

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61E96		

04-26-2019 LETTING ITEM 158

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU RTE 2667 (CHURCH ROAD)
GROVE AVENUE TO IL ROUTE 19 (IRVING PARK ROAD)
BIKE/PED PATH
SECTION 16-00095-00-BT
PROJECT NO. IT8C(467)
VILLAGE OF BENSENVILLE
DUPAGE COUNTY
JOB NO. C-91-174-18

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR INDEX OF HIGHWAY STANDARDS,
SEE SHEET NO. 2



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved June 8, 2018
Joseph M. Caracci
Village of Bensenville, Director of Public Works

Passed JULY 23, 2018
Christopher Holt
District One Engineer of Local Roads & Streets

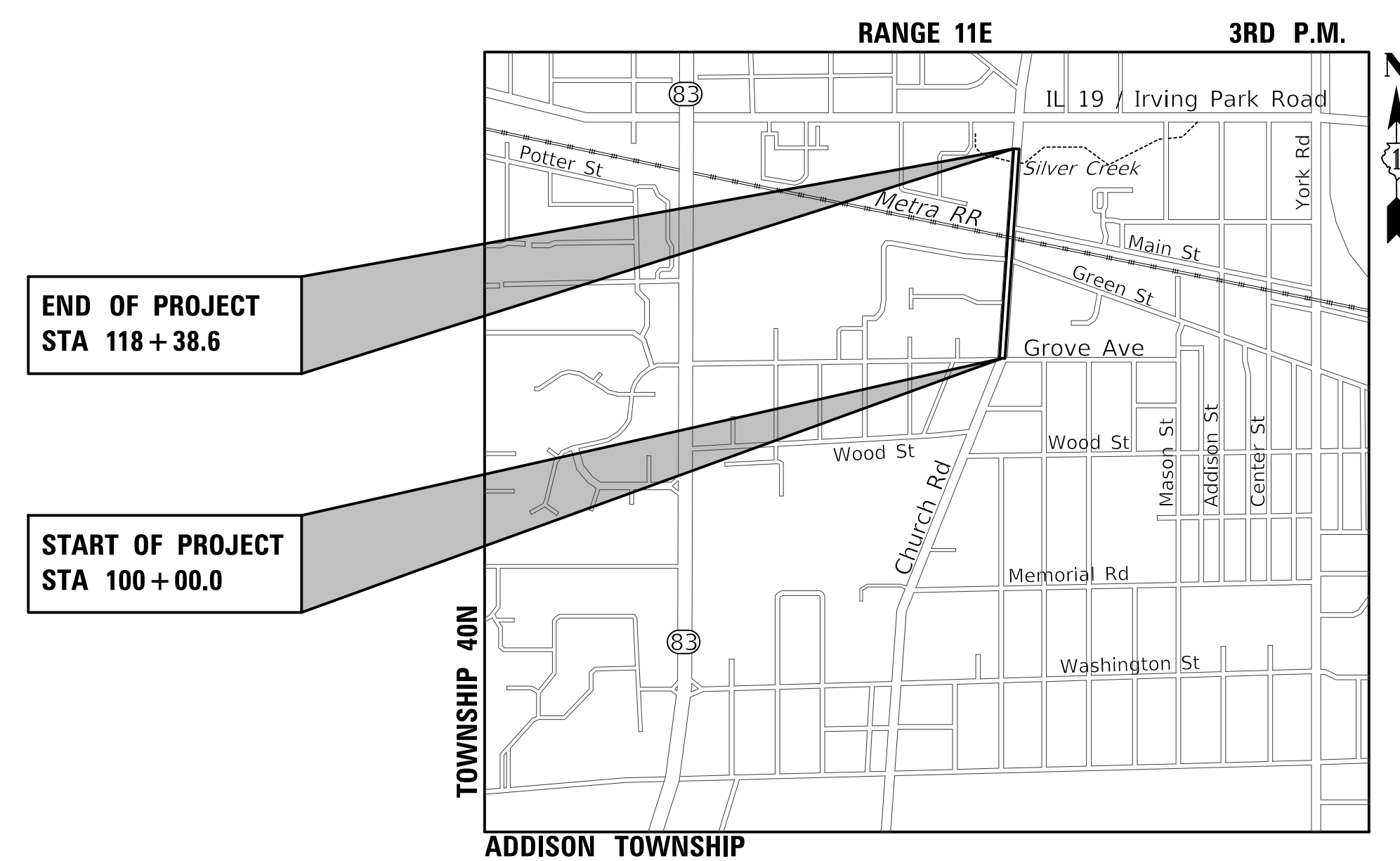
Releasing for Bid
Based on Limited
Review July 23, 2018
Anthony J. Quigley (R)
Regional Engineer

APPLIES TO SHEETS 1 - 34
42 - 63

Kristin R. Kaitowich
REGISTERED P.E., STATE OF ILLINOIS EXPIRES 11/30/2019

APPLIES TO SHEETS 35 - 41

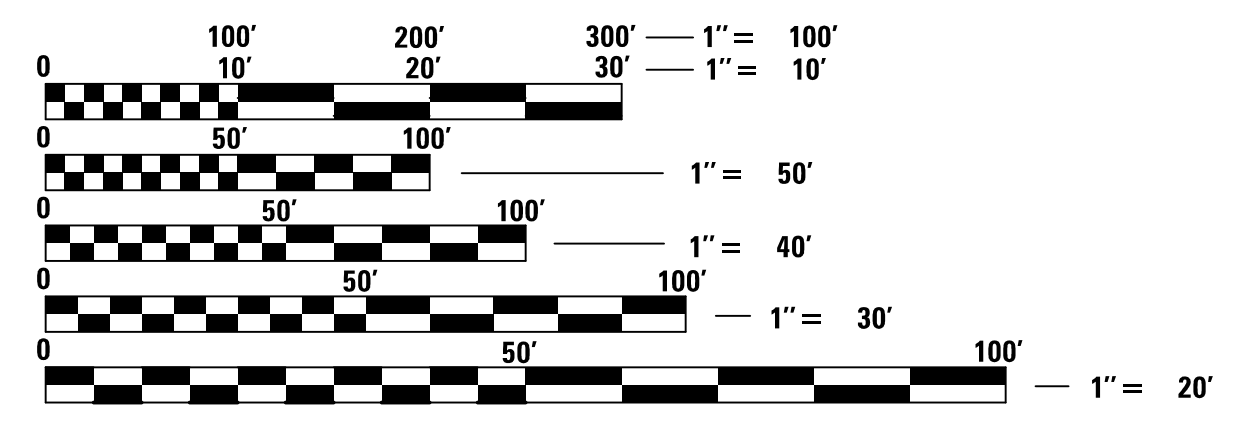
Gregory A. Matlack
REGISTERED S.E., STATE OF ILLINOIS EXPIRES 11/30/2019



LOCATION MAP
NOT TO SCALE

PROJECT LENGTH:
GROSS AND NET LENGTH - 1,838.6 FT (0.348 MILES)

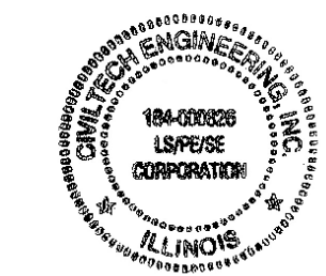
DESIGN DESIGNATION = MAJOR URBAN COLLECTOR
POSTED SPEED = 25 MPH
CHURCH ROAD - 2012 ADT = 10,800 VPD



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

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

CONTRACT NO. 61E96



PLANS PREPARED BY:
CIVILTECH
Two Pierce Place, Suite 1400 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

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FEDERAL AID PROGRAM DESIGN ENGINEER: CARMEN E. RAMOS, P.E. 847-705-4215 SCHAUMBURG, IL

DATE	
BY	
REVISIONS	
PLANNED	
NOTED	
ALIGNED	
CHECKED	
NO. _____	FILE NAME _____

DATE	
BY	
REVISIONS	
PLANNED	
NOTED	
ALIGNED	
CHECKED	
NO. _____	STATUS CHECKED _____

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	0028 ROADWAY	NON-PARTICIPATING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	68	68	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	298	298	
* 20101000	TEMPORARY FENCE	FOOT	580	580	
20101100	TREE TRUNK PROTECTION	EACH	12	12	
^ * 20101200	TREE ROOT PRUNING	EACH	12	12	
^ * 20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	2	2	
^ * 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	10	10	
20200100	EARTH EXCAVATION	CU YD	198	198	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	289	289	
20400800	FURNISHED EXCAVATION	CU YD	369	369	
20800150	TRENCH BACKFILL	CU YD	38	38	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,694	1,694	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	428	428	
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	60	60	
^ 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	30	30	
^ 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	30	30	
^ 25100630	EROSION CONTROL BLANKET	SQ YD	1,210	1,210	
^ 25200110	SODDING, SALT TOLERANT	SQ YD	2,144	2,144	
^ 25200200	SUPPLEMENTAL WATERING	UNIT	6	6	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	60	60	
28000400	PERIMETER EROSION BARRIER	FOOT	1,703	1,703	
28000510	INLET FILTERS	EACH	21	21	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	2,517	2,517	
28100107	STONE RIPRAP, CLASS A4	SQ YD	35	35	
28200200	FILTER FABRIC	SQ YD	35	35	

^ DENOTES SPECIALTY ITEM
 ^^ DENOTES CONSTRUCTION TYPE CODE 0042
 * DENOTES SPECIAL PROVISION

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	0028 ROADWAY	NON-PARTICIPATING
* 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	55	55	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	753	753	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	1,490	1,490	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	174	174	
40800025	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2,984	2,984	
* 42001300	PROTECTIVE COAT	SQ YD	890	890	
* 42300100	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH	SQ YD	216	216	
* 42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	123	123	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,968	2,968	
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	553	553	
42400800	DETECTABLE WARNINGS	SQ FT	153	153	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	216	216	
* 44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	448	448	
44000600	SIDEWALK REMOVAL	SQ FT	9,716	9,716	
48101202	AGGREGATE SHOULDERS, TYPE B	CU YD	9	9	
50102400	CONCRETE REMOVAL	CU YD	10	10	
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	15	15	
50500505	STUD SHEAR CONNECTORS	EACH	64.0	64.0	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4,530	4,530	
^ 50901750	PARAPET RAILING	FOOT	74	74	
52200100	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	210	210	
52200150	DRIVING SOLDIER PILES	FOOT	210	210	
52200250	UNTREATED TIMBER LAGGING	SQ FT	271	271	
52200900	CONCRETE STRUCTURES (RETAINING WALL)	CU YD	27	27	
54002020	EXPANSION BOLTS 3/4 INCH	EACH	22	22	

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DESIGNED - JRR	REVISED -
DRAWN - TFS	REVISED -
CHECKED - KRK	REVISED -
DATE - 2/21/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SHEET NO. 1 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	4
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	OF		
	BY		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	OF		
	BY		
	NO.		

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	00.28 ROADWAY	NON-PARTICIPATING
* Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
* Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	8	8	
* Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	1	1	
* Z0019598	DUST CONTROL, SPECIAL	GALLON	500	500	
* Z0022800	FENCE REMOVAL	FOOT	166	166	
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	178	178	
* Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1	
* Z0054400	ROCK FILL	CU YD	16	16	

- ^ DENOTES SPECIALTY ITEM
- ^ ^ DENOTES CONSTRUCTION TYPE CODE 0042
- * DENOTES SPECIAL PROVISION

SUMMARY OF EARTHWORK QUANTITIES				
	EARTH EXCAVATION (20200100)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)	FURNISHED EXCAVATION (20400800)	AGGREGATE SUBGRADE IMPROVEMENT (30300001)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)
PROJECT SUBTOTAL (CU YD)	194	225	285	55
SHRINKAGE FACTOR ADJUSTMENT (15%)	-	-	x 1.15	-
PROJECT TOTAL (CU YD)	194	225	328	55

NOTE:

- ESTIMATE INCLUDES 8 INCHES OF TOPSOIL STRIPPING (PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT. EXCESS MATERIALS THAT NEED REMOVED FROM SITE WILL ONLY BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL).
- ALL SUITABLE EXCAVATION MATERIAL SHALL BE USED IN THE CONSTRUCTION OF THE IMPROVEMENT.
- THE QUANTITIES OF FURNISHED EXCAVATION HAVE BEEN CALCULATED ASSUMING THAT ALL MATERIAL EXCAVATED UNDER THE PAY ITEM EARTH EXCAVATION WILL BE REMOVED FROM THE JOB SITE. IF THE CONTRACTOR EXCAVATES SUITABLE MATERIAL AND PLACES IT IN AREAS OF THE PROJECT REQUIRING EMBANKMENT UNDER THE PAY ITEM EARTH EXCAVATION, AS DESCRIBED IN SECTION 202 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER, THE APPLICABLE DEDUCTION TO THE FURNISHED EXCAVATION QUANTITY SHALL BE MADE AS DEFINED BY ARTICLE 204.07(B), EXCEPT THAT A SHRINKAGE FACTOR OF 15% SHALL BE USED. THE CONTRACTOR SHALL NOT BE ALLOWED A CHANGE IN THE UNIT PRICES FOR EARTH EXCAVATION OR FURNISHED EXCAVATION BASED ON THESE CHANGES TO THE QUANTITIES.
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT ESTIMATES ASSUME UNDERCUT WILL BE REQUIRED AT THE FOLLOWING LOCATIONS: STA 114+00 TO 117+00 AT 8" FOR FULL WIDTH OF PROPOSED BIKE PATH.
- AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATIONS WILL BE DUE TO THE CONTRACTOR.



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CHECKED - KRK	REVISED -
DATE - 2/21/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

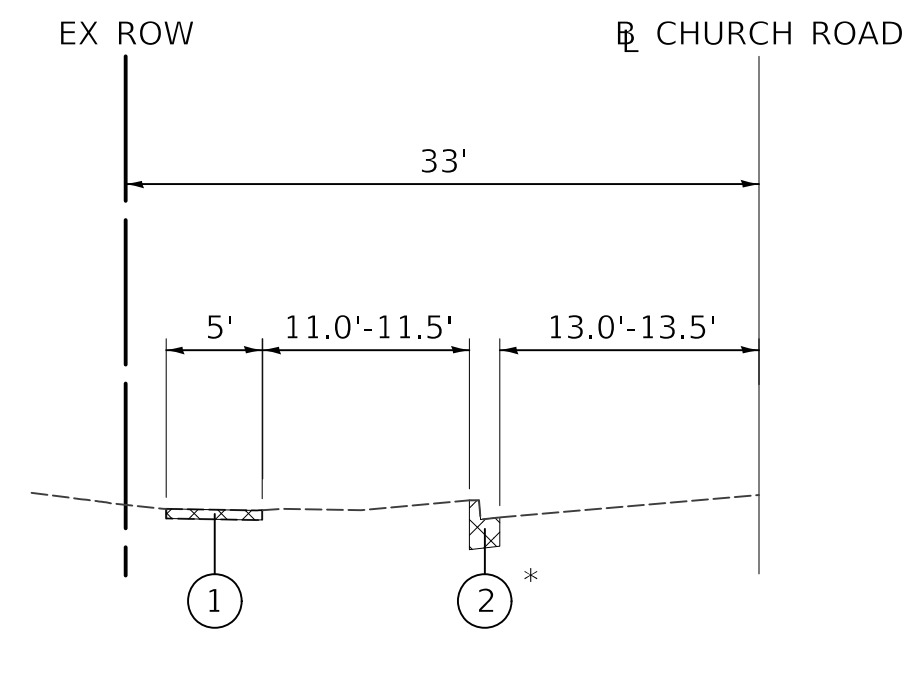
SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	6
CONTRACT NO. 61E96			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

SHEET NO. 3 OF 3 SHEETS

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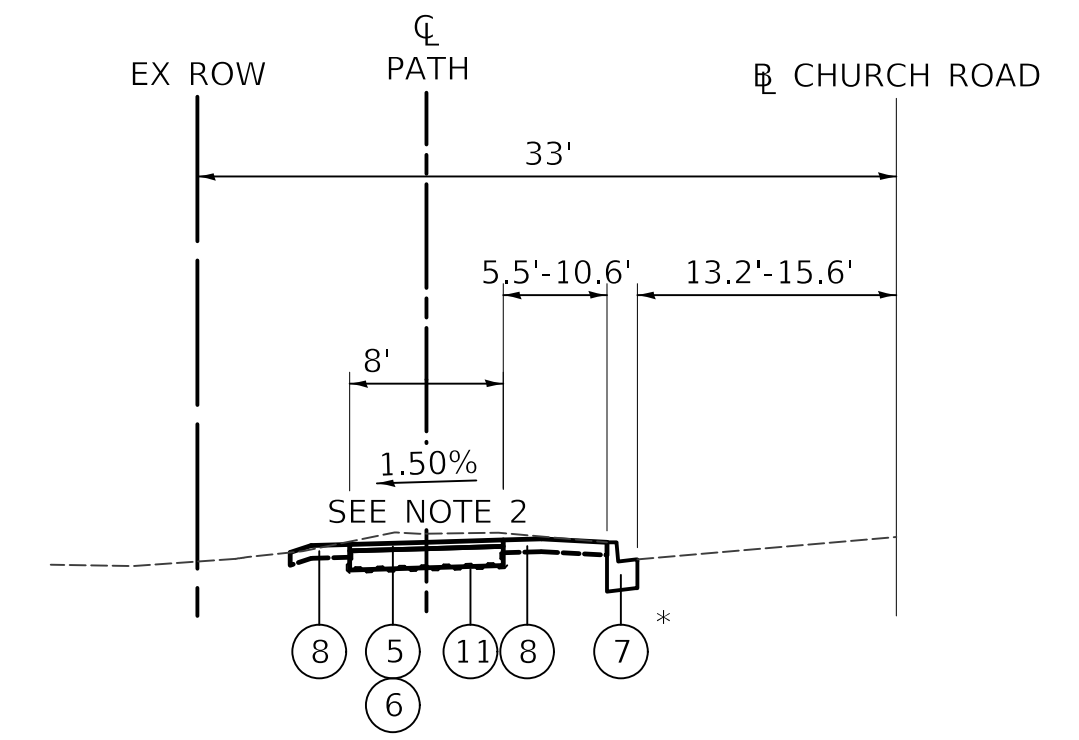
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EXISTING TYPICAL SECTION

STA. 100+00 TO STA. 104+50

* SEE NOTE 1

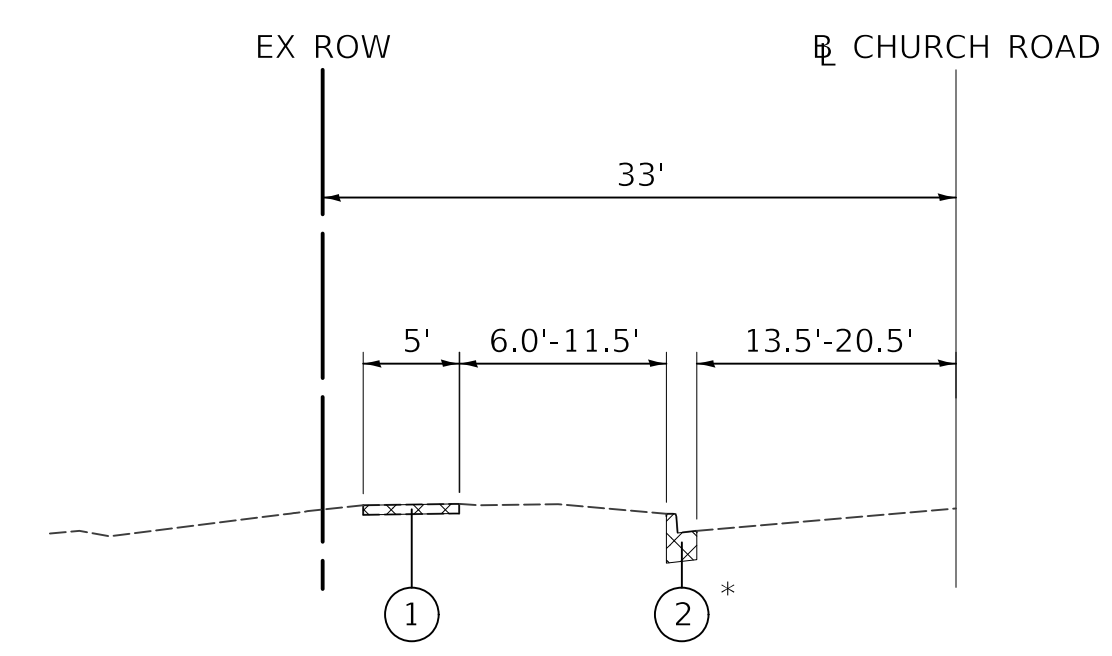


PROPOSED TYPICAL SECTION

STA. 100+00 TO STA. 104+12
STA. 110+00 TO STA. 111+00

OMIT STA. 110+04.6 TO STA. 110+35.3 (TO BE COMPLETED BY METRA)

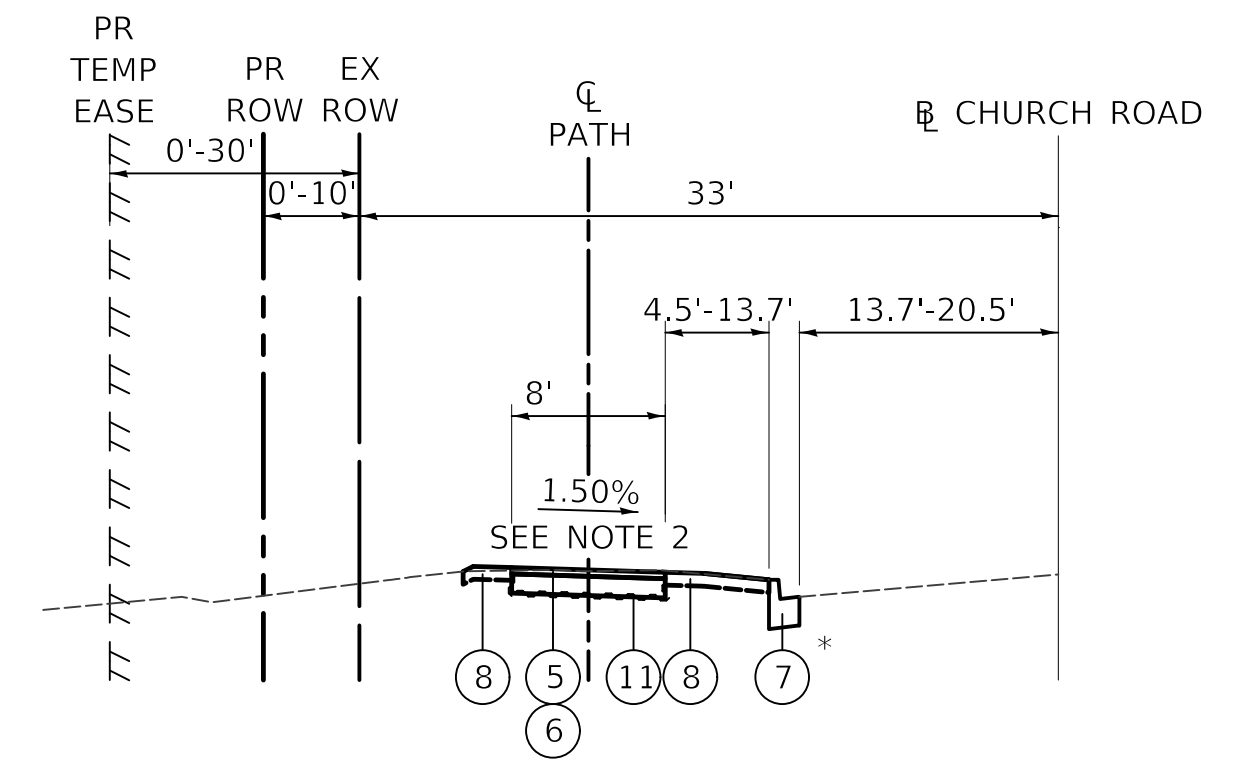
* SEE NOTE 1



EXISTING TYPICAL SECTION

STA. 104+50 TO STA. 116+00
STA. 117+05 TO STA. 119+87.5

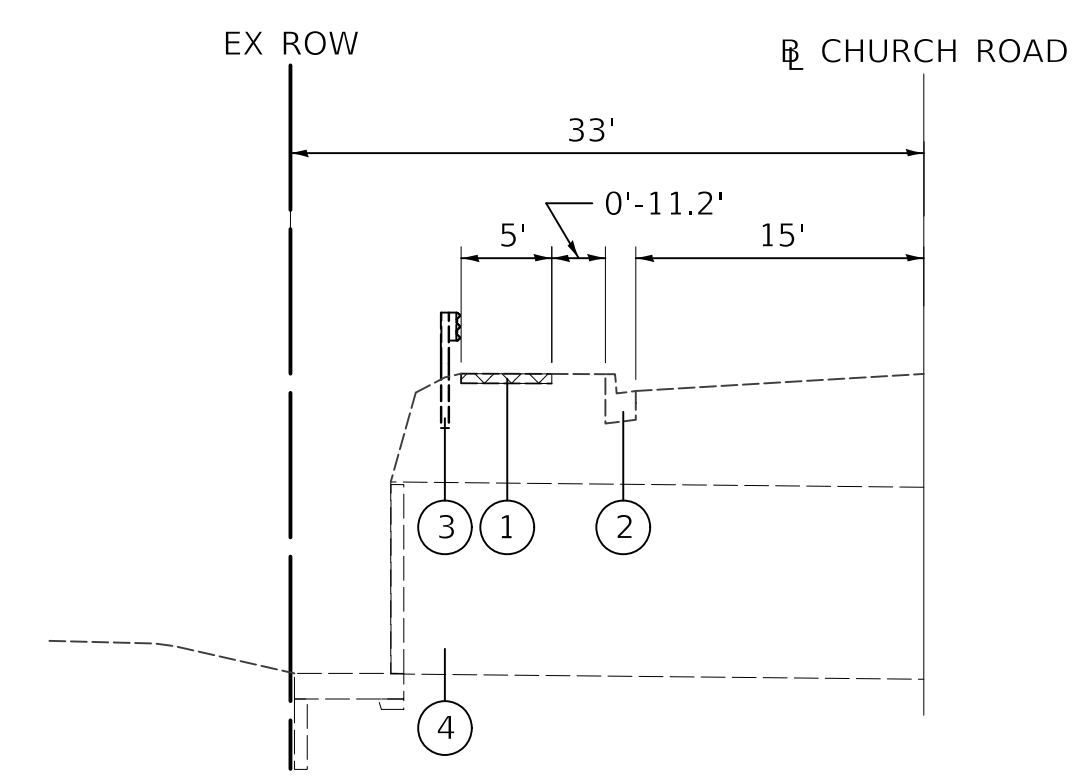
* SEE NOTE 1



PROPOSED TYPICAL SECTION

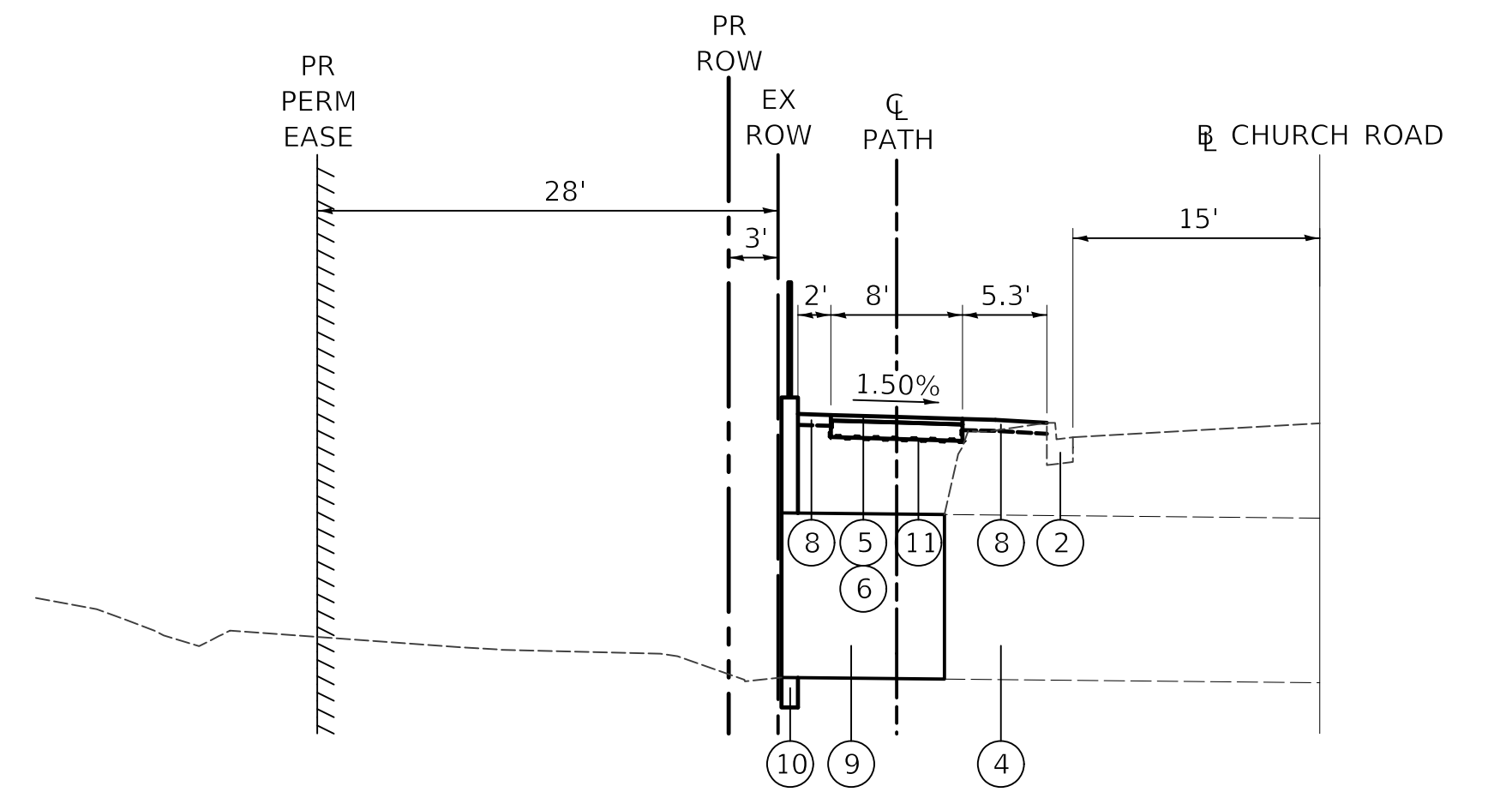
STA. 104+12 TO STA. 110+00
STA. 111+00 TO STA. 116+10
STA. 116+85 TO STA. 119+87.5

* SEE NOTE 1



EXISTING TYPICAL SECTION

STA. 116+00 TO STA. 117+05



PROPOSED TYPICAL SECTION

STA. 116+10 TO STA. 116+85

LEGEND:

- ① EXISTING SIDEWALK
- ② EXISTING CURB AND GUTTER
- ③ GUARDRAIL REMOVAL
- ④ EXISTING BOX CULVERT
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ⑥ PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
- ⑦ PROPOSED CURB REMOVAL AND REPLACEMENT
- ⑧ PROPOSED SODDING, SALT TOLERANT
PROPOSED TOPSOIL, 6"
- ⑨ PROPOSED CULVERT (SEE STRUCTURAL PLANS)
- ⑩ PROPOSED RETAINING WALL (SEE STRUCTURAL PLANS FOR LIMITS)
- ⑪ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

NOTES:

1. ALL CURB AND GUTTER TO BE REMOVED WILL BE REPLACED IN KIND (REGARDLESS OF TYPE) AND PAID FOR AT THE SAME UNIT BID PRICE FOR "CURB REMOVAL AND REPLACEMENT". (SEE PLANS FOR LOCATIONS).
2. SEE PLANS FOR CROSS SLOPE TRANSITIONS.
3. THE ROADWAY SOIL INVESTIGATION REPORT DATED OCTOBER 11, 2017, IS AVAILABLE FROM THE VILLAGE OF BENSenville REPRESENTATIVE.

LEGEND:

REMOVAL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	PERCENT AIR VOIDS @ Ndes.
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2" (1 LIFT)	4% @ 50 GYR.
CLASS D PATCHES, SPECIAL	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2" (1 LIFT)	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 8" (3 LIFTS)	4% @ 70 GYR.

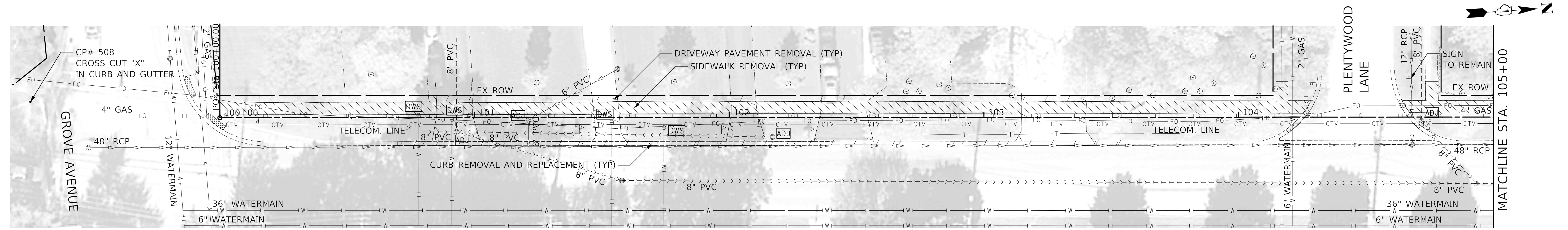
THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-IN.

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

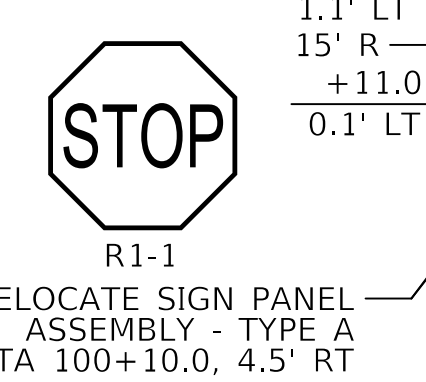
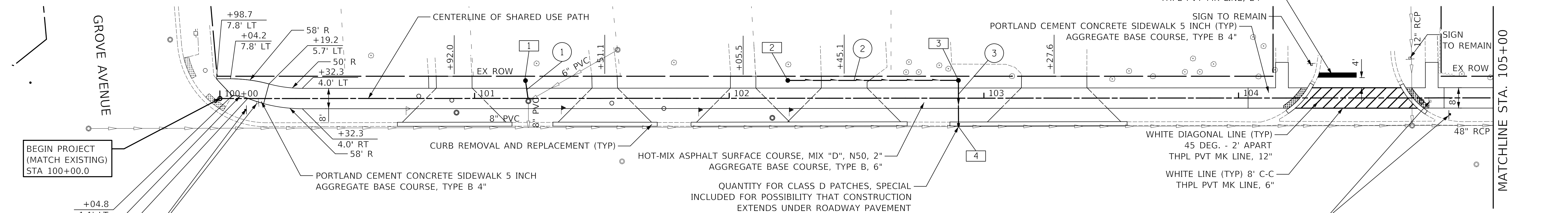
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

PLAN	SURVEYED	DATE
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- 1 STA. 101+20, 7.0' LT INLETS SPL, 6" GRATE RIM = 677.49 INV = 675.11 (6" E)
- 2 STA. 102+23, 7.0' LT INLETS SPL, 6" GRATE RIM = 676.81 INV = 674.69 (6" N)
- 3 STA. 102+90, 7.0' LT CB TA 4 DIA T8G RIM = 676.70 INV = 673.70 (6" S) INV = 669.08 (12" E)
- 4 CONNECT TO EXISTING 48" PIPE SEE SHEET 49 INV = 666.74 (EX 48") INV = 668.74 (12")
- 1 7' - PIPE DRAINS, 6" @ 1.50% TBF = 1.0 CU YD
- 2 66' - PIPE DRAINS, 6" @ 2.00% TBF = 3.0 CU YD
- 3 17' - STORM SEW CL A 2, 12" @ 2.00% TBF = 13.0 CU YD

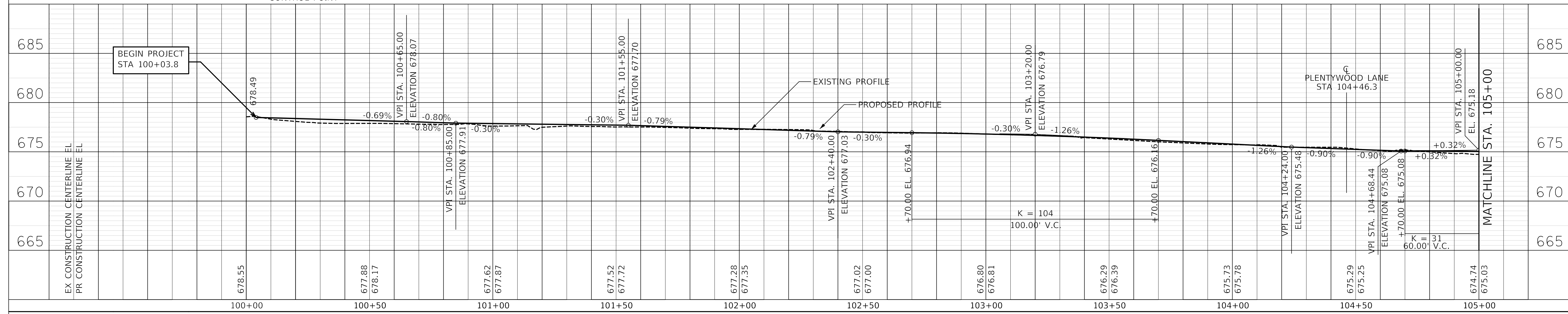


LEGEND:
 PAVEMENT AND CURB REMOVAL
 REMOVAL
 DETECTABLE WARNING
 TREE REMOVAL AND SIZE
 CONTROL POINT

NOTE:
 1. TRANSITION CROSS SLOPE FROM STA. 103+87 TO STA. 104+12.

RELOCATE SIGN PANEL ASSEMBLY - TYPE A TO STA 104+83.0, 6.5' RT
Church Rd
Plentywood Ln
 D3-1

NOTES:
 1. SEE DRIVEWAY DETAILS FOR DRIVEWAY LAYOUT.
 2. SEE ADA RAMP DETAILS FOR SIDEWALK LAYOUT.
 3. SEE TYPICAL SECTIONS FOR PATH CROSS SLOPE.

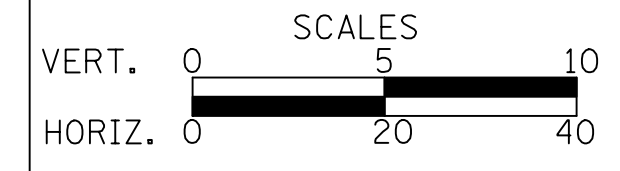


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STATE OF ILLINOIS
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PLAN AND PROFILE

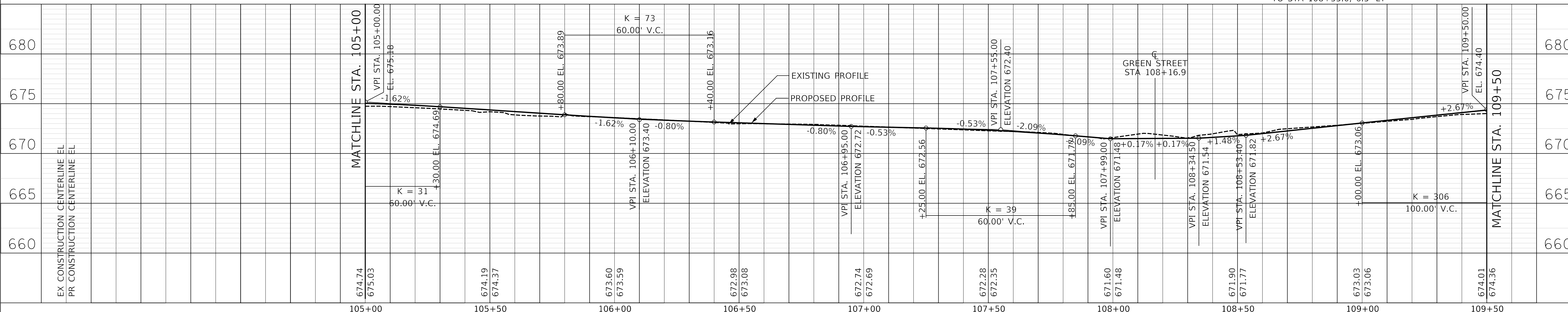
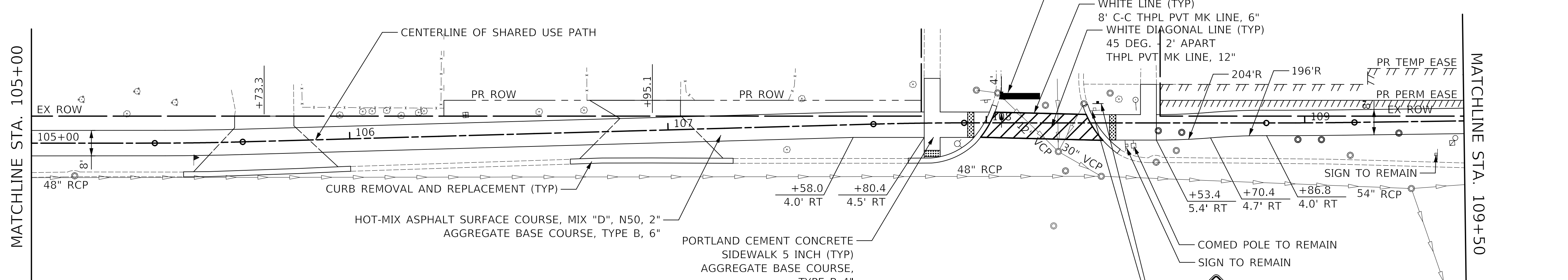
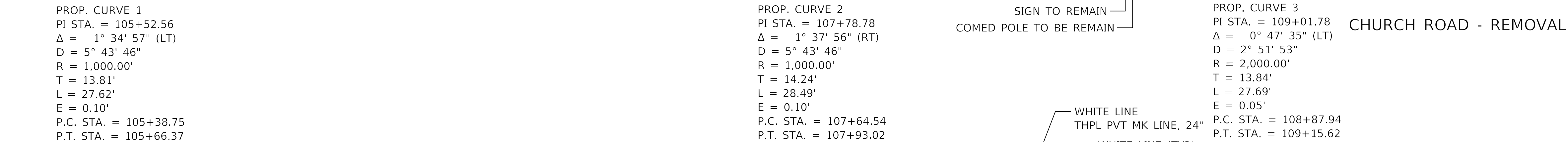
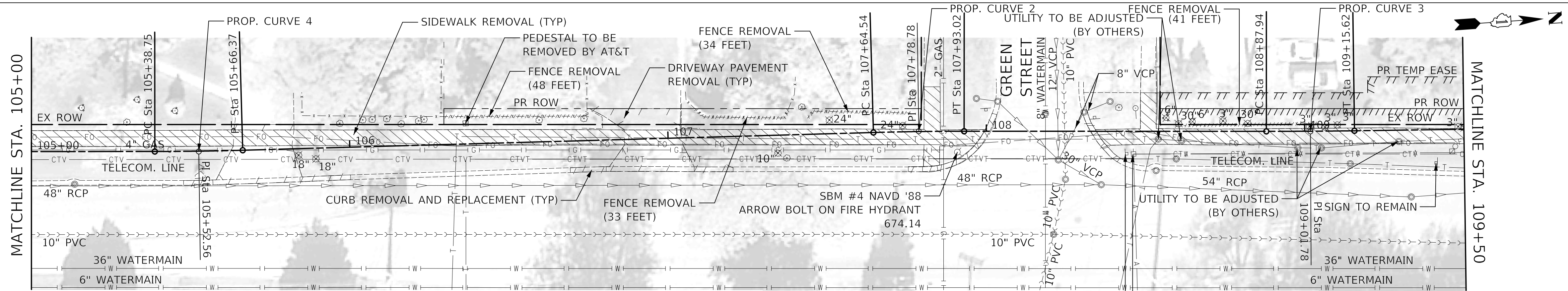
SHEET NO. 1 OF 4 SHEETS STA. 100+00 TO STA. 105+00

F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	8
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
SURVEYED	
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NO. OF WAY CHECKED	
NO. OF STRUCTURE	
NO. OF ROADWAY	
NO. OF ELEVATION	
NO. OF STATION	
NO. OF POINT	
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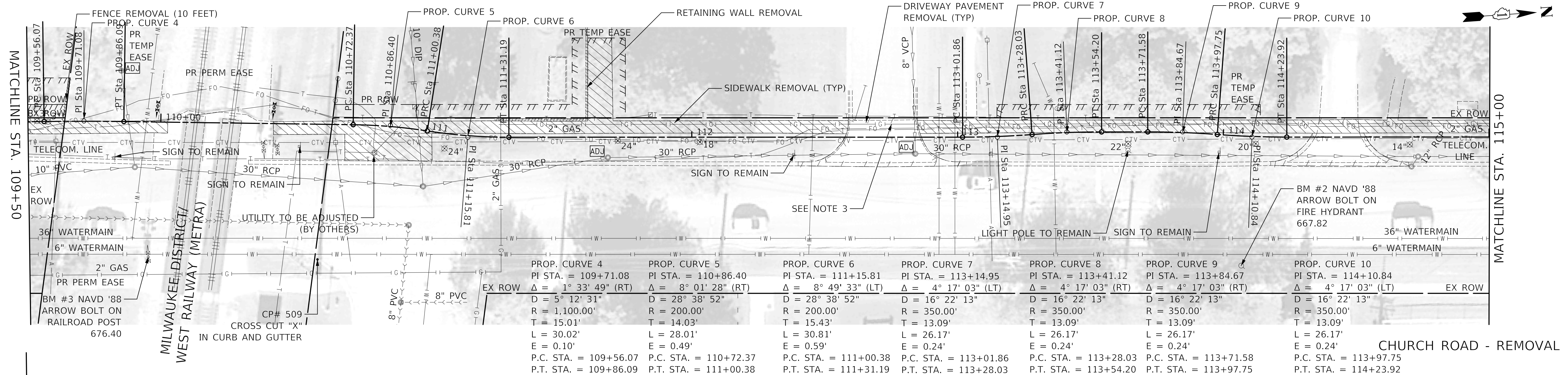
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NO. OF STRUCTURE	
NO. OF ROADWAY	
NO. OF ELEVATION	
NO. OF STATION	
NO. OF POINT	
NO. OF FILE NAME	

CHURCH ROAD BASELINE DATA				
DESCRIPTION	STATION	NORTHING	EASTING	
BOA	100+00.00	1926554.3627	1088630.4746	
PC	105+38.75	1927091.8397	1088667.4335	
PI	105+52.56	1927105.6180	1088668.3810	
PT	105+66.37	1927119.4171	1088668.9475	
PC	107+64.54	1927317.4200	1088677.0773	
PI	107+78.78	1927331.6522	1088677.6617	
PT	107+93.02	1927345.8620	1088678.6512	
PC	108+87.94	1927440.5481	1088685.2446	
PI	109+01.78	1927454.3579	1088686.2062	
PT	109+15.62	1927468.1797	1088686.9766	
PC	109+56.07	1927508.5609	1088589.2274	
PI	109+71.08	1927523.5476	1088690.0627	
PT	109+86.09	1927538.5060	1088691.3066	
PC	110+72.37	1927624.4927	1088698.4572	
PI	110+86.40	1927638.4728	1088699.6198	
PT	111+00.38	1927652.1537	1088702.7225	
PC	111+00.38	1927652.1537	1088702.7225	
PI	111+15.81	1927667.2061	1088706.1363	
PT	111+31.19	1927682.6040	1088707.2002	
PC	113+04.86	1927852.8703	1088718.9642	
PI	113+14.95	1927865.9306	1088719.8665	
PT	113+28.03	1927879.0218	1088719.7907	
PC	113+28.03	1927879.0218	1088719.7907	
PI	113+41.12	1927892.1130	1088719.7149	
PT	113+54.20	1927905.1733	1088720.6172	
PC	113+71.58	1927922.5073	1088721.8149	
PI	113+84.67	1927935.5676	1088722.7172	
PT	113+97.75	1927948.5240	1088724.5927	
PC	113+97.75	1927948.5240	1088724.5927	
PI	114+10.84	1927961.4804	1088726.4682	
PT	114+23.92	1927974.5407	1088727.3705	
PC	116+85.51	1928235.5066	1088745.4011	
PI	117+03.82	1928253.7751	1088746.6633	
PT	117+21.95	1928271.8109	1088743.4934	
PC	117+21.95	1928271.8109	1088743.4934	
PI	117+39.92	1928289.5099	1088740.3827	
PT	117+57.72	1928307.4429	1088741.5408	
PC	119+59.83	1928509.1276	1088754.5656	
PI	119+73.52	1928522.7944	1088755.4482	
PT	119+87.08	1928535.8275	1088759.6550	
EOA	119+89.22	1928537.8698	1088760.3142	

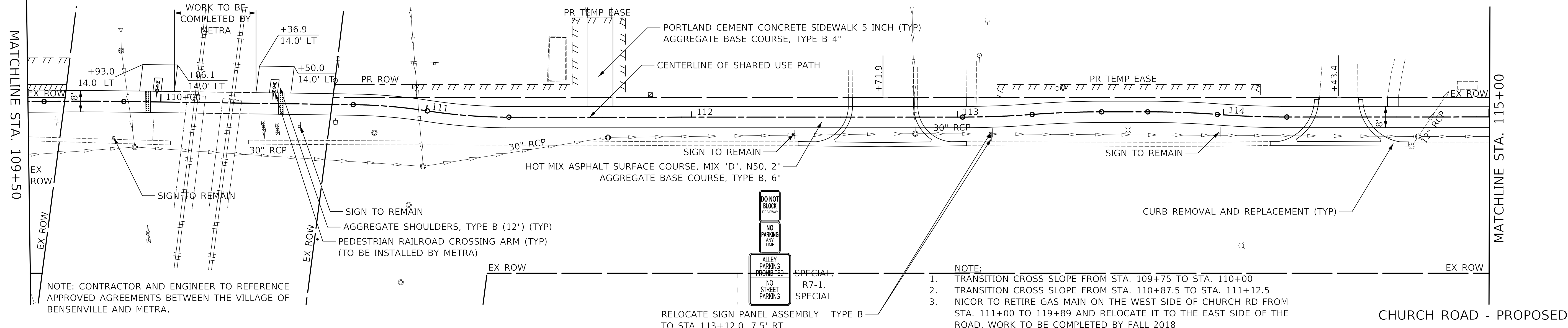


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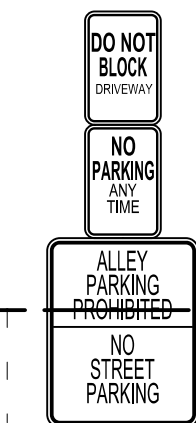
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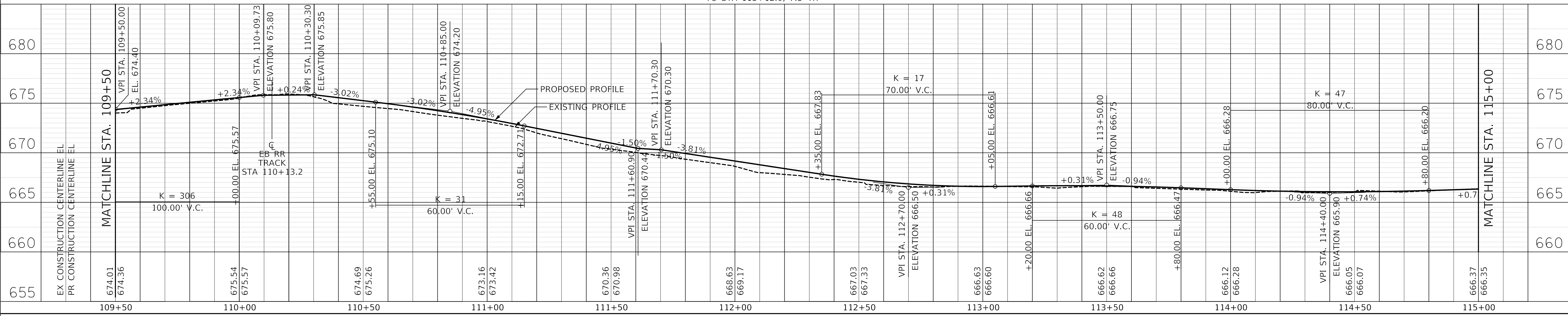
PROP. CURVE 4	PROP. CURVE 5	PROP. CURVE 6	PROP. CURVE 7	PROP. CURVE 8	PROP. CURVE 9	PROP. CURVE 10
PI STA. = 109+71.08	PI STA. = 110+86.40	PI STA. = 111+15.81	PI STA. = 113+14.95	PI STA. = 113+41.12	PI STA. = 113+84.67	PI STA. = 114+10.84
$\Delta = 1^\circ 33' 49"$ (RT)	$\Delta = 8^\circ 01' 28"$ (RT)	$\Delta = 8^\circ 49' 33"$ (LT)	$\Delta = 4^\circ 17' 03"$ (LT)	$\Delta = 4^\circ 17' 03"$ (RT)	$\Delta = 4^\circ 17' 03"$ (RT)	$\Delta = 4^\circ 17' 03"$ (LT)
D = 5° 12' 31"	D = 28° 38' 52"	D = 28° 38' 52"	D = 16° 22' 13"	D = 16° 22' 13"	D = 16° 22' 13"	D = 16° 22' 13"
R = 1,100.00'	R = 200.00'	R = 200.00'	R = 350.00'	R = 350.00'	R = 350.00'	R = 350.00'
T = 15.01'	T = 14.03'	T = 15.43'	T = 13.09'	T = 13.09'	T = 13.09'	T = 13.09'
L = 30.02'	L = 28.01'	L = 30.81'	L = 26.17'	L = 26.17'	L = 26.17'	L = 26.17'
E = 0.10'	E = 0.49'	E = 0.59'	E = 0.24'	E = 0.24'	E = 0.24'	E = 0.24'
P.C. STA. = 109+56.07	P.C. STA. = 110+72.37	P.C. STA. = 111+00.38	P.C. STA. = 113+01.86	P.C. STA. = 113+28.03	P.C. STA. = 113+71.58	P.C. STA. = 113+97.75
P.T. STA. = 109+86.09	P.T. STA. = 111+00.38	P.T. STA. = 111+31.19	P.T. STA. = 113+28.03	P.T. STA. = 113+54.20	P.T. STA. = 113+97.75	P.T. STA. = 114+23.92



NOTE: CONTRACTOR AND ENGINEER TO REFERENCE APPROVED AGREEMENTS BETWEEN THE VILLAGE OF BENSenville AND METRA.



