

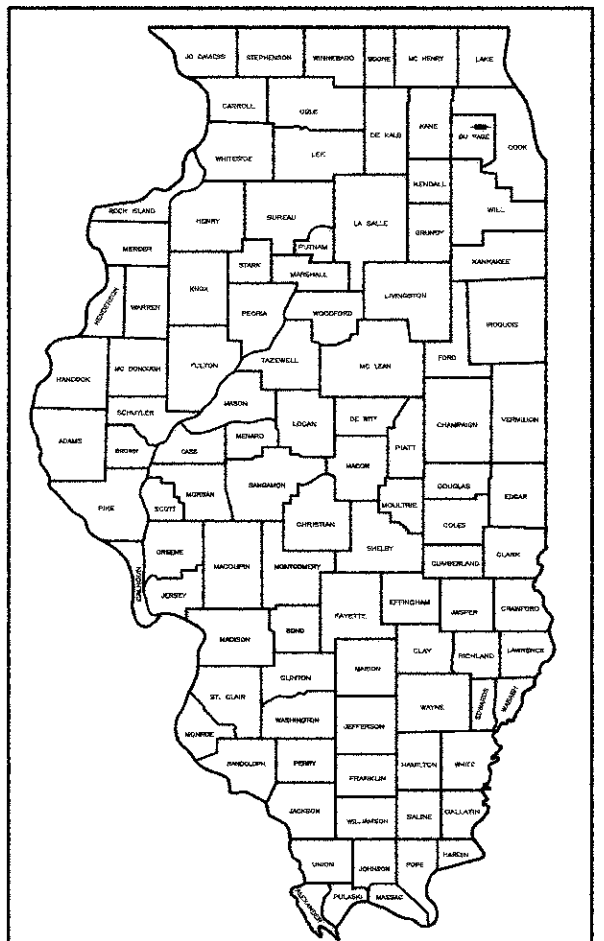
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08	08-01120-00-BR	DuPAGE	38	1
F.H.W.A. REG. ILLINOIS PROJECT:				
CONTRACT NO. 63785				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

- INDEX OF SHEETS 03-08-13 LETTING ITEM 075
- COVER SHEET, LOCATION MAP, INDEX OF SHEETS
  - GENERAL NOTES, HIGHWAY STANDARDS, COMMITMENTS
  - SUMMARY OF QUANTITIES
  - TYPICAL SECTIONS
  - SCHEDULE OF QUANTITIES
  - ALIGNMENT, TIES, AND BENCHMARKS
  - EXISTING CONDITIONS AND DEMOLITION PLAN
  - PLAN AND PROFILE SHEET
  - TRAFFIC CONTROL PLAN
  - EROSION AND SEDIMENT CONTROL PLAN
  - PAVEMENT MARKING PLAN
  - CONSTRUCTION DETAILS

FULLERTON AVENUE  
OVER SALT CREEK BRIDGE REPLACEMENT  
PROJECT BROS-0043(021)  
SECTION NO. 08-01120-00-BR  
ADDISON TOWNSHIP  
DuPAGE COUNTY  
JOB NO. C-91-121-09

DESIGN DESIGNATION  
FULLERTON AVENUE  
ROAD CLASSIFICATION: COLLECTOR  
DuPAGE COUNTY  
SECTION 08-01120-00-BR  
ADT = 400, DHV = 40  
DESIGN SPEED = 35 MPH  
POSTED SPEED = 30 MPH



LOCATION OF SECTION INDICATED THIS: —

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED 12-18 2012  
ADDISON TOWNSHIP HIGHWAY COMMISSIONER

PASSED DECEMBER 31 2012  
C. H. H. C. H. H. T.  
DISTRICT #1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW JANUARY 2 2013  
J. P. F. T. E.  
DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

ENGINEER'S CERTIFICATION  
STATE OF ILLINOIS) SS.  
COUNTY OF DuPAGE)

I, SIGITAS P. VAZNELIS, A REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY MORRIS ENGINEERING, INC., 5100 S. LINCOLN AVENUE, SUITE 100, Lisle, ILLINOIS, 60532 UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONNECTION WITH THE PROJECT SPECIFICATIONS.

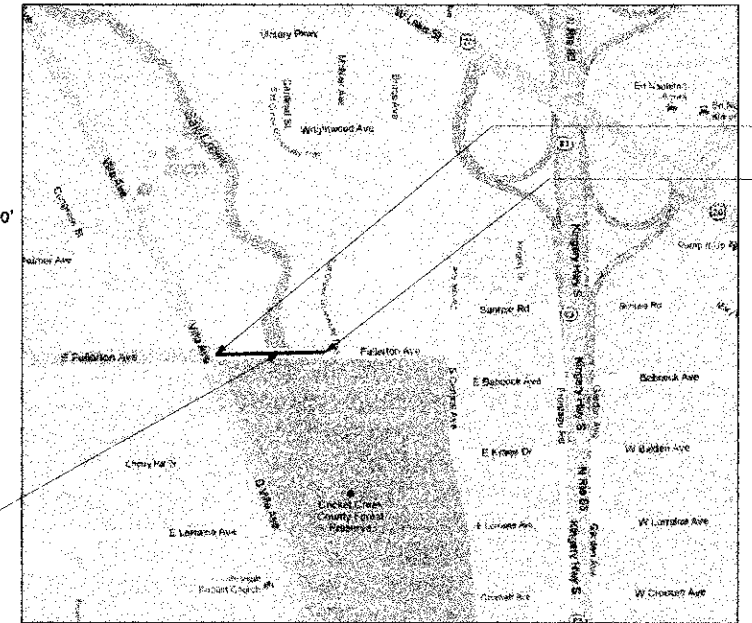
DATED THIS 18th DAY OF December, A.D. 2012  
S. P. V. Z.  
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 042-044114  
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2013

NOTE: UNLESS THIS DOCUMENT BEARS THE ORIGINAL SIGNATURE AND SEAL OF THE DESIGN PROFESSIONAL ENGINEER, IT IS NOT A VALID TECHNICAL SUBMISSION.

PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL  
CONSULTANT: MORRIS ENGINEERING, INC. (630) 271-0770

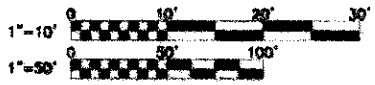
- STRUCTURAL PLANS: 17-34
- GENERAL PLAN AND ELEVATION
  - GENERAL DATA
  - SUPERSTRUCTURE
  - SUPERSTRUCTURE DETAILS
  - 27" x 48" PPC DECK BEAM
  - 27" x 48" PPC DECK BEAM DETAILS
  - TOP OF WEST APPROACH SLAB ELEVATIONS
  - TOP OF EAST APPROACH SLAB ELEVATIONS
  - BRIDGE APPROACH SLAB DETAILS
  - BRIDGE APPROACH SLAB DETAILS
  - ALUMINUM RAILING, TYPE L
  - WEST ABUTMENT
  - EAST ABUTMENT
  - PIER 1
  - PIER 2
  - HP PILE DETAILS
  - BORING LOG NO. 1
  - BORING LOG NO. 2
- WETLAND EXHIBITS
- WATERS OF THE U.S. AND BUFFER IMPACT, EXHIBIT A
  - BUFFER PLANTING PLAN, EXHIBIT B
- CROSS SECTIONS
- CROSS SECTIONS
  - CROSS SECTIONS



SN 022-3041  
STA. 17+72.56 TO  
STA. 18+25.60

PROJECT BEGINS  
STA. 14+28.98

PROJECT ENDS  
STA. 21+41.97



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

PLAN	1 INCH = 50 FEET
PROFILE HORIZ.	1 INCH = 50 FEET
PROFILE VERT.	1 INCH = 5 FEET
CROSS-SECTIONS HORIZ.	1 INCH = 10 FEET
CROSS-SECTIONS VERT.	1 INCH = 5 FEET

CONTRACT NO. 63785

**811**  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION CALL 811

Know what's below. Call before you dig.

LOCATION MAP  
TOWNSHIP 37N, R12E 3RD PM

— DENOTES PROJECT LOCATION  
NET LENGTH OF PROJECT = 713 LIN FT (0.14 MILE)  
GROSS LENGTH OF PROJECT = 713 LIN FT (0.14 MILE)

**MORRIS ENGINEERING, INC.**  
Civil Engineering Consulting & Land Surveying  
5100 Lincoln Ave Lisle, IL 60532 Phone: (630) 271-0770  
Website: www.ecivil.com Fax: (630) 271-0774

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
602001-02	CATCH BASIN TYPE A
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10	STEEL PLATE BEAM GUARDRAIL
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
701006-04	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-03	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701501-04	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS

GENERAL NOTES

- SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE URBAN COMMITTEE OF THE ASSOCIATION OF ILLINOIS SOIL AND WATER CONSERVATION DISTRICTS' PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN ILLINOIS AND ALL REVISIONS THERETO AND IN ACCORDANCE WITH THE DETAILS ON THE PLANS.
- THE CONTRACTOR SHALL BE AWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL EXCAVATE AROUND UTILITIES TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION.
- THE ENGINEER WILL FURNISH THE CONTRACTOR WITH LINES, GRADES AND ELEVATIONS NECESSARY TO THE PROPER PROSECUTION AND CONTROL OF THE WORK ONCE.
- THE CONTRACTOR SHALL GIVE THE ENGINEER AT LEAST SEVENTY-TWO (72) HOURS NOTICE FOR ANY STAKING TO BE DONE. EACH OF THE VARIOUS ITEMS OF WORK COVERED BY THIS CONTRACT WILL BE STAKED ONCE. ADDITIONAL STAKING REQUIRED DUE TO THE CONTRACTOR'S NEGLIGENCE IN PRESERVING THE STAKES SHALL BE PAID FOR BY THE CONTRACTOR AT THE CURRENT HOURLY RATE.
- THE CONTRACTOR SHALL INFORM THE ENGINEER AND ADDISON TOWNSHIP AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.  
  
TELEPHONE NUMBERS: ENGINEER (630) 271-0770  
ADDISON TOWNSHIP HWY. DEPT. (630) 766-2288
- THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS AND SPECIFICATIONS AND SHALL INFORM THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES THAT THE CONTRACTOR DISCOVERS DURING THE BIDDING PERIOD. ALL CONTRACTOR CALLS SHOULD BE MADE TO THE ENGINEER.
- THE CONTRACTOR RESPONSIBLE FOR DRAINAGE IMPROVEMENTS (UNDERGROUND STRUCTURES AND CONDUITS) SHALL DISPOSE OF ALL SURPLUS EXCAVATED MATERIAL FROM TRENCHES OR STRUCTURE EXCAVATIONS AND SHALL DEPOSIT SAID SURPLUS MATERIALS ON THE SITE IN ACCORDANCE WITH THE GRADING PLAN OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT PLACE ANY EXCAVATED MATERIAL UPON ANY TOPSOIL. THE TOPSOIL SHALL BE REMOVED FROM ALL AREAS TO BE FILLED AND SHALL BE STOCKPILED IN AREAS AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT DISCHARGE INTO STREAMS, PONDS, WETLANDS OR ITS TRIBUTARIES ANY MOTOR OIL, TRANSMISSION FLUID, LUBRICANTS OR ANY OTHER PETROLEUM DISTILLATES. ANY PETROLEUM DISTILLATES DISCHARGED ON THE GROUND SURFACE SHALL BE PROMPTLY AND PROPERLY REMOVED PRIOR TO THE RESUMPTION OF ANY WORK ON THE PROJECT.
- THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING FIELD TILES. ANY FIELD TILES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS SOLE EXPENSE. INVESTIGATION SHALL BE MADE TO INSURE THAT FIELD TILES DO NOT CONVEY OFF SITE WATER. TILES THAT CONVEY OFF SITE WATER SHALL BE REROUTED THROUGH THE SITE. TILES THAT DO NOT CONVEY OFF SITE WATER SHALL BE ABANDONED IN AN APPROPRIATE MANNER APPROVED BY THE COUNTY ENGINEER. FIELD TILES WITHIN A RIGHT-OF-WAY SHALL BE REMOVED AND BACKFILLED WITH CA-6 COMPACTED IN EIGHT INCH LIFTS TO THE BOTTOM OF THE ROADWAY BASE. EXISTING FIELD TILES SHALL BE REMOVED BY SLIT TRENCHING. WORK MENTIONED ABOVE IS INCIDENTAL TO THE CONTRACT.

- THE CONTRACTOR RESPONSIBLE FOR DRAINAGE IMPROVEMENTS SHALL BE RESPONSIBLE TO PLACE ALL FIRE HYDRANTS, FRAMES AND LIDS OR GRATES, AND ALL GRATES FOR MANHOLES, CATCH BASINS, INLETS AND VALVE VAULTS AT THE ELEVATIONS SHOWN AND SPECIFIED ON THE PLANS. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR SAID ADJUSTMENT AND THE COST OF SAID ADJUSTMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS DRAINAGE STRUCTURES MENTIONED ABOVE.
- ALL MANHOLES SHALL HAVE CONCRETE INVERTS CONFORMING TO THE SHAPE OF THE PIPE. CONCRETE INVERTS SHALL BE PLACED IN THE FIELD AND THE COST OF CONCRETE INVERTS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS INLETS AND MANHOLES.
- THE CONTRACTOR SHALL KEEP PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, SHALL ON A DAILY BASIS CLEAN THE PAVEMENT OF SUCH DIRT AND DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS TO THE SATISFACTION OF THE ENGINEER PER ART. 107.15.
- THE CONTRACTOR SHALL PROVIDE PIPE BEDDING IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS, LATEST EDITION. THE COST OF THE BEDDING SHALL BE INCLUDED IN THE UNIT PRICE PER LINEAL FOOT OF THE VARIOUS SIZES OF STORM SEWER. NO ADDITIONAL COMPENSATION WILL BE MADE FOR PIPE BEDDING.
- THE CONTRACTOR SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL OVERFLOW POINT ELEVATIONS AND CROSS SECTIONS ARE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THOSE SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) 48 HOURS PRIOR TO ANY WORK IN THE RIGHT OF WAY OR EASEMENTS TO LOCATE UTILITIES, AND CONTACT THE OWNER'S REPRESENTATIVE SHOULD PUBLIC UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
- ALL PROPOSED ELEVATIONS SHOWN ARE RELATIVE TO U.S.G.S. DATUM NGVD29.

- THE CONTRACTOR SHALL TAKE CARE TO PROTECT ALL SIGNS ALONG THE ROUTE OF CONSTRUCTION. SIGNS SHALL BE REMOVED IF THEY ARE IN CONFLICT WITH PROPOSED WORK, AND APPROVED BY ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY EXISTING DAMAGE TO A SIGN PRIOR TO REMOVAL. THE CONTRACTOR SHALL REPLACE ALL SIGNS AND POSTS DAMAGED AFTER REMOVAL. THE COST OF ALL MATERIALS REQUIRED AND ALL LABOR NECESSARY TO COMPLY WITH THE RELOCATION OF SIGNS SHALL BE INCLUDED IN THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR ACCORDING TO ART. 107.25. UNLESS MARKED ON PLANS.
- THE CONTRACTOR SHALL NOTIFY THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- AGGREGATE SUBGRADE FOR RECONSTRUCTED PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH AGGREGATE SUBGRADE IMPROVEMENT 12" PER BUREAU OF MATERIALS.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF ADDISON. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- PRUNE TREE LIMBS THAT MIGHT BE DAMAGED BY EQUIPMENT OPERATIONS AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION BY A CERTIFIED ARBORIST. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT AFTER THE INITIAL PRUNING MUST BE PRUNED CORRECTLY WITHIN 72 HOURS.
- SUPPLEMENTAL WATERING IS SPECIFIED FOR TREES AND SHRUBS THAT WILL BE DISTURBED BY CONSTRUCTION BUT WILL REMAIN. NOTE THAT WATERING SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING, TOP PRUNING OR OTHER CONSTRUCTION DISTURBANCE.

SOIL EROSION AND SEDIMENTATION CONTROL NOTES

- THE FOLLOWING PRINCIPLES SHALL APPLY TO ALL MOVEMENT OF EARTH AND STORM DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON SITE.
- THE SMALLEST PRACTICAL AREA OF LAND IS TO BE EXPOSED AT ANY GIVEN TIME DURING CONSTRUCTION. EXPOSURE SHALL BE KEPT TO AS SHORT A DURATION OF TIME AS IS PRACTICAL.

- THE CONTRACTOR SHALL INSTALL TEMPORARY SEEDING WHERE EXPOSED AREAS REQUIRE PROTECTION TO CONTROL SOIL EROSION AND SEDIMENTATION DURING CONSTRUCTION AS SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DISTURBED AREAS WITHIN 15 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE. PERMANENT STABILIZATION SHALL BE DONE WITHIN 15 DAYS AFTER COMPLETION OF FINAL GRADING OF THE SOIL. TEMPORARY SEEDED AREAS SHALL BE MEASURED IN THE FIELD AND SHALL BE PAID AT THE CONTRACT PRICE PER ACRE FOR SEEDING, CL. 1.
- THE CONTRACTOR SHALL INSTALL SEDIMENT BASINS OR SILT TRAPS IF SPECIFIED ON THE DRAWINGS TO CONTROL SEDIMENT FROM LEAVING THE SITE.
- STABILIZE AND PROTECT DISTURBED AREAS. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. MECHANICAL, STRUCTURAL, AND/OR VEGETATIVE CONTROL METHODS SHALL BE USED IN ORDER TO RETARD SOIL EROSION IF DIRECTED BY THE ENGINEER.
- KEEP RUN-OFF VELOCITIES LOW WITH SHORT SLOPES AND LOW GRADIENTS. THE INSTALLATION OF NATURAL VEGETATIVE COVER HELPS TO KEEP STORM WATER VELOCITIES LOW, AND THUS LIMIT SOIL EROSION EFFECTS.
- PROTECT DISTURBED AREAS FROM STORM WATER RUN-OFF. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. PROTECTIVE MEASURES SHALL BE UTILIZED TO DIVERT RUN-OFF FROM DISTURBED AREAS.
- RETAIN SEDIMENT WITHIN THE SITE AREA - SEDIMENT BASINS SHALL BE CONSTRUCTED IN ORDER TO DETAIN SEDIMENT LADEN RUN-OFF SO THAT THE SOIL PARTICLES SETTLE OUT. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED. SEDIMENT TRAPS ARE INCIDENTAL TO EARTH EXCAVATION PAY ITEM.
- NATURAL PLANT COVER SHALL BE MAINTAINED AND PROTECTED AND ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION.
- PROTECTION OF EXISTING FACILITIES AND UTILITIES - THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY FACILITIES FOR THE PROTECTION OF ALL EXISTING UTILITIES ON OR ADJACENT TO THE PROJECT. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT. FURTHERMORE, ANY DAMAGE DONE BY HIM, HIS AGENTS, OR ASSIGNS SHALL BE REPAIRED AT NO ADDITIONAL COMPENSATION.
- DIRT ON PAVEMENT - WHERE A CONTRACTOR'S EQUIPMENT IS OPERATED UPON AN EXISTING PAVEMENT USED BY TRAFFIC THE CONTRACTOR SHALL CLEAN THE PAVEMENT OF ALL DIRT AND DEBRIS AT THE END OF EACH DAY'S OPERATIONS AND AT OTHER TIMES AS DIRECTED BY THE OWNER, THE ENGINEER, OR THE GOVERNING MUNICIPALITY. THE CLEANING WORK SHALL BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE COST OF THE CONTRACTOR'S CONTRACT FOR THE WORK TO BE PERFORMED.
- DUST CONTROL - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF EXCESSIVE DUST DURING THE CONSTRUCTION PERIOD UNTIL THE ROAD PAVEMENT IS INSTALLED BY THE PAVING CONTRACTOR. THE REQUIREMENT FOR DUST CONTROL SHALL BE AS DIRECTED BY THE ENGINEER, AND SUCH DUST CONTROL (IF REQUIRED) SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- INLET PROTECTION SHALL BE PROVIDED FOR ANY OPEN LID. FILTER FABRIC SHALL BE PLACED ACROSS THE FRAME AND THE LID DROPPED IN PLACE.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
- WHEN A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE (3) DAYS, SEDIMENT AND EROSION CONTROL MEASURES WILL BE IMPLEMENTED. EROSION CONTROL FOR STOCKPILE MATERIALS WILL NOT BE MEASURED FOR PAYMENT.
- THE CONTRACTOR SHALL MAKE AN EFFORT TO MINIMIZE USE OF HEAVY EQUIPMENT WITHIN THE DESIGNATED DRAINAGE FACILITIES.
- NO STOCKPILING WITHIN DRIP LINE OF TREES. MAINTAIN TWENTYFIVE (25) FEET MINIMUM DISTANCE BETWEEN STOCKPILES AND DRAINAGE WAY, AND SILT FENCE OR VEGETATIVE COVER ON DOWNHILL SIDE.
- CONCRETE WASHOUT IS INCIDENTAL TO CORRESPONDING WORK.
- ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILF 40.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE OF APPROVAL.
- THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.

- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
- ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. AREAS THAT HAVE BEEN STRIPPED AND WILL NOT RECEIVE PERMANENT LANDSCAPING WITHIN SEVEN (7) DAYS SHALL RECEIVE TEMPORARY EROSION CONTROL SEEDING.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT. CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
- GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ON TO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
- EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE CONTRACTOR PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 - INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS.
- ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.

(SEE SHEET 10 FOR ADDITIONAL EROSION CONTROL NOTES)

LEGEND

PROPOSED	EXISTING	
		- SANITARY MANHOLE
		- SANITARY FLOW
		- SANITARY FORCE MAIN
		- STORM MANHOLE
		- CATCH BASIN
		- INLET
		- FLARED END SECTION
		- STORM FLOW
		- WATER VALVE
		- BUFFALO BOX
		- FIRE HYDRANT
		- WATER MAIN
		- SURFACE FLOW
		- LIGHT FIXTURES
		- SIGNS
		- CONTOURS
		- UNDERGROUND PHONE LINE
		- UNDERGROUND ELECTRICAL LINE
		- UNDERGROUND GAS LINE
		- UNDERGROUND TELEVISION LINE
		- FLOOD ROUTE
		- SOIL EROSION, STRAW BALE PROTECTION FOR STRUCTURES
		- SOIL EROSION, GEOTEXTILE PROTECTION FOR STRUCTURES (IN PARKING AREAS)
		- SOIL EROSION, STRAW BALE PROTECTION FOR CULVERTS & FLARED ENDS
		- SOIL EROSION, DITCH CHECKS
		- SILT FENCE
		- TRAFFIC SIGNAL MAST ARM WITH LIGHT
		- TRAFFIC SIGNAL POST
		- TRAFFIC SIGNAL HANDHOLE
		- BORING LOCATIONS



USER NAME *	DESIGNED - JV/AS	REVISED -
PLOT SCALE *	DRAWN - CS/DB	REVISED -
PLOT DATE = Jan 15, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
INDEX OF SHEETS, GENERAL NOTES, HIGHWAY STANDARDS, COMMITMENTS

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01-20-06-SR	DuPAGE	38	2
ILLINOIS FED. AID PROJECT			CONTRACT NO. 63785	

SUMMARY OF QUANTITIES			ROADWAY RECONSTRUCTION	BRIDGE REPLACE	TRAINEES
ITEM	UNIT	TOTAL	CODE	CODE	CODE
			0004	0011	0042
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	64	64	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	60	60	
20101000	TEMPORARY FENCE	FOOT	850	850	
Δ 20101200	TREE ROOT PRUNING	EACH	15	15	
Δ 20101300	TREE PRUNING (1 - 10 INCH DIAMETER)	EACH	12	12	
Δ 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	8	8	
Δ 20101400	NITROGEN FERTILIZER NUTRIENT	POUND	55	55	
Δ 20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	55	55	
20200100	EARTH EXCAVATION	CU YD	621	621	
Δ 21101015	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2965	2965	
Δ 25000110	SEEDING, CLASS 1A	ACRE	0.61	0.61	
Δ 25200200	SUPPLEMENTAL WATERING	UNIT	10.00	10.00	
Δ 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	76	76	
28000305	TEMPORARY DITCH CHECKS	FOOT	114	114	
28000400	PERIMETER EROSION BARRIER	FOOT	1872	1872	
28000510	INLET FILTERS	EACH	8	8	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1194	1194	
28200200	FILTER FABRIC	SQ YD	1194	1194	
35101800	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	356	356	
35102400	AGGREGATE BASE COURSE, TYPE B 12"	SQ YD	1793	1793	
35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	1793	1793	

SUMMARY OF QUANTITIES			ROADWAY RECONSTRUCTION	BRIDGE REPLACE	TRAINEES
ITEM	UNIT	TOTAL	CODE	CODE	CODE
			0004	0011	0042
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	448	448	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	232	232	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	50	50	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3201	3201	
44000100	PAVEMENT REMOVAL	SQ YD	2056	2056	
44000500	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	25	25	
44000600	SIDEWALK REMOVAL	SQ FT	2588	2588	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	457	457	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	105	105	
50200300	COFFERDAM EXCAVATION	CU YD	135	135	
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1	
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1	1	
50300225	CONCRETE STRUCTURES	CU YD	250	250	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	219	219	
50300260	BRIDGE DECK GROOVING	SQ YD	703	703	
50300280	CONCRETE ENCASEMENT	CU YD	9	9	
50300300	PROTECTIVE COAT	SQ YD	1130	1130	
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	6633	6633	

SUMMARY OF QUANTITIES			ROADWAY RECONSTRUCTION	BRIDGE REPLACE	TRAINEES
ITEM	UNIT	TOTAL	CODE	CODE	CODE
			0004	0011	0042
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	73700	73700	
Δ 50900105	ALUMINUM RAILING, TYPE L	FOOT	346	346	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2152	2152	
51202305	DRIVING PILES	FOOT	2152	2152	
51203800	TEST PILE STEEL HP14X73	EACH	4	4	
51500100	NAME PLATES	EACH	1	1	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	62	62	
60255500	MANHOLES TO BE ADJUSTED	EACH	6	6	
60260100	INLETS TO BE ADJUSTED	EACH	3	3	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	26	26	
67100100	MOBILIZATION	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
Δ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73	
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2727	2727	
Δ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	231	231	
Δ 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1110	1110	
Δ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	66	66	

SUMMARY OF QUANTITIES			ROADWAY RECONSTRUCTION	BRIDGE REPLACE	TRAINEES
ITEM	UNIT	TOTAL	CODE	CODE	CODE
			0004	0011	0042
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	32	32	
Δ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	38	38	
Δ 88600600	DETECTOR LOOP REPLACEMENT	FOOT	461	461	
Δ A2001020	TREE, ACER RUBRUM (RED MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
Δ A2006420	TREE, QUERCUS ALBA (WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
Δ A2007120	TREE, QUERCUS RUBRA (RED OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
Δ K1004572	PRAIRIE SEEDING (SPECIAL)	ACRE	0.15	0.15	
Δ X0322453	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	2.00	2	
Δ X2010510	CLEARING AND GRUBBING	L SUM	1	1	
Δ X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	3035	3035	
* X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	738	738	
* X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	110	110	
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
* Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	360	360	
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	110	110	
* Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	162	162	
* Z0076600	TRAINEES	HOUR	500	500	
* Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	

Δ SPECIALTY ITEMS DENOTES \* SPECIAL PROVISION



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DESIGNED - SV/AS  
DRAWN - CS/DB  
CHECKED - SV  
PLOT DATE - Jan 28, 2013  
DATE -

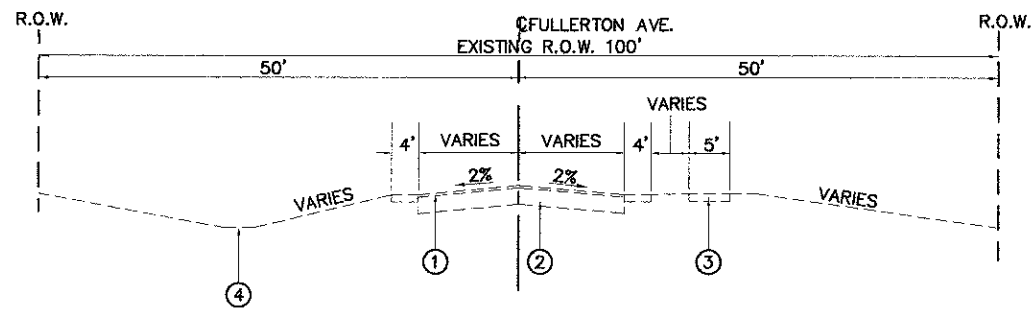
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
SUMMARY OF QUANTITIES

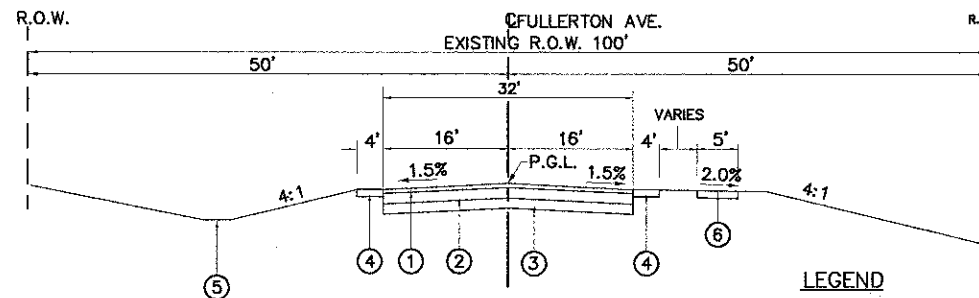
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F.A.U. R.F.E. SECTION COUNTY TOTAL SHEETS SHEET NO.  
06-01120-00-BR DuPAGE 38 3  
CONTRACT NO. 63785  
ILLINOIS FED. AID PROJECT



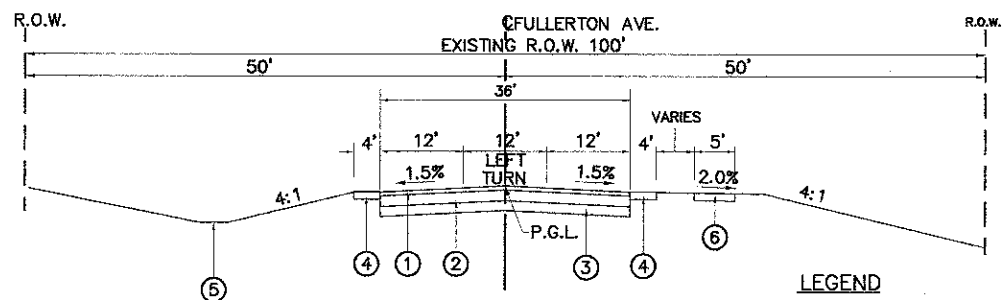
EXISTING TYPICAL SECTION - FULLERTON AVE.  
STA. 14+28.96 TO STA. 17+72.56  
STA. 19+25.60 TO STA. 21+41.97

- LEGEND**
- ① 16" HOT-MIX ASPHALT PAVEMENT STA. 14+28.96 TO STA. 17+72.56  
6.75" HOT-MIX ASPHALT PAVEMENT STA. 19+25.60 TO STA. 21+41.97
  - ② 2" AGGREGATE SUBBASE STA. 14+28.96 TO STA. 17+72.56  
5.25" AGGREGATE SUBBASE STA. 19+25.60 TO STA. 21+41.97
  - ③ PCC SIDEWALK
  - ④ SWALE/DITCH



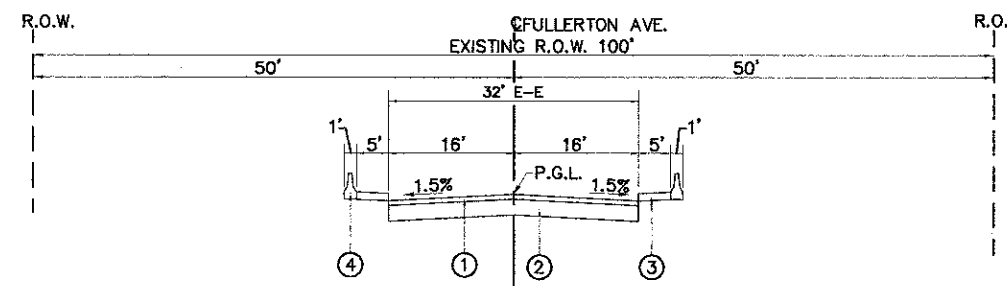
PROPOSED TYPICAL SECTION - FULLERTON AVE.  
STA. 15+78.1 TO STA. 16+85  
STA. 16+85 TO STA. 17+36.74  
STA. 19+61.79 TO STA. 21+41.97

- LEGEND**
- ① 2 1/4" HMA SURF CRS, MIX "D", N50, IL-9.5
  - ② 9" HMA BASE COURSE
  - ③ AGGREGATE BASE COURSE TYPE B, 12"
  - ④ 6" AGGREGATE SHOULDER
  - ⑤ SWALE/DITCH (STA. 15+78.1 TO STA. 16+85)
  - ⑥ 5" PCC SIDEWALK



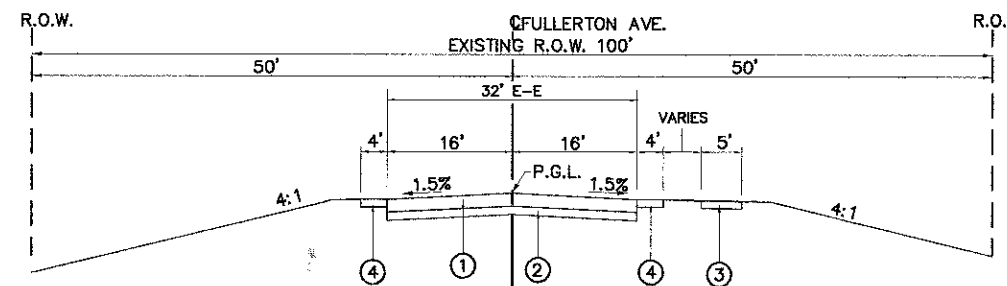
PROPOSED TYPICAL SECTION - FULLERTON AVE.  
STA. 14+28.96 TO STA. 15+78.1

- LEGEND**
- ① 2 1/4" HMA SURF CRS, MIX "D", N50, IL-9.5
  - ② 9" HMA BASE COURSE
  - ③ AGGREGATE BASE COURSE TYPE B, 12"
  - ④ 6" AGGREGATE SHOULDER
  - ⑤ SWALE/DITCH
  - ⑥ 5" PCC SIDEWALK



PROPOSED TYPICAL BRIDGE SECTION - FULLERTON AVE.  
STA. 17+72.56 TO STA. 19+25.59

- LEGEND**
- ① 5" CONCRETE WEARING SURFACE (MIN.)
  - ② 27" X 48" PCC DECK BEAM (TYP.)
  - ③ 5" PCC SIDEWALK
  - ④ CONCRETE BARRIER WALL



PROPOSED TYPICAL BRIDGE APPROACH SECTION - FULLERTON AVE.  
STA. 17+42.56 TO STA. 17+72.56  
STA. 19+25.59 TO STA. 19+55.59

- LEGEND**
- ① 15" CONCRETE BRIDGE APPROACH
  - ② AGGREGATE BASE COURSE TYPE B, 4"
  - ③ 5" PCC SIDEWALK
  - ④ 6" AGGREGATE SHOULDER

HOT-MIX MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	LOCATION
<b>FULL DEPTH PAVEMENT</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2 1/4" (IL 9.5 mm)	4% @ 50 Gyr.	FULLERTON AVE.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL 19 mm); 9" (2 LIFTS)	4% @ 50 Gyr.	FULLERTON AVE.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

\* When RAP exceeds 20%, the new asphalt binder in the mix shall be PG 58-22.

