1 = 108

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	1
		CONTRACT NO. 61D28		

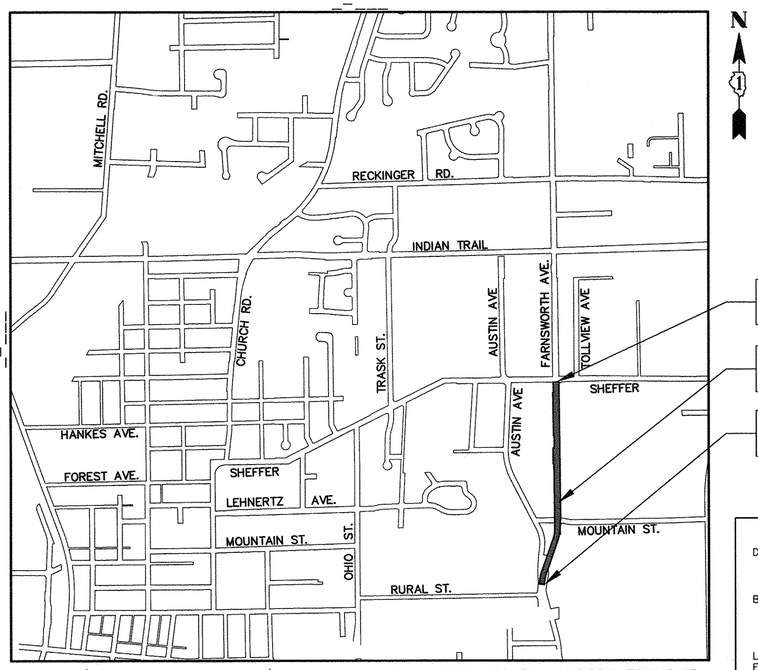
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406, SCHAUMBURG, IL

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS SEE SHEET NO. 2

STATE OF ILLINOIS 03-03-2017 LETTING ITEM 129
DEPARTMENT OF TRANSPORTATION

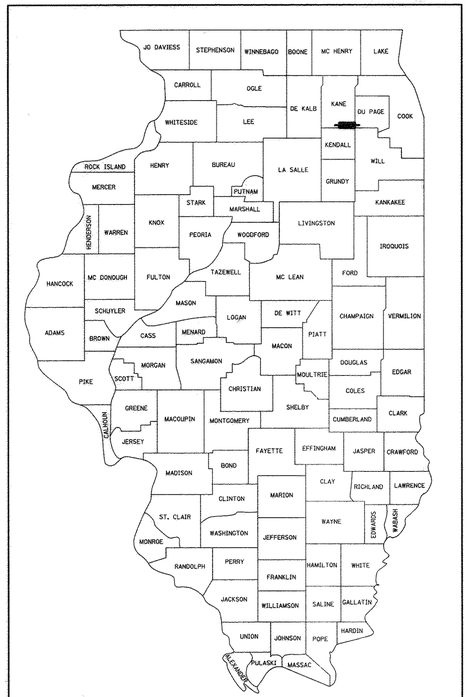
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAP 360 (FARNSWORTH AVENUE)
880' SOUTH OF MOUNTAIN STREET
TO FAU 2421(SHEFFER ROAD)
BRIDGE REMOVAL AND REPLACEMENT
SECTION: 13-00302-00-BR
PROJECT NUMBER: BRM-4003(346)
CITY OF AURORA
KANE COUNTY
JOB NUMBER: C-91-363-14



WEST 1/2 SECTION 13, EAST 1/2 SECTION 14, T38N ,R8E, 3RD PM, AURORA TOWNSHIP

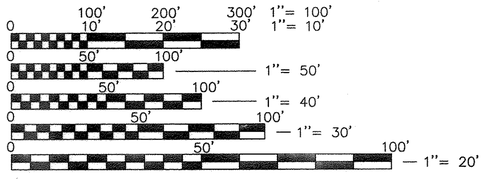
LOCATION MAP
SCALE: 1" = 1000'
GROSS & NET LENGTH OF PROJECT = 2,500 FEET (0.474 MILE)



LOCATION OF SECTION INDICATED THUS: -

DESIGN DESIGNATION

FARNSWORTH AVE. OTHER PRINCIPAL ARTERIAL
DESIGN SPEED = 30 M.P.H.
POSTED SPEED = 30 M.P.H.
ADT (2014) = 28,200 VPD



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.

JULIE
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
CALL 811

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

CONTRACT NO. 61D28

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED Kenneth Schroth 10/14/2016
CITY OF AURORA, CITY ENGINEER/DIRECTOR OF PUBLIC WORKS

PASSED Colthatch for 10-28-2016
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW Nov 3 2016
REGIONAL ENGINEER

DATE: 10/14/2016
BY: Mark R. Bendok
MARK R. BENDOK
LICENSE EXPIRES: NOVEMBER 30, 2016
SHEETS: 55 → 83
SEAL

STATE OF ILLINOIS · MARK R. BENDOK · 081-006516 · CHICAGO, ILL. · LICENSED STRUCTURAL ENGINEER

DATE: 10/14/2016
BY: Colleen C. Jaltuch
COLLEEN C. JALTUCH
LICENSE EXPIRES: NOVEMBER 30, 2017
SHEETS: 1-54, 84-109
SEAL

COLLEEN C. JALTUCH · 062-053359 · LICENSED PROFESSIONAL ENGINEER · OF · ILLINOIS

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

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CONSULTING ENGINEERS
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Sugar Grove, Illinois 60554
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Plotted: October 12, 2016 @ 1:10 PM By: Matt Taylor - Tab: (01) Cvr 22x34
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424001–09	PERPENDICULAR CURB RAMPS FOR SIDEWALK
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442201–03	CLASS C AND D PATCHES
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604051–04	FRAME AND GRATE TYPE II
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606001–06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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701427–05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701602–08	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606–10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
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SUPPLEMENTAL LEGEND

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT TO BE REMOVED
- HOT-MIX ASPHALT SURFACE REMOVAL
- EXISTING CONCRETE CURB AND GUTTER, SIDEWALK, AND MEDIAN TO BE REMOVED
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING CURB OR CURB & GUTTER
- PROPOSED CURB OR CURB & GUTTER
- W — PROPOSED WATER MAIN (HDD)
- PROPOSED SANITARY FORCE MAIN (OPEN CUT)
- PROPOSED SANITARY FORCE MAIN (HDD)

STORM SEWER STRUCTURE AND PIPE NOTATION

STRUCTURE TYPE	CB TY C, 2' DIA.	DIAMETER
FRAME & GRATE/LID TYPE	W/ TY IIV FR & GR	
	13+50, 15.58' LT	STATION & OFFSET
RIM OR	TC 674.64	
CURB (TC) ELEVATION	INV N,S 670.53, 12"	INVERT DIRECTION, ELEVATION & SIZE
PIPE DIAMETER	12" SS TY 1	SEWER TYPE
MATERIAL	PVC SDR 26	MATERIAL CLASS
LENGTH	8' @ 1.00%	SLOPE
TRENCH BACKFILL QUANTITY	TB 1.3 CY 2'	TRENCH BACKFILL LENGTH

WATER MAIN STRUCTURE AND PIPE NOTATION

STRUCTURE DESCRIPTION	VALVE VAULT	
STRUCTURE TYPE,	A–1C 5' DIA.	DIAMETER
FRAME & LID TYPE	20+37, 36' LT	STATION & OFFSET
	RIM 702.10	RIM ELEVATION
VALVE TYPE AND SIZE	W/ GATE VALVE, 12"	
PIPE TYPE	WATER MAIN, 8"	PIPE SIZE
MATERIAL	D.I. CL 52	MATERIAL CLASS
LENGTH	94 LIN FT	
TRENCH BACKFILL QUANTITY	TB 1.3 CY 2'	TRENCH BACKFILL LENGTH

SANITARY SEWER STRUCTURE AND PIPE NOTATION

STRUCTURE DESCRIPTION	SANITARY MANHOLE	
STRUCTURE TYPE,	A–1C, 4' DIA.	DIAMETER
FRAME & LID TYPE	18+20, 28' LT	STATION & OFFSET
	RIM 698.15	RIM ELEVATION
	INV 692.00 N, 8"	INVERT ELEVATION, DIRECTION & SIZE
PIPE TYPE	SANITARY SEWER, 8"	PIPE SIZE
MATERIAL	PVC SDR 26	MATERIAL CLASS
LENGTH	222' @ 1.00%	SLOPE
TRENCH BACKFILL QUANTITY	TB 1.3 CY 2'	TRENCH BACKFILL LENGTH

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52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED -
DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS AND LEGEND

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	2
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 17, 2016 @ 7:51 AM By: Kris Pung – Tab: (02) Index Stds & Legend 22x34

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GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED APRIL 1, 2016 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED APRIL 1, 2016, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION AND REVISIONS THERETO, THE CODES AND ORDINANCES OF THE CITY OF AURORA, ILLINOIS, THE CODES AND ORDINANCES OF THE FOX METRO WATER RECLAMATION DISTRICT, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTES OR ORDINANCES UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITY.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE PLANS

STRUCTURE

THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC AS-BUILT OR OTHER RECORD PLANS AND DOCUMENTS MUST CONTACT THE CITY OF AURORA DIVISION OF PUBLIC WORKS/ENGINEERING AT (630) 256-3200 TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION.

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IF ANY UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR OPERATE ANY WATER VALVES OR FIRE HYDRANTS.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THE OWNER'S AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS:
A) STRUCTURES FALLING IN THE CURB LINE ARE MEASURED TO THE BACK OF CURB
B) ALL OTHER STRUCTURES ARE MEASURED TO THE CENTER OF THE STRUCTURE.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, ETC., ARE FROM THE PROPOSED CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ALL STORM SEWERS 18" DIAMETER AND LESS SHALL BE PVC SDR 26 MEETING ASTM D-3034 OR ASTM F-679 AS APPLICABLE UNLESS NOTED OTHERWISE. JOINTS SHALL BE GASKET TYPE MEETING ASTM D-3212.

ALL STORM SEWERS GREATER THAN 18" DIAMETER SHALL BE RCCP CLASS IV WITH RUBBER GASKETS.

WATER MAIN SHALL HAVE A MINIMUM COVER OF 5½FEET FROM TOP OF MAIN. ANY WATER MAIN WITH LESS COVER SHALL BE PROTECTED BY WATER MAIN INSULATION AS SPECIFIED IN PLANS AND SPECIAL PROVISIONS.

WATER MAIN SHALL BE CLASS 52 DUCTILE IRON MEETING AWWA C-151 WITH PUSH-ON GASKETED JOINTS MEETING AWWA C-111. ALL FITTINGS SHALL HAVE RESTRAINED JOINTS. ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE ENCASED IN 8-MIL POLYETHYLENE MEETING AWWA C-105. WATER MAIN, HDD SHALL BE HDPE PIPE MEETING AWWA C906 AND ASTM D3350.

ALL 8" SANITARY SEWER SHALL BE PVC SDR 26 PIPE MEETING ASTM D-2241. JOINTS SHALL BE GASKET TYPE MEETING ASTM D-3212.

ALL 18" SANITARY SEWER SHALL BE PVC DR 18 PIPE MEETING ASTM C-905. JOINTS SHALL BE GASKET TYPE MEETING AWWA F-477 AND ASTM D-3139.

SIGNS

THE CONTRACTOR SHALL OBTAIN, ERECT, MAINTAIN AND REMOVE ALL SIGNS, BARRICADES, FLAGMEN AND OTHER CONTROL DEVICES AS MAY BE NECESSARY FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC. PLACEMENT AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PARTS OF ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

MISCELLANEOUS

THE CONTRACTOR SHALL COORDINATE THEIR WORK WITH ADJACENT PROJECTS UNDER SEPARATE CONTRACTS.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF TWO (2) INCHES AS INDICATED ON THE PLANS.

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

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, PCC SIDEWALK, PCC DRIVEWAY PAVEMENT, CONCRETE BRIDGE ITEMS, AND AS DIRECTED BY THE ENGINEER.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

THE NEED FOR REMOVAL OF UNSTABLE SOILS AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH WITH AGGREGATE SUBGRADE IMPROVEMENT. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED FROM THE CONTRACT WITH NO ADDITIONAL COMPENSATION PAID TO THE CONTRACTOR. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED AT ALL LOCATIONS REQUIRING REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT AS APPROVED BY THE ENGINEER.

THE ENGINEER AND CITY ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE REMOVAL OF ALL EXISTING PAVEMENT WHETHER ASPHALT OR CONCRETE TO THE DEPTH REQUIRED FOR INSTALLATION OF THE NEW DRIVEWAY.

DETECTABLE WARNINGS SHALL BE BRICK RED IN COLOR.

GRATING FOR CONCRETE FLARED END SECTION AS INDICATED ON PLAN SHALL NOT BE PAID FOR SEPARATELY
THE CONTRACTOR SHALL EXAMINE THE PLANS AND SPECIFICATIONS, VISIT THE SITE OF THE WORK AND INFORM HIMSELF FULLY WITH THE WORK INVOLVED, GENERAL AND LOCAL CONDITIONS, ALL FEDERAL, STATE AND LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS AND ALL OTHER PERTINENT ITEMS WHICH MAY AFFECT THE COST AND TIME OF COMPLETION OF THIS PROJECT BEFORE SUBMITTING A PROPOSAL.

PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR SHALL CALL THE ATTENTION OF THE ENGINEER TO ANY MATERIAL OR EQUIPMENT HE DEEMS INADEQUATE AND TO ANY ITEM OF WORK OMITTED.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ANY REQUIRED INSPECTIONS WITH THE CITY OF AURORA, KANE COUNTY, AND OTHER AGENCIES.

BEFORE ACCEPTANCE BY THE ENGINEER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE ENGINEER. FINAL PAYMENT SHALL BE MADE AFTER ALL OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.

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CONSULTING ENGINEERS
52 Wheeler Road
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630.466.6700 / www.eeiweb.com

CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	3
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 1:18 PM By: Kris Pung - Tab: (03) Notes 22x34
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CONTRACTOR NOTICE
FOX METRO WATER RECLAMATION DISTRICT
IMPORTANT– PLEASE READ!

REV: 8/14/13

WE STRONGLY URGE YOU TO HAVE EVERY CONTRACTOR AND/OR SUBCONTRACTOR PERFORMING WORK ON YOUR PROJECT, READ AND INITIAL THIS NOTICE. THE FOLLOWING LIST REPRESENTS COSTLY PROBLEMS OR VIOLATIONS THAT COMMONLY OCCUR DURING OR AFTER CONSTRUCTION. OUR GOAL IS TO MAKE EVERYONE AWARE OF THESE PROBLEMS AND HOPEFULLY REDUCE UNNECESSARY DELAYS, EXPENSES, AND FINES.

IN ORDER TO PERFORM NEW CONSTRUCTION OR REPAIR WORK ON ANY PRIVATE SANITARY OR WATER SERVICE, THE FOLLOWING MUST BE COMPLETED BEFORE WORK MAY COMMENCE:

A $25,000 LICENSE & PERMIT BOND MADE OUT TO THE FOX METRO WATER RECLAMATION
DISTRICT MUST BE RECEIVED AND APPROVED FOR NEW CONSTRUCTION OR REPAIR WORK.

A FOX METRO W.R.D. PERMIT (CONNECTION PERMIT FOR NEW CONSTRUCTION OR A REPAIR PERMIT) IS REQUIRED.

AN INSPECTION (PERFORMED BY FOX METRO) MUST BE SCHEDULED 24 HOURS PRIOR TO ANY WORK IN ORDER TO CHECK STATUS OF PERMIT. NO WORK SHALL COMMENCE BEFORE THIS PERMIT IS ISSUED.

1. ALL SANITARY SEWER MAIN CONSTRUCTION MUST HAVE AN ILEPA PERMIT AND PLAN APPROVAL LETTER ON FILE AT FOX METRO WATER RECLAMATION DISTRICT PRIOR TO COMMENCING. PLEASE PROVIDE OUR OFFICE WITH 48–HOUR NOTIFICATION TO VERIFY THIS BEFORE STARTING CONSTRUCTION. IF CONSTRUCTION DOES NOT COMMENCE WITHIN TWO (2) DAYS OF THE INITIAL NOTICE, START NOTIFICATION MUST BE RESUBMITTED.

2. ALL NEW SANITARY CONSTRUCTION MUST BE SECURELY PLUGGED AND MAINTAINED BY THE CONTRACTOR IN ORDER TO PREVENT UNNECESSARY FLOW OR DISCHARGE INTO THE EXISTING SANITARY SYSTEM. THE PLUG(S) MAY ONLY BE REMOVED AFTER PERMISSION HAS BEEN OBTAINED FROM FOX METRO'S ENGINEERING DEPARTMENT AND ALL CONSTRUCTION DRAINAGE HAS BEEN PROPERLY REMOVED FROM THE NEW SANITARY SEWER SYSTEM.

3. ALL PRIVATE SANITARY SEWER SERVICE CONNECTIONS (6" OR 8" PIPE) MUST HAVE A CONNECTION PERMIT FROM FOX METRO WATER RECLAMATION DISTRICT, AND SHALL BE INSPECTED BY FOX METRO. PLEASE CALL (630) 301–6811 TO SCHEDULE INSPECTIONS TWENTY–FOUR (24) HOURS FROM STARTING CONSTRUCTION. NO SERVICE PIPE SHALL BE INSTALLED UNTIL ALL PROPOSED MAINS HAVE BEEN TESTED AND APPROVED BY FOX METRO AND A FINAL RECORDED SUBDIVISION PLAT IS SUBMITTED.

4. ALL DOMESTIC WATER SERVICE INSTALLATIONS (EXCEPT FOR THE VILLAGE OF OSWEGO AND THE UNITED CITY OF YORKVILLE) ARE TO BE INSPECTED BY FOX METRO. ANY/ALL FINAL CONNECTIONS TO ANY BUILDING, MADE BY ANY PLUMBER OR EXCAVATOR, SHALL ALSO BE INSPECTED BY FOX METRO.

5. ALL SANITARY MANHOLES ARE TO BE SEALED (EXTERIOR OF CHIMNEY & BARRELS) AND VACUUM TESTED.
ANY DISRUPTION OF THESE MANHOLES WILL BREAK THE SEAL(S), REQUIRING A COSTLY RESEALING AND RETESTING PROCESS, USUALLY PAID FOR BY THE DEVELOPER BECAUSE THE RESPONSIBLE PARTY IS RARELY FOUND. PLEASE STAY CLEAR OF ALL MANHOLES.

6. CONTRACTORS ARE USING THE SANITARY SEWER SYSTEM TO DRAIN NEWLY EXCAVATED BASEMENTS BY PUMPING INTO THE SERVICE LINE OR DIRECTLY INTO A NEARBY MANHOLE. DURING HEAVY RAIN EVENTS THIS WILL CAUSE THE SYSTEM TO BACKUP INTO OCCUPIED BASEMENTS CREATING DAMAGE AND ENDANGERING THE HEALTH AND SAFETY OF OTHERS. HEAVY FINES AND FEES WILL BE LEVIED FOR THESE VIOLATIONS OF FOX METRO W.R.D. ORDINANCE #829.

7. DUCTILE IRON & CAST IRON PIPE IS NOT ALLOWED FOR THE USE OF GRAVITY SEWERS IN THE FOX METRO WATER RECLAMATION DISTRICT. DUCTILE IRON OR CAST IRON PIPE MAY BE USED IN THE CONSTRUCTION OF "CASINGS" OR "SLEEVES" AROUND PVC CARRIER PIPES, AS WELL AS IN THE CONSTRUCTION OF PUMP STATION PIPING AND FORCE MAINS.

FOR QUESTIONS REGARDING PERMITTING AND NEW CONSTRUCTION CALL ENGINEERING AT (630) 301–6882. FOR QUESTIONS REGARDING INSPECTIONS, CONSTRUCTION, OR TO REPORT VIOLATIONS OR OPEN MANHOLES, PLEASE CALL (630) 301–6811.

GENERAL NOTES FOR SANITARY SEWER CONSTRUCTION IN THE FOX METRO WATER RECLAMATION DISTRICT

REV: 8/14/13

1. ALL SANITARY SEWER CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "FOX METRO WATER RECLAMATION DISTRICT SEWER USE ORDINANCE NO. 829, THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", AND '77 ILLINOIS ADMINISTRATIVE CODE, PART 890, ILLINOIS PLUMBING CODE", LATEST EDITION.

2. FINAL APPROVED SET OF PLANS AND SPECIFICATIONS MUST BE KEPT ON THE JOB SITE. FAILURE TO COMPLY WITH THIS PROVISION MAY RESULT IN A FINE AND/OR BE CONSIDERED CAUSE TO STOP THE JOB.

3. THE SANITARY SEWER CONTRACTORS FOR ALL SANITARY SEWER MAIN EXTENSION PROJECTS SHALL NOTIFY THE FOX METRO WATER RECLAMATION DISTRICT'S ENGINEERING DEPARTMENT TWO (2) WORKING DAYS PRIOR TO START OF WORK. NOTIFICATION SHALL BE DONE VIA TELEPHONE AT (630) 301–6882, AND FAX AT (630) 897–6094 TO THE ENGINEERING DEPARTMENT. FOR SERVICE CONNECTIONS, CALL TWENTY-FOUR (24) HOURS IN ADVANCE TO SCHEDULE AN INSPECTION AT (630) 301–6811.

4. TO PREVENT ANY POSSIBLE INFILTRATION OR INFLOW FROM ENTERING THE EXISTING DOWNSTREAM SANITARY SYSTEM, A FACTORY–MADE PLUG SHALL BE PLACED IN THE MANHOLE BY THE CONTRACTOR, AS INDICATED ON THE FINAL APPROVED PLANS. THE PLACEMENT OF THE PLUG(S) SHOULD NOT INTERRUPT THE SERVICE OF ANY USER. THIS PLUG IS TO BE REMOVED ONLY UPON APPROVAL BY THE ENGINEERING DEPARTMENT, AND ONLY AFTER ANY ACCUMULATED WATER AND/OR CONSTRUCTION DRAINAGE HAS BEEN PROPERLY REMOVED. UNDER NO CIRCUMSTANCES IS OVERLAND SURFACE DRAINAGE ALLOWED TO DRAIN INTO THE EXISTING SANITARY SYSTEM.

5. ALL SANITARY SEWERS SHALL BE TESTED IN ACCORDANCE WITH SECTION 31–1.11 OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS". IN ADDITION, ALL MANHOLES SHALL BE VACUUM TESTED (MANHOLE TESTING WILL BE IN ACCORDANCE WITH ASTM–1244–93 OR IN ACCORDANCE WITH FOX METRO W.R.D. REQUIREMENTS). IN CASE OF TESTING SPECIFICATION CONFLICT, WHERE DEEPER MANHOLES ARE CONSTRUCTED, THE MORE STRINGENT REQUIREMENT WILL APPLY.

6. WHEN CONNECTING TO AN EXISTING SANITARY MAIN WHEN A TEE OR WYE IS NOT PROVIDED, AN "LNSERTA TEE" FITTING MUST BE INSTALLED. THE MINIMUM DISTANCE BETWEEN FITTINGS IS 4 FEET CENTER TO CENTER. DISRUPTION OF ANY EXISTING SANITARY MAIN BY BREAKING OR CUTTING IN A WYE/TEE IS PROHIBITED UNLESS THE EXISTING MAIN IS CRACKED OR BROKEN AT THE POINT OF CONNECTION. THE ANGLE OF ANY NEW CONNECTION SHALL NOT EXCEED 1/1 OR 45 DEGREES.

7. "ADAPTOR–SEAL","LNFI–SHIELD","CANUSA (WRAPID SEAL)","FLEXRIB" CHIMNEY SEALS SHALL BE INSTALLED ON ALL MANHOLES AND GREASE TRAPS. NO UNAPPROVED SEAL SHALL BE INSTALLED IN THE DISTRICT.

8. ONLY PVC TRANSITION FITTINGS SHALL BE USED IN ALL NEW CONSTRUCTION WHEN JOINING PVC PIPES WHICH ARE DAMAGED DURING CONSTRUCTION OR HAVE DIFFERENT OUTSIDE DIAMETERS. REFER TO FOX METRO "MANHOLE/SEWER PIPE SPECIFICATIONS" FOR INFORMATION RELATING TO REPAIRS OF MAINS DAMAGED DURING CONSTRUCTION.

9. ALL EXISTING SANITARY INTERCEPTOR (MAINS 15" IN DIAMETER OR GREATER) MANHOLE FRAMES LOCATED WITHIN ANY PROPOSED DEVELOPMENT WILL BE REQUIRED TO BE ADJUSTED TO GRADE. UNDER NO CIRCUMSTANCES MAY THE AMOUNT (TWO TOTAL) OF ADJUSTING RINGS EXCEED EIGHT (8) INCHES (SEE OUR TYPE A MANHOLE DETAIL). EXTREME CARE SHOULD BE TAKEN WHEN WORKING NEAR ALL SANITARY MANHOLES.

10. CAST IRON CLEAN–OUT COVERS ARE REQUIRED FOR ALL SEWER SERVICES THAT ARE PROPOSED IN PAVED AREAS (SEE FOX METRO MANHOLE/SEWER PIPE SPECIFICATIONS).

11. DUCTILE IRON AND CAST IRON PIPE IS NOT ALLOWED FOR THE USE OF GRAVITY SEWERS IN THE FOX METRO WATER RECLAMATION DISTRICT. DUCTILE IRON OR CAST IRON PIPE MAY BE USED IN THE CONSTRUCTION OF "CASINGS" OR "SLEEVES" AROUND PVC CARRIER PIPES, AS WELL AS IN THE CONSTRUCTION OF PUMP STATION PIPING AND FORCE MAINS.

12. LANDSCAPING WITHIN ANY FOX METRO EASEMENT IS PROHIBITED WITHOUT REVIEW AND SUBSEQUENT PLAN APPROVAL. IT IS VITAL FOR ALL FOX METRO PERSONNEL TO BE ABLE TO ACCESS THE ENTIRE LENGTH OF ANY INTERCEPTOR EASEMENT FOR THE PURPOSE OF MAINTAINING THE INTEGRITY OF THE SANITARY SEWER SYSTEM OR DEALING WITH EMERGENCIES. THE EASEMENT SHALL BE GRADED SO THAT THE GROUND SURFACE DOES NOT EXCEED A SIX PERCENT (6%) GRADIENT IN ALL DIRECTIONS, UNLESS OTHERWISE APPROVED BY THE DISTRICT.

13. WHEN THE DEVELOPER DESIRES GRAVITY SANITARY SERVICE CONNECTIONS, ALL SANITARY RISERS SHALL BE REQUIRED TO BE CONSTRUCTED TO A DEPTH OF NO GREATER THAN NINE (9) FEET DEEP. IN THE EVENT THE DEVELOPER PROPOSES ALL OVERHEAD OR "HUNG" SEWERS, SAID SEWER RISERS SHALL BE CONSTRUCTED TO A DEPTH OF NO GREATER THAN 6'–7" FEET DEEP (OR AS SHALLOW AS POSSIBLE IN ORDER TO AVOID CONFLICT ISSUES). IF A CONFLICT ARISES, ILLINOIS EPA WATER & SEWER SEPARATION REQUIREMENTS TAKE PRECEDENCE OVER FOX METRO'S MAXIMUM RISER DEPTH REQUIREMENTS.

14. WHETHER ANY GREASE TRAP IS NEWLY CONSTRUCTED OR "RETROFITTED" TO AN EXISTING BUILDING, ALL FOX METRO GUIDELINES PERTAINING TO MINIMUM SLOPE AND COVER DEPTH FOR SANITARY CONSTRUCTION SHALL BE STRICTLY ADHERED TO. REFER TO APPLICABLE FOX METRO SPECIFICATIONS AND CONSTRUCTION DETAILS FOR SPECIFIC INFORMATION.

15. MINIMUM DESIGN SLOPES SHALL BE 1.00% FOR SIX (6) INCH BUILDING SEWERS, .40% FOR EIGHT (8) INCH SEWERS, AND .28% FOR TEN (10) INCH SEWERS WITH ALL OTHER DESIGN SLOPES CONFORMING TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".

16. THE INVERTS OF ALL PIPES ENTERING A MANHOLE WHERE THE EXISTING OR PROPOSED OUTLET SEWER IS FIFTEEN (15) INCHES IN DIAMETER OR LARGER SHALL BE SET SO AS TO MATCH THE EIGHTY PERCENT (80%) FLOW LINE OF THE NEW PIPE AND THE PIPE LEAVING THE MANHOLE. THE INVERTS OF ALL PIPES ENTERING A MANHOLE WHERE THE EXISTING OR PROPOSED OUTLET SEWER IS FOURTEEN (14) INCHES IN DIAMETER OR SMALLER SHALL BE DETERMINED BY MATCHING THE ELEVATIONS OF THE TOPS OF ALL PIPES.

17. ALL MANHOLE BARREL SECTIONS (INCLUDING THOSE SECTIONS OF EXISTING MANHOLES WHICH HAVE BEEN EXPOSED DURING CONSTRUCTION) SHALL BE REQUIRED TO BE EXTERNALLY SEALED WITH A •6" OR ••9" WIDE (MIN.) SEALING BAND OF RUBBER AND MASTIC. THE BAND SHALL HAVE AN OUTER LAYER OF RUBBER OR POLYETHYLENE WITH AN UNDER LAYER OF RUBBERIZED MASTIC (WITH A PROTECTIVE FILM), MEETING THE REQUIREMENTS OF ASTM C–877, ••TYPE II OR •TYPE ILL.

18. ALL SAGS, LEAKS, PIPE DEFECTS, OR OTHER RELATED ISSUES WITH ANY NEWLY TELEVISED SEWER SHALL BE REPAIRED BY THE DEVELOPER'S CONTRACTOR AT THE DISCRETION OF THE DISTRICT. FOR APPROVAL OF REPAIRS, THESE AREAS WILL NEED TO BE CONFIRMED IN WRITING AS COMPLETED BY THE APPROPRIATE MUNICIPALITY OR RE–TELEVISED BY THE DISTRICT. AT THE DISTRICT'S DISCRETION, CONNECTION PERMITS MAY BE WITHHELD IF CONFIRMATION OF COMPLETED REPAIRS CANNOT BE OBTAINED.

19. ANY CONTRACTOR, WHO FAILS TO PERFORM IN ACCORDANCE WITH THE DISTRICT'S EXPECTATIONS, SPECIFICATIONS, AND RULES AND REGULATIONS AS PROVIDED, SHALL BE PROHIBITED FROM PERFORMING WORK IN THE DISTRICT. THE DISTRICT RESERVES THE RIGHT TO REVOKE OR DISALLOW ANY CONTRACTOR'S BOND.

20. THE DISTRICT SHALL SCHEDULE TELEVISING OF ALL SEWERS EIGHT (8) INCHES IN DIAMETER OR GREATER.
PRIOR TO TELEVISING, THE DEVELOPER SHALL FLUSH AND CLEAN ALL SEWERS. THE DEVELOPER SHALL ALSO BE RESPONSIBLE FOR PROVIDING A SMOOTH, LEVEL AREA OF SUFFICIENT WIDTH ALONG THE SANITARY SEWER SYSTEM WITH ACCESS TO EACH MANHOLE FOR TELEVISING AND FLUSHING EQUIPMENT. THE DISTRICT SHALL BE NOTIFIED BY THE MUNICIPALITY OR DEVELOPER THAT THE SYSTEM IS COMPLETED, PROPERLY CLEANED AND PREPARED FOR TELEVISING. THE DEVELOPER MAY INCUR ADDITIONAL CHARGES IF PROPER ACCESS TO ALL MANHOLES IS NOT PROVIDED AND/OR FOR CLEANING OF SEWERS BY THE DISTRICT'S CONTRACTOR IF THE SEWERS ARE FOUND NOT TO BE CLEAN DURING TELEVISING.

FOX METRO WATER RECLAMATION DISTRICT MANHOLE / SEWER PIPE MATERIALS AND INSTALLATION SPECIFICATIONS MATERIALS

REV: 8/14/13

1. PIPE & FITTINGS
PIPE AND FITTINGS USED IN SANITARY SEWER CONSTRUCTION SHALL BE POLYVINYL CHLORIDE (PVC) PIPE. PVC PIPE AND FITTINGS DATED OVER ONE YEAR OLD SHALL NOT BE PERMITTED FOR USE. NO GLUED JOINTS SHALL BE ALLOWED OUTSIDE OF THE FOUNDATION WALL OF ANY BUILDING.

THE TYPES OF PVC PIPE AND FITTINGS THAT SHALL BE USED IN THE DISTRICT INCLUDE:

□ POLY VINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS (ASTM– SDR SERIES), CONFORMING TO ASTM NUMBERS D–1784, D–3034, D–3212, F–412, AND F–477.

□ POLY VINYL CHLORIDE (PVC) PRESSURE RATED PIPE AND FITTINGS (ASTM– SDR SERIES), CONFORMING TO ASTM NUMBERS D–1784, D–2241, D–3139, F–412 AND F–477.

□ POLY VINYL CHLORIDE (PVC) PRESSURE RATED PIPE AND FITTINGS (AWWA DR–SERIES) CONFORMING TO AWWA C–900, AWWA C–905, AND ASTM NUMBERS D–1784, D–3139, F–412, AND F–477.

ALL PVC PLASTIC PIPE AND FITTINGS SHALL HAVE A CELL CLASSIFICATION OF 12454 AS DEFINED IN ASTM D–1784 AND SHALL HAVE MINIMUM PIPE STIFFNESS AS SHOWN BELOW IN TABLE 1. THE REQUIRED STANDARD DIMENSION RATIO (SDR) OR DIMENSION RATIO (DR) FOR PVC PIPE AND FITTINGS SHALL BE SELECTED BASED UPON THE DEPTH OF COVER, AS ALSO SHOWN IN TABLE 1.

DEPTH OF COVER	PIPE DIAMETER	FOX METRO WRD MINIMUM THICKNESS	NATIONAL STANDARD	MINIMUM PIPE STIFFNESS
0' – 15'	6" – 12"	SDR 26	ASTM D–3034	115
0' – 15'	6" – 12"	SDR 26	ASTM D–2241	115
0' – 20'	6" – 12"	SDR 21	ASTM D–2241	224
0' – 30'	6" – 12"	DR–18	AWWA C–900	364
0' – 30'	14"	DR 18	AWWA C–905	364

PVC PIPE FITTINGS CONFORMING TO ASTM D–3034 AND ASTM D–2241 SHALL HAVE A MINIMUM WALL THICKNESS OF SDR 26 PLASTIC PIPE AS DEFINED IN TABLE 1 (ASTM D–3034 OR ASTM D–2241),AND AT LEAST THE SAME THICKNESS OF THE MAIN SEWER LINE IN WHICH THEY ARE BEING INSTALLED.

FITTINGS IN SIZES THROUGH TWELVE (12) INCHES SHALL BE MOLDED IN ONE PIECE (RE–DESIGNED 3–PIECE PLASTICTRENDS FITTINGS INCLUDED) WITH ELASTOMETRIC JOINTS AND MINIMUM SOCKET DEPTHS AS SPECIFIED IN EACH RESPECTIVE SECTION. FITTINGS ABOVE TWELVE (12) INCHES SHALL BE MOLDED OR FABRICATED WITH ELASTOMERIC JOINTS IN ACCORDANCE WITH ASTM STANDARDS D–1784 AND D–3139 INCORPORATING THE MANUFACTURER'S STANDARD PIPE BELLS AND GASKETS. GASKETS SHALL CONFORM TO ASTM F–477 AND ASTM F–913.

JOINTS SHALL MEET THE REQUIREMENTS OF ASTM STANDARD D–3212 OR D–3139, WHICHEVER IS APPLICABLE. FITTINGS WITH A GASKET RETENTION RACE FORMED BY HEATING OR CRIMPING ARE NOT PERMITTED THROUGHOUT THE DISTRICT. FOX METRO WATER RECLAMATION DISTRICT RESERVES THE RIGHT TO APPROVE/REJECT ALL PIPE AND FITTINGS ON A CASE–BY–CASE BASIS.

2. BEDDING, HAUNCHING, AND INITIAL BACKFILL
BEDDING MATERIAL SHALL BE CA–7 CLASS 1A, AS OUTLINED IN ASTM D–2321 AND SHALL BE CERTIFIED BY THE MANUFACTURER AND APPROVED BY THE DISTRICT PRIOR TO INSTALLATION, TO HAVE THE FOLLOWING CHARACTERISTICS:

□ DESCRIPTION: SHALL BE CRUSHED STONE OR CRUSHED GRAVEL, AS PRODUCED FROM CRUSHING BY MECHANICAL MEANS.
□ GRADATION: SHALL MEET THE IDOT GRADATION OF CA–7, CLASS 1A.
□ PLASTICITY INDEX: SHALL MEET A PLASTICITY INDEX OF 0 TO 4 PERCENT AS DETERMINED BY THE METHOD GIVEN IN AASHTO T 90.
□ SPECIFIC GRAVITY: SHALL HAVE A SPECIFIC GRAVITY (DRY) OF GREATER THAN 2.45.
□ SOURCES OF SUPPLY: ALL SOURCES OF SUPPLY SHALL BE APPROVED BY THE DISTRICT. ONLY COARSE (FRACTURED) AGGREGATES FROM THESE SOURCES SHALL BE USED ON THE JOB UNLESS APPROVAL IN WRITING IS OBTAINED FROM THE DISTRICT.

LABORATORY TEST
THE DISTRICT RESERVES THE RIGHT TO REQUIRE A CONTRACTOR TO SUBMIT CERTIFIED COPIES OF ALL REPORTS OF TESTS CONDUCTED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD METHOD OF TEST FOR 'EXTERNAL LOADING PROPERTIES OF PLASTIC PIPE BY PARALLEL–PLATE LOADING."

INTERNAL DIAMETER
PIPE SHALL BE CONSTRUCTED SO THAT THE INTERNAL DIAMETER DOES NOT DECREASE BY MORE THAN FIVE (5) PERCENT, IN ORDER TO PROVIDE THE COMPLETE HYDRAULIC CARRYING CAPACITY, AND TO OBTAIN THE JOINT PERFORMANCE AT FIVE (5) PERCENT MAXIMUM DIAMETRIC DEFLECTION.

PIPE INSTALLATION AND FIELD TESTING

1. INSTALLATION
WHEN A SPAN DUE TO OVER–DIG AT ANY WALL OR FOUNDATION EXCEEDS TWO (2) FEET, OR WHERE A NEW HOUSE SERVICE MUST BE CONSTRUCTED THROUGH A "PORCH BOX", A SIX (6) INCH SDR 21 (OR THICKER) PVC PIPE SLEEVE THROUGH THE WALL(S) SHALL BE ADDED THROUGH THE SPAN OF THE OVER–DIG AREA(S). THIS SLEEVE MUST EXTEND AN ADDITIONAL TWO (2) FEET BEYOND THE OVER–DIG AREA, WITH A STONE BASE FOR THE ENTIRE BUILDING SEWER RESTING ON UNDISTURBED SOIL. THIS SLEEVE WILL ACCOMMODATE A FOUR (4) INCH PVC SCHEDULE 40 PIPE THAT MUST BE SEALED AT THE SLEEVE, USING A SIX (6) INCH X FOUR (4) INCH REGULAR BRAND MISSION COUPLING. THE SLEEVE PIPE SHALL INCREASE AS NECESSARY TO ACCOMMODATE A LARGER SEWER SERVICE PIPE WHEN REQUIRED, AND SHALL BE SUPPORTED BY CA–7 CLASS 1 A CRUSHED STONE OR GRAVEL. SEE FOX METRO'S "TRENCH DETAIL FOR SANITARY SEWER & MAINS" AND "SANITARY SERVICE THROUGH PORCH BOX WALL".

TRENCH WIDTHS SHOULD BE STABLE OR SUPPORTED, PROVIDE A WIDTH SUFFICIENT, BUT NO GREATER THAN NECESSARY TO ENSURE WORKING ROOM TO PROPERLY AND SAFELY PLACE AND CONSOLIDATE HAUNCHING AND OTHER EMBEDMENT MATERIALS. THE SPACE BETWEEN THE PIPE AND TRENCH WALL MUST BE WIDE ENOUGH TO HAND–WORK AND PLACE SAID HAUNCHING MATERIAL. FROM THE TRENCH FLOOR TO TWELVE (12) INCHES ABOVE THE TOP OF PIPE, THE MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS SIXTEEN (16) INCHES AND THE MAXIMUM TRENCH WIDTH SHALL BE THE DIAMETER OF THE PIPE PLUS TWENTY FOUR (24) INCHES.

WHEN TRENCH WALL SUPPORTS, SUCH AS TRENCH SHEETING, TRENCH JACKS, TRENCH SHIELDS OR BOXES ARE USED, ENSURE THE SUPPORT OF THE PIPE AND ITS EMBEDMENT IS MAINTAINED THROUGHOUT INSTALLATION, INCLUDING DURING AND AFTER THE REMOVAL OF SUCH SUPPORTS.

PIPE SIZE SHALL BE A MINIMUM OF 811 FOR SEWER MAINS AND 611 FOR SEWER SERVICES. PIPES SHALL BE LAID IN A MANNER WHICH PROVIDES UNIFORM SUPPORT OVER THE ENTIRE LENGTH. NO BLOCKING OF ANY KIND SHALL BE USED TO ADJUST THE PIPE TO GRADE EXCEPT WHEN EMBEDMENT CONCRETE IS USED. BEDDING SHALL BE A MINIMUM OF SIX (6) INCHES IN DEPTH. THE BEDDING MATERIAL SHALL BE PLACED AND WORKED IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT, THEN AROUND AND OVER THE CROWN OF THE PIPE BY A MINIMUM THICKNESS OF TWELVE (12) INCHES. THE GRANULAR EMBEDMENT MATERIAL SHALL BE PLACED AND CONSOLIDATED THE FULL WIDTH OF THE TRENCH. THE CONTRACTOR SHALL BE REQUIRED TO INSTALL THE PIPE IN SUCH A MANNER THAT THE DIAMETRIC DEFLECTION OF THE PIPE SHALL NOT EXCEED FIVE (5) PERCENT.

PVC TRANSITION FITTINGS SHALL BE USED IN ALL NEW CONSTRUCTION WHEN JOINING PVC PIPES OF DIFFERENT OUTSIDE DIMENSIONS.

SERVICE CONNECTIONS TO NEW MAINS SHALL BE WITH A TEE/WYE FITTING WITH A 6" BRANCH AND SHALL CONNECT TO THE MAIN AT A (MAX.) FORTY–FIVE (45) DEGREE ANGLE.

CAST IRON CLEAN OUT COVERS CONFORMING TO ASTM CLASS 25 OR HIGHER SHALL BE REQUIRED FOR ALL SANITARY SEWER SERVICES LOCATED IN ANY PAVED SURFACE. LOCATIONS OF SAID COVERS SHALL BE LIMITED TO A SPACING OF NO GREATER THAN ONE HUNDRED (100) FEET OR THAT CONSTRUCTED PER THE APPROVED ENGINEERING PLAN.

THE USE OF DUCTILE IRON & CAST IRON PIPE IS NOT ALLOWED FOR THE USE OF GRAVITY SEWERS IN THE FOX METRO WATER RECLAMATION DISTRICT. DUCTILE IRON OR CAST IRON PIPE MAY BE USED IN THE CONSTRUCTION OF "CASINGS" OR "SLEEVES" AROUND PVC CARRIER PIPES, AS WELL AS IN THE CONSTRUCTION OF PUMP STATION PIPING AND FORCE MAINS.

4" X 6" NON–SHEAR COUPLINGS SHALL BE USED TO CONNECT THE BUILDING DRAIN TO THE BUILDING SEWER. WHETHER ANY GREASE TRAP IS NEWLY CONSTRUCTED OR "RETROFITTED" TO AN EXISTING BUILDING, ALL FOX METRO GUIDELINES PERTAINING TO MINIMUM SLOPE AND COVER DEPTH FOR SANITARY CONSTRUCTION SHALL BE STRICTLY ADHERED TO.

2. TESTING
BEFORE FINAL ACCEPTANCE, All SANITARY SEWERS SHALL BE TESTED IN ACCORDANCE WITH SECTION 31–1.11 OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" (•SEE ITEM #2 UNDER "MANHOLE INSTALLATION AND FIELD TESTING" BELOW FOR VACUUM TESTING). SPECIFICALLY, ALL PIPELINES CONSTRUCTED OF POLYVINYL CHLORIDE (PVC) SHALL BE SUBJECT TO AIR EXFILTRATION, DEFLECTION, VACUUM AND TELEVISING TESTS.

THE DEFLECTION TEST SHALL BE PERFORMED NO SOONER THAN THIRTY (30) DAYS OF THE BACKFILLING OPERATION AND SHALL CONSIST OF MEASURING THE PIPE FOR VERTICAL RING DEFLECTION. MAXIMUM RING DEFLECTION OF THE PIPELINE UNDER LOAD SHALL BE LIMITED TO FIVE (5) PERCENT OF THE INTERNAL PIPE DIAMETER. ALL PIPES EXCEEDING THIS DEFLECTION SHALL BE CONSIDERED TO HAVE REACHED THE LIMIT OF ITS SERVICEABILITY AND SHALL BE RE–LAID OR REPLACED BY THE CONTRACTOR AT THEIR SOLE EXPENSE.

THE COST OF ALL DEFLECTION TESTING SHALL BE BORNE BY THE CONTRACTOR AND SHALL BE ACCOMPLISHED BY PULLING A MANDREL, SPHERE, OR PIN–TYPE "GO I NO GO" DEVICE, WITH A DIAMETER EQUAL TO NINETY–FIVE (95) PERCENT OF THE UN–DEFLECTED INSIDE DIAMETER OF THE FLEXIBLE PIPE, THROUGH THE PIPELINE. DR 18 PIPE IS EXEMPT FROM MANDREL TESTING IN THE FOX METRO W.R.D. SERVICE AREA.

ALL SANITARY SEWER (PUBLIC OR PRIVATE) HAVING A DIAMETER OF EIGHT (8) INCHES OR GREATER SHALL BE TELEVISED BY THE DISTRICT. SAID TELEVISING WORK IS SCHEDULED ONCE ALL SANITARY TESTING (AIR & VACUUM) HAS BEEN RECEIVED BY FOX METRO. ANY DEFECTS IN SAID SEWER SHALL BE REQUIRED TO BE EXCAVATED AND REPAIRED AT THE CONTRACTOR'S OR DEVELOPER'S SOLE EXPENSE. CAUTION SHOULD BE TAKEN BEFORE CONSTRUCTING ROADS, CURBS, SIDEWALKS OR ANY OTHER INFRASTRUCTURE, WHETHER IT IS ABOVE OR BELOW THE GROUND SURFACE. IT IS THE RESPONSIBILITY OF THE UTILITY CONTRACTOR AND THE DEVELOPER TO CONTACT FOX METRO PRIOR TO INSTALLING ANY OF THESE UTILITIES OR INFRASTRUCTURE. REPAIRS TO DEFECTIVE SANITARY SEWERS SHALL BE PERFORMED REGARDLESS OF THE STATUS OF OTHER CONSTRUCTION.

MANHOLE INSTALLATION AND FIELD TESTING

1. INSTALLATION
ALL MANHOLE CASTINGS, ADJUSTING RINGS AND MANHOLE SECTIONS SHALL BE SET IN BUTYL ROPE . THE INSIDE JOINTS OF MANHOLE SECTIONS, ADJUSTING RINGS, AND FRAME SHALL NOT BE MORTARED. HOWEVER, THE AREA BETWEEN THE PIPE AND FLOW CHANNEL SHALL BE FILLED WITH CEMENT MORTAR TO PROVIDE A FLUSH SMOOTH SURFACE.

EACH MANHOLE CONE AND BARREL SECTION JOINT SHALL ALSO BE EXTERNALLY SEALED WITH A •6" OR ••9" WIDE (MIN.) SEALING BAND OF RUBBER AND MASTIC (SEE "REPAIRS" BELOW). THE BAND SHALL HAVE AN OUTER LAYER OF RUBBER OR POLYETHYLENE WITH AN UNDER LAYER OF RUBBERIZED MASTIC (WITH A PROTECTIVE FILM), MEETING THE REQUIREMENTS OF ASTM C–877, ••TYPE II OR •TYPE ILL.

PIPE CONNECTIONS TO ALL MANHOLES THROUGH OPENINGS (CAST OR CORE–DRILLED) SHALL BE PROVIDED WITH A FLEXIBLE RUBBER WATERTIGHT CONNECTOR CONFORMING TO ASTM C–923,"STANDARD SPECIFICATIONS FOR RESILIENT CONNECTORS BETWEEN REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES".

A MAXIMUM OF 8 INCHES OF ADJUSTING RINGS (2 TOTAL RINGS) IS ALLOWED. THE FRAME, CHIMNEY, AND TOP "LIP" OF THE CONE SECTION SHALL BE REQUIRED TO BE SEALED WITH A CHIMNEY SEAL.

ONLY "ADAPTOR–SEAL","LNFI–SHIELD", CANUSA (WRAPID SEAL), FLEXRIB OR AN APPROVED EQUAL WILL BE ALLOWED. DO NOT USE UNAPPROVED SEALS.

WHEN A NEW MANHOLE IS APPROVED TO BE CONSTRUCTED ON AN EXISTING PUBLIC SEWER, ONLY CASCADE BRAND (OR STYLE), STAINLESS STEEL REPAIR CLAMPS SHALL BE INSTALLED. ONLY REPAIR CLAMPS CONFORMING TO ANSI/NSF–61 SHALL BE ALLOWED. THIS WORK SHALL BE INSPECTED BY FOX METRO W.R.D.

2. TESTING
EACH NEW MANHOLE SHALL BE VACUUM TESTED AFTER MANHOLE IS AT FINISHED GRADE. ALL LIFT HOLES SHALL BE PLUGGED WITH A NON–SHRINKING GROUT. THE MANHOLE FRAME, ADJUSTING RINGS AND CHIMNEY SEALS SHALL BE IN PLACE WHEN TESTING. NO GROUT SHALL BE PLACED IN THE HORIZONTAL JOINTS BEFORE, AFTER OR DURING TESTING IN ORDER TO ACHIEVE A PASSING TEST RESULT. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED, TAKING CARE TO SECURELY BRACE THE PLUGS FROM BEING DRAWN INTO THE MANHOLE. A VACUUM OF TEN (10) INCHES OF MERCURY SHALL BE DRAWN AND THE VACUUM PUMP SHUT OFF. WITH THE VALVES CLOSED, THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO NINE (9) INCHES OF MERCURY (HG) FOR THE FOLLOWING TIME PERIODS FOR EACH SIZE MANHOLE:

•FORTY–EIGHT (48) INCHES DIAMETER – SIXTY (60) SECONDS

•SIXTY (60) INCHES DIAMETER – SEVENTY–FIVE (75) SECONDS

•SEVENTY–TWO (72) INCHES DIAMETER – NINETY (90) SECONDS

•MANHOLE TESTING WILL BE IN ACCORDANCE WITH ASTM–1244–93 OR IN ACCORDANCE WITH FOX METRO W.R.

SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	WATER MAIN 100% LOCAL 0043	BRIDGE 80% FEDERAL 20% LOCAL 0011	TRAINEES 80% FEDERAL 20% LOCAL 0042
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	672	672			
		20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	432	432			
		20101000	TEMPORARY FENCE	FOOT	2,468	2,468			
		20200100	EARTH EXCAVATION	CU YD	2,374	2,374			
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	592	592			
		20400800	FURNISHED EXCAVATION	CU YD	1,293	1,293			
		20700220	POROUS GRANULAR EMBANKMENT	CU YD	2	2			
		20800150	TRENCH BACKFILL	CU YD	3,221	1,062	2,159		
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,776	1,776			
		21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	7,553	7,553			
		21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	100		100		
△		25000210	SEEDING, CLASS 2A	ACRE	1.50	1.50			
△		25000310	SEEDING, CLASS 4	ACRE	0.50	0.50			
△		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	117	117			
△		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	117	117			
△	*	25100630	EROSION CONTROL BLANKET	SQ YD	7,553	7,553			
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	314	314			
		28000400	PERIMETER EROSION BARRIER	FOOT	3,785	3,785			
		28000500	INLET AND PIPE PROTECTION	EACH	52	52			
		28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	258	258			
		28100107	STONE RIPRAP, CLASS A4	SQ YD	1,537	661		876	
		28200200	FILTER FABRIC	SQ YD	1,537	661		876	
	*	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	592	592			
	*	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	7,105	7,105			
		31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	423	423			
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,893	2,893			
		35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1,779	1,779			
		35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	53	53			
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	500	500			
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	11,261	11,261			
		40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	456	456			
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	84	84			
		40600990	TEMPORARY RAMP	SQ YD	100	100			
		40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	2,328	2,328			
		40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1,166	1,166			
		40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	1,629	1,629			
		42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	75	75			
		42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	645	645			
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	23,858	23,858			
		42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	2,180	2,180			
		42400800	DETECTABLE WARNINGS	SQ FT	336	336			
		44000100	PAVEMENT REMOVAL	SQ YD	6,245	6,245			
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	865	865			
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,905	3,905			
		44000600	SIDEWALK REMOVAL	SQ FT	15,410	15,410			
		44003100	MEDIAN REMOVAL	SQ FT	1,702	1,702			
		44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	500		500		
		50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1	
		50200100	STRUCTURE EXCAVATION	CU YD	303	4		299	
		50300100	FLOOR DRAINS	EACH	6			6	
		50300225	CONCRETE STRUCTURES	CU YD	119.7	3.3		116.4	
		50300255	CONCRETE SUPERSTRUCTURE	CU YD	97.7			97.7	
		50300260	BRIDGE DECK GROOVING	SQ YD	899			899	
		50300280	CONCRETE ENCASEMENT	CU YD	7			7	
		50300300	PROTECTIVE COAT	SQ YD	1,181			1,181	
		50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	235.7			235.7	
		50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	4,801			4,801	

△ INDICATES SPECIALTY ITEM
* SEE SPECIAL PROVISIONS

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	WATER MAIN 100% LOCAL 0043	BRIDGE 80% FEDERAL 20% LOCAL 0011	TRAINEES 80% FEDERAL 20% LOCAL 0042
		50800105	REINFORCEMENT BARS	POUND	230	230			
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	115,800			115,800	
		50800515	BAR SPLICERS	EACH	394			394	
△		50901750	PARAPET RAILING	FOOT	123			123	
		51201610	FURNISHING STEEL PILES HP12X63	FOOT	756			756	
		51202305	DRIVING PILES	FOOT	756			756	
		51203610	TEST PILE STEEL HP12X63	EACH	2			2	
		51204650	PILE SHOES	EACH	20			20	
		51500100	NAME PLATES	EACH	1			1	
		52200010	TEMPORARY SHEET PILING	SQ FT	408			408	
		52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	142			142	
		54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1			
		54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1			
		550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	574	574			
		550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	32	32			
		550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	10	10			
		550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	760	760			
		550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	131		131		
		550A2540	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	42		42		
		550A2560	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	22		22		
		55100500	STORM SEWER REMOVAL 12"	FOOT	195	195			
△		56100500	WATER MAIN 4"	FOOT	38		38		
△		56100600	WATER MAIN 6"	FOOT	37		37		
△		56100700	WATER MAIN 8"	FOOT	22		22		
△		56100900	WATER MAIN 12"	FOOT	1,960		1,960		
△	*	56104800	WATER VALVES 4"	EACH	1		1		
△	*	56104900	WATER VALVES 6"	EACH	1		1		
△	*	56105000	WATER VALVES 8"	EACH	1		1		
△	*	56105200	WATER VALVES 12"	EACH	6		6		
△		56200300	WATER SERVICE LINE 1"	FOOT	157		157		
△		56200500	WATER SERVICE LINE 1 1/2"	FOOT	65		65		
△		56200700	WATER SERVICE LINE 2"	FOOT	51		51		
△	*	56201400	CORPORATION STOPS 1"	EACH	5		5		
△	*	56201600	CORPORATION STOPS 1 1/2"	EACH	1		1		
△	*	56201800	CORPORATION STOPS 2"	EACH	1		1		
△	*	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	4		4		
△	*	56500800	DOMESTIC WATER SERVICE BOXES	EACH	7		7		
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	108			108	
		60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2	2			
		60201110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	3	3			
		60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	15	15			
		60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
		60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1			
		60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	7	7			
		60240210	INLETS, TYPE B, TYPE 1 FRAME, OPEN LID	EACH	1	1			
		60248700	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3		3		
		60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	6		6		
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2			
		60255500	MANHOLES TO BE ADJUSTED	EACH	2	2			
		60260100	INLETS TO BE ADJUSTED	EACH	6	6			
		60404800	FRAMES AND GRATES, TYPE 11	EACH	2	2			
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2			
		60500040	REMOVING MANHOLES	EACH	5	5			
		60500050	REMOVING CATCH BASINS	EACH	8	8			
		60500060	REMOVING INLETS	EACH	4	4			
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	3,447	3,447			
		60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	736	736			

△ INDICATES SPECIALTY ITEM
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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	5
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 10:29 AM By: Kris Pung — Tab: (05) SOQ 22x34
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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	WATER MAIN 100% LOCAL 0043	BRIDGE 80% FEDERAL 20% LOCAL 0011	TRAINEES 80% FEDERAL 20% LOCAL 0042
△		63000035	BACK SIDE PROTECTION OF GUARDRAIL	FOOT	150	150			
△		63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2			
△		63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2			
△		63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4			
△		66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	100	100			
		67100100	MOBILIZATION	LSUM	1	1			
		70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	100	100			
		70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	359	359			
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	31,380	31,380			
		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	715	715			
		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,552	1,552			
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	40	40			
		70400100	TEMPORARY CONCRETE BARRIER	FOOT	988	988			
		70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	138	138			
		70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	3	3			
		70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
		72000100	SIGN PANEL - TYPE 1	SQ FT	22	22			
		72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
		72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	34	34			
△		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	266	266			
△		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,466	7,466			
△		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	420	420			
△		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	168	168			
△		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	34	34			
△		78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	SQ FT	37	37			
△		78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	338	338			
△		78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	93	93			
△		78008350	POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	FOOT	6	6			
△		81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	1,600		1,600		
△		81101000	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., GALVANIZED STEEL	FOOT	64			64	
△		81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	493			493	
△		81304400	JUNCTION BOX EMBEDDED IN STRUCTURE 16" X 12" X 8"	EACH	1		1		
△		81300710	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 12" X 6"	EACH	1		1		
△		81400100	HANDHOLE	EACH	1	1			
△		83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	6	6			
△	*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1	1			
△		A2001720	TREE, ACER SACCHARUM (SUGAR MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2	2			
△		A2002470	TREE, BETULA NIGRA 'HERITAGE' (HERITAGE RIVER BIRCH), 8' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	2	2			
△		A2002516	TREE, CARPINUS CAROLINIANA (AMERICAN HORNBEAM), 2" CALIPER, BALLED AND BURLAPPED	EACH	8	8			
△		A2005462	TREE, MALUS X ZUMI CALOCARPA (ZUMI CALOCARPA CRABAPPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2	2			
△		A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	1	1			
△		A2007116	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	1	1			
△		A2007820	TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	1			
△		A2007920	TREE, TILIA AMERICANA 'REDMOND' (REDMOND AMERICAN LINDEN), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1	1			
△		B0001716	TREE, AMELANCHIER X GRANDIFLORA APPLE, (APPLE SERVICEBERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3			
△		B2001116	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	5	5			
△		B2001466	TREE, CORNUS MAS (CORNELIAN CHERRY DOG WOOD), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	2	2			
△		B2002216	TREE, CRATAEGUS VIRDIS 'WINTER KING' (WINTER KING GREEN HAWTHORN), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2			
△		B2006066	TREE, SYRINGA PEKINENSIS (PEKING LILAC), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	2	2			
△		B2006312	TREE, SYRINGA RETICULATA 'IVORY SILK' (IVORY SILK JAPANESE TREE LILAC), 1-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2			
△		C2000536	SHRUB, ARONIA MELANOCARPA (BLACK CHOKE BERRY), 3' HEIGHT, BALLED AND BURLAPPED	EACH	10	10			
△		C2003372	SHRUB, HAMAMELIS VIRGINIANA (COMMON WITCHHAZEL), 6' HEIGHT, BALLED AND BURLAPPED	EACH	4	4			
△		C2005930	SHRUB, RHUS COPALLINA VAR LATIFOLIA 'MORTON (PRAIRIE FLAME SHINING SUMAC), 3' HEIGHT, BALLED AND BURLAPPED	EACH	10	10			
△		C2010930	SHRUB, SYRINGA MEYERI 'PALIBIN (DWARF KOREAN LILAC), 2-1/2' HEIGHT, BALLED AND BURLAPPED	EACH	10	10			
△		C2011830	SHRUB, VIBURNUM DENTATUM 'MORTON (NORTHERN BURGUNDY ARROWWOOD VIBURNUM), 2-1/2' HEIGHT, BALLED AND BURLAPPED	EACH	10	10			
△		C2012772	SHRUB, VIBURNUM PRUNIFOLIUM (BLACKHAW VIBURNUM), 6' HEIGHT, BALLED AND BURLAPPED	EACH	3	3			
△		C2013018	SHRUB, VIBURNUM TRILOBUM 'COMPACTUM (DWARF AMERICAN CRANBERRY VIBURNUM), 18" HEIGHT, BALLED AND BURLAPPED	EACH	10	10			

△ INDICATES SPECIALTY ITEM
* SEE SPECIAL PROVISIONS

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0004	WATER MAIN 100% LOCAL 0043	BRIDGE 80% FEDERAL 20% LOCAL 0011	TRAINEES 80% FEDERAL 20% LOCAL 0042
△	*	X0322464	ABANDON AND FILL EXISTING SANITARY MANHOLE	EACH	1		1		
△	*	X0322791	FILL EXISTING SANITARY SEWERS	CU YD	6		6		
△	*	X0323814	SANITARY SEWER REMOVAL, 18"	FOOT	95		95		
△	*	X0327367	STEEL CASING PIPE, BORED AND JACKED, 24"	FOOT	100		100		
	*	X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	7,761	7,761			
	*	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	5,236	5,236			
△	*	X0840000	SANITARY SEWER REMOVAL 8"	FOOT	100		100		
△	*	X1200015	VALVE VAULTS TO BE ABANDONED	EACH	4		4		
	*	X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	1,779	1,779			
	*	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	8,646	8,646			
	*	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	488			488	
△	*	X5091725	BICYCLE RAILING, SPECIAL	FOOT	123			123	
△	*	X5091755	PARAPET RAILING, SPECIAL	FOOT	123			123	
	*	X5509900	ABANDON AND FILL EXISTING STORM SEWER	FOOT	680	680			
△	*	X5610712	WATER MAIN REMOVAL, 12"	FOOT	145		145		
△	*	X5630004	CUT AND CAP EXISTING 4" WATER MAIN	EACH	1		1		
△	*	X5630008	CUT AND CAP EXISTING 8" WATER MAIN	EACH	1		1		
△	*	X5630012	CUT AND CAP EXISTING 12" WATER MAIN	EACH	2		2		
△	*	X5630704	CONNECTION TO EXISTING WATER MAIN 4"	EACH	1		1		
△	*	X5630708	CONNECTION TO EXISTING WATER MAIN 8"	EACH	1		1		
△	*	X5630712	CONNECTION TO EXISTING WATER MAIN 12"	EACH	2		2		
△	*	X5640150	FIRE HYDRANT ASSEMBLY COMPLETE	EACH	7		7		
	*	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	138			138	
	*	X6022040	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	1	1			
	*	X6022810	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	3	5		
△	*	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	4	4			
△	*	X6026054	SANITARY MANHOLES TO BE REMOVED	EACH	6	3	3		
	*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1			
	*	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	27	27			
△	*	X8140105	HANDHOLE (SPECIAL)	EACH	7		7		
△	*	X8440110	RELOCATE EXISTING LIGHT POLE WITH LUMINAIRE	EACH	1	1			
△	*	XX001470	SANITARY SERVICE CONNECTION	EACH	1		1		
	*	XX005472	DRAINAGE STRUCTURE SPECIAL	EACH	19	19			
△	*	XX005855	WATER MAIN CASING PIPE	FOOT	111		111		
△	*	XX003402	WATER MAIN INSULATION	FOOT	192		192		
	*	XX008003	FORM LINER TEXTURED SURFACE, SPECIAL	SQ FT	643			643	
	*	XX008824	CATCH BASINS, SPECIAL	EACH	1	1			
	*	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1			
△	*	Z0015000	CURB STOPS 1"	EACH	5		5		
△	*	Z0015200	CURB STOPS 1 1/2"	EACH	1		1		
△	*	Z0015300	CURB STOPS 2"	EACH	1		1		
	*	Z0029604	HEADWALL REMOVAL	EACH	1	1			
	*	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	246			246	
	*	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	128		128		
	*	Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	34		34		
△	*	Z0056900	SANITARY SEWER 8"	FOOT	171		171		
△	*	Z0057300	SANITARY SEWER 18"	FOOT	150		150		
	*	Z0062456	TEMPORARY PAVEMENT	SQ YD	1,779	1,779			
	*	Z0076600	TRAINEES	HOUR	1,000				1,000
	*	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000				1,000
△	*	Z0077700	WOOD FENCE TO BE REMOVED AND RE-ERECTED	FOOT	184	184			

△ INDICATES SPECIALTY ITEM
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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

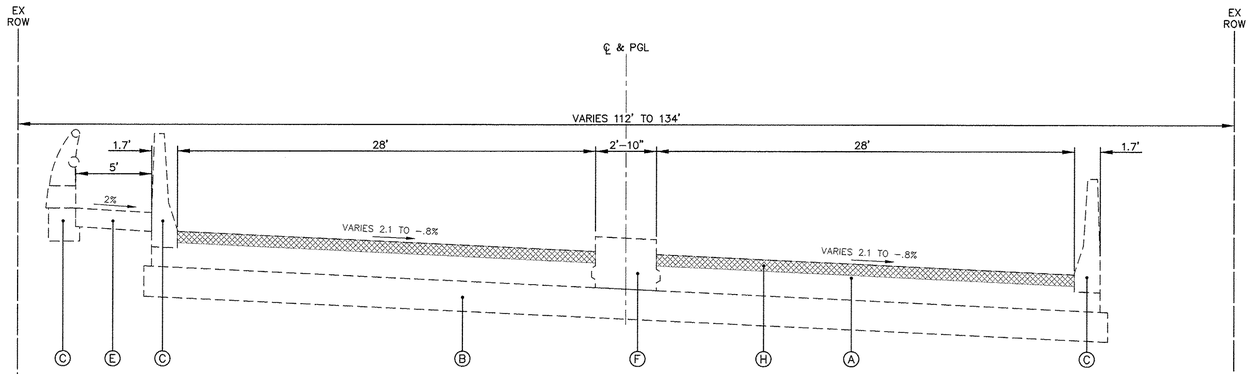
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

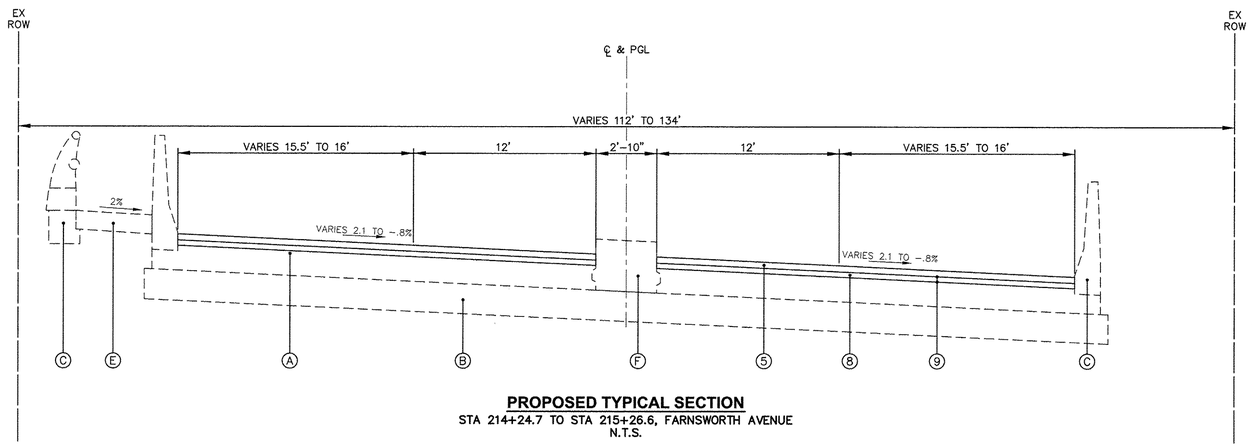
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	6
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 10:30 AM By: Kris Pung — Tab: (06) SOQ 22x34

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EXISTING TYPICAL SECTION
STA 214+24.7 TO STA 215+26.6, FARNSWORTH AVENUE
N.T.S.



PROPOSED TYPICAL SECTION
STA 214+24.7 TO STA 215+26.6, FARNSWORTH AVENUE
N.T.S.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	MIXTURE TYPE	AIR VOIDS @ N_{des}
FARNSWORTH AVENUE RECONSTRUCTION	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"	4% @ 70 Gyr.
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, VARIES 4" TO 7.75"	4% @ 90 Gyr.
TOP LIFT BINDER	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25"	4% @ 90 Gyr.
FARNSWORTH AVENUE RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"	4% @ 70 Gyr.
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"	3.5% @ 50 Gyr.
PATCHING	CLASS D PATCHES, 10 INCH HMA BINDER, IL-19.0, 10" (IN 3 LIFTS)	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT-MIX ASPHALT SURFACE REMOVAL
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 2-#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, 2-#4 REBAR
- (5) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, VAR 4"-10"
- (7) PORTLAND CEMENT CONCRETE BASE COURSE, 8"
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- (11) AGGREGATE BASE COURSE, TYPE B, 4"
- (12) TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

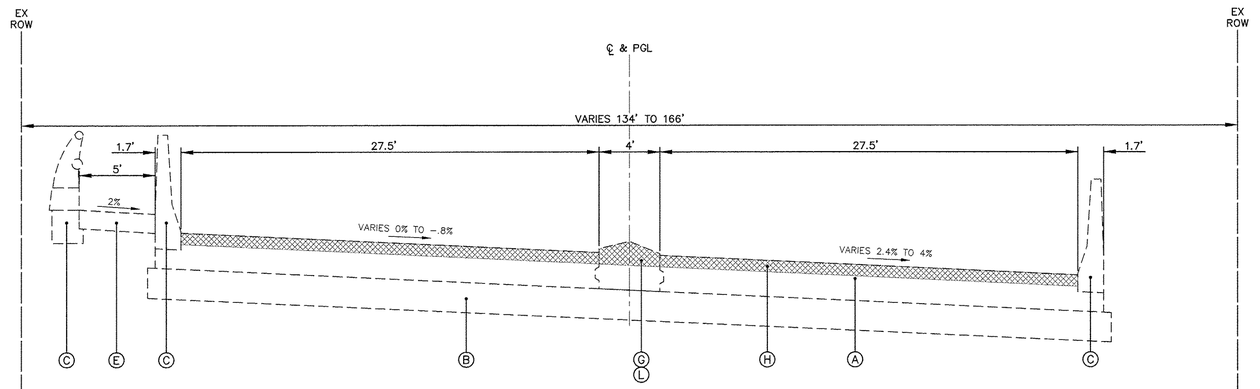
TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

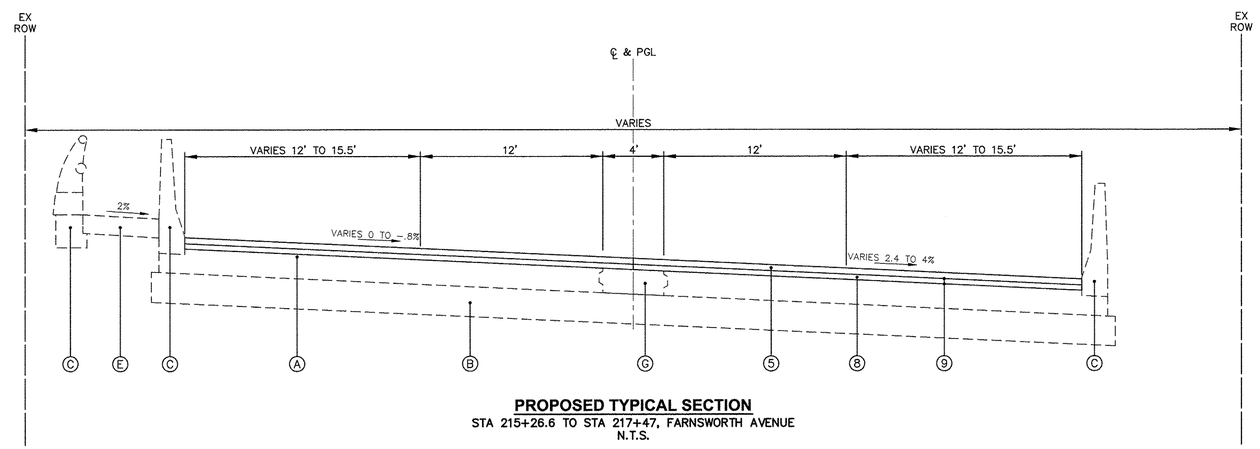
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	7
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 20, 2016 @ 8:00 AM By: Matt Taylor - Tab: (07) Typ Section 22x34

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EXISTING TYPICAL SECTION
STA 215+26.6 TO STA 217+47, FARNSWORTH AVENUE
N.T.S.



PROPOSED TYPICAL SECTION
STA 215+26.6 TO STA 217+47, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT-MIX ASPHALT SURFACE REMOVAL
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 2-#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, 2-#4 REBAR
- (5) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, VAR 4"-10"
- (7) PORTLAND CEMENT CONCRETE BASE COURSE, 8"
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- (11) AGGREGATE BASE COURSE, TYPE B, 4"
- (12) TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

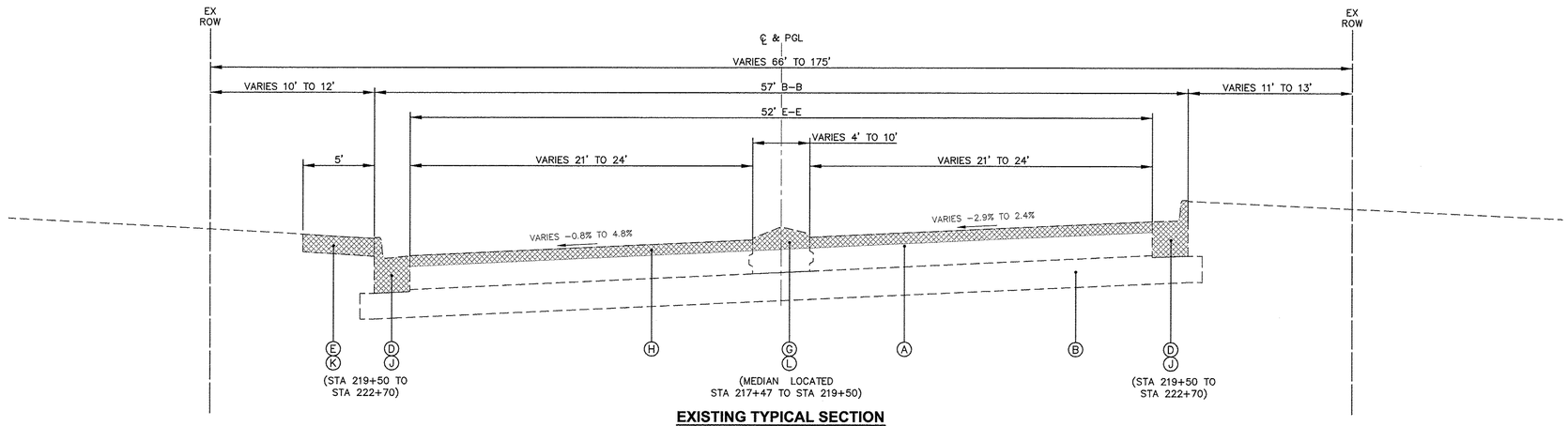
TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 2 OF 5 SHEETS | STA. | TO STA.

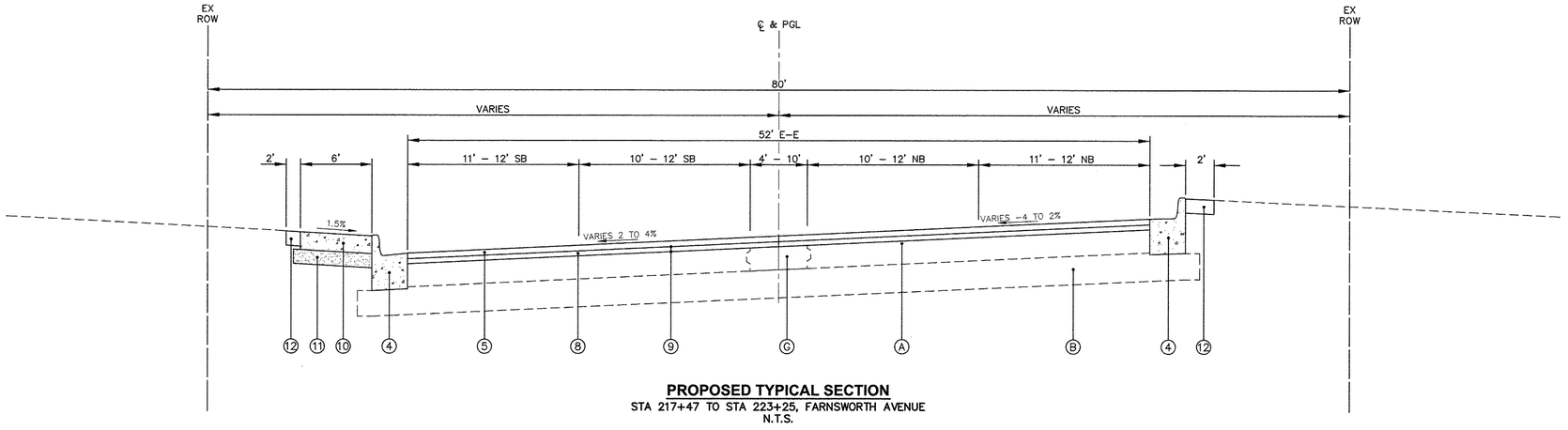
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	8
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 11:12 AM By: Jim Schmidt - Tab: (08) Typ Section 22x34

Path: H:\DSKPRO\AU1112\DWG\DWG FINAL ENG\AU1112-CVR



EXISTING TYPICAL SECTION
STA 217+47 TO STA 223+25, FARNSWORTH AVENUE
N.T.S.