- NOTE:
- TRANSITION CROSS SLOPE FROM STA. 109+75 TO STA. 110+00
 - TRANSITION CROSS SLOPE FROM STA. 110+87.5 TO STA. 111+12.5
 - NICOR TO RETIRE GAS MAIN ON THE WEST SIDE OF CHURCH RD FROM STA. 111+00 TO 119+89 AND RELOCATE IT TO THE EAST SIDE OF THE ROAD. WORK TO BE COMPLETED BY FALL 2018



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 DEPARTMENT OF TRANSPORTATION



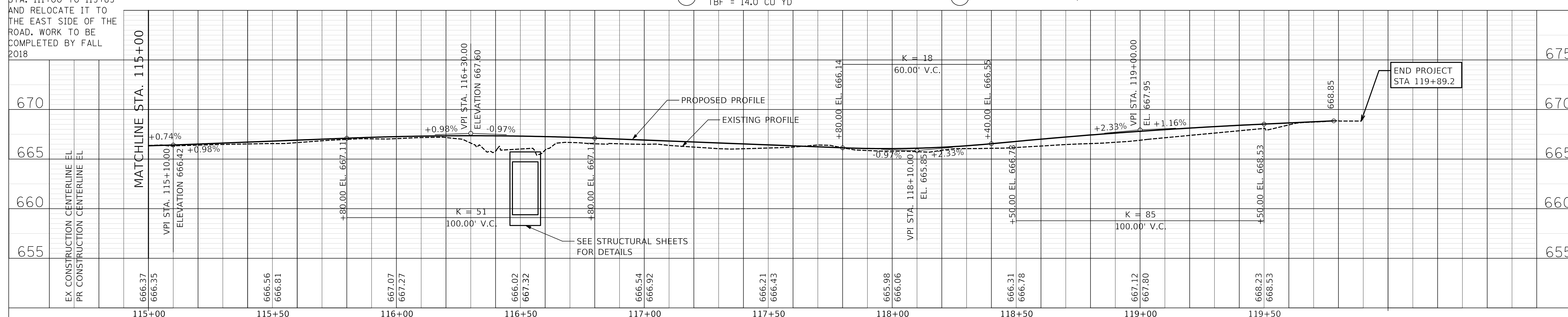
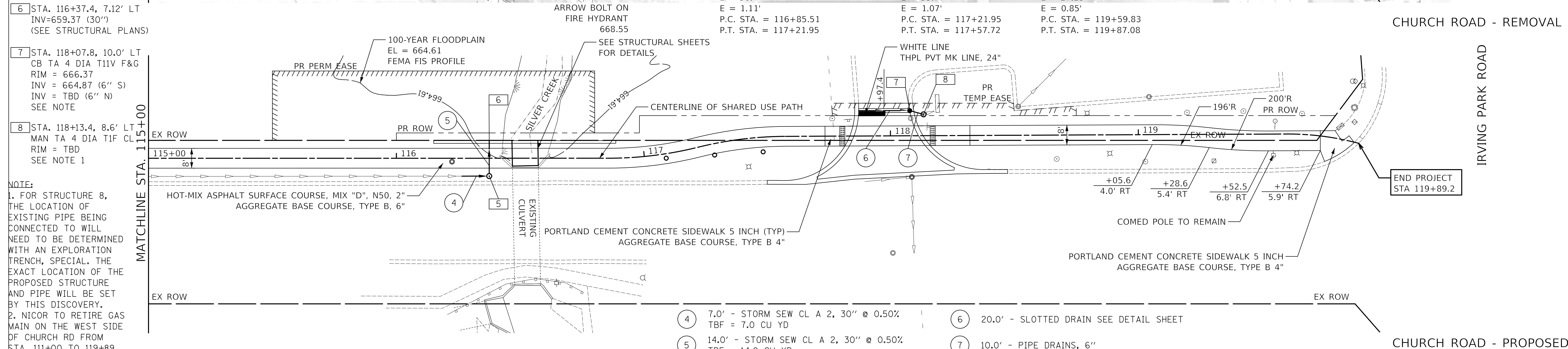
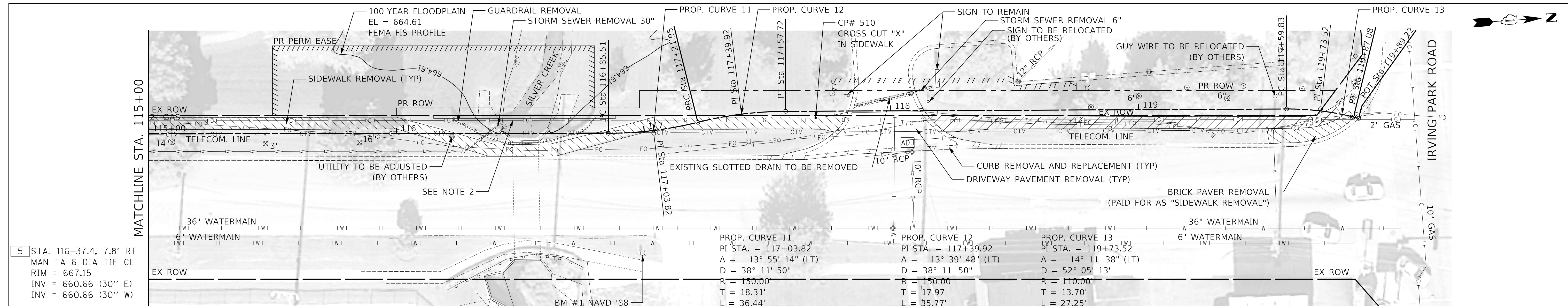
PLAN AND PROFILE

SHEET NO. 3 OF 4 SHEETS STA. 109+50 TO STA. 115+00

F.A.U. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	10
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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EX CONSTRUCTION CENTERLINE EL	666.37	666.35	666.56	666.81	667.07	667.27	666.02	667.32	666.54	666.92	666.21	666.43	665.98	666.06	666.31	666.78	667.12	667.80	668.23	668.53		
PR CONSTRUCTION CENTERLINE EL																						

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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PLAN AND PROFILE

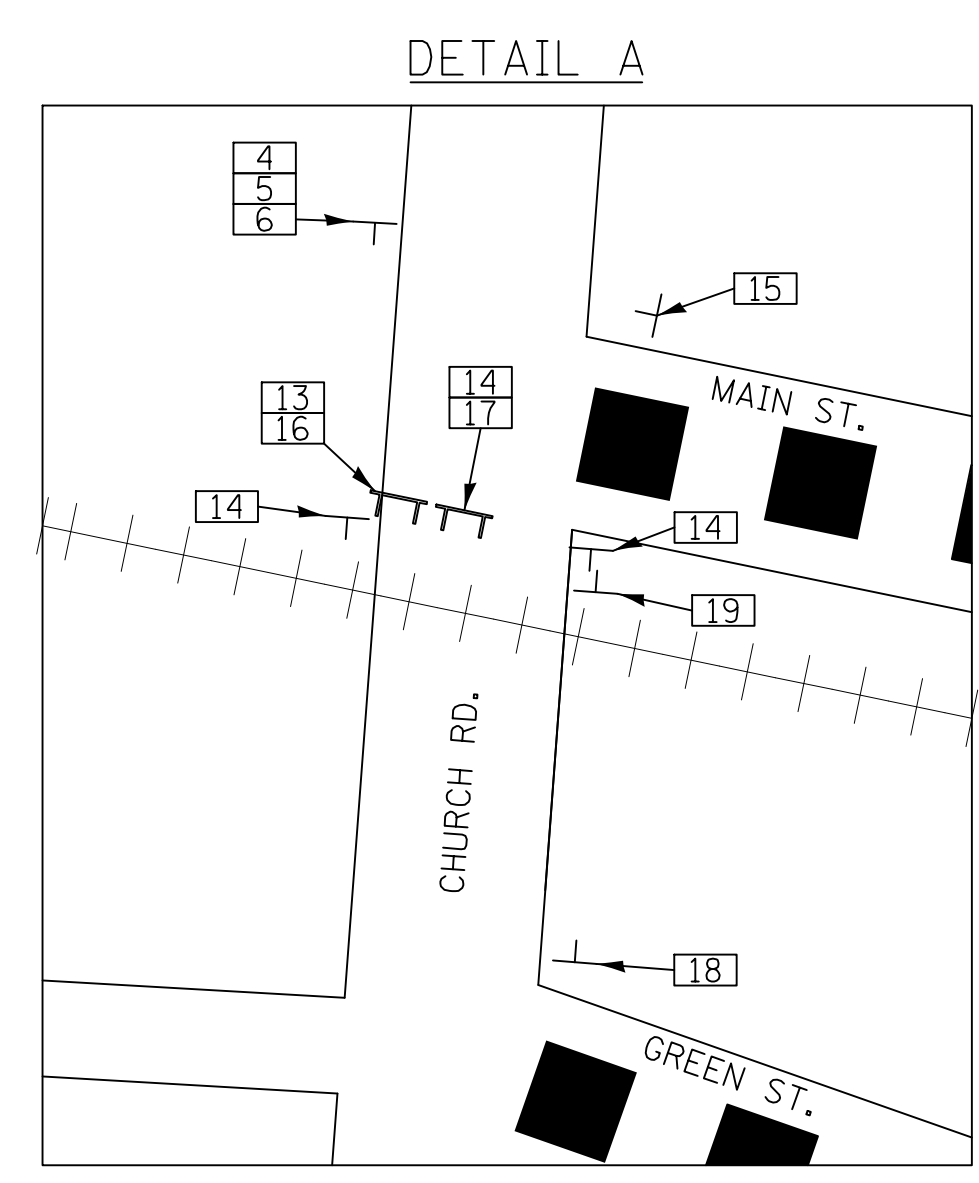
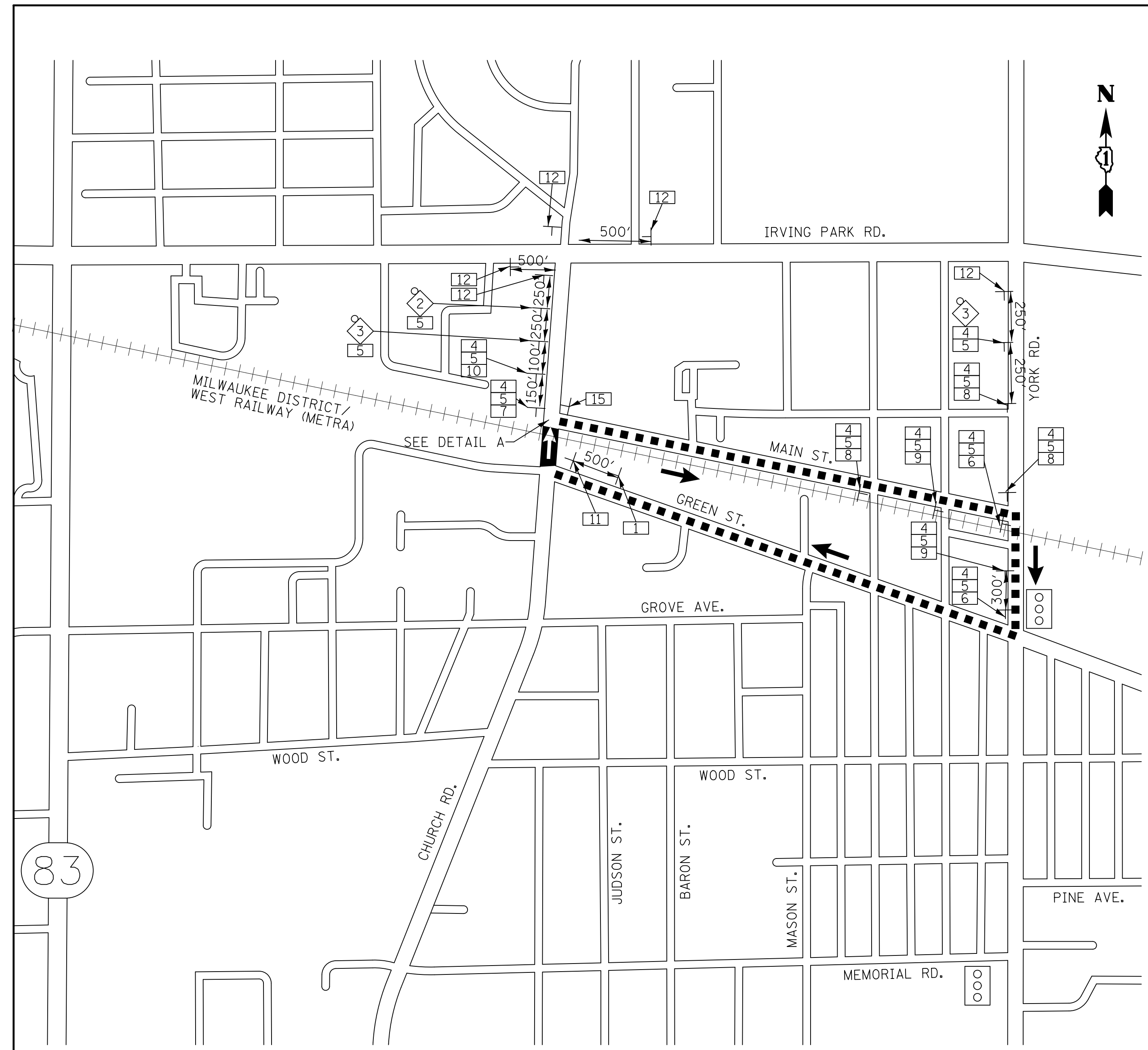
SHEET NO. 4 OF 4 SHEETS STA. 115+00 TO STA. 120+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	11
CONTRACT NO. 61E96				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
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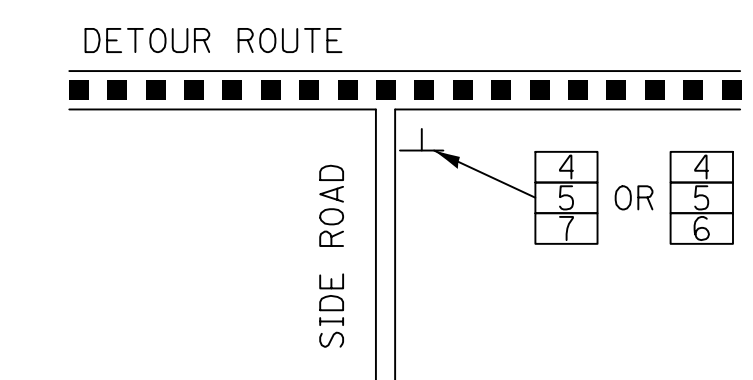
LEGEND

- 48" X 48" CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT 18"x18" FLAG (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH ROAD NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)
- LIMITS OF ONE-WAY CONSTRUCTION WORK ZONE
- DETOUR ROUTE DIRECTION
- DIRECTION OF ONE-WAY TRAFFIC THROUGH CONSTRUCTION SITE
- SIGN POST
- SIGNALIZED INTERSECTION
- TYPE III BARRICADE
- DETOUR ROUTE

SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE
1	ROAD CONSTRUCTION AHEAD W20-1103(O)
2	ROAD CLOSED AHEAD W20-3(O)-4848
3	DETOUR AHEAD W20-2-3636
4	SOUTH M3-2(O)-2412
5	Church Road W17-1100-2412
6	DETOUR M4-9R(O)-3024
7	DETOUR M4-9L(O)-3024
8	DETOUR M4-9(O)-3030
9	DETOUR M4-9R(O)-3030
10	DETOUR M4-9L(O)-3030
11	END DETOUR M4-8a(O)-2418
12	SOUTHBOUND Church Road CLOSED at Main Street SPECIAL-4836 (6" CAPS, 4" LOWER CASE)
13	ROAD CLOSED R11-2-4830
14	DO NOT ENTER R11-2-4830
15	R3-2-2424
16	DETOUR M4-10L-4818
17	SOUTHBOUND Church Road CLOSED SPECIAL-4836 (6" CAPS, 4" LOWER CASE)
18	BEGIN ONE WAY R6-6-2430
19	END ONE WAY R6-7-2430

TYPICAL INTERSECTION ALONG DETOUR ROUTE



DETOUR GENERAL NOTES

- THIS DETOUR SHALL BE IMPLEMENTED AT THE DIRECTION OF THE ENGINEER TO COORDINATE THE IMPROVEMENTS TO BE CONSTRUCTED BY METRA AT THE RAILROAD CROSSING.
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016, "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES" ADOPTED IN 2010, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION
- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST TWO (2) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS/HER REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.
- IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST TWO (2) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.
- LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, WITH THE APPROVAL OF THE ENGINEER.
- THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM, ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
- THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)"..
- ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT AND SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR (4) CALENDAR DAYS.
- ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE "STANDARD SPECIFICATIONS". ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE "THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES",
- AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE "STANDARD SPECIFICATIONS". ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
- WHEN REQUIRED THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THESE PLANS ARE 18" X 18".
- DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC, THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- THE COST OF THIS WORK FOR THE DETOUR SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

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DRAWN - TFS	REVISED -
CHECKED - KRK	REVISED -
DATE - 2/21/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

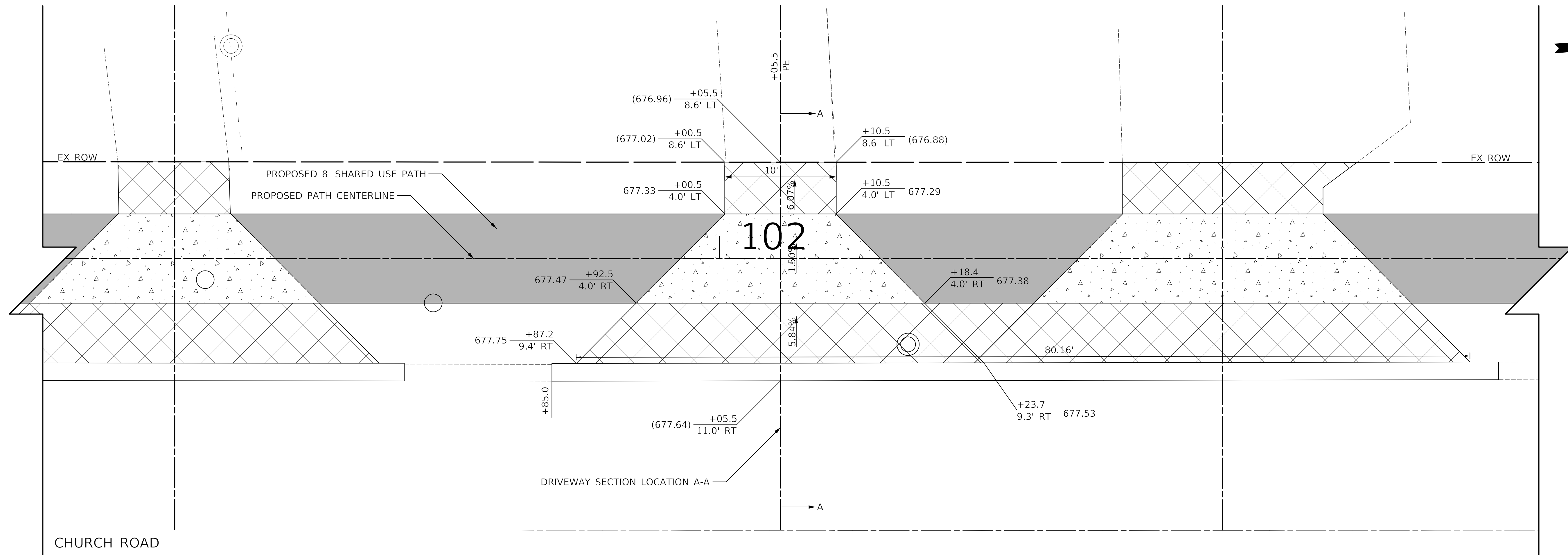
DETOUR PLAN AND NOTES

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	12
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				


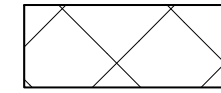
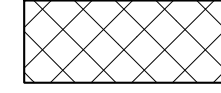


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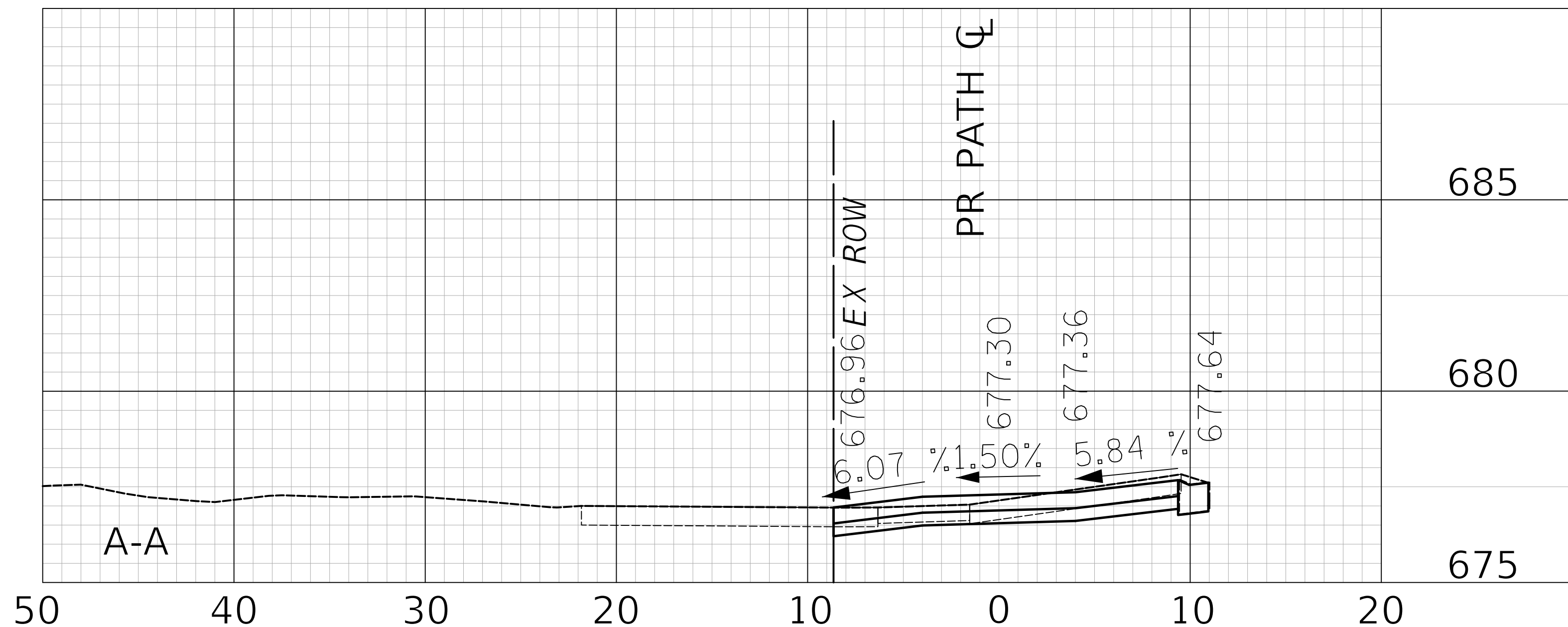
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128 S CHURCH ROAD
PIN: 03-14-307-043

LEGEND

-  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
AGGREGATE BASE COURSE, TYPE B 6"
-  PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
-  PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
AGGREGATE BASE COURSE, TYPE B 4"
-  PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4" MIN.
-  PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH
AGGREGATE BASE COURSE, TYPE B 4" MIN.



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**STATE OF ILLINOIS
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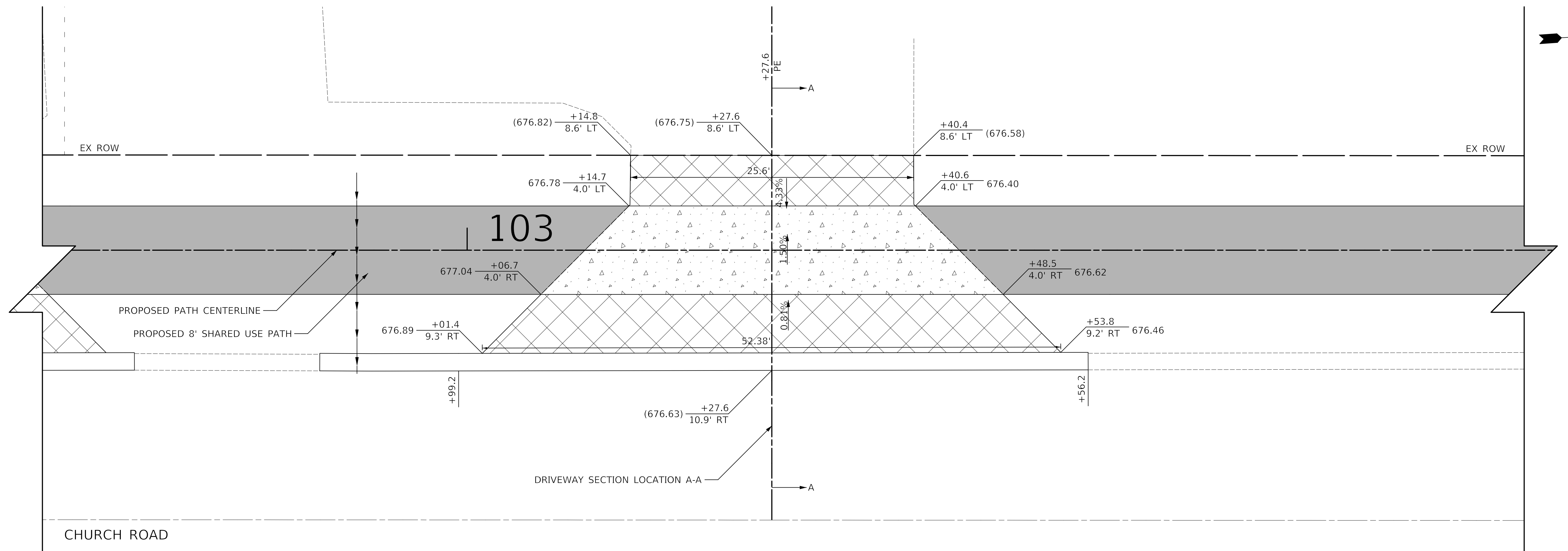
**DRIVEWAY DETAIL
STA. 102 + 05.5**

SHEET NO. 3 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E96	




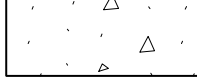

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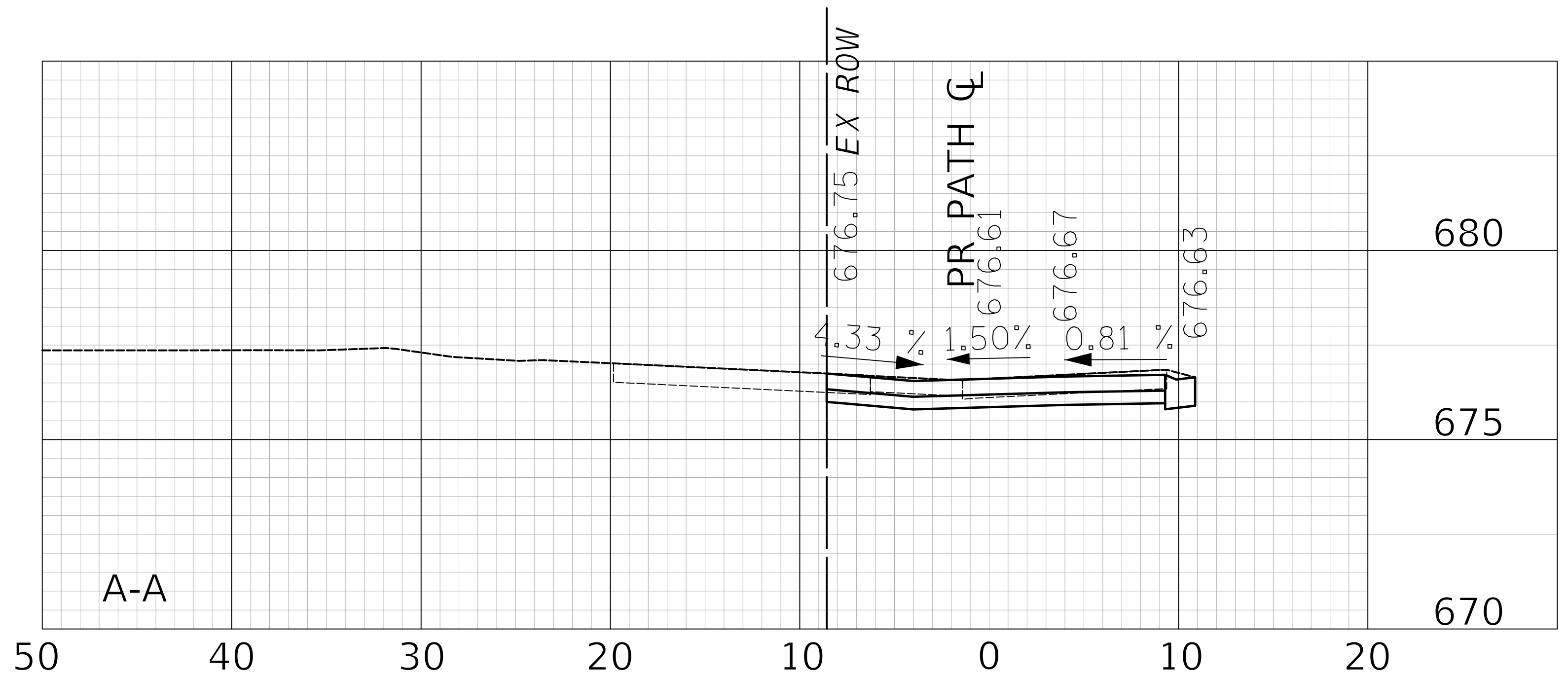
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702 PLENTYWOOD LANE
PIN: 03-14-307-013

LEGEND

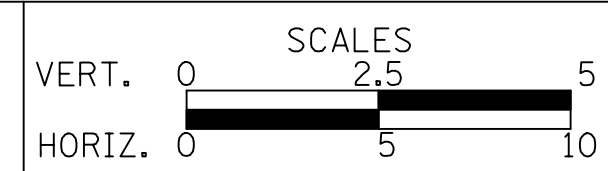
-  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
AGGREGATE BASE COURSE, TYPE B 6"
-  PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
-  PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
AGGREGATE BASE COURSE, TYPE B 4"
-  PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4" MIN.
-  PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH
AGGREGATE BASE COURSE, TYPE B 4" MIN.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



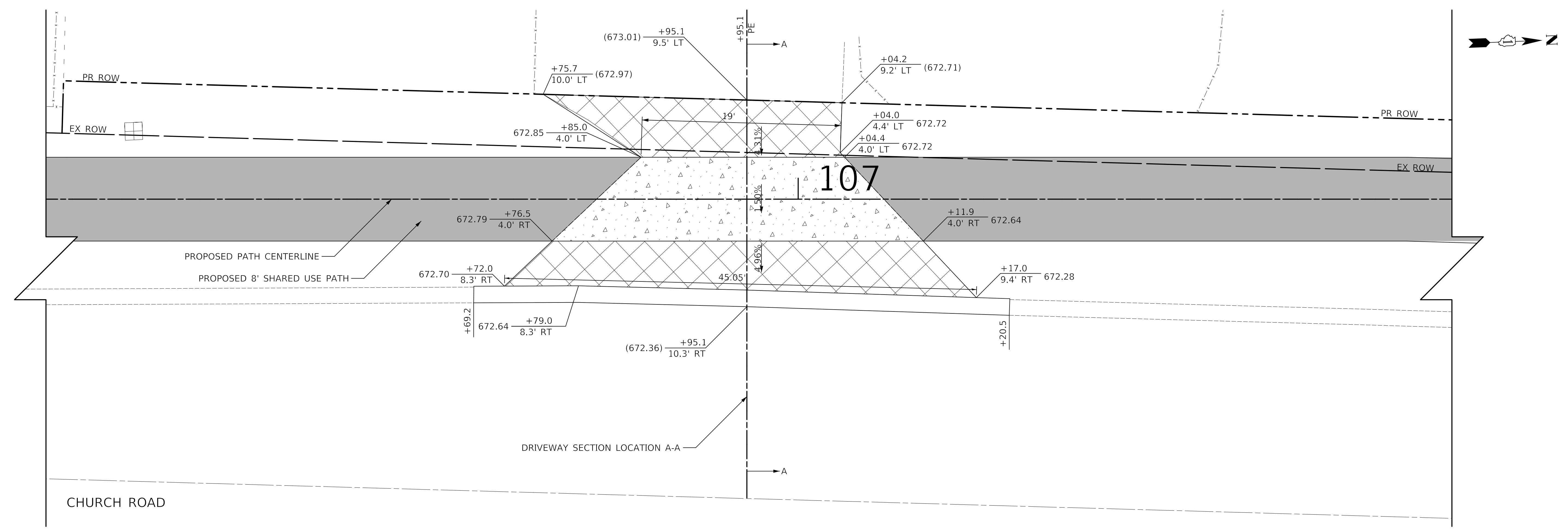
**DRIVEWAY DETAIL
STA. 103 + 27.6**

SHEET NO. 5 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E96	

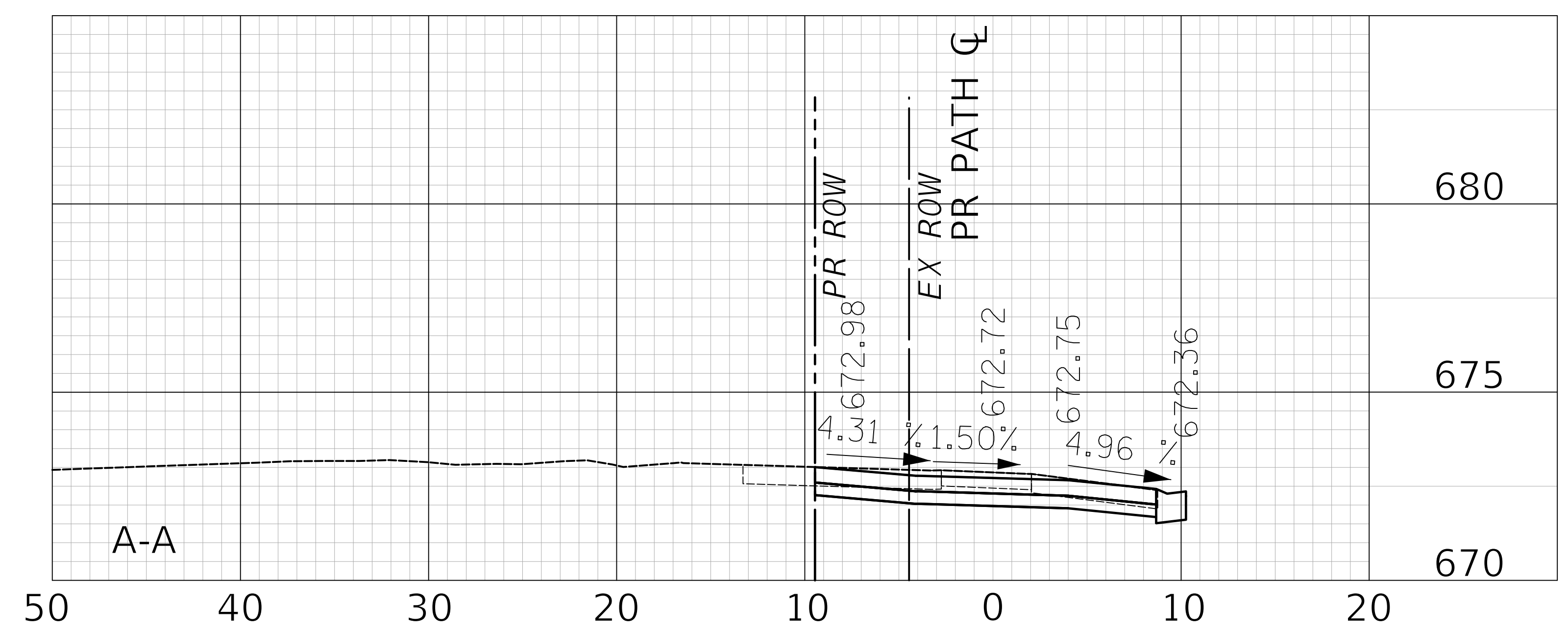
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	ADD. FILE NAME	



702 W GREEN STREET
PIN: 03-14-301-007

- LEGEND**
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" AGGREGATE BASE COURSE, TYPE B 6"
 - PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH AGGREGATE BASE COURSE, TYPE B 4"
 - PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"
 - PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH AGGREGATE BASE COURSE, TYPE B 4" MIN.
 - PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH AGGREGATE BASE COURSE, TYPE B 4" MIN.



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DATE -	2/21/2019	REVISED -	

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DEPARTMENT OF TRANSPORTATION



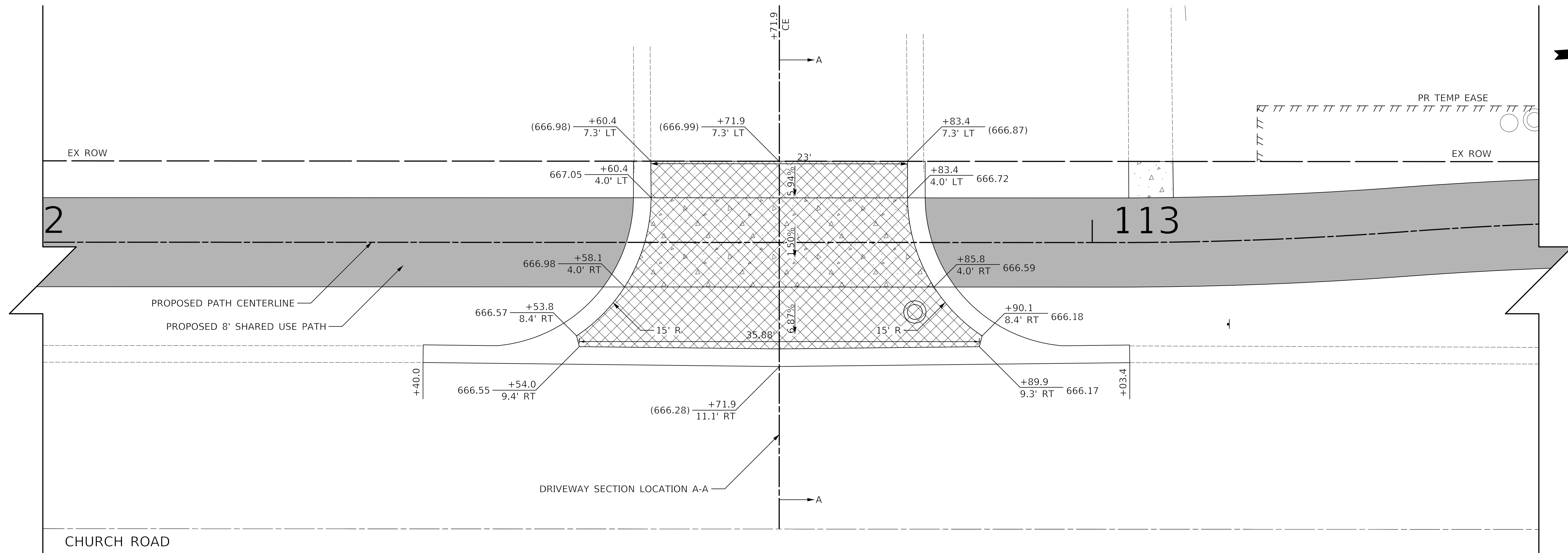
DRIVEWAY DETAIL
STA. 106 + 95.1

SHEET NO. 7 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	19
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E96	


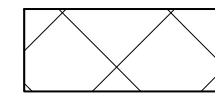
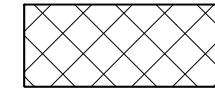
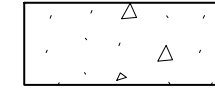
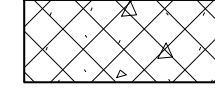
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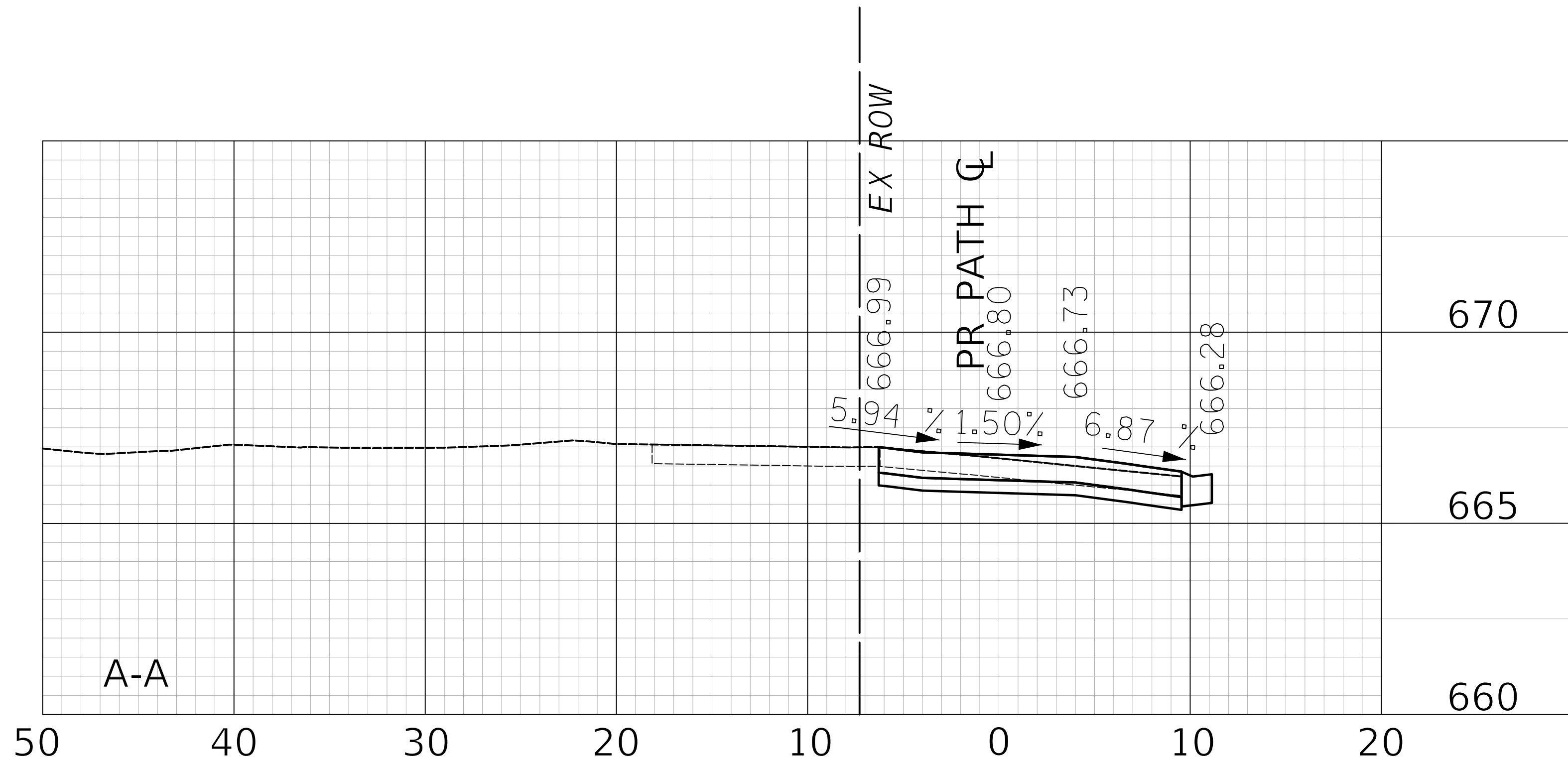
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100 N CHURCH ROAD
PIN: 03-14-119-013

LEGEND

-  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
AGGREGATE BASE COURSE, TYPE B 6"
-  PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
-  PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
AGGREGATE BASE COURSE, TYPE B 4"
-  PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4" MIN.
-  PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH
AGGREGATE BASE COURSE, TYPE B 4" MIN.



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Itasca, Illinois 60143
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DATE - 2/21/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

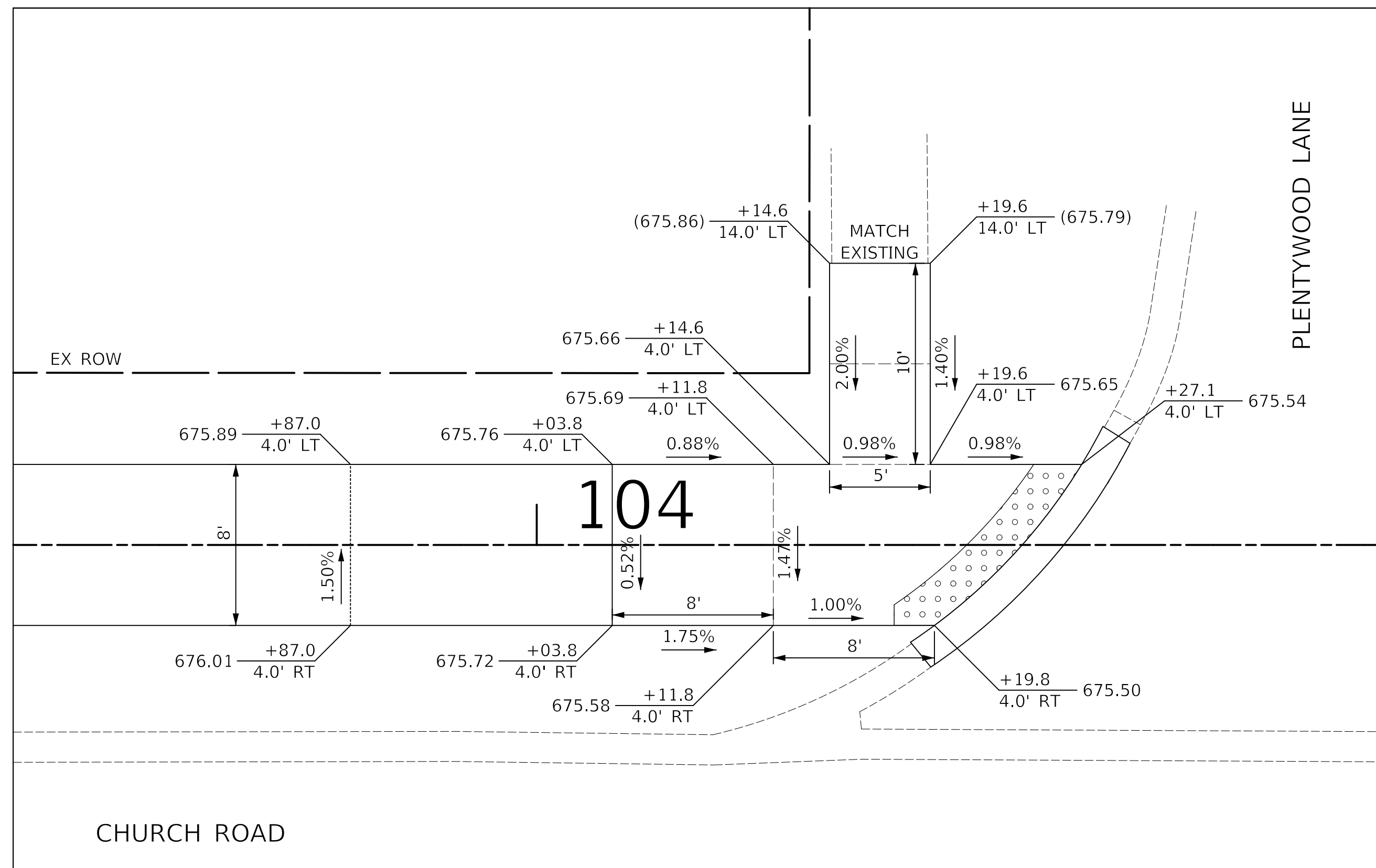


**DRIVEWAY DETAIL
STA. 112 + 71.9**

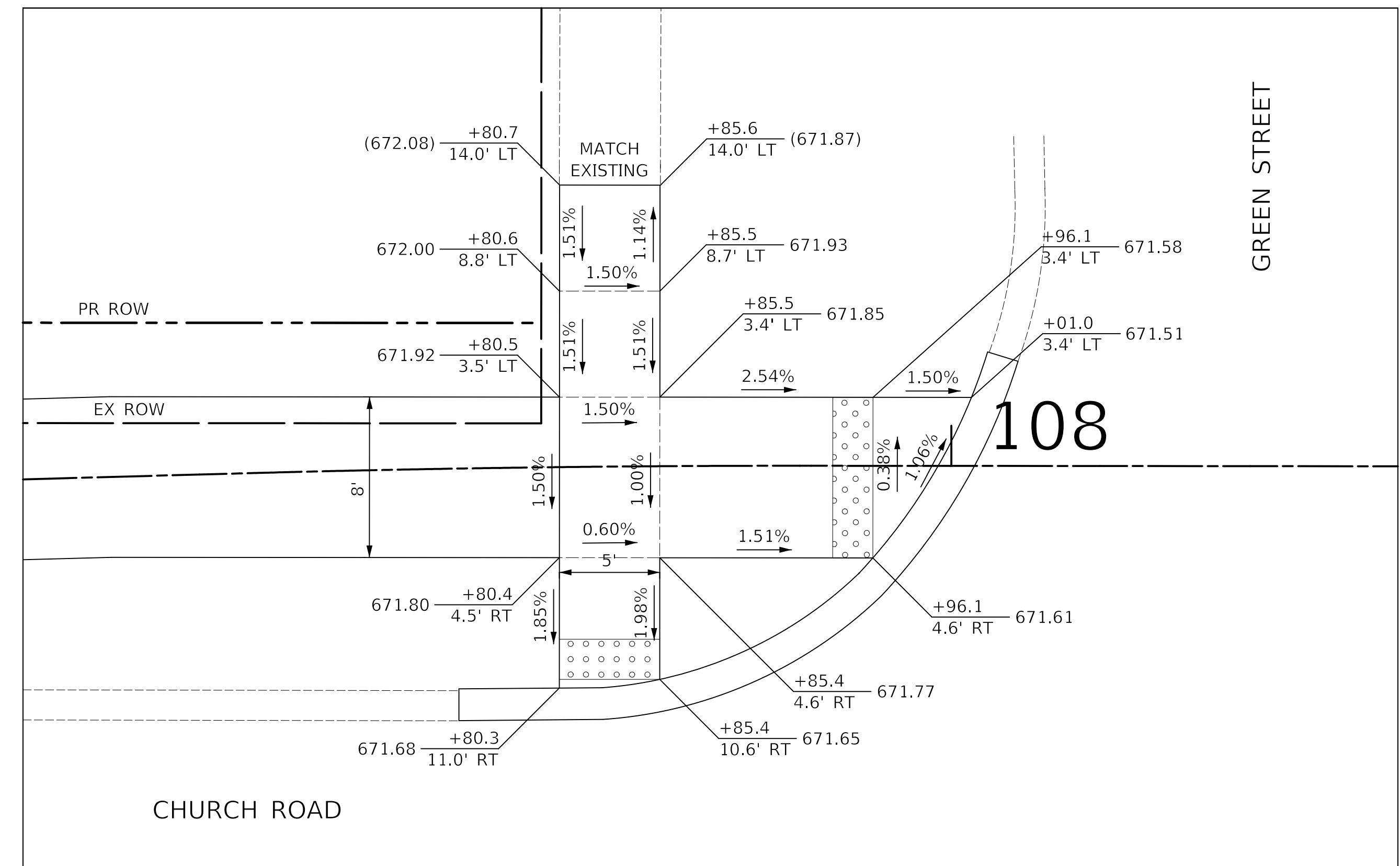
SHEET NO. 8 OF 10 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	20
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E96	

PLAN	SURVEYED	DATE
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	NOTE BOOK	
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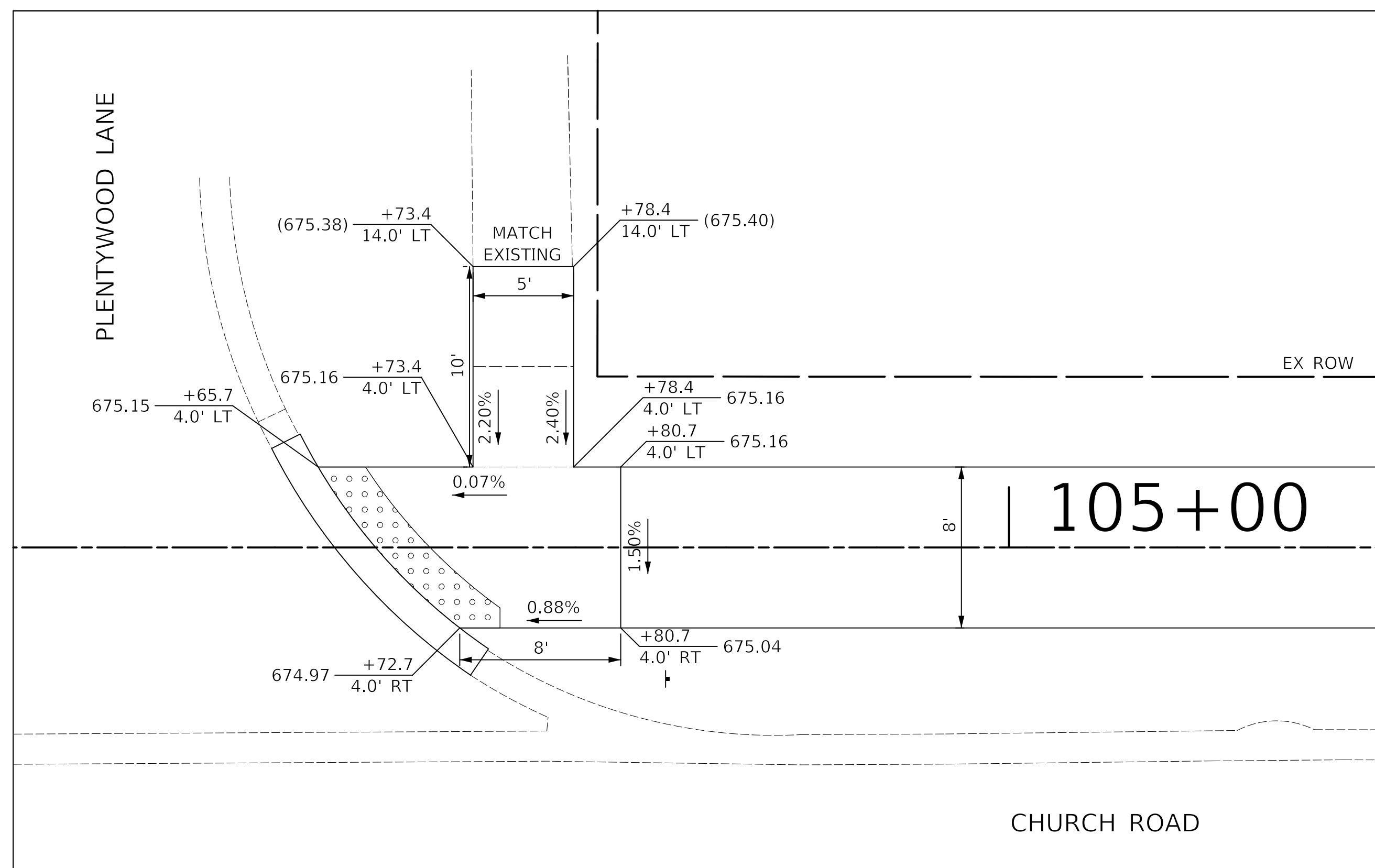


SOUTHWEST CORNER OF
CHURCH ROAD AND PLENTYWOOD LANE

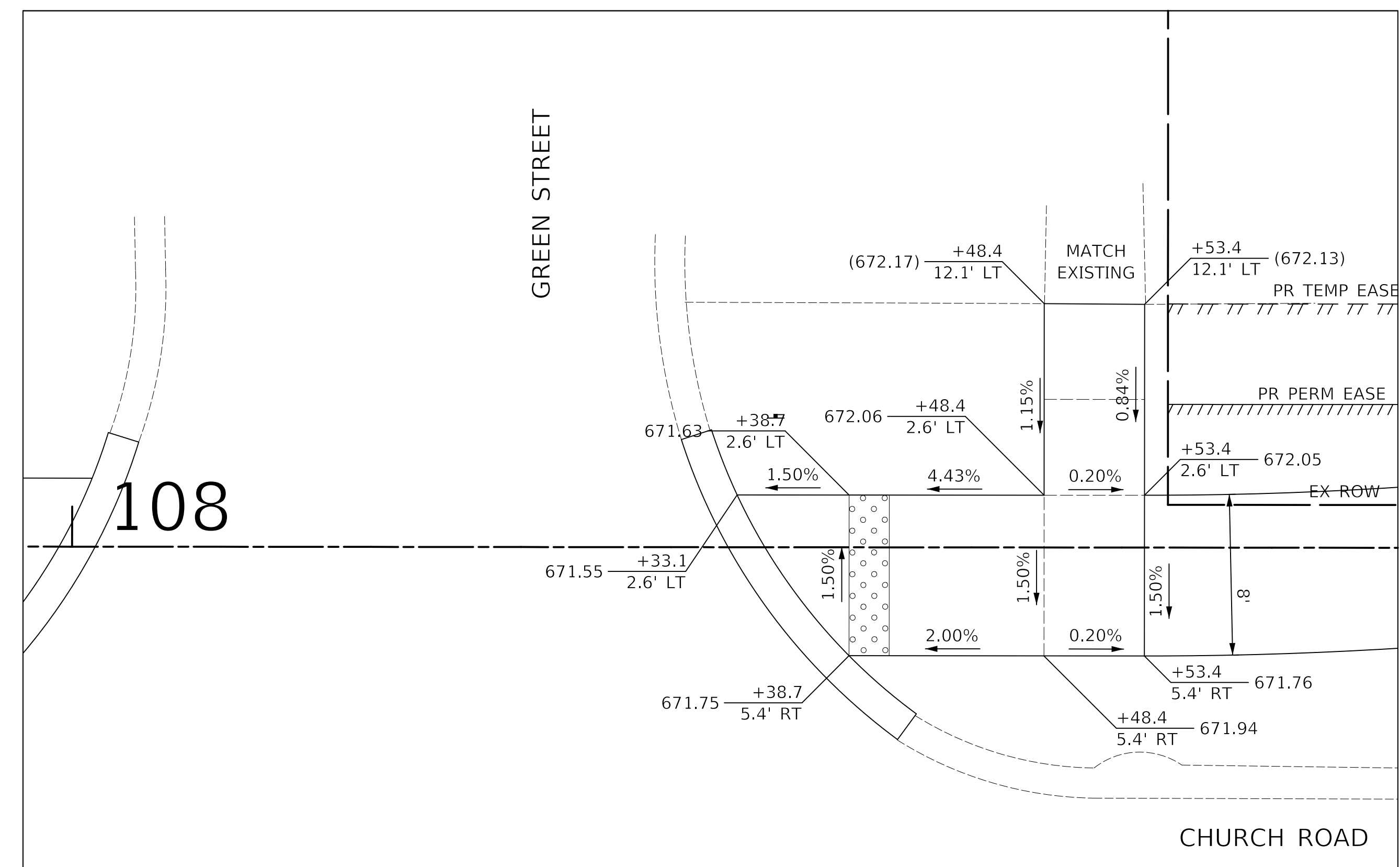


SOUTHWEST CORNER OF
CHURCH ROAD AND GREEN STREET

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. OF WAY CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATIONS CHKD	



