STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

VOLUME 1

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU 2298 (LONGMEADOW PARKWAY)
ROADWAY CORRIDOR CONSTRUCTION
WEST OF SANDBLOOM RD TO IL RTE. 25
SECTION 18-00215-21-BR
PROJECT NUMBER XGDF(875)
KANE COUNTY

LONGMEADOW PKWY
SEC C2 IMPROVEMENTS
END STA. 2270 + 39.80

ILLINOIS RTE 25
SEC C2 IMPROVEMENTS
END STA. 612 + 15.82

SANDBLOOM BRIDGE
BEGIN STA. 2217 + 48.85
S.N. 045–3077

LONGMEADOW PKWY
SEC C2 IMPROVEMENTS
BEGIN STA. 2217 + 65.00

BOZL ROAD

ILLINOIS RTE 25
SEC C2 IMPROVEMENTS
BEGIN STA. 608 + 75.88

CHAINAGE

ROAD FROM STATION TO STATION LENGTH LENGTH
LENGTH IMPROVEMENT

LONGMEADOW PKWY 2217 + 65.00 2218 + 00.00 5.214 0.00
SANDBLOOM BRIDGE 2218 + 00.00 2218 + 48.85 82.64 0.61
BOZL ROAD 504 + 32.70 562 + 50.20 2,817.31 0.53
BOZL ROAD Connector 608 + 89.80 612 + 65.16 315.36 0.50
ILLINOIS ROUTE 25 608 + 75.88 612 + 15.82 309.04 0.06
NET AND CROSS LENGTH OF IMPROVEMENT 8,547.31 1.60

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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OF THE STATE OF ILLINOIS
1. The Contractor shall be responsible for the protection of all underground and surface utilities that are disturbed during the construction of the improvements. All utilities affected shall be protected in accordance with Article 550.07 of the Illinois Department of Transportation Standard Specifications.

2. All offsets given on the detailed plans for structures, edge of pavement, etc., are from the centerline as shown on the plans.

3. The Contractor shall prepare the subgrade in accordance with Article 301.03 of the Illinois Department of Transportation Standard Specifications. If the subgrade is not acceptable, the Contractor shall correct it in a timely manner. Non-compliance measures may result in the issuance of a Notice of Non-Conformance.

4. The Contractor shall provide all temporary and permanent signs as shown on the plans and as directed by the Engineer. The Contractor shall maintain all temporary signs for a minimum of 90 days after final grade stabilization is achieved or in accordance with the engineer.

5. The Contractor shall maintain temporary or permanent measures as shown on the plans. Any discrepancies caused by de-watering services are used shall be addressed by the Contractor as required. Any discrepancies caused by a change in the plans or specifications shall be brought to the attention of the Engineer.

6. The Contractor shall maintain all temporary or permanent signs in a legible and conspicuous manner. These signs shall be maintained straight and clean for the duration of the temporary setting period. No temporary sign shall be permitted to be placed or maintained within 24 hours of the discovery of defective materials. Maintenance personnel shall be responsible for the proper removal and replacement of temporary signs.

7. All temporary and permanent sign measures shall be maintained and removed by the Contractor. The Contractor shall remove all temporary and permanent sign measures within 90 days after final grade stabilization is achieved or in accordance with the engineer.

8. The Contractor shall be responsible for the protection of all underground and surface utilities that are disturbed during the construction of the improvements. All utilities affected shall be protected in accordance with Article 550.07 of the Illinois Department of Transportation Standard Specifications.

9. The Contractor shall be responsible for the protection of all underground and surface utilities that are disturbed during the construction of the improvements. All utilities affected shall be protected in accordance with Article 550.07 of the Illinois Department of Transportation Standard Specifications.

10. The Contractor shall be responsible for the protection of all underground and surface utilities that are disturbed during the construction of the improvements. All utilities affected shall be protected in accordance with Article 550.07 of the Illinois Department of Transportation Standard Specifications.
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**State of Illinois**

**Department of Transportation**

**Summary of Quantities**

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**Notes:**

- The table includes various items such as tree removal, excavation, and other construction-related activities.
- The quantities are listed in units such as ML (motorized linear feet) and other measurements.
- The table is part of a larger document related to construction work.
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**STATE OF ILLINOIS**

**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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- Special to be adjusted with necessary pipe and grate.
- Special to be adjusted with necessary pipe and grate.
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**Note:** The table above contains a list of specialty items and their respective codes and descriptions. Each item is categorized under different sections, and the total quantity for each item is provided.
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NOTES:

1. PAVING: 3" CMT HOT-MIX ASPHALT SURFACE COURSE, MIX "D".

2. CONSTRUCTION JOINTS:
   - Bituminous materials: Prime coat, according to IDOT Std. 42001.
   - Longitudinal: Sawed, longitudinal joint with tie bars, according to IDOT Std. 42001.
   - Transverse: Jointed concrete pavement.

3. CURB & GUTTER:
   - Combination concrete curb & gutter, type B-6.24.
   - Combination concrete curb & gutter, type M-4.24.
   - Concrete median, type SB-6.

4. MEDIAN:
   - Concrete median, type SB-6.

5. LEGEND:
   - PCC PAVEMENT
   - HMA PAVEMENT
   - AGGREGATE SHOULDERS, TYPE B 6"
   - AGGREGATE SUBGRADE IMPROVEMENT 12"
   - STEEL PLATE BEAM GUARDRAILS OR TRAFFIC BARRIER TERMINALS
   - HOT-MIX ASPHALT SURFACE REMOVAL, 2"
   - HOT-MIX ASPHALT BASE COURSE, 8"
   - BITUMINOUS MATERIALS, PRIME COAT
   - REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, UNDERCUT & AGGREGATES & ROADSIDE
   - TOPSOIL 6", SEEDING & EROSION CONTROL (SEE PLAN SHEETS)
   - PIPE UNDERDRAINS, TYPE 2, 4"
   - SUBBASE GRANULAR MATERIAL, TYPE B 4"
   - HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 10"
   - HMA PAVEMENT
   - PCC SIDEWALK 5"

6. EX. ROW:
   - 2% & VAR
   - 40'-50'
   - 22.5' & VAR

7. PROPOSED BOLZ ROAD:
   - STATIONS 504+63.40 TO 504+99.52
   - STATIONS 505+86.85 LT TO 507+14.25 LT.
NOTES:
1. SUPERELEVATION FOR CURVE BOLZ-2 LOCATED BETWEEN STATIONS
   507+14.25 TO 510+40.43. SEE TABLE ON SHEET 10

NOTES:
1. SUPERELEVATION FOR CURVE BOLZ-2 LOCATED BETWEEN STATIONS
   514+00.45 TO 517+30.73. SEE TABLE ON SHEET 10

LEGEND

- COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- BITUMINOUS MATERIALS, PRIME COAT
- HOT-MIX ASPHALT SURFACE COURSE, MIX “D”, N70 2" 40'-50'
- PATH
- PORTLAND CEMENT CONCRETE MEDIAN, TYPE SB-6.12
- STEEL PLATE BEAM GUARDRAILS OR TRAFFIC BARRIER TERMINALS
- PCC PAVEMENT
- HMA PAVEMENT
- AGGREGATE BASE COURSE, TYPE B 6"
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUT) & AGGREGATES & ROADSIDE
- COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- CONCRETE MEDIAN, TYPE SB-6.12
- HOT-MIX ASPHALT SURFACE COURSE, MIX “D”, N70 3"
- COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- STEEL UNDERGROUND TRENCHES & PIPE (SEE PLAN SHEETS)
- PIPE UNDERGROUND, TYPE 2, 4"
- SUBBASE GRANULAR MATERIAL, TYPE B 4"
PROPOSED BOLZ ROAD
STATION 524+00 TO 524+42.7

NOTES:
1. ROUNDABOUT EMISSION FROM STATION 524+00 TO 524+42.7

TYPICAL SECTIONS
BOLZ ROAD

LEGEND

- PORTLAND CEMENT CONCRETE PAVEMENT 10" THICK
- LONGITUDINAL CONSTRUCTION JOINT WITH THE BARS ACCORDING TO DOT STD. 420001
- SAWED LONGITUDINAL JOINT WITH THE BARS
- COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- MEDIAN
- CONSTRUCTION JOINT WITH THE BARS
- CONCRETE MEDIAN, TYPE SB-6.12
- MEDIAN

- DETENTION POND 3:1 TYPE 2%
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 2"
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 3"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 10"
- HOT-MIX ASPHALT BASE COURSE, 8"
- STEEL PLATE BEAM GUARDRAILS OR TRAFFIC BARRIER TERMINALS
- PIPE UNDERDRAINS, TYPE 2, 4"
- SUBBASE GRANULAR MATERIAL, TYPE B 4"
- SUBBASE GRANULAR MATERIAL, TYPE B 4"
- SUBSTITUTE MATERIAL, TYPE B 4"
NOTES:

1. SUPERELEVATION FOR CURVE BOLZ-4 LOCATED BETWEEN STATIONS 526+67.89 TO 532+50.00. SEE TABLE ON SHEET 10.

2. SUPERELEVATION FOR CURVE BOLZ-5 LOCATED BETWEEN STATIONS 529+06.25 TO 532+75.28. SEE TABLE ON SHEET 10.
LEGEND

1. PORTLAND CEMENT CONCRETE PAVEMENT 10' LAYERTED
2. LONGITUDINAL CONSTRUCTION JOINT WITH THE BARS
3. EASY: LATERAL CONSTRUCTION JOINT WITH THE BARS
4. CONCRETE CURB & GUTTER, TYPE B-6.24
5. CONCRETE CURB & GUTTER, TYPE M-4.24
6. CONCRETE MEDIAN, TYPE SB-6.12
7. PCC SIDEWALK 5'

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

FILE NAME
L:\KANE\C6\13296\LONGMEADOW PKWY\DRAW\CAD\SHOOTS\SECTION C-2.shot тип сек - SAND - 01_cmt.dgn

=  

XGDF(875)

ANGELINA PLACE / SANDBLOOM ROAD

FILE NAME
L:\KANE\C6\13296\LONGMEADOW PKWY\DRAW\CAD\SHOOTS\SECTION C-2.shot тип сек - SAND - 01_cmt.dgn

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XGDF(875)
**Curves BOLZ-2**

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NOTES
1. The horizontal coordinates for this project are on a Local Coordinate System, not the State Plane Coordinate System. The vertical coordinates are NAVD88 Datum.
2. Distances shown in the alignment ties are shown to provide general location of control points, not to accurately represent control points.

LOCAL COORDINATE SYSTEM
ELEVATION (CAP) = 881.288
EASTING = 1,003,699.007
NORTHING = 1,993,481.923

ALIGNED WITH

WALK 545

NOTES
1. The vertical coordinates use NAVD88 datum.
2. The horizontal coordinates for this project are on a local coordinate system.

ALIGNMENT, TIES & BENCHMARKS

LOCAL COORDINATE SYSTEM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNED WITH

WALK 545

NOTES
1. The vertical coordinates use NAVD88 datum.
2. The horizontal coordinates for this project are on a local coordinate system.

ALIGNMENT, TIES & BENCHMARKS

LOCAL COORDINATE SYSTEM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
NOTES

1. THE HORIZONTAL COORDINATES FOR THIS PROJECT ARE ON A LOCAL
   COORDINATE SYSTEM WITH THE STATE PLANE COORDINATE SYSTEM.

2. DISTANCES SHOWN IN THE ALIGNMENT TIES ARE SHOWN TO PROVIDE
   GENERAL LOCATION OF CONTROL POINTS, NOT TO ACCURATELY
   RE-CREATE CONTROL POINTS.

3. CONTROL AND TIES INFORMATION IS SHOWN ON SHEET 32.
REMOVAL PLAN GENERAL NOTES

- TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE GROWTH IN THEIR BID.
- ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

NOTES

- CONTRACTOR SHALL FOLLOW IDOT DISTRICT 1 STANDARDS FOR DISTINCT 1.
- ACCESS TO VARIOUS MANUFACTURING PARKING LOT SHALL BE MAINTAINED AT ALL TIMES.
- REMOVAL OF TEMPORARY CONCRETE SURFACE PLACED DURING CONSTRUCTION IS NOT SHOWN. CONTRACTOR IS RESPONSIBLE FOR REMOVAL AND REPAIR.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
LONGMEADOW PARKWAY

FILE NAME: LOCAL COORDINATE SYSTEM
LICENSE NO.: 184-000613

PLOT SCALE: USER NAME

1. REMOVAL PLAN GENERAL NOTES
2. NOTES
3. PAY ITEM
4. CENTRE OF PATCH LOCATION
5. CENTERLINE
6. WIDTH OF ROAD
7. PAY ITEM
8. PLOT SCALE
9. USER NAME
10. LOCAL COORDINATE SYSTEM
11. LICENSE NO.
12. CONTRACT 63955 NOT SHOWN WILL BE PAID FOR AS REMOVE TREE REMOVAL OF TEMPORARY CONCRETE BARRIER PLACED DURING MAINTENANCE AT ALL TIMES.

ACCESS TO TARGET MANUFACTURING PARKING LOT SHALL BE MAINTAINED AT ALL TIMES.

TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.325 ACRES
TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.235 ACRES
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH

HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"

DRIVEWAY PAVEMENT REMOVAL
BIKE PATH REMOVAL
SIDEWALK/MEDIAN REMOVAL
PAVED SHOULDER REMOVAL
AGGREGATE SHOULDER REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.

ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

- TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.
- ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
LONGMEADOW PARKWAY

FILE NAME: LOCAL COORDINATE SYSTEM
LICENSE NO.: 184-000613

PLOT SCALE: USER NAME

1. REMOVAL PLAN GENERAL NOTES
2. NOTES
3. PAY ITEM
4. CENTRE OF PATCH LOCATION
5. CENTERLINE
6. WIDTH OF ROAD
7. PAY ITEM
8. PLOT SCALE
9. USER NAME
10. LOCAL COORDINATE SYSTEM
11. LICENSE NO.
12. CONTRACT 63955 NOT SHOWN WILL BE PAID FOR AS REMOVE TREE REMOVAL OF TEMPORARY CONCRETE BARRIER PLACED DURING MAINTENANCE AT ALL TIMES.

ACCESS TO TARGET MANUFACTURING PARKING LOT SHALL BE MAINTAINED AT ALL TIMES.

TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.325 ACRES
TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.235 ACRES
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH

HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"

DRIVEWAY PAVEMENT REMOVAL
BIKE PATH REMOVAL
SIDEWALK/MEDIAN REMOVAL
PAVED SHOULDER REMOVAL
AGGREGATE SHOULDER REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.

ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

- TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.
- ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
LONGMEADOW PARKWAY

FILE NAME: LOCAL COORDINATE SYSTEM
LICENSE NO.: 184-000613

PLOT SCALE: USER NAME

1. REMOVAL PLAN GENERAL NOTES
2. NOTES
3. PAY ITEM
4. CENTRE OF PATCH LOCATION
5. CENTERLINE
6. WIDTH OF ROAD
7. PAY ITEM
8. PLOT SCALE
9. USER NAME
10. LOCAL COORDINATE SYSTEM
11. LICENSE NO.
12. CONTRACT 63955 NOT SHOWN WILL BE PAID FOR AS REMOVE TREE REMOVAL OF TEMPORARY CONCRETE BARRIER PLACED DURING MAINTENANCE AT ALL TIMES.

ACCESS TO TARGET MANUFACTURING PARKING LOT SHALL BE MAINTAINED AT ALL TIMES.

TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.325 ACRES
TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.235 ACRES
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH

HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"

DRIVEWAY PAVEMENT REMOVAL
BIKE PATH REMOVAL
SIDEWALK/MEDIAN REMOVAL
PAVED SHOULDER REMOVAL
AGGREGATE SHOULDER REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.

ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

- TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.
- ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
LONGMEADOW PARKWAY

FILE NAME: LOCAL COORDINATE SYSTEM
LICENSE NO.: 184-000613

PLOT SCALE: USER NAME

1. REMOVAL PLAN GENERAL NOTES
2. NOTES
3. PAY ITEM
4. CENTRE OF PATCH LOCATION
5. CENTERLINE
6. WIDTH OF ROAD
7. PAY ITEM
8. PLOT SCALE
9. USER NAME
10. LOCAL COORDINATE SYSTEM
11. LICENSE NO.
12. CONTRACT 63955 NOT SHOWN WILL BE PAID FOR AS REMOVE TREE REMOVAL OF TEMPORARY CONCRETE BARRIER PLACED DURING MAINTENANCE AT ALL TIMES.

ACCESS TO TARGET MANUFACTURING PARKING LOT SHALL BE MAINTAINED AT ALL TIMES.

TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.325 ACRES
TREE REMOVAL, 0.235 ACRES
TREE REMOVAL, 0.235 ACRES
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE II, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH
CLASS D PATCHES, TYPE III, 10 INCH

HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"
HMA SURFACE REMOVAL, 2"

DRIVEWAY PAVEMENT REMOVAL
BIKE PATH REMOVAL
SIDEWALK/MEDIAN REMOVAL
PAVED SHOULDER REMOVAL
AGGREGATE SHOULDER REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.

ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.

