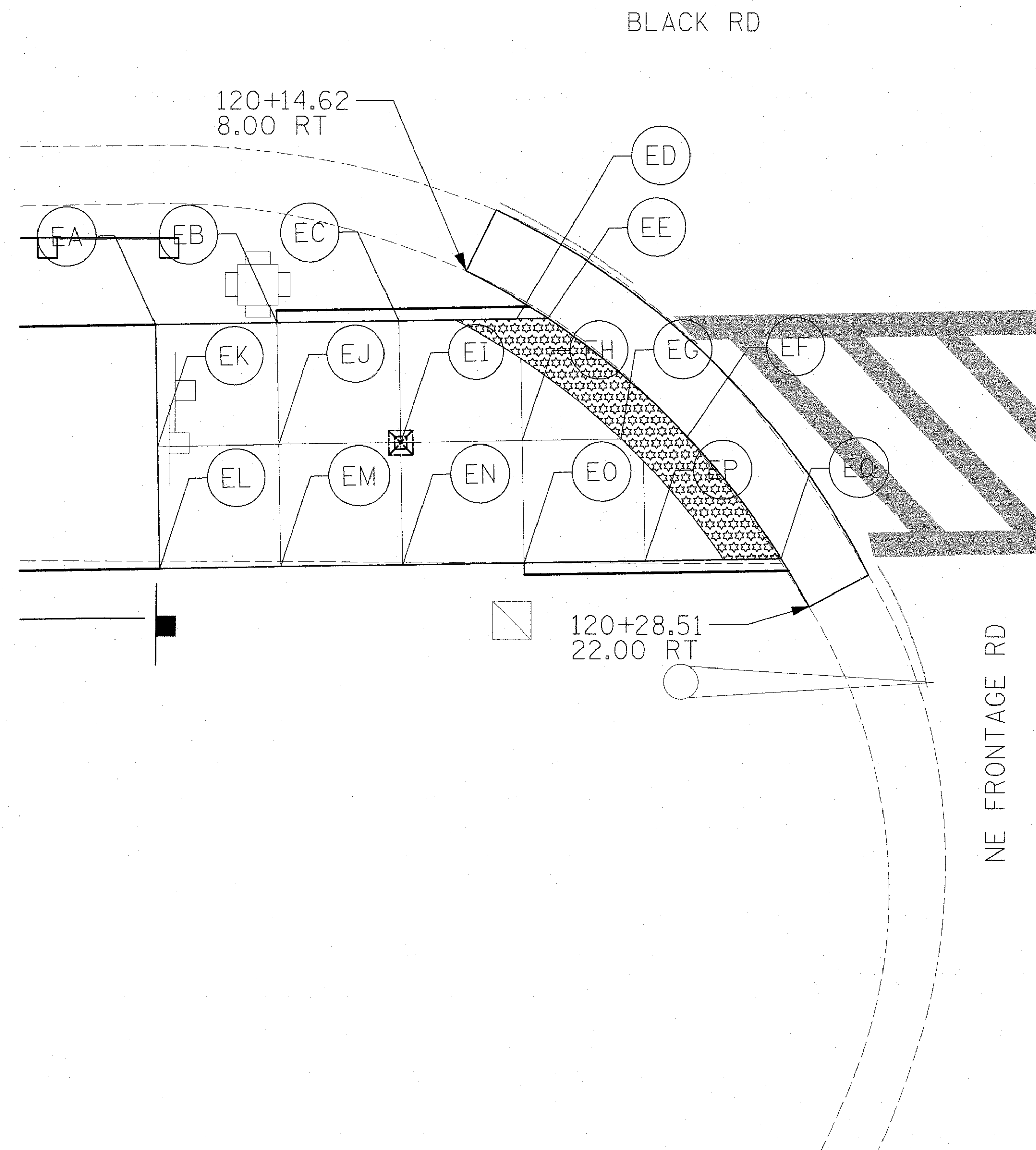
PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	NO.		



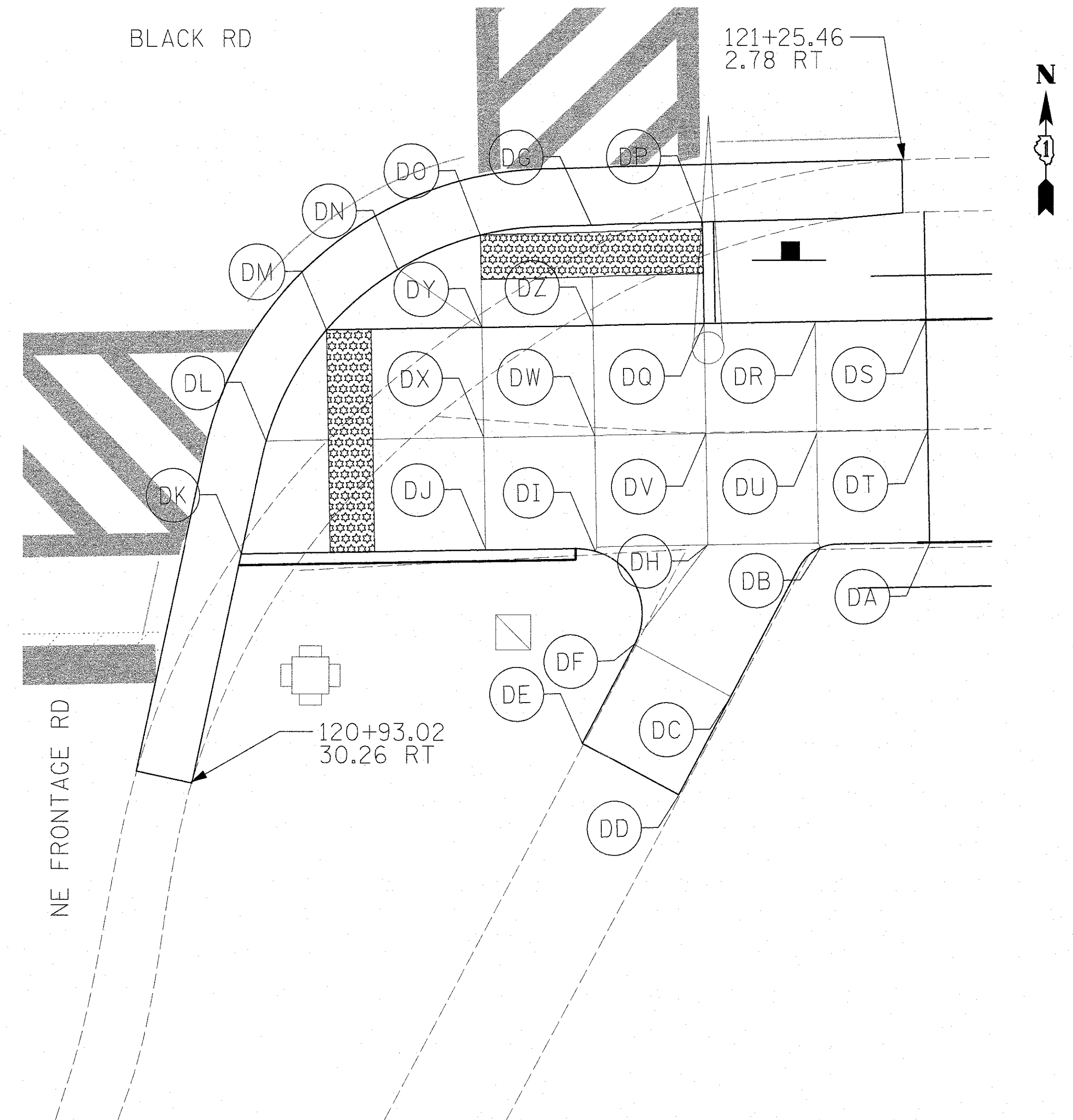
PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	NOTED		
	NO.		



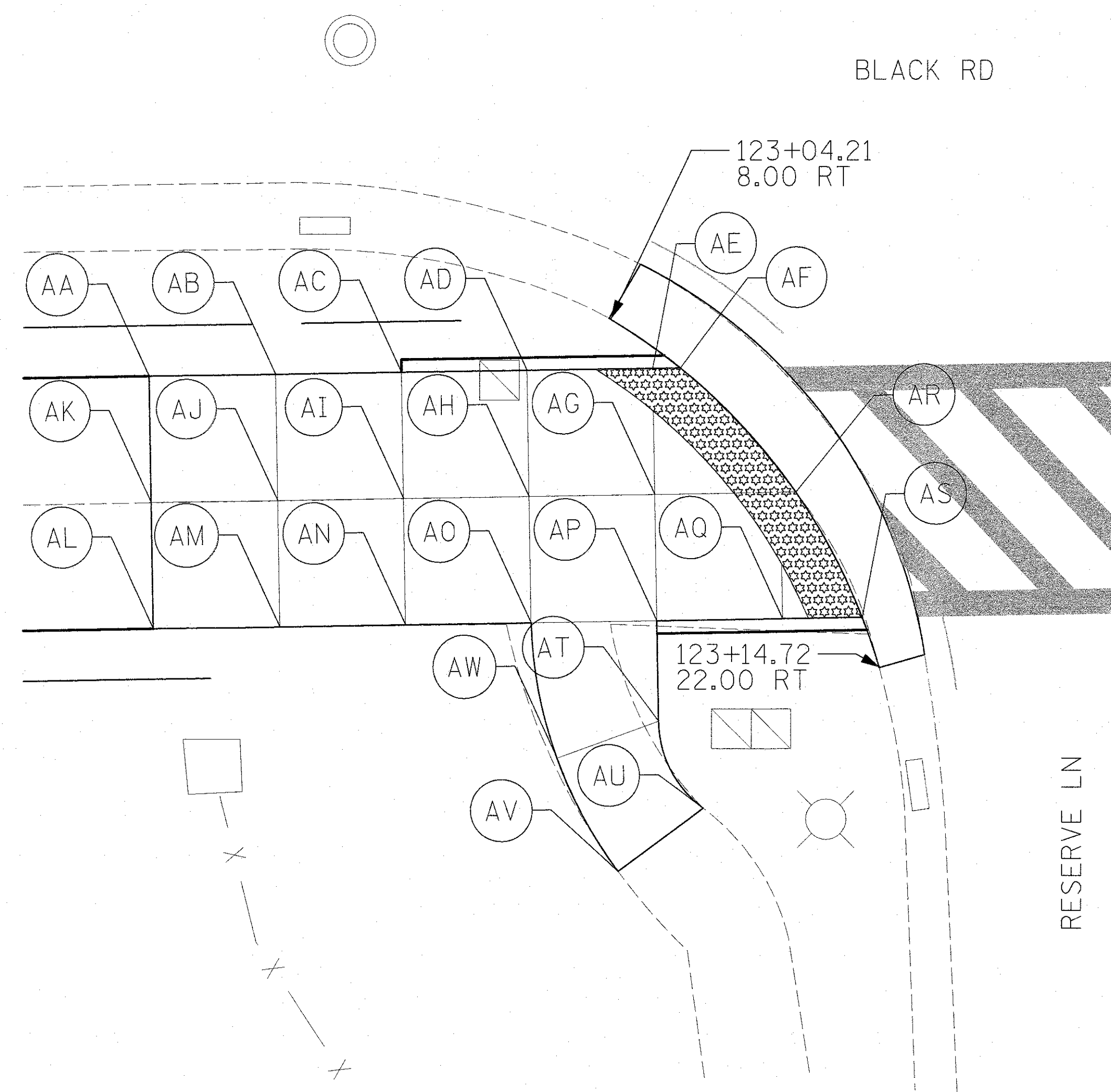
PROFILE		SURVEYED	BY	DATE
	NOTE BOOK	GRADES CHECKED		
	NO.	B.M. NOTED		
		STRUCTURE NOTATIONS CHK'D		



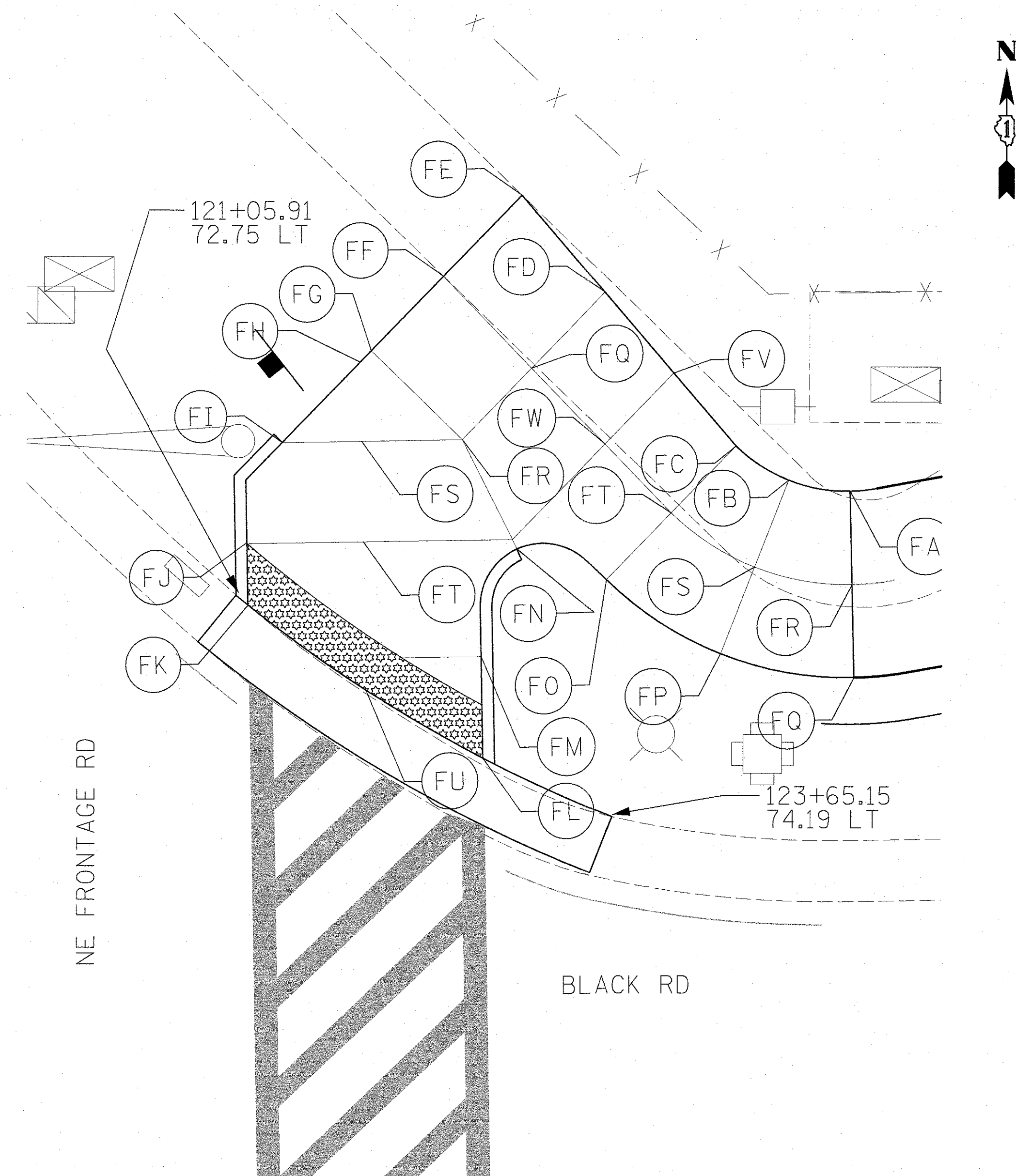
	STATION	OFFSET	ELEVATION	EJ	120+06.81	15.00' RT	585.24'
EA	120+01.81	10.00' RT	(585.35')	EK	120+01.81	15.00' RT	(585.39')
EB	120+06.81	10.00' RT	585.21'	EL	120+01.18	20.00' RT	(585.35')
EC	120+11.81	10.00' RT	585.05'	EM	120+06.81	20.00' RT	585.27'
ED	120+16.81	10.00' RT	585.01'	EN	120+11.81	20.00' RT	585.10'
EE	120+17.95	10.00' RT	584.92'	EO	120+16.81	20.00' RT	584.95'
EF	120+23.69	15.00' RT	584.57'	EP	120+20.90	20.00' RT	584.70'
EG	120+20.90	15.00' RT	584.73'	EQ	120+27.40	20.00' RT	584.45'
EH	120+16.81	15.00' RT	584.99'				
EI	120+11.81	15.00' RT	585.07'				



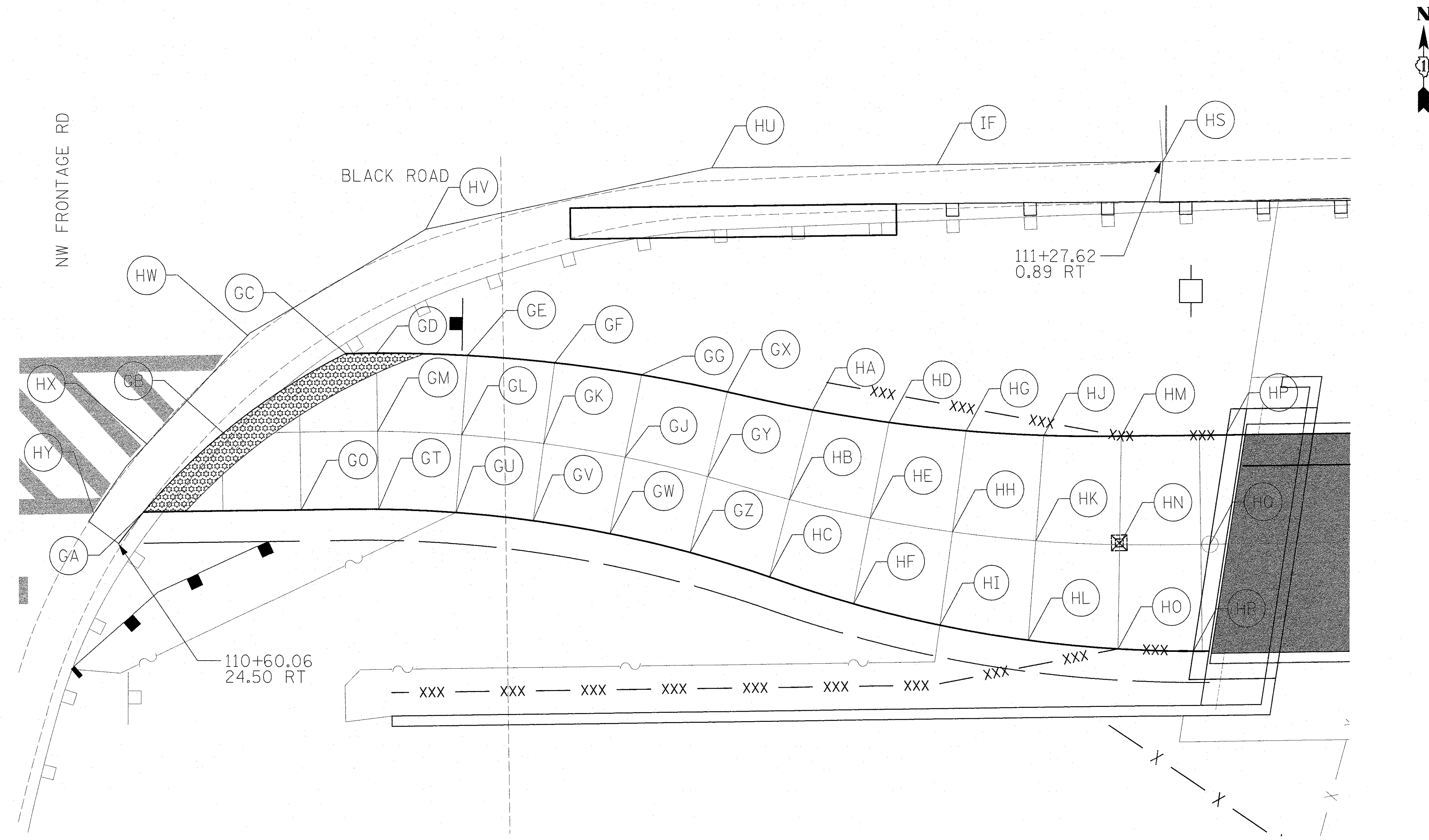
	STATION	OFFSET	ELEVATION	DN	123+79.83	20.00' RT	578.45'
DA	121+26.42	20.00' RT	(581.83')	DO	121+06.42	30.00' RT	581.68'
DB	121+21.42	20.00' RT	581.80'	DP	121+16.42	30.00' RT	581.44'
DC	121+17.32	26.75' RT	582.00'	DQ	121+16.42	10.00' RT	581.77'
DD	121+14.93	31.16' RT	(582.20')	DR	121+21.42	10.00' RT	581.70'
DE	121+10.63	28.75' RT	(582.15')	DS	121+26.42	10.00' RT	(581.73')
DF	121+13.05	24.37' RT	582.02'	DT	121+26.42	15.00' RT	(581.77')
DG	121+11.41	30.00' RT	581.56'	DU	121+21.42	15.00' RT	581.75'
DH	121+16.42	20.00' RT	581.87'	DV	121+16.42	15.00' RT	581.81'
DI	121+11.41	20.00' RT	581.94'	DW	121+11.41	15.00' RT	581.88'
DJ	121+06.42	20.00' RT	581.88'	DX	121+06.42	15.00' RT	581.90'
DK	120+95.41	20.00' RT	581.85'	DY	121+06.42	10.00' RT	581.86'
DL	120+96.62	20.00' RT	581.86'	DZ	121+11.41	10.00' RT	581.84'
DM	120+99.42	20.00' RT	581.87'				



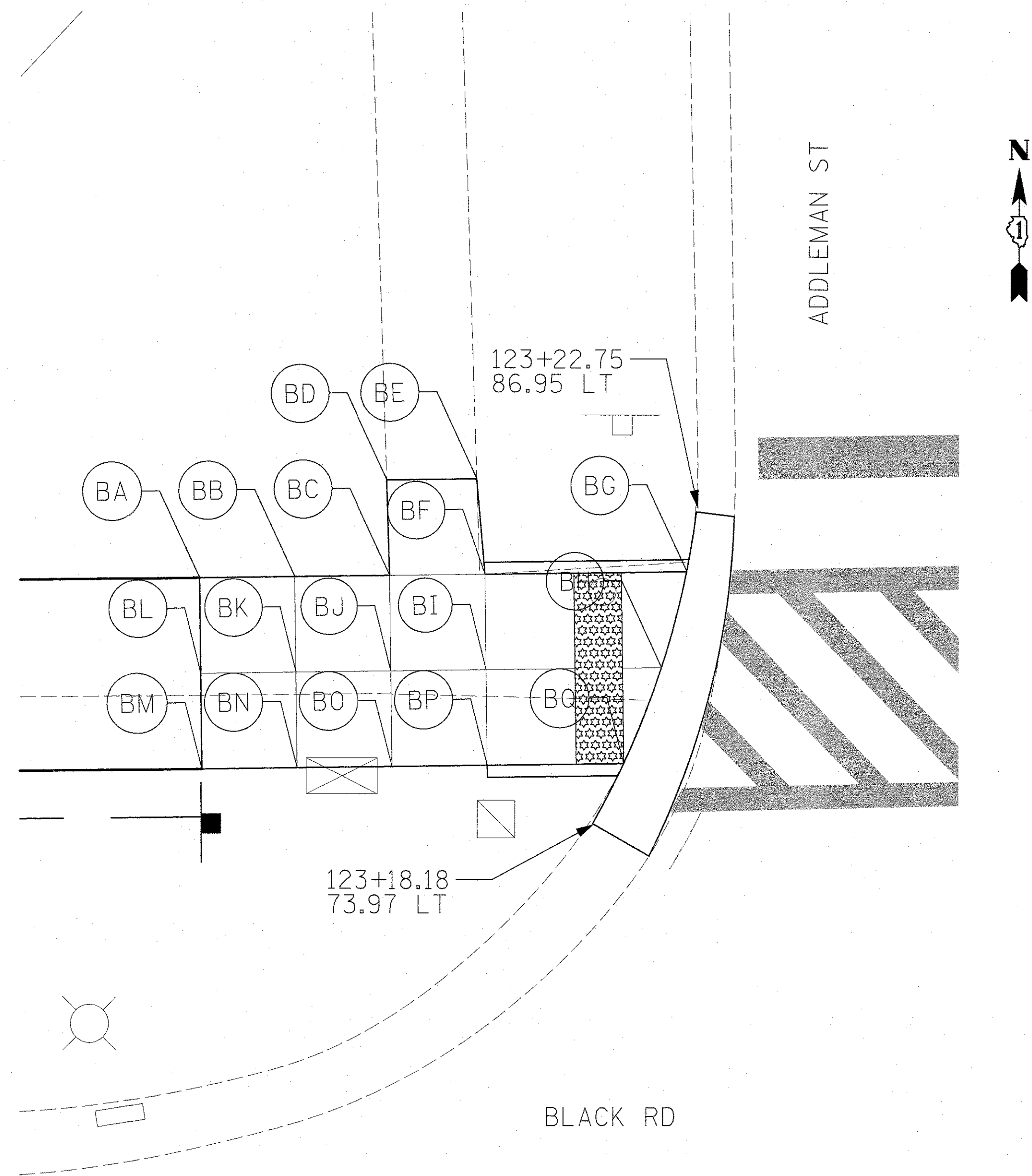
	STATION	OFFSET	ELEVATION	AM	122+90.91	20.00'	RT	(579.07')	
AA	122+85.91	10.00'	RT	579.17'	AN	122+95.91	20.00'	RT	(578.85')
AB	122+90.91	10.00'	RT	578.94'	AO	123+00.91	20.00'	RT	578.62'
AC	122+95.91	10.00'	RT	578.71'	AP	123+05.91	20.00'	RT	(578.53')
AD	123+00.91	10.00'	RT	578.48'	AQ	123+10.91	20.00'	RT	(578.14')
AE	123+05.91	10.00'	RT	578.38'	AR	123+11.52	15.00'	RT	578.14'
AF	123+07.01	10.00'	RT	578.30'	AS	123+14.08	25.00'	RT	(578.01')
AG	123+05.91	15.00'	RT	578.46'	AT	123+05.91	23.98'	RT	(578.72')
AH	123+00.91	15.00'	RT	578.55'	AU	123+07.63	27.45'	RT	(579.05')
AI	122+95.91	15.00'	RT	578.78'	AV	123+04.21	29.90'	RT	(579.26')
AJ	122+90.91	15.00'	RT	579.00'	AW	123+01.86	25.38'	RT	(578.80')
AK	122+85.91	15.00'	RT	(579.22')					
AL	122+85.91	20.00'	RT	(579.29')					



	STATION	OFFSET	ELEVATION	FL	121+16.42	-65.59'	LT	581.95'	
FA	121+32.42	-76.76'	LT	(581.45')	FM	121+16.42	-69.95'	LT	581.75'
FB	121+29.77	-77.28'	LT	(581.53')	FN	121+17.85	-74.95'	LT	581.67'
FC	121+27.52	-78.79'	LT	(581.55')	FO	121+21.85	-73.14'	LT	581.63'
FV	121+24.90	-81.96'	LT	581.61'	FP	121+26.71	-69.89'	LT	581.65'
FD	121+22.00	-85.48'	LT	(581.64')	FQ	121+32.45	-68.76'	LT	(581.57')
FE	121+18.51	-89.71'	LT	(581.69')	FR	121+32.43	-72.76'	LT	(581.51')
FF	121+15.07	-86.29'	LT	(581.76')	FS	121+28.24	-73.59'	LT	581.59'
FG	123+79.83	20.00'	RT	(582.98')	FT	121+24.69	-75.96'	LT	581.61'
FH (	121+11.42	-82.66'	LT	(581.70')	FU	121+11.52	-68.38'	LT	582.00'
FI	121+08.01	-79.27'	LT	(581.80')	FV	121+24.90	-81.96'	LT	(581.61')
FJ	121+06.42	-74.95'	LT	581.84'	FW	121+21.89	-78.97'	LT	581.59'
FK	121+06.42	-72.32'	LT	582.03'					

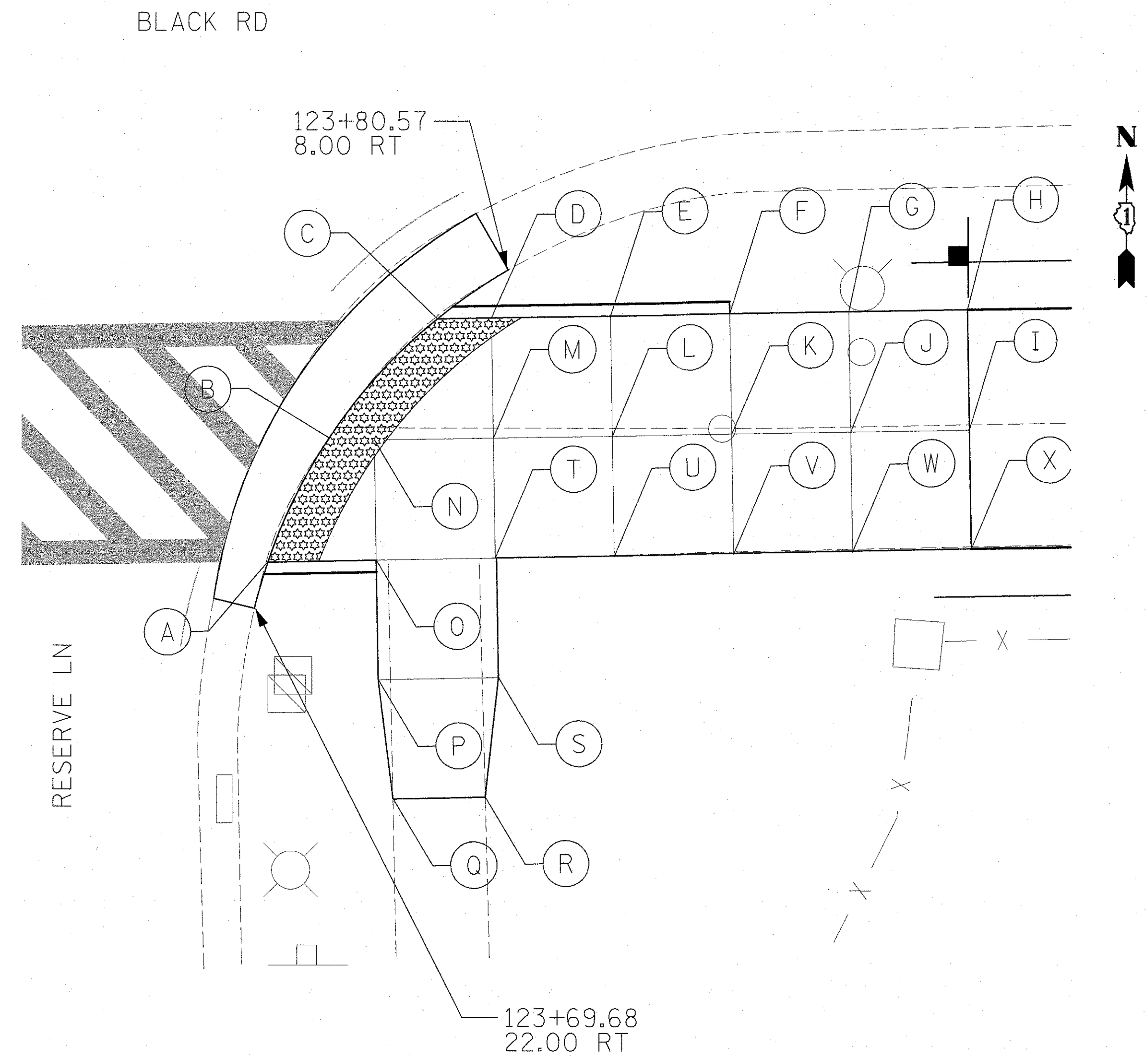


	STATION	OFFSET	ELEVATION	GO	110+71.82	22.50'	RT	601.16'	HF	111+07.30	29.01'	RT	602.86'	HS	111+27.62	0.89'	RT	602.00'	
GA	110+61.70	22.50'	RT	600.71'	GT	110+76.82	22.50'	RT	601.38'	HG	111+14.73	18.01'	RT	603.13'	IF	111+13.09	0.90'	RT	602.00'
GB	110+66.90	17.50'	RT	600.81'	GU	110+81.81	22.80'	RT	601.65'	HH	111+13.76	24.48'	RT	603.20'	HU	110+98.57	0.91'	RT	600.94'
GC	110+74.83	12.50'	RT	600.94'	GV	110+86.78	23.39'	RT	602.02'	HI	111+12.86	30.46'	RT	603.12'	HV	110+80.10	4.61'	RT	600.75'
GD	110+76.82	12.50'	RT	601.38'	GW	110+91.69	24.28'	RT	602.30'	HJ	111+19.72	18.37'	RT	603.38'	HW	110+68.69	11.13'	RT	600.67'
GE	110+82.68	12.73'	RT	601.65'	GX	110+99.37	15.29'	RT	602.37'	HK	111+19.11	25.12'	RT	603.46'	HX	110+61.98	18.12'	RT	600.53'
GF	110+88.30	13.27'	RT	602.02'	GY	110+98.04	20.71'	RT	602.42'	HL	111+18.54	31.50'	RT	603.38'	HY	110+58.61	22.51'	RT	600.44'
GG	110+93.88	14.13'	RT	602.30'	GZ	110+96.84	25.57'	RT	602.34'	HM	111+24.72	18.48'	RT	603.62'					
GJ	110+92.74	19.40'	RT	602.40'	HA	111+04.84	16.54'	RT	602.64'	HN	111+24.51	25.44'	RT	603.72'					
GK	110+87.52	18.44'	RT	602.12'	HB	111+03.27	22.26'	RT	602.68'	HO	111+24.32	32.14'	RT	603.64'					
GL	110+82.24	17.82'	RT	601.75'	HC	111+03.27	27.20'	RT	602.62'	HP	111+31.48	18.48'	RT	603.90'					
GM	110+76.82	17.52'	RT	601.48'	HD	111+09.77	17.40'	RT	602.88'	HQ	111+30.30	25.50'	RT	603.98'					
					HE	111+08.47	23.52'	RT	602.94'	HR	111+29.15	32.31'	RT	603.90'					



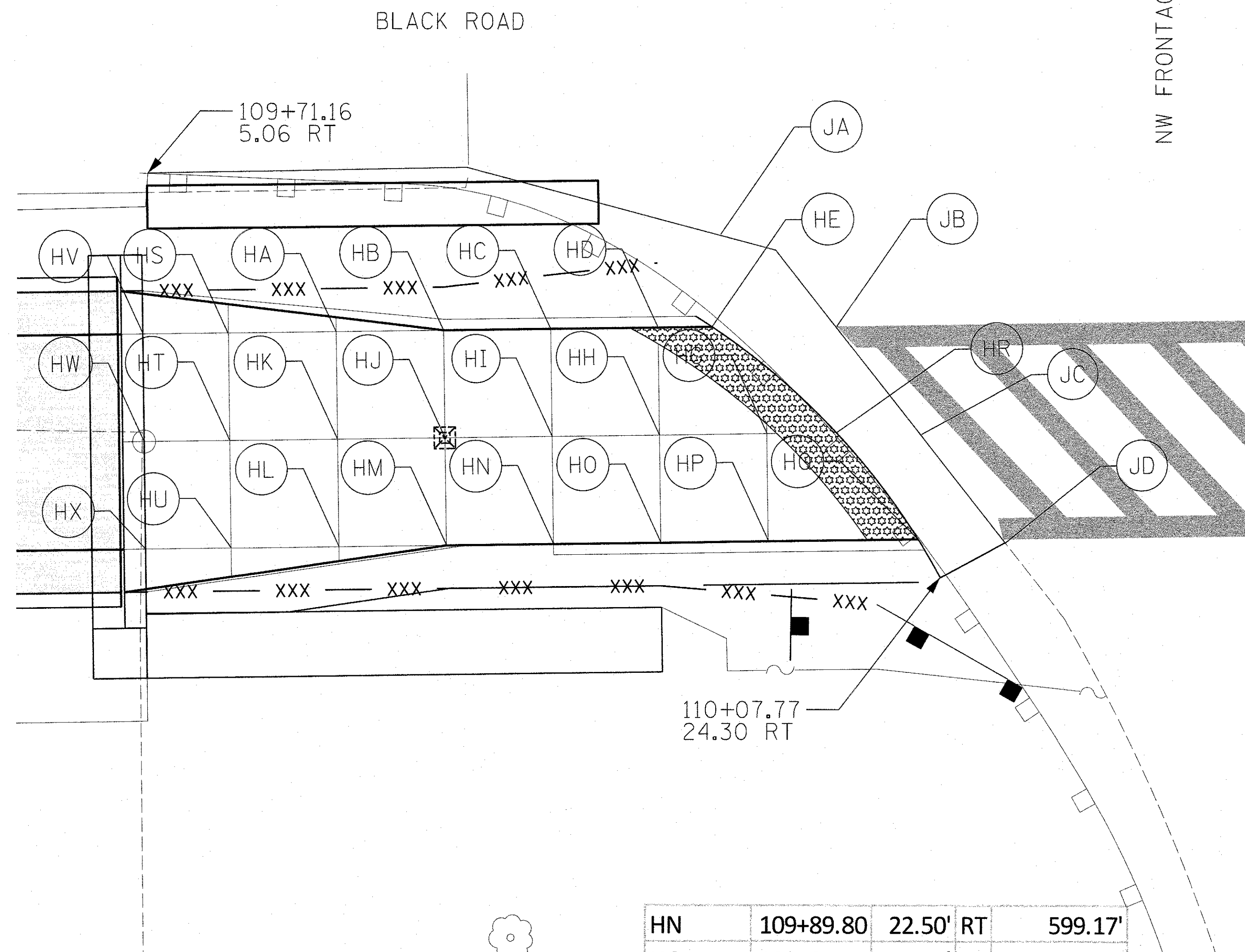
	STATION	OFFSET	ELEVATION
BA	123+01.79	84.51' LT	(579.17')
BB	123+05.79	84.51' LT	(579.10')
BC	123+09.79	84.51' LT	(579.02')
BD	123+09.79	88.48' LT	(579.31')
BE	123+13.79	88.48' LT	(579.12')
BF	123+13.79	84.51' LT	578.96'
BG	123+22.30	84.51' LT	578.53'
BH	123+19.52	80.53' LT	578.50'
BI	123+13.79	80.53' LT	578.92'

BJ	123+09.79	80.53' LT	578.96'
BK	123+05.79	80.53' LT	579.06'
BL	123+01.79	80.53' LT	(579.11')
BM	123+01.79	76.53' LT	(579.08')
BN	123+05.79	76.53' LT	579.01'
BO	123+09.79	76.53' LT	578.90'
BP	123+13.79	76.53' LT	578.87'
BQ	123+19.52	76.53' LT	578.46'

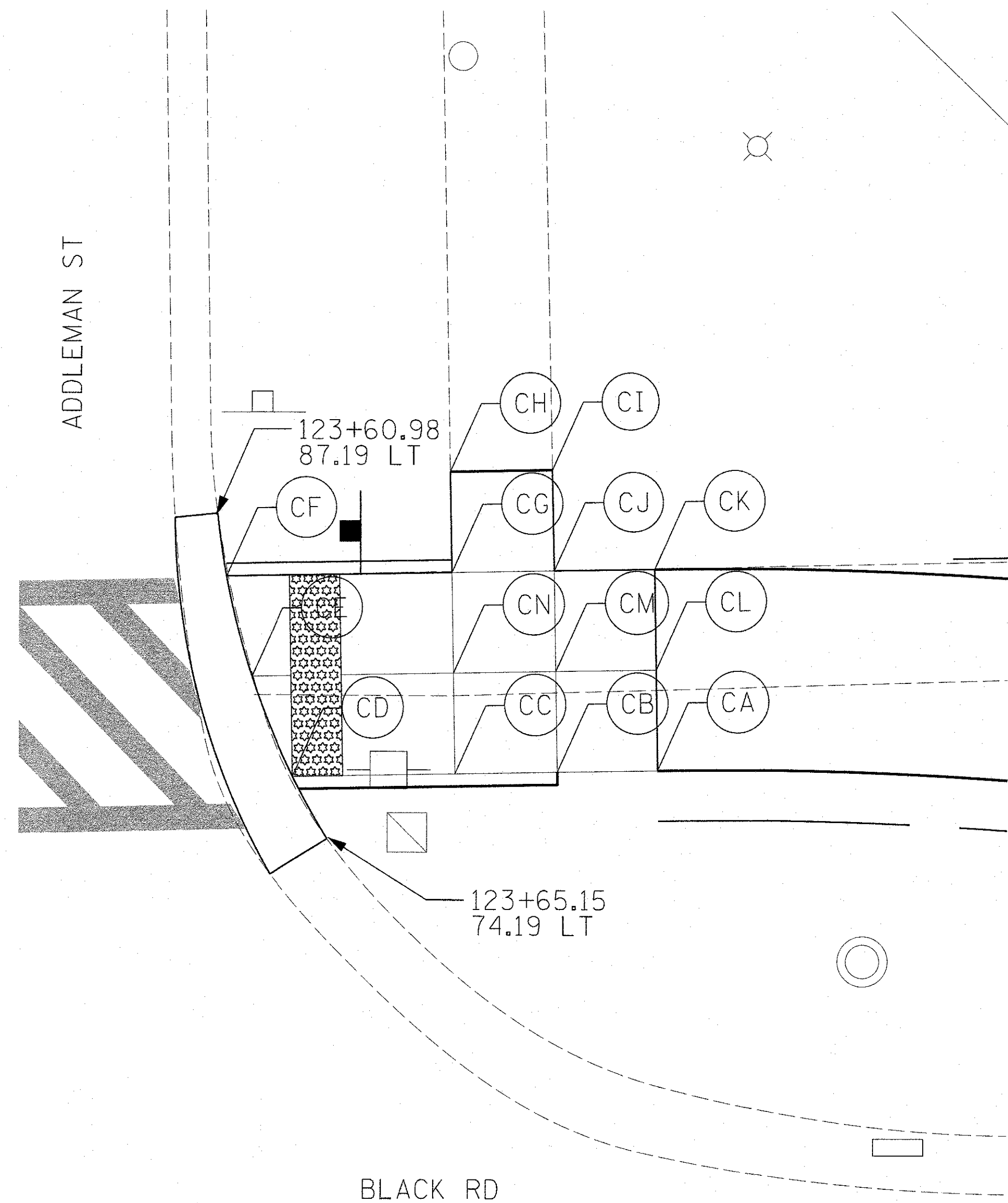


	STATION	OFFSET	ELEVATION
A	123+70.21	20.01' RT	577.89'
B	123+72.85	15.03' RT	577.96'
C	123+77.55	10.00' RT	577.92'
D	123+79.83	10.00' RT	578.08'
E	123+84.83	10.00' RT	578.28'
F	123+89.83	10.00' RT	578.48'
G	123+94.83	10.00' RT	578.57'
H	123+99.83	10.00' RT	(578.59')
I	123+99.83	15.00' RT	(578.66')
J	123+94.83	15.00' RT	578.64'
K	123+89.83	15.00' RT	578.55'
L	123+84.83	15.00' RT	578.35'

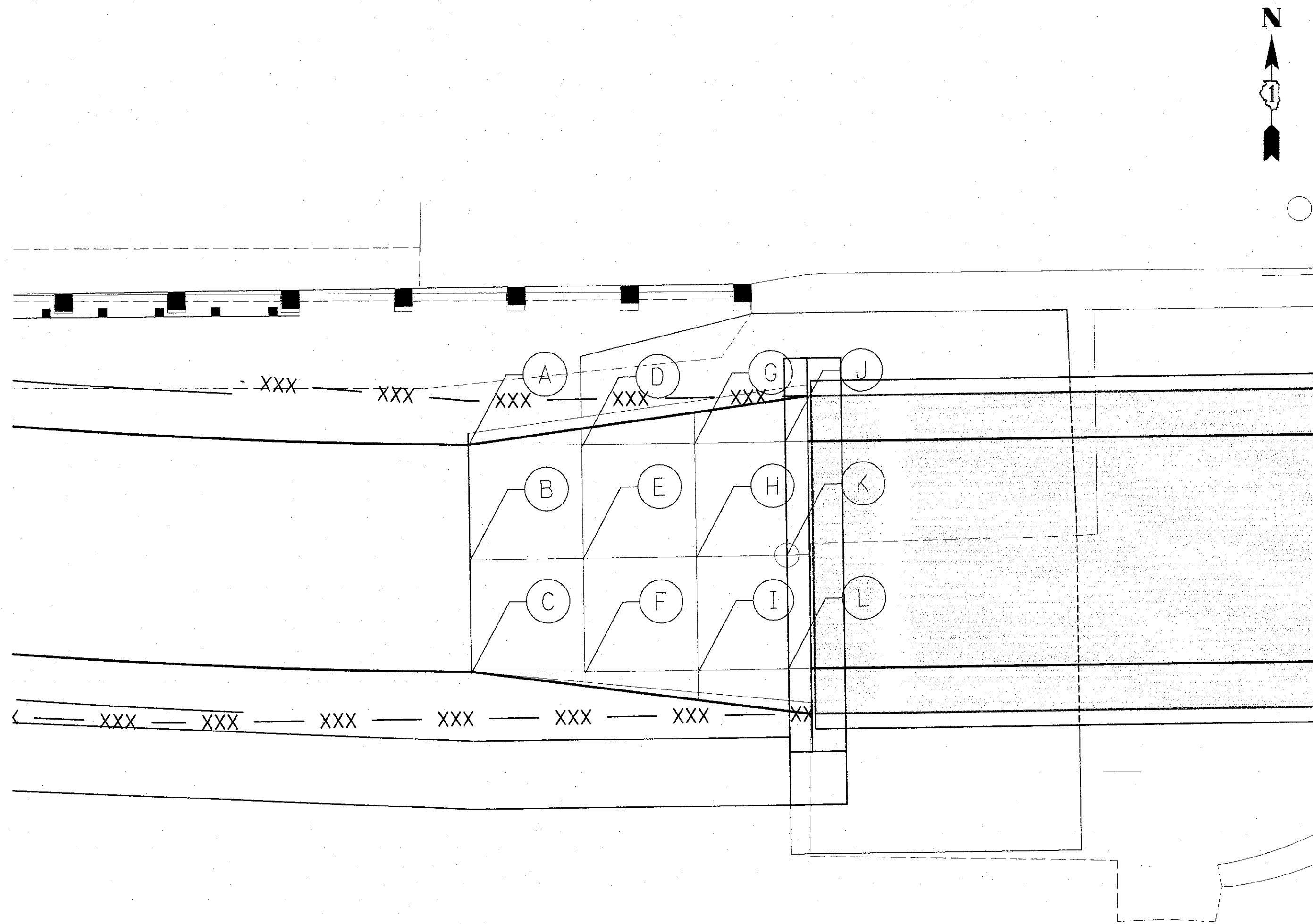
M	123+79.83	15.00' RT	578.15'
N	123+74.82	15.00' RT	578.06'
O	123+74.82	20.00' RT	578.13'
P	123+74.82	25.00' RT	578.38'
Q	123+75.37	30.00' RT	(578.63')
R	123+79.83	30.00' RT	(578.66')
S	123+79.83	25.00' RT	(578.44')
T	123+79.83	20.00' RT	(578.22')
U	123+84.83	20.00' RT	(578.42')
V	123+89.83	20.00' RT	(578.61')
W	123+94.83	20.00' RT	(578.70')
X	123+99.83	20.00' RT	(578.73')



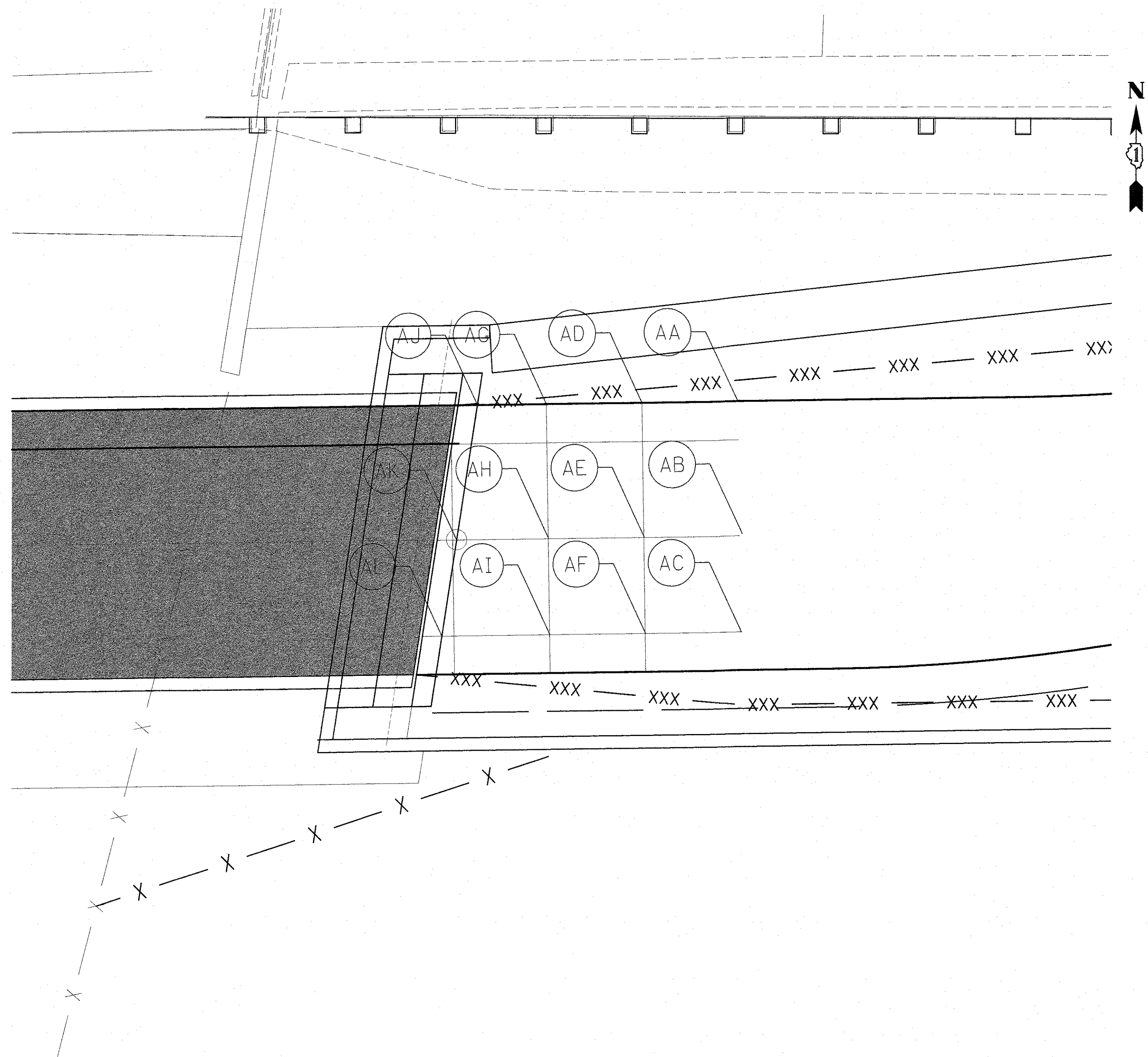
	STATION	OFFSET	ELEVATION
HA	109+79.80	12.50' RT	598.98'
HB	109+84.80	12.50' RT	599.14'
HC	109+89.80	12.50' RT	599.31'
HD	109+94.80	12.50' RT	599.48'
HE	109+97.31	12.50' RT	599.52'
HK	109+79.80	17.50' RT	598.91'
HJ	109+84.80	17.50' RT	599.07'
HI	109+89.80	17.50' RT	599.24'
HH	109+94.80	17.50' RT	599.41'
HG	109+99.80	17.50' RT	599.45'
HL	109+79.80	22.50' RT	598.84'
HM	109+84.80	22.50' RT	599.00'
HN	109+89.80	22.50' RT	599.17'
HO	109+94.80	22.50' RT	599.34'
HP	109+99.80	22.50' RT	599.38'
HQ	110+06.76	22.50' RT	599.42'
HR	110+03.04	17.50' RT	599.48'
HS	109+74.80	12.50' RT	598.88'
HT	109+74.80	17.50' RT	598.82'
HU	109+74.80	22.50' RT	598.75'
HV	109+70.86	12.48' RT	598.72'
HW	109+70.82	17.50' RT	598.78'
HX	109+70.83	22.50' RT	598.71'
JA	109+97.77	8.21' RT	599.12'
JB	110+03.12	12.56' RT	599.08'
JC	110+06.93	17.64' RT	598.88'
JD	110+10.81	22.71' RT	598.73'



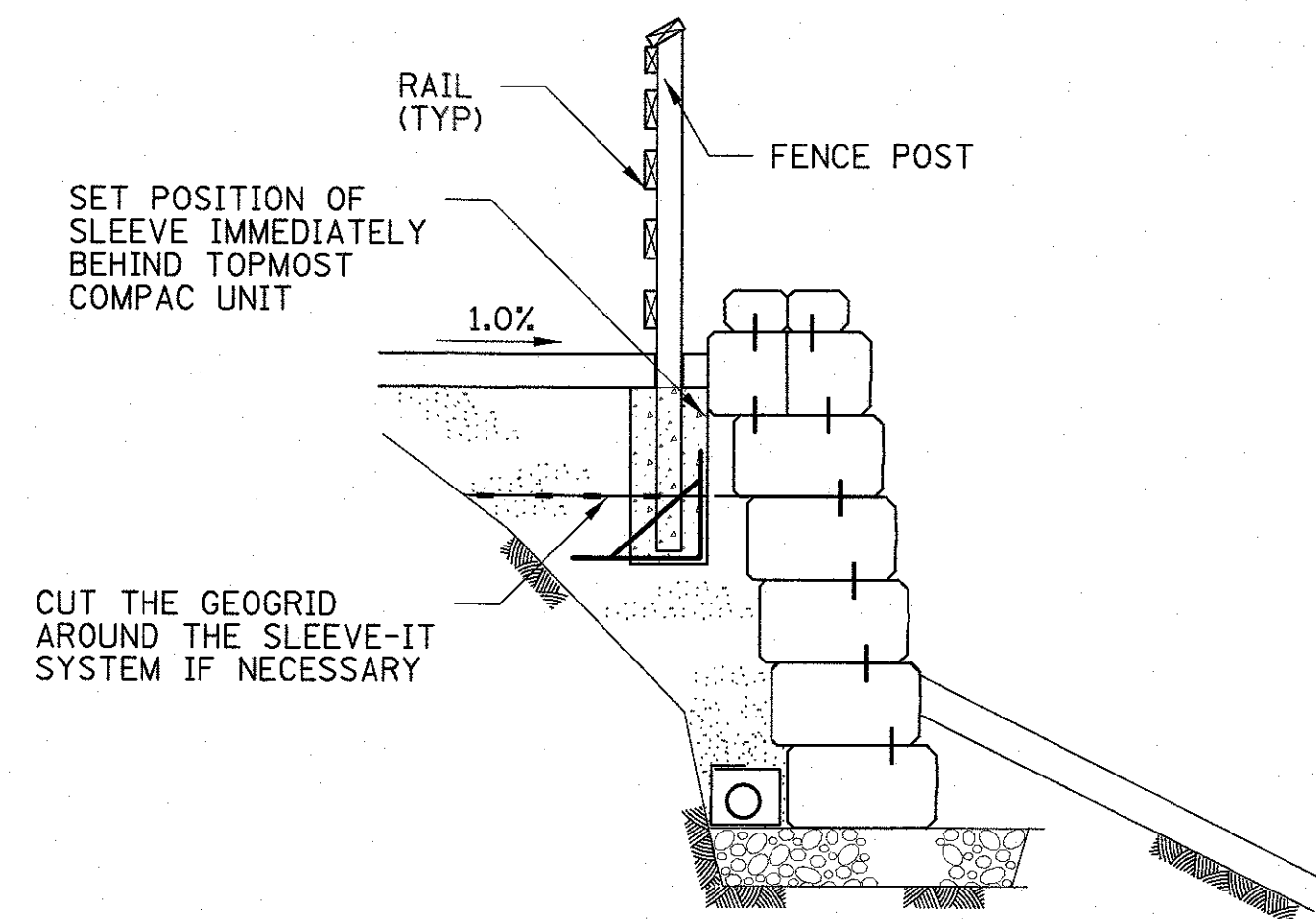
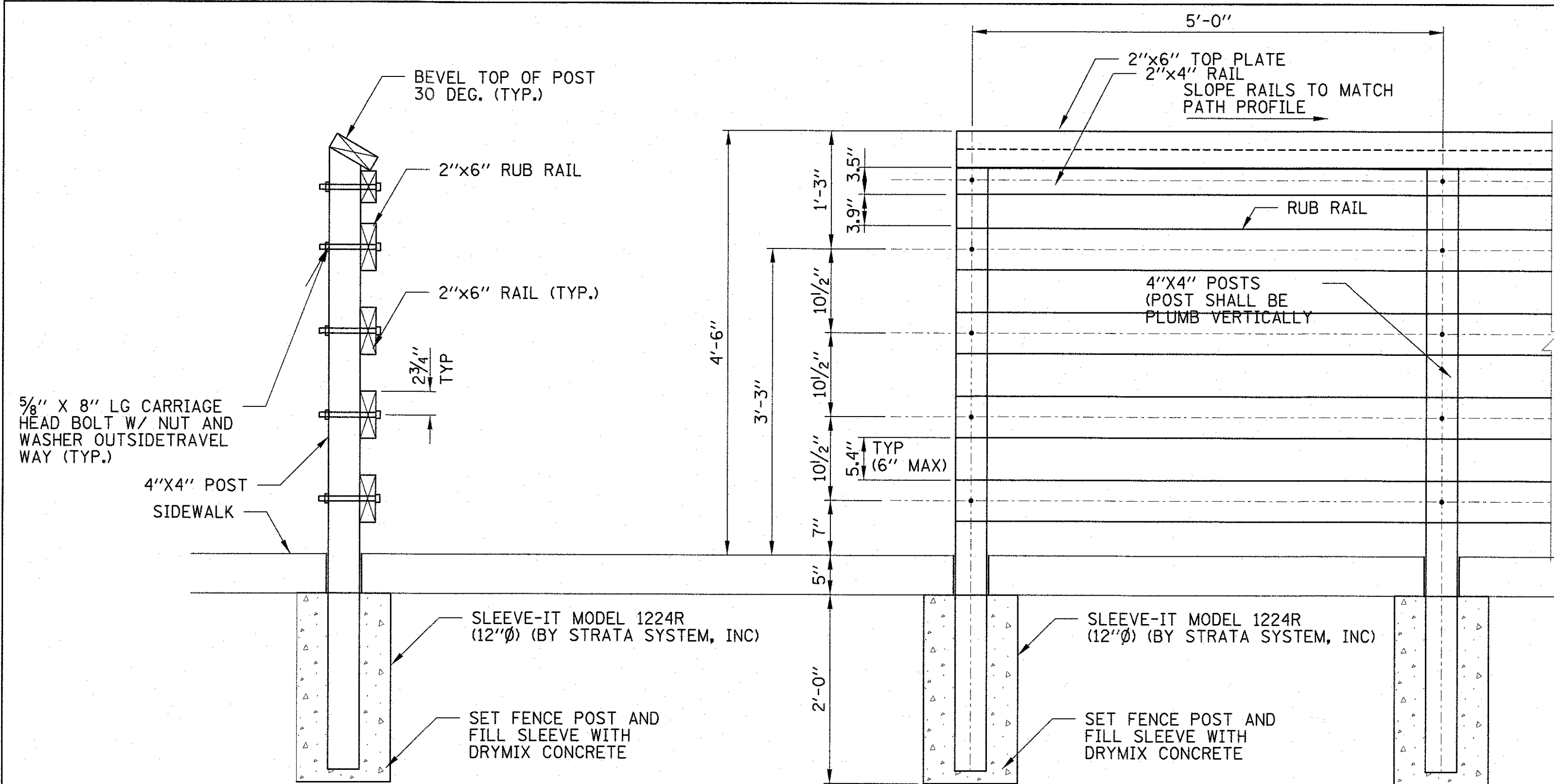
	STATION	OFFSET	ELEVATION
CA	123+78.36	76.70' LT	(578.89')
CB	123+74.36	76.70' LT	578.77'
CC	123+63.82	76.70' LT	578.62'
CD	123+62.25	76.70' LT	578.27'
CE	123+62.25	80.70' LT	578.39'
CF	123+61.30	84.70' LT	578.48'
CG	123+63.82	84.70' LT	578.70'
CH	123+63.82	88.70' LT	(579.04')
CI	123+74.36	88.70' LT	(579.13')
CJ	123+74.36	84.70' LT	578.87'
CK	123+78.36	84.70' LT	(578.98')
CL	123+78.36	80.70' LT	(578.95')
CM	123+74.36	80.70' LT	578.83'
CN	123+63.82	80.70' LT	578.68'



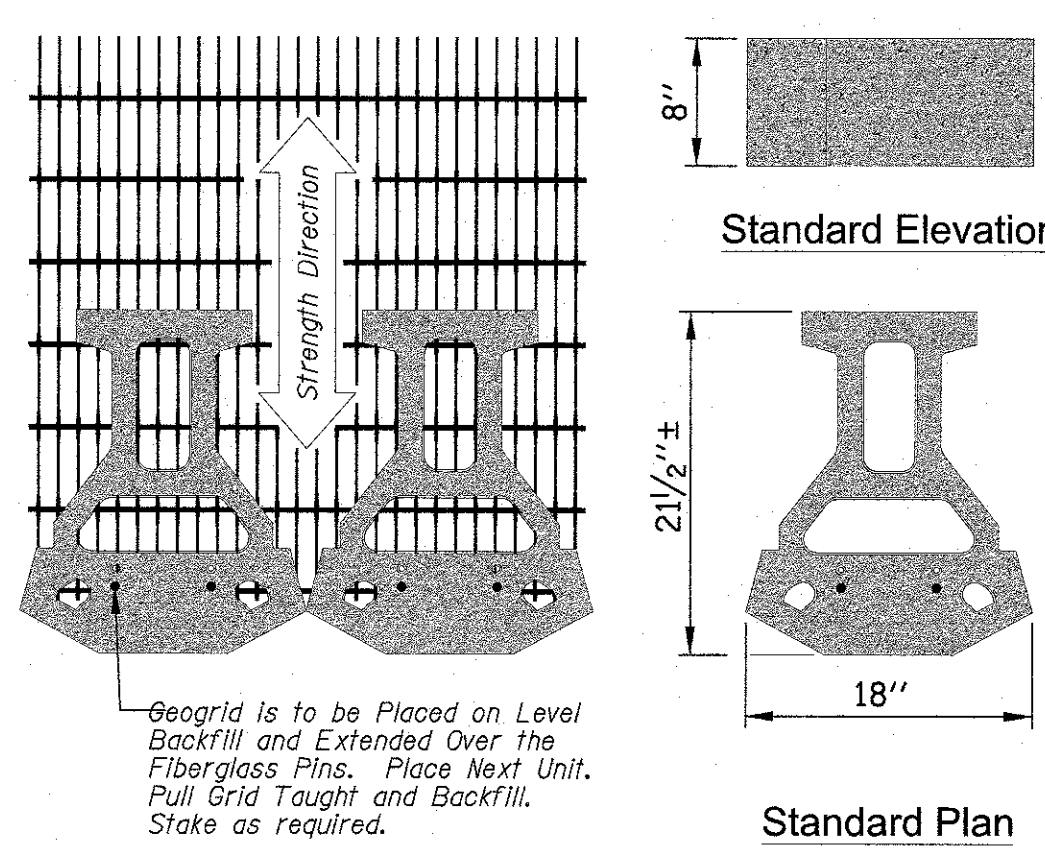
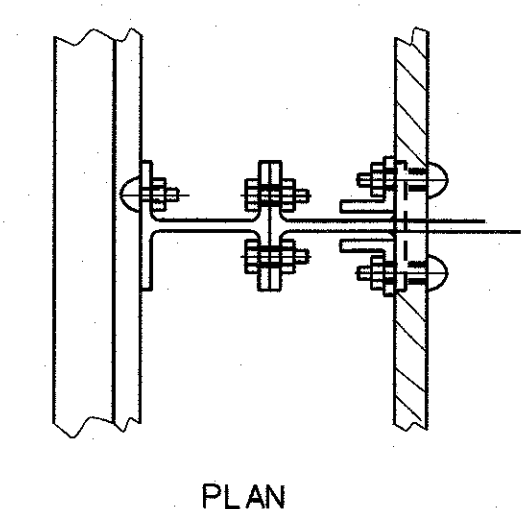
	STATION	OFFSET		ELEVATION
A	106+67.82	12.44'	RT	591.51'
B	106+67.82	17.50'	RT	591.60'
C	106+67.82	22.44'	RT	591.53'
D	106+72.82	12.50'	RT	591.63'
E	106+72.82	17.46'	RT	591.70'
F	106+72.82	22.50'	RT	591.66'
G	106+77.82	12.50'	RT	591.75'
H	106+77.82	17.48'	RT	591.80'
I	106+77.82	22.50'	RT	591.73'
J	106+81.81	12.49'	RT	591.77'
K	106+81.82	17.50'	RT	591.84'
L	106+81.82	22.50'	RT	591.77'



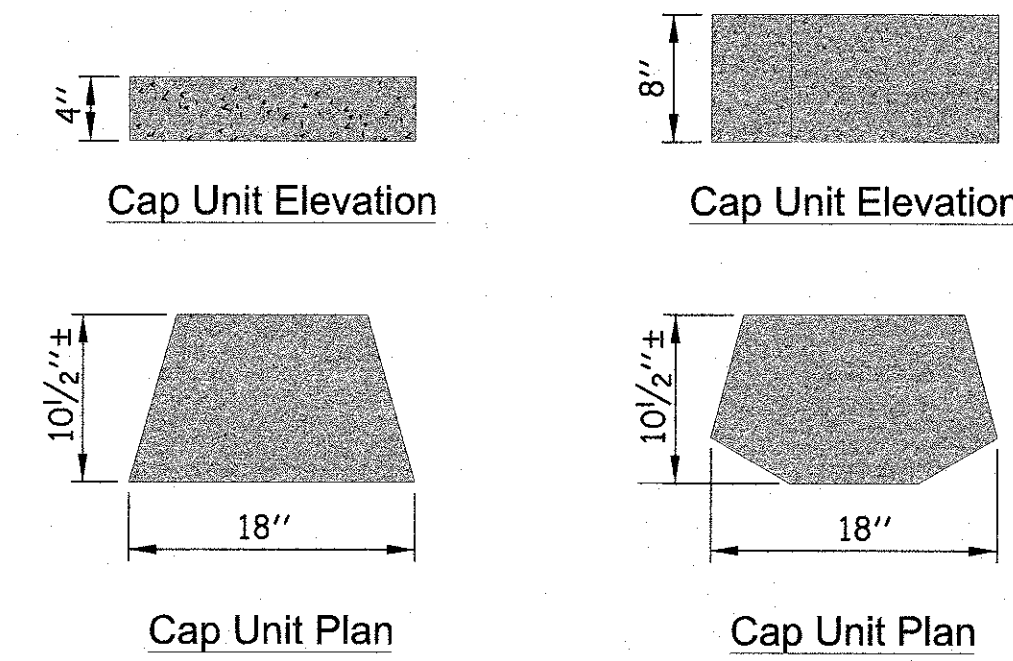
	STATION	OFFSET		ELEVATION
AA	113+77.30	18.48'	RT	605.28'
AB	113+77.30	25.50'	RT	605.44'
AC	113+77.30	30.50'	RT	605.41'
AD	113+72.30	18.48'	RT	605.44'
AE	113+72.32	25.47'	RT	605.54'
AF	113+72.34	30.50'	RT	605.51'
AG	113+67.30	18.48'	RT	605.58'
AH	113+67.32	25.49'	RT	605.68'
AI	113+67.37	30.44'	RT	605.61'
AJ	113+63.69	18.48'	RT	605.68'
AK	113+62.51	25.50'	RT	605.78'
AL	113+61.66	30.50'	RT	605.71'



WOOD POST AND RAIL FENCE DETAILS



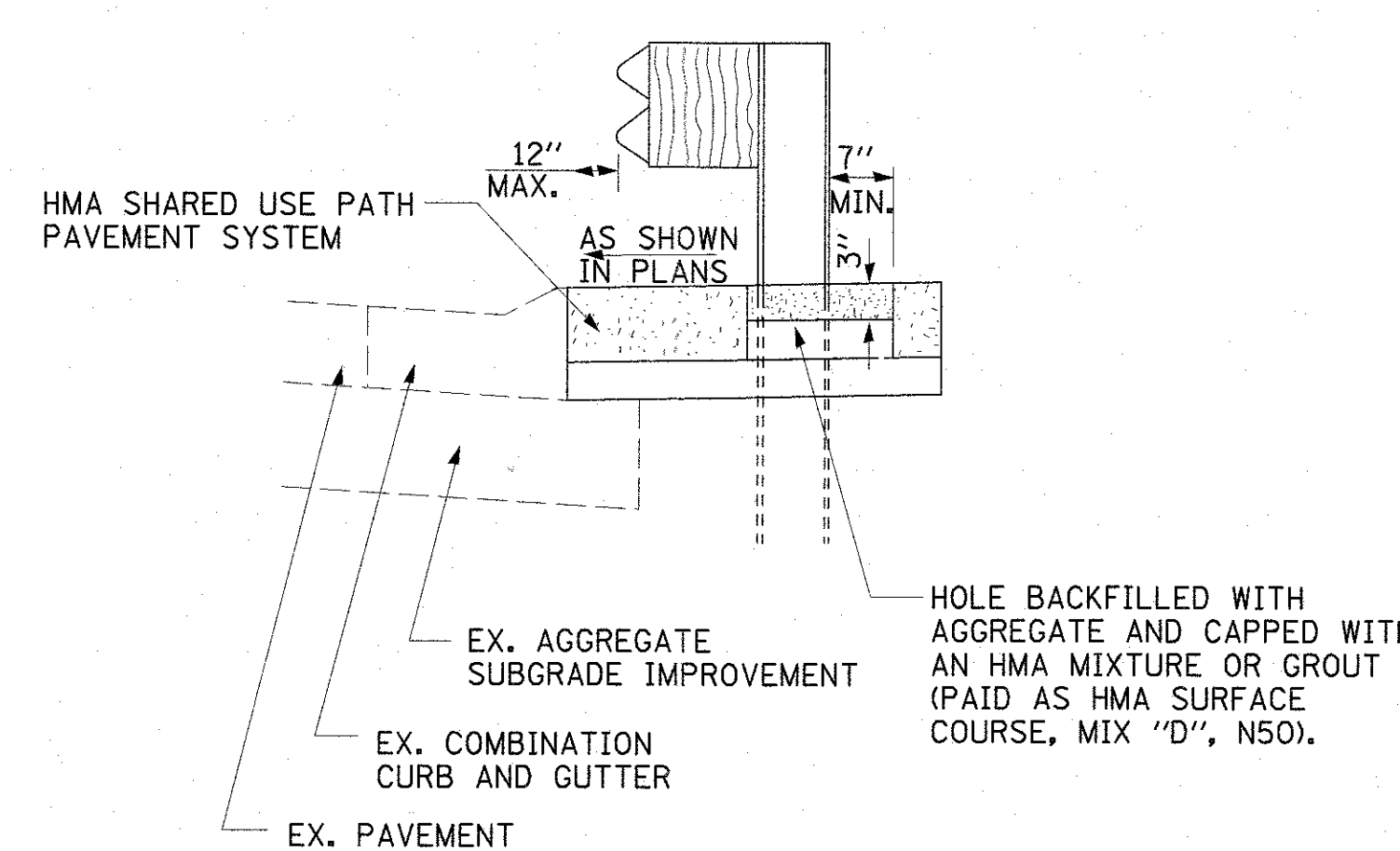
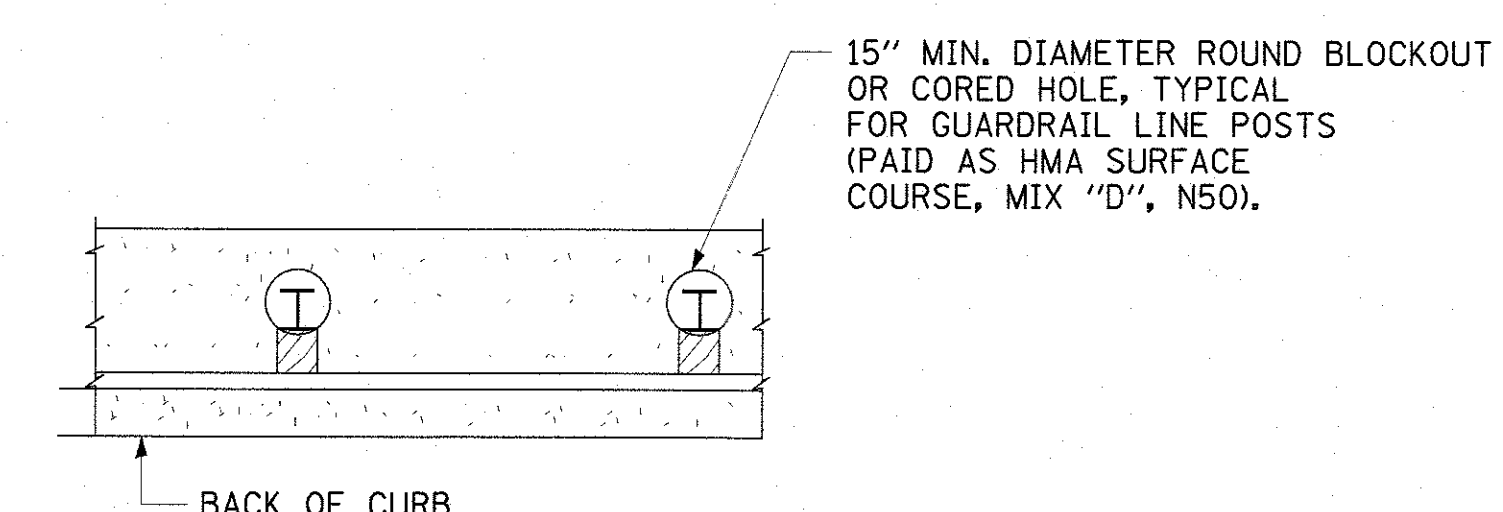
Grid & Pin Connection
Standard Unit
* Dimensions May Vary by Region



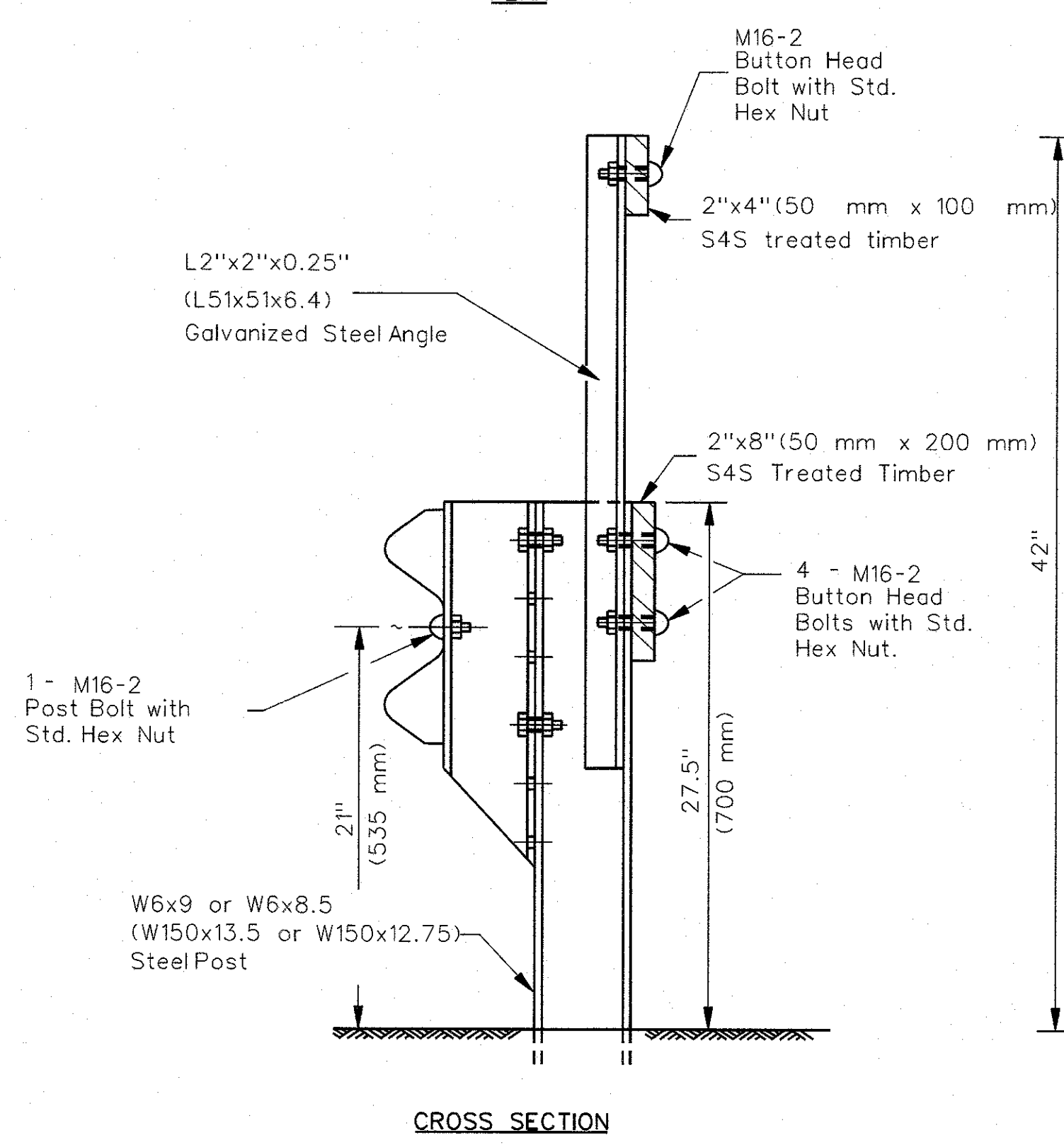
Universal Cap Unit Option
* Dimensions & Availability Will Vary by Region

3-Plane Split Cap Unit Option
* Dimensions & Availability Will Vary by Region

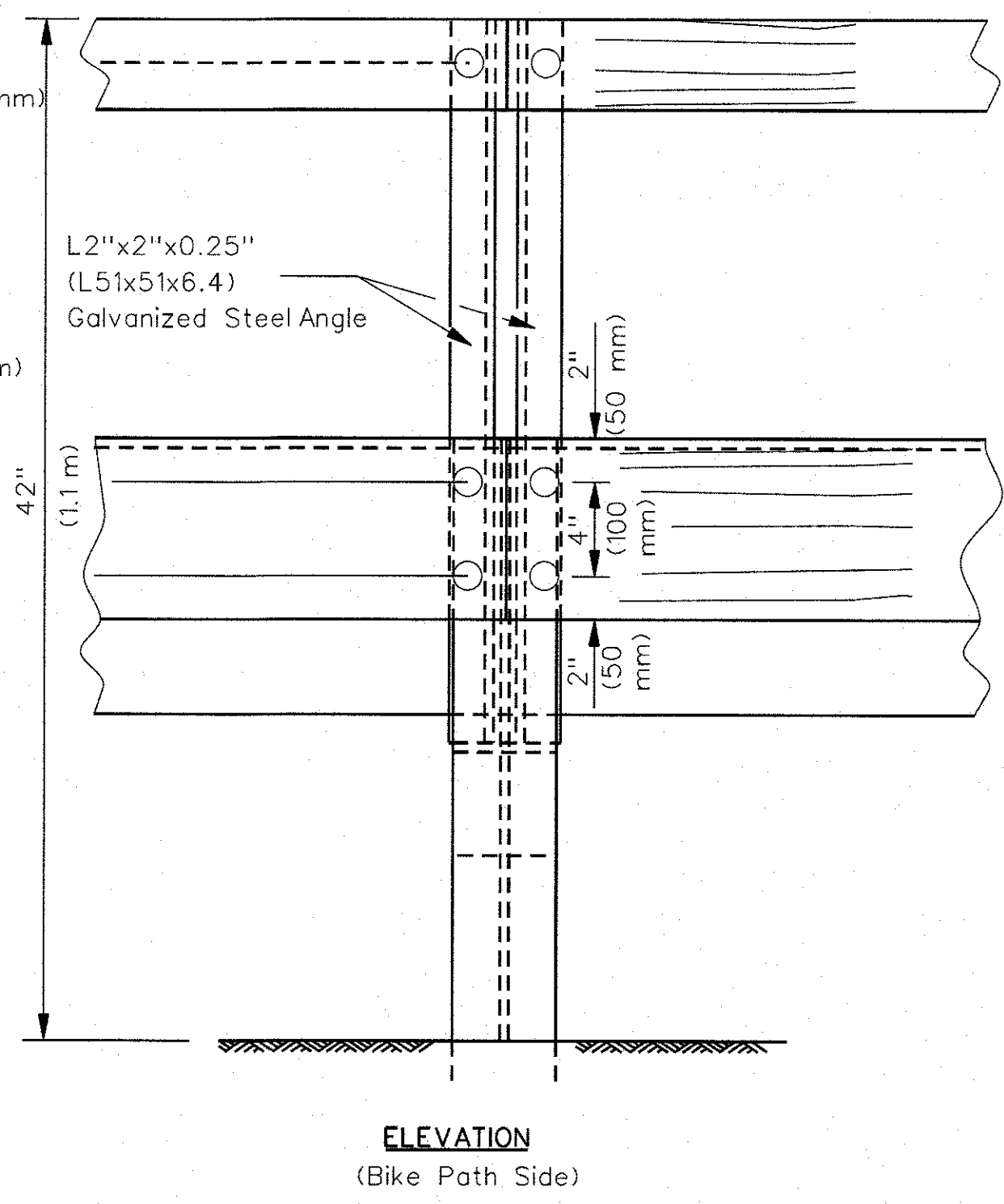
ANTICIPATED UNIT GEOMETRY



HMA PATH AT STEEL BEAM PLATE GUARD RAIL BEHIND CURB AND GUTTER DETAIL
N.T.S.



