F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	1
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 1397 (ST. CHARLES ROAD)
SECTION 15–00094–00–BR
ST. CHARLES ROAD BRIDGE OVER SALT CREEK
BRIDGE IMPROVEMENTS
VILLA PARK, DUPAGE COUNTY
C–91–313–15

FOR INDEX OF SHEETS, SEE SHEET NO. 2

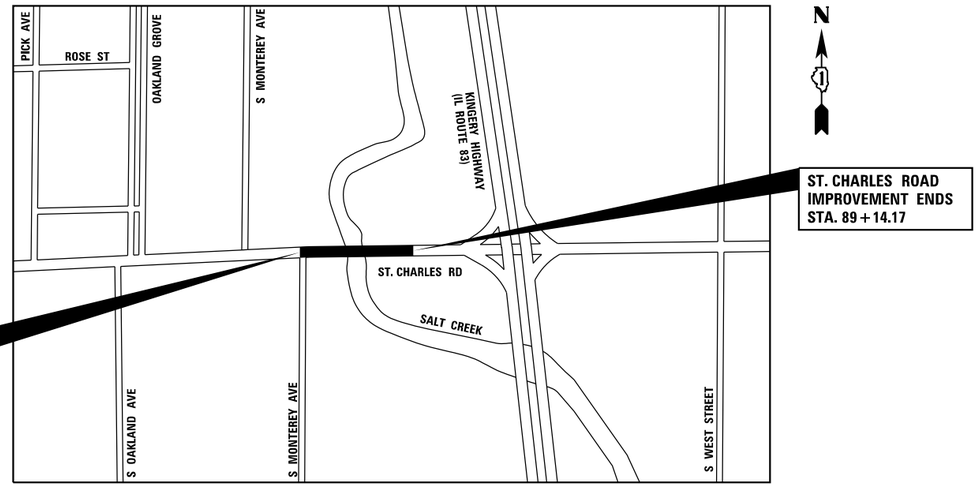
LOCATION OF SECTION INDICATED THUS: –

ROADWAY CLASSIFICATION

ST. CHARLES ROAD – MINOR ARTERIAL

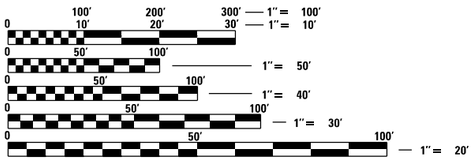
TRAFFIC DATA
2016 – 22,000 ADT

POSTED SPEED – 30 MPH
DESIGN SPEED – 30 MPH



LOCATION MAP
NOT TO SCALE

PROJECT GROSS AND NET LENGTH:
ST. CHARLES ROAD ..... 334 FEET (0.06 MILES)



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

PROFESSIONAL ENGINEER'S SIGN AND SEAL

MICHAEL J. RECHTORIK
062-057225
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

MICHAEL J. RECHTORIK, P.E.
#062–051814
EXP. DATE: 11/30/2019
SHEETS: 1–40, 87–106
11/16/2018

STRUCTURAL ENGINEER'S SIGN AND SEAL

STATE OF ILLINOIS
CHRISTOPHER J. BURKE
081-005134
LICENSED STRUCTURAL ENGINEER

CHRISTOPHER J. BURKE, P.E., S.E.
#081–005134
EXP. DATE: 11/30/2018
SHEETS: 41–86
11/16/2018

AGENCY RESPONSIBILITY FOR LETTING

Approved _____
Local Agency, Position

Passed _____
District 1 Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review _____
Regional Engineer

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO.

GENERAL NOTES

1. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR.

2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE", THE CITY OF ELMHURST AND THE VILLAGE OF VILLA PARK FOR FIELD LOCATIONS OF BURIED UTILITIES 48 HOURS IN ADVANCE OF WORK.

ELECTRIC	CABLE TV	GAS
CITY OF ELMHURST	COMCAST CABLE	NICOR GAS
KENT JOHNSON, PE, CFM	TED WYMAN	MR. BRUCE KOPPANG
209 N. YORK ST.	688 INDUSTRIAL DRIVE	1844 FERRY RD.
ELMHURST, IL 60126	ELMHURST, IL 60126	NAPERVILLE, IL 60563
(630) 530-3024	(224) 229-5850	(630) 388-3046

TELEPHONE	WATER AND SEWER	WATER AND SEWER
AT&T	CITY OF ELMHURST	VILLAGE OF VILLA PARK
BRUCE ROBBINS	KENT JOHNSON, PE, CFM	KEVIN MANTELS
1000 COMMERCE DR.	209 N. YORK ST.	11 WEST HOME AVENUE
OAKBROOK, IL 60523	ELMHURST, IL 60126	VILLA PARK, ILLINOIS 60181
(815) 412-5254	(630) 530-3024	(630) 834-8505

3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD CHECK ALL DIMENSIONS AND ELEVATIONS OF EXISTING UTILITY LINES AND STRUCTURES THAT MAY BE IMPACTED BY THE PROPOSED WORK PRIOR TO ORDERING MATERIAL OR BEGINNING CONSTRUCTION. ANY DISCREPANCIES FROM THE PLANS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

4. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED BY THE UTILITY COMPANY AT THE CONTRACTOR'S EXPENSE.

5. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN AND PROTECT EXISTING UTILITIES, SEWERS, MAINS AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR SHALL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES, SEWERS AND MAINS WHICH WILL REMAIN IN SERVICE. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND UTILITY COMPANY IF IT IS DETERMINED THAT TEMPORARY BRACING OR SUPPORT OF THE UTILITIES IS REQUIRED. THE PROTECTION AND/OR TEMPORARY BRACING OR SUPPORT OF UTILITIES 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.

6. THE CONTRACTOR WILL NOT BE PERMITTED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION OF THE DEPARTMENT.

7. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE DISTURBED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED EACH LOCATION.

8. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

9. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.

   b. "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," AS PREPARED BY IDOT, LATEST EDITION.

   c. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE/CITY OF <PROJECT-BASED>.

   d. THE ILLINOIS ACCESSIBILITY CODE.

   e. "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION.

   f. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AS PUBLISHED BY THE IEPA," LATEST EDITION.

   g. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA, LATEST EDITION.

   h. "MANUAL OF TEST PROCEDURES FOR MATERIALS," LATEST EDITION

   i. "ILLINOIS URBAN MANUAL," LATEST EDITION

   j. THE NATIONAL ELECTRIC CODE, LATEST EDITION.

10. ALL AREAS OF PLANNED SUBGRADE TREATMENT SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION BY A QUALIFIED SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE/ UNSUITABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL (SSM). ANY AGGREGATE SUBGRADE IMPROVEMENTS AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION QUANTITIES NOT USED DURING CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT.

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

12. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION AND AT ALL TIMES DURING CONSTRUCTION.

13. AREAS OUTSIDE THE R.O.W. LINE OR CONSTRUCTION LIMIT LINE IMPACTED BY OPERATIONS OF THE CONTRACTOR SHALL BE RETURNED TO THE STATE IT WAS FOUND PRIOR TO NEW CONSTRUCTION, EXCEPT WHERE NEW WORK IS SHOWN.

14. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDE ROADS DURING CONSTRUCTION OPERATIONS.

15. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE SEE RECORD PLANS ON SHEETS 69 -86.

16. THOSE SEEKING THE FULL GEOTECHNICAL REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT.
    VYDAS JUSKELIS, P.E.
    VILLAGE OF VILLA PARK
    (630) 834-8505

17. THOSE SEEKING THE FULL HYDRAULIC REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT.
    VYDAS JUSKELIS, P.E.
    VILLAGE OF VILLA PARK
    (630) 834-8505

REMOVALS AND PAVING NOTES

1. ALL EXISTING PAVEMENT OR CONCRETE CURB AND GUTTER TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL. THE COST OF THE SAW CUT SHALL BE INCLUDED IN THE COST OF ITEM BEING REMOVED.

2. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF BY THE CONTRACTOR AT THEIR OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN OFF-SITE DUMP SITE AT THEIR OWN EXPENSE IN ACCORDANCE WITH ARITCLE 202.03 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

3. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

4. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE. IF DAMAGED, IT SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP AND AT THE CONTRACTOR'S EXPENSE.

5. ALL CURB RADII REFER TO EDGE OF PAVMENT UNLESS OTHERWISE NOTED.

6. ASPHALT JOINTS FOR BINDER COURSES ARE TO BE STAGGERED.

7. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

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V3 Companies
7325 Janes Avenue
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630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - EIH		REVISED -
	DRAWN - EIH		REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJR		REVISED -
PLOT DATE = 11/16/2018	DATE - 11/16/18		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, LISTING OF APPLICABLE HIGHWAY STANDARDS, AND GENERAL NOTES

SCALE: NONE | SHEET 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	2

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS

EROSION AND SEDIMENT CONTROL NOTES

1. THE PURPOSE OF THE EROSION AND SEDIMENT CONTROL MEASURES INCLUDED FOR THIS PROJECT IS TO LIMIT THE SEDIMENT POLLUTION IMPACT OF ANY STORM WATER DISCHARGES THAT ORIGINATE ON THE PROJECT SITE OR OFF-SITE FLOWS THAT FLOW OVER THE DISTURBED AREAS INTO SALT CREEK.

2. THE FOLLOWING EROSION AND SEDIMENT CONTROLS SHOULD BE UTILIZED:

   A. THE PERIMETER BARRIER (AND CONSTRUCTION ENTRANCE IF NEEDED) WILL BE INSTALLED BEFORE CONSTRUCTION ACTIVITIES BEGIN.

   B. INLET BASKETS WILL BE INSTALLED FOR ALL OPEN LID DRAINAGE STRUCTURES AS SHOWN ON THE EROSION CONTROL & LANDSCAPING PLAN OR AS NEEDED AS CONSTRUCTION PROGRESSES.

   C. ALL DISTURBED AREAS OF THE SITE SHALL BE BROUGHT TO FINAL GRADE, RESPREAD WITH TOPSOIL AND ESTABLISHED WITH PERMANENT VEGETATION AS SOON AS PRACTICABLE.

   D. PERIMETER BARRIER OR OTHER APPROXIMATE EROSION CONTROL MEASURES SHOULD BE UTILIZED AT ALL PHASES OF CONSTRUCTION TO PREVENT DEBRIS OR SEDIMENT FROM ENTERING SALT CREEK.

   E. PUMPING SEDIMENT-LADEN WATER INTO ANY STORMWATER FACILITY EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED. WATER REMOVED FROM TRAPS, BASINS AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.

   F. INSTALL SEDIMENT CONTROL SILT CURTAIN WITHIN SALT CREEK AT THE DOWNSTREAM LIMIT (SOUTH) OF CONSTRUCTION TO PREVENT SEDIMENT AND DEBRIS FROM TRAVELING DOWNSTREAM.

MAINTENANCE:

1. THE CONTRACTOR SHALL MAINTAIN THE SEDIMENT AND EROSION CONTROL MEASURES IDENTIFIED ON THIS PLAN UNTIL THE SITE IS STABILIZED. ITEMS IN NEED OF REPAIR SHALL BE ADDRESSED AS SOON AS PRACTICABLE. MAINTENANCE ITEMS INCLUDE INLET FILTERS, PERIMETER BARRIER, EROSION CONTROL BLANKET, CONSTRUCTION ENTRANCES, AND VEGETATION THROUGHOUT THE SITE. FURTHERMORE, AS SOIL IS TRANSPORTED OFF-SITE OR WHEN THE CONTRACTOR'S EQUIPMENT IS OPERATED ON ANY PORTION OF THE PAVEMENT, THE CONTRACTOR SHALL CLEAN THE PAVEMENT OF ALL DIRT AND DEBRIS ON A DAILY BASIS, OR AS REQUESTED BY THE LOCAL AGENCY.

2. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30-DAYS AFTER FINAL STABILIZATION IS ACHIEVED WITH PERMANENT STABILIZATION MEASURES. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THOSE AREAS WHERE TEMPORARY EROSION CONTROL MEASURES HAVE BEEN REMOVED SHALL BE PERMANENTLY STABILIZED.

LIGHTING AND ELECTRICAL NOTES

1. LOCATION OF LIGHTING CONDUIT, DUCT HANDHOLES AND APPURTENANCES ARE SHOWN DIAGRAMMATICALLY. THE ACTUAL LOCATION IN THE FIELD MUST MEET THE APPROVAL OF THE ENGINEER.

2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES FOR EXAMINATION AND CONFIRMATION WITH THE ENGINEER. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO AUGURING FOR LIGHT POLE FOUNDATIONS. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO STARTING WORK.

4. ALL ELECTRICAL SYSTEMS, EQUIPMENT AND APPURTENANCES SHALL BE PROPERLY GROUNDED IN STRICT CONFORMANCE WITH THE NATIONAL ELECTRICAL CODE.

5. GROUNDING OF POLE AND CONTROLLER INCLUDING GROUND ROD, CONDUCTOR AND LUGS INCLUDING EXOTHERMIC WELD TO GROUND ROD SHALL BE INCLUDED IN THE COST OF THE PAY ITEM FOR WHICH IT IS INSTALLED.

6. ALL ELECTRICAL INSTALLATION AND MATERIALS MUST MEET REQUIREMENTS OF STANDARDS BY THE FOLLOWING ORGANIZATIONS:
   - ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
   - NATIONAL ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE)
   - ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IES)
   - AMERICAN ASSOCIATION OF TRANSPORTATION OFFICIALS (AATO)
   - U.S. DEPARTMENT OF TRANSPORTATION (USDOT)
   - UNDERWRITERS LABORATORIES (UL)
   - AMERICAN STANDARD INSTITUTE (ASI)
   - INSULATED POWER AND CABLE ENGINEERS ASSOCIATION (IPCEA)
   - NATIONAL ELECTRICAL SAFETY CODE (NESC)
   - NATIONAL ELECTRICAL CODE 2014
   - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)
   - AMERICAN NATIONAL STANDARD PRACTICE FOR ROADWAY LIGHTING (ANSI/IESNA RP-8)

7. ALL SPLICING MUST BE IN POLE BASES OR JUNCTION BOXES ABOVE GRADE WITH WATERPROOF SEALANT AND HEAT SHRINKABLE PLASTIC CAPS.

8. PARALLEL ELECTRICAL CONDUIT RUNS SHALL BE PLACED IN A COMMON TRENCH IF POSSIBLE.

9. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND BONDED TO EACH ELECTRICAL HANDHOLE THEY PASS THROUGH AS WELL AS EACH LIGHT POLE OR OTHER PIECE OF EQUIPMENT. BOXES SHALL BE EQUIPPED FOR THE GROUNDING WIRE TERMINATIONS WITHOUT DEGRADATION OF BOX RATING.

10. EXISTING ELECTRICAL SERVICE IS 120/240V, SINGLE-PHASE.

11. INSTALL CABLE IN CONTINUOUS UNCUT LENGTHS BETWEEN HANDHOLES AND LIGHT POLES.

12. LIGHT POLE OVERCURRENT PROTECTION SHALL BE 5 AMP FUSES.

13. ALL PROPOSED CABLE SHALL BE 600V XLP-TYPE USE AND SIZED PER PLAN.

14. EXISTING LIGHTING CONTROLLER C5 IS LOCATED AT THE NORTHWEST CORNER OF ST. CHARLES ROAD AND PICK AVENUE.

V3 Companies
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, LISTING OF APPLICABLE HIGHWAYS STANDARDS, AND GENERAL NOTES

SCALE: NONE | SHEET 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	3

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	30
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	48
	20101000	TEMPORARY FENCE	FOOT	434
	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	12
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	10
	20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2
	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	2
•	20200100	EARTH EXCAVATION	CU YD	35
•	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	10
	20700220	POROUS GRANULAR EMBANKMENT	CU YD	8
	20800150	TRENCH BACKFILL	CU YD	2
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	44
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	110
	21301060	EXPLORATION TRENCH 60" DEPTH	FOOT	50
	25000210	SEEDING, CLASS 2A	ACRE	0.25
	25100630	EROSION CONTROL BLANKET	SQ YD	89
	28000400	PERIMETER EROSION BARRIER	FOOT	296
	28000510	INLET FILTERS	EACH	7
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	118
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	16
	35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	21
	35300715	PORTLAND CEMENT CONCRETE BASE COURSE 12 3/4"	SQ YD	32
	35501300	HOT-MIX ASPHALT BASE COURSE, 4"	SQ YD	264
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	184
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	989
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	104
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	132
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	8
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	10
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	123

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	42001300	PROTECTIVE COAT	SQ YD	85
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,092
	42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	135
	42400800	DETECTABLE WARNINGS	SQ FT	16
	44000100	PAVEMENT REMOVAL	SQ YD	85
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	591
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	785
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	25
	44000300	CURB REMOVAL	FOOT	13
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	442
	44000600	SIDEWALK REMOVAL	SQ FT	2,200
	44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	6
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1
	50102400	CONCRETE REMOVAL	CU YD	23.6
	50200100	STRUCTURE EXCAVATION	CU YD	34
	50300225	CONCRETE STRUCTURES	CU YD	24.0
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	79.6
	50300260	BRIDGE DECK GROOVING	SQ YD	691
	50300300	PROTECTIVE COAT	SQ YD	935
•	50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	7,675
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	24,410
	50800515	BAR SPLICERS	EACH	126
	50900105	ALUMINUM RAILING, TYPE L	FOOT	263
	51500100	NAME PLATES	EACH	1
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	134.0
	52200015	PERMANENT SHEET PILING	SQ FT	4,962
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	6
	58700300	CONCRETE SEALER	SQ FT	534
	59000200	EPOXY CRACK INJECTION	FOOT	85
	60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1

• SPECIAL PROVISION # SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 1 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	4
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
•	60255410	CATCH BASINS TO BE CLEANED	EACH	2
•	60255500	MANHOLES TO BE ADJUSTED	EACH	1
•	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1
•	60259100	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	1
•	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1
•	60266600	VALVE BOXES TO BE ADJUSTED	EACH	1
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	28
	60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	39
	67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6
	67100100	MOBILIZATION	LSUM	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	360
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	490
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2,010
•	70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	7,896
•	70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	537
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	388
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	260
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE,NARROW), TEST LEVEL 2	EACH	2
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	5
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	2
	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	110
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,506
	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	851
	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	18
	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	279
	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	74
	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	18
	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	9
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18
•	81028170	UNDERGROUND CONDUIT, GALVANIZED STEEL, 1" DIA.	FOOT	124
•	81028190	UNDERGROUND CONDUIT, GALVANIZED STEEL, 1 1/2" DIA.	FOOT	75
•	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20
•	81028720	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1" DIA.	FOOT	56
•	81028730	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA	FOOT	33
•	81028740	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA.	FOOT	36
	81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	157
	81100500	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL	FOOT	180
	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	251
	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	5
	81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	2
•	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	996
•	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	2,785
	83057295	LIGHT POLE, WOOD, 50 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	2
	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	12
	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	2
	84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	2
	84200804	REMOVAL OF POLE FOUNDATION	EACH	1
•	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
•	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3,356
	89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1,468
	89502380	REMOVE EXISTING HANDHOLE	EACH	2
•	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	676
•	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,448
•	X1400012	REMOVE AND REINSTALL FIBER OPTIC CABLE IN CONDUIT	FOOT	1,429
•	X2200020	FENCE REMOVAL AND REINSTALLATION	FOOT	20
•	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	943
•	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	717

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 2 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	5
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
•	X5537700	STORM SEWERS TO BE CLEANED 10"	FOOT	6
•	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	5
•	X6060062	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)	FOOT	371
•	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
•	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	2,637
•	X8100105	CONDUIT SPLICE	EACH	2
•	X8130120	RELOCATE EXISTING JUNCTION BOX	EACH	2
•	X8130125	REMOVE EXISTING JUNCTION BOX	EACH	3
•	X8210040	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	2
•	X8430100	REMOVE EXISTING CONDUIT ATTACHED TO STRUCTURE	FOOT	465
•	X8440116	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	2
•	Z0023201	SEDIMENT CONTROL, SILT CURTAIN	LSUM	1
•	Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	34
•	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	300
•	Z0013798	CONSTRUCTION LAYOUT	LSUM	1
•	Z0015500	DEBRIS REMOVAL	L SUM	1
•	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	158
•	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	L SUM	1
•	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
•	Z0076602	TRAINEES (SPECIAL)	HOUR	500
•	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500
•		CONDUIT EMBEDDED IN STRUCTURE, 4**DIA., PVC TYPE C	FOOT	854

CODE NO.	ITEM	UNIT	TOTAL QUANTITY

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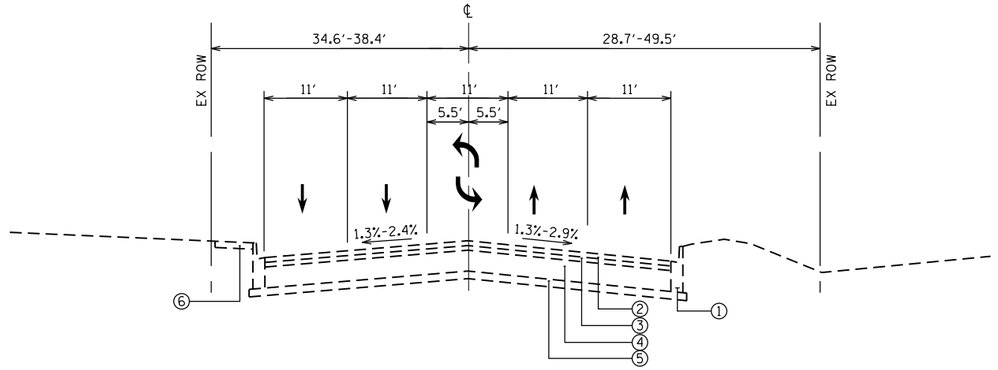
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET 3 OF 3 SHEETS

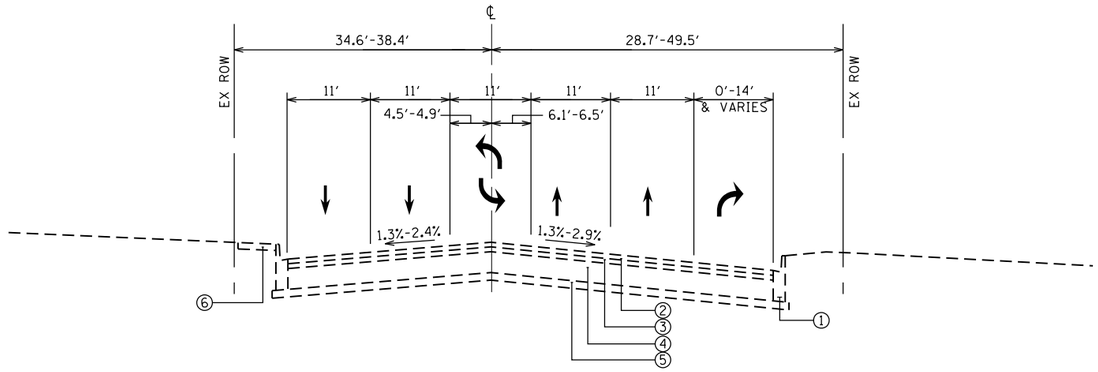
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	6
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



EXISTING TYPICAL SECTION

STA 85+80.90 TO STA 86+61.24

50′ WEST APPROACH SLAB OMMISSION: STA 86+61.24 TO STA 87+11.24
BRIDGE OMISSION: STA 87+11.24 TO 88+26.33



EXISTING TYPICAL SECTION

STA 88+76.33 TO STA 89+14.17

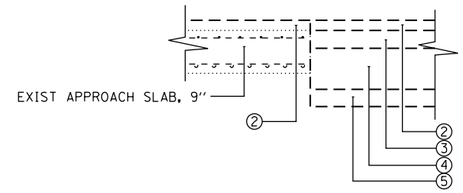
50′ EAST APPROACH SLAB OMMISSION: STA 88+26.33 TO STA 88+76.33
BRIDGE OMISSION: STA 87+11.24 TO 88+26.33

EXISTING LEGEND

① EXIST B-9.12 CURB & GUTTER
② EXIST HMA SURFACE COURSE, 1.5″
③ EXIST HMA BINDER COURSE, 2.5″
④ EXIST HMA BASE COURSE, 11″
⑤ EXIST SUB-BASE GRANULAR MATL, TY A, 4″ MIN
⑥ EXIST PCC SIDEWALK, 4″

NOTE

•• SEE STRUCTURAL SHEETS FOR APPROACH SLAB AND BRIDGE SECTIONS AND DETAILS.



EXISTING SECTION WHERE APPROACH SLAB MEETS ROADWAY PAVEMENT

STA 86+61.24
STA 88+76.33

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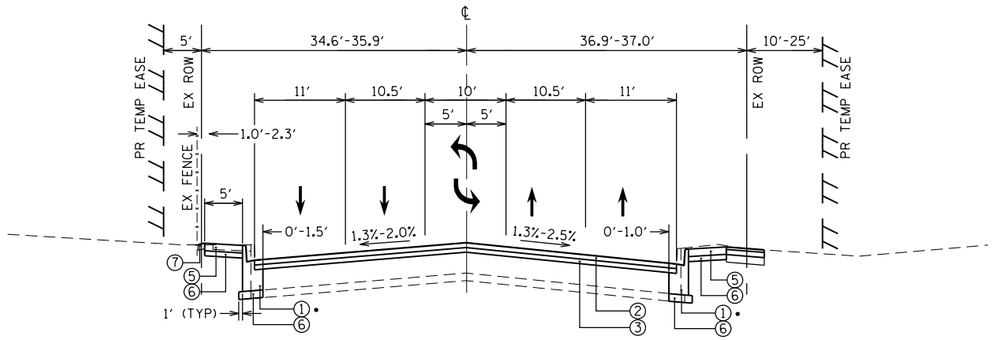
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. 85+80.90 TO STA. 89+14.17

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	7
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

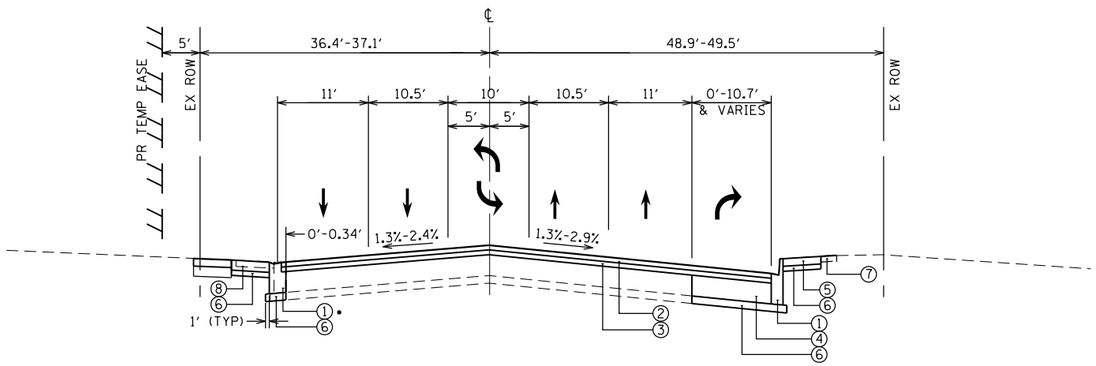


PROPOSED TYPICAL SECTION

STA 85+80.90 TO STA 86+61.24

•• 50′ WEST APPROACH SLAB OMMISSION: STA 86+61.24 TO STA 87+11.24

•• BRIDGE OMISSION: STA 87+11.24 TO 88+26.33



PROPOSED TYPICAL SECTION

STA 88+76.33 TO STA 89+14.17

•• 50′ EAST APPROACH SLAB OMMISSION: STA 88+26.33 TO STA 88+76.33

•• BRIDGE OMISSION: STA 87+11.24 TO 88+26.33

PROPOSED LEGEND

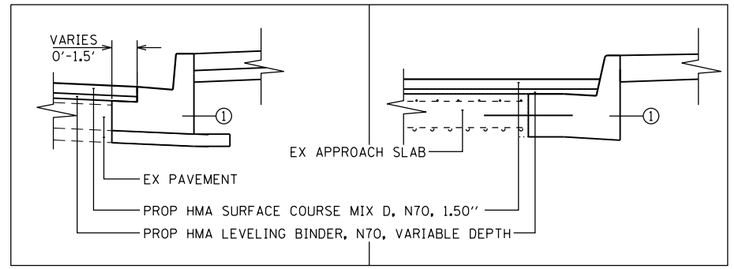
① PROP COMB. CONC. C&G, TY B-9.12 (SPECIAL)
② PROP HMA SURFACE COURSE MIX D, N70, 1.50″
③ PROP HMA LEVELING BINDER, N70, 0.75″ (& VARIES)
④ PROP PCC BASE COURSE, 12.75″
⑤ PROP PCC SIDEWALK, 5″
⑥ PROP SUB-BASE GRANULAR MATERIAL, TY B, 4″
⑦ PROP TOPSOIL, 4″
⑧ PROP PCC SIDEWALK, 8″

NOTE

- DUE TO MINIMAL WIDENING, PROPOSED CONCRETE CURB AND GUTTER SHALL BE POURED MONOLITHICALLY WITH THE WIDENED PAVEMENT.

•• SEE STRUCTURAL SHEETS FOR APPROACH SLAB AND BRIDGE SECTIONS DETAILS.

*COMB. CONC. C&G, TY B–9.12 C&G (SPECIAL) WIDENING DETAILS



ROADWAY

STA 85+80.90 LT TO STA 86+61.24 LT
STA 86+03.47 RT TO STA 86+61.24 RT
STA 88+76.33 LT TO STA 88+14.17 LT

APPROACH SLAB

STA 86+61.24 LT/RT TO STA 87+11.24 LT/RT
STA 88+26.33 LT TO STA 88+76.33 LT
STA 88+26.33 RT TO STA 88+43.34 RT

HOT–MIX ASPHALT REQUIREMENTS

MIXTURE TYPE	VOIDS
ST. CHARLES ROAD RESURFACING	
HMA SURFACE COURSE, MIX ″D″, N70 (IL-9.5mm), 1.50″	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70, 0.75″	4% @ 70 GYR
PARKING LOT PAVING	
HMA SURFACE COURSE, MIX ″D″, N50 (IL-9.5mm), 2″	4% @ 50 GYR
HMA BINDER COURSE, IL-19.0, 2″	4% @ 50 GYR
DRIVEWAY ENTRANCES	
HMA SURFACE COURSE, MIX ″D″, N50 (IL-9.5mm), 2″	4% @ 50 GYR
HMA BASE COURSE (IL-19mm), 4″	4% @ 50 GYR

NOTE

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

2. THE ″AC TYPE″ FOR POLYMERIZED HMA MIXES SHALL BE ″PG 76-22″ AND FOR NON-POLYMERIZED HMA THE ″AC TYPE″ SHALL BE″ PG 64-22″.

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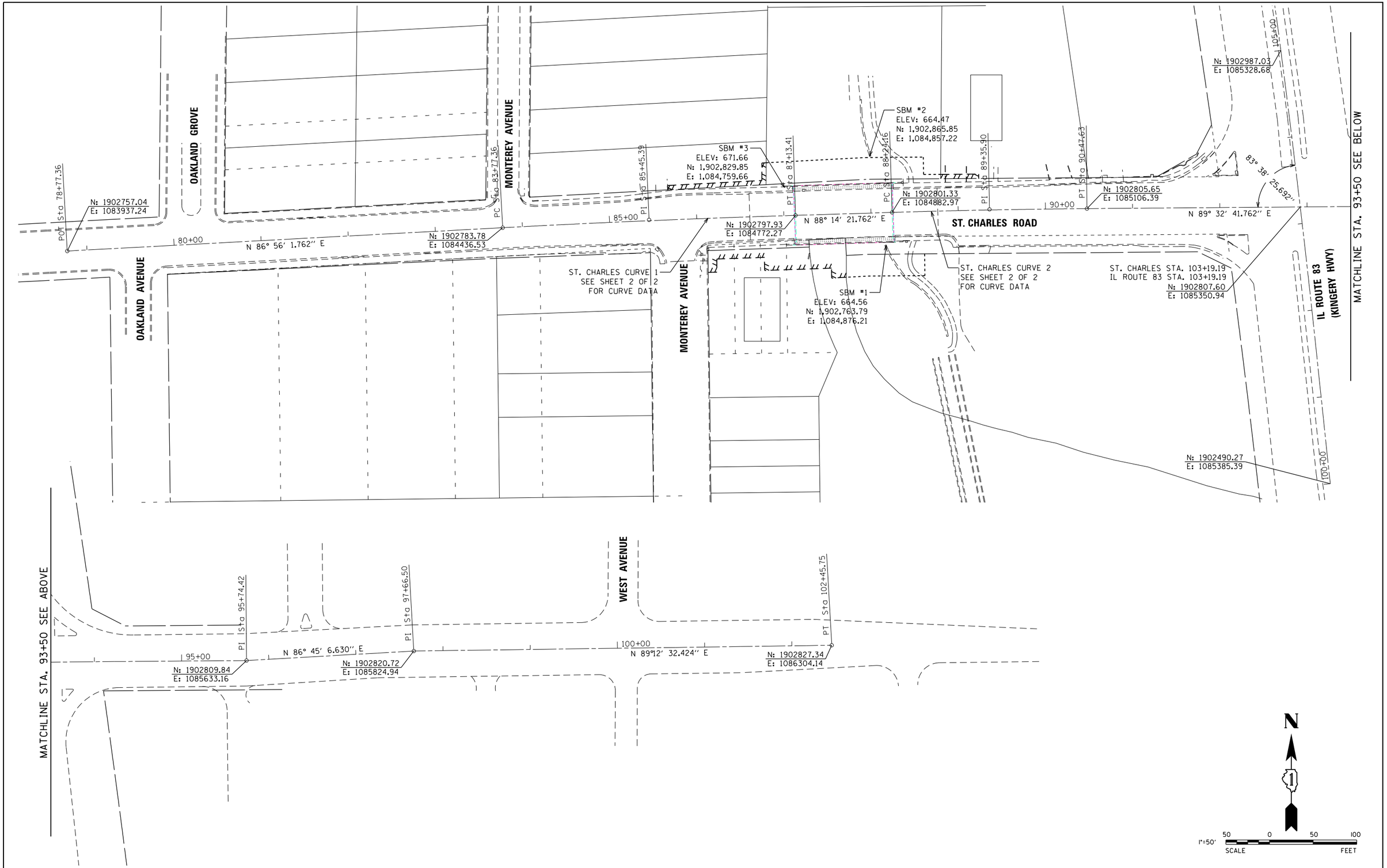
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. 85+80.90 TO STA. 89+14.17

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	8
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 78+00.00 TO STA. 112+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	9
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

BENCHMARKS

SOURCE:

STATION DESIGNATION: DUPAGE COUNTY 0100
ESTABLISHED BY: DUPAGE COUNTY
DATE: MARCH 2006

ELEVATION: 689.72 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: BRASS DISK SET IN CONCRETE LOCATED AT THE NORTHEAST CORNER OF A BRIDGE FOR THE ILLINOIS PRAIRIE PATH OVER ILLINOIS ROUTE 83. STATION IS 63.0 FEET EAST OF THE EAST EDGE OF PAVEMENT OF ILLINOIS ROUTE 83 AND 8.0 FT SOUTH OF THE CENTERLINE OF THE ILLINOIS PRAIRIE PATH. MONUMENT IS A 3.5 INCH BRASS DISK ON THE TOP OF THE CONCRETE BASE OF THE NORTH HANDRAIL. MONUMENT IS 3.0 FT ABOVE GRADE.

STATION DESIGNATION: DUPAGE COUNTY YK03003
ESTABLISHED BY: DUPAGE COUNTY
DATE: UNKNOWN

ELEVATION: 671.22 (PUBLISHED AND MEASURED)
DATUM: NAVD88
DESCRIPTION: BRASS DISK IN CONCRETE LOCATED ALONG WEST AVENUE AT THE ENTRANCE TO COURTS PLUS (ELMHURST PARK DISTRICT) AND UTLEY AVENUE. STATION IS 31.0 FT NORTHWEST OF A FIRE HYDRANT, 22.0 FT WEST OF A WOODEN POWER POLE, AND 48 FT SOUTHWEST OF A CONCRETE LIGHT STANDARD. MONUMENT IS 1 FOOT BELOW GRADE.

SITE:
STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 06/08/16

ELEVATION: 664.56 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT SQUARE ON NORTHEAST CORNER RETAINING WALL ALONG EAST SIDE OF MIXED USE PATH SOUTH OF AND BELOW ST. CHARLES ROAD BRIDGE

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 06/08/16

ELEVATION: 664.47 (MEASURED)
DATUM: NAVD88
DESCRIPTION: CUT SQUARE ON SOUTHWEST CORNER RETAINING WALL ALONG EAST SIDE OF MIXED USE PATH NORTH OF AND BELOW ST. CHARLES ROAD BRIDGE

STATION DESIGNATION: SBM#3
ESTABLISHED BY: V3 COMPANIES
DATE: 06/08/16

ELEVATION: 671.66 (MEASURED)
DATUM: NAVD88
DESCRIPTION: BRASS DISK LOCATED ALONG 4.0 FT. NORTH OF NORTH BACK OF CURB OF ST. CHARLES ROAD AND 0.75 FT SOUTHWEST OF WEST END OF CONCRETE WALL ON BRIDGE OVER THE SALT CREEK.

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2007) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT: LATITUDE: 41-53-24.1292 N
LONGITUDE: 87-57-48.8352 W
ELLIPSOID HEIGHT: 560.376
GROUND SCALE FACTOR: 1.0000401564
ALL MEASUREMENTS ARE ON THE GROUND.

ST. CHARLES CURVE 1

P.I. STA. 85+45.39 N
DELTA = 0° 18′ 20.00″ (RT)
DEGREE = 0° 23′ 18.60″
TANGENT = 168.0322
LENGTH = 336.0499
RADIUS = 14,747.9300
EXTERNAL = 0.9572
LONG CHORD = 336.0426
MID. ORD. = 0.9572
P.C. STA. = 83+77.36 N
P.T. STA. = 87+13.41 N

ST. CHARLES CURVE 2

P.I. STA. = 89+35.90 N
DELTA = 1° 18′ 20.00″ (RT)
DEGREE = 0° 35′ 03.19″
TANGEN = 111.7398
LENGTH = 223.4699
RADIUS = 9,807.2300
EXTERNAL = 0.6365
LONG CHORD = 223.4651
MID. ORD. = 0.6365
P.C. STA. = 88+24.16 N
P.T. STA. = 90+47.63 N

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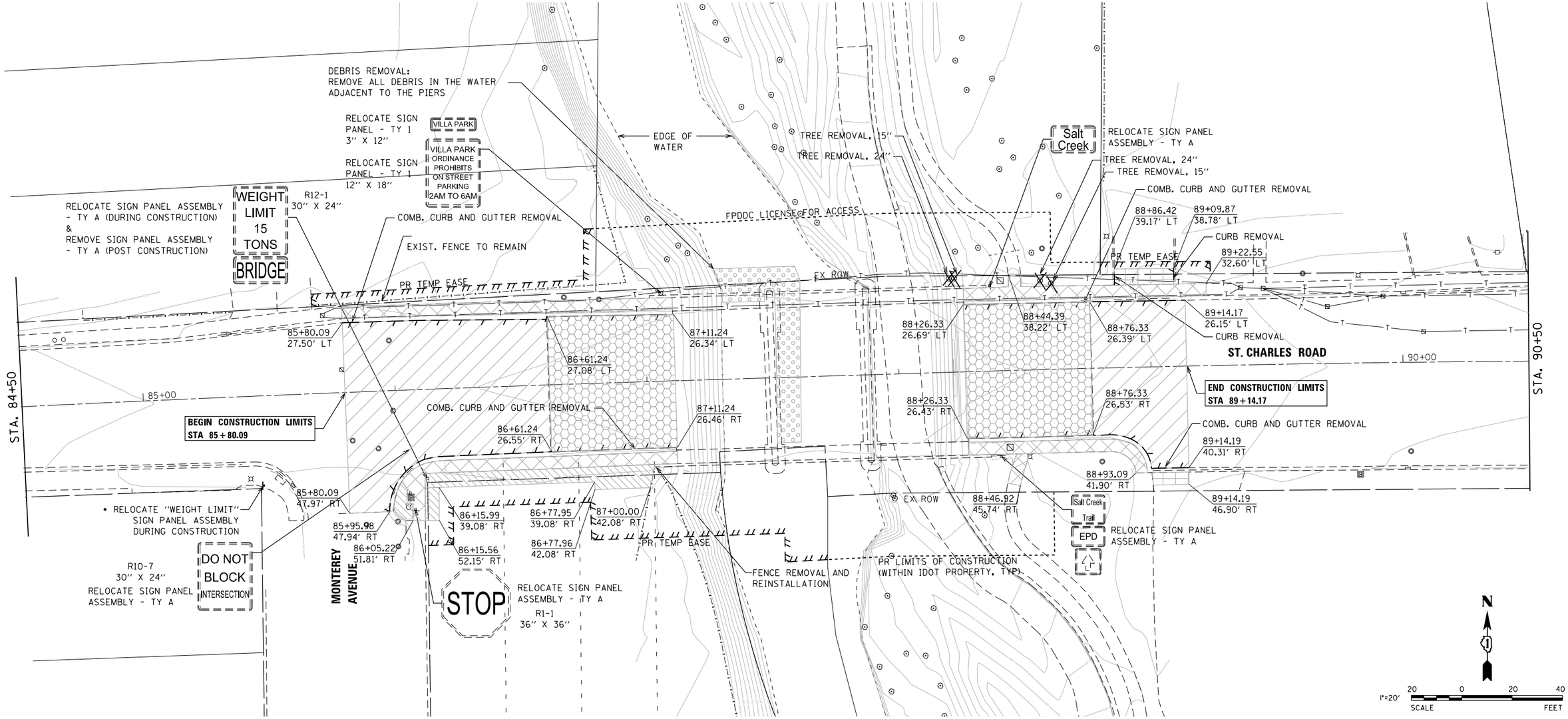
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1″=50′ | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	10
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



REMOVAL LEGEND

- HMA SURFACE REMOVAL, 2.25''
- HMA SURFACE REMOVAL, 1.5''
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DEBRIS REMOVAL
- LINEAR ITEM REMOVAL

• NOTE:
''WEIGHT LIMIT'' SIGN PANEL ASSEMBLY SHALL BE RELOCATED TO THE LOCATION SHOWN ON THIS SHEET DURING CONSTRUCTION. THE SIGN PANEL ASSEMBLY SHALL BE REMOVED AT THE COMPLETION OF THE BRIDGE IMPROVEMENTS.

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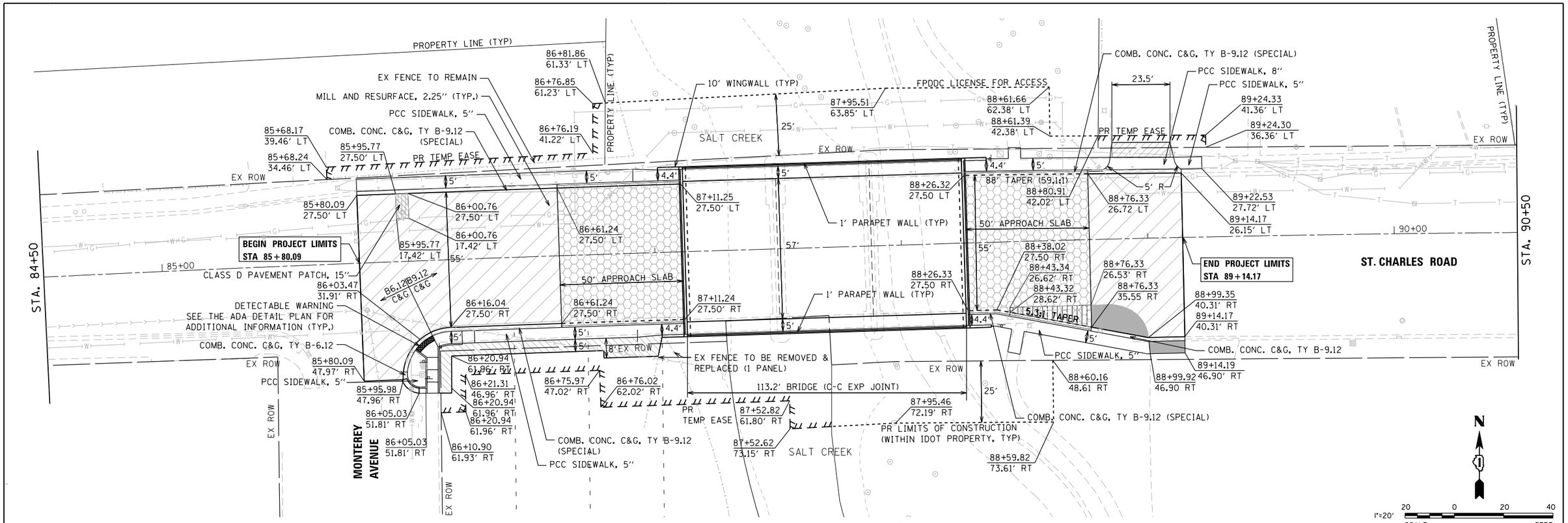
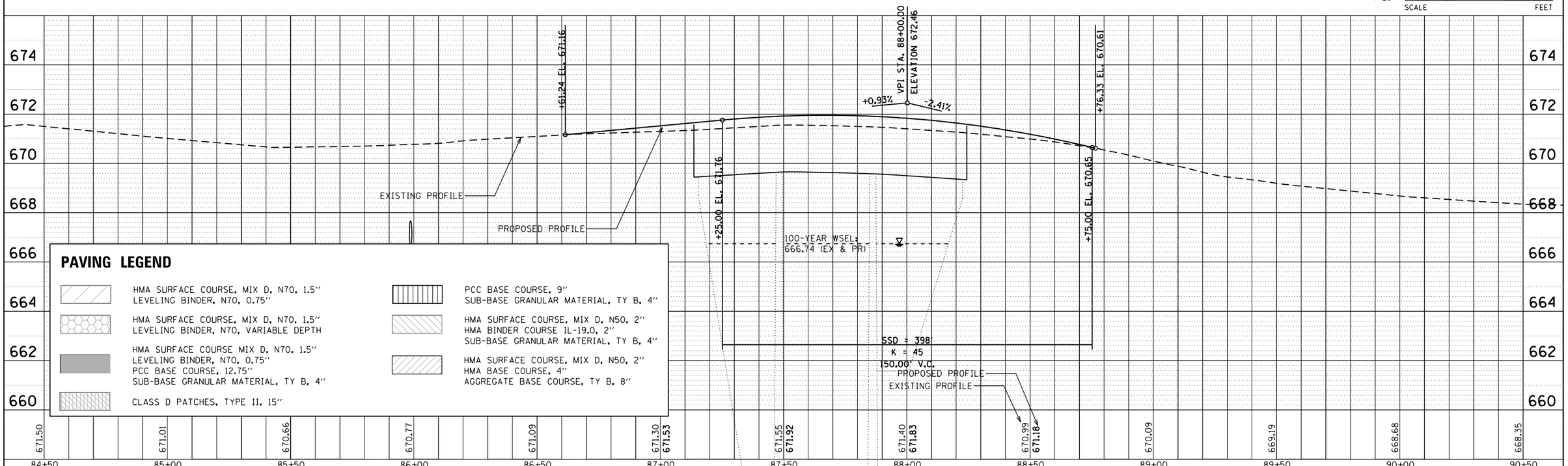
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1''=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 | TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	11
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				





PAVING LEGEND

- HMA SURFACE COURSE, MIX D, N70, 1.5''
  LEVELING BINDER, N70, 0.75''
- HMA SURFACE COURSE, MIX D, N70, 1.5''
  LEVELING BINDER, N70, VARIABLE DEPTH
- HMA SURFACE COURSE MIX D, N70, 1.5''
  LEVELING BINDER, N70, 0.75''
  PCC BASE COURSE, 12.75''
  SUB-BASE GRANULAR MATERIAL, TY B, 4''
- CLASS D PATCHES, TYPE II, 15''
- PCC BASE COURSE, 9''
  SUB-BASE GRANULAR MATERIAL, TY B, 4''
- HMA SURFACE COURSE, MIX D, N50, 2''
  HMA BINDER COURSE IL-19.0, 2''
  SUB-BASE GRANULAR MATERIAL, TY B, 4''
- HMA SURFACE COURSE, MIX D, N50, 2''
  HMA BASE COURSE, 4''
  AGGREGATE BASE COURSE, TY B, 8''

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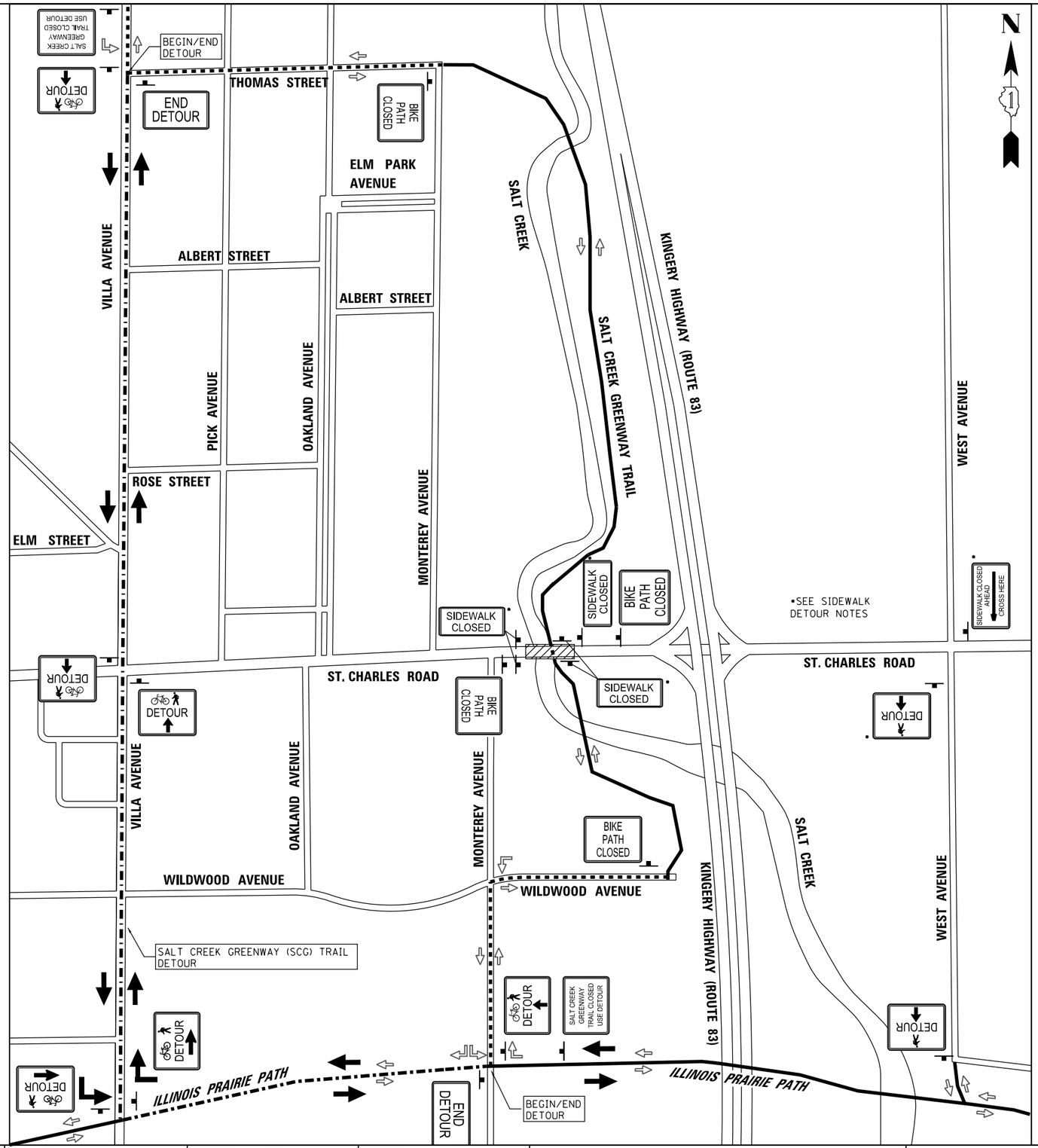
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 1''=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	12

PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS FED. AID PROJECT



LEGEND

- ON-STREET EXIST TRAIL ROUTE
- OFF-STREET EXIST TRAIL ROUTE
- ON-STREET PROPOSED DETOUR ROUTE
- OFF-STREET PROPOSED DETOUR ROUTE
- EXIST TRAIL ROUTE
- PROP SCG TRAIL DETOUR ROUTE
- WORK ZONE

TRAIL AND SIDEWALK DETOUR NOTES:

1. DURING ALL STAGES OF CONSTRUCTION, THE SALT CREEK GREENWAY (SCG) TRAIL SHALL BE CLOSED FROM THE NORTH ACCESS AT THOMAS STREET TO THE SOUTH ACCESS AT WILDWOOD AVENUE.
2. THE PROPOSED DETOUR ROUTE FOR THE SCG TRAIL SHALL BE SIGNED TO GUIDE TRAIL USERS TO VILLA AVENUE; CONNECTING THE EXISTING ILLINOIS PRAIRIE PATH TO THE EXISTING SCG TRAIL AT VILLA AVENUE AND THOMAS STREET.
3. TEMPORARY CONSTRUCTION SIGNAGE FOR THE SCG TRAIL AND SIDEWALK DETOUR SHALL REMAIN IN PLACE DURING THE DURATION OF CONSTRUCTION.

SIDEWALK DETOUR SEQUENCE:

STAGE 1:

INSTALL SIGNAGE FOR CLOSURE OF THE SIDEWALK ON THE NORTH SIDE OF ST. CHARLES ROAD, FROM THE WEST LIMIT OF CONSTRUCTION TO THE EAST LIMIT OF CONSTRUCTION FOR THE BRIDGE OVER SALT CREEK.

STAGE 2:

REMOVE SIGNAGE FOR THE CLOSURE OF THE SIDEWALK ON THE SOUTH SIDE OF ST. CHARLES ROAD.

INSTALL SIGNAGE FOR CLOSURE OF THE SIDEWALK ON THE SOUTH SIDE OF ST. CHARLES ROAD, FROM THE WEST LIMIT OF CONSTRUCTION TO THE EAST LIMIT OF CONSTRUCTION FOR THE BRIDGE OVER SALT CREEK.

DETOUR	CUSTOM 30x24	
DETOUR	M4-9b 30x24	
END DETOUR	M4-8a 24x18	
BIKE PATH CLOSED	CUSTOM 30x24	
SIDEWALK CLOSED	R9-9 24x12	
SIDEWALK CLOSED AHEAD CROSS HERE	R9-11 24x12	
DETOUR	CUSTOM 30x24	
SALT CREEK GREENWAY TRAIL CLOSED USE DETOUR	CUSTOM 30x24	

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DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
BIKE PATH AND SIDEWALK DETOUR PLAN

SCALE: NONE | SHEET 1 OF 1 SHEETS

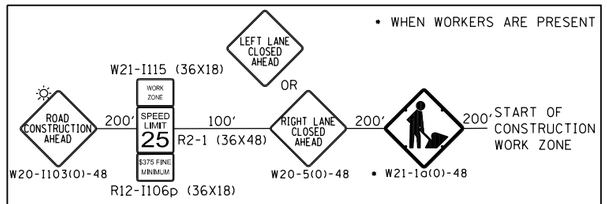
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	13
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

MAINTENANCE OF TRAFFIC GENERAL NOTES

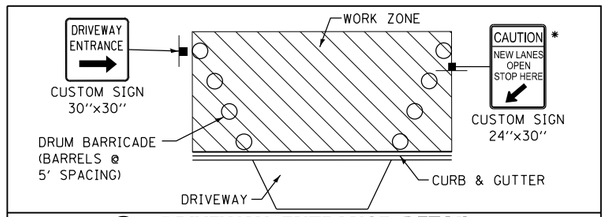
1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDE ROADS DURING CONSTRUCTION OPERATIONS.
2. ADVANCE WARNING SIGNS SHALL BE MAINTAINED THROUGH ALL STAGES OF CONSTRUCTION.
3. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY CHANGE IN STAGING AT LEAST TWO (2) WORKING DAYS IN ADVANCE.
4. THE CONTRACTOR SHALL NOTIFY ALL MUNICIPALITIES, EMERGENCY SERVICES, AND SCHOOL DISTRICTS THAT WILL BE AFFECTED BY ANY ROAD CLOSURES OR DETOURS 72 HOURS PRIOR TO THEIR IMPLEMENTATION.
5. THE CONTRACTOR SHALL MAINTAIN DRAINAGE OF THE ROADWAY DURING ALL STAGES OF CONSTRUCTION.
6. THE FIRST TWO WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH HIGH-INTENSITY MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
7. "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGNS MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
8. A QUANTITY FOR "CHANGEABLE MESSAGE SIGN" HAS BEEN INCLUDED FOR USE WHEN DIRECTED BY THE ENGINEER.
9. "CAUTION" TAPE OR RIBBON IS NOT TO BE USED BETWEEN BARRICADES.
10. TYPE III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION. TYPE III BARRICADES ARE TO BE PLACED IN AS SHOWN ON THE PLANS UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT. BARRICADES ARE TO BE INCIDENTAL TO "TRAFFIC CONTROL PROTECTION (SPECIAL)". ALL TYPE III BARRICADES SHALL HAVE TWO (2) FLASHING AMBER LIGHTS.
11. REMOVAL OF TEMPORARY PAVEMENT MARKINGS WHERE REQUIRED SHALL BE PAID FOR AS TEMPORARY PAVEMENT MARKING REMOVAL".
12. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE CONSIDERED AS PART OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
13. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
14. WHEN REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FROM EACH STAGE OF CONSTRUCTION AS PART OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

MAINTENANCE OF TRAFFIC LEGEND

- BRIDGE DECK CONSTRUCTION STAGE
- (STREET) (NAME) — STREET NAME SIGN (CUSTOM) 24" x 36"
- TEMPORARY CONCRETE BARRIER WALL
- DRUM BARRICADE (SPACING PER STANDARDS)
- IMPACT ATTENUATOR (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
- TYPE III BARRICADE (TYP)
- ARROW BOARD
- DIRECTION OF TRAFFIC



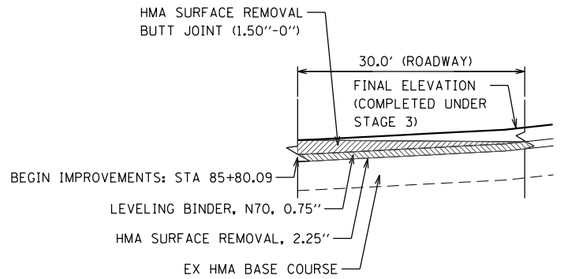
Ⓐ **ADVANCE WARNING SIGNAGE DETAIL**
N.T.S.

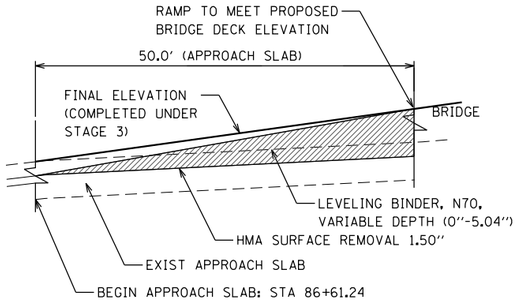


Ⓑ **DRIVEWAY ENTRANCE DETAIL**
N.T.S.

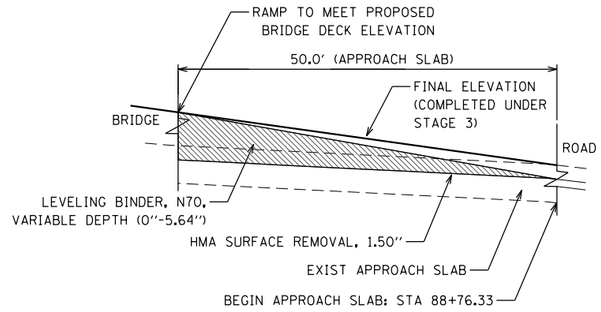
* TO BE USED IN LOCATIONS WHERE THE STOP BAR HAS BEEN RELOCATED.

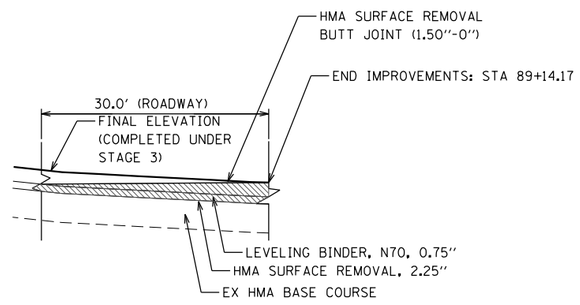
WEST OF BRIDGE





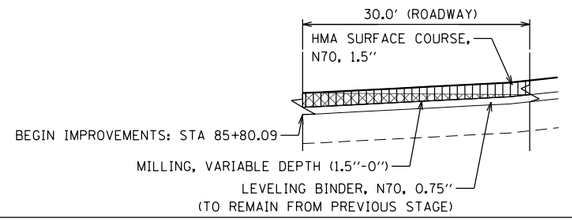
EAST OF BRIDGE

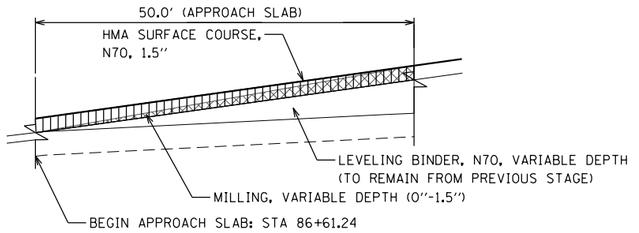




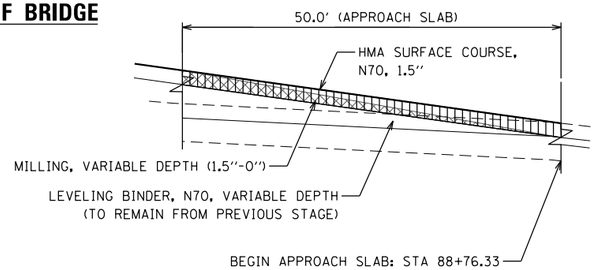
HMA RAMP DETAILS
STAGES 1 AND 2

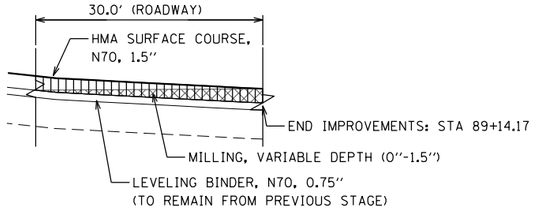
WEST OF BRIDGE





EAST OF BRIDGE





FINAL HMA SURFACE DETAILS
STAGE 3

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DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES

SCALE: NONE | SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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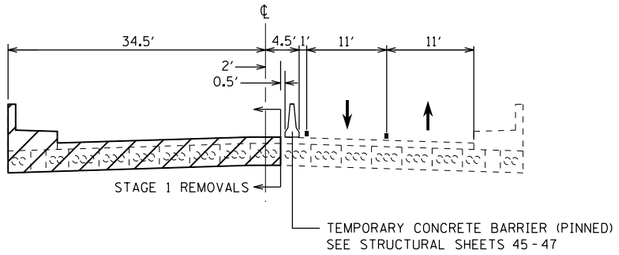
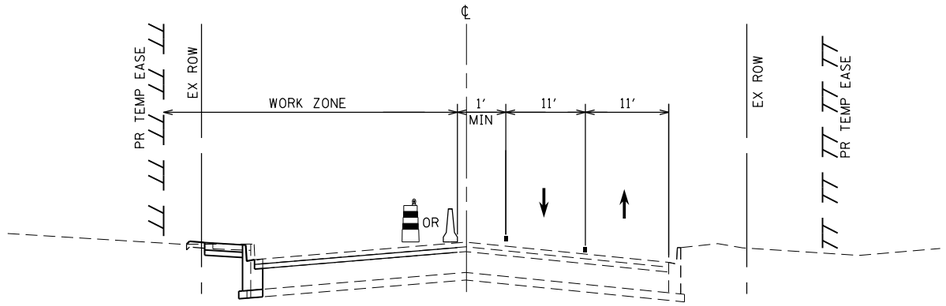
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



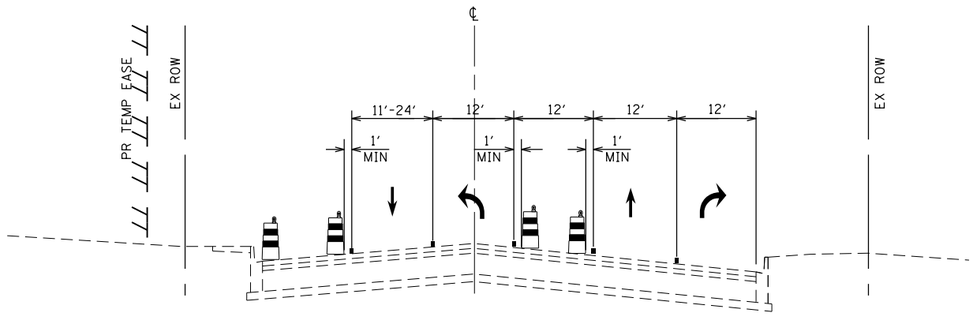
STAGE 1 TYPICAL SECTION

ST. CHARLES RD. BRIDGE SECTION



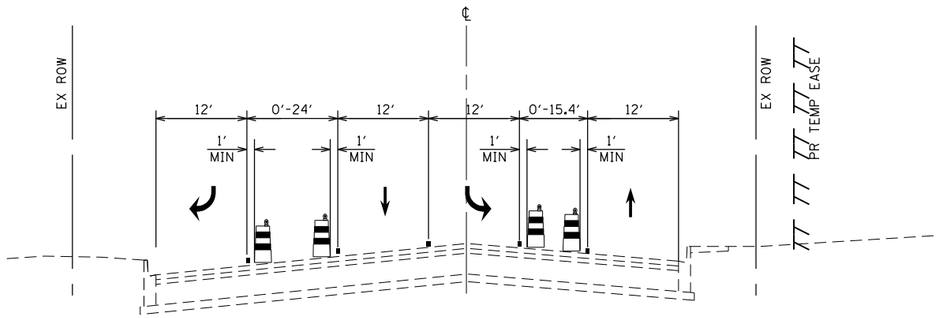
STAGE 1 TYPICAL SECTION

ST. CHARLES RD. ROADWAY SECTION
IMMEDIATELY WEST AND EAST OF BRIDGE



STAGE 1 TYPICAL SECTION

ST. CHARLES RD. ROADWAY SECTION
IMMEDIATELY WEST OF IL ROUTE 83
(SEE MOT PLANS FOR LANE SHIFTS)



STAGE 1 TYPICAL SECTION

ST. CHARLES RD. ROADWAY SECTION
IMMEDIATELY EAST OF IL ROUTE 83

ST. CHARLES ROAD PRE-STAGE NOTES (NOT SHOWN)

1. PRIOR TO STAGE 1 ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED AND ALL ADVANCED SIGNS, PAVEMENT MARKING TAPE, BARRICADES AND TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED.

2. THE OUTSIDE NORTHBOUND LEFT TURN LANE ON IL ROUTE 83 (KINGERY HIGHWAY) SHALL BE CLOSED DURING STAGES 1 AND 2.

3. DAILY LANE CLOSURES MAY BE NECESSARY TO PERFORM THE ACTIVITIES UNDER PRE-STAGE. IF DAILY LANE CLOSURES ARE UTILIZED, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARDS 701606-10 AND 701701-10.

ST. CHARLES ROAD STAGE 1 NOTES

1. UNDER STAGE 1, TRAFFIC SHALL MERGE AND BE SHIFTED TO THE EXISTING SOUTH HALF OF BRIDGE TO PROVIDE ONE TRAVEL LANE IN EACH DIRECTION ACROSS THE BRIDGE.

2. THE CONTRACTOR SHALL CONSTRUCT NORTH HALF OF SAID IMPROVEMENTS. THE WORK SHALL INCLUDE BUT IS NOT LIMITED TO MILLING, CURB AND GUTTER, SIDEWALK, DRIVEWAY IMPROVEMENTS, BRIDGE DECK, APPROACH WIDENING, SHEET PILING, WING WALLS, AND HMA SURFACE UPTO THE BINDER COURSE.

3. AT LIMITS OF ROADWAY, APPROACH SLAB, AND CONCRETE BRIDGE DECK, HMA RAMPS SHALL BE CONSTRUCTED AS SHOWN ON SHEET 14 UNDER "HMA RAMP DETAILS" WEST AND EAST OF BRIDGE.

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SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 1 TYPICAL SECTIONS

SCALE: NONE | SHEET 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	15
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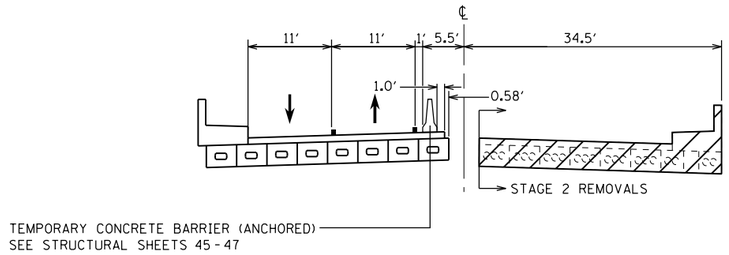
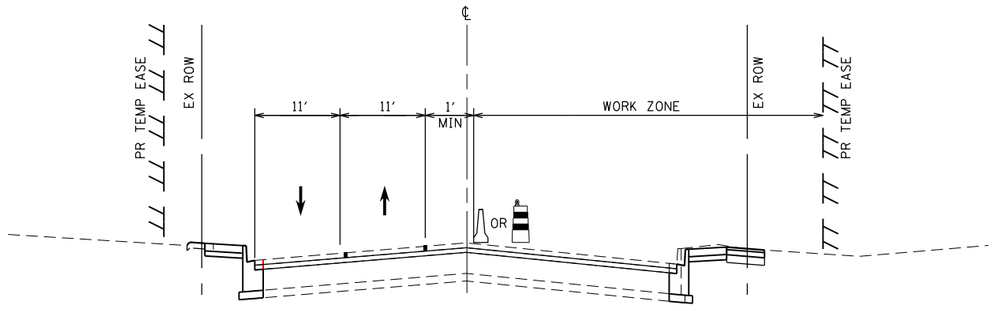
ILLINOIS				



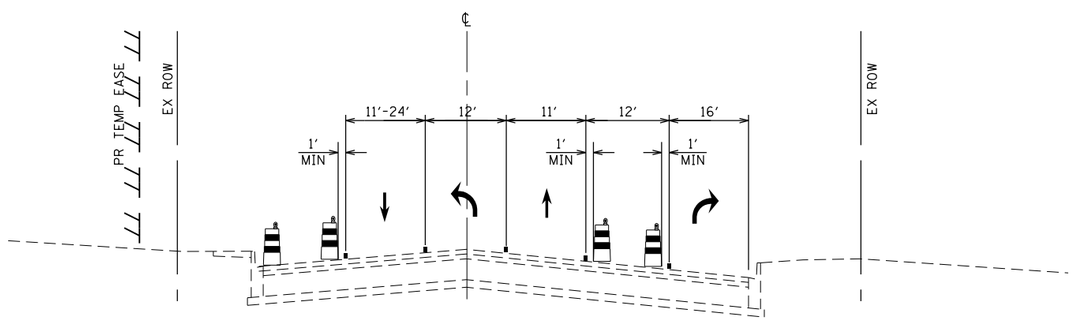
STAGE 2 TYPICAL SECTION

ST. CHARLES RD. BRIDGE SECTION



STAGE 2 TYPICAL SECTION

ST. CHARLES RD. ROADWAY SECTION IMMEDIATELY
WEST AND EAST OF BRIDGE



STAGE 2 TYPICAL SECTION

ST. CHARLES RD. ROADWAY SECTION
IMMEDIATELY WEST OF IL ROUTE 83
(SEE MOT PLANS FOR LANE SHIFTS)

ST. CHARLES ROAD STAGE 2 NOTES

1. PRIOR TO THE START OF STAGE 2, CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKING AND RAISED REFLECTORS THAT ARE IN CONFLICT AND INSTALL THE TEMPORARY PAVEMENT MARKING TAPE FOR THE STAGE 2 CONFIGURATION. ADVANCED SIGNS, BARRICADES, AND TEMPORARY CONCRETE BARRIER SHALL BE RELOCATED.