NORTHWEST CORNER OF
CHURCH ROAD AND PLENTYWOOD LANE



NORTHWEST CORNER OF
CHURCH ROAD AND GREEN STREET



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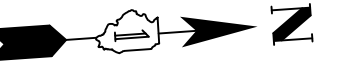
STATE OF ILLINOIS
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ADA RAMP DETAILS

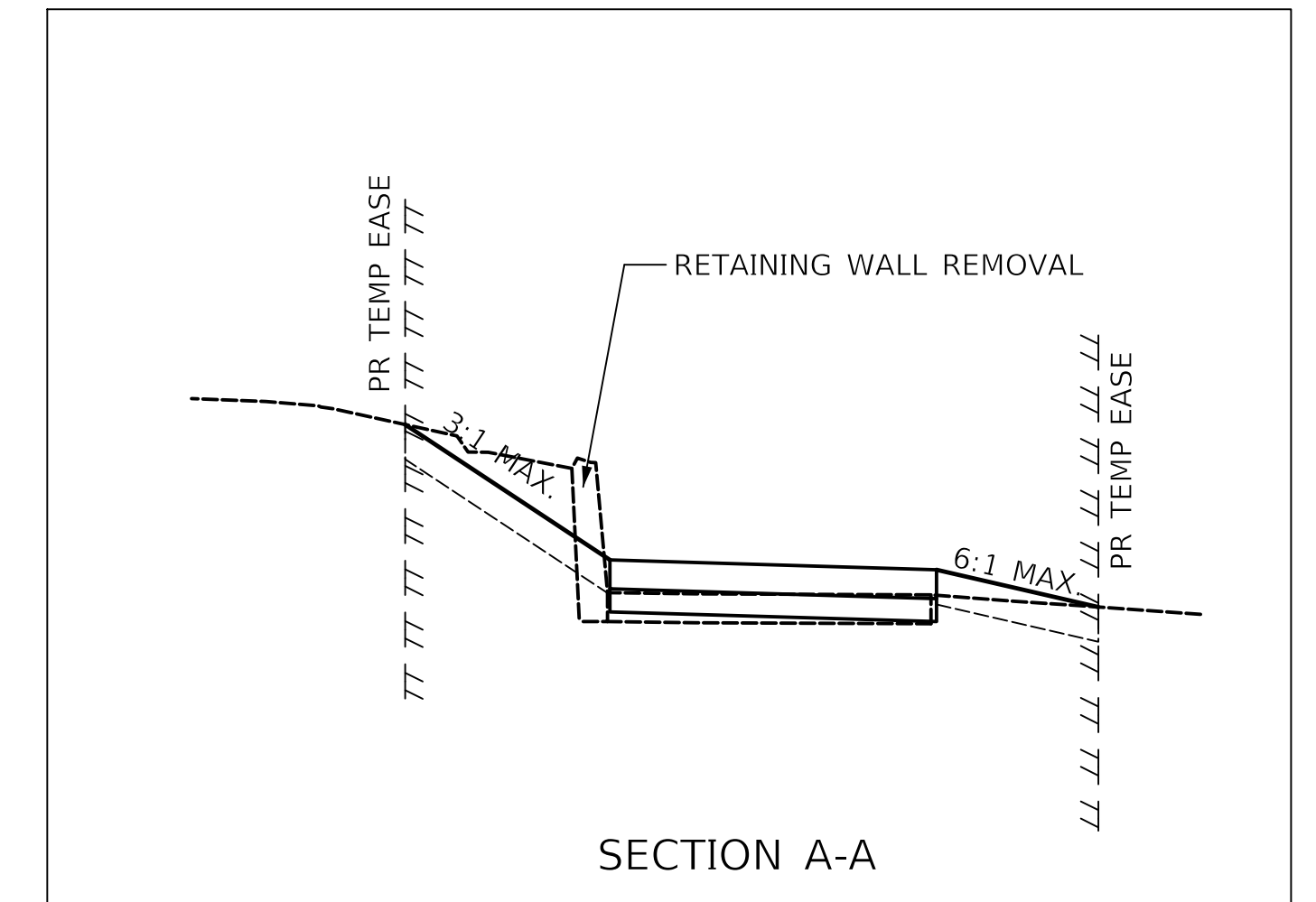
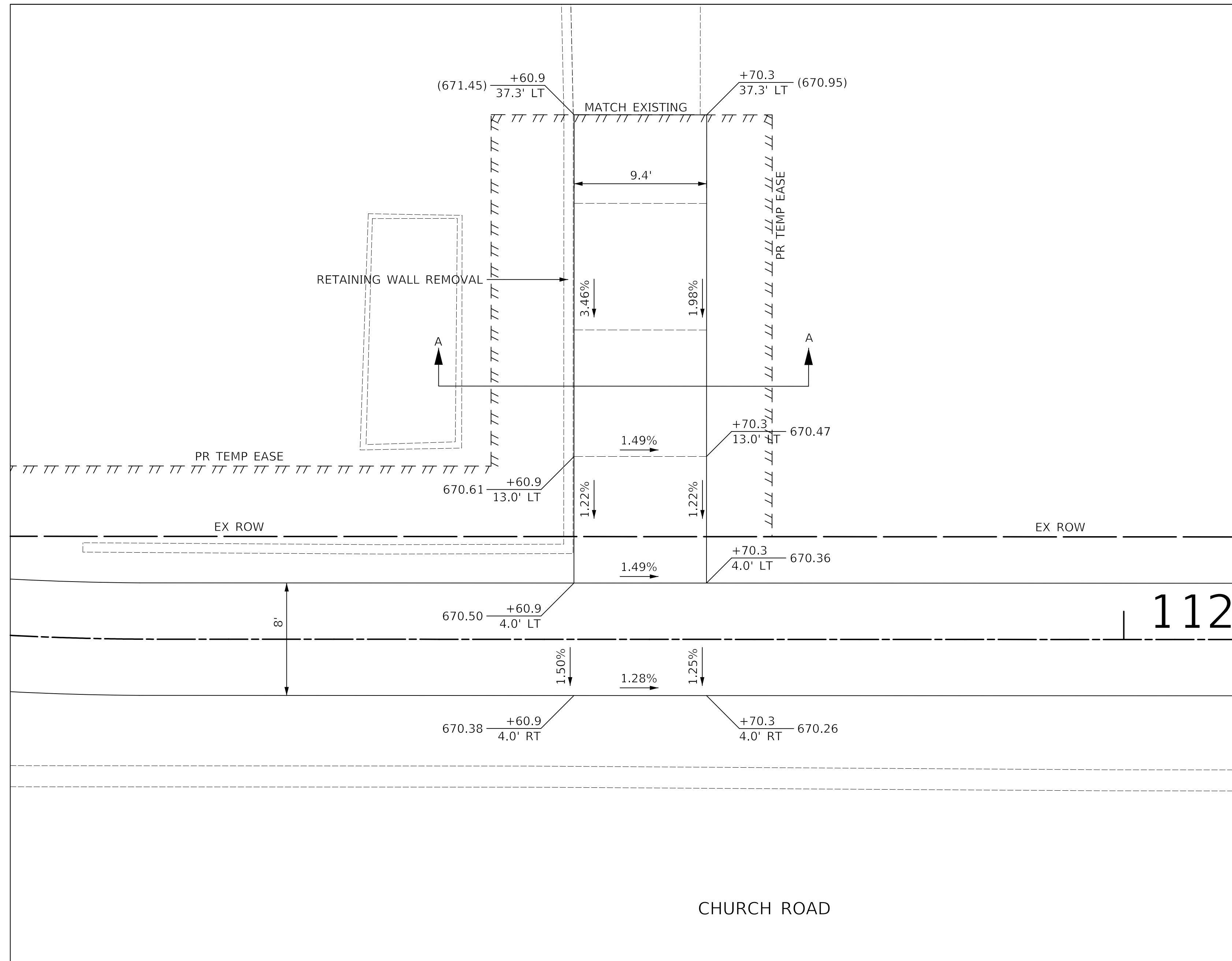
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	23
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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CHURCH ROAD
WEST SIDE OF CHURCH ROAD
NORTH OF MAIN STREET

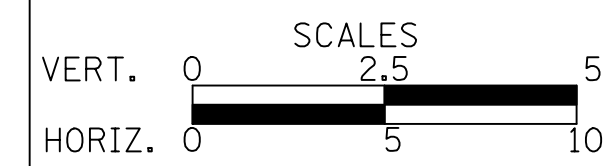
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ADA RAMP DETAILS

SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	24
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DCDOT EROSION CONTROL NOTES

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE VII OF THE DUPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE APRIL 2013 AND ALL SUBSEQUENT REVISIONS. 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 PERMITS ILR10 AND ILR40.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
- 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. ALL ERODIBLE/BARE AREAS SHALL BE SEEDED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.
- WHERE WETLANDS ARE TO REMAIN, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS/HER WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF OR STOCKPILED IN WETLANDS.
- STOCKPILES AND MATERIAL STORAGE ARE PROHIBITED IN SPECIAL MANAGEMENT AREAS INCLUDING WETLANDS, WETLAND BUFFERS, AND FLOOD PLAINS. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
- RECEPTACLES FOR CONSTRUCTION DEBRIS, INCLUDING CONCRETE TRUCK WASHOUT WASTE, SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. THESE WILL NOT BE ALLOWED IN SPECIAL MANAGEMENT AREAS. RECEPTACLES AND THEIR LOCATIONS MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE APPLICABLE ITEMS OF WORK.
- HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
- WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
- GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
- CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.
- ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
- 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.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.
- THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- THE COST OF REMOVING SEDIMENT OR REPAIRING EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.

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GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

- ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL (JUNE, 2013 EDITION)".
- 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.
- ALL EROSION CONTROL MEASURES SHALL BE IN PLACE BEFORE ANY WORK BEGINS.
- THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY AND AFTER EACH 1/2" RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY. ALL MAINTENANCE OF EROSION CONTROL ITEMS IS INCLUDED IN THE COST OF THE ITEM AND NO ADDITIONAL COMPENSATION SHALL BE GIVEN TO THE CONTRACTOR.
- ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
- INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN THE CURB AND GUTTER.
- ALL SLOPES SHALL BE COVERED WITH SOD OR SEED & EROSION CONTROL BLANKET AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

PERMIT

- THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE VILLAGE OF BENSENVILLE. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT A STREAM DIVERSION WORK PLAN TO THE VILLAGE FOR APPROVAL. GUIDELINES ON ACCEPTABLE STREAM DIVERSION WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PROPOSED CULVERT BEING INSTALLED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DEWATERING

- IF DEWATERING THE CONSTRUCTION AREA IS NECESSARY, ALL WATERS SHALL BE FILTERED BY USING FILTER BAGS OR AN ALTERNATIVE MEASURE APPROVED BY THE VILLAGE. ALL FILTER BAGS MUST HAVE SECONDARY CONTAINMENT DEVICES AND SHOULD BE PLACED ON LEVEL GROUND. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING ALLOWED TO RETURN TO THE ORIGINAL LAKE, CREEK AND/OR DITCH. THE DISCHARGE SHALL BE DESIGNED SO THAT RETURNING WATERS DO NOT CAUSE EROSION. THE CONTRACTOR SHALL SUBMIT A DEWATERING PLAN TO THE VILLAGE THAT INCLUDES THE METHOD, DESIGN, LOCATION, AND MAINTENANCE OF DEWATERING AS PART OF THE IN-STREAM WORK PLAN.

WORKING IN AND NEAR FLOWING WATER

- NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DIVERTING OR BYPASSING FLOWS AWAY FROM CONSTRUCTION AREAS. THE METHOD OF DEWATERING OR BYPASS SHALL BE SUBMITTED BY THE CONTRACTOR TO THE CITY AS PART OF THE IN-STREAM WORK PLAN.
- THE DEWATERING OR BYPASS SYSTEM SHALL BE DESIGNED TO CONVEY THE ANTICIPATED BASE FLOW OF THE CHANNEL DURING CONSTRUCTION. THE SYSTEM SHALL ALSO BE DESIGNED SO THAT DISCHARGES FROM LARGER STORM EVENTS CAN PASS DOWNSTREAM WITHOUT CREATING SOIL EROSION AND WATER QUALITY ISSUES.
- ALL SYSTEMS TO DIVERT WATER AWAY FROM WORK AREAS SHALL BE INSTALLED PRIOR TO THE START OF WORK. WATER SHALL BE DIVERTED OR BYPASS PUMPED SO THAT FLOWING WATER IS NOT WITHIN EXCAVATION AREAS.
- WORK IN THE WATERWAY SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
- THE DIVERSION/ISOLATION OF THE CREEK FLOWS MUST BE CONSTRUCTED FROM NON-ERODIBLE MATERIALS.
- THE WORK SHALL BE PERFORMED IN A MANNER THAT SHALL NOT ALLOW A VIOLATION OF FEDERAL, STATE, OR LOCAL WATER QUALITY STANDARDS.
- EXCAVATED AREAS SHALL BE STABILIZED AS SOON AS THE WORK HAS BEEN COMPLETED.
- WATER DIVERSION MEASURES MUST BE REMOVED TO PREVENT OUT OF BANK FLOODING (I.E. PRIOR TO A FORECASTED RAIN EVENT).

KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT NOTES

- THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- A COPY OF THE APPROVED EROSION & SEDIMENT CONTROL PLANS AND IN-STREAM WORK PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- KDSWCD MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO START OF THE IN-STREAM WORK.
- KDSWCD MUST BE IN AGREEMENT WITH THE OVERALL METHOD OF CREEK DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS), A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA).

STABILIZING CONSTRUCTION AREAS

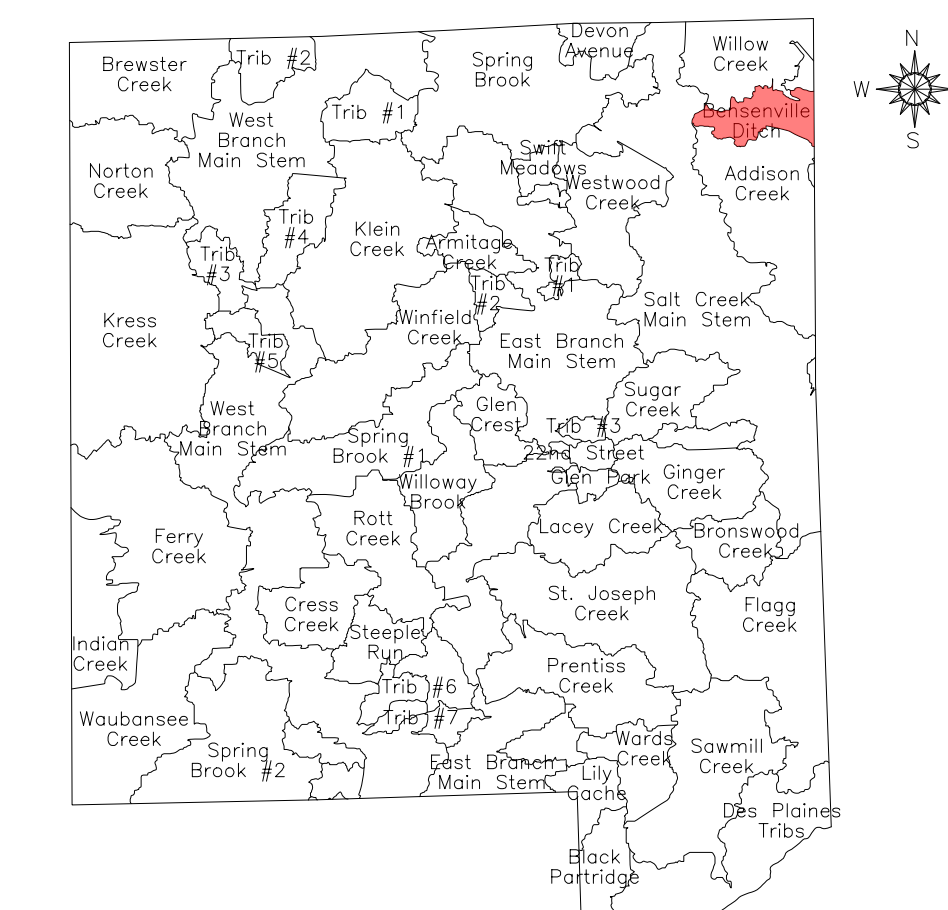
- TEMPORARY STABILIZATION OF THE CONSTRUCTION AREA SHALL TAKE PLACE AT THE END OF EACH WORK DAY. THIS SHALL INCLUDE REMOVAL OF ALL EQUIPMENT AND HAZARDOUS MATERIAL WITHIN THE CHANNEL.
- PERMANENT STABILIZATION OF THE CONSTRUCTION AREA SHALL BE COMPLETED AT THE END OF EACH MAJOR STAGE OF WORK.
- ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 14 DAYS OF FINAL GRADING OR WHEN LEFT IDLE FOR MORE THAN 14 DAYS.
- THE COMPLETED SLOPES SHALL BE PERMANENTLY SEEDED WHERE PRACTICAL AS THE EXCAVATION PROCEEDS TO ANOTHER STAGE OF CONSTRUCTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY LANDSCAPED AT ONE TIME.

IN-STREAM CONSTRUCTION SEQUENCE

- INSTALL SOIL EROSION AND SEDIMENT CONTROL MEASURES, AND IMPLEMENT APPROVED TEMPORARY STREAM DIVERSION PLAN FOR CULVERT INSTALLATION.
- UPON COMPLETION OF CULVERT INSTALLATION, TEMPORARY STREAM DIVERSION MEASURES WILL BE REMOVED.

NOTE:

THE CULVERT CONSTRUCTION SEQUENCE ABOVE IS A SUGGESTED SEQUENCE. DEPENDING ON HOW THE CONTRACTOR DEVELOPS AND IMPLEMENTS THE STREAM DIVERSION WORK PLAN, THE CONSTRUCTION SEQUENCE MAY VARY. REGARDLESS, THE STREAM DIVERSION WORK PLAN MUST BE APPROVED BY THE VILLAGE.



- DES PLAINES RIVER WATERSHED
 - Willow Creek
 - Bensenville Ditch
 - Flagg Creek
 - Des Plaines Tribs
 - Black Partridge
 - Addison Creek

NPDES STATEMENT:

THIS PROJECT DISTURBS 0.84 ACRES OF TOTAL LAND AREA. COMPLIANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER PERMIT IS ONLY NECESSARY IF A PROJECT DISTURBS 1.0 OR MORE ACRES OF TOTAL LAND AREA; NO NPDES STORMWATER PERMIT IS REQUIRED FOR THIS PROJECT.



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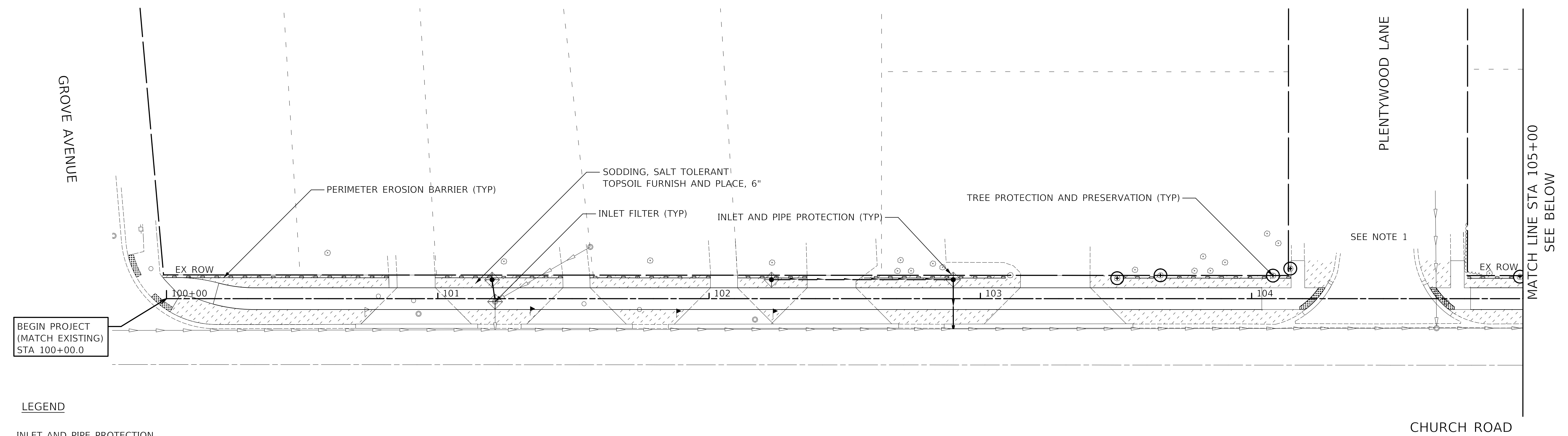
EROSION CONTROL
AND LANDSCAPING

SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	26
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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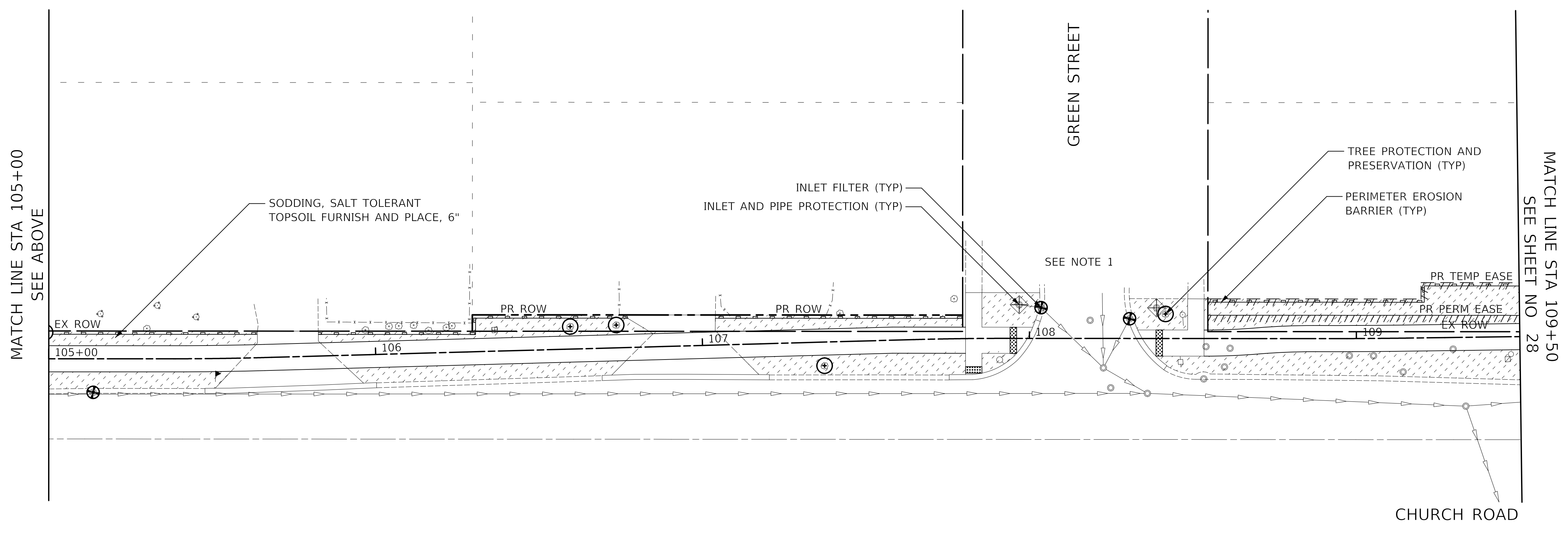


LEGEND

- INLET AND PIPE PROTECTION (PAID FOR AS 1 INLET FILTER AND 16 LF OF PERIMETER EROSION BARRIER PER IDOT STANDARD 280001-07)
- INLET FILTERS
- PERIMETER EROSION BARRIER
- EXISTING TREES
- PROPOSED TREES
- TREE PROTECTION & PRESERVATION, MULCH PLACEMENT 3" (5' DIA. RING) TREE ROOT PRUNING AND TREE PRUNING (AT THE DIRECTION OF ENGINEER)
- SODDING, SALT TOLERANT TOPSOIL PLACEMENT, 6" (PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT)
- SEEDING, CLASS 4A (MODIFIED) TOPSOIL PLACEMENT, 6" (PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT) (NO FERTILIZER WILL BE ALLOWED ON THESE AREAS) EROSION CONTROL BLANKET

NOTE

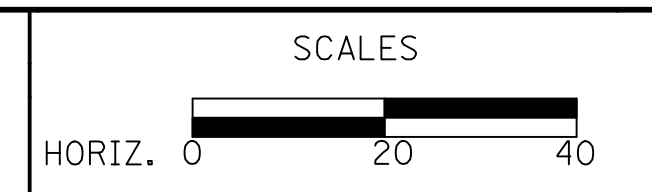
1. PLACE INLET FILTERS ON THE FIRST OPEN LID STRUCTURES WEST OF CHURCH ROAD, ALONG PLENTYWOOD LANE AND GREEN STREET



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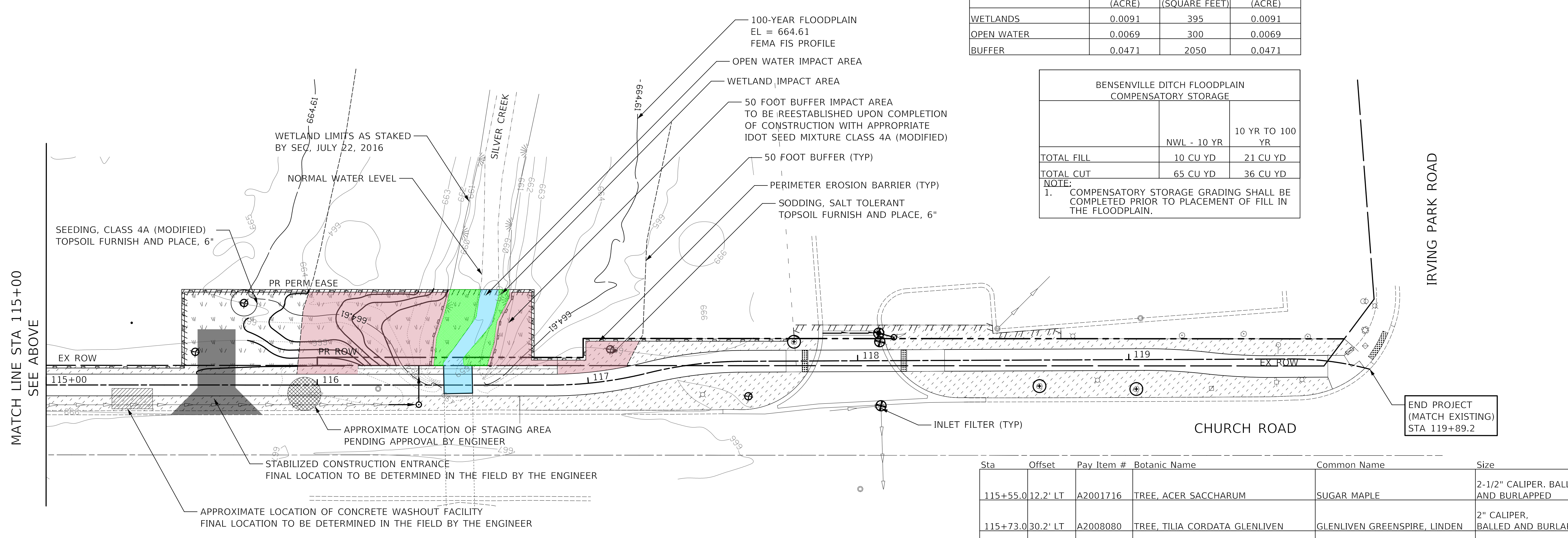
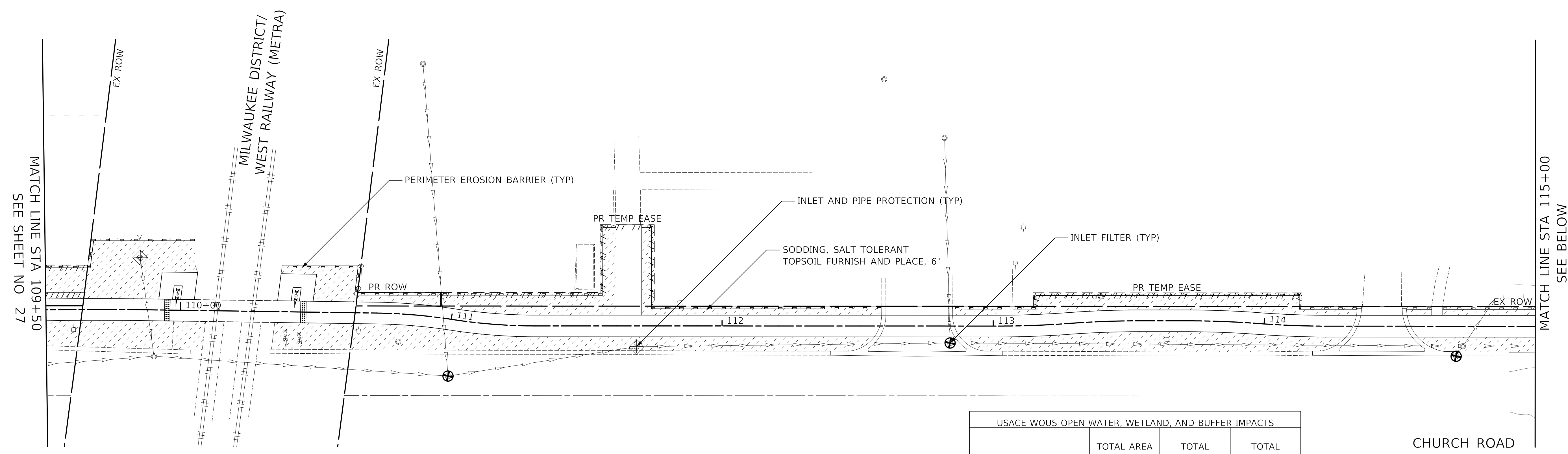


EROSION CONTROL AND LANDSCAPING
 SHEET NO. 2 OF 3 SHEETS STA. 100+00 TO STA. 109+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	27
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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USACE WOUS OPEN WATER, WETLAND, AND BUFFER IMPACTS			
	TOTAL AREA WITHIN ROW (ACRE)	TOTAL IMPACT AREA (SQUARE FEET)	TOTAL IMPACT AREA (ACRE)
WETLANDS	0.0091	395	0.0091
OPEN WATER	0.0069	300	0.0069
BUFFER	0.0471	2050	0.0471

BENSenville DITCH FLOODPLAIN COMPENSATORY STORAGE		
	NWL - 10 YR	10 YR TO 100 YR
TOTAL FILL	10 CU YD	21 CU YD
TOTAL CUT	65 CU YD	36 CU YD

NOTE:
1. COMPENSATORY STORAGE GRADING SHALL BE COMPLETED PRIOR TO PLACEMENT OF FILL IN THE FLOODPLAIN.

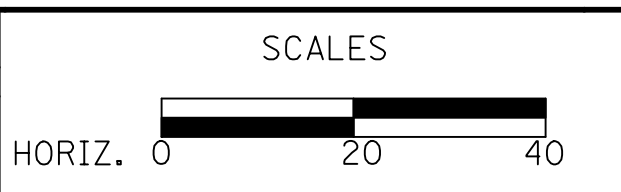
Sta	Offset	Pay Item #	Botanic Name	Common Name	Size	Qty
115+55.0	12.2' LT	A2001716	TREE, ACER SACCHARUM	SUGAR MAPLE	2-1/2" CALIPER, BALLED AND BURLAPPED	1
115+73.0	30.2' LT	A2008080	TREE, TILIA CORDATA GLENLIVEN	GLENLIVEN GREENSPIRE, LINDEN	2" CALIPER, BALLED AND BURLAPPED	1
117+10.0	11.4' LT	A2001716	TREE, ACER SACCHARUM	SUGAR MAPLE	2" CALIPER, BALLED AND BURLAPPED	1
117+73.1	16.6' LT	A2008080	TREE, TILIA CORDATA GLENLIVEN	GLENLIVEN GREENSPIRE, LINDEN	2-1/2" CALIPER, BALLED AND BURLAPPED	1

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED - JRR
DRAWN - TFS
CHECKED - KRK
DATE - 2/21/2019

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EROSION CONTROL AND LANDSCAPING

SHEET NO. 3 OF 3 SHEETS STA. 109+50 TO STA. 120+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	28

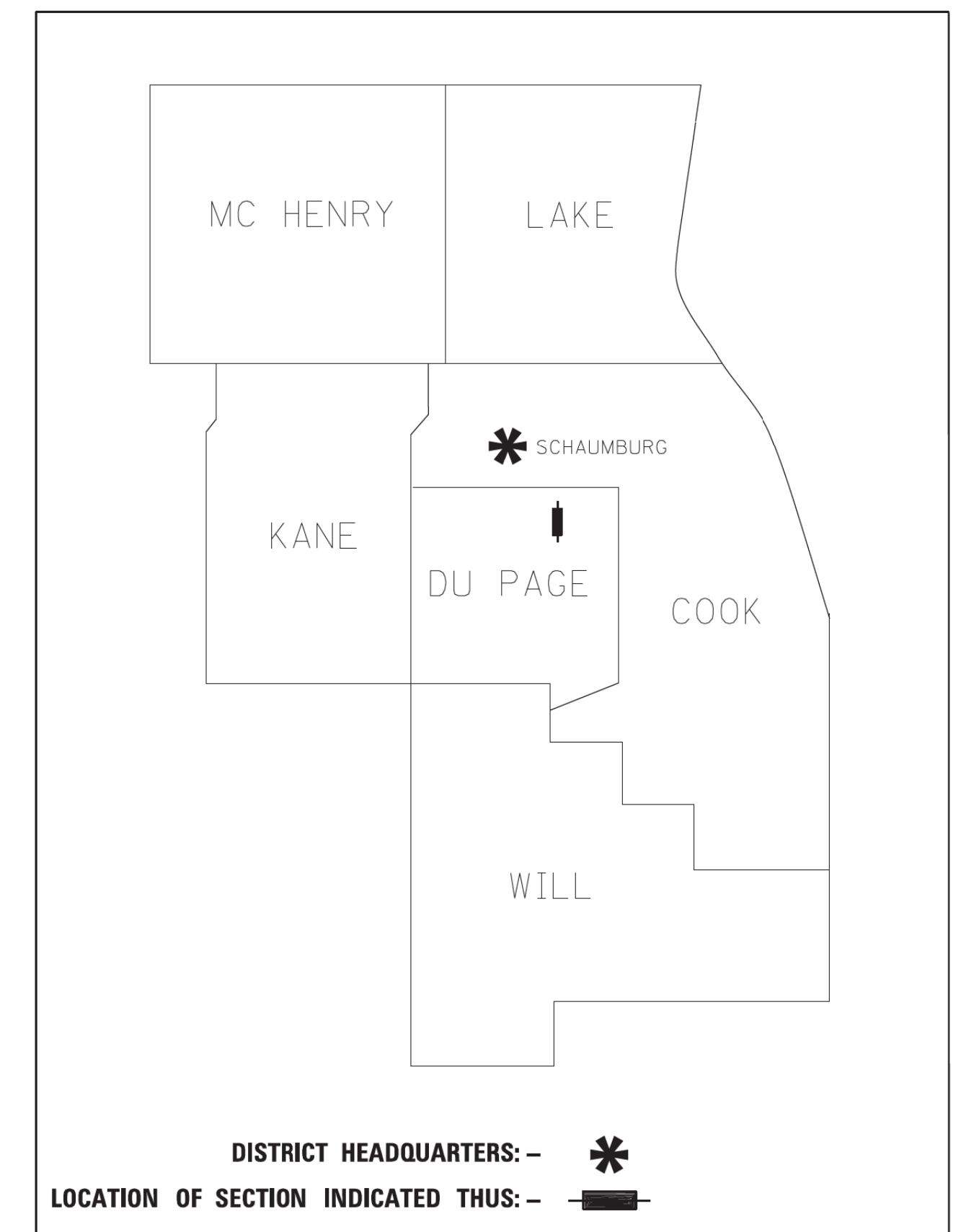
CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

PLAT OF HIGHWAYS

**ROUTE: F.A.U. 2667 (CHURCH ROAD)
SECTION: 16-00095-00BT
COUNTY: DuPAGE
LIMITS: GROVE AVENUE TO IRVING PARK ROAD
JOB NO.: R-55-001-97**

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001	ROLAND ZABLOCKI	2	
0002PE 0002TE	CSMA FT, LLC, A DELAWARE LIMITED LIABILITY COMPANY	2	
0003	NOT USED		
0004A 0004B 0004TE-A 0004TE-B 0004PE	VILLAGE OF BENSENVILLE, A MUNICIPAL CORPORATION	3,4	
0005 0005TE	SCI 2003D-19 LLC, A DELAWARE LIMITED LIABILITY COMPANY	4,5	



**N. CHURCH ROAD
F.A.U. ROUTE 2667
PROJECT BEGIN POINT: 106 + 00.00
PROJECT END POINT: 119 + 89.22**

GROSS & NET LENGTH = 1,389 FT. = 0.263 MILE



LOCATION MAP

(NTS)

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

COMPASS SURVEYING LTD 2631 Ginger Woods Parkway,
Suite 100 Aurora IL 60502
PHONE: (630)820-9100
FAX: (630)820-7030

IDOT USE ONLY

PART OF THE NORTH HALF OF SECTION 14, TWP. 40 N., R. 11 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0001	0.241	0.017		0.224			03-14-301-007
0002PE	0.183				0.013		03-14-122-016
0002TE					0.018		

NOTES:
 * ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
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 * AREAS SHOWN ON THIS PLAT ARE "GROUND".

PROJECT COORDINATES

Point	North	East
500	1927183.35	1088660.27
501	1927332.94	1088670.63

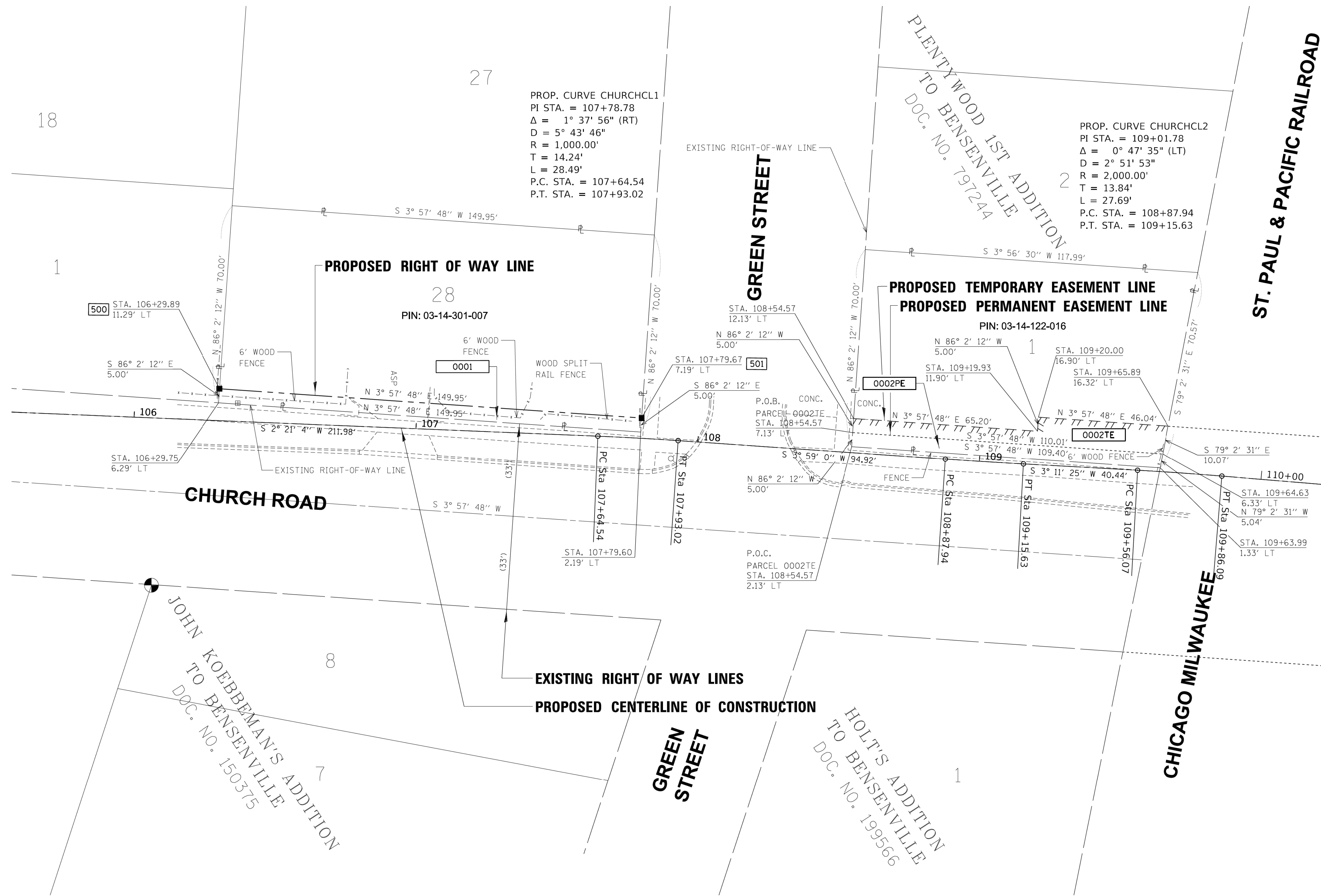
LEGEND

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

129.32'
 129.32' (COMP)
 (129.32')

○ IRON PIPE OR ROD FOUND ⊕ *MAG' NAIL SET
 + CUT CROSS FOUND OR SET ● 5 / 8' REBAR SET

■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 □ RIGHT OF WAY STAKING PROPOSED TO BE SET



SEE PAGE 2 OF 6

STATE OF ILLINOIS)
 COUNTY OF KANE) SS

THIS IS TO CERTIFY THAT I, SCOTT KREBS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, COMPASS SURVEYING, LTD. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-002778), HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 9, TOWNSHIP 45 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ___ DAY OF _____ 20__ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
 EXPIRES NOVEMBER 30, 2018
 COMPASS SURVEYING, LTD
 ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-002778
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2019

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

F.A.U. ROUTE 2667
 PROJECT BEGIN POINT: 106+00.00
 PROJECT END POINT: 119+89.22

COMPASS SURVEYING LTD
 2631 Ginger Woods Parkway,
 Suite 100 Aurora IL 60502
 PHONE: (630)820-9100
 FAX: (630)820-7030

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 CHURCH ROAD FAU RTE 2667

LIMITS: CHURCH ROAD COUNTY: DUPAGE
 SECTION: 16-00095-00-BT JOB NO.: R-55-001-97
 STA. 106+00 TO STA. 110+00
 SCALE: 1"=20' SHEET 2 OF 6 SHEETS

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

CONTRACT NO. 61E96 SHEET 30 OF 63

PART OF THE NORTH HALF OF SECTION 14, TWP. 40 N., R. 11 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0003TE	5.239	0.004 (174sq.ft.)	0.025	5.210			03-14-119-013
0003PE							
0004A							
0004B							
0004TE-A					0.021		
0004TE-B	0.011						
0004PE			0.078				

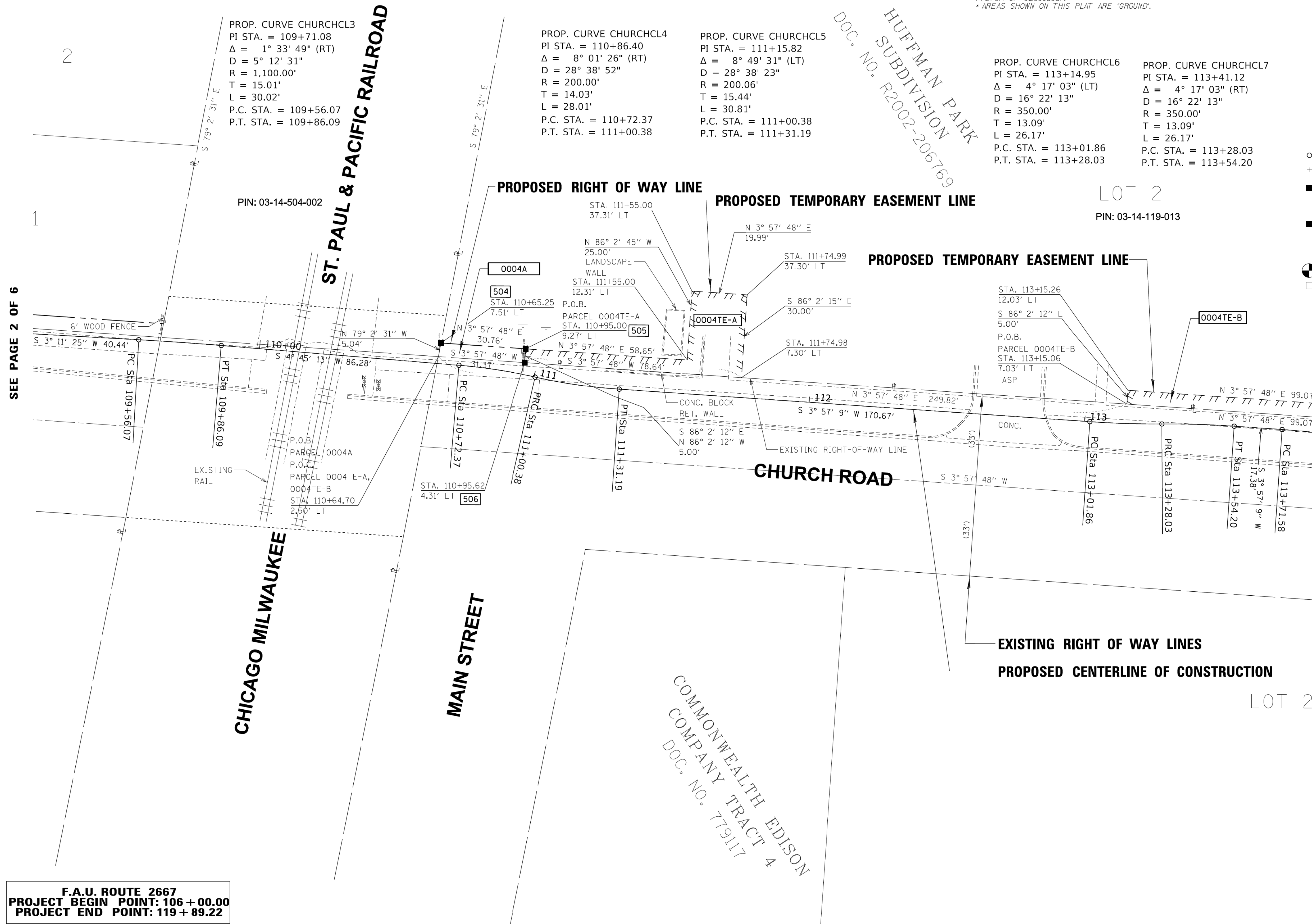
PROJECT COORDINATES

Point	North	East
504	1927618.01	1088690.38
505	1927648.70	1088692.51
506	1927648.35	1088697.50

LEGEND



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 * AREAS SHOWN ON THIS PLAT ARE "GROUND".



PROP. CURVE CHURCHCL6
 PI STA. = 113+14.95
 $\Delta = 4^\circ 17' 03''$ (LT)
 $D = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 13.09'$
 $L = 26.17'$
 P.C. STA. = 113+01.86
 P.T. STA. = 113+28.03

PROP. CURVE CHURCHCL7
 PI STA. = 113+41.12
 $\Delta = 4^\circ 17' 03''$ (RT)
 $D = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 13.09'$
 $L = 26.17'$
 P.C. STA. = 113+28.03
 P.T. STA. = 113+54.20

- IRON PIPE OR ROD FOUND
- ⊕ *MAG' NAIL SET
- + CUT CROSS FOUND OR SET
- 5 / 8" REBAR SET
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
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- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF KANE)
 THIS IS TO CERTIFY THAT I, SCOTT KREBS, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, COMPASS SURVEYING, LTD. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-002778), HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 9, TOWNSHIP 45 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS ____ DAY OF _____ 20__ A.D.
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
 EXPIRES NOVEMBER 30, 2018
 COMPASS SURVEYING, LTD
 ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-002778
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2019
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

COMPASS SURVEYING LTD
 2631 Ginger Woods Parkway, Suite 100 Aurora IL 60502
 PHONE: (630)820-9100
 FAX: (630)820-7030

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 CHURCH ROAD FAU RTE 2667

LIMITS: CHURCH ROAD COUNTY: DUPAGE
 SECTION: 16-00095-00-BT JOB NO.: R-55-001-97
 STA. 106+00 TO STA. 110+00
 SCALE: 1"=20' SHEET 3 OF 6 SHEETS

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

CONTRACT NO. 61E96 SHEET 31 OF 63

F.A.U. ROUTE 2667
 PROJECT BEGIN POINT: 106 + 00.00
 PROJECT END POINT: 119 + 89.22

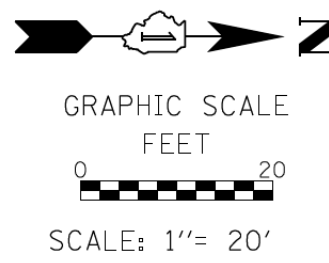
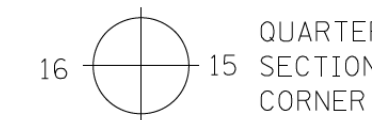
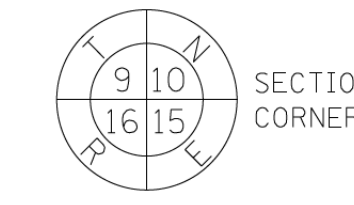
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					ACRES	SQUARE FEET	
0004A	5.239	0.004 (174sq.ft.)		5.210			03-14-119-013
0004B		0.025					
0004TE-A					0.021		
0004TE-B					0.011		
0004PE					0.078		
0005 0005TE	1.651	0.046		1.605	0.010	436	03-14-119-012

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PROJECT COORDINATES

Point	North	East
507	1928150.70	1088732.30
508	1928150.91	1088729.31
509	1928248.72	1088736.09
510	1928249.20	1088729.10
511	1928326.87	1088734.48
512	1928529.27	1088748.51



- LEGEND
- SECTION / QUARTER SECTION LINE
 - PLATTED LOT LINES
 - PROPERTY (DEED) LINE
 - APPARENT PROPERTY LINE
 - EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT
 - PROPOSED EASEMENT
 - AC - EXISTING ACCESS CONTROL LINE
 - AC - PROPOSED ACCESS CONTROL LINE
 - MEASURED DIMENSION
 - COMPUTED DIMENSION
 - RECORDED DIMENSION
 - EXISTING BUILDING

- o IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- o *MAG' NAIL SET
- 5 / 8" REBAR SET
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STATE OF ILLINOIS)
)
 COUNTY OF KANE)

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DATED AT _____, ILLINOIS THIS ____ DAY OF _____ 20__ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
 EXPIRES NOVEMBER 30, 2018
 COMPASS SURVEYING, LTD
 ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-002778
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2019

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

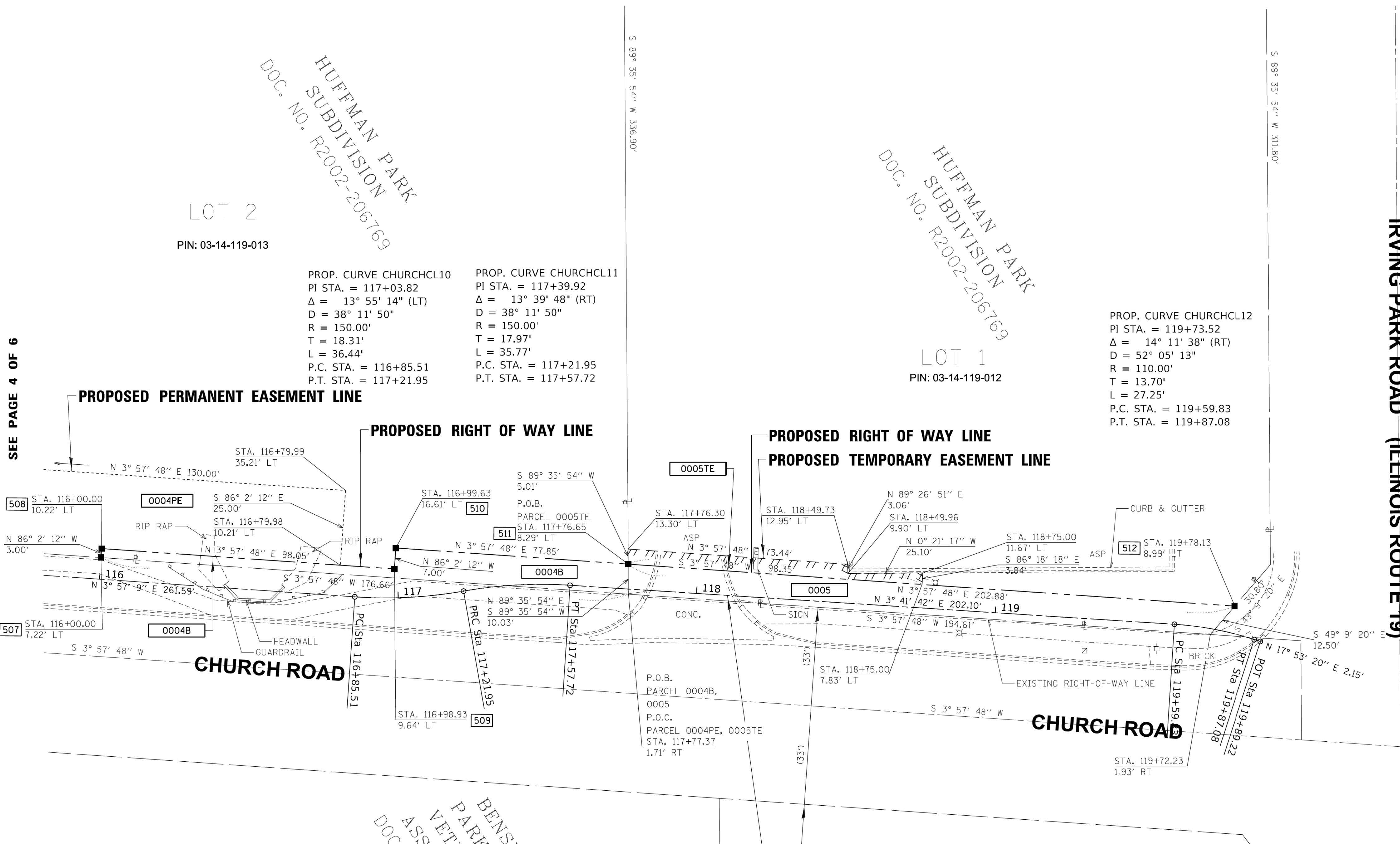
COMPASS SURVEYING LTD
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PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 CHURCH ROAD FAU RTE 2667

LIMITS: CHURCH ROAD COUNTY: DUPAGE
 SECTION: 16-00095-00-BT JOB NO.: R-55-001-97
 STA. 117+00 TO STA. 119+89.22
 SCALE: 1"=20' SHEET 5 OF 6 SHEETS

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

SEE PAGE 4 OF 6



HUFFMAN PARK
 SUBDIVISION
 DOC. NO. R2002-206769

LOT 2
 PIN: 03-14-119-013

PROP. CURVE CHURCHCL10
 PI STA. = 117+03.82
 Δ = 13° 55' 14" (LT)
 D = 38' 11' 50"
 R = 150.00'
 T = 18.31'
 L = 36.44'
 P.C. STA. = 116+85.51
 P.T. STA. = 117+21.95

PROP. CURVE CHURCHCL11
 PI STA. = 117+39.92
 Δ = 13° 39' 48" (RT)
 D = 38' 11' 50"
 R = 150.00'
 T = 17.97'
 L = 35.77'
 P.C. STA. = 117+21.95
 P.T. STA. = 117+57.72

HUFFMAN PARK
 SUBDIVISION
 DOC. NO. R2002-206769

LOT 1
 PIN: 03-14-119-012

PROP. CURVE CHURCHCL12
 PI STA. = 119+73.52
 Δ = 14° 11' 38" (RT)
 D = 52' 05' 13"
 R = 110.00'
 T = 13.70'
 L = 27.25'
 P.C. STA. = 119+59.83
 P.T. STA. = 119+87.08

BENSENVILLE
 PARK DISTRICT
 VETERANS PARK
 ASSESSMENT PLAT
 DOC. NO. R2003-457953

F.A.U. ROUTE 2667
 PROJECT BEGIN POINT: 106 + 00.00
 PROJECT END POINT: 119 + 89.22

PART OF THE NORTH HALF OF SECTION 14, TWP. 40 N., R. 11 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

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0004A	5.239	0.004 (174sq.ft.)		5.210	0.021		03-14-119-013
0004B		0.025					
0004TE-A							
0004TE-B							
0004PE					0.078		
0005 0005TE	1.651	0.046		1.605	0.010	436	03-14-119-012

LEGEND

SECTION CORNER: 9 10 16 15
 QUARTER SECTION CORNER: 16 15
 GRAPHIC SCALE: 0 FEET 50
 SCALE: 1"= 50'

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

129.32'
 129.32' (COMP)
 (129.32')

○ IRON PIPE OR ROD FOUND ⊕ *MAG' NAIL SET
 + CUT CROSS FOUND OR SET ● 5 / 8" REBAR SET
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 □ RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
) SS
 COUNTY OF KANE)

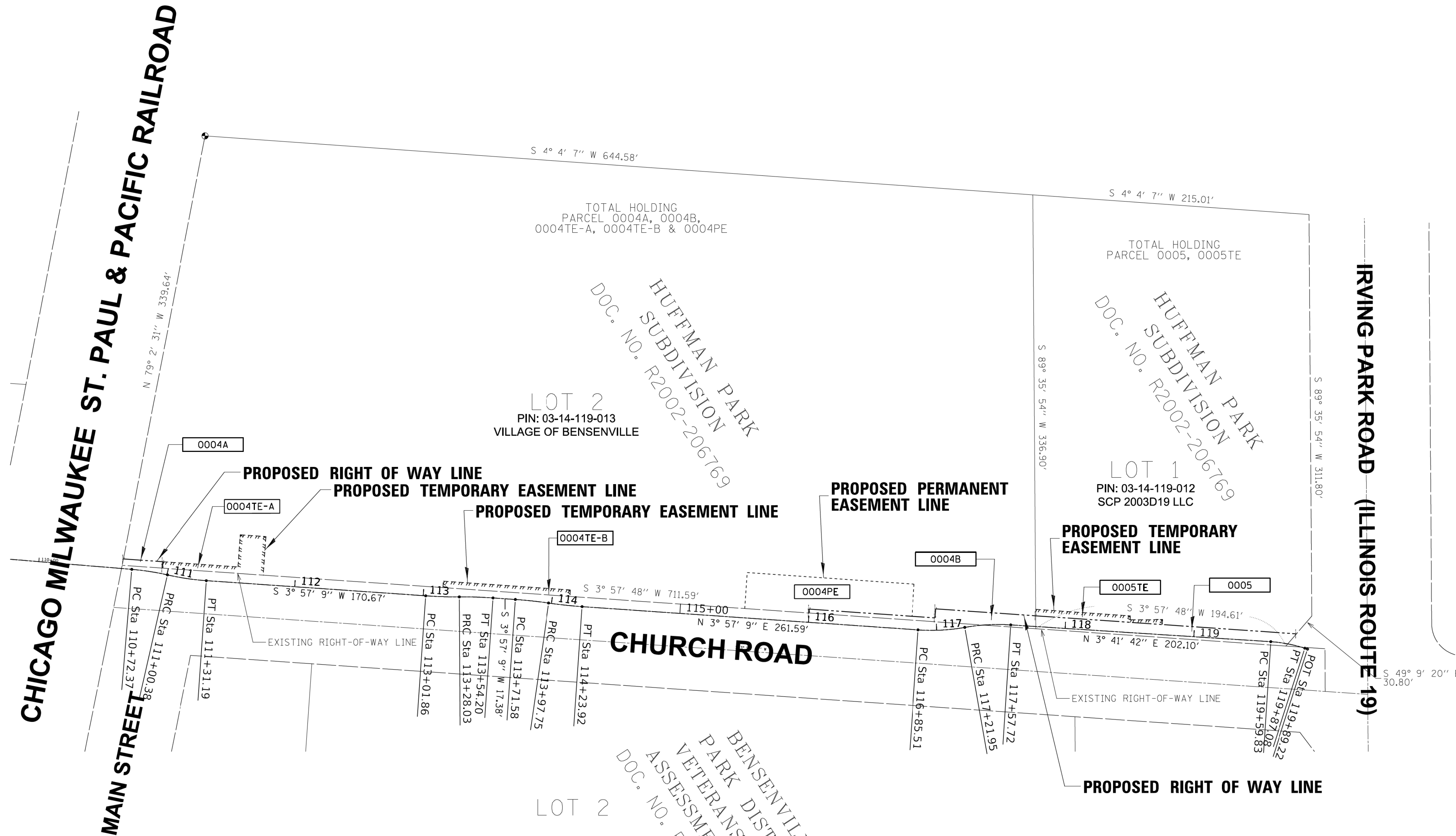
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ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
 EXPIRES NOVEMBER 30, 2018
 COMPASS SURVEYING, LTD
 ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-002778
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F.A.U. ROUTE 2667
 PROJECT BEGIN POINT: 106 + 00.00
 PROJECT END POINT: 119 + 89.22

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 PHONE: (630)820-9100
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PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 CHURCH ROAD FAU RTE 2667

LIMITS: CHURCH ROAD COUNTY: DUPAGE
 SECTION: 16-00095-00-BT JOB NO.: R-55-001-97
 STA. 106+00 TO STA. 110+00
 SCALE: 1"=20' SHEET 6 OF 6 SHEETS

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

CONTRACT NO. 61E96 SHEET 34 OF 63

Benchmark: SBM #1 Arrow bolt on fire hydrant at Sta. 116+95.92, Offset 48.76' Rt, El. 668.55

Existing Structure: Existing structure built in 1962 as part of roadway widening. Consists of a 48'-6" long, 10'-4" X 5'-4" cast-in-place concrete box culvert.