SCHEDULE OF QUANTITIES				FULLERTON AVE. STA 14+57.67 TO STA 17+36.74	FULLERTON AVE. STA 17+36.74 TO STA 19+61.42	FULLERTON AVE. STA 19+61.42 TO STA 21+41.97
ITEM	UNIT	TOTAL				
20101000	TEMPORARY FENCE	FOOT	850	500	350	
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	55	31.74	23.40	
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	55	31.74	23.40	
20200100	EARTH EXCAVATION	CU YD	621	372.60	248.40	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2965	1706.93	1258.42	
25000110	SEEDING, CLASS 1A	ACRE	0.61	0.35	0.26	
25200200	SUPPLEMENTAL WATERING	UNIT	10	5	5	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	76	35.27	15.00	
28000305	TEMPORARY DITCH CHECKS	EACH	4	4.00		
28000400	PERIMETER EROSION BARRIER	FOOT	1872	598.15	570.98	
28000510	INLET FILTERS	EACH	8	6.00	2.00	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1194		1194.00	
28200200	FILTER FABRIC	SQ YD	1194		1194.00	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	356	153.82	84.46	
35102400	AGGREGATE BASE COURSE, TYPE B 12"	SQ YD	1793	1063.10	729.65	
35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	1793	1063.10	729.65	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	448	265.78	182.41	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	232	137.54	94.40	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	50	25.00	25.00	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3201	1384.36	760.12	
44000100	PAVEMENT REMOVAL	SQ YD	2056	1219.02	836.66	
44000500	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	25	25.27		
44000600	SIDEWALK REMOVAL	SQ FT	2588	1440.48	1147.88	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	457	235.41	222.05	

SCHEDULE OF QUANTITIES				FULLERTON AVE. STA 14+57.67 TO STA 17+36.74	FULLERTON AVE. STA 17+36.74 TO STA 19+61.42	FULLERTON AVE. STA 19+61.42 TO STA 21+41.97
ITEM	UNIT	TOTAL				
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1.00	
50200100	STRUCTURE EXCAVATION	CU YD	105		104.70	
50200300	COFFERDAM EXCAVATION	CU YD	135		134.90	
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1		1.00	
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1		1.00	
50300225	CONCRETE STRUCTURES	CU YD	250		250.30	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	219		218.90	
50300260	BRIDGE DECK GROOVING	SQ YD	703		703.00	
50300280	CONCRETE ENCASEMENT	CU YD	9		8.80	
50300300	PROTECTIVE COAT	SQ YD	1130		1130.00	
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	6633		6633.00	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	73700		73700.00	
50900105	ALUMINUM RAILING, TYPE L	FOOT	346		346.00	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2152		2152.00	
51202305	DRIVING PILES	FOOT	2152		2152.00	
51203800	TEST PILE STEEL HP14X73	EACH	4		4.00	
51500100	NAME PLATES	EACH	1		1.00	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	62		62.00	
60255500	MANHOLES TO BE ADJUSTED	EACH	6	5.00	1.00	
60260100	INLETS TO BE ADJUSTED	EACH	3	3.00		
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	26	26.00		
67100100	MOBILIZATION	L SUM	1			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 70101	L SUM	1			

SCHEDULE OF QUANTITIES				FULLERTON AVE. STA 14+57.67 TO STA 17+36.74	FULLERTON AVE. STA 17+36.74 TO STA 19+61.42	FULLERTON AVE. STA 19+61.42 TO STA 21+41.97
ITEM	UNIT	TOTAL				
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73		72.80	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2727	1170.78	852.12	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	231	230.70		
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1110	310.63	426.06	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	66	11.91	34.44	
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	32	32.00		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	38	18.00	12.00	
88600600	DETECTOR LOOP REPLACEMENT	FOOT	461	461.00		
K1004572	PRAIRIE SEEDING (SPECIAL)	ACRE	0.15		0.15	
X2010510	CLEARING AND GRUBBING	L SUM	1			
X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	3035	1706.93	70.00	
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	738		738.00	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	110		110.00	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1			
Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	360	36.00	324.00	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	55			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	162		162.00	
Z0076600	TRAINEES	HOUR	500	500.00		
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500.00		

TREE TRUNK PROTECTION & PRUNING (EA)

STATION	DISTANCE FROM CENTER LINE
17+02	31'L
17+03	33'R
17+13	33'R
17+15	36'L
17+23	33'R
17+34	40'L
17+55	31'L
17+66	33'L
17+87	31'R
17+91	33'R
19+15	34'R
19+18	31'R
19+21	34'L
19+37	32'L
19+59	32'R
19+63	31'L
19+84	30'R
19+98	29'L
19+99	30'R
20+04	30'L
TOTAL	26

TREE REMOVAL / REPLACEMENT SCHEDULE (UNITS DIA.)

STATION	DISTANCE FROM CENTERLINE	6" TO 15" DIAMETER	OVER 15" DIAMETER
17+70	23'R	8"	
17+71	24'L	8"	
17+75	25'R	8"	16"
17+95	26'R	8"	16"
17+93	23'L	8"	
17+31	23'L	8"	
19+10	25'L	8"	
19+15	27'R	8"	
19+20	28'L	8"	
19+23	29'L	8"	16"
19+24	24'R	8"	
19+30	28'R	8"	16"
TOTAL		64	60
TOTAL TREES REMOVED		12 EACH	

EARTH WORK SCHEDULE

LOCATION	EARTH EXCAVATION PAVEMENT REMOVAL (CUBIC YARD)	EMBANKMENT (CUBIC YARD)	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-) (CUBIC YARD)
STA 14+57.67 TO 17+36.74	1217	912	305
STA 19+61.42 TO 21+41.97	605	289	318
TOTAL	1322	1201	621



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 PLOT SCALE =  
 PLOT DATE = Jun 28, 2013

DESIGNED - JV/AS  
 DRAWN - CS/DB  
 CHECKED - SV  
 DATE =

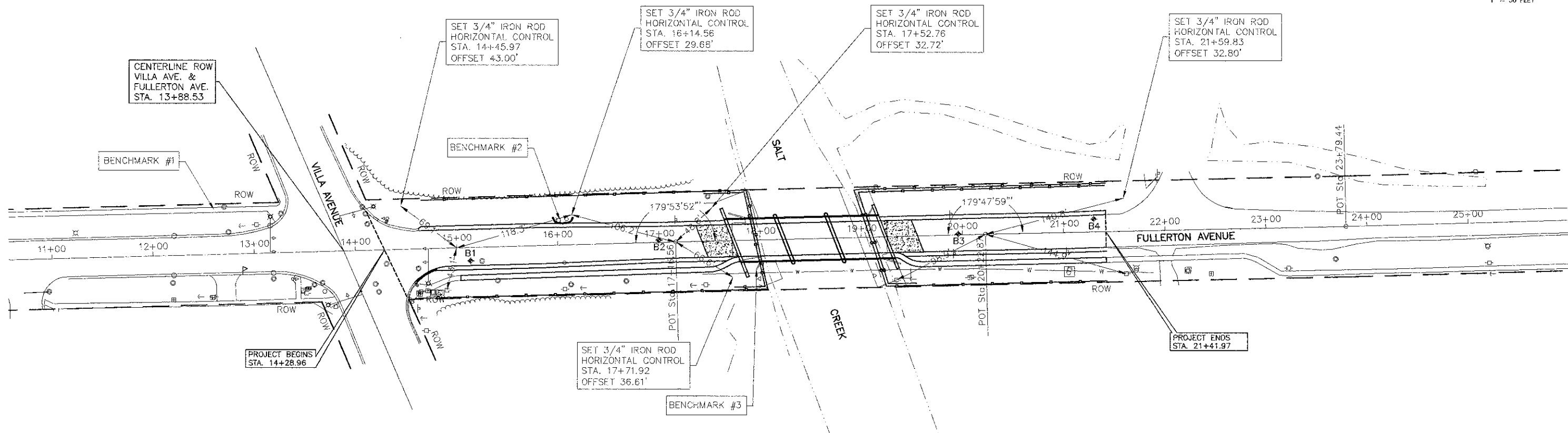
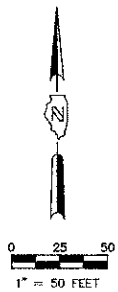
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
 SCHEDULE OF QUANTITIES

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97

F.A.U. R.T.E. SECTION COUNTY TOTAL SHEETS NO. 08-01120-00-BR DUPAGE 38 5 CONTRACT NO. 63785 ILLINOIS FED. AID PROJECT



FULLERTON AVENUE ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
BEGINNING OF ALIGNMENT	14+28.96	1913707.91	1081895.70
POINT OF TANGENT	17+16.56	1913715.87	1082183.18
POINT OF TANGENT	20+22.87	1913723.80	1082489.39
END OF ALIGNMENT	21+41.97	1913726.47	1082608.45

SITE BENCHMARKS

NUMBER	DESCRIPTION	ELEVATION
1	CROSS CUT IN SIDEWALK NEAR NORTHWEST CORNER OF VILLA AVENUE AND FULLERTON AVENUE.	674.57
2	CROSS CUT IN LIGHT POLE BASE	671.25
3	CHISELED "X" ON EXISTING WINGWALL	678.81

SOURCE BENCHMARK

DuPAGE COUNTY BENCHMARK: YK03001  
 TOWNSHIP: YORK  
 DESCRIPTION: THE STATION IS AT THE SOUTHWEST CORNER OF THE INTERSECTION OF NORTH AVENUE AND VILLA AVENUE, 58.0 FT. SOUTH OF THE CENTERLINE OF NORTH AVENUE AND 59.80 FT. WEST OF THE CENTERLINE OF VILLA AVENUE. A BRONZE DISK MONUMENT ESTABLISHED IN CONCRETE BASE OF TRAFFIC CONTROL LIGHT STAMPED "DuPAGE COUNTY MAPS AND PLATS".  
 STATION ELEVATION: 679.8569 FT.  
 VERTICAL DATUM: NGVD 29

PLOT DATE: Jan 03, 2013  
 FILENAME: H:\11-TP\3007-Fullerton Bridge\PLAN-ENG\RF-Y-1311-TP-3007\_Site\_2013-01.dwg



USER NAME *	DESIGNED - JV/AS	REVISED -
PLOT SCALE *	DRAWN - CS/DB	REVISED -
PLOT DATE * Jan 03, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

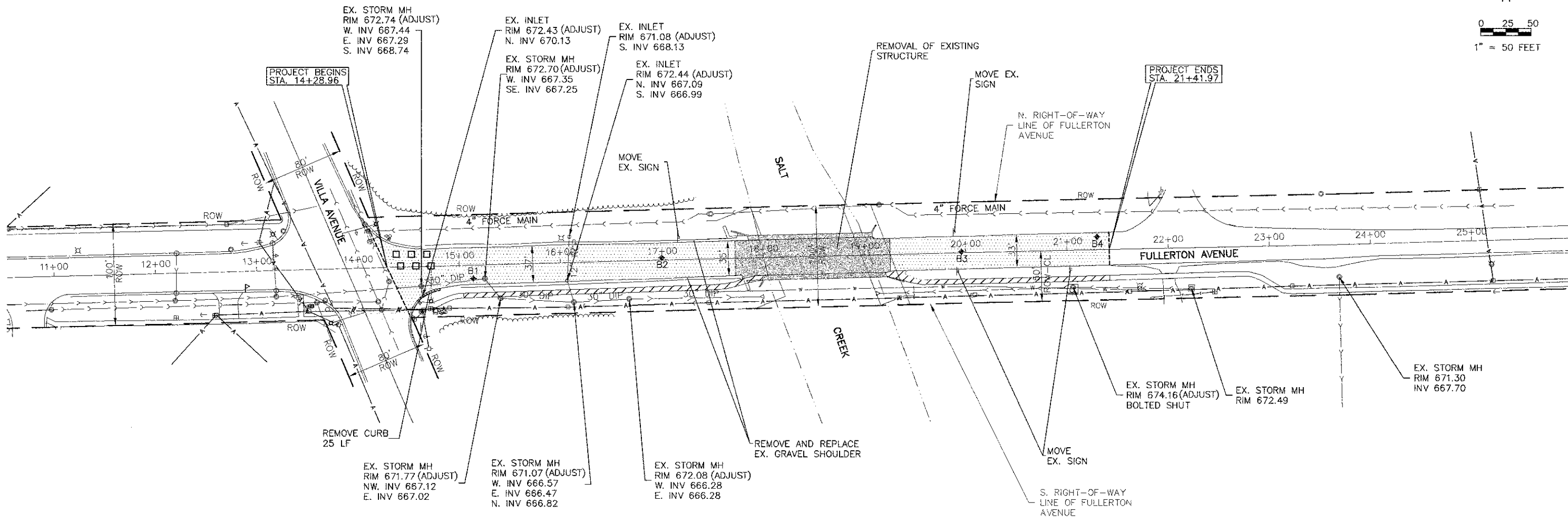
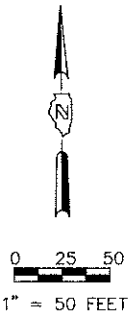
FULLERTON AVENUE BRIDGE OVER SALT CREEK  
 ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01*20-00-BR	DuPAGE	38	6
CONTRACT NO. 63785			ILLINOIS FED. AID PROJECT	

**DEMOLITION LEGEND**

- PAVEMENT REMOVAL
- REMOVAL OF EXISTING STRUCTURE
- SIDEWALK REMOVAL
- CURB AND GUTTER REMOVAL
- FULL DEPTH SAW CUT



PLOT DATE: JUN 03, 2013  
 FULLERTON AVENUE BRIDGE OVER SALT CREEK - CIVIL - 2007 SITE - 03.dwg



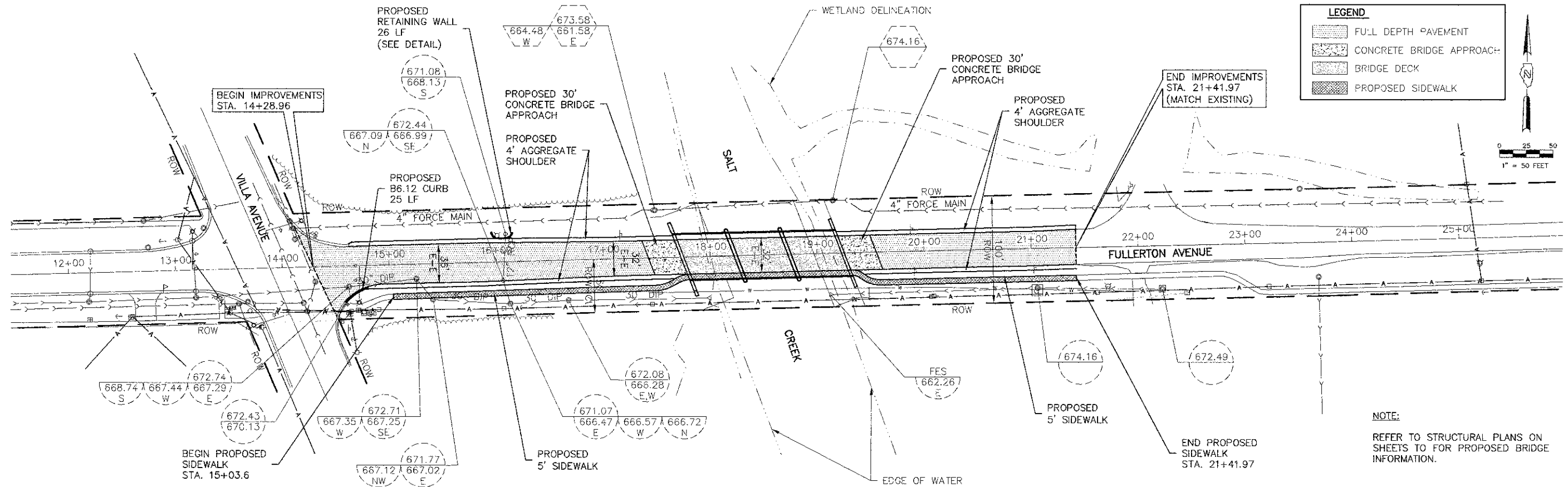
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PLOT DATE * JUN 03, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

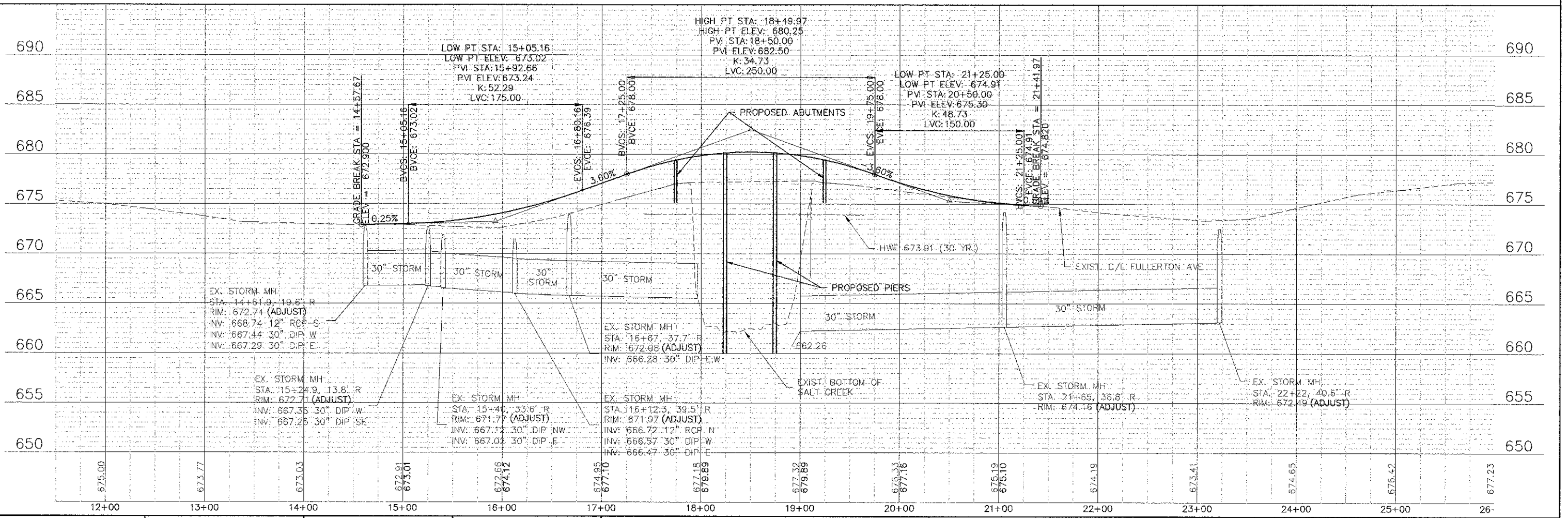
**FULLERTON AVENUE BRIDGE OVER SALT CREEK  
EXISTING CONDITIONS AND DEMOLITION PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	7
CONTRACT NO. 63785			ILLINOIS FED. AID PROJECT	



**NOTE:**  
REFER TO STRUCTURAL PLANS ON SHEETS TO FOR PROPOSED BRIDGE INFORMATION.



USER NAME	DESIGNED - JV/AS	REVISED -
PLOT SCALE	DRAWN - CS/DB	REVISED -
PLOT DATE - Jan 03, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FULLERTON AVENUE BRIDGE OVER SALT CREEK  
PLAN AND PROFILE SHEET**

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 14+28.96 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	8
CONTRACT NO. 63785			ILLINOIS FED. AID PROJECT	

FILED DATE: Jan 03, 2013  
 FILED BY: J. MORRIS  
 PROJECT: FULLERTON AVENUE BRIDGE OVER SALT CREEK  
 SHEET: 8 OF 38



\* MOUNTED ON TYPE III BARRICADE

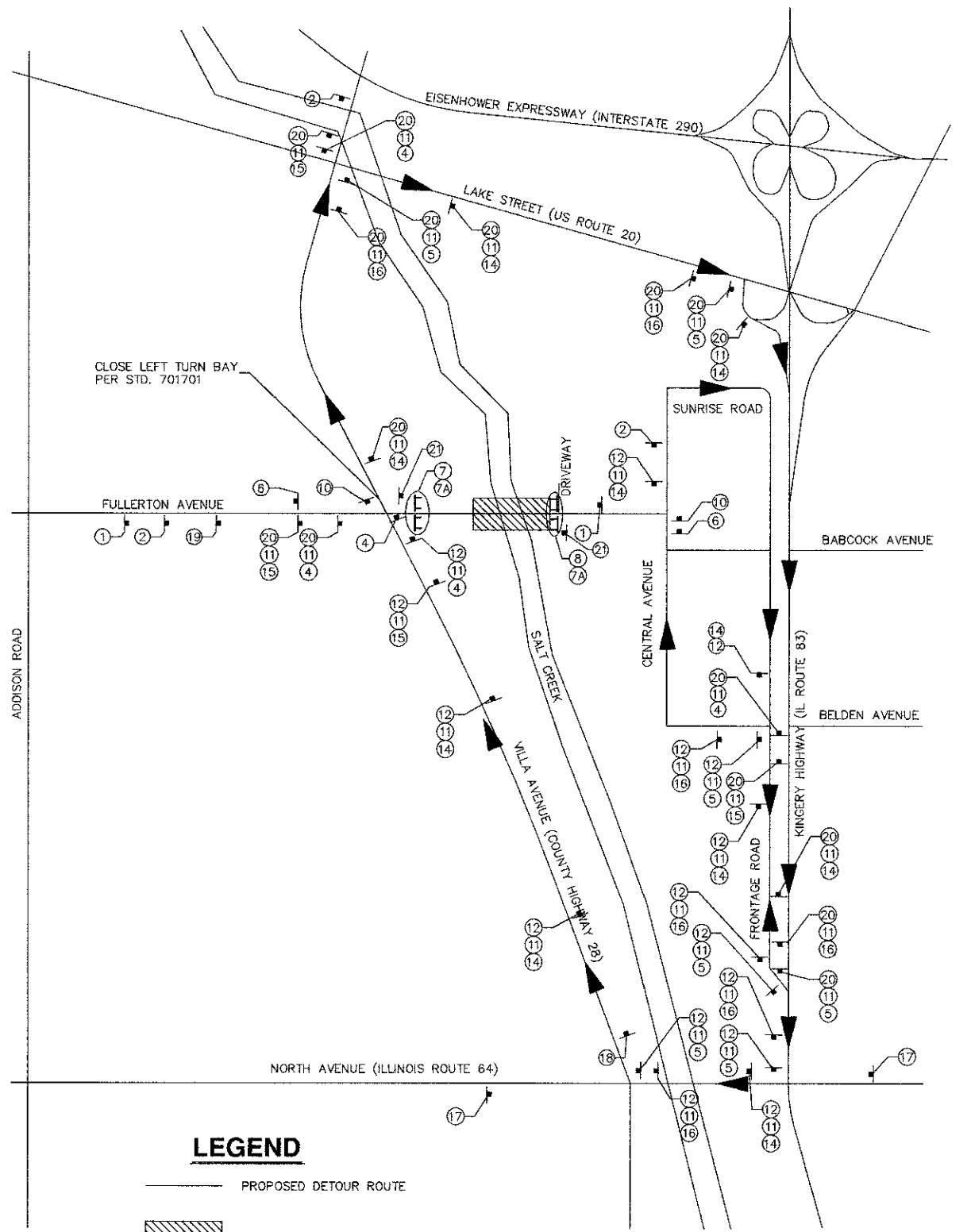
- ① ROAD CLOSED AHEAD W20-3 48" X 48"
- ② DETOUR AHEAD W20-2 48" X 48"
- \*③ ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"  
DETOUR M4-10R 48" X 18"
- ④ FULLERTON AVE DETOUR 24" X 9"  
M4-9L 30" X 24"
- ⑤ FULLERTON AVE DETOUR 24" X 9"  
M4-9R 30" X 24"
- ⑥ END DETOUR M4-8A 24" X 18"
- \*⑦ ROAD CLOSED R11-2 48" X 30"  
DETOUR M4-10L 48" X 18"
- ⑦A BRIDGE OUT R11-2 48" X 30"
- \*⑧ ROAD CLOSED R11-2 48" X 30"
- ⑨ R3-1 30" X 30"
- ⑩ R3-2 30" X 30"
- ⑪ FULLERTON AVE SPECIAL 24" X 9"
- ⑫ WEST M3-4 24" X 12"
- \*⑬ ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"
- ⑭ FULLERTON AVE DETOUR 24" X 9"  
M4-9 30" X 24"
- ⑮ FULLERTON AVE DETOUR 24" X 9"  
M4-9L 30" X 24"
- ⑯ FULLERTON AVE DETOUR 24" X 9"  
M4-9R 30" X 24"
- ⑰ FULLERTON AVE CLOSED EAST OF VILLA AVE 60" X 36"
- ⑱ ROAD CLOSED 500 FT W20-3 48" X 48"
- ⑲ EAST M3-2 24" X 12"
- ⑳ ROAD WILL BE CLOSED FROM MMM #1 THRU MMM #2 R11-2 66" X 48"

**NOTES REGARDING SIGN (7):**

① OVERLAY PANEL TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (I.E. "FROM APR 2")

② OVERLAY PANEL TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR (I.E. "THRU JULY"). OMIT THE DATE ON PANEL 2; MONTH ONLY.

ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS ① AND ② IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.



**LEGEND**

- PROPOSED DETOUR ROUTE
- ▨ WORK ZONE
- TT TYPE III BARRICADE WITH TWO WAY WARNING LIGHTS
- ▲ TRAFFIC DIRECTION
- SIGN ON PERMANENT SUPPORT WITH MONO DIRECTIONAL WARNING LIGHTS & ORANGE FLAG ATTACHED
- ② SIGN DESIGNATION

- NOTES:**
- This item shall be performed in accordance with the Standard Specifications for Road and Bridge Construction, Section 700; applicable guidelines in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways; and the applicable Highway Standards for Traffic Control; unless herein revised.
  - The Type III Barricades are to be placed in accordance with the applicable Traffic Control Standards unless the Engineer directs that alternate arrangement be used.
  - No construction shall begin until all TRAFFIC CONTROL is in place and approved by the Engineer.
  - When any construction operations are performed, all signs, barricades, cones, warning lights, etc. shall be installed in accordance with the Standards. Whenever traffic is restricted to one lane of roadway, Standard 701501-06 shall be followed.
  - Relocation or removal of existing traffic control signs and devices in conflict with construction shall be done with cost incidental to EARTH EXCAVATION. Any signs or devices left in place are to be protected from damage by the Contractor, and any damage caused by construction will be paid for by the Contractor.
  - Type I or Type II Barricades, or Vertical Panels, with Mono-Directional Steady-Burn Lights shall be required along temporary roads and side streets to delineate the traveled way within the construction. The maximum spacing shall be 50' center to center.  
  
Any drop-off greater than three inches but less than six inches, within eight feet of the pavement edge, shall be protected by Type I or Type II Barricades equipped with Mono-Directional Steady-Burn Lights at 50' center to center spacing. If the drop-off within eight feet of the pavement exceeds six inches, the barricades mentioned above shall be placed at 50' center to center spacing. Barricades that must be placed in excavated areas shall have leg extensions installed such that the top of the barricade is in compliance with the height requirements of Standard 701901-02.
  - Type I or Type II Barricades with two way flashing lights shall be required at all open trenches, excavations, open or exposed sewer structures, transverse pavement joints, materials, equipment within the right-of-way (number and spacing depends on the conditions), and at locations designated by the Engineer or local law enforcement agencies.
  - The cost of supplying, erecting, and maintaining barricades, warning lights, and detour signs will be included in the contract lump sum price for TRAFFIC CONTROL AND PROTECTION DETOUR (SPECIAL).
  - The following Traffic control standards are noted as minimum guides in implementing the traffic control for this project:  
  
701301-04 LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS  
701501-06 URBAN LANE CLOSURE 2L, 2W UNDIVIDED  
701901-02 TRAFFIC CONTROL & PROTECTION  
720001-01 SIGN MOUNTING DETAILS  
720006-03 SIGN PANEL ERECTION DETAILS  
728001-01 TELESCOPING STEEL SIGN SUPPORT  
701311-02 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY  
701501-04 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED  
701006-04 OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE  
701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE  
701701-08 URBAN LANE CLOSURE, MULTILANE INTERSECTION
  - Traffic Control depicted is the minimum requirement. Other signs or barricades may be required by the Engineer to cover unforeseen situations or project sequencing. Adherence to this Traffic Control Plan does not relieve the Contractor from liability or responsibility in providing complete traffic safety for motorists and construction personnel.
  - Jersey wall required on bridge approach during construction.
  - 2 flashers on type III barricades.
  - Put bags on southbound Villa Ave left turn signal heads at Fullerton Ave intersection once salt creek bridge is closed.
  - Place type III barricades on east leg of Fullerton Ave intersection with Villa Ave outside of video detection zone.

PLOT DATE: JUN 10 2013  
 PLOT SCALE: 1"=40'  
 PLOT DATE: JUN 18, 2013



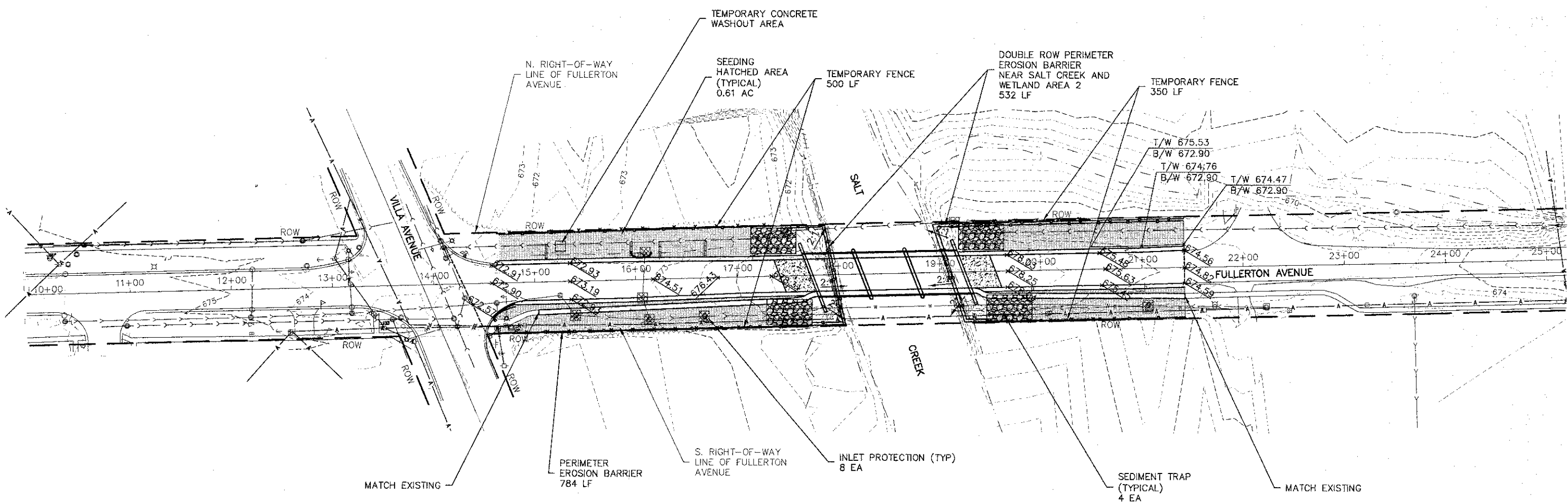
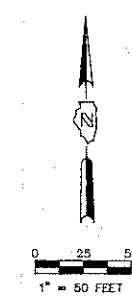
USER NAME	DESIGNED - JV/AS	REVISED -
	DRAWN - CS/DB	REVISED -
PLOT SCALE	CHECKED - SV	REVISED -
PLOT DATE - JUN 18, 2013	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FULLERTON AVENUE BRIDGE OVER SALT CREEK  
TRAFFIC CONTROL PLAN**

SCALE: 1"=40' SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97





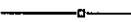

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	9
CONTRACT NO. 63785			ILLINOIS FED. AID PROJECT	



**EROSION CONTROL NOTES: (CONTINUED FROM SHEET 2)**

- 29. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% OF THE HEIGHT OF THE CONTROL DEVICE. THE COST OF THE MAINTENANCE AND CLEANING OF THE EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE PAY ITEMS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 30. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER IF NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES SHALL BE PROTECTED FROM EROSION.

**LEGEND**

-  4" TOPSOIL, SALT TOLERANT SEED CLASS 1A EROSION CONTROL BLANKET, NAG S-75 RESTORATION
-  TEMPORARY DITCH CHECKS
-  INLET PROTECTION
-  SEDIMENT TRAP
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE

NOTE: CONCRETE WASHOUT IS INCIDENTAL TO CORRESPONDING WORK.