CROSS SECTION



ELEVATION
(Bike Path Side)

BIKE PATH APPROACH GUARDRAIL ADJUSTMENT

FILE NAME =	USER NAME = mgratzke	DESIGNED -	BLL	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) CONSTRUCTION DETAILS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDWC\160530.0001A\Civil\160530-shr-dgn	LDGN	DRAWN -	VAR	REVISED -										0298	14-F3000-05-BT	WILL	118	56
Default	PLOT SCALE = 20'	CHECKED -	JGS	REVISED -										CONTRACT NO. 61E07				
	PLOT DATE = 8/15/2017	DATE	- 8/14/2017 SEPT	REVISED -										ILLINOIS FED. AID PROJECT				
								SCALE:	N/A	SHEET	1 OF 2 SHEETS	STA.	N/A	TO STA.	N/A			

SEDIMENTATION AND EROSION CONTROL NOTES

1. EROSION AND SEDIMENT CONTROL (SE/SC) MEASURES SHALL BE AS SHOWN ON THE PLANS, DETAILED IN THE SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS, DIRECTED BY THE ENGINEER, AS REQUIRED BY STORM WATER POLLUTION PREVENTION PLAN AND AS REQUIRED BY PERMITS.
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
3. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
4. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR DISTURBANCE.
5. AREAS OR EMBANKMENT HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENGINEER, SHALL BE STABILIZED WITH BLANKET IN COMBINATION WITH SEEDING AND WILL BE PAID FOR AS TEMPORARY EROSION CONTROL SEEDING.
6. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
7. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
8. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABIUZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
9. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
10. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
11. SOIL STOCKPILES SHALL NOT BE LOCATED IN WETLANDS, WETLAND BUFFERS, FLOOD PRONE AREAS, WATERS OF THE U.S, DESIGNATED BUFFER PROTECTING WATERS OF THE US OR IN ISOLATED WATERS OF THE COUNTY.
12. WHEN DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN OR OTHER APPROPRIATE MEASURE.)
13. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENT. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
14. EXCAVATED AREAS AND EMBANKMENT SHALL BE SEEDED/BLANKETED OR TEMPORARILY SEEDED IMMEDIATELY AFTER FINAL GRADING. ANY BARE EARTH THAT WILL NOT HAVE CONSTRUCTION ACTIVITY FOR 7 DAYS SHALL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
15. TEMPORARY EROSION CONTROL SEEDING, PER IDOT STANDARD SPECIFICATION SECTION 280, SHALL BE APPLIED AT A RATE OF 100 LBS/ACRE.
16. PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS, AND AT LOCATIONS AS DIRECTED BY THE ENGINEER, PRIOR TO THE START OF ANY SOIL DISTURBANCE. THE PERIMETER EROSION BARRIER SHALL REMAIN IN PLACE UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AT THIS TIME THE PERIMETER EROSION BARRIER SHALL BE REMOVED AND AREAS DAMAGED BY THE FENCE INSTALLATION RESTORED.
17. THE PLANS SHOW GENERAL STAGING/MAINTENANCE OF TRAFFIC; ADDITIONAL SUB-STAGES MAY BE REQUIRED.
18. SEDIMENT AND EROSION CONTROL ELEMENTS ARE SHOWN ON THE MAINTENANCE OF TRAFFIC SHEETS AND PROPOSED CONDITIONS SHEETS. DETAILS ARE SHOWN IN THE SEDIMENT/EROSION CONTROL DETAILS SHEETS. SEE SPECIAL PROVISIONS, SWPPP, AND PERMITS FOR ADDITIONAL REQUIREMENTS.

COFFERDAMS

MATERIALS: THE CONTRACTOR SHALL USE A WATER INFLATED DAM, SANDBAGS, OR OTHER WATER-TIGHT NON-ERODIBLE COMPLETELY REMOVABLE BARRIER SYSTEM.

SHOP DRAWINGS

- 1) CONSTRUCTION SEQUENCING SCHEDULE WITH ANTICIPATED DATES OF WORK.
- 2) SKETCH SHOWING LOCATION OF PORTABLE COFFERDAM, COFFERDAM EFFECTIVE RETAINING HEIGHT ABOVE DESIGN WATER LEVEL, WATER DEPTHS AND SEDIMENT DEPTHS AT 15' INCREMENTS ALONG CENTERLINE OF COFFERDAM, LOCATION OF DEWATERING PUMPS, CLEARANCE BETWEEN IMPROVEMENT LIMITS AND COFFERDAM, CLEARANCES FOR TEMPORARY ACCESS, AND EROSION\SEDIMENT CONTROL MEASURES NEEDED TO CONSTRUCT THE PROPOSED IMPROVEMENTS WITHIN AND ADJACENT TO THE COFFERDAM.
- 3) LETTER FROM COFFERDAM MANUFACTURER STATING DESIGN OF THE MATERIALS AND INSTALLATION RECOMMENDATIONS ARE CONSISTENT WITH THE FOLLOWING ITEMS: CONTRACTOR'S SKETCH, CONTRACTOR'S MEANS/METHOD OF CONSTRUCTION, CONTRACTOR'S SEQUENCING SCHEDULE AND ANTICIPATED DATES OF WORK, STORM WATER POLLUTION PREVENTION PLAN AND ALL PROJECT PERMITS, EXCESS SLOPE, DYNAMIC LOADS RESULTING FROM WAVE ACTIONS, MOUNTING SURFACE IRREGULARITIES, AND CHANGES IN INTERRELATED HYDROLOGICAL CONDITIONS HAVE BEEN ADDRESSED BY THE MANUFACTURER'S RECOMMENDATIONS.
- 4) DESIGN CALCULATIONS SHOWING THE PROPOSED DESIGN, METHOD OF CONSTRUCTION, REMOVAL AND OTHER DETAILS LEFT OPEN TO CHOICE OR NOT FULLY DETAILED ON THE PLANS. THE DESIGN AND METHOD OF CONSTRUCTION SHALL PROVIDE, WITHIN THE MEASUREMENT LIMITS SPECIFIED IN ARTICLE 502.12, NECESSARY CLEARANCE FROM PROPOSED AND TEMPORARY ELEMENTS. THESE CALCULATIONS AND DRAWINGS SHALL BE PREPARED AND SEALED BY AN ILLINOIS LICENSED STRUCTURAL ENGINEER AND SUBMITTED TO THE ENGINEER.

CONSTRUCTION REQUIREMENTS: PORTABLE COFFERDAM SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS BASED ON SHOP DRAWINGS AS APPROVED BY THE ENGINEER.

CONSTRUCTION SEQUENCING

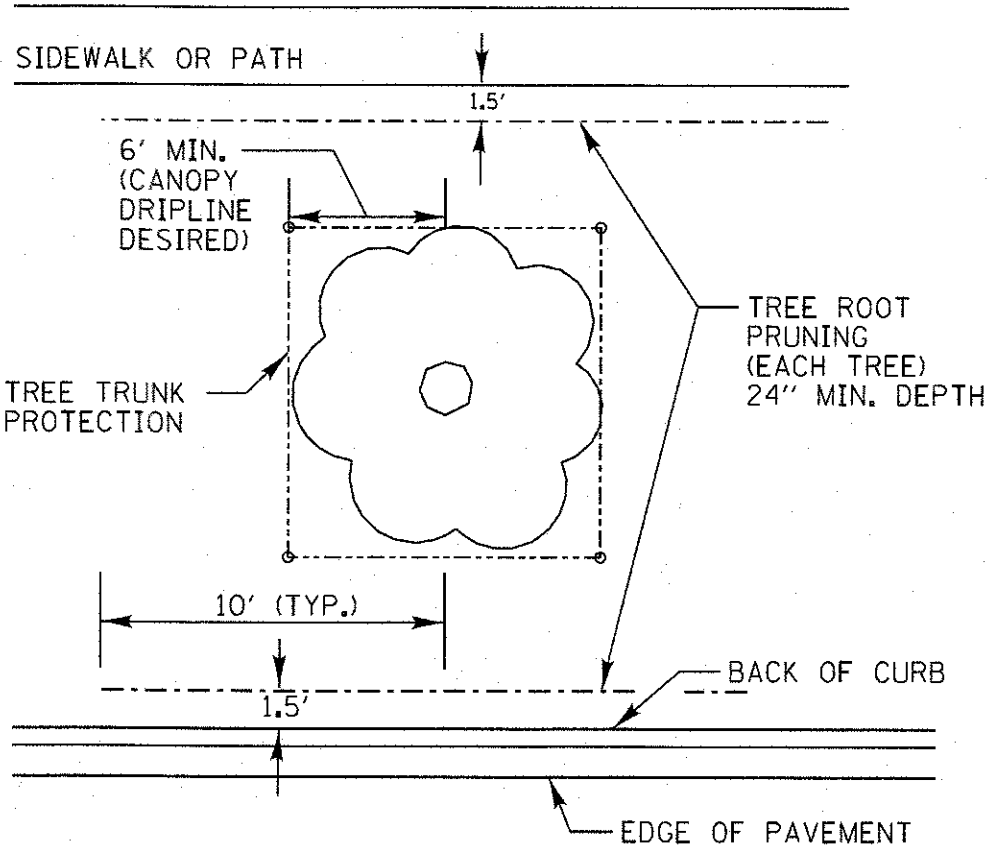
- WEST OF NORTHWEST FRONTAGE ROAD.
- 1) INSTALLATION OF TEMPORARY SE/SC MEASURES; PERIMETER EROSION BARRIER AND SEDIMENTATION BASINS/TRAPS. MAINTAIN ALL SE/SC MEASURES THROUGHOUT CONSTRUCTION SEQUENCING.
- 2) INSTALL MOT ON BLACK ROAD
- 3) REMOVE GUARDRAIL ON BLACK ROAD.
- 4) TREE REMOVAL AND CLEARING FOR CONSTRUCTION ACCESS CORRIDORS.
- 5) INSTALL THEN DEWATER COFFERDAM IN DUPAGE RIVER AROUND PIER 1 AND PIER 2
- 6) INSTALL MATTING IN DEWATERED COFFERDAM AT PIER 1, PIER 2 AND IN CONSTRUCTION ACCESS CORRIDORS.
- 7) BUILD RIVER BRIDGE SUB STRUCTURE.
- 8) INSTALL RIP-RAP AT PIERS, THEN REMOVE COFFERDAMS AND MATTING.
- 9) RESTORE CONSTRUCTION ACCESS CORRIDORS.
- 10) BUILD RIVER BRIDGE ABUTMENTS.
- 11) SET PRE-FABRICATED BRIDGE DECKS OVER DUPAGE RIVER.
- 12) STRIP AND REMOVE TOPSOIL IN AREAS OF PROPOSED GRADING. NO STRIPPING OF TOPSOIL SHALL OCCUR WITHIN WETLAND AREAS OR WETLAND BUFFER AREAS.
- 13) BUILD RIVER BRIDGE RETAINING WALLS.
- 14) INSTALL THE BITUMINOUS/CONCRETE PATH AND APPURTENANCES.
- 15) PLACE RIP-RAP, TOPSOIL, SEEDING AND EROSION CONTROL BLANKET.
- 16) REINSTALL GUARDRAIL.
- 17) REMOVE TEMPORARY SE/SC DEVICES WITHIN STABALIZED AREAS.
- 18) REMOVE MOT ON BLACK ROAD.
- EAST OF NORTHWEST FRONTAGE ROAD.
- 5) INSTALLATION OF TEMPORARY SE/SC MEASURES; PERIMETER EROSION BARRIER AND SEDIMENTATION BASINS/TRAPS. MAINTAIN ALL SE/SC MEASURES THROUGHOUT CONSTRUCTION SEQUENCING.
- 6) INSTALL MOT ON BLACK ROAD
- 7) REMOVE GUARDRAIL ON BLACK ROAD.
- 8) TREE REMOVAL AND CLEARING FOR CONSTRUCTION.
- 9) BUILD I-55 BRIDGE SUB STRUCTURE AND ABUTMENTS.
- 10) SET PRE-FABRICATED BRIDGE DECKS OVER I-55.
- 11) STRIP AND REMOVE TOPSOIL IN AREAS OF PROPOSED GRADING. NO STRIPPING OF TOPSOIL SHALL OCCUR WITHIN WETLAND AREAS OR WETLAND BUFFER AREAS.
- 12) BUILD I-55 BRIDGE RETAINING WALLS.
- 13) INSTALL THE BITUMINOUS/CONCRETE PATH AND APPURTENANCES.
- 14) PLACE RIP-RAP, TOPSOIL, SEEDING AND EROSION CONTROL BLANKET.
- 15) REINSTALL GUARDRAIL.
- 16) REMOVE TEMPORARY SE/SC DEVICES WITHIN STABILIZED AREAS.
- 17) REMOVE MOT ON BLACK ROAD.

CONSTRUCTION STAGING, AND MAINTENANCE OF TRAFFIC

1. CONTRACTOR SHALL NOT STOCKPILE/STORE EQUIPMENT, MATERIALS OR VEHICLES ON BRIDGES, WITHIN THE FLOODPLAIN, OR OUTSIDE THE LIMITS OF CONSTRUCTION.
2. CONTRACTOR SHALL SUBMIT CONSTRUCTION SEQUENCING PLAN TO THE ENGINEER. PLAN SHALL INCLUDE CONSTRUCTION STAGING SEQUENCE AND DURATION, CONSTRUCTION EQUIPMENT ACCESS ROUTE, ERECTION PLAN WITH SEQUENCE AND DURATION, ALL ITEMS NEEDED TO COMPLY WITH USACOE PERMIT AND OTHER PERMITS, ALL ITEMS NEEDED TO COMPLY WITH THE PLANS AND SPECIAL PROVISIONS. CONTRACTOR SHALL NOT BEGIN WORK UNTIL CONSTRUCTION SEQUENCING PLAN IS APPROVED BY ENGINEER.
3. MATERIALS AND EQUIPMENT SHALL NOT BE STORED WITHIN 15 FEET OF THE EDGE OF PAVEMENT UNLESS APPROVED BY THE ENGINEER AND PROTECTED BY A NATURAL OR MANMADE BARRIER IN ACCORDANCE WITH ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

1. ALL TREES OUTSIDE OF IMPROVEMENT FOOTPRINT ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
2. ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCLUDED IN THE COST OF TOPSOIL EXCAVATION AND PLACEMENT.
3. TREE PRUNING AND TREE ROOT PRUNING SHALL OCCUR PRIOR TO ANY CONSTRUCTION EQUIPMENT ENTERING JOB SITE.
4. THE CONTRACTOR SHALL REMOVE ALL CUT BRUSH AND WOOD CHIPS FROM THE PROJECT.



TREE & ROOT PROTECTION

SEEDING

SEEDING, CLASS 4A (MODIFIED)
INTERSEEDING, CLASS 4A (MODIFIED)

Buffer/Mesic Prairie		NWL to Limits of Seeding
Botanical Name	Common Name	PLS lbs/acre
Andropogon gerardii	Big Bluestem	4
Bromus ciliatus	Fringed Brome	1
Bromus pubescens	Woodland Brome	1
Bouteloua curtipendula	Side Oats Grama	2
Elymus canadensis	Canada Wild Rye	3
Elymus histrix	Bottle Brush Grass	1
Elymus riparius	Riverbank Wild Rye	1
Elymus virginicus	Virginia Wild Rye	3
Glyceria striata	Fowl Manna Grass	1
Panicum virgatum	Switch Gras	1.5
Poa palustris	Fowl Bluegrass	1
Schizachyrium scoparium	Little Bluestem	3
Sorghastrum nutans	Indian Grass	3
Total		25.5
Temporary Cover		Bulk lbs/acre
Avena sativa	Common Oat	90

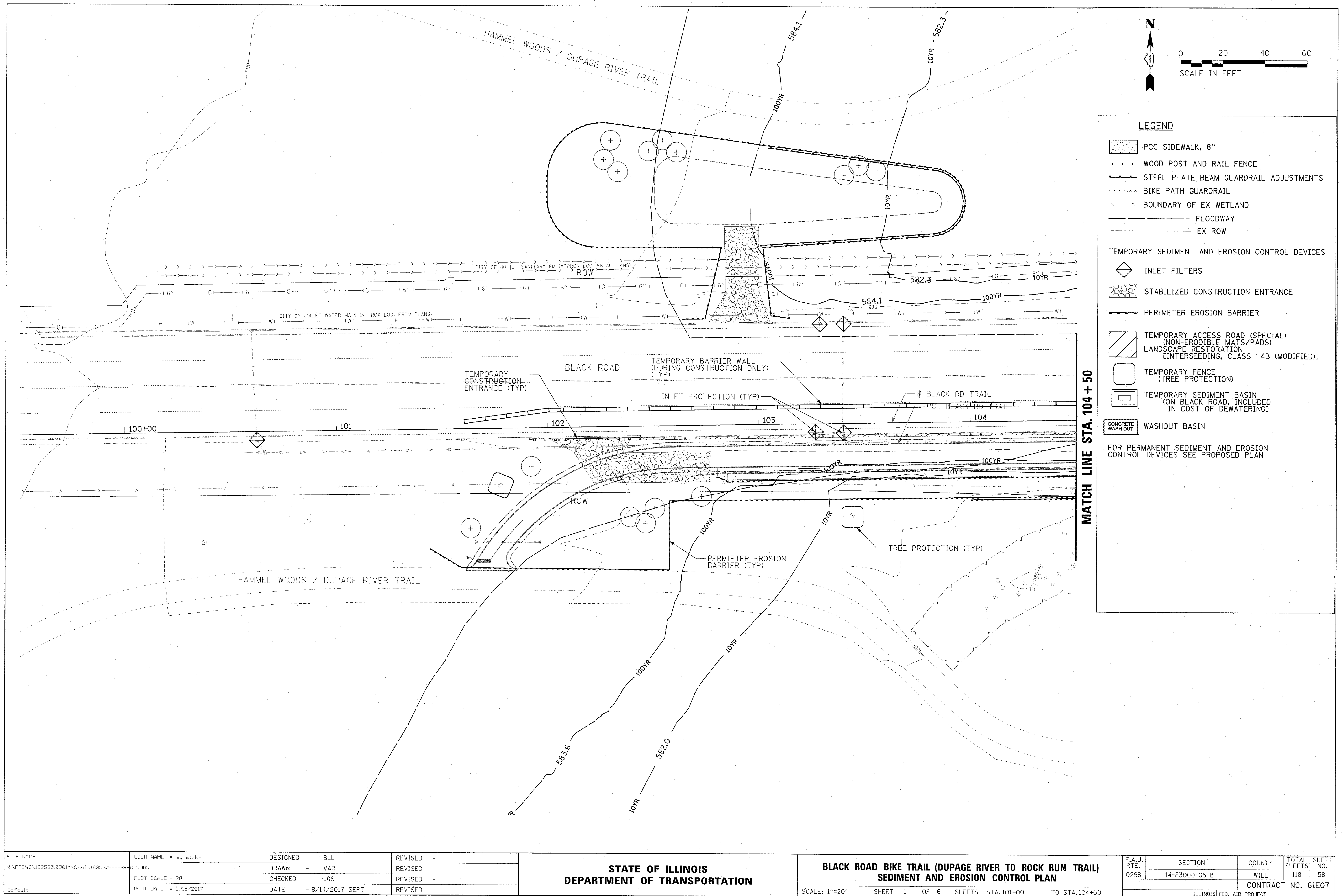
SEEDING, CLASS 4B (MODIFIED)
INTERSEEDING, CLASS 4B (MODIFIED)

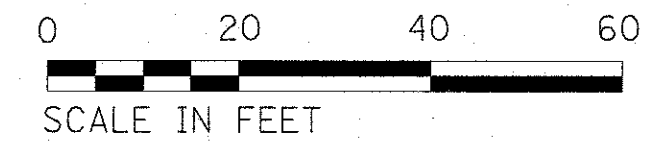
Wet Prairie		NWL to 2' above NWL
Botanical Name	Common Name	PLS lbs/acre
Carex lurida	Bottlebrush Sedge	0.3
Carex vulpinoidea	Brown Fox Sedge	0.6
Elymus histrix	Bottle Brush Grass	1
Elymus riparius	Riverbank Wild Rye	1
Elymus virginicus	Virginia Wild Rye	3
Glyceria striata	Fowl Manna Grass	1
Juncus effusus	Common Rush	0.3
Juncus torreyi	Torrey's Rush	0.3
Leersia oryzoides	Rice Cut Grass	3
Panicum virgatum	Switch Grass	3
Poa palustris	Fowl Bluegrass	1.5
Puccinellia pallida	Pale Manna Grass	0.5
Scirpus atrovirens	Dark Green Rush	0.6
Scirpus cyperinus	Wool Grass	0.6
Scirpus fluvialis	River Bulrush	0.2
Scirpus validus	Great Bulrush	0.6
Zizania aquatica	Wild Rice	0.5
Total		18
Temporary Cover		Bulk lbs/acre
Avena sativa	Common Oat	90

INTERSEEDING

1. INTERSEEDING TO BE PLACED AT LOCATIONS SHOWN IN PLANS AND IN LOCATIONS AS DIRECTED BY THE ENGINEER.

FILE NAME = N:\FPDW\160530.0001A\Civil\160530-shr-se-not.dgn Default	USER NAME = jmllder not.dgn PLOT SCALE = 20' PLOT DATE = 9/7/2017	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) SEDIMENT AND EROSION CONTROL NOTES			F.A.U. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - VAR	REVISED -					0298	14-F3000-05-BT	WILL	118	57	
		CHECKED - JCS	REVISED -					CONTRACT NO. 61E07					
		DATE - 8/14/2017 SEPT	REVISED -					ILLINOIS FED. AID PROJECT					
		SCALE: 1"=20'			SHEET 1 OF 1 SHEETS			STA. TO STA.					





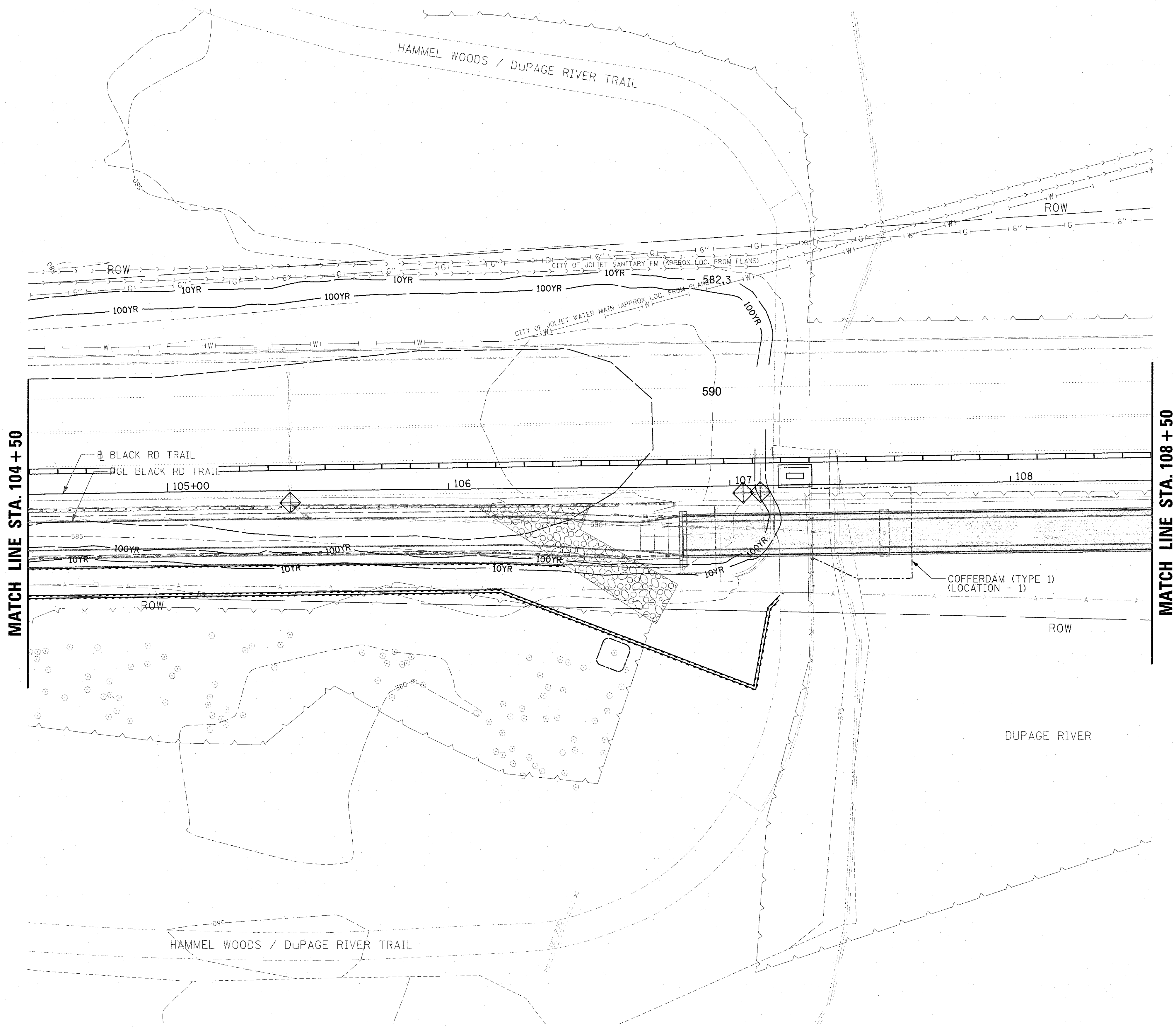
LEGEND

- PCC SIDEWALK, 8"
- WOOD POST AND RAIL FENCE
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
- BIKE PATH GUARDRAIL
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW

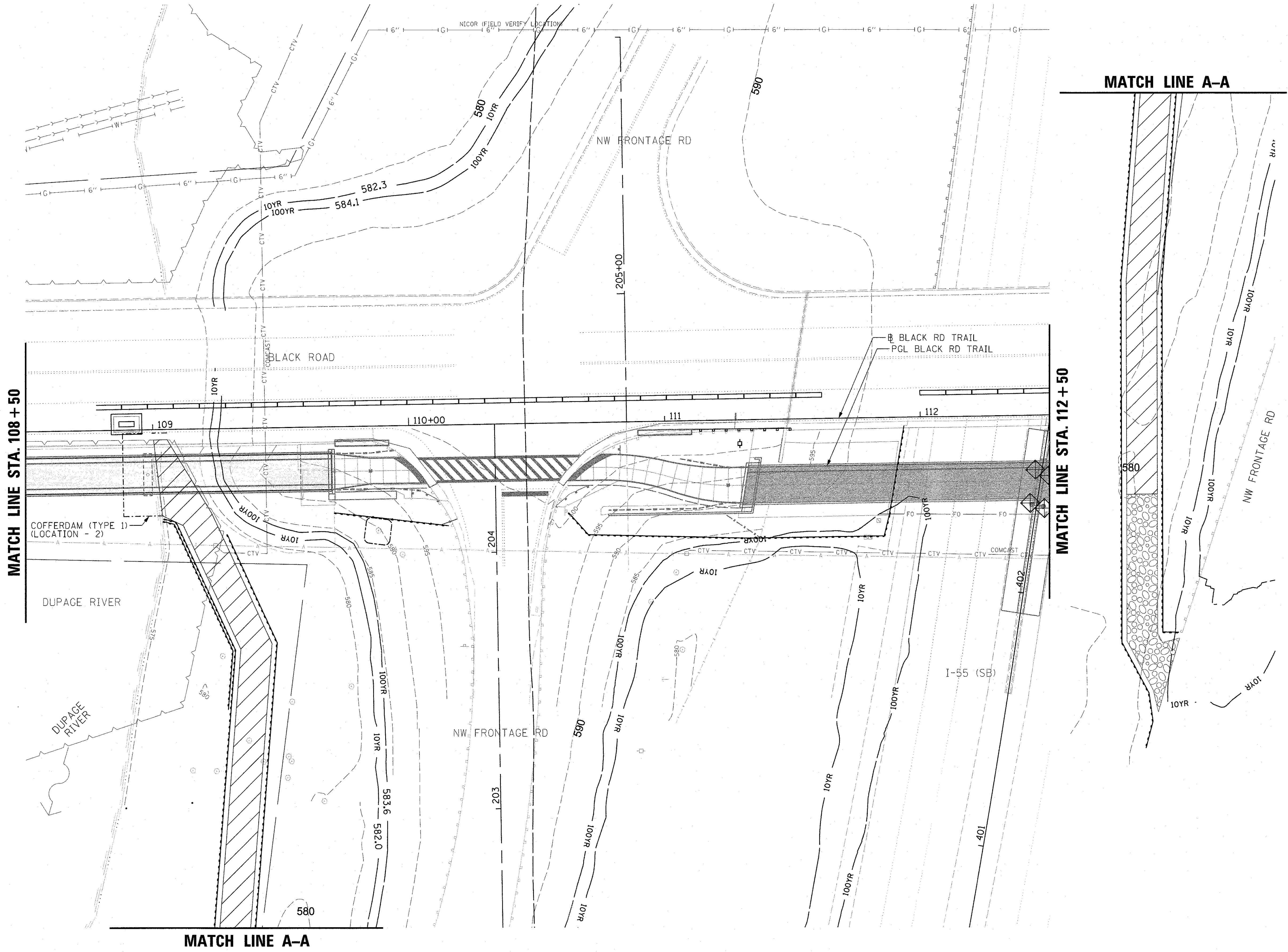
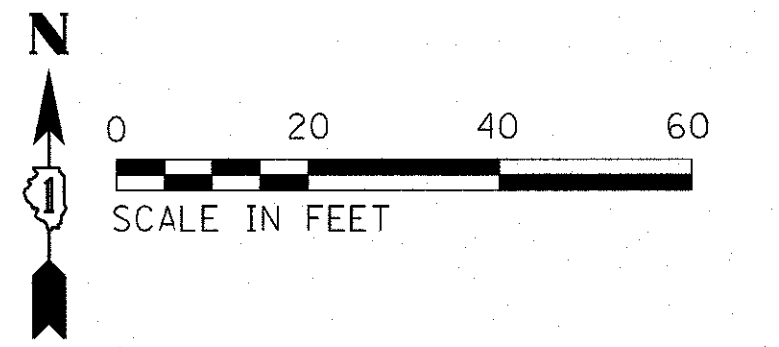
TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES

- INLET FILTERS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER
- TEMPORARY ACCESS ROAD (SPECIAL) (NON-ERODIBLE MATS/PADS) LANDSCAPE RESTORATION [INTERSEEDING, CLASS 4B (MODIFIED)]
- TEMPORARY FENCE (TREE PROTECTION)
- TEMPORARY SEDIMENT BASIN (ON BLACK ROAD, INCLUDED IN COST OF DEWATERING)
- WASHOUT BASIN

FOR PERMANENT SEDIMENT AND EROSION CONTROL DEVICES SEE PROPOSED PLAN



FILE NAME =	USER NAME = mgretzke	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) SEDIMENT AND EROSION CONTROL PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -			SCALE: 1"=20'	SHEET 2 OF 6 SHEETS	STA. 104+50	TO STA. 108+50	ILLINOIS FED. AID PROJECT	



LEGEND

PCC SIDEWALK, 8"

WOOD POST AND RAIL FENCE

STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS

BIKE PATH GUARDRAIL

BOUNDARY OF EX WETLAND

FLOODWAY

EX ROW

TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES

INLET FILTERS

STABILIZED CONSTRUCTION ENTRANCE

PERIMETER EROSION BARRIER

TEMPORARY ACCESS ROAD (SPECIAL) (NON-ERODIBLE MATS/PADS)

LANDSCAPE RESTORATION (INTERSEEDING, CLASS 4B (MODIFIED))

TEMPORARY FENCE (TREE PROTECTION)

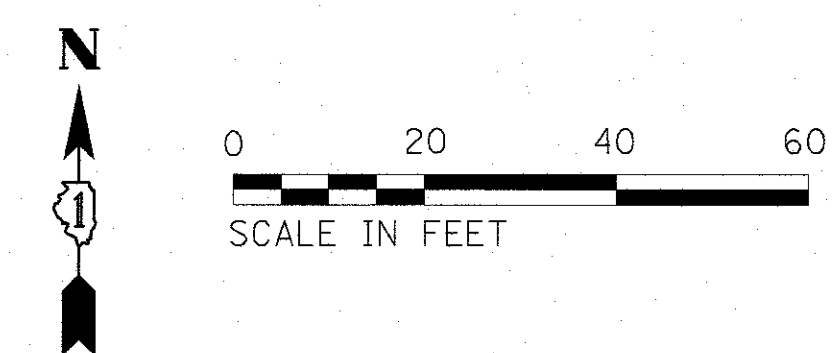
TEMPORARY SEDIMENT BASIN (ON BLACK ROAD, INCLUDED IN COST OF DEWATERING)

CONCRETE WASH OUT

WASHOUT BASIN

FOR PERMANENT SEDIMENT AND EROSION CONTROL DEVICES SEE PROPOSED PLAN

FILE NAME =	USER NAME = j.miller	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) SEDIMENT AND EROSION CONTROL PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: 1"=20'						SHEET 3 OF 6 SHEETS STA. 108+50 TO STA. 112+50				



 PCC SIDEWALK, 8"

 WOOD POST AND RAIL FENCE

 STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS

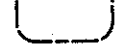
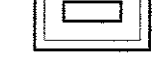
 BIKE PATH GUARDRAIL

 BOUNDARY OF EX WETLAND

 FLOODWAY

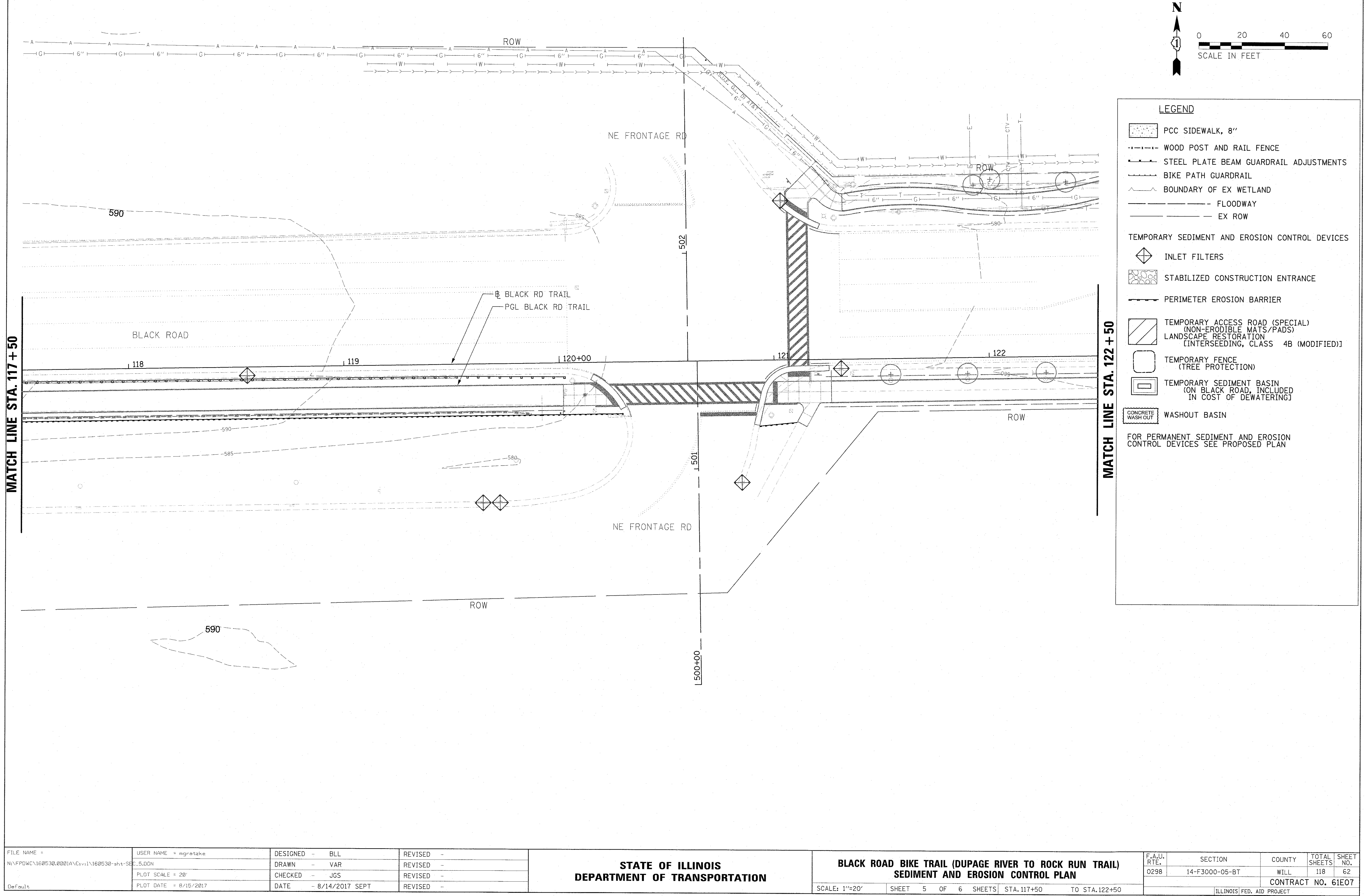
 EX ROW

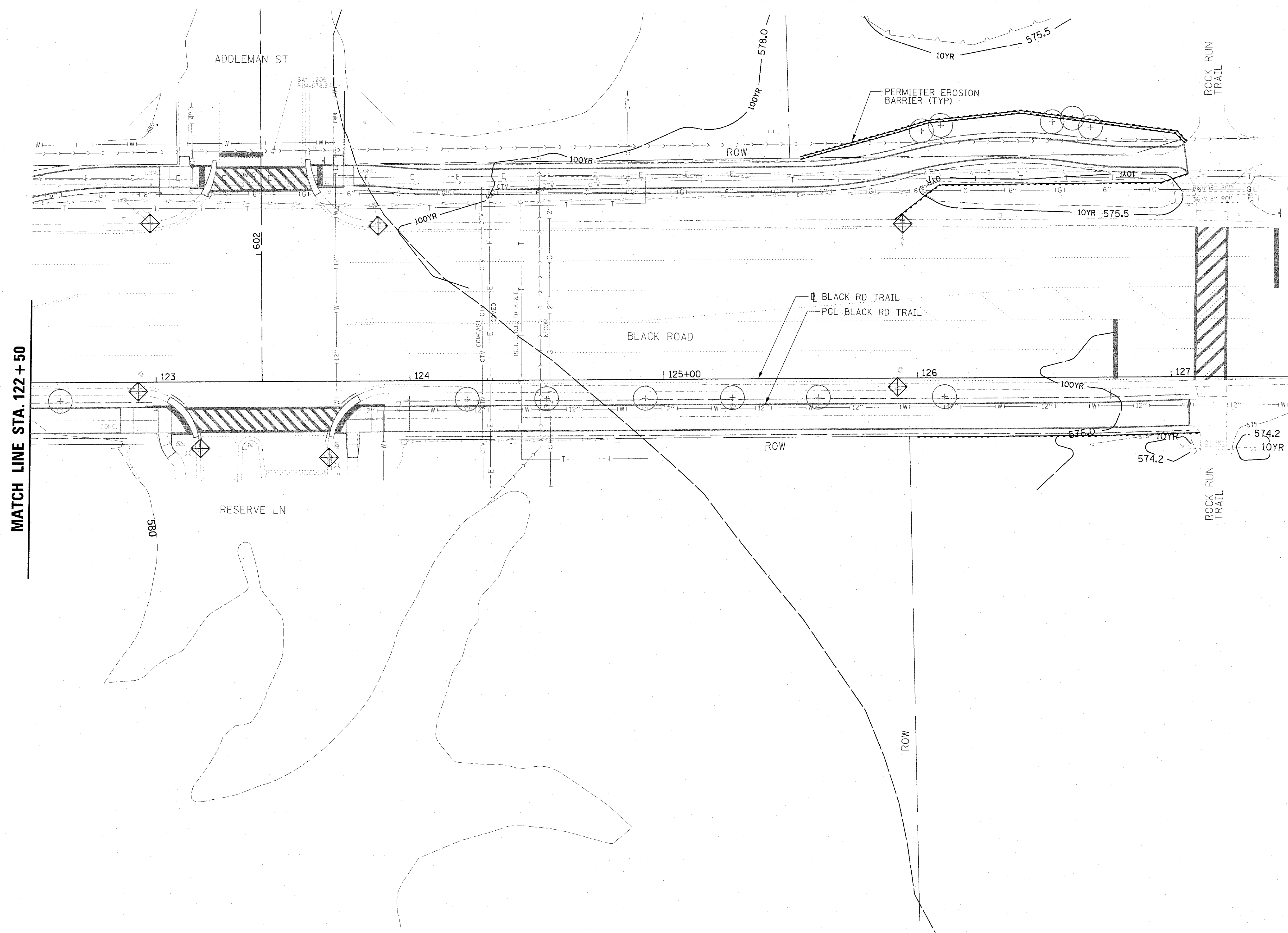
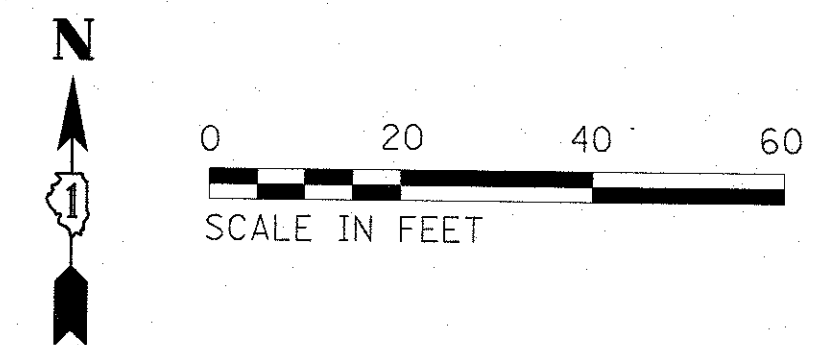
 INLET FILTERS
 STABILIZED CONSTRUCTION ENTRANCE
 PERIMETER EROSION BARRIER

- | | |
|---|---|
|  | TEMPORARY ACCESS ROAD (SPECIAL)
(NON-ERODIBLE MATS/PADS)
LANDSCAPE RESTORATION
[INTERSEEDING, CLASS 4B (MODIFIED)] |
|  | TEMPORARY FENCE
(TREE PROTECTION) |
|  | TEMPORARY SEDIMENT BASIN
(ON BLACK ROAD, INCLUDED
IN COST OF DEWATERING) |
|  | WASHOUT BASIN |

FOR PERMANENT SEDIMENT AND EROSION
CONTROL DEVICES SEE PROPOSED PLAN

FILE NAME =	USER NAME = mgratzke	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) SEDIMENT AND EROSION CONTROL PLAN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -										
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LEGEND

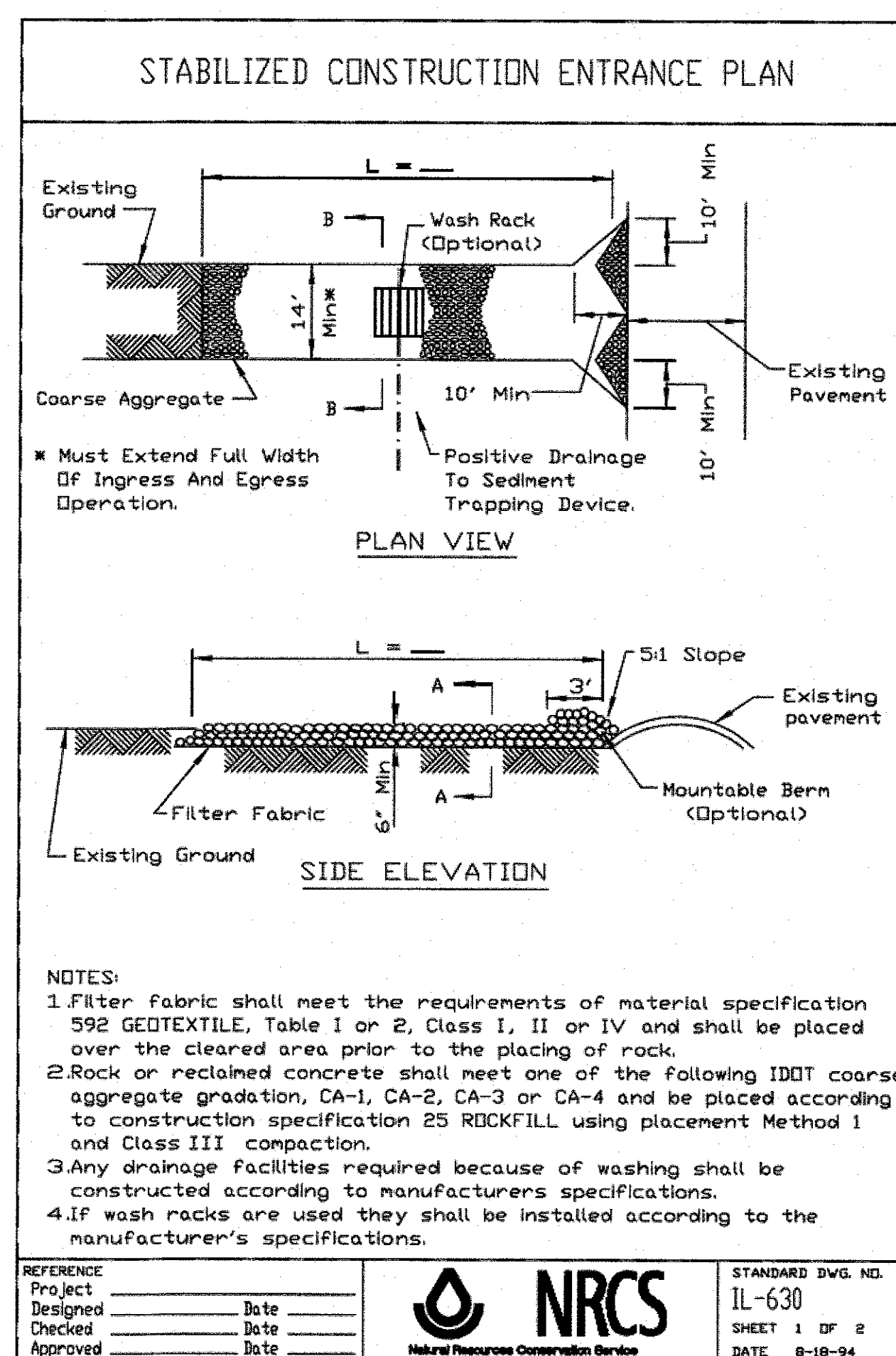
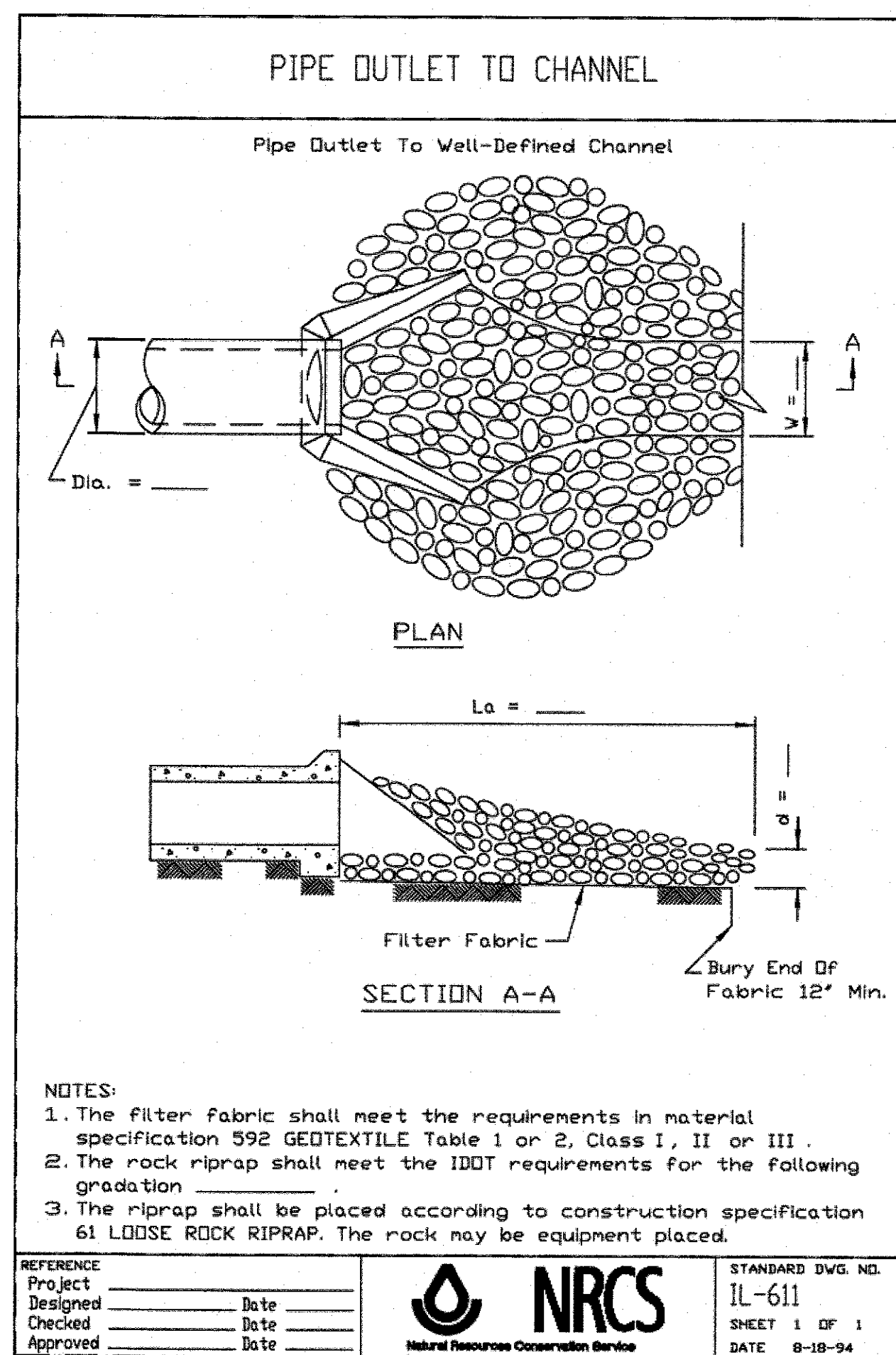
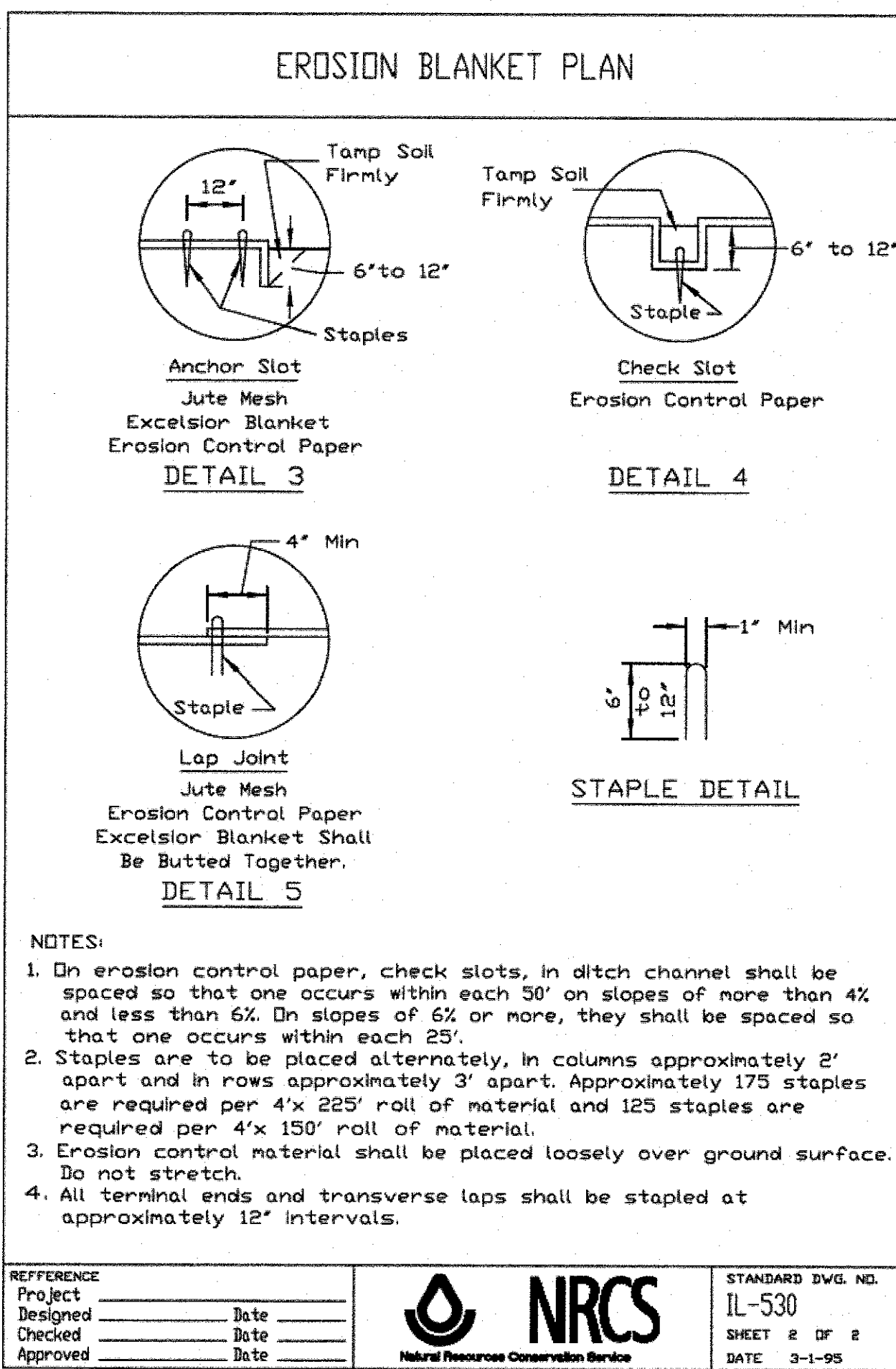
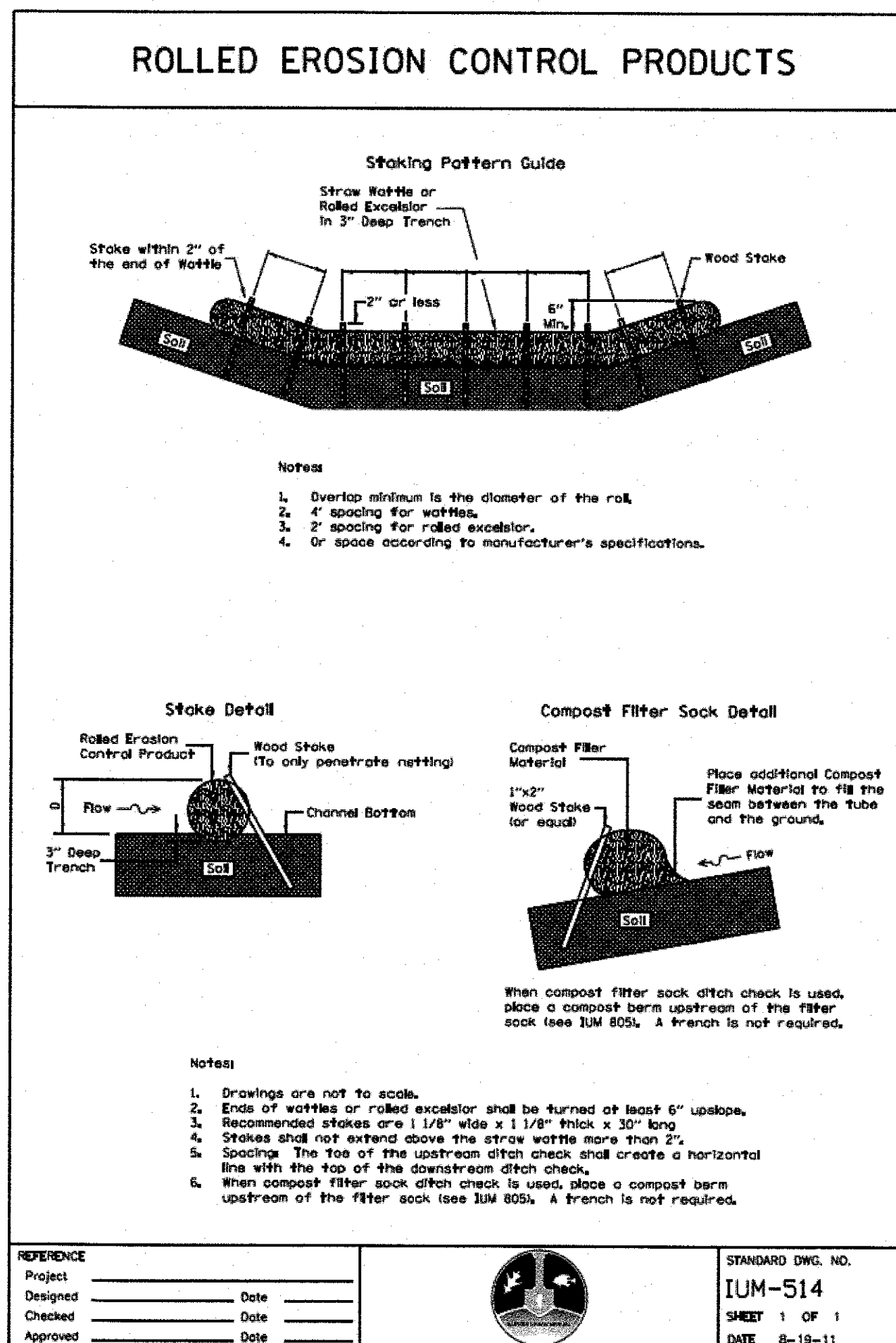
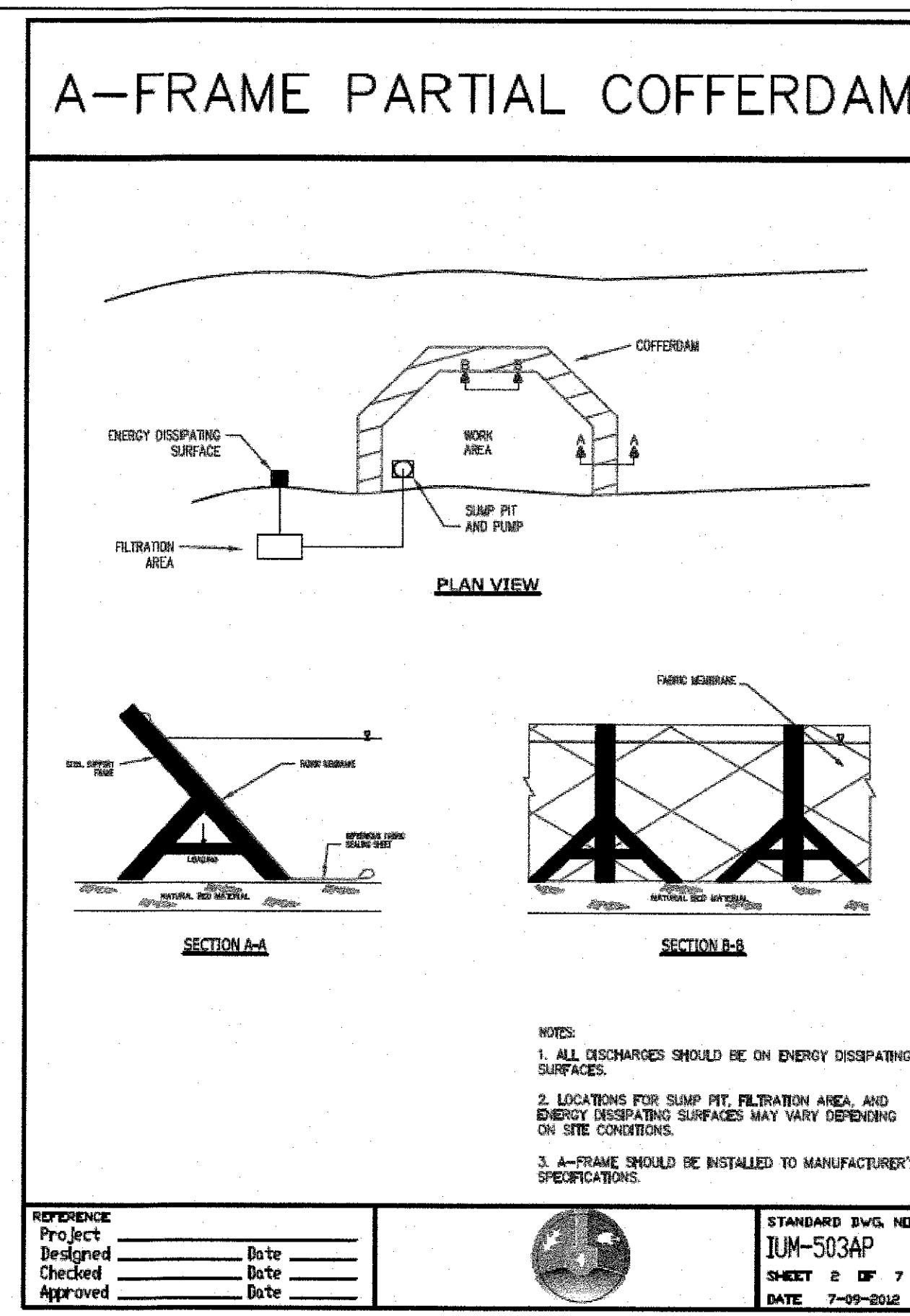
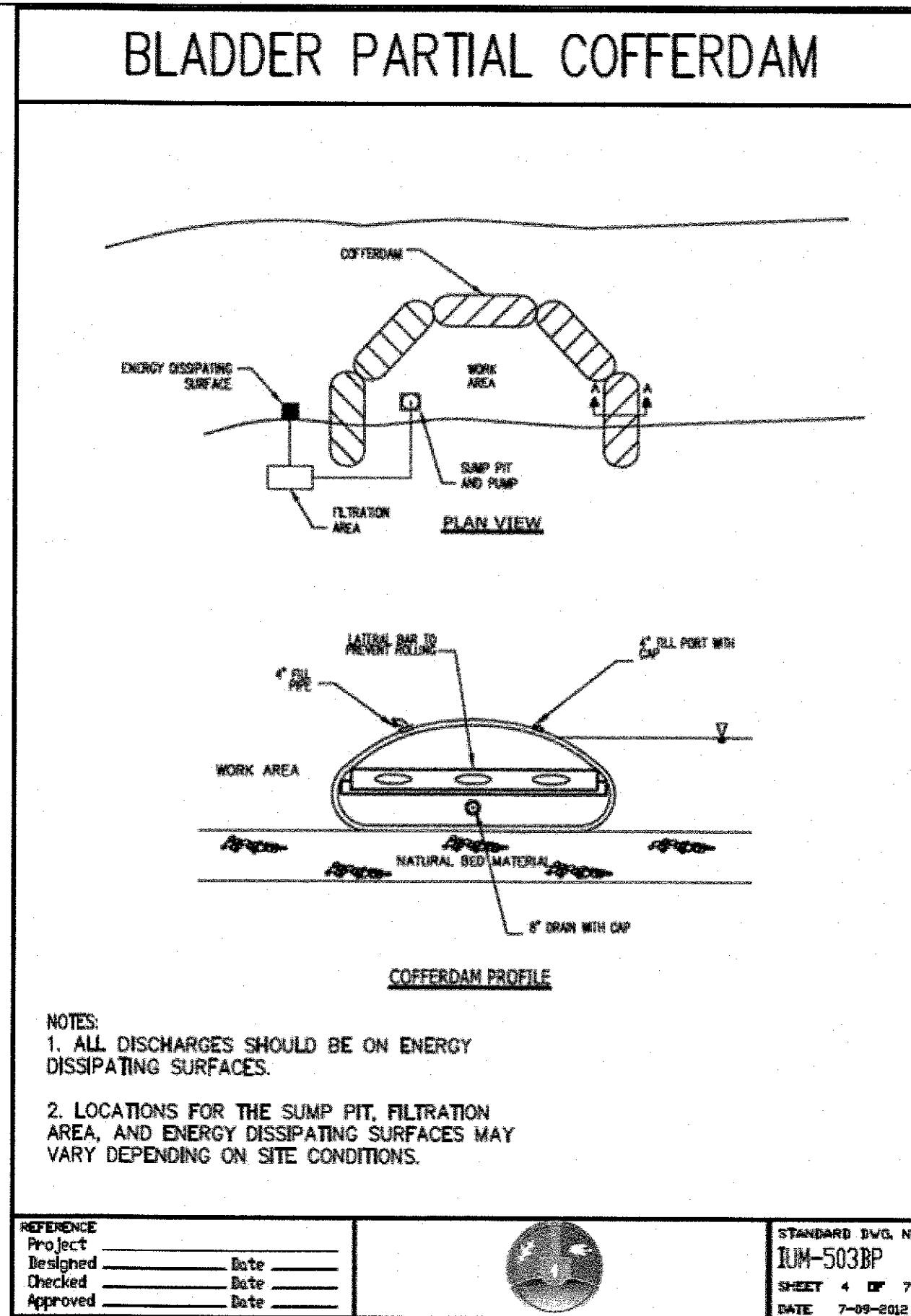
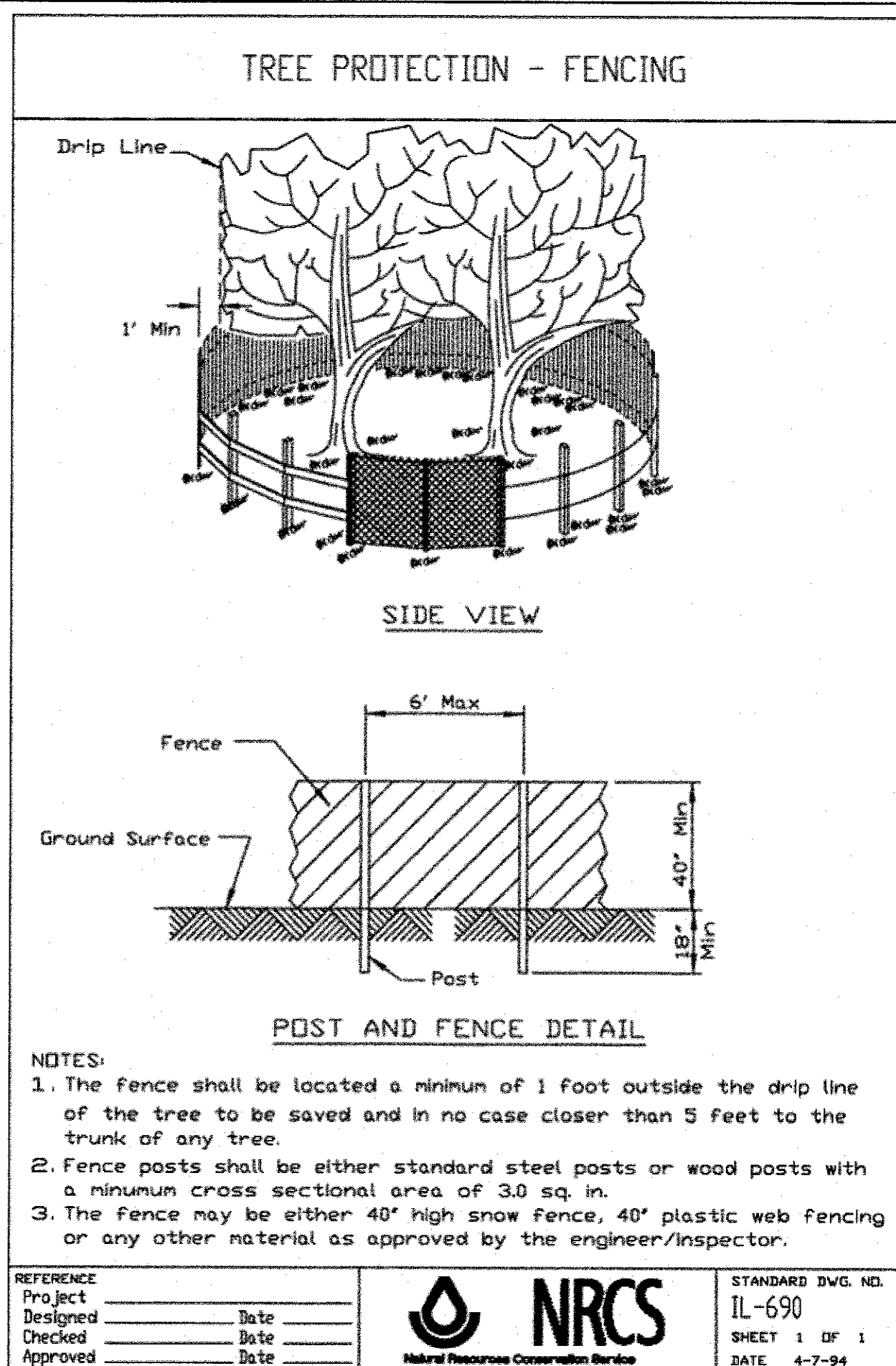
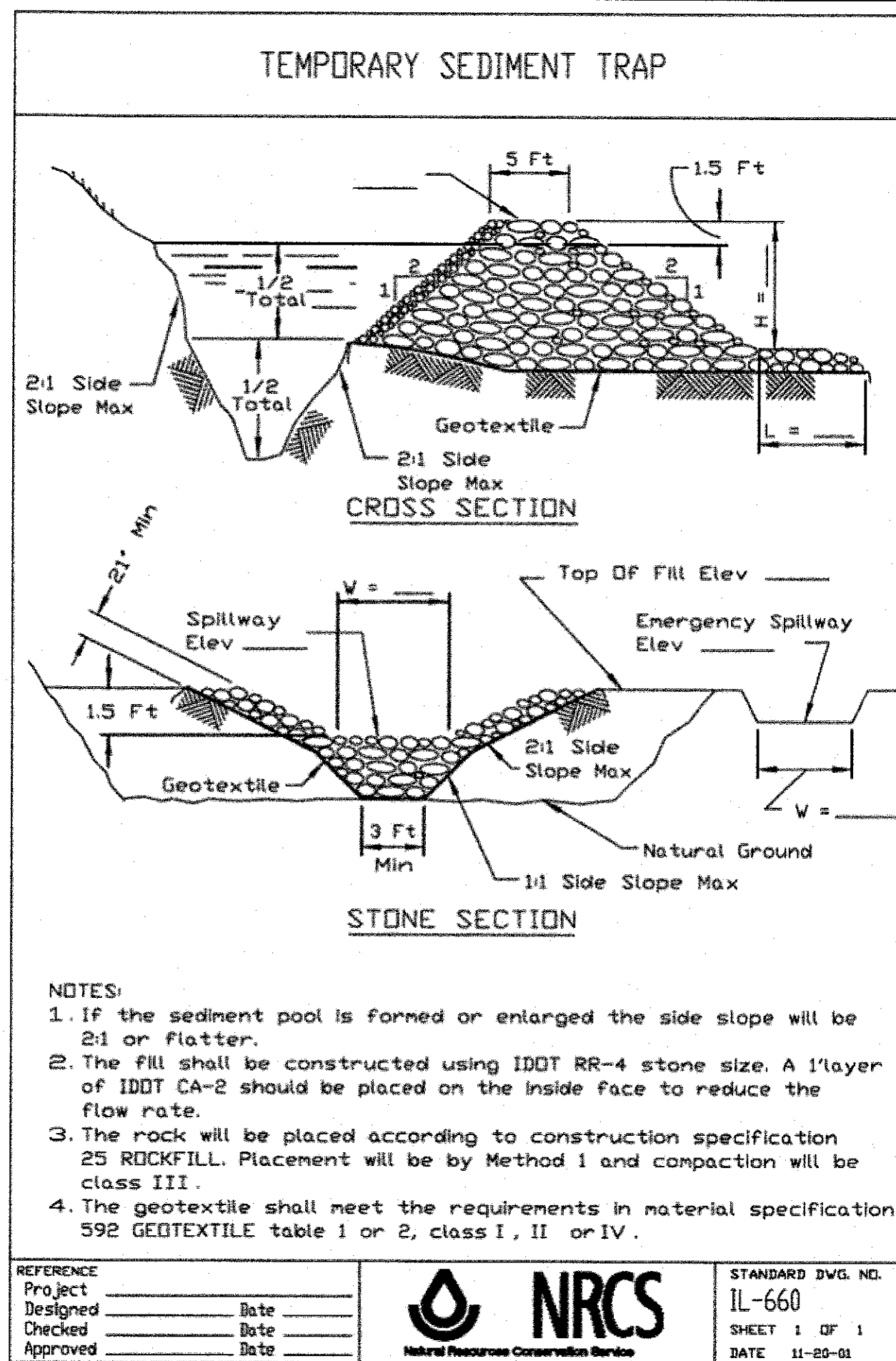
- PCC SIDEWALK, 8"
- WOOD POST AND RAIL FENCE
- STEEL PLATE BEAM GUARDRAIL ADJUSTMENTS
- BIKE PATH GUARDRAIL
- BOUNDARY OF EX WETLAND
- FLOODWAY
- EX ROW

TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES

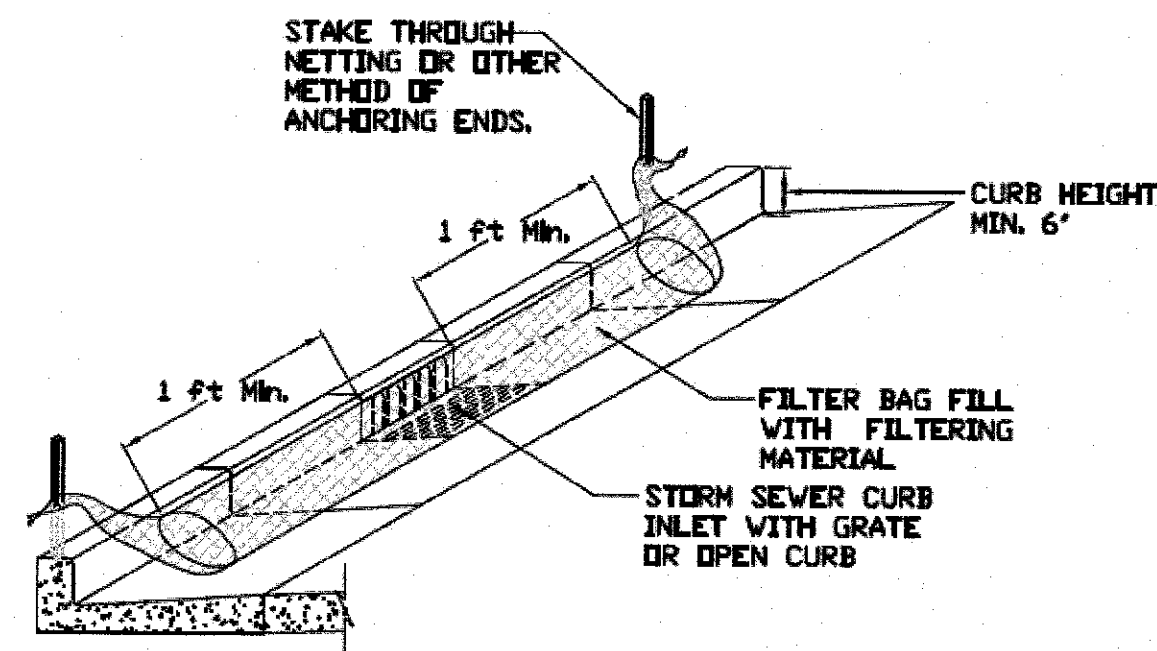
- INLET FILTERS
- STABILIZED CONSTRUCTION ENTRANCE
- PERIMETER EROSION BARRIER
- TEMPORARY ACCESS ROAD (SPECIAL) (NON-ERODIBLE MATS/PADS) LANDSCAPE RESTORATION [INTERSEEDING, CLASS 4B (MODIFIED)]
- TEMPORARY FENCE (TREE PROTECTION)
- TEMPORARY SEDIMENT BASIN (ON BLACK ROAD, INCLUDED IN COST OF DEWATERING)
- CONCRETE WASH OUT WASHOUT BASIN

FOR PERMANENT SEDIMENT AND EROSION CONTROL DEVICES SEE PROPOSED PLAN

FILE NAME =	USER NAME = mgratzke	DESIGNED - BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BLACK ROAD BIKE TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) SEDIMENT AND EROSION CONTROL PLAN		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				SCALE: 1"=20'		SHEET 6 OF 6 SHEETS	STA. 122+50 TO STA. 127+45	ILLINOIS FED. AID PROJECT				



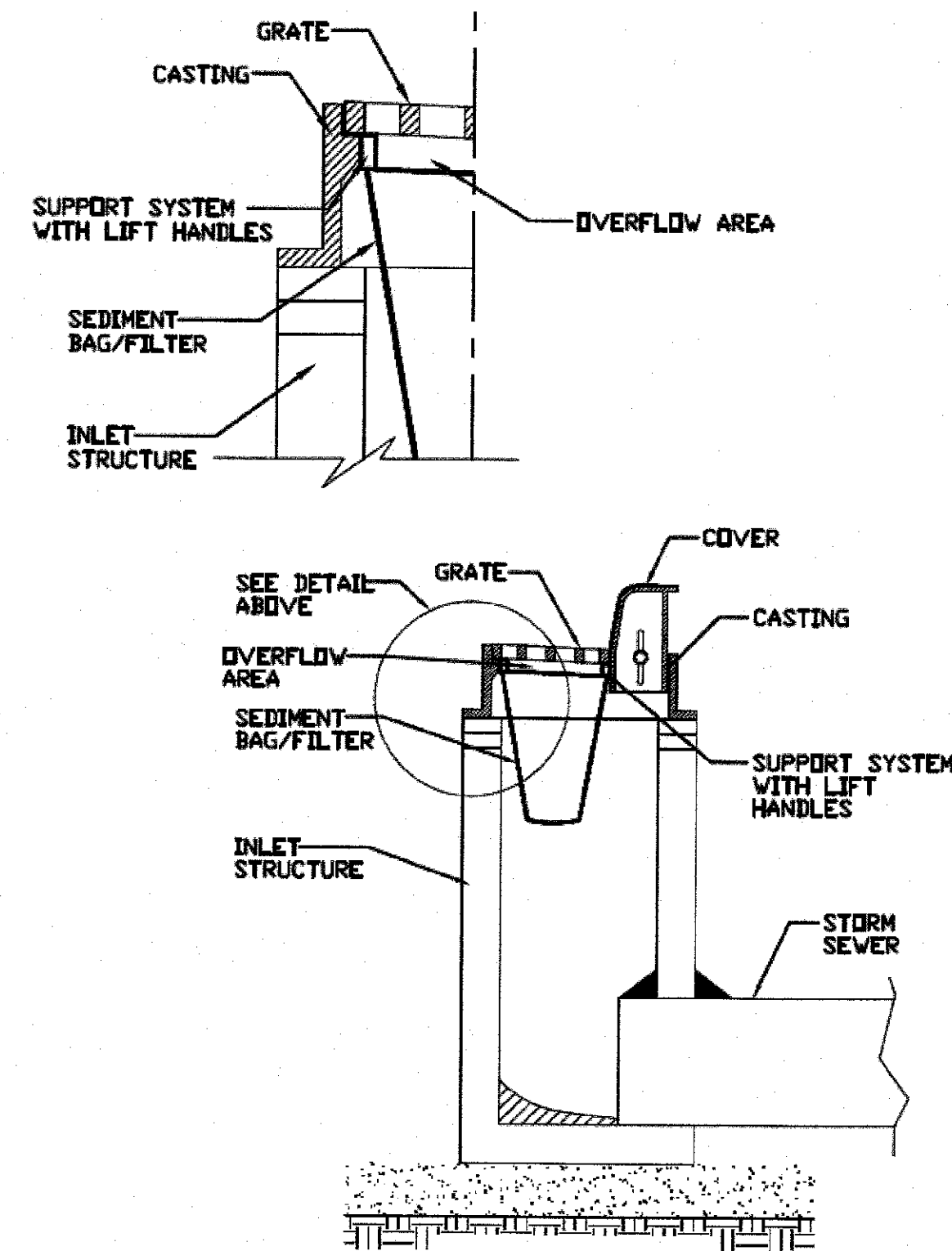
INLET PROTECTION - PAVED AREAS CURB PROTECTION



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

STANDARD DWG. NO.
IUM-561C
SHEET 1 OF 1
DATE 01-11-11

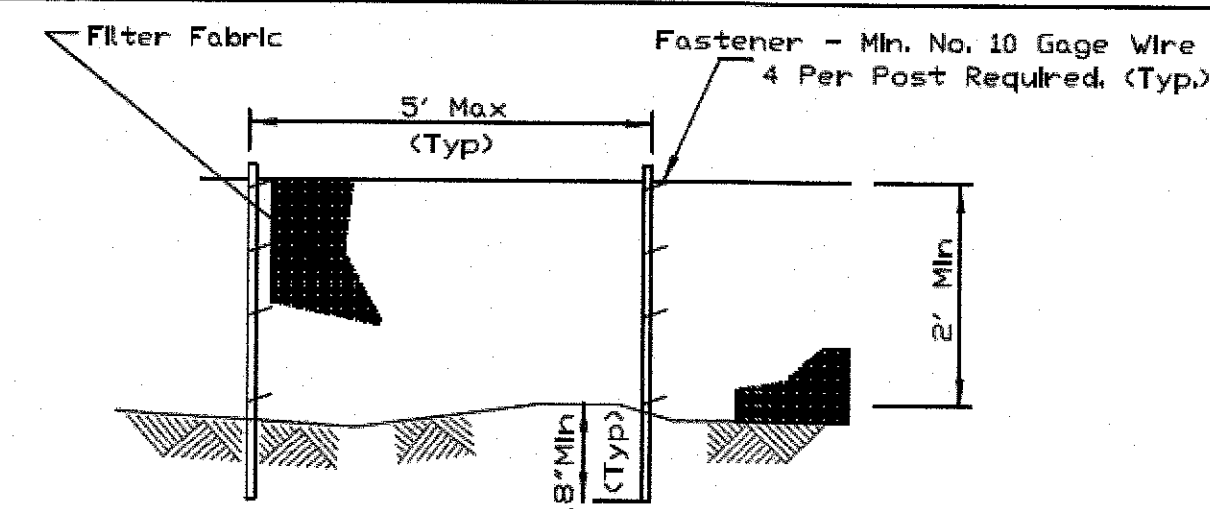
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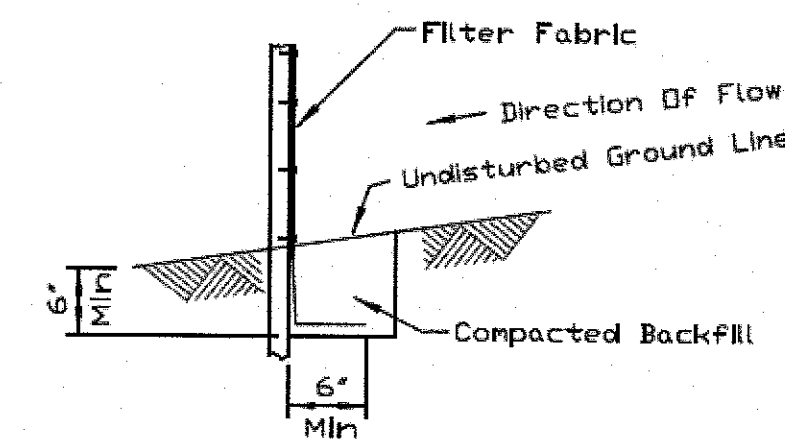
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Project _____ Date _____
Designed _____ Date _____
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Approved _____ Date _____

STANDARD DWG. NO.
IUM-561D
SHEET 1 OF 1
DATE 01-11-11

SILT FENCE PLAN



ELEVATION



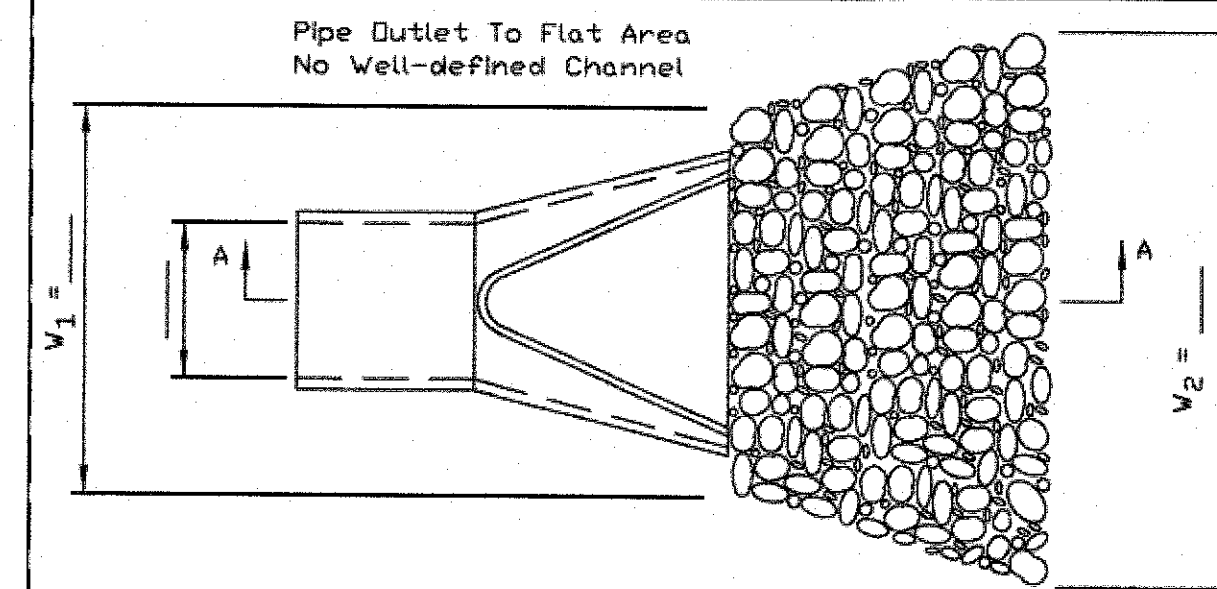
FABRIC ANCHOR DETAIL

- NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
 3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

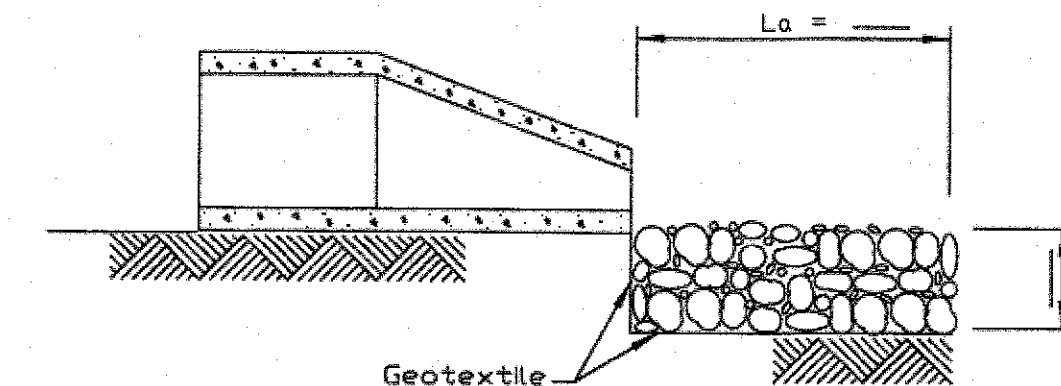
REFERENCE
Project _____ Date _____
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IUM-620A
SHEET 1 OF 2
DATE 3-16-12

PIPE OUTLET TO FLAT AREA



PLAN



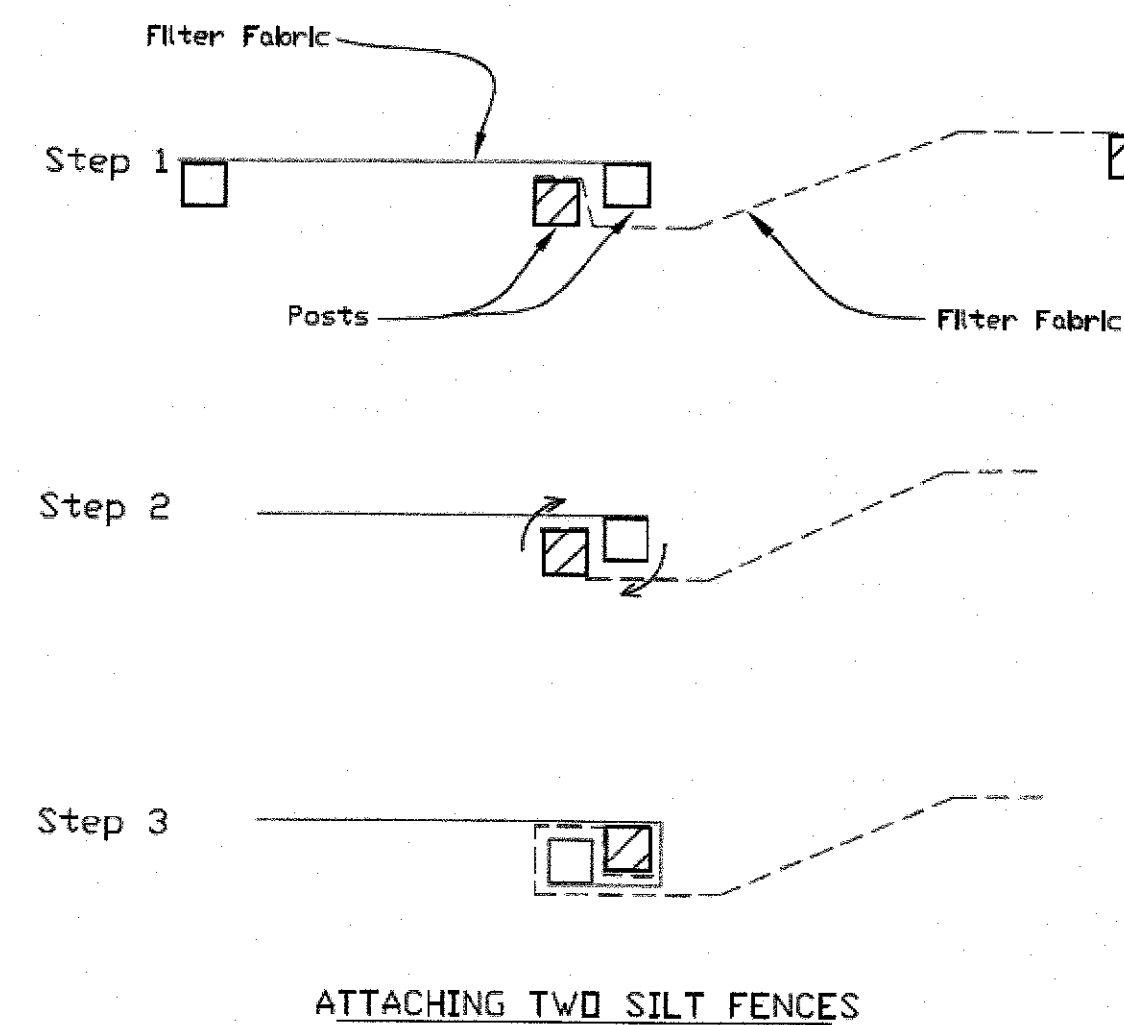
SECTION A-A

- NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class I, II or III.
 2. The rock riprap shall meet the IDOT requirements for the following gradation: RR _____, Quality _____.
 3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

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

STANDARD DWG. NO.
IL-610
SHEET 1 OF 1
DATE 9-15-93

SILT FENCE - SPLICING TWO FENCES

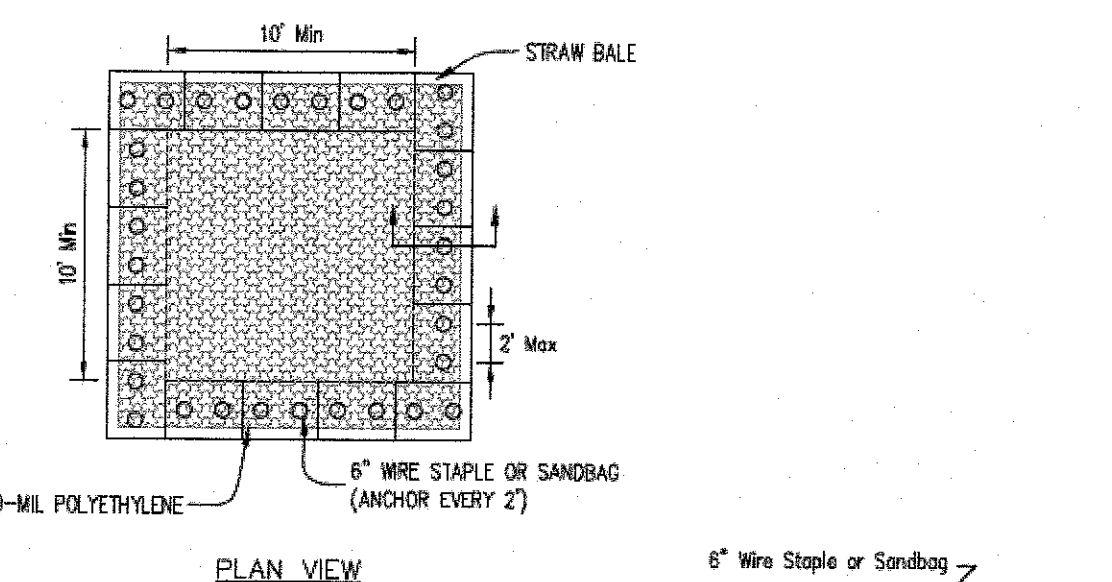


ATTACHING TWO SILT FENCES

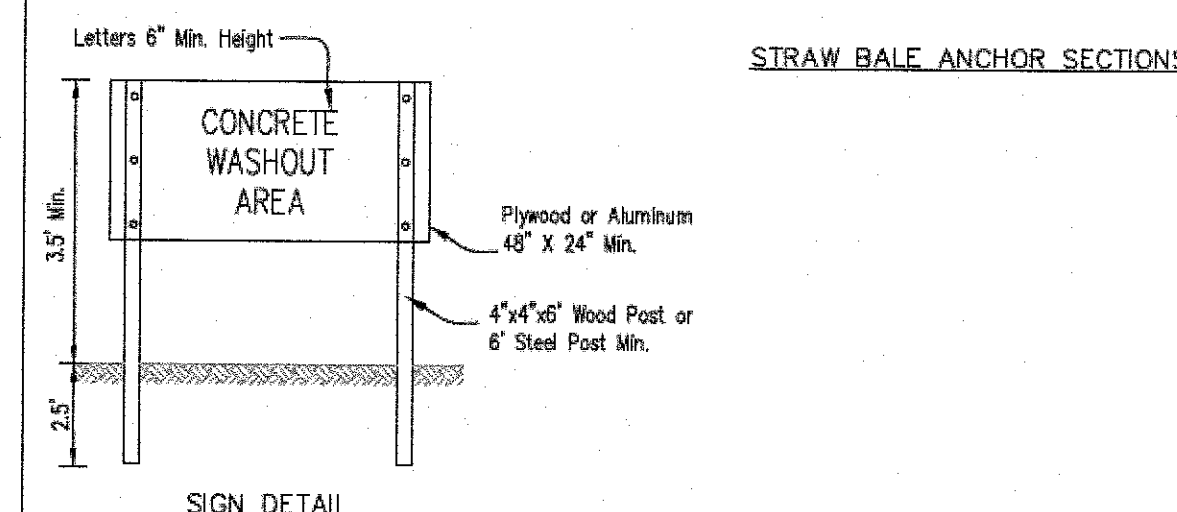
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6' flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

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

STANDARD DWG. NO.
IUM-620B(W)
SHEET 1 OF 1
DATE 3-16-2012



PLAN VIEW



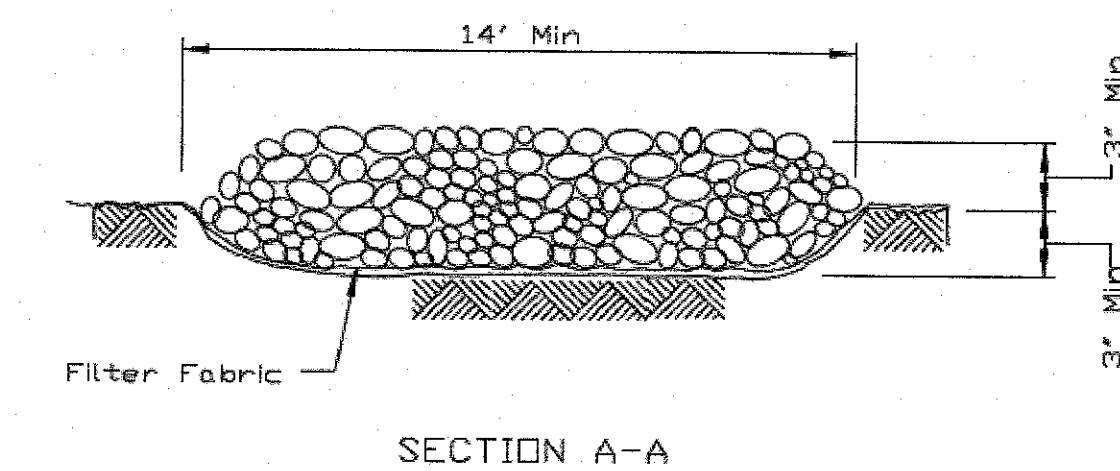
SIGN DETAIL

- NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
 2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
 3. Each straw bale is to be staked in place using (2) 2"x4" wooden stakes.

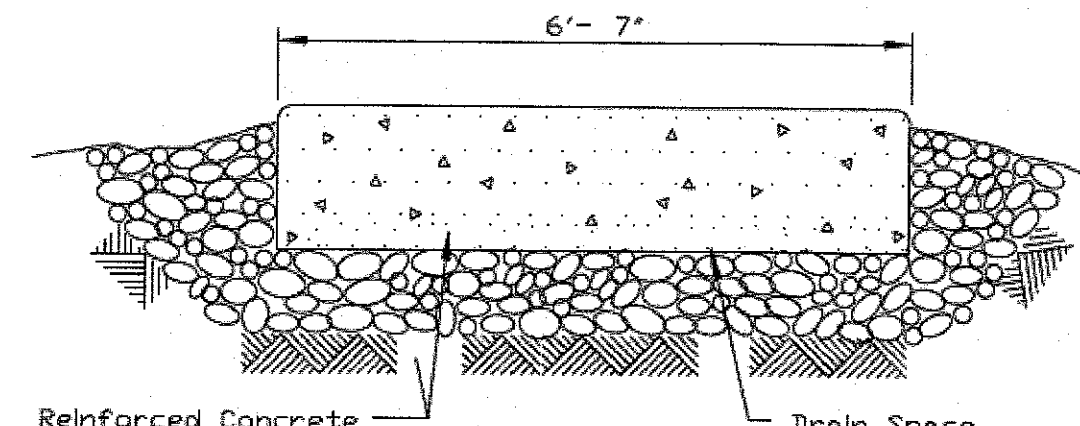
REFERENCE
Project _____ Date _____
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO.
IL-630
SHEET 2 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A

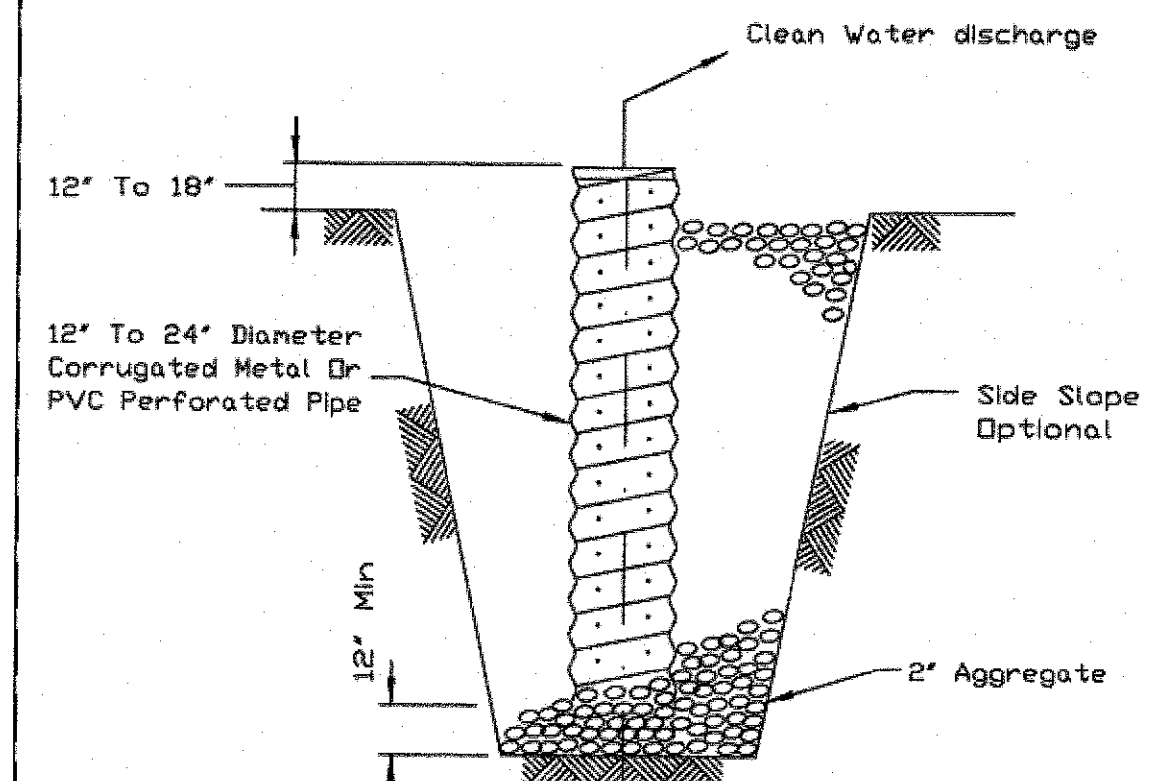


SECTION B-B

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

STANDARD DWG. NO.
IL-630
SHEET 2 OF 2
DATE 8-18-94

SUMP PIT PLAN



SECTION

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

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

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

TRAFFIC SIGNAL LEGEND

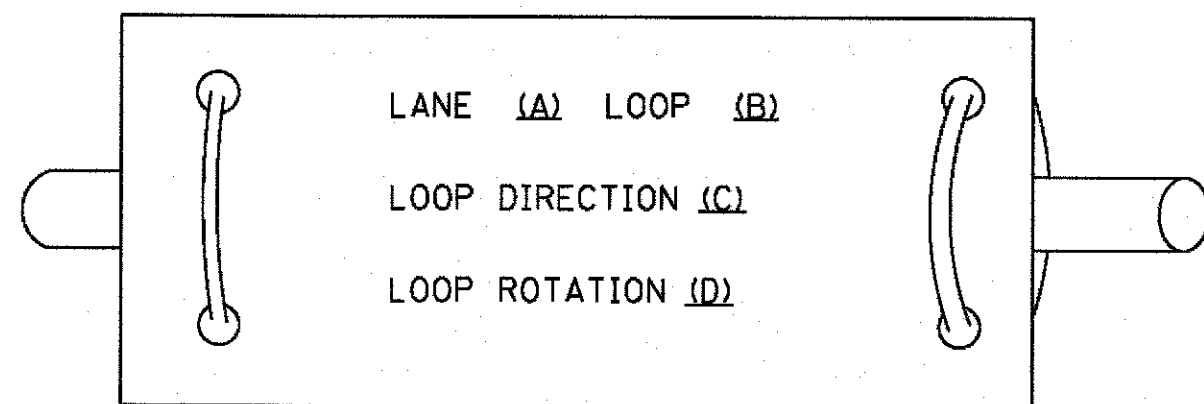
(NOT TO SCALE)

ITEM			ITEM			ITEM		
EXISTING	PROPOSED		EXISTING	PROPOSED		EXISTING	PROPOSED	
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 		SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	 P	 P
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 		SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	 P RB	 P RB
MASTER CONTROLLER			DOUBLE HANDHOLE	 		PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX	 		PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM	 		ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL	 		NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 G GM	 G GM	RAILROAD CROSSING GATE	 		GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK	 		ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET	 		COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL	 		VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	 		COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	 12F 24F 36F	 12F 24F 36F
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	 C M P S	 C M P S
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 F FS	 F FS	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 APS	 APS	DETECTOR LOOP, TYPE I	 				
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP	 				
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR	 				
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	 				
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR	 				
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR	 				
CONFIRMATION BEACON			WIRELESS ACCESS POINT	 				
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

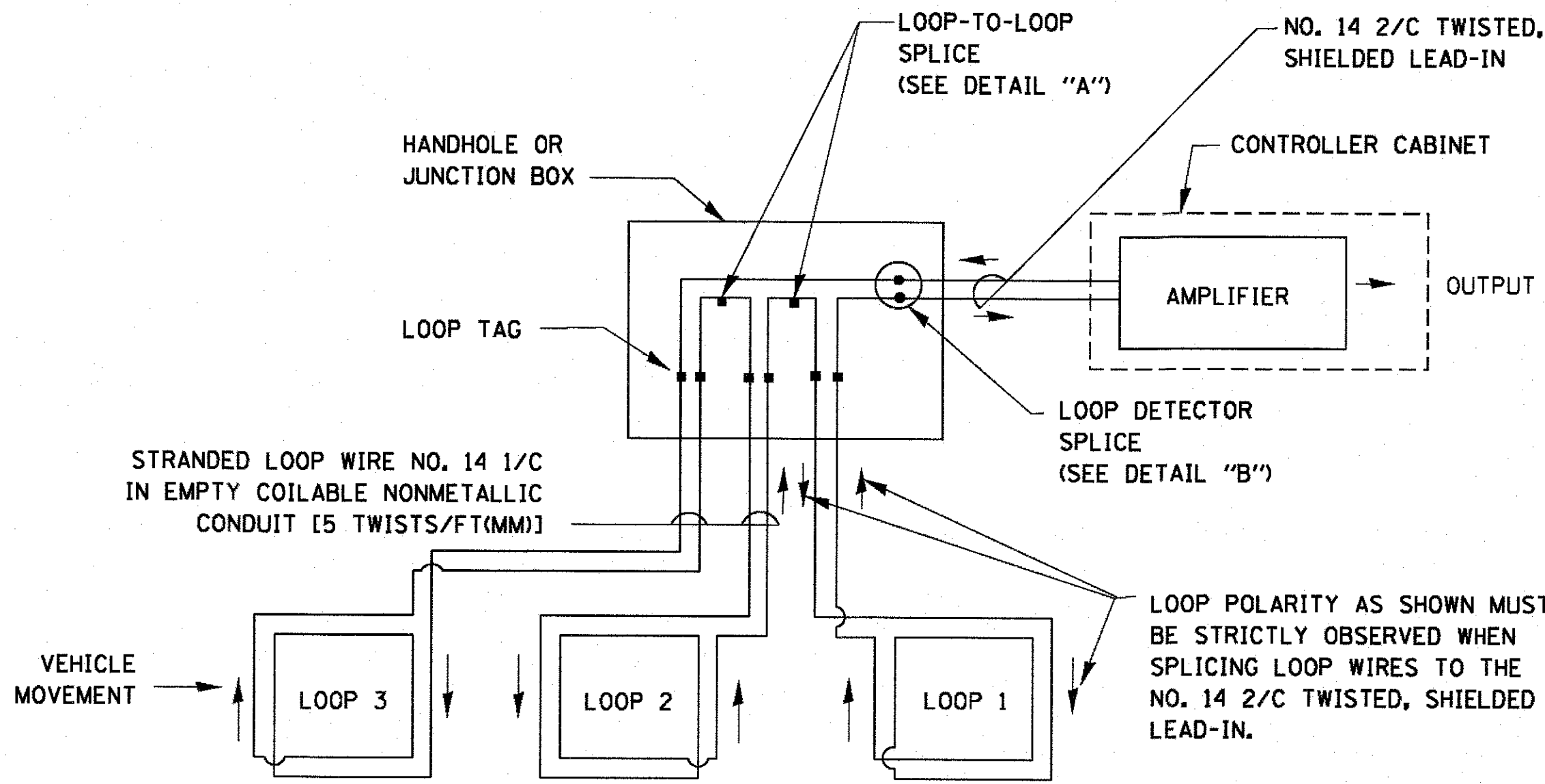
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

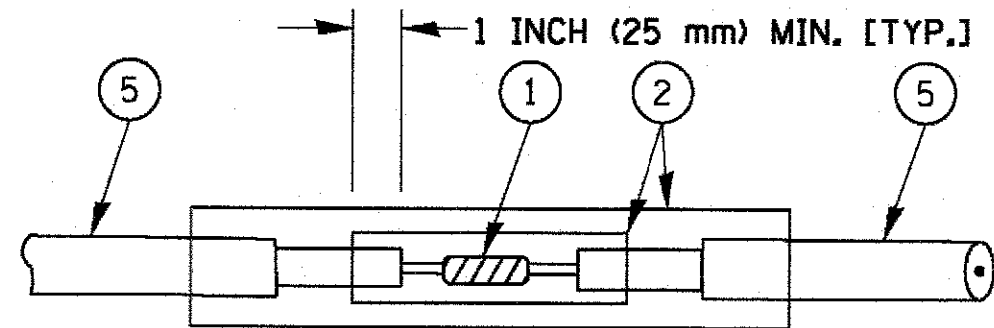


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

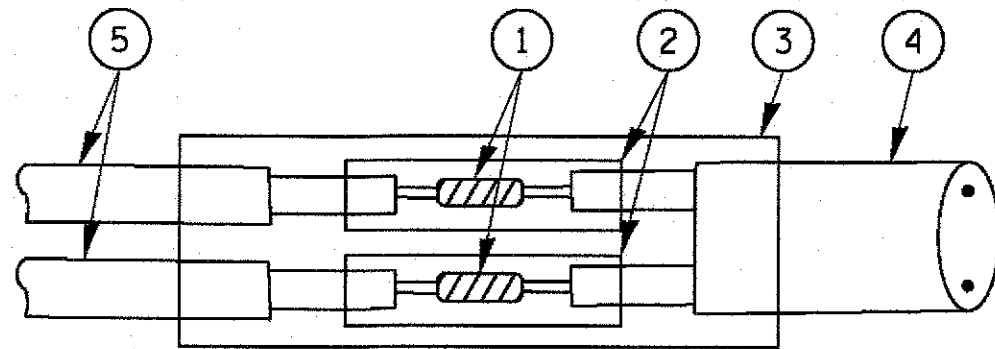


DETECTOR LOOP WIRING SCHEMATIC

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

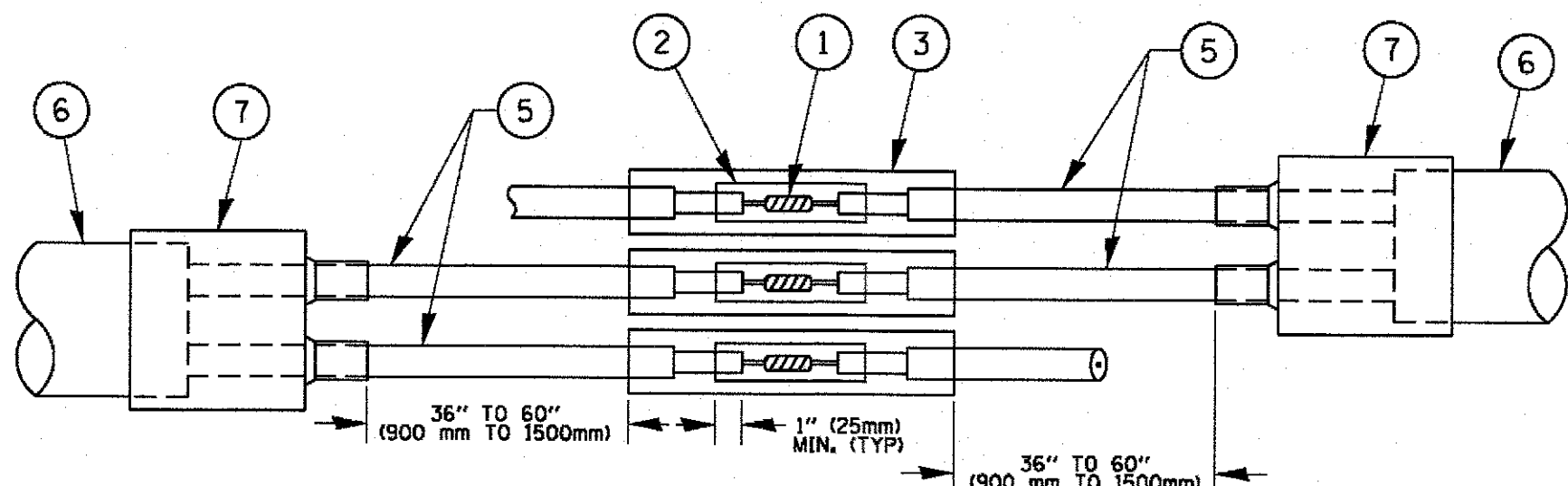


DETAIL "A"
LOOP-TO-LOOP SPLICE

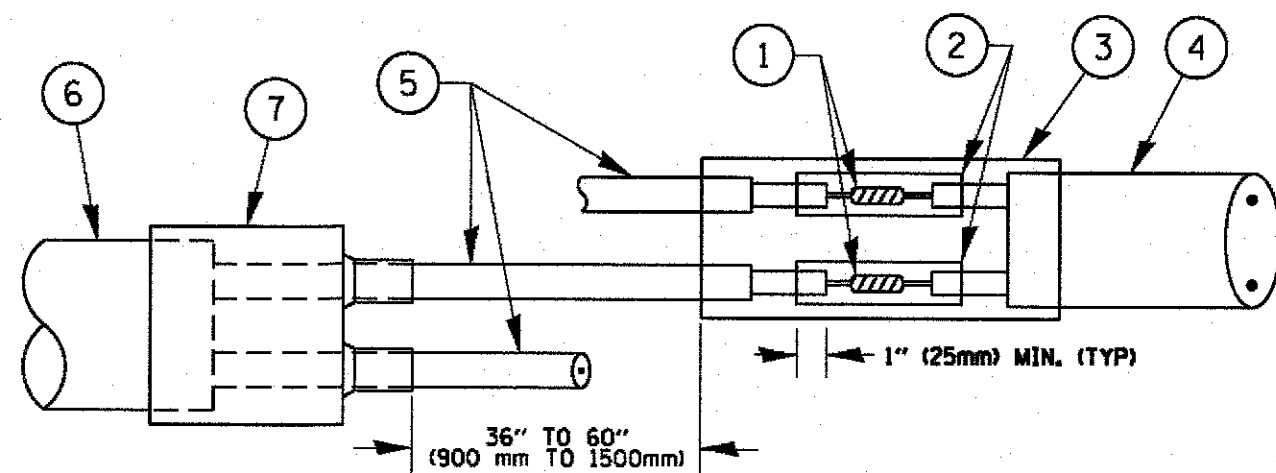


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

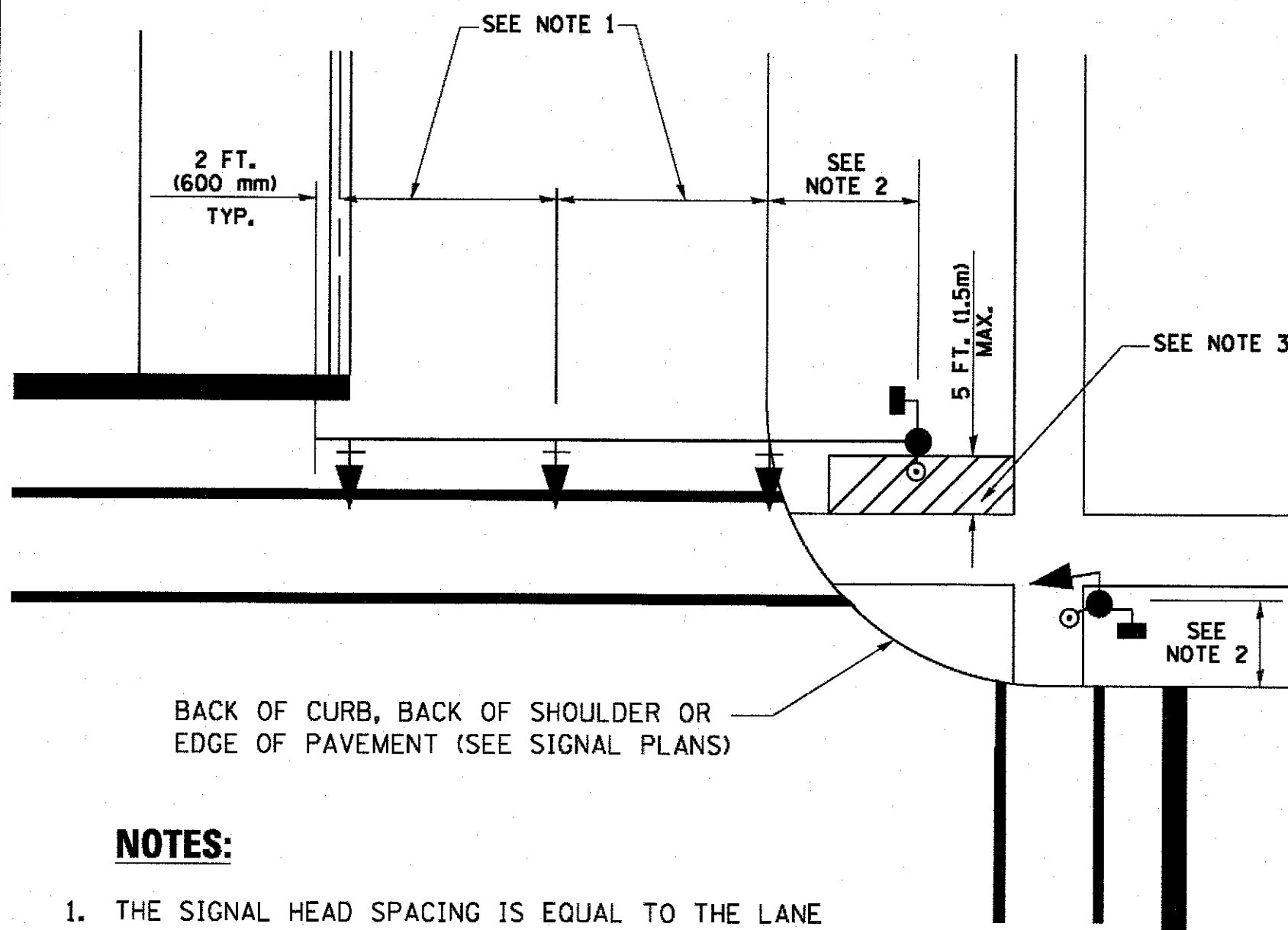
PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or\pw_work\pwwdot\footemj\cd0108315\ts05.dgn		DRAWN - BCK	REVISED -				14-F3000-05-BT	WILL	118	67
PLOT SCALE = 50.0000' / 1" =		CHECKED - DAD	REVISED -				TS-05	CONTRACT NO.	61E07	
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -			SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

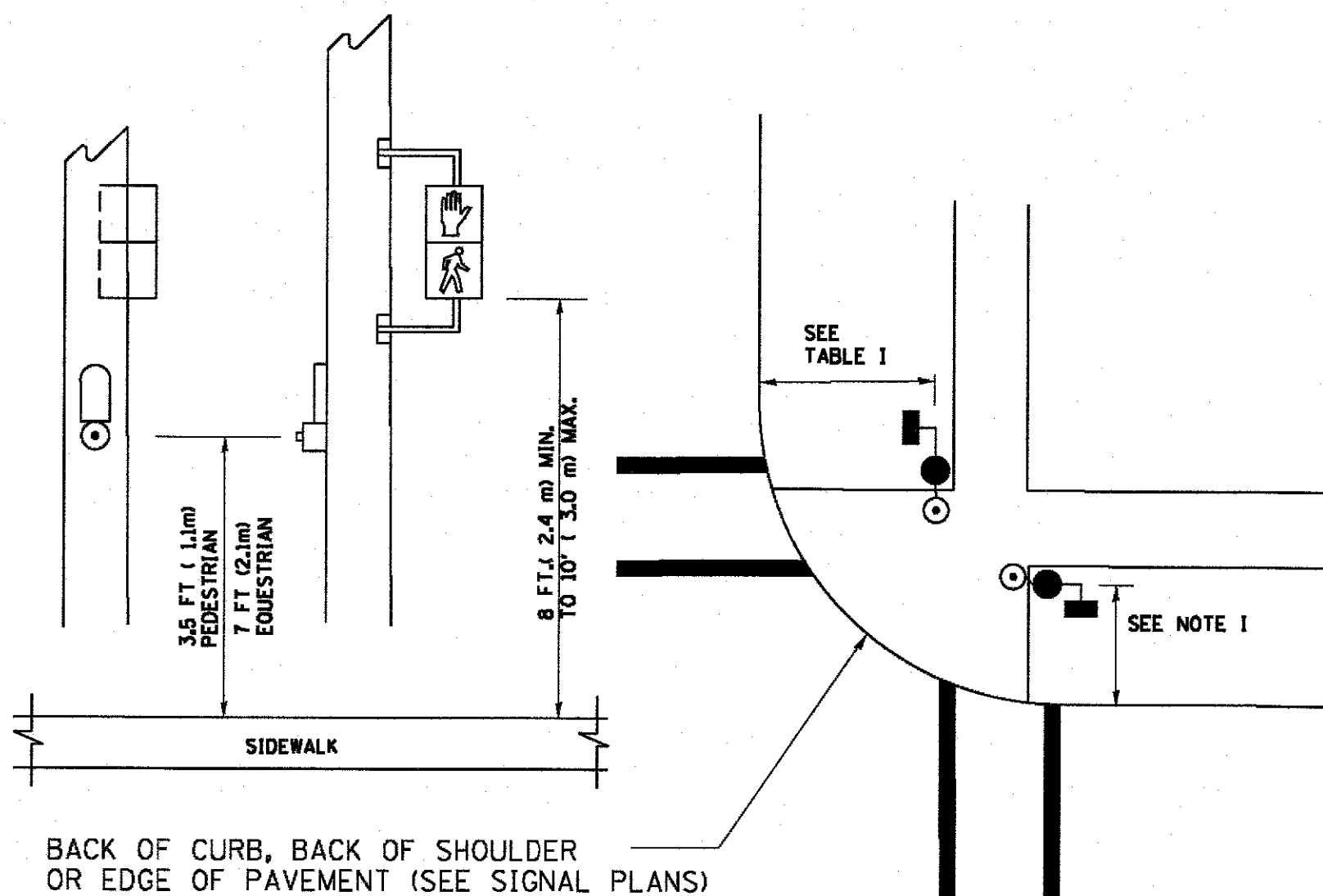
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

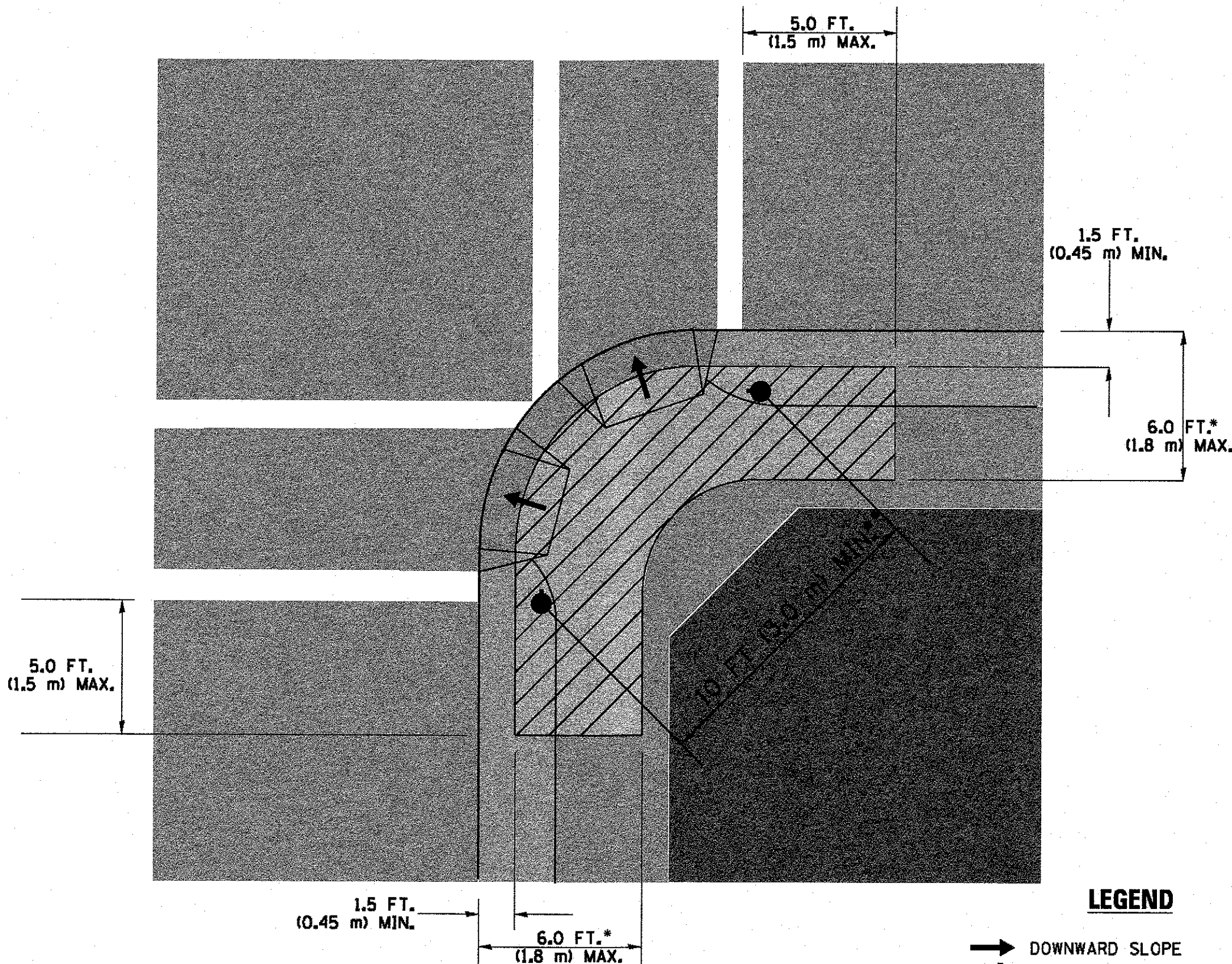
PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

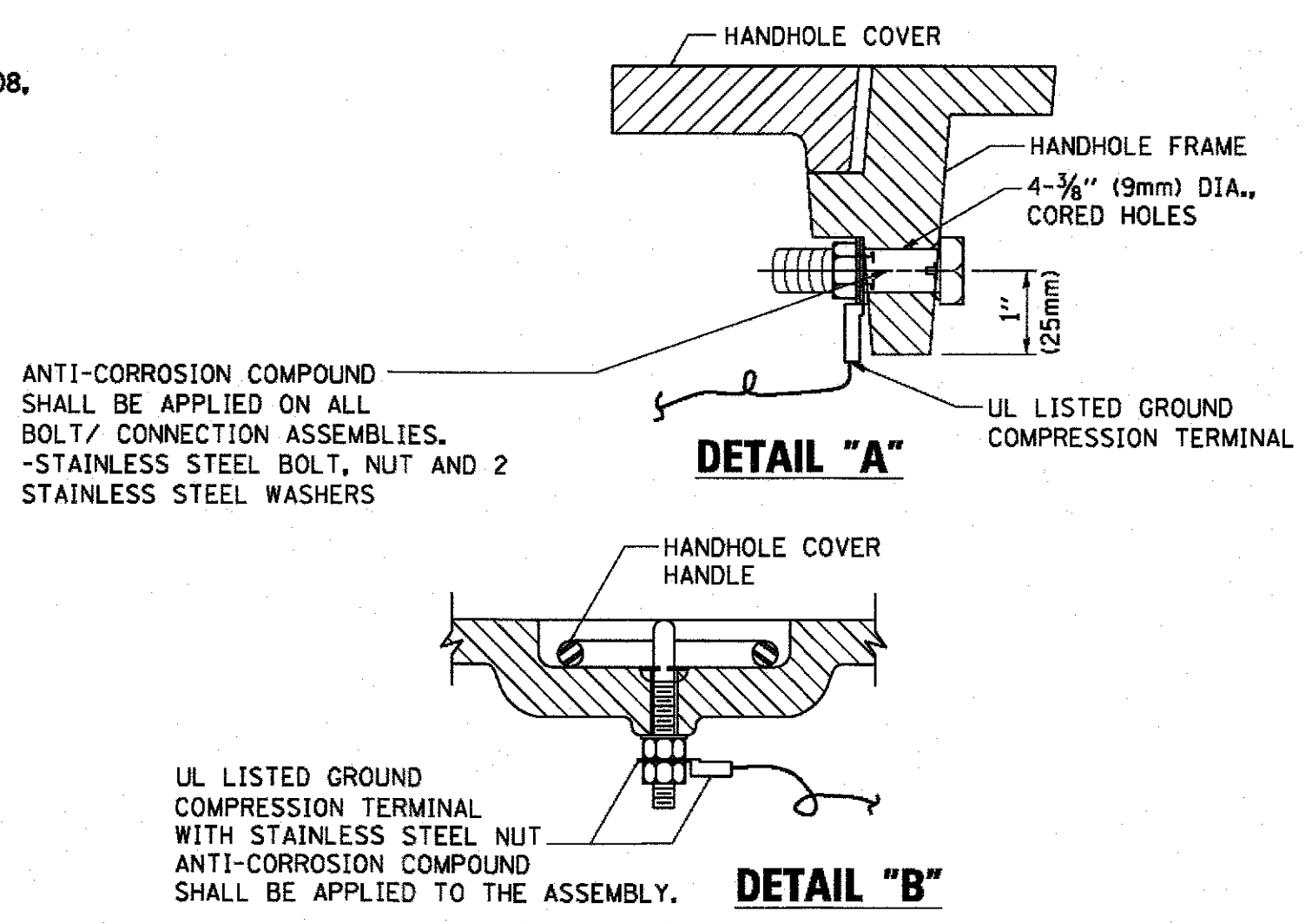
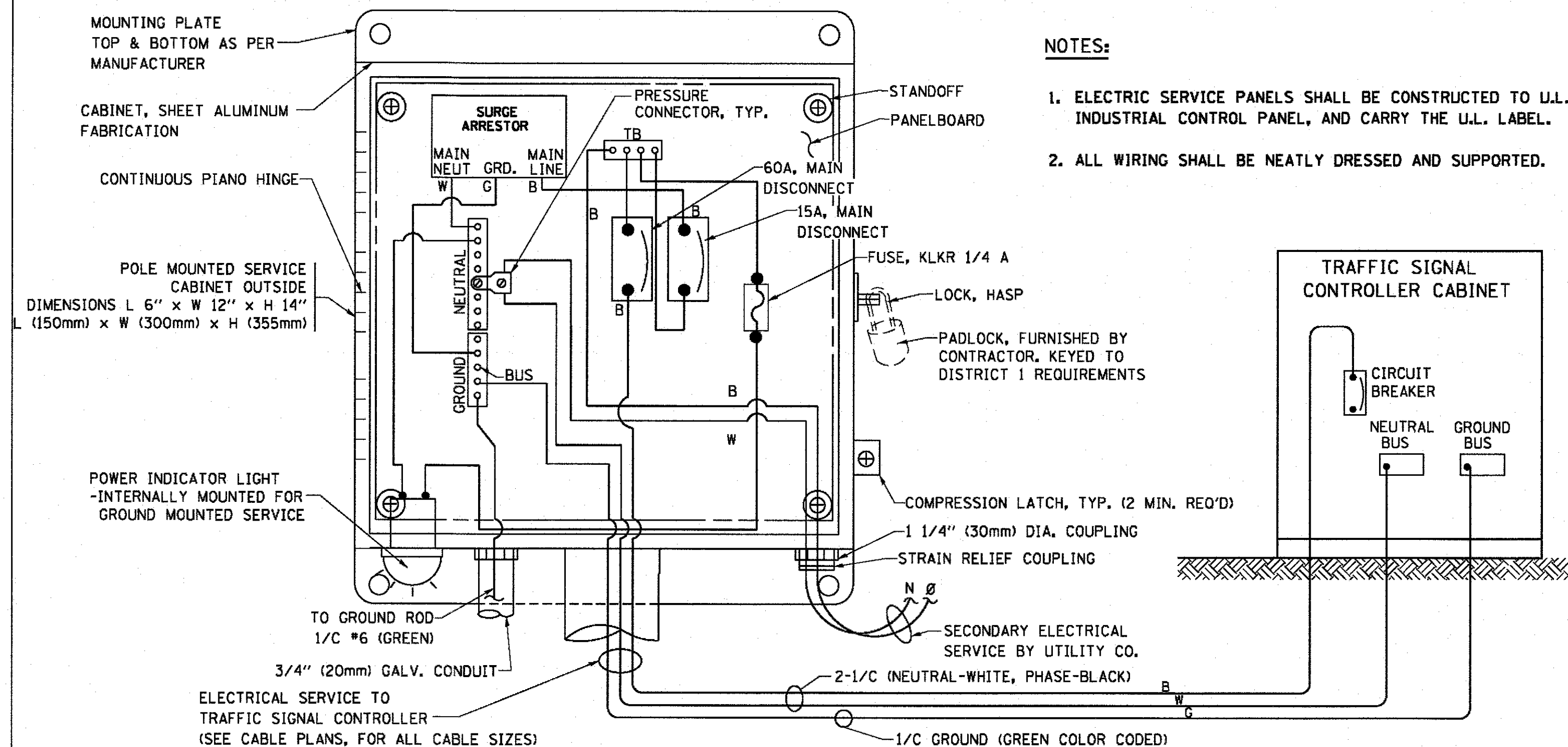
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