Maintenance of Traffic: Traffic will be maintained during construction.

Salvage: None.

INDEX OF SHEETS

- S1 General Plan and Longitudinal Section
- S2 Wingwall Elevation & General Data
- S3 Culvert Extension Details
- S4 Wingwall Elevations
- S5 Wingwall Details
- S6 Parapet Railing Details
- S7 Soil Boring Logs

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

WATERWAY INFORMATION

Drainage Area = 1.07 sq. miles		Low Grade Elev. = 665.65 @ Sta. 118+10							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	2	155	27.10	27.10	662.27	0.00	0.00	662.63	662.62
	10	253	36.60	36.60	663.19	0.00	0.01	663.79	663.79
Design	30	344	43.80	43.80	663.89	0.02	0.06	664.71	664.72
Base	100	471	53.70	53.70	664.85	1.15	0.89	665.90	665.90
Max. Calc.	500	801	55.10	55.10	668.53	0.00	0.00	658.53	668.52

10-Year Velocity through Existing Culvert = 6.03 fps
10-Year Velocity through Proposed Culvert = 6.01 fps

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS

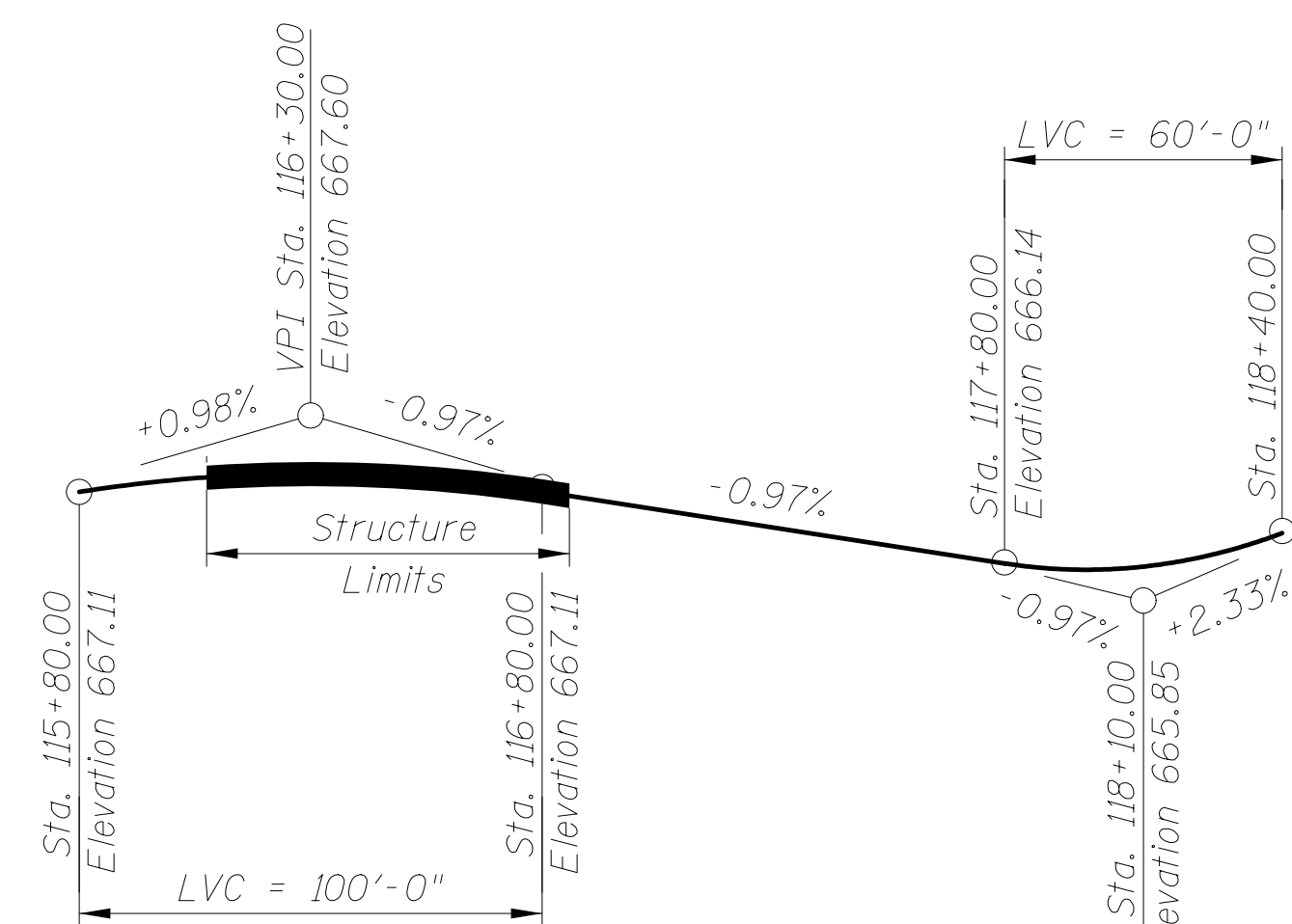
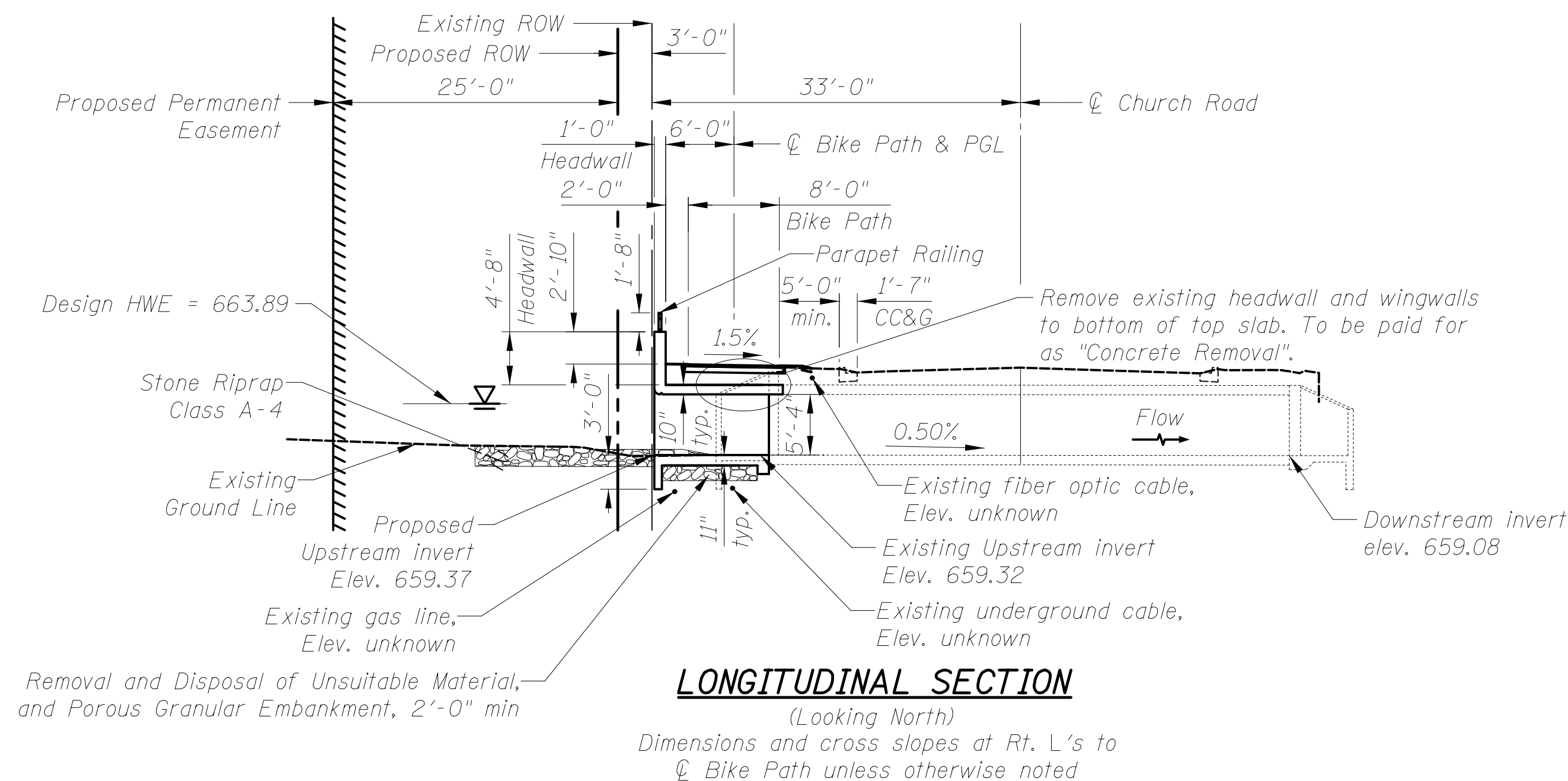
f'_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (M270 Gr 50, Soldier Piles)

LOADING HS-20

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

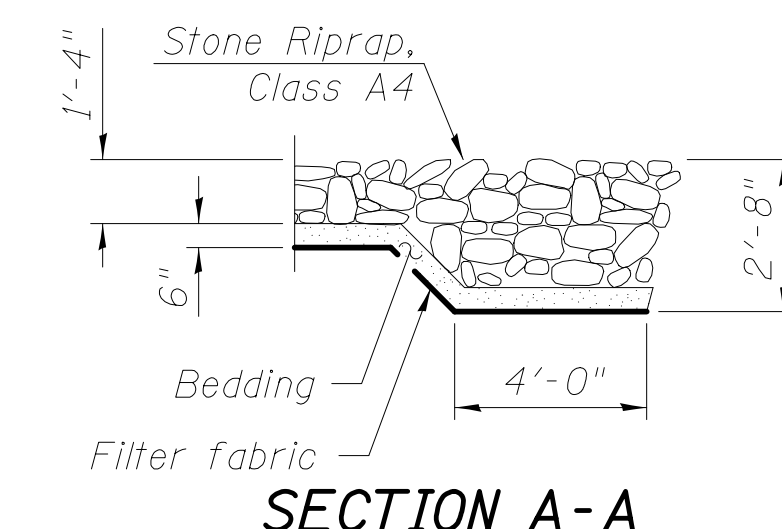
CURVE DATA

P.I. Sta. = 117+03.82
 Δ = 13° 55' 14" (LT)
D = 38° 11' 50"
R = 150.00'
T = 18.31'
L = 36.44'
E = 1.11'
P.C. Sta. = 116+85.51
P.T. Sta. = 117+21.95



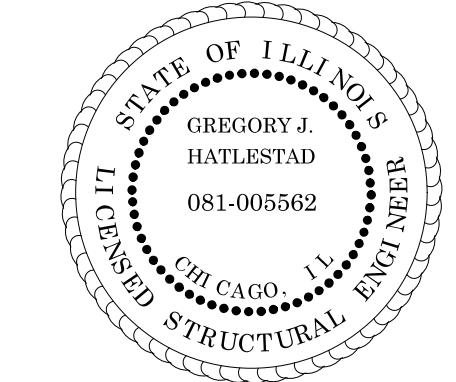
PROPOSED PROFILE BIKE PATH

(Along ϕ Bike Path & PGL)



SECTION A-A

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.



GREGORY J. HATLESTAD, S.E.
081-005562

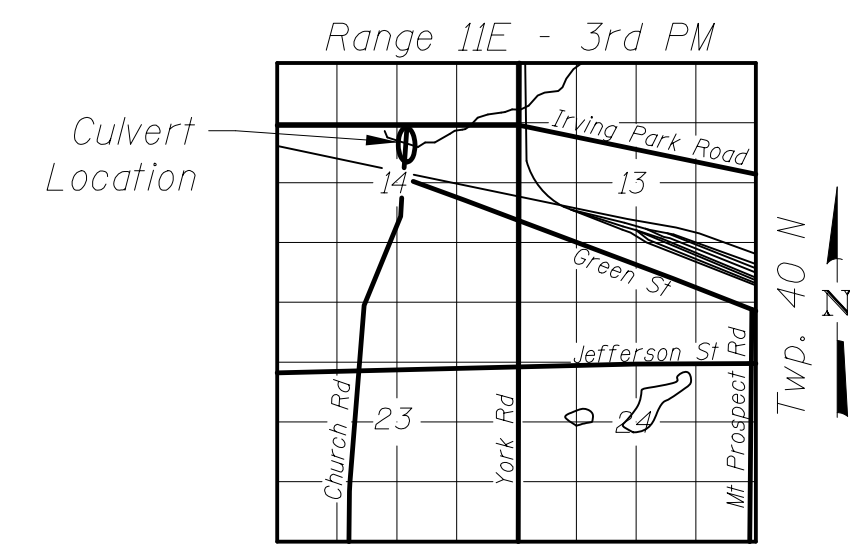
EXP 11-30-2018

DATE 06-11-2018

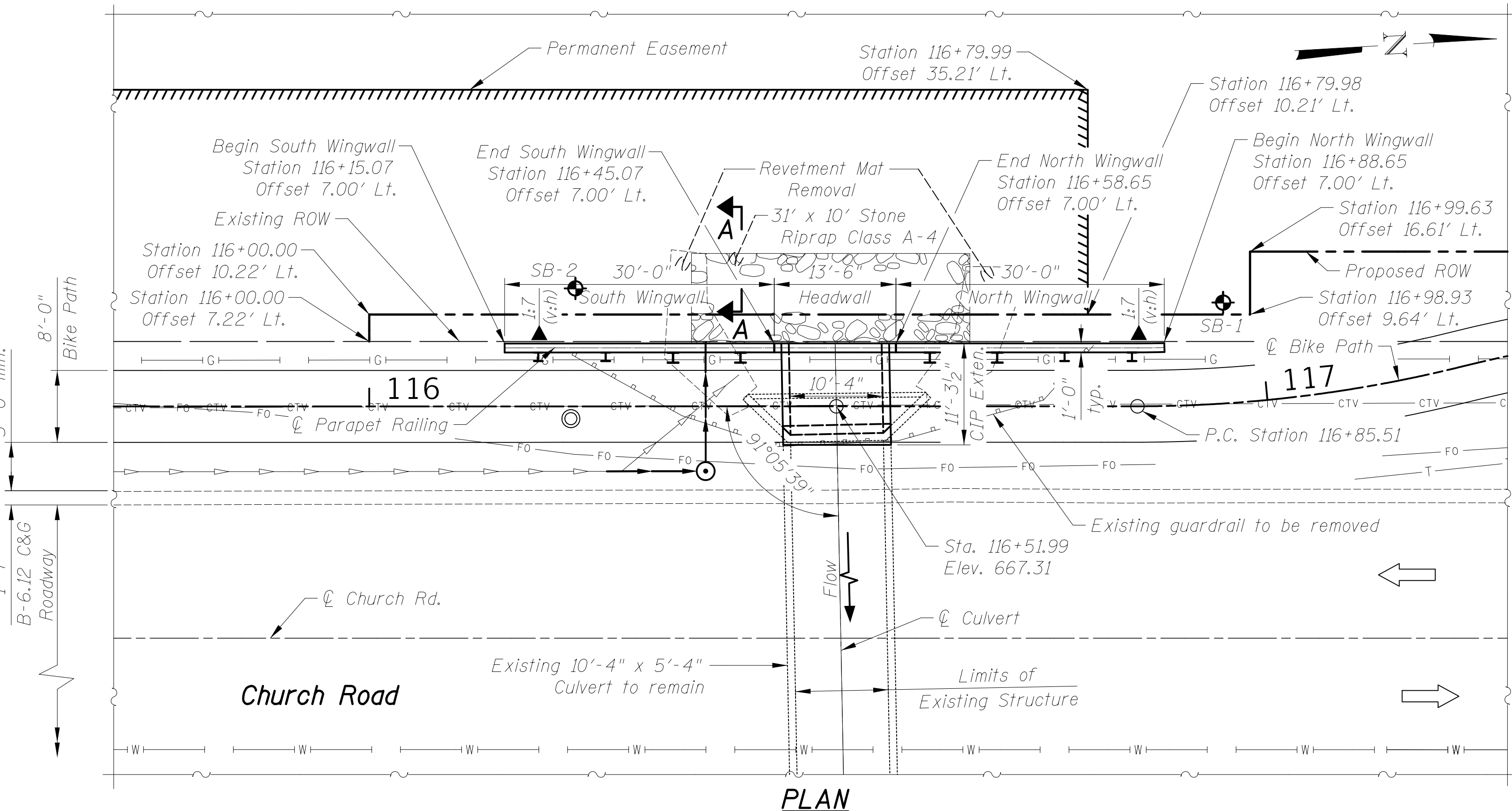
I certify that to the best of knowledge, information and belief, this retaining wall design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway Bridges.

LEGEND

- G— Existing Gas Line
- W— Existing Water Main
- T— Existing Underground Telephone
- CTV— Existing Underground Cable
- Existing Guardrail
- Existing Storm Sewer
- Proposed Storm Sewer
- Soil Boring



LOCATION SKETCH



PLAN

Offsets are measured from ϕ Bike Path to F.F. of retaining wall

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DRAWN - M. RENDINO	REVISED -
DESIGNED - M. RENDINO	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 11/7/2018	REVISED -

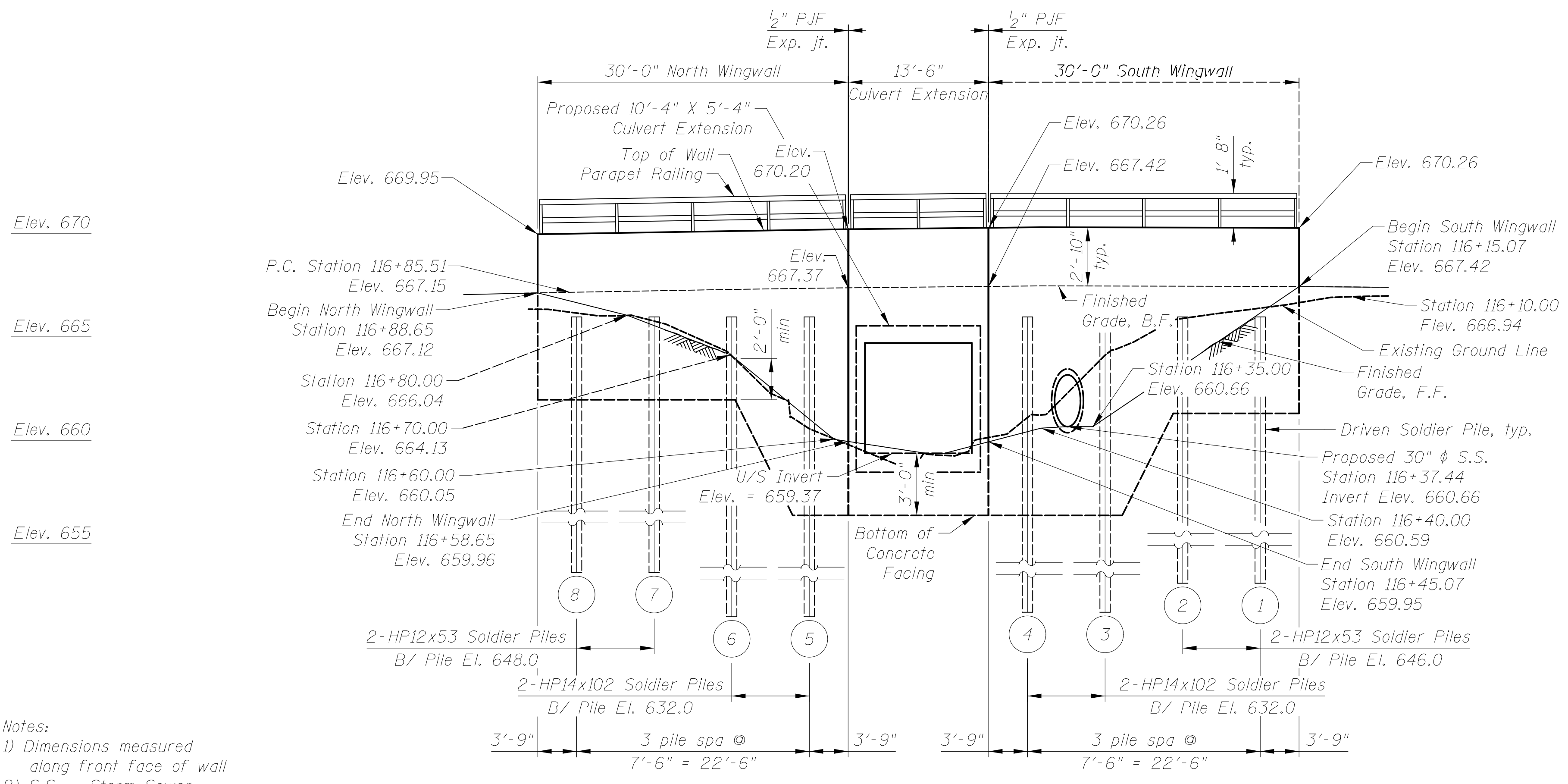
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND LONGITUDINAL SECTION
CHURCH ROAD

SHEET NO. S1 OF S7 SHEETS

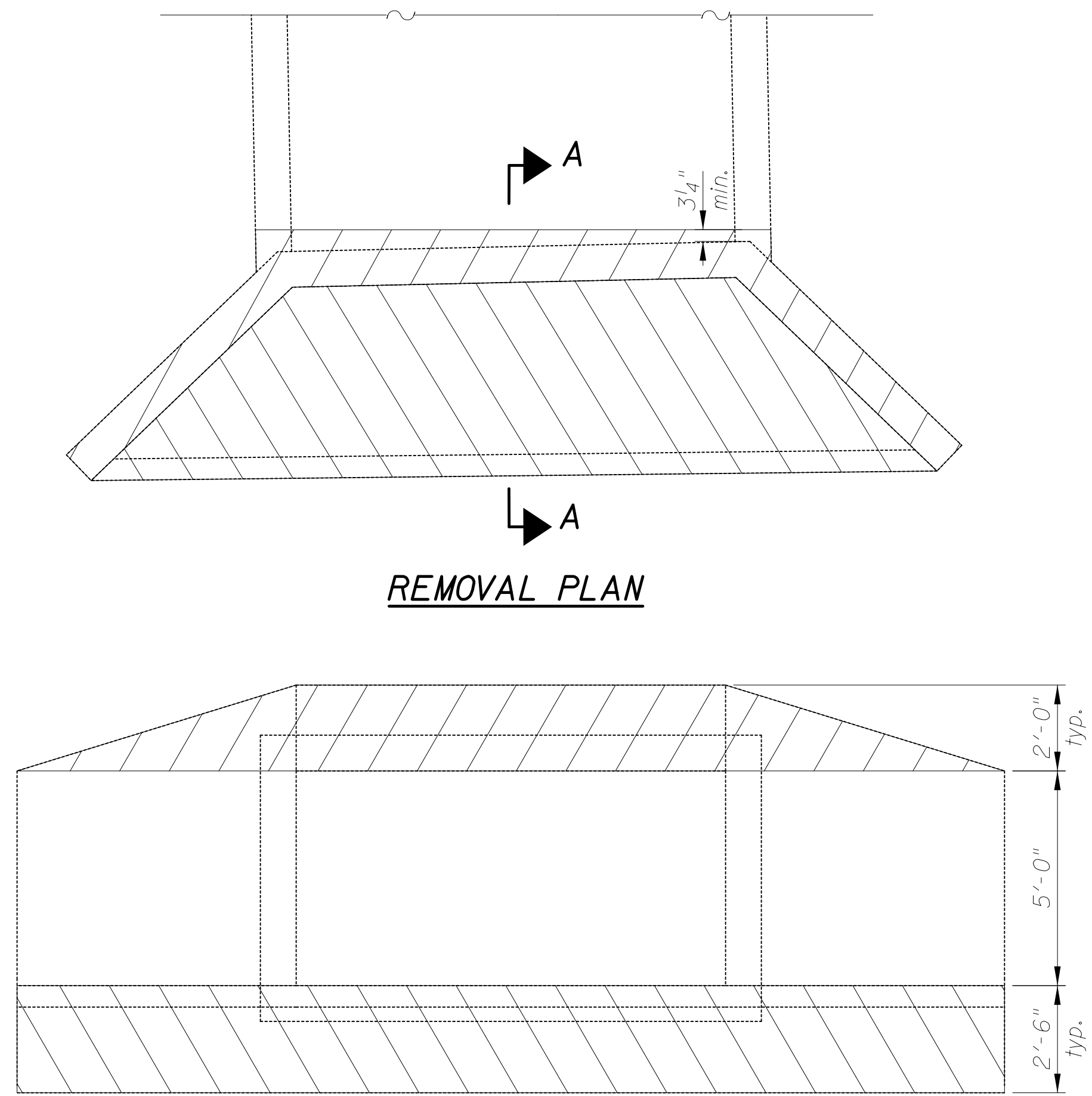
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	35
CONTRACT NO. 61E96				

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT



ELEVATION
Looking South at Front Face of Wall

Notes:
1) Dimensions measured along front face of wall
2) S.S. = Storm Sewer

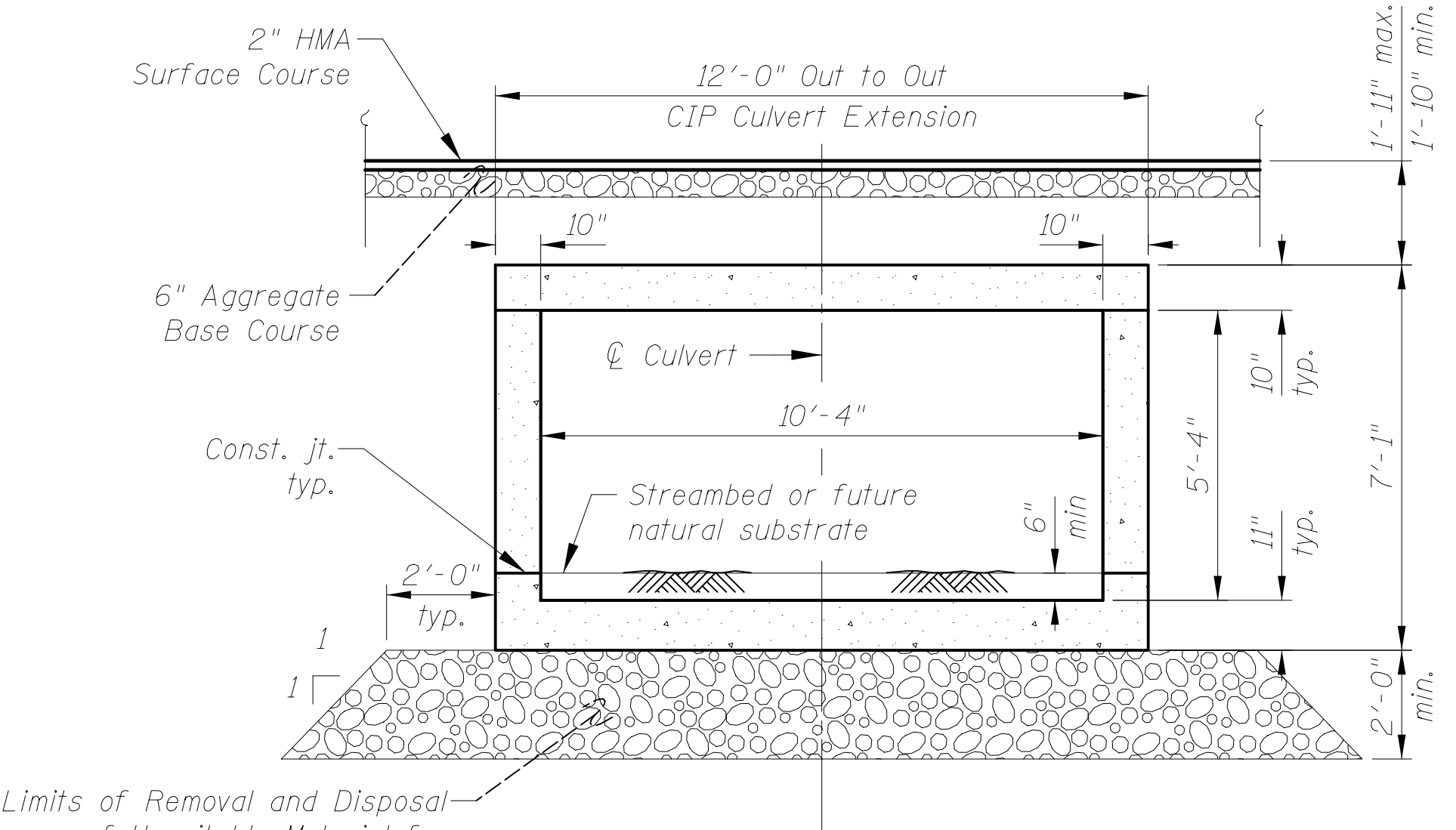


REMOVAL PLAN

REMOVAL ELEVATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL QUANTITY
Stone Riprap, Class A4	Sq. Yd.	35
Filter Fabric	Sq. Yd.	35
Concrete Removal	Cu. Yd.	10.0
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	15.2
Stud Shear Connectors	Each	64
Reinforcement Bars, Epoxy Coated	Pound	4,530
Parapet Railing	Foot	74
Furnishing Soldier Piles (HP Section)	Foot	210
Driving Soldier Piles	Foot	210
Untreated Timber Lagging	Sq. Ft.	271
Concrete Structures (Retaining Wall)	Cu. Yd.	26.5
Expansion Bolts 3/4 Inch	Each	22
Concrete Box Culverts	Cu. Yd.	15.3
Geocomposite Wall Drain	Sq. Yd.	11
Revetment Mat Removal	Sq. Yd.	100
Rock Fill	Cu. Yd.	16



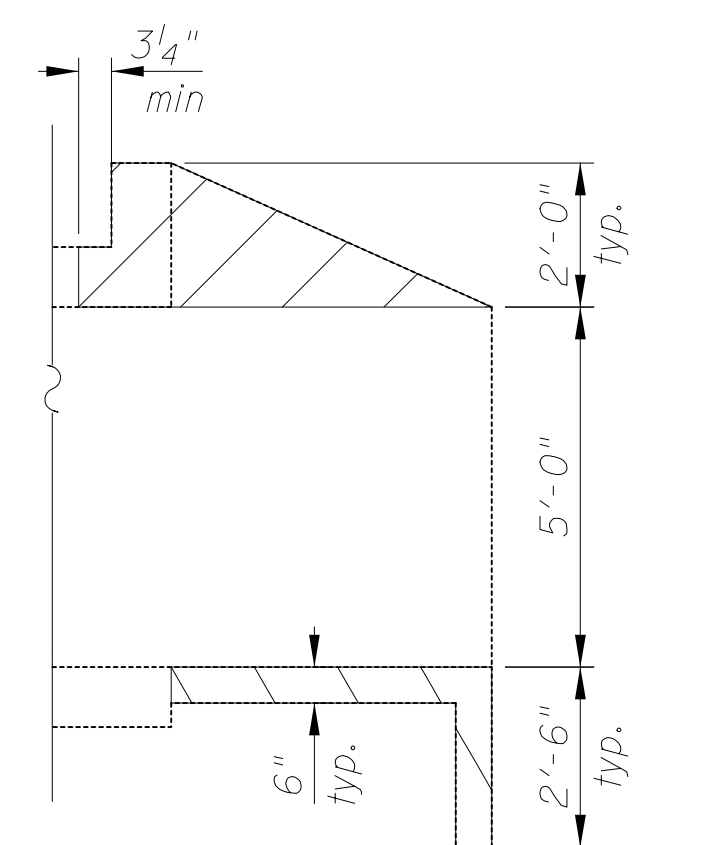
SECTION THRU BARREL

The Rock Fill shall be capped with 6 inch of CA 7. The cost of the capping material shall be included in the pay item Rock Fill.

LEGEND

- Concrete Removal (headwall and wingwall)
- Concrete Removal (apron and toe wall)

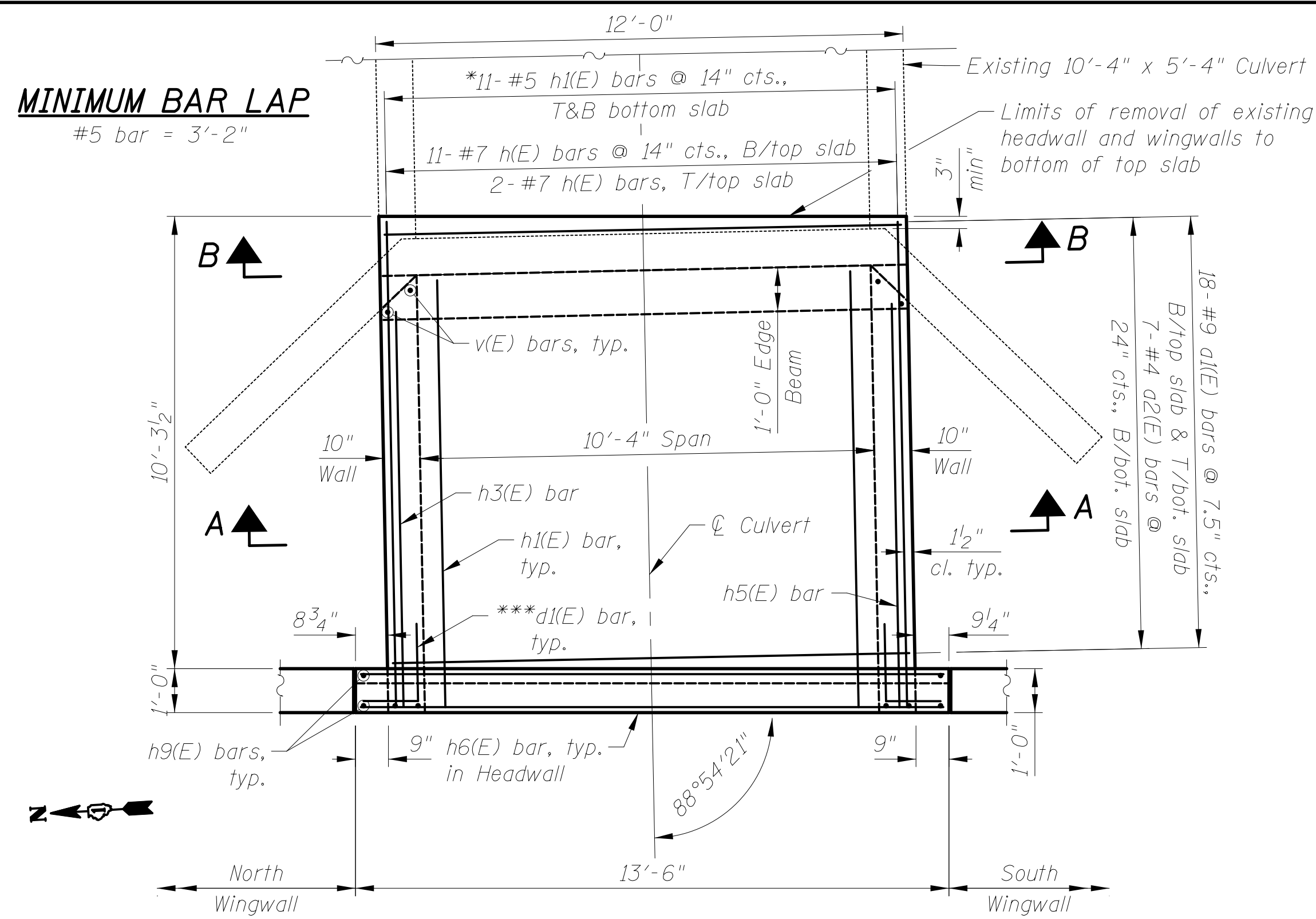
Removal Notes:
Remove existing headwall and wingwalls to bottom of top slab. To be paid for as "Concrete Removal".



SECTION A-A

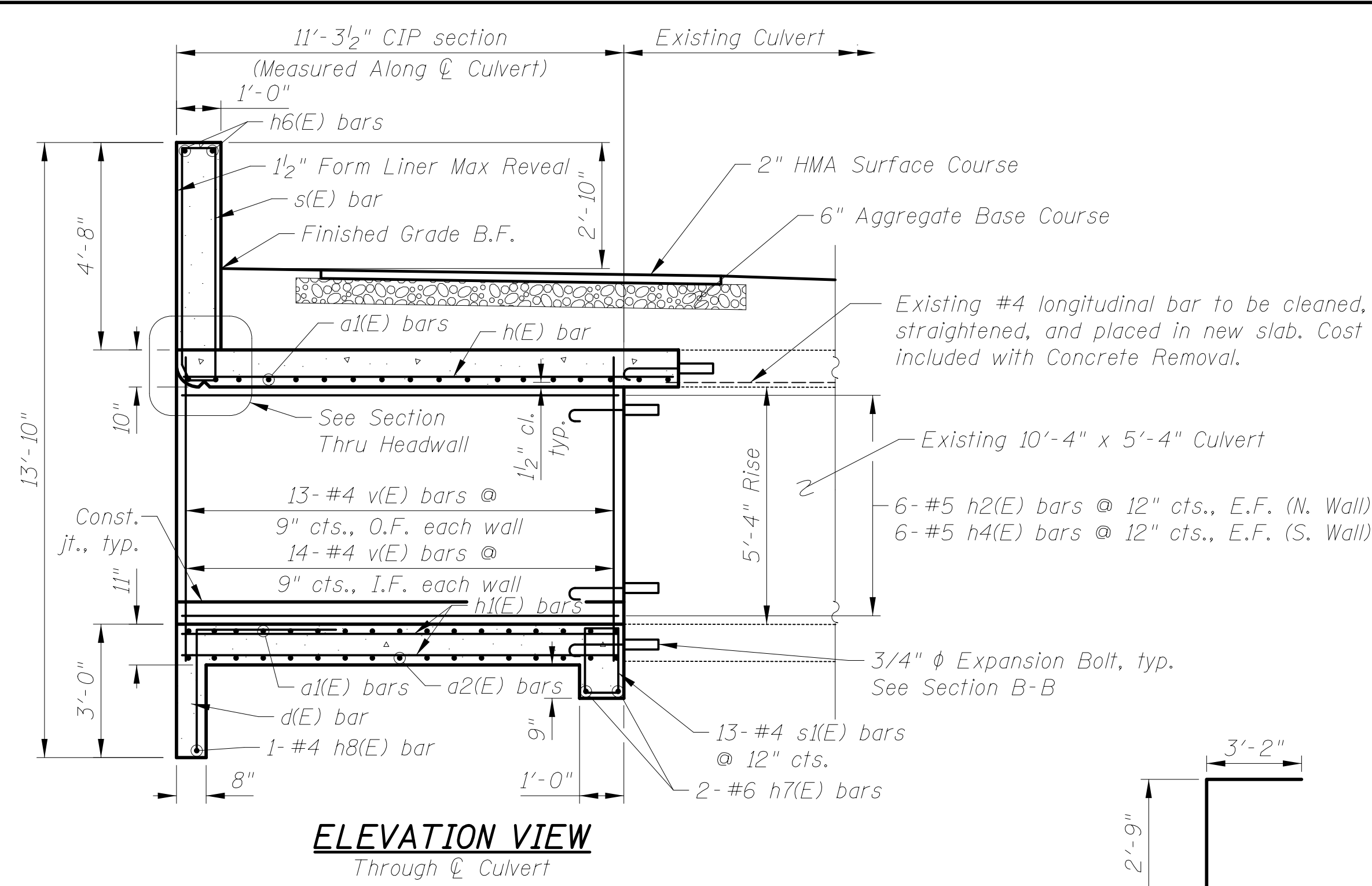
11/5/2019 11:50:54 AM c:\p.w.\work\king\civiltech\production\tpb\dms2391\02_Culvert+_General_Data.dgn

MINIMUM BAR LAP
#5 bar = 3'-2"

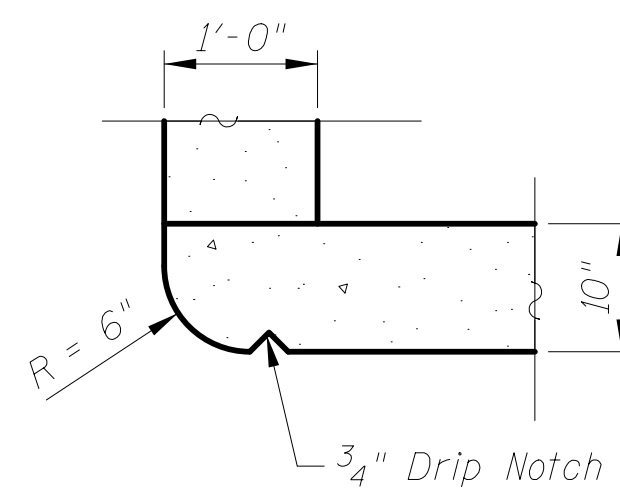


**PLAN - BOX CULVERT
END SECTION**

Notes:
E.F. = Each Face
F.F. = Front Face
B.F. = Back Face
cts. = Centers
U.N.O. = Unless Noted Otherwise



**ELEVATION VIEW
Through Culvert**

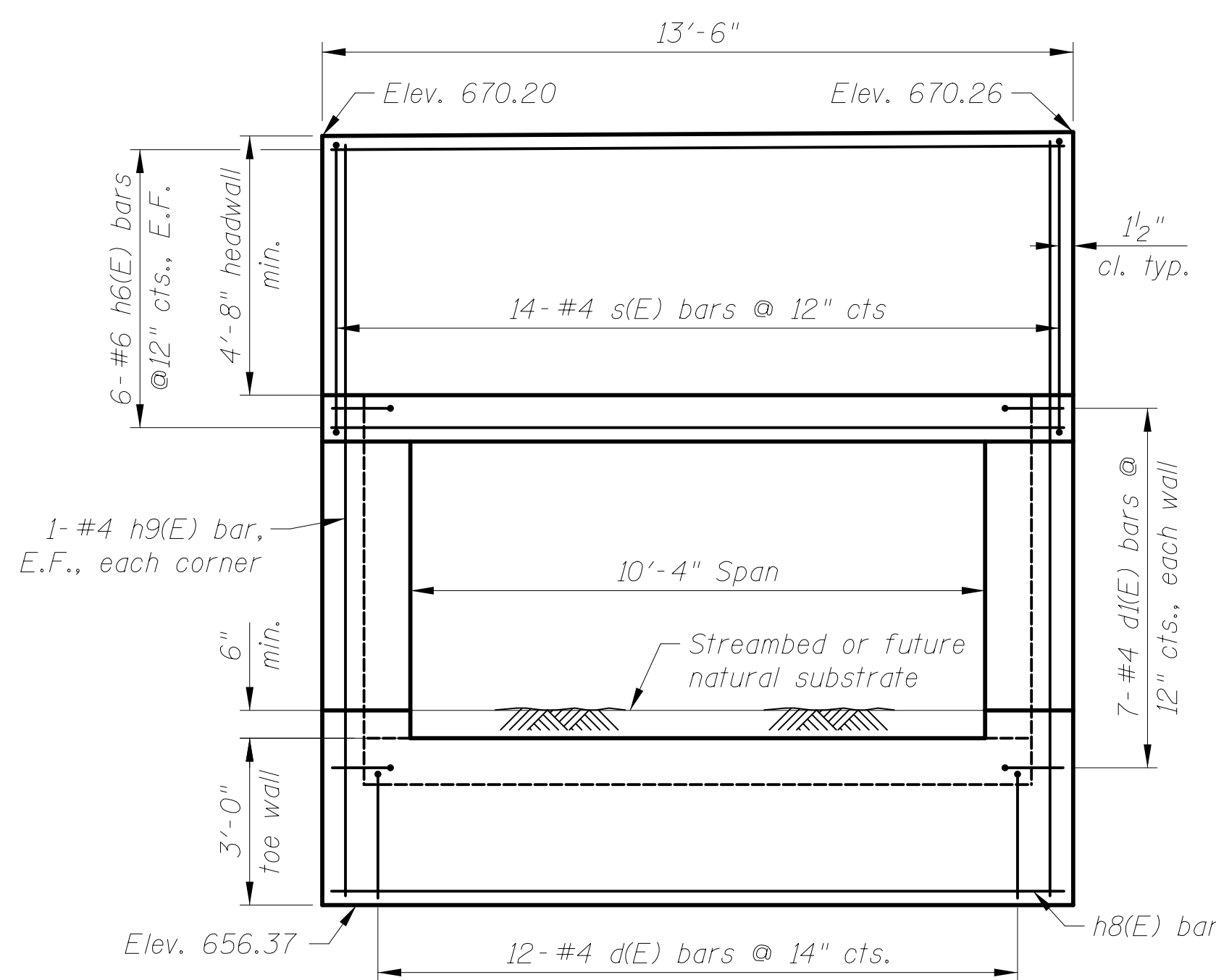


SECTION THRU HEADWALL

6" Hollow bulb dumbbell type nonmetallic water seal. (6" from top of wall to top of footing)
Concrete Nails (Flat Hd. C.S.) 1" long at 12" cts. vert.
1/2" P.J.F.

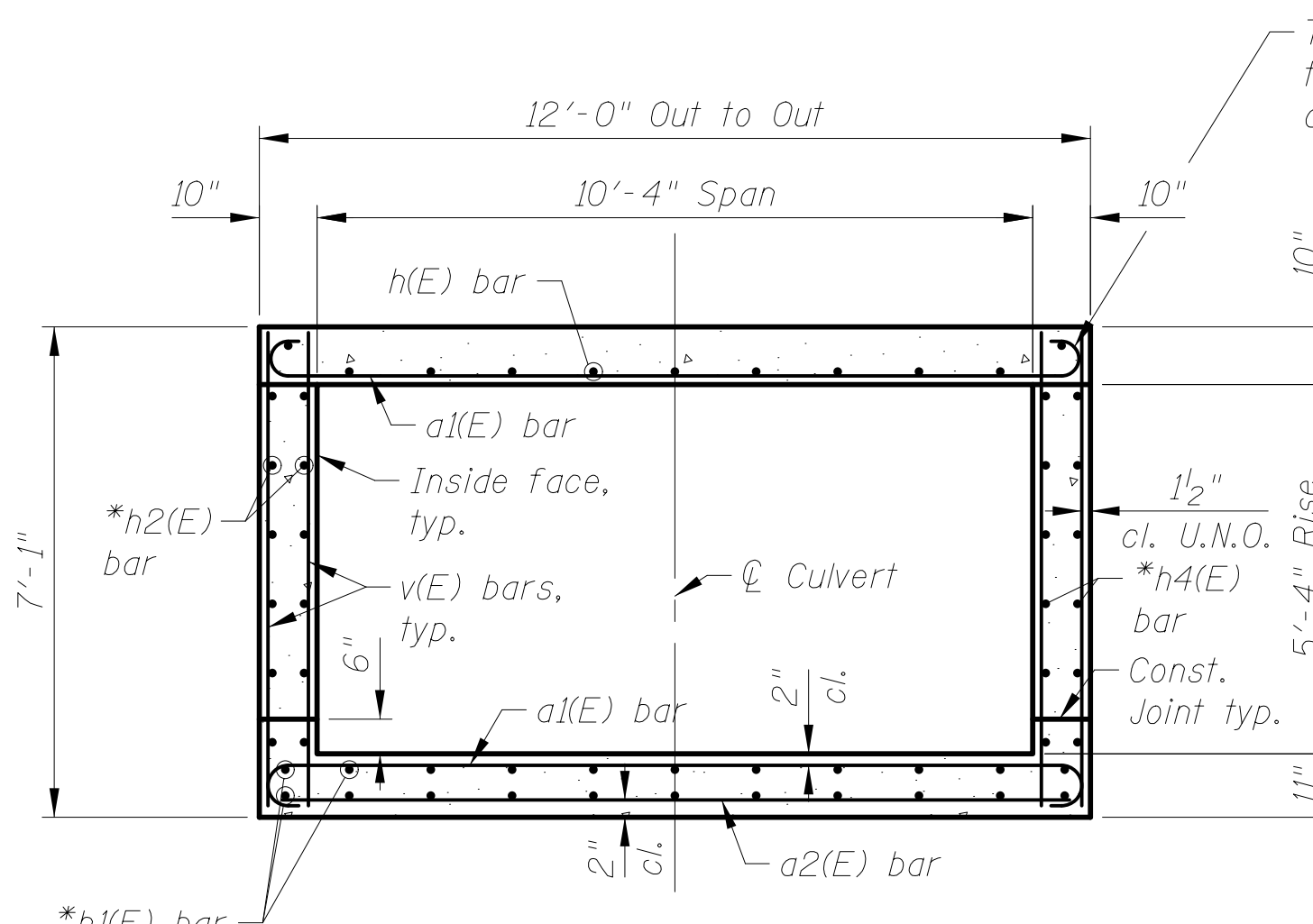
CORNER DETAIL

Water seal and concrete nails are included in the cost of Concrete Culvert Extension.