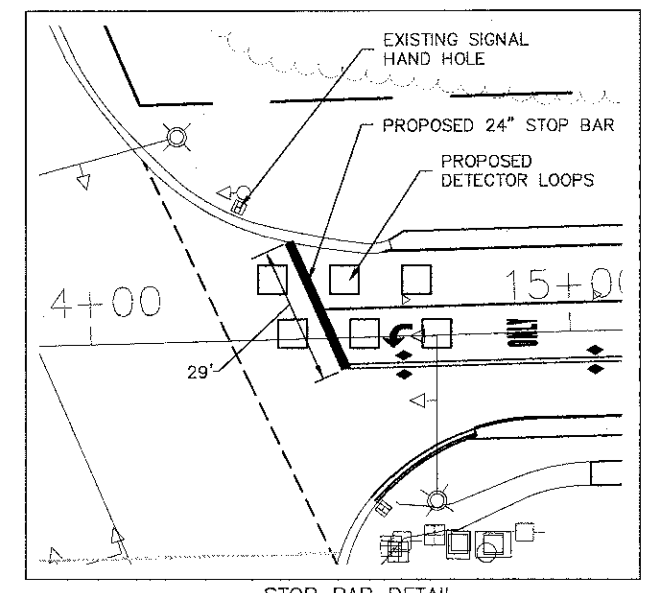
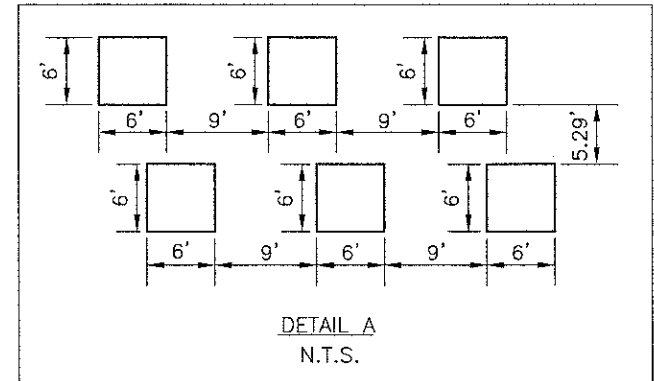
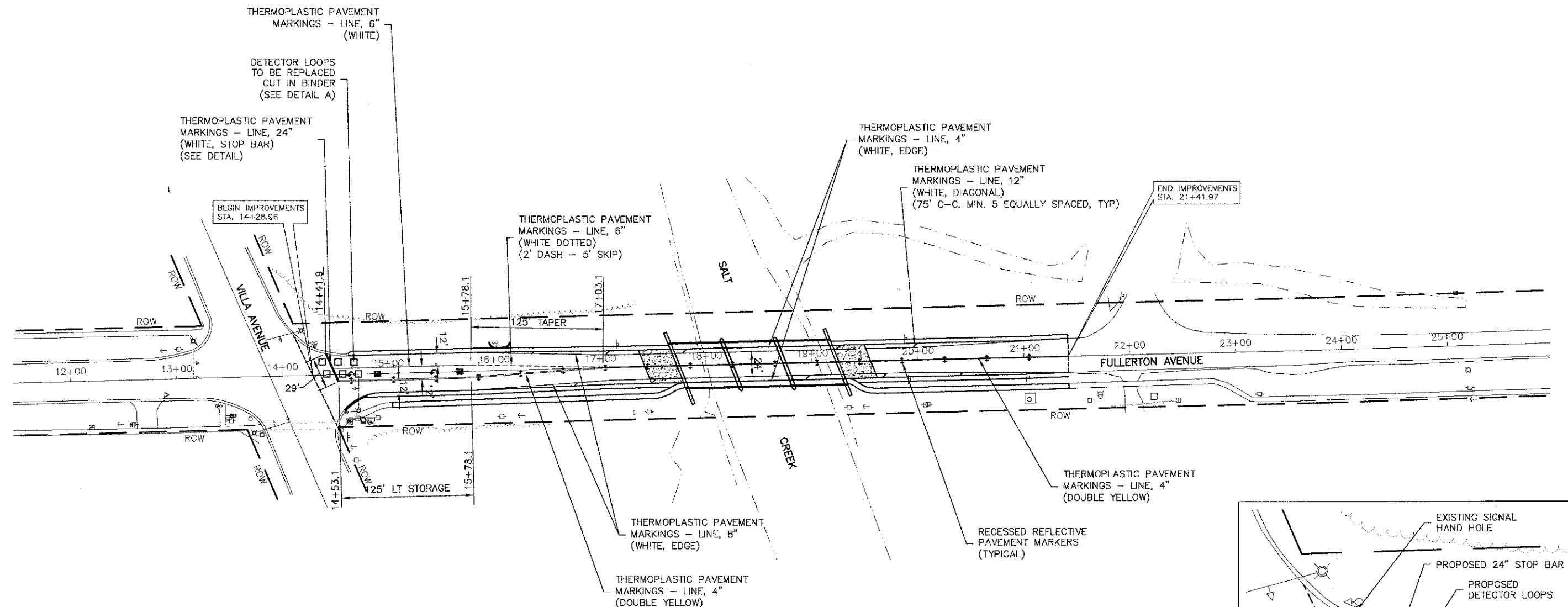
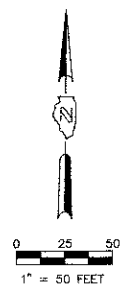
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PLOT SCALE =	DRAWN - CS/DB	REVISED -
PLOT DATE = Jun 25, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FULLERTON AVENUE BRIDGE OVER SALT CREEK  
EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 14+28.96 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	10
CONTRACT NO. 63785				
ILLINOIS FED. AID PROJECT				



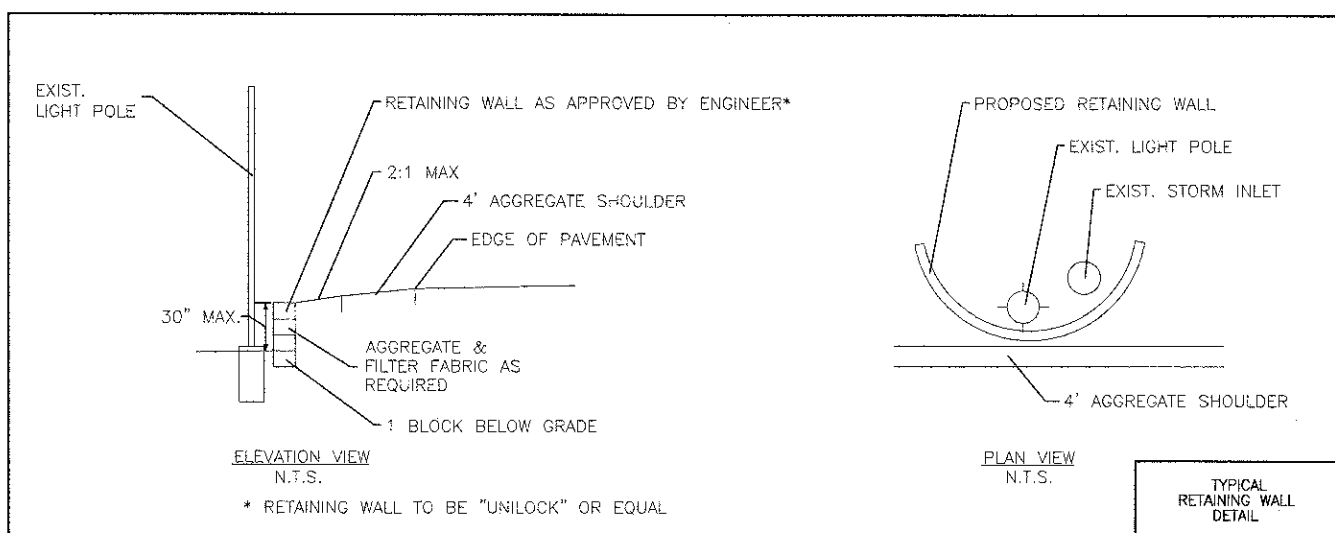
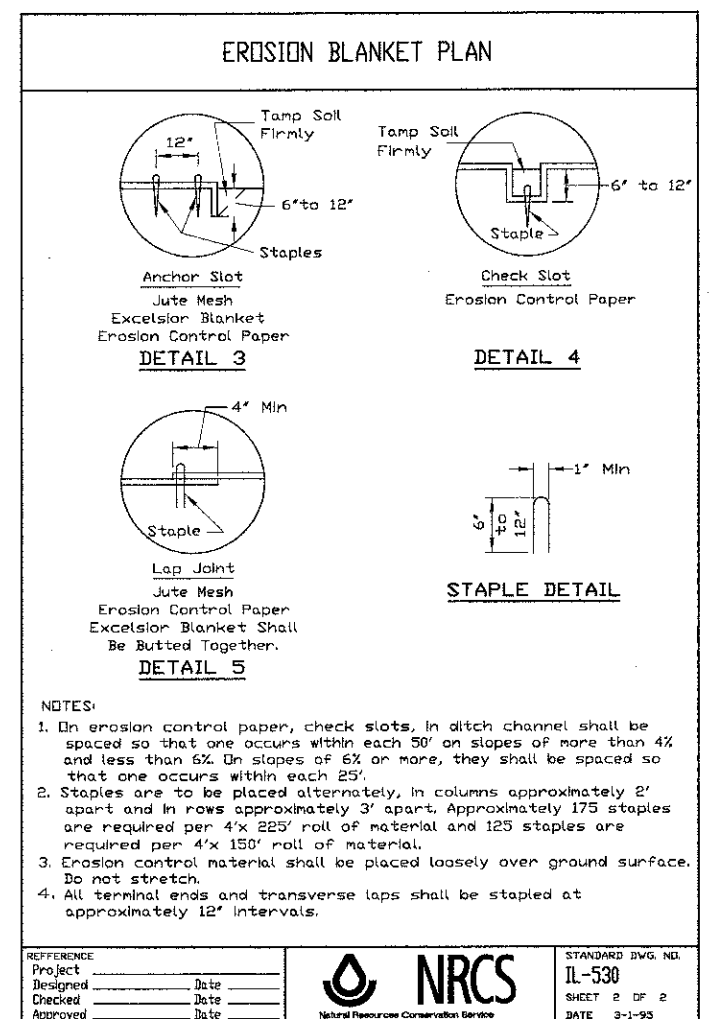
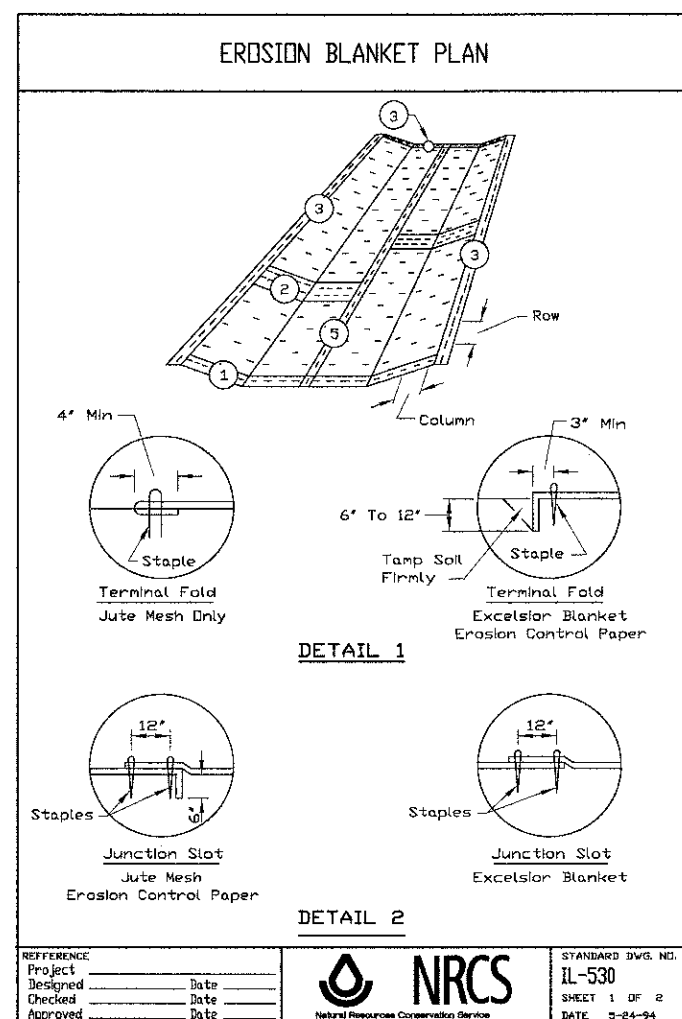
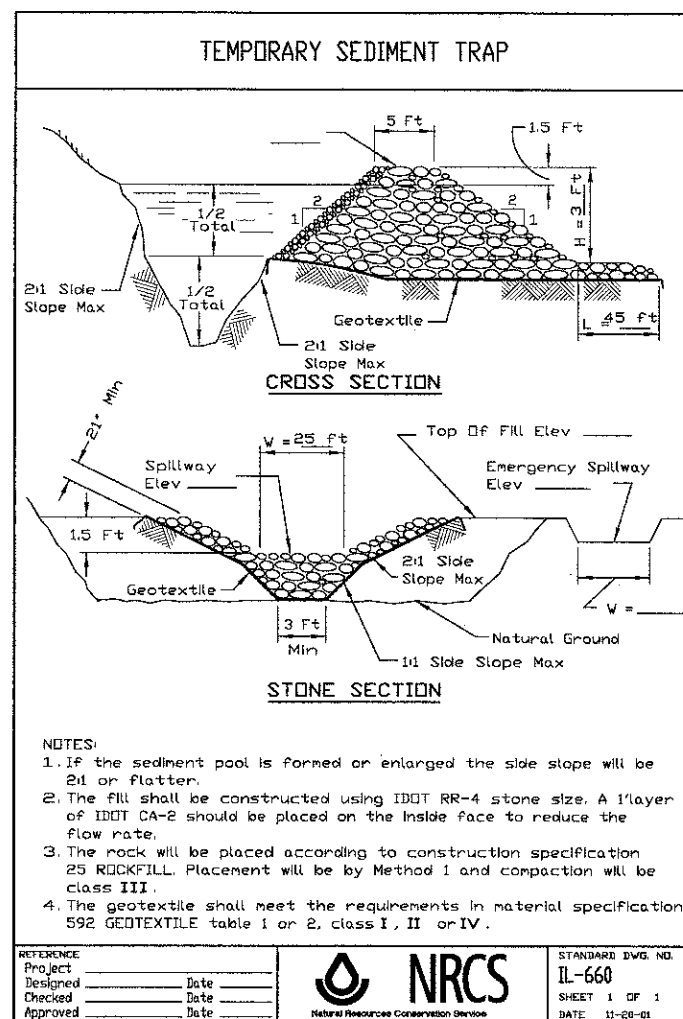
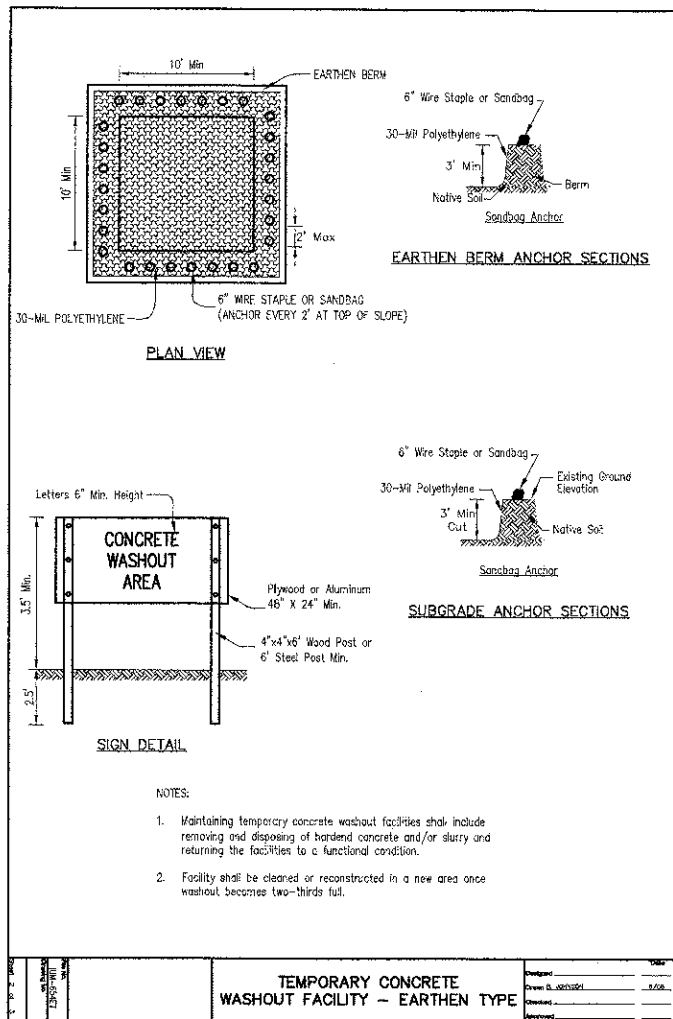
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PLOT DATE = Dec 14, 2012	CHECKED - SV	REVISED -
	DATE -	REVISED -

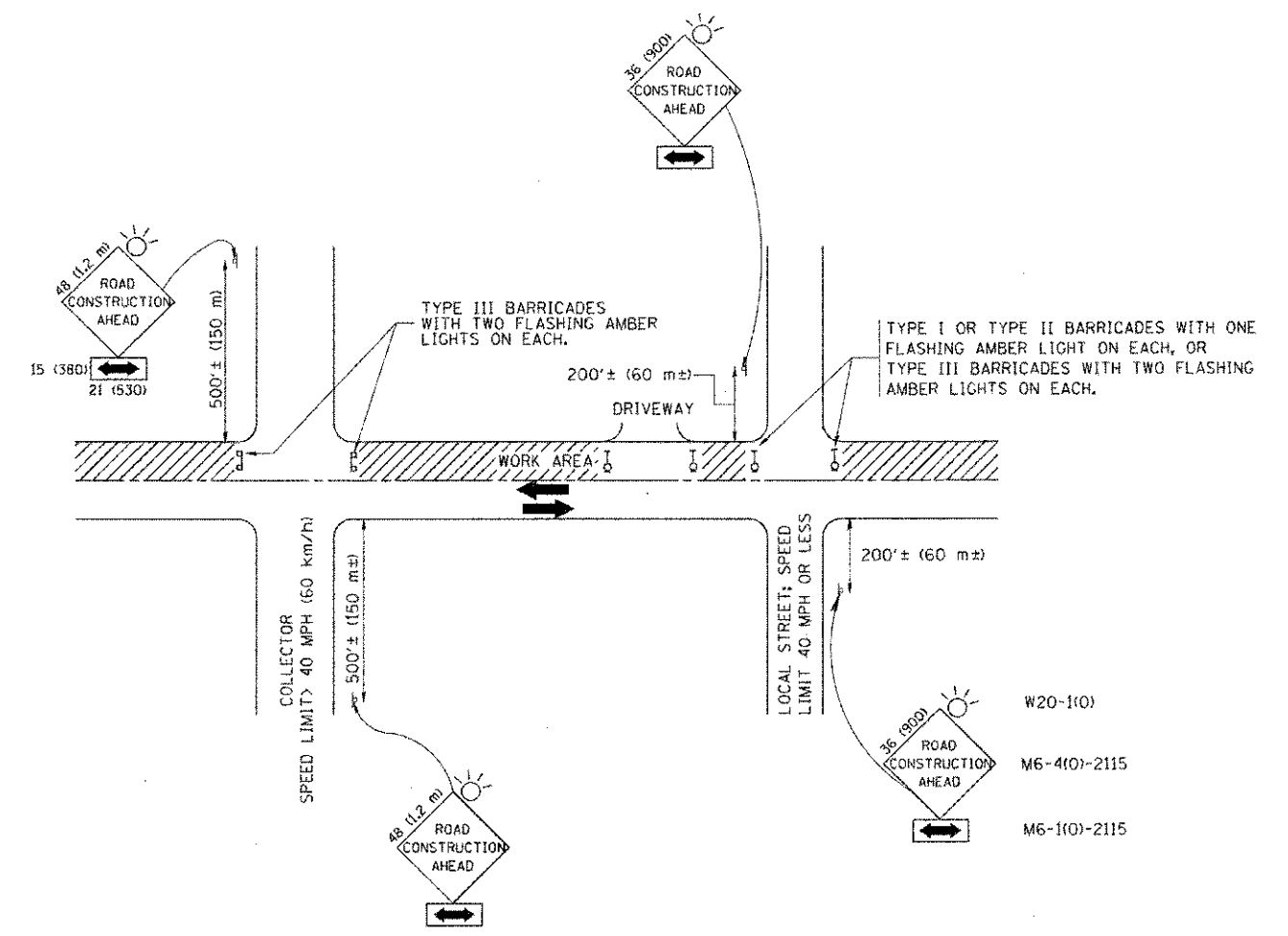
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FULLERTON AVENUE BRIDGE OVER SALT CREEK  
PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	11
CONTRACT NO. 63785			ILLINOIS FED. AID PROJECT	





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

NOTES:

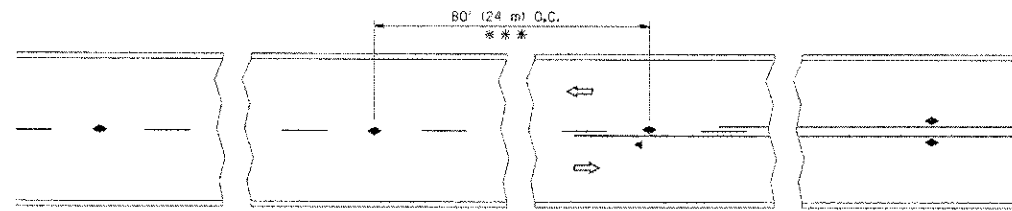
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
  - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

	USER NAME	DESIGNED	REVISED
	gaglianobt	LHA	J. OBERLE 10-18-95
		DRAWN	A. HOUSEH 03-06-96
		CHECKED	A. HOUSEH 10-15-96
	PLOT SCALE x 50,000' / IN.		REVISED
			A. HOUSEH 10-15-96
	PLOT DATE * 1/4/2000	DATE	REVISED
		06-89	T. RAMMACHER 01-06-00

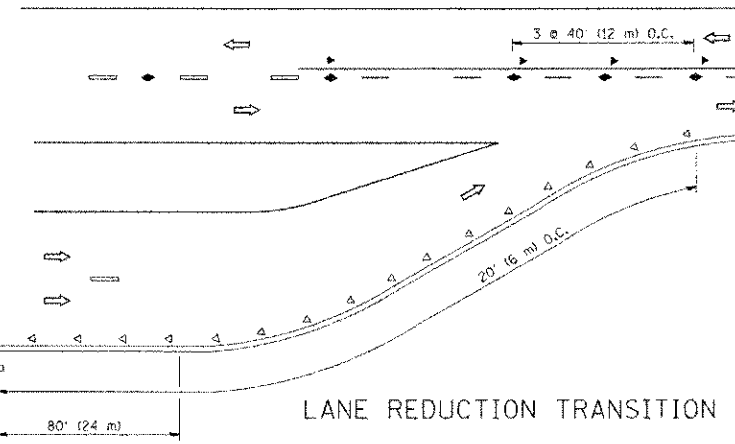
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE			08-C1120-CO-BR	DU PAGE	38	13
SHEET NO. 1 OF 1 SHEETS		TC-10		CONTRACT NO. 63785		
STA. 14+28.96 TO STA. 21+41.97		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

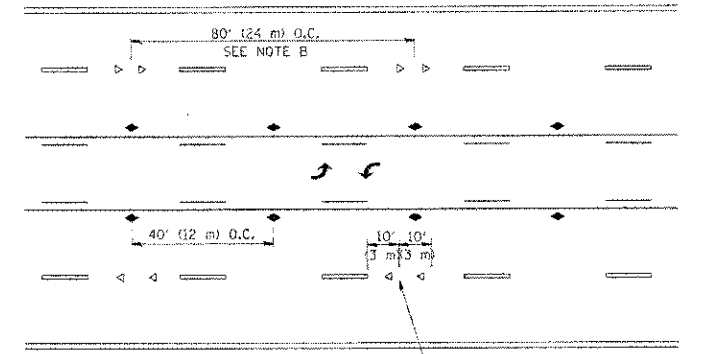


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

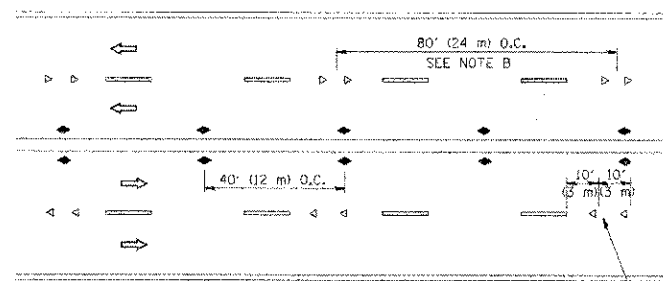


LANE REDUCTION TRANSITION



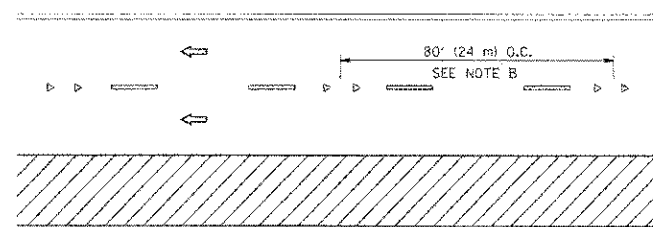
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

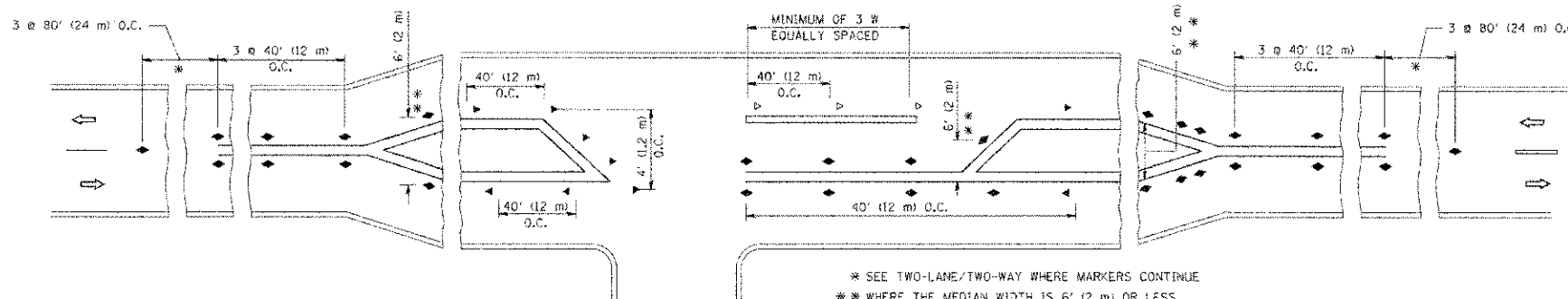
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

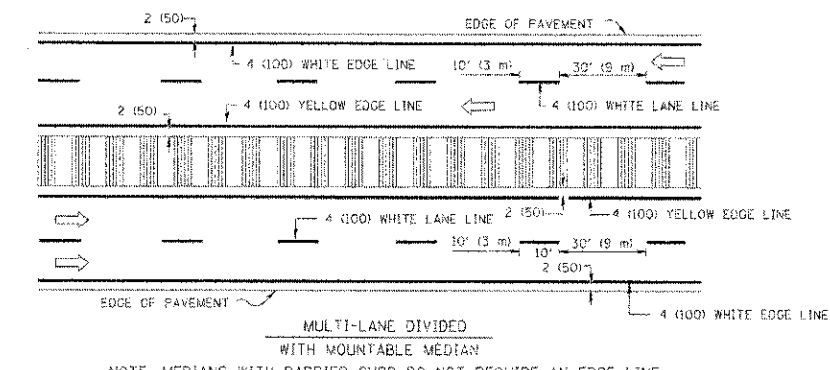
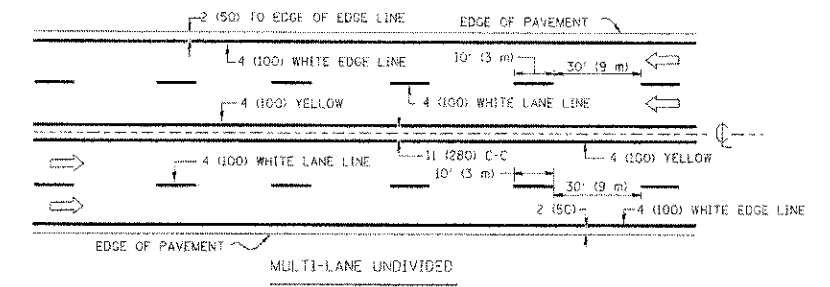
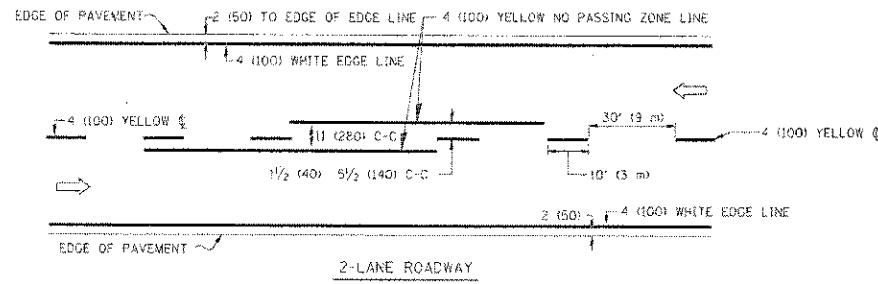
All dimensions are in inches (millimeters) unless otherwise shown.



USER NAME = 10590	DESIGNED -	REVISOR - T. RAMMACHER 09-19-94
PLLOT SCALE = 1/8" = 1'-0"	DRAWN -	REVISOR - T. RAMMACHER 03-12-99
PLLOT DATE = 3/2/2011	CHECKED -	REVISOR - T. RAMMACHER 01-06-00
	DATE -	REVISOR - C. JUCIUS 09-09-09

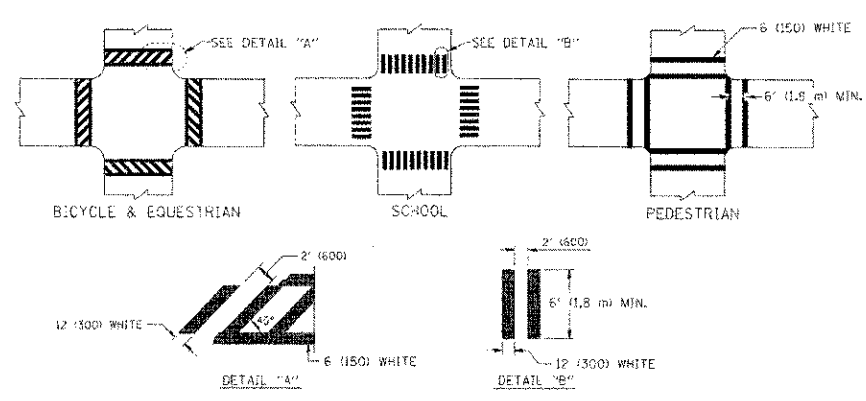
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS		P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-FLOW RESISTANT)			08-01120-00-BR	DuPAGE	36	14
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 14+28.96	TO STA. 21+41.97		CONTRACT NO. 63785	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

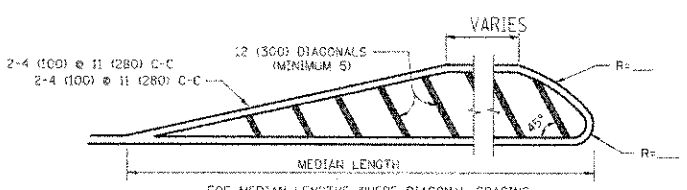
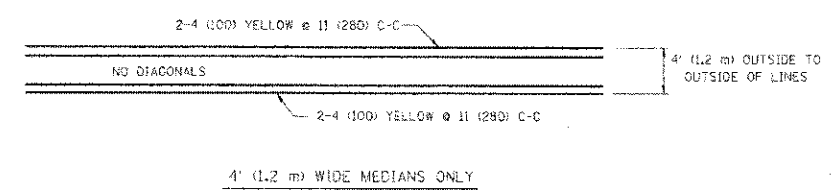


TYPICAL LANE AND EDGE LINE MARKING

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



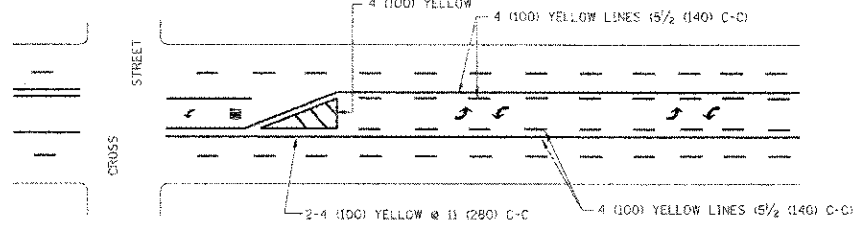
TYPICAL CROSSWALK MARKING



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

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

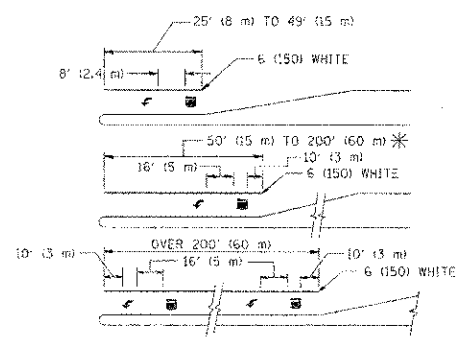
MEDIANS OVER 4' (1.2 m) WIDE



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



TYPICAL PAINTED MEDIAN MARKING

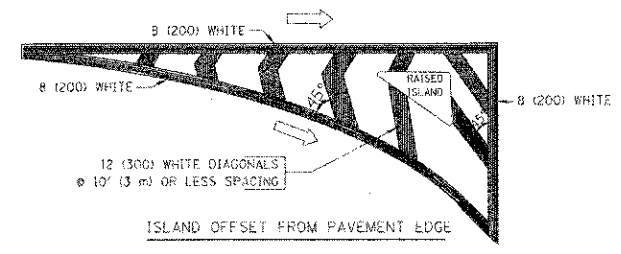


FULL SIZE LETTERS 6" (1.5 m) AND ARROWS SHALL BE USED.  
 \* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

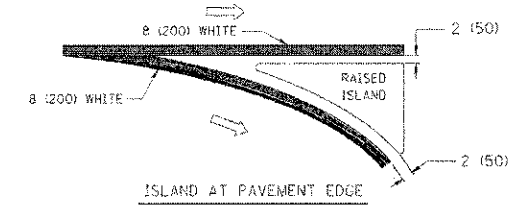
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (2800) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (2800) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES ON FREEWAYS	5 (125)	SKIP-DASH	WHITE	
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW. EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18" (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	6" (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
CROSSWALK LINES (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
CROSSWALK LINES (LONGITUDINAL BARS (SCHOOL))	12 (300) @ 90°	SOLID	WHITE	2' (600) APART
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW TWO WAY TRAFFIC WHITE ONE WAY TRAFFIC	11 (2800) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 760001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKINGS REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 760001.