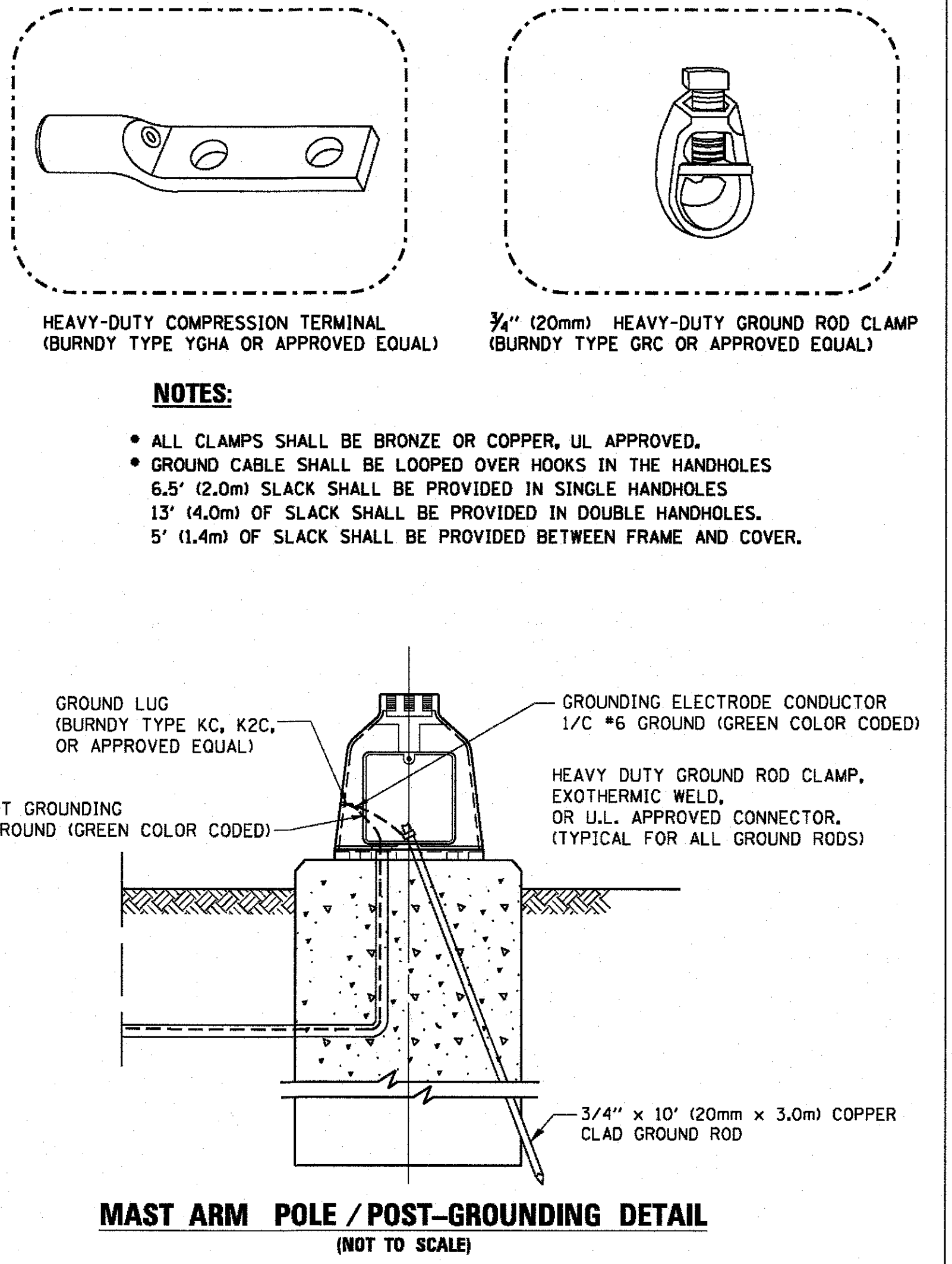
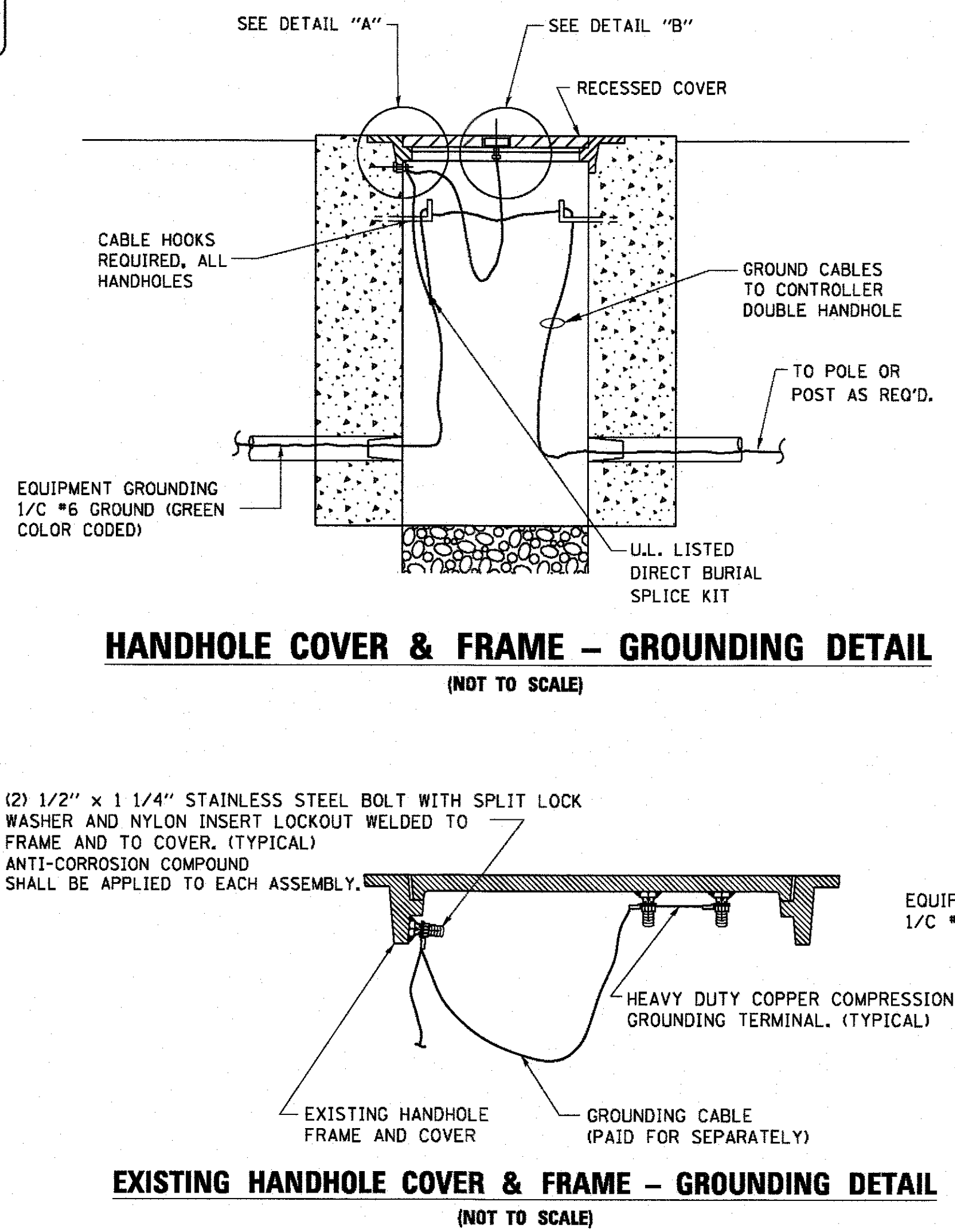
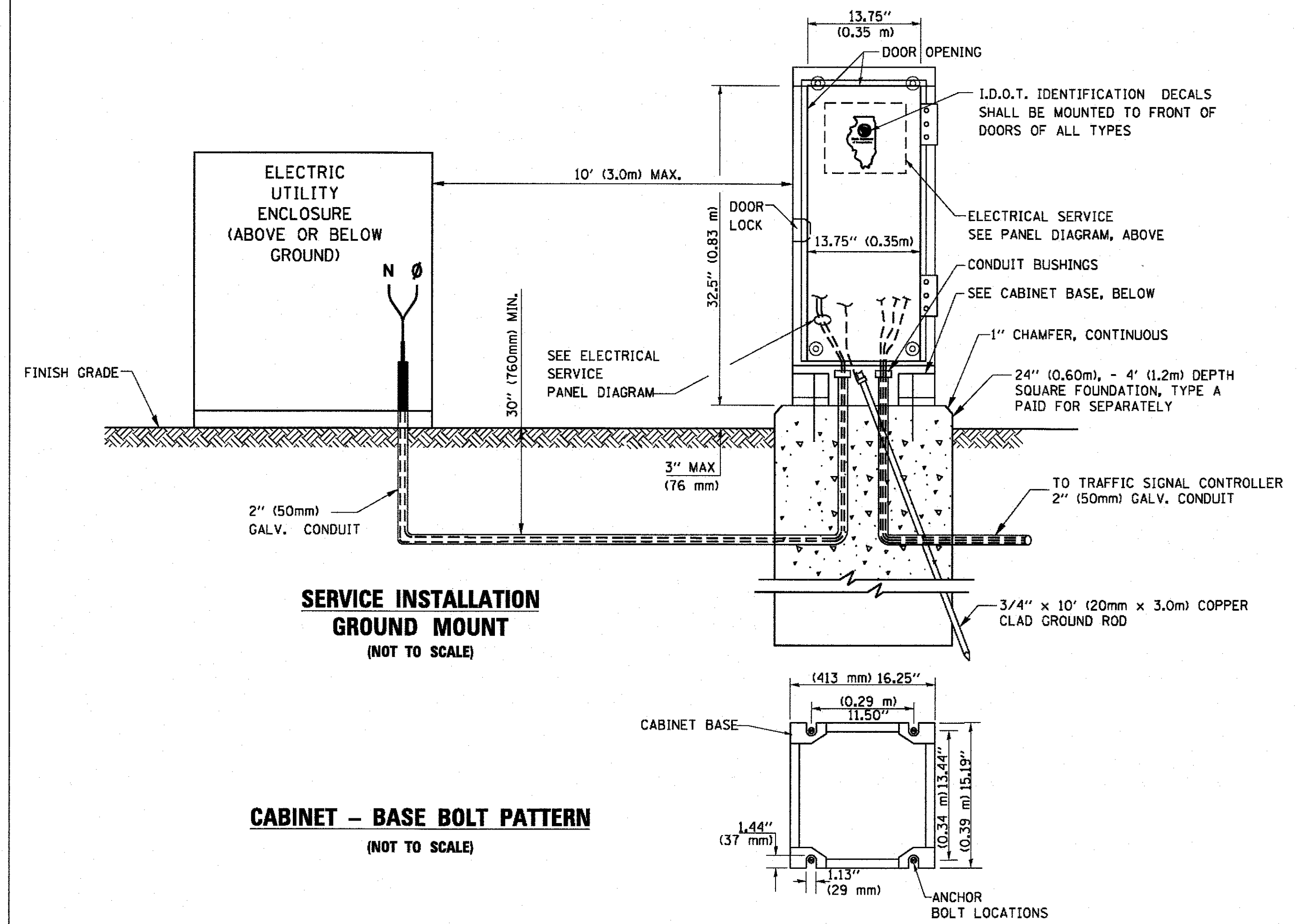
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

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

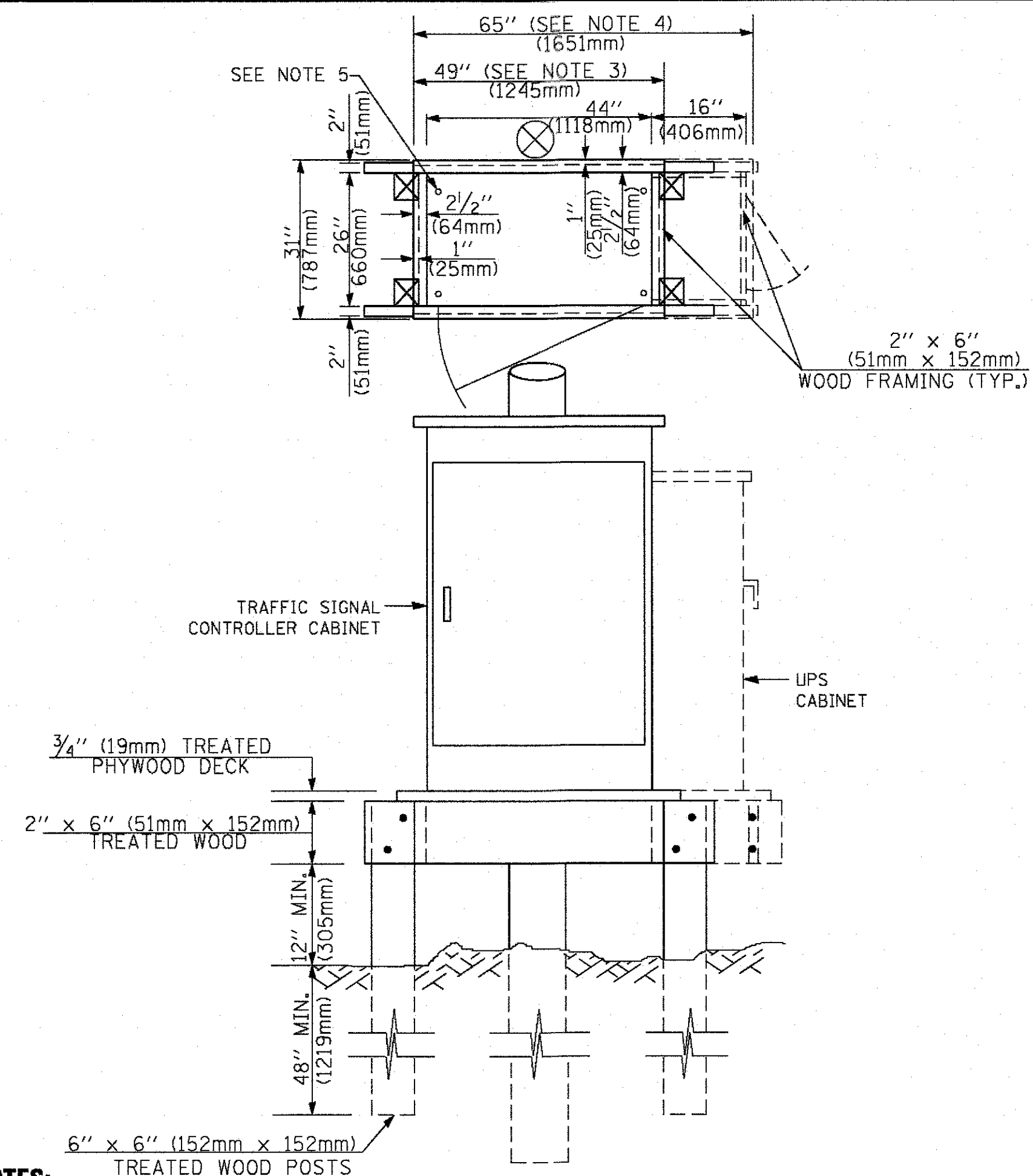
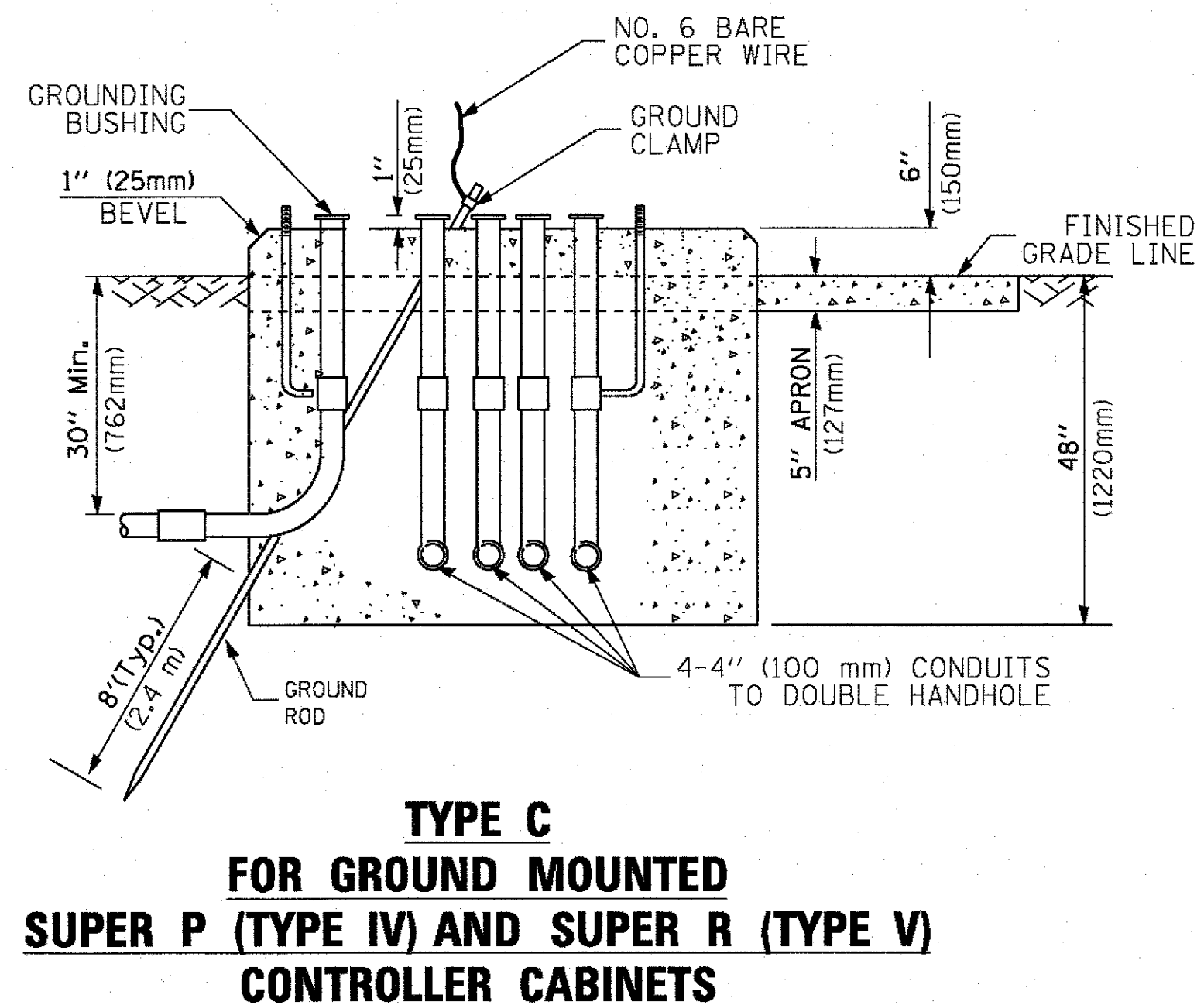
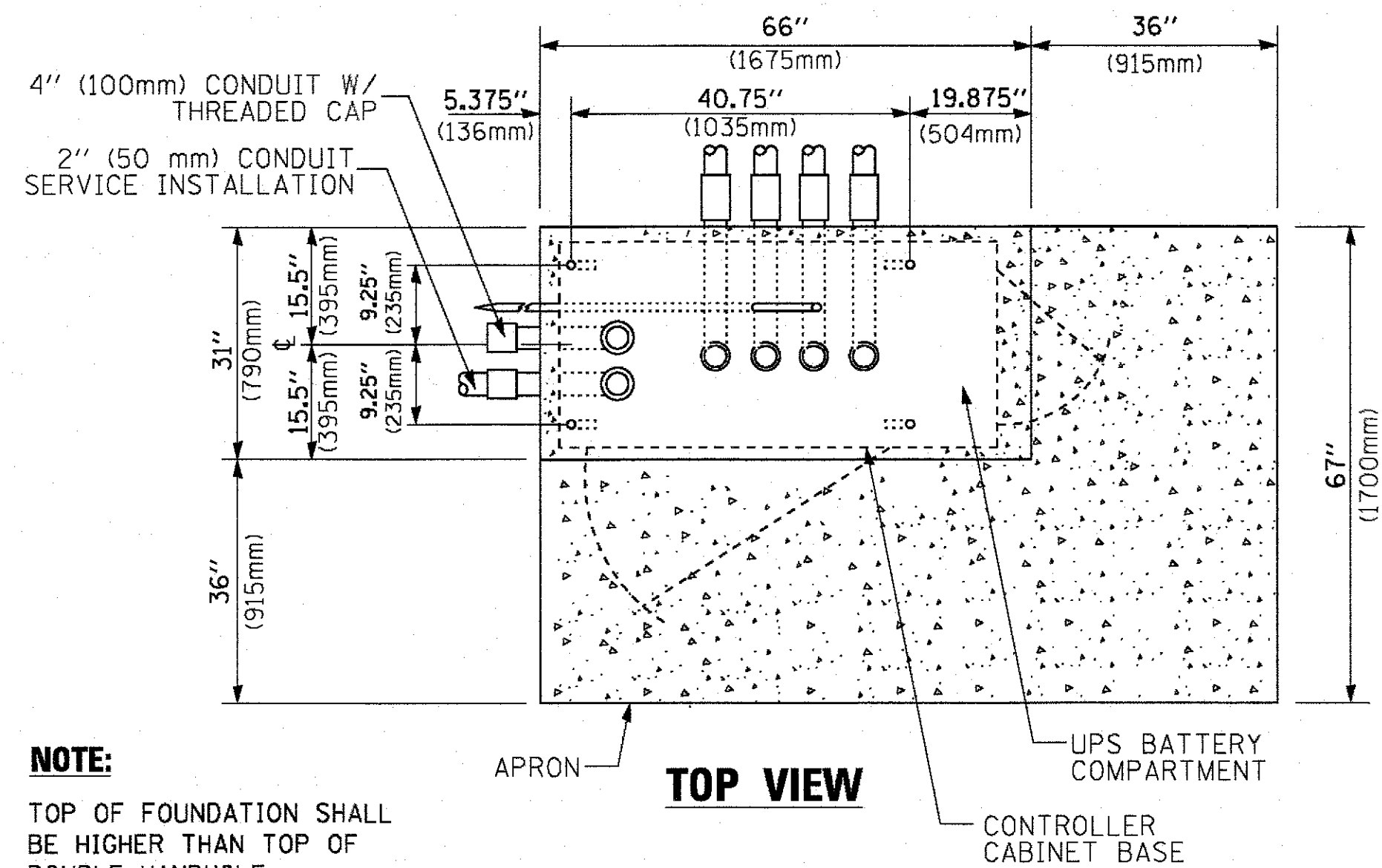
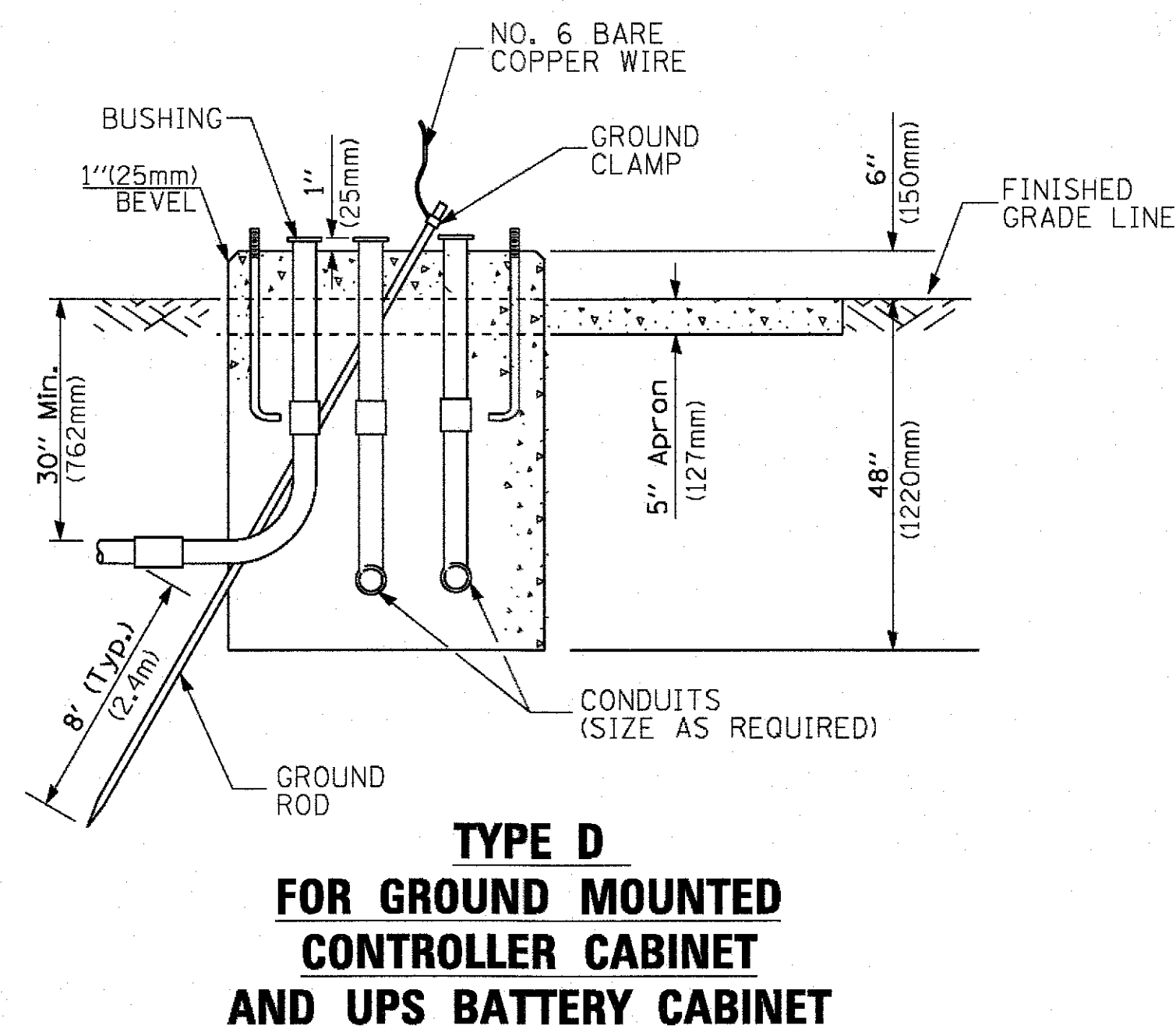
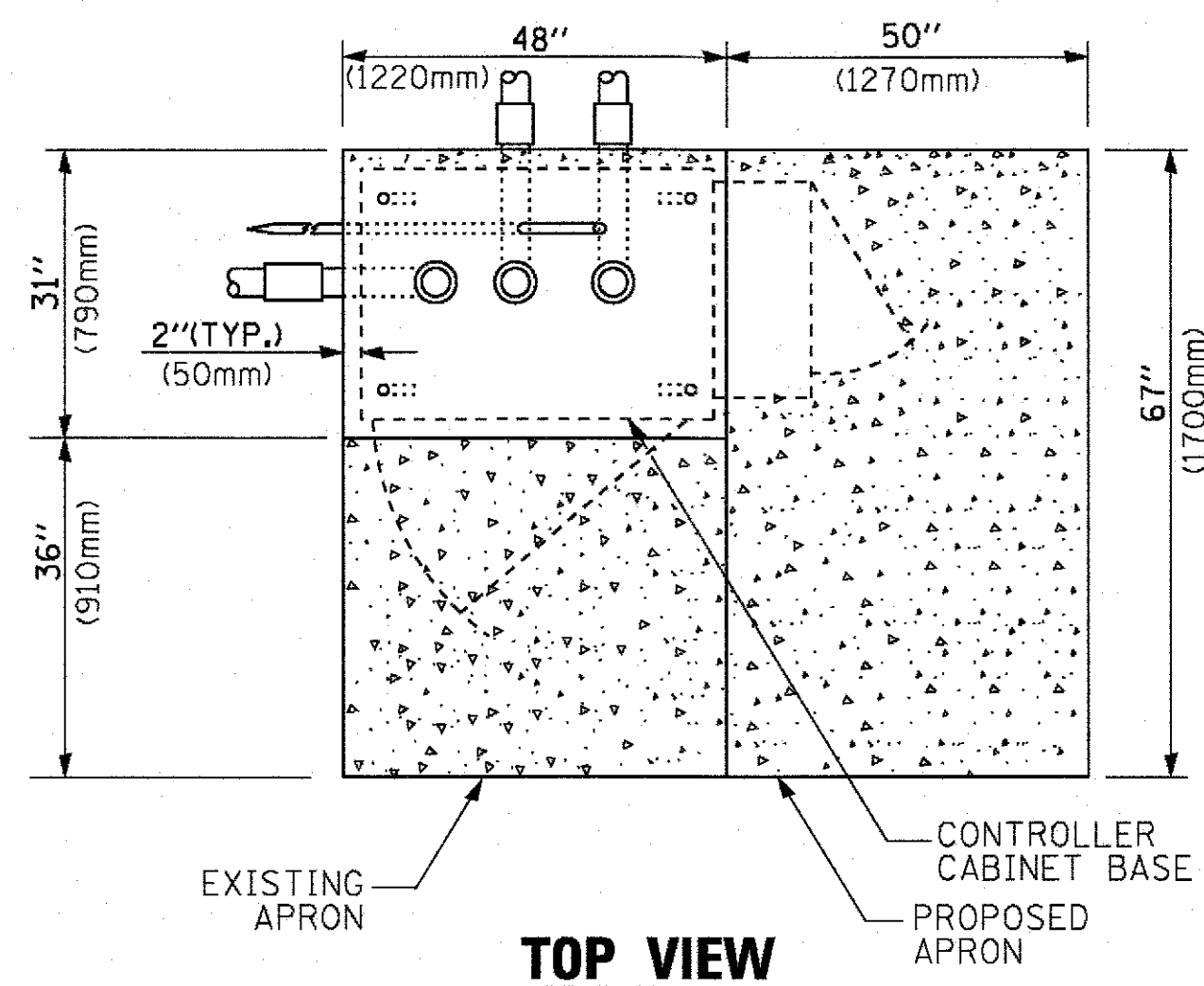


- NOTES:**
GROUNDING SYSTEM
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\p\edot\footemj\d018315\ts05.dgn		DRAWN - BCK	REVISED -								14-F3000-05-BT	WILL	118	69
	PLOT SCALE = 50,0000' / 1"	CHECKED - DAD	REVISED -							TS-05		CONTRACT NO.	61E07	
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



- NOTES:**

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

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

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

VERTICAL CABLE LENGTH

CABLE SLACK

DEPTH OF FOUNDATION

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

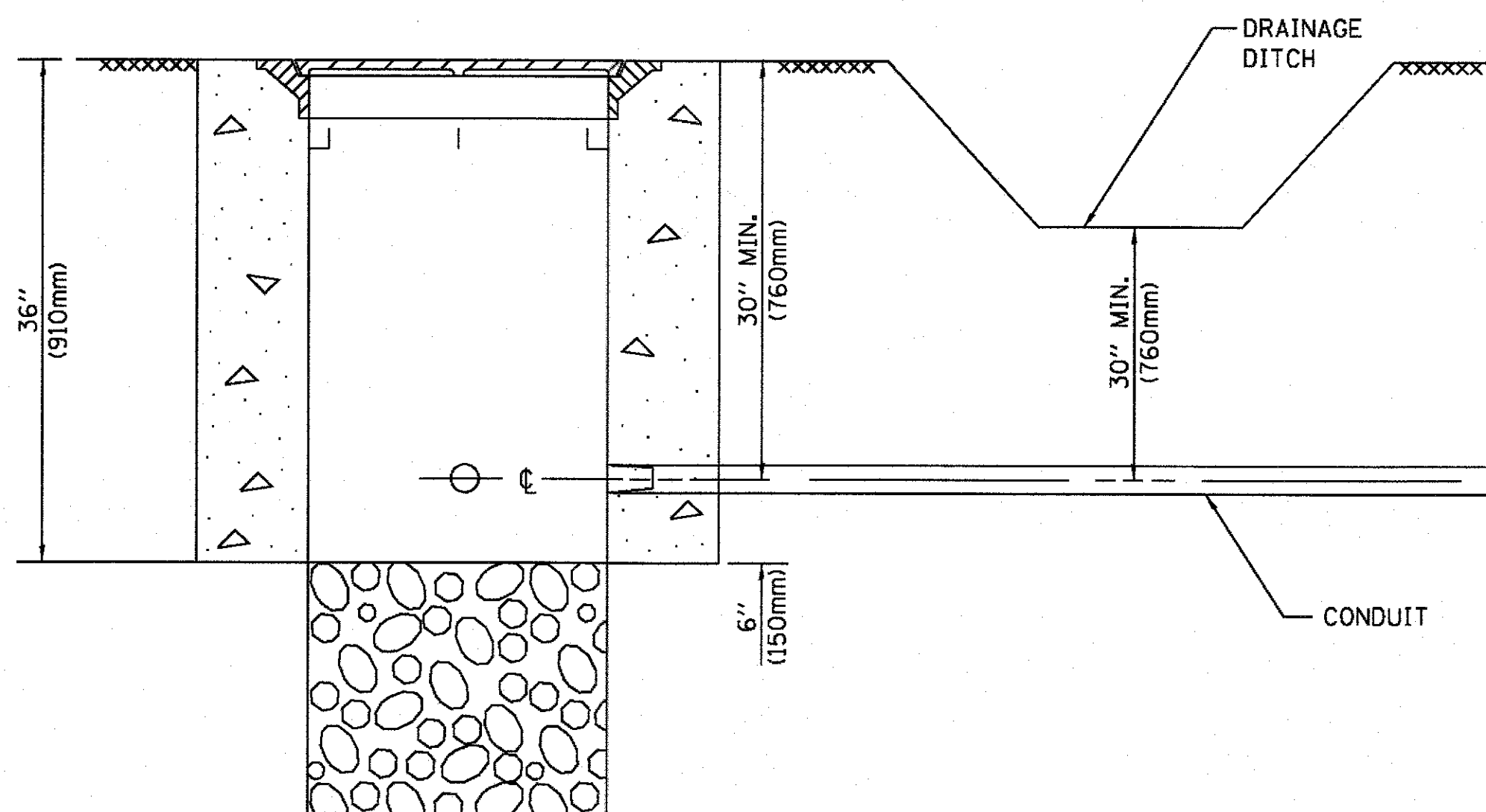
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

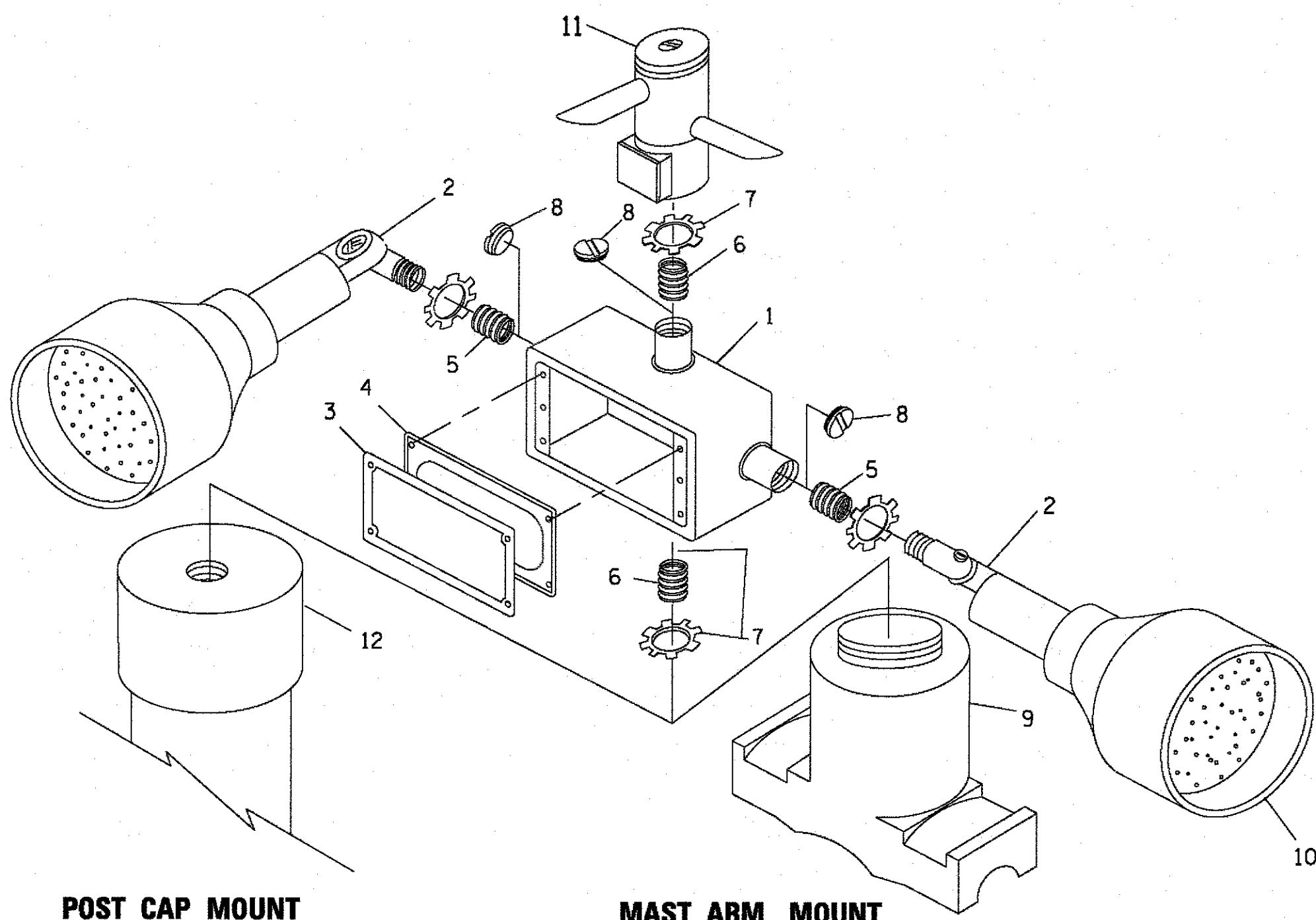
FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwwork\pwwork\footemj\201008315\ts05.dgn		DRAWN - BCK	REVISED -						14-F3000-05-BT	WILL	118	70
PLOT SCALE = 50.0000' / 1in.	CHECKED - DAD	REVISED -			TS-05		CONTRACT NO. 61E07					
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -			SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

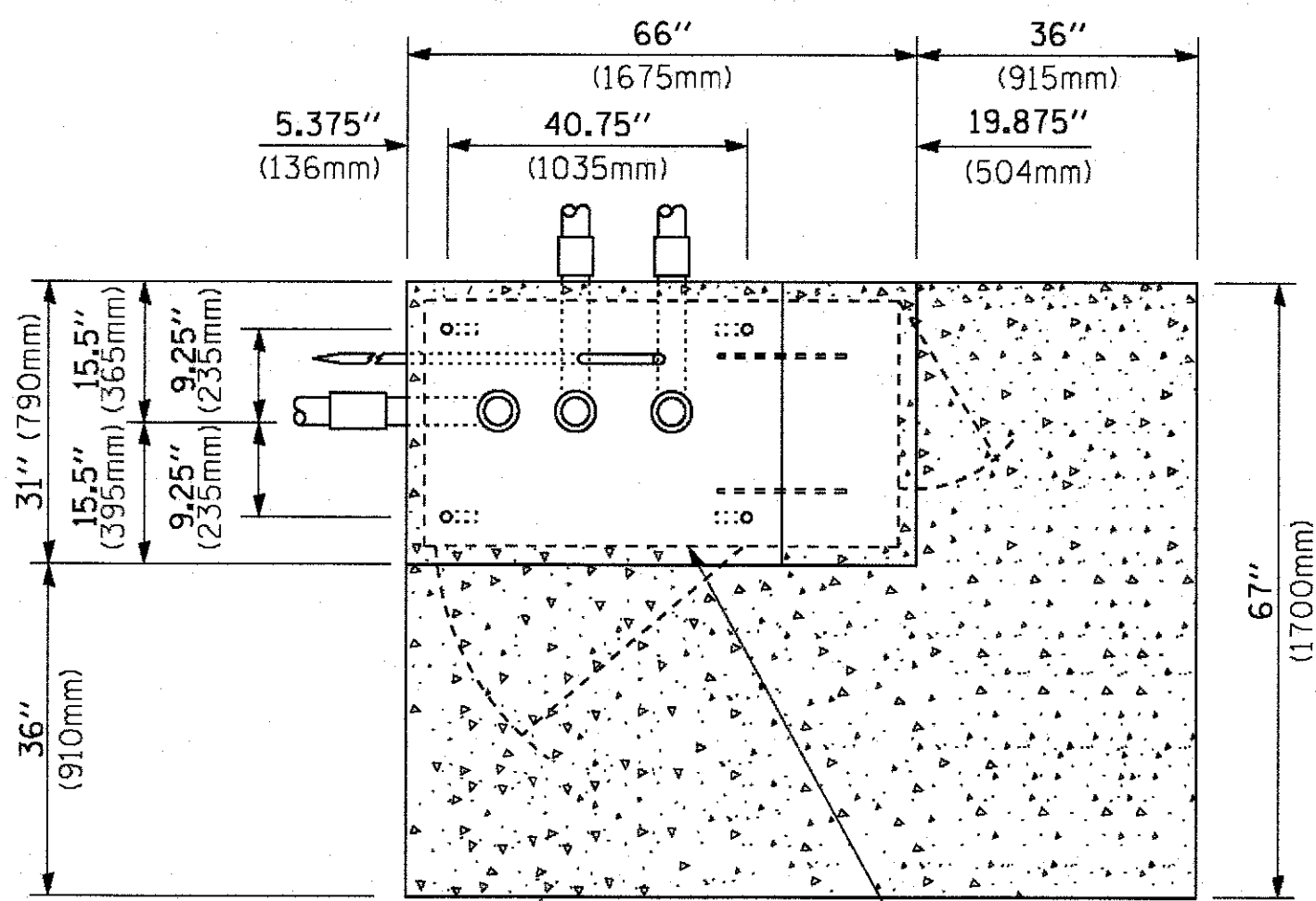
HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



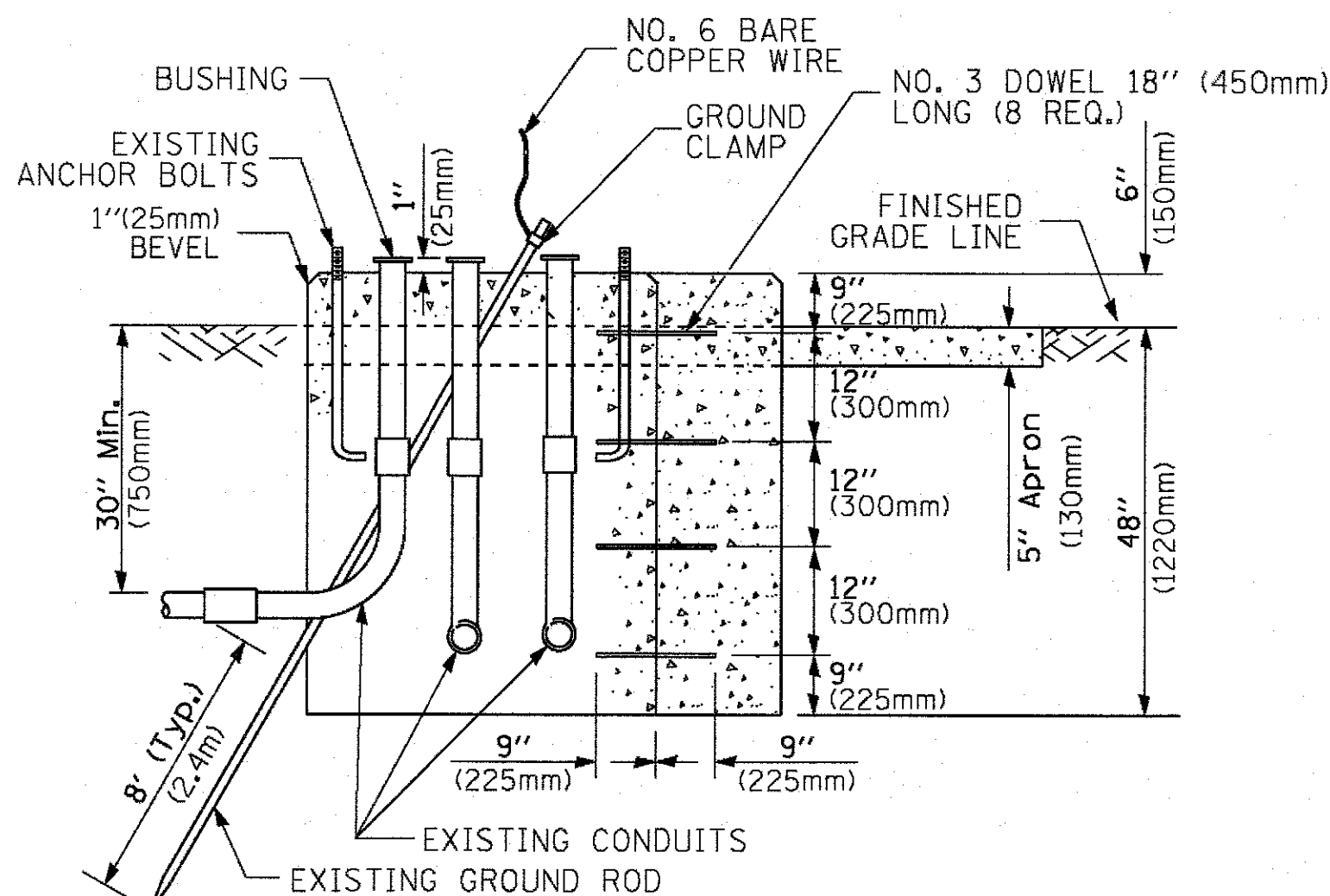
POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW (NOT TO SCALE)

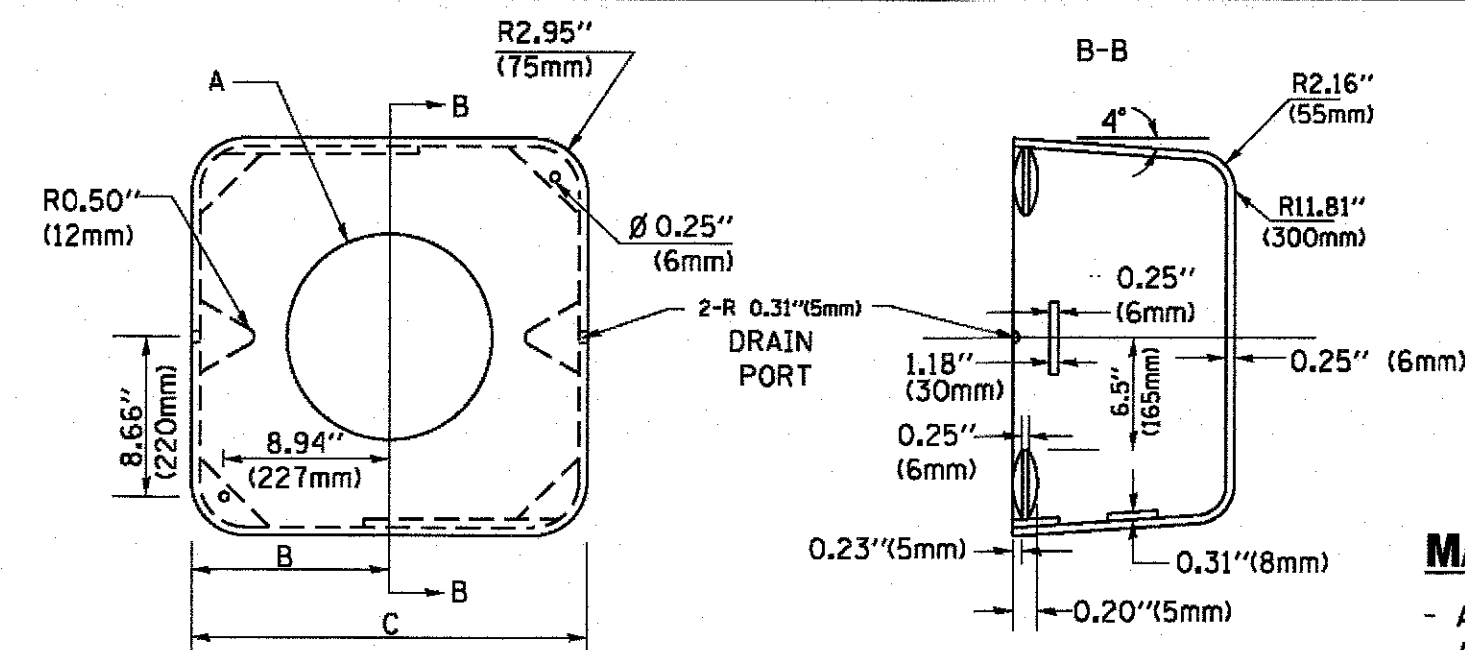


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION (NOT TO SCALE)

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

NOTES:

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



MATERIAL:

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

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

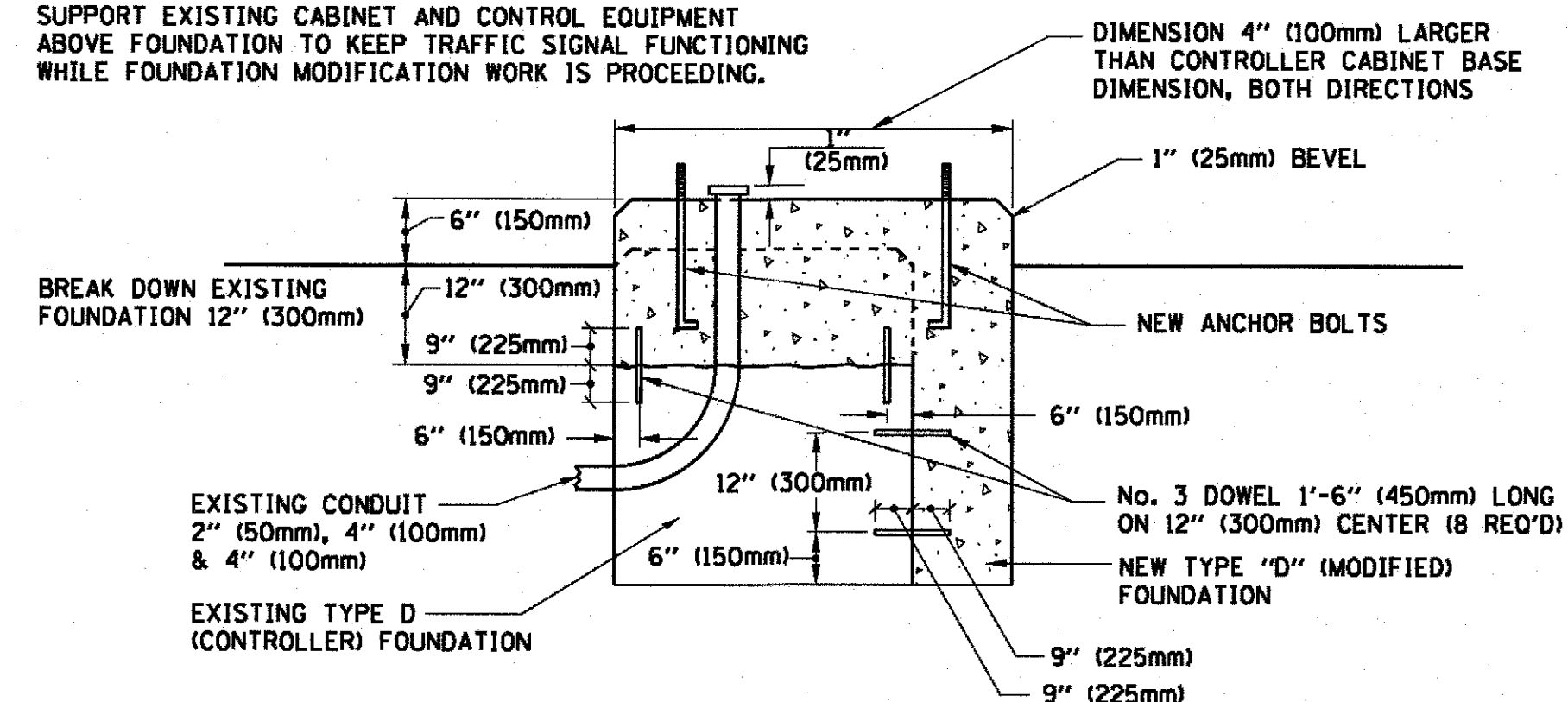
SHROUD

NOTES:

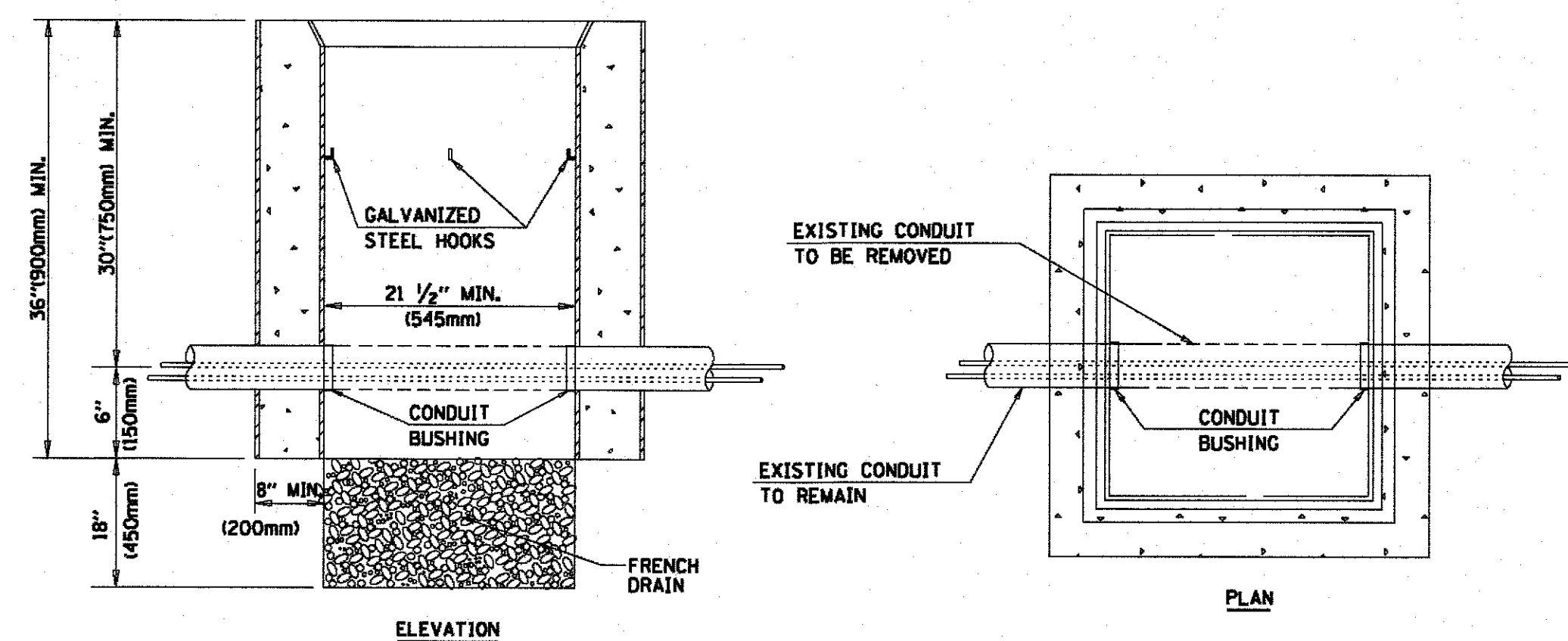
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION

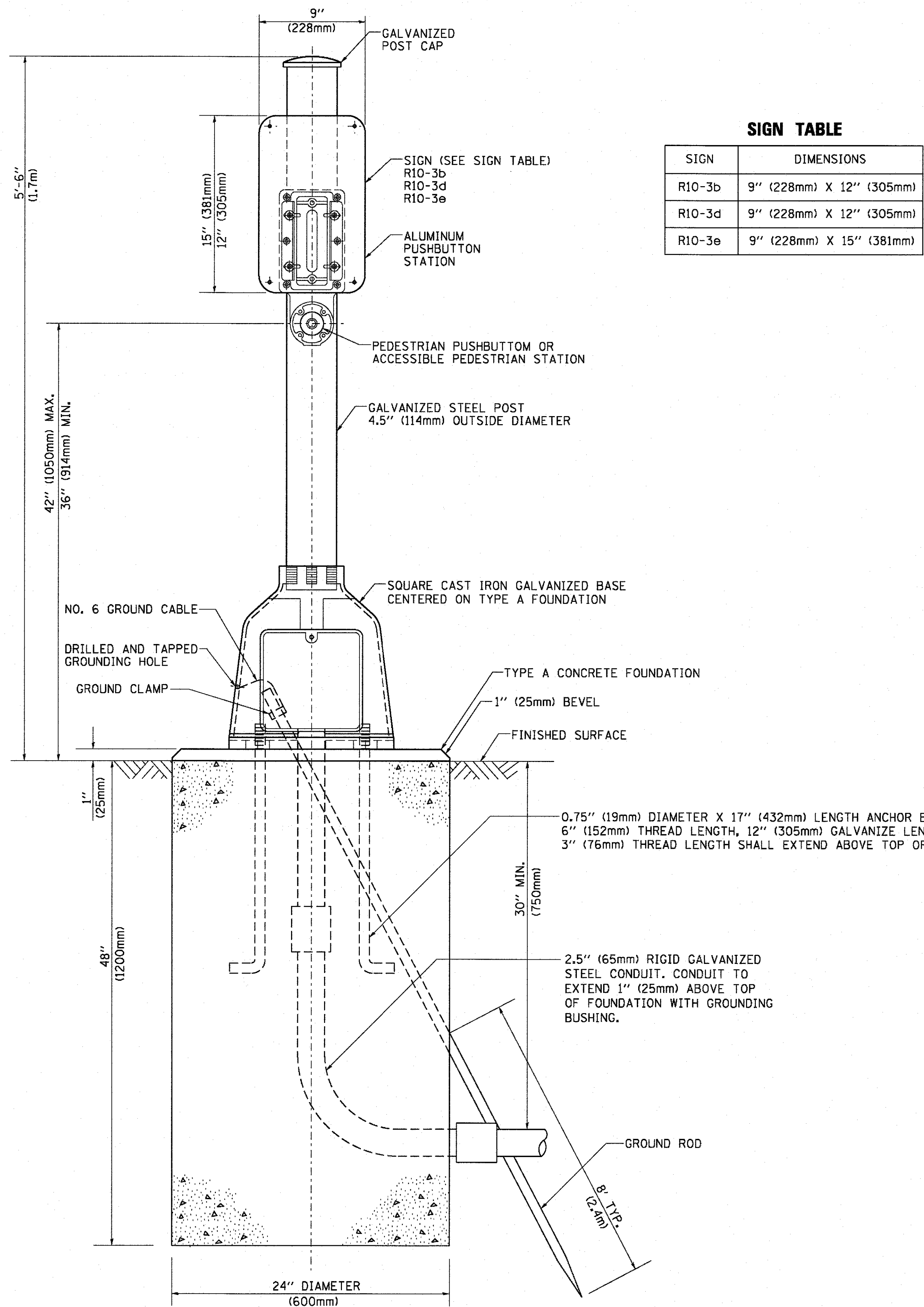


NOTES:

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

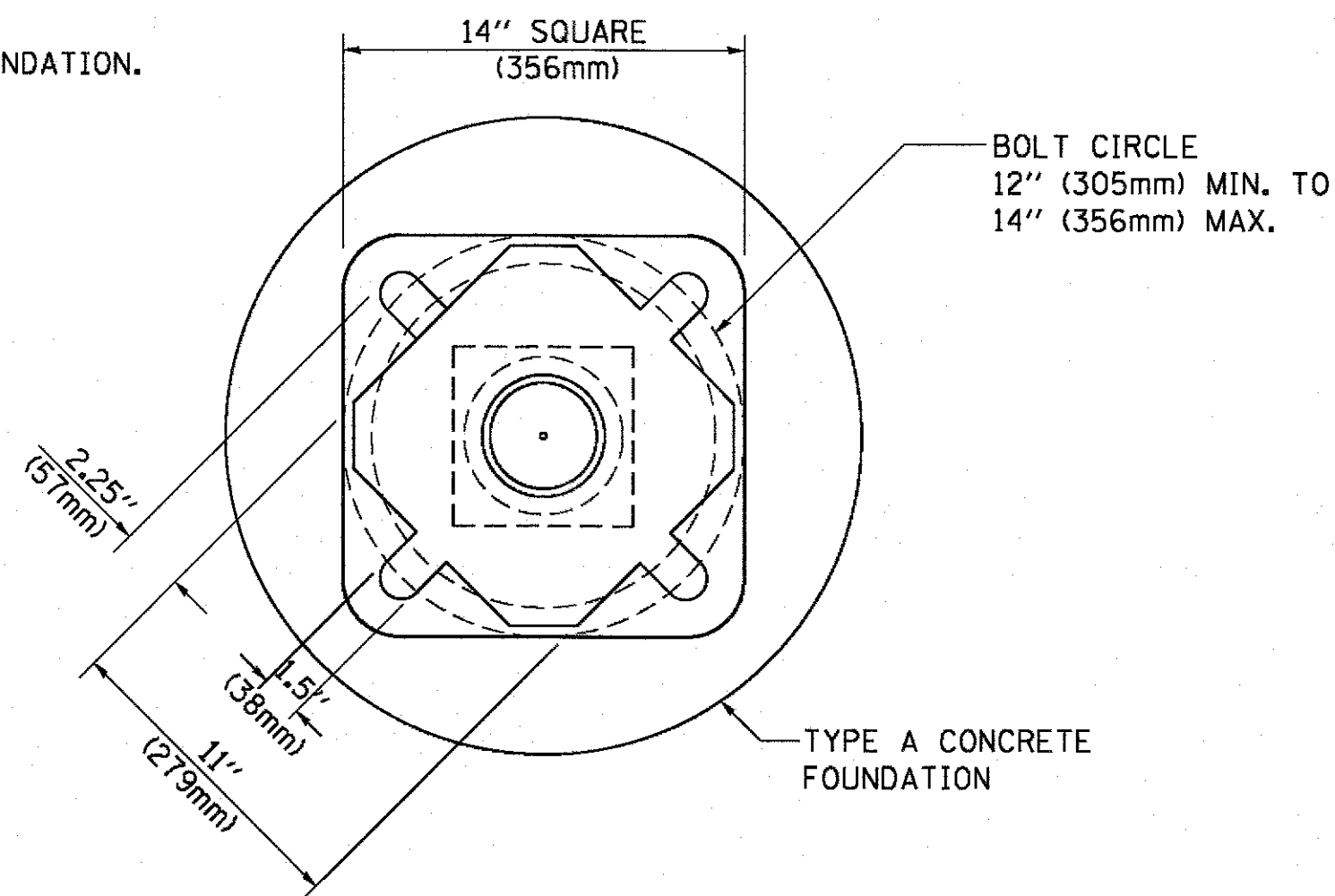
HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME = c:\pw_work\pwwid\foatemj\0108315\ts05.dgn	USER NAME = foatemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 ' / in.	DRAWN - BCK	REVISED -					14-F3000-05-BT	WILL	118	71
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -					TS-05	CONTRACT NO.	61E07	
		DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 6 OF 7 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT	



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



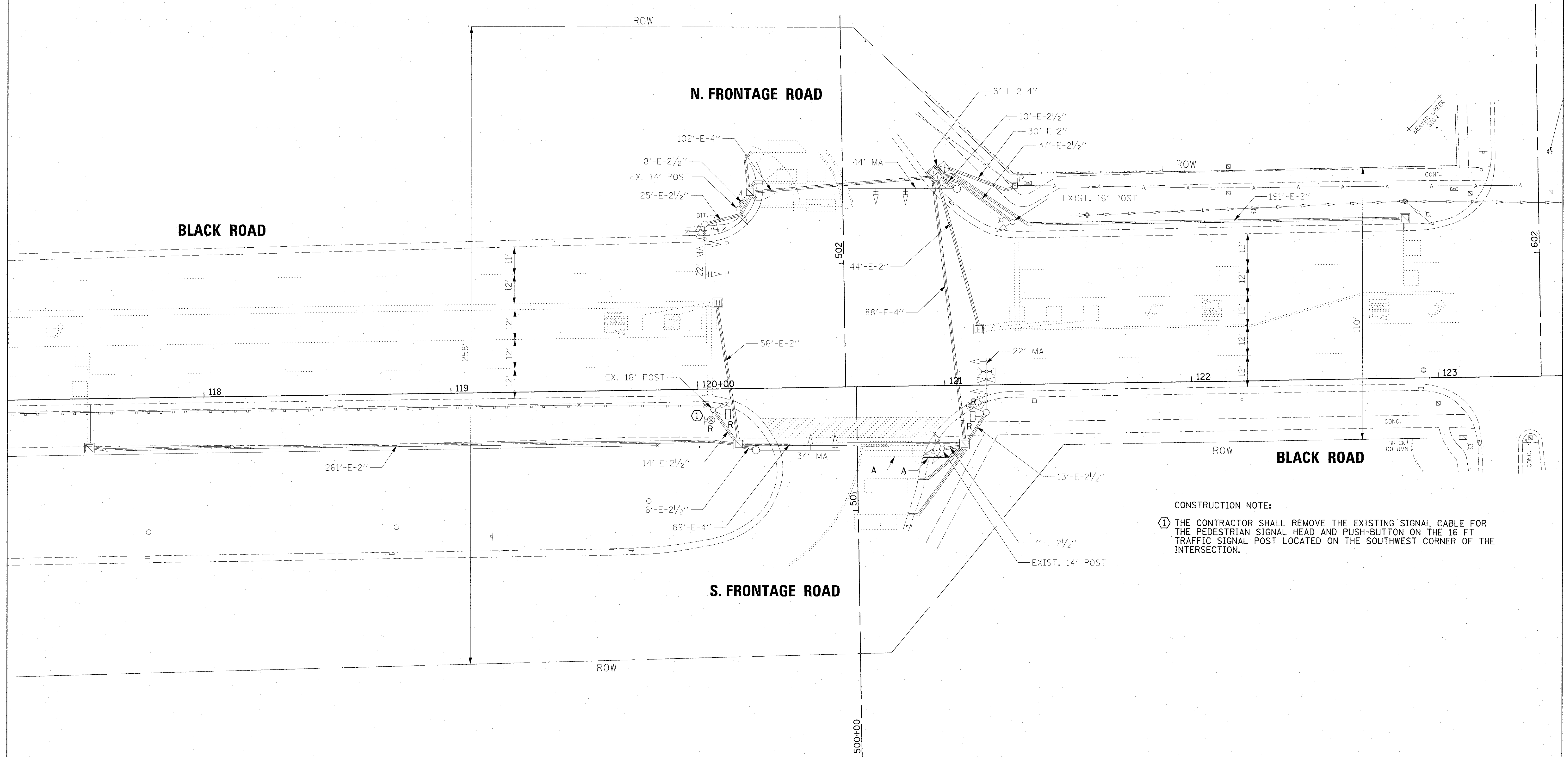
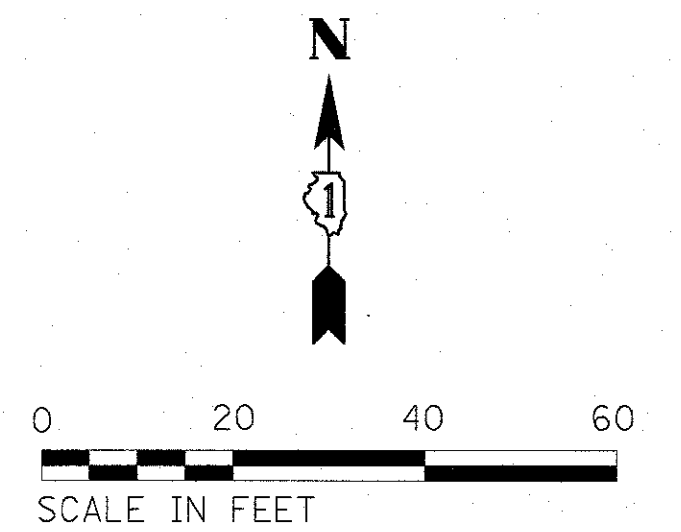
BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

REMOVAL NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

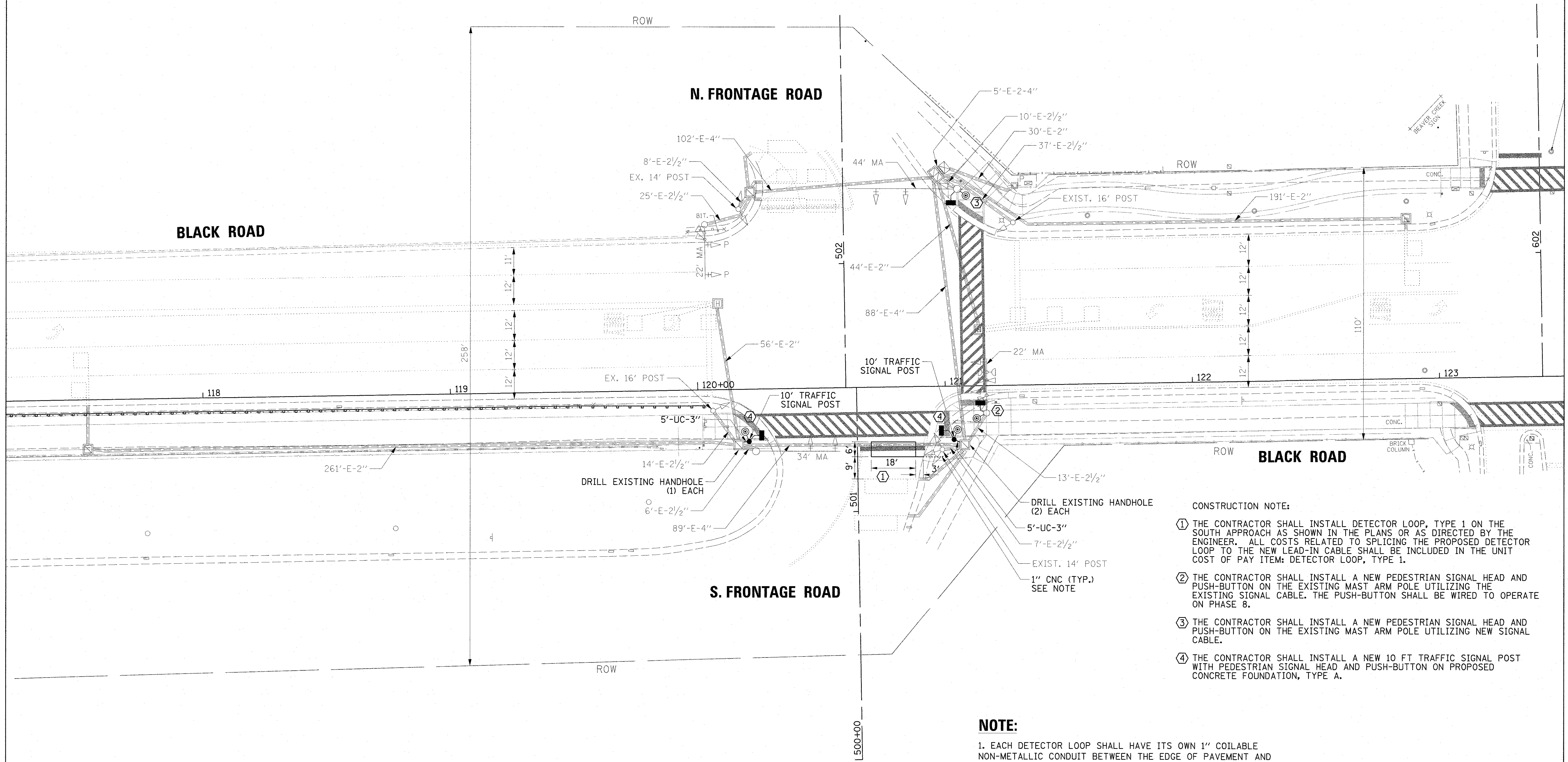
- 2 EACH PEDESTRIAN SIGNAL HEAD
2 EACH PEDESTRIAN PUSH-BUTTON



CONSTRUCTION NOTE:

- ① THE CONTRACTOR SHALL REMOVE THE EXISTING SIGNAL CABLE FOR THE PEDESTRIAN SIGNAL HEAD AND PUSH-BUTTON ON THE 16 FT TRAFFIC SIGNAL POST LOCATED ON THE SOUTHWEST CORNER OF THE INTERSECTION.