END VIEW

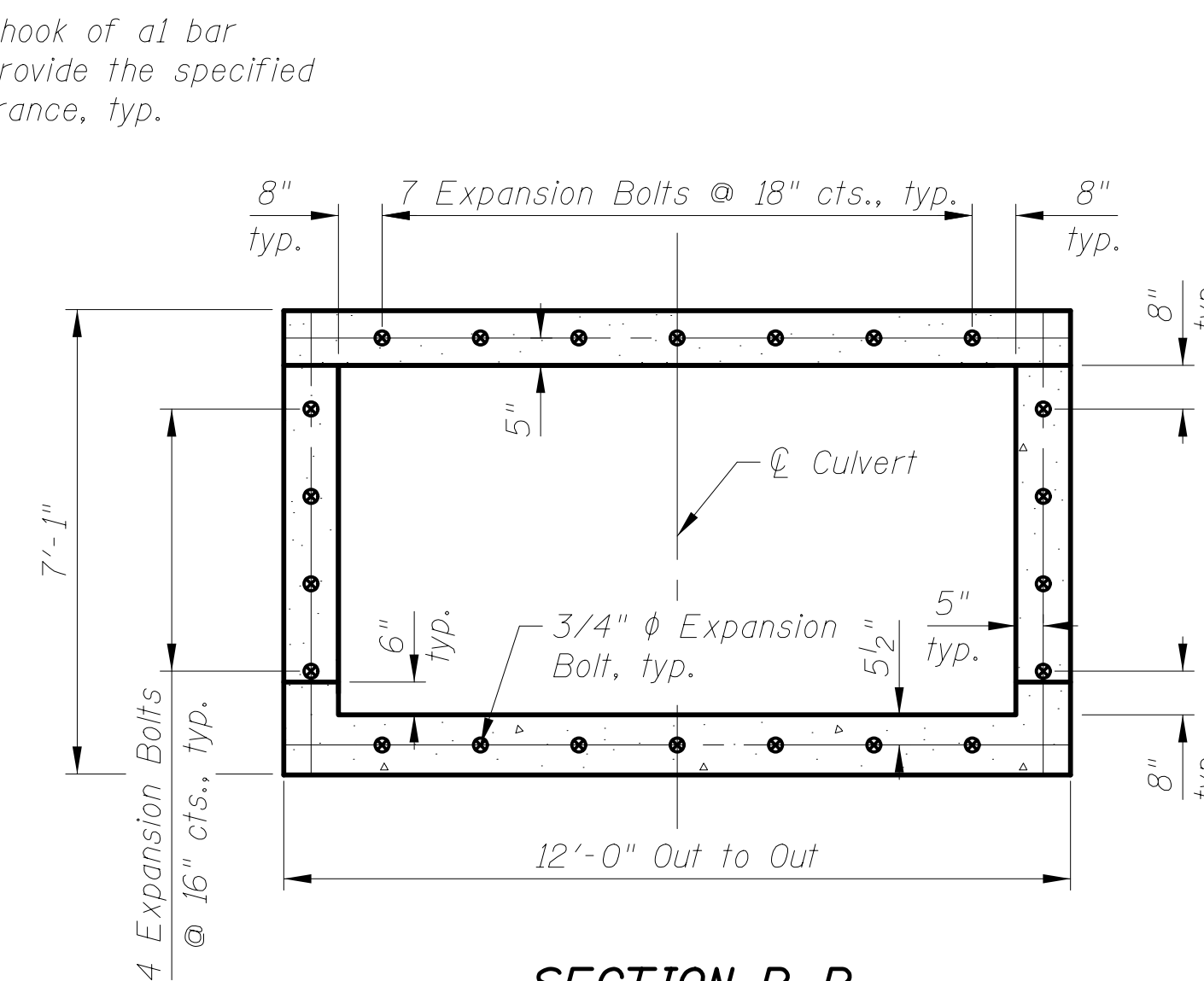
Showing toe wall, edge beam, & headwall reinforcement



SECTION A-A

Showing reinforcement

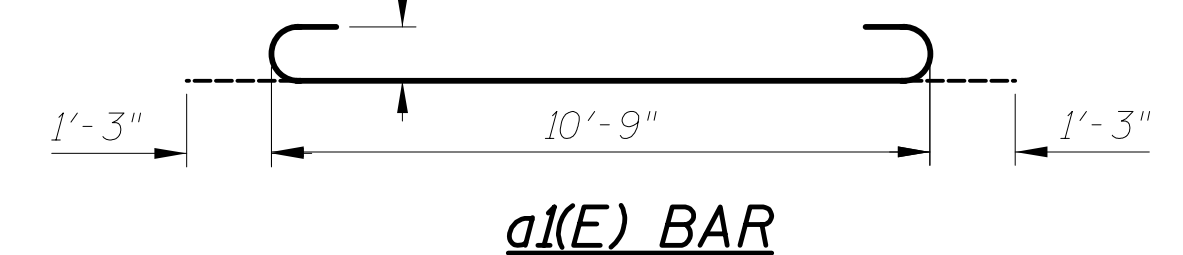
*Trim bars as required to fit
**Order h2 & h4 bars full length. Cut to fit and use the remainder of bar on opposite face of wall.
***Bend bar in field



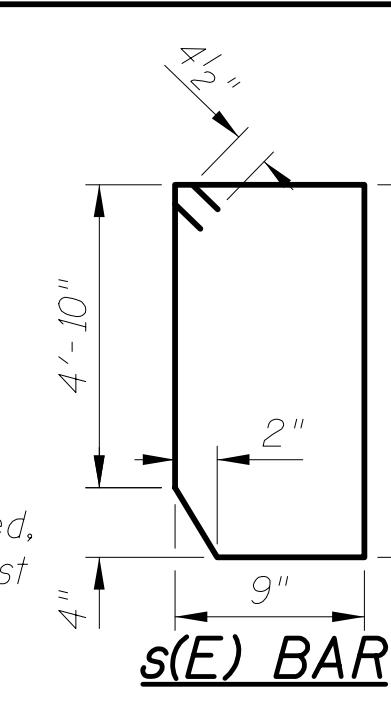
SECTION B-B

Showing Expansion Bolts

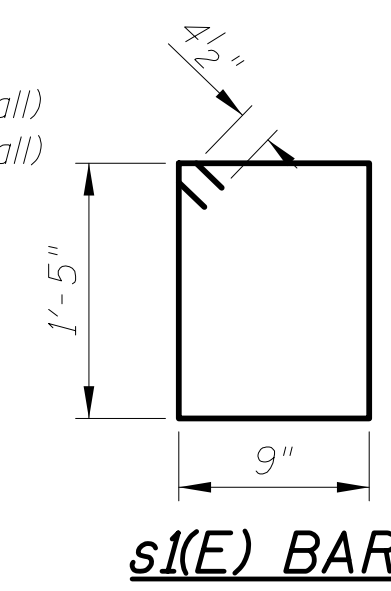
Note: Expansion bolts shall be 3/4" φ hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.



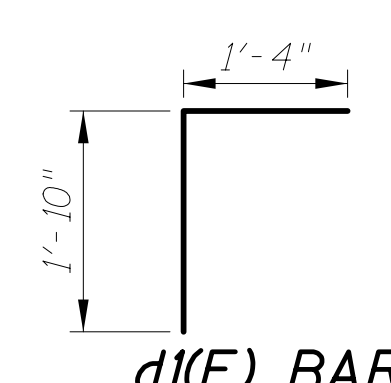
a1(E) BAR



s(E) BAR



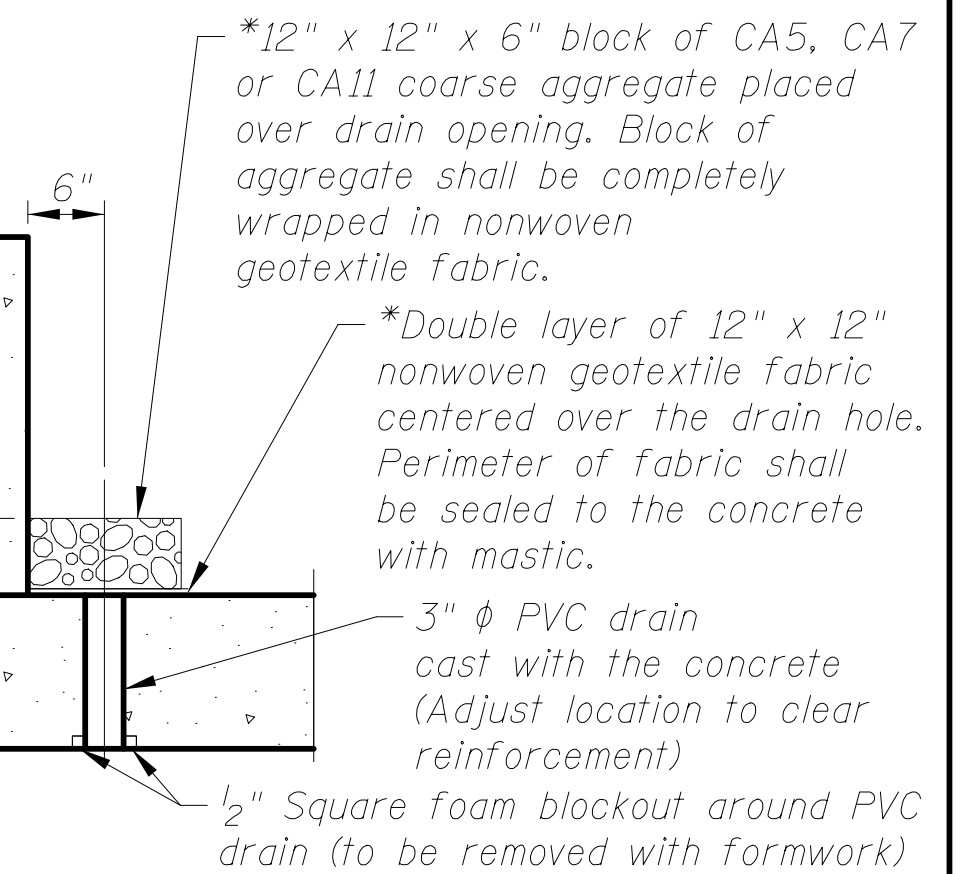
s1(E) BAR



d1(E) BAR

REINFORCEMENT BAR LIST

Bar	No.	Size	Length	Shape
a1(E)	18	#9	13'-3"	U
a2(E)	7	#4	11'-9"	—
d(E)	11	#4	5'-11"	┌
d1(E)	14	#4	3'-2"	┌
h(E)	11	#7	11'-1"	—
h1(E)	18	#5	10'-0"	—
h2(E)	6	#5	18'-9"	—
h3(E)	2	#5	9'-1"	—
h4(E)	6	#5	19'-2"	—
h5(E)	2	#5	9'-4"	—
h6(E)	12	#6	13'-3"	—
h7(E)	2	#6	11'-9"	—
h8(E)	1	#4	13'-3"	—
h9(E)	4	#4	13'-6"	—
s(E)	14	#4	12'-6"	U
s1(E)	13	#4	5'-1"	U
v(E)	54	#4	6'-10"	—
Item		Unit	Quantity	
Reinforcement Bars, Epoxy Coated		Pound	2,180	
Expansion Bolts 3/4"		Each	22	
Concrete Box Culverts		Cu. Yd.	15.3	



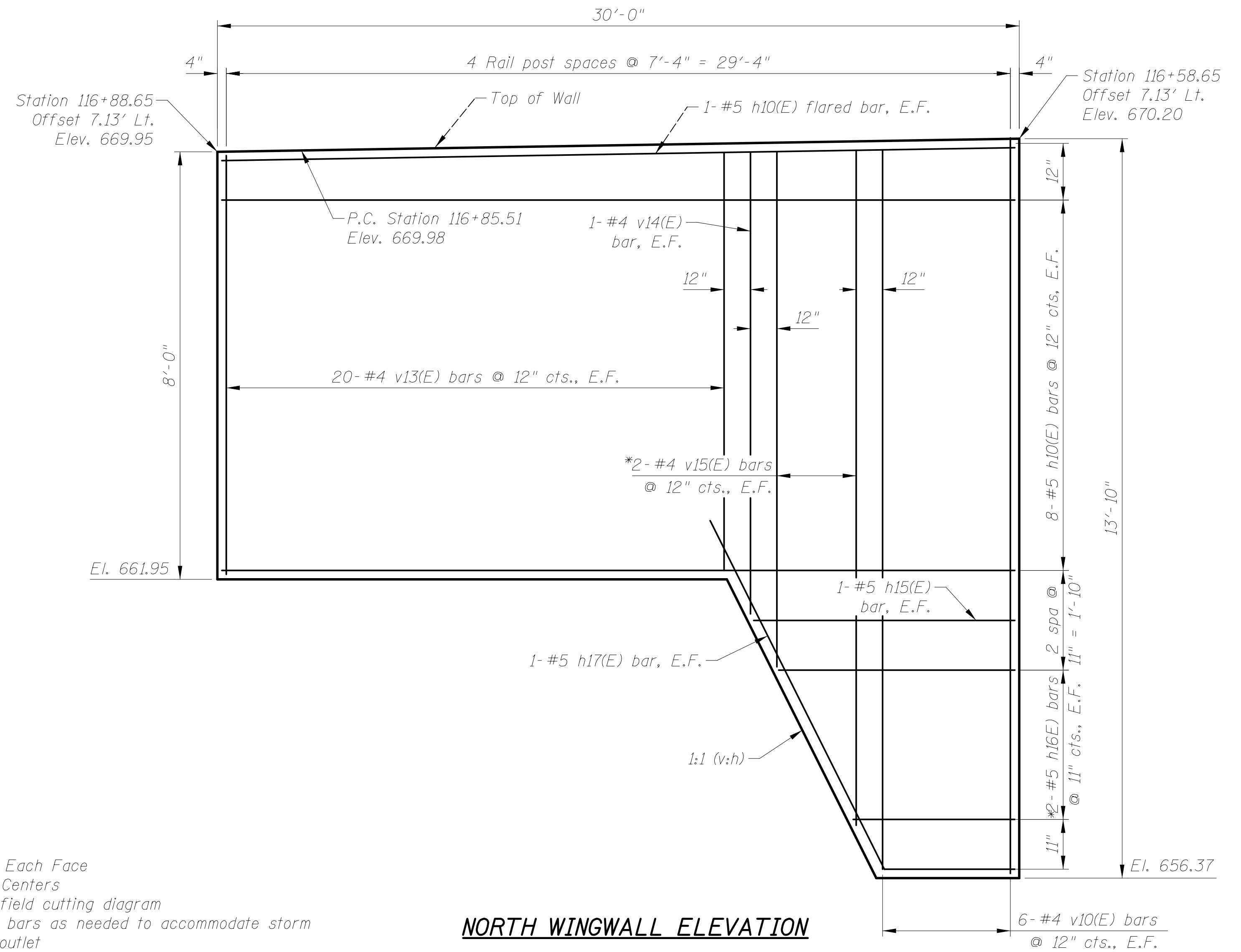
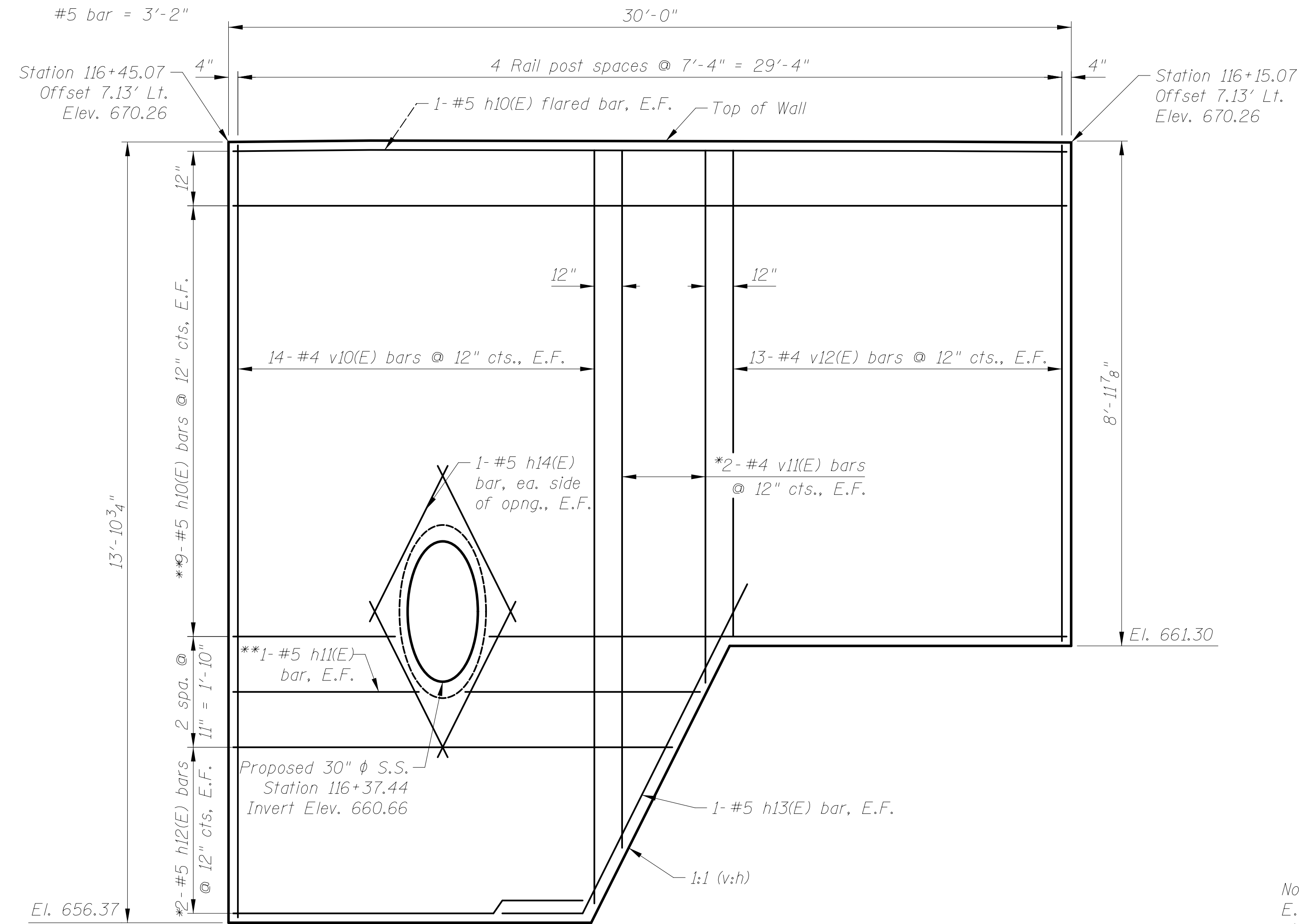
DRAIN DETAIL

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)

*Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.

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MINIMUM BAR LAP



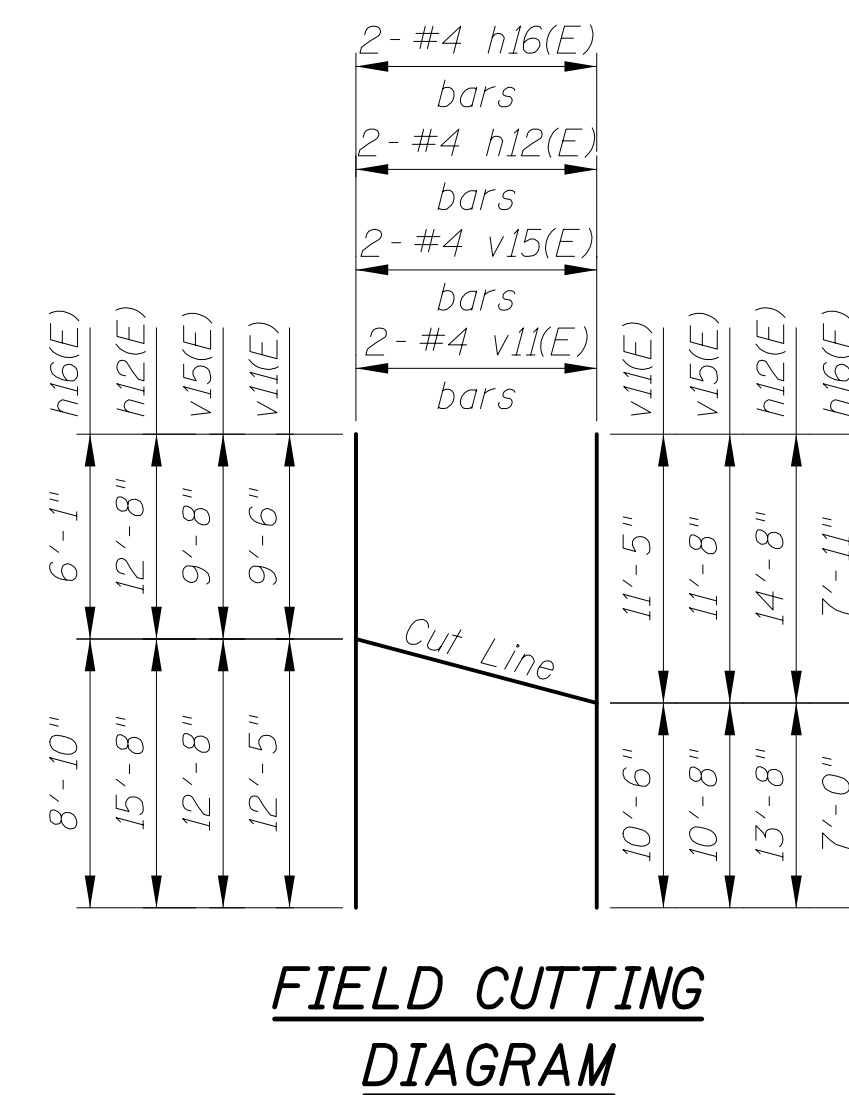
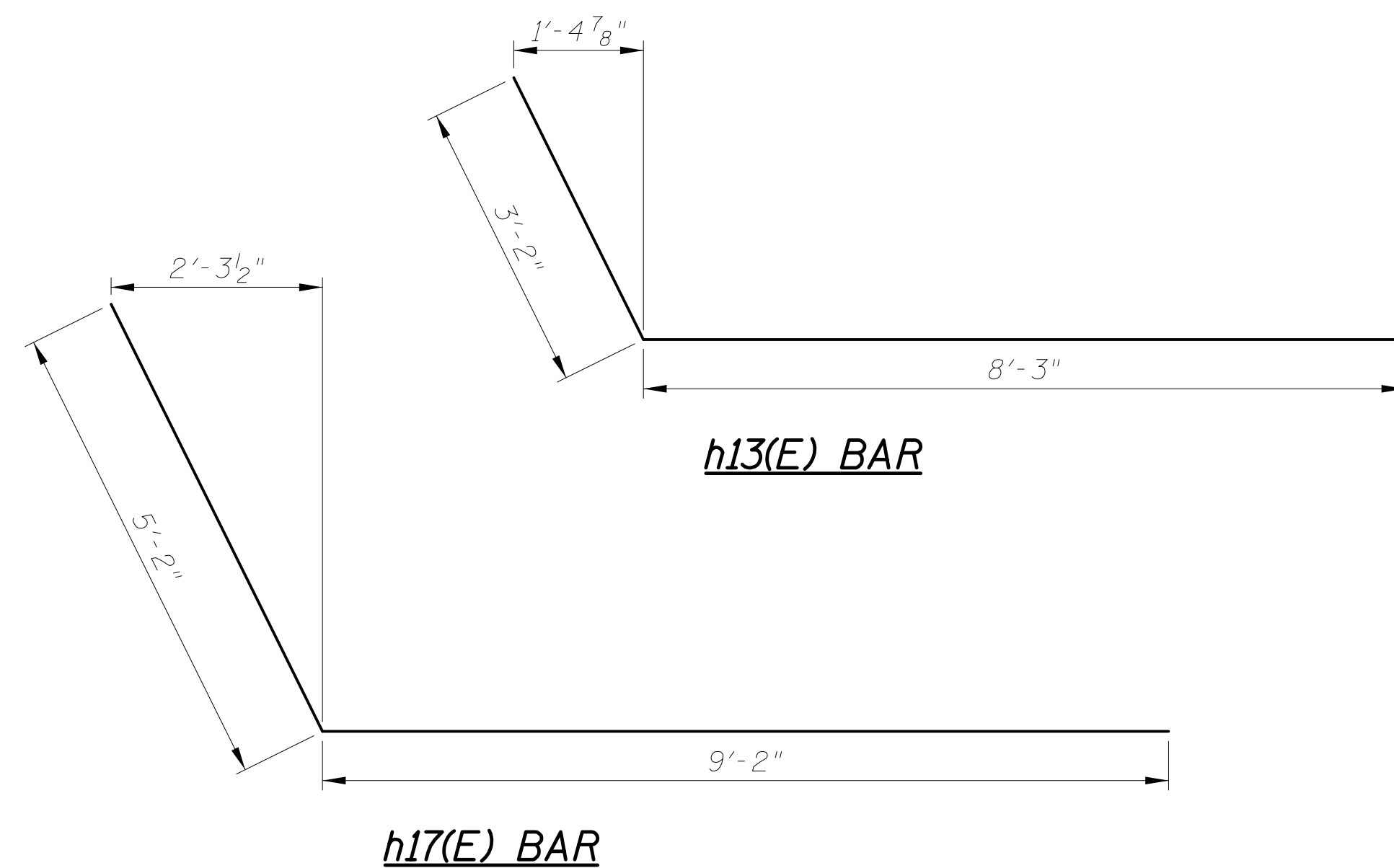
Notes:
E.F. = Each Face
cts. = Centers
* See field cutting diagram
** Cut bars as needed to accommodate storm sewer outlet

SOUTH WINGWALL ELEVATION

NORTH WINGWALL ELEVATION

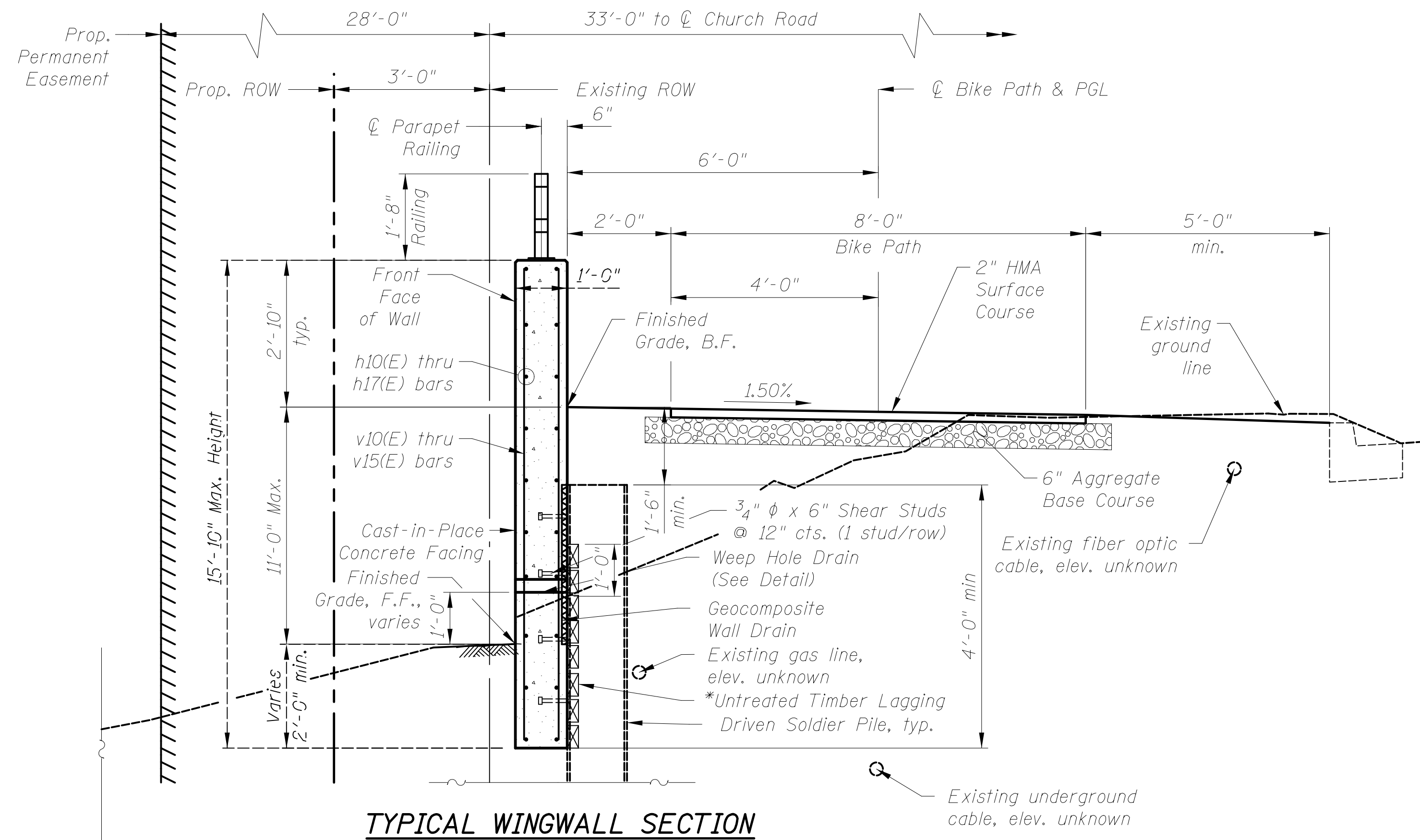
REINFORCEMENT BAR LIST

Bar	No.	Size	Length	Shape
h10(E)	38	#5	29'-8"	—
h11(E)	2	#5	16'-7"	—
h12(E)	4	#5	28'-4"	—
h13(E)	2	#5	11'-5"	↘
h14(E)	4	#5	3'-11"	—
h15(E)	2	#5	9'-9"	—
h16(E)	4	#5	14'-11"	—
h17(E)	2	#5	14'-4"	↘
v10(E)	40	#4	13'-7"	—
v11(E)	4	#4	21'-11"	—
v12(E)	26	#4	8'-8"	—
v13(E)	40	#4	7'-8"	—
v14(E)	2	#4	8'-8"	—
v15(E)	4	#4	22'-4"	—
Item			Unit	Quantity
Reinforcement Bars, Epoxy Coated			Pound	2,350
Concrete Structures (Retaining Wall)			Cu. Yd.	26.5

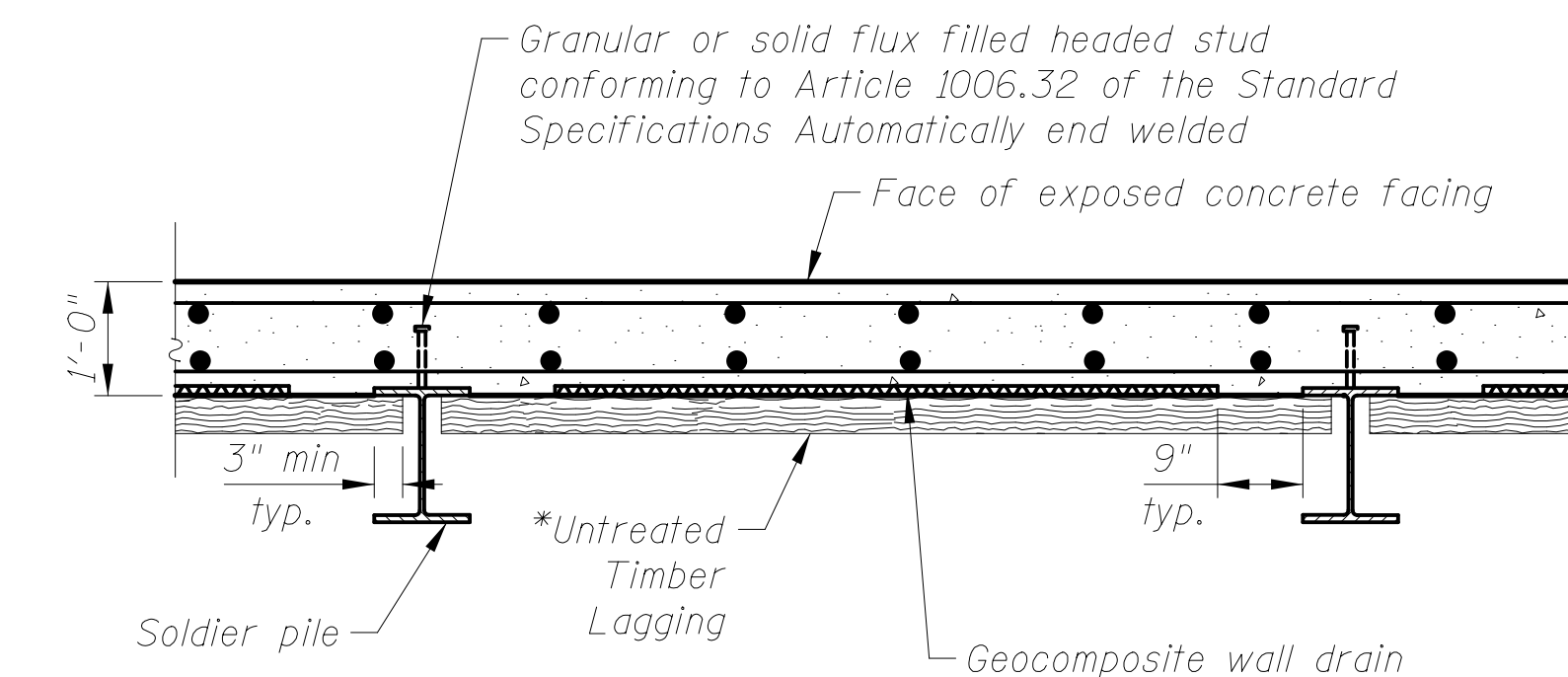


Pile No.	Centerline of Pile Station	Centerline of Pile Offset (Lt.)	Top of Pile Elevation	Bottom of CIP Facing	Stud Shear Connectors
P1	116+18.82	5.51	665.50	661.30	6.00
P2	116+26.32	5.51	665.50	661.30	6.00
P3	116+33.82	5.42	665.50	656.37	11.00
P4	116+41.32	5.42	665.50	656.37	11.00
P5	116+62.40	5.42	665.50	656.37	10.00
P6	116+69.90	5.42	665.50	656.37	10.00
P7	116+77.40	5.51	665.50	661.95	5.00
P8	116+84.90	5.51	665.50	661.95	5.00

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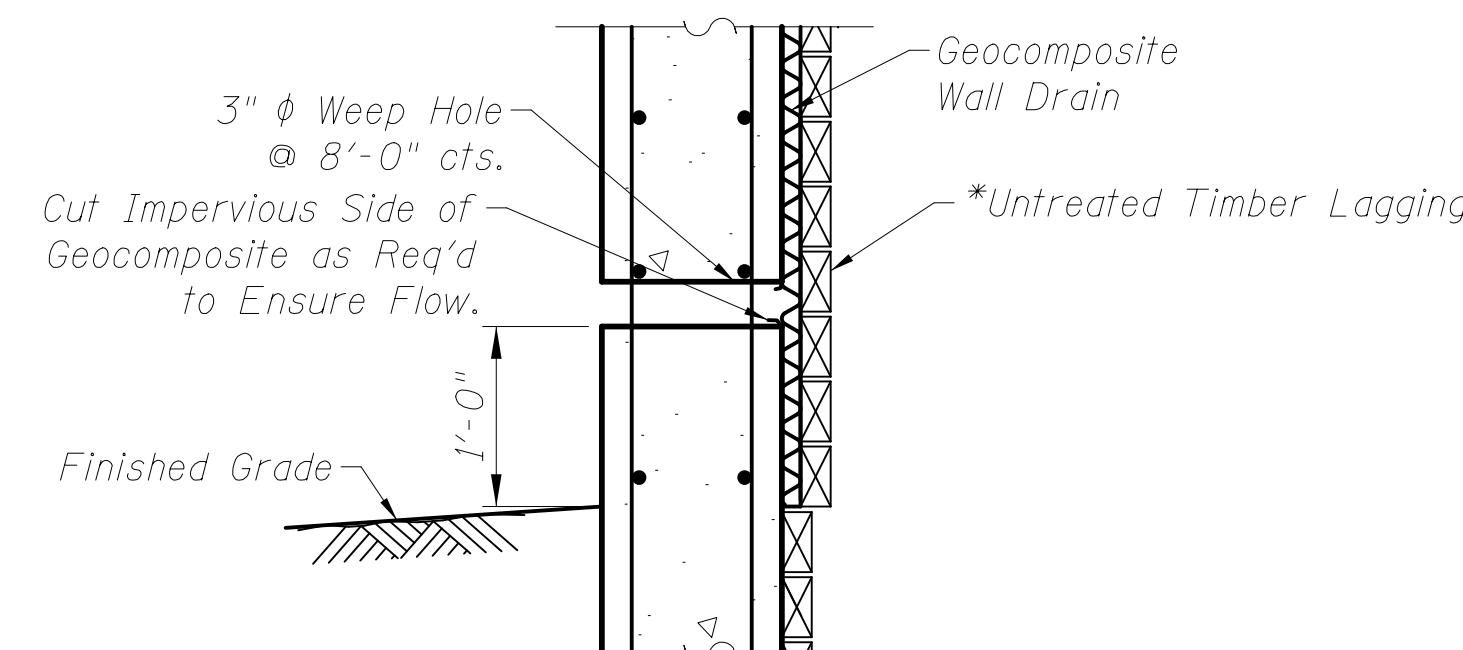


TYPICAL WINGWALL SECTION

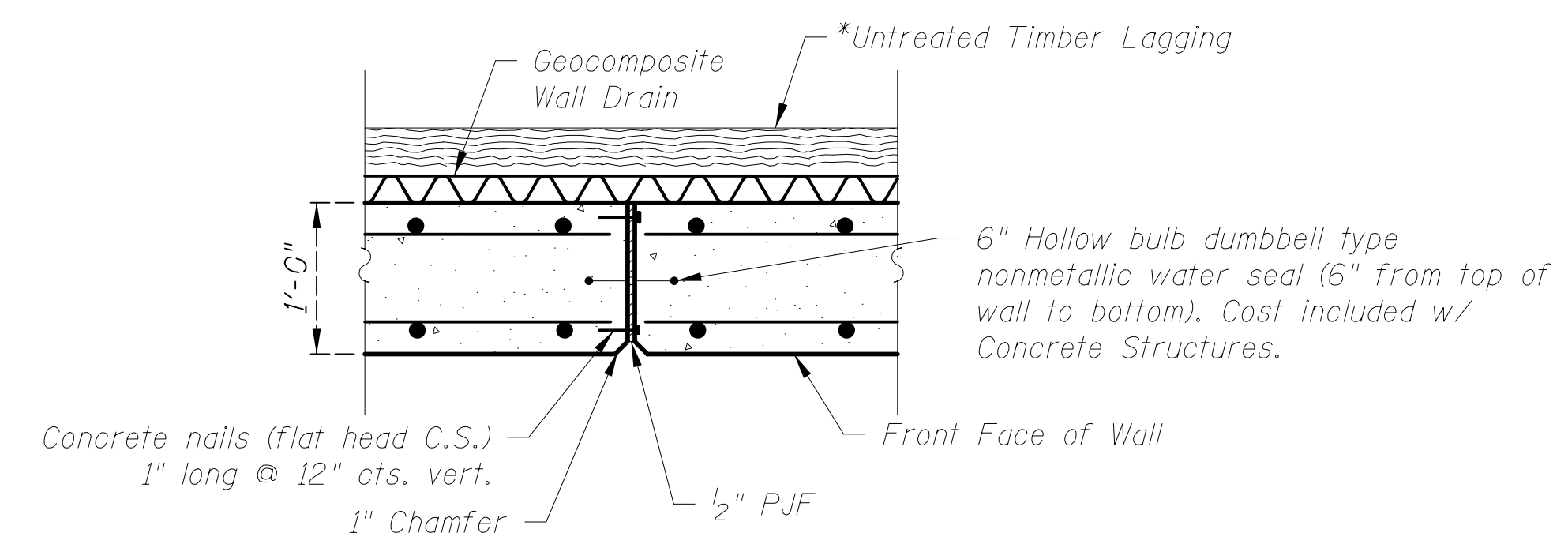


SECTION THRU DRIVEN SOLDIER PILE WALL

* The Contractor is responsible for the design and performance of the lagging using no less than a 3 in. nominal rough-sawn thickness and timber with a minimum allowable bending stress of 1000 psi.



WEEP HOLE DRAIN DETAIL



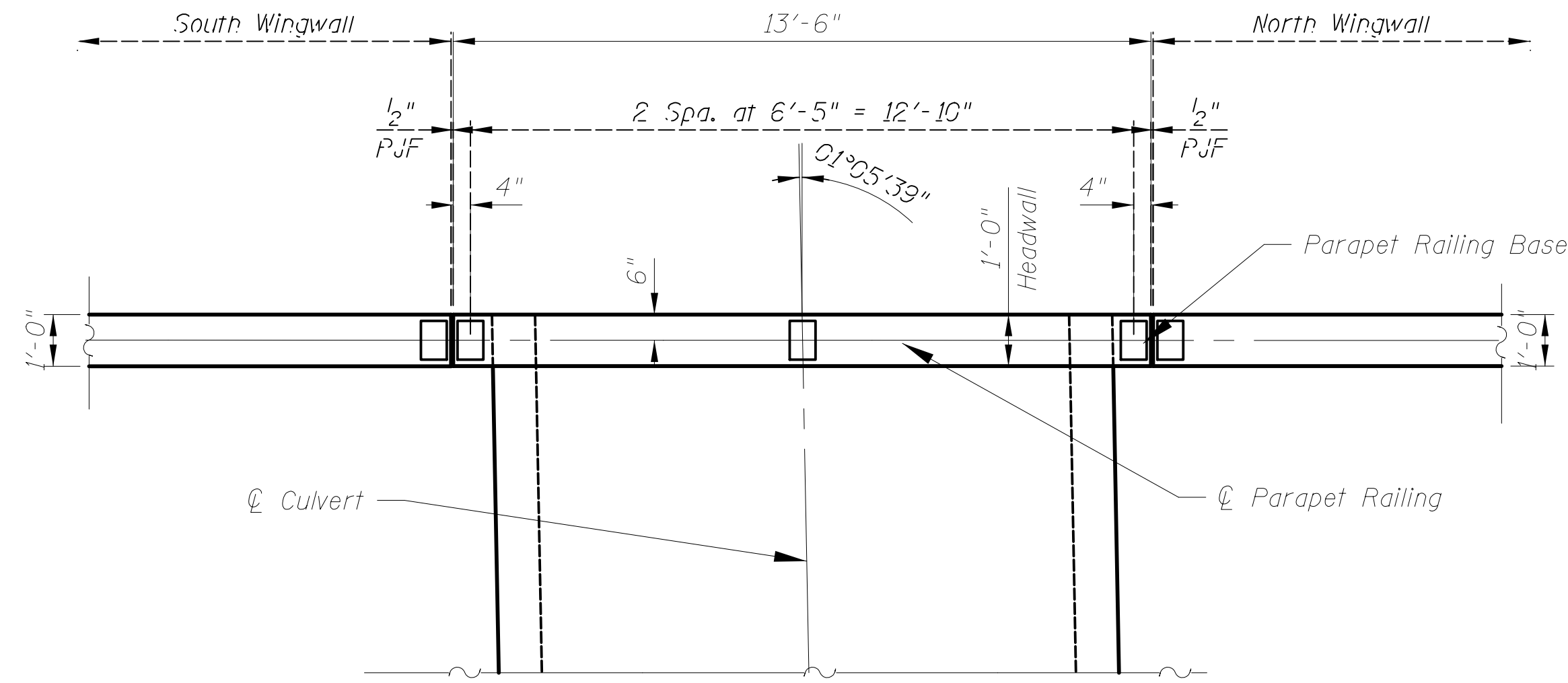
EXPANSION JOINT

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 2/21/2019

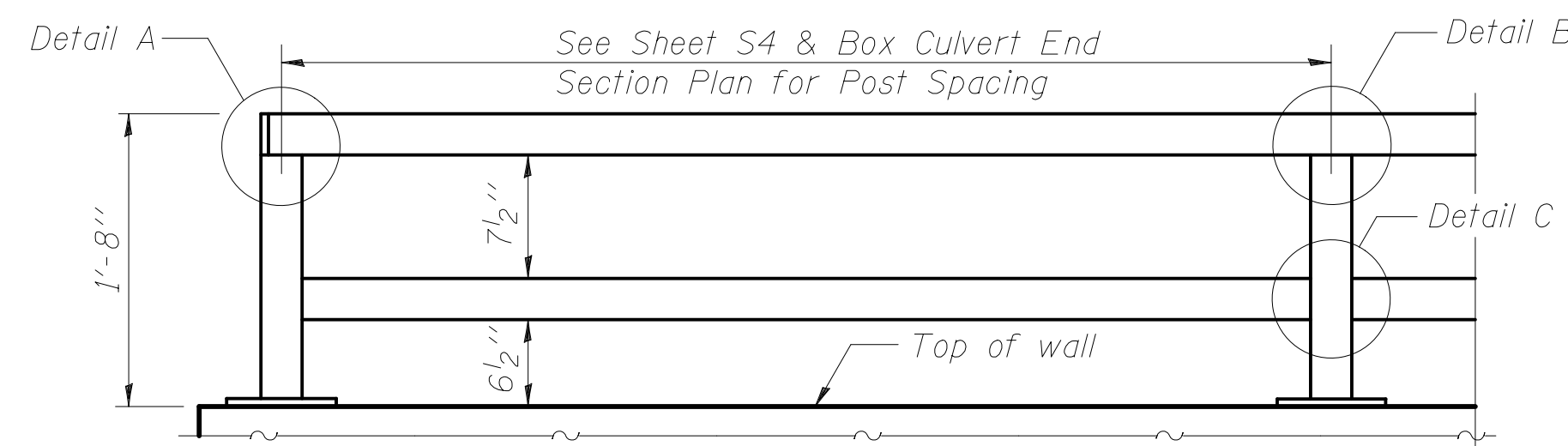
DRAWN	- M. RENDINO	REVISED	-
DESIGNED	- M. RENDINO	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 11/7/2018	REVISED	-

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	39
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

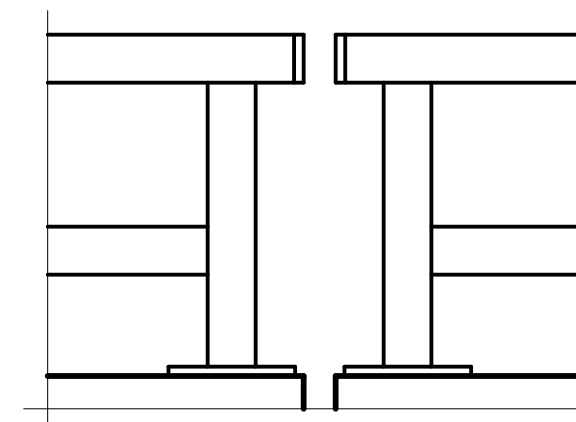
Notes:
 All structural steel tubing, post and railing, for parapet railing shall be
 CVN tested according to 1006.34(b) of the Standard Specifications.



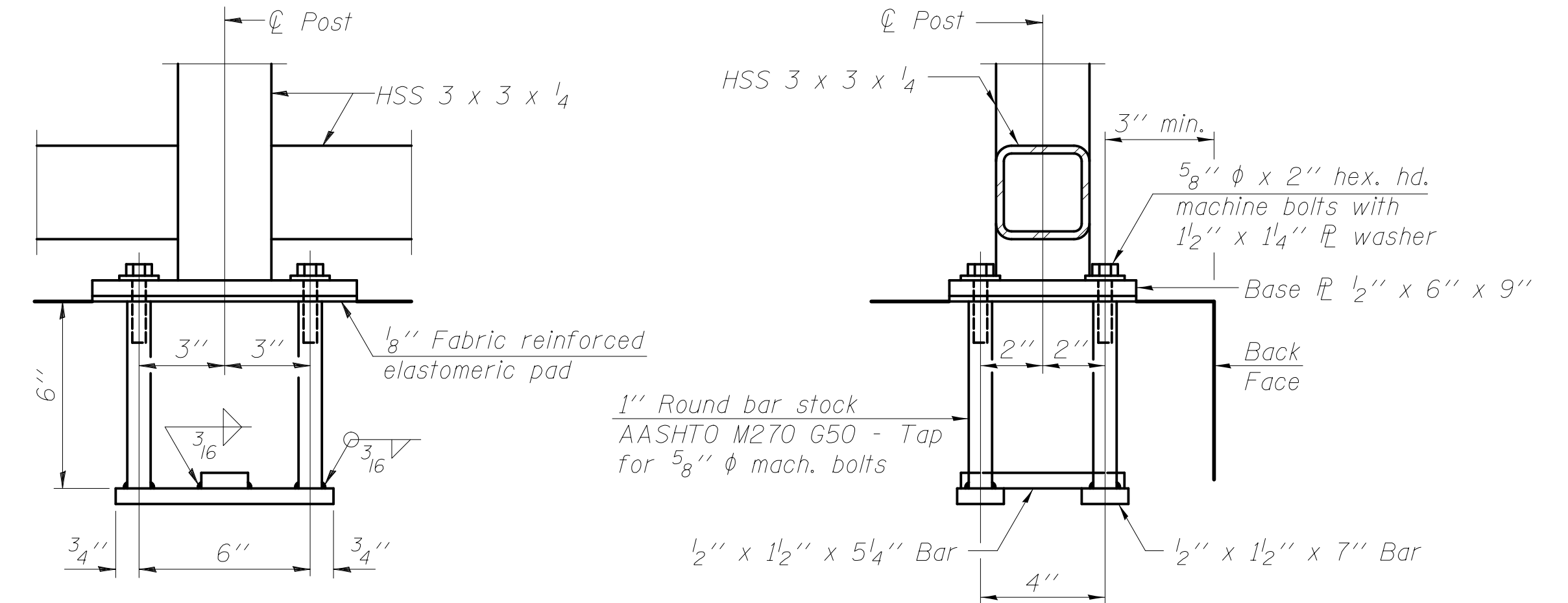
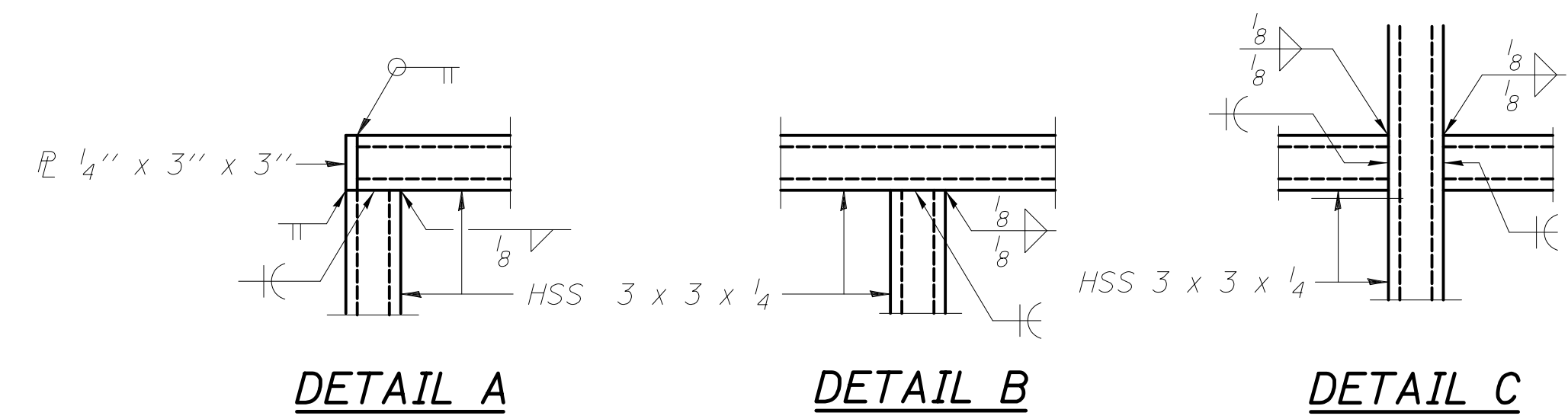
BOX CULVERT END SECTION PLAN
 (Showing Dimensions)



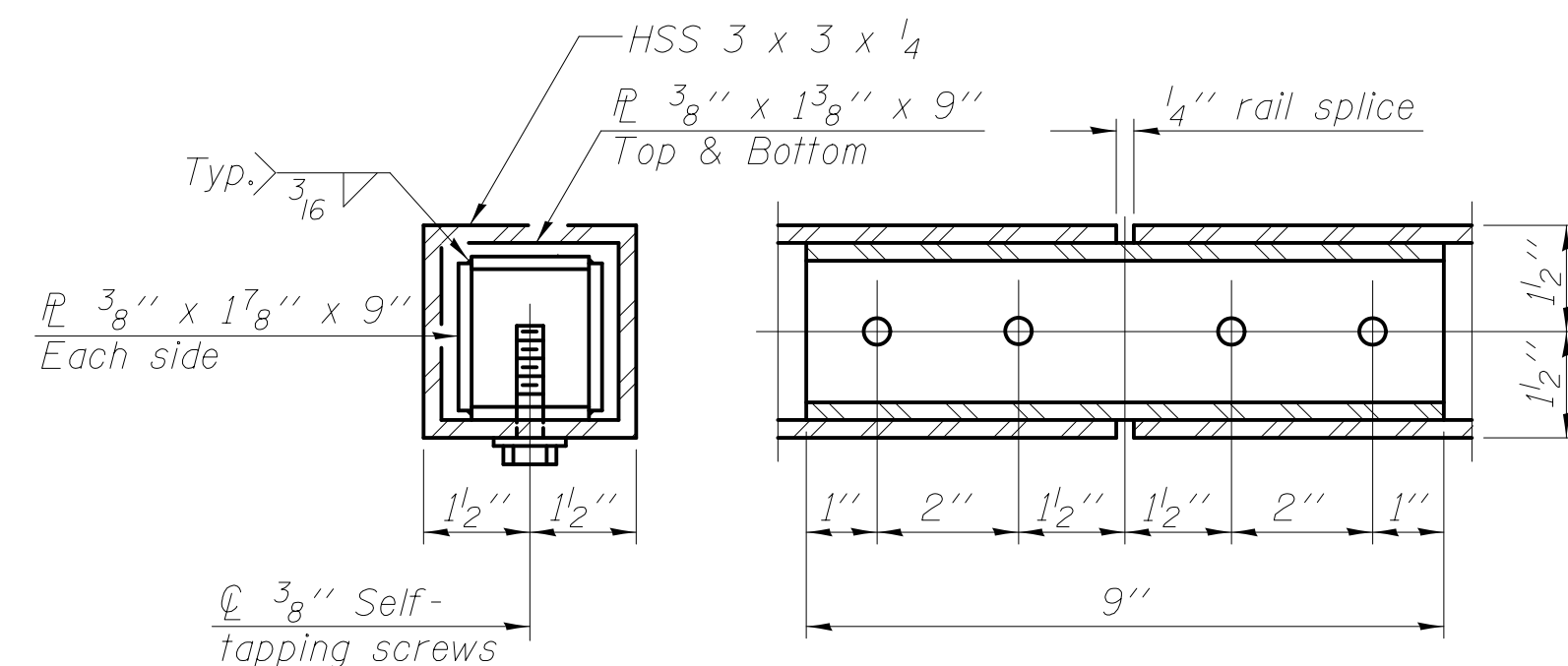
PARAPET RAILING ELEVATION
 (Inside Face of Two Element Rail)



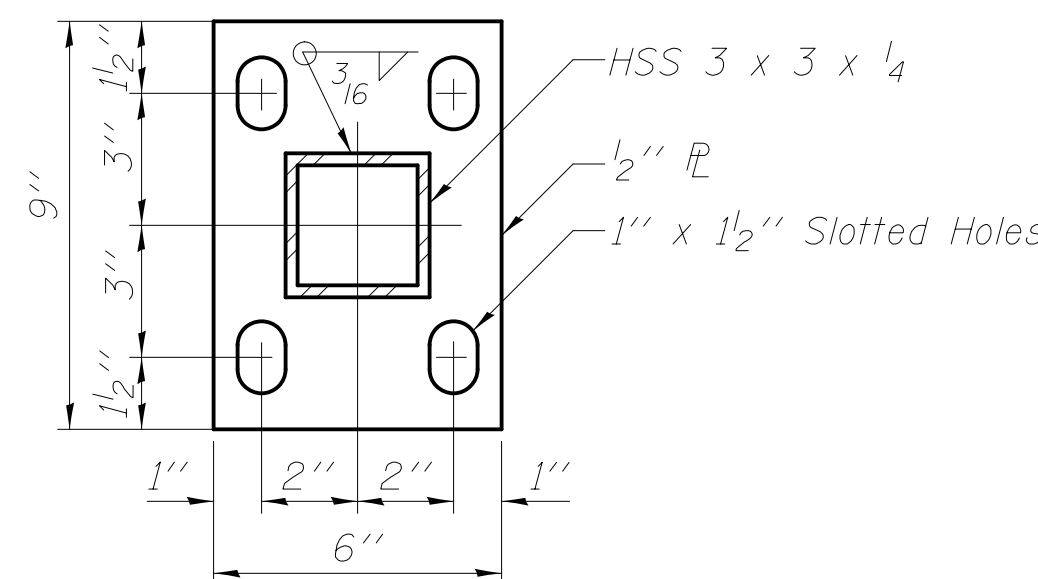
PARAPET RAILING ELEVATION AT EXPANSION JOINT



PARAPET RAILING - ANCHOR BOLT DETAILS
 In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" phi anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



PARAPET RAILING - RAIL SPLICE



PARAPET RAILING - BASE PLATE

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	74

11/5/534_AM
 2/21/2019
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MSET PROJECT NO.: 17411		LOG OF BORING NO. SB-1		Page 1 of 1						
PROJECT: Church Road - Trail & Culvert Extension			SITE LOCATION: Bensenville, Illinois							
BORING LOCATION: Station 116+90 Culvert Extension			CLIENT: Civiltech Engineering, Inc.							
DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS	
				TYPE/INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf		Unconfined Compressive Strength, tsf
0		Black Silty CLAY Topsoil 5" Fill: Black CLAY, A-6, trace glass	0.0 -0.4	SS	1	9	19		4.5 + Qp	
4		Black Silty CLAY, A-6, very stiff	-3.0	SS	2	5	23	93	2.25	
8		Light Grey CLAY, A-6 to A-7-6, trace Fibers, fe stains, stiff to very soft	-5.5	SS	3	3	27	92	1.09	
8		Dark Grey, very soft layer at 8.5'	-8.5	SS	4	2	37	81	0.16	
12				SS	5	4	21	96	1.16	
12		Brown and Grey CLAY, A-6, hard	-13.0	SS	6	12	17	109	5.24	
16				SS	7	13	18	111	4.81	
16		Grey CLAY, A-6, very stiff to stiff	-17.0	SS	8	12	18	108	3.76	
20				SS	9	8	20	105	1.86	
24				SS	10	4	21	108	1.09	
24				SS	11	6	18	109	1.40	
28				SS	12	7	19	105	1.32	
28		End of Boring at 30 Feet	-29.5							

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: 12.3'
 IMMEDIATELY AFTER DRILLING: DC @
 DELAYED READING AFTER: 19.0'



BORING STARTED: 8/24/17
 BORING COMPLETED: 8/24/17
 LOGGED BY: GPF
 BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