2. TRAFFIC SHALL MERGE AND BE SHIFTED TO THE NEWLY CONSTRUCTED NORTH HALF OF THE BRIDGE TO PROVIDE ONE TRAVEL LANE IN EACH DIRECTION ACROSS THE BRIDGE.

3. THE CONTRACTOR SHALL CONSTRUCT SOUTH HALF OF SAID IMPROVEMENTS. THE WORK SHALL INCLUDE BUT IS NOT LIMITED TO MILLING, CURB AND GUTTER, SIDEWALK, DRIVEWAY IMPROVEMENTS, BRIDGE DECK, APPROACH WIDENING, SHEET PILING, WING WALLS, AND HMA SURFACE UP TO THE BINDER COURSE.

4. AT LIMITS OF ROADWAY, APPROACH SLAB, AND CONCRETE BRIDGE DECK, HMA RAMPS SHALL BE CONSTRUCTED AS SHOWN ON SHEET 14 UNDER "HMA RAMP DETAILS" WEST AND EAST OF BRIDGE.

5. DAILY LANE CLOSURES MAY BE NECESSARY TO PERFORM THE ACTIVITIES THIS STAGE. IF DAILY LANE CLOSURES ARE UTILIZED, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARD 701606-10 AND 701701-10.

ST. CHARLES ROAD STAGE 3 NOTES (NOT SHOWN)

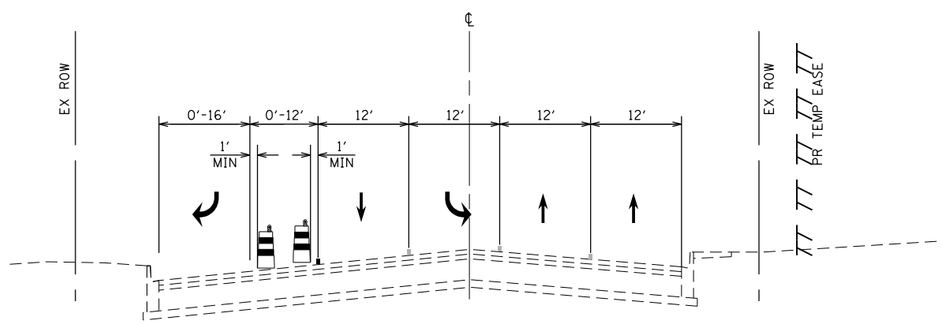
1. DAILY LANE CLOSURES MAY BE NECESSARY TO PERFORM THE ACTIVITIES UNDER THIS STAGE. IF DAILY LANE CLOSURES ARE UTILIZED, THE CONTRACTOR SHALL FOLLOW IDOT HIGHWAY STANDARD 701606-10.

2. ALL TEMPORARY PAVEMENT MARKING TAPE, BARRICADES AND TEMPORARY CONCRETE BARRIER SHALL BE REMOVED.

3. DURING STAGE 3, THE HMA RAMPS SHALL BE MILLED (VARIABLE DEPTH) TO INSTALL HMA SURFACE COURSE, MIX "D", N70, 1.50". SEE "FINAL HMA SURFACE DETAILS" ON SHEET 14 .

4. THE CONTRACTOR SHALL COMPLETE ANY REMAINING LANDSCAPING AND/OR SIDEWALK WORK PRIOR TO HMA SURFACE COURSE PLACEMENT.

5. THE CONTRACTOR SHALL INSTALL FINAL PAVEMENT MARKINGS PER PLAN.



STAGE 2 TYPICAL SECTION

ST. CHARLES RD. ROADWAY SECTION
IMMEDIATELY EAST OF IL ROUTE 83

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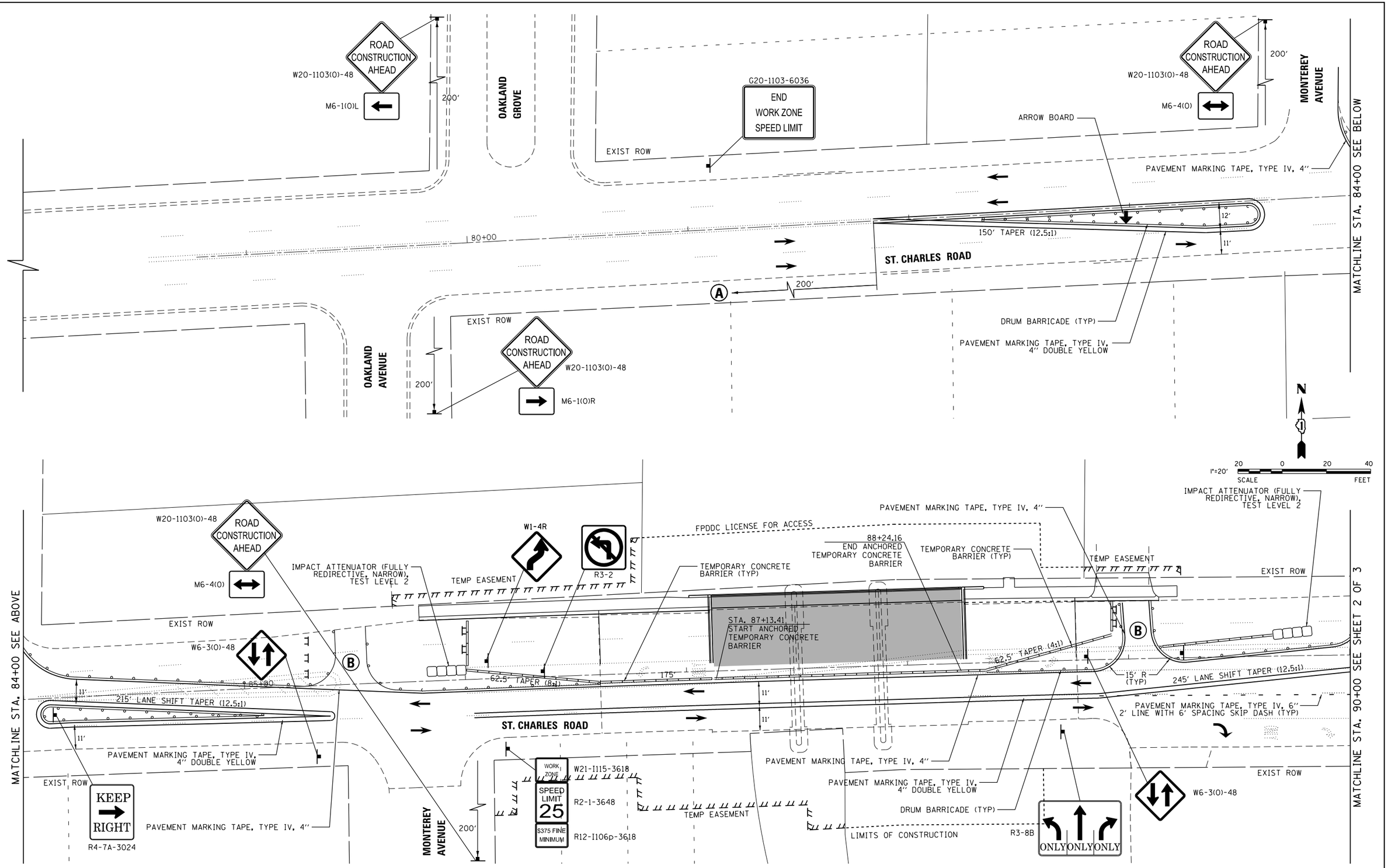
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 2 TYPICAL SECTIONS

SCALE: NONE | SHEET 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	16
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



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630.724.9202 fax
www.v3co.com

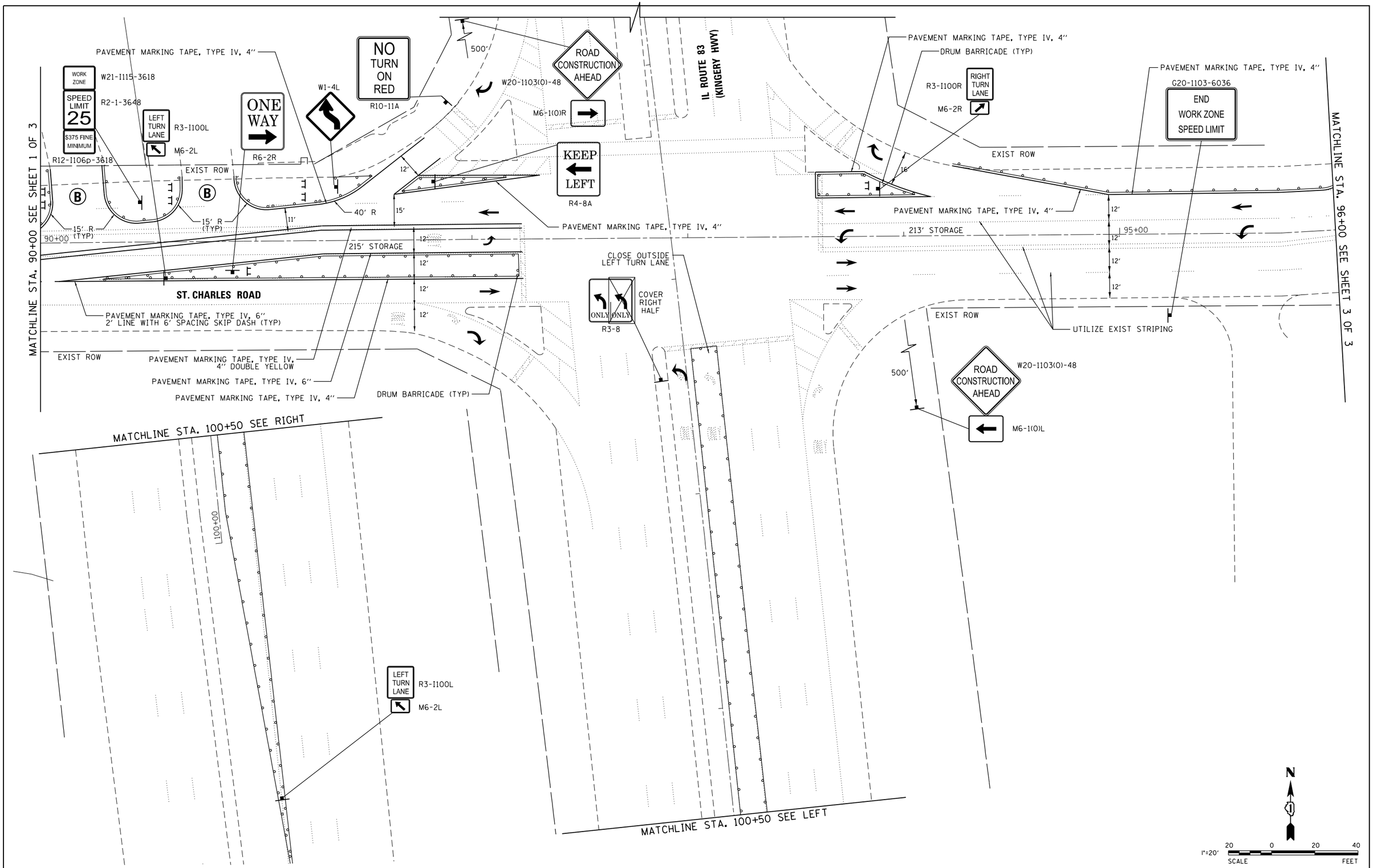
USER NAME = dpung	DESIGNED - EIH	REVISED -
	DRAWN - EIH	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJR	REVISED -
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 1 PLAN

SCALE: 1″=20′ | SHEET 1 OF 3 SHEETS | STA. 78+00.00 | TO STA. 90+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	17
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



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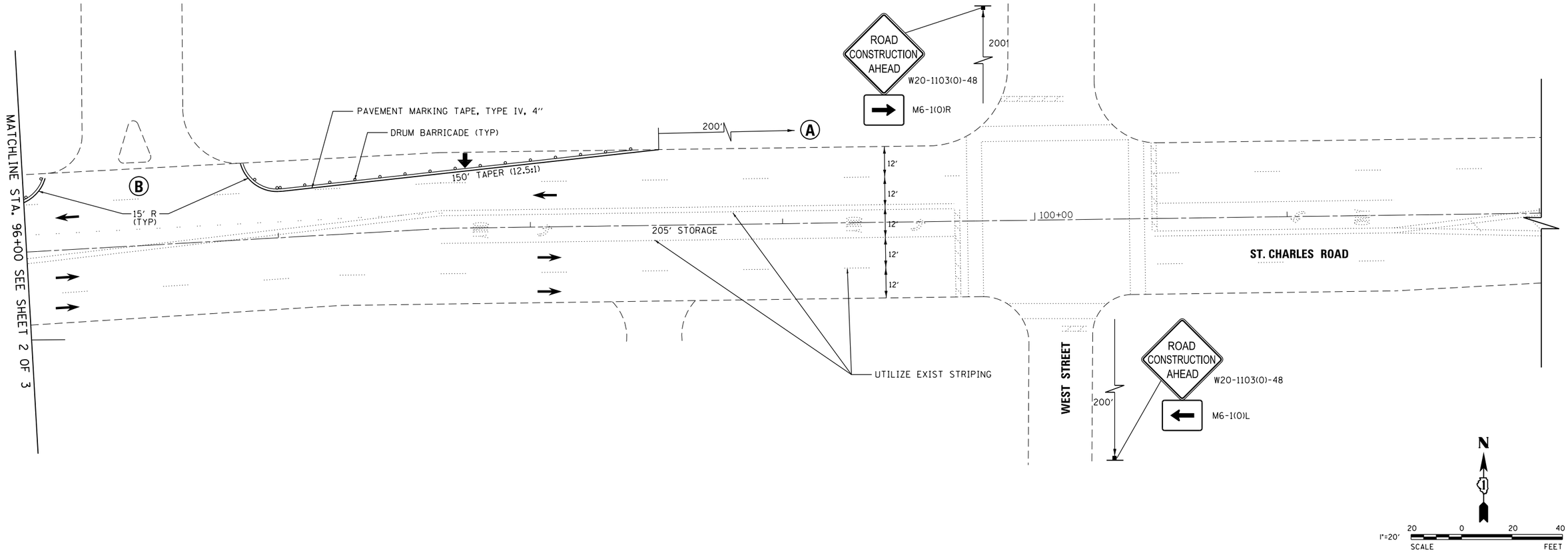
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 1 PLAN

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 90+00.00 TO STA. 96+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	18
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



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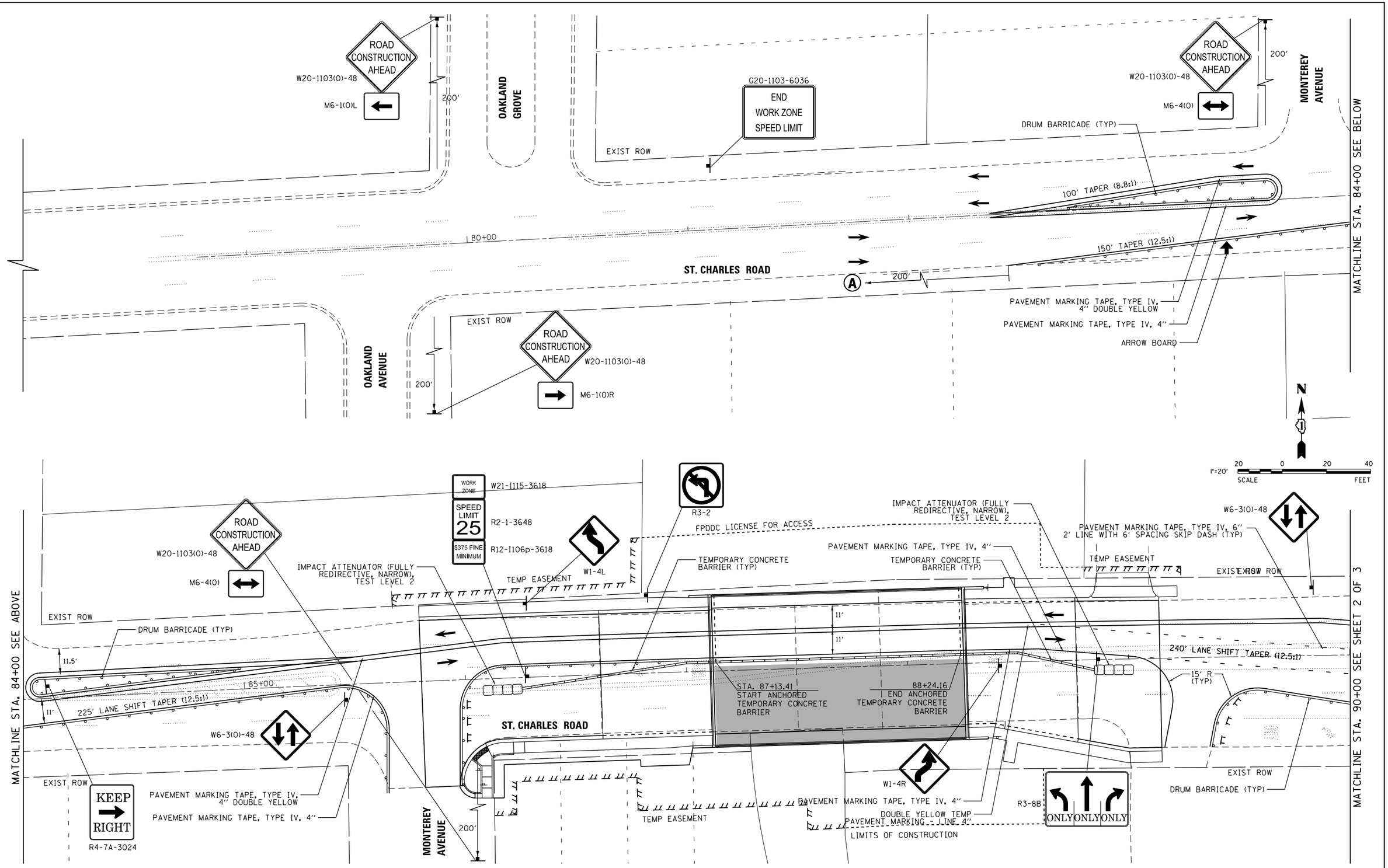
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 1 PLAN

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 96+00.00 TO STA. 102+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	19
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



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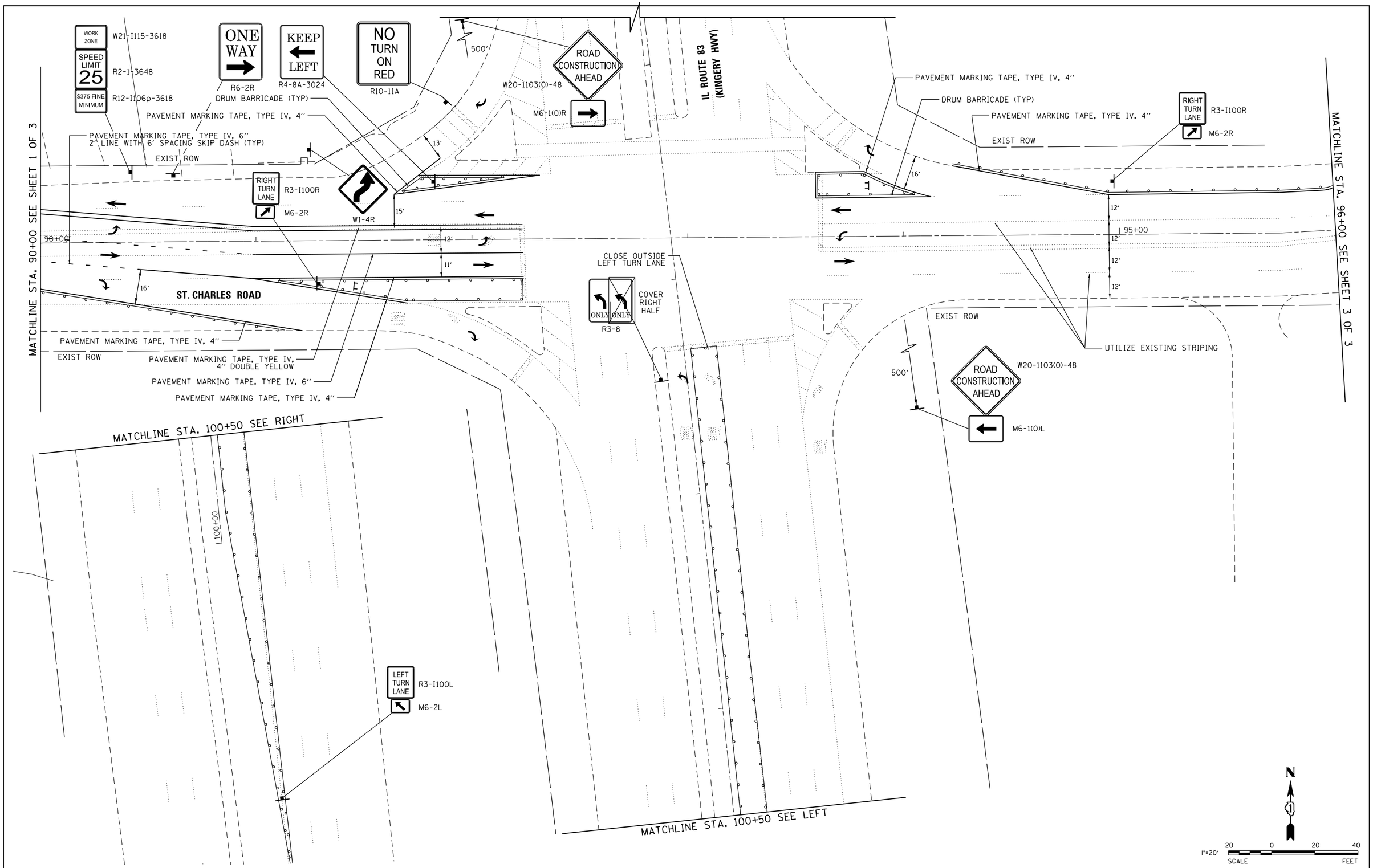
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 2 PLAN

SCALE: 1"=20' | SHEET 1 OF 3 SHEETS | STA. 78+00.00 | TO STA. 90+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	20
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



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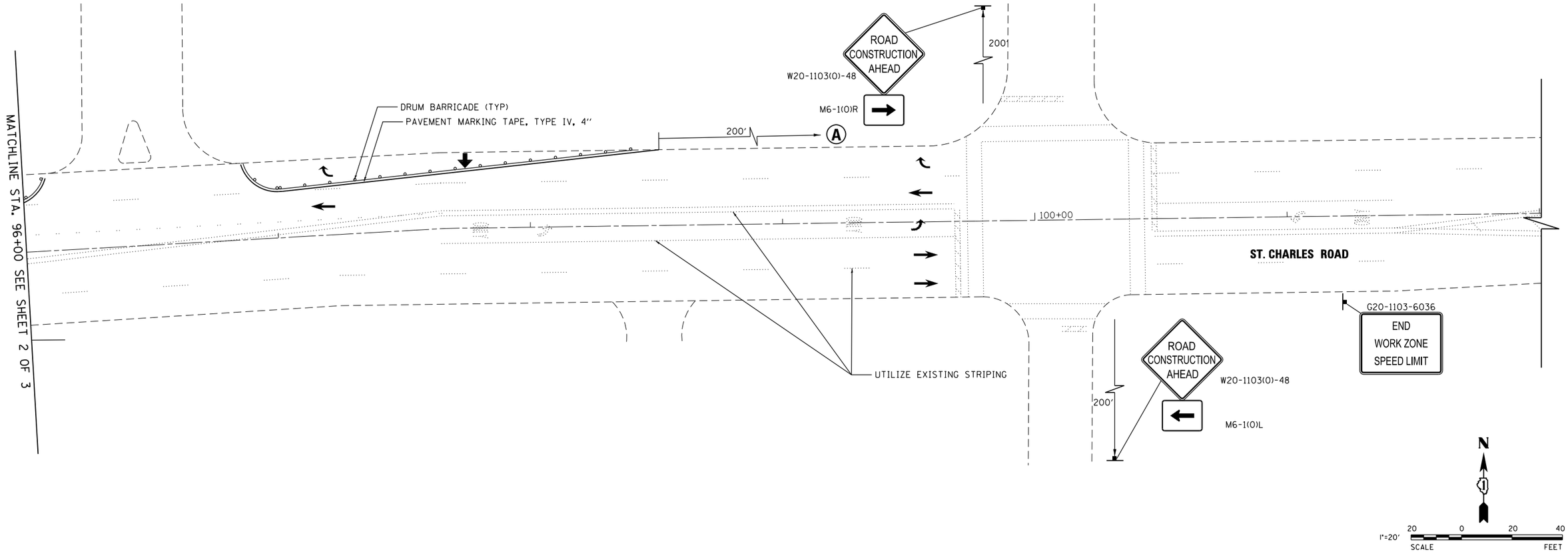
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 2 PLAN

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 90+00.00 | TO STA. 96+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	21
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



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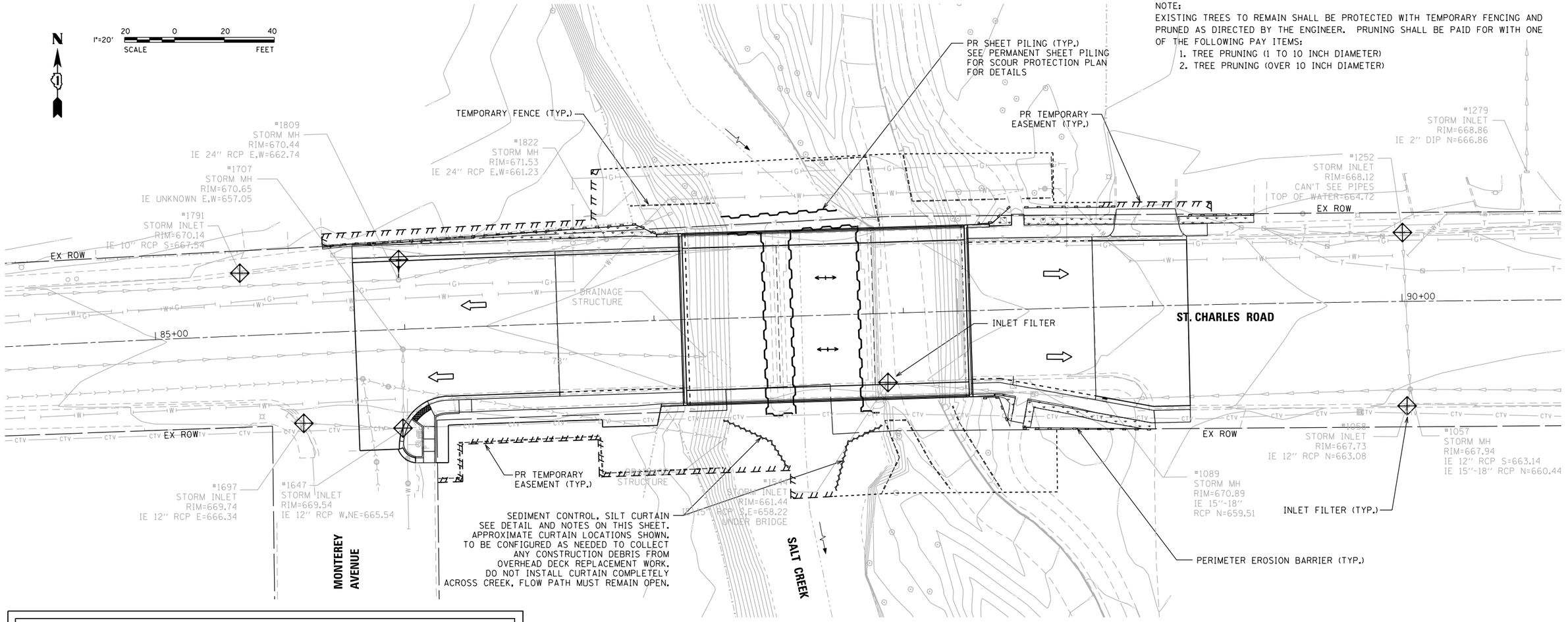
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC
STAGE 2 PLAN

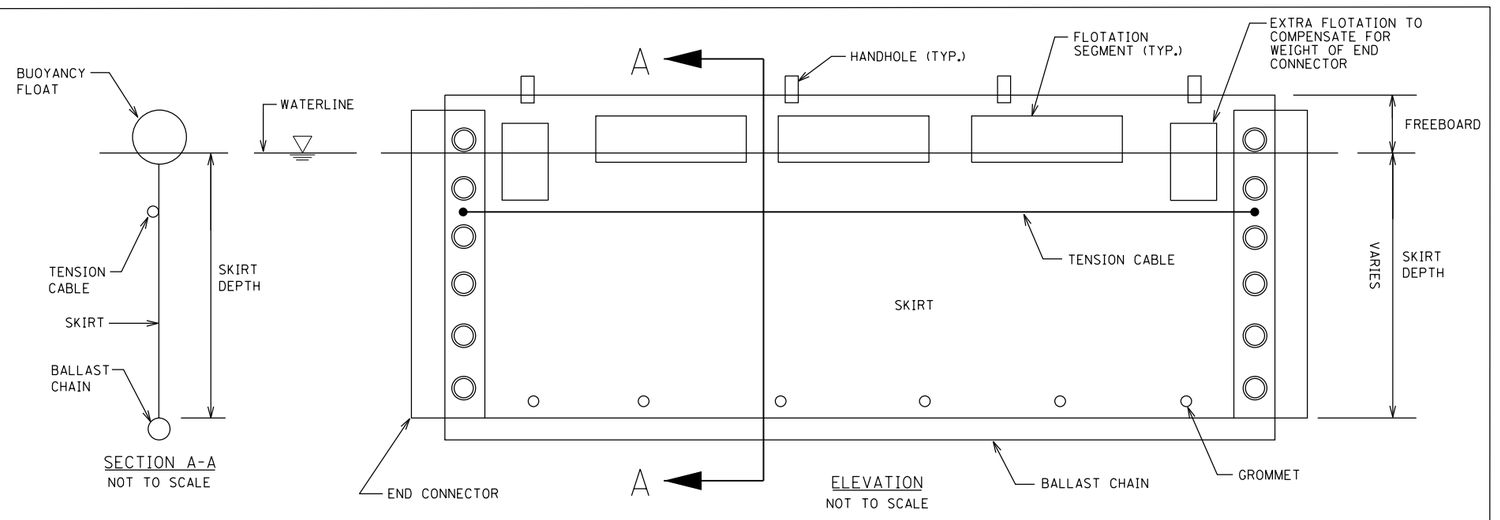
SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 96+00.00 TO STA. 102+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	22
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



EROSION CONTROL & LANDSCAPING LEGEND

- INLET FILTER BASKET
- SUMMIT
- SHEET FLOW
- CREEK FLOW DIRECTION
- SHEET PILING
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- SEDIMENT CONTROL SILT CURTAIN
- TOPSOIL FURNISH AND PLACE, 6" CLASS 2A SEEDING EROSION CONTROL BLANKET



SEDIMENT CONTROL SILT CURTAIN DETAIL

SEDIMENT CONTROL SILT CURTAIN NOTES:

1. FLOTATION BOOM SHALL BE ANCHORED TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. ANCHORS SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE. BOOMS ARE NOT TO BE INSTALLED ACROSS FLOWING BODY OF WATER.

2. SHORE ANCHORS SHALL CONSIST OF A POST WITH DEADMAN OR APPROVED EQUAL. STREAM ANCHORS SHALL BE OF SUFFICIENT SIZE TO STABILIZE THE BARRIER WITH NUMBER AND SPACING DEPENDENT ON WATERWAY VELOCITIES.

3. FABRIC SECTIONS SHALL BE CONNECTED END TO END WITH MINIMUM 5/8" DIAMETER POLYPROPYLENE ROPE.

4. DESIGN OF BOOM AND ANCHORAGE SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. BOTTOM OF BOOM SHALL REACH BOTTOM OF WATERWAY USING ONE OR TWO VERTICAL SECTIONS AS REQUIRED.

5. MAINTENANCE SHALL BE PERFORMED AS NEEDED. CONTRACTOR SHALL REMOVE THE BOOM AT COMPLETION OF WORK IN A MANNER THAT WILL PREVENT SILTATION OF THE WATERWAY.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 | TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	23

PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS

CB TO BE CLEANED
EX-1
STORM INLET
RIM=670.14
IE 10" RCP S=667.54

MANHOLE TO BE ADJUSTED
EX-3
STORM MH
EX RIM=671.53
PR RIM=671.46
IE 24" RCP E,W=661.23

PR-1
STA. 85+98.3; 28.38' L
2' IN TY A W/ TY 11 F&G
RIM 670.25
IE 666.75

PR SHEET PILING (TYP.)
SEE PERMANENT SHEET PILING
FOR SCOUR PROTECTION PLAN
FOR DETAILS

AT&T DUCT (APPROX. 2' WIDE)
UNDER STREAMBED

WATER VALVE VAULT
RIM=669.74
TP 12" RCP
E,W=660.94

EX-7
STORM INLET
RIM=668.12
CAN'T SEE PIPES
TOP OF WATER=664.72

EX-9
STORM INLET
RIM=667.73
IE 12" RCP N=663.08

MH TO BE RECONSTRUCTED
W/ NEW TY 11 F&G
EX-10
STORM MH
EX RIM=670.89
PR RIM=669.79
IE 18" RCP N=659.51

MH TO BE RECONSTRUCTED
EX-2
STORM MH
EX RIM=670.44
PR RIM=670.39
EX IE 24" RCP E,W=662.74
PR IE 666.66 N 12"

EX-4
STORM INLET
RIM=669.74
IE 12" RCP E=666.34

EX-8
STORM MH
RIM=667.94
IE 12" RCP S=663.14
IE 15"-18" RCP N=660.44

EX-11
STORM INLET
RIM=661.44
IE 15" RCP S,E=658.22
UNDER BRIDGE

VALVE VAULT TO
BE ADJUSTED
EX WATER VALVE VAULT
RIM=671.57
TP 12" RCP N=659.67

PR-1 — 6 LF - 12" RCP @ 1.5%

6 LF STORM SEWERS TO BE CLEANED 10"

EX ROW

12" WATERMAIN (ATLAS)

6" NICOR (ATLAS)

CONNECT PR 12" RCP
TO EX MANHOLE

BLIND
CONNECTION

SHEET
PILING
(TYP.)

AT&T

12" WATERMAIN (ATLAS)

ST. CHARLES ROAD

STA. 84+50

85+00

90+00

STA. 90+50

78" RCP

78" RCP

BEGIN PROJECT LIMITS
STA 85+80.09

END PROJECT LIMITS
STA 89+14.17

EX SAN-3
SANITARY MH
RIM=669.75
IE UNKNOWN N
IE=657.65 S

EX ROW

COMCAST (ATLAS)

FRAME AND LIDS TO BE
ADJUSTED (SPECIAL) &
CB TO BE CLEANED
EX-5
STORM CB
EX RIM=669.54
PR RIM=669.86
IE 12" RCP W,NE=665.54

FRAME AND LIDS TO BE
ADJUSTED (SPECIAL)
WATER MH
RIM=669.90
IE 10" RCP N,S=665.38

WATER MH
RIM=669.72
IE UNKNOWN
ASPHALTED SHUT

FRAME AND LIDS TO BE
ADJUSTED (SPECIAL)
EX SAN-1
SANITARY MH
EX RIM=670.30
PR RIM=670.33
IE=658.50 E,W,S

FRAME AND LIDS TO BE
ADJUSTED (SPECIAL)
EX SAN-2
SANITARY MH
EX RIM=670.26
PR RIM=670.26
IE=657.46 E,W,S

FRAME AND LIDS TO BE
ADJUSTED (SPECIAL)
EX-6
STORM MH
EX RIM=670.65
PR RIM=670.62
IE 78" RCP E,W=657.05

VALVE BOX TO
BE ADJUSTED
(ADJACENT TO
FIRE HYDRANT)

MONTEREY
AVENUE

SALT CREEK

N

1"=20'
SCALE
20 0 20 40
FEET

DRAINAGE & UTILITY LEGEND

- EX STORM SEWER
- EX SANITARY SEWER
- EX WATERMAIN
- EX CABLE TV
- EX GAS LINE
- EX TELEPHONE
- SHEET PILING
- SUMMIT
- CREEK FLOW DIRECTION
- C CLEAN STRUCTURE
- R RECONSTRUCT STRUCTURE
- A ADJUST STRUCTURE

PROPOSED PROFILE

EXISTING PROFILE

PR IE 666.66

100-YEAR WSEL:
666.74 (EX & PR)

ST. CHARLES RD.
OVER SALT CREEK
3 SPAN BRIDGE
SN: 022-6950

EX 24" RCP
EX 78" RCP
EX 18" RCP

24"
EX 78" RCP

663.19
662.74
661.23
661.00
658.00
659.51
660.44
667.05
656.75

670 668 666 664 662 660 658 656

671.50 671.01 670.66 670.77 671.09 671.30 671.55 671.40 670.99 670.09 669.19 668.68 668.35

84+50 85+00 85+50 86+00 86+50 87+00 87+50 88+00 88+50 89+00 89+50 90+00 90+50

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN

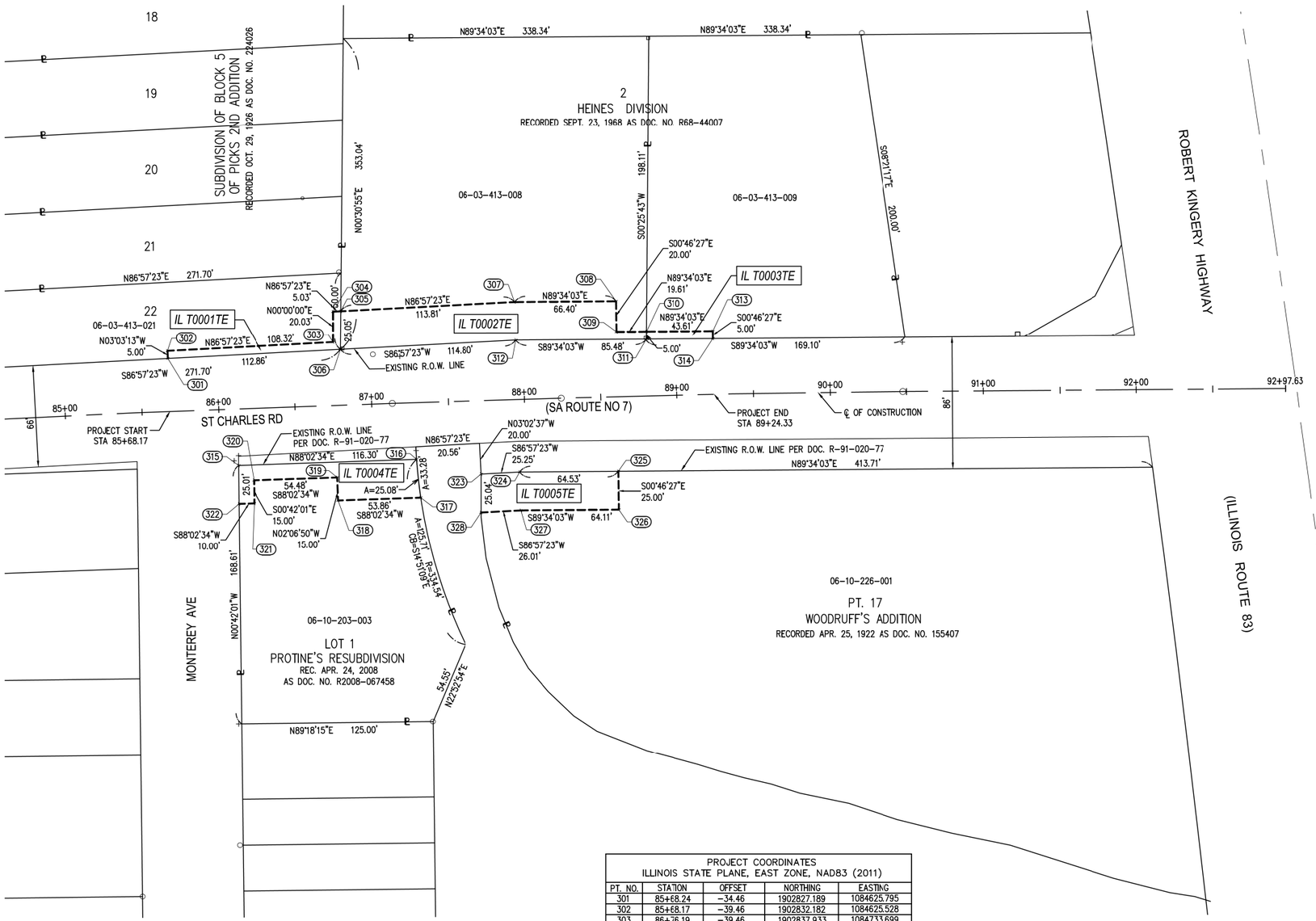
SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	24

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS FED. AID PROJECT

PART OF THE SE QUARTER OF SECTION 3 AND THE NE QUARTER OF SECTION 10, TWP 39 N., R. 11 E. OF THE 3RD P.M., IN DUPAGE COUNTY, ILLINOIS.



LEGEND

SECTION CORNER

QUARTER SECTION CORNER

	SECTION / QUARTER SECTION LINE
	PLATTED LOT LINES
℄	PROPERTY (DEED) LINE
APL	APPARENT PROPERTY LINE
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	EXISTING EASEMENT
	PROPOSED EASEMENT
AC	EXISTING ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
129.32'	MEASURED DIMENSION
129.32' (COMP)	COMPUTED DIMENSION
(129.32')	RECORDED DIMENSION
	EXISTING BUILDING

N

GRAPHIC SCALE FEET 0 40

SCALE: 1"= 40'

○	IRON PIPE OR ROD FOUND
+	CUT CROSS FOUND OR SET
■	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 667101.02 (TO BE SET BY OTHERS)
□	RIGHT OF WAY STAKING PROPOSED TO BE SET
⊕ "MAG" NAIL SET	
● 5 / 8" REBAR SET	

NOTES:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

COORDINATES, BEARINGS, & DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 1.0000457484.

AREAS SHOWN ON THIS PLAT ARE "GROUND".

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT WE, V3 COMPANIES OF ILLINOIS, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, 184000902, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 23, 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 WOODRIDGE, ILLINOIS THIS ____ DAY OF _____ 20__ A.D.

PRELIMINARY

ANTHONY J. STRICKLAND
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3437
LICENSE EXPIRES NOVEMBER 30, 2020
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
IL T0001TE	0.311			0.311	0.015	664	06-03-413-021
IL T0002TE	0.916			0.916	0.106	4,610	06-03-413-008
IL T0003TE	0.700			0.700	0.700	218	06-03-413-009
IL T0004TE	0.507			0.507	0.049	2,114	06-10-203-003
IL T0005TE	2.200			2.200	0.052	2,249	06-10-226-001

PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

PT. NO.	STATION	OFFSET	NORTHING	EASTING
301	85+68.24	-34.46	1902827.189	1084625.795
302	85+68.17	-39.46	1902832.182	1084625.528
303	86+76.19	-39.46	1902837.933	1084733.699
304	86+76.85	-61.23	1902857.961	1084733.699
305	86+81.86	-61.33	1902858.228	1084738.719
306	86+80.81	-36.31	1902833.088	1084738.606
307	87+55.51	-63.85	1902864.271	1084852.374
308	88+61.66	-62.38	1902864.772	1084918.773
309	88+57.77	-40.34	1902844.774	1084919.043
310	88+60.91	-42.02	1902844.922	1084938.650
311	88+60.75	-37.02	1902839.921	1084938.612
312	87+55.50	-38.62	1902839.276	1084853.132
313	89+24.33	-41.36	1902845.251	1084982.263
314	89+24.30	-36.36	1902840.251	1084982.331
315	86+11.53	36.93	1902757.541	1084671.847
316	87+28.09	36.89	1902761.512	1084788.076
317	87+30.04	61.88	1902736.591	1084790.799
318	86+76.02	62.02	1902734.751	1084736.968
319	86+75.97	47.02	1902749.741	1084736.415
320	86+21.31	46.96	1902747.881	1084681.966
321	86+20.94	61.96	1902732.878	1084682.149
322	86+10.90	61.93	1902732.537	1084672.153
323	87+70.22	48.50	1902751.952	1084830.523
324	87+55.47	47.18	1902753.293	1084855.741
325	88+60.16	48.61	1902753.780	1084920.273
326	88+59.82	73.61	1902728.782	1084920.610
327	87+55.46	72.19	1902728.298	1084856.500
328	87+69.46	72.77	1902726.917	1084830.528

REVISION DATE: / / REVISION MADE BY:

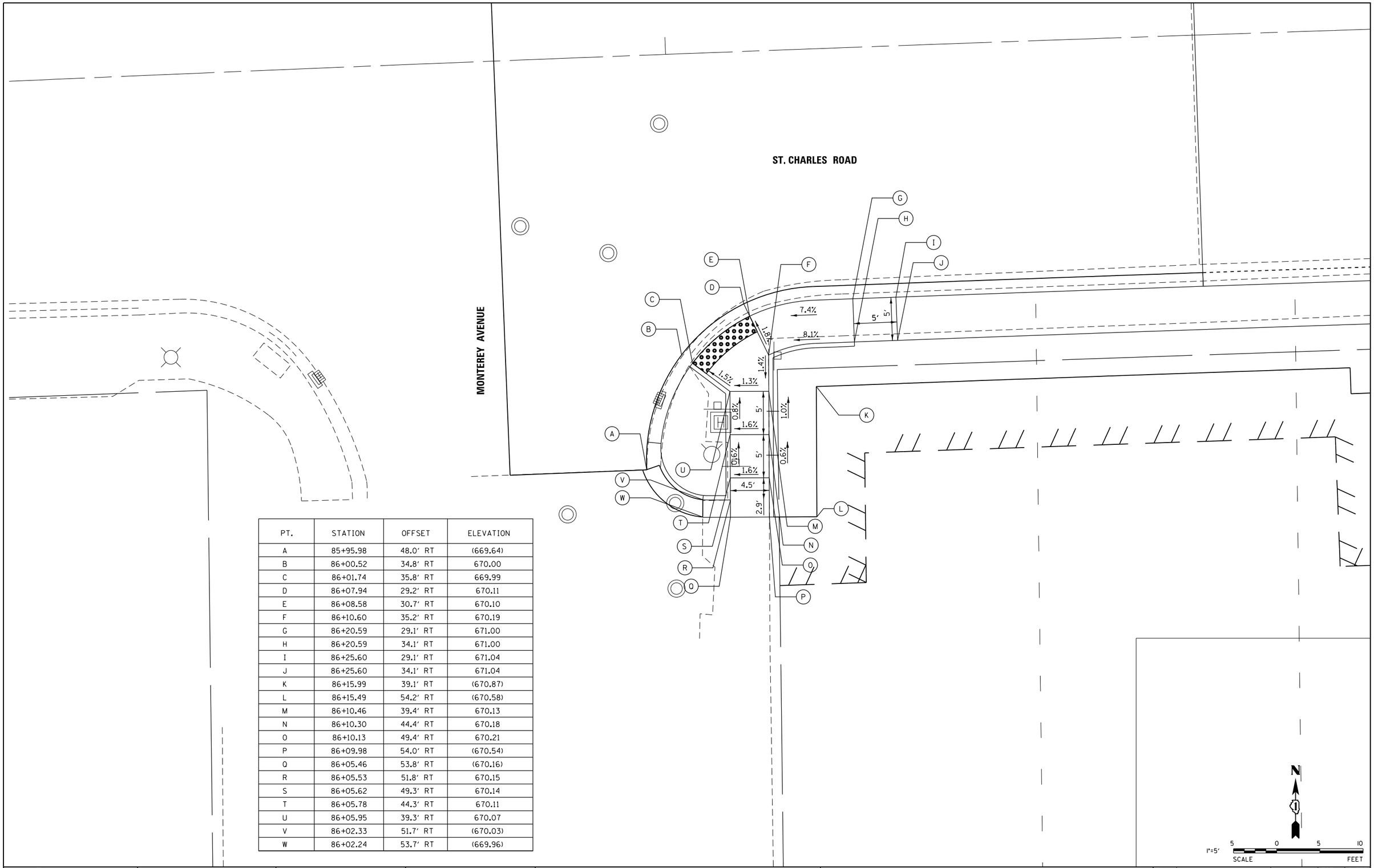
IDOT USE ONLY

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
(ST. CHARLES ROAD)

LIMITS: BETWEEN MONTEREY AVE & KINGERY HWY COUNTY: DUPAGE
SECTION: JOB NO.:
STA. 85+68.17 TO STA. 89+24.33
SCALE: 1"= 40' SHEET 106 OF 25 SHEETS

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



PT.	STATION	OFFSET	ELEVATION
A	85+95.98	48.0' RT	(669.64)
B	86+00.52	34.8' RT	670.00
C	86+01.74	35.8' RT	669.99
D	86+07.94	29.2' RT	670.11
E	86+08.58	30.7' RT	670.10
F	86+10.60	35.2' RT	670.19
G	86+20.59	29.1' RT	671.00
H	86+20.59	34.1' RT	671.00
I	86+25.60	29.1' RT	671.04
J	86+25.60	34.1' RT	671.04
K	86+15.99	39.1' RT	(670.87)
L	86+15.49	54.2' RT	(670.58)
M	86+10.46	39.4' RT	670.13
N	86+10.30	44.4' RT	670.18
O	86+10.13	49.4' RT	670.21
P	86+09.98	54.0' RT	(670.54)
Q	86+05.46	53.8' RT	(670.16)
R	86+05.53	51.8' RT	670.15
S	86+05.62	49.3' RT	670.14
T	86+05.78	44.3' RT	670.11
U	86+05.95	39.3' RT	670.07
V	86+02.33	51.7' RT	(670.03)
W	86+02.24	53.7' RT	(669.96)

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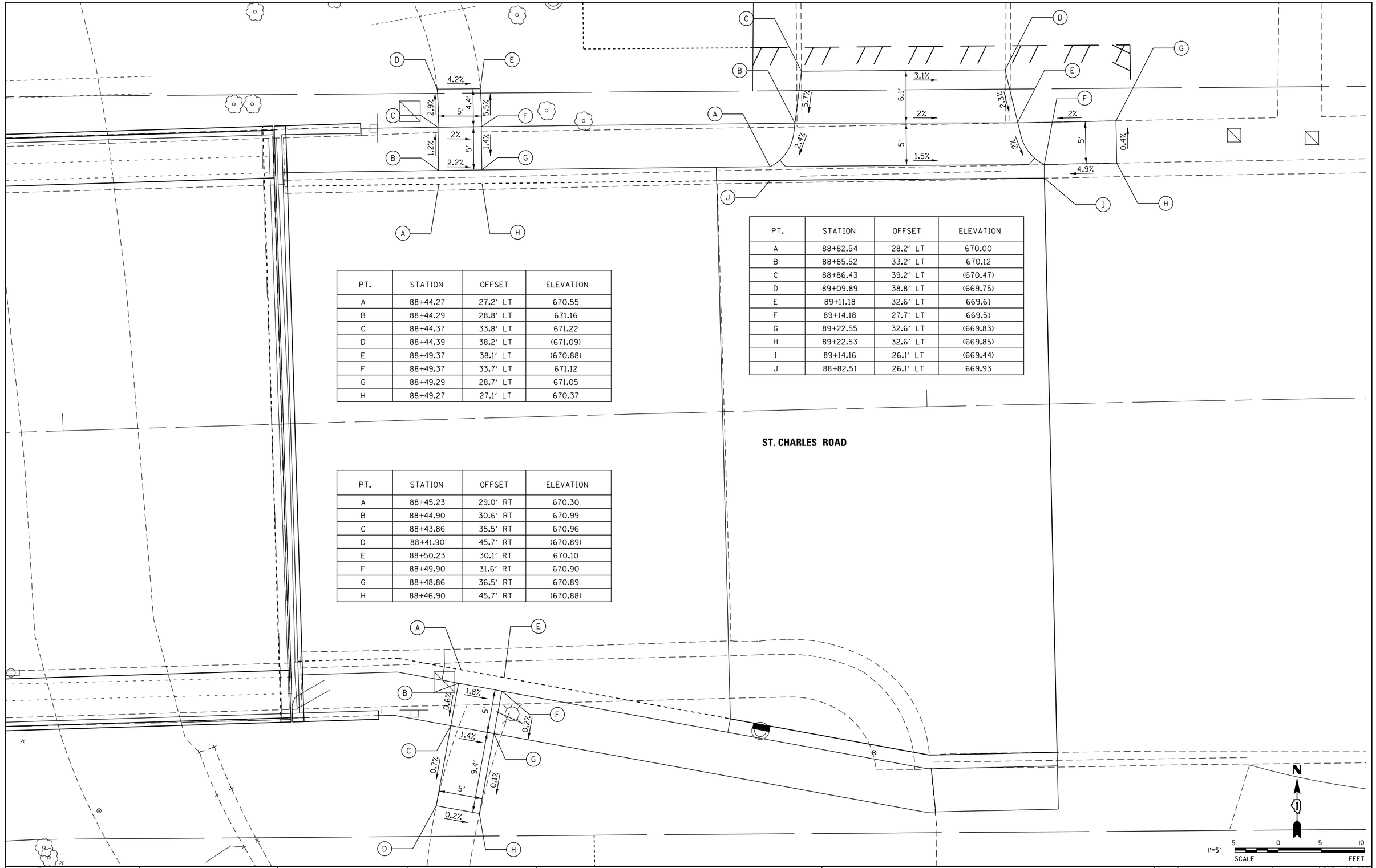
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA DETAIL PLAN

SCALE: 1"=5' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	26

PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS



PT.	STATION	OFFSET	ELEVATION
A	88+44.27	27.2' LT	670.55
B	88+44.29	28.8' LT	671.16
C	88+44.37	33.8' LT	671.22
D	88+44.39	38.2' LT	(671.09)
E	88+49.37	38.1' LT	(670.88)
F	88+49.37	33.7' LT	671.12
G	88+49.29	28.7' LT	671.05
H	88+49.27	27.1' LT	670.37

PT.	STATION	OFFSET	ELEVATION
A	88+82.54	28.2' LT	670.00
B	88+85.52	33.2' LT	670.12
C	88+86.43	39.2' LT	(670.47)
D	89+09.89	38.8' LT	(669.75)
E	89+11.18	32.6' LT	669.61
F	89+14.18	27.7' LT	669.51
G	89+22.55	32.6' LT	(669.83)
H	89+22.53	32.6' LT	(669.85)
I	89+14.16	26.1' LT	(669.44)
J	88+82.51	26.1' LT	669.93

ST. CHARLES ROAD

PT.	STATION	OFFSET	ELEVATION
A	88+45.23	29.0' RT	670.30
B	88+44.90	30.6' RT	670.99
C	88+43.86	35.5' RT	670.96
D	88+41.90	45.7' RT	(670.89)
E	88+50.23	30.1' RT	670.10
F	88+49.90	31.6' RT	670.90
G	88+48.86	36.5' RT	670.89
H	88+46.90	45.7' RT	(670.88)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

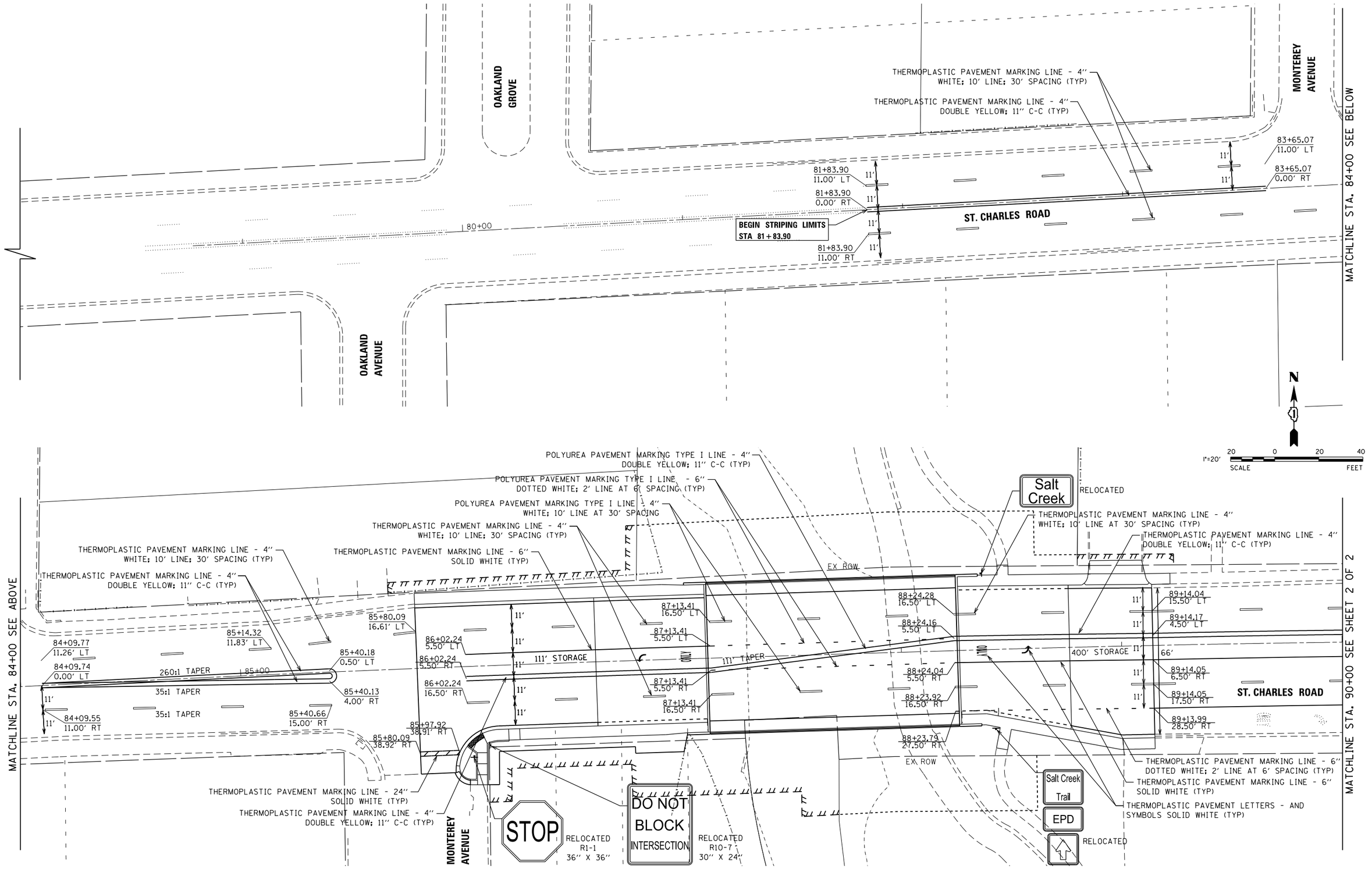
ADA DETAIL PLAN

SCALE: 1"=5' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	27

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



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PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

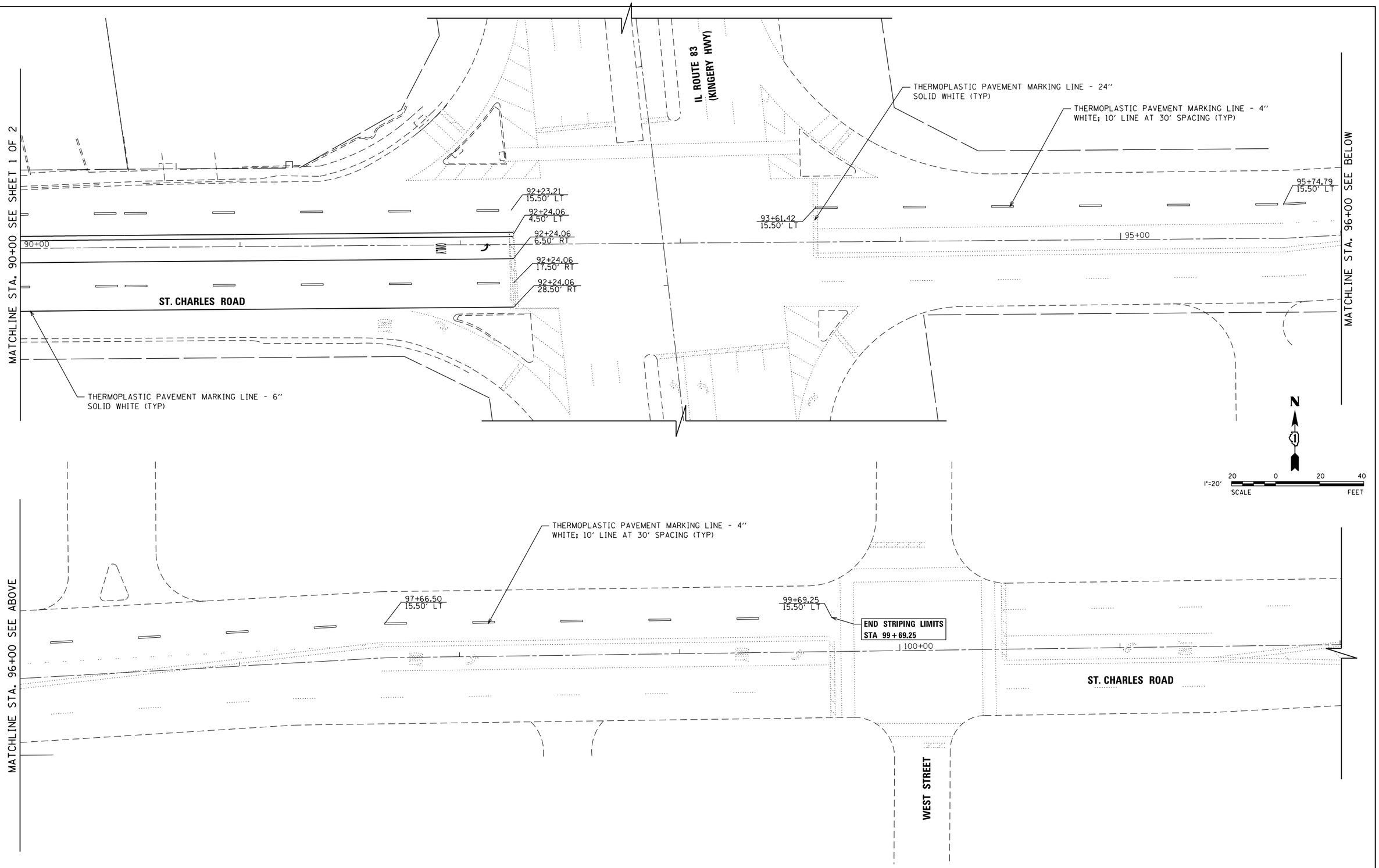
PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 78+00.00 | TO STA. 90+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	28

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



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PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 90+00.00 TO STA. 102+00.00

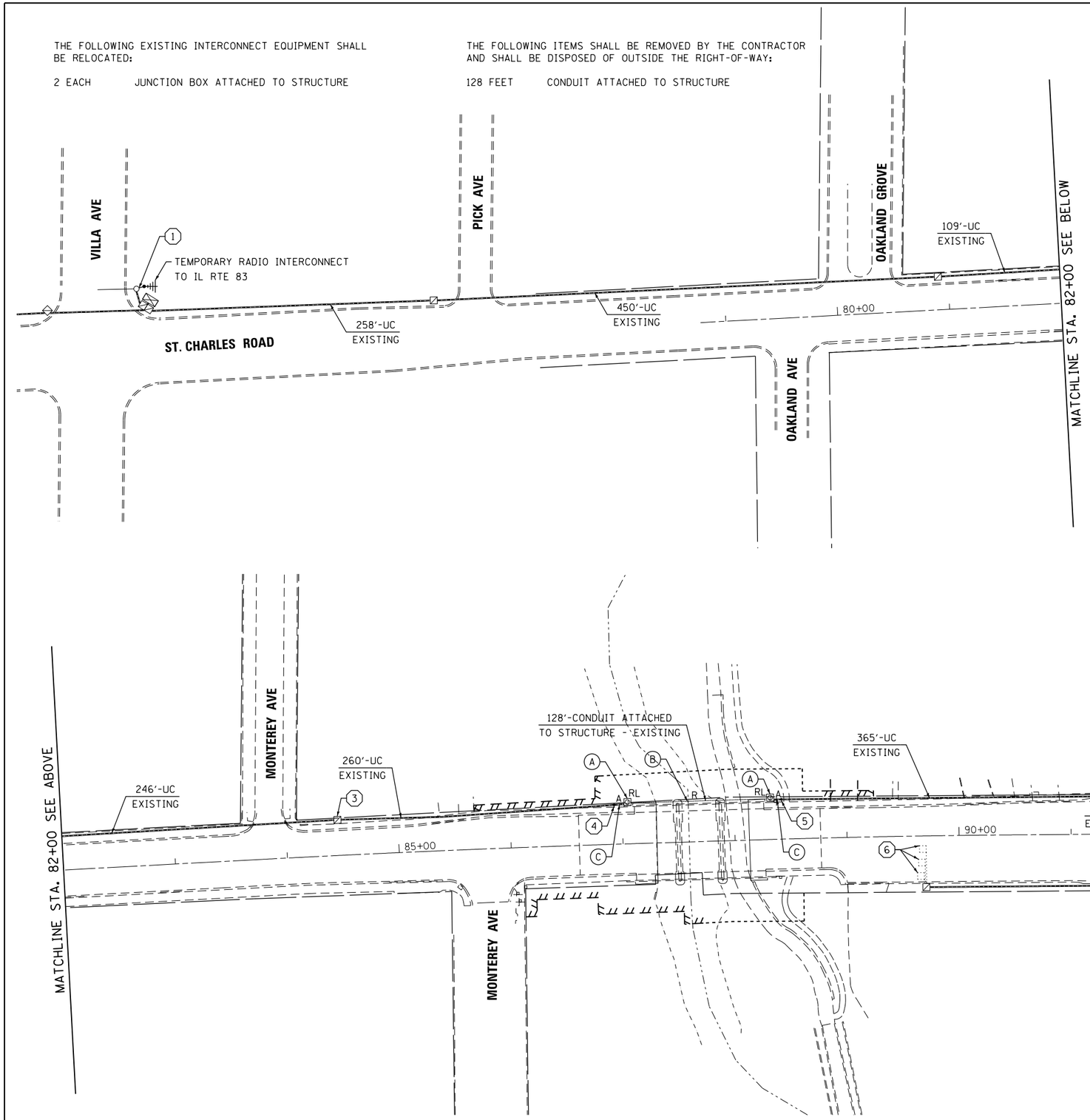
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	29
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

THE FOLLOWING EXISTING INTERCONNECT EQUIPMENT SHALL BE RELOCATED:

2 EACH JUNCTION BOX ATTACHED TO STRUCTURE

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF OUTSIDE THE RIGHT-OF-WAY:

128 FEET CONDUIT ATTACHED TO STRUCTURE



NOTES FOR TEMPORARY TRAFFIC SIGNALS

SEE TEMPORARY INTERCONNECT SCHEMATIC (SHEET 31) FOR DISTRICT 1 NOTES FOR TEMPORARY TRAFFIC SIGNALS

TEMPORARY INTERCONNECT LEGEND

(A) EXISTING FIBER OPTIC CABLE JUNCTION BOX MOUNTED TO BRIDGE STRUCTURE TO BE RELOCATED.

(B) EXISTING GALVANIZED STEEL CONDUIT FOR FIBER OPTIC CABLE MOUNTED TO BRIDGE STRUCTURE TO BE REMOVED.

(C) CONDUIT BETWEEN EXISTING JUNCTION BOX AND FUTURE CONDUIT SPLICE LOCATION TO BE ABANDONED.

CONTRUCTION NOTES FOR TEMPORARY INTERCONNECT

(1) INSTALL TEMPORARY RADIO ANTENNA AT VILLA AVENUE ON EXISTING MAST ARM IN THE NORTHEAST CORNER OF THE INTERSECTION, WHERE THE CONTROLLER IS LOCATED.

(2) DISCONNECT THE EXISTING INTERCONNECT CABLES THAT RUN TO VILLA AVENUE IN THE IL RTE 83 CONTROLLER.

(3) EXISTING FIBER OPTIC AND TRACER WIRE TO IL 83 CONTROLLER CABINET SHALL BE REMOVED FROM THE EXISTING CONDUIT TO THE HANDHOLE LOCATED NEAR STATION 84+50.00. EXCESS FIBER OPTIC CABLE AND TRACER WIRE SHALL BE COILED AND PROTECTED UNTIL READY TO REINSTALL.

(4) CONDUIT TO BE ABANDONED TO THE EAST OF THE FUTURE CONDUIT SPLICE LOCATION NEAR 86+95.00.

(5) CONDUIT TO BE ABANDONED TO THE WEST OF THE FUTURE CONDUIT SPLICE LOCATION NEAR 88+45.00.

(6) EXISTING EASTBOUND INTERSECTION & SYSTEM SAMPLING DETECTORS AT IL 83 TO BE DISABLED AND OMITTED FROM TEMPORARY SIGNAL INTERSECTION TIMING AND TEMPORARY INTERCONNECT SCHEME. TEMPORARY SIGNAL TIMING SHALL BE PROGRAMMED TO ACCOMMODATE THE EASTBOUND APPROACH TO IL 83 WITHOUT INTERSECTION AND SYSTEM DETECTION.

N

1"=50' SCALE 50 0 50 100 FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	30

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS

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 INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC 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. 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.

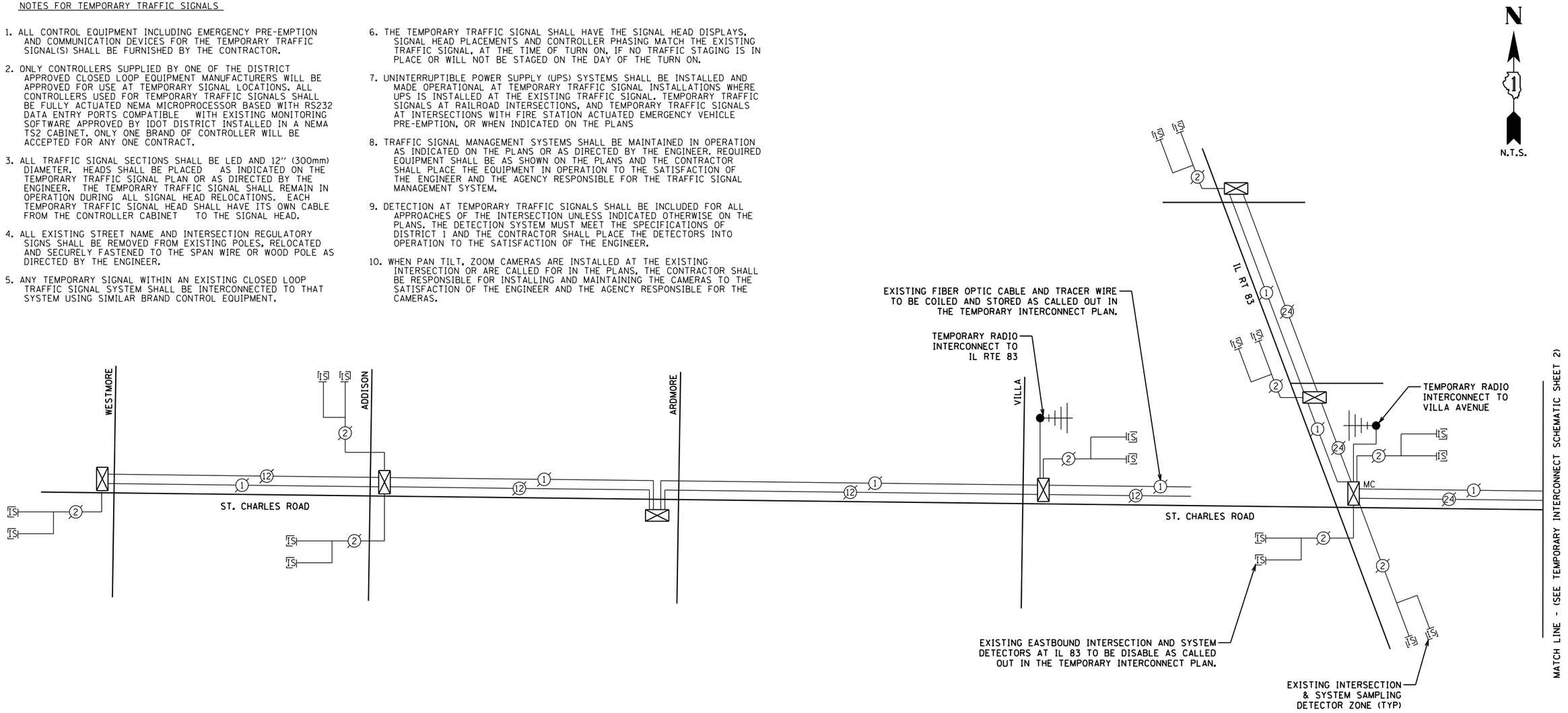
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

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.