FILE NAME =	USER NAME = mgratzke	DESIGNED - GMZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN BLACK ROAD AND FRONTAGE ROAD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\PDPWC\160530.0001A\Traffic\160530-sh	traffic1.DGN	DRAWN - FB	REVISED -					14-F3000-05-BT	WILL	118	73
Default	PLOT SCALE = 20'	CHECKED - GMZ	REVISED -							CONTRACT NO. 61E07	
	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -				SCALE: 1"=20'	SHEET 1 OF 2 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

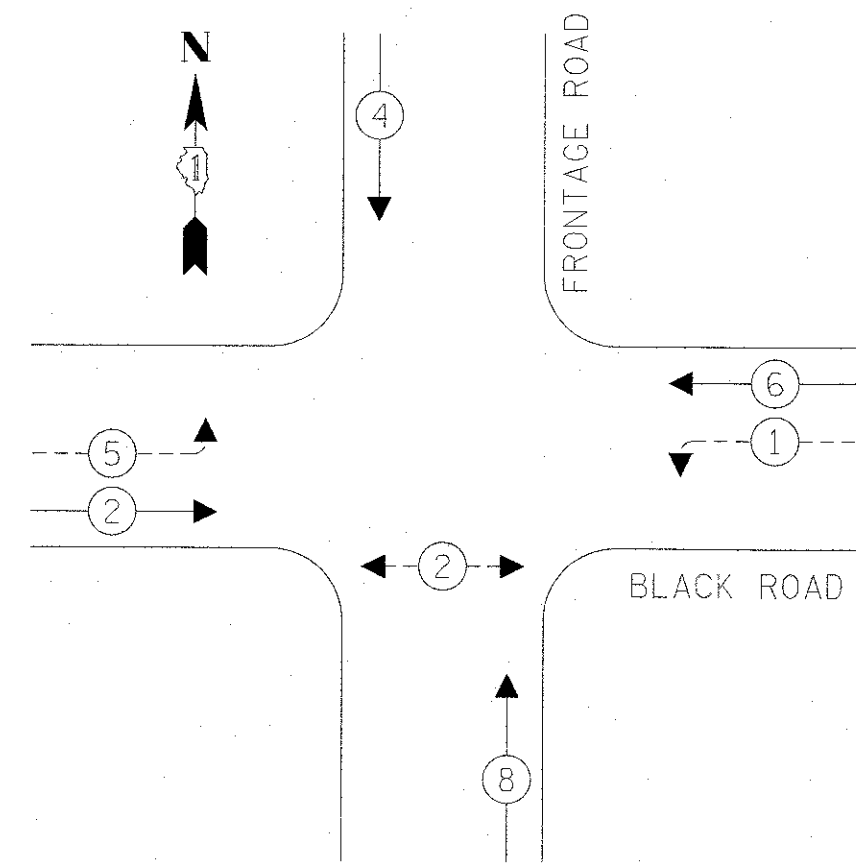


NOTE:

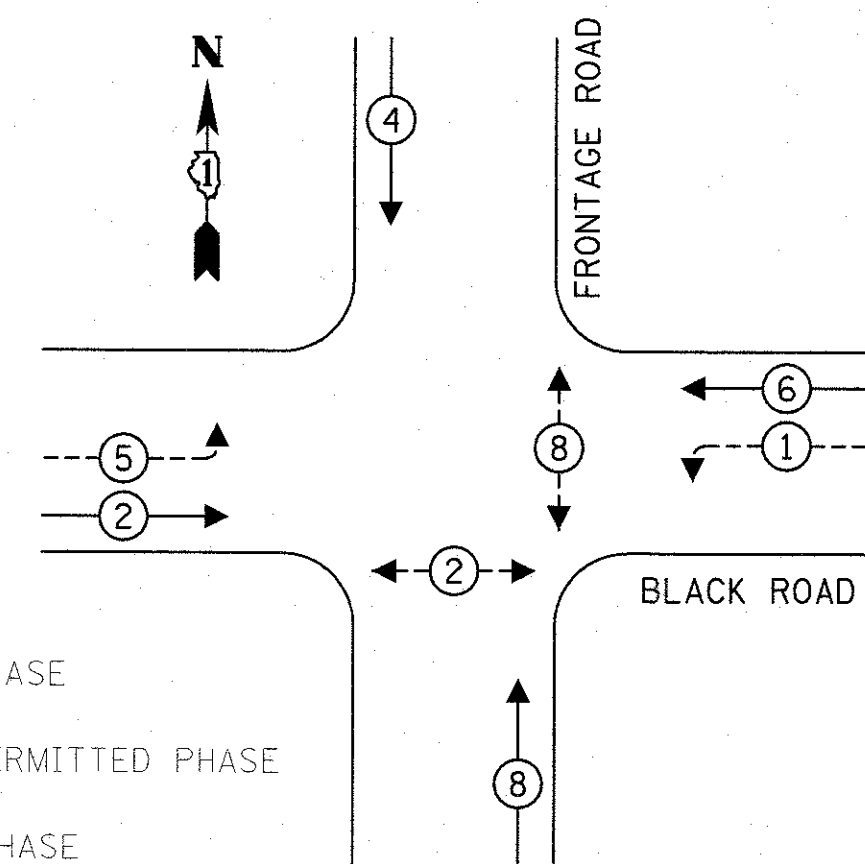
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

FILE NAME =	USER NAME = mgratzke	DESIGNED - GMZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN BLACK ROAD AND FRONTAGE ROAD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\VFPDWC\160530.00\01A\Traffic\160530-shs-traffic.2.DGN		DRAWN - FB	REVISED -						14-F3000-05-BT	WILL	118	74
	PLOT SCALE = 20'	CHECKED - GMZ	REVISED -		CONTRACT NO. 61E07							
Default	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'	SHEET 2 OF 2 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				

EXISTING CONTROLLER SEQUENCE



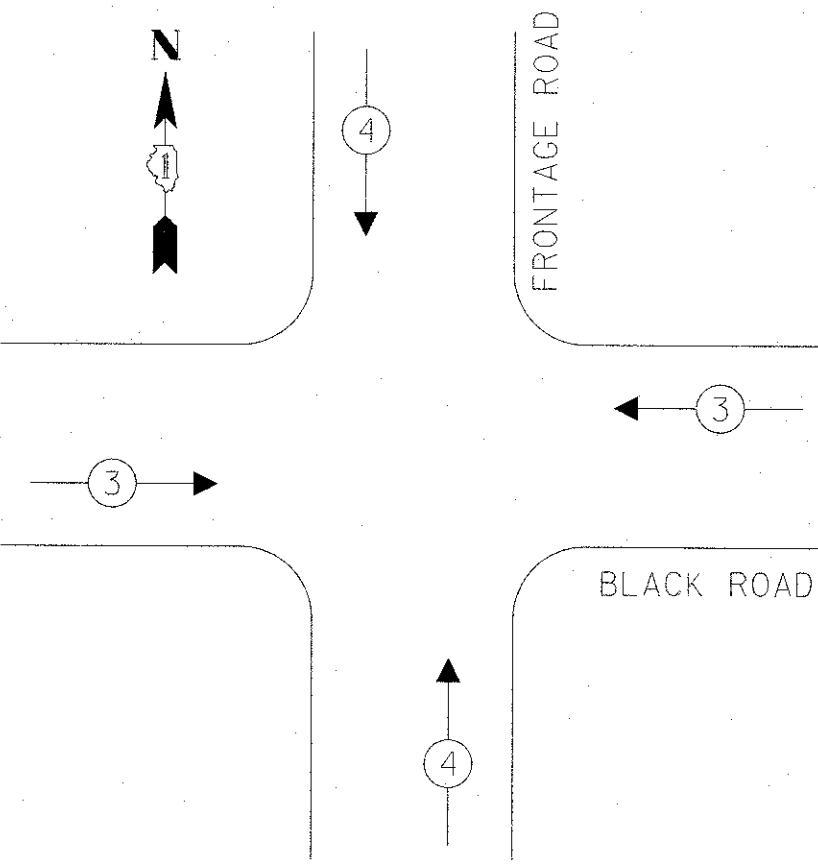
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← (P) → PROTECTED PHASE
- ← (P) → PROTECTED/PERMITTED PHASE
- ← (P) → PEDESTRIAN PHASE
- ← (P) → OVERLAP

EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

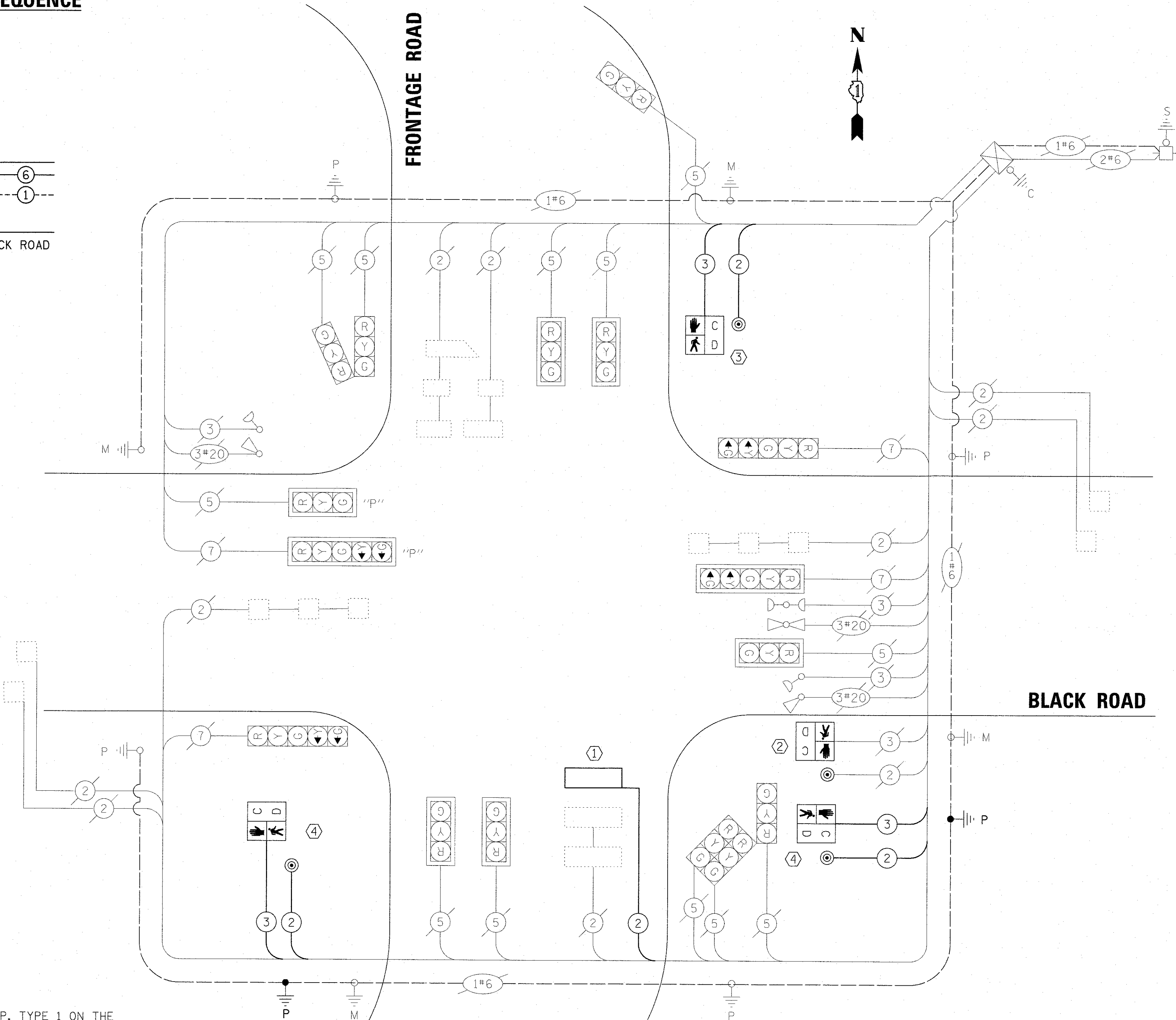
TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88.0
(YELLOW)	16	20	5	16.0
(GREEN)	16	12	45	86.4
PERMISSIVE ARROW	8	10	10	8.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	-	25	100	-
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				378.4

ENERGY COSTS TO:
WILL COUNTY DIVISION OF TRANSPORTATION
719 BATAVIA AVENUE
GENEVA, ILLINOIS 60134
ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

CONSTRUCTION NOTE:

- THE CONTRACTOR SHALL INSTALL DETECTOR LOOP, TYPE 1 ON THE SOUTH APPROACH AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. ALL COSTS RELATED TO SPLICING THE PROPOSED DETECTOR LOOP TO THE NEW LEAD-IN CABLE SHALL BE INCLUDED IN THE UNIT COST OF PAY ITEM: DETECTOR LOOP, TYPE 1.
- THE CONTRACTOR SHALL INSTALL A NEW PEDESTRIAN SIGNAL HEAD AND PUSH-BUTTON ON THE EXISTING MAST ARM POLE UTILIZING THE EXISTING SIGNAL CABLE. THE PUSH-BUTTON SHALL BE WIRED TO OPERATE ON PHASE 8.
- THE CONTRACTOR SHALL INSTALL A NEW PEDESTRIAN SIGNAL HEAD AND PUSH-BUTTON ON THE EXISTING MAST ARM POLE UTILIZING NEW SIGNAL CABLE.
- THE CONTRACTOR SHALL INSTALL A NEW 10 FT TRAFFIC SIGNAL POST WITH PEDESTRIAN SIGNAL HEAD AND PUSH-BUTTON ON PROPOSED CONCRETE FOUNDATION, TYPE A.

CABLE PLAN
(NOT TO SCALE)



SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	10
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	405
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	426
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	30
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
DETECTOR LOOP, TYPE I	FOOT	51
PEDESTRIAN PUSH-BUTTON	EACH	4
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	482
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
SIGNAL TIMING	LSUM	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

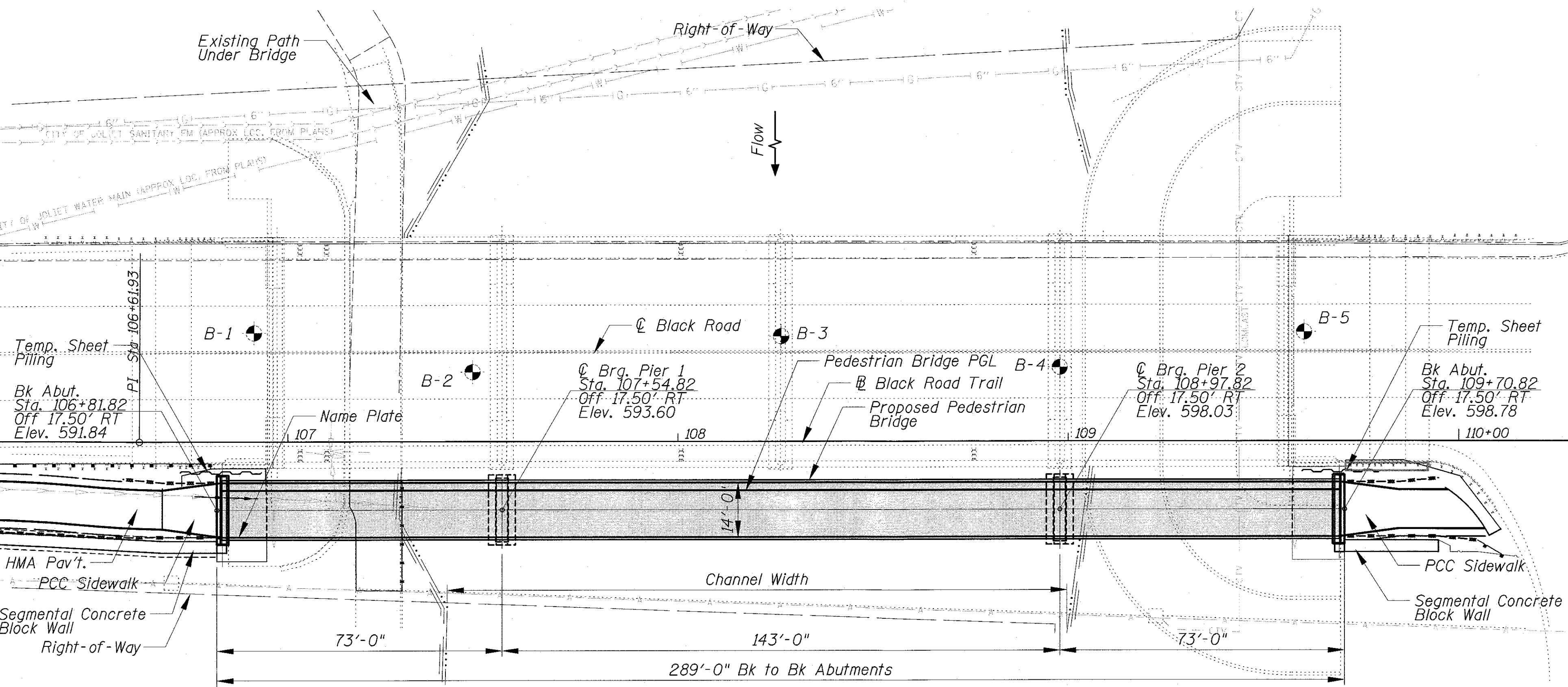
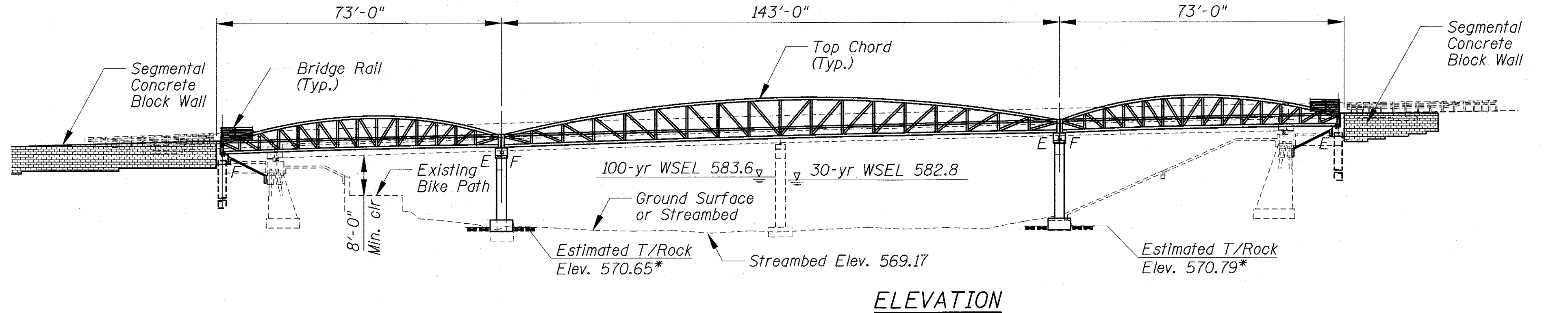
SCHEDULE OF QUANTITIES, CABLE PLAN,
AND PHASE DESIGNATION DIAGRAM
BLACK ROAD AND FRONTAGE ROAD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-F3000-05-BT	WILL	118	75
CONTRACT NO. 61E07				
ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = mgretzke	DESIGNED - GMZ	REVISED -
N:\FPOWC\160530.0001A\Traffic\160530-shs-traffic_3.DGN		DRAWN - FB	REVISED -
	PLOT SCALE = 20'	CHECKED - GMZ	REVISED -
Default	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -

Bench Mark: Square cut on concrete southeast corner of bridge over DuPage River & Black Road. Elevation 602.12

Existing Structure: None



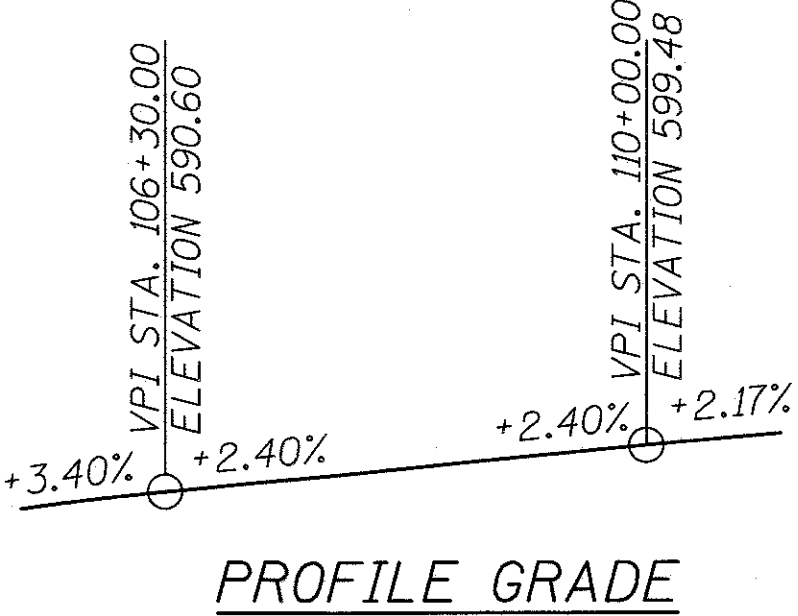
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)				
	W. Abut.**	Pier 1 *	Pier 2 *	E. Abut.**
Q100	572.08	570.65	570.79	573.83
Q500	572.08	570.65	570.79	573.83

* Top of Rock Elevation at Pier Base from WHA 2009 TSL for Black Road bridge.
** Top of Rock Elevation from CTA 1956 Boring Logs for Black Road bridge.

WATERWAY INFORMATION

Drainage Area = 321.6 Sq. Mi Proposed Overlapping Elev.=585.58 @ Sta. 104+00								
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft. Exist.	Headwater El. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	10	6,900	n/a	1,995	582.0	-	0.0	582.0
Design	30	9,000	n/a	2,153	582.8	-	0.0	582.8
Base	100	11,280	n/a	2,313	583.6	-	0.0	583.6
Overlapping								
Max. Calc.	500							



PLAN

PROFILE GRADE

BILL OF MATERIALS

(Pedestrian Bridge Over DuPage River with Walls 1 & 2)

UNIT	ITEM	UNIT	TOTAL
20200200	Rock Excavation	Cu. Yd.	10
20900110	Porous Granular Backfill	Cu. Yd.	30
50102400	Concrete Removal	Cu. Yd.	10.0
50200100	Structure Excavation	Cu. Yd.	510
50200300	Cofferdam Excavation	Cu. Yd.	35
50201121	Cofferdam (Type 2) (Location 1)	Each	1
50201122	Cofferdam (Type 2) (Location 2)	Each	1
50300225	Concrete Structures	Cu. Yd.	100.5
50800105	Reinforcement Bars	Lbs.	795
50800205	Reinforcement Bars, Epoxy Coated	Lbs.	12660
51100100	Slope Wall, 4"	Sq. Yd.	55
51500100	Name Plate	Each	1
51603000	Drilled Shaft in Soil	Cu. Yd.	9.2
51604000	Drilled Shaft in Rock	Cu. Yd.	1.4
52200010	Temporary Sheet Piling	Sq. Ft.	1305
52200800	Segmental Block Wall	Sq. Ft.	3800
59100100	Geocomposite Wall Drain	Sq. Yd.	35
X0322508	Pedestrian Truss Superstructure	Sq. Ft.	4045
X0326670	Aggregate Column Ground Improvement	L. Sum	1
Z0046304	Pipe Underdrains for Structures, 4"	Foot	470
Z0077900	Wood Post and Rail Fence	Foot	480

INDEX OF SHEETS

- General Plan and Elevation - Dupage River
- General Notes and Details - Dupage River
- Abutment Details - Dupage River
- Pier Details - Dupage River
- Wall #1 Details
- Wall #2 Details
- General Plan and Elevation - I-55
- General Notes and Details - I-55
- Abutment Details - I-55
- Pier Details - I-55
- Wall #3 & Wall #4 Details
- Wall #3 & Wall #4 Details
- HP Pile Details

STATION 108+26.32
BUILT 2017 BY
STATE OF ILLINOIS
FOR THE FOREST PRESERVE
DISTRICT OF WILL COUNTY
SECTION 14-F3000-05-BT
LOADING H10-90 PSF

NAME PLATE
See Std. 515001

LOADING H10
Uniform Live Load = 90 PSF
Vehicle Live Load = H10

DESIGN SPECIFICATIONS

2014 AASHTO Bridge Design Specifications,
7th Edition and 2009 LRFD Guide Specifications
for the Design of Pedestrian Bridge.

DESIGN STRESSES

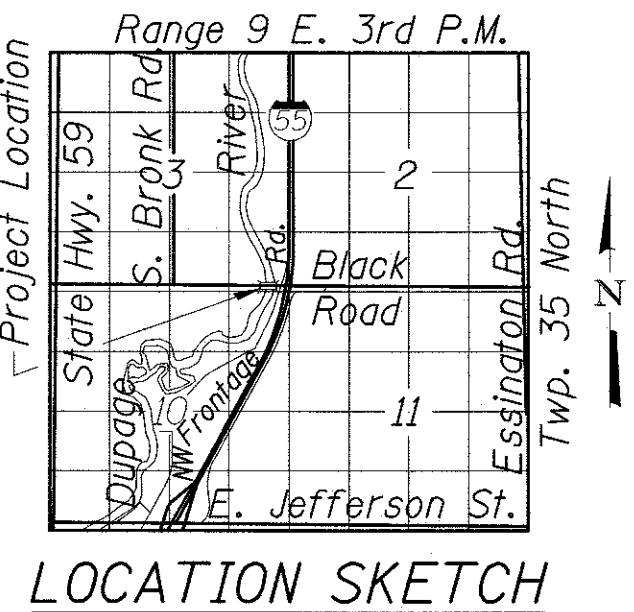
FIELD UNITS

f'c = 3,500 psi (Concrete Structures)
f'c = 4,000 psi (Drilled Shafts)
fy = 60,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.067g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.126g
Soil Site Class = C

GENERAL PLAN & ELEVATION
BLACK ROAD TRAIL PEDESTRIAN BRIDGE
OVER DUPAGE RIVER
SECTION 14-F3000-05-BT
WILL COUNTY
STATION 108+26.32



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 Bridge Design Specifications".

Majid Mobasseri
8/14/17
MAJID MOBASSERI
ILLINOIS REGISTRATION No. 081-005058 STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/18



1. All work shall be done in accordance to the Illinois Department of Transportation (IDOT) Standard Specification for Road and Bridge Construction. Adopted April 1, 2016, and latest Supplemental Specifications and recurring Special Provisions, unless noted otherwise. Construction Plans and Subsequent Details are all to be considered as part of the Contract. Incidental Items or Accessories necessary to complete this work may not be specifically noted but are considered a part of this Contract.

3. Contractor shall verify all topographic Information and grade elevations adjacent to bridge prior to proceeding, Inform Engineer of any variation.

1. All cast-in-place concrete work and reinforcing steel work shall be in accordance with Sections 503 and 508 respectively of the IDOT Standard Specifications for Road and Bridge Construction, adopted April 1, 2106, and Supplemental Specifications and Recurring Special Provisions and as noted below.

2. Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise shown.

3. Reinforcement Bars designated (E) shall be Epoxy Coated.

4. Reinforcing bar bending dimensions are out to out.

5. All other C.I.P. concrete deck shall be class SI concrete and shall have a minimum compressive strength of 3,500 psi @ 28 days.

6. All exposed concrete edges shall be beveled $\frac{3}{4}"$.

7. Concrete Sealer shall be applied to the designated areas of the exposed faces of the pier, pier caps, abutment seats, and backwall.

The Prefabricated Pedestrian Bridge shall be designed, fabricated, delivered and erected according to the Special Provisions of "Pedestrian Truss Superstructure" and design plans.

1. Style: Pratt Truss or Approved Equal.

2. Span: Span 1 71'-6", Span 2 143'-4", Span 3 71'-6", 289'-0" End to End.

3. Loading: Per AASHTO Guide Specification for Design of Pedestrian Bridges, 2nd Edition
Dead Load: Actual weight of the structure
Live Load: 90 PSF or H10 (20,000 Lb) vertical load. Vertical impact is not required.
Wind Load: 35 PSF on the full vertical projected area of the bridge, as if enclosed.

4. *Finishes: All steel shall be unpainted weathering.*

5. The total depth of deck, from top of deck to the bottom of bottom chord shall be less than 2'-6".

6. Truss manufacturer shall camber the truss as necessary to provide allowance for dead load deflection.

7. Bridge bearing seat elevations are subject to revision based on the approved pedestrian truss superstructure shop drawings. Contractor shall verify all dimensions and elevations with final shop drawings.

8. The Contractor shall provide the reinforced concrete deck design. Concrete deck to utilize stay-in-place galvanized forms. Reinforcement shall be epoxy coated. Contractor shall place the concrete deck after truss is set. Cost included with Pedestrian Truss Superstructure.

9. Truss Manufacturer shall provide joint covers for joints between abutment backwall and steel truss and between trusses at pier locations. Cost included with Pedestrian Truss Superstructure.

10. *Quality: The bridge manufacturer shall maintain proper records assuring that all steel, bolts, and materials used are in accordance with material specified. The bridge shall be identified and marked with a permanent nameplate showing the manufacturers name, location, date of manufacture, and load carrying capacity. Structural material shall be traceable to each bridge. All welders shall be qualified in accordance with AWS D1.1-2002 structural welding code. All workmanship shall be in compliance with AASHTO and AISC standard practice. Full penetration weld details used in shop splices shall be submitted to the Engineer to determine testing required (If any).*

11. *Delivery: Bridges shall be delivered by truck to a location nearest the site accessible by roads.*

12. Field welding of construction accessories will not be permitted to beams or girders.

13. Any section of existing headwall to be removed for installation of pedestrian bridges shall be paid for under Concrete Removal.

1. Do not scale dimensions for construction. Scale, if shown, applies only to full size drawings.

2. No construction joints, except those shown on the plans, will be allowed unless directed by the Engineer.

3. Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. and the Engineer prior to excavation.

4. Shop working or layout drawings pertaining to the construction of the work, as may be required, shall be submitted to the Engineer for approval prior to the start of construction. Shop drawing shall be signed and sealed by a Structural Engineer licensed in State of Illinois.

5. Upon completion, the contractor shall collect and remove all construction debris and excess material from the site. Damaged trees, shrubs, and other landscape features resulting from construction activities shall be replaced or repaired.

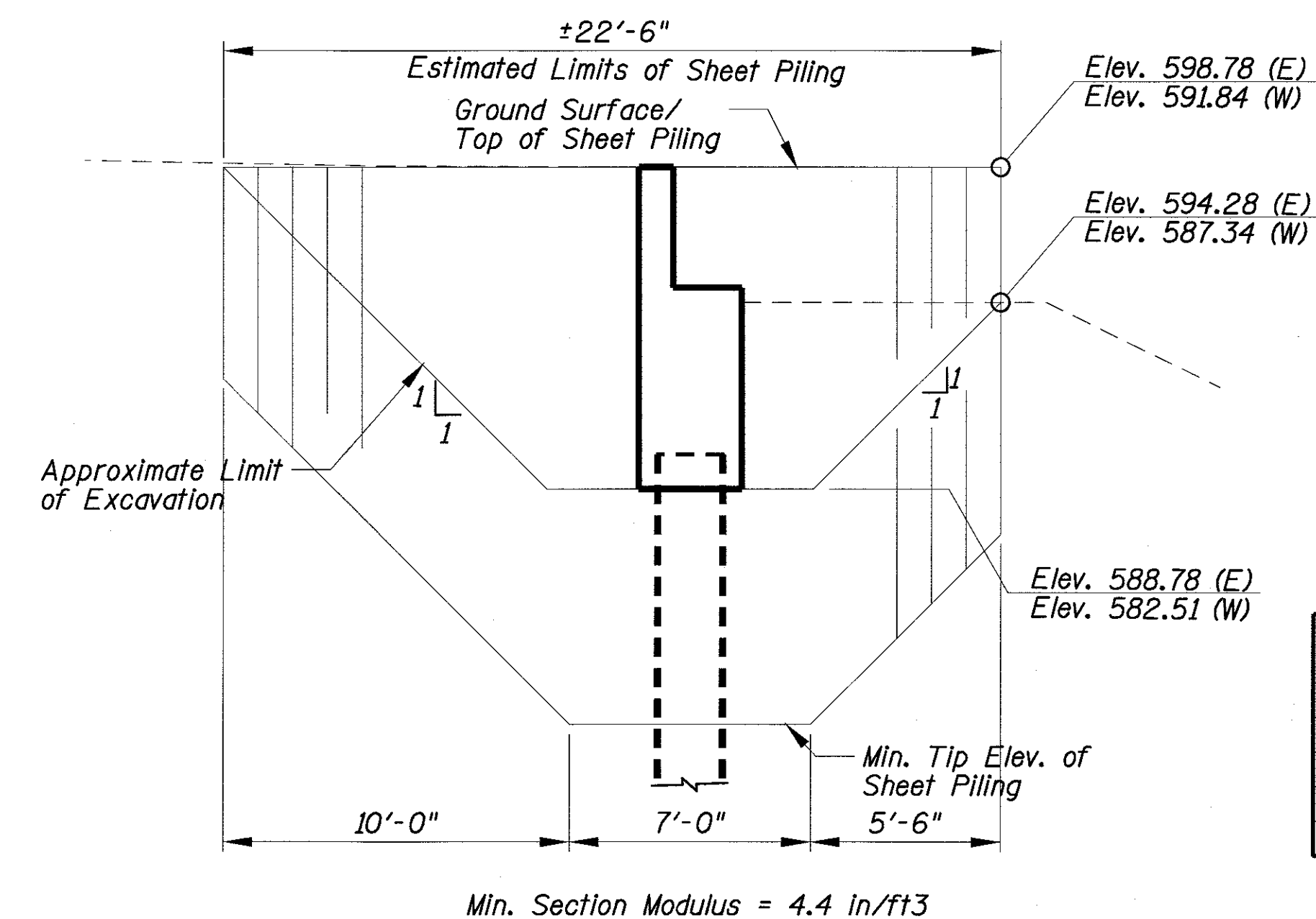
6. All bearing surfaces must be true and level.

7. Contractor must coordinate with Bridge Manufacturer to ensure proper placement of cast-in-place anchors. If the contractor elects to use post-installed anchors in lieu of cast-in-place anchors, he must coordinate the plate dimensions, bolt spacing and bolt quantity with the Bridge Manufacturer prior to construction.

8. For Type 2 Cofferdams, no concrete seal coat has been assumed or included in the summary of estimated pay item quantities. Based on their proposed methods, should the Contractor determine that a concrete seal coat and/or associated additional cofferdam excavation are needed as part of foundation construction within cofferdams, the cost for them will be considered to be included in the pay items each for the Type 2 Cofferdams. No additional separate measurement or payment will be made for the seal coat concrete and/or associated cofferdam excavation.

9. *Standard sheet pile cofferdam may not be feasible due to shallow rock. Per Section 502.06 of the Standard Specifications, any proposed cofferdam drawings and calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer and submitted to the Engineer and approved prior to the start of construction. This cost of this shall be included in Cofferdam (Type 2) of the location specified.*

10. Rock encountered during all structure excavation shall be paid for as Rock Excavation.



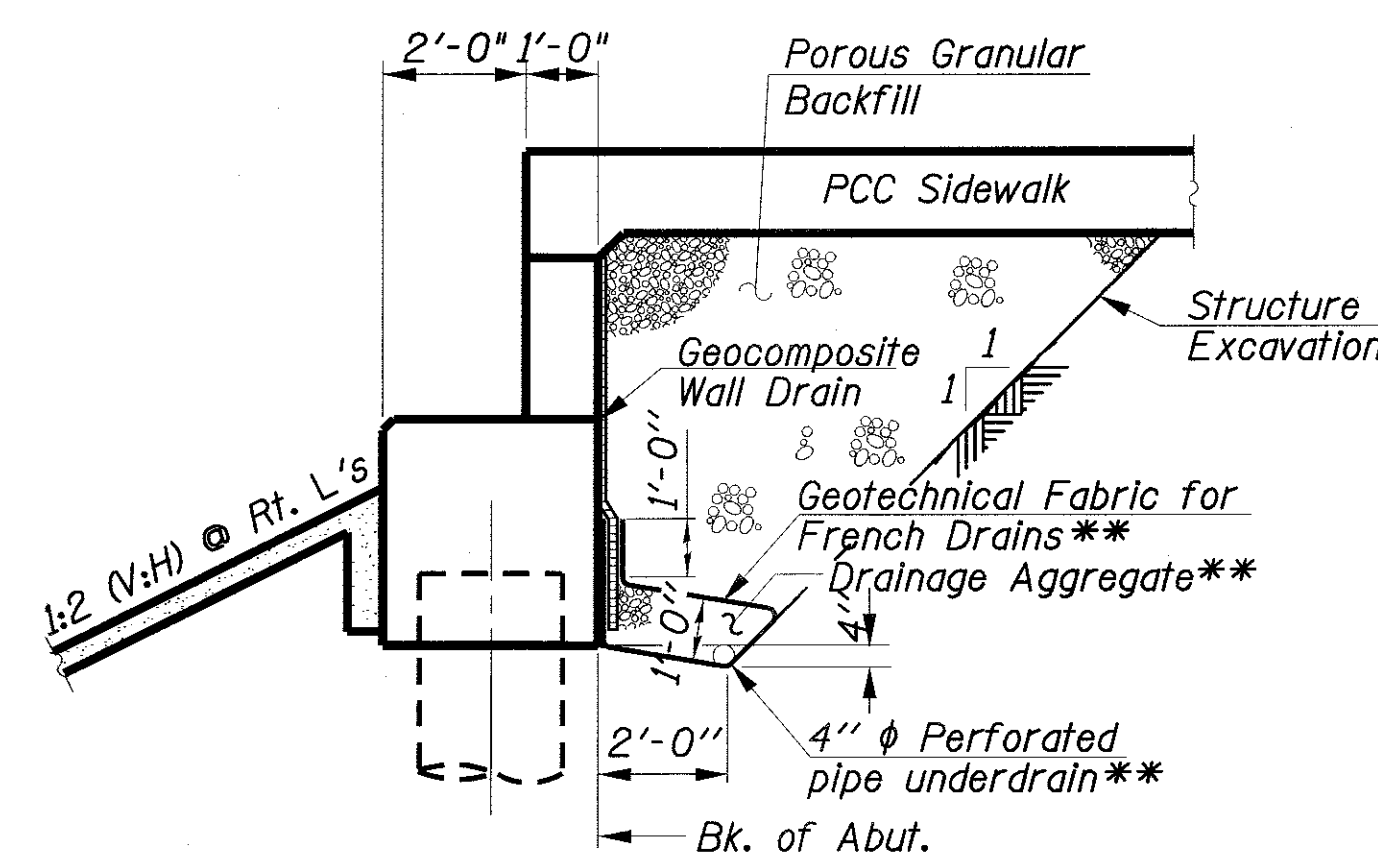
Technical drawing of a bridge deck cross-section. The drawing shows the profile of the bridge deck, including the top chord, vertical, diagonal, rub rail, toe plate, side dam, PGL, floor beam, and bottom chord. Dimensions are provided for various parts of the deck, including the total width (14'-0" Clr Width), the width of the top chord (12'-6"), and the width of the bottom chord (2'-6"). The drawing also shows the location of the Black Road Trail and the Existing Bridge. The deck is constructed of Cast-In-Place Reinf. Concrete Deck with a thickness of 4'-6". The floor beam is made of Galvanized Steel Deck with a thickness of 3'-6". The side dam is made of PGL with a thickness of 3/16"/Ft. The toe plate is made of PGL with a thickness of 3/16"/Ft. The rub rail is made of PGL with a thickness of 3/16"/Ft. The diagonal is made of PGL with a thickness of 3/16"/Ft. The vertical is made of PGL with a thickness of 3/16"/Ft. The top chord is made of PGL with a thickness of 3/16"/Ft. The bottom chord is made of PGL with a thickness of 3/16"/Ft. The drawing also shows the location of the Black Road Trail and the Existing Bridge.

Dimensions and Labels:

- 12'-6"
- 1'-7"
- 3'-9 1/2"
- 3'-0"
- 2'-0"
- 14'-0" Clr Width
- Black Road Trail
- Exist. Bridge
- Top Chord
- Vertical
- Diagonal
- Rub Rail
- Toe Plate
- Side Dam
- PGL
- 3/16"/Ft
- 3/16"/Ft
- Cast-In-Place Reinf. Concrete Deck
- 4'-6"
- 3'-6"
- 2'-6"
- Floor Beam
- Bottom Chord
- Brace Diagonal
- Galvanized Steel Deck

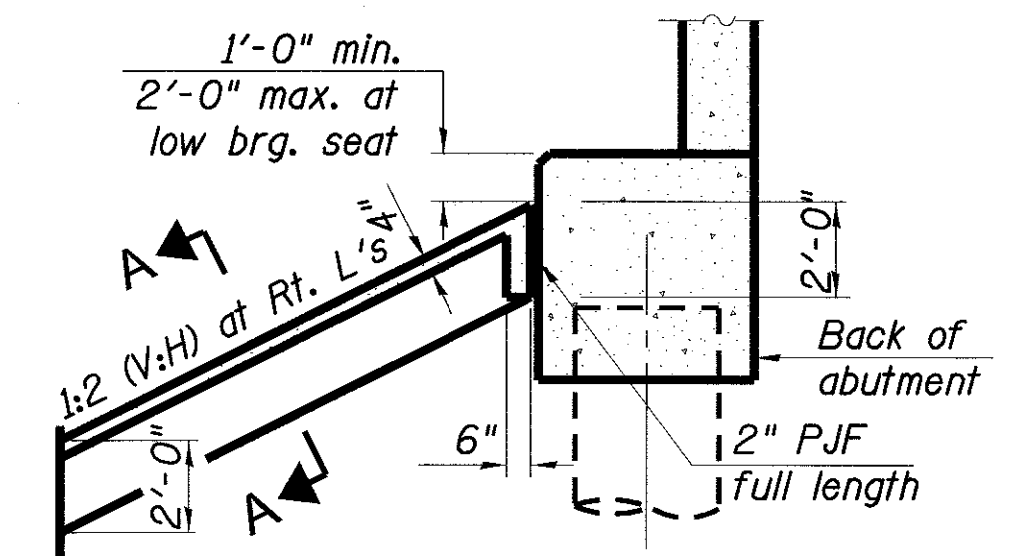
* Contractor Shall Coordinate All Dimensions with Bridge Manufacturer Prior to Construction.

**** Concrete Form Pan and Deck Design are Provided by Bridge Manufacturer. Concrete Slab and Reinforcement Shall Be Provided by Contractor After Bridge is Erected. Concrete and Reinforcing Requirements to be Coordinated with Bridge Manufacturer.**



(Over Dupage River)

** Included in the cost of Pipe Underdrains for Structures, 4"



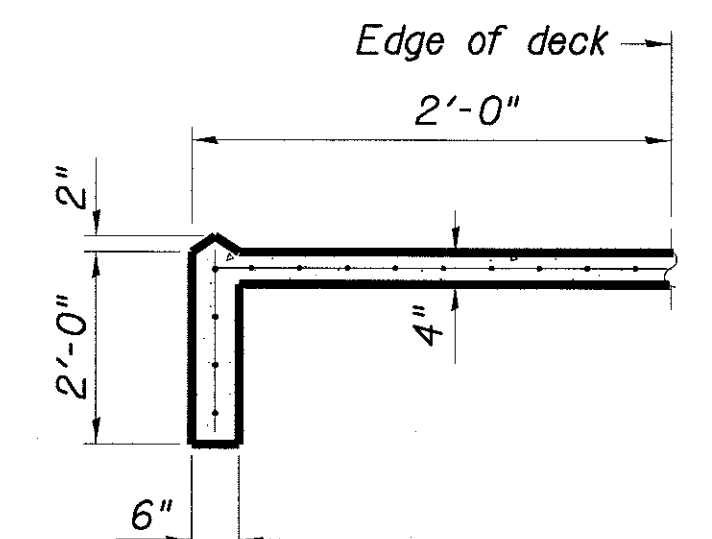
NOTE:
Slope wall shall be reinforced with welded wire fabric, 6"x6" W4.0xW4.0 weight 58 lbs. per 100 sq. ft. Cost included with Slope Wall, 4".

Loading Type	P (Klps)		H (Klps)	
	Span 1 & Span 3	Span 2	Span 1 & Span 3	Span 2
Dead Load	27.0	60.7	—	—
Uniform Live Load	23.3	45.1	—	—
Vehicle Load	10.0	10.0	—	—
Wind Load	3.1	11.4	10.2	26.7

Loads are provided by a fabricator and are for reference only.

P = Vertical Load at Each Bearing

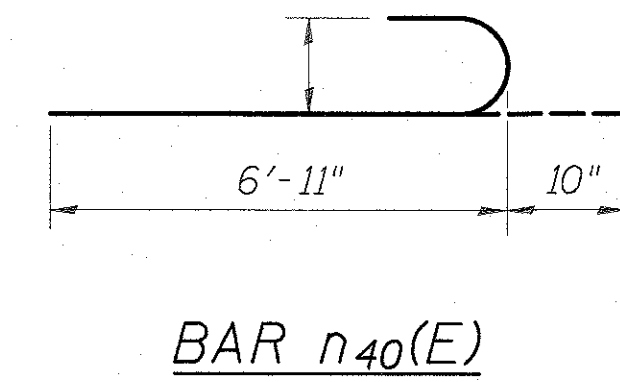
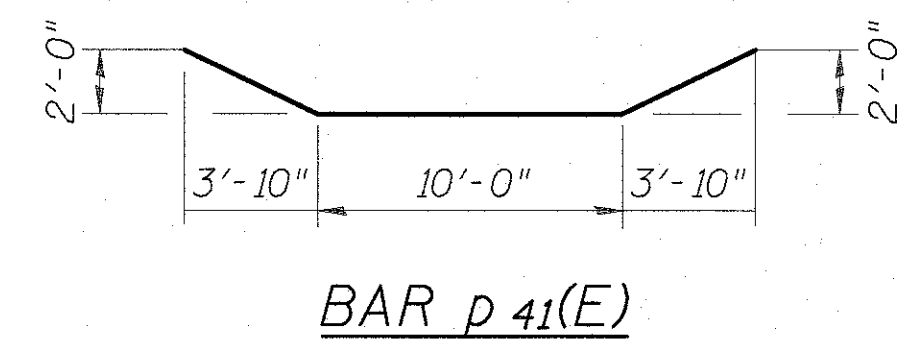
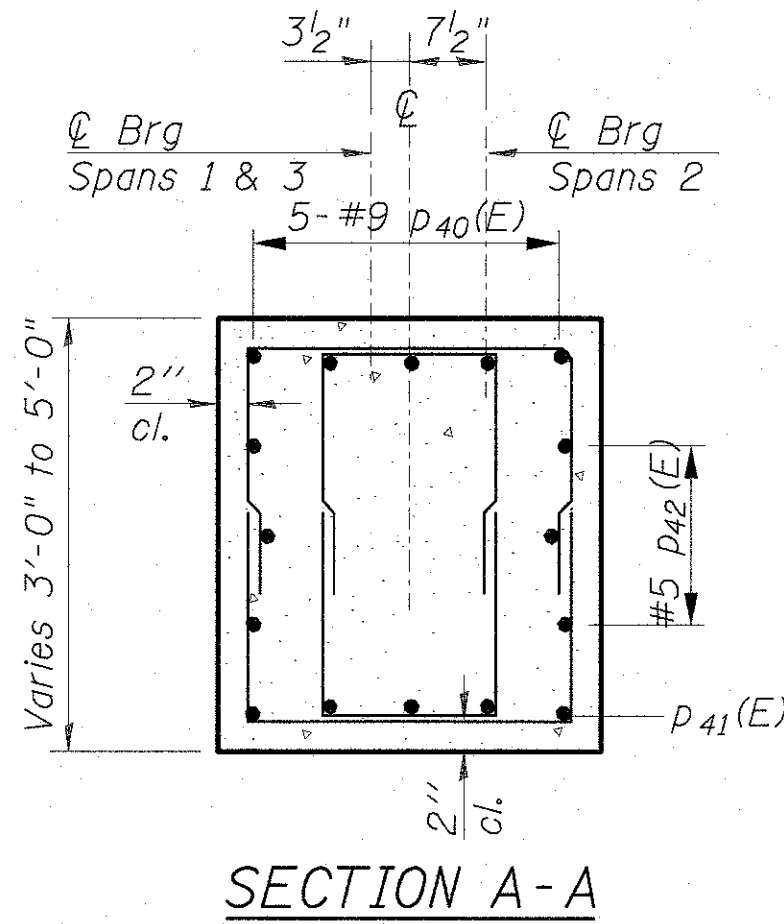
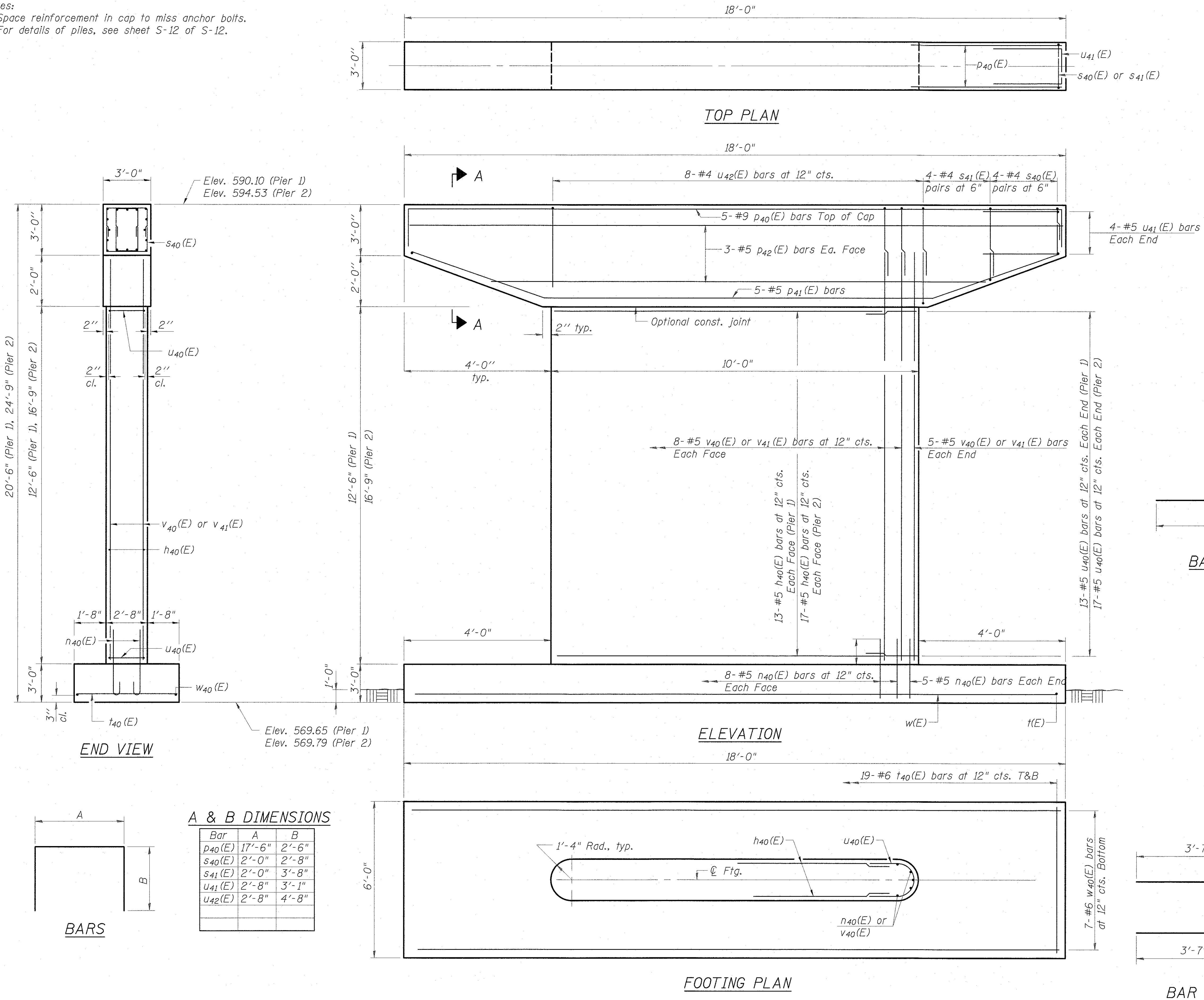
H = Horizontal Load at Each Footing



SECTION A-A

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	S02.GNOTES-RIVER.sht	DRAWN - PDR	REVISED -						0298	14-F3000-05-BT	WILL	118	77
	PLOT SCALE = 40'	CHECKED - MM	REVISED -		CONTRACT NO. 61E07 ILLINOIS FED. AID PROJECT								
	PLOT DATE = 9/8/2017	DATE - 8/14/2017 SEPT	REVISED -										
					SCALE: 1"=20'	SHEET 2 OF 13 SHEETS	STA. N/A TO STA. N/A						

Notes:
Space reinforcement in cap to miss anchor bolts.
For details of piles, see sheet S-12 of S-12.

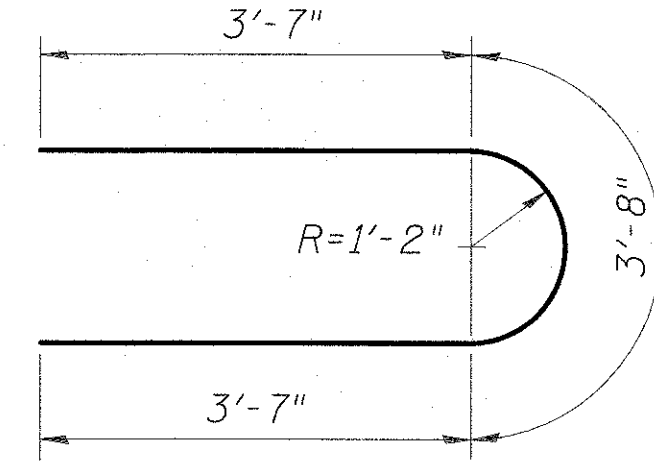


(2 PIERS)
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	60	#5	7'-8"	—
n40(E)	52	#5	7'-9"	—
p40(E)	10	#9	22'-6"	—
p41(E)	10	#5	18'-8"	—
* p42(E)	12	#5	17'-8"	—
s40(E)	64	#4	7'-4"	—
s41(E)	64	#4	9'-4"	—
t40(E)	76	#6	5'-8"	—
u40(E)	60	#5	10'-10"	—
u41(E)	16	#5	8'-10"	—
u42(E)	16	#4	12'-0"	—
v40(E)	26	#5	19'-7"	—
v41(E)	26	#5	15'-4"	—
w40(E)	28	#6	17'-8"	—
Structure Excavation		Cu. Yd.	25	
Rock Excavation		Cu. Yd.	10	
Concrete Structures		Cu. Yd.	71.2	
Reinforcement Bars, Epoxy Coated		Pound	6090	

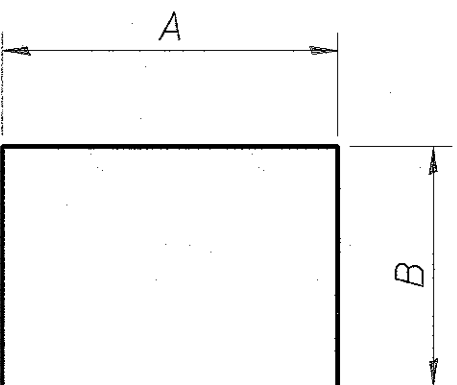
* Field Cut to Fit

MINIMUM BAR LAPS	
BAR	LAP
#4	1'-7"
#5	2'-7"
#6	3'-1"

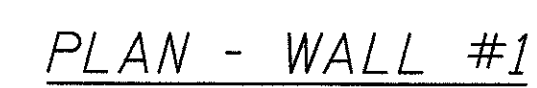
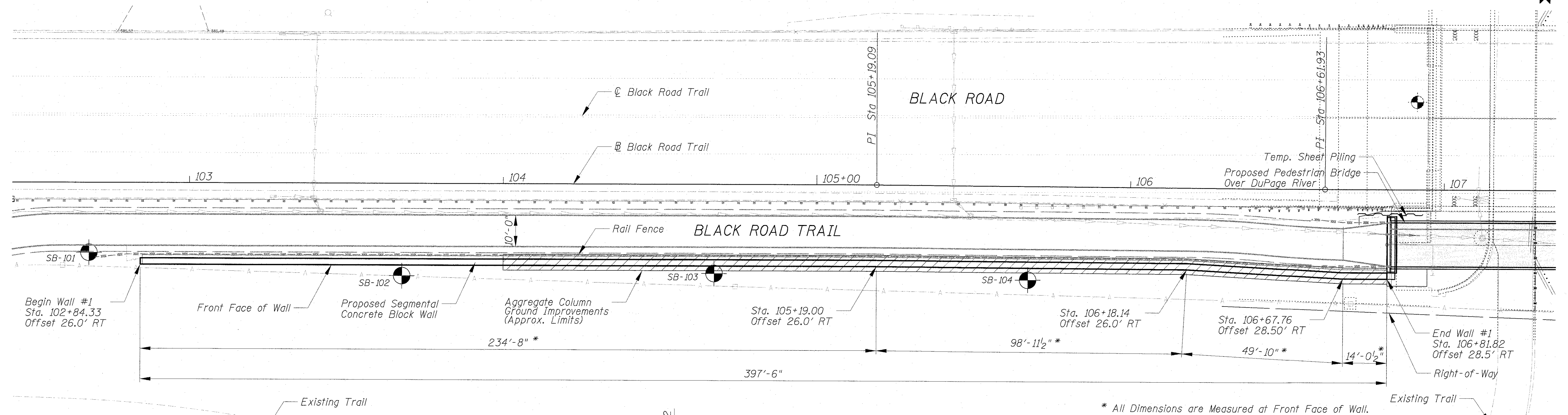


A & B DIMENSIONS

Bar	A	B
p40(E)	17'-6"	2'-6"
s40(E)	2'-0"	2'-8"
s41(E)	2'-0"	3'-8"
u41(E)	2'-8"	3'-1"
u42(E)	2'-8"	4'-8"



Existing Structure: None



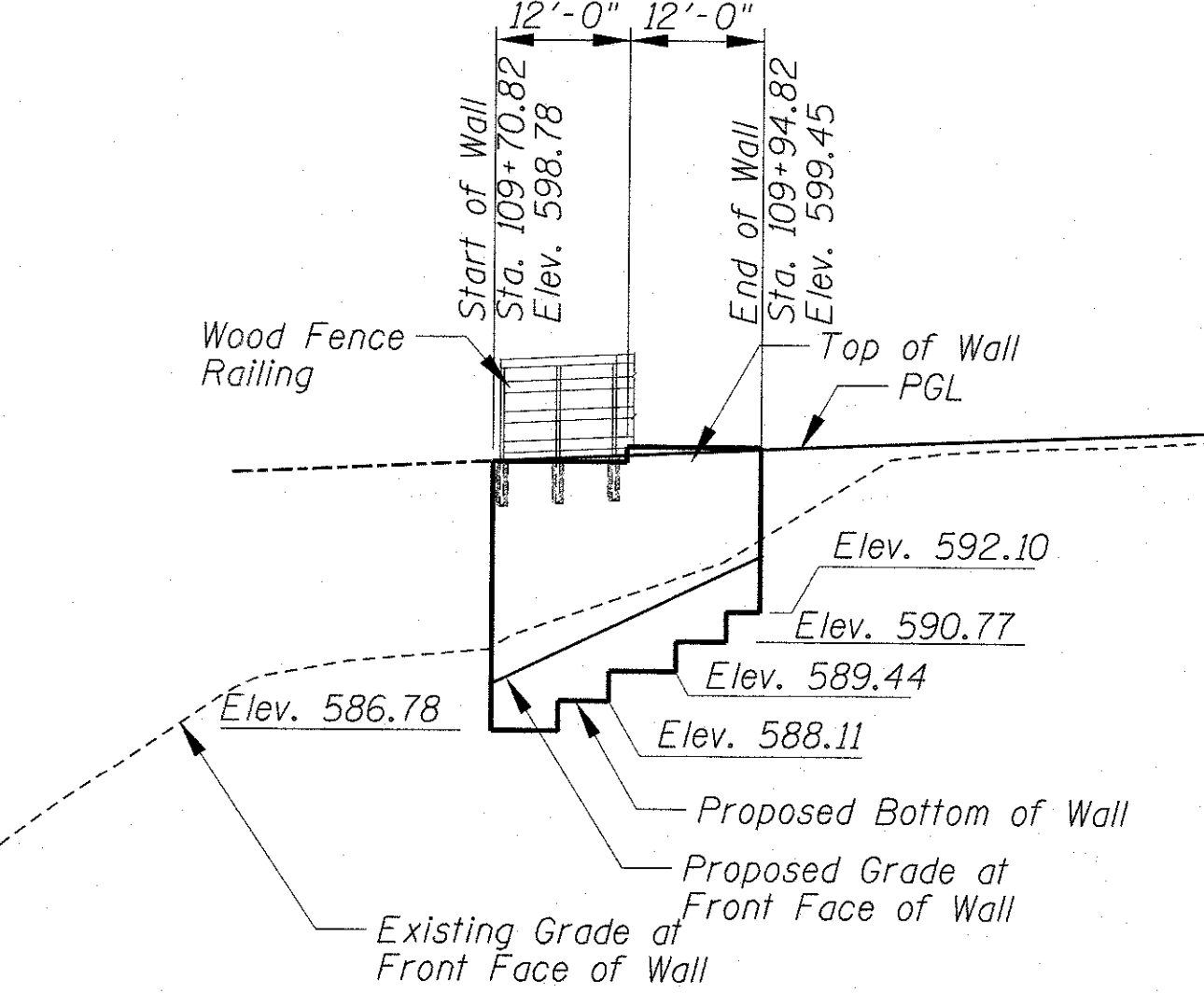
2014 AASHTO Bridge Design Specifications,
7th Edition and 2009 LRFD Guide Specifications
for the Design of Pedestrian Bridge.



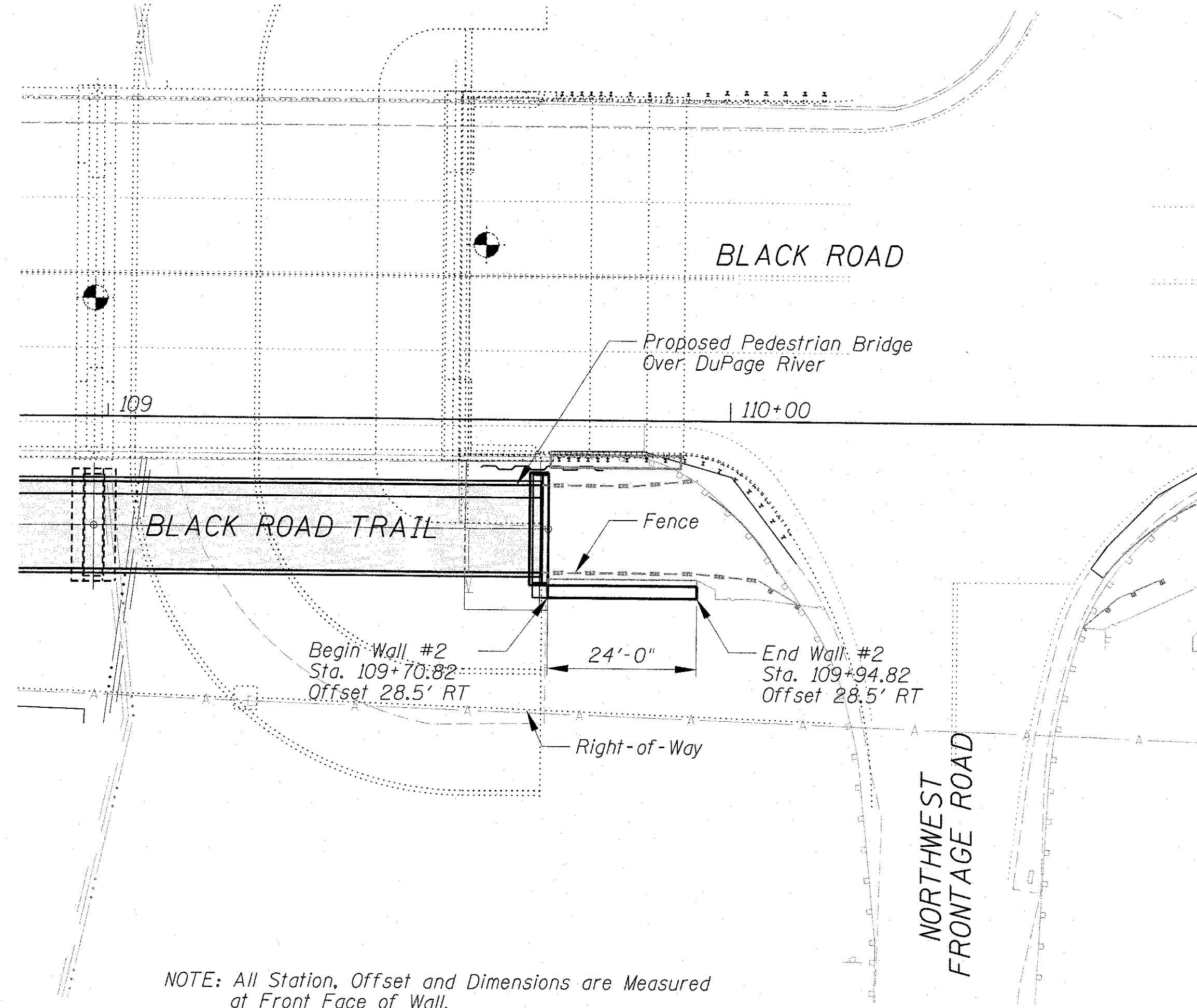
WALL #1 STATION 102+84.33 to 106+81.82

FILE NAME =	USER NAME = mgratzke	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION BLACK ROAD TRAIL RETAINING WALL 1				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDW\160530.000\A\Struct\160530.0001.sht	S05_WALL1-DETAIL.sht	DRAWN - PDR	REVISED -		0298	14-F3000-05-BT	WILL	118	80				
PLOT SCALE = 16'	CHECKED - MM	REVISED -			CONTRACT NO. 61E07								
Default	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'	SHEET 5 OF 13 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT					

Bench Mark: Square cut on concrete southeast corner of bridge over DuPage River & Black Road. Elevation 602.12
Existing Structure: None

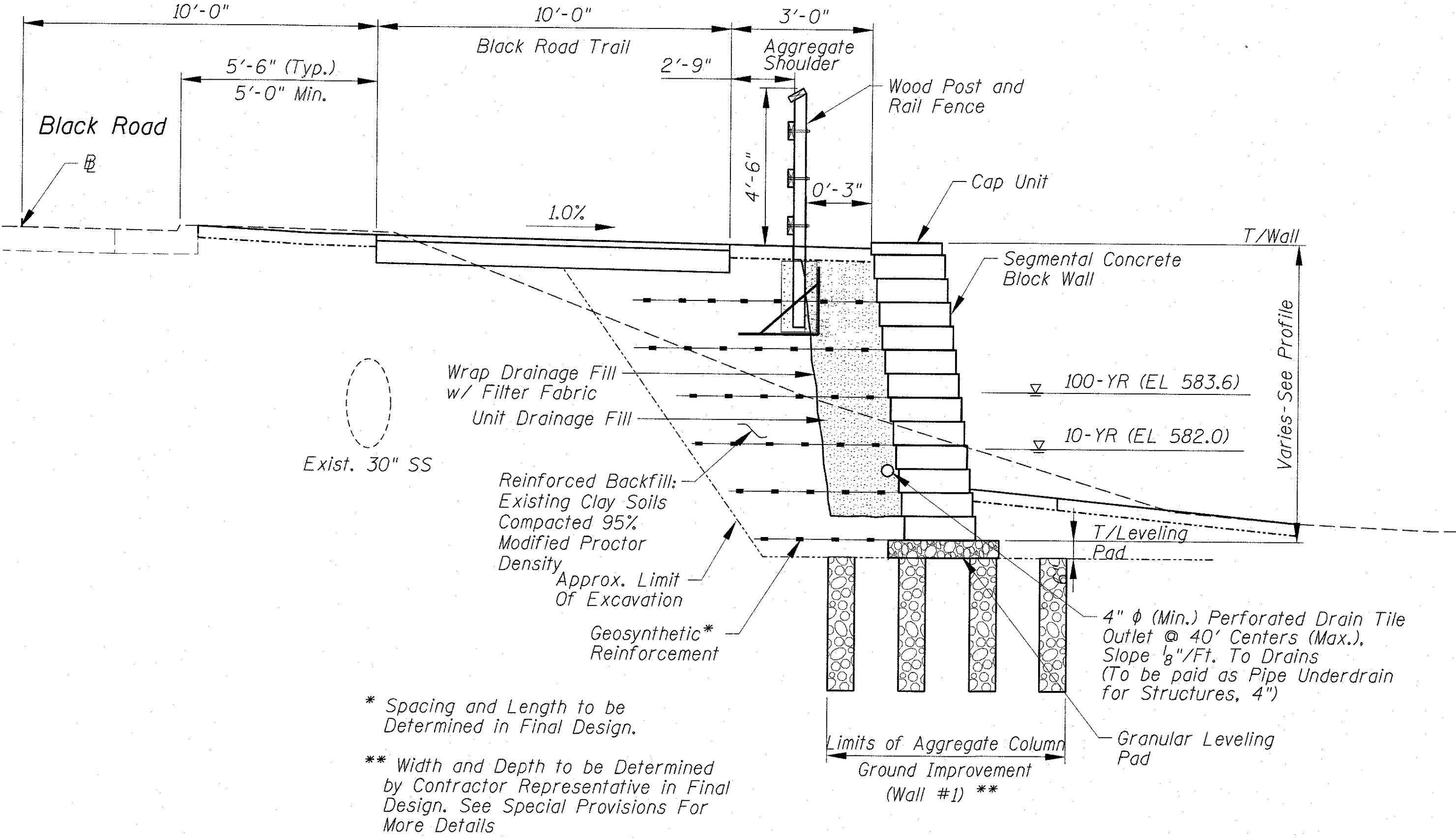


ELEVATION - WALL #2

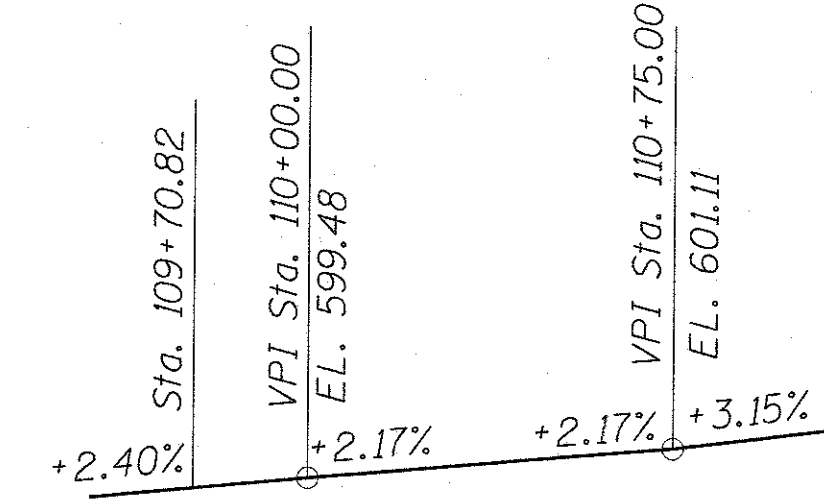


NOTE: All Station, Offset and Dimensions are Measured at Front Face of Wall.

PLAN - WALL #2



TYPICAL CROSS SECTION



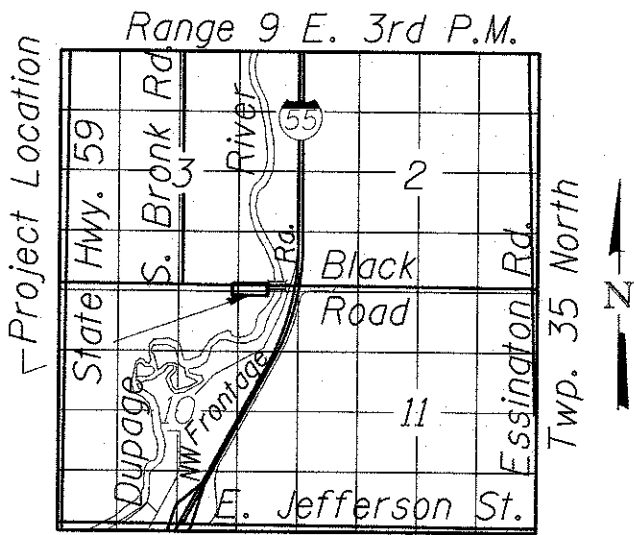
PROFILE GRADE

BILL OF MATERIAL
(WALLS 1 AND 2)

Structure Excavation	Cu. Yd.	375
Segmental Block Wall	Sq. Ft.	3800
Pipe Underdrain for Structures, 4"	Foot	420
Aggregate Column Ground Improvements	L. Sum	1

DESIGN SPECIFICATIONS

2014 AASHTO Bridge Design Specifications,
7th Edition and 2009 LRFD Guide Specifications
for the Design of Pedestrian Bridge.