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

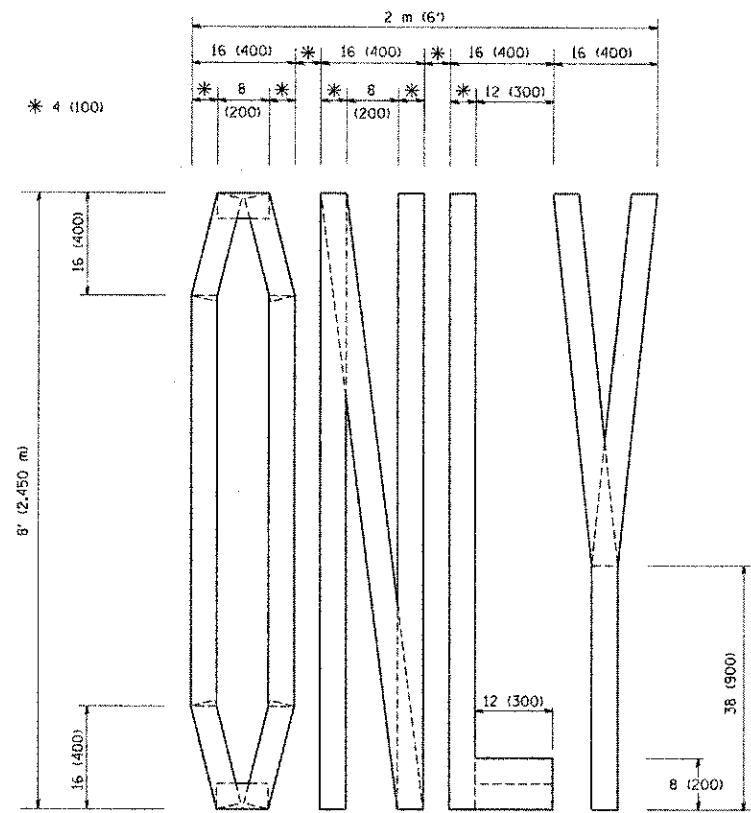


FILE NAME: d-ivokasn	DESIGNED: EVERS	REVISED: -T, RAMMACHER 10-27-94
USER NAME: d-ivokasn	DRAWN: -	REVISED: -C, JUCIUS 09-09-09
PLOT SCALE: 1/8"=1'-0"	CHECKED: -	REVISED: -
PLOT DATE: 9/14/2009	DATE: 03-19-90	REVISED: -

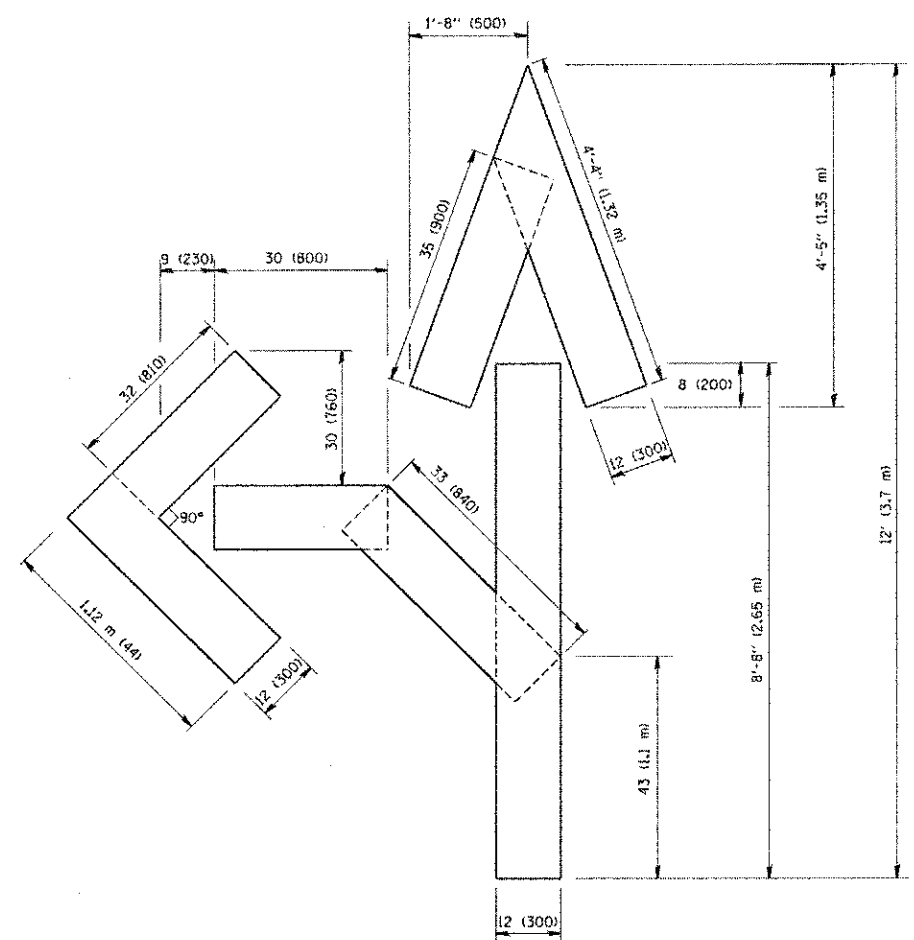
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RATE:	SECTION	COUNTY	TOTAL SHEET NO.
TYPICAL PAVEMENT MARKINGS			08-01120-00-BR	DuPAGE	38 15
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. 14+28.96 TO STA. 21+41.97	CONTRACT NO. 63785		

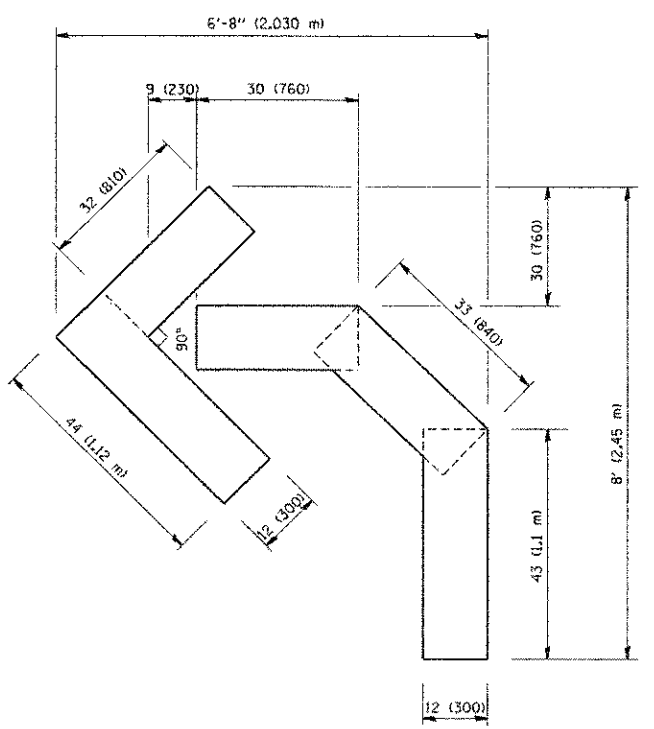
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	
---------------------------------------------------	--



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



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



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

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

<b>MORRIS ENGINEERING, INC.</b> <small>1000 N. W. 10th St., Ft. Lauderdale, FL 33304-4000        Phone: (305) 467-1111 Fax: (305) 467-1112        Website: www.morriseng.com</small>	USER NAME = gaglianobt	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - T. RAMMACHER 11-04-97
	PLOT DATE = 1/4/2009	CHECKED -	REVISED - T. RAMMACHER 03-02-98
		DATE = 09-18-94	REVISED - E. GOMEZ 08-28-00

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**


**PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING**


SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	16
TC-16			CONTRACT NO. 63785	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**ROUTE MARKERS**


 FOR U.S. ROUTES  
M1-40-2424


 FOR ILLINOIS ROUTES  
M1-50-2424


 R.R. UNMARKED ROUTES  
SPECIAL 24" x 18" VARIABLE  
4" BLACK LETTERS ON WHITE  
REFLECTIVE BACKGROUND


**ARROWS SIGNS**

 M5-1L-2115


 M5-1R-2115


 M6-1-2115

 M6-1-2115

 M6-3-2115


**CARDINAL DIRECTION & DETOUR SIGNS**

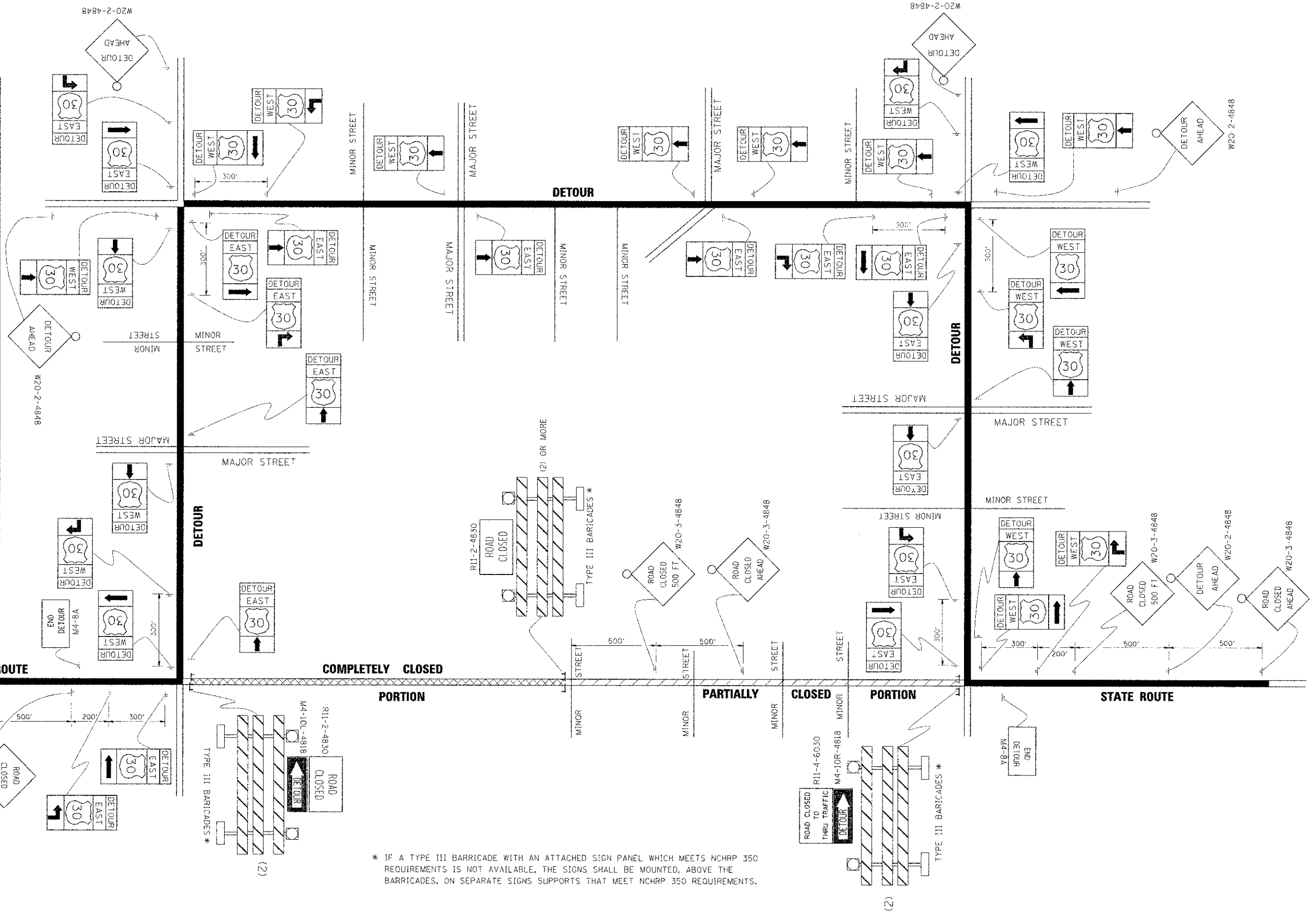
 NORTH M3-1-2412

 EAST M3-2-2412

 SOUTH M3-3-2412

 WEST M3-4-2412

 DETOUR M4-8-2412



\* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME: MORRIS\_2020\_09\_14\_09\_14\_09.dwg  
 USER: MORRIS\_2020\_09\_14\_09\_14\_09  
 PLOT SCALE: 1/8" = 1'-0"  
 PLOT DATE: 9/14/2020



USER NAME = d-ivankov  
 DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -  
 PLOT SCALE = 1/8" = 1'-0"  
 PLOT DATE = 9/14/2020

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED - 10-18-02  
 REVISED - R. BORO 09-14-09  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING  
FOR CLOSING STATE HIGHWAYS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 14+28.96 TO STA. 21+41.97

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01:20-00-BR	DuPAGE	36	16A
<b>TC-21</b>				
CONTRACT NO. 63785				

BENCHMARK: Scribed cross on the southwest edge of the existing bridge wingwall, Elev. 678.81.

EXISTING STRUCTURE: The original bridge, SN 022-3037, was built in 1966. There are no records of any repairs done to the structure and the original plans are not available. The structure is a four simple span precast prestressed concrete (P.P.C.) deck beam bridge with asphalt overlay. The substructure is skewed approximately 20 degrees. The existing abutments are 9 to 10 feet in height from the existing ground with tapered wing walls. The three piers bents consists of 10- 20" diameter concrete filled steel piles with a cast-in-place concrete cap. The structure has an overall length of 121'-0" face to face abutments and a width of 46'-0" out to out deck. The existing structure shall be removed in its entirety.

The bridge will be closed to traffic during construction.

No salvage.

### WATERWAY INFORMATION

		Existing Low Grade Elev. 676.73' @ Sta. 19+31		Proposed Low Grade Elev. 679.00' @ Sta. 17+67		
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
10	2.248	1135.59	1190.74	672.91	0.03 0.03	672.94 672.94
Design	30	2,992	1267.25	673.91	0.02 0.03	673.93 673.94
	50	3,308	1330.55	674.37	0.02 0.02	674.39 674.39
Base	100	3,803	1404.67	674.87	0.02 0.02	674.89 674.89
Max. Calc.	500	5,155	1433.29	675.87	0.03 0.02	675.90 675.89
Overtopping	>500					

### DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications  
5th Edition with 2011 Interim Revisions

### LOADING HL-93

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

### SEISMIC DATA

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = .014g  
Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = .27g  
Soil Site Class = D

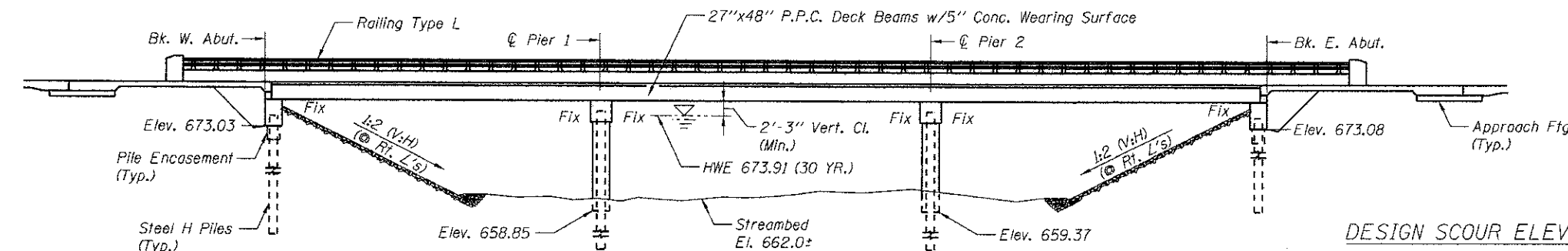
### DESIGN STRESSES

#### PRECAST PRESTRESSED UNITS:

$f'_c$  = 6000 psi  
 $f'_{ci}$  = 5,000 psi  
 $f_{pu}$  = 270,000 psi (1/2" low lax strands)  
 $f_{pbt}$  = 201,960 psi (1/2" low lax strands)

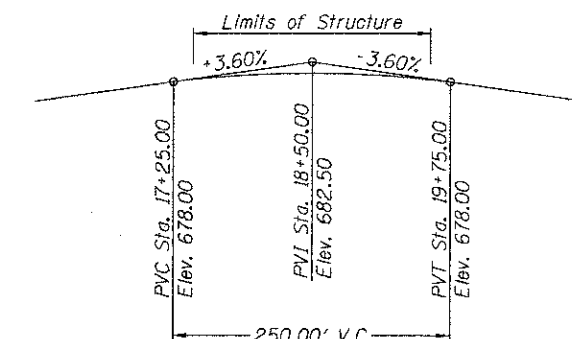
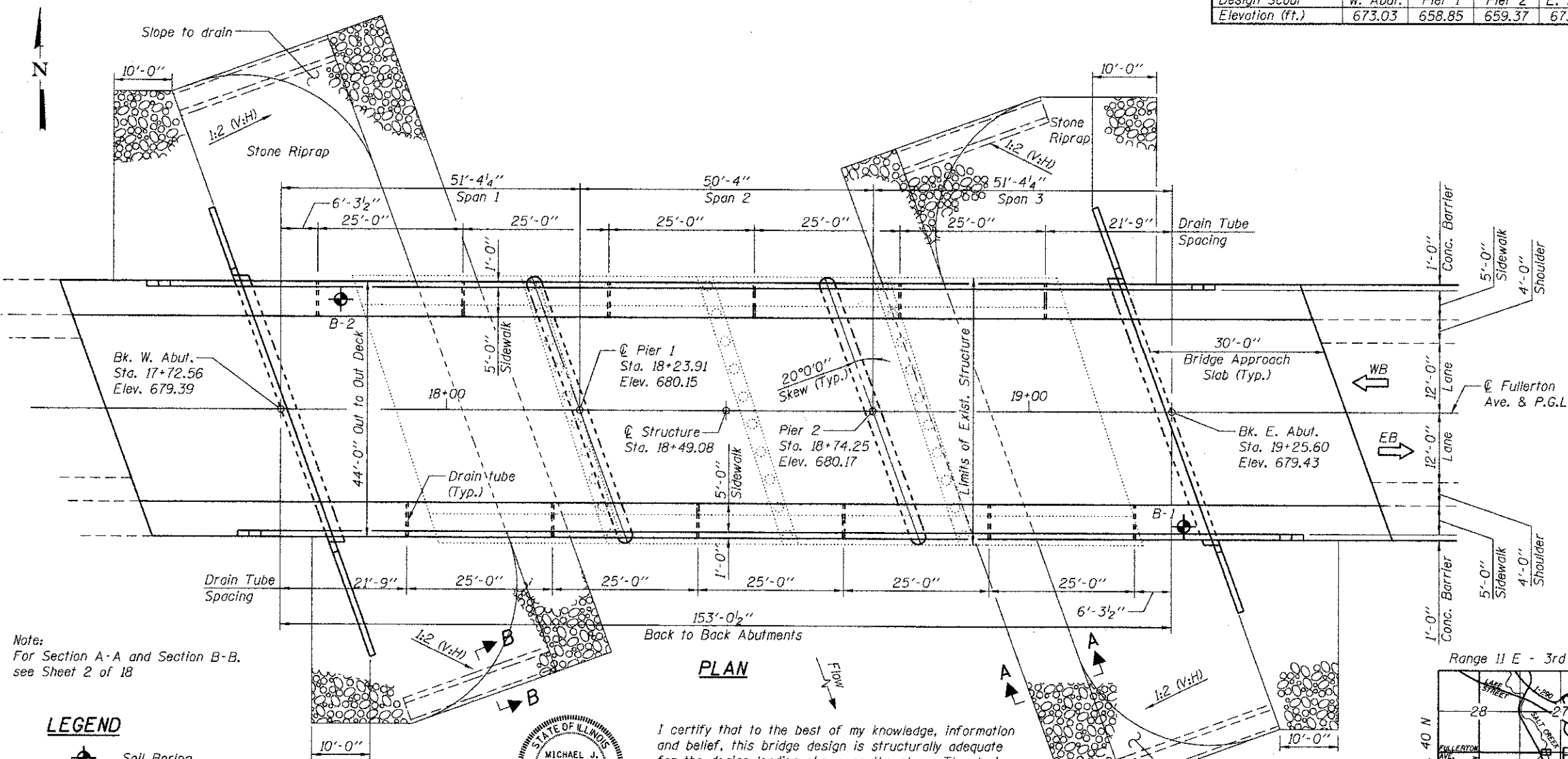
#### FIELD UNITS:

$f'_c$  = 3,500 psi  
 $f_y$  = 60,000 psi (Reinforcement)



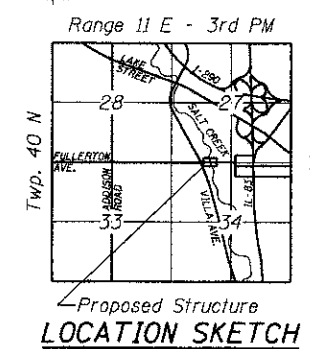
### DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	E. Abut.
	673.03	658.85	659.37	673.08



### PROFILE GRADE

(along Fullerton Avenue)



## GENERAL PLAN AND ELEVATION FULLERTON AVENUE OVER SALT CREEK SECTION 08-01120-00-BR DUPAGE COUNTY STRUCTURE NO. 022-3041

Note:  
For Section A-A and Section B-B,  
see Sheet 2 of 18

### LEGEND

Soil Boring



I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current A.A.S.H.T.O. L.R.F.D. Bridge Design Specifications.

Signed: *[Signature]*  
Dated: 12-15-12

Expires: 11/30/14



USER NAME	DESIGNED	REVISION
RJP	- RJP	REVISED
MJT	- MJT	REVISED
JTF	- JTF	REVISED
MJT	- MJT	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
STRUCTURE NO. 022-3041  
SHEET NO. 1 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	17
CONTRACT NO. 63785				

ILLINOIS FED. AID PROJECT

**INDEX OF SHEETS**

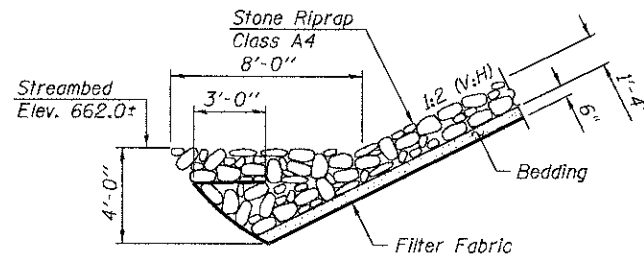
1. General Plan and Elevation
2. General Data
3. Superstructure
4. Superstructure Details
5. 27" x 48" PPC Deck Beam
6. 27" x 48" PPC Deck Beam Details
7. Top of West Approach Slab Elevations
8. Top of East Approach Slab Elevations
9. Bridge Approach Slab Details
10. Bridge Approach Slab Details
11. Aluminum Railing, Type L
12. West Abutment
13. East Abutment
14. Pier 1
15. Pier 2
16. HP Pile Details
17. Boring Logs
18. Boring Logs

**GENERAL NOTES**

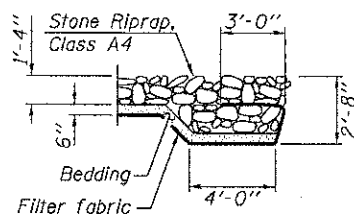
1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
4. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations of substructures specified or approved by the Engineer before ordering the remainder of piles.
5. All proposed construction activities shall be in accordance with Nationwide Permit number 14 of the Department of the Army authorized under section 404 of the Clean Water Act.
6. CONSTRUCTION PERMITS: The requirements of the IDNR - Office of Water Resources have been fulfilled in accordance with Statewide Permit No. 2.

**TOTAL BILL OF MATERIAL**

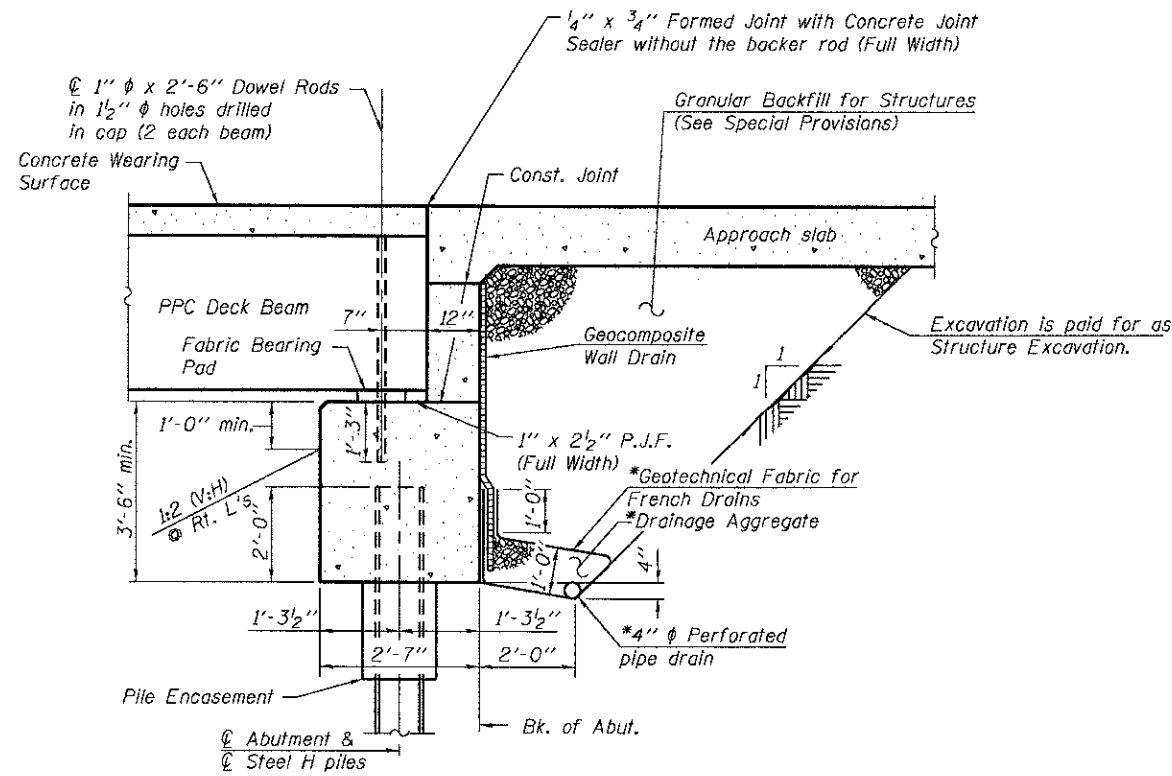
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1,194	1,194
Filter Fabric	Sq. Yd.		1,194	1,194
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		104.7	104.7
Cofferdam Excavation	Cu. Yd.		134.9	134.9
Cofferdam (Type 1) (Location-1)	Each		1	1
Cofferdam (Type 1) (Location-2)	Each		1	1
Concrete Structures	Cu. Yd.		250.3	250.3
Concrete Superstructure	Cu. Yd.	218.9		218.9
Bridge Deck Grooving	Sq. Yd.	703		703
Concrete Encasement	Cu. Yd.		8.8	8.8
Protective Coat	Sq. Yd.	1,130		1,130
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	6,633		6,633
Reinforcement Bars, Epoxy Coated	Pound	50,520	23,180	73,700
Aluminum Railing, Type L	Foot	346		346
Furnishing Steel Piles HP14x73	Foot		2,152	2,152
Driving Piles	Foot		2,152	2,152
Test Pile Steel 14x73	Each		4	4
Name Plate	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		62	62
Granular Backfill for Structures	Cu. Yd.		110	110
Concrete Wearing Surface, 5"	Sq. Yd.	738		738
Pipe Underdrains for Structures 4"	Foot		162	162



**SECTION A-A**



**SECTION B-B**



**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

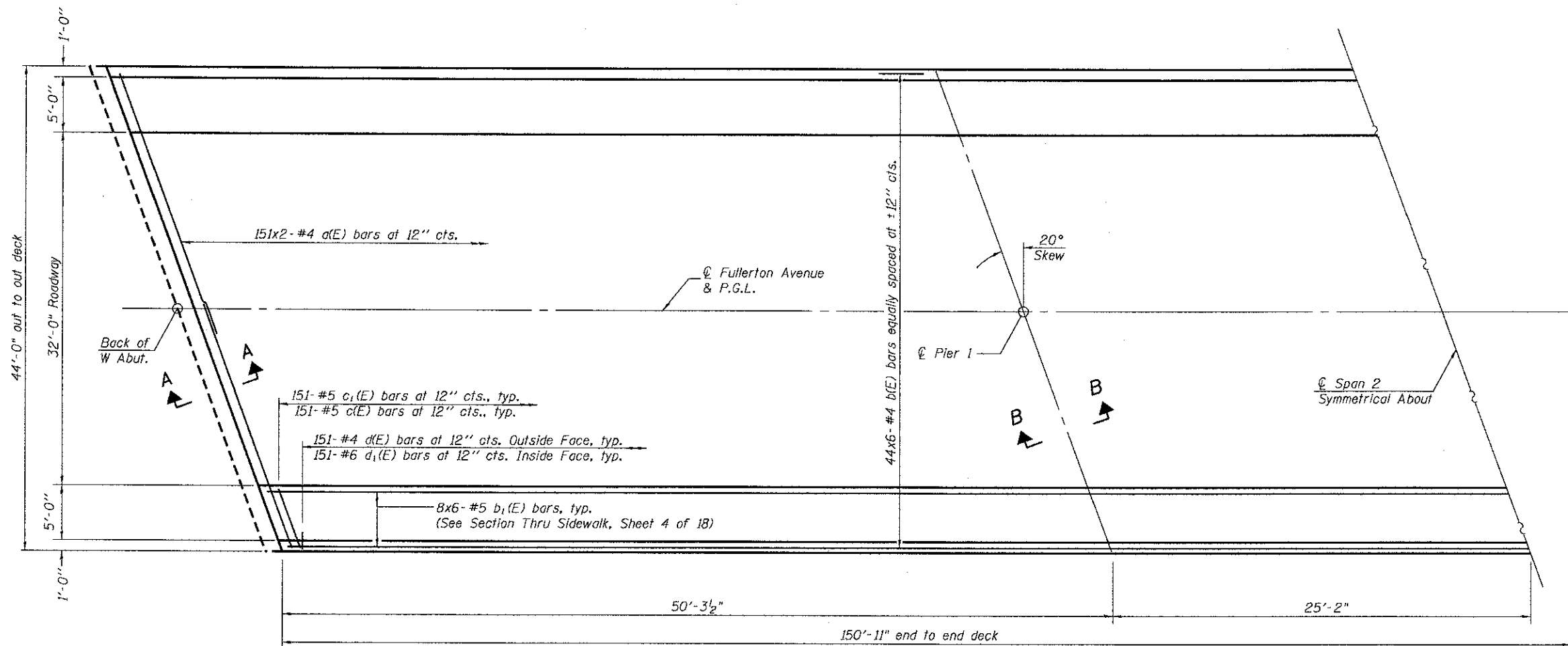
\*Included in the cost of Pipe Underdrains for Structures.

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

SALT CREEK  
BUILT 20xx BY  
DUPAGE COUNTY  
SEC. 08-01120-00-BR  
FULLERTON AVE. STA. 18+49.08  
LOADING HL-93  
STR. NO. 022-3041

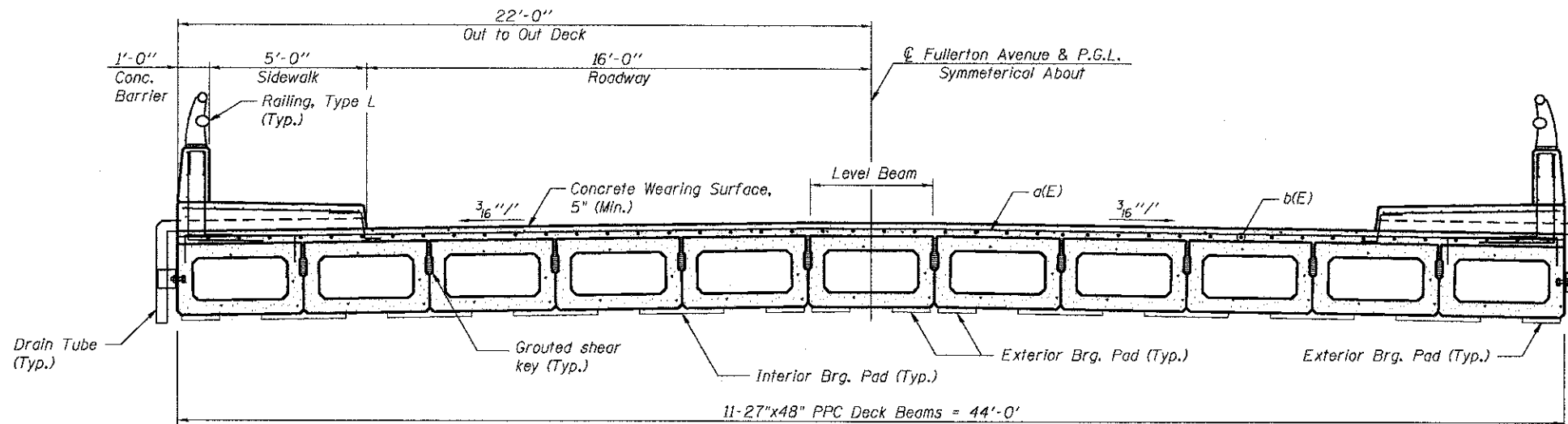
**NAME PLATE**  
See Std. 515001

<p>QUIGG ENGINEERING INC</p>	USER NAME	DESIGNED - RJP	REVISED	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>	<p align="center"><b>GENERAL DATA</b> <b>STRUCTURE NO. 022-3041</b></p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE	CHECKED - MJT	REVISED			08-01120-00-BR	DUPAGE	32	13	
	PLOT DATE	DRAWN - JTF	REVISED			CONTRACT NO. 63785				
		CHECKED - MJT	REVISED			ILLINOIS FED. AID PROJECT				



**MINIMUM BAR LAP**

#4 bar = 2'-1"  
 #5 bar = 2'-7"



**CROSS SECTION**

(Looking East)

**NOTES:**

See Structural Sheet 4 of 18 for superstructure sections, details, and Bill of Material.

Bars indicated thus 20 x 2-#4 etc. Indicates 20 lines of bars with 2 lengths per line.

Spacing of a(E) bars shall be measured along the  $\phi$  of structure.

See Structural Sheet 6 of 18 for bearing pad details.

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

PDS-S-F-L



USER NAME	DESIGNED - RJP	REVISED
PLOT SCALE	CHECKED - MJT	REVISED
PLOT DATE	DRAWN - JTF	REVISED
	CHECKED - MJT	REVISED

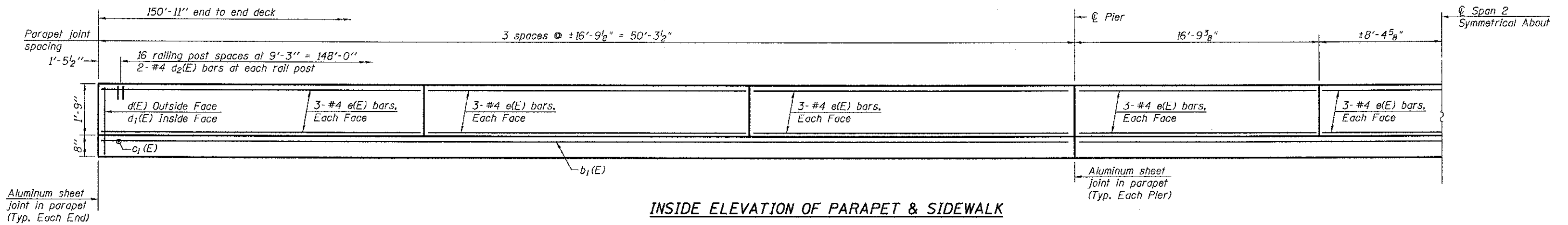
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE  
 STRUCTURE NO. 022-3041

SHEET NO. 3 OF 18 SHEETS

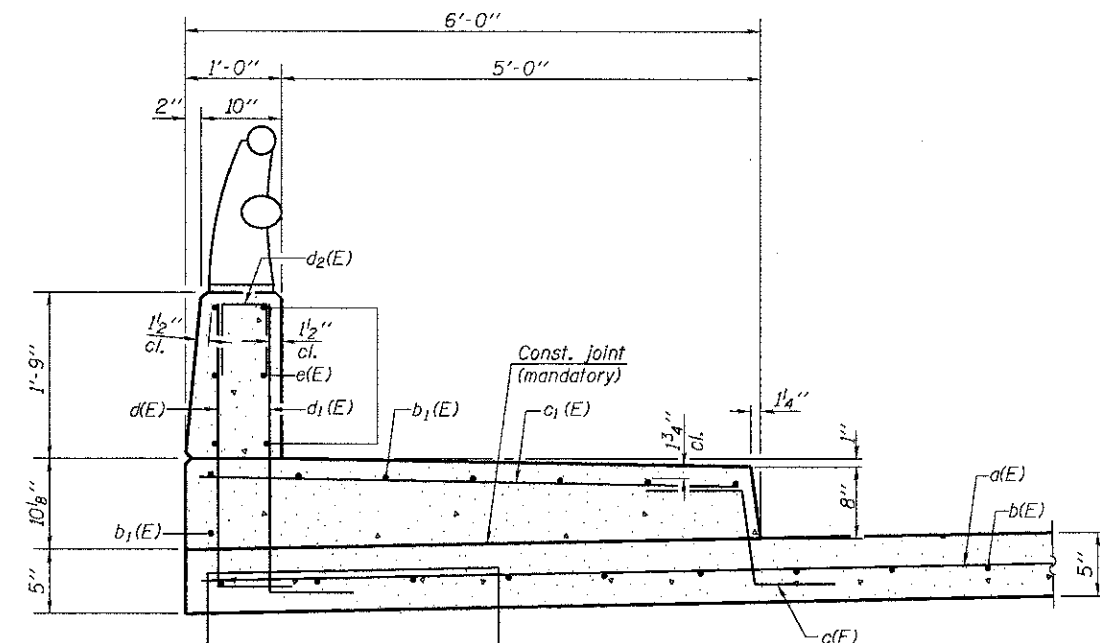
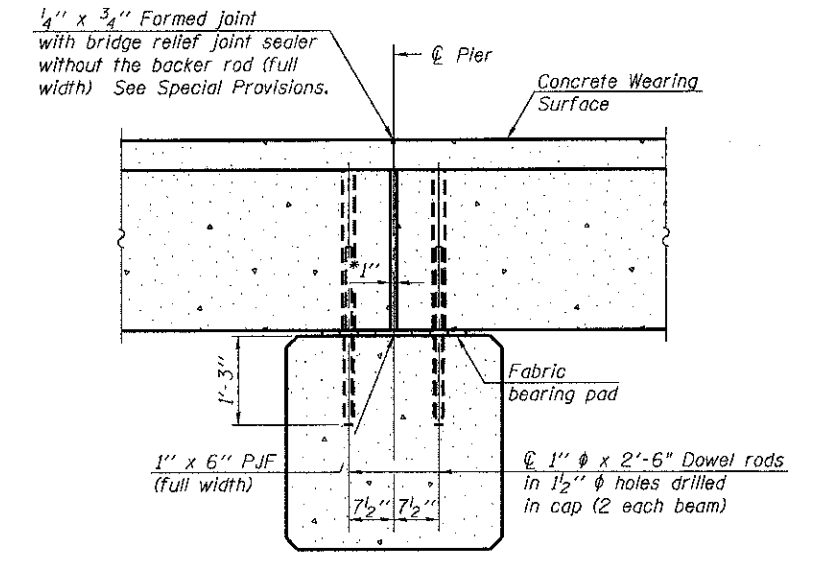
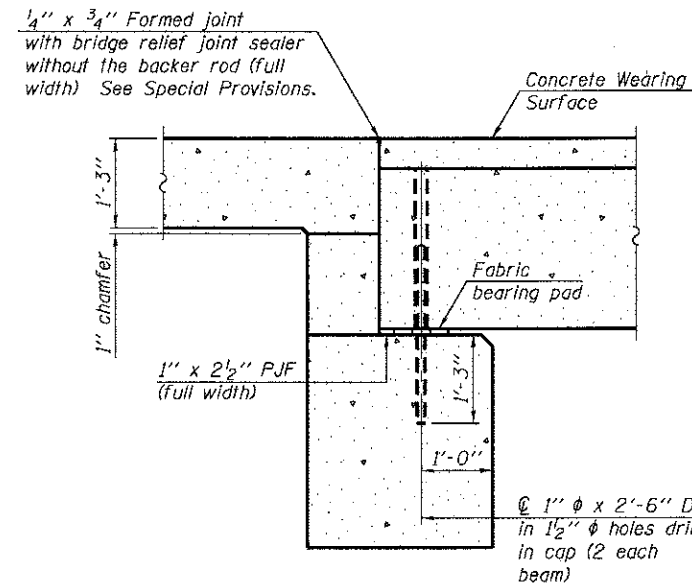
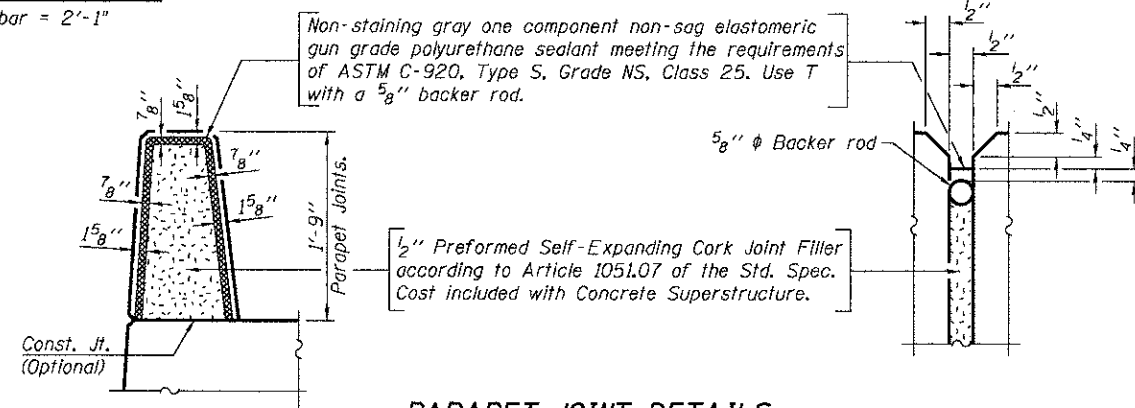
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	19
CONTRACT NO. 63785				

ILLINOIS FED. AID PROJECT

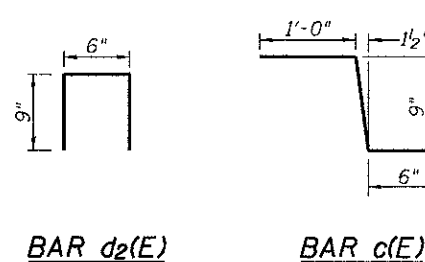
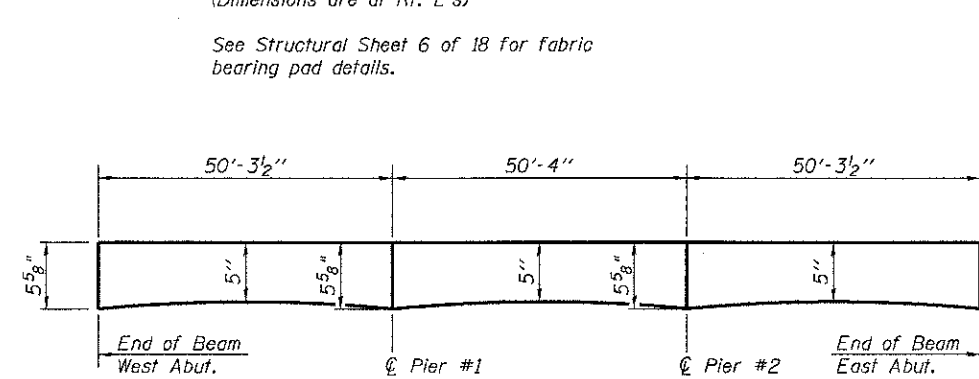
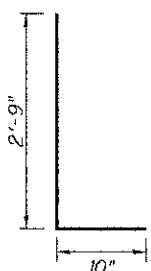
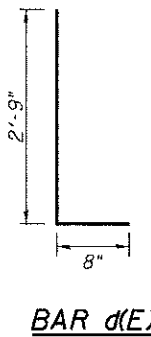


**MINIMUM BAR LAP**

#4 bar = 2'-1"



D(E) (See PPC Deck Beam Details on Sheet 5 of 18)



**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	302	#4	24'-6"	—
b(E)	264	#4	26'-11"	—
b <sub>1</sub> (E)	96	#5	27'-4"	—
c(E)	302	#5	2'-3"	┌
c <sub>1</sub> (E)	302	#5	6'-1"	—
d <sub>1</sub> (E)	302	#4	3'-5"	┌
d <sub>2</sub> (E)	68	#4	2'-0"	┌
e(E)	108	#4	16'-6"	—
Bridge Deck Grooving		Sq. Yd.	503	
Protective Coat		Sq. Yd.	814	
Concrete Superstructure		Cu. Yd.	68.6	
Reinforcement Bars, Epoxy Coated		Pound	18650	
Concrete Wearing Surface, 5"		Sq. Yd.	738	



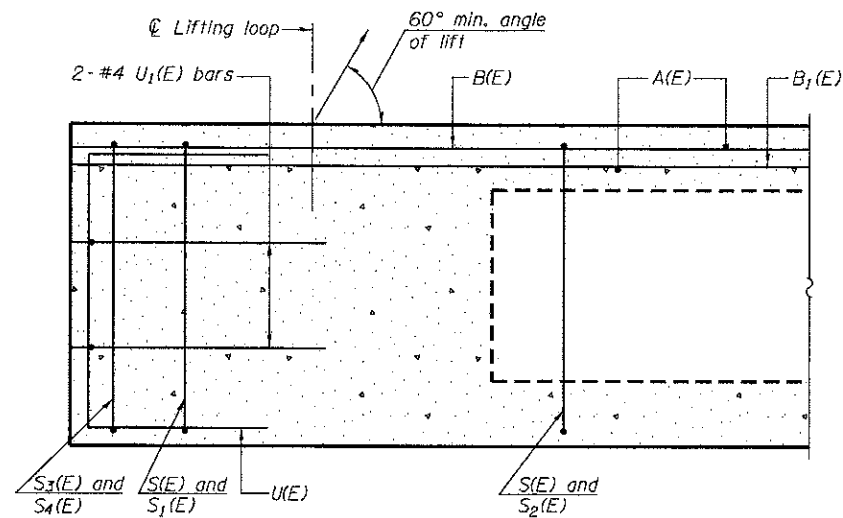
USER NAME	DESIGNED - RJP	REVISION
	CHECKED - MJT	REVISION
PLOT SCALE	DRAWN - JTF	REVISION
PLOT DATE	CHECKED - MJT	REVISION

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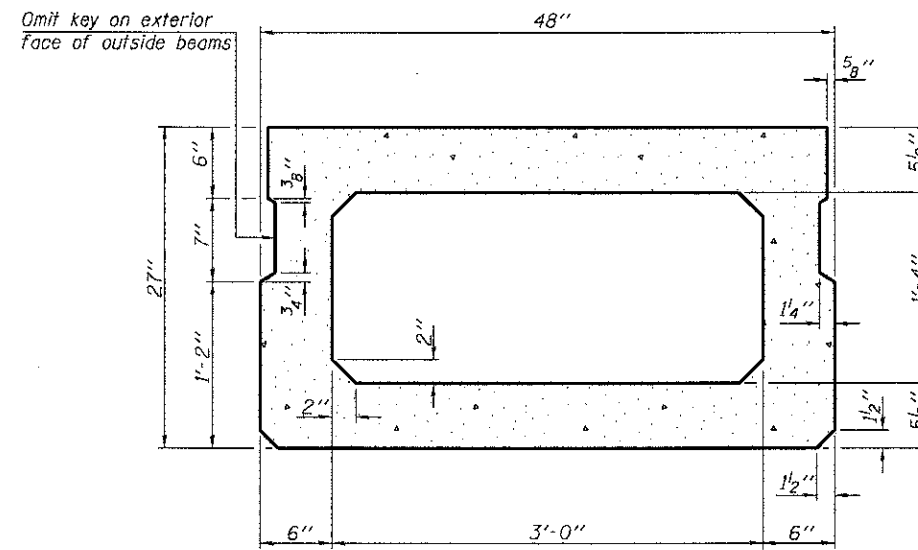
SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 022-3041

SHEET NO. 4 OF 18 SHEETS

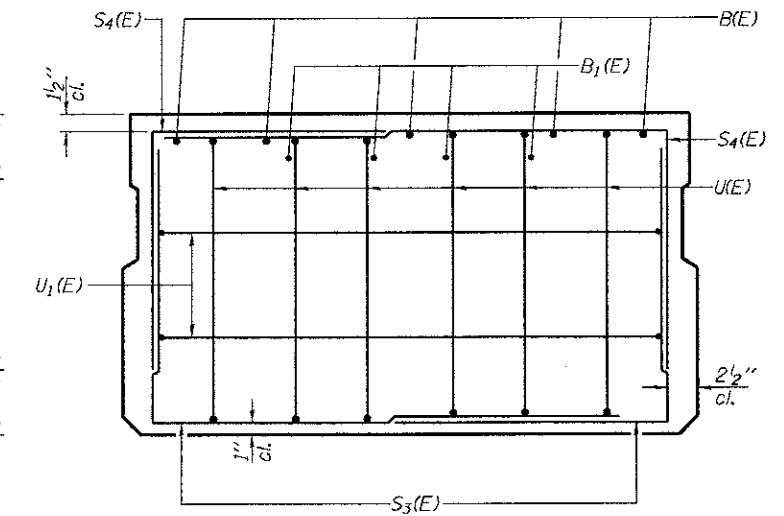
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR		38	20
DUPAGE			CONTRACT NO. 63785	
ILLINOIS FED. AID PROJECT				



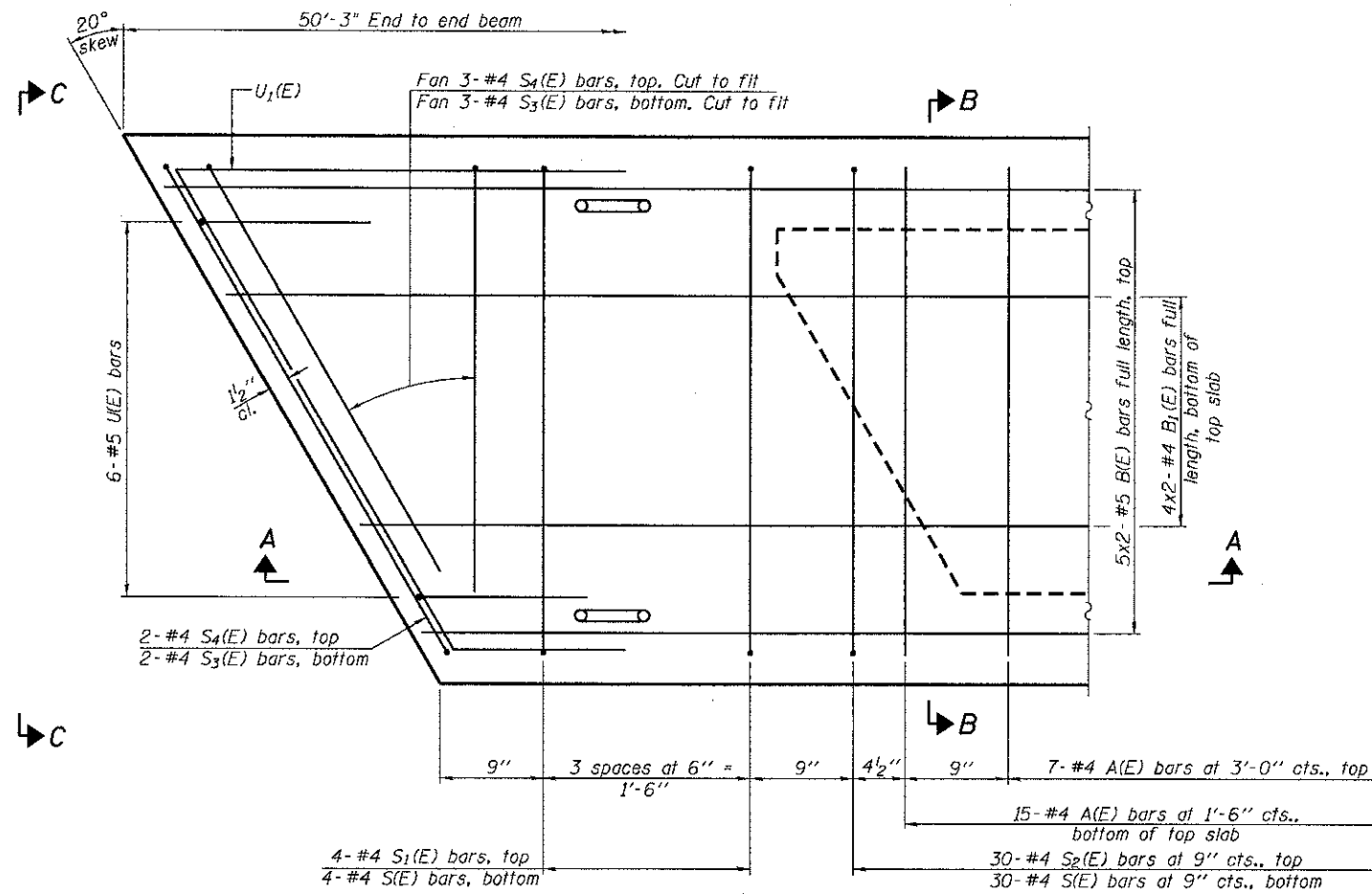
SECTION A-A



SECTION B-B  
(Showing dimensions)

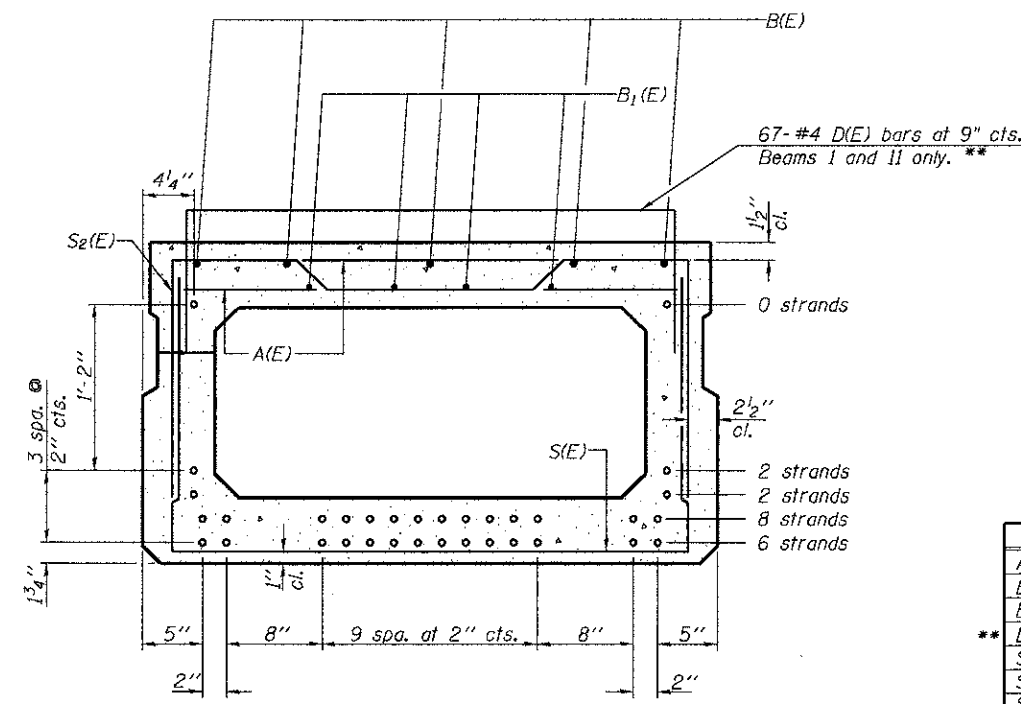


VIEW C-C



PLAN VIEW

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B

(Showing reinforcement and permissible strand locations)

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

BAR LIST  
ONE BEAM ONLY  
(For information only)

Bar	No.	Size	Length	Shape
A(E)	44	#4	3'-7"	—
B(E)	10	#5	26'-0"	—
B1(E)	8	#4	26'-0"	—
D(E)	67	#4	6'-1"	⌋
S(E)	68	#4	7'-5"	⌋
S1(E)	8	#4	6'-11"	⌋
S2(E)	60	#4	7'-2"	⌋
S3(E)	10	#4	4'-11"	⌋
S4(E)	10	#4	4'-8"	⌋
U(E)	12	#5	4'-6"	⌋
U1(E)	4	#4	7'-6"	⌋

NOTES:

See sheet 6 of 18 for additional details and Bill of Material.

Bars indicated thus 4x2-#4 etc. indicates 4 lines of bars with 2 lengths per line.

\*\* Beams 1 and 11 only

MINIMUM BAR LAP

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

PD-2748-R

7-1-10



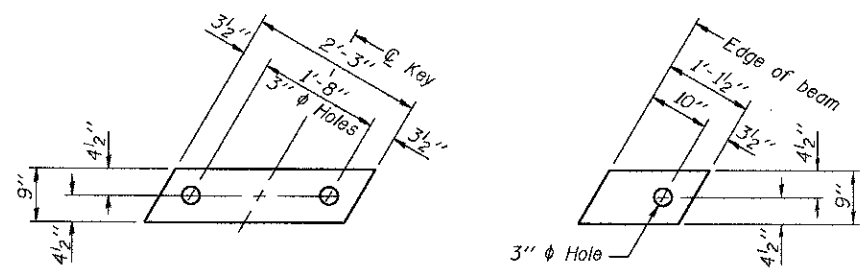
USER NAME	DESIGNED	REVISION
	RJP	
CHECKED	MJT	REVISION
DRAWN	JTF	REVISION
CHECKED	MJT	REVISION

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

27" x 48" PPC DECK BEAM  
STRUCTURE NO. 022-3041

SHEET NO. 5 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	21
				CONTRACT NO. 63785
ILLINOIS FED. AID PROJECT				

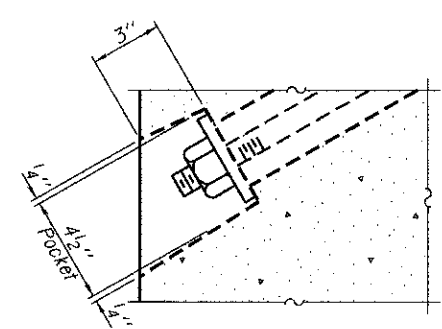


**FABRIC BEARING PAD**  
(Interior)

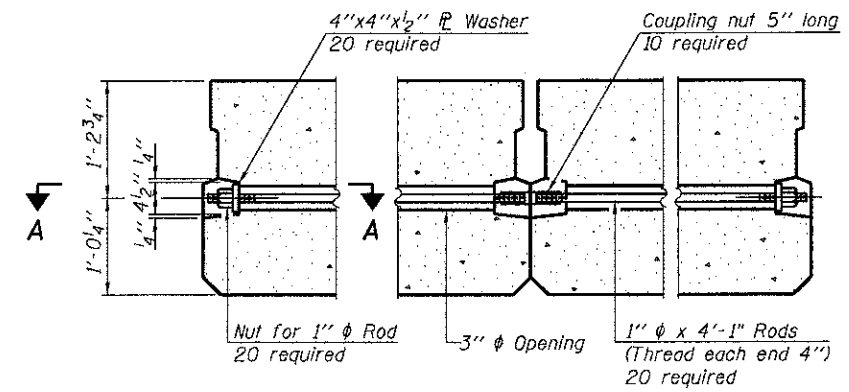
**FABRIC BEARING PAD**  
(Exterior)

**FIXED**

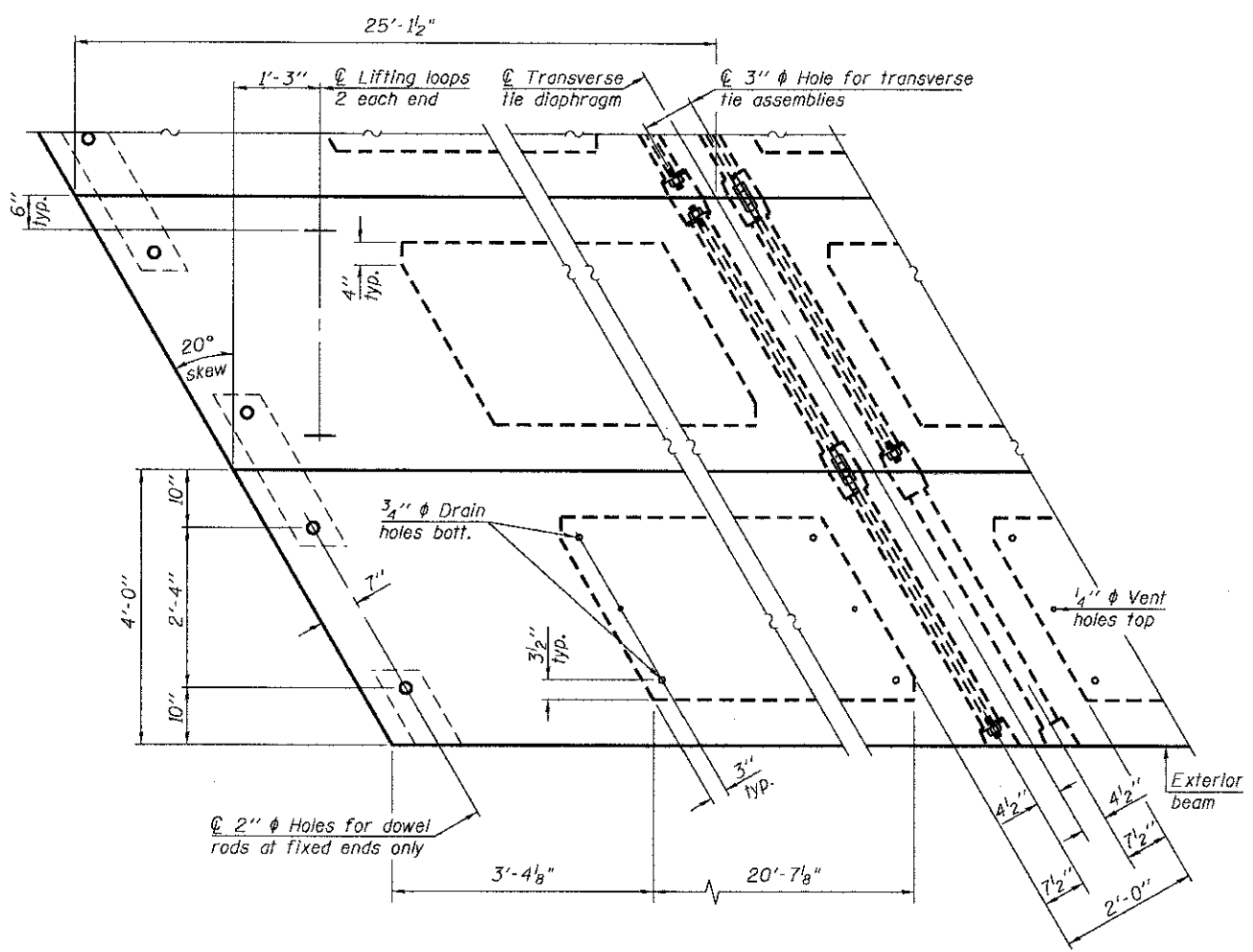
Notes:  
All bearing pads shall be 1" thick.



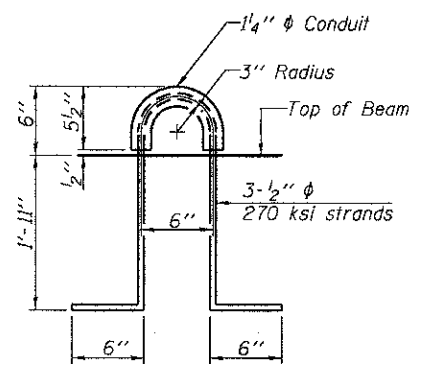
**SECTION A-A**



**TYPICAL TRANSVERSE TIE ASSEMBLY**



**PLAN VIEW**

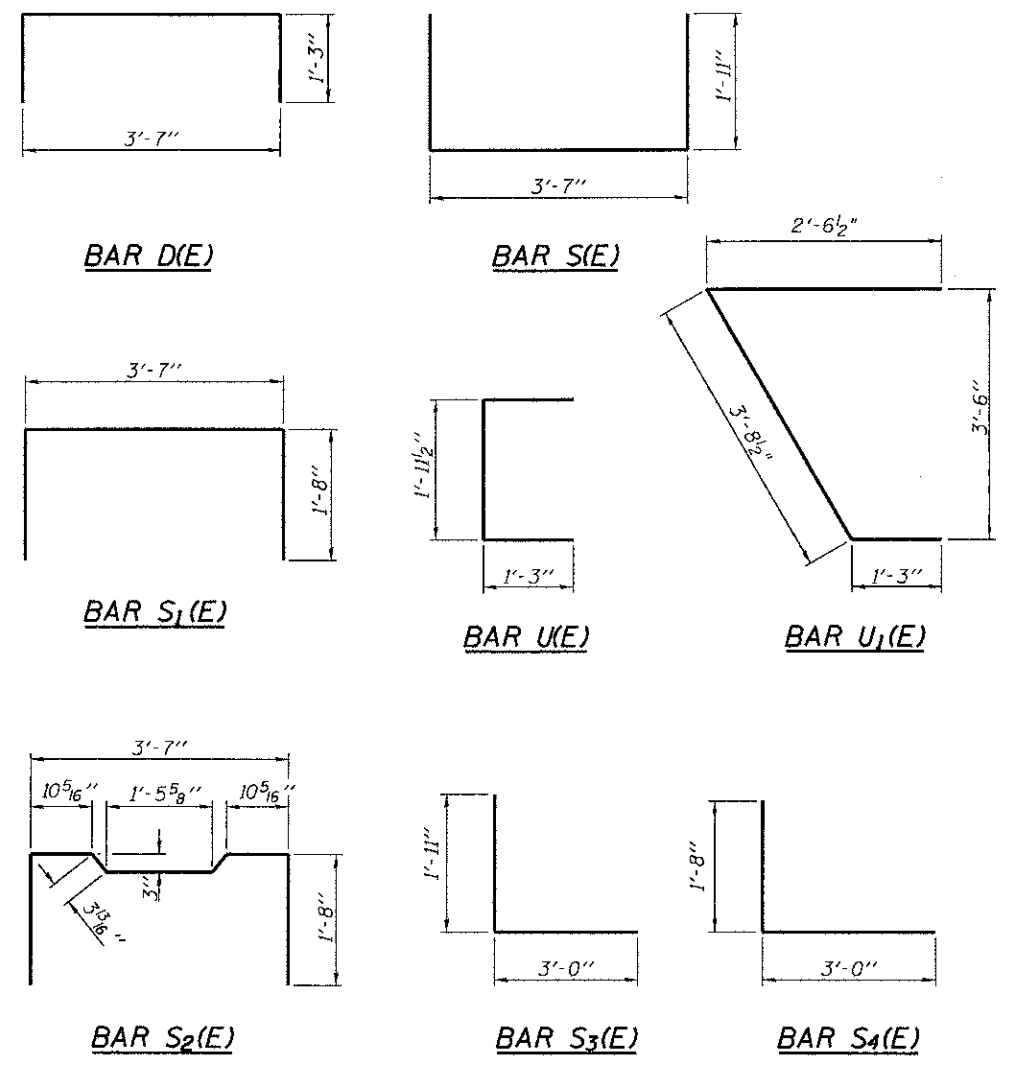


**LIFTING LOOP DETAIL**

**NOTES**

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.  
Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).  
Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.  
A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.  
Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.  
Compressive strength of prestressed concrete, f'c, shall be 6000 psi.  
Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

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



**BILL OF MATERIAL**

Precast Prestressed Conc. Deck Bms. (27" depth)	Sq. Ft.	6633
-------------------------------------------------	---------	------

PD-2748-RD 7-1-10



USER NAME	DESIGNED - RJP	REVISED
PLOT SCALE	CHECKED - MJT	REVISED
PLOT DATE	DRAWN - JTF	REVISED
	CHECKED - MJT	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

27" x 48" PPC DECK BEAM DETAILS  
STRUCTURE NO. 022-3041

SHEET NO. 6 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-001120-00-BR	DUPAGE	38	22
CONTRACT NO. 63785				

ILLINOIS FED. AID PROJECT

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	17+36.74	-16.00	678.15
A1	17+46.74	-16.00	678.47
A2	17+56.74	-16.00	678.75
E. End of West Appr. Slab	17+66.74	-16.00	679.00

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	17+38.19	-12.00	678.26
A1	17+48.19	-12.00	678.57
A2	17+58.19	-12.00	678.85
E. End of West Appr. Slab	17+68.19	-12.00	679.10

**℄ FULLERTON AVENUE & P.G.L.**

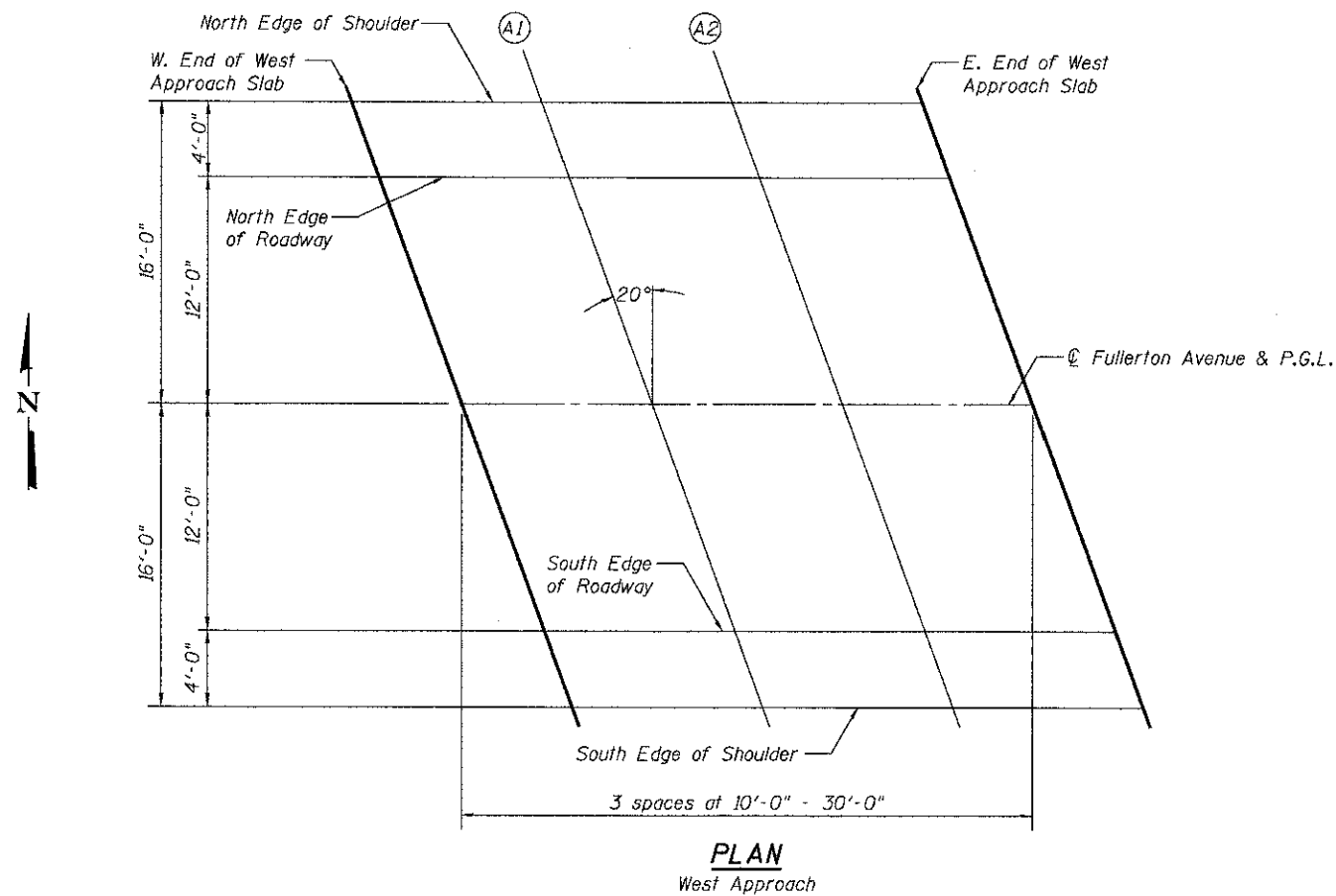
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	17+42.56	00.00	678.59
A1	17+52.56	00.00	678.88
A2	17+62.56	00.00	679.15
E. End of West Appr. Slab	17+72.56	00.00	679.39

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	17+46.93	12.00	678.53
A1	17+56.93	12.00	678.82
A2	17+66.93	12.00	679.07
E. End of West Appr. Slab	17+76.93	12.00	679.29

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	17+48.38	16.00	678.51
A1	17+58.38	16.00	678.79
A2	17+68.38	16.00	679.04
E. End of West Appr. Slab	17+78.38	16.00	679.26



USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 022-3041**

SHEET NO. 7 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	28	23
CONTRACT NO. 63785				
ILLINOIS FED. AID PROJECT				



**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	19+19.78	-16.00	679.30
A3	19+29.78	-16.00	679.08
A4	19+39.78	-16.00	678.84
E. End of East Appr. Slab	19+49.78	-16.00	678.57

**NORTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	19+21.23	-12.00	679.33
A3	19+31.23	-12.00	679.11
A4	19+41.23	-12.00	678.86
E. End of East Appr. Slab	19+51.23	-12.00	678.59

**℄ FULLERTON AVENUE & P.G.L.**

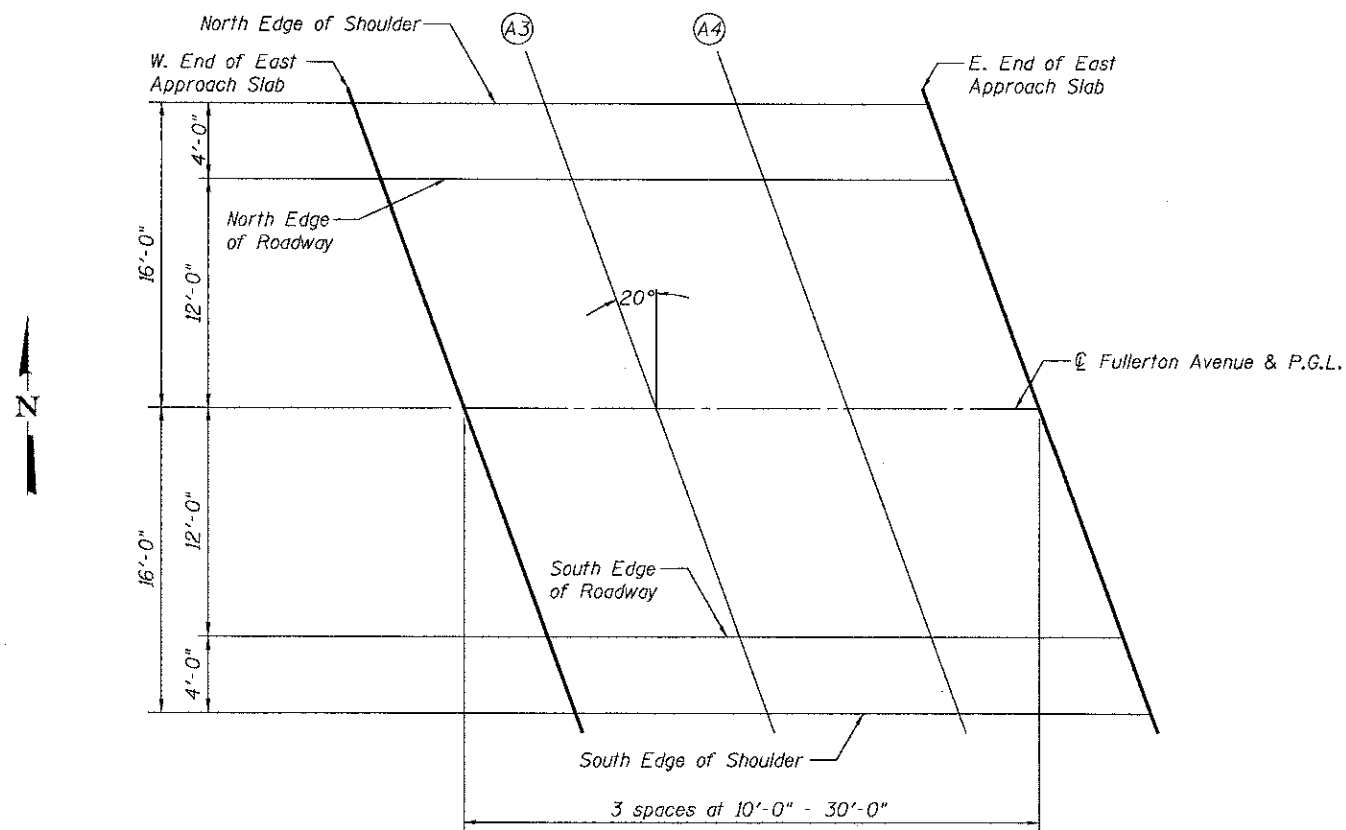
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	19+25.60	00.00	679.43
A3	19+35.60	00.00	679.20
A4	19+45.60	00.00	678.93
E. End of East Appr. Slab	19+55.60	00.00	678.64

**SOUTH EDGE OF ROADWAY**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	19+29.97	12.00	679.14
A3	19+39.97	12.00	678.90
A4	19+49.97	12.00	678.62
E. End of East Appr. Slab	19+59.97	12.00	678.32

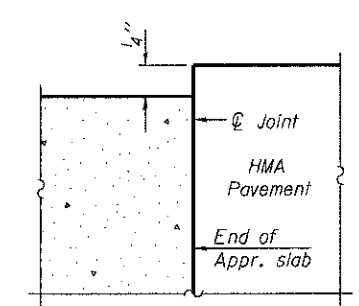
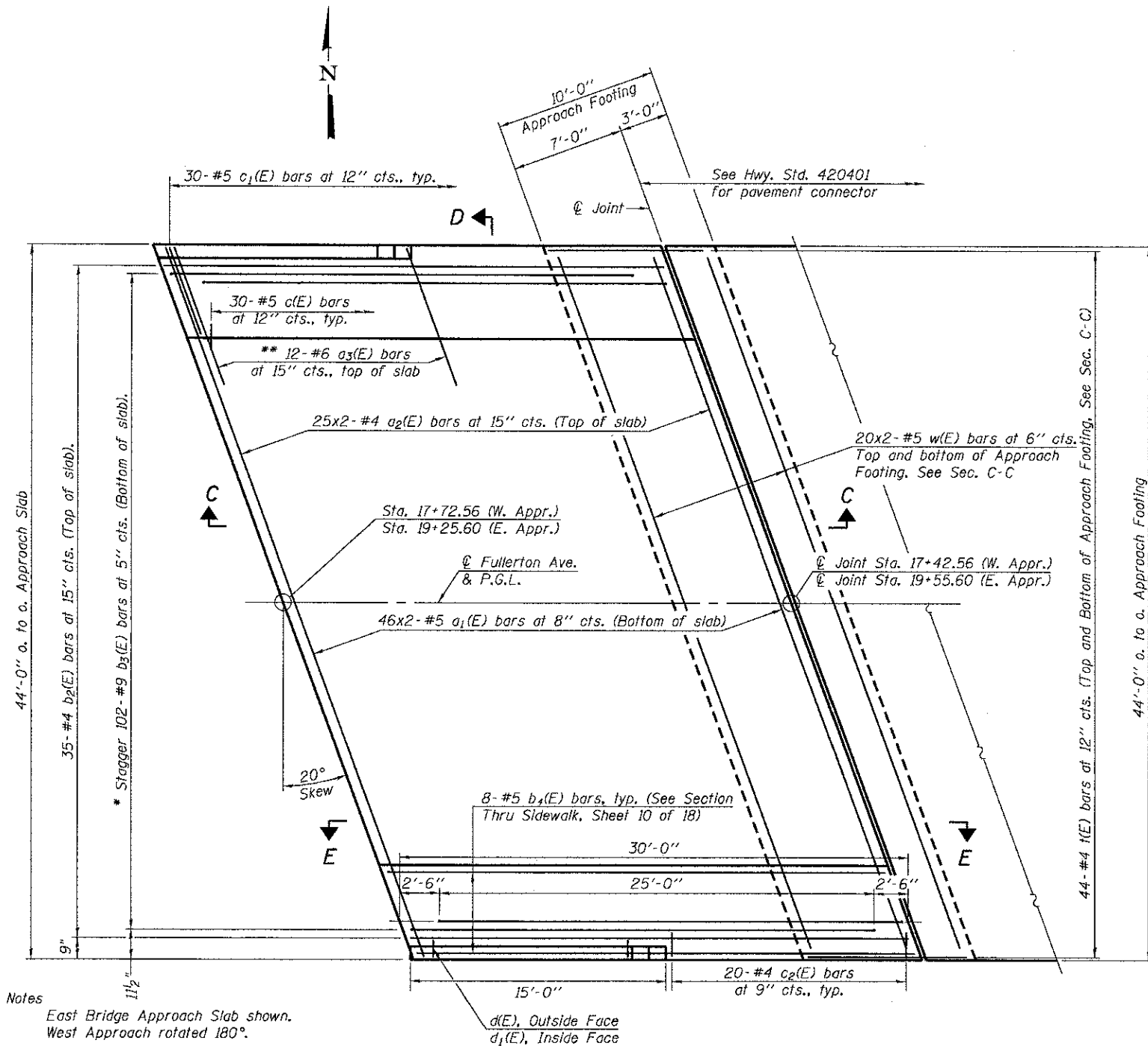
**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	19+31.42	16.00	679.05
A3	19+41.42	16.00	678.80
A4	19+51.42	16.00	678.52
E. End of East Appr. Slab	19+61.42	16.00	678.21



**PLAN**  
East Approach

Notes:  
See sheet 10 of 18 for Sections C-C & D-D and View E-E.  
a<sub>1</sub>(E) and a<sub>2</sub>(E) bar spacings measured along  $\phi$  Rdwy.



**FLEXIBLE PAVEMENT**  
**DETAIL A**

Notes  
East Bridge Approach Slab shown.  
West Approach rotated 180°.  
Bars indicated thus 20 x 2-#4 etc. Indicates  
20 lines of bars with 2 lengths per line.

**MINIMUM BAR LAP**

- #4 bar = 2'-1"
- #5 bar = 2'-7"

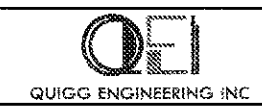
**PLAN**

- \* Tilt #9 b<sub>3</sub>(E) bars as required to maintain clearance.
- \*\* Space between a<sub>2</sub>(E) bars, typ. each parapet.

BA-R

10-9-12

(Sheet 1 of 2)



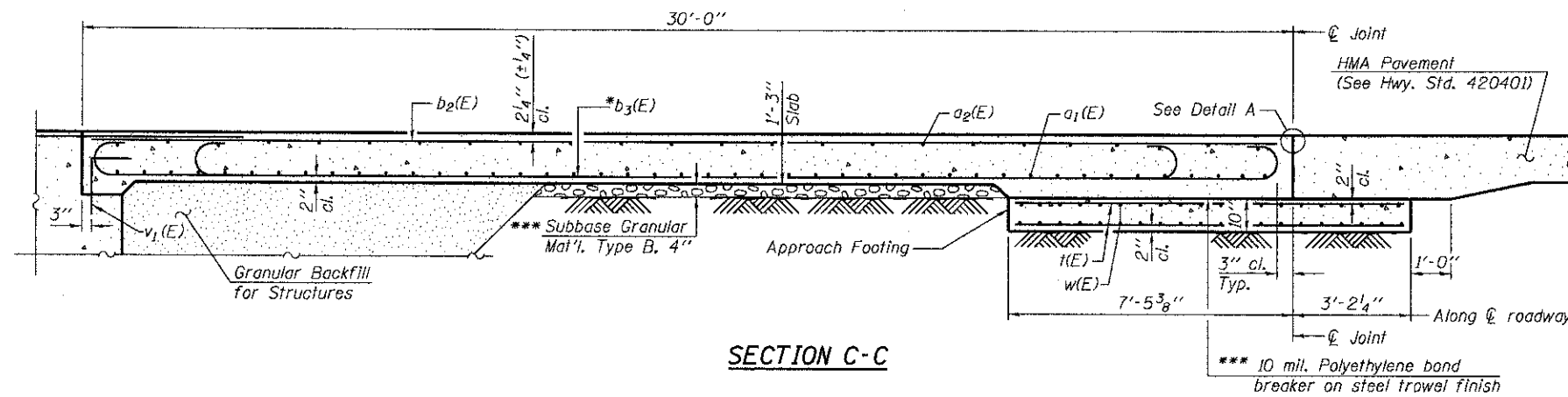
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PLOT SCALE	CHECKED - MJT	REVISED
PLOT DATE	DRAWN - JTF	REVISED
	CHECKED - MJT	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

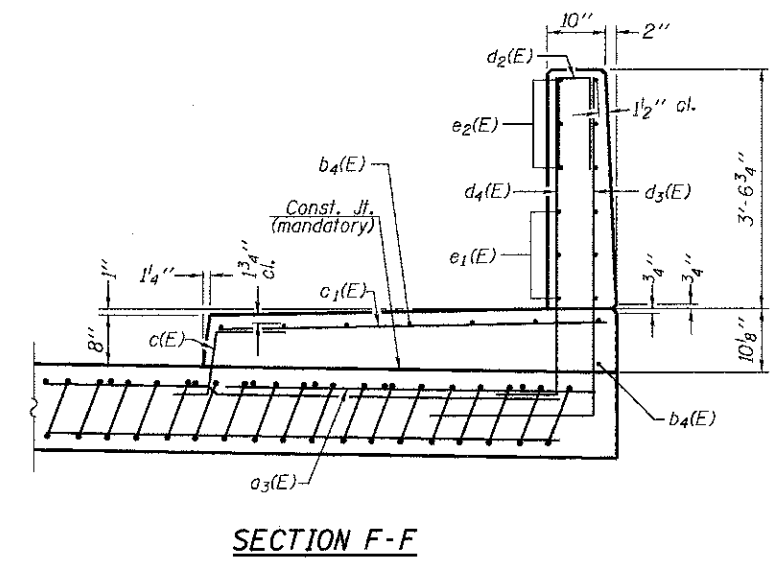
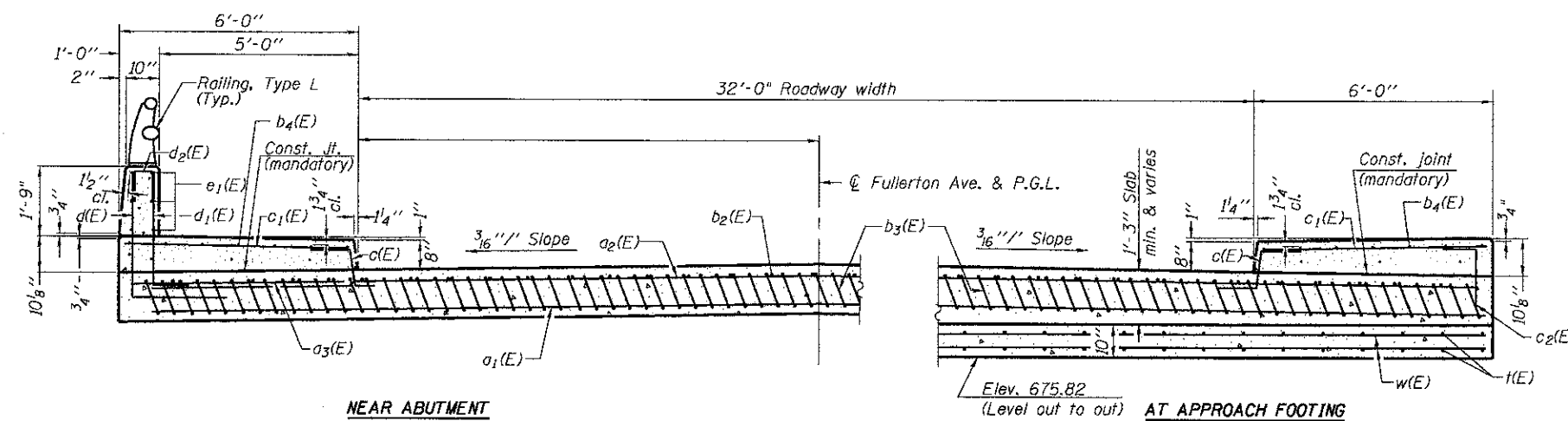
BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 022-3041

SHEET NO. 9 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	25
CONTRACT NO. 63785				
ILLINOIS FED. AID PROJECT				



Notes:  
 See sheet 9 of 18 for Detail A.  
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v<sub>1</sub>(E) bar details, see sheets 12 and 13 of 18.  
 The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 18.



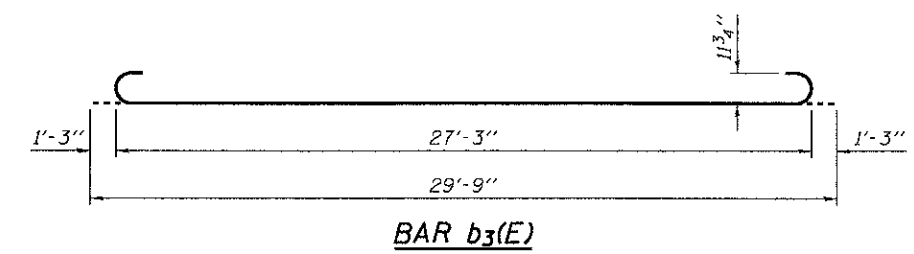
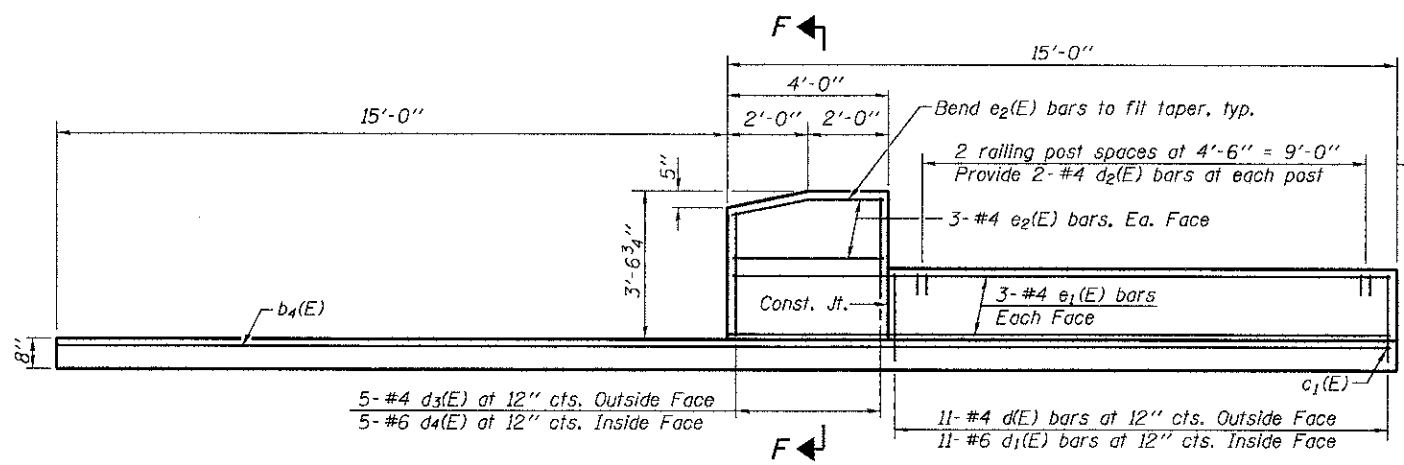
**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a <sub>1</sub> (E)	184	#5	24'-7"	—
a <sub>2</sub> (E)	100	#4	24'-4"	—
a <sub>3</sub> (E)	48	#6	6'-6"	—
b <sub>2</sub> (E)	70	#4	29'-9"	—
b <sub>3</sub> (E)	204	#9	29'-9"	—
b <sub>4</sub> (E)	32	#5	29'-9"	—
c(E)	120	#5	2'-3"	┌
c <sub>1</sub> (E)	120	#5	6'-1"	—
c <sub>2</sub> (E)	80	#4	2'-0"	┌
d(E)	44	#4	3'-5"	┌
d <sub>1</sub> (E)	44	#6	3'-7"	┌
d <sub>2</sub> (E)	24	#4	2'-0"	┌
d <sub>3</sub> (E)	20	#4	5'-0"	┌
d <sub>4</sub> (E)	20	#6	5'-2"	┌
e <sub>1</sub> (E)	24	#4	14'-9"	—
e <sub>2</sub> (E)	24	#4	3'-9"	—
k(E)	176	#4	10'-4"	—
w(E)	160	#5	24'-7"	—
Bridge Deck Grooving		Sq. Yd.	200	
Concrete Superstructure		Cu. Yd.	150.3	
Concrete Structures		Cu. Yd.	28.9	
Protective Coat		Sq. Yd.	316	
** Reinforcement Bars, Epoxy Coated		Pound	37190	

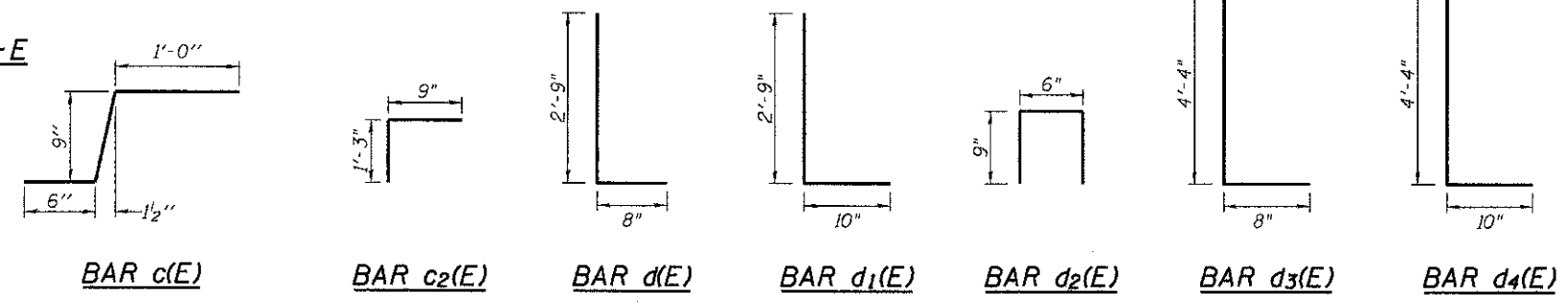
\*\* Reinforcement Bars, Epoxy Coated  
 Superstructure = 31,870  
 Substructure = 5,320

\* Tilt #9 b<sub>3</sub>(E) bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.

**SECTION D-D  
(See Plan for dimensions not shown)**



**VIEW E-E**



BA-R

10-9-12

(Sheet 2 of 2)



USER NAME	DESIGNED - RJP	REVISION
	CHECKED - MJT	REVISION
PLOT SCALE	DRAWN - JTF	REVISION
PLOT DATE	CHECKED - MJT	REVISION

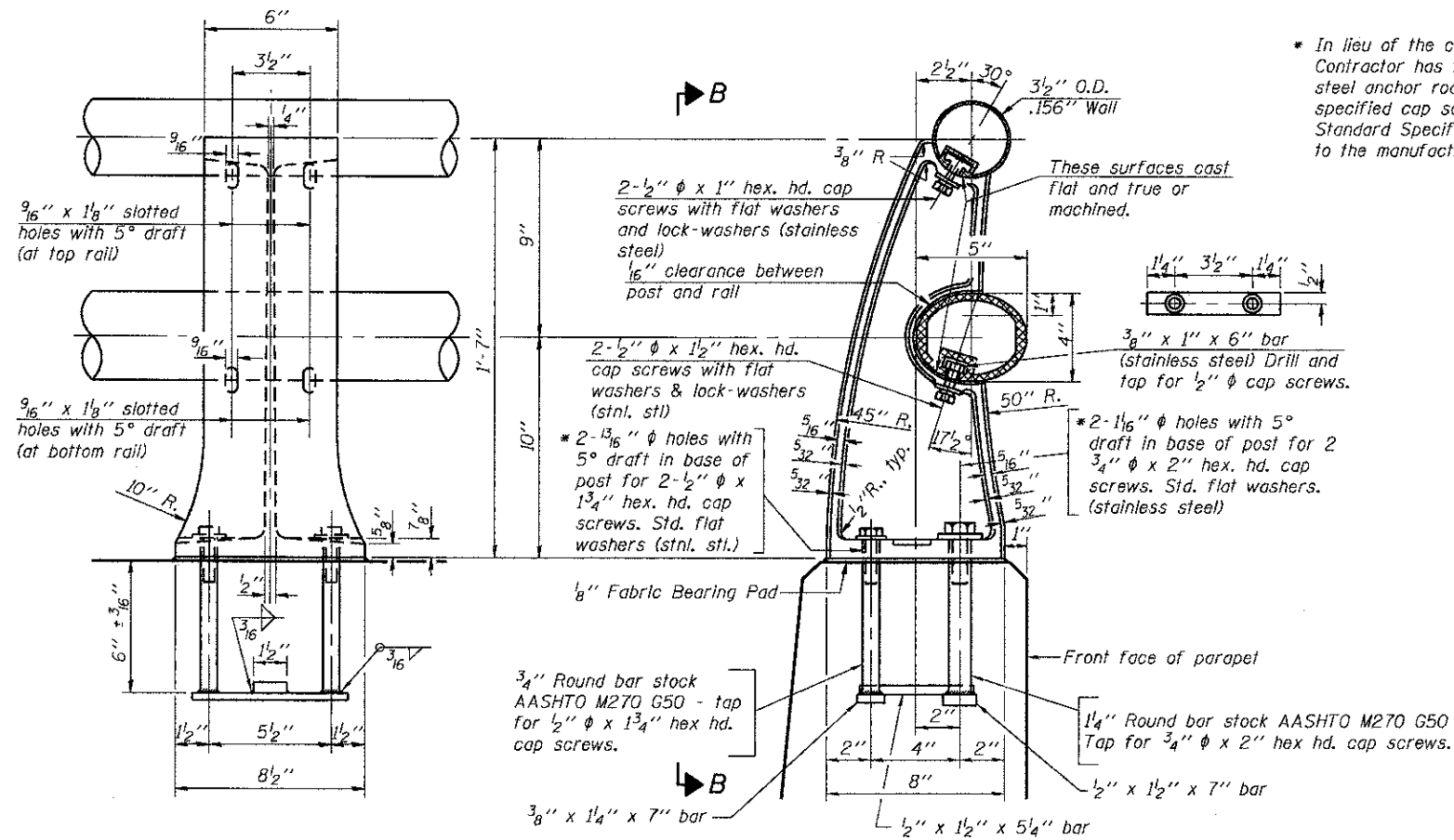
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 022-3041

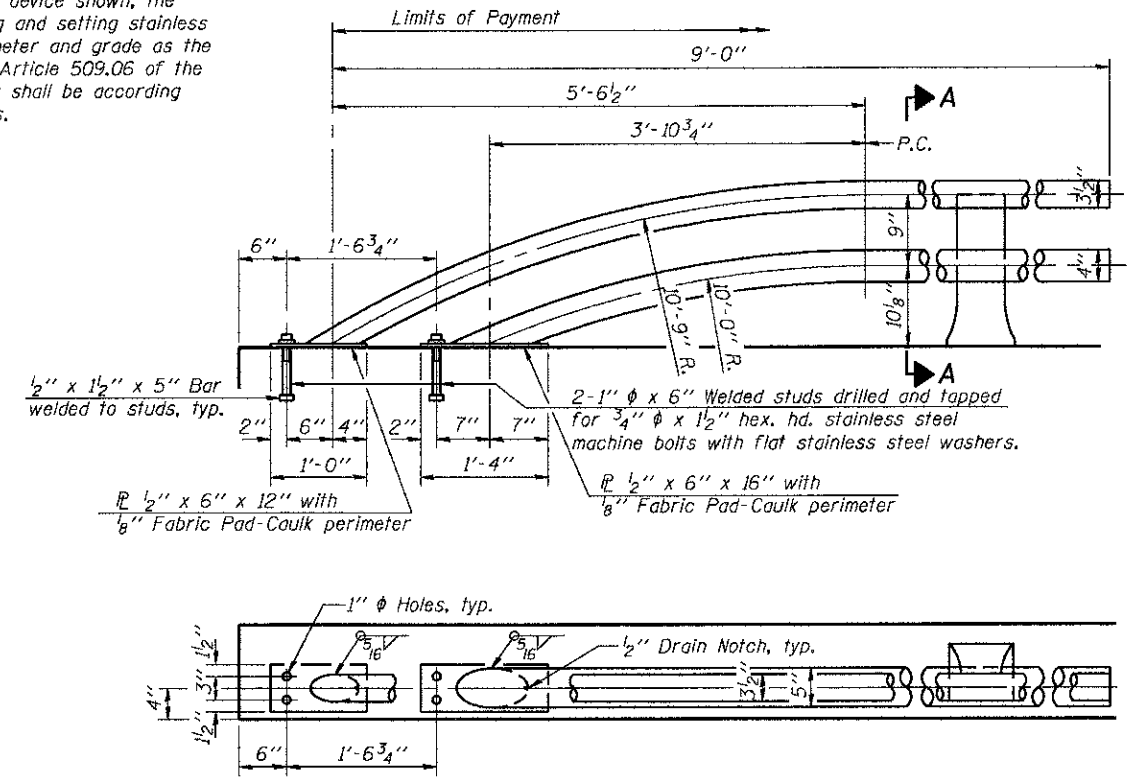
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	26
				CONTRACT NO. 63785

SHEET NO. 10 OF 18 SHEETS

ILLINOIS FED. AID PROJECT



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

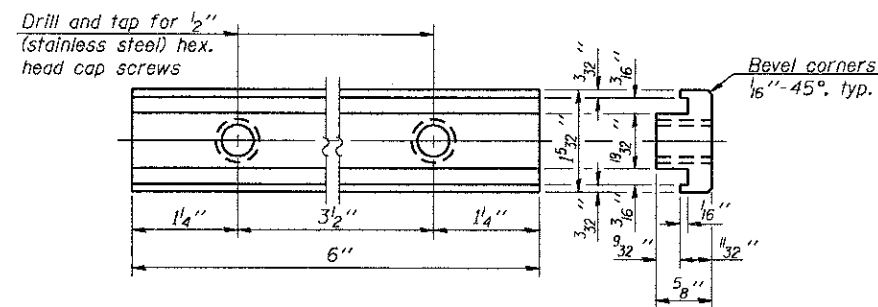


VIEW B-B

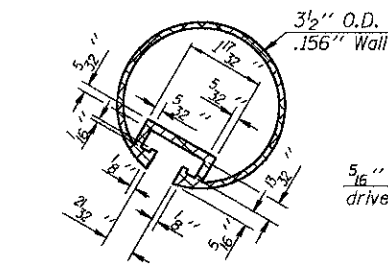
SECTION A-A

RAIL TERMINAL SECTION

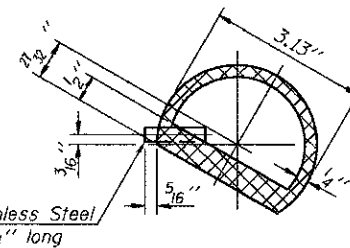
RAIL POST DETAILS



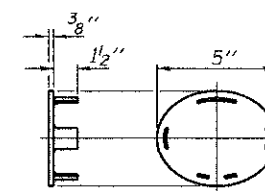
RAIL POST CLAMP BAR



SECTION THRU TOP RAIL

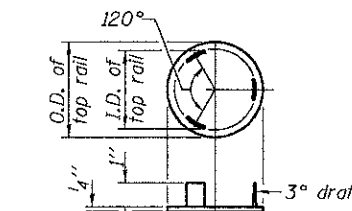


SECTION THRU SPLICE



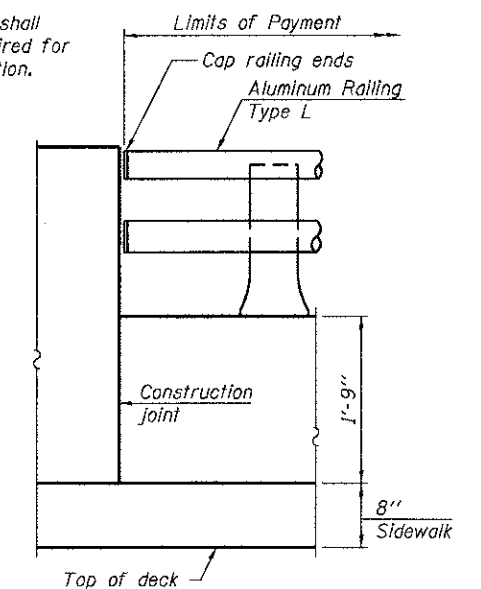
CAST END CAP

For bottom rail  
DRIVE FIT TYPE

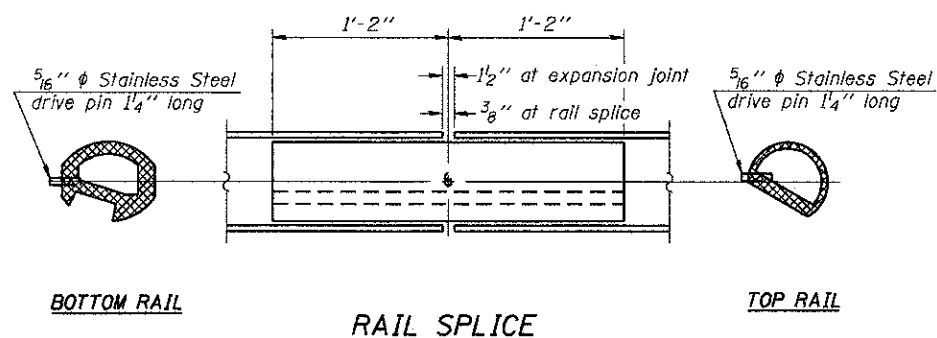


CAST END CAP

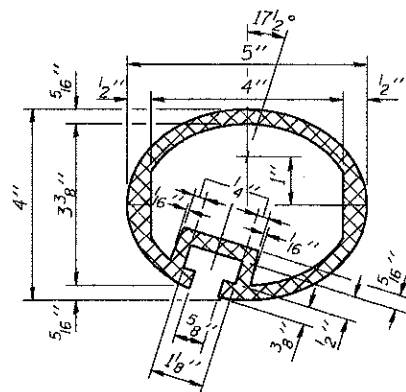
For top rail



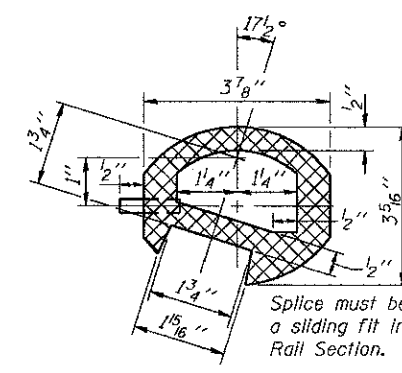
RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL



RAIL SPLICE



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

Notes:  
All Posts shall be normal to parapet.  
All joints in rail shall be spliced per detail.  
All exposed rail ends shall be capped per detail.  
Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.  
See sheet 4 of 18 for rail post spacing of bridge.  
See sheet 10 of 18 for rail post spacing of approaches.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	346

R-20

1-27-12 (7'-0" to 10'-0" Post spacing)



USER NAME	DESIGNED -	REVISOR
	RJP	
PLOT SCALE	CHECKED -	REVISOR
	MJT	
PLOT DATE	DRAWN -	REVISOR
	JTF	
	CHECKED -	REVISOR
	MJT	

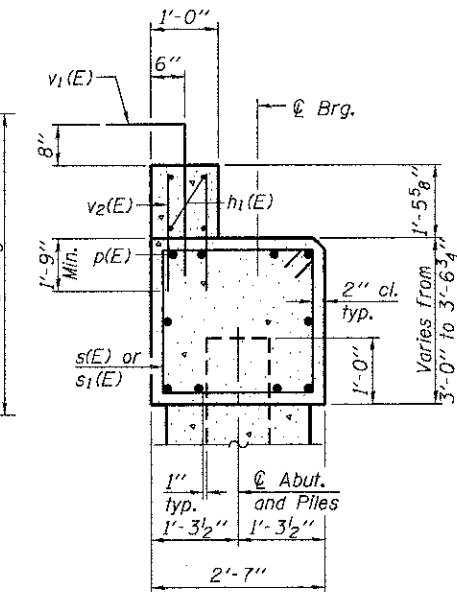
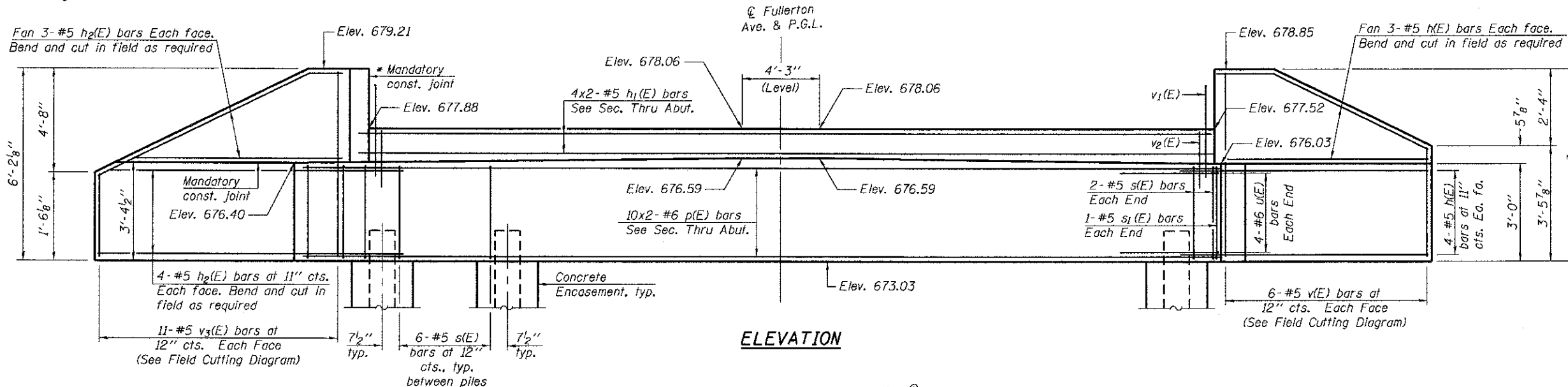
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALUMINUM RAILING, TYPE L  
STRUCTURE NO. 022-3041

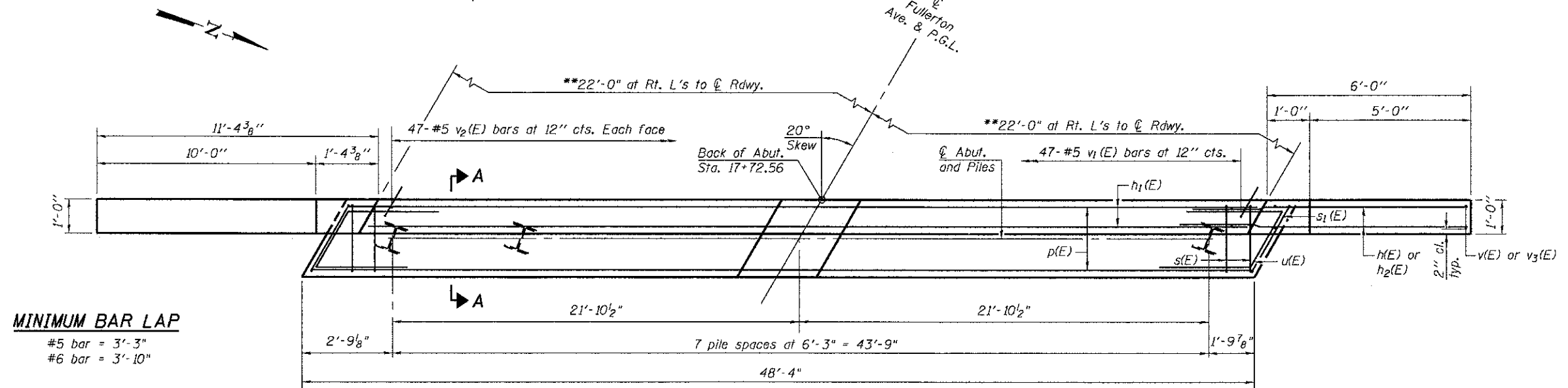
SHEET NO. 11 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-00120-00-BR	DUPAGE	38	27
				CONTRACT NO. 63785
ILLINOIS FED. AID PROJECT				

\* Cast top of wingwall flush with exterior beam face after beams and concrete wearing surface have been erected.



