

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	1

\*117+3=120

CONTRACT #62881

D-91-397-97



LOCATION OF SECTION INDICATED THUS: - [Symbol] -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PROPOSED HIGHWAY PLANS

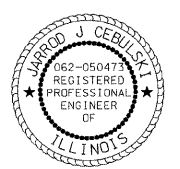
F.A.U. ROUTE 2578 (ILLINOIS ROUTE 53)  
OVER SPRING BROOK CREEK  
PAVEMENT WIDENING AND RECONSTRUCTION  
AND BRIDGE REPLACEMENT  
SECTION 532B-1  
PROJECT NO. **ACM-2578(005)**  
DuPAGE COUNTY  
C-91-069-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
HIGHWAY CLASSIFICATION  
MINOR ARTERIAL

DESIGN DESIGNATION  
3500(20) ARTERIAL 14.56 (PCC-20)

TRAFFIC DATA  
IL RTE 53  
2002 ADT = 14,200 - 25,800  
2020 ADT = 26,000 - 31,000  
POSTED SPEED LIMIT = 40 MPH  
DESIGN SPEED = 50 MPH

PROJECT DESCRIPTION  
THE PROPOSED IMPROVEMENT CONSISTS OF THE PAVEMENT WIDENING AND RECONSTRUCTION OF ILLINOIS ROUTE 53, STRUCTURE REPLACEMENT (SN:022-0189), NEW STORM SEWER SYSTEM, AND TRAFFIC SIGNAL INSTALLATION.



*Jarrod J. Cebulski*  
JARROD J. CEBULSKI, P.E.  
NO. 062-050473  
EXP. DATE: 11/30/09  
SHEETS: 1-40 AND 81-117



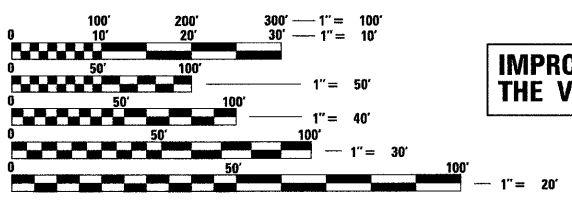
*Paul M. Lopez*  
PAUL M. LOPEZ, P.E., S.E.  
NO. 081-005231  
EXP. DATE: 11/30/10  
SHEETS: 46-67 AND 69-70



*P.K. Gandhi*  
P.K. GANDHI, P.E.  
NO. 062-034993  
EXP. DATE: 11/30/09  
SHEETS: 41-45



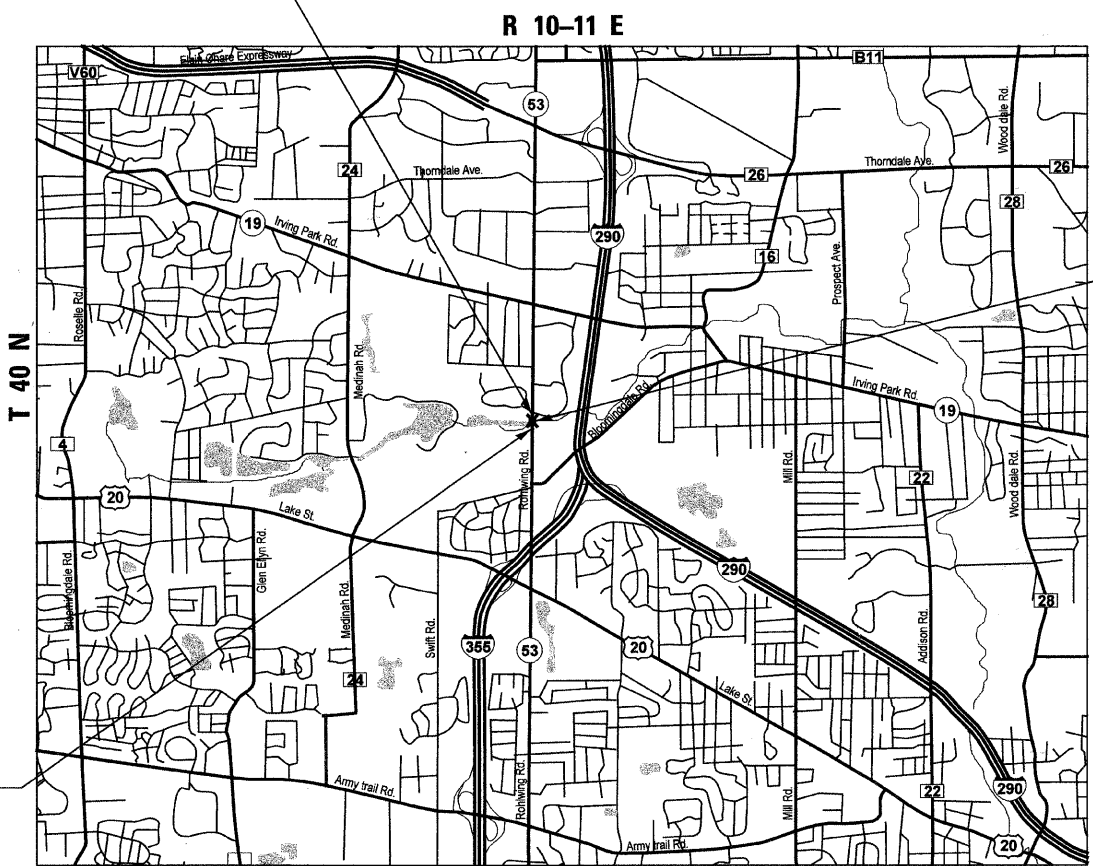
*Deborah A. Zroka*  
DEBORAH A. ZROKA, S.E.  
NO. 081-005152  
EXP. DATE: 11/30/2010  
SHEETS: 68 AND 71-80



IMPROVEMENT LOCATED IN THE VILLAGE OF ITASCA

BEGIN IMPROVEMENT STA. 156 + 00.00

END IMPROVEMENT STA. 170 + 85.00



LOCATION MAP SCALE  
1" = 2500'

GROSS LENGTH OF IMPROVEMENT = 1,485 FEET = 0.28 MILE  
NET LENGTH OF IMPROVEMENT = 1,485 FEET = 0.28 MILE



IL RTE 53 OVER SPRING BROOK CREEK  
STA. 166 + 46.79  
STRUCTURE REPLACEMENT  
SN:022-0074 (E)  
022-0189 (P)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SUBMITTED JUNE 17 20 09  
*Diana M. O'Keefe* DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
August 14, 20 09  
*Charles J. Ingersoll* ENGINEER OF DESIGN AND ENVIRONMENT  
August 14, 20 09  
*Christine M. Reed* DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

CONTRACT NO. 62881

DISTRICT 1 - DESIGN/CONSULTANT SERVICES SECTION/ RAJENDRA SHAH (847) 705-4555  
**PATRICK ENGINEERING INC.**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

**INDEX OF SHEETS**

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- DISTRICT ONE DETAILS**
- BD01 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER GREATER >= TO 15 FT. (4.5 M)
  - BD02 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB < 15 FT. (4.5 M)
  - BD12 MANHOLE WITH RESTRICTOR PLATE
  - BD22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
  - BD28 RUSTICATION FINISH AND GEOCOMPOSITE DRAIN FOR RETAINING WALLS
  - BD32 BUTT JOINTS AND HMA TAPER DETAILS
  - BD34 DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY. 1 SPL.
  - BD36 FIRE HYDRANT TO BE MOVED
  - BD48 PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER
  - BD51 BENCHING DETAIL FOR EMBANKMENT WIDENING
  - TC10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
  - TC11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
  - TC13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
  - TC14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
  - TC16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
  - TC18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
  - TC22 ARTERIAL ROAD INFORMATION SIGN
  - TS05 DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

**LIST OF STATE STANDARDS**

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420101-04 7.2m (24') JOINTED PCC PAVEMENT
- 420106-04 10.8 m (36') JOINTED PCC PAVEMENT
- 420111-02 PCC PAVEMENT ROUNDOUTS
- 420401-07 BRIDGE APPROACH PAVEMENT
- 424001-05 CURB RAMPS FOR SIDEWALK
- 442201-03 CLASS C AND D PATCHES
- 515001-03 NAME PLATE FOR BRIDGES
- 542101-02 REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS
- 542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542311-01 GRATING FOR CONCRETE FLARED END SECTION (FOR 600 MM (24") THRU 1350 MM (54") PIPE)
- 601001-03 SUB-SURFACE DRAINS
- 602001-01 CATCH BASIN, TYPE A
- 602011-01 CATCH BASIN, TYPE C
- 602301-02 INLET TYPE A
- 602401-02 MANHOLE, TYPE A
- 602411-01 MANHOLE, TYPE A 7' DIAMETER
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-03 FRAME & LIDS TYPE 1
- 604036-02 GRATE TYPE 8
- 604091-02 FRAME AND GRATE, TYPE 24
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606006-02 OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24 (B-15.60)
- 609006-04 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630101-08 GUARDRAIL MOUNTED ON EXISTING CULVERTS
- 631011-05 TRAFFIC BARRIER TERMINAL TYPE 2
- 631031-07 TRAFFIC BARRIER TERMINAL TYPE 6
- 635001-01 DELINEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 664001-02 CHAIN LINK FENCE
- 701006-03 OFF-ROAD OPERATIONS, 2L 2W, 15' TO 24' AWAY, FOR SPEEDS > OR = 45 MPH
- 701011-02 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701201-03 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > OR = 45 MPH
- 701311-03 LANE CLOSURE, 2L 2W, MOVING DAY ONLY OPERATIONS, FOR SPEEDS > OR = 45 MPH
- 701501-05 URBAN LANE CLOSURE, 2L 2W, UNDIVIDED
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
- 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS
- 814001-02 HANDHOLES
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

INDEX OF SHEETS & STATE STANDARDS

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC



tkoeppen(Rawy-Lisle)  
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 0:\DOT\9356\_A0\_(IL53)\SpringBrook\Drawings\RDWY\shfts\RDVs\index.dgn

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

### GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES INCLUDING THE VILLAGE OF ITASCA.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES:** THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
- USE NO. 25 (#8) EPOXY-COATED TIE BARS CONFORMING TO ART. 1006.10(c)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001 AND FOR TIEING PC CONCRETE WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT (HMA) TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- EXISTING MAILBOXES AFFECTED BY CONSTRUCTION SHALL BE RELOCATED 2 FEET BEHIND THE BACK OF THE PROPOSED CURB AND GUTTER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED TO THE CONTRACT.
- THIS CONTRACT WILL REQUIRE SETTLEMENT TIME SUBSEQUENT TO PLACING FILL/ EMBANKMENT AND PRIOR TO CONSTRUCTING THE FINAL PAVEMENT. SEE THE SPECIAL PROVISIONS AND ROADWAY GEOTECHNICAL REPORT FOR MORE DETAILS.
- THE CONTRACTOR SHALL BE REQUIRED TO HIRE AN ENVIRONMENTAL FIRM THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY IDOT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF ITASCA. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR SHALL NOT PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IF MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN THAT WILL INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMATIC DAMAGE TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION AND/OR CUTTING OF MAJOR TREE ROOTS, AS DESCRIBED ABOVE, SHALL BE CONSIDERED INCLUDED TO THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- AREAS TO BE SEEDED BETWEEN NOVEMBER 15 TO MARCH 31 SHALL REQUIRE DORMANT SEEDING, WHICH SHALL BE INCLUDED IN THE COST OF SEEDING, CLASS 4.
- IN ORDER TO NOT DELAY UTILITY RELOCATIONS FOR THIS PROJECT, THE CONTRACTOR SHALL COMPLETE ALL TREE REMOVAL WITHIN 10 WORKING DAYS OF THE NOTICE TO PROCEED.

### COMMITMENTS

- ACCESS TO THE ITASCA PARK DISTRICT BASEBALL FACILITY SHALL BE MAINTAINED FROM APRIL TO NOVEMBER.

18. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER IN STREAM WORK BY THE CONTRACTOR; THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO COORDINATE AND HAVE HIS WORK PLAN APPROVED BY THE CORPS. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE <http://www.lrc.usace.army.mil/>

#### STRUCTURAL PAVEMENT DESIGN INFORMATION BLOCK FOR IL 53

STRUCTURAL TRAFFIC:	YEAR	2014
PV=	25,346	SU= 1,682 MU= 1,972
ROAD/STREET CLASSIFICATION:	CLASS	1
P=	32%	S= 45% M= 45%
TRAFFIC FACTOR:	Actual TF=	14.56 AC Type=
	Minimum TF=	6.03
AC GRADE:	Binder=	Surface=
SUBGRADE SUPPORT RATING:	SSR=	POOR (Sta. 156+00.00 to 170+85.00 )

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ILLINOIS ROUTE 53 (FAU 2578)
NAME	DATE	
		GENERAL NOTES AND COMMITMENTS

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

Rev.

tkoeppe(Row-Lise) 6/10/2009 5:04:40 PM PDF(Grey-Large).pif O:\NDOT\9356\_A0\_(IL53)\Springbrook\Drawings\RDWY\shfts\Rdvs\_gen-note.dgn



J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
				J000-2A	X071-2A				Y031-1F
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	125	125					
20100500	TREE REMOVAL, ACRES	ACRE	2	2					
20101000	TEMPORARY FENCE	FOOT	538	538					
20101200	TREE ROOT PRUNING	EACH	33	33					
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5					
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5					
20200100	EARTH EXCAVATION	CU YD	2,498	2,498					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,303	2,303					
20400800	FURNISHED EXCAVATION	CU YD	11,206	11,206					
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	117	117					
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	237		237				
20800150	TRENCH BACKFILL	CU YD	659	659					
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	700	700					
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	11,852		11,852				
* 25000210	SEEDING, CLASS 2A	ACRE	2		2				
* 25000310	SEEDING, CLASS 4	ACRE	0.4		0.4				
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	95		95				
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	95		95				
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	95		95				
Δ 25000750	MOWING	ACRE	0.4		0.4				
* 25100630	EROSION CONTROL BLANKET	SQ YD	10,512	10,512					
* 25200110	SODDING, SALT TOLERANT	SQ YD	1,704		1,704				
* 25200200	SUPPLEMENTAL WATERING	UNIT	220		220				
* 25300600	TRANSPLANTED SALVAGED TREES	EACH	2		2				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	233	233					
28000300	TEMPORARY DITCH CHECKS	EACH	15	15					
28000400	PERIMETER EROSION BARRIER	FOOT	3,372	3,372					

\* SPECIALTY ITEM  
Δ Non-participating

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 6/12/09  
DRAWN BY: CPK  
CHECKED BY: JJC



J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
				J000-2A	X071-2A				Y031-1F
28000500	INLET AND PIPE PROTECTION	EACH	1	1					
28000510	INLET FILTERS	EACH	30	30					
28100107	STONE RIPRAP, CLASS A4	SQ YD	784		784				
28200200	FILTER FABRIC	SQ YD	839		839				
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	817	817					
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	79	79					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2	2					
40600300	AGGREGATE (PRIME COAT)	TON	3	3					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	66	66					
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	76	76					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	7	7					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	141	141					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	115	115					
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	8,870	8,870					
42001300	PROTECTIVE COAT	SQ YD	19,536	19,536					
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	468	468					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	680	680					
42400800	DETECTABLE WARNINGS	SQ FT	50	50					
44000100	PAVEMENT REMOVAL	SQ YD	8,417	8,417					
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	919	919					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	677	677					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	797	797					
44000600	SIDEWALK REMOVAL	SQ FT	667	667					
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	37	37					
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	28	28					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	443	443					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1				

\* SPECIALTY ITEM



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881

J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
				J000-2A	X071-2A				Y031-1F
50105220	PIPE CULVERT REMOVAL	FOOT	205	205					
50200100	STRUCTURE EXCAVATION	CU YD	473		193		280		
50300100	FLOOR DRAINS	EACH	4		4				
50300225	CONCRETE STRUCTURES	CU YD	182.7		68.1		114.6		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	209.9		209.9				
50300260	BRIDGE DECK GROOVING	SQ YD	429		429				
50300300	PROTECTIVE COAT	SQ YD	763		592		171		
<del>50300510</del>	<del>RUSTICATION FINISH</del>	<del>SQ FT</del>	<del>1,542</del>				<del>1,542</del>		
50300285	FORM LINER TEXTURED SURFACE	SQ FT	1,542				1,542		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1				
50500505	STUD SHEAR CONNECTORS	EACH	3,553		3,201		352		
* 50700209	UNTREATED TIMBER LAGGING	SQ FT	1,857				1,857		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	59,690		47,580		12,110		
50800515	BAR SPLICERS	EACH	395		395				
50900105	ALUMINUM RAILING, TYPE L	FOOT	99		99				
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1,768		1,768				
* 51202210	FURNISHING SOLDIER PILES (HP SECTION)	FOOT	1,011				1,011		
51202305	DRIVING PILES	FOOT	1,768		1,768				
51203600	TEST PILE STEEL HP12X53	EACH	1		1				
51204650	PILE SHOES	EACH	28		28				
51500100	NAME PLATES	EACH	2		1		1		
52100520	ANCHOR BOLTS, 1"	EACH	44		44				
54001000	BOX CULVERT END SECTIONS	EACH	2	2					
54010403	PRECAST CONCRETE BOX CULVERT 4' X 3'	FOOT	94	94					
54200430	PIPE CULVERTS, TYPE 1 RCCP 15"	FOOT	47	47					
54201270	PIPE CULVERTS TYPE 2 RCCP 15"	FOOT	104	104					
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	7	7					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1					

\* SPECIALTY ITEM

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

Rev.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
				J000-2A	X071-2A				Y031-1F
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1					
54215415	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 15"	EACH	1	1					
5421C012	PIPE CULVERTS, CLASS C, TYPE 1 12" (TEMPORARY)	FOOT	34	34					
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	1	1					
55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	288	288					
55019600	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 15"	FOOT	188	188					
55019700	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 18"	FOOT	210	210					
55019900	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 24"	FOOT	172	172					
55020300	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 36"	FOOT	284	284					
55021600	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 12"	FOOT	770	770					
55021700	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 15"	FOOT	147	147					
55021800	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 18"	FOOT	180	180					
55022700	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 54"	FOOT	272	272					
56106820	ADJUSTING WATER MAIN 24"	FOOT	48	48					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	335		140		195		
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	4					
60107600	PIPE UNDERDRAINS 4"	FOOT	2,148	2,148					
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	446		236		210		
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	26	26					
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1					
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	10	10					
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	13	13					
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	4	4					
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	2.5	2.5					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2,960	2,960					
60801012	FLAP GATE 12"	EACH	1	1					
63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	425				425		

\* SPECIALTY ITEM

**PATRICK**  
ENGINEERING INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE

DRAWN BY: CPK

DATE: 6/12/09

CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
				J000-2A	X071-2A				Y031-1F
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2					2	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1					1	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3					3	
63200310	GUARDRAIL REMOVAL	FOOT	764	764					
66400525	CHAIN LINK FENCE, 4' ATTACHED TO STRUCTURE	FOOT	210			210			
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	422	422					
66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1					
66900510	BETX - PNAS SOIL ANALYSIS	EACH	1	1					
66900520	PRIORITY POLLUTANTS SOIL ANALYSIS	EACH	1	1					
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1					
66900555	PRIORITY POLLUTANTS METALS AND PH SOIL ANALYSIS	EACH	1	1					
66900635	LEAD TCLP SOIL ANALYSIS	EACH	1	1					
67100100	MOBILIZATION	L SUM	1	1					
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	14	14					
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	171	171					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	16,250	16,250					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	120	120					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	120	120					
70500100	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	50					50	
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	2					2	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	146					
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12,235	12,235					
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	752	752					
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	177	177					
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	101	101					

\* SPECIALTY ITEM

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA TRAFFIC SIGNAL Y031-1F
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	
				J000-2A	X071-2A				
* 78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	208	208					
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	6,821	6,821					
* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	2,927	2,927					
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	1,317	1,317					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	115	115					
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4					
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8				8		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3				3		
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	4,938	4,938					
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	262						262
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	27						27
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	126						126
* 81400100	HANDHOLE	EACH	3						3
* 81400200	HEAVY-DUTY HANDHOLE	EACH	1						1
* 81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	348						348
* 88600100	DETECTOR LOOP, TYPE I	FOOT	217						217
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2						2
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1						1
* 89502380	REMOVE EXISTING HANDHOLE	EACH	3						3
* X0323670	PREFORMED DETECTOR LOOP	FOOT	152						152
* A2001260	TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 8' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	7			7			
* A2002466	TREE, BETULA NIGRA HERITAGE (HERITAGE RIVER BIRCH), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	32			32			
* A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	2			2			
* A2006568	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 7' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	13			13			
* A2006616	TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	5			5			
* A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	8			8			
* A2007666	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	3			3			
* B2000766	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	7			7			

\* SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: \_\_\_\_\_

DRAWN BY: CPK  
CHECKED BY: JJC

Rev.



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J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA TRAFFIC SIGNAL Y031-1F
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	
				J000-2A	X071-2A				
* B2003366	TREE, MALUS DONALD WYMAN (DONALD WYMAN CRABAPPLE), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	6			6			
* B2005466	TREE, PRUNUS VIRGINIANA SCHUBERT (SCHUBERT CHOKEBERRY), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	7			7			
* C2001536	SHRUB, CORNUS RACEMOSA (GREY DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED	EACH	15			15			
* C2002036	SHRUB, CORYLUS AMERICANA (AMERICAN FILBERT), 3' HEIGHT, BALLED AND BURLAPPED	EACH	27			27			
* C2007218	SHRUB, ROSA KNOCKOUT (KNOCKOUT ROSE), 18" HEIGHT, CONTAINER	EACH	7			7			
* C2009636	SHRUB, SAMBUCUS CANADENSIS (AMERICAN ELDER), 3' HEIGHT, BALLED AND BURLAPPED	EACH	21			21			
* C2010824	SHRUB, SYMPHORICARPOS ORBICULATUS (INDIAN CURRANT CORALBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	12			12			
* C2011936	SHRUB, VIBURNUM DENTATUM RALPH SENIOR (AUTUMN JAZZ ARROWWOOD VIBURNUM), 3' HEIGHT, BALLED AND BURLAPPED	EACH	63			63			
* D2003172	EVERGREEN, PSUEDOTSUGA MENZIESII (DOUGLAS FIR), 6' HEIGHT, BALLED AND BURLAPPED	EACH	2			2			
* D2003972	EVERGREEN, TSUGA CANADENSIS (CANADIAN HEMLOCK), 6' HEIGHT, BALLED AND BURLAPPED	EACH	6			6			
* E20200G1	VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT	EACH	105			105			
* K0029000	PERENNIAL PLANTS, WOODLAND TYPE	UNIT	7.36			7.36			
* X0301407	PERENNIAL PLANTS, GALLON POT	UNIT	6.38			6.38			
X0301835	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1					
X0322033	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	925	925					
X0322034	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	335	335					
X0322035	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	240	240					
X0322089	STORM SEWER (WATER MAIN REQUIREMENTS) 36 INCH	FOOT	77	77					
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	146	146					
X0322642	STORM SEWER (WATER MAIN REQUIREMENTS) 54 INCH	FOOT	272	272					
X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	266		266				
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	416	416					
X0325547	WET PAVEMENT MARKING TAPE, TYPE III, 24 INCH	FOOT	184	184					
* X0325751	DRIVING SOLDIER PILES	FOOT	1011				1,011		
X0545000	BOX CULVERT REMOVAL	FOOT	59	59					
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1	1					
X4023000	TEMPORARY ACCESS (ROAD)	EACH	3	3					

\* SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 6/12/09  
DRAWN BY: CPK  
CHECKED BY: JJC

Rev.

tkoeppen(Rdwy-Lisla) 6/10/2009 5:05:01 PM PDF(Grey-Large).pif G:\INDOT\9356\_A0\_IL53\SprfingBrook\Drawings\RDWY\shfts\Ra\5\_Soc.dgn





F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62881

J000-2A

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	80% FEDERAL 20% STATE					100% ITASCA
				RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
				J000-2A	X071-2A				Y031-1F
X0712400	TEMPORARY PAVEMENT	SQ YD	3,119	3,119					
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	14	14					
X7030104	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 4 INCH	FOOT	42,420	42,420					
X7030106	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 6 INCH	FOOT	1875	1,875					
X7030112	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 12 INCH	FOOT	942	942					
X7030120	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, LETTERS AND SYMBOLS	SQ FT	608	608					
* K0030421	PERENNIAL PLANT, NARCISSUS	UNIT	2		2				
XX004603	CONCRETE SLAB	SQ YD	60	60					
XX005060	PREFABRICATED VERTICAL WICK DRAINS	FOOT	191,700	191,700					
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	10,080	10,080					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE , NARROW), TEST LEVEL 3	EACH	1	1					
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2					
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2					
* Z0064800	SELECTIVE CLEARING	UNIT	32	32					
⊙ Z0076600	TRAINEES	HOUR	1,000	1,000					
* K0030320	PERENNIAL PLANTS, CROCUS	UNIT	2		2				
* C2001248	SHRUB, CHIONANTHUS VIRGINICUS (WHITE FRINGETREE), 4' HEIGHT, BALLED AND BURLAPPED	EACH	7		7				
* C2003820	SHRUB, ILEX GLABRA (INKBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	24		24				
* C2003930	SHRUB, ILEX VERTICILLATA JIM DANDY (JIM DANDY WINTERBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	5		5				
* C2003934	SHRUB, ILEX VERTICILLATA WINTER RED (WINTER RED WINTERBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	13		13				
* C2004840	SHRUB, PHYSOCARPUS OPULIFOLIUS MONLO (DIABLO COMMON NINEBARK), 3' HEIGHT, BALLED AND BURLAPPED	EACH	5		5				
* C2010800	SHRUB, SYMPHORICARPOS ALBUS (COMMON SNOWBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	12		12				
* A2001614	TREE, ACER SACCHARUM MORTON (CRESCENDO SUGAR MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	1		1				
* A2002280	TREE, ALNUS RUGOSA (SPECKLED ALDER), <sup>5' HEIGHT,</sup> CLUMP FORM, BALLED AND BURLAPPED	EACH	4		4				
* A2006313	TREE, PRUNUS SEROTINA (BLACK CHERRY), 1-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2		2				
* E2002066	VINE - CAMPSIS RADICANS (TRUMPET VINE), 1-GALLON POT	EACH	21		21				
X0326679	TEMPORARY STORM SEWER PLUGS, 36"	EACH	1	1					
X0326680	REMOVE AND RE-ERECT WOOD GUARDRAIL	FOOT	83				83		
X0326681	REMOVE AND RE-ERECT BOULDERS	L SUM	1		1				

\* SPECIALTY ITEM

⊙ Y080

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE

DRAWN BY: CPK

DATE: 6/12/09

CHECKED BY: JJC

Rev.



tkoeppen(Rawy\_Lisie)  
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IL RTE 53			EARTH EXCAVATION			UNSUITABLE OR UNSTABLE MATERIAL ( 6" OF TOPSOIL REMOVAL )			EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)			EMBANKMENT			EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)		
STATION	TO	STATION	PRESTAGE CU YD	STAGE 1 CU YD	STAGE 2 CU YD	PRESTAGE CU YD	STAGE 1 CU YD	STAGE 2 CU YD	PRESTAGE CU YD	STAGE 1 CU YD	STAGE 2 CU YD	PRESTAGE CU YD	STAGE 1 CU YD	STAGE 2 CU YD	PRESTAGE CU YD	STAGE 1 CU YD	STAGE 2 CU YD
154+00.00	TO	155+00.00	2.27	0.00	99.74	34.31	0.00	0.00	1.93	0.00	84.78	131.36	0.00	0.00	-129.43	0.00	84.78
155+00.00	TO	156+00.00	4.36	3.05	135.25	74.91	38.93	0.00	3.71	2.59	114.96	293.19	145.30	6.33	-289.48	-142.71	108.63
156+00.00	TO	157+00.00	4.92	5.87	35.51	93.05	80.77	0.00	4.18	4.99	30.18	384.65	432.67	103.51	-380.47	-427.68	-73.33
157+00.00	TO	158+00.00	6.31	24.39	54.81	100.07	79.37	0.00	5.37	20.73	46.58	372.16	508.19	226.32	-366.79	-487.45	-179.74
158+00.00	TO	159+00.00	8.95	31.95	85.49	88.18	72.29	0.00	7.61	27.16	72.67	252.94	408.06	235.34	-245.33	-380.89	-162.68
159+00.00	TO	160+00.00	10.94	17.28	30.69	77.88	67.46	0.00	9.30	14.69	26.08	175.96	384.57	268.75	-166.66	-369.89	-242.67
160+00.00	TO	161+00.00	10.88	14.93	0.00	70.31	65.32	0.00	9.25	12.69	0.00	126.02	442.14	366.57	-116.77	-429.45	-366.57
161+00.00	TO	162+00.00	11.68	17.09	0.00	64.34	62.02	0.00	9.92	14.53	0.00	77.67	507.19	449.62	-67.74	-492.66	-449.62
162+00.00	TO	163+00.00	14.79	18.72	0.00	61.71	55.70	0.00	12.57	15.91	0.00	49.31	509.46	518.39	-36.74	-493.55	-518.39
163+00.00	TO	164+00.00	18.97	19.54	0.00	60.06	49.37	0.00	16.13	16.61	0.00	29.56	456.81	542.44	-13.44	-440.21	-542.44
164+00.00	TO	164+88.06	9.21	17.41	0.00	26.15	48.44	0.00	7.83	14.80	0.00	3.75	449.19	560.63	4.08	-434.39	-560.63
164+88.06	TO	165+00.00	1.48	2.29	0.00	3.40	7.89	0.00	1.26	1.95	0.00	1.55	73.77	79.85	-0.29	-71.83	-79.85
165+00.00	TO	165+25.00	6.52	4.47	0.00	14.53	17.97	0.00	5.54	3.80	0.00	6.77	165.58	148.18	-1.23	-161.78	-148.18
165+25.00	TO	165+78.52	13.93	4.60	0.00	32.00	20.21	0.00	11.84	3.91	0.00	7.55	546.05	270.40	4.29	-542.13	-270.40
165+78.52	TO	166+00.00	4.74	4.76	0.00	14.09	8.07	0.00	4.03	4.05	0.00	0.00	208.85	104.78	4.03	-204.80	-104.78
166+00.00	TO	167+00.00	18.14	32.18	0.00	70.02	78.06	0.00	15.42	27.35	0.00	0.00	615.25	447.93	15.42	-587.90	-447.93
167+00.00	TO	167+46.96	6.52	7.50	0.00	29.49	36.62	0.00	5.54	6.37	0.00	0.00	245.81	127.40	5.54	-239.43	-127.40
167+46.96	TO	168+00.00	2.90	9.10	0.00	14.97	41.86	0.00	2.47	7.74	0.00	0.00	162.81	51.38	2.47	-155.08	-51.38
168+00.00	TO	168+44.17	19.21	27.21	22.07	8.66	31.98	0.00	16.33	23.12	18.76	0.00	68.48	0.00	16.33	-45.35	18.76
168+44.17	TO	169+00.00	86.59	128.94	70.71	23.50	86.47	0.00	73.60	109.60	60.11	0.00	29.64	0.00	73.60	79.96	60.11
169+00.00	TO	170+00.00	297.88	381.07	141.07	48.17	74.63	0.00	253.20	323.91	119.91	0.00	0.00	0.00	253.20	323.91	119.91
170+00.00	TO	171+00.00	186.28	200.50	64.39	25.69	36.70	0.00	158.34	170.43	54.73	0.00	0.00	0.00	158.34	170.43	54.73
171+00.00	TO	172+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>TOTALS =</b>			<b>747.48</b>	<b>972.84</b>	<b>739.73</b>	<b>1035.48</b>	<b>1012.13</b>	<b>0.00</b>	<b>635.36</b>	<b>826.92</b>	<b>628.77</b>	<b>1912.44</b>	<b>6359.80</b>	<b>4507.84</b>	<b>-1277.08</b>	<b>-5532.88</b>	<b>-3879.07</b>

EARTH EXCAVATION = 2460 CU YD  
 FURNISHED EXCAVATION = 10689 CU YD  
 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 2048 CU YD

BALL PARK ROAD			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL (6" OF TOPSOIL REMOVAL )	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION	TO	STATION	STAGE 1 CU YD	STAGE 1 CU YD	STAGE 1 CU YD	STAGE 1 CU YD	STAGE 1 CU YD
10+32.50	TO	10+60.49	0.00	19.52	0.00	107.88	-107.88
10+60.49	TO	10+99.93	0.00	23.16	0.00	112.15	-112.15
10+99.93	TO	11+16.66	0.00	8.33	0.00	27.90	-27.90
11+16.66	TO	11+62.57	0.00	18.55	0.00	51.26	-51.26
11+62.57	TO	12+09.79	18.18	19.69	15.45	29.07	-13.62
<b>TOTALS =</b>			<b>18.18</b>	<b>89.24</b>	<b>15.45</b>	<b>328.27</b>	<b>-312.82</b>

EARTH EXCAVATION = 18 CU YD  
 FURNISHED EXCAVATION = 313 CU YD  
 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 89 CU YD

TEMPORARY BALL PARK ROAD			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL (6" OF TOPSOIL REMOVAL )	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION	TO	STATION	STAGE 1 CU YD	STAGE 1 CU YD	STAGE 1 CU YD	STAGE 1 CU YD	STAGE 1 CU YD
10+14.82	TO	10+50.00	3.35	25.41	2.85	0.00	2.85
10+50.00	TO	11+00.00	4.76	35.16	4.05	36.33	-32.28
11+00.00	TO	11+36.01	0.00	27.46	0.00	63.79	-63.79
11+36.01	TO	12+00.00	0.00	45.96	0.00	97.35	-97.35
12+00.00	TO	12+50.00	11.98	32.32	10.18	23.82	-13.64
12+50.00	TO	12+69.59	9.39	12.40	7.98	0.00	7.98
<b>TOTALS =</b>			<b>20.09</b>	<b>166.31</b>	<b>17.08</b>	<b>221.30</b>	<b>-204.22</b>

EARTH EXCAVATION = 20 CU YD  
 FURNISHED EXCAVATION = 204 CU YD  
 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 166 CU YD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 53 (FAU 2578)  
 SCHEDULE OF QUANTITIES  
 SCALE: NONE  
 DATE: 6/12/09  
 DRAWN BY: CPK  
 CHECKED BY: JJC

**20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)**

STATION	OFFSET	6-15 DIA.
155+96	25 RT	7
155+98	25 RT	6
156+04	28 RT	9.5
156+17	33 RT	6
156+27	33 RT	10
156+64	26 RT	6.5
156+66	25 RT	7.5
156+76	27 RT	14.0
156+80	29 RT	6.0
156+94	27 RT	6.5
157+27	28 RT	6.0
157+30	29 RT	6.0
157+37	28 RT	7.0
157+43	28 RT	6.0
159+96	50 RT	14.0
164+63	78 RT	7.0

TOTAL = 125.0

**20100500 TREE REMOVAL, ACRES**

COMMENT	STATION	WIDTH	TO	STATION	WIDTH	=	SQ FT
EX EOP TO TEMP EASE	156+00.00	60	TO	167+90.33	60	=	71419.80
EX EOP TO ROW	167+90.33	35	TO	170+85.00	35	=	10313.45

1 ACRE = 43560 SQ FT

SUB-TOTAL = 81733.25 SQ FT  
TOTAL = 2.00 ACRE

**20101000 TEMPORARY FENCE**

STATION	OFFSET	DIMENSIONS (FT)	LENGTH (FT)
164+75.96	117	10X10X10X10	40
164+84.00	141	10X10X10X10	40
165+05.07	152	10X10X10X10	40
164+92.29	73	10X10X10X10	40
165+20.49	83	10X28X10X28	76
165+38.12	88		
167+09.66	73	10X10X10X10	40
167+34.30	72		
167+82.94	72	10X59X10	79
168+06.93	76		
169+17.46	76	22X91X19	132
169+47.86	68		
169+65.23	79	10X31X10	51

TOTAL = 538

**40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT**

STATION	LENGTH (FT)	WIDTH (FT)	SQ FT	SQ YD
156+00.00	30	4.5	135	15
170+85.00	121	5.5	544.5	60.5

TOTAL = 76

**40601005 HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, IL-19mm**

PIPE #	FROM STRUCT	TO STRUCT	DIA.	LENGTH	WIDTH	SQ YD	THICKNESS	TONS
1RR	1-48	1-46	12"	82'	4'	36.44	3"	7

\*SEE DRAINAGE SCHEDULE

**42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5"**

STATION	OFFSET	STATION	OFFSET	SQ FT
170+46.24	102.93 RT	170+54.91	126.16 RT	330.9
170+46.24	35.00 LT	170+90.71	73.07 LT	349.2

TOTAL = 680

**42400800 - DETECTABLE WARNINGS**

	STATION	OFFSET	SQ FT
ASSUME 5' X 5'	170+47	LT	25
SIDEWALK BLOCK	170+47	RT	25

TOTAL = 50

**44000200 - DRIVEWAY PAVEMENT REMOVAL**

	STATION	SQ FT	SQ YD
PUMP STATION	164+87.98	815.6	90.6
BALL PARK ENT	166+09.79	5279.34	586.6

TOTAL = 677

**44000500 - COMBINATION CURB AND GUTTER REMOVAL**

STATION	OFFSET	STATION	OFFSET	FOOT
165+46.85	26.46 RT	165+94.52	189.26 RT	195.8
165+89.52	50.23 RT	166+11.00	26.58 RT	100
167+67.03	21.92 LT	167+84.31	70.81 LT	108.7
168+03.01	46.68 LT	168+19.74	23.84 LT	116.1
169+18.28	38.92 RT	170+73.04	84.56 RT	206.8
170+55.17	18.89 LT	170+66.92	19.96 LT	11.8
170+72.76	21.96 LT	170+91.21	73.02 LT	57.8

TOTAL = 797

**44000600 - SIDEWALK REMOVAL**

STATION	OFFSET	STATION	OFFSET	SQ FT
170+44.63	92.94 LT	170+62.46	92.94 LT	359.6
170+65.41	46.5 RT	170+88.94	46.5 RT	307.3

TOTAL = 667

**44002212 - HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"**

PIPE#	FROM	TO	LENGTH	DIA	WIDTH	SQ YD
1RR	1-48	1-46	82	12"	4	37

\*SEE DRAINAGE SCHEDULE

**44201807 CLASS D PATCHES, TYPE III, 13 INCH**

PIPE#	FROM	TO	LENGTH	DIA	WIDTH	SQ YD
1RR	1-48	1-46	82.00	12"	3'	27.33

\*SEE DRAINAGE SCHEDULE TOTAL = 28

**48203029 HOT-MIX ASPHALT SHOULDRS 8"**

STATION	OFFSET	STATION	OFFSET	SQ YD
155+99.85	23.63	157+28.41	32.50	263.40
156+00.09	-14.68	157+28.41	-13.32	180.00

TOTAL = 443

**56400100 FIRE HYDRANTS TO BE MOVED**

STATION	OFFSET	LT/RT	EACH
166+08.91	47.07	RT	1

TOTAL = 1

**56400300 - FIRE HYDRANTS TO BE ADJUSTED**

STATION	OFFSET	LT/RT	EACH
158+89.82	47.77	RT	1

**63000001 STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POST**

DIRECTION	LOCATION	LENGTH
NB	AT 4X3 BOX CULVERT	212.50
SB	AT 4X3 BOX CULVERT	212.50
NB	AT BRIDGE (IMPACT ATTENUATOR ONLY)	0.00
SB	AT BRIDGE (T1 AND T6 ONLY)	0.00

TOTAL = 425.00

**63100045 - TRAFFIC BARRIER TERMINAL, TYPE 2**

STATION	OFFSET		EACH
159+30.35	35.33	=	1
159+77.06	35.33	=	1

TOTAL = 2

**63100085 - TRAFFIC BARRIER TERMINAL, TYPE 6**

DIRECTION	EACH	DESCRIPTION
NB	0	4X3 BOX CULVERT
SB	0	4X3 BOX CULVERT
NB	0	BRIDGE
SB	1	BRIDGE

TOTAL = 1

**63100167 - TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)**

DIRECTION	DESCRIPTION	EACH
NB	4X3 BOX CULVERT	1
SB	4X3 BOX CULVERT	1
NB	BRIDGE	0
SB	BRIDGE	1

TOTAL EACH = 3

**63200310 - GUARD RAIL REMOVAL**

STATION	OFFSET	STATION	OFFSET	FOOT
158+21.44	25.44	159+87.27	26.51	166.1
159+15.88	-25.22	160+55.76	-23.31	140.6
165+07.45	-23.58	167+66.39	-22.84	259.3
165+93.06	60.27	167+65.50	28.32	197.81

TOTAL = 764

**70400100 TEMPORARY CONCRETE BARRIER**

STAGE	STATION	TO	STATION	FOOT
1	165+88.38	TO	167+08.76	120

**70400200 RELOCATE TEMPORARY CONCRETE BARRIER**

STAGE	STATION	TO	STATION	FOOT
2	165+88.32	TO	167+06.43	120

**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SCHEDULE OF QUANTITIES

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

CONTRACT #62881

**SCHEDULE OF LANDSCAPE ITEMS  
IL 53 Over Springbrook Creek**

Bed	Item	Common Name	Spacing	Size	Unit	Total	
<b>PERENNIAL PLANTS</b>							
Entrance	<i>Hosta 'Hadspen Blue'</i>	Hadspen Blue Hosta	30" oc	gallon	UNIT	0.11	
	<i>Chasmanthium latifolium</i>	Northern Sea Oats	18" oc	gallon	UNIT	0.3	
	<i>Achillea millefolium 'Paprika'</i>	Paprika Yarrow	18" oc	gallon	UNIT	0.18	
	<i>Echinacea purpurea 'Magnus'</i>	Magnus Purple Coneflower	18" oc	gallon	UNIT	0.12	
	<i>Echinacea 'Mango Meadowbrite'</i>	Mango Meadowbrite Coneflower	18" oc	gallon	UNIT	0.12	
	<i>Echinacea 'Orange Meadowbrite'</i>	Orange Meadowbrite Coneflower	18" oc	gallon	UNIT	0.12	
	<i>Hemerocallis 'Happy Returns'</i>	Happy Returns Daylily	15" oc	gallon	UNIT	0.12	
	<i>Hemerocallis 'Jovial'</i>	Jovial Daylily	15" oc	gallon	UNIT	0.13	
	<i>Hemerocallis 'Mary Todd'</i>	Mary Todd Daylily	15" oc	gallon	UNIT	0.12	
	<i>Hemerocallis 'Pardon Me'</i>	Pardon Me Daylily	15" oc	gallon	UNIT	0.13	
<i>Physostegia virginiana 'Miss Manners'</i>	Miss Manners Obedient Plant	18" oc	gallon	UNIT	0.25		
<i>Mertensia virginica</i>	Virginia Bluebells	12" oc	gallon	UNIT	0.5		
<b>PERENNIAL PLANTS, NARCISSUS (BULBS)</b>							
	<i>Narcissus 'Accent'</i>	Accent Daffodil	early - mid spring	top size	UNIT	1	
	<i>Narcissus 'Beersheba'</i>	Beersheba Daffodil	early - mid spring	top size	UNIT	1	
<b>PERENNIAL PLANTS, CROCUS (BULBS)</b>							
	<i>Crocus var. Mammoth Yellow</i>	Mammoth Yellow Crocus	early spring	top size	UNIT	2	
<b>PERENNIAL PLANTS</b>							
a	<i>Caltha palustris</i>	Marsh Marigold	12" oc	gallon	UNIT	0.18	
	<i>Eupatorium maculatum</i>	Joe Pye Weed	groupings	plug	UNIT	0.17	
	<i>Iris virginica var. shrevei</i>	Blue Flag Iris	12" oc	plug	UNIT	0.32	
b	<i>Athyrium filix-femina</i>	Lady Fern	12" oc	gallon	UNIT	0.42	
	<i>Blephilia hirsuta</i>	Hairy Wood Mint	groupings	plug	UNIT	0.15	
c	<i>Caltha palustris</i>	Marsh Marigold	12" oc	gallon	UNIT	0.14	
	<i>Arisaema triphyllum</i>	Jack in the Pulpit	groupings	gallon	UNIT	0.24	
	<i>Aster macrophyllus</i>	Big-leaved Aster	12" oc	plug	UNIT	0.32	
	<i>Doedecatheon meadia</i>	Shooting Star	groupings	gallon	UNIT	0.32	
	<i>Polystichoides acrostichoides</i>	Christmas Fern	12" oc	gallon	UNIT	0.33	
d	<i>Arisaema triphyllum</i>	Jack in the Pulpit	groupings	gallon	UNIT	0.16	
	<i>Aster shortii</i>	Short's Aster	12" oc	plug	UNIT	0.32	
	<i>Carex pensylvanica</i>	Common Oak Sedge	12" oc	plug	UNIT	0.32	
e	<i>Doedecatheon meadia</i>	Shooting Star	groupings	gallon	UNIT	0.32	
	<i>Arisaema triphyllum</i>	Jack in the Pulpit	groupings	gallon	UNIT	0.14	
	<i>Dryopteris carthusiana</i>	Toothed Wood Fern	12" oc	gallon	UNIT	0.32	
	<i>Geranium maculatum</i>	Wild Geranium	12" oc	gallon	UNIT	0.32	
	<i>Mertensia virginica</i>	Virginia Bluebells	in between	plug	UNIT	0.18	
	<i>Polemonium reptans</i>	Jacob's Ladder	12" oc	plug	UNIT	0.21	
	<i>Sanguinaria canadensis</i>	Bloodroot	12" oc	gallon	UNIT	0.29	
	<i>Phlox divaricata</i>	Blue Phlox	12" oc	plug	UNIT	0.32	
	<i>Smilacina racemosa</i>	False Solomon's Seal	12" oc	plug	UNIT	0.4	
	<i>Campanula americana</i>	American Bellflower	groupings-12" oc	plug	UNIT	0.32	
g	<i>Hystrix patula</i>	Bottlebrush Grass	12" oc	plug	UNIT	0.39	
	<i>Polygonatum canaliculatum</i>	Smooth Solomon's Seal	12" oc	plug	UNIT	0.34	
	<i>Aquilegia canadensis</i>	American Columbine	12" oc	plug	UNIT	0.21	
h	<i>Polemonium reptans</i>	Jacob's Ladder	12" oc	plug	UNIT	0.22	
	<i>Aquilegia canadensis</i>	American Columbine	12" oc	plug	UNIT	0.26	
	<i>Campanula americana</i>	American Bellflower	groupings-12" oc	plug	UNIT	0.32	
	<i>Hystrix patula</i>	Bottlebrush Grass	12" oc	plug	UNIT	0.25	
	<i>Mertensia virginica</i>	Virginia Bluebells	in between	plug	UNIT	0.18	
i	<i>Aster shortii</i>	Short's Aster	12" oc	plug	UNIT	0.32	
	<i>Phlox divaricata</i>	Blue Phlox	12" oc	plug	UNIT	0.32	
k	<i>Dryopteris carthusiana</i>	Toothed Wood Fern	12" oc	gallon	UNIT	0.23	
	<i>Arisaema triphyllum</i>	Jack in the Pulpit	groupings	gallon	UNIT	0.1	
	<i>Geranium maculatum</i>	Wild Geranium	12" oc	gallon	UNIT	0.32	
l	<i>Sanguinaria canadensis</i>	Bloodroot	12" oc	gallon	UNIT	0.35	
	<i>Mertensia virginica</i>	Virginia Bluebells	in between	plug	UNIT	0.28	
	<i>Smilacina racemosa</i>	False's Solomon's Seal	12" oc	plug	UNIT	0.56	
m	<i>Aquilegia canadensis</i>	American Columbine	12" oc	plug	UNIT	0.17	
	<i>Polemonium reptans</i>	Jacob's Ladder	12" oc	plug	UNIT	0.21	
	<i>Polygonatum canaliculatum</i>	Smooth Solomon's Seal	12" oc	plug	UNIT	0.3	
<b>TOTAL - Perennial Plants, Gallon Pot</b>					gallon	unit	6.38
<b>TOTAL - Perennial Plants, Narcissus (bulbs)</b>					top size	unit	2
<b>TOTAL - Perennial Plants, Crocus (bulbs)</b>					top size	unit	2
<b>TOTAL - Perennial Plants, Woodland Type</b>					plug	unit	7.36

**SCHEDULE OF LANDSCAPE ITEMS  
IL 53 Over Springbrook Creek**

Item	Common Name	Size	Unit	Total
<b>SHADE TREES</b>				
<i>Acer rubrum 'Red Sunset'</i>	Red Sunset Red Maple	8' clump	each	7
<i>Acer saccharum 'Morton'</i>	Crescendo Sugar Maple	2-1/2" caliper	each	1
<i>Betula nigra 'Heritage'</i>	Heritage River Birch	6' clump	each	32
<i>Prunus serotina</i>	Black Cherry	1-1/2" caliper	each	2
<i>Quercus alba</i>	White Oak	2" caliper	each	2
<i>Quercus bicolor</i>	Swamp White Oak	7' clump	each	13
<i>Quercus imbricaria</i>	Shingle Oak	2-1/2" caliper	each	5
<i>Quercus macrocarpa</i>	Bur Oak	2" caliper	each	8
<i>Taxodium distichum</i>	Bald Cypress	6' clump	each	3
<b>INTERMEDIATE TREES</b>				
<i>Alnus rugosa</i>	Speckled Alder	5' clump	each	7
<i>Amelanchier x grandiflora 'Autumn Brilliance'</i>	Autumn Brilliance Serviceberry	6' clump	each	7
<i>Malus 'Donald Wyman'</i>	Donald Wyman Crabapple	2" caliper	each	6
<i>Prunus virginiana 'Schubert'</i>	Schubert Chokecherry	6' clump	each	7
<b>EVERGREEN TREES</b>				
<i>Psuedotsuga menziesii</i>	Douglas Fir	6' height	each	2
<i>Tsuga canadensis</i>	Canadian Hemlock	6' height	each	6
<b>SHRUBS</b>				
<i>Chionanthus virginicus</i>	White Fringetree	4' height	each	7
<i>Cornus racemosa</i>	Grey Dogwood	3' height	each	15
<i>Corylus americana</i>	American Filbert	3' height	each	27
<i>Ilex glabra</i>	Inkberry	2' height	each	24
<i>Ilex verticillata 'Jim Dandy'</i>	Jim Dandy Winterberry	2' height	each	5
<i>Ilex verticillata 'Winter Red'</i>	Winter Red Winterberry	2' height	each	13
<i>Physocarpus opulifolius 'Monlo'</i>	Diablo Common Ninebark	3' height	each	5
<i>Rosa 'Radrazz'</i>	Knockout Rose	2' height	each	7
<i>Sambucus canadensis</i>	American Elder	3' height	each	21
<i>Symphoricarpos albus</i>	Common Snowberry	2' height	each	12
<i>Symphoricarpos orbiculatus</i>	Indiancurrant Coralberry	2' height	each	12
<i>Viburnum dentatum 'Ralph Senior'</i>	Autumn Jazz Arrowwood Viburnum	3' Height	each	63
<b>VINES</b>				
<i>Campsis radicans</i>	Trumpet Vine	1 - gallon	each	21
<i>Parthenocissus quinquefolia</i>	Virginia Creeper	1 - gallon	each	105