PROPOSED TYPICAL SECTION
STA 217+47 TO STA 223+25, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT-MIX ASPHALT SURFACE REMOVAL
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
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- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 2-#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, 2-#4 REBAR
- (5) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, VAR 4"-10"
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- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
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44 EAST DOWNER PLACE
AURORA, IL 60505

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CHECKED	-	REVISED	-
DATE	-	REVISED	-

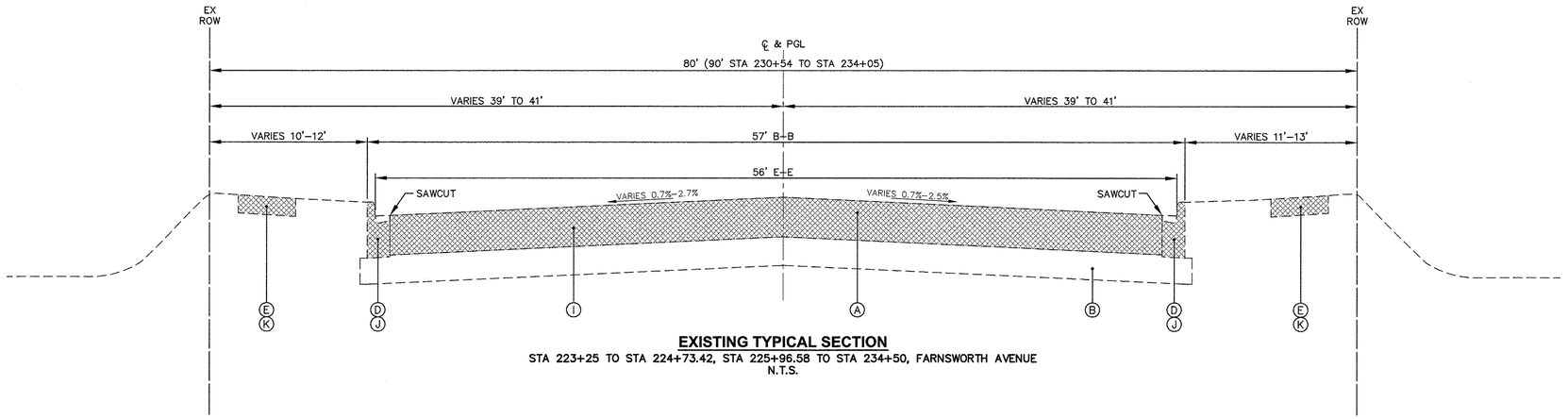
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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

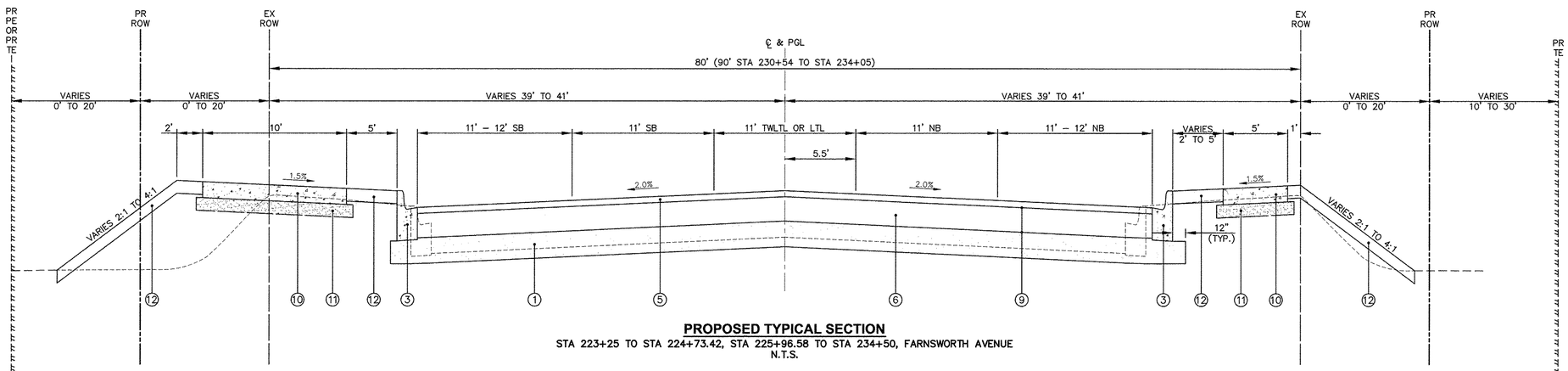
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	9
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 11:12 AM By: Jim Schmidt - Tab: (9) Typ Section 22x34 (2)
Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-CVR



EXISTING TYPICAL SECTION

STA 223+25 TO STA 224+73.42, STA 225+96.58 TO STA 234+50, FARNSWORTH AVENUE
N.T.S.



PROPOSED TYPICAL SECTION

STA 223+25 TO STA 224+73.42, STA 225+96.58 TO STA 234+50, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT–MIX ASPHALT SURFACE REMOVAL
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- (5) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- (6) HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90, VAR 4"–10"
- (7) PORTLAND CEMENT CONCRETE BASE COURSE, 8"
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50, 1"
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

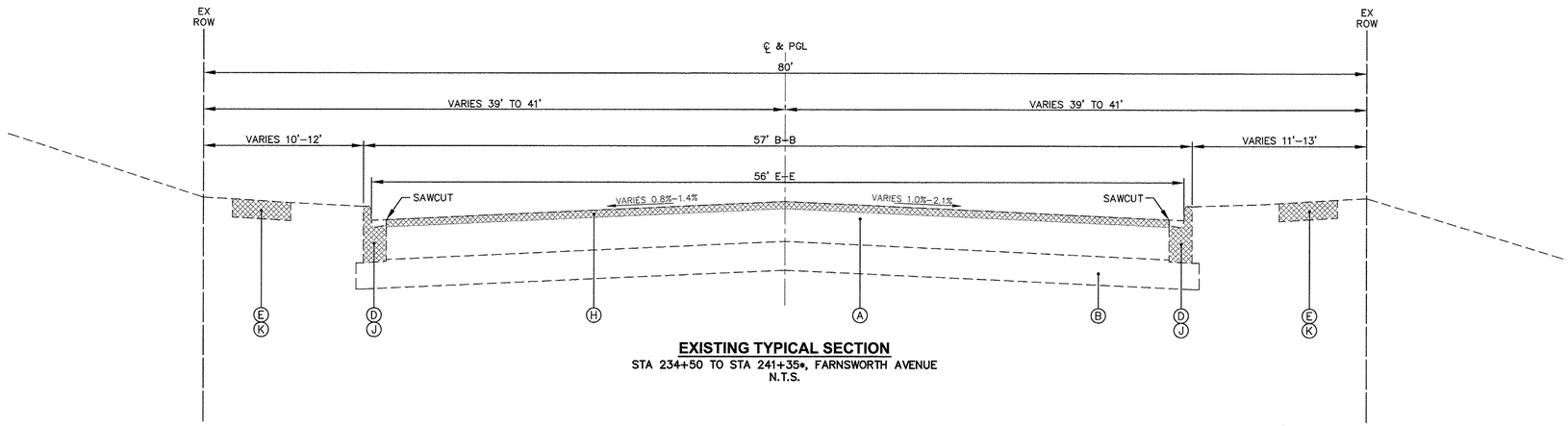
TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 4 OF 5 SHEETS | STA. | TO STA.

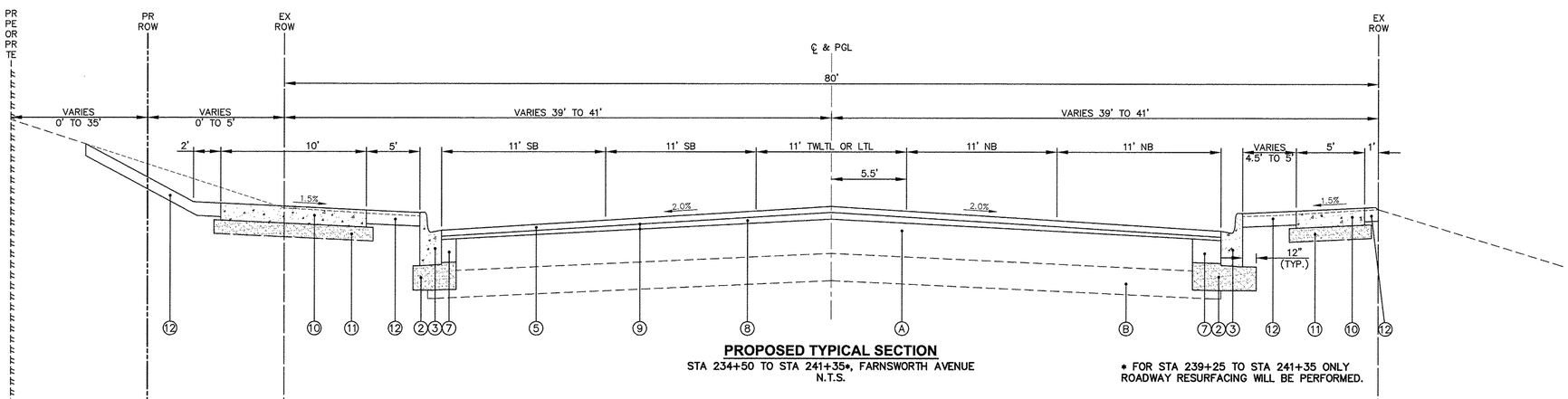
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	10
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 11:12 AM By: Jim Schmidt – Tab: (10) Typ Section 22x34

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EXISTING TYPICAL SECTION
STA 234+50 TO STA 241+35*, FARNSWORTH AVENUE
N.T.S.



PROPOSED TYPICAL SECTION
STA 234+50 TO STA 241+35*, FARNSWORTH AVENUE
N.T.S.

* FOR STA 239+25 TO STA 241+35 ONLY
ROADWAY RESURFACING WILL BE PERFORMED.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT–MIX ASPHALT SURFACE REMOVAL
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12, 2–#4 REBAR
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- (5) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- (6) HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90, VAR 4"–10"
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- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50, 1"
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- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

SCALE: N.T.S. | SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	11
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 11:12 AM By: Jim Schmidt – Tab: (11) Typ Section 22x34

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EARTHWORK QUANTITIES

STATION	EARTH EXCAVATION	AVAILABLE FILL	REQUIRED FILL	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)
	A	B = 0.85 A	C	D = B - C
	CU YD	CU YD	CU YD	CU YD
214+27.7 TO 218+00	135	115	0	115
218+00 TO 222+00	178	151	21	130
222+00 TO 227+00	279	237	1723	-1485
227+00 TO 232+00	40	34	1285	-1251
232+00 TO 237+00	573	487	277	210
237+00 TO 241+50	294	250	5	245
COMPENSATORY STORAGE AREA	875	744	0	744
TOTAL	**2374**	**2018**	**3312**	**-1293**

REMOVAL

STATION	HMA SURF REM BUTT JT	PAVEMENT REM	DRIVE PAVEMENT REM	SIDEWALK REM	MEDIAN REMOVAL	STORM SEWER REM 12	HMA SURF REM VAR DP	REMOVE EXISTING CATCH BASIN	REMOVE EXISTING MANHOLE	REMOVE EXISTING INLET	ABANDON FILL SS	REMOVE EXISTING SANITARY MANHOLE	ABAN FILL EX SANITARY MANHOLE	SAN SEW REMOV 8	SAN SEW REMOV 18	FILL EXIST SAN SEWER	CURB AND GUTTER REMOVAL	REMOVE EX FIRE HYDRANT	WATER MAIN REMOV 12
	SQ YD	SQ YD	SQ YD	SQ FT	SQ FT	FOOT	SQ YD	EACH	EACH	EACH	FOOT	EACH	EACH	FOOT	FOOT	CU YD	FOOT	EACH	FOOT
214+27.7 TO 218+00	28.5				1094		2237												
218+00 TO 222+00				1240	608		2352										496		
222+00 TO 227+00	28.5	1602	23.3	3020		105	1226	3	1		205	3 **	1 **	100 **	95 **	6 **	799		145 **
227+00 TO 232+00		3110	337.3	4800		90		4	2	2	260	2					1015	1 **	
232+00 TO 237+00		1533	311.7	4555			1556	1	2	2	215	1					1150	2 **	
237+00 TO 241+50	26.5		192.5	1795			1275										445	1 **	
SUB TOTAL PART	83.5	6245	864.8	15410	1702	195	8646	8	5	4	680	3	0	0	0	0	3905	0	0
SUB TOTAL NON-PART	0	0	0	0	0	0	0	0	0	0	0	3	1	100	95	6	0	4	145
TOTAL	**84**	**6245**	**864.8**	**15410**	**1702**	**195**	**8646**	**8**	**5**	**4**	**680**	**6**	**1**	**100**	**95**	**6**	**3905**	**4**	**145**

QUANTITIES WITH ASTERISKS (**) ARE NON-PARTICIPATORY

TREE REMOVAL

STATION	LT/RT	OFFSET	TREE REMOV 6-15 UNIT	TREE REMOV OVER 15 UNIT
222+47	LT	38.5	14	
223+53	LT	57.4		24
223+67	LT	49.5	8	
223+75	LT	50.9	8	
223+89	LT	50.6	6	
223+97	LT	49.4	6	
223+99	LT	46.4	12	
224+01	LT	49.6	10	
224+03	LT	47.0	14	
224+12	LT	46.9	6	
224+20	LT	48.4	12	
224+28	LT	45.1	10	
224+41	LT	73.7	8	
224+43	LT	55.7	8	
224+46	LT	60.5	12	
224+52	LT	56.9	8	
224+59	LT	46.3	12	
224+61	LT	52.5	12	
224+64	LT	44.5	12	
224+65	LT	74.4	14	
224+77	LT	54.7		18
224+80	LT	59.3	6	
224+90	LT	56.6	8	
224+92	LT	63.1		18
224+97	LT	49.8	6	
224+98	LT	47.1	6	
225+00	LT	59.2	6	
225+02	LT	46.8	8	
225+03	LT	50.3	6	
225+05	LT	56.4	8	
225+16	LT	67.7	6	
225+47	LT	56.0	6	
225+48	LT	57.6	10	
225+48	LT	77.4		18
225+48	LT	61.3		18
225+59	LT	61.0	6	
225+63	LT	45.9	6	
225+68	LT	67.7	6	
225+92	LT	38.4	12	MS tree
226+34	LT	39.8	?	MS tree
226+66	LT	39.4		16
226+96	LT	38.8		22
227+95	LT	44.1	12	one MS
228+07	LT	45.1		22
228+28	LT	45.3	8	
228+48	LT	46.4		48
231+57	LT	31.0		24
232+22	LT	42.4		28
238+83	LT	63.1	6	
SUB-TOTAL (FROM ABOVE)			324	256

STATION	LT/RT	OFFSET	TREE REMOV 6-15 UNIT	TREE REMOV OVER 15 UNIT
224+19	RT	43.4	10	
224+67	RT	41.3	8	
224+73	RT	38.6		24
224+78	RT	54.3	6	
224+85	RT	58.4	6	
224+97	RT	45.8	14	
225+09	RT	51.8	6	
225+45	RT	82.2	14	
225+53	RT	53.3	12	
225+54	RT	67.2	12	
225+63	RT	64.5	8	
225+73	RT	169.4	6	MS tree
225+75	RT	57.0	6	
225+83	RT	183.7	12	
225+83	RT	113.4	10	
225+88	RT	100.0	8	
225+95	RT	125.8	8	
225+96	RT	78.9		18
225+99	RT	145.2	6	
226+00	RT	167.5		18
226+02	RT	141.0	8	
226+05	RT	141.0	8	
226+06	RT	175.9		16
226+06	RT	75.2		18
226+09	RT	68.4	12	
226+11	RT	93.0	10	
226+17	RT	138.0	6	
226+24	RT	181.3	14	
226+24	RT	101.6	6	
226+25	RT	113.6		20
226+26	RT	135.3	6	
226+29	RT	131.5	12	
226+33	RT	82.7	12	
226+33	RT	69.3	10	
226+34	RT	74.9	8	
226+36	RT	114.2	10	
227+14	RT	55.6	8	
227+49	RT	30.3	12	
228+67	RT	30.5		20
230+90	RT	53.7		20
230+91	RT	54.0	12	
233+88	RT	56.7	12	
233+89	RT	61.4	10	
233+91	RT	50.7	8	
234+00	RT	53.5	12	
234+08	RT	30.2		22
SUB-TOTAL (FROM ABOVE)			348	176
SUB-TOTAL (OTHER SIDE)			324	256
TOTAL			672	432

ROADWAY QUANTITIES

LOCATION	AGG SUBGRADE IMPR 12	PCC BC 8	BIT MATLS TACK CT	POLY LEV BIND MM N50	HMA BC IL-19.0 N90	POLY HMA BC IL-19.0 N90	POLY HMA SC "E" N70	BR APPR PVT CON (FLX)	SUB GRN MTL TB 4	COMB CC&G TB6.12	COMB CC&G TB6.24
	SQ YD	SQ YD	POUND	TON	TON	TON	TON	SQ YD	SQ YD	FOOT	FOOT
214+27.7 TO 218+00			1597	133			265				
218+00 TO 222+00			1560	129			259				496
222+00 TO 227+00	1821		1919	36	490	385	256	75		583	240
227+00 TO 232+00	3444		2800		1350	392	348			1110	
232+00 TO 237+00	1839	28	2456	80	488	389	345		223	1176	
237+00 TO 241+50		25	928	77			154		200	578	
TOTAL	**7105**	**53**	**11261**	**456**	**2328**	**1166**	**1629**	**75**	**423**	**3447**	**736**

PAVEMENT MARKING

LOCATION	THEMRO PM LINE 4	POLYUREA LINE 4	THERMO PM LINE 6	POLYUREA LINE 6	THERMO PM LINE 12	POLYUREA LINE 12	THERMO PM LINE 24	THERMO LTRS & SYM	POLYUREA LTRS & SYM
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	SQ FT
214+27.7 TO 218+00	1675								
218+00 TO 222+00	948							21	
222+00 TO 227+00	913	337	314	92	32	6	34	52	36
227+00 TO 232+00	1500							94	
232+00 TO 237+00	1543		106		56			68	
237+00 TO 241+50	886		0		80			31	
TOTAL	**7466**	**338**	**420**	**93**	**168**	**6**	**34**	**266**	**37**

LANDSCAPING

LOCATION	TOPSOIL F & P 6	SEEDING CL 2A	SEEDING CL 4	NITROGEN FERT NUTR	POTASSIUM FERT NUTR	EROSION CONTR BLANKET	TEMP EROS CONTR SEED
	SQ YD	ACRE	ACRE	POUND	POUND	SQ YD	POUND
214+24.7 TO 218+00							
218+00 TO 222+00	371.5	0.08		7.2	7.2	371.5	16
222+00 TO 227+00	1751.4	0.36		32.4	32.4	1,751.4	72
COMPENSATORY STORAGE AREA	1333.4		0.28			1,333.4	56
227+00 TO 232+00	2039.1	0.42		37.8	37.8	2,039.1	84
232+00 TO 237+00	1238.0	0.26		23.4	23.4	1,238.0	52
237+00 TO 239+25	818.7	0.17		15.3	15.3	818.7	34
TOTAL	**7553**	**1.29**	**0.28**	**117**	**117**	**7553**	**314**

TEMPORARY TRAFFIC CONTROL AND STAGING

STAGE	TEMP CONC BARRIER	IMP ATT TL3 NON-REDIR	RELOC TC BARRIER	RELOC IMP ATT	PINNING TC BARRIER	AGG BC TB 8	TEMP PVT	TEMP PVT REM
	FOOT	EACH	FOOT	EACH	EACH	SQ YD	SQ YD	SQ YD
STAGE 1	137.5	2			27			
STAGE 2	850	1	137.5	2		1779	1779	
STAGE 3								1779
TOTAL	**987.5**	**3**	**137.5**	**2**	**27**	**1779**	**1779**	**1779**

PLAN ALLOWANCE

ITEM	UNITS	QUANTITY
EXPLORATION TRENCH 72" DEPTH	FOOT	100
AGGREGATE FOR TEMPORARY ACCESS	TON	500
TEMPORARY RAMP	SY	100
CLASS D PATCHING, 10-INCH	SY	500
NON-SPECIAL WASTE DISPOSAL	CY	100

DRIVEWAY PAVEMENT AND SIDEWALK

LOCATION	LT./RT.	AGG BASE CSE B 4	PCC DRIVEWAY PAVT 8	PC CONC SIDEWALK 5	PC CONC SIDEWALK 8	DETECTABLE WARNINGS
		SQ YD	SQ YD	SQ FT	SQ FT	SQ FT
214+24.7 TO 218+00	LT/RT			0		
218+00 TO 222+00	LT/RT	168.1		1513		
222+00 TO 227+00	LT/RT	740.1		6661		
AT MOUNTAIN ST	LT					48
223+44.58	LT					10
223+49.58	RT					10
223+60.08	LT					10
227+00 TO 232+00	LT/RT	624.9		5624		
228+65.08 PCC PE	LT	17.8	38		160	
229+44.58 PCC PE	LT	16.7	34		150	
230+64 PCC PE	RT	11.1	105		100	
230+71 PCC CE	LT	54.9	96		494	72
232+00 TO 237+00	LT/RT	833.3		7500		
233+86 PCC CE	LT	40.7	94		366	58
236+39 PCC CE	LT	52.2	130		470	50
237+00 TO 239+25	LT/RT	284.4		2560		
238+65 PCC CE	LT	26.2	64		236	50
239+58 PCC CE	RT	22.7	84		204	28
TOTAL		**2893**	**645**	**23858**	**2180**	**336**

WATER MAIN AND APPURTENANCES

LOCATION	TRENCH BACKFILL	ZINC COATED DI WATER MAIN 4	ZINC COATED DI WATER MAIN 6	ZINC COATED DI WATER MAIN 8	ZINC COATED DI WATER MAIN 12	WATER SVC 1" COPPER TK	WATER SVC 1-1/2" COPPER TK	WATER SVC 2" COPPER TK	CORP STOP 1	CORP STOP 1-1/2	CORP STOP 2	CURB STOP & BOX 1	CURB STOP & BOX 1-1/2	CURB STOP & BOX 2	WM INSUL	WM CASING C905 16	VV TA 4 DIA T1F CL WV 4	VV TA 4 DIA T1F CL WV 6	VV TA 4 DIA T1F CL WV 8	VV TA 5 DIA T1F CL WV 12	STEEL CASING BORE & JACK 24	CONN TO EX W MAIN 4	CONN TO EX W MAIN 8	CONN TO EX W MAIN 12	FIRE HYDRANT COMPLETE	ABAND WM CONN 4	ABAND WM CONN 8	ABAND WM CONN 12	VALVE VAULT TO BE ABAND
	CU YD	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
222+00 TO 227+00	399				545										104					3	100			1	1			1	2
227+00 TO 232+00	469		37		500	70		51	2		1	2		1	40	44		1		1					1				
232+00 TO 237+00	543	38			500		65			1			1		48	25	1			2		1			3	1			2
237+00 TO 241+50	512			22	415	87			3			3				42			1				1	1	2		1	1		
TOTAL (NON-PART)	**1923**	**38**	**37**	**22**	**1960**	**157**	**65**	**51**	**5**	**1**	**1**	**5**	**1**	**1**	**192**	**111**	**1**	**1**	**1**	**6**	**100**	**1**	**1**	**2**	**7**	**1**	**1**	**2**	**4**

** ALL WATER MAIN ITEMS ARE NON-PARTICIPATORY

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED -
DRAWN	- KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	12
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 8:02 AM By: Kris Pung - Tab: (12) Schedules22x34
Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-CVR

STORM SEWER AND STORM SEWER STRUCTURES

STRUCTURE NO.	STATION	OFFSET	LT./RT.	PRC FLAR END SEC 12	PRC FLAR END SEC 24	INLETS TA 2 DIA T11V F&G	INLETS TA 2 DIA T8G	INLETS TB 2 DIA T1F OL	CB TA 4 DIA T11 F&G	CB TA 4 DIA T11V F&G	CB TB 6 DIA T11V F&G	MAN TA 4 DIA T11V F&G	MAN TA 4 DIA T1F CL	MAN TA 4 DIA T8G	STORM INF CB 3 DIA T11 F&G	STORM INF CB 3 DIA T11V F&G	STORM INF CB 3 DIA T1F OL	TY 11 F&G	TY 1 F CL	12" RCCP PIPE	12" RUBBER GASKET PIPE	REM & REPL SS W/ 12" DI PIPE **	REM & REPL SS W/ 15" DI PIPE **	15" RCCP PIPE	18" RCCP PIPE	18" RUBBER GASKET PIPE	24" PIPE	24" RUBBER GASKET PIPE	SLOPE	TRENCH BACKFILL
				EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	%	CU YD
	222+68	27	LT															1												
406	222+66	27	RT																1	14									1%	9
406	222+66	27	RT																			21								
406A	222+53	32	RT												1															
	222+75	82	RT																	5									1.26%	0
405D	222+73	86	RT					1																						
405C	222+78	76	RT												1															
405B	222+88	59	RT																1	14									1.00%	9
405B	222+88	59	RT																	44									3.00%	20
405A	223+29	40	RT															1				21								
405F	223+14	95	RT													1														
405	223+59	36	RT										1									21								
402	224+58	30	LT							1										59									3.86%	40
402	224+58	30	LT																	10									3.20%	8
403	224+58	30	RT							1										10									2.40%	7
403	224+58	30	RT																	7									3.57%	6
401	224+58	59	LT										1							29									1.28%	10
404	224+60.6	36	RT										1																	
402A	224+68	29	LT									1																		
403A	224+68	29	RT													1														
400	225+22	59	LT	1																64									3.86%	0
200	225+48	59	LT		1																						38		0.50%	0
201	225+86	59	LT										1														43		11.31%	19
203	226+17	17	RT										1							13									1.92%	5
203	226+17	17	RT																								120		0.65%	200
203A	226+17	29	RT													1														
202	226+17	30	LT							1																	46		0.63%	81
204B	227+37	28	LT													1														
204	227+37	17	RT										1							12									2.50%	4
204	227+37	17	RT																		45								2.00%	14
204	227+37	17	RT																								198		0.66%	272
204A	227+37	28	RT													1														
205B	229+12.7	28	RT			1																								
205E	229+14.5	28	LT													1														
205A	229+27.7	29	RT													1				15									2.13%	4
205D	229+29.5	29	LT								1									15									2.00%	3
205D	229+29.5	29	LT																	70									1.49%	5
205	229+35	17	RT										1							10									5.30%	4
205	229+35	17	RT																	15									0.87%	5
205	229+35	17	RT																								90		0.69%	93
205C	229+40	8	RT										1									22								
205F	229+96.76	48	LT				1																							
206A	230+25	28	RT													1														
206B	230+25.3	28	LT													1														
206	230+25	17	RT										1							12									2.50%	3
206	230+25	17	RT																		45								2.00%	9
206	230+25	17	RT																								113		0.63%	94
207A	231+33.7	28	RT												1					25									2.04%	7
207E	231+35.2	28	LT							1										25									4.08%	8
207	231+37.7	17	RT										1							13									3.31%	5
207	231+37.7	17	RT																						10				2.80%	8
207D	231+40.8	7	RT										1										34							20
207B	231+59	28	RT			1																								
207F	231+60.5	28	LT												1															
100	233+96.34	61	RT																								112	22	0.80%	34
101	234+03.2	72	LT							1																				
1	234+07.9	30	RT										1																	
2	234+13.4	11	RT										1																	
2B	234+14.9	28	RT			1																								
2A	234+32.9	29	RT													1				18									1.11%	4
2C	234+37.5	26	LT														1			5									2.80%	2
2D	234+43.1	28	LT			1																								
3B	235+46	28	RT			1																								
3D	235+46.1	28	LT			1																								
3C	235+61.1	26	LT													1				15									0.87%	3
3	235+61	12	RT										1								41								0.83%	10
3	235+61	12	RT																	17									1.76%	5
3A	235+61	29	RT													1				15									1.20%	3
4C	236+81.2	61	LT											1																
4B	236+81.1	29	LT													1								32					8.14%	5
4	236+81	12	RT										1													42			2.43%	12
4	236+81	12	RT																	16									1.88%	4
4A	236+81	28	RT													1														
5	237+14.1	13	RT																			22								
6	239+14.5	12	RT																			21								
6B	239+21	27	LT			1																								
6C	239+10	28	LT																	7									2.29%	2
TOTAL				1	1	7	1	1	2	3	1	1	15	1	4	14	1	2	2	574	131	128 **	34 **	32	10	42	760	22		1056

FOR STORM SEWERS: STATION SHOWN IS FOR THE DOWNSTREAM END OF THE PIPE
ALL PRC FLARED END SECTIONS WILL HAVE GRATING
QUANTITIES WITH ASTERISKS (**) ARE NON-PARTICIPATORY

STORM SEWER STRUCTURES TO BE ADJUSTED

STRUCTURE NO.	STATION	OFFSET	LT./RT.	CB EACH	INLET EACH	MH EACH
406	222+66	27	RT	1		
	222+68	26.64	LT	1		
405B	222+88	59.46	RT		1	
405A	223+29	40	RT		1	
5A	237+13.6	27	RT		1	
5	237+14.1	12.55	RT			1
5B	237+17.1	27.50	LT		1	
6A	239+13.7	27	RT		1	
6	239+14.5	12	RT			1
6B	239+15.5	27.58	LT		1	
TOTAL				2	6	2

SANITARY SEWER STRUCTURES TO BE ADJUSTED

STATION	OFFSET	LT./RT.	MH EACH
222+84	78	RT	1
222+88.2	88	LT	1
234+78.6	27	RT	1
234+80	44	LT	1
TOTAL			4

SANITARY SEWER

LOCATION	TRENCH BACKFILL CU YD	MAN SAN TA 4 DIA T1F CL EACH	SAN SEW 8 FOOT	SAN SEW 18 FOOT
222+00 TO 227+00 **	236	5	171	150
227+00 TO 232+00		2		
232+00 TO 237+00		1		
TOTAL	236	8	171	150

QUANTITIES WITH ASTERISKS (**) ARE NON-PARTICIPATORY

EROSION CONTROL

LOCATION	STONE RIPRAP CL A4 SQ YD	FILTER FABRIC SQ YD	PER EROS BARRIER FOOT	INLET AND PIPE PROTECTION EACH	TEMP FENCE FOOT	TEMP EROS CONTR BLANKET SQ YD
214+24.7 TO 218+00			6.0			
218+00 TO 222+00			502	4.0	450.0	
222+00 TO 227+00	653	653	1340	11.0	750.0	258
COMPENSATORY STORAGE AREA					68.0	
227+00 TO 232+00			983	14.0	1200.0	
232+00 TO 237+00	8.0	8	577	12.0		
237+00 TO 239+25			383	5.0		
TOTAL	661	661	3785	52	2468	258

TEMPORARY PAVEMENT MARKING & PAVEMENT MARKING REMOVAL

STAGE	TEMP PM LTR & SYM SQ FT	TEMP PM LINE 4 FOOT	TEMP PM LINE 6 FOOT	TEMP PM LINE 12 FOOT	TEMP PM LINE 24 FOOT	PVT MKG REM - GRIND SQ FT	PVT MKG REM - WTR BLAST SQ FT
STAGE 1	72.8	8480	247	284	20	229	
STAGE 2	72.8	10560	245	510		3307	
STAGE 3	213.2	12340	223	758	20	4225	
BEFORE OPEN TO TRAFFIC							5236
TOTAL	358.8	31380	715	1552	40	7761	5236

PAVEMENT MARKING REMOVAL IN STAGE 1 TO REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS.
PAVEMENT MARKING REMOVAL IN STAGE 2 TO REMOVE CONFLICTING PAVEMENT MARKINGS FROM STAGE 1.
PAVEMENT MARKING REMOVAL IN STAGE 3 TO REMOVE CONFLICTING PAVEMENT MARKINGS FROM STAGE 2.
PAVEMENT MARKING REMOVAL AFTER STAGE 3 TO REMOVE CONFLICTING PAVEMENT MARKING FROM STAGE 3 AND BEFORE OPENING TO TRAFFIC.

GROUND STABILIZATION SCHEDULE

LOCATION	REM & DISP UNSUIT MATL CU YD	AGG SUBGRADE IMPROV CU YD	GEOTECH FABRIC FOR GND STABIL SQ YD
214+27.7 TO 218+00			
218+00 TO 222+00			
222+00 TO 227+00	151	151	454
227+00 TO 232+00	287	287	861
232+00 TO 237+00	153	153	460
237+00 TO 241+50			
TOTAL	592	592	1776

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED -
DRAWN	- KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

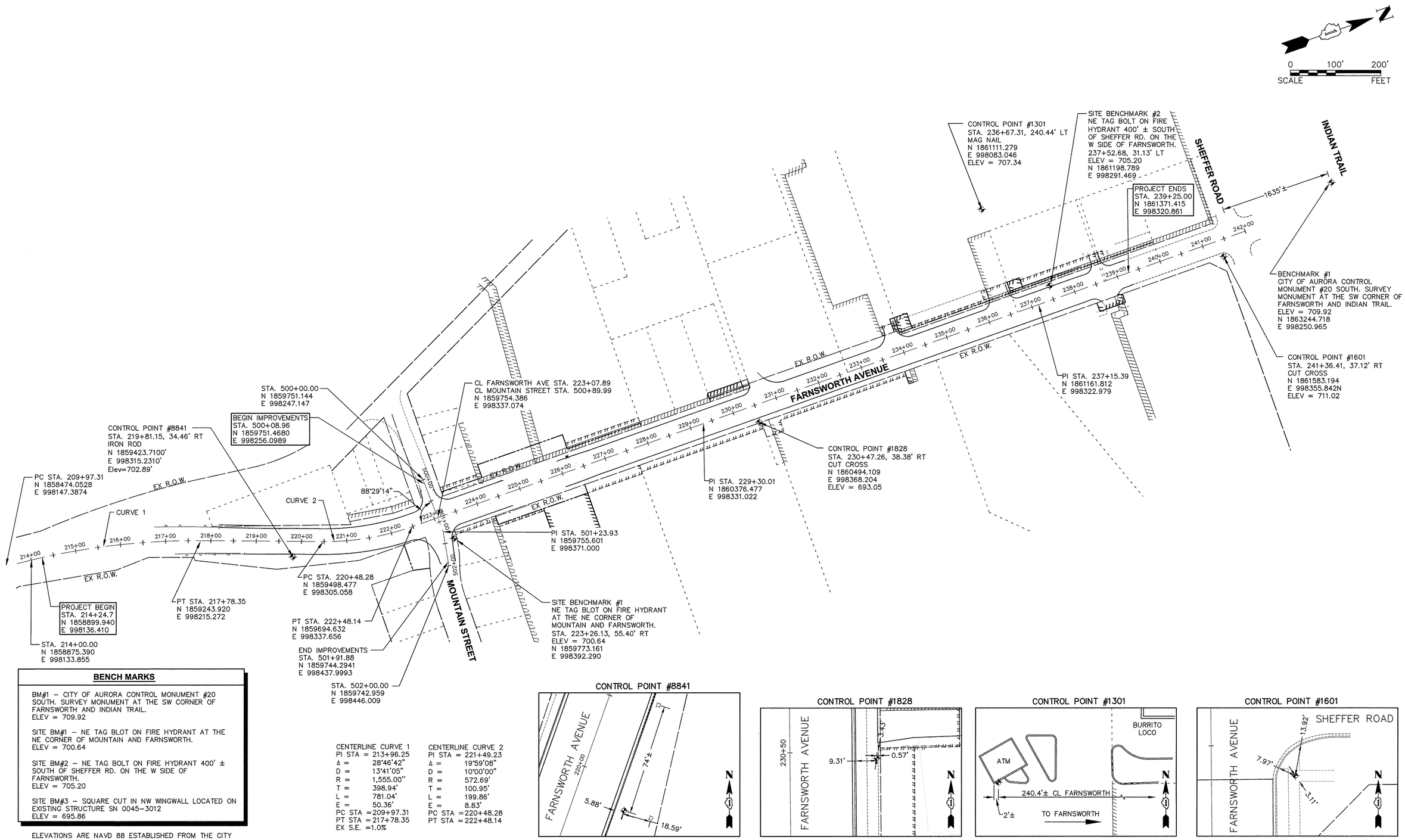
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	13
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 10:09 AM By: Kris Pung - Tab: (13) Schedules22x34
Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-CVR



BENCH MARKS

BM#1 – CITY OF AURORA CONTROL MONUMENT #20 SOUTH. SURVEY MONUMENT AT THE SW CORNER OF FARNSWORTH AND INDIAN TRAIL.
ELEV = 709.92

SITE BM#1 – NE TAG BLOT ON FIRE HYDRANT AT THE NE CORNER OF MOUNTAIN AND FARNSWORTH.
ELEV = 700.64

SITE BM#2 – NE TAG BOLT ON FIRE HYDRANT 400' ± SOUTH OF SHEFFER RD. ON THE W SIDE OF FARNSWORTH.
ELEV = 705.20

SITE BM#3 – SQUARE CUT IN NW WINGWALL LOCATED ON EXISTING STRUCTURE SN 0045-3012
ELEV = 695.86

ELEVATIONS ARE NAVD 88 ESTABLISHED FROM THE CITY OF AUORA GEODETIC SURVEY BENCHMARK NETWORK.

CENTERLINE CURVE 1
PI STA = 213+96.25
Δ = 28°46'42"
D = 13°41'05"
R = 1,555.00'
T = 398.94'
L = 781.04'
E = 50.36'
PC STA = 209+97.31
PT STA = 217+78.35
EX S.E. = 1.0%

CENTERLINE CURVE 2
PI STA = 221+49.23
Δ = 19°59'08"
D = 10°00'00"
R = 572.69'
T = 100.95'
L = 199.86'
E = 8.83'
PC STA = 220+48.28
PT STA = 222+48.14

CONTROL POINT #8841

CONTROL POINT #1828

CONTROL POINT #1301

CONTROL POINT #1601

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW		REVISED -
DRAWN - KKP/CLN/JPS		REVISED -
CHECKED -		REVISED -
DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

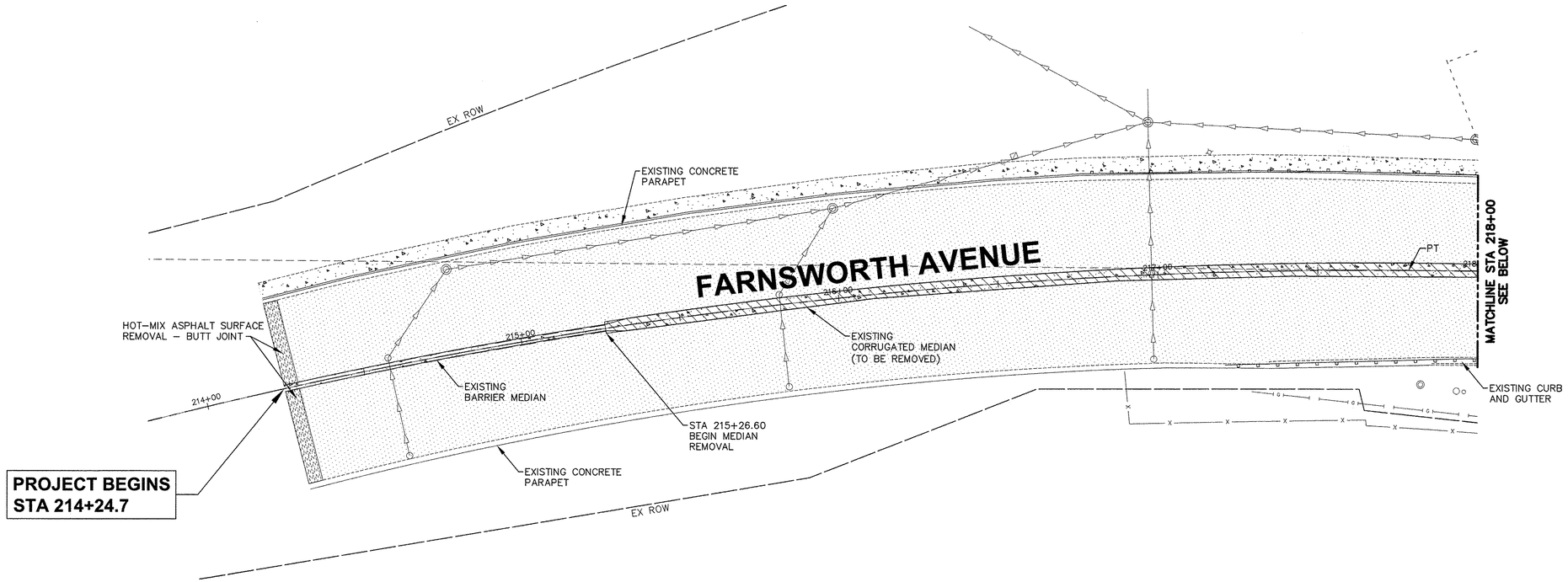
FARNSWORTH AVENUE
ALIGNMENTS, TIES AND BENCHMARKS

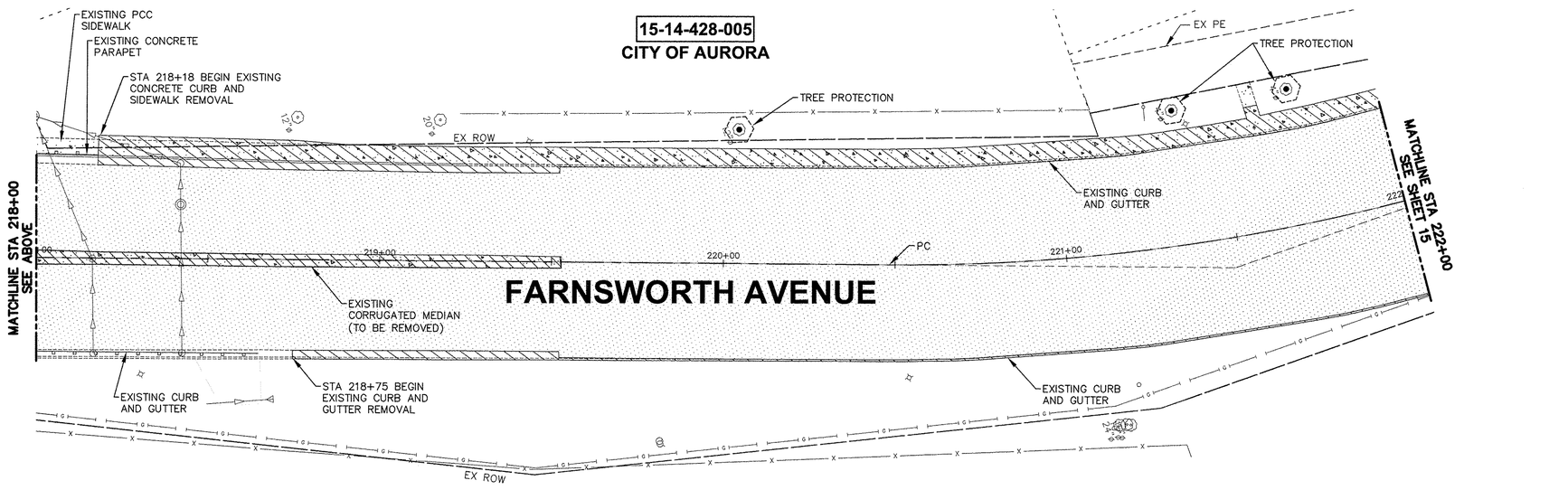
SCALE: 1"=100' | SHEET NO. 1 OF 1 SHEETS | STA. 214+00 TO STA. 239+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	14
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 3:40 PM By: Kris Pung – Tab: (14) ROW 01 22x34

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 3 SHEETS | STA. 214+00 TO STA. 222+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	15
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 2:16 PM By: Kris Pung - Tab: (15) RMV 01 22x34

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15-14-428-007
ROJAS MOTORS

15-14-427-016

15-14-427-018

HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

CLEARING (TYP.)

PR ROW

PR TE

EX PE

EX ROW

REMOVE EXISTING CATCH BASIN

REMOVE EXISTING SANITARY MANHOLES

ABANDON EXISTING CATCH BASIN

EXISTING CURB AND SIDEWALK TO BE REMOVED

ABANDON EXISTING SANITARY SEWER, 8"

REMOVE EXISTING SANITARY SEWER

MATCHLINE STA 222+00
SEE SHEET 14

SURFACE REMOVAL

PAVEMENT REMOVAL

VALVE VAULT TO BE ABANDONED

STA 223+25

PT

LIMITS OF PROPOSED BRIDGE
SEE BRIDGE PLANS FOR
BRIDGE REMOVAL ITEMS

ABANDON EXISTING WATER MAIN

MATCHLINE STA 227+00
SEE BELOW

FARNSWORTH AVENUE

EXISTING CURB AND GUTTER TO BE REMOVED

EXISTING PCC SIDEWALK TO BE REMOVED

ABANDON EXISTING WATER MAIN

REMOVE EXISTING CATCH BASIN

ABANDON EXISTING STORM SEWER

REMOVE EXISTING WATER MAIN

ABANDON EXISTING CATCH BASIN

ABANDON EXISTING MANHOLE

EXISTING CURB AND SIDEWALK TO BE REMOVED

REMOVE EXISTING MANHOLE

REMOVE EXISTING STORM SEWER

ABANDON EXISTING SANITARY MANHOLE

ABANDON EXISTING STORM SEWER

ABANDON EXISTING SANITARY SEWER, 18"

PR ROW

PR TE

REMOVE EXISTING CATCH BASIN

15-13-303-001

MOUNTAIN STREET

HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

REMOVE EXISTING MANHOLE

15-13-302-009

STA 224+08
12" PCC PE

EXISTING DRIVEWAY TO BE REMOVED PER CITY OF AURORA

EXISTING FENCE TO BE REMOVED AND REPLACED

EXISTING CURB AND SIDEWALK TO BE REMOVED

CLEARING (TYP.)

FLOW
INDIAN CREEK

TREE REMOVAL (TYP.)

15-13-301-017

SEE COMPENSATORY STORAGE PLAN FOR REMOVAL DETAILS IN COMPENSATORY STORAGE AREA

0 20 40
SCALE FEET

15-14-427-021

15-14-427-022

15-14-427-017

15-14-427-024

15-14-427-023
BICKETT'S CAR WASH

TREE REMOVAL (TYP.)

STA 228+65
16" PCC PE

STA 229+41
16" PCC PE

REMOVE EXISTING FIRE HYDRANT AND VALVE ASSEMBLY

STA 230+67
33" PCC CE

REMOVE EXISTING INLET

REMOVE EXISTING STORM SEWER

REMOVE EXISTING CATCH BASIN

EXISTING CURB AND GUTTER TO BE REMOVED

EXISTING PCC SIDEWALK TO BE REMOVED

EXISTING DRIVEWAY TO BE REMOVED AND REPLACED

ABANDON EXISTING WATER MAIN

MATCHLINE STA 227+00
SEE ABOVE

FARNSWORTH AVENUE

ABANDON EXISTING STORM SEWER

MATCHLINE STA 232+00
SEE SHEET 16

REMOVE EXISTING MANHOLE

REMOVE EXISTING SANITARY MANHOLE

STA 230+84
30" PCC PE

REMOVE EXISTING INLET

15-13-301-018

15-13-301-019

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 2 OF 3 SHEETS | STA. 222+00 TO STA. 232+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	16
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 9:40 AM By: Kris Pung – Tab: (16) RMV 02 22x34

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15-14-278-019
LOS COMALES

15-14-278-018
SUPERMERCADOS EL GUERO

15-14-278-015
EL BURRITO LOCO

15-14-278-010
TAQUERIA EL BRASERO

15-14-278-001
SPEEDWAY 7540

15-13-151-025

15-13-151-027

15-13-151-028
PUBLIC STORAGE

FARNSWORTH AVENUE

SHEFFER ROAD

REMOVE EXISTING SANITARY MANHOLE
VALVE VAULT TO BE ABANDONED
EX ROW
REMOVE EXISTING FIRE HYDRANT AND VALVE ASSEMBLIES
EXISTING PCC SIDEWALK TO BE REMOVED
EXISTING CURB AND GUTTER TO BE REMOVED
VALVE VAULTS TO BE ABANDONED
EXISTING CURB AND GUTTER TO BE REMOVED
EXISTING DRIVEWAY TO BE REMOVED AND REPLACED
REMOVE EXISTING CATCH BASIN
PAVEMENT REMOVAL
STA 234+50
SURFACE REMOVAL
REMOVE EXISTING MANHOLE
REMOVE EXISTING INLET
ABANDON EXISTING STORM SEWER
REMOVE EXISTING MANHOLE
PR TE
PR PE
EX PE
REMOVE EXISTING INLET
PR ROW
EXISTING PCC SIDEWALK TO BE REMOVED
EXISTING CURB AND GUTTER TO BE REMOVED
ABANDON EXISTING WATER MAIN
EXISTING DRIVEWAY TO BE REMOVED AND REPLACED
MATCHLINE STA 232+00 SEE SHEET 15
MATCHLINE STA 237+00 SEE BELOW
STA 238+65 21.5' PCC CE
STA 236+38 45.5' PCC CE
REMOVE EXISTING FIRE HYDRANT AND VALVE ASSEMBLY
EXISTING DRIVEWAY TO BE REMOVED AND REPLACED
ABANDON EXISTING WATER MAIN
VALVE VAULT TO BE ABANDONED
ABANDON EXISTING WATER MAIN
EXISTING CURB AND GUTTER TO BE REMOVED
EXISTING PCC SIDEWALK TO BE REMOVED
EXISTING DRIVEWAY TO BE REMOVED AND REPLACED
EXISTING CURB AND GUTTER TO BE REMOVED
FUTURE 10' SHARED-USE PATH
HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT
PROJECT ENDS STA 241+35
STA 238+68 36' PCC 60'
SCALE 0 20 40 FEET

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

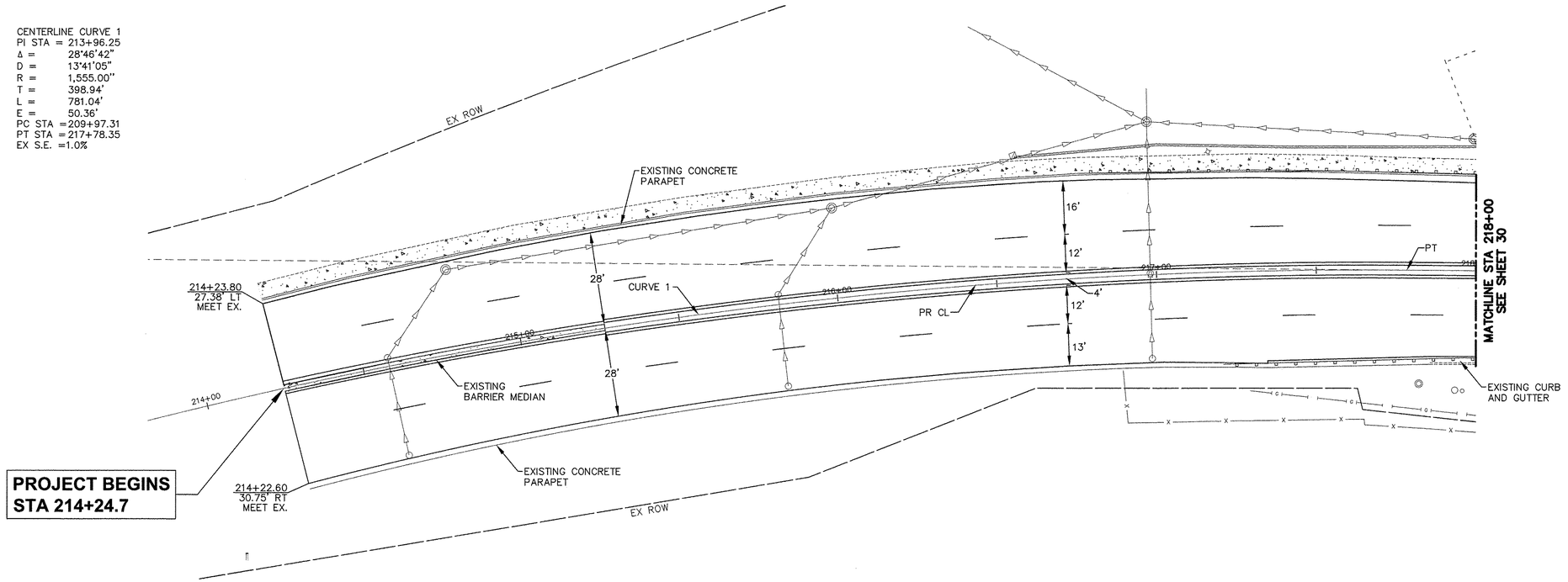
FARNSWORTH AVENUE
REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 3 OF 3 SHEETS | STA. 232+00 TO STA. 241+35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	17
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 7:55 AM By: Jim Schmidt - Tab: (17) RMV 03 22x34
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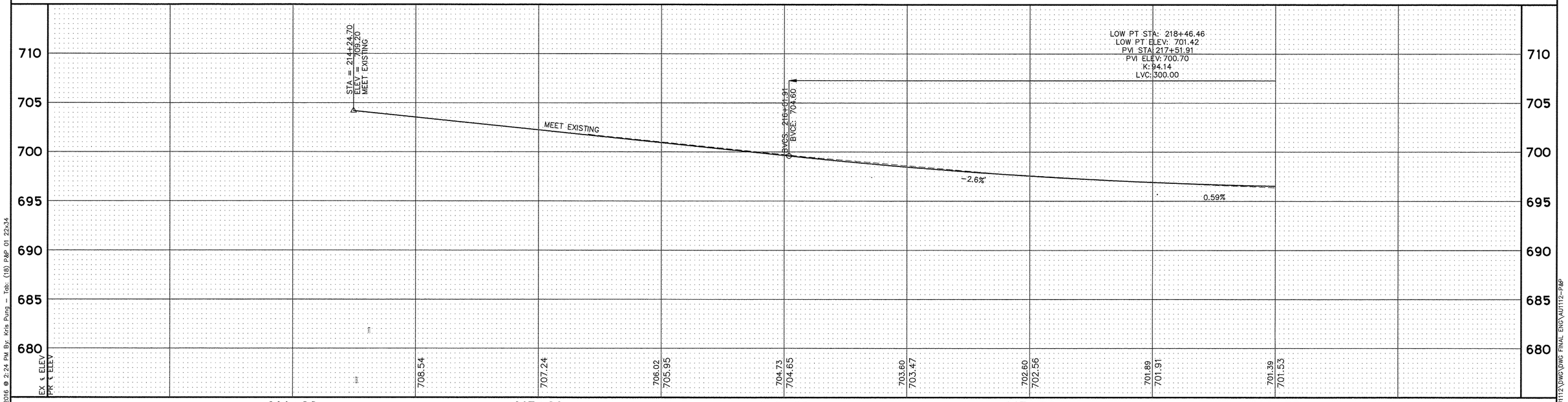
CENTERLINE CURVE 1
PI STA = 213+96.25
Δ = 28°46'42"
D = 13°41'05"
R = 1,555.00'
T = 398.94'
L = 781.04'
E = 50.36'
PC STA = 209+97.31
PT STA = 217+78.35
EX S.E. = 1.0%



0 20 40
SCALE FEET

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FARNSWORTH AVENUE



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AURORA, IL 60505

DESIGNED	TVW	REVISED -
DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

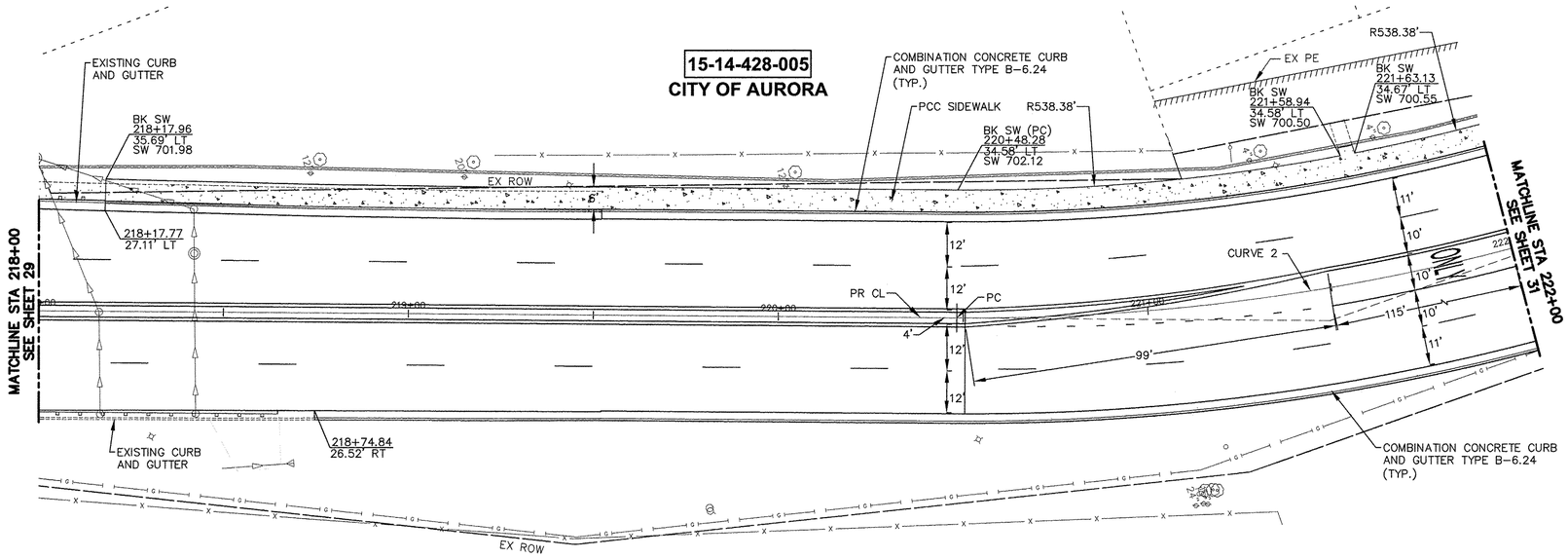
FARNSWORTH AVENUE
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 1 OF 6 SHEETS | STA. 214+00 TO STA. 218+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	18
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 2:24 PM By: Kris Pung — Tab: (18) P&P 01 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-P&P



0 20 40
SCALE FEET

CENTERLINE CURVE 2
PI STA = 221+49.23
Δ = 19°59'08"
D = 10°00'00"
R = 572.69'
T = 100.95'
L = 199.86'
E = 8.83'
PC STA = 220+48.28
PT STA = 222+48.14
EX S.E. = 3.0%

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FARNSWORTH AVENUE



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44 EAST DOWNER PLACE
AURORA, IL 60505

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DRAWN	KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

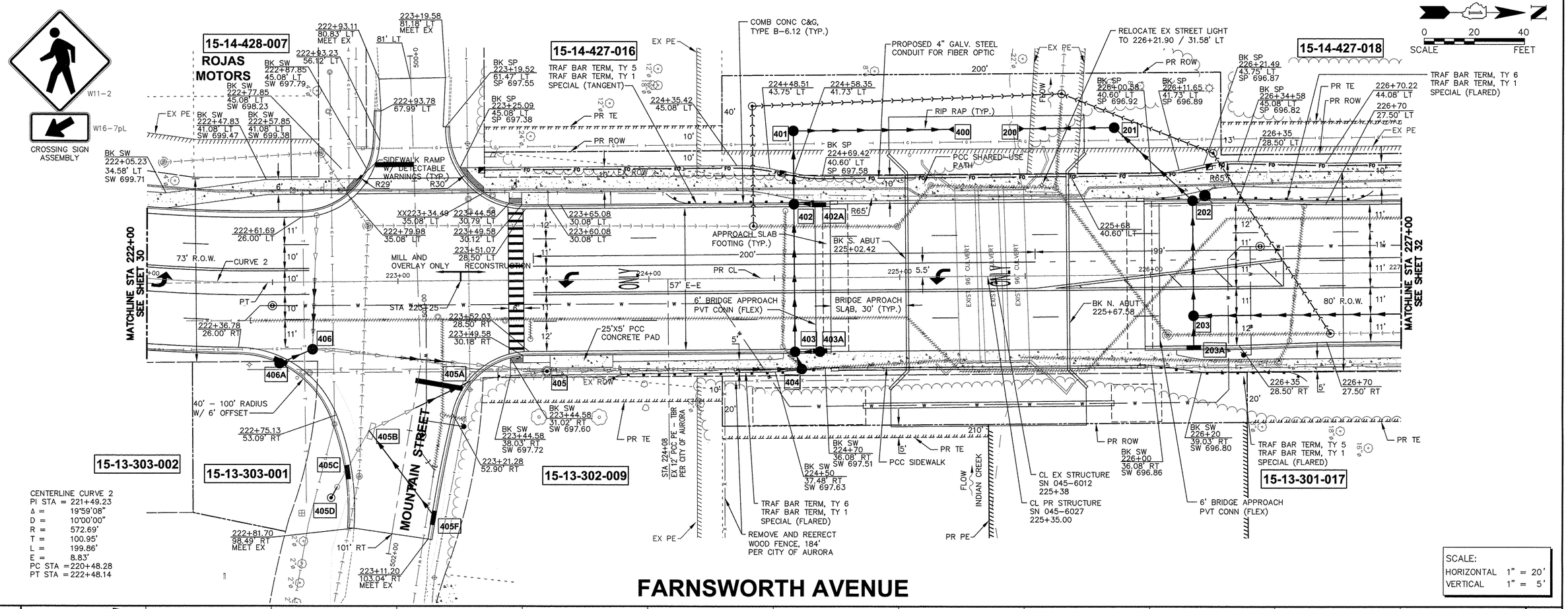
FARNSWORTH AVENUE
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 2 OF 6 SHEETS | STA. 218+00 | TO STA. 222+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	19
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

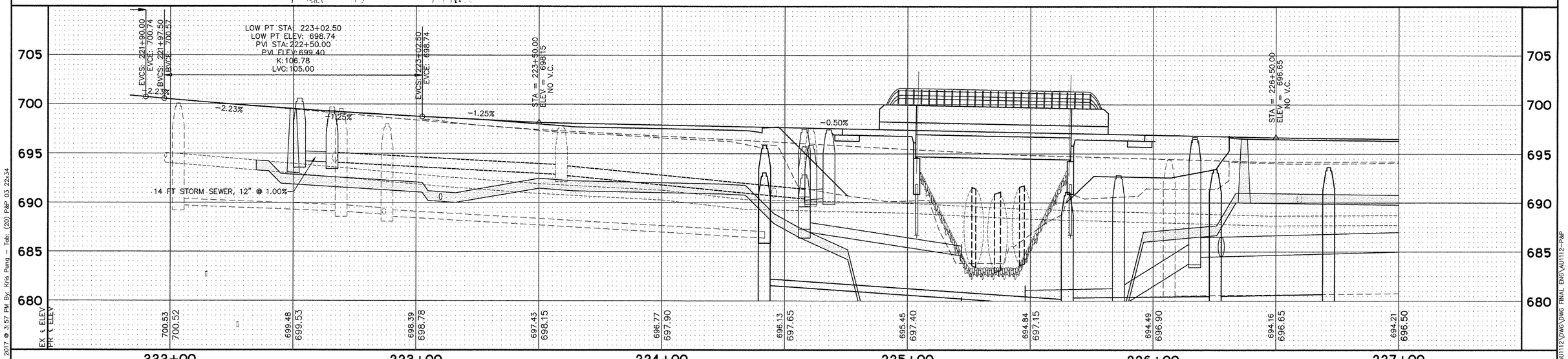
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CENTERLINE CURVE 2
PI STA = 221+49.23
Δ = 19°59'08"
D = 10°00'00"
R = 572.69'
T = 100.95'
L = 199.86'
E = 8.83'
PC STA = 220+48.28
PT STA = 222+48.14

FARNSWORTH AVENUE



SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

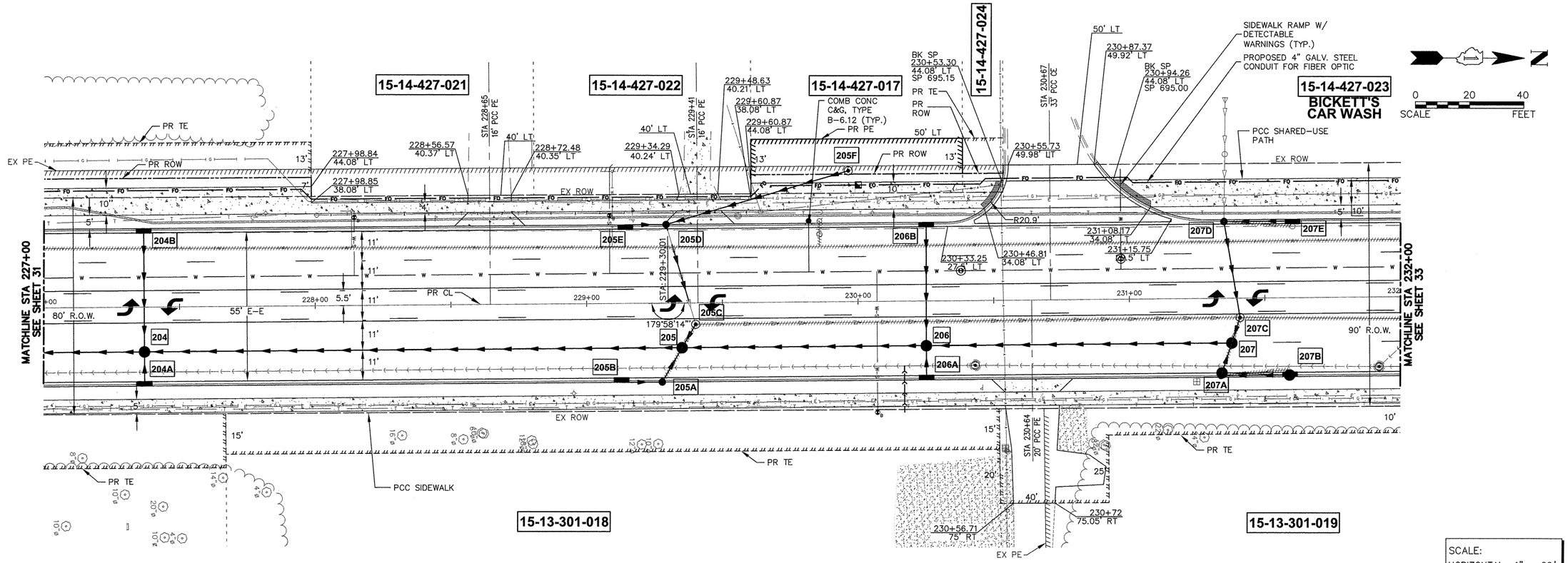
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 3 OF 6 SHEETS | STA. 222+00 TO STA. 227+00

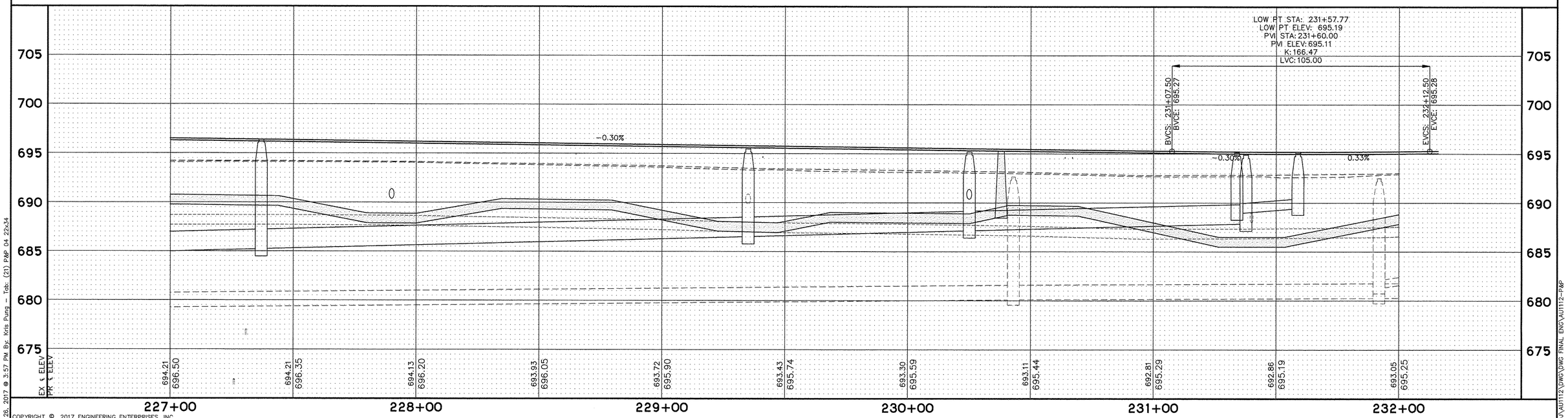
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	20
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 3:57 PM By: Kris Pung — Tab: (20) P&P 03 22x34
Path: H:\SDSKPROJ\AU1112.DWG\DWG FINAL ENG\AU1112-P&P



FARNSWORTH AVENUE

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED	-
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DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

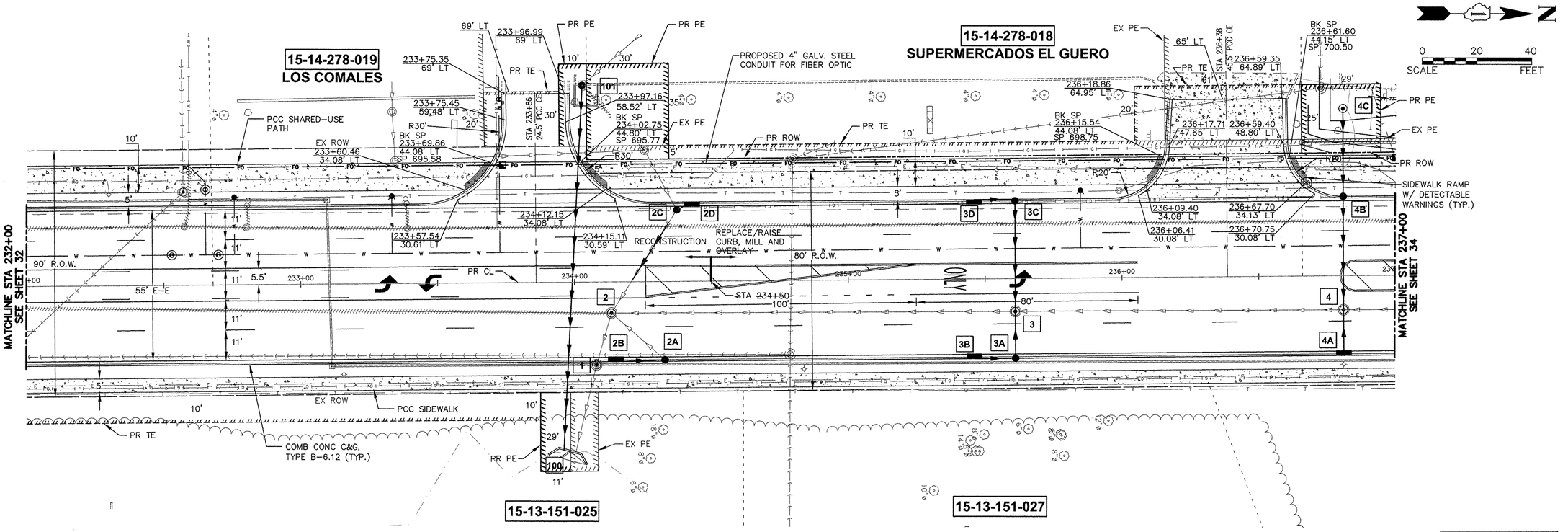
FARNSWORTH AVENUE
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 4 OF 6 SHEETS | STA. 227+00 | TO STA. 232+00

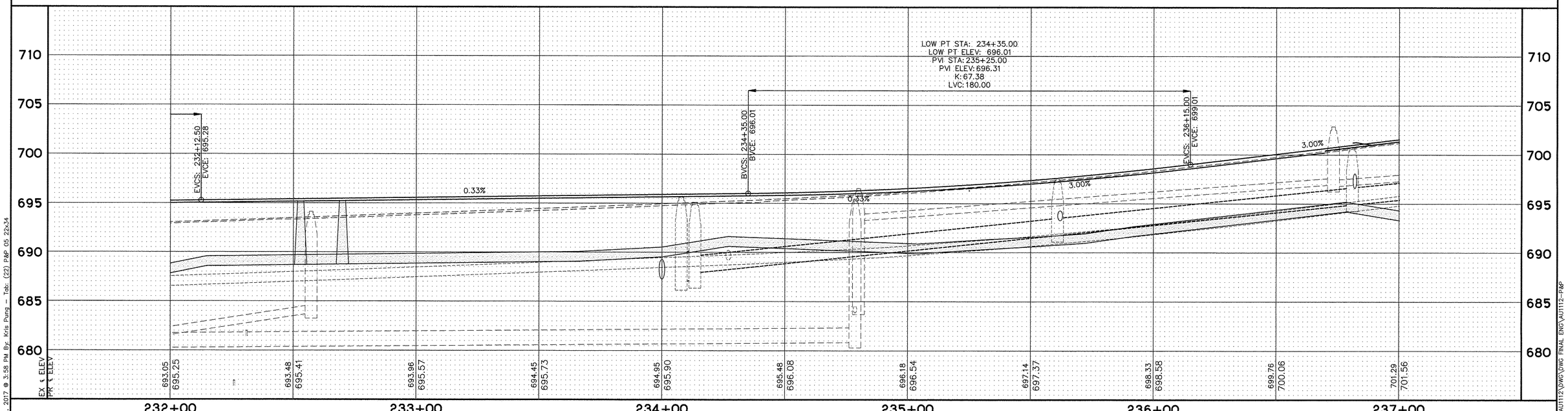
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	21
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 3:57 PM By: Kris Pung - Tab: (21) P&P 04 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-P&P



FARNSWORTH AVENUE



SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

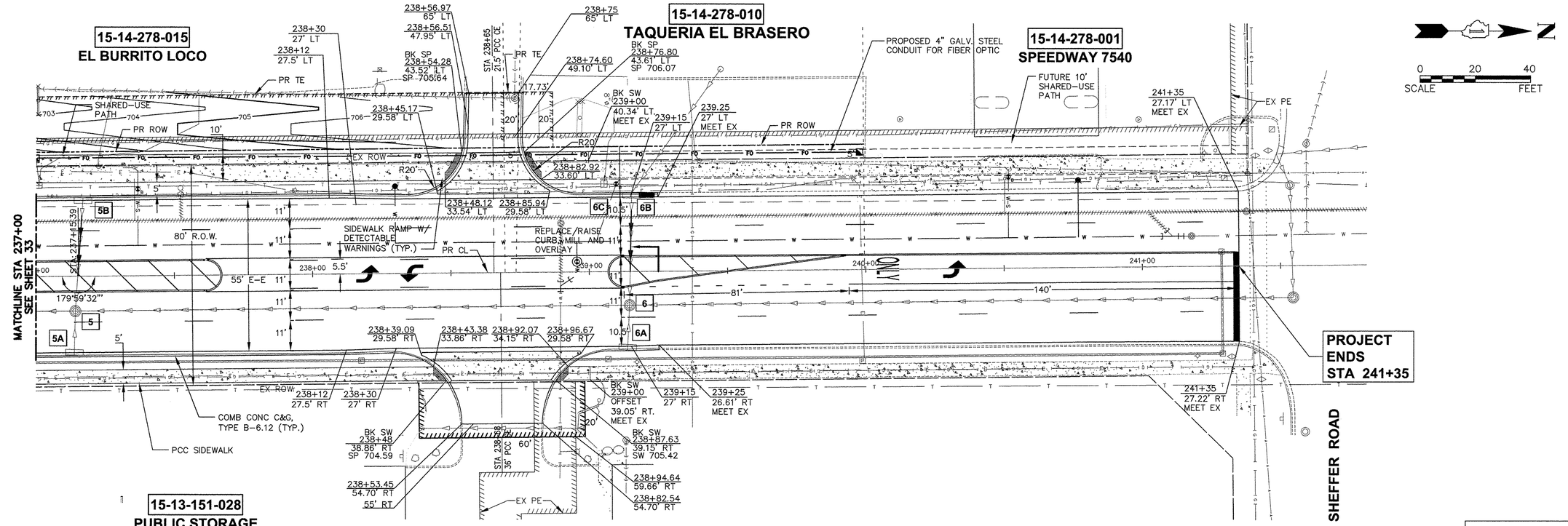
FARNSWORTH AVENUE
PLAN AND PROFILE

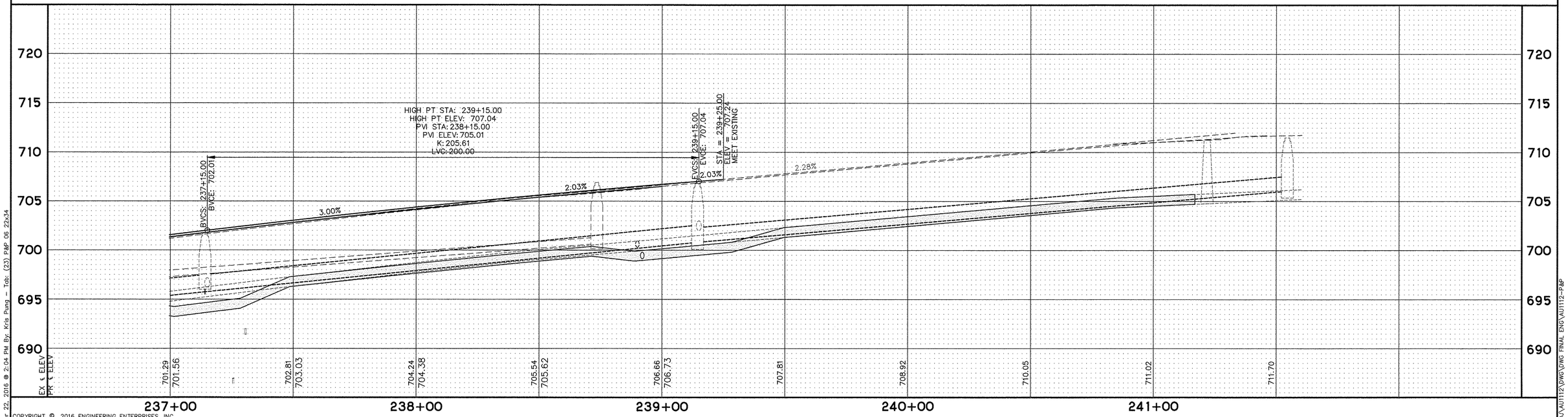
SCALE: 1"=20' | SHEET NO. 5 OF 6 SHEETS | STA. 232+00 | TO STA. 237+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	22
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 3:58 PM By: Kris Pung — Tab: (22) P&P 05 22x34

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AURORA, IL 60505

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CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

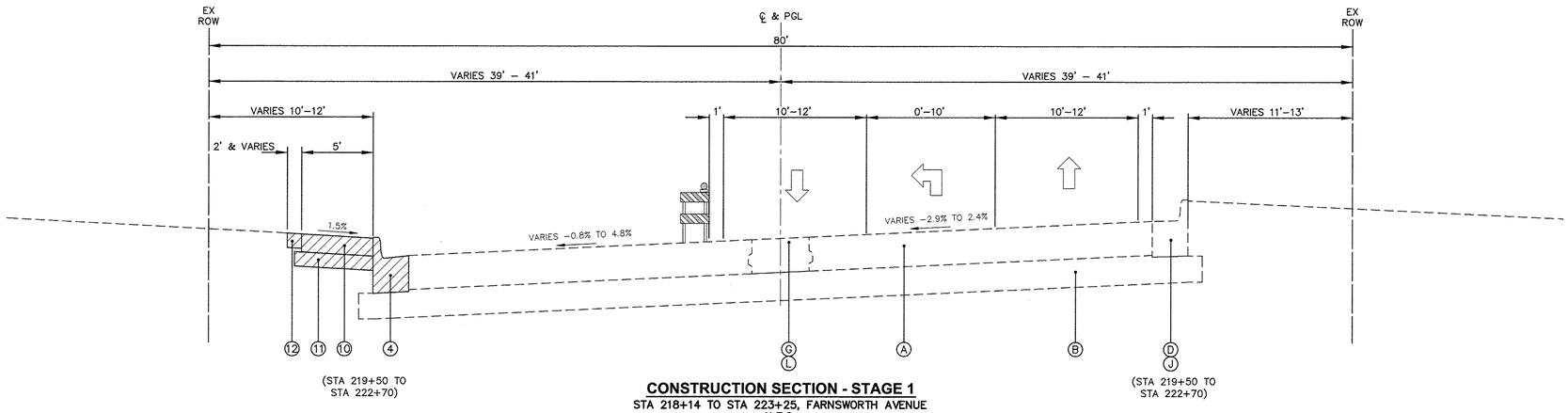
FARNSWORTH AVENUE
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 6 OF 6 SHEETS | STA. 237+00 | TO STA. 241+35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	23
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 2:04 PM By: Kris Pung - Tab: (23) P&P 06 22x34

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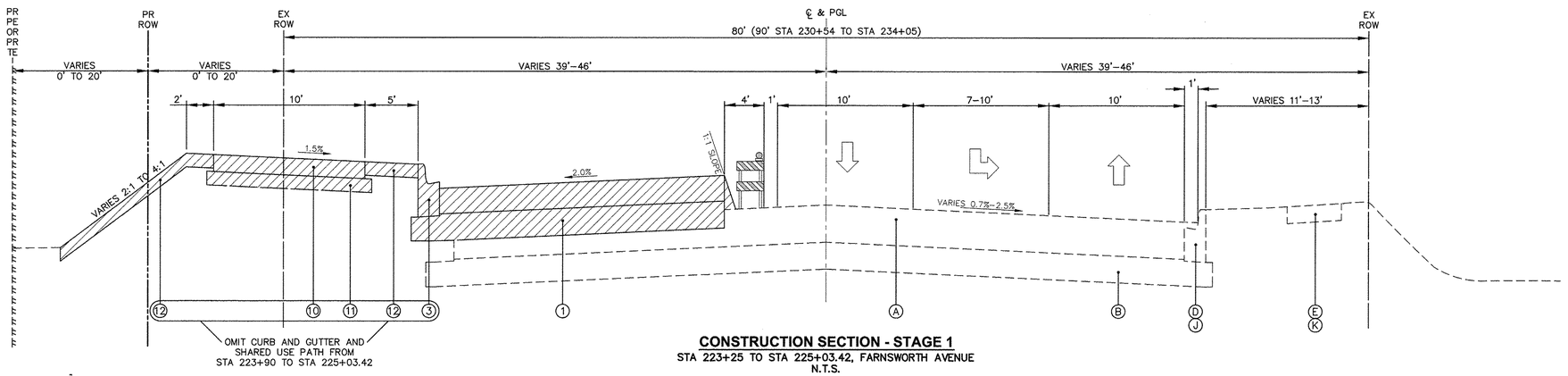
CONSTRUCTION SECTION - STAGE 1
STA 218+14 TO STA 223+25, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT–MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12, 2–#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24, 2–#4 REBAR
- (5) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70
- (6) HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90
- (7) PORTLAND CEMENT CONCRETE BASE COURSE
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- (11) AGGREGATE BASE COURSE, TYPE B, 4"
- (12) TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET



CONSTRUCTION SECTION - STAGE 1
STA 223+25 TO STA 225+03.42, FARNSWORTH AVENUE
N.T.S.