SECTION A-A  
(Dimensions are at Rt. L's)



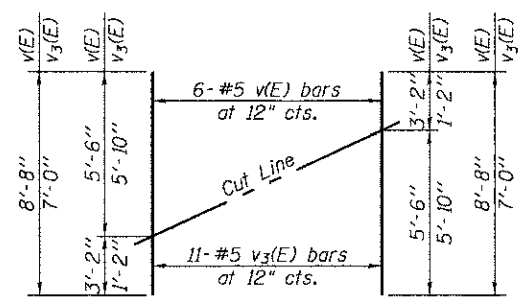
**MINIMUM BAR LAP**  
#5 bar = 3'-3"  
#6 bar = 3'-10"

**BILL OF MATERIAL**

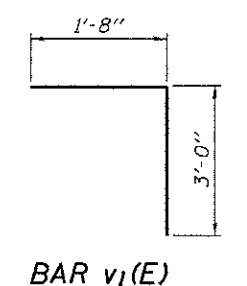
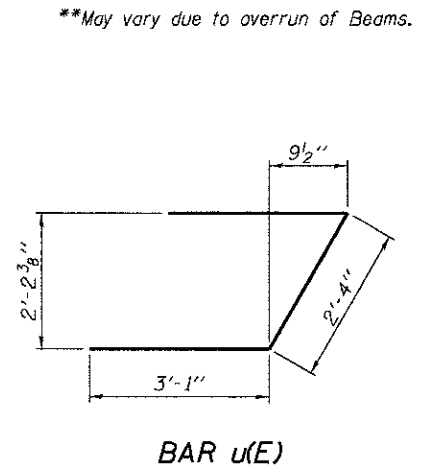
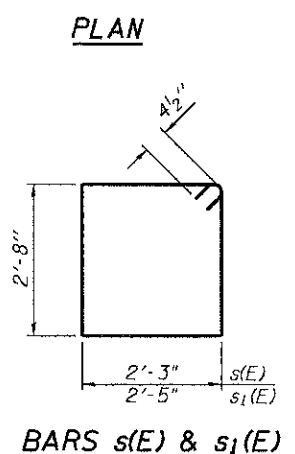
Bar	No.	Size	Length	Shape
h(E)	14	#5	8'-3"	—
h1(E)	8	#5	24'-11"	—
h2(E)	14	#5	13'-3"	—
p(E)	20	#6	25'-11"	—
s(E)	46	#5	10'-7"	□
s1(E)	2	#5	10'-11"	□
u(E)	8	#6	8'-6"	┘
v(E)	6	#5	8'-8"	—
v1(E)	47	#5	4'-8"	┘
v2(E)	94	#5	3'-2"	—
v3(E)	11	#5	7'-0"	—
Structure Excavation	Cu. Yd.		52.5	
Concrete Structures	Cu. Yd.		20.4	
Reinforcement Bars, Epoxy Coated	Pound		2610	
Furnishing Steel Piles, HP14x73	Foot		399	
Driving Piles	Foot		399	
Test Pile Steel, HP14x73	Each		1	
Concrete Encasement	Cu. Yd.		4.4	

Notes:  
For details of piles and Concrete Encasement, see sheet 16 of 18.  
Cast backwall after beams and concrete wearing surface have been erected.

**PILE DATA**  
Type: HP 14x73  
Nominal Required Bearing: 334 k  
Factored Resistance Available: 184 k  
Est. Length: 57 ft  
No. Production Piles: 7  
No. Test Piles: 1



**FIELD CUTTING DIAGRAM**  
Order v(E) & v3(E) full length. Cut as shown and use remainder of bars in opposite face.



\*\*May vary due to overrun of Beams.

AD-2742-R 7-1-10



USER NAME	DESIGNED -	REVISIONS
	RJP	REVIS
	MJT	REVIS
	JTF	REVIS
	MJT	REVIS

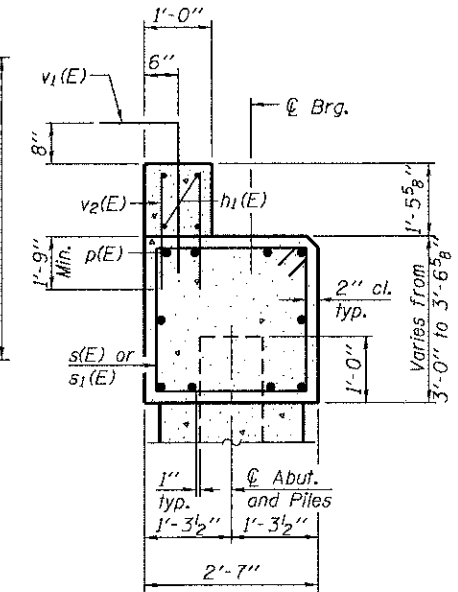
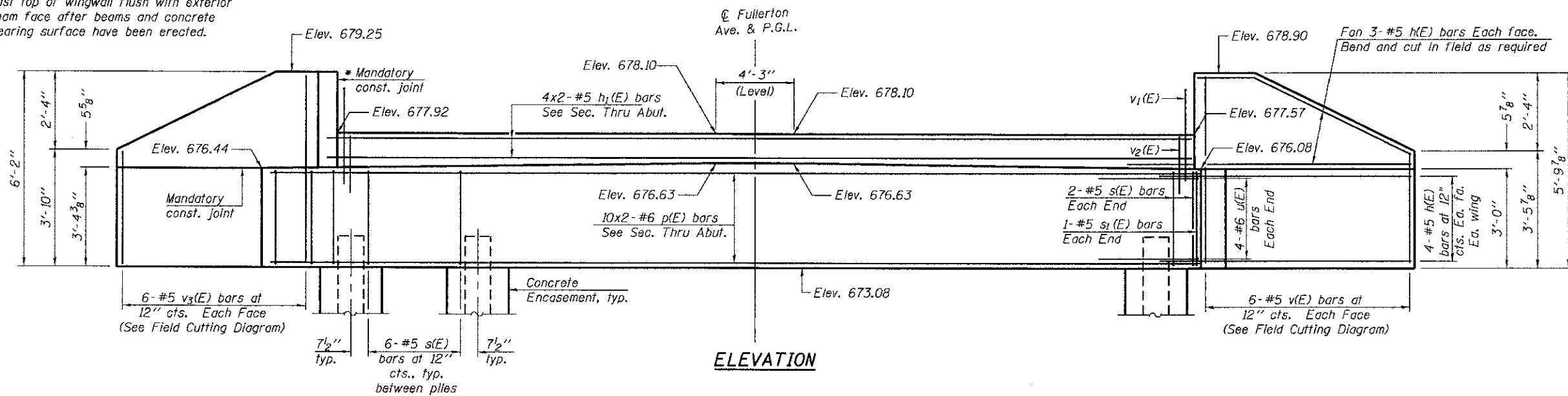
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT  
STRUCTURE NO. 022-3041  
SHEET NO. 12 OF 18 SHEETS

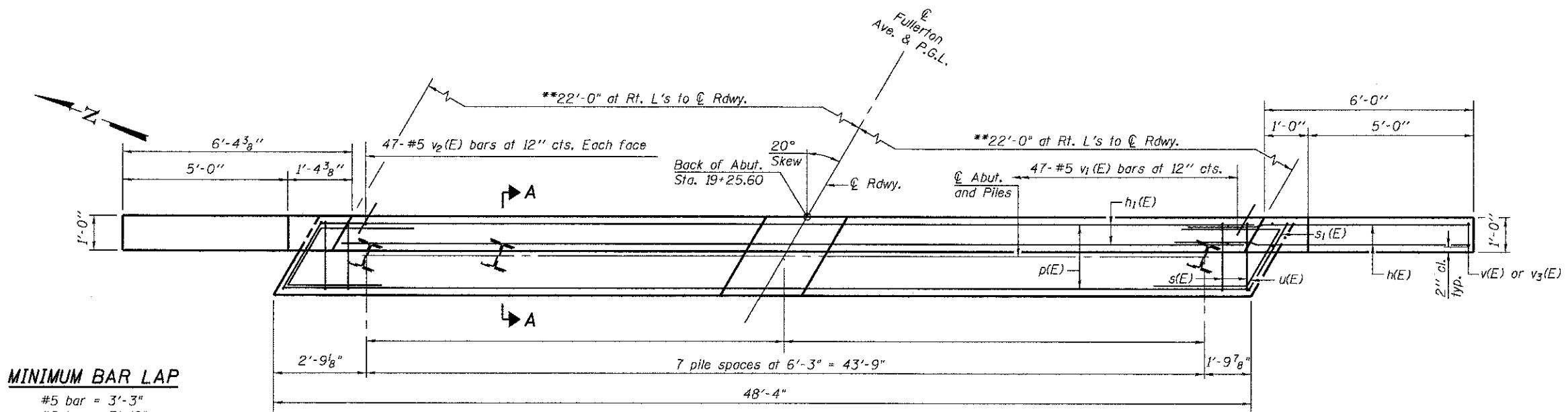
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	28
CONTRACT NO. 63785				

ILLINOIS FED. AID PROJECT

\* Cast top of wingwall flush with exterior beam face after beams and concrete wearing surface have been erected.

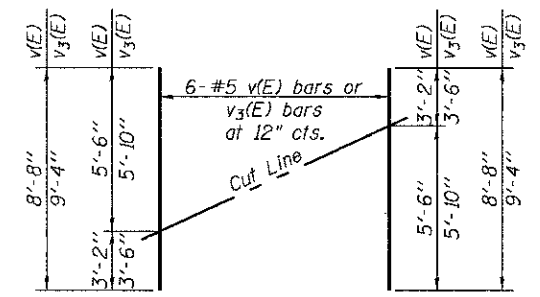


SECTION A-A  
(Dimensions are at Rt. L's)

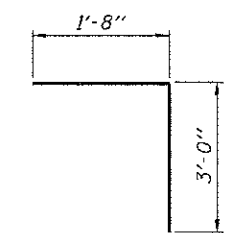
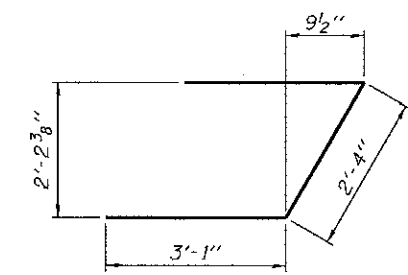
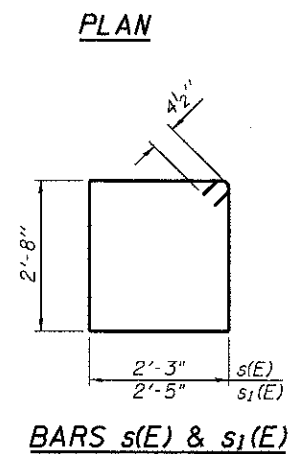


**MINIMUM BAR LAP**  
#5 bar = 3'-3"  
#6 bar = 3'-10"

**PILE DATA**  
Type: HP 14x73  
Nominal Required Bearing: 345 k  
Factored Resistance Available: 190 k  
Est. Length: 55 ft  
No. Production Piles: 7  
No. Test Piles: 1



**FIELD CUTTING DIAGRAM**  
Order v(E) & v3(E) full length. Cut as shown and use remainder of bars in opposite face.



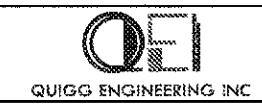
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	28	#5	8'-3"	—
h1(E)	8	#5	24'-11"	—
p(E)	20	#6	25'-11"	—
s(E)	46	#5	10'-7"	□
s1(E)	2	#5	10'-11"	□
u(E)	8	#6	8'-6"	└
v(E)	6	#5	8'-8"	—
v1(E)	47	#5	4'-8"	└
v2(E)	94	#5	3'-2"	—
v3(E)	6	#5	9'-4"	—
Structure Excavation	Cu. Yd.		52.2	
Concrete Structures	Cu. Yd.		19.8	
Reinforcement Bars, Epoxy Coated	Pound		2510	
Furnishing Steel Piles, HP14x73	Foot		385	
Driving Piles	Foot		385	
Test Pile Steel HP14x73	Each		1	
Concrete Encasement	Cu. Yd.		4.4	

Notes:  
For details of piles and Concrete Encasement, see sheet 16 of 18.  
Cast backwall after beams and concrete wearing surface have been erected.

AD-2742-R

7-1-10



USER NAME	DESIGNED - RJP	REVISED
CHECKED - MJT		REVISED
DRAWN - JTF		REVISED
CHECKED - MJT		REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

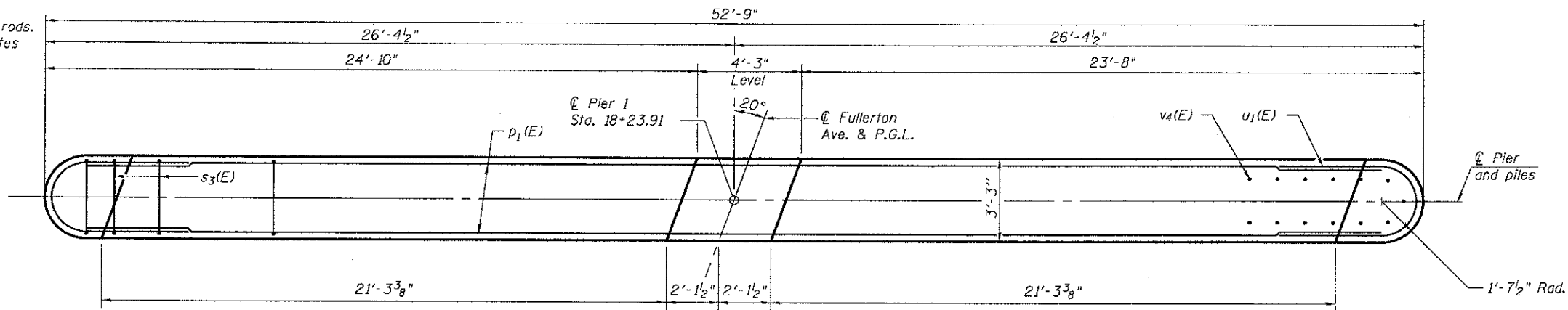
EAST ABUTMENT  
STRUCTURE NO. 022-3041

SHEET NO. 13 OF 18 SHEETS

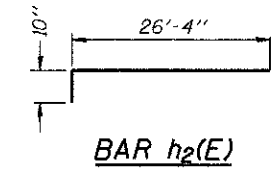
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	29
CONTRACT NO. 63785				

ILLINOIS FED. AID PROJECT

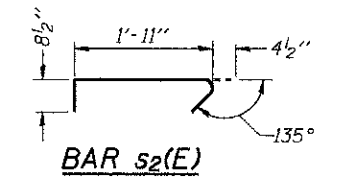
Notes:  
 Space reinforcement in cap to miss dowel rods.  
 Bars indicated thus 12 x 2-#5 etc. indicates  
 12 lines of bars with 2 lengths per line.



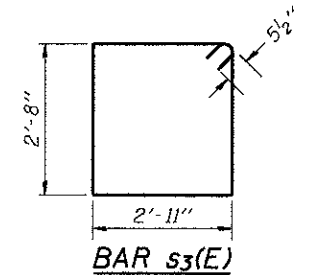
TOP PLAN



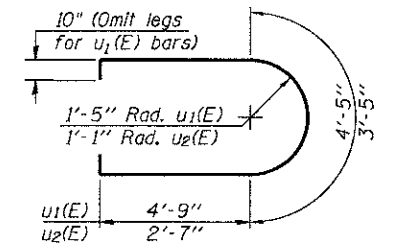
BAR h<sub>2</sub>(E)



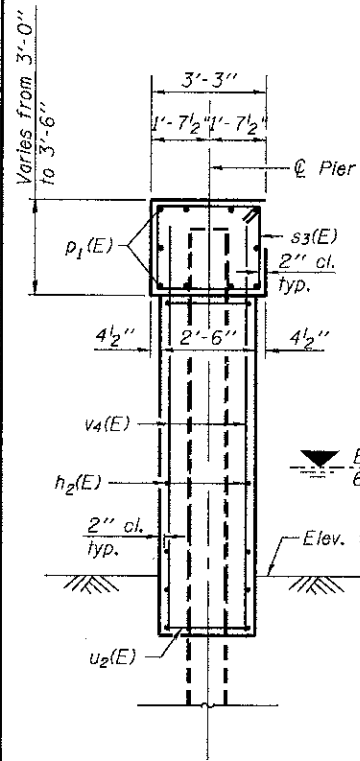
BAR s<sub>2</sub>(E)



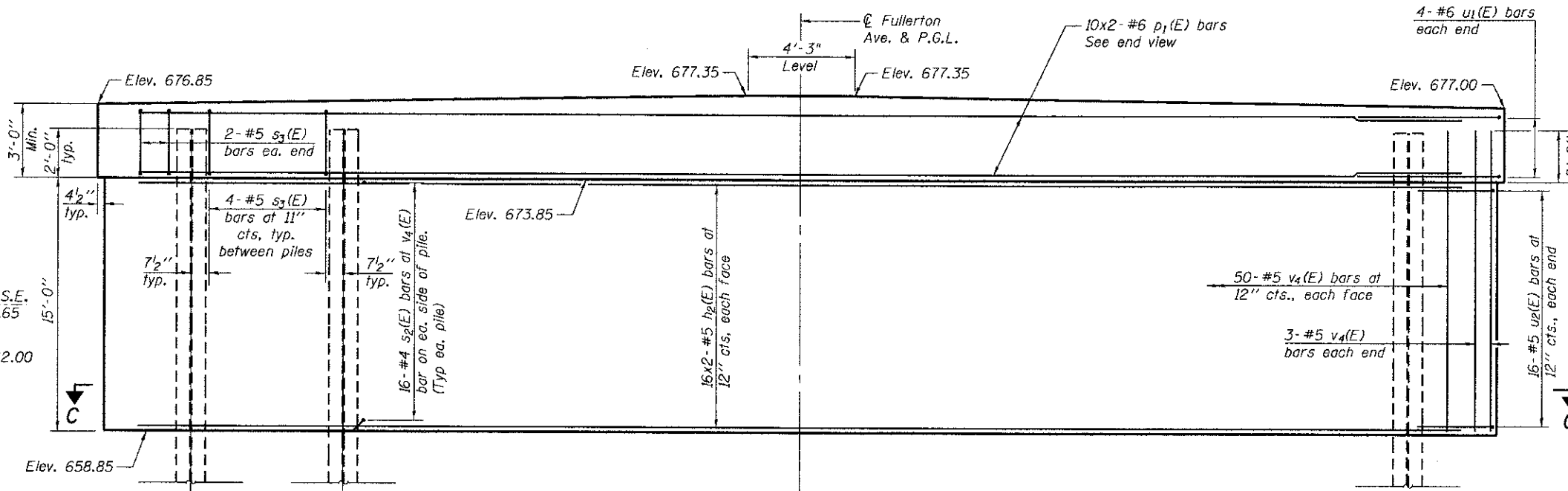
BAR s<sub>3</sub>(E)



BARS u<sub>1</sub>(E) & u<sub>2</sub>(E)



END VIEW



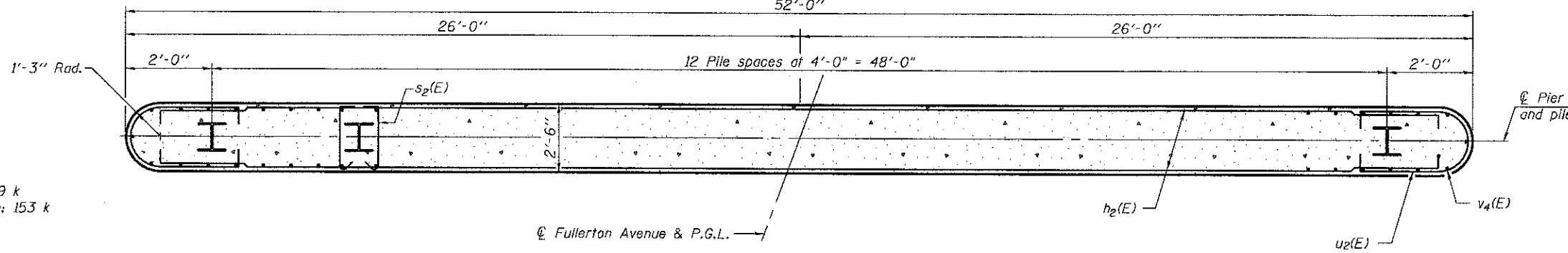
ELEVATION  
(Looking East)

MINIMUM BAR LAP

#5 bar = 3'-3"  
 #6 bar = 3'-10"

PILE DATA

Type: HP 14x73  
 Nominal Required Bearing: 279 k  
 Allowable Resistance Available: 153 k  
 Est. Length: 58 ft  
 No. Production Piles: 12  
 No. Test Piles: 1



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h <sub>2</sub> (E)	64	#5	27'-2"	□
p <sub>1</sub> (E)	20	#6	26'-8"	—
s <sub>2</sub> (E)	416	#4	3'-0"	┌
s <sub>3</sub> (E)	52	#5	12'-1"	□
u <sub>1</sub> (E)	8	#6	13'-11"	U
u <sub>2</sub> (E)	32	#5	10'-3"	U
v <sub>4</sub> (E)	106	#5	17'-0"	—
Cofferdam Excavation		Cu. Yd.	73.5	
Cofferdam (Type 1) (Location-1)		Each	1	
Concrete Structures		Cu. Yd.	91.8	
Reinforcement Bars, Epoxy Coated		Pound	6490	
Furnishing Steel Piles HP14x73		Foot	696	
Driving Piles		Foot	696	
Test Pile Steel HP14x73		Each	1	



USER NAME =  
 DESIGNED RJP  
 CHECKED MJT  
 DRAWN KC  
 CHECKED MJT

REVISOR -  
 REVISION -  
 REVISION -  
 REVISION -

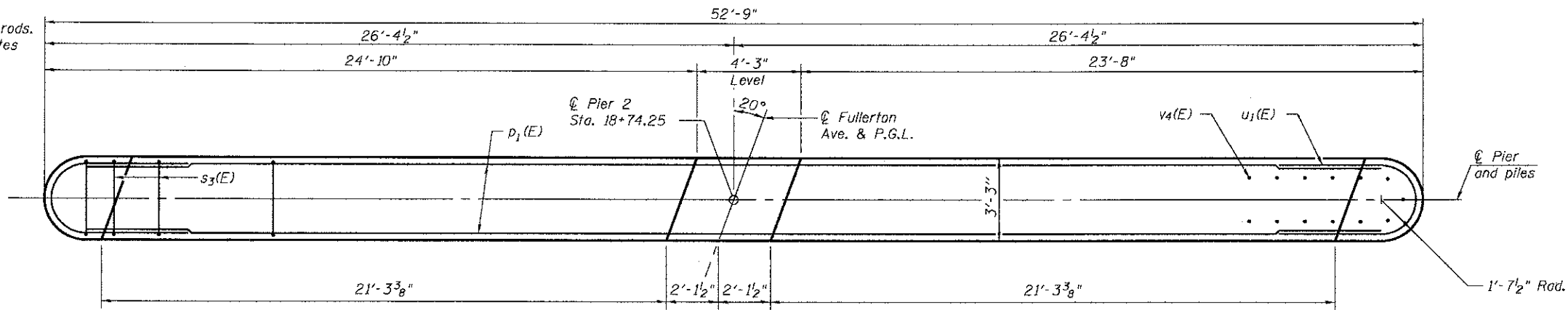
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER 1  
 STRUCTURE NO. 022-3041

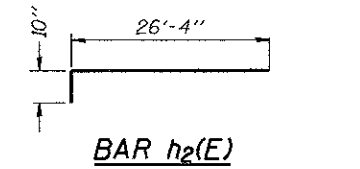
SHEET NO. 14 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR		38	30
CONTRACT NO. 63785				
ILLINOIS FED. AID PROJECT				

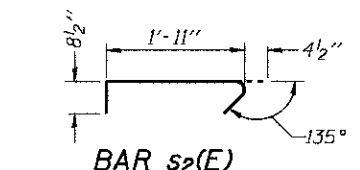
Notes:  
 Space reinforcement in cap to miss dowel rods.  
 Bars indicated thus 12 x 2-#5 etc. indicates  
 12 lines of bars with 2 lengths per line.



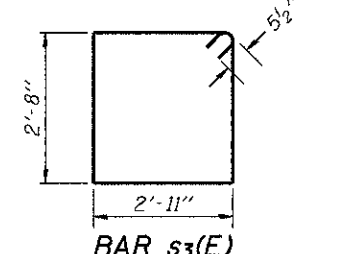
TOP PLAN



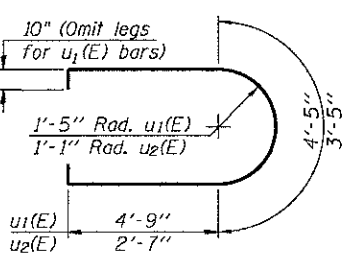
BAR h2(E)



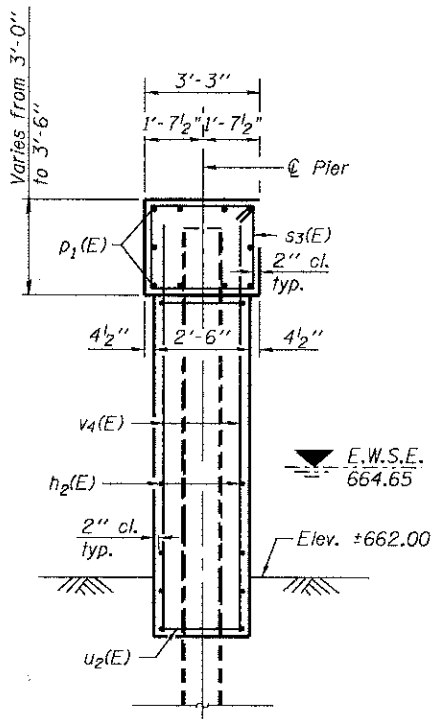
BAR s2(E)



BAR s3(E)



BARS u1(E) & u2(E)

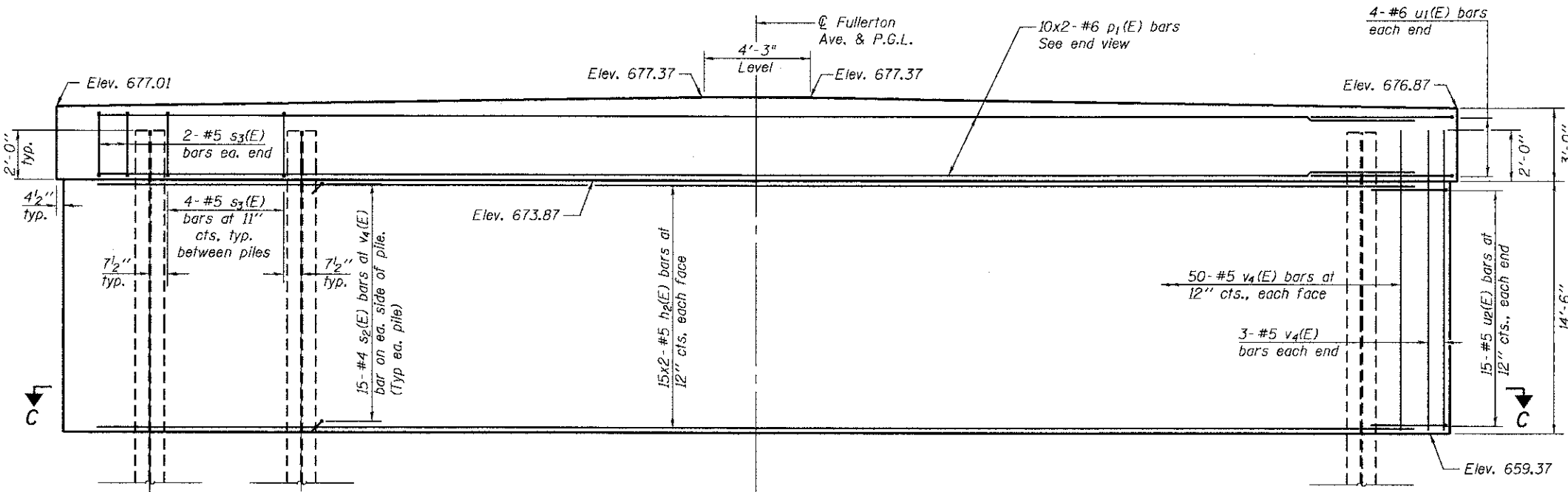


END VIEW

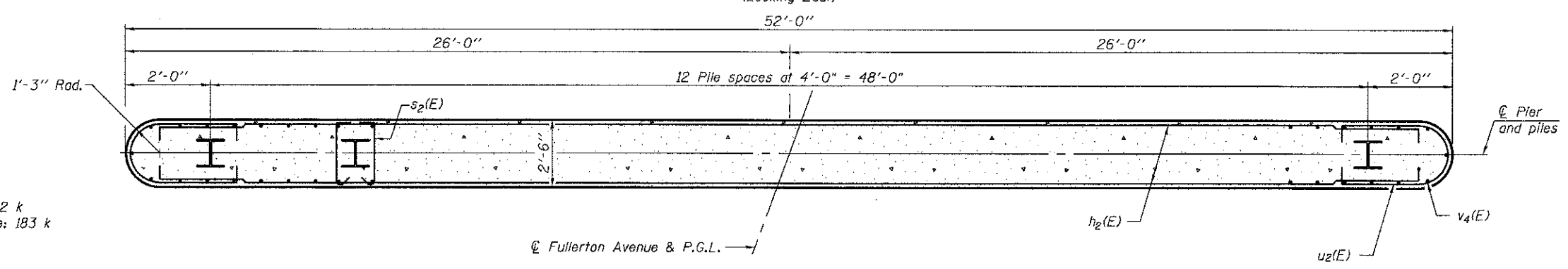
MINIMUM BAR LAP  
 #5 bar = 3'-3"  
 #6 bar = 3'-10"

PILE DATA

Type: HP 14x73  
 Nominal Required Bearing: 332 k  
 Allowable Resistance Available: 183 k  
 Est. Length: 56 ft  
 No. Production Piles: 12  
 No. Test Piles: 1



ELEVATION  
 (Looking East)



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	60	#5	27'-2"	□
p1(E)	20	#6	26'-8"	—
s2(E)	390	#4	3'-0"	U
s3(E)	52	#5	12'-1"	□
u1(E)	8	#6	13'-11"	U
u2(E)	30	#5	10'-3"	U
v4(E)	106	#5	16'-6"	—
Cofferdam Excavation		Cu. Yd.	61.4	
Cofferdam (Type 1) (Location-2)		Each	1	
Concrete Structures		Cu. Yd.	89.4	
Reinforcement Bars, Epoxy Coated		Pound	6250	
Furnishing Steel Piles HP14x73		Foot	672	
Driving Piles		Foot	672	
Test Pile Steel HP14x73		Each	1	



USER NAME :	DESIGNED RJP	REVISED -
PLOT SCALE :	CHECKED MJT	REVISED -
PLOT DATE :	DRAWN KC	REVISED -
	CHECKED MJT	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

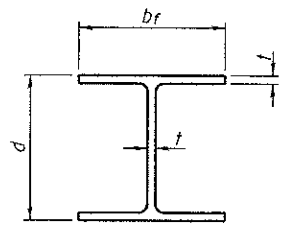
PIER 2  
 STRUCTURE NO. 022-3041

SHEET NO. 15 OF 18 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	31
				CONTRACT NO. 63785

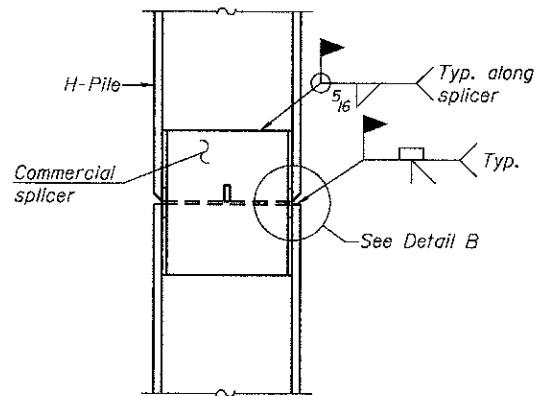
ILLINOIS FED. AID PROJECT



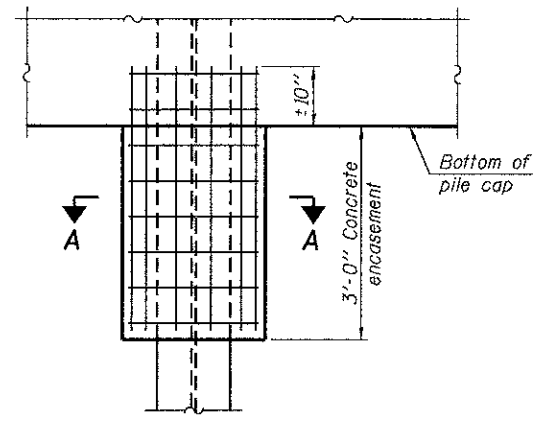


**STEEL PILE TABLE**

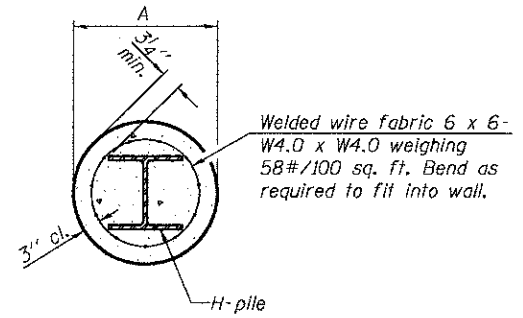
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