**X0712400 TEMPORARY PAVEMENT**

STATION	OFFSET	STATION	OFFSET	SQ YD
152+47.31	23.25 RT	156+29.67	28.60 RT	310.7
154+51.77	-17.95 LT	166+31.69	-22.03 LT	1500.2
166+60.99	-14.42 LT	167+69.60	-22.31 LT	76.4
166+99.93	18.50 RT	170+12.79	0.00 LT	643.0
168+21.04	-23.64 LT	170+91.10	-63.35 LT	203.4
171+79.30	34.50 RT	174+64.79	27.36 RT	198.3
173+78.91	-20.61 LT	176+98.96	-12.76 LT	187.1
<b>TOTAL =</b>				<b>3119</b>

**Z0030260 IMPACT ATTENUATORS,  
TEMPORARY (FULLY REDIRECTIVE,  
NARROW) TEST LEVEL 3**

STATION	EACH
165+88.38	1
167+08.76	1
<b>TOTAL =</b>	<b>2</b>

**Z0030330 IMPACT ATTENUATORS, RELOCATE  
(FULLY REDIRECTIVE), TEST LEVEL 3**

STATION	EACH
165+88.38	1
167+08.76	1
<b>TOTAL =</b>	<b>2</b>

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

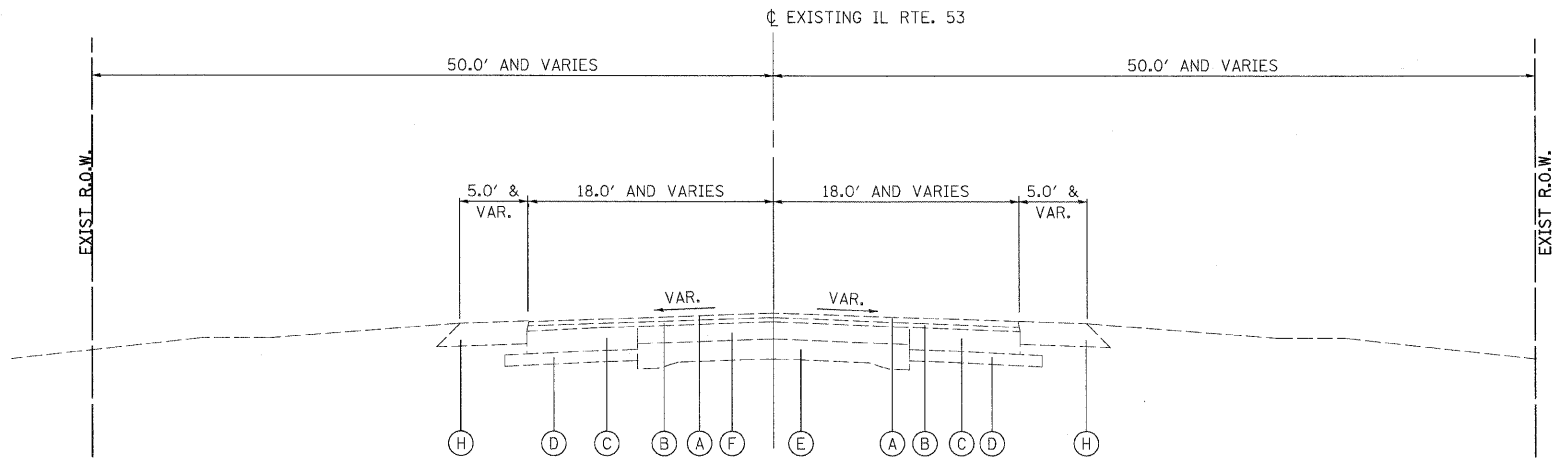
**SCHEDULE OF QUANTITIES**

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

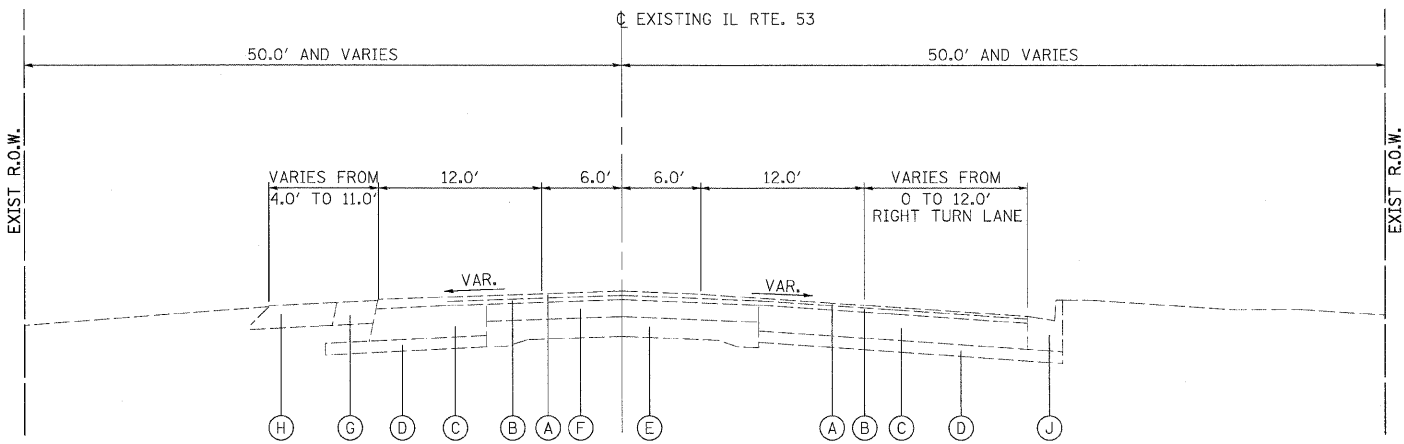
**CONTRACT #62881**



**E-1** ILLINOIS ROUTE 53  
 STA. 156+00.00 TO STA. 166+30.89  
 STA. 166+61.96 TO STA. 169+17.60

NOTE: STA. 166+30.89 TO STA. 166+61.96  
 (SEE STRUCTURAL PLANS)

- LEGEND**  
**EXISTING**
- (A) HMA CONCRETE SURFACE COURSE, 1 1/2"
  - (B) HMA CONCRETE BINDER COURSE, 1 1/2"
  - (C) HMA CONCRETE BINDER COURSE, VARIES 8" TO 11" (±)
  - (D) POROUS GRANULAR EMBANKMENT, 4" (±)
  - (E) PCC BASE, 9"-7"-9"
  - (F) HMA BASE COURSE, 6" (±)
  - (G) HMA SHOULDER 8" (±)
  - (H) AGGREGATE SHOULDER
  - (I) PCC SIDEWALK, 5"
  - (J) CONCRETE CURB AND GUTTER B-6.12



**E-2** ILLINOIS ROUTE 53  
 STA. 169+17.60 TO STA. 171+88.26

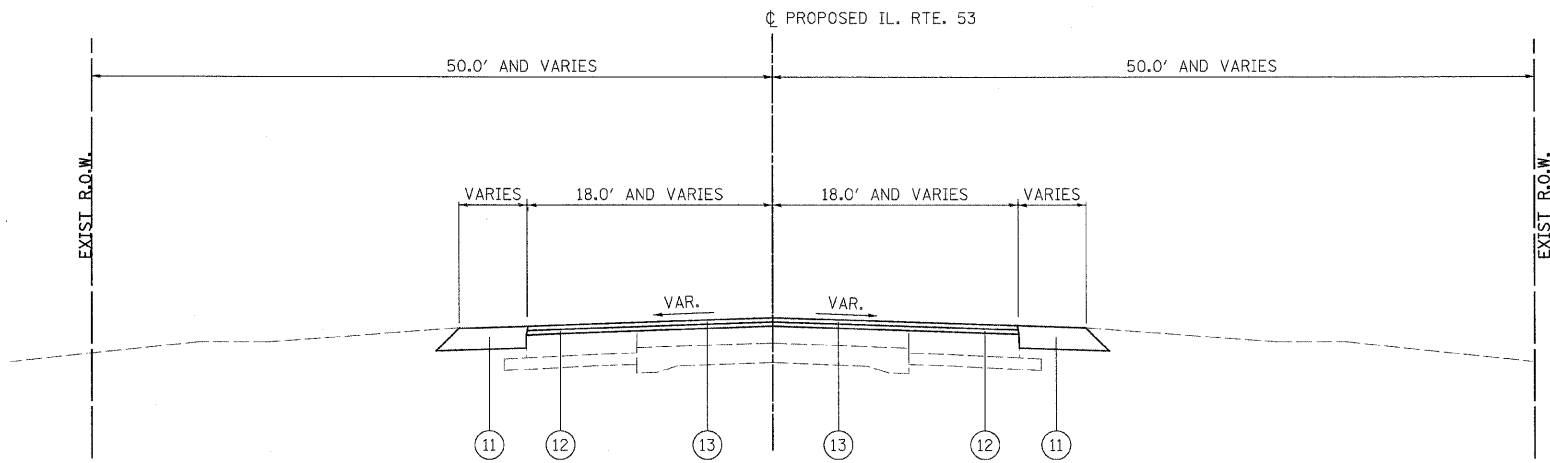
NOTE:  
 NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR BECAUSE OF VARIATIONS OF THE ASSUMED THICKNESS OR FROM THE THICKNESS SHOWN ON THE PLANS EVEN IF THAT THICKNESS MEASURES MORE THAN 4 INCHES.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ILLINOIS ROUTE 53 (FAU 2578)
NAME	DATE	
		EXISTING TYPICAL SECTIONS

SCALE: NONE      DRAWN BY: CPK  
 DATE: 6/12/09      CHECKED BY: JJC

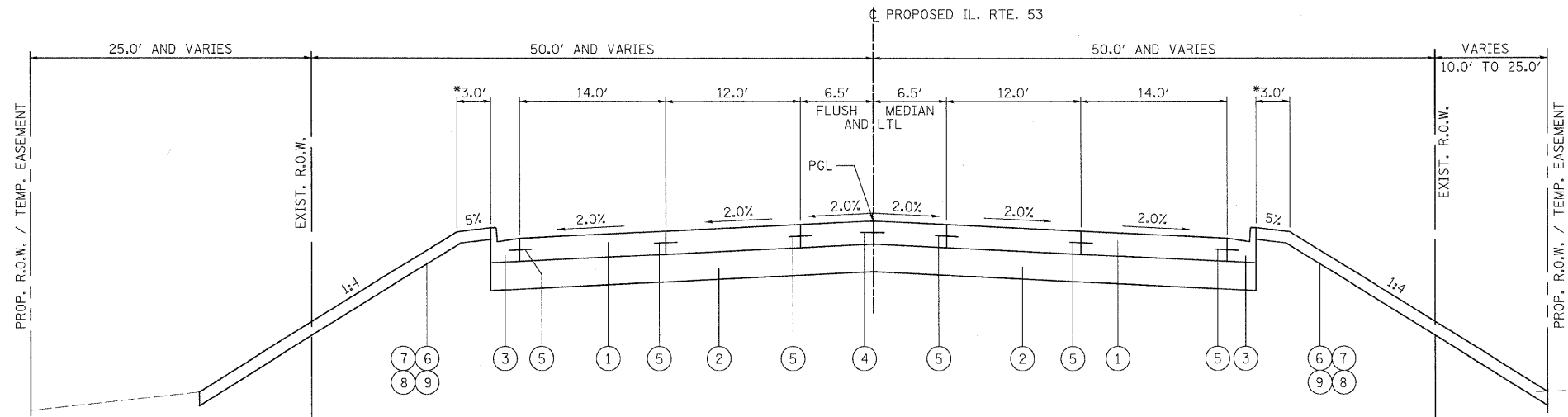
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62881



P-1 ILLINOIS ROUTE 53  
STA. 156+00.00 TO STA. 157+28.40  
MILL AND RESURFACE (SEE NOTE 3)

- LEGEND
- ① PCC PAVEMENT 10" (JOINTED)
  - ② AGGREGATE SUBGRADE 12"
  - ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - ④ LONGITUDINAL SAWED JOINT, NO. 6 EPOXY COATED TIE BARS 30" LONG AT 30" CENTERS
  - ⑤ LONGITUDINAL CONSTRUCTION JOINT, NO. 6 EPOXY COATED TIE BARS 24" LONG AT 24" CENTERS.
  - ⑥ SODDING, SALT TOLERANT
  - ⑦ SEEDING, CLASS 2A
  - ⑧ EROSION CONTROL BLANKET
  - ⑨ TOP SOIL FURNISH AND PLACE, 4"
  - ⑩ PORTLAND CEMENT CONCRETE SIDEWALK 5"
  - ⑪ HOT-MIX ASPHALT SHOULDERS, 8" (IN 3 LIFTS)
  - ⑫ LEVELING BINDER (MACHINE METHOD), N70 (1")
  - ⑬ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1 3/4")
  - ⑭ HOT-MIX ASPHALT BASE COURSE 8" (IN 3 LIFTS)
  - ⑮ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (2")



\* SEE PLAN VIEW FOR LOCATIONS OF GUARDRAIL

P-2 ILLINOIS ROUTE 53  
STA. 157+28.40 TO STA. 165+88.03 (SEE NOTE 3)  
BRIDGE AND BRIDGE APPROACH PAVEMENT OMISSION  
STA. 165+88.03 TO STA. 167+05.55  
(SEE BRIDGE PLANS)

- NOTE:
1. LONGITUDINAL JOINT TIE BARS SHALL BE IN ACCORDANCE WITH APPLICABLE DETAILS SHOWN ON STANDARD 420001
  2. DRILL AND GROUT IN PLACE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONCRETE PAY ITEMS (PCC PAVEMENT 10" (JOINTED) OR COMBINATION CONCRETE CURB AND GUTTER, B-6.24)
  3. BASED ON SETTLEMENT ANALYSES, WICK DRAINS ARE REQUIRED TO ACCELERATE SETTLEMENT. SEE THE SPECIAL PROVISIONS AND ROADWAY GEOTECHNICAL REPORT. THE ROADWAY GEOTECHNICAL REPORT IS AVAILABLE UPON REQUEST, CONTACT THE DISTRICT GEOTECHNICAL ENGINEER.

HMA MIXTURE REQUIREMENT TABLE				
OPERATION	ITEM DESCRIPTION	ACPG TYPE	AIR VOIDS	THICKNESS
SHOULDERS	HOT-MIX ASPHALT SHOULDERS, 8"	PG 64-22 *	2% @30 GYR	8"
WIDENING AND RESURFACING	HOT-MIX ASPHALT BASE COURSE 8" (HMA BINDER IL-19mm)	PG 64-22 *	4% @50 GYR	8"
	LEVELING BINDER (MACHINE METHOD), N70	PG 64-22 *	4% @70 GYR	1"
	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	SBS/SBR PG 70-22	4% @90 GYR	1 3/4"
COMMERCIAL ENTRANCES	HOT-MIX ASPHALT BASE COURSE 8" (HMA BINDER IL-19mm)	PG 64-22 *	4% @50 GYR	8"
	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	PG 64-22	4% @50 GYR	2"
TEMPORARY PAVEMENT (10")	HOT-MIX ASPHALT BASE COURSE 8" (HMA BINDER IL-19mm)	PG 64-22 *	4% @50 GYR	8"
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	PG 64-22	4% @50 GYR	2"
PATCHES	CLASS D PATCHES, TYPE III, 13 INCH (HMA BINDER IL-19mm)	PG 64-22 *	4% @70 GYR	13"
	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, HMA BINDER IL-19mm	PG 64-22 *	4% @70 GYR	1 1/2"

NOTE:  
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SQ YD/IN.  
\* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

PROPOSED TYPICAL SECTIONS

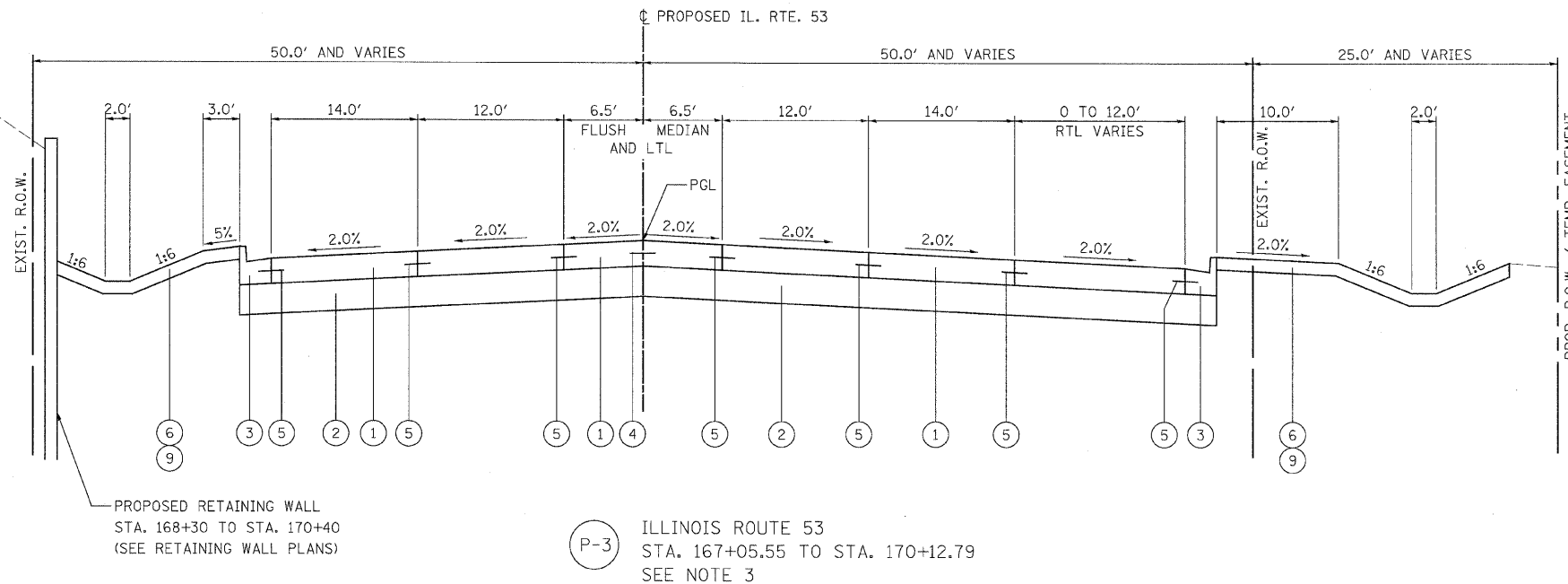
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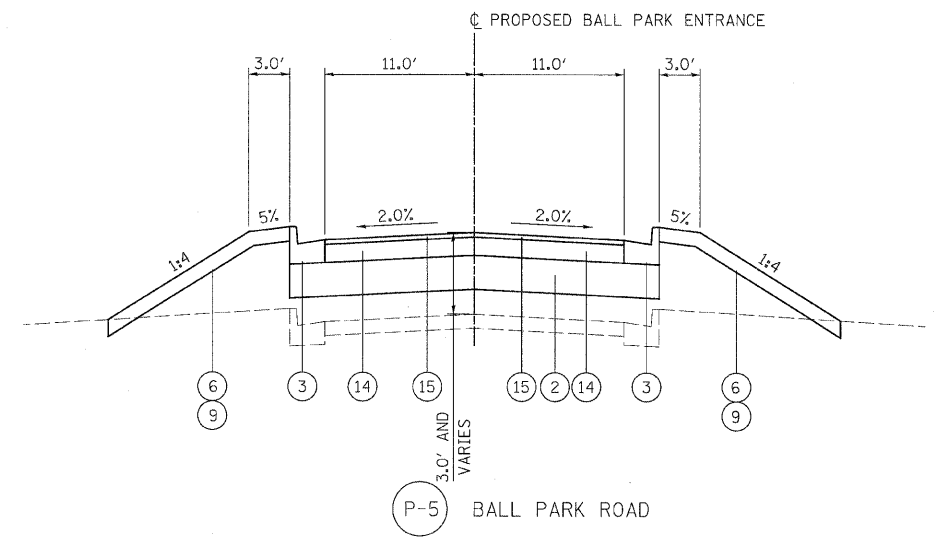
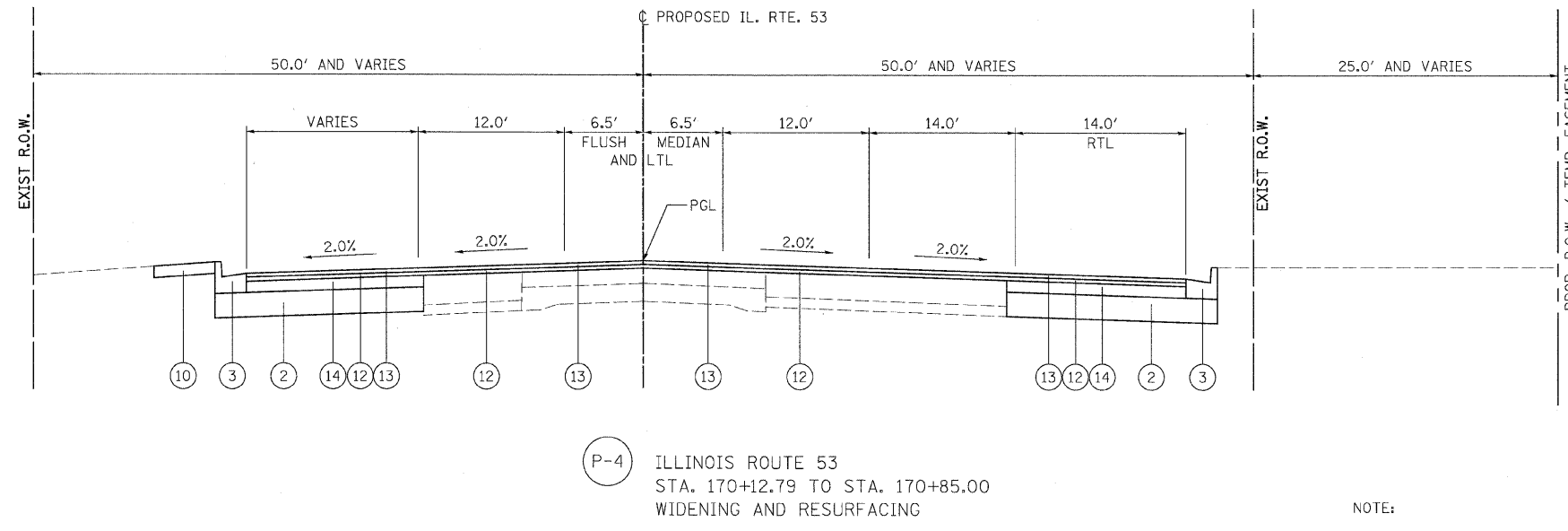


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881



- LEGEND
- ① PCC PAVEMENT 10" (JOINTED)
  - ② AGGREGATE SUBGRADE 12"
  - ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - ④ LONGITUDINAL SAWED JOINT, NO. 6 EPOXY COATED TIE BARS 30" LONG AT 30" CENTERS
  - ⑤ LONGITUDINAL CONSTRUCTION JOINT, NO. 6 EPOXY COATED TIE BARS 24" LONG AT 24" CENTERS.
  - ⑥ SODDING, SALT TOLERANT
  - ⑦ SEEDING, CLASS 2A
  - ⑧ EROSION CONTROL BLANKET
  - ⑨ TOP SOIL FURNISH AND PLACE, 4"
  - ⑩ PORTLAND CEMENT CONCRETE SIDEWALK 5"
  - ⑪ HOT-MIX ASPHALT SHOULDERS, 8" (IN 3 LIFTS)
  - ⑫ LEVELING BINDER (MACHINE METHOD), N70 (1")
  - ⑬ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1 3/4")
  - ⑭ HOT-MIX ASPHALT BASE COURSE 8" (IN 3 LIFTS)
  - ⑮ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (2")



- NOTE:
- LONGITUDINAL JOINT TIE BARS SHALL BE IN ACCORDANCE WITH APPLICABLE DETAILS SHOWN ON STANDARD 420001
  - DRILL AND GROUT IN PLACE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONCRETE PAY ITEMS (PCC PAVEMENT 10" (JOINTED) OR COMBINATION CONCRETE CURB AND GUTTER, B-6.24)
  - BASED ON SETTLEMENT ANALYSES, WICK DRAINS ARE REQUIRED TO ACCELERATE SETTLEMENT. SEE THE SPECIAL PROVISIONS AND ROADWAY GEOTECHNICAL REPORT. THE ROADWAY GEOTECHNICAL REPORT IS AVAILABLE UPON REQUEST, CONTACT THE DISTRICT GEOTECHNICAL ENGINEER.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

PROPOSED TYPICAL SECTIONS

SCALE: NONE

DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881

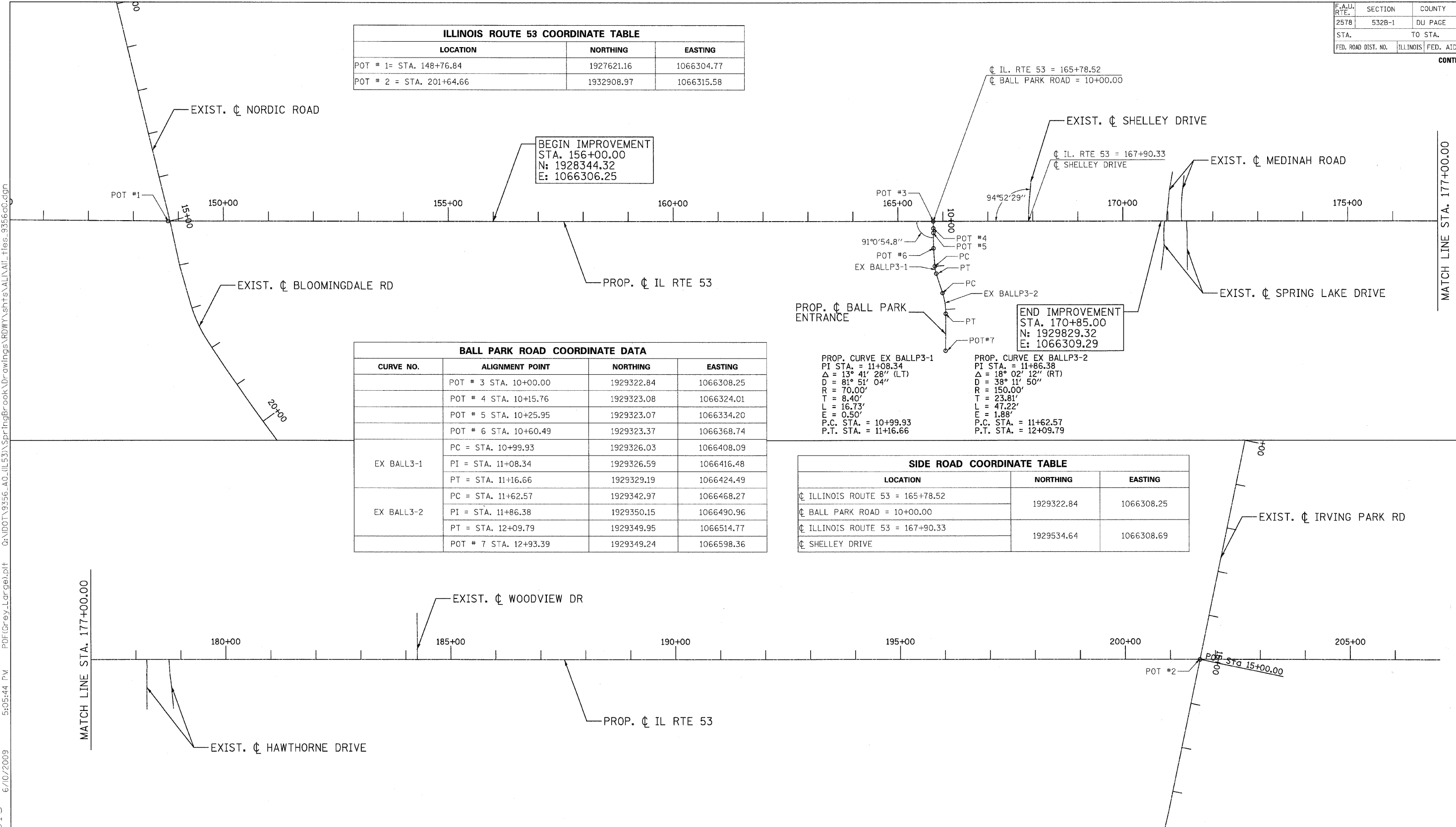
LOCATION	NORTHING	EASTING
POT # 1= STA. 148+76.84	1927621.16	1066304.77
POT # 2 = STA. 201+64.66	1932908.97	1066315.58

CURVE NO.	ALIGNMENT POINT	NORTHING	EASTING
	POT # 3 STA. 10+00.00	1929322.84	1066308.25
	POT # 4 STA. 10+15.76	1929323.08	1066324.01
	POT # 5 STA. 10+25.95	1929323.07	1066334.20
	POT # 6 STA. 10+60.49	1929323.37	1066368.74
	PC = STA. 10+99.93	1929326.03	1066408.09
EX BALL3-1	PI = STA. 11+08.34	1929326.59	1066416.48
	PT = STA. 11+16.66	1929329.19	1066424.49
	PC = STA. 11+62.57	1929342.97	1066468.27
EX BALL3-2	PI = STA. 11+86.38	1929350.15	1066490.96
	PT = STA. 12+09.79	1929349.95	1066514.77
	POT # 7 STA. 12+93.39	1929349.24	1066598.36

LOCATION	NORTHING	EASTING
CL ILLINOIS ROUTE 53 = 165+78.52	1929322.84	1066308.25
CL BALL PARK ROAD = 10+00.00		
CL ILLINOIS ROUTE 53 = 167+90.33	1929534.64	1066308.69
CL SHELLEY DRIVE		

PROP. CURVE EX BALLP3-1  
 PI STA. = 11+08.34  
 $\Delta = 13^\circ 41' 28''$  (LT)  
 $D = 81^\circ 51' 04''$   
 $R = 70.00'$   
 $T = 8.40'$   
 $L = 16.73'$   
 $E = 0.50'$   
 P.C. STA. = 10+99.93  
 P.T. STA. = 11+16.66

PROP. CURVE EX BALLP3-2  
 PI STA. = 11+86.38  
 $\Delta = 18^\circ 02' 12''$  (RT)  
 $D = 38^\circ 11' 50''$   
 $R = 150.00'$   
 $T = 23.81'$   
 $L = 47.22'$   
 $E = 1.88'$   
 P.C. STA. = 11+62.57  
 P.T. STA. = 12+09.79



BEGIN IMPROVEMENT  
 STA. 156+00.00  
 N: 1928344.32  
 E: 1066306.25

END IMPROVEMENT  
 STA. 170+85.00  
 N: 1929829.32  
 E: 1066309.29

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 53 (FAU 2578)

ALIGNMENT, TIES, & BENCHMARKS  
 STA. 156+00.00 TO STA. 170+85.00

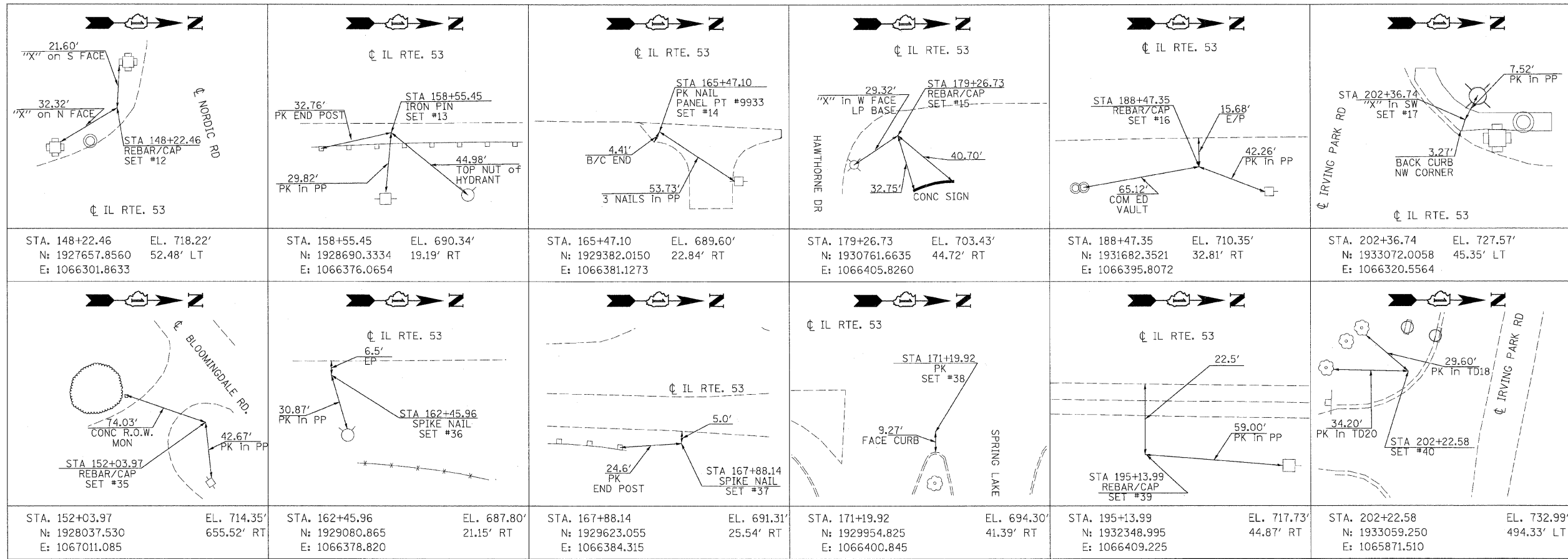
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT #62881				



NOTE: GROUND COORDINATES ARE NOTED ABOVE

**BENCHMARK DESCRIPTION:**

**IDOT CONTROL POINT GRID COORDINATE TABLE**

POINT NUMBER	N	E	ELEV.	STA.	OFFSET	LT/RT
TH-9931	1927736.62	1065648.37	720.18	149+90.96	656.64	LT
TH-9932	1928186.00	1067004.75	710.46	154+43.11	698.82	RT
TH-9933	1929291.25	1066331.12	689.59	165+45.98	22.93	RT
TH-9934	1929992.12	1065651.00	705.09	172+46.46	658.62	LT
TH-9936	1931152.25	1066295.75	707.39	184+07.90	16.24	LT
TH-9937	1932035.00	1066988.87	712.86	192+92.07	675.07	RT
TH-9938	1932320.62	1065852.50	727.48	195+75.36	461.88	LT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

ALIGNMENT, TIES, & BENCHMARKS

SCALE: NTS  
DATE: 6/12/09

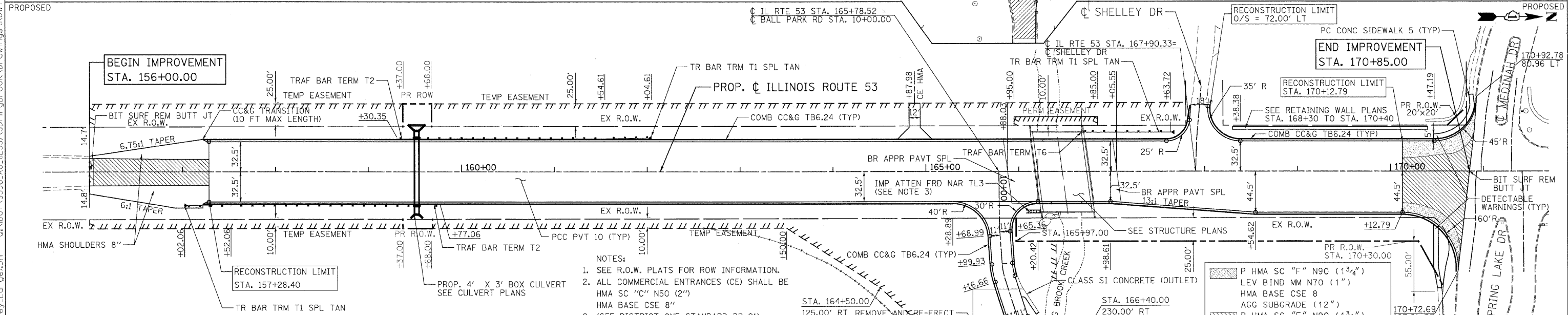
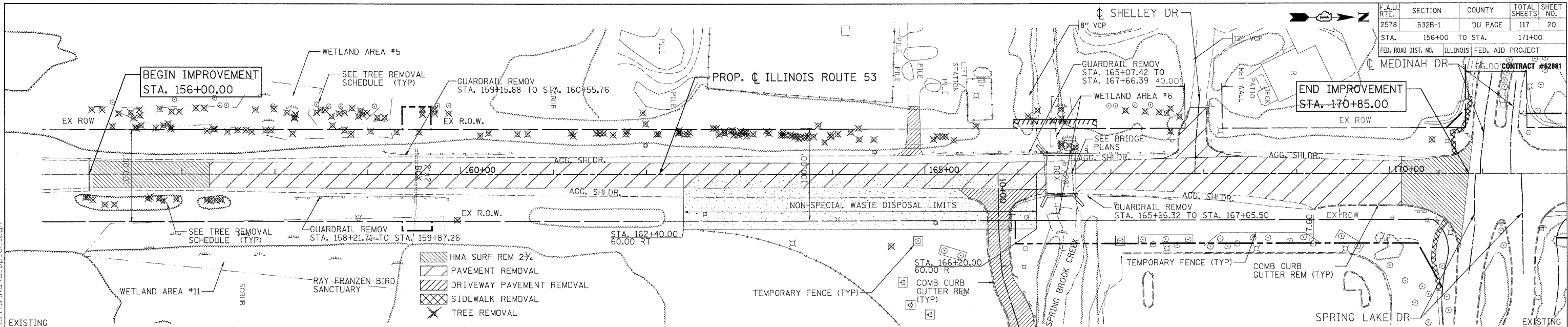
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	20
STA.	156+00	TO STA.	171+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881



- NOTES:
- SEE R.O.W. PLATS FOR ROW INFORMATION.
  - ALL COMMERCIAL ENTRANCES (CE) SHALL BE HMA SC "C" N50 (2") HMA BASE CSE 8"
  - (SEE DISTRICT ONE STANDARD BD-01)
  - THE CONTRACTOR SHALL ENSURE THE IMPACT ATTENUATOR SELECTED FROM IDOT'S APPROVED LIST OF SUPPLIERS SHALL NOT AFFECT THE SIGHT DISTANCE FROM BALL PARK ENTRANCE.

RECONSTRUCTION LIMIT  
O/S = 72.00' LT

STATION	ELEVATION
156+00	698.25
157+00	696.86
158+00	695.46
159+00	695.60
160+00	694.27
161+00	694.21
162+00	693.09
163+00	693.02
164+00	691.92
165+00	692.12
166+00	690.75
167+00	691.49
168+00	689.99
169+00	691.14
170+00	689.23
171+00	691.06
172+00	689.09
173+00	691.25
174+00	688.94
175+00	691.50
176+00	688.77
177+00	691.75
178+00	688.60
179+00	692.00
180+00	688.67
181+00	692.25
182+00	688.73
183+00	692.50
184+00	688.86
185+00	692.75
186+00	688.99
187+00	693.00
188+00	689.19
189+00	693.25
190+00	689.38
191+00	693.50
192+00	689.82
193+00	693.75
194+00	690.25
195+00	694.00
196+00	690.62
197+00	694.12
198+00	690.99
199+00	694.00
200+00	691.73
201+00	693.75

REVISIONS	
NAME	DATE
TREES REMOVED	1/22/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

PLAN & PROFILE  
STA. 156+00 TO STA. 171+00

SCALE: VERT. 1"=5'  
HORIZ. 1"=50'

DATE: 6/12/09

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CHECKED BY: JJC



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62881

## MAINTENANCE OF TRAFFIC GENERAL NOTES

- THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE MAINTENANCE OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE STAGING PLANS.
- CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGHOUT THE PROJECT AREA AT ALL TIMES.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ENTRANCES, APPROACHES, AND TEMPORARY ROADS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (ROAD).
- VERTICAL PANELS SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FT CENTER TO CENTER ON TANGENT, AND 25 FT CENTER TO CENTER ON TAPERS AND CURVES.
- ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN INCLUDING THE RAY FRANZEN BIRD SANCTUARY SIGN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION SPECIAL".
- THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN".
- THE CONTRACTOR SHALL PLACE "CAUTION NEW LANES OPEN" SIGNS AT EVERY ENTRANCE AND SIDE ROAD AT LEAST TWO WEEKS PRIOR TO THE OPENING OF NEW LANES TO TRAFFIC AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS DETAIL FOR INFORMATION.
- THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT EVERY COMMERCIAL ENTRANCE WITHIN THE PROJECT LIMITS WHERE THE ENTRANCE IS OBSTRUCTED DUE TO CONSTRUCTION AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS DETAIL FOR INFORMATION.
- ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY IN THE UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNS".
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- FOR BRIDGE CONSTRUCTION STAGING, SEE SPRINGBROOK CREEK STRUCTURAL PLANS.
- ANY SAW CUTTING OF THE EXISTING PAVEMENT FOR STAGE CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "PAVEMENT REMOVAL".

- ALL TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH A 6 IN. PAINT STRIPE, TYPE C REFLECTORS, STEADY BURNING LIGHT AND AS SHOWN IN DETAIL "A" IN THE STAGING TYPICAL CROSS SECTION SHEETS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "TEMPORARY CONCRETE BARRIER"
- EXISTING RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE MAINTENANCE OF TRAFFIC STAGING SHALL BE MASKED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "PAVEMENT MARKING REMOVAL"
- EXISTING BOULDERS THAT ARE PART OF THE LANDSCAPING NEAR THE SOUTH SIDE OF SHELLY DRIVE AND MEDINAH LANE SHOULD BE REMOVED AND STORED DURING CONSTRUCTION. THESE BOULDERS SHALL BE REPLACED WHEN CONSTRUCTION IS OVER WITH GUIDANCE FROM THE PROPERTY OWNER. THIS WORK SHALL BE PAID FOR AS REMOVE AND RE-ERECT BOULDERS (L SUM).

## SEQUENCE OF CONSTRUCTION

### PRESTAGE

- REMOVE TREES IN CONFLICT WITH PROPOSED WORK AS SHOWN IN THE PLANS. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701006.
- CONSTRUCT THE PROPOSED RETAINING WALL WEST OF ILLINOIS ROUTE 53 BETWEEN SHELLEY DRIVE AND MEDINAH LANE AS SHOWN ON THE PLANS. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701006 and 701501.
- CONSTRUCT THE WIDENING EMBANKMENT FOR THE TEMPORARY PAVEMENT USED IN STAGE 1. INSTALL THE SAND DRAINAGE BLANKET AND WICK DRAINS FROM 156+00 TO 157+35.
- CONSTRUCT TEMPORARY PAVEMENT WEST OF ILLINOIS ROUTE 53 AT LOCATIONS SHOWN ON THE PLANS. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701326 and 701701.
- CONSTRUCT PROPOSED STORM SEWER WEST OF ILLINOIS ROUTE 53 AT STA. 159+00. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701006.
- INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT ILLINOIS ROUTE 53 AND MEDINAH DRIVE/SPRING LAKE DRIVE. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701701.
- CONSTRUCT TEMPORARY ACCESS ROAD.

### STAGE 1

- PLACE TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN AND RESET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT IL RTE 53 AND MEDINAH LANE/SPRING LAKE DRIVE.  
  
SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC LANES TO THE WEST SIDE OF IL RTE 53 FROM STA. 157+28.40 TO STA. 175+00 AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.  
  
TRAFFIC SHALL BE MAINTAINED PER PLAN.
- INSTALL TEMPORARY CONCRETE BARRIER AND SHEET PILE AT LOCATIONS SHOWN IN THE PLANS.
- REMOVE PORTIONS OF THE EXISTING NORTHBOUND PAVEMENT AND CONSTRUCT EMBANKMENT. INSTALL THE SAND DRAINAGE BLANKET AND WICK DRAINS. ALLOW 2 MONTHS SETTLEMENT. CONSTRUCT THE NORTHBOUND PAVEMENTS, STORM SEWER MAINLINE AND LATERAL CONNECTIONS, DRAINAGE STRUCTURES, CURB AND GUTTER, AND PARKWAYS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT THE EAST HALF OF THE PROPOSED STRUCTURE AT STA. 166+46.79 (SEE BRIDGE PLANS FOR STAGING INFORMATION).
- JUST PRIOR TO STAGE 2, PLACE TEMPORARY PAVEMENT ADJACENT TO NEW NORTHBOUND PAVEMENT AND EXISTING PAVEMENT FROM STA. 167+05.55 TO STA. 170+12.79 AND AS SHOWN IN THE MOT PLANS AND TYPICAL SECTIONS. TRAFFIC SHALL BE MAINTAINED PER PLAN.

### STAGES 1B AND 1C

- STAGES 1B AND 1C ARE SUBSTAGES OF 1A. THEY DEPICT HOW ACCESS SHALL BE MAINTAINED TO THE BALL PARK DURING CONSTRUCTION.

### STAGE 2

- PLACE TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN AND RESET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT IL RTE 53 AND MEDINAH LANE/SPRING LAKE DRIVE.  
  
SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC LANES TO THE EAST SIDE OF IL RTE 53 FROM STA. 157+28.40 TO STA. 175+00 AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.  
  
TRAFFIC SHALL BE MAINTAINED PER PLAN.
- RELOCATE THE TEMPORARY CONCRETE BARRIER AT LOCATIONS SHOWN IN THE PLANS. NOTE: THE TEMPORARY SOIL RETENTION SYSTEM FROM STAGE 1 SHALL BE REMOVED BY PULLING OR CUTTING JUST PRIOR TO PLACING BRIDGE APPROACH PAVEMENT. (SEE NOTE 14).
- REMOVE PORTIONS OF THE EXISTING SOUTHBOUND PAVEMENT AND CONSTRUCT EMBANKMENT. INSTALL THE SAND DRAINAGE BLANKET AND WICK DRAINS. ALLOW 2 MONTHS SETTLEMENT. CONSTRUCT THE SOUTHBOUND PAVEMENTS, STORM SEWER MAINLINE AND LATERAL CONNECTIONS, DRAINAGE STRUCTURES, CURB AND GUTTER, AND PARKWAYS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT THE WEST HALF OF THE PROPOSED STRUCTURE AT STA. 166+46.79 (SEE BRIDGE PLANS FOR STAGING INFORMATION).

### STAGE 3

- PLACE TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN AND RESET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT IL RTE 53 AND MEDINAH LANE/SPRING LAKE DRIVE.  
  
TRAFFIC SHALL BE MAINTAINED AS PER PLAN.
- SHIFT NORTHBOUND TRAFFIC TO THE NEWLY CONSTRUCTED NORTHBOUND OUTSIDE THROUGH LANE EAST OF IL RTE 53 AND SHIFT THE SOUTHBOUND TRAFFIC TO THE NEWLY CONSTRUCTED SOUTHBOUND OUTSIDE THROUGH LANE WEST OF IL RTE 53 AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- REMOVE REMAINING EXISTING PAVEMENT AND CONSTRUCT THE PROPOSED CENTER FLUSH MEDIAN/LEFT TURN LANE PAVEMENT.  
  
REMOVE TEMPORARY TRAFFIC SIGNALS.
- COMPLETE REINSTALLATION OF TRAFFIC SIGNALS AT IL RTE 53 AND MEDINAH DRIVE/SPRING LAKE DRIVE.  
  