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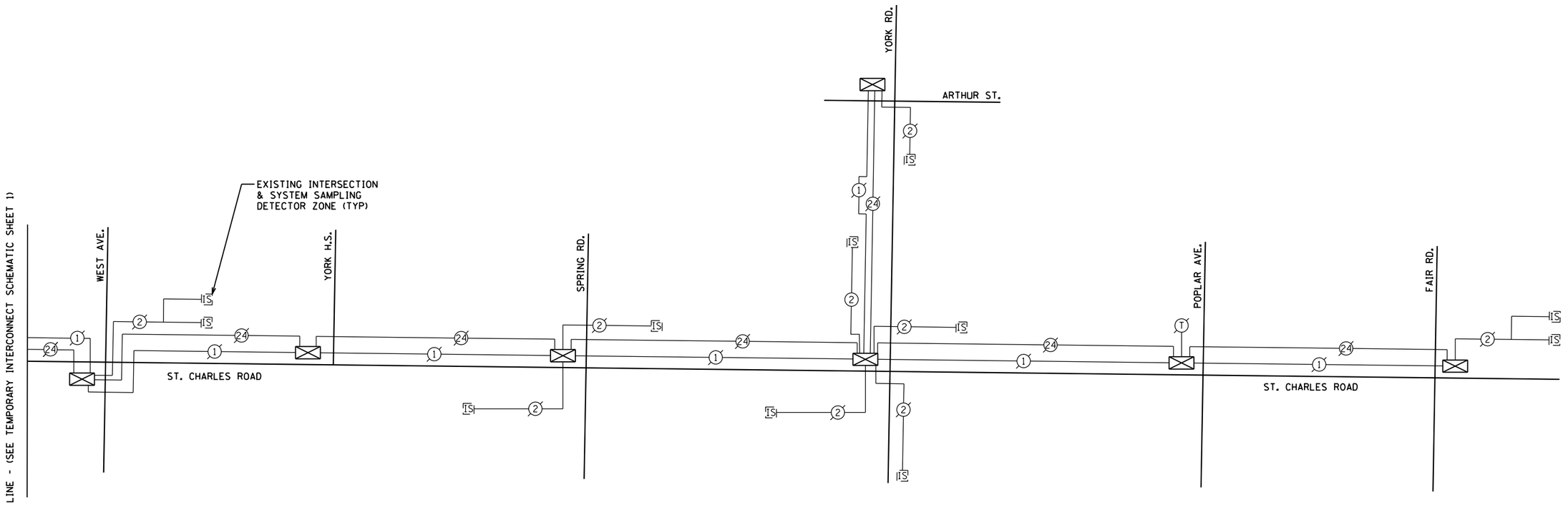
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	31
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



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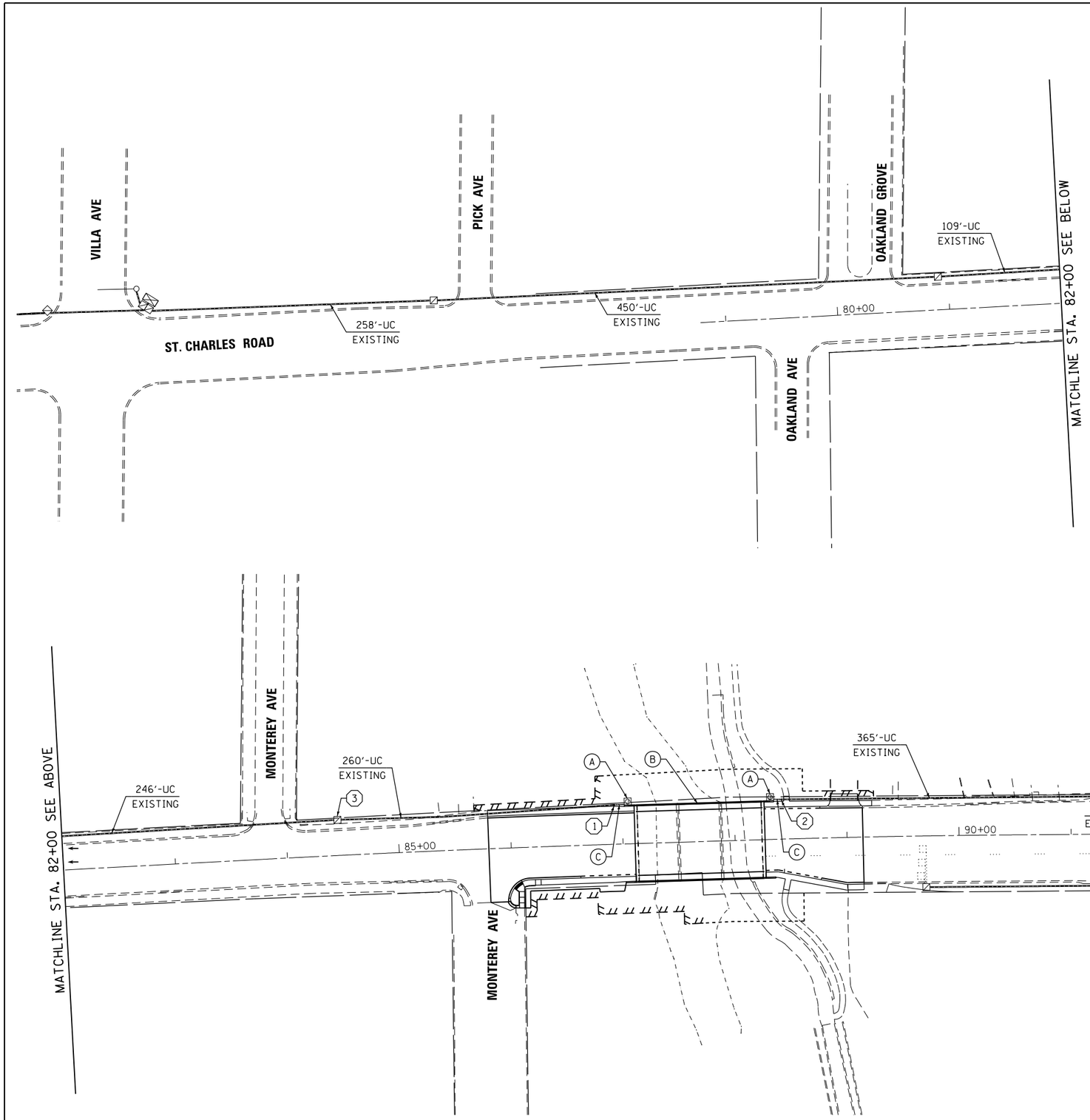
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	32
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



PROPOSED INTERCONNECT LEGEND

- (A) RELOCATED JUNCTION BOX MOUNTED TO BRIDGE STRUCTURE.
- (B) PROPOSED 2" PVC CONDUIT EMBEDDED IN BRIDGE STRUCTURE.
- (C) PROPOSED CONDUIT BETWEEN EXISTING JUNCTION BOX AND PROPOSED CONDUIT SPLICE.

CONTRUCTION NOTES FOR PROPOSED INTERCONNECT

1. INTERCEPT AND SPLICE EXISTING CONDUIT NEAR STA. 86+50.00.
2. INTERCEPT AND SPLICE EXISTING CONDUIT NEAR STA. 88+45.00.
3. REINSTALL COILED AND STORED FIBER OPTIC AND TRACER WIRE FROM HANDHOLE TO IL 83 CONTROLLER IN NEW AND EXISTING CONDUIT.
4. RECONNECT EXISTING FIBER OPTIC AND TRACER CABLE TO IL 83 CONTROLLER.

N

1"=50' SCALE: 50 0 50 100 FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

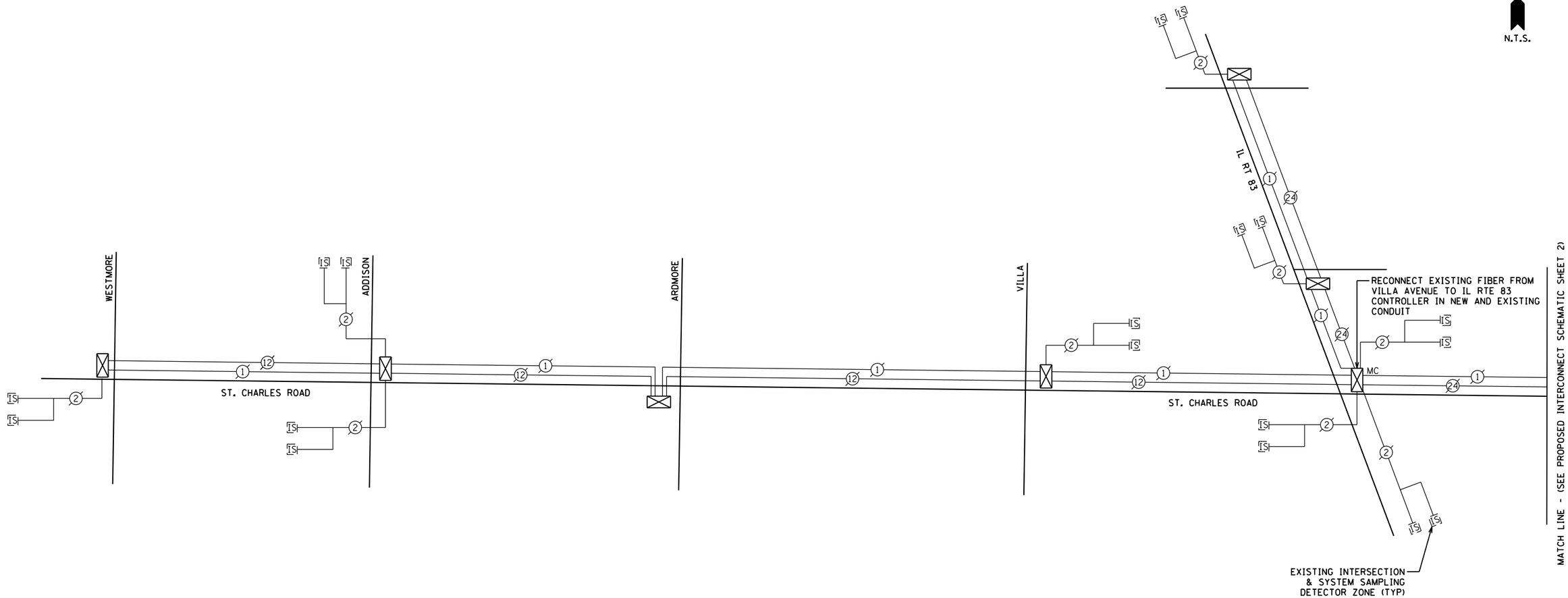
PROPOSED INTERCONNECT PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	33

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



TEMPORARY AND PROPOSED INTERCONNECT SCHEDULE

DESCRIPTION	UNIT	QTY.
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	128
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1,418
REMOVE CONDUIT ATTACHED TO STRUCTURE	FOOT	128
ROD AND CLEAN EXISTING CONDUIT	FOOT	605
REMOVE AND REINSTALL FIBER OPTIC CABLE IN CONDUIT	FOOT	1,429
CONDUIT SPLICE	EACH	2
RELOCATE EXISTING JUNCTION BOX	EACH	2
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

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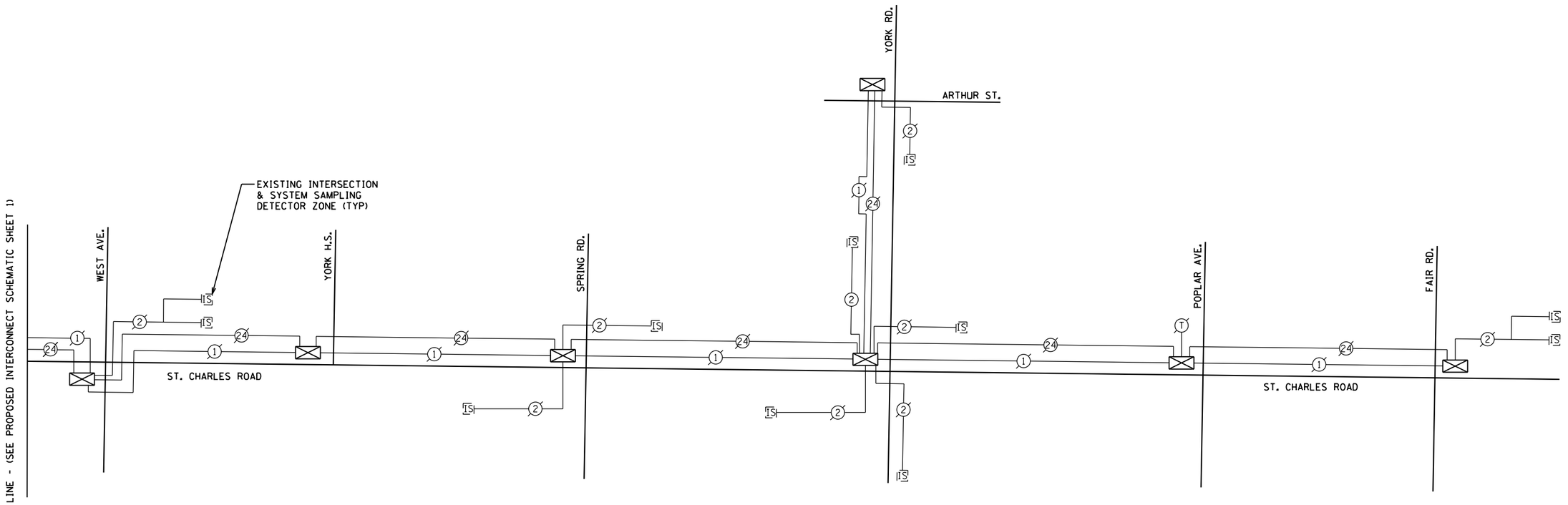
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT SCHEMATIC

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	34
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

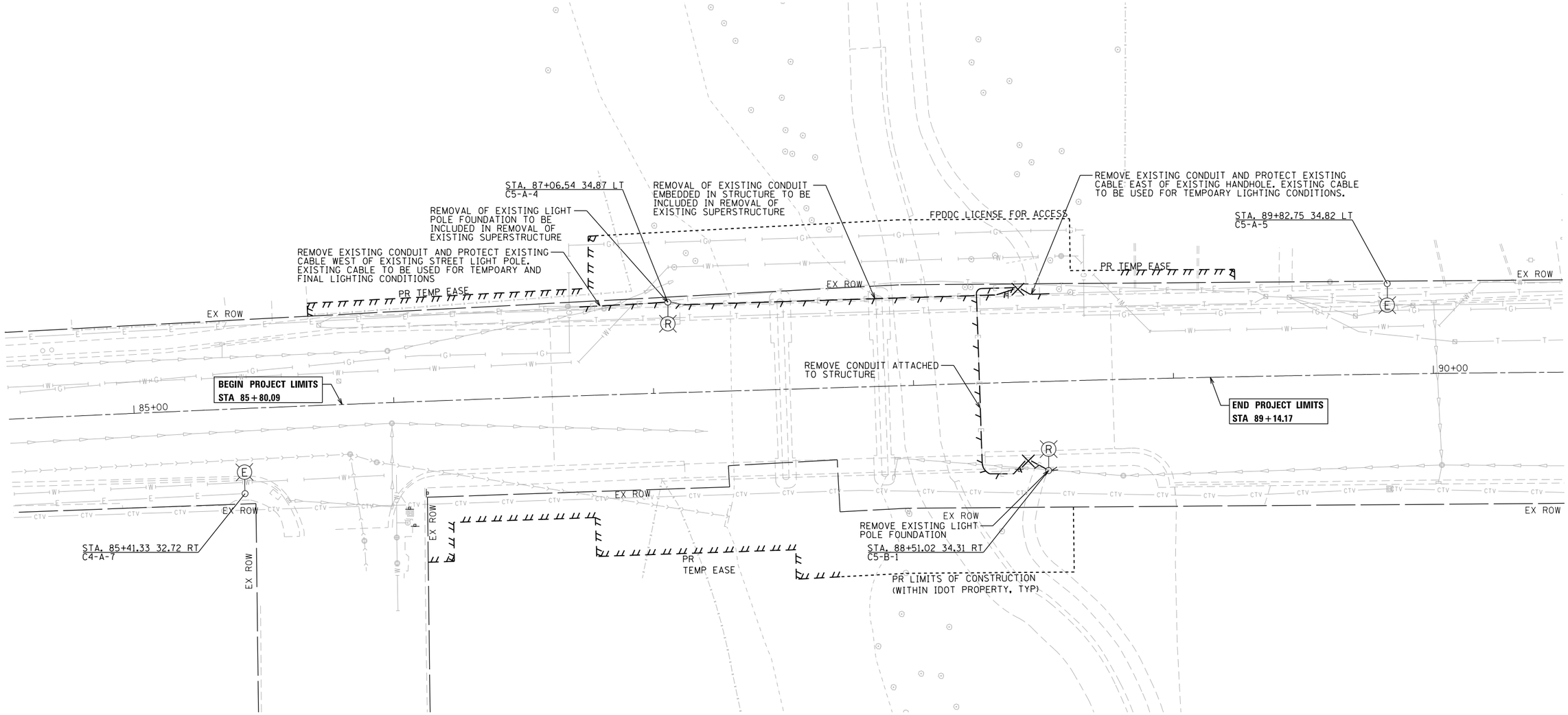
PROPOSED INTERCONNECT SCHEMATIC

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	35

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



LIGHTING REMOVAL LEGEND

- REMOVE AND RELOCATE LIGHT POLE AND FIXTURE, FOUNDATION REMOVAL PER PLAN
- EXISTING LIGHT POLE AND FIXTURE TO REMAIN
- REMOVE EXISTING CABLE FROM CONDUIT ABANDON EXISTING CONDUIT UNLESS OTHERWISE NOTED
- REMOVE EXISTING CONCRETE HANDHOLE

N

1"=20' SCALE 20 0 20 40 FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

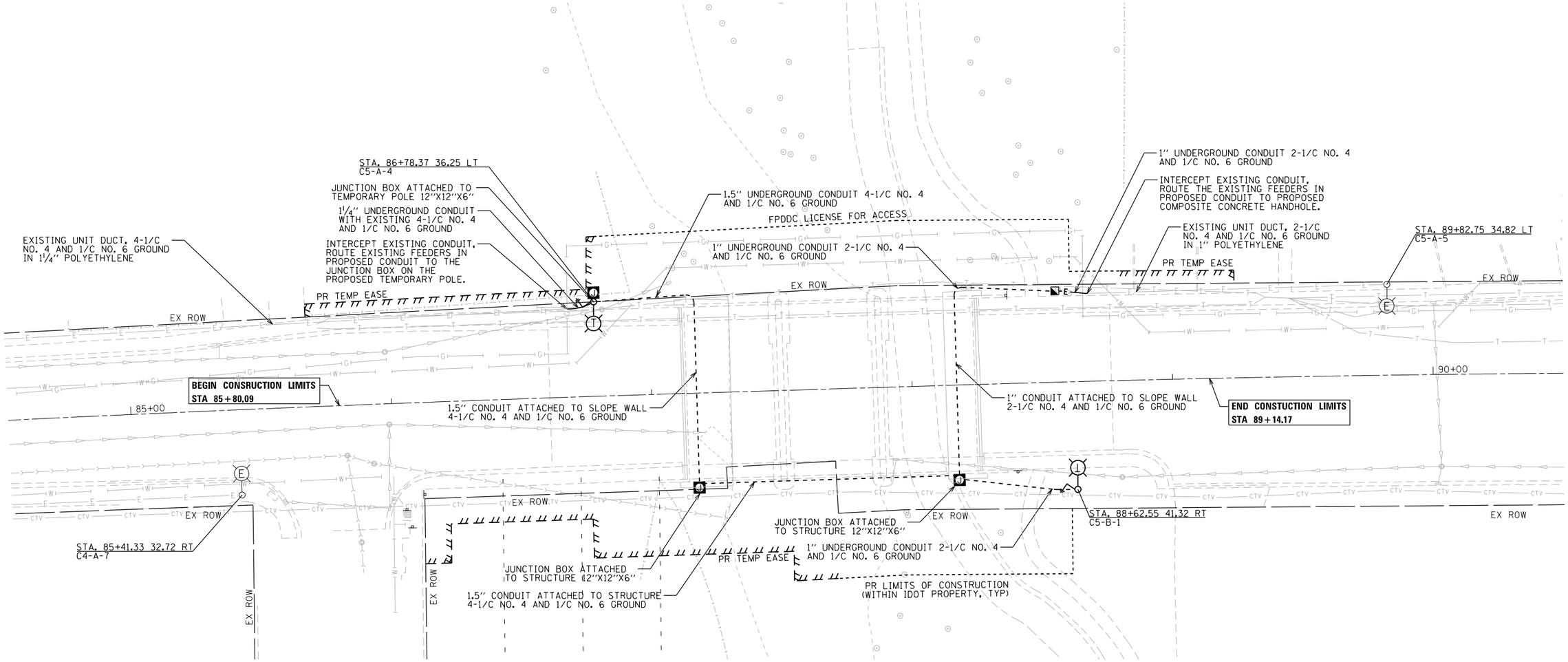
STREET LIGHTING REMOVAL PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 | TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	36

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



TEMPORARY LIGHTING LEGEND – STAGE 1

- PROPOSED GALVANIZED STEEL CONDUIT, CONDUIT SIZE, CABLE, AND MOUNTING PER PLAN
- PROPOSED UNDERGROUND COILABLE NONMETALLIC CONDUIT, CONDUIT SIZE AND CABLE PER PLAN
- EXISTING CONDUIT AND CABLE CONDUIT SIZE AND CABLE PER PLAN
- PROPOSED TEMPORARY WOOD POLE, 50 FT. MH, 15 FT. MAST ARM WITH 400W, 240V MCIII HPS LUMINAIRE, GROUND ROD
- EXISTING LIGHT POLE AND FIXTURE TO REMAIN
- PROPOSED JUNCTION BOX SIZE AND MOUNTING PER PLAN
- PROPOSED COMPOSITE CONCRETE HANDHOLE 12"X12"

N

1"=20' SCALE 20 0 20 40 FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

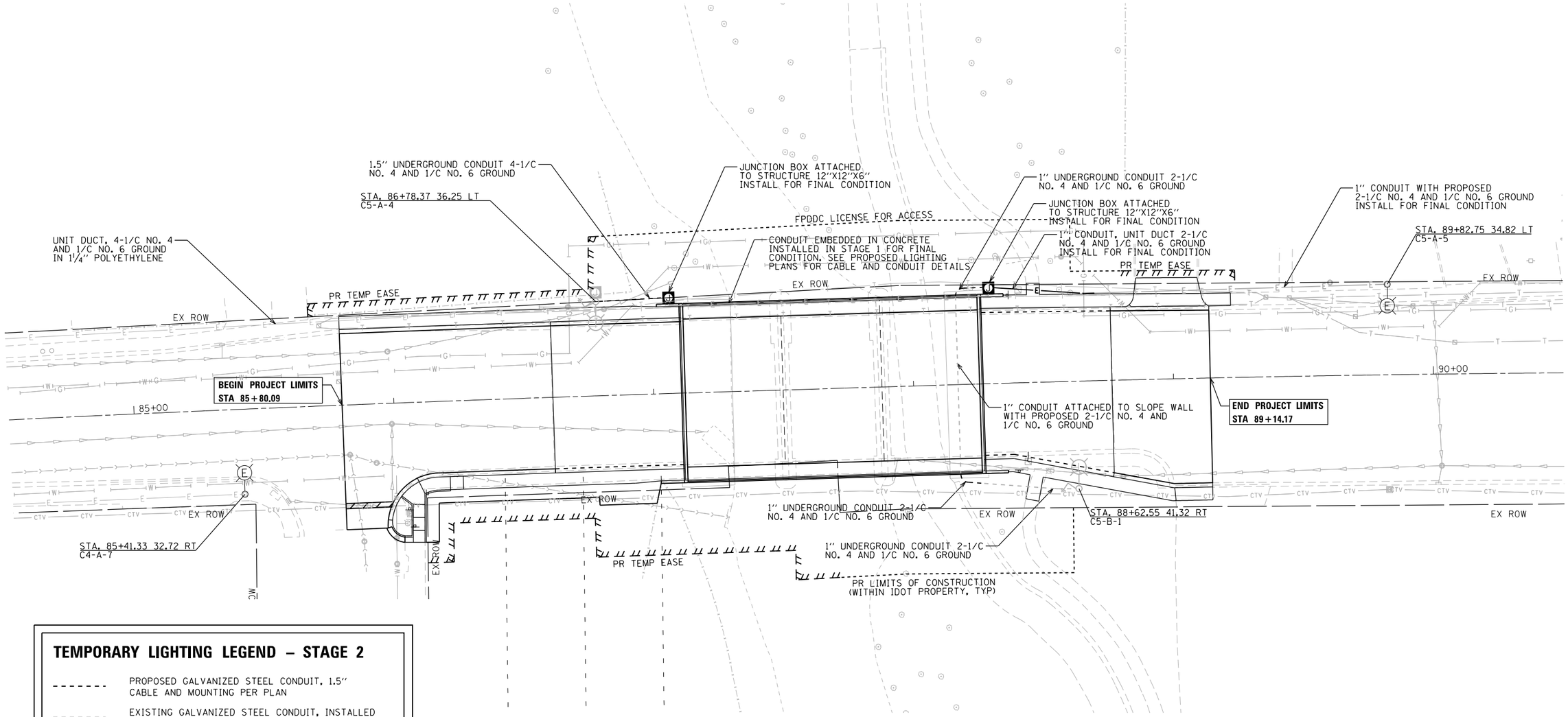
TEMPORARY STREET LIGHTING PLAN – STAGE 1

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	37

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



TEMPORARY LIGHTING LEGEND – STAGE 2

- PROPOSED GALVANIZED STEEL CONDUIT, 1.5" CABLE AND MOUNTING PER PLAN
- EXISTING GALVANIZED STEEL CONDUIT, INSTALLED IN STAGE 1 TO BE UTILIZED FOR STAGE 2. CONDUIT SIZE, CABLE, AND MOUNTING PER PLAN
- PROPOSED UNDERGROUND COILABLE NONMETALLIC CONDUIT, CONDUIT SIZE AND CABLE PER PLAN
- EXISTING CONDUIT, CONDUIT SIZE AND CABLE PER PLAN
- EXISTING TEMPORARY WOOD POLE, INSTALLED IN STAGE 1, 50 FT. MH, 15 FT. MAST ARM WITH 400W, 240V MCIII HPS LUMINAIRE, GROUND ROD
- EXISTING LIGHT POLE AND FIXTURE TO REMAIN
- PROPOSED JUNCTION BOX SIZE AND MOUNTING PER PLAN
- EXISTING JUNCTION BOX INSTALLED IN STAGE 1

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Woodridge, IL 60517
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630.724.9202 fax
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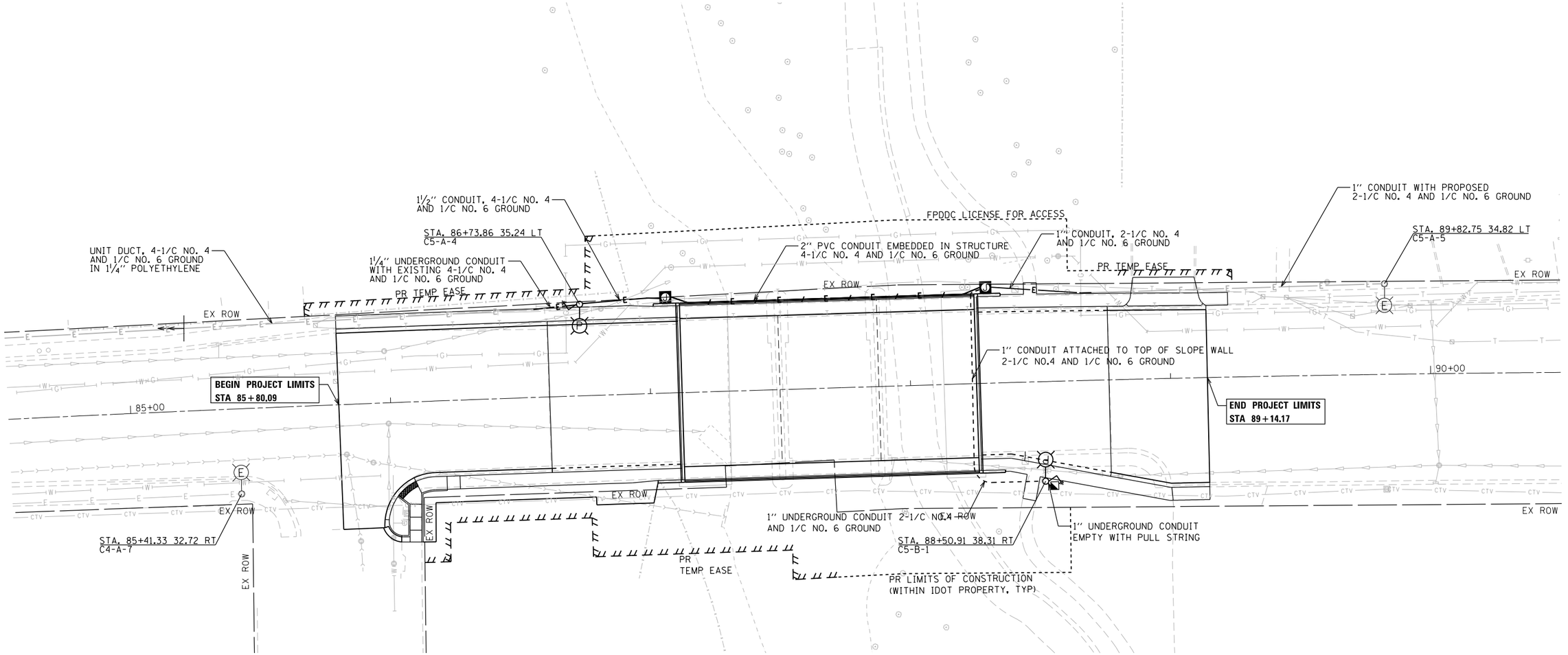
	DRAWN - EIH	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJR	REVISED -
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY STREET LIGHTING PLAN – STAGE 2

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	38
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



LIGHTING LEGEND

- PROPOSED GALVANIZED STEEL CONDUIT, CONDUIT SIZE, CABLE, AND MOUNTING PER PLAN
- PROPOSED UNDERGROUND COILABLE NONMETALLIC CONDUIT, CONDUIT SIZE AND CABLE PER PLAN
- PROPOSED PVC CONDUIT EMBEDDED IN STRUCTURE, CONDUIT SIZE AND CABLE PER PLAN
- EXISTING CONDUIT, CONDUIT SIZE AND CABLE PER PLAN
- RELOCATED LIGHT POLE AND FIXTURE ON PROPOSED FOUNDATION
- EXISTING LIGHT POLE AND FIXTURE TO REMAIN
- PROPOSED JUNCTION BOX SIZE AND MOUNTING PER PLAN
- PROPOSED COMPOSITE CONCRETE HANDHOLE 12"X12"

N

1"=20' SCALE: 20 0 20 40 FEET

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PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 84+50.00 | TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	39

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS

FOR REFERENCE ONLY

00104

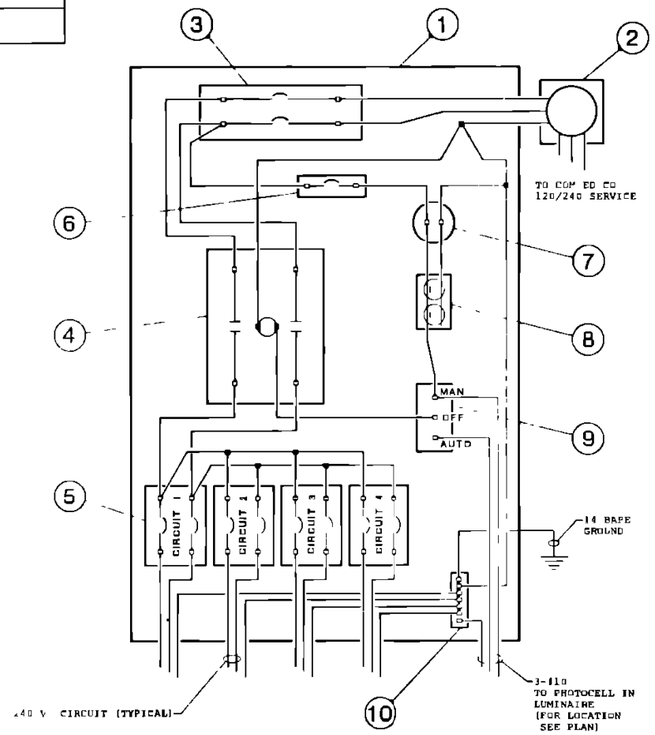
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975 15L-W.R.S., 8Y	DuPAGE	105	85
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	PROJECT M 9003(27)	

CONTROLLER BILL OF MATERIALS

NO	ITEM	CONT NO.	QTY	DESCRIPTION
1	CONTROLLER CABINET W/FOUNDATION	ALL	1	SEE DETAILS
2	METER CABINET	ALL	1	METER SOCKET WITH CABINET APPROVED BY COM ED CO , C E CO TO FURNISH & INSTALL METER
3	MAIN CIRCUIT BREAKER	ALL	1	2 POLE, 240 VOLT, 100 A CIRCUIT BREAKER MINIMUM INTERRUPTING CAPACITY
4	CONTACTOR	ALL	1	2 POLE, 240 VOLT, 100 A COIL
5	CIRCUIT BREAKER	1, 5 3	2 3	2 POLE, 240 VOLT, 30 A CIRCUIT BREAKER MINIMUM INTERRUPTING CAPACITY
6	CIRCUIT BREAKER	ALL	1	SINGLE POLE, 120 VOLT, 15 A CIRCUIT BREAKER MINIMUM INTERRUPTING CAPACITY
7	LAMPHOLDER	ALL	1	PORCELAIN SOCKET W/PULL CHAIN
8	RECEPTACLE	ALL	1	GROUNDED DUPLEX CONVENIENCE RECEPTACLE
9	BY-PASS SWITCH	ALL	1	3-POSITION TOGGLE SWITCH
10	GROUND BAR	ALL	1	7 TERMINAL BAR

CONTROLLER INFORMATION

CONT NO	CONTROLLER LOCATION	AREA SERVED	SERVICE POLE LOCATION
3	NORTHEAST CORNER OF ST CHARLES ROAD AND SUMMIT AVE	ST CHARLES RD N SIDE - SUMMIT AVE. TO VILLA AVE , VILLA AVE W SIDE - ST CHARLES RD TO ELM ST	FIRST POLE NORTH OF ST CHARLES ROAD ON THE EAST SIDE OF SUMMIT AVE
4	NORTHEAST CORNER OF VILLA AVE AND WILDWOOD AVE	ST CHARLES RD S SIDE - SUMMIT AVE TO MONTEREY AVE VILLA AVE - WILDWOOD AVE TO ST CHARLES RD - EMISTING SYSTEM ON WILDWOOD FROM MYRTLE TO OARLAND AND ON VILLA FROM WILDWOOD TO C &N W R R TRACKS	SOUTHEAST CORNER OF VILLA AVE AND WILDWOOD AVE
5	NORTHWEST CORNER OF ST CHARLES ROAD A D PICK AVE	ST CHARLES RD N SIDE - VILLA AVE TO END PROJECT ST CHARLES RD S SIDE - CREEK TO END PROJECT	FIRST POLE WEST OF PICK AVE IN SERVICE ALLEY NORTH OF ST CHARLES RD



CONTROLLER WIRING & EQUIPMENT LAYOUT

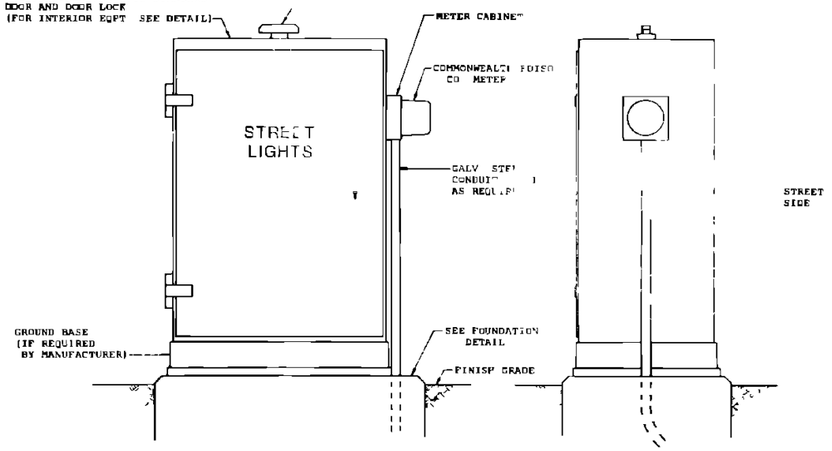
CONTROLLER NO 3	
CIRCUIT NO	NO OF LIGHTS
1 *	FUTURE BY OTHERS 5 - 400 WATT
2	5 - 400 WATT 1 - 250 WATT
3 *	FUTURE BY OTHERS 5 - 400 WATT 1 - 250 WATT 1 - 150 WATT

*CIRCUIT BREAKER TO BE INSTALLED THIS CONTRACT FOR USE IN FUTURE LIGHTING IMPROVEMENT

CONTROLLER NO 4	
CIRCUIT NO	NO OF LIGHTS
1	5 - 400 WATT 2 - 250 WATT
2	5 - 400 WATT 1 - 250 WATT
3	7 - 400 WATT (EXIST)

CONTROLLER NO 5	
CIRCUIT NO	NO OF LIGHTS
1	7 - 400 WATT
2	4 - 400 WATT

BASE MOUNTED CONTROLLER CABINET SHALL HAVE MIN 34"W x 24"D x 54"H INSIDE DIMENSION WITH STANDARD DOOR AND DOOR LOCK (FOR INTERIOR EQPT SEE DETAIL)



CONTROLLER CABINET

REVISIONS	
NAME	DATE
BJP	3-31-78
GM	5-22-79

ILLINOIS DIVISION OF HIGHWAYS

STREET LIGHTING DETAILS

CONTROLLER

SCALE NONE DRAWN BY DCH

DATE 2-17-78 CHECKED BY KJH

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PLOT SCALE = 40.0000 ' / in.	CHECKED - MJR	REVISED -
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

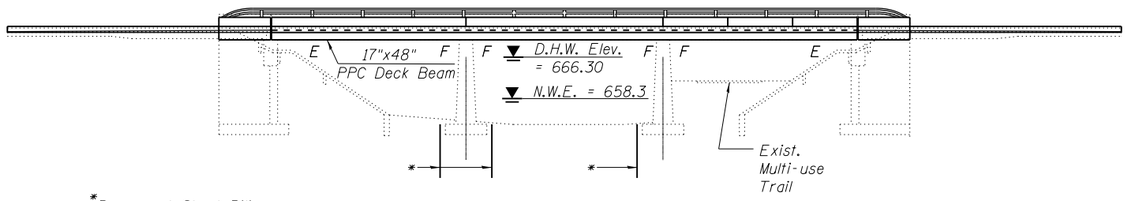
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	40
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

Bench Mark: SBM#1 cut square on northeast corner retaining wall along east side of mixed use path south of and below St. Charles Road Bridge, Datum: NAVD88 Elev. 664.56 (measured)
SBM#2 cut square on southwest corner retaining wall along east side of mixed use path north of and below St. Charles Road Bridge, Datum: NAVD88 Elev. 664.47 (measured)

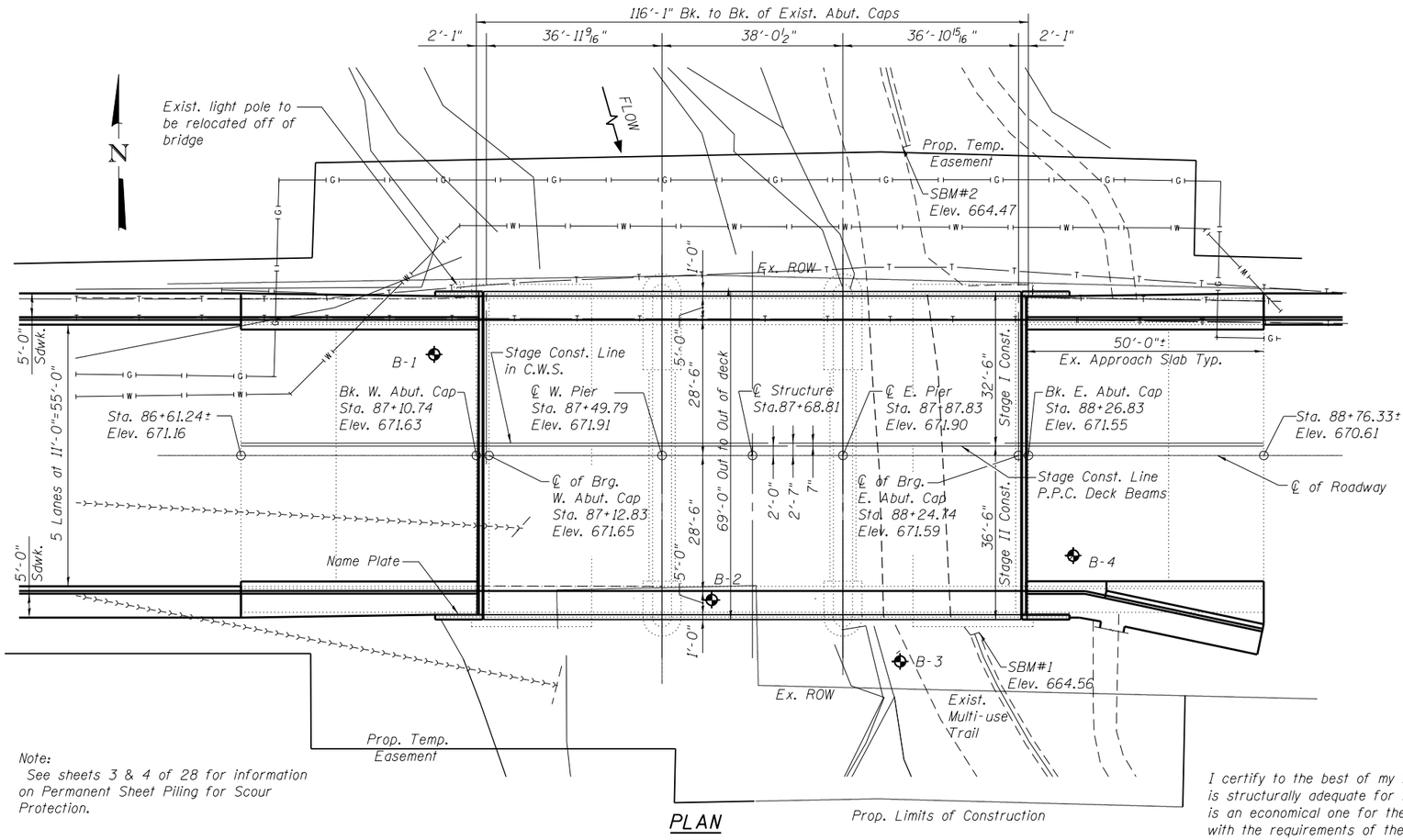
Existing Stucture: SN 022-6950 carries F.A.U. Route 2651 over Salt Creek. The original superstructure was replaced and the substructure widened in 1979. The structure is a three span simply supported (36′-4 1/16", 36′-9 1/2", 36′-3 7/16") 17" PPC Deck Beam bridge supported by closed abutments and concrete piers. The existing structure is 114′-3" back to back of abutments and the out to out width of deck is 68′-0" with a 55′-0" clear width between curbs and a 5′-6" sidewalk and parapet on each side.

Traffic will be maintained utilizing Stage Construction.

No Salvage



ELEVATION



PLAN

Note:
See sheets 3 & 4 of 28 for information on Permanent Sheet Piling for Scour Protection.

WATERWAY INFORMATION

Drainage Area = 92.13 sq. mi.

Overtopping Existing Elev. 671.45 @ Sta. 88+36
Overtopping Proposed Elev. 671.32 @ Sta. 88+36

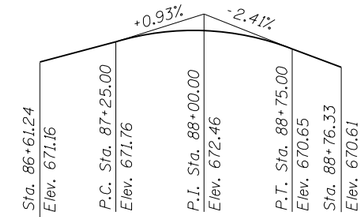
Flood Event	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1484	738.36	738.36	665.41	0.12	0.12	665.53	665.53
Design	50	1852	822.27	822.27	666.30	0.13	0.13	666.43	666.43
Base	100	1994	851.14	851.14	666.60	0.14	0.14	666.74	666.74
Scour Design Check	200	2071	888.12	888.12	666.76	0.14	0.14	666.90	666.90
Overtop Existing	-	-	-	-	-	-	-	-	-
Overtop Proposed	-	-	-	-	-	-	-	-	-
Max. Calc.	500	2303	908.77	908.77	667.19	0.16	0.16	667.35	667.35

Existing 10-year velocity = 1.6 ft./sec.
Proposed 10-year velocity = 1.6 ft./sec.

SCOPE OF WORK

(Work to be done in stages)

1. Remove existing deck beams and bituminous overlay (varies 2" to 4 1/4"±).
2. Install permanent sheet piling for scour protection.
3. Make repairs to existing substructures and modify existing wingwalls for deck widening.
4. Install deck beams with minimum 5" concrete overlay.
5. Install sidewalk and parapet with railing.
6. Mill existing bituminous overlay on existing approach pavements for proposed bituminous overlay.



PROFILE GRADE

(along ℄ of Roadway)

DESIGN SPECIFICATIONS

NEW CONSTRUCTION

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 and 2016 Interim Revisions.

EXISTING CONSTRUCTION

DESIGN SPECIFICATION FOR HIGHWAY BRIDGES, AASHTO 1972, AND INTERIMS 1974, 1975, 1976 &1977.

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 36,000 psi (structural steel)

EXISTING STRUCTURE

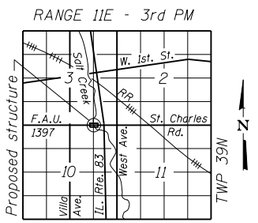
f_c = 1,400 psi (Substructure)
f_s = 20,000 psi (reinforcement)

PRECAST PRESTRESSED UNITS

f'_c = 6,000 psi
f'_{ci} = 5,000 psi
f'_s = 270,000 psi (1/2" ϕ low lax. strands)
f_{si} = 201.960 psi (1/2" ϕ low lax. strands)

LOADING HL-93

No future wearing surface will be allowed.



LOCATION SKETCH

SEISMIC DATA

Seismic Performance Zone (SPZ) =1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.087g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.153g
Soil Site Class =D

DESIGN SCOUR ELEVATION TABLE

Event/Limit State	Design ScourElevation (ft.) W. Abut.	W. Pier	E. Pier	E. Abut.	Item 113
Q100	652.65	649.02	648.66	657.66	5
Q200	652.43	648.97	648.61	657.43	
Design	652.43	648.97	648.61	657.43	
Check	652.43	648.97	648.61	657.43	

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

GENERAL PLAN & ELEVATION
ST. CHARLES ROAD OVER SALT CREEK
F.A.U. RTE. 1397
SECTION 15-00094-00-BR
DUPAGE COUNTY
STATION 87+68.81
STRUCTURE NO. 022-6950

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PLOT SCALE = 0:2.0000 ':' / in.	CHECKED - CB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 1 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	41
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

If any excavation is needed behind existing abutment walls it shall be performed before setting the new PPC deck beams. Cost included with Concrete Removal.

The Contractor is advised that the existing structure contains members that are in deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement ot the structure. The existing bridge plans, the emergency repair plans and the Structure Summary Report are available.

Any damage done to the abutments and piers during beam removal shall be repaired by the Contractor. Cost included with Removal of Existing Superstructures.

If the Contractor's procedures for existing beam removal or placement of new beams involves placement of heavy equipment on the new or existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Precast Prestressed Concrete Deck Beams (17" Depth).

No drilling will be permitted into the new PPC deck beams.

The minimum thickness of the Concrete Wearing Surface shall be 5" and shall vary as required to adjust for the new profile grade and beam camber.

Out to out widths shown for deck and approach slabs are the minimum widths required. Variations in the new deck beams and erection tolerances may result in additional width. The Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Slipforming of the parapet is not allowed.

Removal and disposal of exising steel shoring beams, angles and bolts (supporting existing deck beams) to be included with the cost of "Removal of Existing Superstructure". The exposed ends of existing threaded rods embeded in the pier caps shall be removed flush with the existing concrete surface, grind smooth and seal with epoxy.

Apply Concrete Sealer to beam seats of abutments and piers.

The existing beam bearing pads at the abutments contain asbestos.

STRUCTURE INDEX OF SHEETS

General Plan	Sheet No. 1 of 28
General Data	Sheet No. 2 of 28
Permanent Sheet Piling for Scour Protection	Sheet No. 3 of 28
Permanent Sheet Piling for Scour Protection Sections	Sheet No. 4 of 28
Stage I Construction Details	Sheet No. 5 of 28
Stage II Construction Details	Sheet No. 6 of 28
Temporary Barrier for Stage Construction	Sheet No. 7 of 28
Superstructure Plan	Sheet No. 8 of 28
Superstructure Cross Section and Parapet Elevations	Sheet No. 9 of 28
Superstructure Details	Sheet No. 10 of 28
17" x 48" PPC Deck Beams Spans 1, 2, & 3	Sheet No. 11 of 28
17" x 48" PPC Deck Beam Details Spans 1, 2, & 3	Sheet No. 12 of 28
West Bridge Approach Slab Details	Sheet No. 13 of 28
East Bridge Approach Slab Details	Sheet No. 14 of 28
Aluminum Railing, Type L	Sheet No. 15 of 28
Preformed Joint Strip Seal - Sidewalk	Sheet No. 16 of 28
West Abutment Repairs and Concrete Removal	Sheet No. 17 of 28
East Abutment Repairs and Concrete Removal	Sheet No. 18 of 28
West Abutment Plan and Elevation	Sheet No. 19 of 28
West Abutment Sections	Sheet No. 20 of 28
East Abutment Plan and Elevation	Sheet No. 21 of 28
East Abutment Sections	Sheet No. 22 of 28
Pier Repairs	Sheet No. 23 of 28
Bar Splicer Assembly and Mechanical Splicer Details	Sheet No. 24 of 28
Soil Boring Log B-1	Sheet No. 25 of 28
Soil Boring Log B-2	Sheet No. 26 of 28
Soil Boring Log B-3	Sheet No. 27 of 28
Soil Boring Log B-4	Sheet No. 28 of 28

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructure	Each	1	-	1
Concrete Removal	Cu. Yd.	-	23.6	23.6
Structure Excavation	Cu. Yd.	-	34	34
Concrete Structures	Cu. Yd.	-	24.0	24.0
Concrete Superstructure	Cu. Yd.	79.6	-	79.6
Bridge Deck Grooving	Sq. Yd.	691	-	691
Protective Coat	Sq. Yd.	935	-	935
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	7675	-	7675
Reinforcement Bars, Epoxy Coated	Pounds	18,350	6,060	24,410
Bar Splicers	Each	126	-	126
Aluminum Railing, Type L	Foot	263	-	263
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	134	-	134
Permanent Sheet Piling	Sq. Ft.	-	4962	4962
Concrete Sealer	Sq. Ft.	-	534	534
Epoxy Crack Injection	Foot	-	85	85
Concrete Wearing Surface, 5"	Sq. Yd.	717	-	717
Asbestos Bearing Pad Removal	Each	34	-	34
Structural Repair of Concrete (Depth Equal or less than 5 inches)	Sq. Ft.	-	300.0	300.0

STATION 87+68.81
BUILT 20-- BY
VILLAGE OF VILLA PARK
LOADING HL-93
STRUCTURE NO. 022-6950

NAME PLATE

Existing Name Plate to be cleaned and relocated next to proposed name plate. Cost to be included in Name Plates. See Std. 515001

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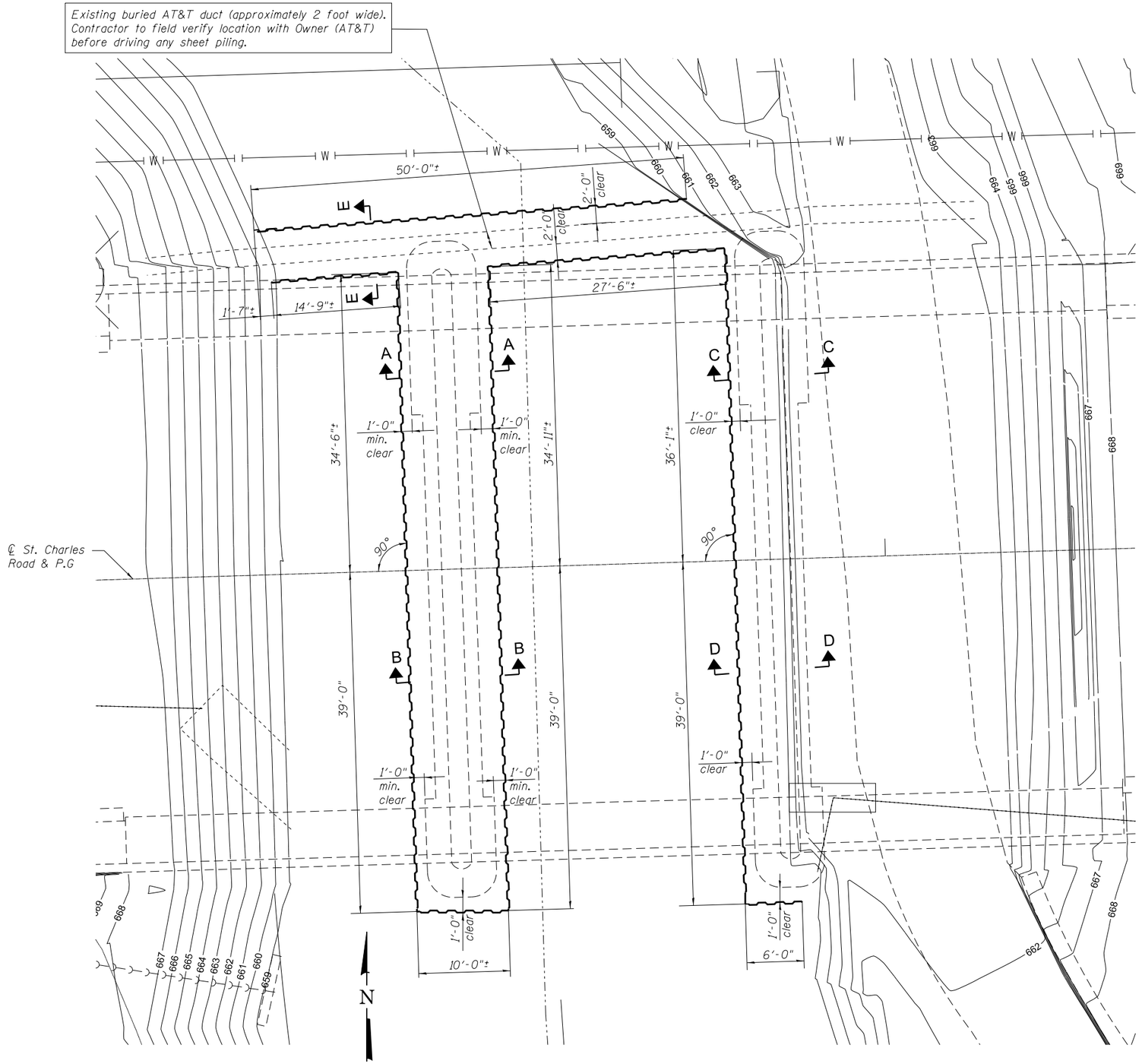
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 022–6950

SCALE: N.T.S. | SHEET 2 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	42
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



Notes:

The Contractor will coordinate with the AT&T Field Representative to locate and avoid the existing buried AT&T conduits prior to any sheet piling being driven.

See Sheet 4 of 28 for Sections A-A thru E-E.

KEY

Permanent Sheet Piling
Minimum Section Modulus = 18.1 in³/ft.

BILL OF MATERIAL

Item	Unit	Quantity
Permanent Sheet Piling	Sq. Ft.	4962

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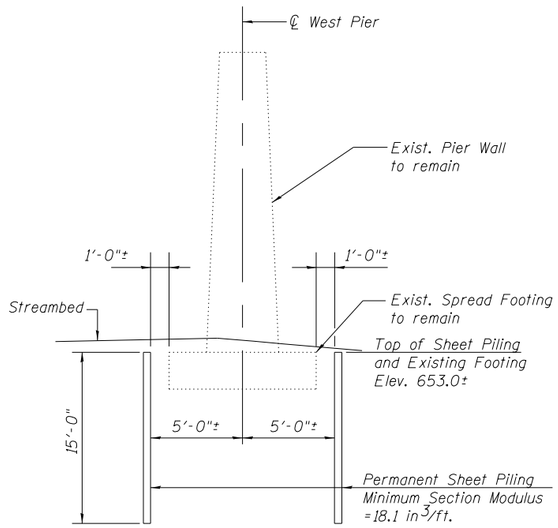
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

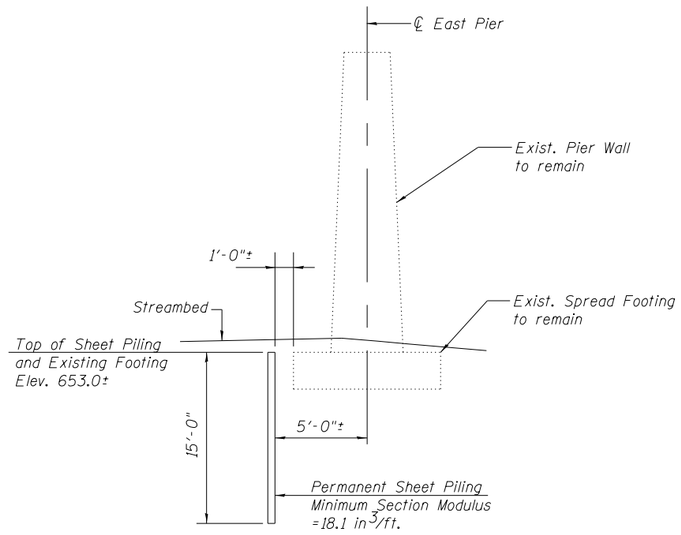
PERMANENT SHEET PILING FOR SCOUR PROTECTION PLAN
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 3 OF 28 SHEETS | STA. | TO STA.

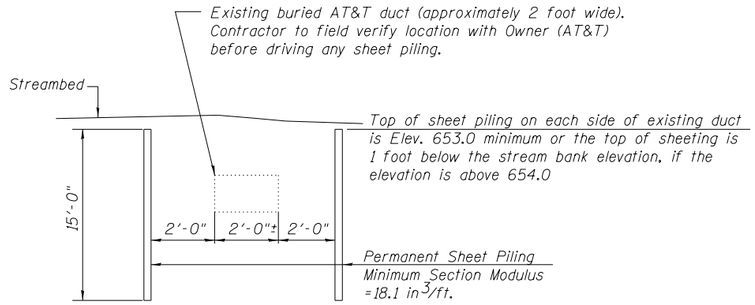
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	43
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



SECTION A-A

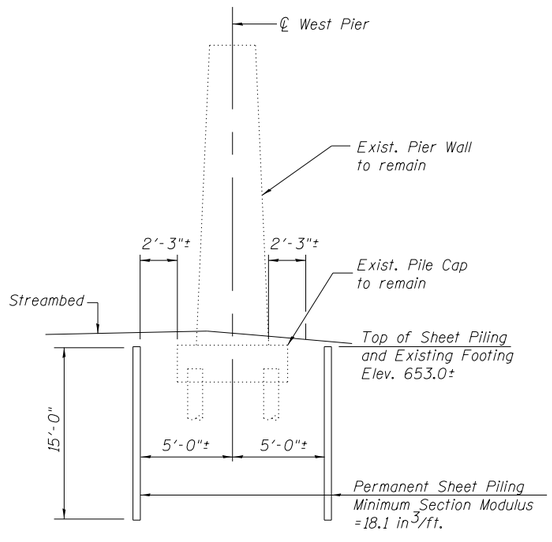


SECTION C-C

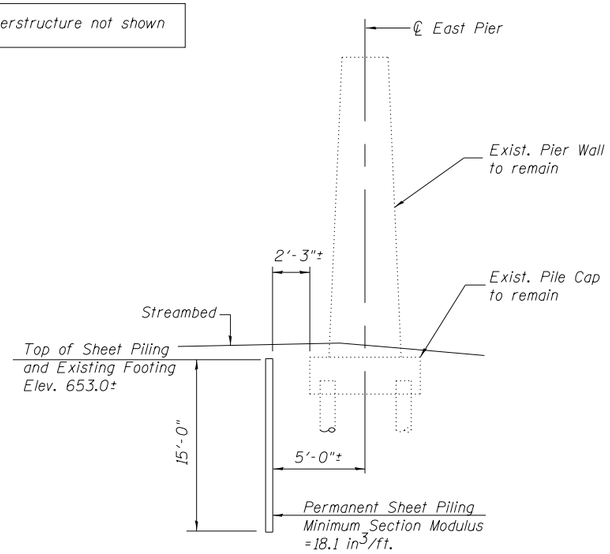


SECTION E-E

Note: Superstructure not shown



SECTION B-B



SECTION D-D

Notes:

The Contractor will coordinate with the AT&T Field Representative to locate and avoid the existing buried AT&T conduits prior to any sheet piling being driven.

See Sheet 3 of 28 for Permanent Sheet Piling Layout.

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PERMANENT SHEET PILING FOR SCOUR PROTECTION
SECTIONS

SCALE: N.T.S. | SHEET 4 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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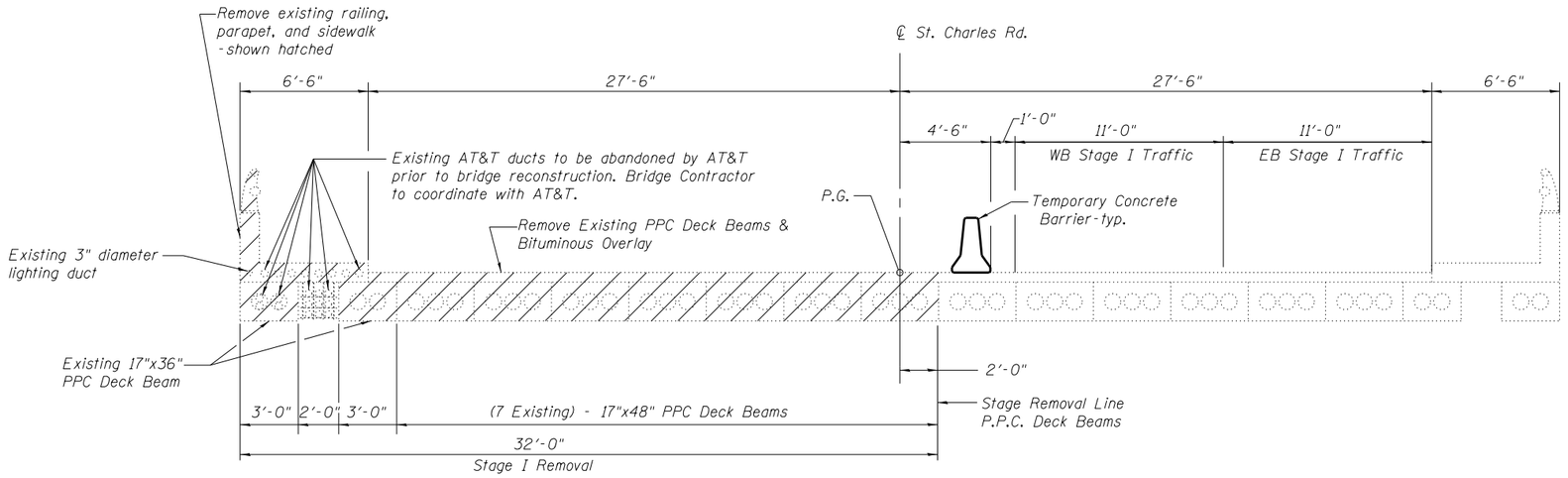
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



STAGE I REMOVAL

(Looking Up Station to the East)

STAGE I CONSTRUCTION

(Looking Up Station to the East)

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PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

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DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION DETAILS
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 5 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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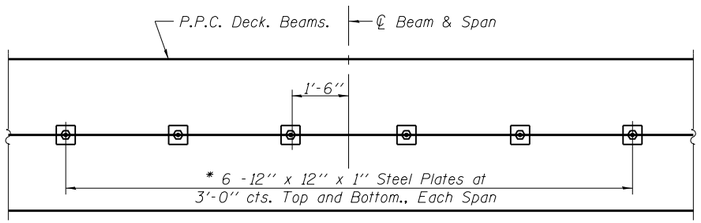
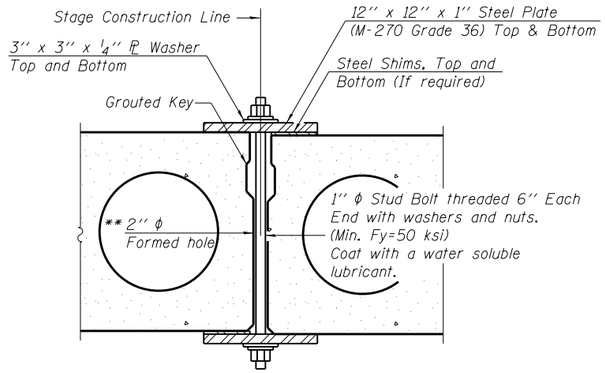
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

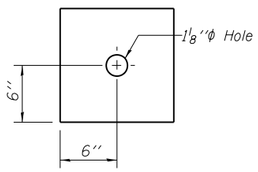


PLAN

*Space plates to miss transverse reinforcement in wearing surface.



SECTION

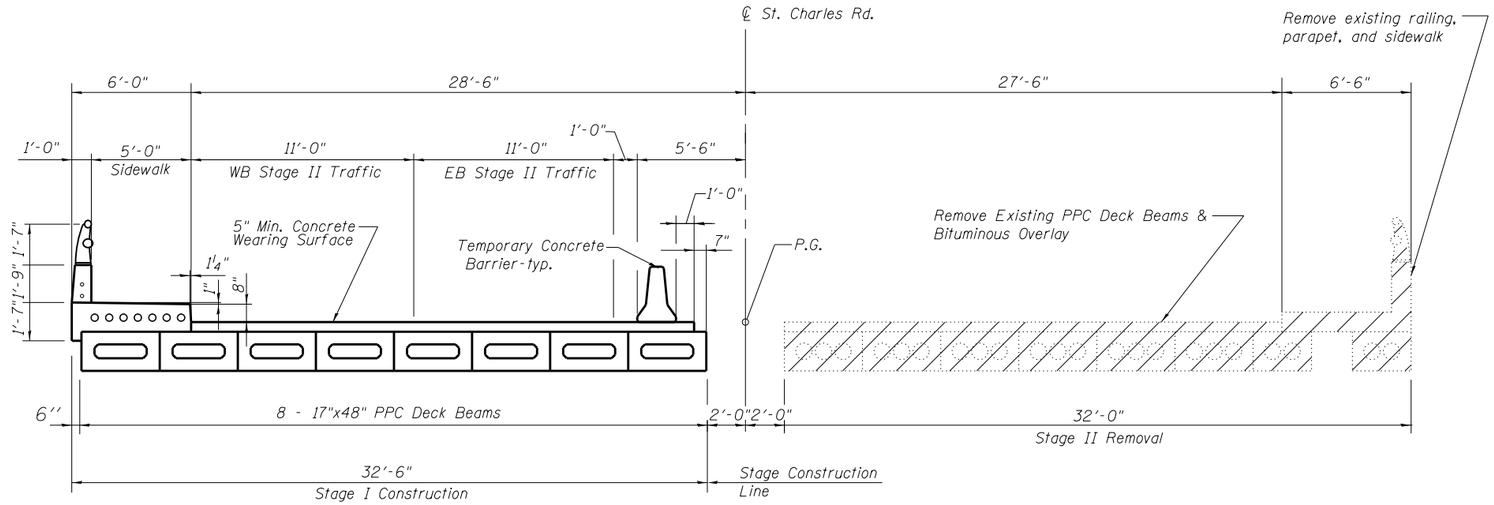


CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

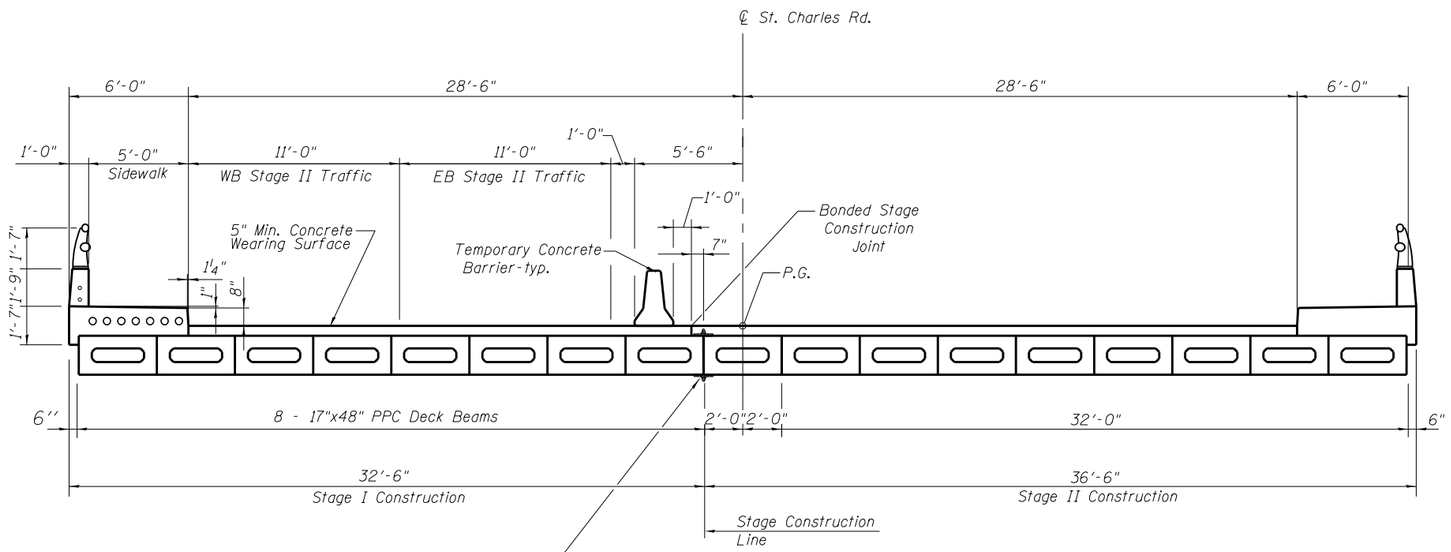
Cost included with Precast Prestressed Concrete Deck Beams.
See Stage Construction Details for traffic lanes.