MSET PROJECT NO.: 17411		LOG OF BORING NO. SB-2		Page 1 of 1						
PROJECT: Church Road - Trail & Culvert Extension			SITE LOCATION: Bensenville, Illinois							
BORING LOCATION: Station 116+30 Culvert Extension			CLIENT: Civiltech Engineering, Inc.							
DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS	
				TYPE/INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf		Unconfined Compressive Strength, tsf
0		Black Silty CLAY Topsoil 6" FILL: Black, little Brown CLAY, A-6, very stiff	0.0 -0.5	SS	1	5	20	92	3.49	
4		Brown, Grey, & Black Sandy Clay LOAM, A- 6, firm	-3.0	SS	2	3	16	101	0.47	
8		Brown and Grey CLAY, A-6, hard	-5.5	SS	3	11	18	108	6.13	
8				SS	4	13	18	108	5.20	
12		Clayey Sand seam at 11', moist Grey CLAY, A-6, very stiff to stiff	-11.0 -11.3	SS	5	21	21	105	3.76	
12		Sand Seam at 13.5'	-13.5	SS	6	7	16	108	1.40	
16		Clayey SILT seam at 16'	-16.0	SS	7	5	22	107	1.54	
20				SS	8	9	18	113	2.21	
24				SS	9	12	15	111	3.88	
24				SS	10	14	15	114	3.96	
28				SS	11	7	17	108	2.41	
28				SS	12	6	20	107	1.94	
28		End of Boring at 30 Feet	-29.5							

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: 13.8'
 IMMEDIATELY AFTER DRILLING: DC @
 DELAYED READING AFTER: 23.0'



BORING STARTED: 8/24/17
 BORING COMPLETED: 8/24/17
 LOGGED BY: GPF
 BORING METHOD: HSA

Midland Standard Engineering & Testing, Inc. 558 Plate Drive Unit 6, East Dundee, IL 60118 (847) 844-1895 f(847) 844-3875

11/5/2019 11:56:30 AM c:\p\working\civiltech\production\tpb\dms2391\07_SoilBorings.Church_Road.dgn



Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

DRAWN - M. RENDINO
 DESIGNED - M. RENDINO
 CHECKED - G. HATLESTAD
 DATE - 11/7/2018

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
 CHURCH ROAD

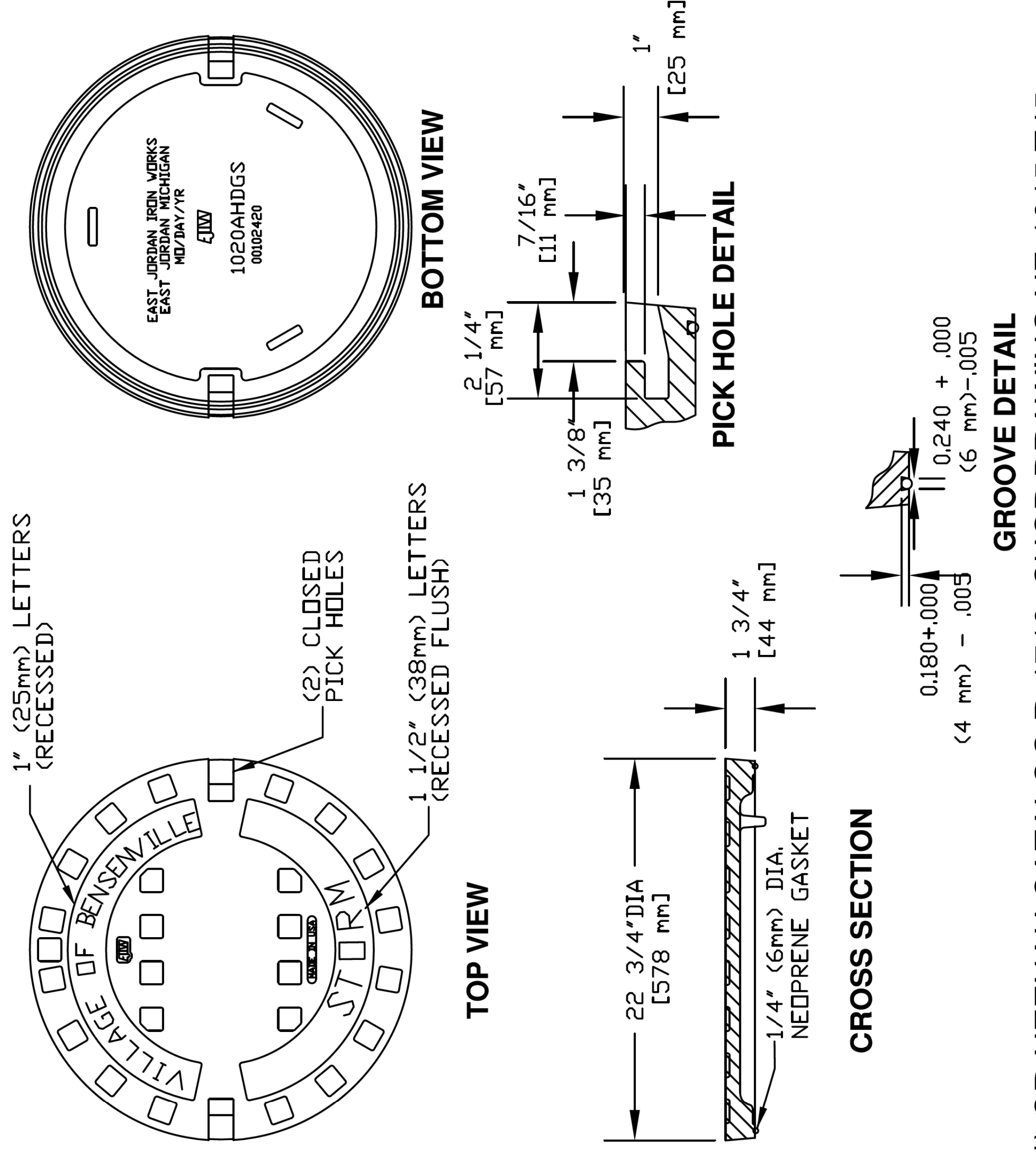
SHEET NO. 57 OF 57 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	41
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	ADD. FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	ADD. FILE NAME	

(*) EAST JORDAN IRON WORKS, INC. P.O. BOX 439 EAST JORDAN, MI. 49727 1-800-874-4100 FAX 231-536-4458	
DRAWN SMH	DATE 11/11/02
APPROVED	DATE
SPECIAL LETTERED COVER	
(*) PRODUCT NO. 00102421	
CATALOG NO. 1020A	
REF. PRODUCT DRAWING 102067	
EST. WT. COVER WT. 115 LBS. (52 kg)	
OPEN AREA N/A	
MAT'L SPEC. COVER - GRAY IRON ASTM A48 CL 35	
LOAD RATING HEAVY DUTY	



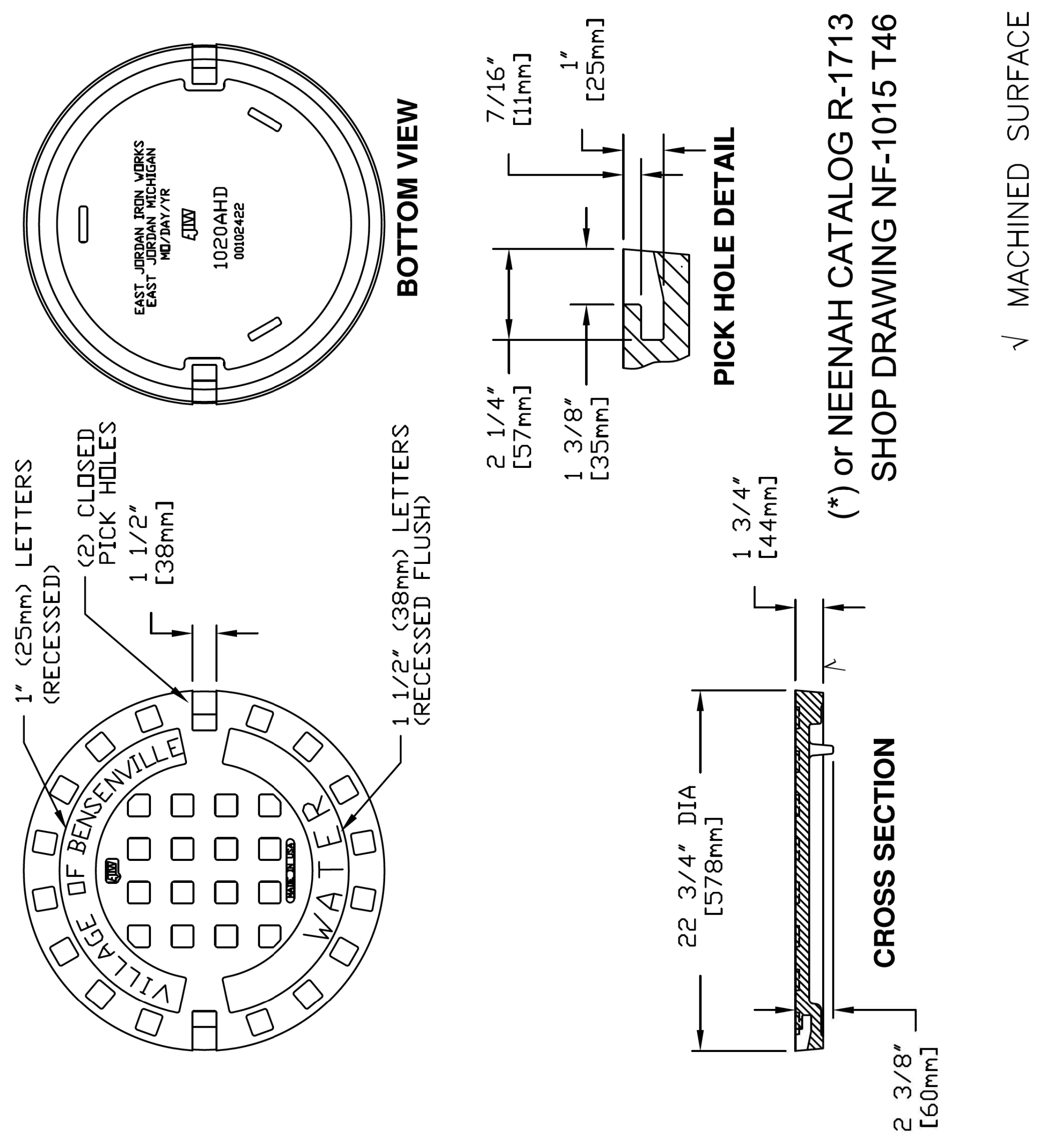
(*) OR NEENAH CATALOG R-1713 SHOP DRAWING NF-1015 T45

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, IL 60106
WWW.BENSENVILLE.IL.US

STORM FRAME AND LID STANDARD (CLOSED)

VILLAGE OF BENSENVILLE SPECIFICATIONS AND DETAILS	REVISIONS
FILE LOCATION	
G:\ENGINEERING\STANDARDS\NEW STANDARDS\STORM	

(*) EAST JORDAN IRON WORKS, INC. P.O. BOX 439 EAST JORDAN, MI. 49727 1-800-874-4100 FAX 231-536-4458	
DRAWN SMH	DATE 11/11/02
APPROVED	DATE
SPECIAL LETTERED COVER	
(*) PRODUCT NO. 00102422	
CATALOG NO. 1020A	
REF. PRODUCT DRAWING 00102067	
EST. WT. COVER WT. 115 LBS (52kg)	
OPEN AREA N/A	
MAT'L SPEC. COVER - GRAY IRON ASTM A48 CL 35	
LOAD RATING HEAVY DUTY	



VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, IL 60106
WWW.BENSENVILLE.IL.US

FRAME AND CLOSE LID WATER STANDARD

VILLAGE OF BENSENVILLE SPECIFICATIONS AND DETAILS	REVISIONS
FILE LOCATION	
G:\ENGINEERING\STANDARDS\NEW STANDARDS\WATER	

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	

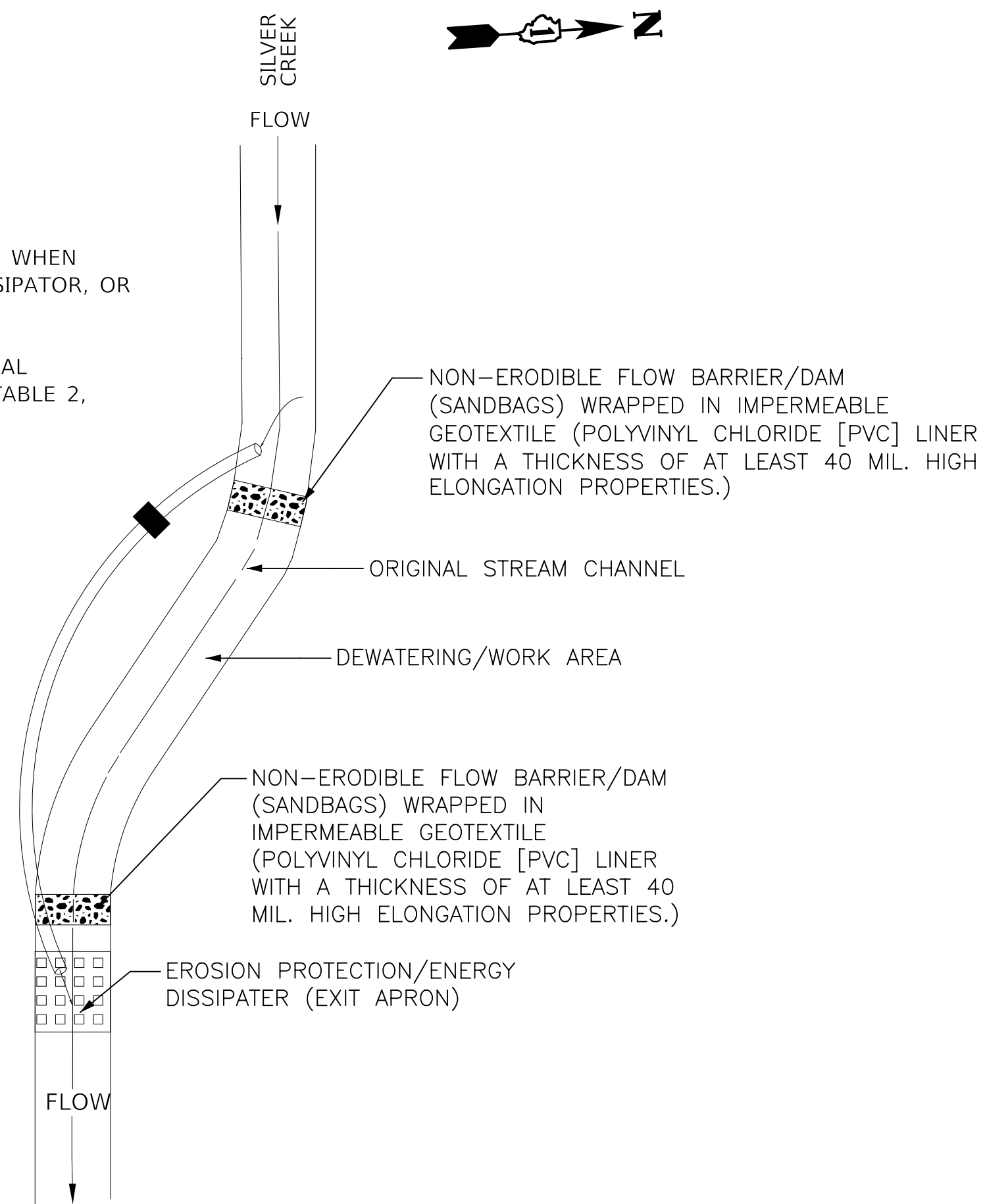
NOTES:

1. PLACE GEOTEXTILE UNDER RIPRAP WHEN RIPRAP IS USED FOR ENERGY DISSIPATOR, OR EROSION CONTROL.
2. GEOTEXTILES SHALL MEET MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 2, CLASS 1.

PUMP SIZE:
TO BE SIZED BY CONTRACTOR

EROSION PROTECTION/
ENERGY DISSIPATOR
DETAILS:

GEOTEXTILE UNDER CLASS 3
RIPRAP



TYPICAL PUMPED DIVERSION PLAN

TEMPORARY STREAM DIVERSION – BYPASS PUMP

NOT TO SCALE 116+51.96

NOTE: THIS ITEM SHALL BE INCLUDED IN THE COST OF THE PROPOSED CULVERT EXTENSION BEING INSTALLED.

NOTES:

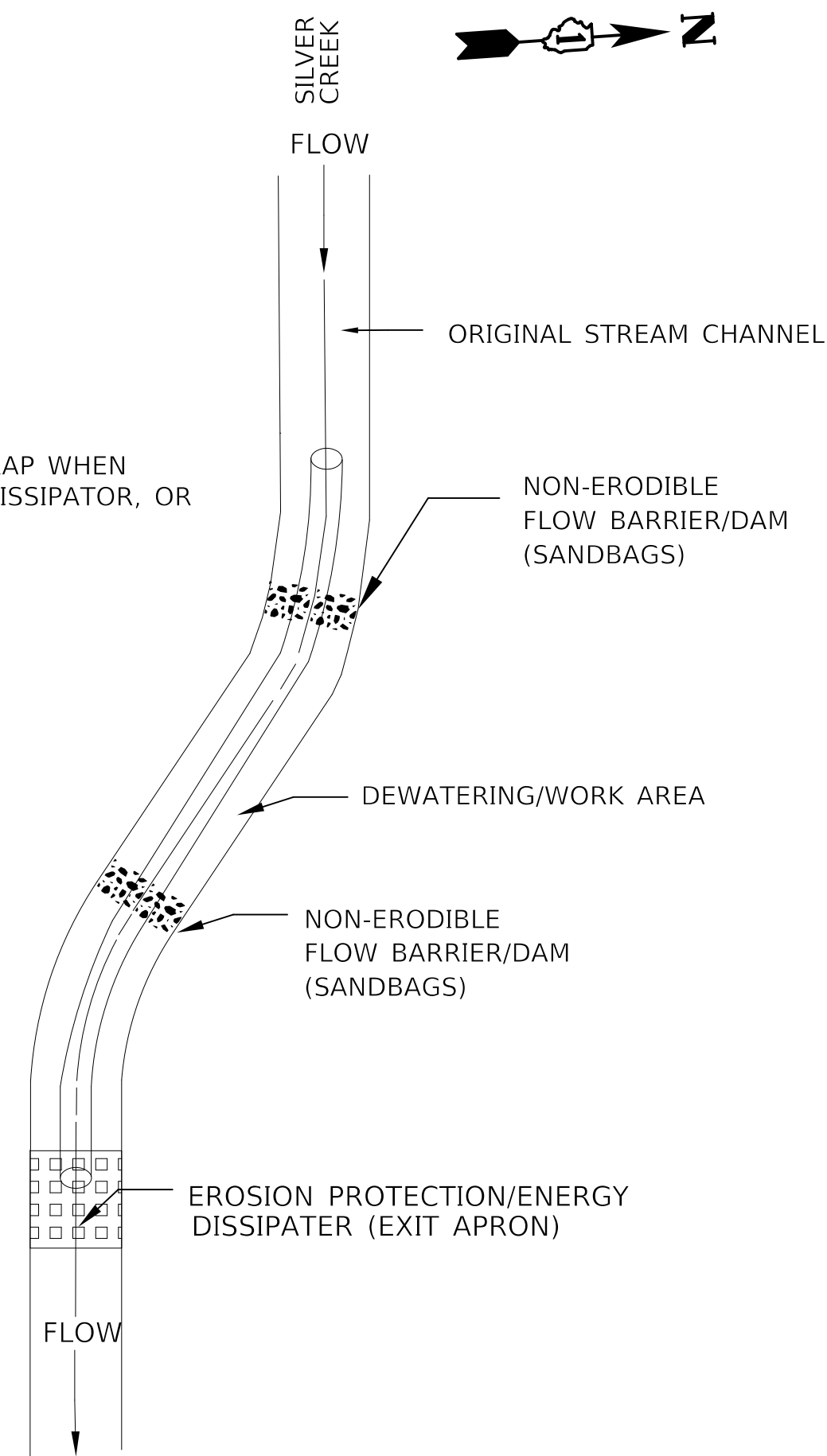
1. PLACE GEOTEXTILE UNDER RIPRAP WHEN RIPRAP IS USED FOR ENERGY DISSIPATOR, OR EROSION CONTROL.

PIPE DIAMETER: 2-15" dia.

PIPE MATERIAL:
CORRUGATED PLASTIC

EROSION PROTECTION/
ENERGY DISSIPATOR
DETAILS:

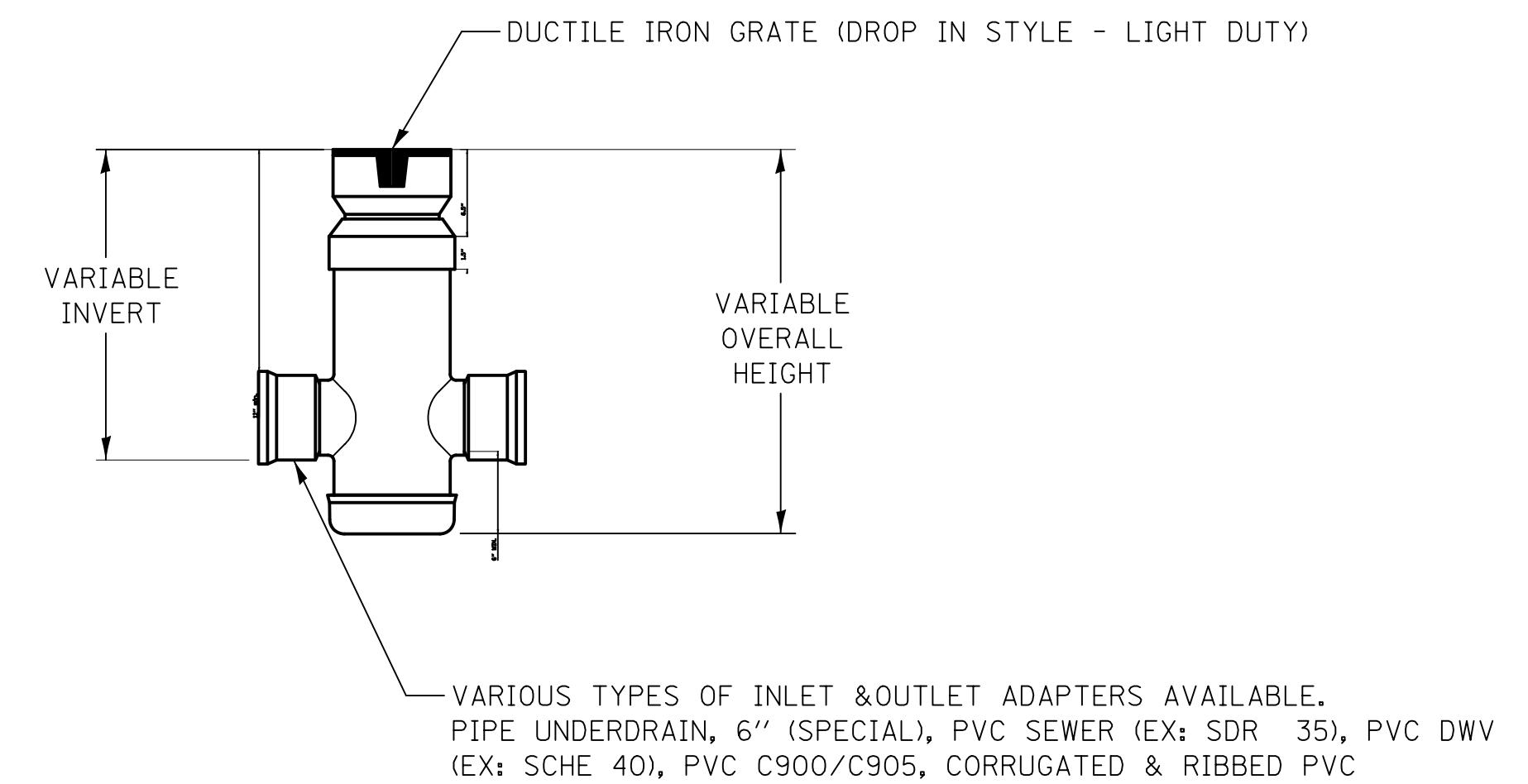
GEOTEXTILE UNDER CLASS 3
RIPRAP



TYPICAL PIPE DIVERSION PLAN

NOT TO SCALE 116+51.96

NOTE: THIS ITEM SHALL BE INCLUDED IN THE COST OF THE PROPOSED CULVERT EXTENSION BEING INSTALLED.



NOTES:

- GRATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
- CUSTOM DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS.
- DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE & SDR 35 PVC.
- DIMENSIONS ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS MAY VARY.

INLETS, SPECIAL DETAIL



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED -	JRR	REVISED -	
DRAWN -	TFS	REVISED -	
CHECKED -	KRK	REVISED -	
DATE -	2/21/2019	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DETAILS

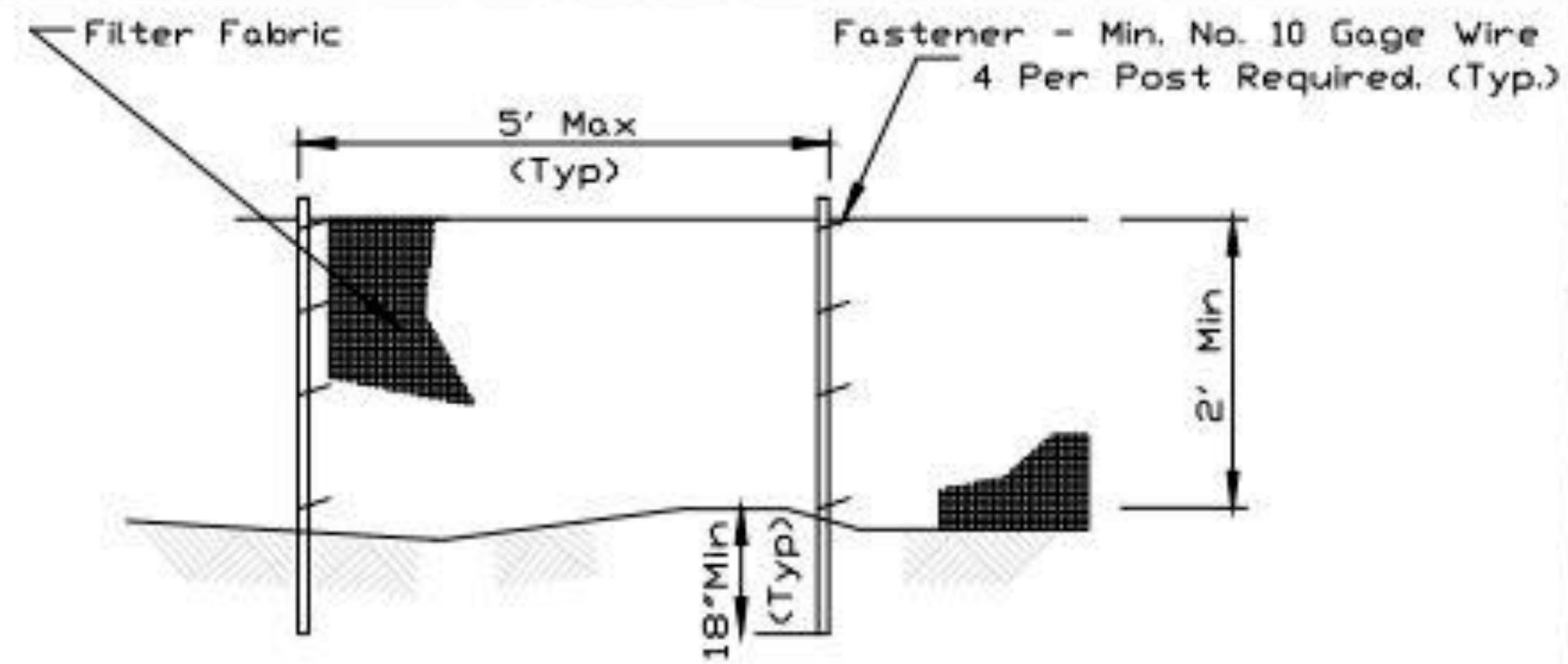
SHEET NO. 3 OF 10 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	44
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

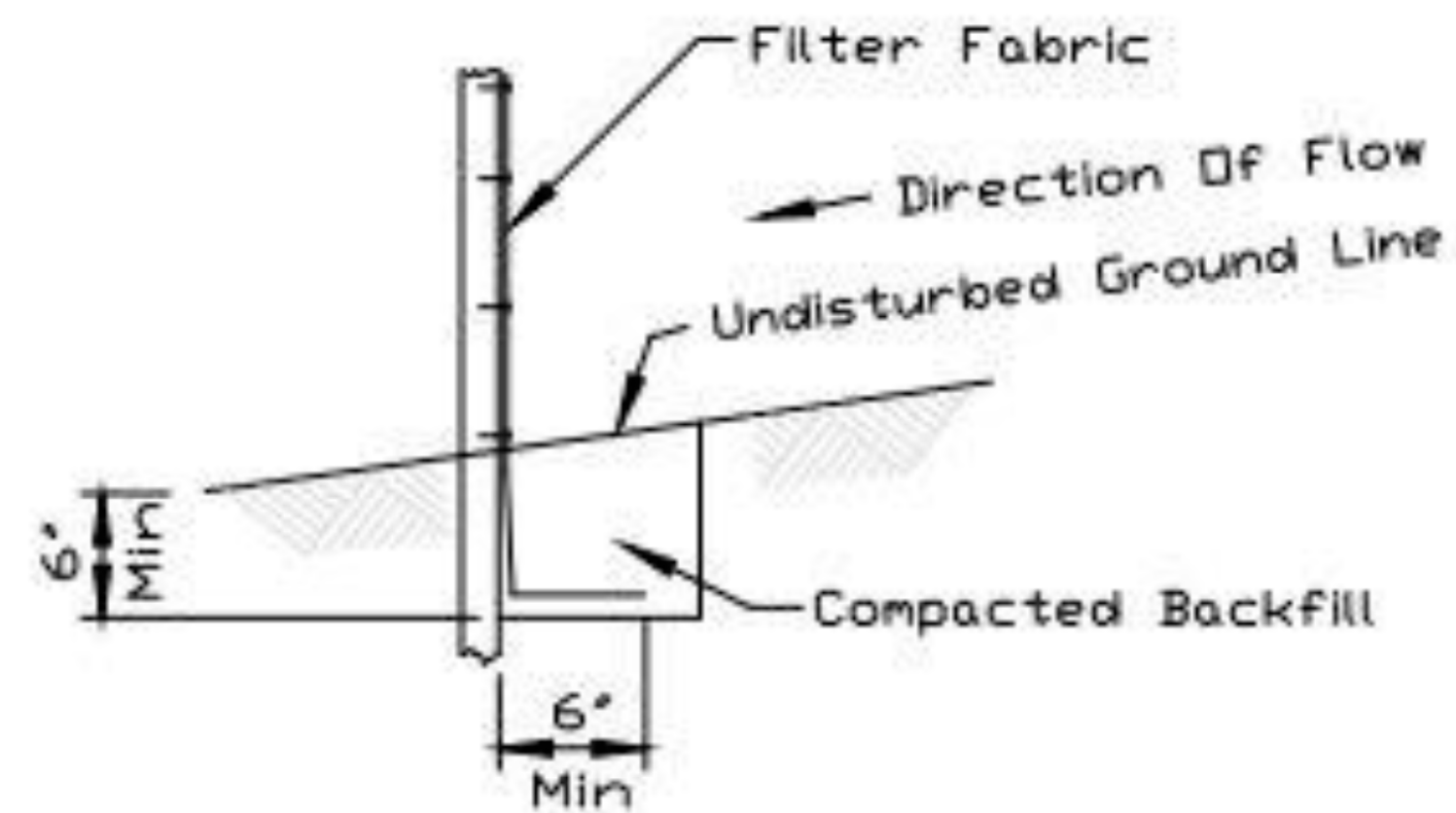
PLAN	SURVEYED	DATE
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PROFILE	SURVEYED	DATE
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	CHECKED	
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SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:

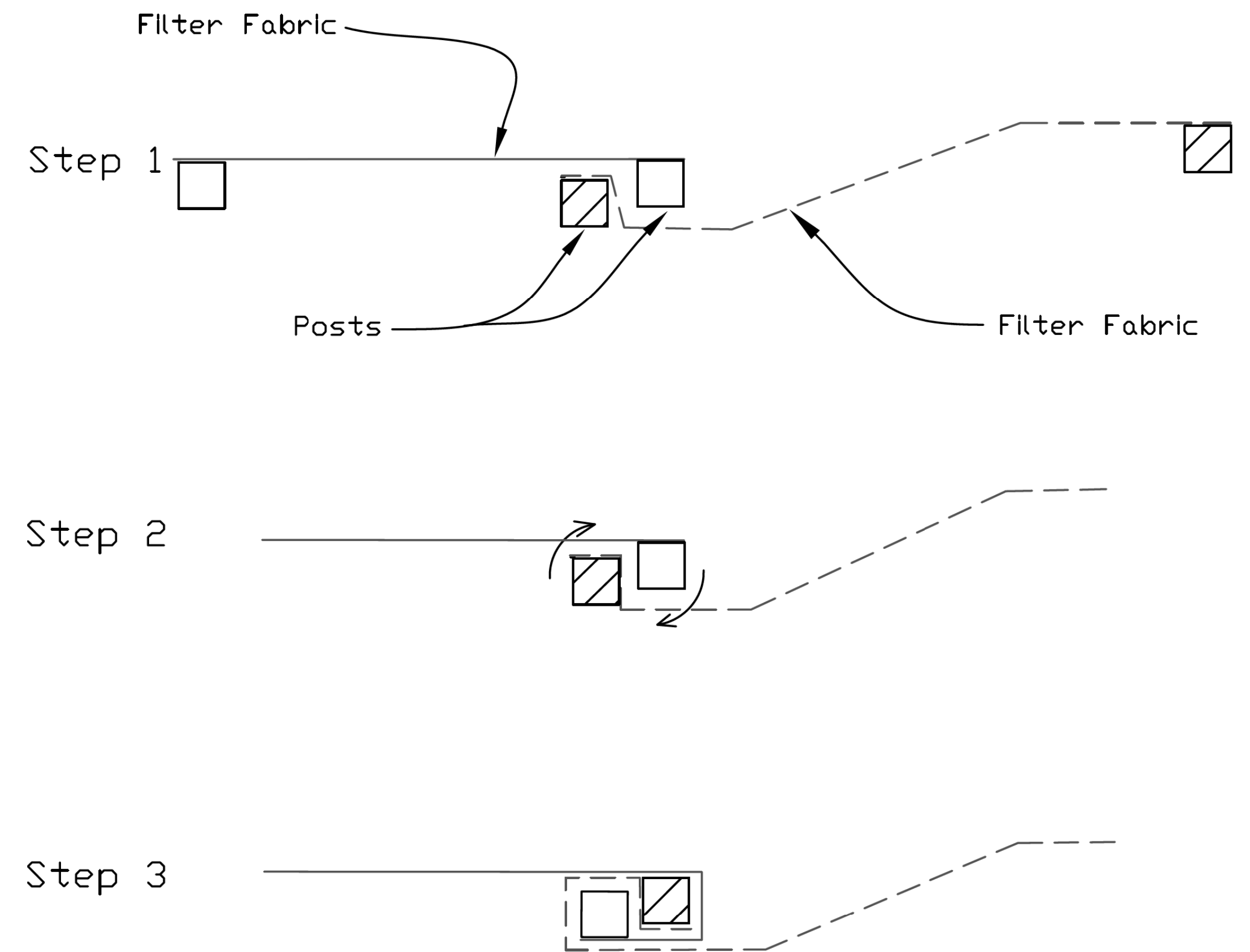
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile based upon performance needed.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 2' x 2' nominal size.

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____



STANDARD DWG. NO.	IUM-620
SHEET	1 OF 2
DATE	3-16-12

SILT FENCE - SPLICING TWO FENCES



ATTACHING TWO SILT FENCES

1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____



STANDARD DWG. NO.	IUM-620B(W)
SHEET	1 OF 1
DATE	3-16-2012



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED	- JRR	REVISED	-
DRAWN	- TFS	REVISED	-
CHECKED	- KRK	REVISED	-
DATE	- 2/21/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

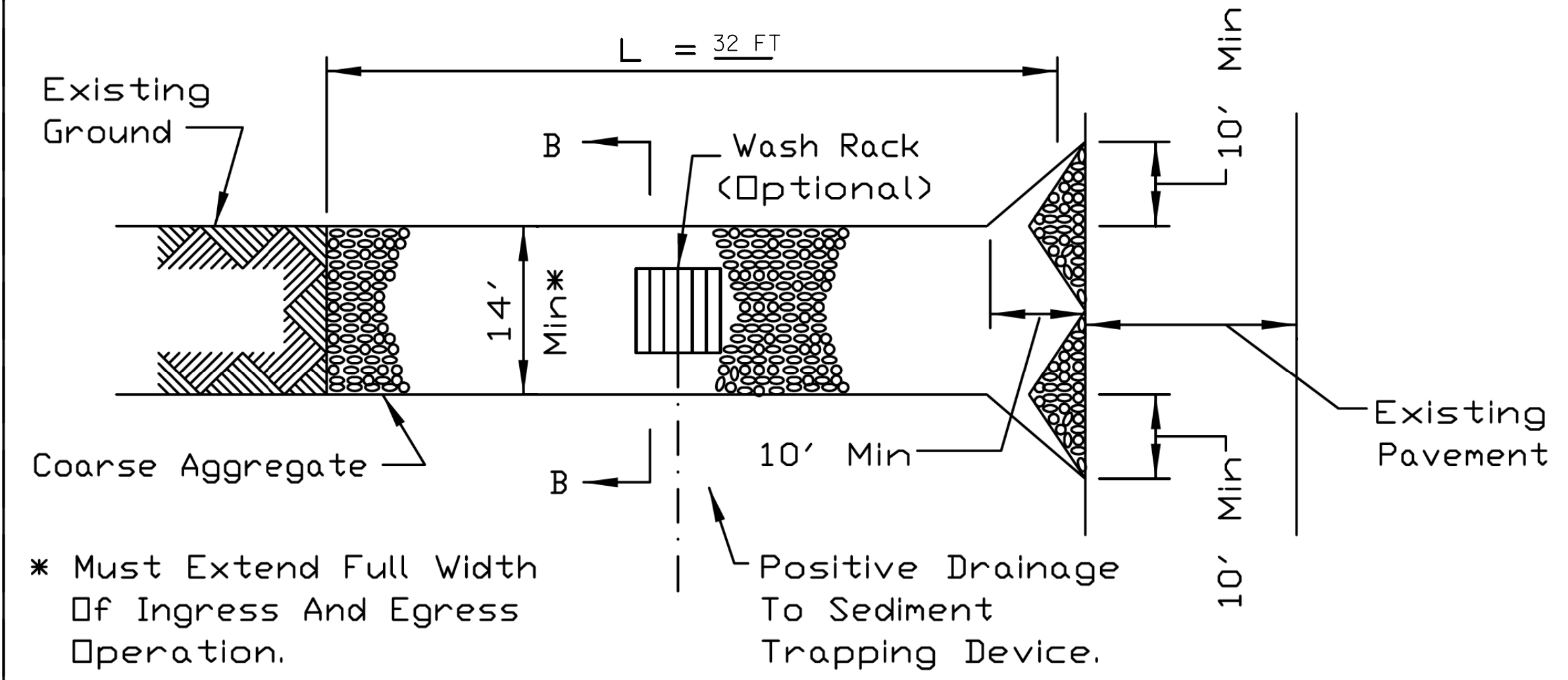
SHEET NO. 4 OF 10 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	45
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
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NO. OF WAY CHECKED	
NOTE BOOK NO.	
DATE	
BY	
PROFILE	
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CHECKED	
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NOTE BOOK NO.	
DATE	
BY	
STRUCTURE	
NOTATIONS	
CHKD	

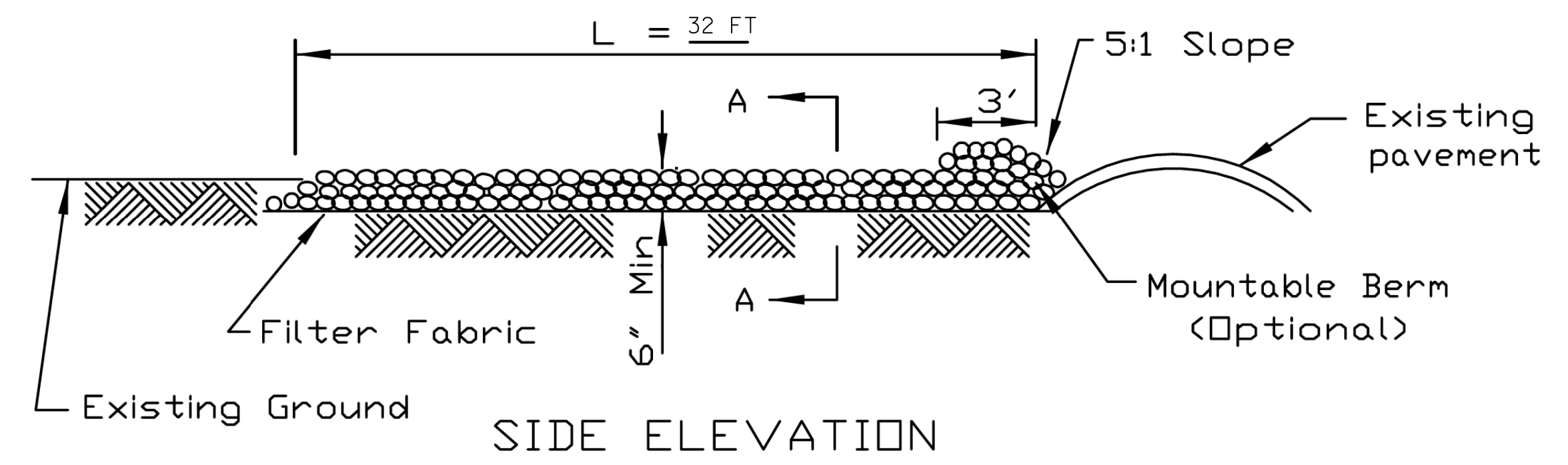
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PROFILE	
SURVEYED	
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CHECKED	
NO. OF WAY CHECKED	
NOTE BOOK NO.	
DATE	
BY	
STRUCTURE	
NOTATIONS	
CHKD	

STABILIZED CONSTRUCTION ENTRANCE PLAN



* Must Extend Full Width Of Ingress And Egress Operation.

PLAN VIEW



SIDE ELEVATION

NOTES:

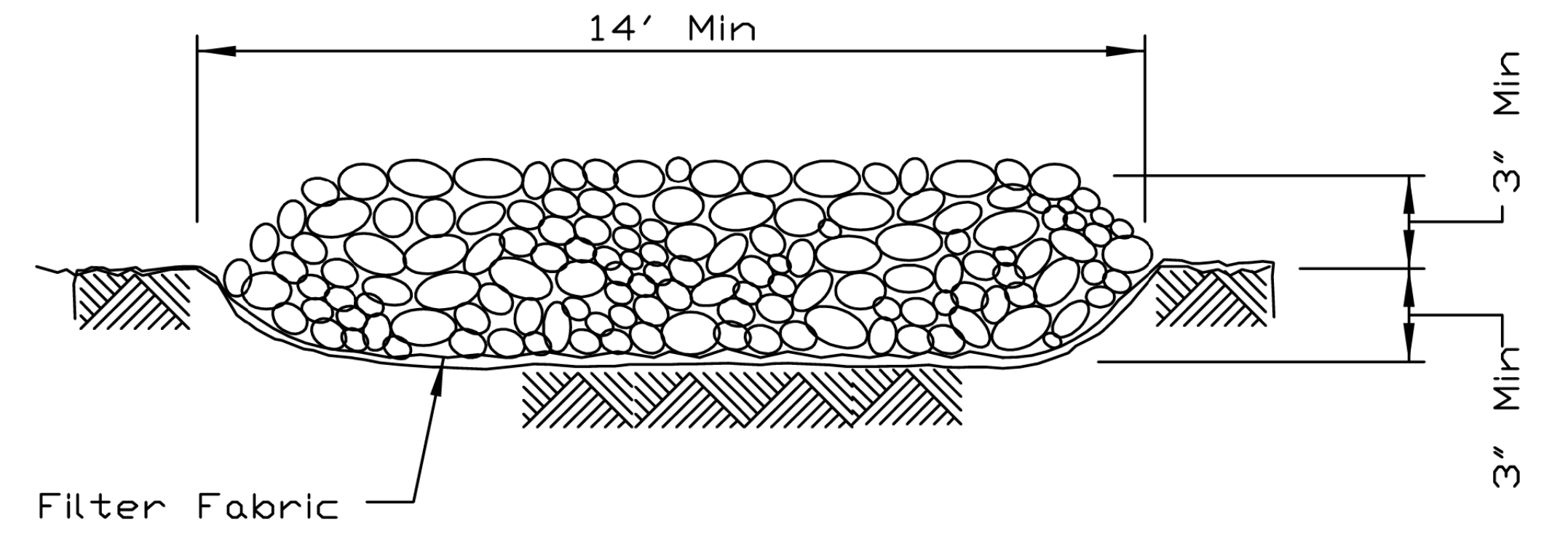
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE	Project _____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____

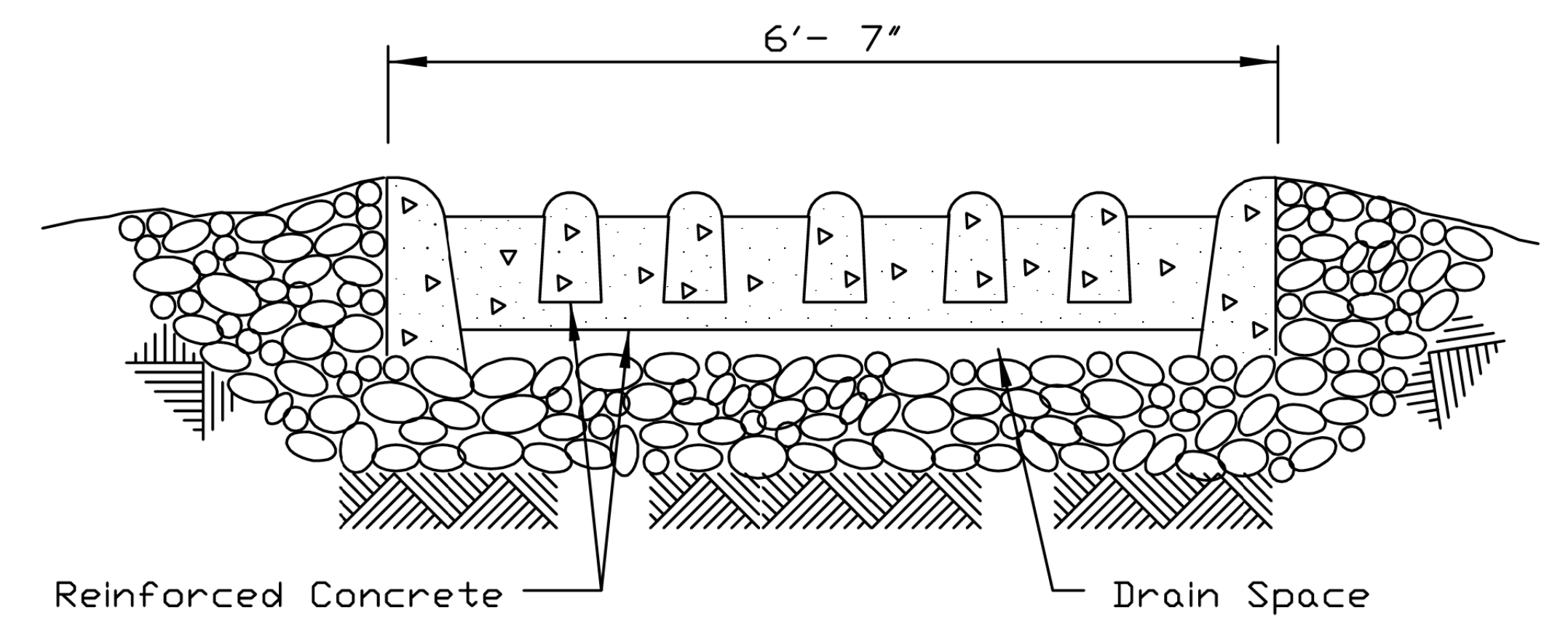


STANDARD DWG. NO.
IL-630
SHEET 1 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

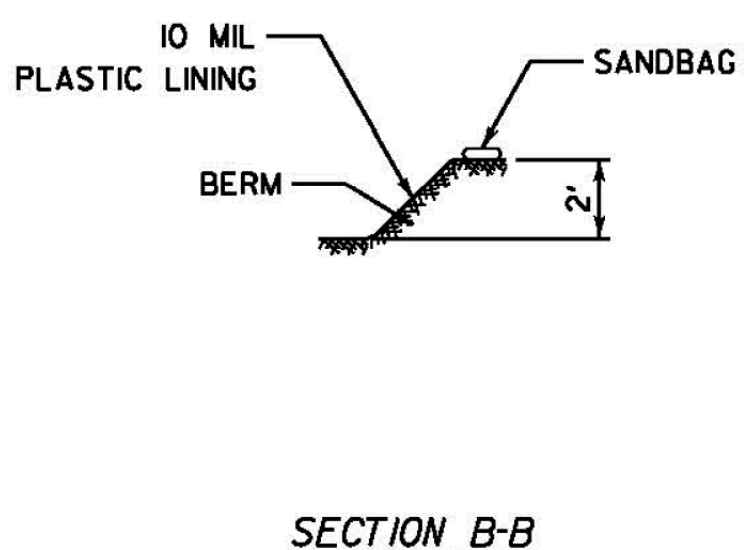
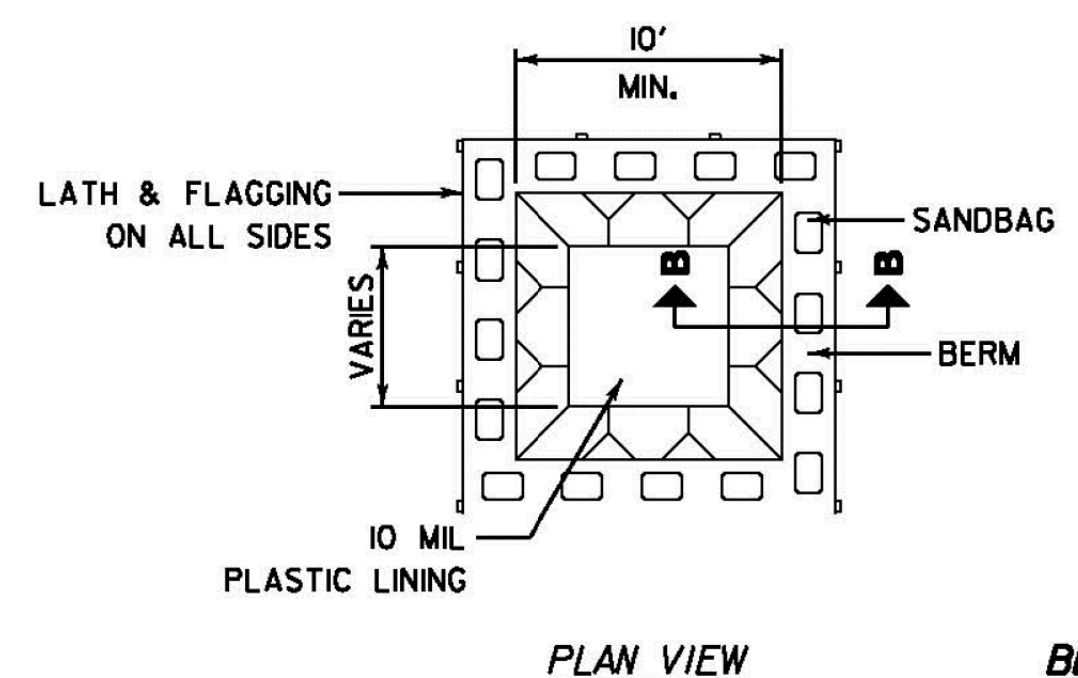
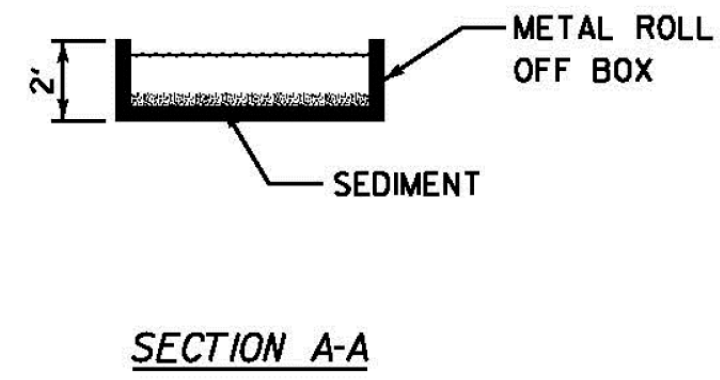
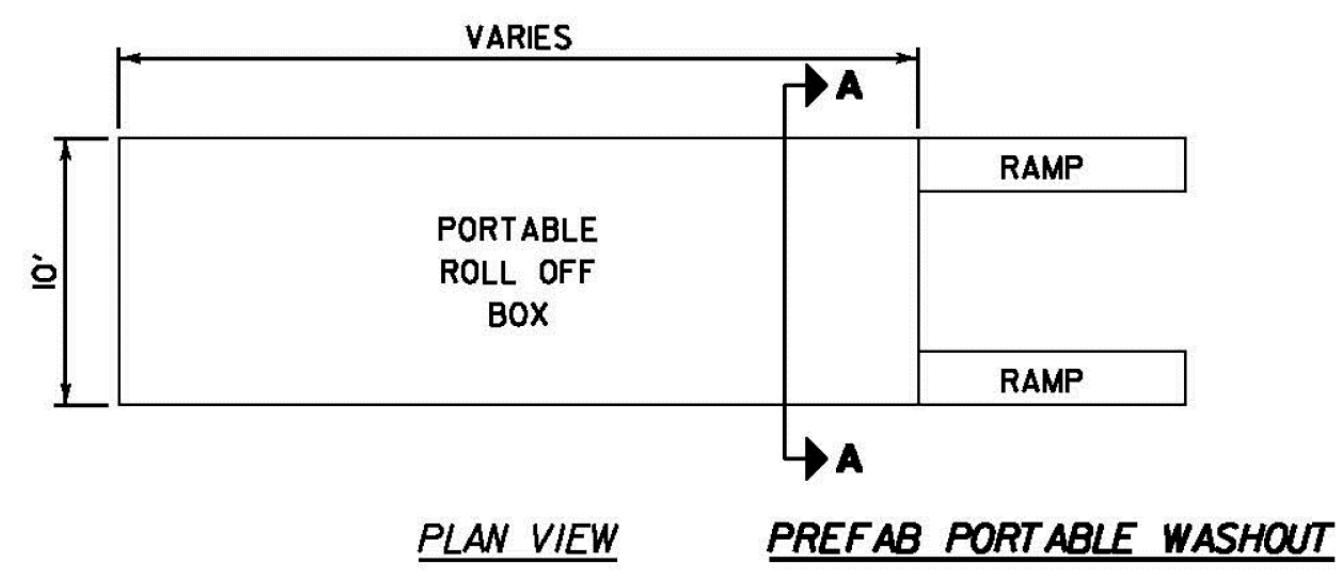
REFERENCE	Project _____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.
IL-630
SHEET 2 OF 2
DATE 8-18-94