INSTALL PERMANENT PAVEMENT MARKINGS, RAISED PAVEMENT REFLECTORS AND LANDSCAPING.  
TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701311 and 701701.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)  
SUGGESTED STAGING OF CONSTRUCTION  
& TRAFFIC CONTROL  
GENERAL NOTES AND SEQUENCE OF CONSTRUCTION

SCALE: N/A  
DATE: 6/12/09

DRAWN BY: JAH  
CHECKED BY: JJC

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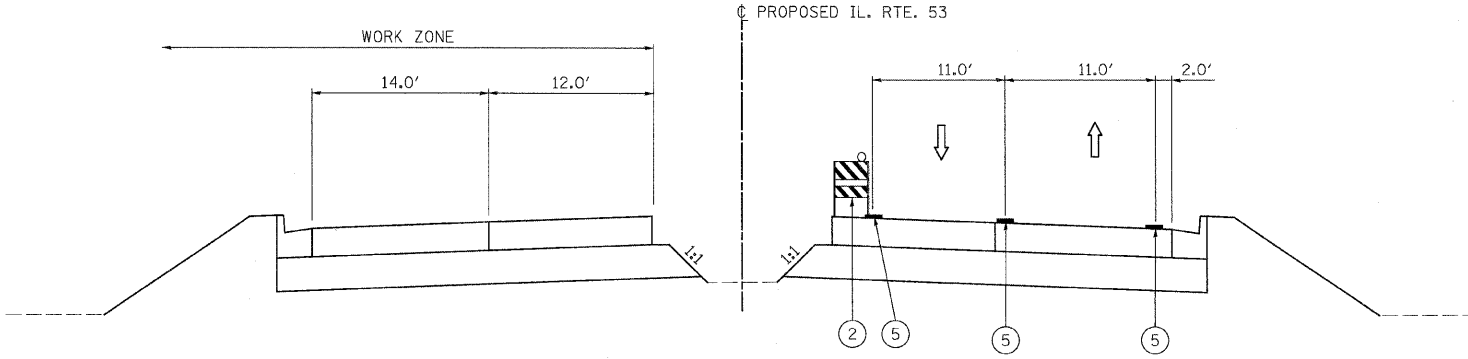
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62881

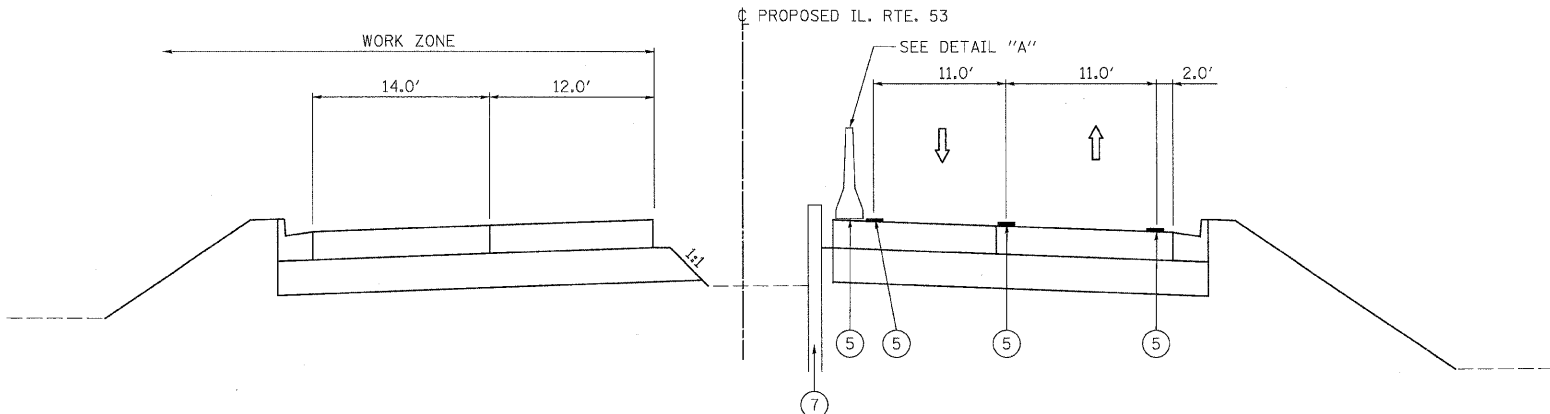
LEGEND

- ① TEMPORARY PAVEMENT
- ② TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS (50 FT C-C; 25 FT @ TAPERS & 12 FT ALONG RADII)
- ③ VERTICAL PANELS @ 50 FT C-C WITH STEADY BURNING LIGHTS
- ④ TEMPORARY PAVEMENT MARKING
- ⑤ WET PAVEMENT MARKING TAPE, TY III
- ⑥ TEMPORARY CONCRETE BARRIER WITH VERTICAL PANELS (SEE DETAIL A)
- ⑦ TEMPORARY SOIL RETENTION SYSTEM (SEE SPECIAL PROVISION)

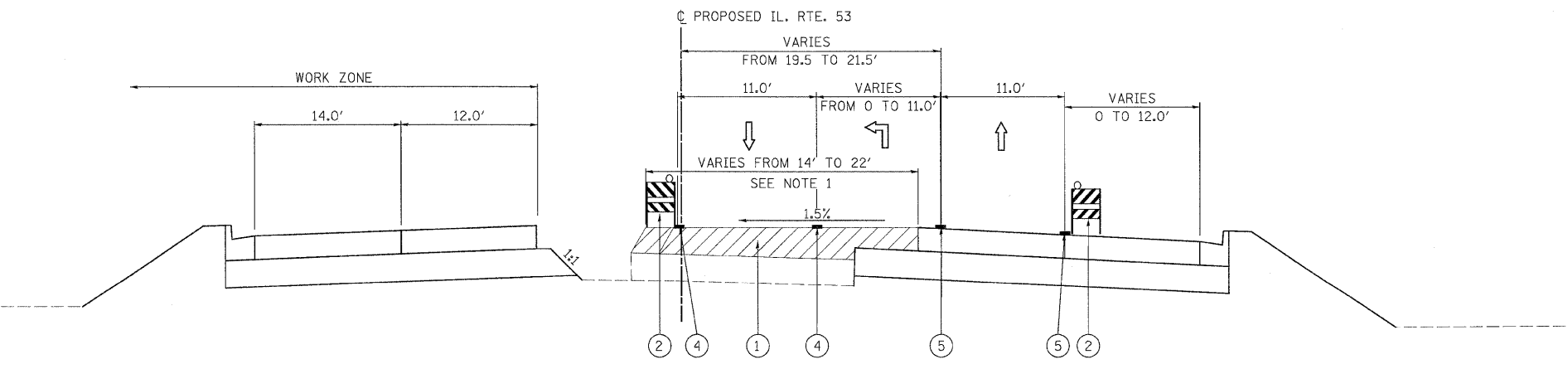
NOTE:  
 (1) TEMPORARY PAVEMENT SHALL BE PLACED JUST PRIOR TO STAGE 2. CONSTRUCTION OF TEMPORARY PAVEMENT SHALL BE IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701501 AND PER PLAN.  
 (2) SEE MOT PLANS FOR PAVEMENT MARKING INFORMATION.



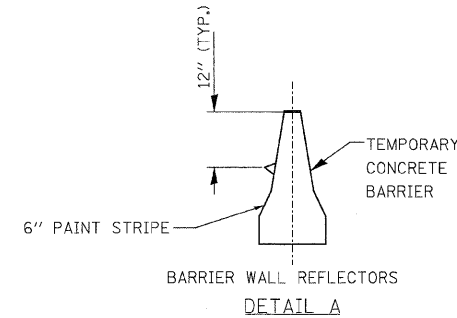
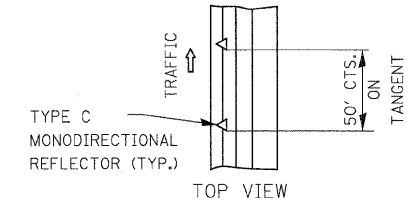
STAGE 2  
 STA. 157+28.40 TO STA. 165+88.03



STAGE 2  
 BRIDGE APPROACH PAVEMENTS  
 STA. 165+88.03 TO STA. 167+05.55  
 BRIDGE OMISSION  
 STA. 166+18.03 TO STA. 166+75.55  
 (SEE BRIDGE PLANS FOR STAGING DETAILS)



STAGE 2  
 STA. 167+05.55 TO STA. 170+12.79



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 53 (FAU 2578)  
 SUGGESTED STAGES OF CONSTRUCTION  
 AND TRAFFIC CONTROL TYPICAL SECTIONS  
 STAGE 2  
 SCALE: NONE  
 DATE: 6/12/09  
 DRAWN BY: CPK  
 CHECKED BY: JJC

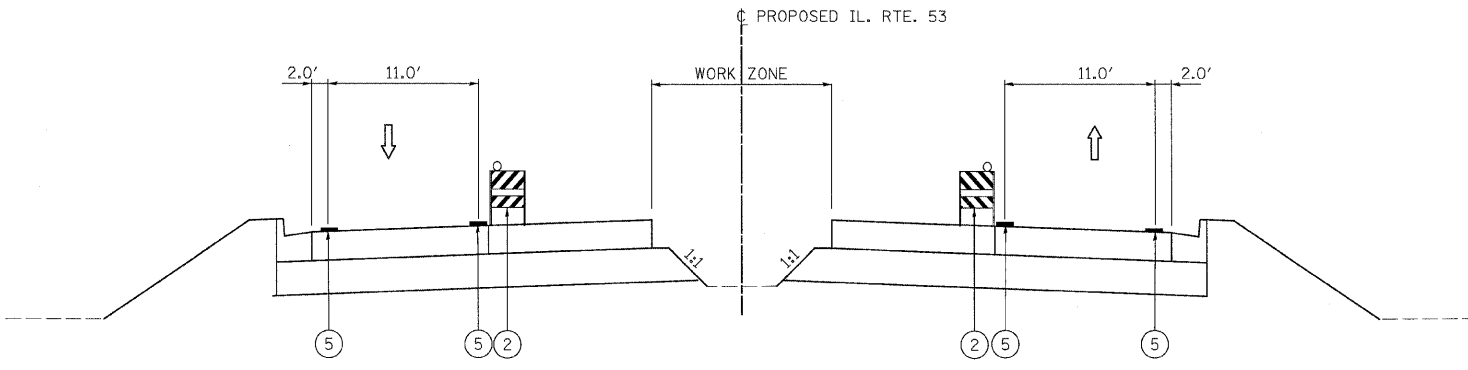
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 tkoepfen@rdwy-lis(e)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

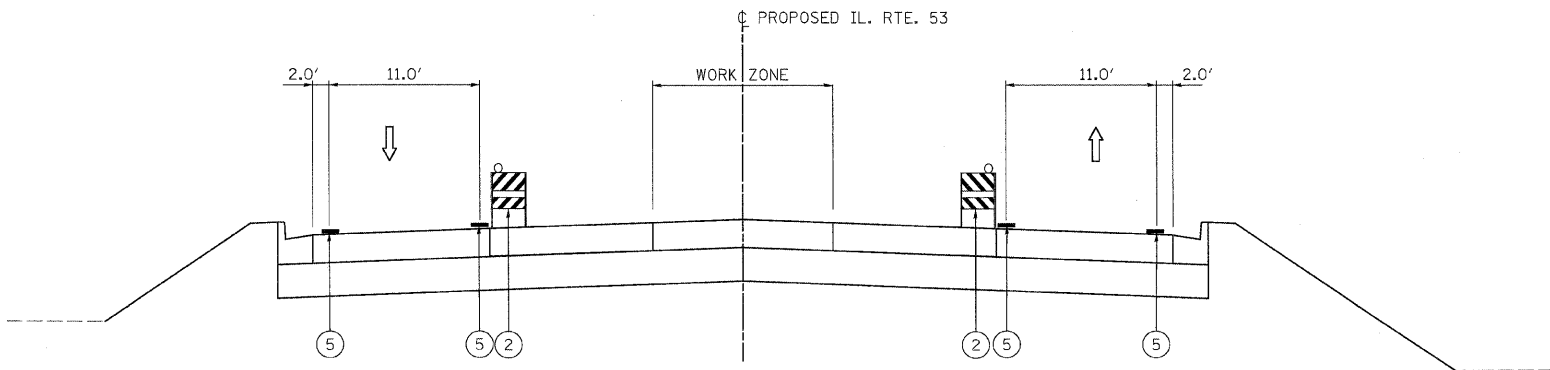
CONTRACT #62881

LEGEND

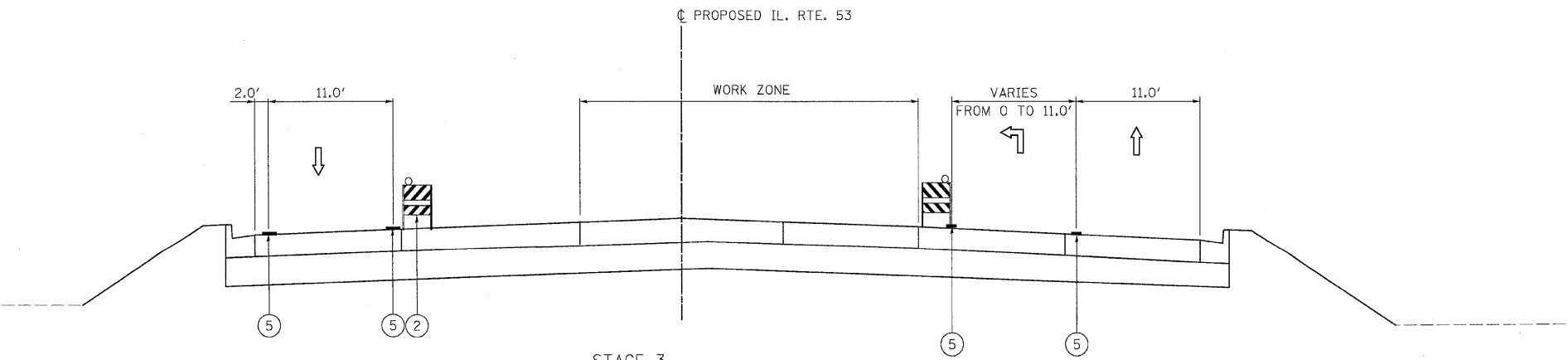
- ① TEMPORARY PAVEMENT (SEE SPECIAL PROVISION)
- ② TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS (50 FT C-C; 25 FT @ TAPERS & 12 FT ALONG RADII)
- ③ VERTICAL PANELS @ 50 FT C-C WITH STEADY BURNING LIGHTS
- ④ TEMPORARY PAVEMENT MARKING
- ⑤ WET PAVEMENT MARKING TAPE, TY III
- ⑥ TEMPORARY CONCRETE BARRIER WITH VERTICAL PANELS (SEE DETAIL A)
- ⑦ TEMPORARY SOIL RETENTION SYSTEM (SEE SPECIAL PROVISION)



STAGE 3  
STA. 157+28.40 TO STA. 165+88.03



STAGE 3  
BRIDGE APPROACH PAVEMENTS  
BRIDGE OMISSION  
STA. 166+18.03 TO STA. 166+75.55  
(SEE BRIDGE PLANS FOR STAGING DETAILS)



STAGE 3  
STA. 167+05.55 TO STA. 170+12.79

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION  
AND TRAFFIC CONTROL TYPICAL SECTIONS  
STAGE 3

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC

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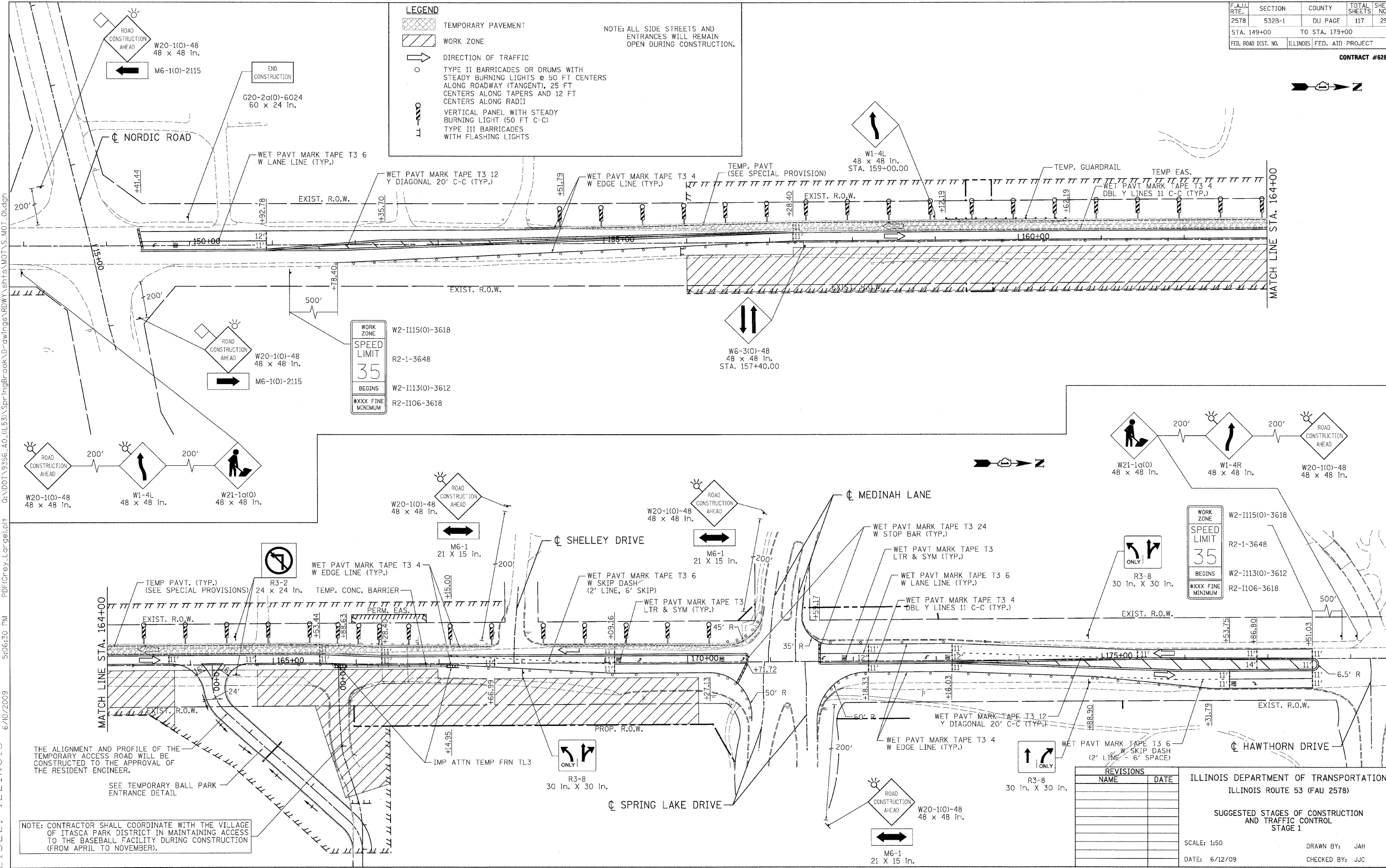
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2578	532B-1	DU PAGE	117	25
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62881

**LEGEND**

- TEMPORARY PAVEMENT
- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
- VERTICAL PANEL WITH STEADY BURNING LIGHT (50 FT C-C) TYPE III BARRICADES WITH FLASHING LIGHTS

NOTE: ALL SIDE STREETS AND ENTRANCES WILL REMAIN OPEN DURING CONSTRUCTION.



WORK ZONE	W2-I115(O)-3618
SPEED LIMIT	R2-1-3648
BEGINS	W2-I113(O)-3612
MINIMUM	R2-I106-3618

WORK ZONE	W2-I115(O)-3618
SPEED LIMIT	R2-1-3648
BEGINS	W2-I113(O)-3612
MINIMUM	R2-I106-3618

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL  
STAGE 1

SCALE: 1:50  
DATE: 6/12/09  
DRAWN BY: JAH  
CHECKED BY: JJC

THE ALIGNMENT AND PROFILE OF THE TEMPORARY ACCESS ROAD WILL BE CONSTRUCTED TO THE APPROVAL OF THE RESIDENT ENGINEER.

SEE TEMPORARY BALL PARK ENTRANCE DETAIL

NOTE: CONTRACTOR SHALL COORDINATE WITH THE VILLAGE OF ITASCA PARK DISTRICT IN MAINTAINING ACCESS TO THE BASEBALL FACILITY DURING CONSTRUCTION (FROM APRIL TO NOVEMBER).



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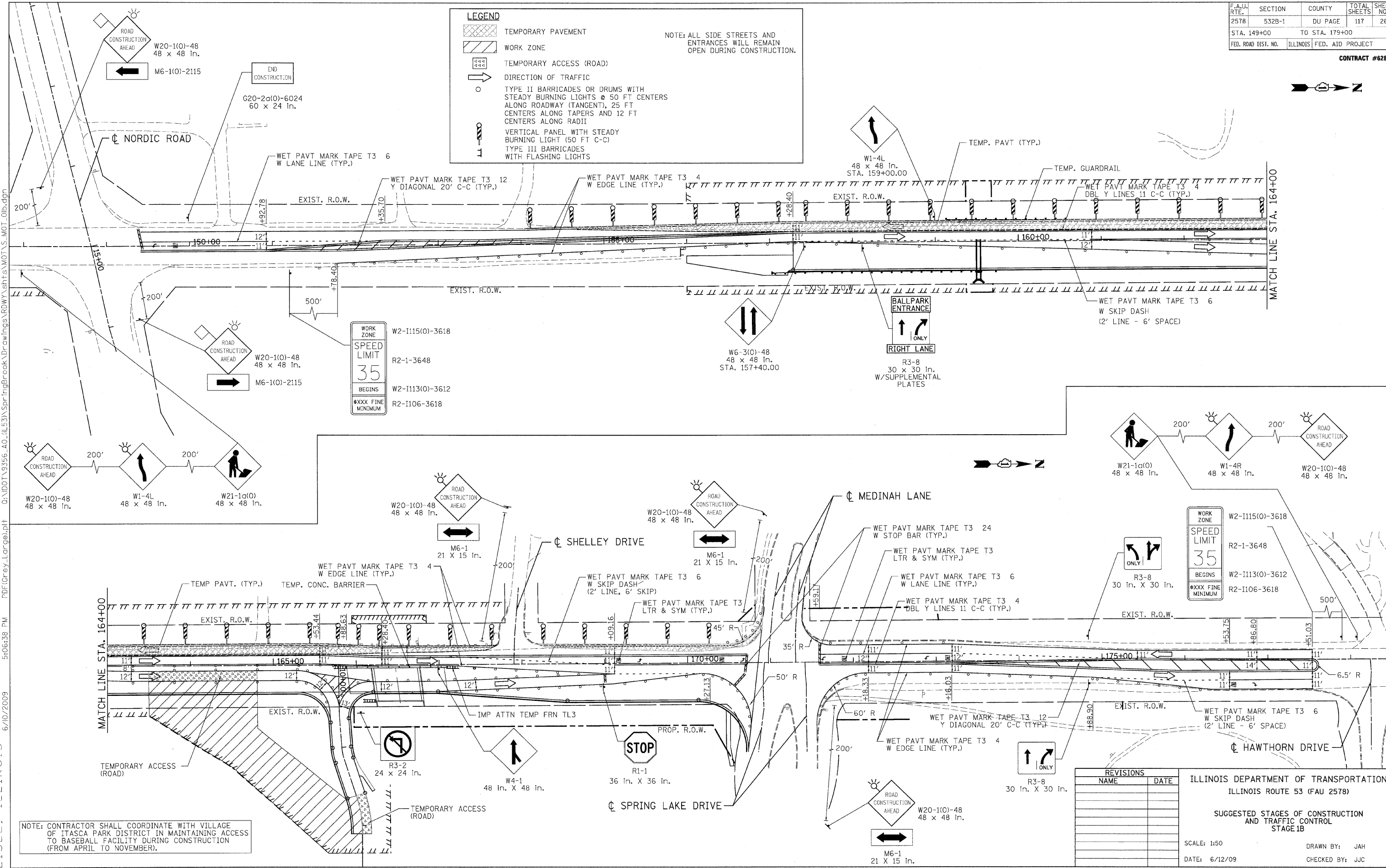
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	26
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881

**LEGEND**

- TEMPORARY PAVEMENT
- WORK ZONE
- TEMPORARY ACCESS (ROAD)
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
- VERTICAL PANEL WITH STEADY BURNING LIGHT (50 FT C-C)
- TYPE III BARRICADES WITH FLASHING LIGHTS

NOTE: ALL SIDE STREETS AND ENTRANCES WILL REMAIN OPEN DURING CONSTRUCTION.



NOTE: CONTRACTOR SHALL COORDINATE WITH VILLAGE OF ITASCA PARK DISTRICT IN MAINTAINING ACCESS TO BASEBALL FACILITY DURING CONSTRUCTION (FROM APRIL TO NOVEMBER).

**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL  
STAGE 1B

SCALE: 1:50  
DATE: 6/12/09

DRAWN BY: JAH  
CHECKED BY: JJC

**PATRICK ENGINEERING INC.**  
LISLE, ILLINOIS

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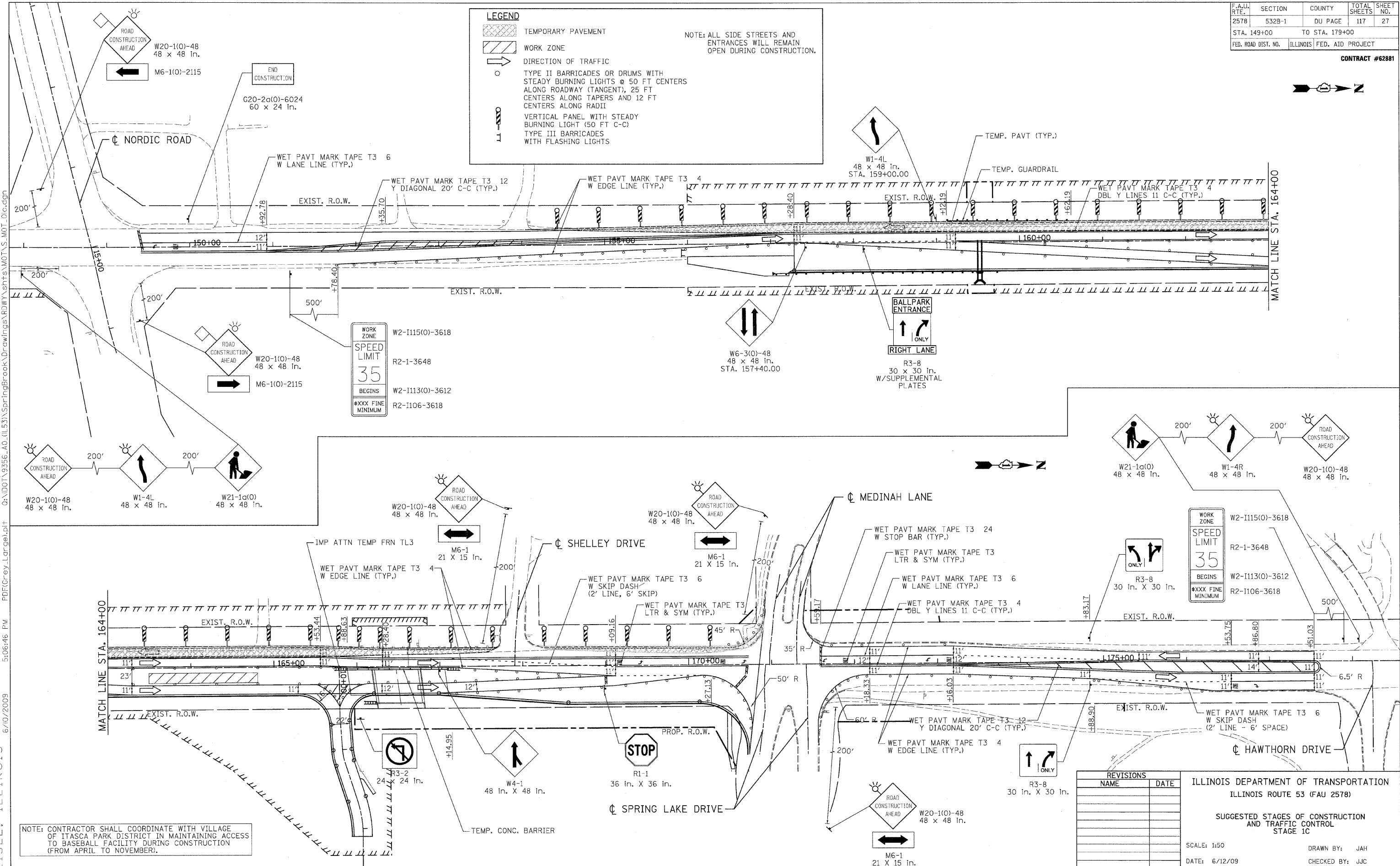
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	27
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881

**LEGEND**

- TEMPORARY PAVEMENT
- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
- VERTICAL PANEL WITH STEADY BURNING LIGHT (50 FT C-C) TYPE III BARRICADES WITH FLASHING LIGHTS

NOTE: ALL SIDE STREETS AND ENTRANCES WILL REMAIN OPEN DURING CONSTRUCTION.



WORK ZONE W2-I115(O)-3618

SPEED LIMIT R2-1-3648

35

BEGINS W2-I113(O)-3612

XXXX FINE MINIMUM R2-I106-3618

WORK ZONE W2-I115(O)-3618

SPEED LIMIT R2-1-3648

35

BEGINS W2-I113(O)-3612

XXXX FINE MINIMUM R2-I106-3618

NOTE: CONTRACTOR SHALL COORDINATE WITH VILLAGE OF ITASCA PARK DISTRICT IN MAINTAINING ACCESS TO BASEBALL FACILITY DURING CONSTRUCTION (FROM APRIL TO NOVEMBER).

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL  
STAGE 1C

SCALE: 1:50

DATE: 6/12/09

DRAWN BY: JAH  
CHECKED BY: JJC

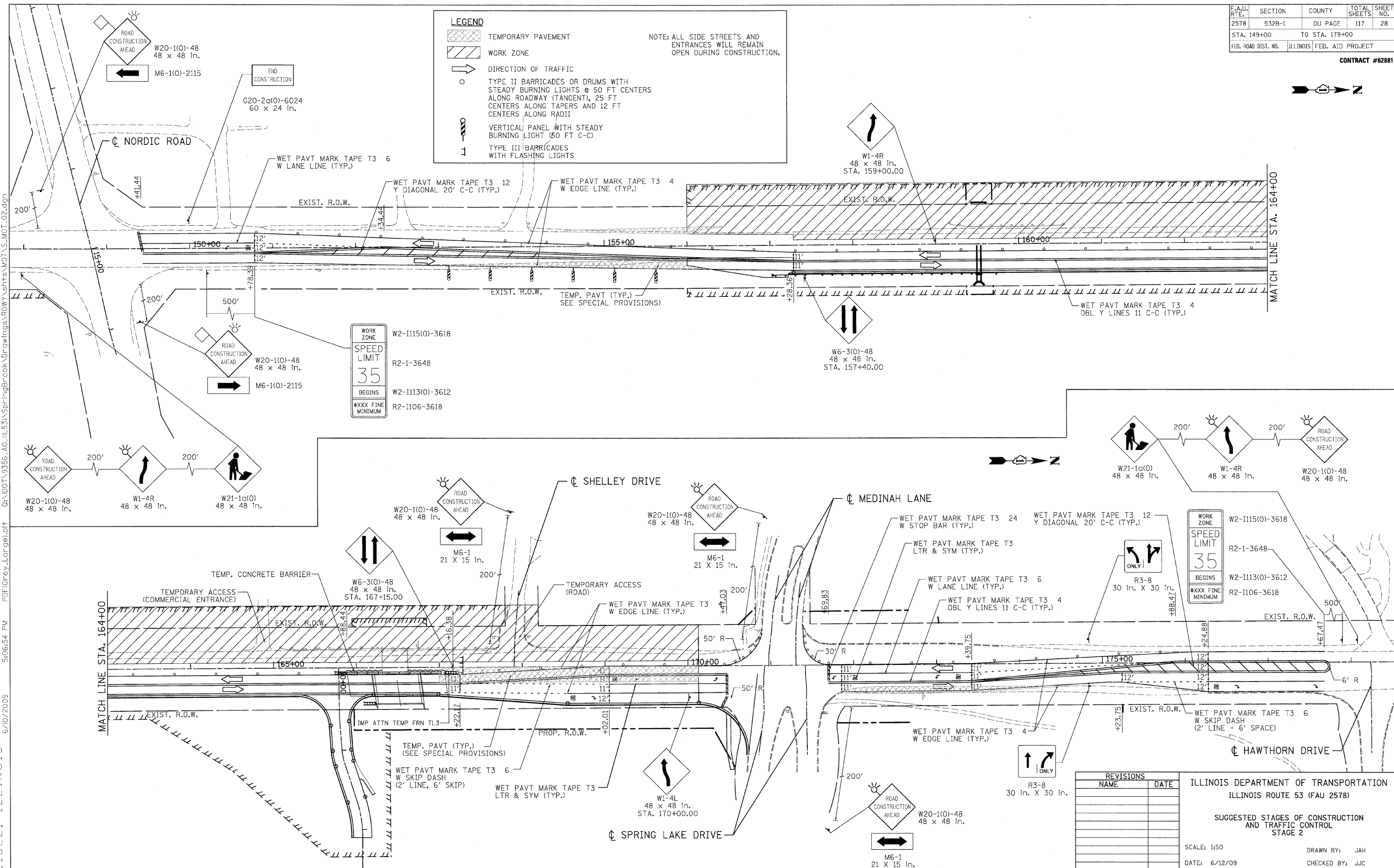
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	28
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

**LEGEND**

- TEMPORARY PAVEMENT
- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
- VERTICAL PANEL WITH STEADY BURNING LIGHT (50 FT C-C)
- TYPE III BARRICADES WITH FLASHING LIGHTS

NOTE: ALL SIDE STREETS AND ENTRANCES WILL REMAIN OPEN DURING CONSTRUCTION.



WORK ZONE

SPEED LIMIT 35

BEGINS

W2-I115(O)-3618

R2-1-3648

W2-I113(O)-3612

R2-I106-3618

XXXX FINE MINIMUM

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL  
STAGE 2

SCALE: 1:50

DATE: 6/12/09

DRAWN BY: JAH

CHECKED BY: JJC

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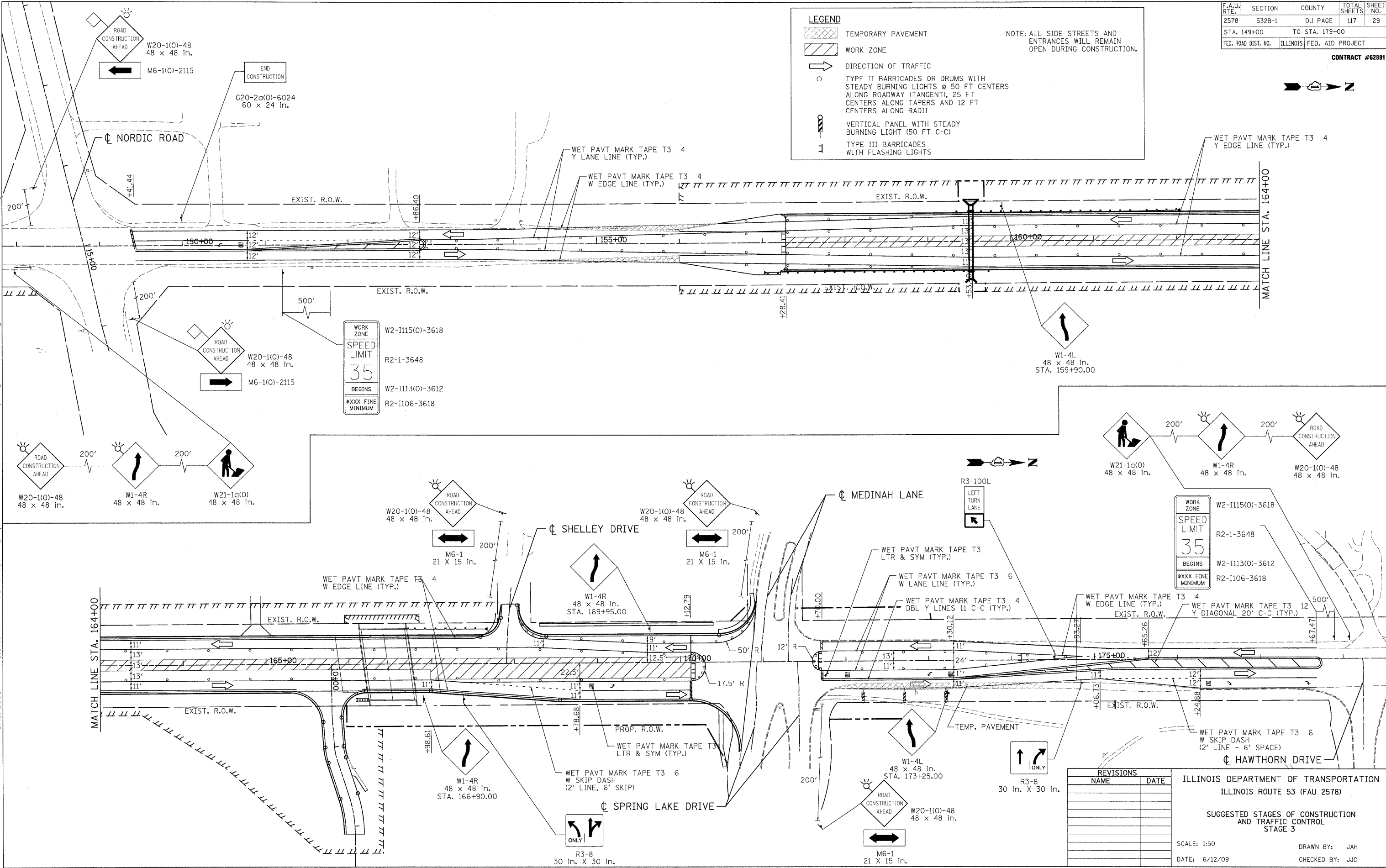
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	29
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62881

**LEGEND**

- TEMPORARY PAVEMENT
- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT), 25 FT CENTERS ALONG TAPERS AND 12 FT CENTERS ALONG RADII
- VERTICAL PANEL WITH STEADY BURNING LIGHT (50 FT C-C)
- TYPE III BARRICADES WITH FLASHING LIGHTS

NOTE: ALL SIDE STREETS AND ENTRANCES WILL REMAIN OPEN DURING CONSTRUCTION.



WORK ZONE

SPEED LIMIT 35

BEGINS

W2-1115(0)-3618

R2-1-3648

W2-1113(0)-3612

R2-1106-3618

MINIMUM

WORK ZONE

SPEED LIMIT 35

BEGINS

W2-1115(0)-3618

R2-1-3648

W2-1113(0)-3612

R2-1106-3618

MINIMUM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL  
STAGE 3

SCALE: 1:50

DATE: 6/12/09

DRAWN BY: JAH

CHECKED BY: JJC

**PATRICK**  
ENGINEERING INC.  
LISLE, ILLINOIS

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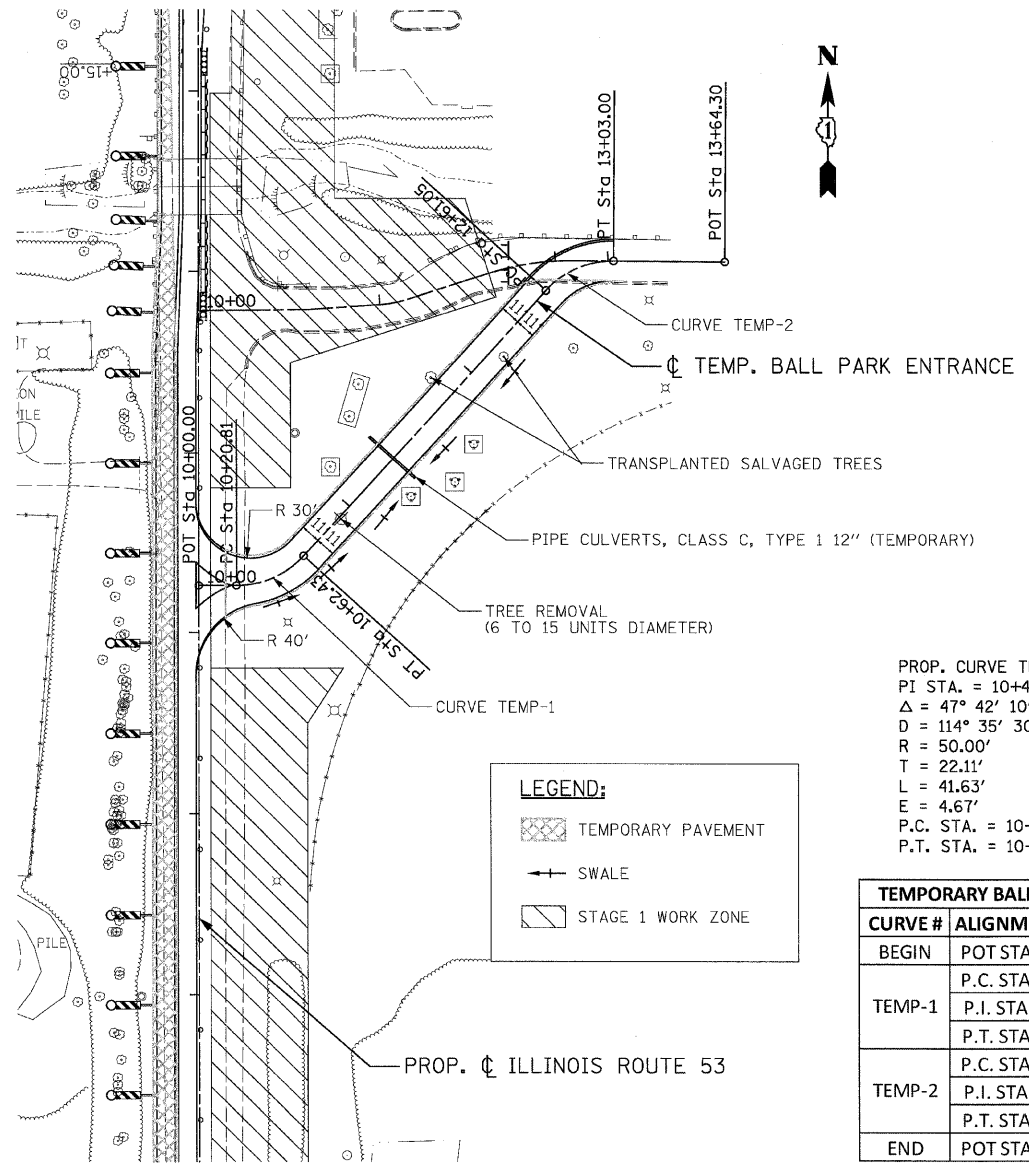
NOTES:

THE ALIGNMENT AND PROFILE OF THE TEMPORARY BALL PARK ENTRANCE WILL BE CONSTRUCTED TO THE APPROVAL OF THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE OF ITASCA PARK DISTRICT IN MAINTAINING ACCESS TO THE BASEBALL FACILITIES DURING CONSTRUCTION (FROM APRIL TO NOVEMBER).

THE TREES TO BE SALVAGED AND TRANSPLANTED SHALL BE TRANSPLANTED PER THE APPROVAL OF THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE TEMPORARY BALL PARK ENTRANCE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE ITEMS TO CONSTRUCT THE TEMPORARY BALL PARK ENTRANCE.



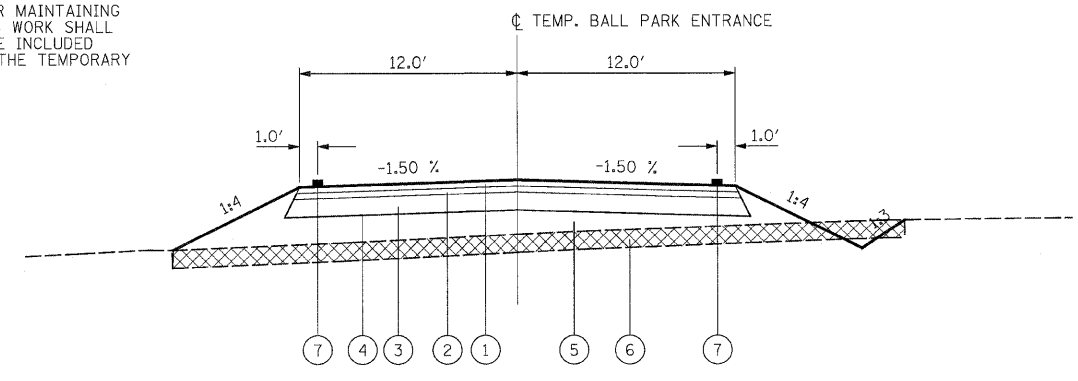
**LEGEND:**

- TEMPORARY PAVEMENT
- SWALE
- STAGE 1 WORK ZONE

PROP. CURVE TEMP-1 PI STA. = 10+42.91 Δ = 47° 42' 10" (LT) D = 114° 35' 30" R = 50.00' T = 22.11' L = 41.63' E = 4.67' P.C. STA. = 10+20.81 P.T. STA. = 10+62.43	PROP. CURVE TEMP-2 PI STA. = 12+83.35 Δ = 48° 04' 15" (RT) D = 114° 35' 30" R = 50.00' T = 22.30' L = 41.95' E = 4.75' P.C. STA. = 12+61.05 P.T. STA. = 13+03.00
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**TEMPORARY BALL PARK ENTRANCE COORDINATE TABLE**

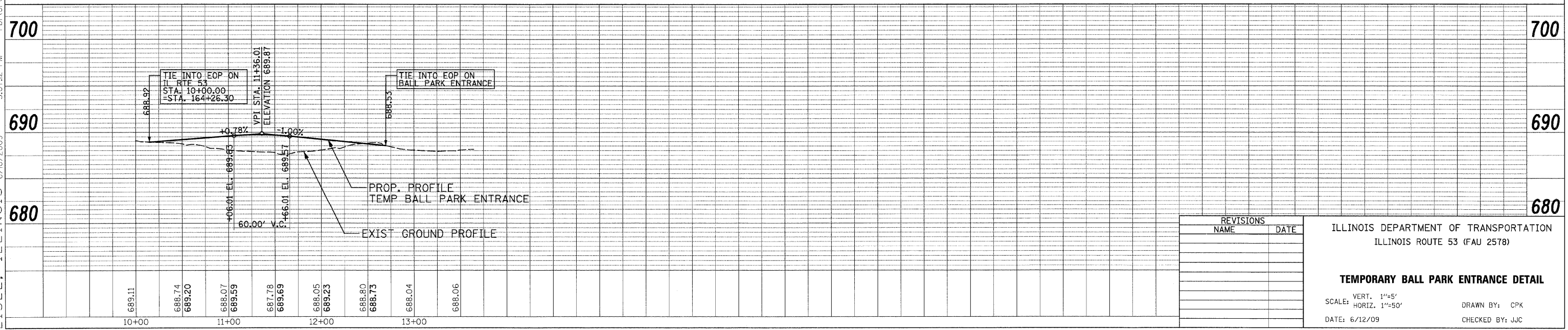
CURVE #	ALIGNMENT POINT	NORTHING	EASTING
BEGIN	POT STA. 10+00.00	1,929,170.62	1,066,307.94
	P.C. STA. 10+20.81	1,929,170.57	1,066,328.75
TEMP-1	P.I. STA. 10+42.91	1,929,170.53	1,066,350.85
	P.T. STA. 10+62.43	1,929,186.85	1,066,365.76
	P.C. STA. 12+61.05	1,929,333.49	1,066,499.73
TEMP-2	P.I. STA. 12+83.35	1,929,349.95	1,066,514.77
	P.T. STA. 13+03.00	1,929,349.76	1,066,537.07
END	POT STA. 13+64.30	1,929,349.242	1,066,598.36



TYPICAL SECTION FOR TEMPORARY BALL PARK ROAD

TYPICAL SECTION LEGEND:

- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N 50 (2")
- AGGREGATE SURFACE COURSE, TYPE B (2")
- GRANULAR EMBANKMENT, SPECIAL (6")
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- FURNISHED EXCAVATION (SEE EARTHWORK SCHEDULES)
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (SEE EARTHWORK SCHEDULES)
- WET PAVEMENT MARKING TAPE, TY III (4")



REVISIONS	
NAME	DATE

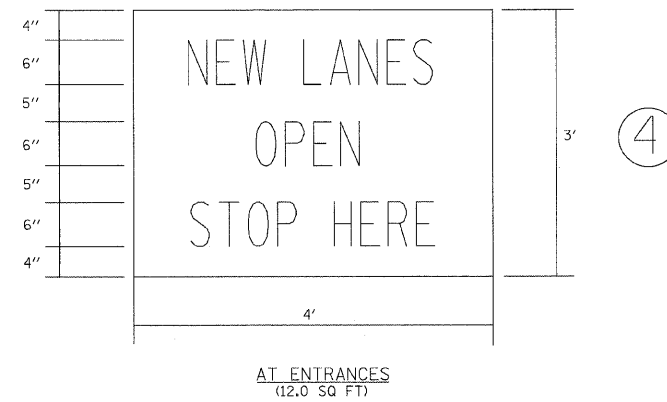
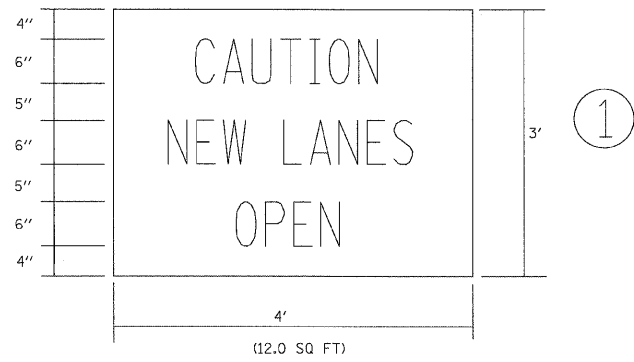
ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

**TEMPORARY BALL PARK ENTRANCE DETAIL**

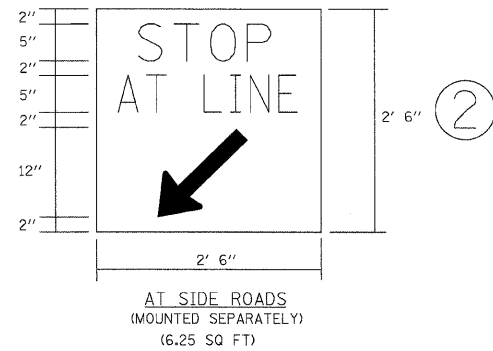
SCALE: VERT. 1"=5'  
HORIZ. 1"=50'  
DATE: 6/12/09  
DRAWN BY: CPK  
CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

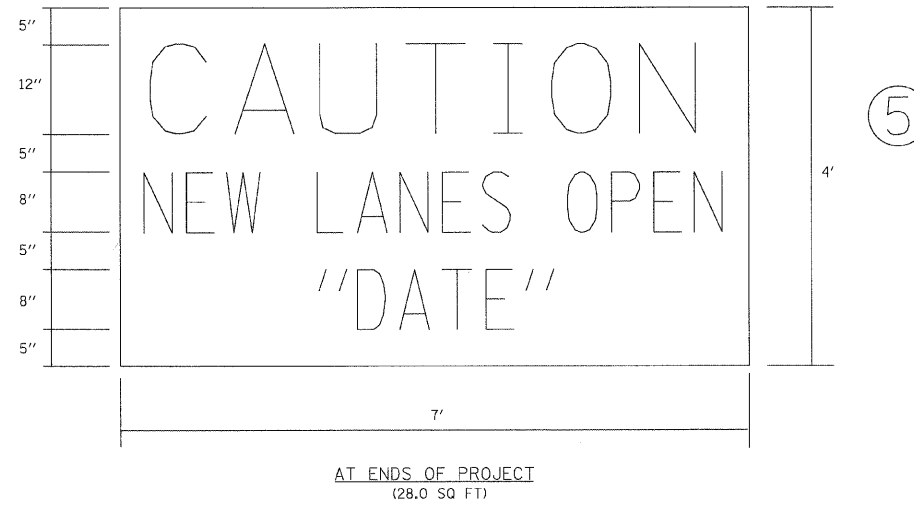
CONTRACT #62881



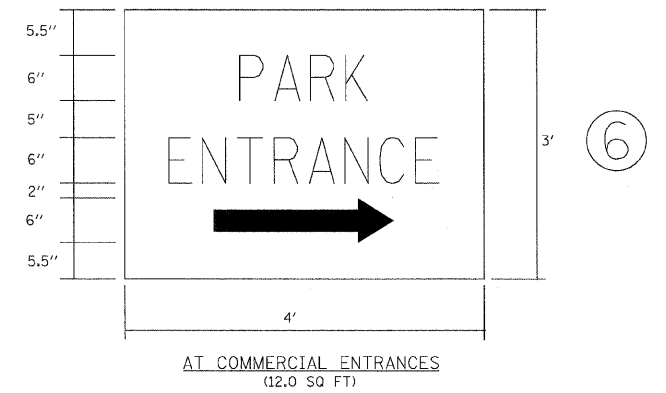
NOTE:  
ABOVE SIGNS SHALL BE BLACK ON ORANGE  
REFLECTIVE BACKGROUND



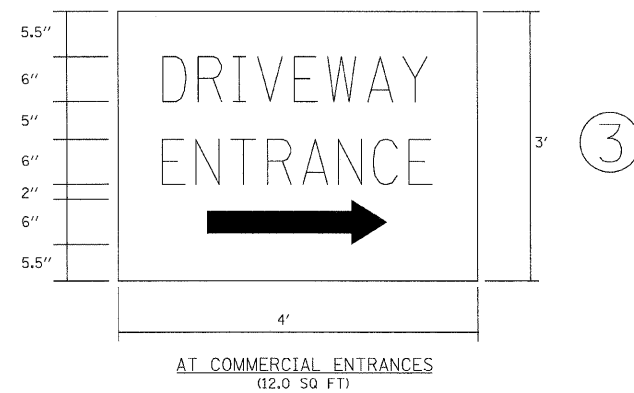
NOTE:  
ABOVE SIGNS SHALL BE BLACK ON ORANGE  
REFLECTIVE BACKGROUND



AT ENDS OF PROJECT  
(28.0 SQ FT)



AT COMMERCIAL ENTRANCES  
(12.0 SQ FT)



AT COMMERCIAL ENTRANCES  
(12.0 SQ FT)

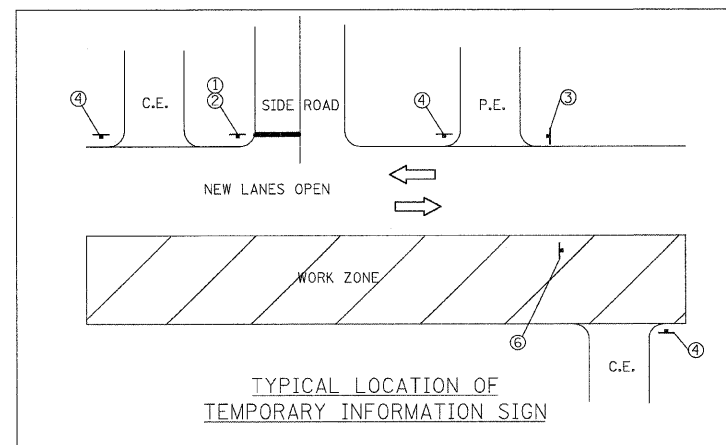
NOTE:  
SIGN SHALL BE GREEN ON WHITE REFLECTIVE  
BACKGROUND WITH .50 IN. BORDER.