- TREE MEASUREMENTS WERE COMPLETED IN FALL OF 2013. CONTRACTOR SHALL ACCOUNT FOR TREE
GROWTH IN THEIR BID.
- ACCURATE TREES REMOVAL IS MEASURED AND PAID AS EARTH EXCAVATION.
NOTES

1. SEE SHEET 34 FOR REMOVAL PLAN GENERAL NOTES.
2. FORCE MAIN BYPASS PUMPING (X1200068) WILL BE REQUIRED DURING WORK ON THE SANITARY FORCE MAIN.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCAL COORDINATE SYSTEM
PROPOSED PAVEMENT (LONGMEADOW PARKWAY) TO STA.

COUNTY

PROPOSED PAVEMENT (MULTI-USE PATH)

LOCAL COORDINATE SYSTEM

NOTES
1. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
2. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
3. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
4. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.

REFERENCES
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.

LEGEND
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
- REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.

1. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
2. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
3. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
4. REFER TO SHEET NO. 40 FOR DRAINAGE AND UTILITY INFORMATION.
1. The suggested sequence of operations for construction staging does not specify all the work that will be performed by the contractor for staging operations during the contract. The sequence of operations is given as an aide and guide for the contractor to determine the necessary stages for efficient traffic control during the duration of the contract.

2. The contractor may wish to make revisions or modifications to the sequence of operations during the maintenance of traffic phase. All changes must be submitted in writing to the engineer for approval, revisions in the phasing of operations must be approved by the engineer of record. Changes or modifications to the sequence of operations may require traffic control to be installed in accordance with the standards and/or devices otherwise than those included in the plans. Requests for changes in the phasing of construction or maintenance operations must be submitted in writing to the engineer for approval, before use. A quarterly report of segment control devices and above specified will be at the engineer's discretion.

3. Traffic control and protection will be performed in accordance with the traffic control plan and section 202.05 of the standard specifications as approved by the engineer. Construction phase traffic control plans shall be made as required by the engineer.

4. The type of barricades shall be in accordance with Illinois Highway Standards unless authorized by the engineer to use an alternate arrangement.

5. The drop off point shall be at the edge of the temporary pavement and shall be marked with temporary barricades and yellow warning lights at 50 feet center to center spacing.

6. If the drop off point is at the edge of the pavement, temporary barricades shall be placed on the shoulder of the temporary pavement, barricades that must be placed in excavated areas shall have 120 feet extended, install fence for the barrier to be in compliance with all vehicle requirements of Illinois Highway Standards.

7. Type 3 barricades with two-way flashing lights shall be required at all open exclosures. Every other light shall be placed on a separate barricade, every fourth barricade shall have lights installed such that the top of the barricade is in compliance with the Illinois Highway Standards.

8. The contractor shall maintain access to all properties during construction operations. The contractor shall construct and maintain appropriate protective devices to ensure the safety of the public and the work crew. The temporary barricades shall be used at all temporary access locations and existing access areas that shall not be closed unless planned. All temporary access facilities shall be provided for at temporary access locations and existing access areas. Temporary access facilities shall be planned and installed as the contract is issued. Temporary access points shall be provided for at temporary access points.

9. The contractor is required to maintain pavement in the accessible areas within 72 hours of the project being completed. This access will be provided in accordance with all access points of the standard specifications.

10. Programmed message boards shall be placed as shown on the suggested stages of construction and traffic control. The programmed message boards shall be placed upon 72 hours prior to any work that is to take place on the associated roadways. All messages are to be as specified by the engineer and no additional compensation shall be required for changes to the message throughout the construction of the project.

11. The contractor shall inform the engineer of any stage change at least seven days in advance of the scheduled traffic change.

12. The contractor shall maintain positive drainage as required to the engineer throughout the construction and maintenance of the construction process. The existing and proposed drainage system will be used throughout construction.

13. Existing pavement markings in contact with maintenance of traffic stripping shall be removed in accordance with the special provision for pavement marking removal.

14. All drums, vertical panels and barricades placed adjacent to the shoulder of the temporary pavement shall be equipped with stringed non-directional lights.

15. The contractor shall be responsible for erasing and maintaining the construction access points. The proposed locations shall be subject to the engineer approval before use. A quarterly report of segment control devices and above specified will be at the engineer's discretion.

16. The contractor shall remove all temporary sign boards from the site on the completion of the project or before use. Any temporary sign boards shall be paid for as temporary pavement markings.

17. The contractor shall be responsible for sign boards within the permanent sign board zone during construction operations for those sections closed to traffic. No additional payment will be provided for the removal of sign boards within the construction work zone.

18. The sizes of all signs not specified in these plans shall be in accordance with the Illinois Highway Standards of Uniform Traffic Control Devices.

19. The contractor shall be responsible for constructing work on the signed contract area that may affect adjacent contracts on the construction project. As well as any other contracts that may affect the work of the project. Any costs incurred by the contractor for coordination between contracts shall be borne by the contractor and no compensation shall be warranted.

20. Temporary pavement markings on completed or existing pavement that are required shall be pavement markings. Type I only, except designated by the engineer to be used, temporary pavement markings. If temporary pavement markings are used, temporary pavement markings on existing pavement that are to be removed from thefadeIned pavement markings. Type I, 3 and 4, and temporary pavement markings on existing pavement markings. Type I, 3 and 4, will be paid for as pavement removal.

21. The temporary pavement shall match the adjacent proposed pavement slope.

22. Temporary pavement mix shall be hot-mix asphalt binder course, IL-19.0, N70.

23. The temporary pavement shall be placed in accordance with Section 353 and 354 of the standard specifications.

24. Removal of the temporary pavement no longer in use shall be paid as pavement removal.

25. The temporary pavement shall match the adjacent proposed pavement slope.

26. Temporary pavement mix shall be hot-mix asphalt binder course, IL-19.0, N70.

27. Removal of the temporary pavement no longer in use shall be paid as pavement removal.
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**LONGMEADOW PARKWAY**
**DETOUR PLAN**

**SPECIAL DETOUR NOTES**

1. **Access for Properties and Businesses on Both Sides of Longmeadow Parkway** prior to and during the planned detour. Ensure that access is maintained for all necessary vehicles and emergency services. 

2. **Roadway Closure** will occur on Longmeadow Parkway. Access for both directions will be maintained. 

3. **Traffic Control** will be set up at all intersections with Longmeadow Parkway. 

4. **Detour Route** shall be posted at all intersections and at least 100 feet away from the project area. 

5. **Temporary Signage** shall be placed at all intersections and at least 100 feet away from the project area. 

6. **Special Requirements** shall be met prior to implementing the detour: 
   - Access for Properties and Businesses on Both Sides of Longmeadow Parkway
   - Roadway Closure
   - Traffic Control
   - Detour Route
   - Temporary Signage

7. **Detour Signs** shall be placed at all necessary locations along the detour route. 

**CLOSED ROAD**

- Longmeadow Parkway

**DETOUR AHEAD**

- Longmeadow Parkway

**SINCE FOR MANUFACTURING**

- Contact: Robert Pawelko

**CONTACT**

- Carpentersville

**SCHEDULE OF DETOUR SIGNS**

- Special Detour Notes
  - Type III Mounted

** Legend**

- In accordance with the Traffic Control and Detour Route Specifications.
NOTES
1. Refer to erosion and sediment control plans for erosion control measures required for each stage.
2. Access to target manufacturing is to be maintained at all times. Aggregate for temporary access quantity has not been provided. Access to Target Manufacturing is to be maintained at all times. Aggregate for temporary access quantity has not been provided.
3. Access to target manufacturing is to be maintained at all times. Aggregate for temporary access quantity has not been provided. Access to Target Manufacturing is to be maintained at all times. Aggregate for temporary access quantity has not been provided.
4. Construct bollard road to top of existing course elevation.

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

STAGE 1
- MPN FILE NAME
  - L:\KANE CO\13296-02_Longmeadow Pkwy\Draw\CAD Draw Sheets\Section C2-Staging-Long-01-Stage 1.cad

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCAL COORDINATE SYSTEM

LEGEND
- EROSION AND SEDIMENT CONTROL PLANS FOR EROSION CONTROL MEASURES REQUIRED FOR EACH STAGE.
- ACCESS TO TARGET MANUFACTURING IS TO BE MAINTAINED AT ALL TIMES. AGGREGATE FOR TEMPORARY ACCESS QUANTITY HAS NOT BEEN PROVIDED.
- CONSTRUCT BOLLARD ROAD TO TOP OF EXISTING COURSE ELEVATION.
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

LONGMEADOW PARKWAY

LEGEND

- CURRENT STAGE
- TEMPORARY PAVEMENT CONSTRUCTED
- PREVIOUS STAGE(S)
- TEMPORARY PAVEMENT CONSTRUCTED

1. CONTROL MEASURES REQUIRED FOR EACH STAGE. REFER TO EROSION AND SEDIMENT CONTROL PLANS FOR EROSION CONTROL MEASURES REQUIRED FOR EACH STAGE.

NOTES

- LOCAL COORDINATE SYSTEM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME:
L:\KANE CO\13296-02_Longmeadow Pkwy\Draw\CADD_Sheets\Section C2-staging_Long-03_STAGE 1.cmg

SCALE:
PLOT DATE = 6/4/2019
DESIGNED = 5/31/2019
CHECKED =
DRAWN =
REVISED =

F.A.U. SHEET OF SHEETS
STA. TO STA. - - -
- - - -
- - - -
- - - -

48 X 48 W20-3

T.E. ~ PROP. BOLZ ROAD CONNECTOR
QUARRY CARPENTERSVILLE
48 X 48 W20-3

CMT

Copyright CMT, License No. 184-000613

ADJ. USER NAME =
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 6/4/2019
DATE =

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS

2240+00
2245+00
2250+00
525+00
530+00
535+00

100.0000 ' / in.

GAS ABDONED AT & T FIBER OPTIC 500 FT CLOSED ROAD AHEADastoat

notes

© 2019 CMT

License No. 184-000613
NOTES:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCAL COORDINATE SYSTEM

LEGEND:
- Temporary Traffic Control Sign
- Impact Attenuator, Temporary (Installed Per 701901-08, Typ.)
- Road Work Restart
- Temporary Pavement Constructed
- Completed Pavement
- Aggregate for Temporary Access
- Adjustable/Reconstrlute/Remove Structure
- Erosion Protection (Severe Use, Narrow), Test Level 3
- Aggregate for Temporary Access
- Work Zone
- Drivers/Construct/Remove Structure

REFERENCES:
- XGDF(875)
- KDF
- MPM

FILE NAME:
L:\KANE CO\13296-02_Longmeadow Pkwy\Draw\CADD_Sheets\Section C2-staging-Long-03-Stage 2 cmb.dgn

= KANE 18-00215-21-BR

SECTION COUNTY
FED. AID PROJECT

TOTAL SHEETS SHEET NO.

DATE OF SHEETS STA. TO STA.

DESIGNED CHECKED DRAWN REVISED REVISED REVISED

5/31/2019
NOTES
1. WORK ZONES REQUIRED FOR EACH STAGE.
2. ACCESS TO QUARRY IS TO BE MAINTAINED AT ALL TIMES.
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
LONGMEADOW PARKWAY
STAGE A

SCHEDULE OF DETOUR SIGNS

<table>
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<tr>
<th>DETOUR SIGN</th>
<th>SHEET NO.</th>
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<td>M6-1L</td>
<td>60&quot; X 24&quot;</td>
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</tr>
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<td>M4-9L</td>
<td>60&quot; X 24&quot;</td>
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<tr>
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<td>M4-9R</td>
<td>60&quot; X 24&quot;</td>
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<td>60&quot; X 24&quot;</td>
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<tr>
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<td>W20-3</td>
<td>60&quot; X 24&quot;</td>
</tr>
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<td>60&quot; X 24&quot;</td>
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<td>Detour Ahead</td>
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</tr>
<tr>
<td>Detour Ahead</td>
<td>SPCL. O</td>
<td>60&quot; X 24&quot;</td>
</tr>
</tbody>
</table>

DETOUR ROUTE

LEGEND

- TYPE III MOUNTED
- DETOUR ROUTE
- STEADY BURN LIGHT
- AMBER FLASHING LIGHTS
- SIGNALIZED INTERSECTION
- ILLINOIS MUTCD, LATEST EDITION
- COMPLETED PAVEMENT
- STAGE WORK ZONE
-ialead line
- COMPLETED PAVEMENT
- STAGE WORK ZONE
- FED. AID PROJECT
- FILE NAME
- LOCAL COORDINATE SYSTEM
- LICENSE NO. 184-000613
- COPYRIGHT CMT, 2019

SPECIAL DETOUR NOTES

1. THE CONTRACTOR WILL INSTALL AND ORGANIZE THE DETOUR ROUTE AS SHOWN ON THE DETOUR PLAN. ALL EXISTING SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED DETOUR ROUTE SIGNAGE SHALL BE COVERED FOR THE DURATION THAT THE DETOUR IS IN EFFECT.

2. THE SIGN SUPPORTS AND POSTING SHALL BE IN ACCORDANCE WITH THE ILLINOIS MUTCD EDITION "A" AND A "DETOUR" SIGN SHOWN ON THE DETOUR PLAN SHALL BE USED FOR THE DURATION THAT THE DETOUR IS IN EFFECT.

3. ALL EXISTING SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED DETOUR ROUTE SIGNAGE SHALL BE COVERED FOR THE DURATION THAT THE DETOUR IS IN EFFECT.

4. SPECIAL DETOUR SIGNS WILL BE USED 60" X 48" BLACK UPPERCASE LETTERS ON AN WHITE BACKGROUND.

5. IMPLEMENTING THE DETOUR ROUTE: CONTRACTOR SHALL NOTIFY THE FOLLOWING BUSINESSES PRIOR TO IMPLEMENTING THE DETOUR ROUTE:

- TARGET MANUFACTURING
- CARPENTERSVILLE QUARRY
- COMPLETED PAVEMENT
- STAGE WORK ZONE
- FED. AID PROJECT
- FILE NAME
- LOCAL COORDINATE SYSTEM
- LICENSE NO. 184-000613
- COPYRIGHT CMT, 2019

SCHEDULE OF DETOUR SIGNS

<table>
<thead>
<tr>
<th>SIGN NO.</th>
<th>SCHED.</th>
<th>SHEET NO.</th>
<th>SHEET 2000.0000</th>
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<tbody>
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<td>1</td>
<td>M4-9R</td>
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</tr>
<tr>
<td>108</td>
<td>1</td>
<td>SPCL. O</td>
<td>60&quot; X 24&quot;</td>
</tr>
</tbody>
</table>

ическа: JIM PARQUETTE
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

STAGE 4

NOTES

1. REFER TO PROGRESS AND SECURITY CONTROL PLANS.

CURRENT STAGE

- TEMPORARY TRAFFIC CONTROL SIGN
- TEMPORARY PAVEMENT CONSTRUCTED
- COMPLETED PAVEMENT
- WORK ZONE
- AGGREGATE FOR TEMPORARY ACCESS

PREVIOUS STAGE(S)

- TEMPORARY PAVEMENT CONSTRUCTED

NOTES

1. EACH STAGE.

FOR EROSION CONTROL MEASURES REQUIRED FOR REFER TO EROSION AND SEDIMENT CONTROL PLANS

LOCAL COORDINATE SYSTEM

- PR. ROW
- PR. ROW
- PROP. BOLZ ROAD
- PROP. LONGMEADOW PARKWAY
- PROP. OXFORD DRIVE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LEGEND

- ROAD CLOSED
- ADJ. = ADJUST/RECONSTRUCT/REMOVE STRUCTURE
- REC = RECONSTRUCT
- REM = REMOVE
- PR. ROW = PROPERTY LINE
- EX. ROW = ESTATE LINE
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
LONGMEADOW PARKWAY

LEGEND

1. INSTALLATION OF TEMPORARY TRAFFIC CONTROL SIGNS FOR EROSION
   CONTROL MEASURES REQUIRED FOR EACH STAGE.

NOTES

1. REFER TO EROSION AND SEDIMENT CONTROL PLANS FOR EROSION
   CONTROL MEASURES REQUIRED FOR EACH STAGE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 25
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 4

EXISTING SIGNS
MAINTAIN

ARE NOT PRESENT FOR MORE THAN ONE HOUR.
* TO BE REMOVED WHEN WORKERS OR FLAGGERS

BEGIN AT STATION 605+00

LOCAL COORDINATE SYSTEM

REGION

SPEED LIMIT
MINIMUM
ENFORCED
PHOTO
AHEAD
CONSTRUCTION
ROAD
WORK
EXPECT DELAYS
AHEAD

350'
350'
350'
350'

45

ZONE
WORK
$375 FINE

ROAD
CLOSED
ONLY

40

MPH

SPEED LIMIT
WORK ZONE
END

EX. ROW
E
X
R
O
W

EX. ROW
E
X
R
O
W

ARE NOT PRESENT FOR MORE THAN ONE HOUR.
* TO BE REMOVED WHEN WORKERS OR FLAGGERS

BEGIN AT STATION 620+00

EXISTING SIGN
MAINTAIN

EXISTING SIGNS
MAINTAIN

EX. ROW
E
X
R
O
W

EX. ROW
E
X
R
O
W

SIGN
EXISTING
COVER

SIGN
EXISTING
COVER

SEE TC-22

60 X 36
G20-I103

48 X 48
W21-I115(O)-3618
R10-I108p-3618
R2-I106p-3618
W20-I103(O)

~ PROP. IL ROUTE 25

EX. ROW
ALAMEDA DR.