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



STAGE II REMOVAL

(Looking Up Station to the East)



STAGE II CONSTRUCTION

(Looking Up Station to the East)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II CONSTRUCTION DETAILS
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 6 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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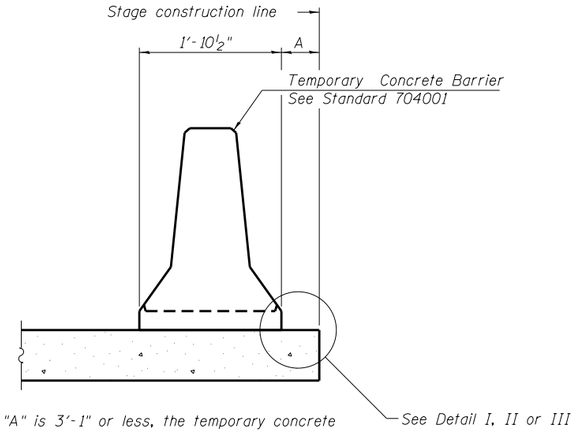
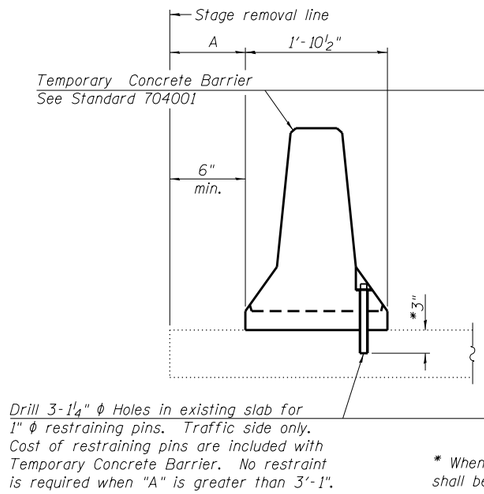
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



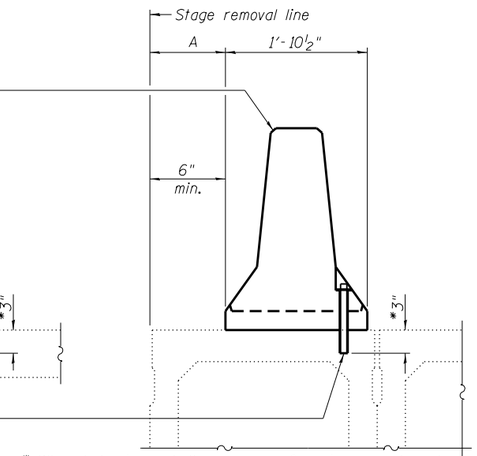
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



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

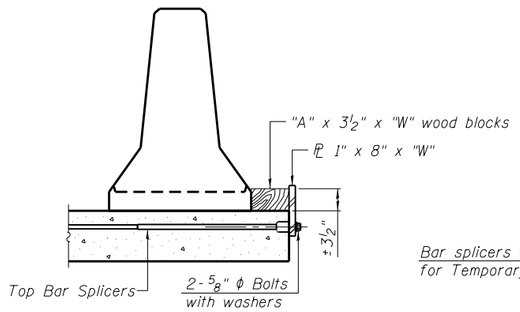
EXISTING SLAB



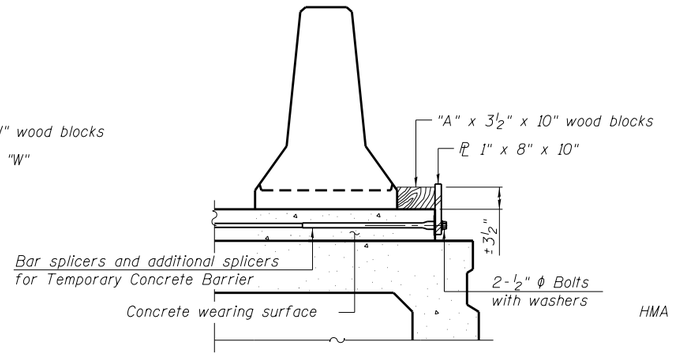
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

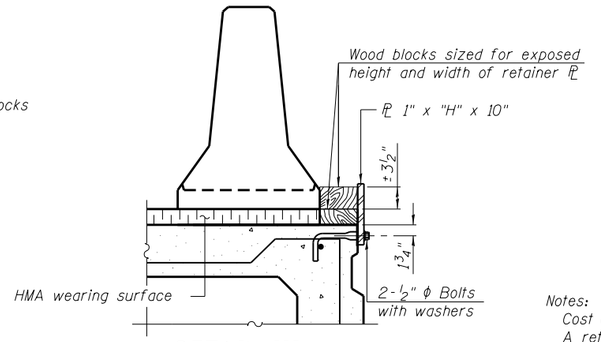
SECTIONS THRU SLAB OR DECK BEAM



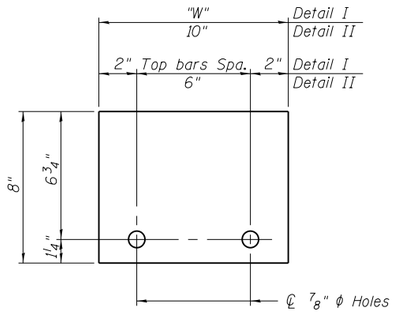
DETAIL I



DETAIL II

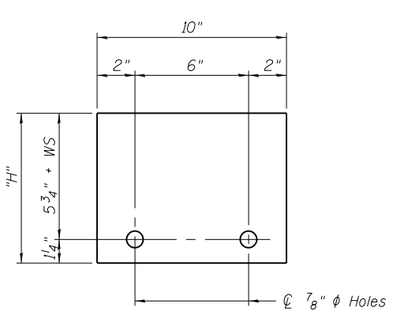


DETAIL III



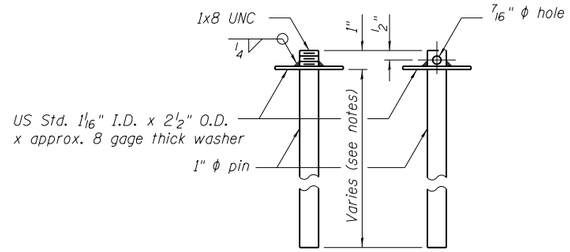
STEEL RETAINER ℄ 1" x 8" x "W"

(Detail I and II)

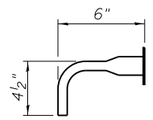


STEEL RETAINER ℄ 1" x "H" x 10"

(Detail III)



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

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

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

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

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

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

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

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DEPARTMENT OF TRANSPORTATION

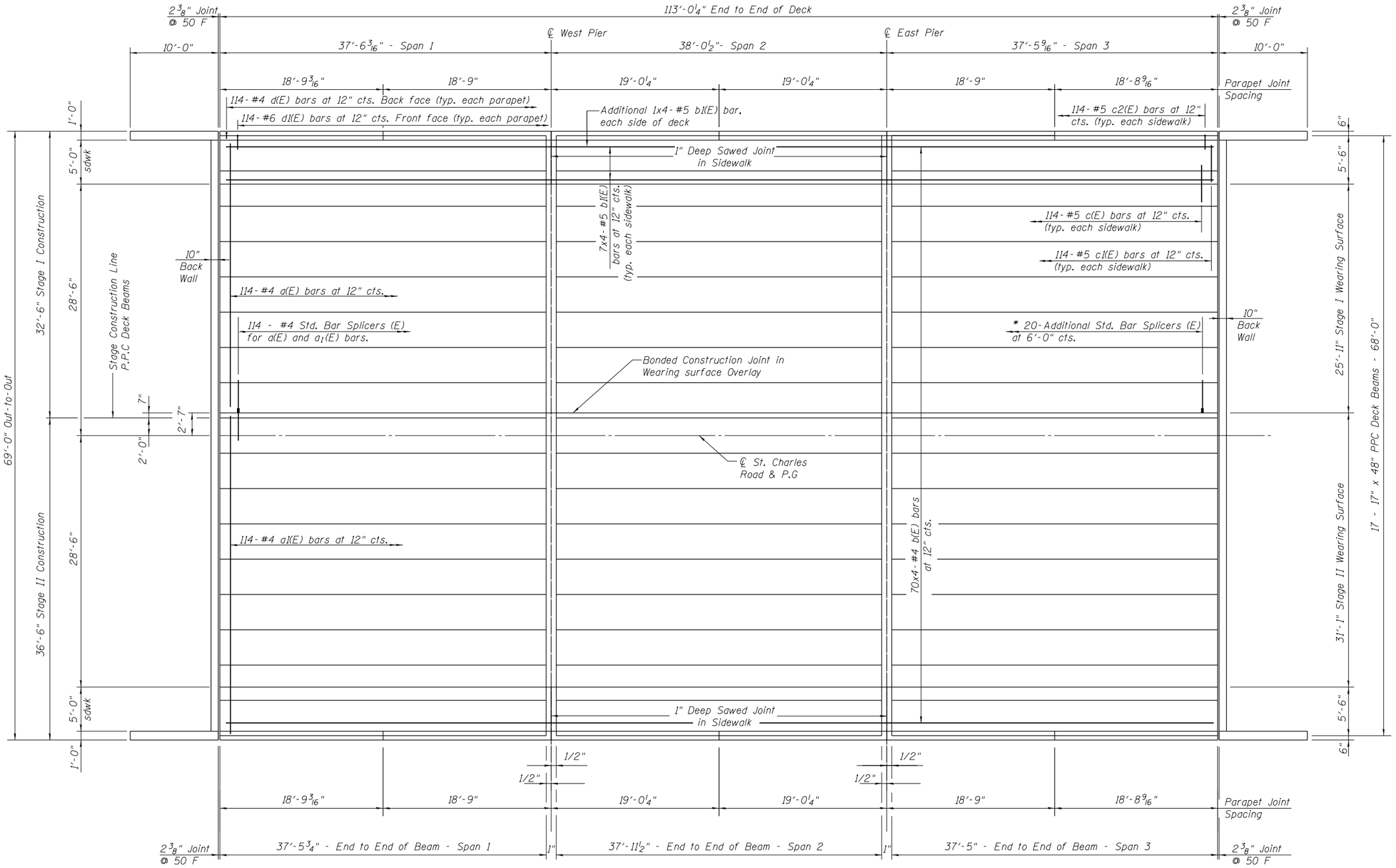
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 7 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	47

PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



MINIMUM BAR LAP

#4 bar = 2'-7"
#5 bar = 3'-3"

PLAN - WEARING SURFACE & BEAMS

*See Temporary Barrier for Stage Construction Sheet 7 of 28 for additional Bar Splicers required in Wearing Surface at Stage Joint.

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PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

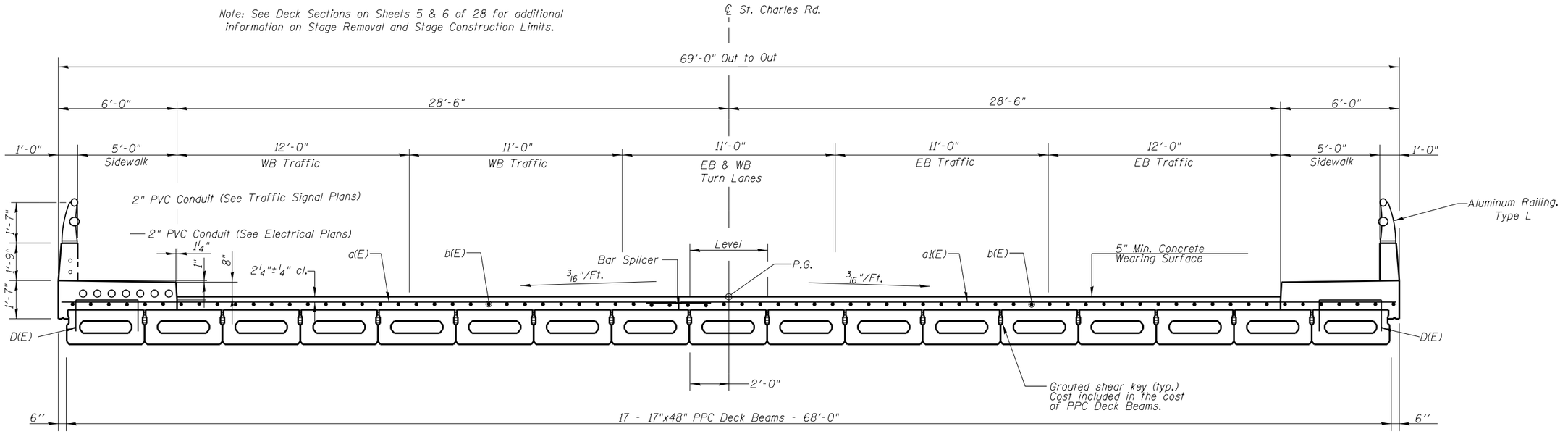
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 8 OF 28 SHEETS | STA. | TO STA.

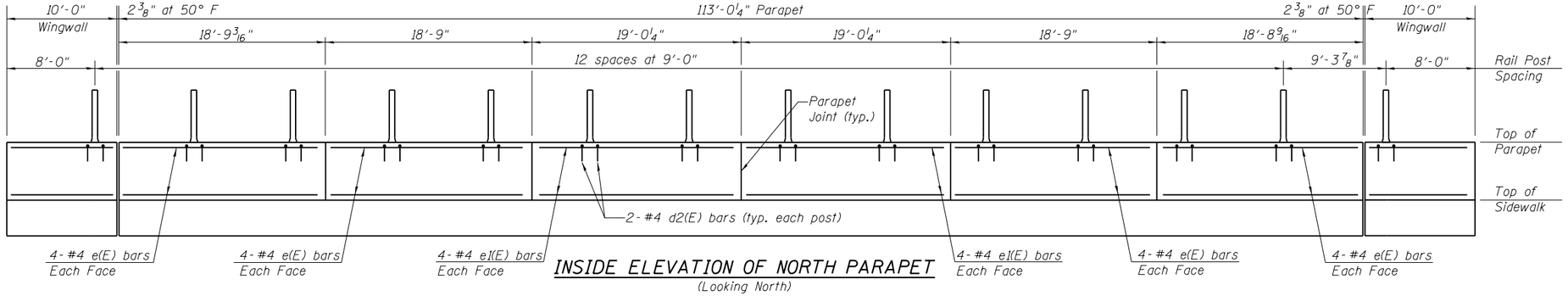
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	48
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

Note: See Deck Sections on Sheets 5 & 6 of 28 for additional information on Stage Removal and Stage Construction Limits.



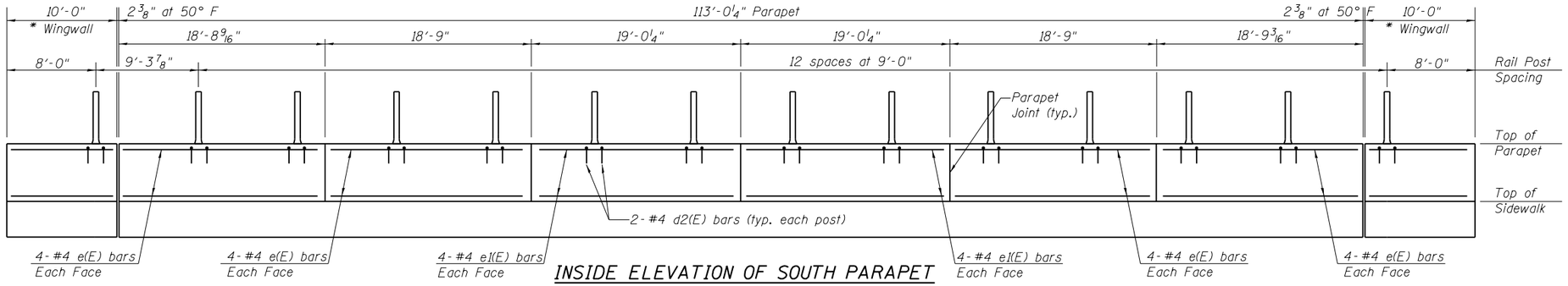
PROPOSED CROSS SECTION OF BRIDGE

(Looking Up Station to the East)



INSIDE ELEVATION OF NORTH PARAPET

(Looking North)



INSIDE ELEVATION OF SOUTH PARAPET

(Looking South)

* For wingwall reinforcement see Sheets 19 thru 22 of 28.

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SUPERSTRUCTURE CROSS SECTION AND PARAPET ELEVATIONS
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 9 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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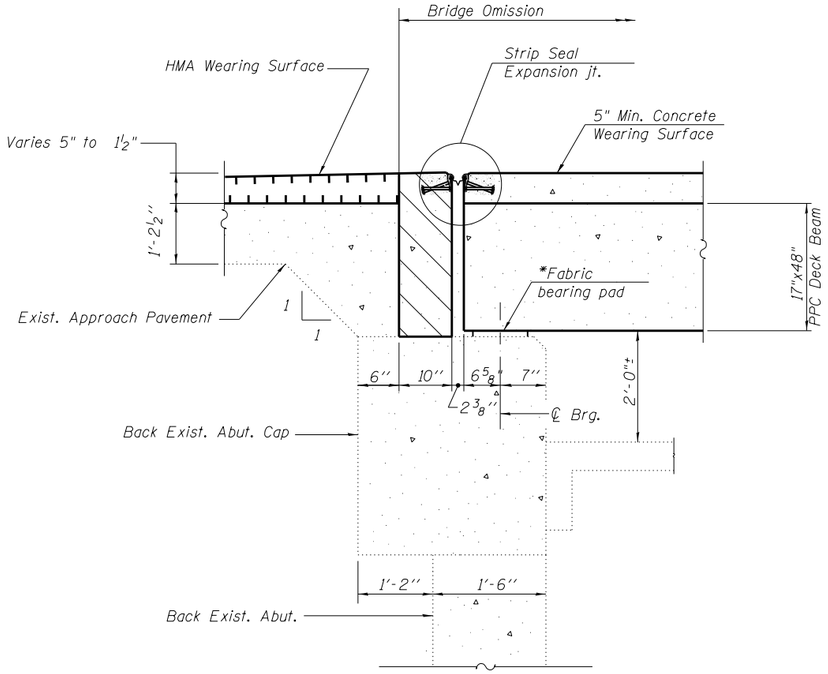
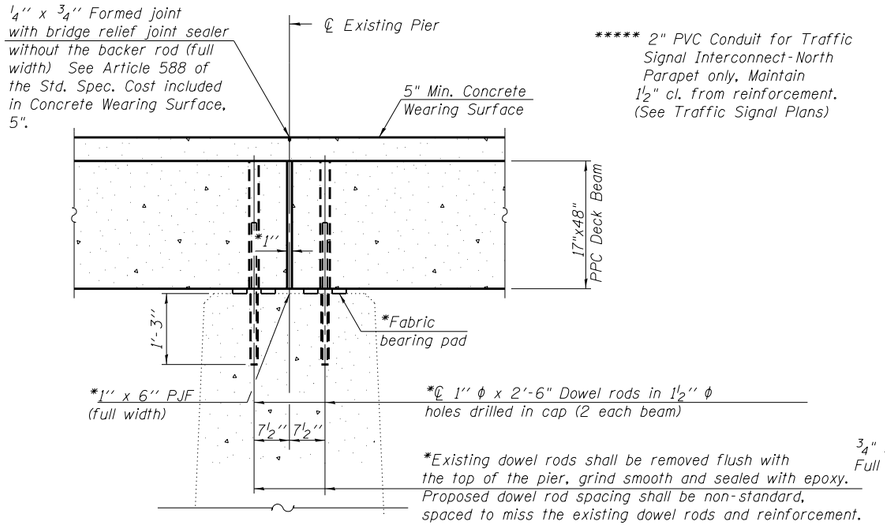
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



SECTION THRU EXISTING ABUTMENTS

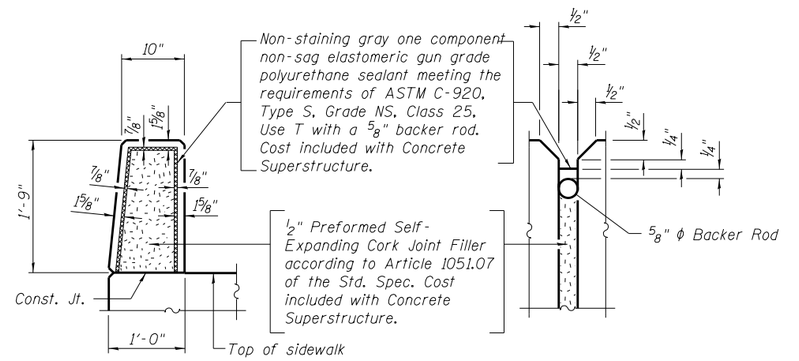
(Dimensions are at Rt. L's)



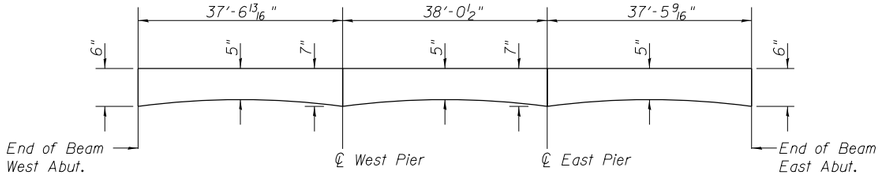
SECTION THRU EXISTING PIERS

(Dimensions are at Rt. L's)

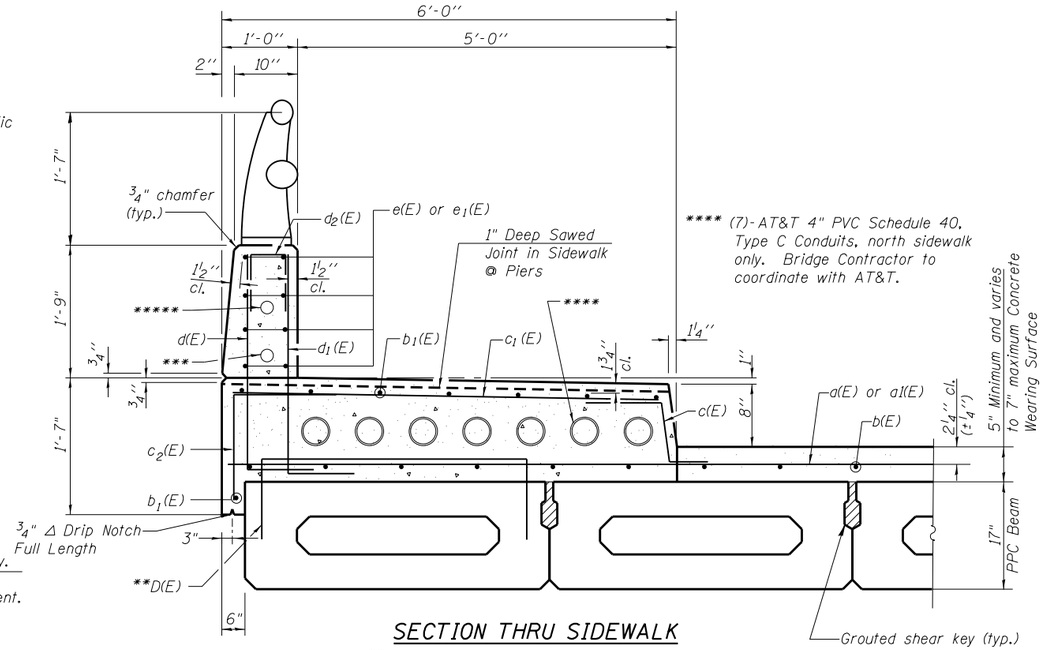
*Cost included with Precast Prestressed Concrete Deck Beams (17" depth)



PARAPET JOINT DETAILS



CONCRETE WEARING SURFACE PROFILE



***** 2" PVC Conduit for Traffic Signal Interconnect-North Parapet only. Maintain 1½" cl. from reinforcement. (See Traffic Signal Plans)

**** (7)-AT&T 4" PVC Schedule 40, Type C Conduits, north sidewalk only. Bridge Contractor to coordinate with AT&T.

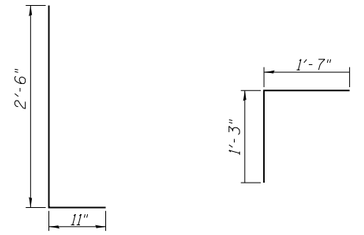
*** 2" PVC Conduit, North Parapet only. Maintain 1½" cl. from reinforcement. (See Electrical Plans)

SECTION THRU SIDEWALK

**D(E) bars cast-in-place in each outside beam. See sheet 11 of 28 for details.

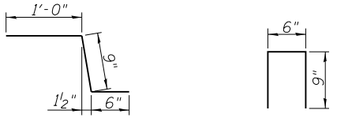
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	114	#4	31'-7"	——
a1(E)	114	#4	36'-9"	——
b(E)	280	#4	30'-1"	——
b1(E)	64	#5	30'-7"	——
c(E)	228	#5	2'-3"	⌐
c1(E)	228	#5	5'-7"	——
c2(E)	228	#5	2'-10"	⌐
d(E)	228	#4	3'-5"	⌐
d1(E)	228	#6	3'-5"	⌐
d2(E)	48	#4	2'-0"	⊓
e(E)	64	#4	18'-5"	——
e1(E)	32	#4	18'-8"	——
Concrete Wearing Surface, 5"			Sq. Yd.	717
Protective Coat			Sq. Yd.	923.6
Bridge Deck Grooving			Sq. Yd.	691
Reinforcement Bars, Epoxy Coated			Pound	18,350
Concrete Superstructure			Cu. Yd.	77.2



BAR d(E) and d1(E)

BAR c2(E)



BAR c(E)

BAR d2(E)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 10 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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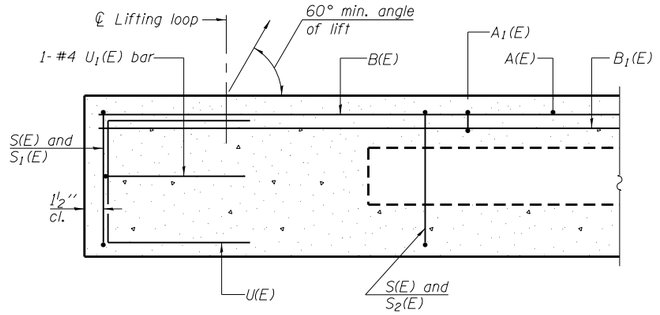
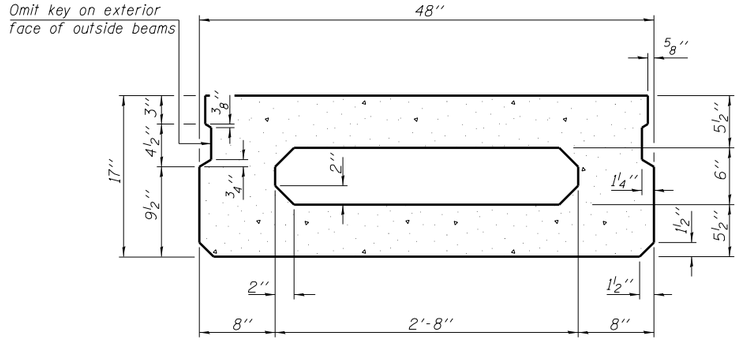
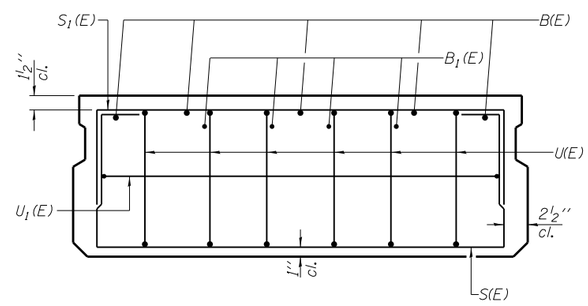
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



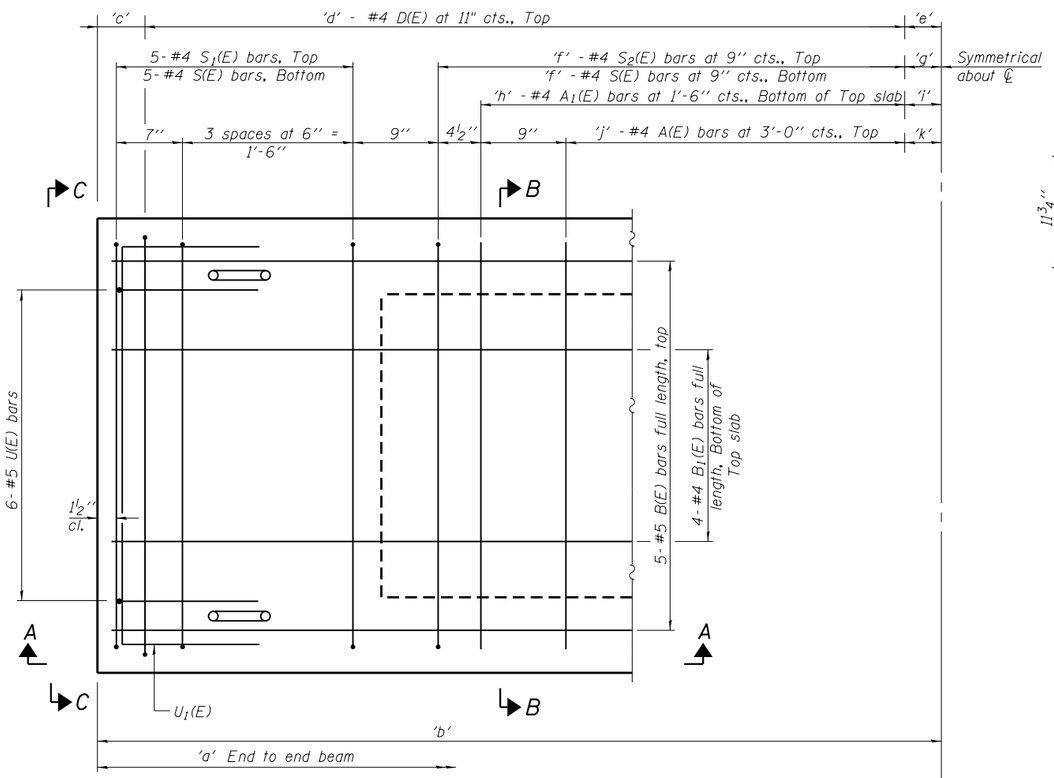
SECTION A-A



SECTION B-B
(Showing dimensions)

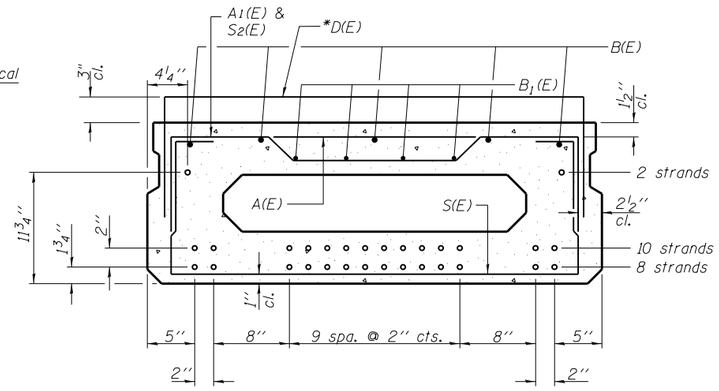


VIEW C-C



PLAN VIEW

Note: Spacing of S(E) and S_2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

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

* Cast in place D(E) bars in each outside beam's only spans 1, 2, and 3

	Span 1	Span 2	Span 3
a	37'-5 3/4"	37'-11 1/2"	37'-5"
b	18'-8 7/8"	18'-11 3/4"	18'-8 1/2"
c	4 7/8"	7 3/4"	4 1/2"
d	20+1	20+1	20+1
e	11"	11"	11"
f	21+1	22	21+1
g	9 1/8"	3"	8 3/4"
h	11	11	11
i	4 5/8"	7 1/2"	4 1/4"
j	5+1	5+1	5+1
k	2'-7 5/8"	2'-10 1/2"	2'-7 1/4"

MINIMUM BAR LAP

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

BAR LIST
ONE BEAM ONLY - SPANS 1 & 3

(For information only)

	Bar	No.	Size	Length	Shape
	A(E)	11	#4	3'-7"	—
	A_1(E)	22	#4	3'-10"	∼
	B(E)	5	#5	37'-2"	—
	B_1(E)	4	#4	37'-2"	—
*	D(E)	41	#4	5'-7"	⊐
	S(E)	53	#4	6'-9"	⊐
	S_1(E)	10	#4	5'-3"	⊐
	S_2(E)	43	#4	5'-6"	⊐
	U(E)	12	#5	3'-8"	⊏
	U_1(E)	2	#4	6'-0"	⊐

Note: See sheet 14 of 28 for additional details and Bill of Material.

BAR LIST
ONE BEAM ONLY - SPAN 2

(For information only)

	Bar	No.	Size	Length	Shape
	A(E)	11	#4	3'-7"	—
	A_1(E)	22	#4	3'-10"	∼
	B(E)	5	#5	37'-9"	—
	B_1(E)	4	#4	37'-7"	—
*	D(E)	41	#4	5'-7"	⊐
	S(E)	54	#4	6'-9"	⊐
	S_1(E)	10	#4	5'-3"	⊐
	S_2(E)	44	#4	5'-6"	⊐
	U(E)	12	#5	3'-8"	⊏
	U_1(E)	2	#4	6'-0"	⊐

Note: See sheet 12 of 28 for additional details and Bill of Material.

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	DRAWN - BS	REVISED -
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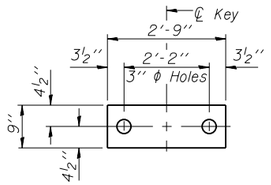
PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

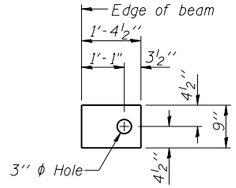
17" x 48" PPC DECK BEAMS SPANS 1, 2, & 3
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 11 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	51
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



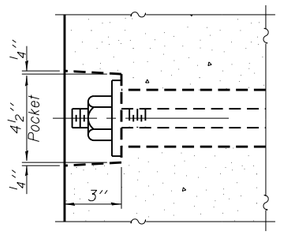
FABRIC BEARING PAD
(Interior)



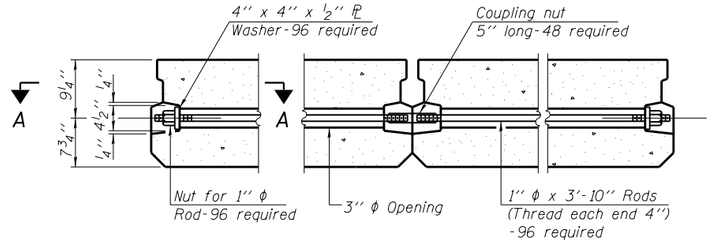
FABRIC BEARING PAD
(Exterior)

FIXED

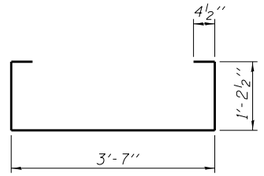
Notes:
All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



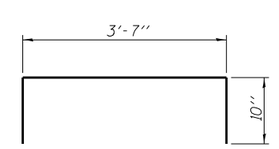
SECTION A-A



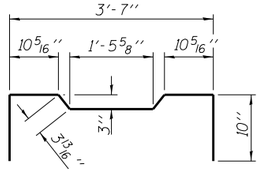
TYPICAL TRANSVERSE TIE ASSEMBLY



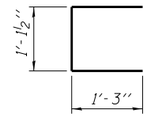
BAR S(E)



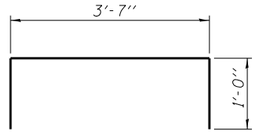
BAR S_1(E)



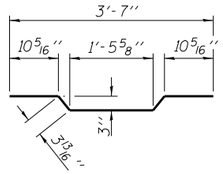
BAR S_2(E)



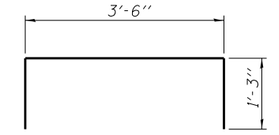
BAR U(E)



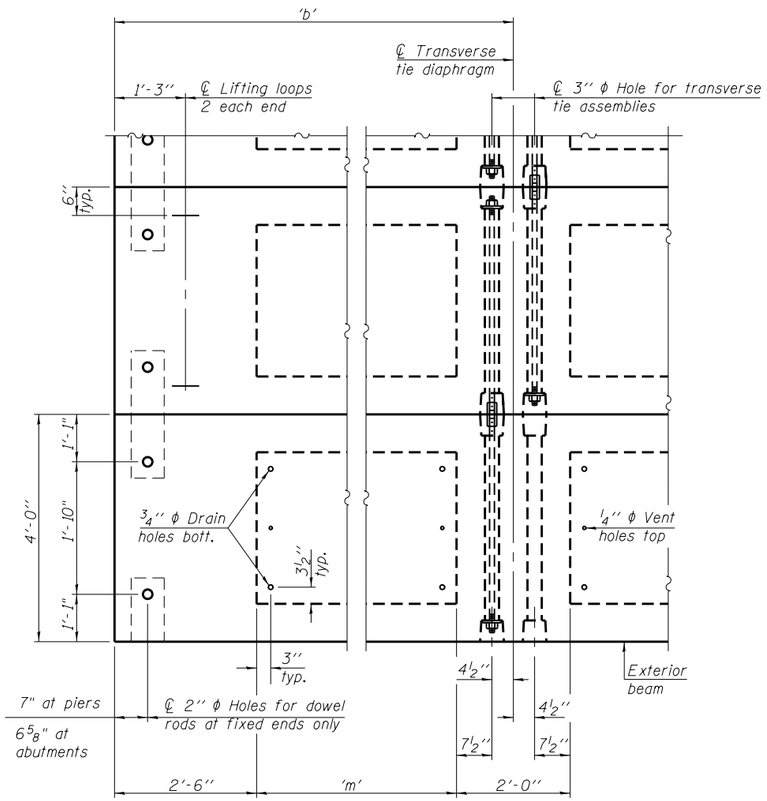
BAR D(E)



BAR A_1(E)



BAR U_1(E)



PLAN VIEW

Note: 1. Connect beams in pairs with the transverse tie configuration shown.

2. All beam ends fixed, except at abutments which will have expansion bearings.

BEAM VARIABLES

	Span 1	Span 2	Span 3
b	18'-8 7/8"	18'-11 3/4"	18'-8½"
m	15'-2 7/8"	15'-5 3/4"	15'-2½"

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.

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

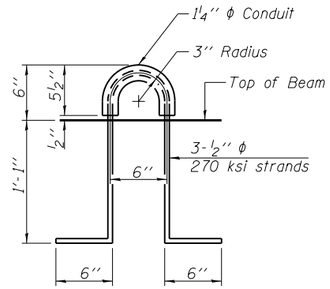
Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

A minimum 2½" ϕ lifting pin shall be used to engage the lifting loops during handling.

Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

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

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



LIFTING LOOP DETAIL

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	7675

Note: See sheet 11 of 28 for additional details.

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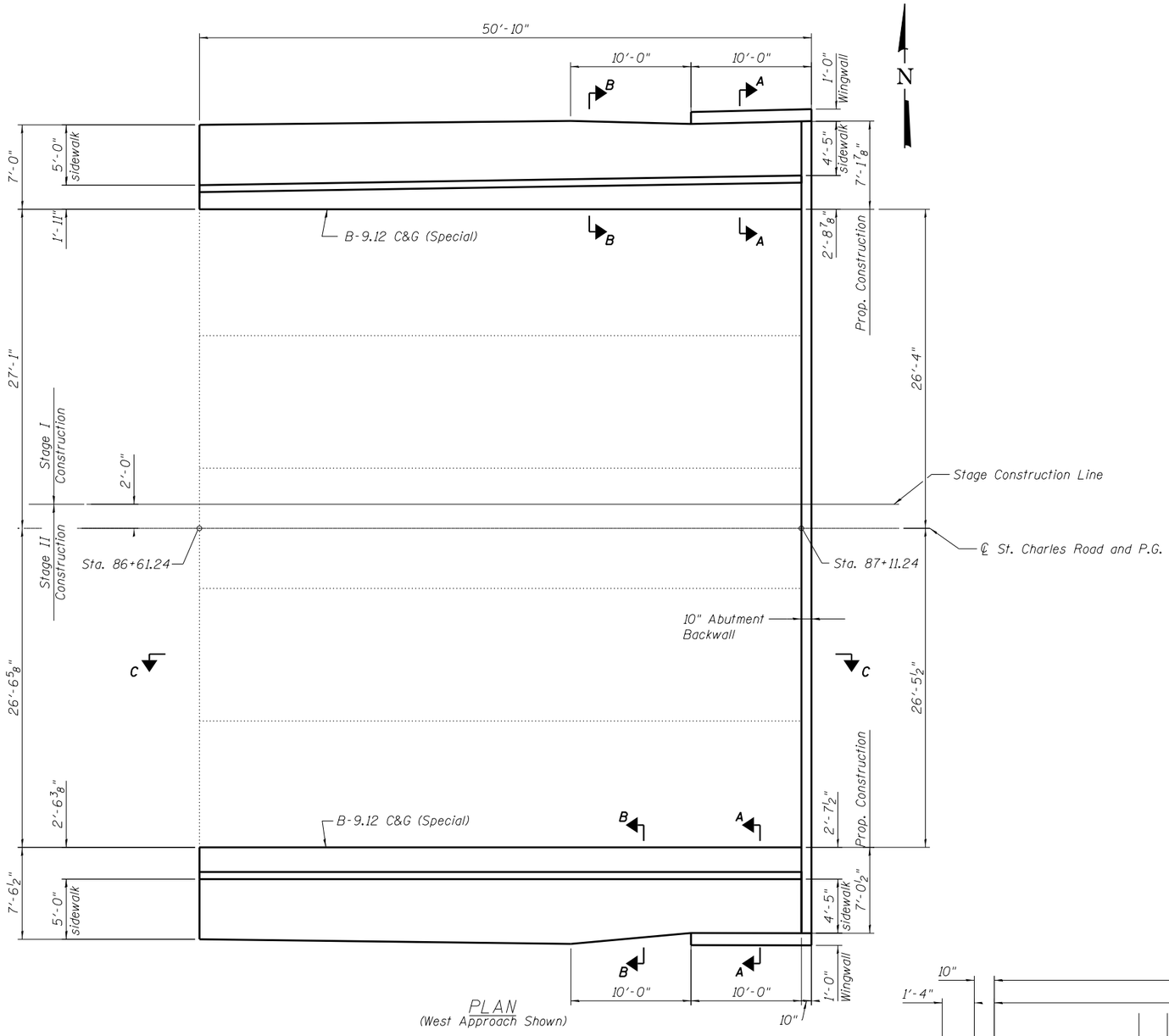
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

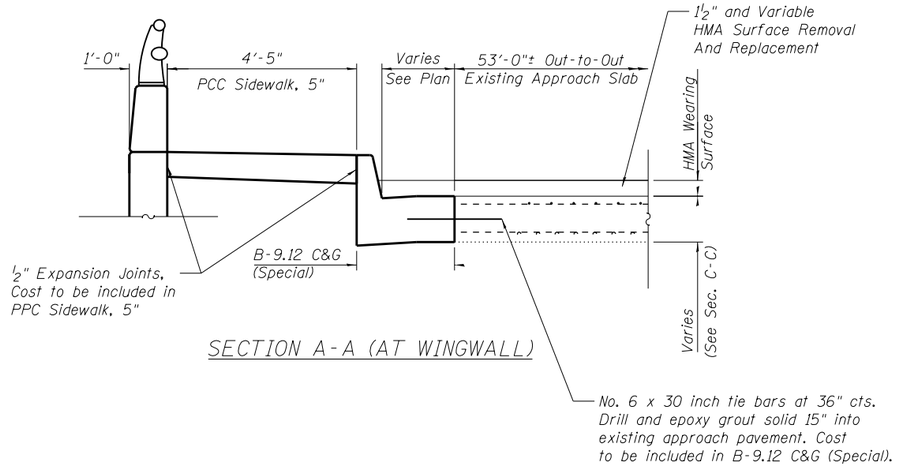
17" x 48" PPC DECK BEAM DETAILS SPANS 1, 2, & 3
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 12 OF 28 SHEETS | STA. | TO STA.

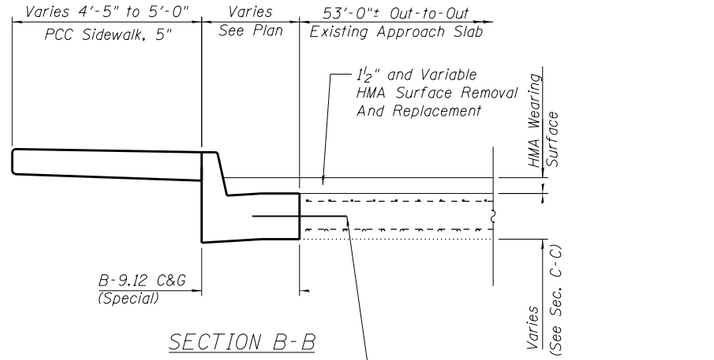
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	52
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



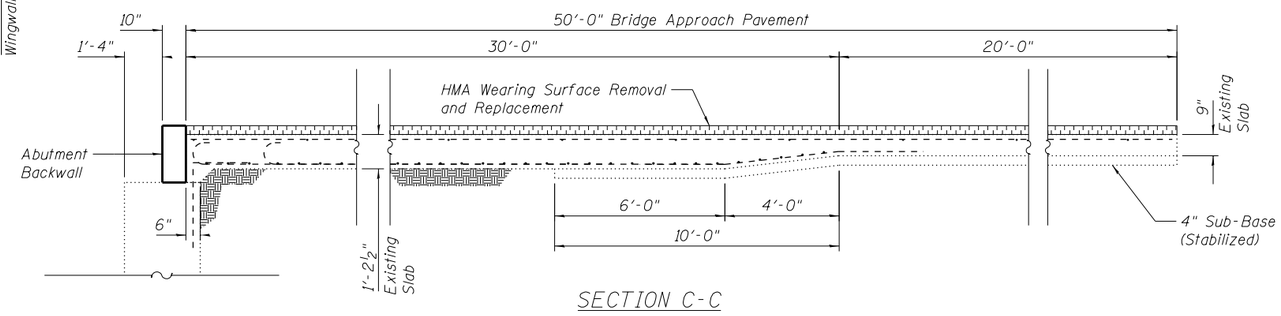
PLAN
(West Approach Shown)



SECTION A-A (AT WINGWALL)



SECTION B-B



SECTION C-C

Note: PCC Sidewalk, 5", B-9.12 C&G (Special), Tie Bars, PCC Base Course, 9", and 1½" and Variable HMA Surface Removal and Replacement shown for information only. See Roadway Plans for Quantities.

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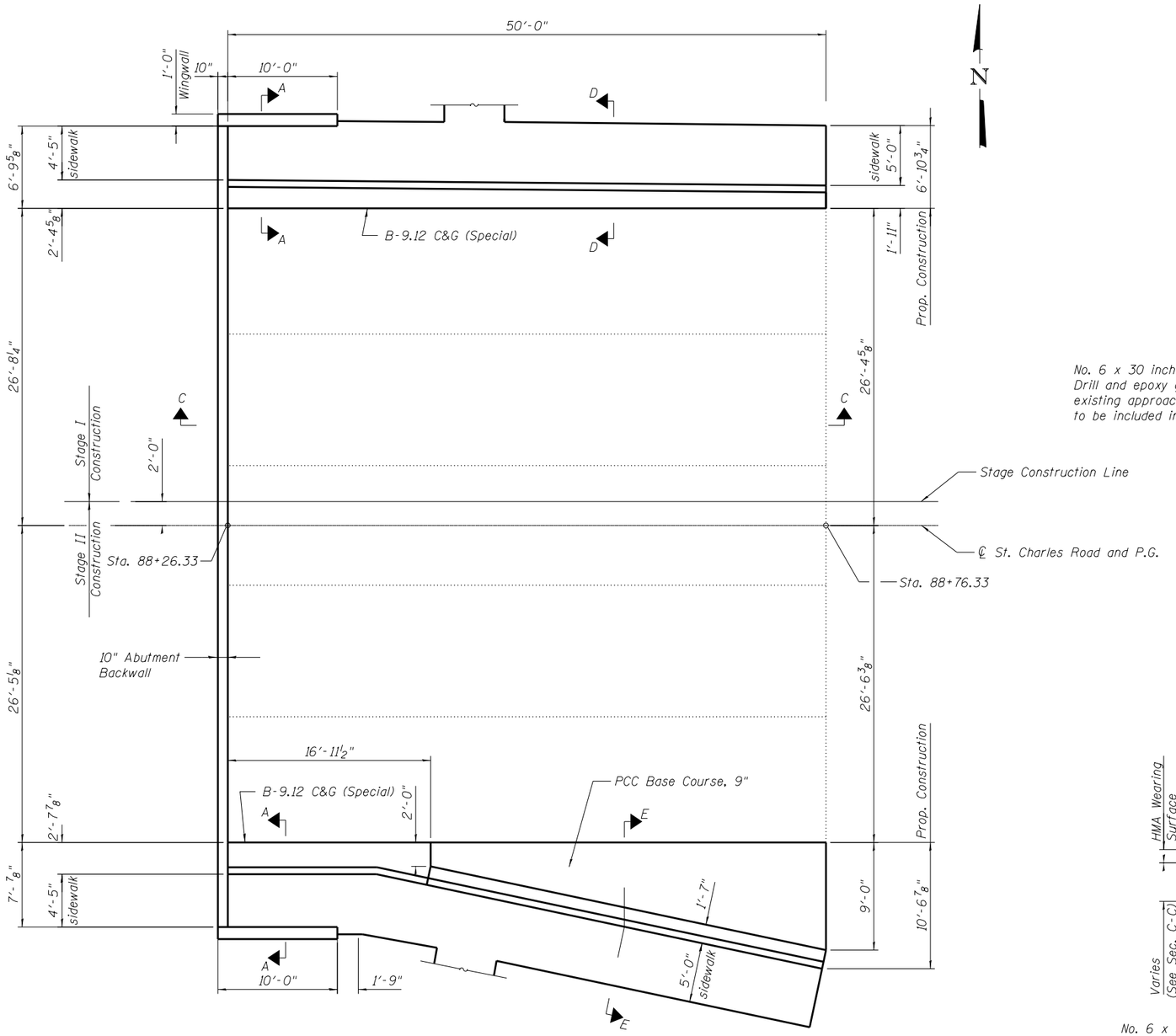
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 022-6950

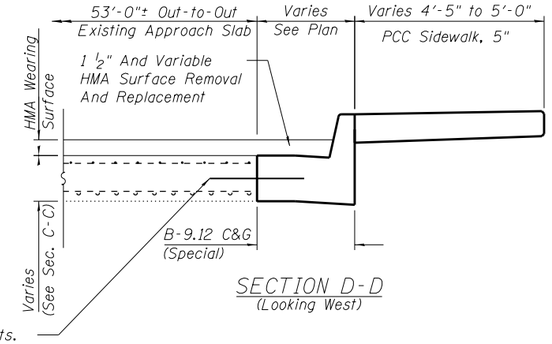
SCALE: N.T.S. | SHEET 13 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	53
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



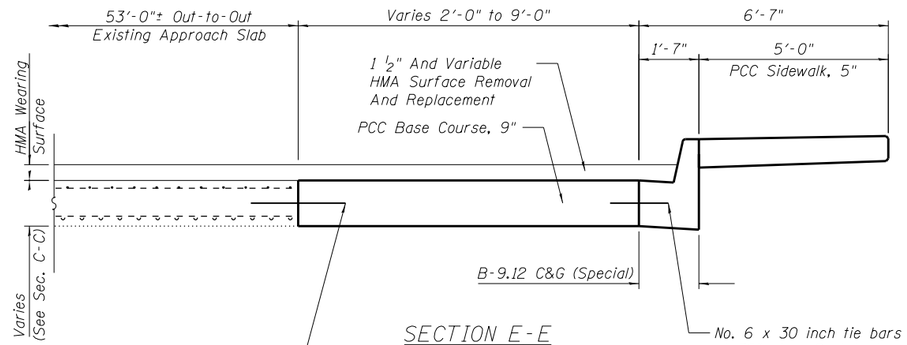
PLAN
(East Approach Shown)

Note:
See Sheet 13 of 28 for Sections A-A & C-C.



SECTION D-D
(Looking West)

No. 6 x 30 inch tie bars at 36" cts. Drill and epoxy grout solid 15" into existing approach pavement. Cost to be included in B-9.12 C&G (Special).



SECTION E-E
(Looking East)

No. 6 x 30 inch tie bars at 36" cts. Drill and epoxy grout solid 15" into existing approach pavement. Cost to be included in PCC Base Course, 9".

No. 6 x 30 inch tie bars at 36" cts. Cost to be included in B-9.12 C&G (Special).

Note: PCC Sidewalk, 5", B-9.12 C&G (Special), Tie Bars, PCC Base Course, 9", and 1 1/2" and Variable HMA Surface Removal and Replacement shown for information only. See Roadway Plans for Quantities.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB DETAILS

SCALE: N.T.S. | SHEET 14 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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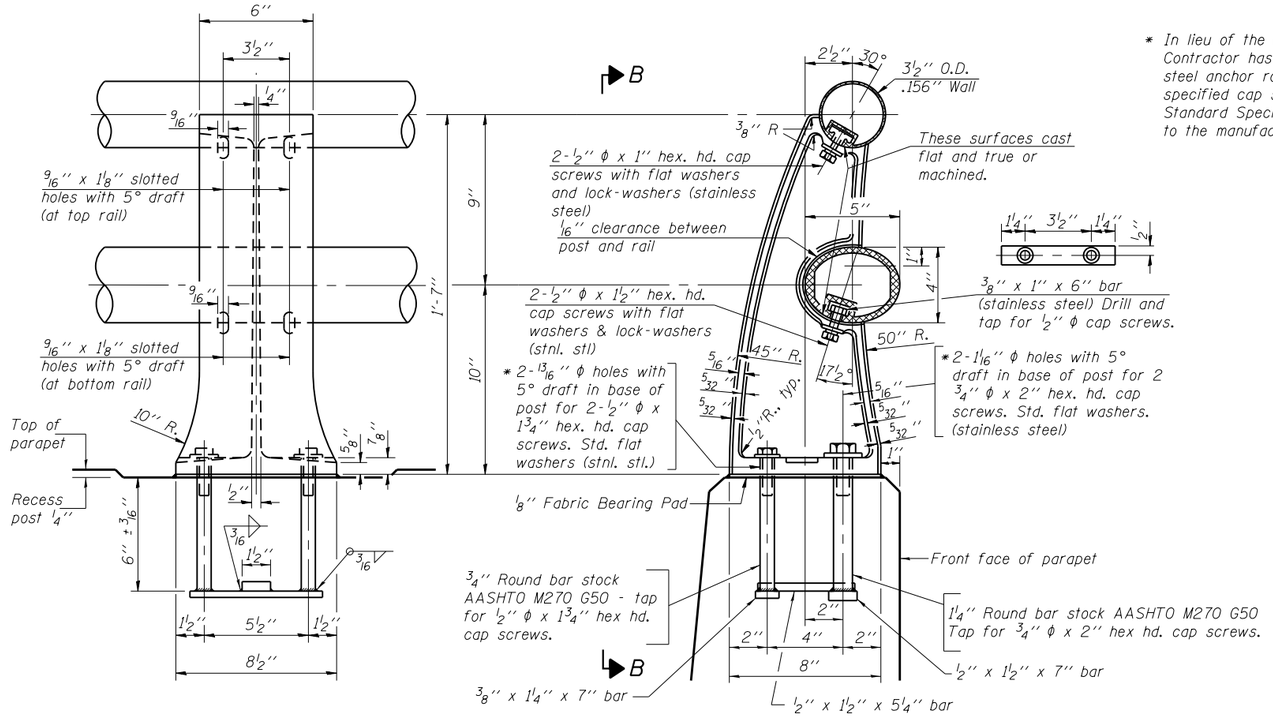
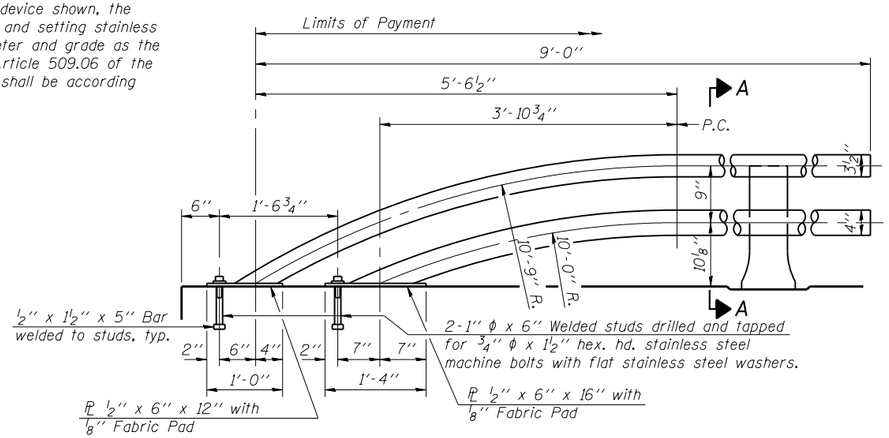
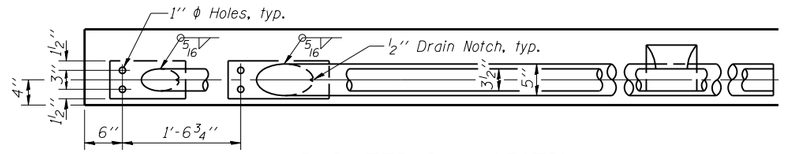
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



* *In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.*





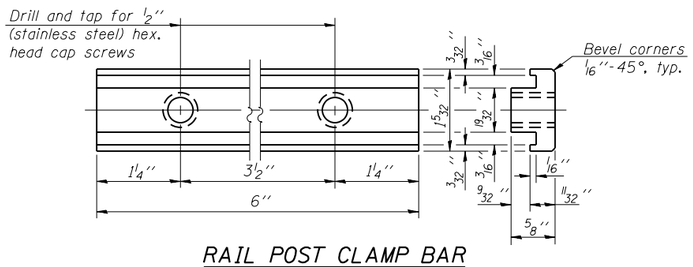
RAIL TERMINAL SECTION

Note: The end rail post shall be set back as required for the terminal rail section.

VIEW B-B

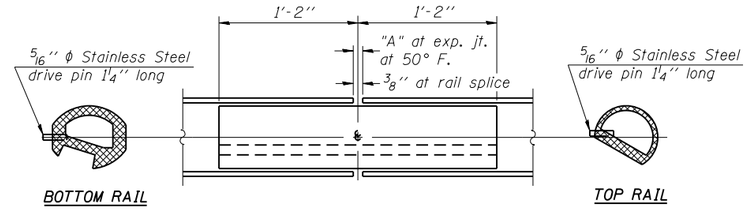
SECTION A-A

RAIL POST DETAILS



RAIL POST CLAMP BAR

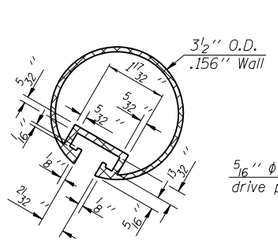
For Top Rail



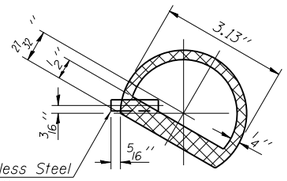
RAIL SPLICE

T	"A"
≤ 4''	2½''
> 4'' ≤ 6½''	3¾''
> 6½'' ≤ 9''	5''
> 9'' ≤ 13''	7''

T = Total movement at expansion joint as shown on the design plans.

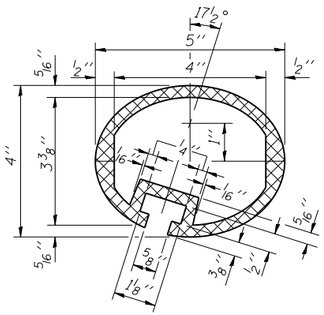


SECTION THRU TOP RAIL

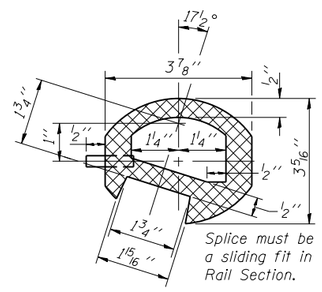


SECTION THRU SPLICE

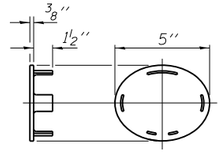
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION

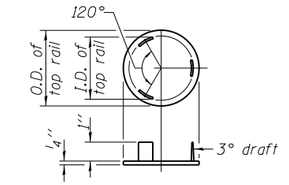


SEC. THRU SPLICE



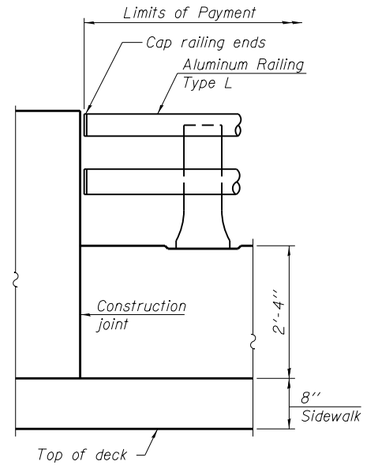
CAST END CAP

For bottom rail
DRIVE FIT TYPE



CAST END CAP

For top rail



RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL

Notes:

All Posts shall be normal to parapet.

All joints in rail shall be spliced per detail.

All exposed rail ends shall be capped per detail.

Provide 1-⅛'' and 2-1/16'' Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.

See sheet 11 of 30 for rail post spacing.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	263

R-20 1-12-15 (7'-0'' to 10'-0'' Post spacing)

V3 Companies
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	DRAWN - BS	REVISED -	
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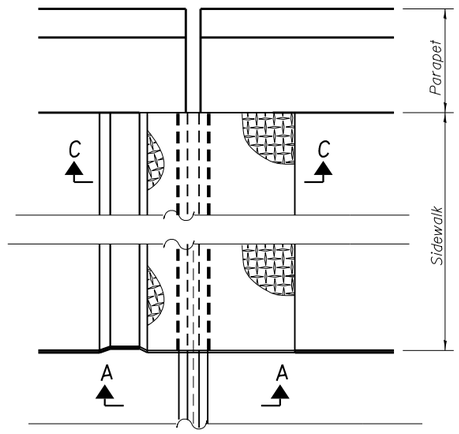
ALUMINUM RAILING, TYPE L
STRUCTURE NO. 022-6950

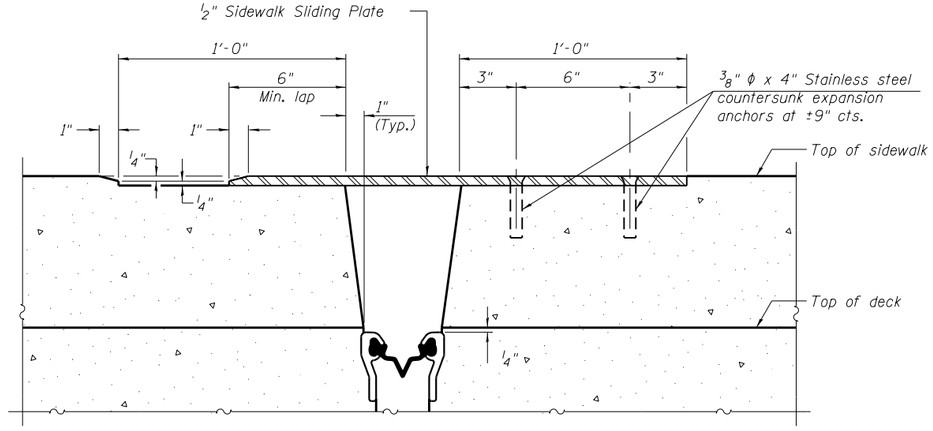
SCALE: N.T.S. | SHEET 15 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	55
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

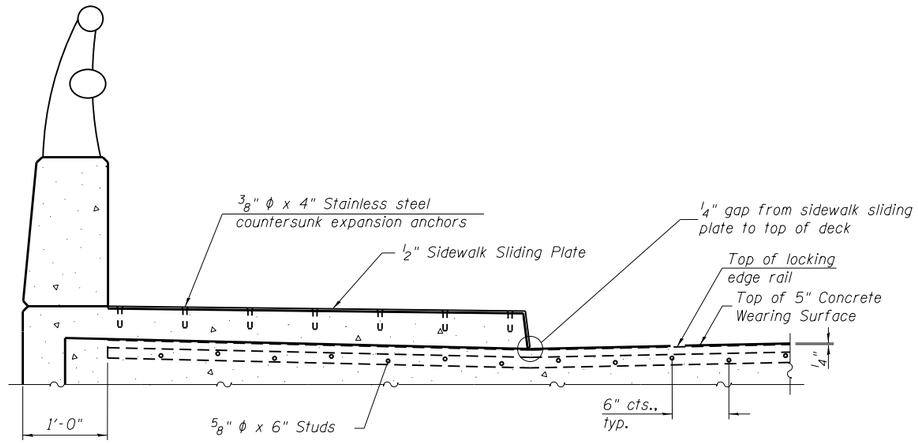


(NO SKEW)

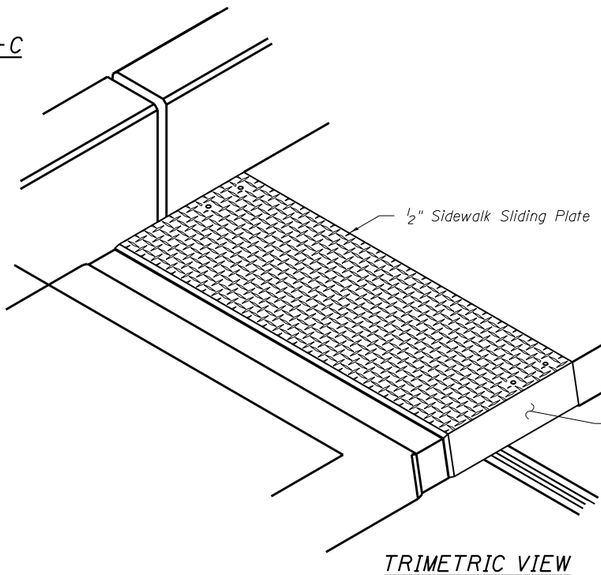
PLAN AT RAISED SIDEWALK



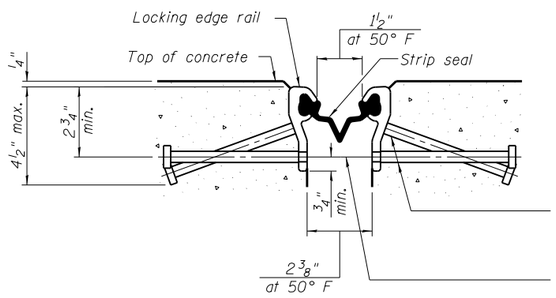
SECTION C-C



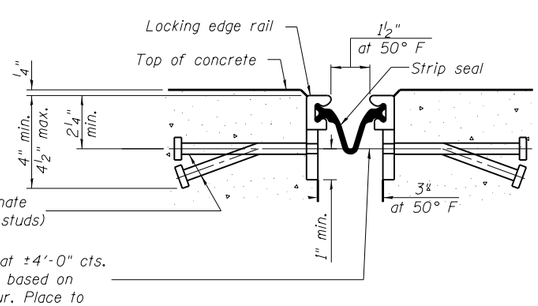
ELEVATION AT RAISED SIDEWALK



TRIMETRIC VIEW



SHOWING ROLLED RAIL JOINT



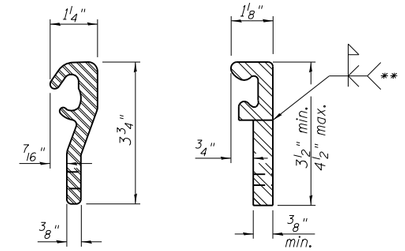
SHOWING WELDED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

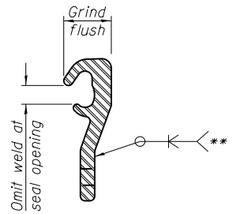


ROLLED (EXTRUDED) RAIL

WELDED RAIL

** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAILS



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	134

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

34" F-shape barrier shown, 42" F-shape similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 16 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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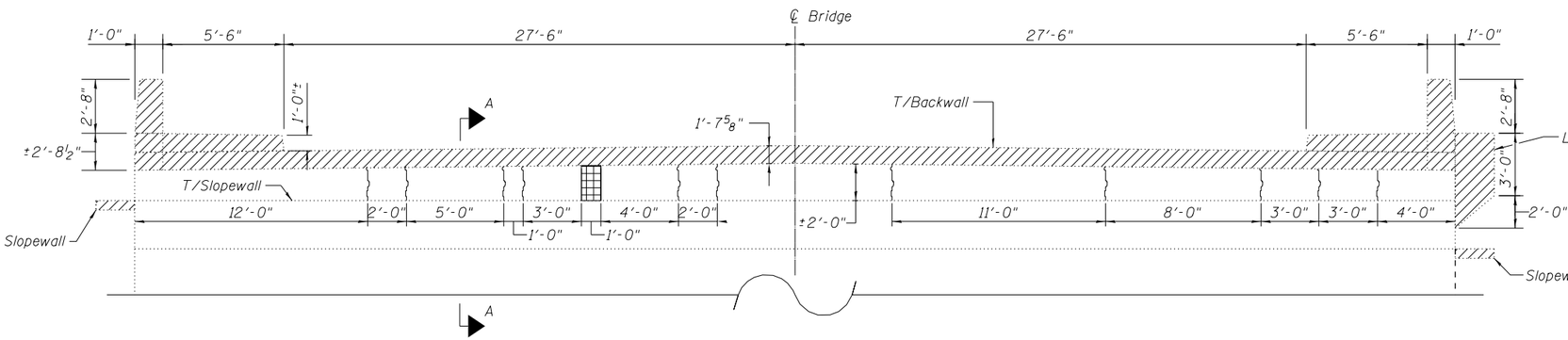
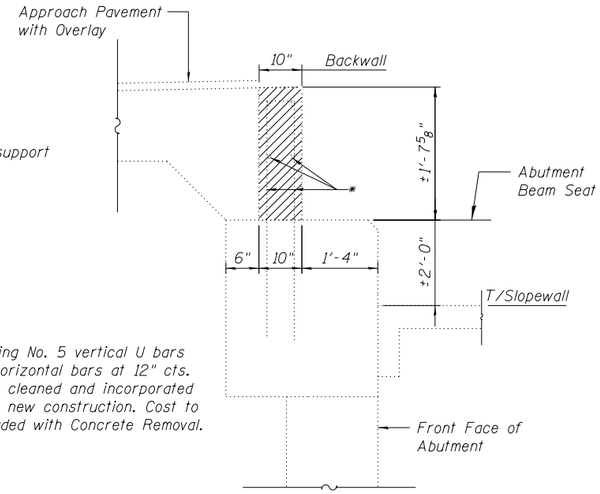
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			



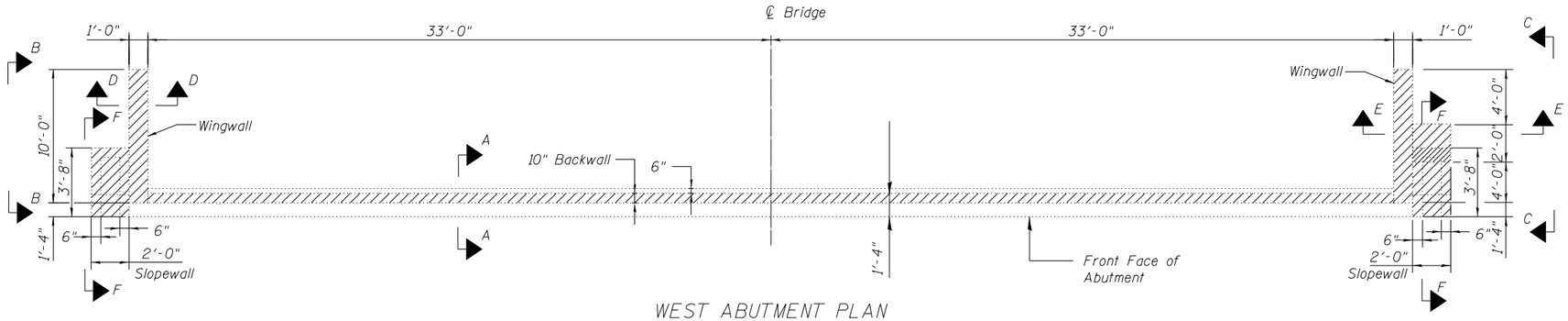
WEST ABUTMENT ELEVATION

Looking West

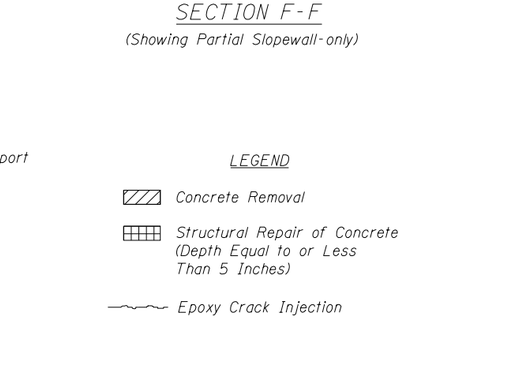


* Existing No. 5 vertical U bars & #5 horizontal bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