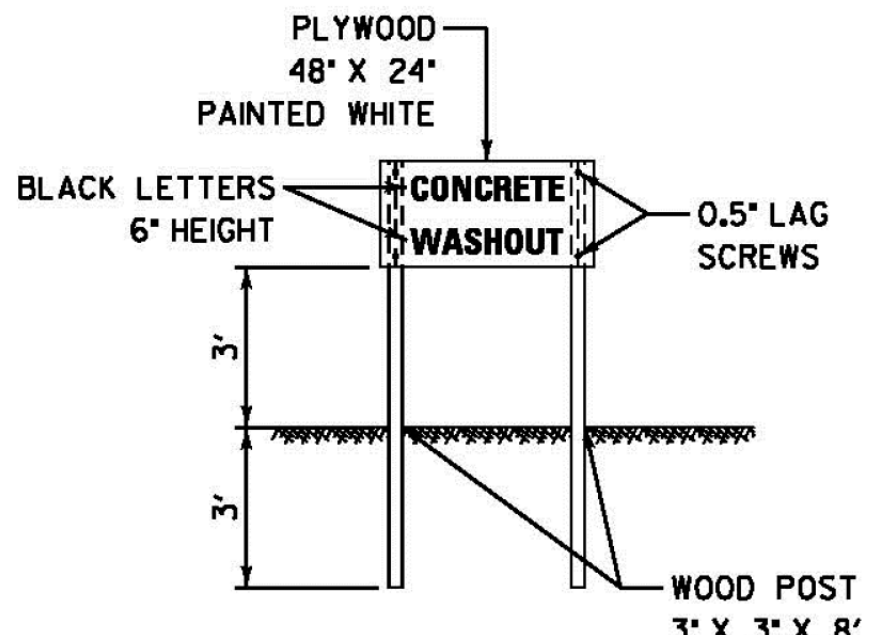
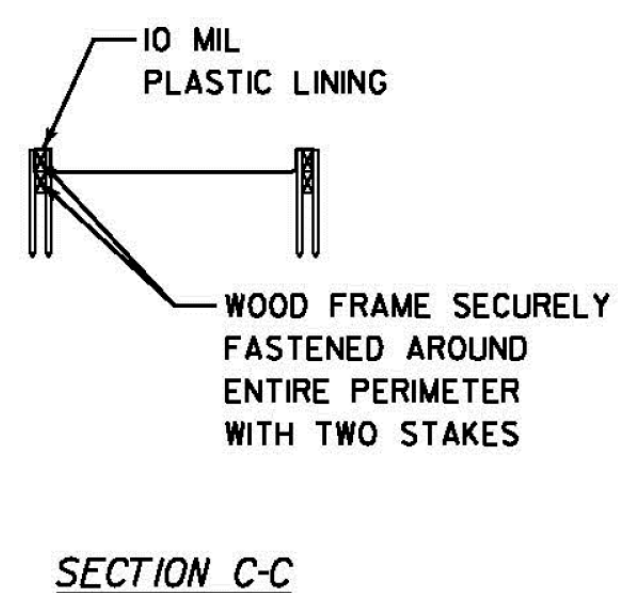
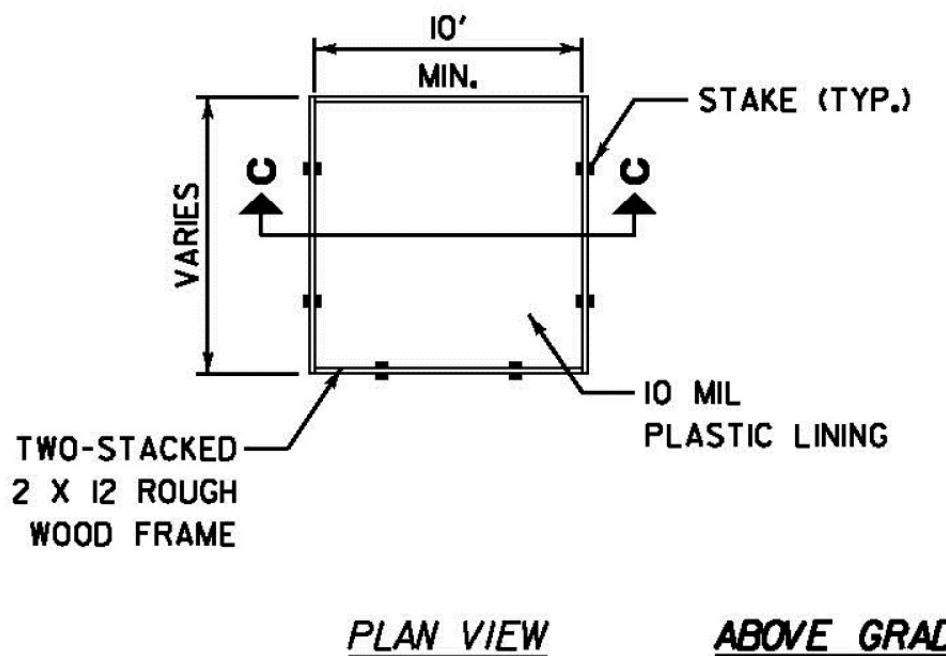
DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 NOTE BOOK _____
 NO. _____
 EROSION CONTROL

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 NOTE BOOK _____
 NO. _____
 EROSION CONTROL

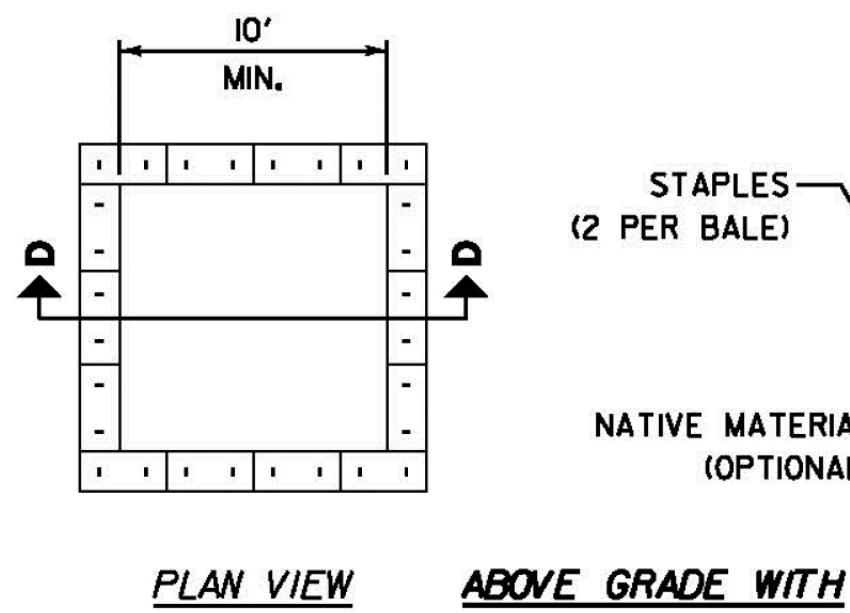


- NOTES:**
1. ACTUAL LAYOUT DETERMINED IN FIELD.
 2. OTHER WASHOUT DESIGNS MAY BE USED IF APPROVED BY THE ENGINEER.
 3. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

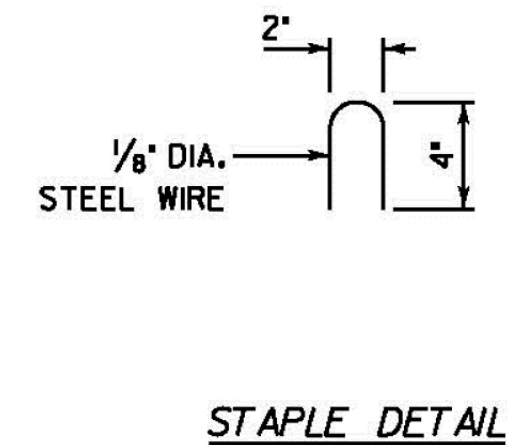
NOT TO SCALE



CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)



ABOVE GRADE WITH STRAW BALES

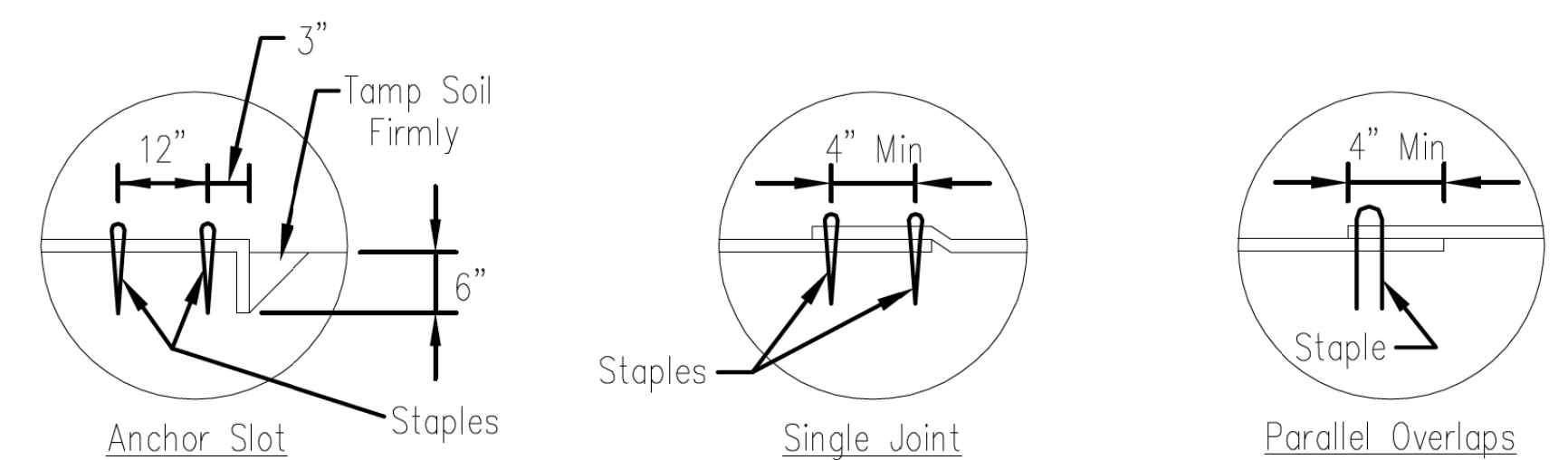
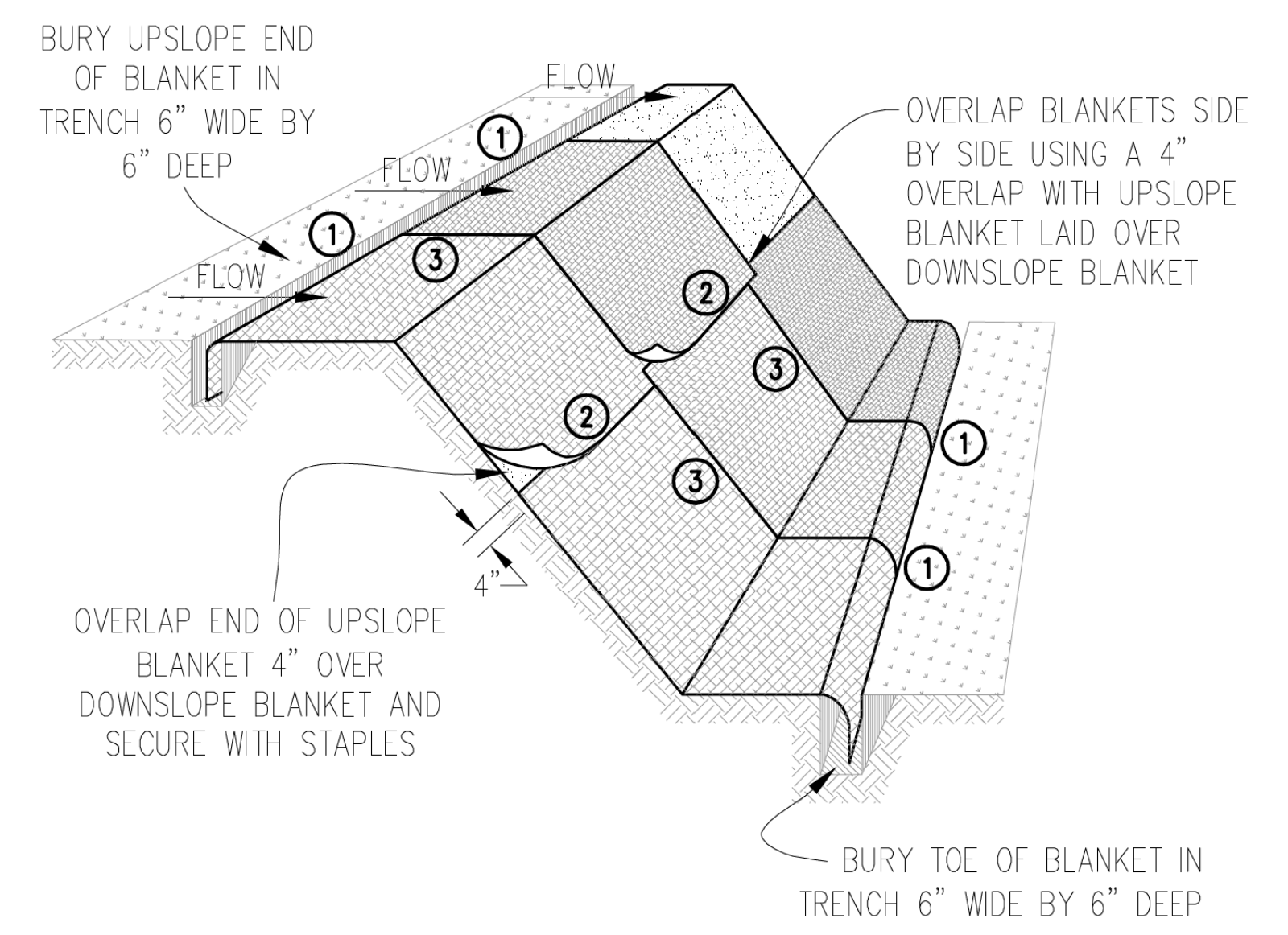


STAPLE DETAIL

- NOTES:**
1. ACTUAL LAYOUT DETERMINED IN FIELD.
 2. OTHER WASHOUT DESIGNS MAY BE USED IF APPROVED BY THE ENGINEER.
 3. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

NOT TO SCALE

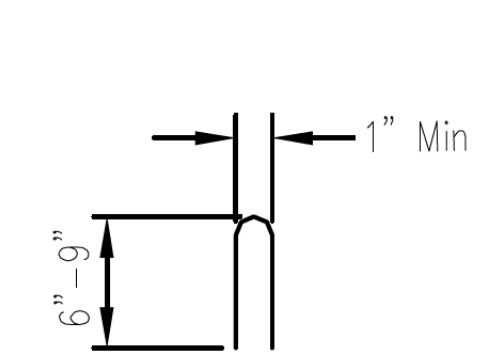
CONCRETE WASHOUT FACILITIES



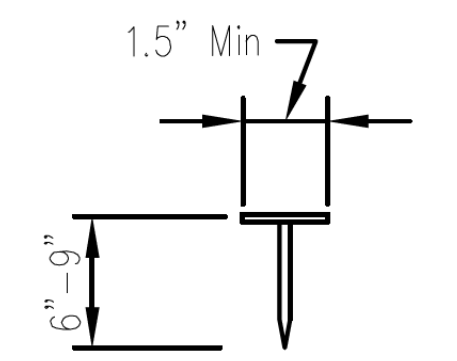
DETAIL 1

DETAIL 2

DETAIL 3



STAPLE DETAIL



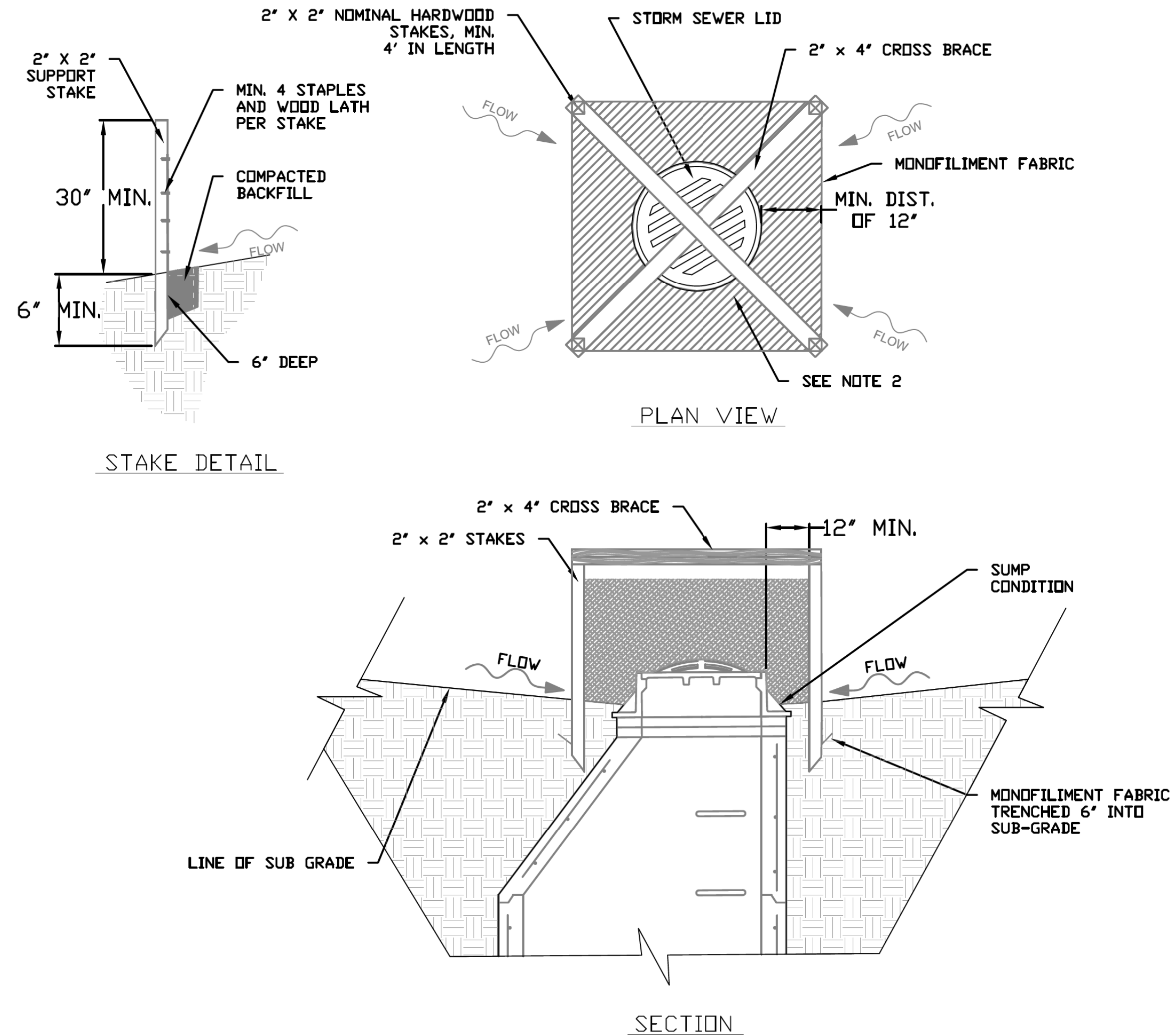
PUSH PIN DETAIL

- NOTES:**
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
 2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
 3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
 4. All anchor slots shall be stapled at approximately 12" intervals.

File No. 10M-530	Designed _____	Date _____
Drawing No. _____	Drawn B. JOHNSON	11/08
	Checked _____	
	Approved _____	

EROSION CONTROL BLANKET INSTALLATION DETAILS

INLET PROTECTION - MONOFILAMENT FABRIC BARRIER FENCE

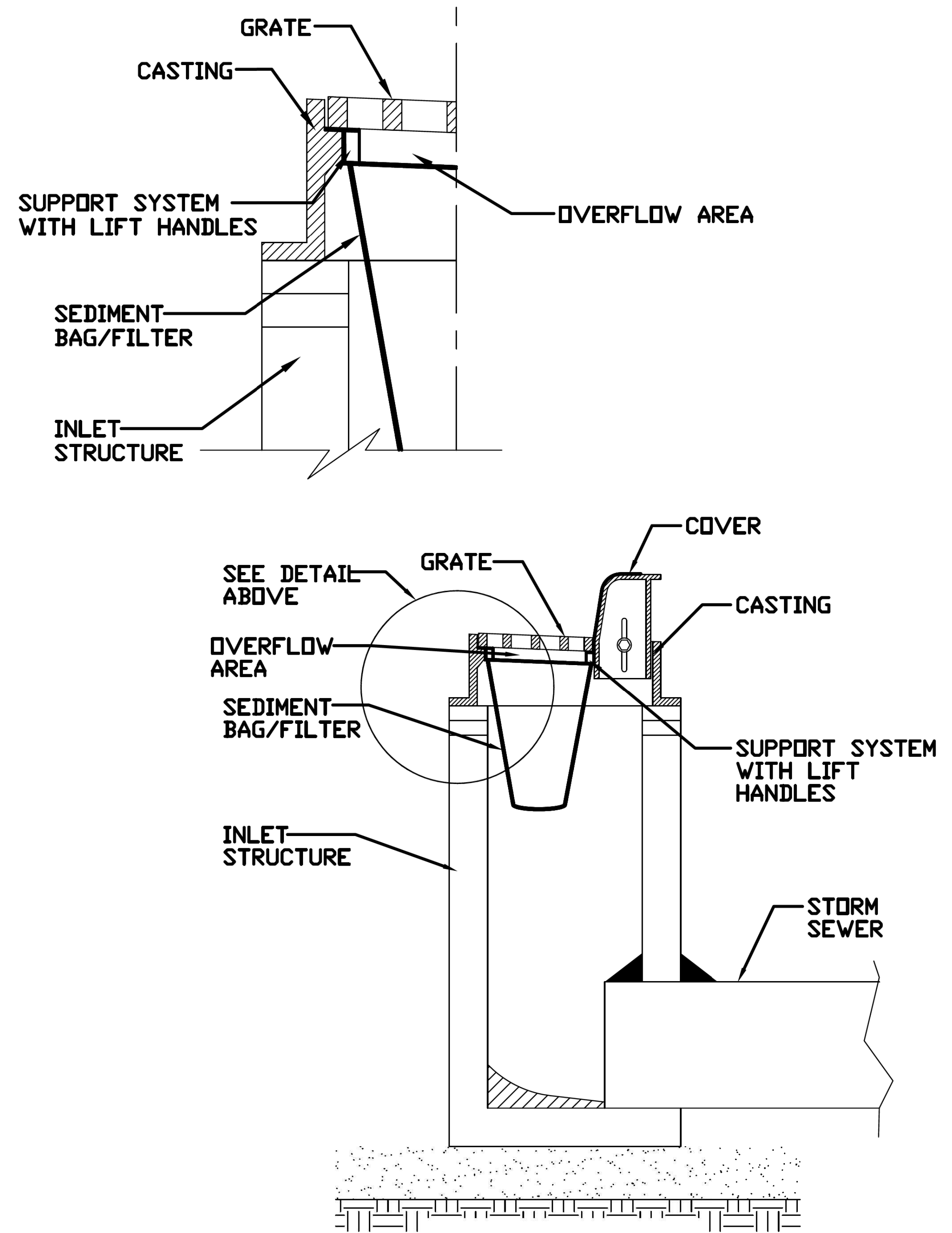


NOTES:

- 2 x 2 nominal hardwood stakes, 4 foot minimum length, driven into ground approximately 18 inches, stakes driven a minimum width of 12 inches away from the drop inlet.
- Area inside the fence, from edge of fabric to structure, must be stabilized with Erosion Control Blanket, Turf Reinforcement Mat, Geotextile 592 Table 2 Class 2 or CA-7 stone
- Maximum height of the fabric above the crest of the drop inlet shall be 30". Place the bottom 6 inches of the fabric in a trench and backfill with 6 inches of 95% compacted soil.
- Stakes must be a maximum of 4 feet apart.
- A maintenance schedule must maintain a sediment accumulation of less than 50% of the height of the monofilament fabric.
- Monofilament fabric shall meet the requirement of Material Specification 592 Geotextile Table 1, Class 4.
- Monofilament fabric shall be secured to each 2" x 2" nominal hardwood stake with a minimum of 4 steel staple fasteners and wood lath. Wood lath shall be a minimum length of 10 inches. Wire fasteners should be used if metal T-Posts are installed in place of hardwood stakes.

REFERENCE	STANDARD DWG. NO.
Project _____	IUM-531
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 04-6-15
Approved _____ Date _____	

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE	STANDARD DWG. NO.
Project _____	IUM-561D
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 01-11-11
Approved _____ Date _____	

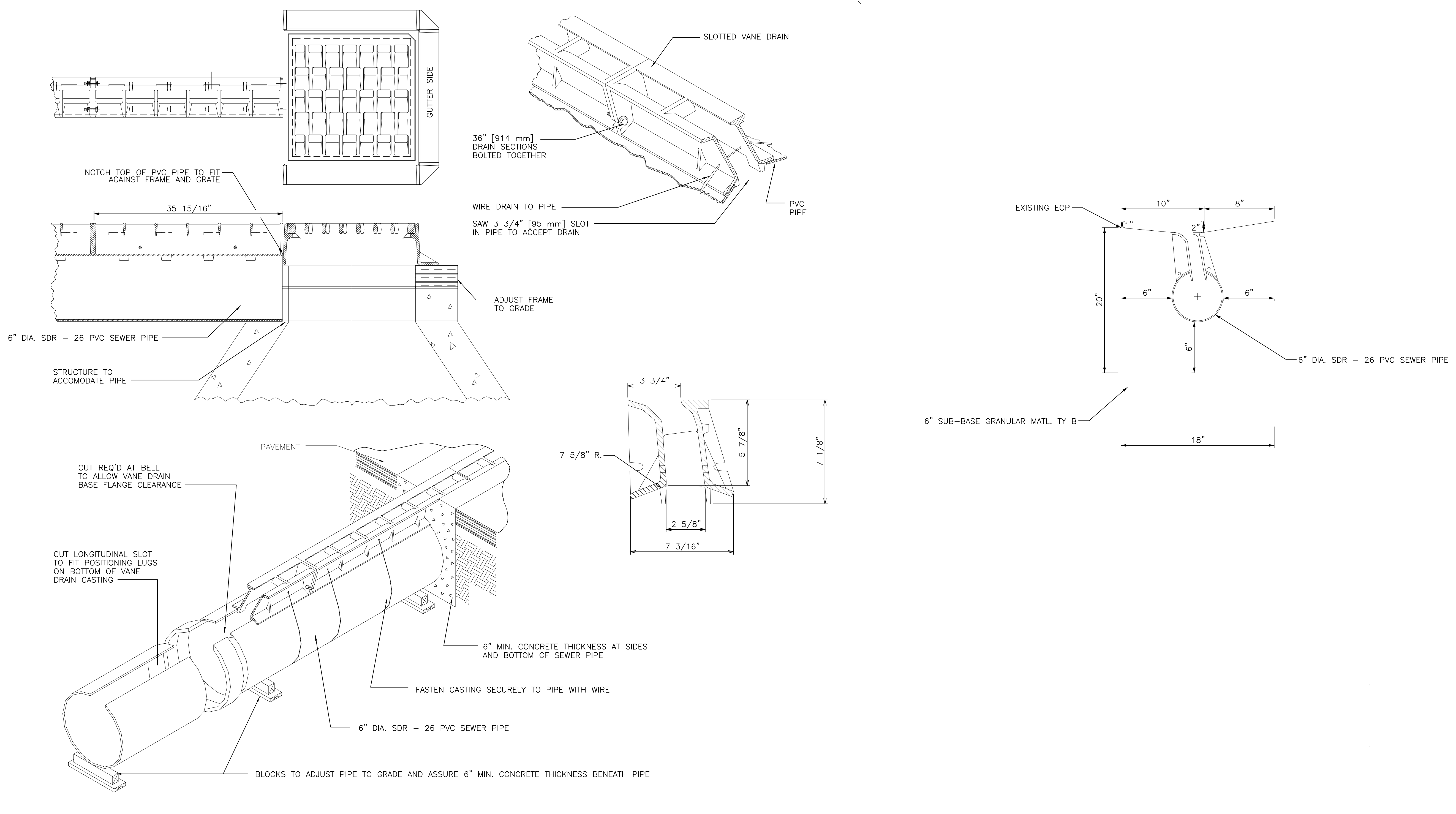


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NO.	
STRUCTURE NOTATIONS CHKD	

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ADD. FILE NAME	

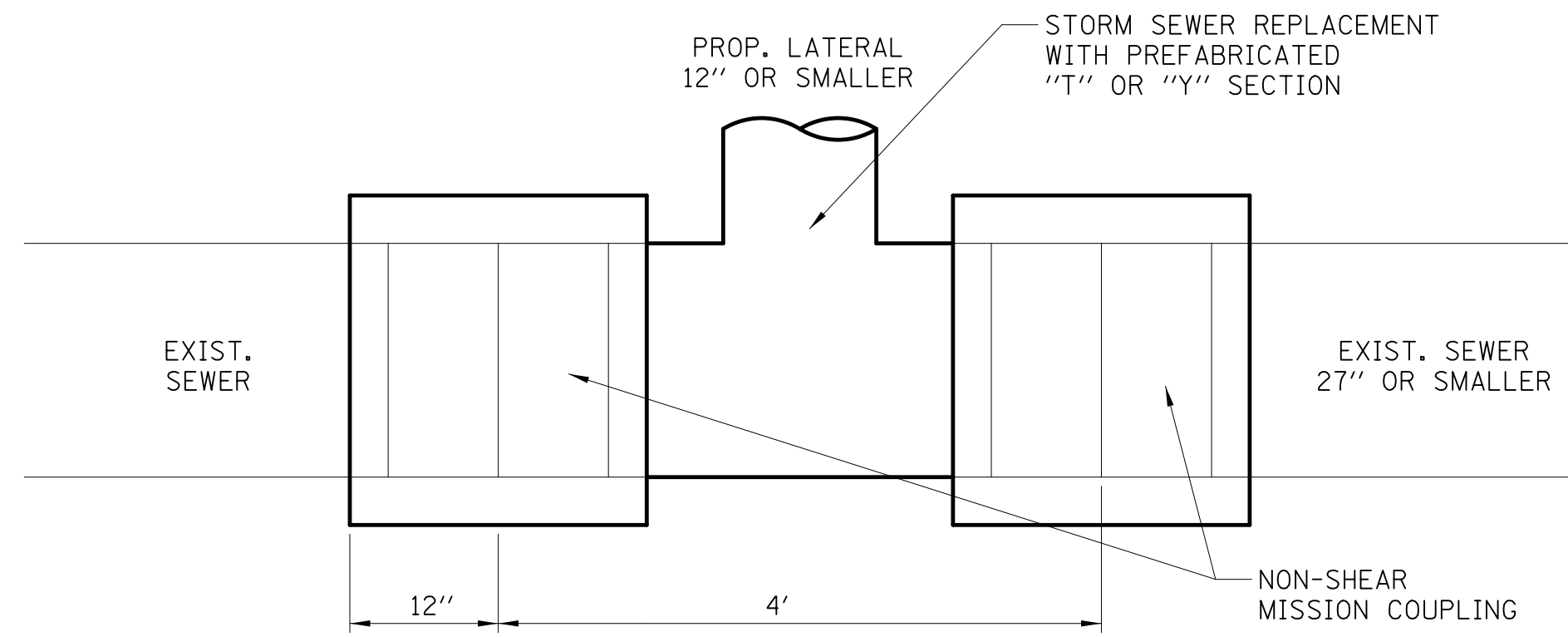
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CHECKED	
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NO.	
STRUCTURE NOTATIONS CHKD	



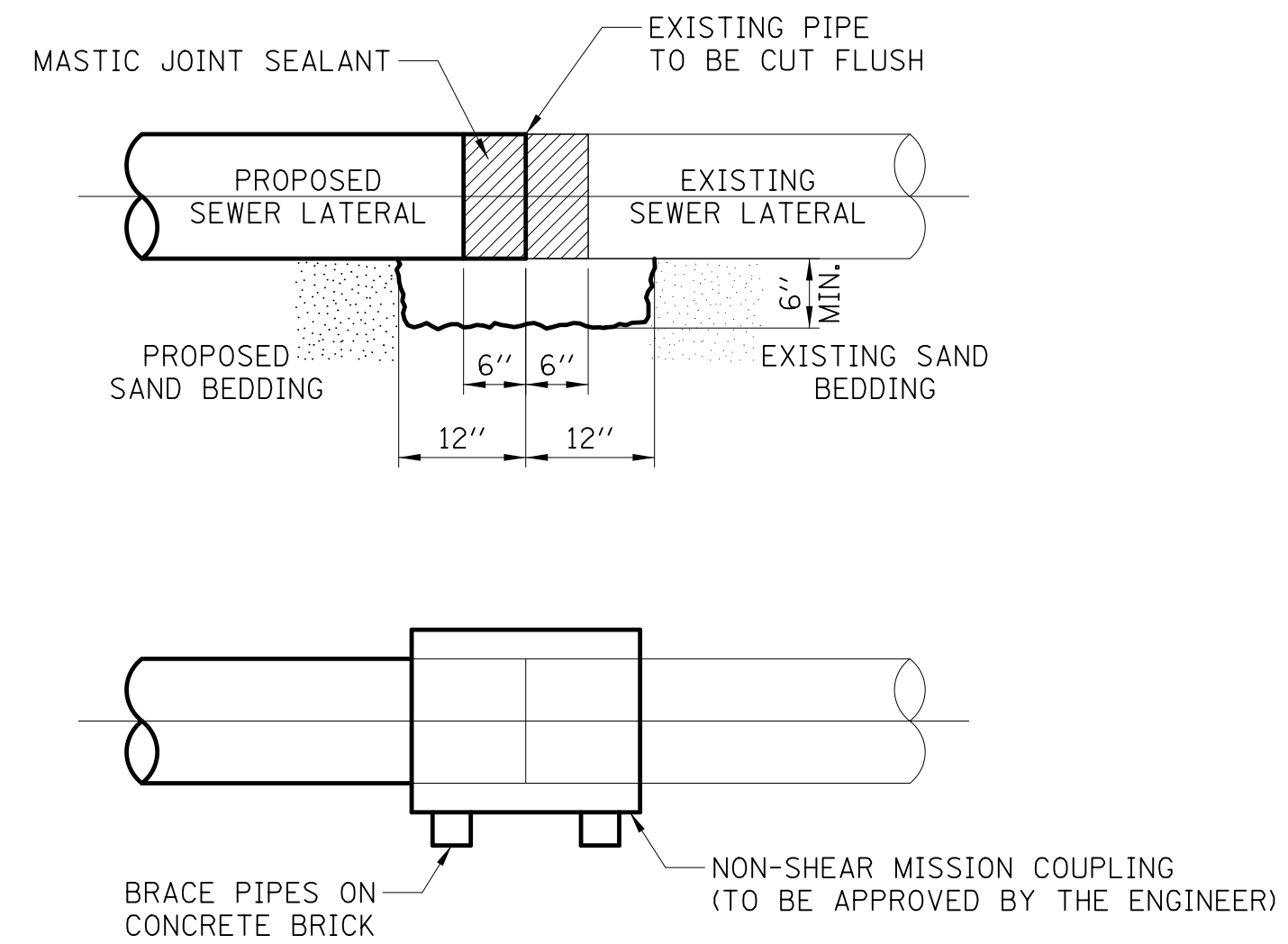
SLOTTED DRAIN

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CHECKED	
BA. NOTED	
STRUCTURE	
NOTATIONS	
CHKD	
NOTE BOOK	
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DETAIL A
LATERAL CONNECTION TO EXISTING
SEWER OF 27" OR SMALLER



DETAIL B
NON-SHEAR MISSION COUPLING
NOT TO SCALE

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. INSTALL MISSION COUPLING.
5. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
6. SUPPORT EACH PIPE END WITH CONCRETE BRICK.

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTIONS TO EXISTING SEWER OF 27" OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

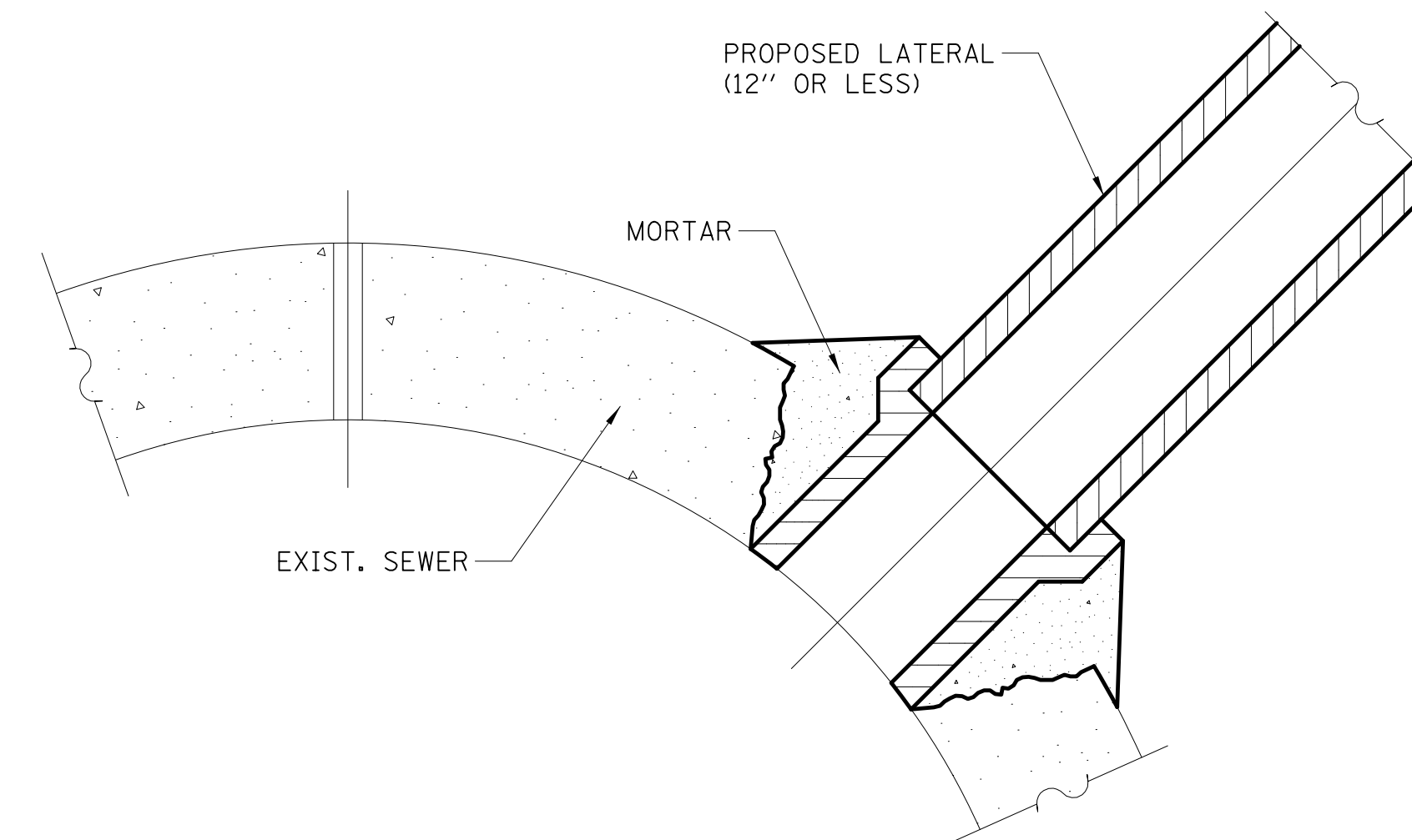
GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE STORM SEWER BEING CONSTRUCTED.

THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS BEING CONSTRUCTED.



DETAIL C
PROPOSED LATERAL CONNECTION TO
EXISTING SEWER OF 30" OR LARGER

**DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER**



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED - JRR	REVISED -
DRAWN - TFS	REVISED -
CHECKED - KRK	REVISED -
DATE - 2/21/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

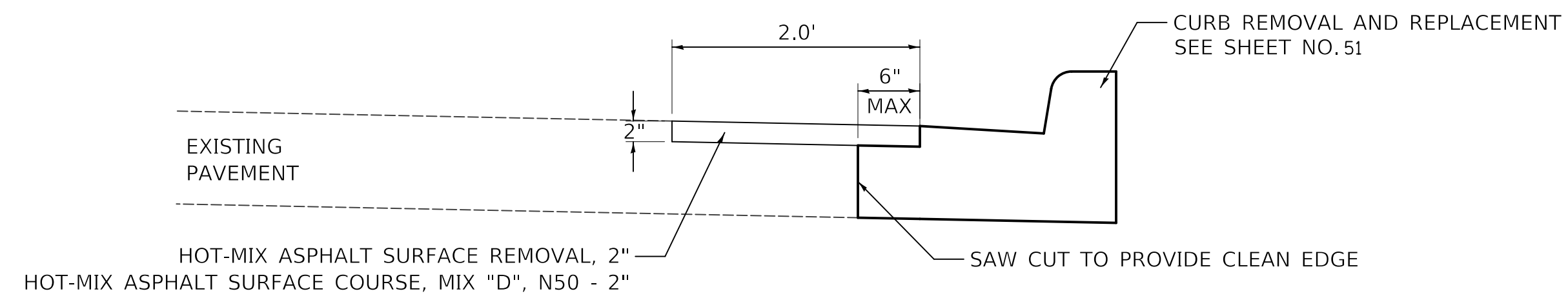
CONSTRUCTION DETAILS

SHEET NO. 9 OF 10 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	49
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
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	DATE		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	BY		
	DATE		
	FILE NAME		



CURB REMOVAL AND REPLACEMENT



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

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DATE - 2/21/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DETAILS

SHEET NO. 10 OF 10 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E96	

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NOTE BOOK	
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DATE	
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SURVEYED	
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CHECKED	
BY	
NOTE BOOK	
NO.	
STRUCTURE NOTATIONS	CHKD

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

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

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

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

18" (450) MAX.

1/4" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

BASIS OF PAYMENT:

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

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

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

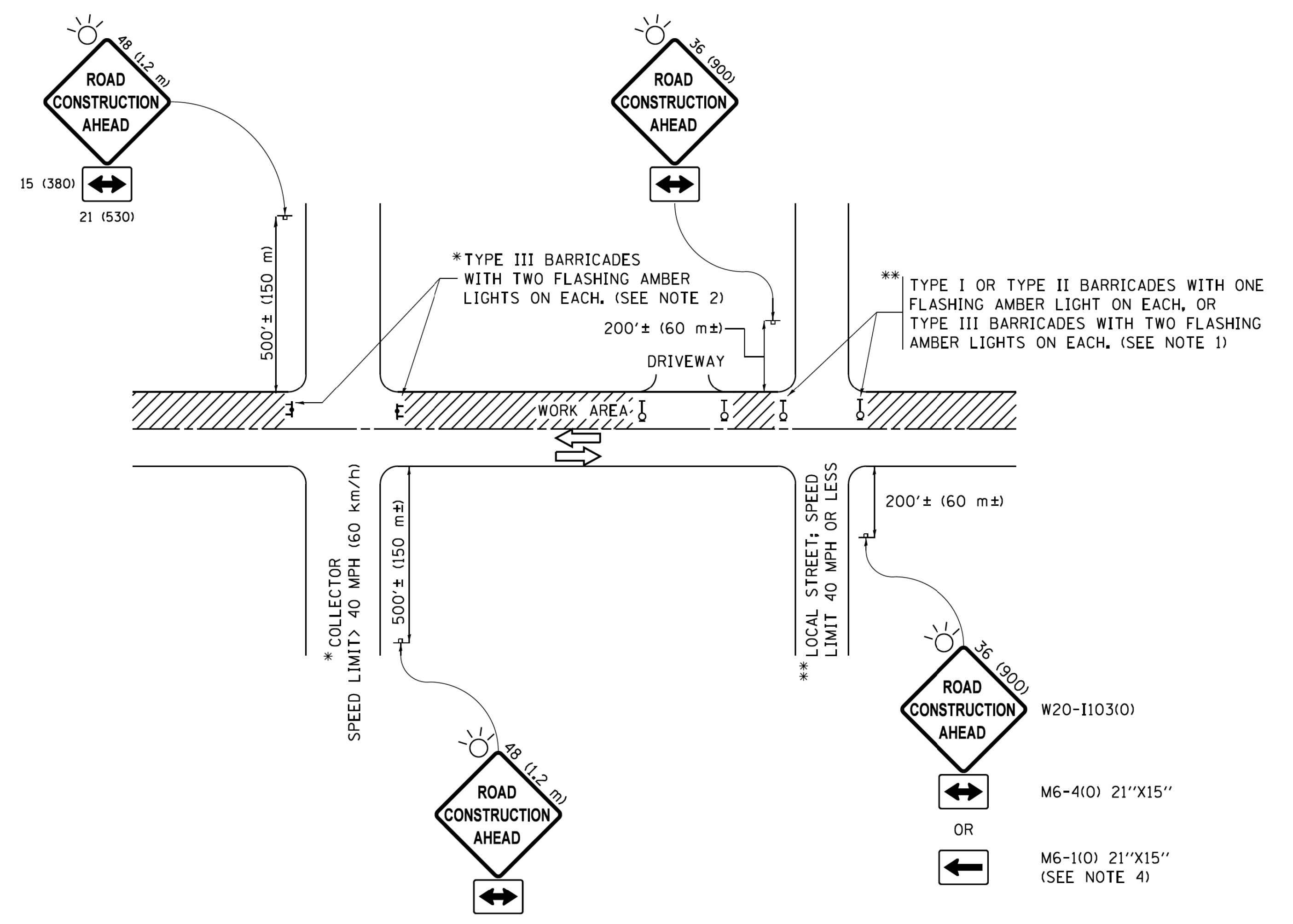
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drvakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\drvakosgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			2667	16-00095-00-BT	DUPAGE	63	51
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	REVISED - R. BORO 12-15-09			BD600-06 (BD-24)		CONTRACT NO. 61E96		
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	DATE
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	NO.	
	DATE	

PROFILE	SURVEYED	DATE
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	CHECKED	
	BY	
	NO.	
	DATE	



NOTES:

- 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:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 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).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
pw:\LL084EBIDINTEG\Illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CADData\CADsheets\ct10.dgn		DRAWN	REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

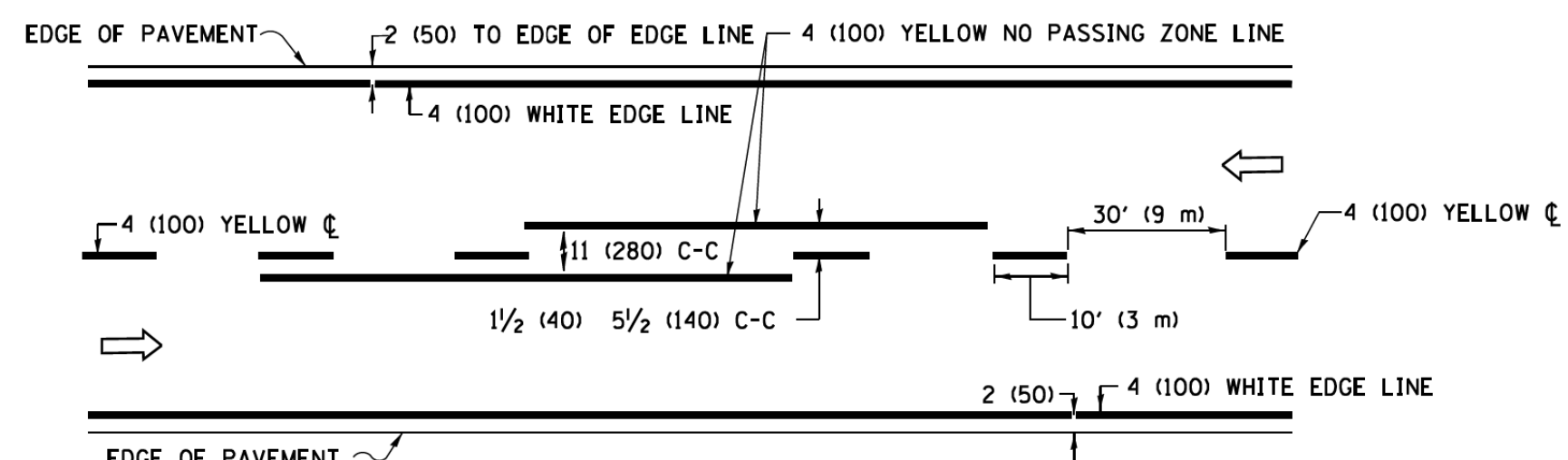
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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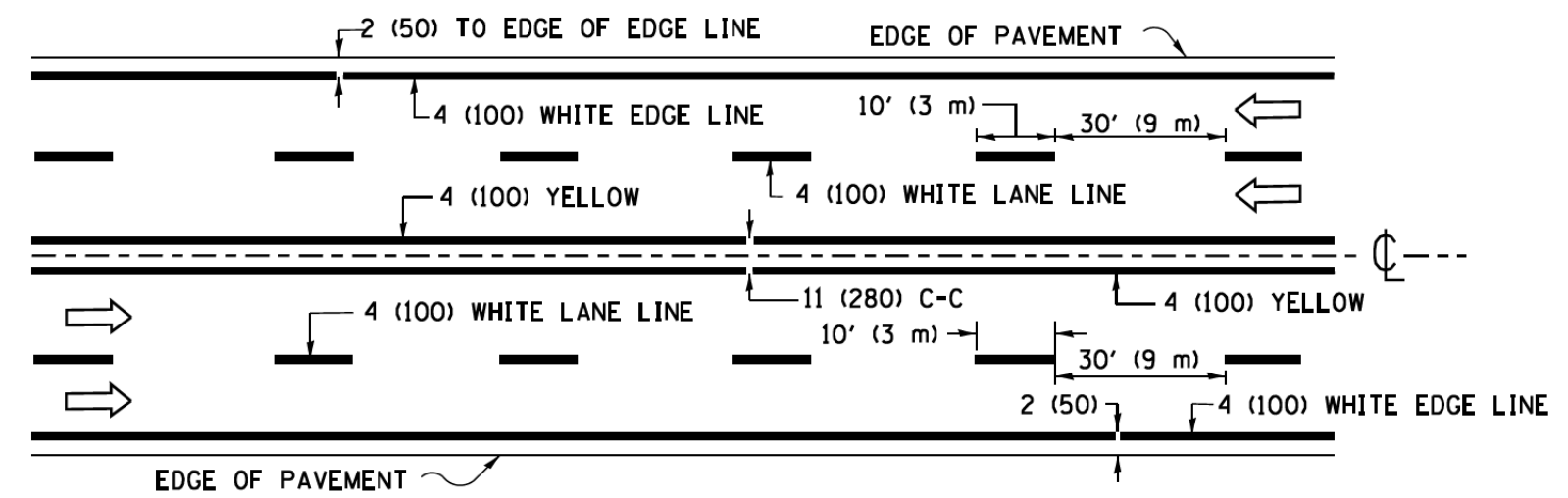
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	52
TC-10			CONTRACT NO. 61E96	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE: _____
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 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 NO. OF WAY CHECKED: _____
 NOTE BOOK: _____
 NO.: _____
 FILE NAME: _____

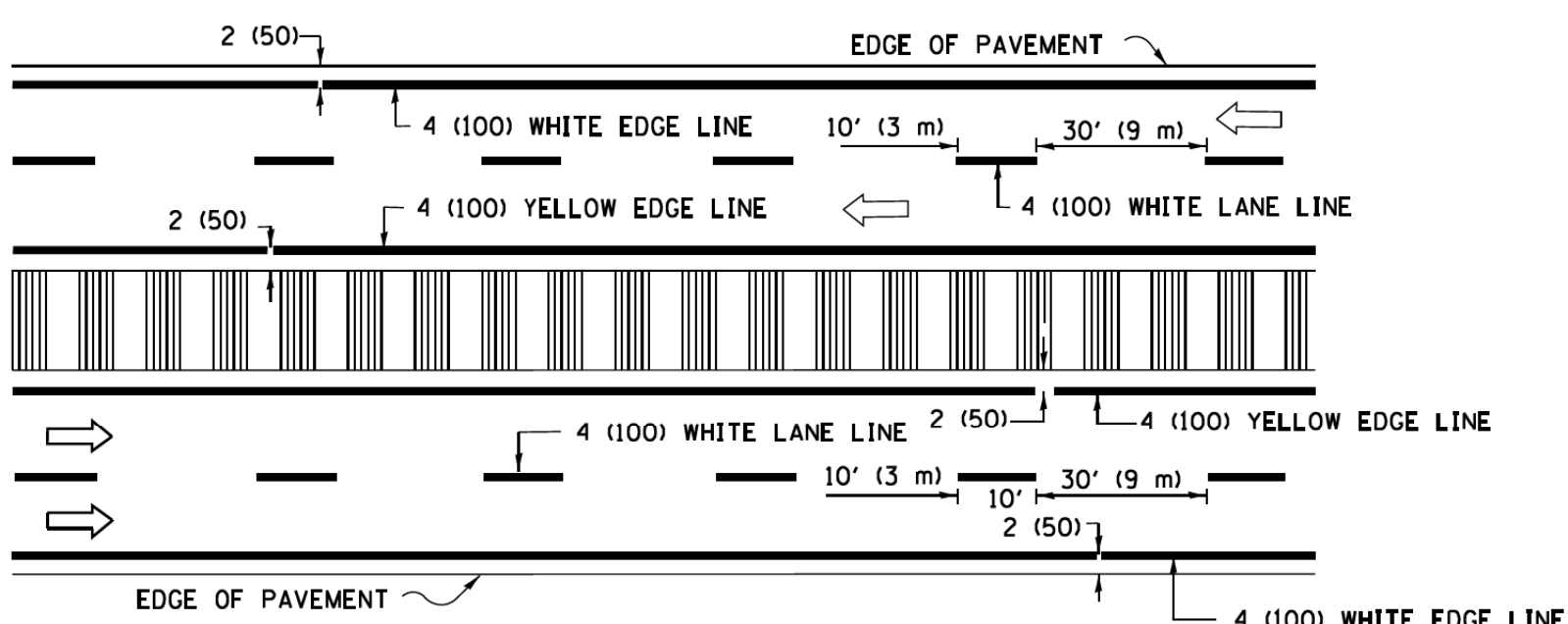
DATE: _____
 BY: _____
 SURVEYED: _____
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 NOTE BOOK: _____
 NO.: _____
 FILE NAME: _____



2-LANE ROADWAY

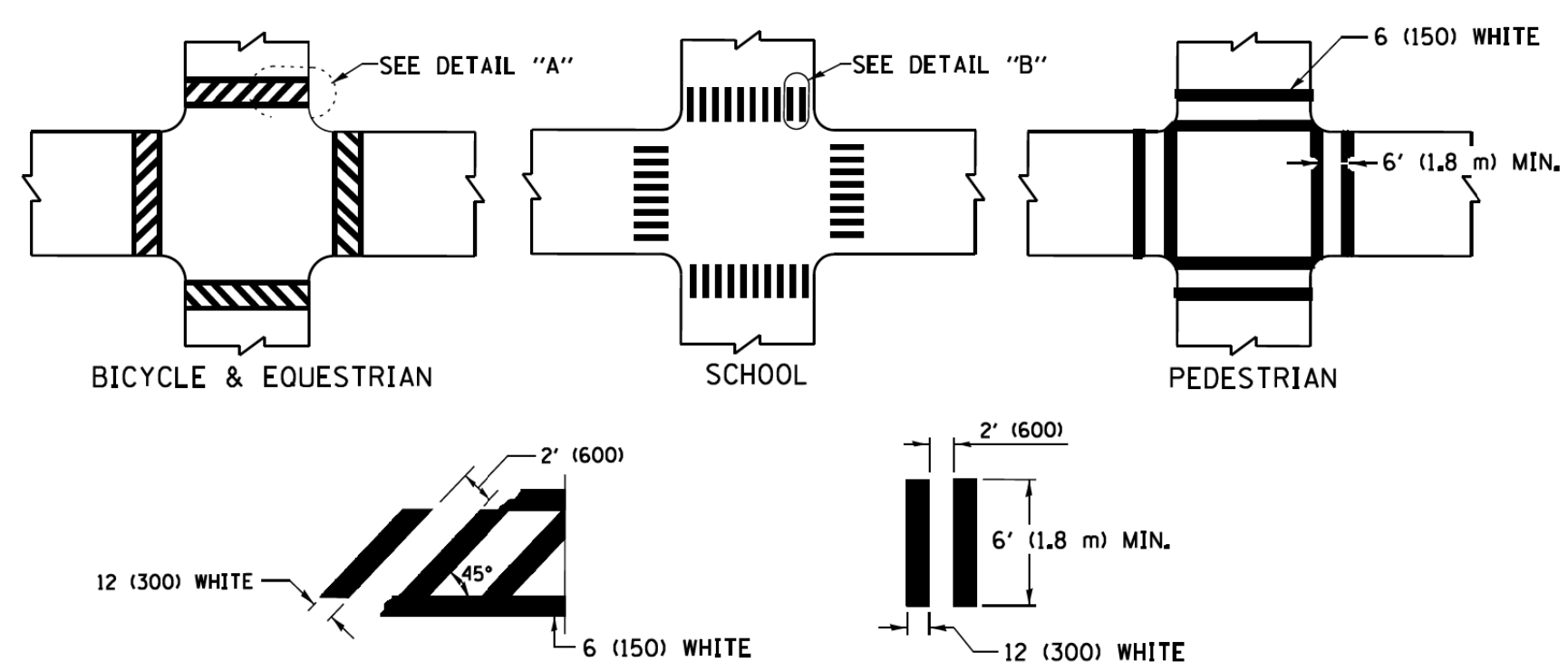


MULTI-LANE UNDIVIDED



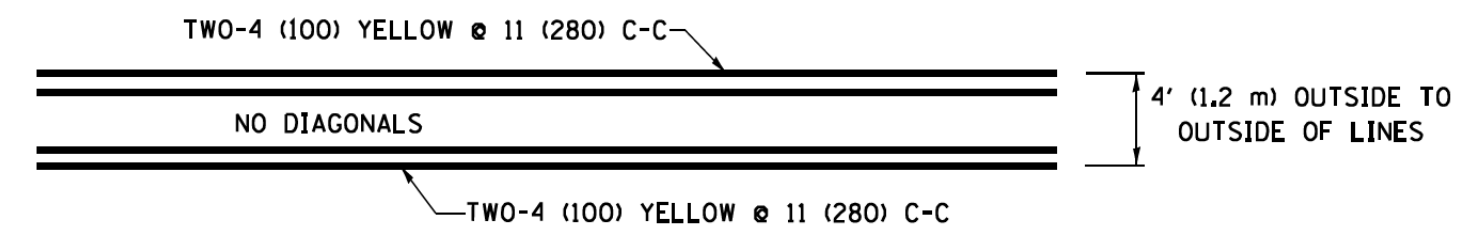
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