TWO SIGNS SHALL BE USED AT EACH COMMERCIAL  
DRIVEWAY AS DIRECTED BY THE ENGINEER.

HALF OF THE SIGNS SHALL REQUIRE THE ARROW  
TO POINT TO THE LEFT AND THE OTHER HALF  
TO THE RIGHT (AS SHOWN).

SEE SPECIAL PROVISION FOR "TEMPORARY  
INFORMATION SIGNS" FOR ADDITIONAL INFORMATION.

ALL DIMENSIONS ARE IN FEET  
UNLESS OTHERWISE SHOWN.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGING OF CONSTRUCTION  
& TRAFFIC CONTROL  
TEMPORARY INFORMATION SIGNS

SCALE: NONE  
DATE 6/12/09

DRAWN BY TCK  
CHECKED BY JC

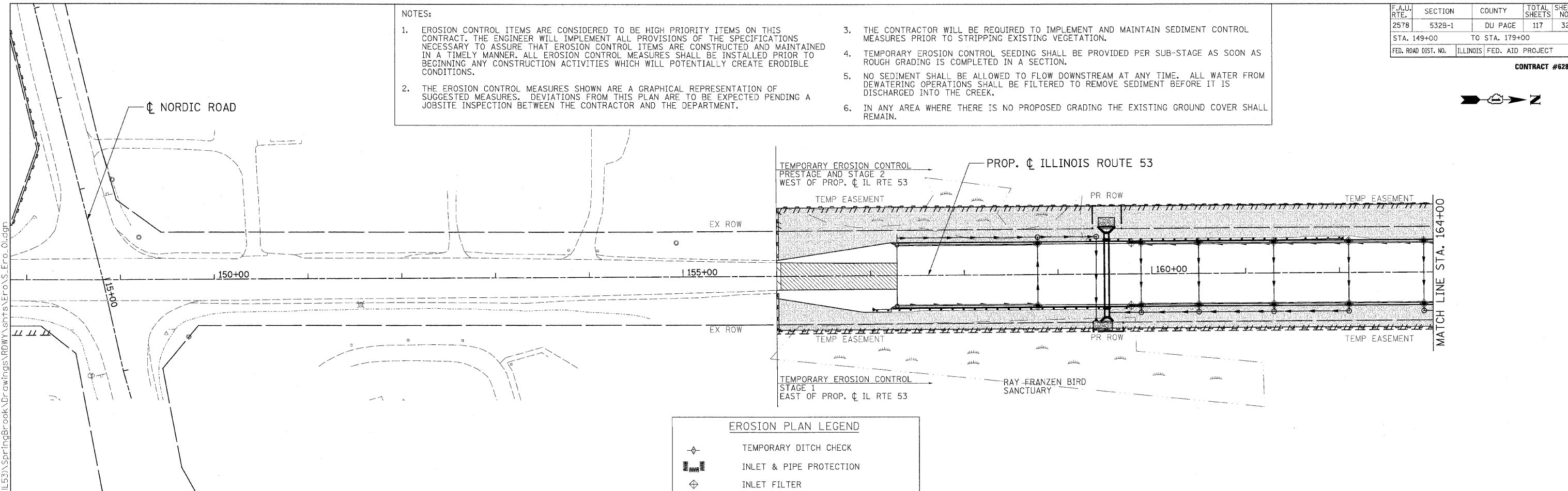
hkoepfen@rdwy-lise.com 6/10/2009 5:07:22 PM PDF(Crey\_Lar)gob.plt G:\DOT\9356\_A0\_(L153)\SpringBrook\Drawings\RDWY\shfts\MOT\5\_MOT\_signs.dgn

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	32
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62881

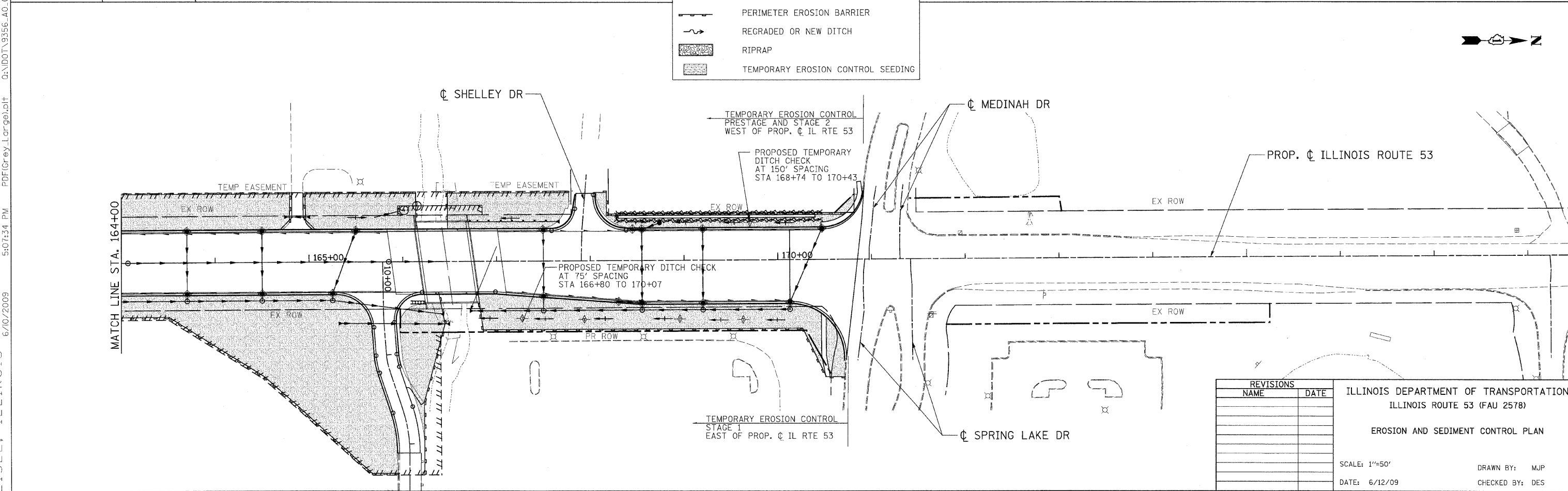
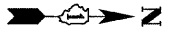
NOTES:

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATIONS NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
2. THE EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
4. TEMPORARY EROSION CONTROL SEEDING SHALL BE PROVIDED PER SUB-STAGE AS SOON AS ROUGH GRADING IS COMPLETED IN A SECTION.
5. NO SEDIMENT SHALL BE ALLOWED TO FLOW DOWNSTREAM AT ANY TIME. ALL WATER FROM DEWATERING OPERATIONS SHALL BE FILTERED TO REMOVE SEDIMENT BEFORE IT IS DISCHARGED INTO THE CREEK.
6. IN ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.



**EROSION PLAN LEGEND**

	TEMPORARY DITCH CHECK
	INLET & PIPE PROTECTION
	INLET FILTER
	PERIMETER EROSION BARRIER
	REGRADED OR NEW DITCH
	RIPRAP
	TEMPORARY EROSION CONTROL SEEDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)  
EROSION AND SEDIMENT CONTROL PLAN

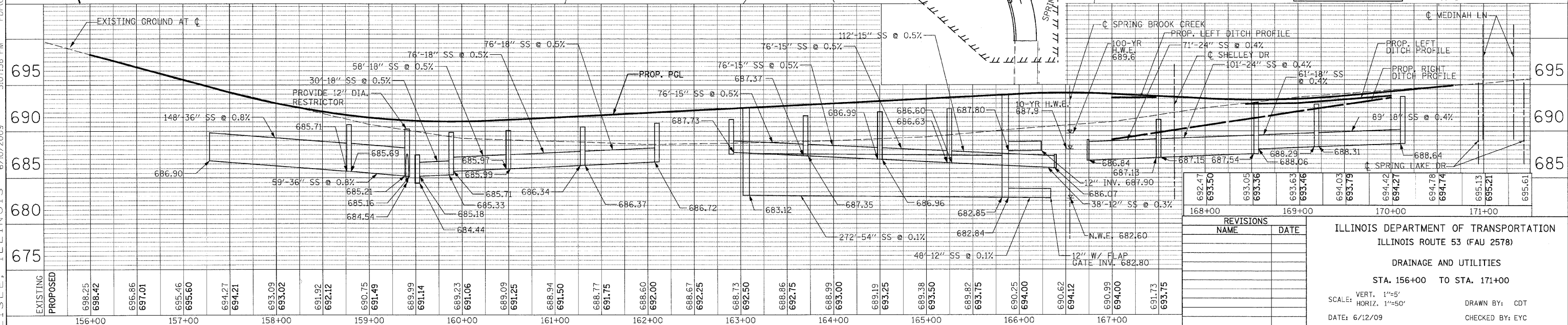
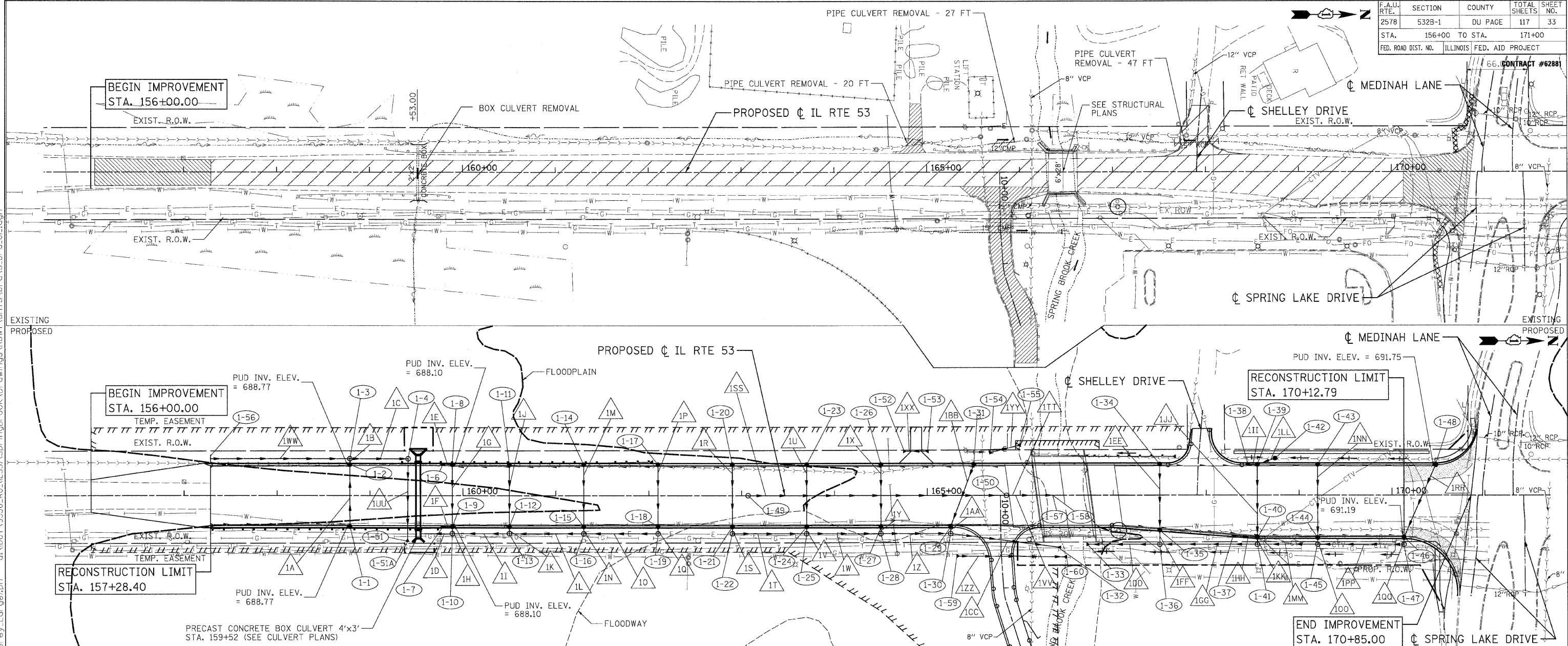
SCALE: 1"=50'  
DATE: 6/12/09

DRAWN BY: MJP  
CHECKED BY: DES

6/10/2009 5:07:34 PM PDF(Grey\_Large).pht Q:\DOT\9356\_A0\_IL53\SpringBrook\Drawings\RDWY\shits\ero\S.Ero\_01.dgn  
 koeppen(Rdwy\_Lis@) PATRICK ENGINEERING INC. LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	33
STA. 156+00 TO STA. 171+00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

66. CONTRACT #62881



REVISIONS	NAME	DATE
1	692.47	168+00
2	693.50	169+00
3	693.05	170+00
4	693.36	171+00
5	693.63	
6	693.46	
7	694.03	
8	693.79	
9	694.42	
10	694.27	
11	694.78	
12	694.74	
13	695.13	
14	695.21	
15	695.61	

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)  
DRAINAGE AND UTILITIES  
STA. 156+00 TO STA. 171+00  
SCALE: VERT. 1"=5'  
HORIZ. 1"=50'  
DATE: 6/12/09  
DRAWN BY: CDT  
CHECKED BY: EYC

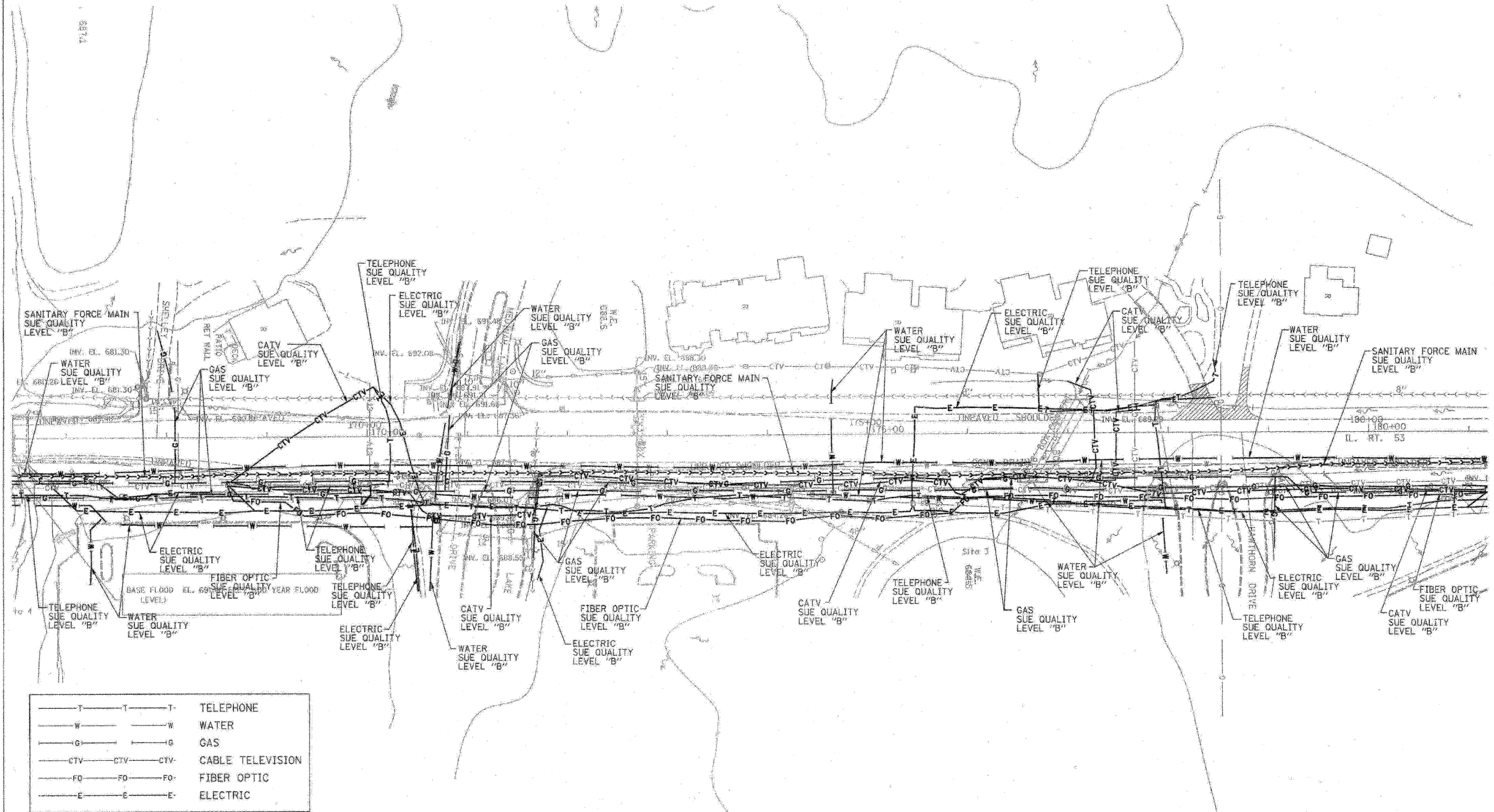


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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	5328	DUPAGE	117	35
STA. 166+00		TO STA. 181+00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



—T—T—T—	TELEPHONE
—W—W—W—	WATER
—G—G—G—	GAS
—CTV—CTV—CTV—	CABLE TELEVISION
—FO—FO—FO—	FIBER OPTIC
—E—E—E—	ELECTRIC

**TBE GROUP, INC.**  
 CIVIL ENGINEERING \* TRANSPORTATION \* ENVIRONMENTAL  
 \* PLANNING \* UTILITY ENGINEERING/LOCATING  
 SOUTHERN REGION: FL, GA, SC, NC  
 NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY  
 PA, VA, CANADA  
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA  
 IL 09500146, IL 09500151, IL 09500152, IL 09500175  
 TBE SUE PAGE NO: 13 OF 20  
 Signature *[Signature]*  
 SUE Quality Level "B" : Designating



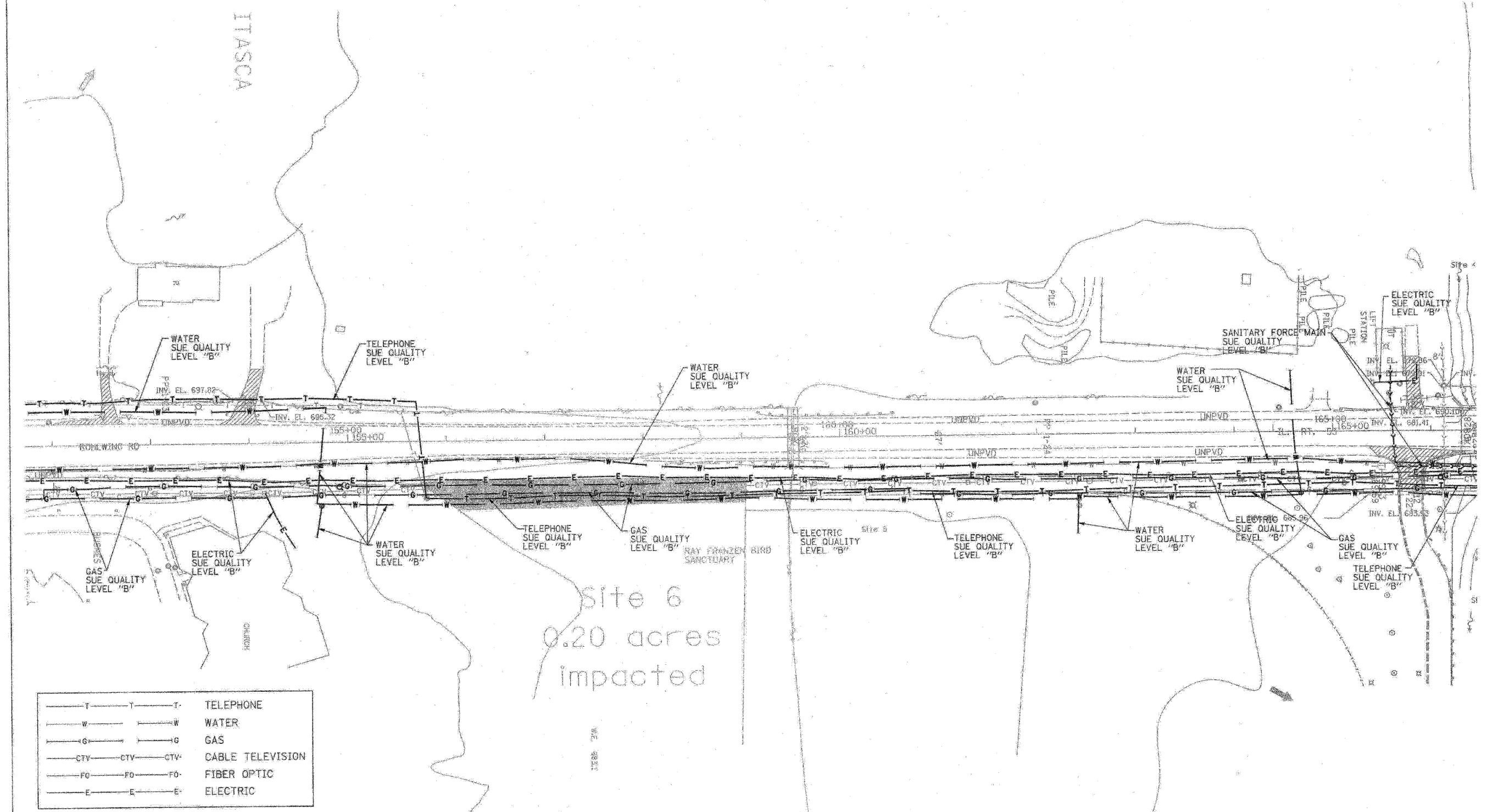
205 W. WACKER DRIVE  
 SUITE 1020  
 CHICAGO, IL 60606  
 (312) 704-1970

Utility shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards as of 5/27/03.  
 All other information shown has been provided to TBE Group, Inc by others.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SUBSURFACE UTILITY ENGINEERING IL RT. 53 (ROHLWING ROAD) FROM MORELAND AVE TO HUNTINGTON AVE CONTRACT NO. 60477 SCALE : 1:50 DATE - 7/14/03
NAME	DATE	
		DRAWN BY - KLD CHECKED BY -



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	5328	DUPAGE	117	36
STA.	152+00	TO STA.	166+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



—T—T—T—	TELEPHONE
—W—W—W—	WATER
—G—G—G—	GAS
—CTV—CTV—CTV—	CABLE TELEVISION
—FO—FO—FO—	FIBER OPTIC
—E—E—E—	ELECTRIC

**TBE GROUP, INC.**  
 CIVIL ENGINEERING \* TRANSPORTATION \* ENVIRONMENTAL  
 \* PLANNING \* UTILITY ENGINEERING/LOCATING  
 SOUTHERN REGION: FL, GA, SC, NC  
 NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY  
 PA, VA, CANADA  
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA  
 IL09500146, IL09500151, IL09500152, IL09500175

TBE SUE PAGE NO: 12 OF 20  
 Signature: *Robert C. Cluff*  
 SUE Quality Level "B" : Designating



205 W. WACKER DRIVE  
 SUITE 1020  
 CHICAGO, IL 60606  
 (312) 704-1970

Utility shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards as of 5/27/03.  
 All other information shown has been provided to TBE Group, Inc by others.

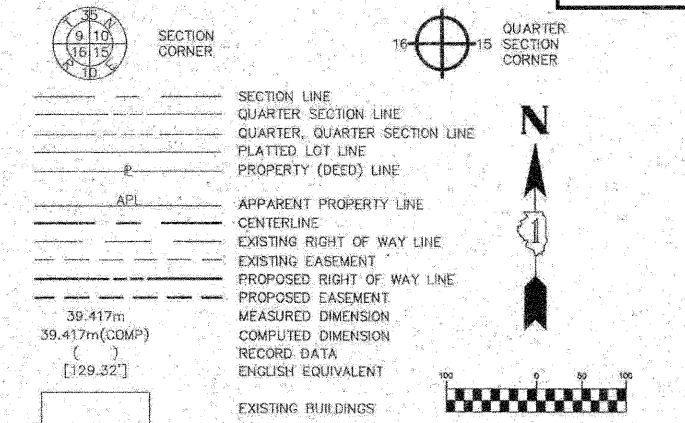
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SUBSURFACE UTILITY ENGINEERING  
 IL RT. 53 (ROHLWING ROAD)  
 FROM MORELAND AVE TO HUNTINGTON AVE  
 CONTRACT NO. 60477  
 SCALE: 1:50  
 DATE - 7/14/03  
 DRAWN BY - KLC  
 CHECKED BY -

PARCEL NUMBER	OWNER	TOTAL HOLDINGS	AREA TAKEN	PREVIOUS DEDICATION	REMAINDER	AREA OF EASEMENT	PURPOSE OF EASEMENT	TAX NUMBER	PROPERTY ACQUIRED BY
1DS0141	AGL INVESTMENTS NO. 17 LIMITED PARTNERSHIP	4,620 AC±	0.798 AC±	0.780 AC±	3,822 AC±	NA	NA	02-13-200-016 PL	
1DS3141TE-1			NA	NA	NA	0.275 AC±	GRADING		
1DS3141TE-2			NA	NA	NA	0.185 AC±	GRADING		
1DS0142 DED-A	ITASCA PARK DISTRICT	18,736 AC±	0.007 AC(320SF)*	NA	NA	NA	NA	03-18-100-017	
1DS0142 DED-B			0.016 AC±*	NA	NA	NA	NA	03-18-100-016	
1DS3142TE-1			NA	NA	NA	0.086 AC±	GRADING	03-18-100-017	
1DS3142TE-2	VILLAGE OF ITASCA	1,853 AC±	NA	NA	NA	0.746 AC±	GRADING & DRIVE	03-18-100-016 & 017	
1DS0143PE			NA	NA	NA	0.007 AC± (298 SF)	BRIDGE		
1DS0143TE			NA	NA	NA	0.185 AC±	GRADING	02-13-200-015	

\*AREA TO BE ACQUIRED BY DEDICATION ONLY

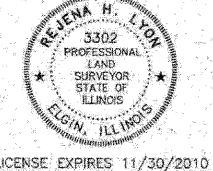
**LEGEND**



- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8" IRON ROD FLUSH WITH THE GROUND TO THE MONUMENTATION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8" IRON ROD 20 INCHES BELOW GROUND TO THE MONUMENTATION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- 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" IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, IDOT STD. 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, REJENA H. LYON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 13, TOWNSHIP 40 NORTH, RANGE 10 EAST, AND SECTION 18, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ELGIN, ILLINOIS, THIS 1<sup>st</sup> DAY OF May, 2009 A.D.  
 Rejena H. Lyon  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3302  
 ACCOUNT NO. 2-04-0052(a)



RECEIVED  
 MAY 11 2009  
 PLATS & LEGALS

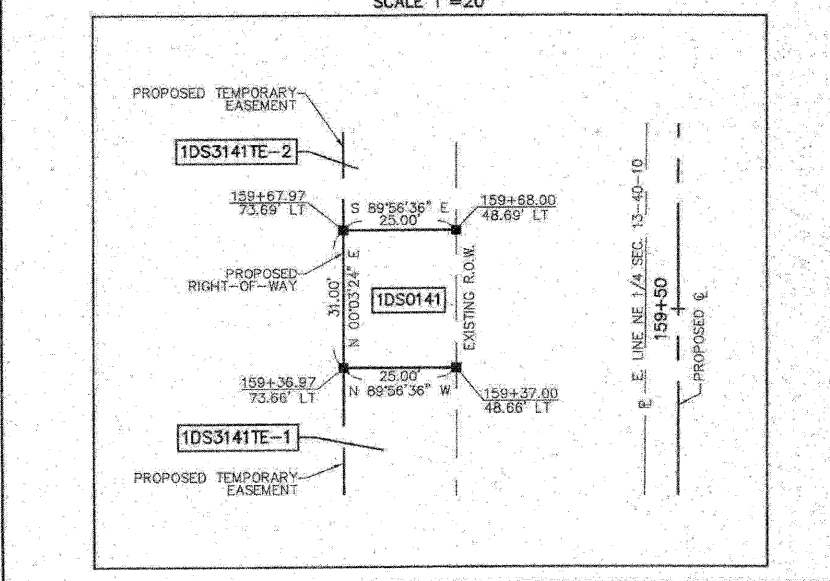
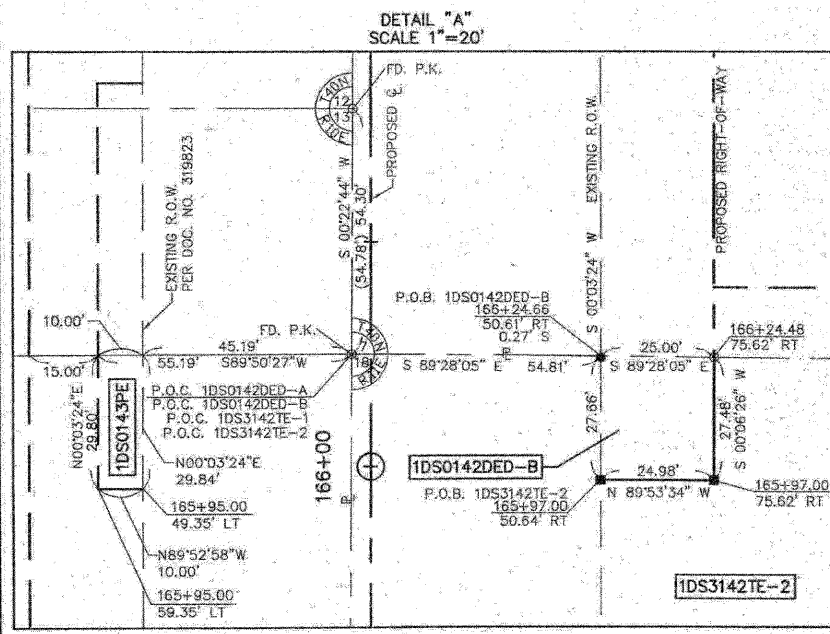
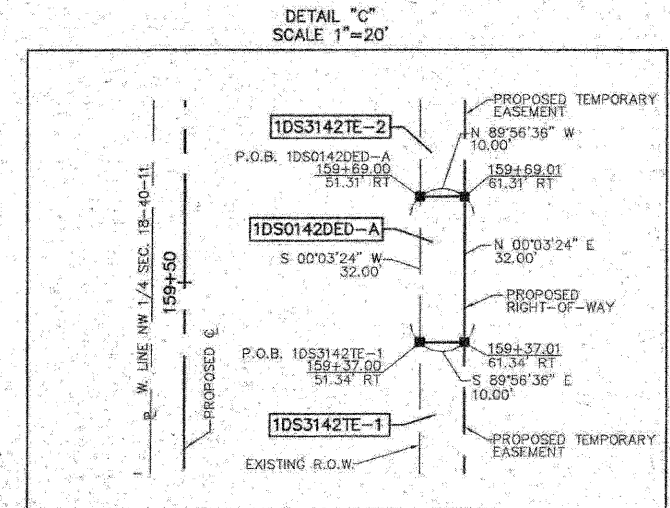
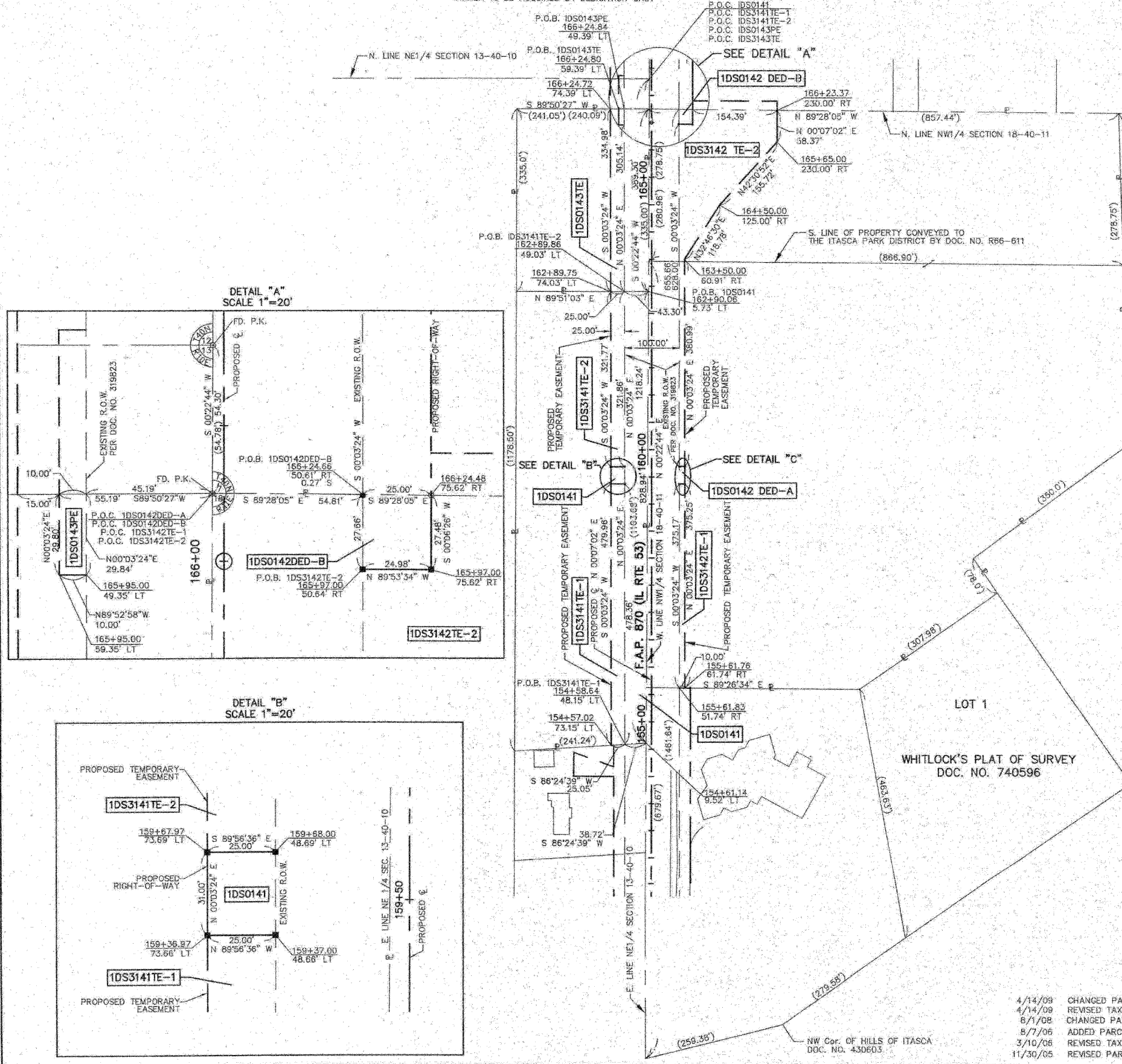
ALL BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM NAD 83, EAST ZONE GRID.

**HAMPTON, LENZINI AND RENWICK, INC.**  
 CIVIL ENGINEERS • STRUCTURAL ENGINEERS • LAND SURVEYORS  
**HLR**  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.8700 www.hlrengineering.com  
 184.000959  
 ILLINOIS PROFESSIONAL DESIGN FIRM & STRUCTURAL ENGINEERING CORP.

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 870 (IL RTE 53)

DuPAGE COUNTY SECTION  
 PROJECT: JOB NO. R-91-069-00  
 STATION 154+00 TO STATION 167+00  
 SCALE: 1"=100' SHEET 20 OF X

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



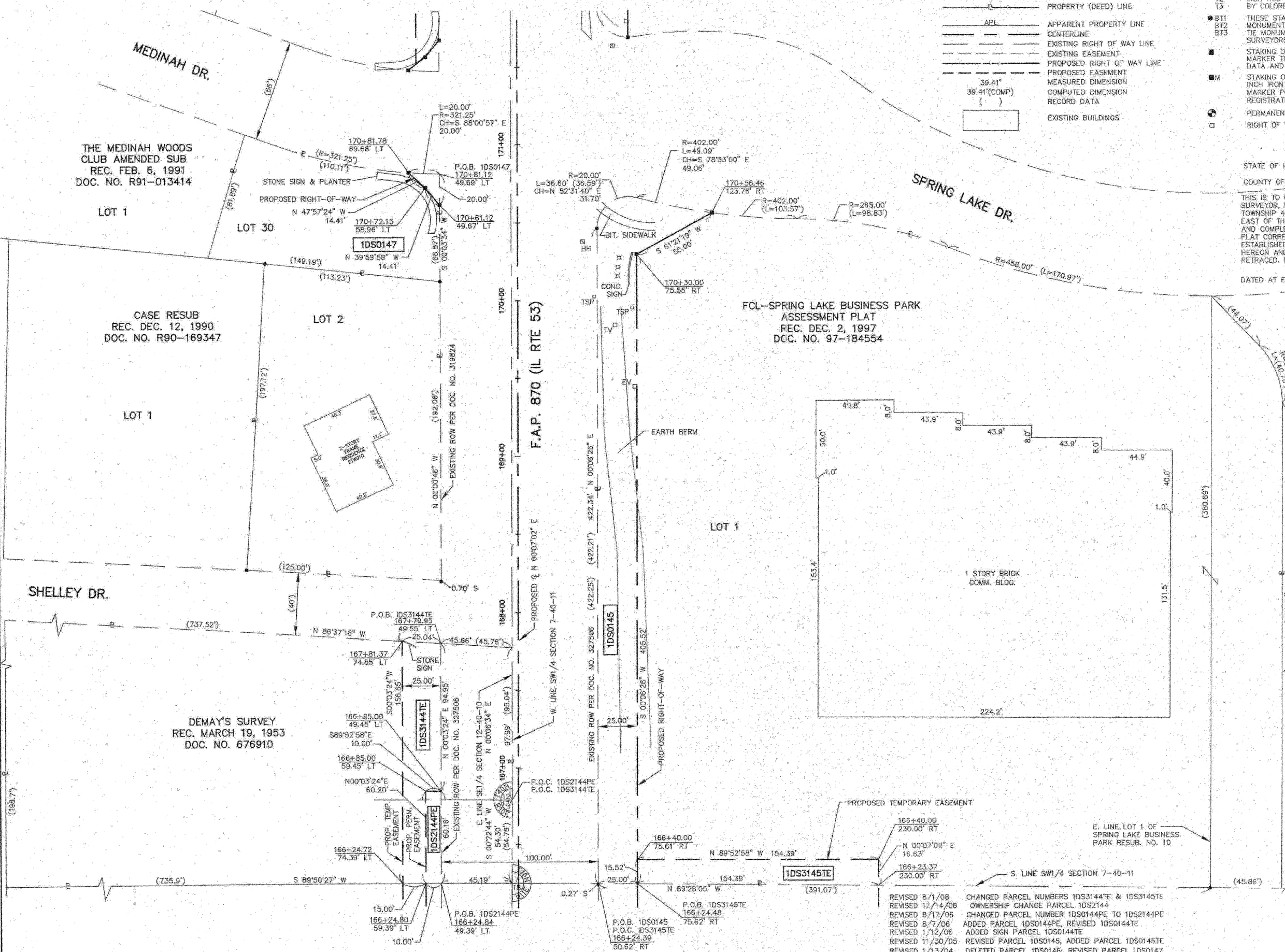
4/14/09 CHANGED PARCEL NUMBER 1DS0143TE  
 4/14/09 REVISED TAX NUMBER PARCELS 1DS0142DED-A, 1DS0142DED-B, 1DS3142TE-1, & 1DS3142TE-2  
 6/1/09 CHANGED PARCEL NUMBERS 1DS3141TE-1, 1DS3141TE-2, 1DS3142TE-1, 1DS3142TE-2, & 1DS3143TE  
 8/7/06 ADDED PARCEL 1DS0143PE, REVISED 1DS0143TE  
 3/10/06 REVISED TAX NUMBER PARCELS 1DS0141 & 1DS0143  
 11/30/05 REVISED PARCEL 1DS0142TE-2  
 FIELD WORK COMPLETED 6/27/03



PARCEL NUMBER	OWNER	TOTAL HOLDINGS	AREA TAKEN	PREVIOUS DEDICATION	REMAINDER	AREA OF EASEMENT	PURPOSE OF EASEMENT	TAX NUMBER	PROPERTY ACQUIRED BY
1DS2144PE	CHICAGO TITLE LAND TRUST, SUCCESSOR TO LaSALLE NATIONAL BANK, TRUSTEE, Tr. No. 38203	2.966 AC±	NA	NA	NA	0.014 AC±	BRIDGE	02-12-404-004	
1DS3144TE			NA	NA	NA	0.075 AC±	GRADING		
1DS0145	SPRING LAKE L.L.C.	4.079 AC±	0.271 AC±	NA	3.808 AC±	NA	NA	03-07-301-013	
1DS3145TE			NA	NA	NA	0.057 AC±	DRIVEWAY		
1DS0147	FIRST AMERICAN BANK, TRUSTEE, Tr. No. F89-167	0.225 AC±	0.004 AC (163 SF)±	NA	0.221 AC±	NA	NA	02-12-405-074	

**LEGEND**

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDINGS
- IRON PIPE OR ROD FOUND
- OUT CROSS FOUND OR SET
- PK NAIL FOUND OR SET
- 5/8" REBAR SET
- THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSH WITH THE GROUND TO THE MONUMENTATION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH ROD 20 INCHES BELOW GROUND TO THE MONUMENTATION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, 1/2" STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

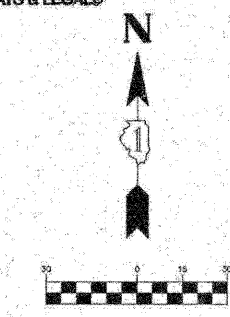


STATE OF ILLINOIS }  
 COUNTY OF KANE }  
 THIS IS TO CERTIFY THAT I, REJENA H. LYON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 12, TOWNSHIP 40 NORTH, RANGE 10 EAST, AND SECTION 7, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.  
 DATED AT ELGIN, ILLINOIS, THIS 1<sup>ST</sup> DAY OF May, 2009 A.D.

REJENA H. LYON  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3302  
 ACCOUNT NO. 2-04-0052(a)



RECEIVED  
 MAY 0 / 2009  
 PLATS & LEGALS



ALL BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM NAD 83, EAST ZONE GRID.

FIELD WORK COMPLETED 6/27/03

**HAMPTON, LENZINI AND RENWICK, INC.**  
 CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS  
 380 SHEPARD DRIVE  
 ELGIN, ILLINOIS 60123  
 847.697.8700 www.hlrengineering.com

**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 F.A.P. 870 (IL RTE 53)

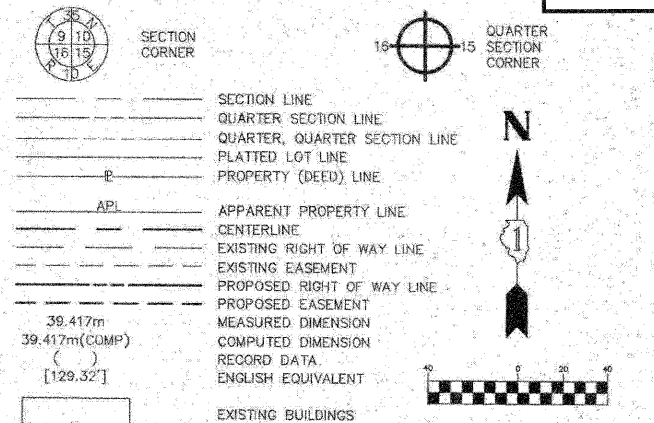
DUPAGE COUNTY PROJECT SECTION  
 JOB NO. R-91-069-00  
 STATION 166+00 TO STATION 171+00  
 SCALE: 1"=30' SHEET 21 OF X

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAMBERG, ILLINOIS 60196

REVISED 8/1/08 CHANGED PARCEL NUMBERS 1DS3144TE & 1DS3145TE  
 REVISED 12/14/08 OWNERSHIP CHANGE PARCEL 1DS2144  
 REVISED 8/17/06 CHANGED PARCEL NUMBER 1DS0144PE TO 1DS2144PE  
 REVISED 8/7/06 ADDED PARCEL 1DS0144PE, REVISED 1DS0144TE  
 REVISED 1/12/06 ADDED SIGN PARCEL 1DS0144TE  
 REVISED 11/30/05 REVISED PARCEL 1DS0145, ADDED PARCEL 1DS0145TE  
 REVISED 1/13/04 DELETED PARCEL 1DS0146, REVISED PARCEL 1DS0147

PARCEL NUMBER	OWNER	TOTAL HOLDINGS	AREA TAKEN	PREVIOUS DEDICATION	REMAINDER	AREA OF EASEMENT	PURPOSE OF EASEMENT	TAX NUMBER	PROPERTY ACQUIRED BY
1DS0148	FIRST AMERICAN BANK, TRUSTEE, Tr. No. F89-187	0.401 AC±	0.004 AC (182 SF)±	NA	0.397 AC±	NA	NA	02-12-405-155	
1DS0148TE			NA	NA	NA	0.049 AC±	GRADING		
1DS0149	NATIONAL SAFETY COUNCIL	8.034 AC±	0.161 AC±	NA	7.873 AC±	NA	NA	03-07-302-004	
1DS0150TE	MEDINAH WOODS CLUB TOWNHOME ASSOCIATION, INC.	0.668 AC±	NA	NA	NA	0.187 AC±	GRADING	02-12-405-151 & 02-12-405-153	
1DS0151	SPRING LAKE BUSINESS PARK ASSOCIATION	5.343 AC±	0.126 AC±	NA	5.217 AC±	NA	NA	03-07-302-003	
1DS0198TE	PIETRO PROPERTIES, L.L.C.	0.116 AC±	NA	NA	NA	0.003 AC (142 SF)±	GRADING	02-12-405-134	

LEGEND



- IRON PIPE OR ROD FOUND
  - + CUT CROSS FOUND OR SET
  - T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH THE GROUND TO THE MONUMENTATION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - T2
  - T3
  - BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH ROD 20 INCHES BELOW GROUND TO THE MONUMENTATION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - BT2
  - BT3
  - 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 IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - ⊙ PERMANENT SURVEY MARKER, IDOT STD. 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, REJENA H. LYON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 12, TOWNSHIP 40 NORTH, RANGE 10 EAST, AND SECTION 7, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY; THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ELGIN, ILLINOIS, THIS 1<sup>st</sup> DAY OF May, 2009 A.D.

Rejena H. Lyon  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3302  
ACCOUNT NO. 2-04-0052(a)



RECEIVED  
MAY 07 2009  
PLATS & LEGALS

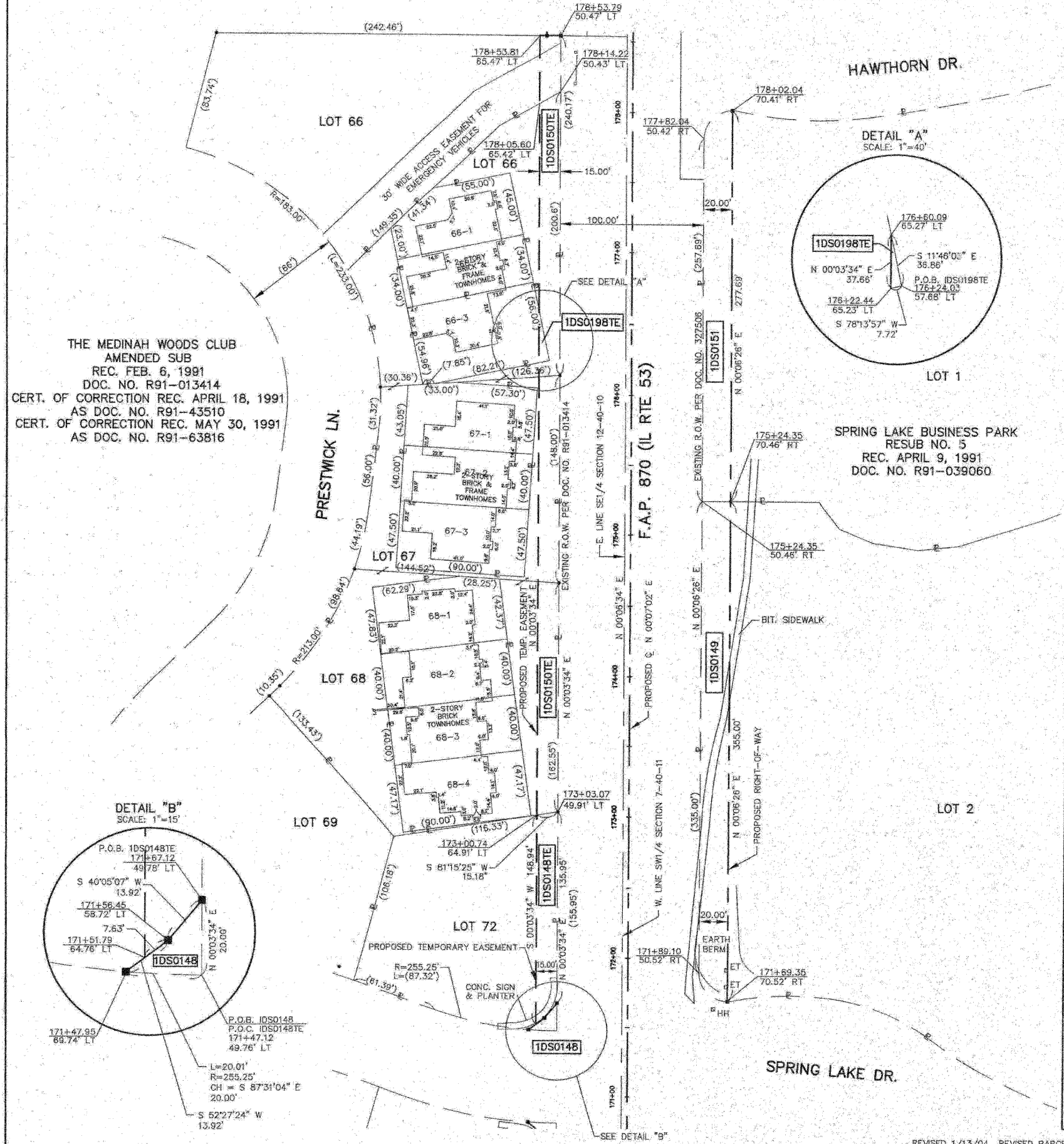
ALL BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM NAD 83, EAST ZONE GRID.

FIELD WORK COMPLETED 5/27/03

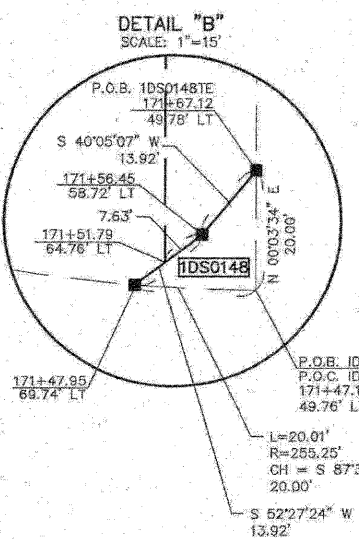
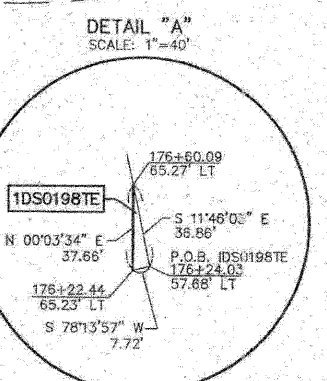
HAMPTON, LENZINI AND RENWICK, INC.  
CIVIL ENGINEERS • STRUCTURAL ENGINEERS • LAND SURVEYORS  
380 SHEPARD DRIVE  
ELGIN, ILLINOIS 60123  
847.697.8700 www.hlr-engineering.com

PLAT OF HIGHWAYS  
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
F.A.P. 870 (IL RTE 53)  
DUPAGE COUNTY SECTION  
PROJECT JOB NO. R-91-069-00  
STATION 171+00 TO STATION 178+50  
SCALE: 1"=40' SHEET 22 OF X

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

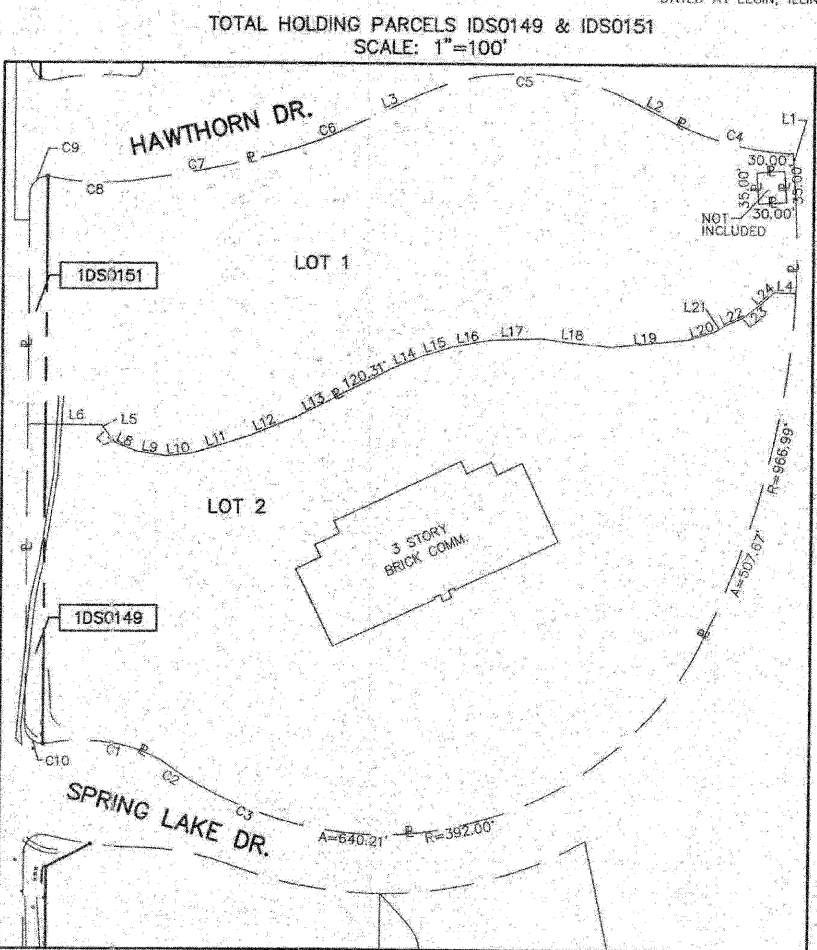


THE MEDINAH WOODS CLUB  
AMENDED SUB  
REC. FEB. 6, 1991  
DOC. NO. R91-013414  
CERT. OF CORRECTION REC. APRIL 18, 1991  
AS DOC. NO. R91-43510  
CERT. OF CORRECTION REC. MAY 30, 1991  
AS DOC. NO. R91-63816



LINE	DISTANCE
L1	56.69'
L2	50.00'
L3	98.61'
L4	23.15'
L5	4.74'
L6	82.17'
L7	19.21'
L8	26.00'
L9	32.38'
L10	29.15'
L11	62.94'
L12	56.08'
L13	36.77'
L14	33.53'
L15	42.76'
L16	55.04'
L17	29.27'
L18	48.25'
L19	85.48'
L20	31.62'
L21	10.32'
L22	24.17'
L23	24.21'
L24	20.52'

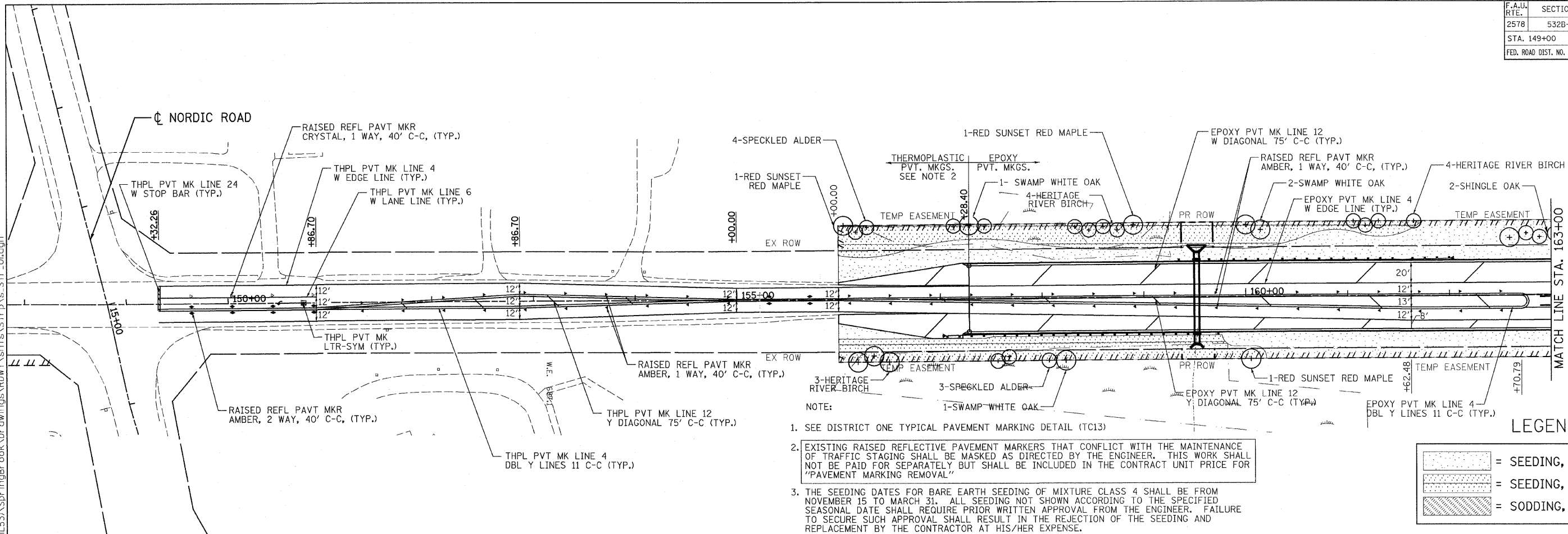
CURVE	ARC	RADIUS
C1	75.88'	222.00'
C2	70.84'	142.00'
C3	37.89'	285.00'
C4	140.78'	333.00'
C5	239.33'	267.00'
C6	47.12'	333.00'
C7	183.17'	1129.61'
C8	91.16'	262.00'
C9	35.77'	20.00'
C10	35.06'	20.00'





F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DJ PAGE	117	40
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

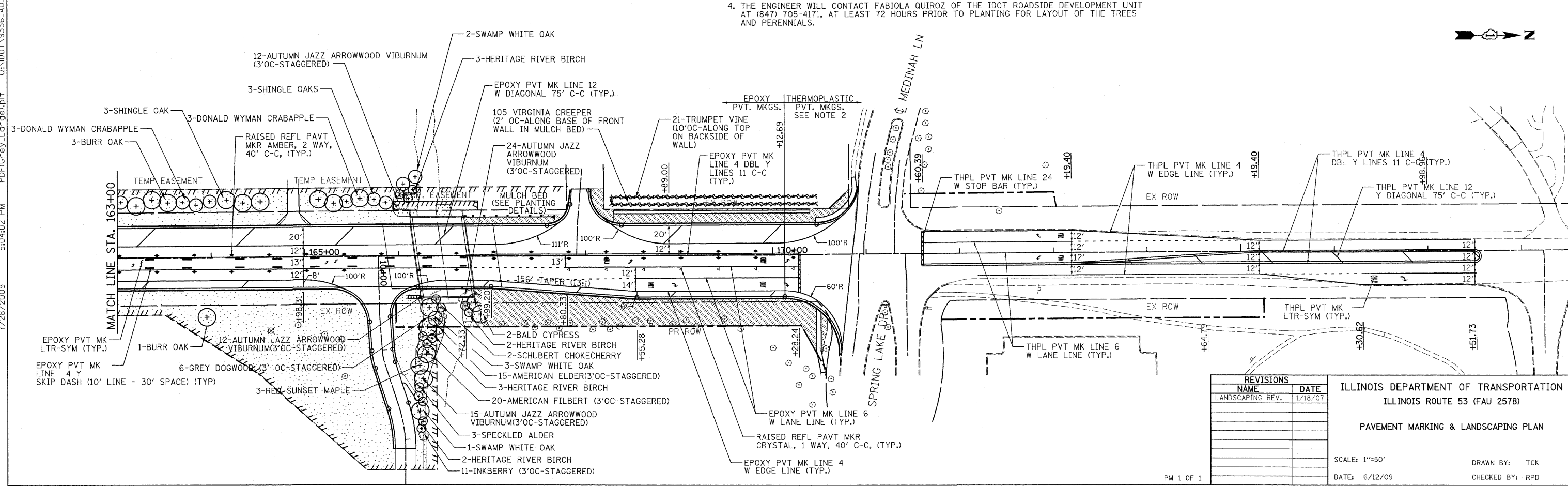
CONTRACT #62881



- NOTE:
- SEE DISTRICT ONE TYPICAL PAVEMENT MARKING DETAIL (TC13)
  - EXISTING RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE MAINTENANCE OF TRAFFIC STAGING SHALL BE MASKED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "PAVEMENT MARKING REMOVAL"
  - THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4 SHALL BE FROM NOVEMBER 15 TO MARCH 31. ALL SEEDING NOT SHOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.
  - THE ENGINEER WILL CONTACT FABIOLA QUIROZ OF THE IDOT ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171, AT LEAST 72 HOURS PRIOR TO PLANTING FOR LAYOUT OF THE TREES AND PERENNIALS.

LEGEND:

	= SEEDING, CLASS 2A
	= SEEDING, CLASS 4
	= SODDING, SALT TOLERANT



REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)  
PAVEMENT MARKING & LANDSCAPING PLAN

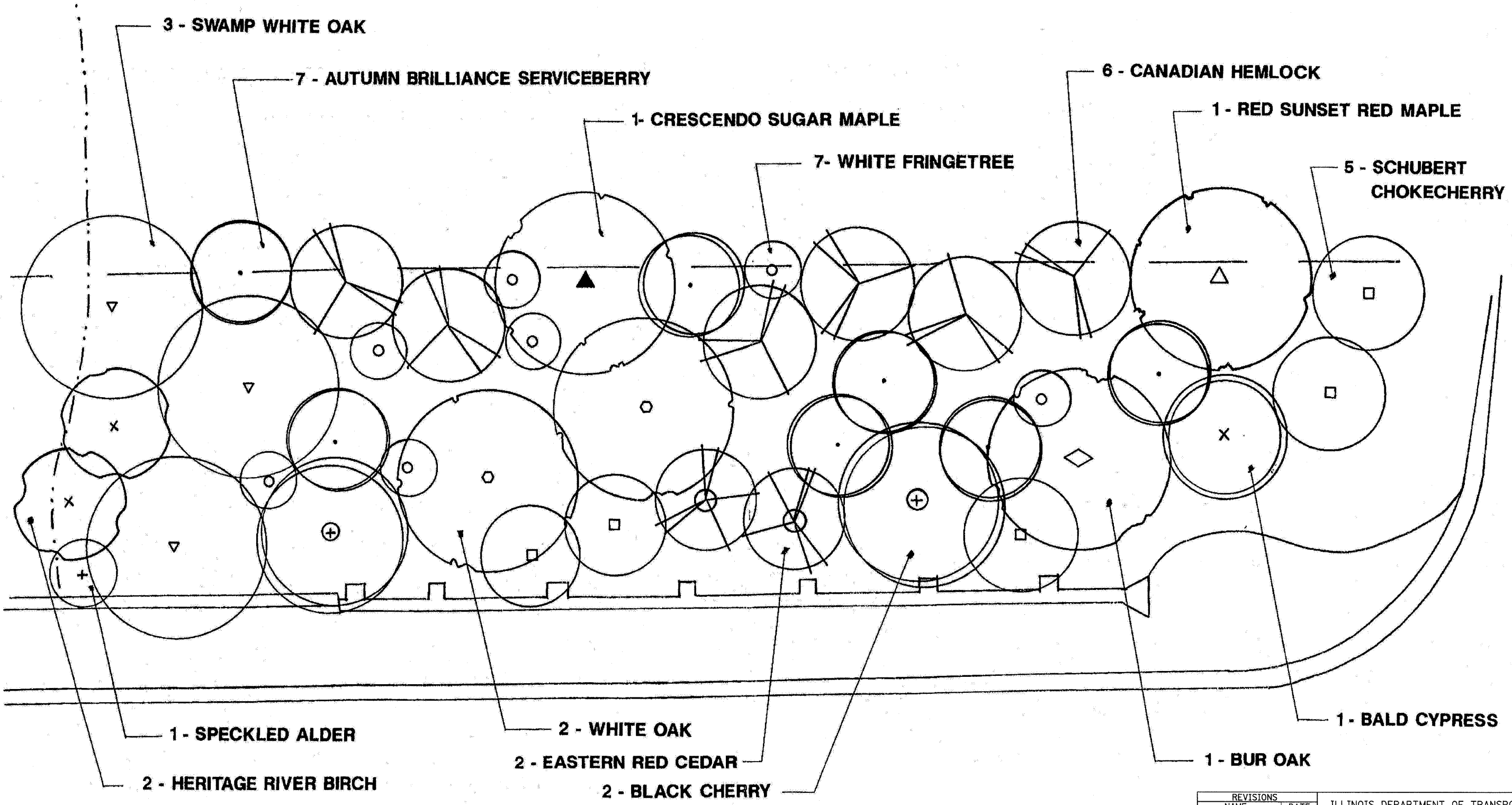
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CHECKED BY: RPD



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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	40A
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881



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REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 53 (FAU 2578)

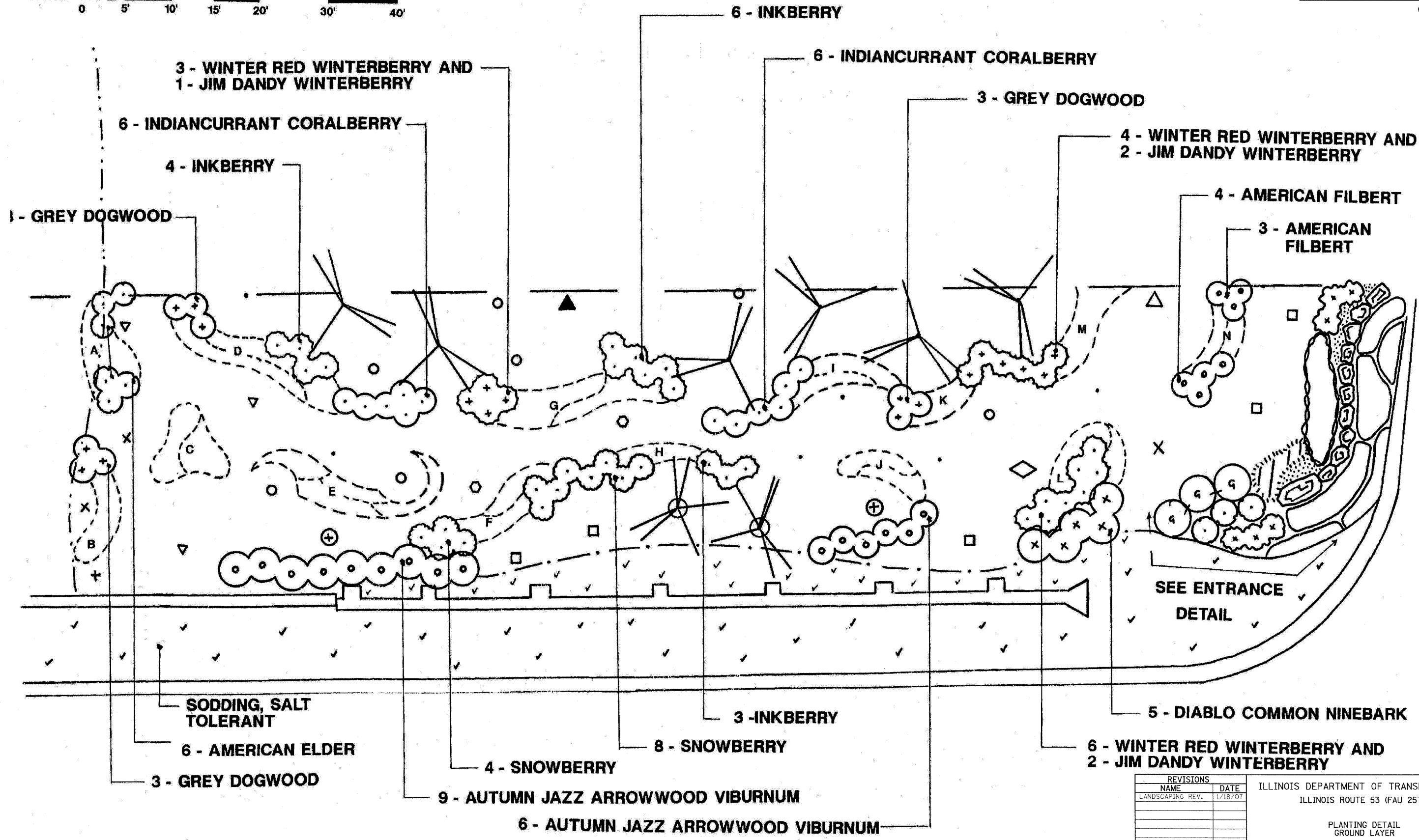
PLANTING DETAIL  
 CANOPY LAYER

SCALE: NTS  
 DATE: 6/12/09

DRAWN BY: TCK  
 CHECKED BY: CPK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	40B
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62861



REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

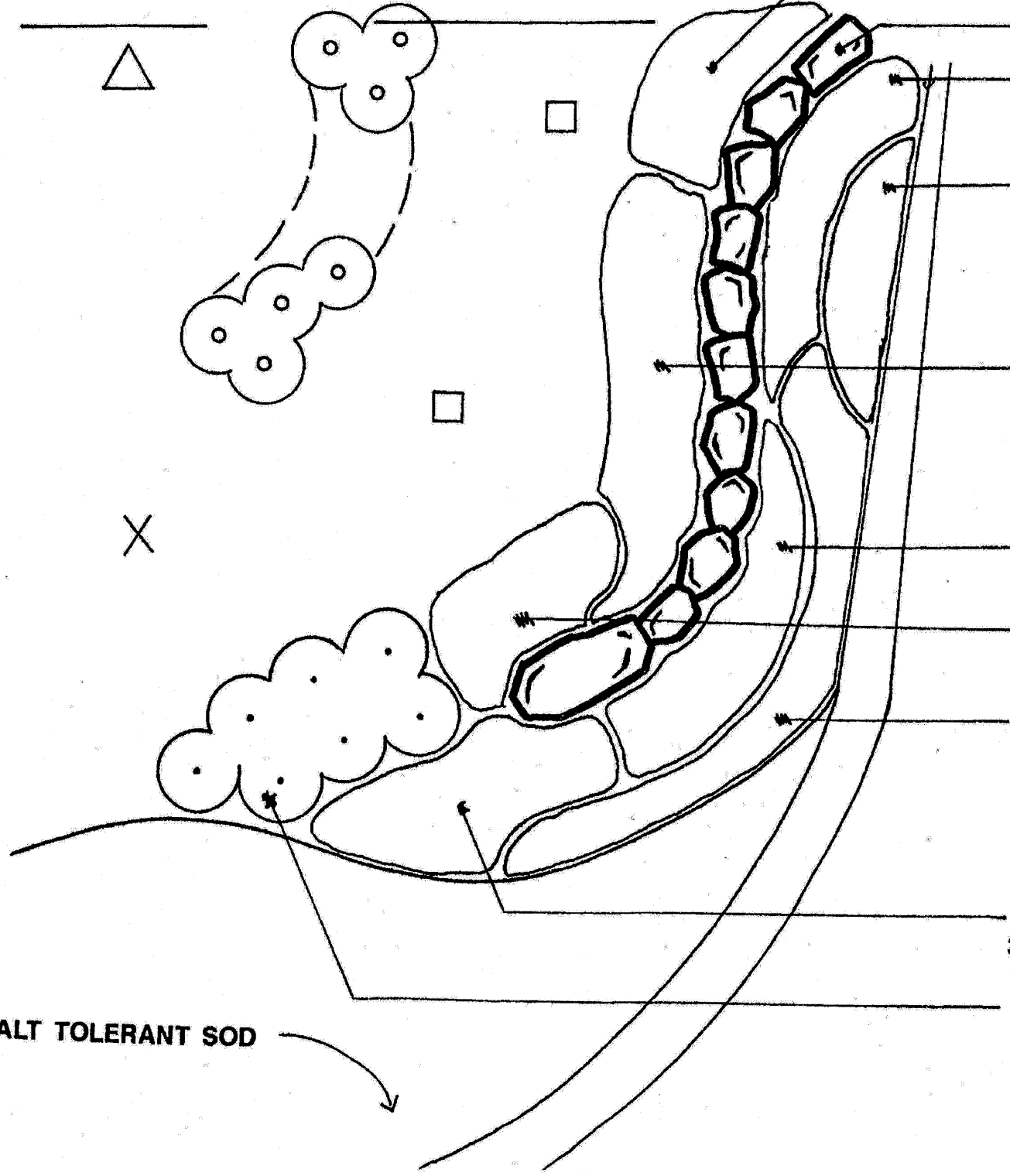
PLANTING DETAIL  
GROUND LAYER

SCALE: NTS  
DATE: 6/12/09  
DRAWN BY: TCK  
CHECKED BY: CPK

PATRICK ENGINEERING INC. LISLE, ILLINOIS  
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FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	40C
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT #62881				



- 4 - HADSPEN BLUE HOSTA (30" OC)  
20 - INTERPLANTED WITH VIRGINIA BLUEBELLS (12' OC)
- EXISTING BOULDERS TO BE RE-INSTALLED
- 15 - NORTHERN SEA OATS (18" OC)
- 18 - PAPRIKA YARROW (18" OC)  
100 - INTERPLANTED WITH MAMMOTH YELLOW CROCUS BULBS
- 12 - MAGNUS PURPLE CONEFLOWER  
12 - MANGO MEADOWBRITE CONEFLOWER  
12 - ORANGE MEADOWBRITE CONEFLOWER (18" OC)  
100 - INTERPLANTED WITH BEERSHEBA DAFFODIL BULBS
- 25 - MISS MANNERS OBEDIENT PLANT (18" OC)  
100 - INTERPLANTED WITH ACCENT DAFFODIL BULBS
- 15 - NORTHERN SEA OATS (18" OC)
- 12 - HAPPY RETURNS DAYLILY  
12 - MARY TODD DAYLILY  
13 - PARDON ME DAYLILY  
13 - JOVIAL DAYLILY (15" OC)  
100 - INTERPLANTED WITH MAMMOTH YELLOW CROCUS BULBS
- 7 - HADSPEN BLUE HOSTA (30" OC)  
30 - INTERPLANTED WITH VIRGINIA BLUEBELLS (12' OC)
- 7 - KNOCKOUT ROSES (3' OC)

SALT TOLERANT SOD

koeppen(rdwy-lisle) 7/28/2009 5:03:18 PM PDF(Grey-Large).plt 0:\DOT\9356\_A0\_IL53\Springbrook\Drawings\RDW\shrs\Strps\Plant\_03.dgn



REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 2578)

PLANTING DETAIL  
ENTRANCE

SCALE: NTS  
DATE: 6/12/09

DRAWN BY: TCK  
CHECKED BY: CPK

THE CONTRACTOR SHALL REMOVE THE FOLLOWING ITEMS FROM THE EXISTING TEMPORARY TRAFFIC SIGNAL INSTALLATION AND INSTALL THEM ON THE PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE COST OF WHICH SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

2 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

1 EACH CONTROLLER AND CABINET COMPLETE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF ITASCA

1 EACH LIGHT DETECTOR AMPLIFIER  
2 EACH LIGHT DETECTOR

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED  
3 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, SPAN WIRE MOUNTED  
2 EACH WOOD POLE  
1 L SUM SPAN WIRE, TETHER WIRE CABLES  
1 L SUM ELECTRIC CABLES

THESE ITEMS SHALL BE REMOVED WHEN THE PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION IS REMOVED AFTER THE CONSTRUCTION ACTIVITIES ARE COMPLETED, AND THE NEW TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN PLACE AND THE TEMPORARY TRAFFIC SIGNAL INSTALLATION IS NO LONGER NEEDED AND AS DIRECTED BY THE ENGINEER.

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

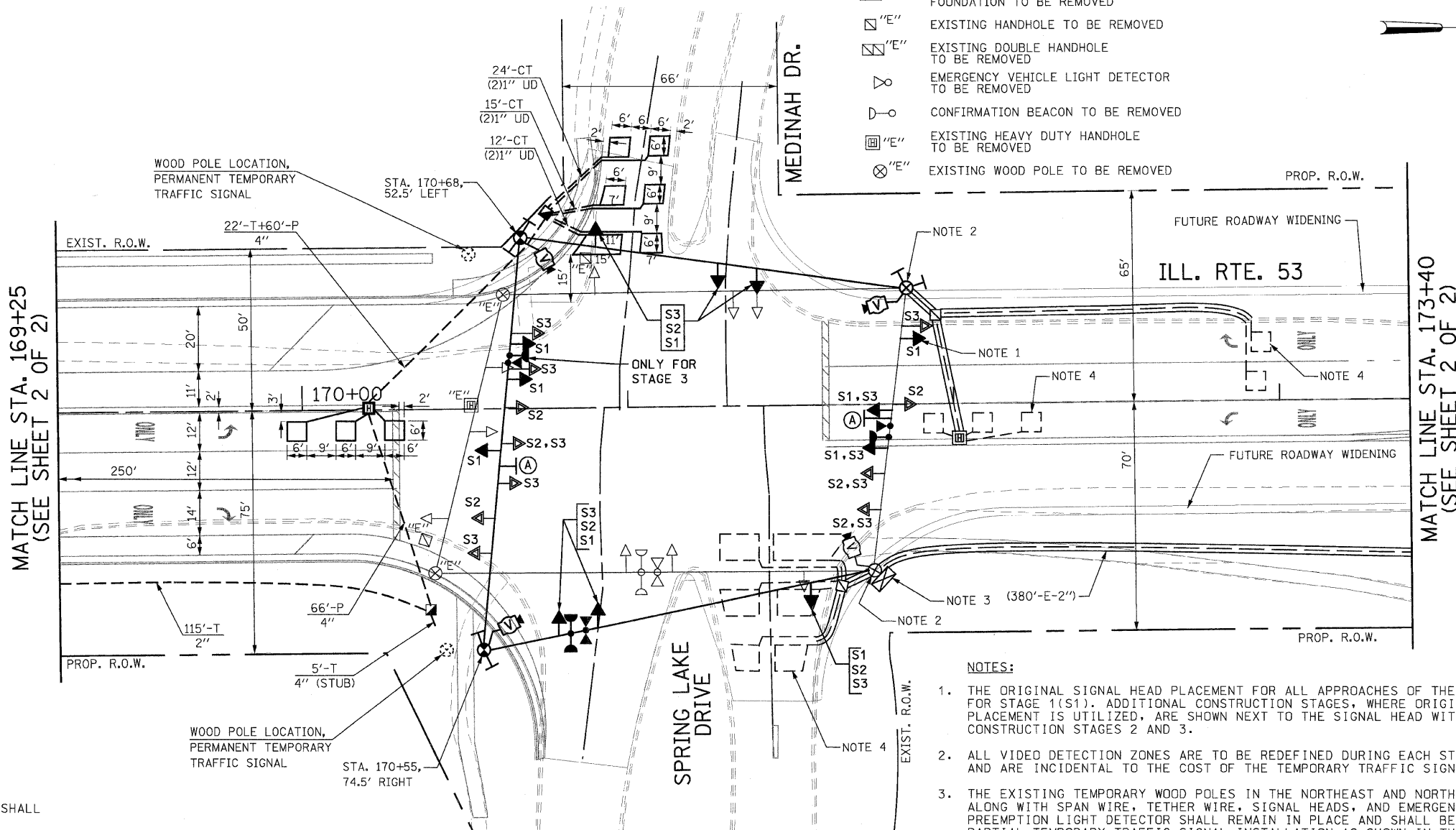
THE DETECTOR LOOPS ON THE SOUTH APPROACH SHALL BE PERFORMED DETECTOR LOOPS AND ON THE WEST APPROACH THEY SHALL BE DETECTOR LOOP, TYPE 1.

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- ◀ EXISTING SIGNAL TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊞ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING WOOD POLE TO BE REMOVED
- ⊞ "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊞ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊞ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING WOOD POLE TO BE REMOVED
- ⊞ "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊞ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊞ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING WOOD POLE TO BE REMOVED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DUPAGE	117	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT.		

CONTRACT # 62881



**TEMPORARY TRAFFIC SIGNAL LEGEND**

- | EXISTING | PROPOSED |   |
|----------|----------|---|
| ⊞        | ⊞        | TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION |
| ⊞        | ⊞        | TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 60 FOOT (18.3m) MINIMUM   |
| ⊞        | ⊞        | TEMPORARY CONTROLLER CABINET                                      |
| ⊞        | ⊞        | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE                       |
| ⊞        | ⊞        | TEMPORARY SERVICE INSTALLATION                                    |
| ⊞        | ⊞        | EMERGENCY VEHICLE LIGHT DETECTOR                                  |
| ⊞        | ⊞        | CONFIRMATION BEACON   |
| ⊞        | ⊞        | G.S. CONDUIT IN GROUND  |
| ⊞        | ⊞        | HANDHOLE  |
| ⊞        | ⊞        | HEAVY DUTY HANDHOLE   |
| ⊞        | ⊞        | DOUBLE HANDHOLE   |
| ⊞        | ⊞        | VIDEO CAMERA ASSEMBLY   |
| ⊞        | ⊞        | VEHICLE DETECTOR, INDUCTION LOOP                                  |

ⓐ LEFT ON GREEN ARROW ONLY  
R10-5  
24" X 30"  
(ONLY FOR STAGE 3)

**NOTES:**

- THE ORIGINAL SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR STAGE 1(S1). ADDITIONAL CONSTRUCTION STAGES, WHERE ORIGINAL SIGNAL HEAD PLACEMENT IS UTILIZED, ARE SHOWN NEXT TO THE SIGNAL HEAD WITH S2 AND S3 FOR CONSTRUCTION STAGES 2 AND 3.
- ALL VIDEO DETECTION ZONES ARE TO BE REDEFINED DURING EACH STAGE OF CONSTRUCTION AND ARE INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- THE EXISTING TEMPORARY WOOD POLES IN THE NORTHEAST AND NORTHWEST QUADRANTS ALONG WITH SPAN WIRE, TETHER WIRE, SIGNAL HEADS, AND EMERGENCY VEHICLE PREEMPTION LIGHT DETECTOR SHALL REMAIN IN PLACE AND SHALL BE USED AS A PART OF PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER. THE EXISTING TEMPORARY TRAFFIC SIGNAL CONTROLLER AND CABINET SHALL REMAIN IN PLACE AND SHALL BE USED FOR THE "PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION". THIS NOTE SHALL TAKE PRECEDENCE OVER THE "NOTES FOR TEMPORARY TRAFFIC SIGNALS".
- THE EXISTING DETECTOR LOOPS ON THE NORTH AND EAST APPROACHES SHALL BE MAINTAINED FOR FUTURE USE BUT SHALL BE DISABLED AT THE CONTROLLER DURING THIS CONSTRUCTION WORK.
- THE PROPOSED DETECTOR LOOPS ON SOUTH AND WEST APPROACHES SHALL BE CONSTRUCTED FOR FUTURE USE AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE HANDHOLES AND CONDUITS SHALL BE CONSTRUCTED AS SHOWN IN THE PLAN AND SHALL BE PAID FOR SEPARATELY AS SHOWN IN THE "SCHEDULE OF QUANTITIES". THE LEAD-IN CABLES FOR THE NEW LOOPS SHALL BE INSTALLED AS A PART OF "PERMANENT TEMPORARY TRAFFIC SIGNAL INSTALLATION" AND NO SEPARATE PAYMENT SHALL BE MADE FOR THE LEAD-IN CABLES.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION  
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT  
STAGE 1, STAGE 2, AND STAGE 3  
ILLINOIS ROUTE 53 AT  
SPRING LAKE DRIVE/MEDINAH DRIVE  
SHEET 1 OF 2

REVISIONS	
NAME	DATE

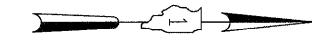
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DATE: 05/18/2007

DRAWN BY: KGP/RDP  
DESIGNED BY: PKG  
CHECKED BY:

**GO** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
6035 N. NORTHWEST HIGHWAY  
SUITE 306  
CHICAGO, ILLINOIS 60637 TEL: (773) 774-5900

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	42
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT # 62881

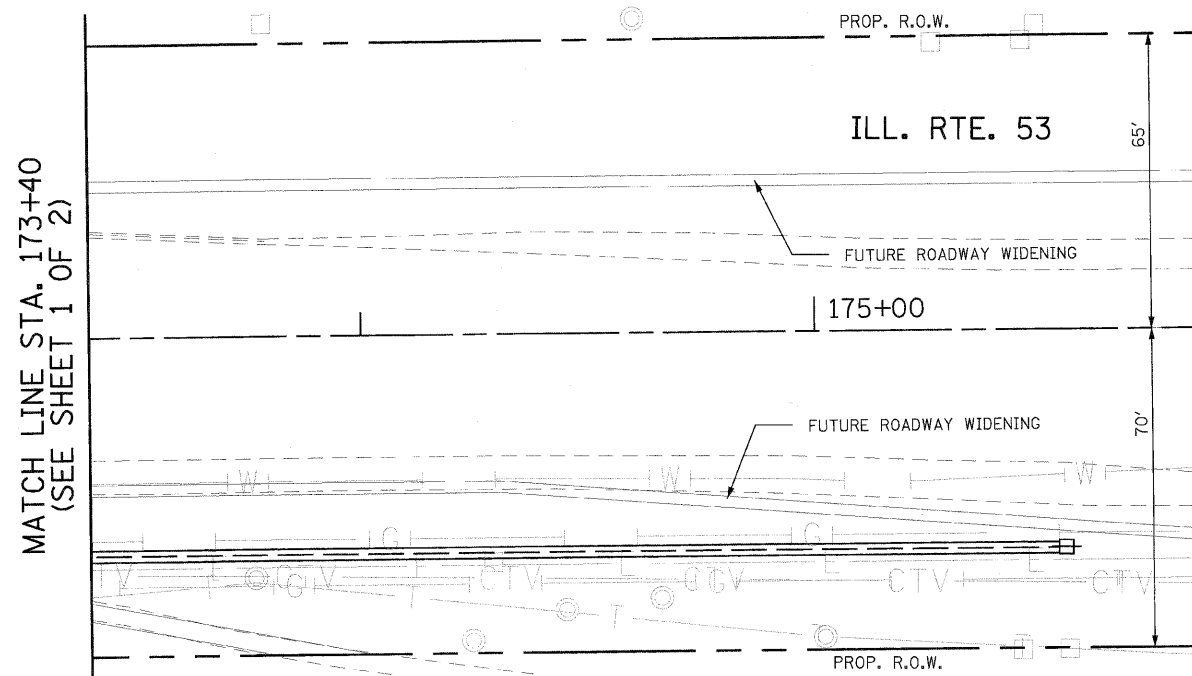
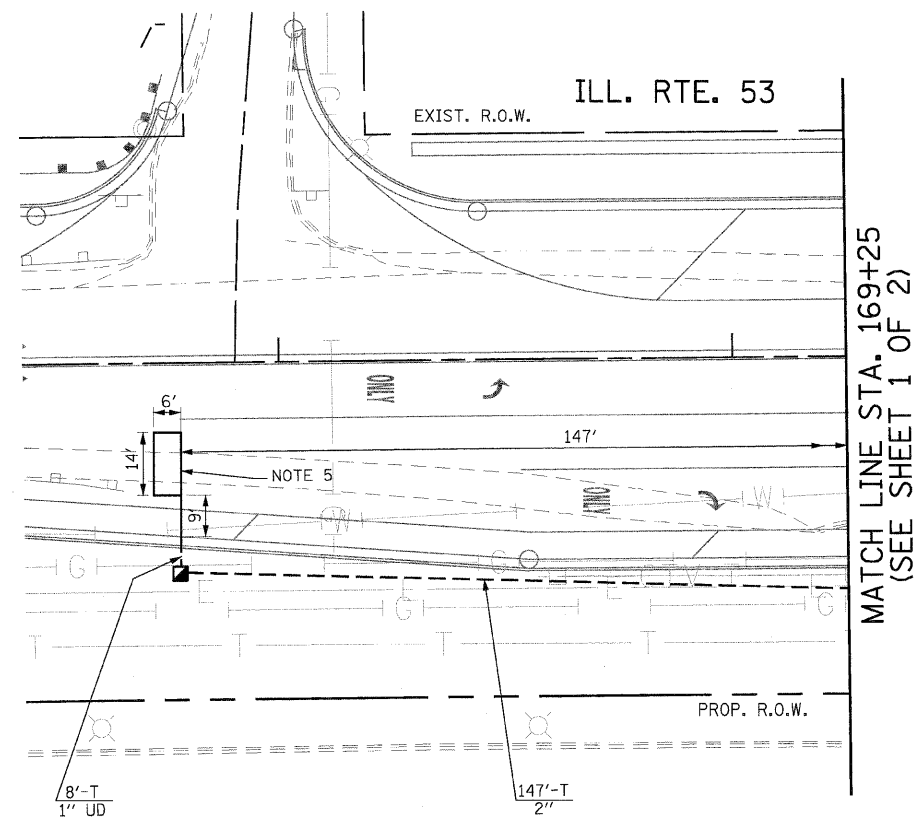


**TEMPORARY TRAFFIC SIGNAL LEGEND**

EXISTING	PROPOSED	
⊗	←	TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
⊗	⊗	TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 60 FOOT (18.3m) MINIMUM
⊗	⊗	TEMPORARY CONTROLLER CABINET
—	—	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
⊕	⊕	TEMPORARY SERVICE INSTALLATION
⊕	⊕	EMERGENCY VEHICLE LIGHT DETECTOR
⊕	⊕	CONFIRMATION BEACON
—	—	G.S. CONDUIT IN GROUND
⊕	⊕	HANDHOLE
⊕	⊕	HEAVY DUTY HANDHOLE
⊕	⊕	DOUBLE HANDHOLE
⊕	⊕	VIDEO CAMERA ASSEMBLY
⊕	⊕	VEHICLE DETECTOR, INDUCTION LOOP

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

←	EXISTING SIGNAL TO BE REMOVED
■ "E"	EXISTING SERVICE INSTALLATION TO BE REMOVED
⊗ "E"	EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
⊕ "E"	EXISTING HANDHOLE TO BE REMOVED
⊕ "E"	EXISTING DOUBLE HANDHOLE TO BE REMOVED
⊕	EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
⊕	CONFIRMATION BEACON TO BE REMOVED
⊕ "E"	EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
⊗ "E"	EXISTING WOOD POLE TO BE REMOVED



**GANDHI AND ASSOCIATES, INC.**  
 ENGINEERS AND PLANNERS  
 6035 N. NORTHWEST HIGHWAY  
 SUITE 306  
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5900

REVISIONS	
NAME	DATE

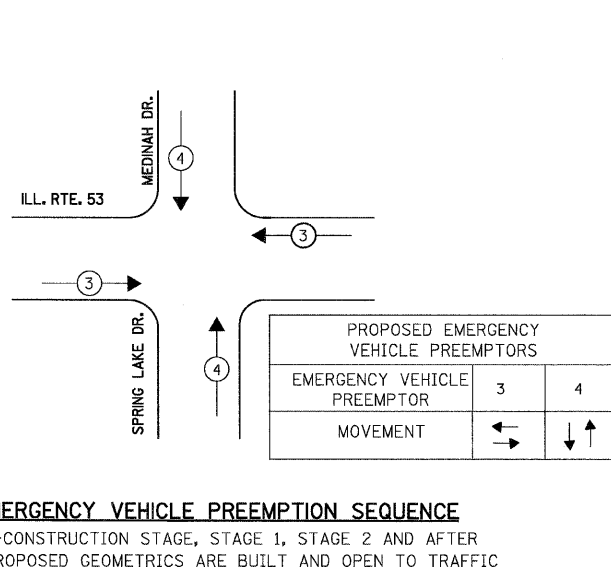
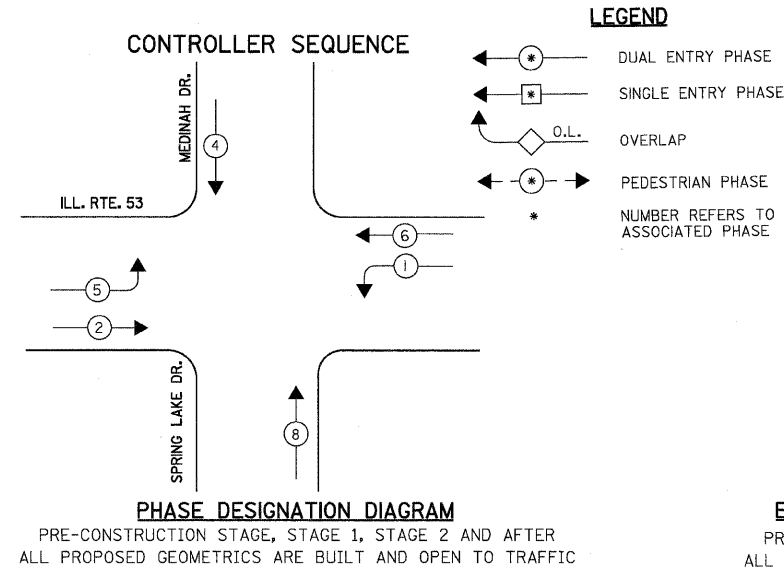
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION  
 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT  
 STAGE 1, STAGE 2, AND STAGE 3  
 ILLINOIS ROUTE 53 AT  
 SPRING LAKE DRIVE/MEDINAH DRIVE  
 SHEET 2 OF 2

SCALE: 1"=20'  
 DATE: 05/18/2007

DRAWN BY: KGP/RDP  
 DESIGNED BY: PKG  
 CHECKED BY:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DUPAGE	117	43
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT # 62881

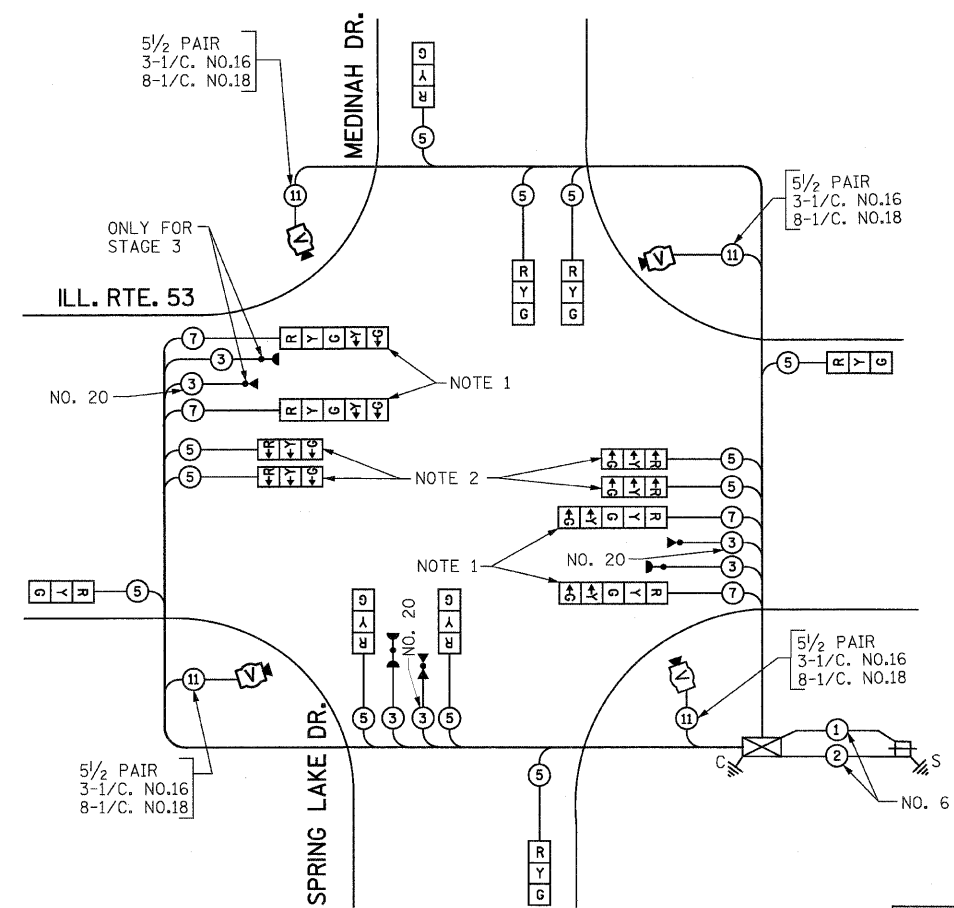
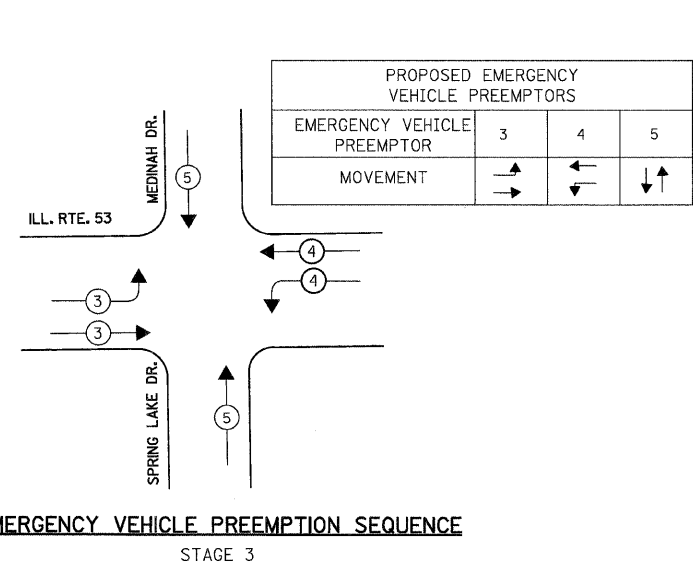
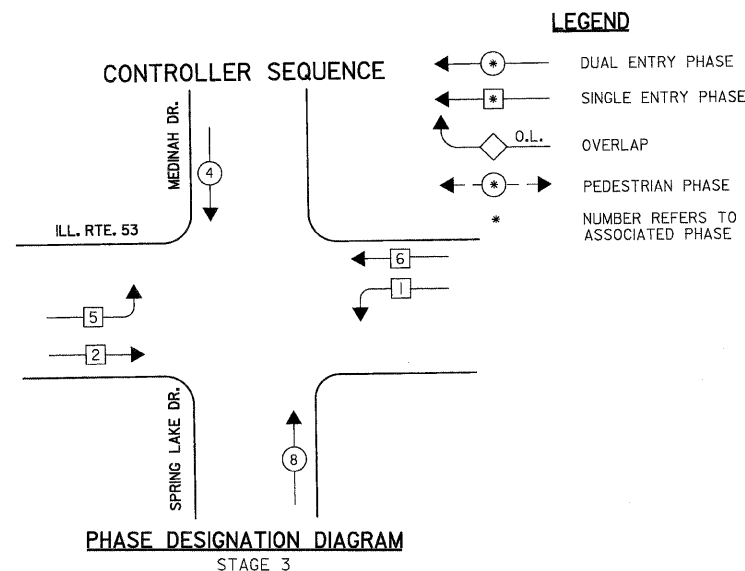


### SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
262	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
27	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
126	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
3	EACH	HANDHOLE
1	EACH	HEAVY-DUTY HANDHOLE
348	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
217	FOOT	DETECTOR LOOP, TYPE 1
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
3	EACH	REMOVE EXISTING HANDHOLE
152	FOOT	PREFORMED DETECTOR LOOP

### TEMPORARY CABLE DIAGRAM LEGEND

- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- EXISTING TEMPORARY CONTROLLER CABINET
- EXISTING TEMPORARY SERVICE INSTALLATION
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- VIDEO CAMERA ASSEMBLY
- GROUND ROD AT ELECTRIC SERVICE INSTALLATION
- GROUND ROD AT TRAFFIC SIGNAL CONTROLLER



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE	OPERATION		
SIGNAL (RED)	16	135	17	0.50	1080.0
(YELLOW)	16	135	25	0.25	540.0
(GREEN)	16	135	15	0.25	540.0
ARROW	-	135	12	0.10	0.0
PED. SIGNAL	-	90	25	1.00	0.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:			TOTAL =		2260.0

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

ENERGY SUPPLY CONTACT: MR. ROBERT BEATTY  
PHONE: (630) 691-4721  
COMPANY: COMED

NOTE 1: THE GREEN AND YELLOW LEFT TURN ARROW SECTIONS IN THE 5-SECTION SIGNAL HEADS FOR THE NORTHBOUND AND SOUTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION STAGE 3. THE PHASE DESIGNATION DIAGRAM SHALL BE MODIFIED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THESE SECTIONS SHALL BE RECONNECTED AND UNBAGGED WHEN PROPOSED ROADWAY GEOMETRICS ARE BUILT AND OPEN TO TRAFFIC. THE PHASE DESIGNATION DIAGRAM SHALL BE MODIFIED FOR THE PROPOSED GEOMETRICS AS NEEDED.