LOCATION SKETCH

GENERAL PLAN, ELEVATION & SECTION
BLACK ROAD TRAIL RETAINING WALL #2

SECTION 14-F3000-05-BT

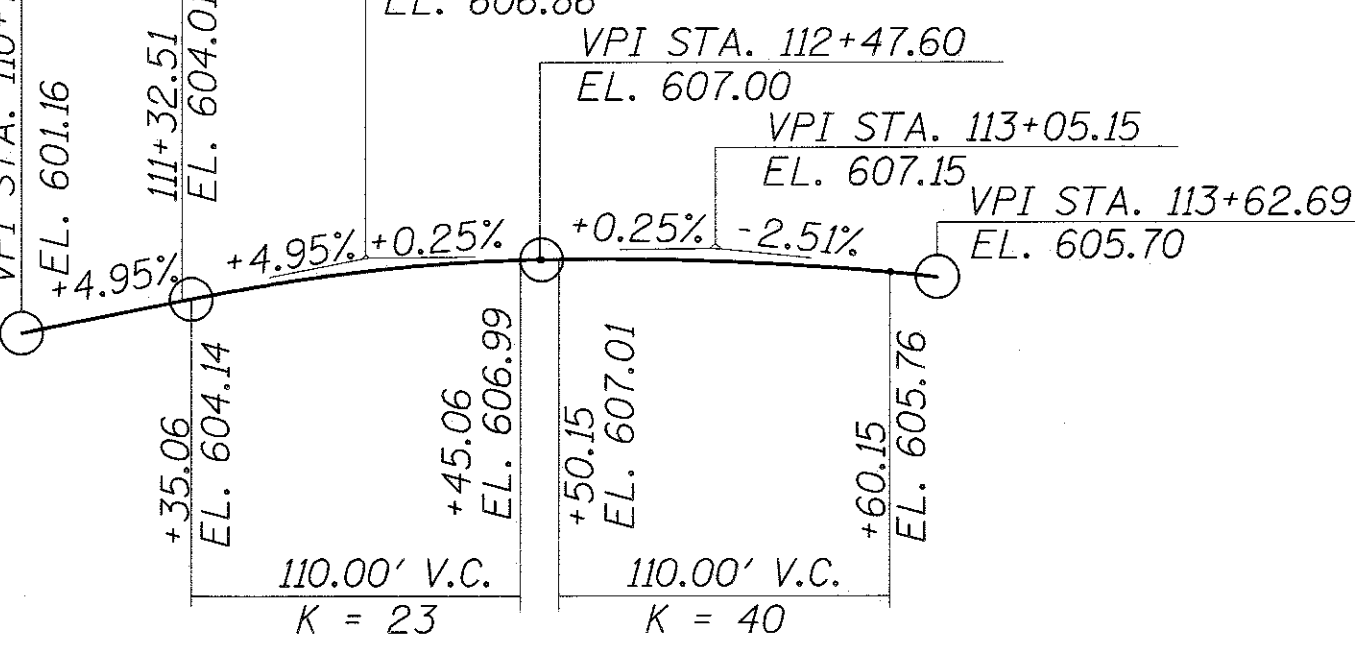
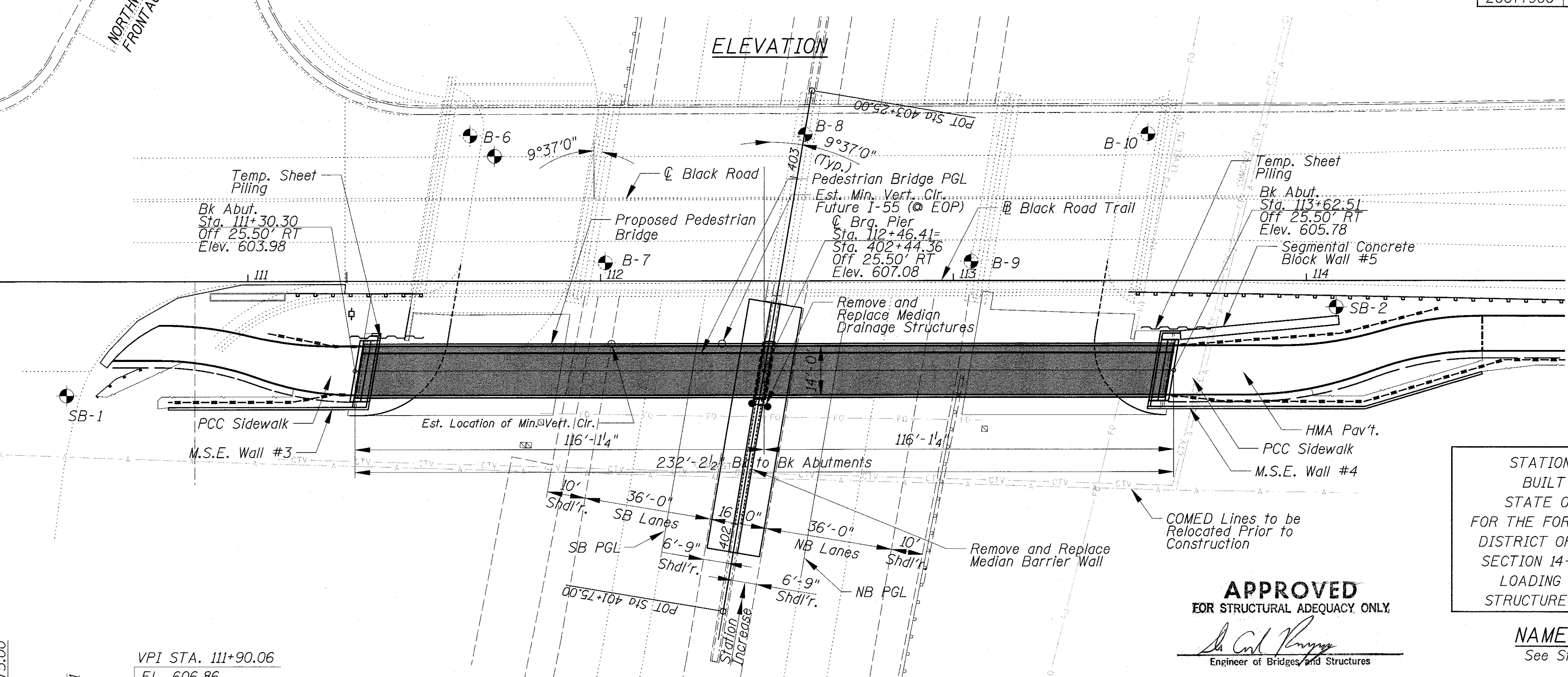
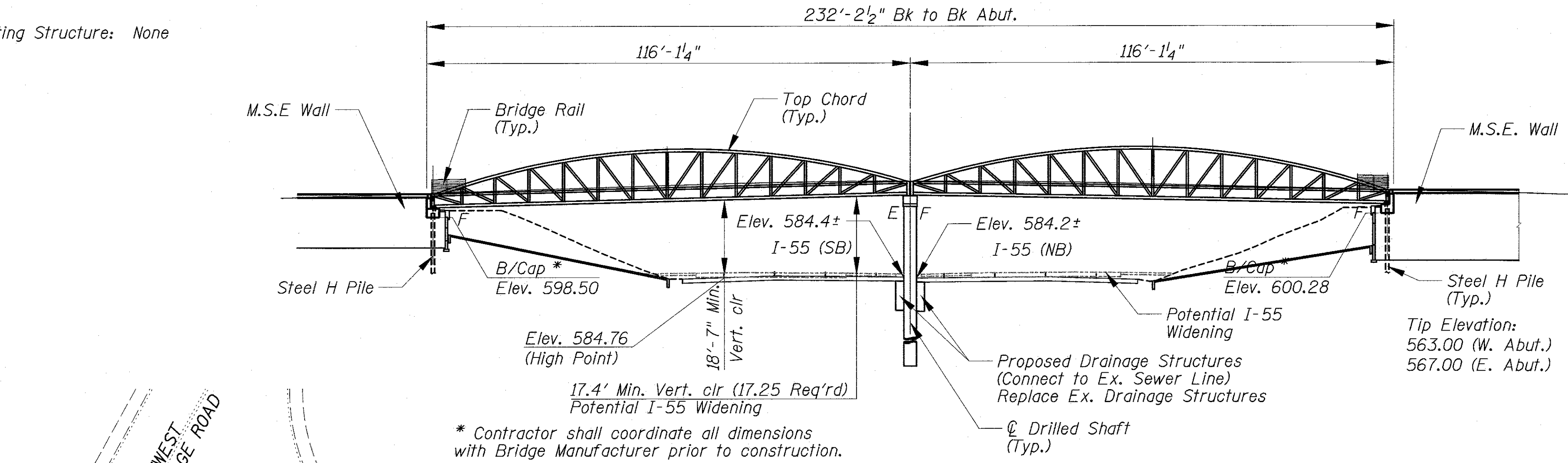
WILL COUNTY

WALL #2 STATION 109+70.82 to 109+94.82

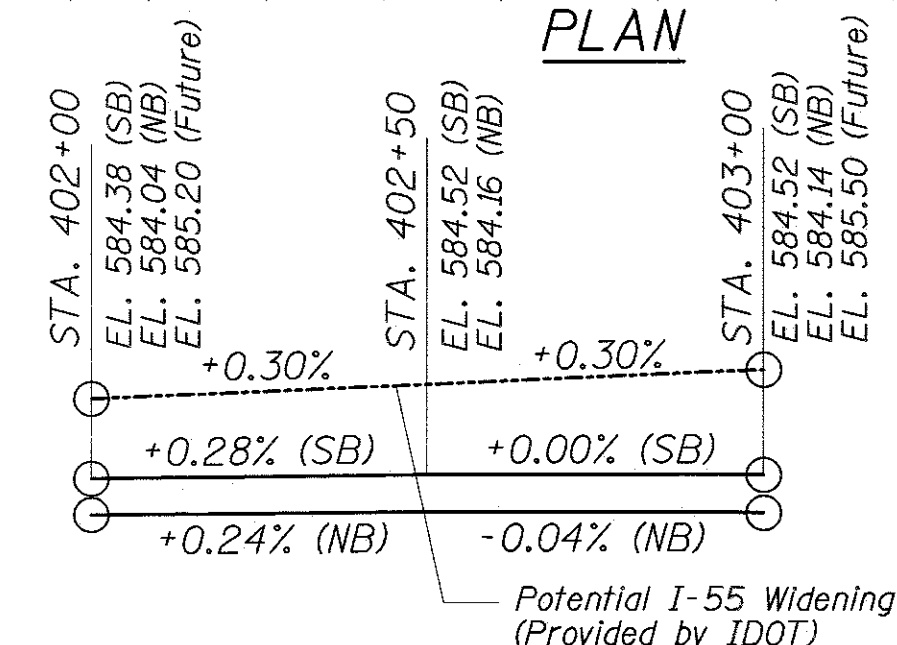
FILE NAME =	USER NAME = jmliller	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION BLACK ROAD TRAIL RETAINING WALL 2		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPO\WC\160530.000\1A\Struct\160530.000\1A-S06_WALL2-DETAIL.sht		DRAWN - PDR	REVISED -		SCALE: 1"=20'		0298	14-F3000-05-BT	WILL	118	81
PLOT SCALE = 16'		CHECKED - MM	REVISED -		SHEET 6 OF 13 SHEETS		CONTRACT NO. 61E07				
PLOT DATE = 9/7/2017		DATE - 8/14/2017 SEPT	REVISED -		STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT				

Bench Mark: Square cut on concrete southeast corner of S.N. 099-0209 over DuPage River & Black Road.
Elevation 602.12 (From 1986 Black Road Plans)

Existing Structure: None



PROFILE GRADE BLACK ROAD TRAIL



PROFILE GRADE I-55

TOTAL BILL OF MATERIALS

(Pedestrian Bridge Over I-55 with Walls 3, 4, & 5)

UNIT	ITEM	UNIT	TOTAL
20900110	Porous Granular Backfill	Cu. Yd.	100
50102400	Concrete Removal	Cu. Yd.	10.0
50200100	Structure Excavation	Cu. Yd.	405
50300225	Concrete Structures	Cu. Yd.	40.7
50800105	Reinforcement Bars	Lbs.	880
50800205	Reinforcement Bars, Epoxy Coated	Lbs.	9190
51100100	Slope Wall, 4"	Sq. Yd.	350
51201400	Furnishing Steel Piles (HP 10x42)	Foot	148
51202305	Driving Piles	Foot	148
51203400	Test Pile Steel HP 10x42	Each	2
51500100	Name Plate	Each	1
51603000	Drilled Shaft in Soil	Cu. Yd.	6.6
51604000	Drilled Shaft in Rock	Cu. Yd.	1.1
52200010	Temporary Sheet Piling	Sq. Ft.	560
52200500	Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	2950
52200800	Segmental Block Wall	Sq. Ft.	225
58700300	Concrete Sealer	Sq. Yd.	100
X0322508	Pedestrian Truss Superstructure	Sq. Ft.	3250
Z0046304	Pipe Underdrains for Structures, 4"	Foot	55
Z0077900	Wood Post and Rail Fence	Foot	200

DESIGN SPECIFICATIONS

2014 AASHTO Bridge Design Specifications,
7th Edition and 2009 LRFD Guide Specifications
for the Design of Pedestrian Bridge.

LOADING H10

Uniform Live Load = 90 PSF

DESIGN STRESSES

FIELD UNITS

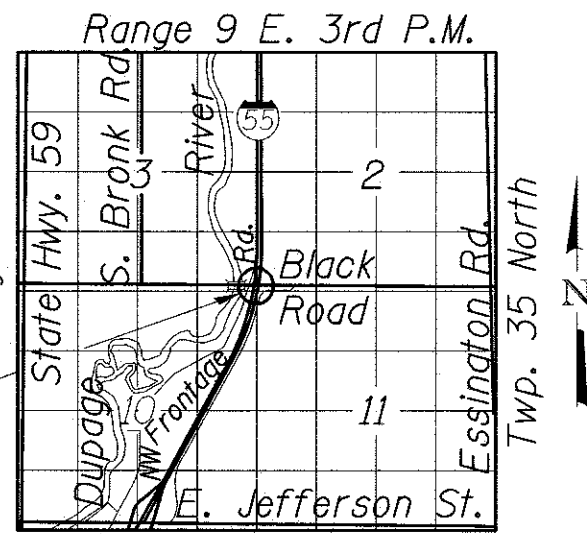
f'c = 3,500 psi (Concrete Structures)
f'c = 4,000 psi (Drilled Shafts)
fy = 60,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.067g
Design Spectral Acceleration at 0.2 sec. (SDs) = 0.126g
Soil Site Class = C

STATION 112+46.41
BUILT 2017 BY
STATE OF ILLINOIS
FOR THE FOREST PRESERVE
DISTRICT OF WILL COUNTY
SECTION 14-F3000-05-BT
LOADING H10-90 PSF
STRUCTURE NO. 099-9100

NAME PLATE
See Std. 515001



LOCATION SKETCH

GENERAL PLAN & ELEVATION
BLACK ROAD TRAIL PEDESTRIAN BRIDGE
OVER I-55
SECTION 14-F3000-05-BT
WILL COUNTY
STATION 112+46.41
STRUCTURE NO. 099-9100

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 Bridge Design Specifications".

Majid Mobasseri 8/14/17
MAJID MOBASSERI
ILLINOIS REGISTRATION No. 081-005058 STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/18



FILE NAME =	USER NAME = mgratzke	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION PEDESTRIAN BRIDGE OVER I-55	SCALE: 1"=20'	SHEET 7 OF 13 SHEETS	STA. N/A TO STA. N/A	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPDWC\160530.0001A\Struct\160530.0001	-S07_GPE-I55.sht	DRAWN - PDR	REVISED -						0298	14-F3000-05-BT	WILL	118	82
PLOT SCALE = 20'	CHECKED - MM	REVISED -											
PLOT DATE = 8/14/2017	DATE - 8/14/2017 SEPT	REVISED -											CONTRACT NO. 61E07

ILLINOIS FED. AID PROJECT

I General Notes

1. All work shall be done in accordance to the Illinois Department of Transportation (IDOT) Standard Specification for Road and Bridge Construction. Adopted April 1, 2016, and latest Supplemental Specifications and recurring Special Provisions, unless noted otherwise. Construction Plans and Subsequent Details are all to be considered as part of the Contract. Incidental Items or Accessories necessary to complete this work may not be specifically noted but are considered a part of this Contract.

2. No Construction Plans shall be used for Construction unless specifically Marked for Construction. Prior to commencement of construction, the Contractor shall verify all dimensions and conditions affecting the work with the actual conditions, if there are discrepancies between the Job site and what is shown on the construction plans, the contractor must immediately report to Engineer before doing any work, otherwise the Contractor shall assume full responsibility. In the event of disagreement between the plans and existing conditions and or details, the Contractor shall secure written Instruction from the Engineer prior to proceeding with any part of the work affected by omissions or discrepancies. In failing to secure such instruction, the Contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or questions arising with respect to the true meaning of the Construction Plans or Specifications, the decision of the Engineer shall be final and conclusive.

3. Contractor shall verify all topographic Information and grade elevations adjacent to bridge prior to proceeding. Inform Engineer of any variation.

II CAST-IN-PLACE CONCRETE

1. All cast-in-place concrete work and reinforcing steel work shall be in accordance with Sections 503 and 508 respectively of the IDOT Standard Specifications for Road and Bridge Construction, adopted April 1, 2106, and Supplemental Specifications and Recurring Special Provisions and as noted below.

2. Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise shown.

3. Reinforcement Bars designated (E) shall be Epoxy Coated.

4. Reinforcing bar bending dimensions are out to out.

5. All other C.I.P. concrete deck shall be class SI concrete and shall have a minimum compressive strength of 3,500 psi @ 28 days.

6. All exposed concrete edges shall be beveled 3/4".

7. Concrete Sealer shall be applied to the designated areas of the exposed faces of the pier, pier caps, abutment seats, and backwall.

III PREFABRICATED PEDESTRIAN BRIDGE

The Prefabricated Pedestrian Bridge shall be designed, fabricated, delivered and erected according to the Special Provisions of "Pedestrian Truss Superstructure" and design plans.

1. Style: Pratt Truss or Approved Equal.
2. Span: 2 Spans @ 114'-11" +/- End to End
3. Loading: Per AASHTO Guide Specification for Design of Pedestrian Bridges, 2nd Edition
Dead Load: Actual weight of the structure
Live Load: 90 PSF or H10 (20,000 Lb) vertical load. Vertical impact is not required.
Wind Load: 35 PSF on the full vertical projected area of the bridge, as if enclosed.

4. Finishes: All steel shall be unpainted weathering.

5. The total depth of deck, from top of deck to the bottom of bottom chord shall be less than 2'-6".

6. Truss manufacturer shall camber the truss as necessary to provide allowance for dead load deflection.

7. Bridge bearing seat elevations are subject to revision based on the approved pedestrian truss superstructure shop drawings. Contractor shall verify all dimensions and elevations with final shop drawings.

8. The Contractor shall provide the reinforced concrete deck design. Concrete deck to utilize stay-in-place galvanized forms. Reinforcement shall be epoxy coated. Contractor shall place the concrete deck after truss is set. Cost included with Pedestrian Truss Superstructure.

9. Truss Manufacturer shall provide joint covers for joints between abutment backwall and steel truss and between trusses over piers. Cost included with Pedestrian Truss Superstructure.

10. Quality: The bridge manufacturer shall maintain proper records assuring that all steel, bolts, and materials used are in accordance with material specified. The bridge shall be identified and marked with a permanent nameplate showing the manufacturers name, location, date of manufacture, and load carrying capacity. Structural material shall be traceable to each bridge. All welders shall be qualified in accordance with AWS D1.1-2002 structural welding code. All workmanship shall be in compliance with AASHTO and AISC standard practice. Full penetration weld details used in shop splices shall be submitted to the Engineer to determine testing required (if any).

11. Delivery: Bridges shall be delivered by truck to a location nearest the site accessible by roads.

12. Field welding of construction accessories will not be permitted to beams or girders.

13. Any section of existing wingwall to be removed for installation of pedestrian bridges shall be paid for under Concrete Removal.

IV CONSTRUCTION

1. Do not scale dimensions for construction. Scale, if shown, applies only to full size drawings.
2. No construction joints, except those shown on the plans, will be allowed unless directed by the Engineer.

3. Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. and the Engineer prior to excavation.

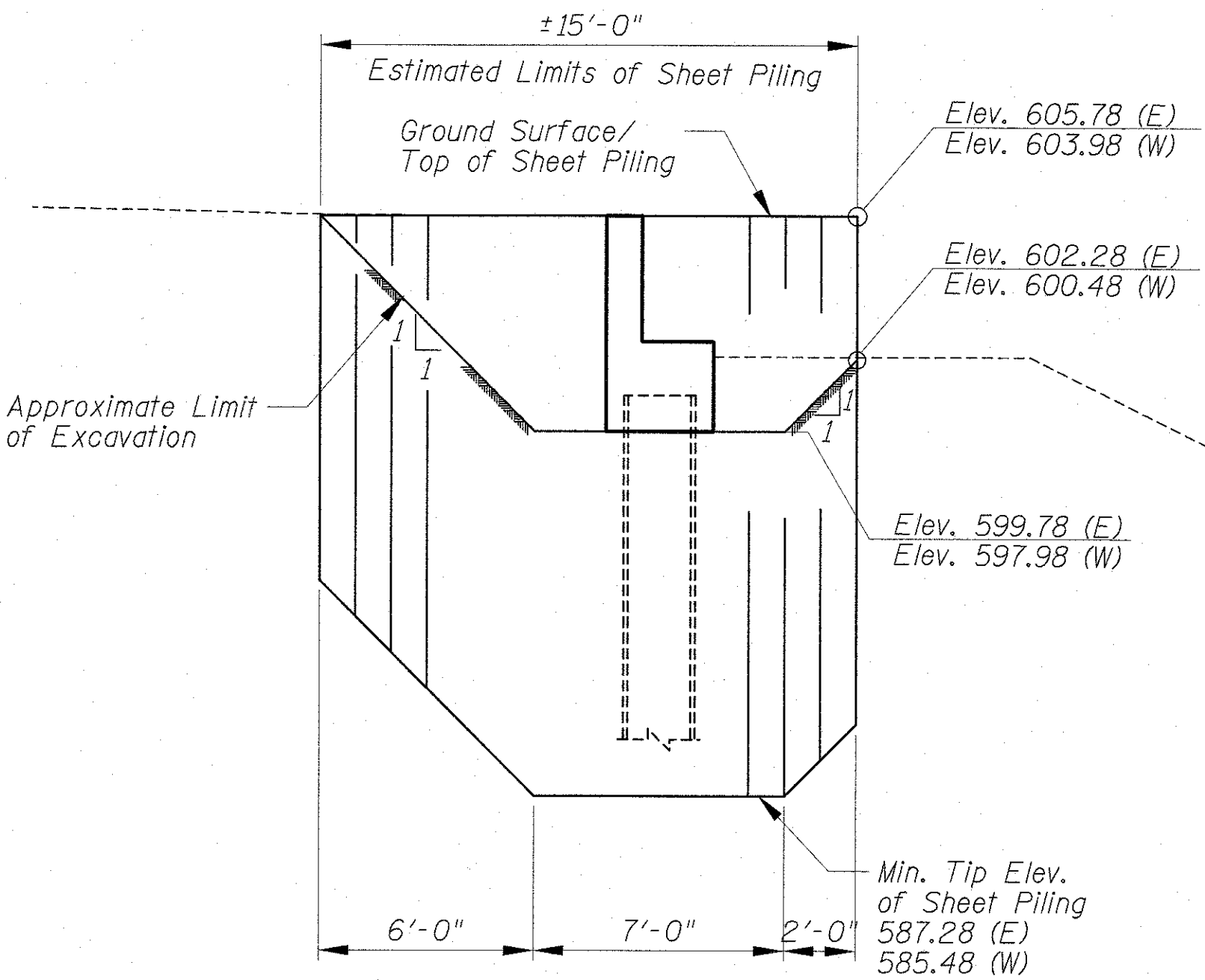
4. Shop working or layout drawings pertaining to the construction of the work, as may be required, shall be submitted to the Engineer for approval prior to the start of construction. Shop drawing shall be signed and sealed by a Structural Engineer licensed in State of Illinois.

5. Upon completion, the contractor shall collect and remove all construction debris and excess material from the site. Damaged trees, shrubs, and other landscape features resulting from construction activities shall be replaced or repaired.

6. All bearing surfaces must be true and level.

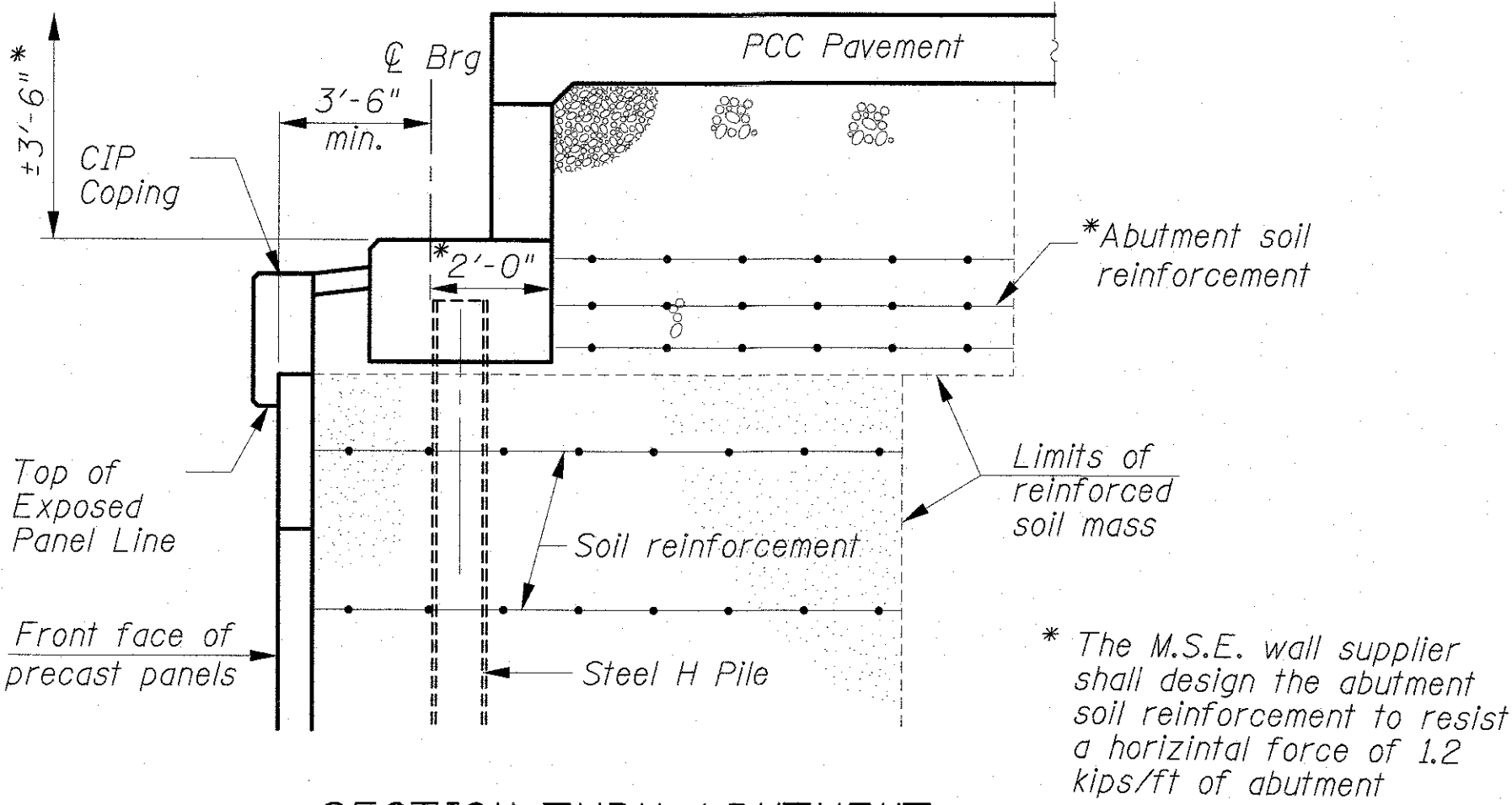
7. Contractor must coordinate with Bridge Manufacturer to ensure proper placement of cast-in-place anchors. If the contractor elects to use post-installed anchors in lieu of cast-in-place anchors, he must coordinate the plate dimensions, bolt spacing and bolt quantity with the Bridge Manufacturer prior to construction.

8. Contractor shall complete form OPER 1306 showing vertical clearances and provide to Resident Engineer for submittal to IDOT District 1 and Central Office. This work shall be included in the cost of Pedestrian Truss Superstructure.



Min Section Modulus = 4.4 in³/ft³

TEMPORARY SHEET PILING

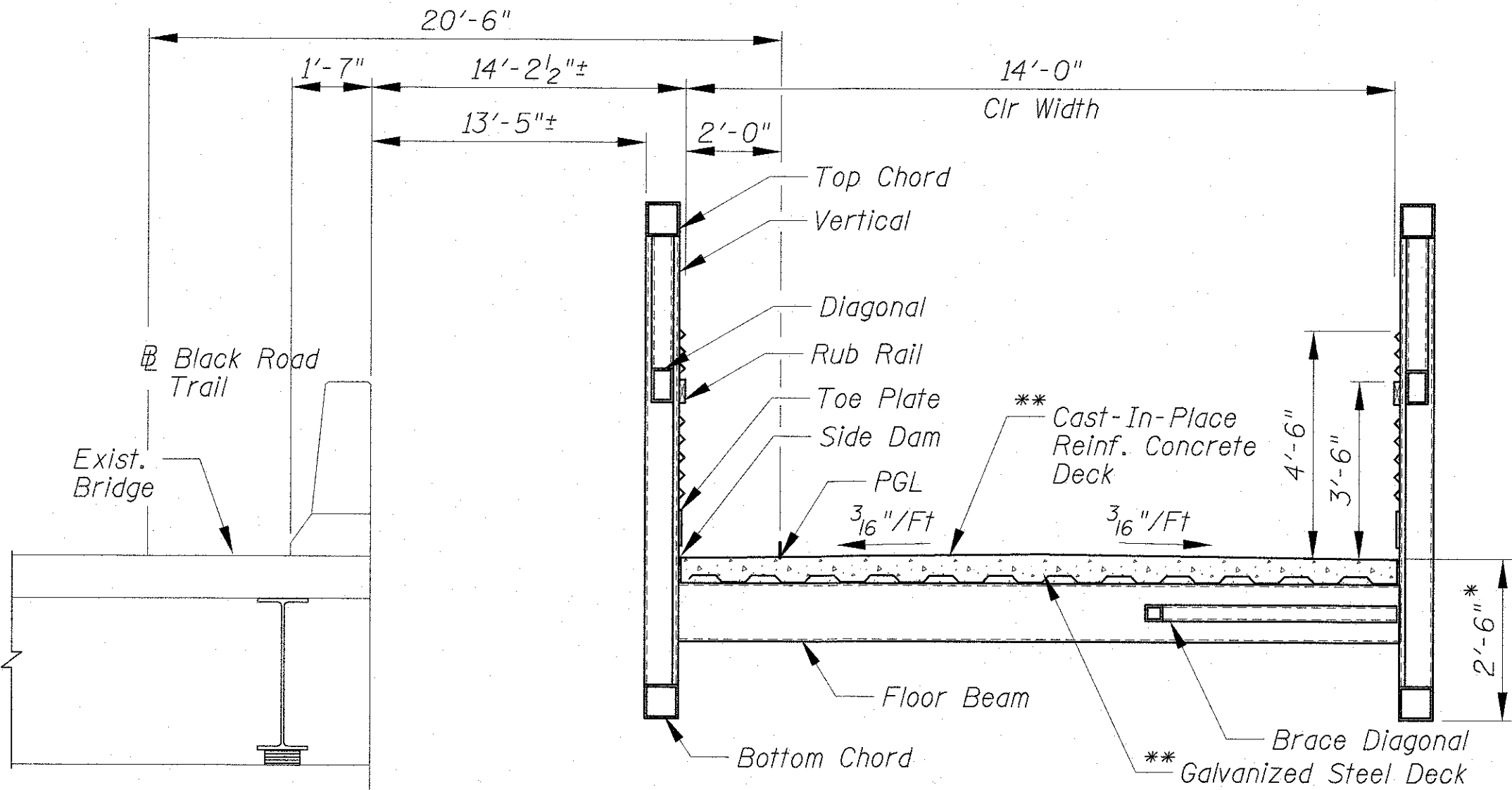


SECTION THRU ABUTMENT

TRUSS REACTION TABLE (UNFACTORED)

Loading Type	P (Kips)	H (Kips)
	Span 1 & Span 2	Span 1 & Span 2
Dead Load	46.7	—
Uniform Live Load	37.0	—
Vehicle Load	10.0	—
Wind Load	+/-6.7	18.4

Loads are provided by a fabricator and are for reference only.
P = Vertical Load at Each Bearing
H = Horizontal Load at Each Footing



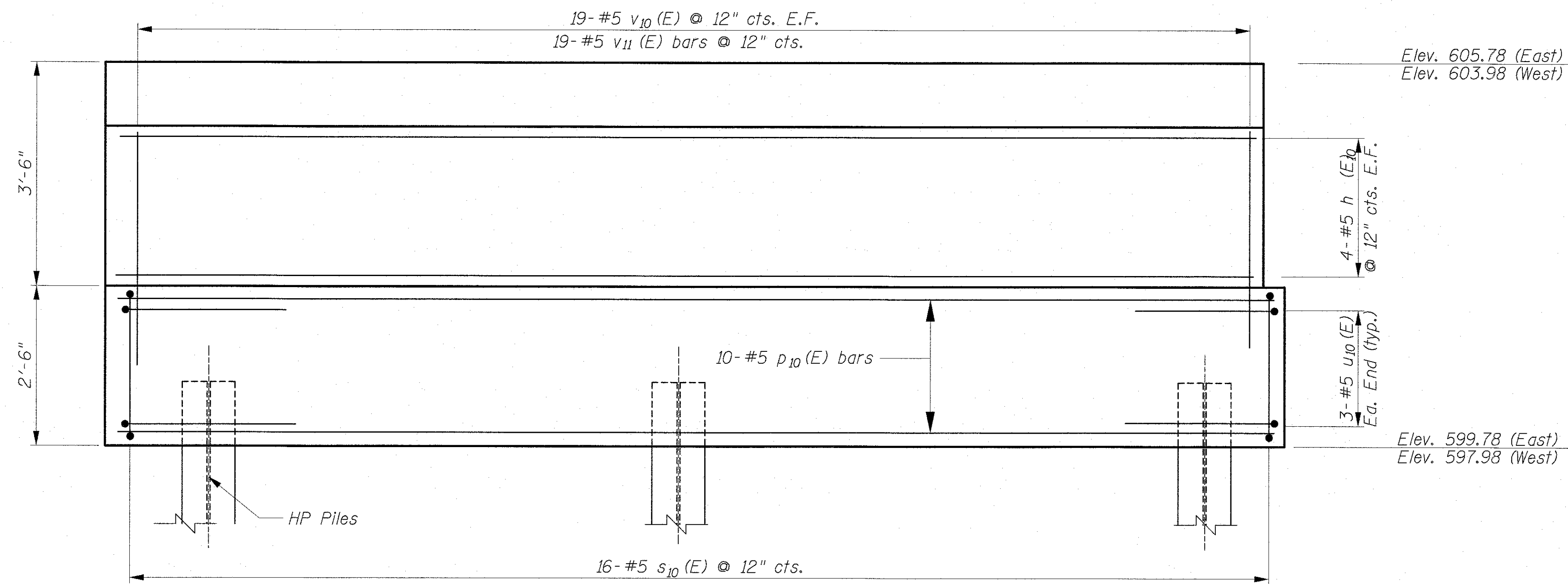
TYPICAL SECTION

(Over I-55)

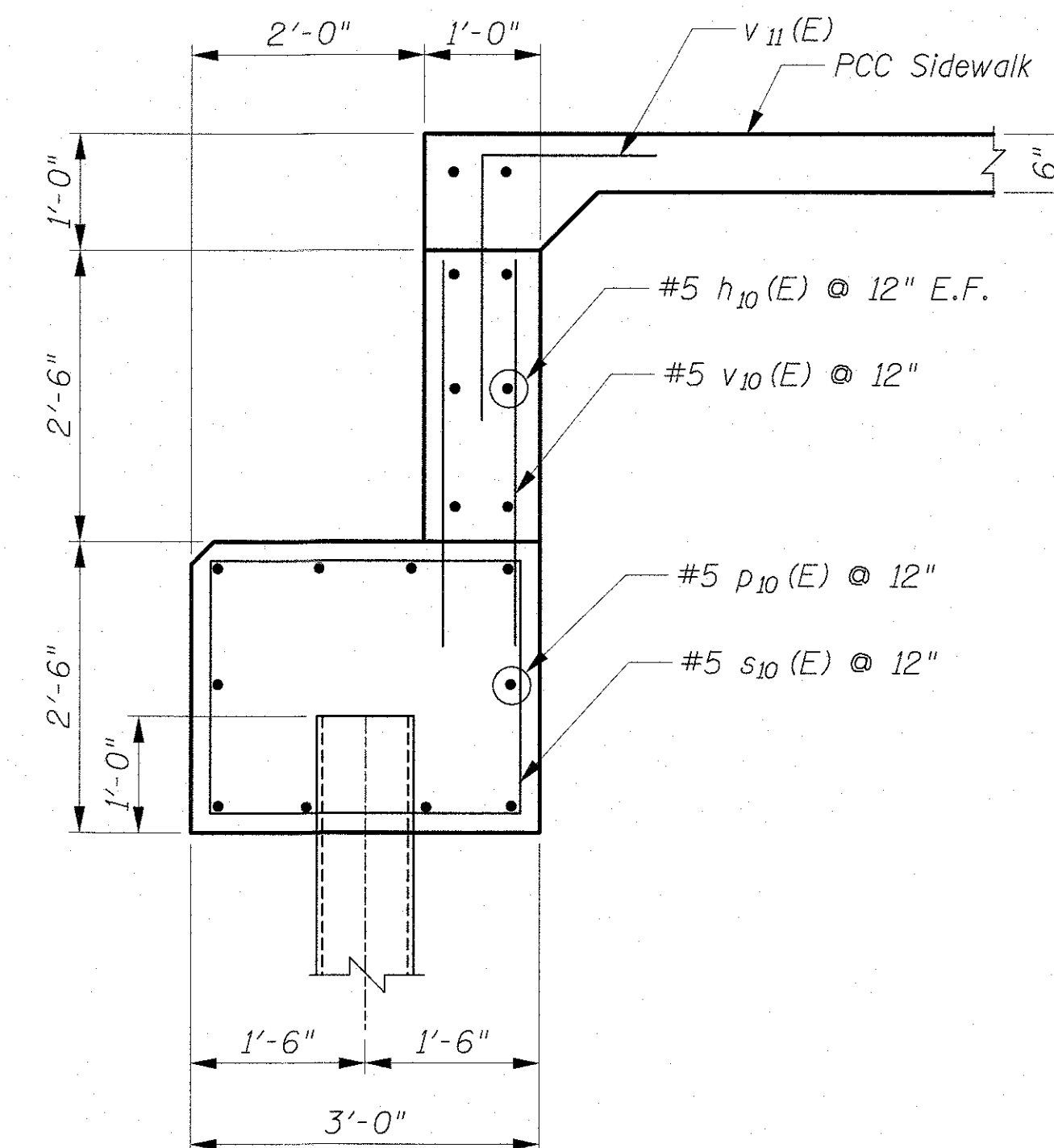
* Contractor Shall Coordinate All Dimensions with Bridge Manufacturer Prior to Construction.

** Concrete Form Pan and Deck Design are Provided by Bridge Manufacturer. Concrete Slab and Reinforcement Shall Be Provided by Contractor After Bridge is Erected. Concrete and Reinforcing Requirements to be Coordinated with Bridge Manufacturer.

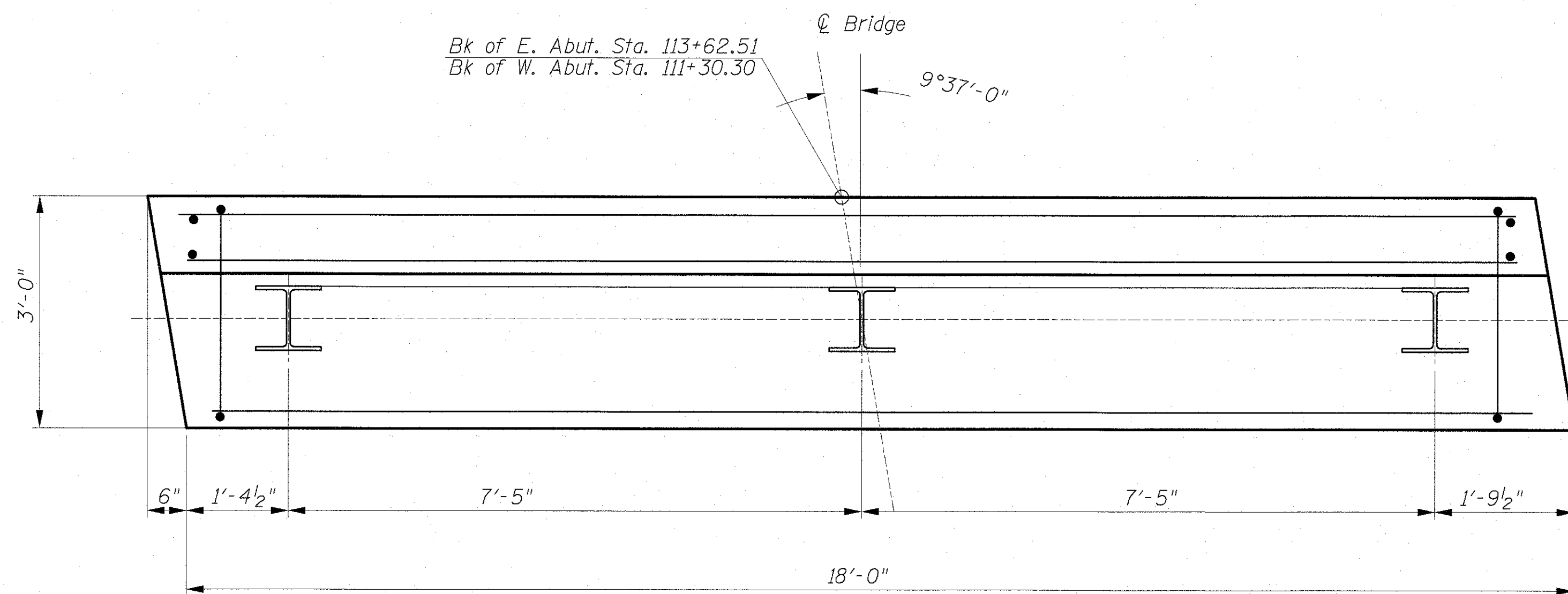
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Default	PLOT SCALE = 20"	DRAWN - PDR	REVISED -		SCALE: 1"=20'	SHEET 8	OF 13	SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 61E07		
	PLOT DATE = 8/15/2017	CHECKED - MM	REVISED -								ILLINOIS FED. AID PROJECT		
		DATE - 8/14/2017 SEPT	REVISED -										



ELEVATION



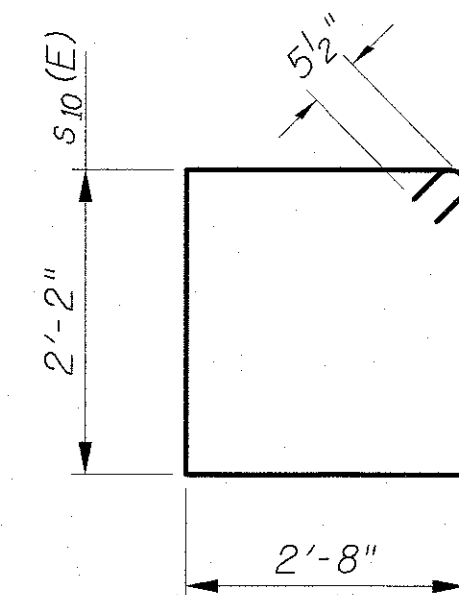
SECTION THRU ABUTMENT



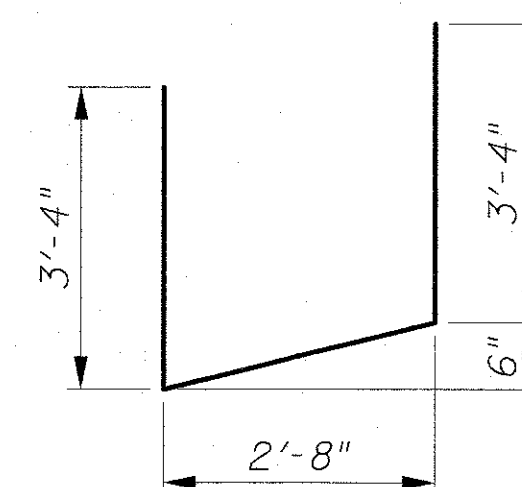
PLAN

PILE DATA

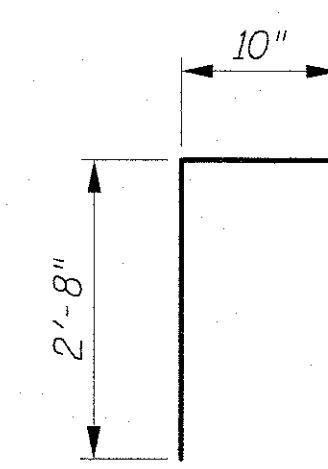
Type: Steel HP 10x42 with Pile Shoes
 Nominal Bearing Resistance: 335 kip
 Factored Resistance Available: 184 kip
 Est. Length: 38 ft W. Abut.
 36 ft E. Abut.
 No. of Production Piles: 4
 No. of Test Piles: 2



BARS s10 (E)



BARS u10 (E)

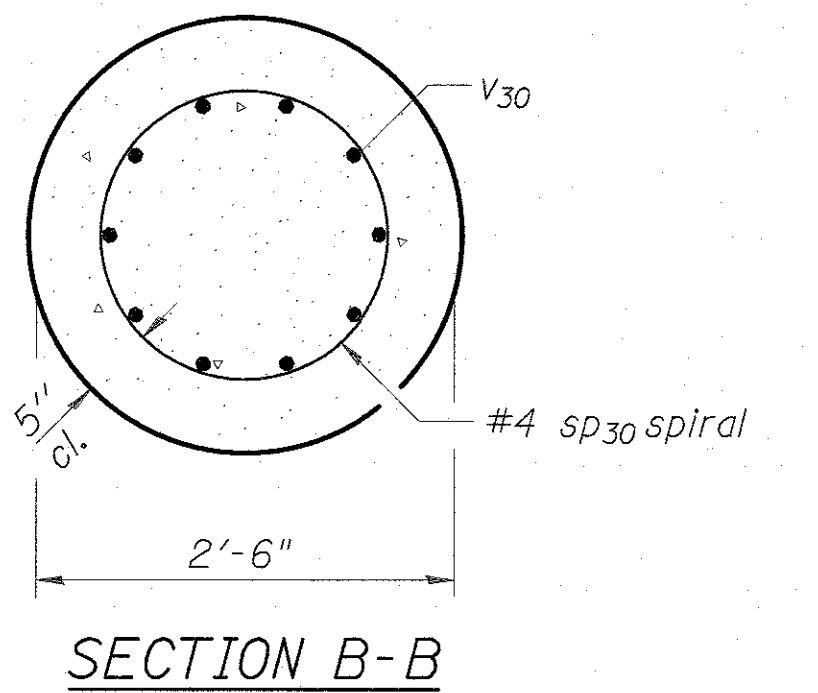
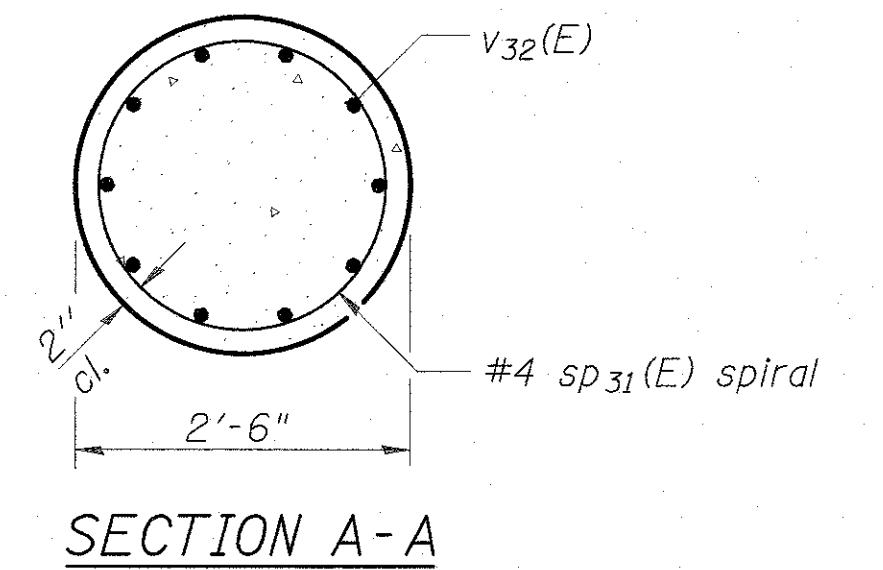
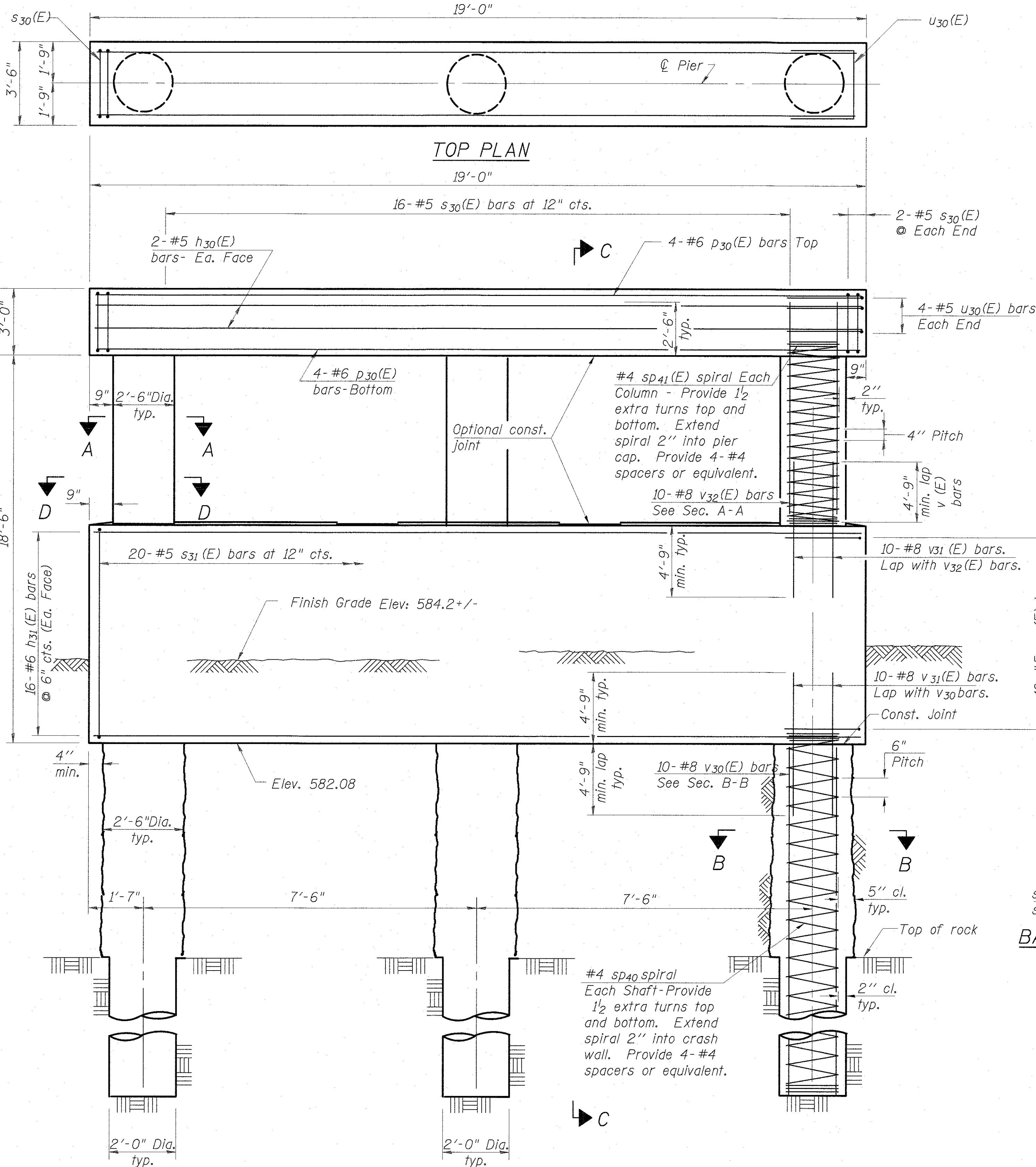
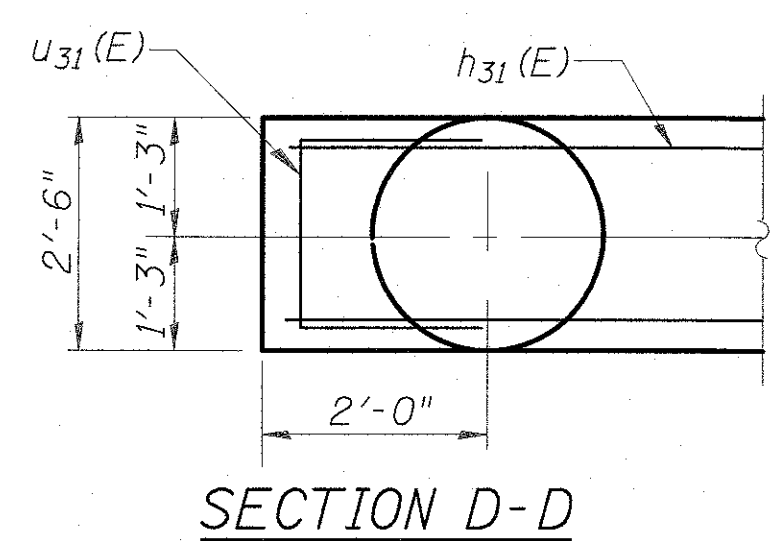


BAR v11 (E)

BILL OF MATERIAL
(2 ABUTMENTS)

Bar	No.	Size	Length	Shape
h10 (E)	16	#5	17'-8"	—
p10 (E)	20	#5	17'-8"	—
s10 (E)	32	#5	10'-7"	□
u10 (E)	12	#5	9'-4"	└
v10 (E)	76	#5	4'-4"	—
v11 (E)	38	#5	3'-6"	└
Concrete Structures	Cu. Yd.	14.7		
Structure Excavation	Cu. Yd.	70		
Reinforcement Bars, Epoxy Coated	Pound	1620		
Furnishing Steel Piles, HP 10x42	Foot	148		
Test Pile Steel, HP 10x42	Each	2		

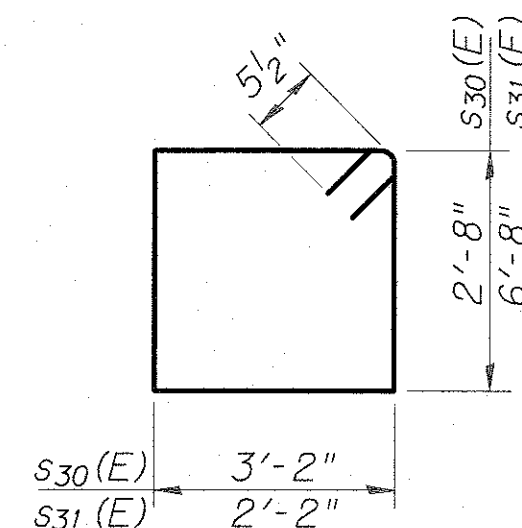
Notes:
 Space reinforcement in the cap to miss anchor bolts.



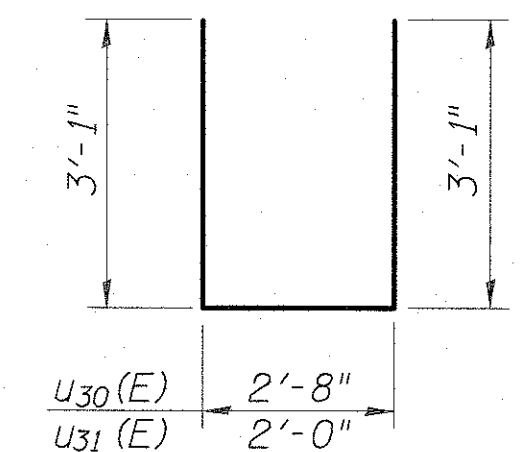
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	4	#5	18'-8"	—
h31(E)	34	#6	18'-8"	—
p30(E)	8	#6	18'-8"	—
s30(E)	20	#5	12'-7"	□
s31(E)	20	#5	18'-7"	□
sp40	2	#4	25'-0"	~
sp41(E)	2	#4	12'-2"	~
u30(E)	8	#5	8'-10"	—
u31(E)	32	#5	8'-2"	—
v30(E)	30	#8	24'-2"	—
v31(E)	60	#8	9'-8"	—
v31(E)	30	#8	14'-6"	—
Structure Excavation			Cu. Yd.	15
Concrete Structures			Cu. Yd.	26.0
Reinforcement Bars, Epoxy Coated			Pound	7570
Reinforcement Bars			Pound	880
Drilled Shaft in Soil			Cu. Yd.	6.6
Drilled Shaft in Rock			Cu. Yd.	1.1

BARS s30(E) & s31(E)



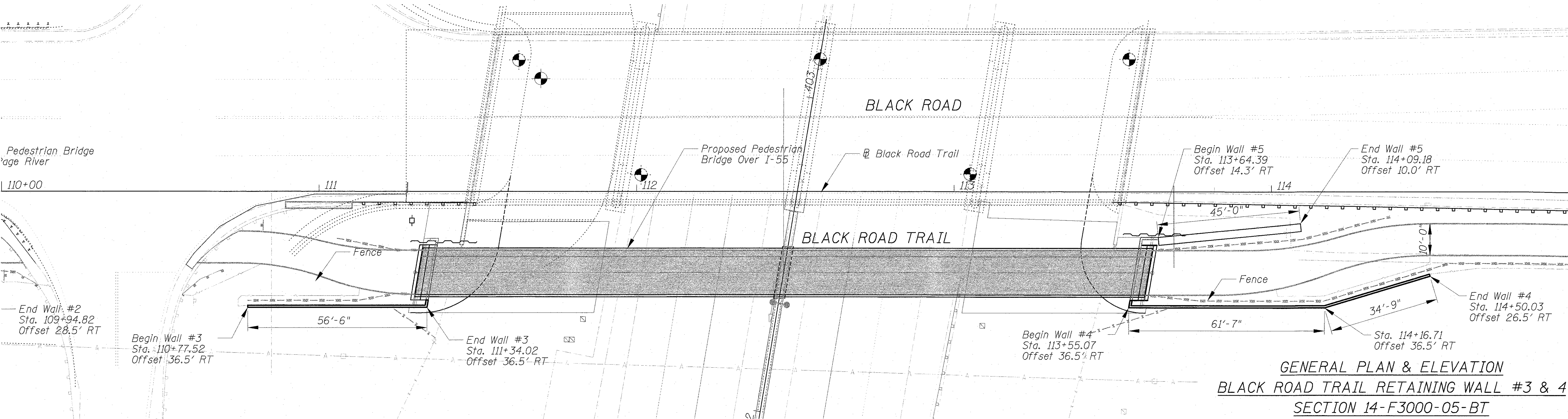
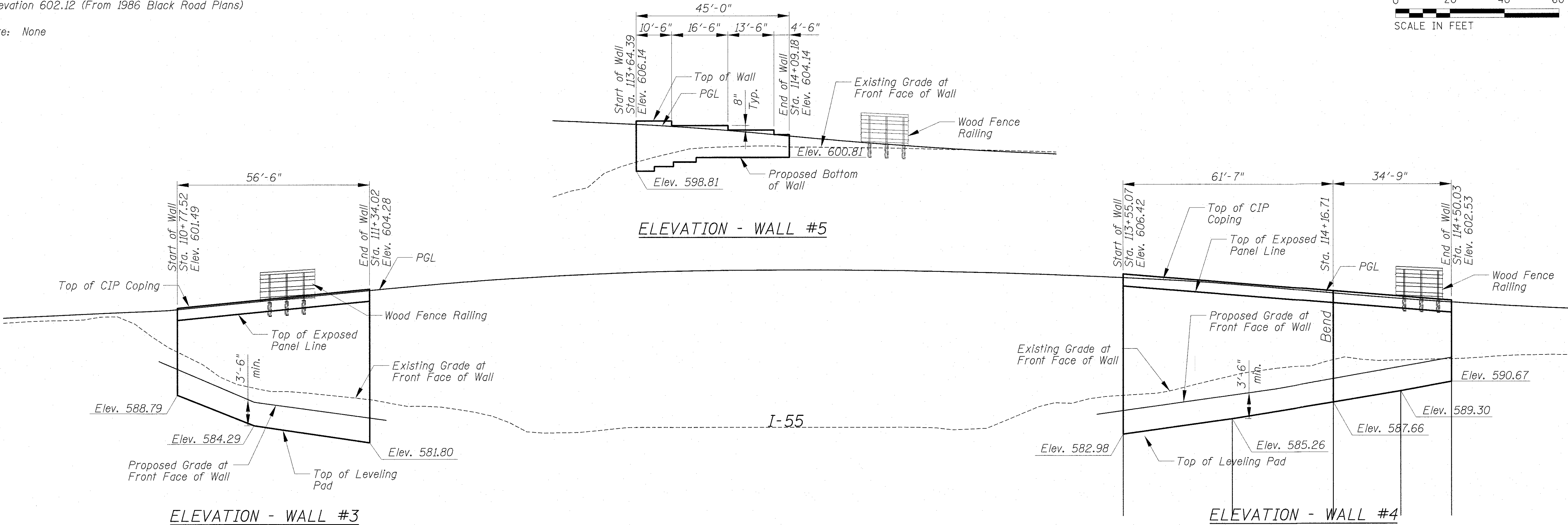
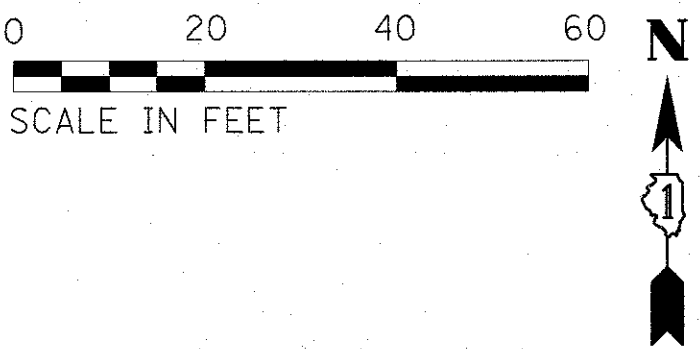
BARS u30(E) and u31(E)



** Space cap reinforcement to miss anchor bolts. Length is height of spiral.

Bench Mark: Square cut on concrete southeast corner of S.N. 099-0209 over DuPage River & Black Road.
Elevation 602.12 (From 1986 Black Road Plans)

Existing Structure: None



PLAN

NOTE: All Station, Offset and Dimensions are Measured at Front Face of Wall.

DESIGN SPECIFICATIONS

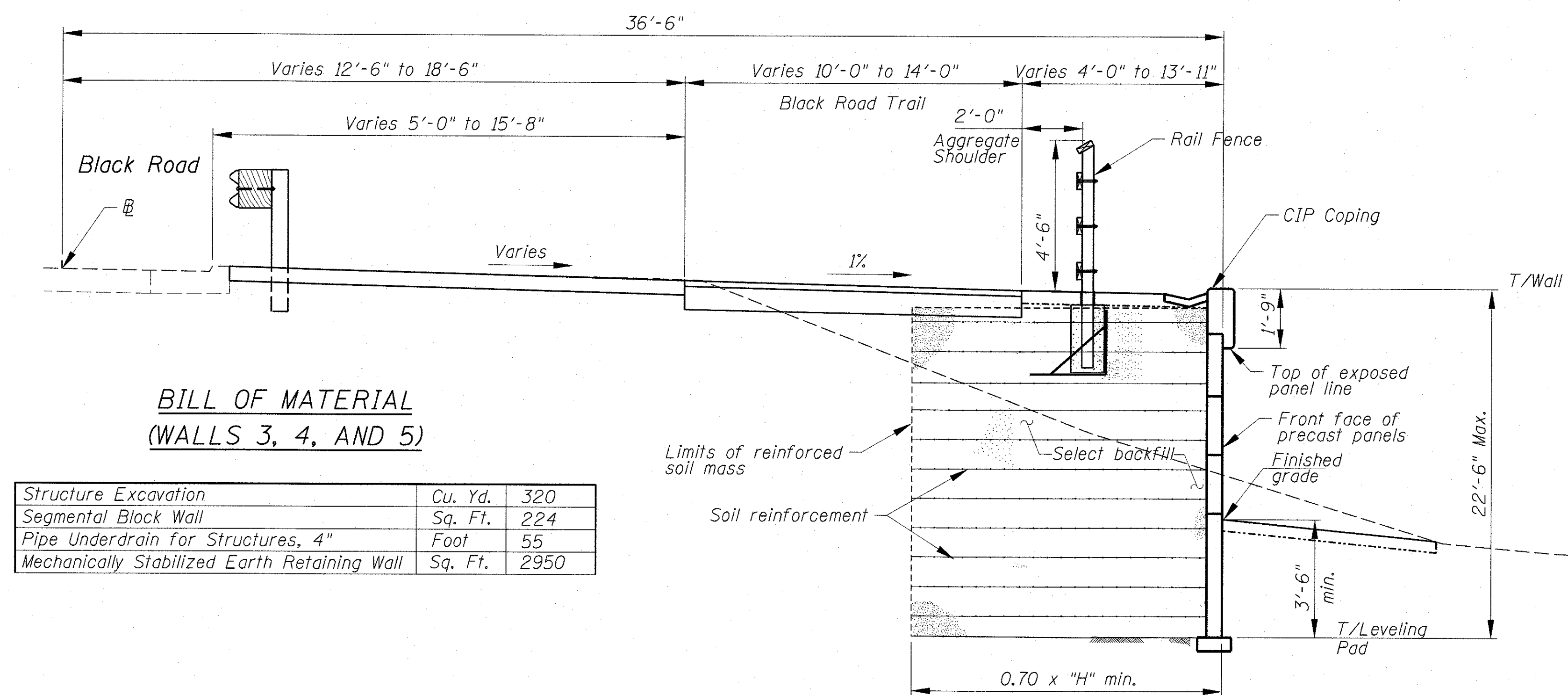
2014 AASHTO Bridge Design Specifications,
7th Edition and 2009 LRFD Guide Specifications
for the Design of Pedestrian Bridge.

GENERAL PLAN & ELEVATION
BLACK ROAD TRAIL RETAINING WALL #3 & 4
SECTION 14-F3000-05-BT

WILL COUNTY

WALL #3 STATION 110+78.79 to 111+35.37
WALL #4 STATION 113+56.42 to 114+55.00

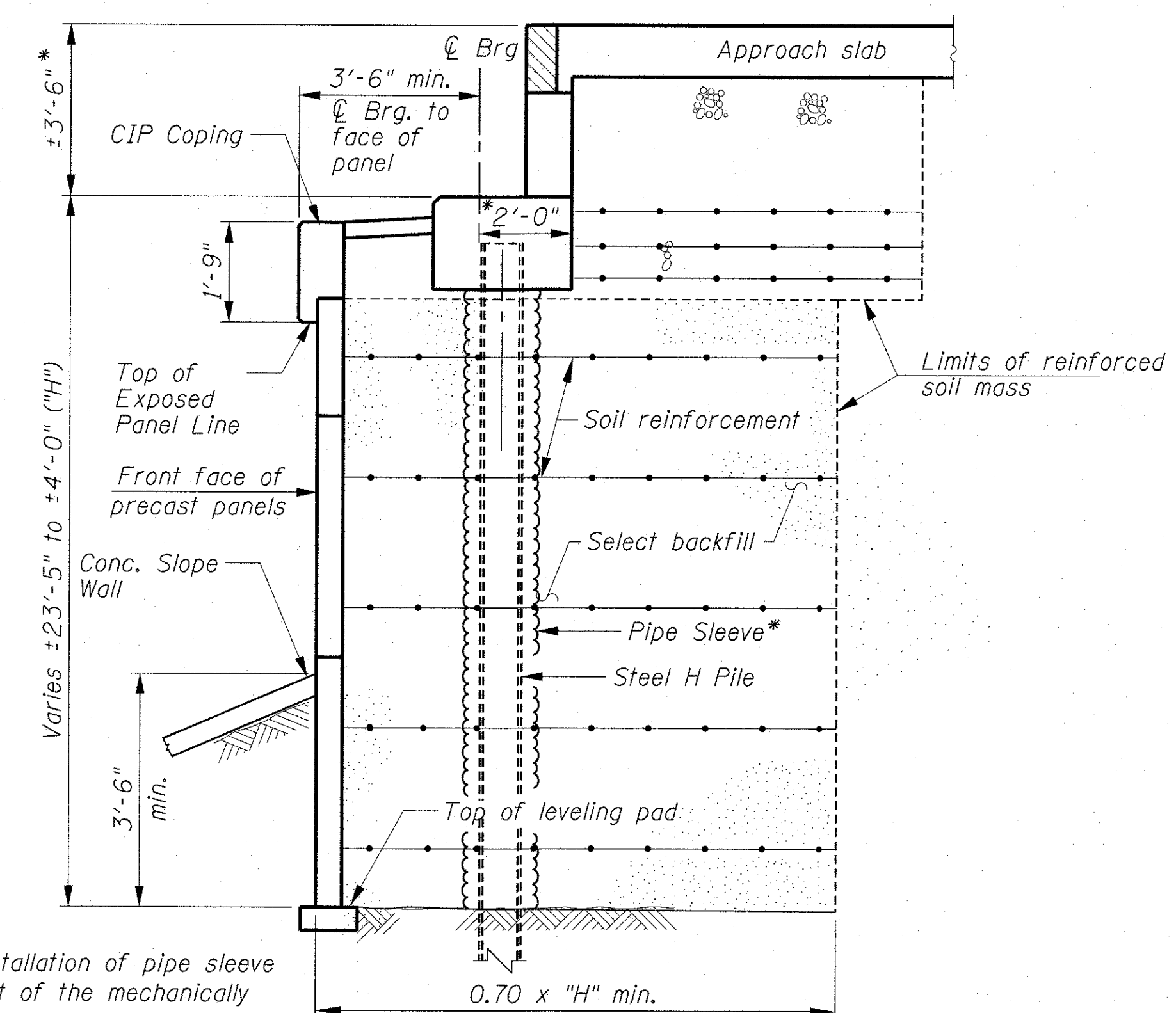
FILE NAME =	USER NAME = mgratzke	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION BLACK ROAD TRAIL RETAINING WALLS 3-5				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPOWC\160530.0001A\Struct\160530.0001A	S11.WALL3&4-DETAIL.sht	DRAWN - PDR	REVISED -		SCALE: 1"=20'	SHEET	11	OF 13	0298	14-F3000-05-BT	WILL	118	86
	PLOT SCALE = 16'	CHECKED - MM	REVISED -		STA.	N/A	TO STA.	N/A					
Default	PLOT DATE = 8/15/2017	DATE - 8/14/2017 SEPT	REVISED -						ILLINOIS FED. AID PROJECT				CONTRACT NO. 61E07



**BILL OF MATERIAL
(WALLS 3, 4, AND 5)**

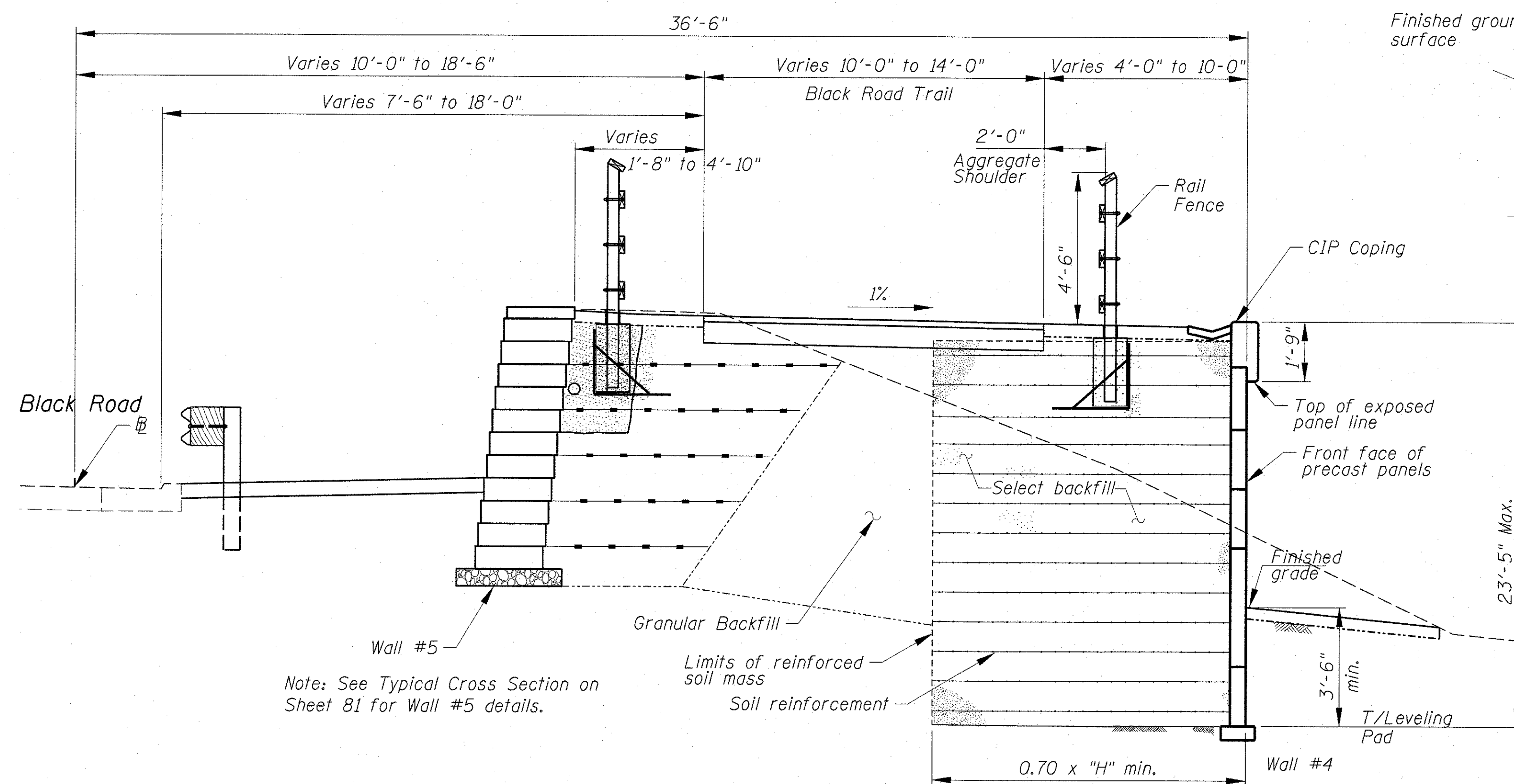
Structure Excavation	Cu. Yd.	320
Segmental Block Wall	Sq. Ft.	224
Pipe Underdrain for Structures, 4"	Foot	55
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	2950

TYPICAL CROSS SECTION-RETAINING WALL #3



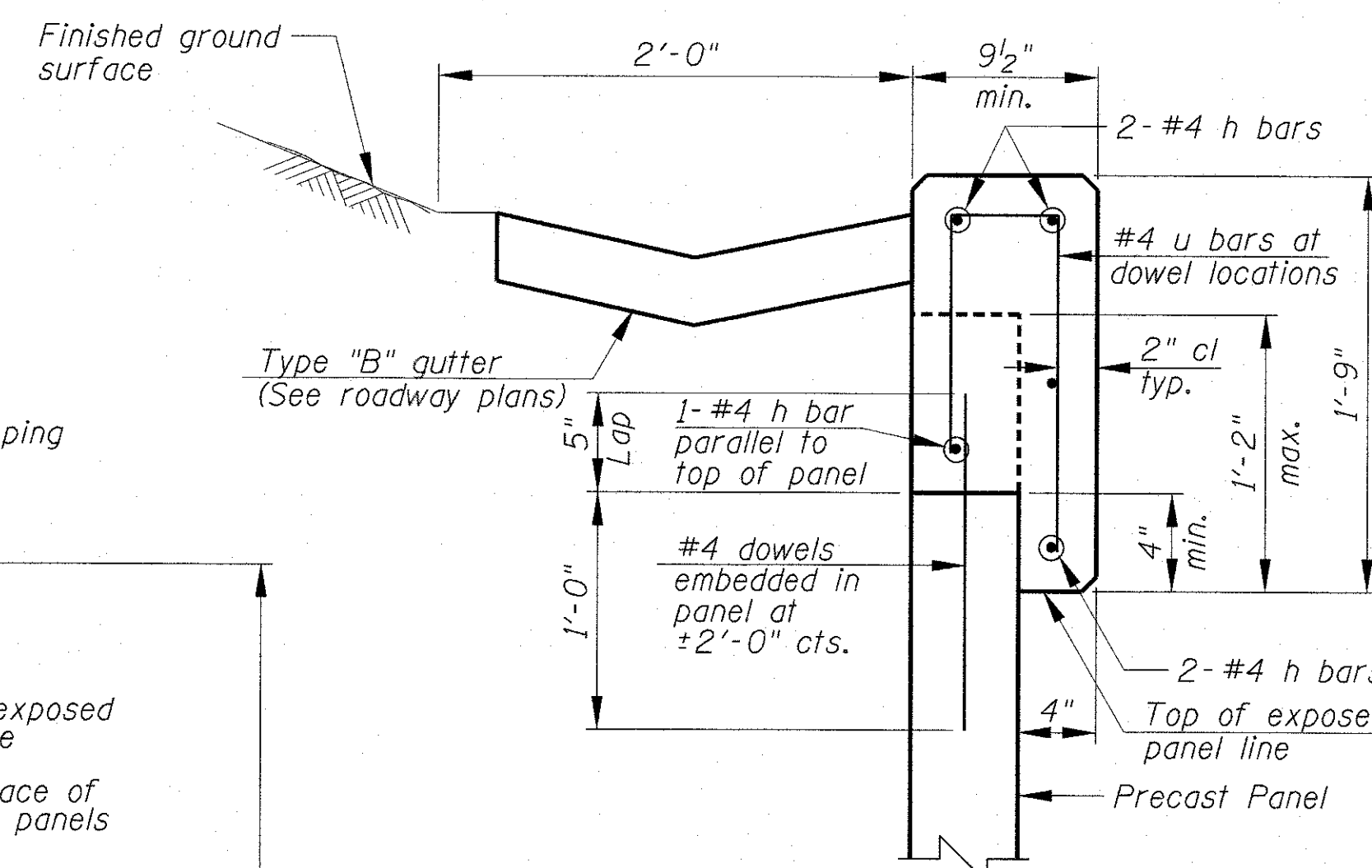
*Design, delivery, and installation of pipe sleeve to be included in the cost of the mechanically stabilized wall

SECTION THRU ABUTMENT

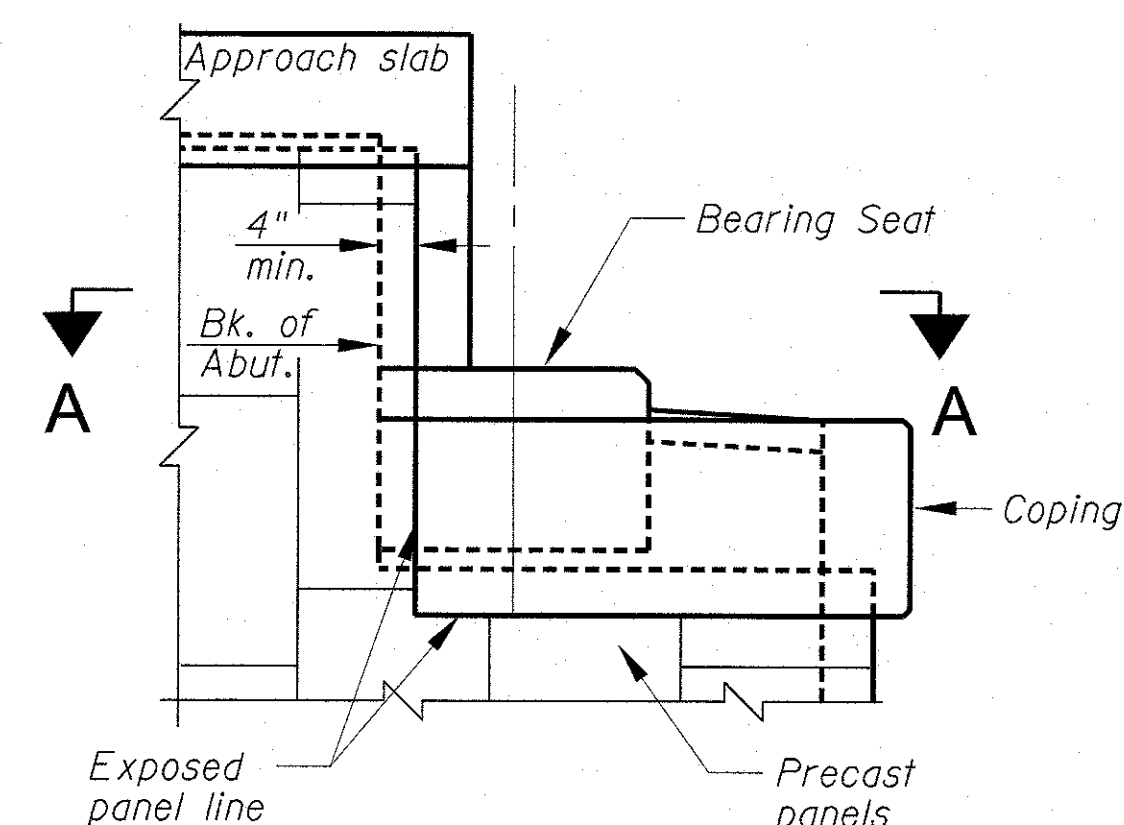


Note: See Typical Cross Section on Sheet 81 for Wall #5 details.

