

03-09-12 LETTING ITEM 068

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY CLASSIFICATION
OTHER PRINCIPAL ARTERIAL

75TH STREET TRAFFIC DATA

2008 ADT = 31,800

2030 ADT = 44,000

POSTED SPEED LIMIT = 45 MPH

DESIGN SPEED = 50 MPH

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

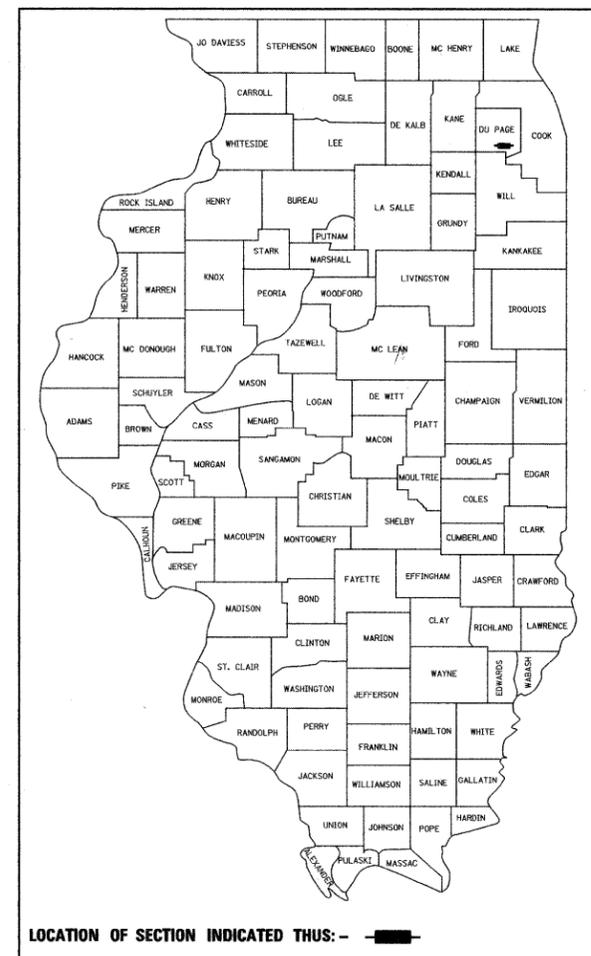
PROPOSED PLANS FOR FEDERAL AID HIGHWAY

FAP 0369 (C.H. 33 - 75TH STREET)
OVER EAST BRANCH DUPAGE RIVER

BRIDGE RECONSTRUCTION AND
ROADWAY REHABILITATION
SECTION #08-00162-03-BR

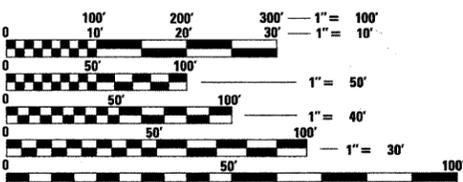
PROJECT #BRS-0043 (028)
DUPAGE COUNTY
C-91-260-12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	ILLINOIS	58	1
C.H. 33		CONTRACT NO. 63662		



PROJECT LOCATED IN
THE VILLAGE OF WOODRIDGE

PROJECT BEGINS
STATION 15 + 22.79



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

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

CONTRACT NO. 63662

PATRICK ENGINEERING
 PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com



LISLE TOWNSHIP

LOCATION MAP
SCALE
1" = 500'

GROSS LENGTH 75TH STREET = 2,269.45 FEET (0.43 MILES)
NET LENGTH 75TH STREET = 2,269.45 FEET (0.43 MILES)

75TH STREET OVER
EAST BRANCH DUPAGE RIVER
STA. 23 + 21.12, SN: 022-3012



Daniel E. Sypien
DANIEL E. SYPIEN, P.E.
062-057639
EXP. DATE: 11/30/13
SHEETS: 1-14, 22, 23, 48-58



Adam D. James
ADAM D. JAMES, P.E.
062-054506
EXP. DATE: 11/30/13
SHEETS: 15-21

PROJECT ENDS
STATION 37 + 92.24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: December 12, 2011

Charles A. Popowski
DUPAGE CO., DIRECTOR OF TRANSPORTATION COUNTY ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PASSED January 5, 20 12

Chad H. ...
DISTRICT I ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW

JANUARY 6, 20 12

Devin M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION I ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.

1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, AND STATE STANDARDS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6	ALIGNMENT, TIES, AND BENCHMARKS
7-9	ROADWAY PLANS
10	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - NOTES
11	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - SEQUENCE OF CONSTRUCTION
12	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - TYPICAL SECTIONS
13	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - STAGE 1
14	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - STAGE 2
15-18	SOIL EROSION AND SEDIMENTATION CONTROL PLANS
19-21	DRAINAGE AND UTILITIES
22	PAVEMENT MARKING AND LANDSCAPING PLANS
23	DETECTOR LOOP PLANS
24-47	STRUCTURAL PLANS
48-56	DISTRICT ONE DETAILS
57-58	CROSS-SECTIONS

LIST OF STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR DRAIN PIPE
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
631011-08	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-05	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-10	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701101-02	OFF ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-03	OFF ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701421-04	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY 45-55 MPH
701427-10	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION FOR SPEEDS ≤ 40 MPH
701431-07	LANE CLOSURE, MULTILANE, UNDIVIDED WITH CROSSOVER 45-55 MPH
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE, INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATION OF TYPE A AND B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
886001-01	DETECTOR LOOP INSTALLATIONS

DISTRICT ONE DETAILS

BD08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENTS
BD32	BUTT JOINTS AND HMA TAPER DETAILS
BD34	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY. 1 SPL.
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC22	ARTERIAL ROAD INFORMATION SIGN
TS07	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.
- ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THE WORK SHALL BE DISPOSED OF BY THE CONTRACTOR THIS WORK IS INCLUDED IN THE COST OF EARTH EXCAVATION OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
- ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER SIX (6) INCHES IN DIAMETER WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) WEIGHTED SANDBAGS PER BARRICADE.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.
- THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
- TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.
- ALL EXISTING GRANULAR AND BITUMINOUS MATERIALS TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING BITUMINOUS MATERIAL BY GRINDING OR EXCAVATING THE MATERIAL. IF THE BITUMINOUS MATERIAL IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. BITUMINOUS MATERIAL REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO BITUMINOUS MATERIAL SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.
- THE CONTRACTOR SHALL NOT CROSS NEWLY COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH LOADED SCRAPPERS OR TRACK EQUIPMENT.
- ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS, AND STREET LIGHT TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
- THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER OF THE UTILITY.
- ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTOR'S EXPENSE, OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.
- ADJUSTMENT OF STRUCTURES MAINTAINED BY DU PAGE DIVISION OF TRANSPORTATION SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE DU PAGE DIVISION OF TRANSPORTATION.
- ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER; THIS WORK WILL BE PAID FOR AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- SEWER OR CULVERT TRENCHES CROSSING TRAFFIC LANES SHALL BE TEMPORARILY PATCHED WITH FOUR (4) INCHES HOT MIX ASPHALT BASE COURSE; THE COST OF THE HOT MIX ASPHALT BASE COURSE WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SEWER OR CULVERT. THIS PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AGGREGATE BASE COURSE, AND HOT MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT MIX ASPHALT SURFACE COURSE.
- THE MAXIMUM COMPACTED THICKNESS OF ANY LIFT OF BINDER OR SURFACE COURSE SHALL BE 2.5 INCHES.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

USER NAME = dsupten\l1s1e	DESIGNED - JAC	REVISED -	 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES & STATE STANDARDS 75TH STREET OVER EAST BRANCH DUPAGE RIVER			FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG= PDF\Greg.L\large.plt	DRAWN - JAC	REVISED -			0369	08-00162-03-BR	DUPAGE	58	2			
PLOT SCALE = 1:500	CHECKED - DES	REVISED -			CONTRACT NO. 63662							
PLOT DATE = 1/6/2012	DATE - 12-19-2011	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET	* OF *	STA.	TO STA.			

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% COUNTY ROADWAY 0004	80% FED 20% STATE BRIDGE 0014
20200100	EARTH EXCAVATION	CU YD	40		40
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	10		10
20400800	FURNISHED EXCAVATION	CU YD	175		175
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	4,895		4,895
25000210	SEEDING, CLASS 2A	ACRE	0.9		0.9
25000314	SEEDING, CLASS 4B	ACRE	0.2		0.2
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	81		81
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	81		81
25100630	EROSION CONTROL BLANKET	SQ YD	4,895		4,895
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,621		1,621
28000315	AGGREGATE DITCH CHECKS	TON	65		65
28000400	PERIMETER EROSION BARRIER	FOOT	1,266		1,266
28000510	INLET FILTERS	EACH	1		1
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	2,977	2,765	212
40600300	AGGREGATE (PRIME COAT)	TON	61	56	5
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	45	45	
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	505	473	32
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	117		117
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1,459	1,355	104
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	85		85
44000100	PAVEMENT REMOVAL	SQ YD	895		895
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	2,874	2,560	314
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	12,007	11,261	746
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,240		1,240
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	310	310	
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	310	310	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	228	228	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
50102400	CONCRETE REMOVAL	CU YD	100.0		100.0
50200100	STRUCTURE EXCAVATION	CU YD	115.0		115

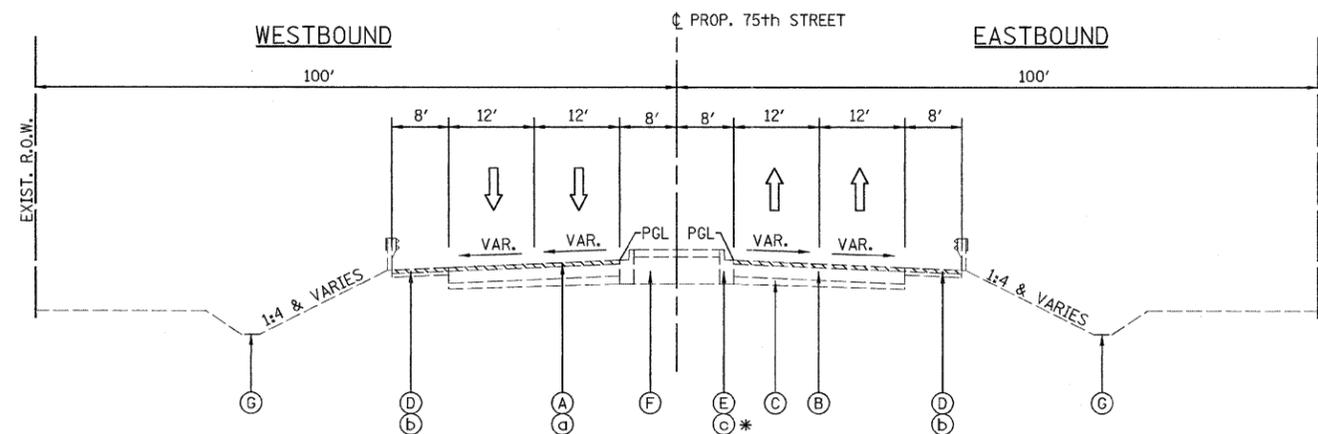
SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% COUNTY ROADWAY 0004	80% FED 20% STATE BRIDGE 0014
50300225	CONCRETE STRUCTURES	CU YD	169.4		169.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	326.9		326.9
50300260	BRIDGE DECK GROOVING	SQ YD	1,258		1,258
50300300	PROTECTIVE COAT	SQ YD	1,791		1,791
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	9,972		9,972
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	99,750		99,750
50800515	BAR SPLICERS	EACH	388		388
51500100	NAME PLATES	EACH	1		1
59000200	EPOXY CRACK INJECTION	FOOT	33		33
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	87		87
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,240		1,240
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A 6 FOOT POSTS	FOOT	37.5		37.5
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2		2
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2		2
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2		2
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	EACH	2		2
63200310	GUARDRAIL REMOVAL	FOOT	275		275
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7		7
67100100	MOBILIZATION	L SUM	1		1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	112		112
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	14		14
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,696		1,696
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	73		73
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FT	4,995		4,995
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FT	150		150
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FT	74		74
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	357		357
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,106		2,106
70400100	TEMPORARY CONCRETE BARRIER	FOOT	406		406
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	388		388
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73	

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% COUNTY ROADWAY 0004	80% FED 20% STATE BRIDGE 0014
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,358	2,805	6,553
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	300	300	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	37	37	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	802		802
* 78100105	RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)	EACH	9		9
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	16		16
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	33		33
* 78201000	TERMINAL MARKER, DIRECT APPLIED	EACH	2		2
78300100	PAVEMENT MARKING REMOVAL	SQ FT	712		712
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	153	30	123
* 81200120	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	125		125
* 88600100	DETECTOR LOOP, TYPE 1	FOOT	173	173	0
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	77		77
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	1,110		1,110
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1
* X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	144	30	114
* 89502376	REBUILD EXISTING HANDHOLE	EACH	5		5
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	186		186
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	158		158
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 IN.)	SQ FT	5		5
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	209		209
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	1		1
Z0026407	TEMPORARY SHEET PILING	SQ FT	276		276
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1		1
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	1		1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103		103
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	228		228
Z0062456	TEMPORARY PAVEMENT	SQ YD	895		895
Δ Z0076600	TRAINEES	hour	1,000		1,000
* XX006044	PULL AND REINSTALL FIBER OPTIC CABLE	FOOT	1,620		1,620
XX003338	TEST HOLES	EACH	4		4

Δ 0042

USER NAME = dsypren@lisle	DESIGNED - JAC	REVISED -	 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	SUMMARY OF QUANTITIES 75TH STREET OVER EAST BRANCH DUPAGE RIVER		FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT CONFIG = PDF(Greg_Large).plt	DRAWN - JAC	REVISED -			0369	08-00162-03-BR	DUPAGE	58	4			
PLOT SCALE = 1:50	CHECKED - DES	REVISED -			SCALE:		SHEET	* OF *	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 1/6/2012	DATE - 12-19-2011	REVISED -										



EXISTING TYPICAL SECTION

STA. 15+22.79 TO STA. 22+52.79, 75th STREET
 STA. 24+31.00 TO STA. 37+92.24, 75th STREET

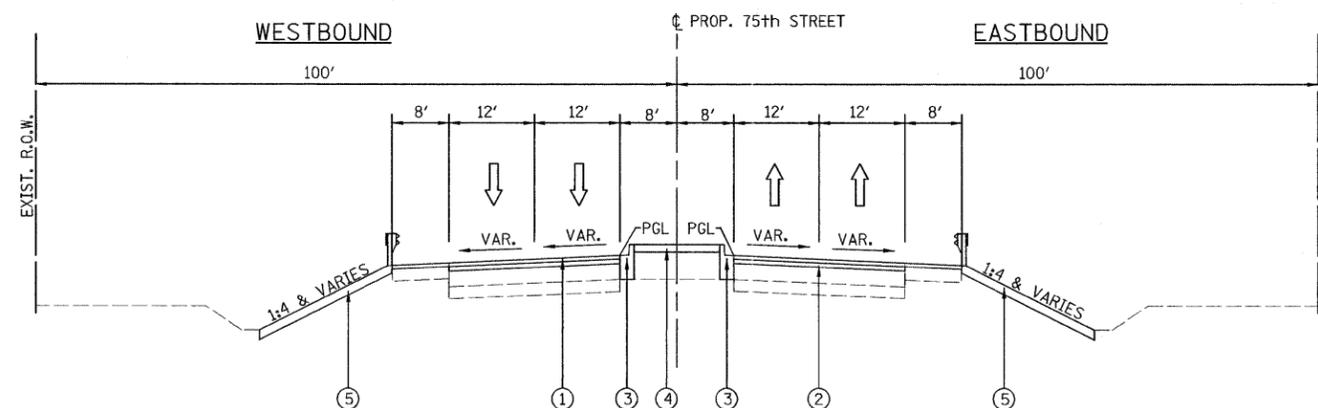
(BRIDGE LOCATION (SEE STRUCTURAL PLAN)
 STA. 22+52.79 TO 24+31.00)

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE & BINDER COURSE, 3"±
- (B) HMA BASE COURSE, 12"±
- (C) AGGREGATE SUBGRADE, 4"±
- (D) HMA SHOULDER, 8"
- (E) COMB. CONC. CURB & GUTTER, TYPE B-6.12
- (F) LANDSCAPED/P.C.C. MEDIAN
- (G) SWALE/DITCH

REMOVAL LEGEND

- (a) HMA SURFACE REMOVAL, 2 1/2"
- (b) HMA SURFACE REMOVAL, 1 3/4"
- (c) COMB. CONC. C&G REM. *



PROPOSED TYPICAL SECTION

STA. 15+22.79 TO STA. 22+52.79, 75th STREET
 STA. 24+31.00 TO STA. 37+92.24, 75th STREET

* FOR LIMITS OF MEDIAN AND CURB & GUTTER
 REMOVAL, REFER TO PLAN & PROFILE SHEETS.

PROPOSED LEGEND

- (1) POLY HMA SURF CRS, MIX "F", N90, IL-9.5, 1 3/4"
- (2) POLY LEV BIND (MM), N50, IL-4.75, 3/4"
- (3) COMB. CONC. C&G, TYPE B-6.12
- (4) LANDSCAPE MEDIAN (SEEDING, CLASS 2A, 6" TOPSOIL)
- (5) SEEDING CLASS A, 6" TOPSOIL

PAVEMENT DESIGN DATA

STRUCTURAL DESIGN TRAFFIC: YEAR 2011
 PV: 33,400 SU: 145 MU: 105
 ROAD/STREET CLASSIFICATION: CLASS II
 PERCENT TRAFFIC IN DESIGN LANE:
 P: 40% S: 40% M: 35%
 TRAFFIC FACTOR: ACTUAL TF = 1.45
 STRUCTURAL NUMBER:

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIX TYPE	THICKNESS	VOIDS
ROADWAY (RESURFACING) - 75TH STREET		
POLY HMA SURFACE COURSE, MIX "F", N90, IL 9.5 mm, 1 3/4"	1 3/4"	4% @ 90 GYR
POLY LEVELING BINDER COURSE (MM), IL-4.75 mm, N50, 3/4"	3/4"	4% @ 50 GYR
ROADWAY (APPROACH PAVEMENT CONNECTOR) - 75TH STREET		
POLY HMA SURFACE COURSE, MIX "F", N90, IL 9.5 mm, 1 3/4"	1 3/4"	4% @ 90 GYR
POLY LEVELING BINDER COURSE (MM), IL-4.75 mm, N50, 3/4"	3/4"	4% @ 50 GYR
HMA BASE COURSE, IL-19 mm, 12"	12"	4% @ 50 GYR
PATCHING		
CLASS D PATCH (HMA BINDER IL-19 mm)	9 3/4"	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES	2 1/4"	4% @ 70 GYR
TEMPORARY PAVEMENT		
HMA SURFACE COURSE, MIX "D", N50, IL 9.5 mm, 2"	2"	4% @ 50 GYR
TEMP PAVEMENT, HMA BINDER IL-19 mm, 8"	8"	4% @ 50 GYR
SHOULDERS (RESURFACING)		
POLY HMA SURFACE COURSE, MIX "F", N90, IL 9.5 mm, 1 3/4"	1 3/4"	4% @ 90 GYR

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

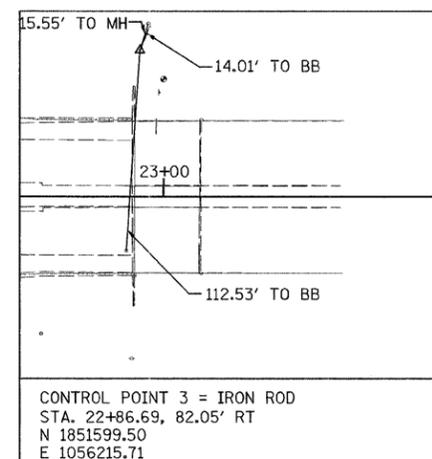
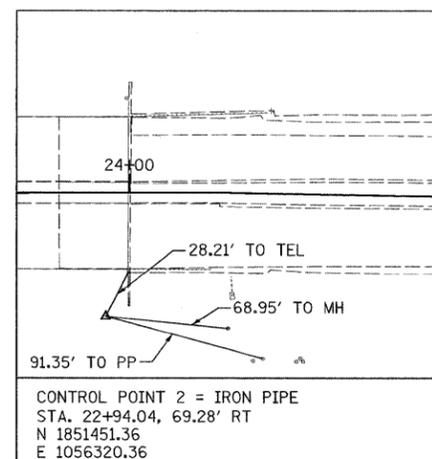
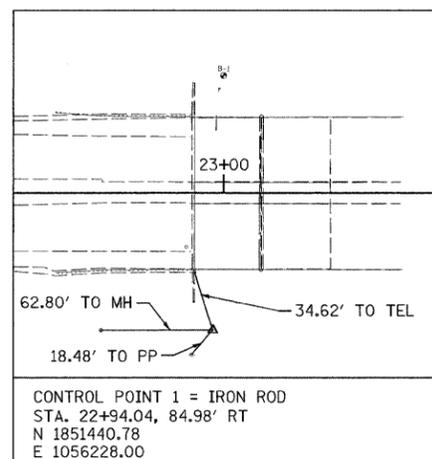
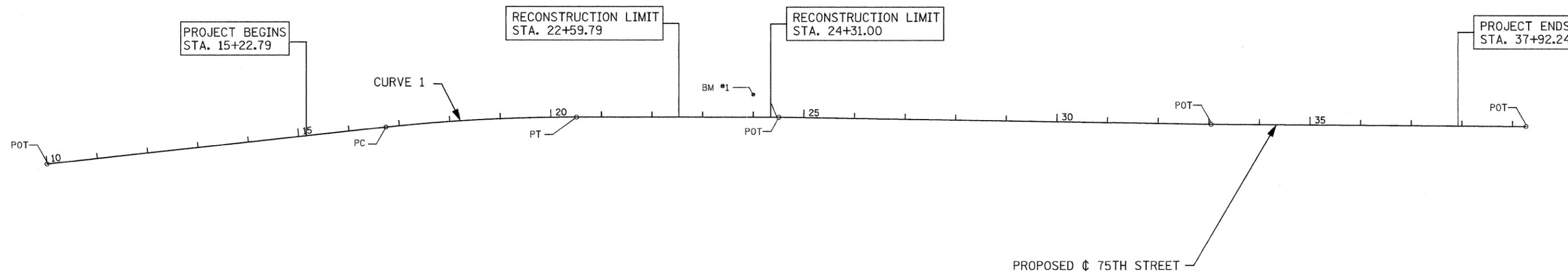
FOR PERCENT OF RAP SEE SPECIAL PROVISIONS

USER NAME = dsupien\lisle	DESIGNED - JAC	REVISED -	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION			TYPICAL SECTIONS 75TH STREET OVER EAST BRANCH DUPAGE RIVER			FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG= PDF\Grey_Large.plt	DRAWN - JAC	REVISED -					0369	08-00162-03-BR	DUPAGE	58	5			
PLOT SCALE = 1:12.5	CHECKED - DES	REVISED -		SCALE: NONE SHEET * OF * STA. TO STA.			CONTRACT NO. 63662			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED -												

COORDINATE TABLE - PROP. 75TH STREET		
ALIGNMENT POINT	N	E
POT 10+00.00	1851384.93	1054939.71
PC 16+73.59	1851478.16	1055606.81
PI 18+62.40	1851504.30	1055793.80
PT 20+50.84	1851510.17	1055982.52
POT 24+50.53	1851522.58	1056382.02
POT 33+04.68	1851534.98	1057236.08
POT 39+26.63	1851550.46	1057857.83



PROP. CURVE1
 PI STA. = 18+62.40
 DELTA = 6° 10' 33" (RT)
 D = 1° 38' 13"
 R = 3,500.00'
 T = 188.81'
 L = 377.26'
 E = 5.09'
 P.C. STA = 16+73.59
 P.T. STA = 20+50.84



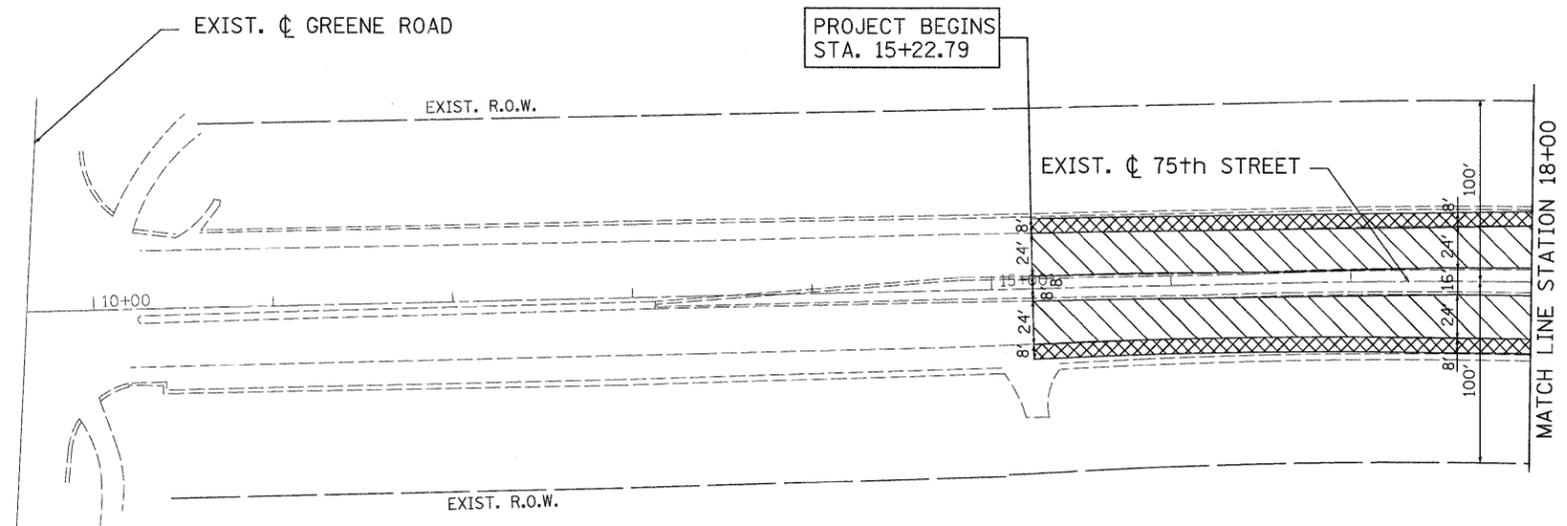
BENCHMARK

BM1: A BRONZE DISK MONUMENT IN THE NE CORNER OF CONCRETE HEADWALL OF EAST BRANCH DUPAGE RIVER STAMPED DUPAGE COUNTY MAPS AND PLATS. (DuPage County Benchmark LI26001)

ELEVATION - 658.20 (NAVD 88)
 STA. 24+00, 44' LT
 N 1851565
 E 1056330

USER NAME = dsuptenllisle	DESIGNED - JAC	REVISED -	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	ALIGNMENT, TIES, & BENCHMARKS 75TH STREET OVER EAST BRANCH DUPAGE RIVER		FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG = PDF(Dreg_Large)plt	DRAWN - JAC	REVISED -			0369	08-00162-03-BR	DUPAGE	58	6		
PLOT SCALE = 1:100	CHECKED - DES	REVISED -			CONTRACT NO. 63662						
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

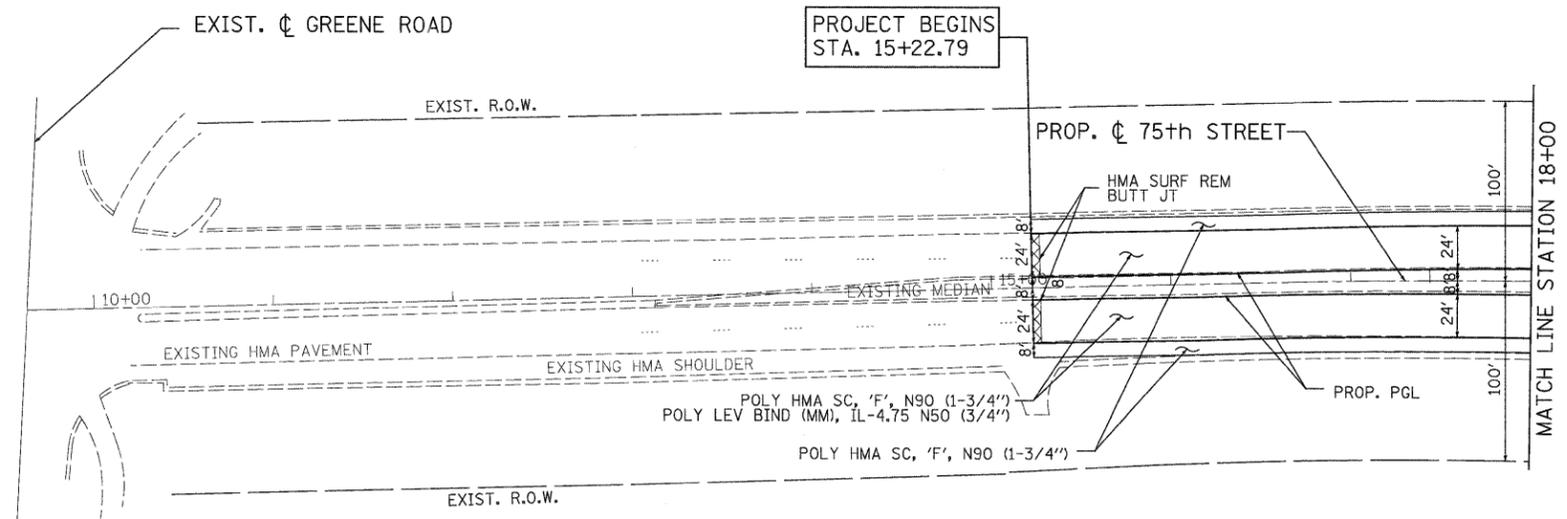
G:\DPCDOT\21156.007\Drawings\RDW\Yahrs\A1\15_ATB.dgn



EXISTING

LEGEND:

	HMA SURFACE REMOVAL, 2 1/2"		HMA SURFACE REMOVAL, 1 3/4"
	APPROACH SLAB REMOVAL		MEDIAN/C&G REMOVAL



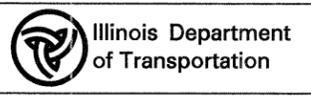
PROPOSED

PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com

USER NAME = tkoeppen@rdwy.lisle
 PLOT CONFIG = PDF(Gray_Large).plt
 PLOT SCALE = 1/80
 PLOT DATE = 12/15/2011

DESIGNED - JAC
 DRAWN - JAC
 CHECKED - DES
 DATE - 12-19-2011

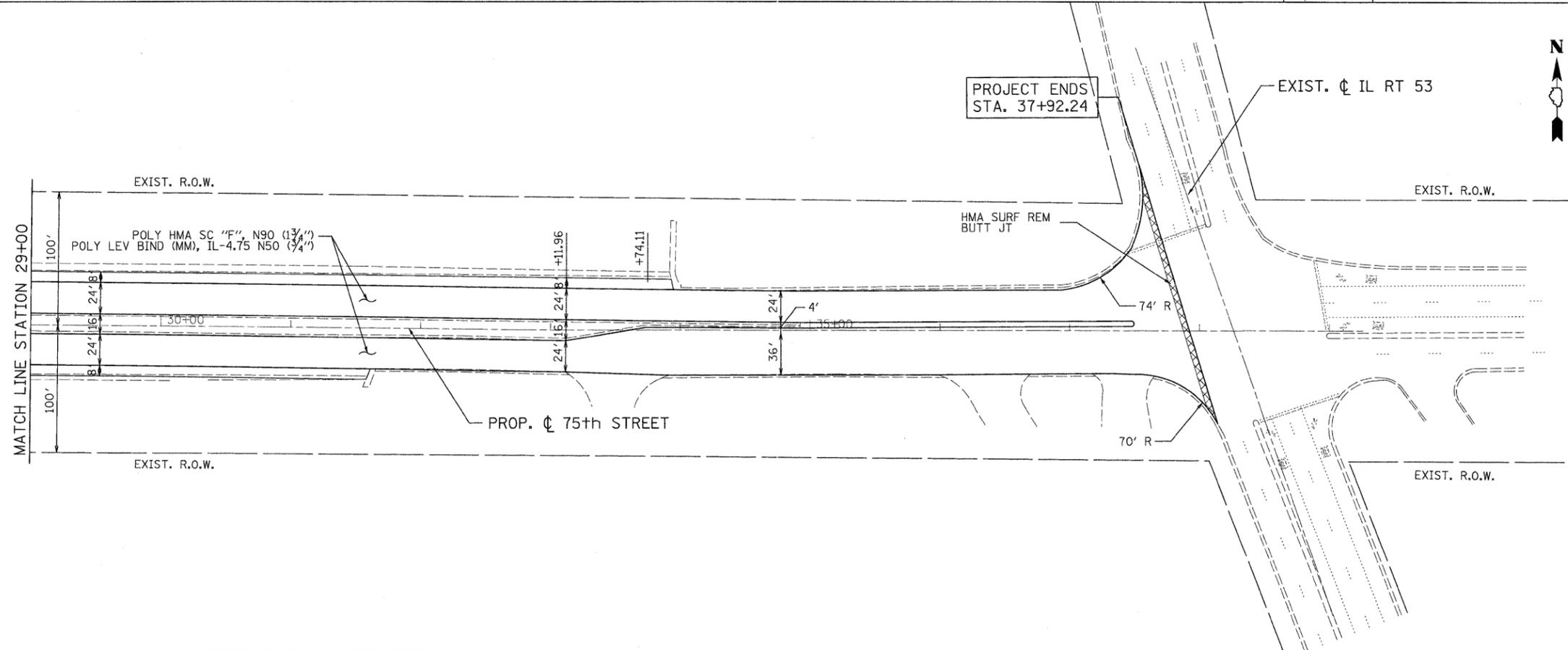
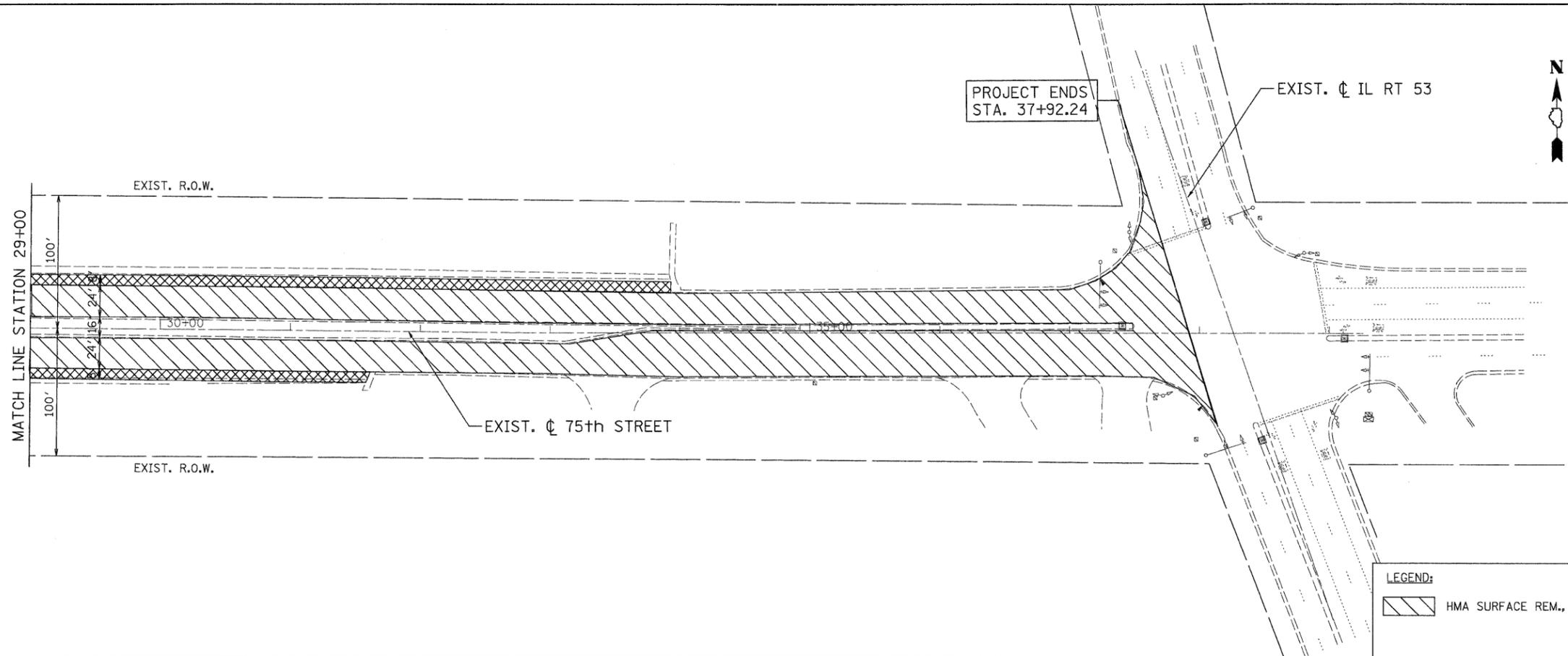
REVISED -
 REVISED -
 REVISED -
 REVISED -



PROPOSED PLAN
75TH STREET OVER EAST BRANCH DUPAGE RIVER

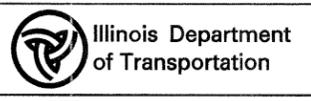
SCALE: 1"=50' SHEET 1 OF 3 STA. 15+15.11 TO STA. 18+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	7
CONTRACT NO. 63662				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy.Lisle)	DESIGNED - JAC	REVISED -
PLOT CONFIG= PDF(Grey_Large).plt	DRAWN - JAC	REVISED -
PLOT SCALE = 1:50	CHECKED - DES	REVISED -
PLOT DATE = 12/15/2011	DATE - 12-19-2011	REVISED -



PROPOSED PLAN
75TH STREET OVER EAST BRANCH DUPAGE RIVER

SCALE: 1"=50' SHEET 3 OF 3 STA. 29+00.00 TO STA. 37+92.24

F.A. RTE. 0369	SECTION 08-00162-03-BR	COUNTY DUPAGE	TOTAL SHEETS 58	SHEET NO. 9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 63662		

PROPOSED

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL. (CHECK SHEET LRS 3).
2. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
3. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGES MADE TO THE STAGING.
4. CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGHOUT THE PROJECT AREA AT ALL TIMES.
5. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ENTRANCES, APPROACHES, AND TEMPORARY ROADS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE), OR TEMPORARY ACCESS (ROAD).
6. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH, "CHANGEABLE MESSAGE SIGN".
7. THE CONTRACTOR SHALL PLACE " CAUTION NEW LANES OPEN" SIGNS AT EVERY ENTRANCE AND SIDE ROADS AT LEAST TWO WEEKS PRIOR TO THE OPENING OF NEW LANES TO TRAFFIC AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGN DETAIL FOR FURTHER INFORMATION.
8. THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT EVERY COMMERCIAL ENTRANCE WITHIN THE PROJECT LIMITS WHERE ENTRANCE IS OBSTRUCTED DUE TO CONSTRUCTION AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS DETAIL FOR FURTHER INFORMATION.
9. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY IN THE UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNING".
10. THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
11. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DU PAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.
12. TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
13. ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES, DRUMS OR VERTICAL PANELS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

14. TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
15. TYPE I, II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
16. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
17. WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
18. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
19. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
20. ANY SAW CUTTING OF THE EXISTING PAVEMENT FOR STAGE CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "PAVEMENT REMOVAL".
21. THE CONTRACTOR SHALL USE LEG EXTENSIONS FOR TYPE II BARRICADES OR PROVIDE A 2 FT WIDTH EARTH FILL PAD FOR DRUMS TO MEET MINIMUM BARRICADE HEIGHT (SEE STAGING TYPICAL CROSS SECTION SHEETS). THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION SPECIAL".
22. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
23. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
24. ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION STAGE CHANGE.
25. THE ENGINEER SHALL CONTACT DPCDOT AT (630) 407-6900 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.

USER NAME = dsypier@lisle	DESIGNED - JAC	REVISED -
PLOT CONFIG= PDF(Greg_Large).plt	DRAWN - JAC	REVISED -
PLOT SCALE = 1:500	CHECKED - DES	REVISED -
PLOT DATE = 1/6/2012	DATE - 12-19-2011	REVISED -

PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com



**DUPAGE COUNTY
 DIVISION OF TRANSPORTATION**

SUGGESTED STAGES OF CONSTRUCTION - GENERAL NOTES

SCALE: SHEET * OF * STA. TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	10
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONSTRUCTION STAGING NOTES

- (1) THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.
- (2) PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.

SEQUENCE OF CONSTRUCTION

PRESTAGE

CONSTRUCTION

- (1) RELOCATE ANY UTILITIES IN CONFLICT WITH PROPOSED WORK.
- (2) PREPARE THE MAINLINE MEDIANS FOR STAGED CONSTRUCTION. PLACE TEMPORARY PAVEMENT FOR BOTH STAGES TO AVOID CONFLICTS DURING STAGE CHANGES BY CONSTRUCTING TEMPORARY PAVEMENT. SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR LOCATIONS.
- (3) REMOVE CONFLICTING EXISTING SIGNS LOCATED ALONG EASTBOUND AND WESTBOUND MAINLINE. RELOCATE EXISTING SIGNS AS NEEDED.
- (4) REMOVE ALL EXISTING RAISED PAVEMENT MARKERS AND MARKINGS IN CONFLICT WITH MOT STRIPING.