LEGEND:

- CONSTRUCTION DURING STAGE
- TRAFFIC CONTROL DEVICE WITH STEADY BURN LIGHT
- DIRECTION OF TRAFFIC

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED -
DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

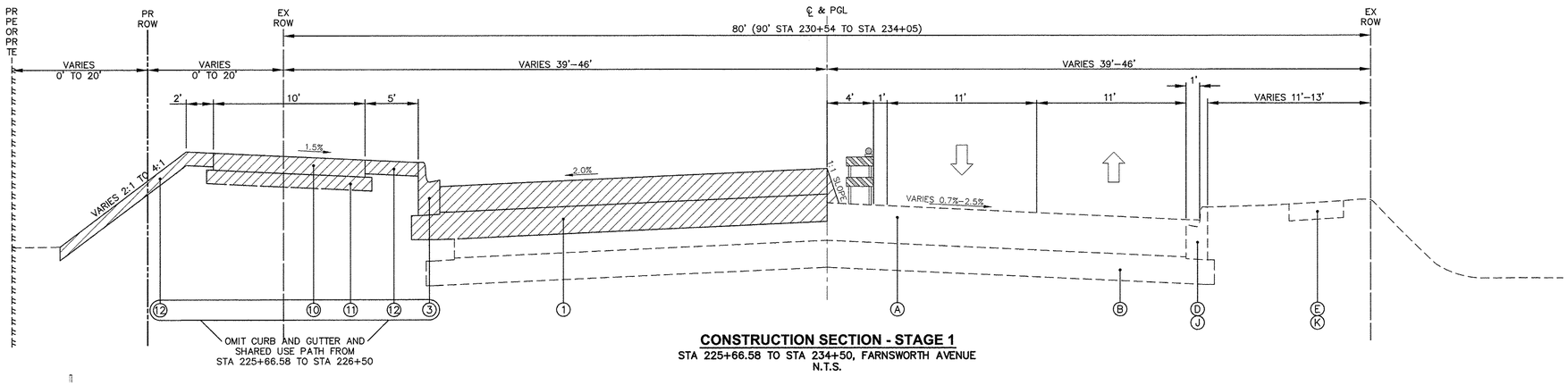
FARNSWORTH AVENUE
STAGING PLAN - STAGE 1

SCALE: N.T.S. | SHEET NO. 1 OF 4 SHEETS | STA. . | TO STA. .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	24
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:43 PM By: Kris Pung – Tab: (24) Stage 1 (01) 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-STAGE 1



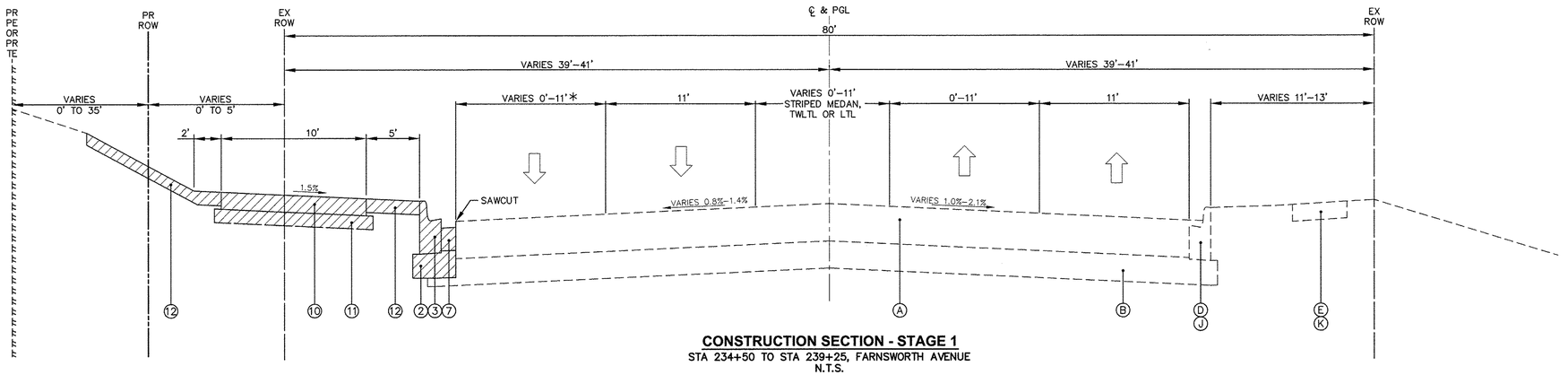
CONSTRUCTION SECTION - STAGE 1
STA 225+66.58 TO STA 234+50, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT–MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12, 2–#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24, 2–#4 REBAR
- (5) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70
- (6) HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90
- (7) PORTLAND CEMENT CONCRETE BASE COURSE
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- (11) AGGREGATE BASE COURSE, TYPE B, 4"
- (12) TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET



CONSTRUCTION SECTION - STAGE 1
STA 234+50 TO STA 239+25, FARNSWORTH AVENUE
N.T.S.

* NOTE:
OUTSIDE LANES MAY BE CLOSED DURING WORK HOURS (9:00 AM – 3:00 PM ONLY) TO CONSTRUCT WIDENING.

LEGEND:

- CONSTRUCTION DURING STAGE
- TRAFFIC CONTROL DEVICE WITH STEADY BURN LIGHT
- DIRECTION OF TRAFFIC

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

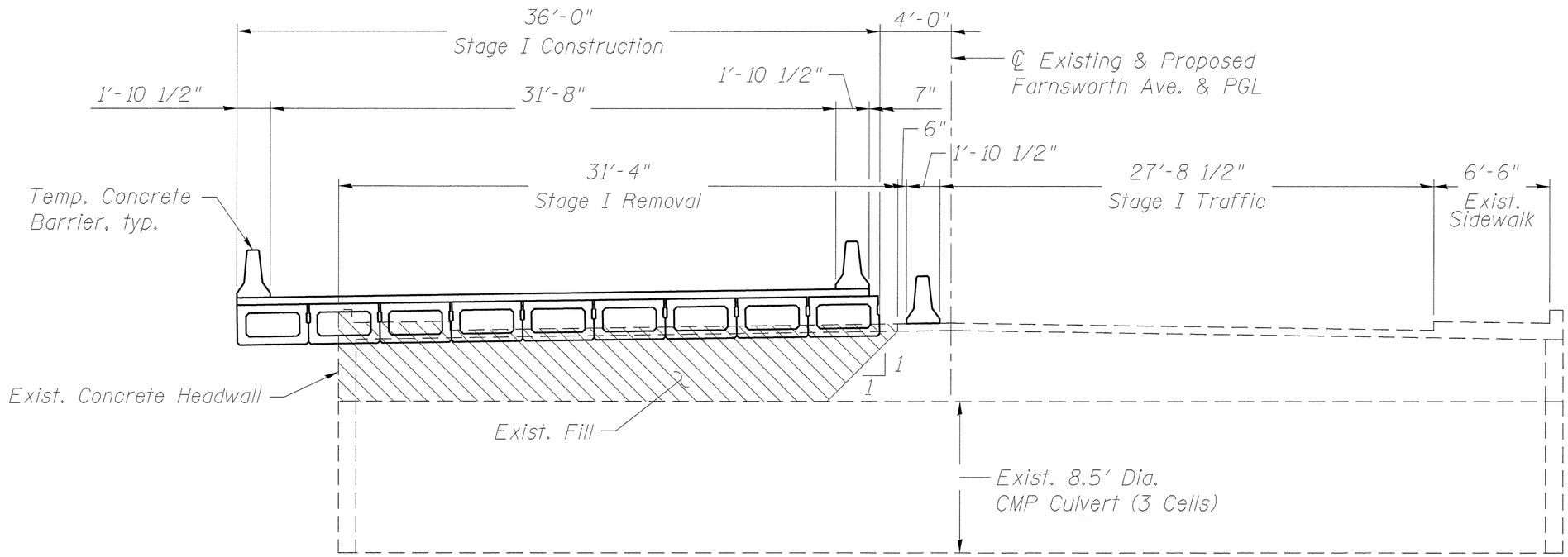
FARNSWORTH AVENUE
STAGING PLAN - STAGE 1

SCALE: N.T.S. | SHEET NO. 2 OF 4 SHEETS | STA. . | TO STA. .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	25
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:42 PM By: Kris Pung – Tab: (25) Stage 1 (02) 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-STAGE 1



STAGE I REMOVAL & CONSTRUCTION

FARNSWORTH AVENUE STA 225+03.42 TO STA 225+66.58
N.T.S.

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AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
STAGING PLAN - STAGE 1

SCALE: N.T.S. | SHEET NO. 3 OF 4 SHEETS | STA. . | TO STA. .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	26
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:41 PM By: Kris Pung - Tab: (26) Stage 1 (03) 22x34
Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-STAGE 1

NOTES:

1. STATIONS AND OFFSETS REFER TO PROPOSED CENTERLINE.
2. REMOVE CONFLICTING PAVEMENT MARKING.
3. MAINTAIN OPENING TO SIDE STREETS AND DRIVEWAYS DURING CONSTRUCTION.
4. RELOCATE STOP BARS AND STOP SIGNS CLOSER TO LANES TO PREVENT SIGHT DISTANCE RESTRICTIONS.
5. CONTRACTOR TO INSTALL INCIDENTAL HOT-MIX ASPHALT SURFACING RAMP AT APPROACH SLAB.
6. RESIDENT ENGINEER TO COORDINATE WITH PACE BUS FOR RELOCATION OF BUS STOPS DURING STAGE CHANGES. CONTACT RICK WILLMAN, P.E. AT (847)228-3584.

SUGGESTED CONSTRUCTION STAGING SEQUENCE

STAGE 1 CONSTRUCTION

1. ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKINGS PER STAGE 1 PLAN AND APPLICABLE IDOT STANDARDS.
2. INSTALL TEMPORARY EROSION CONTROL DEVICES PER PLAN AND APPLICABLE DETAILS.
3. CONSTRUCT WATER MAIN, STORM SEWER, AND SANITARY SEWER AS APPLICABLE WITHIN STAGE 1.
4. CONSTRUCT WEST SIDE OF BRIDGE PER STAGE 1 PLAN AND APPLICABLE DETAILS.
5. CONSTRUCT CONCRETE CURB & GUTTER.
6. CONSTRUCT HOT-MIX ASPHALT PAVEMENT TO BINDER WITHIN STAGE 1.
7. CONSTRUCT TEMPORARY PAVEMENT FOR STAGE 2 TRAFFIC.
8. INSTALL TEMPORARY SEEDING THROUGHOUT STAGE 1 AS REQUIRED.

STAGE 2 CONSTRUCTION

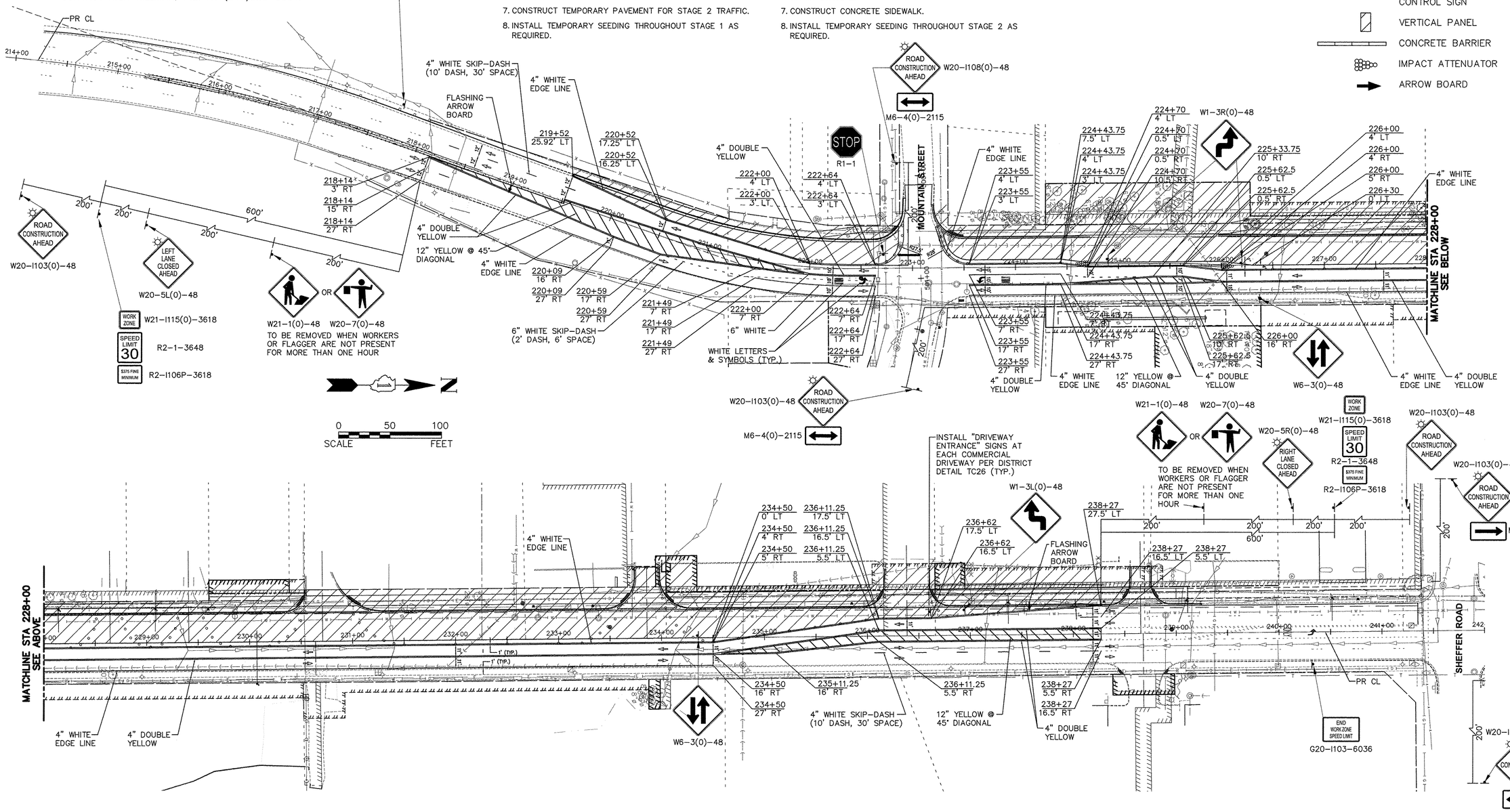
1. ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKINGS PER STAGE 2 PLAN AND APPLICABLE IDOT STANDARDS.
2. INSTALL TEMPORARY EROSION CONTROL DEVICES PER PLAN AND APPLICABLE DETAILS.
3. CONSTRUCT WATER MAIN, STORM SEWER, AND SANITARY SEWER AS APPLICABLE WITHIN STAGE 2.
4. CONSTRUCT EAST SIDE OF BRIDGE PER STAGE 2 PLAN AND APPLICABLE DETAILS.
5. CONSTRUCT CONCRETE CURB & GUTTER.
6. CONSTRUCT HOT-MIX ASPHALT PAVEMENT TO BINDER WITHIN STAGE 2.
7. CONSTRUCT CONCRETE SIDEWALK.
8. INSTALL TEMPORARY SEEDING THROUGHOUT STAGE 2 AS REQUIRED.

STAGE 3 CONSTRUCTION

1. ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKINGS PER STAGE 3 PLAN AND APPLICABLE IDOT STANDARDS.
2. CONSTRUCT SHARED USE PATH AND RAILING ON WEST SIDE OF BRIDGE.
3. CONSTRUCT HOT-MIX ASPHALT SURFACE, PAVEMENT MARKING, AND SIGNAGE.
4. COMPLETE LANDSCAPE RESTORATION.

CONSTRUCTION STAGING LEGEND

- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP.) ; 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- WORK ZONE
- DIRECTION OF TRAFFIC MOVEMENT
- TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS WITH ROAD CLOSED SIGN
- TEMPORARY INFORMATION SIGN/TRAFFIC CONTROL SIGN
- VERTICAL PANEL
- CONCRETE BARRIER
- IMPACT ATTENUATOR
- ARROW BOARD



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CITY OF AURORA
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AURORA, IL 60505

DESIGNED	TVW	REVISED	-
DRAWN	KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

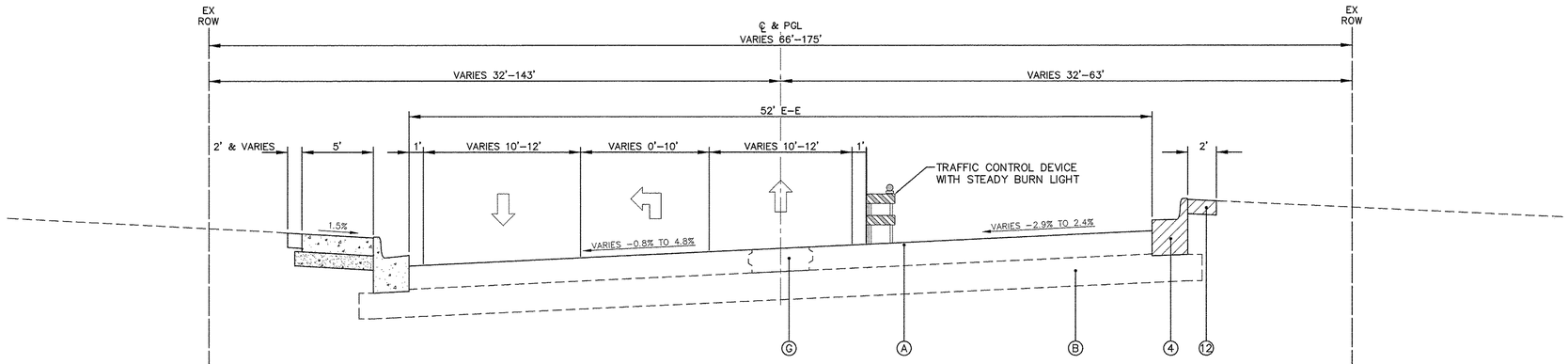
FARNSWORTH AVENUE
STAGING PLAN - STAGE 1

SCALE: N.T.S. | SHEET NO. 4 OF 4 SHEETS | STA. . | TO STA. .

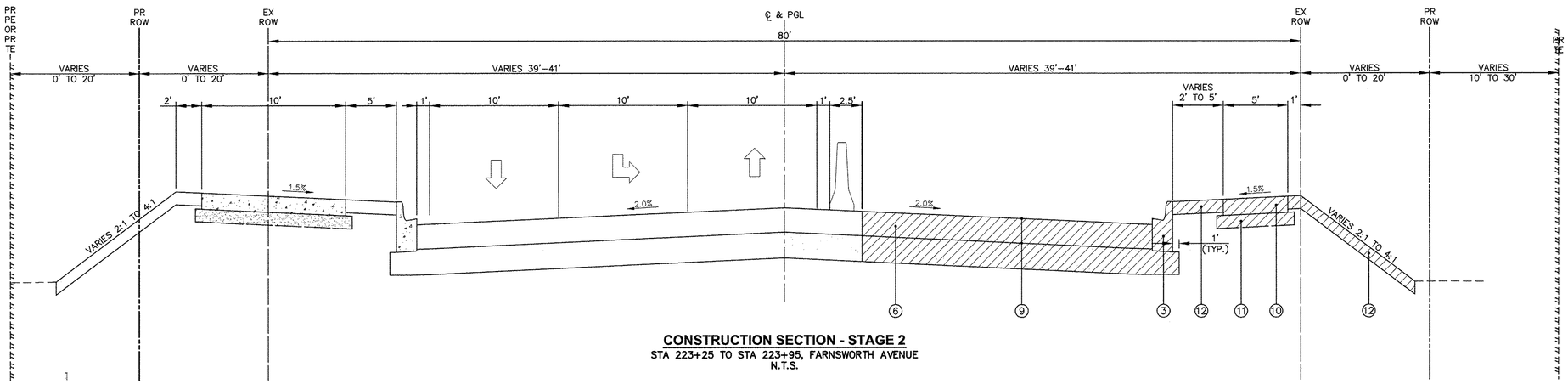
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	27
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 10:38 AM By: Jim Schmidt - Tab: Stage 1 (04) 22x34

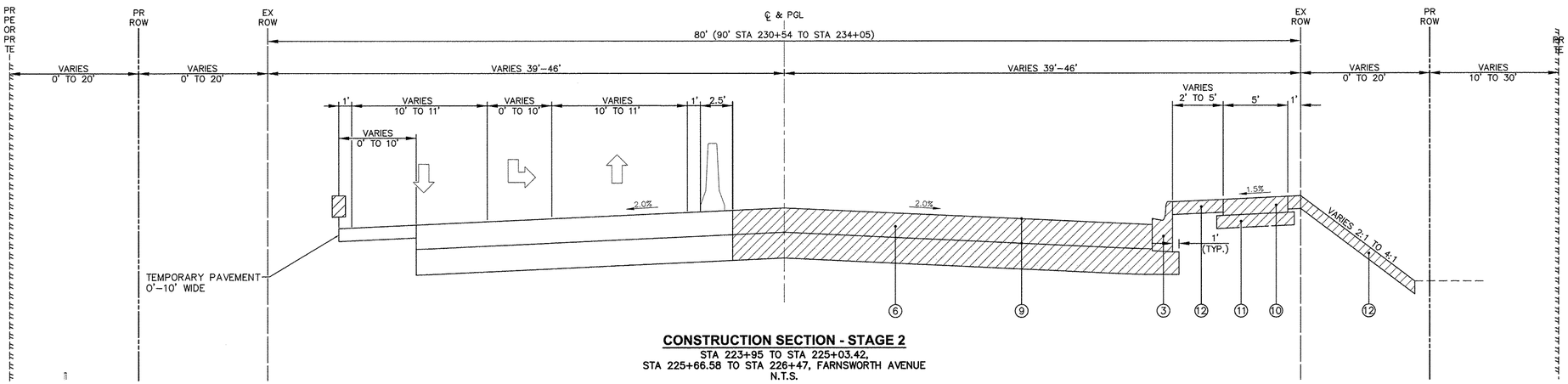
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CONSTRUCTION SECTION - STAGE 2
STA 218+16 TO STA 223+25, FARNSWORTH AVENUE
N.T.S.



CONSTRUCTION SECTION - STAGE 2
STA 223+25 TO STA 223+95, FARNSWORTH AVENUE
N.T.S.



CONSTRUCTION SECTION - STAGE 2
STA 223+95 TO STA 225+03.42,
STA 225+66.58 TO STA 226+47, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT–MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12, 2–#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24, 2–#4 REBAR
- (5) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70
- (6) HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90
- (7) PORTLAND CEMENT CONCRETE BASE COURSE
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- (11) AGGREGATE BASE COURSE, TYPE B, 4"
- (12) TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET

LEGEND:

- CONSTRUCTION DURING STAGE
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANEL
- DIRECTION OF TRAFFIC

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CITY OF AURORA
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AURORA, IL 60505

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DATE	-	REVISED	-

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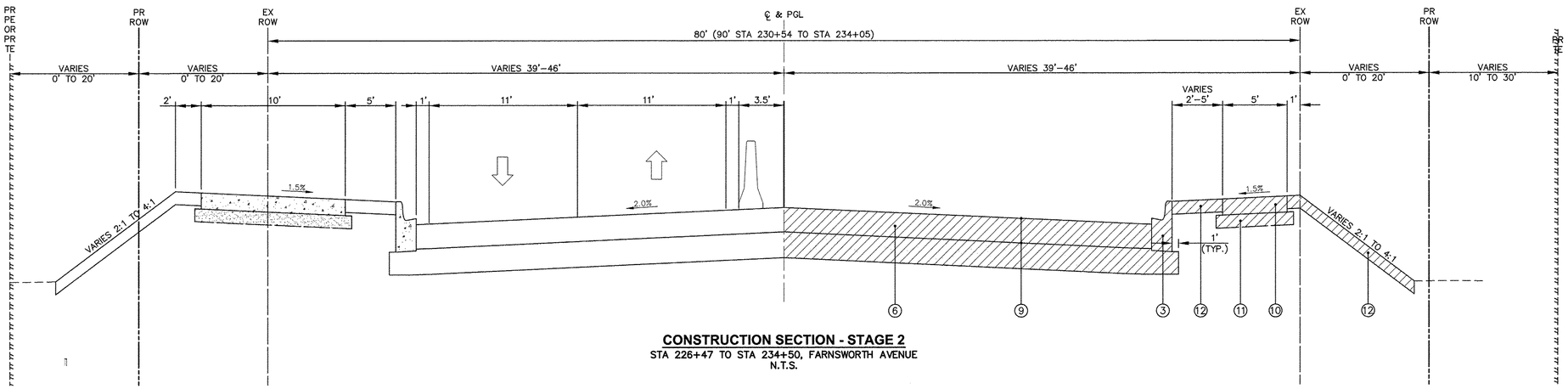
FARNSWORTH AVENUE
STAGING PLAN - STAGE 2

SCALE: N.T.S. | SHEET NO. 1 OF 4 SHEETS | STA. . | TO STA. .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	28
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:23 PM By: Kris Pung – Tab: (28) Stage 2 (01) 22x34

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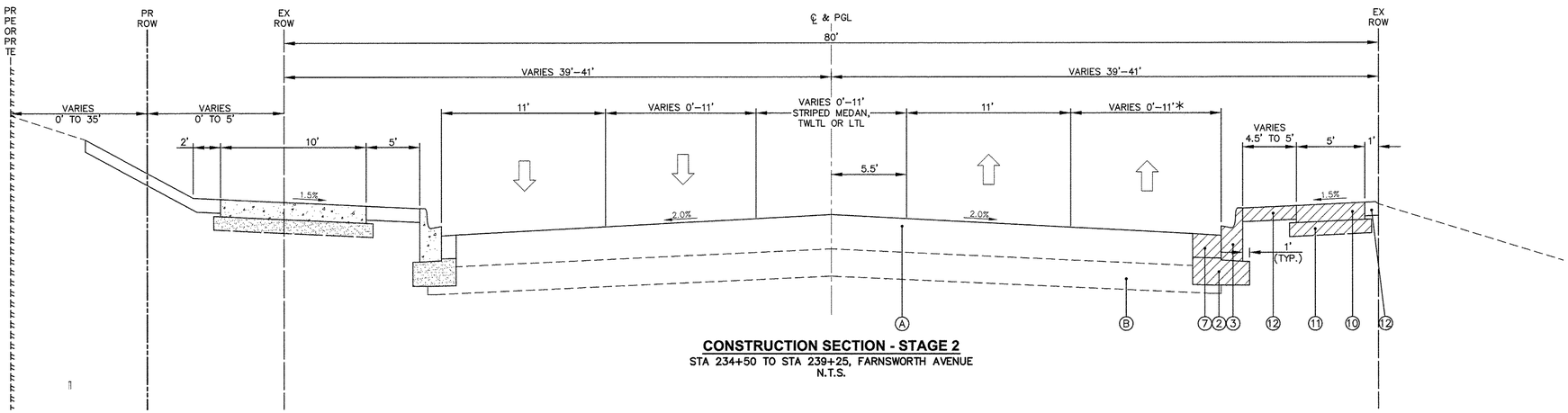
CONSTRUCTION SECTION - STAGE 2
STA 226+47 TO STA 234+50, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING CONCRETE PARAPET
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- (E) EXISTING SIDEWALK
- (F) EXISTING BARRIER MEDIAN
- (G) EXISTING CORRUGATED MEDIAN
- (H) HOT–MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
- (I) PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) SIDEWALK REMOVAL
- (L) MEDIAN REMOVAL

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT
- (2) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12, 2–#4 REBAR
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24, 2–#4 REBAR
- (5) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70
- (6) HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90
- (7) PORTLAND CEMENT CONCRETE BASE COURSE
- (8) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50
- (9) BITUMINOUS MATERIALS (TACK COAT)
- (10) PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- (11) AGGREGATE BASE COURSE, TYPE B, 4"
- (12) TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET



CONSTRUCTION SECTION - STAGE 2
STA 234+50 TO STA 239+25, FARNSWORTH AVENUE
N.T.S.

* NOTE:
OUTSIDE LANES MAY BE CLOSED DURING WORK HOURS (9:00 AM – 3:00 PM ONLY) TO CONSTRUCT WIDENING.

LEGEND:

- CONSTRUCTION DURING STAGE
- TEMPORARY CONCRETE BARIER
- DIRECTION OF TRAFFIC

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AURORA, IL 60505

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DRAWN	- KKP/CLN/JPS	REVISED	-
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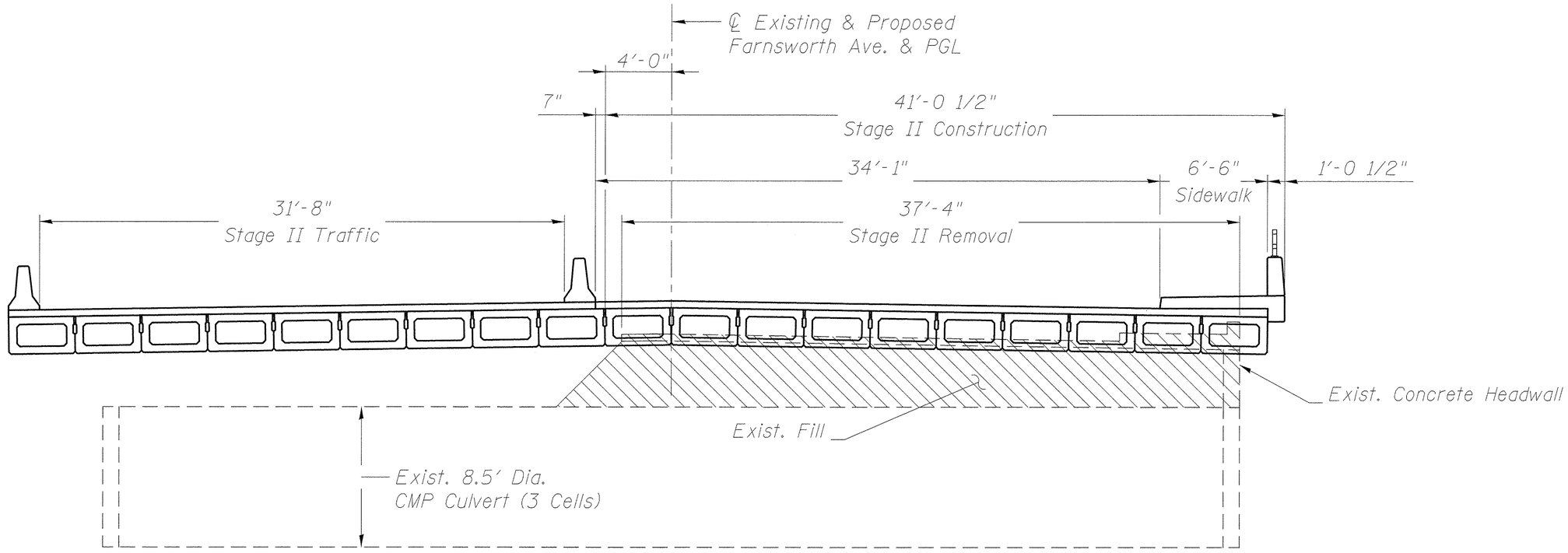
FARNSWORTH AVENUE
STAGING PLAN - STAGE 2

SCALE: N.T.S. | SHEET NO. 2 OF 4 SHEETS | STA. . | TO STA. .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	29
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:23 PM By: Kris Pung – Tab: (29) Stage 2 (02) 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-STAGE 2



STAGE II REMOVAL & CONSTRUCTION

FARNSWORTH AVENUE STA 225+03.42 TO STA 225+66.58
N.T.S.

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AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
STAGING PLAN - STAGE 2

SCALE: N.T.S. | SHEET NO. 3 OF 4 SHEETS | STA. . | TO STA. .

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	30
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:24 PM By: Kris Pung - Tab: (30) Stage 2 (03) 22x34
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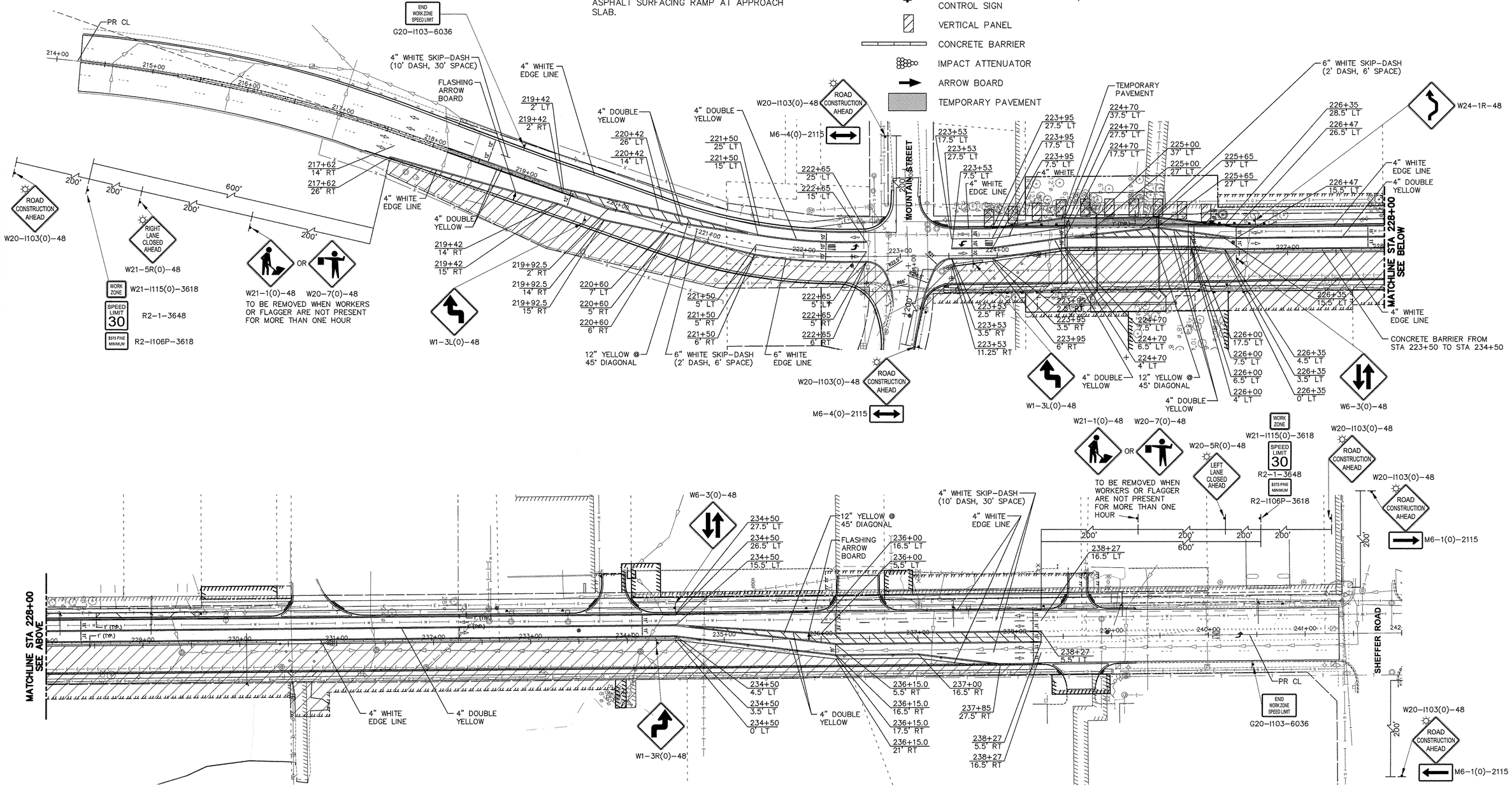
NOTES:

1. STATIONS AND OFFSETS REFER TO PROPOSED CENTERLINE.
2. REMOVE CONFLICTING PAVEMENT MARKING.
3. MAINTAIN OPENING TO SIDE STREETS AND DRIVEWAYS DURING CONSTRUCTION.
4. RELOCATE STOP BARS AND STOP SIGNS CLOSER TO LANES TO PREVENT SIGHT DISTANCE RESTRICTIONS.
5. CONTRACTOR TO INSTALL INCIDENTAL HOT-MIX ASPHALT SURFACING RAMP AT APPROACH SLAB.

CONSTRUCTION STAGING LEGEND

- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP.) ; 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- WORK ZONE
- DIRECTION OF TRAFFIC MOVEMENT
- TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS WITH ROAD CLOSED SIGN
- TEMPORARY INFORMATION SIGN/TRAFFIC CONTROL SIGN
- VERTICAL PANEL
- CONCRETE BARRIER
- IMPACT ATTENUATOR
- ARROW BOARD
- TEMPORARY PAVEMENT

0 50 100 SCALE FEET



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED	-
DRAWN	KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

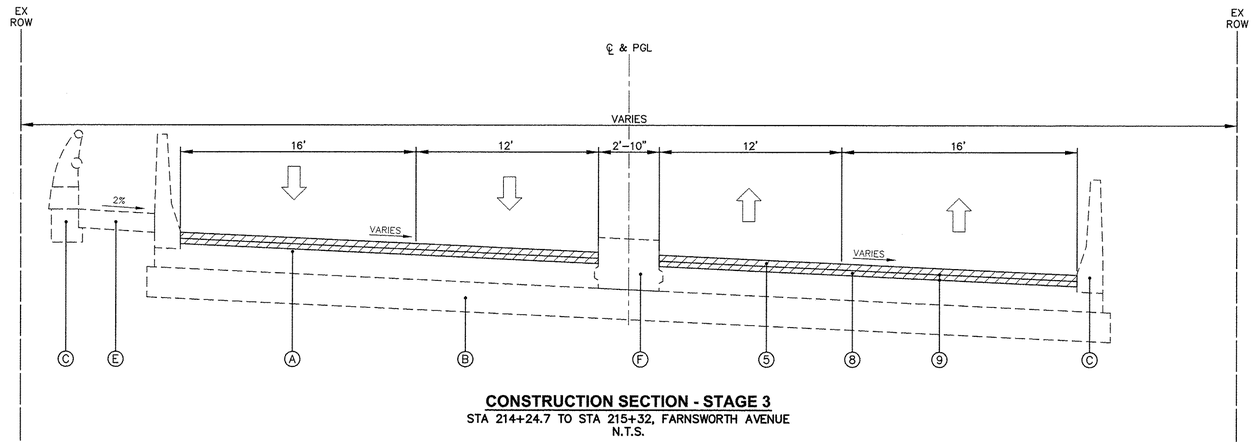
FARNSWORTH AVENUE
STAGING PLAN - STAGE 2

SCALE: N.T.S. | SHEET NO. 4 OF 4 SHEETS | STA. . | TO STA. .

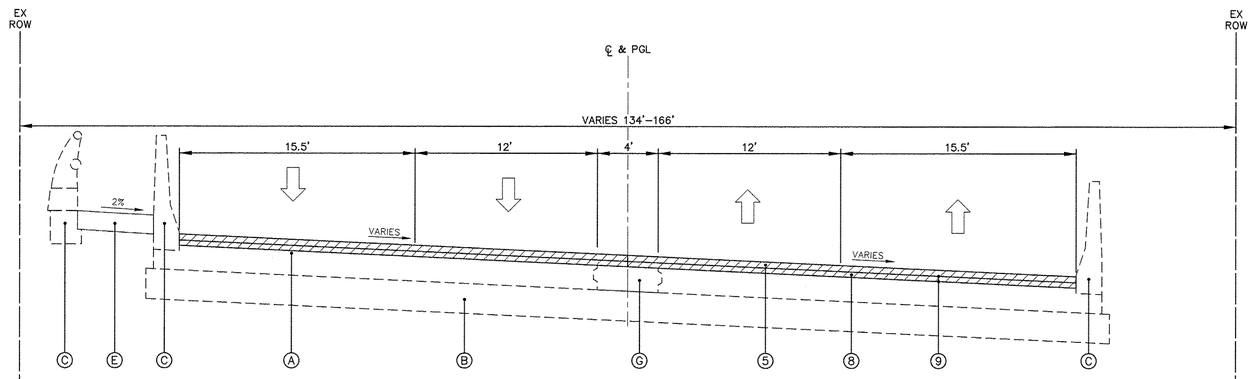
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	31
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 9:25 AM By: Jim Schmidt - Tab: (31) Stage 2 (04) 22x34

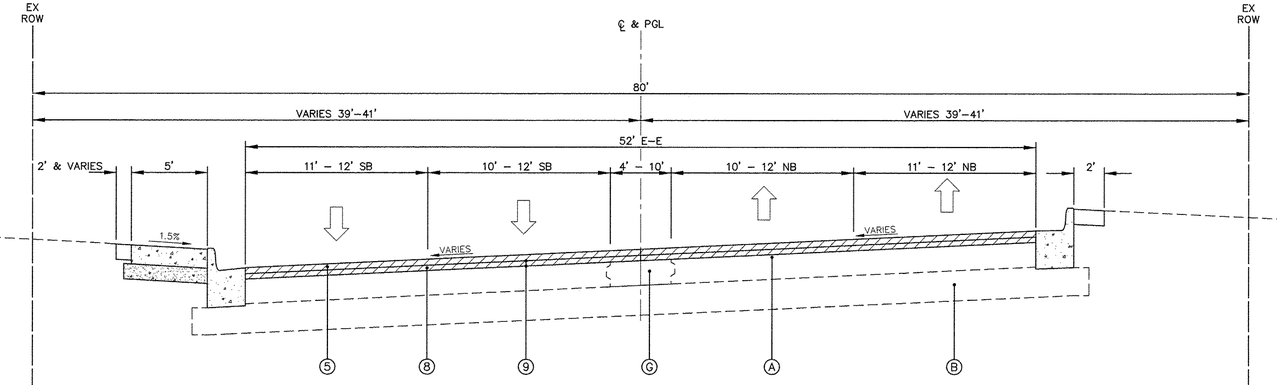
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CONSTRUCTION SECTION - STAGE 3
STA 214+24.7 TO STA 215+32, FARNSWORTH AVENUE
N.T.S.



CONSTRUCTION SECTION - STAGE 3
STA 215+32 TO STA 217+47, FARNSWORTH AVENUE
N.T.S.



CONSTRUCTION SECTION - STAGE 3
STA 217+47 TO STA 223+25, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- Ⓐ EXISTING ASPHALT PAVEMENT
- Ⓑ EXISTING AGGREGATE BASE
- Ⓒ EXISTING CONCRETE PARAPET
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- Ⓔ EXISTING SIDEWALK
- Ⓕ EXISTING BARRIER MEDIAN
- Ⓖ EXISTING CORRUGATED MEDIAN
- Ⓗ HOT–MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
- Ⓘ PAVEMENT REMOVAL
- Ⓙ COMBINATION CURB AND GUTTER REMOVAL
- Ⓚ SIDEWALK REMOVAL
- Ⓛ MEDIAN REMOVAL

PROPOSED LEGEND

- ① AGGREGATE SUBGRADE IMPROVEMENT
- ② SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12, 2–#4 REBAR
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24, 2–#4 REBAR
- ⑤ POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "E", N70
- ⑥ HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N90
- ⑦ PORTLAND CEMENT CONCRETE BASE COURSE
- ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75, N50
- ⑨ BITUMINOUS MATERIALS (TACK COAT)
- ⑩ PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- ⑪ AGGREGATE BASE COURSE, TYPE B, 4"
- ⑫ TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET

LEGEND:

- CONSTRUCTION DURING STAGE
- DIRECTION OF TRAFFIC

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

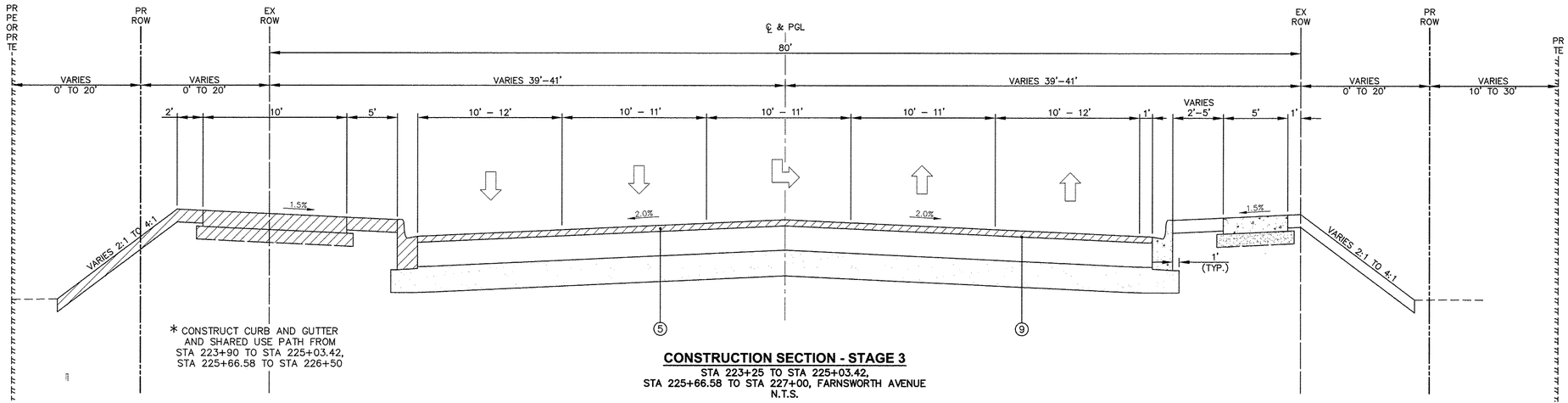
FARNSWORTH AVENUE
STAGING PLAN - STAGE 3

SCALE: N.T.S. | SHEET NO. 1 OF 4 SHEETS | STA. . | TO STA. .

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			109	32
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

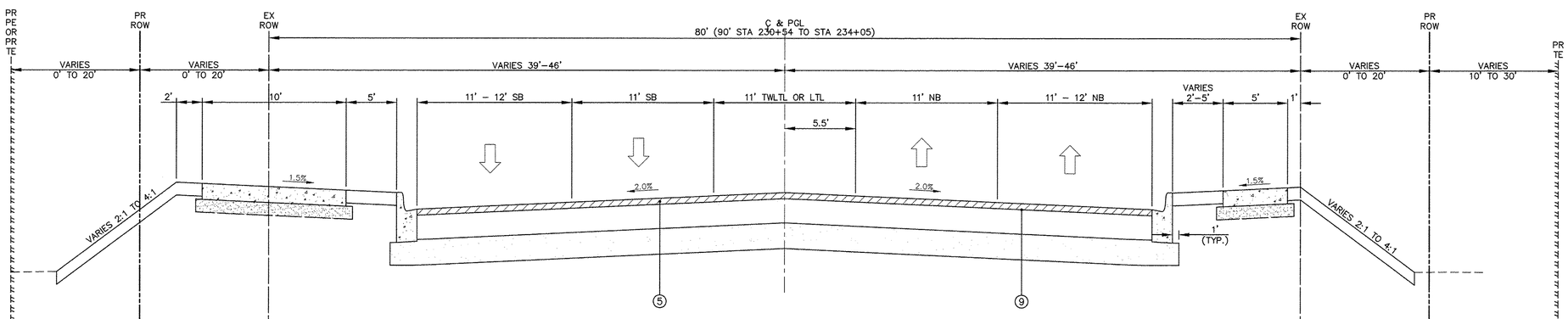
Plotted: October 12, 2016 @ 1:20 PM By: Kris Pung – Tab: (32) Stage 3 (01) 22x34

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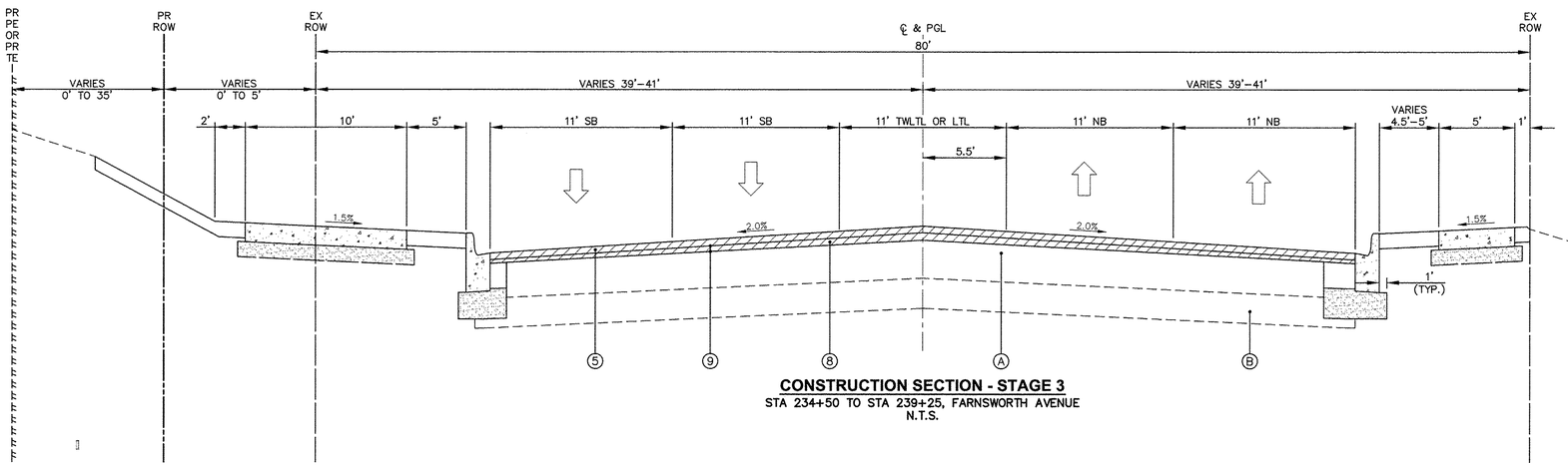


* CONSTRUCT CURB AND GUTTER AND SHARED USE PATH FROM STA 223+90 TO STA 225+03.42, STA 225+66.58 TO STA 226+50

CONSTRUCTION SECTION - STAGE 3
STA 223+25 TO STA 225+03.42,
STA 225+66.58 TO STA 227+00, FARNSWORTH AVENUE
N.T.S.



CONSTRUCTION SECTION - STAGE 3
STA 227+00 TO STA 234+50, FARNSWORTH AVENUE
N.T.S.



CONSTRUCTION SECTION - STAGE 3
STA 234+50 TO STA 239+25, FARNSWORTH AVENUE
N.T.S.

EXISTING LEGEND

- Ⓐ EXISTING ASPHALT PAVEMENT
- Ⓑ EXISTING AGGREGATE BASE
- Ⓒ EXISTING CONCRETE PARAPET
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 [FLAG OVERLAID STA 219+50 (LT/RT) TO STA 238+36 (LT) / 239+07 (RT)]
- Ⓔ EXISTING SIDEWALK
- Ⓕ EXISTING BARRIER MEDIAN
- Ⓖ EXISTING CORRUGATED MEDIAN
- Ⓗ HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
- Ⓘ PAVEMENT REMOVAL
- Ⓙ COMBINATION CURB AND GUTTER REMOVAL
- Ⓚ SIDEWALK REMOVAL
- Ⓛ MEDIAN REMOVAL

PROPOSED LEGEND

- ① AGGREGATE SUBGRADE IMPROVEMENT
- ② SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, 2-#4 REBAR
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, 2-#4 REBAR
- ⑤ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70
- ⑥ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- ⑦ PORTLAND CEMENT CONCRETE BASE COURSE
- ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
- ⑨ BITUMINOUS MATERIALS (TACK COAT)
- ⑩ PCC SIDEWALK OR SHARED USE PATH, 5" (8" AT DRIVEWAYS)
- ⑪ AGGREGATE BASE COURSE, TYPE B, 4"
- ⑫ TOPSOIL, 4" SEEDING (SEE PLANS FOR TYPE), FERTILIZER AND EROSION CONTROL BLANKET

LEGEND:

- CONSTRUCTION DURING STAGE
- DIRECTION OF TRAFFIC

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AURORA, IL 60505

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CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

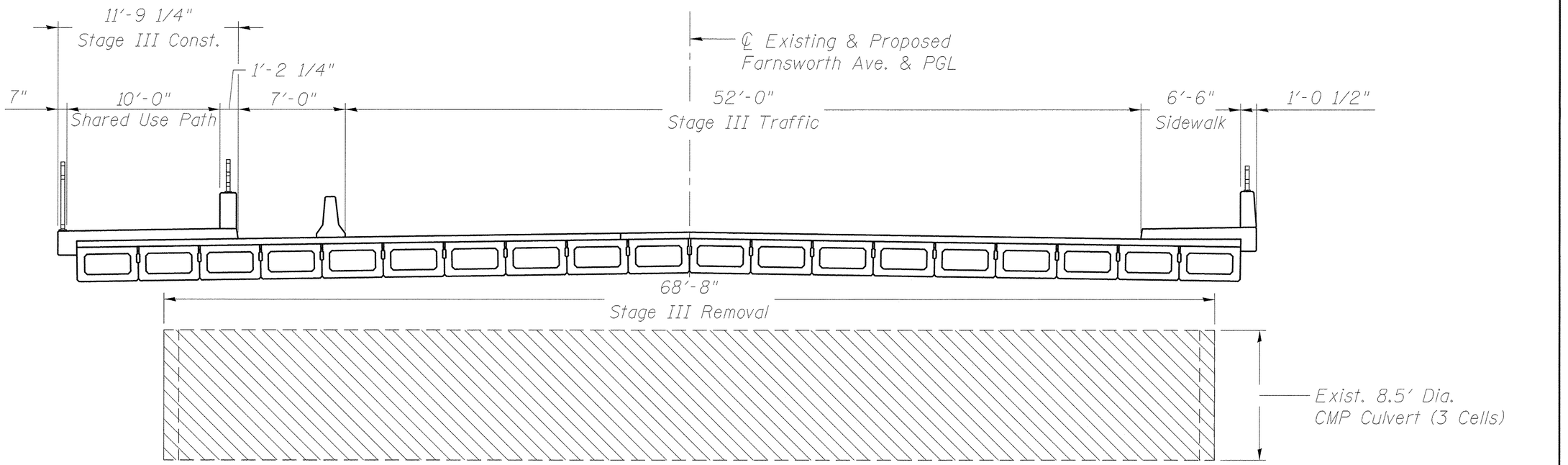
FARNSWORTH AVENUE
STAGING PLAN - STAGE 3

SCALE: N.T.S. | SHEET NO. 2 OF 4 SHEETS | STA. . | TO STA. .

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			109	33
			CONTRACT NO. 61D28	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:21 PM By: Kris Pung - Tab: (33) Stage 3 (02) 22x34

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STAGE III REMOVAL & CONSTRUCTION

FARNSWORTH AVENUE STA 225+03.42 TO STA 225+66.58
N.T.S.

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CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
STAGING PLAN - STAGE 3

SCALE: N.T.S. | SHEET NO. 3 OF 4 SHEETS | STA. . | TO STA. .

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			109	34
			CONTRACT NO. 61D28	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

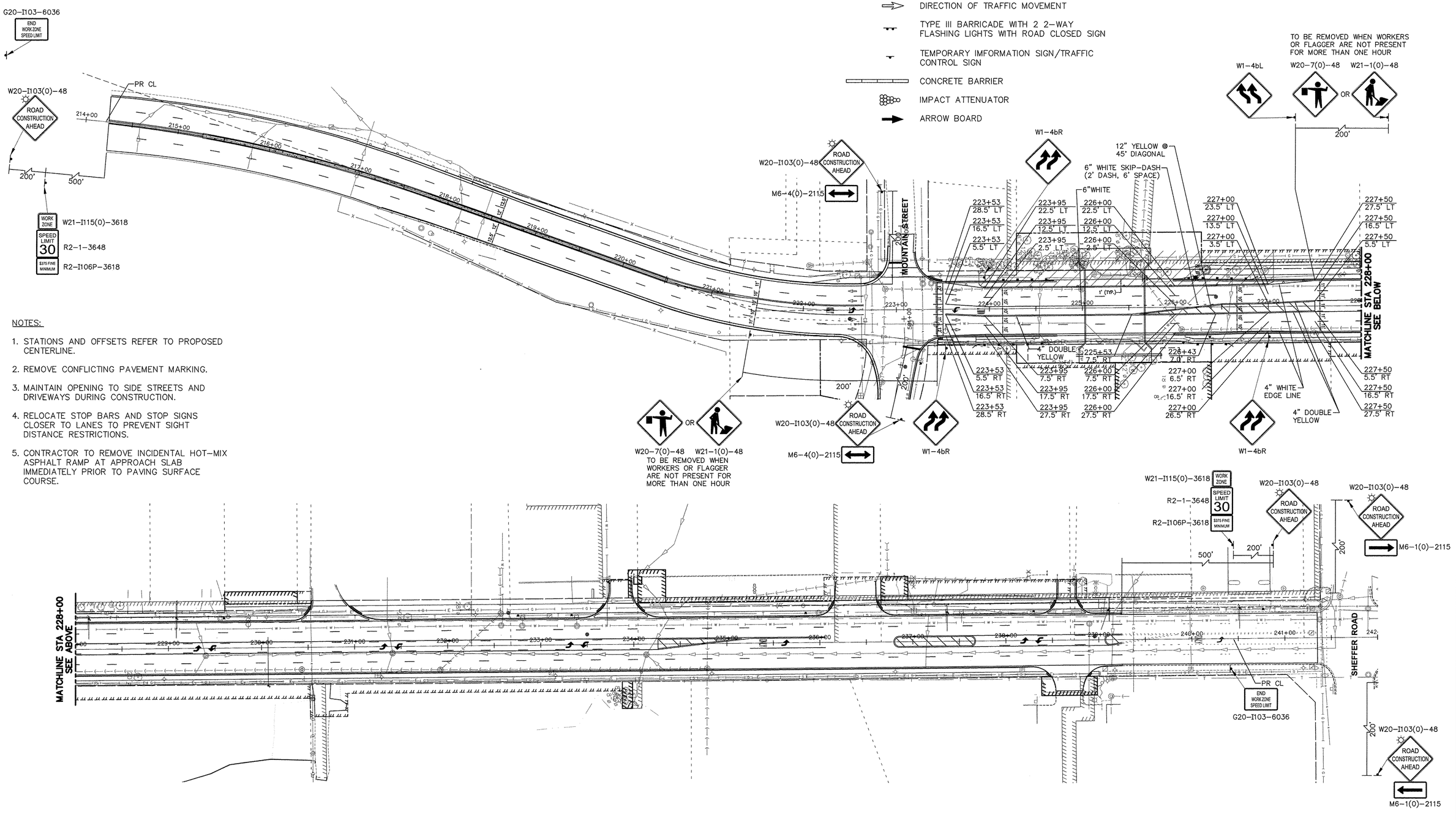
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Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-STAGE 3

CONSTRUCTION STAGING LEGEND

- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP.) ; 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- WORK ZONE
- DIRECTION OF TRAFFIC MOVEMENT
- TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS WITH ROAD CLOSED SIGN
- TEMPORARY IMFORMATION SIGN/TRAFFIC CONTROL SIGN
- CONCRETE BARRIER
- IMPACT ATTENUATOR
- ARROW BOARD

SCALE 0 50 100 FEET



NOTES:

1. STATIONS AND OFFSETS REFER TO PROPOSED CENTERLINE.
2. REMOVE CONFLICTING PAVEMENT MARKING.
3. MAINTAIN OPENING TO SIDE STREETS AND DRIVEWAYS DURING CONSTRUCTION.
4. RELOCATE STOP BARS AND STOP SIGNS CLOSER TO LANES TO PREVENT SIGHT DISTANCE RESTRICTIONS.
5. CONTRACTOR TO REMOVE INCIDENTAL HOT-MIX ASPHALT RAMP AT APPROACH SLAB IMMEDIATELY PRIOR TO PAVING SURFACE COURSE.

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CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

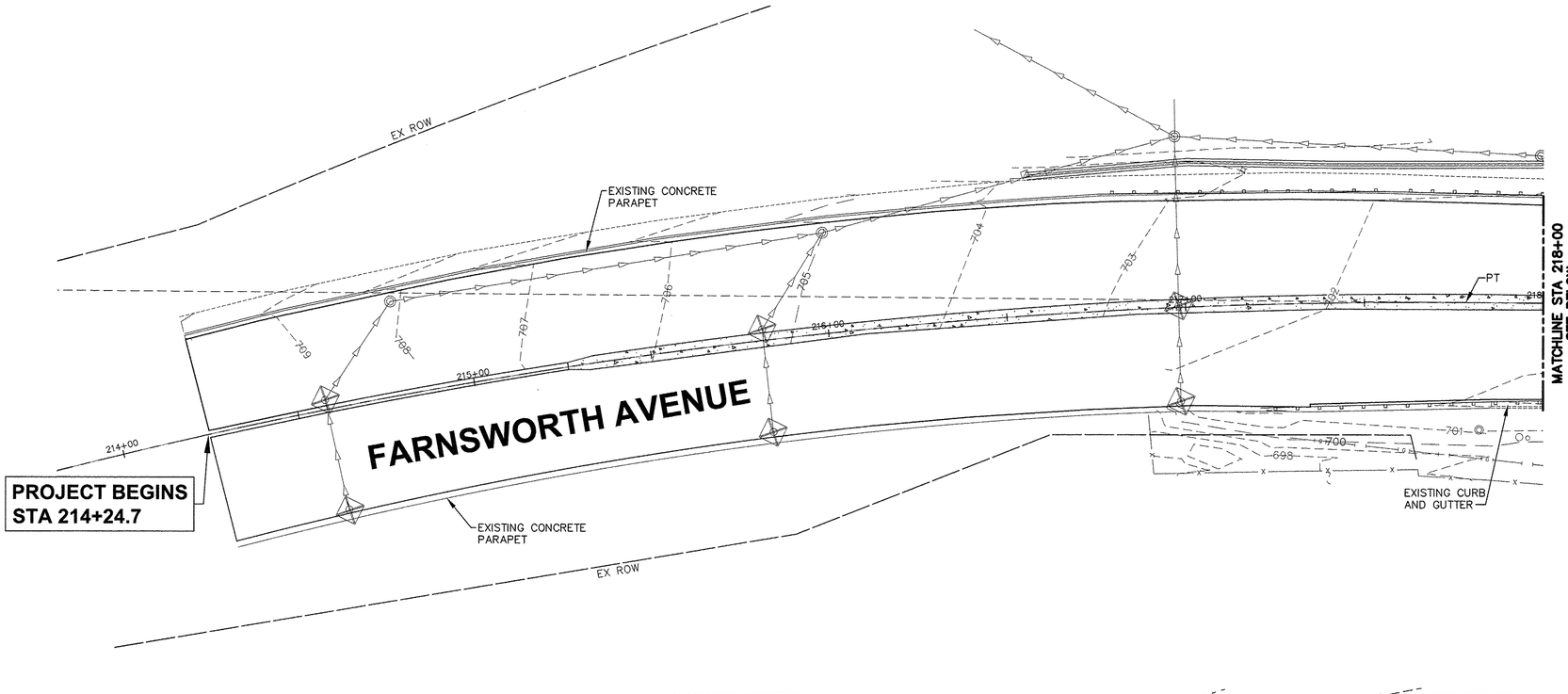
FARNSWORTH AVENUE
STAGING PLAN - STAGE 3

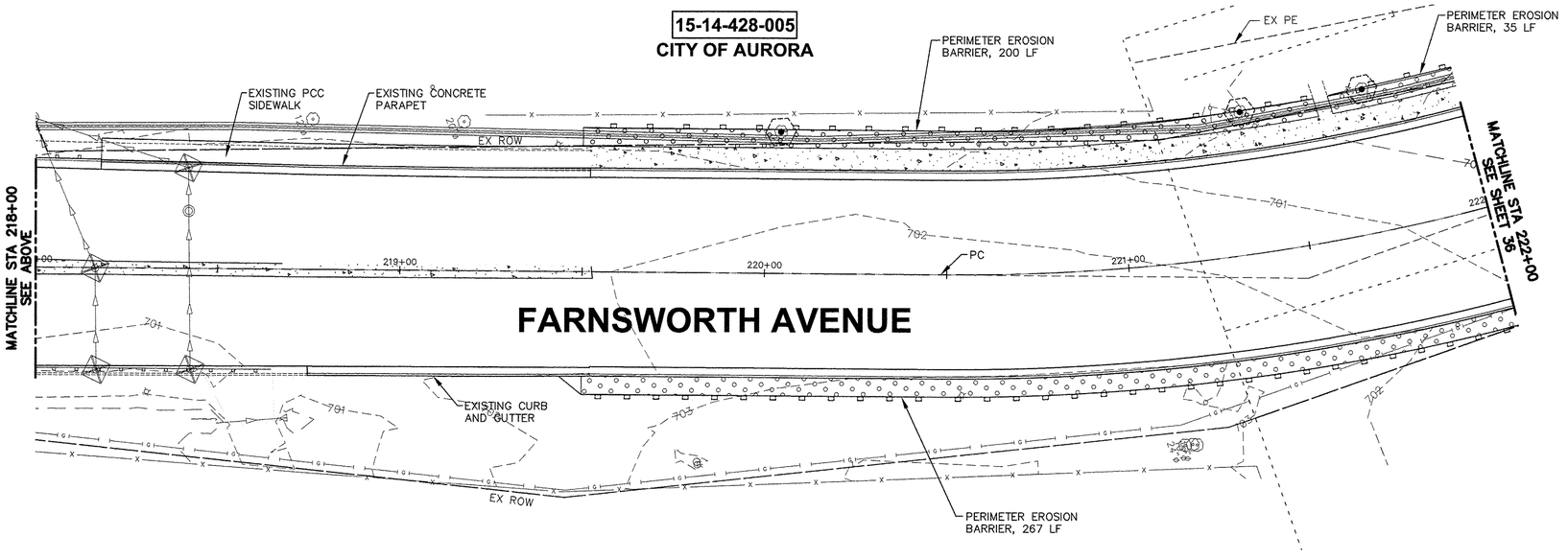
SCALE: N.T.S. | SHEET NO. 4 OF 4 SHEETS | STA. . | TO STA. .

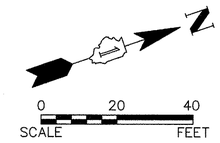
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			109	35
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 10:43 AM By: Jim Schmidt - Tab: Stage 3 (04) 22x34

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LEGEND

- SEEDING – CLASS 2A, FERTILIZER & EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- TREE PROTECTION
- RIPRAP

EROSION CONTROL NOTES

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

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

A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

CERTAIN ITEMS AS SHOWN IN THIS PLAN AND REFERENCED B THE LEGEND SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION, RESULTING FROM THE CONTRACTOR'S SEQUENCE OF OPERATIONS, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

REFER TO BDE 2342 "STORM WATER POLLUTION PREVENTION PLAN" IN THE CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING THE SITE DESCRIPTION AND MISCELLANEOUS PROCEDURES.

ALL WORK PROPOSED ON THE EROSION CONTROL PLAN SHALL BE DONE IN ACCORDANCE WITH THE "ILLINOIS URBAN MANUAL" (LATEST EDITION), THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND DETAILS AS SHOWN IN THE PLANS.

THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES PRIOR TO START OF ANY EXCAVATIONS.

THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER ½ INCH OF RAIN OR MORE BY THE INDIVIDUAL ON SITE IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING THE CONSTRUCTION OF THE PROJECT. THE ENGINEER WILL BE RESPONSIBLE FOR THE EROSION AND SEDIMENT CONTROL INSPECTIONS.

THE SOIL AND WATER CONSERVATION DISTRICT MAY CONDUCT SITE VISITS AND VERIFY THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE ENGINEER OR THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.

THE KANE–DUPAGE SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE–CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO FINAL INSPECTION.

STOCKPILES OF SOILS AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

SOIL AND MATERIAL STOCKPILES MAY NOT BE LOCATED WITHIN THE FLOODPLAIN.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING, AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET OR HEAVY MULCHING.

ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY OR DIRECTED BY THE ENGINEER.

STRAW BALES SHALL NOT BE USED AS A SUBSTITUTE FOR THE PROPOSED INLET PROTECTORS.

STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF THE STABILIZATION WORK IN AN AREA.

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.

PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF–SITE BORROW OR WASTE AREAS). A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW BY THE KDSWCD.

DURING DEWATERING OPERATIONS, WATER WILL BE FILTERED OR PUMPED INTO SEDIMENT BASINS OR SILT TRAPS, DEWATERING DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES, OR STORM WATER STRUCTURES IS PROHIBITED.

IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTACTOR TO INFORM ANY SUB–CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.

CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES, WASHOUT SHOULD NOT BE ALLOWED TO ENTER WATERWAYS, STORM SEWER SYSTEMS, OR LEACH INTO THE SOLI UNDER ANY CIRCUMSTANCES ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE.

COMPLETED SLOPES SHALL BE SEEDED AND MULCHED OR BLANKETED AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESIRABLE AND PRACTICAL. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

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DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
EROSION CONTROL AND LANDSCAPING PLAN

SCALE: N.T.S. | SHEET NO. 1 OF 3 SHEETS | STA. 214+00 | TO STA. 222+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	36
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 8:19 AM By: Jim Schmidt – Tab: (36) ERO 01 22x34

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15-14-428-007
ROJAS MOTORS

15-14-427-016

15-14-427-018

PERIMETER EROSION BARRIER, (DOUBLE ROW) SEE QUANTITY BELOW

PERIMETER EROSION BARRIER, 134 LF

PERIMETER EROSION BARRIER, 117 LF

PERIMETER EROSION BARRIER, 90 LF

EX PE

PR TE

PR ROW

EX ROW

FARNSWORTH AVENUE

MATCHLINE STA 222+00
SEE SHEET 35

MATCHLINE STA 227+00
SEE BELOW

STRIP AND STOCKPILE TOPSOIL IN THE PROPOSED RIPRAP AREAS. RESPREAD TOPSOIL IN THE CHANNEL UNDERNEATH THE STRUCTURE SHAPING TO MATCH THE LINES AND GRADES OF THE EXISTING ADJACENT CHANNEL.

EXIST. 96" CULVERT

EXIST. 96" CULVERT

PERIMETER EROSION BARRIER, 132 LF

PERIMETER EROSION BARRIER, 87 LF

PERIMETER EROSION BARRIER, 28 LF

PERIMETER EROSION BARRIER, (DOUBLE ROW) 366 LF

PERIMETER EROSION BARRIER, (DOUBLE ROW) 330 LF

PERIMETER EROSION BARRIER, 60 LF

MOUNTAIN STREET

STA 224+08
12" POC PE

FLOW
INDIAN CREEK

STONE RIP RAP CL A4, 324 SQ YD

STONE RIP RAP CL A4, 329 SQ YD

15-13-302-009

15-13-301-017

15-13-303-001

SEE SHEET 39 OF 109 FOR TREE AND SHRUB LEGEND

SEE COMPENSATORY STORAGE PLAN FOR REMOVAL DETAIL OF LANDSCAPING IN COMPENSATORY STORAGE AREA

0 20 40
SCALE FEET

15-14-427-021

15-14-427-022

15-14-427-017

15-14-427-024

15-14-427-023
BICKETT'S CAR WASH

PERIMETER EROSION BARRIER, 268 LF

PERIMETER EROSION BARRIER, 62 LF

PERIMETER EROSION BARRIER, 125 LF

PERIMETER EROSION BARRIER, 112LF

STA 228+65
16" POC PE

STA 229+41
16" POC PE

STA 230+67
33" POC CE

STA 230+64
20" POC PE

STA 229+30.01

179°58'14"

FARNSWORTH AVENUE

MATCHLINE STA 227+00
SEE ABOVE

MATCHLINE STA 232+00
SEE SHEET 37

PERIMETER EROSION BARRIER, 360 LF

PERIMETER EROSION BARRIER, 150 LF

15-13-301-018

15-13-301-019

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

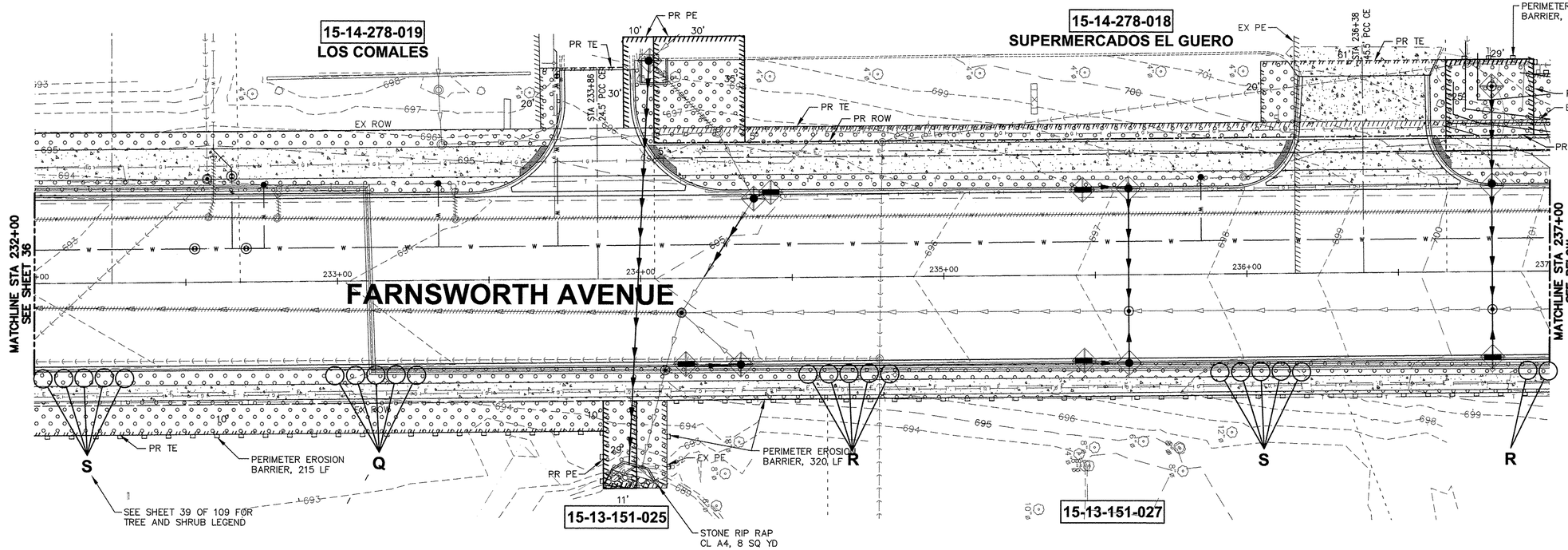
FARNSWORTH AVENUE
EROSION CONTROL AND LANDSCAPING PLAN

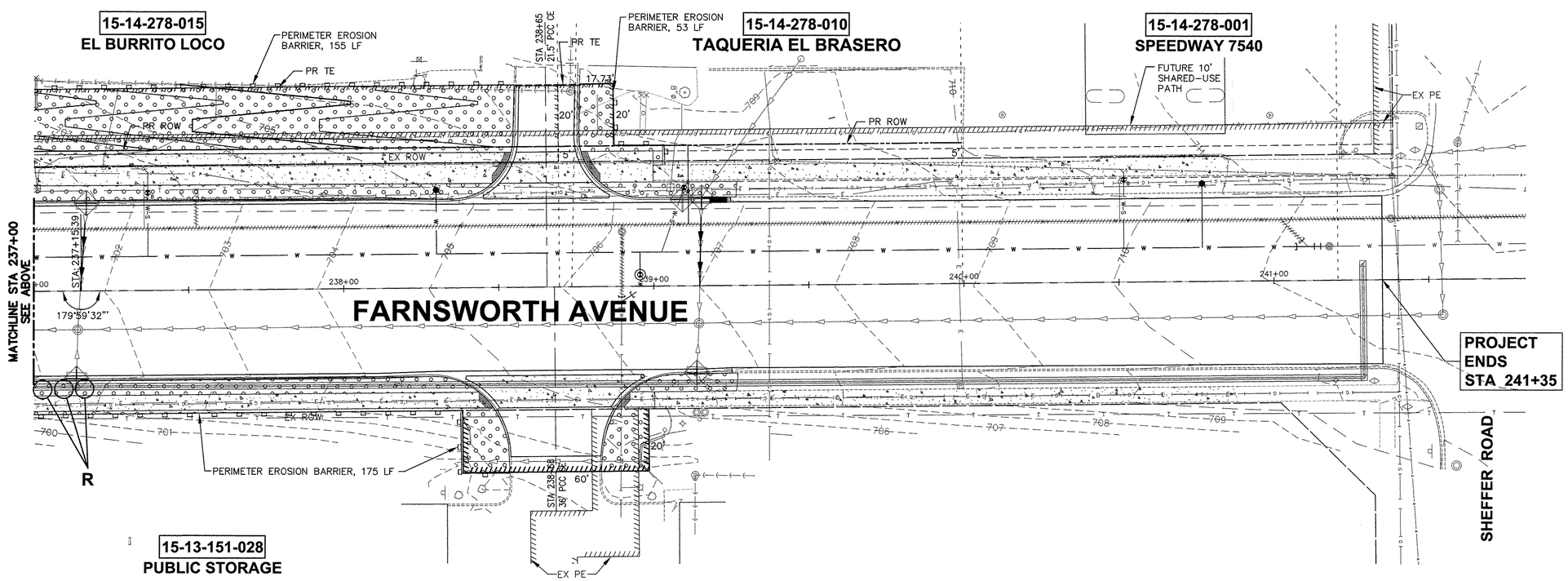
SCALE: N.T.S. | SHEET NO. 2 OF 3 SHEETS | STA. 222+00 TO STA. 232+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	37
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 4:45 PM By: Kris Pung - Tab: (37) ERO 02 22x34

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IN-STREAM WORK NOTES

WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.

THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.

WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIER, RIP RAP AND GEOTEXTILE LINER, ETC). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.

THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAN AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY; WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED. EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.

IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.

DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.

THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

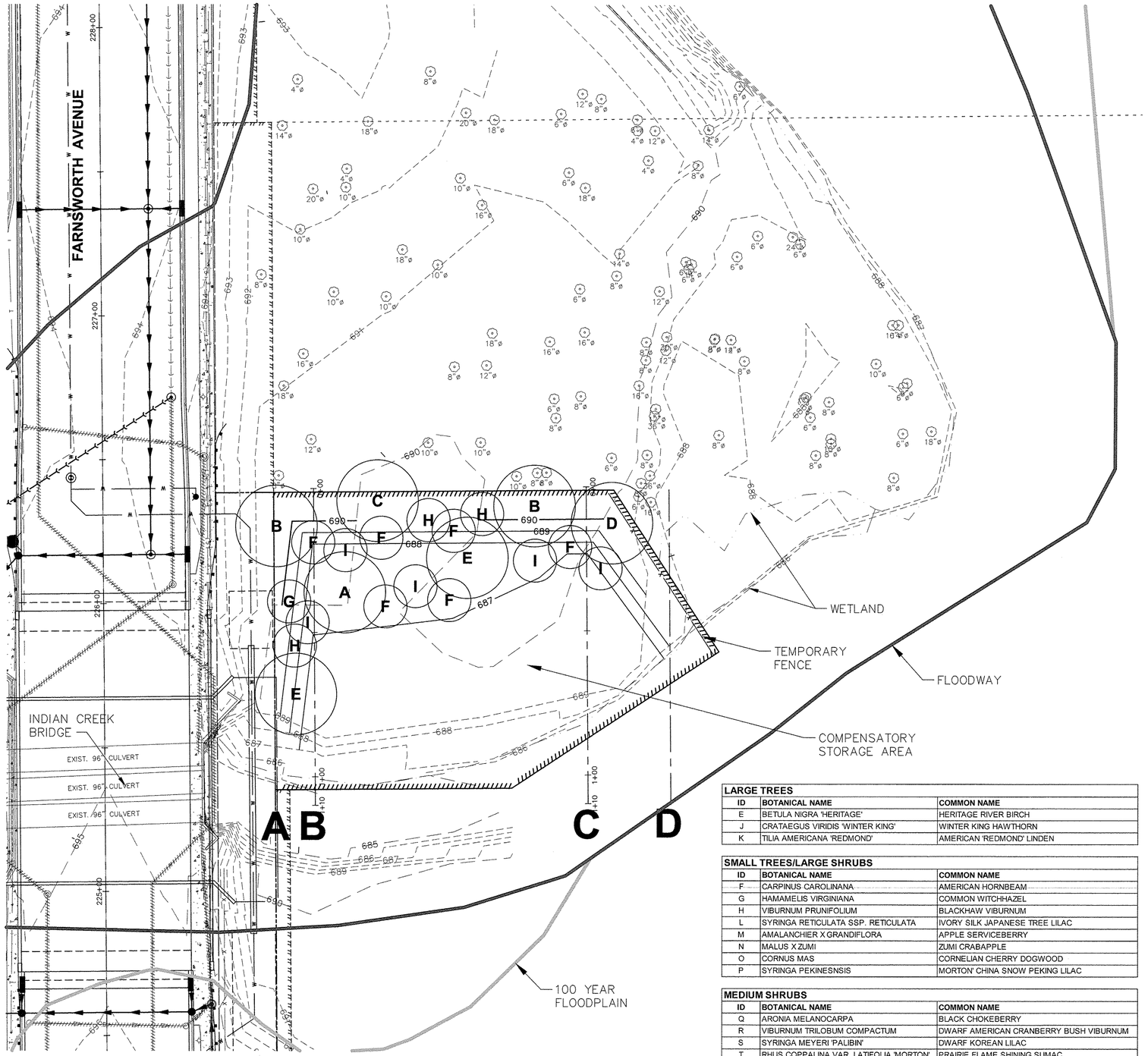
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

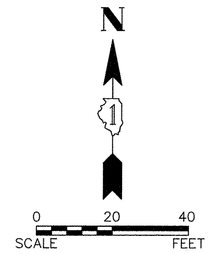
FARNSWORTH AVENUE
EROSION CONTROL AND LANDSCAPING PLAN

SCALE: N.T.S. | SHEET NO. 3 OF 3 SHEETS | STA. 232+00 | TO STA. 241+35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	38
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 4:22 PM By: Kris Pung - Tab: (38) ERO 03 22x34
Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-EROSION

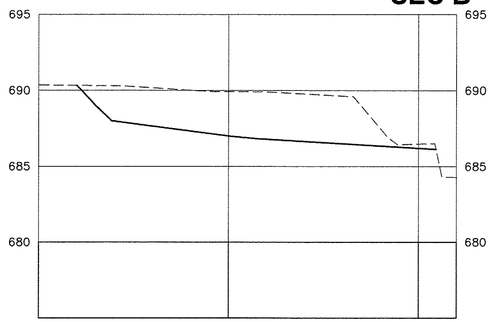




COMPENSATORY STORAGE AREA NOTES

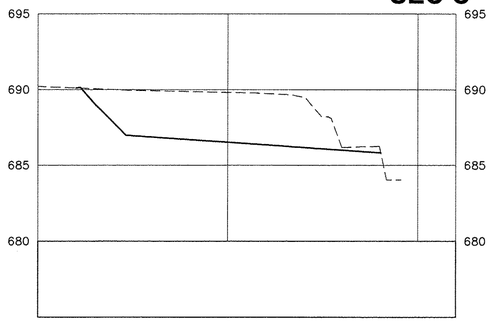
1. COMPENSATORY STORAGE WILL BE IN PLACE AND FUNCTIONAL PRIOR TO THE COMPLETION OF THE IMPROVEMENTS.
2. EXCAVATION FROM COMPENSATORY STORAGE AREA SHOWN IN THE EARTHWORK SCHEDULE.
3. TREE REMOVAL SHOWN ON THIS SHEET IS INCLUDED IN THE TREE REMOVAL SCHEDULE.
4. ENTIRE AREA TO BE SEEDED (CL 4 AND EROSION CONTROL BLANKET). THESE QUANTITIES ARE INCLUDED IN THE LANDSCAPING SCHEDULE.

SEC B



SEC B CUT
= 212.1 S.F.

SEC C



SEC C CUT
= 194.4 S.F.

LARGE TREES		
ID	BOTANICAL NAME	COMMON NAME
E	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH
J	CRATAEGUS VIRIDIS 'WINTER KING'	WINTER KING HAWTHORN
K	TILIA AMERICANA 'REDMOND'	AMERICAN 'REDMOND' LINDEN

SMALL TREES/LARGE SHRUBS		
ID	BOTANICAL NAME	COMMON NAME
F	CARPINUS CAROLINANA	AMERICAN HORNBEAM
G	HAMAMELIS VIRGINIANA	COMMON WITCHHAZEL
H	VIBURNUM PRUNIFOLIUM	BLACKHAW VIBURNUM
L	SYRINGA RETICULATA SSP. RETICULATA	IVORY SILK JAPANESE TREE LILAC
M	AMALANCHIER X GRANDIFLORA	APPLE SERVICEBERRY
N	MALUS X ZUMI	ZUMI CRABAPPLE
O	CORNUS MAS	CORNELIAN CHERRY DOGWOOD
P	SYRINGA PEKINESNSIS	MORTON' CHINA SNOW PEKING LILAC

MEDIUM SHRUBS		
ID	BOTANICAL NAME	COMMON NAME
Q	ARONIA MELANOCARPA	BLACK CHOKEBERRY
R	VIBURNUM 'TRILOBUM COMPACTUM	DWARF AMERICAN CRANBERRY BUSH VIBURNUM
S	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC
T	RHUS COPPALINA VAR. LATIFOLIA 'MORTON'	PRAIRIE FLAME SHINING SUMAC
U	VIBURNUM DENTATUM 'MORTON'	NORTHERN BURGANDY ARROWWOOD VIBURNUM

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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AURORA, IL 60505

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DRAWN	KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
COMPENSATORY STORAGE PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. 224+50 TO STA. 228+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	39
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 8:21 AM By: Jim Schmidt - Tab: (39) Comp Storage 01 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-COMPSTORAGE

15-14-428-007
ROJAS MOTORS

15-14-427-016

15-14-427-018

15-13-303-002

15-13-303-001

15-13-302-009

15-13-301-017

CB TO BE ADJUSTED
W/ NEW TY 11 FR & GR
222+68, 26.64' LT
TC 699.16
INV E UNKNOWN, 12"

EX PE

CB TO BE ADJUSTED
W/ NEW TY 1 FR, CL
222+66, 26.90' RT
RIM 699.70
INV N,W 694.11, 12" EX
INV S 694.11, 12"

PT

STA 222+00

INL TO BE ADJUSTED
W/ NEW TY 11 FR & GR
223+29, 39.92' RT
TC 698.30
INV NW,SE 694.86, 12" EX

PR FIBER OPTIC
CONDUIT, 4"

CB TY A, 4' DIA.
W/ TY 11V FR & GR
224+58, 29.50' LT
TC 697.48
INV N,E,W 687.98, 12"

MH TY A, 4' DIA.
W/ TY 1 FR, CL
223+59, 36.46' RT
RIM 697.87
INV SE 694.56, 12" EX
INV SW 692.86, 12" EX
INV N 692.81, 12" EX

12" SS TY 2
RCCP CLII
14' @ 1.00%
TB 9 CY 14'

12" SS TY 2
RCCP CLII
59' @ 3.86%
TB 40 CY 59'

12" SS TY 2
RCCP CLII
10' @ 2.40%
TB 7 CY 10'

12" SS TY 2
RCCP CLII
7' @ 3.57%
TB 6 CY 7'

MH TY A, 4' DIA.
W/ TY 11V FR & GR
224+68, 29.22' LT
TC 697.43
INV S 688.30, 12"

12" SS TY 2
RCCP CLII
10' @ 3.20%
TB 8 CY 10'

24" SS TY 2
RCCP CLII
38' @ 0.50%

24" SS TY 2
RCCP CLII
43' @ 11.31%
TB 30 CY 19'

24" SS TY 2
RCCP CLII
46' @ 0.63%
TB 81 CY 46'

24" SS TY 2
RCCP CLII
120' @ 0.65%
TB 200 CY 120'

12" SS TY 2
RCCP CLII
13' @ 1.92%
TB 5 CY 13'

MATCHLINE STA 227+00
SEE SHEET 40

PR CL

STORMWATER INFILTRATION
CB, 3' DIA.
W/ TY 11 FR & GR
222+53, 32.33' RT
TC 700.58
INV N 694.25, 12"

STORMWATER INFILTRATION
CB, 3' DIA.
W/ TY 11 FR & GR
222+78, 76.19' RT
TC 700.90
INV NW,SE 696.32, 12"

INL TO BE ADJUSTED
W/ NEW TY 1 FR, CL
222+88, 59.46' RT
RIM 699.72
INV NW,SE 696.07, 12" EX

MOUNTAIN STREET

PR ROW

12" SS TY 2
RCCP CLII
5' @ 1.26%

INL TY B, 2' DIA.
W/ TY 1 FR, OP
222+73, 86.27' RT
RIM 699.61
INV NW 696.46, 12"

101' RT

STORMWATER INFILTRATION
CB, 3' DIA.
W/ TY 11V FR & GR
223+14, 94.78' RT
TC 6xx.xx
INV SW 697.50, 12"

12" SS TY 2
RCCP CLII
44' @ 3.00%
TB 20 CY 44'

STA 224+08
12" PCC PE

CB TY A, 4' DIA.
W/ TY 11V FR & GR
224+58, 29.50' RT
TC 697.48
INV N,E,W 690.26, 12"

STORMWATER INFILTRATION
CB, 3' DIA.
W/ TY 11V FR & GR
224+68, 29.22' RT
TC 697.43
INV S 690.50, 12"

MH TY A, 4' DIA.
W/ TY 1 FR, CL
224+60.6, 36.40' RT
RIM 697.56
INV S 690.33, 12" EX
INV W 690.51, 12"

EX PE

PR PE

FLOW
INDIAN CREEK

MH TY A, 4' DIA.
W/ TY 1 FR, CL
226+17, 16.51' RT
RIM 696.49
INV E 690.00, 12"
INV N,W 684.45, 24"

STORMWATER INFILTRATION
CB, 3' DIA.
W/ TY 11V FR & GR
226+17, 29.22' RT
TC 696.69
INV W 690.25, 12"

MH TY A, 4' DIA.
W/ TY 1 FR, CL
225+86, 58.91' LT
RIM 692.80
INV NE,S 679.29, 24"

CB TY A, 4' DIA.
W/ TY 11V FR & GR
226+17, 29.50' LT
TC 696.69
INV E,SW 684.16, 24"

MH TY A, 4' DIA.
W/ TY 1 FR, CL
224+58, 58.74' LT
RIM 692.86
INV N 687.07, 12"
INV E 687.61, 12"

12" SS TY 2
RCCP CLII
64' @ 3.86%

24" PRC FES
W/ GRATE
225+48, 58.86' LT
INV N 679.10, 24"

12" PRC FES
W/ GRATE
225+22, 58.82' LT
INV S 684.60, 12"

12" SS TY 2
RCCP CLII
29' @ 1.28%
TB 10 CY 15'

PR HANDHOLE
(SPECIAL)

PR TE

PR ROW

EX ROW

RIP RAP
(TYP.)

FLOW

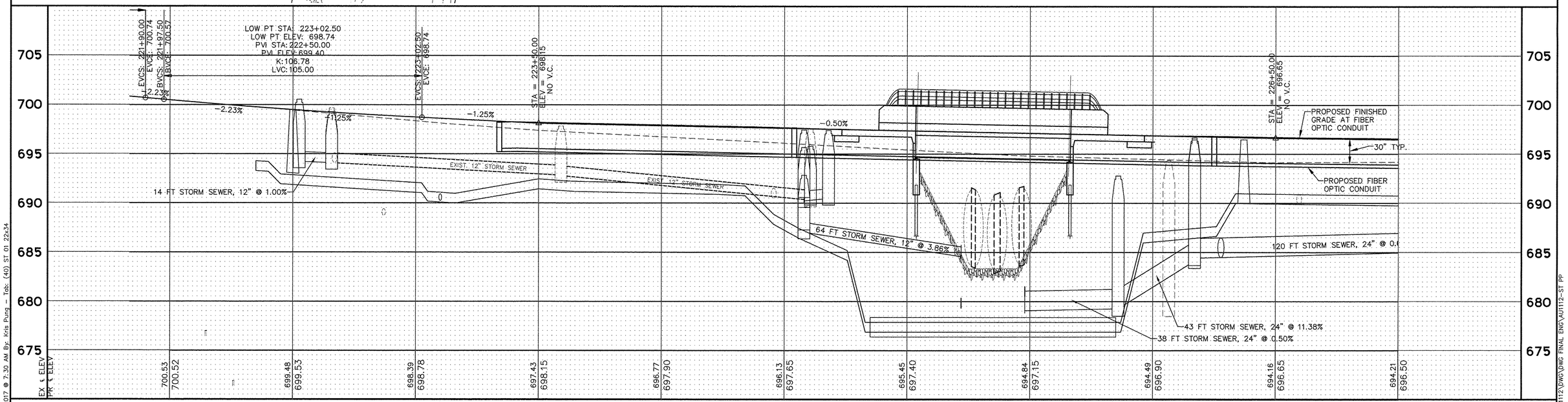
401 400 200 201 202 402 402A 403 403A 404 405 405A 405B 405C 405D 405F 406 406A 203 203A

0 20 40
SCALE FEET

NOTE:
FIBER OPTIC CONDUIT FOR FUTURE USE BY CITY OF AURORA.

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FARNSWORTH AVENUE



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

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CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

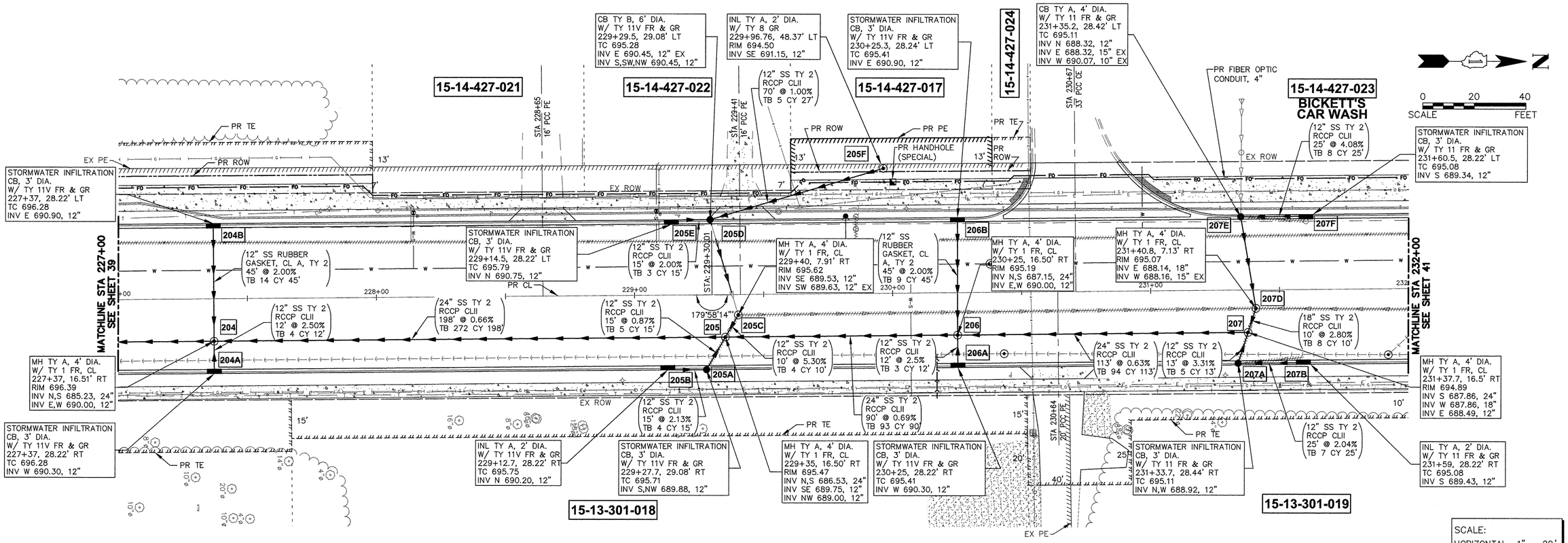
FARNSWORTH AVENUE
STORM SEWER & FIBER OPTIC CONDUIT PLAN AND PROFILE

SCALE: 1"=20 | SHEET NO. 1 OF 4 SHEETS | STA. 222+00 TO STA. 227+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	40
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

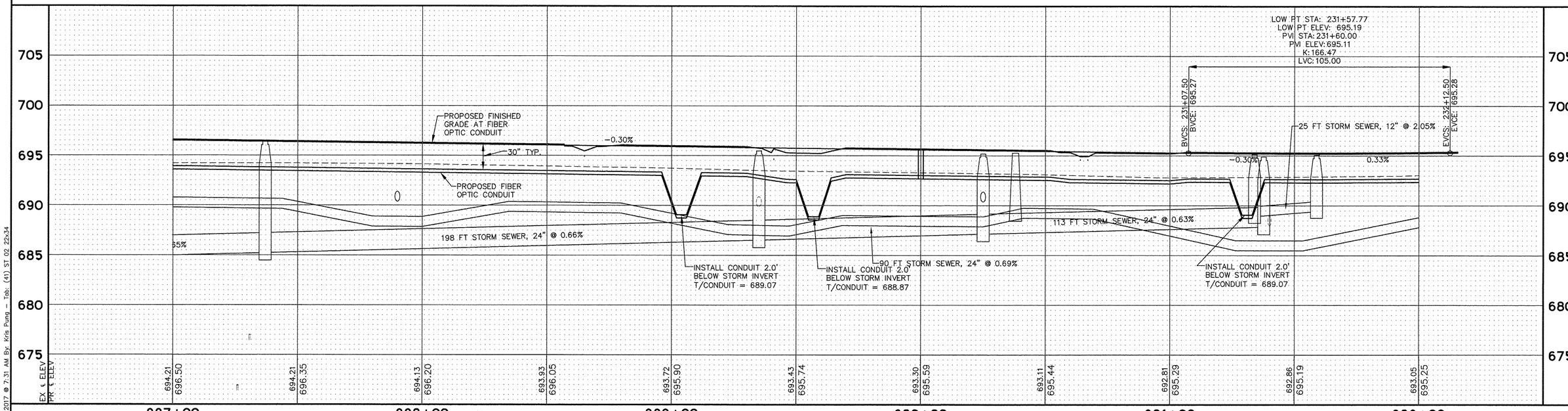
Plotted: January 27, 2017 @ 7:30 AM By: Kris Pung - Tab: (40) ST 01 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-ST PP



NOTE:
FIBER OPTIC CONDUIT FOR FUTURE USE BY CITY OF AURORA.

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

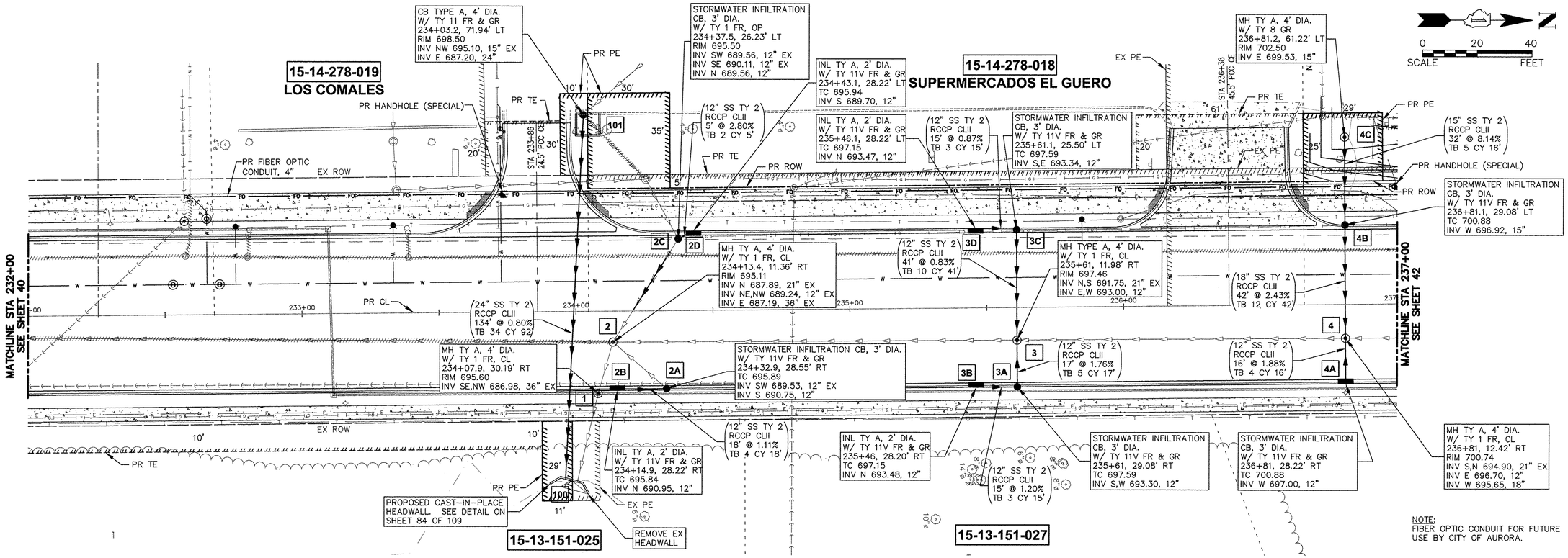
FARNSWORTH AVENUE
STORM SEWER & FIBER OPTIC CONDUIT PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 2 OF 4 SHEETS | STA. 227+00 TO STA. 232+00

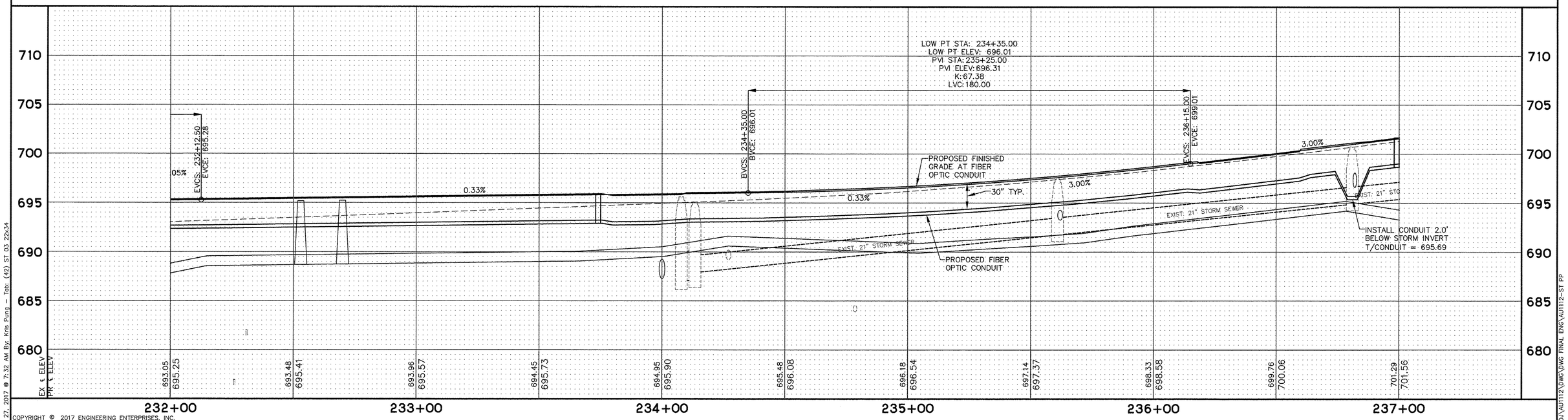
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	41
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 7:31 AM By: Kris Pung — Tab: (41) ST 02 22x34

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CITY OF AURORA
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AURORA, IL 60505

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CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

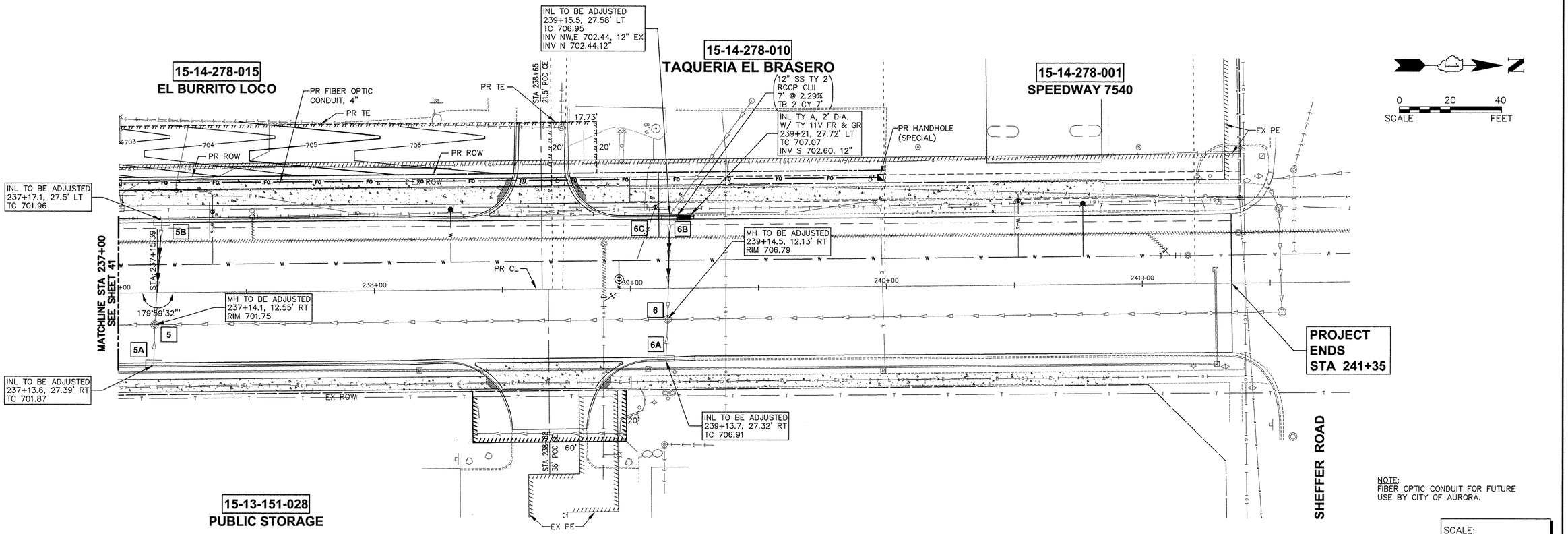
FARNSWORTH AVENUE
STORM SEWER & FIBER OPTIC CONDUIT PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 3 OF 4 SHEETS | STA. 232+00 | TO STA. 237+00

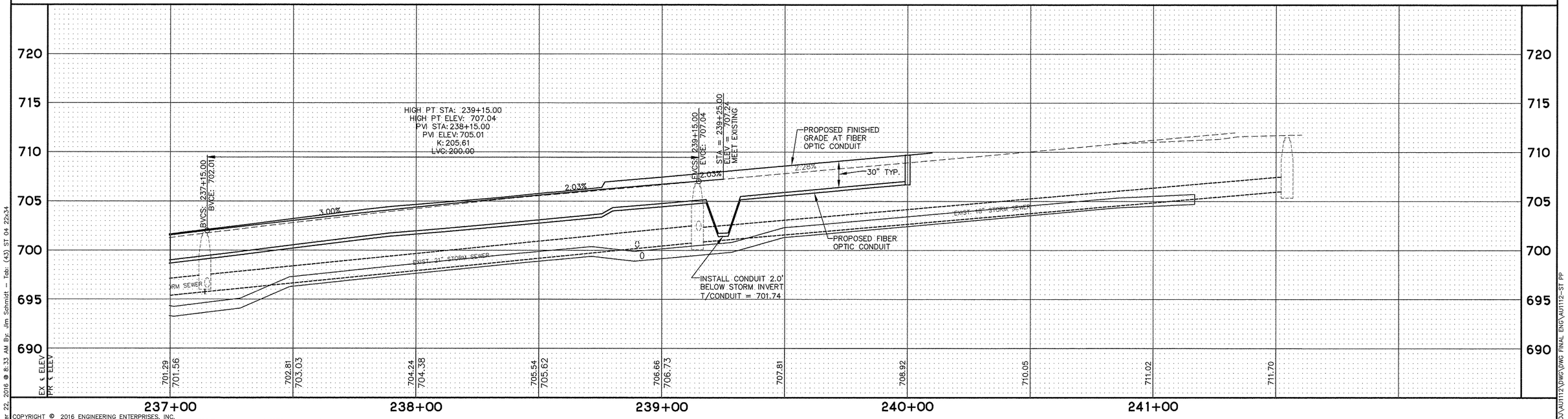
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	42
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 7:32 AM By: Kris Pung – Tab: (42) ST 03 22x34

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DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
STORM SEWER & FIBER OPTIC CONDUIT PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 4 OF 4 SHEETS | STA. 237+00 | TO STA. 241+35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	43
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 8:33 AM By: Jim Schmidt — Tab: (43) ST 04 22x34

Path: H:\SDSPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-ST PP

SANITARY CROSSING
B/PR 12" WM = 691.4
T/EX 8" SAN = 689.9
NO PROTECTION REQ'D

15-14-428-007
ROJAS MOTORS

MOUNTAIN STREET

SAN MH TO BE ADJUSTED
222+88.2, 22.4' LT
RIM 698.50
INV SW 688.76, 8"
INV E 688.71, 8"
INV N 688.61, 8"

SANITARY SEWER, 8"
PVC SDR-26 D-2241
48' @ 9.79%
TB 29 CY 26'

15-14-427-016

SANITARY MANHOLE
A-1C, 4' DIA.
224+41.7, 68.73' LT
RIM 693.05
INV E 681.70, 8"
INV N 681.60, 8"

SANITARY SEWER, 8"
PVC SDR-26 D-2241
123' @ 1.72%

SANITARY MANHOLE
A-1C, 4' DIA.
225+65, 72.67' LT
RIM 691.10
INV NE 678.82, 18"
INV W 678.82, 18" EX
INV S 679.48, 8"

SANITARY SEWER, 18"
PVC DR-18 (C-905)
65' @ 0.25%

SANITARY MANHOLE
A-1C, 4' DIA.
226+25.33, 48.37' LT
RIM 696.48
INV NE,SW 678.98, 18"

VALVE VAULT
A-1C 5' DIA.
226+45, 11.0' LT
RIM 696.45
W/ GATE VALVE, 12"
W/ 2 PERMANENT TAPS
CORPORATION STOPS, 1"

15-14-427-018

0 20 40
SCALE FEET

12" STORM SEWER
D.I. CL 52
21 LIN FT
TB 13 CY 21'

STORM CROSSING
B/STM = 694.12 (ASSUMED)
T/WM = 692.62
WM PROTECTION REQ'D
REPLACE 21' OF 12" STORM
SEWER WITH D.I. PIPE AS
WATER MAIN PROTECTION

WATER CROSSING
B/EX 12" WM = 691.4 (ASSUMED)
T/PR 12" WM = 691.1
NO PROTECTION REQ'D

SANITARY CROSSING
B/WM = 687.3
T/SAN = 680.7
NO PROTECTION
REQ'D

STORM CROSSING
T/STM = 691.27
T/WM = 690.90
NO PROTECTION REQ'D
STORM SEWER TO BE
REMOVED/ABANDONED PRIOR
TO WATER MAIN INSTALLATION

WATER MAIN, 12"
D.I. CL 52
545 LIN FT
TB 272 CY 545'

VALVE VAULT
A-1C 5' DIA.
222+50, 9.5' RT
RIM 699.75
W/ GATE VALVE, 12"
W/ 2 PERMANENT TAPS
CORPORATION STOPS, 1"

STA 222+00

STORM CROSSING
B/STM = 693.32
T/WM = 691.82
WM PROTECTION REQ'D
REPLACE 21' OF 12 STORM
SEWER WITH D.I. PIPE AS
WATER MAIN PROTECTION

SANITARY MANHOLE
A-1C, 4' DIA.
224+41.8, 20.88' LT
RIM 697.27
INV W 686.30, 8"
INV S 686.40, 8" EX

STORM CROSSING
B/WM = 690.4
T/STM = 686.86
NO WM PROTECTION
REQ'D

STORM CROSSING
B/WM = 689.60
T/STM = 686.78
NO WM PROTECTION
REQ'D

12"X6" TEE (MJ)
12" 45°
BEND
(MJ)

MATCHLINE STA 227+00
SEE SHEET 44

FIRE HYD LEAD
INCIDENTAL TO
F.H., 6" D.I.
CL 52 46 LIN FT
TB 21 CY 46

12"X8" TEE (MJ)
12" 45° BEND (MJ)
EX 12" PVC

EX VALVE VAULT
RIM = 697.52
TO BE ABANDONED

EX VALVE VAULT
RIM = 698.12
TO BE ABANDONED

15'X45'
PUSH PIT

CONNECT TO EXISTING
12" WM W/ 12" SLEEVE
PRIOR TO FLUSHING AND
CHLORINATION.

ABANDON EX WM
W/12" CAP (MJ)

FIRE HYDRANT
ASSEMBLY
TO BE REMOVED
TB 7 CY 9'

EX ROW

12" 45° BEND (MJ)

SANITARY SEWER, 18"
PVC DR-18 (C-905)
85' @ 0.25%
TB 207 CY 81'

SANITARY CROSSING
B/WM = 690.3
T/SAN = 680.54
NO PROTECTION REQ'D

6" 90° BEND (MJ)

SANITARY MANHOLE
A-1C, 4' DIA.
226+71.5, 24' RT
RIM 696.10
INV N 679.19, 18" EX
INV SW 679.19, 18"

STORM CROSSING
B/STM = 695.23
T/WM = 693.73
WM PROTECTION REQ'D
REPLACE 24' OF 12" STORM
SEWER WITH D.I. PIPE AS
WATER MAIN PROTECTION

12" STORM
SEWER
D.I. CL 52
21 LIN FT
TB 12 CY 21'

EX VALVE BOX
RIM = 697.12
EXPLORATORY EXCAVATION
TO CONFIRM ABANDONED
FIRE HYDRANT AUXILIARY
VALVE.
VALVE TO BE ABANDONED

8"X6"
TEE
(MJ)

12" STORM
SEWER
D.I. CL 52
24 LIN FT
TB 16 CY 24'

FIRE HYDRANT
COMPLETE
501+45.5, 21.0' LT
BURY ELEV = 699.50
W/ 6" AUX VALVE

FIRE HYD LEAD
INCIDENTAL TO
F.H., 6" D.I.
CL 52 14 LIN FT
TB 11 CY 14'

VALVE VAULT
A-1C 4' DIA.
501+51, 5.2' LT
RIM 699.40
W/ GATE VALVE, 8"

ABANDON EX WM
W/8" CAP (MJ)

8" 45° BEND (MJ)

15-13-303-002

15-13-303-001

WATER MAIN, 8"
D.I. CL 52
71 LIN FT
TB 68 CY 71'

TEMPORARY
8" TAPPED
CAP (MJ)
W/ 2" WHIP

SAN MH TO BE ADJUSTED
222+84, 77.77' RT
RIM 700.50
INV E, W 690.32, 8"

502+00
101' RT

15-13-302-009

STORM CROSSING
B/STM = 690.53
T/WM = 689.03
WM PROTECTION REQ'D
REPLACE 26' OF STORM SEWER
WITH RUBBER GASKET RCP AS
WATER MAIN PROTECTION

WATER CROSSING
B/PR 12" WM = 690.6
T/12" WM = 690.3 (ASSUMED)
NO PROTECTION REQ'D

T/CASING = 678.4

15'X20' RECEIVING PIT

100 LF BORE AND JACK 24"
STEEL CASING PIPE, 0.312"

FLOW
INDIAN CREEK

STORM CROSSING
B/STM = 689.25
T/WM = 690.70
NO PROTECTION REQ'D
STORM SEWER TO BE
REMOVED/ABANDONED
PRIOR TO WATER MAIN
INSTALLATION

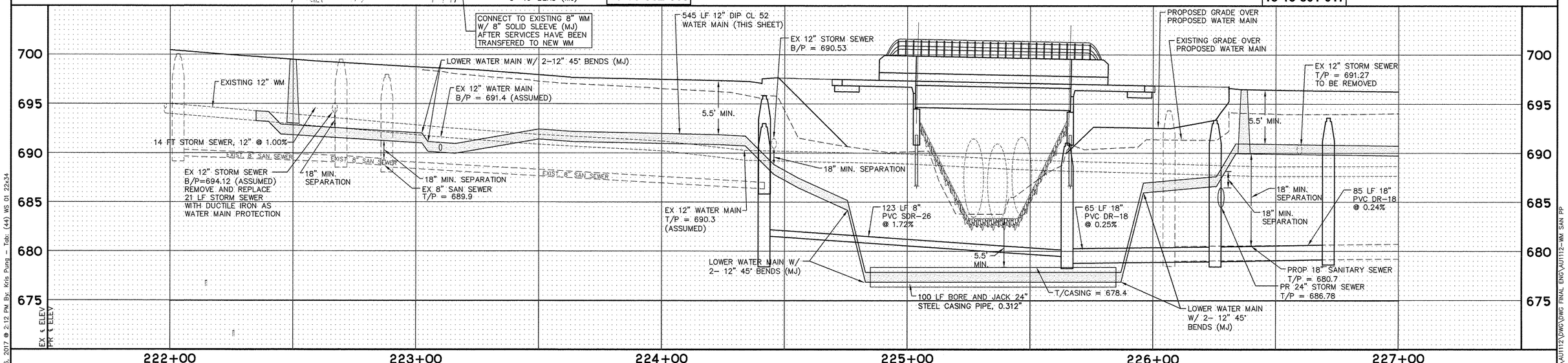
FIRE HYDRANT
COMPLETE
226+37, 32.5' RT
BURY ELEV = 696.60
W/ 6" AUX VALVE

SANITARY CROSSING
B/WM = 689.60
T/SAN = 680.48
NO PROTECTION REQ'D

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FARNSWORTH AVENUE

15-13-301-017



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
WATER MAIN AND SANITARY PLAN AND PROFILE

SCALE: N.T.S. | SHEET NO. 1 OF 4 SHEETS | STA. 222+00 | TO STA. 227+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	44
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

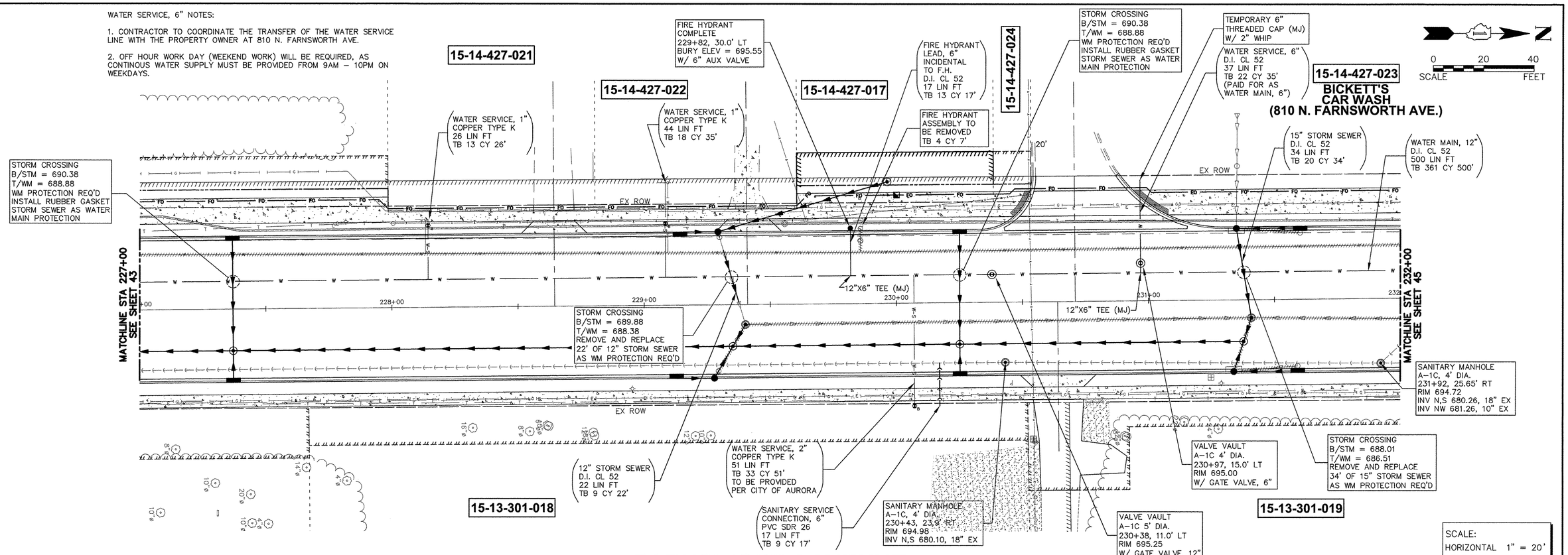
Plotted: January 26, 2017 @ 2:12 PM By: Kris Pung - Tab: (44) WS 01 22x34

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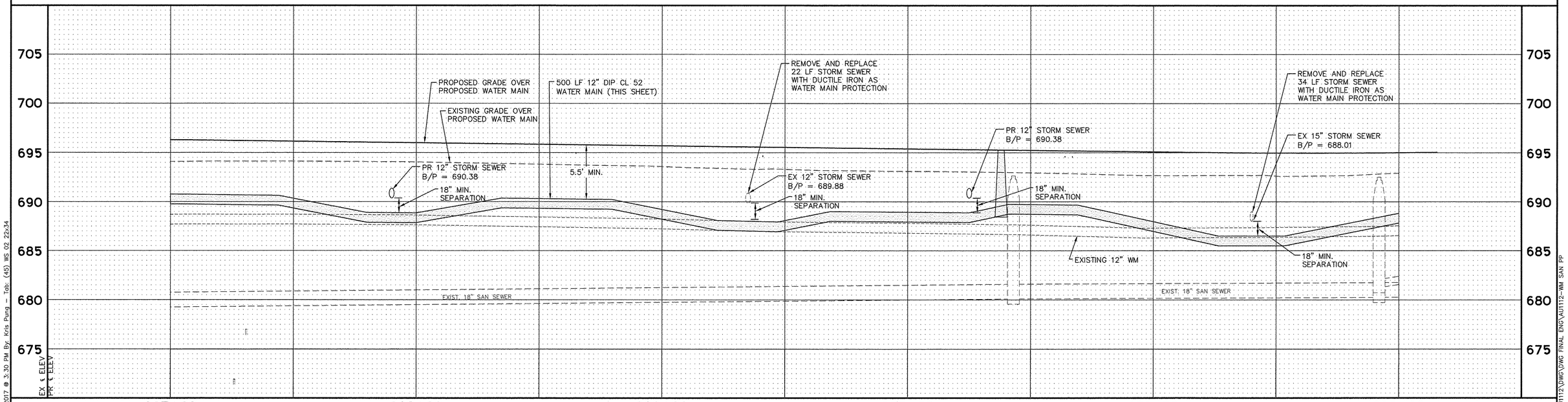
WATER SERVICE, 6" NOTES:

1. CONTRACTOR TO COORDINATE THE TRANSFER OF THE WATER SERVICE LINE WITH THE PROPERTY OWNER AT 810 N. FARNSWORTH AVE.

2. OFF HOUR WORK DAY (WEEKEND WORK) WILL BE REQUIRED, AS CONTINOUS WATER SUPPLY MUST BE PROVIDED FROM 9AM – 10PM ON WEEKDAYS.



FARNSWORTH AVENUE



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
WATER MAIN AND SANITARY PLAN AND PROFILE

SCALE: N.T.S. | SHEET NO. 2 OF 4 SHEETS | STA. 227+00 TO STA. 232+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	45
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 3:30 PM By: Kris Pung – Tab: (45) WS 02 22x34

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PROPOSED MEDICAL CENTER
(EXISTING CAR WASH)
810 N. FARNSWORTH AVE.

15-14-278-019
LOS COMALES

15-14-278-018
SUPERMERCADOS EL GUERO

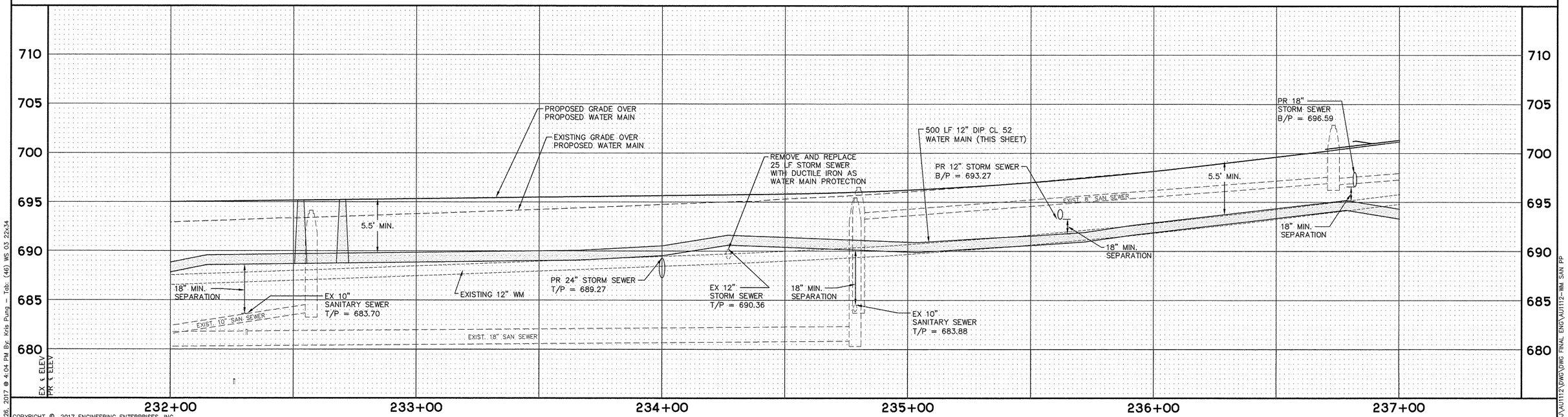
TEMPORARY 4" THREADED CAP (MJ) W/2" WHIP
CONNECT TO EXIST. 4" WM W/ 4" SOLID SLEVE (MJ)
ABANDON EX WM W/4" CAP (MJ)
4" 45° BEND (MJ)
SANITARY MANHOLE A-1C, 4' DIA. 232+57.3, 34.17' LT RIM 695.39 INV SE,W 683.77, 10" EX
SANITARY CROSSING B/WM = 688.55 T/SAN = 683.70 NO PROTECTION REQ'D
4" 45° BEND (MJ)
FIRE HYDRANT COMPLETE 232+76.0, 32.0' LT BURY ELEV = 695.40 W/ 6" AUX VALVE
FIRE HYDRANT ASSEMBLY TO BE REMOVED TB 6 CY 10'
EX ROW
EX VALVE VAULT RIM = 693.44 TO BE ABANDONED
FIRE HYDRANT COMPLETE 233+33.0, 32.0' LT BURY ELEV = 695.60 W/ 6" AUX VALVE
FIRE HYDRANT ASSEMBLY TO BE REMOVED TB 6 CY 10'
WATER SERVICE, 1.5" COPPER TYPE K 65 LIN FT TB 41 CY 65'
12"X6" TEE (MJ)
12"X6" TEE (MJ)
EX VALVE VAULT RIM = 693.95 TO BE ABANDONED
12"X4" TEE (MJ)
MATCHLINE STA 232+00 SEE SHEET 44
232+00
233+00
234+00
235+00
236+00
237+00
MATCHLINE STA 237+00 SEE SHEET 46
12" STORM SEWER D.I. CL 52 25 LIN FT TB 18 CY 25'
SAN MH TO BE ADJUSTED 234+78.6, 26.91' RT RIM 695.83
SAN MH TO BE ADJUSTED 234+80, 44.46' LT RIM 696.41
FIRE HYDRANT COMPLETE 235+85, 32.0' LT BURY ELEV = 698.20 W/ 6" AUX VALVE
FIRE HYDRANT LEAD, 6" INCIDENTAL TO F.H. D.I. CL 52 18 LIN FT TB 13 CY 18'
WATER MAIN, 12" D.I. CL 52 500 LIN FT TB 420 CY 500'
12"X6" TEE (MJ)
EX VALVE VAULT RIM = 693.23 TO BE ABANDONED
EX ROW
VALVE VAULT A-1C 5' DIA. 232+53, 11.0' LT RIM 695.20 W/ GATE VALVE, 12"
WATER SERVICE, 4" D.I. CL 52 38 LIN FT TB 19 CY 36' (PAID FOR AS WATER MAIN, 4")
FIRE HYDRANT LEAD, 6" INCIDENTAL TO F.H. D.I. CL 52 18 LIN FT TB 10 CY 18'
FIRE HYDRANT LEAD, 6" INCIDENTAL TO F.H. D.I. CL 52 18 LIN FT TB 10 CY 18'
VALVE VAULT A-1C 4' DIA. 232+66, 35.5' LT RIM 695.45 W/ GATE VALVE, 4"
VALVE VAULT A-1C 5' DIA. 232+70, 11.0' LT RIM 695.25 W/ GATE VALVE, 12"
STORM CROSSING B/WM = 689.52 T/STM = 689.27 WM PROTECTION REQ'D INSTALL RUBBER GASKET STORM SEWER AS WATER MAIN PROTECTION WM INSULATION REQ'D
SANITARY CROSSING B/WM = 688.52 T/SAN = 683.88 NO PROTECTION REQ'D
STORM CROSSING B/WM = 690.61 T/STM = 690.36 REMOVE AND REPLACE 25' OF 12" STORM SEWER AS WM PROTECTION REQ'D WM INSULATION REQ'D
STORM CROSSING B/STM = 693.27 T/WM = 691.77 WM PROTECTION REQ'D INSTALL RUBBER GASKET STORM SEWER AS WATER MAIN PROTECTION
STORM CROSSING B/STM = 696.59 T/WM = 695.09 WM PROTECTION REQ'D INSTALL RUBBER GASKET STORM SEWER AS WATER MAIN PROTECTION

15-13-151-025
15-13-151-027

FARNSWORTH AVENUE

SCALE: 0 20 40 FEET

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
WATER MAIN AND SANITARY PLAN AND PROFILE

SCALE: N.T.S. | SHEET NO. 3 OF 4 SHEETS | STA. 232+00 TO STA. 237+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	46
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 26, 2017 @ 4:04 PM By: Kris Pung - Tab: (46) WS 03 22x34
Path: N:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-WM SAN PP

15-14-278-015
EL BURRITO LOCO

15-14-278-010
TAQUERIA EL BRASERO

15-14-278-001
SPEEDWAY 7540

15-13-151-028
PUBLIC STORAGE

WATER SERVICE, 1" COPPER TYPE K 35 LIN FT TB 24 CY 35'

FIRE HYDRANT ASSEMBLY TO BE REMOVED TB 4 CY 5'

FIRE HYDRANT COMPLETE 238+30, ' LT BURY ELEV = 705.10 W/ 6" AUX VALVE

FIRE HYDRANT LEAD, 6" INCIDENTAL TO F.H. D.I. CL 52 18 LIN FT TB 13 CY 18'

EX VALVE VAULT RIM = 706.08 T/P 701.02 TO BE ABANDONED

WATER CROSSING B/ EX 8" WM = 700.3± T/12" WM = 700.0 NO PROTECTION REQ'D

12"X8" TEE (MJ)

WATER SERVICE, 1" COPPER TYPE K 24 LIN FT TB 19 CY 24'

WATER SERVICE, 1" COPPER TYPE K 28 LIN FT TB 17 CY 28'

FIRE HYDRANT COMPLETE 240+77, ' LT BURY ELEV = 710.70 W/ 6" AUX VALVE

FIRE HYDRANT LEAD, 6" INCIDENTAL TO F.H. D.I. CL 52 18 LIN FT TB 13 CY 18'

STORM CROSSING B/STM = 696.17 T/WM = 694.67 REMOVE AND REPLACE 22' OF 12" STORM SEWER AS WM PROTECTION REQ'D

MATCHLINE STA 237+00 SEE SHEET 45

PREVIOUSLY ABANDONED WM

12"X6" TEE (MJ)

ABANDON EXIST. 8" WM W/ 8" CAP (MJ)

8" 45° BEND (MJ)

12" STORM SEWER D.I. CL 52 22 LIN FT TB 15 CY 22'

8" 45° BEND (MJ)

12" STORM SEWER D.I. CL 52 21 LIN FT TB 19 CY 21'

TEMPORARY 12" TAPPED CAP (MJ) W/2" WHIP TO BE REMOVED DURING CONNECTION AND ABANDONMENT

EX VALVE VAULT RIM = 711.25

STORM CROSSING B/STM = 702.01 T/WM = 700.51 REMOVE AND REPLACE 21' OF 12" STORM SEWER AS WM PROTECTION REQ'D

WATER MAIN, 12" D.I. CL 52 415 LIN FT TB 386 CY 415'

ABANDON EXIST. 12" WM W/ 12" CAP (MJ)

CONNECT TO EXIST. 8" WM W/ 8" SOLID SLEEVE (MJ)

WATER MAIN, 8" D.I. CL 52 22 LIN FT TB 21 CY 22'

TEMPORARY 8" TAPPED CAP (MJ) W/ 2" WHIP

VALVE VAULT A-1C 4' DIA. 238+, ' RT RIM 706.55 W/ GATE VALVE, 8"

CONNECT TO EXIST. 12" WM W/ 12" SOLID SLEEVE (MJ) AFTER SERVICES HAVE BEEN TRANSFERRED TO NEW WM

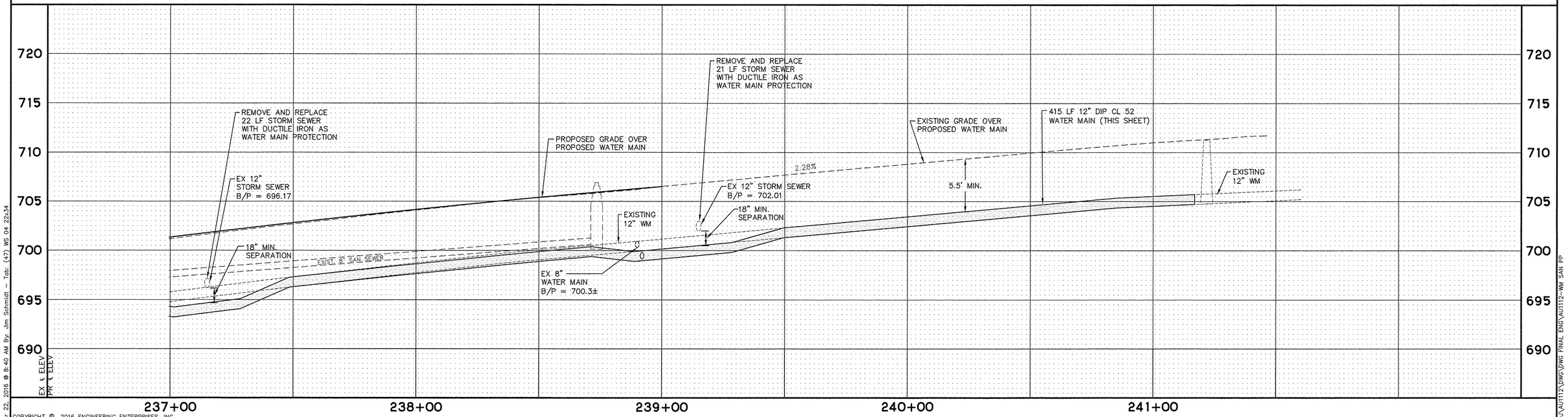
SHEFFER ROAD

EX ROW

0 20 40
SCALE FEET

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FARNSWORTH AVENUE



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
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CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

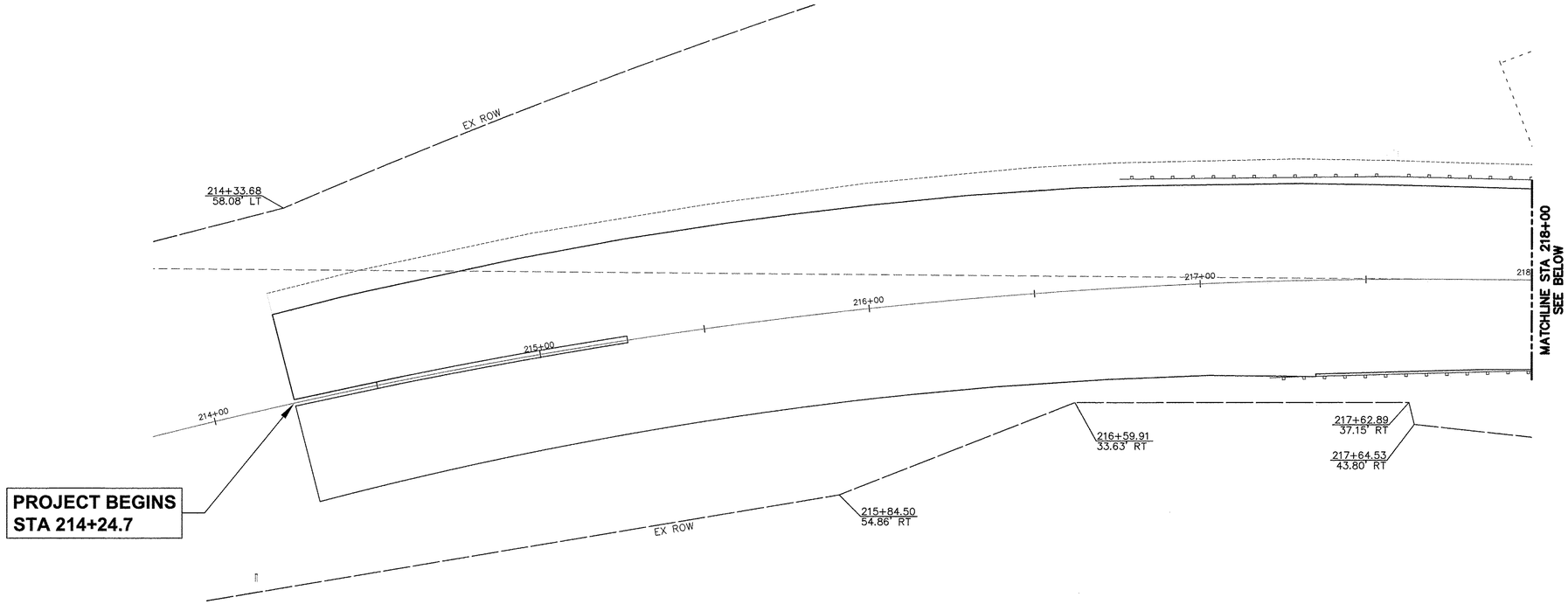
FARNSWORTH AVENUE
WATER MAIN AND SANITARY PLAN AND PROFILE

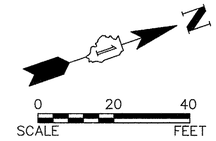
SCALE: N.T.S. | SHEET NO. 4 OF 4 SHEETS | STA. 237+00 TO STA. 241+35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	47
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

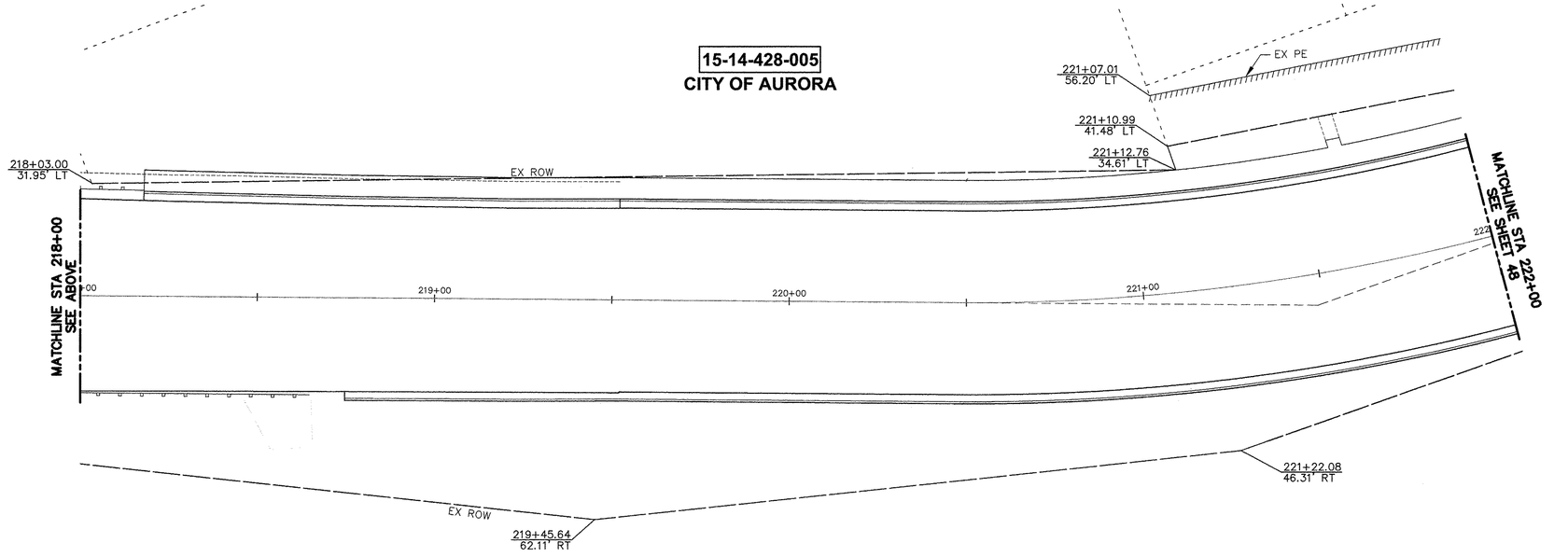
Plotted: December 22, 2016 @ 8:40 AM By: Jim Schmidt - Tab: (47) WS 04 22x34

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15-14-428-005
CITY OF AURORA



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED -
DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
ROW PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 3 SHEETS | STA. 214+00 TO STA. 222+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	48
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 2:03 PM By: Kris Pung – Tab: (48) ROW 01 22x34

Path: H:\SDSKFROJ\AU1112\DWG\DWG FINAL ENG\AU1112-ROW

15-14-428-007
ROJAS MOTORS
222+17.16
56.43' LT
EX PE
222+69.04
57.00' LT
222+68.81
41.65' LT
222+16.81
41.40' LT
500+00
15-14-427-016
EX PE
224+29.72
81.07' LT
PR ROW
223+34.89
61.22' LT
PR TE
224+29.60
61.07' LT
223+34.85
51.22' LT
PR ROW
224+29.53
51.07' LT
50'
10'
EX ROW
223+34.80
41.22' LT
225+53.90
80.87' LT
EX PE
225+73.95
80.83' LT
200'
225+52.48
60.87' LT
FLOW
225+72.53
60.84' LT
225+51.78
50.87' LT
225+71.82
50.84' LT
225+51.07
40.87' LT
225+71.82
40.84' LT
15-14-427-018
226+28.55
80.74' LT
226+28.52
60.74' LT
PR TE
13'
226+28.50
50.74' LT
PR ROW
EX PE
7'
226+28.50
47.74' LT
MATCHLINE STA 222+00
SEE SHEET 47
223+00
224+00
225+00
226+00
227+00
501+00
MATCHLINE STA 227+00
SEE BELOW
222+19.47
32.34' RT
PR ROW
15-13-303-001
MOUNTAIN STREET
223+33.65
38.78' RT
EX ROW
223+33.12
48.77' RT
224+18.20
48.91' RT
PR TE
224+28.97
38.93' RT
224+28.90
48.93' RT
224+28.84
58.93' RT
224+28.81
63.93' RT
6'
PR TE
15-13-302-009
EX PE
225+34.90
59.10' RT
225+34.90
64.10' RT
PR PE
PR ROW
226+38.20
39.27' RT
20'
226+38.17
59.27' RT
PR TE
15-13-301-017
222+21.91
92.38' RT
PR ROW
222+54.46
99.56' RT
15-14-427-024
15-14-427-021
15-14-427-022
15-14-427-017
PR TE
15-14-427-023
BICKETT'S
CAR WASH
PR TE
227+98.89
60.47' LT
EX PE
PR ROW
227+98.85
50.47' LT
13'
227+98.84
47.47' LT
7'
EX ROW
229+60.92
60.19' LT
PR PE
229+60.88
50.19' LT
13'
229+60.87
47.19' LT
PR ROW
230+38.92
60' LT
230+38.88
50' LT
13'
PR ROW
230+53.77
60' LT
230+53.70
50' LT
EX ROW
230+53.68
47' LT
230+38.87
47' LT
230+53.68
40' LT
MATCHLINE STA 227+00
SEE ABOVE
228+00
229+00
230+00
231+00
232+00
MATCHLINE STA 232+00
SEE SHEET 49
227+66.75
39.48' RT
15'
227+66.75
59.48' RT
227+66.75
54.48' RT
PR TE
EX ROW
PR TE
230+51.75
40' RT
15'
230+51.84
55' RT
230+68.23
40.04' RT
10'
230+92.04
50.10' RT
PR TE
20'
25'
230+91.98
75.10' RT
40'
230+51.95
75' RT
230+68.43
75.05' RT
EX PE
15-13-301-018
15-13-301-019

0 20 40
SCALE FEET

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED -
DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
ROW PLAN

SCALE: 1"=20' | SHEET NO. 2 OF 3 SHEETS | STA. 222+00 | TO STA. 232+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	49
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 7:41 AM By: Kris Pung — Tab: (49) ROW 02 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-ROW

15-14-278-019
LOS COMALES

15-14-278-018
SUPERMERCADOS EL GUERO

233+94.73
79.79' LT
PR PE
234+04.83
79.80' LT
PR PE
233+94.74
69.79' LT
10'
30'
234+34.84
79.83' LT
PR TE
233+67.22
69.76' LT
35'
234+04.76
49.80' LT
233+67.44
49.77' LT
20'
30
EX PE
234+34.76
49.84' LT
EX ROW
PR TE
PR ROW
233+94.76
49.79' LT
234+04.74
44.80' LT
234+34.74
44.84' LT
EX PE
236+16.08
70' LT
PR TE
61'
236+66.08
70.07' LT
236+95.08
70.10' LT
29'
236+95.08
65.10' LT
236+05.04
70' LT
20'
PR PE
236+95.06
50.10' LT
236+05.06
50' LT
236+16.06
50.02' LT
236+59.35
50.07' LT
25'
PR ROW
EX PE
236+95.06
45.10' LT
236+66.06
45.07' LT

0 20 40
SCALE FEET

MATCHLINE STA 232+00
SEE SHEET 48

+00 233+00 234+00 235+00 236+00 237

MATCHLINE STA 237+00
SEE BELOW

EX ROW
PR TE
233+87.34
40.22' RT
10'
234+08.34
40.19' RT
233+87.28
50.22' RT
233+98.34
40.20' RT
29'
EX PE
PR PE
234+08.16
69.19' RT
233+87.16
69.22' RT
11'
233+98.16
69.20' RT

15-13-151-025

15-13-151-027

15-14-278-010
TAQUERIA EL BRASERO

15-14-278-015
EL BURRITO LOCO

15-14-278-001
SPEEDWAY 7540

238+69.52
65.31' LT
PR TE
238+87.25
65.33' LT
PR TE
17.73'
238+87.26
50.33' LT
239+99.53
45.46' LT
EX PE
238+69.54
45.31' LT
20'
20'
238+87.27
45.33' LT
PR ROW
PR ROW
EX ROW

MATCHLINE STA 237+00
SEE SHEET P5

+00 238+00 239+00 240+00 241+00

PROJECT
ENDS
STA 241+35

238+79.62
39.68' RT
EX ROW
238+38.05
39.73' RT
238+98.05
39.66' RT
20'
238+94.62
39.66' RT
238+38.07
59.73' RT
60'
238+98.07
59.66' RT
238+59.65
72.34' RT
238+94.64
59.66' RT
238+79.65
72.32' RT
EX PE
238+79.64
59.68' RT
238+74.66
87.33' RT
238+94.66
87.31' RT

SHEFFER ROAD

15-13-151-028
PUBLIC STORAGE

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

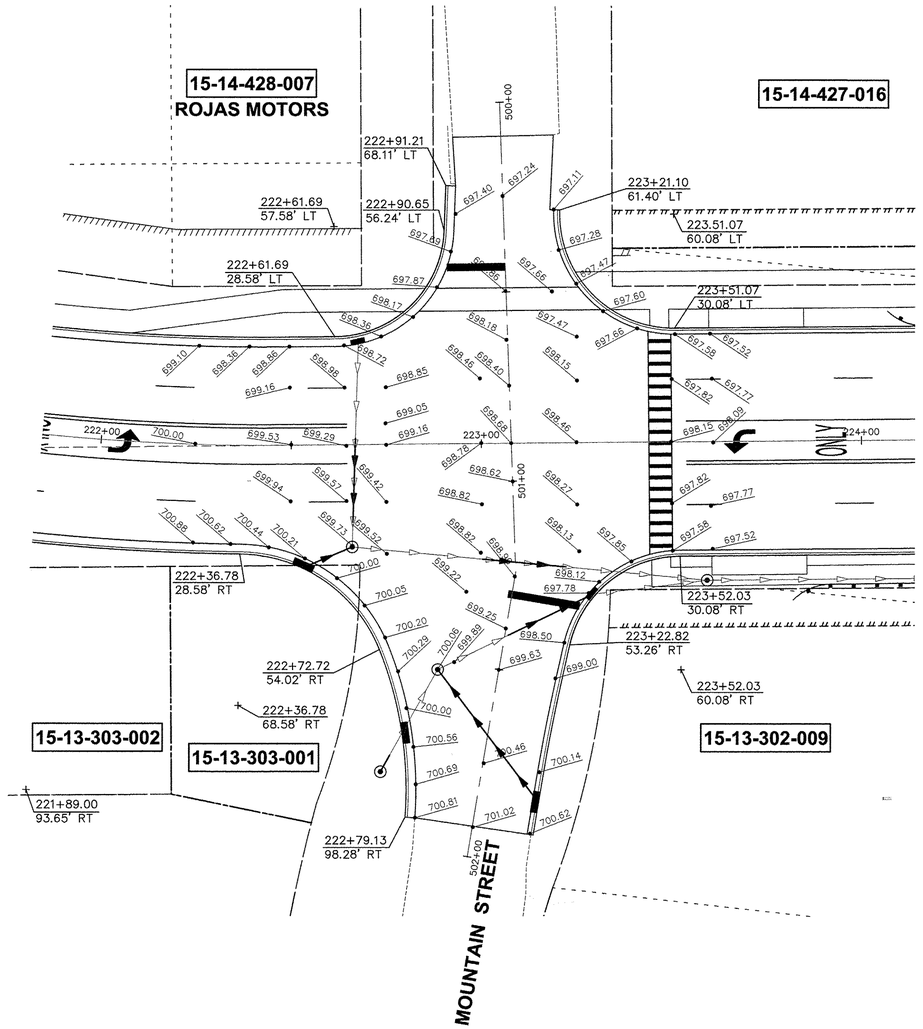
FARNSWORTH AVENUE
ROW PLAN

SCALE: 1"=20' | SHEET NO. 3 OF 3 SHEETS | STA. 232+00 TO STA. 237+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	50
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 11:00 AM By: Jim Schmidt - Tab: (50) ROW 03 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-ROW



0 20 40
SCALE FEET

NOTE
ELEVATIONS SHOWN ARE PAVEMENT ELEVATIONS

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED -
DRAWN	- KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

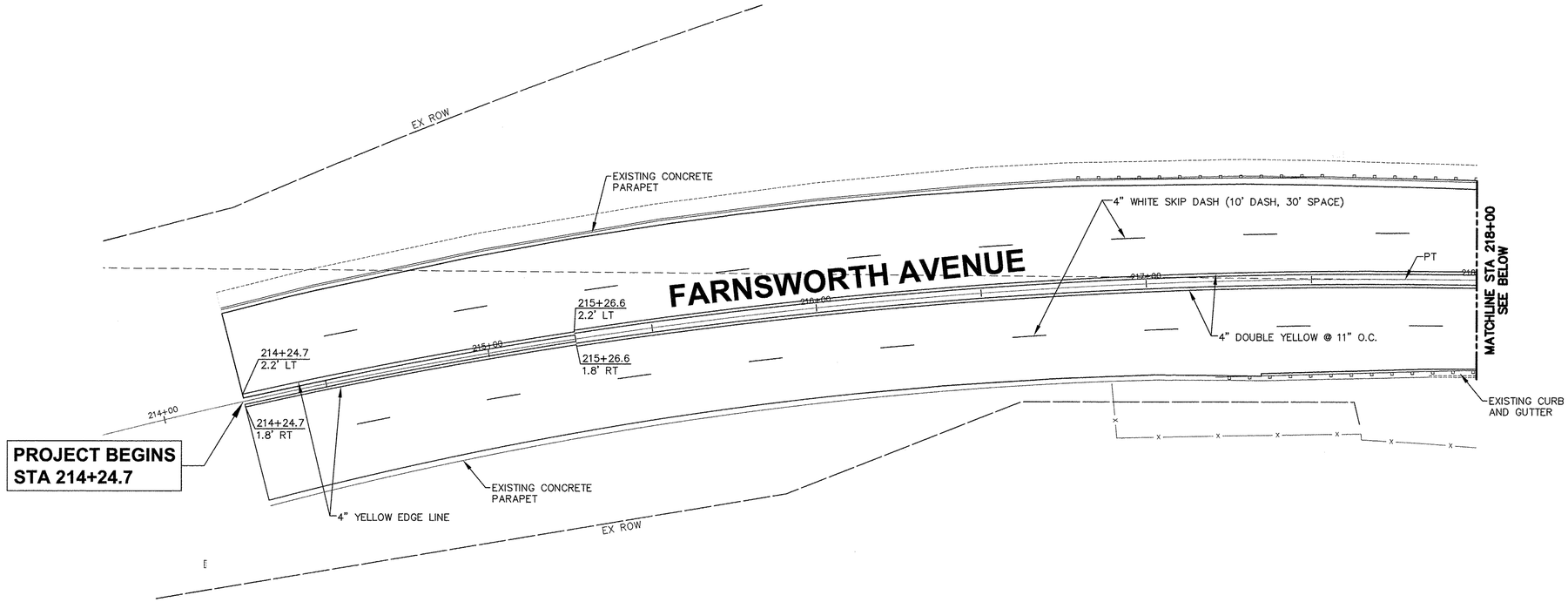
FARNSWORTH AVENUE
MOUNTAIN STREET INTERSECTION PLAN

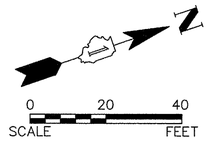
SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. 222+00 TO STA. 224+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	51
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

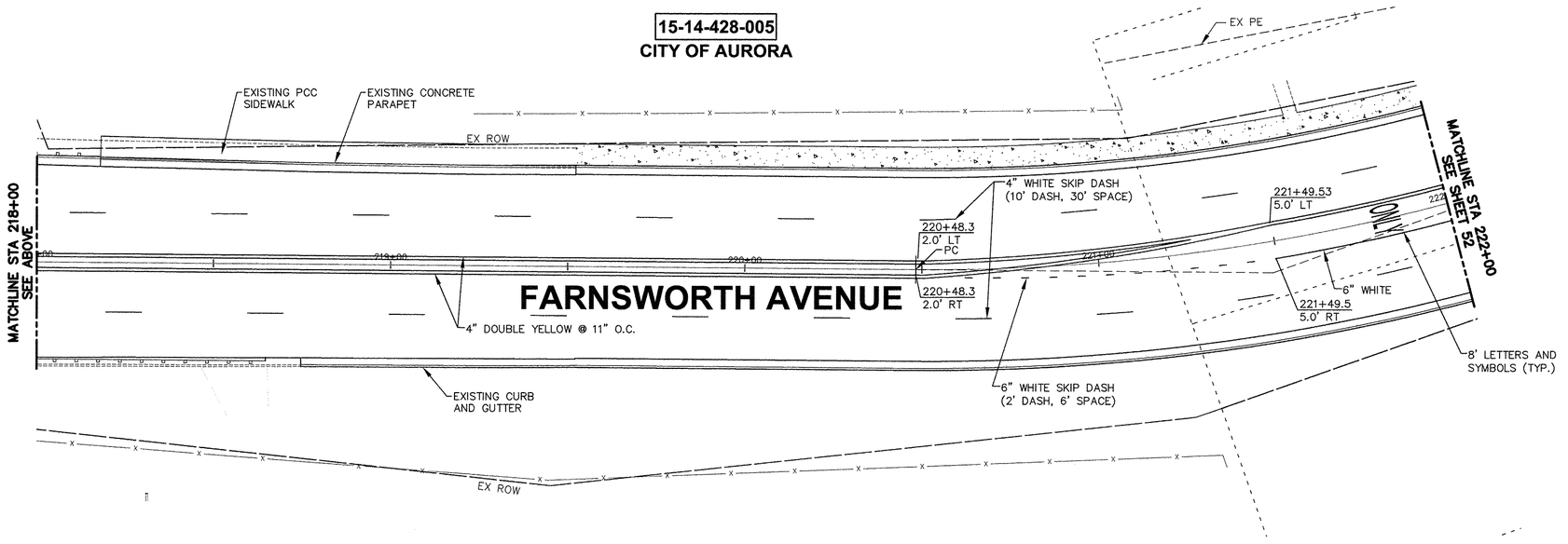
Plotted: January 27, 2017 @ 7:43 AM By: Kris Pung — Tab: (51) INTERSECTION 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-INTERSECTION





15-14-428-005
CITY OF AURORA



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AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

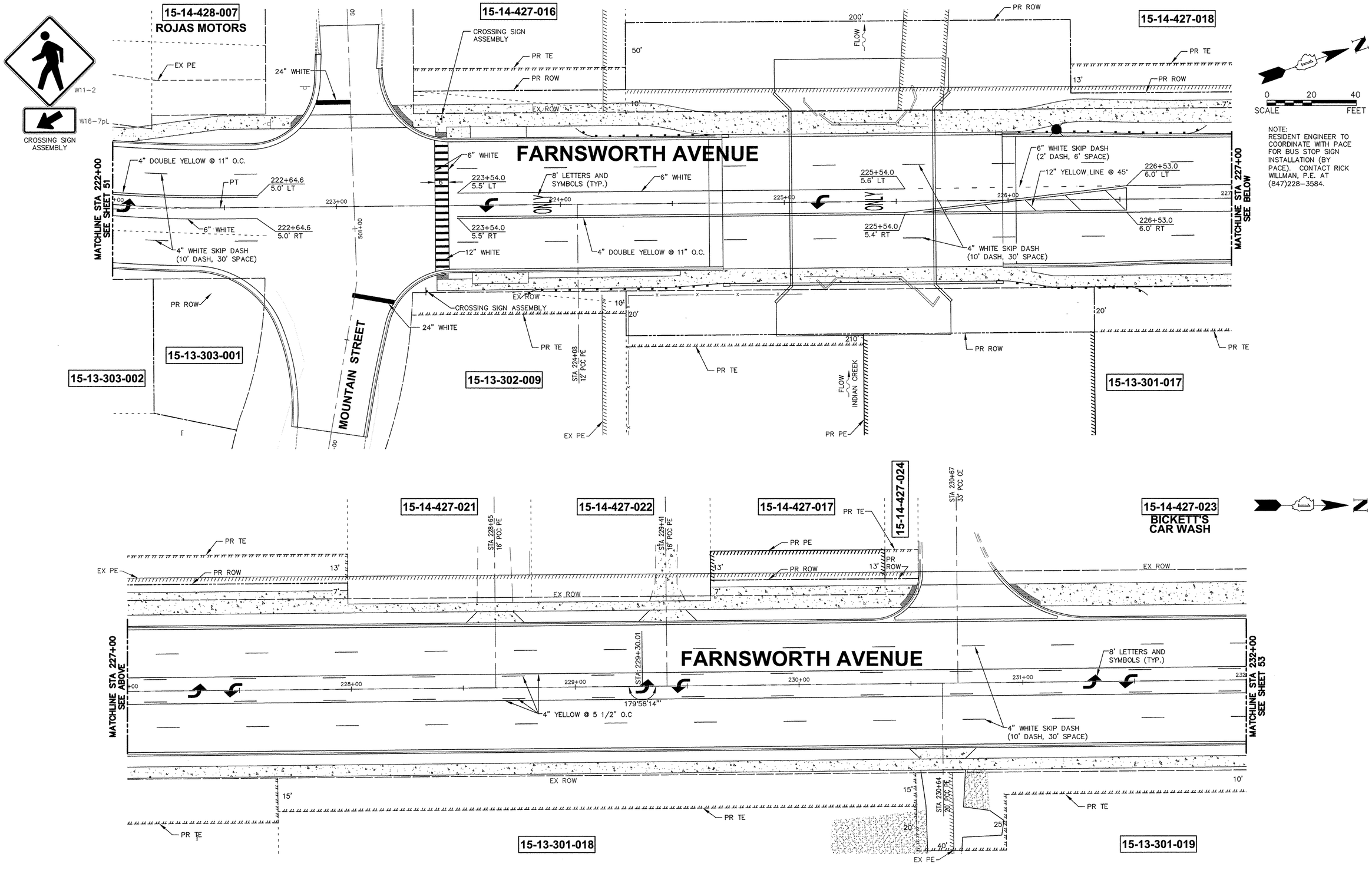
FARNSWORTH AVENUE
PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 3 SHEETS | STA. 214+00 TO STA. 222+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	52
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 2:23 PM By: Kris Pung – Tab: (52) Pvmt 01 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-PVMT MKG



NOTE:
RESIDENT ENGINEER TO COORDINATE WITH PACE FOR BUS STOP SIGN INSTALLATION (BY PACE). CONTACT RICK WILLMAN, P.E. AT (847)228-3584.