MUFFLER BRAKE
DISCOUNT
MUFFLER BRAKE

48 X 48
W1-4B(O)

48 X 48
W3-1P(O)

R2-1-3648

SEE TC-22

SB ILLINOIS 25 ADVANCED SIGNING
BOARD
MESSAGE
CHANGEABLE

48 X 48
W21-1(O)

48 X 48
W20-7(O)

48 X 48
W21-I115(O)

48 X 48
W20-I103

42 X 15
SPCL(O)

30 X 30
W3-1

30 X 36
R3-5R

24 X 24
R3-1

48 X 48
W1-4B(O)

48 X 48
W3-1P(O)
NOTES

1. REFER TO EROSION AND SEDIMENT CONTROL PLANS FOR EROSION CONTROL MEASURES REQUIRED FOR EACH STAGE.

LEGEND

SPECIALTY PANEL

VERTICAL PANEL

BARRICADE TYPE III

DRUM / TYPE II BARRICADE

DIRECTION INDICATOR BARRICADE

WORK ZONE

COMPLETED PAVEMENT

TEMPORARY PAVEMENT CONSTRUCTED

CURRENT STAGE

PREVIOUS STAGE(S)

ADJUST/RECONSTRUCT/REMOVE STRUCTURE

EXPECTED DELAYS AHEAD

CONSTRUCTION ROAD AHEAD

CONSTRUCTION ROAD AHEAD

MINIMUM SPEED LIMIT ENFORCED

PHOTO ZONE

WORK ZONE

EXPECT DELAYS AHEAD

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

STAGE 5

LONGMEADOW PARKWAY

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

LOCAL COORDINATE SYSTEM

CMT

Copyright CMT; License No. 184-000613

FED. AID PROJECT

COUNTY

TOTAL SHEETS

SHEET NO.

CONTRACT NO.

SCALE:

USER NAME = PLOT SCALE

PLOT DATE = 6/4/2019

DESIGNED

CHECKED

DRAWN

REVISED

REVISED

REVISED

DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS

XGDF(875)
Legend:
- Temporary erosion control seeding (X2510640) (sq yd)
- Inlet and pipe protection (X2800650) (each)
- Inlet filter (X2800650) (each)
- Temporary ditch checks (special) (X2800302) (ft)
- Aggregate ditch checks (X2800302) (ft)
- Temporary fence (20101000) (ft)
- Erosion control blanket (25100630) (sq yd)
- Erosion control blanket (modified) (X2511640) (sq yd)
- Erosion control blanket (special) (X2511630) (sq yd)
- Erosion control blanket (special) (X2510635) (sq yd)
- Mulch, method 3A (25100127) (acre)
- Temporary erosion control seeding (28000250) (acre)
- Erosion control blanket (special) (X2511635) (sq yd)
- Sediment control, stabilized construction (X2800400) (sq yd)
- Stage work zone

State of Illinois
Department of Transportation
Erosion and Sediment Control Plan
Longmeadow Parkway
Stage 1

License No. 184-000613
Copyright CMT, INC.
1. **SET POSTS AND EXCAVATE OR SLIT-TRENCH A 6-INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF POSTS**

   - 6 MAX SPACING

2. **ATTACH GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3 (THREE) FASTENERS PER POST AND EXTEND FABRIC TO THE BOTTOM OF THE TRENCH**

3. **BACKFILL AND COMPACT THE EXCAVATED MATERIALS**

   - 30' MIN. ABOVE GROUND

---

**NOTE: OPTIONAL WIRE SUPPORT**
- MIN. 30' HEIGHT
- MIN. 14 GAUGE WIRE
- MIN. 6 HORIZ. WIRES
- MIN. 6' VERTICAL SPACING

---

**TABLE**

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Test Methods</th>
<th>Wire Backed Supported Silt Fence *</th>
<th>Unsupported Silt Fence</th>
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<tr>
<td></td>
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<td>Geotextile Elongation &gt;=50% *</td>
<td>Geotextile Elongation &lt;50% *</td>
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<td>Maximum Post Spacing</td>
<td>ASTM D 4632</td>
<td>4 feet</td>
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<td>4 feet</td>
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<td>Grab Strength</td>
<td>ASTM D 4491</td>
<td>0.01 sec^-1</td>
<td>0.05 sec^-1</td>
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<tr>
<td>Machine direction</td>
<td>ASTM D 4751</td>
<td>0.024n maximum average roll value</td>
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<tr>
<td>X-Machine direction</td>
<td>ASTM D 4355</td>
<td>70% after 500 hours of exposure</td>
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</tbody>
</table>

---

**NOTICE**

- COMPACTED SPOIL MATERIAL
- FASTENERS (TYP.)
- FABRIC EXTENSION INTO TRENCH
- SCALE 1" = 1'
FOR BARE EARTH APPLICATION ONLY

THE TEMPORARY DITCH CHECK SHALL BE USED IN BARE EARTH DITCH LINES AND SHALL BE REMOVED JUST PRIOR TO THE INSTALLATION OF EROSION CONTROL BLANKET AND SEEDING.

The installation shown will be measured and paid for as a temporary ditch check 14 feet in length.

Staples shall be placed where the units overlap and in the center of the 7 unit as shown in the diagram.

Point 1 must be higher than point 2 to insure that water flows over the dike and not around the ends.

NOTES:

FOR USE WHILE ESTABLISHING FINAL LANDSCAPING

THE PERMEABLE PLASTIC BERM SHALL REPLACE THE TEMPORARY DITCH CHECK AFTER THE INSTALLATION OF EROSION CONTROL BLANKET AND SEEDING.

Each permeable plastic berm is 3.3 feet in length. The minimum installation in a ditch shall be three units. The installation shown will be measured and paid for as a permeable plastic berm 16.5 feet in length (5 units).

Staples shall be placed where the units overlap and according to the manufacturer's installation instructions.

Point 1 must be higher than point 2 to insure that water flows through or over the berm and not around the ends.

NOTES:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EROSION AND SEDIMENT CONTROL PLAN
LONGMEADOW PARKWAY DETAILS

SEEDING APPLIED
CONTROL BLANKET & DITCHLINE WITH EROSION
NOTES:

FLOWS THROUGH OR OVER THE BERM AND NOT AROUND THE ENDS.

POINT 1
MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER
IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAM.

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND
THE TEMPORARY DITCH CHECK SHALL BE USED IN BARE EARTH DITCH LINES
AND SHALL BE REMOVED JUST PRIOR TO THE INSTALLATION OF EROSION
CONTROL BLANKET AND SEEDING.

THE INSTALLATION SHOWN WILL BE MEASURED AND PAID FOR AS A
TEMPORARY DITCH CHECK 14 FEET IN LENGTH.

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND
IN THE CENTER OF THE 7 UNIT AS SHOWN ON THE DIAGRAM.

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER
FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.
1. Rock shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3 or CA-4.
2. See plans for stabilized construction entrance locations and special provisions for additional information.
3. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
4. Roadway shall follow the contour of the natural terrain to the extent possible.
5. Filter Fabric: The filter fabric shall be made of synthetic polymers composed of at least 85 percent by weight polypropylene, polyesters, polyamides, polyethylene, polyolefins, or polyvinylidene-chlorides. The geotextile shall be free of any chemical treatment or coating that significantly reduces its porosity. Fibers shall contain stabilizers and/or inhibitors to enhance resistance to ultraviolet lights.
6. Any geotextile splices shall overlap a minimum of 18 inches, with upstream or upslope geotextile overlapping the abutting downslope geotextile.

NOTES:

- **Width = W = 14'-20'**
- **Depth = D = 6" Min.**
INLET PROTECTION - MONOFILAMENT FABRIC BARRIER FENCE

NOTES:
1. 2 x 2 nominal hardwood stakes, 4 foot minimum length, driven into ground approximately 18 inches, stakes driven a minimum width of 12 inches away from the drop inlet.
2. Area inside the fence, from edge of fabric to structure, must be stabilized with Erosion Control Blanket, Turf Reinforcement Mat, Geotextile 592 Table 2 Class 2 or CA-7 stone
3. Maximum height of the fabric above the crest of the drop inlet shall be 30'. Place the bottom 6 inches of the fabric in a trench and backfill with 6 inches of 95% compacted soil.
4. Stakes must be a maximum of 4 feet apart.
5. A maintenance schedule must maintain a sediment accumulation of less than 50% of the height of the monofilament fabric.
6. Monofilament fabric shall meet the requirement of Material Specification 592 Geotextile Table 1, Class 4.
7. Monofilament fabric shall be secured to each 2" x 2" nominal hardwood stake with a minimum of 4 steel staple fasteners and wood lath. Wood lath shall be a minimum length of 10 inches. Wire fasteners should be used if metal T-Posts are installed in place of hardwood stakes.

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION

NOTE:
1. See Detail No. 2.
NOTES:
1. Consultant material shall be heavy duty flexible material such as non-perforated corrugated plastic tubing or specially designed flexible tubing.
2. The flared end section shall meet the requirements as shown on standard drawing IL-545.
3. The soil material around the pipe shall be hand compacted in 6" lifts to fill voids in the tubing corrugations.
EROSION CONTROL BLANKET
INSTALLATION DETAILS

1. The erosion control blanket consists of a machine produced mat as specified in the special provisions. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials meeting the requirements may be used upon approval by the Engineer.

2. Prepare soil prior to installing erosion control blanket, including seeding and fertilizing.

3. The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.

4. Install the erosion control blanket according to manufacturer’s instructions. If no manufacturer’s instructions are available, install the blanket as follows:
   a. Substitute 12” degradable stake for “U” shaped staples.
   b. Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and staked in staggered rows across the width as shown in Detail 1.
   c. For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered stakes 4 inches apart, as shown in Detail 2.
   d. Overlap blankets on side slopes a minimum 6 inches over the blanket below (shingle style). Stake overlap at 12 inch intervals. See Detail 3.
   e. Stake the outer edge along sides of the blanket every 12 inches. See Detail 4.
   f. Stakes are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.
   g. Downstream (terminal) end of blanket are to be staked with a double row of staggered stakes 12 inches apart. See Detail 5.

5. Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.

NOTES:
- The erosion control blanket consists of a machine produced mat as specified in the special provisions. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials meeting the requirements may be used upon approval by the Engineer.
- Prepare soil prior to installing erosion control blanket, including seeding and fertilizing.
- The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.
- Install the erosion control blanket according to manufacturer’s instructions. If no manufacturer’s instructions are available, install the blanket as follows:
  - Substitute 12” degradable stake for “U” shaped staples.
  - Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and staked in staggered rows across the width as shown in Detail 1.
  - For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered stakes 4 inches apart, as shown in Detail 2.
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  - Downstream (terminal) end of blanket are to be staked with a double row of staggered stakes 12 inches apart. See Detail 5.
  - Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.
NOTE:
1. Sediment shall be removed when the sediment has accumulated to one-half the height of the stone berm.
2. Coarse aggregate shall meet IDOT coarse aggregate gradation CA-3.
3. Riprap shall meet IDOT gradation RR-3 or RR-4. Any permanent riprap such as for the culvert headwalls shall meet IDOT quality designation A.
4. Coarse aggregate and riprap shall be placed according to Article 281.04.
5. Tie the stone berm into the culvert embankment a minimum of 1 foot above the design elevation of the stone berm.
6. Riprap and aggregate shall be paid for as "aggregate ditch checks."
**Pipe Outlet to Flat Area**

No well-defined Channel

**Minimum Riprap & Filter Fabric**

**Dimensions by Structure**

<table>
<thead>
<tr>
<th>STR</th>
<th>LO (FT)</th>
<th>W1</th>
<th>#2</th>
<th>END GRADE</th>
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<tbody>
<tr>
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</table>

**Notes:**
1. The filter fabric shall meet the requirements in material specification 592 GEOTEXTILE Table 1 or 2, Class I, II or III.
2. The rock riprap shall meet the IDOT requirements for the following gradation table 3, Quality A.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAPP. The rock may be equipment placed.

**Filter Fabric**

Bury End Of Fabric 12" Min.

**Pipe Outlet to Channel**

**Notes:**
1. The filter fabric shall meet the requirements in material specification 592 GEOTEXTILE Table 1 or 2, Class I, II or III.
2. The rock riprap shall meet the IDOT requirements for the following gradation table 3, Quality A.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAPP. The rock may be equipment placed.
NOTES:
1. All dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12'. After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.
NOTES
1. FOR DRAINAGE TABLES, REFER TO SHEETS 113 TO 114
   ITEMS DEPICTED ON THESE SHEETS
   ITEMS DESIGN AND ACCURACY TO DRAWER

LOCAL COORDINATE SYSTEM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CMT

DRAINAGE & UTILITIES
BOLZ ROAD

NOTES

- EXISTING GROUND AT ~ OXFORD DRIVE
- INV=765.04 (E)
- INV=769.00 (W)
- INV=773.00 (S)
- INV=777.00 (W)
- INV=784.80 (S, E)

- 36" CL S.S
- 15" CL S.S

- SCALE: 1"=50'/5'

- IMPACTED WETLAND AREA=0.00 ac.
- IMPACTED WOUS AREA=0.02 ac.
- TOTAL WETLANDS=0.06 ac.
- TOTAL WOUS=0.06 ac.

- WETLANDS & WATERS OF THE U.S. SITE 12
- IMPACTED WETLANDS & IMPACTED WOUS

- BOLZ ROAD
- LONGMEADOW PARKWAY
- OXFORD DRIVE
- WATER LINE 5TH STREET

- 137 LF @ 1.09%
- 163 LF @ 2.69%
- 148 LF @ 2.87%
- 139 LF @ 0.90%
- 18" CL S.S

- INV=722.00 (E)
- INV=723.61 (W)
- INV=727.00 (E)
- INV=732.53 (E)
- INV=734.50 (W)
- INV=734.35 (S)
- INV=742.50 (N)
- INV=744.94 (S)
- INV=742.40 (N)
- INV=745.75 (E)
- INV=753.12 (N)
- INV=754.12 (S)
- INV=765.25 (S)
- INV=769.00 (W)
- INV=773.00 (S)
- INV=777.00 (W)
- INV=784.80 (S, E)

- K = 20
- M = 20
- T = 10
- C = 5
- F.A.U.

- 760
- 755
- 750
- 745
- 740
- 735
- 730
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- 720
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- 710
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- 30
- 25
- 20
- 15
- 10
- 5
- 0
FRONT ELEVATION - TYPE 3

SIDE ELEVATION - TYPE 3

REINFORCED LID - TYPE 3

GENERAL NOTES

See Standard 602701 for details of areas.

Exposed edges shall be beveled 1/4" (6 mm).

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

NOTE: All structures 233, 234, and 235 have an opening.

Exposed edges shall be beveled 1/4" (6 mm).

See Standard 602701 for details of steps.

No. 5 (No. 16) Bar t

No. 4 (No. 13) Bar h

No. 3 (No. 10) Bar s

No. 6 (No. 19) Bar t

GENERAL NOTES

See Standard 602701 for details of areas.

Exposed edges shall be beveled 1/4" (6 mm).

As dimensions are in inches (millimeters) unless otherwise shown.
**Drainage Tables**

**Longmeadow Parkway**

<table>
<thead>
<tr>
<th>STA.</th>
<th>Offset From</th>
<th>Pipe Location</th>
<th>Vol. Type/Siz</th>
<th>Elev (N)</th>
<th>Elev (R)</th>
<th>Elev (C)</th>
<th>Elev (RT)</th>
<th>Elev (ST)</th>
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</thead>
<tbody>
<tr>
<td>228</td>
<td>2235+00.00</td>
<td>D.I.P. Storm Sewer</td>
<td>FES</td>
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<td>834.47</td>
<td>854.89</td>
<td>876.29</td>
</tr>
</tbody>
</table>

*For drainage structure Type 3, special stations and offsets are given to the center of the structure. Structures shall be placed perpendicular to the Longmeadow Parkway alignment, refer to sheet 110 for details. Raw elevations are given at the high side of the gutter 12" from the edge of the parapet wall.*

**Local Coordinate System**

<table>
<thead>
<tr>
<th>STA.</th>
<th>Offset From</th>
<th>Pipe Location</th>
<th>Vol. Type/Siz</th>
<th>Elev (N)</th>
<th>Elev (R)</th>
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<tr>
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<td>FES</td>
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<td>876.29</td>
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</table>

*For drainage structure Type 3, special stations and offsets are given to the center of the structure. Structures shall be placed perpendicular to the Longmeadow Parkway alignment, refer to sheet 110 for details. Raw elevations are given at the high side of the gutter 12" from the edge of the parapet wall.*

**Drainage Structure Type 3**
### DRAINAGE TABLES: STA. 2263+50 TO STA. 2269+54.00

<table>
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<tr>
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<th>ELEV (FT)</th>
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<th>STRM.</th>
<th>RIM.</th>
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### DRAINAGE STRUCTURAL TABLES: STA. 2263+50 TO STA. 2269+54.00

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**Drainage Tables - Type/Size**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED WATER MAIN RELOCATION
LONGMEADOW PARKWAY SECTION C2

LEGEND
- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT
- ABANDON EXISTING WATER MAIN
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT

NOTES
1. WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE VILLAGE OF CARPENTERSVILLE WATER MAIN SCHEDULE OF CONSTRUCTION FOR WATER MAIN RELOCATION. REFER TO SCHEDULE FOR FIELD CONDITIONS.
2. PIPE DEFLECTION SHALL NOT EXCEED 4°.
3. EXISTING WATER MAINS TO BE LABELED AND MARKED.
4. IN ALL CASES, WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF CARPENTERSVILLE WATER MAIN SCHEDULE OF CONSTRUCTION.
5. NEW WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF CARPENTERSVILLE WATER MAIN SCHEDULE OF CONSTRUCTION.