MAINTENANCE OF TRAFFIC

- (1) MAINTAIN THE EXISTING TRAFFIC CONFIGURATION ALONG THE MAINLINE.
- (2) UTILIZE IDOT STANDARDS 701101, 701106, 701421, 701427, 701701, AND 701901.

STAGE 1

CONSTRUCTION

- (1) PLACE STAGE 1 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS.
- (2) DEMOLISH SOUTH HALF OF THE EXISTING 75TH STREET BRIDGE
- (3) CONSTRUCT SOUTH HALF OF THE PROPOSED 75TH STREET BRIDGE

MAINTENANCE OF TRAFFIC

- (1) MAINTAIN ONE LANE OF TRAFFIC, IN EACH DIRECTION, ON MAINLINE 75TH STREET AS SHOWN IN THE PLANS.
- (2) EASTBOUND TRAFFIC WILL BE SHIFTED NORTH FOR STAGE 1 CONSTRUCTION AND WILL UTILIZE ONE LANE OF THE EXISTING WESTBOUND PAVEMENT AND TEMPORARY PAVEMENT.

STAGE 2

CONSTRUCTION

- (1) PLACE STAGE 2 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS.
- (2) DEMOLISH NORTH HALF OF THE EXISTING 75TH STREET BRIDGE
- (3) CONSTRUCT NORTH HALF OF THE PROPOSED 75TH STREET BRIDGE

MAINTENANCE OF TRAFFIC

- (1) MAINTAIN ONE LANE OF TRAFFIC, IN EACH DIRECTION, ON MAINLINE 75TH STREET AS SHOWN IN THE PLANS.
- (2) EASTBOUND AND WESTBOUND TRAFFIC WILL BE SHIFTED SOUTH FOR STAGE 2 CONSTRUCTION AND WILL UTILIZE THE NEWLY CONSTRUCTED EASTBOUND PAVEMENT AND TEMPORARY PAVEMENT.

STAGE 3

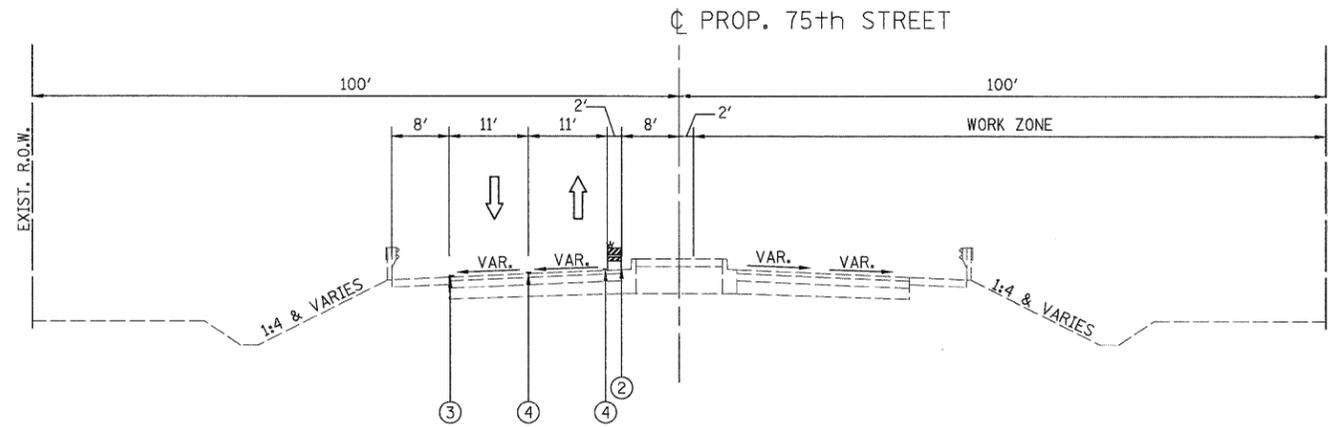
CONSTRUCTION

- (1) PLACE STAGE 3 TEMPORARY PAVEMENT MARKINGS TO FOLLOW THE EXISTING TRAFFIC CONFIGURATION.
- (2) IT IS ANTICIPATED THAT THE CONTRACTOR SHALL KEEP ALL SIDESTREETS OPEN DURING STAGE 3 CONSTRUCTION.
- (3) REMOVE ANY EXISTING TEMPORARY PAVEMENT. FINISH CONSTRUCTION OF THE REMAINING DRAINAGE STRUCTURES, MEDIANS, AND MEDIAN CURB AND GUTTER.
- (4) RESURFACE ALL PAVEMENT ALONG 75TH STREET WITHIN THE PROJECT LIMITS.
- (5) INSTALL PERMANENT PAVEMENT MARKINGS, RECESSED PAVEMENT REFLECTORS AND LANDSCAPING.

MAINTENANCE OF TRAFFIC

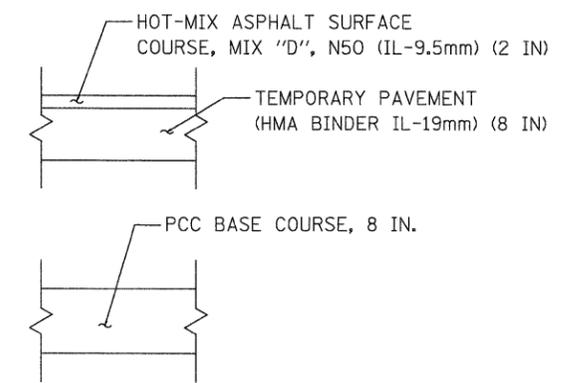
- (1) MAINTAIN THE EXISTING TRAFFIC CONFIGURATION ALONG THE MAINLINE.
- (2) UTILIZE IDOT STANDARDS 701101, 701106, 701421, 701427, 701431, 701606, 701701, AND 701901.

USER NAME = tkoeppen@rdwy_lisle	DESIGNED - JAC	REVISED -	 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION - SEQUENCE OF CONSTRUCTION 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG = PDF(Grey, Large).plt	DRAWN - JAC	REVISED -				0369	08-00162-03-BR	DUPAGE	58	11
PLOT SCALE = 1:50	CHECKED - DES	REVISED -				CONTRACT NO. 63662				
PLOT DATE = 12/15/2011	DATE - 12-19-2011	REVISED -	SCALE: SHEET * OF * STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

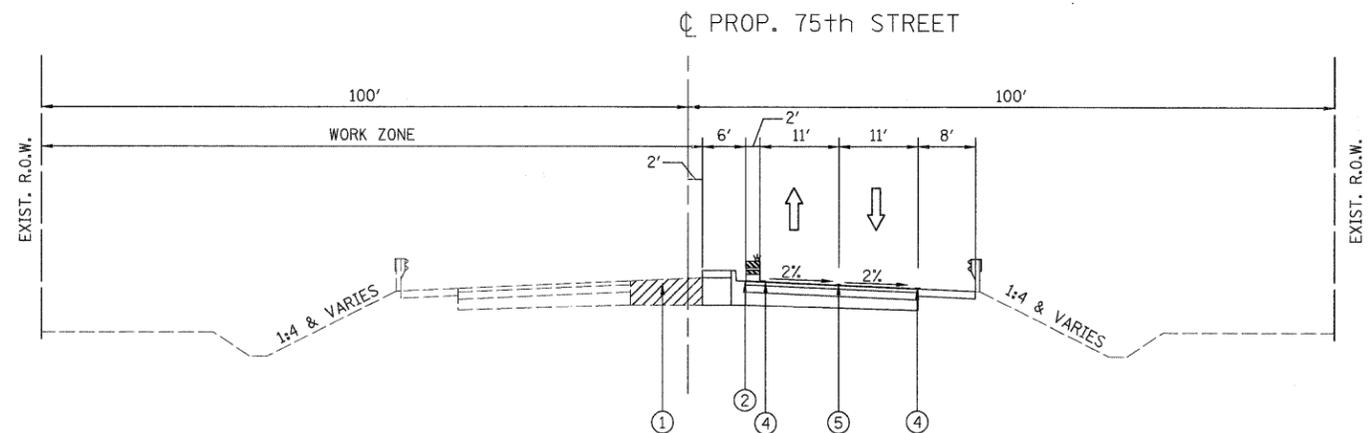


75TH STREET - STAGE I
STA. 22+52.79 TO STA. 24+31.00

TEMPORARY PAVEMENT DETAILS
(CONTRACTOR HAS THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT)



NOTE:
(1) SEE MOT PLANS FOR LOCATIONS OF TEMPORARY PAVEMENT.



75TH STREET - STAGE II
STA. 22+52.79 TO STA. 24+31.00

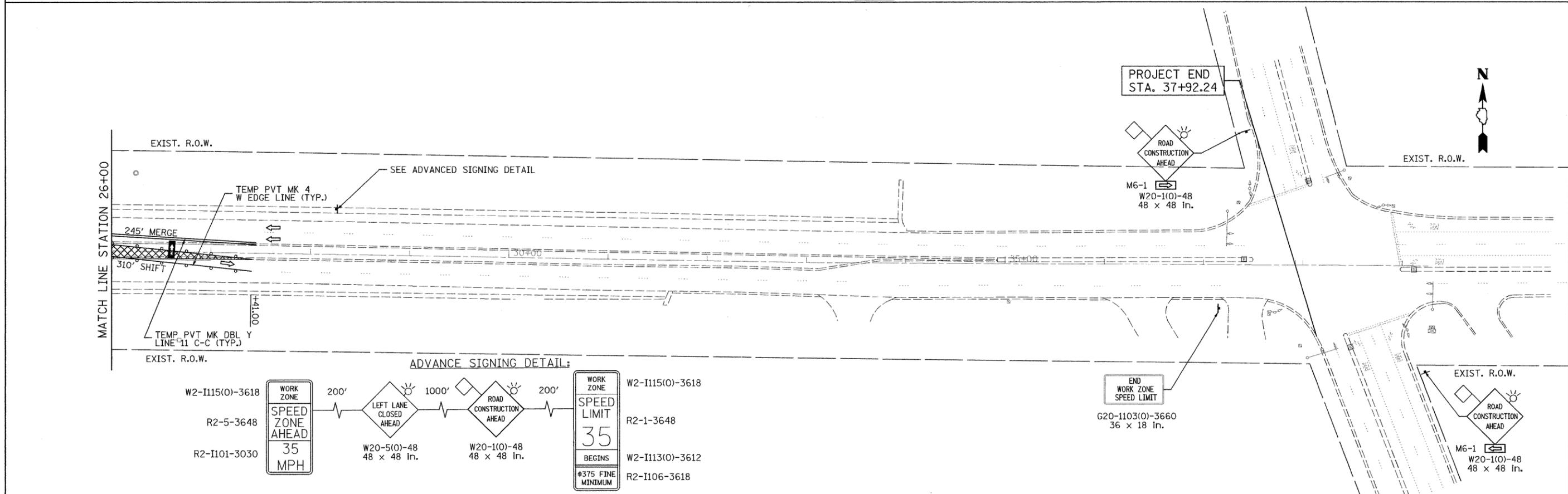
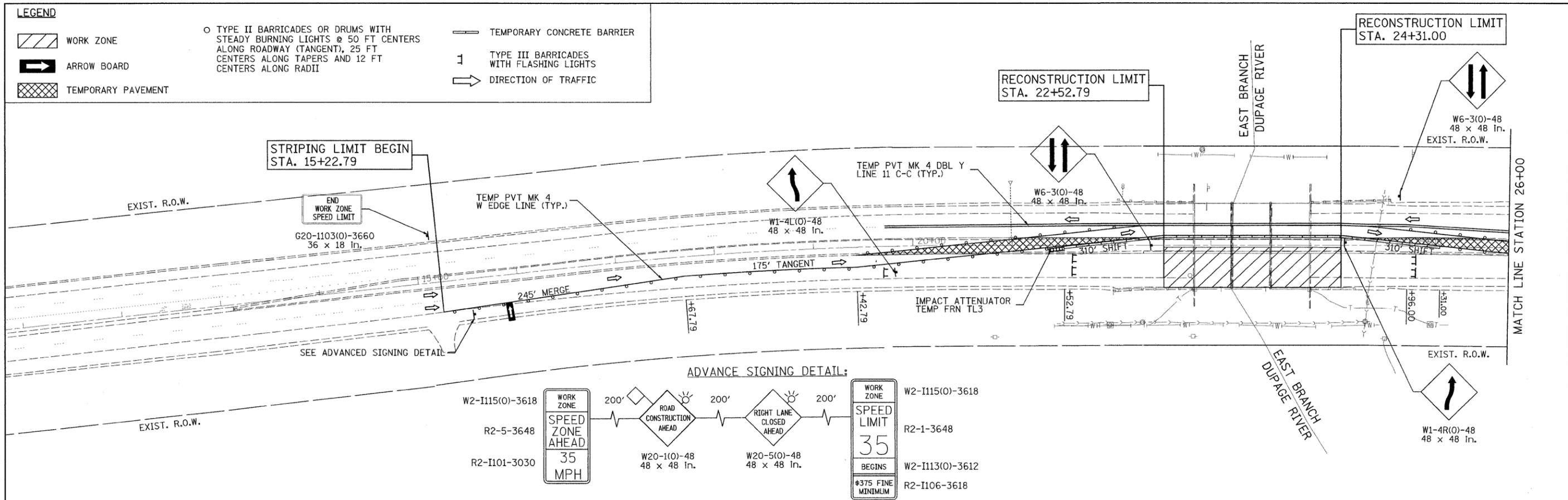
LEGEND

- ① TEMPORARY PAVEMENT
- ② TYPE II BARRICADES WITH STEADY BURNING LIGHTS (50 FT C-C TANGENTS, 25 FT C-C @ TAPERS & 12 FT C-C ALONG RADII)
- ③ EXISTING PAVEMENT MARKING
- ④ TEMPORARY PAVEMENT MARKING, 4"
- ⑤ TEMPORARY PAVEMENT MARKING, DBL 4"

USER NAME = tkoeppen(Rdwg_Lisle)	DESIGNED - JAC	REVISED -	PATRICK ENGINEERING INC. 4870 VARSITY DRIVE Lisle, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION - TYPICAL SECTIONS 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - JAC	REVISED -				0369	08-00162-03-BR	DUPAGE	58	12
PLOT SCALE = 1:12.5	CHECKED - DES	REVISED -				CONTRACT NO. 63662				
PLOT DATE = 12/15/2011	DATE - 12-19-2011	REVISED -				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
SCALE: NONE						SHEET	* OF *	STA.	TO STA.	

LEGEND

-  WORK ZONE
-  ARROW BOARD
-  TEMPORARY PAVEMENT
-  TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
-  TEMPORARY CONCRETE BARRIER
-  TYPE III BARRICADES WITH FLASHING LIGHTS
-  DIRECTION OF TRAFFIC

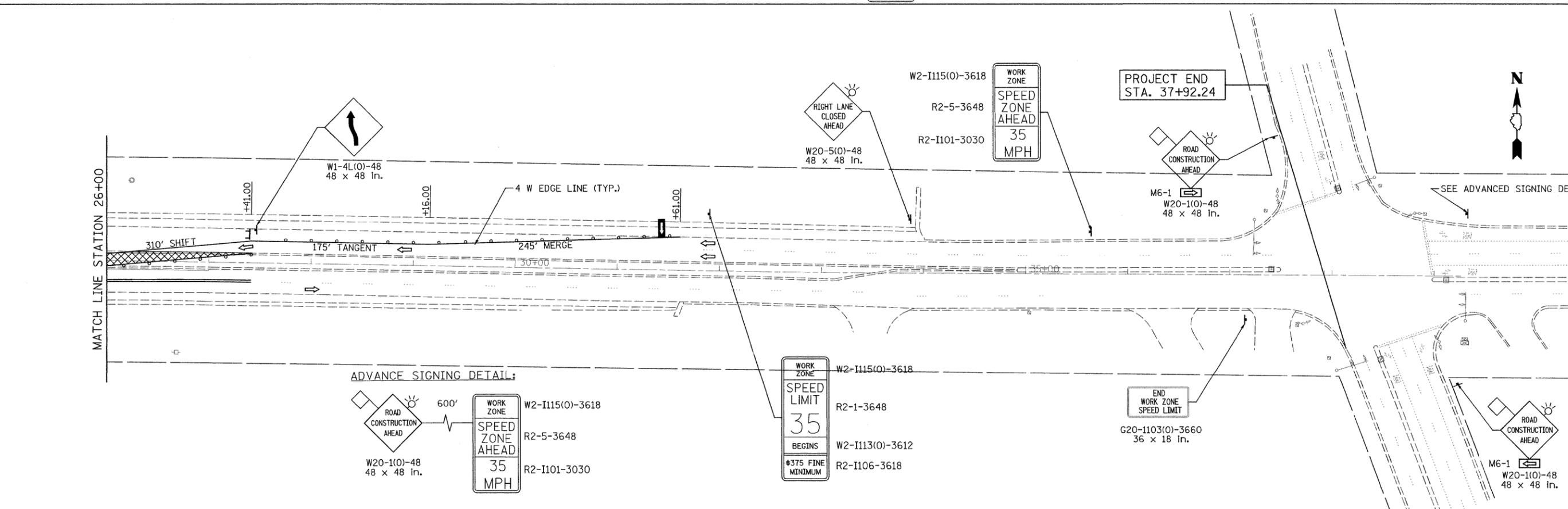
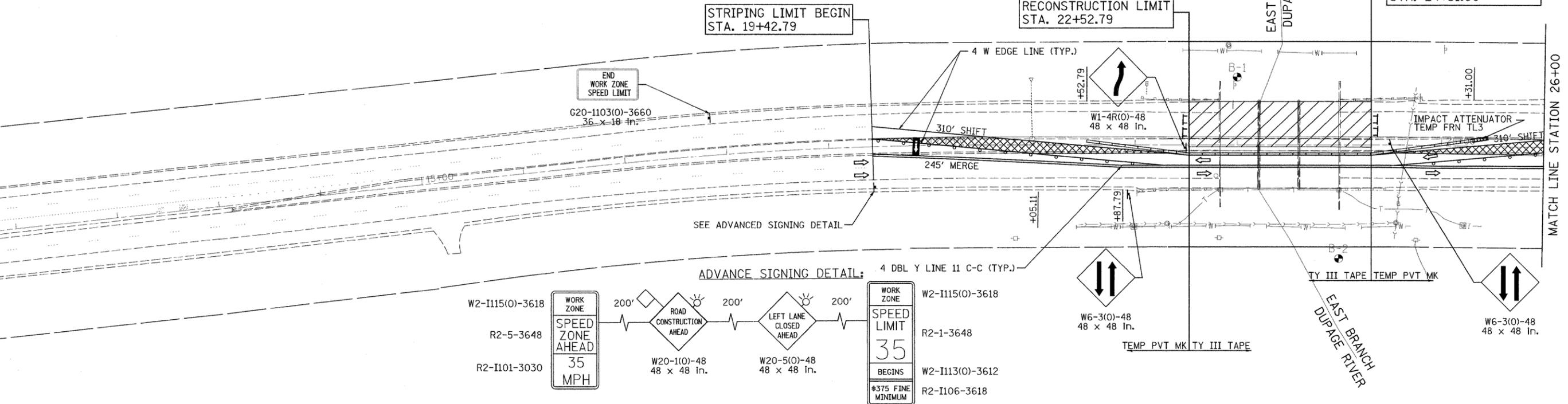


USER NAME = dsypien(Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:50 PLOT DATE = 1/19/2012	DESIGNED - JAC DRAWN - JAC CHECKED - DES DATE - 12-19-2011	REVISED - REVISED - REVISED - REVISED -	 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - STAGE 1 75TH STREET OVER EAST BRANCH DUPAGE RIVER	F&P RTE. 0369 SECTION 08-00162-03-BR COUNTY DUPAGE FEDERAL DIST. NO. ILLINOIS	TOTAL SHEETS 58 SHEET NO. 13 CONTRACT NO. 63662 FED. AID PROJECT
---	---	--	--	---	---	--	---

G:\DPCDOT\21158.007\Drawings\RDW\Y\shs\W01\5_MOT_01.dgn

LEGEND

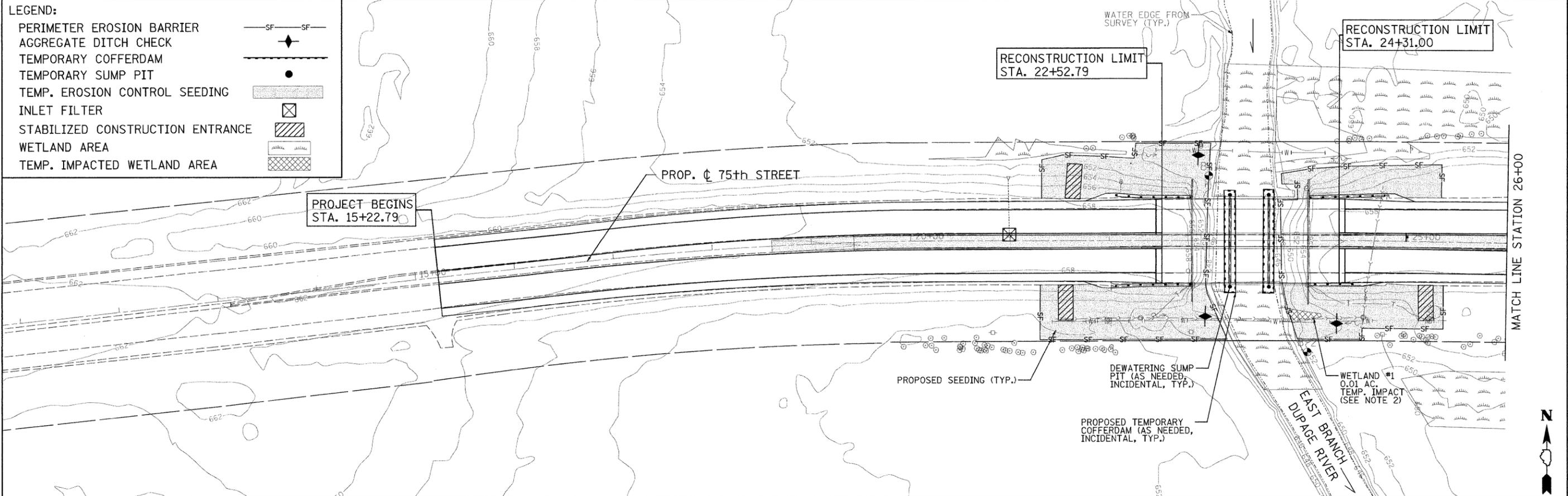
- WORK ZONE
- ARROW BOARD
- TEMPORARY PAVEMENT
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
- TEMPORARY CONCRETE BARRIER
- TYPE III BARRICADES WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC



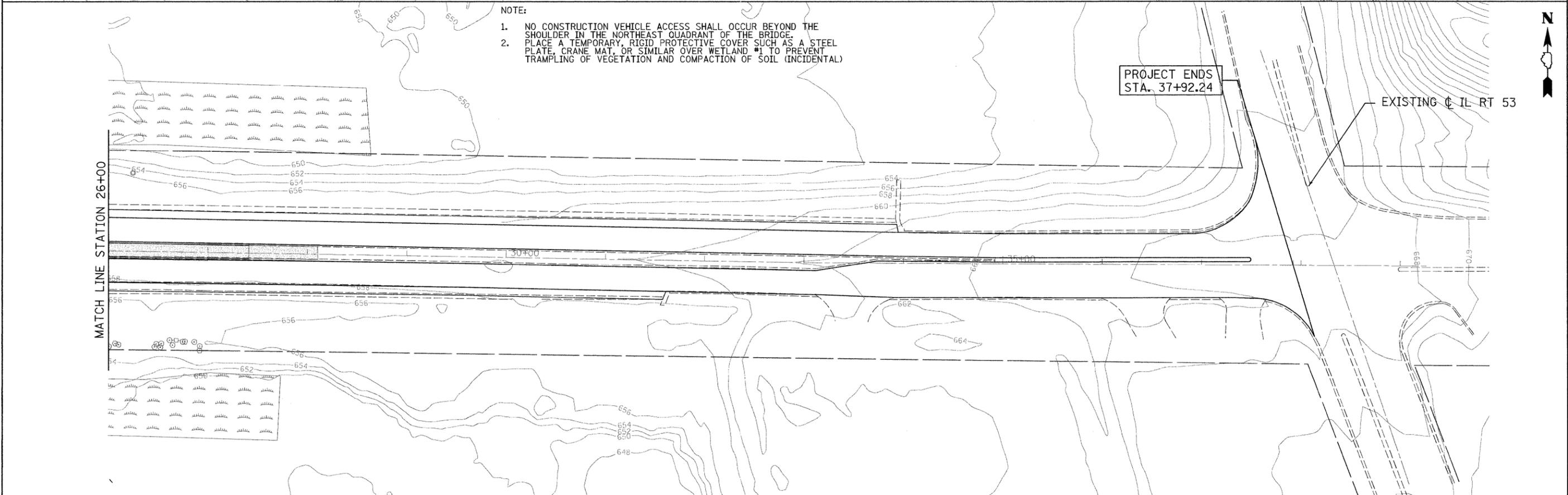
USER NAME = deupien(Lisle) PLOT CONFIG = PDF(Grey, Large).plt PLOT SCALE = 1:50 PLOT DATE = 1/19/2012	DESIGNED - JAC DRAWN - JAC CHECKED - DES DATE - 12-19-2011	REVISED - REVISED - REVISED - REVISED -	 PATRICK ENGINEERING INC. 4870 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL - STAGE 2 75TH STREET OVER EAST BRANCH DUPAGE RIVER	F&P RTE. 0369 SECTION 08-00162-03-BR COUNTY DUPAGE TOTAL SHEETS 58 SHEET NO. 14 CONTRACT NO. 63662
--	---	--	--	---	---	---

LEGEND:

PERIMETER EROSION BARRIER	
AGGREGATE DITCH CHECK	
TEMPORARY COFFERDAM	
TEMPORARY SUMP PIT	
TEMP. EROSION CONTROL SEEDING	
INLET FILTER	
STABILIZED CONSTRUCTION ENTRANCE	
WETLAND AREA	
TEMP. IMPACTED WETLAND AREA	



- NOTE:**
- NO CONSTRUCTION VEHICLE ACCESS SHALL OCCUR BEYOND THE SHOULDER IN THE NORTHEAST QUADRANT OF THE BRIDGE.
 - PLACE A TEMPORARY, RIGID PROTECTIVE COVER SUCH AS A STEEL PLATE, CRANE MAT, OR SIMILAR OVER WETLAND #1 TO PREVENT TRAMPLING OF VEGETATION AND COMPACTION OF SOIL (INCIDENTAL)



USER NAME = Pbrun (Rdeg_Lisle)	DESIGNED - JAC	REVISED - PRB	 PATRICK ENGINEERING 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL PLAN 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG = PDF(Greg_Large.plt)	DRAWN - JAC	REVISED - PRB				0369	08-00162-03-BR	DUPAGE	58	15
PLOT SCALE = 1:50	CHECKED - DES	REVISED - ADJ				FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED - 10-21-11				SCALE: 1"=50'		14+90.11 TO STA. 37+92.24		

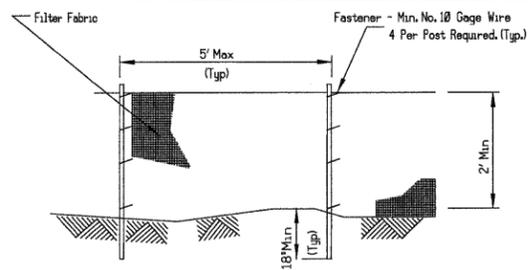
Q:\DPC001\21158.007\Drawings\RD\WY\shits\Ero\S.Erosion_Control.01.dgn

SOIL EROSION AND SEDIMENT CONTROL NOTES

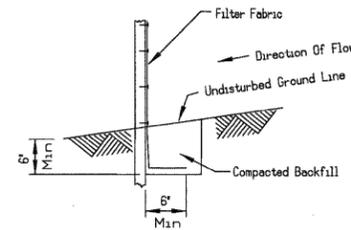
1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE DUPAGE COUNTY STORMWATER AND FLOODPLAIN ORDINANCE. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR-40.
2. EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
3. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
4. ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 15 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
5. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED. SOIL STOCKPILES MUST NOT BE LOCATED WITHIN ANY SPECIAL MANAGEMENT AREAS. SPECIAL MANAGEMENT AREAS INCLUDE JURISDICTIONAL WETLANDS, ADJACENT OFF-SITE WETLANDS, AND FLOODPLAINS. STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
6. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS.
7. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
8. WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
9. GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
10. CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL. CONCRETE WASH AREAS SHALL NOT BE LOCATED WITHIN ANY SPECIAL MANAGEMENT AREAS. LOCATION OF WASH AREAS SHALL BE APPROVED BY THE ENGINEER.
11. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
12. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
13. THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED WITHIN 72 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
14. THE COST OF REPAIRING OR REMOVING SEDIMENT FROM EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
15. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
16. 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.
17. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
18. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
19. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
20. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
21. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
22. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTORS WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT SET FORTH BY THE ILLINOIS EPA.
23. THE CONSTRUCTION LIMIT WILL BE STAKED/APPROVED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGES IN THE CONSTRUCTION LIMITS.
24. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.
25. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
26. TEMPORARY EROSION CONTROL SEEDING SHALL BE PROVIDED PER SUB-STAGE AS SOON AS ROUGH GRADING IS COMPLETED IN A SECTION.
27. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND SHALL REMAIN UNDISTURBED.
28. CONTRACTOR SHALL NOT OPERATE EQUIPMENT IN THE RIVER WITHOUT APPROVAL FROM UNITED STATES ARMY CORPS OF ENGINEERS OR DELEGATED AGENCY.
29. THE CONTRACTOR SHALL SUBMIT A DETAILED PLAN TO THE DUPAGE COUNTY DEPARTMENT OF ENVIRONMENTAL CONCERNS, THE U.S. ARMY CORPS OF ENGINEERS AND THE KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT FOR ANY TEMPORARY CONSTRUCTION ACTIVITY IN THE WATER, INCLUDING COFFERDAMS. COFFERDAMS SHALL BE CONSTRUCTED OF NON-ERODIBLE MATERIAL AND SHALL HAVE A MAXIMUM TOP ELEVATION EQUAL TO SIX INCHES ABOVE NORMAL WATER LEVEL (645.3' +/-). ALL COSTS ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF TEMPORARY CONSTRUCTION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS PAY ITEMS INVOLVED.

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = Pbrun (Rday_Lisle)	DESIGNED - PRB	REVISED -	DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION	SOIL EROSION AND SEDIMENT CONTROL NOTES 75TH STREET OVER EAST BRANCH DUPAGE RIVER	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG = PFI(Grey_Large).plt PLOT SCALE = 1:5 PLOT DATE = 1/19/2012	DRAWN - PRB CHECKED - ADJ DATE - 10-21-11	REVISED - REVISED - REVISED -			0369	08-00162-03-BR	DUPAGE	58	16
					SCALE: NONE	* OF *		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

PERIMETER EROSION BARRIER PLAN



ELEVATION

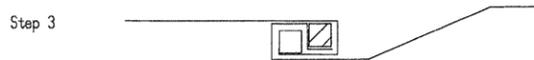
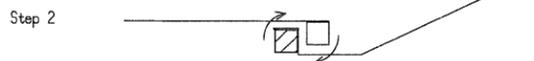
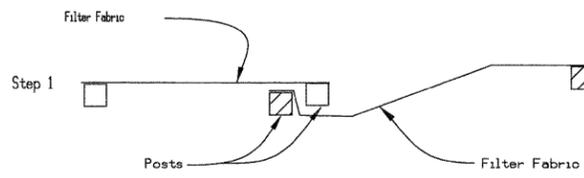


FABRIC ANCHOR DETAIL

- NOTES:
- Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 - Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
 - Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.8 sq. in.

REFERENCE	Project	Date	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO.
Designed	Date	IL-620		
Checked	Date	SHEET 1 OF 2		
Approved	Date	DATE 11-20-01		

PERIMETER EROSION BARRIER PLAN

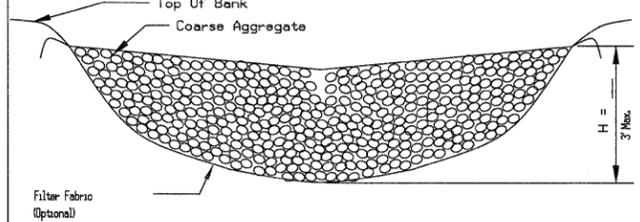
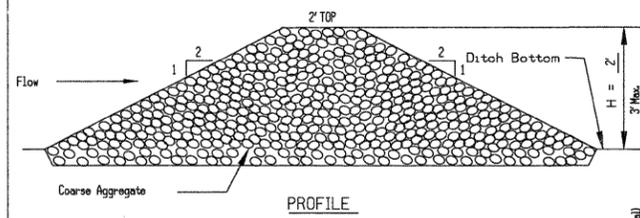


ATTACHING TWO SILT FENCES

- NOTES:
- Place the end post of the second fence inside the end post of the first fence.
 - Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
 - Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE	Project	Date	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO.
Designed	Date	IL-620		
Checked	Date	SHEET 2 OF 2		
Approved	Date	DATE 11-20-01		

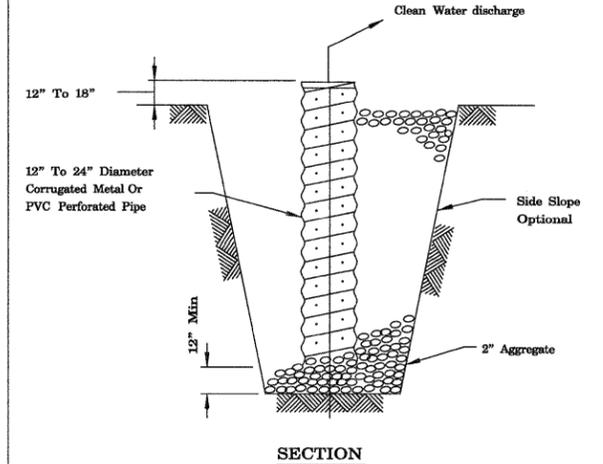
ROCK CHECK DAM - COARSE AGGREGATE



- NOTES:
- Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
 - Coarse aggregate shall meet one of the following IDOT gradations, 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.
 - For added stability, the base of the dam may be keyed 6 inches into the soil.
 - See plans for spacing of dams and H dimensions.
 - Drainage area to each dam shall be less than 2 acres.
 - Use ROCK CHECK DAM-RIPRAP IL-605R for drainage areas of 2 to 10 acres.

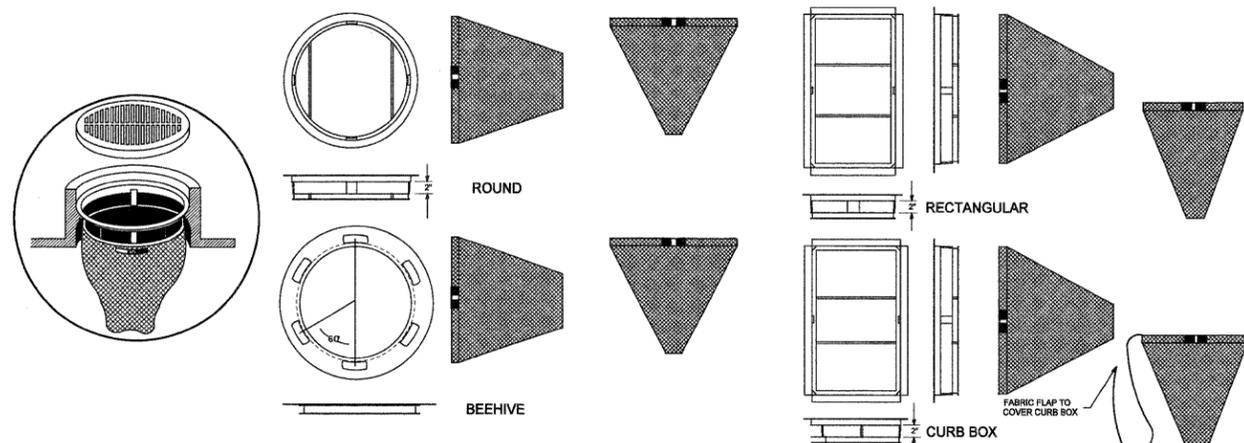
REFERENCE	Project	Date	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO.
Designed	Date	IL-605CA		
Checked	Date	SHEET 1 OF 1		
Approved	Date	DATE 11-20-01		