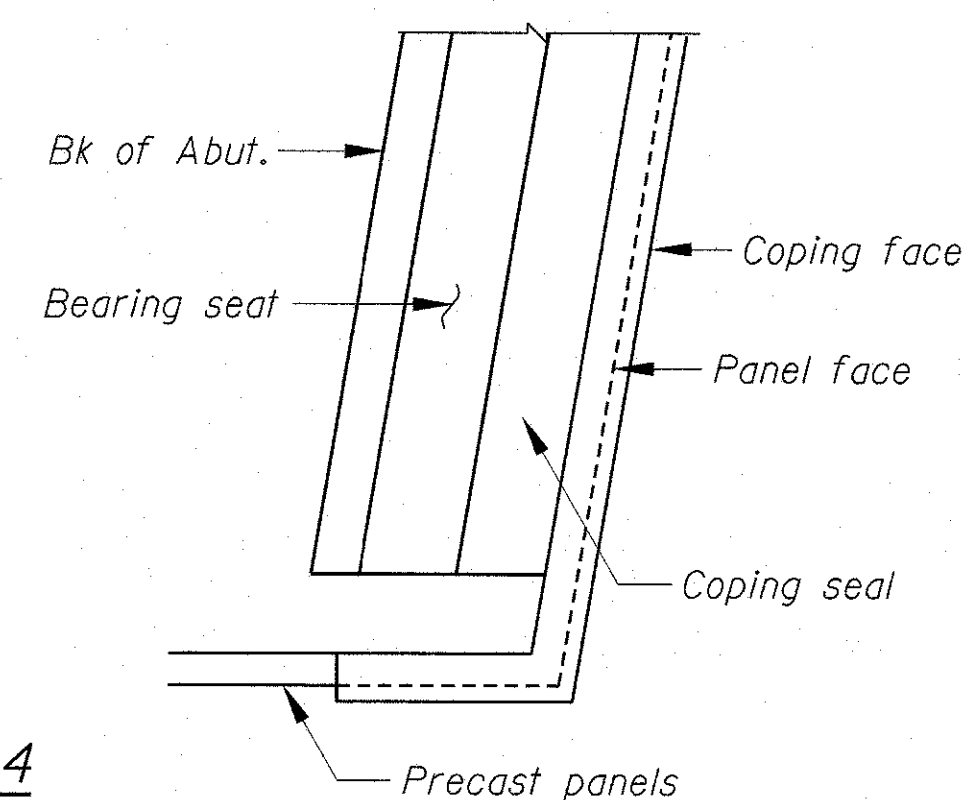
TYPICAL CROSS SECTION-RETAINING WALL #4 & #5



DETAIL-CAST IN PLACE COPING



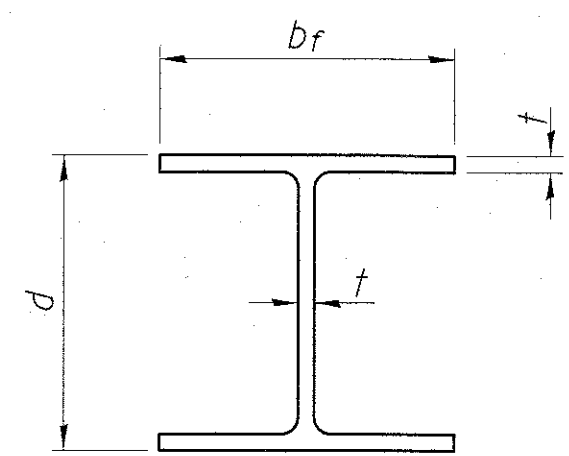
ABUTMENT-END VIEW



SECTION A-A

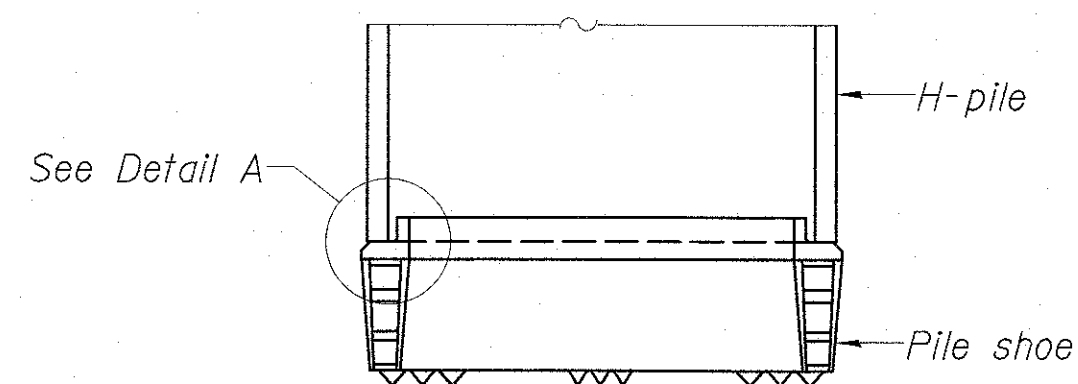
**TYPICAL CROSS SECTION
BLACK ROAD TRAIL RETAINING WALL #3 & #4
SECTION 14-F3000-05-BT
WILL COUNTY**

FILE NAME =	USER NAME = jmlle-	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL CROSS SECTION BLACK ROAD TRAIL RETAINING WALL AT I-55						F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\FPOWC\160530.0001A\Struct\160530.0001A	SI2_WALL3&4-DETAIL.sht	DRAWN - PDR	REVISED -								0298	14-F3000-05-BT	WILL	118	87
Default	PLOT SCALE = 1"	CHECKED - MM	REVISED -		CONTRACT NO. 61E07						ILLINOIS FED. AID PROJECT				
	PLOT DATE = 9/7/2017	DATE - 8/14/2017 SEPT	REVISED -		SCALE: 1"=20'						SHEET 12 OF 13 SHEETS	STA. N/A TO STA. N/A			

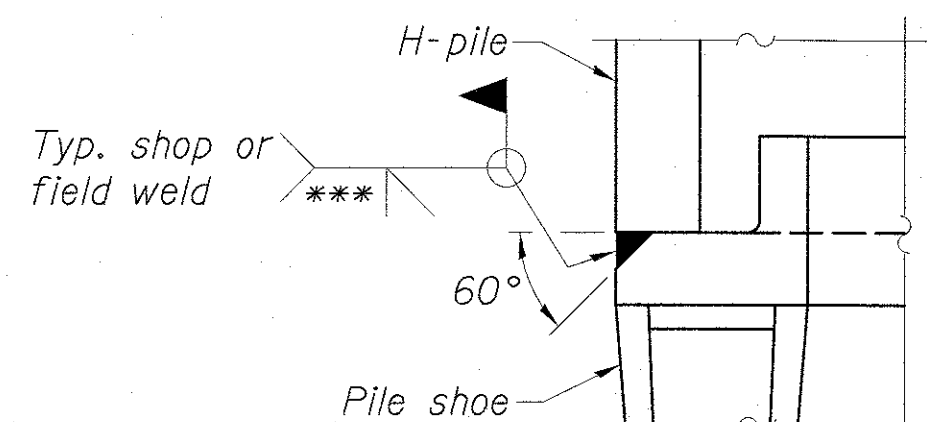


STEEL PILE TABLE

Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	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"	11/16"	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"

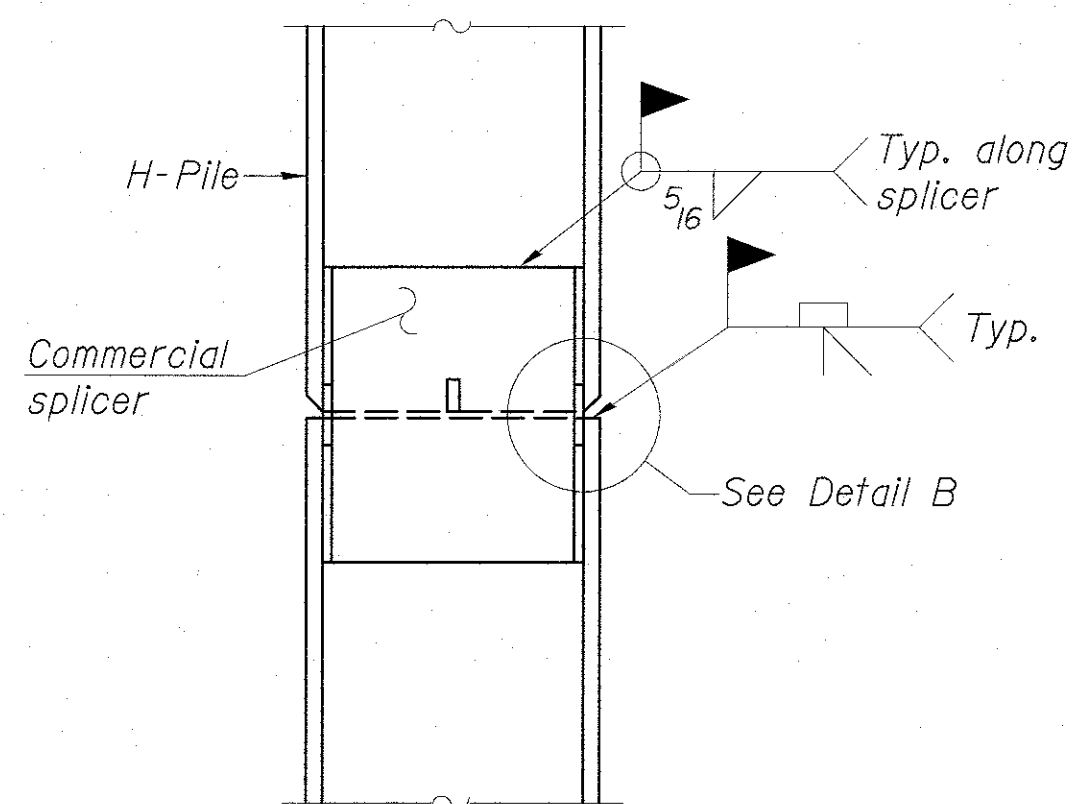


ELEVATION

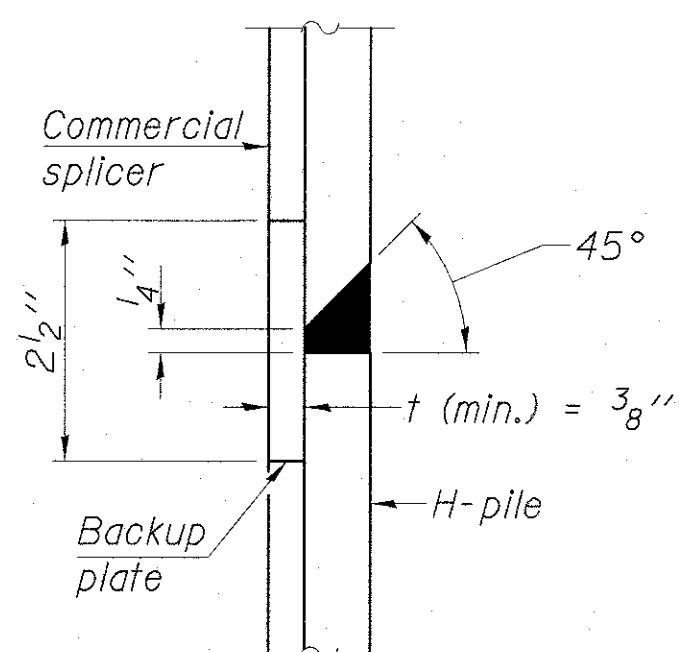


DETAIL A

H-PILE SHOE ATTACHMENT

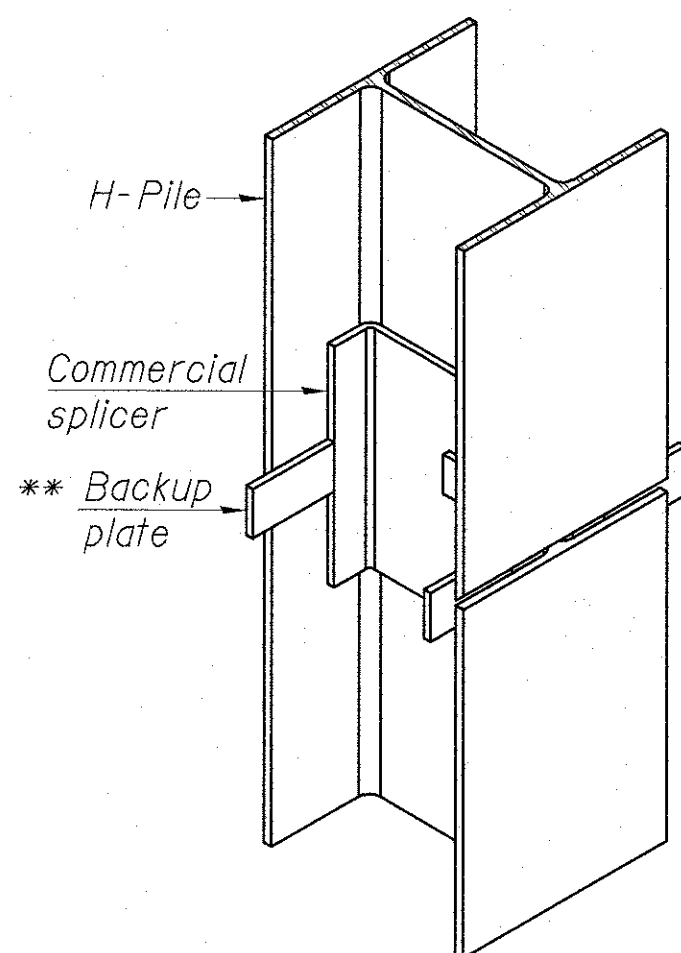


ELEVATION

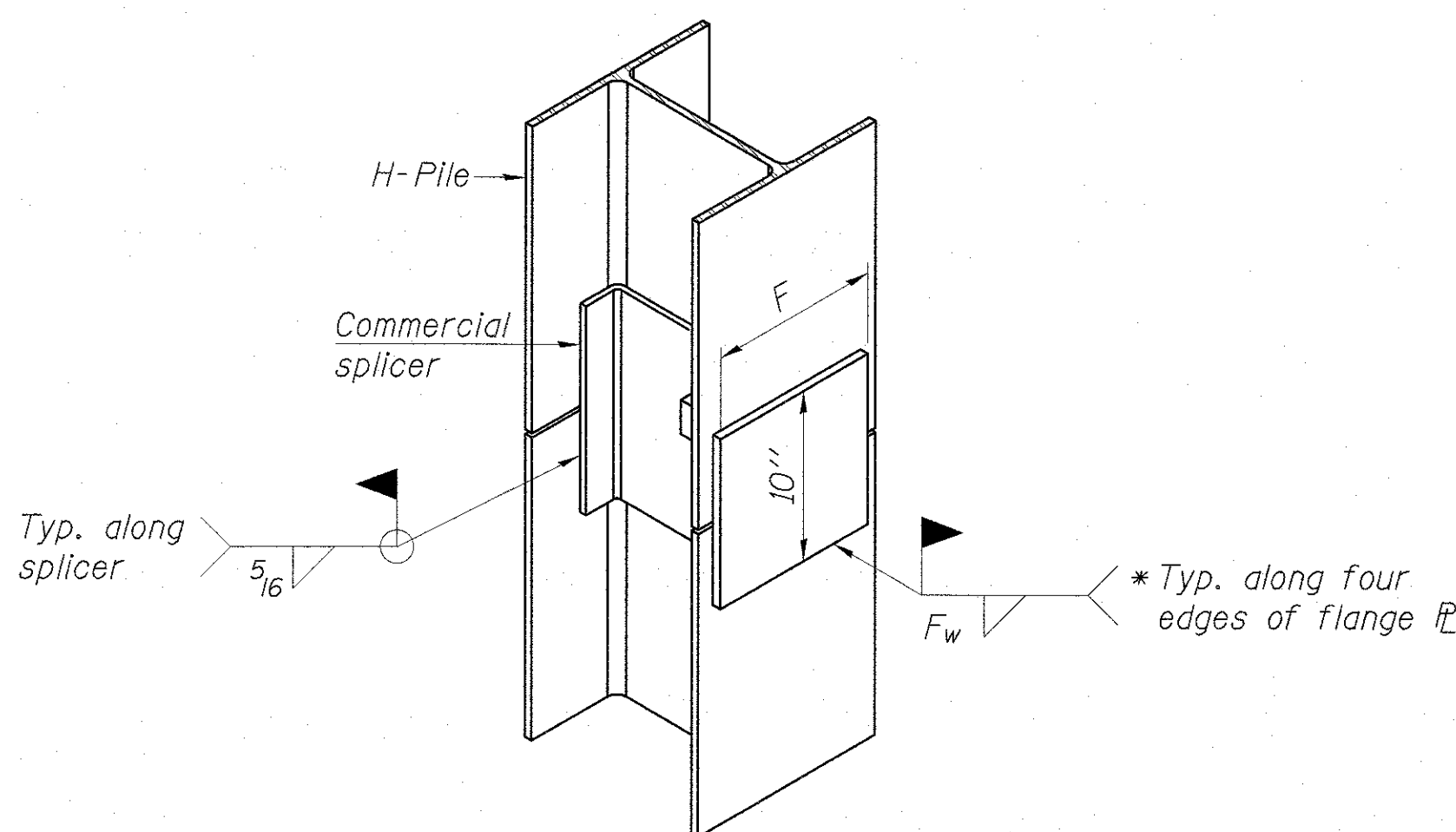


DETAIL "B"

WELDED COMMERCIAL SPLICE



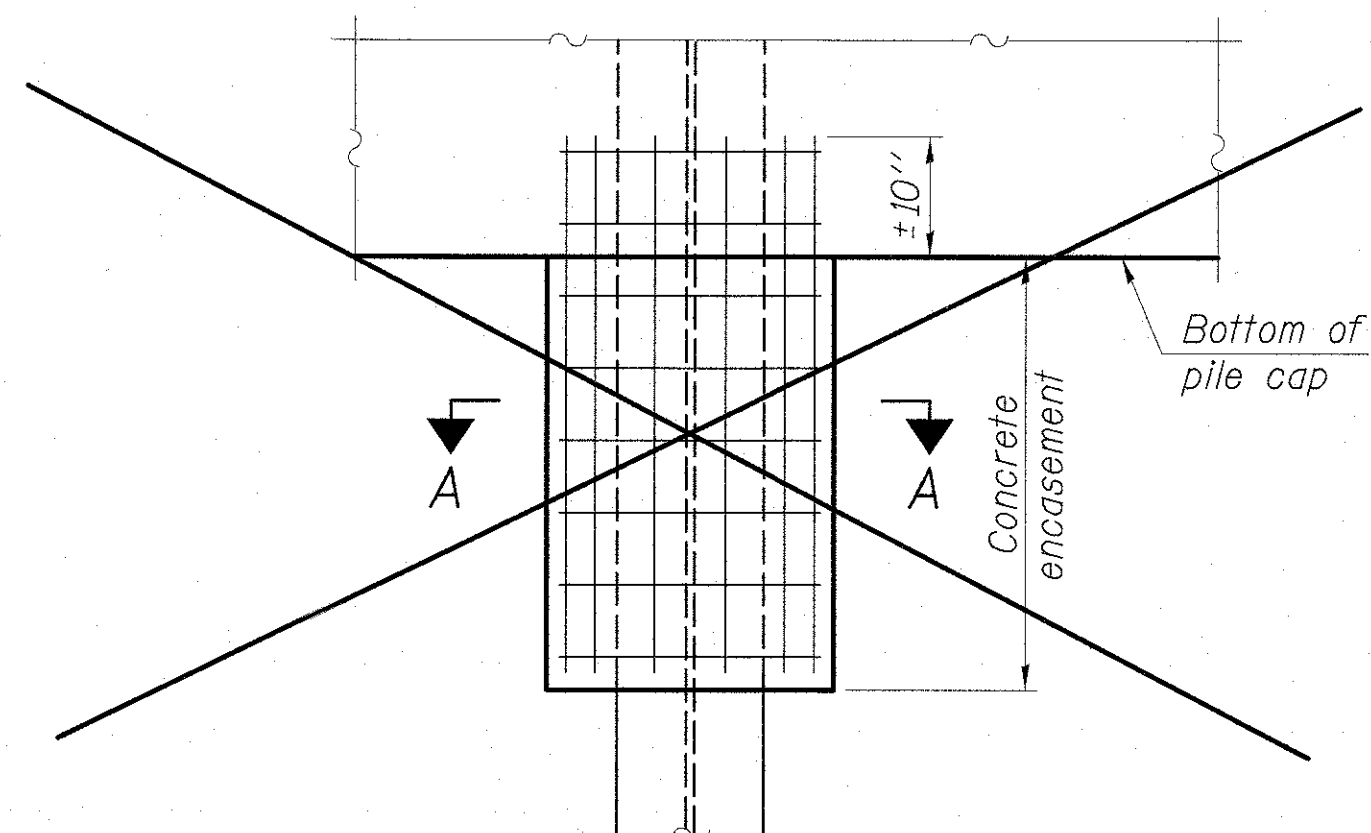
ISOMETRIC VIEW



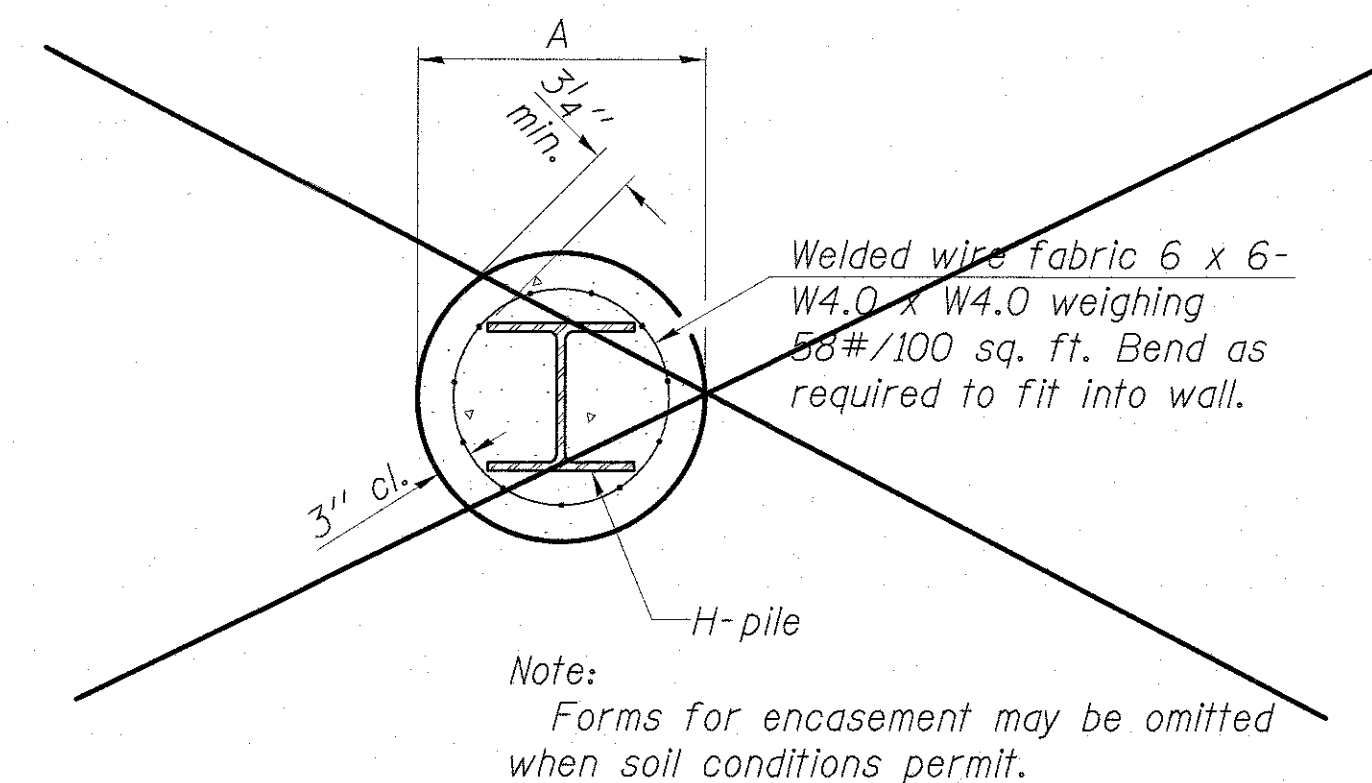
ISOMETRIC VIEW

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.).

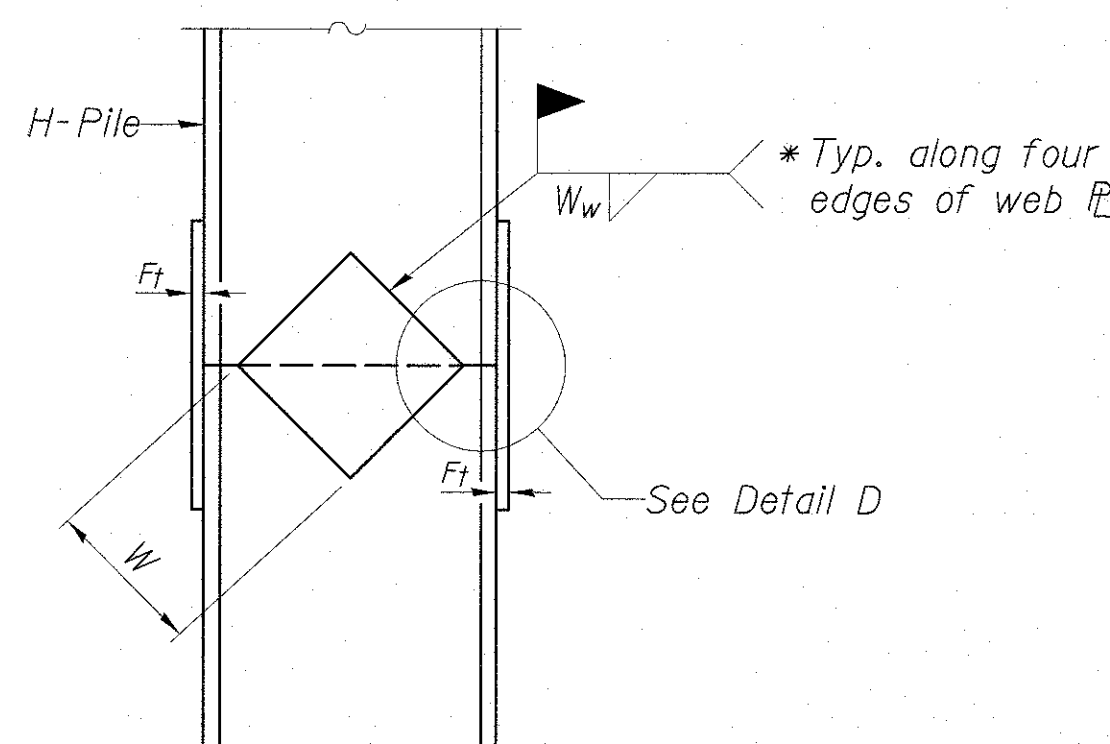


ELEVATION

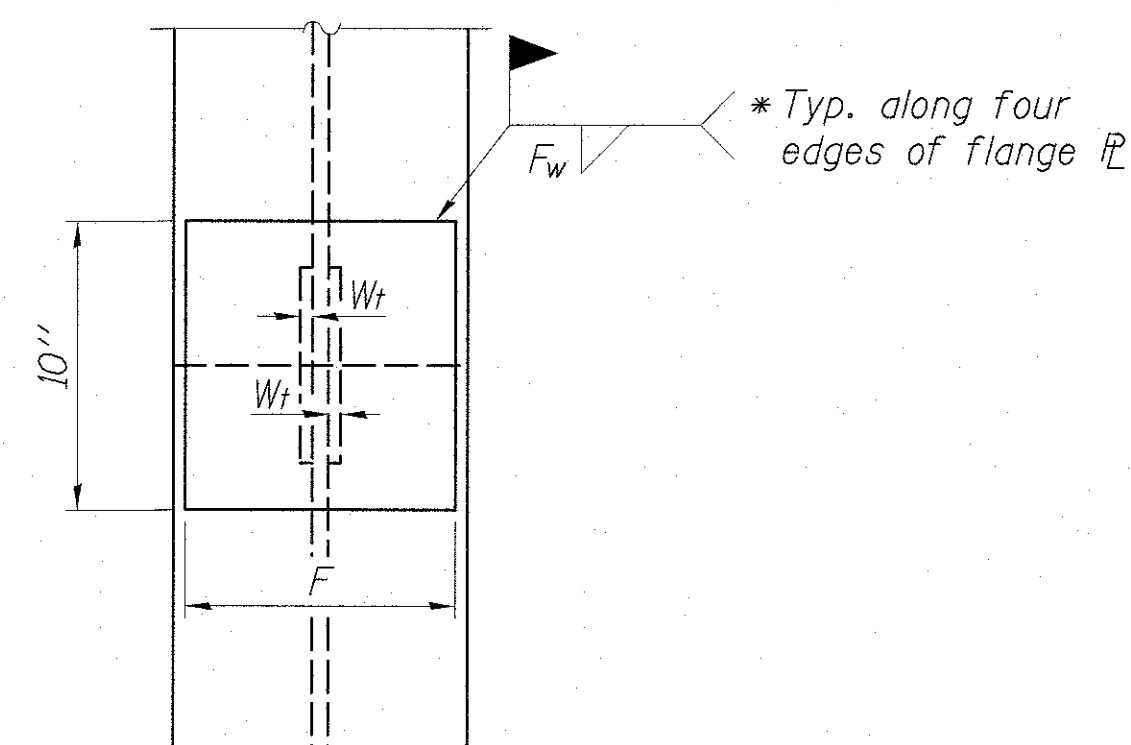


SECTION A-A

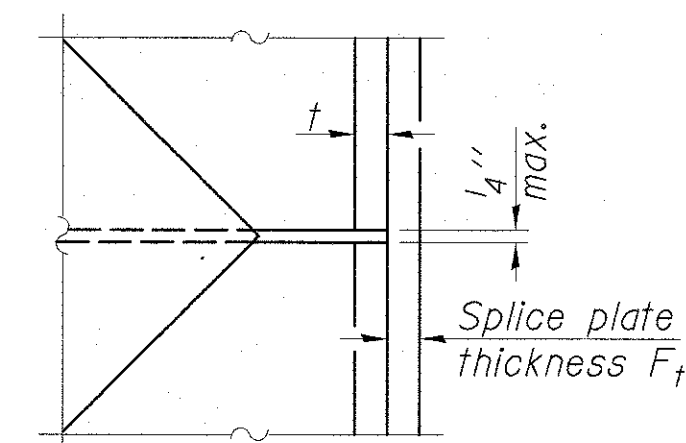
PILE ENCASEMENT



ELEVATION



END VIEW

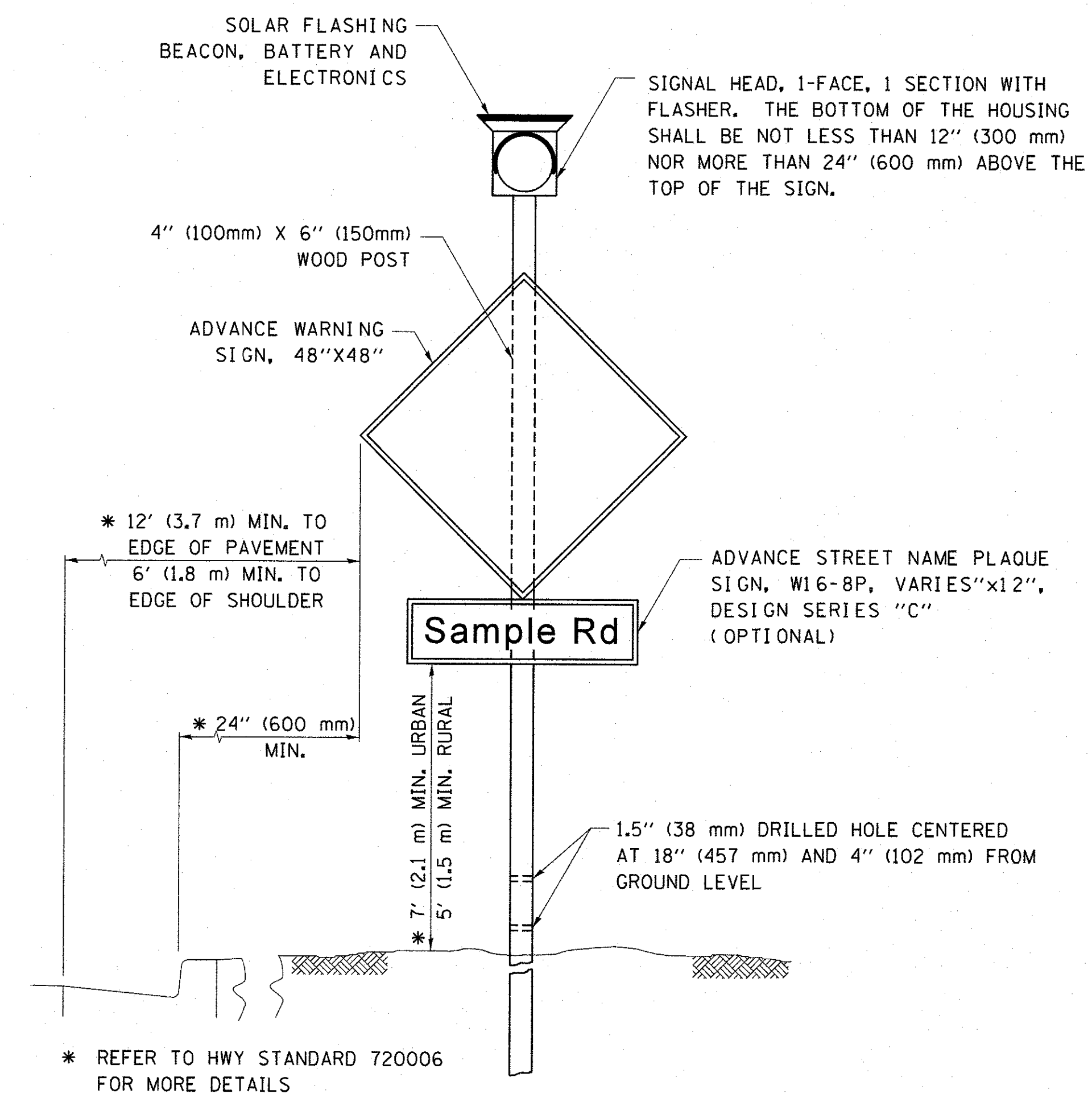
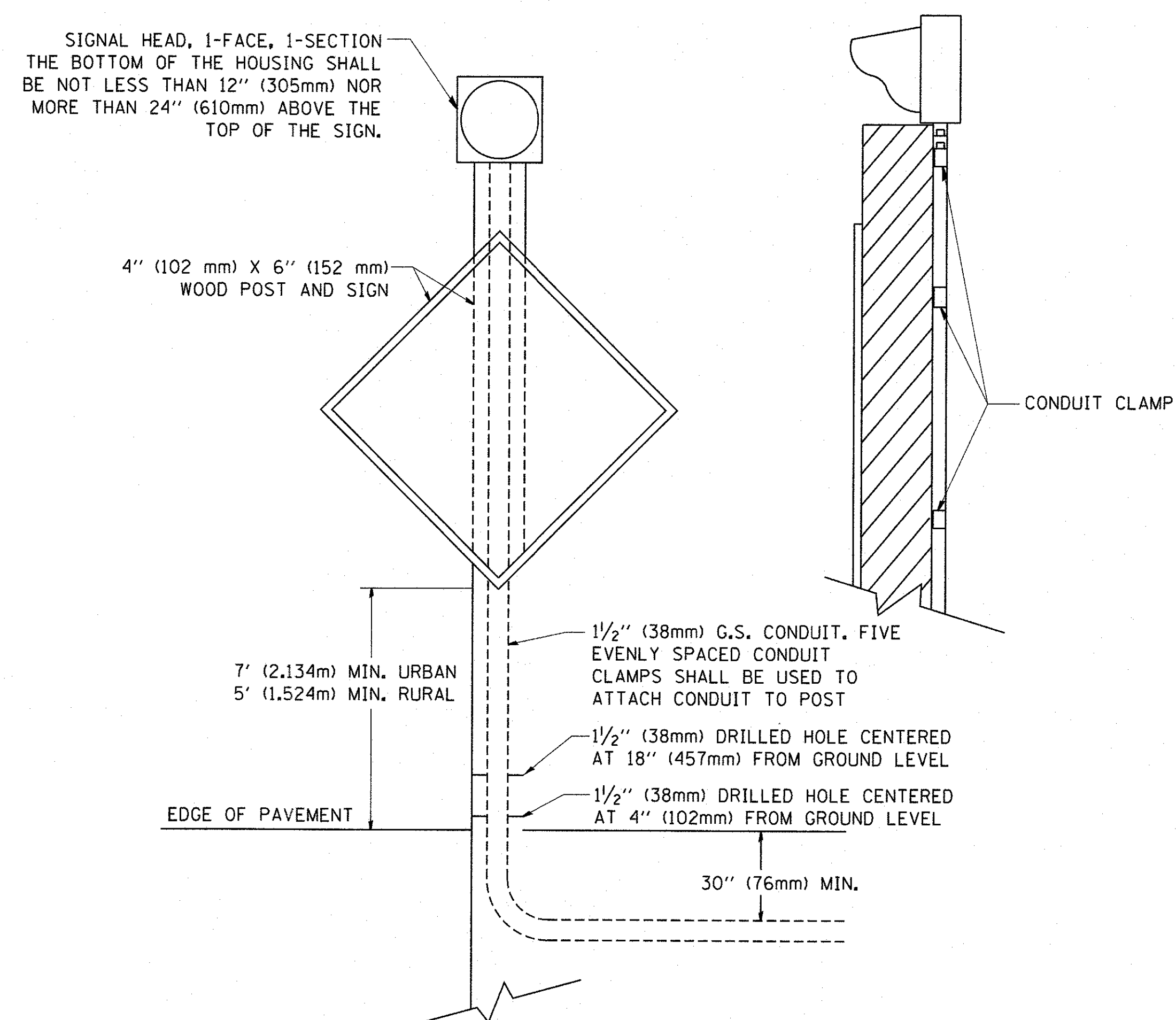


DETAIL D

WELDED PLATE FIELD SPLICE

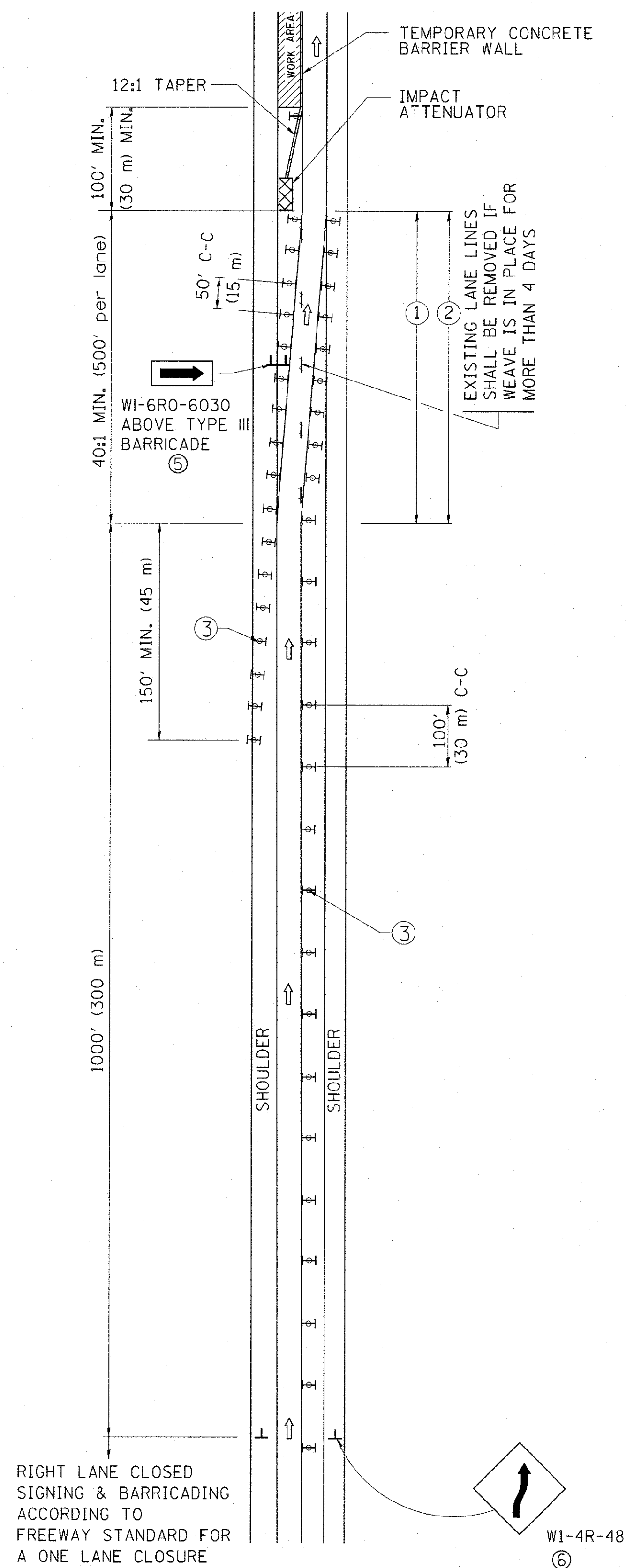
Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

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

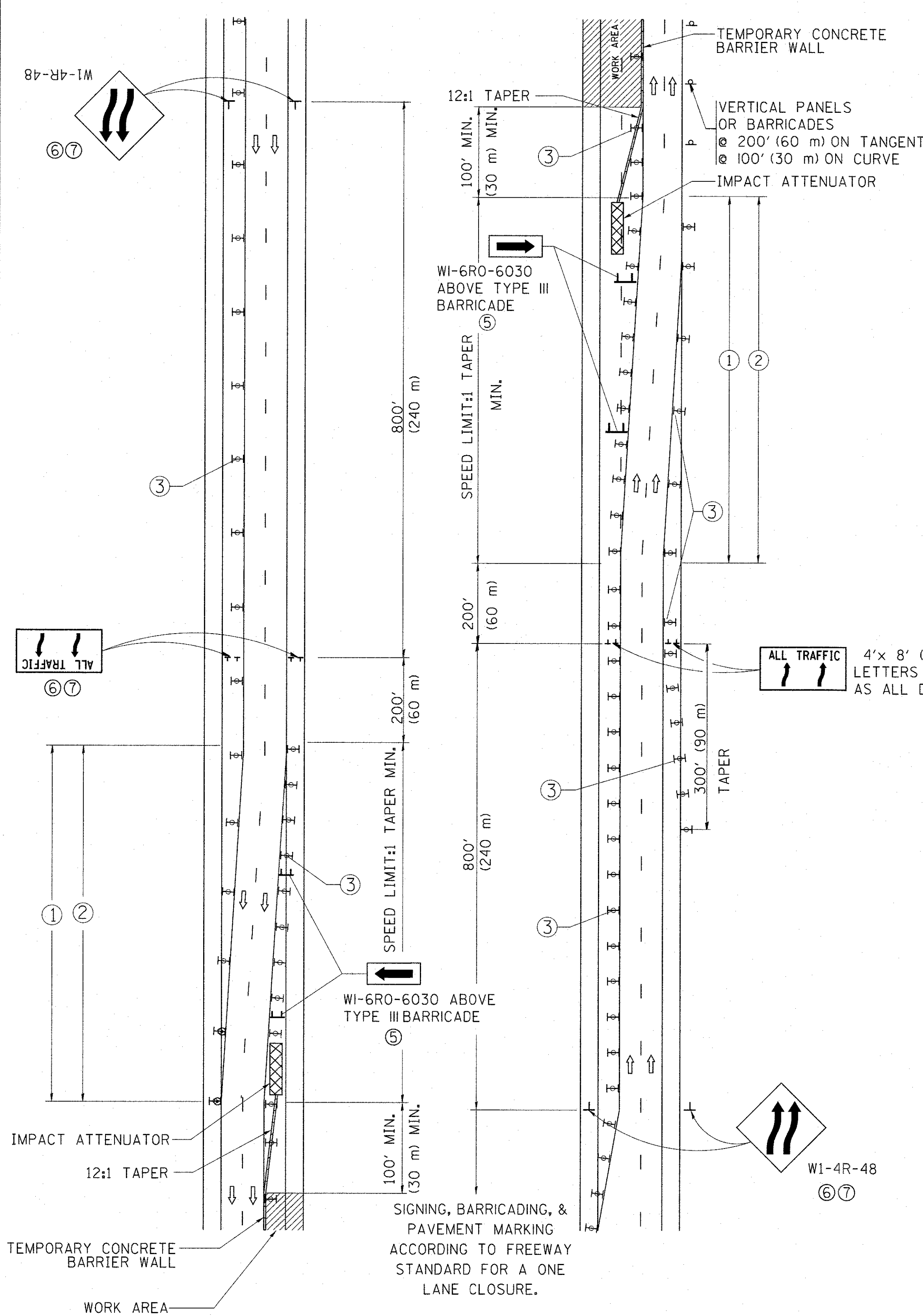


FILE NAME =	USER NAME = drivekasgn	DESIGNED - TRF	REVISED - 01-01-2007	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE FLASHING BEACON INSTALLATION DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\IL084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\Dist 1\DRAWN\CADDData\CDP\Sheets\ts04.dgn	PLOT SCALE = 50.0000' / 1in.	CHECKED -	REVISED - 07-01-2015			0298	14-F3000-05-BT	WILL	118	89
Default	PLOT DATE = 7/31/2015	DATE -	REVISED -			TS-04		CONTRACT NO. 61E07		
						SCALE: NTS	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A	ILLINOIS/ FED. AID PROJECT	

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

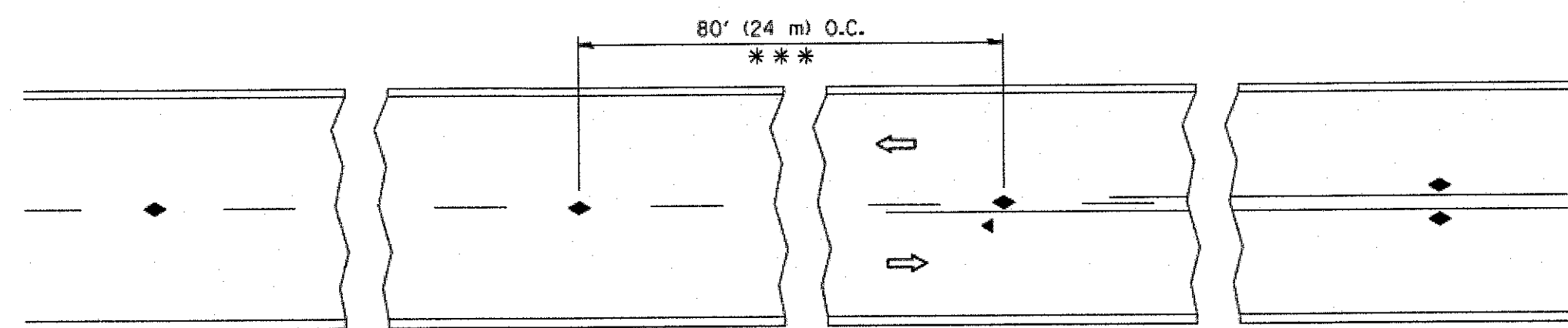
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W24-1-48

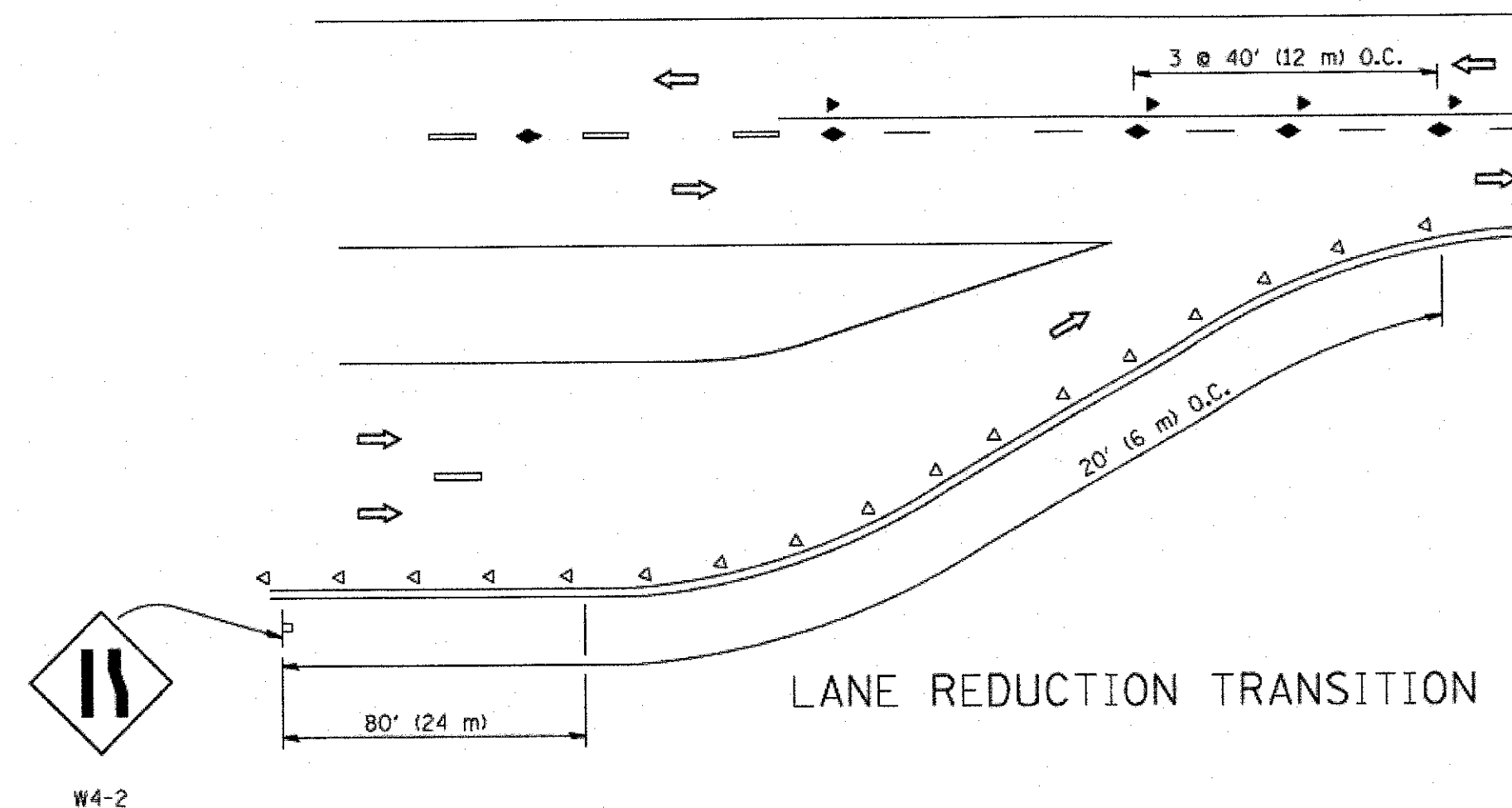
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\c089.dgn	USER NAME = footemj	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - SPB 01-07							0298	14-F3000-05-BT	WILL	118	90
	PLOT SCALE = 50.000' / 1"	CHECKED -	REVISED - SPB 12-09		TC-09		CONTRACT NO.		61E07					
	PLOT DATE = 7/1/2013	DATE - 02-87	REVISED - MD 06-13		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									
SCALE: NONE				SHEET NO. 1 OF 1 SHEETS			STA.	N/A	TO STA.	N/A				

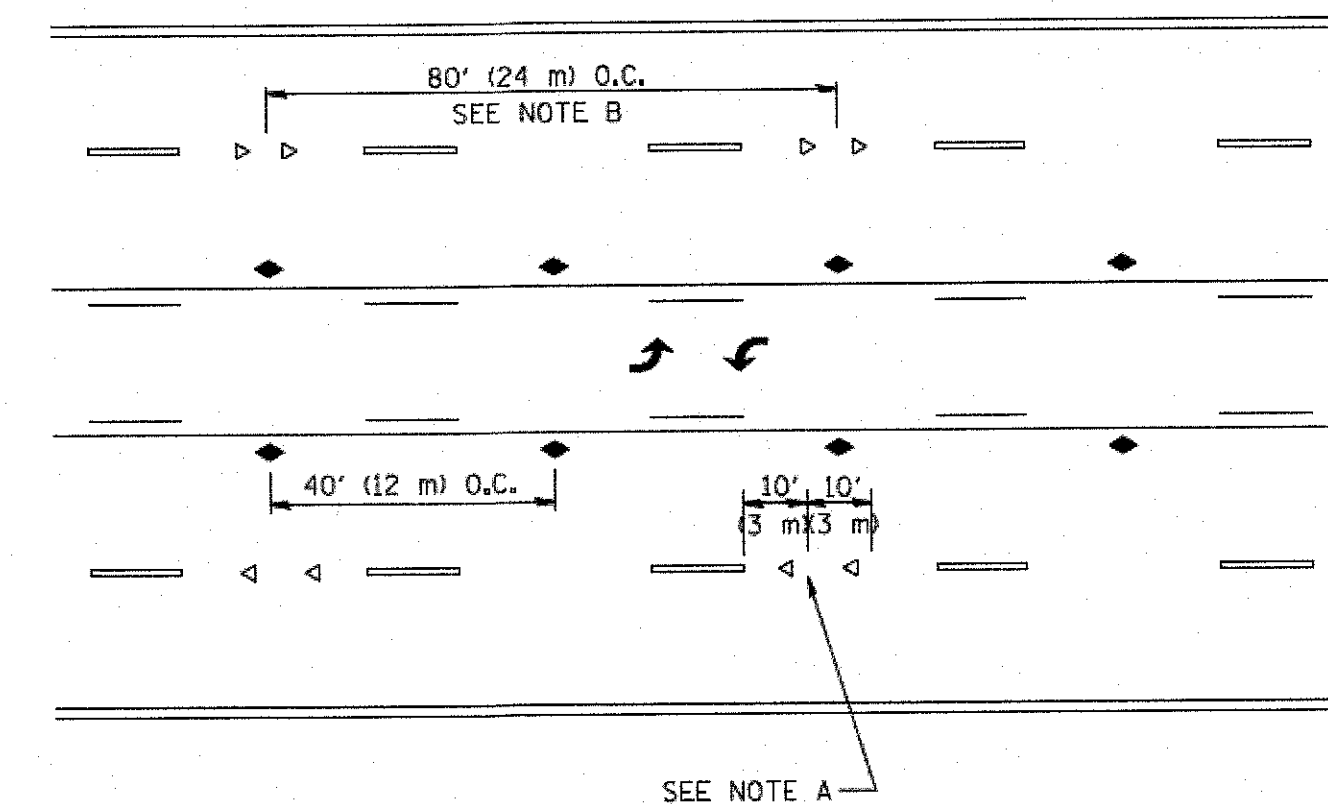


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

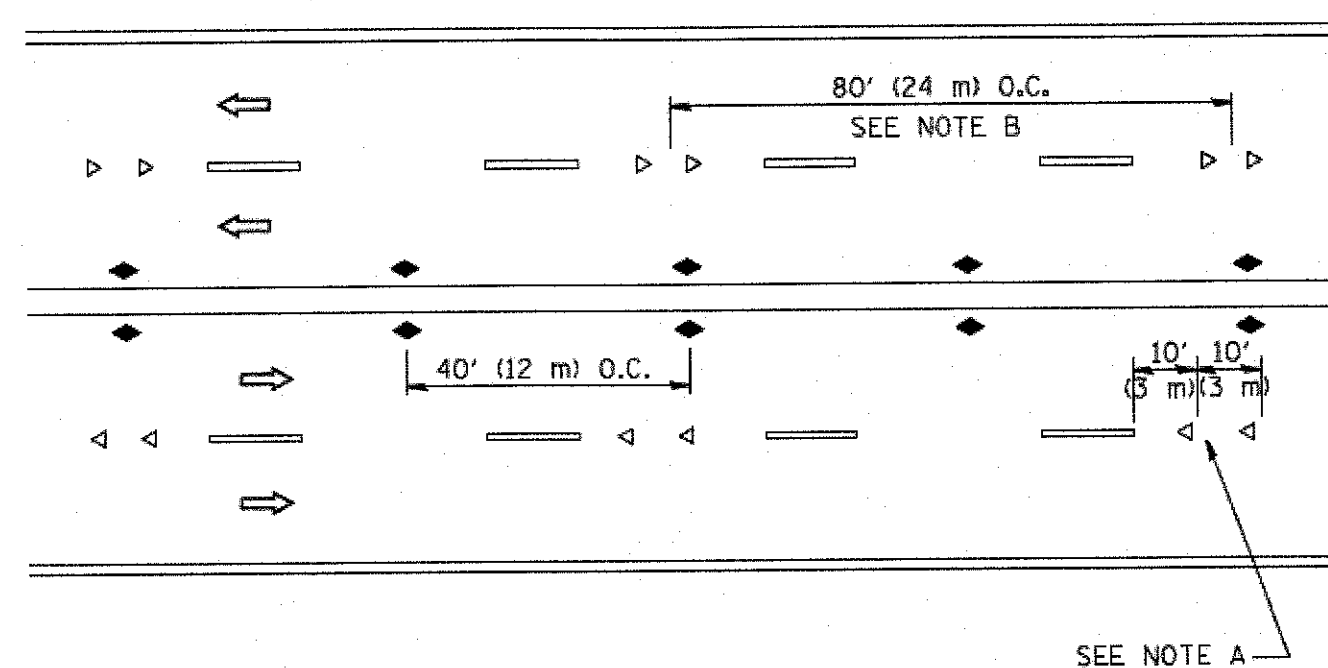
TWO-LANE/TWO-WAY



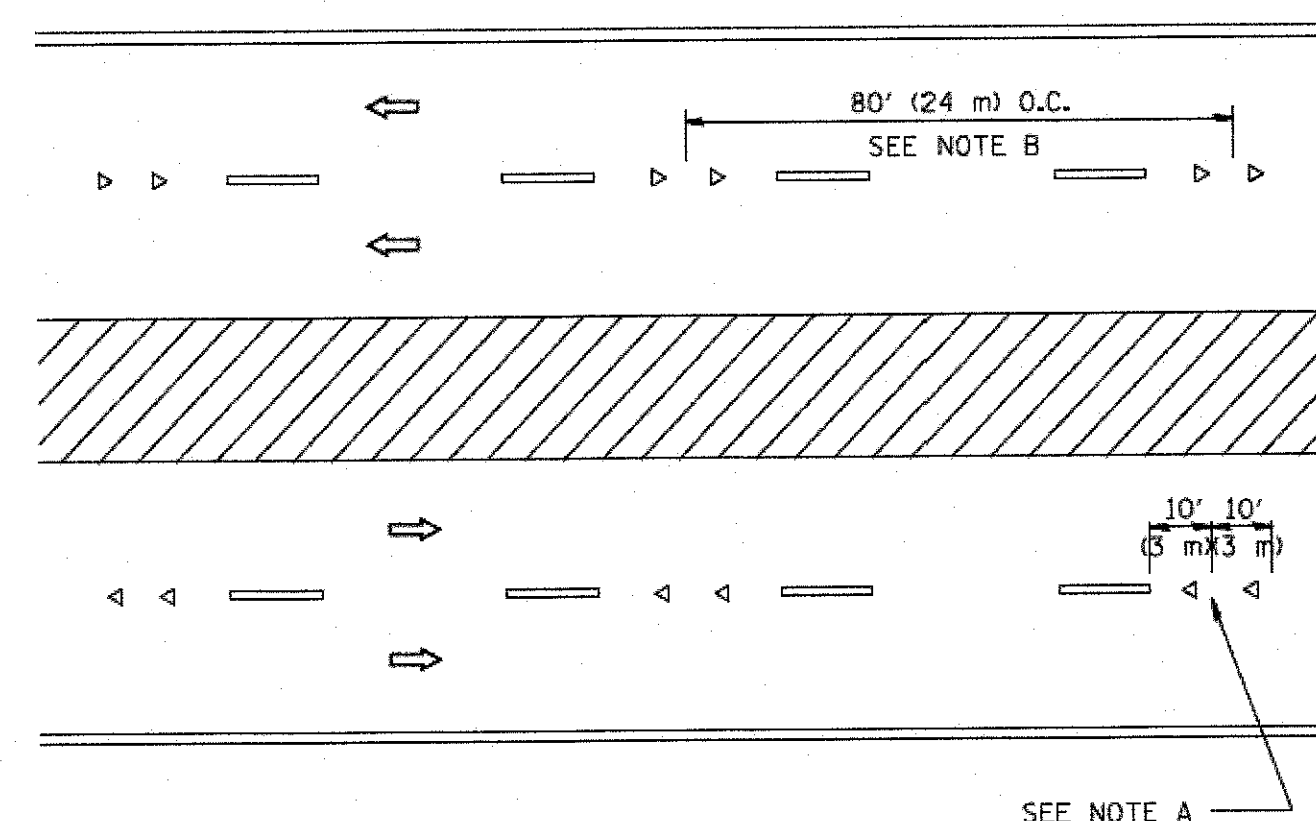
LANE REDUCTION TRANSITION



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.

LANE MARKER NOTES

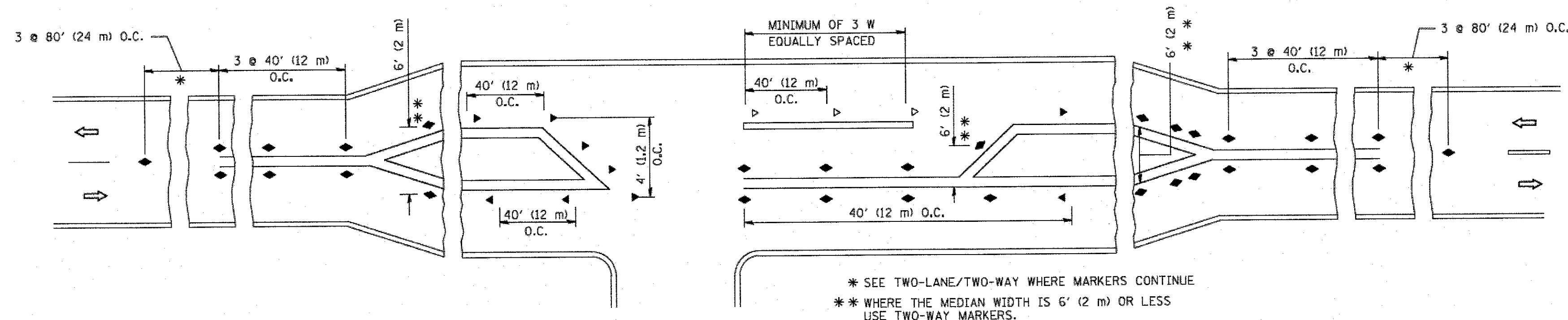
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

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.