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44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED -
DRAWN	- KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

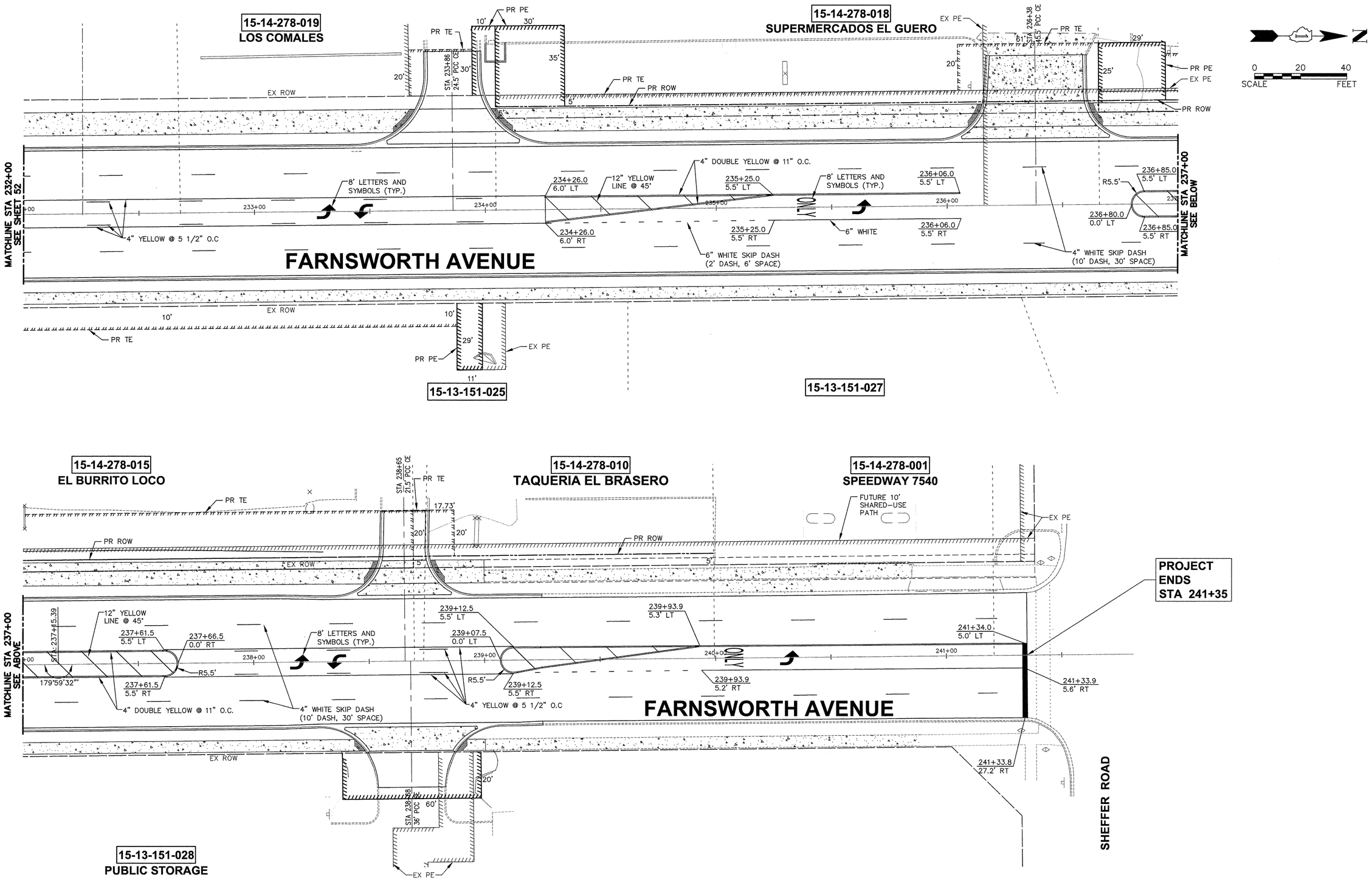
FARNSWORTH AVENUE
PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=20' | SHEET NO. 2 OF 3 SHEETS | STA. 222+00 TO STA. 232+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	53
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 7:45 AM By: Kris Pung - Tab: (53) Pvmt 02 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-PVMT MKG



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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED -
DRAWN	KKP/CLN/JPS	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARNSWORTH AVENUE
PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=20' | SHEET NO. 3 OF 3 SHEETS | STA. 232+00 | TO STA. 241+35

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	54
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

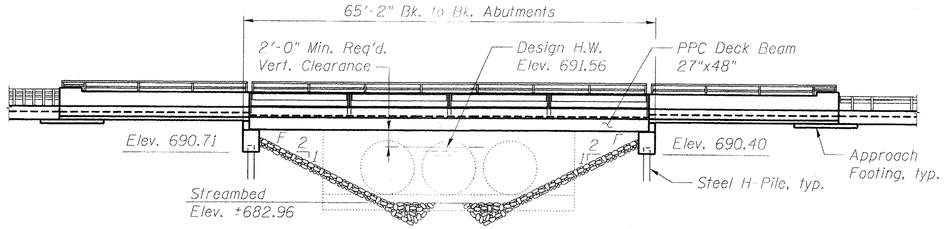
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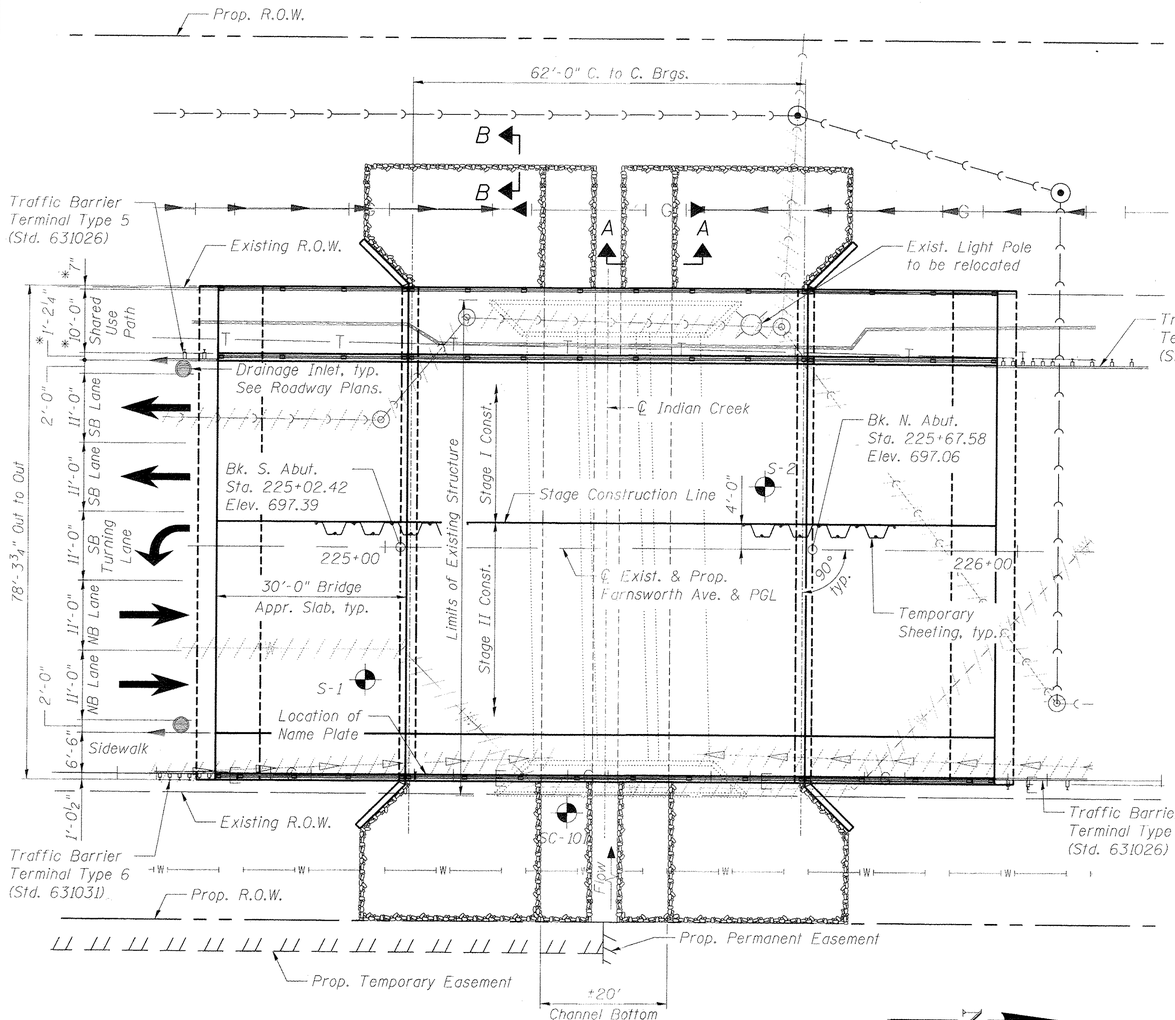
Benchmark: Square cut in NW wingwall. Elev. 695.86

Existing Structure: SN 045-6012 consists of three 8'-6" diameter corrugated metal pipes (CMP) approximately 70'-0" long. It accommodates five lanes of traffic and two sidewalks. The original construction date is unknown. Rehabilitation work was performed in 1979 by extending both ends of the culvert. The total opening area is 150 sq. ft. The structure is to be removed and replaced utilizing staged construction.

Salvage: None



ELEVATION
(Looking West)



PLAN

*See Note 2

WATERWAY INFORMATION

Drainage Area = 10.7 sq.mi.
Existing Overtopping Elev. 692.81 at Sta. 231+00
Proposed Overtopping Elev. 695.19 at Sta. 231+57.60

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	714	150	218	689.56	0.66	0	690.22	689.53
Design	50	1471	150	316	691.56	2.86	0	694.42	691.49
Base	100	1873	150	358	692.85	2.52	0	695.37	692.25
Overtopping Existing	-	-	-	-			-	-	-
Overtopping Proposed	-	-	-	-			-	-	-
Max. Calc.	500	2624	150	459	693.92	2.16	0	696.08	693.92

10-Yr Velocity through Existing Bridge = 5.42 fps
10-Yr Velocity through Proposed Bridge = 3.49 fps

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)	
S. Abut.	N. Abut.
690.71	690.40

INDIAN CREEK
BUILT 20__ BY
CITY OF AURORA
SEC. 13-00302-00-BR
F.A.P. RT. 360 STA 225+35
LOADING HL93
STR. NO. 045-6027

NAME PLATE

See Std. 515001

MARK R. BENDORF 081-006516 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

EXPIRATION DATE 11-30-2016
DATE: 10/14/2016

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

LEGEND

SC-101	Indicates Soil Boring Location and Number
	Prop. Storm Sewer Buried
W	Prop. Water Main Buried
	Prop. Sanitary Sewer Buried
T	Exist. Underground Telephone (To be relocated)
G	Exist. Underground Gas (East: To be relocated) (West: To remain)
E	Exist. Underground Electric (To be relocated)
	Exist. Sanitary Sewer Buried
	Exist. Signal Interconnect Conduit (To be relocated)
W	Exist. Buried Water Main (To be removed)
	Exist. Sanitary Sewer (To be removed)
	Exist. Buried Storm Sewer (To be removed)

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (superstructure concrete)
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

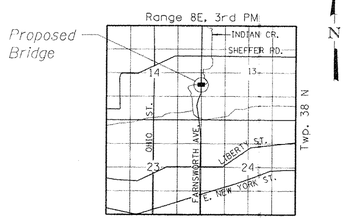
f'c = 7,000 psi
f'ci = 6,000 psi
fpu = 270,000 psi ($\frac{1}{2}$" ϕ low lax. strands)
fpbt = 201,960 psi ($\frac{1}{2}$" ϕ low lax. strands)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.091g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.164g
Soil Site Class = D

NOTES:

1. For Sections A-A & B-B, see Sheet S2.
2. Shared Use Path, Bicycle Railing and West Parapet to be built in Stage III.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
FARNSWORTH AVE. OVER INDIAN CREEK
F.A.P. 360 - SEC. 13-00302-00-BR
KANE COUNTY
STATION 225+35.00
STRUCTURE NO. 045-6027

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

FILE NAME = 0456027-61D28-001_GPE.dgn	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - MRB	REVISED -
	PLOT SCALE =	DRAWN - RMG/DMS	REVISED -
	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. S1 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	55
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

10/13/2016 4:37:41 PM X:\10200s\10239.00\Eng_Docs\Farnsworth_over_Indian_Creek\Final\0456027-61D28-001_GPE.dgn

GENERAL NOTES

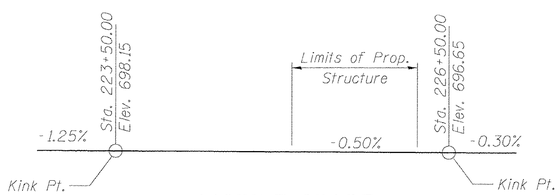
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
3. The embankment configuration shown shall be the minimum that must ben placed and compacted prior to construction of abutments.
4. Bridge Deck Grooving limits shall be as outlined in the Standard Specifications. During Stage I Construction, these limits include the area below the proposed Shared Use Path. Prior to construction of the Shared Use Path in Stage III, the grooved area within the footprint of the SUP shall be power washed or sandblasted for a bonded construction joint per Article 503.09 (b) at no additional cost to the contract.
5. During Stage I, the Protective Coat shall not be applied to the concrete wearing surface within the footprint of the proposed Shared Use Path.
6. Slipforming of the parapets is not allowed.

INDEX OF SHEETS

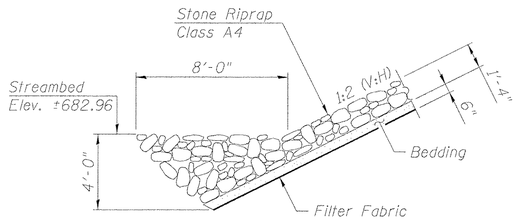
S1 General Plan and Elevation
S2 General Data
S3 Foundation Layout
S4 Staging Details
S5 Temporary Concrete Barrier for Stage Construction
S6 Top of Slab Elevations Layout
S7 Top of Slab Elevations 1 of 3
S8 Top of Slab Elevations 2 of 3
S9 Top of Slab Elevations 3 of 3
S10 Top of Approach Slab Elevations
S11 Superstructure Plan
S12 Superstructure Cross Section
S13 Superstructure Details 1 of 2
S14 Superstructure Details 2 of 2
S15 Bicycle Railing and Parapet Railing Details
S16 Bridge Approach Slab Plan
S17 Bridge Approach Slab Details
S18 Framing Plan
S19 27" x 48" PPC Deck Beam
S20 27" x 48" PPC Deck Beam Details 1 of 2
S21 27" x 48" PPC Deck Beam Details 2 of 2
S22 Abutment Details
S23 Bar Splicer Assembly and Mechanical Splicer Details
S24 HP Pile Details
S25 Soil Boring Logs 1 of 3
S26 Soil Boring Logs 2 of 3
S27 Soil Boring Logs 3 of 3
S28 Existing Plans

TOTAL BILL OF MATERIAL

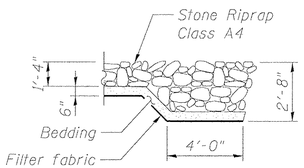
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	876	876
Filter Fabric	Sq. Yd.	-	876	876
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	299	299
Floor Drains	Each	6	-	6
Concrete Structures	Cu. Yd.	-	116.4	116.4
Concrete Superstructure	Cu. Yd.	97.7	-	97.7
Bridge Deck Grooving	Sq. Yd.	899	-	899
Concrete Encasement	Cu. Yd.	-	7.0	7.0
Protective Coat	Sq. Yd.	1,181	-	1,181
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	4,801.0	-	4,801.0
Reinforcement Bars, Epoxy Coated	Pound	99,880	15,920	115,800
Bar Splicers	Each	278	116	394
Furnishing Steel Piles HP12x63	Foot	-	756	756
Driving Piles	Foot	-	756	756
Test Pile Steel HP12x63	Each	-	2	2
Pile Shoes	Each	-	20	20
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	108	108
Conduit Attached to Structure, 4" Dia., Galvanized Steel	Foot	64	-	64
Conduit Embedded in Structure, 2" Dia., PVC	Foot	493	-	493
Temporary Sheet Piling	Sq. Ft.	-	408	408
Pipe Underdrains For Structures 4"	Foot	-	246	246
Temporary Soil Retention System	Sq. Ft.	-	142	142
Concrete Wearing Surface, 5"	Sq. Yd.	488	-	488
Bicycle Railing, Special	Foot	123	-	123
Granular Backfill for Structures	Cu. Yd.	-	138	138
Parapet Railing	Foot	123	-	123
Parapet Railing, Special	Foot	123	-	123
Concrete Superstructure (Approach Slab)	Cu. Yd.	235.7	-	235.7
Form Liner Textured Surface, Special	Sq. Ft.	643	-	643



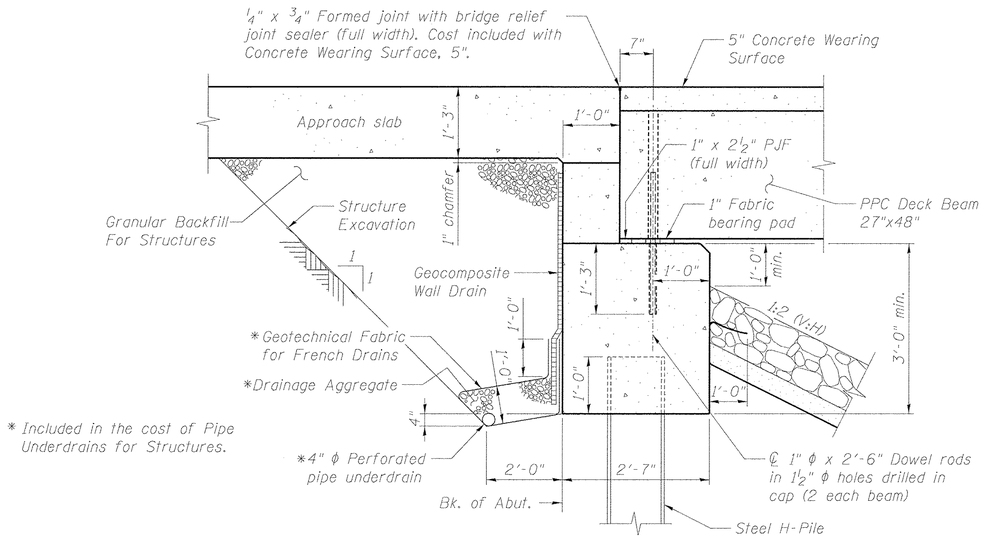
PROFILE GRADE
(along ℄ Farnsworth Ave.)



SECTION A-A
(Toe Stone Riprap Treatment)



SECTION B-B
(Flank Stone Riprap Treatment)



SECTION THRU FIXED ABUTMENT

* Included in the cost of Pipe Underdrains for Structures.

NOTE:

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

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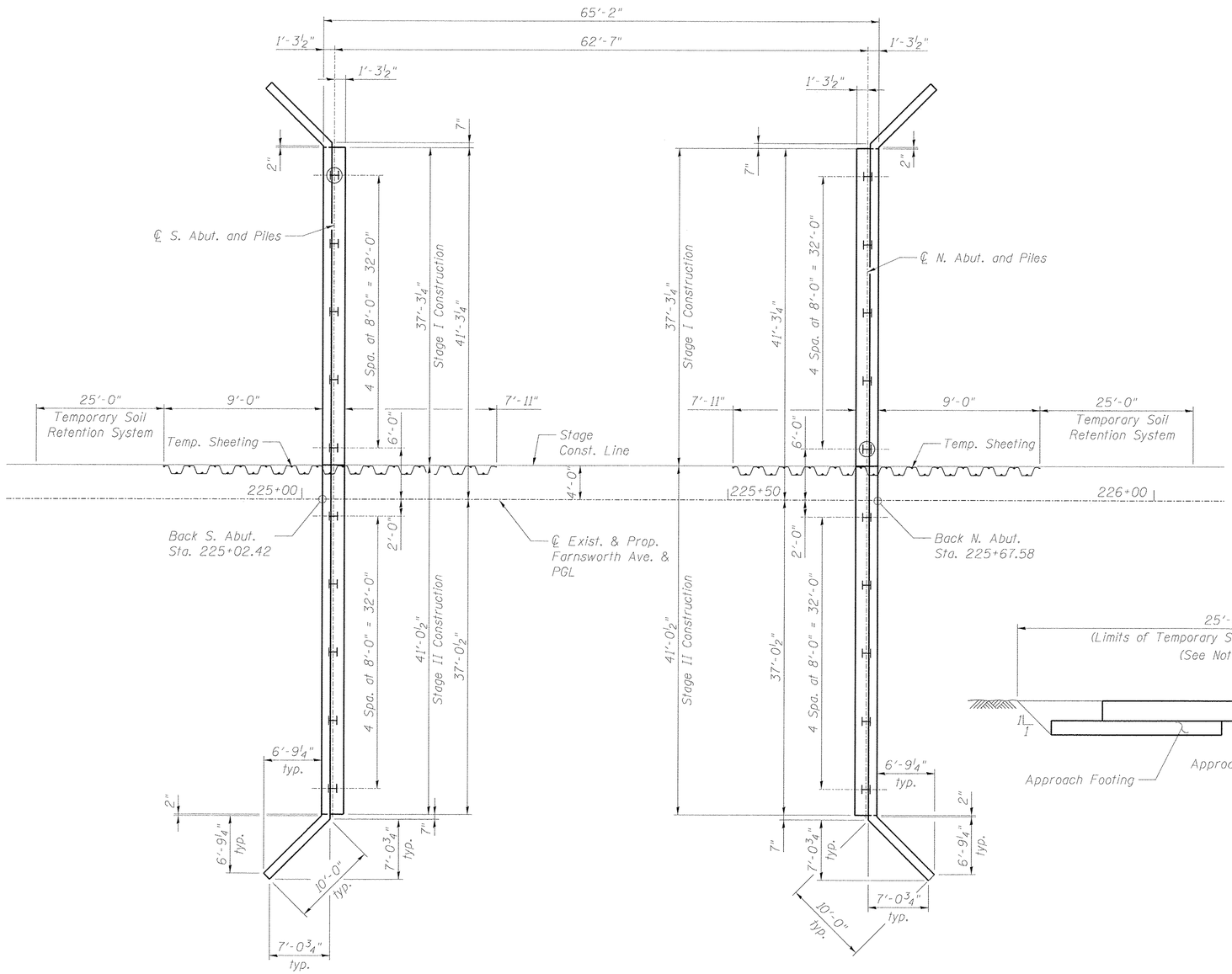
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GENERAL DATA
STRUCTURE NO. 045-6027
SHEET NO. S2 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	56
		CONTRACT NO. 61D28		
	ILLINOIS	FED. AID PROJECT		

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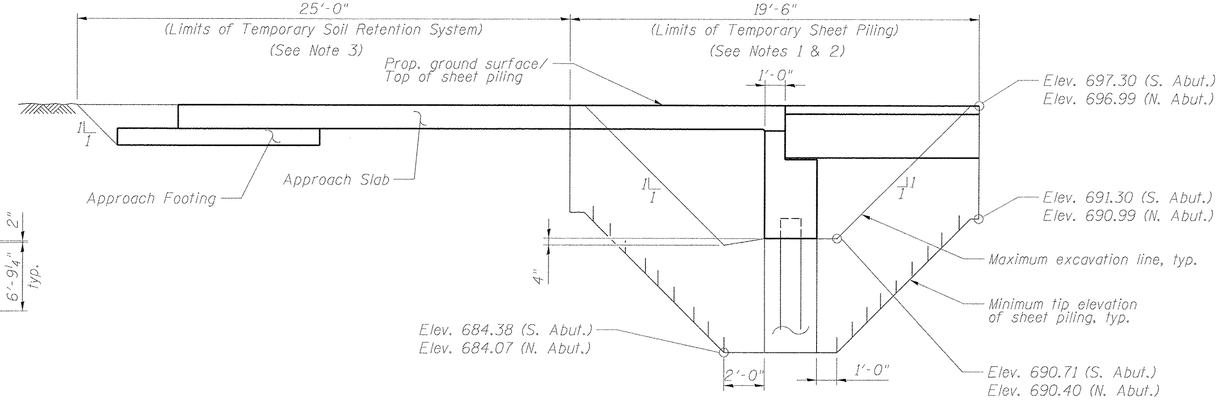
NOTES:

1. The temporary sheet pile design is valid for suggested sequence of construction.
2. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer at no additional cost to the City.
3. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

LEGEND

HP12x63 Test Pile

HP12x63



TEMPORARY WALL ELEVATION AT SOUTH ABUTMENT

(North Abutment similar)
(Minimum Section Modulus for Temporary Sheet Piling = 3.0 in^3/ft)

FOUNDATION LAYOUT

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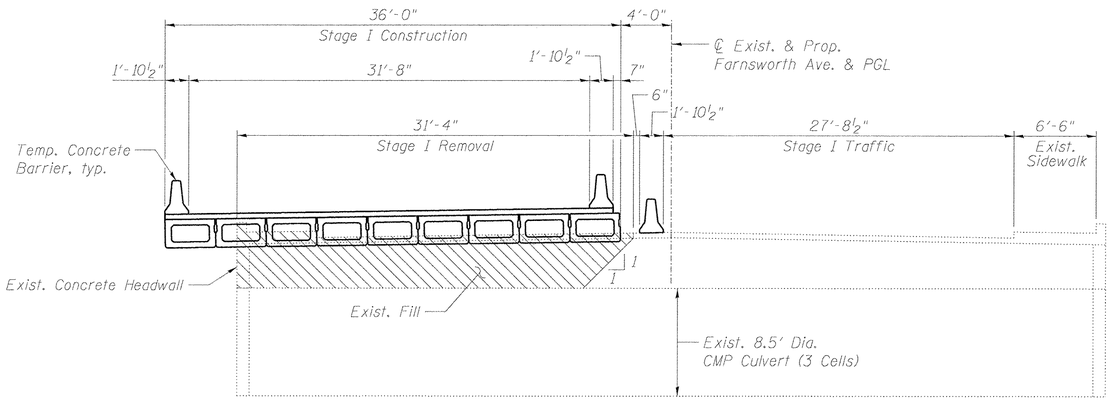
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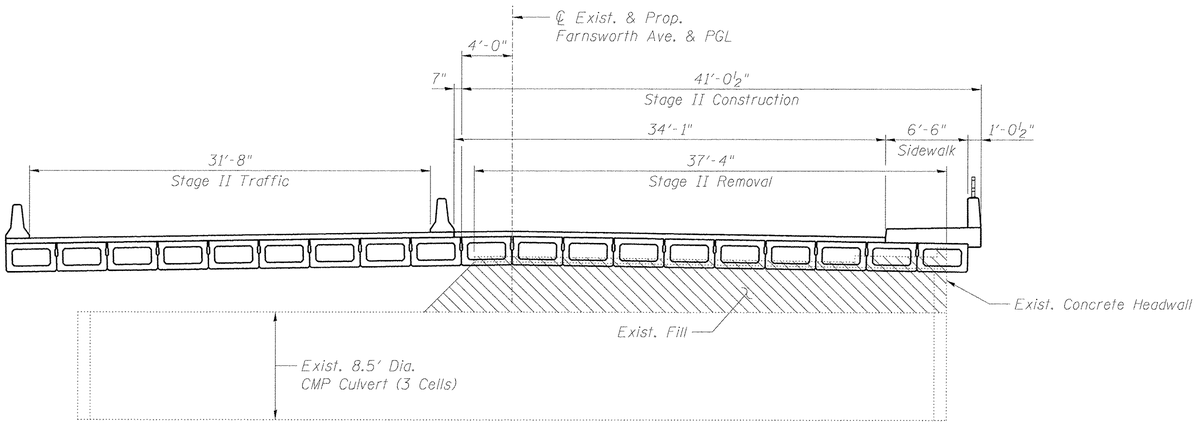
FOUNDATION LAYOUT
STRUCTURE NO. 045-6027
SHEET NO. S3 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	57
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

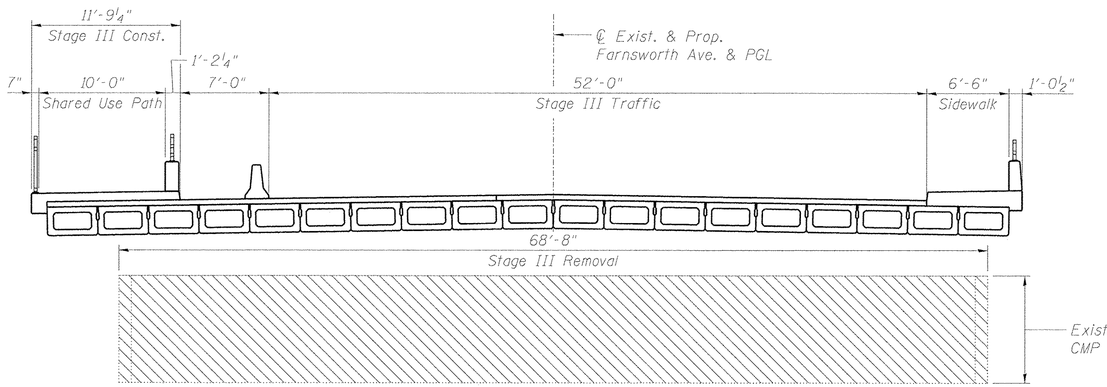
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STAGE I REMOVAL & CONSTRUCTION



STAGE II REMOVAL & CONSTRUCTION



STAGE III REMOVAL & CONSTRUCTION

NOTES:

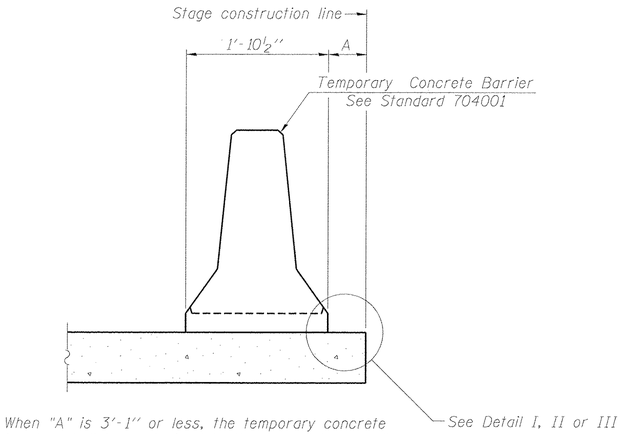
1. All Cross Sections looking North.
2. Cost of removing existing bituminous wearing surface, sidewalks, parapet, railing, fill, headwalls, wingwalls and CMP culvert is included with Removal of Existing Structures.
3. For quantity of Temporary Concrete Barrier see Roadway Plans.
4. Existing dimensions shall be verified in field.

Indicates Removal

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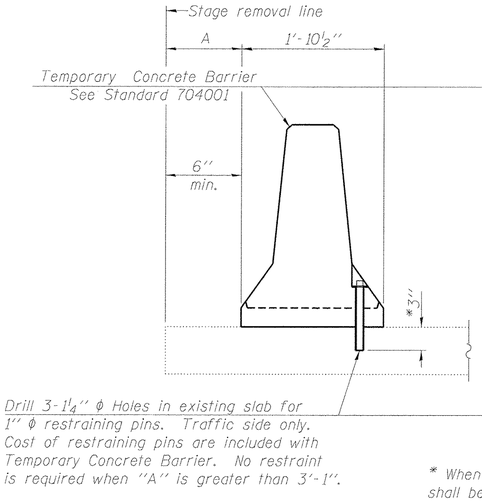
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	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -		SHEET NO. S4 OF S28 SHEETS			ILLINOIS FED. AID PROJECT		

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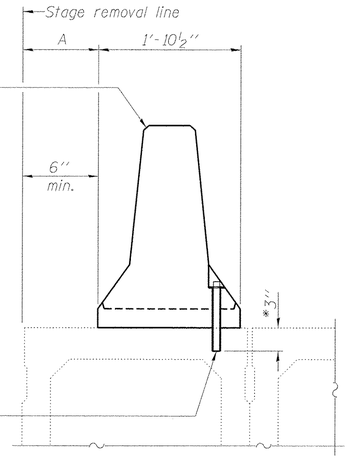
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

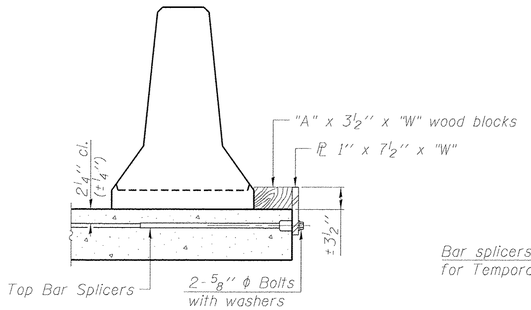
EXISTING SLAB



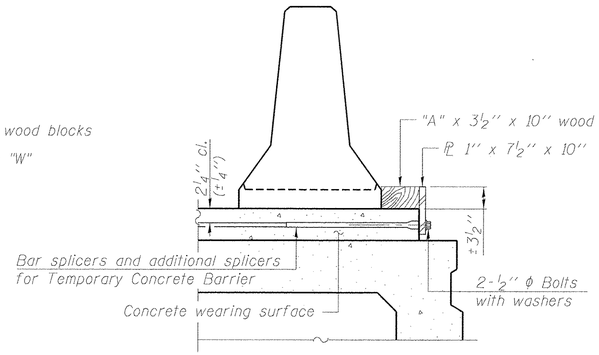
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

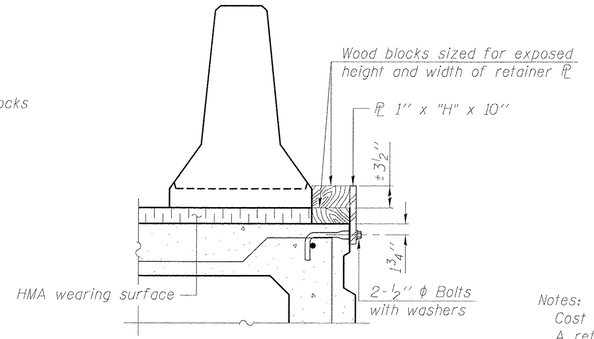
SECTIONS THRU SLAB OR DECK BEAM



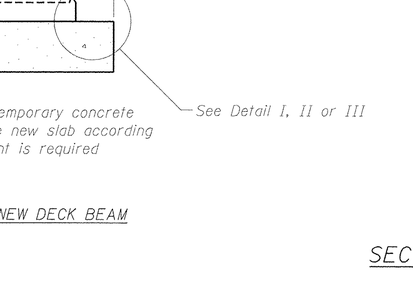
DETAIL I



DETAIL II

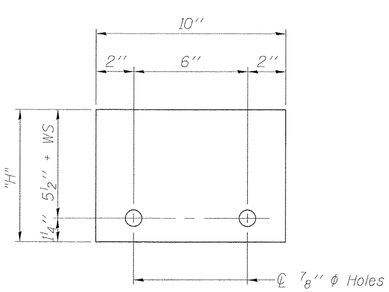


DETAIL III



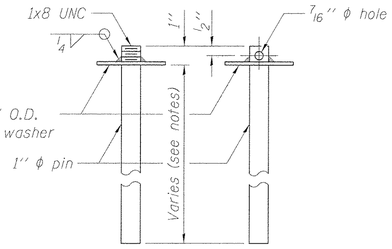
STEEL RETAINER ℄ 1" x 7½" x "W"

(Detail I and II)

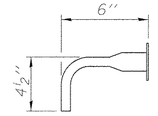


STEEL RETAINER ℄ 1" x "H" x 10"

(Detail III)



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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

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R-27

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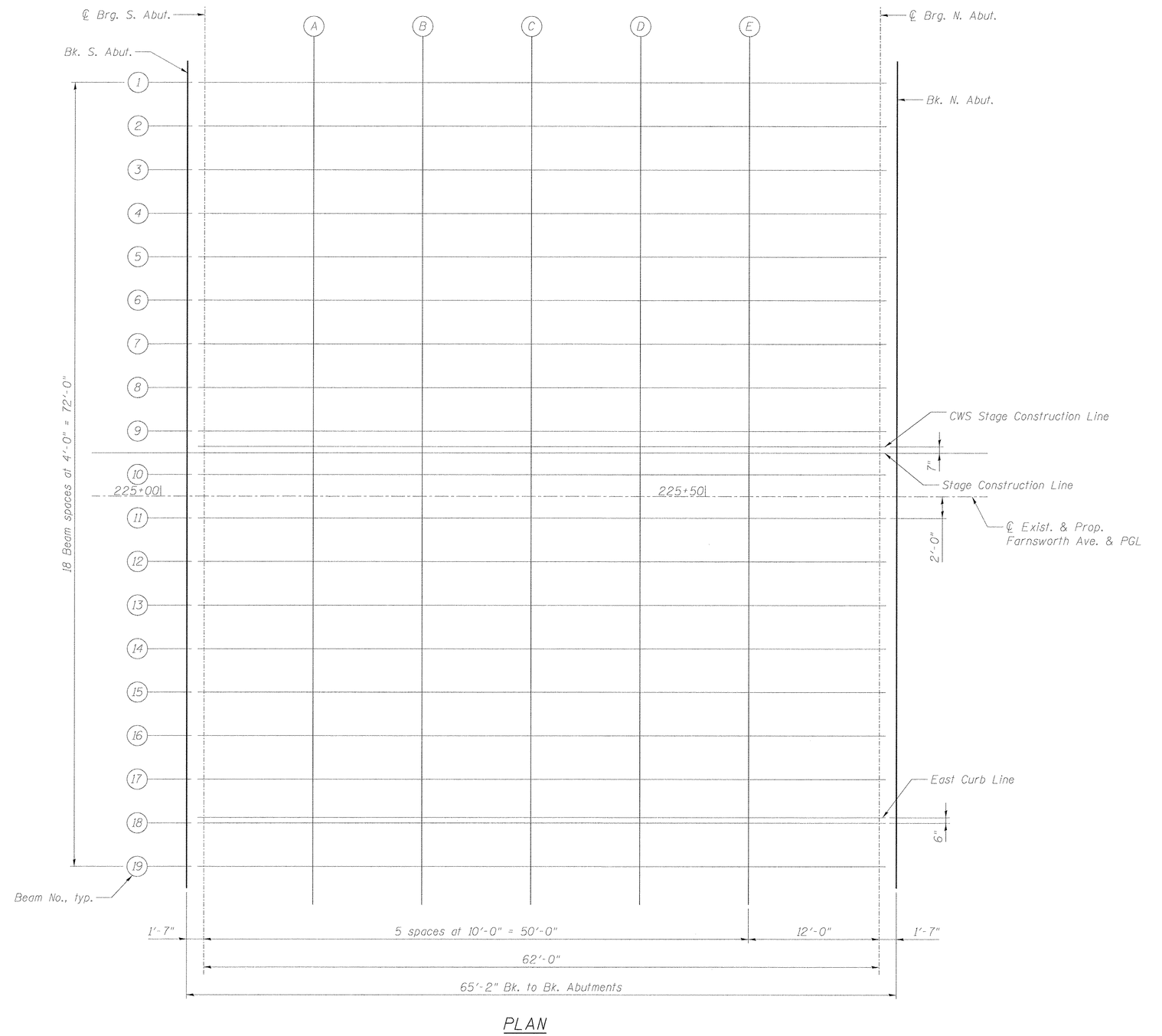
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

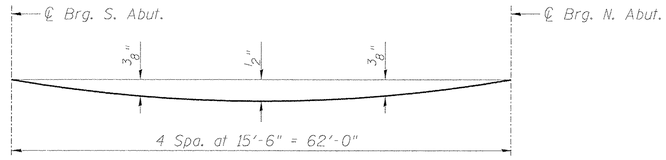
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 045-6027
SHEET NO. 55 OF 528 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	59
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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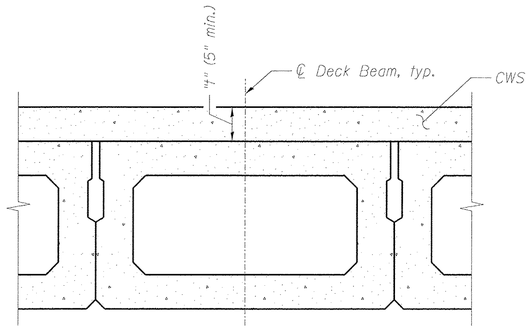
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete overlay, sidewalks & parapets only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S7 & S9.



STANDARD OVERLAY THICKNESS DETAIL

To determine "t": After all precast prestressed deck beams have been erected, elevations of the top of the beams shall be taken at the intervals shown on the elevation sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" equals the deck thickness "t" above the top of the beams.

NOTE:

CWS denotes Concrete Wearing Surface

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STATE OF ILLINOIS
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TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 045-6027
SHEET NO. S6 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	60
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

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BEAM 1

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-38.00	696.63	696.63
℄ Brg. S. Abut.	225+04.00	-38.00	696.62	696.62
A	225+14.00	-38.00	696.57	696.59
B	225+24.00	-38.00	696.52	696.55
C	225+34.00	-38.00	696.47	696.51
D	225+44.00	-38.00	696.42	696.46
E	225+54.00	-38.00	696.37	696.39
℄ Brg. N. Abut.	225+66.00	-38.00	696.31	696.31
Bk. N. Abut.	225+67.59	-38.00	696.30	696.30

BEAM 2

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-34.00	696.71	696.71
℄ Brg. S. Abut.	225+04.00	-34.00	696.70	696.70
A	225+14.00	-34.00	696.65	696.67
B	225+24.00	-34.00	696.60	696.63
C	225+34.00	-34.00	696.55	696.59
D	225+44.00	-34.00	696.50	696.54
E	225+54.00	-34.00	696.45	696.47
℄ Brg. N. Abut.	225+66.00	-34.00	696.39	696.39
Bk. N. Abut.	225+67.59	-34.00	696.38	696.38

BEAM 3

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-30.00	696.79	696.79
℄ Brg. S. Abut.	225+04.00	-30.00	696.78	696.78
A	225+14.00	-30.00	696.73	696.75
B	225+24.00	-30.00	696.68	696.71
C	225+34.00	-30.00	696.63	696.67
D	225+44.00	-30.00	696.58	696.62
E	225+54.00	-30.00	696.53	696.55
℄ Brg. N. Abut.	225+66.00	-30.00	696.47	696.47
Bk. N. Abut.	225+67.59	-30.00	696.46	696.46

BEAM 4

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-26.00	696.87	696.87
℄ Brg. S. Abut.	225+04.00	-26.00	696.86	696.86
A	225+14.00	-26.00	696.81	696.83
B	225+24.00	-26.00	696.76	696.79
C	225+34.00	-26.00	696.71	696.75
D	225+44.00	-26.00	696.66	696.70
E	225+54.00	-26.00	696.61	696.63
℄ Brg. N. Abut.	225+66.00	-26.00	696.55	696.55
Bk. N. Abut.	225+67.59	-26.00	696.54	696.54

BEAM 5

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-22.00	696.95	696.95
℄ Brg. S. Abut.	225+04.00	-22.00	696.94	696.94
A	225+14.00	-22.00	696.89	696.91
B	225+24.00	-22.00	696.84	696.87
C	225+34.00	-22.00	696.79	696.83
D	225+44.00	-22.00	696.74	696.78
E	225+54.00	-22.00	696.69	696.71
℄ Brg. N. Abut.	225+66.00	-22.00	696.63	696.63
Bk. N. Abut.	225+67.59	-22.00	696.62	696.62

BEAM 6

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-18.00	697.03	697.03
℄ Brg. S. Abut.	225+04.00	-18.00	697.02	697.02
A	225+14.00	-18.00	696.97	696.99
B	225+24.00	-18.00	696.92	696.95
C	225+34.00	-18.00	696.87	696.91
D	225+44.00	-18.00	696.82	696.86
E	225+54.00	-18.00	696.77	696.79
℄ Brg. N. Abut.	225+66.00	-18.00	696.71	696.71
Bk. N. Abut.	225+67.59	-18.00	696.70	696.70

BEAM 7

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-14.00	697.11	697.11
℄ Brg. S. Abut.	225+04.00	-14.00	697.10	697.10
A	225+14.00	-14.00	697.05	697.07
B	225+24.00	-14.00	697.00	697.03
C	225+34.00	-14.00	696.95	696.99
D	225+44.00	-14.00	696.90	696.94
E	225+54.00	-14.00	696.85	696.87
℄ Brg. N. Abut.	225+66.00	-14.00	696.79	696.79
Bk. N. Abut.	225+67.59	-14.00	696.78	696.78

BEAM 8

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-10.00	697.19	697.19
℄ Brg. S. Abut.	225+04.00	-10.00	697.18	697.18
A	225+14.00	-10.00	697.13	697.15
B	225+24.00	-10.00	697.08	697.11
C	225+34.00	-10.00	697.03	697.07
D	225+44.00	-10.00	696.98	697.02
E	225+54.00	-10.00	696.93	696.95
℄ Brg. N. Abut.	225+66.00	-10.00	696.87	696.87
Bk. N. Abut.	225+67.59	-10.00	696.86	696.86

BEAM 9

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-6.00	697.27	697.27
℄ Brg. S. Abut.	225+04.00	-6.00	697.26	697.26
A	225+14.00	-6.00	697.21	697.23
B	225+24.00	-6.00	697.16	697.19
C	225+34.00	-6.00	697.11	697.15
D	225+44.00	-6.00	697.06	697.10
E	225+54.00	-6.00	697.01	697.03
℄ Brg. N. Abut.	225+66.00	-6.00	696.95	696.95
Bk. N. Abut.	225+67.59	-6.00	696.94	696.94

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

FILE NAME = 0456027-61D28-007_DeckElev2.dgn	USER NAME = ksnider	DESIGNED - WKK	REVISED -
		CHECKED - MRB	REVISED -
	PLOT SCALE =	DRAWN - WKK	REVISED -
	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 1 OF 3
STRUCTURE NO. 045-6027
SHEET NO. 57 OF 528 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	61
		CONTRACT NO. 61D28		
	ILLINOIS	FED. AID PROJECT		

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CWS STAGE CONSTRUCTION LINE

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-4.58	697.30	697.30
℄ Brg. S. Abut.	225+04.00	-4.58	697.29	697.29
A	225+14.00	-4.58	697.24	697.26
B	225+24.00	-4.58	697.19	697.22
C	225+34.00	-4.58	697.14	697.18
D	225+44.00	-4.58	697.09	697.12
E	225+54.00	-4.58	697.04	697.06
℄ Brg. N. Abut.	225+66.00	-4.58	696.98	696.98
Bk. N. Abut.	225+67.59	-4.58	696.97	696.97

STAGE CONSTRUCTION LINE

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-4.00	697.31	697.31
℄ Brg. S. Abut.	225+04.00	-4.00	697.30	697.30
A	225+14.00	-4.00	697.25	697.27
B	225+24.00	-4.00	697.20	697.23
C	225+34.00	-4.00	697.15	697.19
D	225+44.00	-4.00	697.10	697.14
E	225+54.00	-4.00	697.05	697.07
℄ Brg. N. Abut.	225+66.00	-4.00	696.99	696.99
Bk. N. Abut.	225+67.59	-4.00	696.98	696.98

BEAM 10

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	-2.00	697.35	697.35
℄ Brg. S. Abut.	225+04.00	-2.00	697.34	697.34
A	225+14.00	-2.00	697.29	697.31
B	225+24.00	-2.00	697.24	697.27
C	225+34.00	-2.00	697.19	697.23
D	225+44.00	-2.00	697.14	697.18
E	225+54.00	-2.00	697.09	697.11
℄ Brg. N. Abut.	225+66.00	-2.00	697.03	697.03
Bk. N. Abut.	225+67.59	-2.00	697.02	697.02

℄ EXIST. & PROP. FARNSWORTH AVE. & PGL

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	0.00	697.39	697.39
℄ Brg. S. Abut.	225+04.00	0.00	697.38	697.38
A	225+14.00	0.00	697.33	697.35
B	225+24.00	0.00	697.28	697.31
C	225+34.00	0.00	697.23	697.27
D	225+44.00	0.00	697.18	697.22
E	225+54.00	0.00	697.13	697.15
℄ Brg. N. Abut.	225+66.00	0.00	697.07	697.07
Bk. N. Abut.	225+67.59	0.00	697.06	697.06

BEAM 11

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	2.00	697.35	697.35
℄ Brg. S. Abut.	225+04.00	2.00	697.34	697.34
A	225+14.00	2.00	697.29	697.31
B	225+24.00	2.00	697.24	697.27
C	225+34.00	2.00	697.19	697.23
D	225+44.00	2.00	697.14	697.18
E	225+54.00	2.00	697.09	697.11
℄ Brg. N. Abut.	225+66.00	2.00	697.03	697.03
Bk. N. Abut.	225+67.59	2.00	697.02	697.02

BEAM 12

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	6.00	697.27	697.27
℄ Brg. S. Abut.	225+04.00	6.00	697.26	697.26
A	225+14.00	6.00	697.21	697.23
B	225+24.00	6.00	697.16	697.19
C	225+34.00	6.00	697.11	697.15
D	225+44.00	6.00	697.06	697.10
E	225+54.00	6.00	697.01	697.03
℄ Brg. N. Abut.	225+66.00	6.00	696.95	696.95
Bk. N. Abut.	225+67.59	6.00	696.94	696.94

BEAM 13

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	10.00	697.19	697.19
℄ Brg. S. Abut.	225+04.00	10.00	697.18	697.18
A	225+14.00	10.00	697.13	697.15
B	225+24.00	10.00	697.08	697.11
C	225+34.00	10.00	697.03	697.07
D	225+44.00	10.00	696.98	697.02
E	225+54.00	10.00	696.93	696.95
℄ Brg. N. Abut.	225+66.00	10.00	696.87	696.87
Bk. N. Abut.	225+67.59	10.00	696.86	696.86

BEAM 14

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	14.00	697.11	697.11
℄ Brg. S. Abut.	225+04.00	14.00	697.10	697.10
A	225+14.00	14.00	697.05	697.07
B	225+24.00	14.00	697.00	697.03
C	225+34.00	14.00	696.95	696.99
D	225+44.00	14.00	696.90	696.94
E	225+54.00	14.00	696.85	696.87
℄ Brg. N. Abut.	225+66.00	14.00	696.79	696.79
Bk. N. Abut.	225+67.59	14.00	696.78	696.78

BEAM 15

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	18.00	697.03	697.03
℄ Brg. S. Abut.	225+04.00	18.00	697.02	697.02
A	225+14.00	18.00	696.97	696.99
B	225+24.00	18.00	696.92	696.95
C	225+34.00	18.00	696.87	696.91
D	225+44.00	18.00	696.82	696.86
E	225+54.00	18.00	696.77	696.79
℄ Brg. N. Abut.	225+66.00	18.00	696.71	696.71
Bk. N. Abut.	225+67.59	18.00	696.70	696.70

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FILE NAME =	USER NAME = ksnider	DESIGNED - WKK	REVISED -
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	PLOT SCALE =	DRAWN - WKK	REVISED -
	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 2 OF 3
STRUCTURE NO. 045-6027
SHEET NO. 58 OF 528 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	62
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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BEAM 16

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	22.00	696.95	696.95
℄ Brg. S. Abut.	225+04.00	22.00	696.94	696.94
A	225+14.00	22.00	696.89	696.91
B	225+24.00	22.00	696.84	696.87
C	225+34.00	22.00	696.79	696.83
D	225+44.00	22.00	696.74	696.78
E	225+54.00	22.00	696.69	696.71
℄ Brg. N. Abut.	225+66.00	22.00	696.63	696.63
Bk. N. Abut.	225+67.59	22.00	696.62	696.62

BEAM 17

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	26.00	696.87	696.87
℄ Brg. S. Abut.	225+04.00	26.00	696.86	696.86
A	225+14.00	26.00	696.81	696.83
B	225+24.00	26.00	696.76	696.79
C	225+34.00	26.00	696.71	696.75
D	225+44.00	26.00	696.66	696.70
E	225+54.00	26.00	696.61	696.63
℄ Brg. N. Abut.	225+66.00	26.00	696.55	696.55
Bk. N. Abut.	225+67.59	26.00	696.54	696.54

EAST CURB LINE

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	29.50	696.80	696.80
℄ Brg. S. Abut.	225+04.00	29.50	696.79	696.79
A	225+14.00	29.50	696.74	696.76
B	225+24.00	29.50	696.69	696.72
C	225+34.00	29.50	696.64	696.68
D	225+44.00	29.50	696.59	696.63
E	225+54.00	29.50	696.54	696.56
℄ Brg. N. Abut.	225+66.00	29.50	696.48	696.48
Bk. N. Abut.	225+67.59	29.50	696.47	696.47

BEAM 18

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	30.00	696.79	696.79
℄ Brg. S. Abut.	225+04.00	30.00	696.78	696.78
A	225+14.00	30.00	696.73	696.75
B	225+24.00	30.00	696.68	696.71
C	225+34.00	30.00	696.63	696.67
D	225+44.00	30.00	696.58	696.62
E	225+54.00	30.00	696.53	696.55
℄ Brg. N. Abut.	225+66.00	30.00	696.47	696.47
Bk. N. Abut.	225+67.59	30.00	696.46	696.46

BEAM 19

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	225+02.42	34.00	696.71	696.71
℄ Brg. S. Abut.	225+04.00	34.00	696.70	696.70
A	225+14.00	34.00	696.65	696.67
B	225+24.00	34.00	696.60	696.63
C	225+34.00	34.00	696.55	696.59
D	225+44.00	34.00	696.50	696.54
E	225+54.00	34.00	696.45	696.47
℄ Brg. N. Abut.	225+66.00	34.00	696.39	696.39
Bk. N. Abut.	225+67.59	34.00	696.38	696.38

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	PLOT SCALE =	DRAWN - WKK	REVISED -
	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 3 OF 3
STRUCTURE NO. 045-602
SHEET NO. S9 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	63
		CONTRACT NO. 61D28		
	ILLINOIS	FED. AID PROJECT		

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WEST EDGE OF SHARED USE PATH

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
S. End of South Appr. Slab	224+73.42	-41.27	696.71
S1	224+83.42	-41.27	696.66
S2	224+93.42	-41.27	696.61
N. End of South Appr. Slab	225+03.42	-41.27	696.56
S. End of North Appr. Slab	225+66.58	-41.27	696.24
N1	225+76.58	-41.27	696.19
N2	225+86.58	-41.27	696.14
N. End of North Appr. Slab	225+96.58	-41.27	696.09

WEST EDGE OF PAVEMENT

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
S. End of South Appr. Slab	224+73.42	-29.50	696.94
S1	224+83.42	-29.50	696.89
S2	224+93.42	-29.50	696.84
N. End of South Appr. Slab	225+03.42	-29.50	696.79
S. End of North Appr. Slab	225+66.58	-29.50	696.48
N1	225+76.58	-29.50	696.43
N2	225+86.58	-29.50	696.38
N. End of North Appr. Slab	225+96.58	-29.50	696.33

STAGE CONSTRUCTION LINE

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
S. End of South Appr. Slab	224+73.42	-4.00	697.45
S1	224+83.42	-4.00	697.40
S2	224+93.42	-4.00	697.35
N. End of South Appr. Slab	225+03.42	-4.00	697.30
S. End of North Appr. Slab	225+66.58	-4.00	696.99
N1	225+76.58	-4.00	696.94
N2	225+86.58	-4.00	696.89
N. End of North Appr. Slab	225+96.58	-4.00	696.84

℄ EXIST. & PROP. FARNSWORTH AVE. & PGL

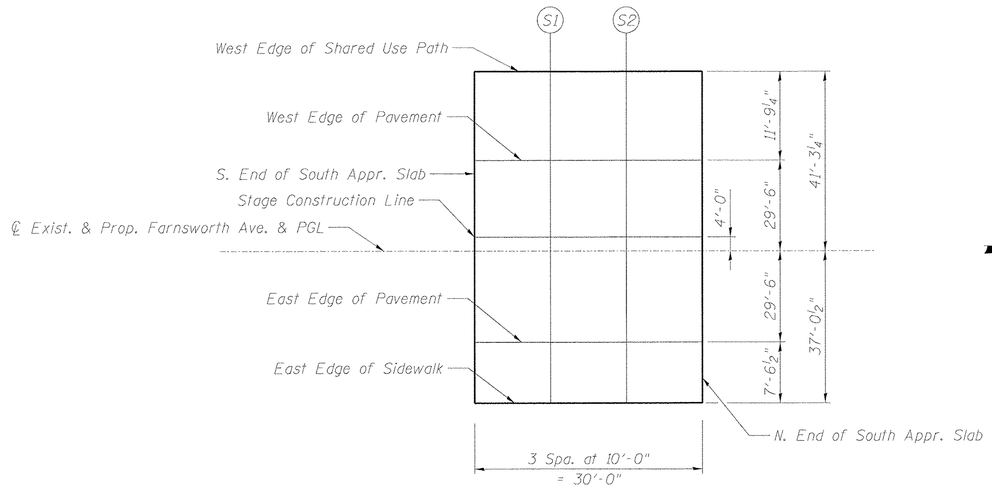
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S. End of South Appr. Slab	224+73.42	0.00	697.53
S1	224+83.42	0.00	697.48
S2	224+93.42	0.00	697.43
N. End of South Appr. Slab	225+03.42	0.00	697.38
S. End of North Appr. Slab	225+66.58	0.00	697.07
N1	225+76.58	0.00	697.02
N2	225+86.58	0.00	696.97
N. End of North Appr. Slab	225+96.58	0.00	696.92

EAST EDGE OF PAVEMENT

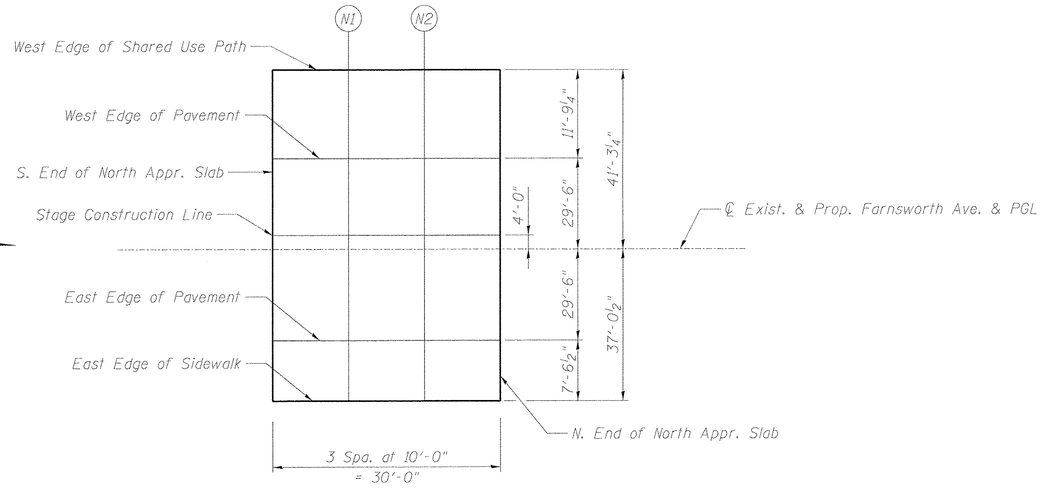
Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
S. End of South Appr. Slab	224+73.42	29.50	696.94
S1	224+83.42	29.50	696.89
S2	224+93.42	29.50	696.84
N. End of South Appr. Slab	225+03.42	29.50	696.79
S. End of North Appr. Slab	225+66.58	29.50	696.48
N1	225+76.58	29.50	696.43
N2	225+86.58	29.50	696.38
N. End of North Appr. Slab	225+96.58	29.50	696.33

EAST EDGE OF SIDEWALK

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
S. End of South Appr. Slab	224+73.42	37.04	696.79
S1	224+83.42	37.04	696.74
S2	224+93.42	37.04	696.69
N. End of South Appr. Slab	225+03.42	37.04	696.64
S. End of South Appr. Slab	225+66.58	37.04	696.32
N1	225+76.58	37.04	696.27
N2	225+86.58	37.04	696.22
N. End of North Appr. Slab	225+96.58	37.04	696.17



PLAN
(South Approach)



PLAN
(North Approach)

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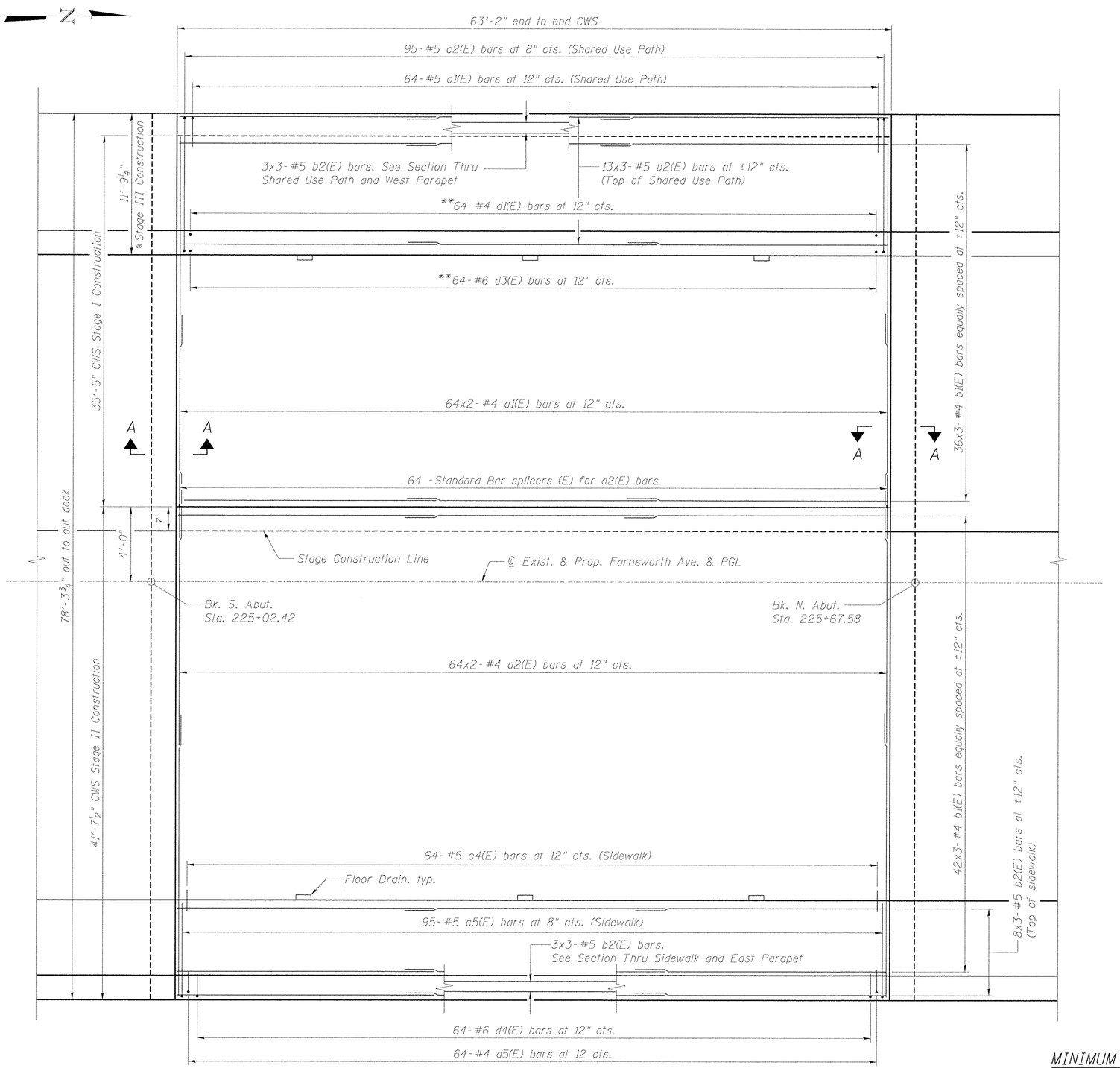
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

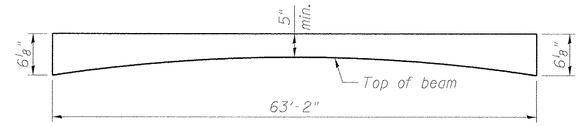
TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-602
SHEET NO. S10 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	64
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

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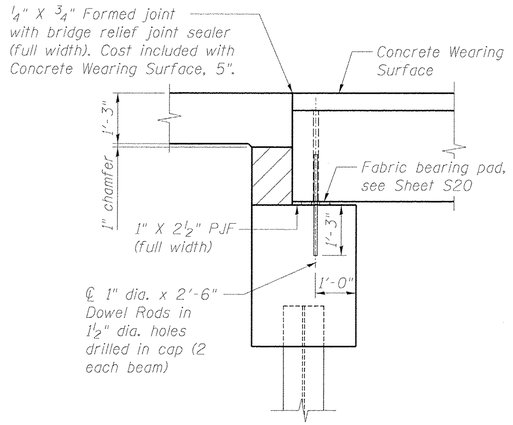


PLAN

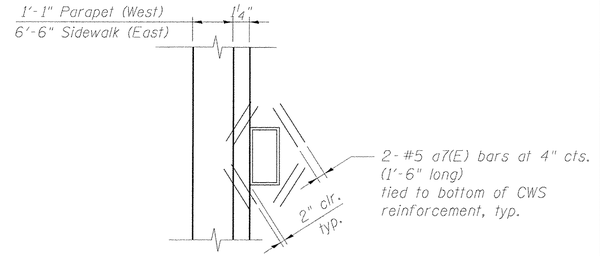


ANTICIPATED CONCRETE WEARING SURFACE PROFILE

(For information only)



SECTION A-A



TYPICAL ADDITIONAL FLOOR DRAIN REINFORCEMENT

(6 Floor Drains)

MINIMUM BAR LAP

(CWS, Sidewalk, Shared Use Path)

#4 bar = 2'-5"

#5 bar = 3'-0"

NOTES:

1. Bars indicated thus 1x3-#5 etc. indicates 1 line of bars with 3 lengths per line.
2. Cut longitudinal reinforcement to clear floor drains.
3. CWS indicates Concrete Wearing Surface.
4. All concrete wearing surfaces shall be placed prior to casting backwall and/or Approach Slab.

▨ Indicates area to be poured after CWS. Cost included with Concrete Structures.

* Shared Use Path, Bicycle Railing, and West Parapet are to be built in Stage III.

** Drill and set #4 d1(E) and #6 d3(E) bars according to Article 509.06 of the Standard Specifications to develop the full strength of the bar. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 9". Cost of drilling and adhesive system is included with Concrete Wearing Surface, 5".

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Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

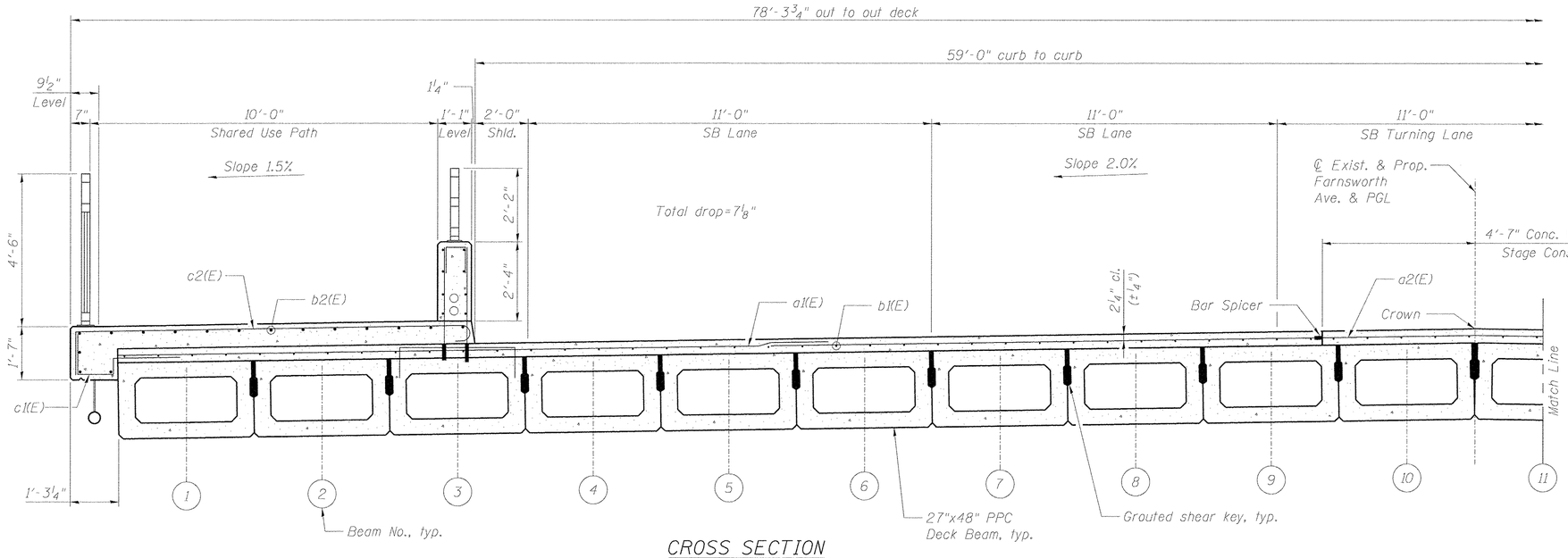
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

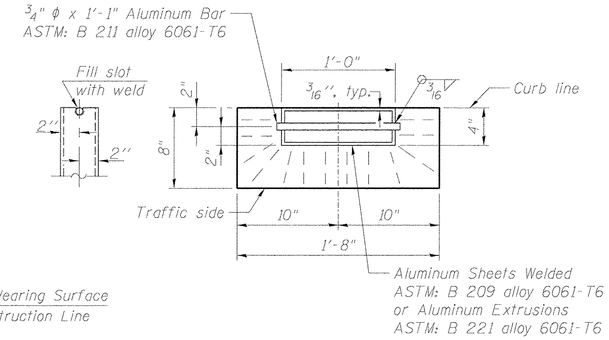
SUPERSTRUCTURE PLAN
STRUCTURE NO. 045-6027
SHEET NO. S11 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	65
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

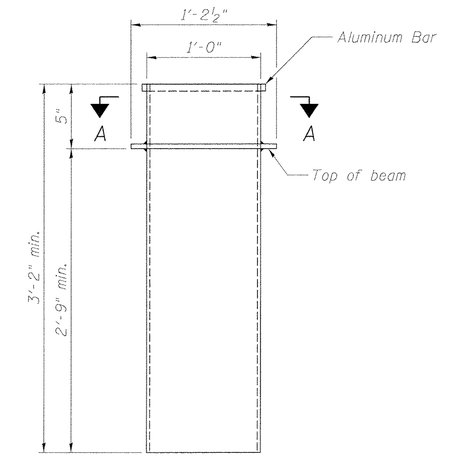
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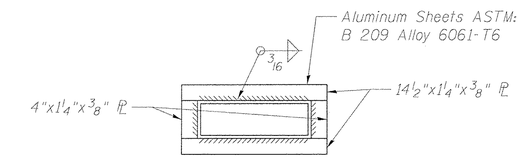
CROSS SECTION
(Looking North)



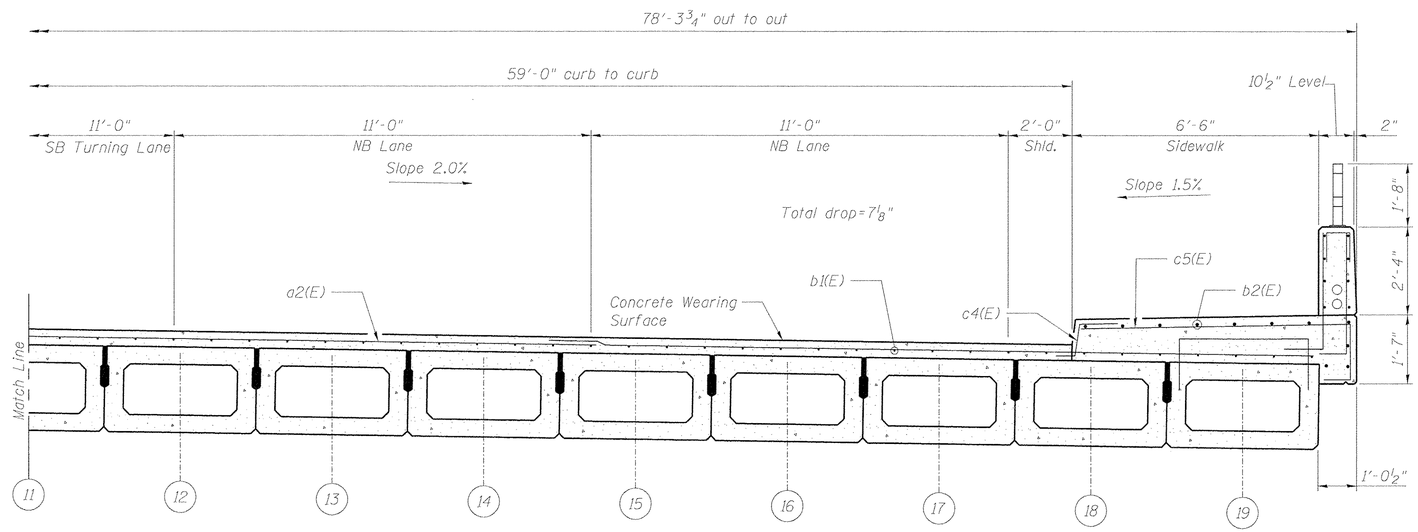
TOP PLAN



FLOOR DRAIN DETAIL



SECTION A-A



CROSS SECTION
(Looking North)

NOTES:

1. Secure floor drain during placement of Concrete Wearing Surface such that the final position of one edge of the drain is at the curb line.
2. Cost of floor drain assembly to be paid for as Floor Drain.
3. For floor drain locations, see Sheet S11.
4. For Sections Thru Shared Use Path and West Parapet, see Sheet S13.
5. For Sections Thru Sidewalk and East Parapet, see Sheet S14.