SUMP PIT PLAN

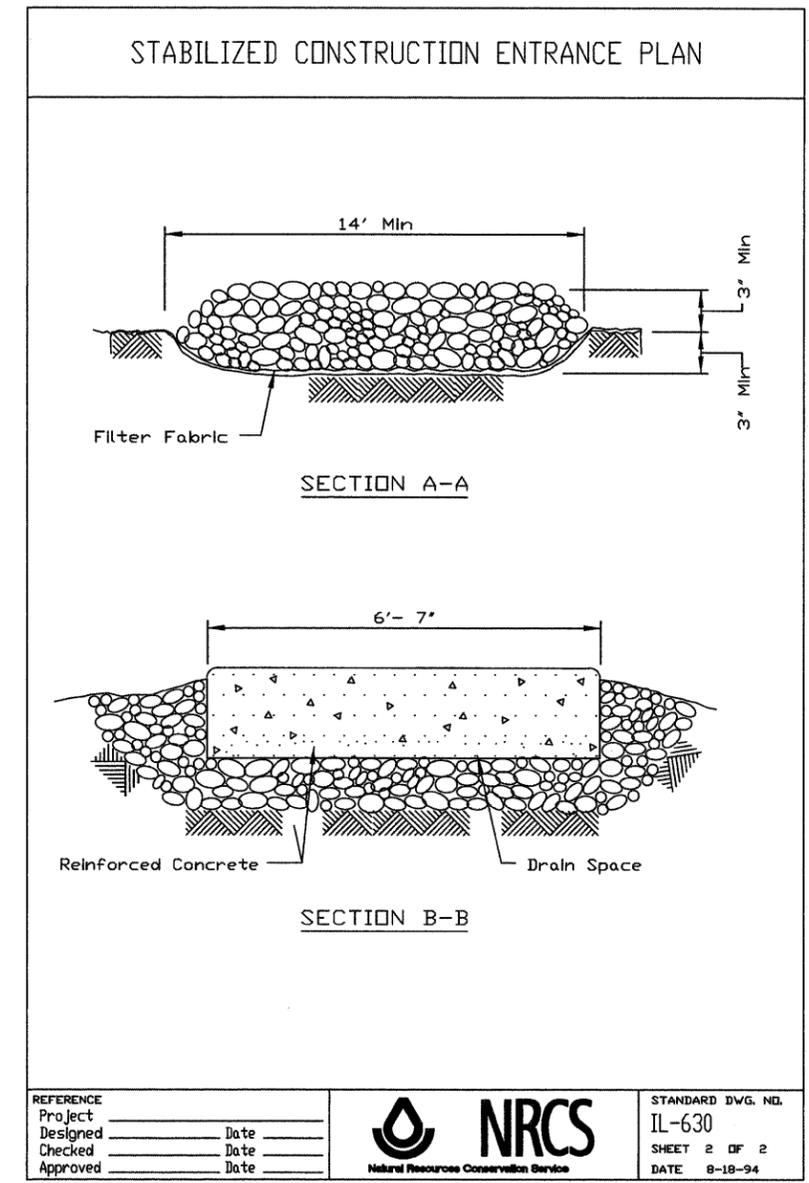
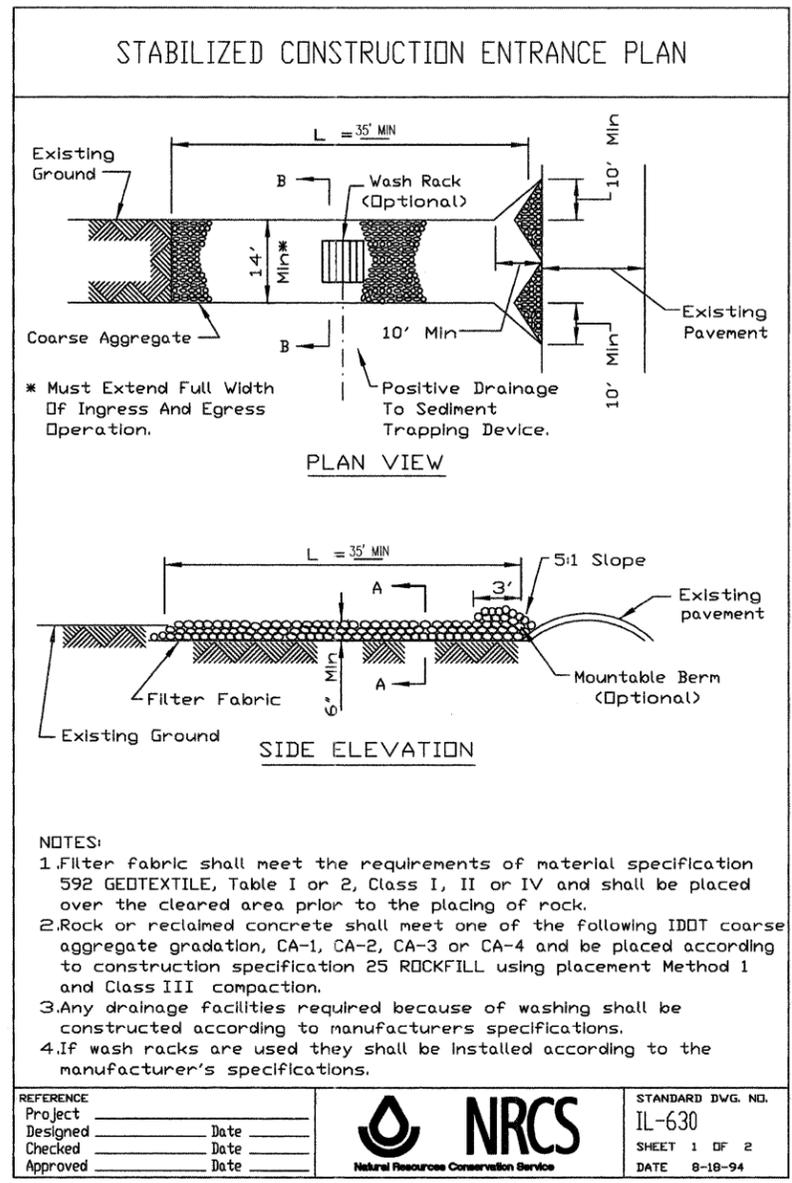
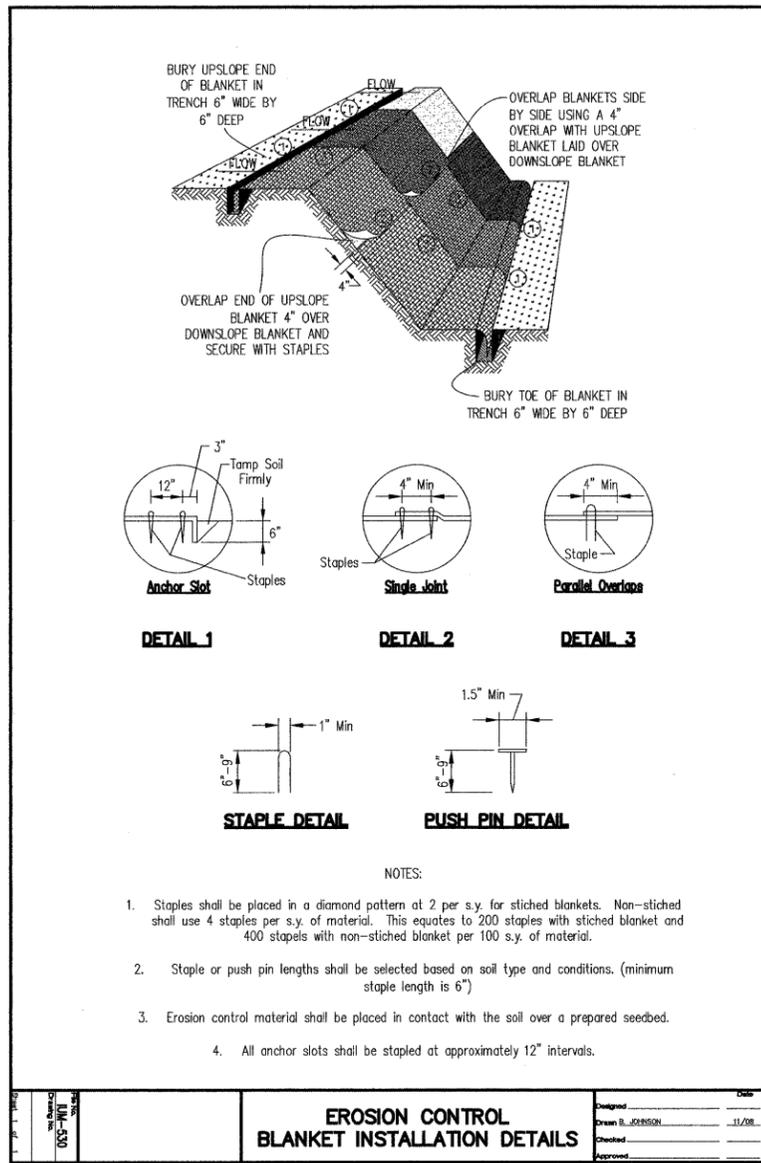


- NOTES:
- Pit dimensions are optional.
 - The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
 - A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
 - The standpipe will extend 12" to 18" above the lip of the pit.
 - If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
 - If desired, 14"-12" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE	Project	Date	<p>NRCS Natural Resources Conservation Service</p>	STANDARD DWG. NO.
Designed	Date	IL-650		
Checked	Date	SHEET 1 OF 1		
Approved	Date	DATE 8-11-04		



DRAINAGE STRUCTURE INLET FILTERS



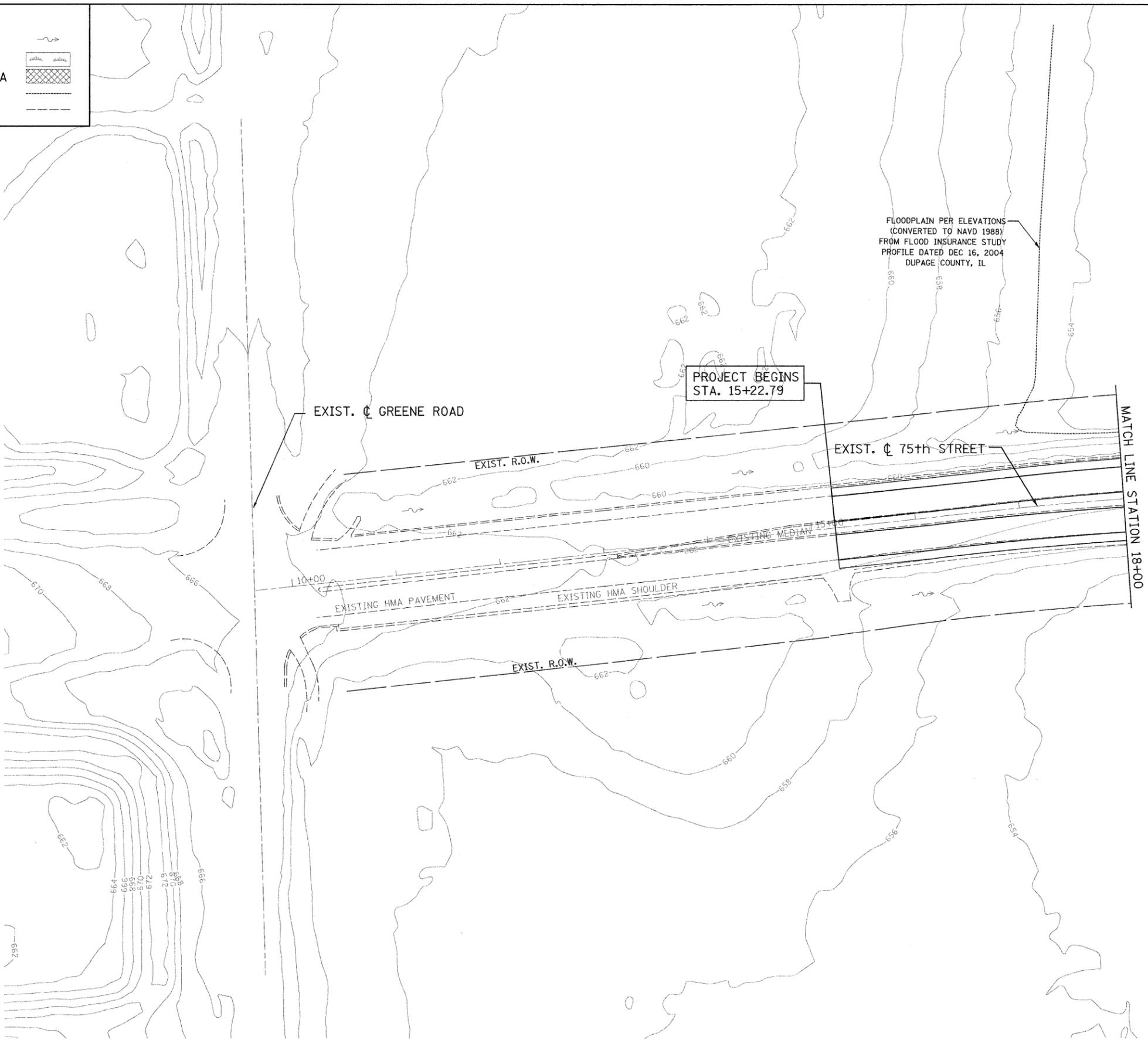
PROJECT NO. _____ DRAWN BY _____ CHECKED BY _____ APPROVED BY _____	EROSION CONTROL BLANKET INSTALLATION DETAILS	DESIGNED _____ DRAWN R. JOHNSON _____ CHECKED _____ APPROVED _____
--	---	---

REFERENCE Project _____ Designed _____ Date _____ Checked _____ Date _____ Approved _____ Date _____		STANDARD DWG. NO. IL-630 SHEET 1 OF 2 DATE 8-18-94
--	--	---

REFERENCE Project _____ Designed _____ Date _____ Checked _____ Date _____ Approved _____ Date _____		STANDARD DWG. NO. IL-630 SHEET 2 OF 2 DATE 8-18-94
--	--	---

G:\DPCDOT\21150.007\Drawings\RDWY\shhs\Ero\S.Erosion_Control_04_Details.dgn

LEGEND:
 EXISTING DITCH
 WETLAND AREA
 TEMP. IMPACTED WETLAND AREA
 FLOODPLAIN
 FLOODWAY



USER NAME = Pbrun (rdwy.lisle)	DESIGNED - PRB	REVISED -	 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	DRAINAGE AND UTILITIES PLAN 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG = PDF(Grey_Large).p	DRAWN - PRB	REVISED -				0369	08-00162-03-BR	DUPAGE	58	19
PLOT SCALE = 1:50	CHECKED - ADJ	REVISED -				CONTRACT NO. 63662				
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
			SCALE: 1"=50'		STA. 15+15.11 TO STA. 18+00.00					

G:\DPCDOT\21158.007\Drawings\RDWY\shits\0ra\VS_Dra_01.dgn

LEGEND:
 EXISTING DITCH
 WETLAND AREA
 TEMP. IMPACTED WETLAND AREA
 FLOODPLAIN
 FLOODWAY

MATCH LINE STATION 18+00

RECONSTRUCTION LIMIT STA. 22+52.79

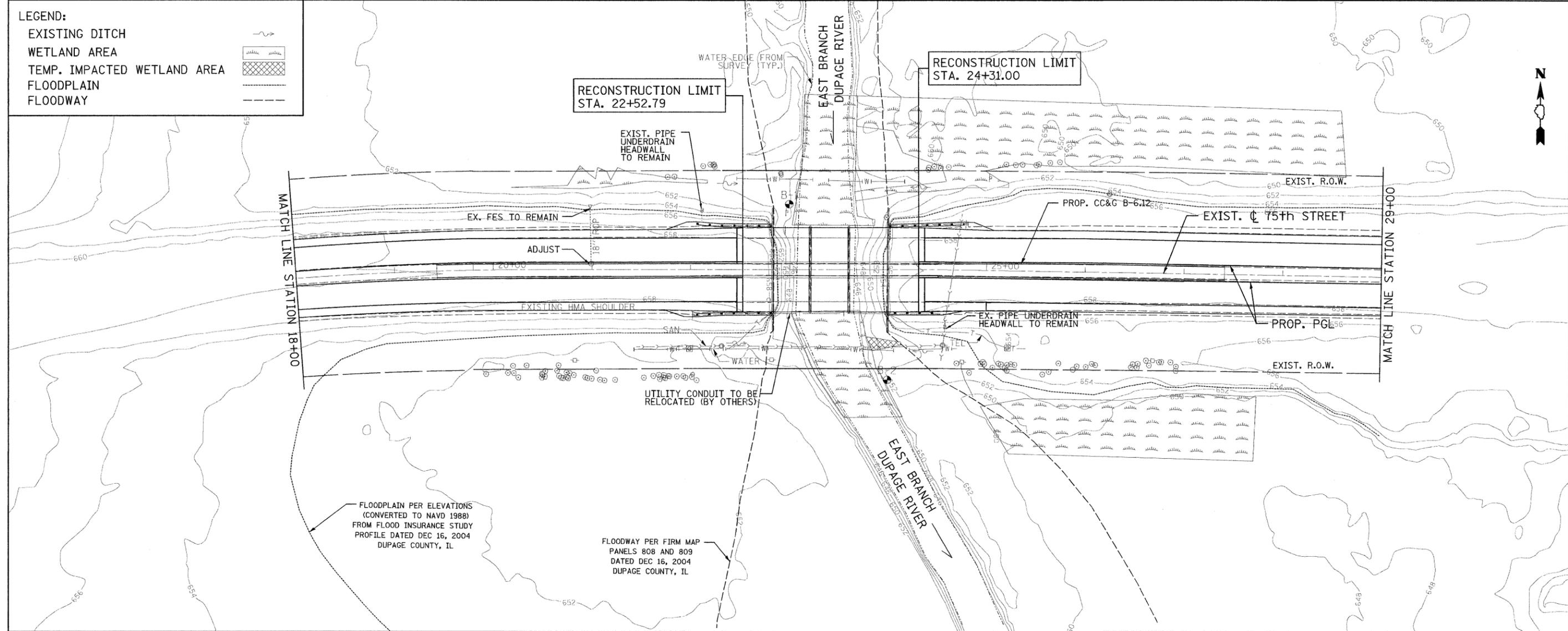
RECONSTRUCTION LIMIT STA. 24+31.00

MATCH LINE STATION 29+00



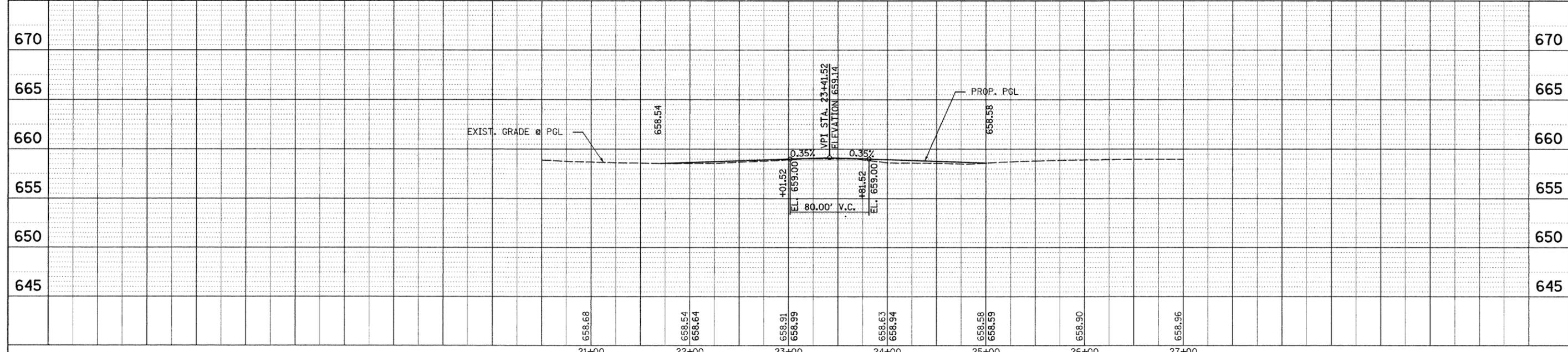
PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		



FLOODPLAIN PER ELEVATIONS (CONVERTED TO NAVD 1988) FROM FLOOD INSURANCE STUDY PROFILE DATED DEC 16, 2004 DUPAGE COUNTY, IL

FLOODWAY PER FIRM MAP PANELS 808 AND 809 DATED DEC 16, 2004 DUPAGE COUNTY, IL

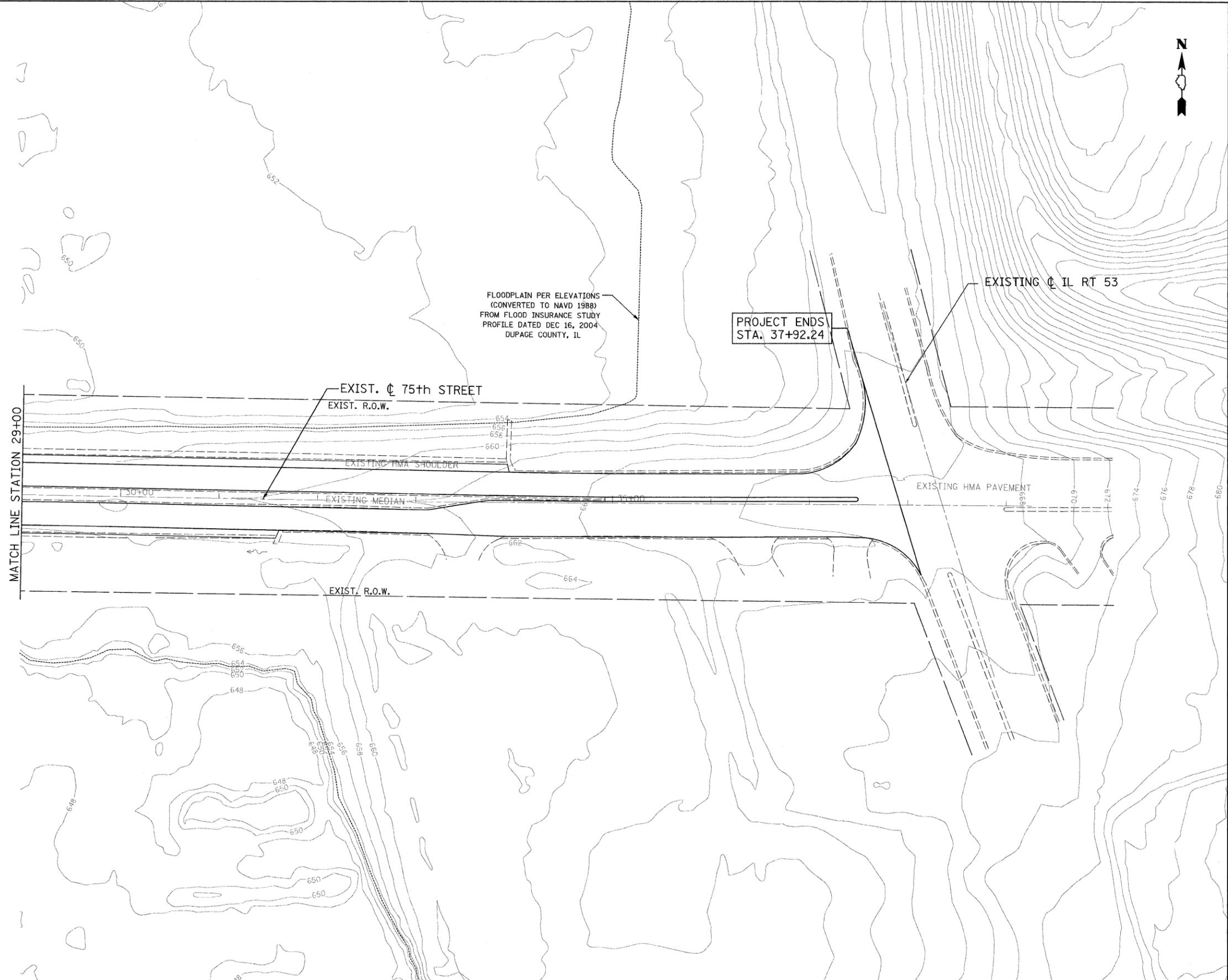


USER NAME = Pbrun (Rdyg_Lis)le	DESIGNED - PRB	REVISED -	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LUSLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	DRAINAGE AND UTILITIES PLAN AND PROFILE 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - PRB	REVISED -				0369	08-00162-03-BR	DUPAGE	58	20
PLOT SCALE = 1"=50'	CHECKED - ADJ	REVISED -				CONTRACT NO. 63662				
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

G:\DPC001\21158\007\Drawings\RDW\1\shfts\01ra\5-Dra_02.dgn

LEGEND:

EXISTING DITCH	
WETLAND AREA	
TEMP. IMPACTED WETLAND AREA	
FLOODPLAIN	
FLOODWAY	



USER NAME = fbrun (Rdy_Lisle)	DESIGNED - PRB	REVISED -
PLOT CONFIG= PDFGreg.Large.plt	DRAWN - PRB	REVISED -
PLOT SCALE = 1:50	CHECKED - ADJ	REVISED -
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED -

PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com

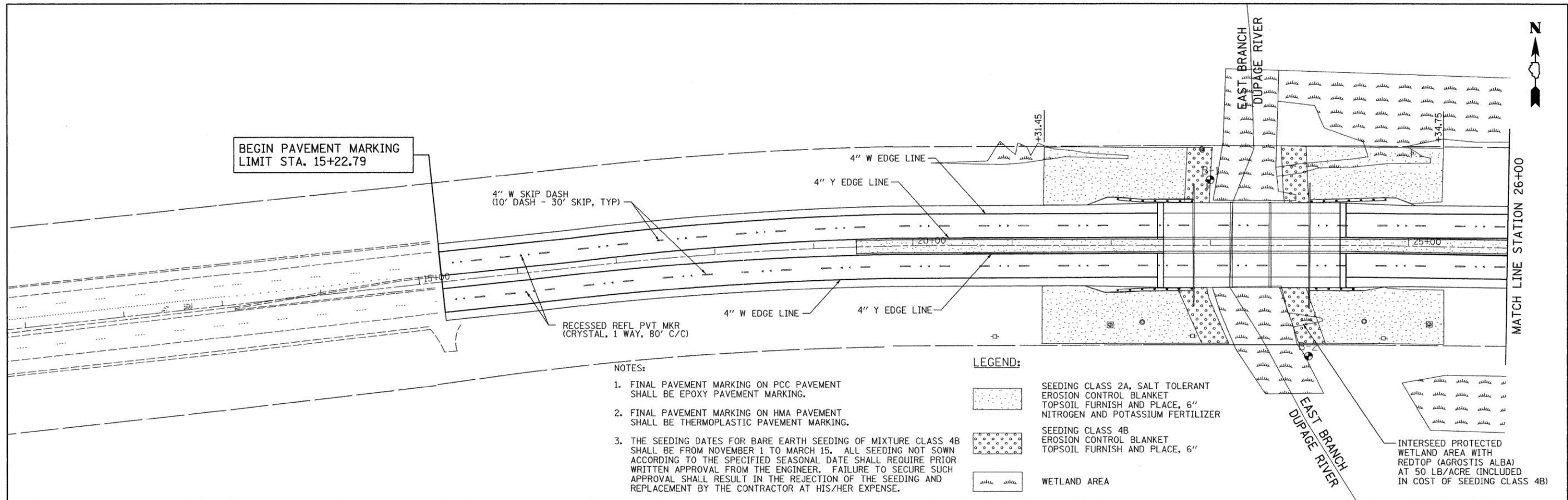
**DUPAGE COUNTY
 DIVISION OF TRANSPORTATION**

**DRAINAGE AND UTILITIES PLAN
 75TH STREET OVER EAST BRANCH DUPAGE RIVER**

SCALE: 1"=50' STA. 29+00.00 TO STA. 37+92.24

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	21
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63662	

Q:\NPC001\21150.007\Drawings\FDW\Yeha\Dr-a\5...Dra_03.dgn



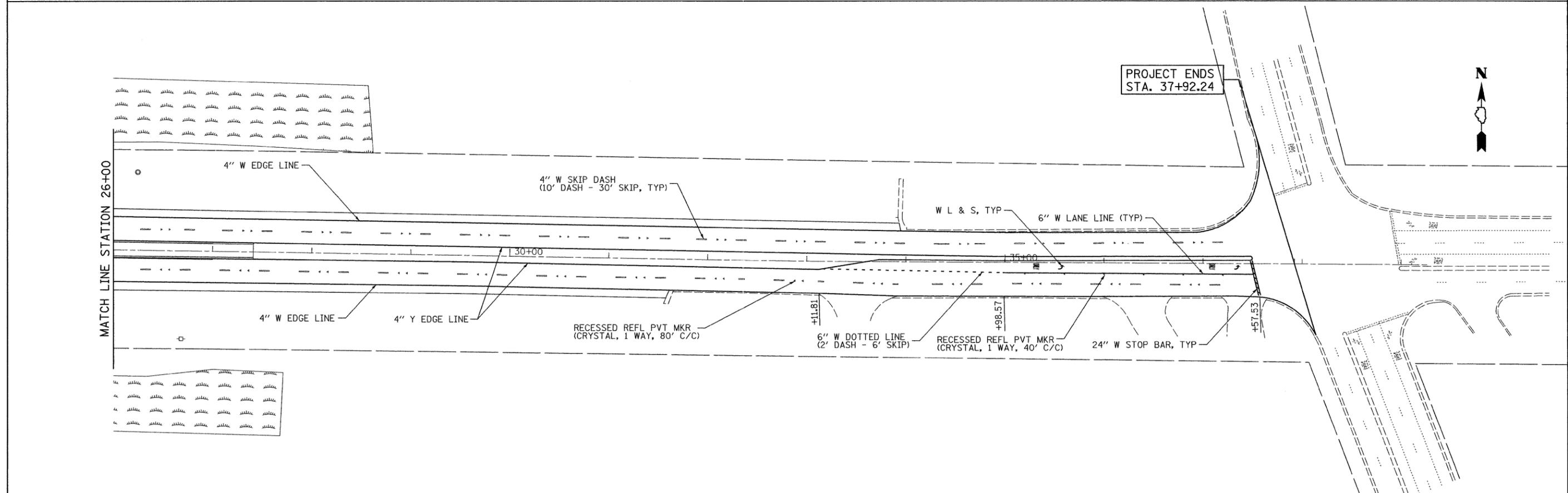
NOTES:

1. FINAL PAVEMENT MARKING ON PCC PAVEMENT SHALL BE EPOXY PAVEMENT MARKING.
2. FINAL PAVEMENT MARKING ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING.
3. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4B SHALL BE FROM NOVEMBER 1 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

LEGEND:

-  SEEDING CLASS 2A, SALT TOLERANT
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 6"
NITROGEN AND POTASSIUM FERTILIZER
-  SEEDING CLASS 4B
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 6"
-  WETLAND AREA

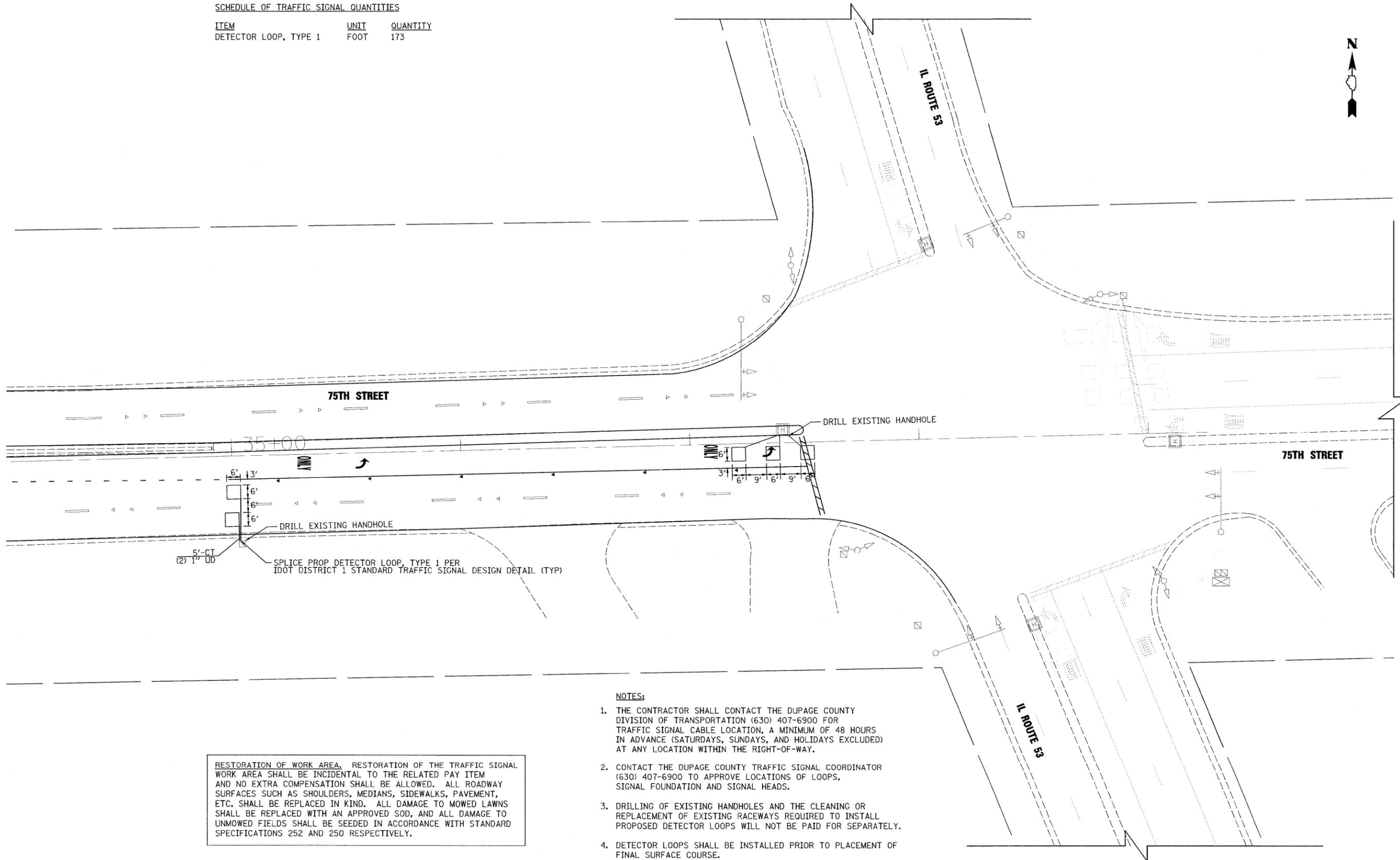
INTERSEED PROTECTED WETLAND AREA WITH REDTOP (AGROSTIS ALBA) AT 50 LB/ACRE (INCLUDED IN COST OF SEEDING CLASS 4B)



USER NAME = Pbrun (Rdyv_L1s1e)	DESIGNED - JAC	REVISED -	 PATRICK ENGINEERING INC. 4670 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	DUPAGE COUNTY DIVISION OF TRANSPORTATION	PAVEMENT MARKING AND LANDSCAPING PLAN 75TH STREET OVER EAST BRANCH DUPAGE RIVER		FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT CONFIG= PDF(Greg_Large).plt	DRAWN - JAC	REVISED -			0369	08-00162-03-BR	DUPAGE	58	22		
PLOT SCALE = 1:500	CHECKED - DES	REVISED -			CONTRACT NO. 63662						
PLOT DATE = 1/6/2012	DATE - 12-19-2011	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

SCHEDULE OF TRAFFIC SIGNAL QUANTITIES

ITEM	UNIT	QUANTITY
DETECTOR LOOP, TYPE 1	FOOT	173



NOTES:

1. THE CONTRACTOR SHALL CONTACT THE DUPAGE COUNTY DIVISION OF TRANSPORTATION (630) 407-6900 FOR TRAFFIC SIGNAL CABLE LOCATION, A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED) AT ANY LOCATION WITHIN THE RIGHT-OF-WAY.
2. CONTACT THE DUPAGE COUNTY TRAFFIC SIGNAL COORDINATOR (630) 407-6900 TO APPROVE LOCATIONS OF LOOPS, SIGNAL FOUNDATION AND SIGNAL HEADS.
3. DRILLING OF EXISTING HANDHOLES AND THE CLEANING OR REPLACEMENT OF EXISTING RACEWAYS REQUIRED TO INSTALL PROPOSED DETECTOR LOOPS WILL NOT BE PAID FOR SEPARATELY.
4. DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO PLACEMENT OF FINAL SURFACE COURSE.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

USER NAME = deupier(L.sle)	DESIGNED - TWR	REVISED -
PLOT CONFIG = PDF(Grey, Large).plt	DRAWN - TWR	REVISED -
PLOT SCALE = 1:20	CHECKED - DES	REVISED -
PLOT DATE = 1/19/2012	DATE - 12-19-2011	REVISED -

PATRICK ENGINEERING INC.
 4870 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com

**DUPAGE COUNTY
 DIVISION OF TRANSPORTATION**

**PROPOSED DETECTOR LOOP LAYOUT PLAN
 75TH STREET OVER EAST BRANCH DUPAGE RIVER**

SCALE: 1"=20' SHEET

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	23
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

G:\DPC001\21158.007\Drawings\RDWY\shfts\STD\DETECTORS.dgn

Bench Mark: DuPage County Survey Control Disk (PID DK3129) located on top of NE wingwall, Elev. 658.20 (NAVD88)

Existing Structure: The original 3-spans, two lanes one eastbound and one westbound structure was built in 1959 as part of State of Illinois, F. A. S. Route 1147, S.A. Route 33, Project S-488 (7), and Section No. 162-B, DuPage County. The original structure was modified and widened towards the north as per the contract plans dated June 1983, part of State of Illinois, DuPage County Highway Department, County Highway 33, Section No. 83-00162-02-BR, Station 214+14.50. The structure is a three simple span precast prestressed concrete (P.P.C.) deck beam bridge. Concrete wall abutments, and piers are supported by spread footings founded on rock. The structure has an overall length of 120'-8 1/2" back to back abutments and a width of 84'-6" out to out deck. Traffic to be maintained utilizing stage construction.

EAST BRANCH DUPAGE RIVER
RE-BUILT 2012 BY
DUPAGE COUNTY
SEC. 08-00162-03-BR
F.A.P. RT. 369 STA. 24+41.52
STR. NO. 022-3012 LOADING HL93

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

DESIGN SPECIFICATIONS

NEW CONSTRUCTION:
2010 AASHTO LRFD Bridge Design Specifications, 5th Ed.

LOADING HL-93

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

DESIGN STRESSES

PRECAST PRESTRESSED UNITS (NEW CONSTRUCTION):

- f'c = 6,000 psi
- f'ci = 5,000 psi
- fpu = 270,000 psi (1/2" low lax strands)
- fpbt = 201,960 psi (1/2" low lax strands)

FIELD UNITS (NEW & EXISTING 1983 CONSTRUCTION):

- f'c = 3,500 psi
- fy = 60,000 psi (Reinforcement)

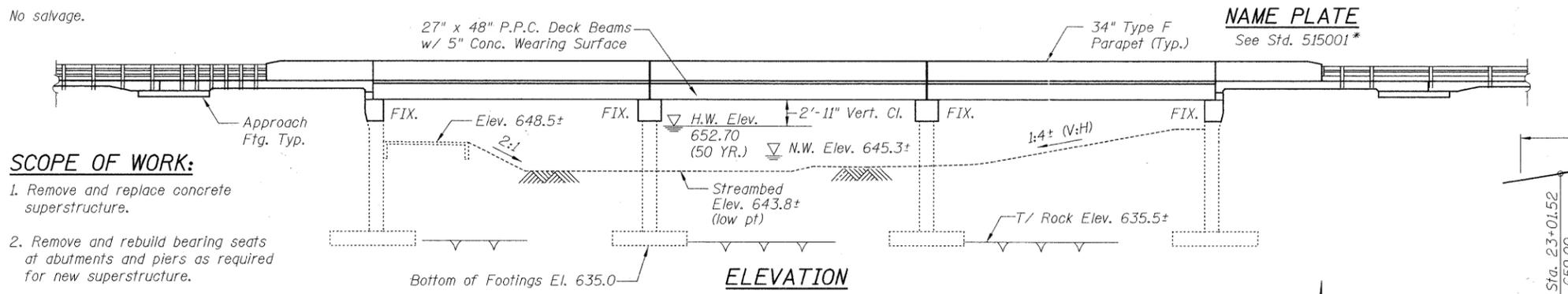
FIELD UNITS (EXISTING 1959 CONSTRUCTION):

- f'c = 3,500 psi
- fc = 1,400 psi (with soil pressure = 1,000 psi)
- fs = 20,000 psi (Reinforcement)

SEISMIC DATA

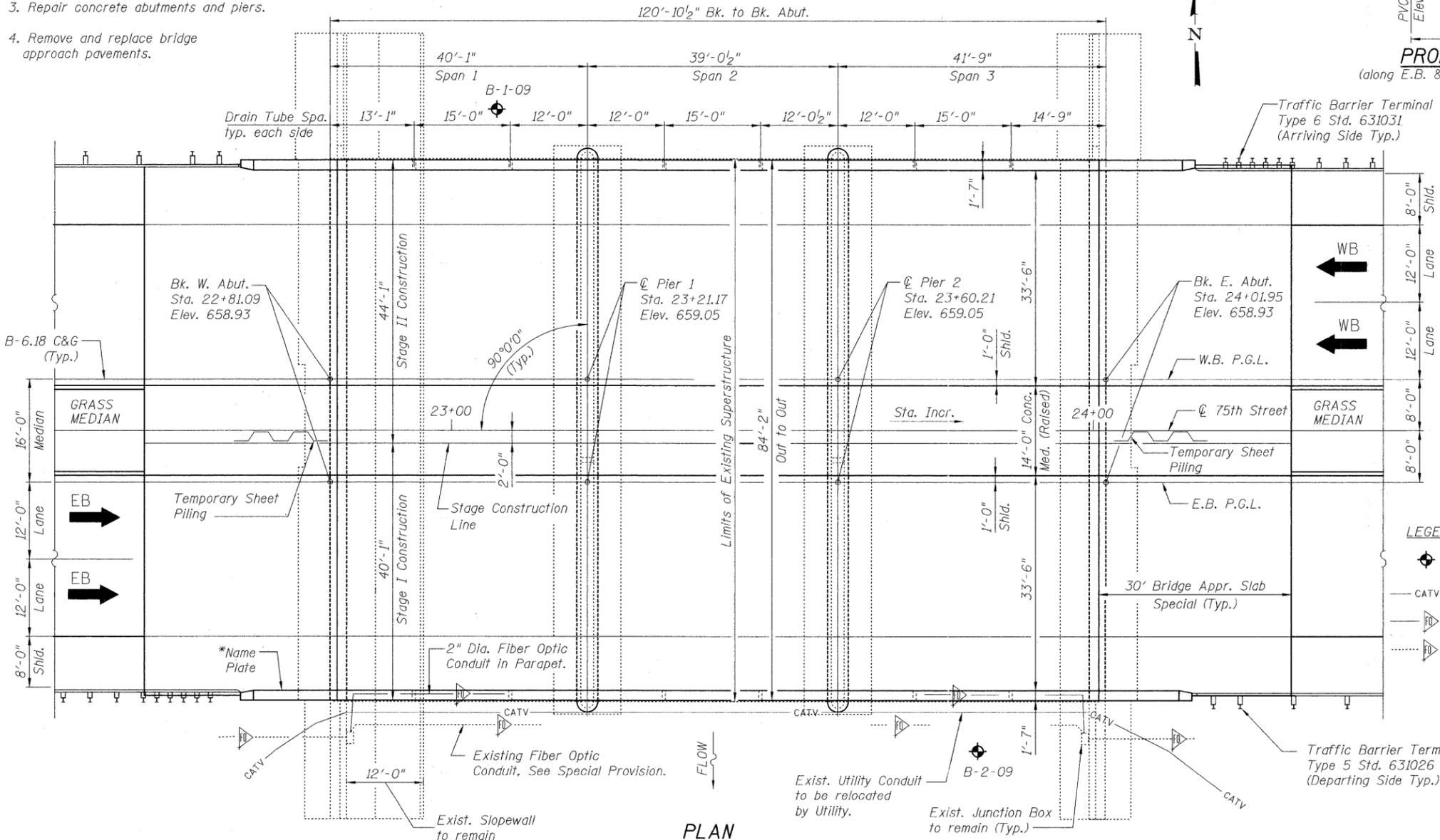
NEW CONSTRUCTION:
Seismic Performance Zone (SPZ) = 1
Design Spectral Acc. at 1.0 sec (SD1) = 0.08g
Design Spectral Acc. at 0.2 sec (SDS) = 0.14g
Soil Site Class = A

EXISTING CONSTRUCTION:
Seismic Performance Category (SPC) = A
Horiz. Bedrock Acceleration Coef. (A) = 0.04g
Site Coefficient = 1.0



SCOPE OF WORK:

1. Remove and replace concrete superstructure.
2. Remove and rebuild bearing seats at abutments and piers as required for new superstructure.
3. Repair concrete abutments and piers.
4. Remove and replace bridge approach pavements.