CONTRACT NO.
KANE COUNTY
INC.
DEPT.
D.K.

SCALE: 1" = 50'
NOTES
1. BRIDGE CONSTRUCTION.
   STANDARD SPECIFICATIONS FOR ROAD AND
   ILLINOIS LATEST EDITION, AND THE IDOT
   AND SEWER MAIN CONSTRUCTION IN
   THE STANDARD SPECIFICATIONS FOR WATER
   CARPENTVILLE ENGINEERING STANDARDS,
   CONFORMANCE WITH THE VILLAGE OF
   WATER MAIN CONSTRUCTION SHALL BE IN
2. DEFLECTION SHALL NOT EXCEED 3°.
   MEGALUG MECHANICAL JOINT RESTRAINT
   PIPE DEFLECTION SHALL NOT EXCEED 4°,
3. CONSTRUCTION.
   SHALL BE KEPT IN SERVICE DURING
   ALL EXISTING WATER MAIN FACILITIES
General Notes:
1. All dimensions are in inches unless otherwise specified.
2. Mechanical joint restraint shall be EBA megaglug for use with d.i. pipe class 52, produced by EBA Iron Inc.
3. Zinc anodes installed on every other bolt of each mechanical joint fittings.

Hydrant
W-2 022818
General Notes:

1. Adjustment:
   1.1. In Turf Areas: Three adjustment rings totaling 8" in height may be used. No more than two (2) of those rings may be precast concrete. 2" concrete adjustment rings are prohibited.
   1.2. In Paved Areas: Use Ladtech HDPE adjusting ring system. A maximum of adjustment of 8" is allowed.

2. Steps at 16" O.C. copolymer polypropylene plastic with a continuous 1/2-inch steel reinforcement.

3. Water main shall be Class S2 ductile iron pipe with cement coating C-154.

4. Fittings shall be ANSI-AWWA C153/A21.53 SSB-COMPACT.

5. Eccentric cones shall not be used unless underground conditions require them and they are accepted by the Village Engineer.

6. Tracer wire shall be connected to the side of the vault no more than 18" below grade.

7. Valve vault shall be water tight

<table>
<thead>
<tr>
<th>Diameter of Water Main</th>
<th>Vault Diameter</th>
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<tbody>
<tr>
<td>8&quot; and under</td>
<td>48&quot;</td>
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<tr>
<td>10&quot; and under</td>
<td>60&quot;</td>
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Valve Vault Type A
W-1 0’-2908
Revised 01-04-16
Neenah Catalog No. R-1713 manhole frame, Type "B" self-sealing solid lid w/ "WATER" and "CARPENTERSVILLE" imprint (or 1060Z1 East Jordan Iron Works frame and lid.)

Adjustment: Three adjustment rings blaking 6" in height may be used. No more than two (2) of those rings may be precast concrete. The top ring in paved areas with crown adjustments shall be rubber.

Clow F-5207, Cascade CXT-EX, or Romac SST-full stainless steel tapping sleeve for D.I.

Full stainless clamps for A.C.

General Notes

1. All dimensions are in inches unless otherwise specified.

2. Water main shall be Class 52 ductile iron pipe with cement coating C-104.

3. Fittings shall be ANSI-AWWA C153/A21.53 SSB-COMPACT.

4. Eccentric cones shall not be used unless underground conditions require them and they are accepted by the Village Engineer.

5. 72" vault require when pressure connection is larger than 10."

Pressure Connection

W-3 012908
General Notes:

1. No couplings permitted between corporation and curb stop.
2. No couplings permitted between curb stop and building.
3. B-boxes should be located in grassy, non-paved areas.

Curb stop A.Y. McDonald 6104BT (Ball Type, Minneapolis Pattern)
Swivel nut 4750 ST required for 1" and 2" services
Corporation stop A.Y. McDonald 4701BT or 4701BP (Ball Type)
Romac 202N for existing CI and AC mains (direct tap for DI)

Note: Full stainless steel, tapped sleeve may be required depending on condition of main

Support brick

Curb box: A.Y. McDonald 5614, Minneapolis pattern.
1 1/2" upper section for 2" and 1" services (no rod).

Placed on undisturbed ground

5'-6' Min

General Notes:

1. No couplings permitted between corporation and curb stop.
2. No couplings permitted between curb stop and building.
3. B-boxes should be located in grassy, non-paved areas.
NOTES

1. REFER TO IDOT STANDARD AIDS FOR ADDITIONAL DETAILS ON PAVEMENT JOINTS.
2. REFER TO IDOT STANDARD AIDS AND DISTRICT 1 STANDARD 90-40 FOR PCC PAVEMENT
   JOINTING.
3. ELEVATIONS NOT SHOWN SHALL BE OBTAINED FROM THE PLAN AND PROFILE AND THE
   CIVIL ENGINEER.
4. TRANSVERSE JOINTS SHALL BE DESIGNED TO SPACING SHOWN. UNLESS NOTED OTHERWISE,
   MODIFICATION OF JOINTING LAYOUT SHALL BE APPROVED BY THE ENGINEER.
5. TRANSVERSE JOINTS ARE DESIGNED AT STANDARD 15' SPACING, UNLESS NOTED OTHERWISE.
   MODIFICATION OF JOINTING LAYOUT SHALL BE APPROVED BY THE ENGINEER.
6. JOINT SPACING PROVIDED HAS BEEN BASED OFF OF THE CENTERLINE ALIGNMENT.
   MODIFICATION OF JOINTING LAYOUT SHALL BE APPROVED BY THE ENGINEER.
7. REFER TO IDOT STANDARD AIDS FOR DETAILS ON PAVEMENT JOINTS.

LEGEND

- TRANSVERSE EXPANSION JOINT - 18 IN. LONG
- TRANSVERSE PROPOSED JOINT - 18 IN. LONG
- TRANSVERSE CONTRACTION JOINT - 18 IN. LONG
- TRANSVERSE CONSTRUCTION JOINT - 18 IN. LONG
- TRANSVERSE JOINT SPACING - 15' SPACING
- TRANSVERSE JOINT SPACING - 15' SPACING
- PROP. TOP OF PAVEMENT ELEVATION

PROPOSED MULTI-USE PATH

MATCH LINE STA. 2218+33.13 TO STA. 2222+00

LOCAL COORDINATE SYSTEM

CMT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LONGMEADOW PARKWAY

JOINTING PLAN

SCALE: 1" = 20'

M A T C H L I N E

SECTION C2 - joirting - Long 01 cm3.

FILE NAME
L:\KANECO\13296-02_Longmeadow Pkwy\Draw\CAD_Sheets\Section C2-shtr-jointing-Long-01_cm.dgn

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS

CONTACT NO: 630-432

TOTAL SHEETS

SHEET NO.

RTE.

CONTRACT NO.

F.A.U.

LOCAL COORDINATE SYSTEM
NOTES
1. REFER TO IDOT STANDARD 420000 FOR ADDITIONAL DETAILS ON PAVEMENT JOINTS.
2. REFER TO IDOT STANDARD 420000 AND DISTRICT 1 STANDARD BD-48 FOR PCC PAVEMENT REQUIREMENTS.
3. CUTOUTS AND JOINTS SHALL BE DETERMINED FROM THE PLAN AND PROFILE AND THE
   SUPERVISION OF THE ENGINEER.
4. TRANSVERSE TRANSITION JOINTS SHALL EXTEND THROUGH THE ADJACENT CURB AND GUTTER
   ON CONCRETE BASEMENT.
5. TRANSVERSE JOINTS ARE DEPICTED AT STANDARD JOINT SPACING. MODIFICATIONS OF CURVE LAYOUTS SHALL BE APPROVED BY THE ENGINEER.
6. JOINT SPACING PROVIDED HAS BEEN BASED ON THE CENTERLINE ALIGNMENT.
   MODIFICATIONS OF CURVE LAYOUTS ARE SHOWN IN PARALLEL TO ROADWAY PAVEMENT.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LONGMEADOW PARKWAY

PROPOSED MULTI-USE PATH
**NOTES**

1. Refer to IODI Standard 420601 for additional details on jointing layout.
2. Refer to IODI Standard 420601 and District 1 Standard BD-05 for PCC pavement construction joints.
3. Elevations not shown shall be obtained from the plan and profile and the standard sections.
4. Transverse joints shall extend through the adjacent curbs and gutters on concrete medians.
5. Transverse joints are designed at standard 15' spacing, unless noted otherwise. Modification of jointing layout shall be approved by the engineer.
6. Joints are shown perpendicular to roadway pavement.

**LEGEND**

- **#6 Epoxy Coated Tie Bars at 36 in. C-C**
  - Longitudinal sawed joint - 30 in. long, (30 in. long when formed in place)
  - Longitudinal contraction joint - 18 in. long, (5 in. long and 15 in. wide in 1000 foot)
- **1-3/4 in. Epoxy Coated Dowel Bars at 12 in. C-C**
  - Transverse expansion joint - 18 in. long, (5 in. long and 15 in. wide in 1000 foot)
  - Transverse contraction joint - 18 in. long, (5 in. long and 15 in. wide in 1000 foot)
  - Proposed top of pavement elevation

**LOCAL COORDINATE SYSTEM**

**STANDARD JOINT SPACING**

**MATCH LINE STA. 234400**

- 2244
- 2245+00
- 2246

**MATCH LINE STA. 225400**

- 2254
- 2255+00
- 2256

**PROPOSED MULTIPLE PATH**

**PROPOSED TOP OF PROPOSED ELEVATION**
NOTES
1. REFER TO ATPK Std 42000 FOR ADDITIONAL DETAILS ON PAVEMENT JOINTS.
2. REFER TO ATPK Std 42000 AND DISTRICT 1 STANDARDS FOR PCC PAVEMENT JOINTS.
3. JOINT SPACINGS SHOWN SHALL BE OBTAINED FROM THE PLAN AND PROFILE AND THE EXISTING CONDITIONS.
4. MAINLINE TRANSVERSE JOINTS SHALL EXTEND THROUGH THE ADJACENT CURB AND GUTTER OR CONCRETE MEDIAN.
5. TRANSVERSE JOINTS ARE DESIGNED AT STANDARD 15' SPACING, UNLESS NOTED OTHERWISE.
6. JOINT SPACING PROVIDED HAS BEEN BASED OFF THE CENTERLINE ALIGNMENT, INCLUDING BOTH STRAIGHT SECTIONS AND IN CURVES. JOINTS ARE SHOWN PERPENDICULAR TO HIGHWAY PAVEMENT.

LEGEND
- TRANSVERSE EXPANSION JOINT - 18 IN. LONG,
- TRANSVERSE CONSTRUCTION JOINT - 24 IN. LONG,
- TRANSVERSE CONSTRUCTION JOINT - 18 IN. LONG,
- TRANSVERSE CONTRACT JOINT - 18 IN. LONG,
- LONGITUDINAL SAWED JOINT - 30 IN. LONG,
- #6 EPOXY COATED TIE BARS AT 36 IN. C-C
- 1-1/2 IN. EPOXY COATED DOWEL BARS AT 12 IN. C-C
- 1-1/2 IN. EPOXY COATED DOWEL BARS AT 12 IN. C-C
- PROPOSED TOP OF PAVEMENT ELEVATION
- PROPOSED MULTIPLE PATH

LOCAL COORDINATE SYSTEM
**SECTION A-A**

(TYPICAL PLANE WITH CURB & GUTTER)

**PAVEMENT PLAN**

- Longitudinal sawed joint
- Transverse construction joint

**GENERAL NOTES**

1. Placement of reinforcement bars (8 total)
   - 2-No. 5x4' (No. 16x1.2 m)
   - 6 (150) tie bars at

2. Place casting to grade and fill joint filler-full depth (typ.)

3. Lane edge or edge of pavement joint or edge of pavement.

4. Place casting outside limits

5. Lane edge or edge of pavement placed at pavement mid-depth reinforcement bars (8 total)

6. The 15' (4.5 m) dimension shall be adjusted to 12' (3.6 m) min. to 18' (5.5 m) max. when placed adjacent to existing pcc pavement structure so that the joints are in prolongation.

7. For pavement blocks-outs

8. To be used in place of IDOT Standard 420001 to reflect 11' lanes.

9. See Standard 420001 for details of joints not shown.

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

**TRANSVERSE CONSTRUCTION JOINT**

- Transverse sawed joint
- Longitudinal sawed joint
- **Casting outside limits**
- Lane edge or edge of pavement

**DETAIL OF ADDED REINFORCEMENT FOR PAVEMENT BLOCKS-OUTS**

- Longitudinal headed joint (typ.)
- 1 (25) Preformed expansion joint filler-full depth (typ.)
- Place casting to grade and fill joint filler-full depth (typ.)

**STATE OF ILLINOIS**

DEPARTMENT OF TRANSPORTATION

**JOINTING PLAN**

22' JOINTED PCC PAVEMENT DETAIL

**LOCAL COORDINATE SYSTEM**

**FILE NAME**

L:\KANE CO\13296-02_LongmeadowPkwy\Draw\CAD Sheeets\Section C2-shing-details1_cmt.dgn
**GENERAL NOTES**

Except as noted or shown, the dimensions and notes specified for LAP DETAIL I are typical for LAP DETAIL II and III.

The A dimension and the distance from the end of the transverse bar to the edge of pavement may be increased by 1 (25) for slip form paving.

The minimum length of longitudinal bars shall be 30' (9 m) except as required to establish the lap arrangement selected.

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

To be used in place of IDOT Standard 421001. Revised to reflect 11' lanes.
SEGMENTAL CONCRETE BLOCK WALL

5" SIDEWALK SHALL BE POURED BETWEEN MULTI-USE PATH AND SIDEWALK FACE

ORNAMENTAL FENCE

SEE SHEET FOR ORNAMENTAL FENCE DETAILS AND SELECT BACKFILL.

GEOGRID REINFORCEMENT, REINFORCED SOIL, FILTER FABRIC, DRAIN PIPES, ITEMS REQUIRED BY THE DESIGN MAY INCLUDE BUT NOT BE LIMITED TO BE INCLUDED IN THE COST OF SEGMENTAL CONCRETE BLOCK WALL. POTENTIAL 6" LEVELING PAD AND ANY OTHER ITEMS REQUIRED BY THE DESIGN SHALL PERTAIN TO SEGMENTAL CONCRETE BLOCK RETAINING WALLS.

ACCORDING TO SECTION 522 OF THE "STANDARD SPECIFICATIONS" AS IT THIS WALL SHALL BE DESIGNED BY THE CONTRACTOR AND CONSTRUCTED STATIONS AND OFFSETS ARE PROVIDED FROM THE BOLZ ROAD ALIGNMENT.

ARE GIVEN TO THE FRONT FACE OF THE WALL UNLESS OTHERWISE NOTED.

ALL STATIONS, OFFSETS, ELEVATIONS AND RADII REPORTED ON THIS PLAN ARE GIVEN TO THE FRONT FACE OF THE WALL UNLESS OTHERWISE NOTED.

END OF WALL 505+70.16' LT

NOTE:
1. THE STATIONS, OFFSETS, ELEVATIONS AND RADII REPORTED ON THIS SHEET REFER TO THE FRONT FACE OF THE WALL UNLESS OTHERWISE NOTED. STATIONS AND OFFSETS ARE PROVIDED FROM THE BOLZ ROAD ALIGNMENT.
2. THIS WALL SHALL BE DESIGNED BY THE CONTRACTOR AND CONSTRUCTED STATIONS AND OFFSETS RELEVANT TO THE BACK OF THE WALL UNLESS OTHERWISE NOTED AS PER THE DESIGN.
3. LEVELING PAD AND ANY OTHER ITEMS REQUIRED BY THE DESIGN SHALL BE INCLUDED IN THE COST OF SEGMENTAL CONCRETE BLOCK WALL.
4. SEE SHEET FOR ORNAMENTAL FENCE DETAILS.

LOCAL COORDINATE SYSTEM
NOTES:
1. ALL DISTANCES, OFFSETS, AND ELEVATIONS ARE GIVEN TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
### NW Longmeadow Parkway & Bolz Road Connector

**Elevations**

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**Sections**

- 06: 30' x 12' Curb Ramp Details
- 12: SW Longmeadow Parkway & Bolz Road Connector

**Notes**

- Contractor shall construct depressed curb adjacent to curb ramp accessible to the handicapped. Note the foundation elevations shown and design it with a 4% slope gutter flag.