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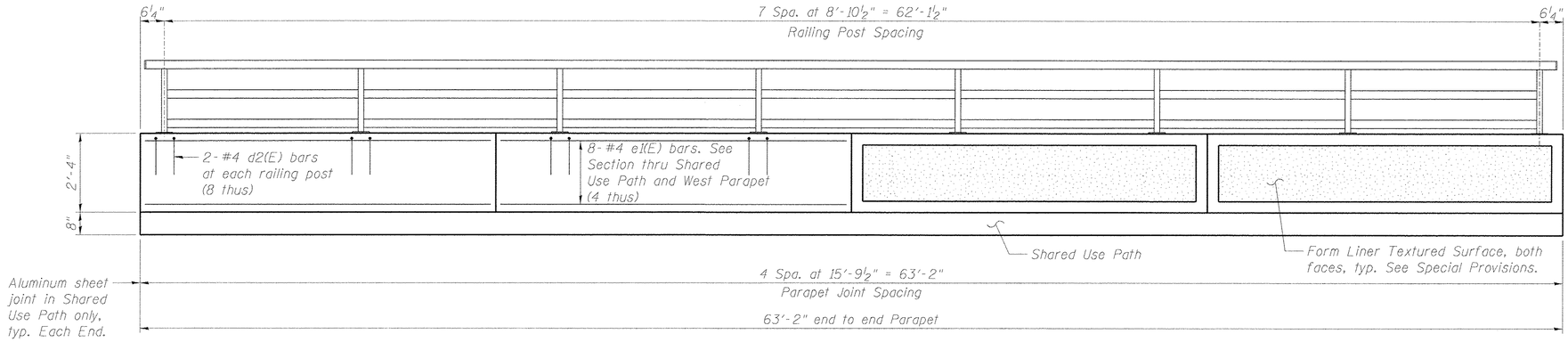
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 045-6027
SHEET NO. S12 OF S28 SHEETS

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

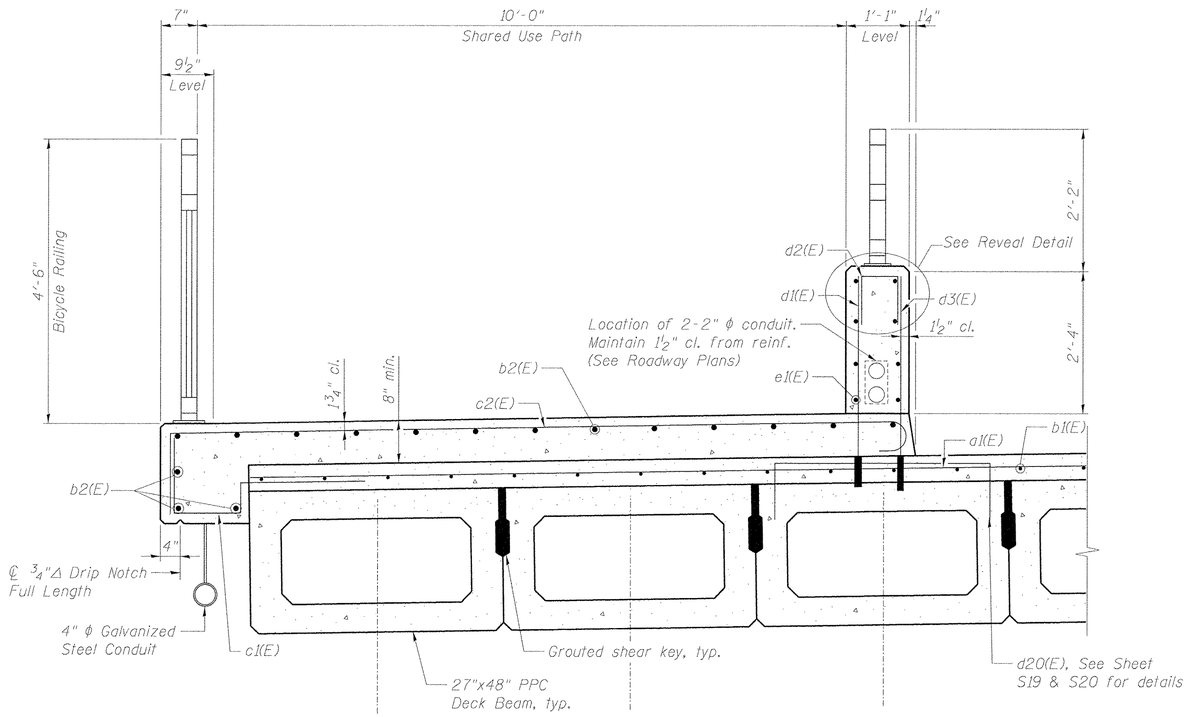
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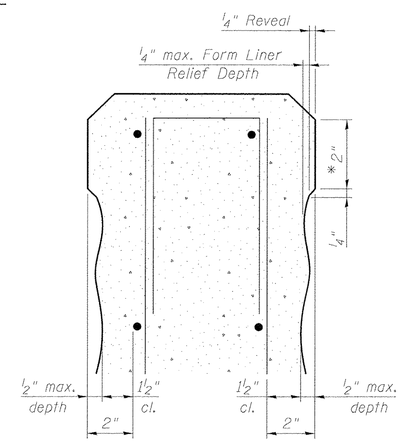
SHOWING REINFORCEMENT

SHOWING FORM LINER

INSIDE ELEVATION OF WEST PARAPET



SECTION THRU SHARED USE PATH AND WEST PARAPET

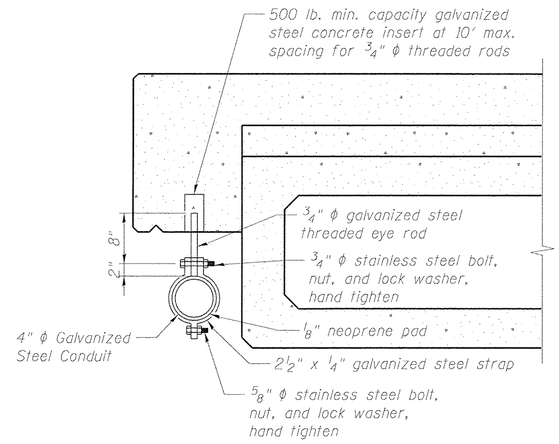


REVEAL DETAIL

*All around unless noted otherwise

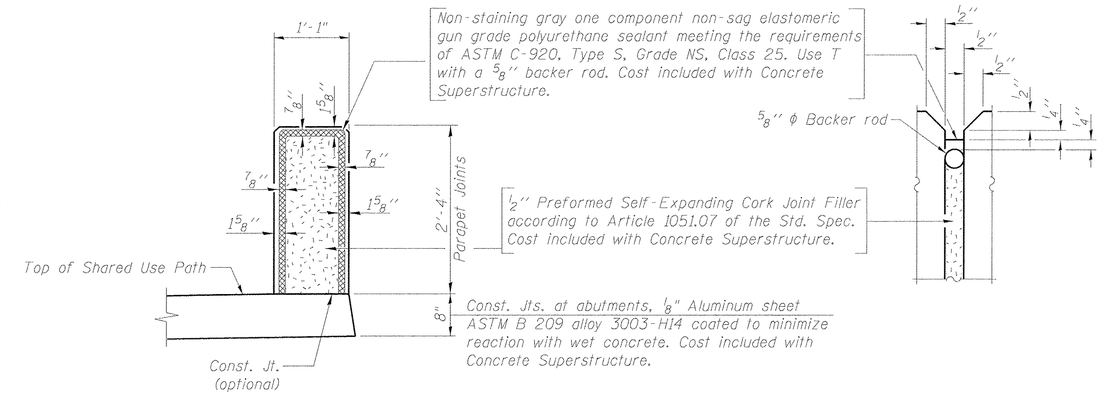
NOTES:

1. All exposed surfaces of the West Parapet and only the inside face and top surface of the East Parapet shall be stained. See Special Provisions.
2. Seamless and welded conduit and fittings shall be extra strong, galvanized steel meeting the requirements of ASTM A53.
3. Steel straps, bars and plates shall meet the requirements of AASHTO M270, Grade 36.
4. All conduit hangers, supports and hardware shall be hot-dipped galvanized after fabrication in accordance with AASHTO M232 (ASTM A153) unless otherwise noted. All bolts, nuts and washers shall be stainless steel. Stainless steel bolts and washers shall conform to the requirements of the Standard Specifications Article 1006.29(d).
5. Galvanized steel conduit shall not be painted.



PIPE HANGER DETAILS

(Cost of Concrete Insert and Hanger Assembly shall be included with Conduit Attached to Structure, 4" Dia., Galvanized Steel)



WEST PARAPET JOINT DETAILS

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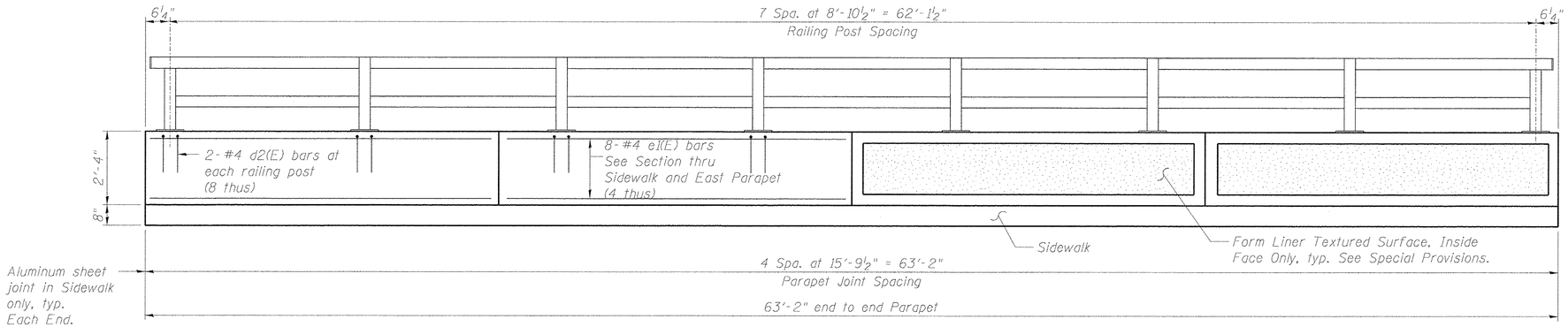
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS 1 OF 2
STRUCTURE NO. 045-6027
SHEET NO. S13 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	67
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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SHOWING REINFORCEMENT

SHOWING FORM LINER

INSIDE ELEVATION OF EAST PARAPET

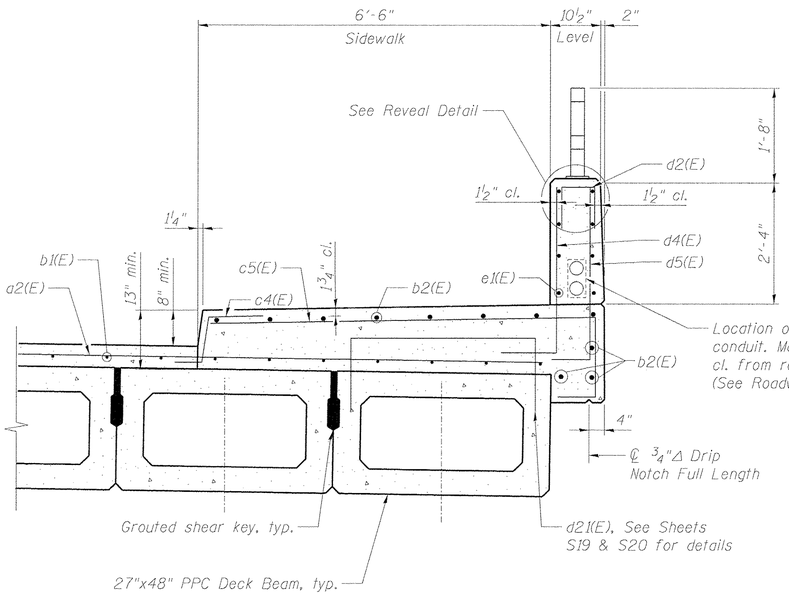
SUPERSTRUCTURE BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	a1(E)	128	#4	19'-0"	
	a2(E)	128	#4	21'-6"	
	a7(E)	48	#5	1'-6"	
	b1(E)	234	#4	22'-9"	
	b2(E)	81	#5	23'-0"	
	c1(E)	64	#5	4'-10"	
	c2(E)	95	#5	13'-2"	
	c4(E)	64	#5	2'-4"	
	c5(E)	95	#5	9'-2"	
**	d1(E)	64	#4	3'-6"	
	d2(E)	32	#4	2'-0"	
**	d3(E)	64	#6	3'-6"	
	d4(E)	64	#6	4'-2"	
	d5(E)	64	#4	3'-10"	
	e1(E)	64	#4	15'-6"	
	Concrete Wearing Surface, 5"			Sq. Yd.	488
	Concrete Superstructure			Cu. Yd.	55.6
	Reinforcement Bars, Epoxy Coated			Pound	13,490

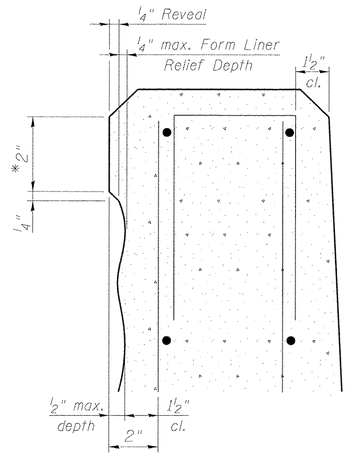
**Length of bar is based on maximum depth of hole, adjust as required per manufacturer's recommendations.

NOTE:

All exposed surfaces of the West Parapet and only the inside face and top surface of the East Parapet shall be stained. See Special Provisions.

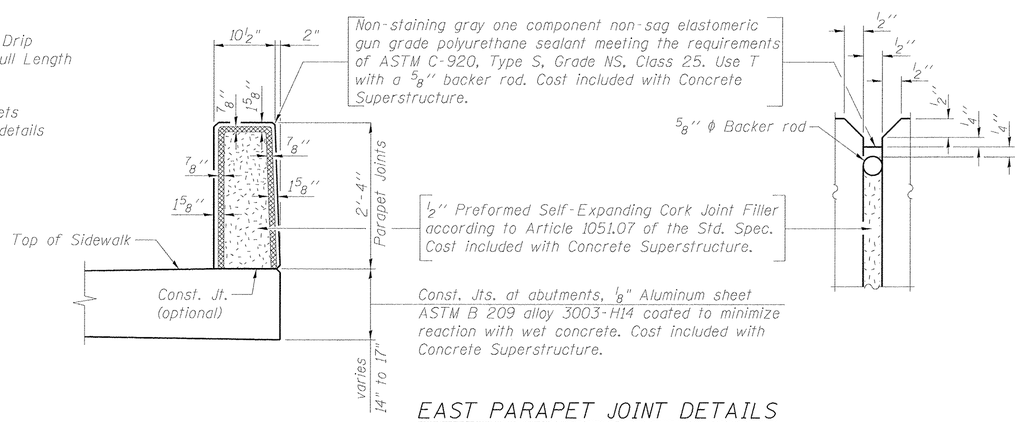


SECTION THRU SIDEWALK AND EAST PARAPET

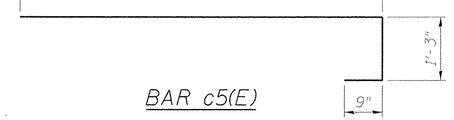


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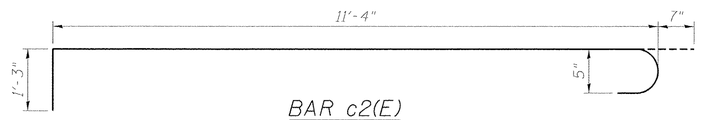
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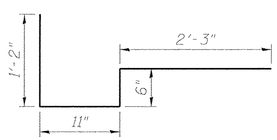
EAST PARAPET JOINT DETAILS



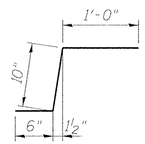
BAR c5(E)



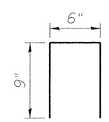
BAR c2(E)



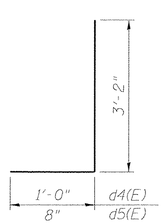
BAR c1(E)



BAR c4(E)



BAR d2(E)



BARS d4(E) & d5(E)

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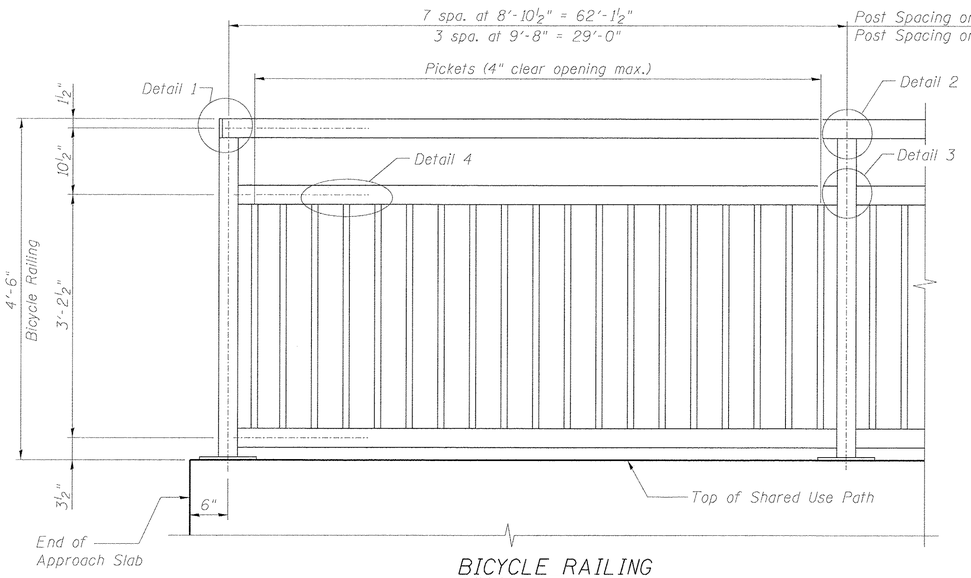
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

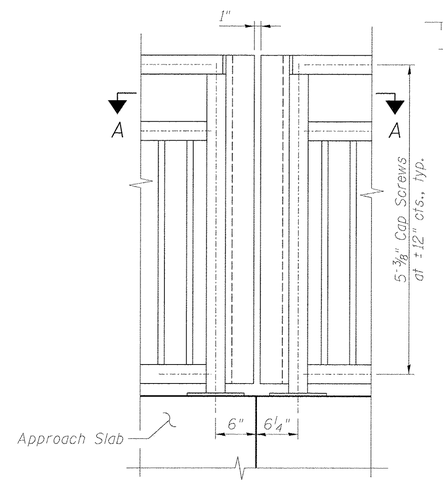
SUPERSTRUCTURE DETAILS 2 OF 2
STRUCTURE NO. 045-6027
SHEET NO. S14 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

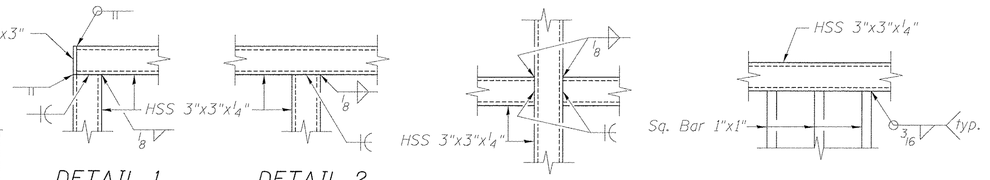
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BICYCLE RAILING

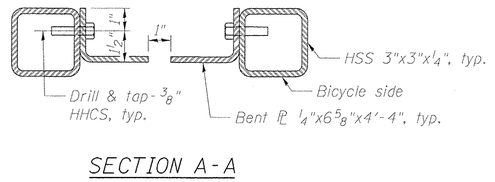


BICYCLE RAILING ELEVATION AT ABUT. FORMED JOINT

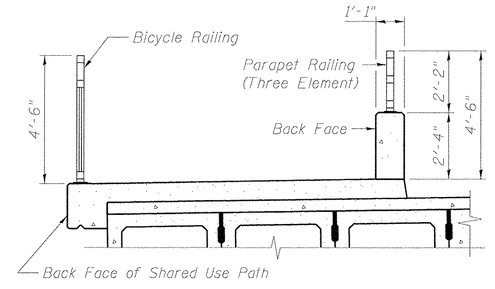


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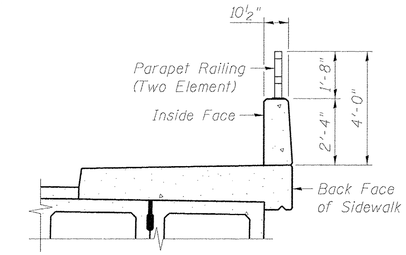
1. Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Bicycle Railing, Special, Parapet Railing, or Parapet Railing, Special. See Special Provisions.
2. Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
3. All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
4. Space reinforcement to miss anchor rods.
5. All posts, railing, pickets, splices, anchor devices, and bent plates shall be galvanized according to Article 509.05 of the Standard Specifications and powder coated black. The powder coating system to be used shall be approved by the Engineer prior to the coating process. See Special Provisions.
6. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



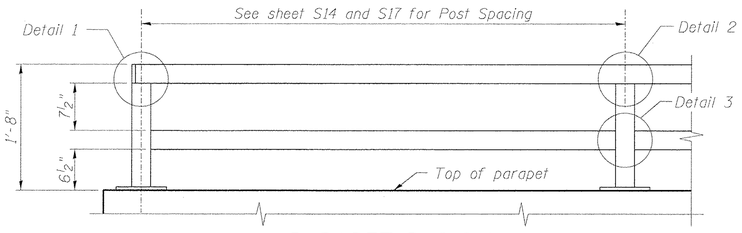
SECTION A-A



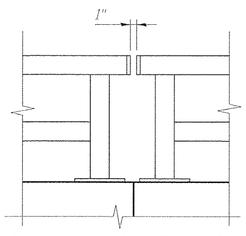
SECTION THRU SHARED USE PATH



SECTION THRU SIDEWALK

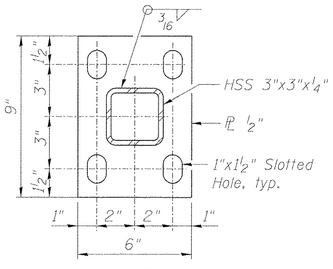


PARAPET RAILING ELEVATION
(Inside Face of Two Element Rail)

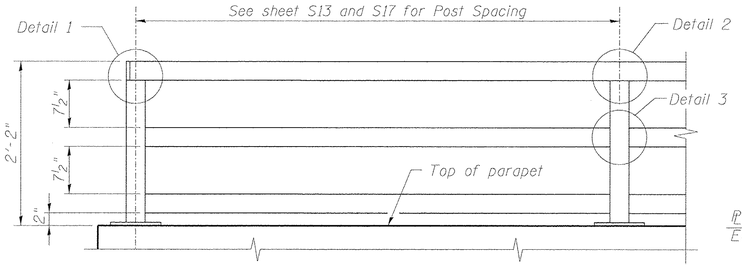


PARAPET RAILING ELEVATION AT ABUT. FORMED JOINT

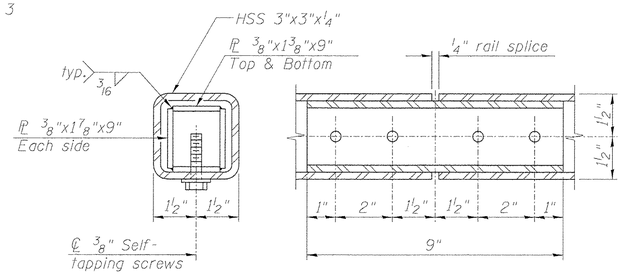
(Two Element Rail Shown, Three Element Rail Similar)



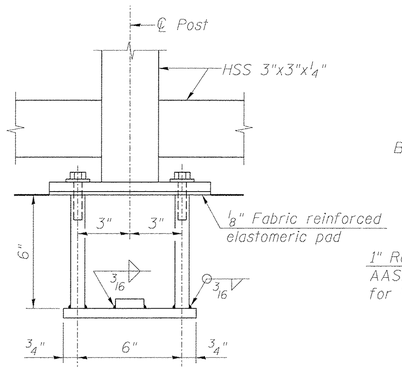
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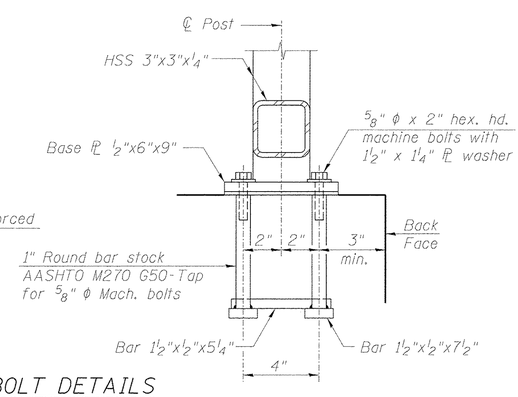


PARAPET RAILING ELEVATION
(Inside Face of Three Element Rail)



RAIL SPLICE





ANCHOR BOLT DETAILS

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing, Special	Foot	123
Parapet Railing	Foot	123
Parapet Railing, Special	Foot	123

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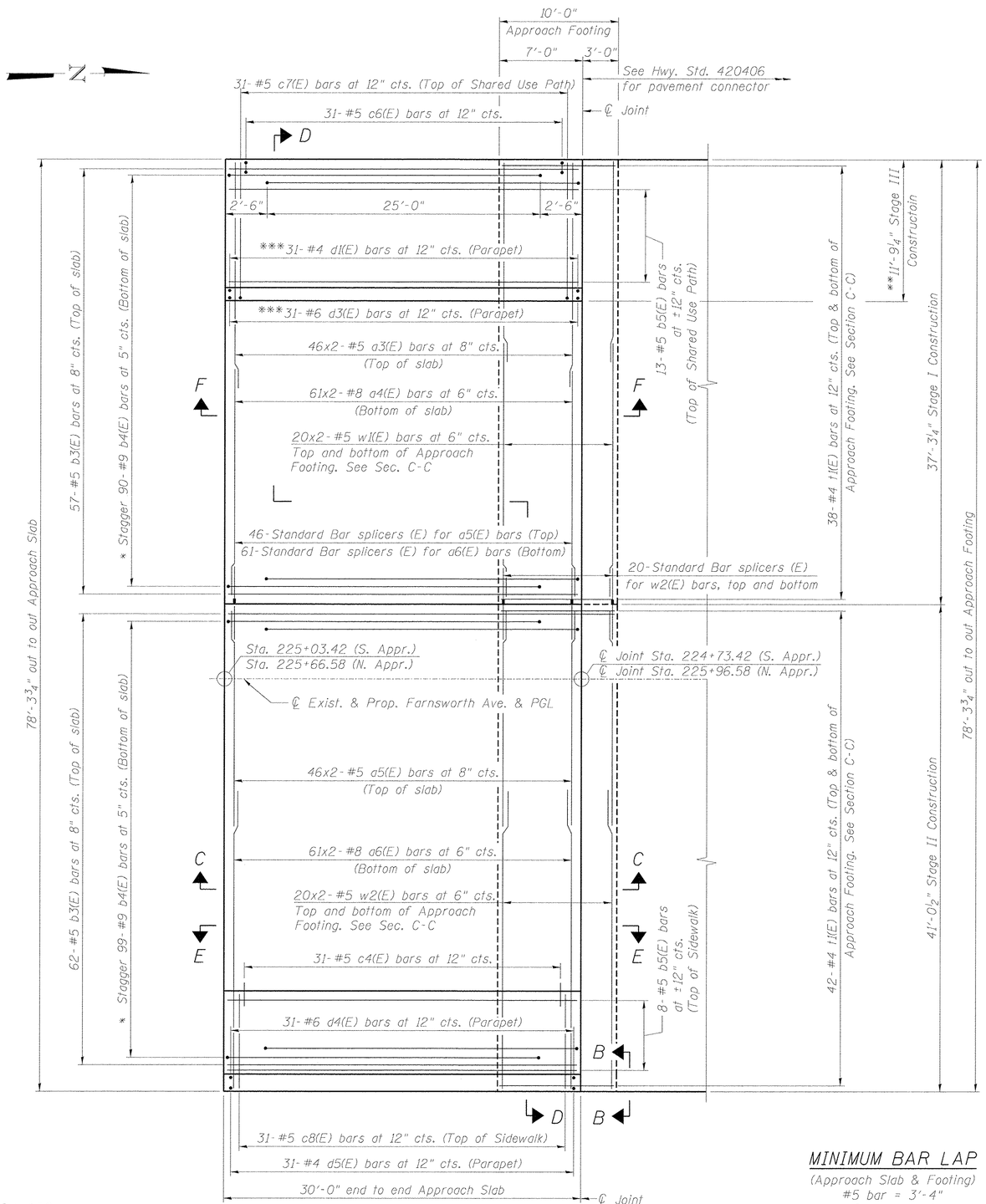
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

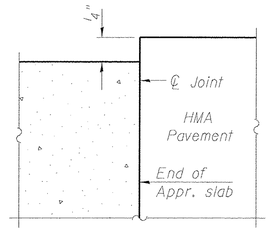
BICYCLE RAILING AND PARAPET RAILING DETAILS
STRUCTURE NO. 045-6027
SHEET NO. S15 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

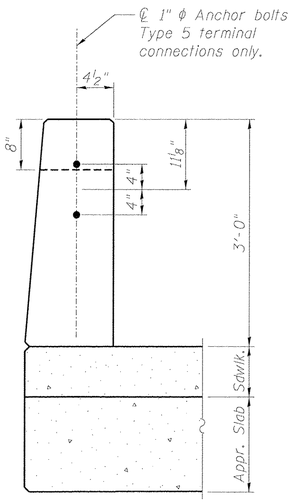
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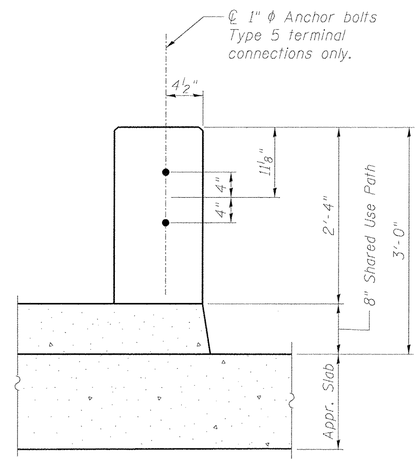
PLAN
(North Approach Slab shown)



DETAIL A



VIEW B-B
(Northeast terminus shown;
railing not shown for clarity)



VIEW B-B
(Southwest terminus shown looking North;
railing not shown for clarity)

MINIMUM BAR LAP
(Approach Slab & Footing)
#5 bar = 3'-4"
#8 bar = 4'-9"

NOTES:

1. See sheet S17 for Sections C-C & D-D and Views E-E & F-F.
2. Bars indicated thus 1x3- #5 etc. indicates 1 line of bars with 3 lengths per line.

* Tilt #9 b4(E) bars as required to maintain clearance.

** Shared Use Path, Bicycle Railing, and West Parapet are to be built in Stage III.

*** Drill and set #4 d1(E) and #6 d3(E) bars according to Article 509.06 of the Standard Specifications to develop the full strength of the bar. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 9". Cost of drilling and adhesive system is included with Concrete Superstructure (Approach Slab).

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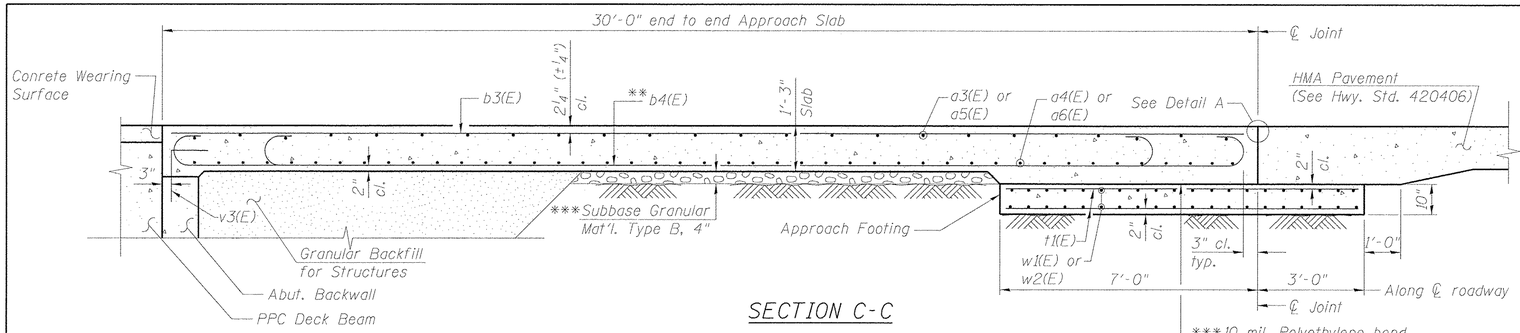
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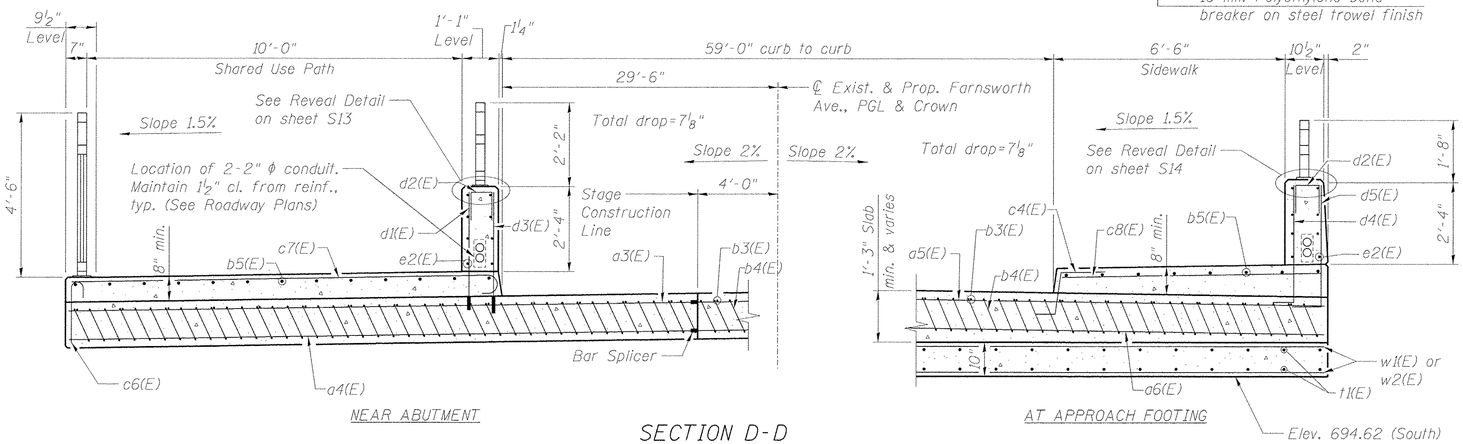
BRIDGE APPROACH SLAB PLAN
STRUCTURE NO. 045-6027
SHEET NO. S16 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	70
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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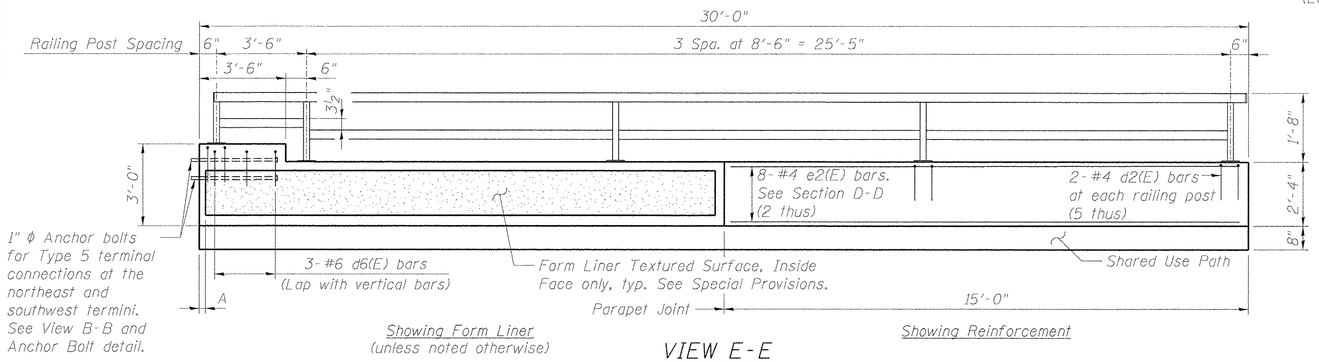


SECTION C-C

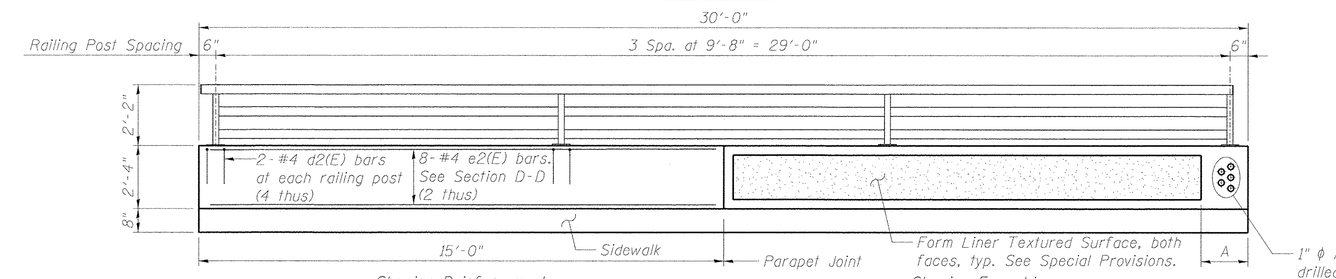


SECTION D-D

(See Plan for dimensions not shown)

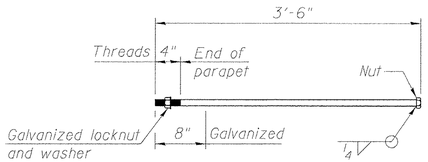


VIEW E-E



VIEW F-F

Parapet Terminus Location	A
Southeast	2'-8"
Northeast	3"
Northwest	2'-8"
Southwest	3"

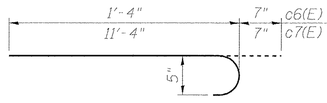


1" ϕ ANCHOR BOLT

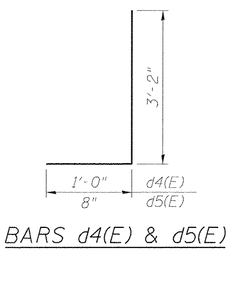
(Cost included with Concrete Superstructure)

** Tilt #9 b4(E) bars as required to maintain clearance.

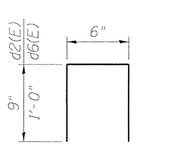
*** Cost included with Concrete Superstructure (Approach Slab).



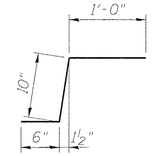
BAR c6(E) & c7(E)



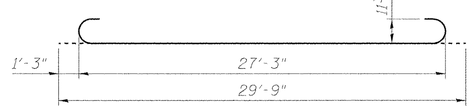
BARS d4(E) & d5(E)



BAR d2(E) & d6(E)



BAR c4(E)



BAR b4(E)

TWO APPROACHES BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	a3(E)	184	#5	20'-3"	
	a4(E)	244	#8	21'-0"	
	a5(E)	184	#5	22'-3"	
	a6(E)	244	#8	23'-0"	
	b3(E)	238	#5	29'-8"	
	b4(E)	378	#9	29'-9"	
	b5(E)	42	#5	29'-8"	
	c4(E)	62	#5	2'-4"	
	c6(E)	62	#5	1'-11"	
	c7(E)	62	#5	11'-11"	
	c8(E)	62	#5	7'-2"	
*	d1(E)	62	#4	3'-6"	
	d2(E)	36	#4	2'-0"	
*	d3(E)	62	#6	3'-6"	
	d4(E)	62	#6	4'-2"	
	d5(E)	62	#4	3'-10"	
	d6(E)	6	#6	2'-6"	
	e2(E)	64	#4	14-8"	
	t1(E)	320	#4	9'-8"	
	w1(E)	80	#5	20'-3"	
	w2(E)	80	#5	22'-3"	
	Concrete Superstructure		Cu. Yd.	42.2	
	Concrete Superstructure (Approach Slab)		Cu. Yd.	243.5	
	Concrete Structures		Cu. Yd.	48.4	
	Reinforcement Bars, Epoxy Coated		Pound	92,010	

* Length of bar is based on maximum depth of hole, adjust as required per manufacturer's recommendations.

NOTES:

1. See sheet S16 for Detail A and View B-B.
2. Parapet concrete shall be paid for as Concrete Superstructure.
3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
4. Approach footing concrete shall be paid for as Concrete Structures.
5. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
6. For v3(E) bar details, see sheet S22.
7. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
8. For bar splicer details, see sheet S23.
9. Cost of excavation for approach footing included with Concrete Structures.
10. For Granular Backfill for Structures and drainage treatment details, see sheet S2.
11. For additional parapet details, including Parapet Joint Details, see sheets S12 thru S14.
12. Attach junction box at the North termini of the East Parapet, see Highway Standard 812001 and Roadway Plans.
13. Embed junction box at the North termini of the West Parapet in the west face, see Roadway Plans.

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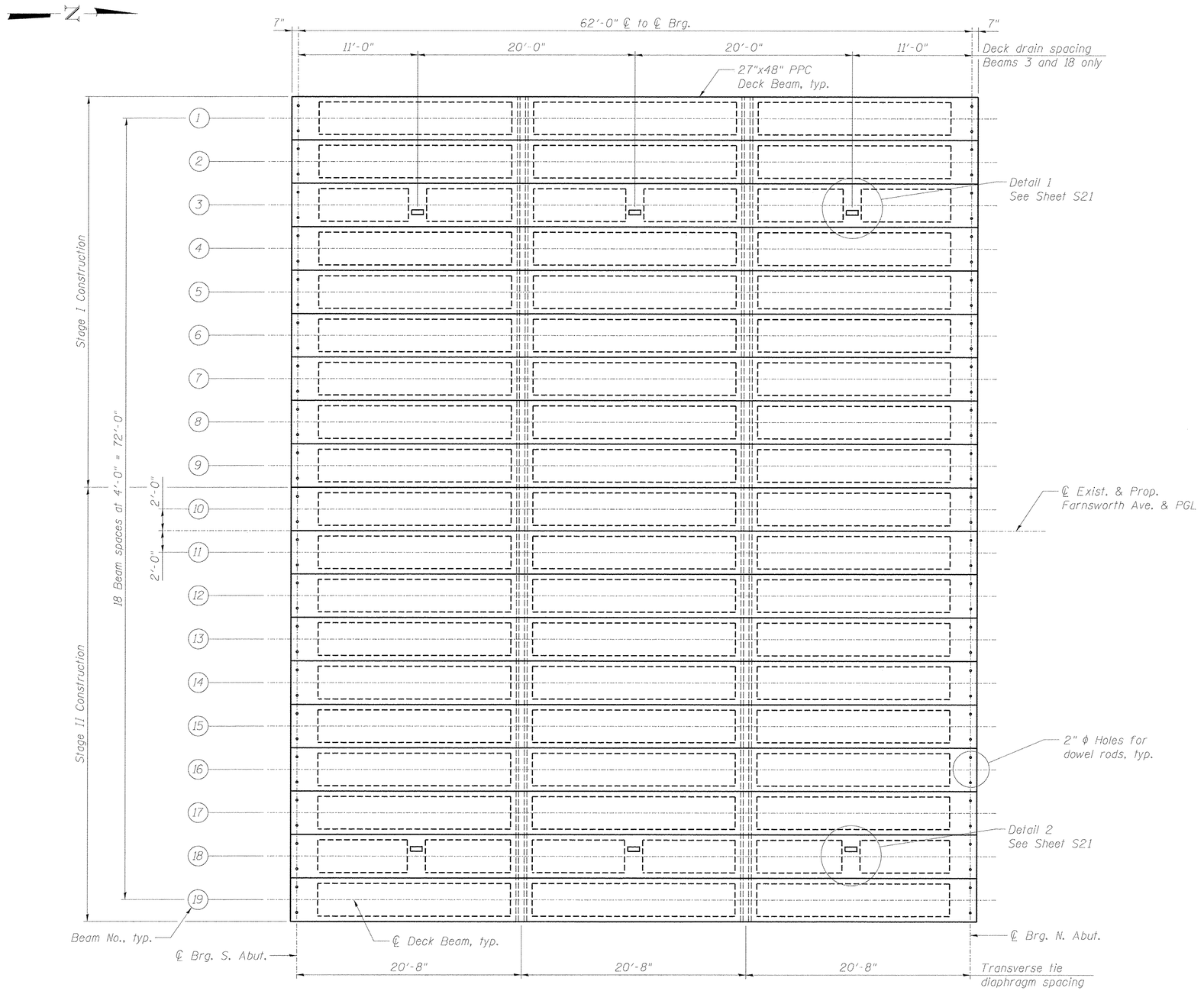
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BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-6027
SHEET NO. S17 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	71
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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FRAMING PLAN

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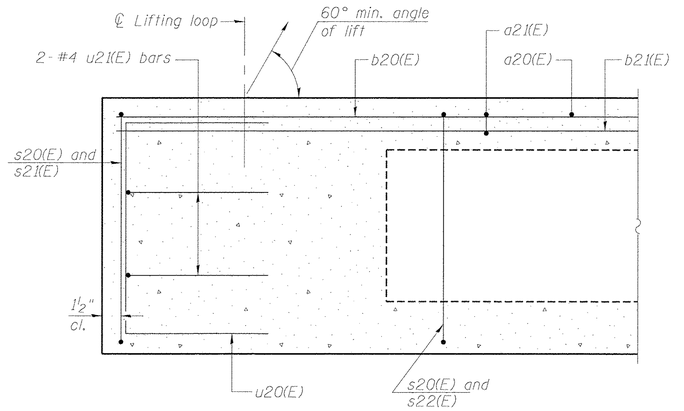
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STATE OF ILLINOIS
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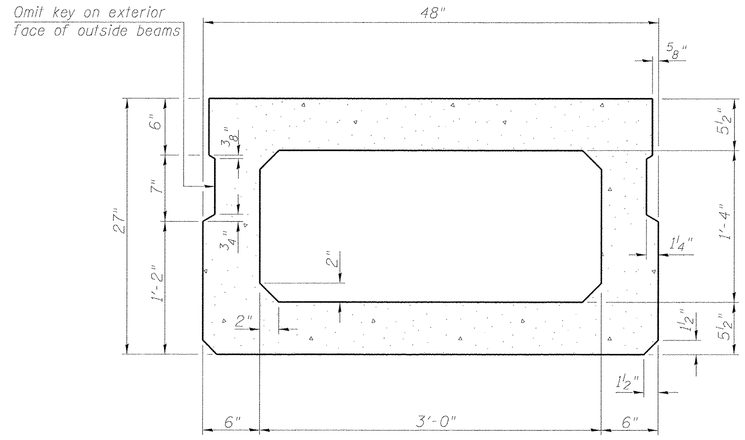
FRAMING PLAN
STRUCTURE NO. 045-6027
SHEET NO. S18 OF S28 SHEETS

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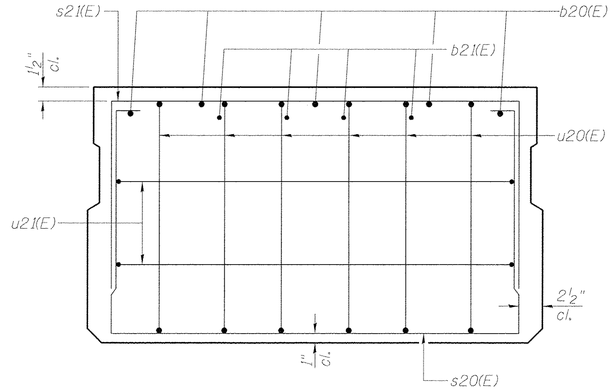
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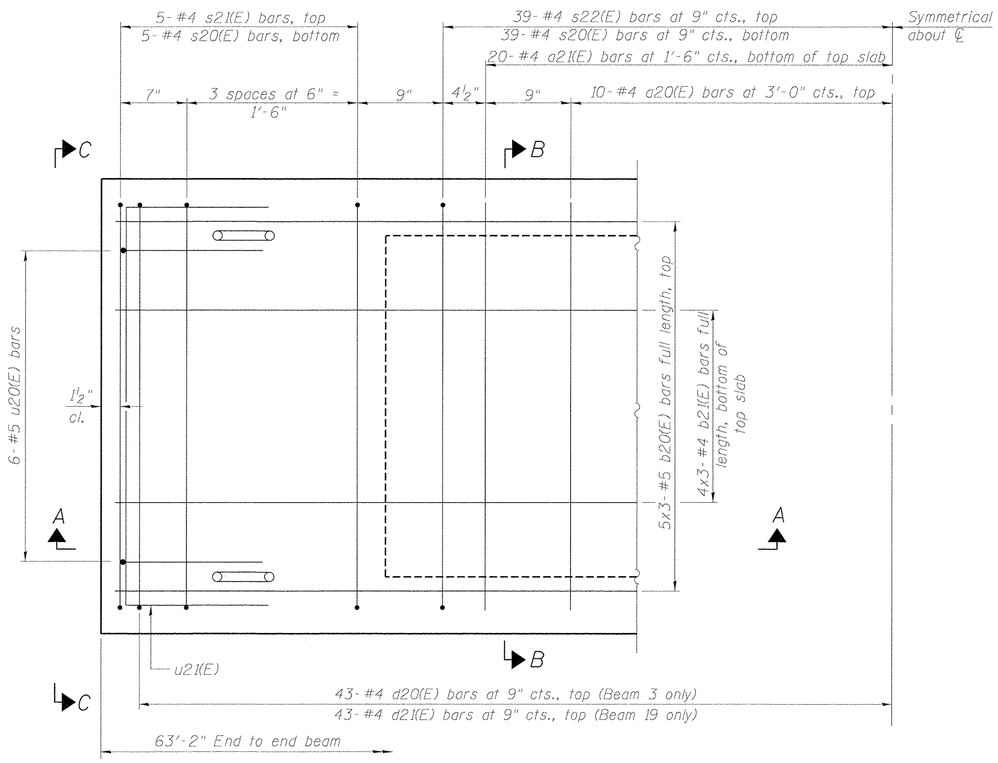
SECTION A-A



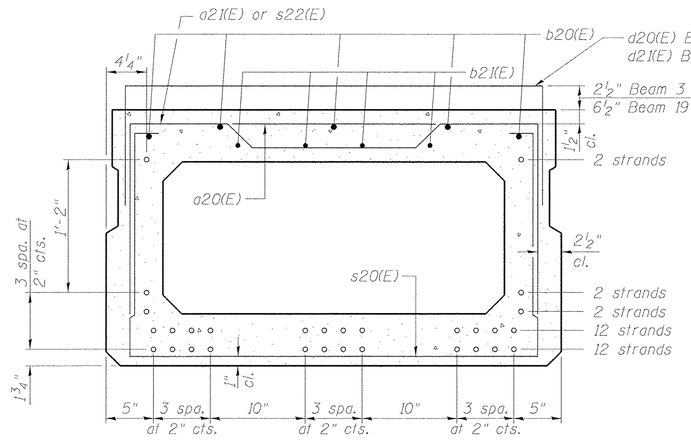
SECTION B-B
(Showing dimensions)



VIEW C-C



PLAN VIEW



SECTION B-B
(Showing reinforcement and strand locations)

Note:
Place the number of strands specified in the locations shown.

MINIMUM BAR LAP

(Deck Beams)
#4 bar = 1'-11"
#5 bar = 2'-6"

BAR LIST
ONE BEAM ONLY

(For information only)

	Bar	No.	Size	Length	Shape
	a20(E)	20	#4	3'-7"	—
	a21(E)	40	#4	3'-10"	~
	b20(E)	15	#5	22'-8"	—
	b21(E)	12	#4	22'-3"	—
*	d20(E)	86	#4	5'-7"	⌐¬
*	d21(E)	86	#4	6'-3"	⌐¬
	s20(E)	88	#4	8'-5"	⌐⌐
	s21(E)	10	#4	6'-11"	⌐⌐
	s22(E)	78	#4	7'-2"	⌐⌐
	u20(E)	12	#5	4'-6"	⊏
	u21(E)	4	#4	6'-0"	⌐¬
*	u22(E)	12	#4	6'-4"	⌐¬

*d20(E) bars for Beam 3 only
d21(E) bars for Beam 19 only
u22(E) bars for Beams 3 & 18 only

NOTES:

1. Spacing of s20(E) and s22(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.
2. Bars indicated thus 5x3-#5 etc. indicates 5 lines of bars with 3 lengths per line.
3. See Sheet S21 for additional reinforcement in beams at floor drain locations.
4. See sheet S20 for additional details and Bill of Material.

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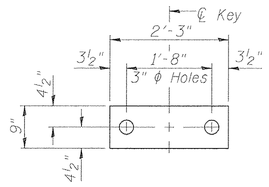
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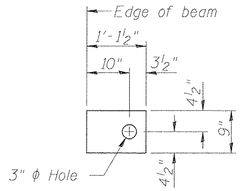
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STRUCTURE NO. 045-6027
SHEET NO. S19 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	73
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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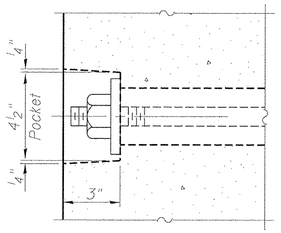
FABRIC BEARING PAD
(Interior)



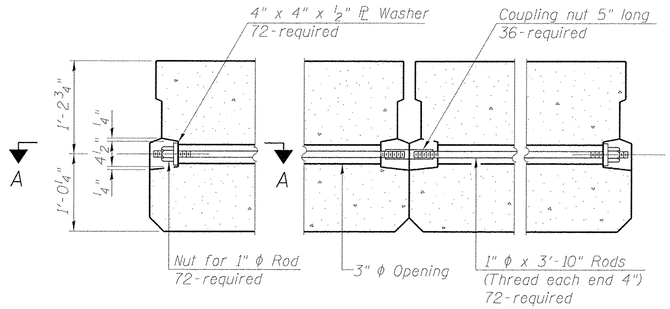
FABRIC BEARING PAD
(Exterior)

FIXED

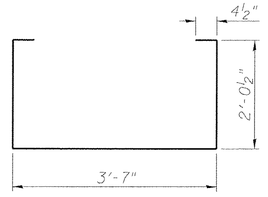
Note:
All bearing pads shall be 1" thick.



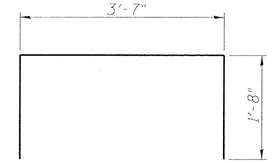
SECTION A-A



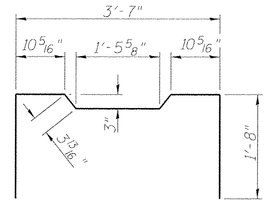
TYPICAL TRANSVERSE TIE ASSEMBLY



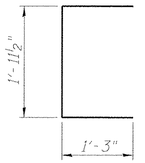
BAR s20(E)



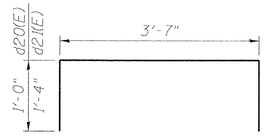
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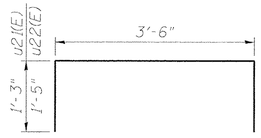
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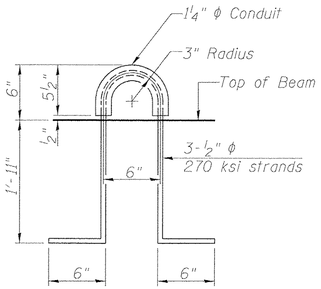
BAR u20(E)



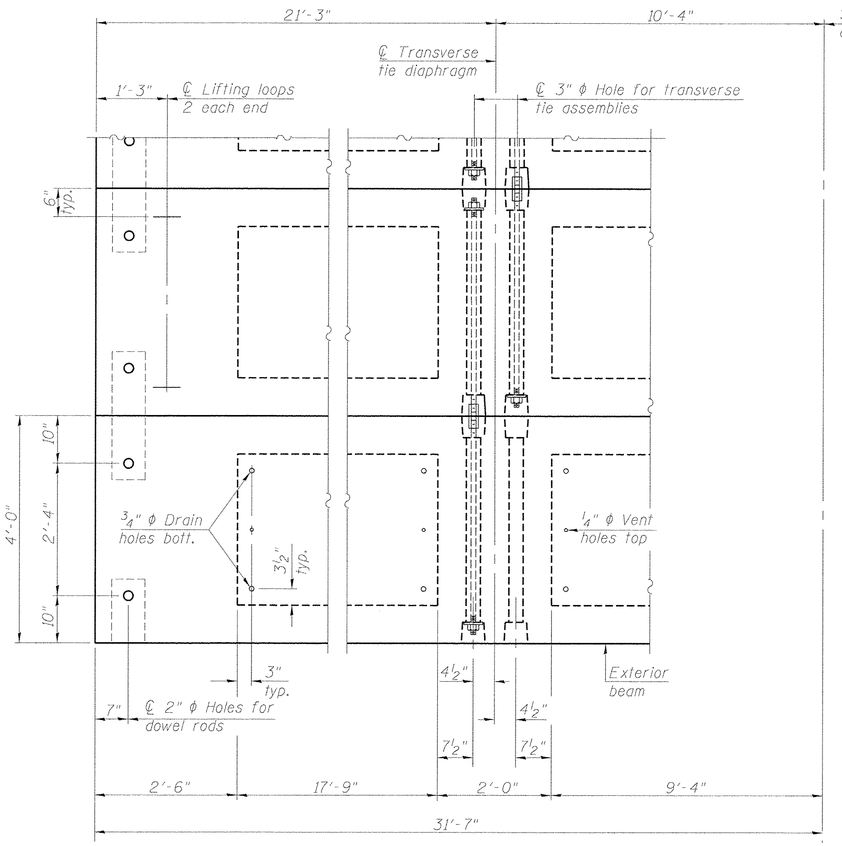
BARS d20(E) & d21(E)



BARS u21(E) & u22(E)

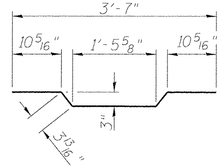


LIFTING LOOP DETAIL



PLAN VIEW

Note:
Connect beams in pairs with the transverse tie configuration shown.



BAR a21(E)

NOTES:

1. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.
2. The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
3. Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
4. A minimum 2½" ϕ lifting pin shall be used to engage the lifting loops during handling.
5. Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
6. Compressive strength of prestressed concrete, f'c, shall be 7,000 psi.
7. Compressive strength of prestressed concrete at release, f'ci, shall be 6,000 psi.

BILL OF MATERIAL

Precast Prestressed Concrete Deck Beams (27" depth)	Sq. Ft.	4801.0

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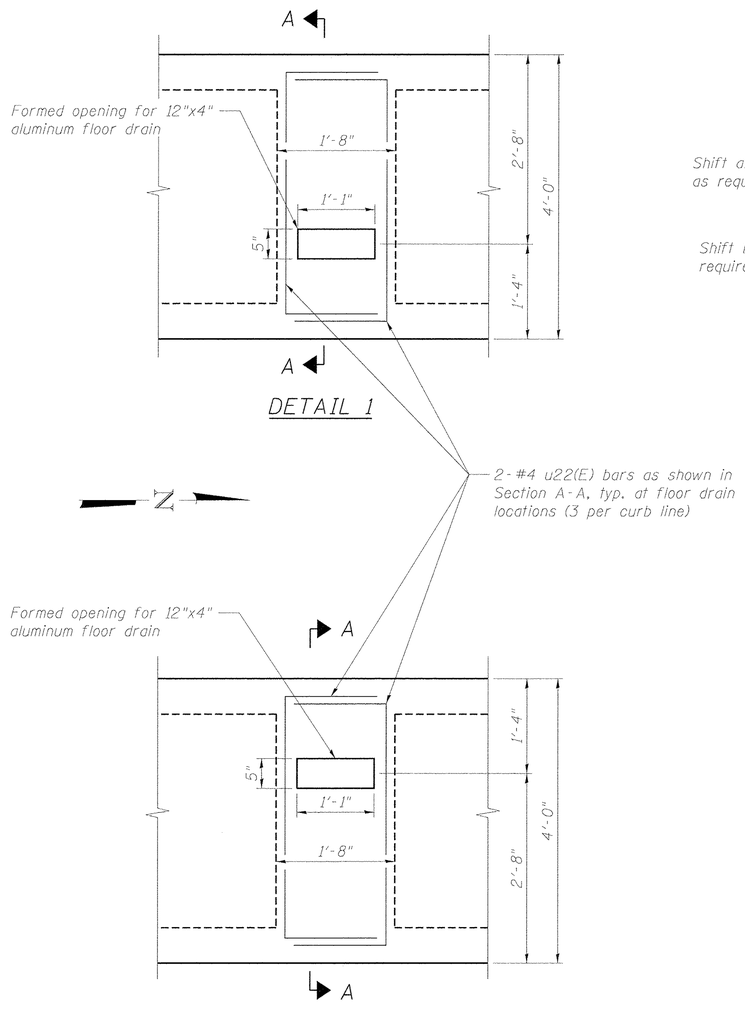
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STATE OF ILLINOIS
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27" x 48" PPC DECK BEAM DETAILS 1 OF 2
STRUCTURE NO. 045-6027
SHEET NO. S20 OF S28 SHEETS

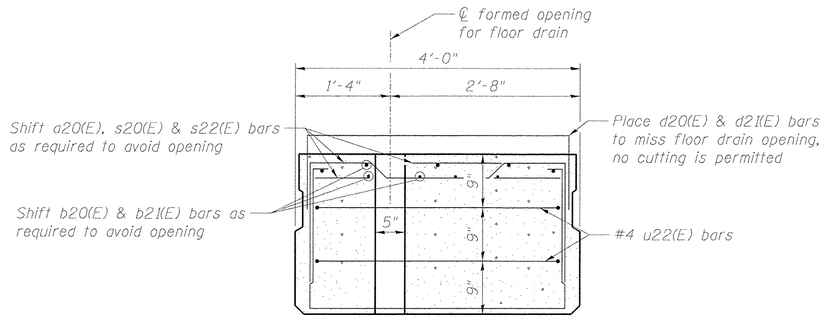
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360	13-00302-00-BR	KANE	109	74
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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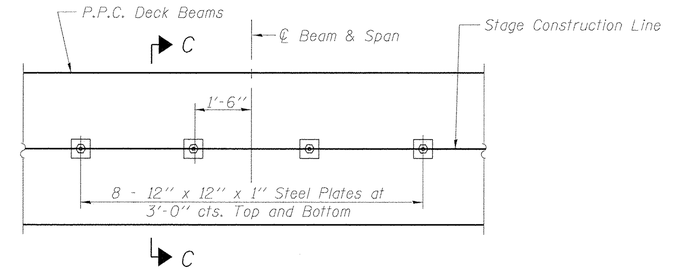


DETAIL 1

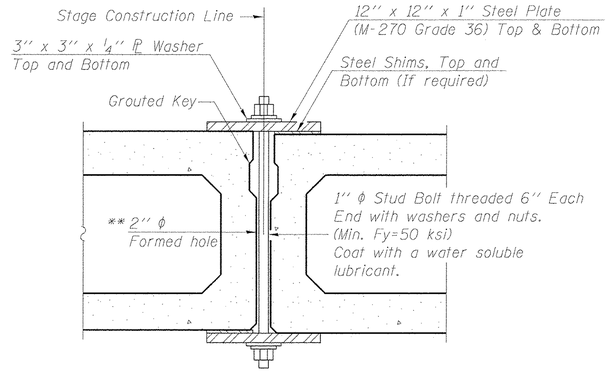
DETAIL 2



SECTION A-A

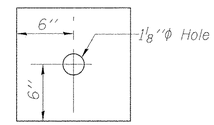


PLAN AT STAGE CONSTRUCTION LINE



SECTION C-C

** Cast semicircular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts.



CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

NOTE:

Any stay-in-place forms for floor drain openings shall maintain min. 1½" cl. from all rebar.

NOTES:

1. Cast included with Precast Prestressed Concrete Deck Beams (27" Depth).
2. See Stage Construction Details for traffic lanes.

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

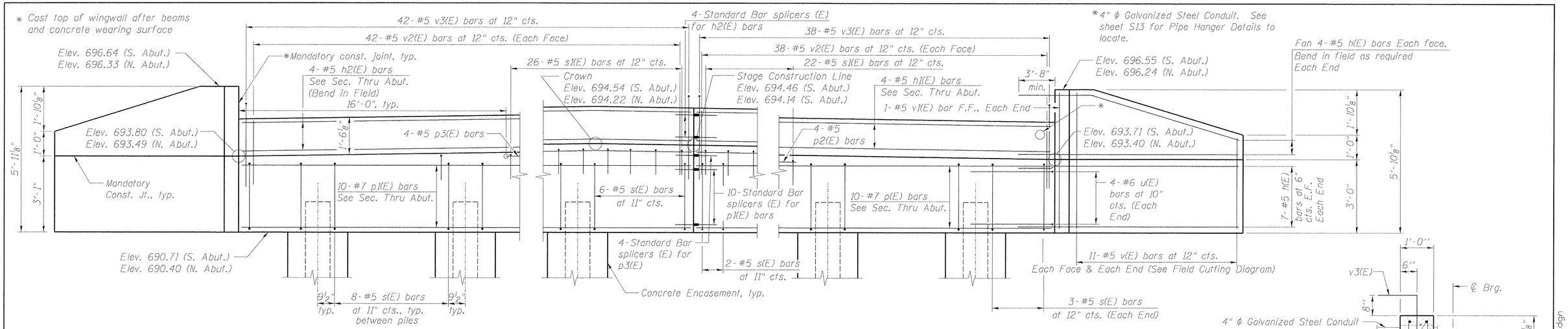
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	PLOT DATE = 10/13/2016	CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

27" x 48" PPC DECK BEAM DETAILS 2 OF 2
STRUCTURE NO. 045-6027
SHEET NO. S21 OF S28 SHEETS

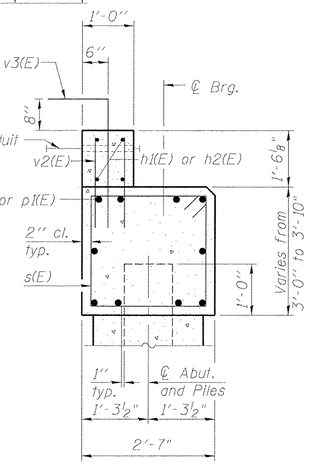
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	ILLINOIS	FED. AID PROJECT		

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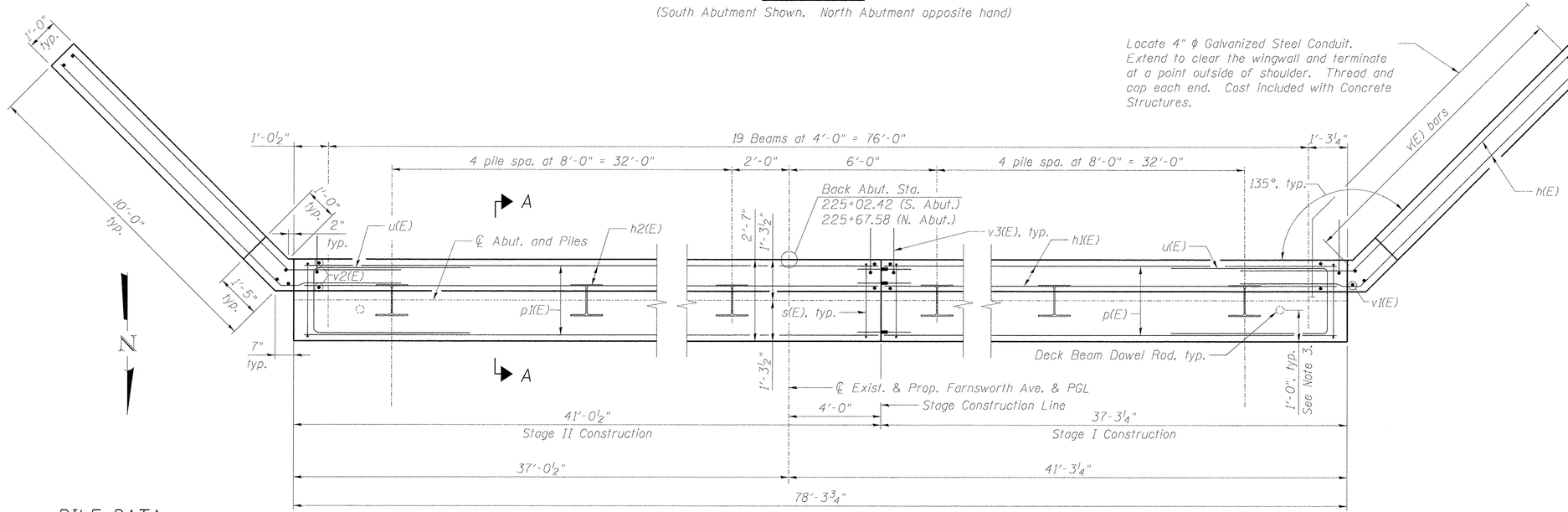


ELEVATION

(South Abutment Shown. North Abutment opposite hand)



SECTION A-A



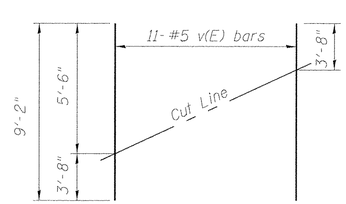
PLAN

(South Abutment Shown. North Abutment opposite hand)

Locate 4" ϕ Galvanized Steel Conduit. Extend to clear the wingwall and terminate at a point outside of shoulder. Thread and cap each end. Cost included with Concrete Structures.

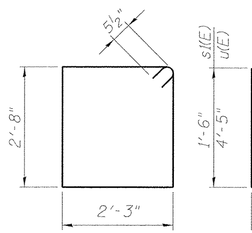
PILE DATA

Type: HP12x63 with pile shoes
Nominal Required Bearing: 497 kips
Factored Resistance Available: 273 kips
Est. Length: 42 ft.
No. Production Piles: 18
No. Test Piles: 2

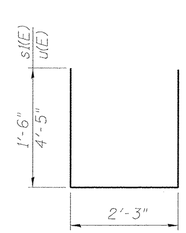


FIELD CUTTING DIAGRAM

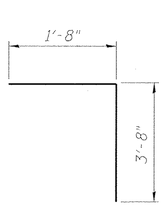
Order v(E) bars full length. Cut as shown and use remainder of bars in opposite face.



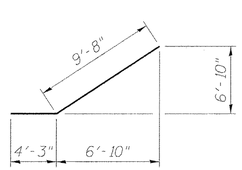
BAR s(E)



BARS s1(E) & u(E)



BAR v3(E)



BAR h(E)

NOTES:

1. For details of piles and Concrete Encasement, see sheet S25 of S28.
2. Cast backwall after beams and concrete wearing surface have been erected.
3. 1" ϕ Dowel Rod drilled in cap. See Section A-A on sheet S11 for Dowel Rod Details.

S. & N. ABUT.
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	88	#5	13'-11"	
h1(E)	8	#5	36'-11"	
h2(E)	8	#5	40'-8"	
p(E)	20	#7	36'-11"	
p1(E)	20	#7	40'-8"	
p2(E)	8	#5	21'-1"	
p3(E)	8	#5	24'-10"	
s(E)	156	#5	10'-9"	
s1(E)	96	#5	5'-3"	
u(E)	16	#6	11'-1"	
v(E)	44	#5	9'-2"	
v1(E)	4	#5	5'-6"	
v2(E)	320	#5	2'-10"	
v3(E)	160	#5	5'-4"	
Structure Excavation		Cu. Yd.	299	
Concrete Structures		Cu. Yd.	68.0	
Reinforcement Bars, Epoxy Coated		Pound	10,300	
Furnishing Steel Piles HP12x63		Foot	756	
Driving Piles		Foot	756	
Test Pile Steel HP12x63		Each	2	
Concrete Encasement		Cu. Yd.	7.0	
Pile Shoes		Each	20	

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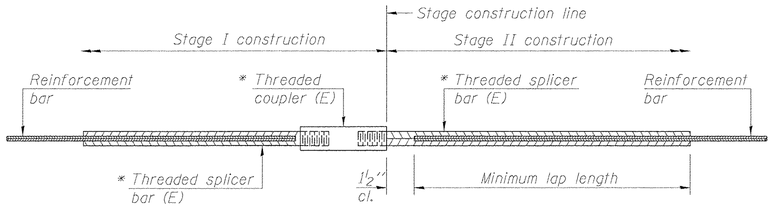
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	PLOT DATE = 10/13/2016	CHECKED - MFH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 045-6027
SHEET NO. S 22 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	76
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

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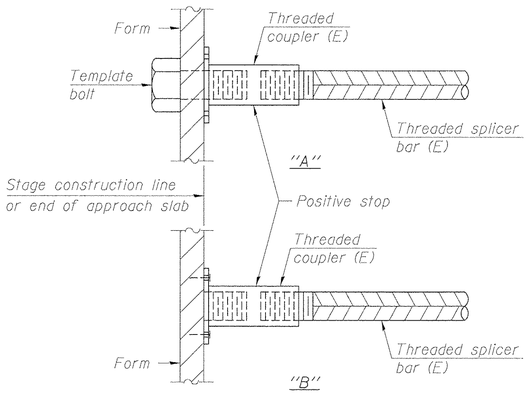


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1½" + thread length

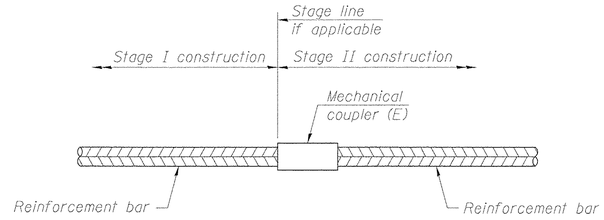
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Concrete Wearing Surface a1(E) to a2(E)	#4	64	2'-5"
Approach Slab a3(E) to a5(E)	#5	92	3'-4"
Approach Slab a4(E) to a6(E)	#8	122	4'-9"
Approach Slab Footing w1(E) to w2(E)	#5	80	3'-4"
Abut. p(E) to p1(E)	#7	20	5'-10"
Abut. p2(E) to p3(E)	#5	8	3'-8"
Abut. h1(E) to h2(E)	#5	8	3'-8"



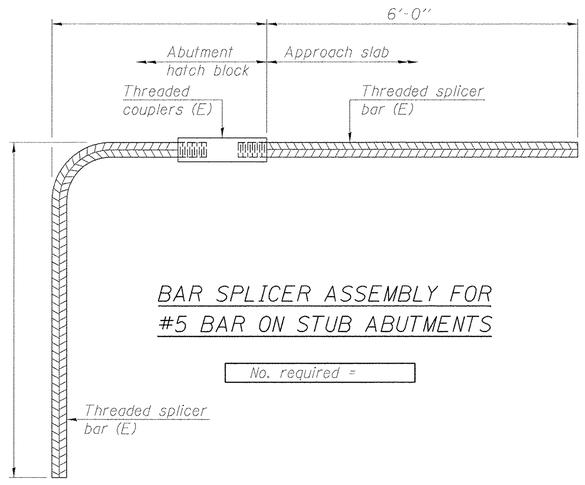
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1 6-8-15

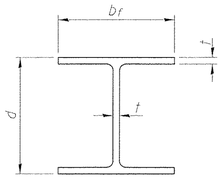
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 045-6027
SHEET NO. 523 OF 528 SHEETS

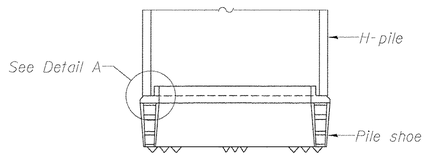
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360	13-00302-00-BR	KANE	109	77
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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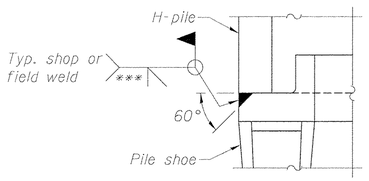


STEEL PILE TABLE

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"

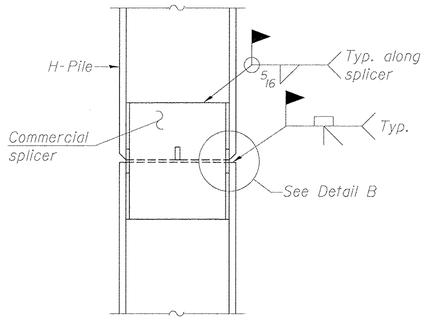


ELEVATION

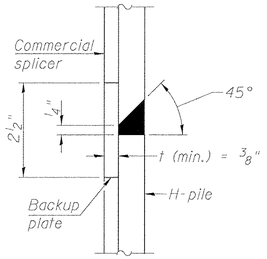


DETAIL A

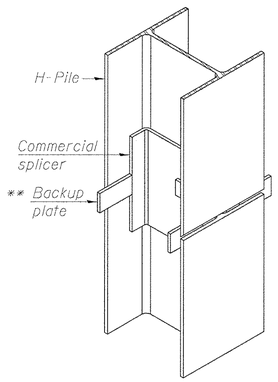
H-PILE SHOE ATTACHMENT



ELEVATION

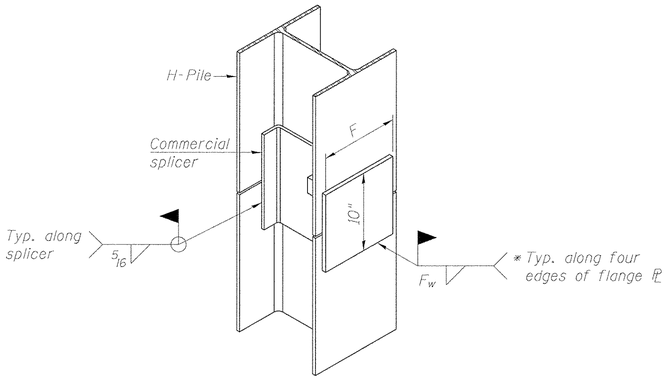


DETAIL "B"

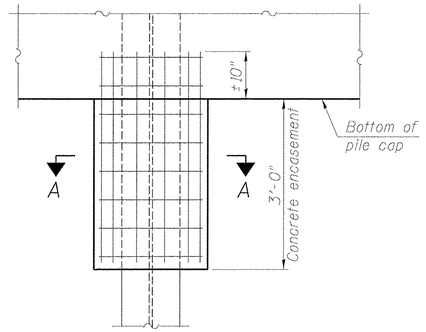


ISOMETRIC VIEW

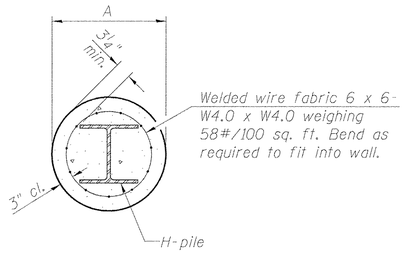
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW



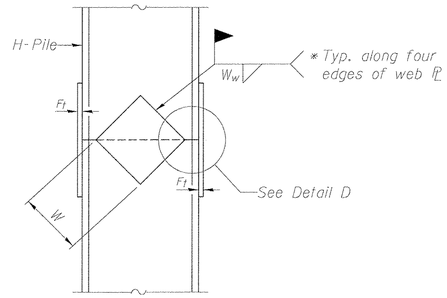
ELEVATION



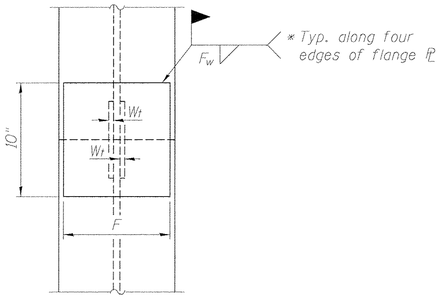
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

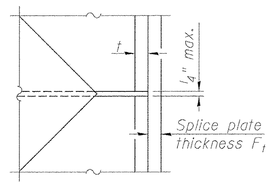
PILE ENCASEMENT



ELEVATION



END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	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"

WELDED PLATE FIELD SPLICE

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.).