NOTE 2: THESE 3-SECTION SIGNAL HEADS WITH RED, YELLOW, AND GREEN LEFT TURN ARROW INDICATIONS ARE NEEDED IN CONSTRUCTION STAGE 3 AND SHALL BE ACTIVATED ONLY DURING THIS CONSTRUCTION STAGE. THESE SIGNAL HEADS SHALL BE DISCONNECTED AND REMOVED AFTER CONSTRUCTION STAGE 3.

### TEMPORARY CABLE PLAN

ALL CONSTRUCTION STAGES

**go** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
6035 N. NORTHWEST HIGHWAY  
SUITE 306  
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARTIAL TEMPORARY TRAFFIC SIGNAL CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, ILLINOIS ROUTE 53 AT SPRING LAKE DRIVE/MEDINAH DRIVE

SCALE: N.T.S. DRAWN BY: KGP/RDP  
DATE: 05/18/2007 DESIGNED BY: PKG  
CHECKED BY:

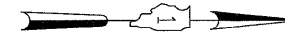
**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

UPON ACCEPTANCE OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION WORK BY THE STATE, THIS PERMANENT TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BECOME THE PROPERTY OF THE STATE AND SHALL REMAIN IN PLACE.

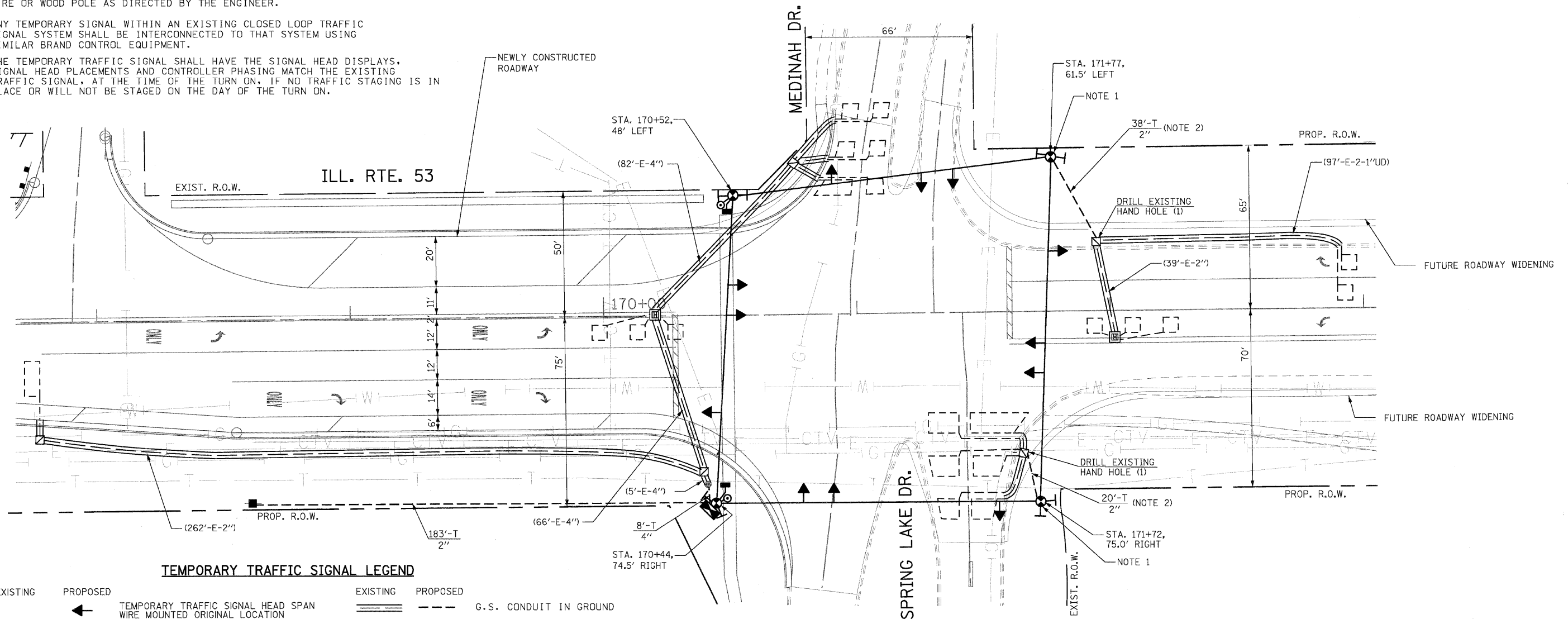
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DUPAGE	117	44
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

CONTRACT # 62881



**NOTES:**

1. A UNIT DUCT SHALL BE ATTACHED TO THE WOOD POLE TO A HEIGHT OF 10FT TO PROTECT AND FACILITATE THE INSTALLATION OF AERIAL CABLE (LEAD-IN) IN TO THE CONDUITS AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE INSTALLATION OF CONDUITS, CABLES, TRENCH AND BACKFILL, AND DRILL EXISTING HANDHOLE SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE PERMANENT TEMPORARY TRAFFIC SIGNAL INSTALLATION WORK.



**TEMPORARY TRAFFIC SIGNAL LEGEND**

EXISTING	PROPOSED	EXISTING	PROPOSED

**TEMPORARY TRAFFIC SIGNAL PLAN**

**ga** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
6035 N. NORTHWEST HIGHWAY  
SUITE 306  
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PERMANENT TEMPORARY TRAFFIC SIGNAL INSTALLATION  
ILLINOIS ROUTE 53 AT  
SPRING LAKE DRIVE/MEDINAH DRIVE**

SCALE: 1"=20'  
DATE: 05/18/2007

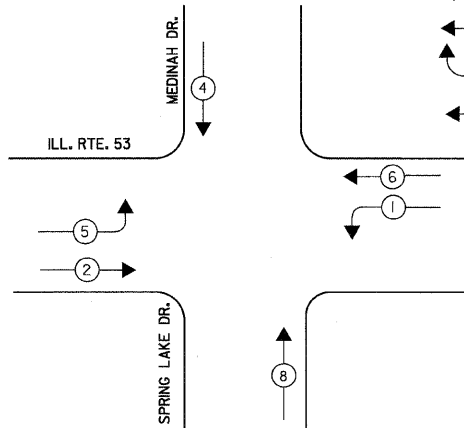
DRAWN BY: KGP/RDP  
DESIGNED BY: PKG  
CHECKED BY:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT:	

CONTRACT • 62881



**CONTROLLER SEQUENCE**



**PHASE DESIGNATION DIAGRAM**

**LEGEND**

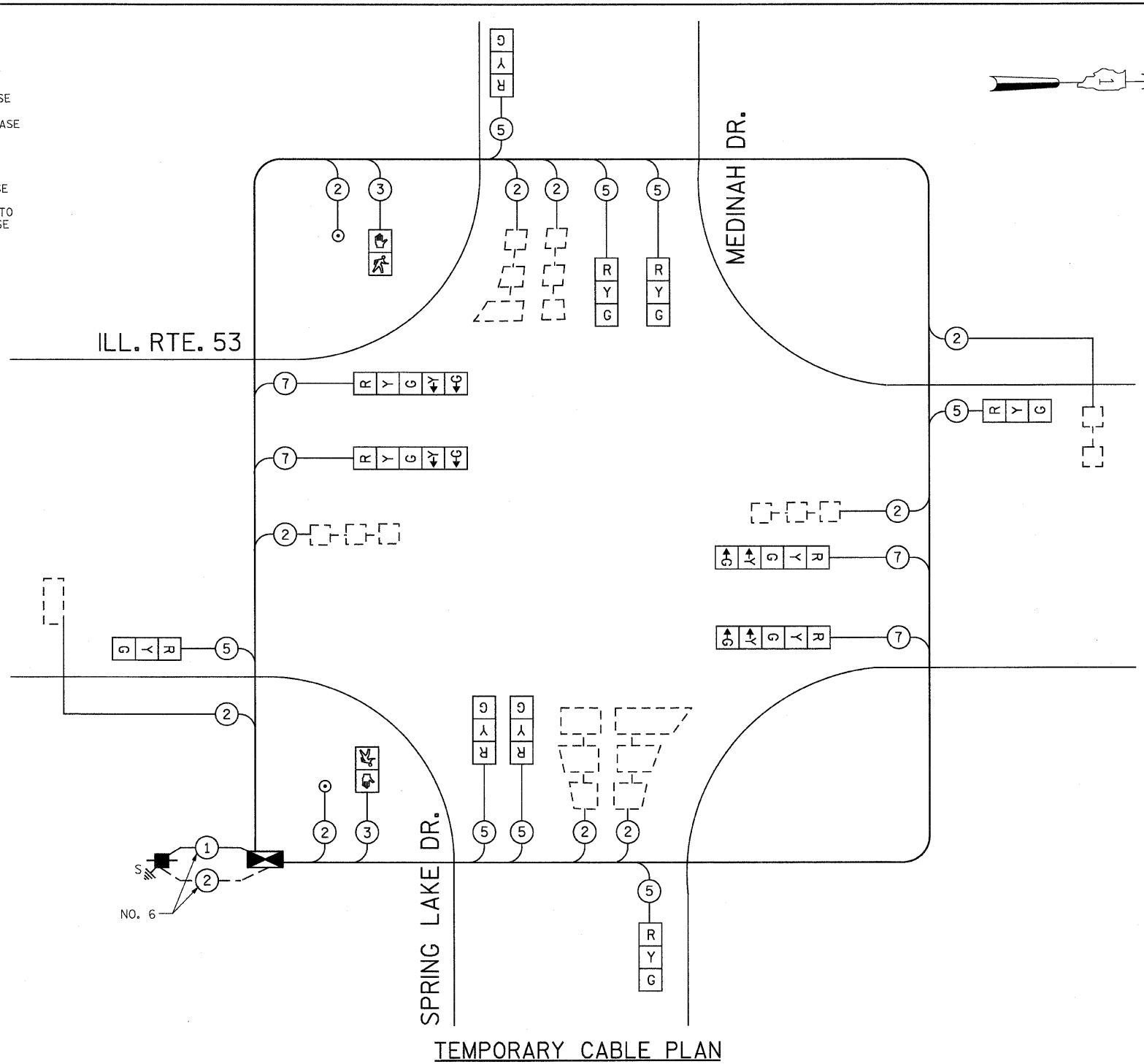
- ← \* → DUAL ENTRY PHASE
- ← \* → SINGLE ENTRY PHASE
- ◊ O.L. OVERLAP
- ← \* → PEDESTRIAN PHASE
- \* NUMBER REFERS TO ASSOCIATED PHASE

**TEMPORARY CABLE DIAGRAM LEGEND**

- R** TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- ▣** PERMANENT TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION
- 5** INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- ⬇** EMERGENCY VEHICLE LIGHT DETECTOR
- ⬆** CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- ▣** EXISTING VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- ⬇** 12" (300mm) PEDESTRIAN SIGNAL SECTION
- Ⓜ** VIDEO CAMERA ASSEMBLY
- S** GROUND ROD AT ELECTRIC SERVICE INSTALLATION
- C** GROUND ROD AT TRAFFIC SIGNAL CONTROLLER

**SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION



**TEMPORARY CABLE PLAN**

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	810.0
(YELLOW)	12	135	25	0.25	405.0
(GREEN)	12	135	15	0.25	405.0
ARROW	8	135	12	0.10	108.0
PED. SIGNAL	2	90	25	1.00	180.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	2008.0

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

ENERGY SUPPLY CONTACT: MR. ROBERT BEATTY  
PHONE: (630) 691-4721  
COMPANY: COMED

**ga** GANDHI AND ASSOCIATES, INC.  
ENGINEERS AND PLANNERS  
6035 N. NORTHWEST HIGHWAY  
SUITE 306  
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5980

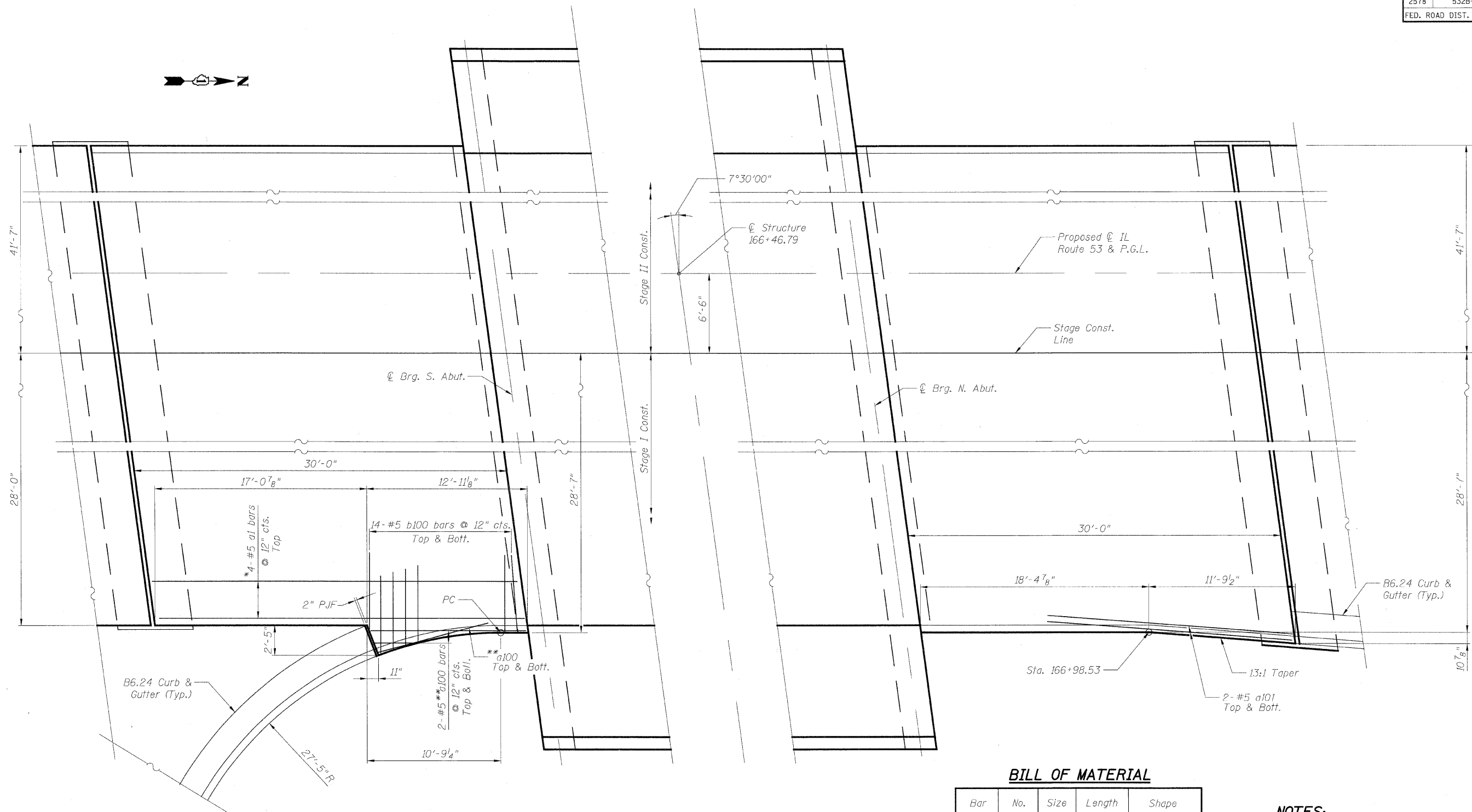
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PERMANENT TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DESIGNATION DIAGRAM, ILLINOIS ROUTE 53 AT SPRING LAKE DRIVE**

SCALE: N.T.S.  
DATE: 05/18/2007

DRAWN BY: KGP/RDP  
DESIGNED BY: PKG  
CHECKED BY:



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1	4	#5	29'-6"	—
a100	4	#5	12'-6"	—
a101	4	#5	20'-0"	—
b100	28	#5	5'-6"	—
Bridge Approach Pavement (Special)			Sq. Yd.	468

This reinforcement is in addition to the Standard Bridge Approach Pavement reinforcement as shown on the Roadway Plans. The cost of additional reinforcement is included with the cost of Bridge Approach Pavement (Special).

**NOTES:**

- For additional details regarding the Bridge Approach Pavement, including reinforcement details, see the Roadway Plans.

\* - Place these additional bars between a1 bars shown in the Roadway Plans.

\*\* - Cut in field to fit and use the remainder diagonally as shown.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU ROUTE 2578)

**BRIDGE APPROACH PAVEMENT (SPECIAL)  
AT SPRING BROOK CREEK BRIDGE**

SCALE: NONE  
DATE: 6/12/09

DRAWN BY: E. MROCEK  
CHECKED BY: A. YARGICOLU



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	47
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

**Bench Mark:**

Cut square in SW corner of parapet on existing bridge. El. 690.92

**Existing Structure**

S.N. 022-0074 was built in 1931 as a single span reinforced concrete slab bridge. The existing structure spans 30 feet, is 46 feet wide and has a 3.5 inch bituminous wearing surface. The existing structure is to be removed and replaced. Traffic is to be maintained utilizing stage construction.

No salvage

**WATERWAY INFORMATION**

Drainage Area = 12.0 SQ. Miles

Flood	Freq. Yr.	Q (C.F.S.)	Opening (Sq. Ft.)		Nat. H.W.E.		Head (Ft.)		Headwater Elev.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Overtop	10	416	111	166	687.1	1.1	0.0	688.2	687.1	
Design	40	550	130	208	687.8	1.0	0.0	688.8	687.8	
Base	50	597	136	222	688.0	1.0	0.0	689.0	688.0	
Max. Calc.	100	679	142	309	688.3	0.8	0.0	689.1	688.3	
	500	1153	142	309	690.4	0.1	0.6	690.5	691.0	

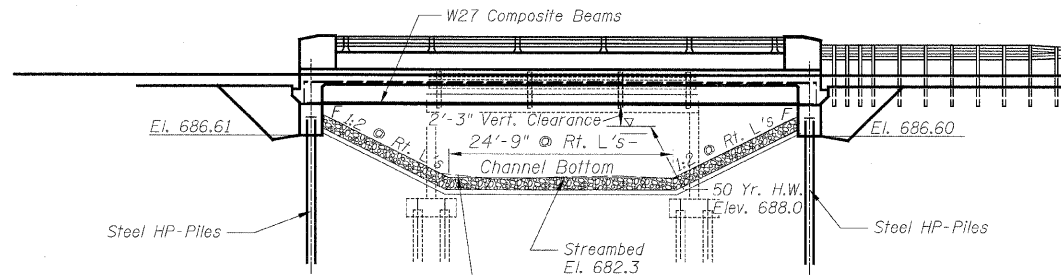
Proposed Low Grade Elev. 691.06 @ Sta. 159+88.53  
Existing Low Grade Elev. 688.6 @ Sta. 162+00

**DESIGN SCOUR ELEVATION (ft)**

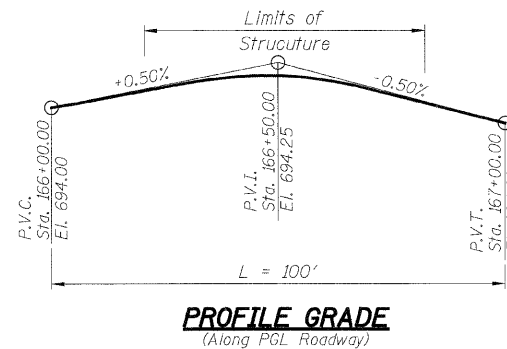
S. Abut.	N. Abut.
686.61	686.60

**INDEX OF SHEETS**

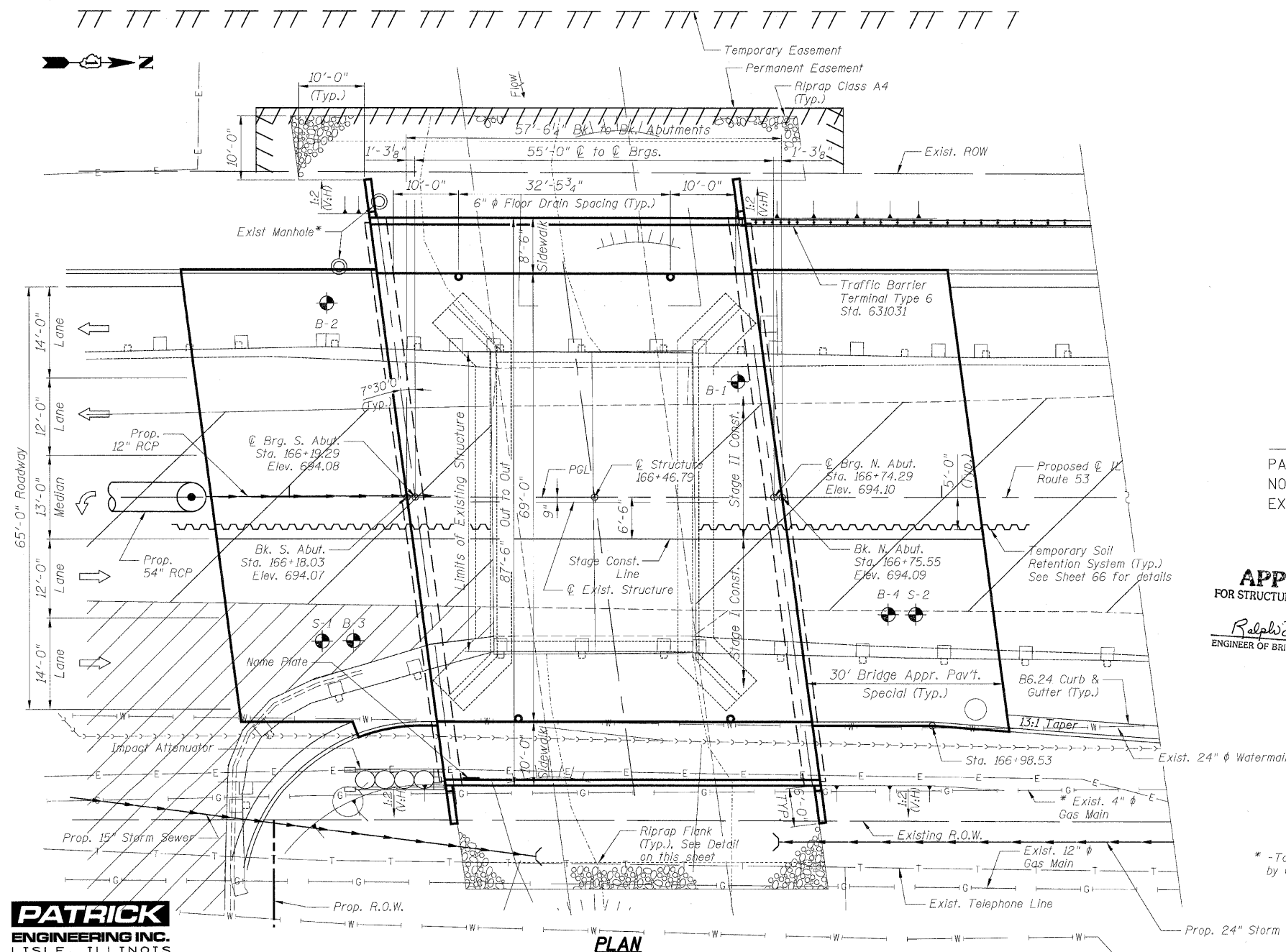
- S1. GENERAL PLAN & ELEVATION
- S2. GENERAL NOTES, TOTAL BILL OF MATERIAL & STAGING DETAILS
- S3. TOP OF SLAB ELEVATIONS I
- S4. TOP OF SLAB ELEVATIONS II
- S4A. TOP OF APPROACH SLAB ELEVATIONS
- S5. DECK PLAN & CROSS SECTION
- S6. SUPERSTRUCTURE DETAILS
- S7. DIAPHRAGM DETAILS
- S8. BRIDGE RAILING DETAILS
- S9. FRAMING PLAN
- S10. BEAM DETAILS
- S11. BLANK SHEET
- S12. SOUTH ABUTMENT
- S13. NORTH ABUTMENT
- S14. TEMPORARY CONCRETE BARRIER
- S15. BAR SPLICER DETAILS
- S16. CANTILEVER FORMING BRACKETS
- S17. SOIL BORING LOGS I
- S18. SOIL BORING LOGS II
- S19. SOIL BORING LOGS III
- S20. SOIL BORING LOGS IV



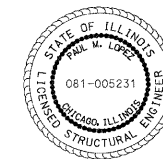
**ELEVATION**



**PROFILE GRADE**  
(Along PGL Roadway)



**PLAN**



Paul M. Lopez  
PAUL M. LOPEZ, P.E., S.E.  
NO. 081-005231  
EXP. DATE: 11/30/10

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson (TS)  
ENGINEER OF BRIDGES AND STRUCTURES

**LOADING HS20-44**

Allowance for Future Wearing Surface = 50 lb/ft<sup>2</sup>

**DESIGN STRESSES**

f'<sub>c</sub> = 3500 psi  
f<sub>y</sub> = 60,000 psi (Reinf.)  
f<sub>y</sub> = 50,000 psi (W270 Grade 50W)

**DESIGN SPECIFICATIONS**

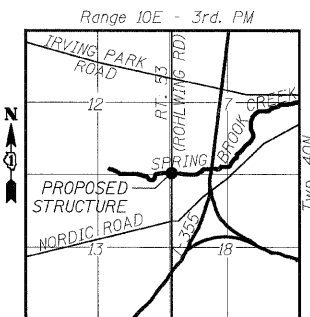
2002 AASHTO Standard Specifications for Highway Bridges

**SEISMIC DATA**

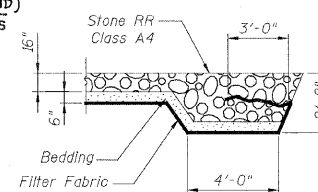
Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.035g  
Site Coefficient (S) = 1.0

STATION 166+46.79  
BUILT 200\_ BY  
STATE OF ILLINOIS  
F.A.U. 2578 SEC. 532B-1  
LOADING HS20  
STR. NO. 022-0189

**NAME PLATE**  
See Standard 515001



**LOCATION SKETCH**



**RIPRAP FLANK DETAIL**

\* - To Be Relocated by Others

**PATRICK ENGINEERING INC.**  
LISLE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GENERAL PLAN & ELEVATION**

ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

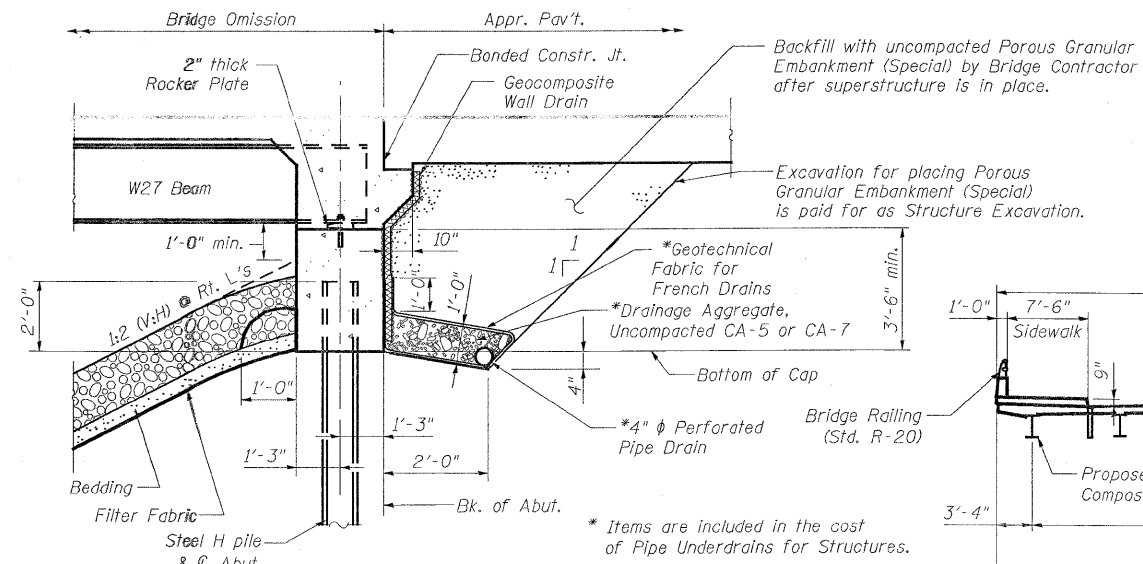
SCALE: NONE DRAWN BY: E. MROCZEK  
DATE: 6/12/09 CHECKED BY: G. HATLESTAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	48
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62881

**GENERAL NOTES**

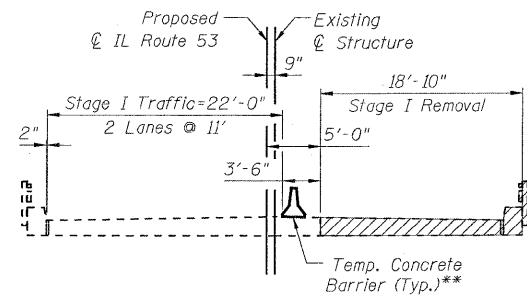
- Fasteners shall be AASHTO M 164, Type 1, mechanically galvanized bolts in painted areas and AASHTO M 164, Type 3 in unpainted areas. Bolts  $3/4"$   $\phi$ , open holes  $5/16"$   $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel: M 270 Grade 50W = 85,500 lbs.
- All structural steel shall be AASHTO M 270 Grade 50W
- No field welding is permitted except as specified in the contract documents.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- All construction joints shall be bonded.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- Excavation behind the existing abutment walls shall be performed to balance the front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- If the contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of the additional bracket locations.
- Slipforming of the concrete barriers will not be allowed
- The contractor is advised that the existing slab bridge is in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.
- If the contractor's procedure for existing slab removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedures shall include calculations prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams or existing slab. To distribute load and protect the existing surface in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Cost included with Removal of Existing Structures.
- The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions.
- Current Ratings on File for Existing Structure:  
Inventory: IL5  
Operating: I9.1  
Live Load Restrictions: No  
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.



**SECTION THRU INTEGRAL ABUTMENT**

(Horiz. dim. @ Rt. L's)

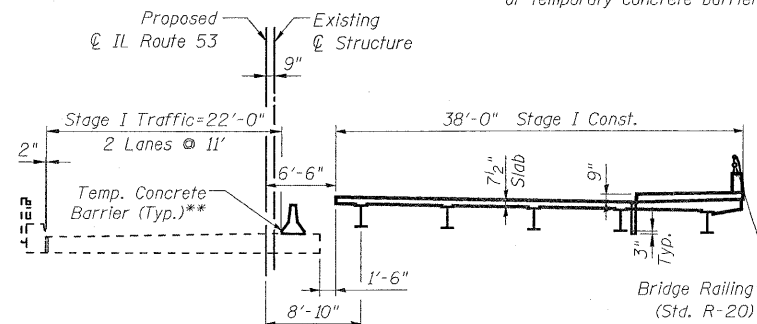
Note:  
All drainage system components shall extend 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**STAGE I REMOVAL**

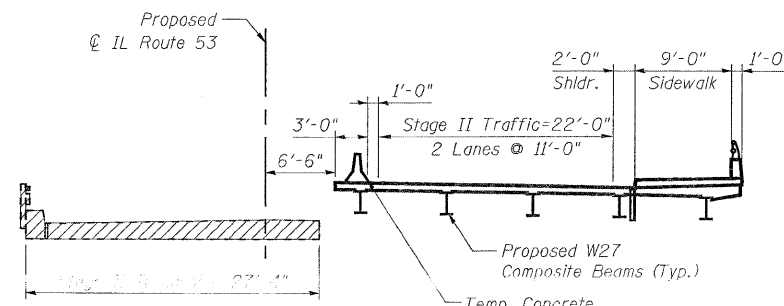
(Looking North)

\*\* See Roadway plans for the quantity of temporary concrete barrier.



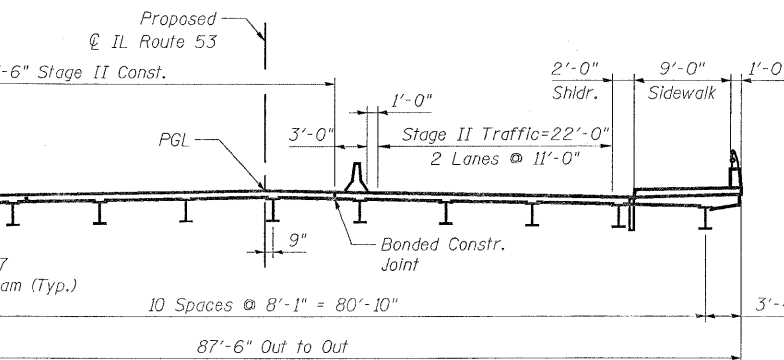
**STAGE I CONSTRUCTION**

(Looking North)



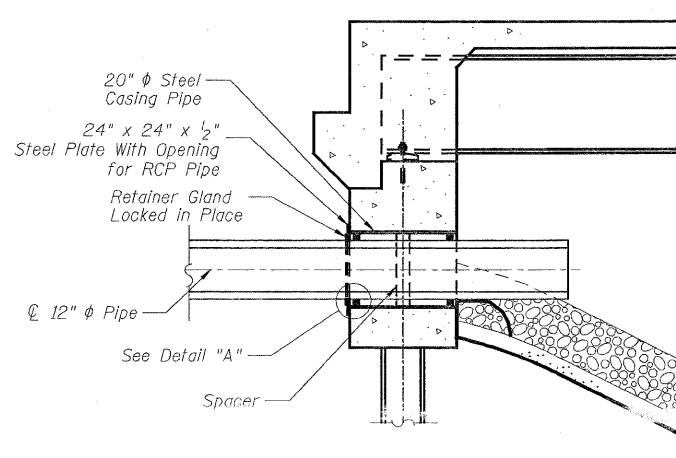
**STAGE II REMOVAL**

(Looking North)



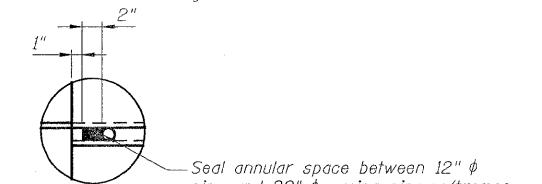
**STAGE II CONSTRUCTION**

(Looking North)



**SECTION THRU S. ABUTMENT**

Showing 12"  $\phi$  RCP Isolation Detail



**DETAIL "A"**

REVISIONS	
NAME	DATE
R. SHAN	7-11-09

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL NOTES, TOTAL BILL OF MATERIALS & STAGING DETAILS**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROZCEK  
 DATE: 6/12/09 CHECKED BY: G. HATLESTAD



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**BEAM #1**

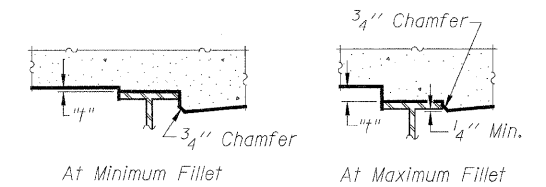
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+12.81	-39.67	693.26	693.26
☉ Brg. S. Abut.	166+14.07	-39.67	693.27	693.27
A	166+24.07	-39.67	693.30	693.36
B	166+34.07	-39.67	693.32	693.43
C	166+44.07	-39.67	693.33	693.45
D	166+54.07	-39.67	693.33	693.42
E	166+64.07	-39.67	693.32	693.36
☉ Brg. N. Abut.	166+69.07	-39.67	693.31	693.31
Bk. N. Abut.	166+70.33	-39.67	693.31	693.31

**WEST GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+13.49	-34.50	693.37	693.37
☉ Brg. S. Abut.	166+14.75	-34.50	693.37	693.37
A	166+24.75	-34.50	693.40	693.46
B	166+34.75	-34.50	693.42	693.52
C	166+44.75	-34.50	693.43	693.54
D	166+54.75	-34.50	693.43	693.52
E	166+64.75	-34.50	693.42	693.46
☉ Brg. N. Abut.	166+69.75	-34.50	693.42	693.42
Bk. N. Abut.	166+71.01	-34.50	693.41	693.41

**BEAM #2**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+13.87	-31.58	693.43	693.43
☉ Brg. S. Abut.	166+15.13	-31.58	693.43	693.43
A	166+25.13	-31.58	693.46	693.52
B	166+35.13	-31.58	693.48	693.58
C	166+45.13	-31.58	693.49	693.60
D	166+55.13	-31.58	693.49	693.58
E	166+65.13	-31.58	693.48	693.51
☉ Brg. N. Abut.	166+70.13	-31.58	693.47	693.47
Bk. N. Abut.	166+71.39	-31.58	693.47	693.47



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**BEAM #3**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+14.94	-23.50	693.59	693.59
☉ Brg. S. Abut.	166+16.20	-23.50	693.60	693.60
A	166+26.20	-23.50	693.63	693.69
B	166+36.20	-23.50	693.65	693.75
C	166+46.20	-23.50	693.65	693.76
D	166+56.20	-23.50	693.65	693.74
E	166+66.20	-23.50	693.64	693.67
☉ Brg. N. Abut.	166+71.20	-23.50	693.63	693.63
Bk. N. Abut.	166+72.46	-23.50	693.63	693.63

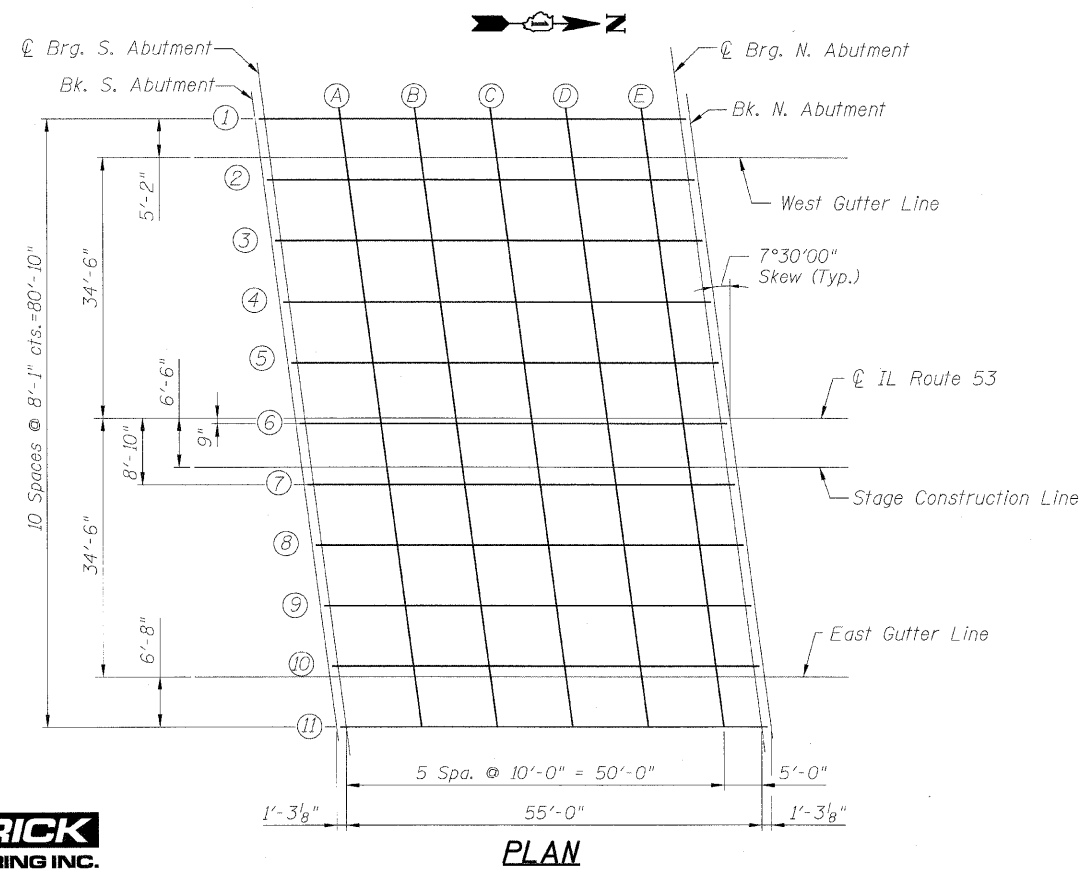
**BEAM #4**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+16.00	-15.42	693.76	693.76
☉ Brg. S. Abut.	166+17.26	-15.42	693.76	693.76
A	166+27.26	-15.42	693.79	693.85
B	166+37.26	-15.42	693.81	693.91
C	166+47.26	-15.42	693.82	693.93
D	166+57.26	-15.42	693.81	693.90
E	166+67.26	-15.42	693.80	693.83
☉ Brg. N. Abut.	166+72.26	-15.42	693.79	693.79
Bk. N. Abut.	166+73.52	-15.42	693.79	693.79

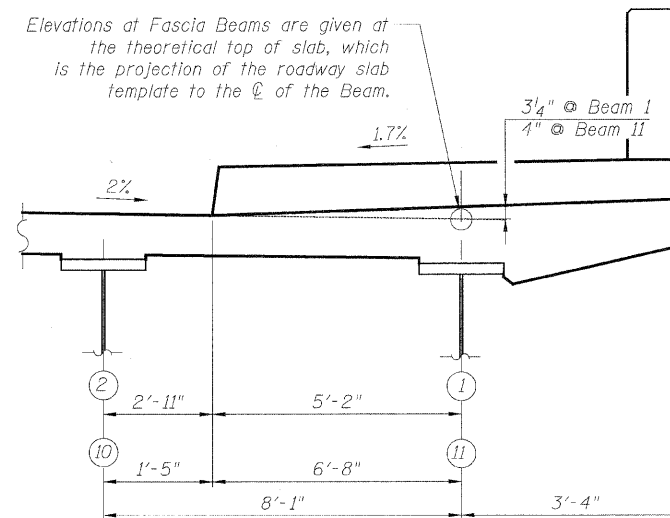
**BEAM #5**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+17.06	-7.33	693.92	693.92
☉ Brg. S. Abut.	166+18.32	-7.33	693.93	693.93
A	166+28.32	-7.33	693.95	694.02
B	166+38.32	-7.33	693.97	694.07
C	166+48.32	-7.33	693.98	694.09
D	166+58.32	-7.33	693.97	694.06
E	166+68.32	-7.33	693.96	693.99
☉ Brg. N. Abut.	166+73.32	-7.33	693.95	693.95
Bk. N. Abut.	166+74.59	-7.33	693.95	693.95

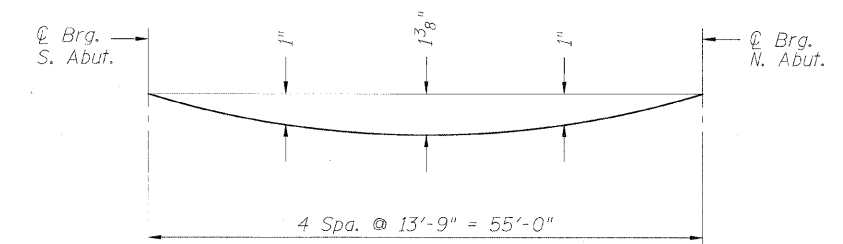
**FILLET HEIGHTS**



**PLAN**



**LOCATION OF ELEVATIONS AT FASCIA BEAM**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)  
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TOP OF SLAB ELEVATIONS I**  
ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79  
SCALE: NONE DRAWN BY: E. MROCEK  
DATE: 6/12/09 CHECKED BY: A. YARGICOLU

**CENTERLINE IL RTE 53 & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+18.03	0.00	694.07	694.07
☉ Brg. S. Abut.	166+19.29	0.00	694.08	694.08
A	166+29.29	0.00	694.10	694.16
B	166+39.29	0.00	694.12	694.22
C	166+49.29	0.00	694.12	694.23
D	166+59.29	0.00	694.12	694.21
E	166+69.29	0.00	694.11	694.14
☉ Brg. N. Abut.	166+74.29	0.00	694.10	694.10
Bk. N. Abut.	166+75.55	0.00	694.09	694.09