WATERWAY INFORMATION

Max Recorded H.W.E. = 653.78'

Drainage Area = 6.32 sq.mi

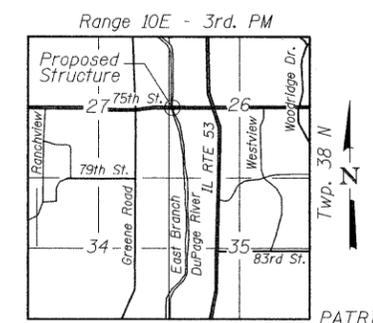
Existing Low Grade Elev. 658.30' at Sta. 22+81

Proposed Low Grade Elev. 658.57' at Sta. 22+81

Flood	Freq. (Yr.)	Q (cfs)	Opening (Sq. Ft.)		Natural H.W.E.	Head (ft)		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1,840	689.34	689.34	651.93	0.39	0.39	652.32	652.32
Base	50	2,600	775.34	775.34	652.70	0.57	0.57	653.27	653.27
Max. Calc.	100	3,015	812.20	812.20	653.03	0.67	0.67	653.70	653.70
Overtop	500	4,175	893.75	893.75	653.76	0.92	0.92	654.68	654.68
	>500								

DESIGN SCOUR ELEVATIONS (Ft)

W. Abut.	Pier 1	Pier 2	E. Abut.
647.50	640.52	640.22	648.00



CERTIFICATION

I certify that to the best of my knowledge, information and belief, this bridge/box culvert 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 Standard Specifications for Highway Bridges.

ROGER DIGIULIO, S.E.
NO. 081-005197
EXP: 11/30/12
DATE: 12/15/2011



PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME =	DESIGNED - RDW	REVISED -	DUPAGE COUNTY DIVISION OF TRANSPORTATION	GENERAL PLAN 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG	CHECKED - RLD	REVISED -			0369	08-00162-03-BR	DUPAGE	58	24
PLOT SCALE =	DRAWN - APD	REVISED -		SHEET NO. S1 OF S24 SHEETS		CONTRACT NO. 63662		ILLINOIS FED. AID PROJECT		
PLOT DATE =	CHECKED - RLD	REVISED -								

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. Excavation behind existing abutment walls shall be performed before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
5. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
6. Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
7. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
8. Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost included with Removal of Existing Superstructures.
9. If the Contractor's procedures for existing beam removal or placement of new beams involves placement of heavy equipment on the new or existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Precast Prestressed Concrete Deck Beams (27" Depth).
10. No drilling will be permitted in the new PPC deck beams.
11. The minimum thickness of the Concrete Wearing Surface shall be 5" and shall vary as required to adjust for the new profile grade and beam camber.
12. Concrete Removal and substructure repairs required for the stage being constructed shall be completed prior to placement of the new PPC deck beams.
13. Out to Out widths shown for deck and approach slabs are the minimum widths required. Variations in the new deck beams and erection tolerances may result in additional width. The Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
14. Current Ratings on File for Existing Structure
Inventory: HS 21.0
Operating: HS 35.1
Live Load Restrictions: Yes "22 Tons"

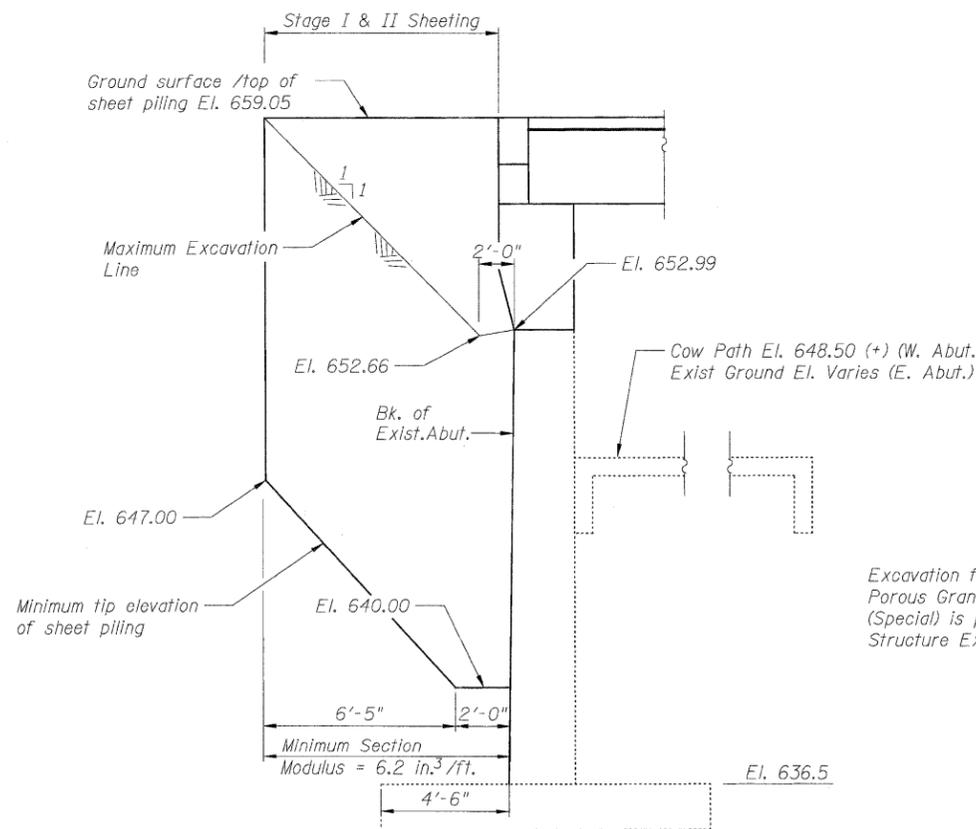
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
15. Cost of approach slab removal and HMA overlay removal to be included with Removal of Existing Superstructures.

INDEX OF SHEETS

- S1 General Plan
- S2 General Notes, Index & Total Bill of Material
- S3 Construction Staging I
- S4 Construction Staging II
- S5 Abutment Removal
- S6 Pier Removal
- S7 Temporary Concrete Barrier for Stage Construction
- S8 Top of West Approach Slab Elevations
- S9 Top of East Approach Slab Elevations
- S10 Superstructure Cross Sections
- S11 Superstructure Plan
- S12 Superstructure Framing Plan
- S13 Superstructure Details
- S14 Deck Beam Details I
- S15 Deck Beam Details II
- S16 Approach Slab Details I
- S17 Approach Slab Details II
- S18 Abutment Repair & Modification I
- S19 Abutment Repair & Modification II
- S20 Pier 1 Repair & Modification
- S21 Pier 2 Repair & Modification
- S22 Bar Splicer Assembly and Mechanical Splicer Detail
- S23 Boring Logs I
- S24 Boring Logs II

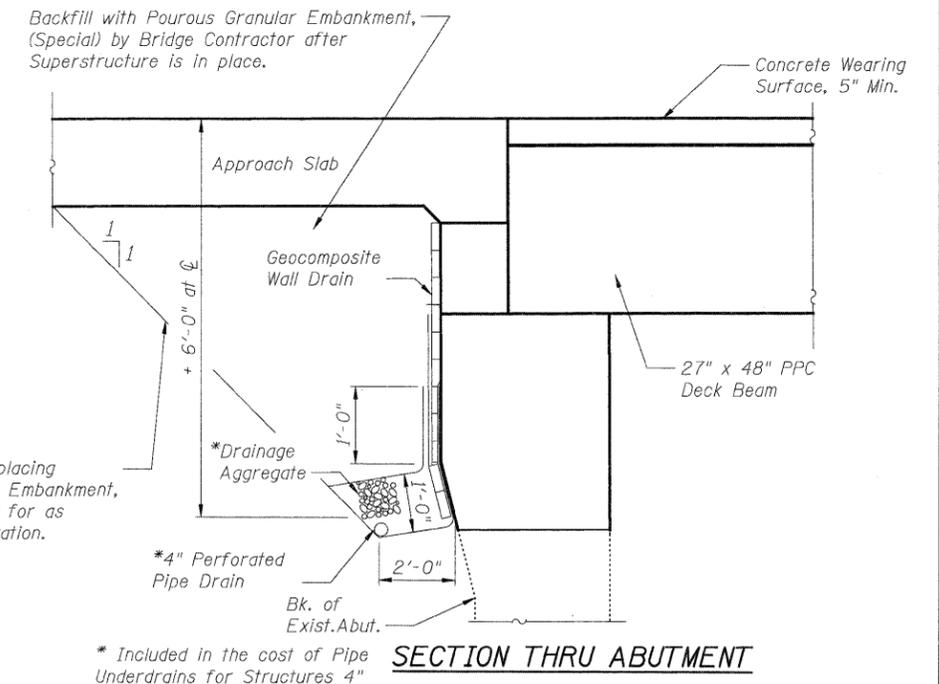
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		100.0	100.0
Structure Excavation	Cu. Yd.		115	115
Concrete Structures	Cu. Yd.		169.4	169.4
Concrete Superstructure	Cu. Yd.	326.9		326.9
Bridge Deck Grooving	Sq. Yd.	1258		1258
Protective Coat	Sq. Yd.	1791		1791
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	9972		9972
Reinforcement Bars, Epoxy Coated	Pound	91,330	8,420	99,750
Bar Splicers	Each	342	46	388
Name Plates	Each	1		1
Epoxy Crack Injection	Foot		33	33
Geocomposite Wall Drain	Sq. Yd.		87	87
Conduit Embedded in Structure, 2" Dia., Galvanized Steel	Foot	125		125
Porous Granular Embankment, (Special)	Cu. Yd.		77	77
Concrete Wearing Surface, 5"	Sq. Yd.	1110		1110
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		158	158
Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.		5	5
Temporary Sheet Piling	Sq. Ft.		276	276
Pipe Underdrains for Structures 4"	Foot		228	228



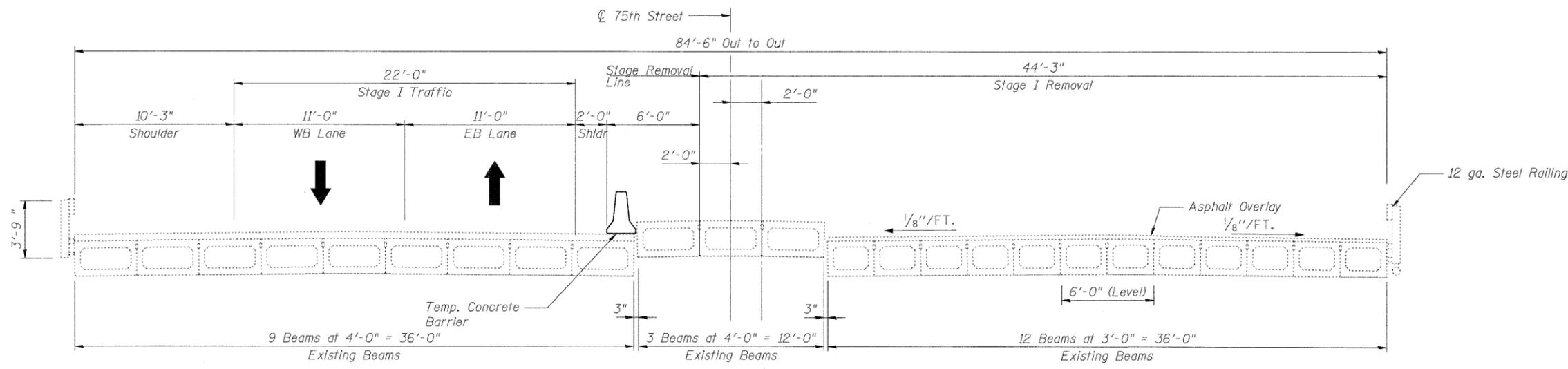
TEMPORARY SHEET PILING
(West Abutment shown.)

Notes:
If the Contractor chooses to alter the temporary cantilever sheet piling design requirements shown on the plans, a design submittal including plan details and calculation will be required for review and acceptance by the Engineer.

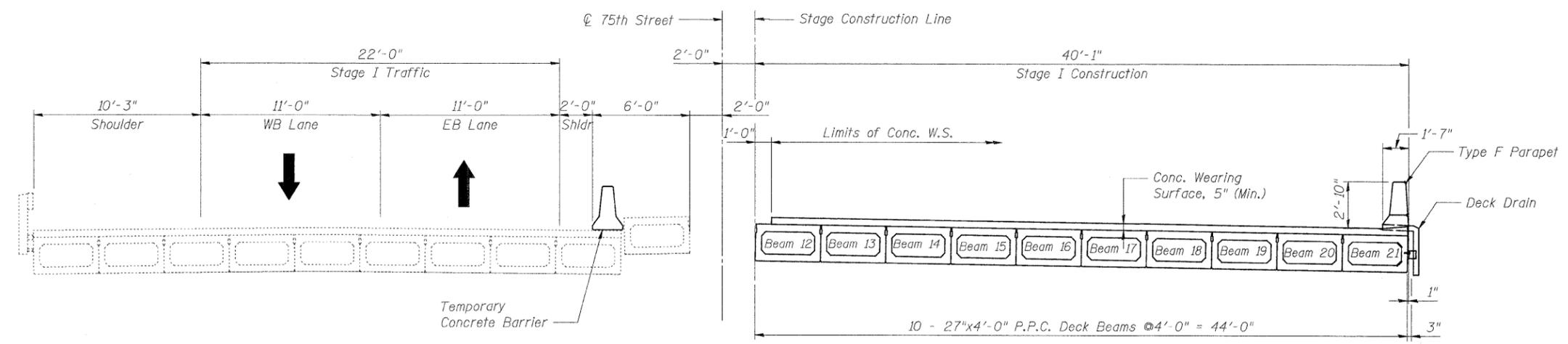


SECTION THRU ABUTMENT

Notes:
All drainage system components shall extend parallel to the abutment. An outlet pipe shall extend parallel to the wingwall, until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110). The concrete headwall shall be included in the cost of the pipe underdrains.



STAGE I REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)

CONSTRUCTION STAGING

Notes:
Quantity for Temporary Barrier is included with Roadway Plans.
Stage Removal and Stage Construction lines for the superstructure and substructure are not coincident.

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME =
PLOT CONFIG =
PLOT SCALE =
PLOT DATE =

DESIGNED - RDW
CHECKED - RLD
DRAWN - APD
CHECKED - RLD

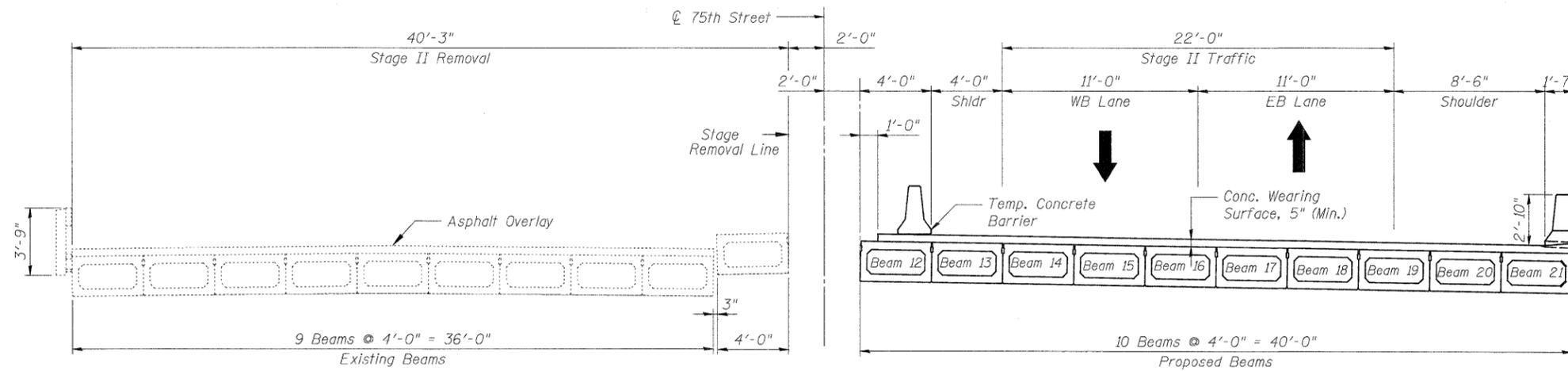
REVISED -
REVISED -
REVISED -
REVISED -

**DUPAGE COUNTY
DIVISION OF TRANSPORTATION**

**CONSTRUCTION STAGING I
75TH STREET OVER EAST BRANCH DUPAGE RIVER**

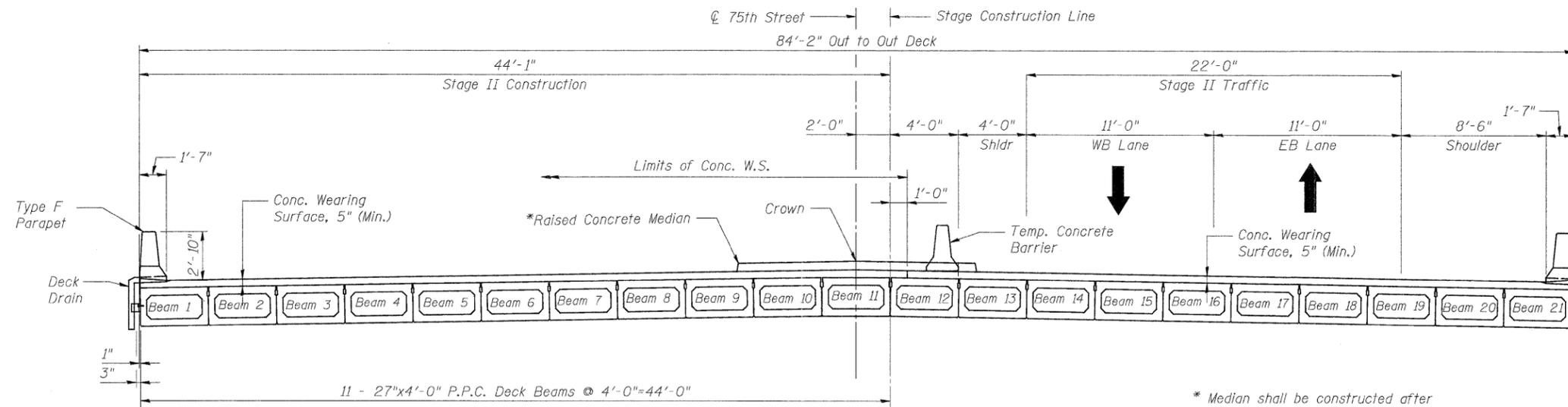
SHEET NO. 53 OF 524 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	26
CONTRACT NO. 63662				
ILLINOIS FED. AID PROJECT				



STAGE II REMOVAL

(Looking East)



* Median shall be constructed after Stage II concrete W.S. has been poured. See Cross Section for dimensions. Traffic Control during the Construction of the Median shall be as Directed by the Engineer.

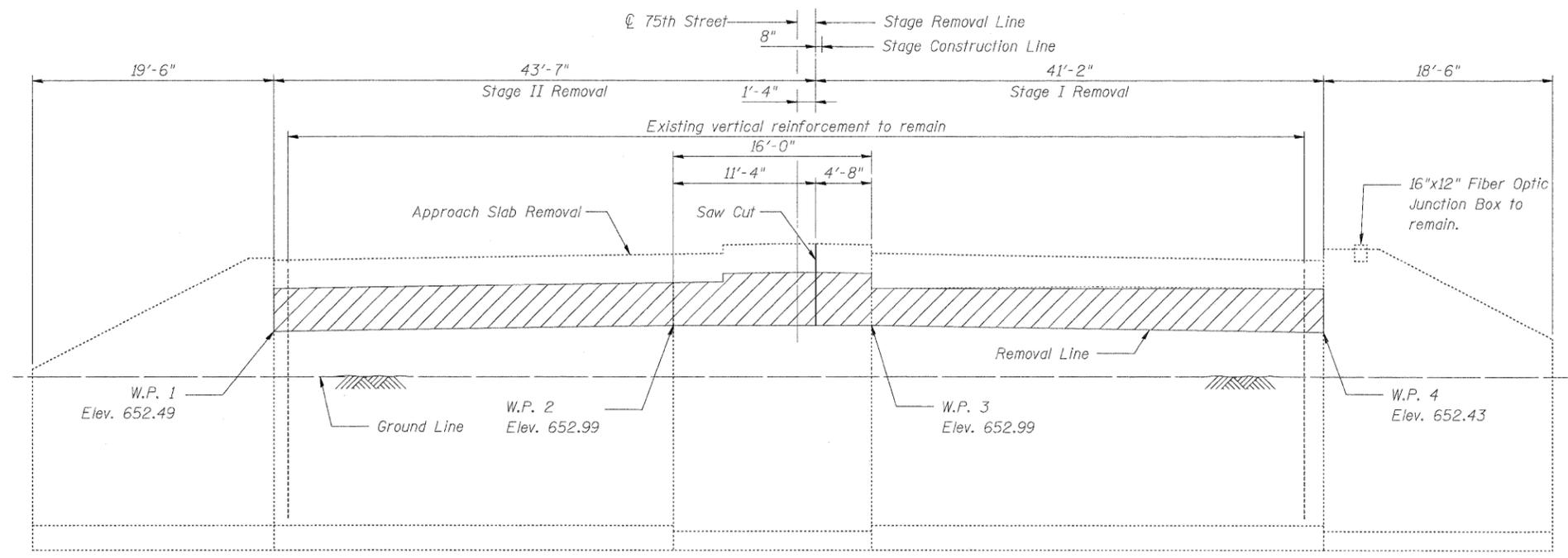
STAGE II CONSTRUCTION

(Looking East)

CONSTRUCTION STAGING

Notes:
Quantity for Temporary Barrier is included with Roadway Plans.
Stage Removal and Stage Construction lines for the superstructure and substructure are not coincident.

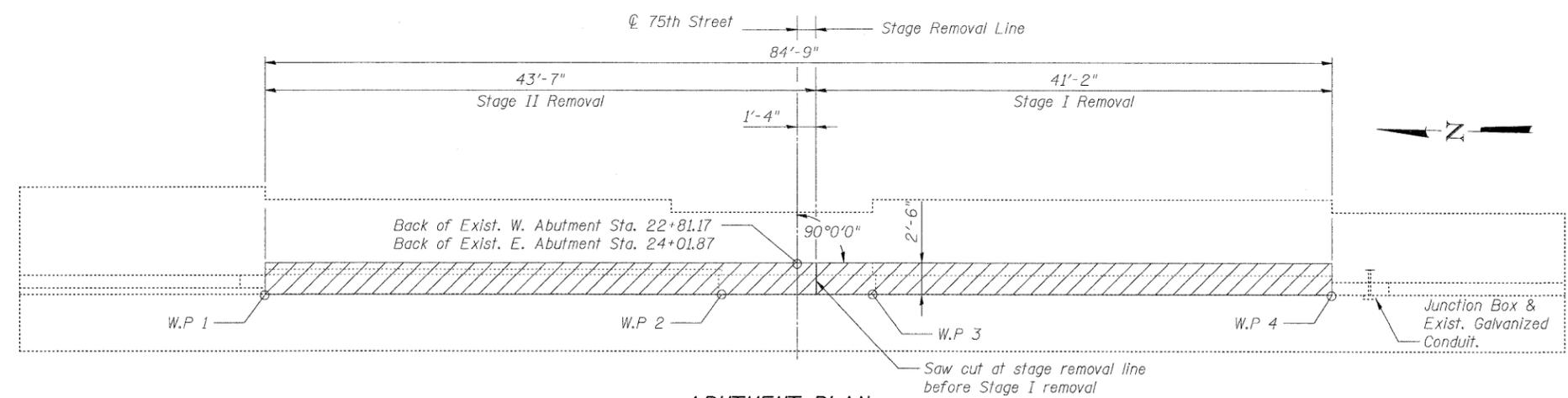
PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME =	DESIGNED - RDW	REVISED -	DUPAGE COUNTY DIVISION OF TRANSPORTATION	CONSTRUCTION STAGING II 75TH STREET OVER EAST BRANCH DUPAGE RIVER	FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG	CHECKED - RLD	REVISED -			0369	08-00162-03-BR	DUPAGE	58	27
	PLOT SCALE =	DRAWN - APD	REVISED -			CONTRACT NO. 63662				
	PLOT DATE =	CHECKED - RLD	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. S4 OF S24 SHEETS										



Note: Slope along removal line is $\frac{3}{16}$ "/ft. between W.P. 1 & W.P. 2 and between W.P. 3 & W.P. 4

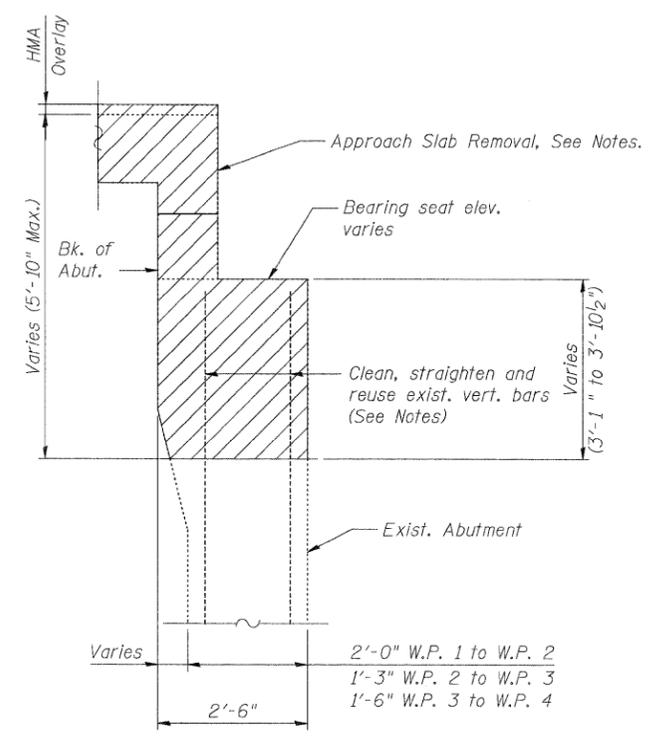
ABUTMENT ELEVATION

(Looking East)
(E. Abut. is shown. W. Abut. is mirror image)



ABUTMENT PLAN

(E. Abut. is shown. W. Abut. is mirror image)



ABUTMENT SECTION

BILL OF MATERIAL

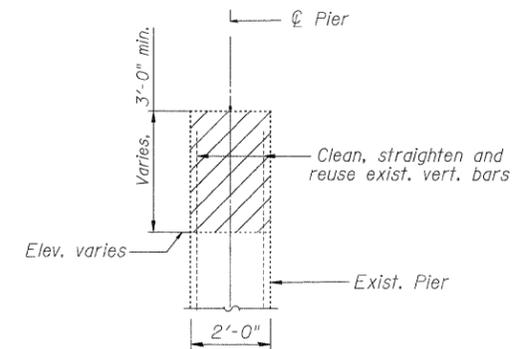
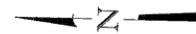
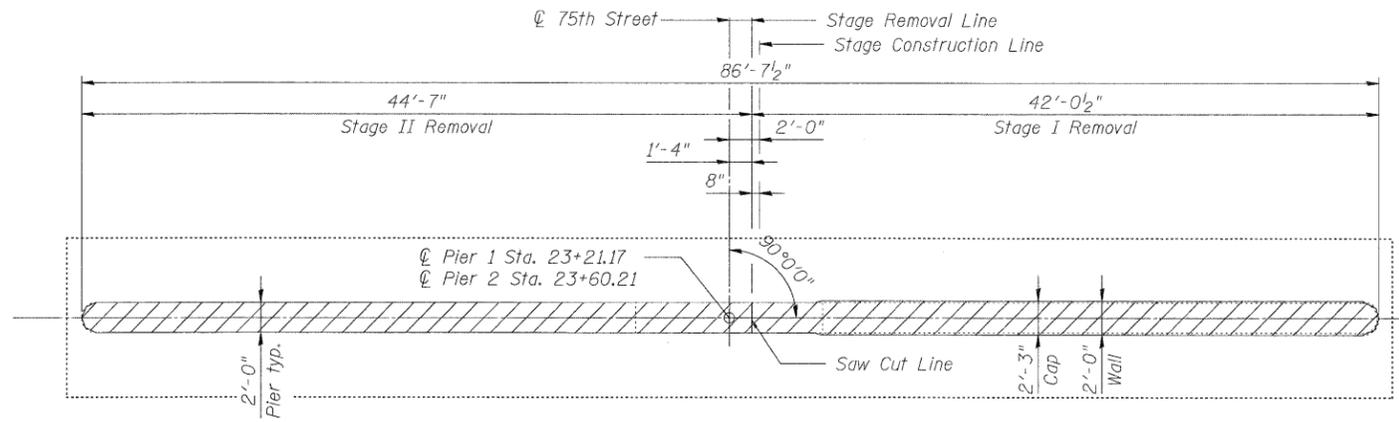
(For 2 Abutments)

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	60.6

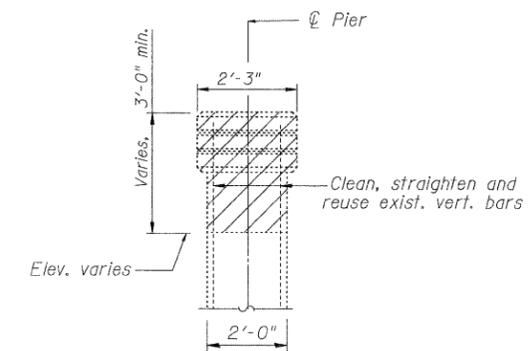
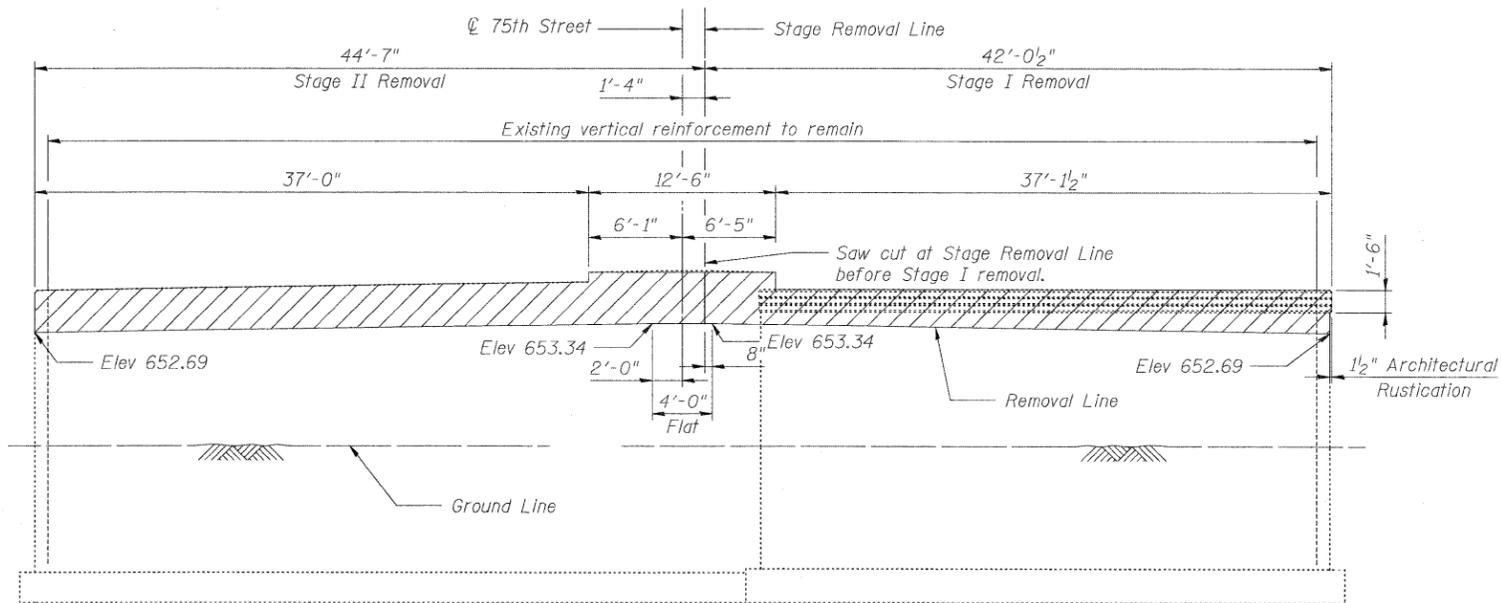
Notes:
Hatched areas indicate Concrete Removal

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Any such bars damaged during concrete removal shall be replaced with bar splicer or anchorage system approved by the Engineer. Cost included with concrete removal.

Cost of approach slab removal and HMA overlay removal to be included with Removal of Existing Superstructures.



PIER PLAN
(Looking East)
(Pier 1 Shown, Pier 2 Similar)



PIER ELEVATION
(Looking East)
(Pier 1 Shown, Pier 2 Similar)

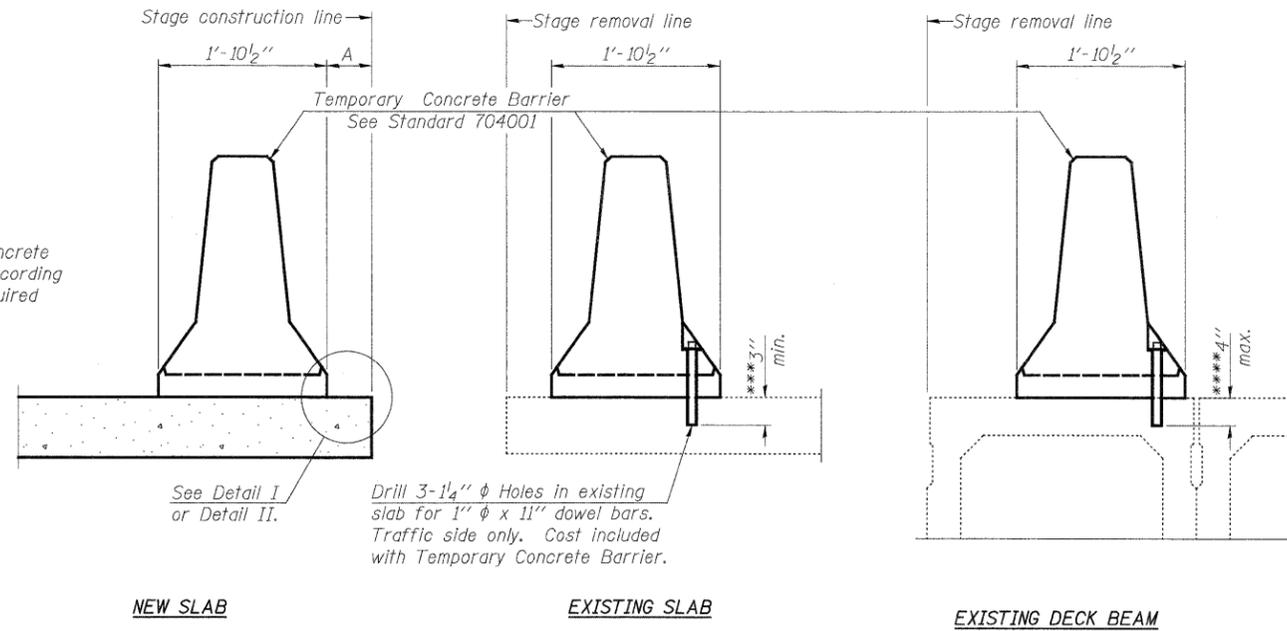
BILL OF MATERIAL
(For 2 Piers)

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	39.4

Notes:
Hatched areas indicate Concrete Removal

Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Any such bars damaged during concrete removal shall be replaced with bar splicer or anchorage system approved by the Engineer. Cost included with Concrete Removal.