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

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

F-HP 1-27-12

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 045-6027
SHEET NO. S24 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	78
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

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PROJECT **Proposed Bridge, Farnsworth Avenue Over Indian Creek, Aurora, IL**

CLIENT **Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL**

BORING **S-1** DATE STARTED **5-7-14** DATE COMPLETED **5-7-14** JOB **L-81,394**

ELEVATIONS
GROUND SURFACE **694.8**
END OF BORING **644.8**

WATER LEVEL OBSERVATIONS
▼ WHILE DRILLING **20.0 '**
▽ AT END OF BORING **Rotary Wash**
▼ 24 HOURS

Sta. 225+07; 21' RT

DISTANCE BELOW SURFACE IN FEET	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
0		A						1.6	693.2	19" Bituminous Concrete
		1	SS	7	6.1	2.25*	136	1.8	693.0	3" Crushed Stone
		B						3.0	691.8	FILL - Brown and gray CLAY LOAM, trace gravel, moist A-4/A-6
5		2	SS	10	17.8	0.75*	109			FILL - Brown CLAY, trace gravel, very moist A-6
		3	SS	16	13.9	1.25*	116			
								8.0	686.8	
10		4	SS	4	27.2	0.25*	96			FILL - Dark brown CLAY, trace gravel, very moist A-6
								11.0	683.8	
		5	SS	16	8.3	4.5+*				Hard to very stiff gray CLAY LOAM, trace to little gravel, damp to moist A-4/A-6
15		6	SS	15	11.4	3.60 4.0*				
								15.5	679.3	
		7	SS	17	14.7	3.08 2.75*				
		8	SS	7	14.0	2.25*				▼ Very stiff to hard gray CLAY, trace gravel, moist A-6
20		9	SS	13	16.1	4.26 4.5*				
		10	SS	15	16.5	3.0*				
25								25.5	669.3	
		11	SS	14	20.0	1.09 1.0*				Stiff gray CLAY LOAM, little gravel, very moist A-6
								28.0	666.8	
		12	SS	8	8.7					Loose to medium dense brown to brownish-gray SANDY LOAM, little gravel, very moist A-4
30										
		13	SS	11	8.1					
35										
								38.0	656.8	
40		14	SS	7	15.8					Loose gray SILT, very moist A-4

SC 81394.GPJ TSC_ALL.GDT 5/30/14

DRILL RIG NO. **256**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual

Page **1 of 2**

PROJECT **Proposed Bridge, Farnsworth Avenue Over Indian Creek, Aurora, IL**

CLIENT **Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL**

BORING **S-1** DATE STARTED **5-7-14** DATE COMPLETED **5-7-14** JOB **L-81,394**

ELEVATIONS
GROUND SURFACE **694.8**
END OF BORING **644.8**

WATER LEVEL OBSERVATIONS
▼ WHILE DRILLING **20.0 '**
▽ AT END OF BORING **Rotary Wash**
▼ 24 HOURS

Sta. 225+07; 21' RT

DISTANCE BELOW SURFACE IN FEET	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
40										Loose gray SILT, very moist A-4
		15	SS	20-52/2"				44.0	650.8	
45										BEDROCK (Driller's Observations)
		16	SS	100/1"						
50										End of Boring at 50.0'
										* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.
55										SPT Hammer = CME Automatic
										Rotary Wash Drill
60										
65										
70										
75										
80										

TSC 81394.GPJ TSC_ALL.GDT 5/30/14

DRILL RIG NO. **256**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual

Page **2 of 2**

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

FILE NAME =	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - MRB	REVISED -
04560027-61D28-025_BoringSl.dgn	PLOT SCALE =	DRAWN - RMG	REVISED -
	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 1 OF 3
STRUCTURE NO. 045-6027
SHEET NO. S25 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	79
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

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PROJECT Proposed Bridge, Farnsworth Avenue Over Indian Creek, Aurora, IL

CLIENT Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL

BORING S-2 DATE STARTED 5-8-14 DATE COMPLETED 5-8-14 JOB L-81,394

ELEVATIONS

GROUND SURFACE 694.5

END OF BORING 649.5

Sta. 225+70; 10' LT

WATER LEVEL OBSERVATIONS

▽ WHILE DRILLING Dry

▽ AT END OF BORING Dry

▼ 24 HOURS

DISTANCE BELOW SURFACE IN FEET	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
0								1.3	693.2	16" Bituminous Concrete
		A						1.5	693.0	2" Crushed Stone
		1	SS	9	13.2	4.5+*	117			FILL - Brown and gray CLAY, little gravel, trace asphalt, moist A-6
		B								
5		2	SS	18	15.5	3.5*	119			
		3	SS	10	12.1	3.25*		6.0	688.5	
		4	SS	7	12.2	2.5*				Very stiff brown CLAY LOAM, trace gravel, moist A-6
10								10.5	684.0	
		5	SS	6	11.9	3.5*				Very stiff gray CLAY LOAM, trace gravel, moist A-6
		6	SS	8	8.8	4.5+*		13.0	681.5	
15		7	SS	11	11.3	4.5+*				Hard gray CLAY LOAM, trace to little gravel, damp to moist A-4/A-6
		8	SS	12	12.1	4.5+*				
20								20.5	674.0	
		9	SS	14	14.6	6.90 4.5+*				Very stiff to hard CLAY, trace gravel, moist A-6
		10	SS	20	14.2	3.85 4.0*				
25		11	SS	16	14.6	4.5+*				
								28.0	666.5	
		12	SS	7	19.4	2.25*				Very stiff to stiff gray CLAY, trace gravel, moist A-6
30										
35		13	SS	6	20.1	1.56 1.75*				
								38.0	656.5	
40		14	SS	4	10.6					See Description On Page 2

TSC 81394.GPJ TSC_ALLGDT 5/30/14

DRILL RIG NO. 256

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT Proposed Bridge, Farnsworth Avenue Over Indian Creek, Aurora, IL

CLIENT Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL

BORING S-2 DATE STARTED 5-8-14 DATE COMPLETED 5-8-14 JOB L-81,394

ELEVATIONS

GROUND SURFACE 694.5

END OF BORING 649.5

Sta. 225+70; 10' LT

WATER LEVEL OBSERVATIONS

▽ WHILE DRILLING Dry

▽ AT END OF BORING Dry

▼ 24 HOURS

DISTANCE BELOW SURFACE IN FEET	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
40								40.0	654.5	Loose gray SANDY LOAM, little to some gravel, very moist A-2-4
		15	SS	100/1"				43.5	651.0	BEDROCK (Driller's Observations)
45										End of Boring at 45.0'
										* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.
50										SPT Hammer = CME Automatic
										3.25" (83 mm) ID HSA
55										
60										
65										
70										
75										
80										

TSC 81594.GPJ TSC_ALLGDT 5/30/14

DRILL RIG NO. 256

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

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312-565-0450 Job No. 10239.01

FILE NAME =	USER NAME = ksnider	DESIGNED - DMS	REVISED -
		CHECKED - MRB	REVISED -
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	PLOT DATE = 10/13/2016	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS 2 OF 3
STRUCTURE NO. 045-6027
SHEET NO. S26 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	80
		CONTRACT NO. 61D28		
	ILLINOIS FED. AID PROJECT			

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PROJECT **Proposed Bridge, Farnsworth Avenue Over Indian Creek, Aurora, IL**

CLIENT **Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL**

BORING **SC-101** DATE STARTED **5-8-14** DATE COMPLETED **5-8-14** JOB **L-81,394**

ELEVATIONS

GROUND SURFACE **684.5**

END OF BORING **677.0**

Sta. 225+39; 42' RT

WATER LEVEL OBSERVATIONS

▼ WHILE DRILLING **Dry**

▽ AT END OF BORING **Dry**

▼ 24 HOURS

SAMPLE NO.	SAMPLE TYPE	LENGTH RECOVERY	N	WC	Qu	γ_{DRY}	DEPTH	ELEV.	SOIL DESCRIPTIONS
							0.9	683.6	FILL - Black SILTY CLAY (Topsoil)
1	SS			12.7	1.5*				Stiff gray LOAM, some gravel, moist to very moist A-4
2	SS			13.2	1.5*				
							5.5	679.0	
3	SS			14.6	2.25*				Very stiff gray LOAM, some gravel, moist A-4
									End of Boring at 7.5'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

Hand-Auger Boring

DISTANCE BELOW SURFACE IN FEET

0 5 10 15 20 25 30 35 40

DRILL RIG NO. **256**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 81394.GPJ TSC_ALL.GDT 5/30/14

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

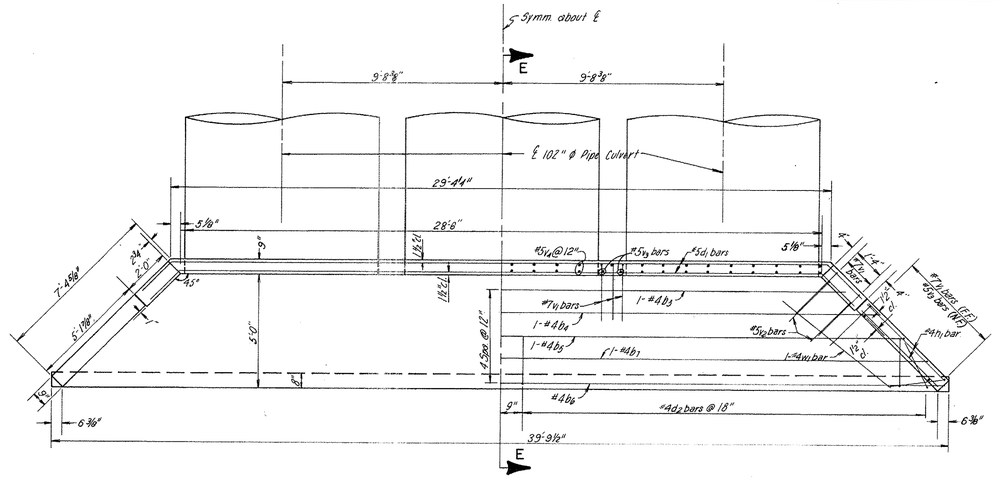
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

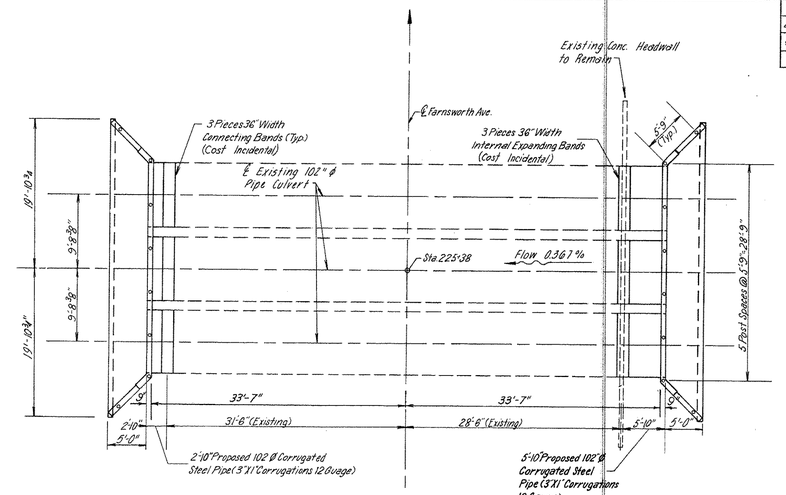
SOIL BORING LOGS 3 OF 3
STRUCTURE NO. 045-6027
SHEET NO. S27 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	81
		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

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PLAN

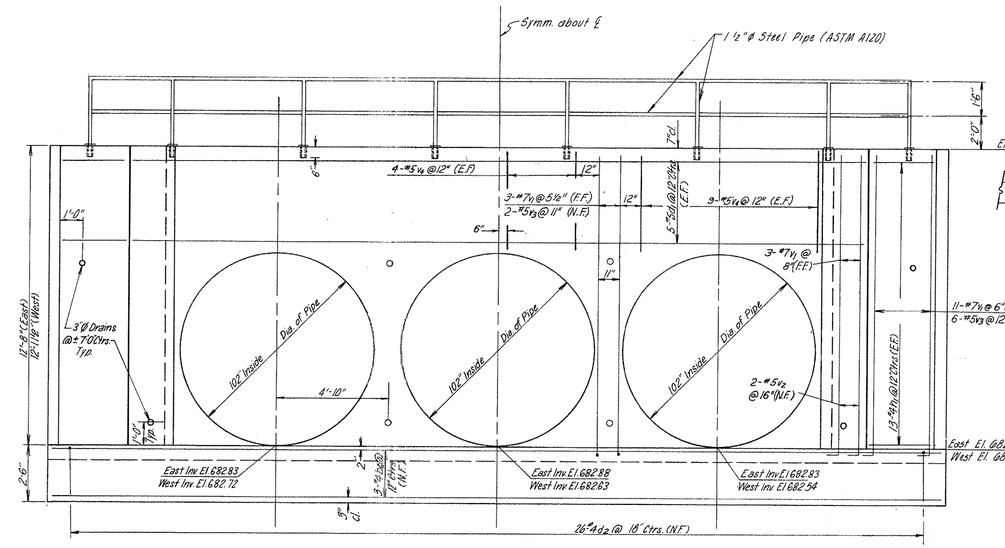


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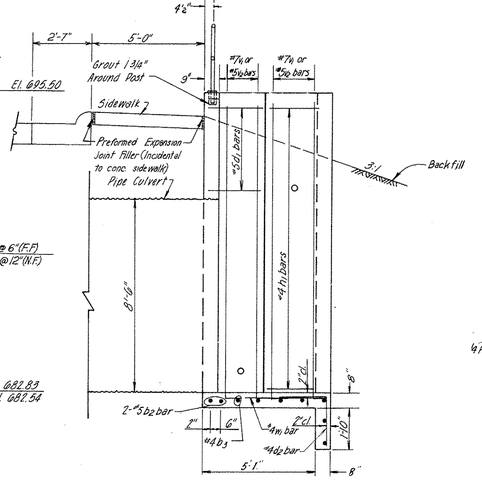
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2522	*	Kane	124	102
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: M-5172(5)		

* 76-00102-01-BR
* 1976-120-V8

Notes
Class 'X' Concrete shall be used throughout. The cost of furnishing and installing cement nails and premoulded joint filler shall be included in the contract unit price for Class 'X' Concrete Headwall. For Pipe Handrail, see Std Specs.

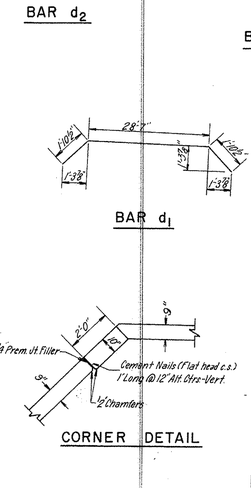


END ELEVATION



SECTION E-E

Note
f_s = 20,000 psi
f_c' = 3,500 psi
N.F. = Near Face
F.F. = Far Face
E.F. = Each Face



*BILL OF MATERIAL

BAR	NUMBER	SIZE	LENGTH
b_2	4	#5	30'-3"
b_3	2	#4	31'-0"
b_4	2	#4	33'-0"
b_5	2	#4	35'-0"
b_6	6	#4	39'-3"
b_7	2	#4	37'-0"
d_1	20	#5	32'-4"
d_2	52	#4	4'-3"
h_1	104	#4	4'-9"
v_1	80	#7	15'-3"
v_2	8	#5	15'-3"
v_3	32	#5	12'-9"
v_4	104	#5	4'-3"
w_1	4	#4	6'-0"

Reinforcement Bars	Lbs.	5140
Class 'X' Concrete Headwalls	Cu.yds.	44.7
102" Dia Corrugated Pipe	Ln. Ft.	26.0
1½" ø Pipe Handrail	Ln. Ft.	82
Structure Excavation	Cu.yds.	1830

* For Two Headwalls

REVISIONS	
NAME	DATE

DEPARTMENT OF TRANSPORTATION

HEADWALL DETAILS

FARNSWORTH AVENUE
STA. 225+38.0

DATE 6-1-77
CHECKED BY TCY

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10239.01

FOR INFORMATION ONLY

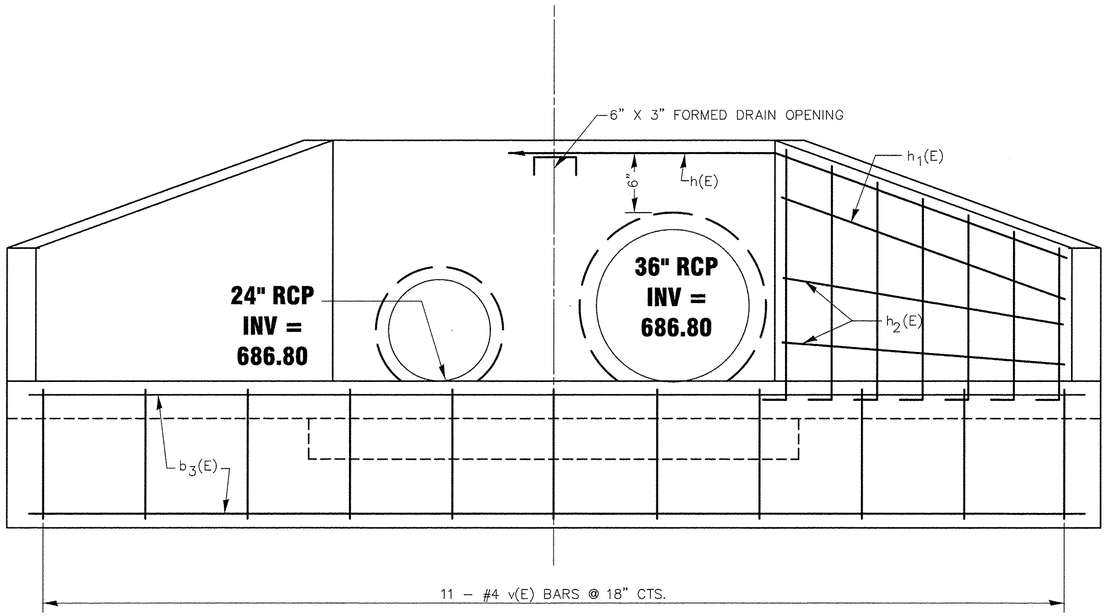
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

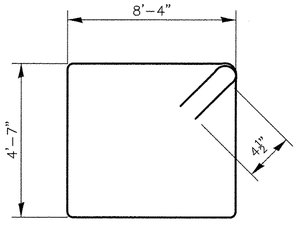
EXISTING PLANS
STRUCTURE NO. 045-6027
SHEET NO. S28 OF S28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61D28		
		ILLINOIS FED. AID PROJECT		

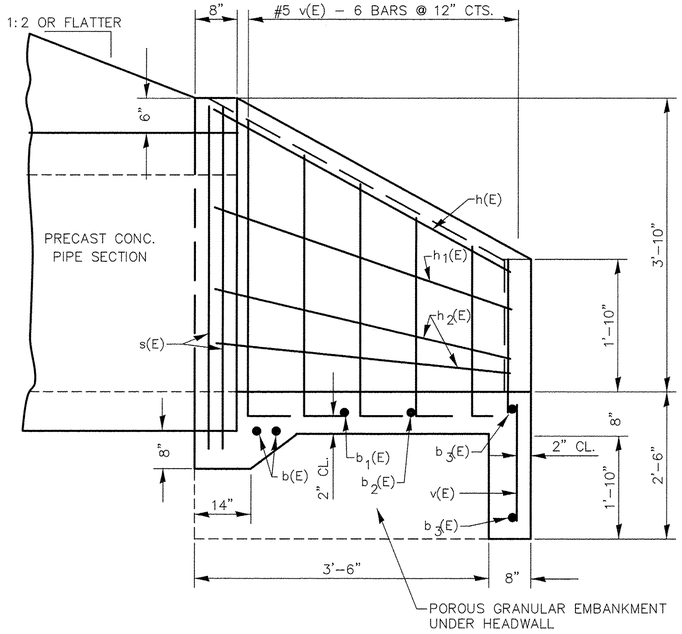
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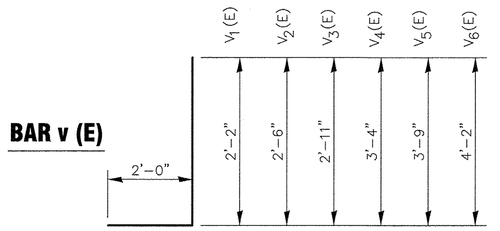
END ELEVATION



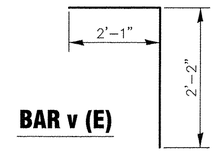
BAR s (E)



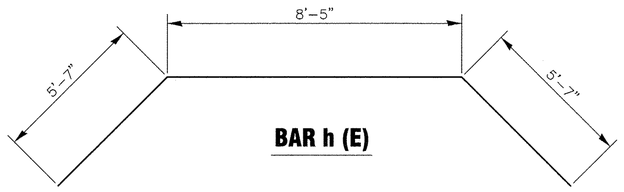
HALF SIDE ELEVATION



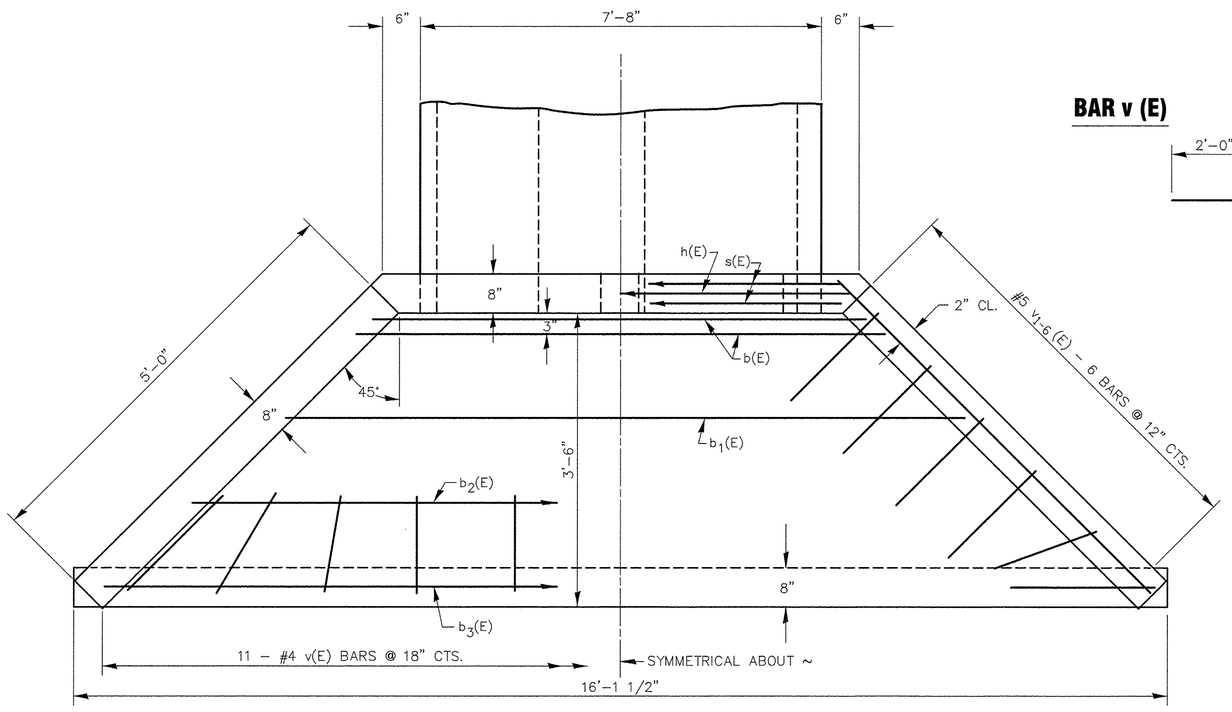
BAR v (E)



BAR v (E)



BAR h (E)



PLAN

GENERAL NOTES

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
EXPOSED EDGES SHALL BE BEVELED 3/4".
REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M–31, M–42, OR M–53, GRADE 60.
ALL REINFORCEMENT BARS SHALL BE EPOXY COATED.

BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH	SHAPE
b(E)	5	2	9'–0"	—
b1(E)	4	1	11'–0"	—
b2(E)	4	1	13'–0"	—
b3(E)	4	2	15'–0"	—
h(E)	5	1	19'–7"	⌒
h1(E)	4	2	5'–6"	—
h2(E)	4	4	5'–4"	—
s(E)	4	2	26'–3 1/2"	▭
V(E)	4	11	4'–3"	⌐
V1(E)	5	2	4'–2"	L
V2(E)	5	2	4'–6"	L
V3(E)	5	2	4'–11"	L
V4(E)	5	2	5'–4"	L
V5(E)	5	2	5'–9"	L
V6(E)	5	2	6'–2"	L

CONCRETE STRUCTURES	C.Y.	3.3
REINFORCEMENT BARS	LBS.	228
STRUCTURE EXCAVATION	C.Y.	4.0
POROUS GRANULAR EMBANKMENT	C.Y.	2.0

TABLE FOR ONE (1) HEADWALL

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CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

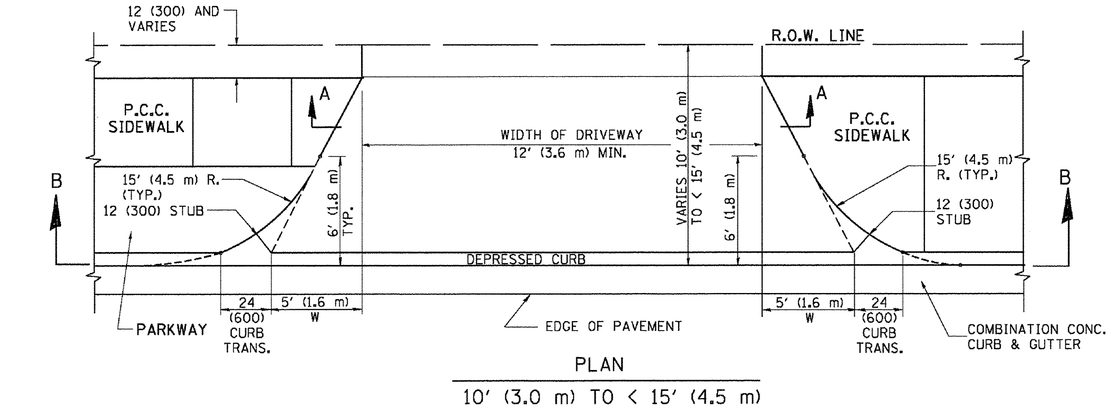
HEADWALL DETAIL

SCALE: N.T.S. | SHEET NO. 2 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	84
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

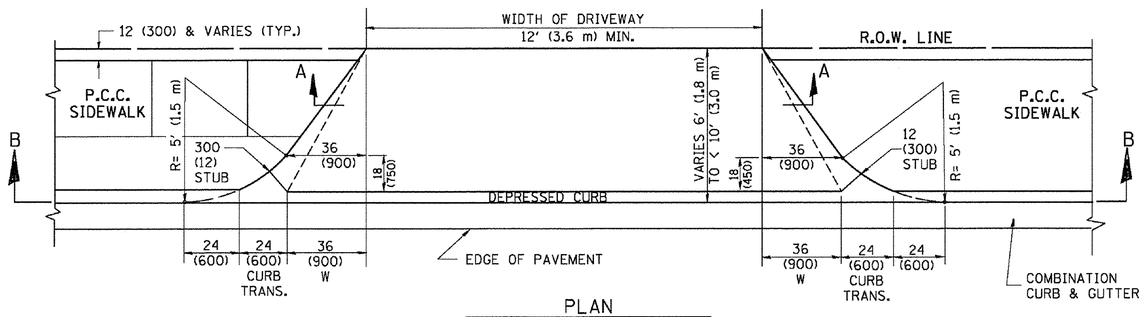
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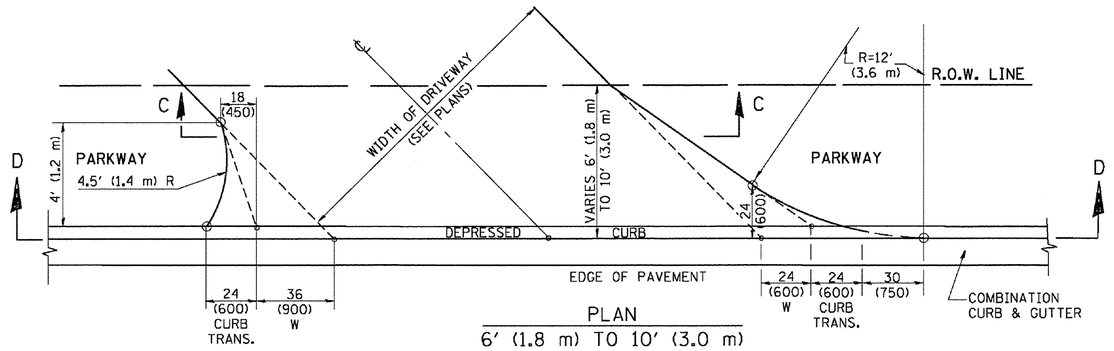
PLAN

10' (3.0 m) TO < 15' (4.5 m)



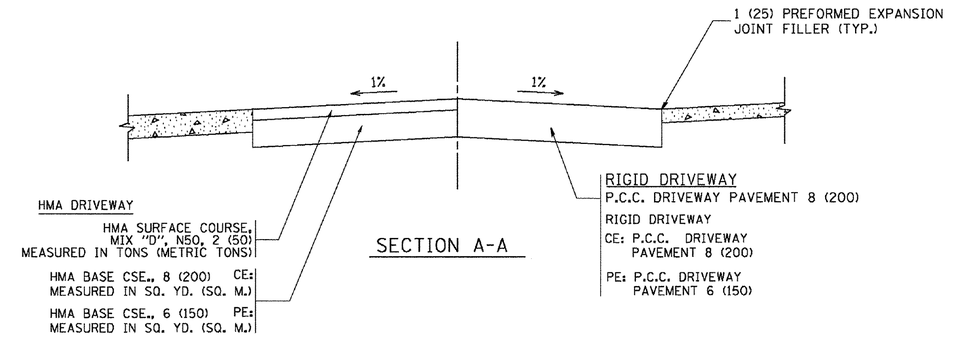
PLAN

6' (1.8 m) TO < 10' (3.0 m)

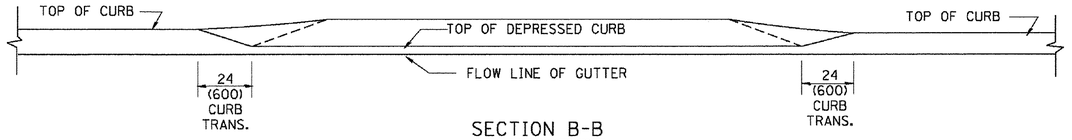


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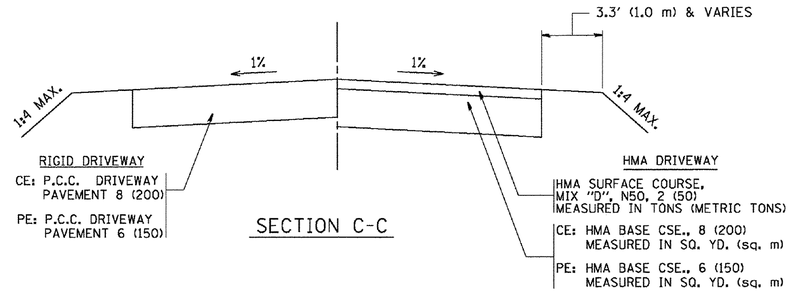
6' (1.8 m) TO 10' (3.0 m)



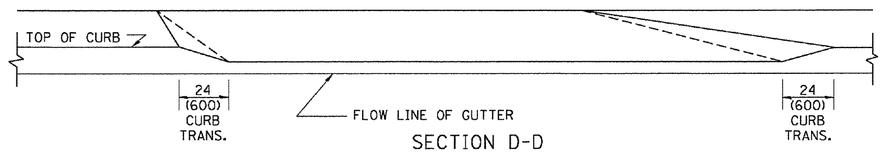
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

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FILE NAME = c:\pw_work\pwidot\leyse\d0108315\bd02.dgn	USER NAME = leyse	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN -	REVISED - P. LaFLEUR 04-15-03	
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11	

DRIVEWAY DETAILS

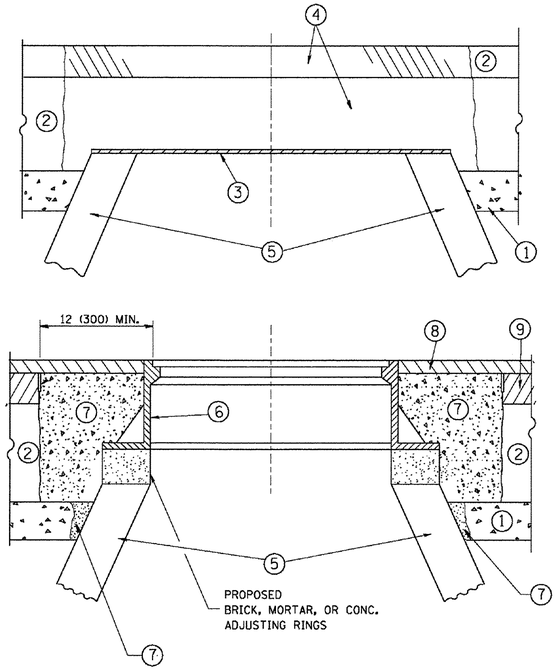
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	85
	BD400-02 (BD-02)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:26 PM By: Matt Taylor - Tab: (BS) BD-02 22x34

Path: H:\DSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-CVR



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-1* CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / in	CHECKED -	REVISED - R. BORO 03-09-11
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

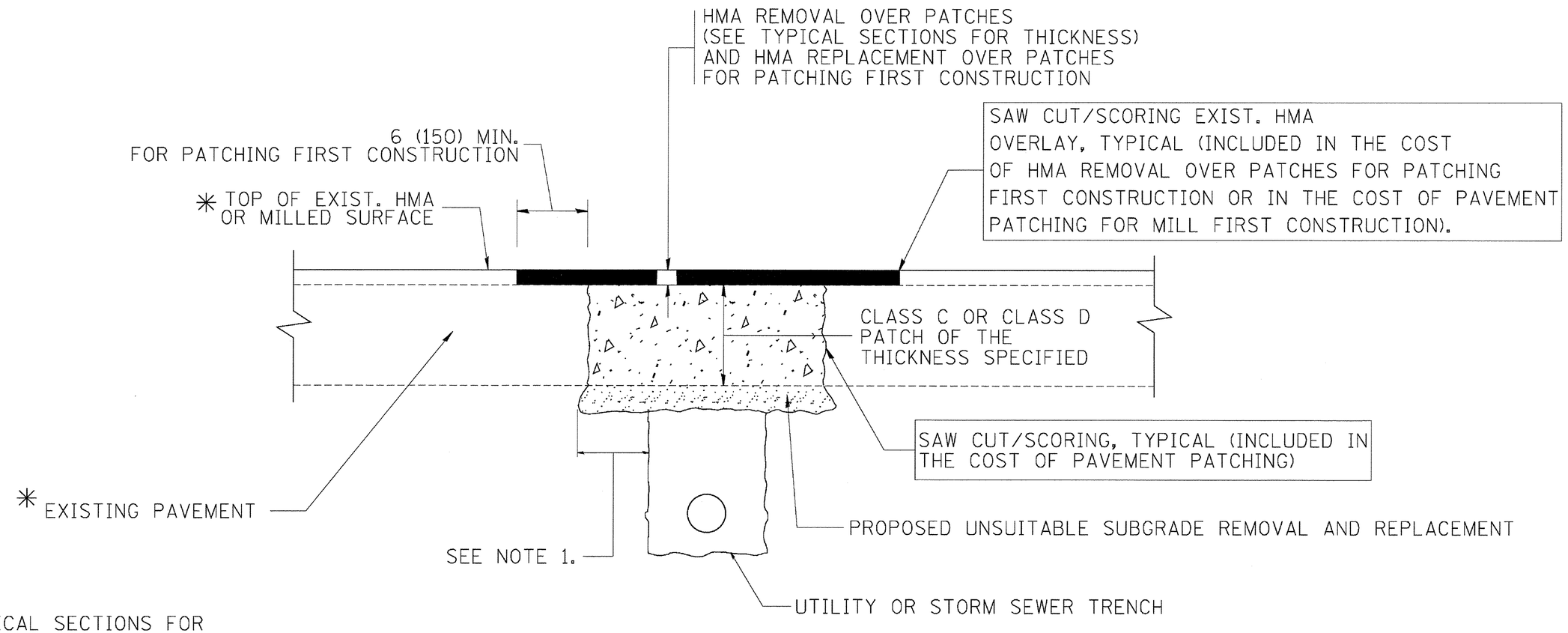
DETAILS FOR
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	BD600-03 (BD-8)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:27 PM By: Matt Taylor - Tab: (86) BD-08 22x34

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* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

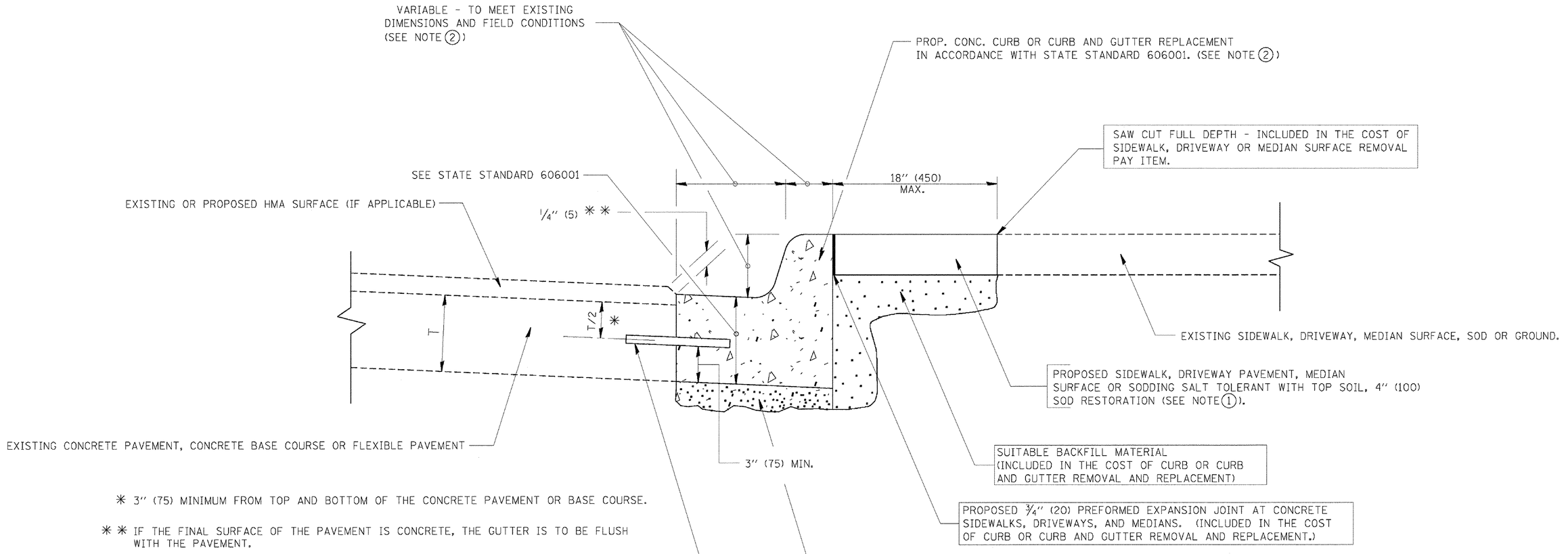
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BD400-04 (BD-22)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:28 PM By: Matt Taylor - Tab: (87) BD-22 22x34

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

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

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

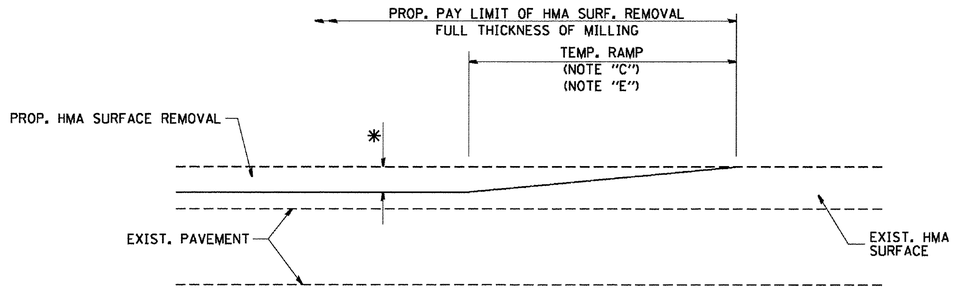
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	88
	BD600-06 (BD-24)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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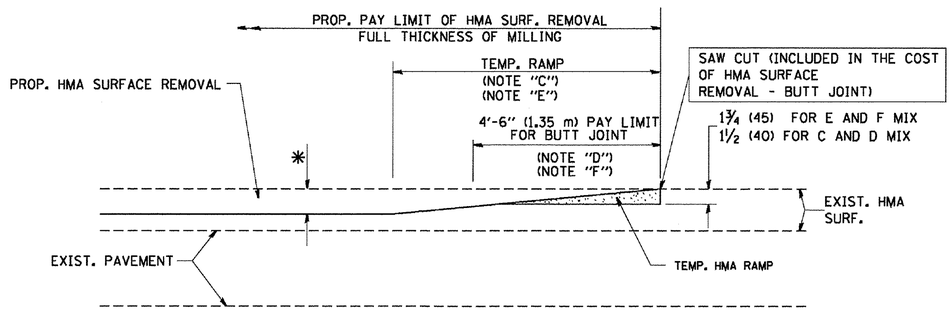
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MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

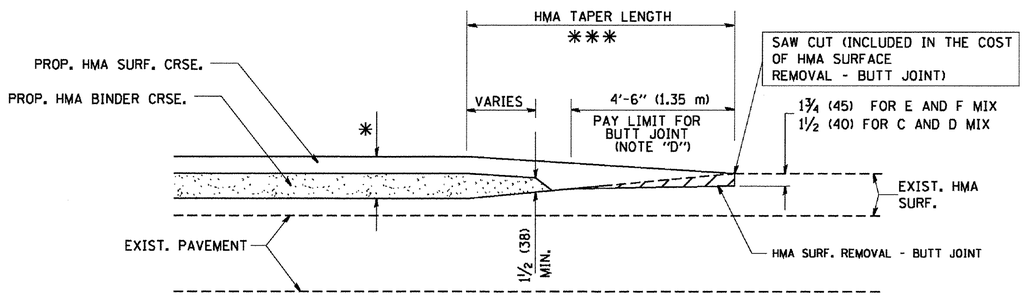


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

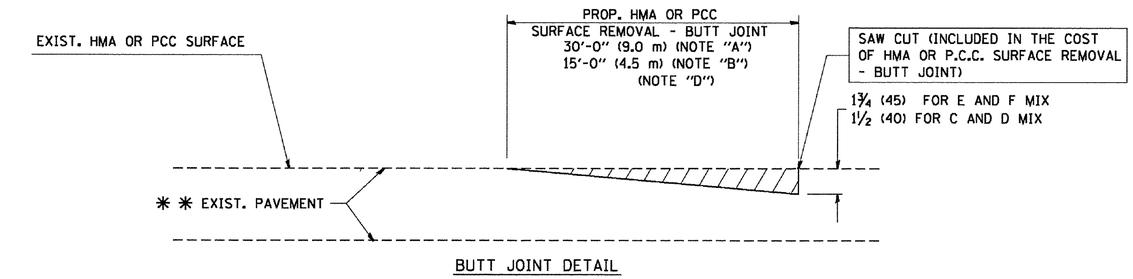
OPTION 2

TYPICAL TEMPORARY RAMP

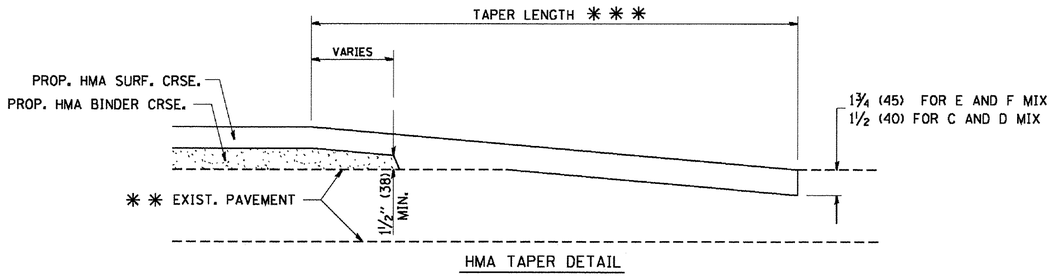


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

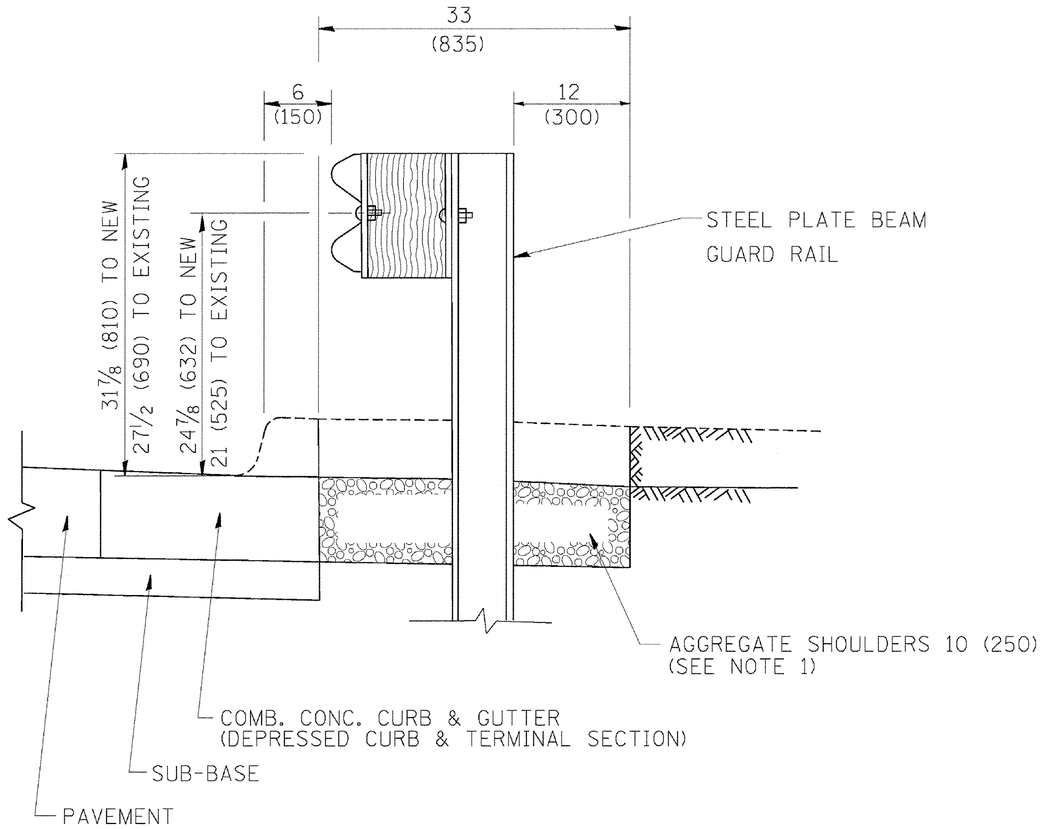
BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	89
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:45 PM By: Matt Taylor — Tab: (89) BD-32 22x34

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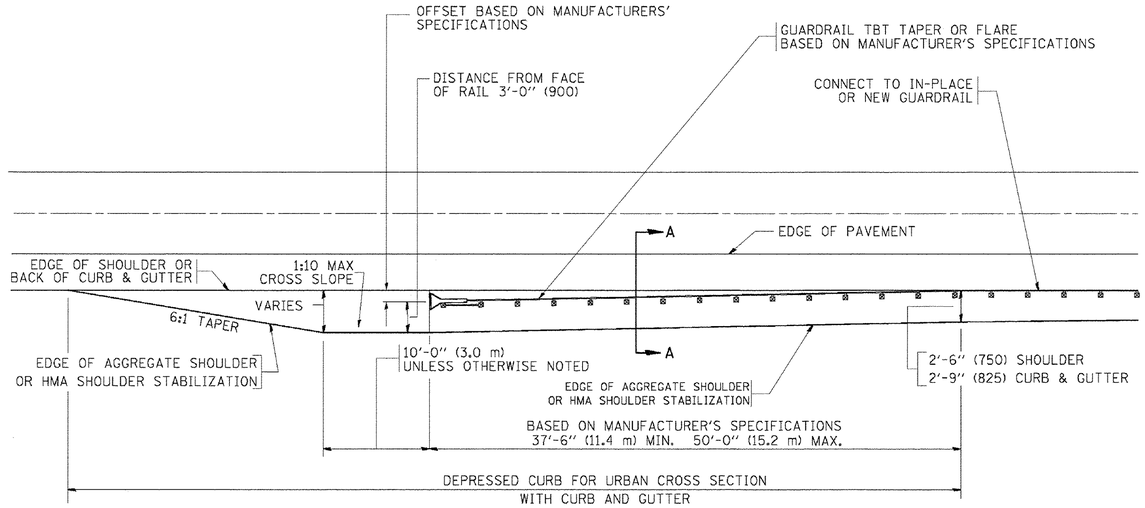


SECTION A-A

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

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



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

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

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

TBT = TRAFFIC BARRIER TERMINAL

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

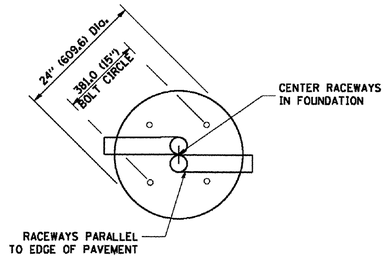
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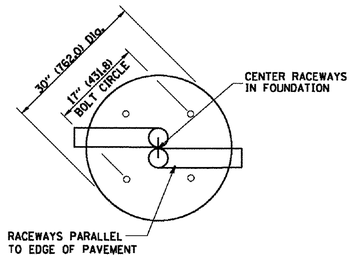
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LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

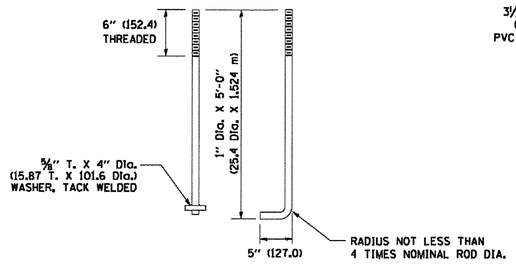
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND ø = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND ø = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND ø = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



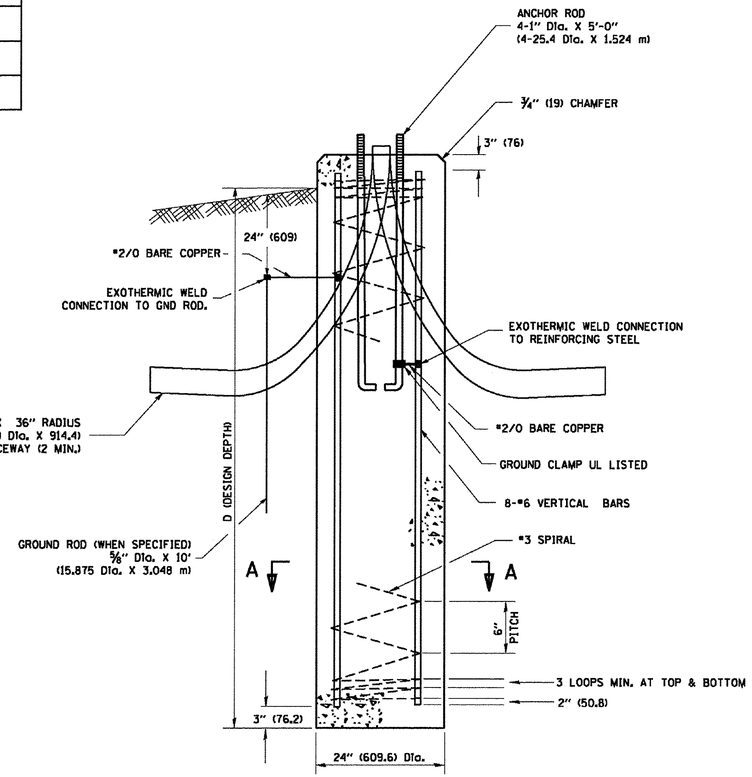
TOP VIEW



TOP VIEW



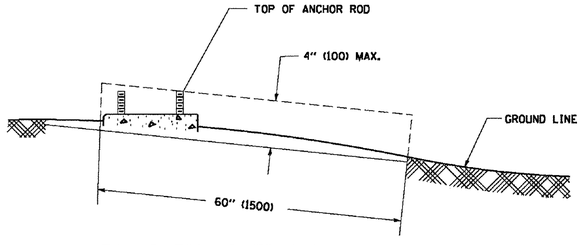
ANCHOR ROD DETAIL



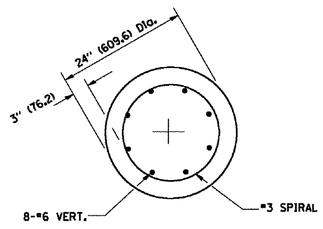
FOUNDATION DETAIL

NOTES

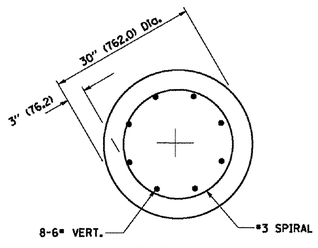
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2¾" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

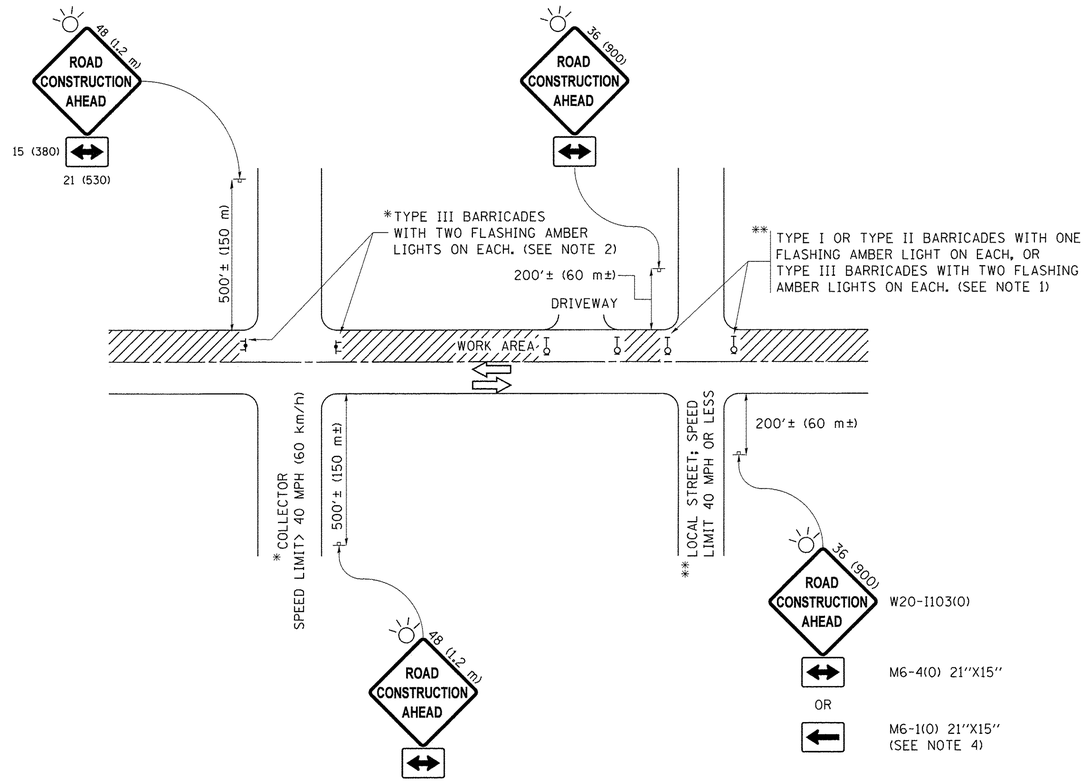
LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	91
	BE-301	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:46 PM By: Matt Taylor — Tab: (91) BE-301 22x34

Path: H:\SDSPROJ\AUT112\DWG\DWG FINAL ENG\AUT112-CVR



NOTES:

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

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

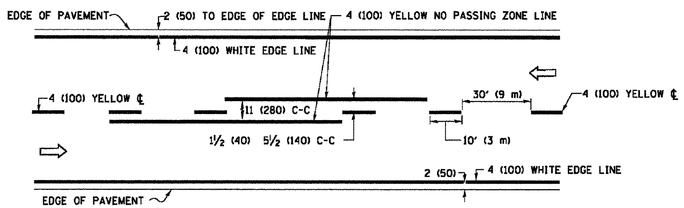
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

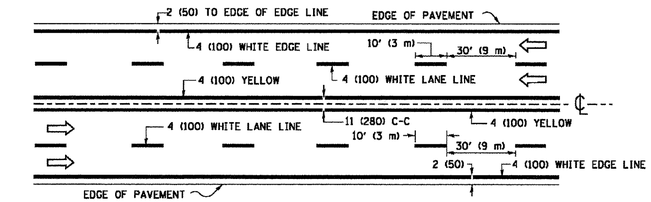
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

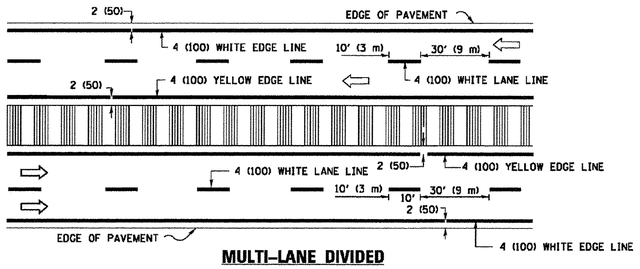
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360	13-00302-00-BR	KANE	107	92
	TC-10	CONTRACT NO. .		
	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

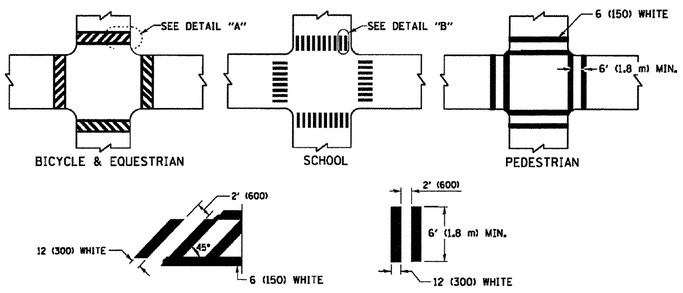


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

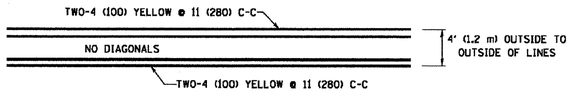


DETAIL "A"

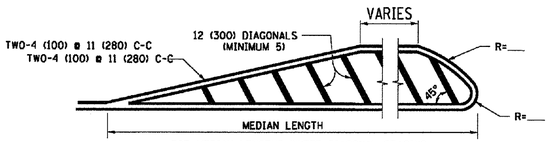
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



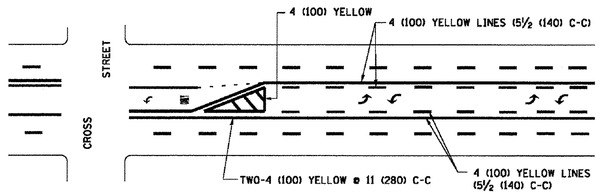
4' (1.2 m) WIDE MEDIANS ONLY



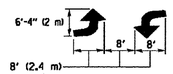
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

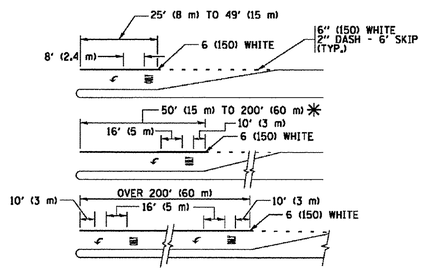


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

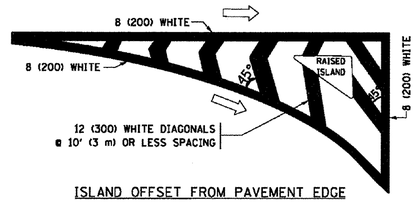


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

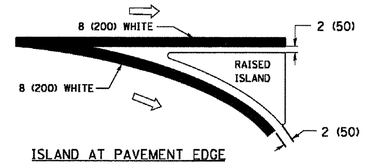
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

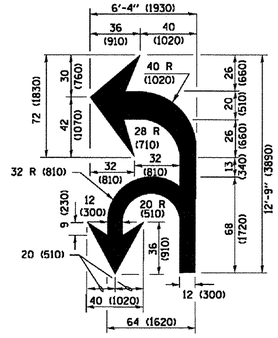


ISLAND OFFSET FROM PAVEMENT EDGE

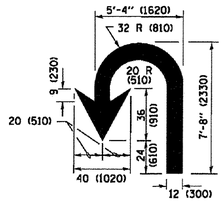


ISLAND AT PAVEMENT EDGE

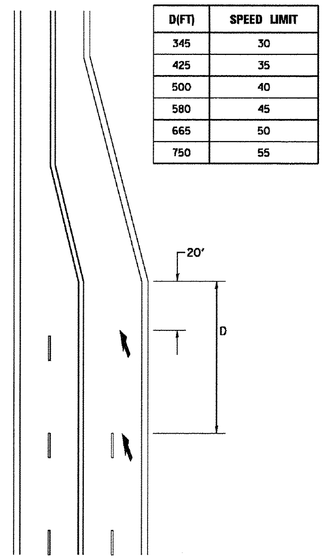
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

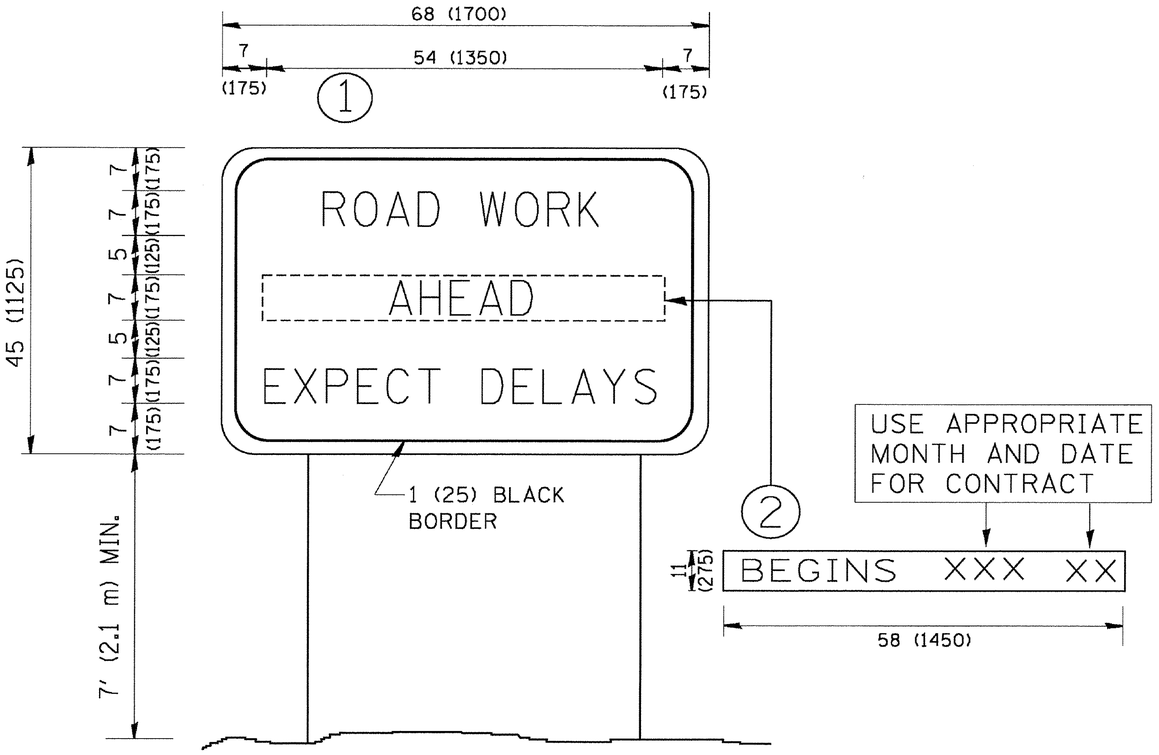
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	93
	TC-13	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Plotted: October 12, 2016 @ 1:47 PM By: Matt Taylor - Tab: (93) TC-13 22x34

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NOTES:

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

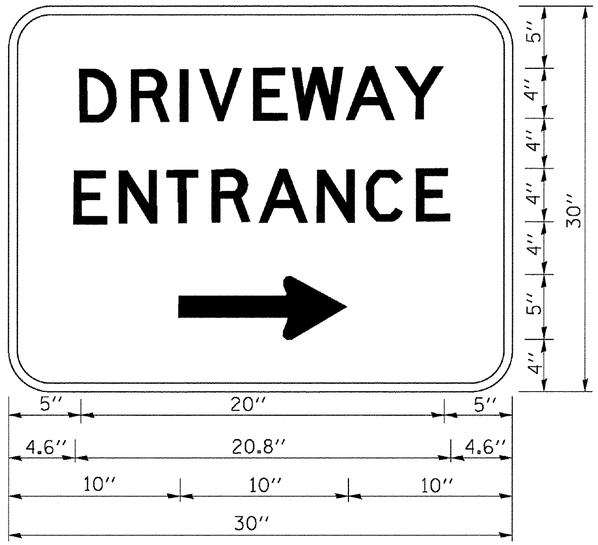
ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	94
	TC-22	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:48 PM By: Matt Taylor — Tab: (34) TC-22 22x34

Path: N:\SSKPROJ\AUTI12\DWG\DWG FINAL ENG\AUTI12-CVR



3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM ''TEMPORARY INFORMATION SIGNING''.

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FILE NAME = c:\pw_work\pwidot\gaglionobt\d0108315\tc26.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	107	95
	TC-26	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: October 12, 2016 @ 1:49 PM By: Matt Taylor — Tab: (95) TC-26 22x34

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GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING SPECIFICATIONS, WHICH ARE HEREBY MADE A PART HEREOF:

   A. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION.

   B. THE NATIONAL ELECTRICAL CODE.

   C. LOCAL CODES AND ORDINANCES.

2. THE CONTRACTOR SHALL SUBMIT SPECIFICATIONS, SHOP DRAWINGS, AND CATALOG CUTS FOR ALL LIGHTING ITEMS TO THE ENGINEER FOR REVIEW AND APPROVAL BEFORE ORDERING ANY MATERIALS.

3. ALL ELECTRIC CABLE SHALL BE FULLY PIGMENTED COLOR CODED AND TAGGED.

4. ALL ELECTRICAL EQUIPMENT AND MATERIAL SHALL BE UL LISTED AND LABELED.

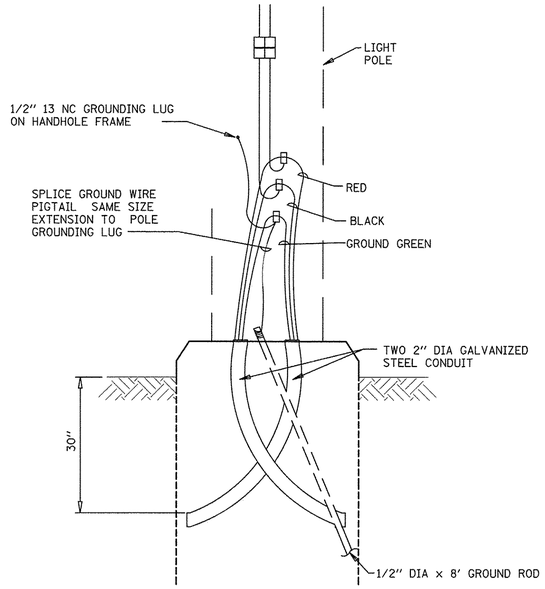
5. POLE FUSES AND ASSOCIATED HARDWARE/MATERIAL AND INSTALLATION SHALL BE INCLUDED IN THE RELOCATE EXISTING LIGHTING UNIT PAY ITEM.

6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHTING POLES. THE EXACT LOCATION OF ALL SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO START OF WORK.

7. GROUND RODS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE ITEM IT IS GROUNDING.

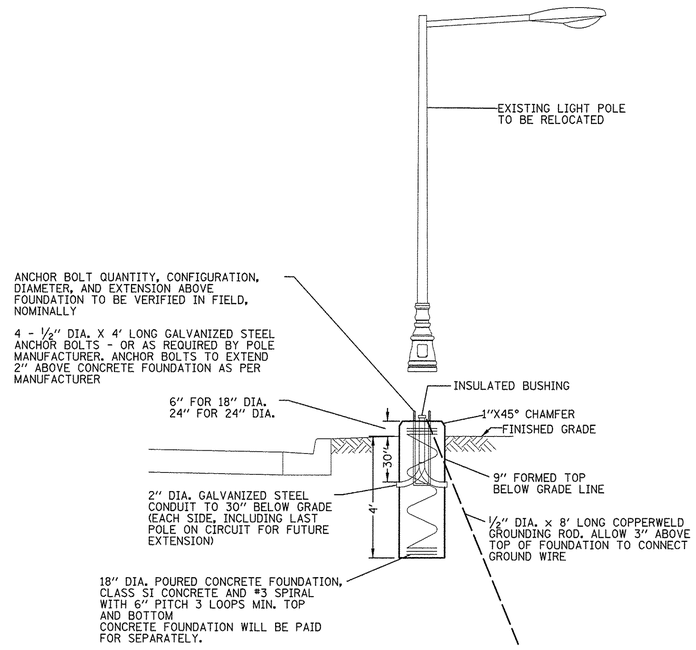
8. THE CONTRACTOR SHALL REMOVE AND REPLACE WIRE BETWEEN THE RELOCATED/NEW LIGHT POLE AND THE ADJACENT POLES THAT IT WILL CONNECT TO. THIS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST FOR THE NEW OR RELOCATED POLE.

9. THE CONTRACTOR SHALL FURNISH AND INSTALL A NEW HANDHOLE.



LIGHT POLE WIRING DETAIL

N.T.S.



RELOCATE EXISTING LIGHTING UNIT DETAIL

NOTES:

VERIFY ALL POLE RELATED DIMENSIONS AND INFORMATION WITH POLE MANUFACTURER PRIOR TO FABRICATION OF FOUNDATION.

MINIMUM COMPRESSIVE STRENGTH FOR CONCRETE SHALL BE 3500 PSI AT THE END OF 28 DAYS.

EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER 18" OR 24" IN DIAMETER.

THE ANCHOR BOLTS SHALL BE A TACK WELDED TYPE BOLT OR HOOK TYPE BOLT. COLD BENDING OF THE HOOK BOLT WILL NOT BE ALLOWED.

THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.

THE ENTIRE LENGTH OF THE ANCHOR BOLTS AS WELL AS THE NUTS AND WASHERS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM DESIGNATION A153.

RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.

CONCRETE SHALL BE CLASS "SI". THE CONCRETE FOUNDATION MUST BE CURED FOR 10 DAYS BEFORE THE LIGHT STANDARD IS ERECTED.

THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERECTED.

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630.466.6700 / www.eeiweb.com

CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHT RELOCATION DETAIL

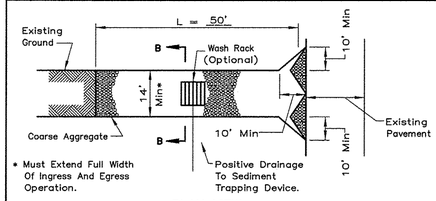
SCALE: N.T.S. | SHEET NO. 2 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	96
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

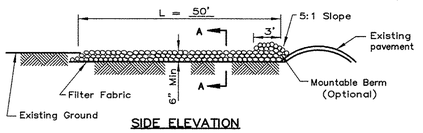
Plotted: October 12, 2016 @ 1:50 PM By: Matt Taylor — Tab: (96) Lighting Det 22x34

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STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

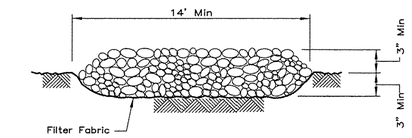


SIDE ELEVATION

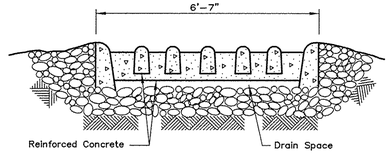
NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2,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

REFERENCE			STANDARD DWG. NO.
Project		U.S. DEPARTMENT OF AGRICULTURE	IL-630
Designed ____ Date ____		SOIL CONSERVATION SERVICE	SHEET 1 OF 2
Checked ____ Date ____		ILLINOIS	DATE 8-18-94
Approved ____ Date ____			

STABILIZED CONSTRUCTION ENTRANCE PLAN



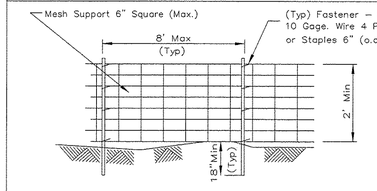
SECTION A-A



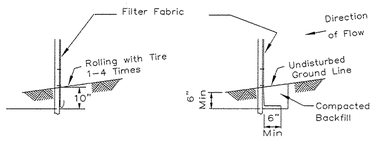
SECTION B-B

REFERENCE			STANDARD DWG. NO.
Project		U.S. DEPARTMENT OF AGRICULTURE	IL-630
Designed ____ Date ____		SOIL CONSERVATION SERVICE	SHEET 2 OF 2
Checked ____ Date ____		ILLINOIS	DATE 8-18-94
Approved ____ Date ____			

SILT FENCE WITH WIRE SUPPORT PLAN



ELEVATION



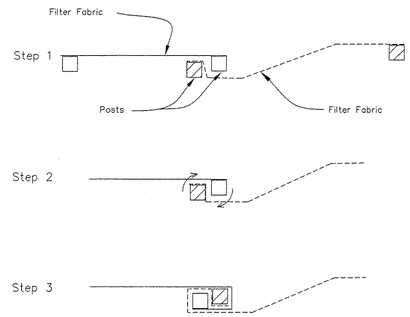
FABRIC ANCHOR DETAIL

STATIC SLICE INSTALLATION TRENCH INSTALLATION

NOTES:
1. Silt 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. Silt fence shall be placed on the flattest area available.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 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			STANDARD DWG. NO.
Project			IUM-620A(W)
Designed ____ Date ____			SHEET 1 OF 2
Checked ____ Date ____			DATE 3-16-2012
Approved ____ Date ____			

SILT FENCE - SPLICING TWO FENCES

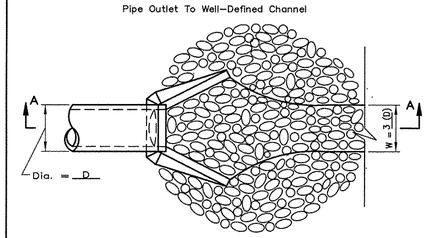


ATTACHING TWO SILT FENCES

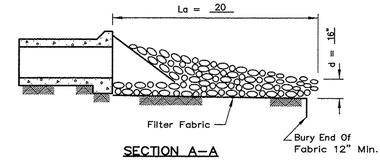
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum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

REFERENCE			STANDARD DWG. NO.
Project			IUM-620B(W)
Designed ____ Date ____			SHEET 1 OF 1
Checked ____ Date ____			DATE 3-16-2012
Approved ____ Date ____			

PIPE OUTLET TO CHANNEL



PLAN

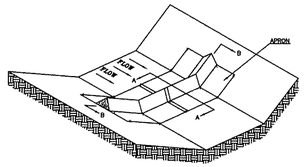


SECTION A-A

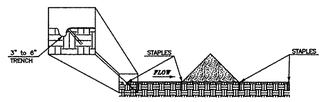
NOTES:
1. The filter fabric shall meet the requirements in material specification 592 GEOTEXTILE Table 1 or 2, Class I, II or III.
2. The rock riprap shall meet the IDOT requirements for the following gradation ___5___ .
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE			STANDARD DWG. NO.
Project		U.S. DEPARTMENT OF AGRICULTURE	IL-611
Designed ____ Date ____		SOIL CONSERVATION SERVICE	SHEET 1 OF 1
Checked ____ Date ____		ILLINOIS	DATE 8-18-94
Approved ____ Date ____			

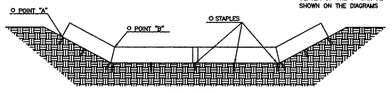
TRIANGULAR SILT DIKE INSTALLATION FOR ROADWAY DITCH OR DRAINAGE DITCH



SILT DIKE UNIT CUT SECTION



DETAIL A-A

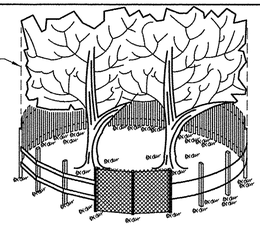


STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAMS

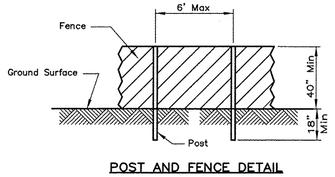
POINT "A" MUST BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

DIKE SECTION DETAIL B-B

TREE PROTECTION - FENCING



SIDE VIEW

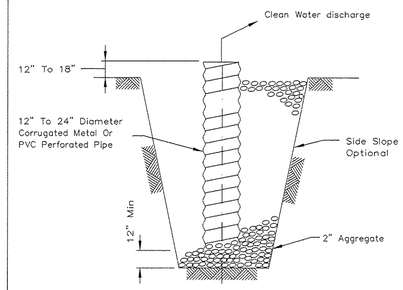


POST AND FENCE DETAIL

NOTES:
1. The fence shall be located outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minimum cross sectional area of 3.0 sq.in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing.

REFERENCE			STANDARD DWG. NO.
Project		U.S. DEPARTMENT OF AGRICULTURE	IL-690
Designed ____ Date ____		SOIL CONSERVATION SERVICE	SHEET 1 OF 1
Checked ____ Date ____		ILLINOIS	DATE 4-7-94
Approved ____ Date ____			

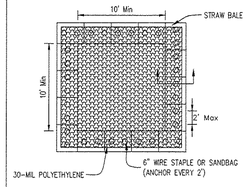
SUMP PIT PLAN



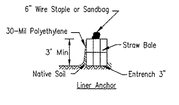
SECTION

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

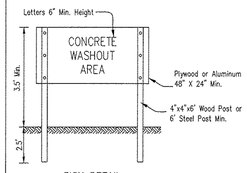
REFERENCE			STANDARD DWG. NO.
Project		NRCS	IL-650
Designed ____ Date ____		Natural Resources Conservation Service	SHEET 1 OF 1
Checked ____ Date ____			DATE 8-11-94
Approved ____ Date ____			



PLAN VIEW



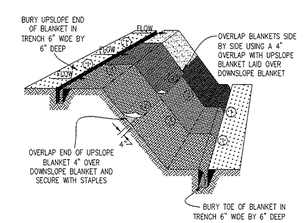
STRAW BALE ANCHOR SECTIONS

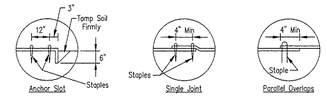


SIGN DETAIL

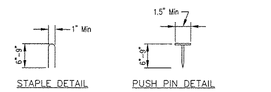
NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE





DETAIL 1 DETAIL 2 DETAIL 3



STAPLE DETAIL PUSH PIN DETAIL

NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

EROSION CONTROL BLANKET INSTALLATION DETAILS

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
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CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

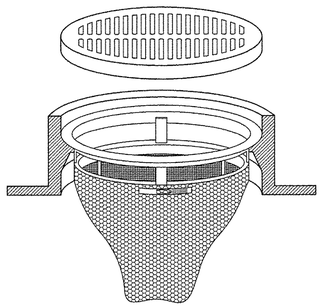
TYPICAL DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	97
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 1:39 PM By: Kris Pung — Tab: (97) Typ Det 22x34

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NOTES:

1. INLET FILTER SYSTEM SHALL CONSIST OF A REPLACEABLE REINFORCED FILTER BAG SUSPENDED FROM A RETAINER RING OR FRAME.
2. INLET FILTER APPROVED MANUFACTURERS:
   MARATHON MATERIALS – CATCH-ALL FILTERS,
   LANG INDUSTRIES – DRAIN FILTERS,
   IPP – INLET FILTERS.
3. THE FILTER BAG SHALL BE CONSTRUCTED OF A NON-WOVEN POLYPROPYLENE FILTER GEOTEXTILE FABRIC WITH A MINIMUM WEIGHT OF 4 OZ./SQ.YD., A MINIMUM FLOW RATE OF 145 GAL./MIN./SQ.FT., AND DESIGNED FOR A MINIMUM SILT AND DEBRIS CAPACITY OF 2 CU. FT. THE FILTER BAG SHALL BE REINFORCED WITH A POLYESTER MESH FABRIC WITH A MINIMUM WEIGHT OF 4 OZ./SQ.YD.
4. THE FILTER BAG SHALL BE SUSPENDED FROM A GALVANIZED STEEL RING OR FRAME, CONFORMING TO ASTM-A36, UTILIZING A STAINLESS STEEL BAND AND LOCKING CLAMP. THE FRAME SHALL BE DESIGNED WITH AN OVERFLOW FEATURE TO PREVENT ANY PONDING DURING HEAVY RAINFALL.