**BEAM #6**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+18.13	0.75	694.06	694.06
☉ Brg. S. Abut.	166+19.39	0.75	694.06	694.06
A	166+29.39	0.75	694.09	694.15
B	166+39.39	0.75	694.10	694.21
C	166+49.39	0.75	694.11	694.22
D	166+59.39	0.75	694.11	694.19
E	166+69.39	0.75	694.09	694.12
☉ Brg. N. Abut.	166+74.39	0.75	694.08	694.08
Bk. N. Abut.	166+75.65	0.75	694.08	694.08

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+18.88	6.50	693.95	693.95
☉ Brg. S. Abut.	166+20.15	6.50	693.95	693.95
A	166+30.15	6.50	693.98	694.04
B	166+40.15	6.50	693.99	694.09
C	166+50.15	6.50	693.99	694.10
D	166+60.15	6.50	693.99	694.07
E	166+70.15	6.50	693.97	694.01
☉ Brg. N. Abut.	166+75.15	6.50	693.96	693.96
Bk. N. Abut.	166+76.41	6.50	693.96	693.96

**BEAM #7**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+19.19	8.83	693.90	693.90
☉ Brg. S. Abut.	166+20.45	8.83	693.90	693.90
A	166+30.45	8.83	693.93	693.99
B	166+40.45	8.83	693.94	694.04
C	166+50.45	8.83	693.95	694.06
D	166+60.45	8.83	693.94	694.03
E	166+70.45	8.83	693.93	693.96
☉ Brg. N. Abut.	166+75.45	8.83	693.92	693.92
Bk. N. Abut.	166+76.71	8.83	693.91	693.91

**BEAM #8**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+20.26	16.92	693.74	693.74
☉ Brg. S. Abut.	166+21.52	16.92	693.75	693.75
A	166+31.52	16.92	693.77	693.83
B	166+41.52	16.92	693.78	693.88
C	166+51.52	16.92	693.79	693.90
D	166+61.52	16.92	693.78	693.86
E	166+71.52	16.92	693.76	693.80
☉ Brg. N. Abut.	166+76.52	16.92	693.75	693.75
Bk. N. Abut.	166+77.78	16.92	693.75	693.75

**BEAM #9**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+21.32	25.00	693.58	693.58
☉ Brg. S. Abut.	166+22.58	25.00	693.59	693.59
A	166+32.58	25.00	693.61	693.67
B	166+42.58	25.00	693.62	693.72
C	166+52.58	25.00	693.62	693.73
D	166+62.58	25.00	693.62	693.70
E	166+72.58	25.00	693.60	693.63
☉ Brg. N. Abut.	166+77.58	25.00	693.59	693.59
Bk. N. Abut.	166+78.84	25.00	693.58	693.58

**BEAM #10**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+22.38	33.08	693.43	693.43
☉ Brg. S. Abut.	166+23.65	33.08	693.43	693.43
A	166+33.65	33.08	693.45	693.51
B	166+43.65	33.08	693.46	693.56
C	166+53.65	33.08	693.46	693.57
D	166+63.65	33.08	693.45	693.54
E	166+73.65	33.08	693.44	693.47
☉ Brg. N. Abut.	166+78.65	33.08	693.42	693.42
Bk. N. Abut.	166+79.91	33.08	693.42	693.42

**EAST GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+22.57	34.50	693.40	693.40
☉ Brg. S. Abut.	166+23.83	34.50	693.40	693.40
A	166+33.83	34.50	693.42	693.48
B	166+43.83	34.50	693.43	693.53
C	166+53.83	34.50	693.43	693.54
D	166+63.83	34.50	693.43	693.51
E	166+73.83	34.50	693.41	693.44
☉ Brg. N. Abut.	166+78.83	34.50	693.39	693.39
Bk. N. Abut.	166+80.09	34.50	693.39	693.39

**BEAM #11**

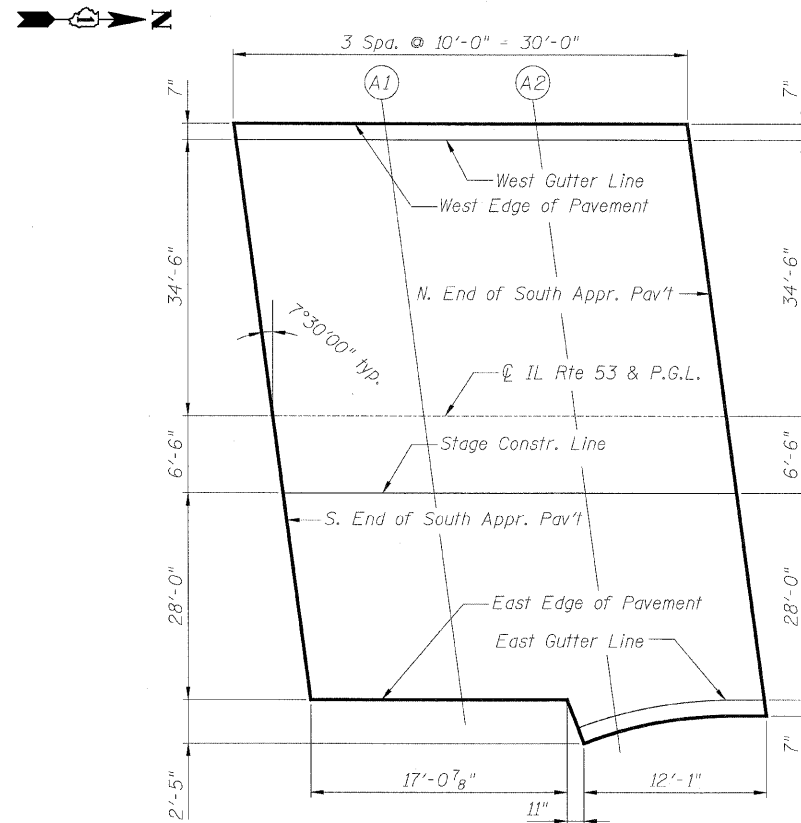
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+23.45	41.17	693.27	693.27
☉ Brg. S. Abut.	166+24.71	41.17	693.27	693.27
A	166+34.71	41.17	693.29	693.35
B	166+44.71	41.17	693.30	693.40
C	166+54.71	41.17	693.30	693.41
D	166+64.71	41.17	693.29	693.38
E	166+74.71	41.17	693.27	693.30
☉ Brg. N. Abut.	166+79.71	41.17	693.26	693.26
Bk. N. Abut.	166+80.97	41.17	693.25	693.25

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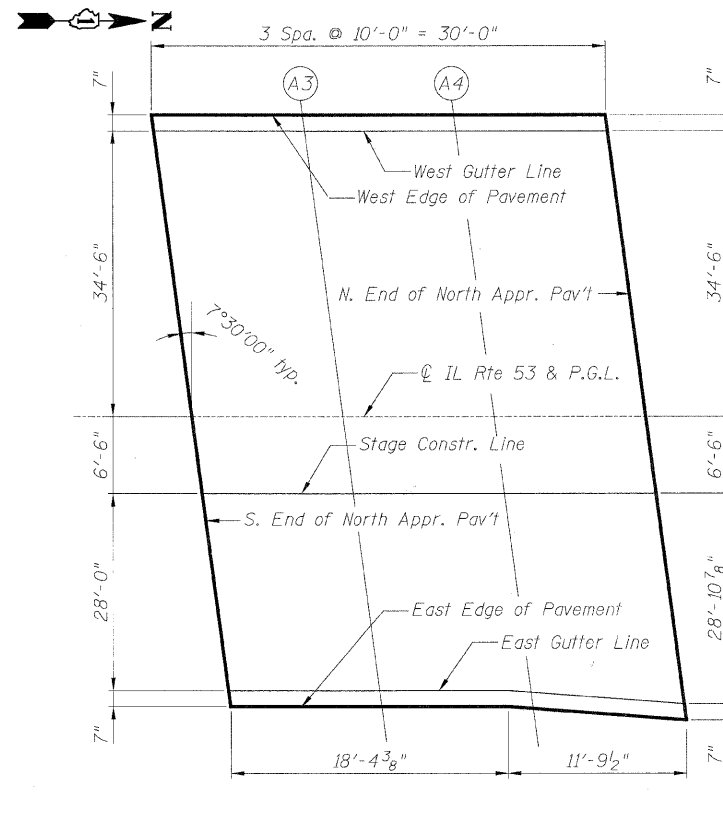


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TOP OF SLAB ELEVATIONS II**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: A. YARGICOLLU



**PLAN**  
South Approach



**PLAN**  
North Approach

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevation
S. End South Appr. Pav't	165+92.57	34.50	693.27
A1	166+02.57	34.50	693.32
A2	166+12.79	36.16	693.33
N. End South Appr. Pav't	166+22.65	35.08	693.39
S. End North Appr. Pav't	166+80.17	35.08	693.38
A3	166+90.17	35.08	693.34
A4	167+00.19	35.21	693.29
N. End North Appr. Pav't	167+10.29	35.99	693.23

**EAST GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevation
S. End South Appr. Pav't	N/A	N/A	N/A
A1	N/A	N/A	N/A
A2	166+12.71	35.57	693.34
N. End South Appr. Pav't	166+22.57	34.50	693.40
S. End North Appr. Pav't	166+80.09	34.50	693.39
A3	166+90.09	34.50	693.35
A4	167+00.11	34.63	693.31
N. End North Appr. Pav't	167+10.21	35.41	693.24

**CENTERLINE IL RTE 53 & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevation
S. End South Appr. Pav't	165+88.03	0.00	693.94
A1	165+98.03	0.00	693.99
A2	166+08.03	0.00	694.04
N. End South Appr. Pav't	166+18.03	0.00	694.07
S. End North Appr. Pav't	166+75.55	0.00	694.09
A3	166+85.55	0.00	694.06
A4	166+95.55	0.00	694.02
N. End North Appr. Pav't	167+05.55	0.00	693.97

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevation
S. End South Appr. Pav't	165+83.41	-35.08	693.22
A1	165+93.41	-35.08	693.27
A2	166+03.41	-35.08	693.31
N. End South Appr. Pav't	166+13.41	-35.08	693.36
S. End North Appr. Pav't	166+70.93	-35.08	693.40
A3	166+80.93	-35.08	693.38
A4	166+90.93	-35.08	693.34
N. End North Appr. Pav't	167+00.93	-35.08	693.29

**WEST GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevation
S. End South Appr. Pav't	165+83.49	-34.50	693.23
A1	165+93.49	-34.50	693.28
A2	166+03.49	-34.50	693.33
N. End South Appr. Pav't	166+13.49	-34.50	693.37
S. End North Appr. Pav't	166+71.01	-34.50	693.41
A3	166+81.01	-34.50	693.39
A4	166+91.01	-34.50	693.35
N. End North Appr. Pav't	167+01.01	-34.50	693.30

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevation
S. End South Appr. Pav't	165+88.89	6.50	693.81
A1	165+98.89	6.50	693.86
A2	166+08.89	6.50	693.91
N. End South Appr. Pav't	166+18.89	6.50	693.95
S. End North Appr. Pav't	166+76.41	6.50	693.96
A3	166+86.41	6.50	693.93
A4	166+96.41	6.50	693.89
N. End North Appr. Pav't	167+06.41	6.50	693.84

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TOP OF APPROACH SLAB ELEVATIONS**

ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

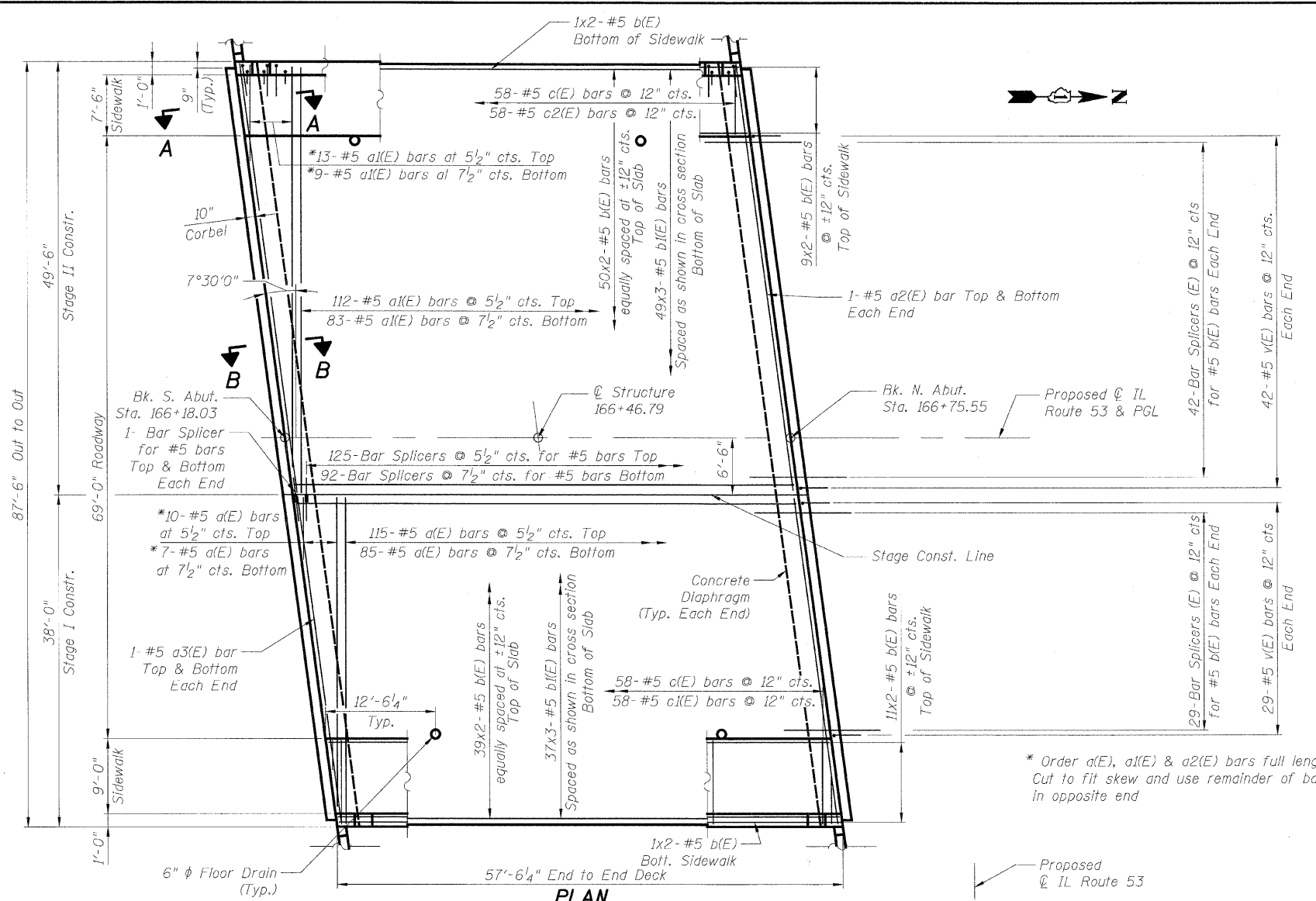
SCALE: NONE DRAWN BY: A. DURBAK  
DATE: 6/12/09 CHECKED BY: R. DIGIULIO

REVISIONS	
NAME	DATE

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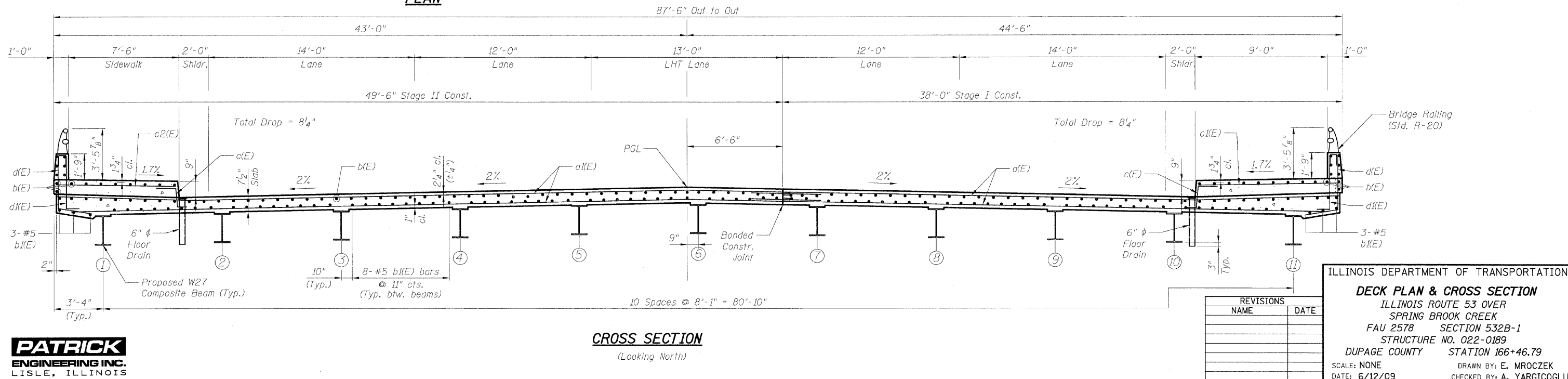


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	52
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



MIN. LAP SPLICE	
BAR SIZE	CLASS "C" SPLICE
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"

- NOTES:**
1. Reinforcement bars designated (E) shall be epoxy coated.
  2. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.
  3. For Bill of Material and Superstructure Details see Sheet S6.
  4. For parapet reinforcement see Sheet S6.
  5. For Bar Splicer Details see sheet S15.
  6. For Sections A-A & B-B see sheet S7.

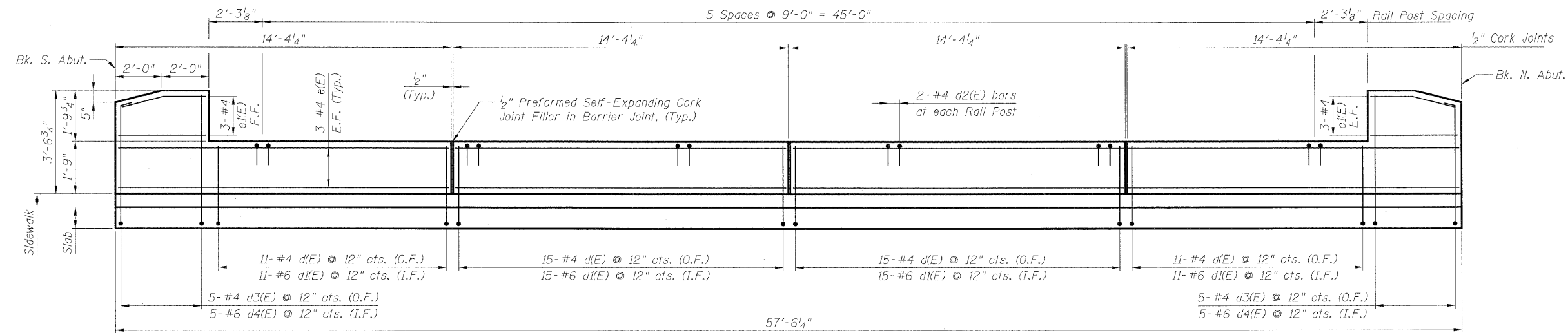


**CROSS SECTION**  
(Looking North)

REVISIONS	
NAME	DATE

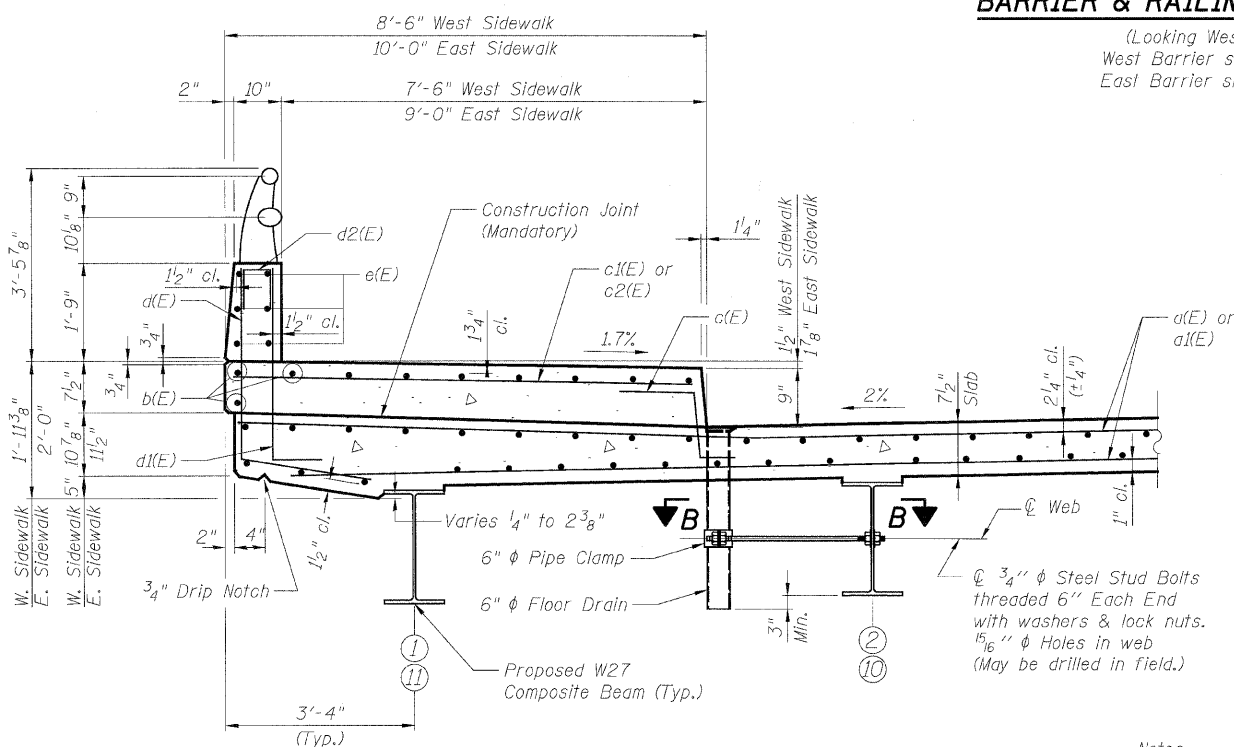
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DECK PLAN & CROSS SECTION**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: A. YARGICOGU





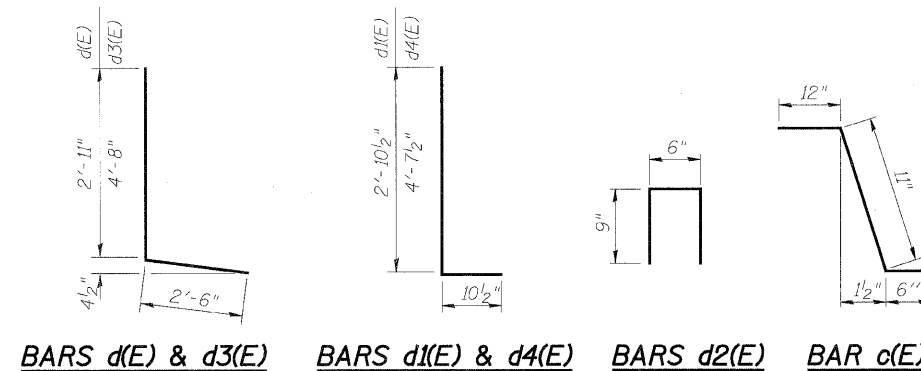
**BARRIER & RAILING ELEVATION**

(Looking West)  
 West Barrier shown  
 East Barrier similar



**SECTION THRU PARAPET**

Notes:  
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



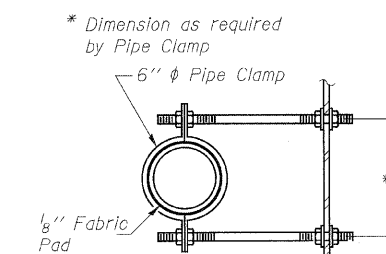
**BARS d(E) & d3(E)    BARS d1(E) & d4(E)    BARS d2(E)    BAR c(E)**

**SUPERSTRUCTURE BILL OF MATERIAL**

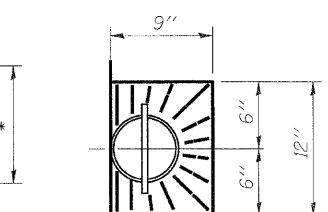
Bar	No.	Size	Length	Shape
a(E)	217	#5	37'-6"	—
a1(E)	217	#5	49'-0"	—
a2(E)	4	#5	49'-4"	—
a3(E)	4	#5	37'-10"	—
b(E)	222	#5	29'-5"	—
b1(E)	258	#5	20'-2"	—
c(E)	116	#5	2'-5"	—
c1(E)	58	#5	9'-6"	—
c2(E)	58	#5	8'-0"	—
d(E)	104	#4	5'-5"	—
d1(E)	104	#6	3'-9"	—
d2(E)	24	#4	2'-0"	—
d3(E)	20	#4	7'-2"	—
d4(E)	20	#6	5'-6"	—
e(E)	48	#4	14'-1"	—
e1(E)	24	#4	3'-9"	—
m(E)	4	#6	37'-3"	—
m1(E)	12	#6	20'-4"	—
m2(E)	44	#6	10'-11"	—
m3(E)	20	#6	7'-9"	—
m4(E)	4	#6	3'-0"	—
m5(E)	8	#6	25'-9"	—
m6(E)	12	#6	26'-2"	—
s(E)	192	#5	5'-9"	—
s1(E)	178	#4	8'-2"	—
u1(E)	68	#4	2'-7"	—
v(E)	142	#5	4'-6"	—
Concrete Superstructure		Cu. Yd.	209.9	
Reinforcement Bars, Epoxy Coated		Lbs.	40,550	
Bar Splicers		Each	379	
Protective Coat		Sq. Yd.	592	
Bridge Deck Grooving		Sq. Yd.	429	

**NOTES:**

1. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line.
2. All edges shall have standard 3/4" chamfer, except as noted.

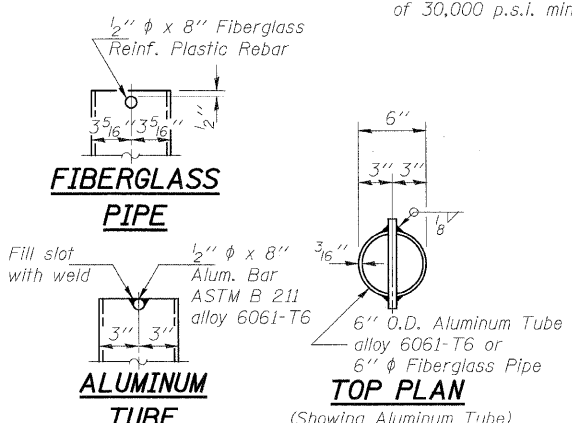


**SECTION B-B**



**TOP PLAN**

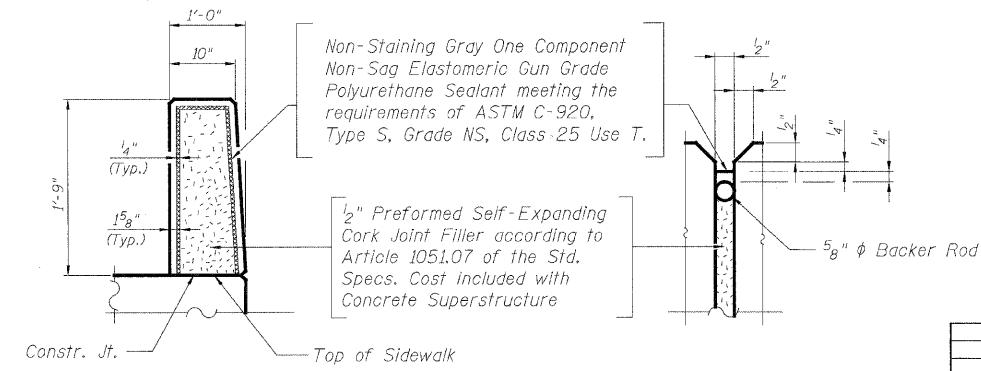
**FLOOR DRAIN DETAILS**



**FIBERGLASS PIPE**

**ALUMINUM TUBE TOP PLAN**

(Showing Aluminum Tube)



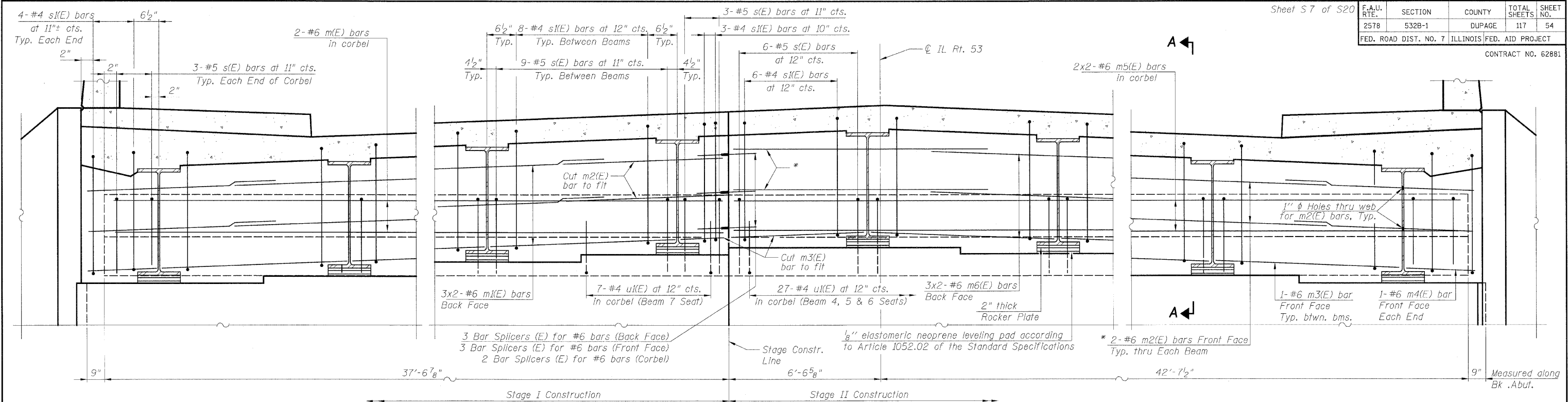
**BARRIER JOINT DETAILS**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE DETAILS**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

\*Hoopstress(Rewy, Libe)  
 6/10/2009 5:05:42 PM  
 G:\DDT\9356.AC\IL53\SPRINGBROOK\Drawings\STRUCT\06\_creek\_detailed.dgn

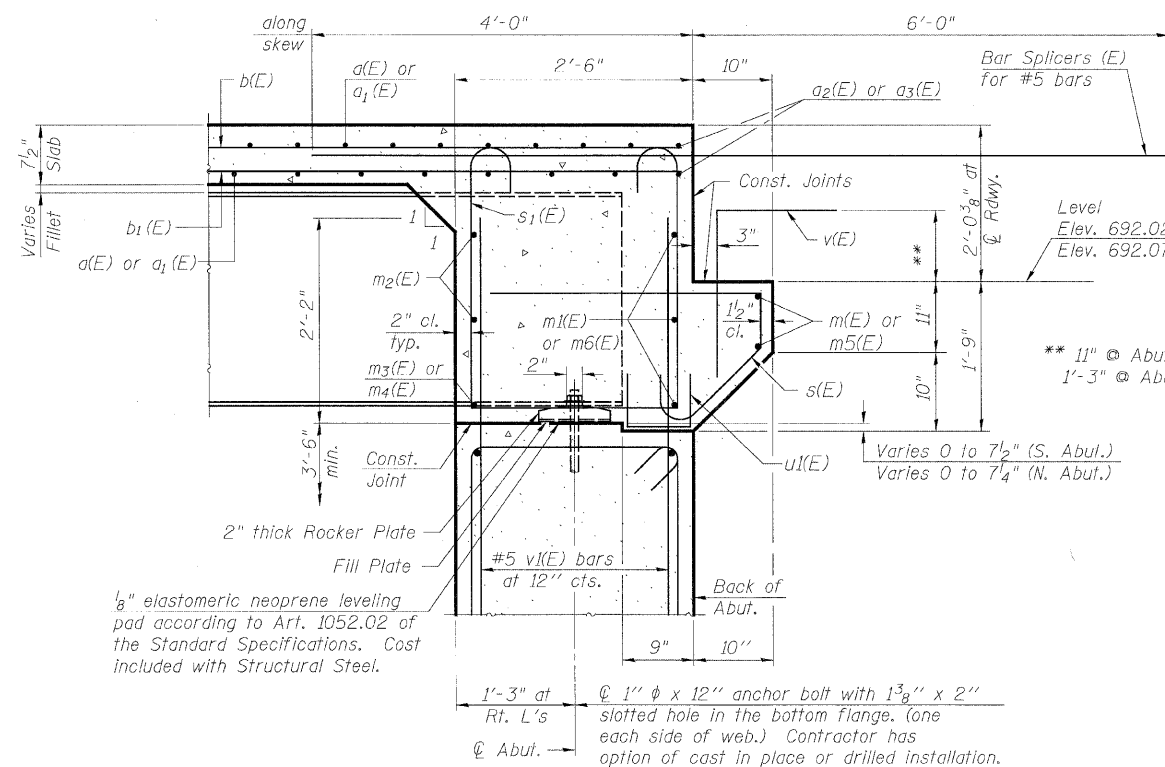




**DIAPHRAGM ELEVATION AT ABUTMENT**

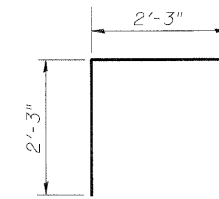
South Abutment - Looking South  
 North Abutment similar

\* Shift m2(E) bars towards the Stage Line as required for min. bar lap.

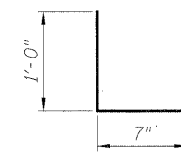


**SECTION A-A**

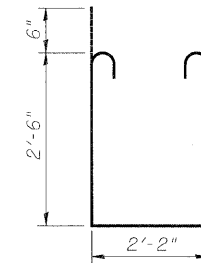
Dimensions at right angles to abutment, except as shown.



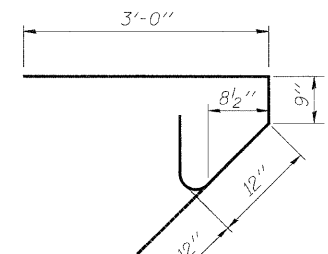
**BAR v(E)**



**BAR u1(E)**



**BAR s(E)**



**BAR s(E)**

**NOTES:**

1. Reinforcement bars in diaphragm are billed with superstructure on Sheet S6.
2. Concrete in diaphragm is included with Concrete Superstructure on Sheet S6.
3. The s(E), s(E) and u(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
4. For anchor bolt details see Sheet S11.

REVISIONS	
NAME	DATE

**MIN. BAR LAP**

#6 bar = 2'-9"

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DIAPHRAGM DETAILS**

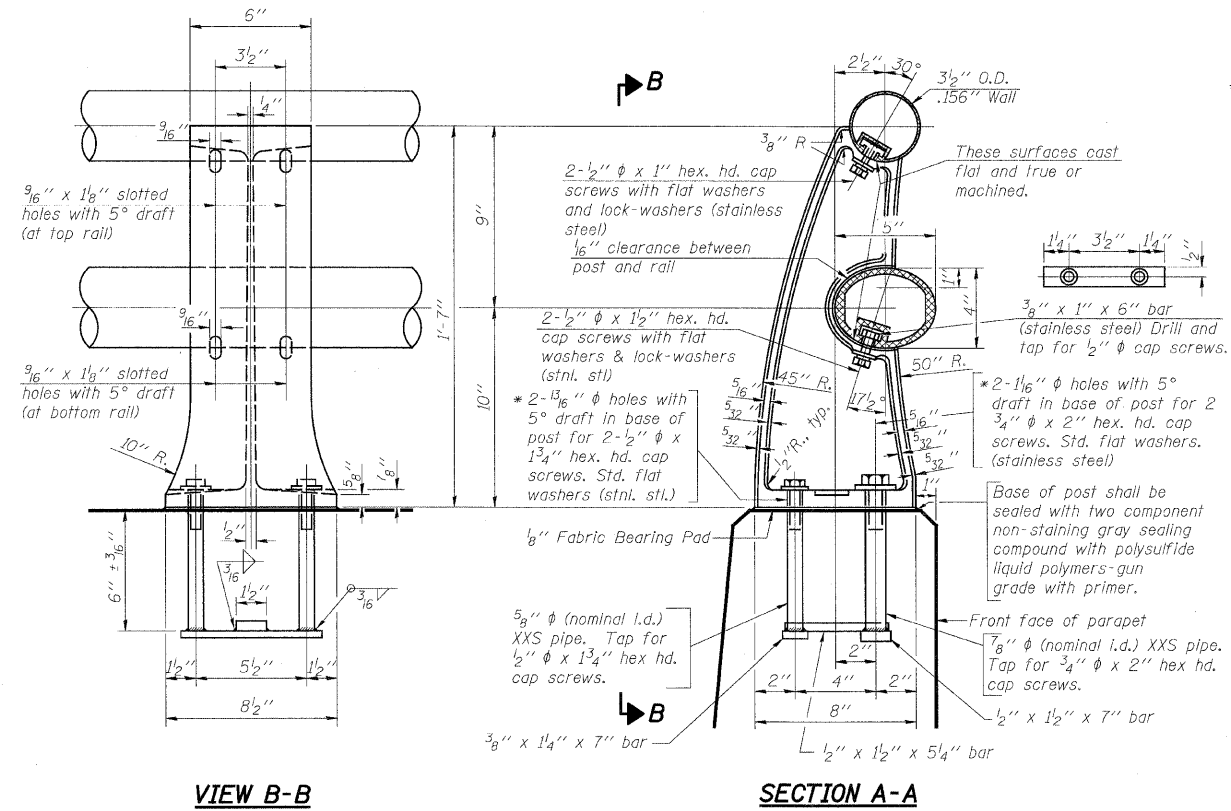
ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK

FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189

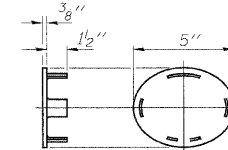
DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

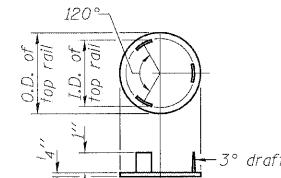
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	55
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



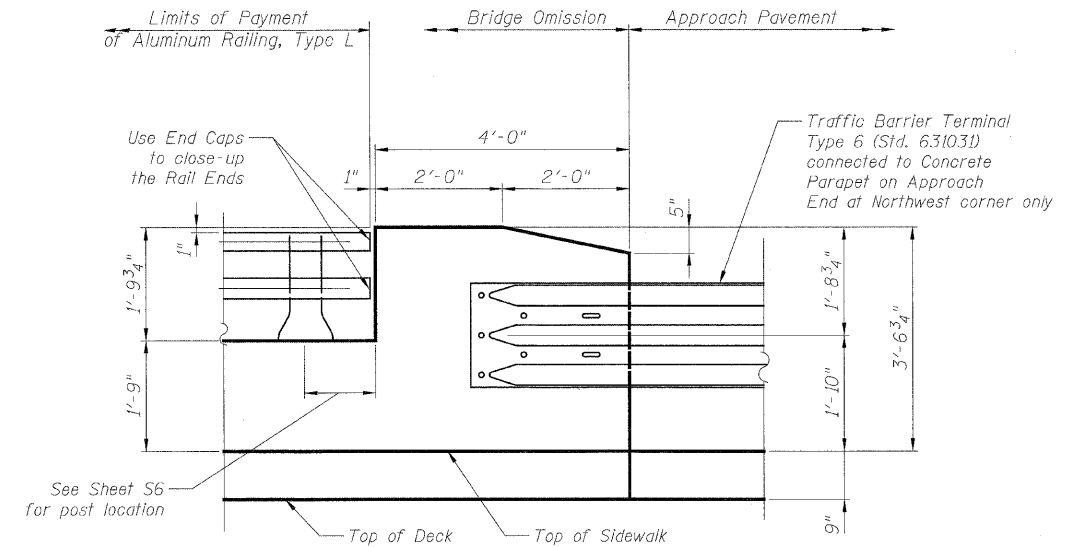
\* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's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



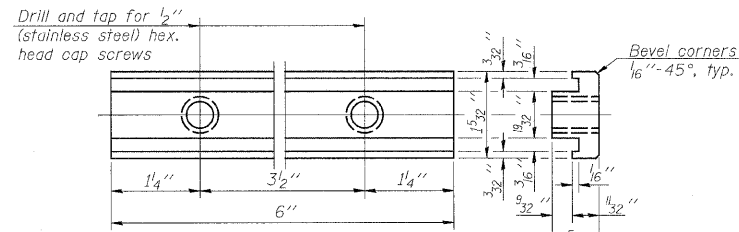
**CAST END CAP**  
For bottom rail  
DRIVE FIT TYPE 4 Required



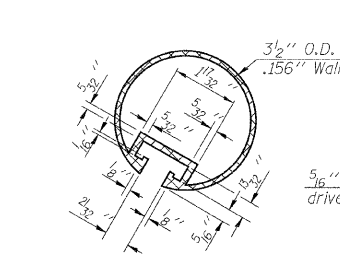
**CAST END CAP**  
For top rail  
4 Required



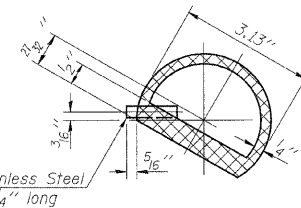
**RAIL TERMINAL AT CONCRETE PARAPET**



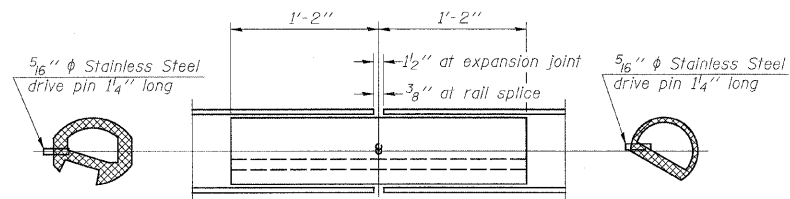
**RAIL POST CLAMP BAR**  
For Top Rail



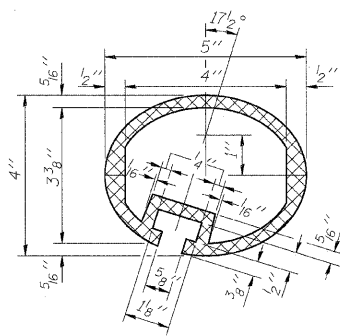
**SECTION THRU TOP RAIL**



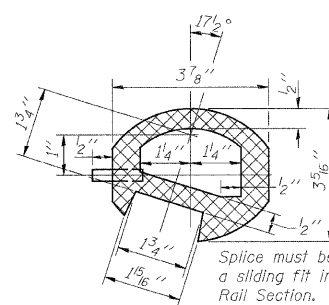
**SECTION THRU SPLICE**  
For Top Rail



**RAIL SPLICE**



**SEC. THRU ELLIPTICAL RAIL SECTION**



**SEC. THRU SPLICE**

**Notes:**

- All Posts shall be normal to parapet.
- All joints in rail shall be spliced per detail.
- All exposed rail ends shall be capped per detail.
- Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
- See sheet S6 of S20 for rail post spacing.

**BILL OF MATERIAL**

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	99

**ALUMINUM RAILING, TYPE L  
STRUCTURE NO.**

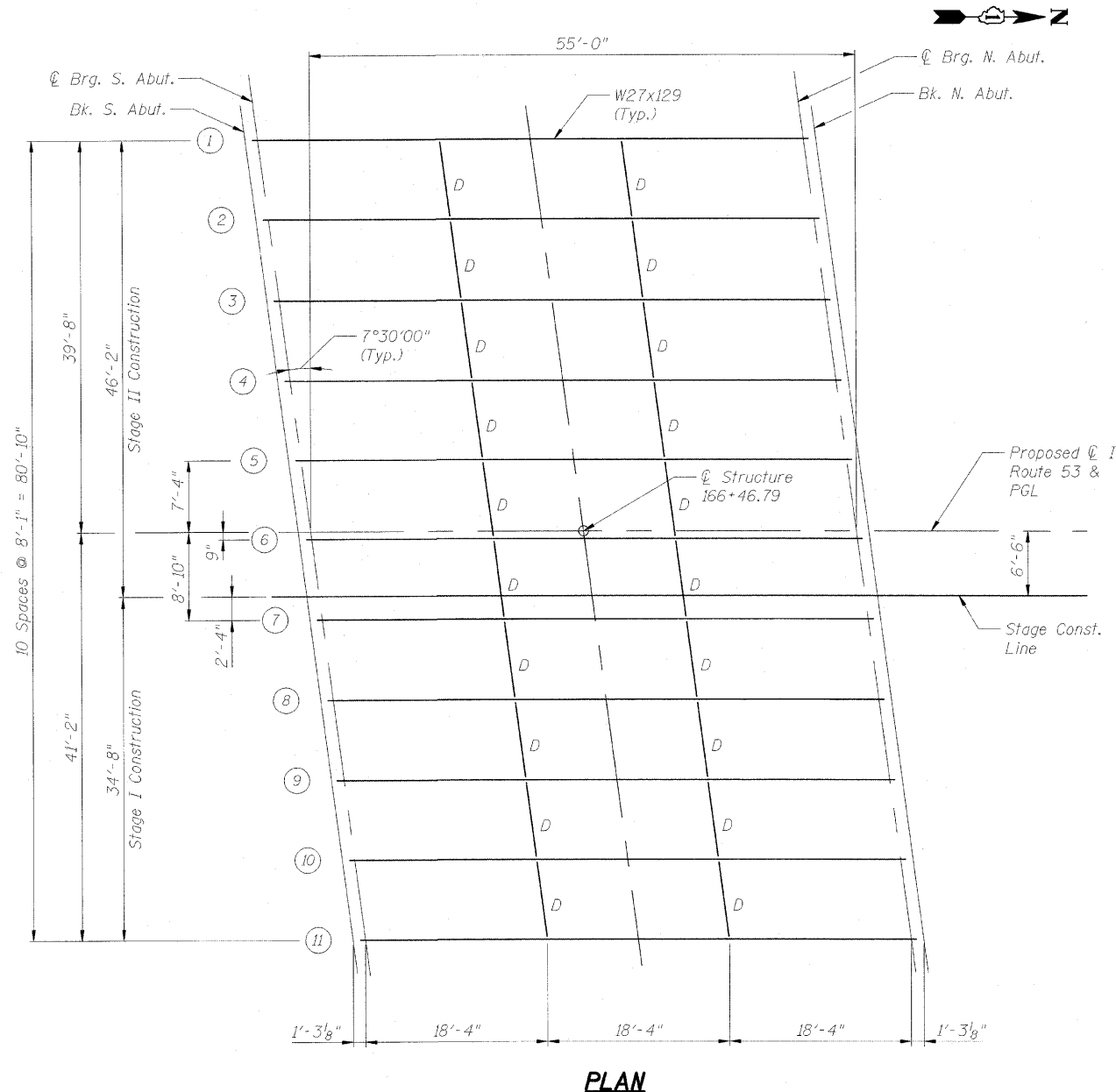
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

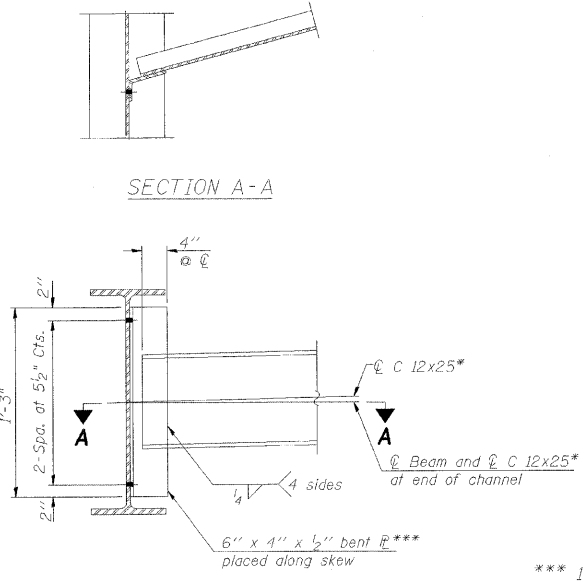
**BRIDGE RAILING DETAILS**  
ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCCZEK  
DATE: 6/12/09 CHECKED BY: A. YARGICOGU

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	56
FED. ROAD DIST. NO. 7 ILLINOIS			FED. AID PROJECT	



**PLAN**



**DIAPHRAGM D**  
(20 Required)

\*\*\* 17/8" long-slotted vertical holes on connecting bent plates of adjacent beams along the stage construction line. See Notes 1 and 5.

		0.5 Span
$I_s$	(in <sup>4</sup> )	4,760
$I_c (n)$	(in <sup>4</sup> )	12,772
$I_c (3n)$	(in <sup>4</sup> )	9,462
$S_s$	(in <sup>3</sup> )	345
$S_c (n)$	(in <sup>3</sup> )	503
$S_c (3n)$	(in <sup>3</sup> )	456
$M_D$	(k/')	0.92
$M_L$	(k)	348
$s_D$	(k/')	0.54
$M_s D$	(k)	203
$M_L$	(k)	522
$M (Imp)$	(k)	145
$S_3 [M_L + M (Imp)]$	(k)	1,111
$M_a$	(k)	2,161
$M_u$	(k)	2,497
$f_s D$ non-comp	(ksi)	12.1
$f_s D$ (comp)	(ksi)	5.3
$f_s S_3 [M_L + M (Imp)]$	(ksi)	26.5
$f_s$ (Overload)	(ksi)	44.0
$f_s$ (Total)	(ksi)	
VR	(k)	62

		Abutments
$R_D$	(k)	73.1 **
$R_L$	(k)	48.6
Imp.	(k)	13.5
$R$ (Total)	(k)	135.3

\*\* - Includes weight of concrete Diaphragms and Approach Slab

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	L. Sum	1

**NOTES:**

- Two hardened washers shall be required over all oversized holes for diaphragms.
- \*Alternate channels C12x30 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department. 3-3/4"  $\phi$  HS bolts, 15/16"  $\phi$  holes
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as noted otherwise.
- Bolts for slotted holes shall only be finger tightened prior to pouring of deck slab and shall be fully tightened after completion of deck pour.