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

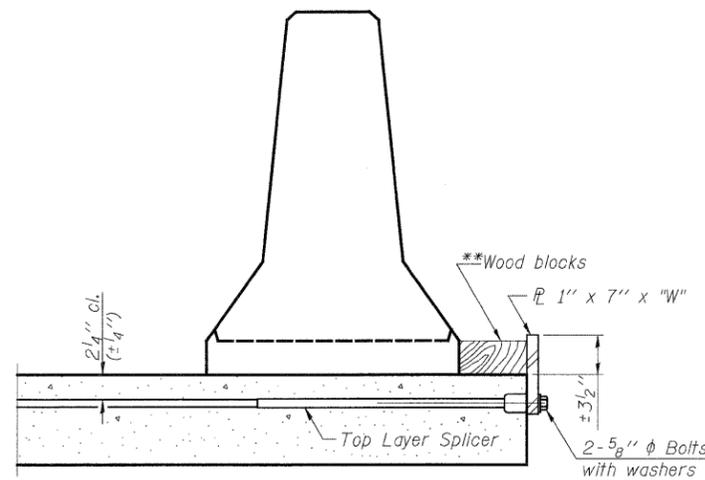
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

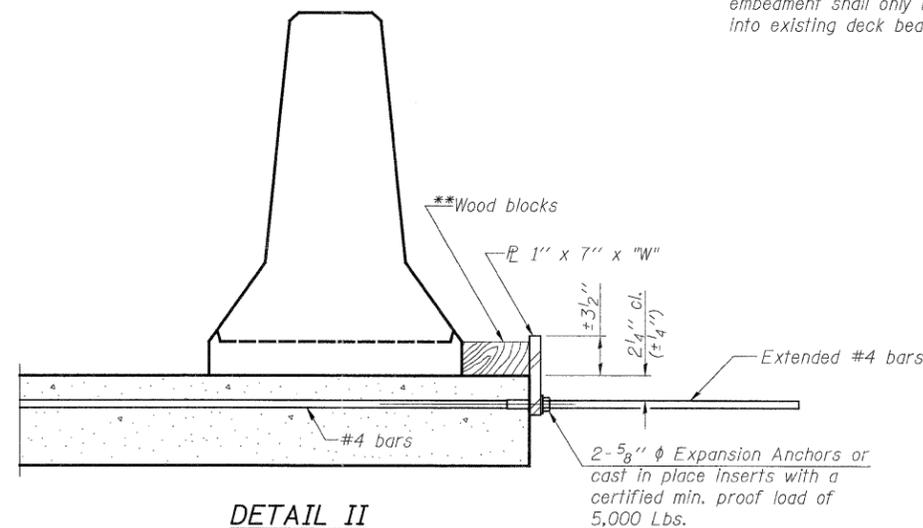
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

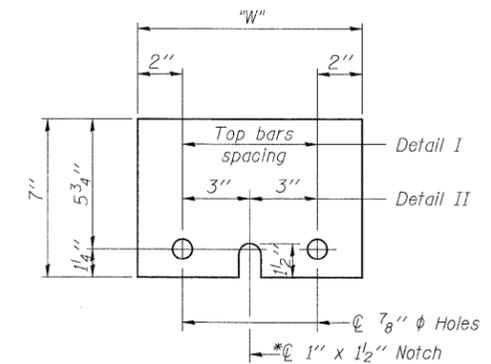
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

R-27

7-1-10

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

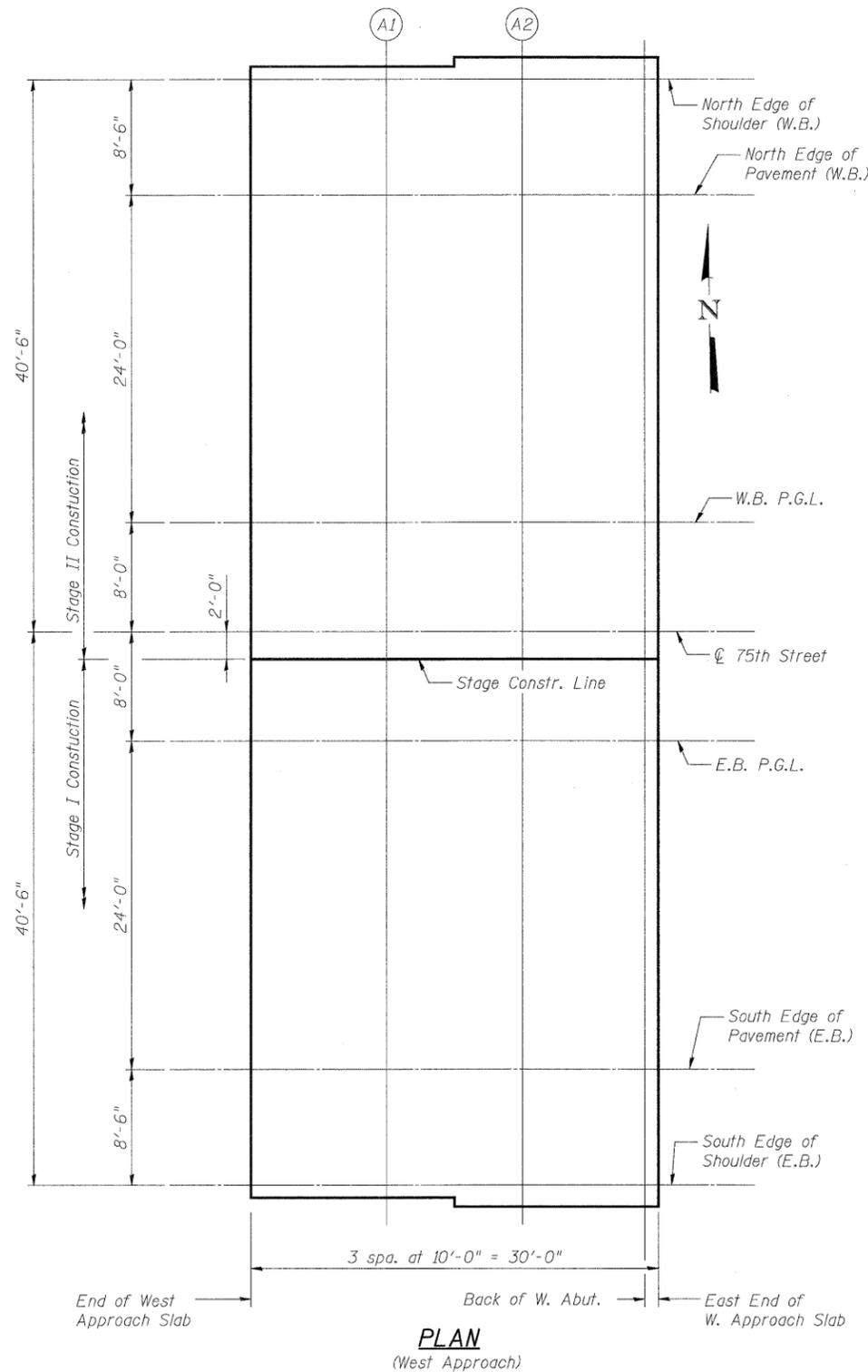
USER NAME =	DESIGNED - RDW	REVISED -
PLOT CONFIG =	CHECKED - RLD	REVISED -
PLOT SCALE =	DRAWN - APD	REVISED -
PLOT DATE =	CHECKED - RLD	REVISED -

**DUPAGE COUNTY
DIVISION OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
75TH STREET OVER EAST BRANCH DUPAGE RIVER**

SHEET NO. 57 OF 524 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	30
CONTRACT NO. 63662				
ILLINOIS FED. AID PROJECT				



PLAN
(West Approach)

NORTH EDGE OF SHOULDER (W.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	-40.50	658.32
A1	22+62.09	-40.50	658.35
A2	22+72.09	-40.50	658.39
E. End of W. Appr. Slab	22+82.09	-40.50	658.42

NORTH EDGE OF PAVEMENT (W.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	-32.00	658.45
A1	22+62.09	-32.00	658.49
A2	22+72.09	-32.00	658.52
E. End of W. Appr. Slab	22+82.09	-32.00	658.56

W.B. PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	-8.00	658.83
A1	22+62.09	-8.00	658.86
A2	22+72.09	-8.00	658.90
E. End of W. Appr. Slab	22+82.09	-8.00	658.93

☉ 75TH STREET

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	0.00	658.95
A1	22+62.09	0.00	658.99
A2	22+72.09	0.00	659.02
E. End of W. Appr. Slab	22+82.09	0.00	659.06

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	2.00	658.92
A1	22+62.09	2.00	658.96
A2	22+72.09	2.00	658.99
E. End of W. Appr. Slab	22+82.09	2.00	659.03

E.B. PROFILE GRADE LINE

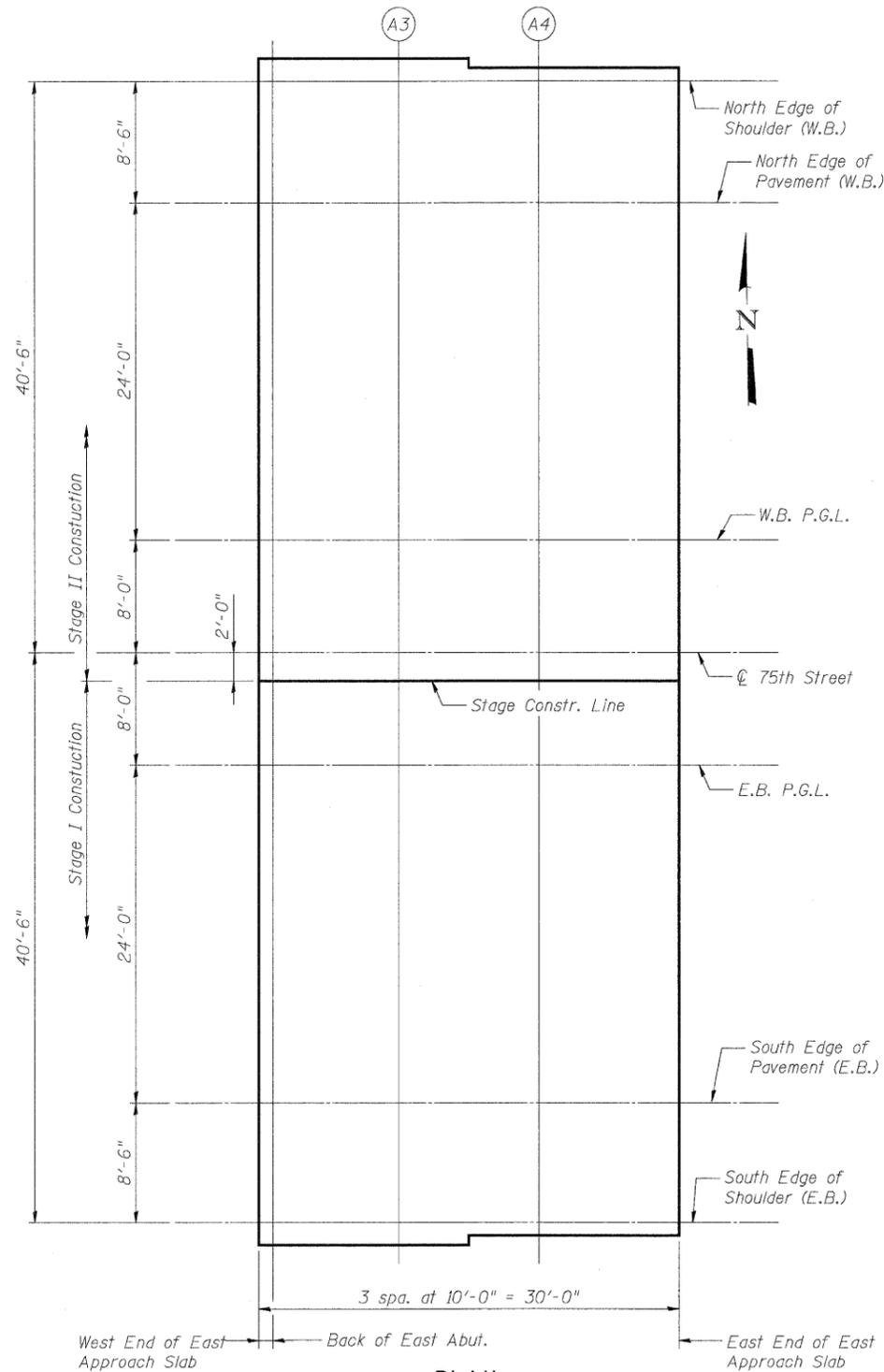
Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	8.00	658.83
A1	22+62.09	8.00	658.86
A2	22+72.09	8.00	658.90
E. End of W. Appr. Slab	22+82.09	8.00	658.93

SOUTH EDGE OF PAVEMENT (E.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	32.00	658.45
A1	22+62.09	32.00	658.49
A2	22+72.09	32.00	658.52
E. End of W. Appr. Slab	22+82.09	32.00	658.56

SOUTH EDGE OF SHOULDER (E.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of W Appr. Slab	22+52.09	40.50	658.32
A1	22+62.09	40.50	658.35
A2	22+72.09	40.50	658.39
E. End of W. Appr. Slab	22+82.09	40.50	658.42



PLAN
(East Approach)

NORTH EDGE OF SHOULDER (W.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	-40.50	658.42
A3	24+10.95	-40.50	658.39
A4	24+20.95	-40.50	658.35
E. End of E. Appr. Slab	24+30.95	-40.50	658.32

NORTH EDGE OF PAVEMENT (W.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	-32.00	658.56
A3	24+10.95	-32.00	658.52
A4	24+20.95	-32.00	658.49
E. End of E. Appr. Slab	24+30.95	-32.00	658.45

W.B. PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	-8.00	658.93
A3	24+10.95	-8.00	658.90
A4	24+20.95	-8.00	658.86
E. End of E. Appr. Slab	24+30.95	-8.00	658.83

CL 75TH STREET

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	0.00	659.06
A3	24+10.95	0.00	659.02
A4	24+20.95	0.00	658.99
E. End of E. Appr. Slab	24+30.95	0.00	658.95

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	2.00	659.03
A3	24+10.95	2.00	668.99
A4	24+20.95	2.00	658.96
E. End of E. Appr. Slab	24+30.95	2.00	658.92

E.B. PROFILE GRADE LINE

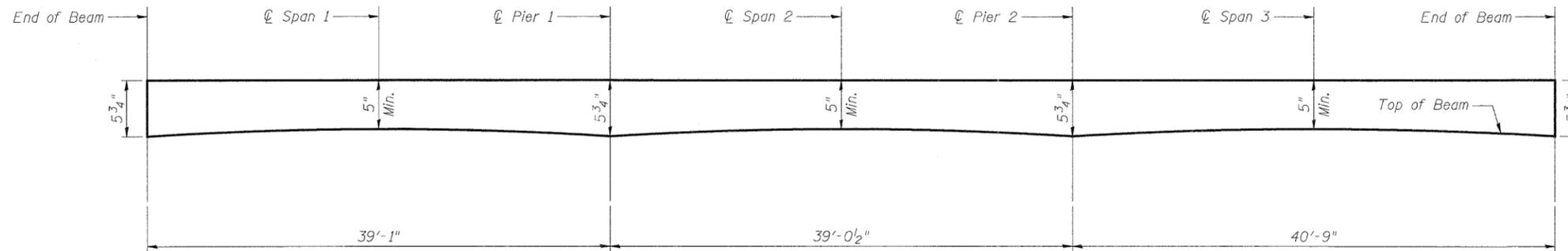
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	8.00	658.93
A3	24+10.95	8.00	658.90
A4	24+20.95	8.00	658.86
E. End of E. Appr. Slab	24+30.95	8.00	658.83

SOUTH EDGE OF PAVEMENT (E.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	32.00	658.56
A3	24+10.95	32.00	658.52
A4	24+20.95	32.00	658.49
E. End of E. Appr. Slab	24+30.95	32.00	658.45

SOUTH EDGE OF SHOULDER (E.B.)

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	24+00.95	40.50	658.42
A3	24+10.95	40.50	658.39
A4	24+20.95	40.50	658.35
E. End of E. Appr. Slab	24+30.95	40.50	658.32



REINFORCED CONCRETE WEARING SURFACE PROFILE
(Proposed)

Notes:
After beams have been erected, holes for dowel rods shall be drilled into the Abuts. & Piers and dowel rods placed. Dowel holes shall be filled with non-shrink grout to the top of beam and allowed to cure a minimum of 24 hrs. prior to grouting the shear keys.

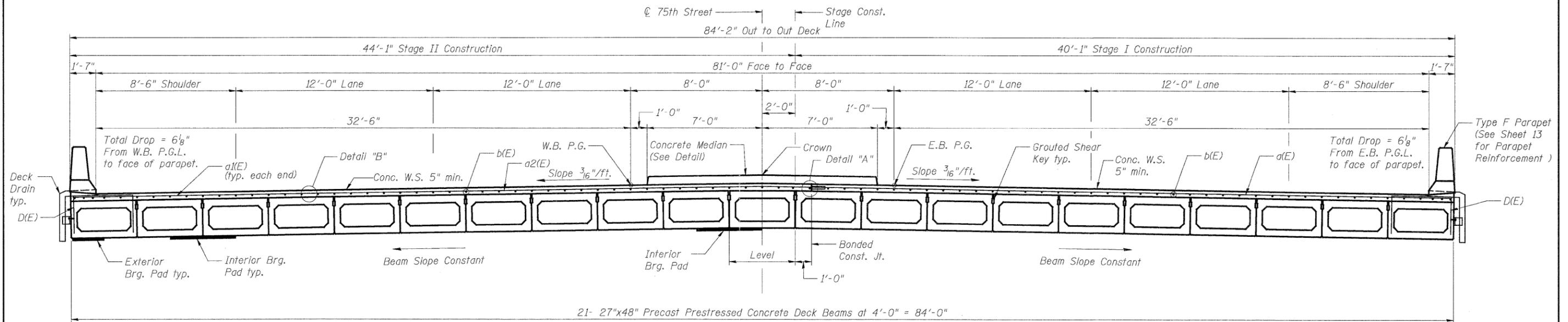
Dowel rods drilled in cap are included in the cost of Precast Prestressed Concrete Deck Beams (27" Depth)

Concrete wearing surface to be poured after grouting the shear keys.

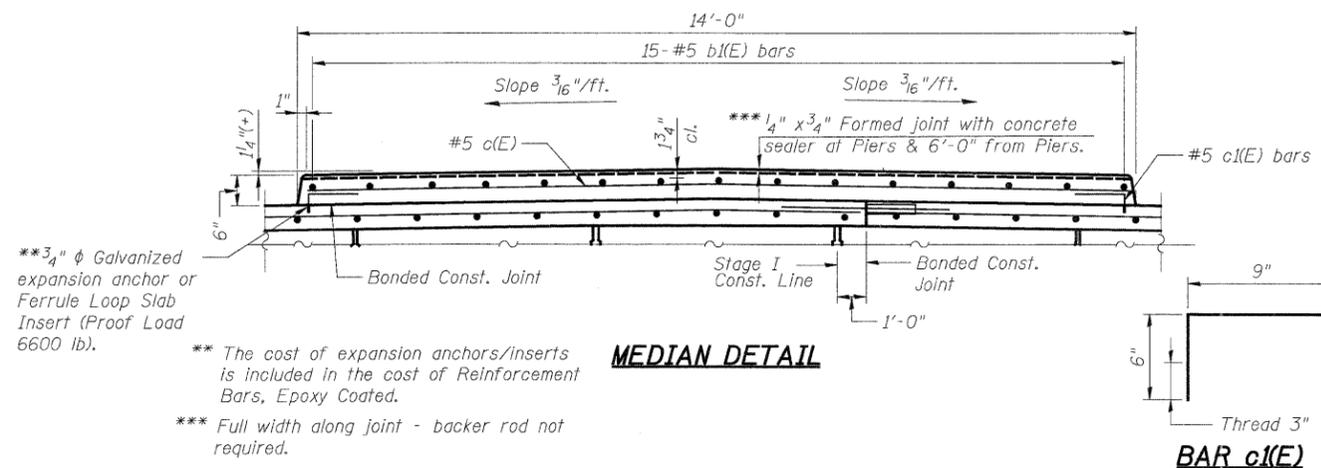
All concrete wearing surfaces shall be placed prior to casting a backwall and/or approach slab.

See Sheet S15 of S24 for fabric bearing pad details.

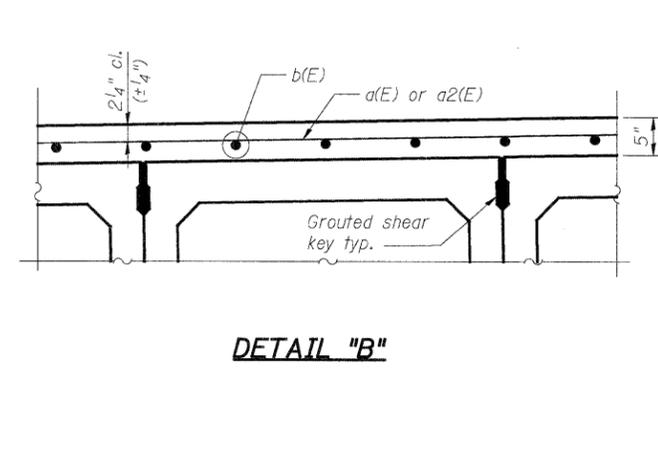
See Sheet S13 of S24 for Bill of Material.



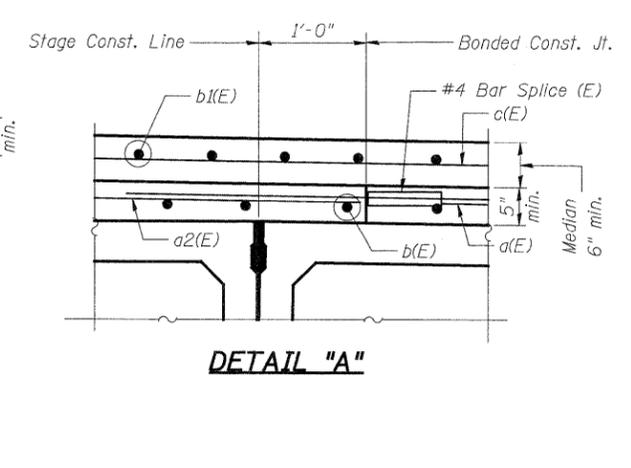
CROSS SECTION
(Looking East)



MEDIAN DETAIL



DETAIL "B"



DETAIL "A"

** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.
*** Full width along joint - backer rod not required.

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

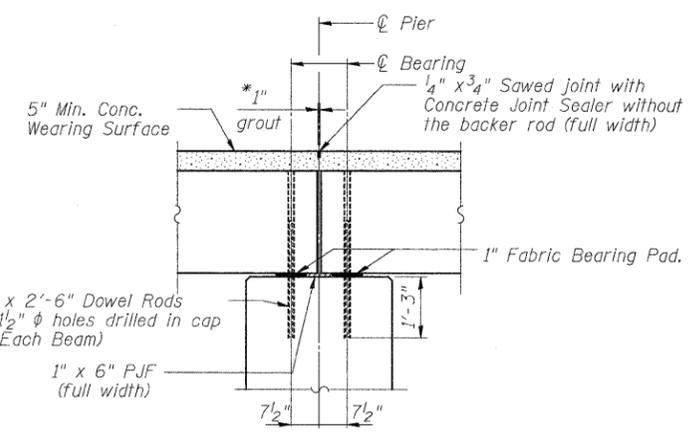
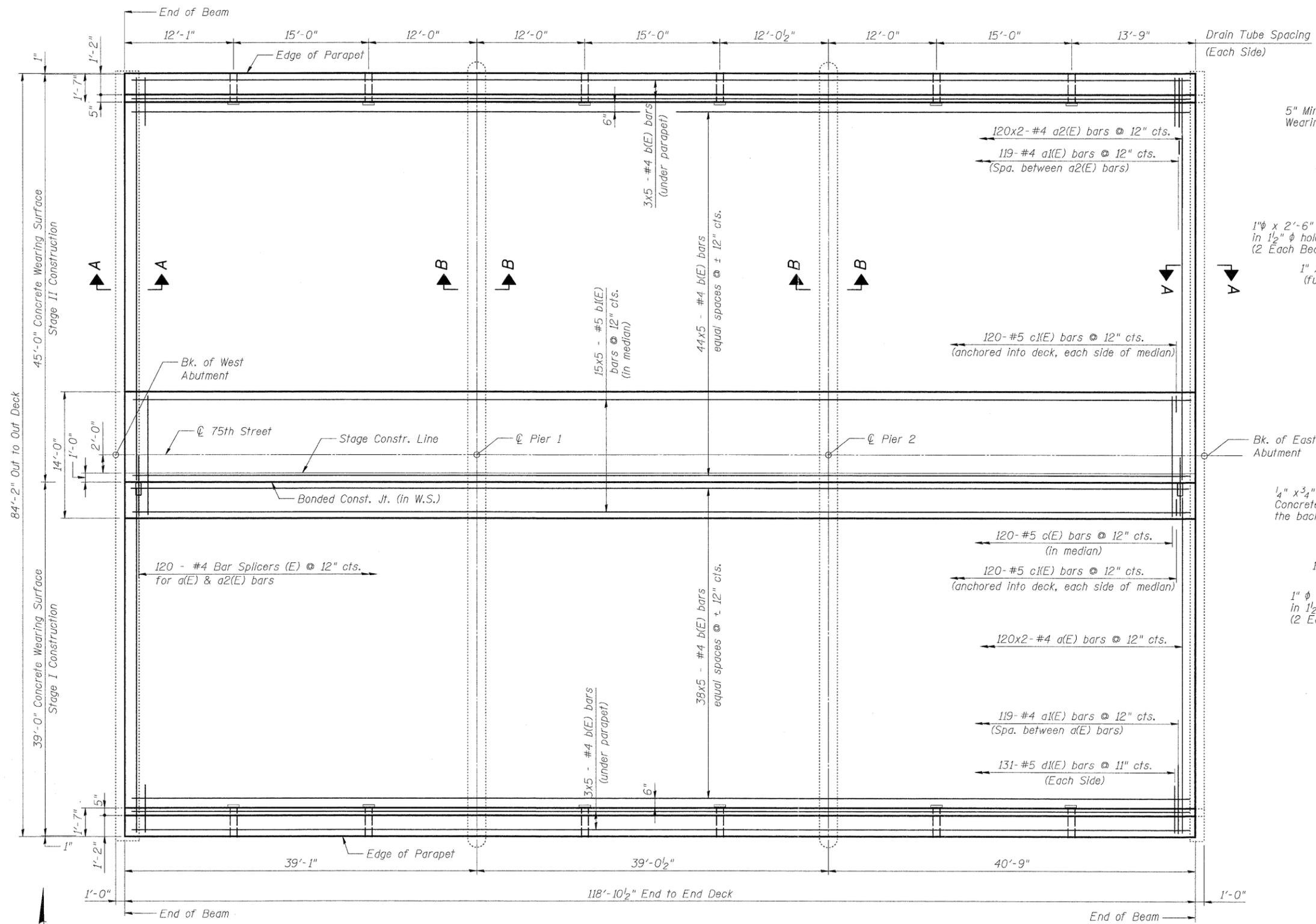
USER NAME =	DESIGNED - RDW	REVISED -
PLDT CONFIG =	CHECKED - RLD	REVISED -
PLDT SCALE =	DRAWN - APD	REVISED -
PLDT DATE =	CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

SUPERSTRUCTURE CROSS SECTIONS
75TH STREET OVER EAST BRANCH DUPAGE RIVER

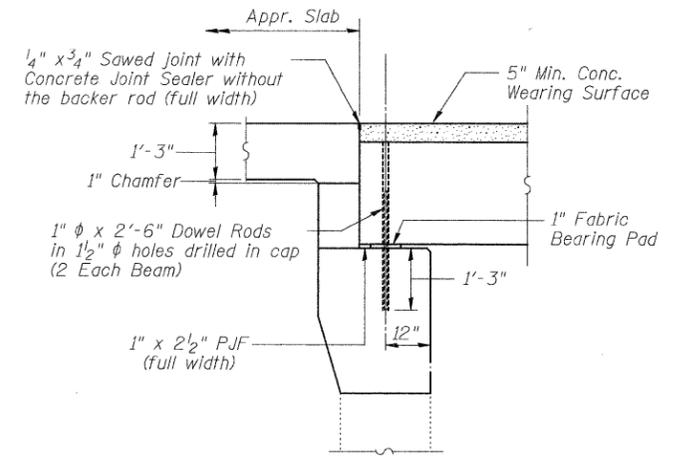
SHEET NO. S10 OF S24 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	33
CONTRACT NO. 63662			ILLINOIS FED. AID PROJECT	



SECTION B-B

* 1" joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths



SECTION A-A

Notes:
See Sheet S13 of S24 for Superstructure Details and Bill of Material.
Bars indicated thus 15 x 5-#5 etc. indicates 15 lines of bars with 5 lengths per line.

PLAN
(Showing Concrete Wearing Surface)

MINIMUM BAR LAP
#4 bar=2'-1"
#5 bar=2'-7"

PATRICK ENGINEERING INC.
4670 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

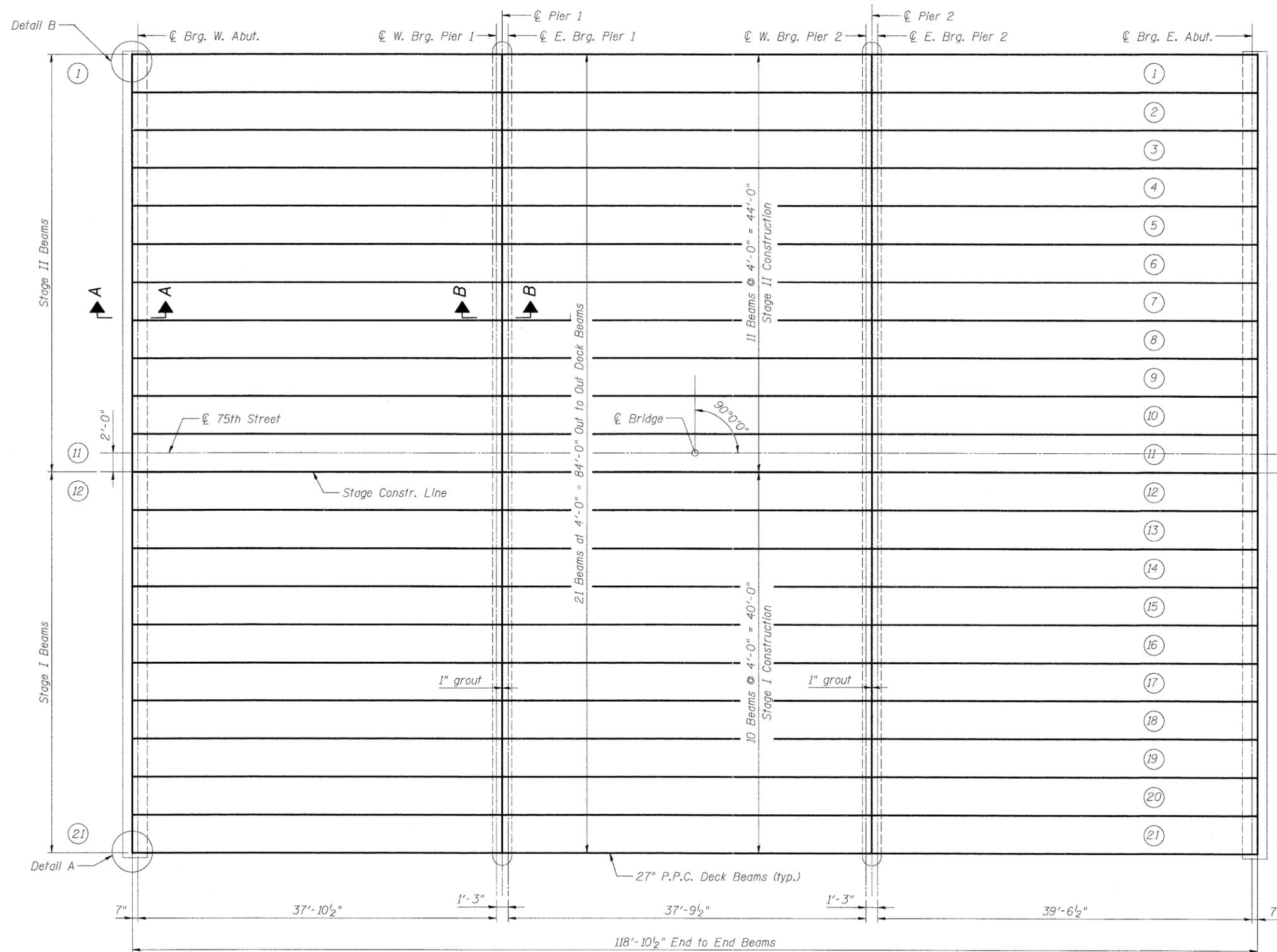
USER NAME =	DESIGNED - RDW	REVISED -
PLOT CONFIG =	CHECKED - RLD	REVISED -
PLOT SCALE =	DRAWN - APD	REVISED -
PLOT DATE =	CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

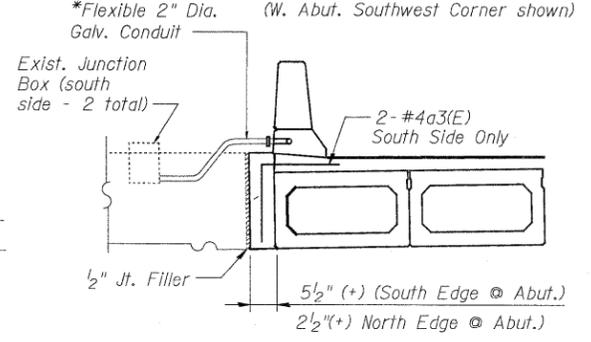
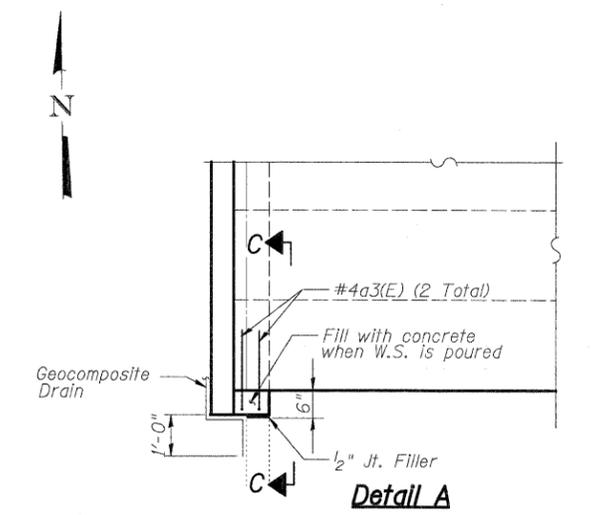
SUPERSTRUCTURE PLAN
75TH STREET OVER EAST BRANCH DUPAGE RIVER

SHEET NO. S11 OF S24 SHEETS

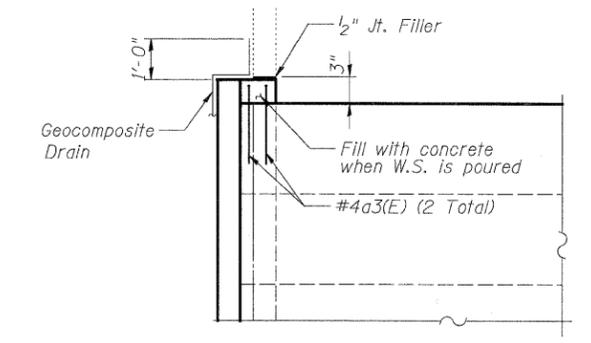
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	34
CONTRACT NO. 63662				
ILLINOIS FED. AID PROJECT				



PLAN
(Showing Concrete Deck Beams)



Section C-C
*Cost of flexible conduit included with "Conduit Embedded in Structure, 2" Dia., Galvanized Steel"



Detail B
(W. Abut. Northwest Corner shown)

Notes:
See Sheet S11 of S24 for Sections A-A and B-B. Anchor rod dowel locations not shown.
Contractor shall field verify Deck Beam lengths prior to ordering any materials.

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

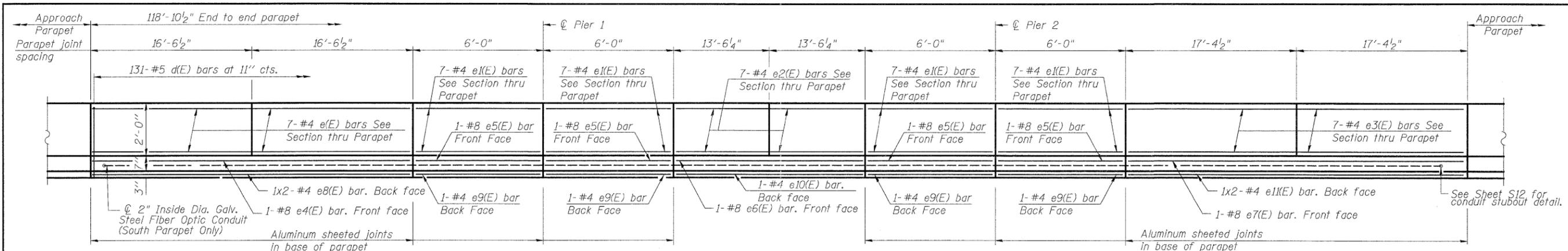
USER NAME =	DESIGNED - RDW	REVISED -
PLOT CONFIG	CHECKED - RLD	REVISED -
PLOT SCALE =	DRAWN - APD	REVISED -
PLOT DATE =	CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

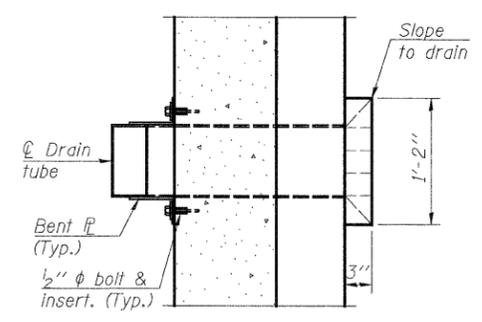
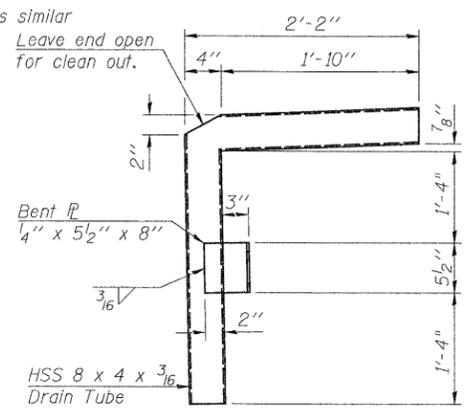
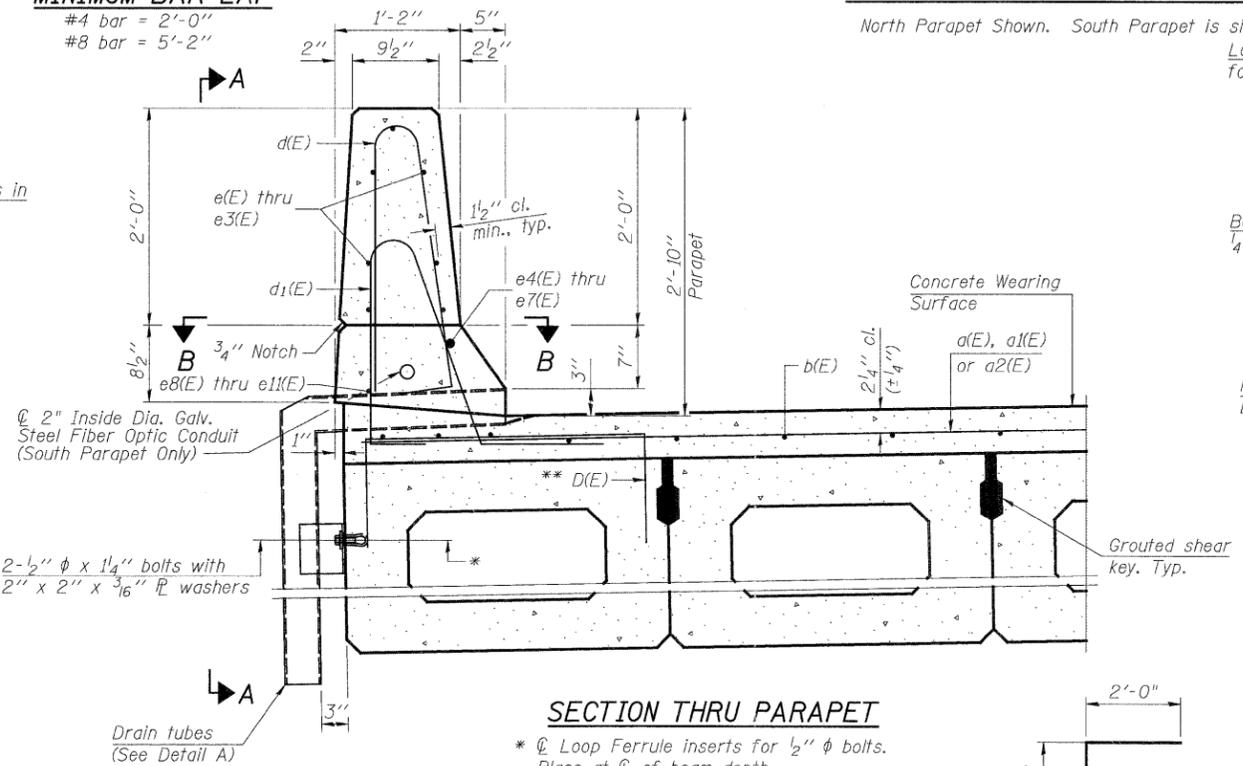
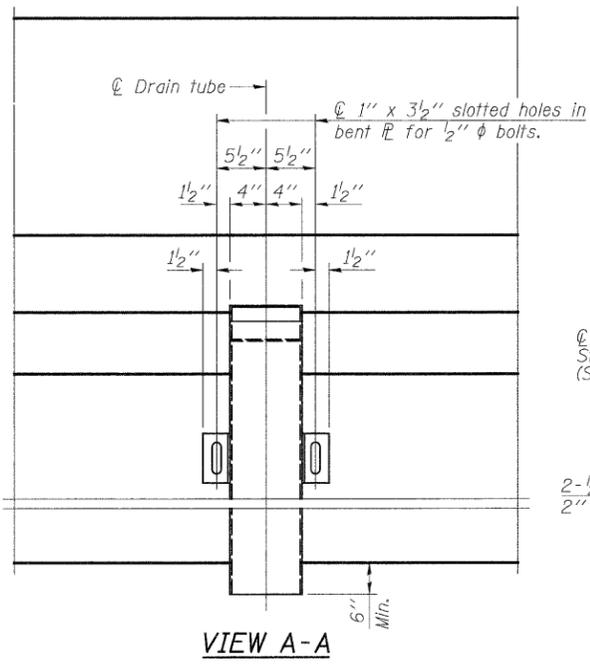
SUPERSTRUCTURE FRAMING PLAN
75TH STREET OVER EAST BRANCH DUPAGE RIVER

SHEET NO. S12 OF S24 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	35
CONTRACT NO. 63662				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP
#4 bar = 2'-0"
#8 bar = 5'-2"



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	240	#4	20'-6"	—
a1(E)	238	#4	6'-0"	—
a2(E)	240	#4	23'-6"	—
a3(E)	8	#4	4'-0"	└
b(E)	440	#4	25'-6"	—
b1(E)	75	#5	26'-0"	—
c(E)	120	#5	13'-4"	—
c1(E)	240	#5	1'-3"	└
d(E)	262	#5	5'-7"	└
d1(E)	262	#5	5'-11"	└
e(E)	28	#4	16'-2"	—
e1(E)	56	#4	5'-8"	—
e2(E)	28	#4	13'-2"	—
e3(E)	28	#4	17'-0"	—
e4(E)	2	#8	32'-9"	—
e5(E)	8	#8	5'-8"	—
e6(E)	2	#8	26'-9"	—
e7(E)	2	#8	34'-5"	—
e8(E)	4	#4	17'-6"	—
e9(E)	8	#4	5'-8"	—
e10(E)	2	#4	26'-9"	—
e11(E)	4	#4	18'-6"	—
Reinforcement Bars, Epoxy Coated		Pound	25,550	
Concrete Superstructure		Cu. Yd.	57.2	
Concrete Wearing Surface, 5"		Sq. Yd.	1110	
Bar Splicers		Each	120	
Protective Coat		Sq. Yd.	1186	
Bridge Deck Grooving		Sq. Yd.	834	
Conduit Embedded in Structure, 2" Dia., Galvanized Steel		Foot	125	

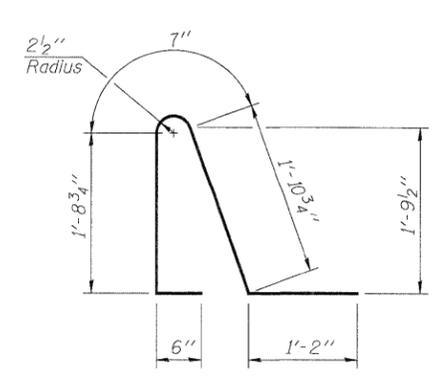
Note: All drain tubes and accessories shall be galvanized according to AASHTO M111 or M232, (as applicable). The cost of the drain tube assemblies and everything necessary for their installation is included with Concrete Superstructure.

SECTION THRU PARAPET

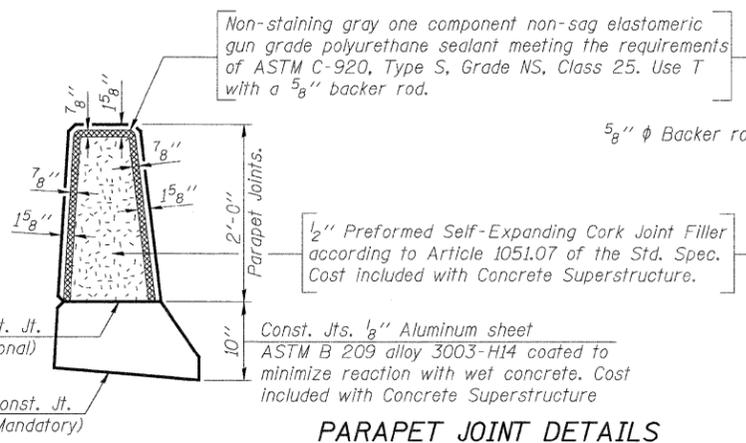
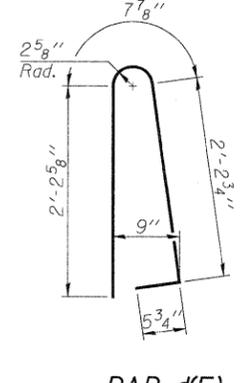
* Loop Ferrule inserts for 1/2" phi bolts. Place at center of beam depth.

** Place #4 D(E) bars at 9" cts. in fascia beam. D(E) bar included in cost of beam.

BAR a3(E)



BAR d(E)



PDS-M-F-D 7-1-10

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

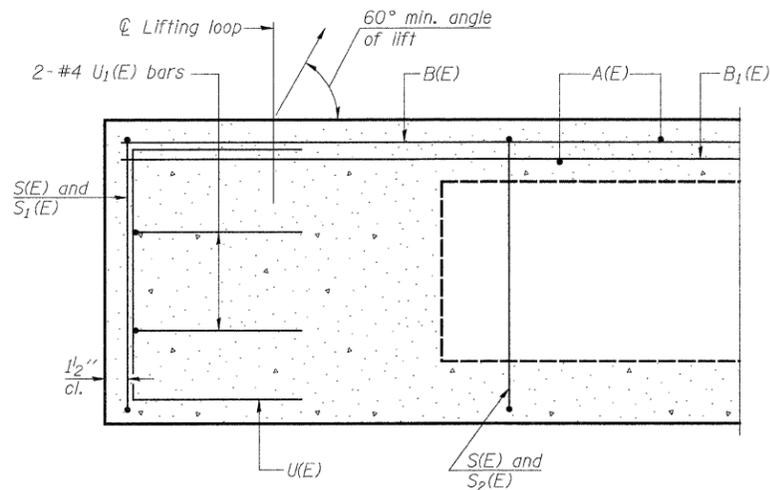
USER NAME =	DESIGNED - RDW	REVISED -
PLOT CONFIG	CHECKED - RLD	REVISED -
PLOT SCALE =	DRAWN - APD	REVISED -
PLOT DATE =	CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

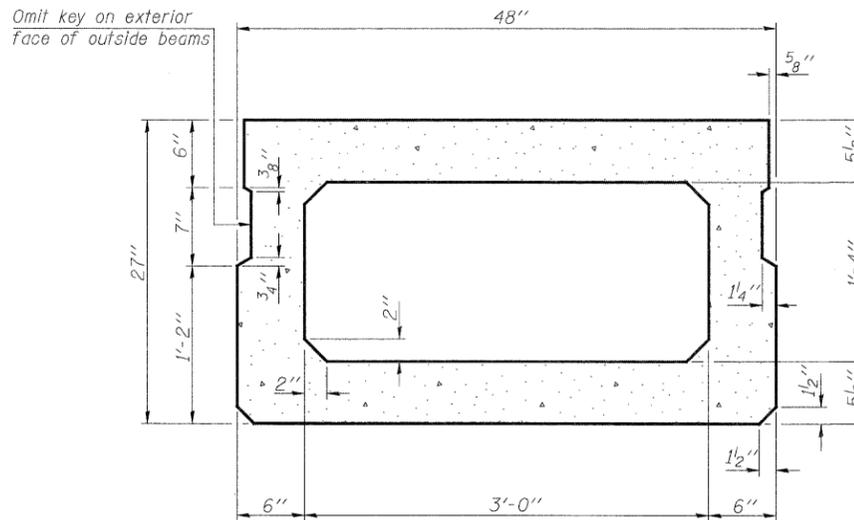
SUPERSTRUCTURE DETAILS
75TH STREET OVER EAST BRANCH DUPAGE RIVER

SHEET NO. S13 OF S24 SHEETS

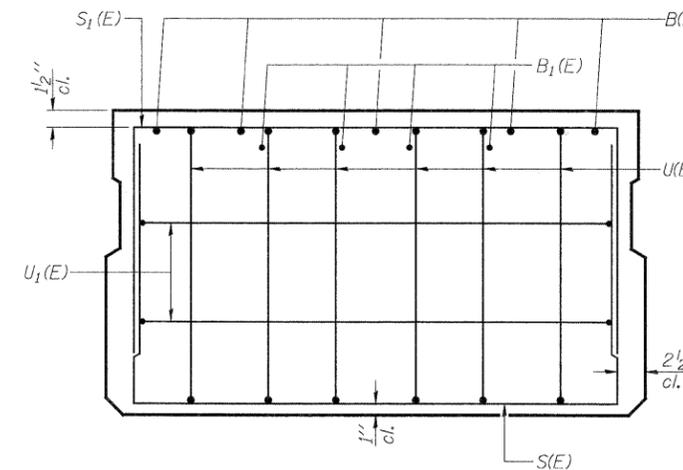
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	36
CONTRACT NO. 63662				
ILLINOIS FED. AID PROJECT				



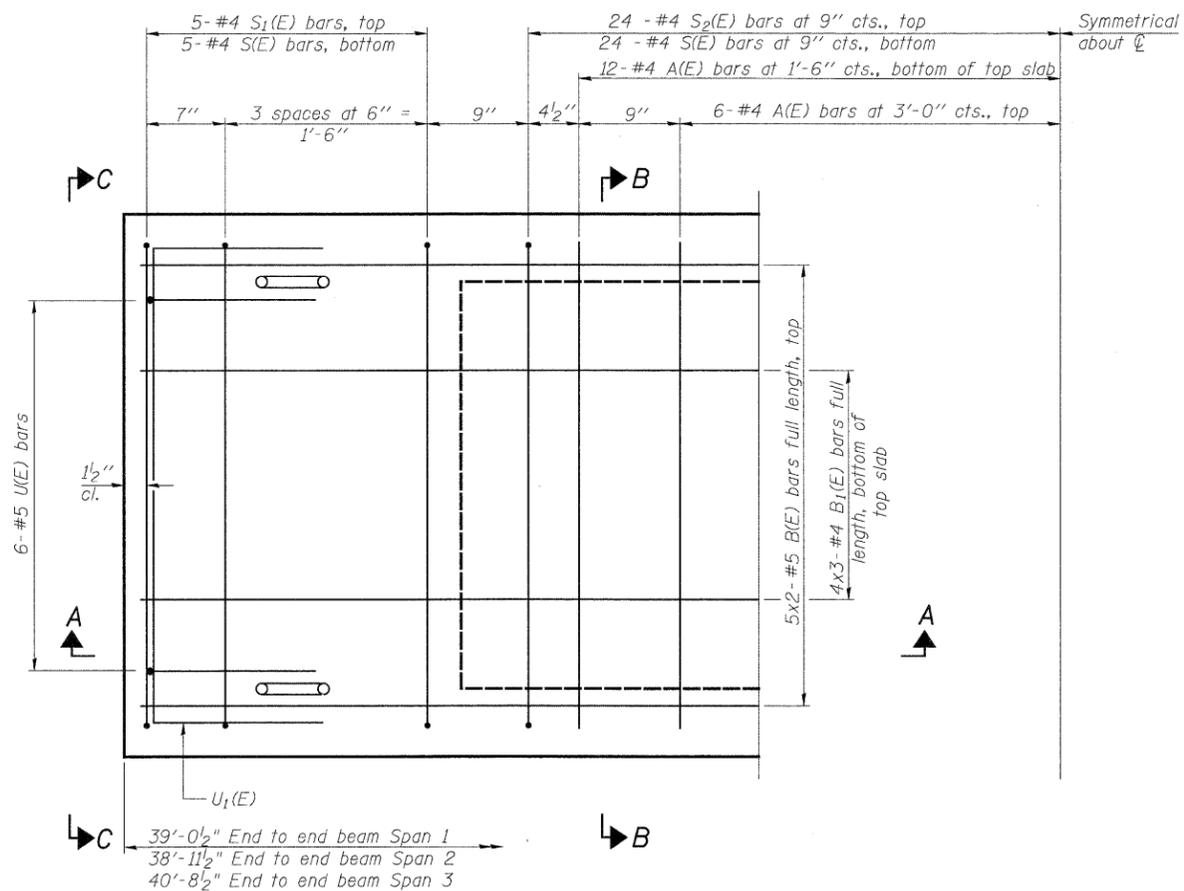
SECTION A-A



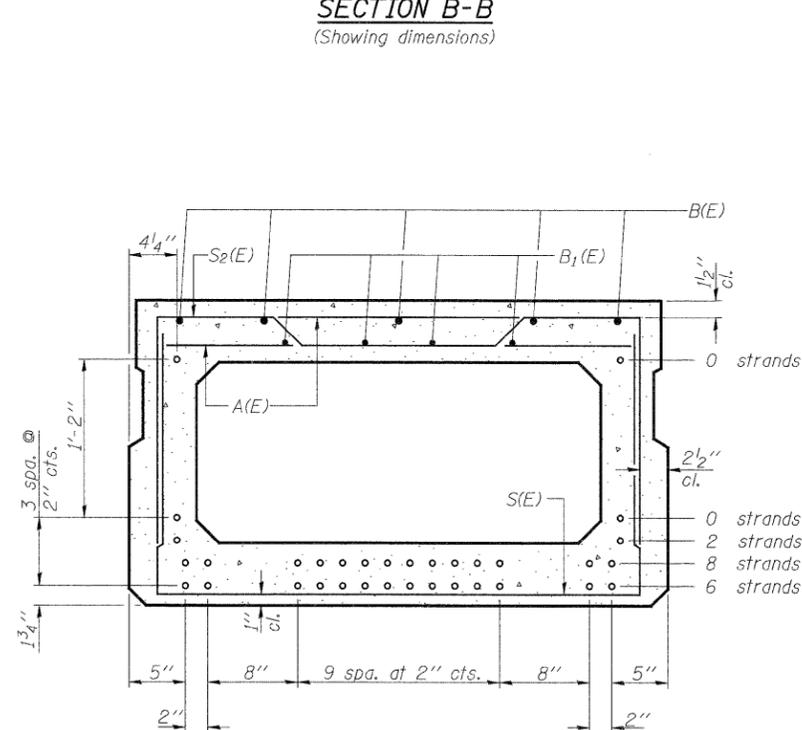
SECTION B-B
(Showing dimensions)



VIEW C-C



PLAN VIEW



SECTION B-B

(Showing reinforcement and permissible strand locations)
Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	36	#4	3'-7"	—
B(E)	10	#5	21'-6"	—
B1(E)	12	#4	14'-9"	—
D(E)	56	#4	5'-6"	□*
S(E)	58	#4	7'-5"	□
S1(E)	10	#4	6'-11"	□
S2(E)	48	#4	7'-2"	□
U(E)	12	#5	4'-6"	□
U1(E)	4	#4	6'-0"	□

Note: See sheet S15 of S24 for additional details and Bill of Material.

* Exterior beams only, see Sheet S-13 for details.

Note: Spacing of S(E) and S2(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.

MINIMUM BAR LAP

#4 bar = 2'-0"
#5 bar = 2'-6"

PD-2748-0

7-1-10

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME =
PLOT CONFIG =
PLOT SCALE =
PLOT DATE =

DESIGNED - RDW
CHECKED - RLD
DRAWN - APD
CHECKED - RLD

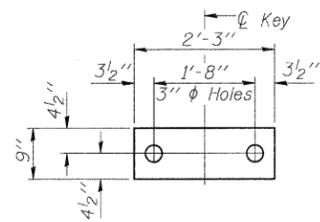
REVISED -
REVISED -
REVISED -
REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

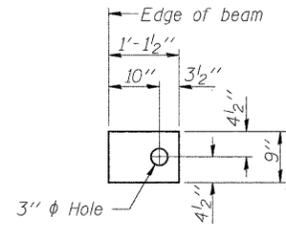
DECK BEAM DETAILS I
75TH STREET OVER EAST BRANCH DUPAGE RIVER

SHEET NO. S14 OF S24 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	37
				CONTRACT NO. 63662
ILLINOIS FED. AID PROJECT				



FABRIC BEARING PAD
(Interior)

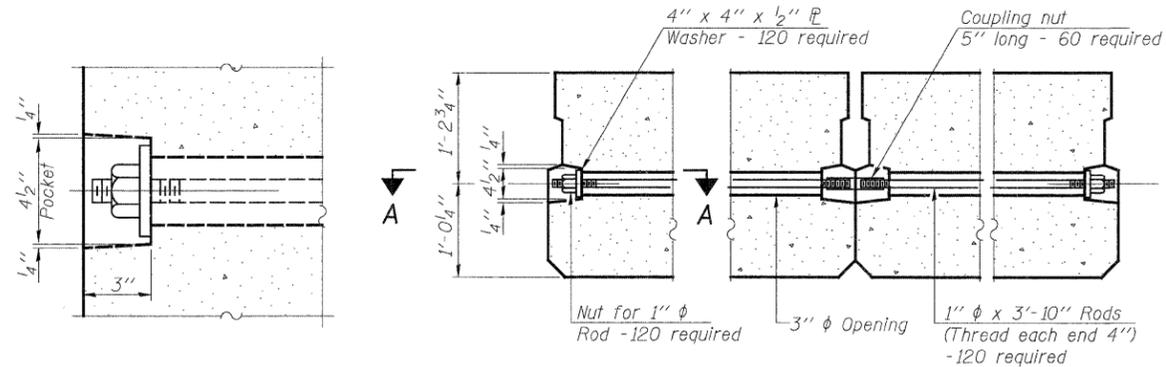


FABRIC BEARING PAD
(Exterior)

FIXED

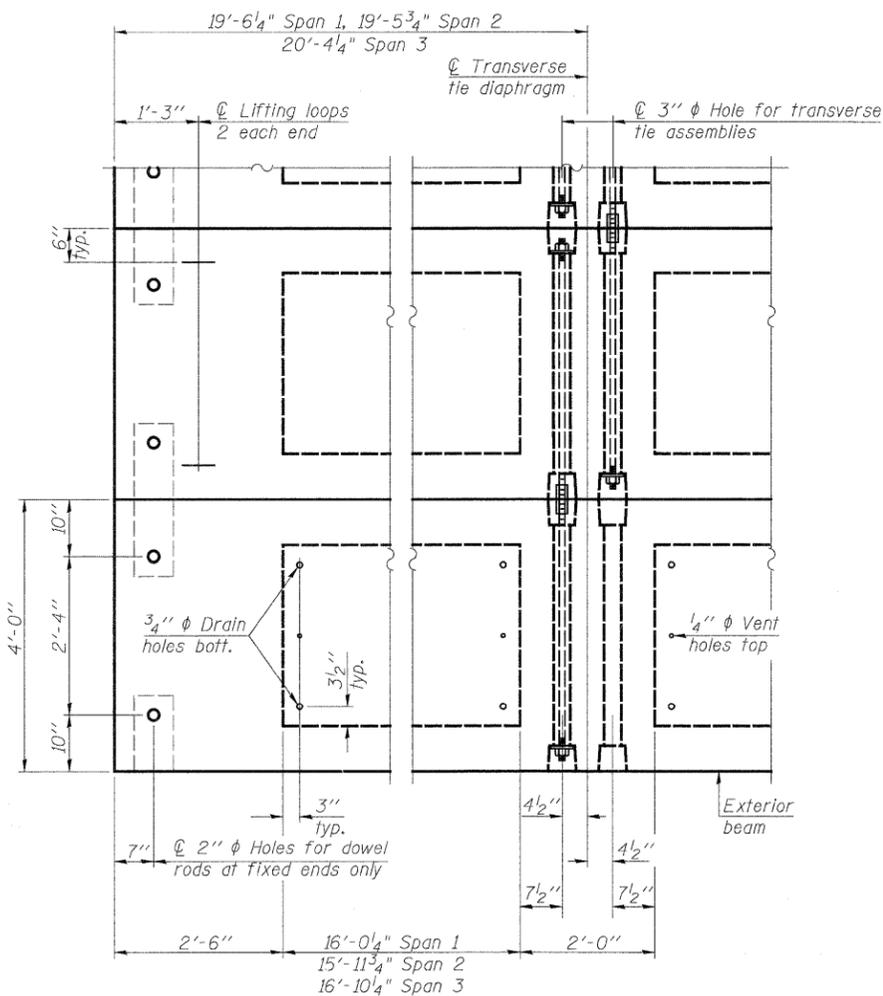
Notes:

All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



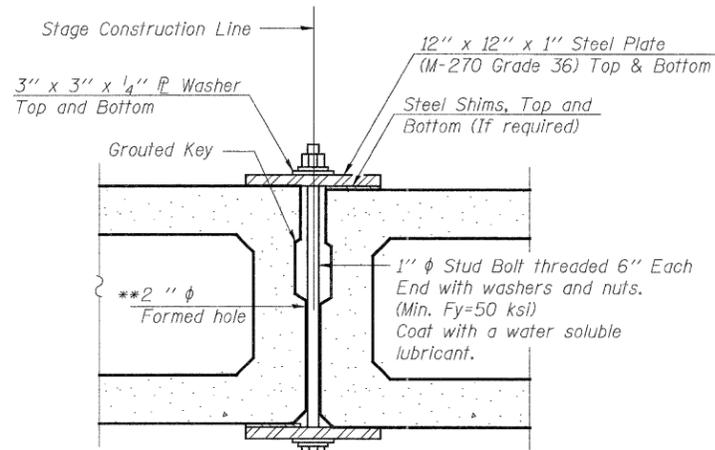
SECTION A-A

TYPICAL TRANSVERSE TIE ASSEMBLY



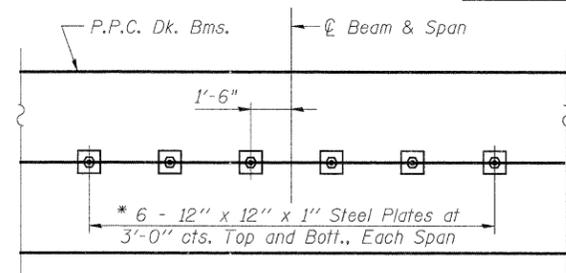
PLAN VIEW

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



SECTION

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.



PLAN

* Space plates to miss Temporary Bridge Rail Posts.

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" 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.

Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).

Two 5/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

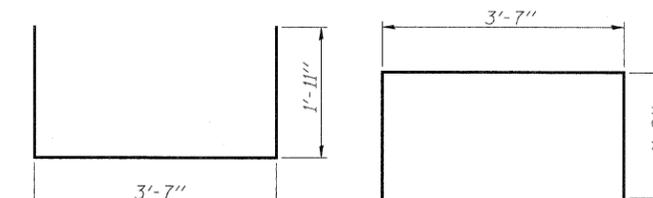
A minimum 2 1/2" phi lifting pin shall be used to engage the lifting loops during handling.

Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 6000 psi.

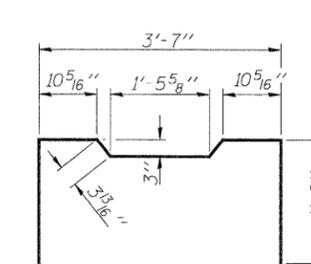
Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting shear keys.

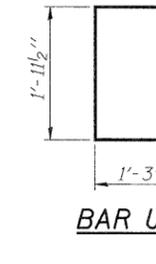


BAR S(E)

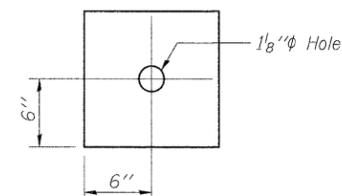
BAR S1(E)



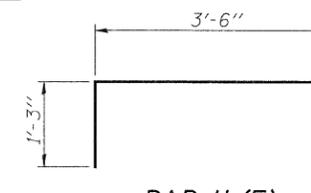
BAR S2(E)



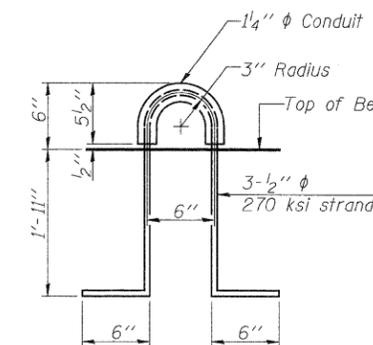
BAR U(E)



CLAMPING PLATE



BAR U1(E)



LIFTING LOOP DETAIL

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (27" depth)	Sq. Ft.	9,972
---	---------	-------

PD-2748-0D

7-1-10

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60632
patrickengineering.com

USER NAME =	DESIGNED - RDW	REVISED -
PLOT CONFIG =	CHECKED - RLD	REVISED -
PLOT SCALE =	DRAWN - APD	REVISED -
PLOT DATE =	CHECKED - RLD	REVISED -

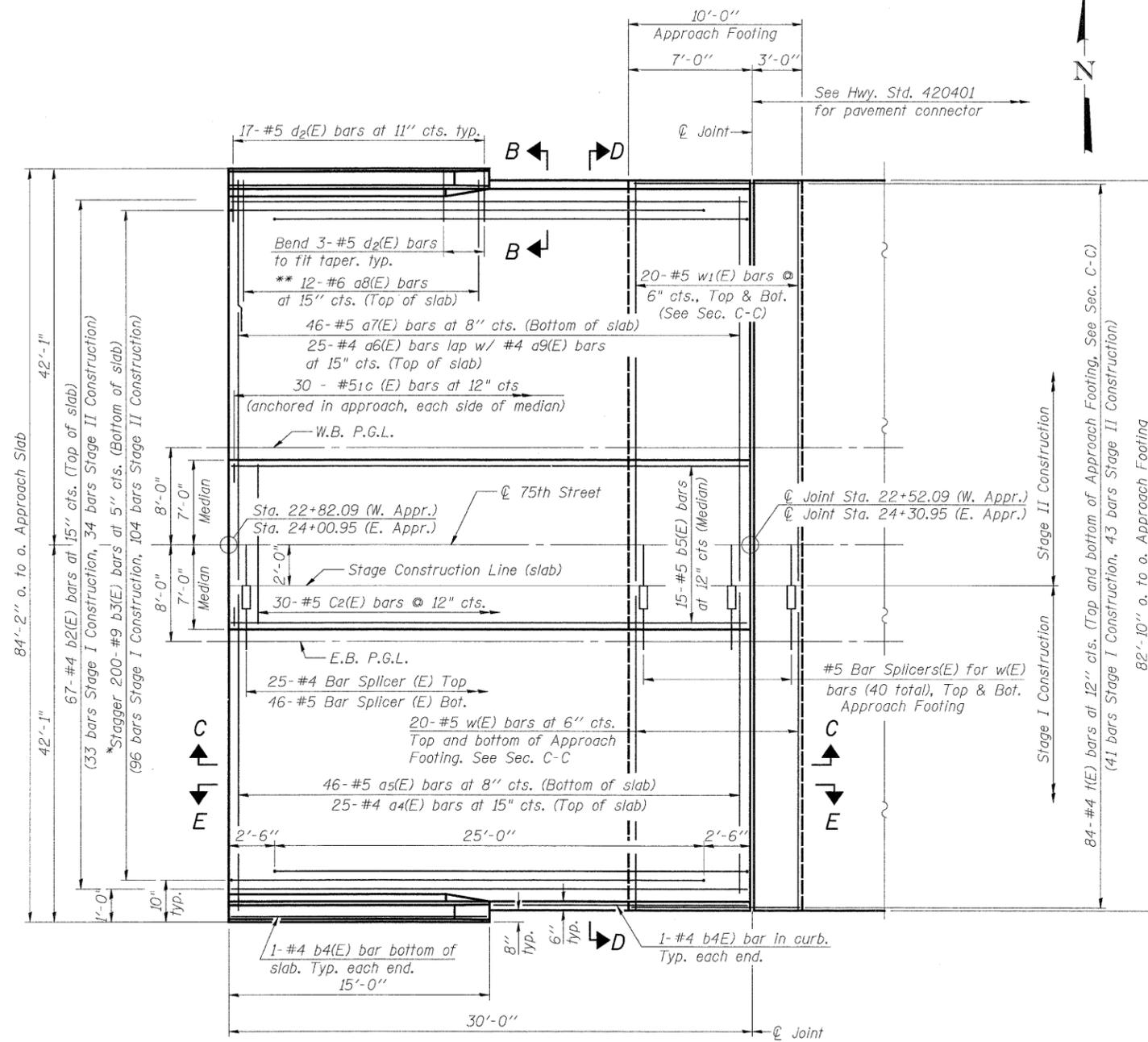
DESIGNED - RDW	REVISED -
CHECKED - RLD	REVISED -
DRAWN - APD	REVISED -
CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

DECK BEAM DETAILS II
75TH STREET OVER EAST BRANCH DUPAGE RIVER

SHEET NO. S15 OF S24 SHEETS

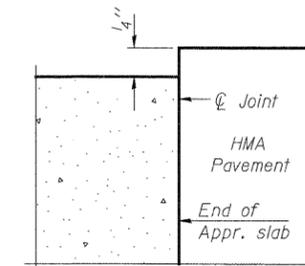
FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	38
CONTRACT NO. 63662				
ILLINOIS FED. AID PROJECT				



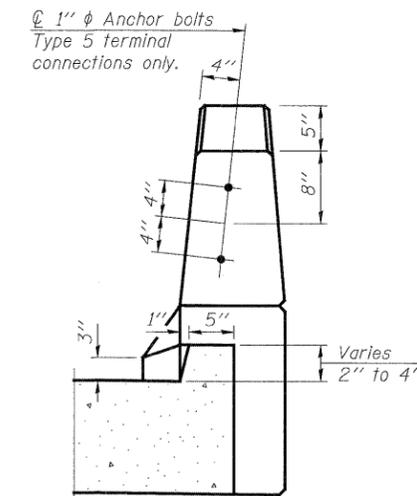
PLAN
 (East Abut. Approach Slab shown, West Abut. Approach Slab similar by opposite hand except as noted)

* Tilt #9 b3(E) bars as required to maintain clearance.
 ** Space between a4(E) or a6(E) bars, typ. at parapet.

Notes:
 See sheet S17 of S24 for Sections C-C & D-D and View E-E. a4(E) thru a9(E) bar spacings measured along \perp Rdwy.



**FLEXIBLE PAVEMENT
 DETAIL A**



VIEW B-B

BA-0

7-1-10

PATRICK ENGINEERING INC.
 4870 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com

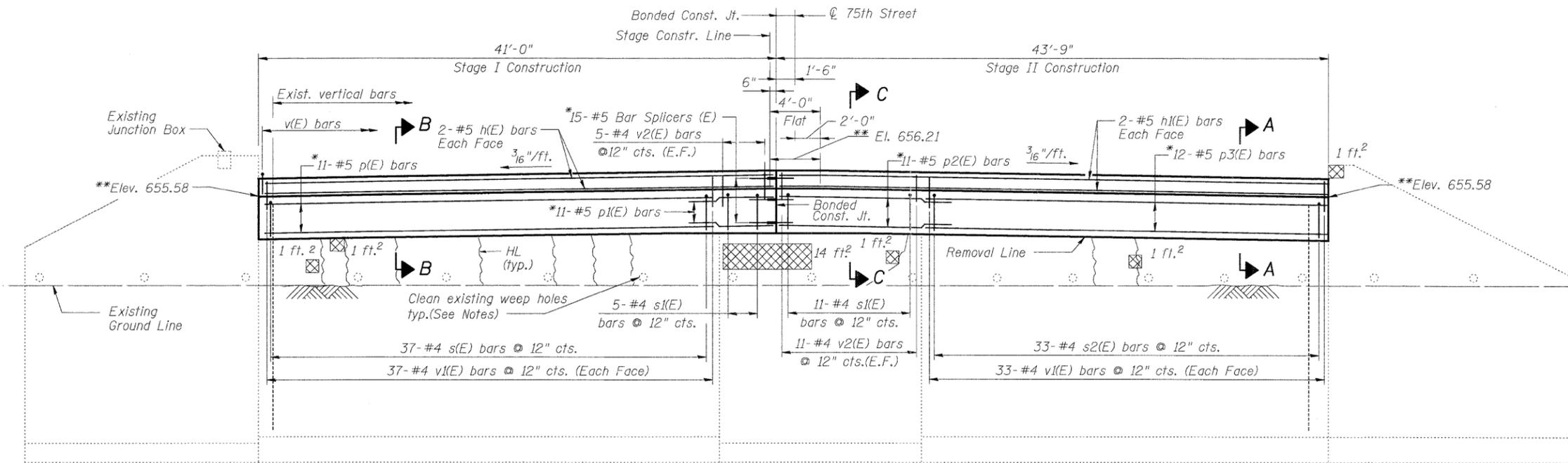
USER NAME =	DESIGNED - RDW	REVISED -
PLDT CONFIG	CHECKED - RLD	REVISED -
PLDT SCALE =	DRAWN - APD	REVISED -
PLDT DATE =	CHECKED - RLD	REVISED -

**DUPAGE COUNTY
 DIVISION OF TRANSPORTATION**

**APPROACH SLAB DETAILS I
 75TH STREET OVER EAST BRANCH DUPAGE RIVER**

SHEET NO. S16 OF S24 SHEETS

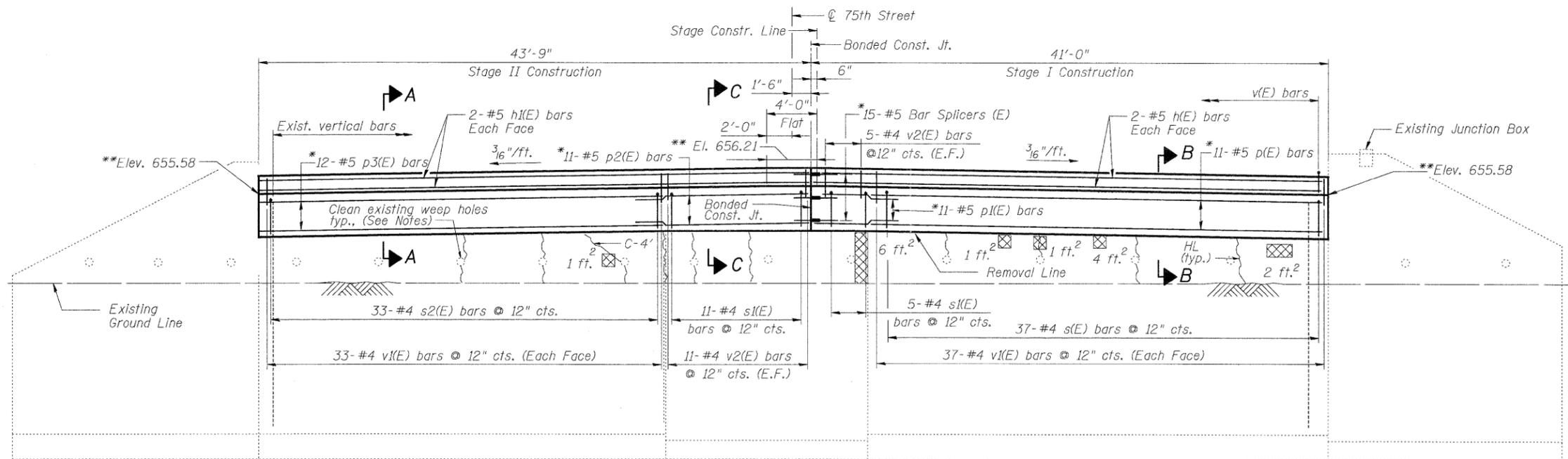
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	39
				CONTRACT NO. 63662
ILLINOIS FED. AID PROJECT				



WEST ABUTMENT ELEVATION

(Looking West, E.F. = Each Face)

*See Section for placement
 **Elevations shown are located at top of seat and End of Beam



EAST ABUTMENT ELEVATION

(Looking East, E.F. = Each Face)

*See Section for placement
 **Elevations shown are located at top of seat and End of Beam

REPAIR LEGEND

Inspection Date 12-2009:

C-4' } Epoxy Crack Injection
 (Crack Length)

⊗ Structural Repair of Concrete
 (Depth Equal to or Less than 5")

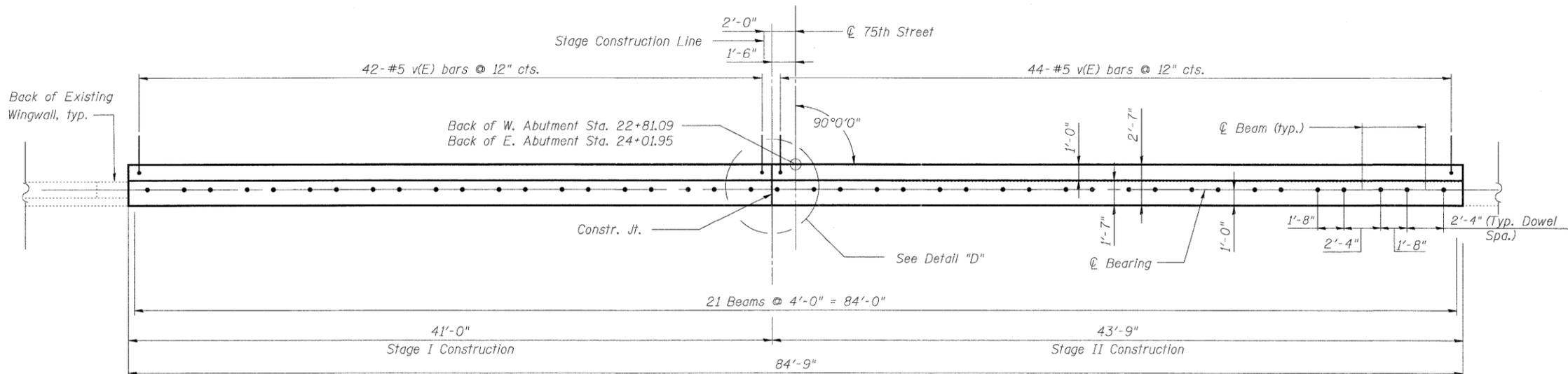
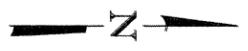
HL } Hairline Crack,
 For Information Only

Notes:

Structural Repair of Concrete and Epoxy Crack Injection locations and dimensions are estimated from inspection work. Actual locations and dimensions shall be shown by the Engineer on the as-built plans.

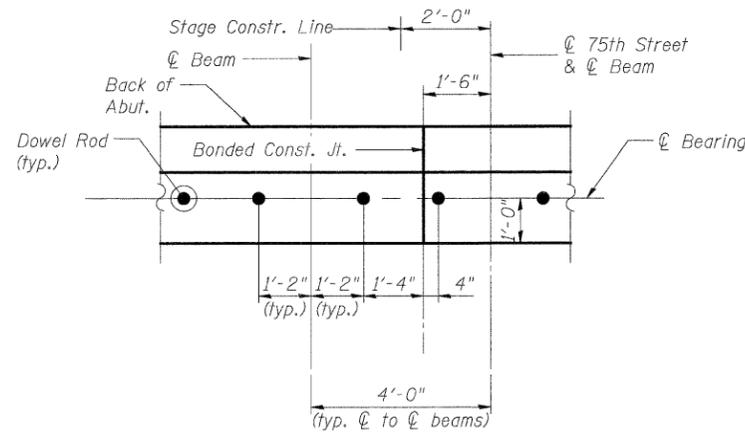
For Sections A-A, B-B and C-C See Sheet S19 of S24.

All costs for cleaning of weepholes to be included with "Concrete Structures".

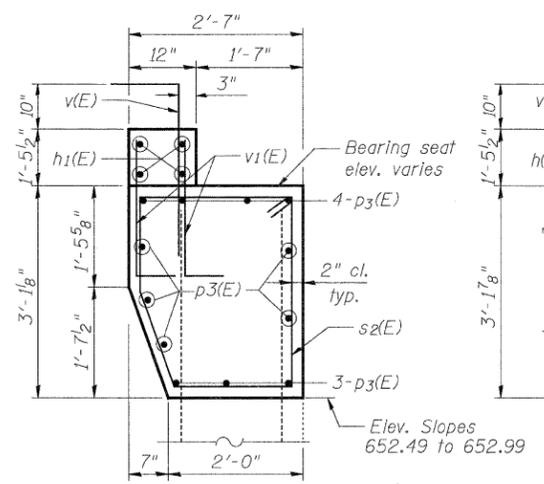


PLAN

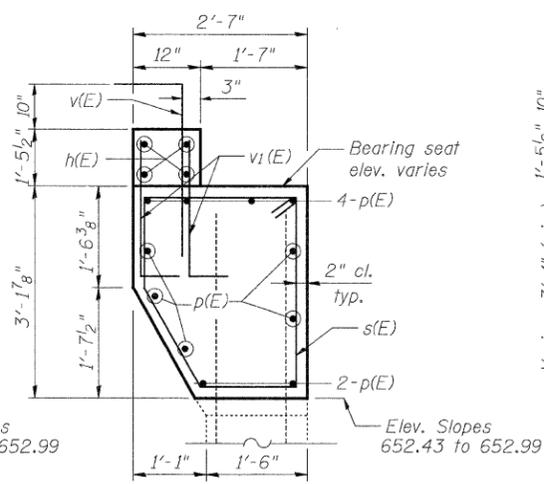
(West Abutment shown. East Abutment is mirror image)



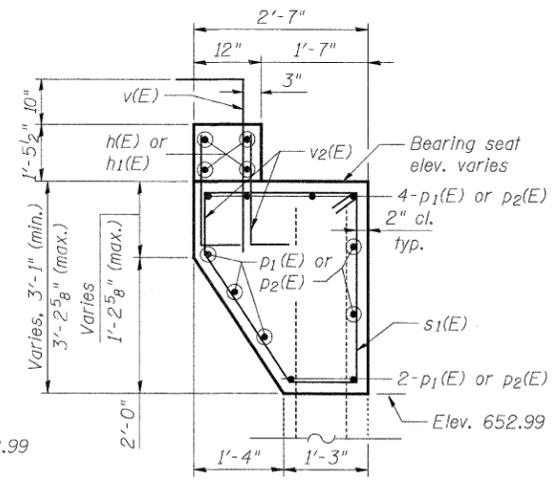
DETAIL "D"



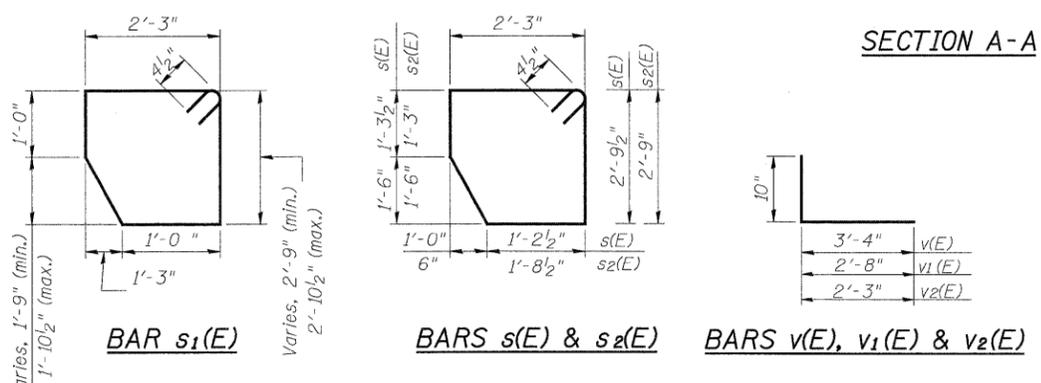
SECTION A-A



SECTION B-B



SECTION C-C

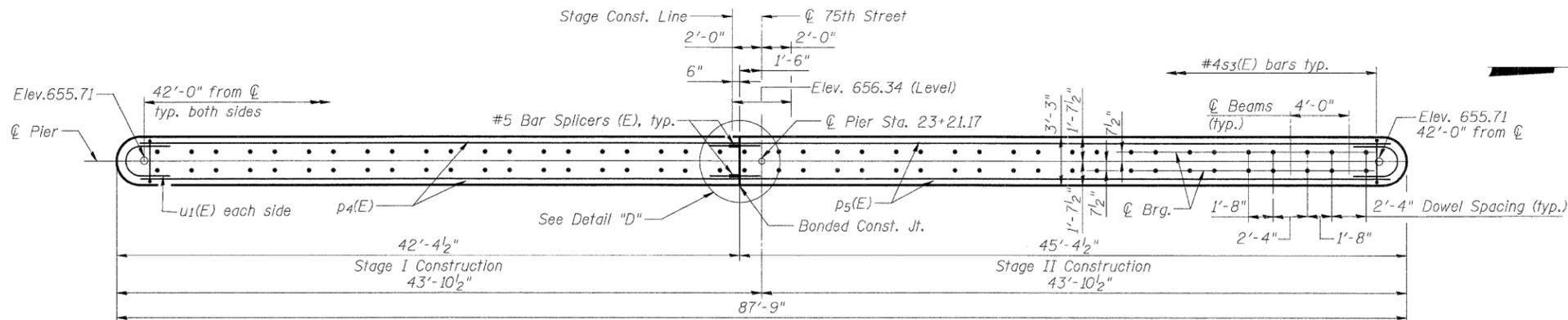


**ABUTMENT
BILL OF MATERIAL**

(2 Abutments)

Bar	No.	Size	Length	Shape
h(E)	8	#5	40'-8"	—
h1(E)	8	#5	43'-5"	—
p(E)	22	#5	36'-2"	—
p1(E)	22	#5	7'-9"	—
p2(E)	22	#5	14'-9"	—
p3(E)	24	#5	31'-11"	—
s(E)	74	#4	10'-1"	⌋
s1(E)	32	#4	10'-0"	⌋
s2(E)	66	#4	10'-3"	⌋
v(E)	172	#5	4'-2"	⌋
v1(E)	280	#4	3'-6"	⌋
v2(E)	64	#4	3'-1"	⌋
Structure Excavation		Cu. Yd.	115	
Concrete Structures		Cu. Yd.	54.9	
Reinforcement Bars, Epoxy Coated		Pound	5560	
Structural Repair of Concrete (Depth Equal to or Less Than 5")		Sq. Ft.	34	
Bar Splicers		Each	30	
Epoxy Crack Injection		Foot	4	

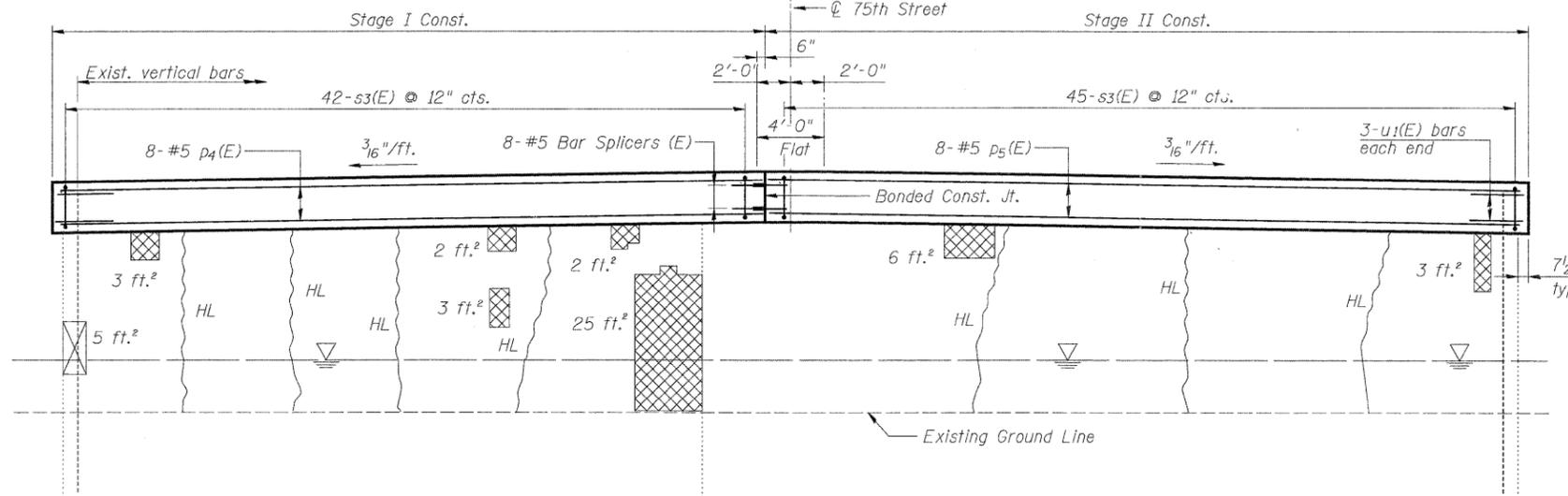
Notes:
 End of new deck beams shall be aligned at the abutment. Any variation in length of deck beams shall be placed at the pier.
 Cast backwall after new deck beams have been erected and concrete wearing surface has been poured.
 Backfill required for the stage being constructed shall be placed behind the abutment after the new deck beams have been set, the backwall has been poured and the formwork removed. See Article 502.10 of the Standard Specifications.
 For details of Bar Splicers, see sheet S22 of S24.
 For drainage details, see sheet S2 of S24.
 For bearing pad details, see sheet S15 of S24.



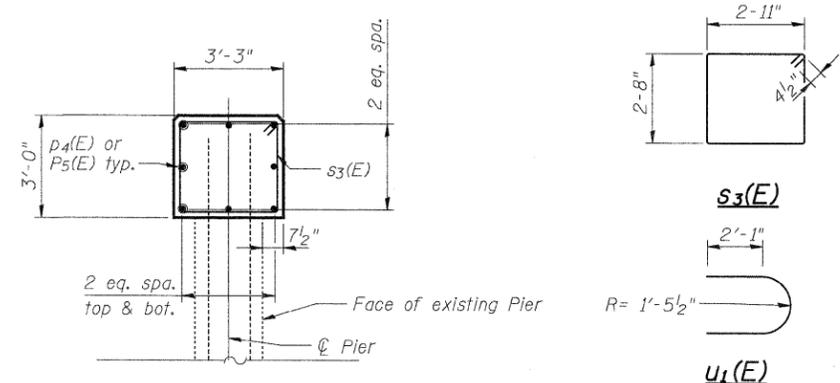
PIER 1 PLAN

**PIER 1
BILL OF MATERIAL**

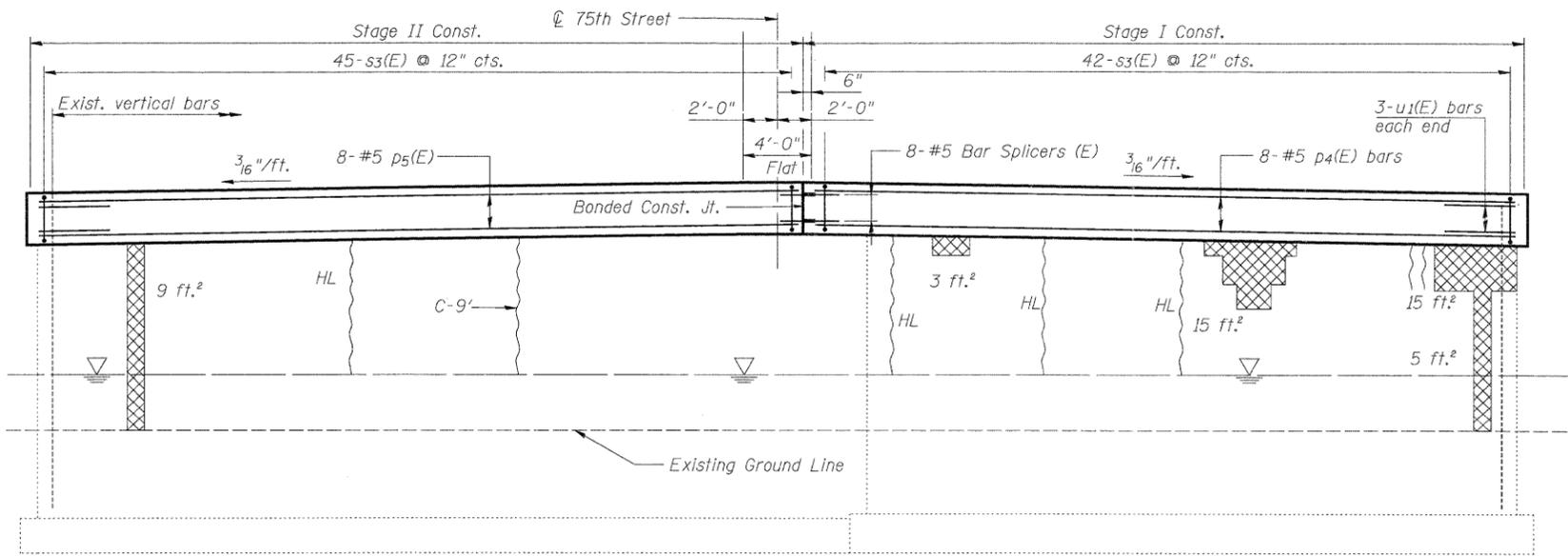
Bar	No.	Size	Length	Shape
p4(E)	8	#5	40'-7"	
p5(E)	8	#5	43'-7"	
s3(E)	87	#4	11'-11"	□
u1(E)	6	#4	8'-9"	⌋
Concrete Structures			Cu. Yd.	31.7
Reinforcement Bars, Epoxy Coated			Pound	1430
Structural Repair of Concrete (Depth Equal to or Less Than 5")			Sq. Ft.	91
Structural Repair of Concrete (Depth Greater Than 5")			Sq. Ft.	5
Bar Splicers			Each	8
Epoxy Crack Injection			Foot	9



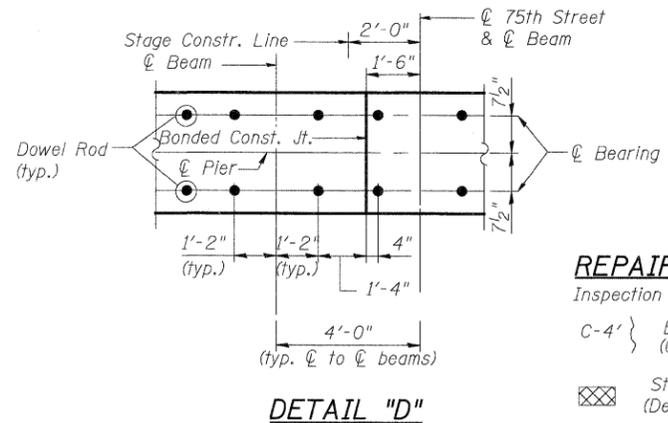
**PIER 1 ELEVATION
(Looking West)**



SECTION THRU PIER



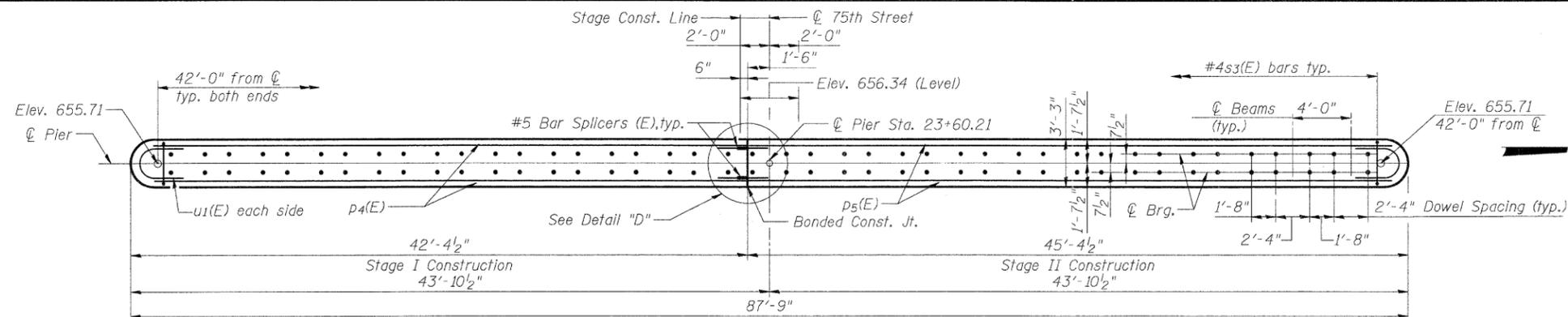
**PIER 1 ELEVATION
(Looking East)**



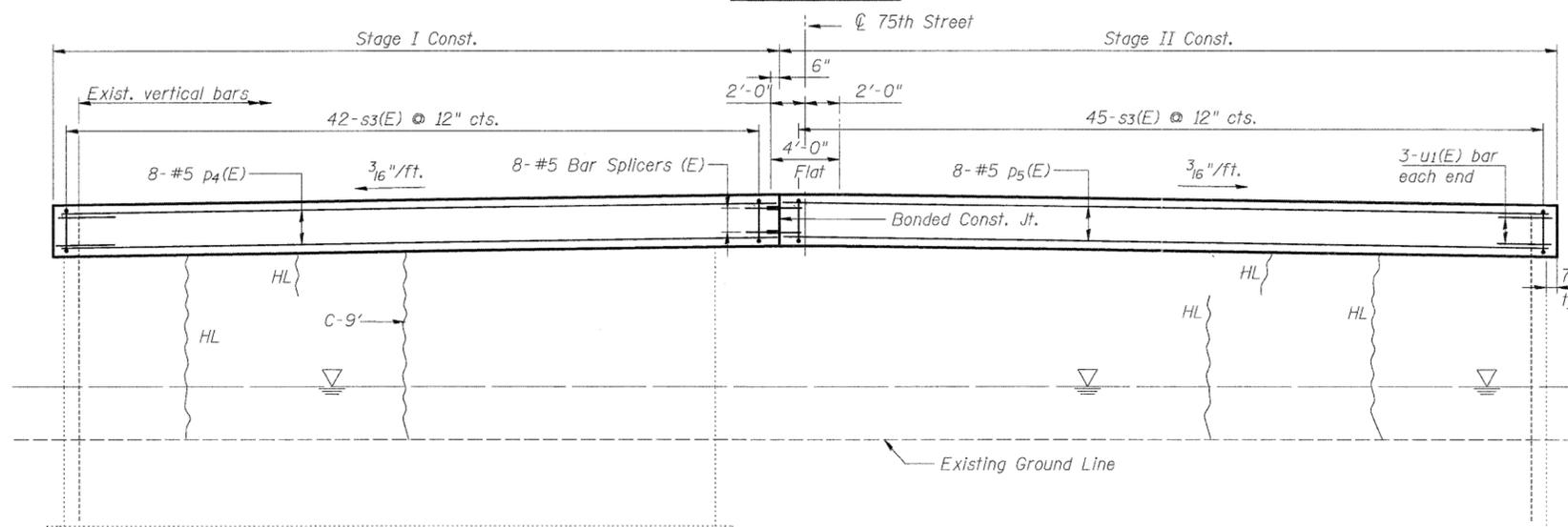
DETAIL "D"

- REPAIR LEGEND**
 Inspection Date 12-2009:
- C-4' } Epoxy Crack Injection (Crack Length)
 - ⊠ Structural Repair of Concrete (Depth Equal to or Less than 5")
 - ⊞ Structural Repair of Concrete (Depth Greater than 5")
 - HL } Hairline Crack, For Information Only

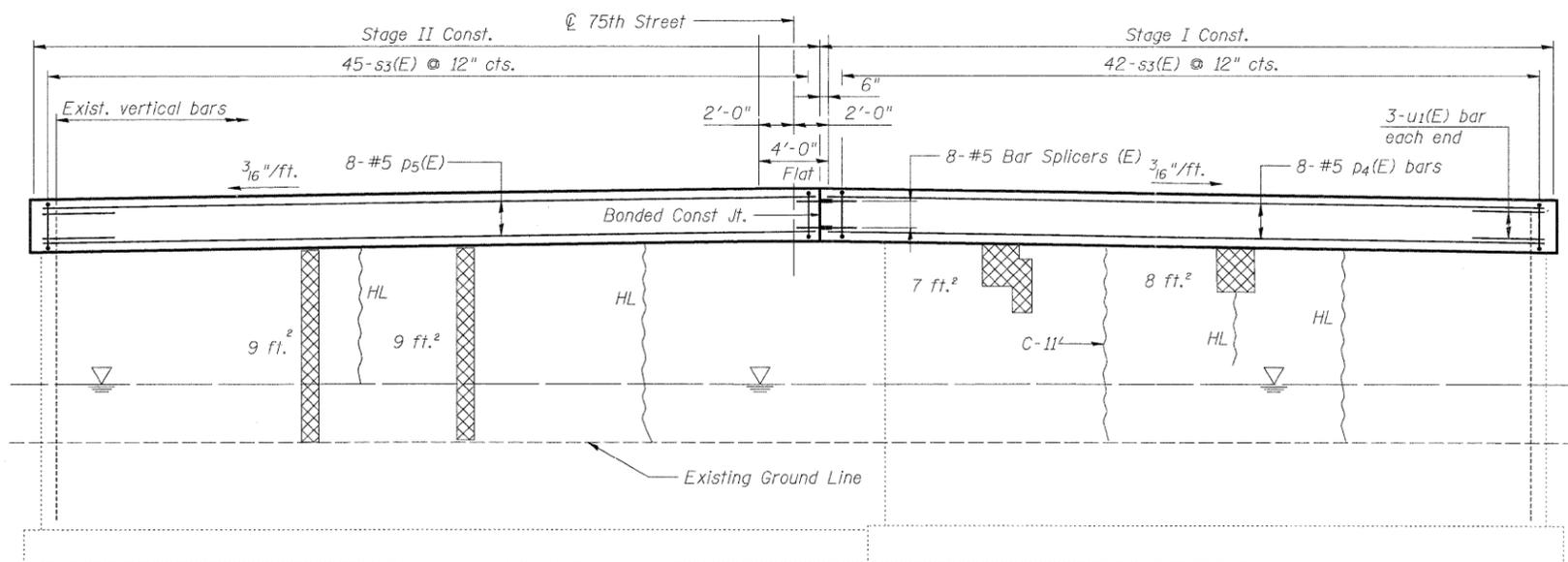
Notes:
 Structural Repair of Concrete and Epoxy Crack Injection locations and dimensions are estimated from inspection work. Actual locations and dimensions shall be shown by the Engineer on the as-built plans.



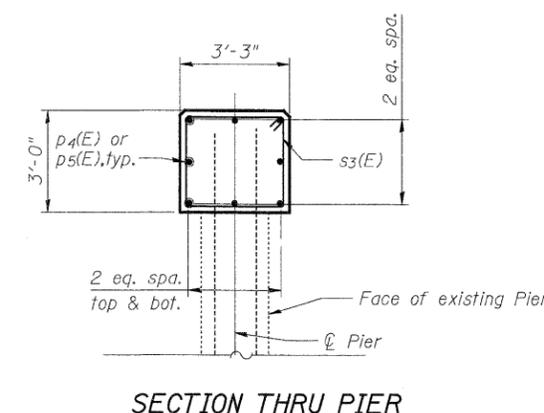
PIER 2 PLAN



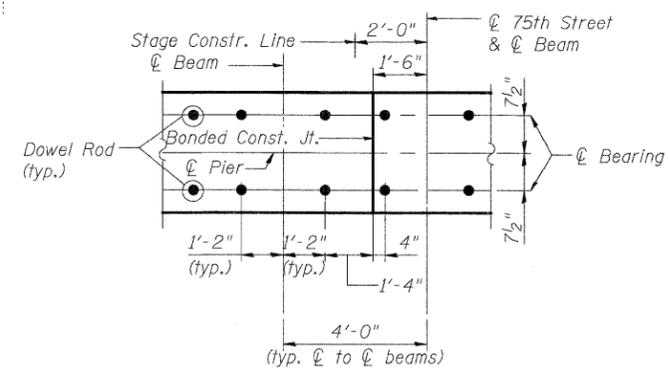
PIER 2 ELEVATION
(Looking West)



PIER 2 ELEVATION
(Looking East)



SECTION THRU PIER



DETAIL "D"

**PIER 2
BILL OF MATERIAL**

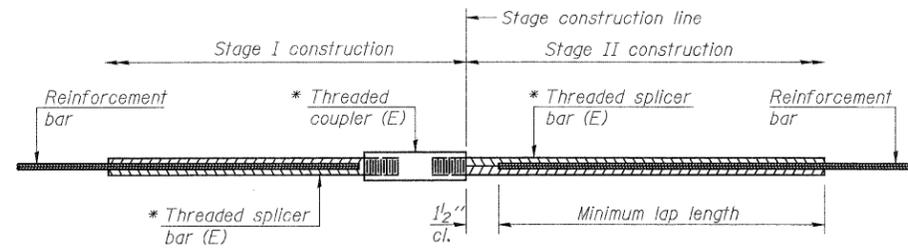
Bar	No.	Size	Length	Shape
p4(E)	8	#5	40'-7"	—
p5(E)	8	#5	43'-7"	—
s3(E)	87	#4	11'-11"	□
u1(E)	6	#4	8'-9"	⌋
Concrete Structures		Cu. Yd.	31.7	
Reinforcement Bars, Epoxy Coated		Pound	1430	
Structural Repair of Concrete (Depth Equal to or Less Than 5")		Sq. Ft.	33	
Bar Splicers		Each	8	
Epoxy Crack Injection		Foot	20	

REPAIR LEGEND

- Inspection Date 12-2009:
- C-4' } Epoxy Crack Injection
(Crack Length)
- ⊗ Structural Repair of Concrete
(Depth Equal to or Less than 5")
- HL } Hairline Crack,
For Information Only

Notes:

Structural Repair of Concrete and Epoxy Crack Injection locations and dimensions are estimated from inspection work. Actual locations and dimensions shall be shown by the Engineer on the as-built plans for this section.



STANDARD BAR SPLICER ASSEMBLY

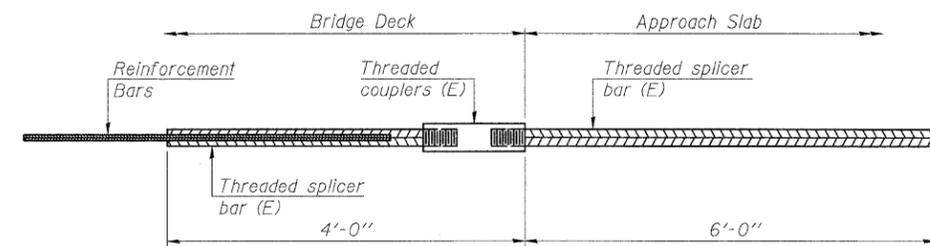
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

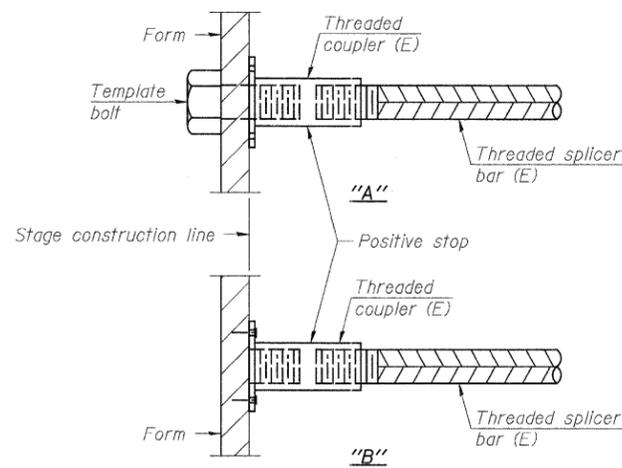
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#4	120	Table 3
Diaphragm (at abutments)	#6	-	Table 3
Abutments	#5	30	Table 3
Piers (cap)	#5	16	Table 3
Piers (cap)	#7	-	Table 3
Piers (stem)	#5	-	Table 3
Approach slab	#4	50	Table 3
Approach slab	#5	92	Table 3
Approach footing	#5	80	Table 3



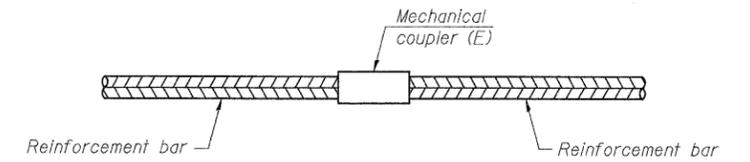
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =

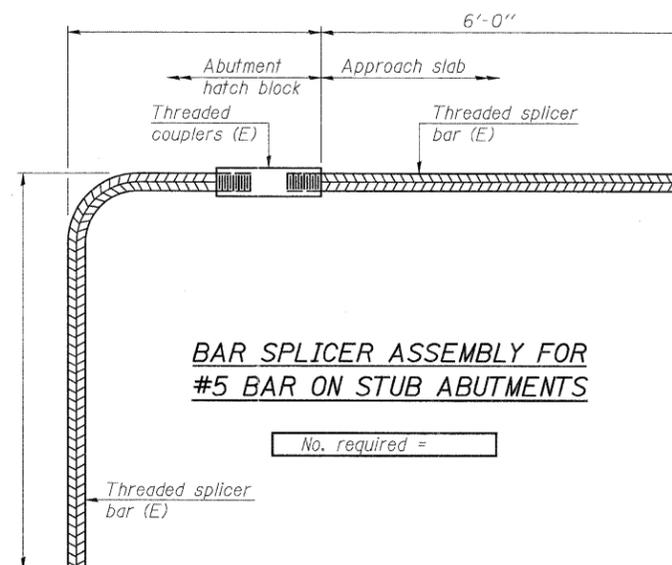


INSTALLATION AND SETTING METHODS

"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



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 special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

PATRICK ENGINEERING INC.
 BORING NUMBER B-1-09 SHEET 1 OF 2
 CLIENT DuPage County DOT
 PROJECT & NO. 75th Street Bridge over DuPage River 20950.013
 LOCATION Woodridge, IL
 LOGGED BY AFG
 GROUND ELEVATION

ELEV.	DEPTH (FT)	STRATA	SOIL/ROCK DESCRIPTION	SAMPLE TYPE & NO. DEPTH (FT) RECOVERY(IN)	BLOW COUNTS	Water Content					NOTES & TEST RESULTS	
						PL	Unconfined Compressive Strength (TSF) *			LL		
0.0	0.0		Topsoil, roots, moist									
1.0	1.0		Dark brown silty clay, trace roots, mottled, moist	SS-1 1.0-2.5 12"R	2 4 5							
			Grades to some fine to coarse sand									
			3" cobble, fine to coarse sand	SS-2 3.5-5.0 4"R	12 20 12							
5.0	5.0		Brown fine to coarse sand, cobbles, medium dense, saturated									
6.0	6.0			SS-3 6.0-7.5 12"R	11 8 9							
			Dark gray silty clay, medium stiff, moist									
8.0	8.0			SS-4 8.5-10.0 12"R	4 9 10							
			Dark gray silty fine to coarse sand, cobbles, medium dense, saturated									
9.3	9.3			SS-5 11.0-12.5 12"R	10 5 6							
			Dark gray clayey silt, medium dense, wet									
11.5	11.5			SS-6 13.5-15.0 0.5"R	50/1'							
13.0	13.0		Limestone fragments									
14.0	14.0		Auger refusal at 14.0' Begin core run #1 at 14.0'									
			White/gray dolomite laminated, slightly weathered irregular chert nodules throughout, natural breaks along bedding planes, vertical fracture from 14.0'-14.2', sub-vertical fracture from 15.2'-15.3', minor pyrite in voids and fractures, chert is light gray, also areas of white dolomite within darker dolomite									

DRILLING CONTRACTOR Groff Testing Corporation
 DRILLING METHOD 3.25" I.D. HSA
 DRILLING EQUIPMENT CME ATV
 DRILLING STARTED 12/3/09 ENDED 12/3/09

REMARKS
 Borehole backfilled with bentonite chips.

WATER LEVEL (ft.)
 6.0 During drilling

PATRICK ENGINEERING INC.
 BORING NUMBER B-1-09 SHEET 2 OF 2
 CLIENT DuPage County DOT
 PROJECT & NO. 75th Street Bridge over DuPage River 20950.013
 LOCATION Woodridge, IL
 LOGGED BY AFG
 GROUND ELEVATION

ELEV.	DEPTH (FT)	STRATA	SOIL/ROCK DESCRIPTION	SAMPLE TYPE & NO. DEPTH (FT) RECOVERY(IN)	BLOW COUNTS	Water Content					NOTES & TEST RESULTS	
						PL	Unconfined Compressive Strength (TSF) *			LL		
20.0	20.0											
			Gray dolomite, laminated, vuggy, chert nodules from 24.8'-25.2', 27.5'-29.0', iron staining from 24.0'-24.6', sub-vertical fractures from 26.5'-26.6' and 27.3'-27.4'	RC-2 23.0-29.0 72"R								
			End of Boring at 29.0'									

DRILLING CONTRACTOR Groff Testing Corporation
 DRILLING METHOD 3.25" I.D. HSA
 DRILLING EQUIPMENT CME ATV
 DRILLING STARTED 12/3/09 ENDED 12/3/09

REMARKS
 Borehole backfilled with bentonite chips.

WATER LEVEL (ft.)
 6.0 During drilling

PATRICK ENGINEERING INC.

BORING NUMBER **B-2-09** SHEET **1 OF 1**
 CLIENT **DuPage County DOT**
 PROJECT & NO. **75th Street Bridge over DuPage River 20950.013**
 LOCATION **Woodridge, IL**

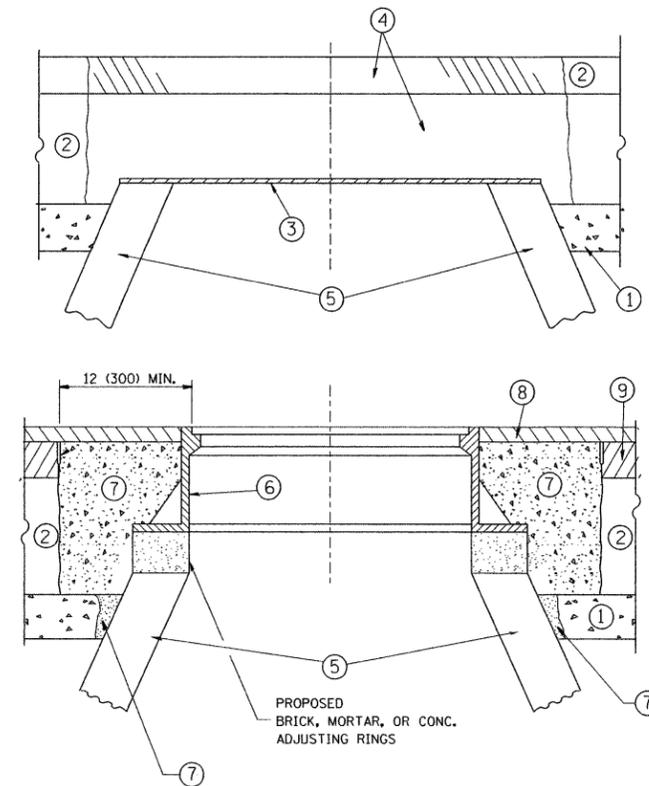
LOGGED BY **AFG**
 GROUND ELEVATION

ELEV.	DEPTH (FT)	STRATA	SOIL/ROCK DESCRIPTION	SAMPLE TYPE & NO. DEPTH (FT) RECOVERY(IN)	BLOW COUNTS	Water Content					NOTES & TEST RESULTS
						PL	Unconfined Compressive Strength (TSF) *			LL	
0.0	0.0	1.5	Topsoil, roots, moist								
				SS-1 1.0-2.5 6"R	2 2 3	12					
	2.5	2.5	With fine sand								
			Dark brown silty clay, with fine to coarse sand, moist	CL SS-2 3.5-5.0 8"R	4 4 3	17				LL=38 PI=18	
				SS-3 6.0-7.5 3"R	3 4 6	17					
			Cobbles								
	8.5	8.5	Brown fine to coarse sand and cobbles, dense, saturated	SP SS-4 8.5-10.0 8"R	7 17 18	8				Heavy auger vibration qu=0.75*tsf	
	11.0	11.0	Dark gray clayey silt, moist	SS-5 11.0-12.5 8"R	3 18 25	16					
	11.5	11.5	Fine to coarse sand and cobbles, with dark gray weathered limestone fragments, dense, saturated	SP-GP SS-6 13.5-15.0 12"R	18 17 18	10					
	17.0	17.0	Auger Refusal at 17.0'								

DRILLING CONTRACTOR **Groff Testing Corporation**
 DRILLING METHOD **3.25" I.D. HSA**
 DRILLING EQUIPMENT **CME ATV**
 DRILLING STARTED **12/3/09** ENDED **12/3/09**

REMARKS
Borehole backfilled with bentonite chips.

WATER LEVEL (ft.)
 ▽ 8.5 During drilling
 ▽
 ▽



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 1/2 (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

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

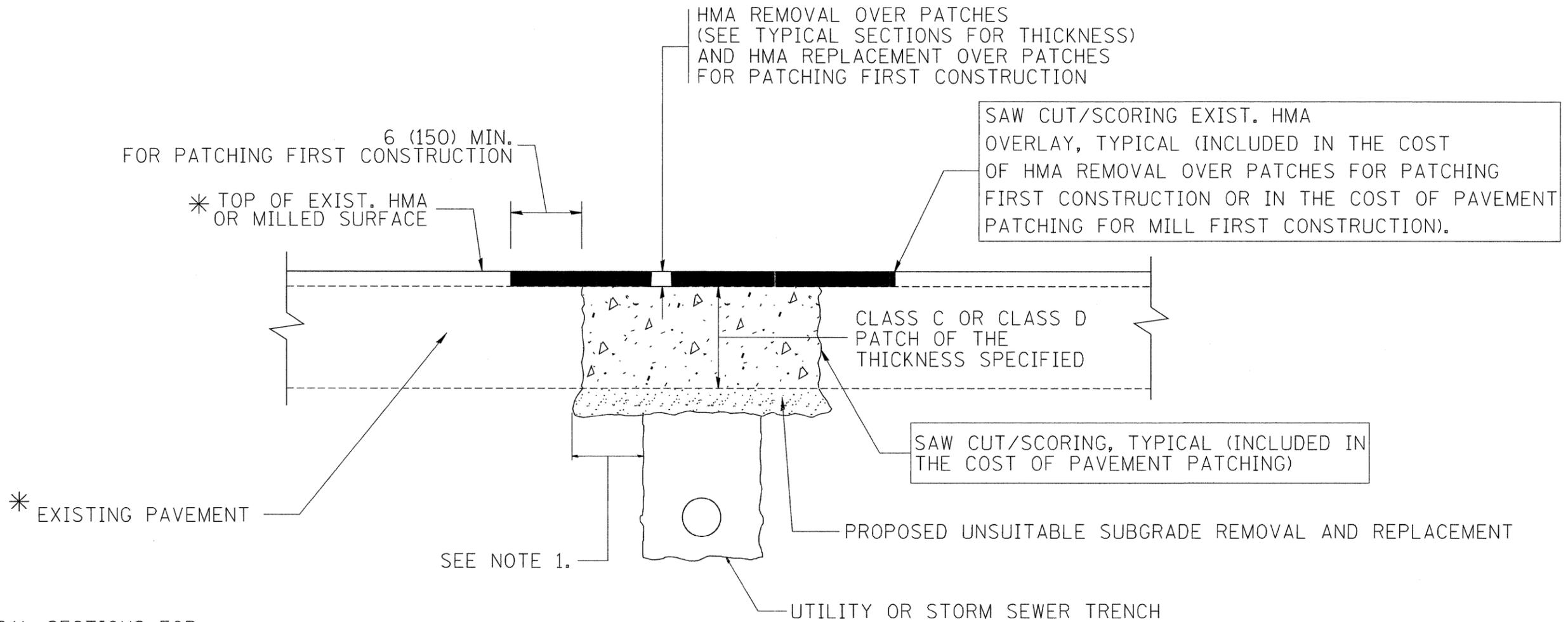
FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ca\pwwork\pwwid\baerd1\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	48
BD600-03 (BD-8)			CONTRACT NO. 63662	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* 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)

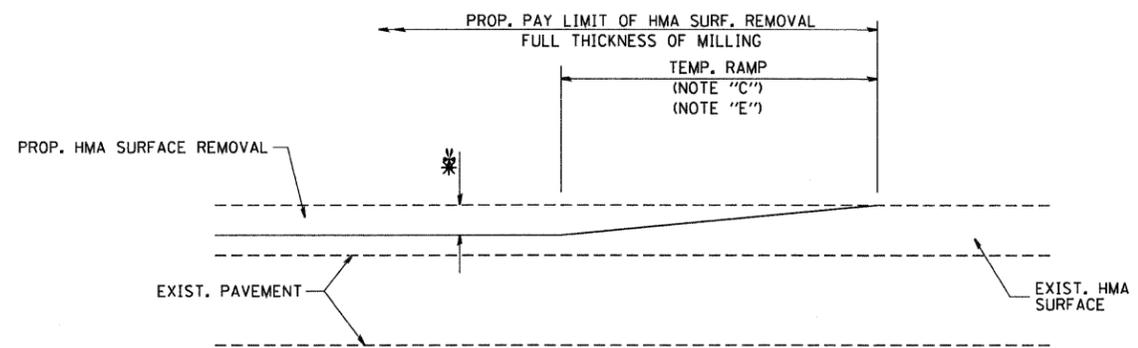
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 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.

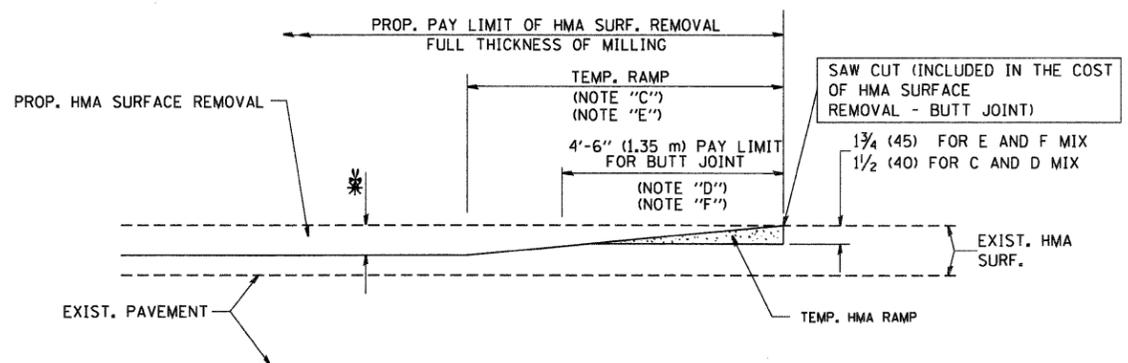
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	0369	08-00162-03-BR	DUPAGE	58	49
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 63662					
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



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

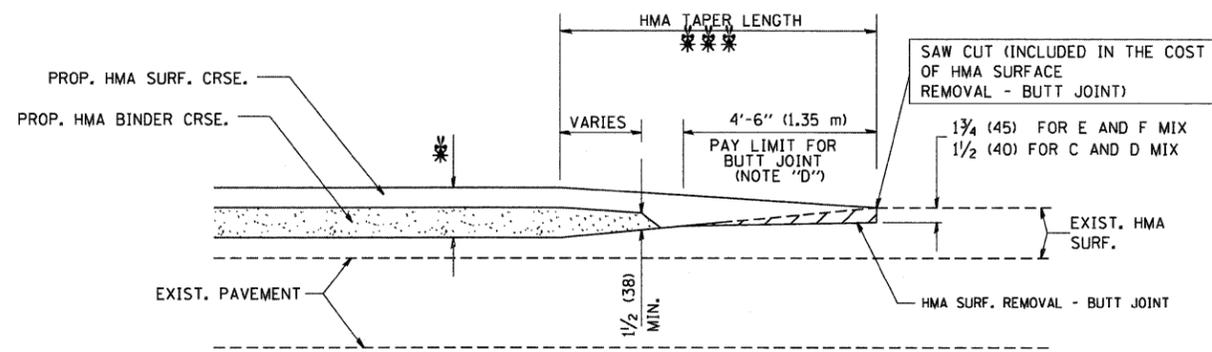
OPTION 1



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

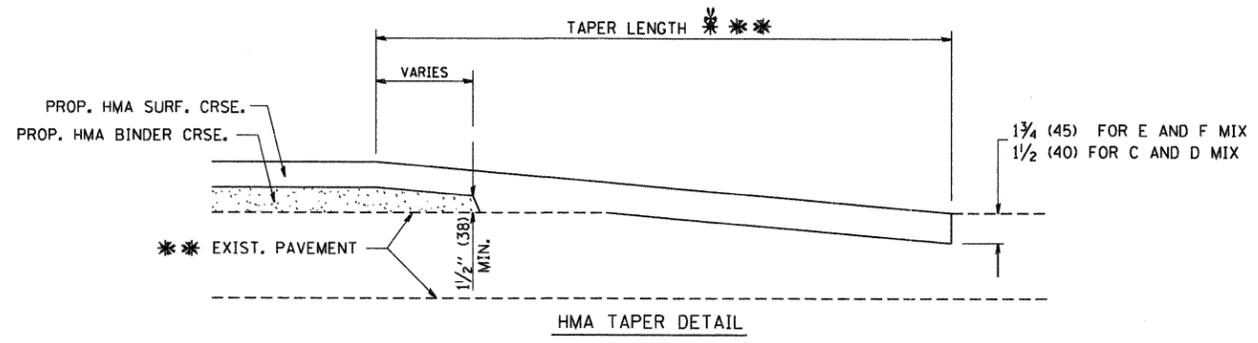
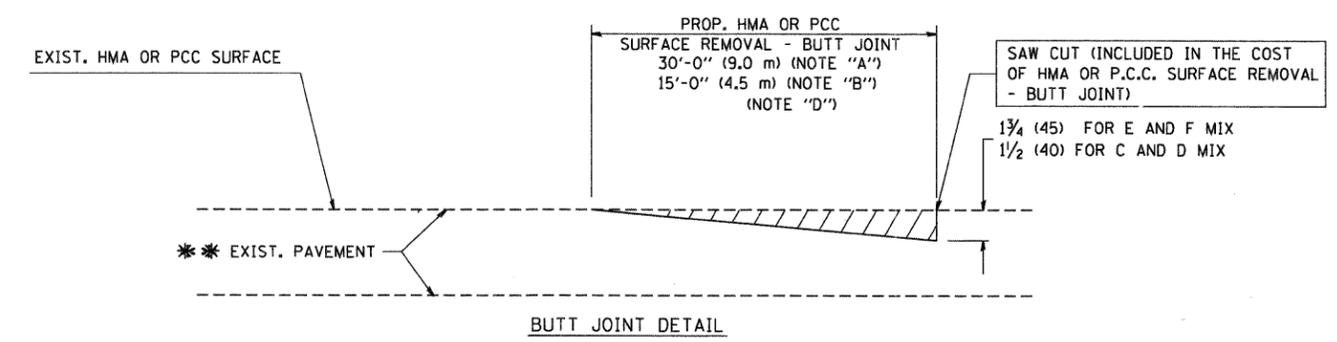
OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



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.

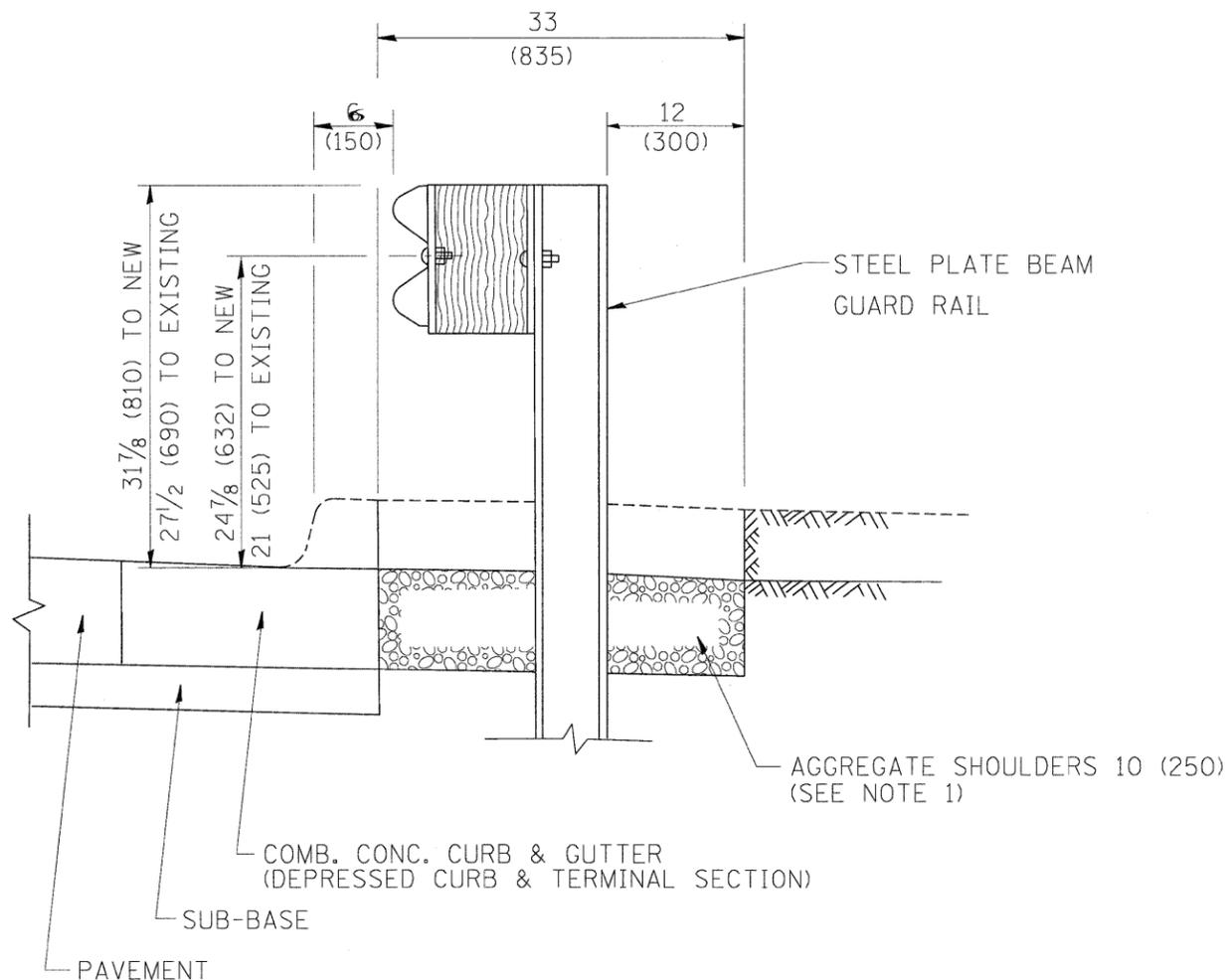
FILE NAME = W:\d1ststd\22x34\bd32.dgn	USER NAME = geglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	50
BD400-05 BD32			CONTRACT NO. 63662	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

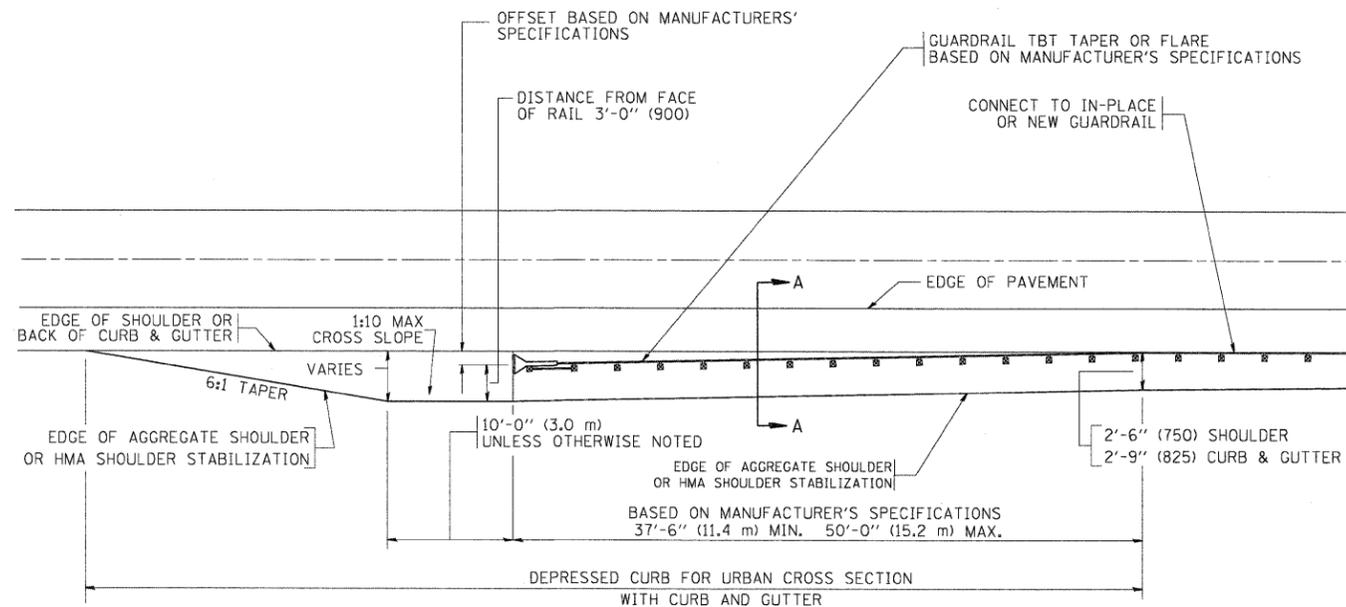


SECTION A-A

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

[FOR ROADWAY SPEED 35 MPH (60 km/h) TO 45 MPH (70 km/h)]



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.

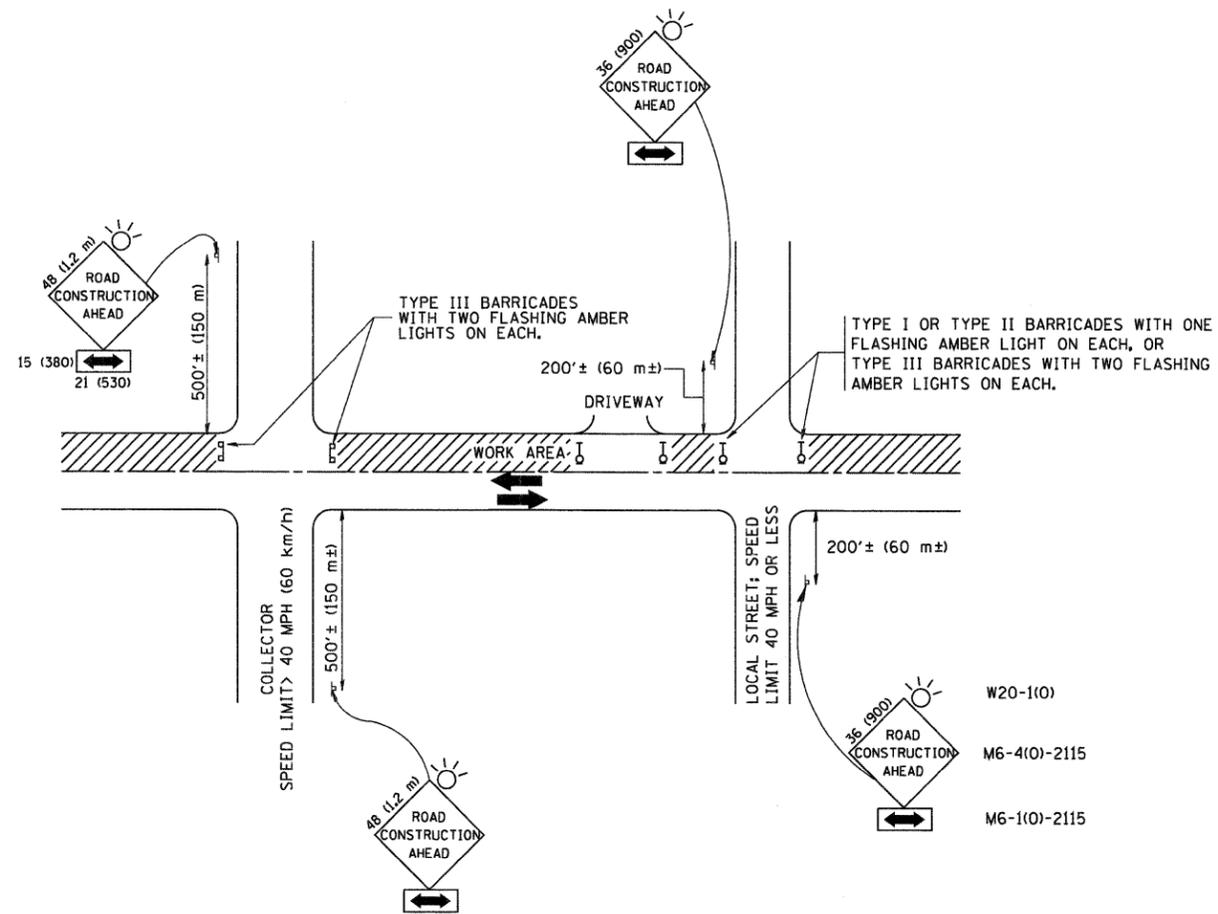
FILE NAME =	USER NAME = drivakosgn	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00
c:\pwork\PWIDDT\DRIVAKOSGN\d0108315b34.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 12-08-2008
		DATE - 09-22-90	REVISED - R. BORO 09-14-2009

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. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	51
BD600-10 (BD 34)		CONTRACT NO. 63662		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 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 AND FLAG 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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

 - C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
 - D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

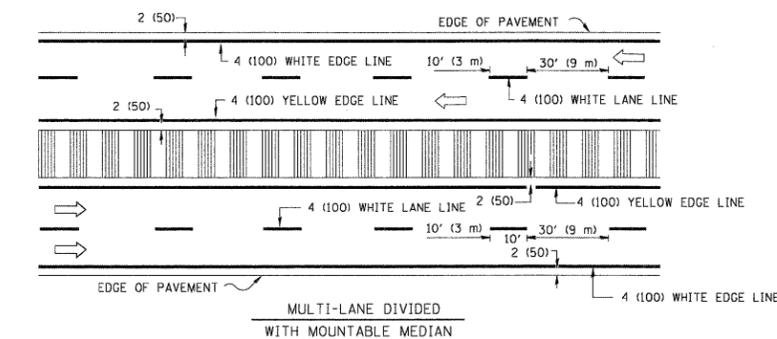
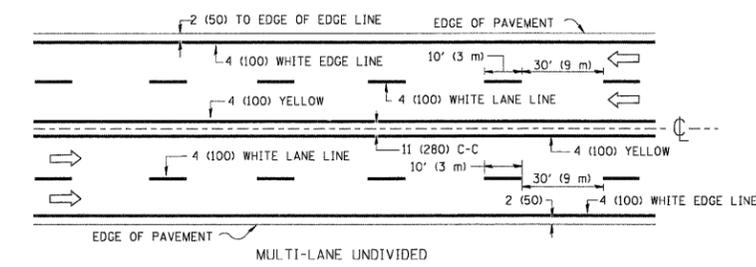
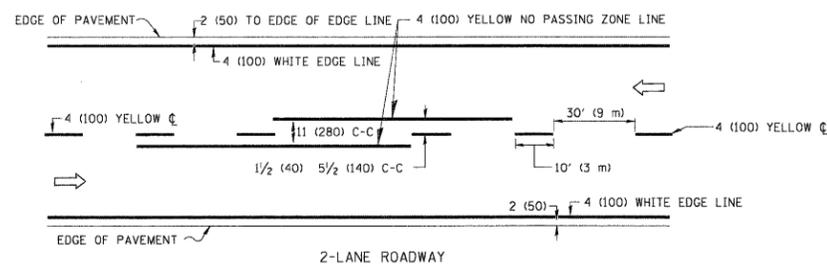
FILE NAME = W:\diststd\22x34\to18.dgn	USER NAME = gegl1anobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

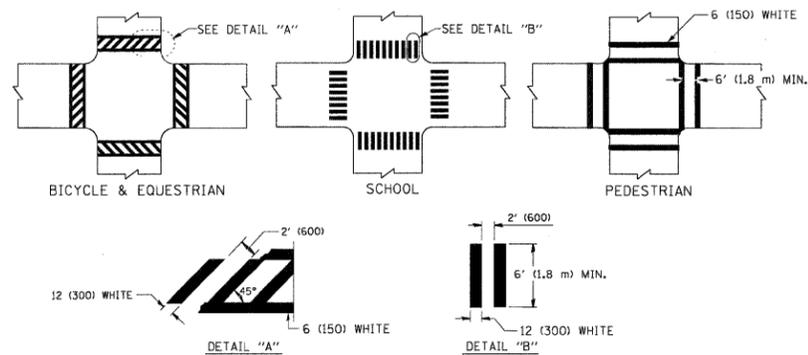
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	52
TC-10			CONTRACT NO. 63662	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

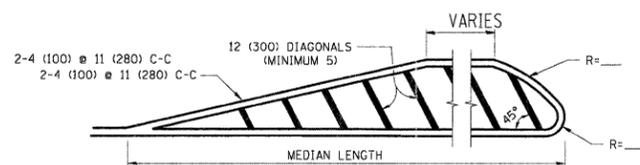
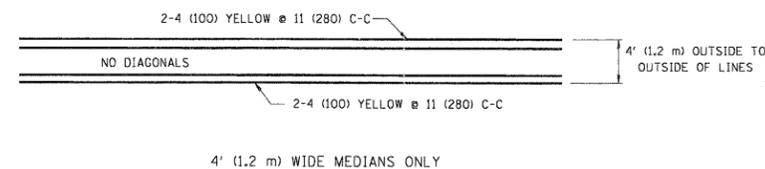


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

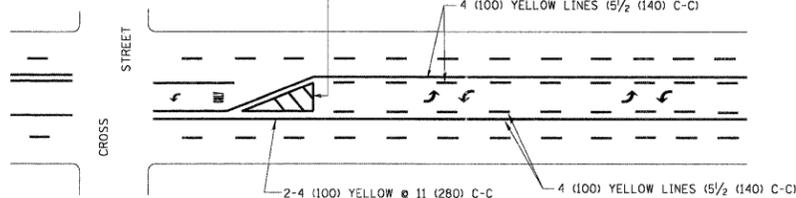


TYPICAL CROSSWALK MARKING

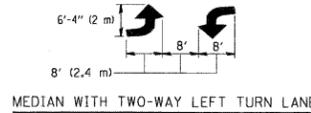


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

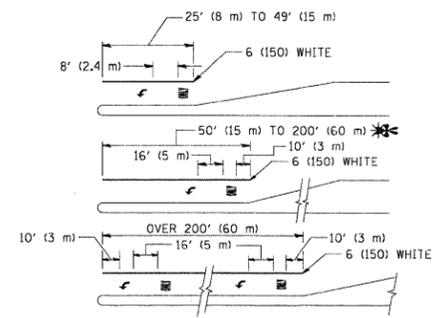
MEDIANS OVER 4' (1.2 m) WIDE



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.



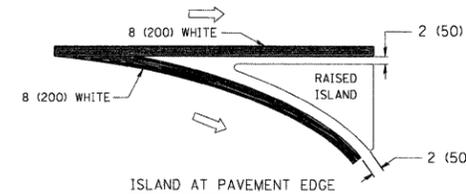
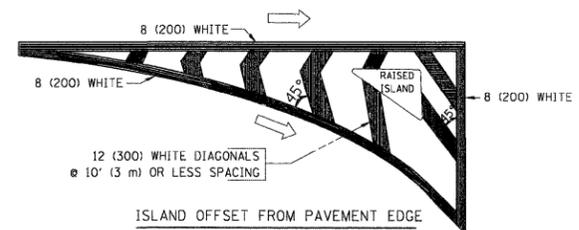
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

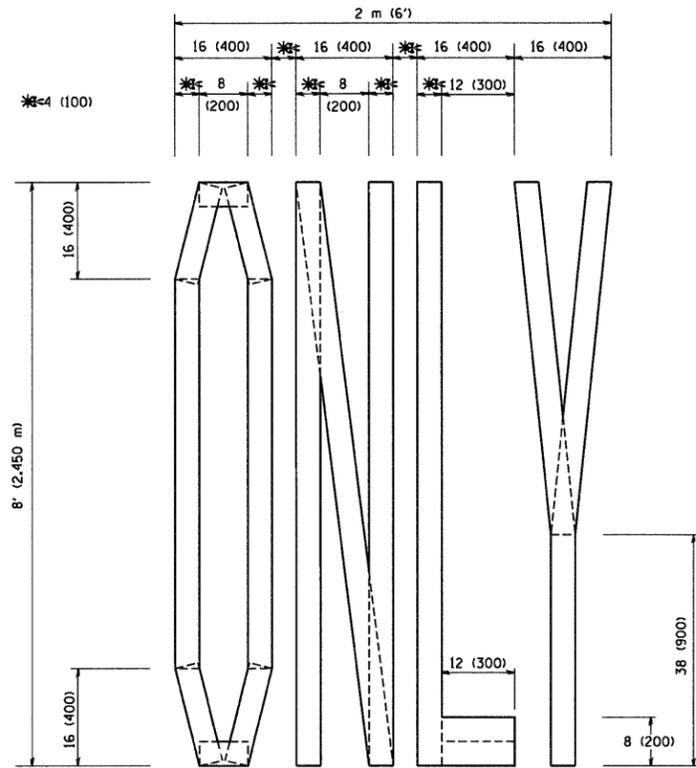


TYPICAL ISLAND MARKING

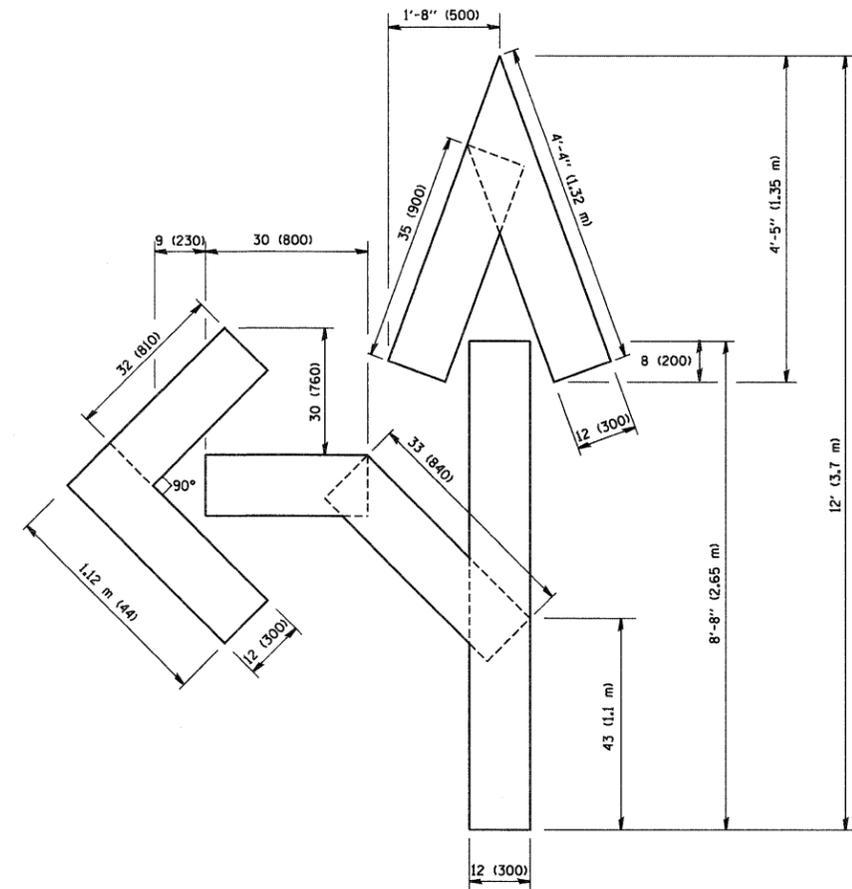
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100)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

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

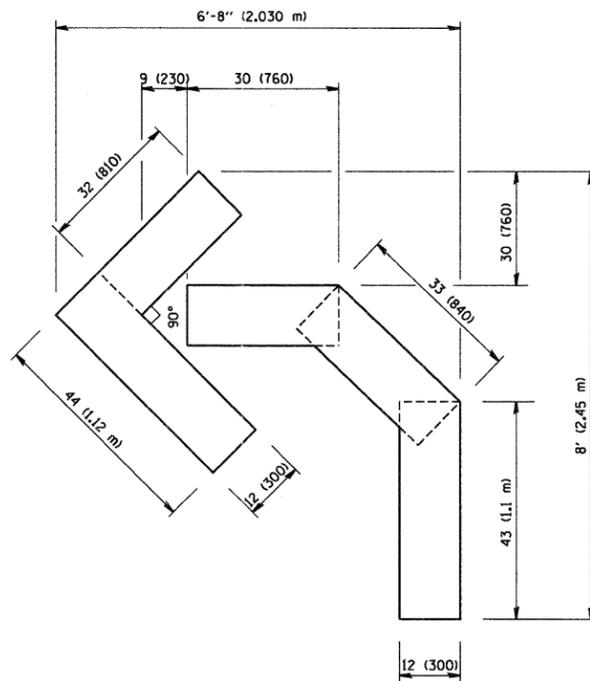
All dimensions are in inches (millimeters) unless otherwise shown.



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

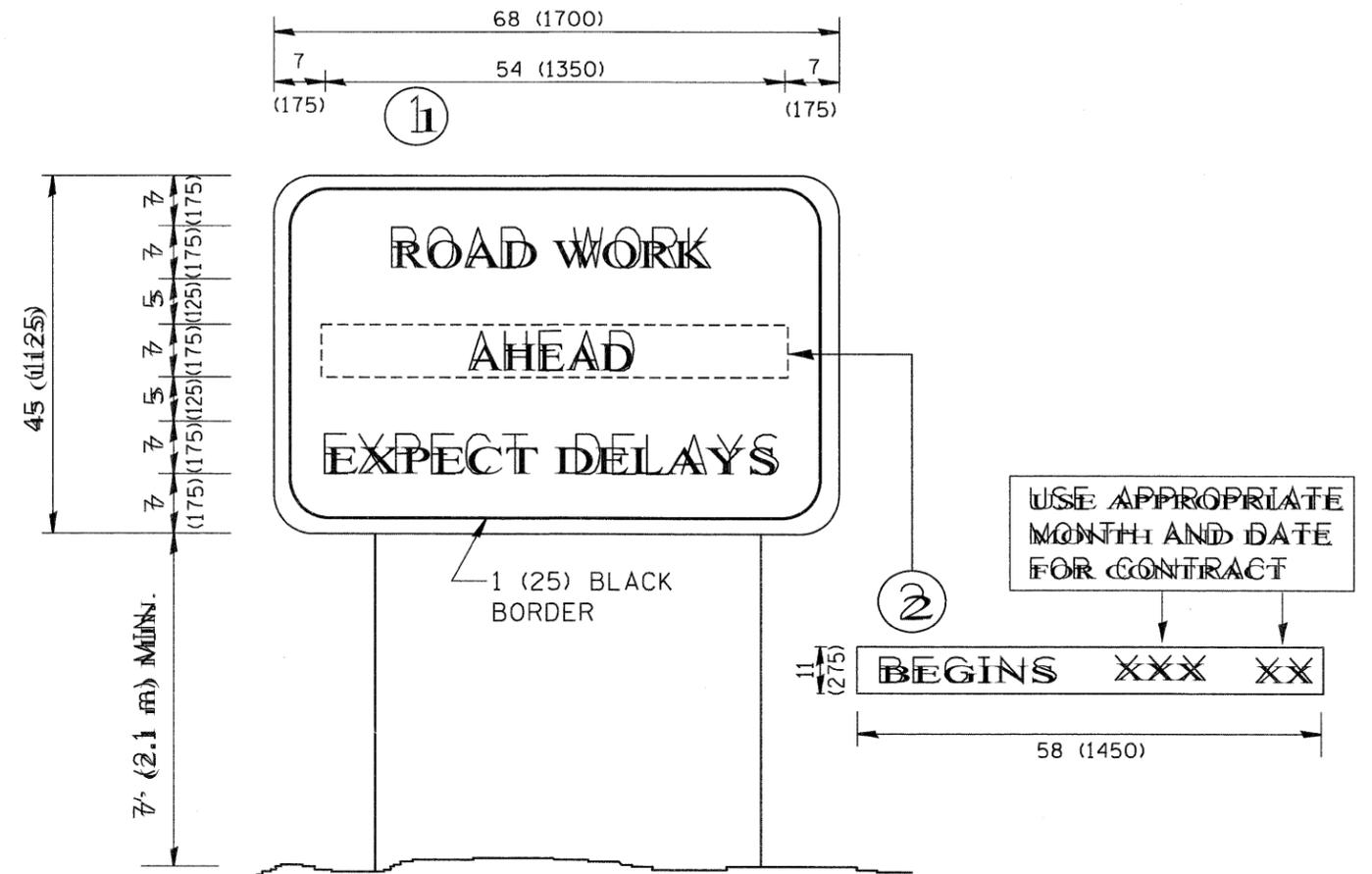
FILE NAME = W:\diststd\22x34\1616.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
		DRAWN -	REVISED - T. RAMMACHER 11-04-97
		CHECKED -	REVISED - T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	54
TC-16			CONTRACT NO. 63662	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

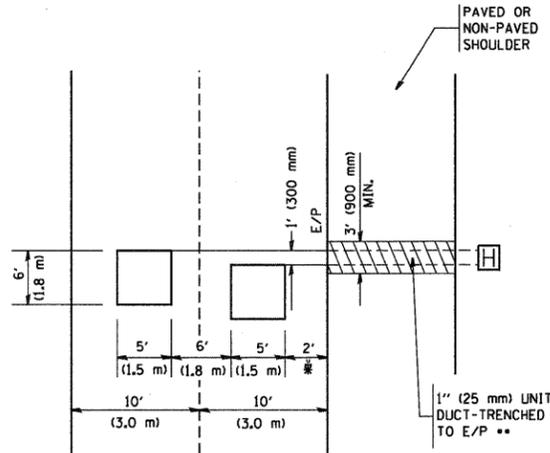
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97			0369	08-00162-03-BR	DUPAGE	58	55
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 63662		
		DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

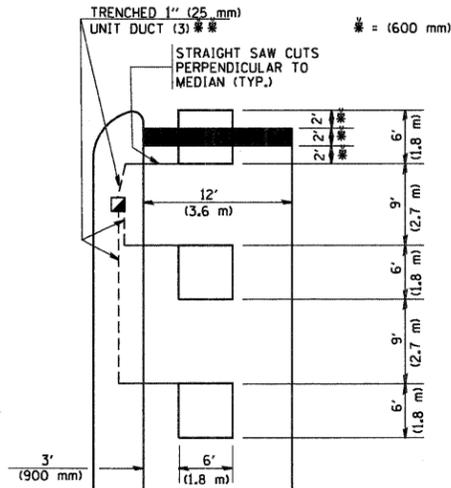


* = (600 mm)

UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

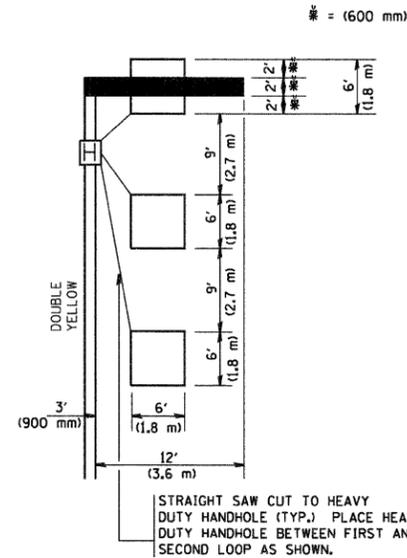
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

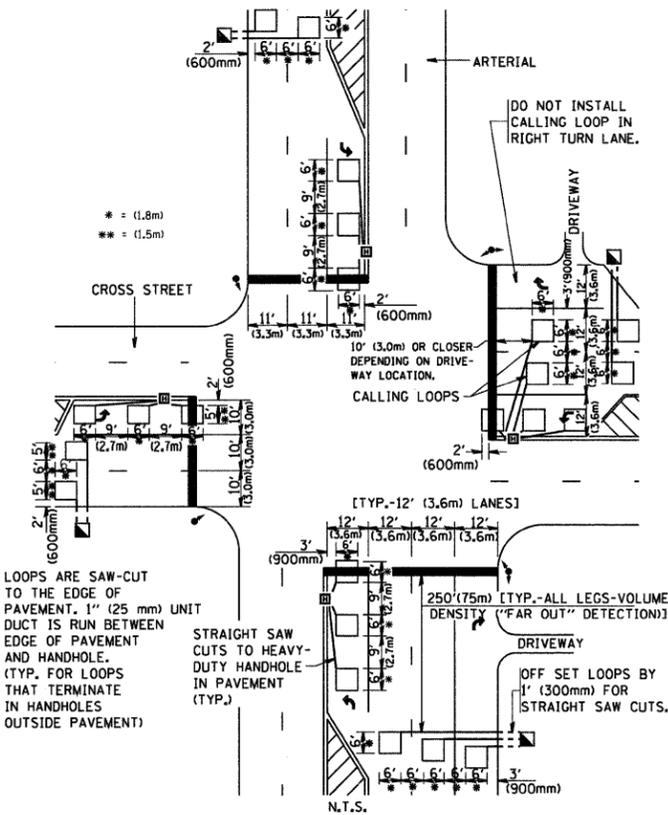
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)



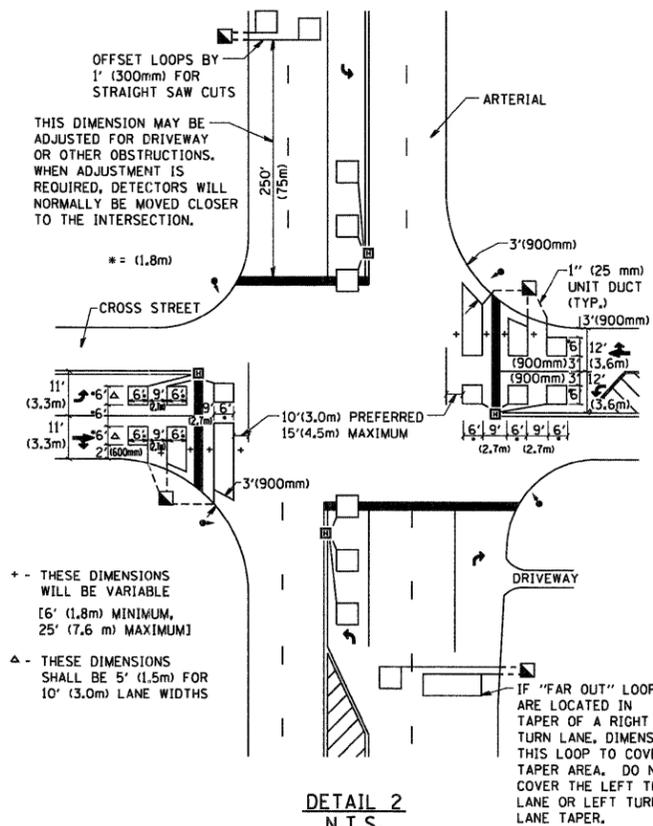
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1 N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2 N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

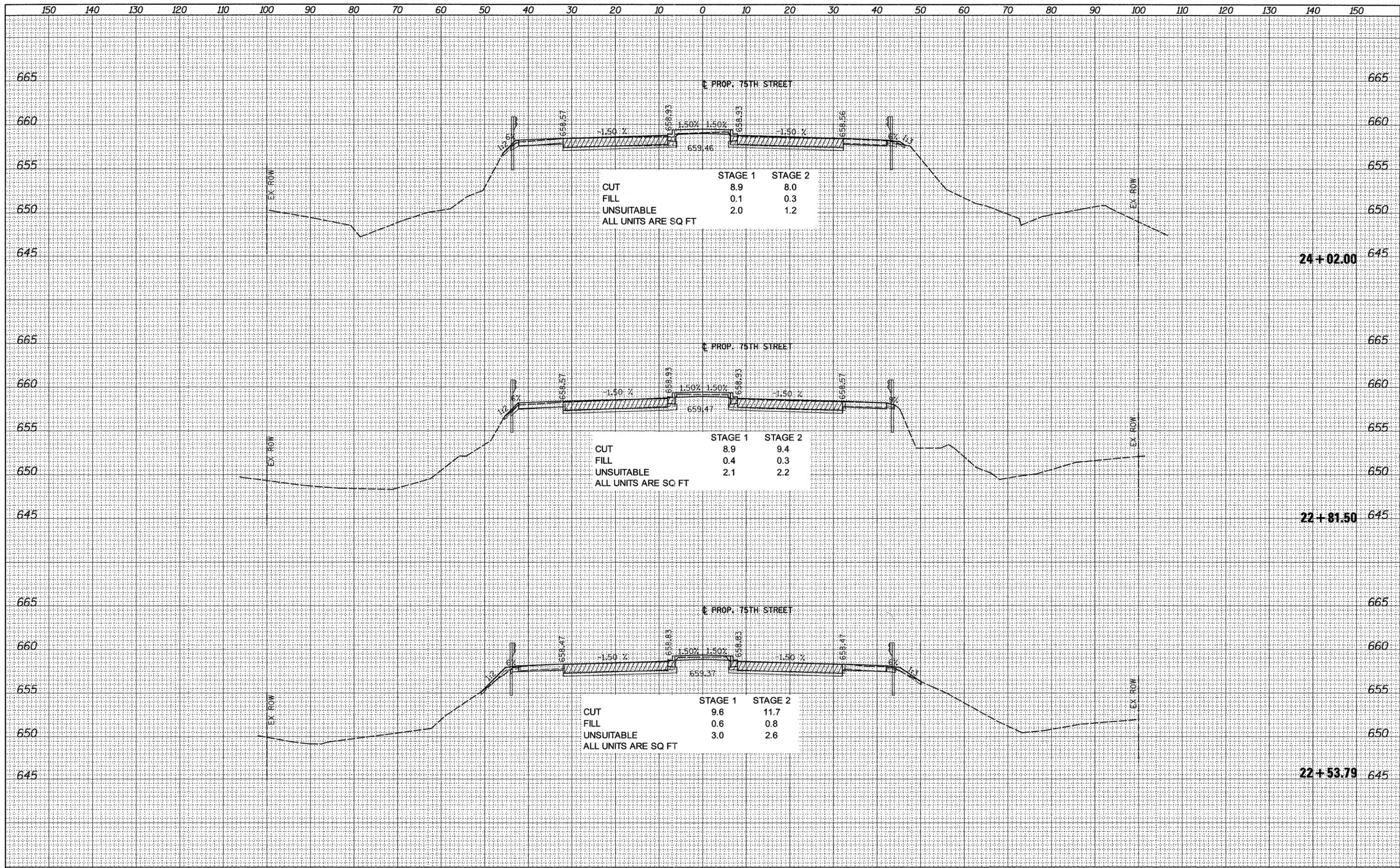
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\diststd\22x34\ts87.dgn	USER NAME = geglenobt	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.P. RTE. 0369	SECTION 08-00162-03-BR	COUNTY DUPAGE	TOTAL SHEETS 58	SHEET NO. 56		
PLOT SCALE = 1/4" = 10'-0"	CHECKED - DATE	R.K.F.	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63662		
PLOT DATE = 1/4/2000	DATE		REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

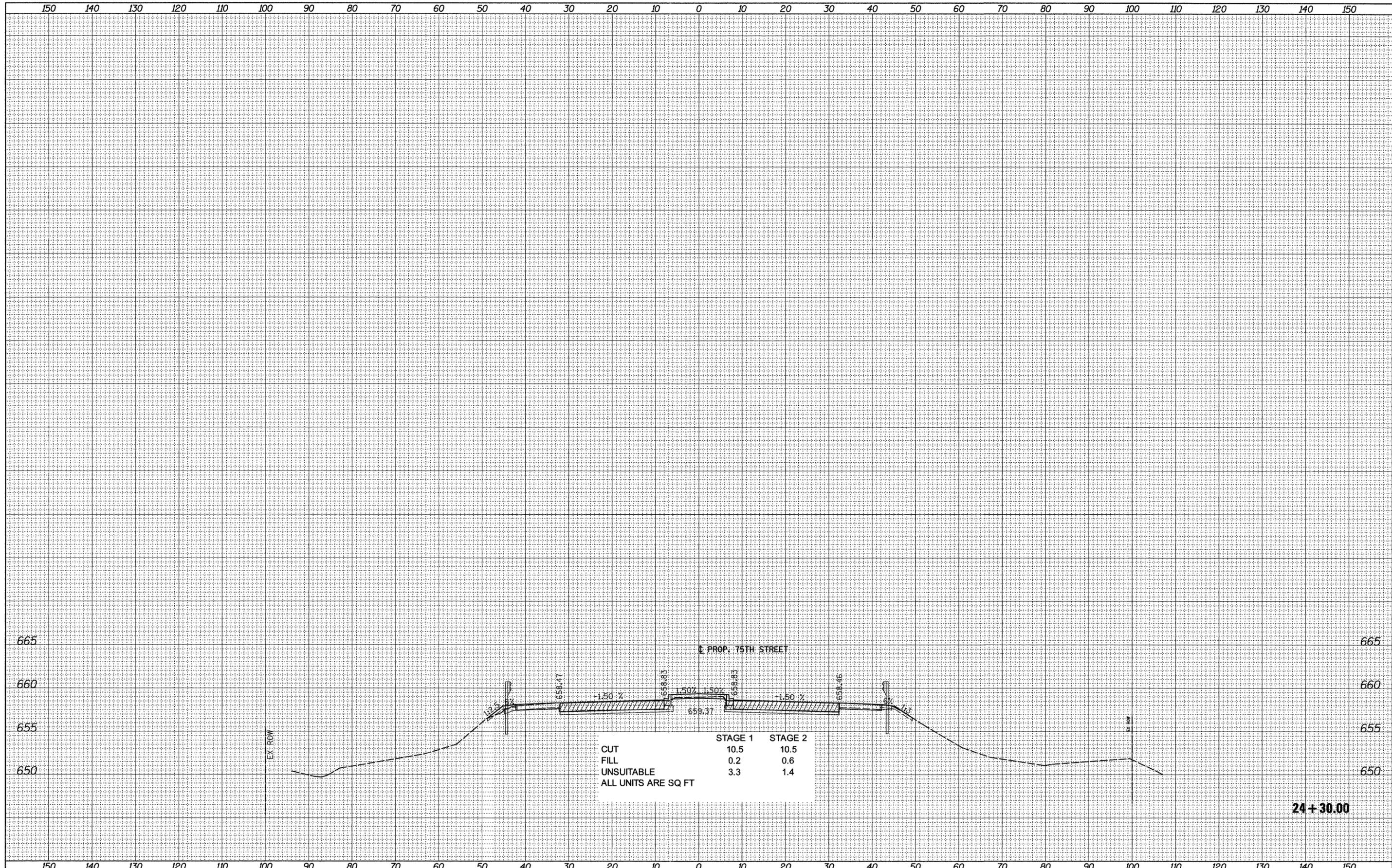
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



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

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



FILE NAME =	USER NAME = *USER*	DESIGNED - JAC	REVISED -	DUPAGE COUNTY DIVISION OF TRANSPORTATION	CROSS SECTIONS 75TH STREET OVER EAST BRANCH DUPAGE RIVER	F.A. RTE. 0369	SECTION 08-00162-03-BR	COUNTY DUPAGE	TOTAL SHEETS 58	SHEET NO. 58	
FILE#		DRAWN - JAC	REVISED -			SCALE: 1"=10' HORIZ 1"=5' VERT					
		CHECKED - DES	REVISED -			SHEET NO. 2 OF 2 SHEETS					
		DATE - 12-19-2011	REVISED -			STA. 24+30.00 TO STA. 24+30.00					
ILLINOIS FED. AID PROJECT											