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INLET PROTECTOR

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: EE-MI	DRAWING NUMBER: 10	DRAWN BY: CLN
	DATE: 8/03/06			REVISED: 2/13/09

FOR PERMANENT SEEDING SEE LANDSCAPE PLAN BY PARK DISTRICT

TEMPORARY SEEDING

ALL TEMPORARY SEEDING SHALL BE INSTALLED PER THE ILLINOIS URBAN MANUAL

SEEDING MIXTURE

SPRING OATS – 100 LBS/AC

WINTER WHEAT – 100 LBS/AC

SUDANGRASS – 100 LBS/AC

HYDROSEEDING – PER MANUFACTURE'S RECOMMENDATIONS, SEED MIX MUST BE APPROPRIATE FOR DATE OF APPLICATION
IT IS PERMITTED TO APPLY SEED, FERTILIZER AND MULCH AT THE SAME TIME

MULCHING

ALL MULCH SHALL BE INSTALLED PER THE ILLINOIS URBAN MANUAL

STRAW OR HAY MULCH – 2 TONS PER ACRE ANCHORED TO SOIL

HYDRAULIC MULCH – 1 ½TONS PER ACRE APPLIED PER MANUFACTURER'S RECOMMENDATIONS, HYDRAULIC MULCH MUST BE SUITABLE FOR 4:1 SLOPES

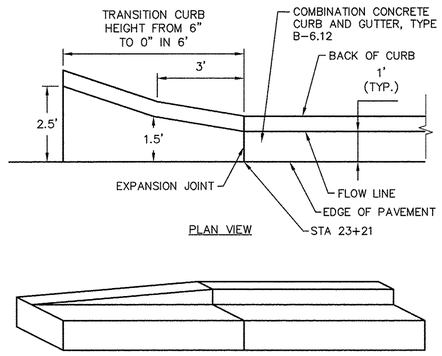
SEEDING SCHEDULE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
TEMPORARY SEEDING AND MULCHING												
WINTER WHEAT												
SPRING OATS												
SUDAN GRASS												
MULCHING ONLY												

FERTILIZER MIXTURE FOR PROPOSED SEEDING AREAS
NITROGEN (N) 120 LBS./AC.
PHOSPHORUS (P) 52 LBS./AC. OR 120 LBS./AC. P_2O_5
POTASSIUM (K) 100 LBS./AC. OR 120 LBS./AC. K_2O

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TEMPORARY SEEDING AND MULCHING INFORMATION & SCHEDULE

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: EE-SE	DRAWING NUMBER: SI-03	DRAWN BY: BLM
	DATE: 8/24/94			REVISED: 02/25/08



PLAN VIEW

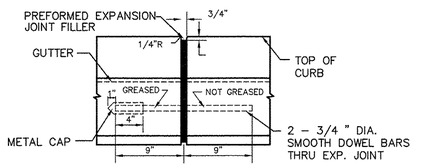
ISOMETRIC VIEW

NOTE: CURB TRANSITION SHALL NOT BE PAID FOR SEPARETELY BUT WILL BE PAID FOR AT CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYP B-6.12

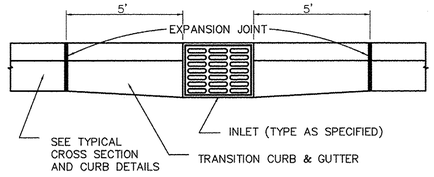
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END OF CURB AND GUTTER TREATMENT

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: XX	DRAWING NUMBER: XX	DRAWN BY: KKP
	DATE: 03/24/11			REVISED:



EXPANSION JOINT DETAIL

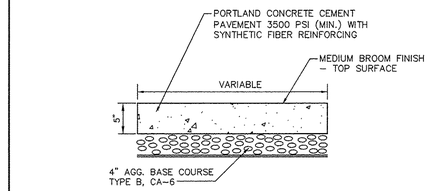


TRANSITION DETAIL AT INLETS

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CURB & GUTTER TRANSITION AT INLETS

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: EE-PV	DRAWING NUMBER: CD-02	DRAWN BY: KKP
	DATE: 10/23/07			REVISED:



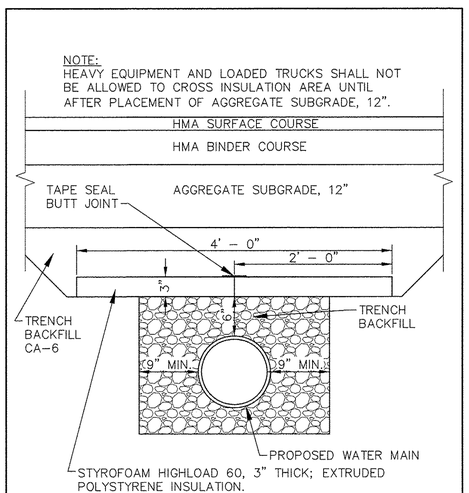
1. CONCRETE SHALL BE IDOT CLASS SI AND SHALL PROVIDE CERTIFICATION OF I.D.O.T. MIX APPROVAL FROM THE SOURCE PLANT.
2. REMOVE ALL TOPSOIL, PLACE CONCRETE ON 4" COMPACTED CA-6 STONE.
3. 1/2" DEEP SAW CUT CONTROL JOINTS SHALL BE AT 5' INTERVALS AND 3/4" THICK EXPANSION BOARD WHERE SIDEWALK ABUTS CURB OR OTHER STRUCTURES AND AT 50' INTERVALS.

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TYPICAL P.C.C. SIDEWALK SECTION

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: EE-PV	DRAWING NUMBER: SW-04#	DRAWN BY: GES
	DATE: 5/01/01			REVISED:

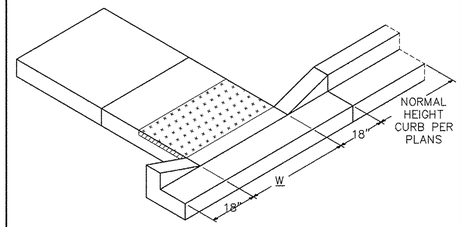
NOTE:
HEAVY EQUIPMENT AND LOADED TRUCKS SHALL NOT BE ALLOWED TO CROSS INSULATION AREA UNTIL AFTER PLACEMENT OF AGGREGATE SUBGRADE, 12".



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WATER MAIN INSULATION DETAIL

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER:	DRAWING NUMBER:	DRAWN BY: KKP
	DATE: 4/11/13			REVISED:



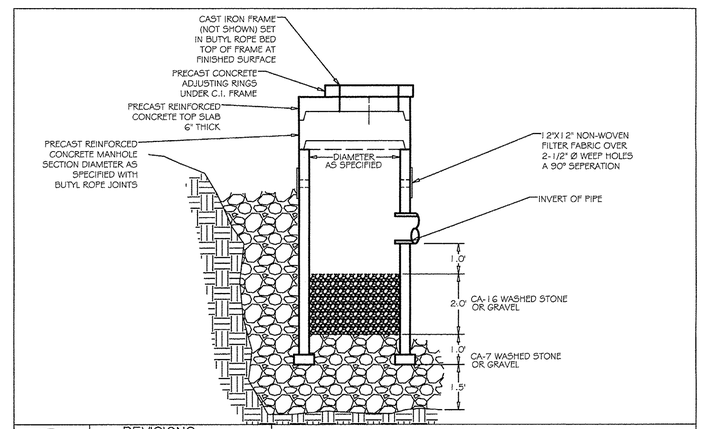
NOTES:

1. PLACEMENT OF DETECTABLE WARNING TILES SHALL ADHERE TO LOCATIONS & SETBACKS AS SHOWN IN IDOT HIGHWAY STANDARDS INCLUDING 424001 AND 424016. FOR VARIOUS FIELD CONDITIONS, SIDEWALK RAMP WIDTH (W) AND LAYOUT SHALL BE ACCORDING TO THESE IDOT HIGHWAY STANDARDS EXCEPT A SIDE CURB SHALL NOT BE CONSTRUCTED IN LANDSCAPED AREAS.
2. DETECTABLE WARNING TILES SHALL BE BRICK RED.
3. TILES SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS.
4. THE COLORING AND STAMPING OF CONCRETE WILL NOT BE ALLOWED.

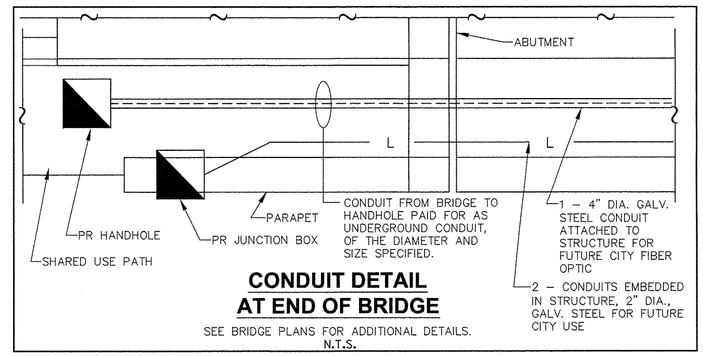
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CURB HEAD TAPER AT PEDESTRIAN RAMPS FOR SIDEWALK IN LANDSCAPED AREAS

Engineering Enterprises, Inc. 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-9350	SCALE:	FOLDER: HC	DRAWING NUMBER: HC-17	DRAWN BY: KKP
	DATE:			REVISED:



REVISIONS	STORMWATER INFILTRATION CATCH BASIN	
DATE: 2/9/15 BY: GBN	SCALE: NOT TO SCALE	CHECKED: LA
	DATE: 4/2014	DRAWN: JJ
AURORA ENGINEERING	DRAWING NUMBER: MISCELLANEOUS	



CONDUIT DETAIL AT END OF BRIDGE

SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
N.T.S.

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

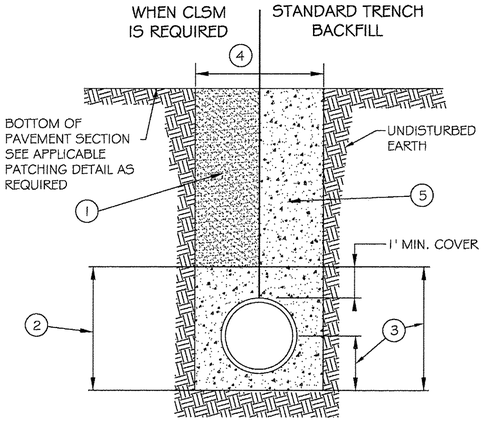
TYPICAL DETAILS

SCALE: | SHEET NO. 2 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	98
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 7:49 AM By: Kris Pung – Tab: (98) Typ Det 22x34

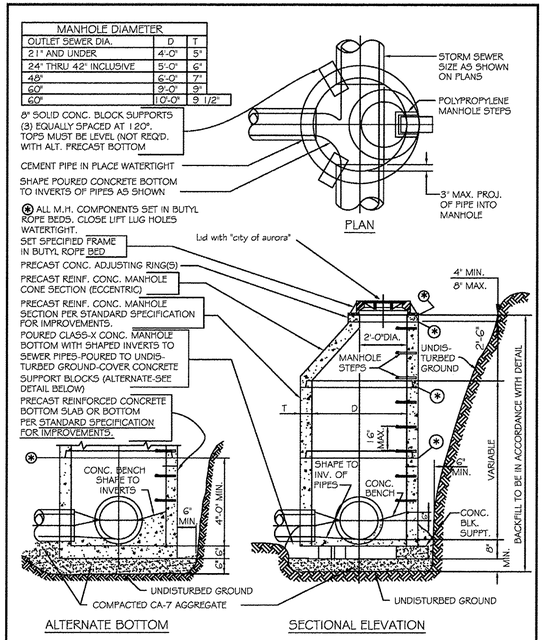
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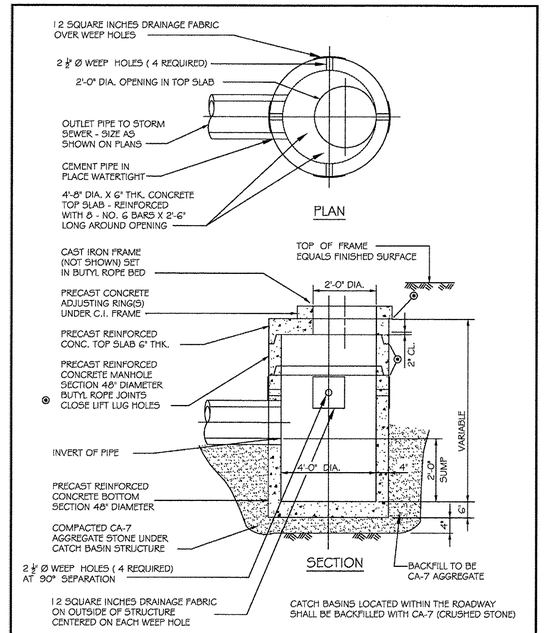
1. CONTROLLED LOW-STRENGTH MATERIAL (CLSM) I.D.O.T. APPROVED MIX WHEN REQUIRED BY CITY ENGINEER.
2. ALL CLSM INSTALLATIONS REQUIRE CA-7 PLACEMENT TO 1' OVER T.O.P.
3. RIGID PIPE: CA-7 SHALL BE PLACED FROM 4" BELOW PIPE TO THE SPRING LINE. FLEXIBLE PIPE: CA-7 SHALL BE PLACED FROM 4" BELOW PIPE TO 1' OVER T.O.P.
4. MAXIMUM TRENCH WIDTH IN ACCORDANCE WITH SECTION 20-4.05
5. CA-6 OR APPROVED TRENCH BACKFILL. FOR NON-PAVED AREAS: SELECT EXCAVATED MATERIAL MAY BE SUBSTITUTED FOR CA-6 AS DIRECTED BY THE ENGINEER.

REVISIONS		SEWER TRENCH DETAIL PAVED & UNPAVED	
DATE: 01-24-13	BY: DG	SCALE: NOT TO SCALE	CHECKED: LA
		DATE: 1/04	DRAWN: DG
ENGINEERING		DRAWING NUMBER: EXHIBIT III-A-1	

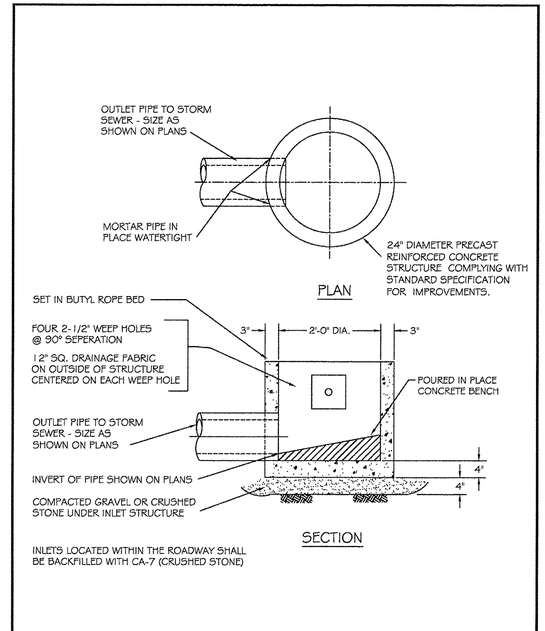
MANHOLE DIAMETER		
OUTLET SEWER DIA.	D	T
21" AND UNDER	4'-0"	5"
24" THRU 42" INCLUSIVE	5'-0"	6"
48"	6'-0"	7"
60"	9'-0"	9"
60"	10'-0"	9 1/2"



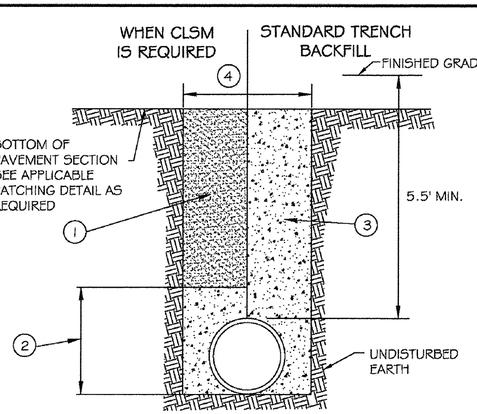
REVISIONS		STORM MANHOLE, TYPE A DETAIL	
DATE: 01/2011	BY: jhs	SCALE: NOT TO SCALE	CHECKED: DF
DATE: 01/2014	dlg	DATE: 1/04	DRAWN: NM
ENGINEERING		DRAWING NUMBER: EXHIBIT III-A-3	



REVISIONS		CATCH BASIN TYPE B	
DATE: 01/2011	BY: DF/jhs	SCALE: NOT TO SCALE	CHECKED: DF
		DATE: 1/04	DRAWN: NM
ENGINEERING		DRAWING NUMBER: EXHIBIT III-A-4	



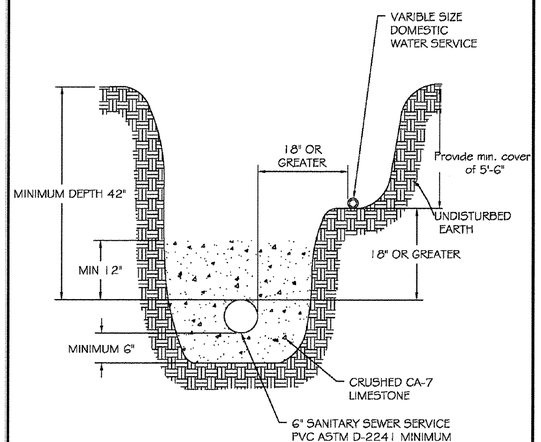
REVISIONS		STORM INLET, TYPE A DETAIL	
DATE: 01/2011	BY: jhs	SCALE: NOT TO SCALE	CHECKED: DF
		DATE: 1/04	DRAWN: NM
ENGINEERING		DRAWING NUMBER: EXHIBIT III-A-5	



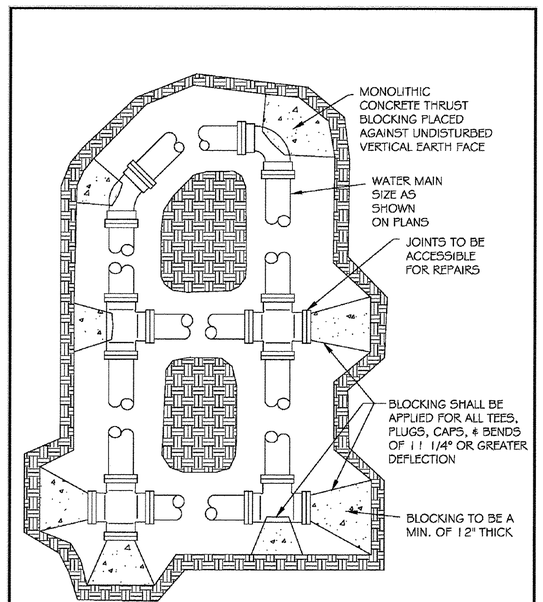
1. CONTROLLED LOW-STRENGTH MATERIAL (CLSM) I.D.O.T. APPROVED MIX WHEN REQUIRED BY CITY ENGINEER.
2. ALL CLSM INSTALLATIONS REQUIRE CA-6 PLACED TO 1' OVER T.O.P.
3. CA-6 OR APPROVED TRENCH BACKFILL. FOR NON-PAVED AREAS: SELECT EXCAVATED MATERIAL MAY BE SUBSTITUTED FOR CA-6 AS DIRECTED BY THE ENGINEER.
4. MAXIMUM TRENCH WIDTH IN ACCORDANCE WITH SECTION 20-4.05

REVISIONS		WATERMAIN TRENCH DETAIL PAVED & UNPAVED	
DATE: 01-25-13	BY: DG	SCALE: NOT TO SCALE	CHECKED: SA
		DATE: 1/04	DRAWN: DG
ENGINEERING		DRAWING NUMBER: EXHIBIT III-C-1	

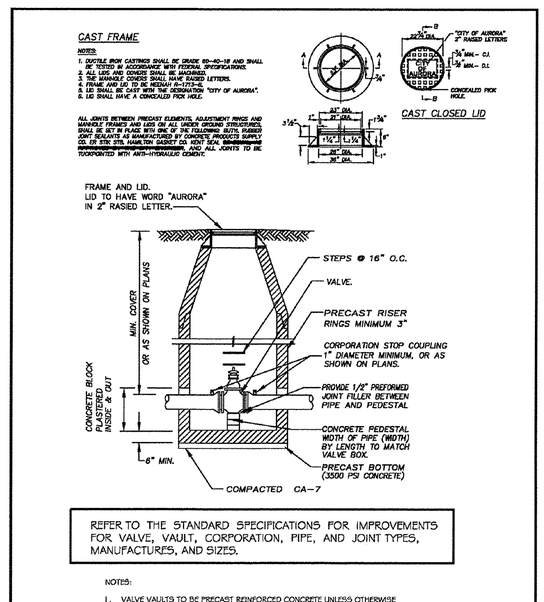
REQUIRED WHEN A SEPARATE TRENCH OR A TEN FOOT (10') MINIMUM SEPARATION IS NOT POSSIBLE. REFER TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.



REVISIONS		SANITARY AND WATER SERVICE SEPARATION	
DATE: 01/2011	BY: jhs	SCALE: NOT TO SCALE	CHECKED: DF
		DATE: 1/04	DRAWN: NM
ENGINEERING		DRAWING NUMBER: EXHIBIT III-C-2	



REVISIONS		THRUST BLOCKING	
DATE: 01/2011	BY: jhs	SCALE: NOT TO SCALE	CHECKED: DF
		DATE: 1/04	DRAWN: NM
ENGINEERING		DRAWING NUMBER: EXHIBIT III-C-3	



REFER TO THE STANDARD SPECIFICATIONS FOR IMPROVEMENTS FOR VALVE, VAULT, CORPORATION, PIPE, AND JOINT TYPES, MANUFACTURES, AND SIZES.

NOTES:
1. VALVE VAULTS TO BE PRECAST REINFORCED CONCRETE UNLESS OTHERWISE APPROVE.
2. PRECAST CONCRETE ADJUSTMENT RINGS SHALL BE USED FOR ALL ADJUSTMENTS UP TO A MAXIMUM ADJUSTMENT OF EIGHT INCHES (8").
3. ALL VALVES LOCATED UNDER PAVEMENT SHALL BE LOCATED WITH VAULT.

REVISIONS		VALVE IN VAULT	
DATE: 12/2010	BY: ST	SCALE: NOT TO SCALE	CHECKED: DF
DATE: 01/2011	BY: jhs	DATE: 1/04	DRAWN: NM
ENGINEERING		DRAWING NUMBER: EXHIBIT III-C-4	

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CITY OF AURORA
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AURORA, IL 60505

DESIGNED - TVW	REVISED -		
DRAWN - KKP/CLN/JPS	REVISED -		
CHECKED -	REVISED -		
DATE -	REVISED -		

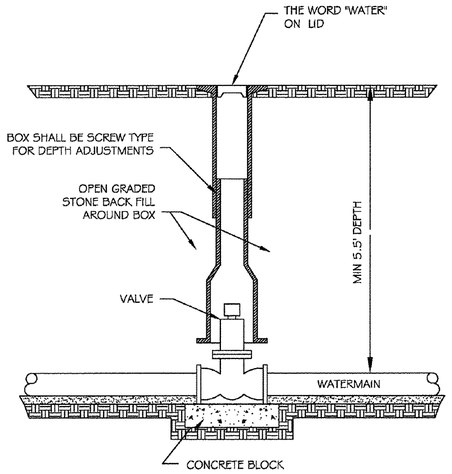
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL DETAILS

SCALE: N.T.S. | SHEET NO. 3 OF 5 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	99
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 1, 2016 @ 3:33 PM By: Jim Schmidt - Tab: (99) Typ Det 22x34
Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-CVR



REFER TO THE STANDARD SPECIFICATIONS FOR IMPROVEMENTS FOR VALVE AND BOX TYPE, MANUFACTURE, AND SIZES.

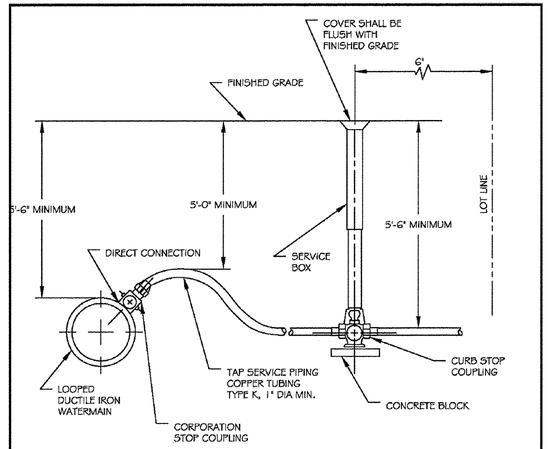
NOTES:
1. ALL NUTS, BOLTS, AND THREADED RODS SHALL BE STAINLESS STEEL (SEE THE STANDARD SPECIFICATIONS FOR IMPROVEMENTS FOR STEEL GRADE).

AURORA The City of Lights — ENGINEERING

DATE:	BY:
01/2011	jhs

TYPICAL VALVE & BOX

SCALE: NOT TO SCALE | CHECKED: DF | DATE: 1/04 | DRAWN: NM | DRAWING NUMBER: EXHIBIT III-C-5



REFER TO THE STANDARD SPECIFICATIONS FOR IMPROVEMENTS FOR CORPORATION COUPLING, SERVICE BOX, CURB BOX, AND PIPE MATERIAL, TYPE, MANUFACTURE, AND SIZES.

NOTES:
1. WHEN WATERMAIN IS LOCATED WITHIN AN EASEMENT RATHER THAN THE PUBLIC RIGHT-OF-WAY, THE B-BOXES MUST ALSO BE LOCATED WITHIN THE EASEMENT.

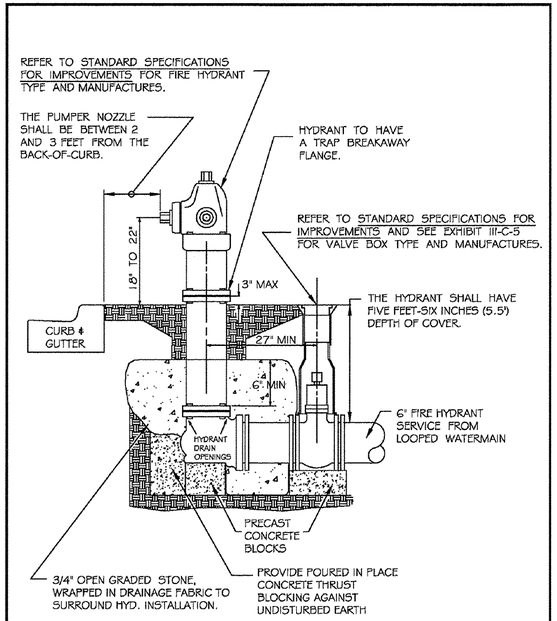
AURORA The City of Lights — ENGINEERING

REVISIONS

DATE:	BY:
05-21-05	JLM
01/2011	jhs

TYPICAL WATER SERVICE TAP AND BOX

SCALE: NTS | CHECKED: DF | DATE: 06/02 | DRAWN: NM | DRAWING NUMBER: EXHIBIT III-C-6



AURORA The City of Lights — ENGINEERING

REVISIONS

DATE:	BY:
8/02	NM, redrawn
1/04	SAZ, redrawn
01/2011	jhs, Revisions

HYDRANT INSTALLATION

SCALE: NOT TO SCALE | CHECKED: DF | DATE: 8/02 | DRAWN: NM / SAZ | DRAWING NUMBER: EXHIBIT III-C-7

Minimum Restraint Length (ft) on both sides of the Fitting

Fitting Type/Nominal Size		6"	8"	12"	16"
11 ¼ ° Bend		2	3	4	6
22 ½ ° Bend		5	6	9	11
45 ° Bend		10	13	18	23
90 ° Bend		23	30	43	56
Dead End		31	40	57	74
Top Side of a Vertical Offset [1]		19	25	35	46
Tee Run x Branch [2]	6" BY	24			
Tee Run x Branch [2]	8" BY	22	34		
Tee Run x Branch [2]	12" BY	18	31	51	
Tee Run x Branch [2]	16" BY	14	28	48	67
Reducer [3]	8" BY	17			
Reducer [3]	12" BY	42	30		
Reducer [3]	16" BY	62	54	31	

[1] All joints within the lowered section of the watermain shall be restrained or shall be solid pipe. The above distances reflect the required restraint distance on the normally elevated watermain either side of the 45° Fitting of the vertical offset (or lowering).

[2] Minimum of 8 ft of solid pipe is required on both sides of the fitting on the run side. Distance indicates the length of restraint on the branch side or the side perpendicular to the tee run watermain.

[3] Indicates the distance from the larger end of the reducer.

Notes: 1) All nuts and bolts shall be stainless steel.
2) The Entire restraint system from the fitting to the minimum restraint distance must be Inspected by The City of Aurora or it's representative prior to backfilling.

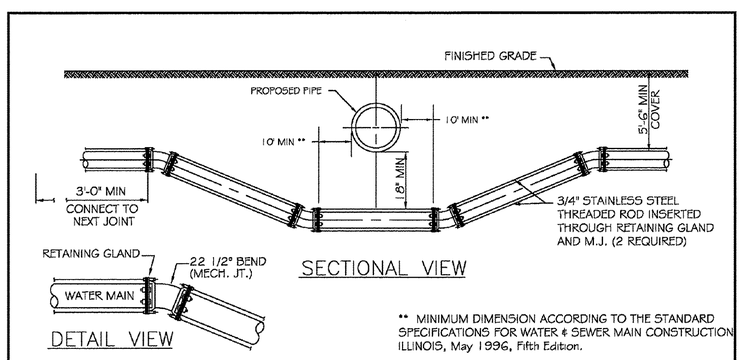
Engineering Department

Revisions	
Date:	By:

Watermain Restraint Length Table

Scale:	Checked
None	PJH
Date:	Drawn:
2/04	DF

EXHIBIT III-C-9



** MINIMUM DIMENSION ACCORDING TO THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION ILLINOIS, May 1996, Fifth Edition.

NOTES:
1) For sizes larger than 16", special design will be required.
2) In lieu of installing stainless steel rods, the mechanical joints can be restrained with the MegaLug Series 1100 as manufactured by EBBA Iron Inc, or approved equal. Also, the bell and spigot joints shall be restrained on either side of the mechanical joints by EBBA Iron 1700 series restraint or approved equal and the restraint distance shall be in accordance with Exhibits III-C-9 and III-C-10.

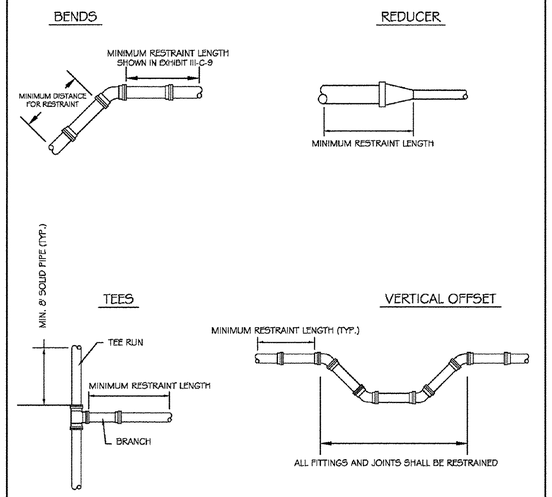
AURORA The City of Lights — ENGINEERING

REVISIONS

DATE:	BY:

WATER MAIN LOWERING DETAIL

SCALE: NOT TO SCALE | CHECKED: DF | DATE: 1/04 | DRAWN: SAZ | DRAWING NUMBER: EXHIBIT III-C-8



NOTES:
1) THE EXACT LENGTHS FOR RESTRAINT ARE SHOWN IN EXHIBIT III-C-9

AURORA The City of Lights — ENGINEERING

REVISIONS

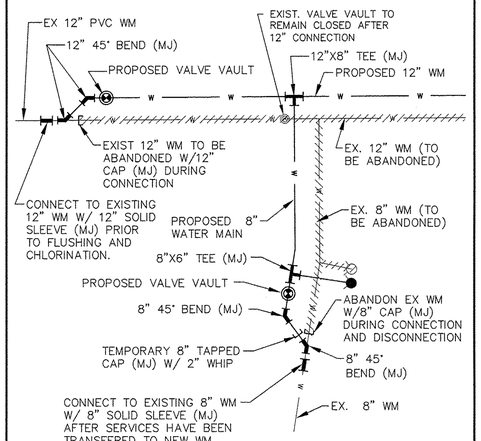
DATE:	BY:

WATER MAIN RESTRAINT DETAIL

SCALE: NOT TO SCALE | CHECKED: DF | DATE: 1/04 | DRAWN: NM | DRAWING NUMBER: EXHIBIT III-C-10

MOUNTAIN STREET

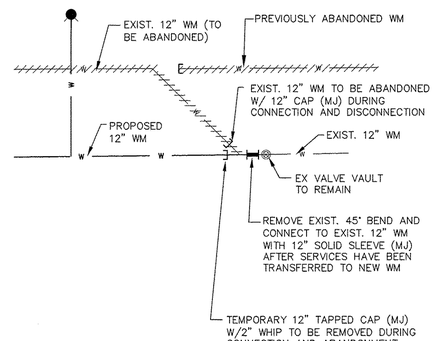
SOUTH CONNECTION TO EXISTING 12" & 8" WATER MAINS
N.T.S.



NOTE:
CONTRACTOR SHALL PROVIDE DISINFECTION IN ACCORDANCE WITH IEPA REQUIREMENTS AND AWWA STD 651-05 SECTION 4.7

SHEFFER ROAD

NORTH CONNECTION TO EXISTING 12" WATER MAIN
N.T.S.



NOTE:
CONTRACTOR SHALL PROVIDE DISINFECTION IN ACCORDANCE WITH IEPA REQUIREMENTS AND AWWA STD 651-05 SECTION 4.7

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CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

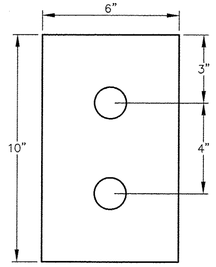
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SCALE: N.T.S. | SHEET NO. 4 OF 5 SHEETS | STA. N/A | TO STA. N/A

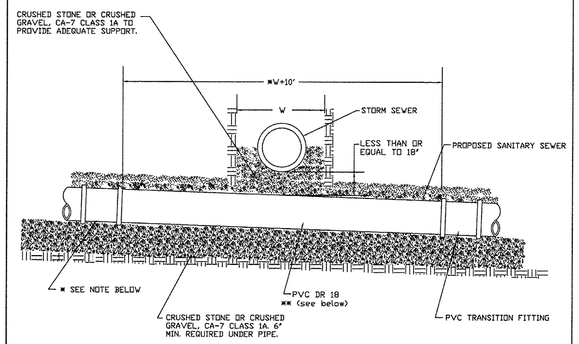
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	100
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: October 12, 2016 @ 1:53 PM By: Matt Taylor — Tab: (100) Typ Det 22x34

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BACKSIDE PROTECTION OF GUARDRAIL CONNECTOR PLATE



NOTE

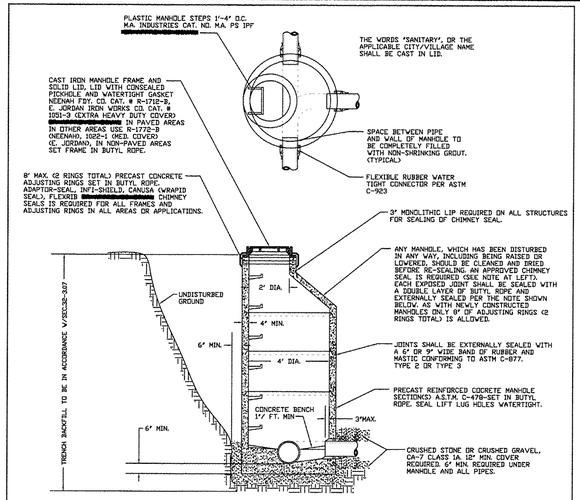
* SHOW DR 18 THROUGHOUT CONFLICT AREA, (PER ABOVE) TO ANY PROPOSED MANHOLE, IF SAID STRUCTURE IS WITHIN 30' OF CENTERLINE OF THE CROSSING.

** IN LIEU OF ABOVE STANDARD METHOD, DR 18 MAY BE INSTALLED MANHOLE TO MANHOLE.

SANITARY SEWER AT STORM SEWER CROSSING

Fox Metro
Water Reclamation District

DESIGNED FMWRD		REVISION	2012
DRAWN KWZ		D Revised 2004	01/05/04
APPROVED JH		E Note Revision	01/30/06
DATE 05-15-00		F Fitting & Note Revision	03/19/07
SCALE NTS		G Dimension Change	04/30/08
SHEET 1	CAD DWG.		REVISION
OF 1	JOB NO.		G



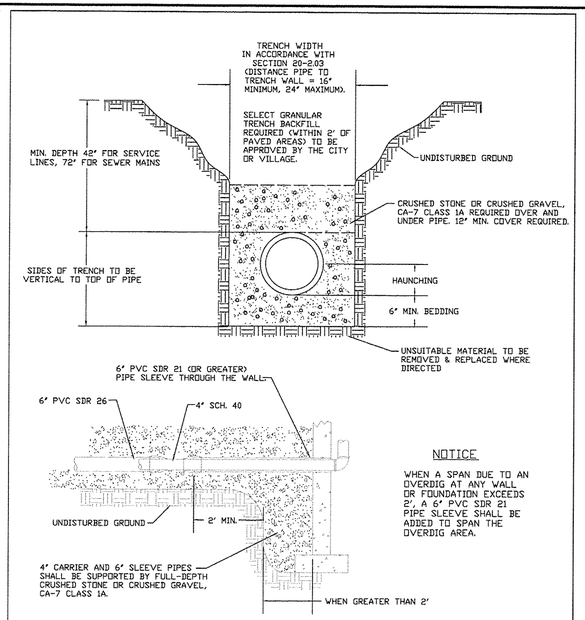
NOTE

INVERTS OF INCOMING PIPES SHALL BE DETERMINED BY MATCHING ELEVATIONS OF THE TOP OF ALL PIPES. FOR EXISTING SEWERS 15" OR GREATER, SEE APPROVED PLANS. ALL FLOW CHANNELS SHALL BE PRECAST INTO THE BENCH.

TYPE " A " MANHOLE

Fox Metro
Water Reclamation District

DESIGNED FMWRD		REVISION	2012
DRAWN KWZ		D Invert Notes	01/30/06
APPROVED MF		E Chimney Seal Note	03/19/07
DATE 05-12-00		F Note Revisions	04/29/08
SCALE NTS		G "NOTE" Revision-Invert Elev's	05/10/12
SHEET 1	CAD DWG.		REVISION
OF 1	JOB NO.		G



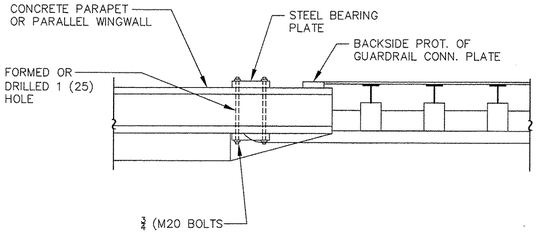
NOTICE

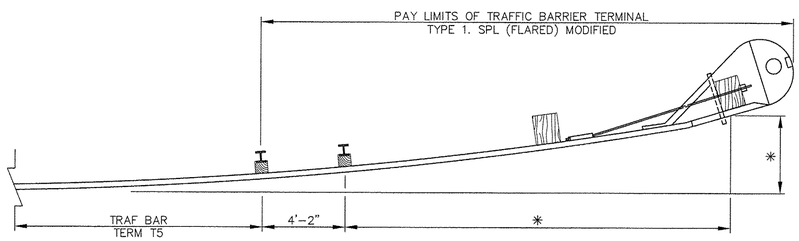
WHEN A SPAN DUE TO AN OVERDIG AT ANY WALL OR FOUNDATION EXCEEDS 2', A 6" PVC SDR 21 PIPE SLEEVE SHALL BE ADDED TO SPAN THE OVERDIG AREA.

TRENCH DETAIL FOR SANITARY SERVICES & MAINS

Fox Metro
Water Reclamation District

DESIGNED FMWRD		REVISION	2012
DRAWN KWZ		B Dimension Revision	12/11/01
APPROVED MF		C Revised 2004	01/05/04
DATE 05-12-00		D Stone Note	01/30/06
SCALE NTS		E 07 Revisions	03/19/07
SHEET 1	CAD DWG.		REVISION
OF 1	JOB NO.		E

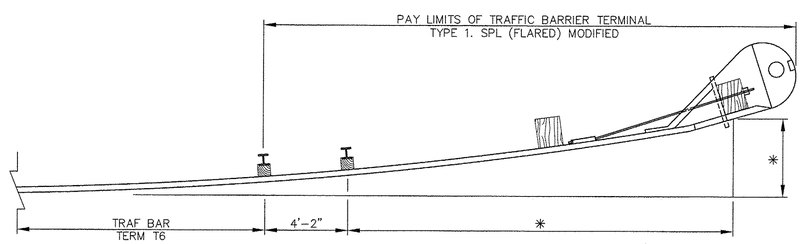




TBT T5	2 EACH
TBT T1 SP FL	2 EACH
TERM MKR DA	2 EACH
BACSKIDE PROT. OF G/R (SW ONLY)	62'

TRAFFIC FLOW

AT SW CORNER OF SN 045-6027
AT NE CORNER OF SN 045-6027



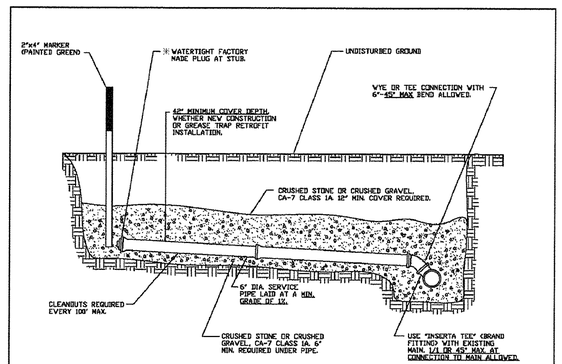
TRAFFIC FLOW

AT SE CORNER OF SN 045-6027
AT NW CORNER OF SN 045-6027

TBT T6	2 EACH
TBT T1 SP FL	2 EACH
T.M D/A	2 EACH
BACSKIDE PROT. OF G/R (NW ONLY)	88"

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED), MODIFIED DETAIL

* REFERENCE HIGHWAY STANDARDS B.L.R. 23-4 630116, 631026-06, AND 631031-15 FOR ADDITIONAL DETAILS.



* 5' MAXIMUM DEPTH TO GROUND SURFACE, WHERE OVERHEAD SEWER SERVICES ARE REQUIRED BY THE DEVELOPER 7' MAXIMUM DEPTH, WHERE CONFLICTS BETWEEN WATERMAIN (OR WATER SERVICES) AND SANITARY SERVICES EXIST. INSTALL TO MAXIMUM DEPTH TO AVOID CONFLICT. IN THE EVENT OF CONFLICTS, REFER TO "77 ILL. ADMIN. CODE PART 890, ILLINOIS PLUMBING CODE", LATEST EDITION.

NOTE

SELECT GRANULAR BACKFILL, REQUIRED UNDER PAVED AREAS, TO BE APPROVED BY APPROPRIATE CITY OR VILLAGE.

GREATER THAN 45 ° CONNECTION AT MAIN NOT ALLOWED

SERVICE CONNECTION

Fox Metro
Water Reclamation District

DESIGNED FMWRD		REVISION	2012
DRAWN KWZ		D Stone Note Added	01/30/06
APPROVED MF		E Inset & Note Revisions	03/19/07
DATE 05-12-00		F Note Revisions	04/30/08
SCALE NTS		G Note Revisions	05/10/12
SHEET 1	CAD DWG.		REVISION
OF 1	JOB NO.		G

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW		REVISED -	
DRAWN - KKP/CLN/JPS		REVISED -	
CHECKED -		REVISED -	
DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

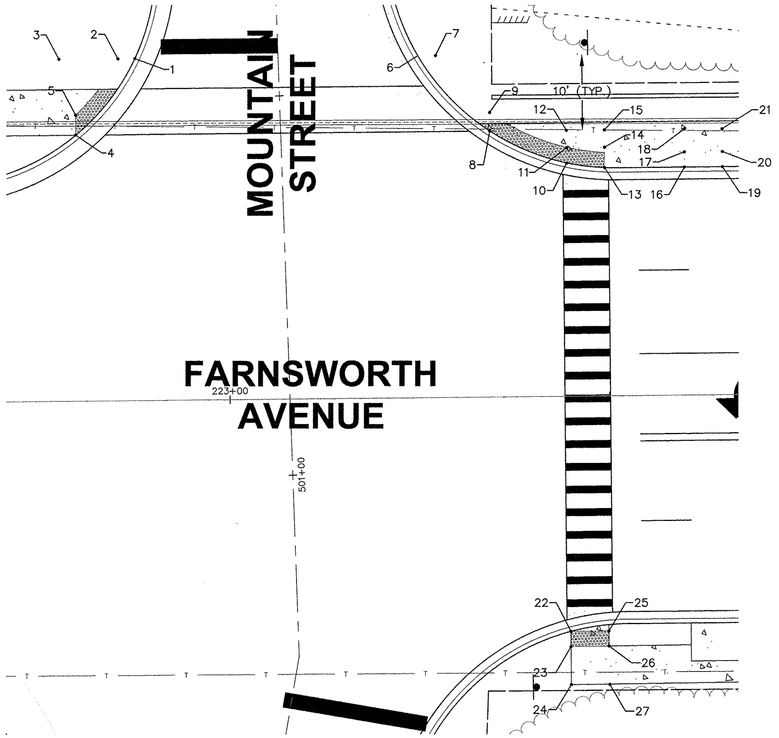
TYPICAL DETAILS

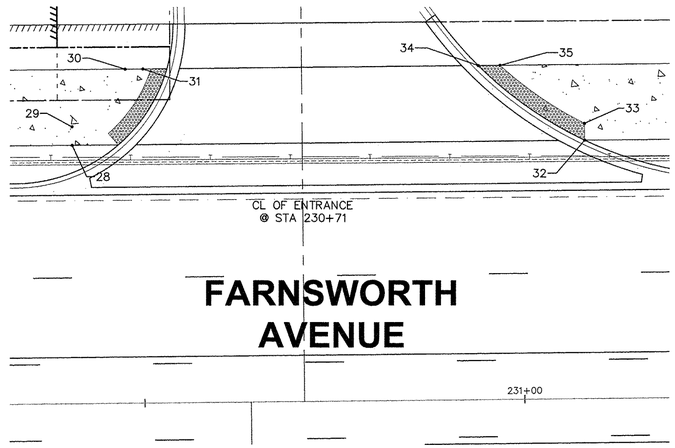
SCALE: N.T.S. | SHEET NO. 5 OF 5 SHEETS | STA. N/A | TO STA. N/A

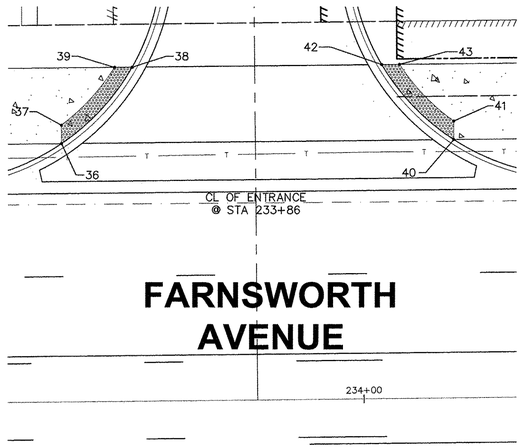
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	101
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 1, 2016 @ 3:35 PM By: Jim Schmidt - Tab: (101) FM Det 22x34

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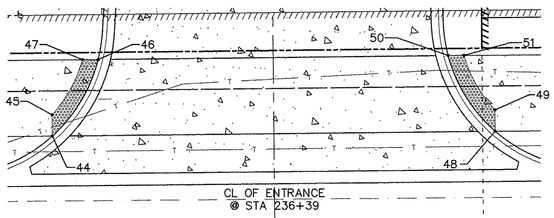


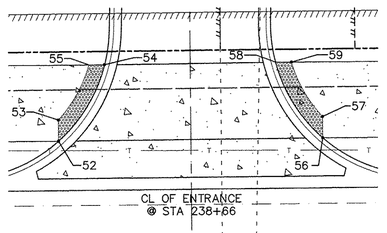


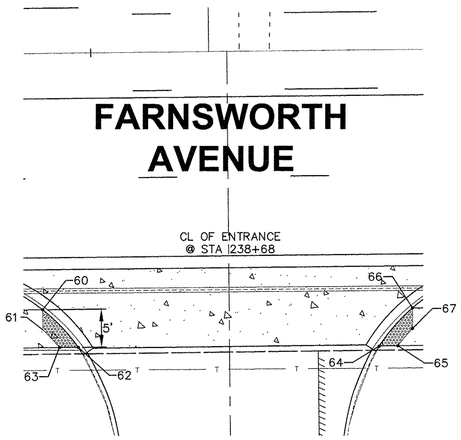


ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
1	222+87.85	45.08' LT	697.79
2	222+85.62	45.08' LT	697.88
3	222+77.85	45.08' LT	698.23
4	222+79.98	35.08' LT	698.08
5	222+79.98	37.72' LT	698.11
6	223+25.09	45.08' LT	697.38
7	223+27.43	45.08' LT	697.40
8	223+34.49	35.08' LT	697.60
9	223+34.49	37.52' LT	697.63
10	223+44.58	30.79' LT	697.60
11	223+44.58	32.79' LT	697.68
12	223+44.58	35.08' LT	697.85
13	223+49.58	30.12' LT	697.56
14	223+49.58	32.79' LT	697.72
15	223+49.58	35.07' LT	697.96
16	223+60.08	30.08' LT	697.51
17	223+60.08	32.08' LT	697.67
18	223+60.08	35.08' LT	697.91
19	223+65.08	30.08' LT	697.48
20	223+65.08	32.08' LT	697.64
21	223+65.08	35.08' LT	697.88
22	223+44.58	31.02' RT	697.60
23	223+44.58	33.02' RT	697.64
24	223+44.58	38.03' RT	697.72
25	223+49.58	30.18' RT	697.56
26	223+49.58	33.02' RT	697.64
27	223+49.58	38.02' RT	697.72
28	230+40.73	34.08' LT	695.01
29	230+40.73	36.52' LT	695.04
30	230+50.13	44.08' LT	695.16
31	230+47.79	44.08' LT	695.15
32	231+08.17	34.08' LT	694.80
33	231+08.17	36.31' LT	694.83
34	230+94.26	44.08' LT	695.00

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
35	230+97.12	44.08' LT	695.00
36	233+60.46	34.08' LT	695.30
37	233+60.46	36.52' LT	695.33
38	233+69.86	44.08' LT	695.58
39	233+67.52	44.08' LT	695.58
40	234+12.15	34.08' LT	695.49
41	234+27.43	36.52' LT	695.52
42	234+34.49	44.08' LT	695.77
43	234+34.49	44.08' LT	695.77
44	236+09.40	34.08' LT	698.36
45	236+09.40	36.87' LT	698.39
46	236+15.54	44.08' LT	698.75
47	236+13.47	44.08' LT	698.75
48	236+67.70	34.13' LT	700.23
49	236+67.70	36.93' LT	700.26
50	236+61.60	44.14' LT	700.50
51	236+63.67	44.14' LT	700.50
52	238+48.12	33.54' LT	705.49
53	238+48.12	36.32' LT	705.52
54	238+54.28	43.52' LT	705.64
55	238+52.21	43.52' LT	705.65
56	238+82.92	33.60' LT	705.92
57	238+82.92	36.40' LT	705.95
58	238+76.80	43.61' LT	706.07
59	238+78.87	43.61' LT	706.07
60	238+43.38	33.86' RT	704.69
61	238+43.38	36.51' RT	704.65
62	238+48.01	38.86' RT	704.59
63	238+45.53	38.86' RT	704.61
64	238+87.63	39.14' RT	705.42
65	238+90.12	39.14' RT	705.43
66	238+92.07	34.15' RT	705.52
67	238+92.07	36.87' RT	705.48







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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

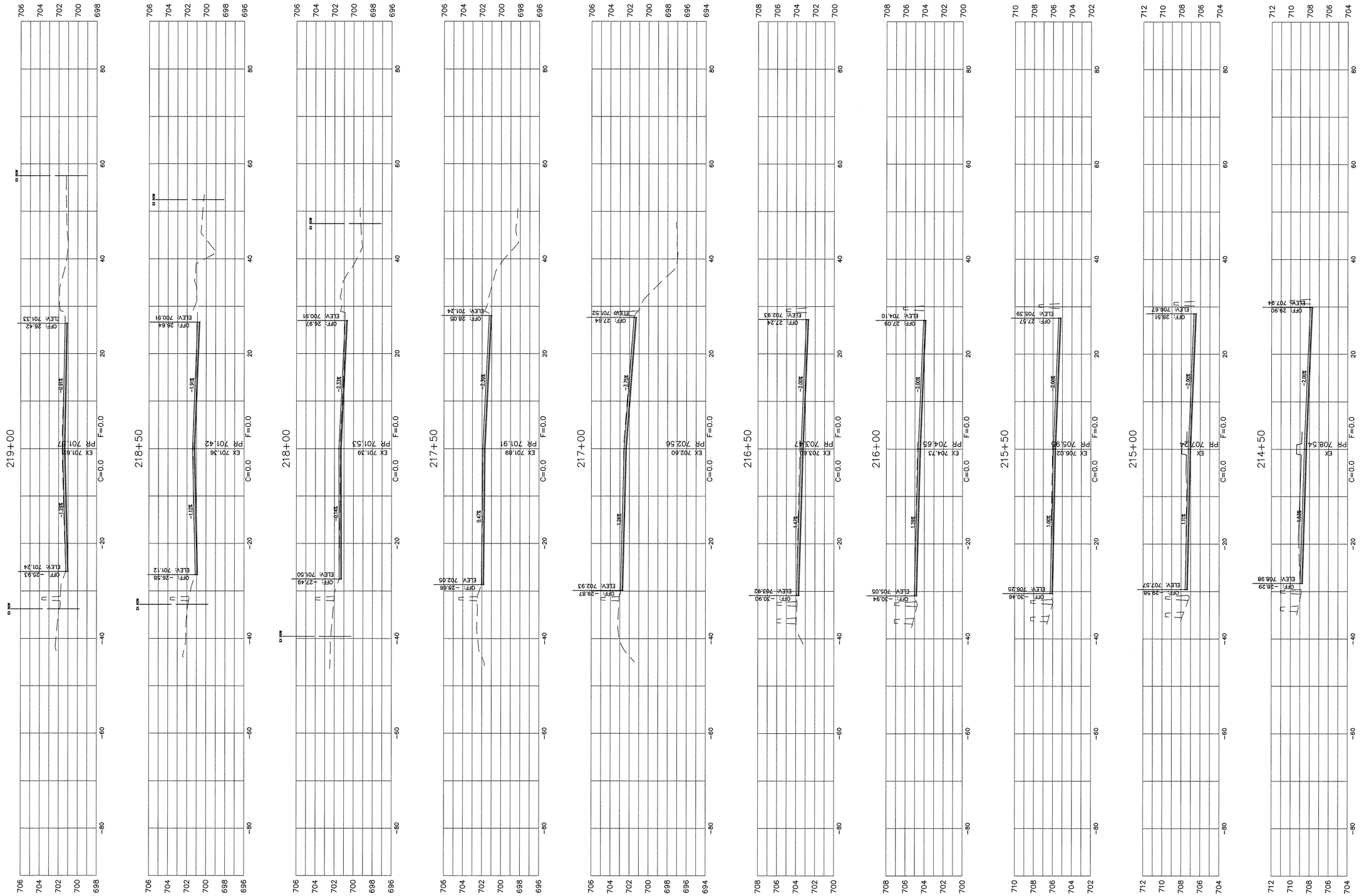
FARNSWORTH AVENUE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' | SHEET NO. 1 OF X SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	102
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 9:57 AM By: Jim Schmidt - Tab: (102) ADA 22x34

Path: H:\SDSKPROJ\AU1112\DWG\DWG FINAL ENG\AU1112-ADA RAMPS



SCALE:
HORIZONTAL 1" = 10'
VERTICAL 1" = 5'

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

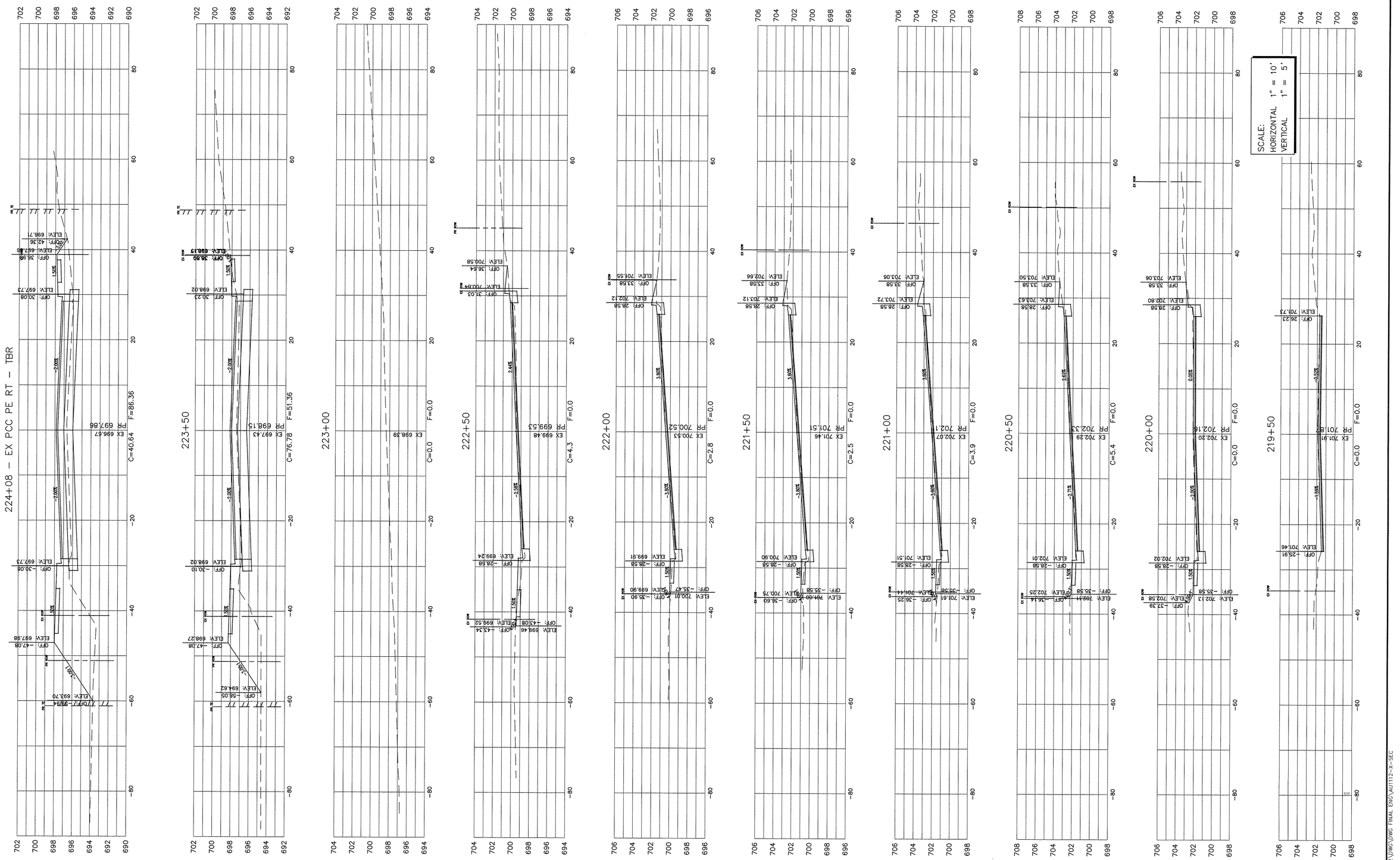
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 1 OF 7 SHEETS | STA. 214+50 TO STA. 219+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	103
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 1:47 PM By: Kris Pung – Tab: (103) Sections – 22x34 (01)
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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

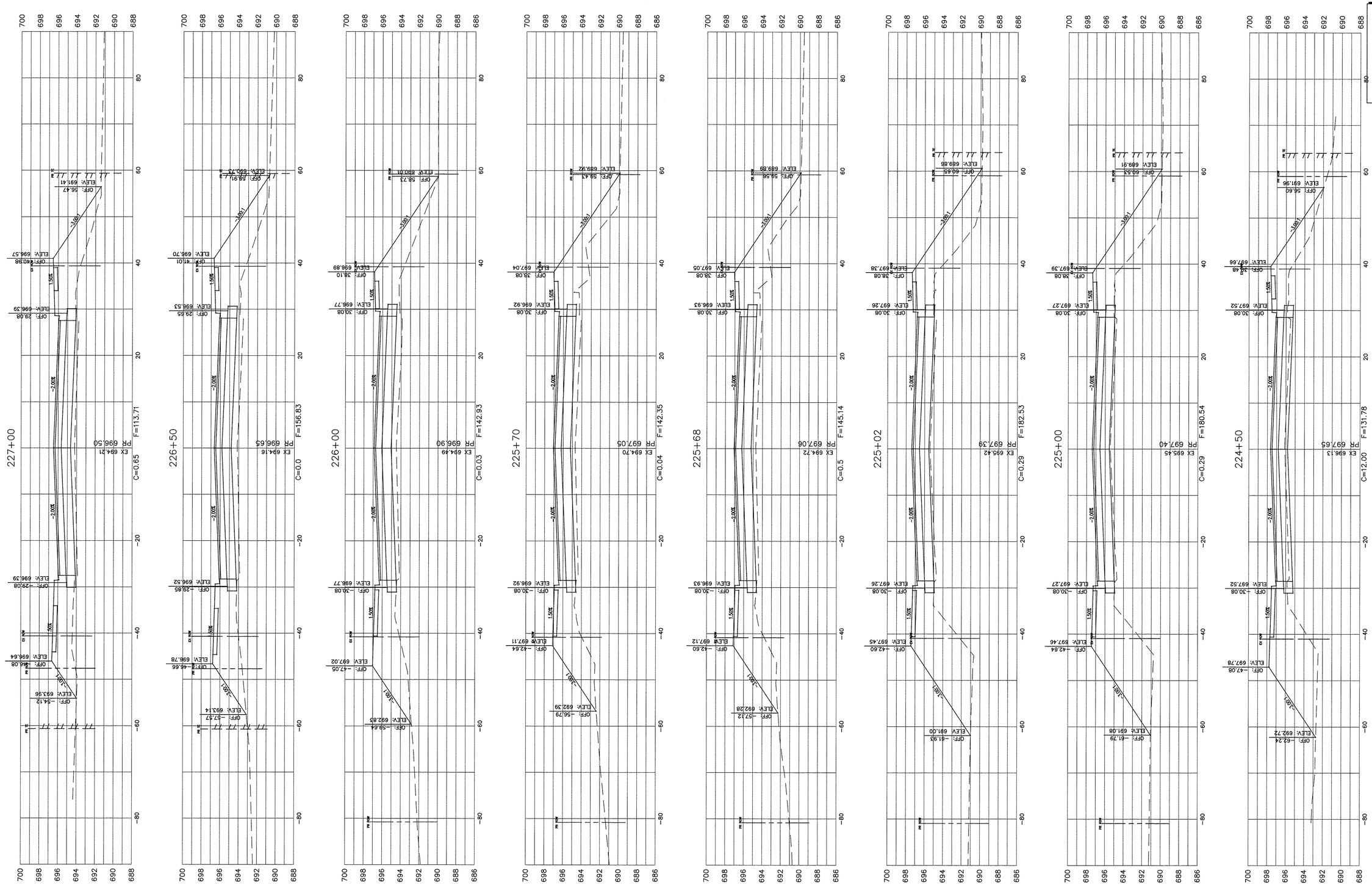
CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 2 OF 7 SHEETS | STA. 219+50 TO STA. 224+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	104
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: January 27, 2017 @ 10:02 AM By: Kris Pung – Tab: (104) Sections – 22x34 (02)

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

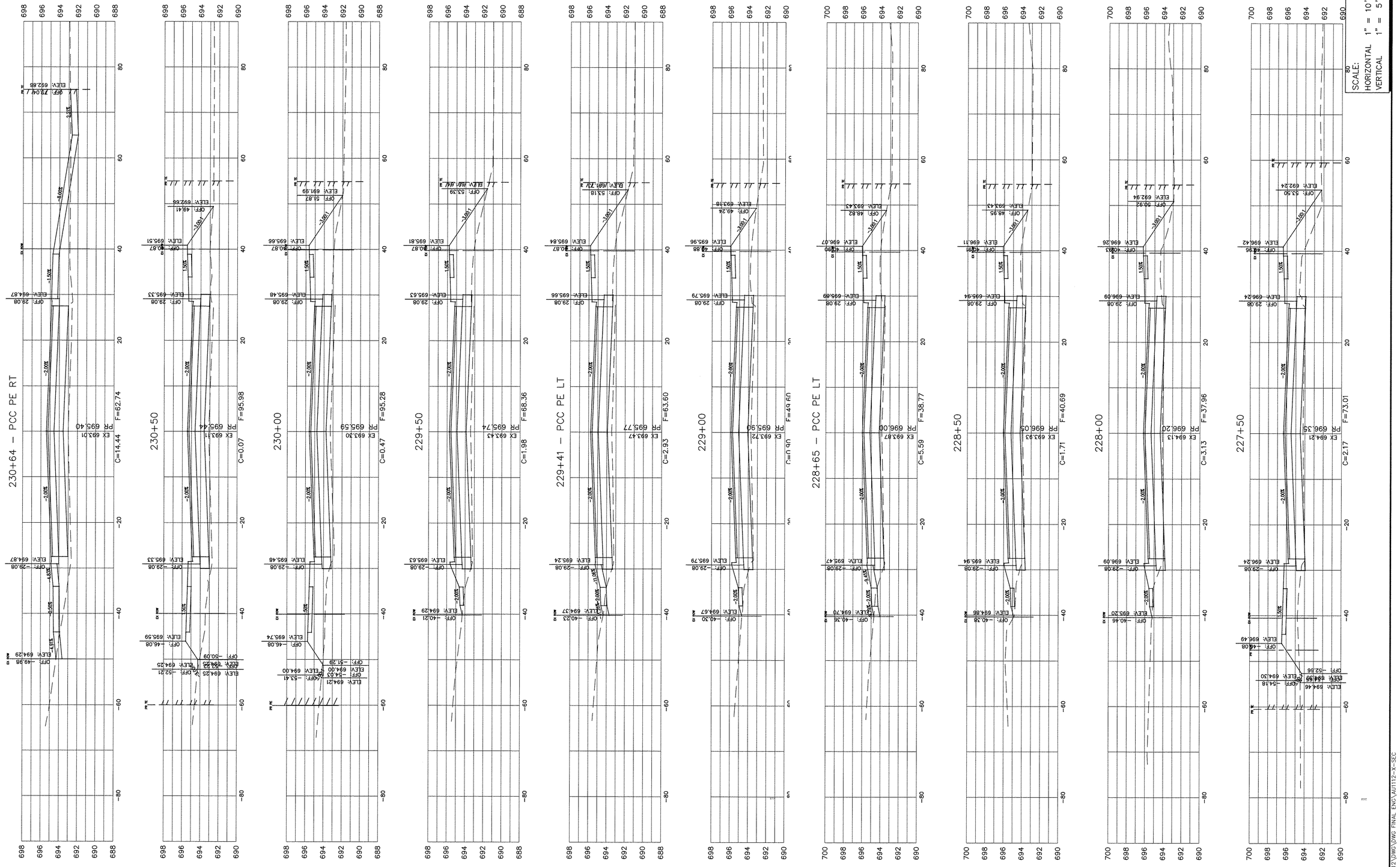
CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 3 OF 7 SHEETS | STA. 224+08 TO STA. 226+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	105
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 1:47 PM By: Kris Pung - Tab: (105) Sections - 22x34 (03)

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	TVW	REVISED	-
DRAWN	KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

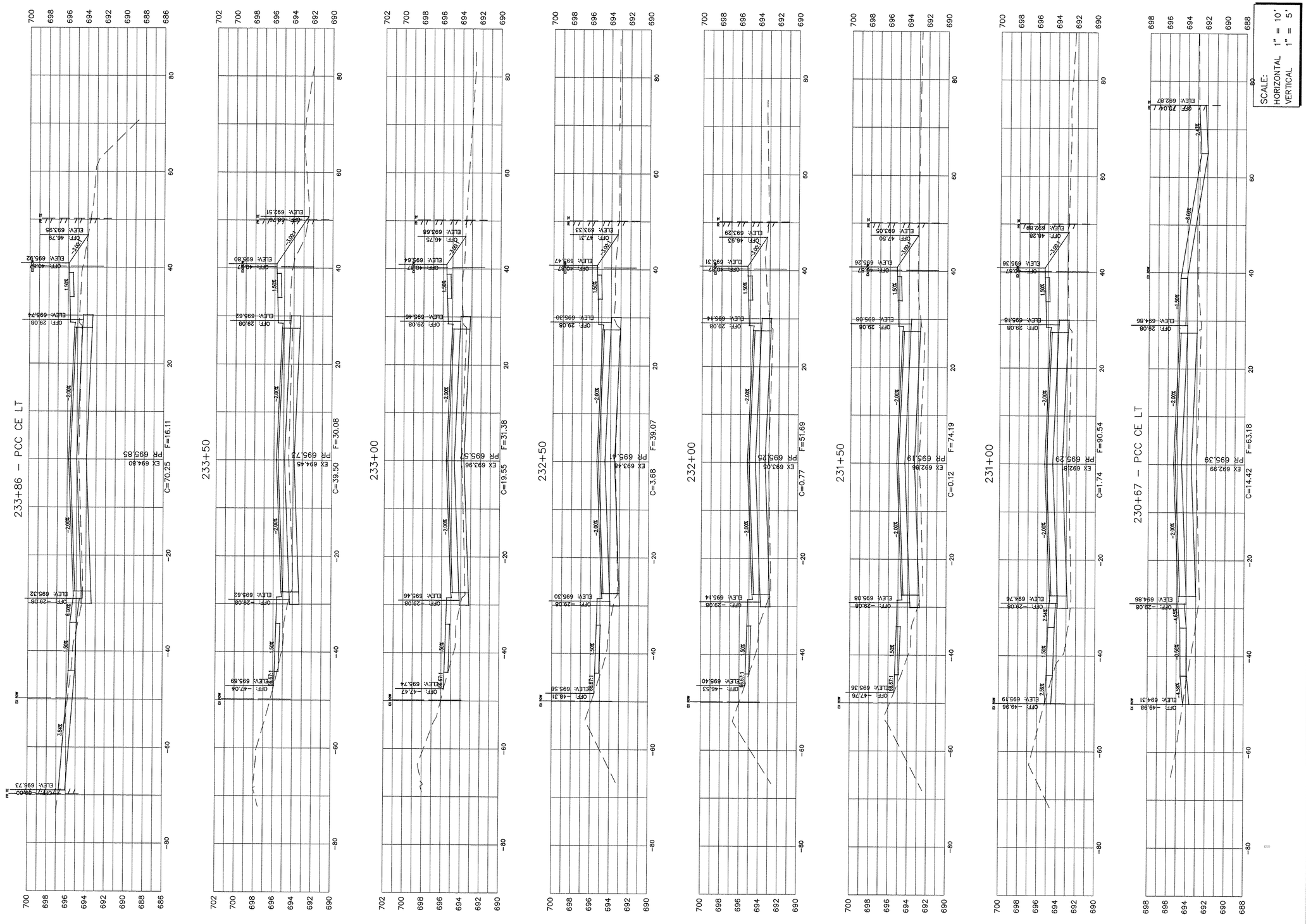
CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 4 OF 7 SHEETS | STA. 227+00 TO STA. 230+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	106
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 1:46 PM By: Kris Pung - Tab: (106) Sections - 22x34 (04)

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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED	- TVW	REVISED	-
DRAWN	- KKP/CLN/JPS	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

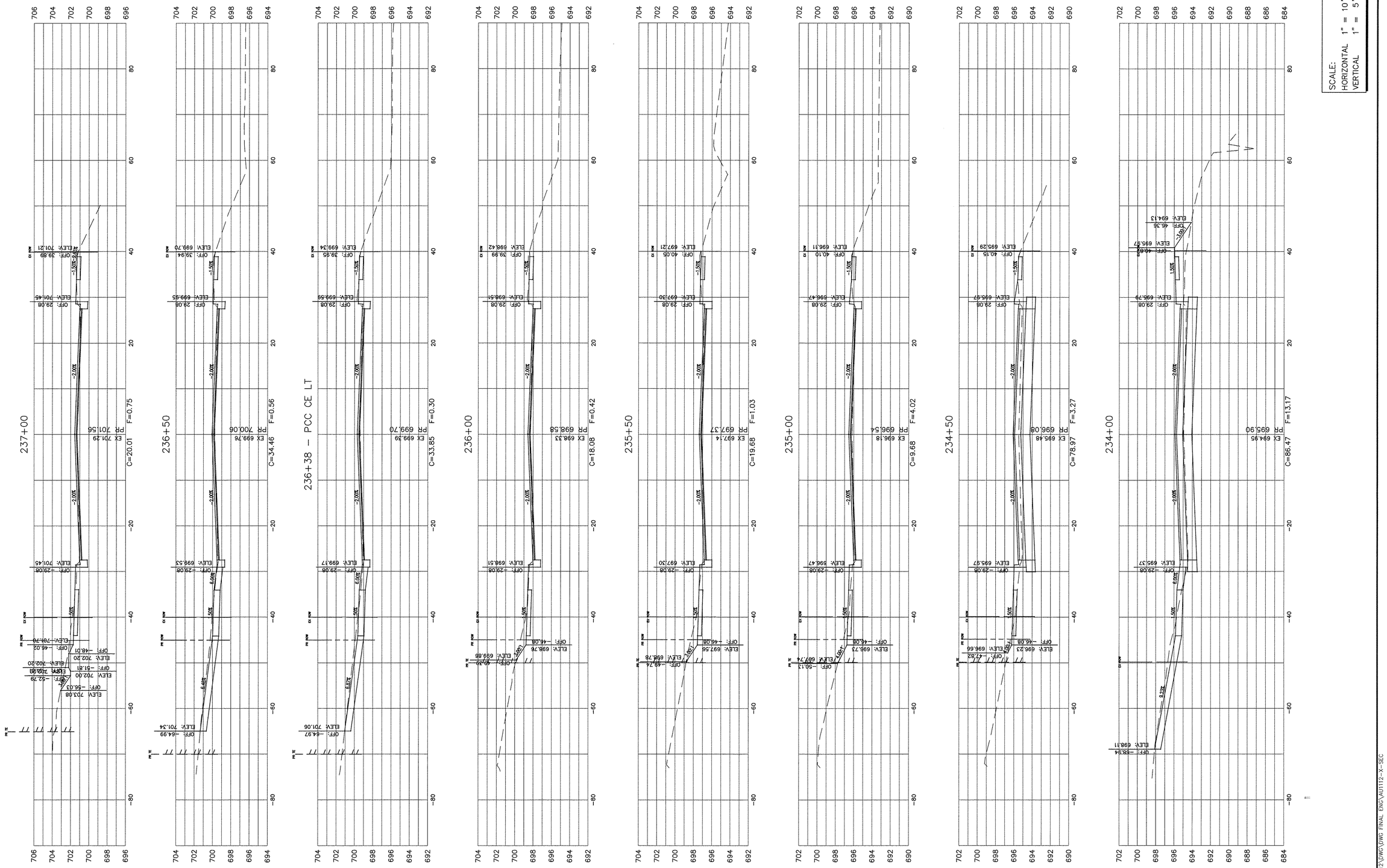
CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 5 OF 7 SHEETS | STA. 230+64 TO STA. 233+86

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	107
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

Plotted: December 22, 2016 @ 1:45 PM By: Kris Pung – Tab: (107) Sections – 22x34 (05)

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52 Wheeler Road
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CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60505

DESIGNED - TVW	REVISED -	
DRAWN - KKP/CLN/JPS	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

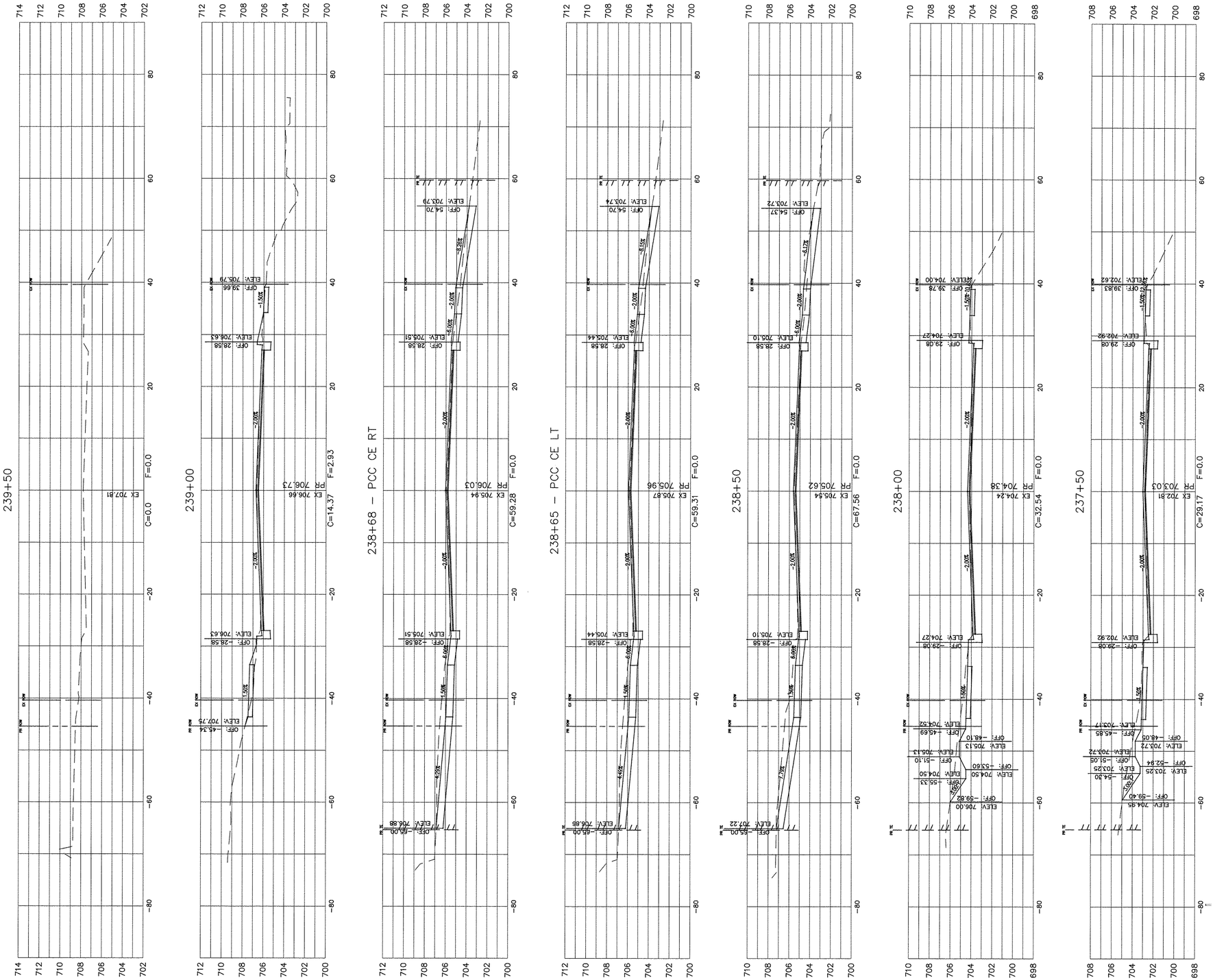
CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 6 OF 7 SHEETS | STA. 234+00 TO STA. 237+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	108
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

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CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS-SECTIONS FARNSWORTH AVENUE STA 219+50 TO STA 224+00

SCALE: 1"=10'H, 1"=5'V | SHEET NO. 7 OF 7 SHEETS | STA. 237+50 TO STA. 239+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	13-00302-00-BR	KANE	109	109
		CONTRACT NO. 61D28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT - STP		

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