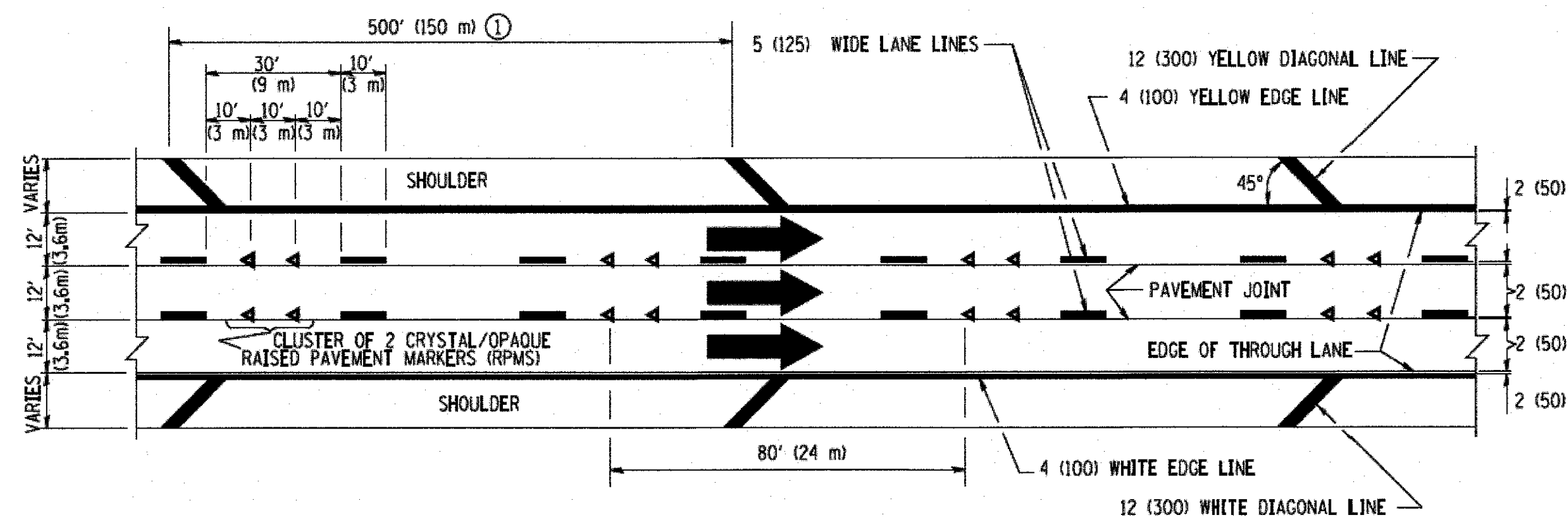
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cr\pw_work\p\dot\leysa\08315\toll.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

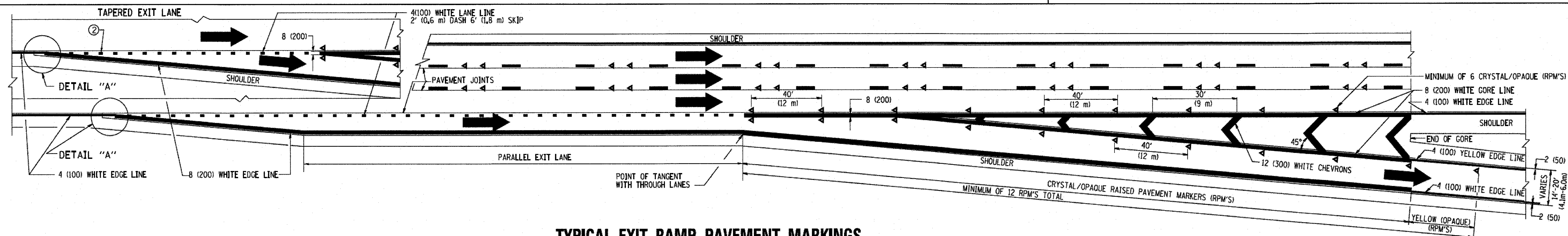
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0298	14-F3000-05-BT	WILL	118	91
TC-11		CONTRACT NO. 61E07		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



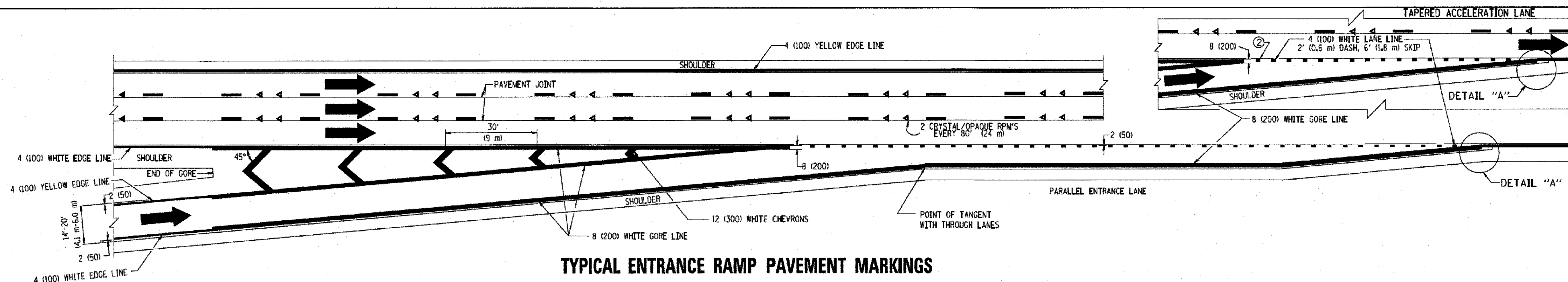
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

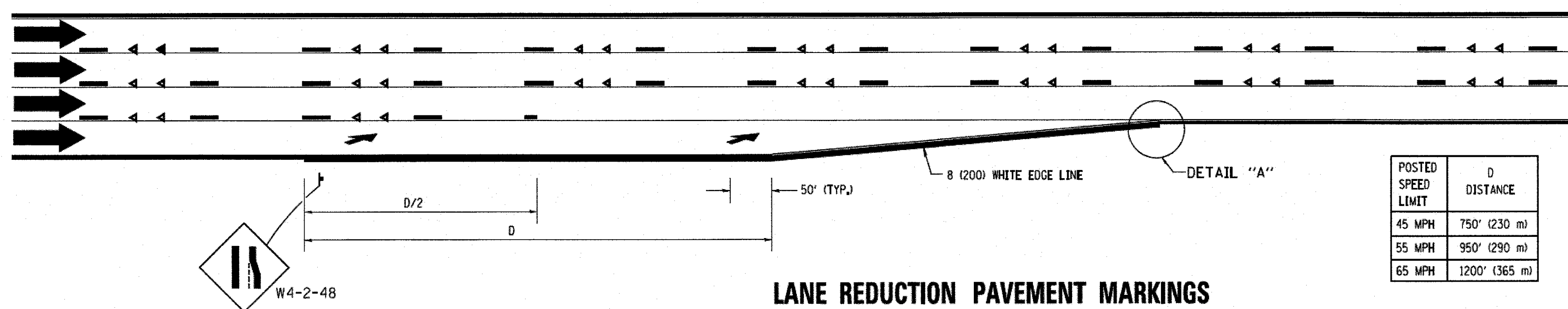
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC PROJECTS.



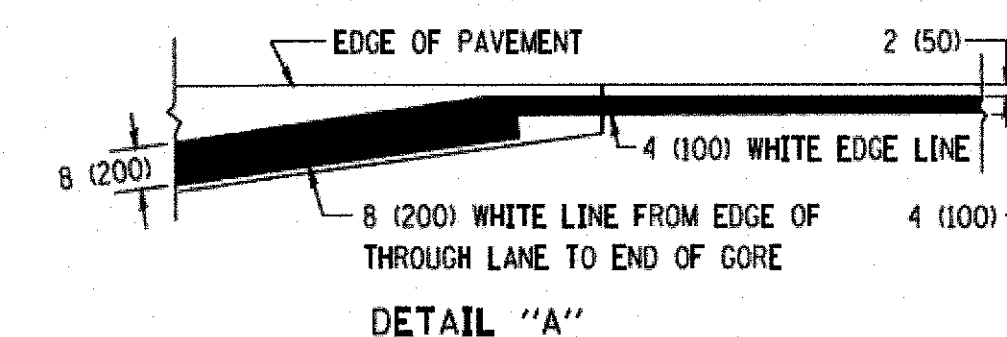
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



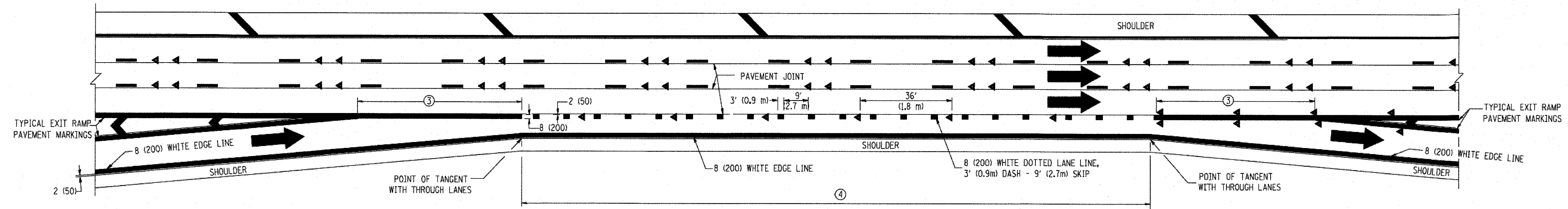
LANE REDUCTION PAVEMENT MARKINGS



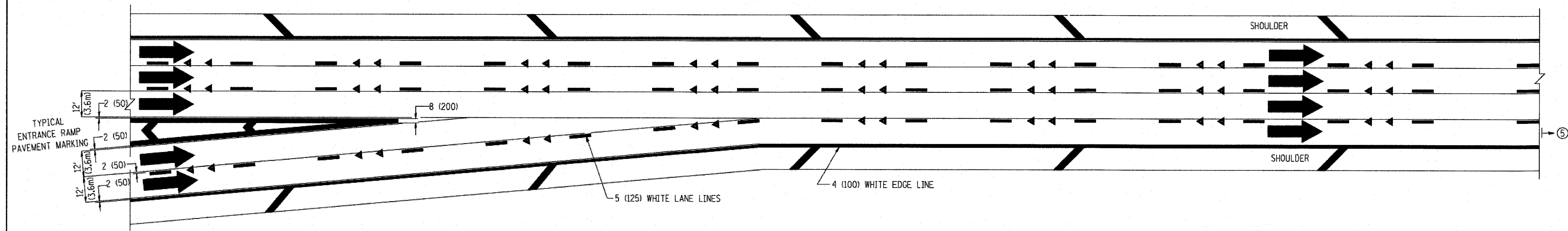
NOTES:

- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

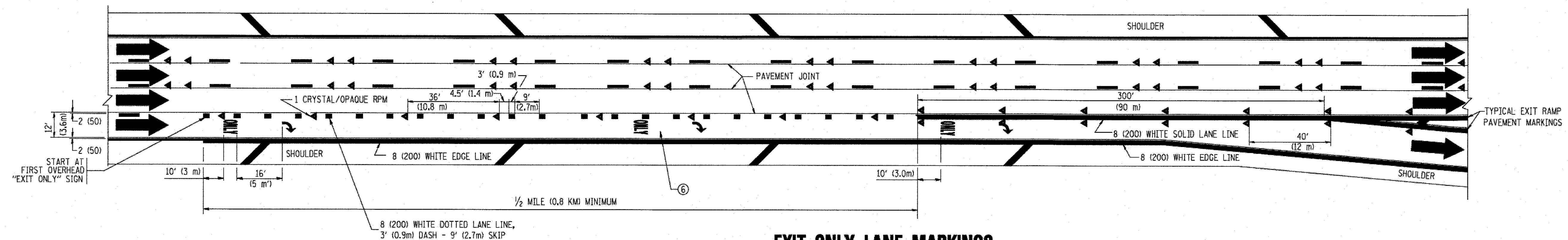
FILE NAME =	USER NAME = footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwwork\footemj\d0189315\td12.dgn		DRAWN -	REVISED - S.P.B. 01-07		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA. N/A TO STA. N/A	0298	14-F3000-05-BT	WILL	118	92	
		PLOT SCALE = 50.000' / in.	REVISED - S.P.B. 01-10					TC-12		CONTRACT NO. 61E07			
		PLOT DATE = 7/8/2013	REVISED - M.D. 05-13					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



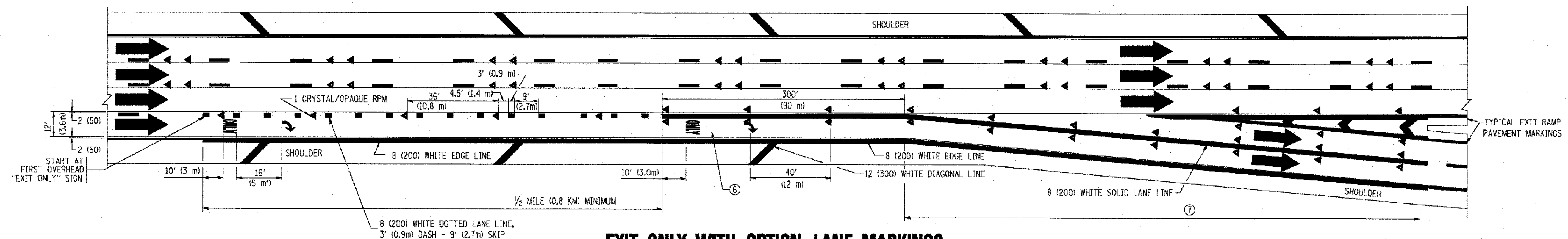
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



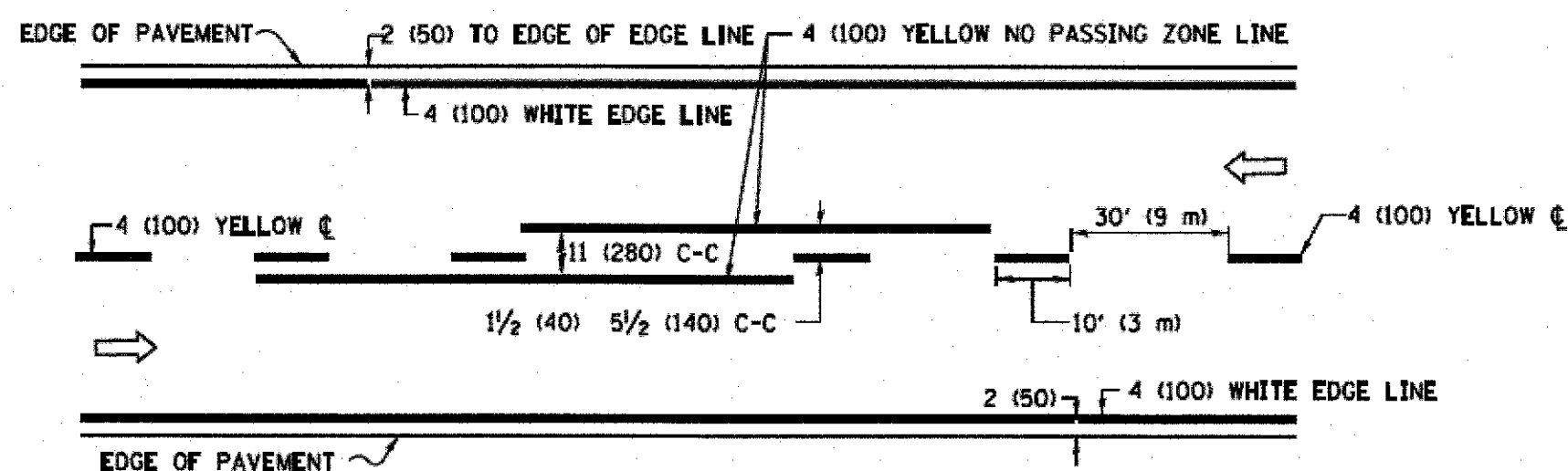
EXIT ONLY LANE MARKINGS



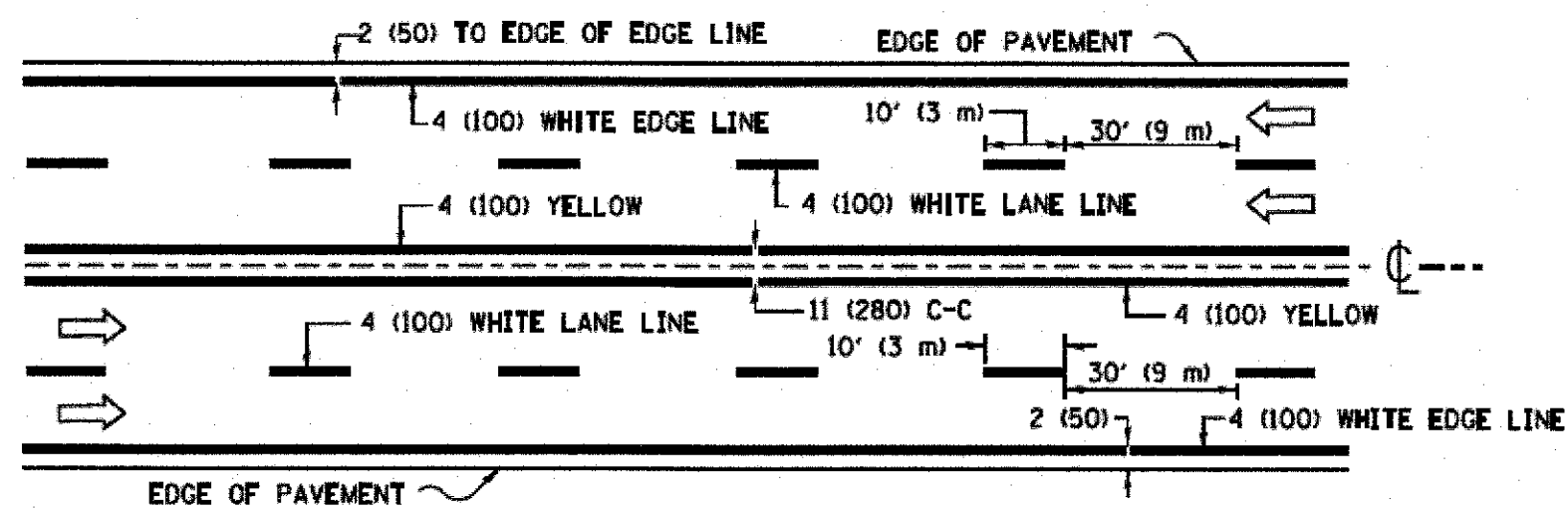
EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

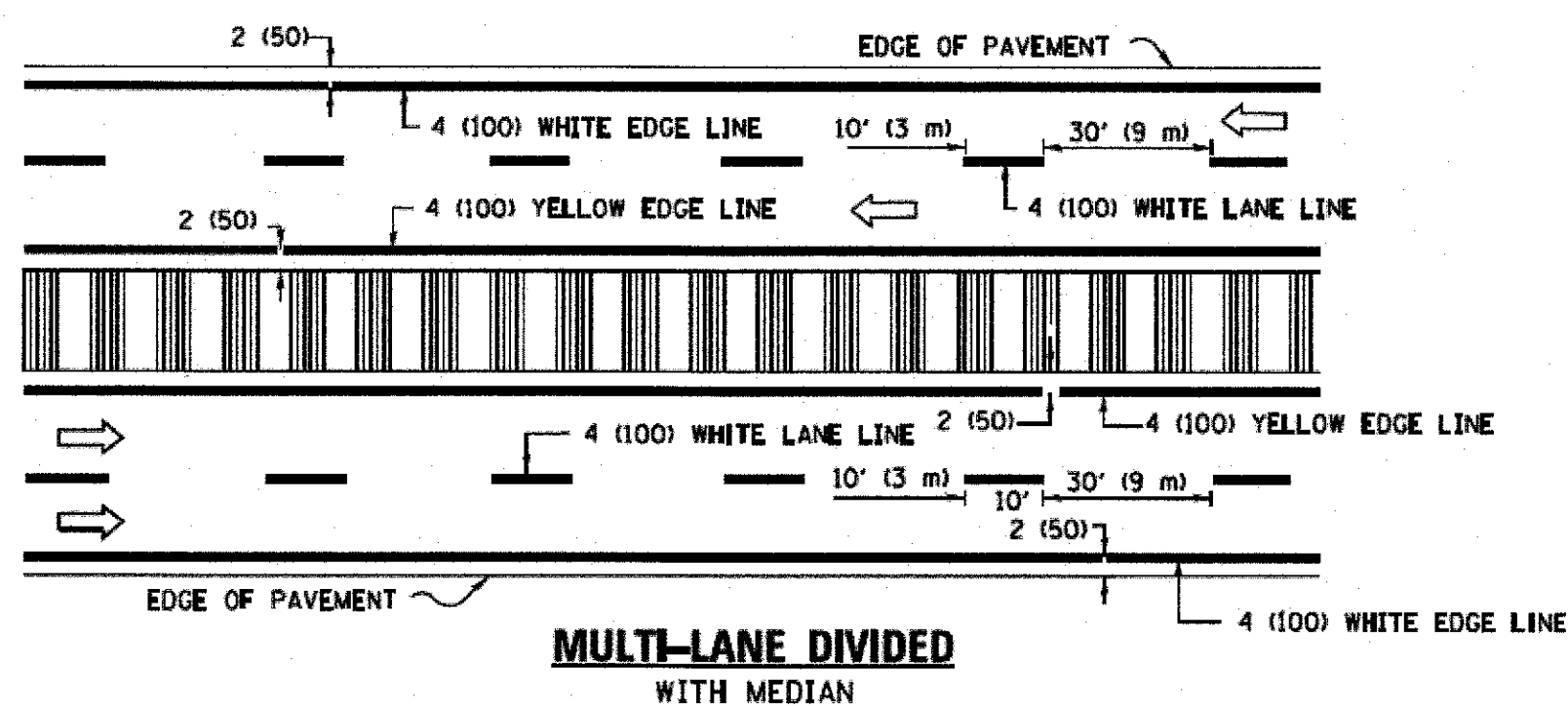
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	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10								
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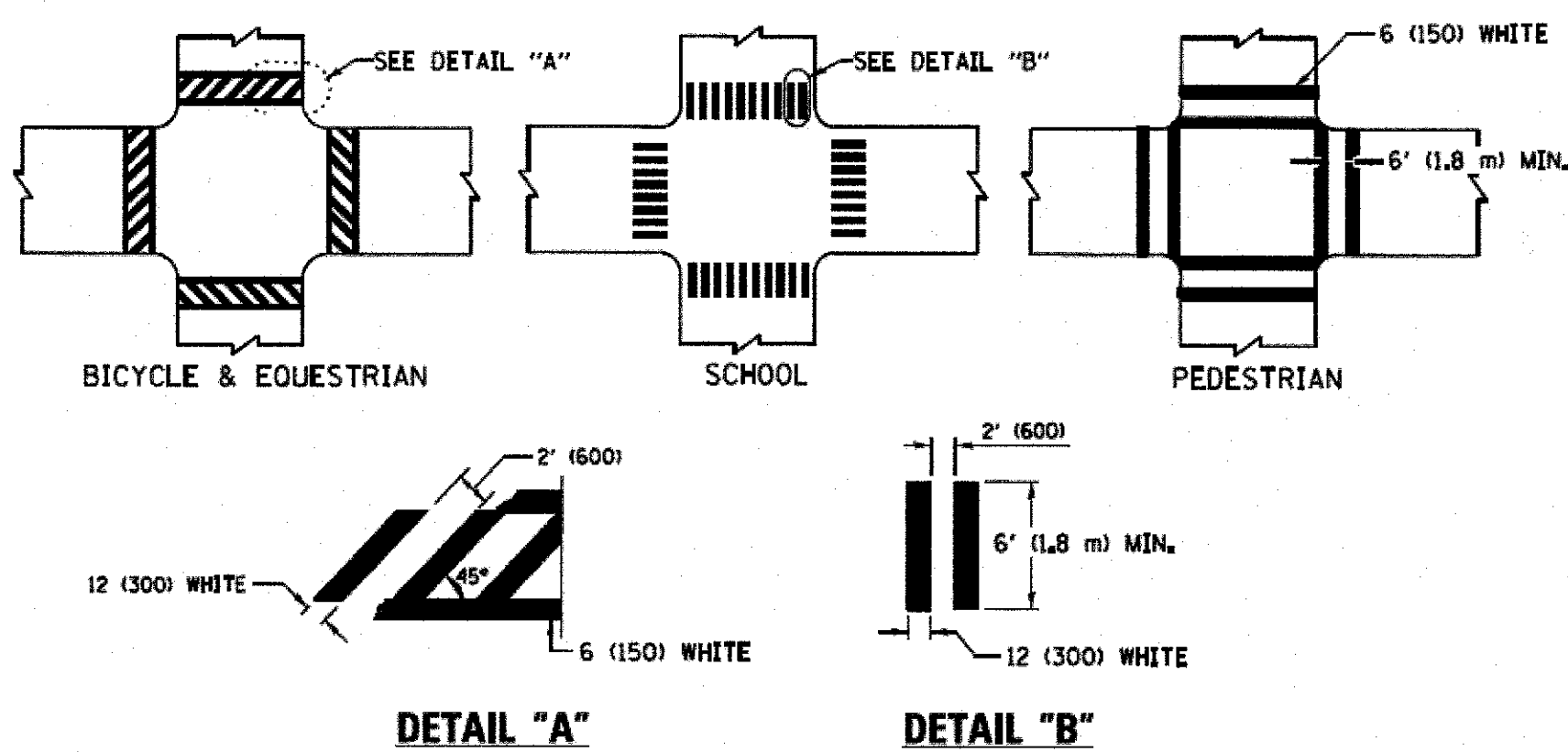
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

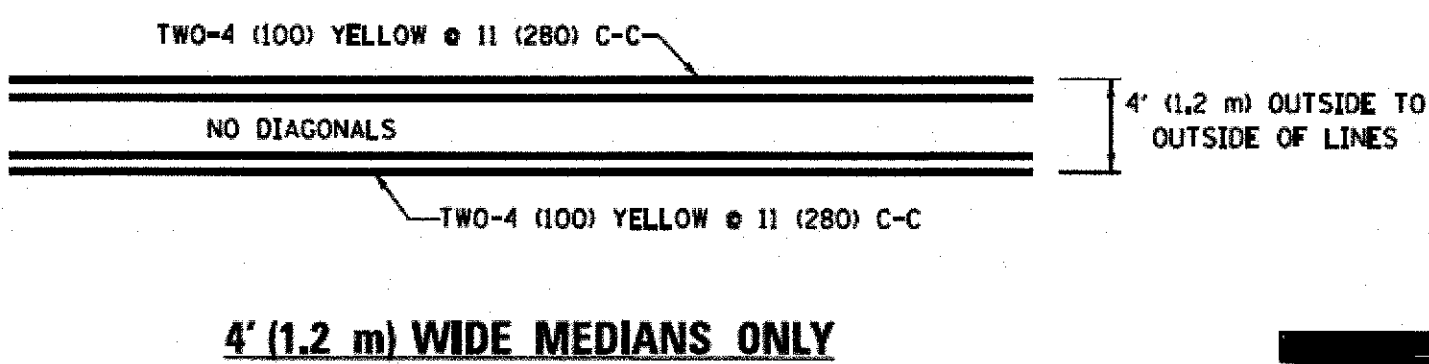


TYPICAL LANE AND EDGE LINE MARKING

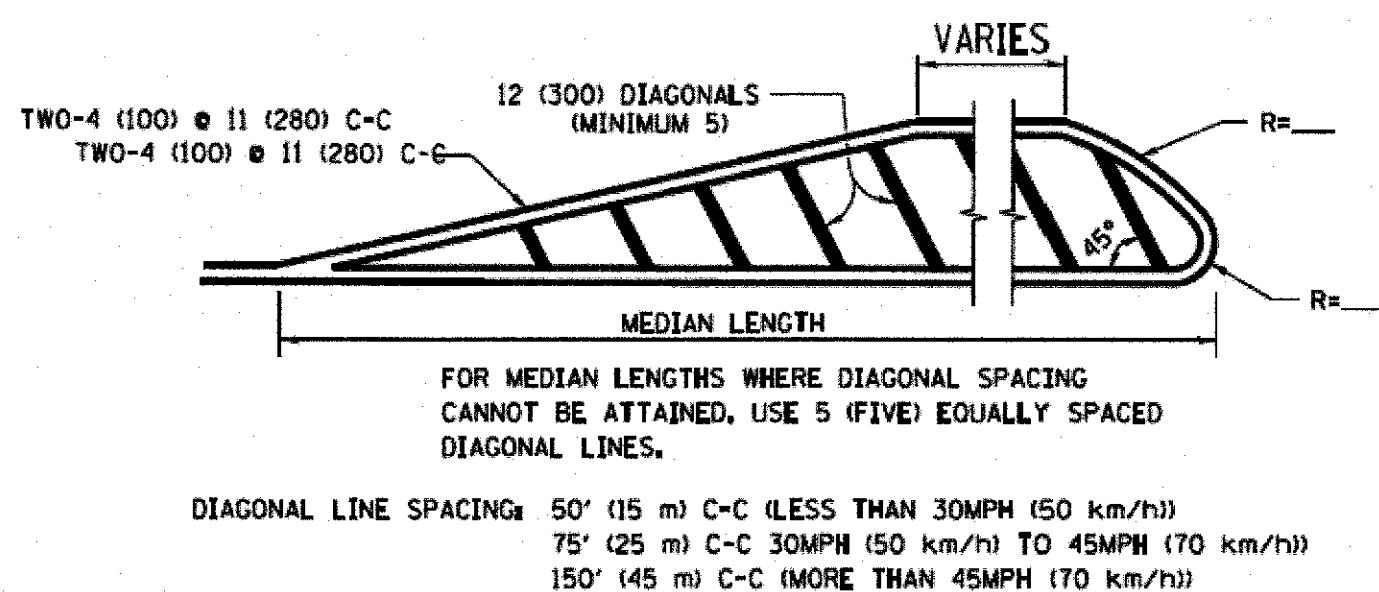


TYPICAL CROSSWALK MARKING

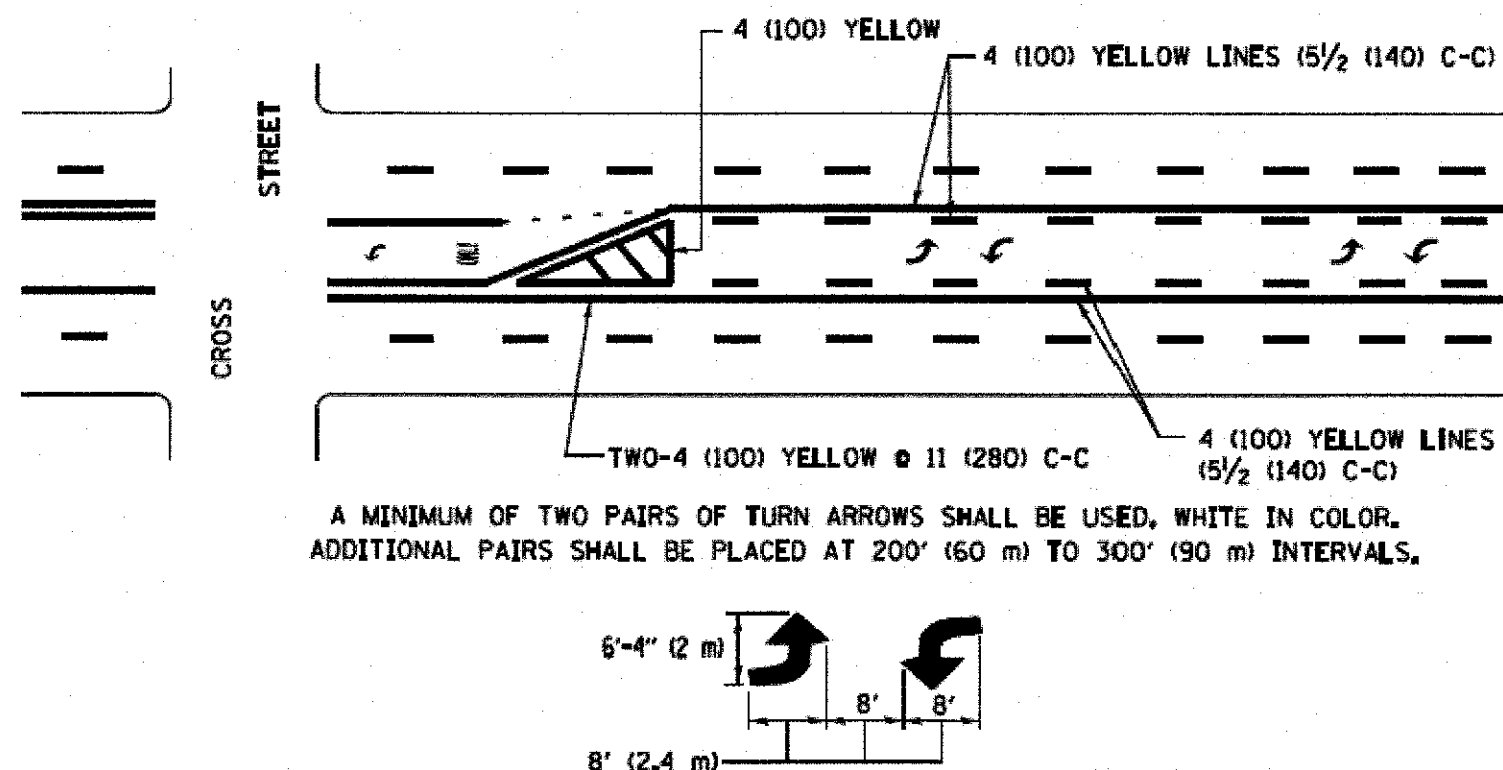
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



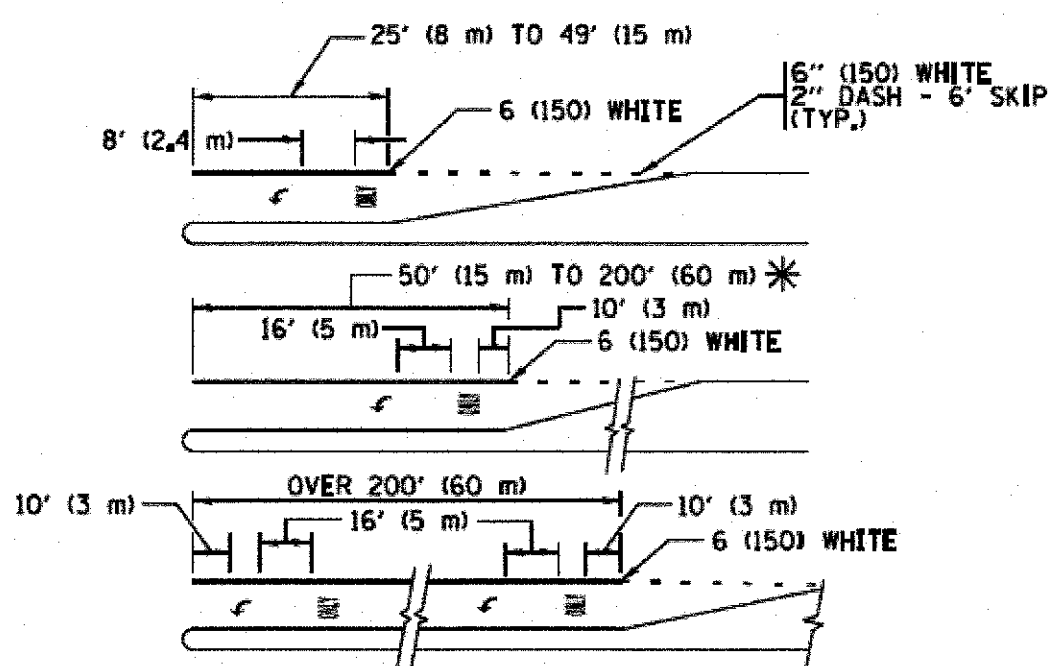
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



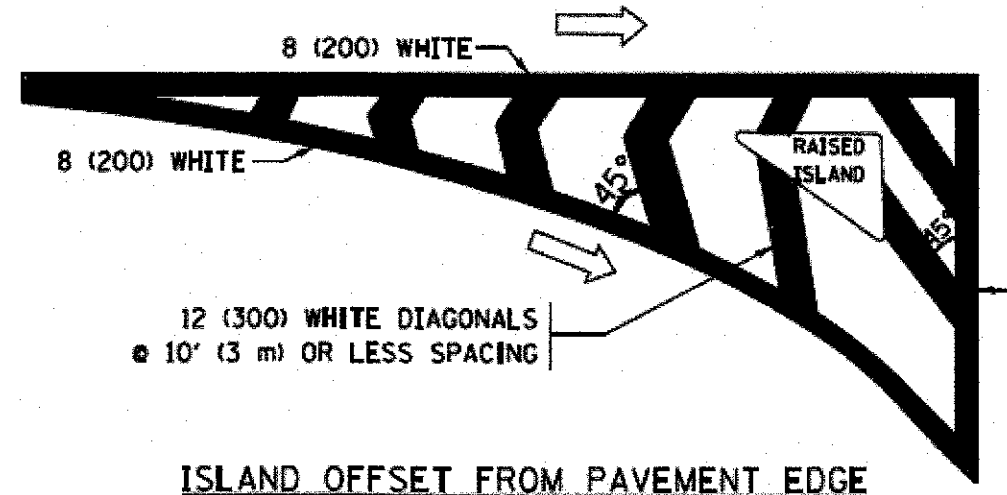
TYPICAL PAINTED MEDIAN MARKING



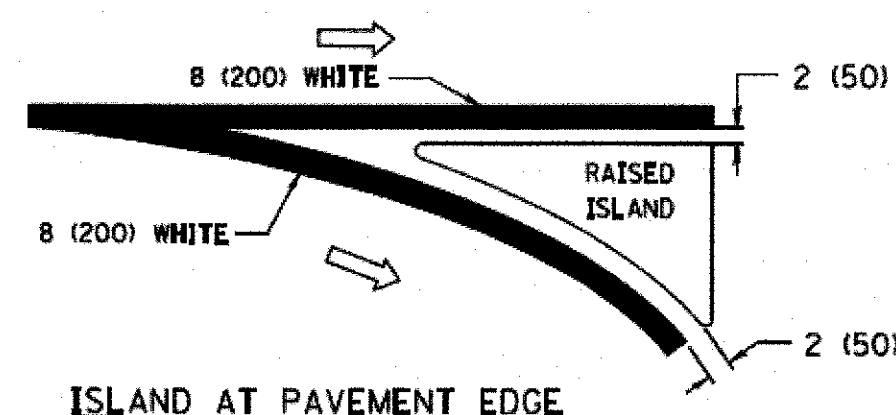
TYPICAL LEFT (OR RIGHT) TURN LANE

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

TYPICAL TURN LANE MARKING

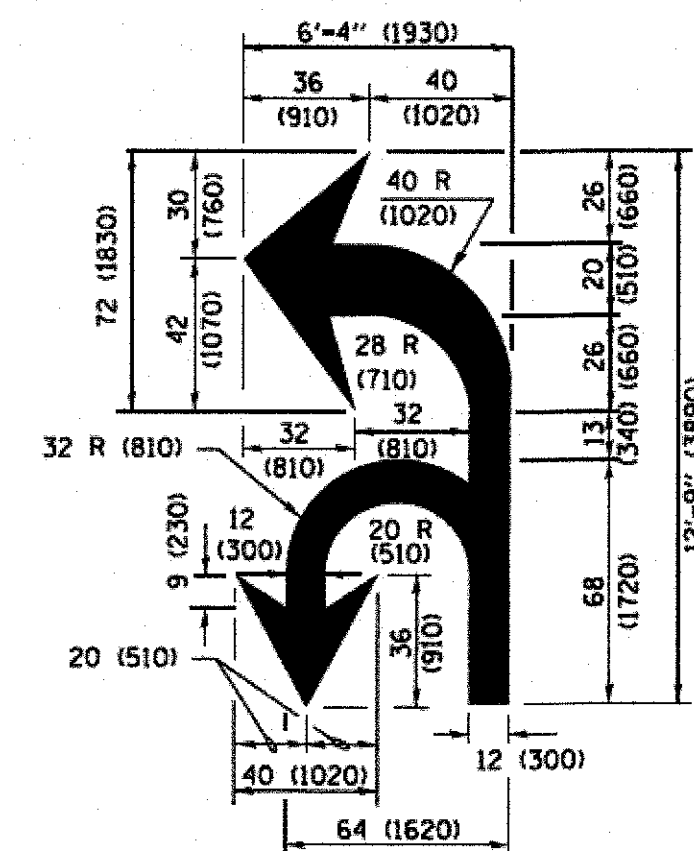


ISLAND OFFSET FROM PAVEMENT EDGE

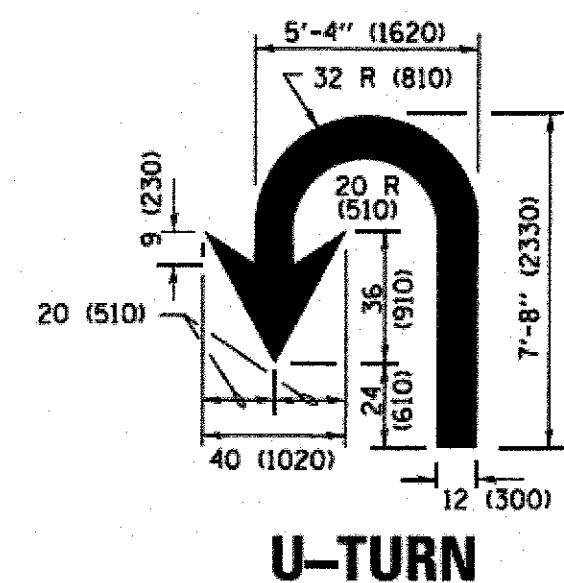


ISLAND AT PAVEMENT EDGE

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 (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	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 WHITE WHITE WHITE	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 SHOULDER WIDTHS ≥ 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.

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\IL084EBID\INTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\District 1\CAD\Sheet\CADsheets\13.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50,000' / 1"	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

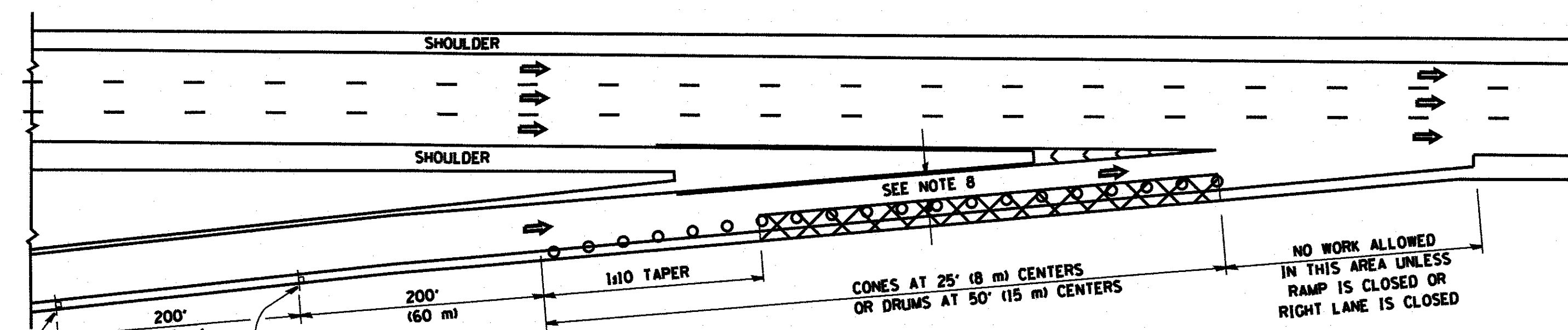
**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

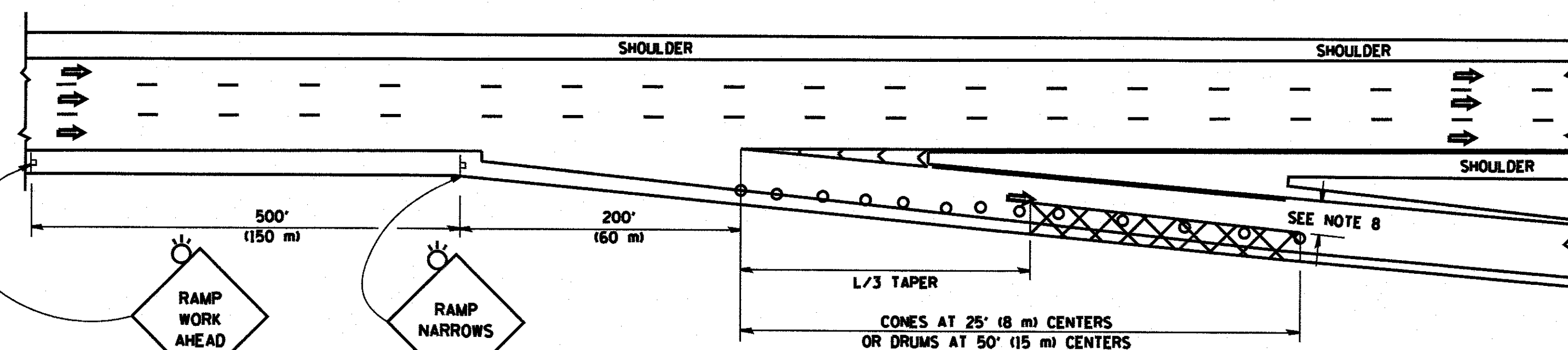
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0298	14-F3000-05-BT	WILL	118	94
	TC-13			
		CONTRACT NO.	61E07	
		ILLINOIS FED. AID PROJECT		

PARTIAL RAMP CLOSURE DETAILS

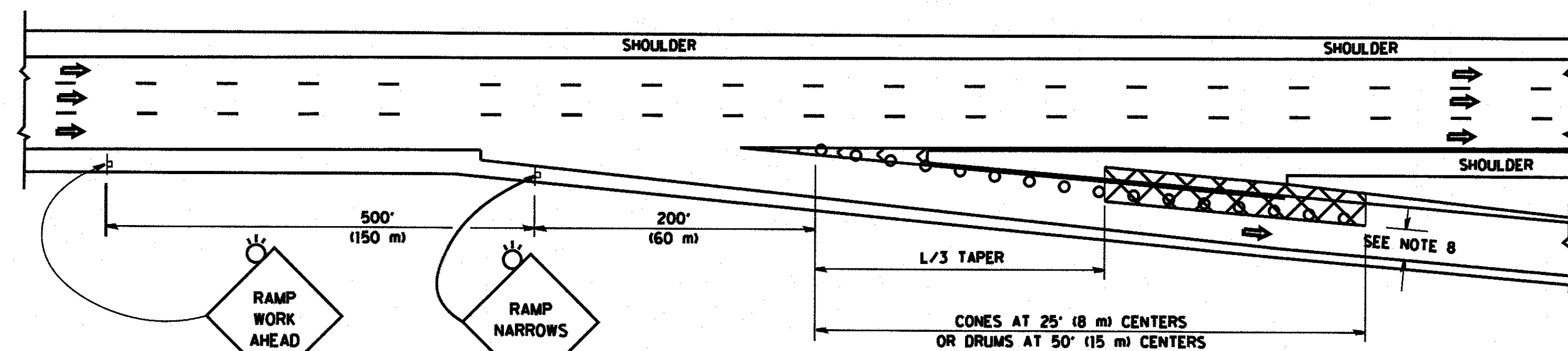
SHOULDER CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



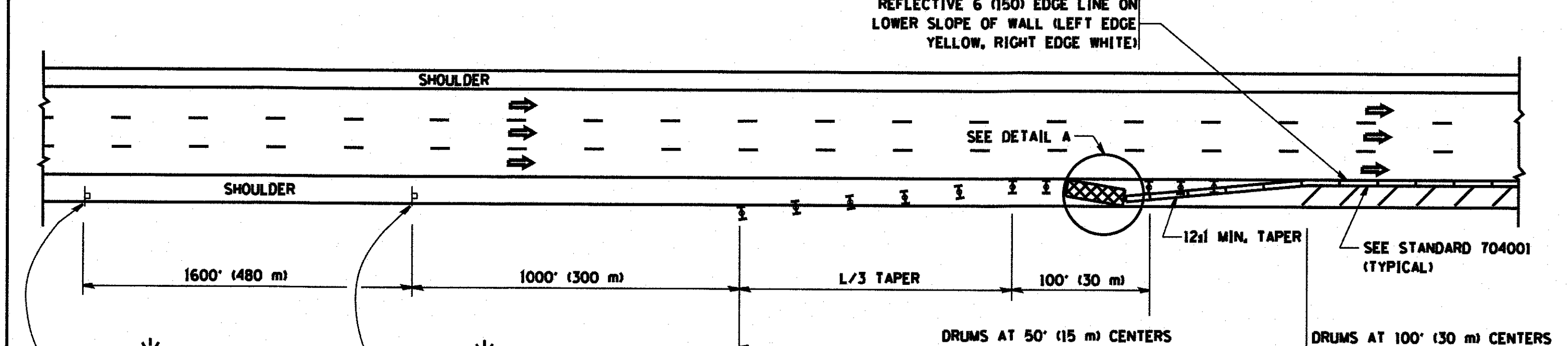
TYPICAL EXIT RAMP

SYMBOLS

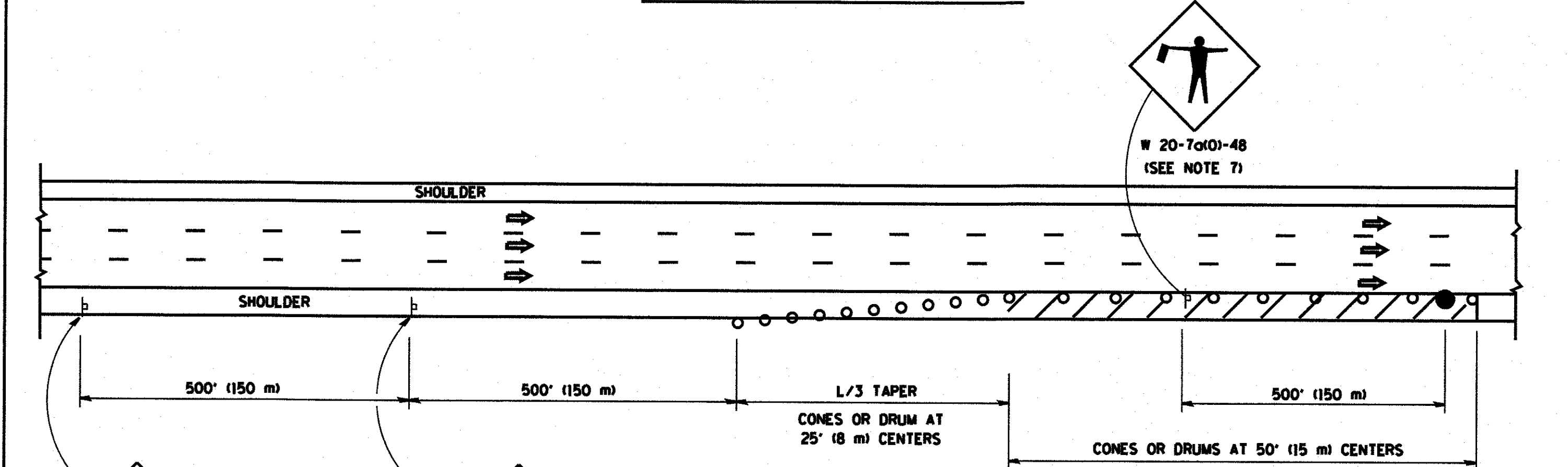
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

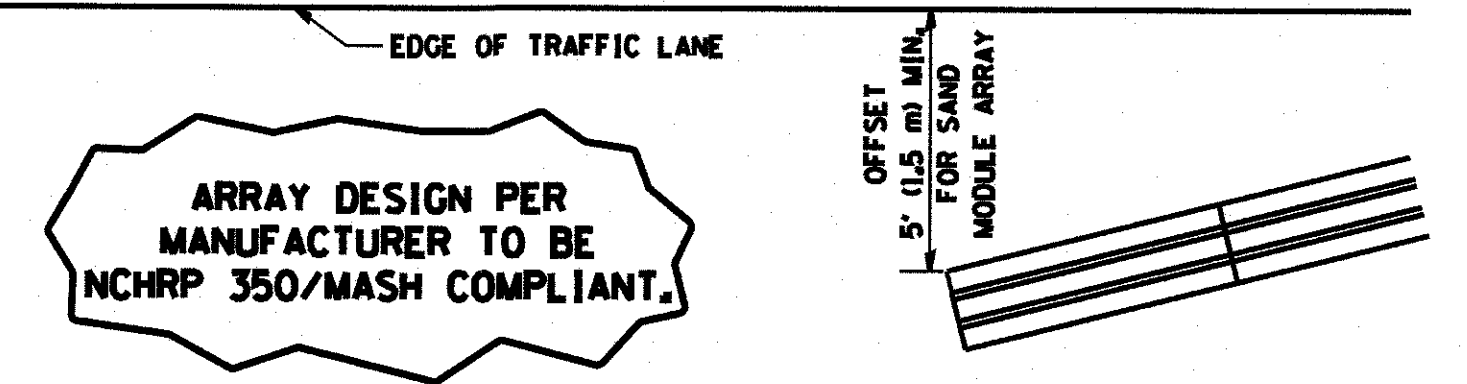
- THE "L" DISTANCE EQUALS:
SPEED LIMIT FORMULAS
45 mph (80 km/h) METRIC ENGLISH
OR GREATER L=0.6S(WWS) L=(WS)
W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
- PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

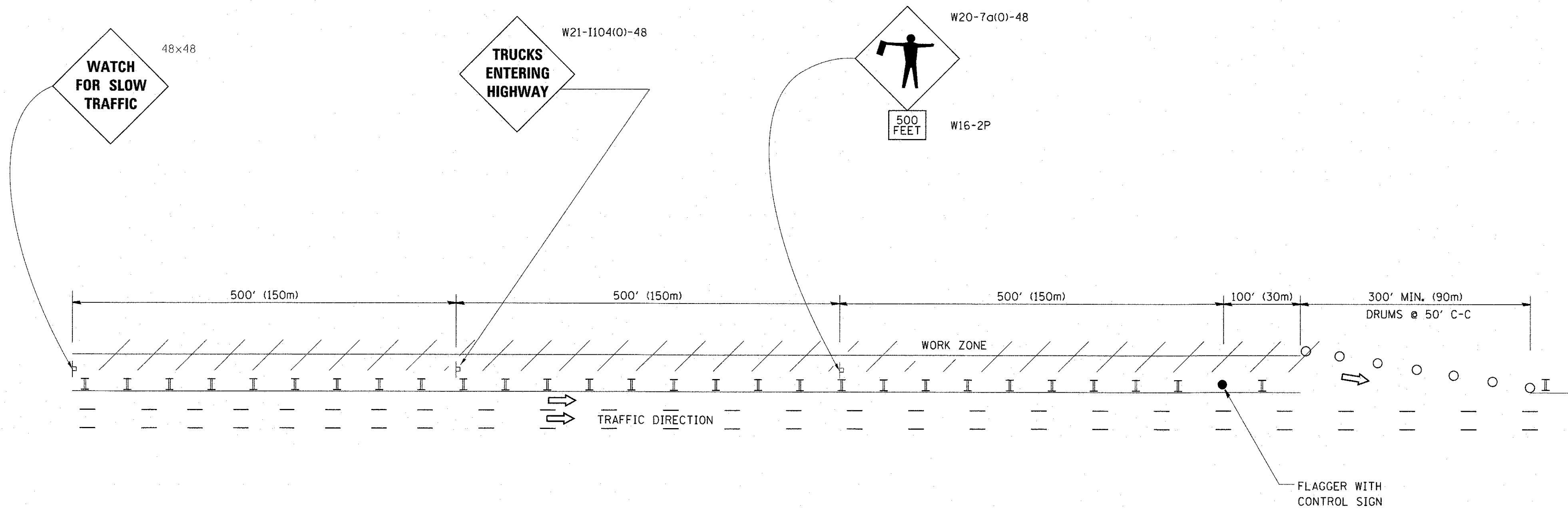
- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
b. THE WORK ACTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.

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

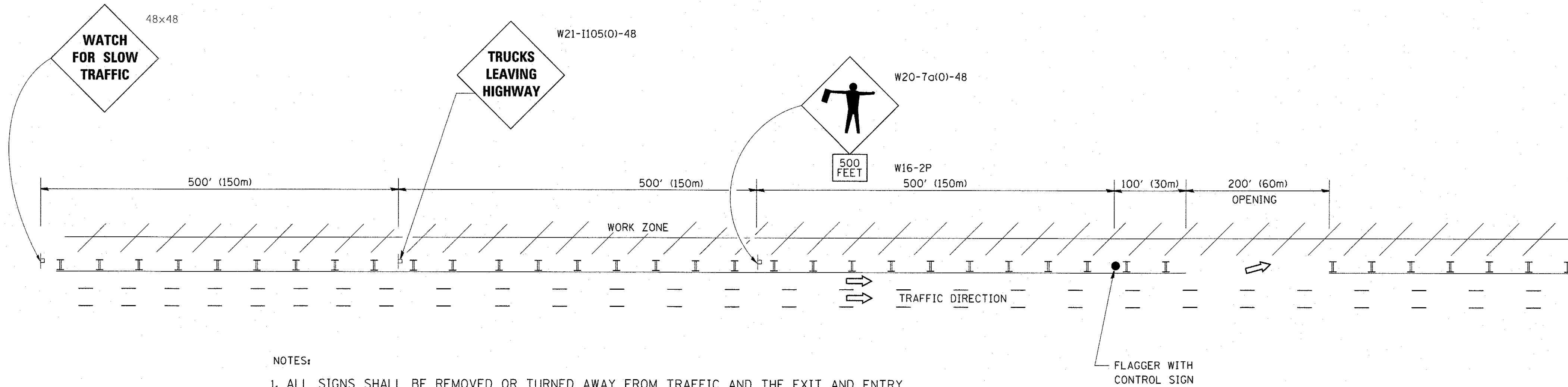
FILE NAME =	USER NAME = leyse	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs\pw\work\pwsdot\leyse\d0108315\c017.dgn		DRAWN - D.W.S.	REVISED - S.P.B. 01-07						0298	14-F3000-05-BT	WILL	118	95
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09		TC-17					CONTRACT NO.	61E07		
	PLOT DATE = 4/17/2014	DATE - 11-96	REVISED - M.D. 06-13		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A						

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING

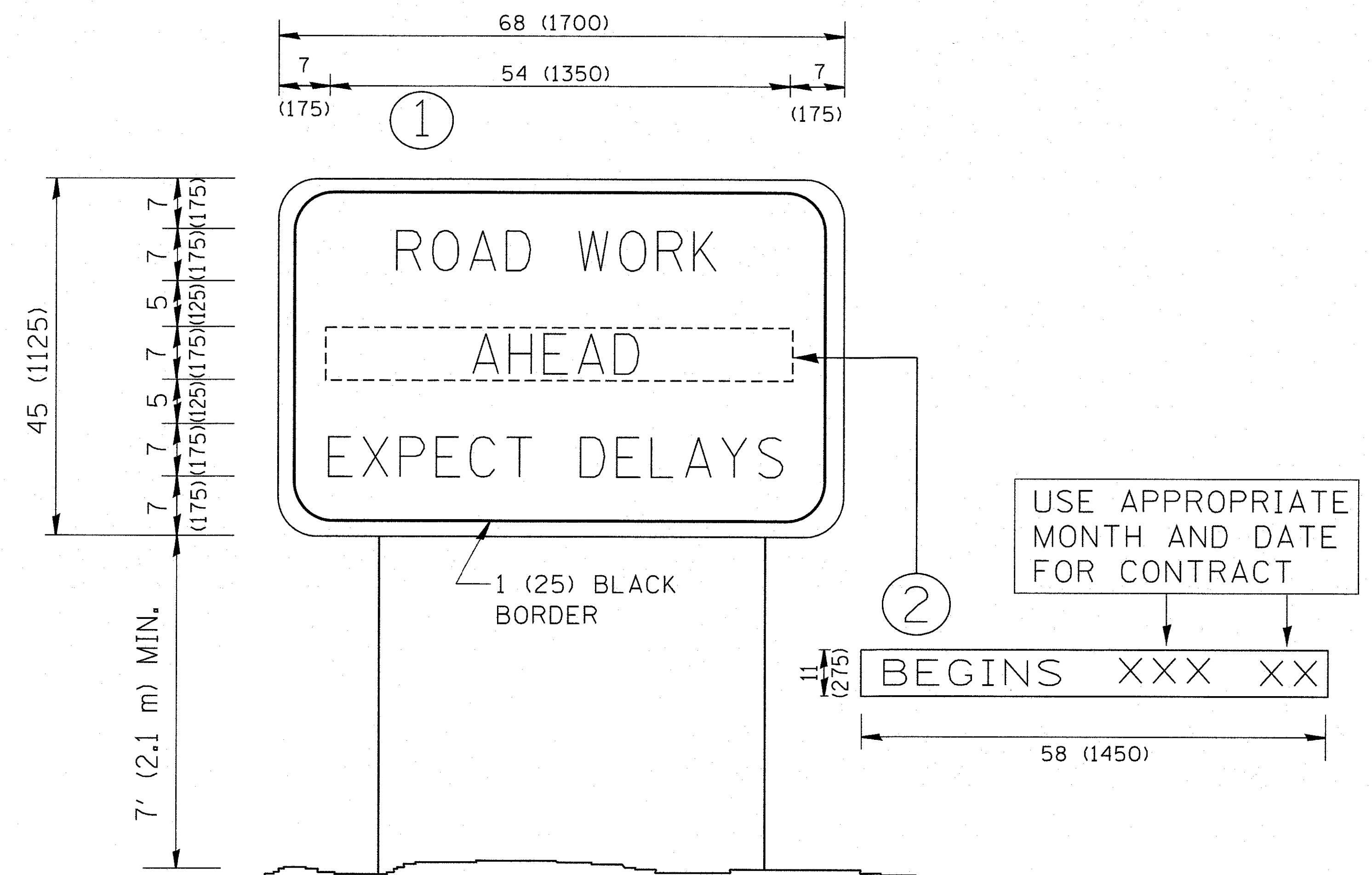


NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\footemj\vd0108315\vtcl8.dgn	USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - S.P.B. 01-07						0298	14-F3000-05-BT	WILL	118	96
	PLOT SCALE = 50.000' / 1in.	CHECKED -	REVISED - S.P.B. 12-09						TC-18		CONTRACT NO. 61E07		
	PLOT DATE = 7/8/2013	DATE -	REVISED - M.D. 06-13						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

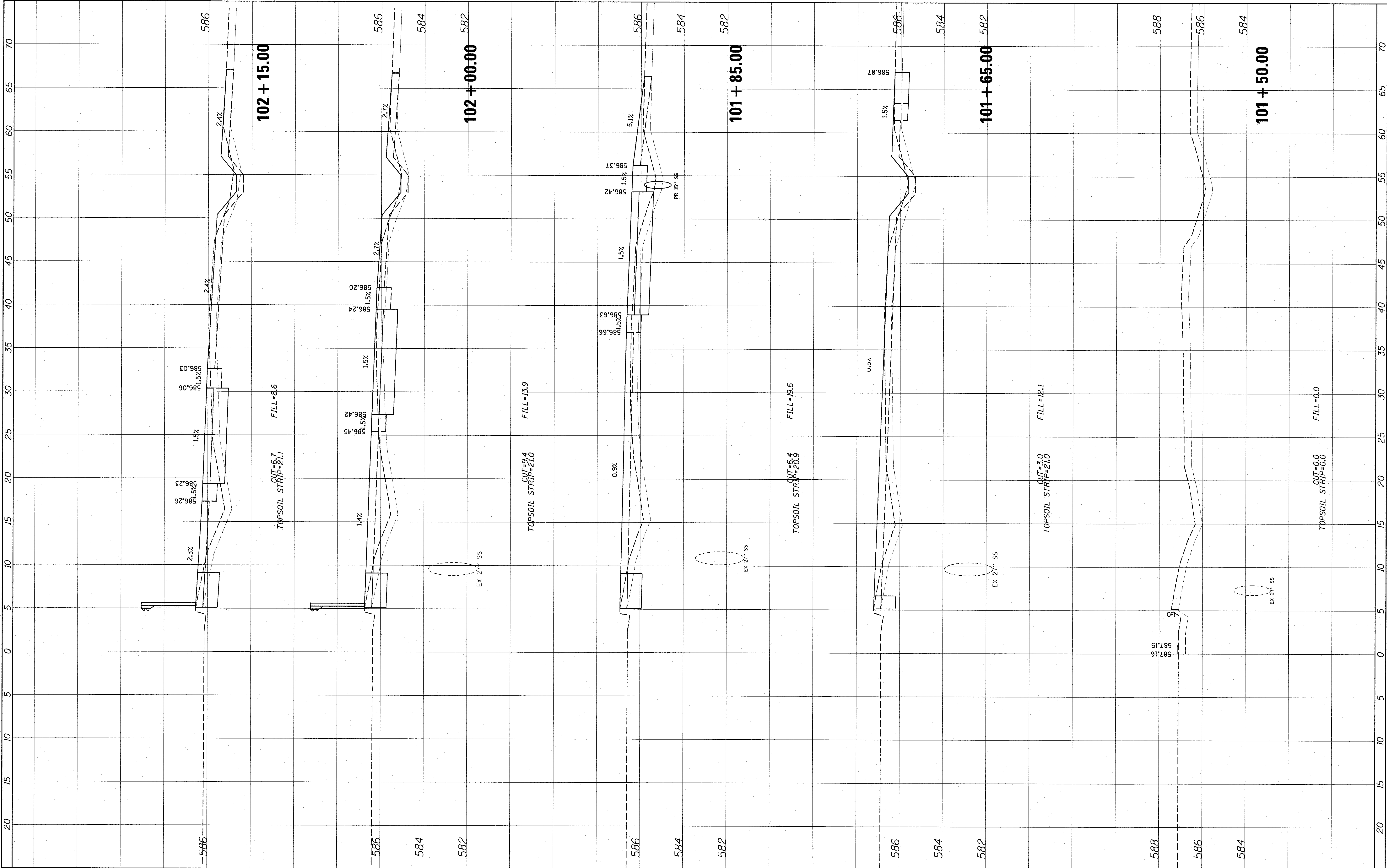
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = W:\dststd\22x34\to22.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97						0298	14-F3000-05-BT	WILL	118	97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99						TC-22		CONTRACT NO. 61E07		
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

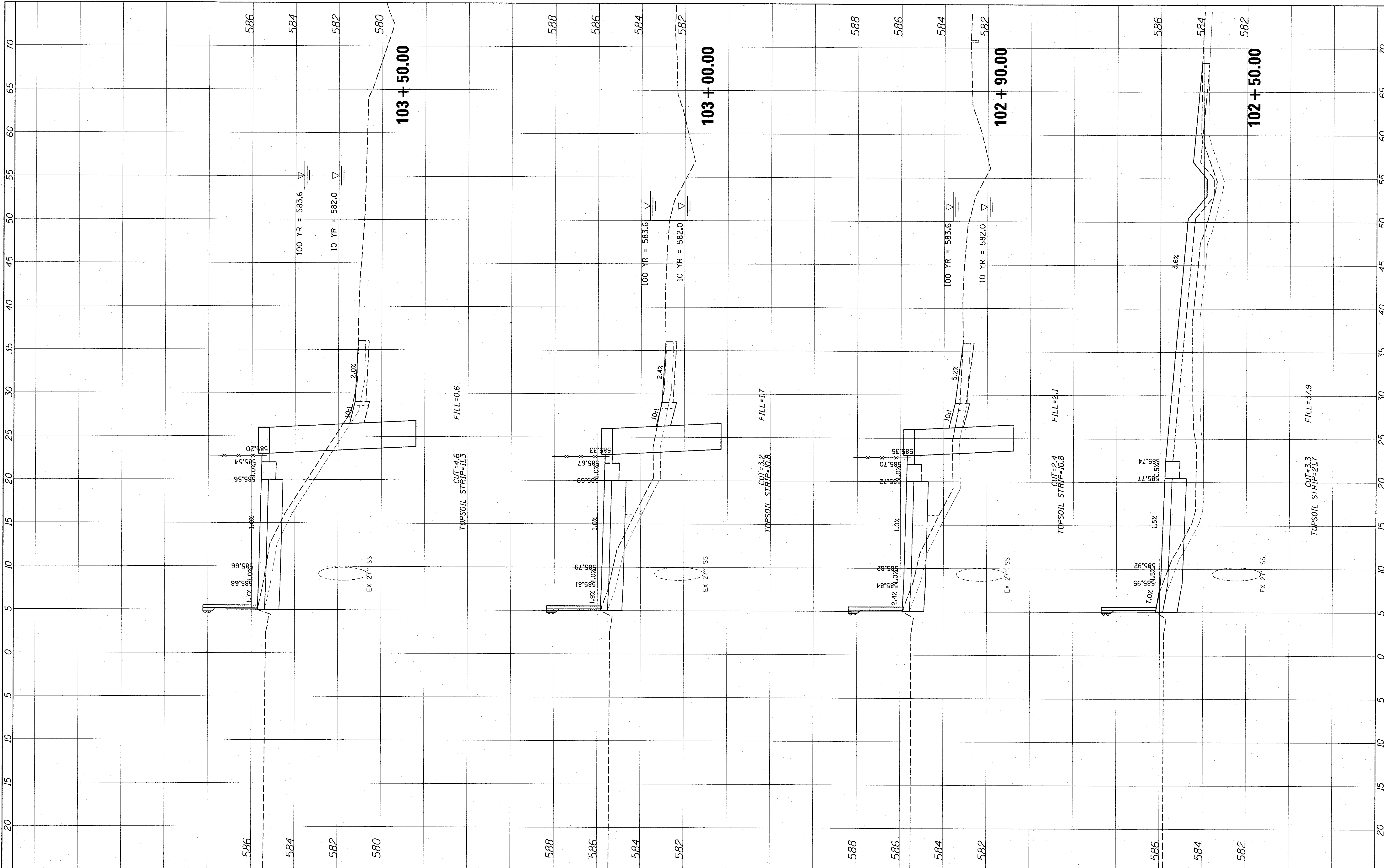
FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

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



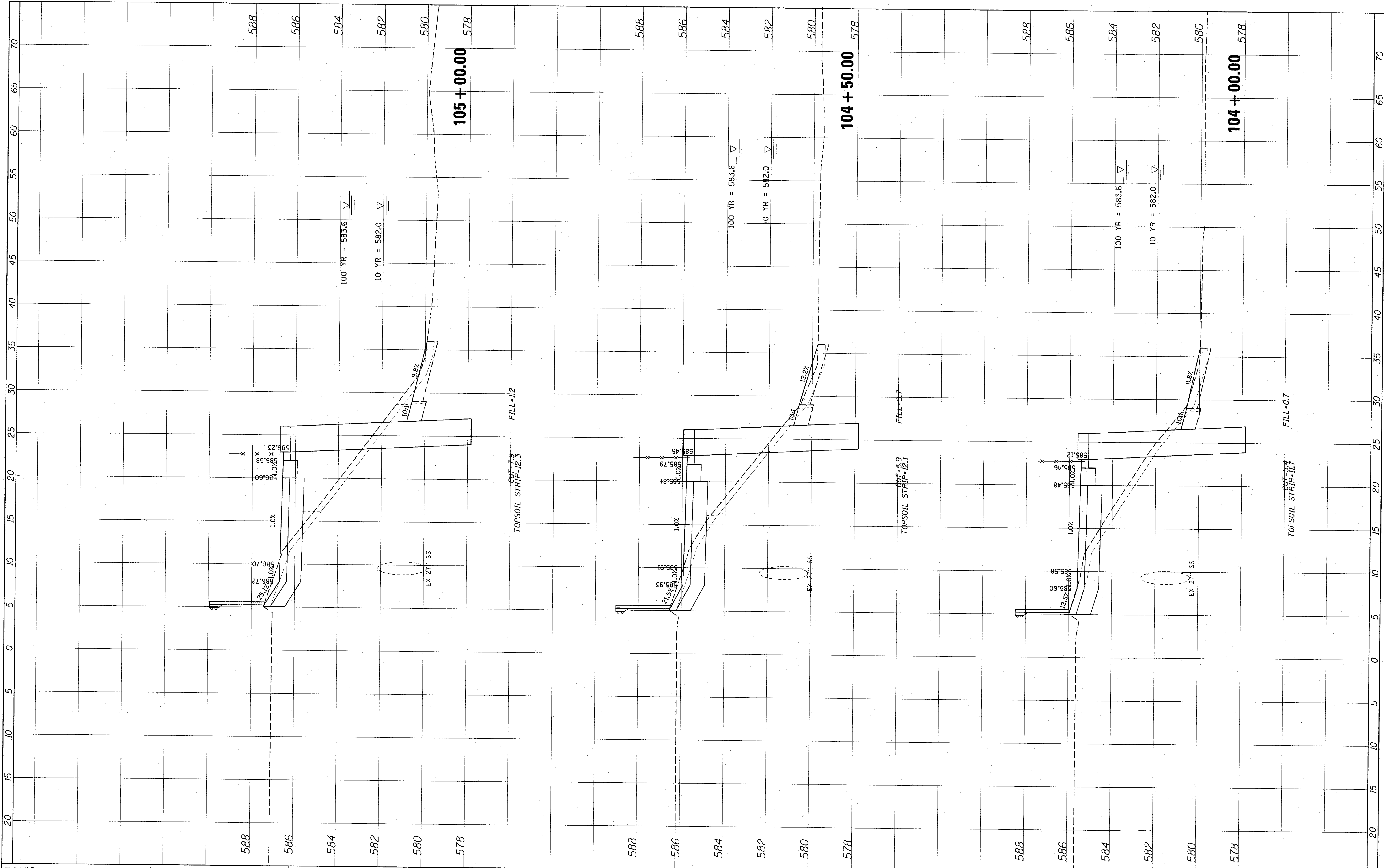
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SURVEY	PLOTTED		
NOTE BOOK	REVISION		
NO.	AREAS CHECKED		

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



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

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



FILE NAME = N:\PPDW\160530\0001A\Civil\160530-sht-xs-1.LR1.DGN	USER NAME = jmillor	DESIGNED BLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACK ROAD TRAIL (DUPAGE RIVER TO ROCK RUN TRAIL) CROSS SECTIONS RIGHT		F.A. RTE. 0298	SECTION 14-F3000-05-BT	COUNTY	TOTAL SHEETS 118	SHEET NO. 100
Default	PLOT SCALE = 5'	DRAWN PMM	REVISED -		SCALE: 5H 2V	SHEET 3 OF 16 SHEETS	STA. 104+00.00 TO STA. 105+00.00	CONTRACT NO. 61E07			
	PLOT DATE = 9/7/2017	CHECKED JGS	REVISED -					ILLINOIS FED. AID PROJECT			
		DATE 8/14/2017 SEPT	REVISED -								