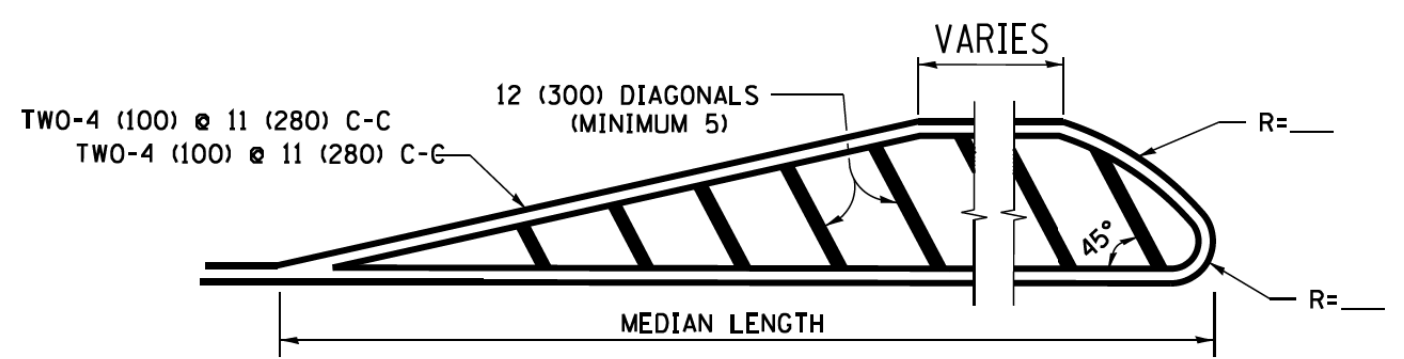


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



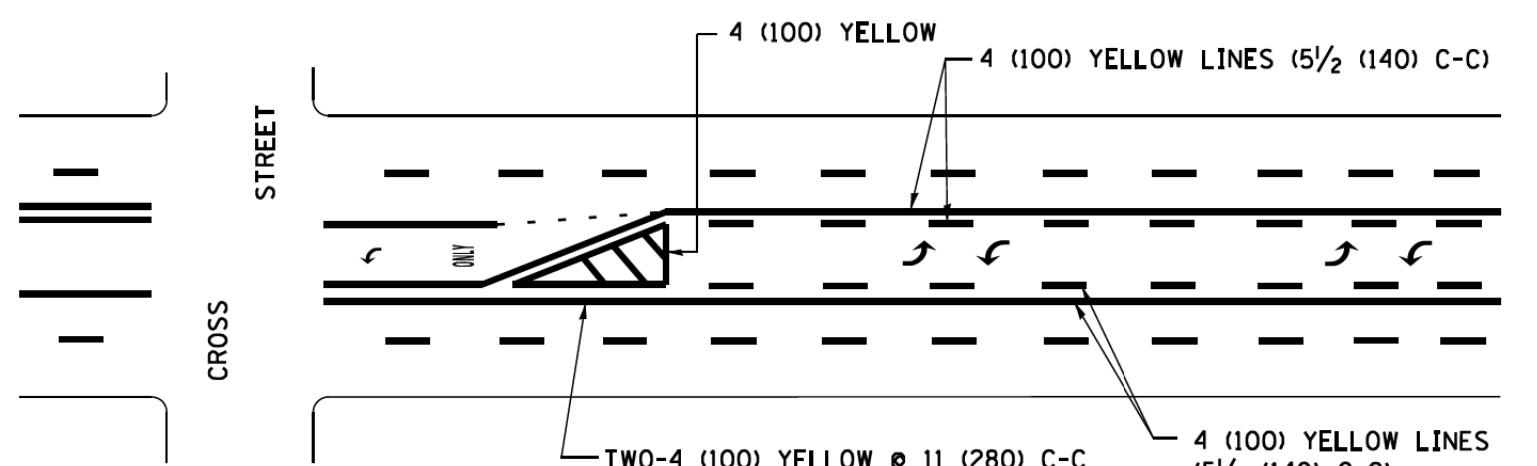
4' (1.2 m) WIDE MEDIANS ONLY



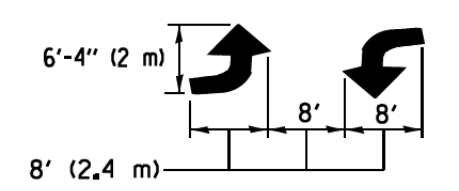
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

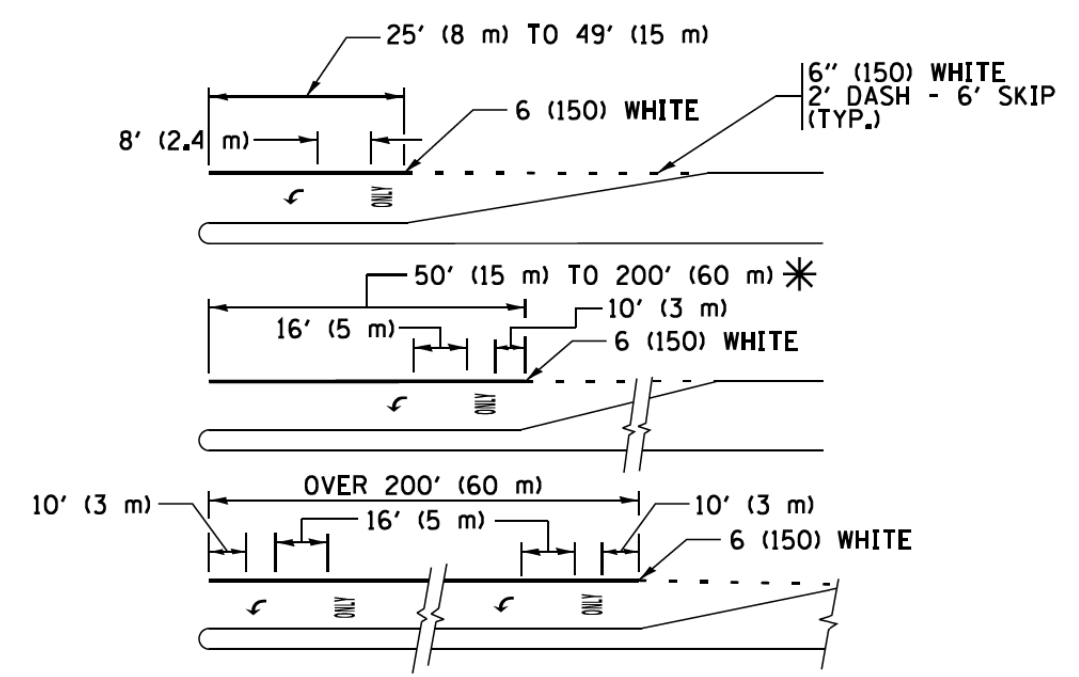


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

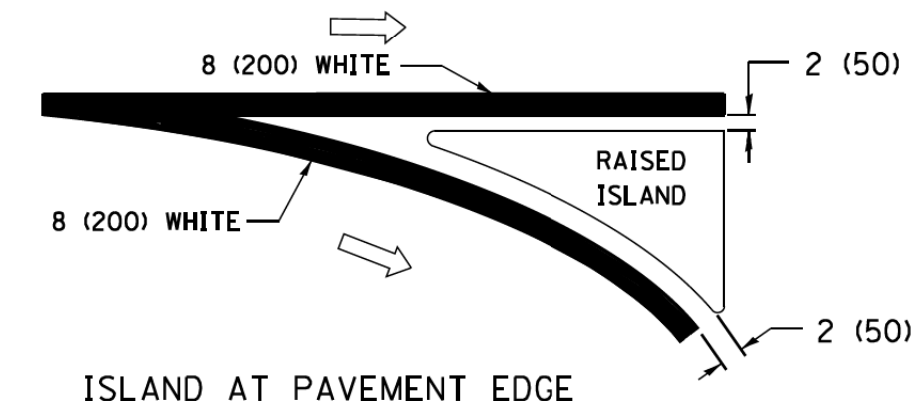
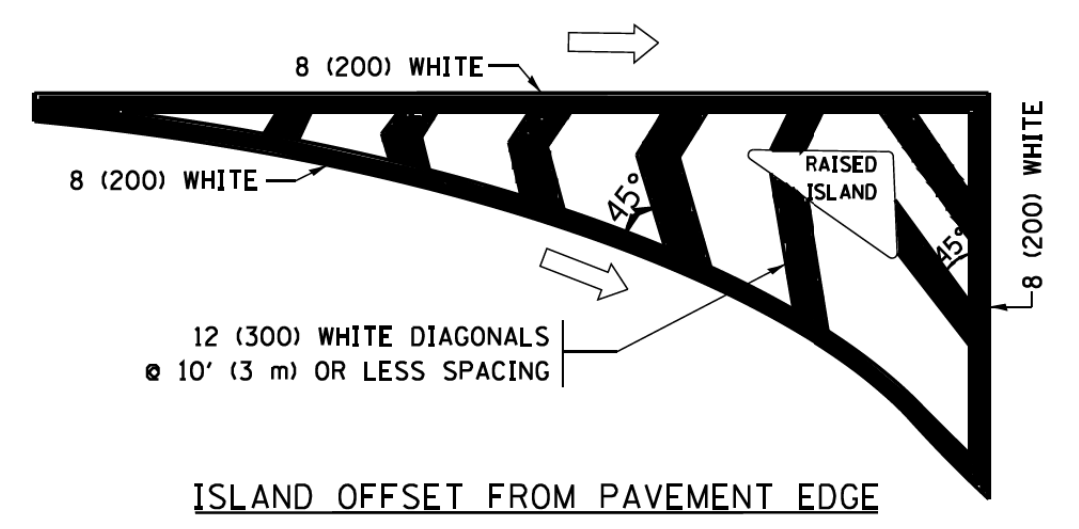


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

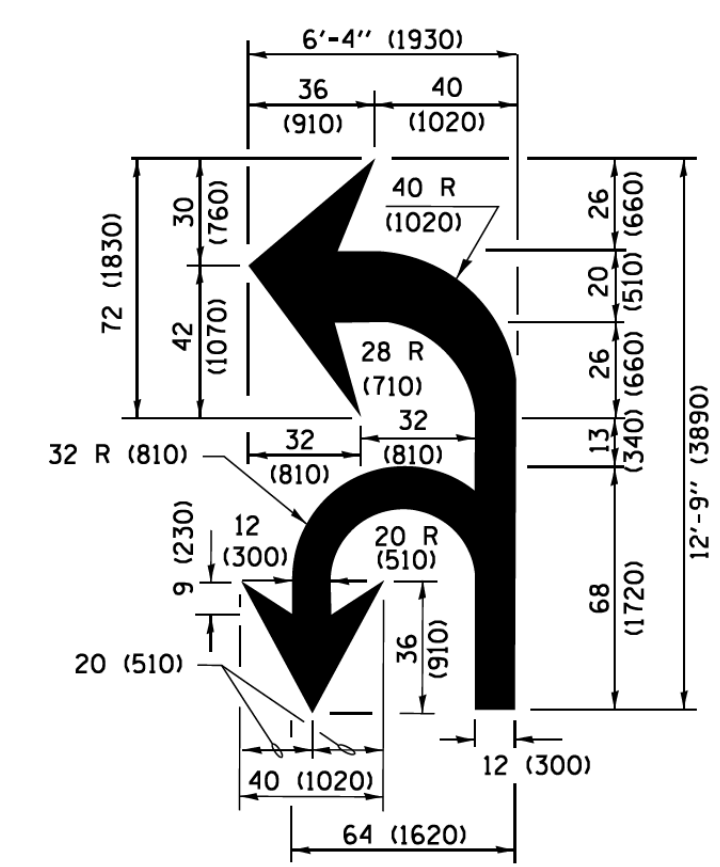
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

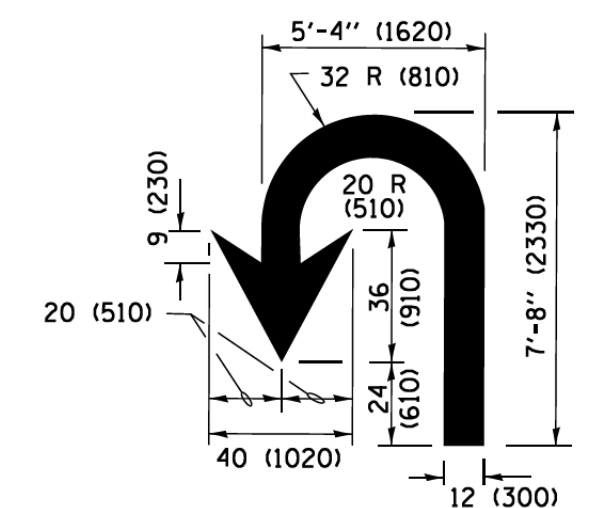
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) "X" IS 54.0 SQ. FT. (5.0 m ²) EACH "X" IS 54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF




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

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






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	NO. OF WAY CHECKED	
	NOTE BOOK	
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	STRUCTURE	
	NOTATIONS	
	CHKD	

PROFILE	SURVEYED	DATE
	PLOTTED	
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	NO. OF WAY CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE	
	NOTATIONS	
	CHKD	






ROUTE MARKERS

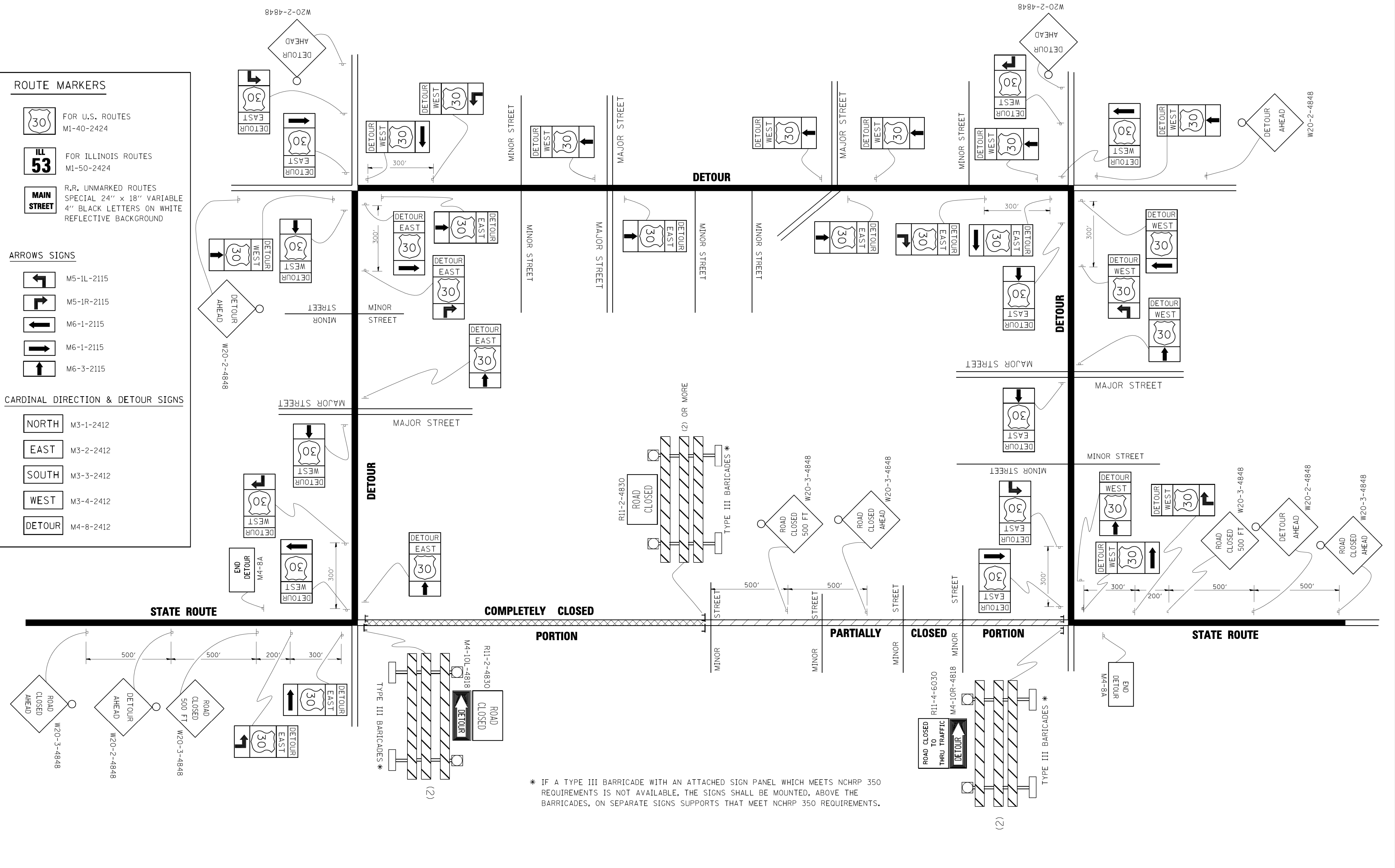
-  FOR U.S. ROUTES
M1-40-2424
-  FOR ILLINOIS ROUTES
M1-50-2424
-  R,R, UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

-  M5-1L-2115
-  M5-1R-2115
-  M6-1-2115
-  M6-2-2115
-  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.

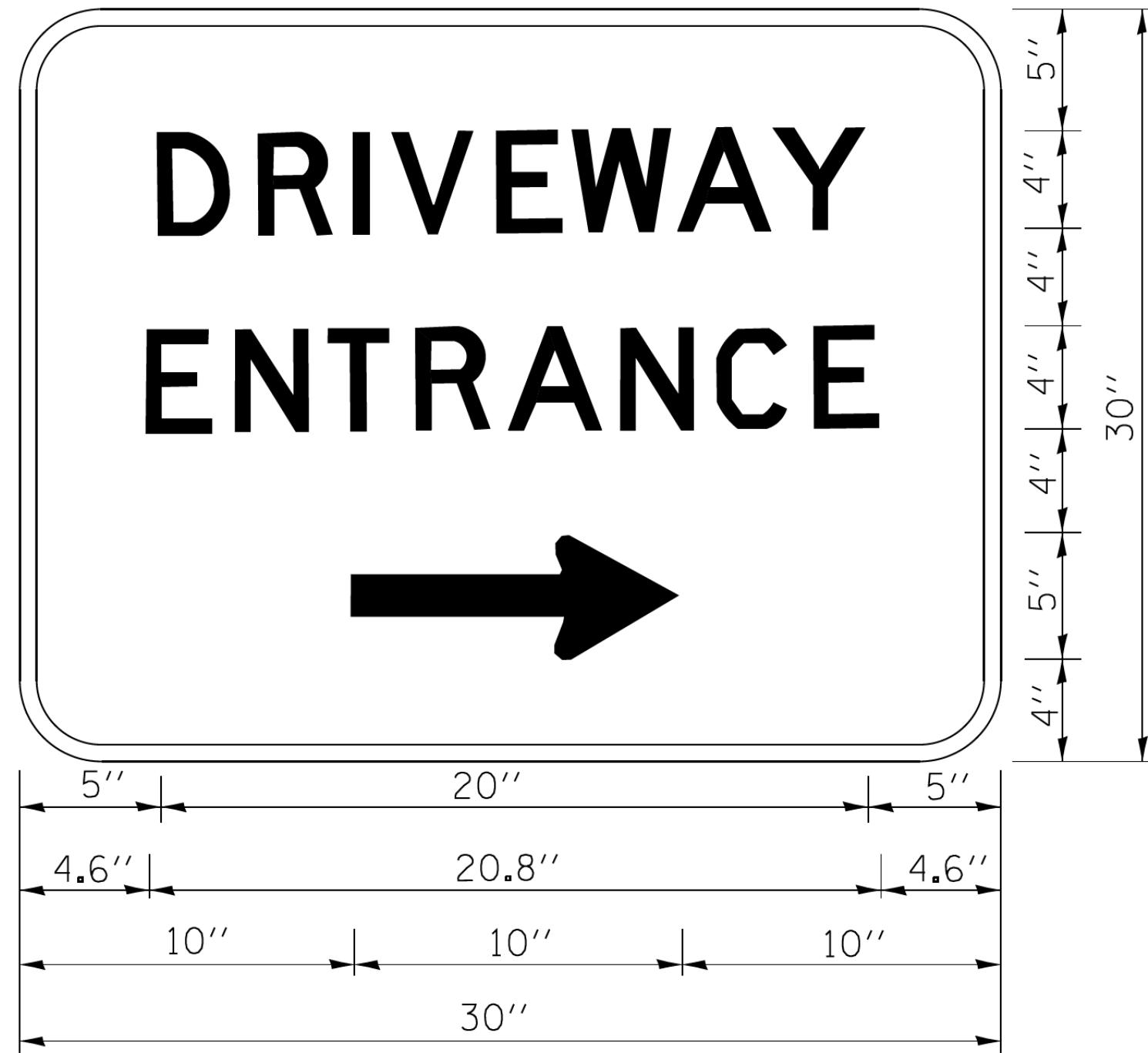
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		PLOT SCALE = 49.9999' / IN.	REVISOR -
		CHECKED -	REVISOR -
		DATE -	REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	54
TC-21		CONTRACT NO. 61E96		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	BY		
	DATE		
	FILE NAME		



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	BY		
	DATE		
	FILE NAME		

FILE NAME =	USER NAME = gaglianob	DESIGNED -	REVISED - C. JUCIUS 02-15-07
ct:\pw\work\p1dot\gaglianob\00108315\to26.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

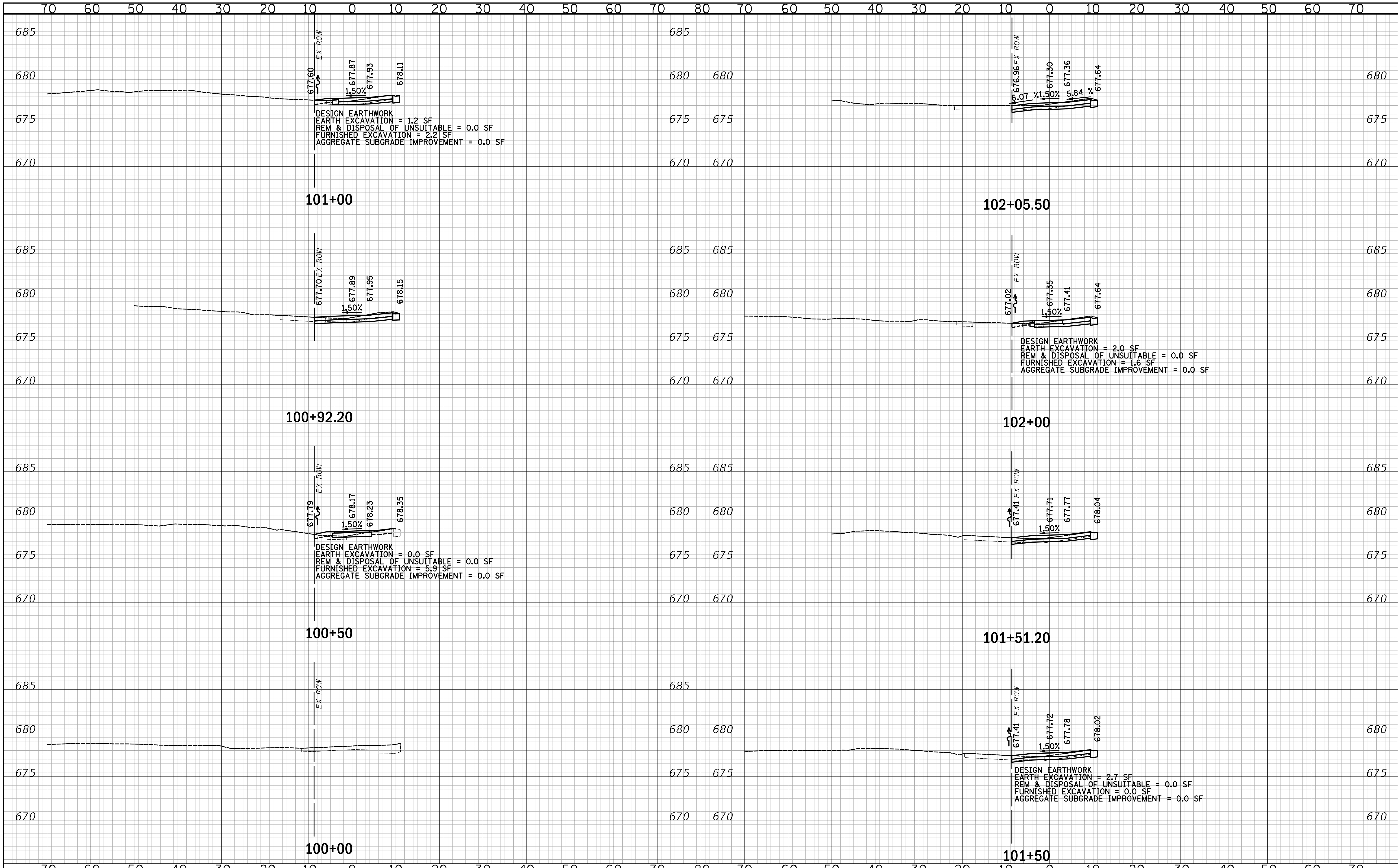
DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	55
TC-26			CONTRACT NO. 61E96	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

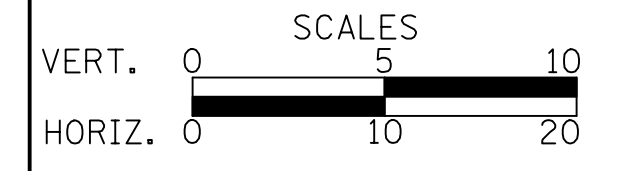
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED



CIVILTECH
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DESIGNED - JRR	REVISED -
DRAWN - TFS	REVISED -
CHECKED - KRK	REVISED -
DATE - 2/21/2019	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**



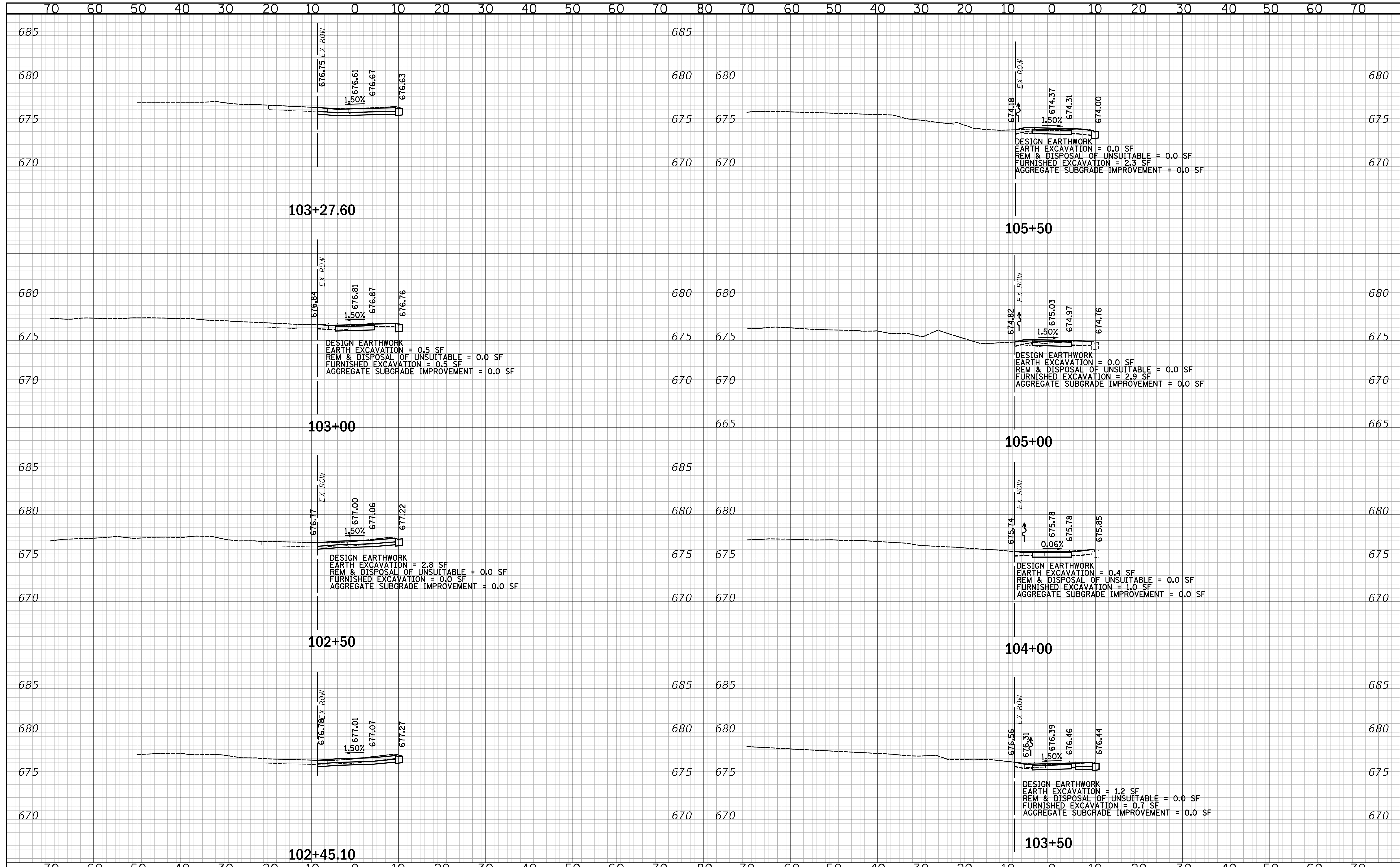
CROSS SECTIONS

SHEET NO. 1 OF 7 SHEETS STA. 100+00 TO STA. 102+05.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	57
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

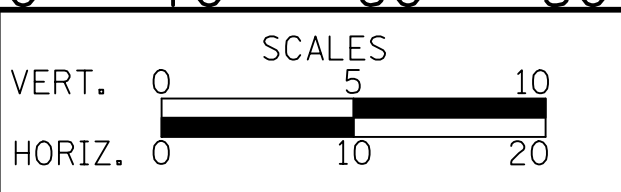
DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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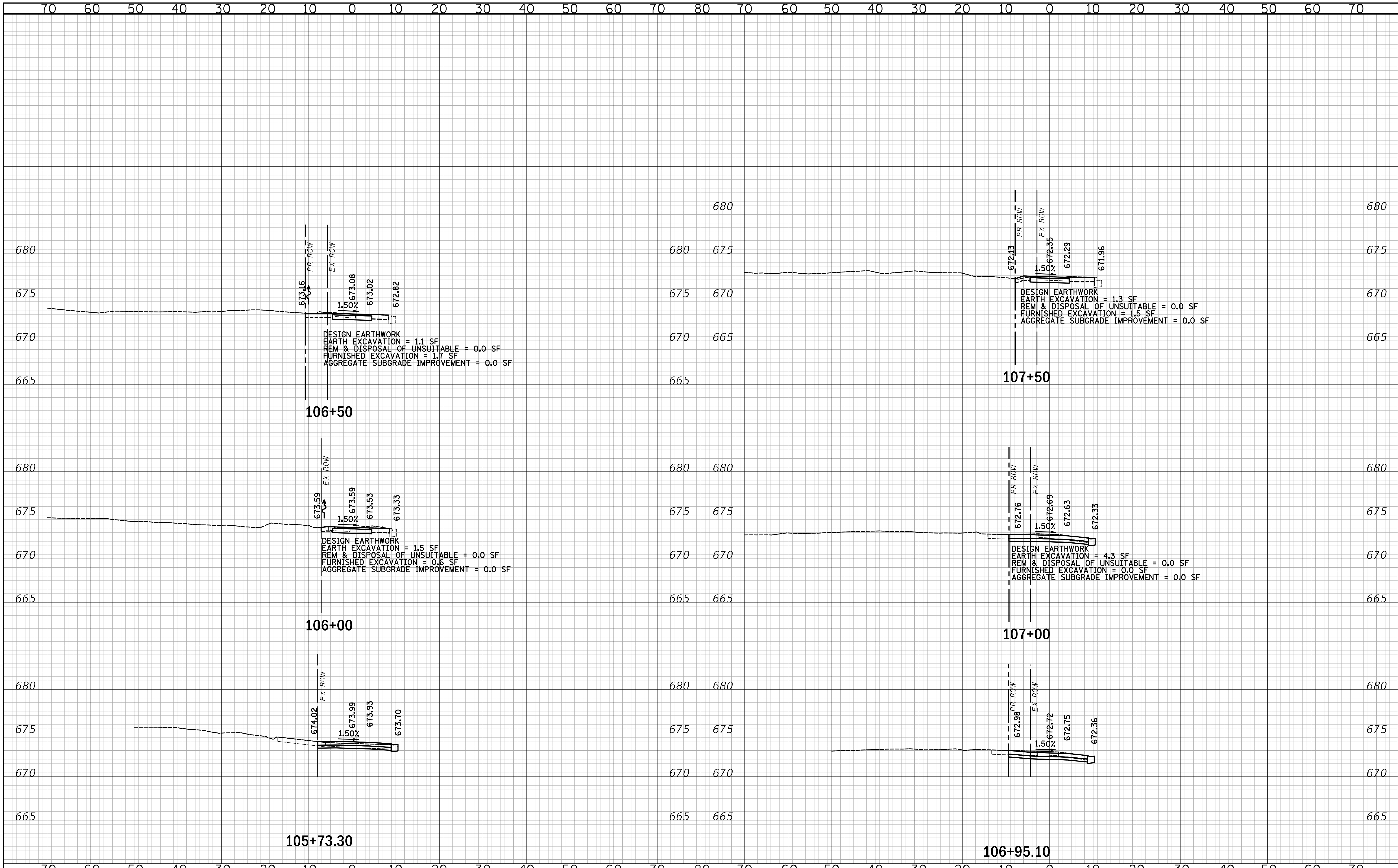
CROSS SECTIONS

SHEET NO. 2 OF 7 SHEETS STA. 102+45.10 TO STA. 105+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT		63	58
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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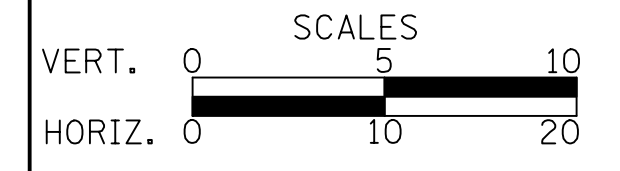
DATE	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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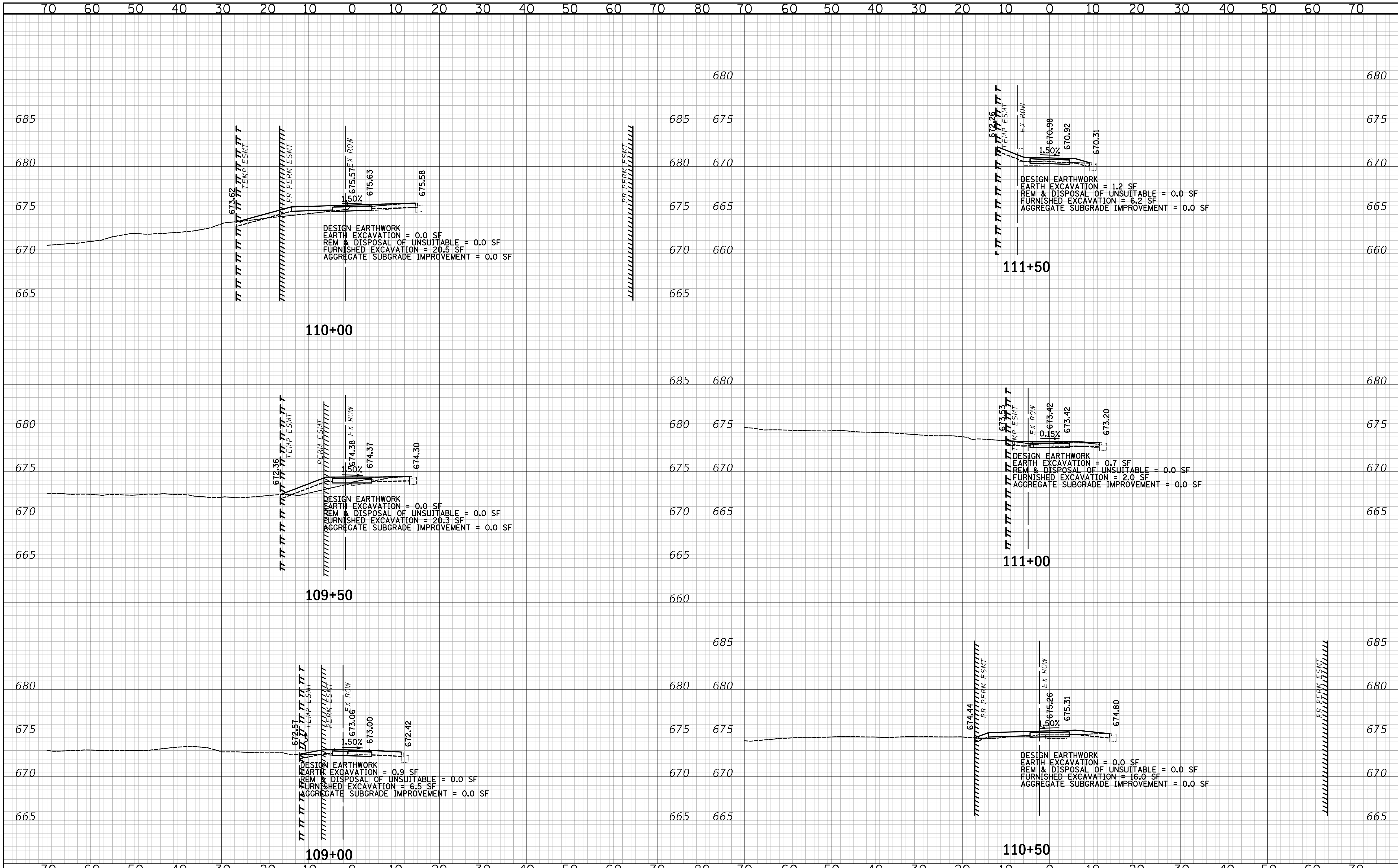
CROSS SECTIONS

SHEET NO. 3 OF 7 SHEETS STA. 105+73.30 TO STA. 107+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT		63	59
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

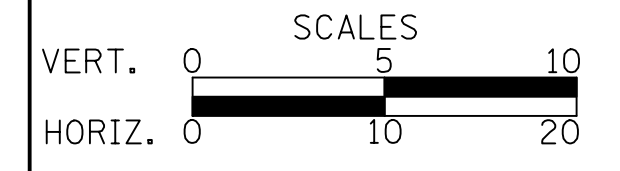
DATE	
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ORIGINAL SURVEY	SURVEYED
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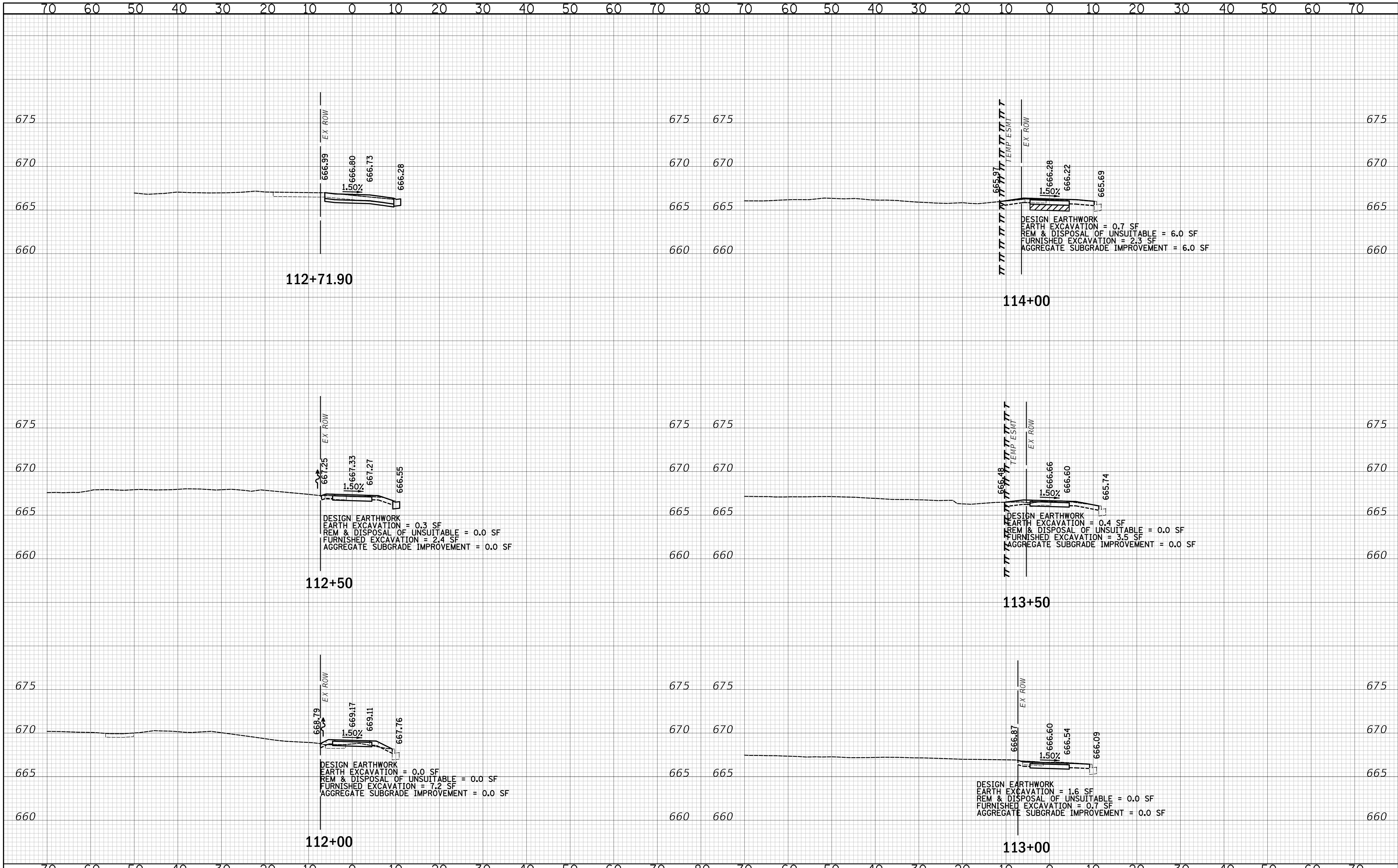
CROSS SECTIONS

SHEET NO. 4 OF 7 SHEETS STA. 109+00 TO STA. 111+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	60
CONTRACT NO. 61E96				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
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TEMPLATE	
AREAS CHECKED	
FINAL SURVEY	
NOTE BOOK	
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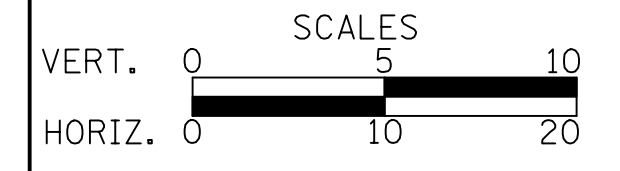
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TEMPLATE	
AREAS CHECKED	
ORIGINAL SURVEY	
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CROSS SECTIONS

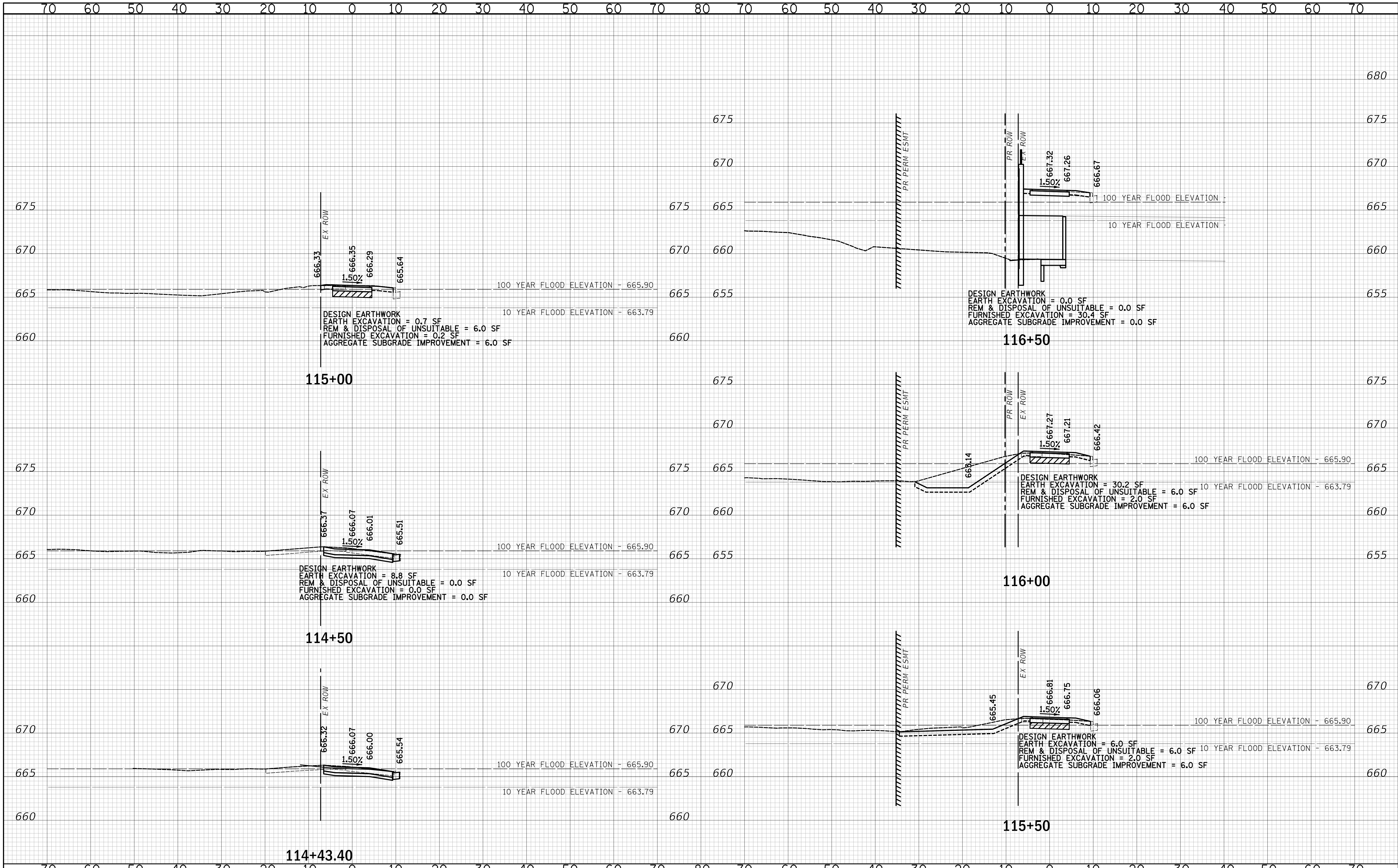
SHEET NO. 5 OF 7 SHEETS STA. 112+00 TO STA. 114+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT		63	61
CONTRACT NO. 61E96				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

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

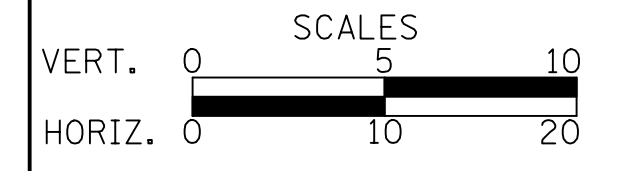
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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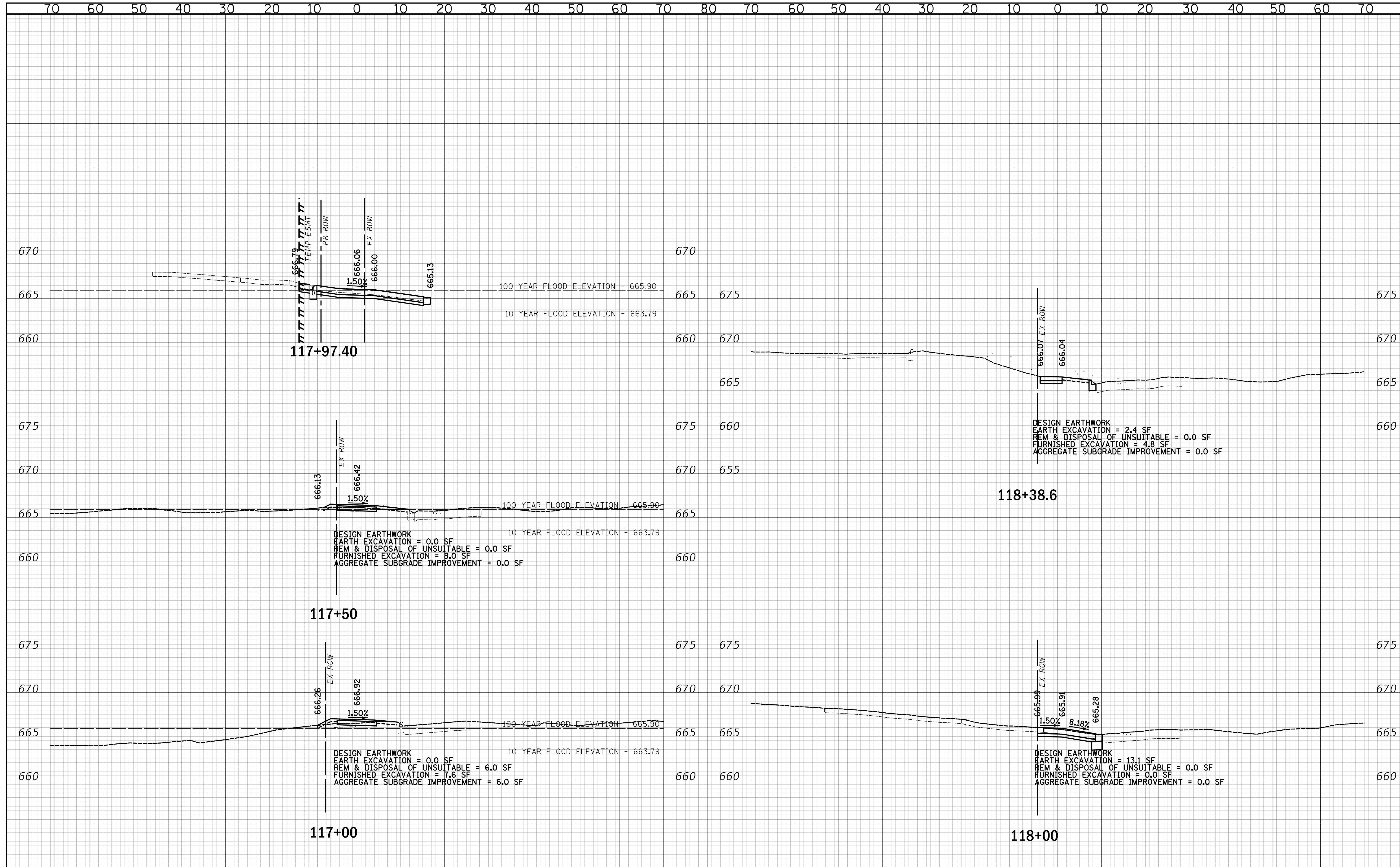
CROSS SECTIONS

SHEET NO. 6 OF 7 SHEETS STA. 114+43.40 TO STA. 116+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT		63	62
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

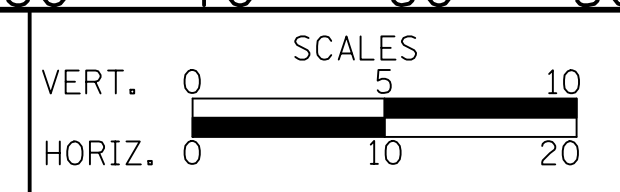
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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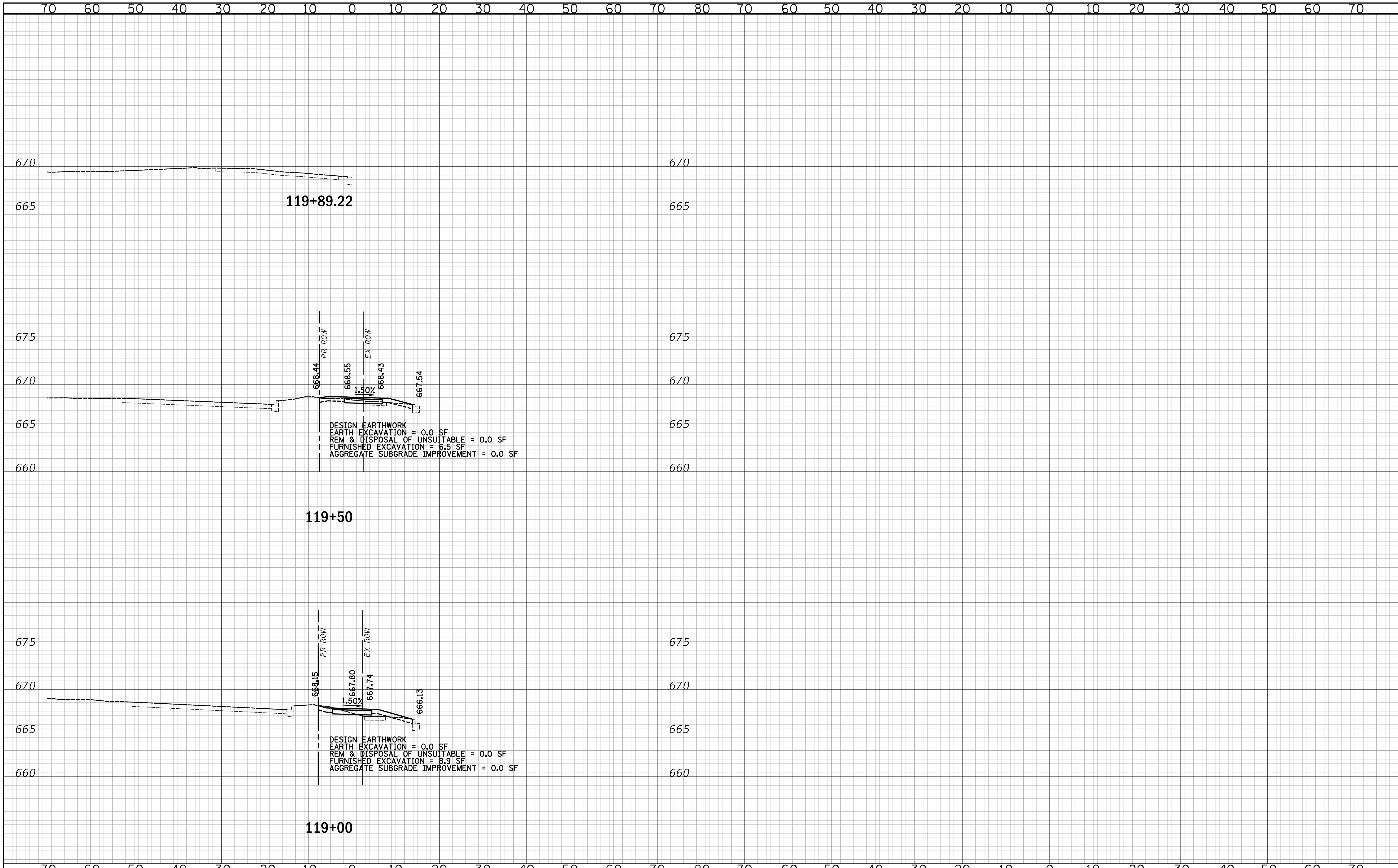
CROSS SECTIONS

SHEET NO. 7 OF 7 SHEETS STA. 117+00 TO STA. 118+38.6

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT		63	63
				CONTRACT NO. 61E96
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



DESIGN EARTHWORK
 EARTH EXCAVATION = 0.0 SF
 REM & DISPOSAL OF UNSUITABLE = 0.0 SF
 FURNISHED EXCAVATION = 6.5 SF
 AGGREGATE SUBGRADE IMPROVEMENT = 0.0 SF

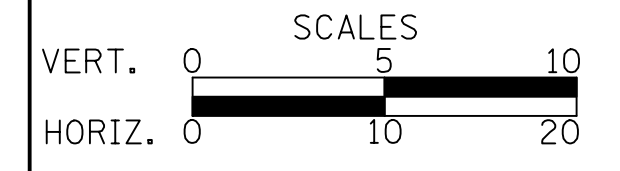
DESIGN EARTHWORK
 EARTH EXCAVATION = 0.0 SF
 REM & DISPOSAL OF UNSUITABLE = 0.0 SF
 FURNISHED EXCAVATION = 8.9 SF
 AGGREGATE SUBGRADE IMPROVEMENT = 0.0 SF



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CROSS SECTIONS

SHEET NO. 8 OF 8 SHEETS STA. 119+00 TO STA. 119+89.22

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2667	16-00095-00-BT	DUPAGE	63	63A
				CONTRACT NO. 61E96

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT