

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	1
FED ROAD DIST NO. 1		ILLINOIS	CONTRACT NO. 60M83	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**PROPOSED  
HIGHWAY PLANS**

F.A.P. 870 / IL ROUTE 53 (LINCOLN AVE.) OVER ST JOSEPH'S CREEK  
BRIDGE REPLACEMENT  
SECTION 534R-B  
PROJECT NO. ACBRF-0870(014)  
DuPAGE COUNTY  
C-91-170-11

D-91-170-11

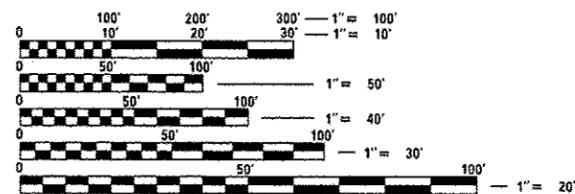


LOCATION OF SECTION INDICATED THUS: - [black box] -

**TRAFFIC DATA:**

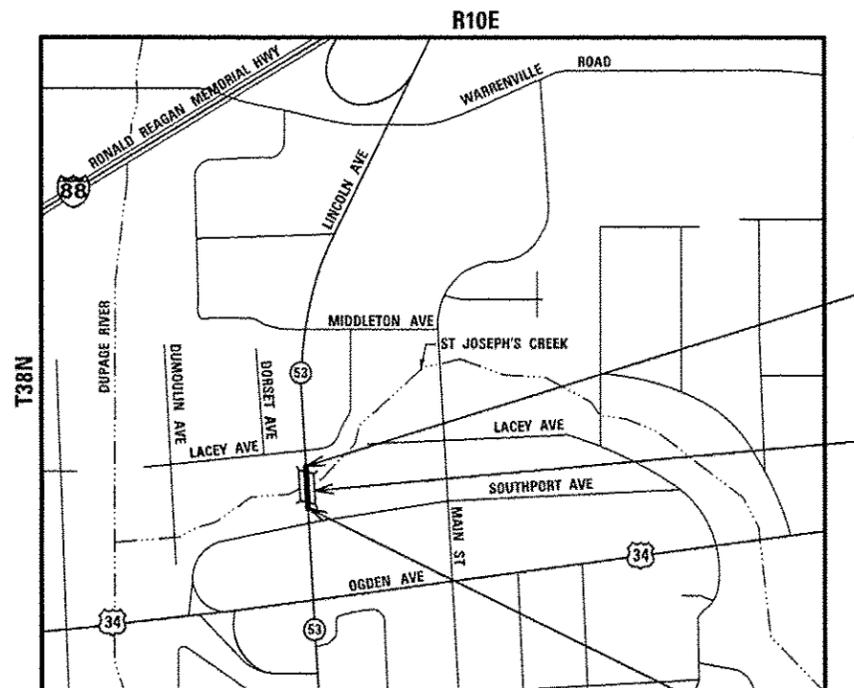
EXISTING ADT IL ROUTE 53 = 25,500 (2002)  
PROPOSED ADT IL ROUTE 53: 35,505 (2021)  
POSTED SPEED = 35 MPH

PROJECT IS LOCATED IN THE VILLAGE OF LISLE



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



SECTION 3  
LISLE TOWNSHIP  
LOCATION MAP  
NOT TO SCALE

PROJECT ENDS  
STA. 101 + 65.00

**PROJECT LOCATION:**  
IL ROUTE 53 (LINCOLN AVE.)  
OVER ST JOSEPH'S CREEK  
EXISTING SN: 022-0082  
PROPOSED SN: 022-3054

PROJECT CONSISTS OF THE REMOVAL OF THE EXISTING BRIDGE (SN: 022-0082 EXISTING) AND REPLACEMENT WITH A THREE SIDED PRECAST CONCRETE STRUCTURE (SN: 022-3054 PROPOSED) AND THE REMOVAL AND REPLACEMENT OF THE EXISTING APPROACH ROADWAY OF IL ROUTE 53 (LINCOLN AVE) OVER ST. JOSEPH'S CREEK.

PROJECT BEGINS  
STA. 98 + 63.00

GROSS AND LENGTH OF PROJECT = 302.0 FEET = 0.057 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED August 2, 2012

*[Signature]*  
Acting DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 5, 2012

*[Signature]*  
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 5, 2012

*[Signature]*  
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

PROJECT MANAGER ISSAM RAYYAN, PE (847) 705-4550  
PROJECT ENGINEER ROBERT T. BORO, PE (847) 705-4178  
CONTRACT NO. 60M83

**Primera**  
100 S. WACKER DRIVE SUITE 700 CHICAGO IL 60606.  
P:312-606-0910 F:312-606-0415



*[Signature]*  
TED W. LACHUS, P.E.  
EXPIRES 1-31-2013

7-31-2012  
DATE

**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES AND COMMITMENTS
- 3-5 SUMMARY OF QUANTITIES
- 6 SCHEDULE OF QUANTITIES
- 7 EXISTING AND PROPOSED TYPICAL SECTIONS
- 8 ALIGNMENT, TIES AND BENCHMARKS
- 9 EXISTING AND PROPOSED ROADWAY PLAN AND PROFILE
- 10 MOT GENERAL NOTES AND SUGGESTED CONSTRUCTION SEQUENCING
- 11 MOT TYPICAL SECTIONS
- 12 SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL - STAGE 1
- 13 SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL - STAGE 2
- 14 EROSION CONTROL PLAN
- 15 DRAINAGE AND UTILITY PLAN
- 16 CREEK GRADING AND COMPENSATORY STORAGE PLAN
- 17-18 PLAT OF HIGHWAYS
- 19 PAVEMENT MARKING AND LANDSCAPING PLAN
- 20-25 DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
- 26 TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
- 27 TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES
- 28 PROPOSED INTERCONNECT PLAN
- 29 PROPOSED INTERCONNECT SCHEMATIC
- 30-42 STRUCTURE PLANS
- 43 MISCELLANEOUS DETAILS
- 44-48 CROSS SECTIONS
- 49 BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- 50 TC-10 DISTRICT ONE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- 51 TC-11 DISTRICT ONE TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- 52 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 53 TC-22 DISTRICT ONE ARTERIAL ROAD INFORMATION SIGN

**STATE STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-06 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
- 424001-06 CURB RAMPS FOR SIDEWALKS
- 515001-03 NAME PLATE FOR BRIDGES
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604001-03 FRAME AND LIDS TYPE 1
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 631031-10 TRAFFIC BARRIER TERMINAL, TYPE 6
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701321-12 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701606-08 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-08 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 886001-01 DETECTOR LOOP INSTALLATIONS

**GENERAL NOTES:**

1. THESE PLANS HAVE BEEN PREPARED FROM INFORMATION ACQUIRED FROM EXISTING PLANS AND NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.
2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO VARIATIONS FOUND IN THE FIELD. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. ANY ADJUSTMENTS PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE.
3. FORTY- EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) OR 811 FOR LOCATIONS OF THE EXISTING UTILITIES.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
7. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
8. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS ADJOINING RESIDENTIAL AREAS.
9. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
10. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO ASSURE THAT NO DEBRIS FALLS INTO ST. JOSEPH'S CREEK. THE COST OF THIS WORK SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.
11. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
12. THE ENGINEER SHALL CONTACT DON CHIARUG, THE AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
13. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
14. ACCESS SHALL BE PROVIDED AT ALL TIMES TO PROPERTIES ABUTTING THE PROPOSED IMPROVEMENT.
15. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
16. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIPLINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
17. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE FOR IT'S REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

**GENERAL NOTES (CONT'D):**

18. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL AREAS WITHIN THE PROJECT LIMITS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.
19. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**COMMITMENTS**

NONE

FILE NAME * ...AD160MB3-shr-gonnotes.dgn		DESIGNED - RJD	REVISED - 8/29/2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 53 OVER ST JOSEPH'S CREEK INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES AND COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GEW	REVISIONS -			870	534R-B	DuPAGE	53	2
		CHECKED - RJD	REVISIONS -			CONTRACT NO. 60MB3				
		DATE - 8/3/2012	REVISIONS -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

URBAN  
80% FED. / 20% STATE  
SUMMARY OF QUANTITIES

URBAN  
80% FED. / 20% STATE

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	72	72	
* 20101000	TEMPORARY FENCE	FOOT	86	86	
* 20101200	TREE ROOT PRUNING	EACH	5	5	
* 20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5	
* 20101700	SUPPLEMENTAL WATERING	UNIT	1	1	
20200100	EARTH EXCAVATION	CU YD	512	512	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	254	254	
20300100	CHANNEL EXCAVATION	CU YD	44	44	
20400800	FURNISHED EXCAVATION	CU YD	62	62	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	7		7
20800150	TRENCH BACKFILL	CU YD	27	27	
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2523	2523	
* 25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25	
* 25000314	SEEDING, CLASS 4B	ACRE	0.25	0.25	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	12	12	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	12	12	
* 25100115	MULCH, METHOD 2	ACRE	0.75	0.75	
* 25100630	EROSION CONTROL BLANKET	SQ YD	2523	2523	
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	52	52	
* 28000305	TEMPORARY DITCH CHECKS	FOOT	28	28	
* 28000400	PERIMETER EROSION BARRIER	FOOT	519	519	
* 28000510	INLET FILTERS	EACH	3	3	
28100107	STONE RIPRAP, CLASS A4	SQ YD	697		697
28200200	FILTER FABRIC	SQ YD	697		697
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	774	774	

\* INDICATES SPECIALTY ITEMS

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	497	497	
35501317	HOT-MIX ASPHALT BASE COURSE, 6 1/4"	SQ YD	680	680	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	469	469	
40600300	AGGREGATE (PRIME COAT)	TON	8	8	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	131	131	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	280	280	
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	227	227	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1607	1607	
44000100	PAVEMENT REMOVAL	SQ YD	787	787	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1231	1231	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	833	833	
44000600	SIDEWALK REMOVAL	SQ FT	1416	1416	
44003100	MEDIAN REMOVAL	SQ FT	2328	2328	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2	
50200100	STRUCTURE EXCAVATION	CU YD	486		486
50300225	CONCRETE STRUCTURES	CU YD	254		254
50300255	CONCRETE SUPERSTRUCTURE	CU YD	13.0		13.0
50300300	PROTECTIVE COAT	SQ YD	92		92
50800105	REINFORCEMENT BARS	POUND	18610		18610
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	12130		12130
50800515	BAR SPLICERS	EACH	78		78
50900105	ALUMINUM RAILING, TYPE L	FOOT	87		87
51500100	NAME PLATES	EACH	1		1

\* INDICATES SPECIALTY ITEMS

FILE NAME \*  
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DESIGNED - RJD  
DRAWN - CEW  
CHECKED - RJD  
DATE - 8/3/2012

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
SUMMARY OF QUANTITIES

SCALE: N/A SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 53	SHEET NO. 3
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

URBAN  
80% FED. / 20% STATE  
SUMMARY OF QUANTITIES

URBAN  
80% FED. / 20% STATE

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	63	63	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	124	124	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	8	8	
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	8	8	
55100500	STORM SEWER REMOVAL 12"	FOOT	86	86	
55100700	STORM SEWER REMOVAL 15"	FOOT	134	134	
55100900	STORM SEWER REMOVAL 18"	FOOT	12	12	
55101600	STORM SEWER REMOVAL 36"	FOOT	14	14	
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	2	
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	
60500040	REMOVING MANHOLES	EACH	2	2	
60500050	REMOVING CATCH BASINS	EACH	1	1	
60500060	REMOVING INLETS	EACH	1	1	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	811	811	
60604310	COMBINATION CONCRETE CURB AND GUTTER, TYPE SB-6.12	FOOT	646	646	
60605567	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-8.12	FOOT	91	91	
60618210	HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH	SQ FT	962	962	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	37.5	37.5	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	

\* INDICATES SPECIALTY ITEMS

CODED PAY ITEM NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
				ROADWAY 0004	BRIDGE REPLACEMENT 0011
63200310	GUARDRAIL REMOVAL	FOOT	507	507	
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	650	650	
66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	128	128	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	10	10	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2714	2714	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	262.5	262.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	262.5	262.5	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	219	219	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3921	3921	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	726	726	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	20	20	
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	75	75	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	121	121	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2059	2059	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	121	121	
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	299	299	
87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2404	2404	
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2378	2378	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	328	328	
87900200	DRILL EXISTING HANDHOLE	EACH	2	2	

\* INDICATES SPECIALTY ITEMS

FILE NAME: ...\\0160MB3-hrc-5002.Final-Revise.dgn



DESIGNED - RJD  
DRAWN - GEW  
CHECKED - RJD  
DATE - 8/3/2012

REVISED -  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
SUMMARY OF QUANTITIES

SCALE: N/A SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 53	SHEET NO. 4
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	



TREE REMOVAL 6 TO 15 UNITS DIAMETER

STATION		UNITS INCHES
99+84.55	RT	6
99+86.88	RT	6
99+92.23	RT	6
99+92.30	RT	6
99+95.26	RT	6
99+95.58	RT	6
99+97.10	RT	6
99+97.94	RT	6
100+02.82	RT	6
100+06.72	RT	6
100+09.36	RT	6
100+10.17	RT	6
TOTAL		72

TREE PROTECTION WITH TEMPORARY FENCE AND TREE ROOT PRUNING SCHEDULE

LOCATION
STA. 98+74.8, 54.6 RT
STA. 99+43.2, 130.5 RT
STA. 100+11.9, 72.1 RT
STA. 100+11.9, 70.4 RT
STA. 100+14.1, 65.4 RT
TOTAL = 5 EACH

GUARDRAIL SCHEDULE

LOCATION	OFFSET	STEEL PLATE BEAM RAIL, TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL	
			TYPE 1 (SPEC.) TANGENT	TYPE 6
STA. 99+43.8 TO STA. 99+56.3	RT	12.5	-	-
STA. 100+44.0 TO STA. 100+69.0	LT	25.0	-	-
STA. 99+43.8	RT	-	1	-
STA. 100+69.0	LT	-	1	-
STA. 99+99.4	RT	-	-	1
STA. 100+00.7	LT	-	-	1
TOTAL		37.5	2	2

COMBINATION CURB AND GUTTER REMOVAL

STATION	OFFSET	RT/LT	STATION	OFFSET	RT/LT	UNITS FOOT
98+97.76	27.83	RT	99+95.74	28.27	RT	97.98
98+97.76	28.80	LT	99+72.87	28.20	LT	75.11
100+04.47	28.14	LT	101+60.78	39.14	LT	158.89
100+27.51	28.07	RT	101+45.75	28.25	RT	118.37
102+39.00	3.00	RT	104+28.50	5.50	RT	190.22
102+39.00	5.00	LT	104+28.50	8.25	LT	192.03
TOTAL						833

MEDIAN REMOVAL

STATION	OFFSET	WIDTH	STATION	OFFSET	WIDTH	UNITS SQ. FT.
102+39.0	RT/LT	7.00	104+28.5	LT	4.00	1042.3
104+28.5	RT/LT	4.00	107+50.0	LT	4.00	1286.0
TOTAL						2328

SUB-BASE GRANULAR MATERIAL, TYPE B 6''

STATION	OFFSET	WIDTH	STATION	OFFSET	WIDTH	UNITS SQ. FT.
98+75.00	RT	5.00	101+63.56	RT	5.00	160.31
99+69.75	LT	5.00	100+02.50	LT	5.00	18.19
102+39.00	RT/LT	10.00	102+92.21	RT/LT	11.00	62.08
102+92.21	RT/LT	11.00	104+28.50	LT	4.00	113.58
104+28.50	RT/LT	4.00	107+50.00	LT	4.00	142.89
TOTAL						497

EARTHWORK SCHEDULE

ITEM (CY)	TOTAL	STAGE 1	STAGE 2
EARTH EXCAVATION	512	55	457
*ADJUSTED EARTH EXCAVATION	436	47	389
FILL/FURNISHED EXCAVATION	282	108	174
EARTHWORK BALANCE EXCESS (+) OR SHORTAGE (-)	+153	-62	+215
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUT)	266	-	-

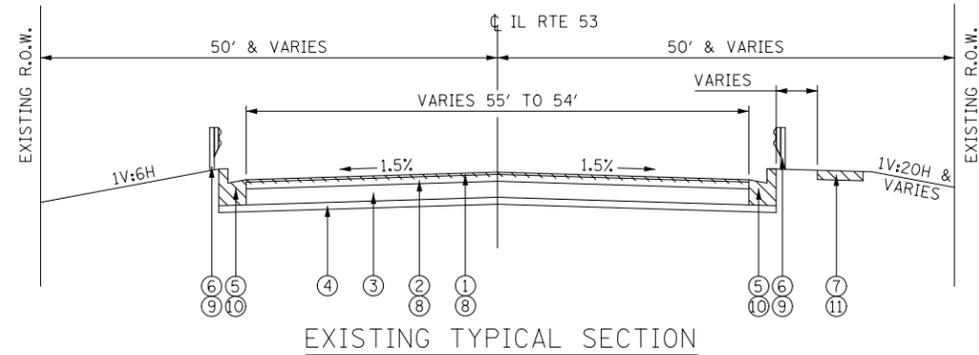
\*NOTE: SHRINKAGE CALCULATED USING 15% SHRINKAGE FACTOR.

PCC SIDEWALK SCHEDULE

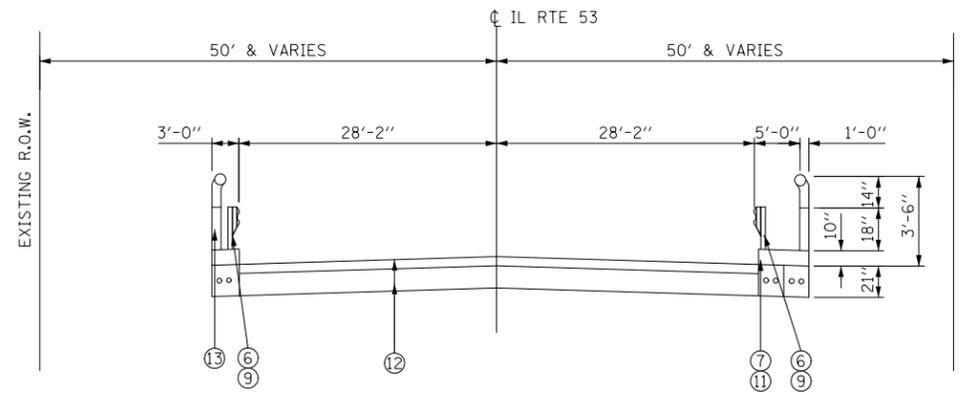
LOCATION	TOTAL (SQ FT)
STA. 98+75.0 TO STA. 101+63.6, RT	1443
STA. 99+69.8 TO STA. 100+02.5, LT	164
TOTAL	1607

TEMPORARY BARRIER AND IMPACT ATTENUATOR SCHEDULE

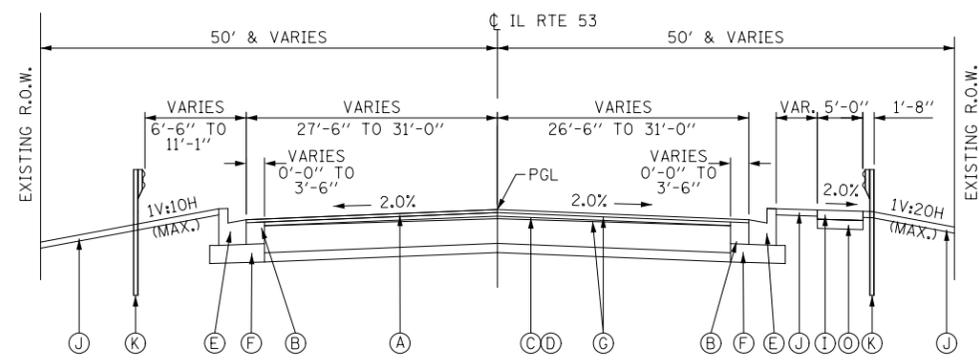
LOCATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	TL 3 TEMP. IMPACT ATTENUATOR (EACH)	RELOCATE TL3 TEMP. IMPACT ATTENUATOR (EACH)
STA. 98+82.5 TO STA. 99+07.5, RT	25			
STA. 98+82.5 TO STA. 99+07.5, LT		25		
STA. 98+82.5, 1' RT			1	
STA. 98+82.5, 1' LT				1
STA. 99+07.5 TO STA. 101+20, RT	212.5			
STA. 99+07.5 TO STA. 101+20, LT		212.5		
STA. 101+20 TO STA. 101+45, RT	25			
STA. 101+20 TO STA. 101+45, LT		25		
STA. 101+45, 1' RT			1	
STA. 101+45, 1' LT				1
TOTAL	262.5	262.5	2	2



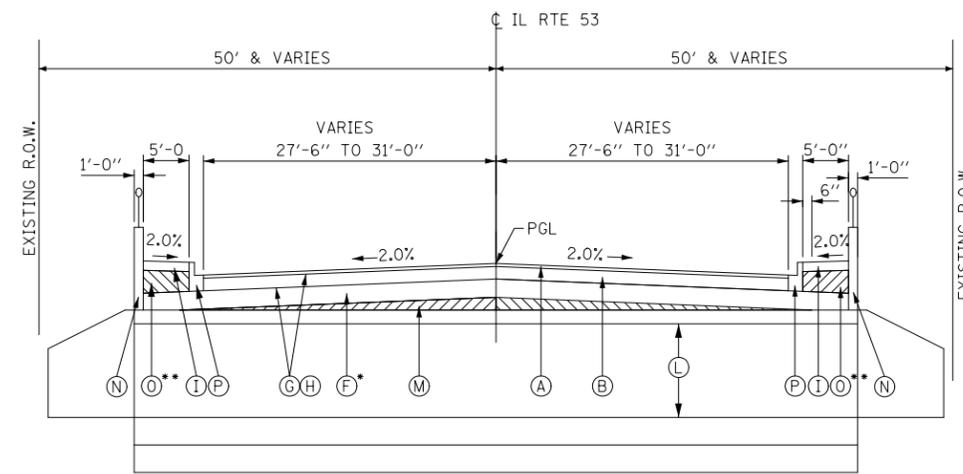
STA. 98+63 TO STA. 99+84  
STA. 100+16 TO STA. 101+65



EXISTING TYPICAL SECTION  
STA. 99+84 TO STA. 100+16



STA. 98+63 TO STA. 99+55.30  
STA. 100+45 TO STA. 101+65



PROPOSED TYPICAL SECTION  
STA. 99+55.30 TO STA. 100+45

**LEGEND**

- EXISTING CONDITIONS**
- ① HMA SURFACE COURSE, 1 1/2"
  - ② HMA BINDER COURSE, 3"
  - ③ HMA BASE COURSE, 11"
  - ④ AGGREGATE BASE
  - ⑤ CURB & GUTTER TYPE B-6, 12
  - ⑥ STEEL PLATE BEAM GUARDRAIL
  - ⑦ P.C.C SIDEWALK
  - ⑧ HMA SURFACE REMOVAL 2"
  - ⑨ GUARDRAIL REMOVAL
  - ⑩ COMBINATION CURB AND GUTTER REMOVAL
  - ⑪ SIDEWALK REMOVAL
  - ⑫ CONCRETE BRIDGE STRUCTURE
  - ⑬ P.C.C PARAPET WALL
- PROPOSED CONDITIONS**
- Ⓐ POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 2"
  - Ⓑ HMA BASE COURSE (HMA BINDER COURSE, IL-19.0, N90) 8 1/4"
  - Ⓒ LEVELING BINDER (MACHINE METHOD), N70 (3/4"-2 1/4") (IN TWO LIFTS)
  - Ⓓ POLYMERIZED HMA BINDER COURSE, IL-19.0, N90 (2 1/4"-5 1/2") (IN TWO LIFTS)
  - Ⓔ COMBINATION CURB & GUTTER TYPE B-6.12
  - Ⓕ AGGREGATE SUBGRADE IMPROVEMENT 12"
  - Ⓖ BITUMINOUS MATERIALS (PRIME COAT)
  - Ⓗ AGGREGATE (PRIME COAT)
  - Ⓘ P.C.C. SIDEWALK 5"
  - Ⓝ PARKWAY RESTORATION: EROSION CONTROL BLANKET SEEDING, CLASS 2A OR CLASS 4A (MODIFIED), (SEE PLANS) TOPSOIL FURNISH AND PLACE, 4"
  - Ⓚ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POST
  - Ⓛ THREE SIDED PRECAST CONCRETE STRUCTURE 28' X 10'
  - Ⓜ POROUS GRANULAR EMBANKMENT, SUBGRADE
  - Ⓝ PARAPET AND ALUMINUM RAILING, TYPE L
  - Ⓞ SUBBASE GRANULAR MATERIAL, TYPE B 6"
  - Ⓟ COMBINATION CURB & GUTTER TYPE B-8.12

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
<b>HMA SURFACE COURSE</b>	
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL-9.5mm) 2"	4% @ 90 Gyr.
<b>HMA BINDER COURSE</b>	
HMA BASE COURSE (HMA BINDER COURSE, IL-19.0, N90) 8 1/4"	4% @ 90 Gyr.
<b>LEVELING BINDER</b>	
LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5mm) 3/4"- 2 1/4"	4% @ 70 Gyr.
POLYMERIZED HMA BINDER COURSE, IL-19.0, N90 2 1/4"- 5 1/2"	4% @ 90 Gyr.
<b>MEDIAN</b>	
HMA SURFACE COURSE, MIX "D", N50 4" (IL-9.5mm)	4% @ 50 Gyr.
<b>TEMPORARY PAVEMENT</b>	
HMA SURFACE COURSE, MIX "D", N50 (IL-9.5mm) 2"	4% @ 50 Gyr.
HMA BINDER, IL-19mm, N50 8"	4% @ 50 Gyr.

IF THE CONTRACTOR CHOOSES TO USE CONCRETE FOR THE TEMPORARY PAVEMENT THE THICKNESS SHALL BE 10".

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

The "AC Type" for Polymerized HMA Mixes SHALL BE "SBS/SBR PG 70 -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/RAS" SEE DISTRICT ONE SPECIAL PROVISIONS.

- \* ANY VARIANCE IN THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT MAY VARY FROM 12" OVER THE PROPOSED THREE-SIDED STRUCTURE WILL BE INCIDENTAL TO THE PAY ITEM AGGREGATE SUBGRADE IMPROVEMENT 12".
- \*\* ANY VARIANCE IN THICKNESS OF SUBBASE GRANULAR MATERIAL, TYPE B 6" OVER THE PROPOSED THREE-SIDED STRUCTURE WILL BE INCIDENTAL THE PAY TO SUBBASE GRANULAR MATERIAL, TYPE B 6".

FILE NAME = ...\\D168M83-sht-typical.dgn



DESIGNED - ADW  
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CHECKED - RJD  
DATE - 8/3/2012

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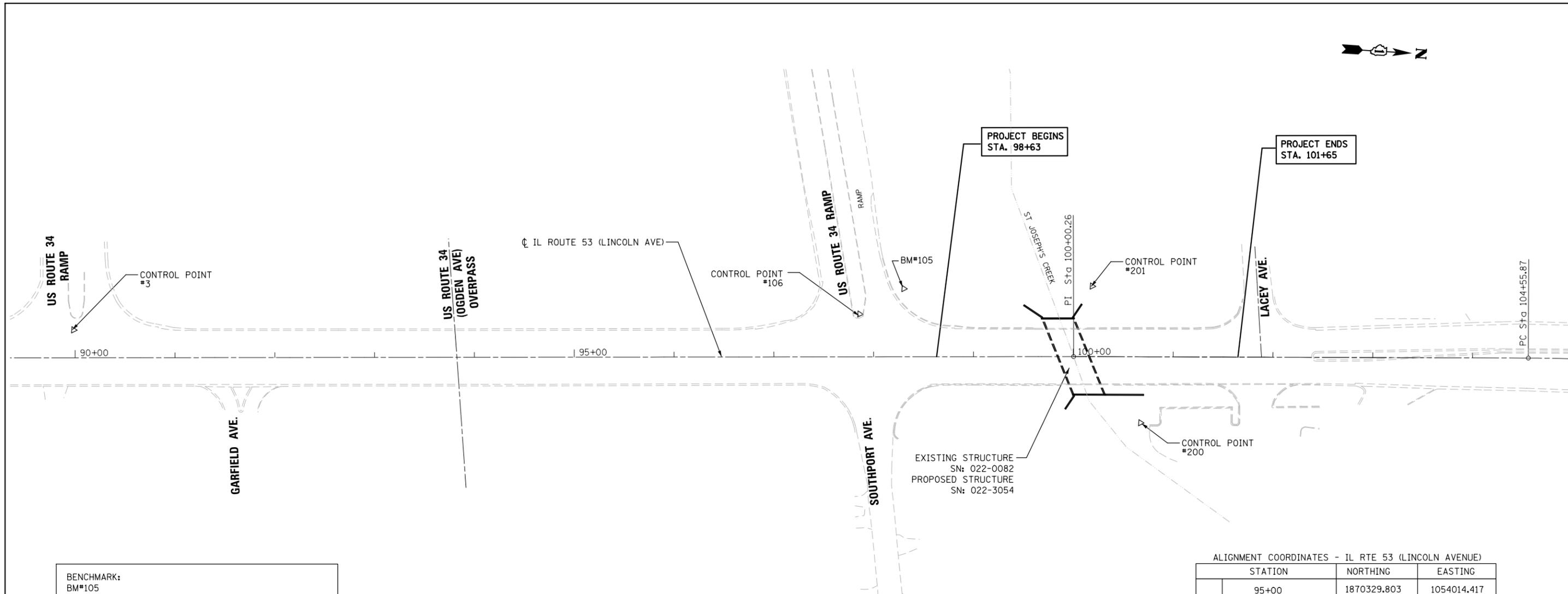
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	7
			CONTRACT NO. 60M83	

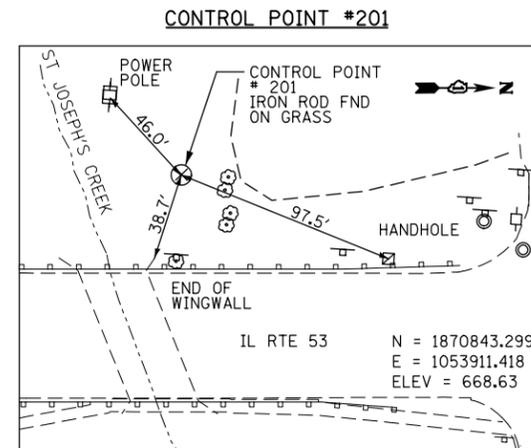
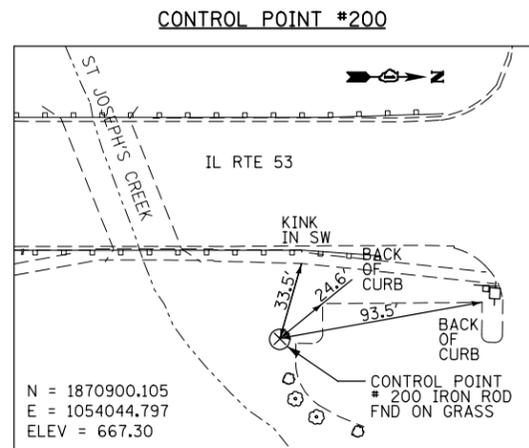
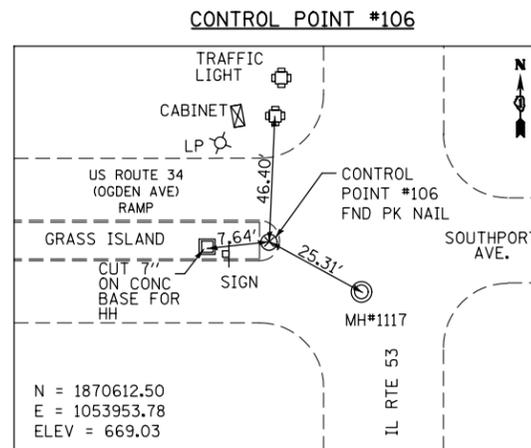
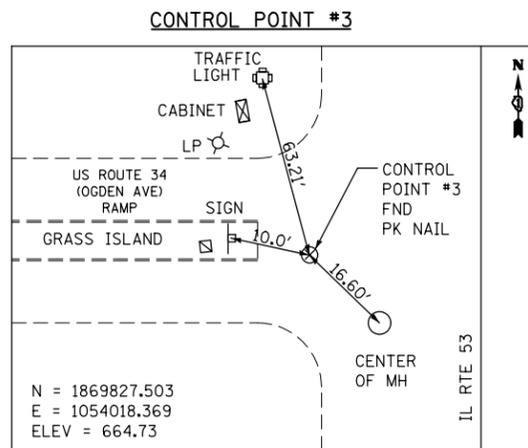
ILLINOIS FED. AID PROJECT



**BENCHMARK:**  
 BM#105  
 SQUARE CUT ON EASTERLY CORNER OF CONCRETE  
 BASE FOR STREET LIGHTING CABINET AT NW CORNER  
 OF IL RTE 53 AND EXIT RAMP TO OGDEN AVE.  
 ELEV = 669.02

ALIGNMENT COORDINATES - IL RTE 53 (LINCOLN AVENUE)

	STATION	NORTHING	EASTING
	95+00	1870329.803	1054014.417
BEG.	98+63	1870692.077	1053991.476
PI	100+00.26	1870829.063	1053982.802
END	101+65	1870993.520	1053973.148
	104+00	1871228.116	1053959.377



FILE NAME =  
 ...\\D168M83-sht-otb.dgn



DESIGNED - RJD  
 DRAWN - GEW  
 CHECKED - RJD  
 DATE - 8/3/2012

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
 ALIGNMENT, TIES AND BENCHMARKS

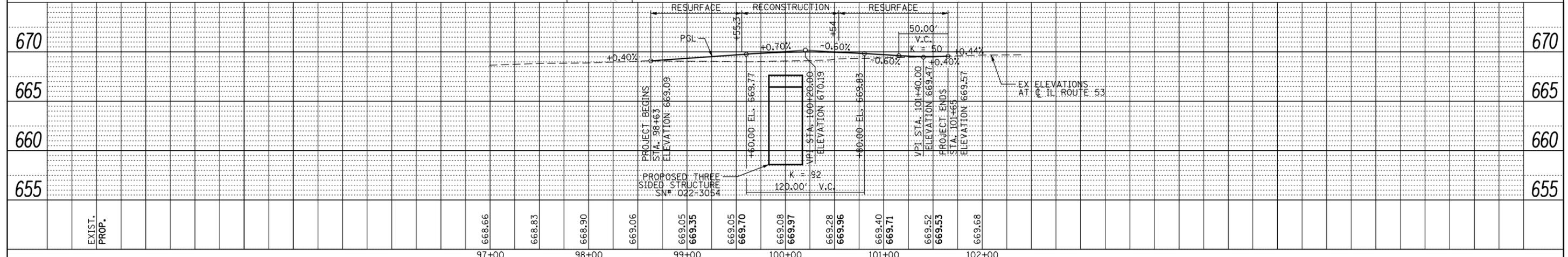
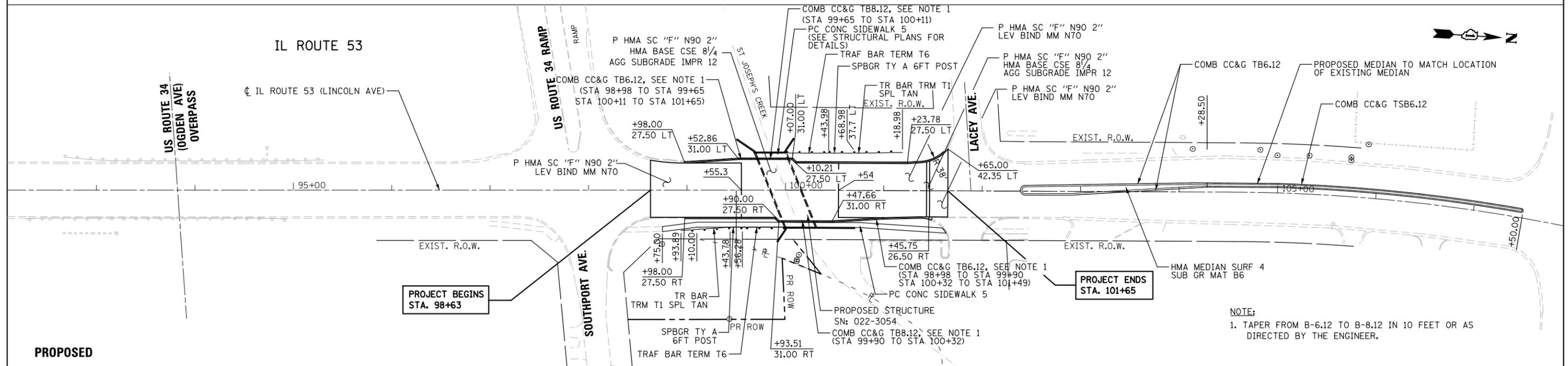
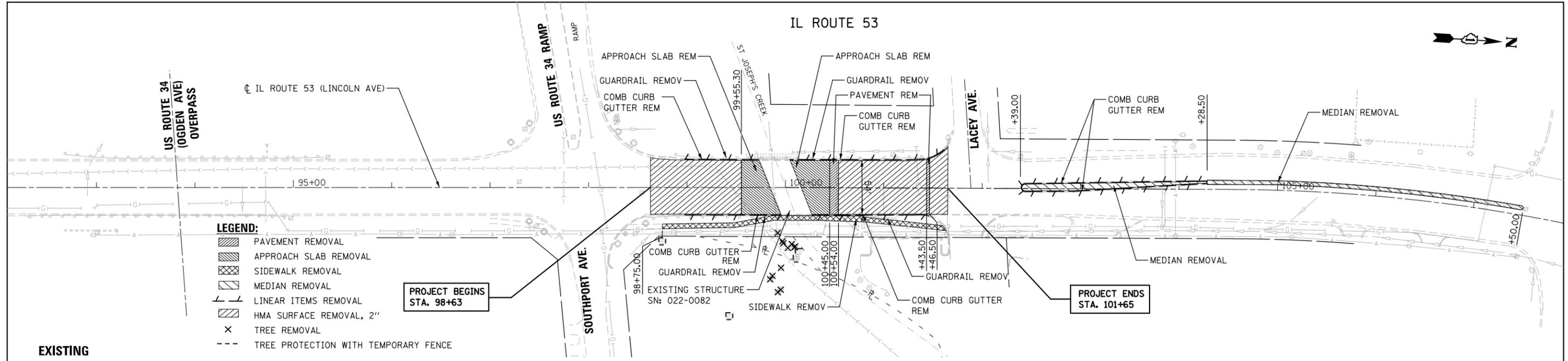
SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	8
				CONTRACT NO. 60M83

ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	ALIGNED	
	FILED	
	NO. _____	
	NO. _____	
	NO. _____	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	STRUCTURE	
	NOTATION	
	NO. _____	
	NO. _____	
	NO. _____	



FILE NAME = ...\\D160M83-sht-plnprof.dgn	DESIGNED - RJD	REVISÉD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 53 OVER ST JOSEPH'S CREEK</b> <b>EXISTING AND PROPOSED ROADWAY PLAN AND PROFILE</b>		F.A.P. RTE. 870	SECTION 534 R-B	COUNTY DuPAGE	TOTAL SHEETS 53	SHEET NO. 9
	DRAWN - GEW	REVISÉD -		SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 98+63 TO STA. 101+65	CONTRACT NO. 60M83		ILLINOIS FED. AID PROJECT	
	CHECKED - RJD	REVISÉD -								
	DATE - 8/3/2012	REVISÉD -								



**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. THE MAINTENANCE OF TRAFFIC CONTROL (MOT) PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.
3. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
4. ALL VEHICLES, EQUIPMENT, WORKERS, AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "PAVEMENT MARKING REMOVAL".
6. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING TAPE WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "WORK ZONE PAVEMENT MARKING REMOVAL".
7. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARD SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE MAINTENANCE OF TRAFFIC SPECIAL PROVISION OR AS DIRECTED BY THE ENGINEER.
8. ALL DRUMS, VERTICAL PANELS, AND BARRICADES ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY-BURNING BIDIRECTIONAL LIGHTS.
9. TEMPORARY CONCRETE BARRIER SHALL BE USED ACROSS THE BRIDGE WHEN SPECIFIED IN THE PLANS.
10. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.
11. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
12. 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 PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY, "CHANGEABLE MESSAGE SIGN".
13. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNING".
14. HIGH-INTENSITY FLASHING LIGHTS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK ZONE DURING HOURS OF DARKNESS AND INSTALLED ABOVE THE FIRST TWO SIGNS IN EACH SERIES.
15. THE ENGINEER MUST BE NOTIFIED AT LEAST 72 HOURS PRIOR TO PLACING THE TEMPORARY TRAFFIC SIGNALS IN OPERATION SO THAT ARRANGEMENTS CAN BE MADE TO INSPECT THE INSTALLATION AND SET THE TIMING OF THE SIGNALS. THE CONTRACTOR SHALL FURNISH TIMING CYCLE GEARS OF 60, 65, 70, 80, 90, 100, AND 120 SECONDS FOR THE CONTROLLER.
16. AT ANY TIME THAT THE SIGNALS ARE NOT OPERATING THE SIGNAL HEAD SHALL BE HOODED AND THE "SIGNAL AHEAD" SIGN COVERED OR REMOVED.
17. FOR ADDITIONAL TEMPORARY TRAFFIC SIGNAL INFORMATION, SEE TEMPORARY TRAFFIC SIGNAL PLANS AND SPECIAL PROVISIONS.
18. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.

**SUGGESTED CONSTRUCTION SEQUENCING**

PRE-STAGE

CONSTRUCTION:

INSTALL STAGE 1 MOT PAVEMENT MARKINGS, TRAFFIC CONTROL, AND TEMPORARY TRAFFIC SIGNALS.

MAINTENANCE OF TRAFFIC:

UTILIZE STANDARD 701311-03 AND AS DIRECTED BY THE ENGINEER.

STAGE 1

CONSTRUCTION:

SOUTHBOUND LANE: REMOVE EXISTING BRIDGE COMPONENTS, SIDEWALKS, HMA PAVEMENTS, AND GUARDRAIL. INSTALL TEMPORARY SOIL RETENTION SYSTEM AND NEW THREE-SIDED STRUCTURE, SUBSTRUCTURE, PARAPET WALLS, HMA PAVEMENT, DRAINAGE SYSTEM, PCC SIDEWALK, GUARDRAIL, PORTION OF COMBINATION CURB AND GUTTER, AND TEMPORARY PAVEMENT NORTH OF NEW STRUCTURE.

MAINTENANCE OF TRAFFIC:

UTILIZE MAINTENANCE OF TRAFFIC DETAILS IN THE PLANS AND STANDARDS 701606-08 AND 701701-08 AND AS DIRECTED BY THE ENGINEER.

STAGE 2

CONSTRUCTION:

NORTHBOUND LANE: REMOVE EXISTING BRIDGE COMPONENTS, SIDEWALKS, HMA PAVEMENTS, AND GUARDRAIL. INSTALL TEMPORARY SOIL RETENTION SYSTEM AND NEW THREE-SIDED STRUCTURE, SUBSTRUCTURE, PARAPET WALLS, HMA PAVEMENT, DRAINAGE SYSTEM, PCC SIDEWALK, COMINATION CURB AND GUTTER, AND GUARDRAIL.

MAINTENANCE OF TRAFFIC:

UTILIZE MAINTENANCE OF TRAFFIC DETAILS IN THE PLANS AND STANDARDS 701606-08 AND 701701-08 AND AS DIRECTED BY THE ENGINEER.

STAGE 3

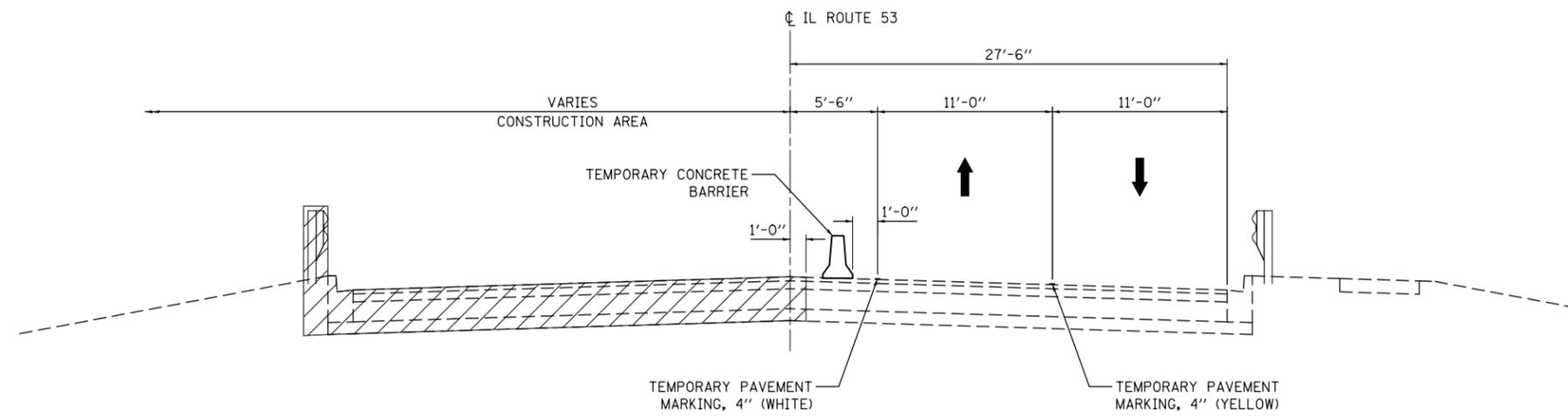
CONSTRUCTION:

REMOVE TEMPORARY PAVEMENT AND CONSTRUCT REMAINING PORTION OF COMBINATION CURB AND GUTTER ON SOUTHBOUND LANE. REMOVE TEMPORARY PAVEMENT AND CONSTRUCT MEDIAN, PLACE PERMANENT PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS, AND INSTALL LANDSCAPING.

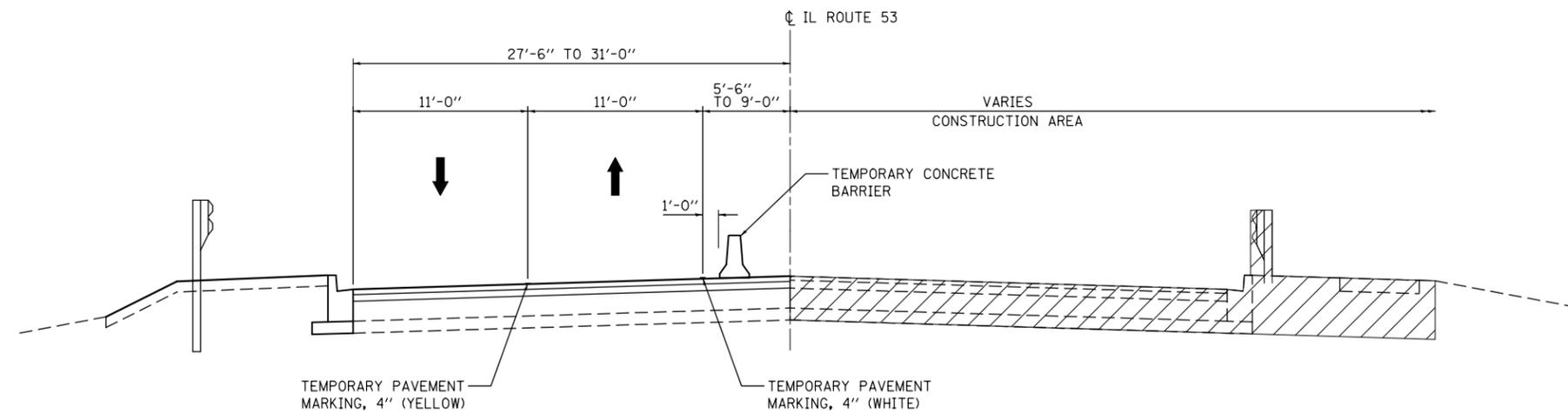
MAINTENANCE OF TRAFFIC:

UTILIZE STANDARD 701311-03, 701701-08 AND AS DIRECTED BY THE ENGINEER.

FILE NAME = ...\\D160M83-sht-staging-gennotes.dgn		DESIGNED - ADW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 53 OVER ST JOSEPH'S CREEK MAINTENANCE OF TRAFFIC GENERAL NOTES AND SUGGESTED CONSTRUCTION SEQUENCING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GEW	REVISED -		870	534R-B	DuPAGE	53	10			
CHECKED - RJD	REVISED -				CONTRACT NO. 60M83							
DATE - 8/3/2012	REVISED -	SCALE: N/A	SHEET NO. 1 OF 4 SHEETS		STA.	TO STA.	ILLINOIS FED. AID PROJECT					



**STAGE 1**  
**STA. 98 + 63 TO STA. 101 + 65**



**STAGE 2**  
**STA. 98 + 63 TO STA. 101 + 65**

FILE NAME =  
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DESIGNED - ADW  
 DRAWN - GEW  
 CHECKED - RJD  
 DATE - 8/3/2012

REVISED -  
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 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK**  
**MAINTENANCE OF TRAFFIC**  
**TYPICAL SECTIONS**

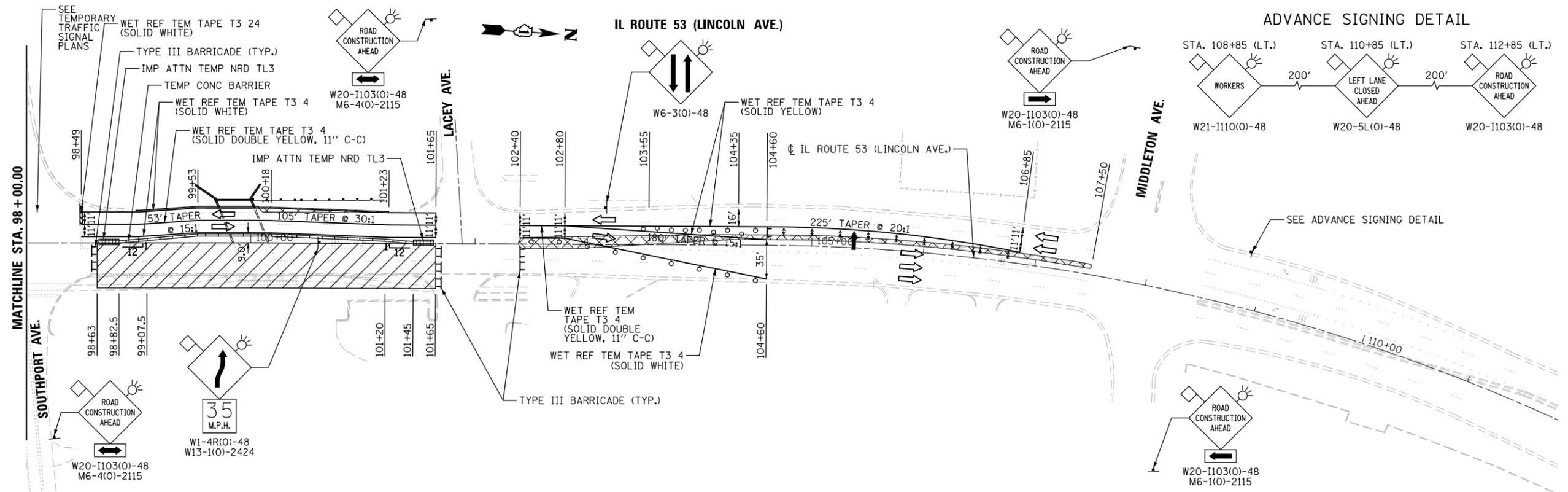
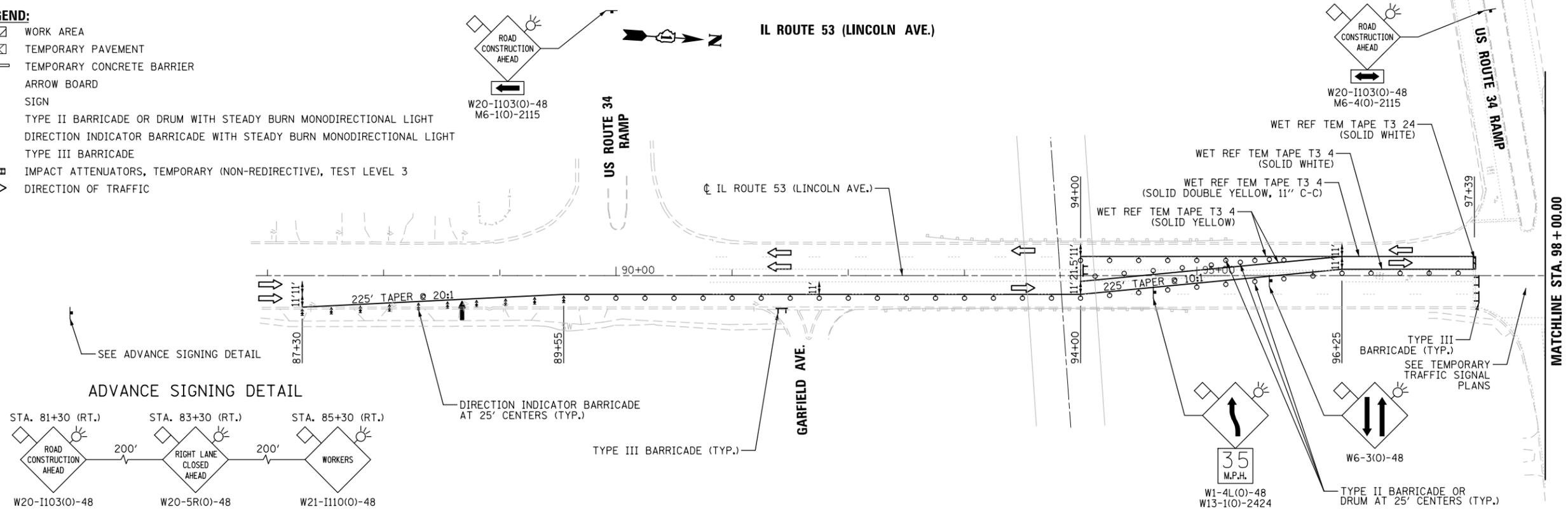
SCALE: 1/2"=5' (HORIZ.) 1/4"=10' (VERT.) SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	11
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	



**LEGEND:**

-  WORK AREA
-  TEMPORARY PAVEMENT
-  TEMPORARY CONCRETE BARRIER
-  ARROW BOARD
-  SIGN
-  TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE III BARRICADE
-  IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
-  DIRECTION OF TRAFFIC



FILE NAME = ...\\D168M83-sht-staging2\_01.dgn



DESIGNED - ADW  
 DRAWN - GEW  
 CHECKED - RJD  
 DATE - 8/3/2012

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

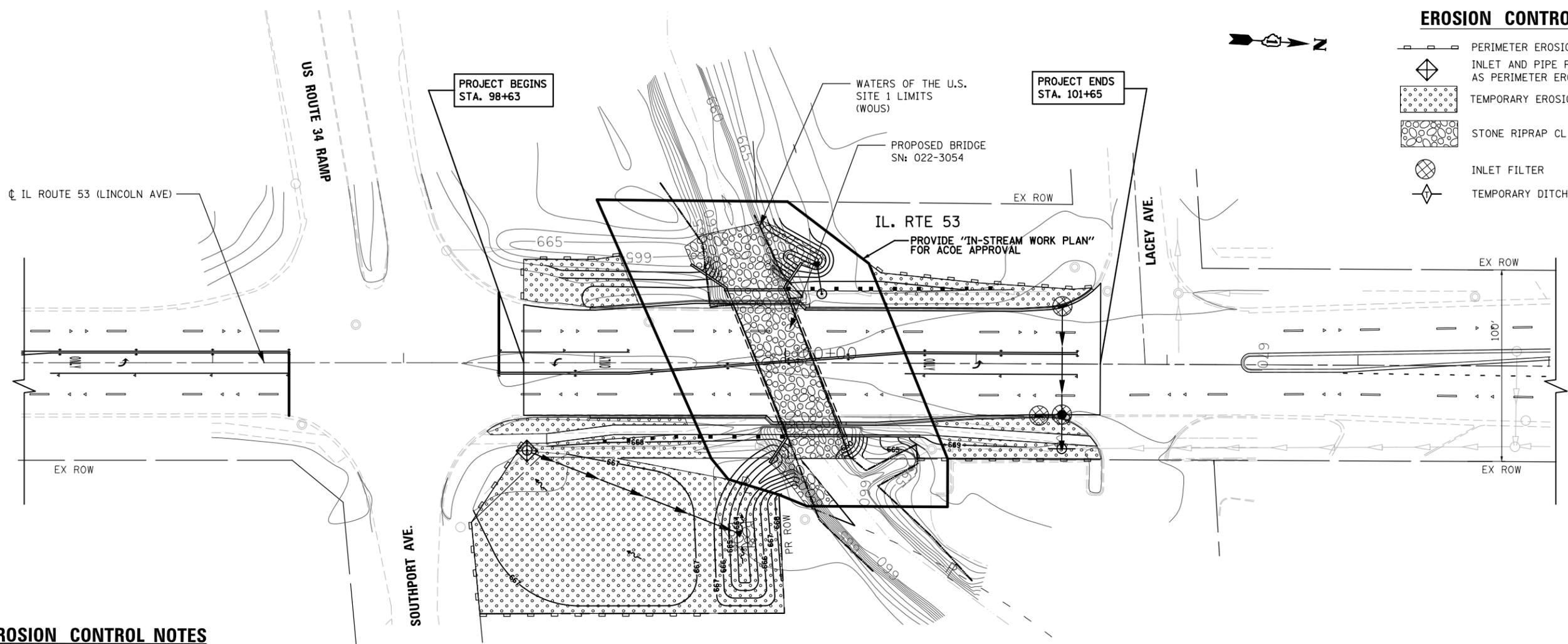
**IL ROUTE 53 OVER ST JOSEPH'S CREEK  
 MAINTENANCE OF TRAFFIC PLAN  
 STAGE 2**

SCALE: 1" = 50'    SHEET NO. 4 OF 4 SHEETS    STA. 89+50 TO STA. 106+85

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	13
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

### EROSION CONTROL LEGEND

-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION (PAID FOR AS PERIMETER EROSION BARRIER)
-  TEMPORARY EROSION CONTROL SEEDING
-  STONE RIPRAP CL A4 (TYP)
-  INLET FILTER
-  TEMPORARY DITCH CHECK



### EROSION CONTROL NOTES

1. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 02-60.
3. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
4. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
5. THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.
6. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
7. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES.
8. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION CONTROL SEEDING TO ALL ERODIBLE BARE EARTH AREAS EVERY 7 DAYS AFTER THE EARTH IS EXPOSED. APPLICATION RATE USED: 100 LB/ACRE
9. BROADCASTING OF THE SEED BY MACHINE, HAND METHODS, HYDRAULIC SEEDING OR OTHER METHODS APPROVED BY THE ENGINEER WILL BE ALLOWED FOR TEMPORARY EROSION CONTROL SEEDING.
10. TOPSOIL AND FERTILIZER NUTRIENTS ARE NOT REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING.
11. SEED BED PREPARATION WILL NOT BE REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING IF THE SOIL IS IN A LOOSE CONDITION. LIGHT DISKING SHALL BE DONE IF THE SOIL IS HARD PACKED OR CAKED.
12. MULCH WILL NOT BE REQUIRED AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON AREAS WITH SLOPES FLATTER THAN 1:3 (V:H) THAT ARE TEMPORARY SEEDED BEFORE NOVEMBER 2.
13. MULCH, METHOD 2 (PROCEDURE 2) SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENT OF THE STANDARD SPECIFICATIONS AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON AREAS WITH SLOPES STEEPER THAN 1:3 (V:H) THAT ARE TEMPORARY SEEDED BEFORE NOVEMBER 2.
14. EROSION CONTROL BLANKET SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AFTER TEMPORARY EROSION CONTROL SEEDING HAS BEEN COMPLETED ON ALL AREAS THAT ARE TEMPORARY SEEDED ON OR AFTER NOVEMBER 2.
15. ALL PERIMETER EROSION BARRIER SHALL BE INSTALLED WITHIN THE TEMPORARY EASEMENT, PROPOSED RIGHT-OF-WAY OR EXISTING RIGHT-OF-WAY.
16. 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 ERODIBLE CONDITIONS.
17. THE CONTRACTOR SHALL INSTALL PERIMETER EROSION BARRIER PRIOR TO STRIPPING VEGETATION.
18. TEMPORARY DITCH CHECKS AND INLET AND PIPE PROTECTION SHALL BE INSTALLED IMMEDIATELY AFTER DISTURBANCE.
19. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES AT ALL TIMES. EROSION CONTROL DEVICES SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING WINTER MONTHS, MEASURES SHOULD BE INSPECTED AFTER SIGNIFICANT SNOWMELTS.
20. THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND THE ILLINOIS URBAN MANUAL, PRACTICE STANDARD, DEWATERING CODE 813 SHALL BE FOLLOWED WHEN DEWATERING THE CONSTRUCTION SITE.
21. THE CONTRACTOR SHALL ADDRESS ALL EROSION CONTROLS COMMENTS/MAINTENANCE REQUESTS BY THE ENGINEER WITH A 24 HOURS NOTIFICATION TIME FRAME FROM THE TIME OF RECEIPT OF COMMENTS BY THE ENGINEER.
22. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
23. THE USE OF HAY OR STRAW BALES FOR ANY EROSION AND SEDIMENT CONTROL MEASURES IS NOT PERMITTED.
24. J-HOOKS PER IDOT STANDARD 280001 SHALL BE INSTALLED DURING THE INSTALLATION OF THE PERIMETER EROSION BARRIER WHERE NEEDED.
25. PERMANENT SEEDING AND EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL DISTURBED AREAS IMMEDIATELY FOLLOWING FINAL GRADING
26. STOCKPILES OF SOIL AND OTHER ERODIBLE MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER EROSION BARRIER). STOCKPILES TO REMAIN IN PLACE FOR 7 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
27. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGE SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (I.E. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).

FILE NAME = ...\\D168M83-sht-eros.dgn		DESIGNED - SEF	REVISED - 8/29/2012	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 53 OVER ST JOSEPH'S CREEK</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GEW	REVISED -		<b>EROSION CONTROL PLAN</b>			870	534R-B	DuPAGE	53	14
		CHECKED - RJD	REVISED -		SCALE: 1" = 30'	SHEET NO. 1 OF 1 SHEETS	STA. 98+63 TO STA. 101+65	CONTRACT NO. 60M83				
		DATE - 8/3/2012	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNED
	CHECKED
	FILE NAME
	NO.

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
	STRUCTURE NOTATIONS CHECKED
	NO.

STRUCTURE TABLE										
NO.	STATION	OFFSET	TYPE	FRAME	FST	RIM	N. INV.	E. INV.	S. INV.	W. INV.
1	98+65	46.0' RT	MH-A4	1-OL	*	666.39	663.84	663.84		
2	99+74.4	94.2' RT	FES 15	--	--	663.50				
3	100+16	52.7' LT	FES 18	--	--	664.00				
4	100+19	36.0' LT	MH-A6	1-CL	*	668.50	664.20			664.20
5	100+63	49.6' RT	EX-FES-36	--	--	662.05				
6	100+77	44.9' RT	EX-MH	--	--	668.27	661.87		661.87	
7	101+45	44.3' RT	MH-A4	1-CL		668.90	662.0		664.29	662.0
8	101+45	26.5' RT	CB-A4	1-OL		669.13		664.35	664.35	664.35
9	101+33	27.0' RT	INL-A	1-OL		669.14	664.42			
10	101+45	30.0' LT	INL-A	1-OL		669.08	664.62			

PIPE TABLE										
NO.	TYPE	UPSTREAM STATION	DOWNSTREAM STATION	MAT.	SIZE	SLOPE	LIN. FT.	TBF	CYD.	
1	SS-T1-A	98+65	46.0 RT	100+16.0	52.7 LT	RCP	15"	-0.09%	172'	--
2	SS-T1-A	100+63	49.6 RT	100+19	36.0 LT	RCP	18"	-2.32%	87'	--
3	SS-T1-A	101+45	26.5 RT	101+38	26.5 RT	RCP	36"	0.10%	6'	6
4	SS-T1-A	101+52	26.5 RT	101+45	26.5 RT	RCP	36"	0.10%	6'	6
5	SS-T1-A	101+33	27.0 RT	101+45	26.5 RT	RCP	15"	0.78%	9'	4
6	SS-T1-A	101+45	30.0 LT	101+33	27.0 RT	RCP	12"	0.36%	56'	12
7	SS-T1-A	101+45	30.0 LT	101+33	27.0 RT	RCP	12"	0.36%	56'	12

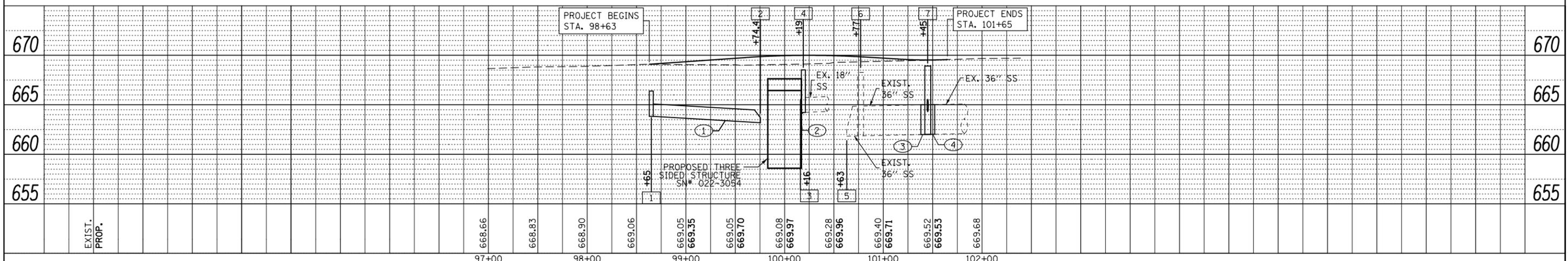
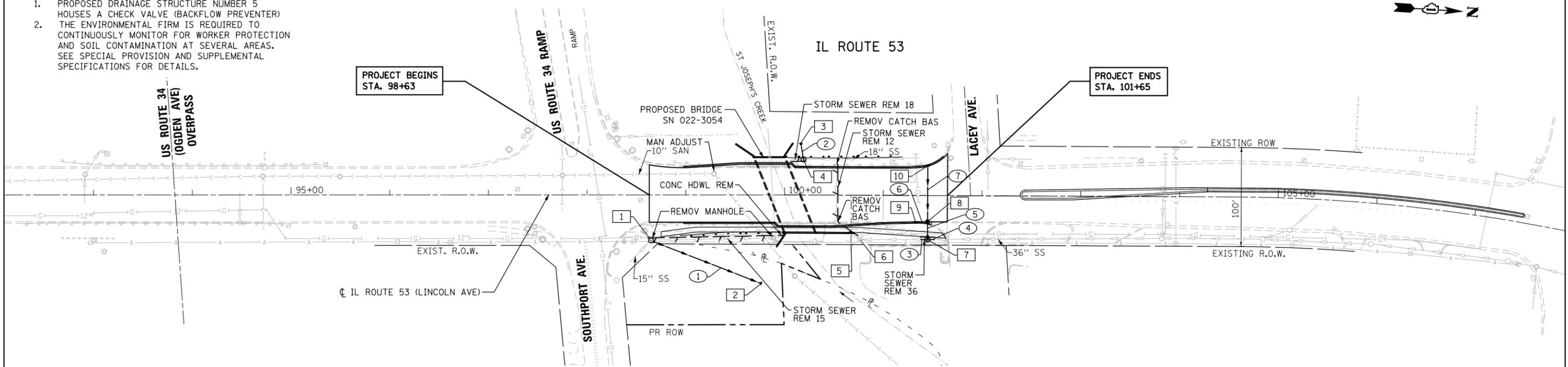
ABBREVIATIONS

- 1-CL FRAMES & LIDS, TYPE 1, CLOSED LID
- 1-OL FRAMES & LIDS, TYPE 1, OPEN LID
- FES # PRECAST REINFORCED CONCRETE FLARED END SECTION FOR #'' PIPES
- MH-A# MANHOLES, TYPE A, #FT DIA
- WWALL PIPE OUTLETS THROUGH BRIDGE WINGWALL
- ES PPWW-36 REINF. CONC. END SECTION WITH PARRALLEL WINGWALLS FOR 36'' PIPES
- EX-MH EXISTING MANHOLE, TO REMAIN
- CB-A4 CATCH BASINS, TYPE A, 4' DIA
- INL-A INLET, TYPE A
- FST PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- RCP PRECAST REINFORCED CONCRETE PIPE
- SS-T1-A STORM SEWER, TYPE 1, CLASS A
- TBF TRENCH BACKFILL

- STORM SEWER KEY
- 10 DRAINAGE STRUCTURE NUMBER
  - 10 STORM SEWER NUMBER

DRAINAGE NOTES:

- PROPOSED DRAINAGE STRUCTURE NUMBER 5 HOUSES A CHECK VALVE (BACKFLOW PREVENTER)
- THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.



FILE NAME = ...\\D160M83-sht-drain.dgn

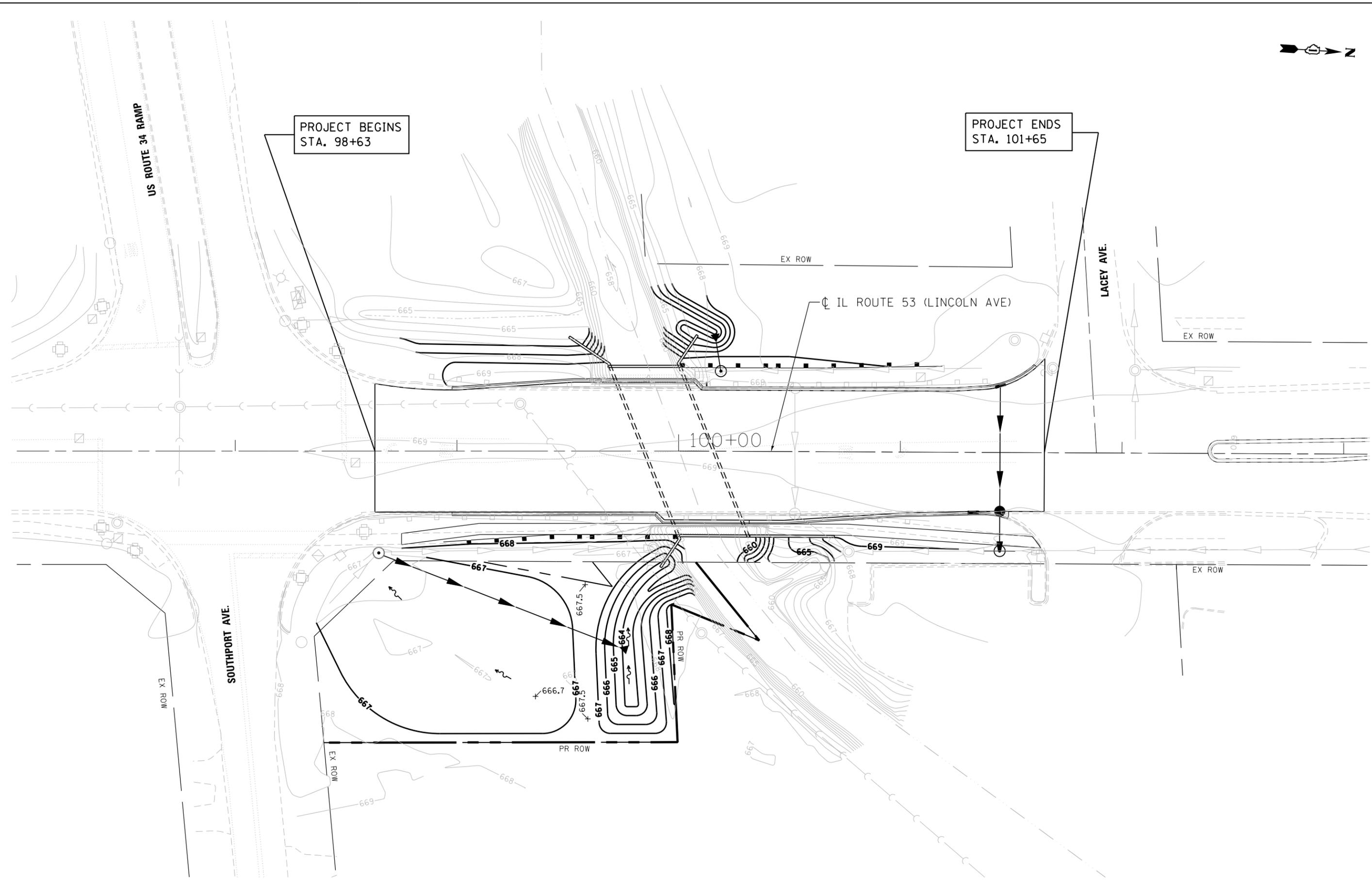
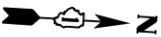
<b>Primera</b>	DESIGNED - NWS	REVISED -
	DRAWN - GEW	REVISED -
	CHECKED - RJD	REVISED -
	DATE - 8/3/2012	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
DRAINAGE AND UTILITY PLAN

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 98+63 TO STA. 101+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534 R-B	DuPAGE	53	15
CONTRACT NO. 60M83				
ILLINOIS FED. AID PROJECT				



FILE NAME =  
 ...\\D160MB3-sht-creek\_grading.dgn



DESIGNED - SEF  
 DRAWN - GEW  
 CHECKED - RJD  
 DATE - 8/3/2012

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK  
 CREEK GRADING AND COMPENSATORY STORAGE PLAN**

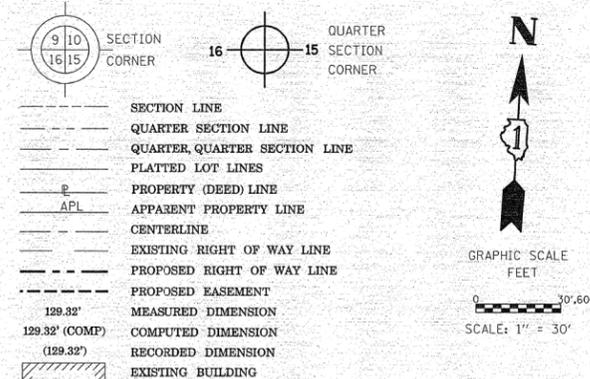
SCALE: 1"=20'      SHEET NO. 1 OF 1 SHEETS      STA. 98+63 TO STA. 101+65

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	16
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

PART OF SOUTHEAST QUARTER SECTION 3, TWP. 38N., R.10E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

- 1 CB=S 16° 23' 20" W  
CH=70.54'  
L=70.63'  
R=400.66'
- 2 S 47° 23' 53" W, 14.11'
- 3 CB=N 18° 22' 43" E  
CH=42.79'  
L=42.81'  
R=400.66'
- 4 CB=N 09° 06' 21" E  
CH=86.71'  
L=86.88'  
R=400.66'
- 5 CB=S 07° 06' 58" W  
CH=59.00'  
L=59.05'  
R=400.66'
- 6 N 47° 23' 53" E, 45.14'

LEGEND



Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
COUNTY OF WILL )

THIS IS TO CERTIFY THAT I, ROBERT A. ROGINA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 3, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS 9th DAY OF AUGUST, 2012 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2017  
LICENSE EXPIRATION DATE: 11/30/2012



SHEET ONE IS A COVER PAGE AND IS NOT RECORDED

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

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	REMAINDER ACRES	PREVIOUSLY DED. ACRES	EASEMENT ACRES	EASEMENT PURPOSE	PERMANENT ID. NO.	PROPERTY ACQUIRED BY
1H20001PE	NORTH STAR TRUST COMPANY, AS SUCCESSOR TRUSTEE TO MB FINANCIAL, SUCCESSOR TO OAK BROOK BANK TRUST NO. 8-1317	1.329	N/A	N/A	N/A	0.023	COMPENSATORY STORAGE	08-03-408-009	-
1H20002	MONA KAFEEL, A SINGLE PERSON	0.271	0.271	0.000	N/A	N/A	N/A	08-03-415-009	-

PREPARED BY: **ROGINA & ASSOCIATES, LTD.**  
ENGINEERS SURVEYORS PLANNERS  
93 Caterpillar Drive - Joliet, Illinois - 815/729-0777 - FAX 815/729-0782  
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001106

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AUG 09 2012  
PLATS & LEGALS

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53

SECTION: OVER ST. JOSEPH CREEK COUNTY: DUPAGE  
PROJECT: IL. RT. 53 JOB NO.: R-91-029-09  
STATION 98+00 TO STATION 101+65  
SCALE: 1"=30' SHEET 2a OF 3

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

FILE NAME = ...\\D160M83-sht-parcell.dgn



DESIGNED - RJD	REVISED - 8/29/2012
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 8/3/2012	REVISED -

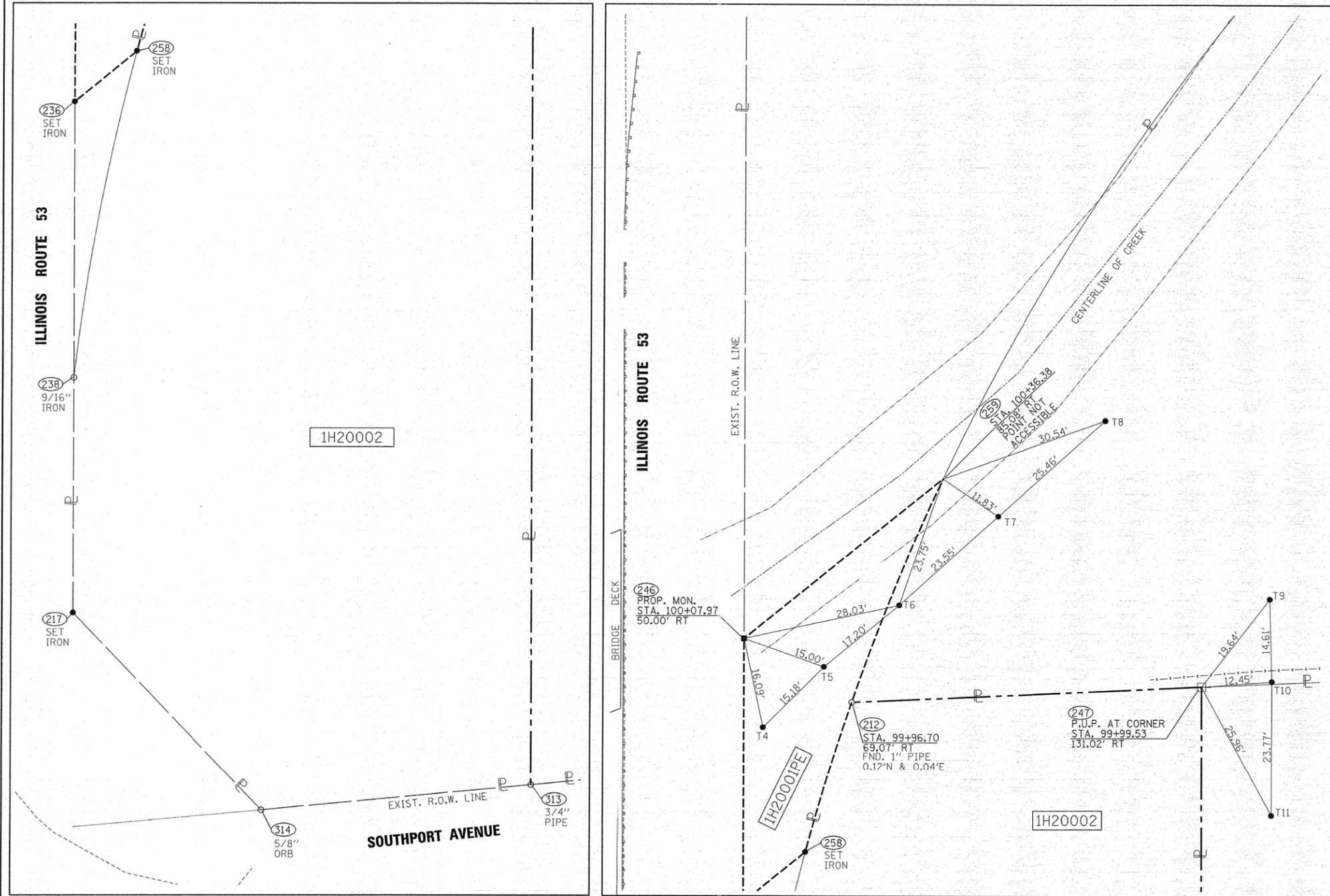
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
PLAT OF HIGHWAYS

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

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	17
CONTRACT NO. 60M83				
ILLINOIS FED. AID PROJECT				

PART OF SOUTHEAST QUARTER SECTION 3, TWP. 38N., R.10E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.



**LEGEND**

SECTION CORNER: 9 10 15 16

QUARTER SECTION CORNER: 16 15

SECTION LINE

QUARTER SECTION LINE

QUARTER, QUARTER SECTION LINE

PLATTED LOT LINES

PROPERTY (DEED) LINE

APPL

CENTERLINE

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

PROPOSED EASEMENT

MEASURED DIMENSION: 129.82'

COMPUTED DIMENSION: 129.82' (COMP)

RECORDED DIMENSION: (129.82')

EXISTING BUILDING

GRAPHIC SCALE: 1" = 10'

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION. DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

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DATED AT JOLIET, ILLINOIS THIS 9th DAY OF August, 2012 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2017  
LICENSE EXPIRATION DATE: 11/30/2012

SHEET ONE IS A COVER PAGE AND IS NOT RECORDED

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



212	1870792.53107	1054030.87198
217	1870665.36863	1054019.76082
236	1870755.90494	1054014.06975
238	1870706.91373	1054017.14932
246	1870802.57920	1054011.13582
247	1870799.24368	1054092.52610
258	1870765.45817	1054024.45813
259	1870833.13439	1054044.36216
273	1870869.48077	1054006.93042
274	1870870.42181	1054021.90087
313	1870640.00261	1054102.74406
314	1870632.52733	1054055.40892

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PLATS & LEGALS

PREPARED BY: **ROGINA & ASSOCIATES, LTD.**  
ENGINEERS SURVEYORS PLANNERS  
93 Caterpillar Drive - Joliet, Illinois - 815/729-0777 - FAX 815/729-0782  
PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001108

**PLAT OF HIGHWAYS**  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53

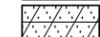
SECTION: OVER ST. JOSEPH CREEK COUNTY: DUPAGE  
PROJECT: IL. RT. 53 JOB NO.: R-91-029-09  
STATION: 98+00 TO STATION 101+65  
SCALE: 1"=10' SHEET 3a OF 3

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

**PAVEMENT MARKING LEGEND:**

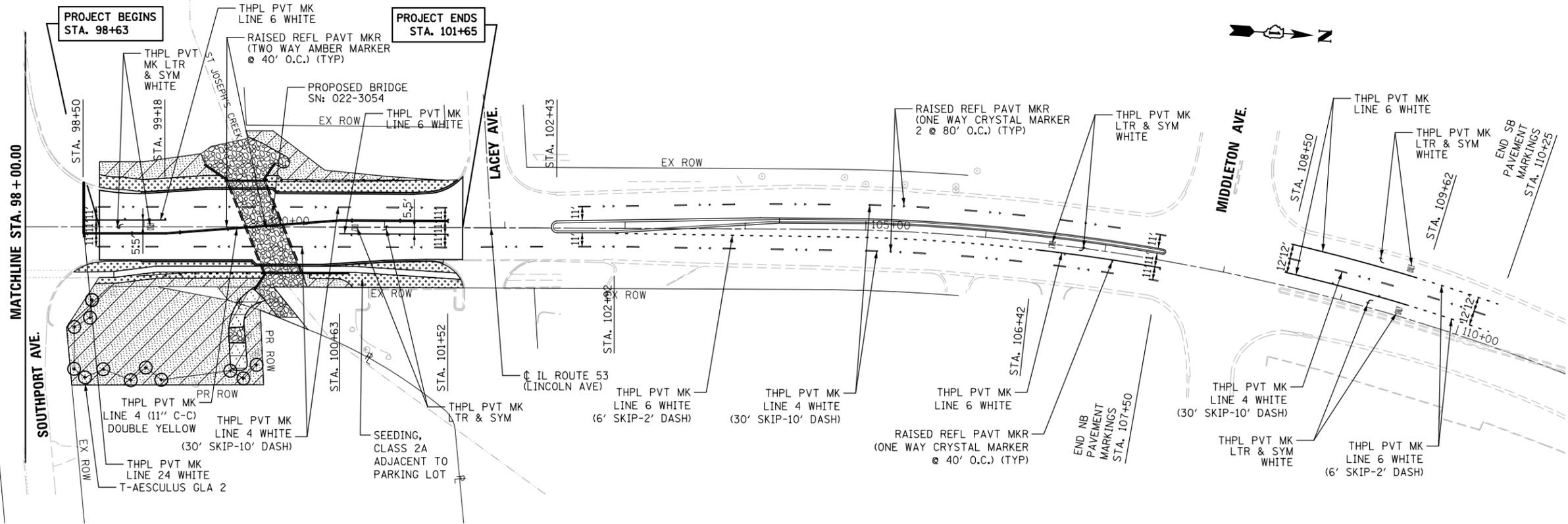
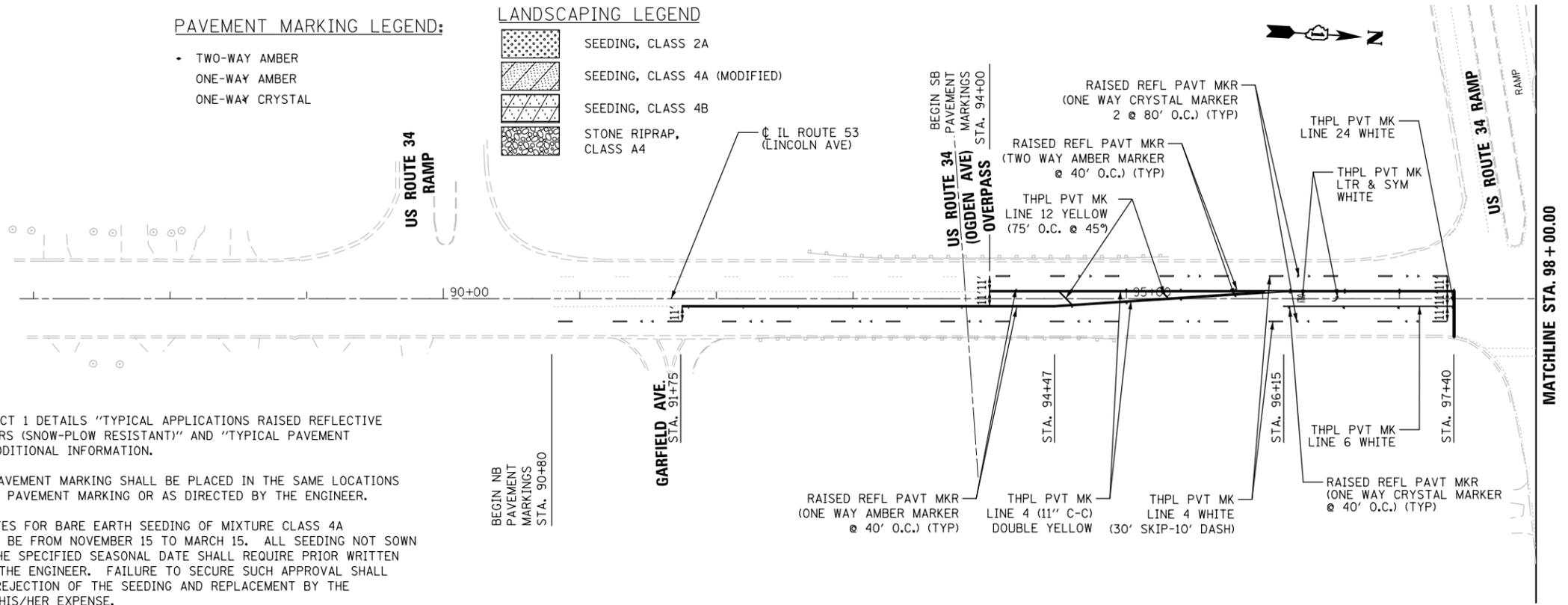
- TWO-WAY AMBER
- ONE-WAY AMBER
- ONE-WAY CRYSTAL

**LANDSCAPING LEGEND**

-  SEEDING, CLASS 2A
-  SEEDING, CLASS 4A (MODIFIED)
-  SEEDING, CLASS 4B
-  STONE RIPRAP, CLASS A4

**NOTES:**

1. REFER TO DISTRICT 1 DETAILS "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" AND "TYPICAL PAVEMENT MARKING" FOR ADDITIONAL INFORMATION.
2. THE PROPOSED PAVEMENT MARKING SHALL BE PLACED IN THE SAME LOCATIONS AS THE EXISTING PAVEMENT MARKING OR AS DIRECTED BY THE ENGINEER.
3. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A (MODIFIED) SHALL BE FROM NOVEMBER 15 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.



FILE NAME = ...\\D168M83-sht-pmk.dgn



DESIGNED - MHL  
 DRAWN - MHL  
 CHECKED - RJD  
 DATE - 8/3/2012

REVISED -  
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 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST JOSEPH'S CREEK  
 PAVEMENT MARKING AND LANDSCAPING PLAN**

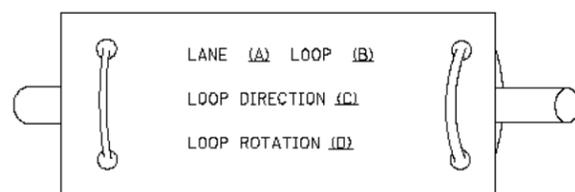
SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 90+80 TO STA. 110+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	19
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

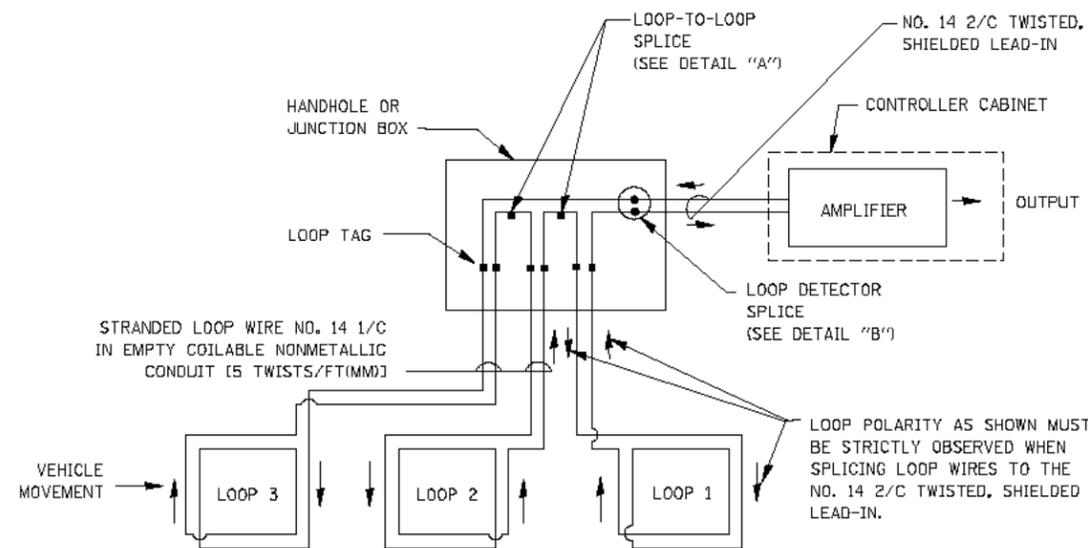
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

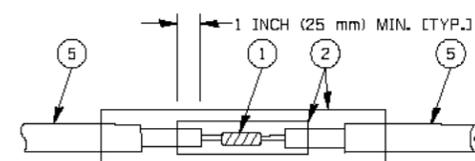


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

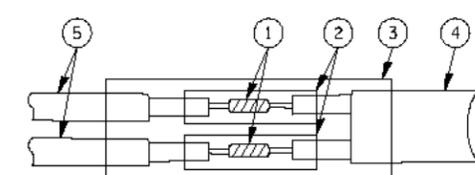


**DETECTOR LOOP WIRING SCHEMATIC**

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

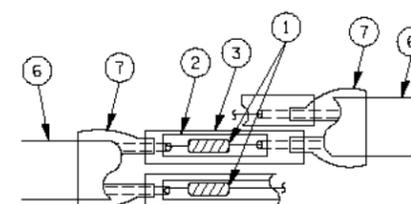


**DETAIL "A" LOOP-TO-LOOP SPLICE**



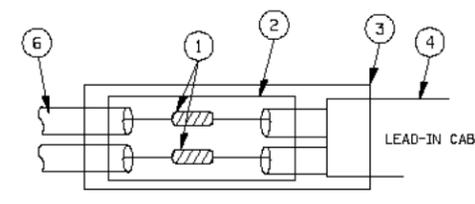
**DETAIL "B" LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



**DETAIL "A" LOOP-TO-LOOP SPLICE**

**PRE-FORMED LOOP**



**DETAIL "B" LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

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

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

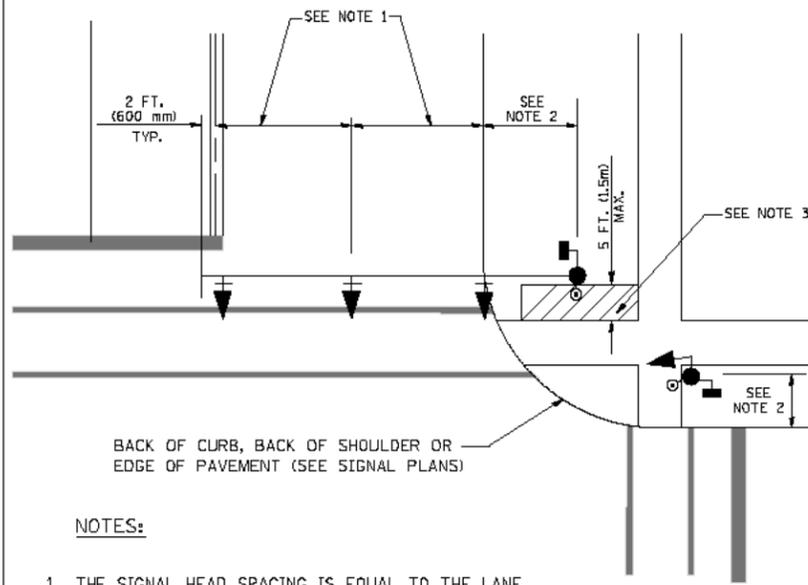
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	20
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M83	

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

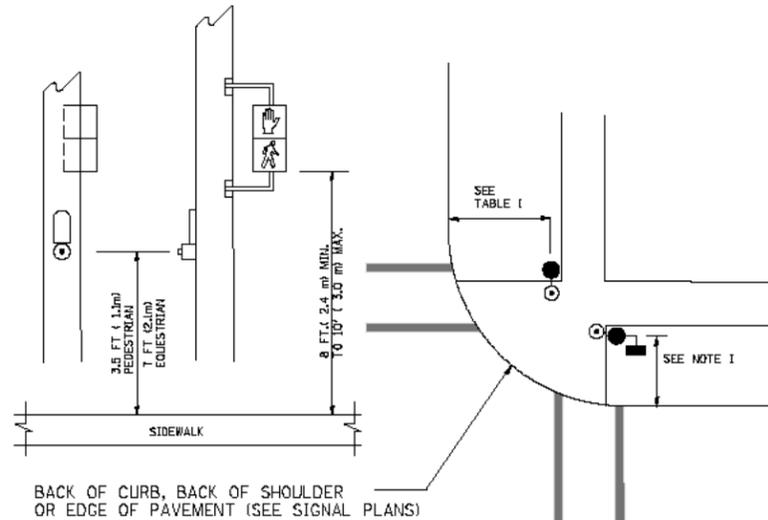
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

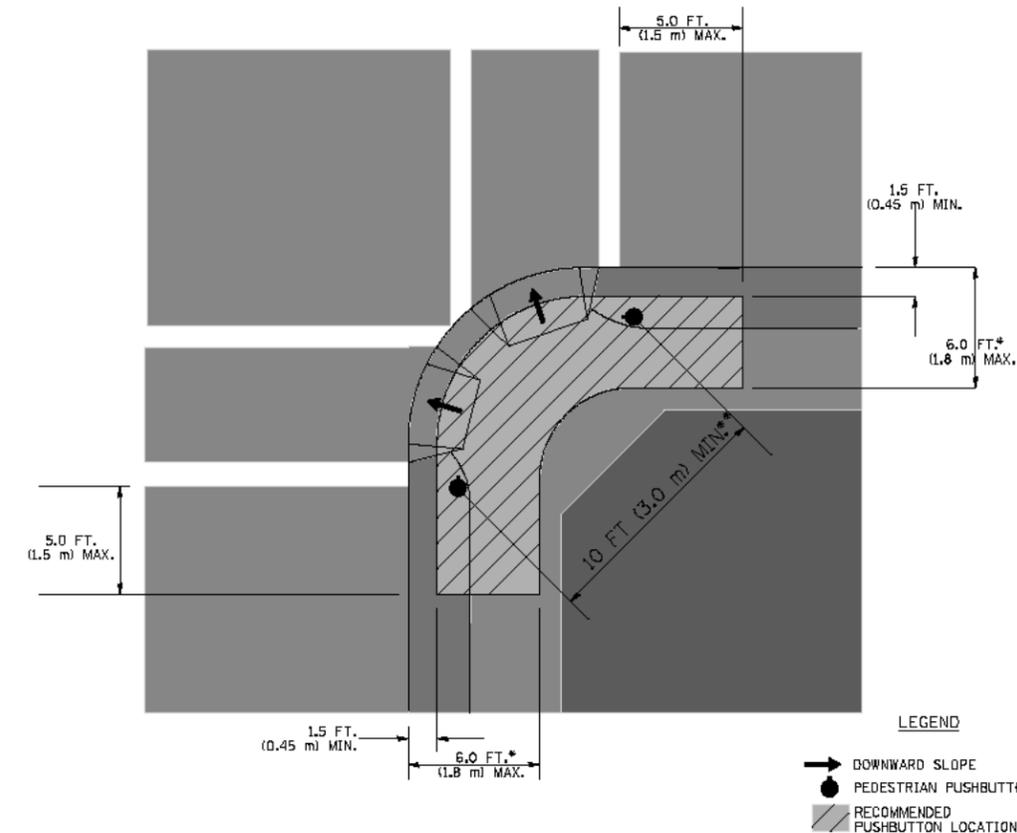
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



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

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

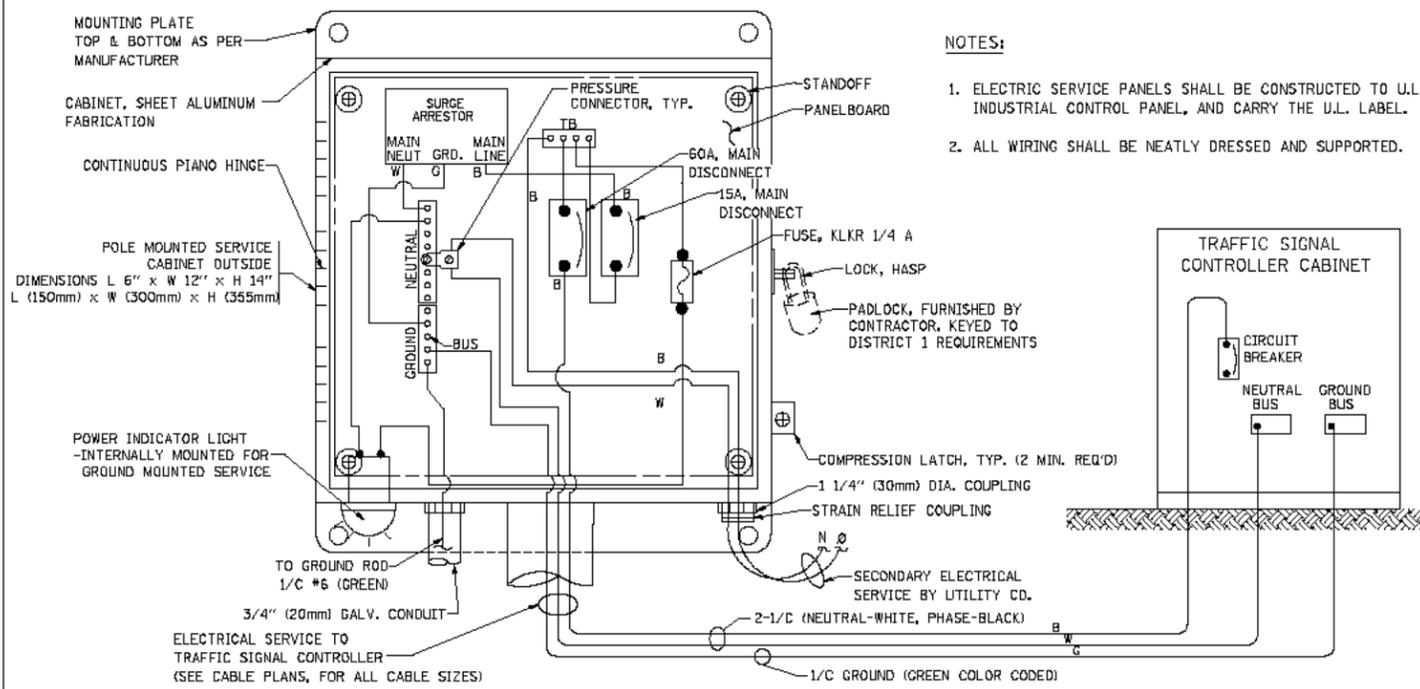
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

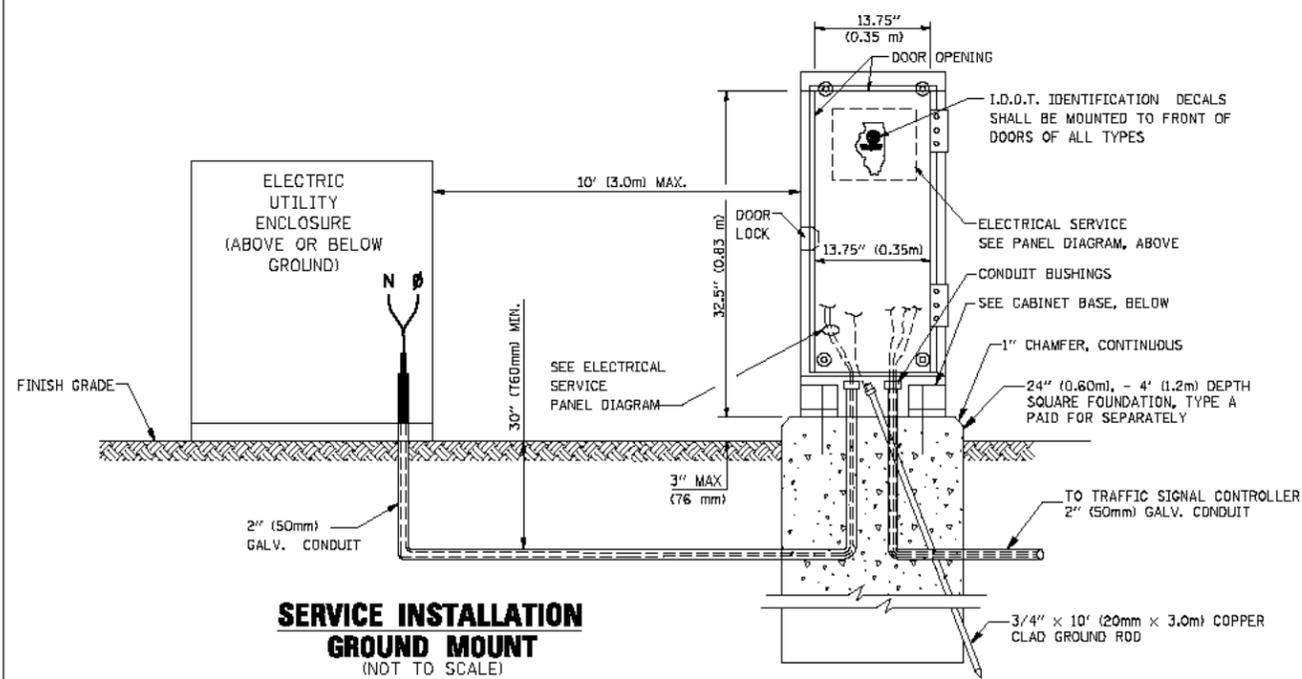
**DISTRICT 1  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET NO. 2 OF 6 SHEETS STA. TO STA.

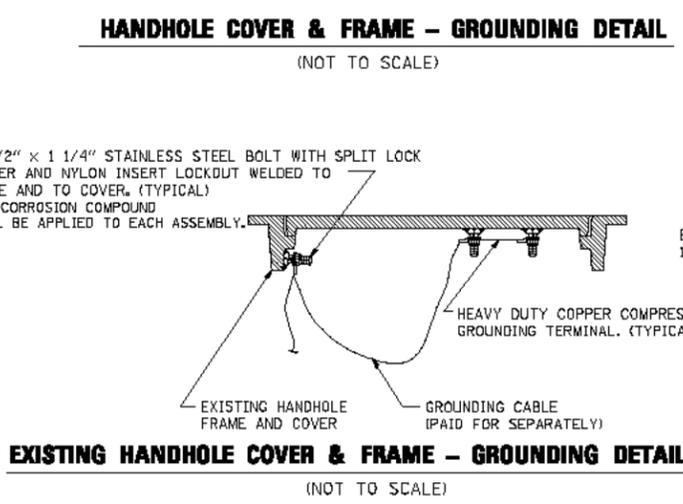
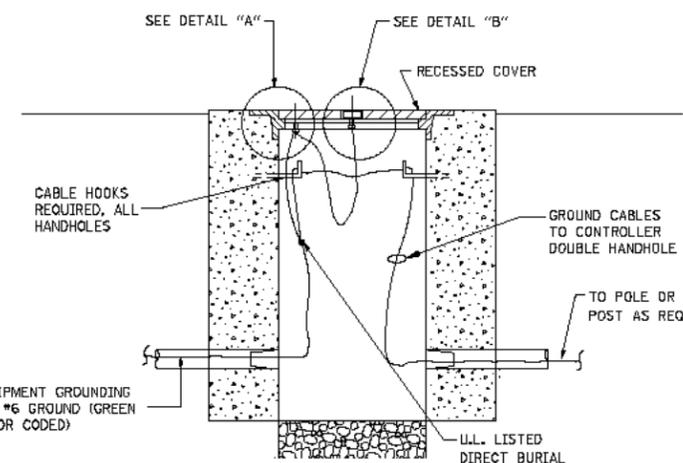
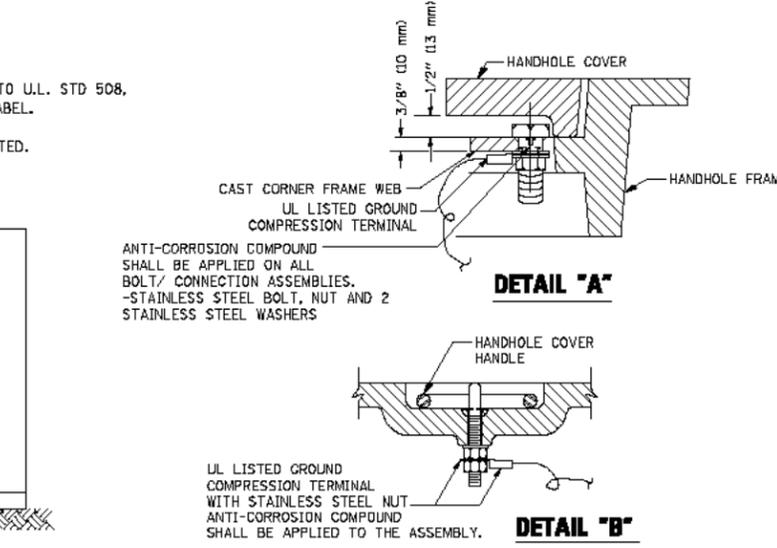
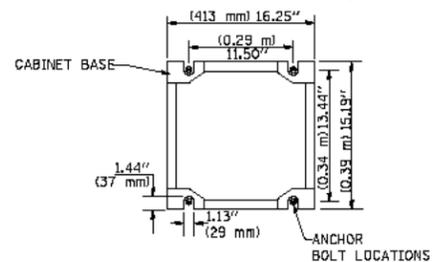
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	21
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60M83	



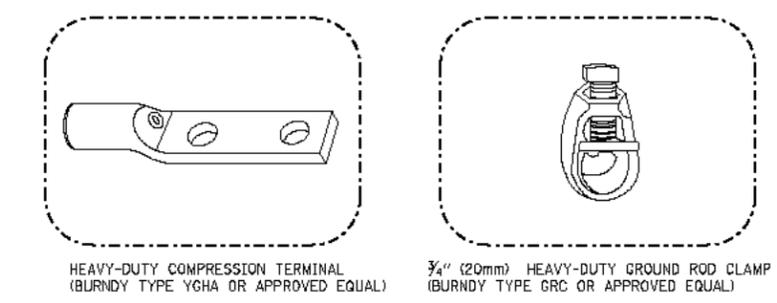
**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**



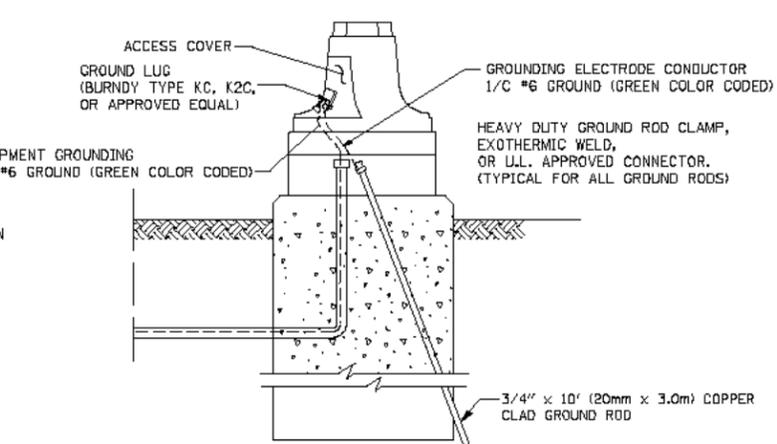
**CABINET – BASE BOLT PATTERN  
(NOT TO SCALE)**



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



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



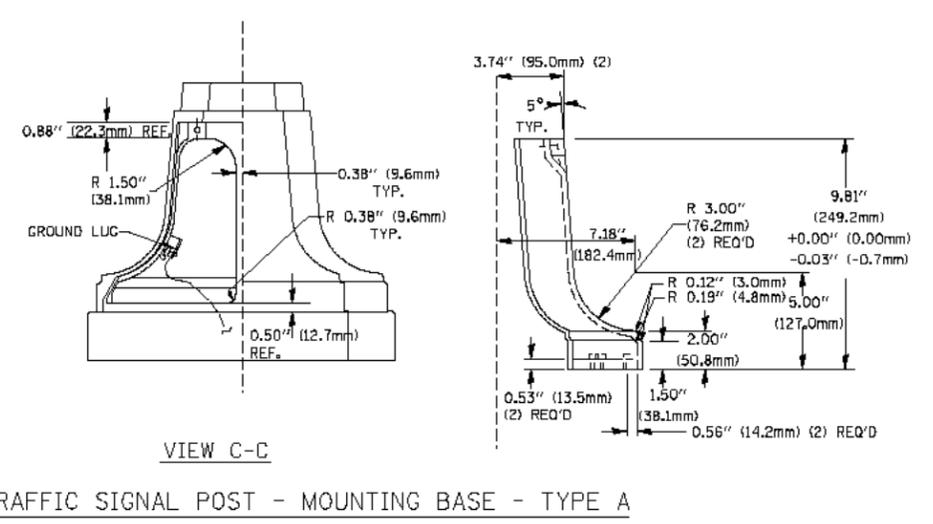
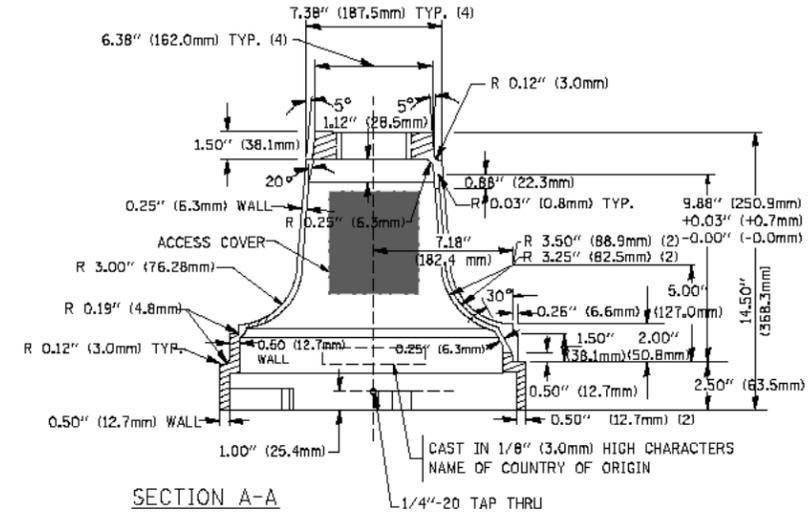
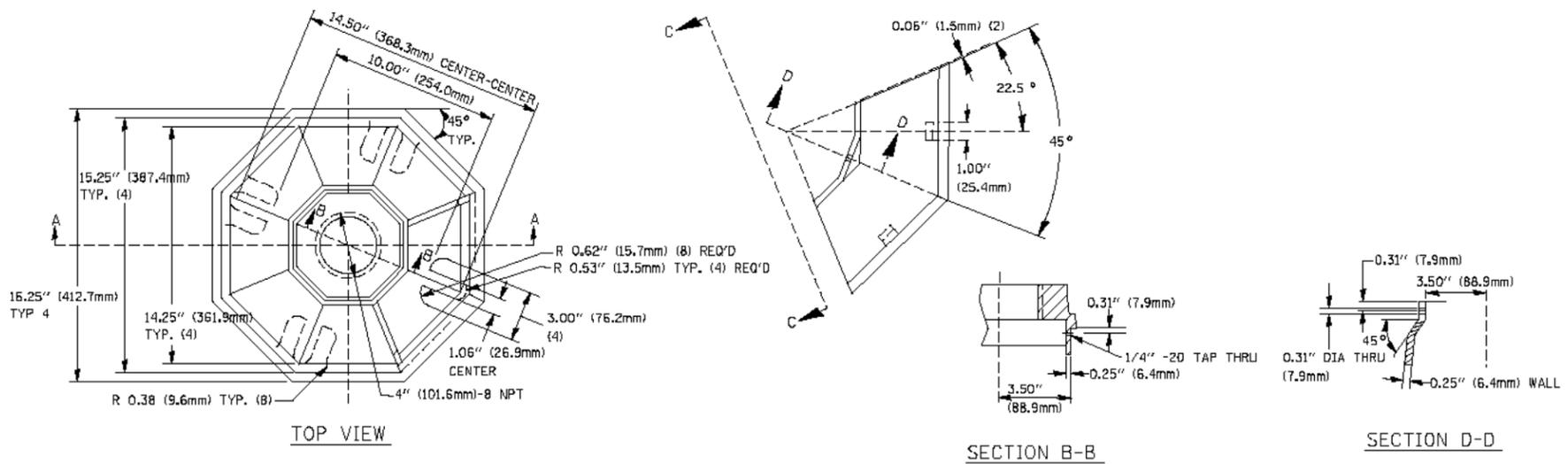
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

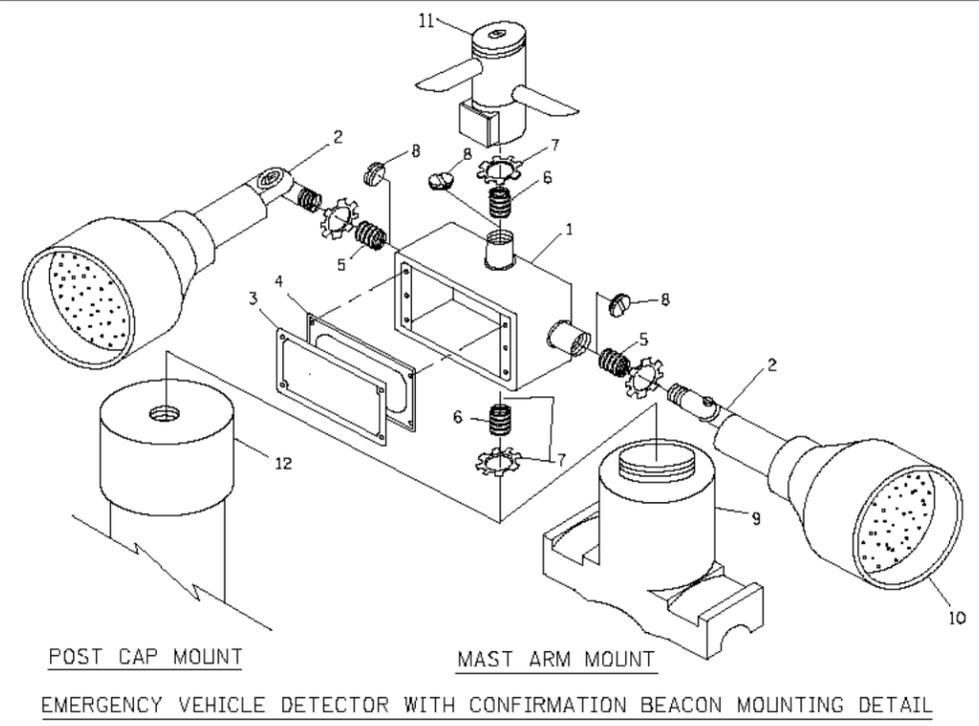
DISTRICT 1  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	22
CONTRACT NO. 60M83				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.

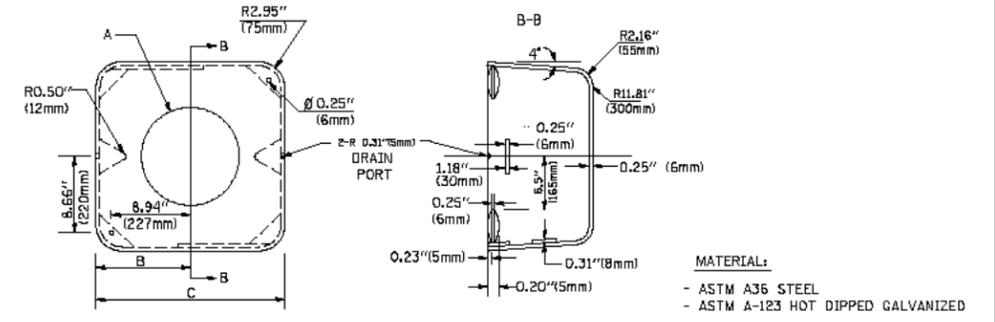


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



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

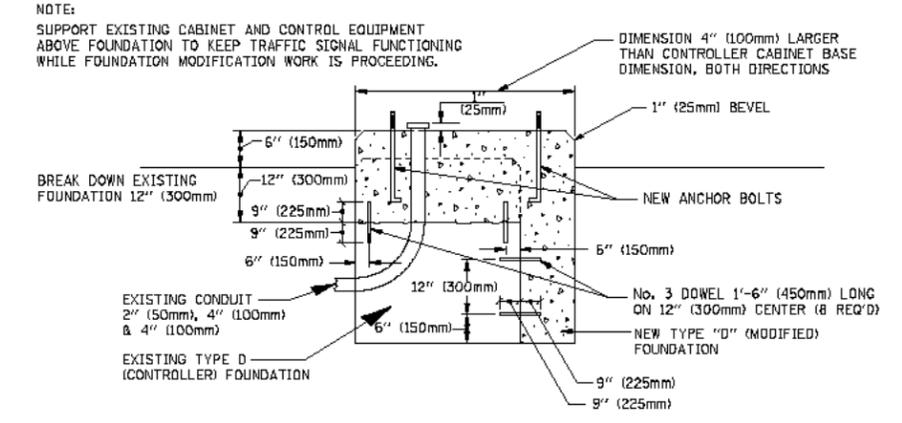
- NOTES:**
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- 02/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



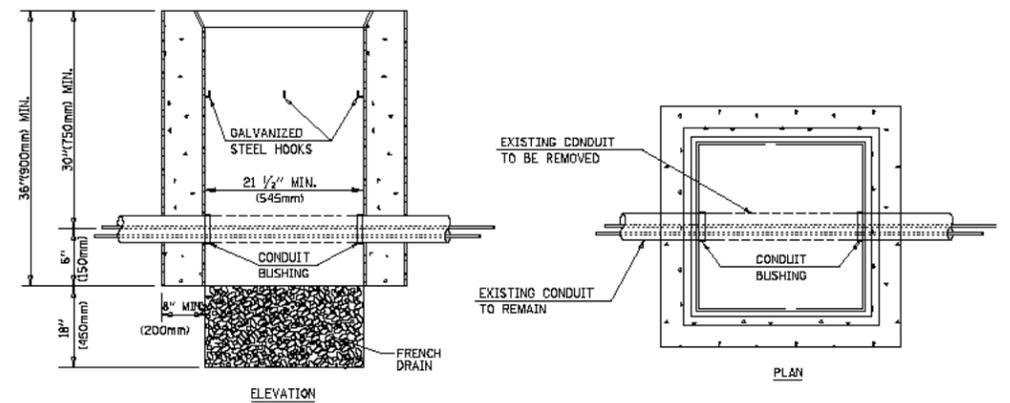
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)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

SHROUD

- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



MODIFY EXISTING TYPE "D" FOUNDATION



- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

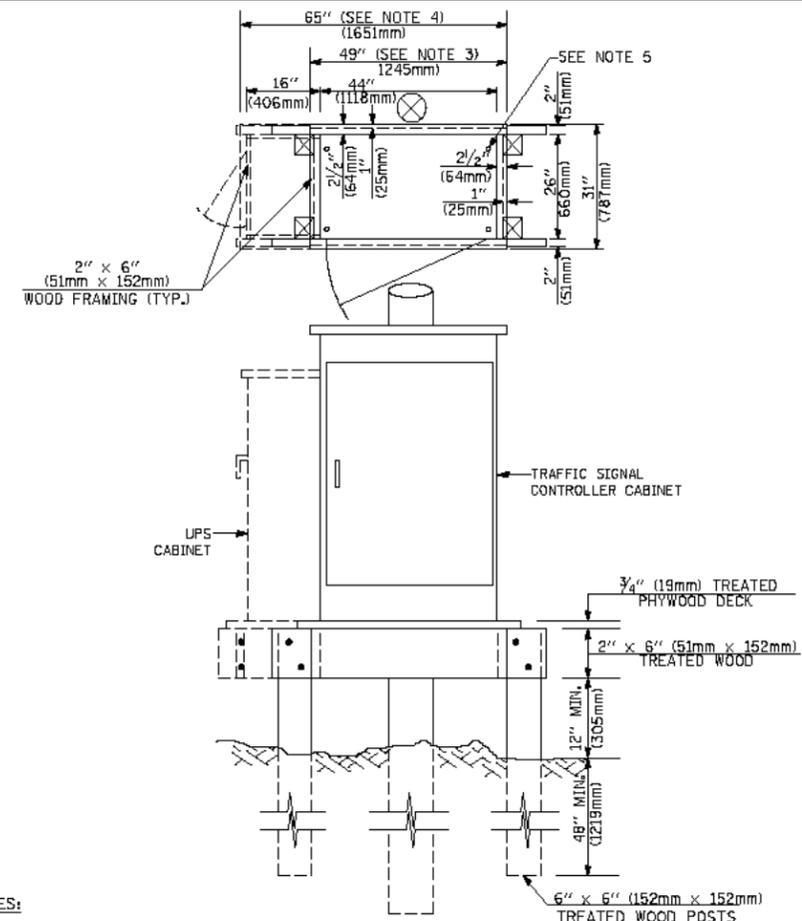
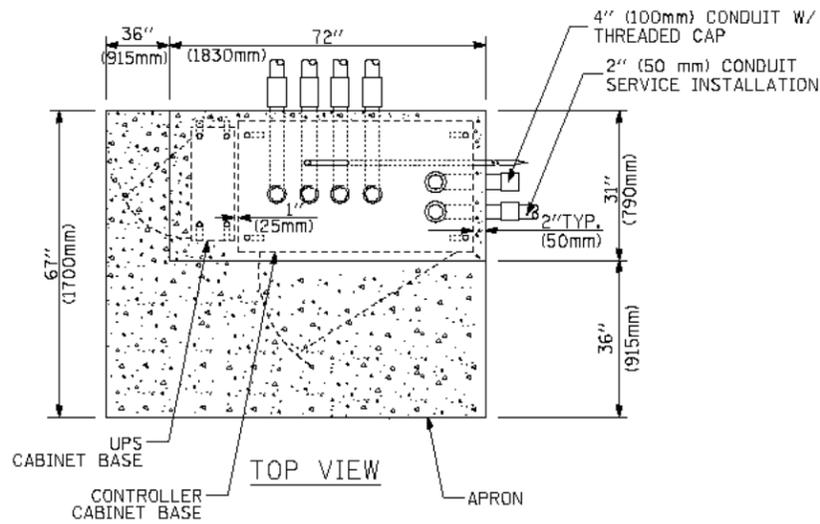
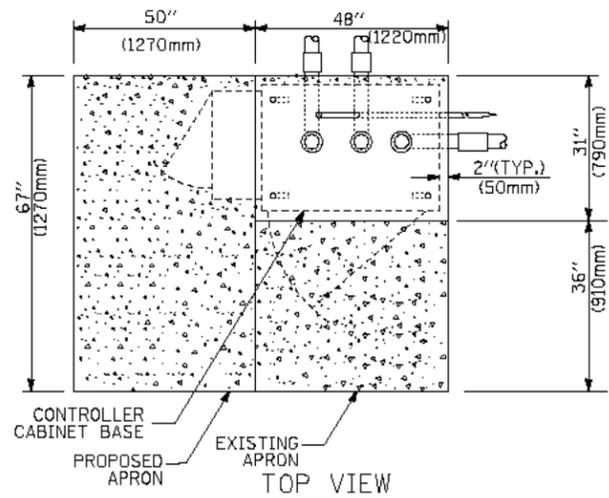
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DISTRICT 1  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

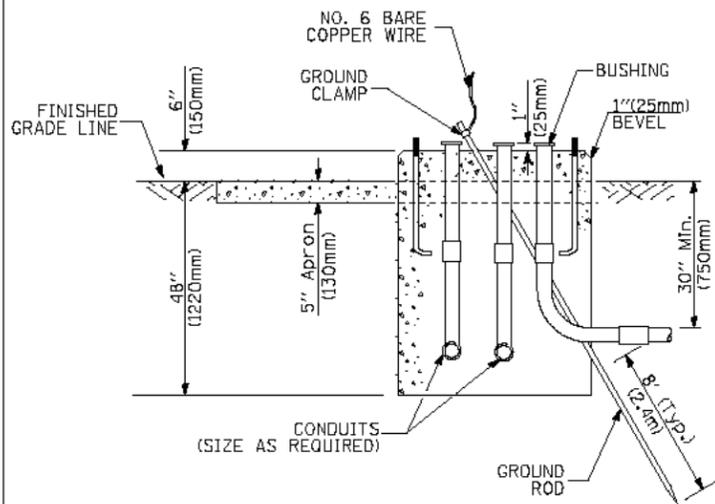
SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	23
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M83	

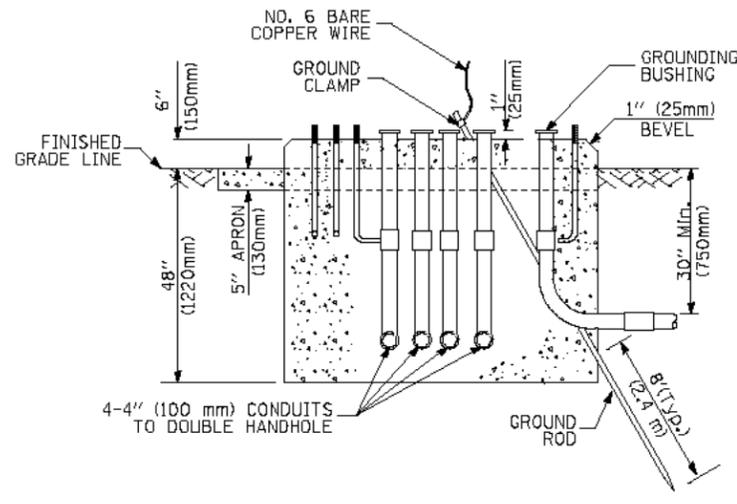


- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET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

**TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**



**TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**



**TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
  2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
  3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
  4. For mast arm assemblies with dual arms refer to state standard 87B001.

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

FILE NAME =	USER NAME = kenthaphixaybo	DESIGNED - DAG	REVISED -
or:\pwwork\PW1007\KANTHAPHIXAYBO\d0112614\traffico_legend.v7.dgn		DRAWN - BCK	REVISED -
PLOT SCALE = 28.0000 / / IN		CHECKED - DAD	REVISED -
PLOT DATE = 10/6/2009		DATE - 10/28/09	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE:	SHEET NO. 5 OF 6 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	24
CONTRACT NO. 60M83				

# TRAFFIC SIGNAL LEGEND

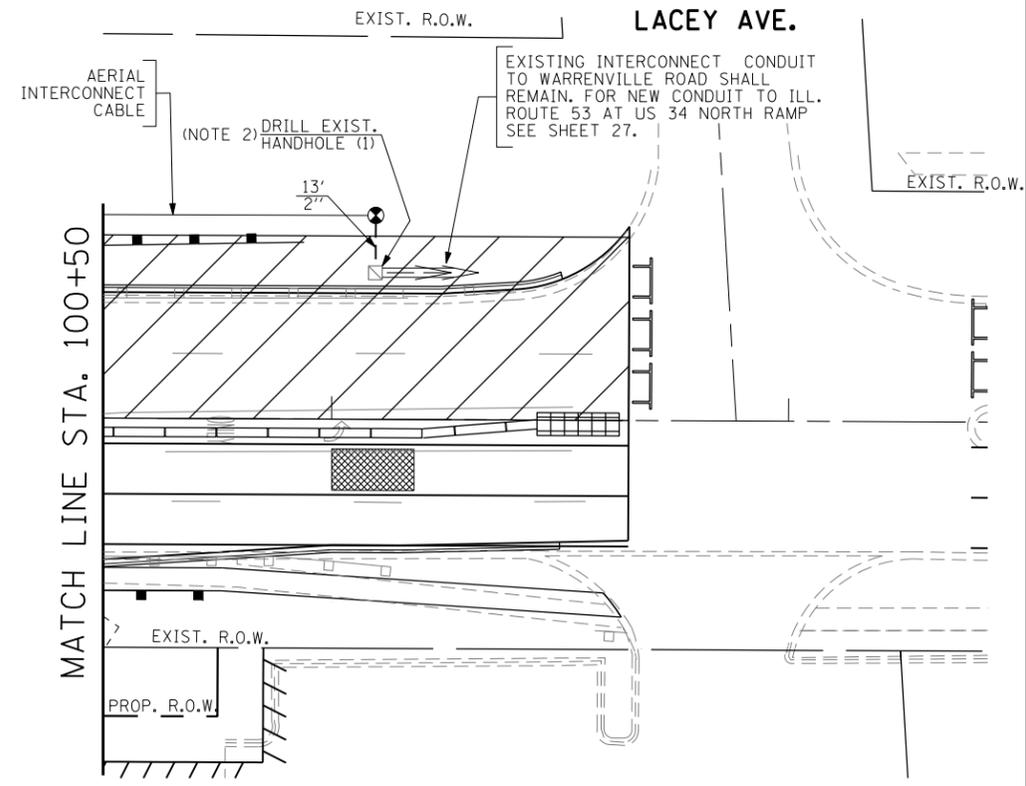
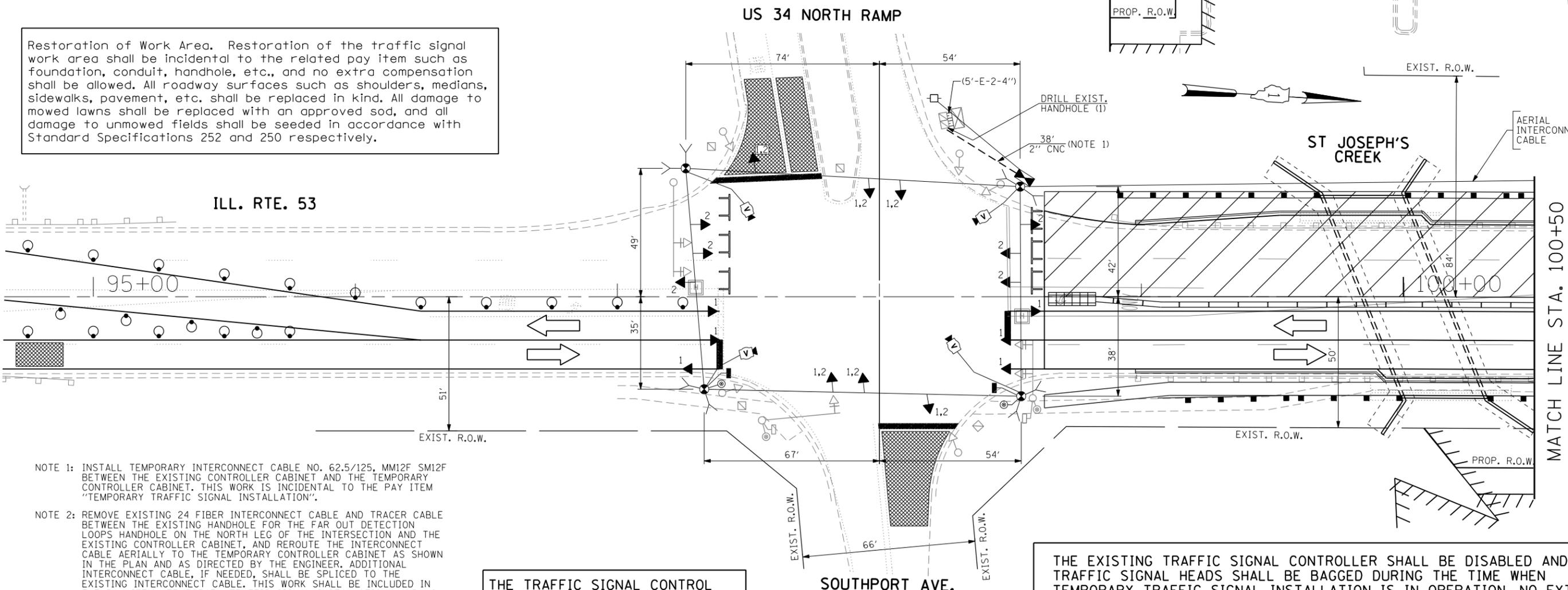
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM21F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<b>RAILROAD SYMBOLS</b>			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				RAILROAD CONTROL CABINET			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				RAILROAD CANTILEVER MAST ARM			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				FLASHING SIGNAL			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				CROSSING GATE			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				CROSSBUCK			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE INSTALLED ON A WOOD PLATFORM SUPPORT AS SHOWN IN THE DISTRICT 1 TRAFFIC SIGNAL DESIGN DETAIL SHEET 23.

Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay item such as foundation, conduit, handhole, etc., 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.

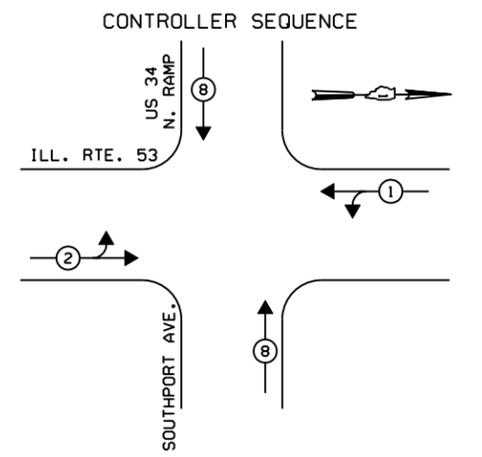


- NOTE 1: INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5/125, MM12F SM12F BETWEEN THE EXISTING CONTROLLER CABINET AND THE TEMPORARY CONTROLLER CABINET. THIS WORK IS INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- NOTE 2: REMOVE EXISTING 24 FIBER INTERCONNECT CABLE AND TRACER CABLE BETWEEN THE EXISTING HANDHOLE FOR THE FAR OUT DETECTION LOOPS HANDHOLE ON THE NORTH LEG OF THE INTERSECTION AND THE EXISTING CONTROLLER CABINET, AND REROUTE THE INTERCONNECT CABLE AERIAL TO THE TEMPORARY CONTROLLER CABINET AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER. ADDITIONAL INTERCONNECT CABLE, IF NEEDED, SHALL BE SPLICED TO THE EXISTING INTERCONNECT CABLE. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION" AND NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME.
- NOTE 3: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR STAGE 1 AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

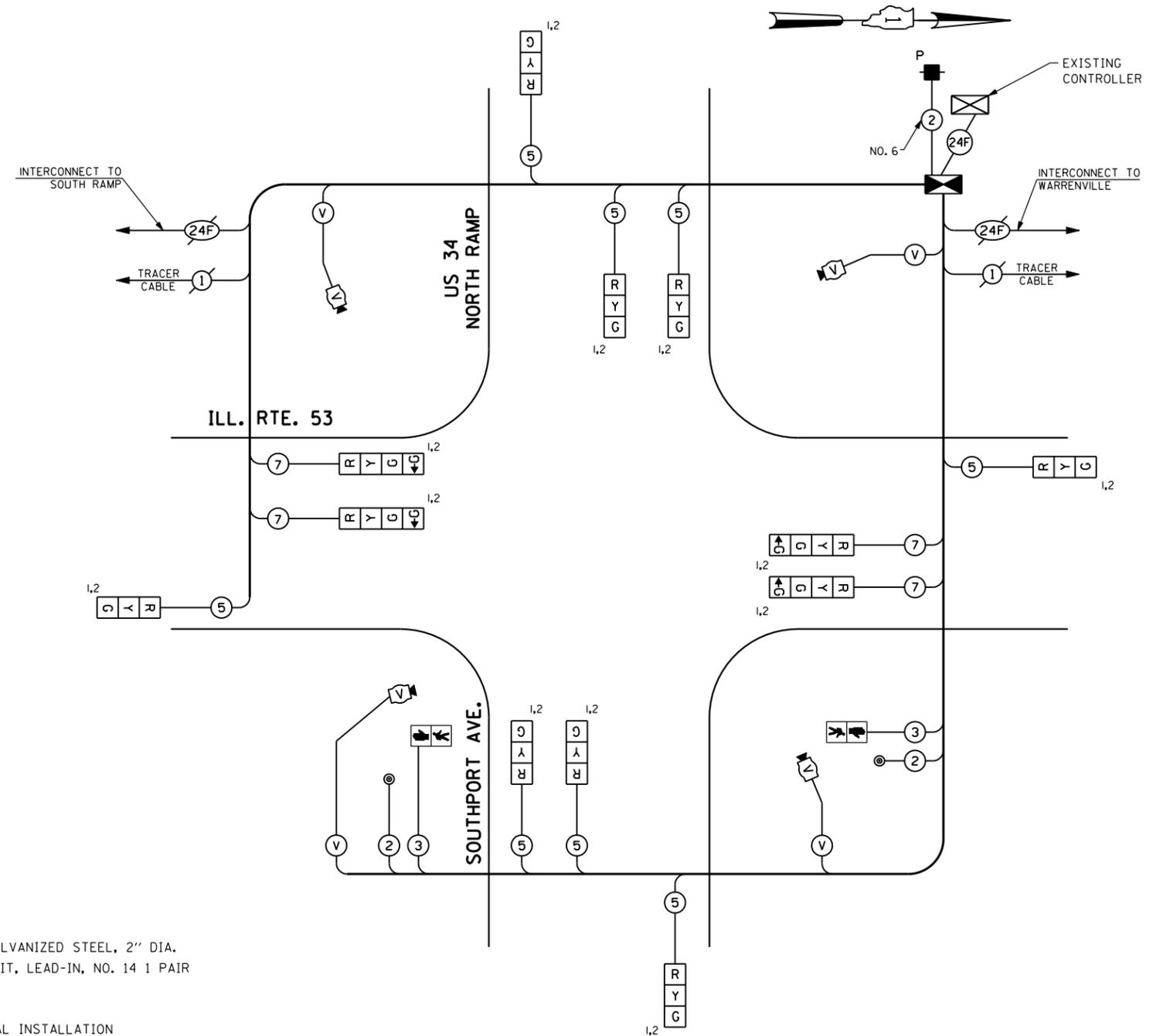
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"

FILE NAME =	USER NAME = \$USER\$	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN ILL. RTE. 53 AT US 34 NORTH RAMP/SOUTHPORT AVE. STAGE 1 AND STAGE 2 (SHEET 1 OF 2)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
\$FILE\$		DRAWN - EA, MG	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	870	534R-B	DuPAGE	53	26
		PLOT SCALE = 1"=20'	REVISED -											
		PLOT DATE = \$DATE\$	REVISED -											
												CONTRACT NO. 60M83		
												FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



TEMPORARY PHASE DESIGNATION DIAGRAM  
STAGES: STAGE 1 AND STAGE 2



TEMPORARY CABLE PLAN  
(NOT TO SCALE)  
STAGES: STAGE 1 AND STAGE 2

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
299	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
328	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
2	EACH	DRILL EXISTING HANDHOLE
163	FOOT	DETECTOR LOOP, TYPE I
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

FOR THE PAY ITEMS INCLUDED IN THE QUANTITIES FOR THE CONDUIT, DETECTOR LOOP TYPE I, AND RELATED ITEMS, REFER TO PROPOSED INTERCONNECT PLAN DRAWING.

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

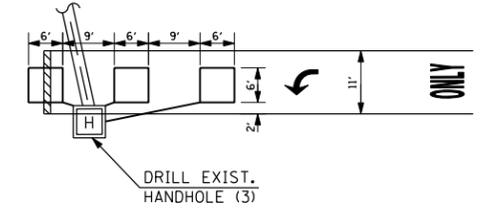
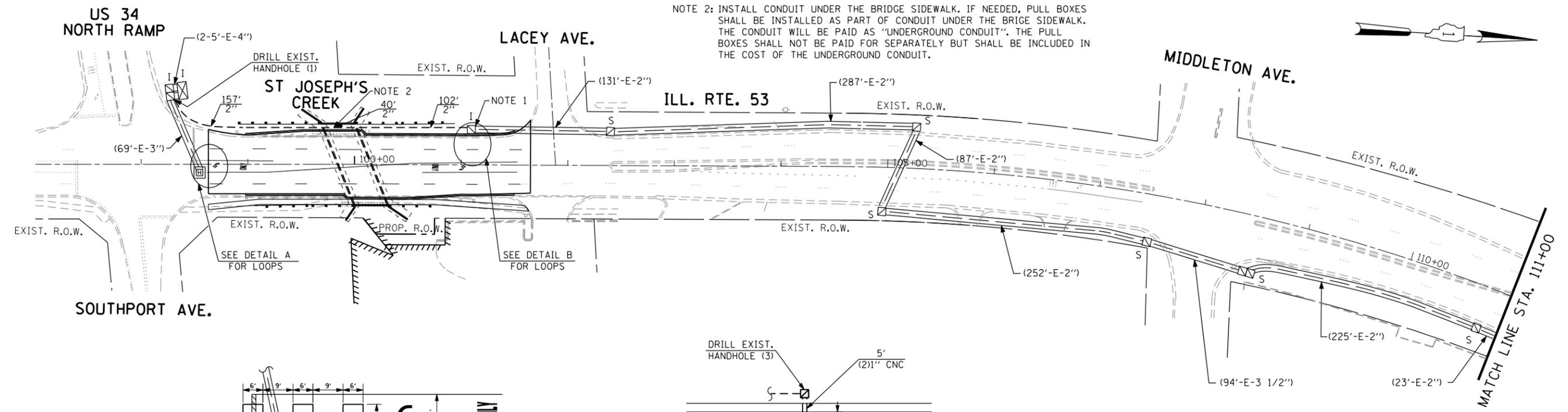
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	16	135	15	0.25	60
ARROW		135	12	0.10	
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN			25	1.00	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	537

ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196-1096

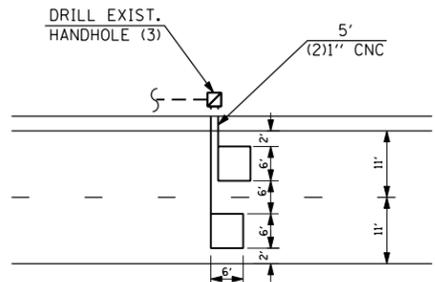
ENERGY SUPPLY CONTACT: ELEANOR SARALLO  
PHONE: (630) 424-5124  
COMPANY: COMMONWEALTH EDISON

NOTE 1: THE EXISTING FIBER OPTIC AND TRACER CABLES SHALL BE REMOVED BETWEEN THE HANDHOLE FOR THE FAR OUT DETECTION LOOPS FOR THE NORTH APPROACH AND CONTROLLER CABINET AT WARRENVILLE ROAD AFTER THE PROPOSED INTERCONNECT SYSTEM BETWEEN THE NORTH RAMP / SOUTHPORT AVENUE AND WARRENVILLE ROAD IS IN PLACE AND OPERATIONAL.

NOTE 2: INSTALL CONDUIT UNDER THE BRIDGE SIDEWALK. IF NEEDED, PULL BOXES SHALL BE INSTALLED AS PART OF CONDUIT UNDER THE BRIDGE SIDEWALK. THE CONDUIT WILL BE PAID AS "UNDERGROUND CONDUIT". THE PULL BOXES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE UNDERGROUND CONDUIT.

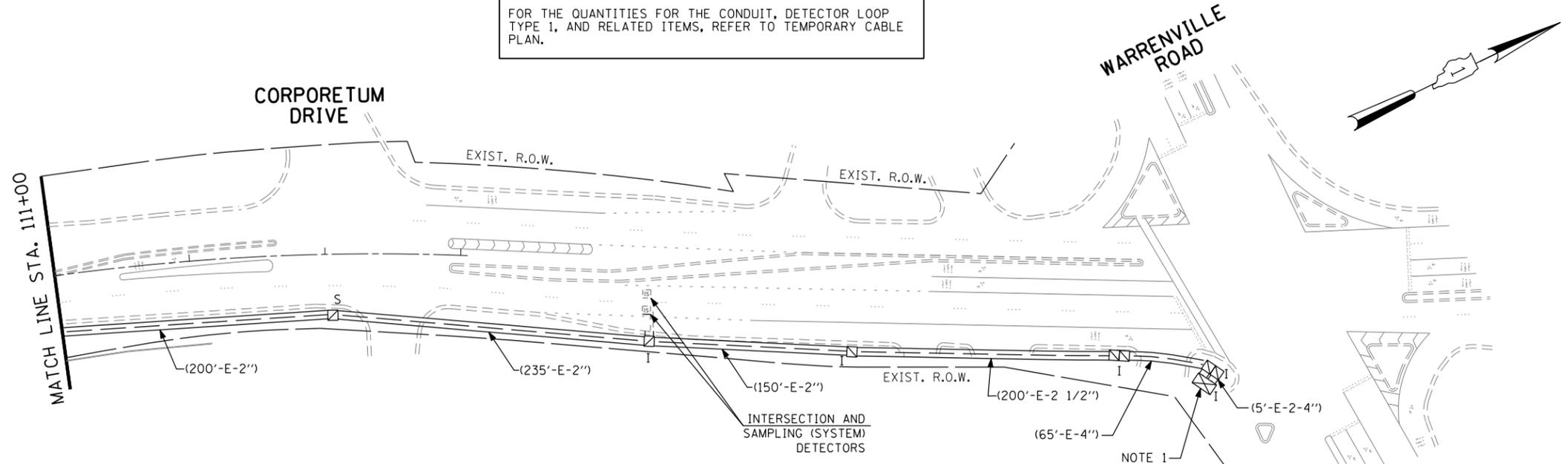


(NOT TO SCALE)  
DETAIL "A"



(NOT TO SCALE)  
DETAIL "B"

FOR THE QUANTITIES FOR THE CONDUIT, DETECTOR LOOP TYPE 1, AND RELATED ITEMS, REFER TO TEMPORARY CABLE PLAN.



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED INTERCONNECT PLAN ILL. RTE 53 FROM SOUTHPORT AVE. TO WARRENVILLE RD.</b>			F.A.P. RTE. 870	SECTION 534R-B	COUNTY	TOTAL SHEETS 53	SHEET NO. 28
	PLOT SCALE = 1"=50'	DRAWN - EA, MG	REVISED -		SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60M83		
	PLOT DATE = \$DATE\$	CHECKED - PKG	REVISED -							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		DATE - 08/03/2012	REVISED -									





**INDEX OF SHEETS**

- S1 - General Plan
- S2 - Index of Sheets & Bill of Materials
- S3 - Stage Construction Details
- S4 - Temporary Concrete Barrier
- S5 - Geotextile Retaining Wall
- S6 - Sidewalk & Parapet Plan
- S7 - Aluminum Railing, Type L
- S8 - Foundation Plan and Details
- S9 - Wingwall Plan and Details 1
- S10 - Wingwall Plan and Details 2
- S11 - Wingwall Details
- S12 - Bar Splicer Assembly Details
- S13 - Soil Borings

STATION 100+00.15  
 BUILT 201\_ BY  
 STATE OF ILLINOIS  
 F.A.P. 870/RTE. IL-53  
 LOADING HS20  
 STRUCTURE NO. 022-3054

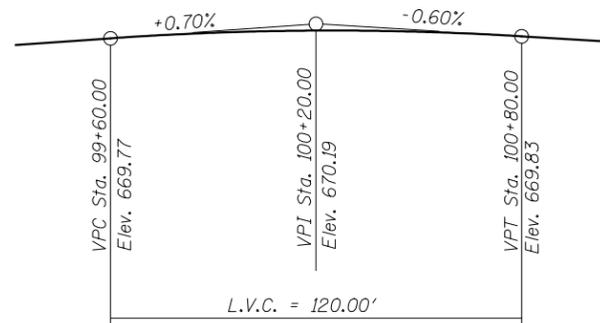
**NAME PLATE**  
 See Std. 515001

**TOTAL BILL OF MATERIAL**

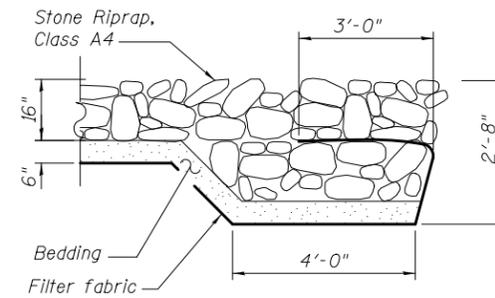
ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Name Plates	Each	1
Concrete Structures	Cu. Yd.	253.5
Concrete Superstructure	Cu. Yd.	13.0
* Protective Coat	Sq. Yd.	92
* Reinforcement Bars	Pound	18,610
Reinforcement Bars, Epoxy Coated	Pound	12,130
Three Sided Precast Concrete Structures, 28'x10'	Foot	83.3
Structure Excavation	Cu. Yd.	486
Temporary Soil Retention System	Sq. Ft.	444
Stone Riprap, Class A4	Sq. Yd.	697
Filter Fabric	Sq. Yd.	697
Aluminum Railing, Type L	Foot	87
Bar Splicers	Each	78
Geotextile Retaining Wall	Sq. Ft.	115
* Porous Granular Embankment	Cu. Yd.	7

\* Use to fill the voids left after the pile caps and wingwalls in the four corners of the existing structure have been removed.

\*\* Protective Coat shall be applied to top and inside surfaces of End Posts and Parapets.



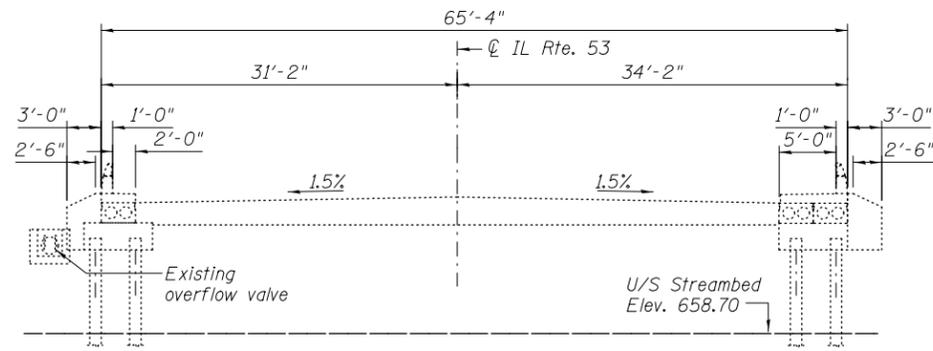
**PROFILE GRADE - IL RTE. 53**



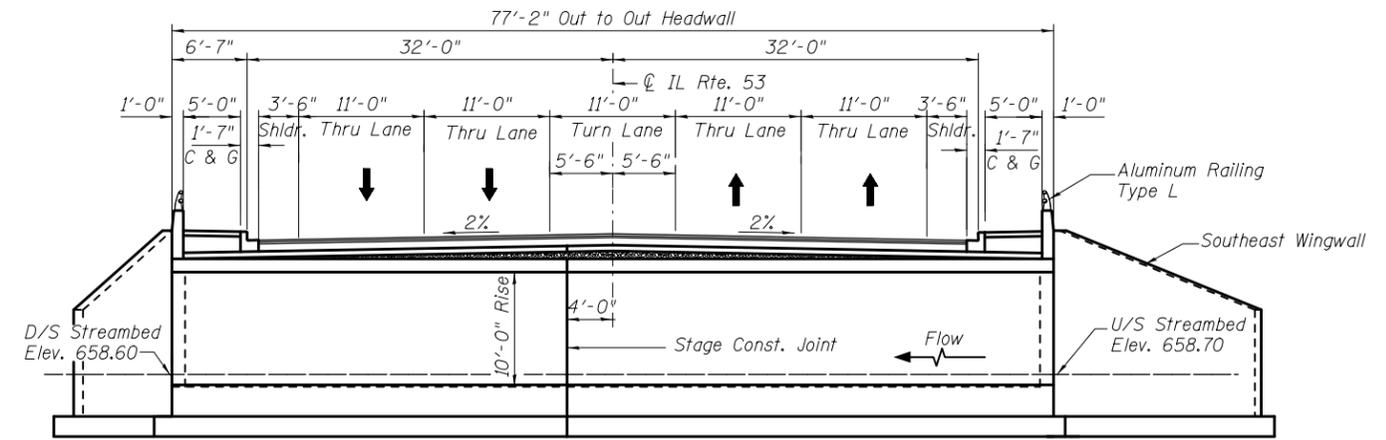
**SECTION A-A**

USER NAME =	DESIGNED - JPM	REVISED -
	CHECKED - JXH	REVISED -
PLOT SCALE =	DRAWN - MPS	REVISED -
PLOT DATE =	CHECKED - JPM/JXH/TPG	REVISED -

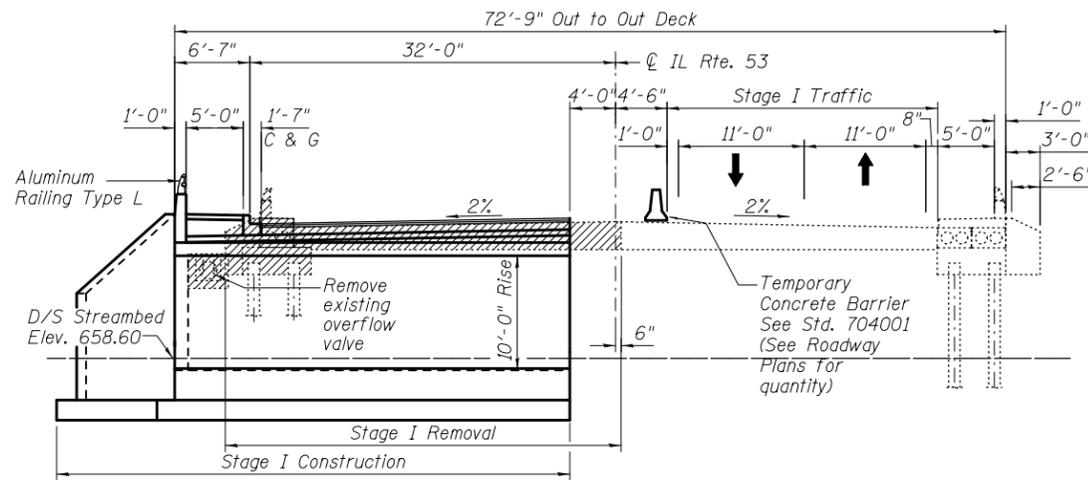
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	31
			CONTRACT NO. 60M83	
DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT				



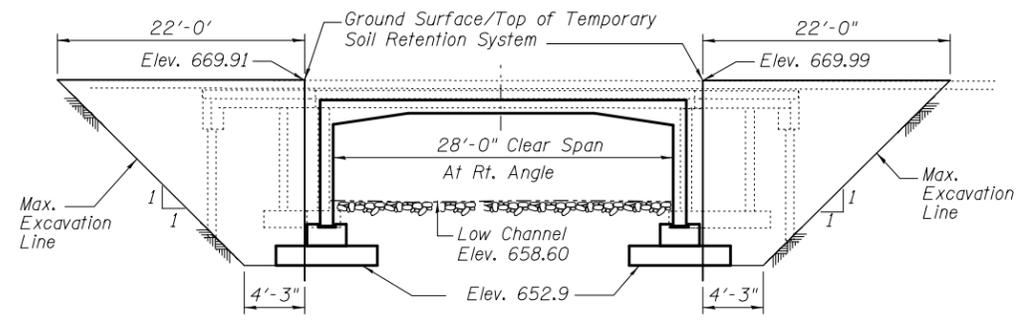
**EXISTING BRIDGE CROSS SECTION**  
(Looking North)



**FINAL STAGE**  
(Looking North)



**STAGE I REMOVAL & CONSTRUCTION**  
(Looking North)



**SOUTH END NORTH END**

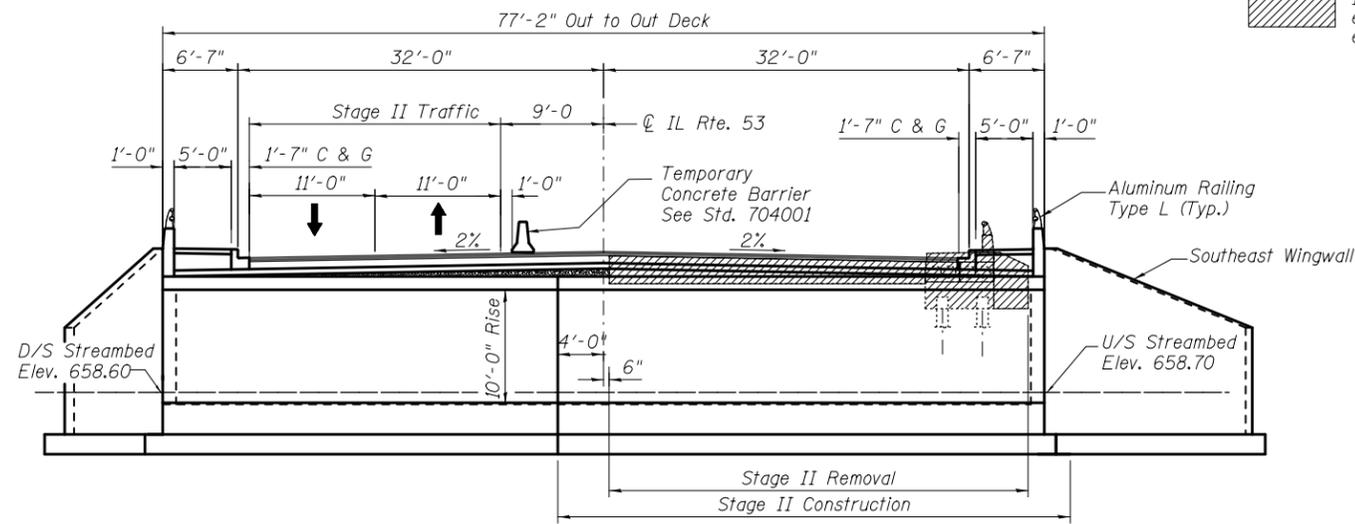
**TEMPORARY SOIL RETENTION SYSTEM**

A cantilevered sheet piling design does not appear feasible and additional member or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

**GENERAL NOTES**

- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- The option of using a precast footing is not allowed.
- The option of using precast wingwall is not allowed.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- After the keyways have been grouted and cured, the joints on all three sides of the structure shall be externally sealed using 13" wide external sealing bands conforming to Article 1057.01. Cost included with Three-sided Precast Concrete Structure 28'x10'.
- All details shown are developed assuming the use of cast-in-place headwalls and wingwalls placed as shown. The Contractor has the option of using precast headwalls. If the precast option is used, the details for the headwall shall be submitted to the Engineer for approval.
- The footing design is based on the following maximum reactions applied at the top of the footing pedestal:  
Vertical: 10.0 K/ft DL + 4.1 K/ft LL  
Horizontal: 4.0 K/ft DL + 1.8 K/ft LL
- The contractor shall verify that the selected structure meet these design parameters. If the design parameters are exceeded, a complete footing design with calculations, details and the required structural seals shall be submitted for review and approval.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure 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.
- Cost of excavation, furnishing and placing of Porous Granular Embankment behind the structure are included in the pay item Three Sided Precast Concrete Structures, 28'x10'.
- Structural Seal does not include the design of precast elements.
- Dimensions for the Three-sided Precast are for a Hy-Span section and will vary per manufacturer.

**LEGEND**  
 Indicates removal of existing Structure except piles.



**STAGE II REMOVAL & CONSTRUCTION**  
(Looking North)



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PLOT DATE =	DRAWN - MPS	REVISED -
	CHECKED - JPM/JXH/TPG	REVISED -

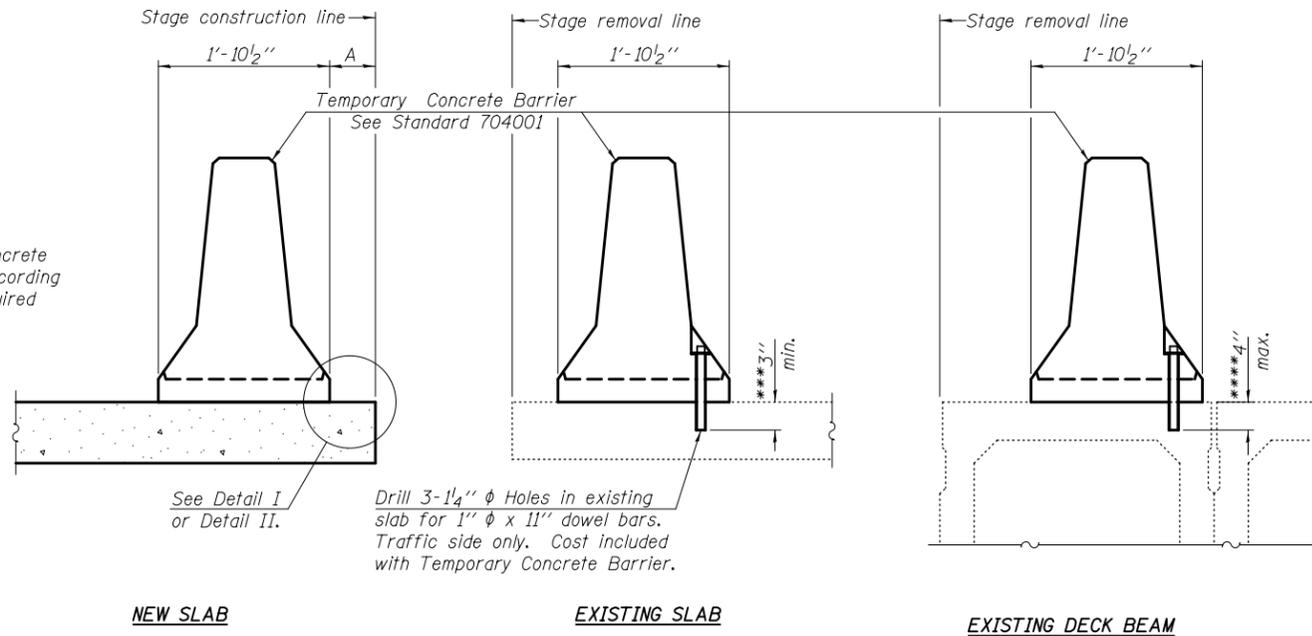
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS**  
**STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. 53 OF 513 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	32
CONTRACT NO. 60M83				
DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT				

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**

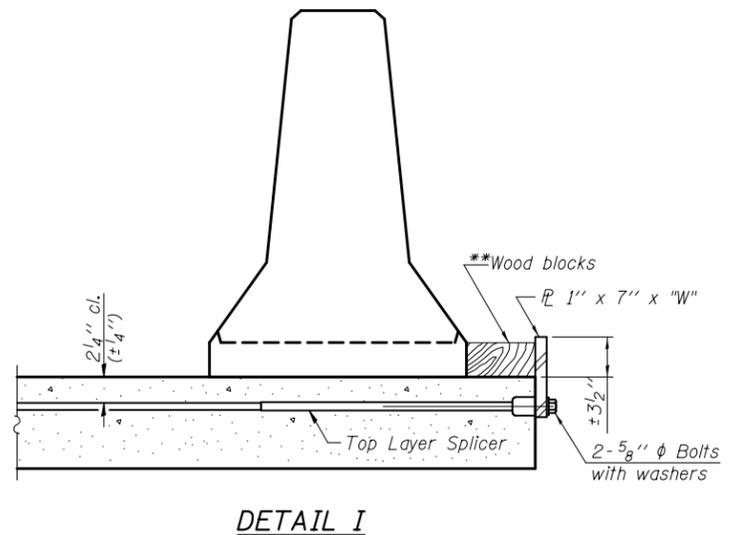
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel PL 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 C of each barrier panel.

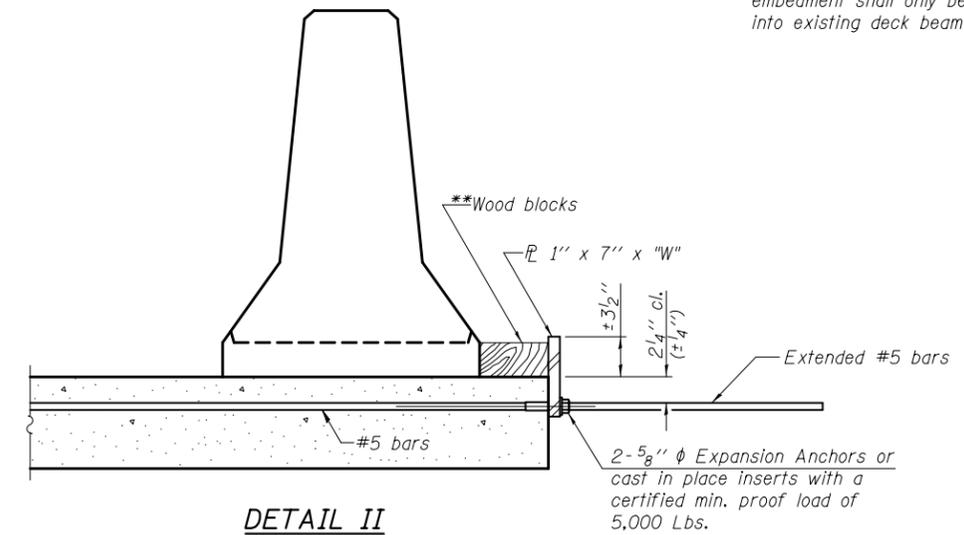
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* 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.

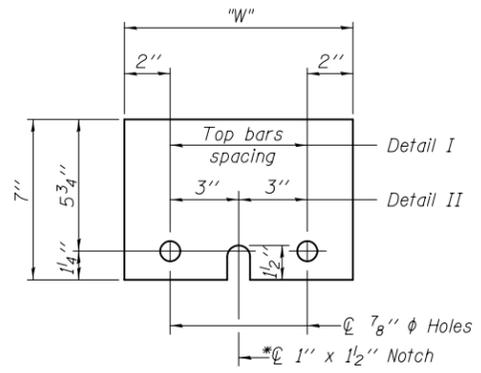
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



**STEEL RETAINER PL 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



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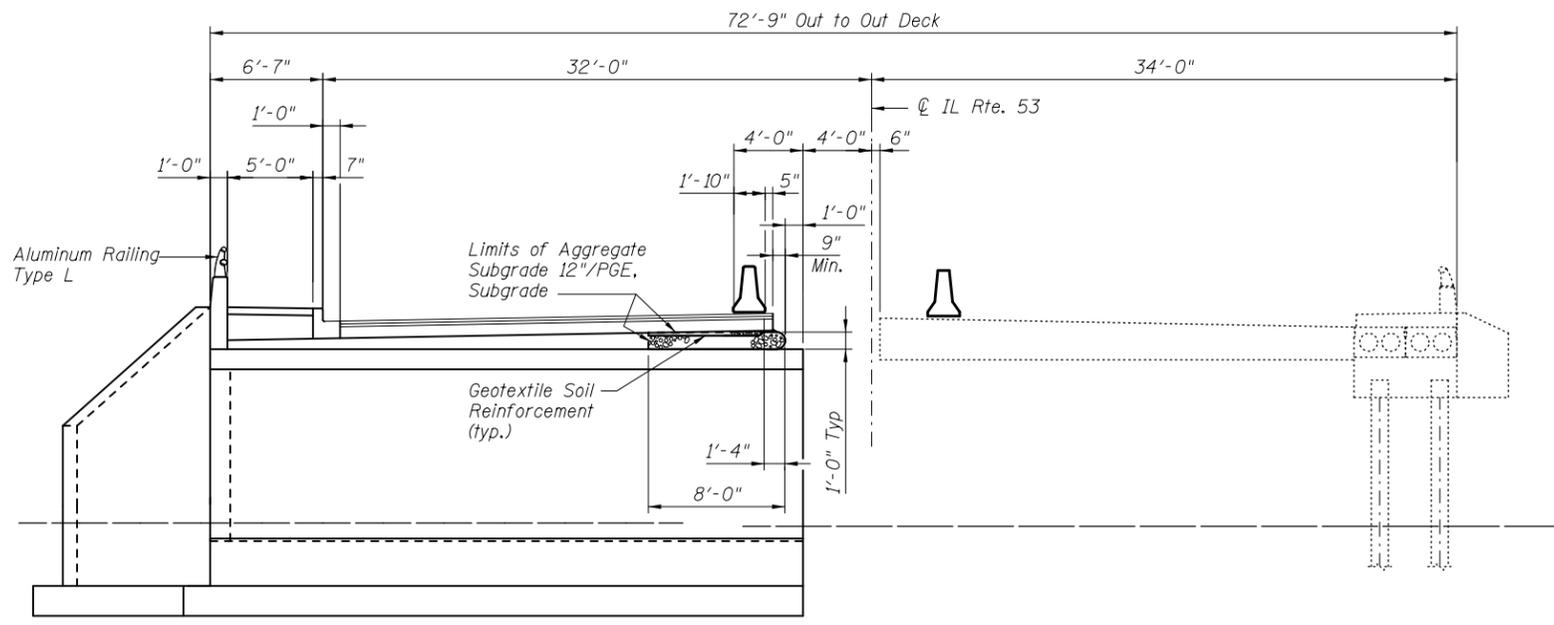
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 022-3054 STA. 100 + 00.15**

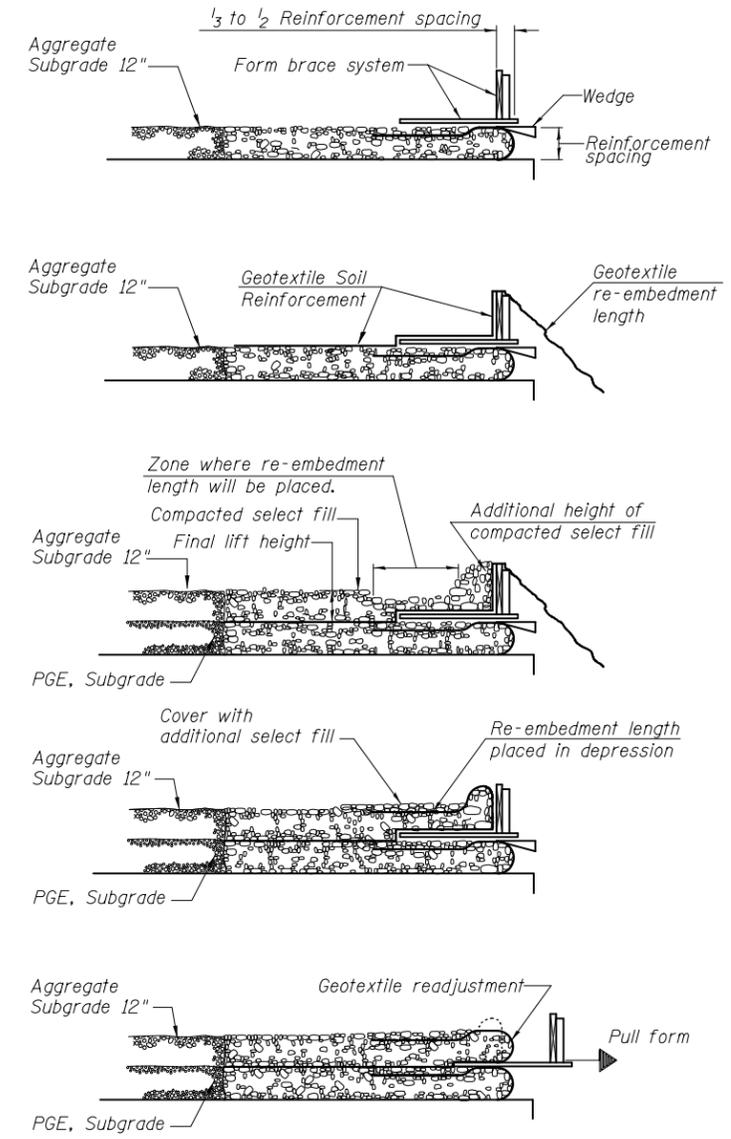
SHEET NO. 54 OF 513 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	33
CONTRACT NO. 60M83				

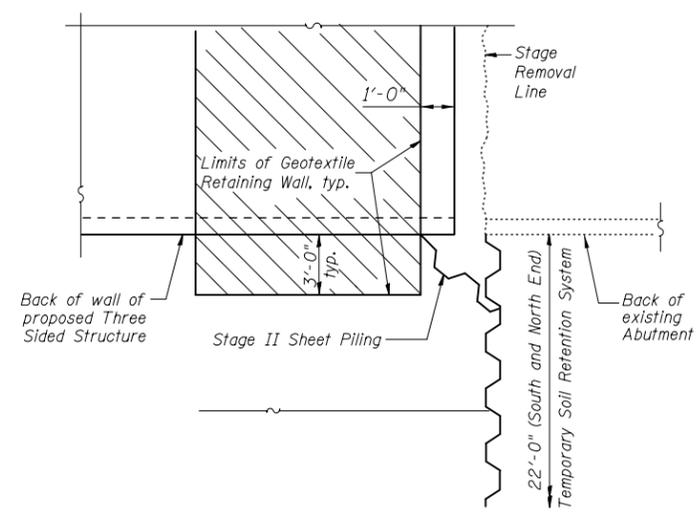
DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT



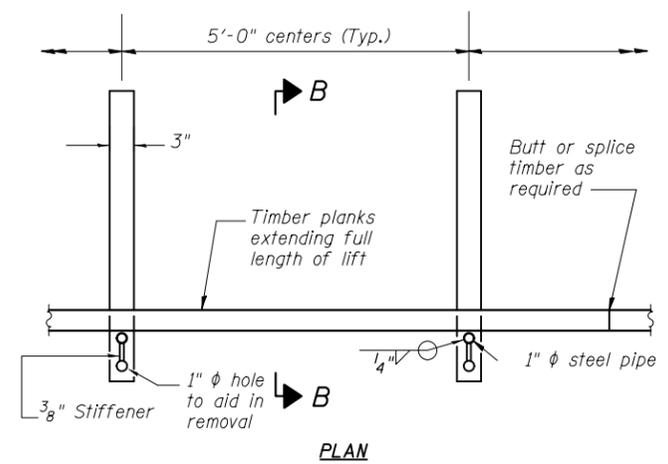
**TYPICAL SECTION**  
(Looking North)



1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of  $\frac{1}{3}$  to  $\frac{1}{2}$  the geotextile reinforcement spacing.
2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
3. Compact select fill material in lifts to final lift height, create ( $\pm 3''$ ) depression in zone where re-embedment length will be located and place additional height of compacted select fill against form brace.
4. Fold geotextile re-embedment length back over form brace into zone where depression was made in select fill and place additional select fill ( $\pm 3''$ ) to embed geotextile and bring to final lift height.
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face level with plan reinforcement spacing.

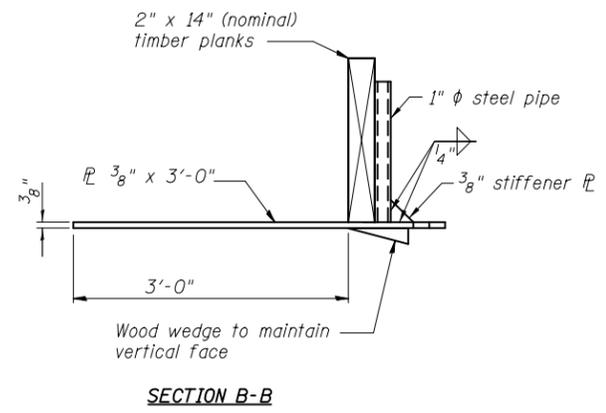


**PARTIAL PLAN AT SOUTH END**



**GEOTEXTILE TEMPORARY FORM BRACE DETAIL**

Note:  
This is a suggested detail, the Contractor is responsible for the design of the form brace system to be used.



**SECTION B-B**

**TEMPORARY GEOTEXTILE WALL CONSTRUCTION SEQUENCE**

Notes:  
The geotextile soil reinforcement shall have a minimum allowable tensile strength (T min.) of 20 lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

Aggregate Subgrade 12" and PGE, Subgrade are billed with the Roadway.



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	CHECKED - JXH	REVISED -
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PLOT DATE =	CHECKED - JPM/JXH/TPG	REVISED -

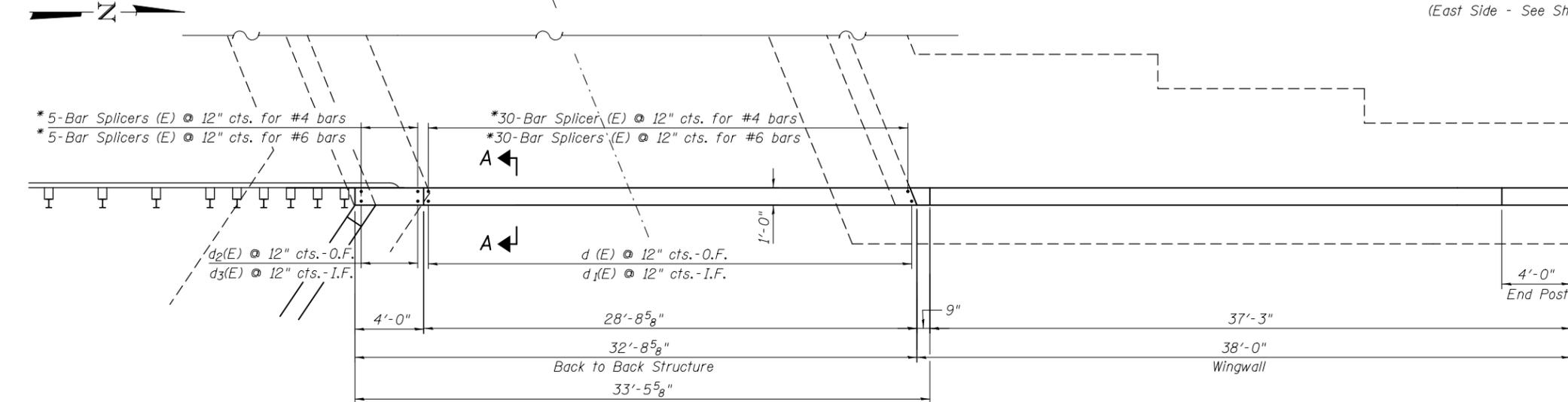
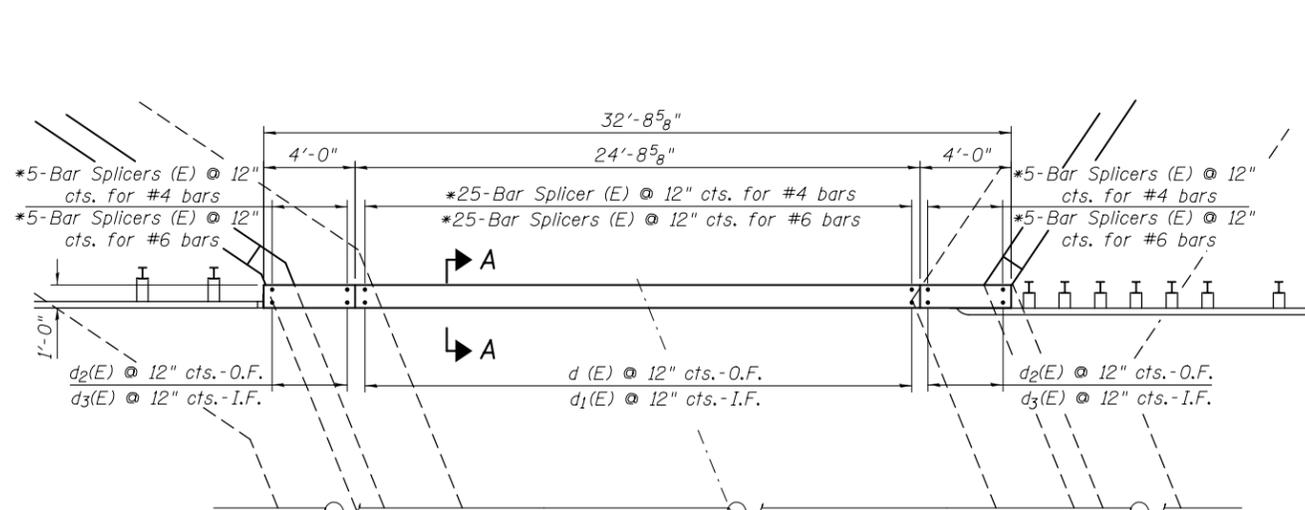
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GEOTEXTILE RETAINING WALL  
STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. S5 OF S13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	34
CONTRACT NO. 60M83				

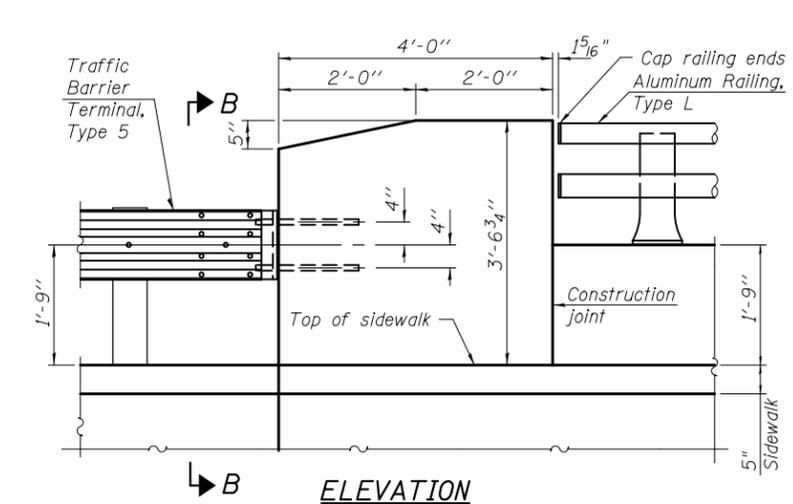
DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT



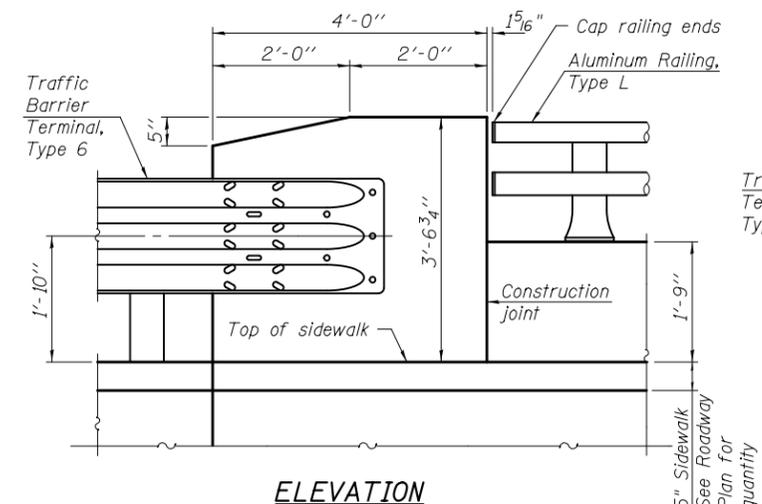
**PARTIAL PLAN OF THREE SIDED STRUCTURE AND PARAPET/HEADWALL**

\* The cost of the bar splicer assemblies for the headwall shall be included in the cost of the Three-Sided Precast Concrete Structures, 28'x10'

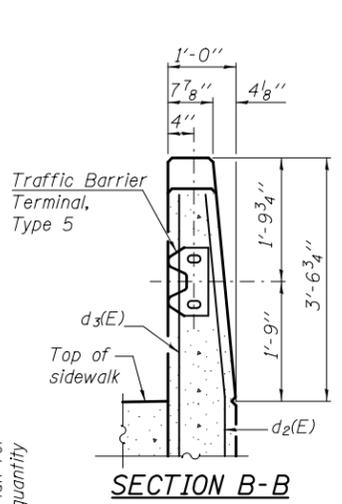
O.F. = Outside Face  
I.F. = Inside Face



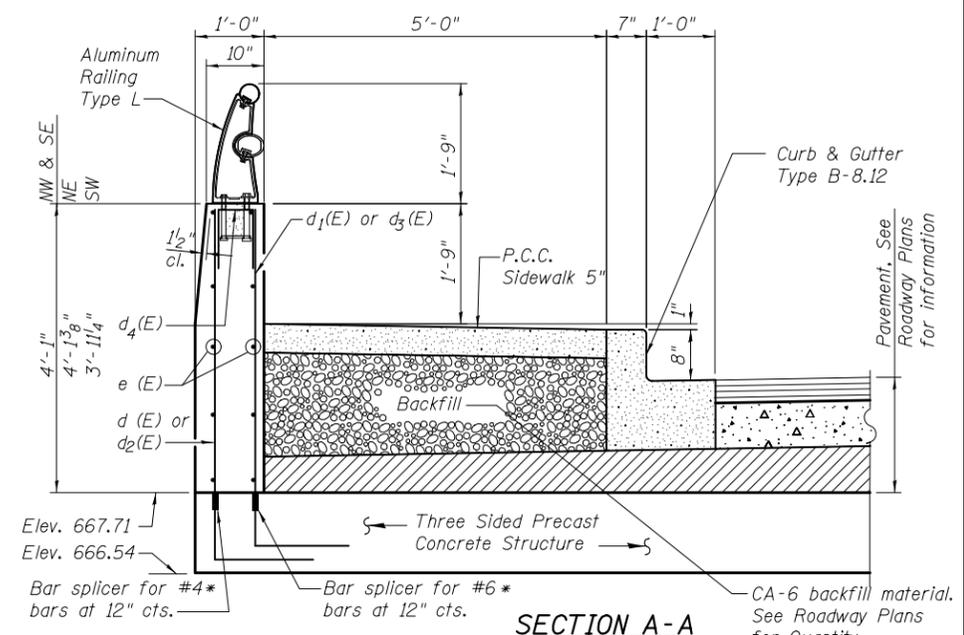
**ELEVATION**



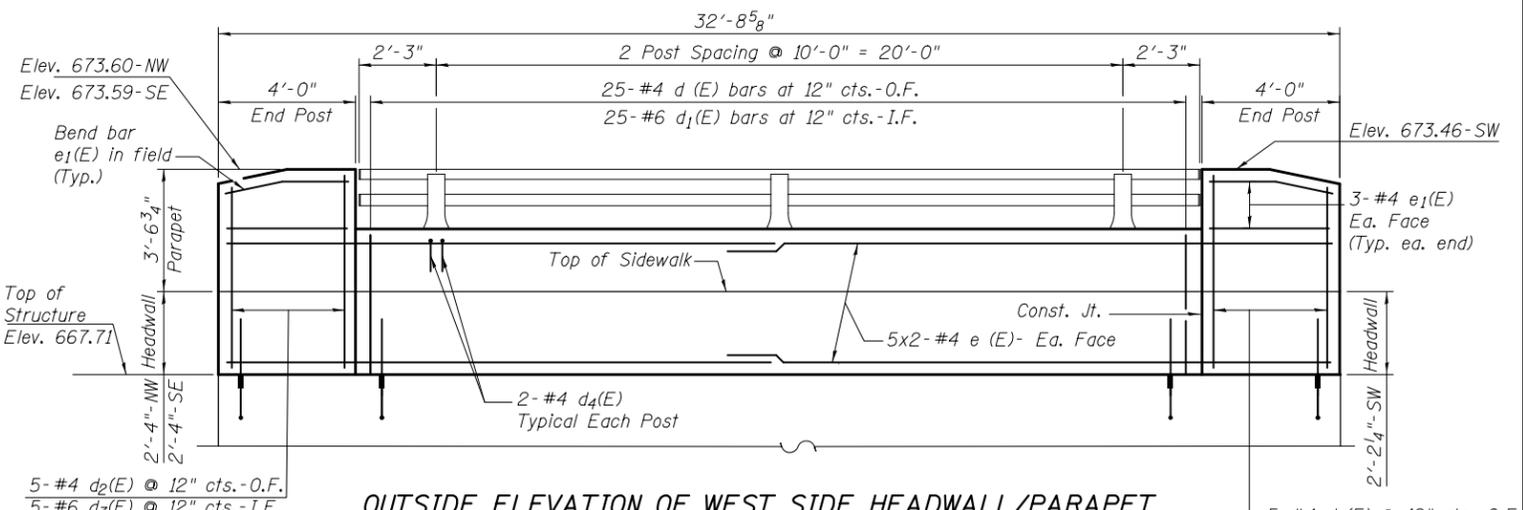
**ELEVATION**



**SECTION B-B**



**SECTION A-A**

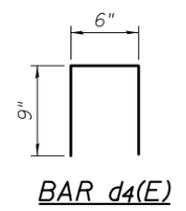


**OUTSIDE ELEVATION OF WEST SIDE HEADWALL/PARAPET**  
(East Side - See Sheet No. S10 & S11 of S13)

**BILL OF MATERIAL \*\*  
HEADWALLS AND PARAPETS**

Bar	No.	Size	Length	Shape
d (E)	89	#4	3'-9"	—
d1(E)	55	#6	3'-9"	—
d2(E)	20	#4	5'-7"	—
d3(E)	15	#6	5'-7"	—
d4(E)	20	#4	2'-0"	□
d5(E)	34	#6	4'-9"	—
d6(E)	5	#6	6'-6"	—
e (E)	40	#4	17'-9"	—
e1(E)	24	#4	3'-9"	—
e2(E)	12	#4	19'-8"	—
Item	Unit	Total		
Reinforcement Bars, Epoxy Coated	Pound	1,750		
Concrete Superstructure	Cu. Yd.	13.0		
Protective Coat	Sq. Yd.	92		

\*\* Includes parapet over N.E. Wingwall



**BAR d4(E)**



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**STATE OF ILLINOIS  
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**SIDEWALK & PARAPET PLAN  
STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. 56 OF 513 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	35
CONTRACT NO. 60M83				

DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT

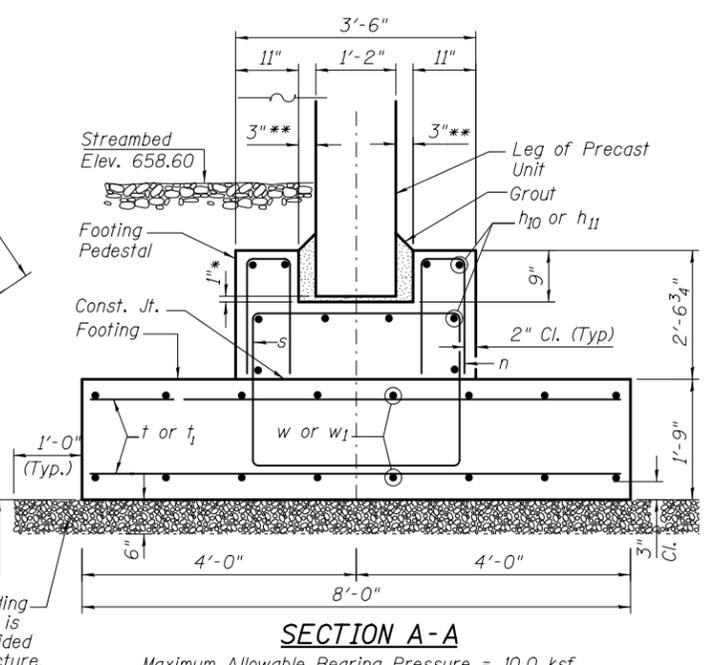
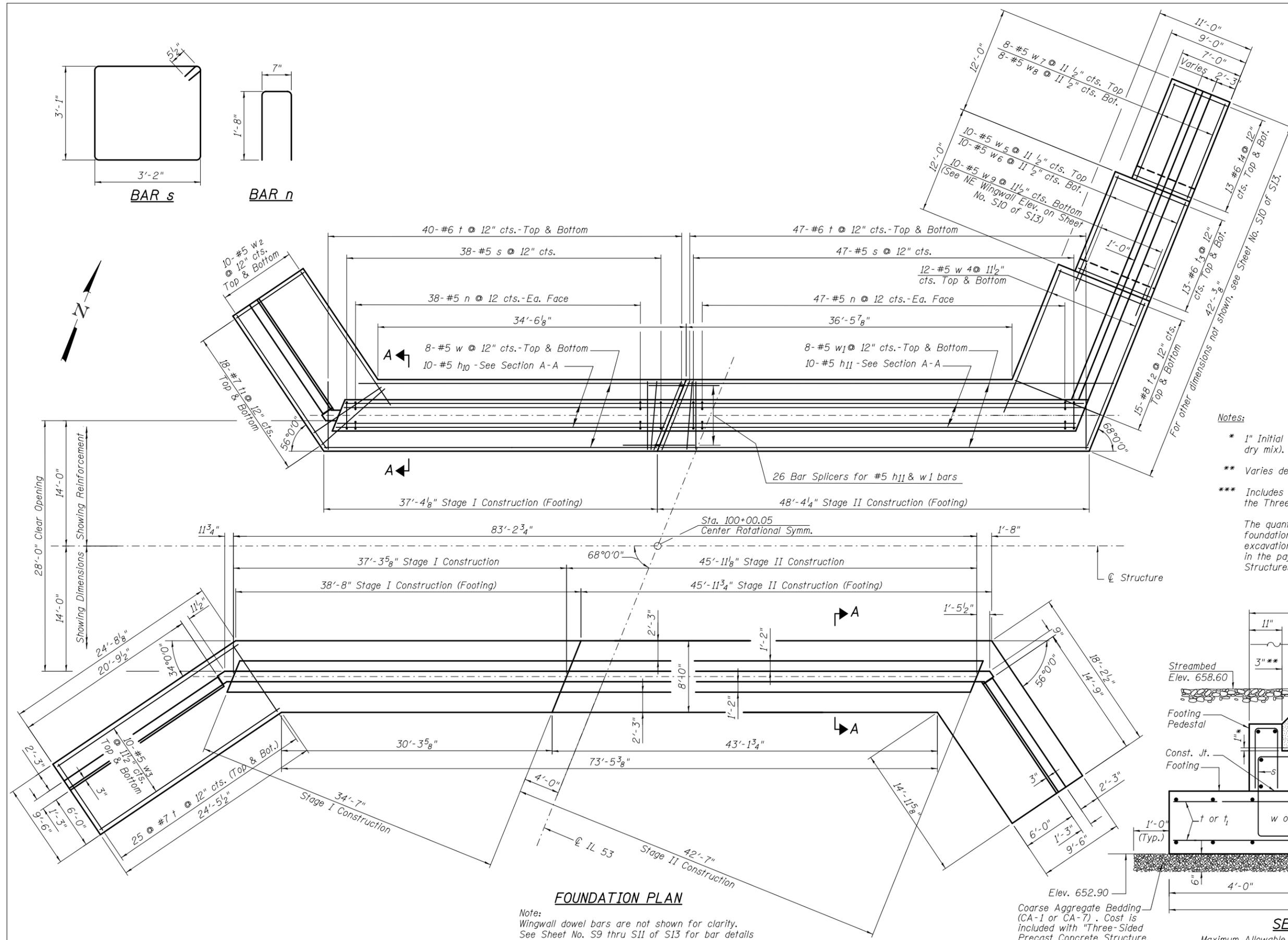


**BILL OF MATERIAL  
FOUNDATION ONLY \*\*\***

Bar	No.	Size	Length	Shape
h <sub>10</sub>	20	#5	40'-8"	—
h <sub>11</sub>	20	#5	41'-9"	—
n	340	#5	3'-11"	□
s	170	#5	13'-5"	□
t	348	#6	7'-8"	—
t <sub>1</sub>	122	#7	9'-2"	—
t <sub>2</sub>	30	#8	10'-8"	—
t <sub>3</sub>	32	#6	8'-8"	—
t <sub>4</sub>	32	#6	6'-8"	—
w	32	#5	37'-3"	—
w <sub>1</sub>	32	#5	47'-2"	—
w <sub>2</sub>	40	#5	17'-9"	—
w <sub>3</sub>	20	#5	24'-4"	—
w <sub>4</sub>	24	#5	19'-2"	—
w <sub>5</sub>	10	#5	18'-0"	—
w <sub>6</sub>	10	#5	18'-1"	—
w <sub>7</sub>	8	#5	16'-3"	—
w <sub>8</sub>	8	#5	11'-9"	—
w <sub>9</sub>	10	#5	7'-5"	—
Structure Excavation			Cu. Yd.	486
Concrete Structures			Cu. Yd.	199.0
Bar Splicers			Each	52
Reinforcement Bars			Pound	18,610

- Notes:**
- \* 1" Initial grout (2:1 sand and Portland cement, very dry mix).
  - \*\* Varies depending on thickness of leg of Precast Unit.
  - \*\*\* Includes Pedestals and footings of the wingwalls and the Three-Sided Structure.

The quantity of Structure Excavation is for the foundations of wingwalls only. The cost of structure excavation for the three-sided structure is included in the pay item "Three-Sided Precast Concrete Structures, 28'x10'".



**FOUNDATION PLAN**

Note:  
Wingwall dowel bars are not shown for clarity.  
See Sheet No. S9 thru S11 of S13 for bar details

Elev. 652.90  
Coarse Aggregate Bedding (CA-1 or CA-7). Cost is included with "Three-Sided Precast Concrete Structure, 28' x 10'".

**SECTION A-A**

Maximum Allowable Bearing Pressure = 10.0 ksf



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**FOUNDATION PLAN AND DETAILS  
STRUCTURE NO. 022-3054 STA. 100 + 00.15**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	37
DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M83	

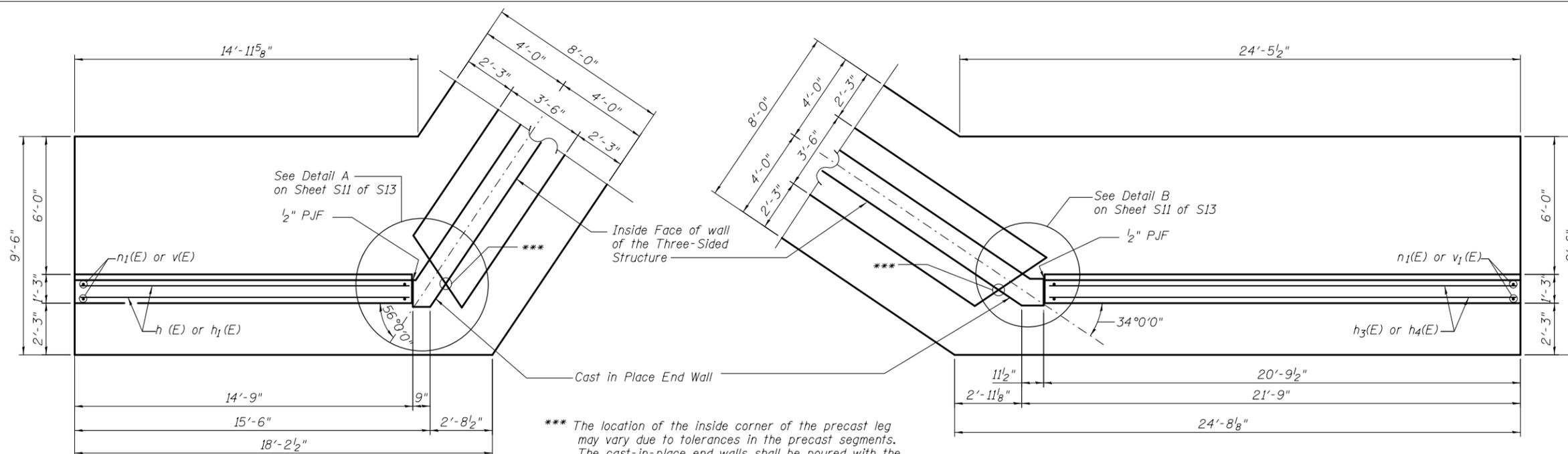
SHEET NO. 58 OF 513 SHEETS

**BILL OF MATERIAL**

**WINGWALLS ONLY**

(Excluding Footings)

Bar	No.	Size	Length	Shape
h (E)	40	#5	14'-5"	—
h <sub>1</sub> (E)	10	#5	14'-10"	—
h <sub>2</sub> (E)	4	#5	15'-8"	—
h <sub>3</sub> (E)	20	#5	20'-6"	—
h <sub>4</sub> (E)	5	#5	21'-3"	—
h <sub>5</sub> (E)	2	#5	21'-4"	—
h <sub>6</sub> (E)	32	#5	13'-0"	—
h <sub>7</sub> (E)	44	#5	14'-6"	—
n <sub>1</sub> (E)	120	#8	8'-8"	⌋
n <sub>2</sub> (E)	32	#9	9'-4"	⌋
n <sub>3</sub> (E)	26	#7	6'-0"	⌋
n <sub>4</sub> (E)	26	#6	4'-5"	⌋
v(E)	30	#6	18'-5"	—
v <sub>1</sub> (E)	21	#6	18'-1"	—
v <sub>2</sub> (E)	18	#6	15'-1"	—
v <sub>3</sub> (E)	32	#7	15'-3"	—
v <sub>4</sub> (E)	26	#6	11'-9"	—
v <sub>5</sub> (E)	26	#6	8'-3"	—
Concrete Structures		Cu. Yd	54.4	
Reinforcement Bars, Epoxy Coated		Pound	10,380	
Bar Splicer (E)		Each	26	

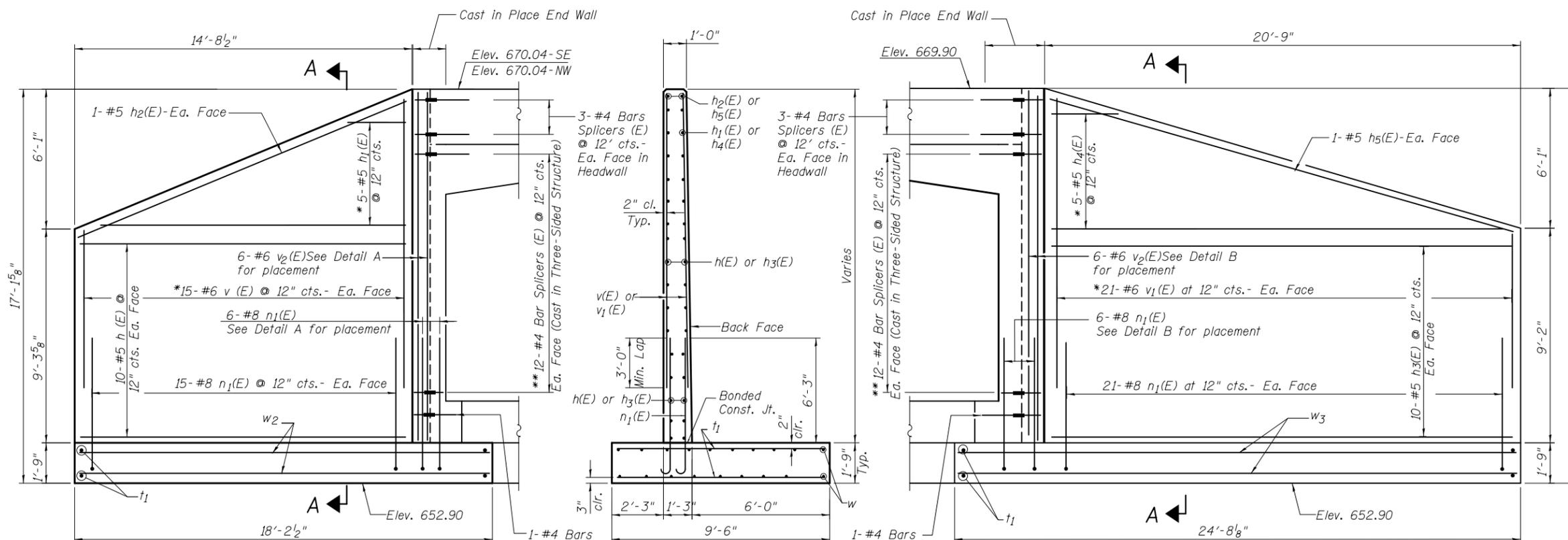


**NW & SE WINGWALL PLAN**

Note: See Foundation Plan on Sheet No. S8 of S13 for reinforcement not shown.

**SW WINGWALL PLAN**

Notes: See Foundation Plan on Sheet No. S8 of S13 for reinforcement not shown. See NE Wingwall Plan on Sheet No. S10 of S13.



**NW & SE WINGWALL FRONT FACE ELEVATION**

\* Order h<sub>1</sub>(E) and v(E) bars in full length. Cut bars in field and use the remainder in the other face.

**SECTION A-A**

\*\* Cost of Bar Splicers is included in the cost of the Three-Sided Structure.

**SW WINGWALL FRONT FACE ELEVATION**

\* Order h<sub>4</sub>(E) and v<sub>1</sub>(E) bars in full length. Cut bars in field and use the remainder in the other face.



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	CHECKED - JXH	REVISED -
PLOT SCALE =	DRAWN - MPS	REVISED -
PLOT DATE =	CHECKED - JPM/JXH/TPG	REVISED -

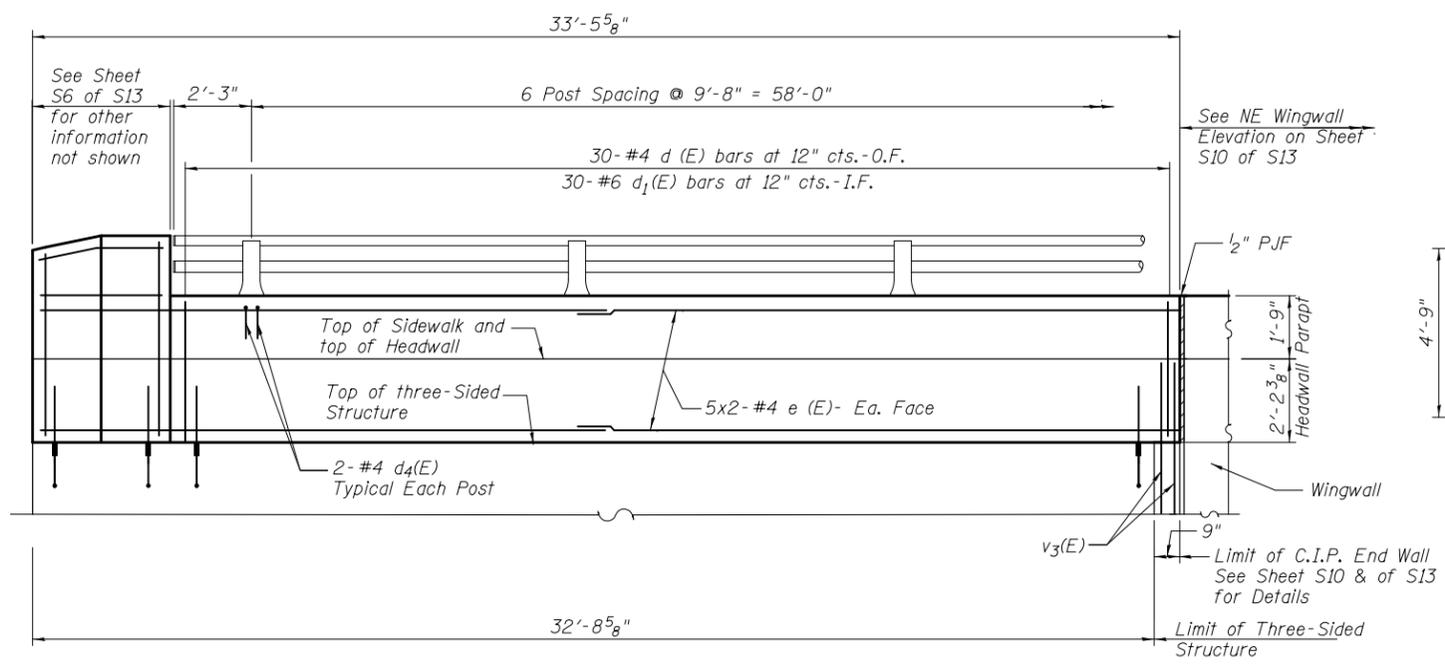
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WINGWALL PLAN AND DETAILS 1  
STRUCTURE NO. 022-3054 STA. 100 + 00.15

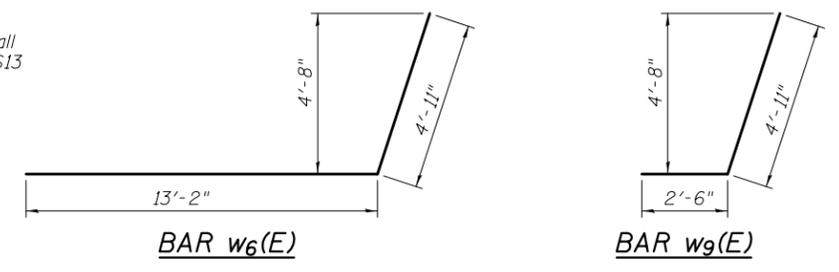
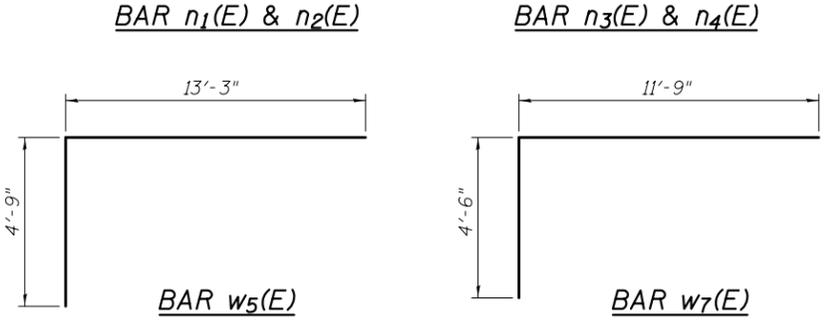
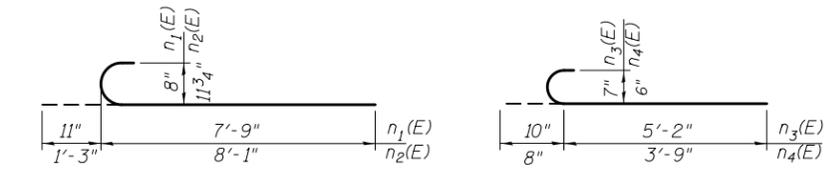
SHEET NO. S9 OF S13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	38
CONTRACT NO. 60M83				
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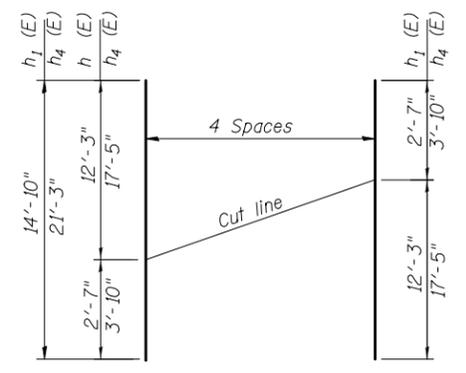
**OUTSIDE ELEVATION OF EAST SIDE HEADWALL/PARAPET**



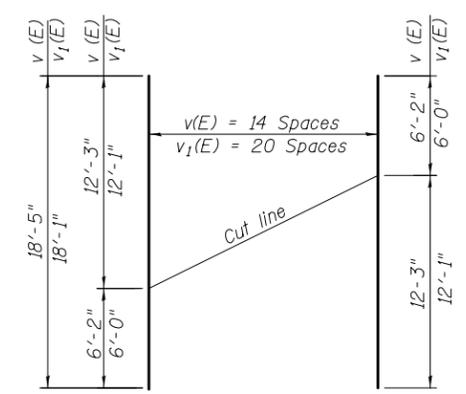
**BAR BEND DIAGRAM**

**MIN. BAR LAP**

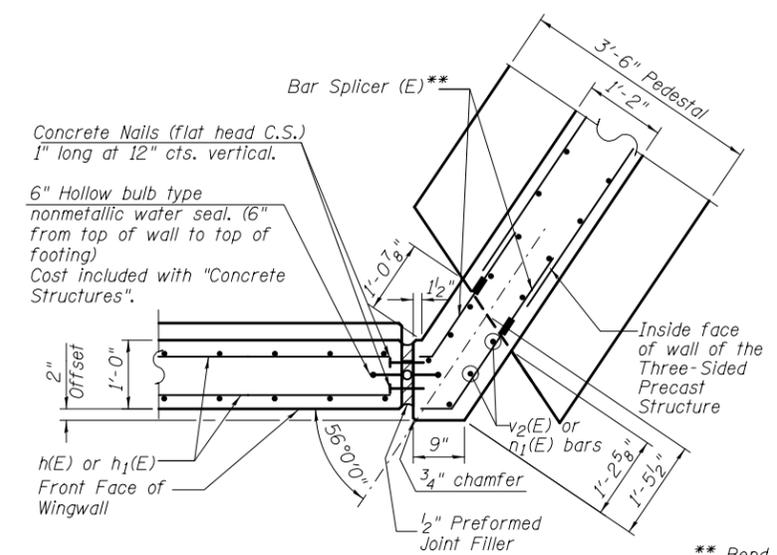
- #4 = 2'-0"
- #5 = 2'-6"
- #6 = 3'-0"
- #7 = 3'-11"
- #8 = 5'-2"
- #9 = 6'-7"



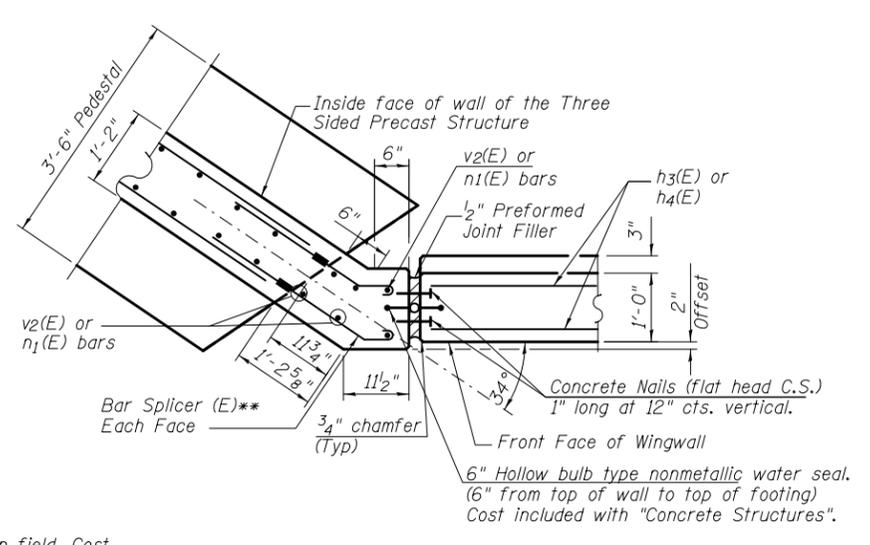
**FIELD CUTTING DIAGRAM**  
Bars  $h_1(E)$  &  $h_4(E)$



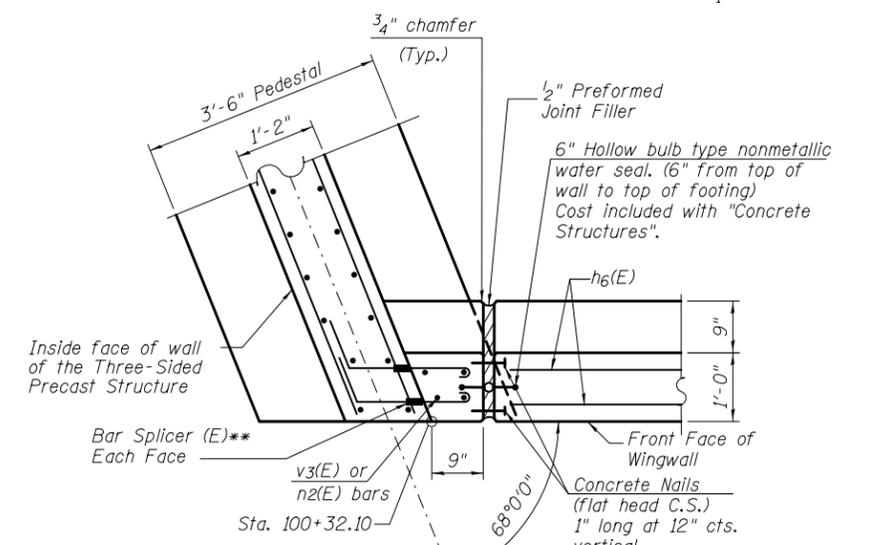
**FIELD CUTTING DIAGRAM**  
Bars  $v(E)$  &  $v_1(E)$



**DETAIL A**



**DETAIL B**



**DETAIL C**

\*\* Bend Bar Splicer (E) in field. Cost included with "Three-Sided Precast Concrete Structures, 28'x10'".



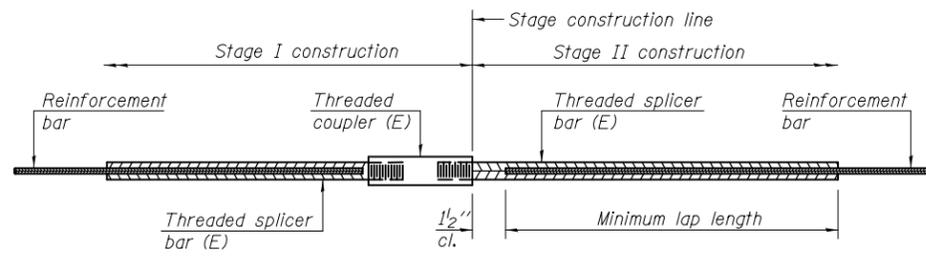
USER NAME =	DESIGNED - JPM	REVISED -
PLOT SCALE =	CHECKED - JXH	REVISED -
PLOT DATE =	DRAWN - MPS	REVISED -
	CHECKED - JPM/JXH/TPG	REVISED -

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**WINGWALL DETAILS**  
**STRUCTURE NO. 022-3054 STA. 100 + 00.15**

SHEET NO. S11 OF S13 SHEETS

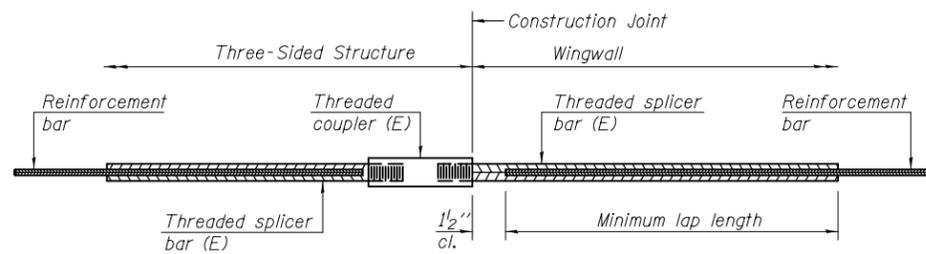
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DUPAGE	53	40
CONTRACT NO. 60M83				
DATE: AUGUST 03, 2012 ILLINOIS FED. AID PROJECT				



**BAR SPLICER ASSEMBLY FOR FOUNDATIONS**

(Footing & Pedestal)

No. Required = 52



**\* BAR SPLICER ASSEMBLY BETWEEN WINGWALLS AND THREE-SIDED STRUCTURE**

No. required = 96

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"

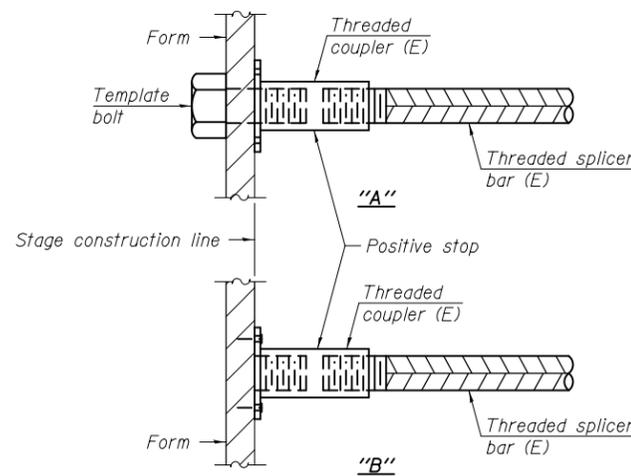
- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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.

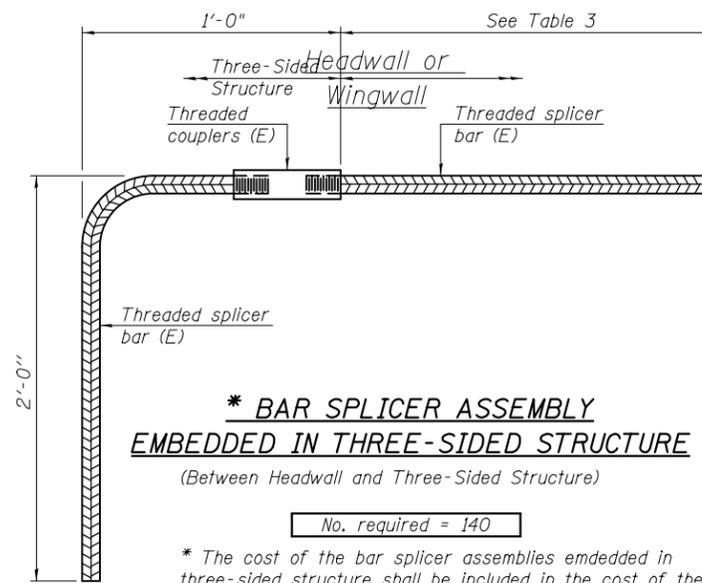
Location	Bar size	No. assemblies required	Table for minimum lap length
Pedestal	#5	20	Table 3
Footing Slab	#5	32	Table 3
Between Headwall, Pedestal & Wingwall	#4	26	Table 3
Between Headwall & Three-Sided Structure	#4	70*	Table 3
Between Headwall & Three-Sided Structure	#6	70*	Table 3
Between Wingwalls & Three-Sided Structure	#4	96*	Table 1

\* For Information Only.  
Cost is Included with Three-Sided Structure



**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.



**\* BAR SPLICER ASSEMBLY EMBEDDED IN THREE-SIDED STRUCTURE**

(Between Headwall and Three-Sided Structure)

No. required = 140

\* The cost of the bar splicer assemblies emdedded in three-sided structure shall be included in the cost of the Three-Sided Precast Concrete Structures 28'x10'.

**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.
- Threaded splicer bar length = min. lap length + 1/2" + threaded length

**SOIL BORING LOG**

PAGE 1 of 1  
DATE January 31, 2011  
LOGGED BY DR  
GSI JOB No. 10216

Geo Services, Inc.  
Geotechnical, Environmental & Civil Engineering  
805 Amherst Court, Suite 204  
Naperville, Illinois 60563  
(630) 355-2838

ROUTE F.A.P. RTE. 870 DESCRIPTION IL Route 53 Bridge Over St. Joseph's Creek, Lisle, Illinois  
SECTION 534-B LOCATION SEC. 3, T. 38 N., R. 10 E., 3rd P.M., Lisle Township  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. -  
Station -

BORING NO. **B-01**  
Station 100+12  
Offset 22.5' Left  
Ground Surface Elev. **668.9**

DEPTH H S	BLOW S Qu	UCS Qu	MOIST T %	Surface Water Elev. <i>n/a</i>				Stream Bed Elev. <i>n/a</i>				Groundwater Elevation:								
				(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)					
13.0'																				
	12																			
TOPSOIL-black	4																			
	4		38																	
	3		89																	
Organic SILTY CLAY-dark brown & black-stiff (A-7) Wet	8																			
	-5	5	1.6B	30																
	3																			
LOAM-brown & gray-loose (A-2/A-4)	0																			
	6			17																
	7																			
	10																			
	-10	10	NP	14																
SAND & GRAVEL-brown-medium dense to dense (A-1)																				
	7																			
	12																			
	11		NP	17																
	19																			
	21																			
	-15	22	NP	10																
	38																			
	26																			
SAND, GRAVEL & FRACTURED ROCK-gray-dense to very dense (A-1)																				
	19		NP	9																
	24																			
	16																			
	-20	14	NP	9																

13.0" ASPHALT **667.8**

TOPSOIL-black **665.9**

Organic SILTY CLAY-dark brown & black-stiff (A-7) Wet **662.9**

LOAM-brown & gray-loose (A-2/A-4) **660.9**

SAND & GRAVEL-brown-medium dense to dense (A-1) **653.4**

SAND, GRAVEL & FRACTURED ROCK-gray-dense to very dense (A-1) **633.4**

Drillers Observation: Possible Bedrock **644.4**  
**643.4**

RUN 1 (-25.5' to -35.5')  
Silurian System, Niagaran Series Dolomite  
Light gray with horizontal bedding. Fine grained with some chert nodules.  
Horizontal fractures @ -25.9', -26.2', -26.5', -26.8', -27.1', -27.5', -27.7', -28.2', -28.8' & -29.5'. Vertical fracture from -30.3' to -31.2'.  
Horizontal fractures @ -31.3', -31.5', -32.2', -32.3', -33.6' & -34.5'.  
Recovery=100.0%  
R.Q.D.=73.5%  
50% Water Loss

End Of Boring @ -35.5'  
Hollow Stem Augers To -10.0'  
Rotary Drilling To Completion  
CME Automatic Hammer  
10.0' of 4.0" Casing Used

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)  
NR-No Recovery

**SOIL BORING LOG**

PAGE 1 of 1  
DATE January 28, 2011  
LOGGED BY DR  
GSI JOB No. 10216

Geo Services, Inc.  
Geotechnical, Environmental & Civil Engineering  
805 Amherst Court, Suite 204  
Naperville, Illinois 60563  
(630) 355-2838

ROUTE F.A.P. RTE. 870 DESCRIPTION IL Route 53 Bridge Over St. Joseph's Creek, Lisle, Illinois  
SECTION 534-B LOCATION SEC. 3, T. 38 N., R. 10 E., 3rd P.M., Lisle Township  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. -  
Station -

BORING NO. **B-02**  
Station 99+88  
Offset 22.0' Right  
Ground Surface Elev. **669.0**

DEPTH H S	BLOW S Qu	UCS Qu	MOIST T %	Surface Water Elev. <i>n/a</i>				Stream Bed Elev. <i>n/a</i>				Groundwater Elevation:								
				(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)					
12.0" ASPHALT, 3.0" CRUSHED STONE																				
	18																			
TOPSOIL-black	8																			
	3		1																	
	2		88																	
Organic SILTY CLAY-dark brown & black-stiff (A-7) Wet	3																			
	-5	3	1.1B	30																
	6																			
CLAYEY SAND & GRAVEL-brown-medium dense (A-2)	5																			
	5			12																
	19																			
	16																			
	-10	12	NP	3																
SAND & GRAVEL-brown & gray-medium dense (A-1)																				
	10																			
	6																			
	8		NP	10																
	3																			
	8																			
	-15	11	NP	11																
	27																			
	23																			
	27		NP	19																
SAND, GRAVEL & FRACTURED ROCK-gray-dense to very dense (A-1)																				
	10																			
	18																			
	-20	18	NP	8																

12.0" ASPHALT,  
3.0" CRUSHED STONE **667.8**

TOPSOIL-black **666.0**

Organic SILTY CLAY-dark brown & black-stiff (A-7) Wet **663.0**

CLAYEY SAND & GRAVEL-brown-medium dense (A-2) **661.0**

SAND & GRAVEL-brown & gray-medium dense (A-1) **653.5**

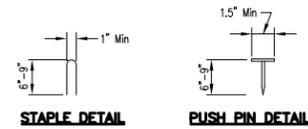
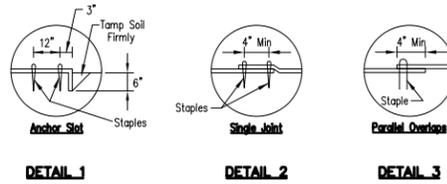
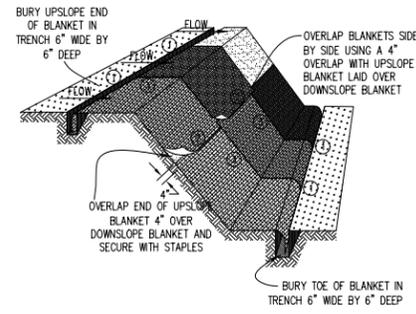
Drillers Observation: Possible Weathered Bedrock **645.0**  
**642.0**

RUN 1 (-27.0' to -37.0')  
Silurian System, Niagaran Series Dolomite  
Light gray with horizontal bedding. Fine grained with some chert nodules.  
Weathered horizontal fractures @ -27.5'. Horizontal fractures @ -28.1', -28.2', -28.5' & -28.8'. Vertical fracture from -28.8' to -29.4'.  
Horizontal fractures @ -29.9', -30.7' & -31.2'. Weathered horizontal fracture @ -31.8'. Horizontal fracture @ -33.6'.  
Vertical fracture from -33.9' to -34.4'.  
Horizontal fracture @ -35.8'.  
Recovery=97.0%  
R.Q.D.=70.0%  
100.0% Water Loss @ -27.5'

End Of Boring @ -37.0'  
Hollow Stem Augers To -10.0'  
Rotary Drilling To Completion  
CME Automatic Hammer  
10.0' of 4.0" Casing Used

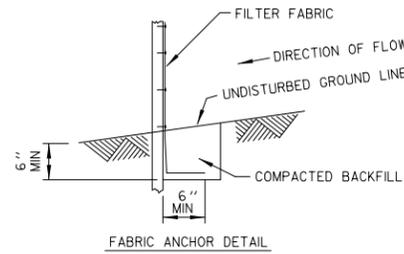
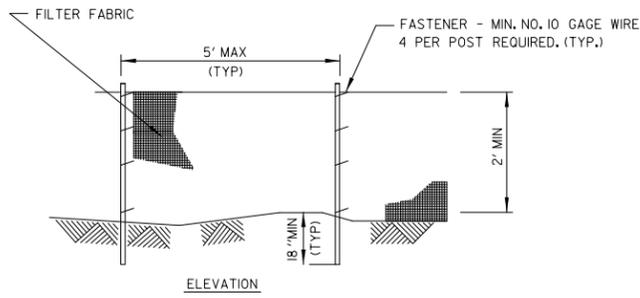
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in Italics above moist (%)  
NR-No Recovery

EROSION CONTROL BLANKET

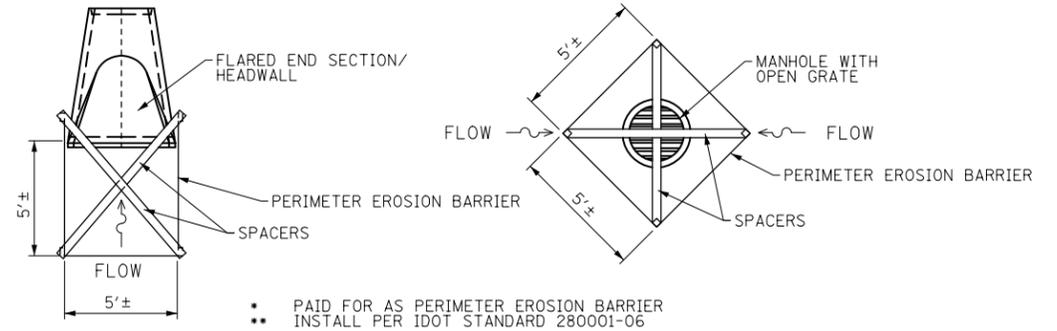


- NOTES:
- STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y. FOR STICHED BLANKETS. NON-STICHED SHALL USE 4 STAPLES PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH STICHED BLANKET AND 400 STAPLES WITH NON-STICHED BLANKET PER 100 S.Y. OF MATERIAL.
  - STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6")
  - EROSION CONTROL MATERIAL SHALL BE PLACED IN CONTACT WITH THE SOIL OVER A PREPARED SEEDBED.
  - ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

SILT FENCE PLAN



- 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 WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN.
  - FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.
  - 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.



DRAINAGE PROTECTION DETAILS  
SCALE: N.T.S.

FILE NAME =  
... \D160M83-sht-details.dgn



DESIGNED - NS	REVISED -
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 8/3/2012	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 OVER ST JOSEPH'S CREEK  
MISCELLANEOUS DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	43
CONTRACT NO. 60M83			ILLINOIS FED. AID PROJECT	

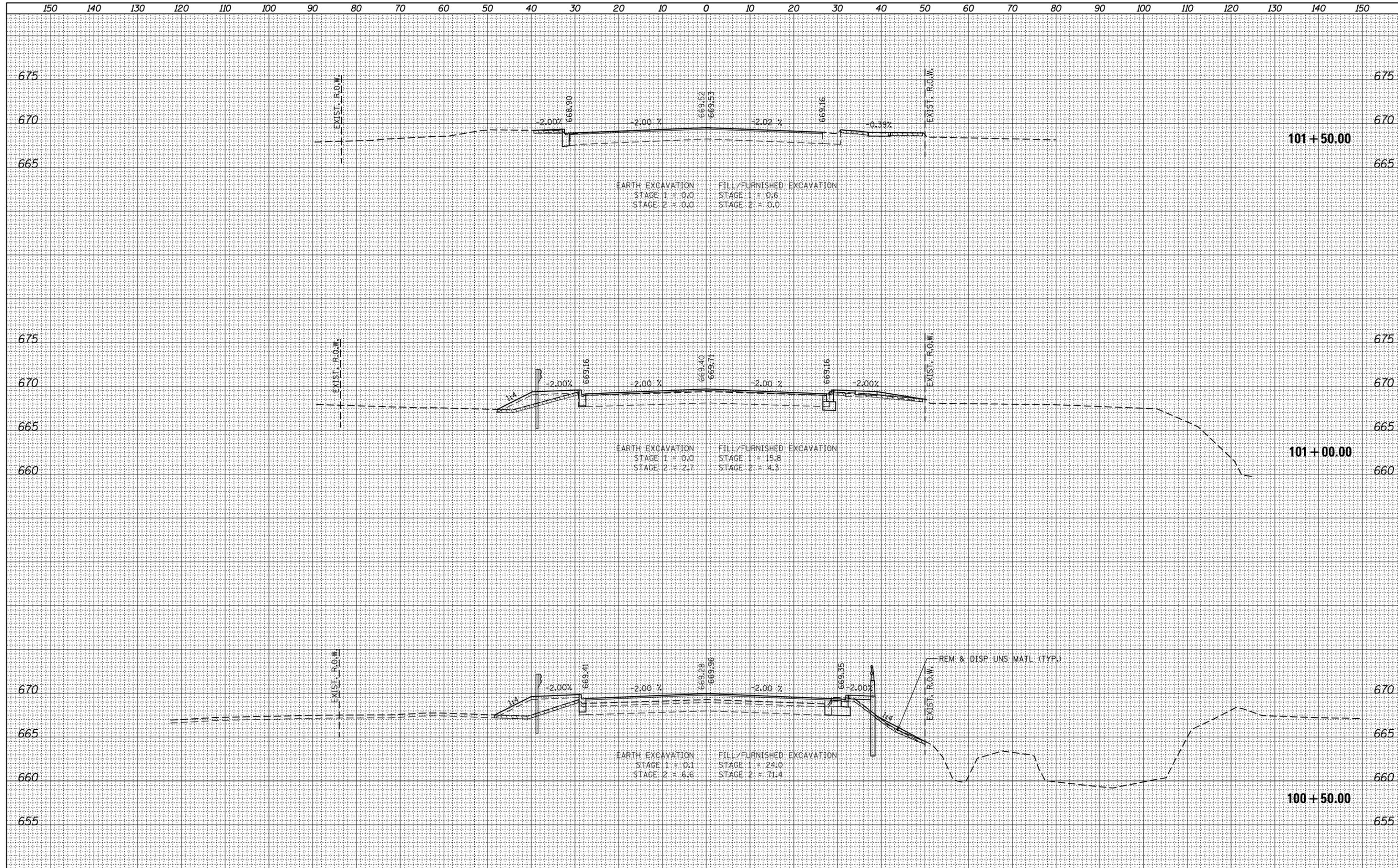






DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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



FILE NAME = ...\\D160M83-sht-xssh.tdgn



DESIGNED - ADW	REVISED -
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 8/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST. JOSEPH'S CREEK  
CROSS SECTIONS**

SCALE: 1"=10' (HORIZ.)  
1"=5' (VERT.)

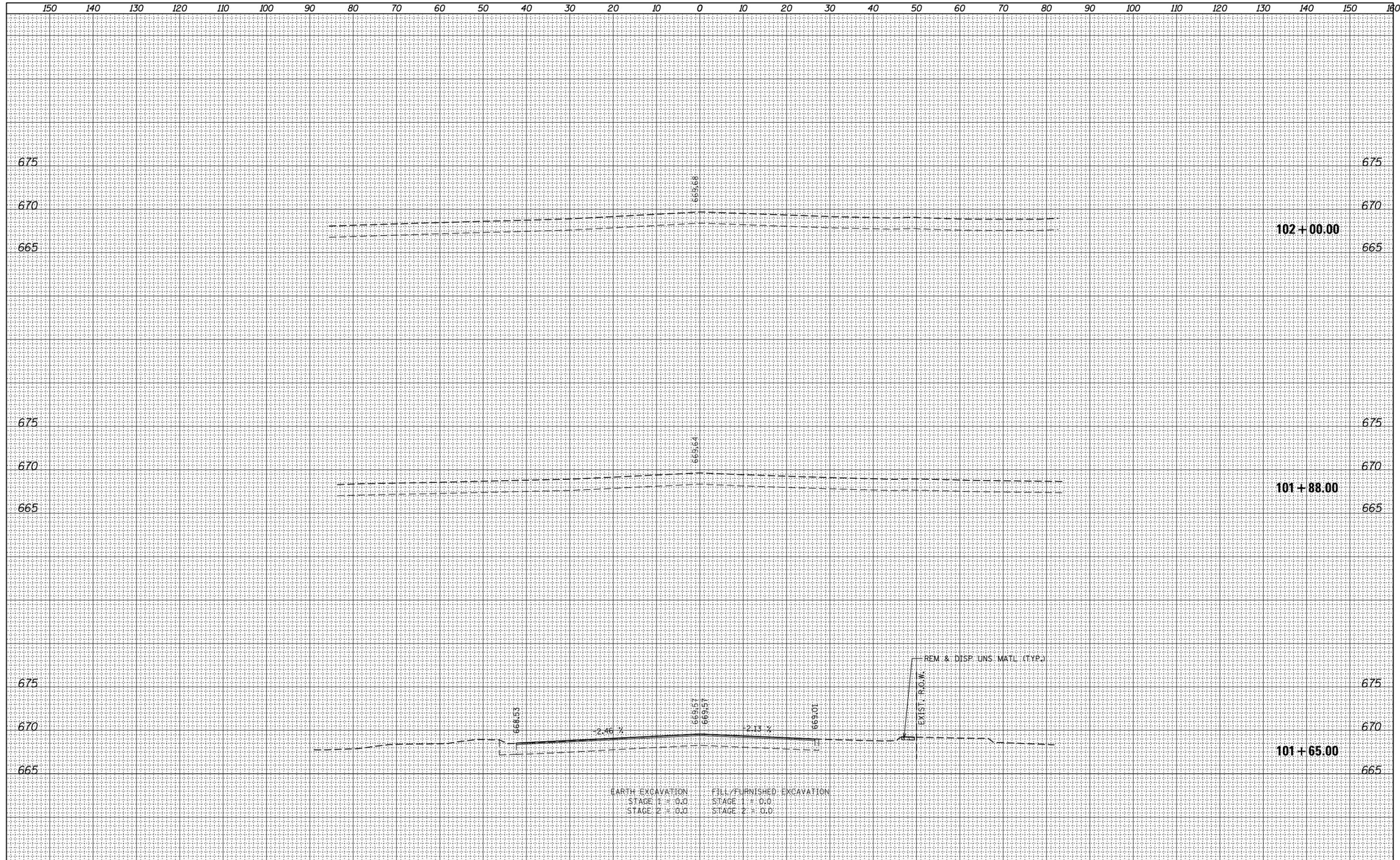
SHEET NO. 4 OF 5 SHEETS

STA. 100+50.00 TO STA. 101+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	47
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =  
...VD160M83-sht-xssht.dgn



DESIGNED - ADW	REVISED -
DRAWN - GEW	REVISED -
CHECKED - RJD	REVISED -
DATE - 8/3/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 53 OVER ST. JOSEPH'S CREEK  
CROSS SECTIONS**

SCALE: 1"=10' (HORIZ.)  
1"=5' (VERT.)

SHEET NO. 5 OF 5 SHEETS    STA. 101+65.00 TO STA. 102+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B		53	48
			CONTRACT NO. 60M83	
ILLINOIS FED. AID PROJECT				

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

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

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

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.  
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

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

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

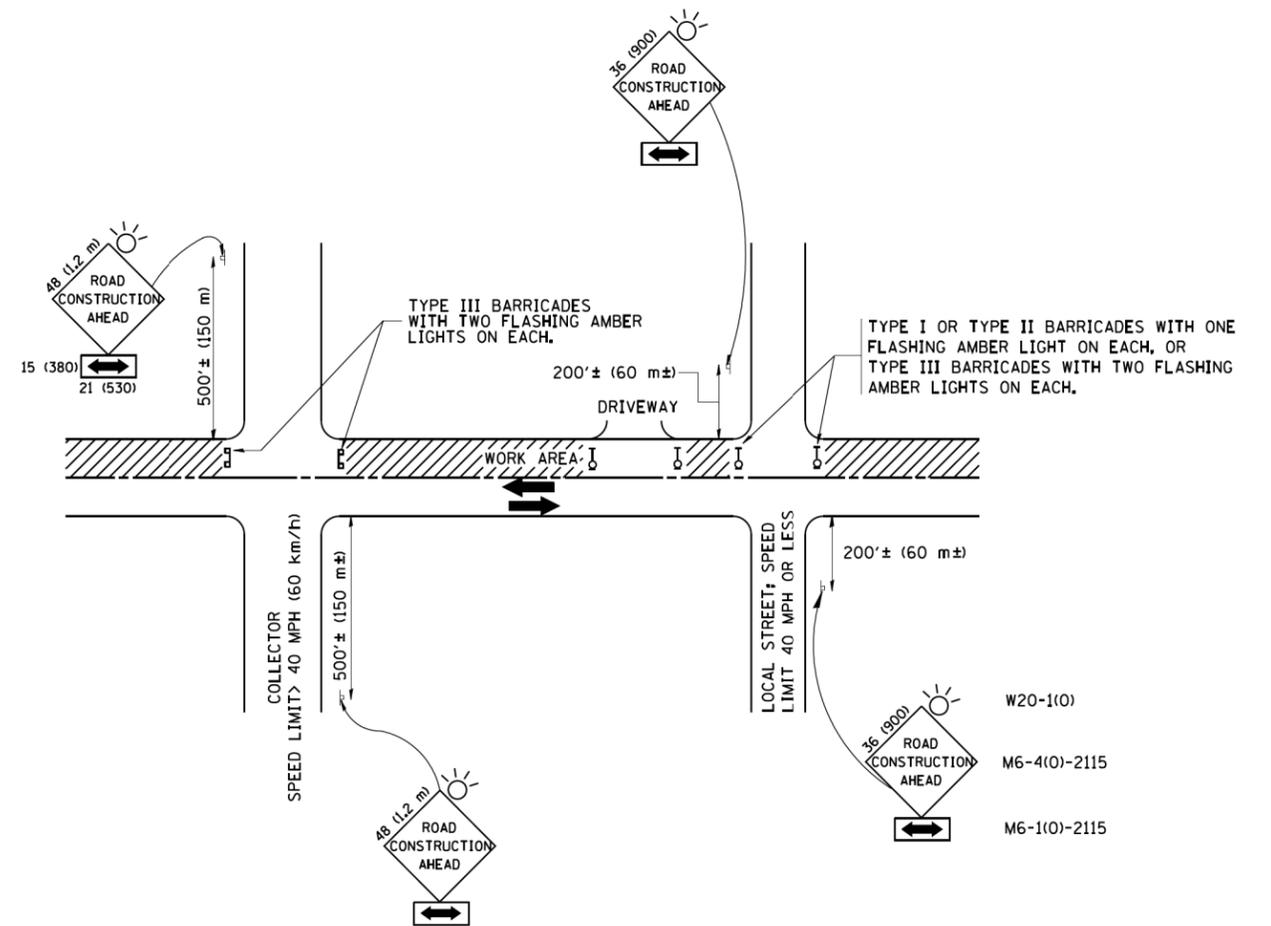
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivkosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\dot\drivkosgn\d0108315\bc24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97			870	534R-B	DuPAGE	53	49
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01			<b>BD600-06 (BD-24)</b>		CONTRACT NO. 60M83		
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	



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.

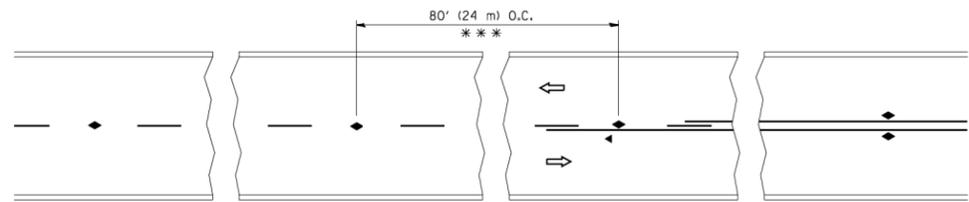
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

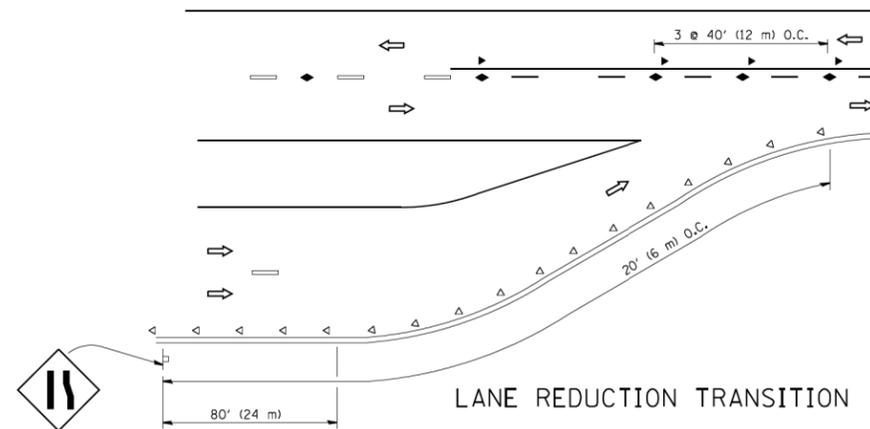
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	534R-B	DuPAGE	53	50
TC-10			CONTRACT NO. 60M83	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

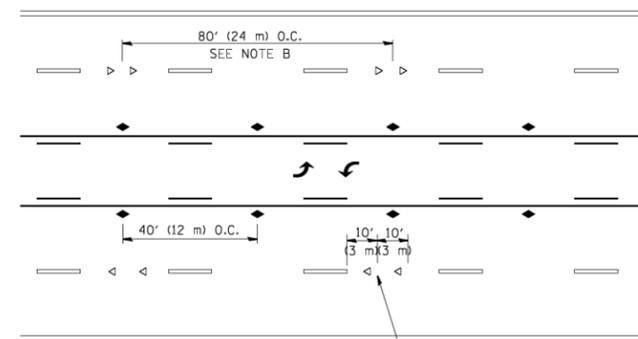


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

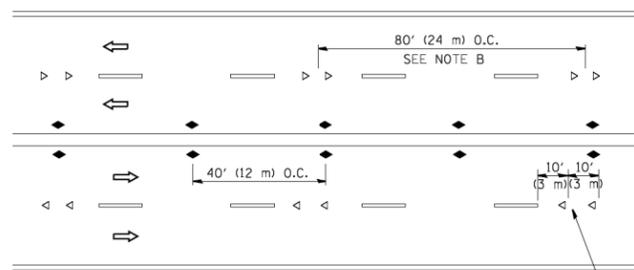
TWO-LANE/TWO-WAY



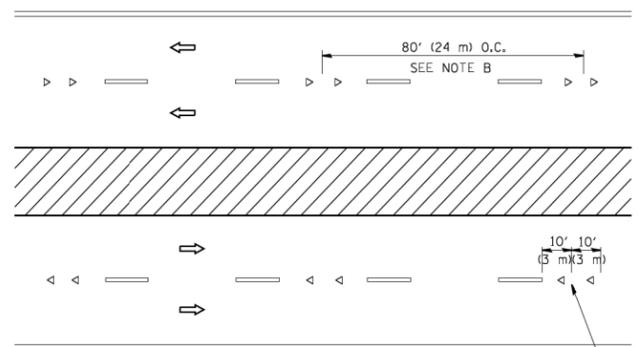
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

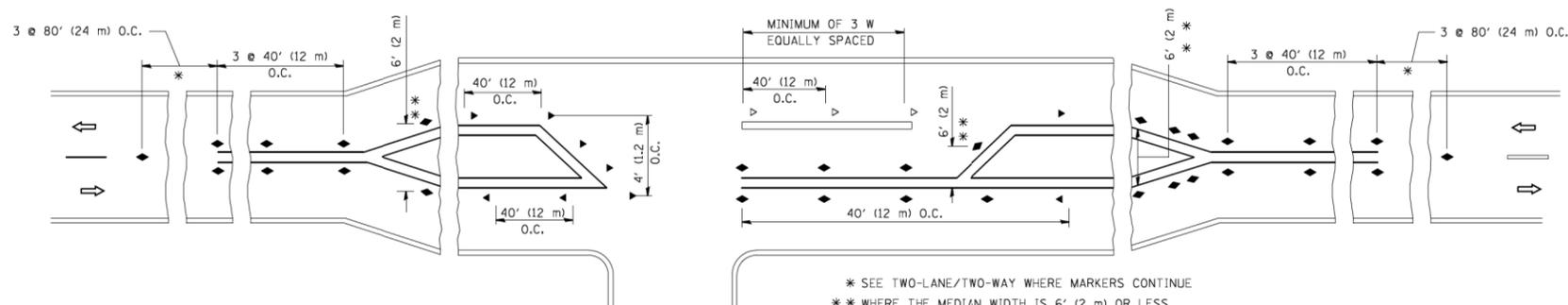
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

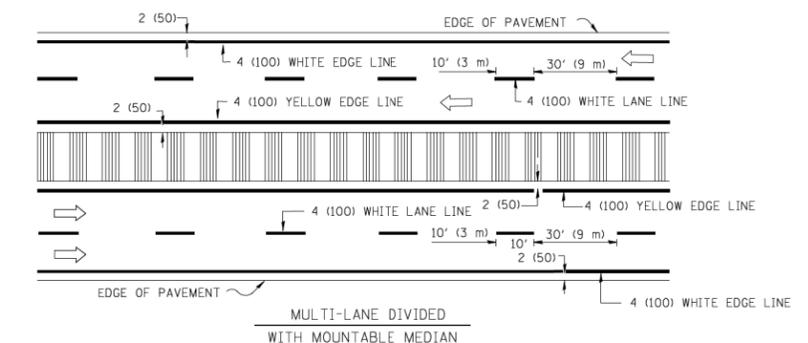
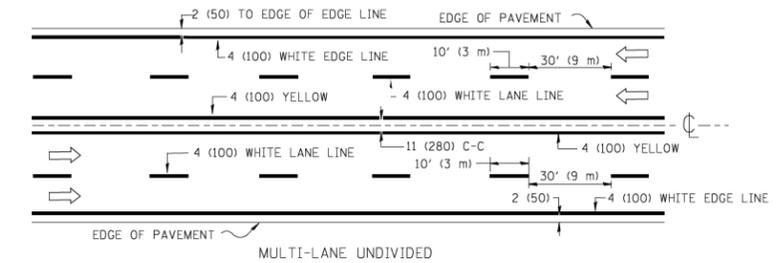
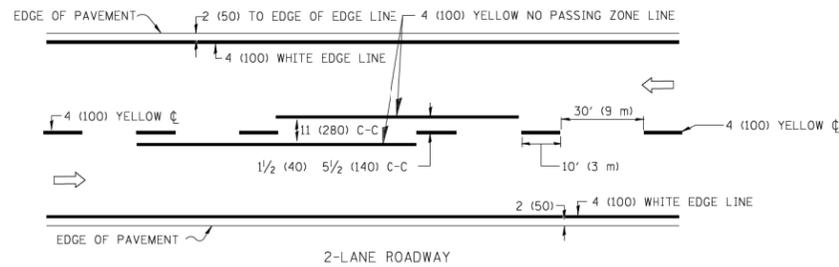


LEFT TURN

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

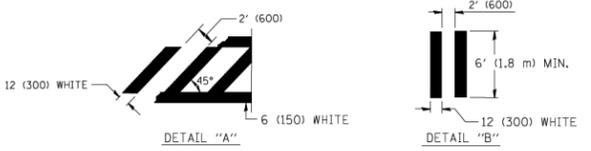
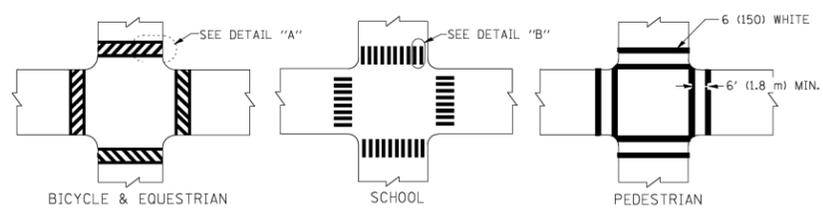
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = lveysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pki\work\pki\dot\lveysa\d0108315\tcl1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		870	534R-B	DuPAGE	53	51			
		PLOT SCALE = 50.000' / IN.	REVISED - T. RAMMACHER 01-06-00		<b>TC-11</b>			CONTRACT NO. 60M83				
		PLOT DATE = 3/2/2011	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

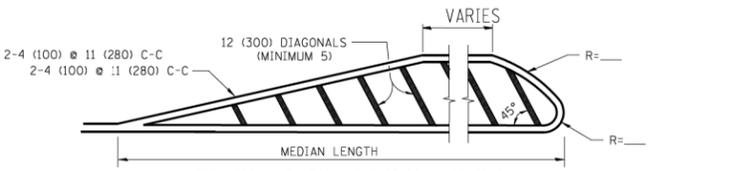
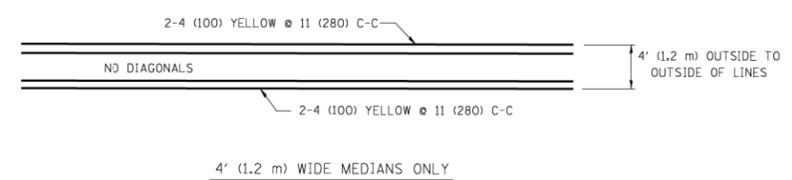


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

**TYPICAL LANE AND EDGE LINE MARKING**



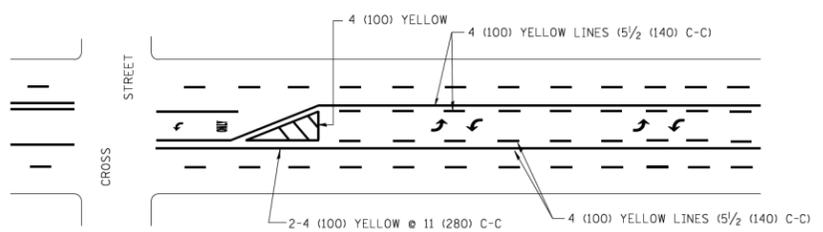
**TYPICAL CROSSWALK MARKING**



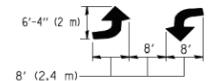
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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**

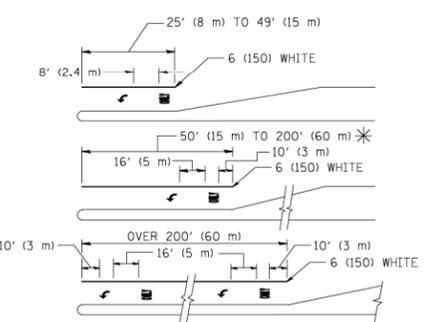


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

**TYPICAL PAINTED MEDIAN MARKING**

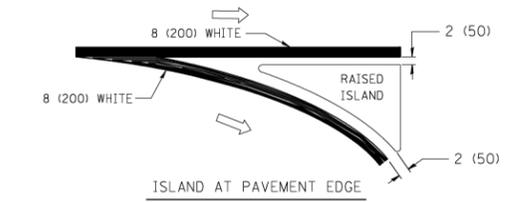
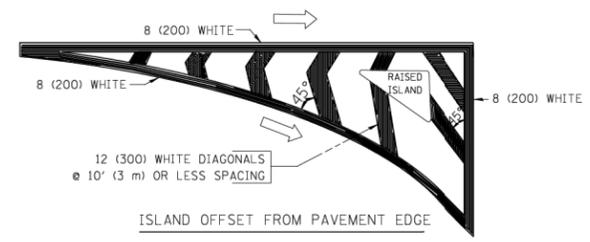


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
	NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS			
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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

FILE NAME = c:\pki\work\pki\dot\drivakosgn\d0108315\to3.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.P. RTE. 870	SECTION 534R-B	COUNTY DuPAGE	TOTAL SHEETS 53	SHEET NO. 52
<b>TC-13</b>			CONTRACT NO. 60M83	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