---

### SW Longmeadow Parkway & Bolz Road Connector

**Elevations**

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**Sections**

- 06: 30' x 12' Curb Ramp Details
- 12: SW Longmeadow Parkway & Bolz Road Connector

**Notes**

- Contractor shall construct depressed curb adjacent to curb ramp accessible to the handicapped. Note the foundation elevations shown and design it with a 4% slope gutter flag.
NOTES:
1. ALL STATIONS, OFFSETS, AND ELEVATIONS ARE GIVEN TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. SEE SHEET 94 FOR CURB RAMP DETAILS AT THE INTERSECTION OF ILLINOIS ROUTE 25 AND LONGMEADOW PARKWAY.
3. EXISTING CURB RAMPS AT ALAMEDA DRIVE TO REMAIN, MATCH INTO EXISTING CURB RAMP AT THE LOCATIONS SHOWN.
NOTES

1. CURB SHALL BE TIED TO APRON WITH LONGITUDINAL CONSTRUCTION JOINT.
2. CURB APRON SHALL INCLUDE WELDED WIRE REINFORCEMENT IN LONGITUDINAL CONSTRUCTION JOINT.
3. THIS OVERALL LAYOUT WAS DESIGNED TO INDICATE HOW THE CURB APRON SHALL INCLUDE WELDED WIRE REINFORCEMENT IN TRANSVERSE EXPANSION JOINT.
4. CURBS SHALL BE TIED TO APRON WITH LONGITUDINAL CONSTRUCTION JOINT.
5. TRANSVERSE EXPANSION JOINT."
NORTHWEST CURB RETURN - CURVE DATA

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SOUTHWEST CURB RETURN - CURVE DATA

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OUTER CIRCLE BASELINE COORDINATE DATA

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ILLINOIS DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS
PAVEMENT MARKING NOTES

1. ALL PERMANENT PAVEMENT MARKING SHALL BE MODIFIED URETHANE UNLESS OTHERWISE NOTED.

2. PAVEMENT MARKING SHALL BE PLACED IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-7.

3. LETTERS AND SYMBOLS PAVEMENT MARKING SHALL BE IN LARGE SIZE IN ACCORDANCE WITH ARTICLE 780 OF THE IDOT STANDARD SPECIFICATIONS AND IDOT STANDARD DETAIL 780001.

4. ANY EXISTING PAVEMENT MARKING REMOVED DUE TO MAINTENANCE OF TRAFFIC SHALL BE REPLACED IN URETHANE.

5. PEDESTRIAN CROSS-WALK PAVEMENT MARKING SHALL BE CENTERED ABOUT THE MEDIAN AND CURB RAMP.

6. 24" WHITE STOP BARS PAVEMENT MARKING SHALL BE PLACED PARALLEL TO AND 3' BEYOND PEDESTRIAN CROSSWALK, STATIONING IS TO THE CENTER OF THE STOP BAR.

7. 4" YELLOW AND 4" WHITE EYE LINES SHALL NOT BE INSTALLED ALONGSIDE TO CURB AND GUTTER, OR SOLID MEDIANS, EXCEPT WHERE SHOWN IN THE VICTORY OF THE FOX RIVER AND SWEETWATER BRIDGES AND ADJACENT TO MOUNTABLE MEDIANS.

PEDESTRIAN CROSS-WALK PAVEMENT MARKING SHOWN IN THE VICINITY OF THE FOX RIVER AND SWEETWATER BRIDGES ADJACENT TO CURB AND GUTTER, OR SOLID MEDIANS, EXCEPT WHERE SHOWN IN THE VICINITY OF THE FOX RIVER AND SWEETWATER BRIDGES AND ADJACENT TO MOUNTABLE MEDIANS.

CURB MARKING DETAIL
NOTES
1. REFER TO SHEET 155 FOR PAVEMENT MARKING GENERAL NOTES.
2. 6" WHITE EDGE LINES SHALL ONLY BE PLACED AS SHOWN.
   AT 3' LT AND 3' RT FROM ~.

KEY MAP
(SEE NOTE 2)
11' LINE
30' SPACE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
LONGMEADOW PARKWAY SECTION C2

FILE NAME
L:\KANE CO\13296-02_Longmeadow Pkwy\Draw\CAD\Sheets\Section C2-pmk-Long-02-cmt.dgn

SCALE: 100.0000 ' / in.

PLOT DATE = 6/4/2019

DESIGNED
CHECKED
DRAWN
REVISED
REVISED
REVISED

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS

LOCAL COORDINATE SYSTEM

KDF
JPZ
JMS

2207+50
2221+50

M A T C H L IN E
S T A .

2207+83

2218+73

4" YELLOW EDGE LINE
END 2218+73

4" WHITE EDGE LINE
END 2221+10

4" WHITE EDGE LINE
END 2221+10

4" WHITE EDGE LINE
END 2215+00

4" WHITE EDGE LINE
END 2210+00

500+00

505+00

~ PROP. LONGMEADOW PARKWAY
~ SANDBLOOM ROAD
~ WILLIAMS ROAD
~ SANDBLOOM ROAD
~ BOLZ ROAD

24" WHITE
6" WHITE
6" WHITE
12" WHITE
4" WHITE SKIP-DASH
4" WHITE

(SEE NOTE 2)

0.0 RT +80.0
27.5 LT +12.5
25.8 RT +12.5
6.0 RT +63.4
0.0 RT +11.3
6.0 LT +63.4
3.3 RT +95.0
0.0 RT +44.2
@ 11" C-C
2 - 4" YELLOW

@ 11" C-C
2 - 4" YELLOW
0.0 RT +80.0
27.5 LT +12.5
25.8 RT +12.5
6.0 RT +63.4
0.0 RT +11.3
6.0 LT +63.4
3.3 RT +95.0
0.0 RT +44.2
@ 11" C-C
2 - 4" YELLOW

END 2220+20
END 2221+10
START 2207+83

4" WHITE EDGE LINE
END 2220+20

4" WHITE EDGE LINE
END 2221+10

4" YELLOW EDGE LINE
START 2207+83

4" YELLOW EDGE LINES SHALL ONLY BE PLACED AS SHOWN
AT 25' LT AND 25' RT FROM ~.

4" WHITE EDGE LINES SHALL ONLY BE PLACED AS SHOWN
AT 3' LT AND 3' RT FROM ~.
NOTES
1. REFER TO SHEET 105 FOR PAVEMENT MARKING GENERAL NOTES.
MARKINGS ON ILLINOIS ROUTE 25.

AT don.chiarugi@illinois.gov, 2 WEEKS PRIOR TO INSTALLATION OF PAVEMENT
THE ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER.

EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED IN KIND.

ACCORDANCE WITH I.D.O.T. DISTRICT ONE STANDARD TC-11.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN

AND DETAILS ON CURB AND MEDIAN NOSE PAINTING.

REFER TO SHEET     FOR PAVEMENT MARKING GENERAL NOTES

EX. IL ROUTE 25

~ EX. IL ROUTE 25

(2' DASH, 6' SKIP)

6" WHITE SKIP-DASH

(2' DASH, 6' SKIP)

6" WHITE SKIP-DASH

LETTERS AND SYMBOLS (TYP)

ONE-WAY CRYSTAL MARKER

(40' O.C.) (TYP)

6" WHITE

LETTERS AND SYMBOLS (TYP)

LETTERS AND SYMBOLS (TYP)

CURB AND NOSE (TYP. ALL LEGS)

PAINT CURB (TYP. ALL LEGS)

PAINT PAVT MARK (TYP.)

MARK CURB (TYP. ALL LEGS)

LOCAL COORDINATE SYSTEM
TO BE INCLUDED FOR FINAL CHECK-SET
SIGNING PLAN GENERAL NOTES
1. REFER TO THE SIGN DRAWINGS ON SHEET 163 FOR DETAILS ON ALL PROPOSED SIGN REMOVALS, RELOCATIONS AND INSTALLATIONS.
2. REFER TO THE TRAFFIC SIGNAL PLAN FOR OVERHEAD STREET SIGNS AND PEDESTRIAN SIGNAL SIGNS.
3. ALL SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. SIGN FACES SHALL BE OF TYPE A REFLECTIVE SHEETING.
4. SIGN LOCATIONS SHOWN ON THE PLANS AND SCHEDULES ARE APPROXIMATE AND ARE TO BE CONSIDERED AS A GUIDE; FINAL LOCATIONS SHALL BE APPROVED IN THE FIELD BY THE ENGINEER PRIOR TO INSTALLATION.
5. ALL EXISTING SIGNS TO BE REMOVED SHALL BE DELIVERED TO THE LOCATIONS AS SPECIFIED IN THE CONTRACT SPECIFICATIONS.
6. REFER TO SHEET 171 AND 172 FOR TELESCOPING STEEL SIGN SUPPORT SPECIAL DETAIL.
Telescoping Sign Post

The post shall be a square tube formed of 12 gauge steel according to the standard specification for cold rolled carbon steel sheets commercial quality ASTM A 1008 (A 1008M). The post shall be formed to size and, if necessary, shall be welded in such a manner that weld or flash shall not interfere with telescoping. Holes 7/16 ± 1/64 in. (11 ± 0.4 mm) will be spaced on 1 in. (25 mm) centers on at least two opposite sides. The holes shall align to accept a 3/8 in. (10 mm) bolt through the post at any location. The post shall have a smooth galvanized finish applied either before or after forming. For all other regulations refer to Section 1093 of the latest version of Illinois Standard Specifications for Bridge and Road Construction.

Sign Bases

30° bases for breakaway telescoping sign supports shall be model V-Loc, #200-V53, for use in soft soil and shall be manufactured by TAPCO (Traffic & Parking Control Co., Inc.)

Sign Base Wedge

Galvanized Steel Wedge SWH for V-Loc/I post bases

Stainless steel bolts and washers used for fastening extruded aluminum sign panels to supports, shall be according to ASTM A 276, Type 304. Stainless steel nuts shall be according to ASTM A 240 (A 240M), Type 304.
Sign Bases for Concrete & Asphalt Installation

Sign Bases for Concrete & Asphalt Installation, reusable breakaway anchors allow you to replace posts in a matter of a few minutes. The V-Locâ® anchor socket can be installed into concrete, asphalt or dirt safely by one person, by either hand or power driver. Once the anchor is installed, simply insert the post, and drive in the patented wedge, which will lock the post into place without the need for any additional hardware. The V-Locâ® requires no concrete in the soil. 200-V51 Model, for 2" x 2" square posts going into concrete, includes the wedge, post and anchor.

Concrete Base Assembly

Post Type: 2"x2" Square Perforated

Wedge

Concrete Base Model #200-V51

Core Diameter/Depth

Full Depth 1/2" Drain

Specifications
Concrete & Asphalt Bases
1. SEE DESIGN AND EROSION CONTROL PLAN FOR TEMORARY STABILIZATION MEASURES AND EROSION CONTROL BLANKET TYPE.
2. SEE PLAN TO FOR LOCATION AND IN THE EROSION CONTROL BLANKET TYPE, SEE SHEET FOR RIPRAP AND FILTER FABRIC MINIMUM DIMENSIONS AND GRADATIONS. ADDITIONAL QUANTITY HAS BEEN PROVIDED IN THIS CONTRACT TO COMBINE NEARBY RIPRAP AREAS.
3. SEE EROSION CONTROL PLAN FOR LOCATIONS OF PERMEABLE DITCH AND AT THE LOCATIONS SHOWN ON THE PLAN.
4. SEE EROSION CONTROL PLAN FOR LOCATIONS OF PERMEABLE DITCH AND AT THE LOCATIONS SHOWN ON THE PLAN.

LEGEND
- AGGREGATE DITCH CHECKS (28000315)
- NITROGEN & POTASSIUM FERTILIZER
- TOPSOIL F&P, 6" SEEDING, CLASS 2A
- TOPSOIL F&P, 6" SEEDING, CLASS 3 (SPECIAL)
- TOPSOIL F&P, 6" SEEDING, CLASS 4 (SPECIAL)
- TOPSOIL F&P, 12" SEEDING, CLASS 4B (SPECIAL)
- 2" DIAMETER BY 4" DEEP PLUG PERENNIAL PLANTS, WETLAND TYPE
- RIPRAP & FILTER FABRIC
- LOCAL COORDINATE SYSTEM

NOTES
- ABOUT PLOT SCALE: 100.0000' / in.

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS
LANDSCAPING PLAN
LONGMEADOW PARKWAY

X.XX ACRE SEEDING, CLASS 2A
X.XX ACRE SEEDING, CLASS 3 (SPECIAL)
X.XX ACRE SEEDING, CLASS 4 (SPECIAL)
X.XX ACRE SEEDING, CLASS 4B (SPECIAL)
FOR USE WHILE ESTABLISHING FINAL LANDSCAPING

PERMEABLE PLASTIC BERM
ONE EACH (3.3 FOOT LONG)

FLOW LINE

PERMEABLE PLASTIC BERM
ONE EACH (3.3 FOOT LONG)

DITCHLINE WITH EROSION
CONTROL BLANKET &
SEEDING APPLIED

NOTES:
THE PERMEABLE PLASTIC BERM SHALL REPLACE THE TEMPORARY DITCH
CHECK AFTER THE INSTALLATION OF EROSION CONTROL BLANKET AND
SEEDING.

EACH PERMEABLE PLASTIC BERM IS 3.3 FEET IN LENGTH. THE MINIMUM
INSTALLATION IN A DITCH SHALL BE THREE UNITS. THE INSTALLATION
SHOWN WILL BE MEASURED AND PAID FOR AS A PERMEABLE PLASTIC
BERM 16.5 FEET IN LENGTH (5 UNITS).

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND
ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER
FLOWS THROUGH OR OVER THE BERM AND NOT AROUND THE ENDS.
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

C-2 PLANTING PLAN

MATCH LINE STA. 2235+50
MATCH LINE STA. 2249+50
MATCH LINE STA. 522+50
PLANTING NOTES

1. The contractor shall coordinate the planting, landscaping and restoration work with the work by the grading contractor and the utility contractors. The contractor shall consult with the engineer, not standing the planting restrictions as described in the standard specifications and the special provisions.

2. All plant material not planted according to the specified seasonal date shall require prior written approval from the engineer, failure to secure such approval will result in the rejection of the plant material, and the replacement shall be at no additional cost to the contractor.

3. All work shall be in accordance with sections 203 and 204 of the standard specifications, the special provisions, and the details shown on the plans. The contractor shall furnish all materials and all additional work during the period of examination.

4. The intent of the planting plan is to look natural and pleasant. The contractor shall group the trees and shrubs to look natural in a sinuous random order.

5. The contractor shall be careful when planting trees and shrubs near an intersection to avoid the necessary ditch triangle by approaching traffic. If in doubt, the contractor shall consult with the engineer regarding clear distance of the sight triangle.

6. Places trees not closer than 10 ft to the curb, tree location to be reviewed by engineer prior to planting.

7. The contractor shall verify the location and depth of any underground utilities prior to excavation or construction.

8. The contractor shall follow the planting plans and may amend locations to fit field conditions but shall not install trees directly above any major drainage outlets.

9. The contractor shall schedule plant material to keep up with the timing of planting, if plantings are not planted immediately after delivery to the job site, the contractor shall have the plantings as described in Article 304 of the standard specifications for temporary storage.

PLANTING SCHEDULE

SHADE TRESS

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ORNAMENTAL PLANTING

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EVERGREEN TREE

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TREES PLANTING DETAILS - SLOPE

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ORNAMENTAL TREE PLANTING

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E-2 PLANTING DETAILS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HITCHCOCK

PLANTING SCHEDULE

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DECIDUOUS SHRUBS

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ORNAMENTAL PLANTING

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EVERGREEN TREE

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TREES PLANTING DETAILS - SLOPE

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E-2 PLANTING DETAILS

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FIBER-OPTIC CABLE INTERCONNECT PLAN
LONGMEADOW PARKWAY

STA. 2157+00 TO STA. 2172+00

NOTE: ALL WORK INDICATED WITHIN BOXES SHALL BE PERFORMED
AS PART OF CONTRACT C2. ALL OTHER WORK SHOWN WITHIN
THIS DRAWING IS NOT INCLUDED IN THIS CONTRACT, AND IS
SHOWN FOR INFORMATION ONLY.
FIBER-OPTIC CABLE INTERCONNECT PLAN
LONGMEADOW PARKWAY
STA. 2172+00 TO STA. 2195+00

NOTE: ALL WORK INDICATED WITHIN BOXES SHALL BE PERFORMED AS PART OF CONTRACT C2. ALL OTHER WORK SHOWN WITHIN THIS DRAWING IS NOT INCLUDED IN THIS CONTRACT, AND IS SHOWN FOR INFORMATION ONLY.
EXISTING FOC AND CONDUITS CONTINUE IN PLACE OF OTHERS

STA. 2188+00, TO LT DOUBLE HANDHOLE, PCC

KEY MAP

SHEETS OF

LOCAL COORDINATE SYSTEM

KANE COUNTY
DIVISION OF TRANSPORTATION
LONGMEADOW PARKWAY

FIBER-OPTIC CABLE INTERCONNECT PLAN
LONGMEADOW PARKWAY

DPC-M-0019(008)
WEB: WWW.BURNSMCD.COM
P: (312)-223-0920 / F: (312)-223-9664
CHICAGO, IL 60606
200 W. ADAMS STREET / SUITE 1600

DATE: 5/29/2019
SHEET NO. 5/29/2019
SHEET DATE
REVISED
REVISED
REVISED
REVISED

KDF JMS
STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH
REPLACED WITH AN APPROVED SOD. AND ALL DAMAGE TO
REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE
SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE
SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS
TRENCH AND BACKFILL, ETC. AND NO EXTRA COMPENSATION
RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLD,
SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC
SHEDULED WORK AREA SHALL BE INCLUDED IN THE COST OF THE
PROJECT FOR ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLD,
SIGNAL, MEDIAN, CEMENT, ETC. WHERE SUCH ITEMS ARE
SHOULD BE INCLUDED. ALL ROADWAY SURFACES SUCH AS
TRENCHES, MEDIAN, CEMENT, ETC. SHALL BE
SHEDULED IN-TIME. ALL DAMAGE TO MOWED LAWNS SHALL BE
SHEDULED WITH AN APPROVED SOD. AND ALL DAMAGE TO
SHEDULED FIELDS SHALL BE SERVICED IN ACCORDANCE WITH
STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE: TO BE USED BY ENGINEER, NOT DRAWN.
FIBER-OPTIC CABLE INTERCONNECT PLAN
LONGMEADOW PARKWAY

LOCAL COORDINATE SYSTEM

KANE COUNTY
DIVISION OF TRANSPORTATION
LONGMEADOW PARKWAY

Fiber Optic Cable Interconnect Plan

- Standard Specifications 252 and 250 respectively.
- Unmowed fields shall be seeded in accordance with
- Replaced with an approved sod, and all damage to
- Shoulders, medians, sidewalks, pavement, etc. shall be
- Shall be allowed. All roadway surfaces such as
- Trench and backfill, etc. and no extra compensation
- Shall be included in the cost of the
- Related pay item such as foundation, conduit, manhole,
- Trace and blueprint, etc. and no extra compensation
- Shall be included. All roadway surfaces such as
- Replaced in kind. All damage to mowed lawns shall be
- Should be included in accordance with
- Standard specifications 252 and 500 respectively.
ITS NOTES

1. All underground conduits used for fiber shall be coilable nonmetallic PE or CPVC. All additional work shall be in black HDPE, unless noted otherwise.

2. All work shall be in accordance with the latest edition of the following specifications, unless otherwise noted:
   a. The Electrical Construction Manual
   b. The National Electrical Code
   c. Municipal Code & Standards
   d. Illinois Municipal Code Association (IMSCA) Standards

3. The contractor shall verify all utility locations prior to construction.


5. The project manager shall verify all utility locations prior to construction. Any additional work shall be in accordance with the latest edition of the Illinois Municipal Code Association (IMSCA) Standards.

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ITS LEGEND

- HEAVY DUTY MANHOLE
- DOUBLE MANHOLE
- FIBER-OPTIC CABLE INTERCONNECT

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NOTES

1. LIGHT POLE FOUNDATION AND ANCHOR BOLTS MUST BE INSTALLED BY CONTRACTOR. CONDUCTORS SHALL BE INSTALLED BY OWNER. INSTALLATION DETAILS ARE AS PER LIGHT PLAN SHEET 7.

2. TYPICAL INSTALLATION DETAILS ARE AS PER LIGHT PLAN SHEET 7. REFER TO LIGHT PLAN SHEET 7 FOR INSTALLATION DETAILS.

3. INSTALL LIGHT POLE FOUNDATION AND ANCHOR BOLTS. REFER TO LIGHT PLAN SHEET 7 FOR INSTALLATION DETAILS.

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ITEM "X8211000 - UNDERPASS LUMINAIRE (SPECIAL)". LUMINAIRE SHALL BE PAID FOR IN THE COST OF THE PAY ITEM "X8300001-LIGHT POLE, POLE, BASE PLATE AND HARDWARE. WORK SHALL BE PAID FOR INSTALLED BY OTHERS. CONTRACTOR SHALL INSTALL UNDERPASS LIGHTING UNITS AND PULL NEW CONDUCTORS AND TERMINATE TO ENERGIZE NEW INSTALLATION DETAILS. REFER TO LIGHT PLAN SHEET 8 ONE-LINE DIAGRAM.

1. FOUNDATION AND ANCHOR BELTS HAVE BEEN INSTALLED BY CONSTRUCTION CONTRACTOR SHALL INSTALL LIGHTING UNITS TO COMPLY WITH THE REQUIREMENTS. REFER TO LIGHT PLAN SHEET 8 ONE-LINE DIAGRAM.

2. CALL POINTS ARE INSTALLED AT THE ENDS OF THE OVERHEAD CONDUIT INSTALLED FROM THE EXISTING 6"X6"X4" JUNCTION BOX ATTACHED TO THE BRIDGE DECK TO THE UNDERPASS LIGHTING PLAN SHEET 10 FOR UNDERPASS LIGHTING INSTALLATION DETAILS. LIGHTING UNITS. REFER TO LIGHT PLAN SHEET 6 ONE-LINE DIAGRAM.

3. CONTRACTOR SHALL INSTALL UPGRADED LUMINAIRE UNITS AND DIAGRAM. LIGHTING UNITS. REFER TO LIGHT PLAN SHEET 8 ONE-LINE DIAGRAM.

4. LIGHTING UNITS ARE MOUNTED ON THE EXISTING "X810005" UNDERPASS LUMINAIRE SPECIAL".

5. LIGHTING UNITS ARE MOUNTED ON THE EXISTING "X810005" UNDERPASS LUMINAIRE SPECIAL".

6. LIGHTING UNITS ARE MOUNTED ON THE EXISTING "X810005" UNDERPASS LUMINAIRE SPECIAL".

7. LIGHTING UNITS ARE MOUNTED ON THE EXISTING "X810005" UNDERPASS LUMINAIRE SPECIAL".

NOTES

- LOCAL COORDINATE SYSTEM

- STATE OF ILLINOIS
- DEPARTMENT OF TRANSPORTATION

- MATCH LINE STA. 2210+00

- MATCH LINE STA. 2216+00

- KEY MAP

- PROP. LONGMEADOW PARKWAY

- PROP. LONGMEADOW PARKWAY

- XGDF(875)
1. Lighting pole foundations and anchor bolts shall be cast-in-place by the contractor. Pull new conductors and terminate to energize new lighting units. Refer to lighting plan sheet 6 for one-line diagram and luminaire "X8250505-LIGHTING CONTROLLER, SPECIAL". Refer to lighting plan sheet 8 for light pole installation details.

2. Contact electric service shall be 100A, 120/240, 1-Phase, 3-Wire. Coordinate with COMED for new electric service. New installation detail.

3. Lighting controller shall be included in pay item "X8300001-LIGHT POLE, SPECIAL" and shall be included in pay item "X8250505-LIGHTING CONTROLLER, SPECIAL". Refer to lighting plan sheet 6 for one-line diagram.

4. Install four (4) 3-inch PVC Schedule 40 conduits from lighting controller to handhole. Installation details for burial conduit to be included on lighting plan sheet 8.

5. Install expansion coupling at the bridge joints. Refer to lighting plan sheet 7 for expansion coupling detail.

6. Coordinate with owner for new electric service. New pole, base plate and hardware. Work shall be paid for in installed by others. Contractor shall install light pole foundation and anchor bolts have been installed by others. Contractor shall install light pole, base plate and hardware. Work shall be paid for in installed by others.
**NOTES**

1. LIGHTING CONTROLLER SHALL BE INCLUDED IN PAY ITEM 3.
   LIGHTING CONTROLLER TO BE INCLUDED IN SCHEDULE OF WORK.

2. LIGHT POLE FOUNDATIONS SHALL BE SETBACK 3-FEET FROM DETAIL 825026-03 FOR CONTROLLER DETAILS.

3. LIGHTING CONTROLLER SHALL BE INCLUDED IN PAY ITEM 3.

**KEY MAP**

- KANE A 1 (R)
- KANE B 1 (B)
- KANE A 2 (R)
- KANE B 3 (B)
- KANE B 2 (B)
- KANE B 2 (B)
- KANE C 1 (R)
- KANE D 1 (B)
- KANE D 2 (B)
- KANE C 2 (R)

**TOTAL SHEETS**

- 12 SHEETS

**SHEET LEN**

- 522
- 523
- 524
- 525
- 526
- 527

**COORDINATES**

- O/S 17.0' RT STA. 521+93.4
- O/S 17.0' RT STA. 523+06.4
- O/S 41.7' RT STA. 523+82.7
- O/S 44.1' RT STA. 524+91.7
- O/S 19.0' LT STA. 526+56.1
- O/S 21.2' LT STA. 525+24.8
- O/S 35.1' RT STA. 700+71.4
- O/S 59.5' LT STA. 700+47.8
- O/S 30.0' LT STA. 701+42.0

**ELECTRIC SERVICE**

- SHALL BE 100A, 120/240, 1-PHASE, 3-WIRE.

- COORDINATE WITH COMED FOR NEW ELECTRIC SERVICE. NEW EDGE OF CURB TO CENTER OF LIGHT POLE FOUNDATION.

- LIGHT POLE FOUNDATIONS SHALL BE SETBACK 3-FEET FROM DETAIL 825026-03 FOR CONTROLLER DETAILS.

- LIGHTING CONTROLLER SHALL BE INCLUDED IN PAY ITEM 3.

- REFER TO LIGHT PLAN SHEET 6 FOR ONE-LINE "82500360-LIGHTING CONTROLLER, BASE MOUNTED, 480V, "82500360-LIGHTING CONTROLLER, BASE MOUNTED, 480V, LIGHTING CONTROLLER SHALL BE INCLUDED IN PAY ITEM 3."
LIGHTING DETAILS
AND LUMINARIES SCHEDULE

LUMINARIES SCHEDULE

<table>
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<tr>
<th>LOCATION</th>
<th>MANUFACTURER</th>
<th>DESCRIPTION</th>
<th>VOLTAGE/WATTAGE</th>
<th>LAMPS</th>
<th>CAT. NO. (MFR.)</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>BRIDGE</td>
<td>STEERING LIGHTING</td>
<td>ACRYLIC ACRYLIC LED LUMINARIES WITH 110 TYPE B DISTRIBUTION MOUNTED ON 2-1/2 FLUTED ALUMINUM POLES.</td>
<td>240V / 60W</td>
<td>LED (4000K)</td>
<td>TBD-000</td>
<td>USE 0-10V DIMMING CONTROL FROM NODE.</td>
</tr>
<tr>
<td>ROUNDABOUT</td>
<td>PHILIPS</td>
<td>TUNNELPASS LED WITH BRACKETS MOUNTED ON 2-1/2 FLUTED ALUMINUM POLES.</td>
<td>240V / 70W</td>
<td>LED (4000K)</td>
<td>TBD-000</td>
<td>TELEPHONE AND SURFACE MOUNT.</td>
</tr>
<tr>
<td>UNDERPASS</td>
<td>HOLOPHANE</td>
<td>TUNNELPASS LED WITH BRACKETS MOUNTED ON 2-1/2 FLUTED ALUMINUM POLES.</td>
<td>240V / 100W</td>
<td>LED (4000K)</td>
<td>TBD-000</td>
<td>MOUNTED IN BUS SHelter.</td>
</tr>
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</table>

NOTE
1. ROAMVIEW NODES SPRINKLING WITH THE CLOSEST NODE OR THE GATEWAY FOR CONTROL.

FOR CABLE/CONDUIT REFER TO LIGHTING PLAN 8.5" HP5/STD FOR DETAIL REFER TO LIGHTING SHEET 3 FOR DETAIL

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  

CMT  
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LICENSE NO. 184-000613

LOCAL COORDINATE SYSTEM  
XGDF(875)
NOTE
1. CONDUIT OR UNIT DUCT SHALL BE BURIED 42" MINIMUM TO AVOID WATER FREEZING IN CONDUIT.

CONDUIT IN TRENCH

FINAL GRADE

12'' MAXIMUM WIDTH EXCEPT AS APPROVED BY THE ENGINEER

MINIMUM COVER (NOTE 1)

WARNING TAPE AS SPECIFIED

PVC CONDUIT AS INDICATED IN THE PLANS.

NOTES

CONCRETE PARAPET

CAVITY 3" LARGER DIA. THAN DEFLECTION FITTING

STAINLESS STEEL CONDUIT, 24" MINIMUM LENGTH

COMBINATION EXPANSION/DEFLECTION FITTING

BRIDGE EXPANSION JOINT

INSULATING BUSHING

VARIES

2" Dia. SCH. 40 PVC CONDUIT. EMBEDDED IN STRUCTURE. SEE PLANS FOR SIZE

EXPANSION FITTING

METALLIC TO NONMETALLIC CONDUIT COUPLING

2" Dia. SCH. 40 PVC CONDUIT. EMBEDDED IN STRUCTURE. SEE PLANS FOR SIZE

BARREL OF EXPANSION FITTING FLUSH WITH CONCRETE

STAINLESS STEEL CONNECTING EXPANSION NIPPLE

12" MAXIMUM WIDTH EXCEPT AS APPROVED BY THE ENGINEER
LED LIGHT SOURCE: BARCASTAR-MOLDS
ACRYLIC ACORN: ABOSSEDLED

DRIVER COMPARTMENT
(SMALL INCLUDE ROADVIEW WIRELESS NODE)

NOTE:
"STERNBERG DOES NOT RECOMMEND THE USE OF LEVELING NUTS FOR AESTHETIC REASONS"

- 16" DIAMETER BOLT CIRCLE
- (4) 3/4" X 18" ANCHOR BOLTS
- 10" EXTRA HEX NUTS AND WASHERS PROVIDED
- 1/2" ABOVE GRADE

NOTE:
"REMOVE UNNEEDED BOLTS FOR ACCESSORY HOUSING"

5" DIA FLUTED POLE
1 1/8 WALL THICKNESS
6061-T6 STRUCTURAL GRADE ALUMINUM

POLE WELDED FOR SINGLE UNIT CONSTRUCTION

20" DIA BASE
1" FLOOR THICKNESS

LIGHTING DETAILS
DECORATIVE LIGHT POLE
MOUNTING HEIGHT 17'-0"

TYPICAL HARDWARE REQUIRED PER BASE
4 ANCHOR BOLTS
8 NUTS
8 WASHERS
4 LOCK WASHERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCAL COORDINATE SYSTEM
**NOTES**

1. THE CONTRACTOR SHALL INSTALL COMBINATION EXPANSION DEFLECTION FITTINGS AT ALL BRIDGE EXPANSION JOINTS. REFER TO LIGHTING PLAN SHEET 7 FOR Expansion Joint Detail.

2. THE BARRIER IN THE EXPANSION FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT, ONE HALF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE EXPANSION JOINT, REFER TO LIGHTING PLAN SHEET 7 FOR COMBINATION EXPANSION/DEFLECTION FITTING DETAIL.

3. ALL DIMENSIONS ARE IN INCHES.
NOTES:
1. LIQUID TIGHT FLEXIBLE METAL CONDUIT MAXIMUM LENGTH 6'-0", TYPICAL. FOR EACH HANDHOLE AS SHOWN. PROVIDE FLEXIBLE METAL CONDUIT TO ADJACENT JUNCTION BOX.
2. PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AS INDICATED ON THE PLANS. FOR EACH SPECIFIC UNDERPASS LUMINAIRE. EXPANSION BOLTS DRILLED IN DECK SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE INSTALLATION. CONDUIT BEAM CLAMP, PVC COATED CONDUIT CLAMP, OF THE CORRESPONDING DIA., SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS LUMINAIRE.
3. LIQUID TIGHT FLEXIBLE METAL CONDUIT (PVCC RGC). ALL PVC CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID GALVANIZED STEEL, OF THE CORRESPONDING DIA.
4. INSIDE DIAMETER 1" LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL. PROVIDE LUMINAIRE HANGER ASSEMBLY FOR EACH HANDHOLE AS SHOWN. PROVIDE CONDUIT CLAMP DETAILS FOR EACH SPECIFIC UNDERPASS LUMINAIRE.
5. PROVIDE STAINLESS STEEL SPRING DAMPER ASSEMBLY, STAINLESS STEEL VIBRATION DAMPER ASSEMBLY, FOR EACH HANDHOLE AS SHOWN. PROVIDE STAINLESS STEEL LOCK NUT, WASHING AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB. PROVIDE WASHER AND LOCK NUT WASHER AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB.
6. PROVIDE CONDUIT CLAMP DETAILS FOR EACH HANDHOLE AS SHOWN. PROVIDE STAINLESS STEEL LOCK NUT, WASHING AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB. PROVIDE WASHER AND LOCK NUT WASHER AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB.
7. PROVIDE UNDERPASS LIGHTING UNIT AS SHOWN ON THE PLANS. PROVIDE CONDUIT CLAMP DETAILS FOR EACH SPECIFIC UNDERPASS LUMINAIRE. PROVIDE STAINLESS STEEL SPRING DAMPER ASSEMBLY, STAINLESS STEEL VIBRATION DAMPER ASSEMBLY, STAINLESS STEEL LOCK NUT, WASHING AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB.
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11. EXPANSION BOLTS DRILLED IN DECK SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE INSTALLATION.
12. PORTION OF UNDERPASS LUMINAIRE INSTALLATION EXTENDING BEHIND MSE WALL TO BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS LUMINAIRE.
13. PROVIDE CONDUIT CLAMP DETAILS FOR EACH SPECIFIC UNDERPASS LUMINAIRE. PROVIDE STAINLESS STEEL SPRING DAMPER ASSEMBLY, STAINLESS STEEL VIBRATION DAMPER ASSEMBLY, STAINLESS STEEL LOCK NUT, WASHING AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB. PROVIDE WASHER AND LOCK NUT WASHER AND FLAT WASHER, BOTH SIDES OF MOUNTING TAB.
14. EXPANSION BOLTS SHALL BE 1/2" DIA. STAINLESS STEEL AND ACCORDING TO ARTICLE 1088.03. INSTALL ACCORDING TO ARTICLE 509.06 OF THE STANDARD SPECIFICATIONS. EXPANSION BOLTS SHALL BE 1/2" DIA. STAINLESS STEEL AND ACCORDING TO ARTICLE 1088.03. INSTALL ACCORDING TO ARTICLE 509.06 OF THE STANDARD SPECIFICATIONS. EXPANSION BOLTS SHALL BE 1/2" DIA. STAINLESS STEEL AND ACCORDING TO ARTICLE 1088.03. INSTALL ACCORDING TO ARTICLE 509.06 OF THE STANDARD SPECIFICATIONS.
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**GENERAL NOTES**

1. **Series D**
   - All signs shall consist of a white legend and border on a green background.
   - All signs shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.
   - The sign panel shall be mounted on a pole, post, or other suitable support as specified by the Department of Transportation.

2. **Series C**
   - The sign panel shall be mounted on a pole, post, or other suitable support as specified by the Department of Transportation.
   - The sign panel shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.
   - The sign panel shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.

3. **Typographic Requirements**
   - The sign panel shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.
   - The sign panel shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.

**COMMON STREET NAME ABBREVIATIONS AND WIDTHS**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ABBREVIATION</th>
<th>WIDTH</th>
<th>LENGTH</th>
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<tr>
<td>Austin</td>
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<td>16.5</td>
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<td>St. Louis</td>
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<tr>
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<td>8.0</td>
<td>27.0</td>
</tr>
<tr>
<td>Washington, D.C.</td>
<td>D.C.</td>
<td>8.0</td>
<td>27.0</td>
</tr>
</tbody>
</table>

**SUPPORTING CHANNELS**

- Site-specific channel dimensions shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.

**STANDARD ALPHABETS SPACING CHART**

**LOCAL SUPPLIERS**

- Woodrige, IL
- Western Remac, Inc.
- J.O. Herbert Company, Inc.

**STATEMENT OF COMPLIANCE**

- All signs shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and Transportation Officials for all visual and audible detection.

**MOUNTING LOCATION**

- All signs shall be mounted on a pole, post, or other suitable support as specified by the Department of Transportation.

**DISTRICT ONE**

- All signs shall be observed in accordance with the requirements of the current standards and specifications for traffic signs, signals, and traffic control as published by the American Association of State Highway and TransportationOfficials for all visual and audible detection.
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 manhole. Spacing between the holes shall be equal to the current flow in the same direction to reinforce its magnetic fields for small vehicle detection.

2. The number of loop turns shall be as recommended by the amplifier manufacturer. All adjacent sides of the loops shall be installed in a way that the centerlines of the loops shall be parallel.

3. Each loop lead-in shall be identified and permanently tagged in the manhole. 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 manhole hooks.

5. In asphalt pavement, loops should be placed in the under and shoulders marked at the curb line a saw-cut, the saw-cut shall be cut in accordance with local and E.P.A. dust control requirements. Detector loops 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 expose copper cable shall not be allowed for soldering operations. See detail below for instruction.

7. Press-fit 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.

A. Loop #1 is the loop in the lane closest to the centerline of the roadway.

B. Loop #2 is the loop in the lane closest to the intersection.

C. Loop lead-in cable "in" or "loop" cable "out.

D. Label loop cable clockwise or loop cable counterclockwise.

E. Loop conductor with flexible plastic tube.

F. Loop conductor with flexible plastic tube, E.P. approved.

G. Pre-formed loop.

H. Masking tape 2 conductor.

I. Breakout seals, Tyco Corp or approved equal.

J. Loop to loop splice.

K. Loop to controller splice.

L. Loop to junction box.

M. Loop to controller.

N. Loop to detector.

O. Loop to handhole.

P. Loop to cabinet.

Q. Loop to controller.

R. Loop to controller.

S. Loop to controller.

T. Loop to controller.

U. Loop to controller.

V. Loop to controller.

W. Loop to controller.

X. Loop to controller.

Y. Loop to controller.

Z. Loop to controller.

AA. Loop to controller.

BB. Loop to controller.

CC. Loop to controller.

DD. Loop to controller.

EE. Loop to controller.

FF. Loop to controller.

GG. Loop to controller.

HH. Loop to controller.

II. Loop to controller.

JJ. Loop to controller.

KK. Loop to controller.

LL. Loop to controller.

MM. Loop to controller.

NN. Loop to controller.

OO. Loop to controller.

PP. Loop to controller.

QQ. Loop to controller.

RR. Loop to controller.

SS. Loop to controller.

TT. Loop to controller.

UU. Loop to controller.

VV. Loop to controller.

WW. Loop to controller.

XX. Loop to controller.

YY. Loop to controller.

ZZ. Loop to controller.
NOTES:

1. Pedestrian signal heads shall be mounted with the bottom of the signal housing including the brackets not less than 5 ft. (1.5 m) above ground level and shall be positioned and adjusted to provide maximum visibility at the beginning of the pedestrian crossing.

2. The bottom of the signal housing including brackets of a vehicular signal face that is not located over a median shall be at least 4 ft. (1.2 m) above the roadway level, or if there is no pavement, at the plan elevation of the median.

3. The bottom of the signal housing and any related equipment shall be at least 4 ft. (1.2 m) above the roadway level, or if there is no pavement, at the plan elevation of the pavement.

4. The top of the temporary span shall be mounted signal housing and any related equipment shall be at least 4 ft. (1.2 m) above the roadway level, or if there is no pavement, at the plan elevation of the pavement.

5. The bottom of the horizontal access device shall be at least 4 ft. (1.2 m) above the roadway level, or if there is no pavement, at the plan elevation of the pavement.

6. The top of the signal housing of a vehicle signal face located over any portion of a median shall not be more than 15 ft. (4.6 m) above the accessible surface.

TRAFFIC SIGNAL EQUIPMENT

<table>
<thead>
<tr>
<th>Traffic Signal Equipment</th>
<th>Combination Concrete Curb and Gutter Minimum Distance from Back of Curb to Centerline of Foundation</th>
<th>Shoulders/Non-Curbed Area Minimum Distance from Edge of Pavement to Centerline of Foundation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Signal Mast Arm Pole</td>
<td>6 ft. (1.8 m)</td>
<td>Shoulder Width + 6 ft. (1.8 m), Minimum 16 ft. (4.9 m)</td>
</tr>
<tr>
<td>Traffic Signal Post</td>
<td>4 ft. (1.2 m)</td>
<td>Shoulder Width + 2 ft. (0.6 m), Minimum 10 ft. (3.0 m)</td>
</tr>
<tr>
<td>Pedestrian Signal Post</td>
<td>4 ft. (1.2 m)</td>
<td>Shoulder Width + 2 ft. (0.6 m), Minimum 10 ft. (3.0 m)</td>
</tr>
<tr>
<td>Temporary Pedestrian Post</td>
<td>6 ft. (1.8 m)</td>
<td>Shoulder Width + 2 ft. (0.6 m), Minimum 10 ft. (3.0 m)</td>
</tr>
<tr>
<td>Controller Cabinet</td>
<td>6 ft. (1.8 m)</td>
<td>Shoulder Width + 2 ft. (0.6 m), Minimum 10 ft. (3.0 m)</td>
</tr>
</tbody>
</table>

NOTES:

1. Refer to the Traffic Signal Equipment Offset Table.

2. Provide a level all-weather surface concrete, asphalt, or other plain surface or something similar to the selected surface up to the pedestrian signal post or the pedestrian push button post.

3. The face of the pedestrian push button shall be parallel to the roadway.

4. Provide a level all-weather surface concrete, asphalt, or other plain surface or something similar to the selected surface up to the pedestrian push button.

5. The locations and installation of pedestrian signal heads and pedestrian push buttons shall meet the requirements of the notes and information found in the Federal ADA Accessibility Guidelines for Buildings and Facilities.
**District One Requirements**

1. **Electrical Service Panels** shall be constructed to UL and E.S. specifications, control panels and carry the UL label.

2. All wiring shall be neatly sized and supported.

**Notes:**

1. The grounding system shall consist of an insulated conductor Type ALX, a 10 gauge, standard copper to be installed in accordance with the grounding cable shall be installed in a conduit system as shown in the cable tray protocol.

2. All grounding conductors shall be sized to meet the minimum size of the galvanized pipe, and the UL, and NEC requirements. All grounding conductors shall be installed in the conduit system as shown in the cable tray protocol.

3. All spoilage equipment shall be mounted on the ground and all spoilage equipment shall be mounted on the ground and all spoilage equipment shall be mounted on the ground.

4. The control panel shall be provided with a knockout panel for the control panel, and the control panel shall be mounted on the ground and all spoilage equipment shall be mounted on the ground.

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HANDHOLE WITH MINIMUM CONDUIT DEPTH

1. Conduit depth shall be a minimum of 30" (760mm) below the bottom of the roadway, property, and all other obstructions.
2. The minimum conduit depth applies to all conduits placed under roadway pavement, multi-use paths, sidewalks, and soil surfaces.
3. The minimum conduit depth applies to all conduits, heavy-duty handholes, and double handholes.

NOTES:

- HANDHOLES AND DOUBLE HANDHOLES.
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY-DUTY
- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760 mm) BELOW THE BOTTOM
- NOTES:

- HANDHOLES AND DOUBLE HANDHOLES.
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- HANDHOLES AND DOUBLE HANDHOLES.
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY-DUTY
- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760 mm) BELOW THE BOTTOM
- NOTES:

- HANDHOLES AND DOUBLE HANDHOLES.
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY-DUTY
- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760 mm) BELOW THE BOTTOM
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- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760 mm) BELOW THE BOTTOM
- NOTES:
**State of Illinois**

**Department of Transportation**

**District One**

**Standard Traffic Signal Design Details**

**Sign Table**

<table>
<thead>
<tr>
<th>SIGN</th>
<th>DIMENSIONS</th>
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<tbody>
<tr>
<td>RIO-3a</td>
<td>9&quot; (228mm) X 12&quot; (305mm)</td>
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<tr>
<td>RIO-3d</td>
<td>9&quot; (228mm) X 12&quot; (305mm)</td>
</tr>
<tr>
<td>RIO-3e</td>
<td>9&quot; (228mm) X 15&quot; (381mm)</td>
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**Diagram Details**

- **Post Cap**: Galvanized
- **Foundation**: Type A Concrete
- **Sign Post**: Galvanized Steel
- **Grounding Hole**: Drilled and Tapped (25 mm)
- **Bevel**: 1" (25 mm)
- **Foundation**: 1" (25 mm) Bevel
- **Dimensions**: 9" (228 mm) X 12" (305 mm)
- **Bolt Circle**: 12" (305 mm) dia.
- **Anchor Bolt**: 0.75" (19 mm) diameter x 17" (432 mm) length, 6" (152 mm) thread length, 12" (305 mm) galvanize length. 3" (76 mm) thread length shall extend above top of foundation.
- **Ground Rod**: No. 6 ground cable, ground clamp

**Pedestrian Push Button Post, Type A**

- **Post**: 2.5" (64 mm) diameter, 12" (305 mm) wall thickness, 24" (610 mm) maximum length
- **Grounding Rod**: No. 6 ground cable, ground clamp
- **Drilled and Tapped**: Grounding hole (25 mm)
- **Bushing**: 1.5" (38 mm) diameter, 12" (305 mm) minimum to bolt circle
- **Accessories**: Pedestrian push button, Type A

**Drawing Details**

- **File Name**: c:\pw_work\pwidot\footemj\d0108315\ts05.dgn
- **User Name**: footemj
- **Plot Date**: 1/13/2014
- **Plot Scale**: 50.0000 " / in.
**TYPICAL SIGN STYLES**

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<th>SIGN STYLE</th>
<th>DIMENSIONS</th>
<th>LETTER SIZE UC/LC PRIMARY</th>
<th>BORDER</th>
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<tr>
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<td>3 (300)</td>
<td>(250/190)</td>
<td></td>
</tr>
<tr>
<td>Vari</td>
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<td>Vari</td>
<td>10 (1000)</td>
<td>(250/190)</td>
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<tr>
<td>Vari</td>
<td>12 (1200)</td>
<td>(250/190)</td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>c,e</td>
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<tr>
<td>Vari</td>
<td>4 (400)</td>
<td>(200/150)</td>
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<td>Vari</td>
<td>6 (600)</td>
<td>(200/150)</td>
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<tr>
<td>-</td>
<td>8 (800)</td>
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<td>10 (1000)</td>
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<tr>
<td></td>
<td>12 (1200)</td>
<td>(150/115)</td>
<td></td>
</tr>
</tbody>
</table>

* Supplemental Messages

---

**GENERAL NOTES**

All signs shall have a white reflectorized legend and border on a green reflectorized background. The sign panels shall be mounted as shown on Standard 720016-04 as specified in the plans. All dimensions are in inches (millimeters) unless otherwise shown.
SUMMARY OF QUANTITIES

ILLINOIS ROUTE 25 AND LONGMEADOW PARKWAY

<table>
<thead>
<tr>
<th>SERIES</th>
<th>DESIGN</th>
<th>AREA (SQ FT)</th>
<th>SIGN PANEL TYPE</th>
<th>SHEETING TYPE</th>
<th>QTY. REQUIRED</th>
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<td>185</td>
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<td>22</td>
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<tr>
<td>D</td>
<td></td>
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SIGN PANELS - TYPE 1 OR TYPE 2

To Bolz Rd
TRAFFIC SIGNAL INSTALLATION PLAN
LONGMEADOW PARKWAY AT IL ROUTE 25

RESTORATION OF WORK AREA:
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE PERFORMED
AS THE NEEDS OF THE PROJECT MAY REQUIRE. FOUNDATION, CONDUIT,
PIPELINE, TRENCHING AND BEDDING, ETC., AND NO EXTRA COMPENSATION SHALL
BE ALLOWED. ALL ROADWAY SURFACES SUCH AS MEDIAN, SIDEWALK, CURB
AND GUTTER, PAVEMENT, ETC., SHALL BE REPLACED WITH AN APPROVED SOD AND ALL
DAMAGE TO UNMOWED FIELDS SHALL BE SEeded IN ACCORDANCE WITH
STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

* CONDUIT SEGMENTS SO MARKED SHALL BE
LEFTED FOR FUTURE EXTENSION.

Designed By
Drawn By
Checked By
### SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>Code/Item</th>
<th>Description</th>
<th>Unit of Measure</th>
<th>Total Quantity</th>
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<tr>
<td>X14001510</td>
<td>Traffic Signal Installation, Ground Mounted, Metered</td>
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<td>X14004500</td>
<td>Heavy Duty Handhole</td>
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<tr>
<td>X14005107</td>
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<td>X14010240</td>
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<td>STEEL, DUR ARM ASSEMBLY AND POLE WITH DUR ARM, 10 FT AND 48 FT</td>
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<td>X14014250</td>
<td>STEEL, DUR ARM ASSEMBLY AND POLE WITH DUR ARM, 15 FT AND 48 FT</td>
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<td>X14015250</td>
<td>DUR ARM ASSEMBLY AND POLE WITH DUR ARM, 18 FT AND 48 FT</td>
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<td>X14018250</td>
<td>CONCRETE FOUNDATION, Type B</td>
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<td>CONCRETE FOUNDATION, Type E SEARCH DIAMETER</td>
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<tr>
<td>X14020300</td>
<td>SIGNAL HEAD, LED, 1-PAE, 5-SECTION, MAST-ARM-LIT.</td>
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<td>X14021300</td>
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<td>X14022300</td>
<td>SIGNAL HEAD, LED, 1-PAE, 5-SECTION, BRANCH MOUNTED</td>
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<td>X14025300</td>
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<td>X14026300</td>
<td>PEDESTRIAN SIGNAL HEAD, METERING UNIT</td>
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<td>X14030300</td>
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<td>X14031300</td>
<td>INDUCTIVE LOOP DETECTOR</td>
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<td>PRESSURIZED DETECTOR LOOP</td>
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<td>PEDESTRIAN PUSH BUTTON</td>
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</table>
GENERAL NOTES

1. Fasteners shall be ASTM A570 Type L, mechanically galvanized bolts in painted areas and ASTM A325 Grade 50 in unpainted areas. bolts 3/8 in. or larger unless otherwise noted.
2. Calculated weight of Structure Steel = 686.9 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50 except expansion joints which shall be AASHTO M 270 Grade 55.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (F) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of ±0.030 in. Adjustment shall be made either by grading the surface or by splitting the bearings.
7. All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.

GENERAL NOTES AND BILL OF MATERIAL

** Name Plates (Special)

*Special Provision

---

LIMITS OF CONCRETE SEALER AT ABUTMENTS

Limits of Concrete Sealer

LIMITS OF CONCRETE SEALER AT ABUTMENTS (For information only, abutment constructed under previous Contract)

* Included in the cost of Pipe Underdrains for Structures. (See Special Provision)

** The MSE, wall supplier's internal stability force of either 0.55 kips/ft. of abutment (west), or 0.58 kips/ft. of abutment (east).

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS
1. General Plan and Elevation
2. General Notes and Bill Of Material
3. Substructure Layout
4. Deck Elevations - 11
5. Deck Elevations - 13
6. Approach Sidewalks
7. Approach Sidewalks
8. Deck Plan and Cross Section
9. Substructure Details - 1
10. Substructure Details - 11
11. Parapet Elevation
12. Approach Sidewalk Plan
13. Approach Sidewalk Details
14. Railing Details
15. Strip Sidewalk Details
16. Drainage Scourer Details - 1
17. Drainage Scourer Details - 11
18. Deck Drainage Details
19. Framing Plan and Elevation
20. Framing and Bearing Details
21. Wall Anchor
22. East Abutment
23. Abutment Details & Pillar Details
24. Bar Splicer Assembly Details
25. Dining Log
26 to 41  MSE Wall S
NOTES:

1. Dimensions shown are measured along Back of Abutment.

F.F. of MSE Wall 2
Constructed under previous Contract
DEAD LOAD DEFLECTION DIAGRAM

Note: The above deflections are not to be used in the field if the engineer is working from the grades, elevations adjusted for dead load deflections as shown on the following sheets.
### Beam 5

<table>
<thead>
<tr>
<th>Location</th>
<th>Station</th>
<th>Offset (m)</th>
<th>Theoretical Grade Elevations</th>
<th>Theoretical Grade Elevations Adjusted for DL Deflection</th>
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<tbody>
<tr>
<td>BR W. Abut</td>
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Offsets are from WB PGL.

### Beam 6

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<th>Location</th>
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<th>Theoretical Grade Elevations</th>
<th>Theoretical Grade Elevations Adjusted for DL Deflection</th>
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<tr>
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Offsets are from BR PGL.

### Beam 7

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Offsets are from WB PGL.

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Offsets are from BR PGL.

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Offsets are from WB PGL.

### Beam 10

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Offsets are from BR PGL.

### Beam 11

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Offsets are from WB PGL.
W. APPROACH SLAB ELEVATIONS

NOTE: Sheet shown for information only. W. approach constructed under previous Contract C-1.
### E. APPROACH SLAB ELEVATIONS

#### NORTH EDGE OF SIDEWALK

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>STATION</th>
<th>OFFSET (FT)</th>
<th>THEORETICAL GRADE ELEVATIONS</th>
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Offsets are from WB PGL.

#### SOUTH EDGE OF SIDEWALK

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Offsets are from WB PGL.

#### NORTH MEDIAN

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Offsets are from WB PGL.

#### SOUTH MEDIAN

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Offsets are from WB PGL.

#### FRONT FACE OF NORTH PARAPET

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Offsets are from WB PGL.

#### FRONT FACE OF SOUTH PARAPET

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Offsets are from WB PGL.
NOTES:
1. Bars indicated thus 67x3-#5 Etc. Indicates 67 Lines of Bars with 3 Lengths per line.
2. See Sheet 9 & 10 of 41 for Superstructure Details and Bill of Material.
3. See Sheets 11 of 41 for Parapet Details and 14 of 41 for Railing Details.
4. Bars Indicated thus 67x3-#5 Etc. Indicates 67 Lines of Bars with 3 Lengths per line.
5. See Sheet 10 of 41 for Section A-A.
6. Limits of Bridge Deck Thin Polymer Overlay 6" shall be from curb to curb of roadway excluding median.
7. Drainage Scupper (Special) Spacing
8. Drainage Scupper (Special) Spacing

DEPARTMENT OF TRANSPORTATION
STATE OF ILLINOIS
DECK PLAN & CROSS SECTION
STRUCTURE NO. 045-3077

SCALE: 1'-0" = 1'-0" (Looking East)
SECTION THRU MEDIANS

PLAN VIEW INTERIOR PARAPET

PARAPET JOINT DETAILS

SECTION THRU PARAPETS AT MULTI-USE PATH

SECTION THRU SOUTH PARAPET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - I
STRUCTURE NO. 045-3077

FILE_NAME = pw:\cmte\pw.bentley.com:cm\projects\Documents\Projects\Kane\13296...Rd Bridge\Section C - Shtr-S-09-str-045-3077_Superstructure Details - I_cmt.dgn

‡ " "
1† " "
‡ " "
1† " "
‡ " "
1† " "
‡ " "
1† " "

{ } Backer Rod
Const. Jt.
(Mandatory)

Notch
2" cl.
Varies: 2" max.
3…" max.

Drainage Scupper (Special)
Scupper DS-12

2'-3" max.
5'-3" min.
1'-8" max.
1'-2" max.
5" min.

---

Cost included with Concrete Superstructure.

---

Typ. 2" Cl.
Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade KS, Class 25, use 2" with 2" #4 galvanized expansion anchor or Ferrall Loop Seal Insert (Proof Load 6600 lb). Cost included in the Cost of Reinforcement Bars, Epoxy Coated.

**Notch**
Non-shining gray one component non-sag elastomeric putty grade polyurethane sealant meeting the requirements of AASHTO M-C-900, Type S, Grade KS, Class 25, use 1" with 1" #4 galvanized expansion anchor or Ferrall Loop Seal Insert (Proof Load 6600 lb). Cost included with Concrete Superstructure.

---

Drainage Scupper (Special)
Scupper DS-12

---
INSIDE ELEVATION OF PARAPET
(Multi-Use Path Parapet)
(Looking North)

<table>
<thead>
<tr>
<th>Parapet Joint</th>
<th>Light Pole</th>
<th>Railing Post</th>
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Typ. Each Panel
(4 Thus, See Note 2.)

7-#4e23(E) bars, Typ. Each Panel
(See Note 2.)

MINIMUM BAR LAP

#4  =  2'-5"
#8  =  5'-11"

NOTES:
1. Bars indicated thus #4...#4 etc., Indicates 1 line of bars with 3 lengths per line.
2. For Section thru Parapet and Light Pole
Details see sheets 10 of 41.

Typ. Each Panel
18-#5d24(E) at |11"

Typ. Each Panel
7-#4e23(E) bars,
(See Note 2.)

Typ. Each Panel
18-#5d24(E) at |11"

Typ. Each Panel
7-#4e23(E) bars,
(See Note 2.)

Typ. Each Panel
18-#5d24(E) at |11"

Typ. Each Panel
7-#4e23(E) bars,
(See Note 2.)

Typ. Each Panel
18-#5d24(E) at |11"

Typ. Each Panel
7-#4e23(E) bars,
(See Note 2.)
PEDESTRIAN RAILING
ELEVATION
(At Multi-Use Path Parapet)

PARAPET RAILING
ELEVATION AT EXPANSION JOINT
(As shown on Sheet A-13 for F-Shape Parapet)

SECTION THRU MULTI-USE PATH

ANCHOR BOLT DETAILS

NOTE:
Omit any bolts not shown.

BILL OF MATERIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS
STRUCTURE NO. 045-3077

ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor devices shown, the Contractor shall be submitted for approval by the Kane County Division of Transportation.
The strip seal shall be made continuous and shall have a minimum thickness of 3". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal joint configurations are not permitted. The strip seal shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be welded at joint discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication and sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Required modifications shall be made at no additional cost to the State.

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

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be welded at joint discontinuities.

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The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be welded at joint discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication and sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Each ITEM
UNIT
QUANTITY
BILL OF MATERIAL

2

Drainage Scuppers, (Special)

DRAINAGE SCUPPER (SPECIAL)

*Contractor to verify need for drainage system.

Manufacturer to place ADA compliant grate.

NOTES:

- All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 965, Class 355.
- Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 357 and shall be galvanized according to AASHTO M 232.
- As an alternation, bolts, anchor studs, washers and nuts may be stainless steel according to AFSX 2006.965 of the Standard Specifications.

- Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames. Fillers or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M28.

- The Contractor shall take appropriate measures to ensure that Protective Coat is not applied to the scupper.

- Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, (Special).

- Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

- Pedestrian Traffic Equivalent.

- Alternate kiss接 downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or stainless steel equivalent.
Drainage system. Coordinate with Contractor to verify need for downspout. Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

Bolts, anchor studs, washers and nuts shall conform to the requirements of AASHTO M 232. As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal strength and of the same configuration may be substituted for the cast iron scupper frame. Filter or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M185.

The Contractor shall take appropriate measures to ensure that Protective Coating is not applied to the scupper. Cast of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

Bolts, anchor studs, washers and nuts shall conform to the requirements of AASHTO M 232. As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal strength and of the same configuration may be substituted for the cast iron scupper frame. Filter or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M185.

The Contractor shall take appropriate measures to ensure that Protective Coating is not applied to the scupper. Cast of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.
Pipe connected to Structure No. 506 at Inv. 108, 731.00

### PIPE HANGER DETAILS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
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</thead>
<tbody>
<tr>
<td>Stainless steel threaded rod w/ 2 stainless steel washers and nuts for each end</td>
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</tr>
<tr>
<td>Galvanized steel pipe clamp</td>
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<tr>
<td>5&quot; Fabric pad</td>
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</tr>
</tbody>
</table>

### ELEVATION TYPICAL SECTION

1. **500 lbs.** Minimum capacity stainless steel concrete inserts for 5/8" threaded rods
2. **3/8" Stainless steel rod**
3. **Stainless steel sheet screw**
4. **Stainless steel sheet screw**
5. **Stainless steel sheet**

### PLANT

- **2 1/2" galvanized C4x7.25 10" drain pipe**
- **2 1/2" galvanized drain pipe, galvanized C4x7.25**
- **2 1/2" galvanized drain pipe, galvanized C4x7.25**
- **Fabric pad**
- **2 1/2" nuts and lock washers**

### DETAIL OF EXPANSION COLLAR

- **2 1/2" nuts and lock washers**

### NOTES:

1. Maintain 10" drain pipe above bottom flange of beams.
2. Bolt pattern and size in drain pipe flange to match scupper flange.
3. Approximate lengths from scupper to abutment or between downspouts shown on plans. Contractor to determine actual quantities of pipe and fittings required, noted for drainage system.
4. **5S-10** Snapot drainage system shown. Drainage Snapots (special order).
5. See Drainage Sheets for drainage structure and pipe details.
**ELEVATION**

**SECTION A-A**

**SIDE RETAINER**

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

**BEARING ASSEMBLY**

Notes:
- Steel plates shall not be placed under Bearing Assembly.
- Shim plates shall not be placed under Bearing Assembly.

**BEARING ASSEMBLY**

Elongation shall be permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternative, if utilized, shall be provided at no additional cost to the department.

**END DIAPHRAGM "DI"**

Notes:
- Two hardened washers required for each set of oversized holes.

**INTRODUCTION DIAFRAGM "D"**

Notes:
- Two hardened washers required for each set of oversized holes.

**SIDE RETAINER**

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

**ANCHOR BOLTS**

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts for fixed bearings shall be installed in holes drilled after the supported member is in place.
- Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Steel retainers and other steel members required for the elastomeric bearing assembly shall be included in the bill of materials for the Bearing Assembly, Type I.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M70 Grade 50.

**BILL OF MATERIAL**

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<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
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<td>Elastomeric Bearing Assembly, Type I</td>
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<tr>
<td>02</td>
<td>Anchor Bolt 3/8</td>
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**STANDARD BAR SPICER ASSEMBLY**

<table>
<thead>
<tr>
<th>Bar size to be spliced</th>
<th>Table 1</th>
<th>Table 2</th>
<th>Table 3</th>
<th>Table 4</th>
<th>Table 5</th>
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**LOCATION**

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<tr>
<th>Location</th>
<th>Size</th>
<th>Assemblies</th>
<th>Lap for minimum lap length</th>
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**INSTALLATION AND SETTING METHODS**

- **A**: Set bar splicer assembly to mean of or without bar.
- **B**: Set bar splicer assembly by alignment with wood forms or cementing to steel forms.
- *(E)* indicates epoxy coating.

**NOTES**

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be topped 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.
**BENCHMARK:**
- 0: S.E. corner of concrete deck,
The intersection of IL-31 and Miller Rd. Go N. 0.9 Mi. + to
- Max. Elev. 806.34

**EXISTING STRUCTURE:** None

**NOTES:**
1. Wall Stations and Offsets are given to the Front Face (FF) of the wall and are measured from centerline of Longmeadow Rd.
2. Wall is built in conjunction with new bridge S.N. 045-3077.
3. Horizontal dimensions along front face of present panels.
4. Successive panels are 14-ft. wide, remain at unswerving line, and maintain uniform alignment.

**LEVELING PAD**

**BILL OF MATERIALS**

**DESIGN SPECIFICATIONS**

**DESIGN STRESSES**

**BILL OF QUANTITIES**

**LOCAL COORDINATE SYSTEM**

**INSTRUCTIONS TO BID PROPOSALS:**

**LOCATION SKETCH**

**PLAN**

**ELEVATION**

**SOIL BORINGS**

**CURVE DATA**

**PROFILE GRADE**

**PROFILE GRADE (EXISTING)**

**GENERAL PLAN**

**LONGMEADOW PARKWAY OVER SANDBLLOW RD**

**WALL 3 – GENERAL PLAN & ELEVATION**

**STATE OF ILLINOIS**

**DEPARTMENT OF TRANSPORTATION**

**KANE COUNTY**
**Typical Section Thru Sandbloom Bridge Abutment**

- See Supplier Shop Drawings for Lengths

**South Wall Moment Slab**

- The MSE wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal sliding force of 0.5 kips/ft. of wall.

**North Wall Moment Slab**

- The MSE wall supplier's internal stability design shall account for the footing's bearing pressure surcharge of 1.5 ksf and horizontal sliding force of 0.5 kips/ft. of wall.
1. Wall Stations and Offsets are given to the Front Face (FF) of the wall and are measured from centerline of Longmeadow Pkwy.
2. Wall is built in conformance with new bridge S/N 045-3077.
3. Horizontal dimensions measured along front face of precast panels.
4. Form Liner Textured Surface, Staining Concrete Structures and Anti-Graffiti Coating shall be applied to exposed areas of WEL with panels.
PLAN - SOUTH MOMENT SLAB

MATERIALS:
- Reinforcement bars designated (E) shall be epoxy coated.

NOTES:
1. Reinforcement bars designated (E) shall be epoxy coated.
2. See sheets 34 and 35 for moment slab details.
3. Longitudinal dimensions are measured horizontally along the back face of the parapet.
4. See sheet 35 for light pole details.
5. F.F. = Front Face, B.F. = Back Face

M A T C H  L I N E  S T A . 2 2 1 9 + 7 5

Sheet 045-W003

South Moment Slab Elevation - Parapet

MIN. BAR LAP

Top of coping not shown for clarity

#5 bars

Offset 28.25' RT.

Wall below F.F. Retaining
5'-0" 13'-9"

P a v e m e n t

1-#8e313(E) F.F. (3 thus)
1-#4e304(E) B.F.

42-#5a311(E) @ 11" Bottom (2 thus)
21-#5d301(E) @ 11" (4 thus)
21-#5d304(E) @ 11" (4 thus)
1-#8e314(E) F.F. (4 thus)
1-#4e304(E) B.F. (4 thus)

Cut #5d301(E) bars to fit taper

Bend #5d301(E) bars to fit taper

See sheets 34 and 35 for moment slab details.
**LOAD TRANSFER SYSTEM AROUND DRAINAGE DETAIL**

Reinforcing in moment slab, parapet and drainage structure not shown for clarity.

---

**SECTION A-A**

---

**REINFORCEMENT AROUND DRAINAGE STRUCTURE**

Shift transverse reinforcement and cut longitudinal reinforcement to match ends of storm sewer structures. Coat exposed ends with epoxy paint. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. Reinforcement bars designated (E) shall be epoxy coated.

---

**M.S.E. supplier to design load transfer system to accommodate concrete pipe and drain box.**
NOTE:
All posts, rails, splices, anchor devices, bent plates, etc., shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The entire system shall be shop applied. The color of the final finish coat shall be Dark Bronze. The color of the final finish coat shall be black. The color of the wall shall be selected by the Contractor for approval by the Kane County Division of Transportation.

ANCHOR BOLT DETAILS
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 1' hex. hd. anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. All anchor bolts shall be AASHTO M270 G50 - Tap 1' Round bar stock. The bolt and washer assembly shown, 1' x 1 1/2" x 9" shall be used. Each side of each anchorage shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The plates, etc. shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The entire system shall be shop applied. The color of the final finish coat shall be Dark Bronze. The color of the wall shall be selected by the Contractor for approval by the Kane County Division of Transportation.
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<th>STA. TO STA.</th>
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**FILE NAME:** p:\cmt\ten-g-pw.bentley.com:\cmt-projects\Documents\Projects\Kane CO\13296-045-003 MSE Wall 3\Sections C - sheet-045-003_MSE_WALL_016_cmt.dgn

**DESIGNED:** Denise Herrera
**CHECKED:**
**DRAWN:**
**REVISED:**

**F.A.U. SHEET OF SHEETS:**

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**CONTRACT NO.:** 18-00215-21-BR

**TOTAL SHEETS:**

**SCALE:** 2.0001 ' / in.

**DATE:** 6/4/2019

**USER NAME:**

**PLOT DATE:** 5/31/2019

**DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS**

**License No. 184-000613**
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STATE OF ILLINOIS
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DEPARTMENT OF TRANSPORTATION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
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EX

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RCP

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PHONE

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