**ELEVATION**



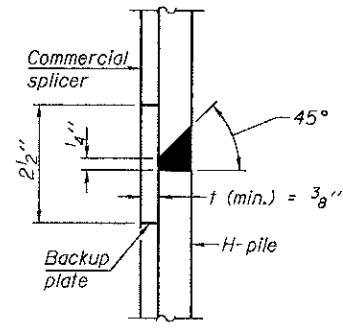
**ELEVATION**



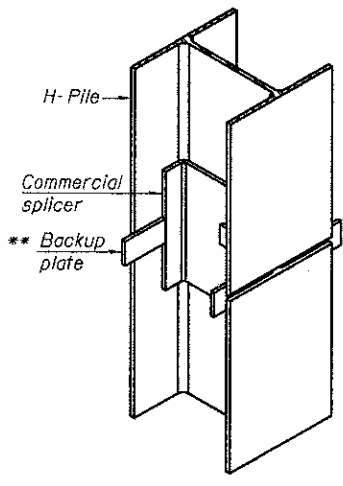
**SECTION A-A**

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

**PILE ENCASEMENT**

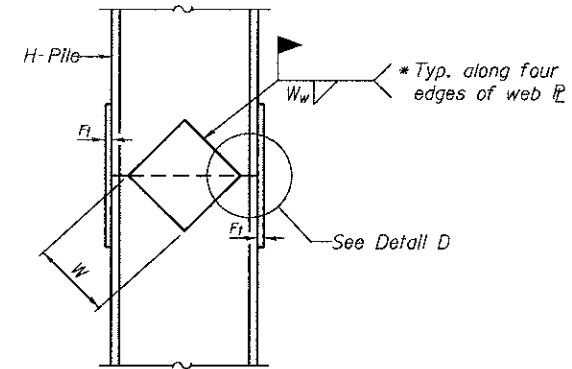


**DETAIL "B"**

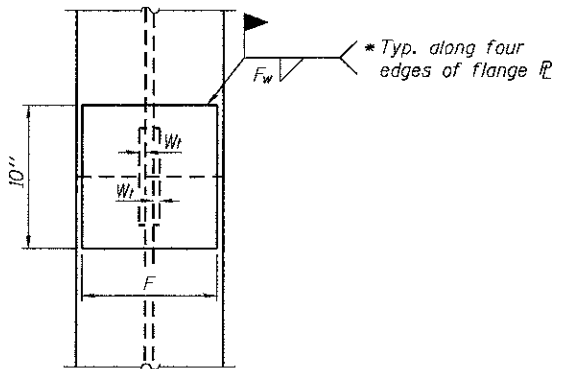


**ISOMETRIC VIEW**

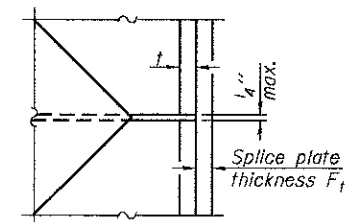
**WELDED COMMERCIAL SPLICE**



**ELEVATION**



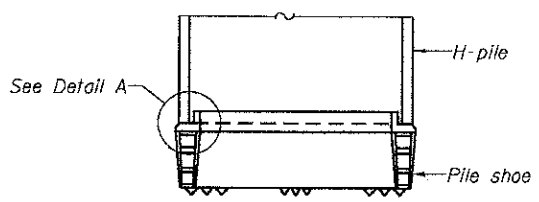
**END VIEW**



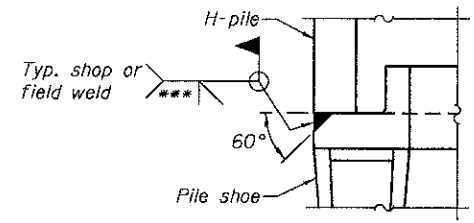
**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

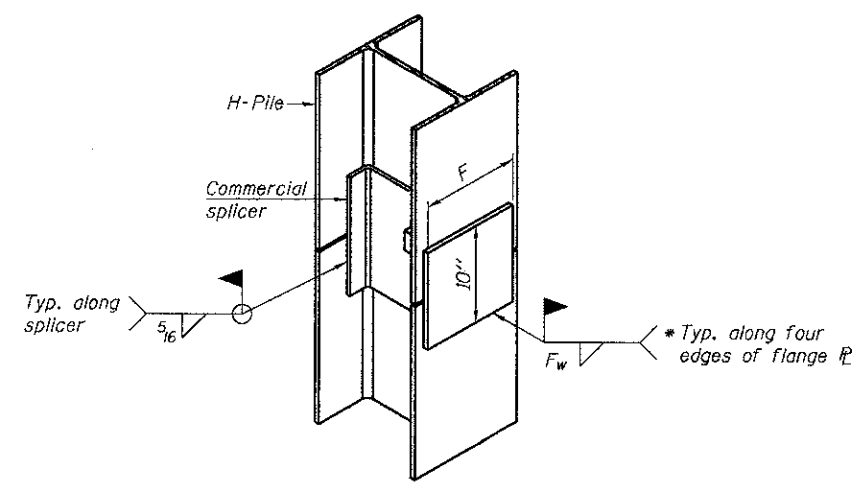


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

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

F-HP 1-27-12



USER NAME	DESIGNED - RJP	REVISED
PLOT SCALE	CHECKED - MJT	REVISED
PLOT DATE	DRAWN - JTF	REVISED
	CHECKED - MJT	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

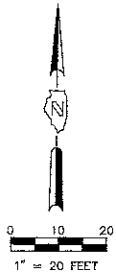
HP PILE DETAILS  
STRUCTURE NO. 022-3041

SHEET NO. 16 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DUPAGE	38	32
CONTRACT NO. 63785				
ILLINOIS FED. AID PROJECT				







SALT CREEK

POT Sta 17+16.56

POT Sta 20+22.85

WATERS OF THE U.S. IMPACT

50' WATERS OF THE U.S. BUFFER OFFSET

50' WATERS OF THE U.S. BUFFER OFFSET

EXISTING WATERS OF U.S. BOUNDARY



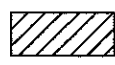

EXISTING SIDEWALK

WETLAND AS DELINEATED BY PHASE I ENGINEERING

EXISTING SIDEWALK

END IMPROVEMENT STA. 21+41.97

WETLAND LEGEND

-  EXISTING WETLAND BOUNDARY (AS DELINEATED BY V3)
-  WATERS OF THE U.S. 50' BUFFER LINE
-  WATERS OF THE U.S. IMPACT (0.01 ACRES)
-  WATERS OF THE U.S. BUFFER IMPACT (0.15 ACRES)

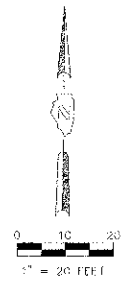
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
WATERS OF THE U.S. AND BUFFER IMPACT, EXHIBIT A

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	35
CONTRACT NO. 63785				
ILLINOIS FED. AID PROJECT				

FILE NAME *	USER NAME * \$USER\$	DESIGNED - JV/AS	REVISED -
		DRAWN - DB	REVISED -
		CHECKED - SV	REVISED -
		DATE -	REVISED -
PLOT SCALE * \$SCALE\$			
PLOT DATE * Oct 01, 2012			

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.



SALT CREEK

WATERS OF THE U.S. IMPACT

EXISTING WATERS OF U.S. BOUNDARY

50' WATERS OF THE U.S. BUFFER OFFSET

50' WATERS OF THE U.S. BUFFER OFFSET

WETLAND AS DELINEATED BY PHASE I ENGINEERING



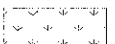

EXISTING SIDEWALK

EXISTING SIDEWALK

PROPOSED RIP RAP

PROPOSED RIP RAP

WETLAND LEGEND

-  EXISTING WETLAND BOUNDARY (AS DELINEATED BY V3)
-  WATERS OF THE U.S. 50' BUFFER LINE
-  BUFFER PRAIRIE PLANTING (0.15 ACRES)
-  PROPOSED RIP RAP

PRAIRIE SEED MIX (0.15 Acres)			
Fullerton Avenue Bridge Embankment			
Type	Scientific Name	Common Name	Seeding Rate (lbs/ac)
Prairie Seed Mix	<i>Aster novae-angliae</i>	New England Aster	0.125
	<i>Astragalus canadensis</i>	Canadian Milk Vetch	0.250
	<i>Cassia fasciculata</i>	Partridge Pea	0.125
	<i>Coreopsis lanceolata</i>	Sand Coreopsis	0.500
	<i>Echinacea purpurea</i>	Broad-leaved Pur. Coneflower	0.750
	<i>Heliopsis helianthoides</i>	False Sunflower	0.250
	<i>Monarda fistulosa</i>	Wild Bergamot	0.250
	<i>Petalostemum purpureum</i>	Purple Prairie Clover	0.250
	<i>Ratibida pinnata</i>	Yellow Coneflower	0.500
	<i>Rudbeckia hirta</i>	Black-eyed Susan	0.250
	<i>Rudbeckia subtomentosa</i>	Sweet Black-eyed Susan	0.125
	<i>Silphium integrifolium</i>	Rosin Weed	0.250
	<i>Silphium laciniatum</i>	Compass Plant	0.125
	<i>Silphium perfoliatum</i>	Cup Plant	0.125
	<i>Silphium terbinthinaceum</i>	Prairie Dock	0.125
<i>Solidago rigida</i>	Stiff Goldenrod	0.250	
<i>Verbena stricta</i>	Hoary Vervain	0.125	
<i>Zizia aurea</i>	Golden Alexanders	0.250	
	sub total		4.625
Grasses	<i>Andropogon gerardii</i>	Big Bluestem	3.000
	<i>Bouteloua curtipendula</i>	Side-oats Grama	5.000
	<i>Elymus canadensis</i>	Canada wild rye	3.000
	<i>Elymus virginicus</i>	Virginia Wild Rye	3.000
	<i>Panicum virgatum</i>	Switch Grass	2.000
	<i>Sorghastrum nutans</i>	Indian Grass	3.000
	sub total		19.000
	Total Permanent Species		23.625
Cover	<i>Avena sativa</i>	Seed Oats	48.000
	<i>Lolium multiflorum</i>	Annual Rye	3.000

100' R.O.W.

PLOT DATE: Jan 02, 2013  
 PLOT SCALE: 1" = 20' FEE  
 PROJECT: ILLINOIS DEPARTMENT OF TRANSPORTATION, BRIDGE IMPROVEMENT PROJECT, FULLERTON AVENUE BRIDGE OVER SALT CREEK

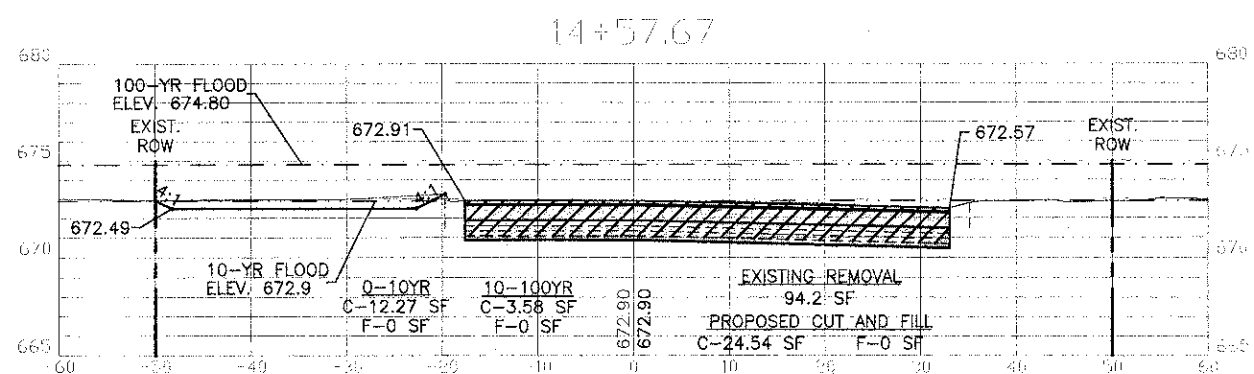
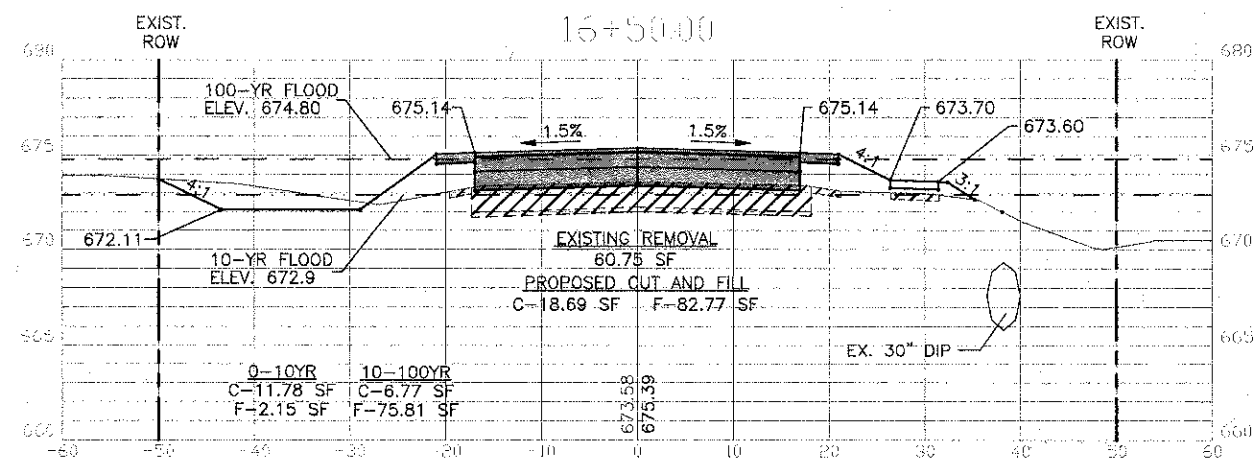
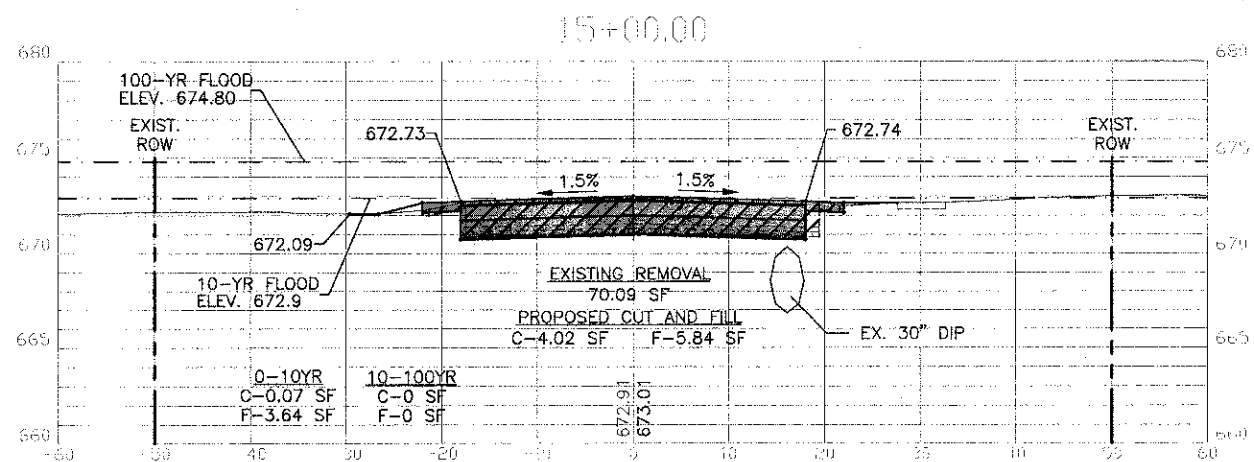
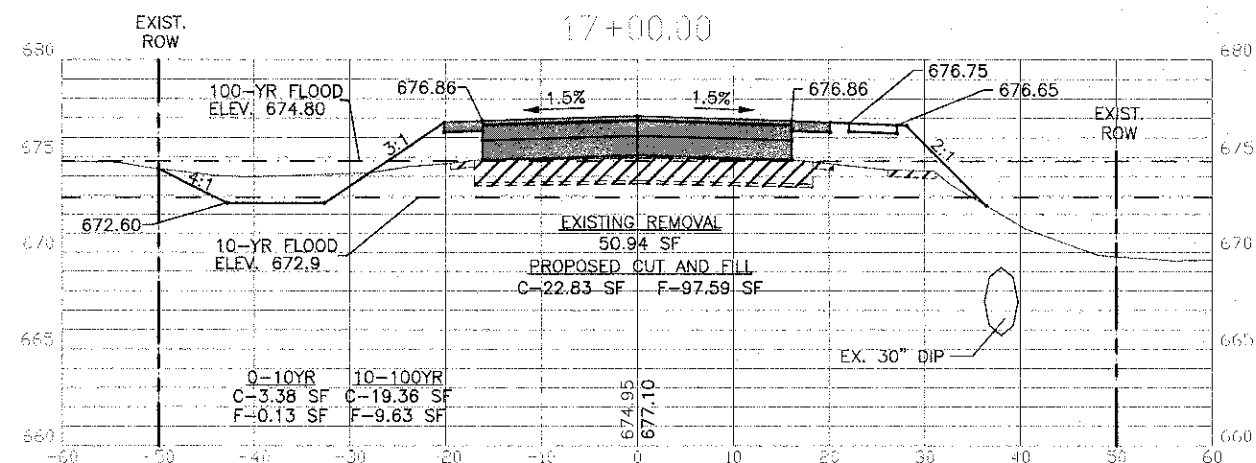
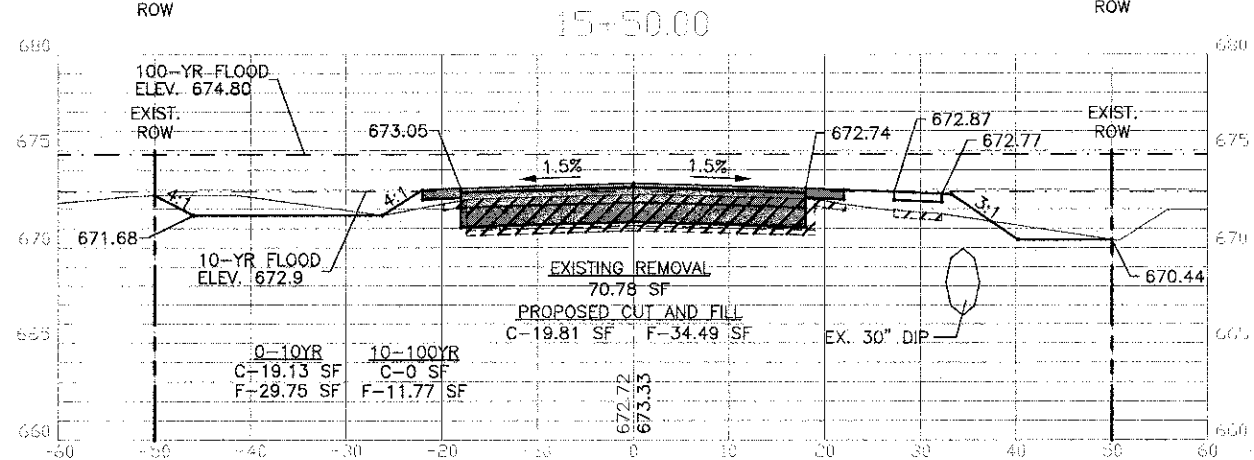
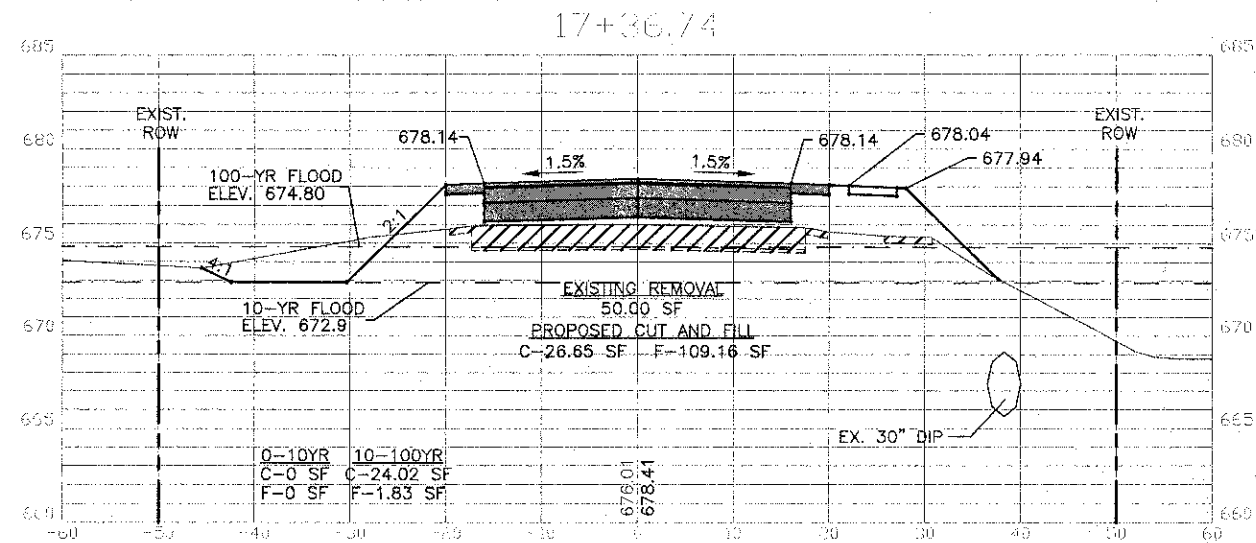
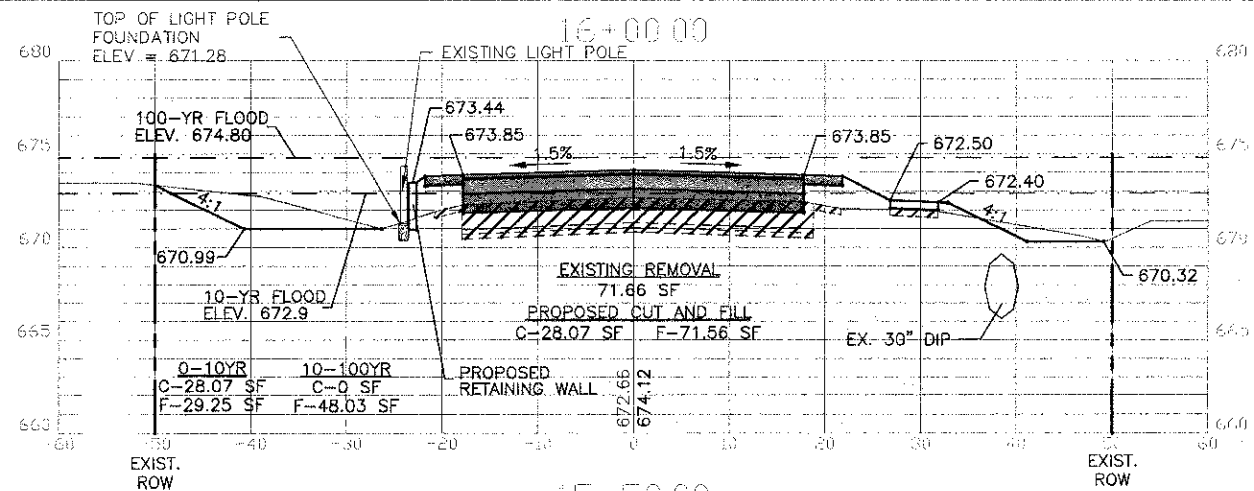
USER NAME	DESIGNED	REVISED
	DRAWN	REVISED
PROJECT SCALE	CHECKED	REVISED
PLOT DATE: Jan 03, 2013	DATE	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
BUFFER PLANTING PLAN, EXHIBIT B

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. 10 STA.

C.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	SR-01120-00-BR	DUPAGE	35	36
CONTRACT NO. 63785			ILLINOIS STATE ROAD PROJECT	



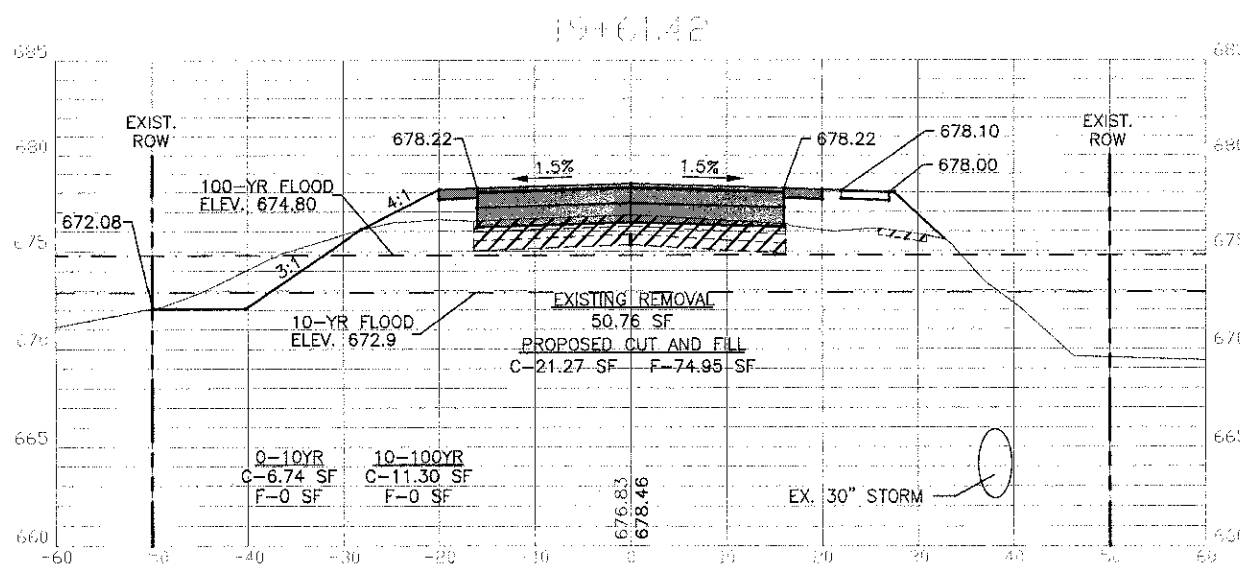
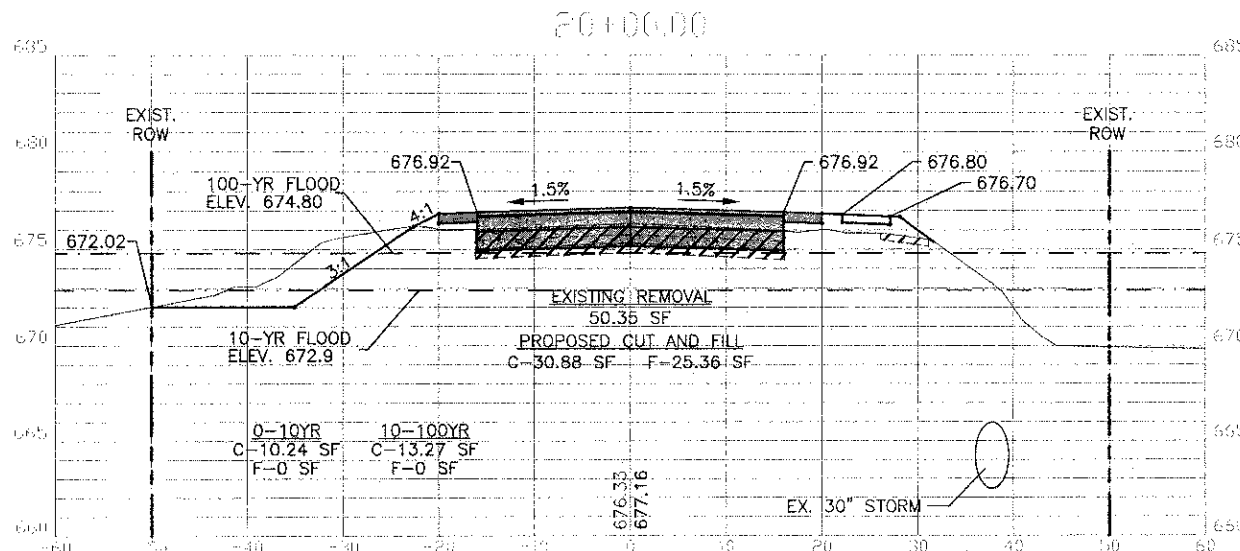
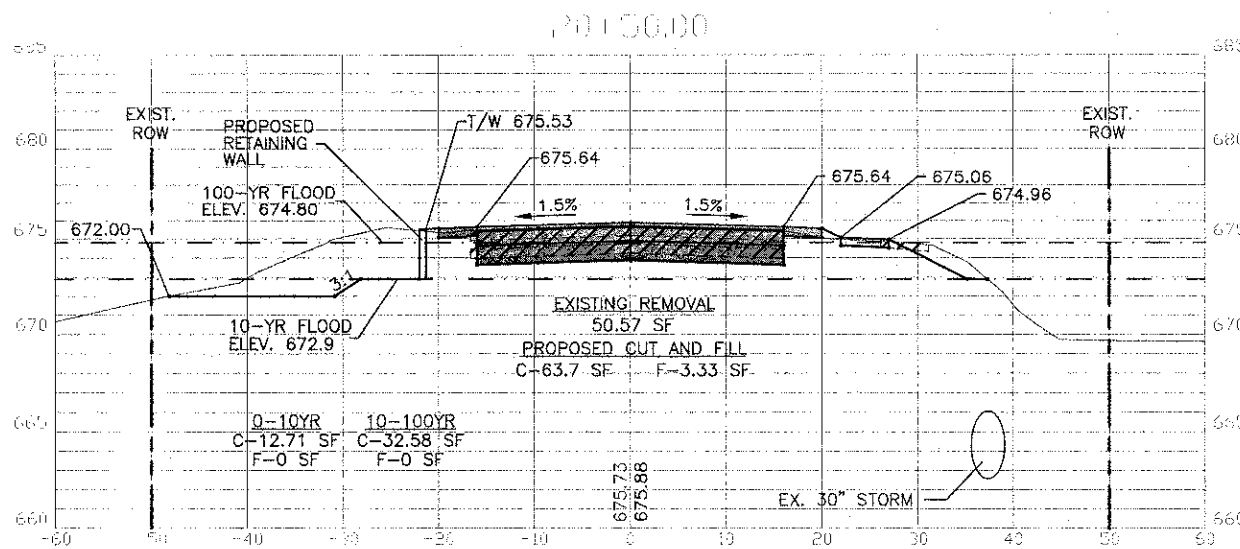
USER NAME *	DESIGNED - JV/AS	REVISED -
PLOT SCALE *	DRAWN - DB	REVISED -
PLOT DATE * Jan 25, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
CROSS SECTIONS

SCALE: 1"=10' H 1"=5' V SHEET NO. 1 OF 2 SHEETS STA. 14+57.67 TO STA. 17+36.74

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
	08-01120-00-BR	DuPAGE	38
			37
CONTRACT NO. 63785			
ILLINOIS FED. AID PROJECT			



STA.	0-10 YEAR				10-100 YEAR			
	CUT		FILL		CUT		FILL	
	AREA (SF)	VOL (CF)	AREA (SF)	VOL (CF)	AREA (SF)	VOL (CF)	AREA (SF)	VOL (CF)
1457.67	12.27	0.00	0.00	0.00	3.58	0.00	0.00	0.00
1500	0.07	281.18	3.64	77.04	0.00	75.77	0.00	0.00
1550	19.13	480.00	29.75	834.75	0.00	0.00	11.77	294.25
1600	28.07	1,180.00	29.25	1,475.00	0.00	0.00	48.03	1,495.00
1650	11.78	996.25	2.15	785.00	6.77	169.25	75.81	3,096.00
1700	3.38	379.00	0.13	57.00	19.36	653.25	9.63	2,136.00
1736.74	0.00	62.09	0.00	2.39	24.02	796.89	1.83	210.52
W BANK**	26.25	1,233.75	0.00	0.00	19.63	922.61	0.00	0.00
TOTAL W		4,592.27		3,231.18		2,817.77		7,231.77
1961.42	6.74	0.00	0.00	0.00	11.30	0.00	0.00	0.00
2000	10.24	327.54	0.00	0.00	13.27	473.96	0.00	0.00
2050	12.71	573.75	0.00	0.00	32.58	1,146.25	0.00	0.00
2100	9.75	561.50	0.00	0.00	25.10	1,442.00	0.00	0.00
2141.97	14.03	499.02	0.00	0.00	22.50	998.89	0.00	0.00
E BANK**	28.72	1,349.84	0.00	0.00	15.41	724.27	0.00	0.00
TOTAL E		3,311.66		0.00		4,785.36		0.00
TOTAL PROJECT		7,903.92		3,231.18		7,403.13		7,231.77

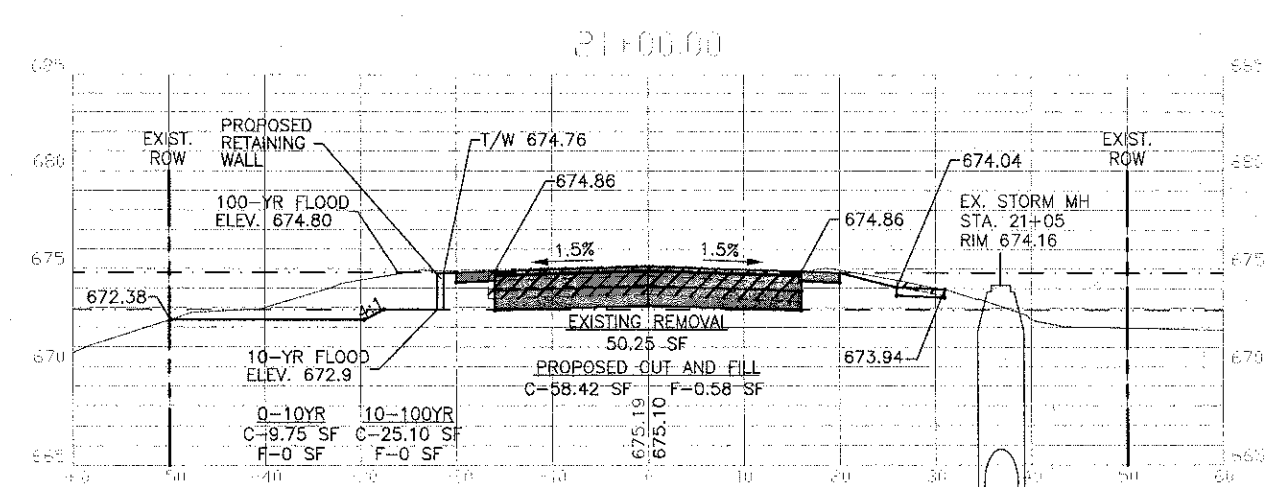
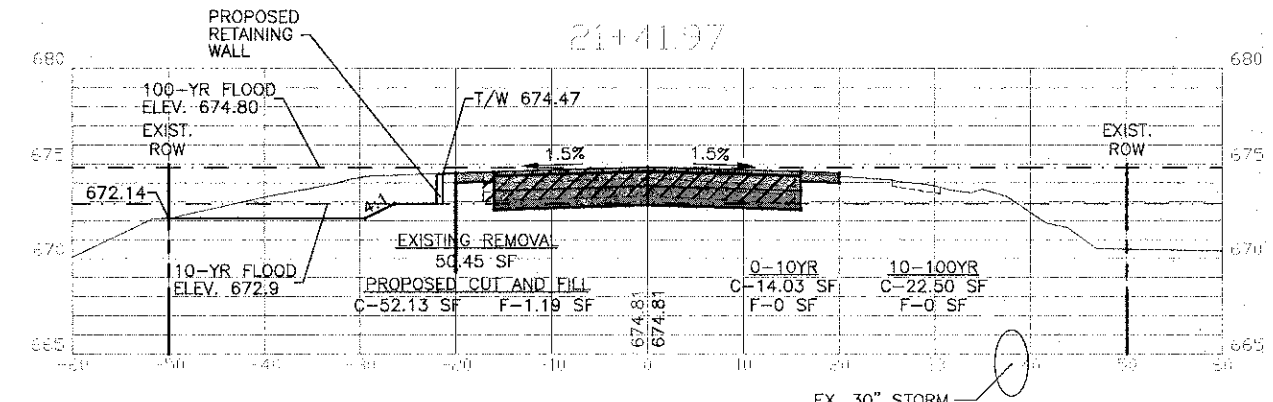
0-10 YR Required Comp. Storage 3,231.18 SY 119.67 CY

0-10 YR Provided Comp. Storage 7,903.92 SY 292.74 CY

10-100 YR Required Comp. Storage 7,231.77 SY 267.84 CY

10-100 YR Provided Comp. Storage 7,403.13 SY 274.19 CY

\*\* W BANK and E BANK is difference in area between old and new bridge abutments multiplied by ex. deck width of 47'



USER NAME *	DESIGNED - JV/AS	REVISED -
PLOT SCALE *	DRAWN - DB	REVISED -
PLOT DATE * Jan 26, 2013	CHECKED - SV	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FULLERTON AVENUE BRIDGE OVER SALT CREEK  
CROSS SECTIONS

SCALE: 1"=10' H 1"=5' V SHEET NO. 2 OF 2 SHEETS STA. 19+61.42 TO STA. 21+41.97

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	08-01120-00-BR	DuPAGE	38	38
CONTRACT NO. 63785			ILLINOIS FED. AID PROJECT	