SECTION A-A

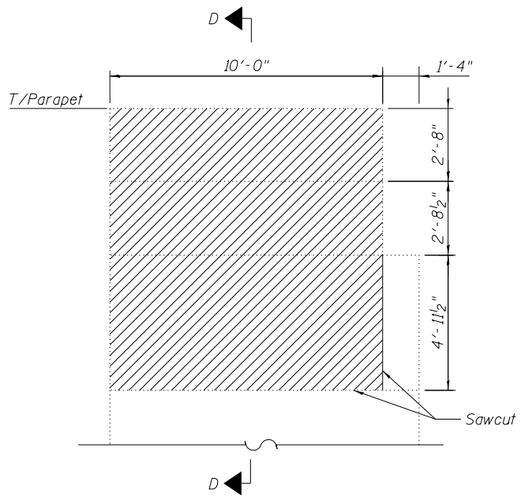


WEST ABUTMENT PLAN



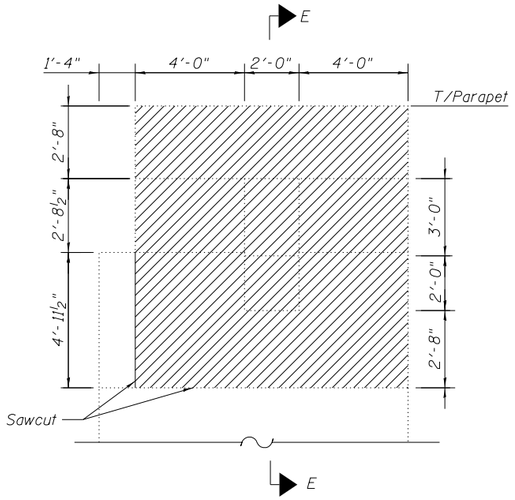
SECTION F-F

(Showing Partial Slopewall-only)



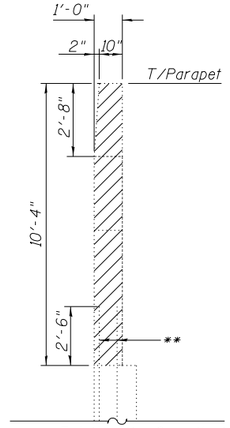
SECTION B-B

(Showing Wingwall-only)



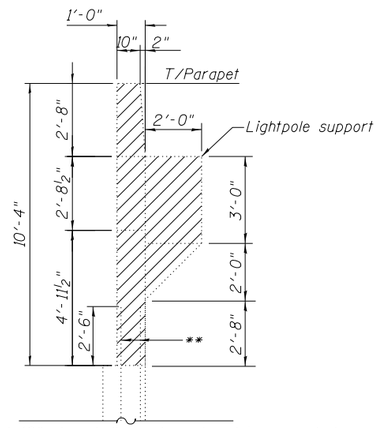
SECTION C-C

(Showing Wingwall and Lightpole support-only)



SECTION D-D

(Showing Wingwall-only)



SECTION E-E

(Showing Wingwall and Lightpole support-only)

** Existing No. 6 vertical bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

LEGEND

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Epoxy Crack Injection

WEST ABUTMENT BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	2.0
Epoxy Crack Injection	Ft.	22
Concrete Removal	Cu. Yd.	12.2

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REPAIRS AND CONCRETE REMOVAL
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 17 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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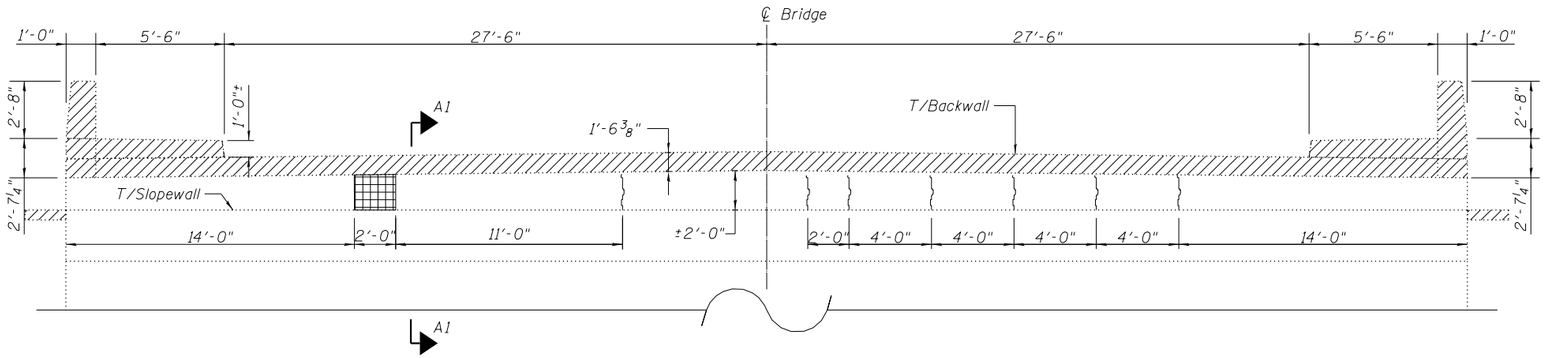
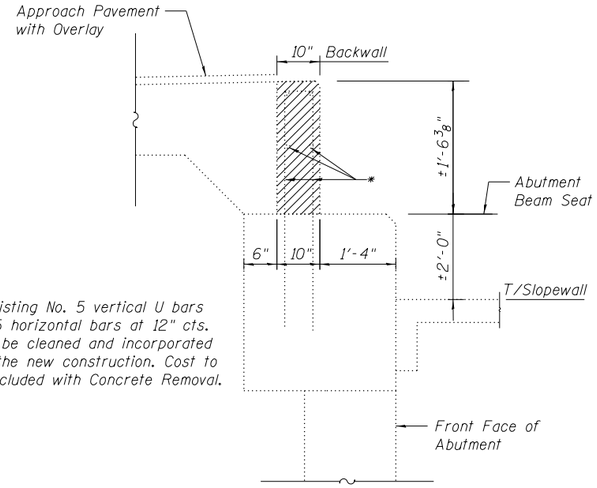
PROJECT: BRM-4003(508); JOB: C-91-313-15

ILLINOIS



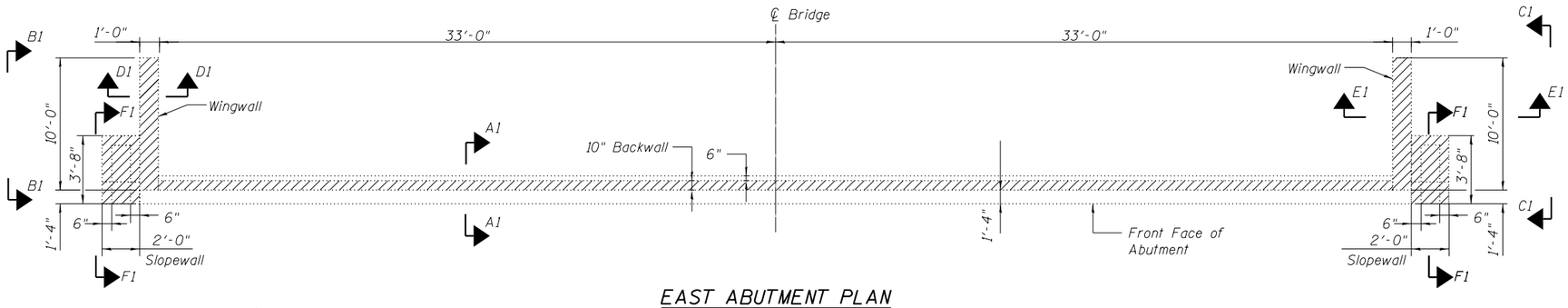
EAST ABUTMENT ELEVATION

Looking East

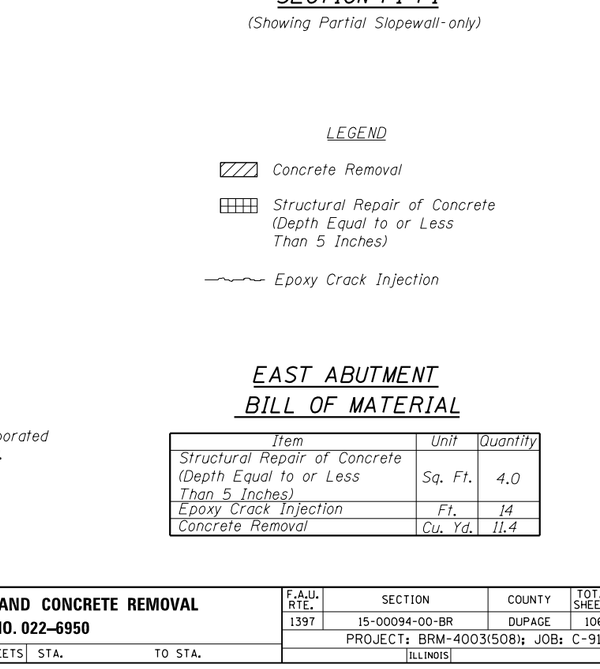


* Existing No. 5 vertical U bars & #5 horizontal bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

SECTION A1-A1

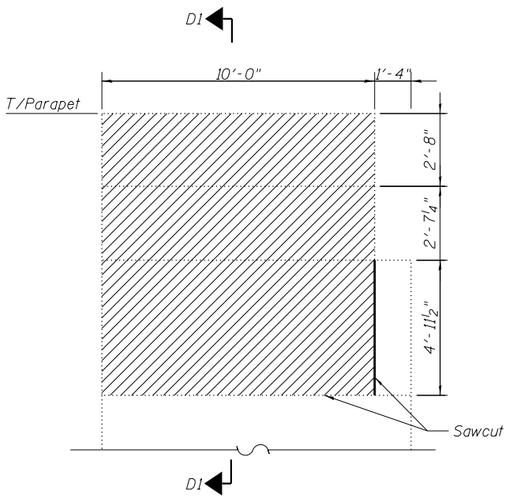


EAST ABUTMENT PLAN



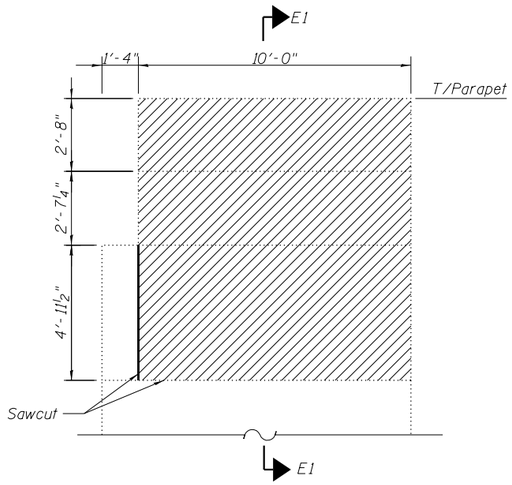
SECTION F1-F1

(Showing Partial Slopewall-only)



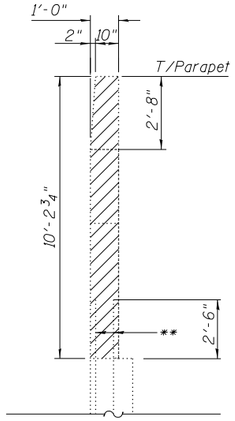
SECTION B1-B1

(Showing Wingwall-only)

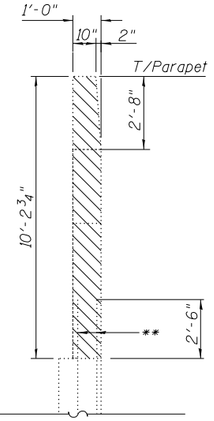


SECTION C1-C1

(Showing Wingwall-only)



SECTION D1-D1



SECTION E1-E1

** Existing No. 6 vertical bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

LEGEND

- Concrete Removal
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Epoxy Crack Injection

EAST ABUTMENT BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	4.0
Epoxy Crack Injection	Ft.	14
Concrete Removal	Cu. Yd.	11.4

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REPAIRS AND CONCRETE REMOVAL
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 18 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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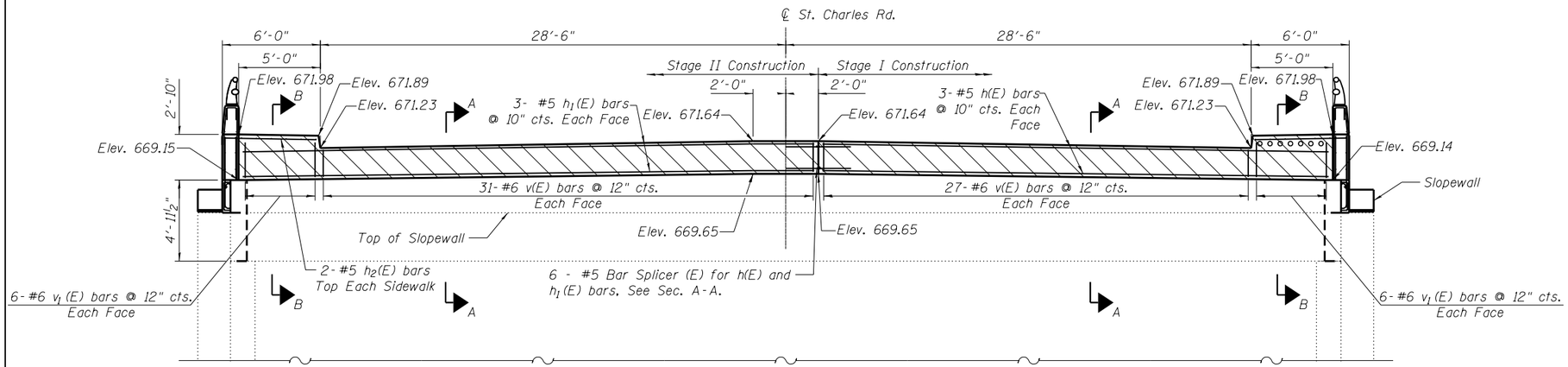
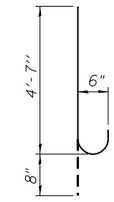
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

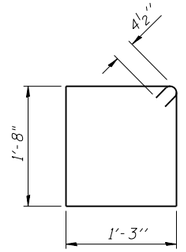


WEST ABUTMENT ELEVATION

Looking West

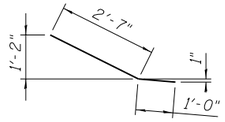


BAR $v_2(E)$

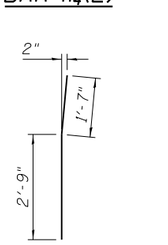


BAR $s_1(E)$

BAR $d_2(E)$



BAR $h_4(E)$



BAR $v_4(E)$

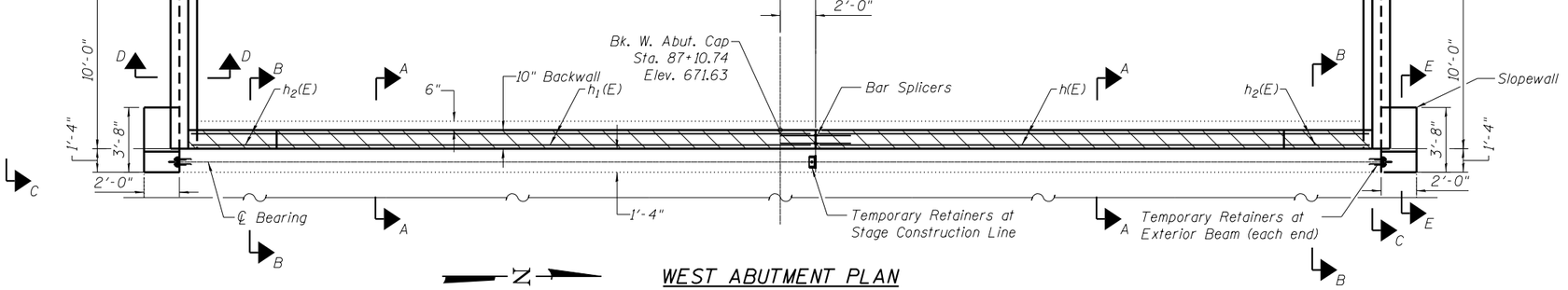
BILL OF MATERIAL

(West Abutment Only)

Bar	No.	Size	Length	Shape
$d_2(E)$	4	#4	2'-0"	⊓
h(E)	6	#5	31'-2"	
$h_1(E)$	6	#5	35'-2"	
$h_2(E)$	4	#5	4'-8"	
$h_3(E)$	74	#6	9'-8"	
$h_4(E)$	12	#5	3'-7"	
$h_5(E)$	16	#5	1'-8"	
s(E)	20	#4	6'-7"	□
v(E)	116	#6	1'-9"	
$v_1(E)$	24	#6	2'-5"	
$v_2(E)$	80	#6	5'-3"	
$v_3(E)$	20	#6	4'-3"	
$v_4(E)$	20	#6	4'-4"	
Structure Excavation			Cu. Yd.	19
Concrete Structures			Cu. Yd.	12.0
Concrete Sealer			Sq. Ft.	90
Reinforcement Bars, Epoxy Coated			Pound	3,030
Protective Coat			Sq. Yd.	5.7
* Concrete Superstructure			Cu. Yd.	1.2

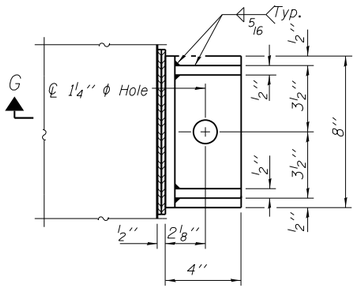
* Concrete Superstructure is for the Parapet portion of the wingwalls.

To be poured after beams and concrete wearing surface are in place

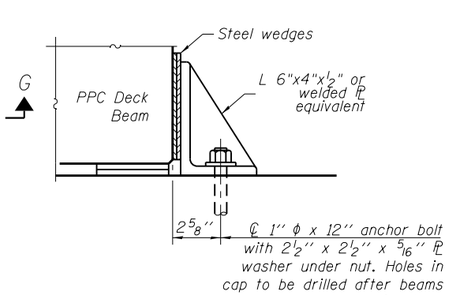


N

WEST ABUTMENT PLAN



PLAN



SECTION G-G

TEMPORARY RETAINER AT STAGE CONSTRUCTION LINE

Notes:

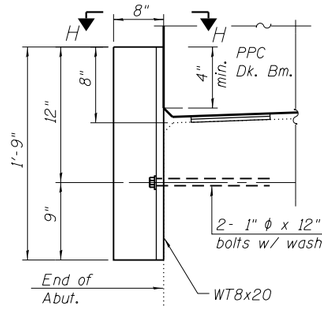
Cost of temporary retainer, accessories, installation and removal are included with Precast Prestressed Concrete Deck Beams.

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

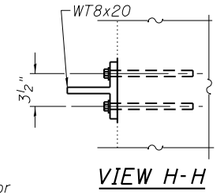
All side retainers, anchor bolts, nuts and plate washers shall be galvanized according to AASHTO M 232.

After the notch or concrete overlay are poured and cured, the side retainers and steel wedges shall be removed.

Burn temporary anchor bolts flush with concrete, grind smooth and seal with epoxy.



ELEVATION



VIEW H-H

TEMPORARY RETAINER DETAIL

(At Exterior Beams)

Notes:

See Sheet 20 of 28 for Sections

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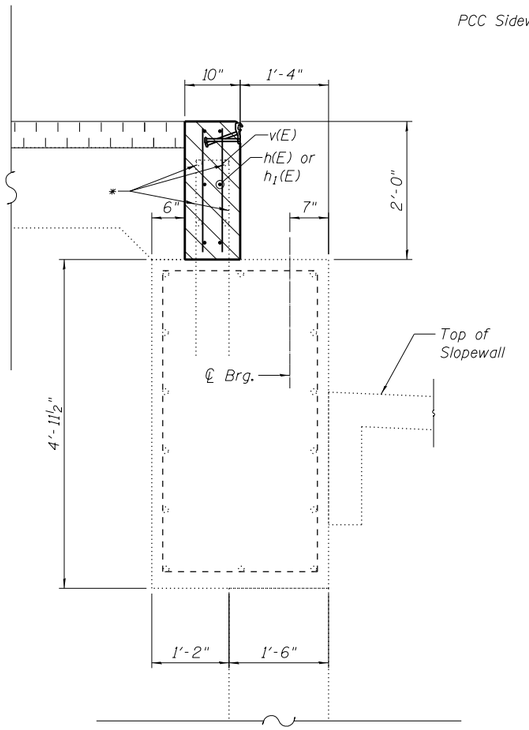
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

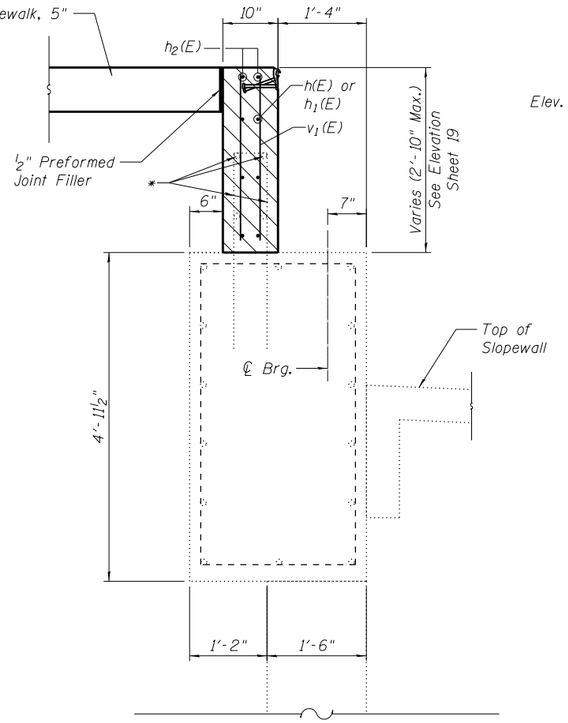
WEST ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 19 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	59
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

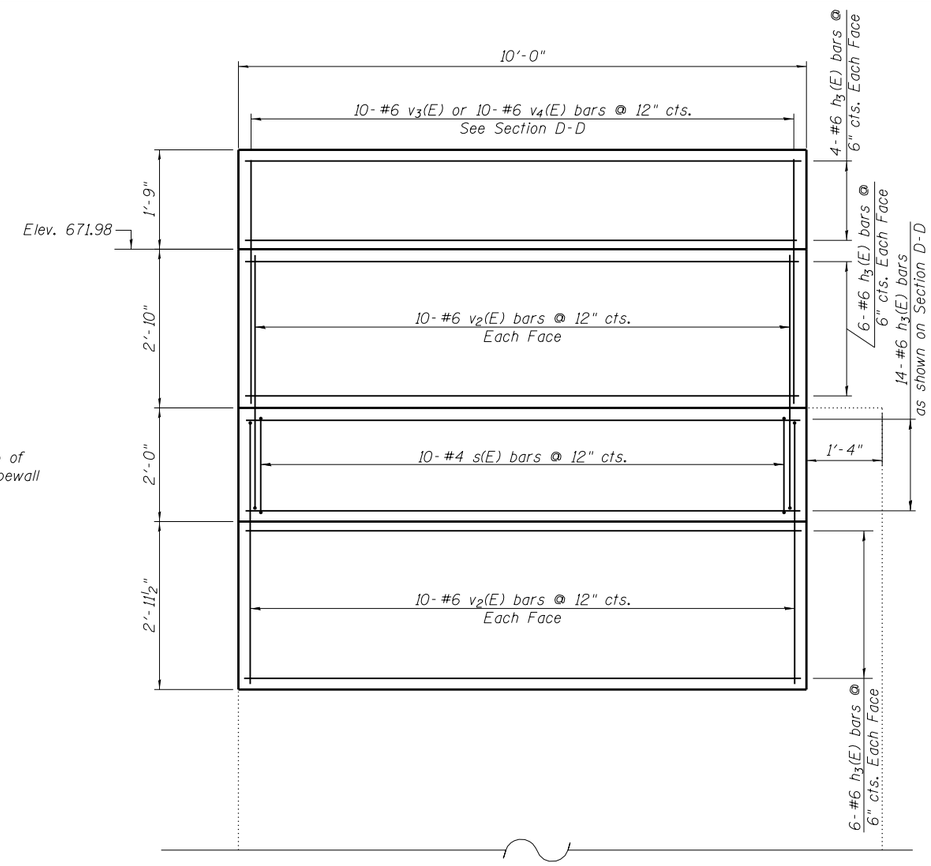


SECTION A-A

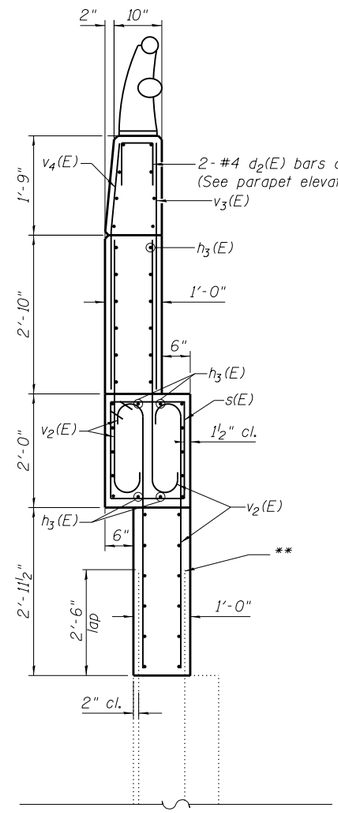


SECTION B-B

* Existing No. 5 vertical U bars &#5 horizontal bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

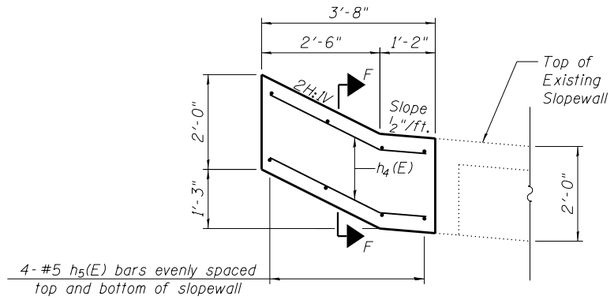


SECTION C-C

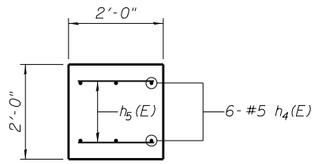


SECTION D-D

** Existing No. 6 vertical bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.



SECTION E-E
(Showing Partial Slopewall-Only)



SECTION F-F

To be poured after beams and concrete wearing surface are in place

Note:
Existing reinforcement bars that are to be incorporated into the new construction and have lost 25% or more of their original diameter shall be supplemented by new epoxy coated bars of the same diameter. New bars shall be drilled and epoxy grouted in place adjacent to the original bars, as directed by the Engineer. Drilling and epoxy grouting of reinforcement shall be in accordance with Article 584 of the Standard Specifications. Cost to be included with Reinforcement Bars, Epoxy Coated.

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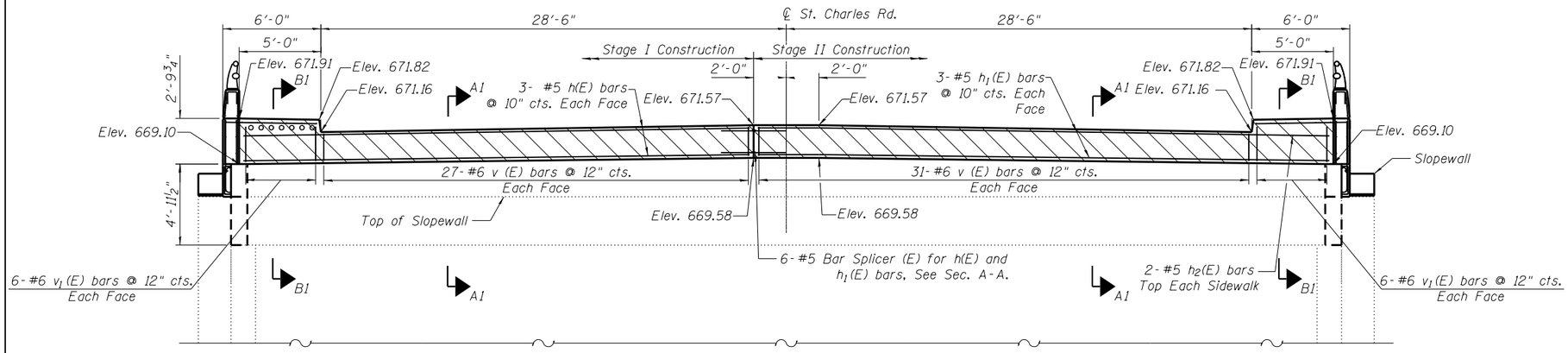
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT SECTIONS
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 20 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	60
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



EAST ABUTMENT ELEVATION

Looking East

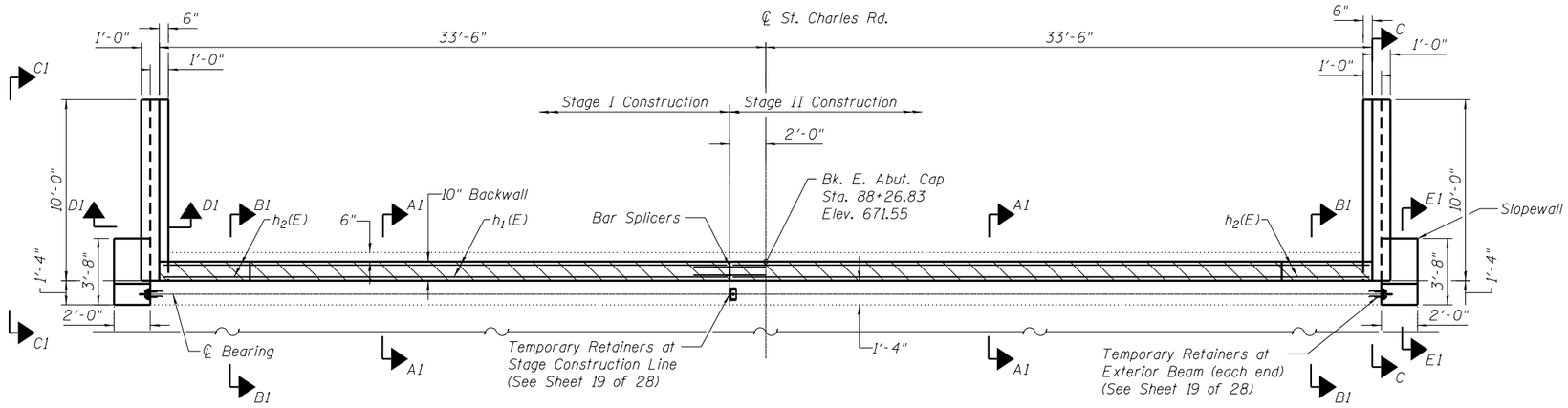
BILL OF MATERIAL

(East Abutment Only)

Bar	No.	Size	Length	Shape
$d_2(E)$	4	#4	2'-0"	⊓
h(E)	6	#5	31'-2"	
$h_1(E)$	6	#5	35'-2"	
$h_2(E)$	4	#5	4'-8"	
$h_3(E)$	74	#6	9'-8''	
$h_4(E)$	12	#5	3'-7''	
$h_5(E)$	16	#5	1'-8''	
s(E)	20	#4	6'-7''	
v(E)	116	#6	1'-9"	
$v_1(E)$	24	#6	2'-5"	
$v_2(E)$	80	#6	5'-3''	
$v_3(E)$	20	#6	4'-3''	
$v_4(E)$	20	#6	4'-4''	
Structure Excavation			Cu. Yd.	15
Concrete Structures			Cu. Yd.	12.0
Concrete Sealer			Sq. Ft.	90
Reinforcement Bars, Epoxy Coated			Pound	3,030
Protective Coat			Sq. Yd.	5.7
* Concrete Superstructure			Cu. Yd.	1.2

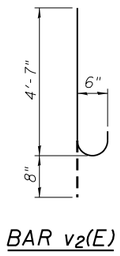
* Concrete Superstructure is for the Parapet portion of the wingwalls.

To be poured after beams and concrete wearing surface are in place

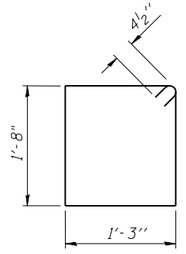


N

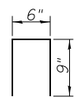
EAST ABUTMENT PLAN



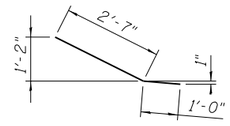
BAR $v_2(E)$



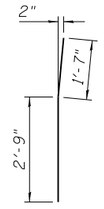
BAR $s_1(E)$



BAR $d_2(E)$



BAR $h_4(E)$



BAR $v_4(E)$

Notes:
See Sheet 22 of 28 for Sections

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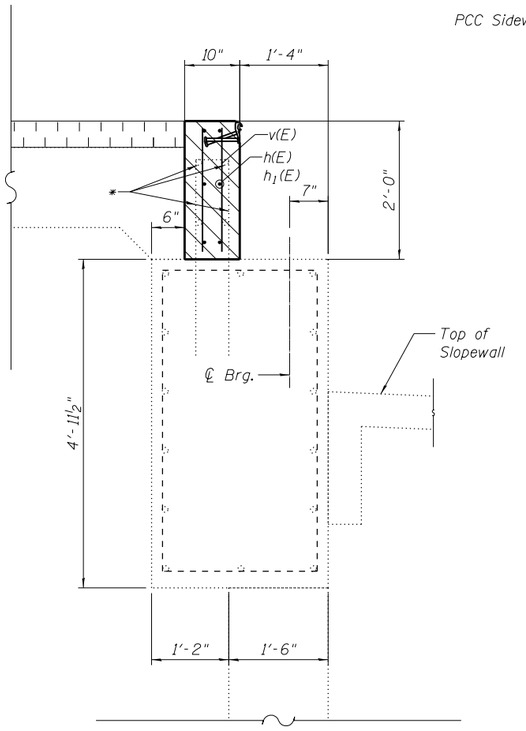
DEPARTMENT OF TRANSPORTATION

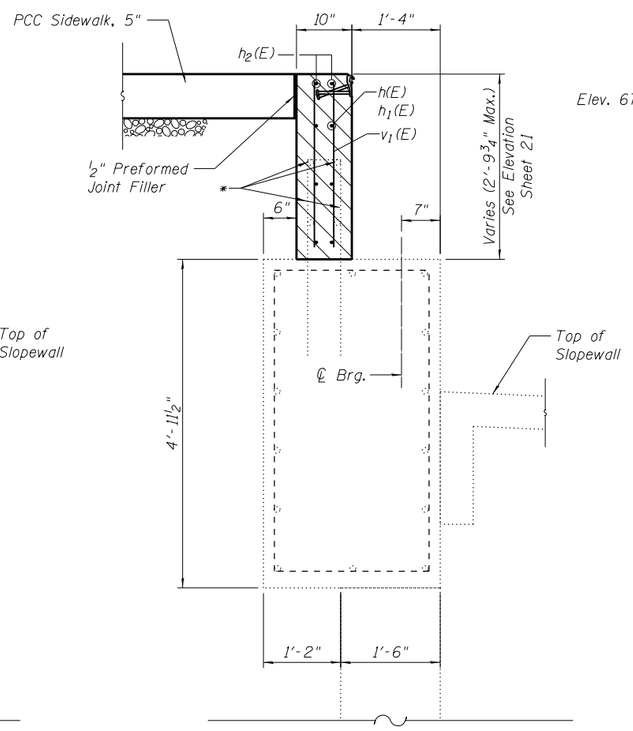
EAST ABUTMENT PLAN AND ELEVATION
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 21 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	61
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

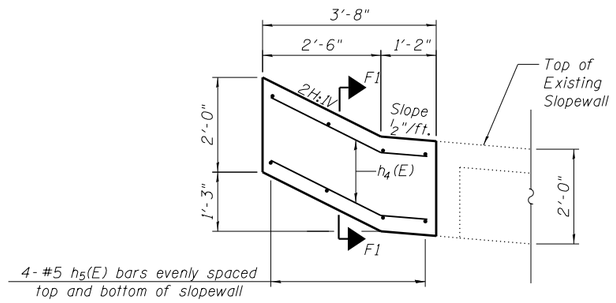


SECTION A1-A1



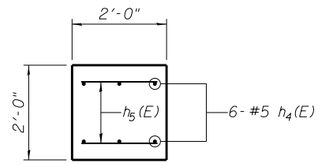
SECTION B1-B1

* Existing No. 5 vertical U bars &#5 horizontal bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

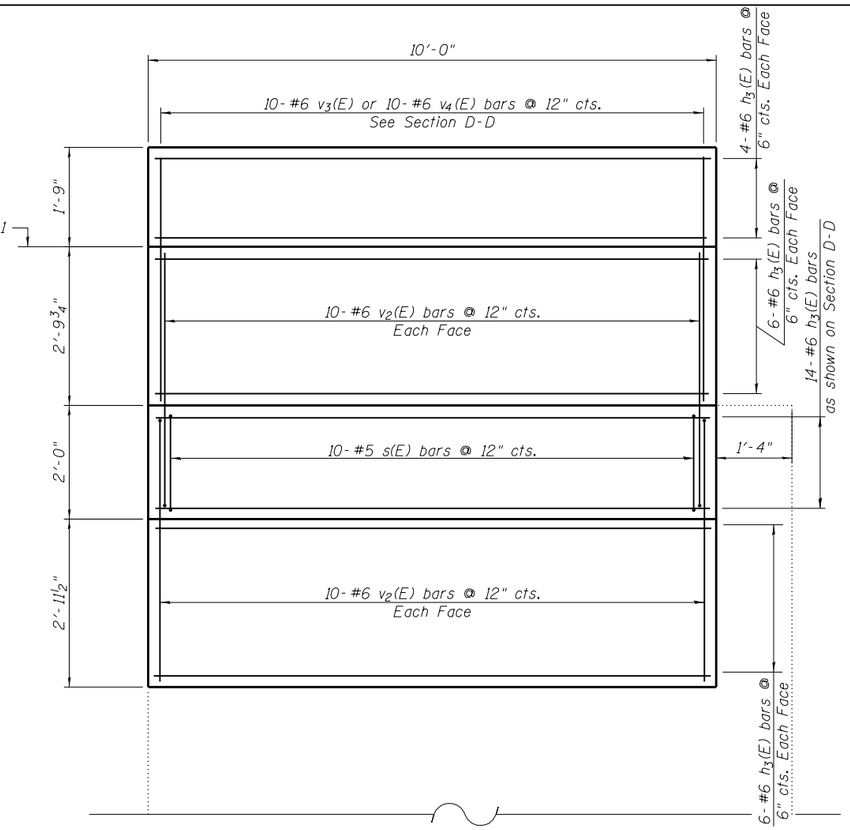


SECTION E1-E1

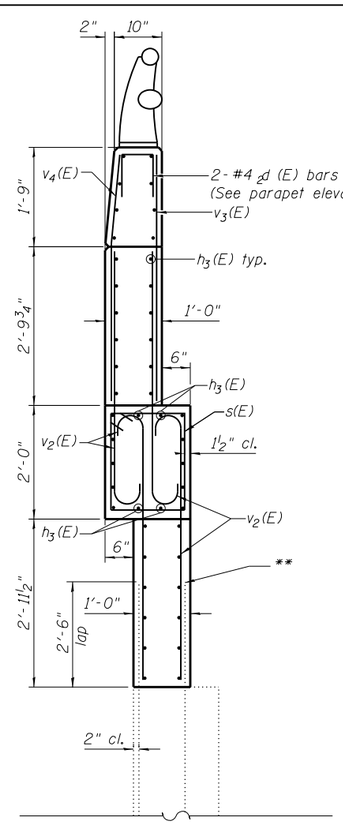
(Showing Partial Slopewall-Only



SECTION F1-F1



SECTION C1-C1



SECTION D1-D1

** Existing No. 6 vertical bars at 12" cts. shall be cleaned and incorporated into the new construction. Cost to be included with Concrete Removal.

To be poured after beams and concrete wearing surface are in place

Note:
Existing reinforcement bars that are to be incorporated into the new construction and have lost 25% or more of their original diameter shall be supplemented by new epoxy coated bars of the same diameter. New bars shall be drilled and epoxy grouted in place adjacent to the original bars, as directed by the Engineer. Drilling and epoxy grouting of reinforcement shall be in accordance with Article 584 of the Standard Specifications. Cost to be included with Reinforcement Bars, Epoxy Coated.

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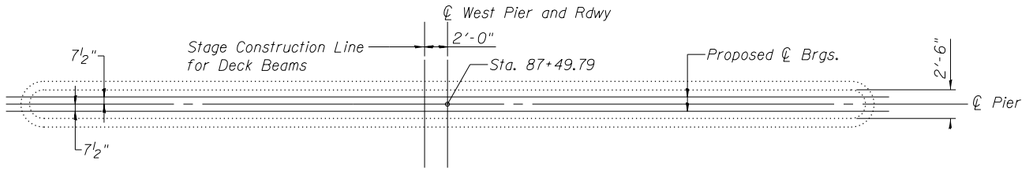
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT SECTIONS
STRUCTURE NO. 022-6950

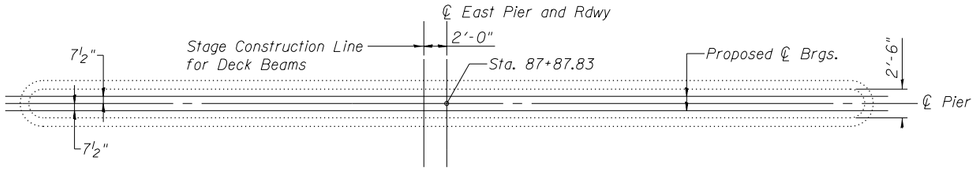
SCALE: N.T.S. | SHEET 22 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	62
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



WEST PIER-PLAN

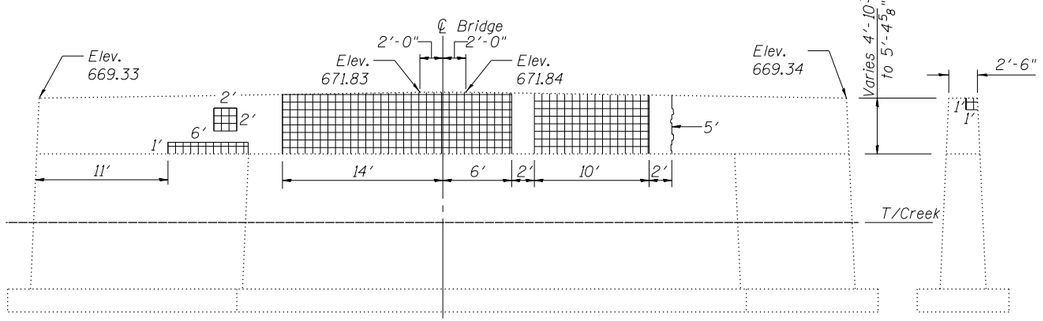
N



EAST PIER-PLAN

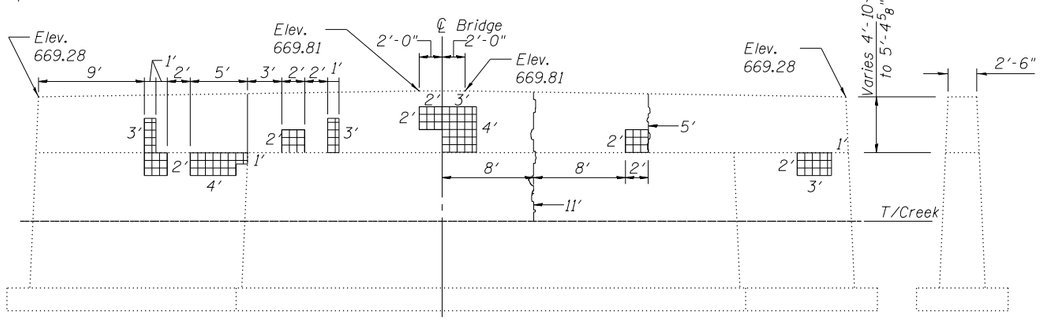
N

Note:
Burn existing dowel rods flush with existing pier surface.
Grind existing dowel rods smooth and seal with epoxy.
Cost is included with Removal of Existing Superstructure.



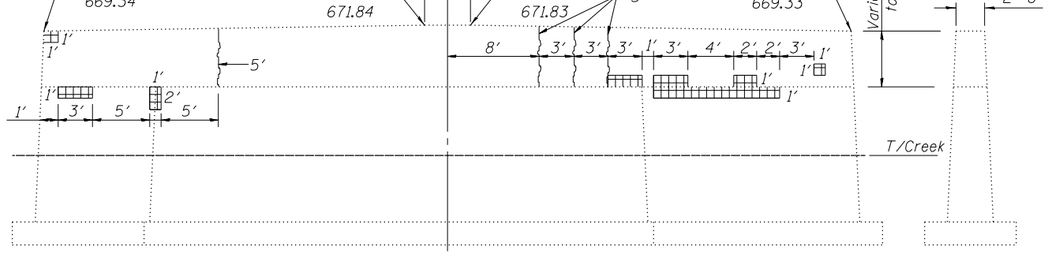
WEST PIER-WEST FACE

SOUTH END



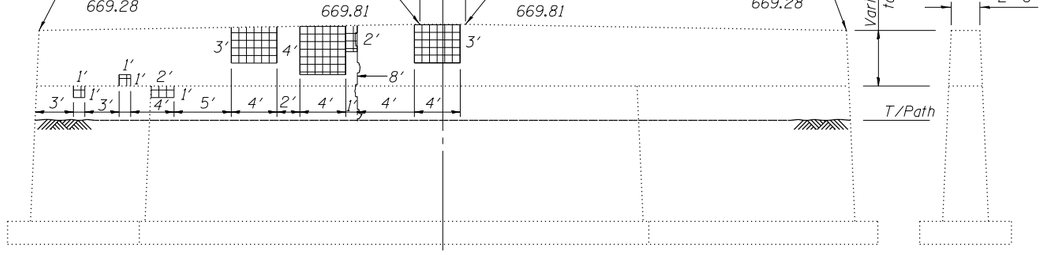
EAST PIER-WEST FACE

SOUTH END



WEST PIER-EAST FACE

NORTH END



EAST PIER-EAST FACE

NORTH END

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Epoxy Crack Injection

EAST & WEST PIERS BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	294.0
Epoxy Crack Injection	Ft.	49
Concrete Sealer	Sq. Ft.	352

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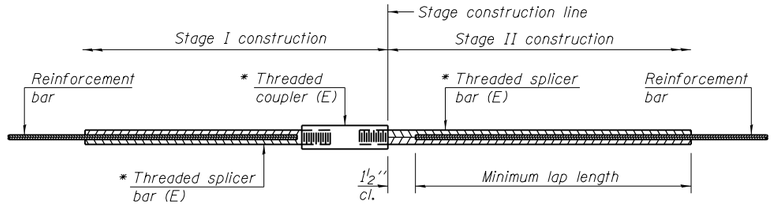
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 23 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	63
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

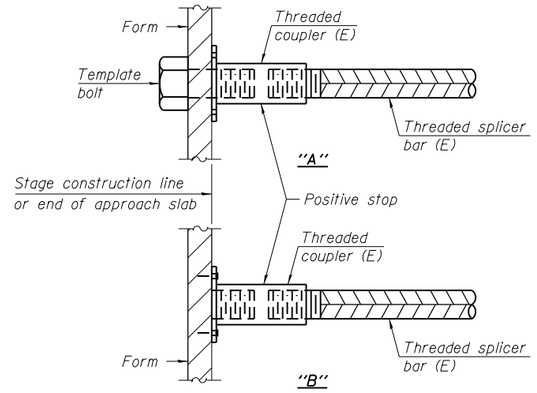


STANDARD BAR SPLICER ASSEMBLY

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

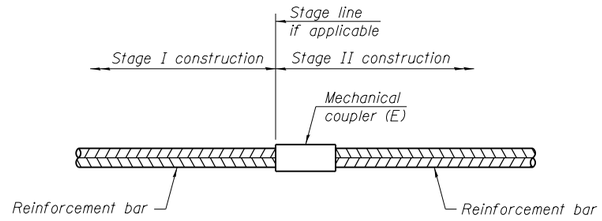
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Concrete Wearing Surface a(E) to a_1(E)	#4	114	2'-7"
West Abut. Backwall h(E) to h_1(E)	#5	6	3'-3"
East Abut. Backwall h(E) to h_1(E)	#5	6	3'-3"



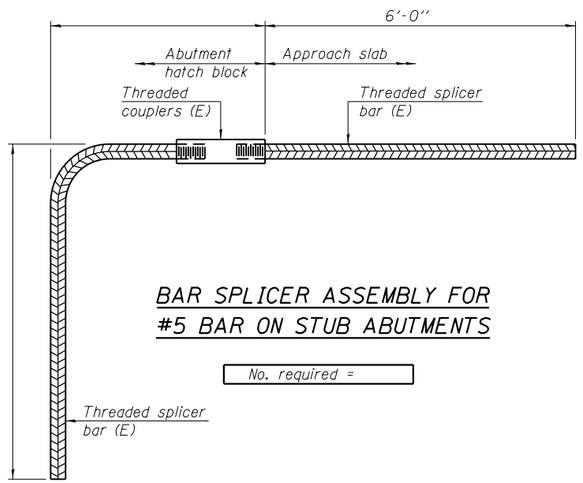
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



NOTES

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

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

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

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

BSD-1 8-31-12

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DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO.

SCALE: N.T.S. | SHEET 24 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	64
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 11/29/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Solid Stem Auger / Mud Rotary below 12.5 feet **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-1
Station
Offset
Northing 1,902,818.84
Easting 1,084,759.95
Ground Surface Elev. 671.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
671.0 ASPHALT PAVEMENT			
669.6 CONCRETE PAVEMENT			
CRUSHED STONE	5		
	5		13
668.0 FILL	5		
Stiff, Brown and Black CLAY LOAM trace - gravel	4		
BAG (3'-8')	4	1.0_P	13
-5 MDD=114 pcf, OMC=15.5%	4		
Grain Size LL=38, PI=18, A-6(10)	3		
Grain Size LL=38, PI=17, A-6(11)	3	1.24_B	20
663.0	3		
Soft to Hard, Brown and Gray CLAY trace - gravel	5		
	6	4.12_B	20
-10	10		
	10		
	12	3.54_B	19
	15		
658.0 Gray below 13 feet	4		
	3	1.24_B	19
-15	5		
	3		
	3	0.50_P	23
	3		
653.0 Stiff, Gray CLAY LOAM			
Dry Density=115 pcf		1.50_B^{ST}	17
651.0 -20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
650.5 Loose, Gray SANDY LOAM trace - gravel	2		
	3		15
	5		
648.0 Loose, Gray SILTY LOAM trace - gravel	1		
	2		15
-25	5		
645.5 Very Stiff, Gray CLAY trace - gravel	3		
	5	2.89_B	15
	5		
643.0 Dense, Gray SANDY LOAM some - gravel	4		
	14		11
-30	25		
640.5 Medium Dense to Dense, Gray SAND trace - gravel	10		
	10		23
	14		
	13		
636.5	17		11
-35 Stiff, Gray CLAY LOAM trace - gravel	17	1.50_P	20
	6		
	9	1.50_P	15
	10		
633.0 Loose to Medium Dense, Gray SILTY LOAM some - gravel	5		
	8		15
-40	4		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 11/29/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Solid Stem Auger / Mud Rotary below 12.5 feet **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-1
Station
Offset
Northing 1,902,818.84
Easting 1,084,759.95
Ground Surface Elev. 671.0 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose to Medium Dense, Gray SILTY LOAM some - gravel *(continued)*	6		
	3		14
	4		
	4		
-45	5		11
	6		
625.5 Very Dense, Gray SAND some - gravel	18		
	30		9
	20		
623.0 Extremely Dense, Gray SILTY LOAM some - gravel	15		
	50/5"		9
-50			
620.0 DOLOMITE: Light to dark gray, slightly to moderately weathered, massive, fine grained, moderately to highly fractured, thin to thick bedded trace - vugs, stylolites, chert		1309	
Recovery = 99% RQD = 62.5% (Fair)			
-55			
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
610.0 **END OF BORING**			
MDD - Maximum Dry Density OMC - Optimum Moisture Content			
-65			
-70			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG B-1
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 25 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	65
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 12/3/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Mud Rotary below Creek Bed **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-2
Station
Offset
Northing 1,902,768.96
Easting 1,084,803.60
Ground Surface Elev. 671.9 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter Mud Rotary ft
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
670.8				CONCRETE PAVEMENT
				Casing: Bridge deck/sidewalk to creekbed
-5				
-10				
656.9	-15	2		
		2		Loose, Gray SAND and Gravel
		2	17	Grain Size
655.4		2		LL=28, PI=7, A-2-4(0)
		3		Very Stiff, Gray LOAM
		2		trace - shells
		3	2.00P 17	little - gravel
		4		Grain Size
652.9		4		LL=38, PI=17, A-6(7)
		1		Very Loose to Loose, Gray
651.9	-20	1	25	SANDY LOAM
650.9		2		trace to little - organics
		2		Grain Size
		2		LL=31, PI=7, A-2-4(0)
		3	22	Loose to Medium Dense, Gray
		4		SILTY LOAM
				trace - gravel
				Grain Size
		2		LL=22, PI=3, A-4(0)
-25		4	14	
		6		
646.4				Dense, Gray Medium SAND
		11		
		15	20	
		15		
643.9				Medium Dense to Extremely Dense, Gray SANDY LOAM some - gravel
		20		
-30		15	10	
		12		
		25		
639.9		50/5"	11	Dense, Gray Medium SAND
		14		
		18	23	
-35		20		
		18		
		22	24	
		10		
633.4		24		
		11	8	Medium Dense, Gray LOAM
-40		14		trace - gravel

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 12/3/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Mud Rotary below Creek Bed **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-2
Station
Offset
Northing 1,902,768.96
Easting 1,084,803.60
Ground Surface Elev. 671.9 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter Mud Rotary ft
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Medium Dense, Gray LOAM
				trace - gravel*(continued)*
	4			
	5		13	
628.9	7			
				Stiff, Gray CLAY LOAM
	5			trace - gravel
	6	1.24B	14	
-45	7			
624.9				
				Dense, Gray SILTY LOAM some - gravel
	33			
	24		11	
-50	20			
619.9				
				Extremely Dense, Gray SANDY LOAM some - gravel
	50/5"			
			12	
616.9	-55			
				DOLOMITE: Light to dark gray, massive, fine grained, thin to thick bedded, moderately to intensly fractured, hard, slightly weathered trace - vugs, stylolites, chert
		810		Recovery = 100.0% RQD = 83.0% (Good)
611.9	-60			
606.9	-65			END OF BORING
	-70			
	-75			
	-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

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PLOT DATE = 11/16/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG B-2
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 26 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	66

PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 11/24/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Solid Stem Auger / Mud Rotary below 12.5 feet **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-3
Station
Offset
Northing 1,902,759.65
Easting 1,084,859.85
Ground Surface Elev. 661.4 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 654.4 (7.0) ft ▽
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL with Gravel			
660.4			
Very Soft to Very Stiff, Black CLAY LOAM trace - organics, roots, gravel	3		
	5 5	2.00$_P$	22
	1		
Grain Size LL=41, PI=20, A-6(10)	2 2	0.25$_P$	32
656.4 -5	1		
Brown and Gray from 5 to 7 feet Grain Size LL=32, PI=13, A-6(8)	3 5	1.65$_B$	20
654.4 ▽	7		
Gray below 7 feet	3		
	5 5	3.30$_B$	16
	10		
-10	5 8	1.48$_B$	20
	8 9		
	0 1	1.07$_B$	14
	4		
648.4			
Loose, Gray LOAM trace - gravel	2		
	2		18
-15	3		
645.9			
Medium Stiff to Stiff, Gray CLAY LOAM trace - gravel	2		
	2 3	0.58$_B$	15
Dry Density=125 pcf		1.52$^{SI}_B$	13
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
640.9			
Medium Dense, Gray SANDY LOAM some - Gravel	13		
	14 12		11
638.4			
Medium Dense to Dense, Gray SAND	10		
	15 17		22
-25			
	15		
	15 10		23
633.4			
Loose to Medium Dense, Gray LOAM trace - gravel	2		
	3 3		17
-30			
	6		
	6 8		11
-35			
624.4			
Very Dense to Extremely Dense, Gray SILTY LOAM some - gravel	34		
	28 39		9
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 11/24/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Solid Stem Auger / Mud Rotary below 12.5 feet **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-3
Station
Offset
Northing 1,902,759.65
Easting 1,084,859.85
Ground Surface Elev. 661.4 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 654.4 (7.0) ft ▽
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Dense to Extremely Dense, Gray SILTY LOAM some - gravel *(continued)*	15		
	13 50/4"		13
-45			
615.4			
DOLOMITE: Light to dark gray, massive, fine grained, thin to medium bedded, moderately to intensly fractured, hard, slightly to moderately weathered trace - vugs, stylolites, chert		847	
Recovery = 97.5% RQD = 79.0% (Good)			
-50			
-55			
605.4			
END OF BORING			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG B-3
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 27 OF 28 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	67

PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 12/1/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Solid Stem Auger / Mud Rotary below 15 feet **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-4
Station
Offset
Northing 1,902,780.79
Easting 1,084,895.61
Ground Surface Elev. 670.7 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 655.7 (15.0) ft ▽
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
ASPHALT PAVEMENT 670.5			
CONCRETE PAVEMENT 669.4			
Stiff, Brown and Black CLAY LOAM trace - gravel	12		
	13		20
	10		
Grain Size LL=45, PI=23, A-7-6(11)	6		
-5	4 7	1.90B	22
	2		
FILL 663.5	2 2	1.24B	20
Loose, Brown SAND some - gravel, miscellaneous fill			18
	2		
	2		19
-10 FILL 660.2	2		
Stiff, Black SILTY CLAY trace - organics	2		
	2 2	1.24B	23
657.2			
Loose to Medium Dense, Brown and Gray LOAM trace - gravel	4		
	3		19
▽-15	3		
	9		
	11		
652.7	11		
Gray below 18 feet	3		
	4		21
650.7 -20	6		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Stiff, Gray CLAY LOAM trace - gravel	2		
648.2	3 7	0.50P	25
Loose, Gray LOAM trace - gravel	2		
-25	3 4		16
645.2			
Very Stiff, Gray SILTY CLAY trace - gravel	8		
	9 14	2.00P	15
642.7			
Medium Dense, Gray SILTY LOAM trace - gravel	8		
	9		17
-30	9		
638.7			
Medium Dense, Gray Medium SAND	11		
	13		24
-35	14		
633.7			
Medium Dense, Gray LOAM trace - gravel	3		
	3		17
-40	7		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

EVEREST ENGINEERING COMPANY
915 WEST LIBERTY DRIVE, WHEATON, IL 60187

SOIL BORING LOG

Date 12/1/15

PROJECT BRM-4003 (508) **DESCRIPTION** St. Charles Road Bridge over Salt Creek **LOGGED BY** K. Krug

ROUTE FAU 1397 (St. Charles Road) **SECTION** 15-00094-00-BR **LOCATION** SE 1/4 **SEC.** 3 **TWP.** 39N **RNG.** 11E **PM.** 3rd

COUNTY DuPage **DRILLING METHOD** Solid Stem Auger / Mud Rotary below 15 feet **HAMMER TYPE** Automatic

STRUCT. NO. 0226950
Station
BORING NO. B-4
Station
Offset
Northing 1,902,780.79
Easting 1,084,895.61
Ground Surface Elev. 670.7 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 655.7 (15.0) ft ▽
Upon Completion Mud Rotary ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium Dense, Gray LOAM trace - gravel *(continued)*			
628.7			
Medium Dense to Dense, Gray SILTY LOAM trace - gravel	6		
-45	13 5		11
	25		
-50	21 23		10
618.9			
DOLOMITE: Light to dark gray, fine grained, massive, thin to thick bedded, moderately to highly fractured, hard, slightly to moderately weathered trace - vugs, stylolites, chert		1309	
Recovery = 98.0% RQD = 62.0% (Fair)			
-55			
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
608.9			
END OF BORING			
-65			
-70			
-75			
-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge and S-Shear on Rimac/Shelby Tube (ST), P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

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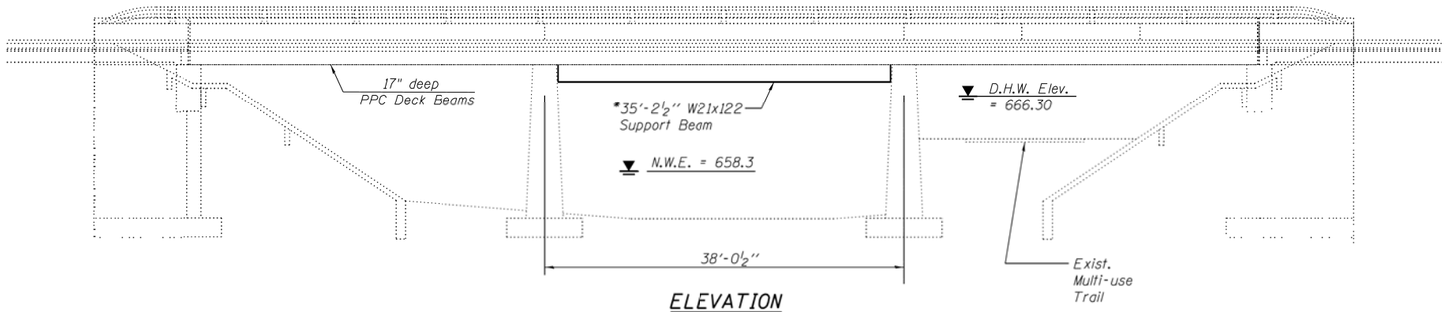
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG B-4
STRUCTURE NO. 022-6950

SCALE: N.T.S. | SHEET 28 OF 28 SHEETS | STA. | TO STA.

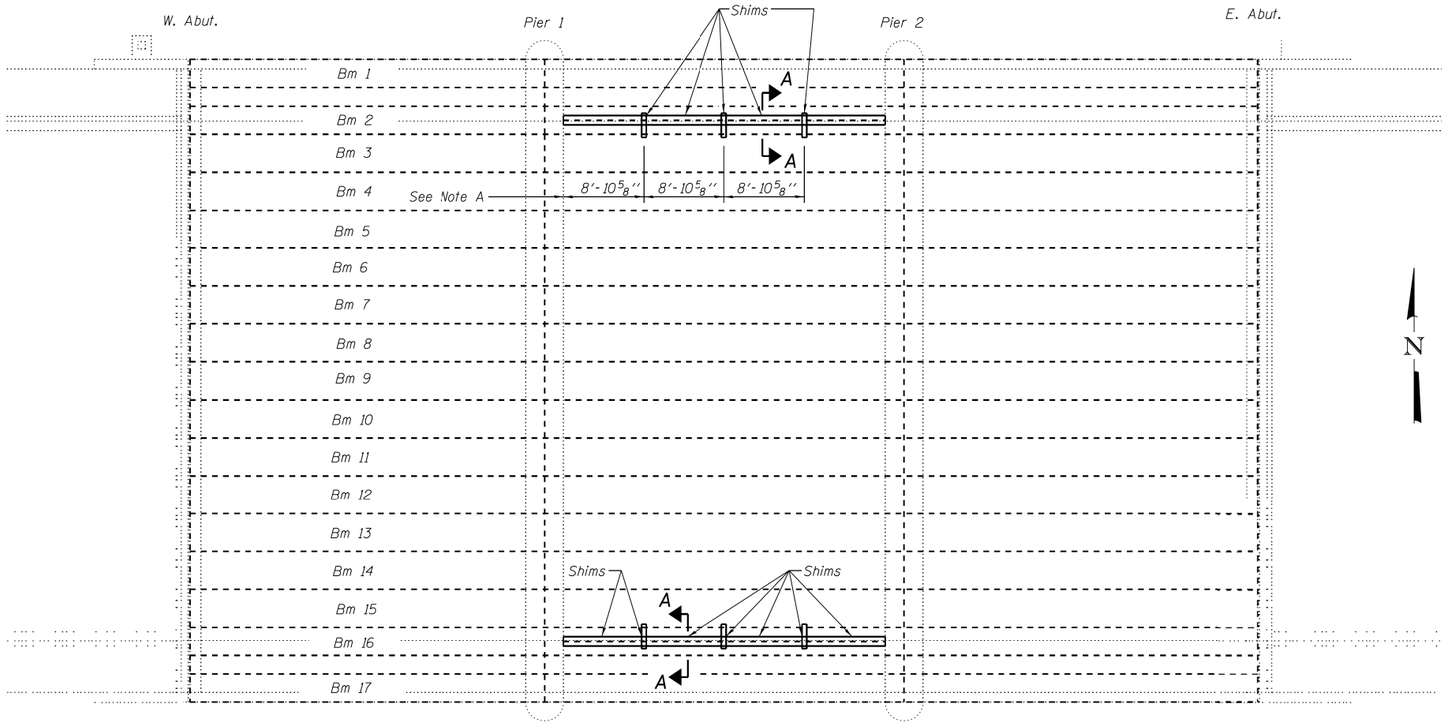
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	68

PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS



ELEVATION

*Contractor is to verify beam length prior to ordering material.



PLAN

RECORD DRAWINGS

GENERAL NOTES

All structural steel shall be AASHTO M 270 Grade 36.

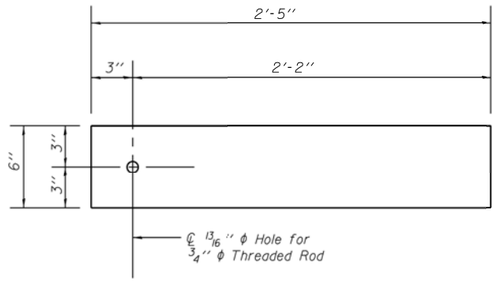
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractors responsibility to account for the condition of the beams when developing construction procedures.

If the Contractor's procedure for placement of beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams.

The cost of epoxy grouting threaded rods on the piers and deck beams shall be included with Furnishing and Erecting Structural Steel.

See Section 584 of the Standard Specifications for Epoxy Grouting of Threaded Rods; Minimum Embedment 9".



TRANSVERSE TIE ℄ A

℄ ½"x6"x2'-5"
(6 Required)

Note A:
℄ Transverse tie ℄'s A (3 per span). Place additional shims at midpoints between tie ℄'s. Securely weld shims to top flange of support beam. Minimum shim size is 6" x flange width

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	11,810

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM REPAIR PLANS – I
STRUCTURE NO. 022-6950
SHEET NO. 1 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE		
	PROJECT: BRM-4003(508); JOB: P-91-313-15			
	ILLINOIS FED. AID PROJECT			

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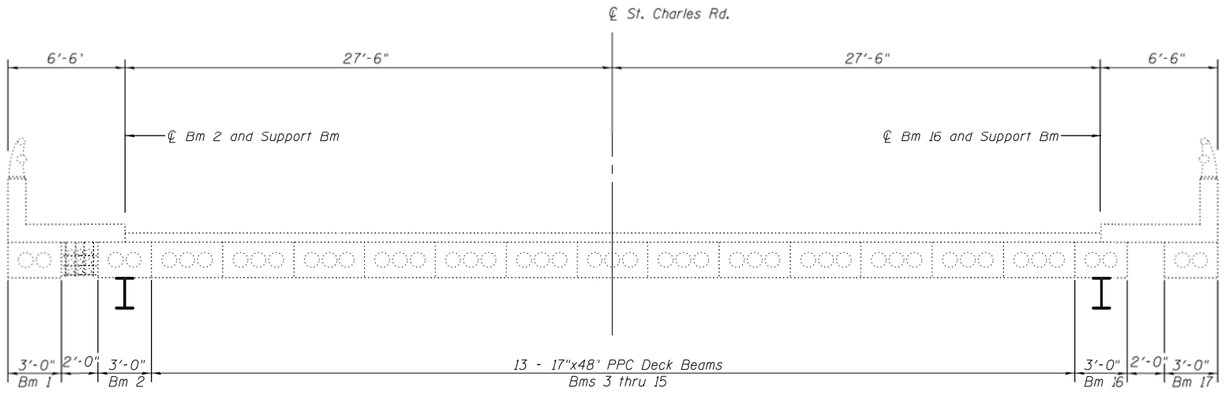
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

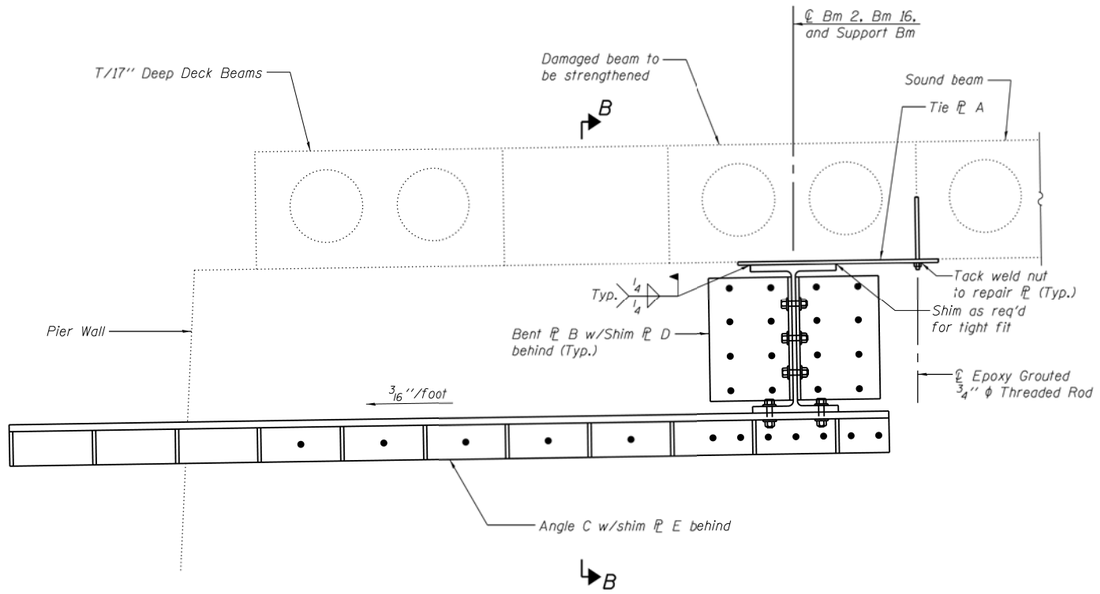
RECORD ST. CHARLES ROAD BRIDGE REPAIR PLAN
– FOR INFORMATION ONLY
SCALE: N.T.S. | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	69
	PROJECT: BRM-4003(508); JOB: C-91-313-15			
	ILLINOIS			

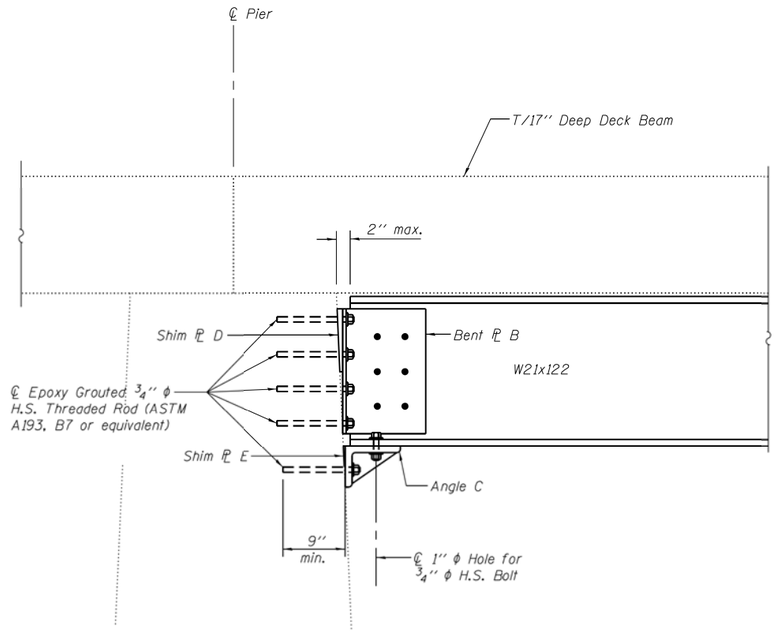


CROSS SECTION OF DECK

(Looking East)



SECTION A-A



SECTION B-B

RECORD DRAWINGS

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		CHECKED - PJM	REVISED -		
	PLOT SCALE =	DRAWN - CJB	REVISED -		
	PLOT DATE =	CHECKED - 9/23/16	REVISED -		SHEET NO. 2 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE		
PROJECT: BRM-4003(508); JOB: P-91-313-15				
ILLINOIS FED. AID PROJECT				

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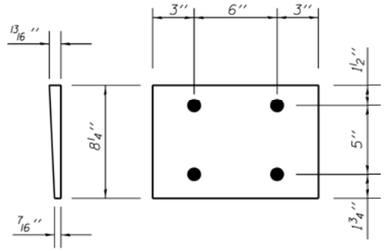
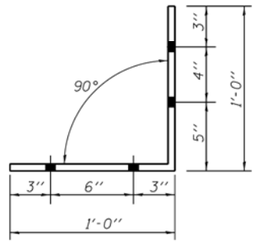
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	70
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				



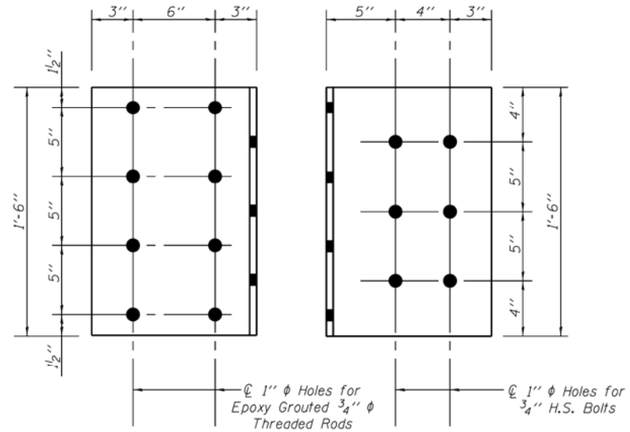
SHIM ℄ D

Beveled 7/16" to 3/16"x8 1/4"x1'-0"
(8 Required)

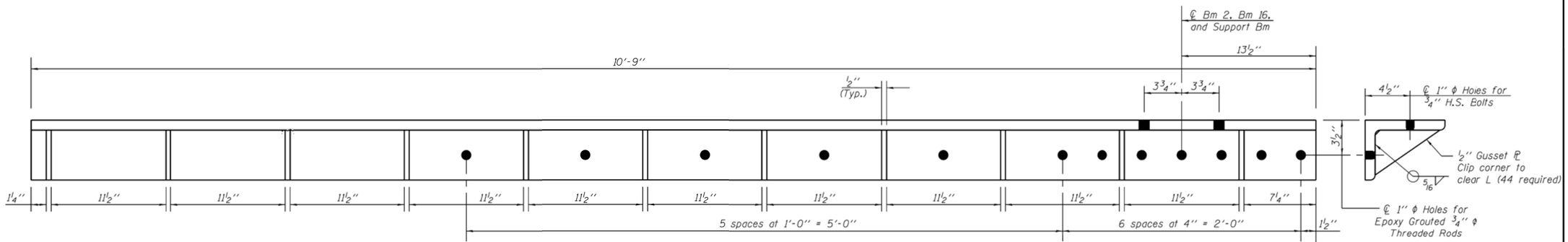


BENT ℄ B

1/2"x1'-6"x2'-0"
(8 Required)



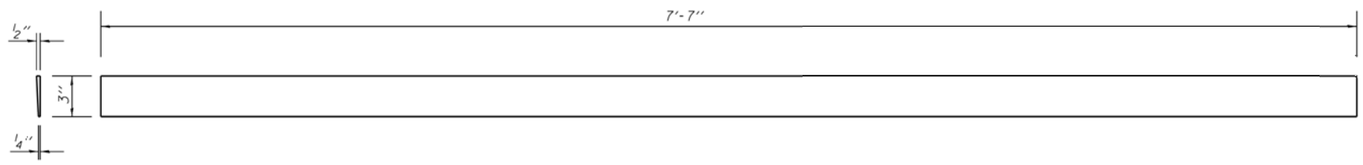
BENT ℄ B ELEVATIONS



ANGLE C

L8x6x1x10'-9"
(4 Required)

SECTION THRU ANGLE C



SHIM ℄ E

Beveled 1/4" to 1/2"x3"x7'-7"
(4 Required)

RECORD DRAWINGS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM REPAIR PLANS – III
STRUCTURE NO. 022-6950
SHEET NO. 3 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE		
PROJECT: BRM-4003(508); JOB: P-91-313-15				
ILLINOIS	FED. AID PROJECT			

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE REPAIR PLAN
– FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	71
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-WR3, 84	DUPAGE	105	50
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(		

BILL OF MATERIAL

ITEM	UNIT	QUANTI
NAME PLATE	EACH	1
CHANNEL EXCAVATION	CU. YDS.	1500
POROUS GRANULAR EMBANKMENT, SPECIAL	CU. YDS.	375
STRUCTURE EXCAVATION	CU. YDS.	570
COFFERDAM EXCAVATION	CU. YDS.	450
COFFERDAMS *	EACH	2

DESIGN DATA

DESIGN SPECIFICATIONS FOR HIGHWAY BRIDGES, A.A.S.H.T.O. 1973 AND INTERIMS 1974, 1975, 1976 & 1977

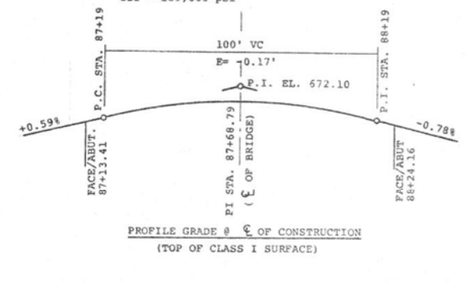
DESIGN LOAD: HS20

DESIGN STRESSES:
CAST IN PLACE CONCRETE
fc = 1400 psi
v = 56.2 psi
n = 8.5

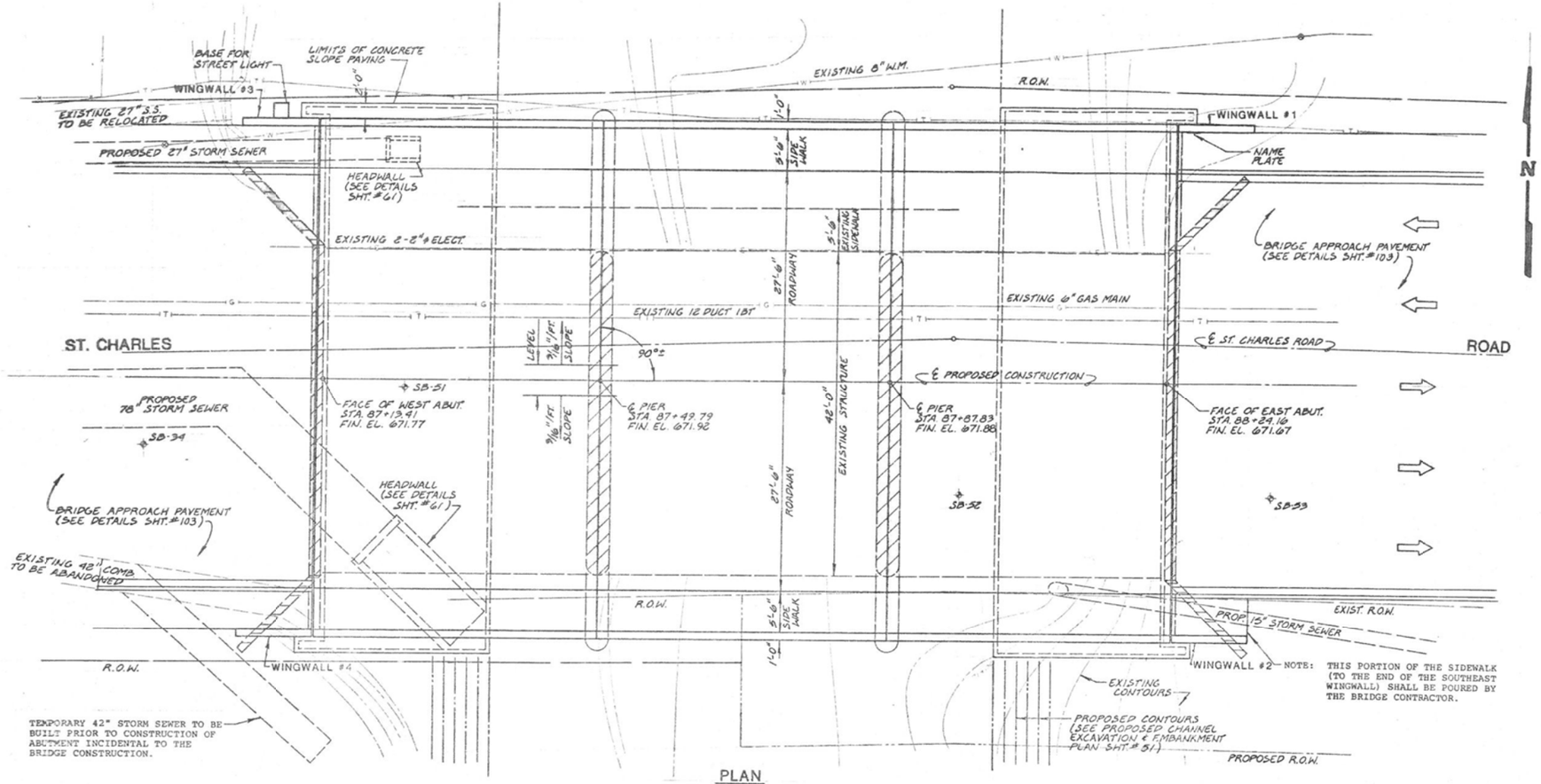
PRESTRESSED CONCRETE BEAMS
f'c = 5000 psi
f'ci = SEE INDIVIDUAL BEAM DETAILS

REINFORCING STEEL, DEFORMED
fs = 20,000 psi

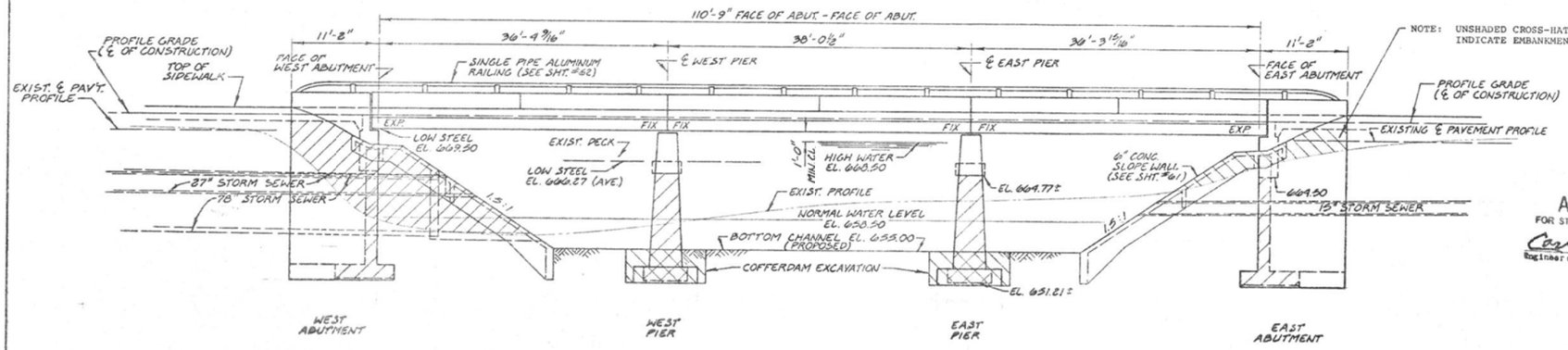
PRESTRESSING STEEL - 1/2" ø STRANDS
f's = 270,000 psi EXTRA HIGH STRENGTH
(INITIAL FORCE PER STRAND IS TO BE 28,900 LBS.)
fsi = 189,000 psi



PROFILE GRADE @ ℄ OF CONSTRUCTION
(TOP OF CLASS I SURFACE)



PLAN



ELEVATION

CROSS-HATCHED AND SHADED AREAS INDICATE EXISTING SUB-STRUCTURE.

STATION 87+68.79
BUILT 1978 BY
STATE OF ILLINOIS
S.A. RT. SA-7 SEC. 0-1.15D
F.A. PROJ. M-5003(27)
LOADING HS 20
STR. NO. 022-6950

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Engineer of Bridge & Traffic Structures

NAME PLATE
(SEE STD. 2113)

NOTE:
STRUCTURE NUMBER (STR. NO.)
TO BE SUPPLIED BY DISTRICT
LOCATE NAME PLATE AT THE
NORTHEAST WINGWALL (#1)

*THE CONTRACTOR SHALL BE PAID FOR CONSTRUCTION OF ONE COFFERDAM AT EACH PIER. THE COFFERDAM MAY BE CONTINUOUS FROM ONE END OF THE PIER TO THE OTHER OR IT MAY BE CONSTRUCTED ONLY AROUND THE NEW CONSTRUCTION AT THE ENDS.

STATE OF ILLINOIS
ERICH G. MEES
No. 2846
WESTERN SPRINGS
ILL. 60558
REGISTERED STRUCTURAL ENGINEER
Erich G. Mees

REVISIONS	
NAME	DATE
D.C.N.	2/14/78
E.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

GENERAL BRIDGE PLAN

ST. CHARLES ROAD BRIDGE - SALT CREEK

SCALE: 5 0 5
DRAWN BY: D.C.N.
DATE: 12-13-77
CHECKED BY: E.M.

mn 104-48

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

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	DRAWN - BS	REVISED -
PLOT SCALE = 0:2.0000 ':' / in.	CHECKED - CB	REVISED -
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 1 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	72
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

BILL OF MATERIAL

ITEM	UNIT	QUANT.
STONE RIP RAP	SQ. YD.	80

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1973-156-W & RS, ST	DUPAGE	105	51
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT N-5003(27)		

MONTERREY AVE
45' CONC. WALK
92° 21' 20" C.B. RIM 670.30
BITUMINOUS PARKING LOT
5.0' TEMPORARY CONSTRUCTION EASEMENT
PANCAKE HOUSE
PROP. WALK
ST. CHARLES ROAD
OLD 66 R.O.W.
42" CONC.
PROP. BRIDGE
EXIST. SALT CREEK BRIDGE
PROP. WALK
5' CONC. WALK
3' WOOD FENCE
TEMPORARY CONSTRUCTION EASEMENT
BOTTOM EXIST. BANK
THE SLOPE FROM ELEVATION 657 TO ELEVATION 668 WITHIN THE R.O.W. AND TEMPORARY EASEMENT SHALL BE RIP RAP
THE SLOPE FROM ELEVATION 657 TO ELEVATION 668 WITHIN THE R.O.W. AND PERMANENT EASEMENT SHALL BE RIP RAP
EDGE OF BITUMINOUS SURFACE
32" CULVERT
CREEK
SALT
PROP. B/C
PROP. BRIDGE
TEMPORARY CONSTRUCTION EASEMENT
PERMANENT WATERMAIN EASEMENT
HIGH WATER - 668.00
NORMAL WATER - 660.00
LOW WATER - 657.50
EDGE OF BITUMINOUS SURFACE
CONC. APRON
STATE OF ILLINOIS WEIGH STATION
ST. CHARLES
PROP. R.O.W.
BIT.
5.0' TEMPORARY CONSTRUCTION EASEMENT
BITUMINOUS PARKING AREA
4" PCC WALK
KENTUCKY FRIED CHICKEN
6" PCC WALK

TOP OF BANK EL. 664.00
1.5:1
INV. 655.00
67'

TYPICAL CROSS-SECTION AT BRIDGE

REVISIONS	
NAME	DATE
D.C.N.	4-6-79
G.M.	5-22-79

ILLINOIS DIVISION OF HIGHWAYS

CHANNEL EXCAVATION AND EMBANKMENT PLAN

SCALE: 20 0 20
DRAWN BY: J.V.H./D.C.H.
DATE: 2/15/78
CHECKED BY: J.W.A.

n0104-49

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

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	DRAWN - BS	REVISED -
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - CB	REVISED -
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 2 OF 15 SHEETS | STA. | TO STA.

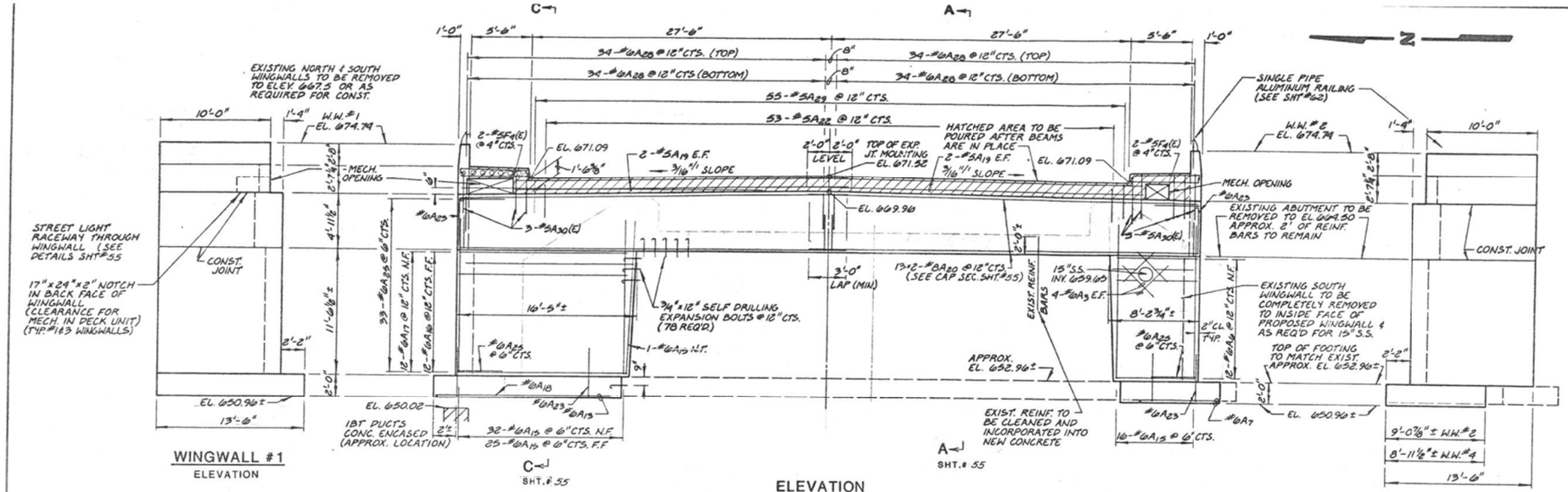
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	73
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1979-136-WRS, ST	DUPAGE	105	52
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(67)		

BILL OF MATERIAL

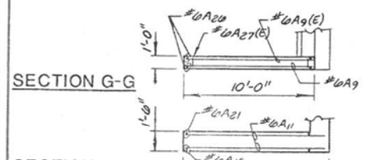
BAR	NO.	SIZE	LENGTH	SHAPE
$A_{9(E)}$	12	#6	9'-8"	
A_8	12	#6	7'-4"	
A_7	16	#6	8'-3"	
A_9	12	#6	9'-8"	
A_{11}	68	#6	11'-0"	
A_{13}	16	#6	13'-0"	
A_{15}	118	#6	14'-0"	
A_{16}	12	#6	14'-6"	
A_{17}	12	#6	15'-6"	
A_{18}	14	#6	16'-3"	
A_{19}	8	#5	30'-6"	
A_{20}	26	#8	35'-6"	
A_{21}	36	#6	12'-3"	
A_{22}	53	#5	5'-0"	
A_{23}	112	#6	5'-0"	
A_{25}	66	#6	8'-0"	
A_{26}	44	#6	7'-8"	
$A_{27(E)}$	26	#6	10'-6"	
A_{28}	136	#6	8'-10"	
A_{29}	55	#5	6'-8"	
$A_{30(E)}$	6	#5	8'-8"	
A_3	30	#6	5'-0"	
$F_{4(E)}$	8	#5	7'-2"	SEE SHT.# 56

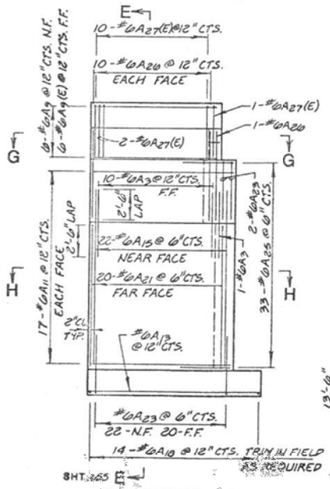
3/4"X12" SELF DRILLING EXPAN. BOLTS		130
CLASS X CONCRETE	CU. YDS.	92
REINFORCEMENT BARS	POUNDS	13,515
REINF. BARS (EPOXY COATED)	POUNDS	644

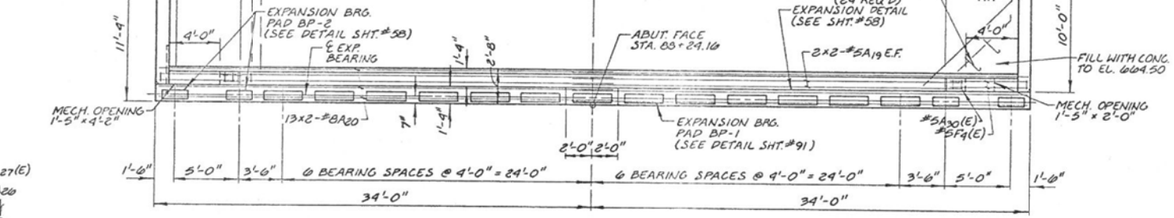


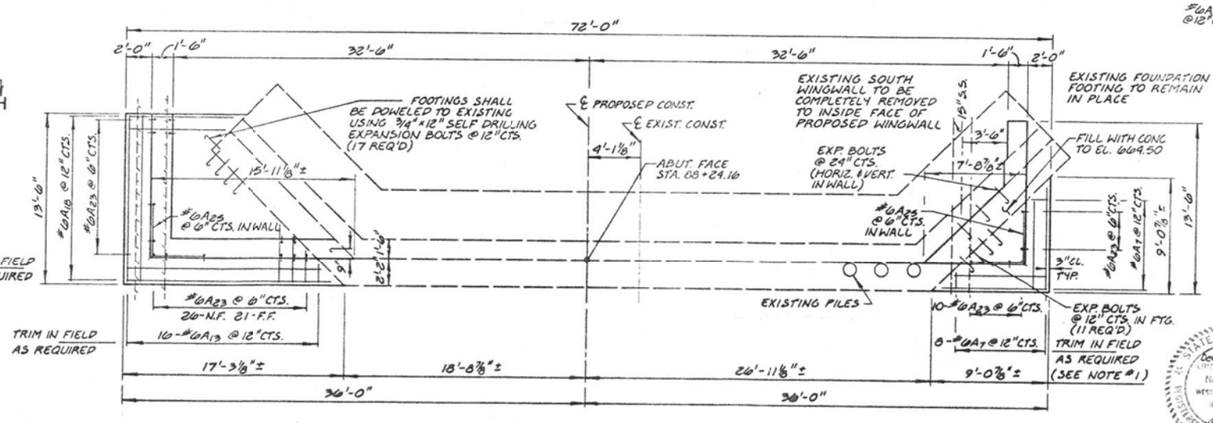
WINGWALL #1
ELEVATION

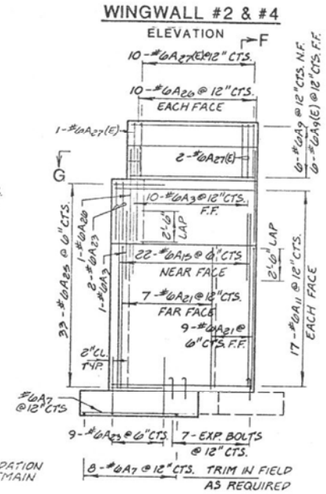
ELEVATION
(LOOKING EAST)

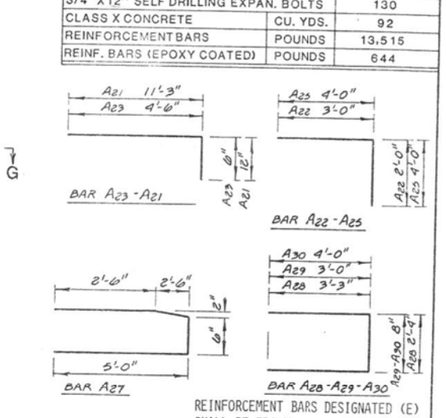












REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED
SEE SPECIAL PROVISIONS

SHADED AREAS INDICATE EXISTING TO BE REMOVED

NOTES:

1 - CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS OF EXISTING BRIDGE. IF ANY SIGNIFICANT VARIATIONS ARE FOUND THE ENGINEER SHOULD BE NOTIFIED.

2 - ALL BARS SHALL HAVE 2" OF COVER EXCEPT IN THE FOOTINGS WHERE 3" OF COVER SHALL BE MAINTAINED.

STATE OF ILLINOIS — DEC. 12TH 1977 — No. 25135 — WESTERN SPRINGS, ILL. — REGISTERED STRUCTURAL ENGINEER

REVISIONS	
NAME	DATE
D.C.N.	2-19-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

EAST ABUTMENT PLANS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-13-77

CHECKED BY: E.M.

00104-50

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung		DESIGNED - BS		REVISED -
		DRAWN - BS		REVISED -
PLOT SCALE = 0:2.0000 '/ in.		CHECKED - CB		REVISED -
PLOT DATE = 11/15/2018		DATE - 11/16/18		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 3 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	74
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

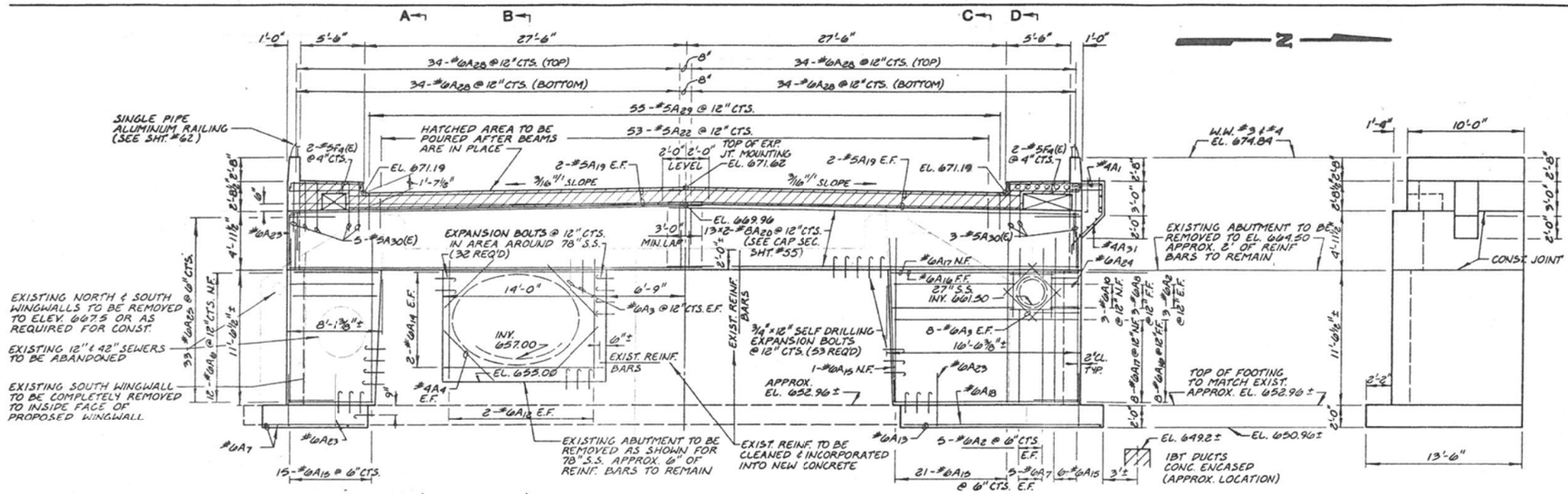
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	1978-730-WERS,BY	DUPAGE	105	53
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(67)		

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED
SEE SPECIAL PROVISIONS

BILL OF MATERIAL

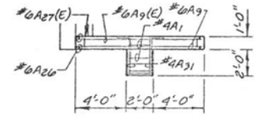
BAR	NO.	SIZE	LENGTH	SHAPE
A1	8	#4	1'-8"	
A2	16	#6	2'-0"	
A3	40	#6	5'-0"	
A4	8	#4	6'-0"	
A9(E)	12	#6	9'-8"	
A6	12	#6	7'-4"	
A7	26	#6	8'-3"	
A8	3	#6	9'-0"	
A9	12	#6	9'-8"	
A10	3	#6	10'-0"	
A11	68	#6	11'-0"	
A12	4	#6	12'-0"	
A13	16	#6	13'-0"	
A14	4	#6	13'-8"	
A15	119	#6	14'-0"	
A16	9	#6	14'-6"	
A17	9	#6	15'-6"	
A18	14	#6	16'-3"	
A19	8	#5	30'-6"	
A20	26	#8	35'-6"	
A21	40	#6	12'-3"	
A22	53	#5	5'-0"	
A23	112	#6	5'-0"	
A24	6	#6	6'-6"	
A25	60	#6	8'-0"	
A26	44	#6	7'-8"	
A27(E)	26	#6	10'-6"	
A28	136	#6	8'-10"	
A29	55	#5	6'-8"	
A30(E)	6	#5	8'-8"	
A31	6	#4	10'-10"	
A32	2	#4	9'-4"	
F4(E)	8	#5	7'-2"	SEE SHT.#56

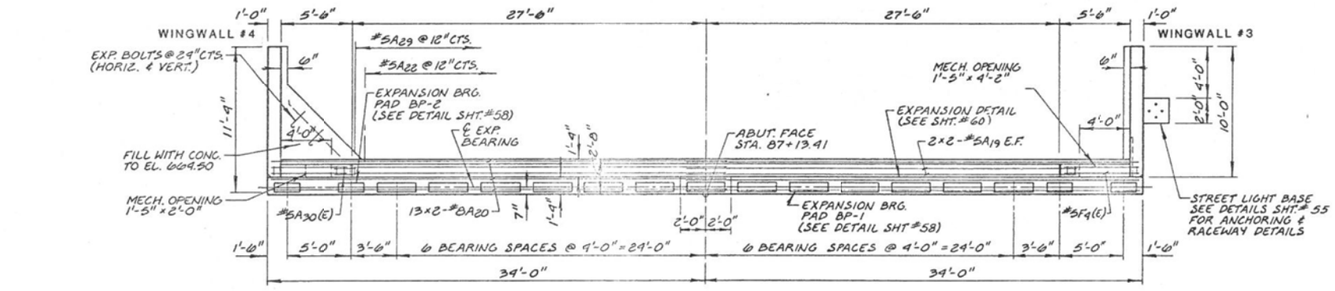
3/4"X12" SELF DRILLING EXPAN. BOLTS		137
CLASS X CONCRETE	CU. YDS.	92
REINFORCEMENT BARS	POUNDS	14,294
REINF. BARS (EPOXY COATED)	POUNDS	698



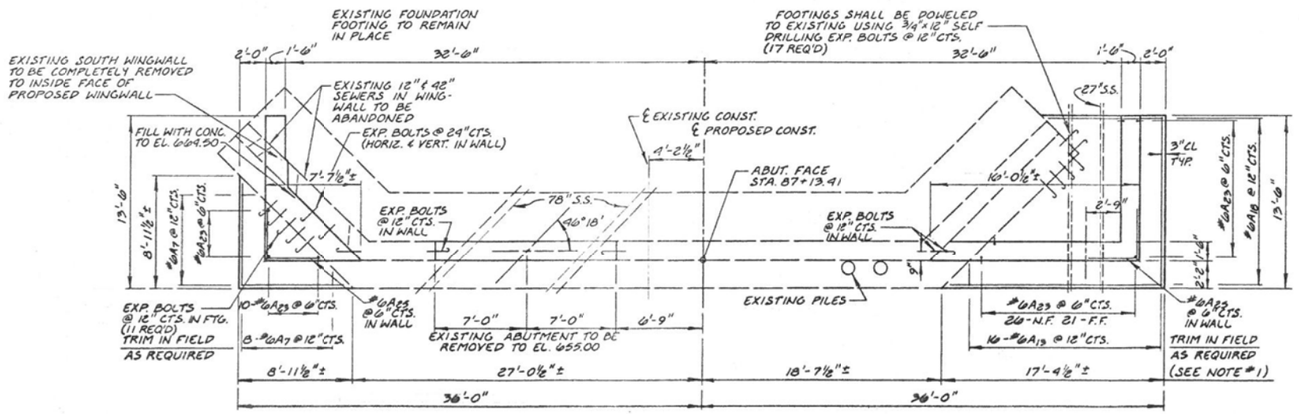
ELEVATION
(LOOKING WEST)

WINGWALL #3
ELEVATION

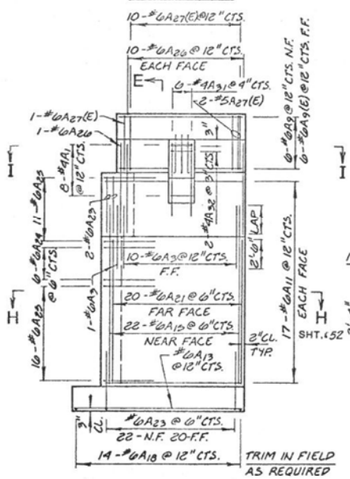




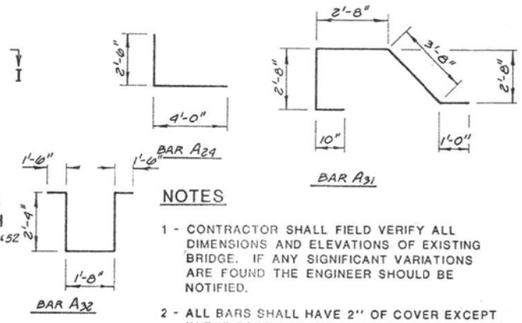
CAP PLAN



FOUNDATION PLAN



WINGWALL #3
REINFORCEMENT



NOTES

1 - CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS OF EXISTING BRIDGE. IF ANY SIGNIFICANT VARIATIONS ARE FOUND THE ENGINEER SHOULD BE NOTIFIED.

2 - ALL BARS SHALL HAVE 2" OF COVER EXCEPT IN THE FOOTINGS WHERE 3" OF COVER SHALL BE MAINTAINED

SHADED AREAS INDICATE EXISTING TO BE REMOVED.

REVISIONS	
NAME	DATE
D.C.N.	2-17-78
G.M.	3-22-79

STATE OF ILLINOIS
ERICH M. MUTH
No. 2816
WESTERN SPRINGS
ILL. 91958
REGISTERED PROFESSIONAL ENGINEER
DEC. 8TH 1977

ILLINOIS DIVISION OF HIGHWAYS

WEST ABUTMENT PLANS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.
DATE: 12-13-77
CHECKED BY: E.M.

no 104-51

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

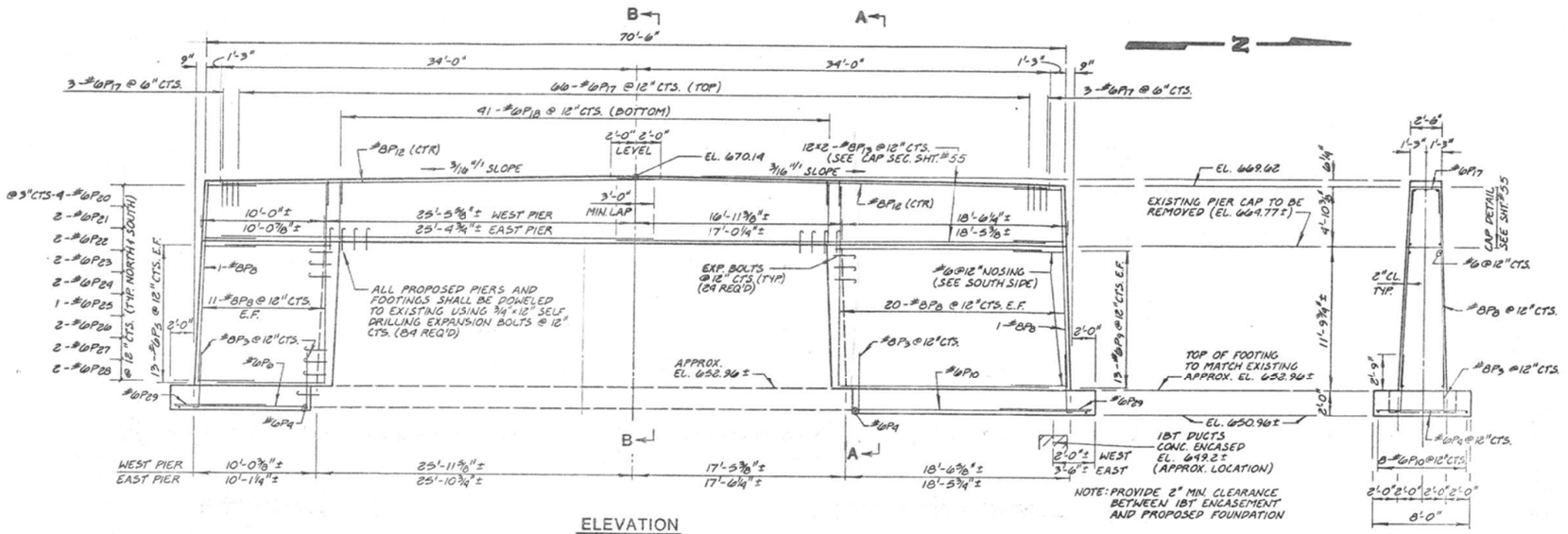
USER NAME = dpung		DESIGNED - BS	REVISED -	
		DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.		CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018		DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

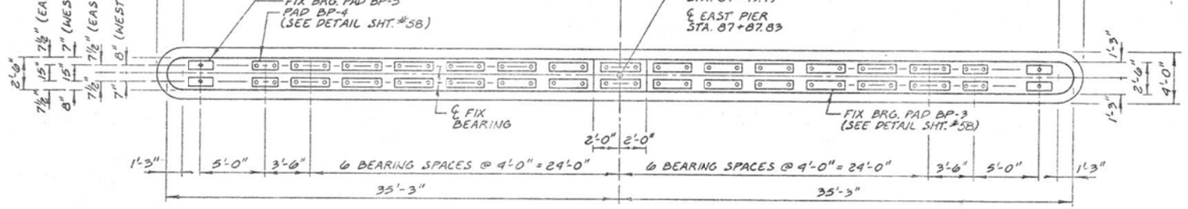
SCALE: N.T.S. | SHEET 4 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	75
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

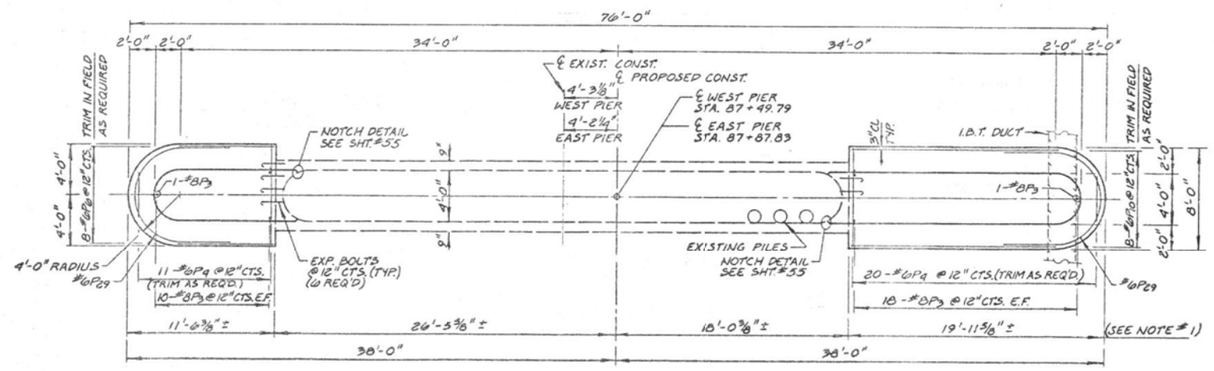


ELEVATION
(LOOKING WEST)

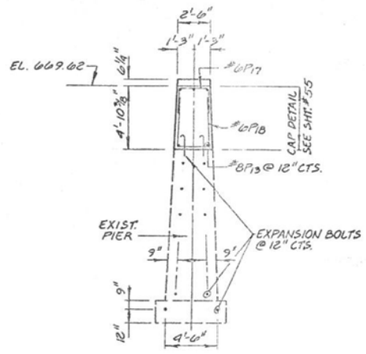
SECTION A-A



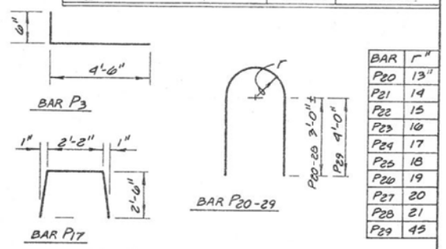
CAP PLAN



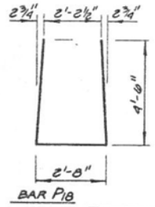
FOUNDATION PLAN



SECTION B-B



BAR	r"
P20	13"
P21	14
P22	15
P23	16
P24	17
P25	18
P26	19
P27	20
P28	21
P29	45



NOTES:

1 - CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS OF EXISTING BRIDGE. IF ANY SIGNIFICANT VARIATIONS ARE FOUND THE ENGINEER SHOULD BE NOTIFIED.

2 - ALL BARS SHALL HAVE 2" OF COVER EXCEPT IN THE FOOTINGS WHERE 3" OF COVER SHALL BE MAINTAINED

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-WRS,84	DUPAGE	105	54
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		

EAST AND WEST PIERS
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
P3	116	#8	5'-0"	
P4	62	#6	7'-6"	
P5	32	#6	8'-6"	
P6	16	#6	11'-0"	
P8	124	#8	16'-9"	
P9	32	#6	17'-0"	
P10	16	#6	19'-6"	
P12	4	#8	36'-6"	
P13	48	#8	35'-6"	
P17	144	#6	7'-2"	
P18	82	#6	11'-8"	
P20	16	#6	9'-4"	
P21	8	#6	9'-8"	
P22	8	#6	10'-0"	
P23	8	#6	10'-2"	
P24	8	#6	10'-4"	
P25	4	#6	10'-5"	
P26	8	#6	11'-0"	
P27	8	#6	11'-3"	
P28	8	#6	11'-6"	
P29	4	#6	19'-9"	

3/4"X12" SELF DRILLING EXPAN. BOLTS		288
CLASS X CONCRETE	CU. YDS.	196
REINFORCEMENT BARS	POUNDS	19,603

REVISIONS	
NAME	DATE
D.C.N.	2-16-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

EAST & WEST PIER PLANS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

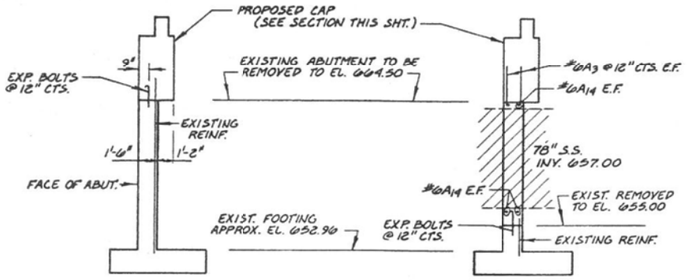
SCALE: N.T.S. | SHEET 5 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	76
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

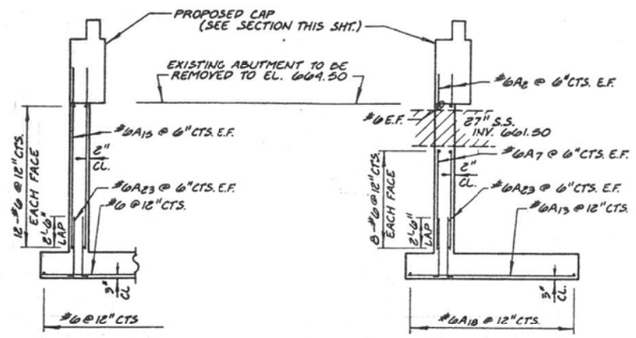
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1972-130-WERS,ETC	DUPAGE	105	55
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		

BILL OF MATERIAL

ITEM	UNIT	QUAN.
REPAIR CONCRETE STRUCTURES	SQ. FT.	100



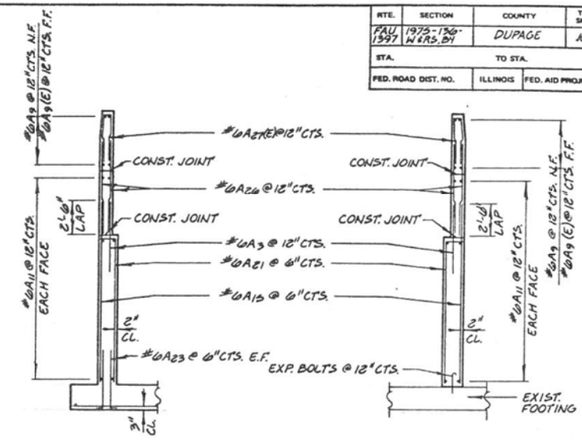
SECTION A-A
(EXISTING ABUTMENT)



SECTION B-B
(AT 78" STORM SEWER)

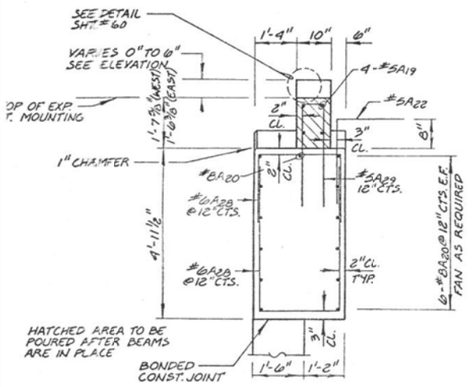
SECTION C-C
(PROPOSED ABUTMENT)

SECTION D-D
(AT 27" STORM SEWER)

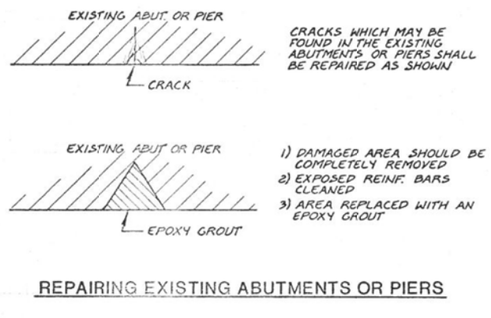


SECTION E-E
(WINGWALL #1 & #3)

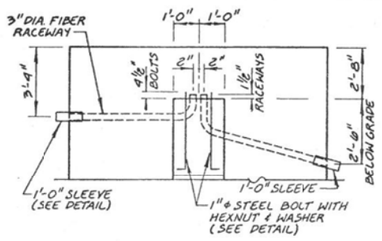
SECTION F-F
(WINGWALL #2 & #4)



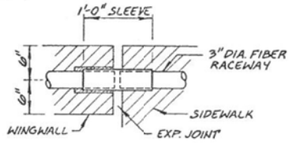
SECTION - ABUTMENT CAP



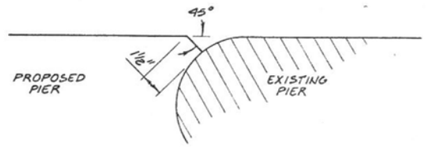
REPAIRING EXISTING ABUTMENTS OR PIERS



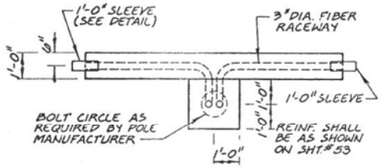
ELEVATION



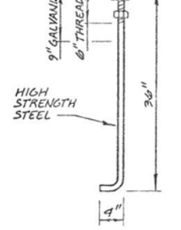
SLEEVE DETAIL



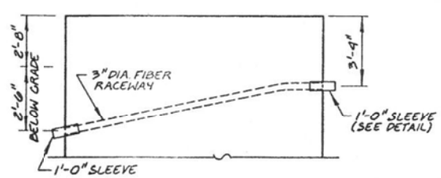
NOTCH DETAIL



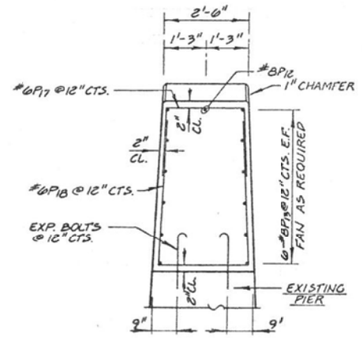
PLAN
STREET LIGHT RACEWAY
AT WINGWALL #3



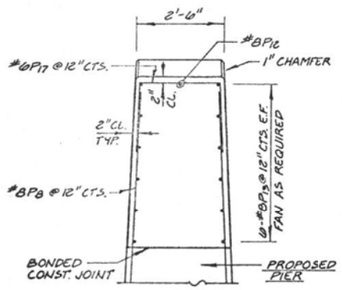
BOLT DETAIL



ELEVATION
STREET LIGHT RACEWAY
AT WINGWALL #1



SECTION - PIER CAP



SECTION - PIER CAP

REVISIONS	
NAME	DATE
D.C.N.	2-17-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

MISC. ABUTMENT & PIER DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-19-77

CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

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		DRAWN - BS		REVISED -	
PLOT SCALE = 0:2.0000 '1' / in.		CHECKED - CB		REVISED -	
PLOT DATE = 11/15/2018		DATE - 11/16/18		REVISED -	

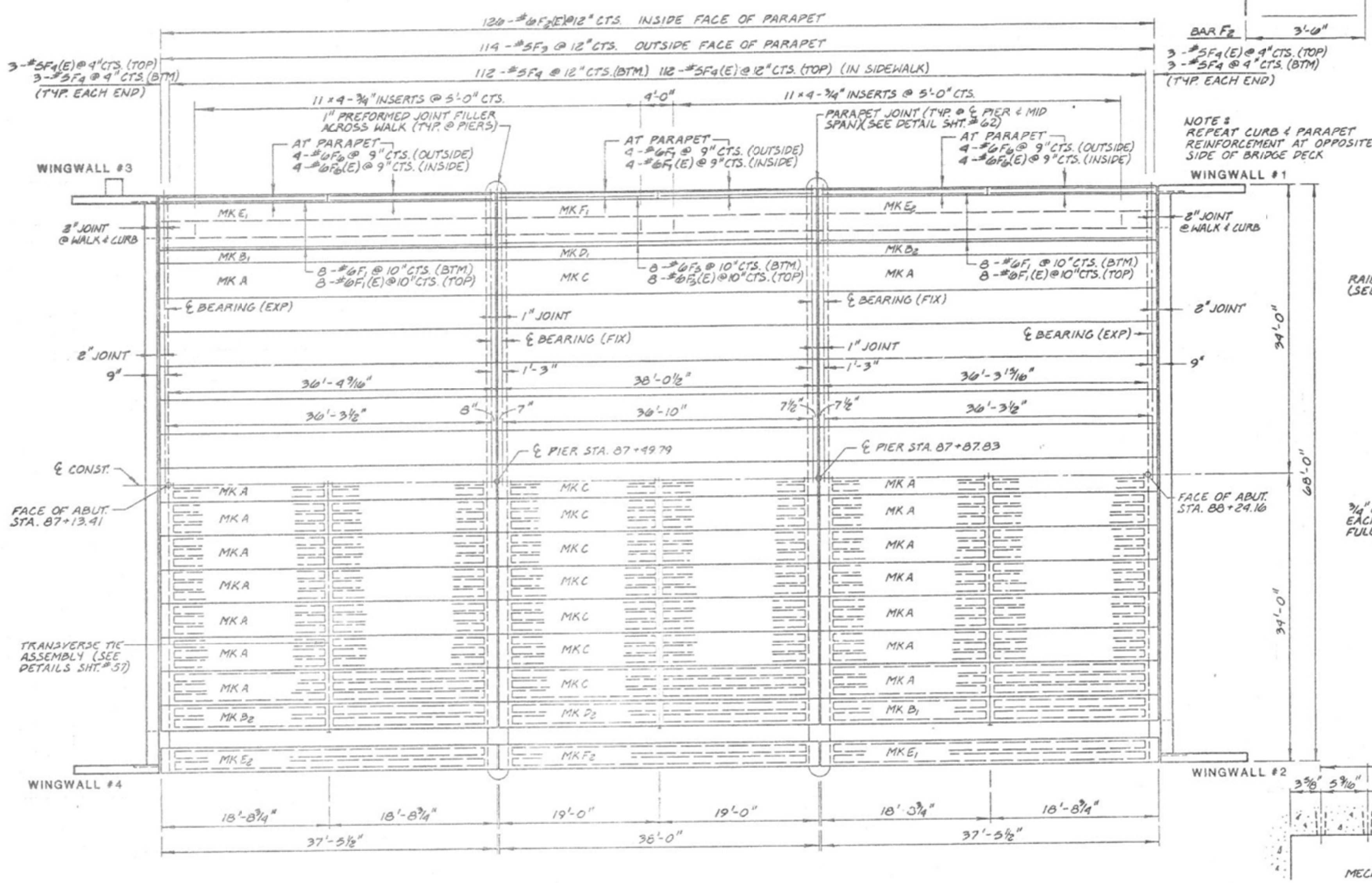
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

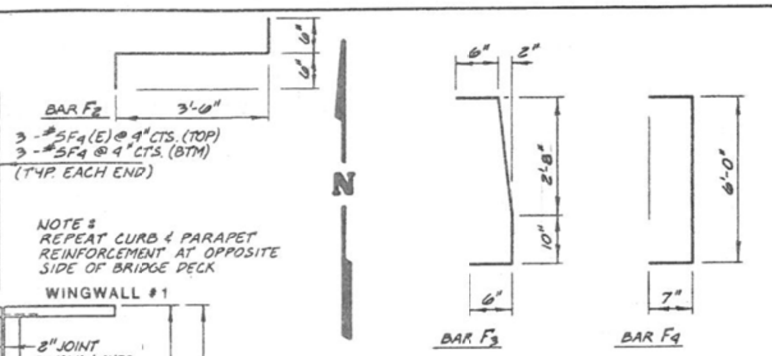
SCALE: N.T.S. | SHEET 6 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	77
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-W&RS, BY	DUPAGE	105	56
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT M-5003(27)	



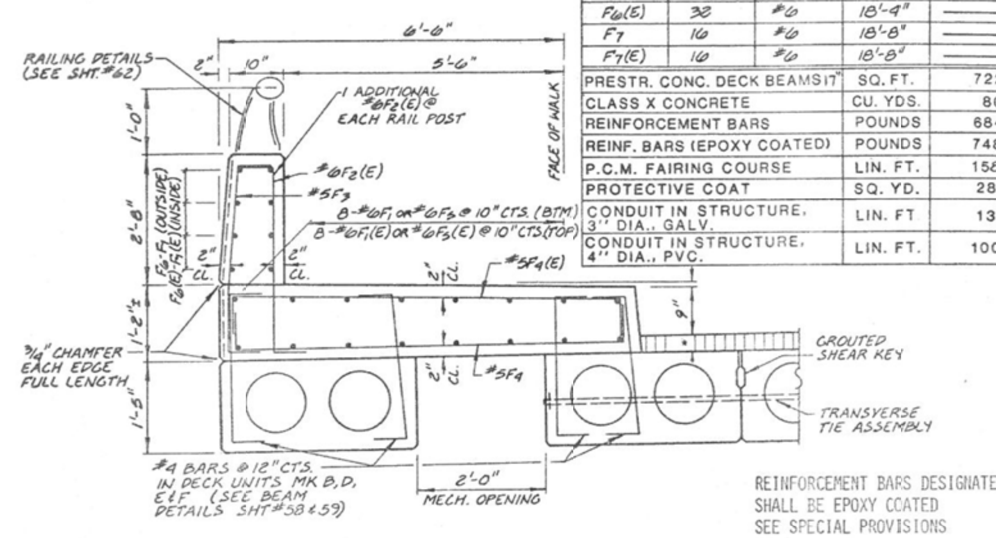
DECK FRAMING PLAN



NOTE: REPEAT CURB & PARAPET REINFORCEMENT AT OPPOSITE SIDE OF BRIDGE DECK

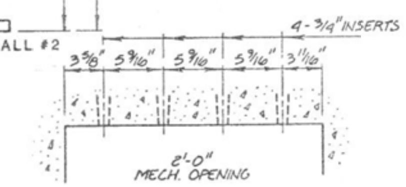
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
F1	32	#6	37'-0"	
F2(E)	252	#6	4'-6"	
F3	228	#5	4'-6"	
F4	236	#5	7'-2"	
F1(E)	32	#6	37'-0"	
F4(E)	236	#5	7'-2"	
F5	16	#6	37'-8"	
F5(E)	16	#6	37'-8"	
F6	32	#6	18'-4"	
F6(E)	32	#6	18'-4"	
F7	16	#6	18'-8"	
F7(E)	16	#6	18'-8"	
PRESTR. CONC. DECK BEAMS 17"			SQ. FT.	7227
CLASS X CONCRETE			CU. YDS.	80
REINFORCEMENT BARS			POUNDS	6848
REINF. BARS (EPOXY COATED)			POUNDS	7482
P.C.M. FAIRING COURSE			LIN. FT.	1580
PROTECTIVE COAT			SQ. YD.	280
CONDUIT IN STRUCTURE, 3" DIA., GALV.			LIN. FT	133
CONDUIT IN STRUCTURE, 4" DIA., PVC.			LIN. FT.	1000

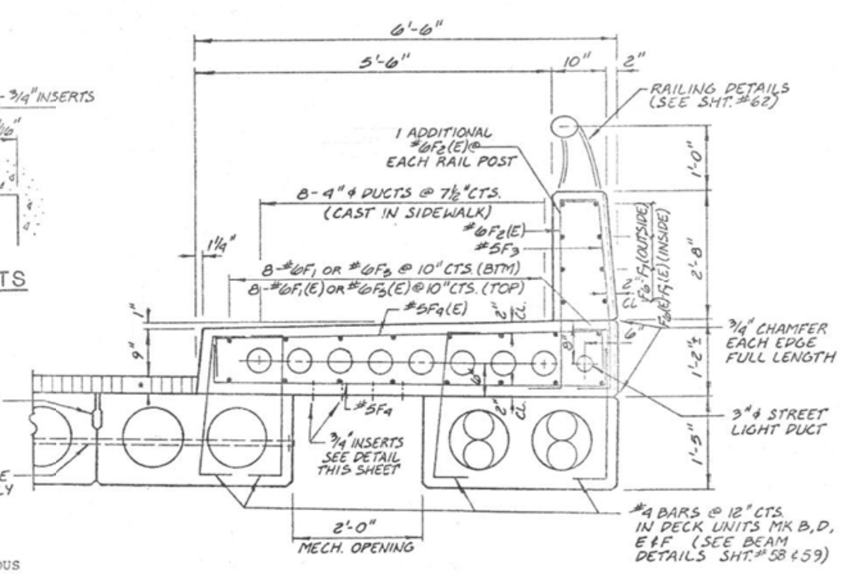


SOUTH CURB SECTION

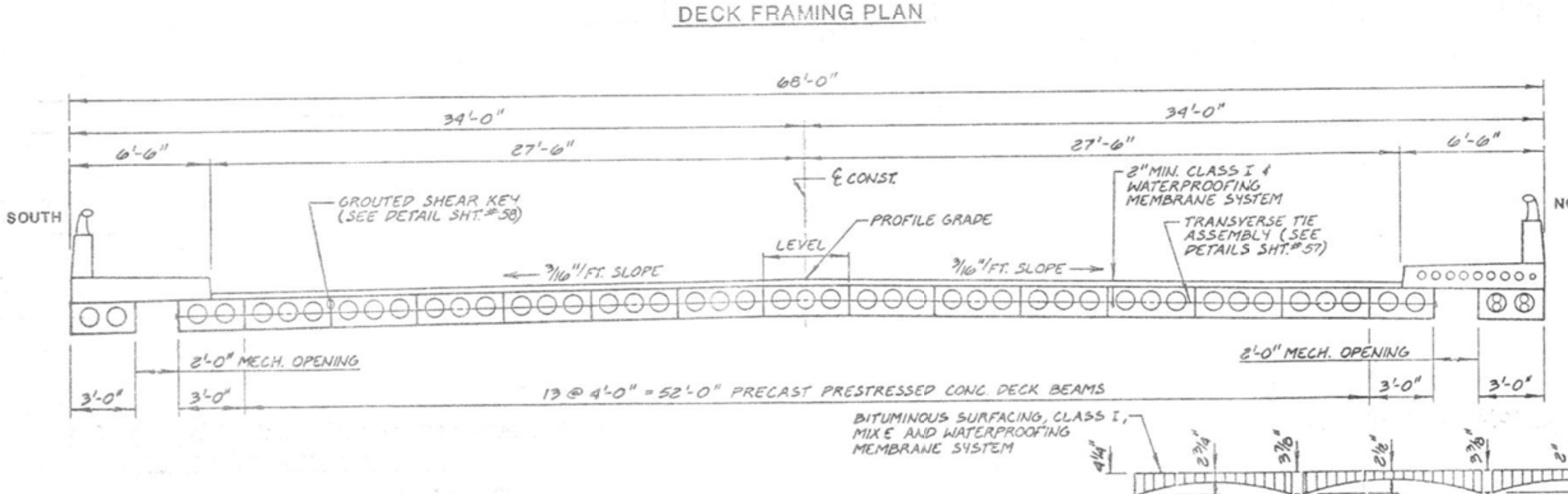
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED SEE SPECIAL PROVISIONS



DETAIL - 3/4" INSERTS

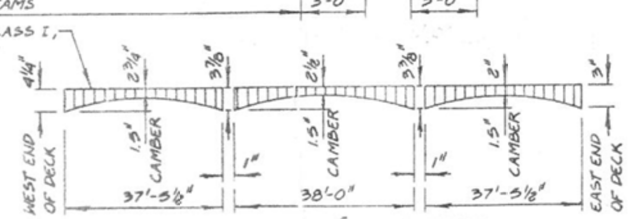


NORTH CURB SECTION



CROSS SECTION

NOTE:
DECK TO HAVE * CLASS I BITUMINOUS CONC. WEARING SURFACE INCLUDING THICKNESS OF WATERPROOFING MEMBRANE SYSTEM. FOR PROPER THICKNESS(*) SEE PLAN OR SURFACE GRADES SHT. #60 (THICKNESS VARIES 2" to 4 1/4")



CLASS I PROFILE AT € CONSTRUCTION

REVISIONS	
NAME	DATE
D.C.N.	2-14-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

DECK FRAMING PLAN & DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-13-77

CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
- FOR INFORMATION ONLY

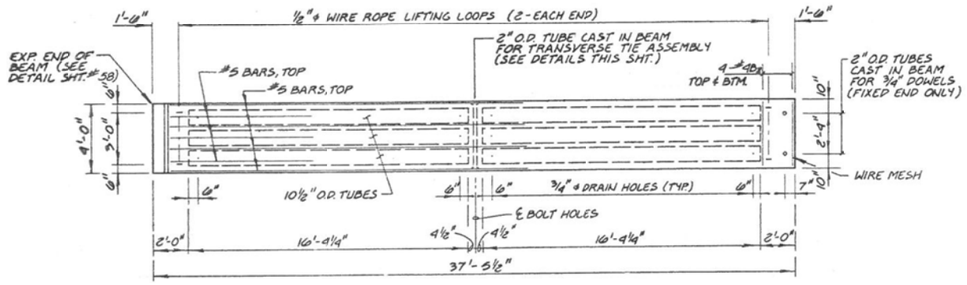
SCALE: N.T.S. | SHEET 7 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	78

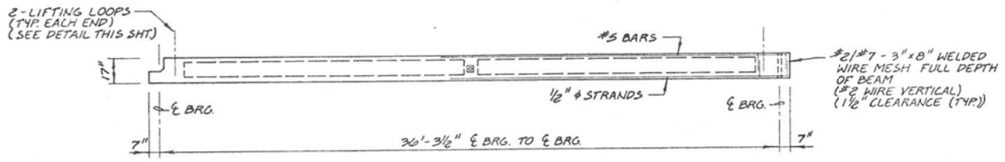
PROJECT: BRM-4003(508); JOB: C-91-313-15
ILLINOIS

00104

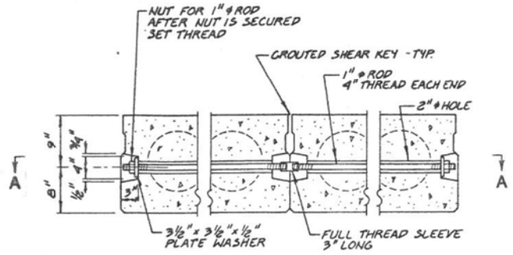
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-WR,BY	DUPAGE	105	57
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		



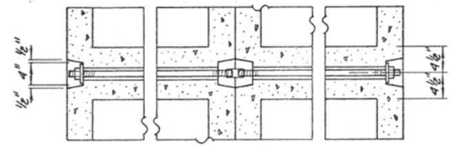
PLAN - MK A DECK UNITS



ELEVATION - MK A



TYPICAL TRANSVERSE TIE ASSEMBLY



SECTION A-A

GENERAL NOTES

PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH, STRESS RELIEVED 7-WIRE STRAND GRADE 270. THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ.IN.

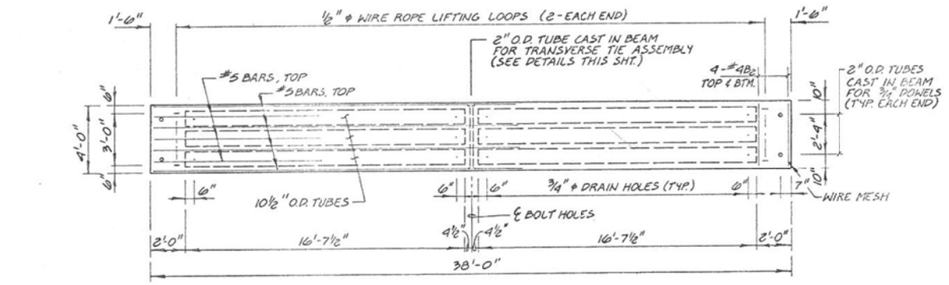
THE 1" DIAMETER RODS IN THE TRANSVERSE TIE ASSEMBLY SHALL BE TIGHTENED TO A SNUG FIT AND THE THREADS SET. POCKETS THAT RECEIVE TRANSVERSE TIE ROD ON OUTSIDE BEAM SHALL BE FILLED WITH GROUT AFTER TRANSVERSE TIE ASSEMBLY IS IN PLACE.

AFTER FABRICATION THE TRANSVERSE TIE ASSEMBLIES (TIE RODS, NUTS AND WASHERS) SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH A.A.S.H.T.O. DESIGNATION M-232.

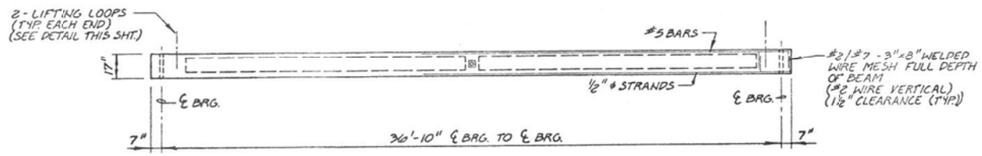
LONGITUDINAL SHEAR KEYS SHALL BE PACKED WITH A VERY DRY MIX OF 2:1 SAND AND P.C. MORTAR.

AFTER BEAMS HAVE BEEN ERECTED, HOLES FOR THE DOWEL ANCHORS SHALL BE DRILLED INTO THE SUB-STRUCTURE AND THE ANCHOR DOWELS SHALL BE GROUTED IN PLACE.

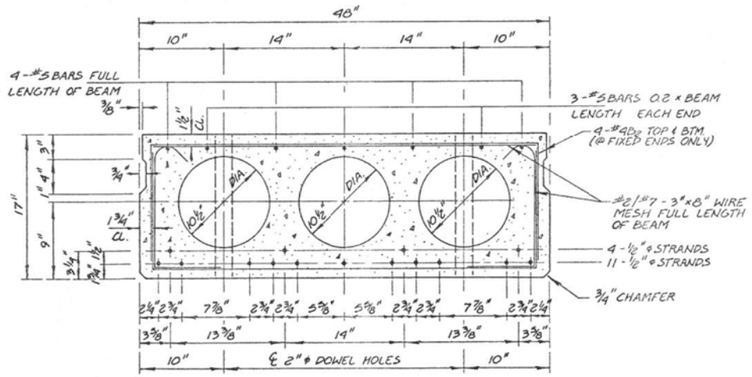
COST OF REINFORCEMENT AND ACCESSORIES CAST INTO THE BEAMS, OF BEARING PADS, AND OF GROUTING LONTITUDINAL SHEAR KEYS IS INCLUDED IN UNIT BID PRICE FOR "PRECAST PRESTRESSED CONCRETE BRIDGE DECK".



PLAN - MK C DECK UNITS

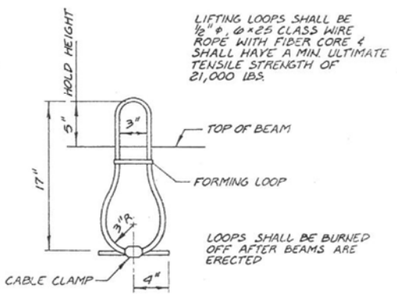


ELEVATION - MK C



SECTION - MK A & MK C DECK UNITS

f'ci = 4900 PSI



LIFTING LOOP DETAIL

STATE OF ILLINOIS
DEC 19 1977
ERICH M. MEES
No. 2546
WESTERN SPRINGS
ILL. 60558
REGISTERED STRUCTURAL ENGINEER

Erich M. Mees

REVISIONS	
NAME	DATE
D.C.N.	2/14/78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

DECK UNITS (MK A & C) & DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-19-77

CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
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	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 '/ in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

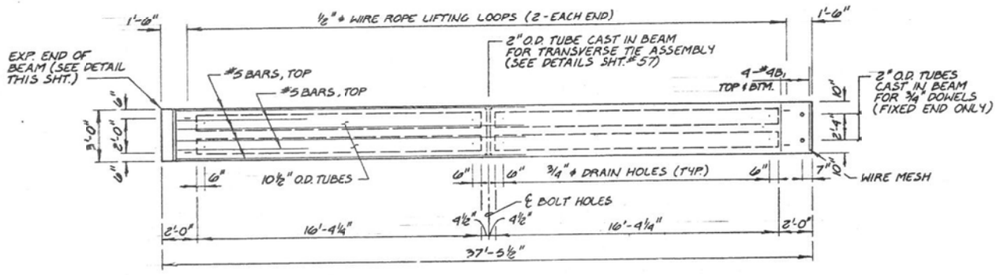
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

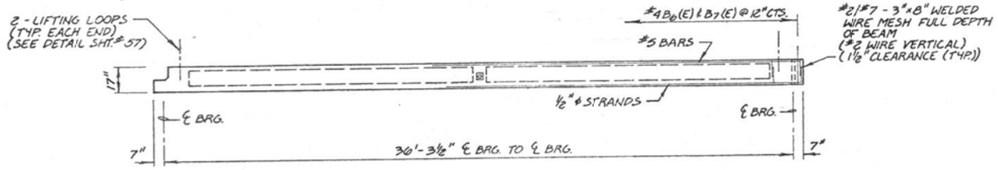
SCALE: N.T.S. | SHEET 8 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	79
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

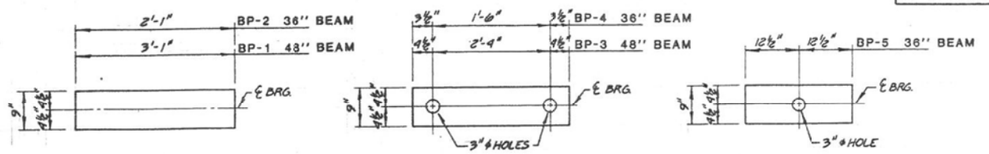
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136 W.B.R.S., BY	DUPAGE	105	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT M-5003(27)	



PLAN - MK B DECK UNITS

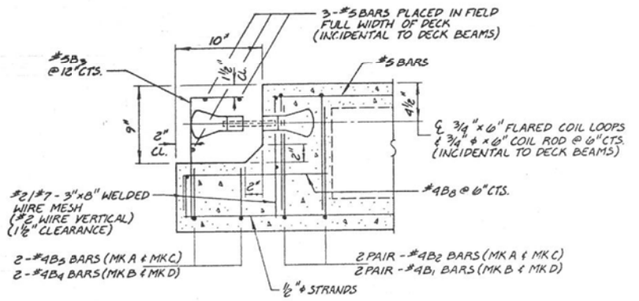


ELEVATION - MK B

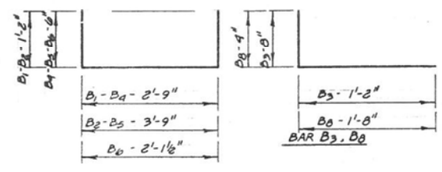


1/4" GRAPHITED ASBESTOS BEARING PADS
(EXPANSION BEARING)

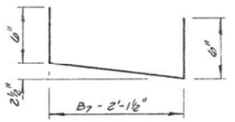
1/2" FABRIC BEARING PADS
(FIXED BEARING)



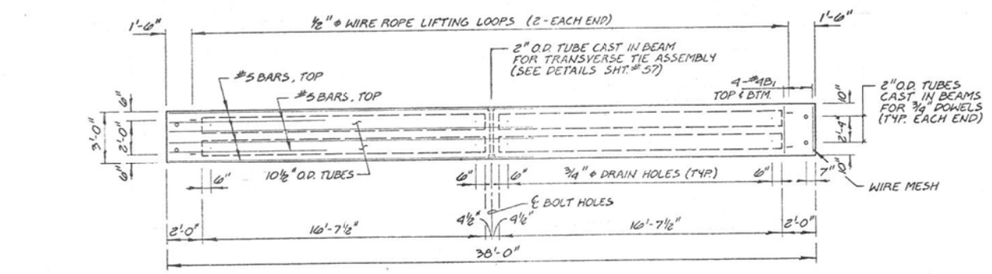
EXPANSION END OF BEAM



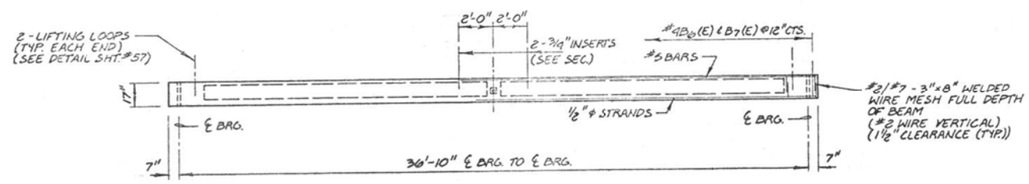
BAR B1,2,4,5,6



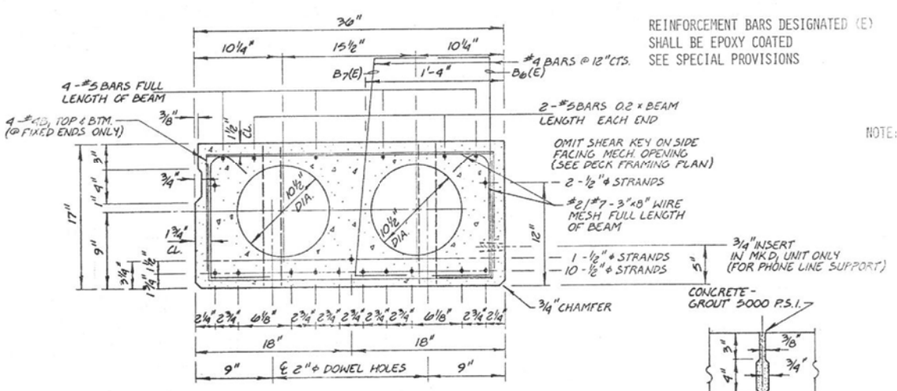
BAR B7



PLAN - MK D DECK UNITS



ELEVATION - MK D



REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED SEE SPECIAL PROVISIONS

NOTE: REINFORCEMENT BARS IN THE DECK UNITS SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE DECK BEAMS.

SECTION - MK B & MK D DECK UNITS
f'ci = 4000 PSI

Erich M. Mees

REVISIONS	
NAME	DATE
D.C.N.	2/14/78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

DECK UNITS (MK B & D) & DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-13-77

CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

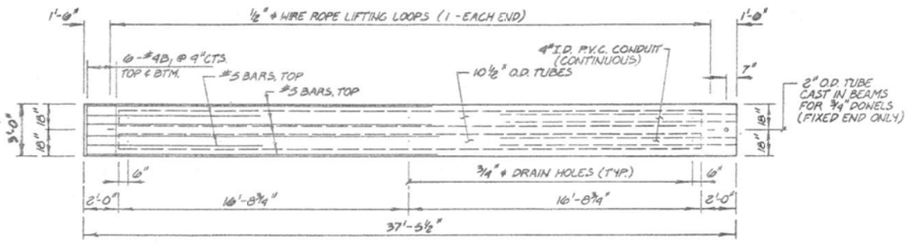
SCALE: N.T.S. | SHEET 9 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	80
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

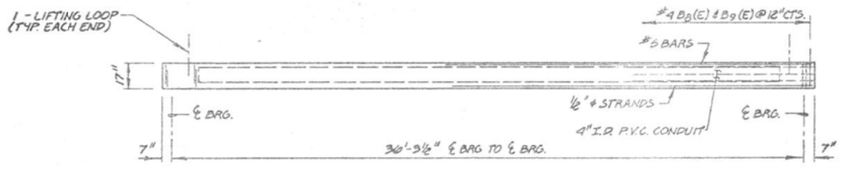
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-WRS, BY	DUPAGE	105	59
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(67)		

BILL OF MATERIAL

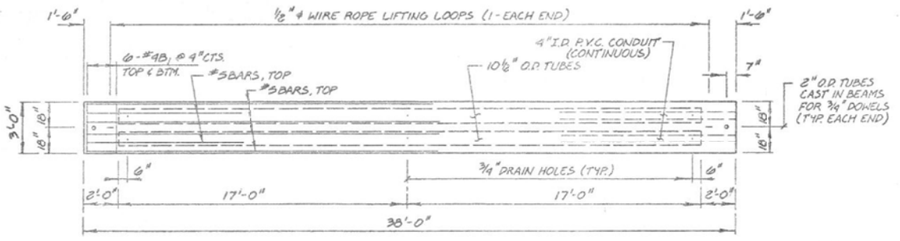
CONDUIT IN STRUCTURE 4" DIA. P.V.C.	LIN. FT.	500



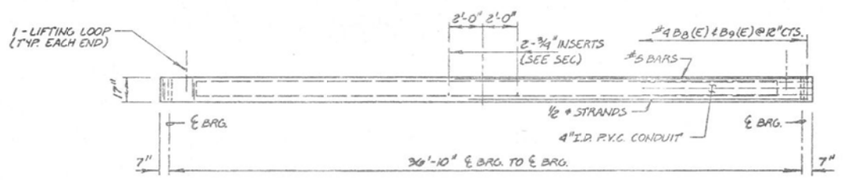
PLAN - MK E DECK UNITS



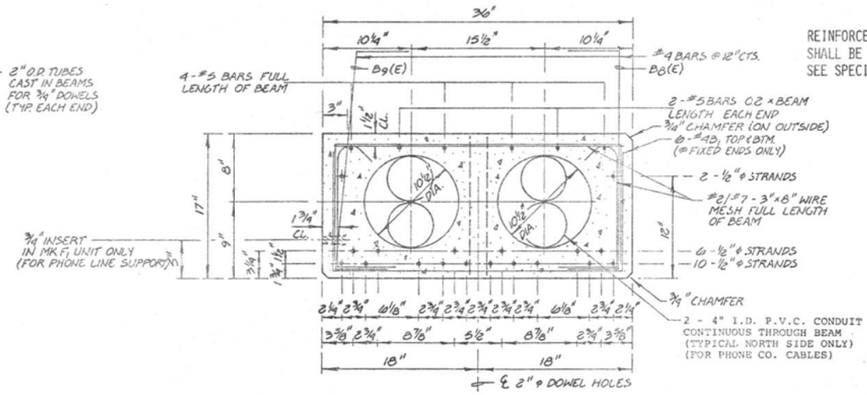
ELEVATION - MK E



PLAN - MK F DECK UNITS



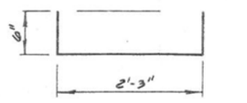
ELEVATION - MK F



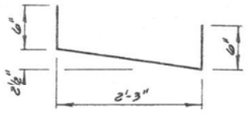
SECTION - MK E & MK F DECK UNITS

f'ci = 4600 PSI

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED SEE SPECIAL PROVISIONS



BAR B8



BAR B9

STATE OF ILLINOIS
DEC. 12TH 1977
ERICH M. MEAD
No. 2846
WESTERN SPRINGS
ILL. 60558
REGISTERED STRUCTURAL ENGINEER

Erich M. Mead

REVISIONS	
NAME	DATE
D.C.N.	2/14/78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

DECK UNITS (MK E & F) & DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-13-77

CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung		DESIGNED - BS	REVISED -	
		DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 '' / in.		CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018		DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 10 OF 15 SHEETS | STA. | TO STA.

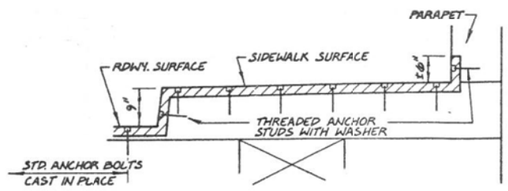
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	81
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-130-WRB,BT	DUPAGE	105	60
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		

BILL OF MATERIAL

WATERPROOF MEMBRANE SYSTEM	SQ. YDS.	690
2'' NEOPRENE EXPANSION JOINT	LIN. FT.	137
BITUMINOUS CONCRETE SURFACE COURSE, MIX E CLASS I	TON	110

PLAN - SURFACE GRADES
ON BRIDGE DECK



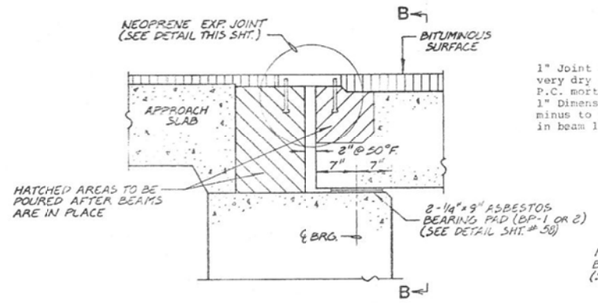
NEOPRENE END TREATMENT
(TYPICAL AT SIDEWALK)

ALTERNATE NEOPRENE EXPANSION JOINTS (2'')

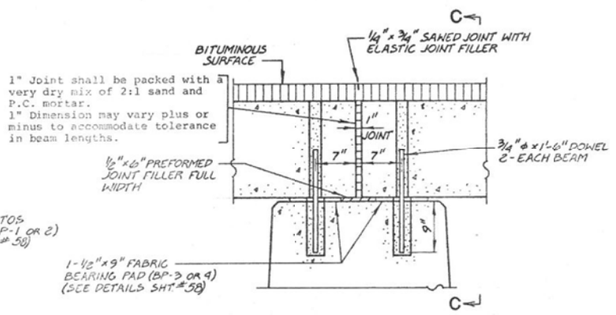
(SEE SPECIAL PROVISIONS)

MODEL	SUPPLIER	BLOCKOUT DIMENSIONS
TRANSFLEX, MODEL 200A	GENERAL TIRE COMPANY	T = 1 13/16" A = 1 1/8" B = 3 5/16"
WABOFLEX, MODEL, SR 2	WATSON BOWMAN ASSOCIATES, INC.	T = 1 13/16" A = 1 1/4" B = 3 3/16"
FEL-SPAN, MODEL T-30 SET JOINT SEAL 1 5/8" AT 50°F	FEL-PRO BUILDING PRODUCTS INC.	T = 1 3/4" A = 2 1/4" B = 2 13/16"
WABO ELASTODAM, TYPE 300 SET JOINT SEAL 1 5/8" AT 50°F	WATSON BOWMAN ASSOCIATES, INC.	T = 1 3/4" A = 2 1/4" B = 2 13/16"
WABO ALU-STRIP, TYPE III S300 SET JOINT SEAL 1 1/2" AT 50°F	WATSON BOWMAN ASSOCIATES, INC. Permitted for 0° Skew only	T = 1 3/4" A = 1 5/8" B = 2 3/4"
LOW PROFILE ONFLEX-25 SET JOINT SEAL 1 1/2" AT 50°F ROADWAY BOLT CHANNEL SHALL BE FILLED WITH APPROVED GROUT PERMITTED FOR UP TO 50° SKEW	STRUCTURAL ACCESSORIES, INC.	T = 1 3/4" A = 1 5/8" B = 2 3/8"

NOTE: FURNISHING AND INSTALLATION OR APPLICATION OF ALL NECESSARY HARDWARE, ANCHOR BOLTS OR STUDS, DRAIN HOLES, SEALANTS, ADHESIVES, AND OTHER ACCESSORIES ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR NEOPRENE EXPANSION JOINT.

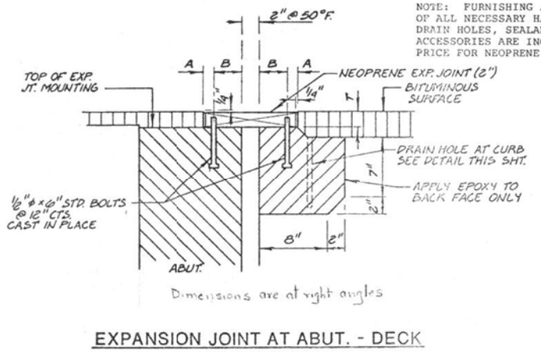


EXPANSION BEARING DETAILS
(ABUTMENTS)



FIXED BEARING DETAIL
(PIERS)

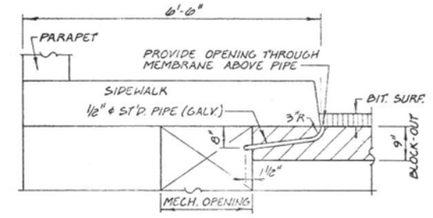
After beams have been erected, 1 1/4" holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowel shall be grouted in place.



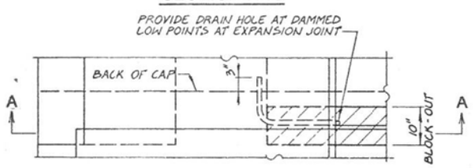
EXPANSION JOINT AT ABUT. - DECK
NEOPRENE

NOTE:

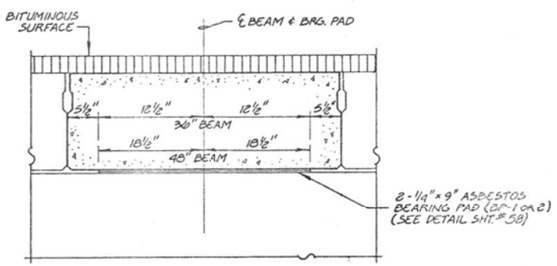
Joint openings shall be adjusted in accordance with Article 50307(c) of the Std. Spec's when the deck is poured at an ambient temperature other than 50°F.



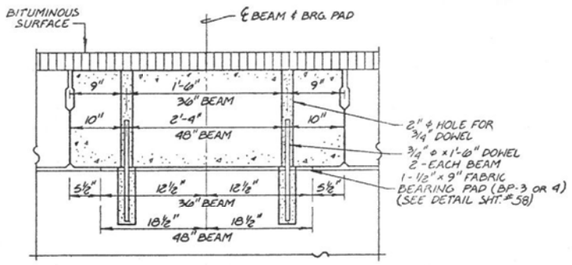
SECTION A-A



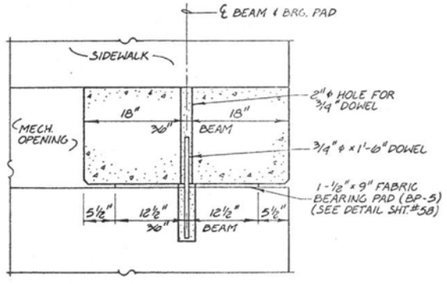
PLAN - DRAIN HOLES
AT EXPANSION JOINT



SECTION B-B
(EXP. END)



SECTION C-C
(FIXED END)



SECTION
(FIXED END)
(SPECIAL BEAM)

REVISIONS	
NAME	DATE
D.C.N.	2-16-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

MISC. DECK DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-13-77 CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung		DESIGNED - BS		REVISED -
		DRAWN - BS		REVISED -
PLOT SCALE = 0:2.0000 '' / in.		CHECKED - CB		REVISED -
PLOT DATE = 11/15/2018		DATE - 11/16/18		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

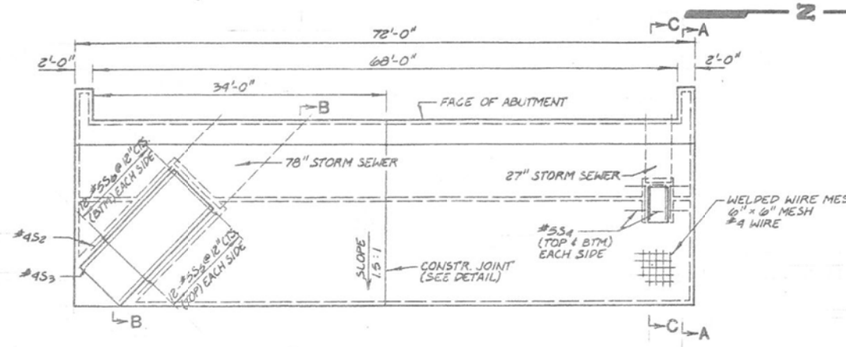
RECORD ST. CHARLES ROAD BRIDGE PLAN
- FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 11 OF 15 SHEETS | STA. | TO STA.

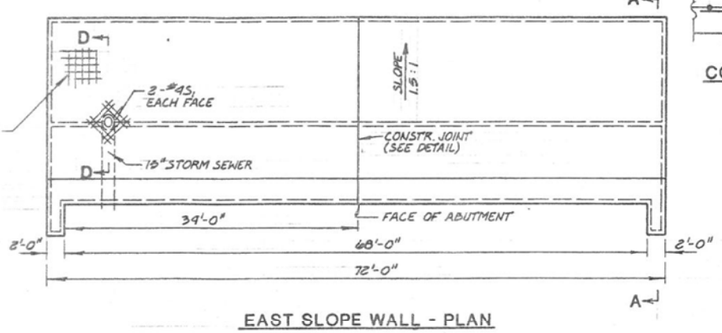
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	82
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

00104

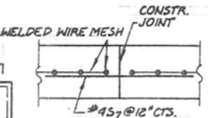
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-WERS, BY	DUPAGE	105	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-2003(87)		



WEST SLOPE WALL - PLAN



EAST SLOPE WALL - PLAN



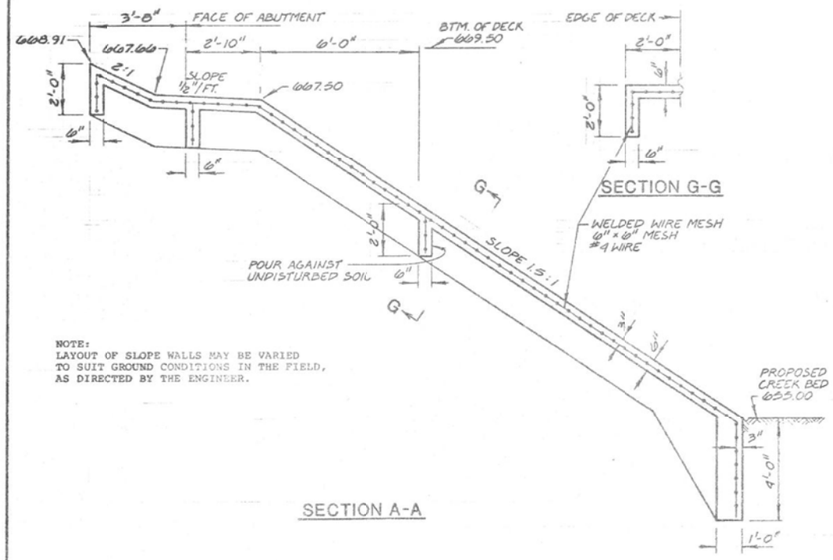
CONSTR. JOINT DETAIL

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
S1	25	#4	4'-0"	
S2	12	#4	14'-0"	
S3	5	#4	15'-6"	
S4	16	#5	4'-6"	
S5	24	#5	7'-0"	
S6	24	#5	9'-0"	
S7	62	#4	3'-0"	
* CLASS X CONCRETE			CU. YDS.	102
* REINFORCEMENT BARS			POUNDS	835

*NOTE: CLASS X CONCRETE AND REINFORCEMENT BARS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF:

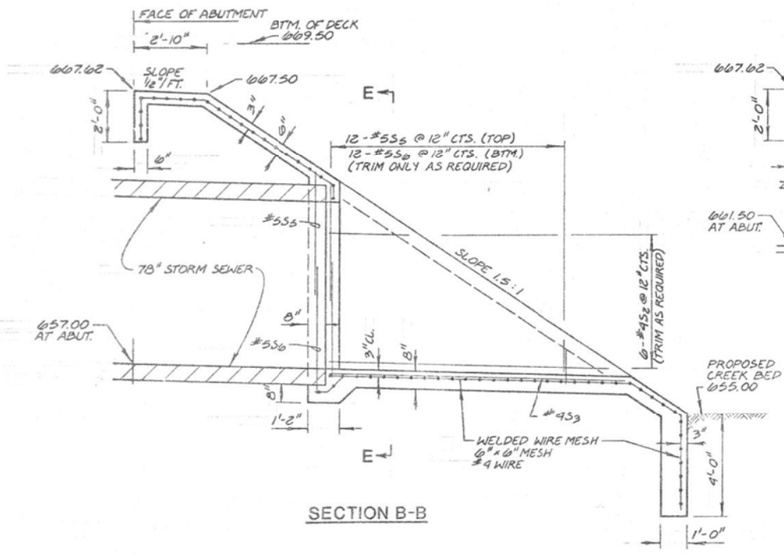
OUTFALL STRUCTURE, SPECIAL 15"	1 EACH
OUTFALL STRUCTURE, SPECIAL 27"	1 EACH
OUTFALL STRUCTURE, SPECIAL 78"	1 EACH
SLOPE WALL 6 INCH SQ. YD.	400



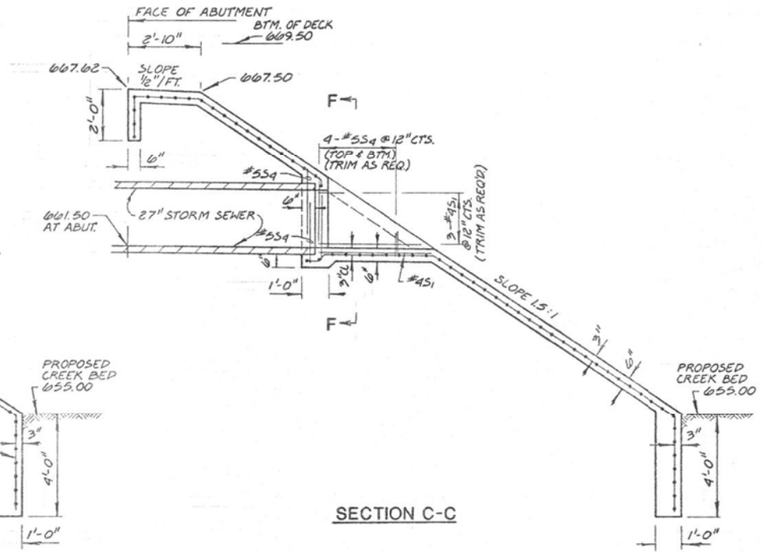
SECTION A-A

SECTION G-G

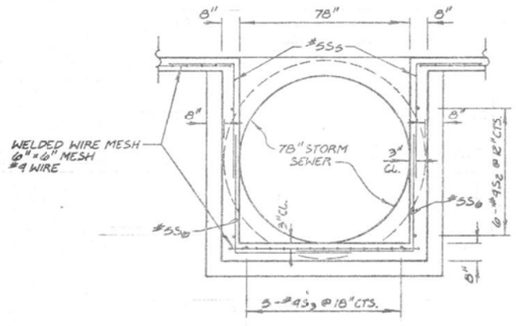
NOTE:
LAYOUT OF SLOPE WALLS MAY BE VARIED TO SUIT GROUND CONDITIONS IN THE FIELD, AS DIRECTED BY THE ENGINEER.



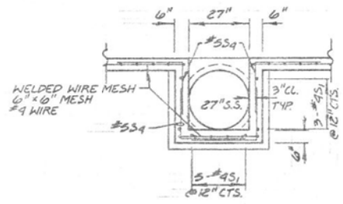
SECTION B-B



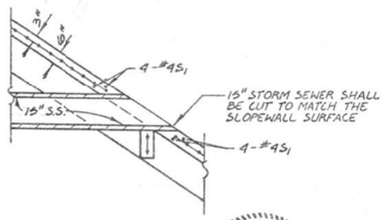
SECTION C-C



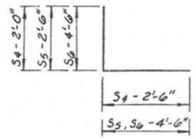
SECTION E-E



SECTION F-F



SECTION D-D



BAR S4, S5, S6

REVISIONS	
NAME	DATE
D.C.N.	2-15-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

SLOPE WALL DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -
	DRAWN - BS	REVISED -
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - CB	REVISED -
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -

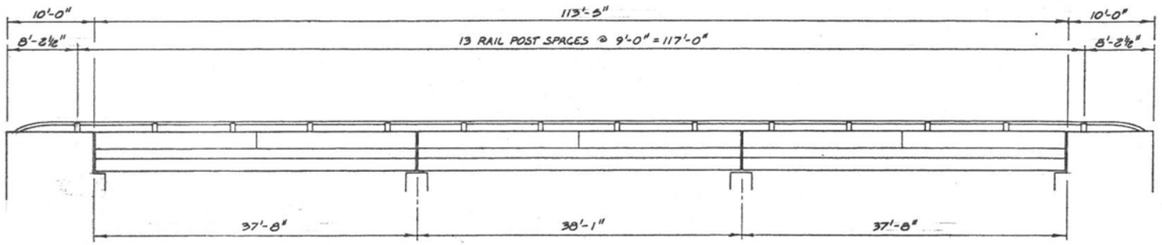
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

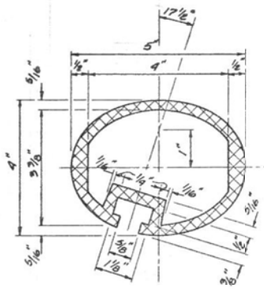
SCALE: N.T.S. | SHEET 12 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	83
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

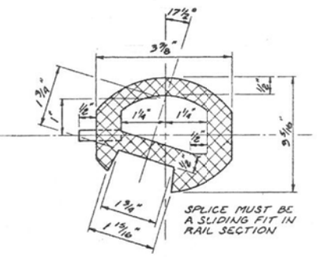
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-15V-WRS, BY	DUPAGE	105	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		



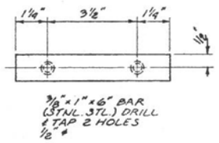
RAILING ELEVATION



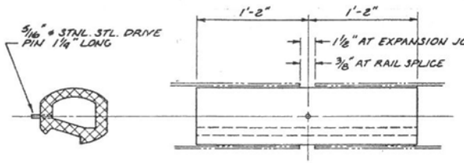
SEC. THRU ELLIPTICAL RAIL SECTION



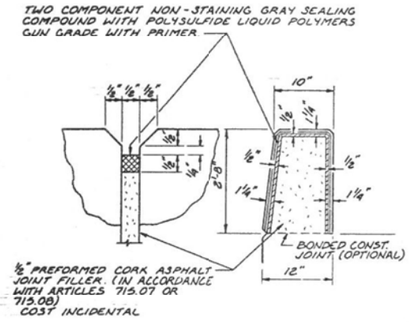
SECTION THRU SPLICE



CLAMP BAR



RAIL SPLICE



PARAPET JOINT DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANT.
ALUMINUM RAILING	LIN. FT.	264

GENERAL NOTES

All posts shall be normal to parapet.

All aluminum alloy extruded rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.

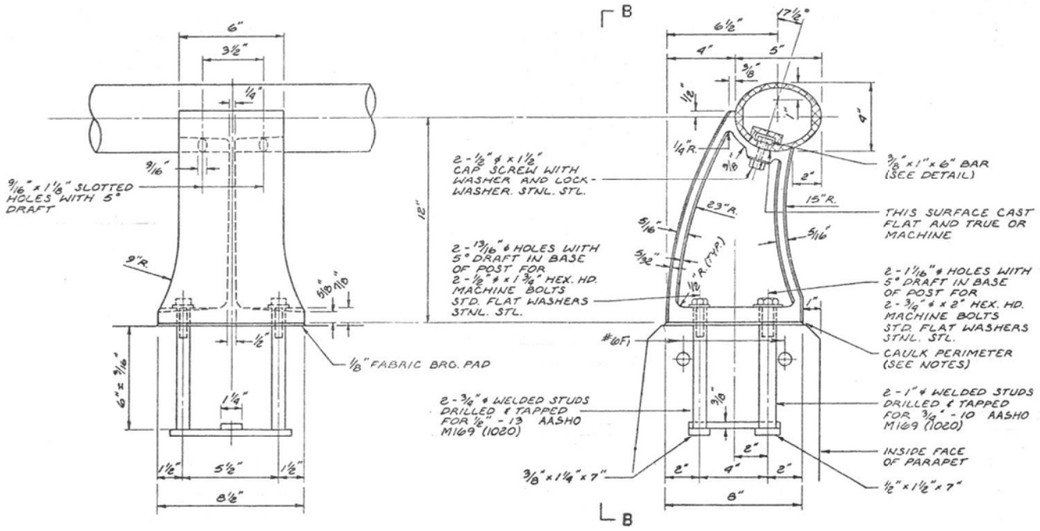
All joints in rails shall be spliced per detail.

Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the posts. Rail elements shall be parallel to grade - High spots shall be ground and low spots shimed.

Aluminum alloy rail shall conform to ASTM B221 Alloy 6061-T6 or 6351-T5 with minimum yield 35 KSI, minimum tensile 38 KSI, and elongations of 10% in 2 inches.

Stainless steel machine bolts or cap screws shall be in accordance with Article 710.37(a) of the STD specifications except Grade B8 or B8M may be furnished.

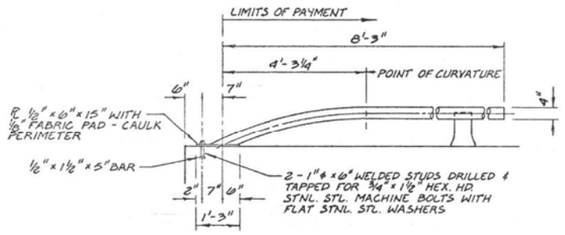
Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric bearing pad shall have same dimensions as base of post.

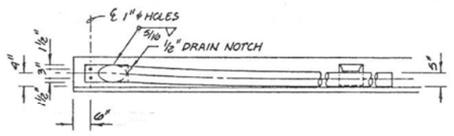


VIEW B-B

SECTION A-A
ALSO AT WINGWALL

RAIL POST DETAILS





RAIL TERMINAL SECTION

STATE OF ILLINOIS
ERICH M. MEES
No. 2346
WESTERN SPRINGS
ILL. 60558
REGISTERED STRUCTURAL ENGINEER
12-27-77

Erich M. Mees

REVISIONS	
NAME	DATE
D.C.N.	2-14-78
D.C.N.	4-6-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

HANDRAIL DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.

DATE: 12-13-77

CHECKED BY: E.M.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
– FOR INFORMATION ONLY

SCALE: N.T.S. | SHEET 13 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	84
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

00104

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1397	1975-136-WERS, ETC	DUPAGE	105	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		

BORING NO. SB - 34

STATION 86+91
OFFSET 11'R.

GROUNDWATER DATA: BR 6-1 20.0 –; DD 6-1 19.5 0
DRILLING METHOD: RIG TYPE CME 55; AUGER TYPE-DEPTH 6" HSA; CASING TYPE-DEPTH –; SAMPLER TYPE SS

Elev	Depth	CLASSIFICATION	N bpf	Qu tsf	W %	'Yd pcf
		3.0 IN. AC SURFACE 8.0 IN. PCC BASE				
661.1		FILL: BR-GR-BLK SILTY CLAY, A-6 W/ STONE FRAGMENTS	15	–	14	–
666.0	5	FILL: DK GR SILTY CLAY LOAM, A-6 W/FIBERS	10	–	25	–
663.5			27	7.0	18	–
	10	BR SILTY CLAY, A-6	34	8.1	17	–
			34	7.9	17	–
655.5	15		20	4.6	15	–
654.0	16.0	END OF BORING 12-30-71				
		GR SILTY CLAY, A-6	13	4.3	14	–
651.5		BTM. FTG. WEST ABUT. GR CLAY, A-6	17	3.9	22	–
648.5	20	INTERBEDDED BR GR SILTY CLAY, A-6; BR GR SILT, A-4; AND GR SAND, A-2-4	7	1.5	14	–
	25	INTERBEDDED BR GR SILTY CLAY, A-6; BR GR SILT, A-4; AND GR SAND, A-2-4	7	1.3	14	–
643.5		GR LOAM, A-4	21	3.2	17	–
			14	3.0	16	–
640.0	30	GR SAND, A-1-a W/GRAVEL	27	–	13	–
638.5			34	–	17	–
	35	GR SAND, A-3	34	–	20	–
			24	–	14	–
630.5	40	GR SILTY LOAM, A-4	18	3.0	12	–
			21	1.1	12	–
		GR SILTY LOAM, A-4				
626.0	45	GR LOAM, A-4 W/ROCK FRAGMENTS	49	4.5	9	–
			100	4.8	9	–
621.5	48.5	END OF BORING				
	50					

BORING NO. SB - 51

STATION 87+25
OFFSET C.L.

GROUNDWATER DATA: DD 6-2 10.0 –
DRILLING METHOD: RIG TYPE CME 55; AUGER TYPE-DEPTH 6" HSA; CASING TYPE-DEPTH –; SAMPLER TYPE SS

Elev	Depth	CLASSIFICATION	N bpf	Qu tsf	W %	'Yd pcf
		BRIDGE DECK 3.0 IN. AC 18.0 IN. PCC				
668.2		BOTTOM OF BRIDGE DECK				
	5					
		SALT CREEK WATER LEVEL				
660.0	10	SALT CREEK				
658.0		DK BR & GR CLAY LOAM, A-6 W/SAND SEAMS				
		COBBLES	50	–	19	–
655.0	15	GR SILTY CLAY, A-6	11	2.3	18	–
653.5		BTM. FTG. WEST ABUT. GR CLAY, A-6	11	1.9	28	–
649.7	20	BTM. FTG. WEST PIER	10	2.1	22	–
		INTERBEDDED BR GR SILTY CLAY, A-6; BR GR SILT, A-4 AND GR SAND, A-2-4	10	2.5	16	–
647.5		GR SILT, A-4	6	2.0	14	–
646.7		GR LOAM, A-4	9	–	23	–
	25	GR LOAM, A-4	16	1.7	11	–
			20	2.3	12	–
642.3		GR SAND, A-1-a W/GRAVEL	12	–	9	–
640.7	30	GR SAND, A-3	42	–	19	–
			34	–	21	–
			20	–	16	–
635.0	35	GR SILTY LOAM, A-6	12	–	12	–
			29	3.7	15	–
631.0		GR SILTY LOAM, A-4	19	2.5	11	–
627.0	40	GR LOAM, A-4 W/ROCK FRAGMENTS	14	1.4	10	–
			102	5.0	9	–
627.0			102	5.0	9	–
	45	GR LOAM, A-4 W/ROCK FRAGMENTS	44	–	10	–
			90	4.5	8	–
621.5	48.5	END OF BORING				
	50					

BORING NO. SB - 52

STATION 87+97
OFFSET 14'R.

GROUNDWATER DATA: DD 5-30 25.0 –; 6-3 9.5 Rd
DRILLING METHOD: RIG TYPE CME 55; AUGER TYPE-DEPTH 6" HSA; CASING TYPE-DEPTH –; SAMPLER TYPE SS

Elev	Depth	CLASSIFICATION	N bpf	Qu tsf	W %	'Yd pcf
		BRIDGE DECK 3.0 IN. AC 18.0 IN. PCC				
668.2		BOTTOM OF BRIDGE DECK				
	5					
		TOP OF GROUND				
661.5	10	DK BR & GR CLAY LOAM, A-6 W/SAND SEAMS				
			3	0.3	27	–
656.0	15	GR SILTY CLAY, A-6	9	3.2	15	–
653.5		GR CLAY, A-6	9	2.6	25	–
651.0	20	INTERBEDDED BR GR SILTY CLAY, A-6 BR GR SILT, A-4; AND GR SAND, A-2-4	7	2.7	15	–
648.5		BTM. FTG. EAST PIER GR LOAM, A-4	13	3.4	15	–
		GR LOAM, A-4	10	4.0	14	–
645.0	25	GR SAND, A-1-a, W/GRAVEL	21	–	13	–
643.5		GR SANDY LOAM, A-4	21	–	14	–
641.0	30	GR SAND, A-1-a W/GRAVEL	44	–	7	–
638.5		GR SAND, A-3	46	–	20	–
636.0	35	PEBBLE GR CLAY LOAM, A-6	19	–	12	–
			6	1.0	14	–
631.0		GR SAND, A-3	12	–	18	–
630.0	40	GR SILTY LOAM, A-6	14	4.4	16	–
628.3		GR SILTY LOAM, A-4	11	1.2	12	–
		GR SILTY LOAM, A-4				
626.0	45	GR LOAM, A-4 W/ROCK FRAGMENTS	53	4.5	9	–
623.5		GR SAND, A-1-b	100	–	12	–
622.0	48.0	END OF BORING				
	50					

BORING NO. SB - 53

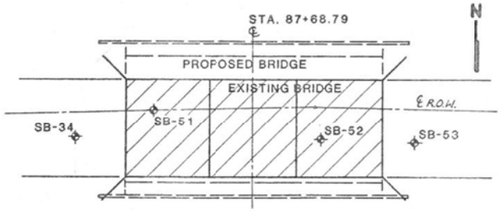
STATION 88+38
OFFSET 15'R.

GROUNDWATER DATA: DD 5-29 13.0 –; 5-29 12.5 0; 5-30 10.0 1d
DRILLING METHOD: RIG TYPE CME 55; AUGER TYPE-DEPTH 6" HSA; CASING TYPE-DEPTH –; SAMPLER TYPE SS

Elev	Depth	CLASSIFICATION	N bpf	Qu tsf	W %	'Yd pcf
		4.5 IN. AC SURFACE 9.0 IN. PCC BASE				
668.5		COBBLE	16	2.3	15	–
	5	FILL: DK BR & GR SILTY CLAY, A-7-6 W/ COBBLES & WOOD FRAGMENTS	4	0.8	18	–
663.6		FILL: GR CRUSHED STONE MIXED W/BR SILTY CLAY, A-7-6	4	–	32	–
660.6	10	FILL: DK GR ORGANIC SILTY CLAY, A-7-6 W/WOOD FRAGMENTS	4	0.5	35	–
			4	0.5	30	–
657.2		BR & GR TO GR SANDY LOAM, A-4	16	–	22	–
656.6	15		26	5.0	15	–
		GR SILTY CLAY, A-5	15	4.8	14	–
650.6		BTM. FTG. EAST ABUT. GR CLAY, A-6	11	2.0	19	–
648.1	20	GR SANDY CLAY LOAM, A-4	12	1.9	25	–
		GR SANDY CLAY LOAM, A-4	12	–	14	–
645.6	25	GR LOAM, A-4	16	1.7	13	–
643.1		GR SAND, A-1-a W/GRAVEL	22	–	14	–
641.6		GR SANDY LOAM, A-4	18	–	18	–
640.6	30	GR SAND, A-1-a W/GRAVEL INTERBEDDED W/ SILTY LOAM, A-4	22	–	9	–
638.6			30	–	21	–
	35	GR SAND, A-3	20	–	–	–
			21	–	14	–
630.6		GR SILTY LOAM, A-6	19	4.5	11	–
629.1	40		20	3.0	12	–
		GR SILTY LOAM, A-4	31	4.5	12	–
		GR SILTY LOAM, A-4				
625.6	45	GR LOAM, A-4 W/ROCK FRAGMENTS	58	4.5	8	–
623.6	46.0	END OF BORING				
	50					

LEGEND

N - STANDARD PENETRATION RESISTANCE
Qu - UNCONFINED COMPRESSIVE STRENGTH
W - NATURAL WATER CONTENT



KEY - BORING LOCATIONS

REVISIONS	
NAME	DATE
G.M.	3-22-79

STATE OF ILLINOIS — DEC 12 1978 — BRUCE M. MILES — No. 2946 — REGISTERED STRUCTURAL ENGINEER — WESTERN SPRINGS, ILL. 60558

ILLINOIS DIVISION OF HIGHWAYS

BRIDGE SOIL BORING LOGS

ST. CHARLES ROAD BRIDGE - SALT CREEK

DRAWN BY: D.C.N.
CHECKED BY: J.W.A
DATE: 12-13-77

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
- FOR INFORMATION ONLY

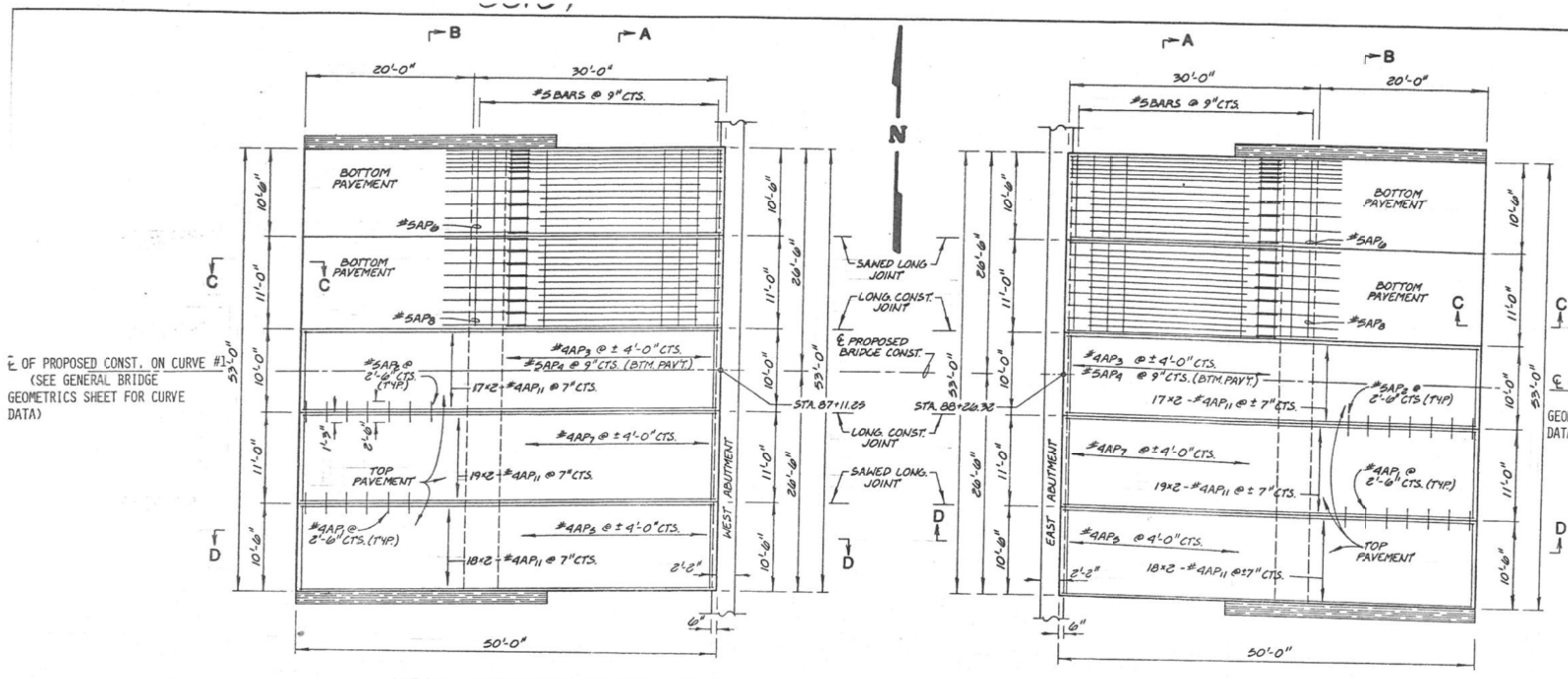
SCALE: N.T.S. | SHEET 14 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	85
PROJECT: BRM-4003(508); JOB: C-91-313-15				
ILLINOIS				

NOTES:

1. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND FOR REINFORCEMENT BARS AND PER SQUARE YARD FOR BRIDGE APPROACH PAVEMENT.
2. THE TIE BARS, EXPANSION JOINT, STABILIZED SUB-BASE, BITUMINOUS PRIME COAT AND ALL OTHER MATERIALS AND WORK NECESSARY TO CONSTRUCT THE APPROACH PAVEMENT AS SHOWN, SHALL BE CONSIDERED INCIDENTAL TO THE BRIDGE APPROACH PAVEMENT.
3. THE COMBINATION CONCRETE CURB AND GUTTER NECESSARY ALONG THE BRIDGE APPROACH PAVEMENT WILL BE PAID FOR SEPARATELY.
4. PAVEMENT REINFORCEMENT SHALL BE PLACED SO THAT THE TOP OF LONGITUDINAL STEEL WILL BE AT LEAST 2 1/2" BELOW THE TOP OF SLAB AND THE BOTTOM OF LONGITUDINAL STEEL WILL NOT BE LOWER THAN MID-DEPTH OF SLAB.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 1397	1975-136-W & RS BY	DUPAGE	105	103
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-5003(27)		



WEST APPROACH PAVEMENT - PLAN

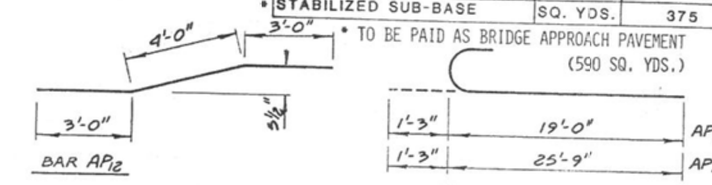
EAST APPROACH PAVEMENT - PLAN

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
AP_1	80	#4	2'-6"	
AP_2	80	#5	2'-6"	
AP_3	26	#4	9'-6"	
AP_4	80	#5	9'-6"	
AP_5	52	#4	10'-0"	
AP_6	160	#5	10'-0"	
AP_7	52	#4	10'-6"	
AP_8	160	#5	10'-6"	
AP_{11}	364	#4	25'-6"	
AP_{12}	124	#5	10'-0"	
AP_{13}	90	#9	20'-3"	
AP_{14}	124	#9	27'-0"	

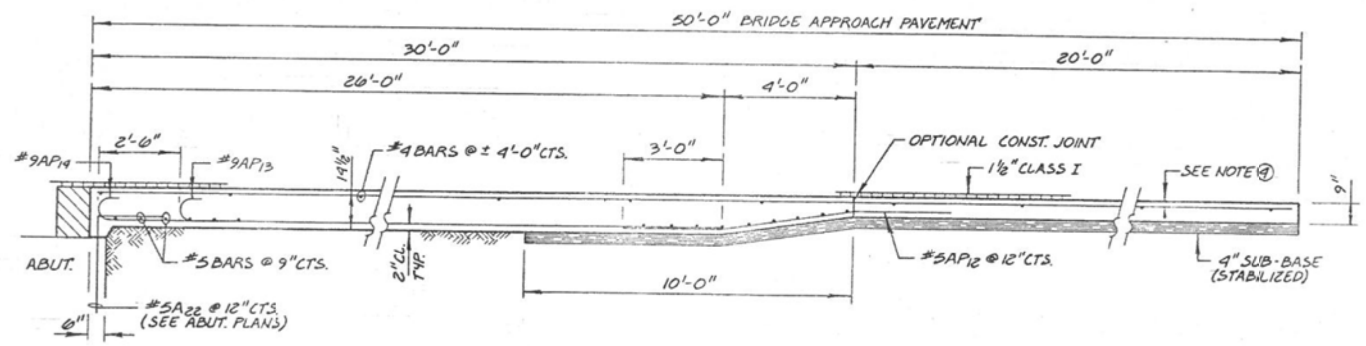
	REINFORCEMENT BARS	POUNDS	32,120
*	CLASS X CONCRETE	CU. YDS.	199
(MIX E) -	BIT. CONC. SURFACE CRS. CL I	TONS	50
*	STABILIZED SUB-BASE	SQ. YDS.	375

* TO BE PAID AS BRIDGE APPROACH PAVEMENT (590 SQ. YDS.)

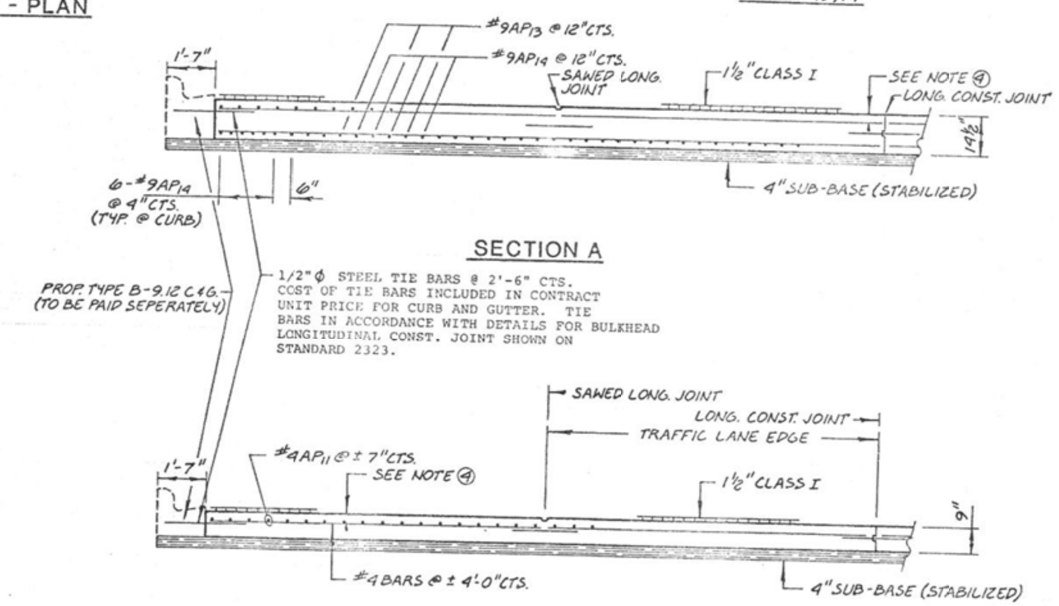


BAR AP_{12}

BAR $AP_{13, 14}$

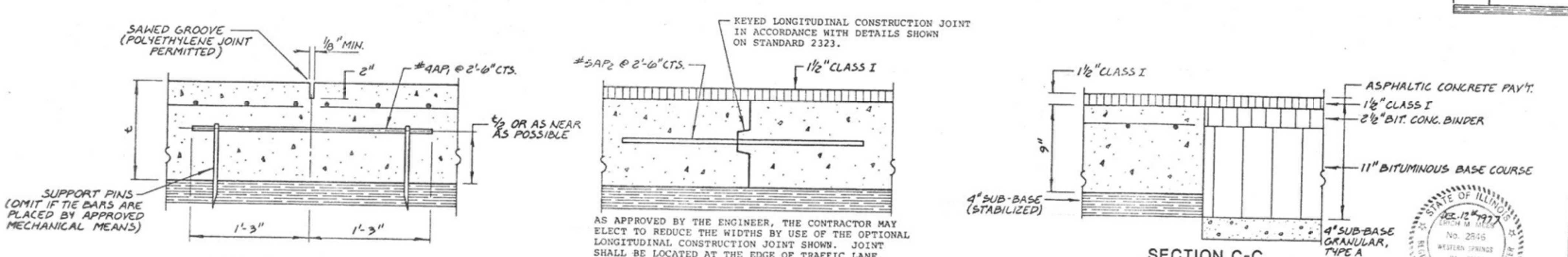


SECTION D-D



SECTION A

SECTION B



SAWED LONG. JOINT

OPTIONAL LONG. CONST. JOINT

SECTION C-C

REVISIONS	
NAME	DATE
D.C.N.	2-14-78
R.M.F.	3-31-78
G.M.	3-22-79

ILLINOIS DIVISION OF HIGHWAYS

BRIDGE APPROACH PAVEMENT DETAILS

ST. CHARLES ROAD BRIDGE - SALT CREEK

SCALE: AS SHOWN | DRAWN BY: D.C.N.

DATE: 1-24-78 | CHECKED BY: G.A.S.

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

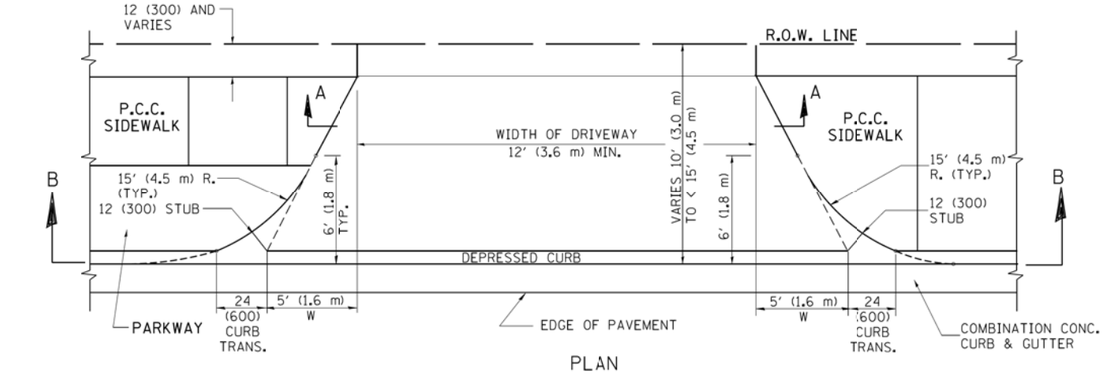
USER NAME = dpung	DESIGNED - BS	REVISED -	
	DRAWN - BS	REVISED -	
PLOT SCALE = 0:2.0000 ':' / in.	CHECKED - CB	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECORD ST. CHARLES ROAD BRIDGE PLAN
- FOR INFORMATION ONLY

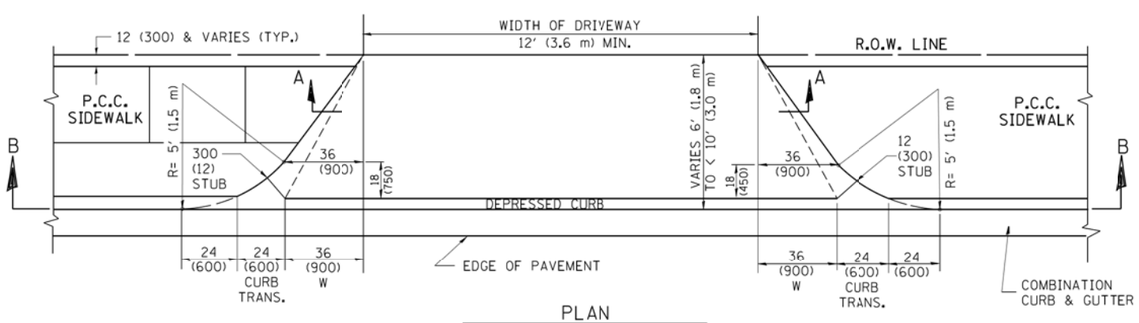
SCALE: N.T.S. | SHEET 15 OF 15 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	86
PROJECT: BRM-4003(508); JOB: C-91-313-15				
	ILLINOIS			



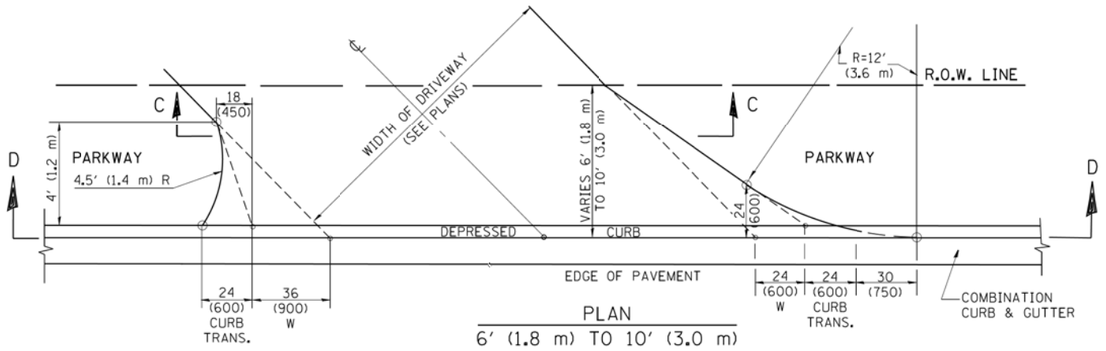
PLAN

10' (3.0 m) TO < 15' (4.5 m)



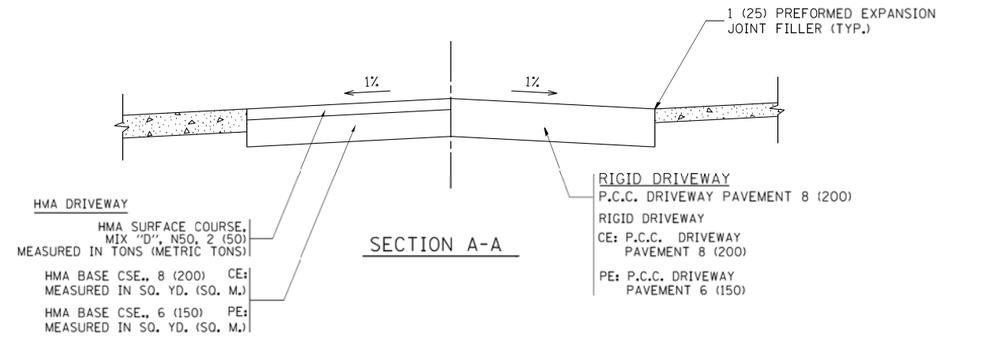
PLAN

6' (1.8 m) TO < 10' (3.0 m)

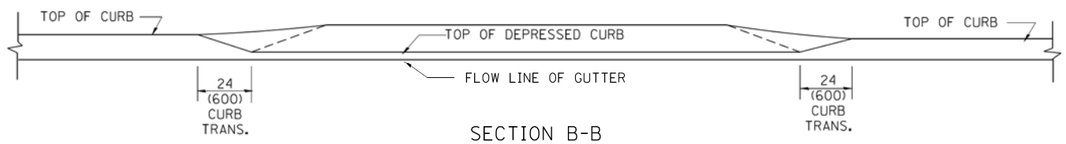


PLAN

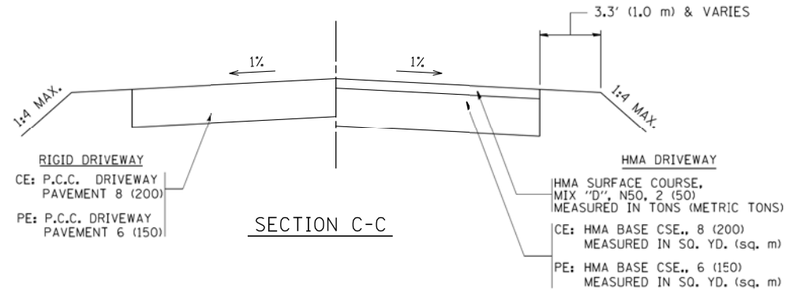
6' (1.8 m) TO 10' (3.0 m)



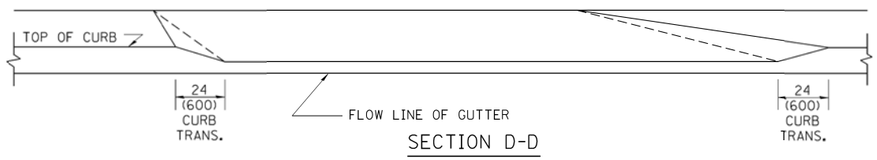
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd02.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-05-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - P. LaFLEUR 04-15-03						106	87
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07				BD400-02 (BD-02)		CONTRACT NO.	
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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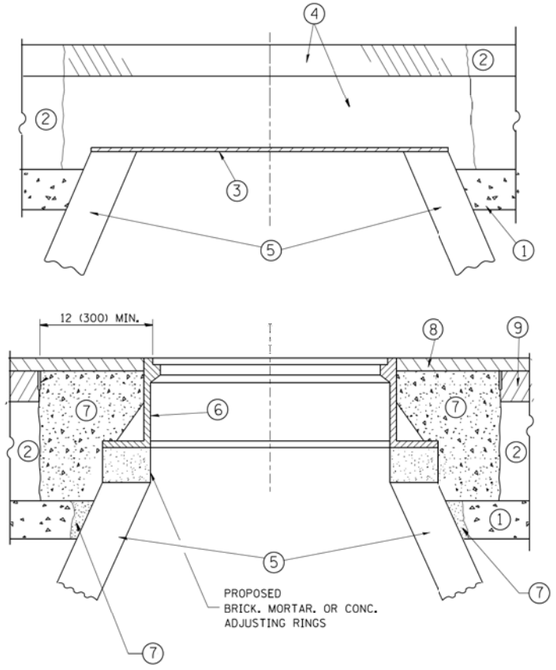

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-1* CONCRETE
8. PROFOSED HMA SURFACE COURSE
9. PROFOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - R. BORO 01-01-C7
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	88
BD600-03 (BD-8)		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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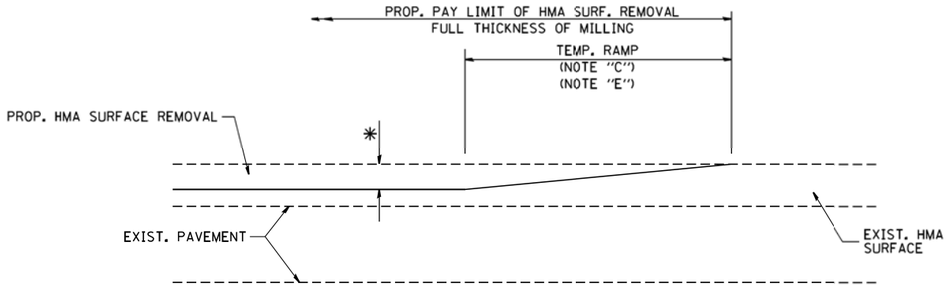
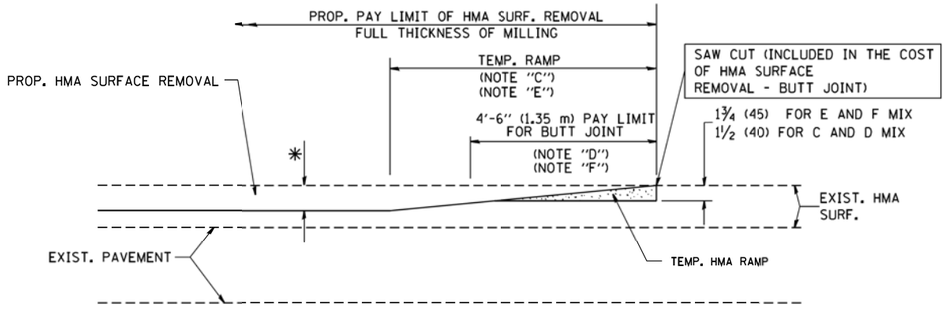


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

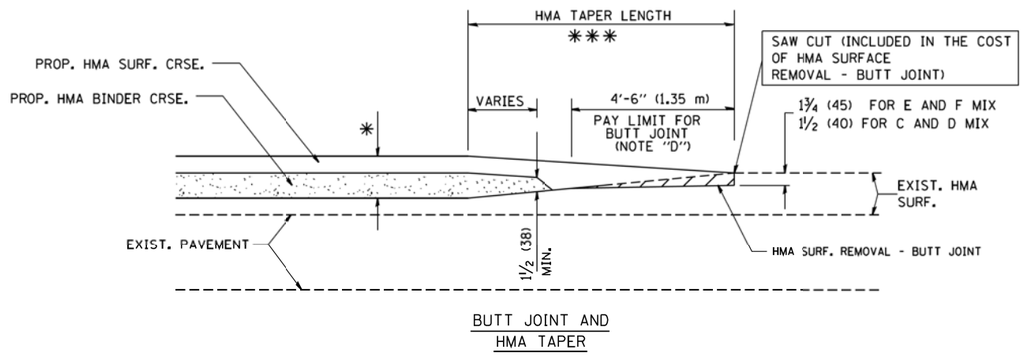


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

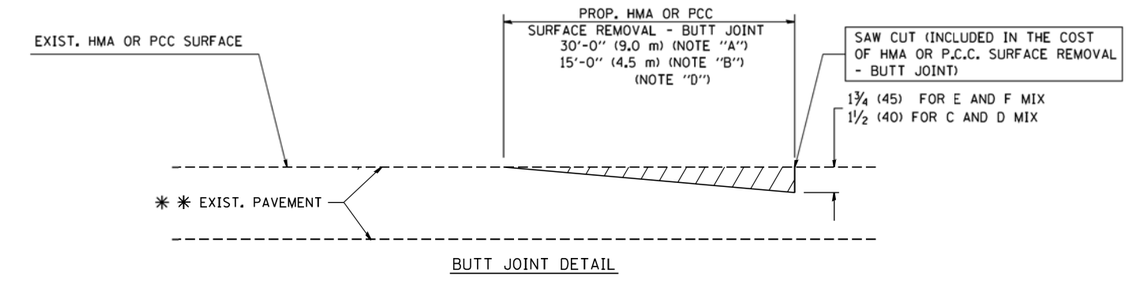
OPTION 2

TYPICAL TEMPORARY RAMP

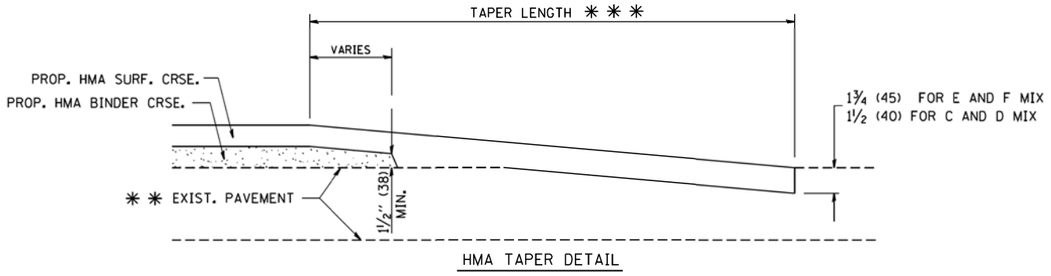


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

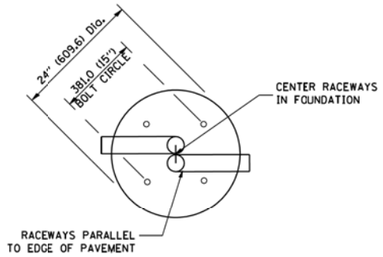
BUTT JOINT AND HMA TAPER DETAILS

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

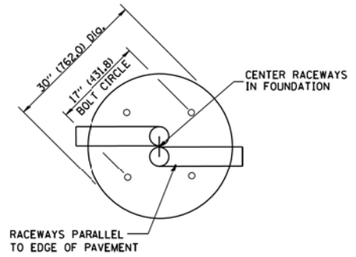
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	89
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

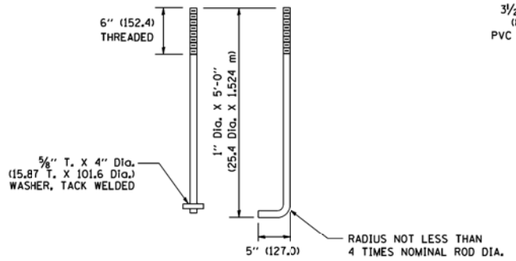
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Ou = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Ou = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Ou = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND ø = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND ø = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND ø = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



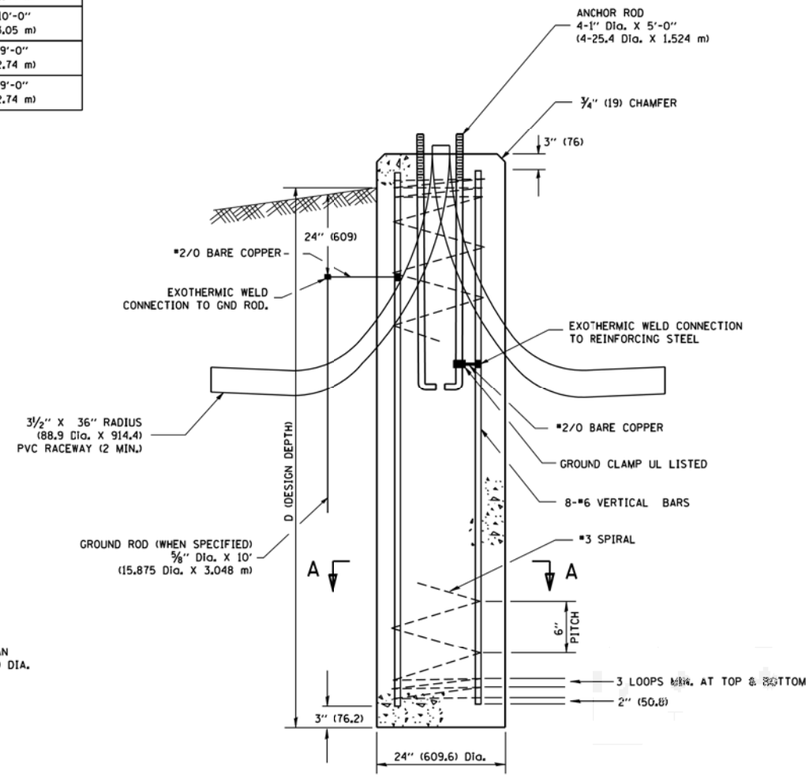
TOP VIEW



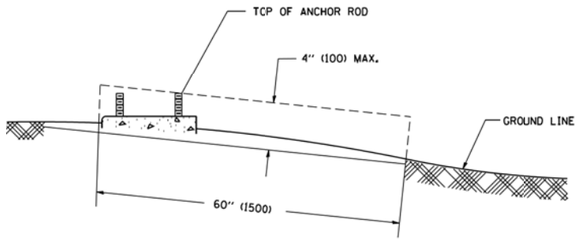
TOP VIEW



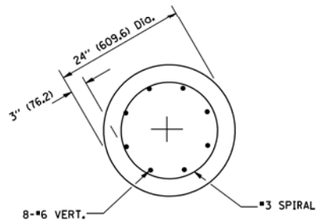
ANCHOR ROD DETAIL



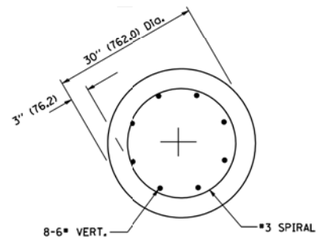
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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		DRAWN -	REVISED -
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	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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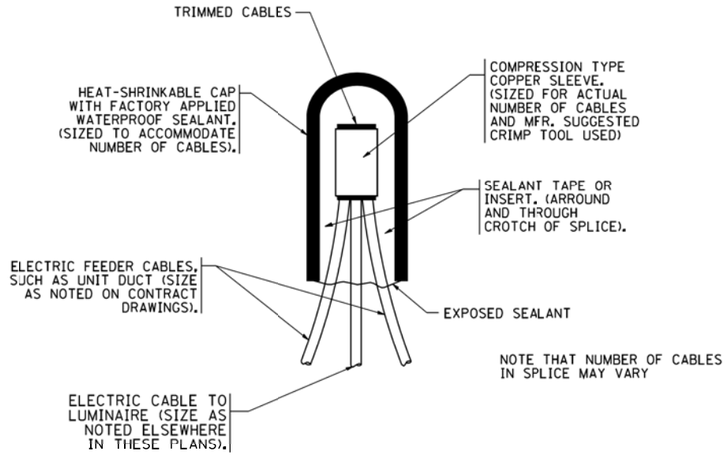
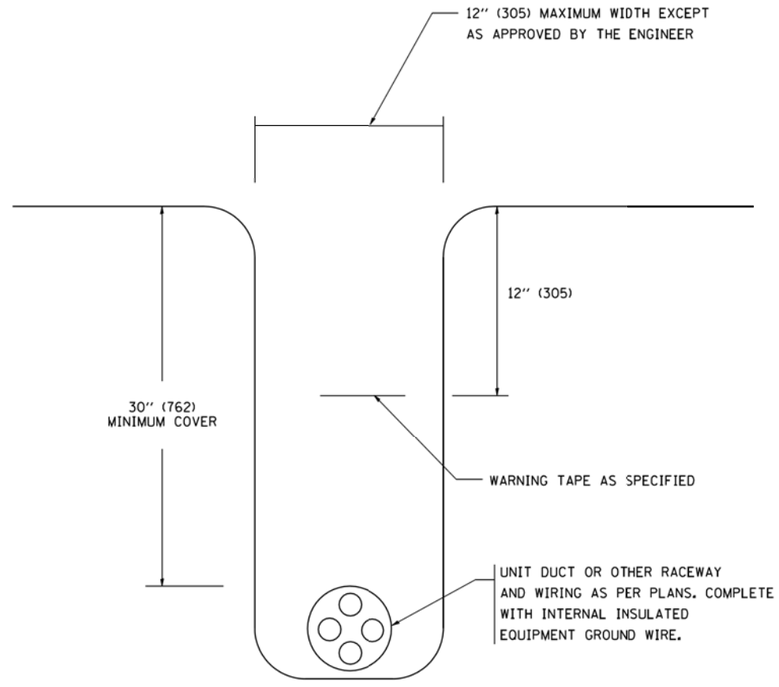
	BE-301	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



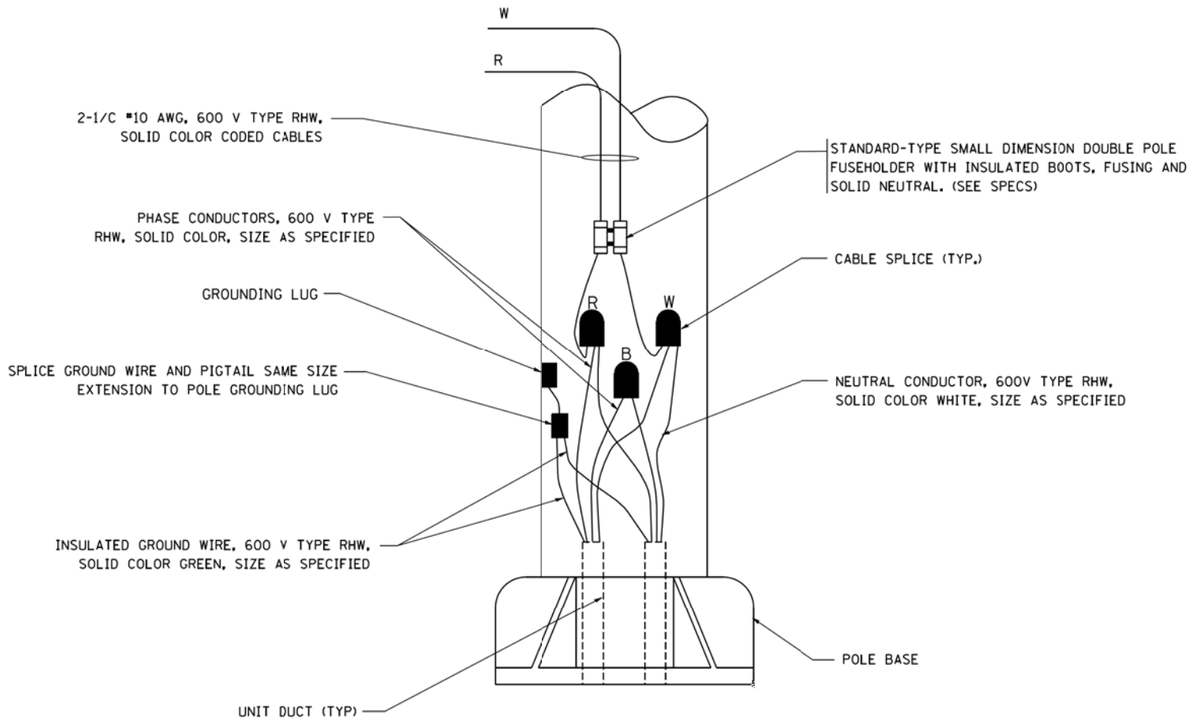
TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.

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		DRAWN -	REVISED -								106	91
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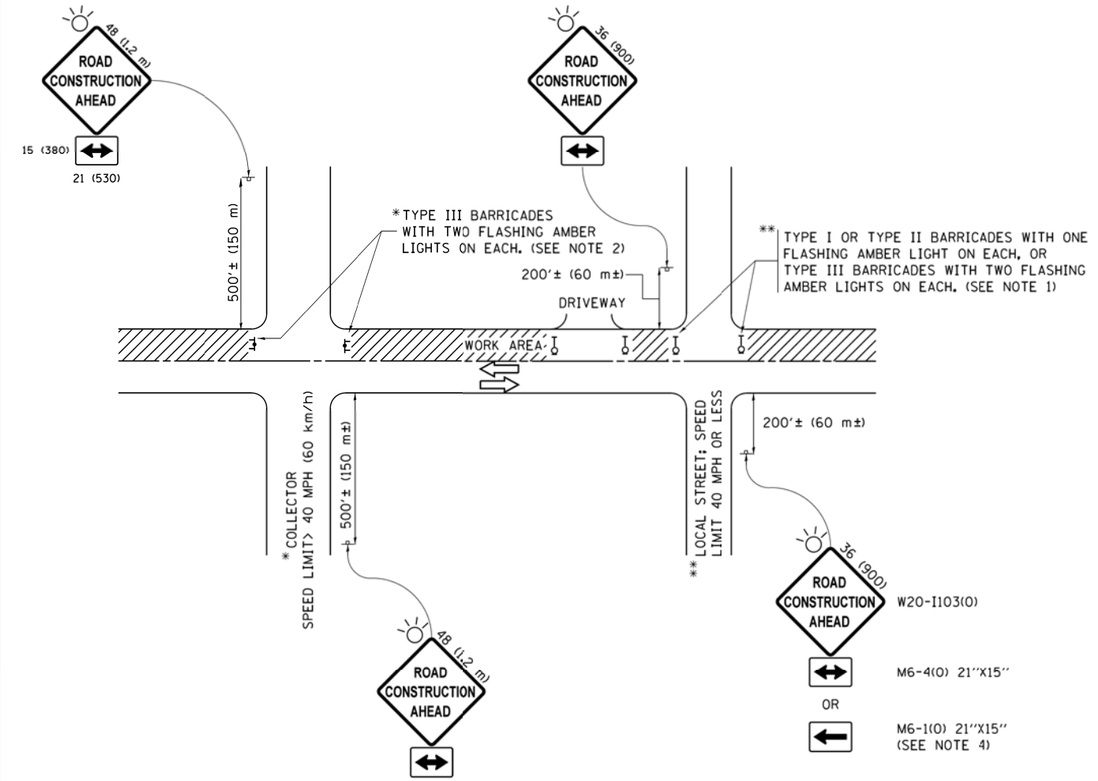
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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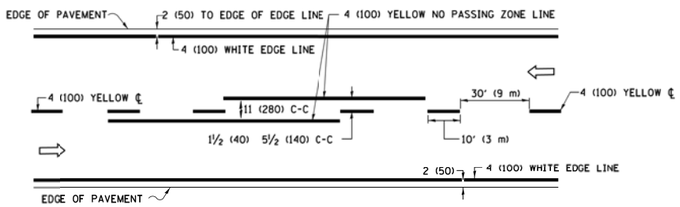
Default	PLOT DATE = 9/15/2016	CHECKED -	REVISED - A. SCHUETZE 07-01-13
		DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	92
	TC-10	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



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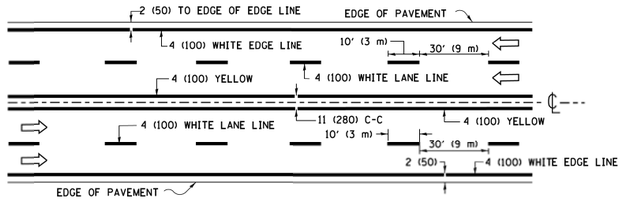
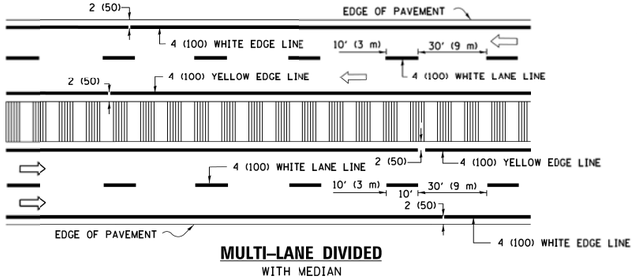
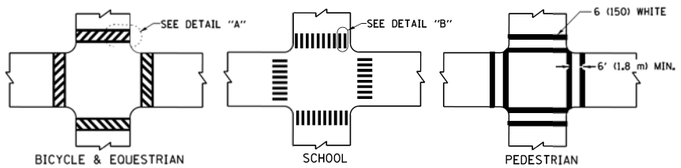


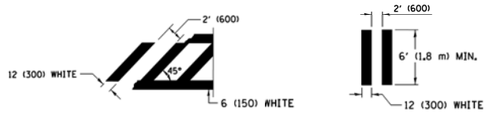
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

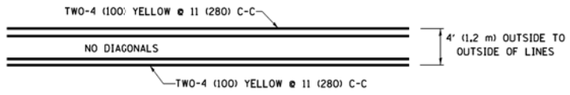




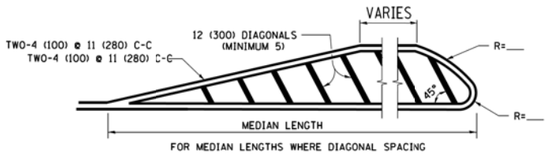
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



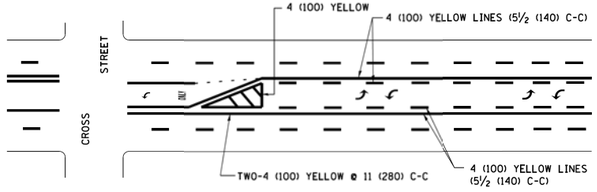
4' (1.2 m) WIDE MEDIANS ONLY



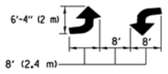
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

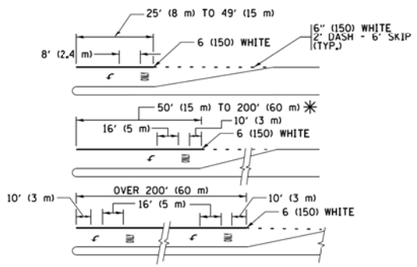


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

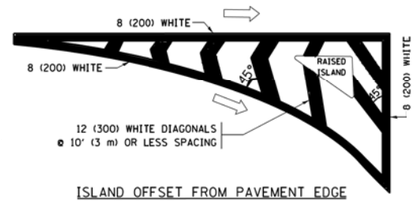


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

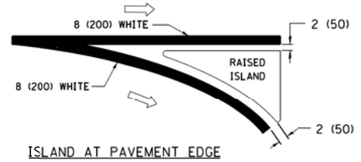
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

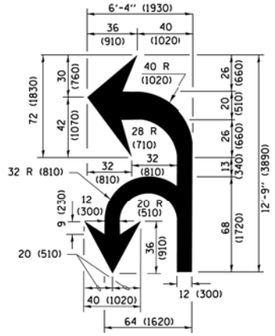


ISLAND OFFSET FROM PAVEMENT EDGE

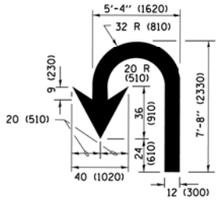


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

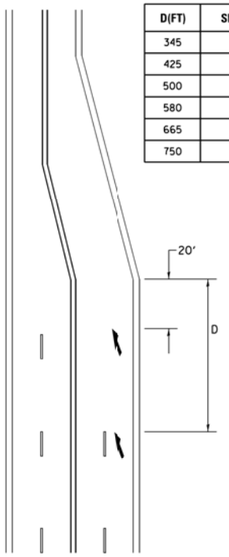


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊘ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	 4 (100) 2 ⊘ 4 (100)	 SOLID SOLID	 YELLOW YELLOW	 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊘ 4 (100) EACH DIRECTION 8' (2,4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊘ 6 (150) 12 (300) ⊘ 45° 12 (300) ⊘ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊘ 4 (100) WITH 12 (300) DIAGONALS ⊘ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊘ 45°	SOLID	WHITE	DIAGONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0,33 m²) EACH "X"=54,0 SQ. FT. (5,0 m2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊘ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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		DRAWN -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	93
	TC–13	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

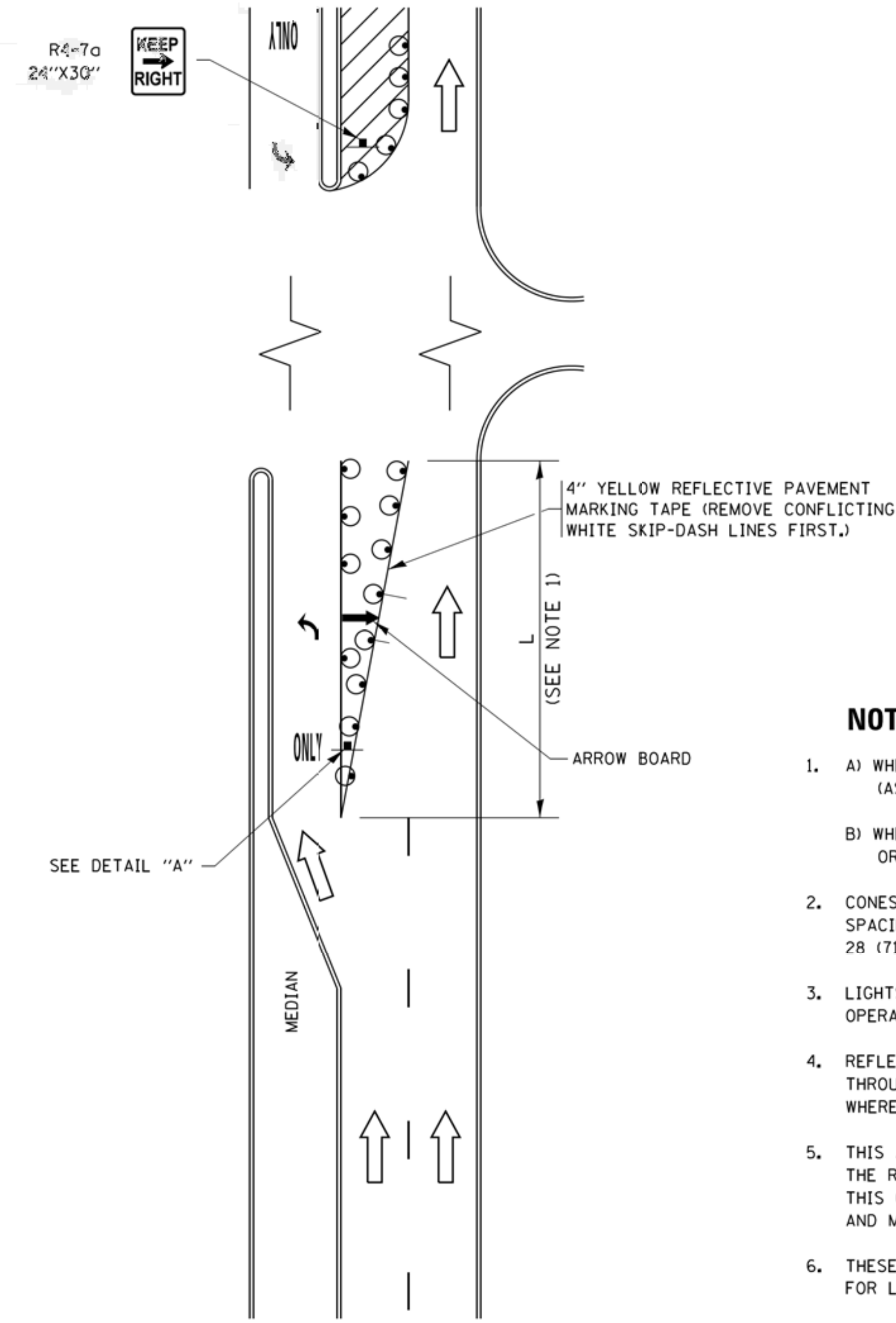


FIGURE 1

LEGEND

	WORK AREA
	LANE OPEN TO TRAFFIC
	ARROW BOARD
	TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
	DRUM WITH STEADY BURN LIGHT
	SIGN ASSEMBLY
	TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

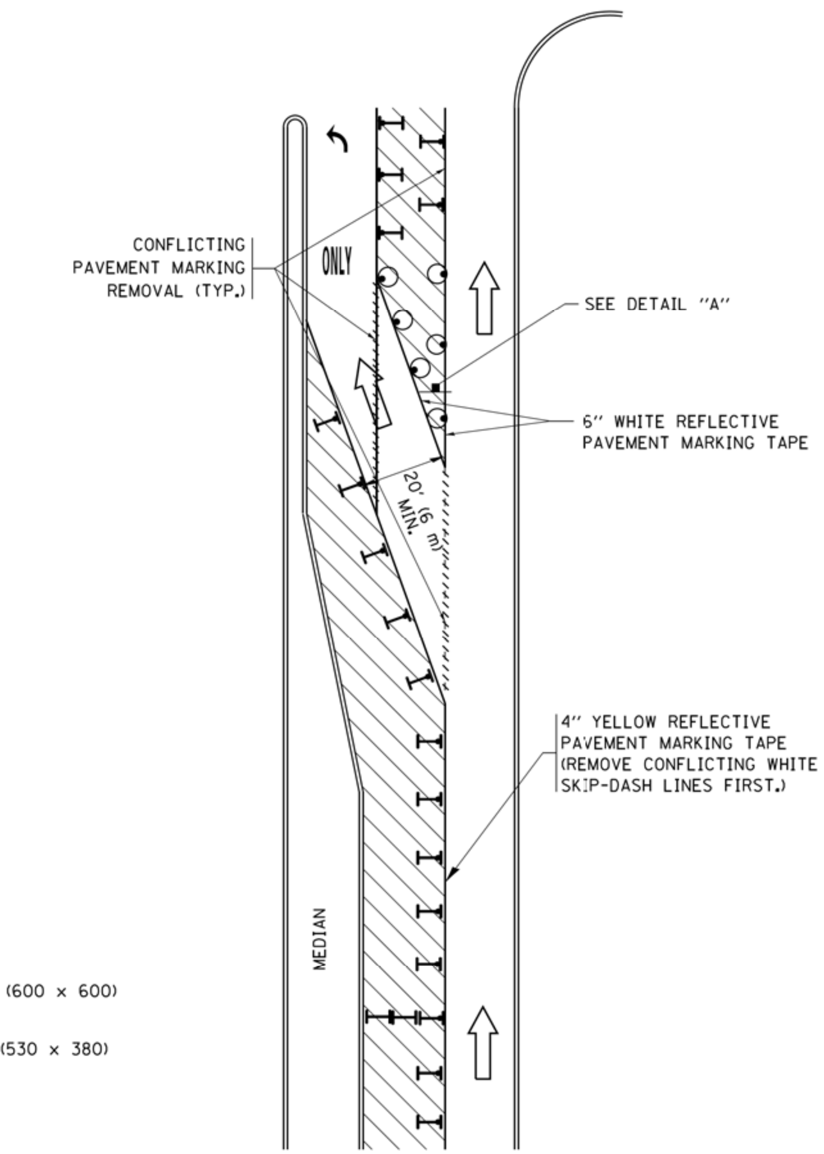


FIGURE 2

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

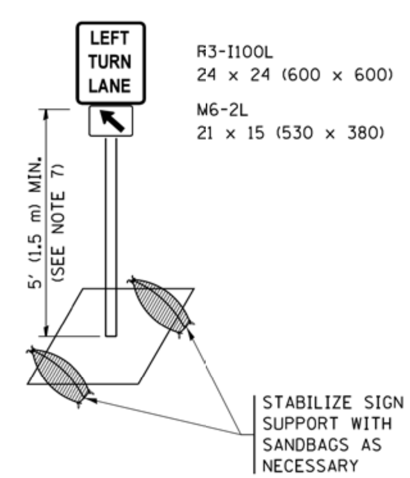
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

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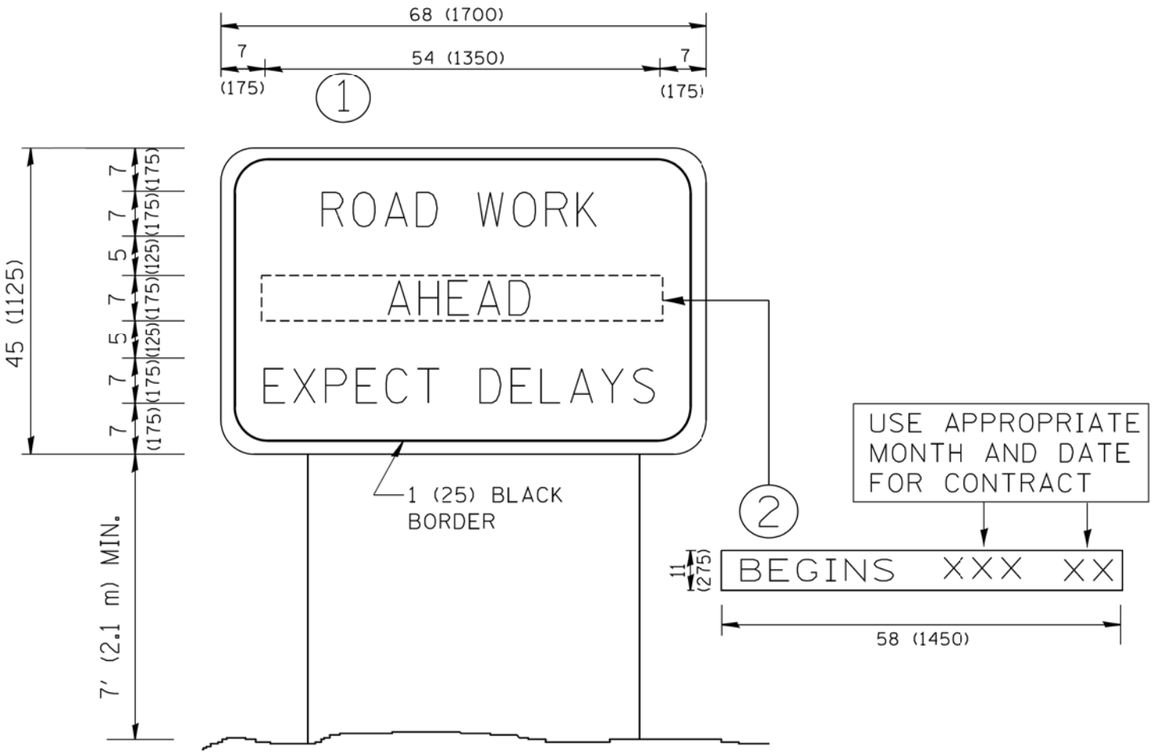
		REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13			TC-14 / CONTRACT NO.
	PLOT SCALE = 50.0000 ' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. TO STA.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 9/15/2016	REVISED -T. RAMMACHER 01-06-00	REVISED -			



NOTES:

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

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

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		DRAWN -	REVISED - R. MIRS 12-11-97
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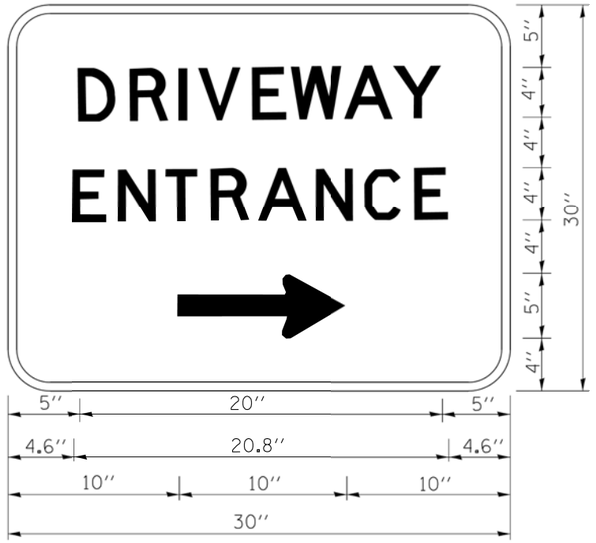
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	95
	TC-22		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM ''TEMPORARY INFORMATION SIGNING''.

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	PLOT DATE = 12/13/2012	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	96
	TC-26		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
SAMPLING (SYSTEM) DETECTOR	S	S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS	IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS	QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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		DRAWN - IP	REVISED -
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Default	PLOT DATE = 9/29/2016	DATE - 9/29/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	97
	TS-05	CONTRACT NO.		
	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.

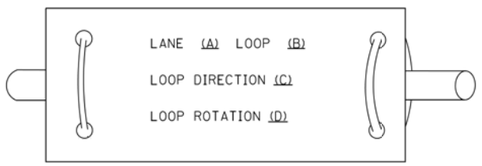
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

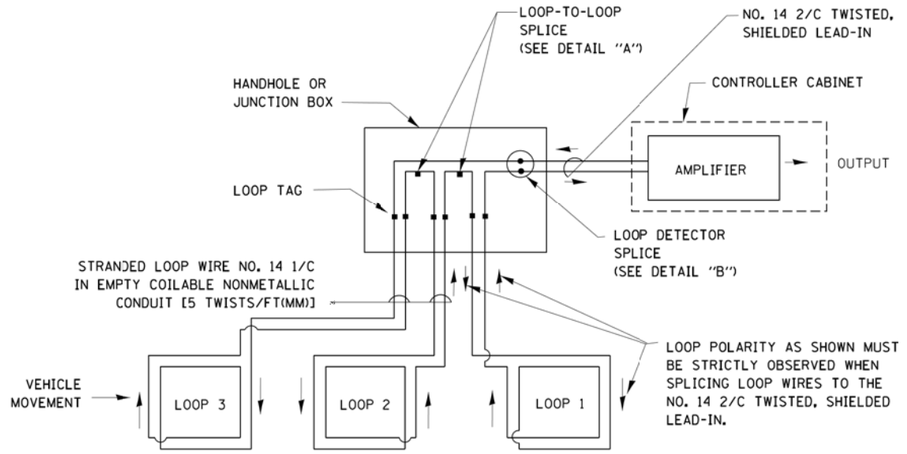


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

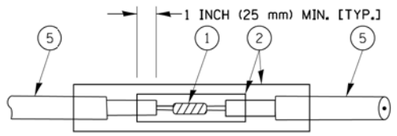
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

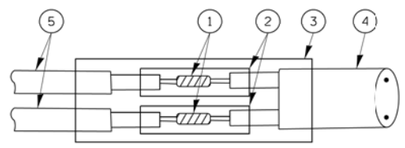


DETECTOR LOOP WIRING SCHEMATIC

- 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.

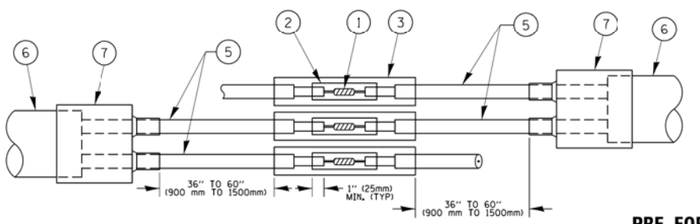


DETAIL "A"
LOOP-TO-LOOP SPLICE



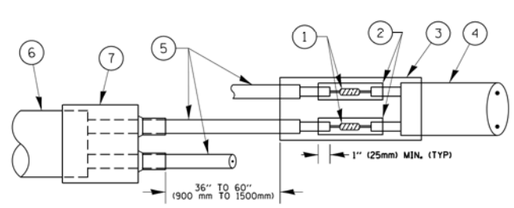
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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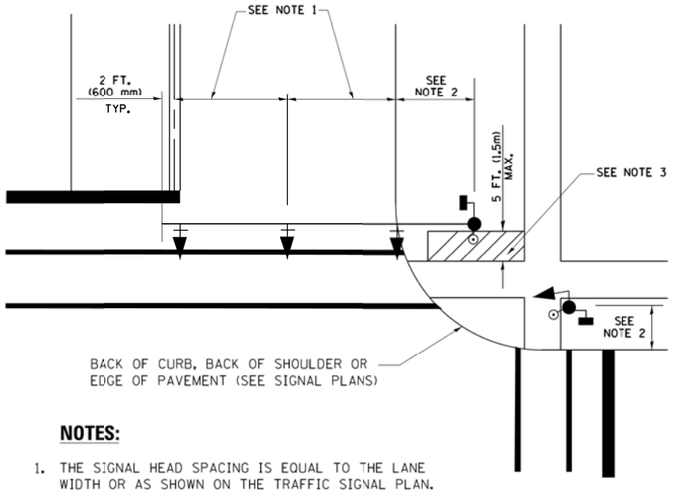
		DRAWN - BCK	REVISED -		
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -		
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -		SCALE: NONE / SHEET NO. 2 OF 7 SHEETS / STA. / TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	98
	TS-05	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

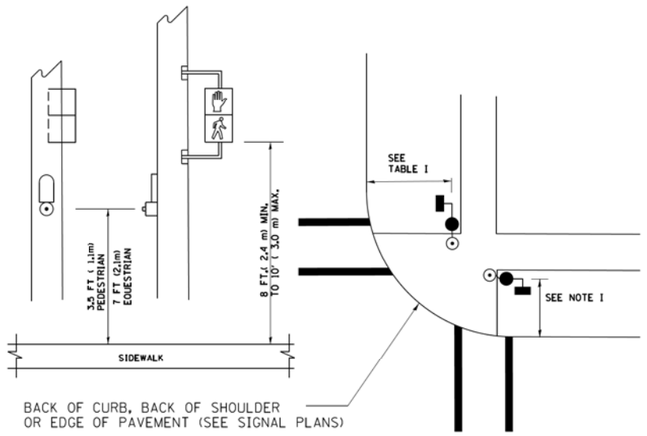
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

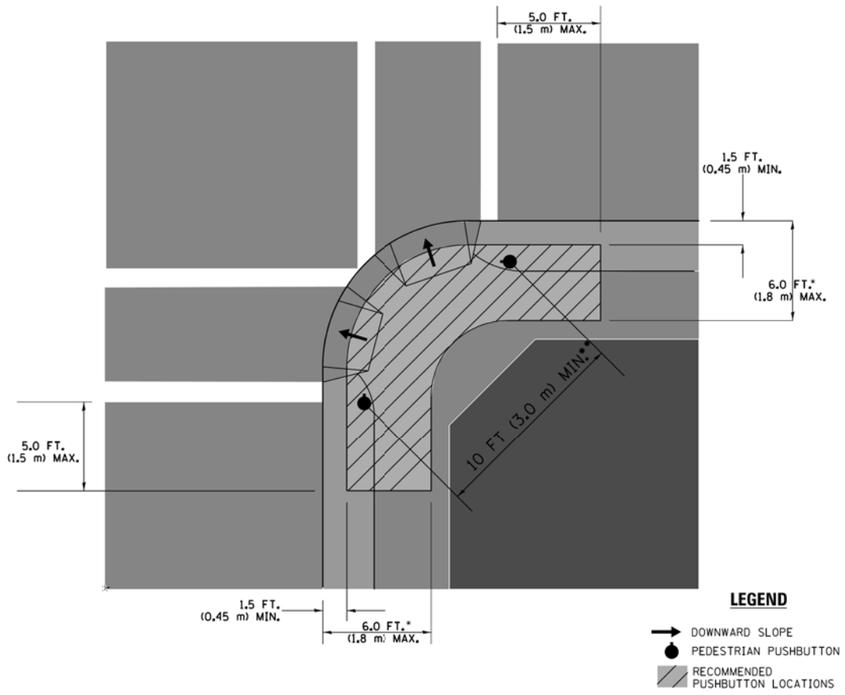
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE 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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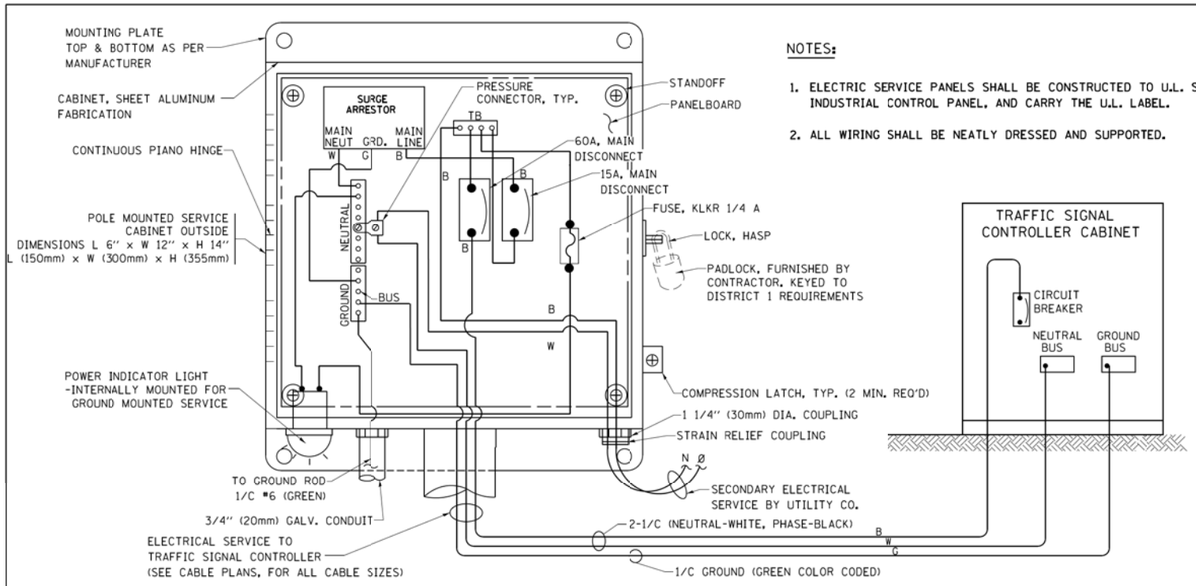
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 7 SHEETS | STA. | TO STA.

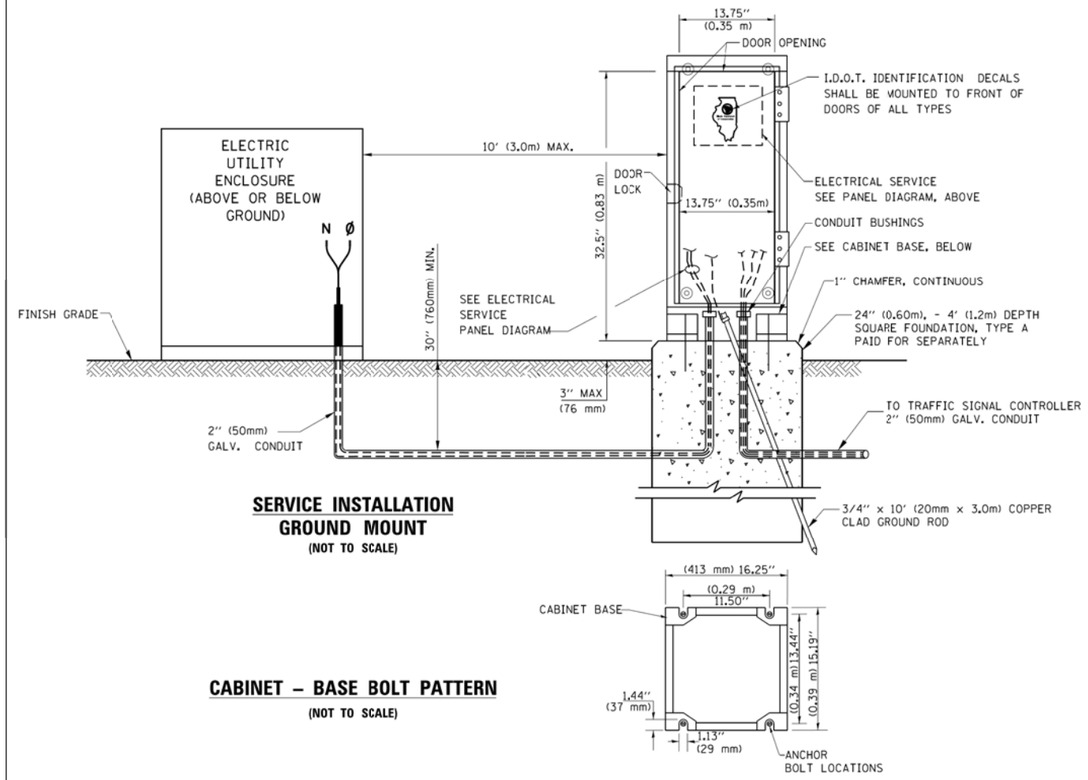
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	99
	TS-05	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

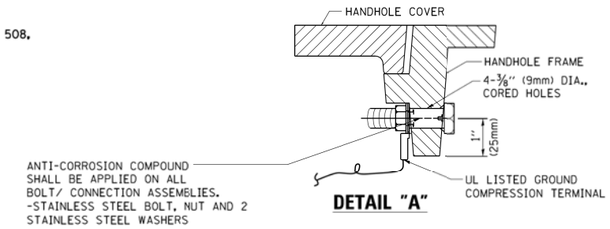
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

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

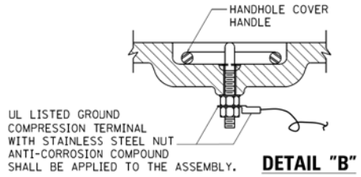


SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

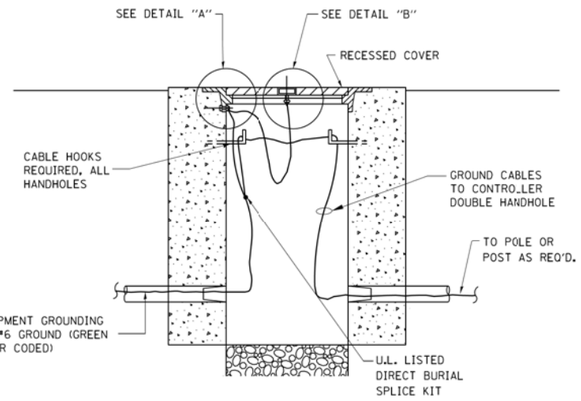
CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



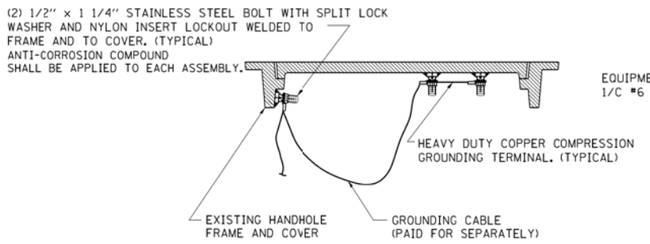
DETAIL "A"



DETAIL "B"



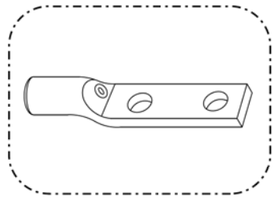
HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)

NOTES:
GROUNDING SYSTEM

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

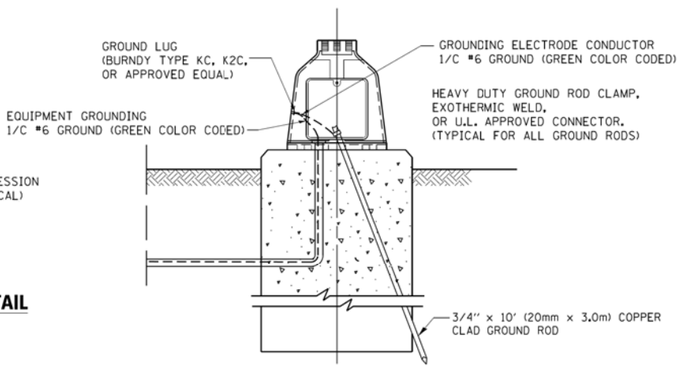


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

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.



MAST ARM POLE / POST–GROUNDING DETAIL
(NOT TO SCALE)

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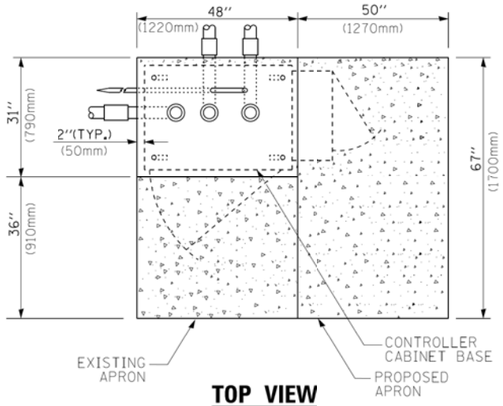
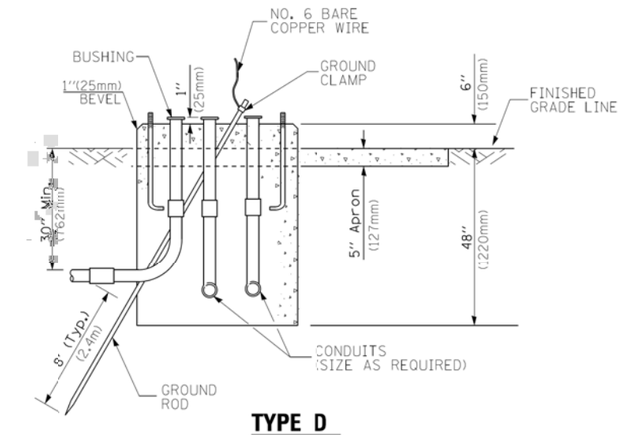
	PLOT SCALE = 50.0000 ' / in.	DRAWN - BCK	REVISED -				COUNTY: CONTRACT NO.
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -				TOTAL SHEETS: 106
		DATE - 10-28-09	REVISED -		SCALE: NONE / SHEET NO. 4 OF 7 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS / FED. AID PROJECT

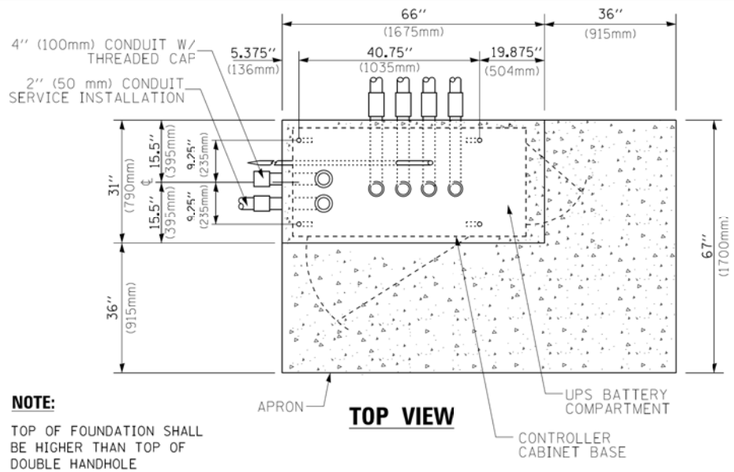
SHEET NO.: 100



TOP VIEW



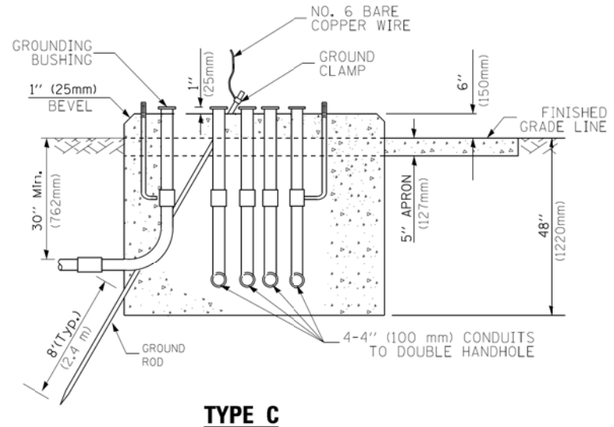
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



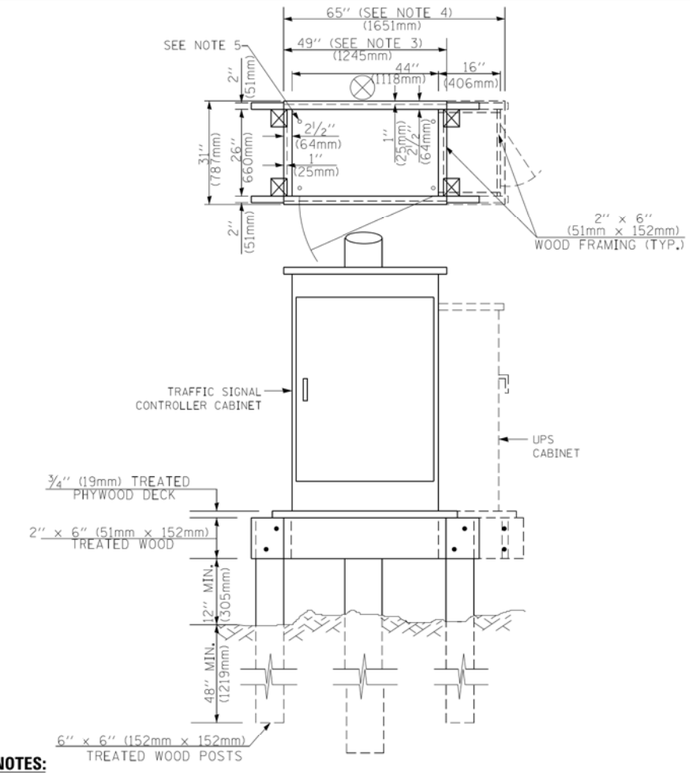
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



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

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

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)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (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 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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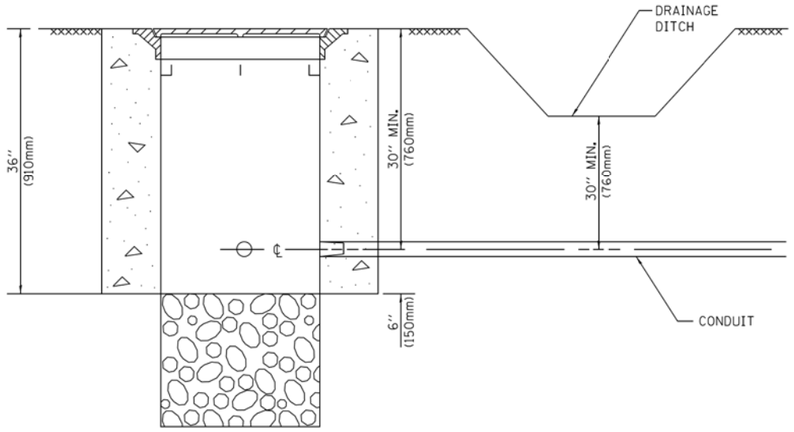
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	101
	TS-05	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

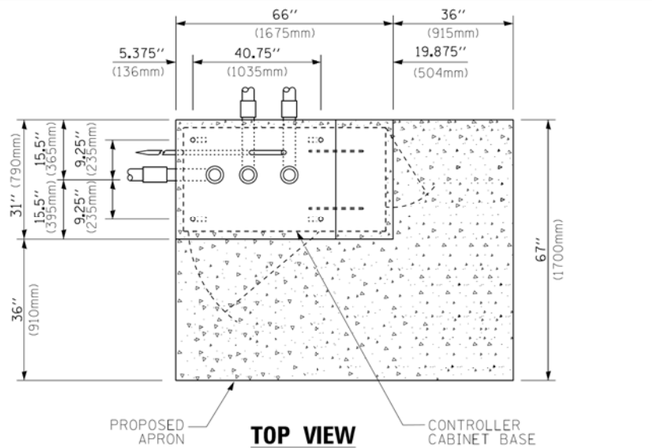


NOTES:

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

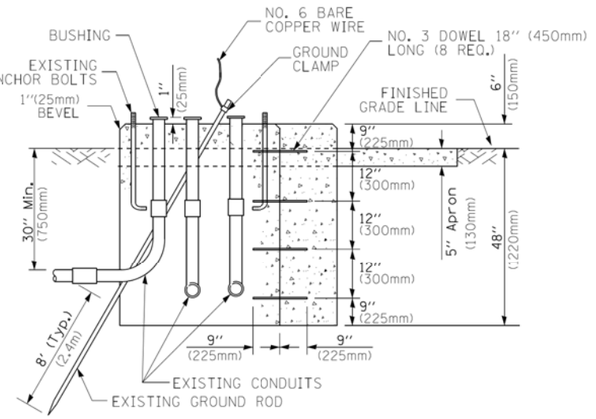
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



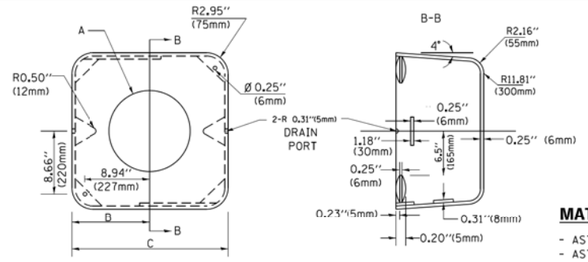
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL:

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

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

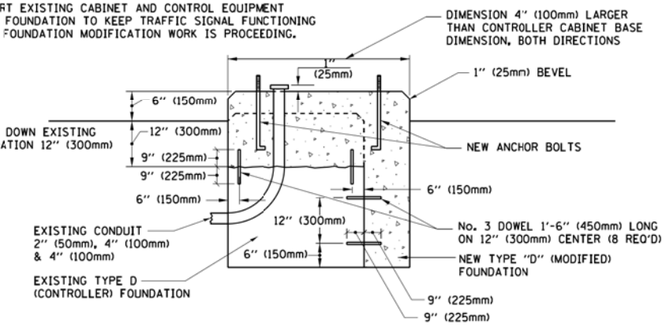
SHROUD

NOTES:

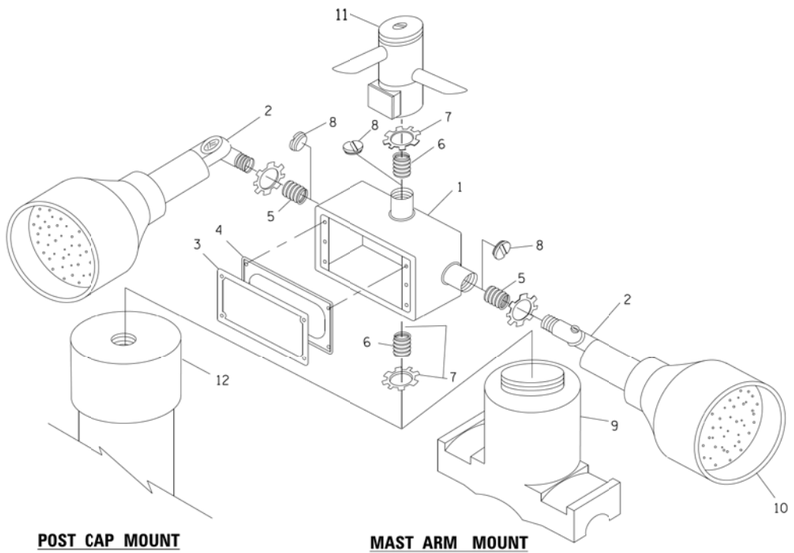
1. DIMENSION "A" IS EQLAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NJTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



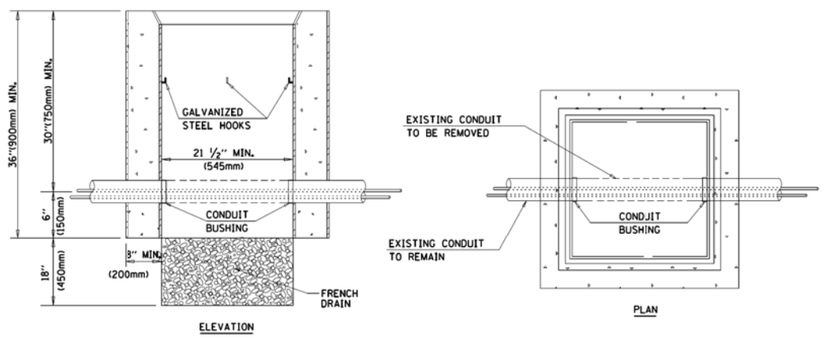
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. 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.



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	102
	TS-05	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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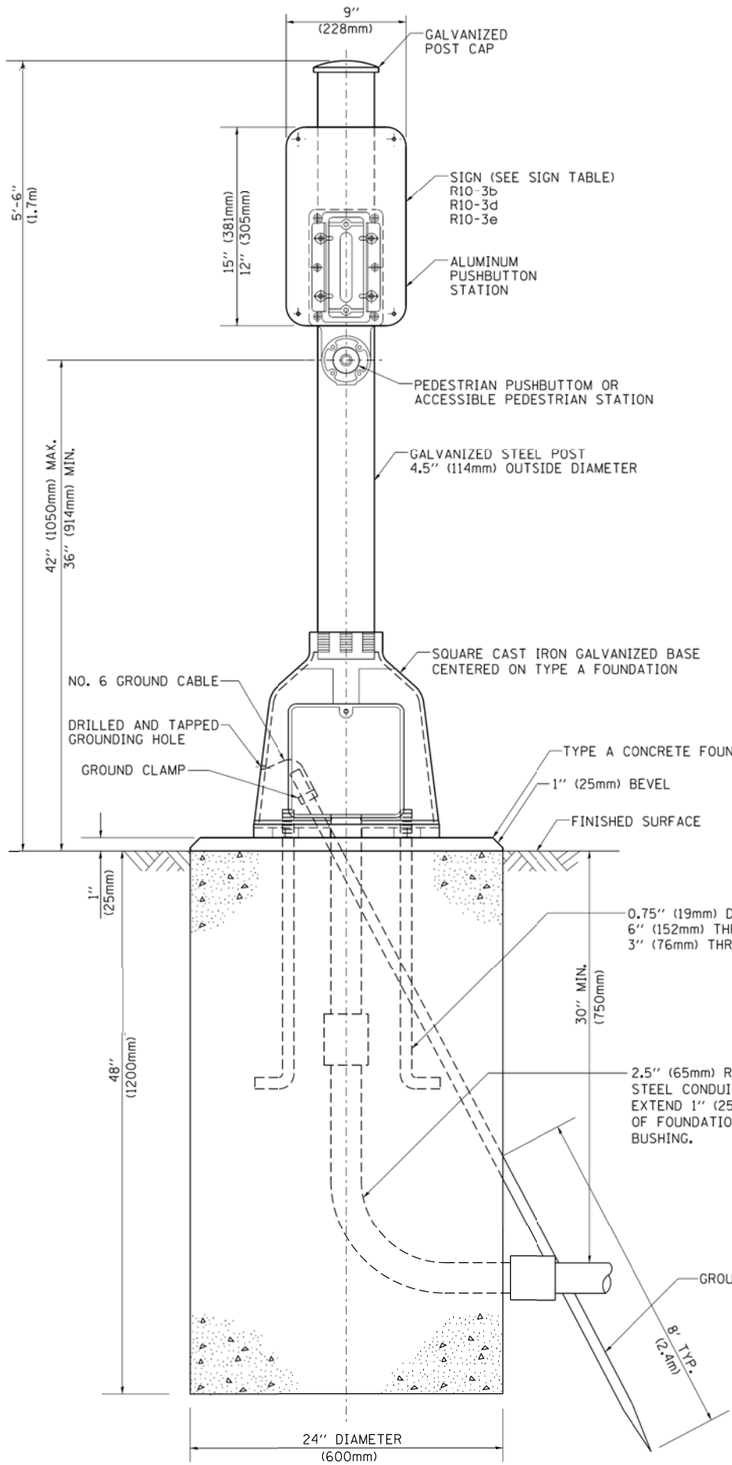
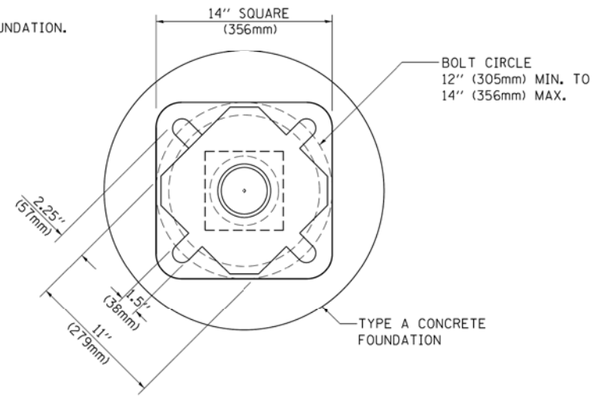


SIGN TABLE

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



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

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		DRAWN - GND	REVISED -								106	103
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	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -		SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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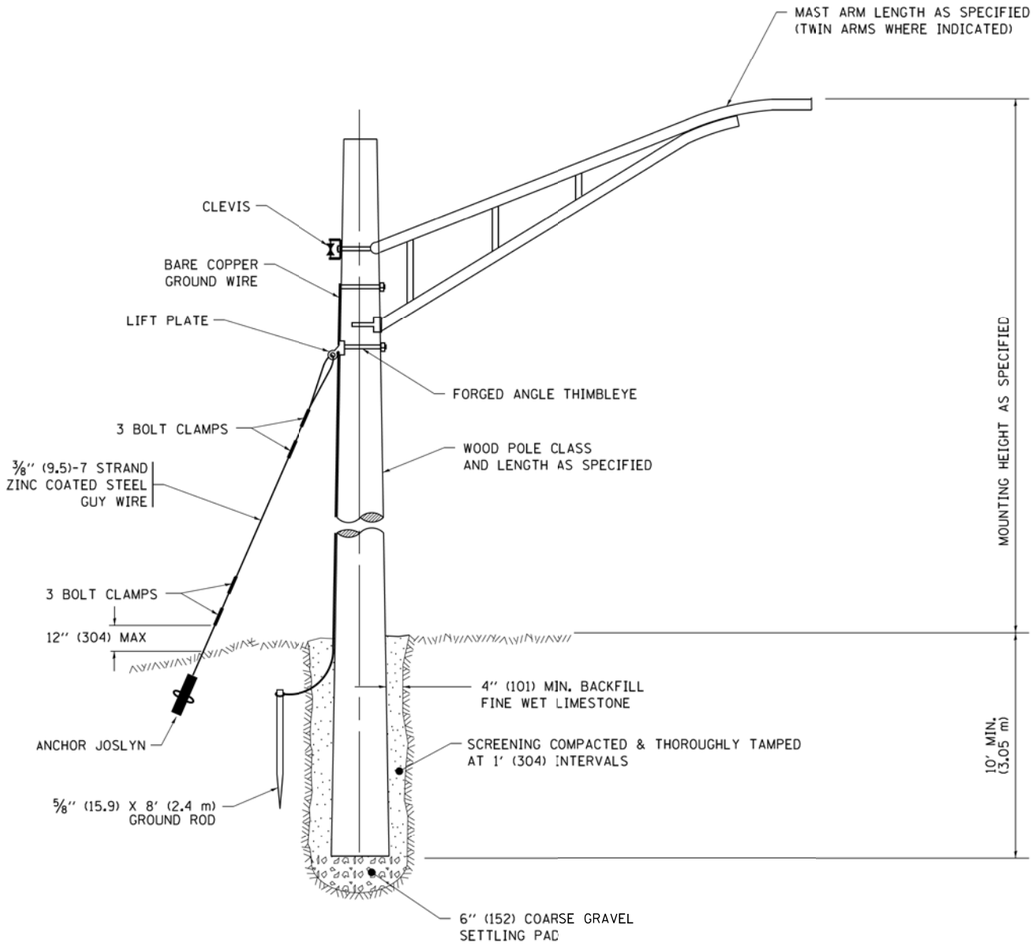
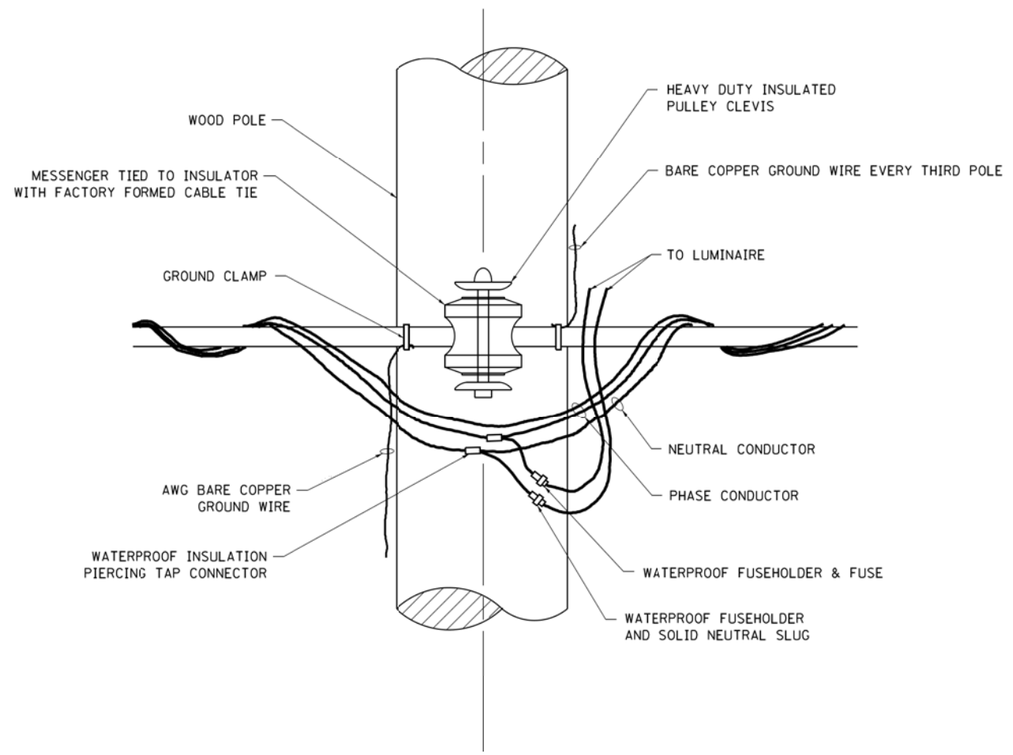


TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

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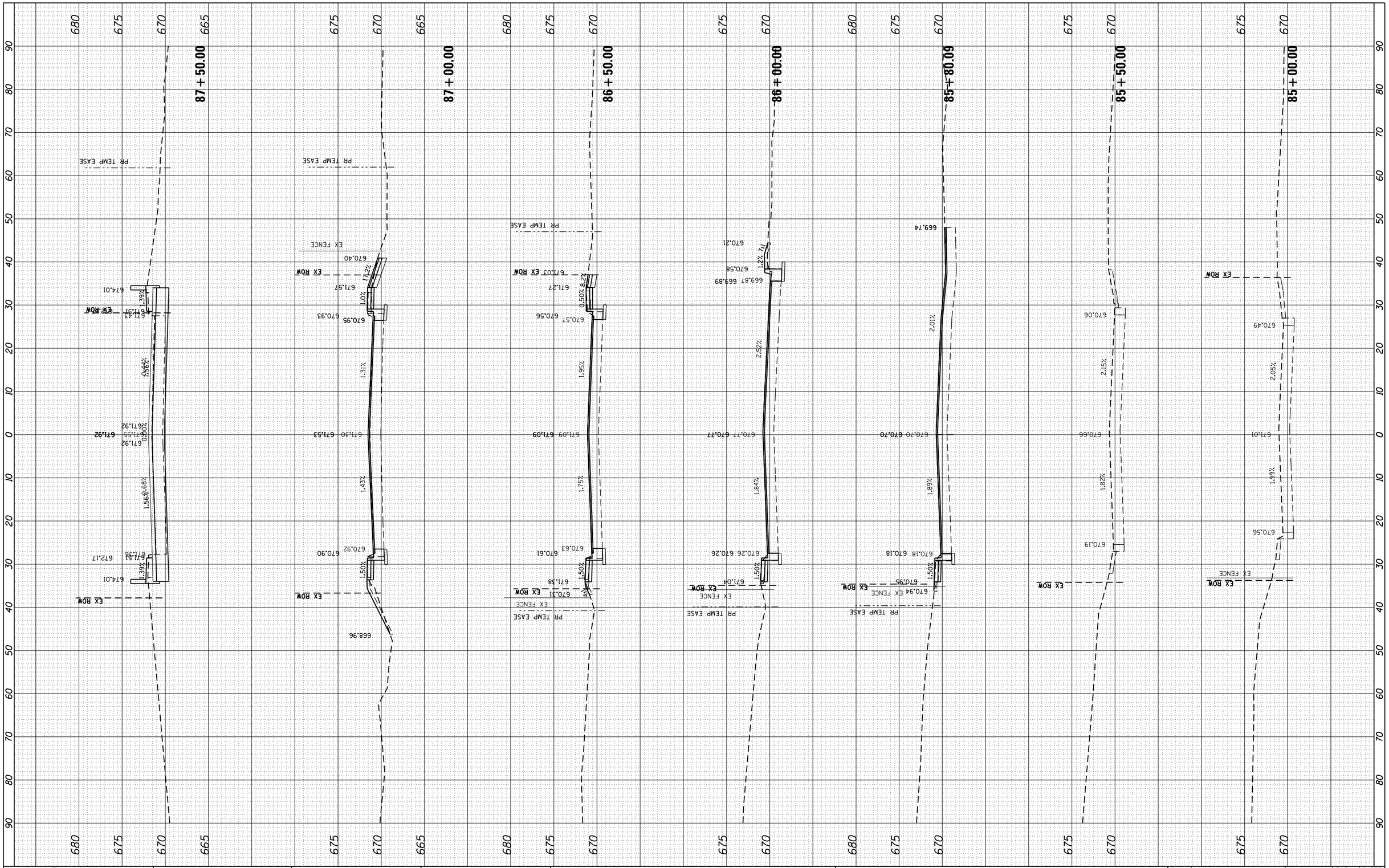
		DATE -	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			106	104
BE-800		CONTRACT NO.		
ILLINOIS	FED. AID PROJECT			



V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = dpung	DESIGNED - EIH	REVISED - 08/12/16	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**ST. CHARLES ROAD** **CROSS SECTIONS**
		DRAWN - EIH	REVISED -		
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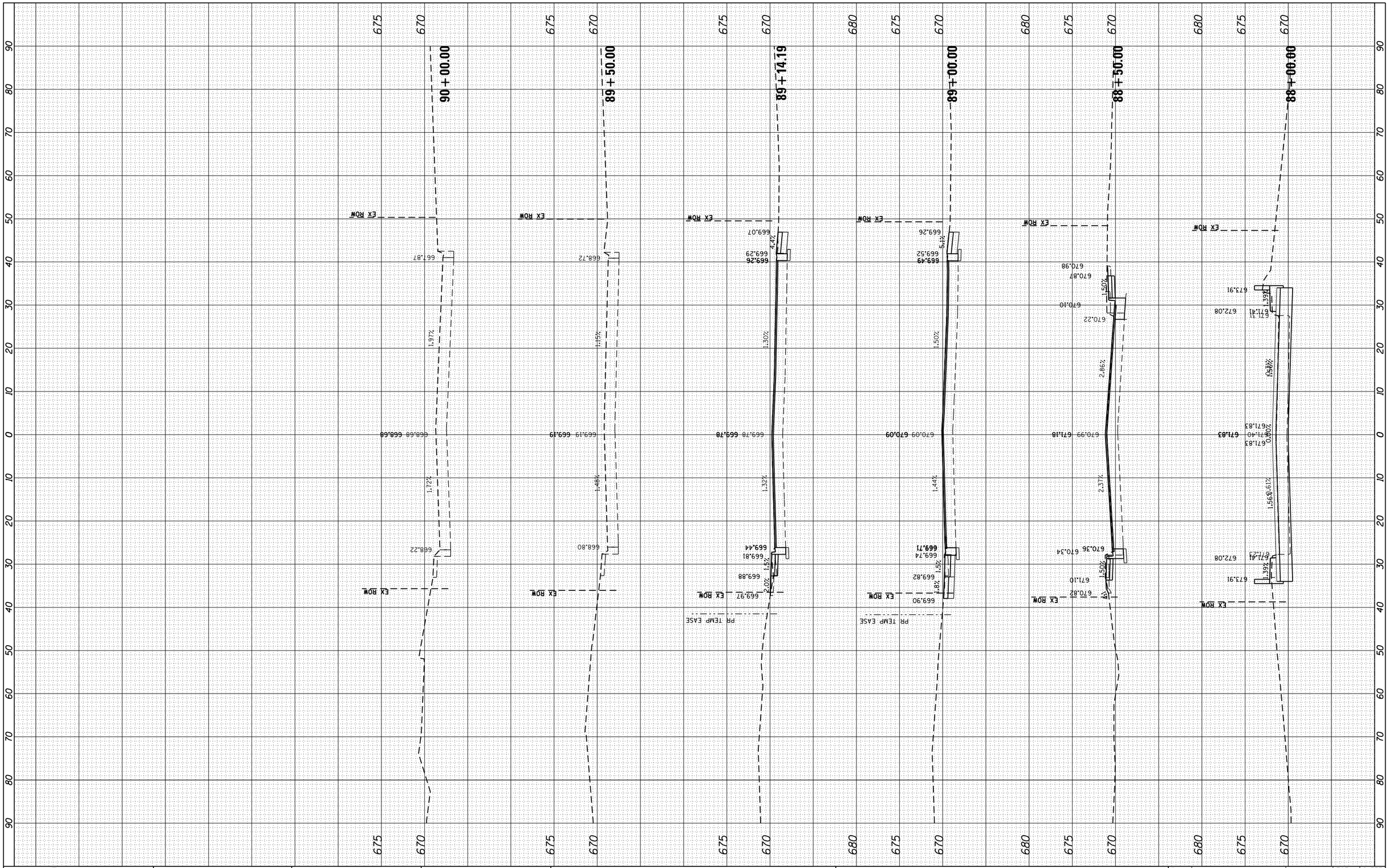
	PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	105
PROJECT: BRM-4003(508); JOB: P-91-313-15				
ILLINOIS				



V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = dpung	DESIGNED - EIH	REVISED - 08/12/16	
	DRAWN - EIH	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MJR	REVISED -	
PLOT DATE = 11/15/2018	DATE - 11/16/18	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ST. CHARLES ROAD
CROSS SECTIONS

SCALE: 1"=10' | SHEET 2 OF 2 SHEETS | STA. 88+00.00 | TO STA. 90+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	106	106

PROJECT: BRM-4003(508); JOB: P-91-313-15
ILLINOIS