$I_s$  and  $S_s$  are the moment of inertia and section modulus of the steel section used in computing  $f_s$  (Total & Overload).  
 $I_c(n)$  and  $S_c(n)$  are the moment of inertia and section modulus of the composite section used in computing stresses due to live load.  
 $I_c(3n)$  and  $S_c(3n)$  are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads.  
 VR is the maximum Live Load + Impact Shear range in span.  
 $M_a$  (Applied Moment) =  $1.3[M_D + 5/3 (M_L + M_{Imp})]$ .  
 The Plastic Moment capacity ( $M_u$ ) is computed according to AASHTO 10.48.1 & 10.50.1.1.  
 $f_s$  (Overload) is the sum of the stresses due to  $M_D + M_s D + 5/3 (M_L + M_{Imp})$ .  
 $f_s$  (Total) is the sum of the stresses due to  $1.3[M_D + M_s D + 5/3 (M_L + M_{Imp})]$ .  
 $M_D$  - Moment due to dead loads on non-composite section.  
 $M_s D$  - Moment due to dead loads on composite section.  
 $M_L$  - Moment due to live load on composite section.  
 $M_{Imp}$  - Moment due to live load impact on composite section.

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

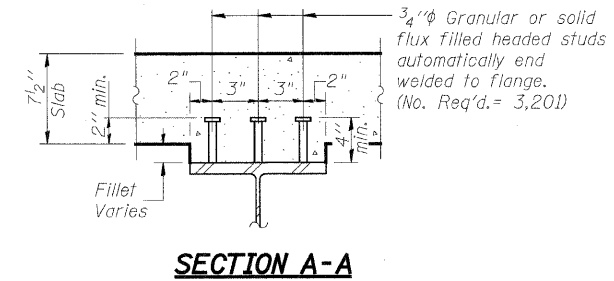
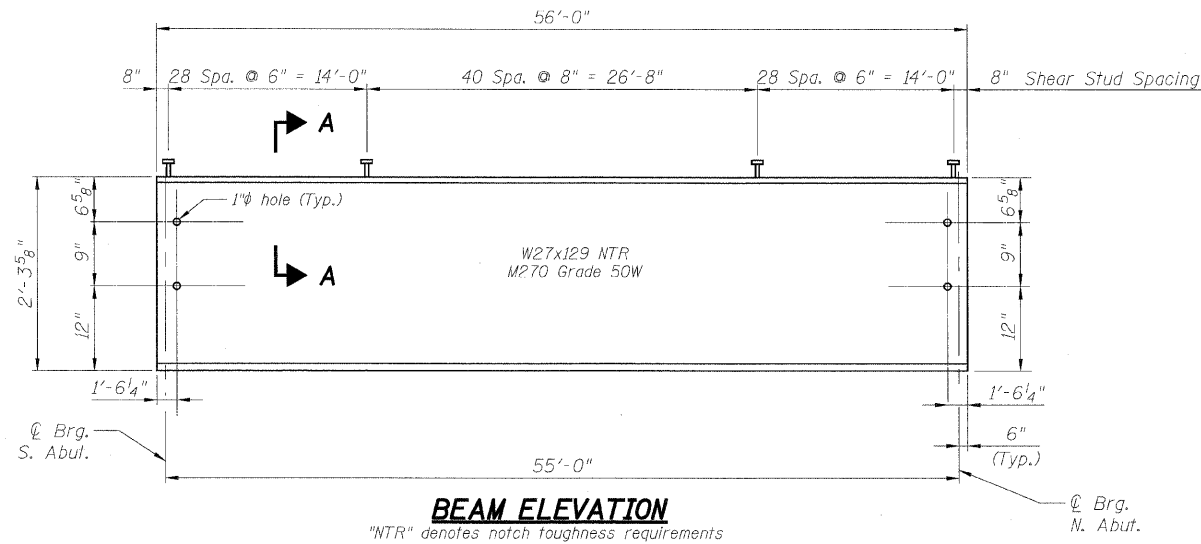
**FRAMING PLAN**

ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79

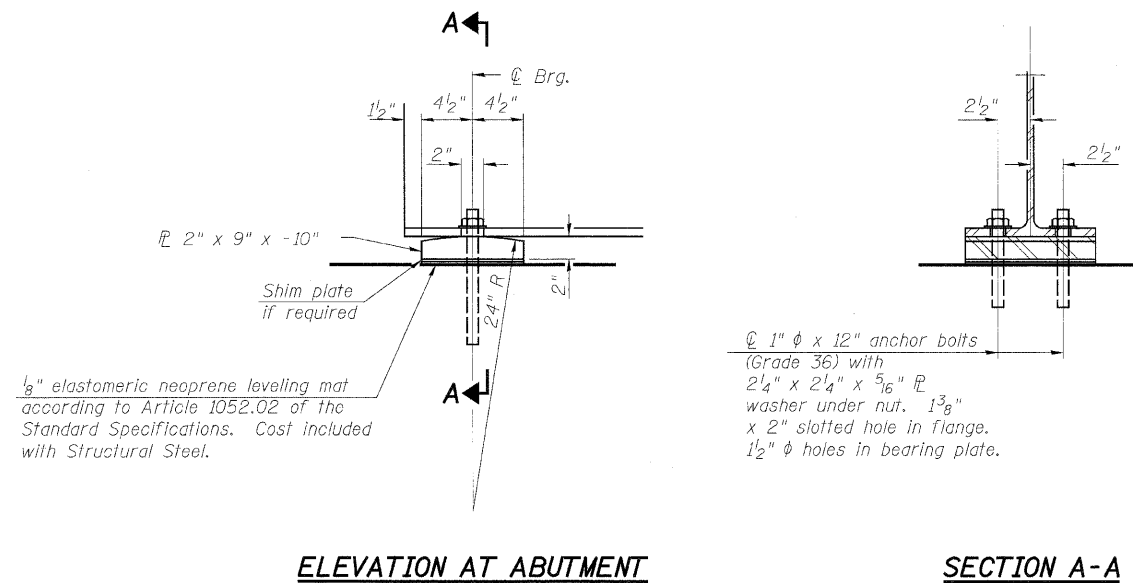
SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: G. HATLESTAD



06/12/09 10:51:11 AM  
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 8/7/2009 10:55:59 AM



Beam	℄ Brg. W. Abut.	℄ Brg. E. Abut.
1	692.59	692.64
2	692.76	692.80
3	692.92	692.96
4	693.09	693.12
5	693.25	693.28
6	693.39	693.41
7	693.23	693.24
8	693.07	693.08
9	692.91	692.91
10	692.75	692.75
11	692.59	692.58



**FIXED BEARING**

Notes: Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Contractor has the option of cast in place or drilled installation. Anchor bolts at fixed bearings may be either cast in place or installed in drilled holes after the supported member is in place.

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

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Stud Shear Connectors	Each	3,201
Anchor Bolts, 1"	Each	44

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BEAM DETAILS**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: G. HATLESTAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	58
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62881

# BLANK SHEET

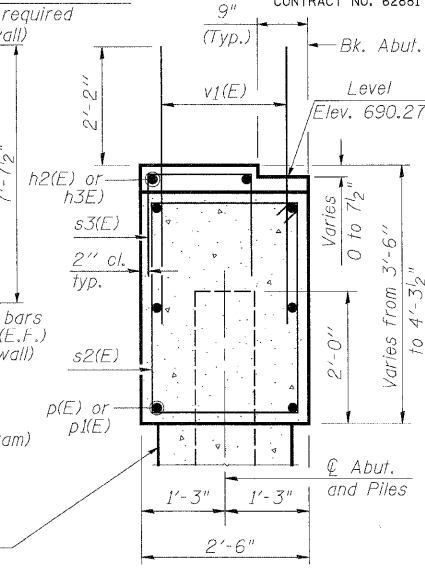
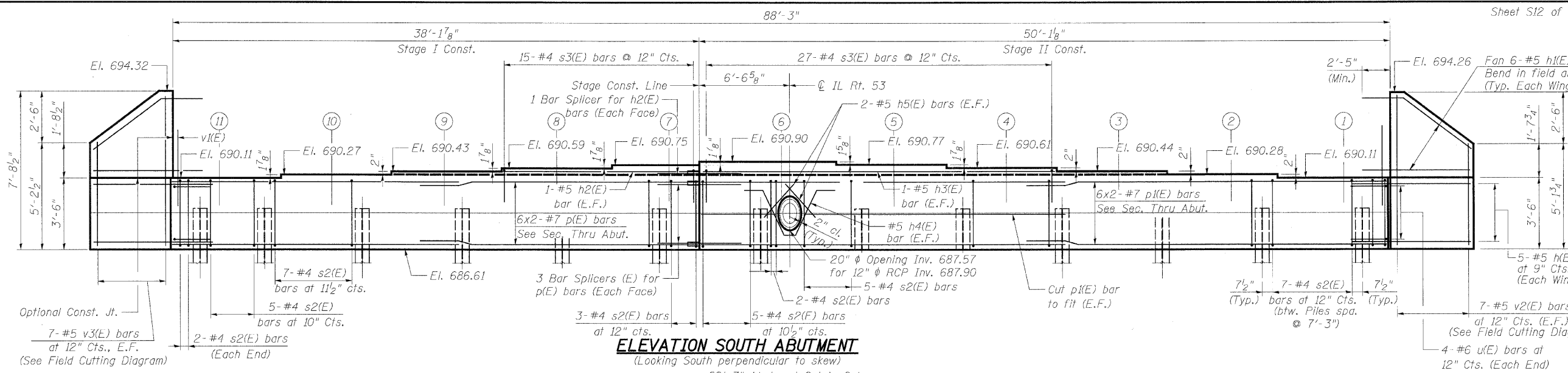
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**Blank Sheet**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: A. YARGICGLU

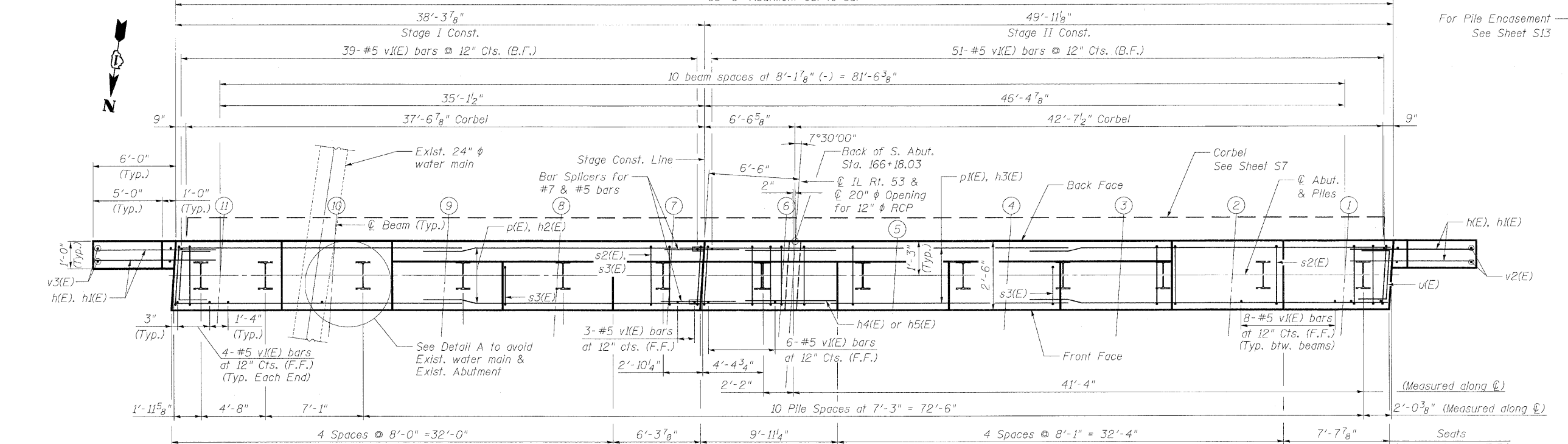




**BILL OF MATERIAL**

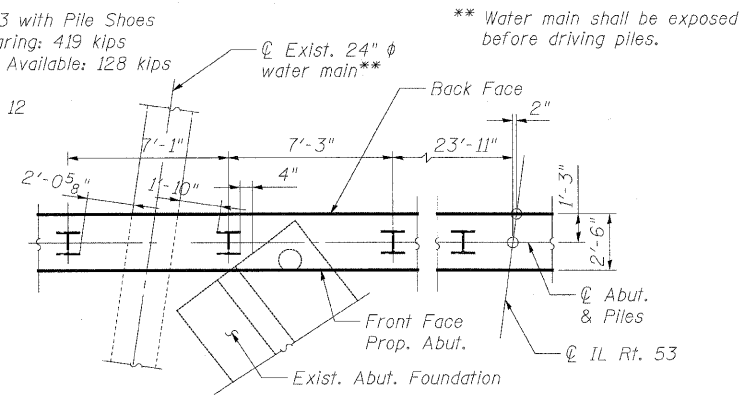
Bar	No.	Size	Length	Shape	
h(E)	20	# 5	7'- 8"	—	
h1(E)	24	# 5	8'- 7"	—	
h2(E)	2	# 5	13'- 11"	—	
h3(E)	2	# 5	25'- 3"	—	
h4(E)	2	# 5	9'- 6"	—	
h5(E)	4	# 5	3'- 0"	—	
p(E)	12	# 7	20'- 4"	—	
p1(E)	12	# 7	26'- 4"	—	
s2(E)	87	# 4	11'- 5"	□	
s3(E)	42	# 4	5'- 5"	□	
u(E)	8	# 6	6'- 2"	└	
v1(E)	179	# 5	4'- 4"	—	
v2(E)	7	# 5	12'- 1"	—	
v3(E)	7	# 5	12'- 2"	—	
* Porous Granular Embankment, Special				Cu. Yd.	118
Structure Excavation				Cu. Yd.	92
Concrete Structures				Cu. Yd.	33.8
Reinforcement Bars, Epoxy Coated				Pound	3,510
Furnishing Steel Piles HP12x53				Foot	744
Driving Piles				Foot	744
Test Piles Steel HP12x53				Each	1
Bar Splicers				Each	8
Pile Shoes				Each	12

\* See Special Provisions

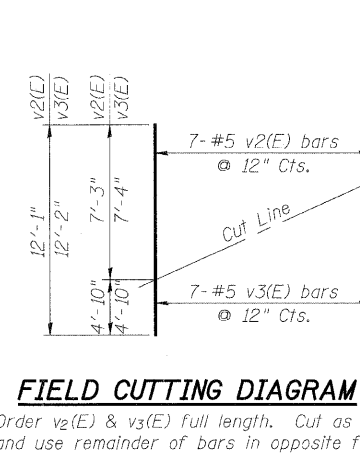


**PILE DATA**

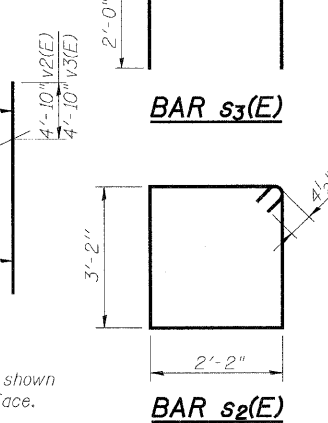
Type: Steel HP 12x53 with Pile Shoes  
 Nominal Required Bearing: 419 kips  
 Allowable Resistance Available: 128 kips  
 Est. Length: 62 ft  
 No. Production Piles: 12  
 No. Test Piles: 1



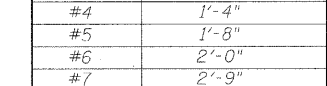
**FIELD CUTTING DIAGRAM**



**ANCHOR BOLT DETAIL**



**BAR S3(E)**



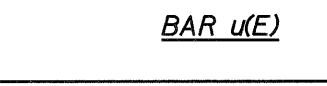
**BAR S2(E)**



**BAR U(E)**



**BAR H4(E)**



**BAR SIZE MIN. LAP SPLICE**

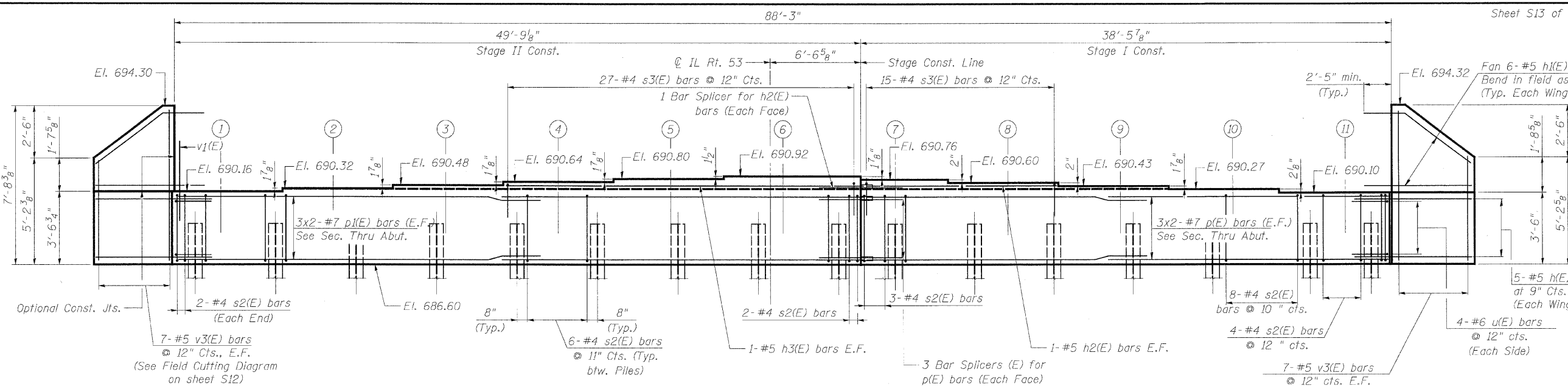
BAR SIZE	MIN. LAP SPLICE
#4	1'-4"
#5	1'-8"
#6	2'-0"
#7	2'-9"

**NOTES:**

1. Pour steps monolithically with cap.
2. For Bar Splicer Details see sheet S15.

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SOUTH ABUTMENT**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: M.T / E.M.  
 DATE: 6/12/09 CHECKED BY: A. YARGICOLU



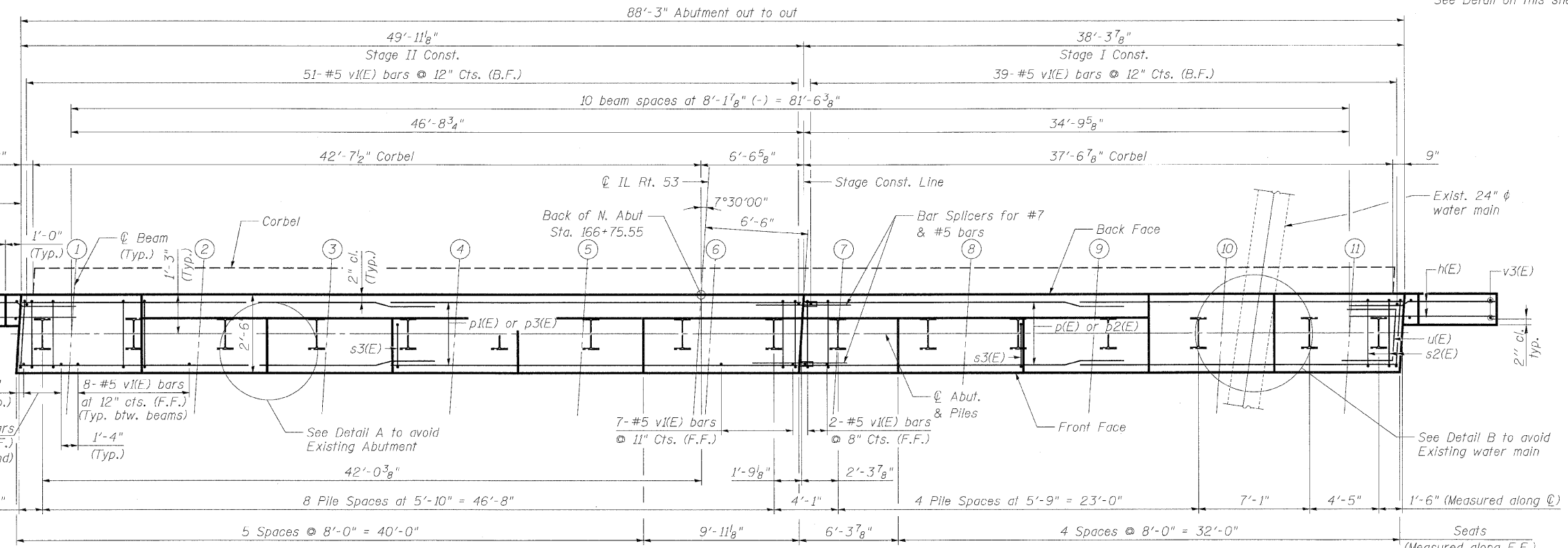
**ELEVATION NORTH ABUTMENT**  
 (Looking North perpendicular to skew)

**SECTION THRU ABUTMENT**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	20	# 5	7'-8"	
h1(E)	24	# 5	8'-7"	
h2(E)	2	# 5	13'-10"	
h3(E)	2	# 5	25'-7"	
p(E)	12	# 7	20'-4"	
p1(E)	12	# 7	26'-4"	
s2(E)	93	# 4	11'-5"	
s3(E)	42	# 4	5'-5"	
u(E)	8	# 6	6'-2"	
v1(E)	179	# 5	4'-4"	
v3(E)	14	# 5	12'-2"	
* Porous Granular Embankment, Special				Cu. Yd. 119
Structure Excavation				Cu. Yd. 101
Concrete Structures				Cu. Yd. 34.3
Reinforcement Bars, Epoxy Coated				Pound 3,520
Furnishing Steel Piles HP12x53				Foot 1,024
Driving Piles				Foot 1,024
Bar Splicers				Each 8
Pile Shoes				Each 16

\* See Special Provisions

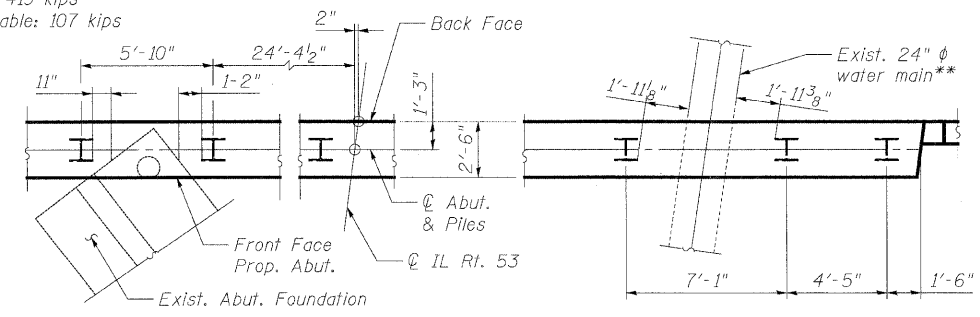


**PLAN**

\*\* Water main shall be exposed before driving piles.

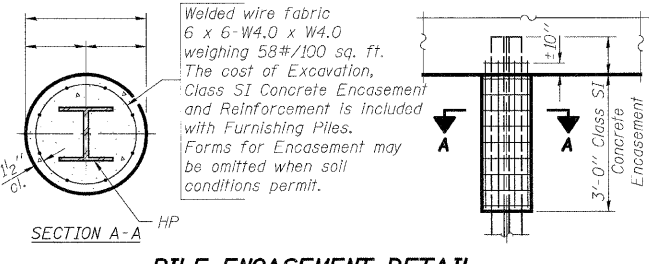
**PILE DATA**

Type: Steel HP 12x53 with Pile Shoes  
 Nominal Required Bearing: 419 kips  
 Allowable Resistance Available: 107 kips  
 Est. Length: 64 ft  
 No. Production Piles: 16



**DETAIL A**

**DETAIL B**



**PILE ENCASEMENT DETAIL**

**ANCHOR BOLT DETAIL**

BAR SIZE	MIN. LAP SPLICE
#4	1'-4"
#5	1'-8"
#6	2'-0"
#7	2'-9"

REVISIONS	
NAME	DATE

**NOTES:**

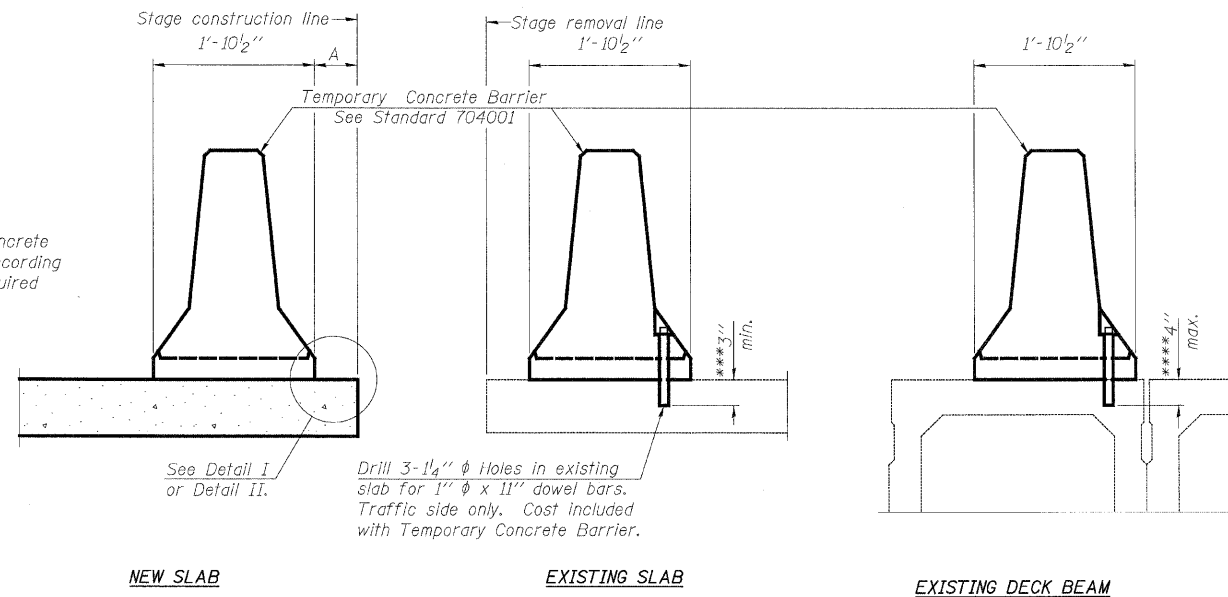
1. Pour steps monolithically with cap.
2. For v3(E) cutting diagram & bar bending diagrams see sheet S12.
3. For Bar Splicer Details see sheet S15.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**NORTH ABUTMENT**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: M.T. / E.M.  
 DATE: 6/12/09 CHECKED BY: A. YARGICOGU

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 PATRICK ENGINEERING INC. LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	61
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Drill 3-1/4"  $\phi$  Holes in existing slab for 1"  $\phi$  x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

**NOTES**

Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

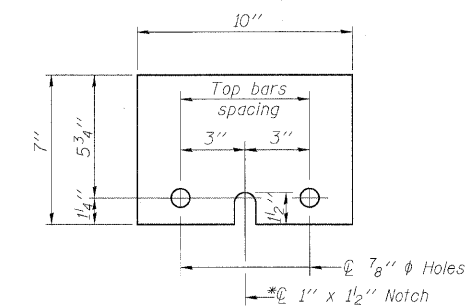
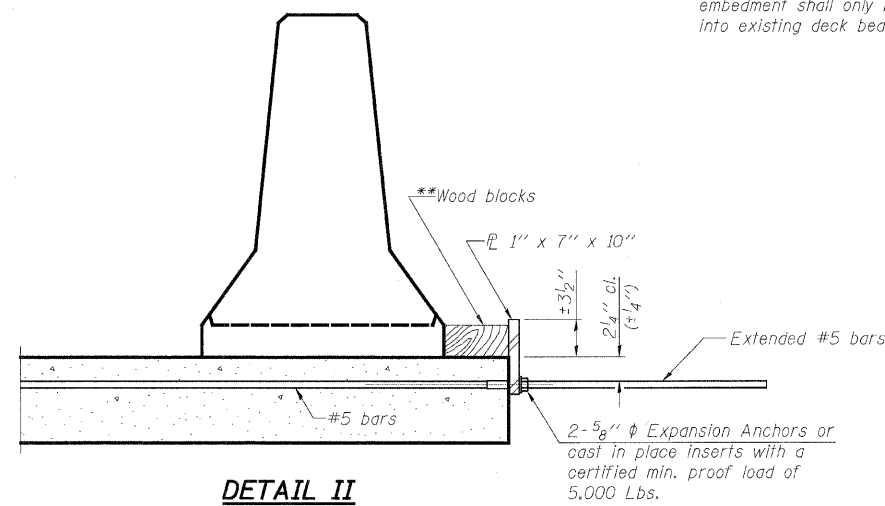
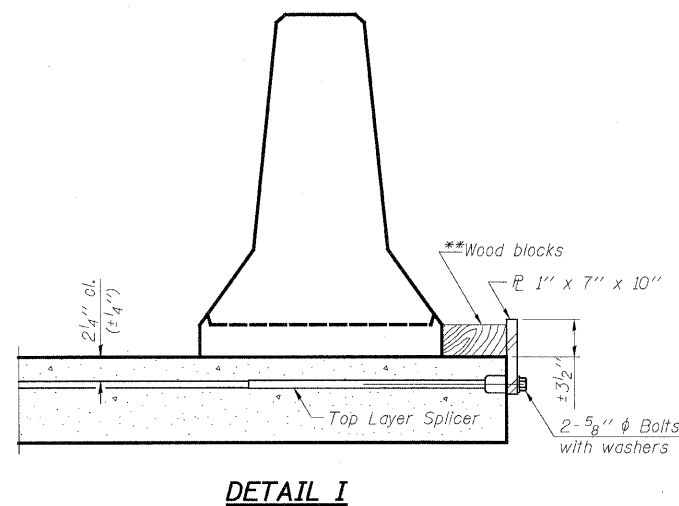
Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

**SECTIONS THRU SLAB OR DECK BEAM**

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

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



**STEEL RETAINER 1" x 7" x 10"**

\* Required only with Detail II

\*\*Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO.**

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY CONCRETE BARRIER**

ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCZEK  
DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

REVISIONS	
NAME	DATE

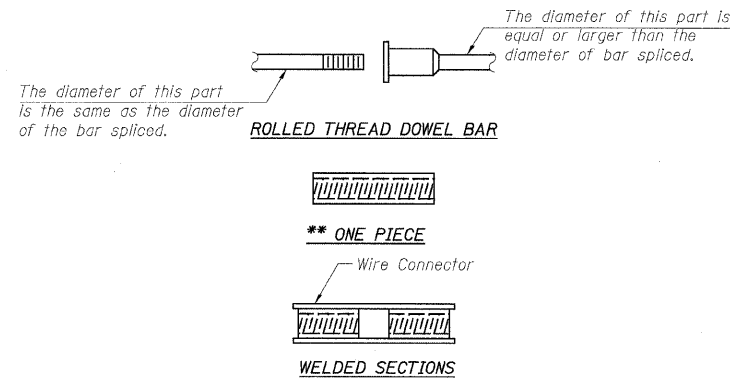
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	62
FED. ROAD DIST. NO. 7 ILLINOIS			FED. AID PROJECT	

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

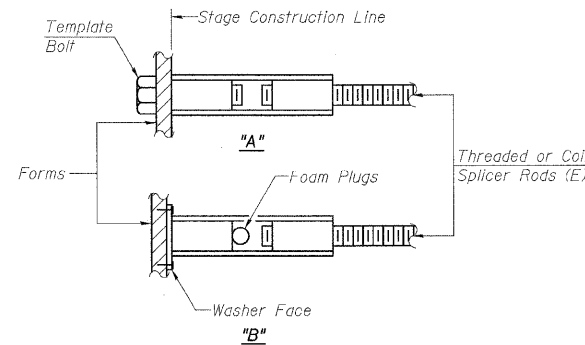
- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
  - ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_t$   
(Tension in kips)
- Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



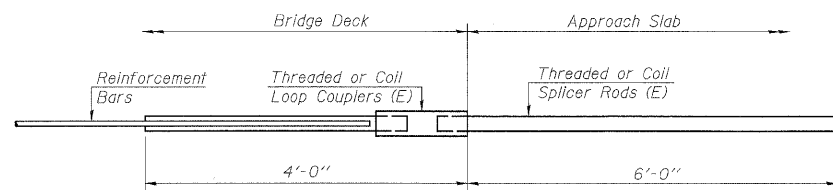
**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\*Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



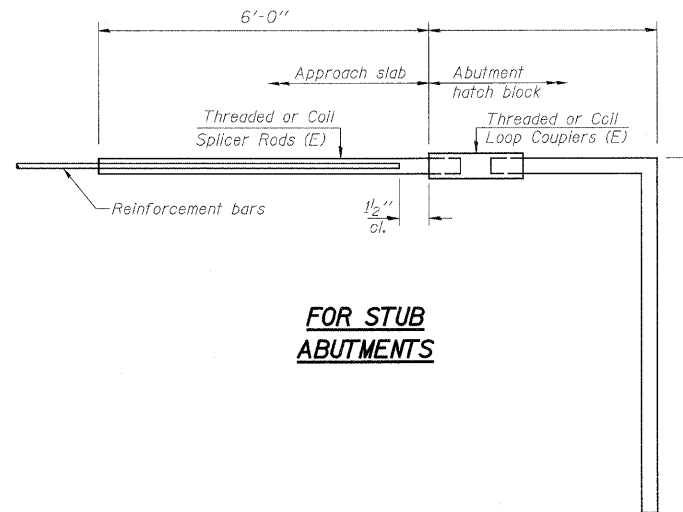
**INSTALLATION AND SETTING METHODS**

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



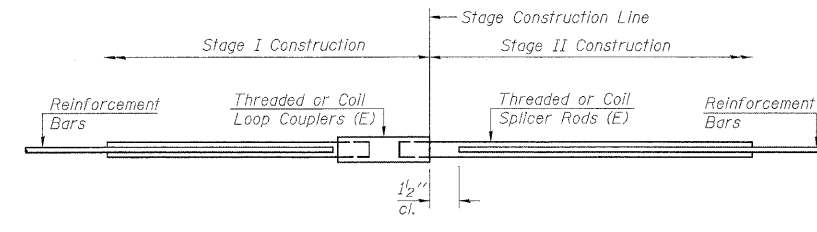
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 142



**FOR STUB ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



**STANDARD**

Bar Size	No. Assemblies Required	Location
#5	2	S. Abutment
#7	6	S. Abutment
#5	2	N. Abutment
#7	6	N. Abutment
#5	221	Deck
#6	8	S. Diaphragm
#6	8	N. Diaphragm

**BAR SPLICER ASSEMBLY DETAILS**  
**STRUCTURE NO.**

ILLINOIS DEPARTMENT OF TRANSPORTATION

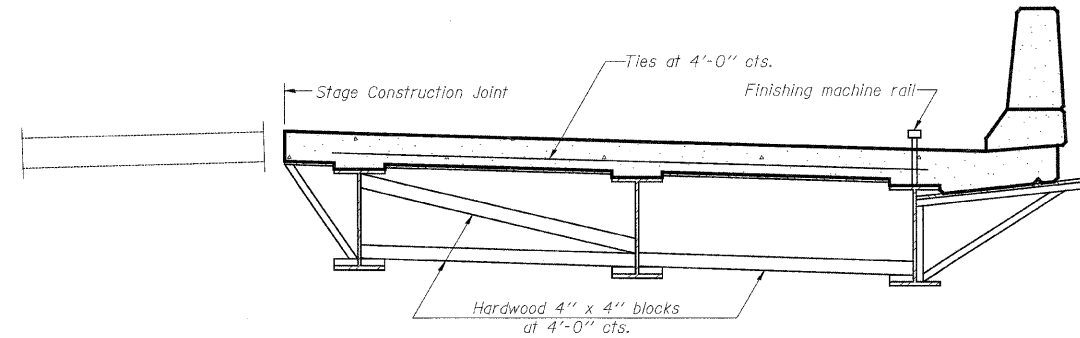
**BAR SPLICER DETAILS**

ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCEK  
 DATE: 6/12/09 CHECKED BY: A. YARGICOLLU

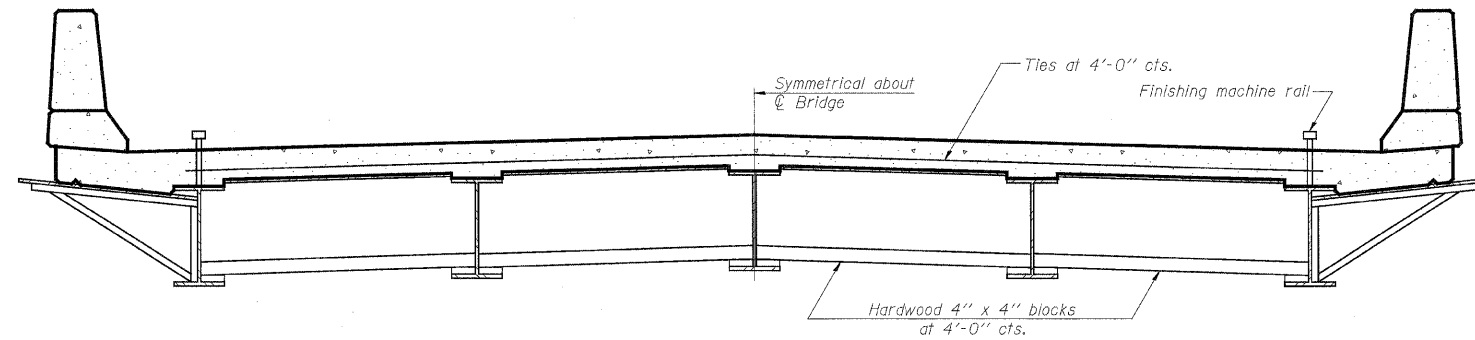
REVISIONS	
NAME	DATE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	63
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



**FORM BRACES FOR  
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.  
 The finishing machine rails shall be placed on the top flange of the exterior beams.  
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.  
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR  
STANDARD CONSTRUCTION**

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CANTILEVER FORMING BRACKETS**  
 ILLINOIS ROUTE 53 OVER  
 SPRING BROOK CREEK  
 FAU 2578 SECTION 532B-1  
 STRUCTURE NO. 022-0189  
 DUPAGE COUNTY STATION 166+46.79  
 SCALE: NONE DRAWN BY: E. MROCZEK  
 DATE: 6/12/09 CHECKED BY: G. HATLESTAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	64
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

**FOUNDATION ENGINEERING, INC.**  
**STRUCTURE BORING LOG**

Page 1 of 2  
Date 4/15/96

ROUTE IL-53 DESCRIPTION Scour Studies  
SECT. 532B STRUCT. NO. 022-0189 DRILLED BY FEI  
COUNTY DuPage LOCATION IL-53 Retaining Rd./Spr. Brook CK S. 13, TWP. 40N, RNG. 10E, 3rd P.

Boring No. <u>B-1</u> Station <u>166+69</u> Offset <u>18.0 ft W of CL</u> Surface Elev. <u>690.1</u> ft	DEPTH H	Blow Count			Surface Water Elev. _____ Groundwater Elev.: _____ when drilling _____ at Completion _____ after _____ Hrs.	DEPTH H	Blow Count			
		B	L	S			B	L	S	
Loose mixed black-gray gravel, sand, cinders, clay, FILL	5			5	662.1		3	4	2.3	25
	3					6		6		
	3									
Loose gray brown med. coarse SAND	1			8	659.1		4			19
	2					2		5		7
	2					3		8		15
Stiff to very soft black CLAY (Semi-Organic) LL=42% PI=18 A-7-6 (10)	1	1.0	30		658.1		3	4	2.7	
	2					5		6		
	1	1.0	28							
	2					3		5	2.9	16
	1	1.2	36		628.1		4	7	3.1	17
	2					7		10		
	1					3		4		
Dense light gray med. coarse SAND & FRACTURED ROCK	0		<0.25	39	626.1		3			
	1					4		4	2.0	19
	0					5		5		9
Med. dense dark gray fine to coarse SAND, tr. gravel, with seams of clay @ 54 feet	0		<0.25	38	648.6		4			14
	0					8		8		
Loose gray-brown fine SAND	0		<0.25	47	669.6		3			17
	0					5		5		
	0					5		18		
Very stiff brown to gray SANDY CLAY LOAM	1			7	667.1		18			18
	2					14		14		
	3					10		7		
	3	2.2	26		640.6		7			15
	3					6		6		
	5					32		32		

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

**FOUNDATION ENGINEERING, INC.**  
**STRUCTURE BORING LOG**

Page 2 of 2  
Date 4/15/96

STRUCTURE NO. 022-0189  
ROUTE IL-53  
SECTION 13 T40N, R10E, 3rd PM.  
COUNTY DuPage

Boring No. <u>B-1</u> Station <u>166+69</u> Offset <u>18.0 ft W of CL</u> Elevation <u>640.1</u> ft	DEPTH H	Blow Count		
		B	L	S
Dense to med. dense gray med. coarse SAND, GRAVEL & COBBLES	3			25
	4			2.3
	6			
	5			7
	7			15
Dense light gray med. coarse SAND & FRACTURED ROCK	39			
	18			
	12			9
	12			
Rock @ 66.5 feet Drilled to 67.5 feet END OF BORING	3			
	5			17

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

**Everest Engineering Company**  
**STRUCTURE BORING LOG**

Page 1 of 3  
Date 8/7/02

ROUTE FAU 2578 DESCRIPTION IL ROUTE 53 OVER SPRING BROOK CREEK  
SECT. 532B STRUCT. NO. 022-0189 DRILLED BY PATRICK DRILLING, INC.  
COUNTY DuPage LOCATION SOUTH-WEST CORNER OF BRIDGE, S. 12, TWP. 40N, RNG. 10E

Boring No. <u>B-2</u> Station <u>166+06</u> Offset <u>30.0R LT.</u> Surface Elev. <u>687.99</u> ft	DEPTH H	Blow Count			Surface Water Elev. _____ Groundwater Elev.: _____ when drilling _____ at Completion _____ after _____ Hrs.	DEPTH H	Blow Count		
		B	L	S			B	L	S
Dark Brown and Black TOPSOIL	1			17	687.19		3	1.5	18
	2					3		6	
	3					6			
Very Stiff, Black SILTY CLAY trace - sand and gravel					684.99				
	3	2.0	17						
	3								
Stiff, Brown and Gray SANDY CLAY trace - gravel	3	1.0	23		681.49		3	1.8	17
	3					4		4	
	4					7			
Very Soft, Gray SILTY CLAY trace - sand and gravel	2	0.2	33		655.99				
	0								
	1								
Medium Dense, Gray SANDY LOAM little - gravel	0	0.2	32		648.99		5	1.5	21
	0					6		6	
	1					7			
Very loose, Gray SILTY LOAM trace - gravel	0		14		675.99				
	1								
	2								
Loose, Gray SANDY LOAM trace - gravel	2		10		672.49		5	1.5	21
	3					6		6	
	3					7			
Stiff to Very Stiff, Brown and Gray SILTY CLAY LOAM trace - sand and gravel	2	2.5	22		672.49				
	5								
	6								
Gray below 18.5 feet	2	3.0	13		669.6		5	1.8	17
	5					5		5	
	7					7			
	10				667.1				
	12								
	13								
	1	2.3	18		640.6		2	1.0	14
	5					2		2	
	8					3			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION

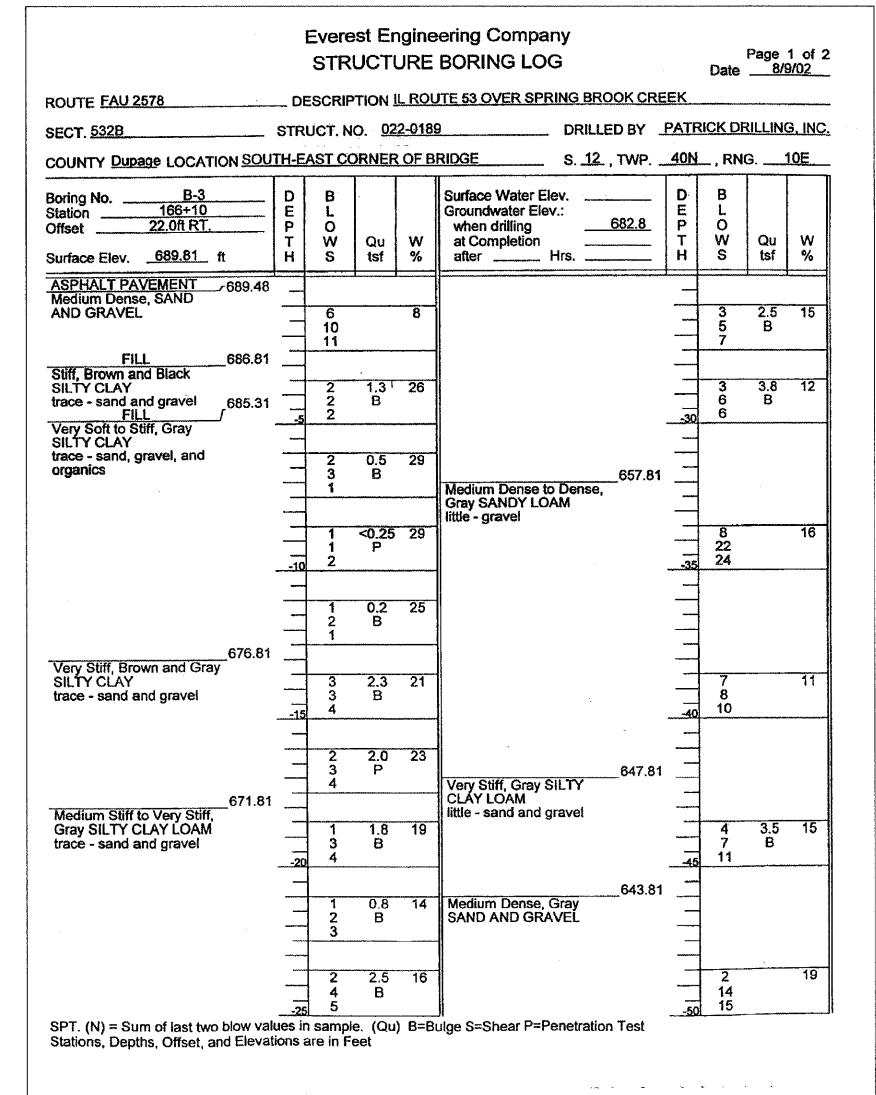
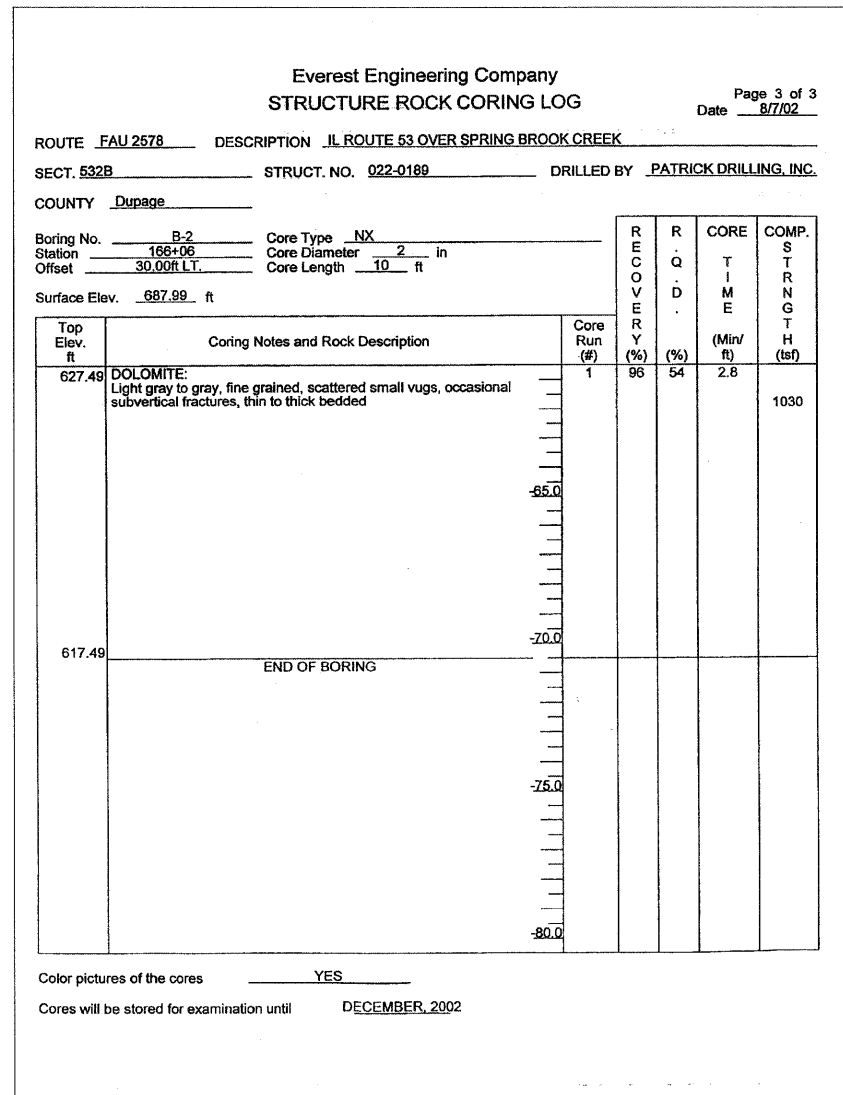
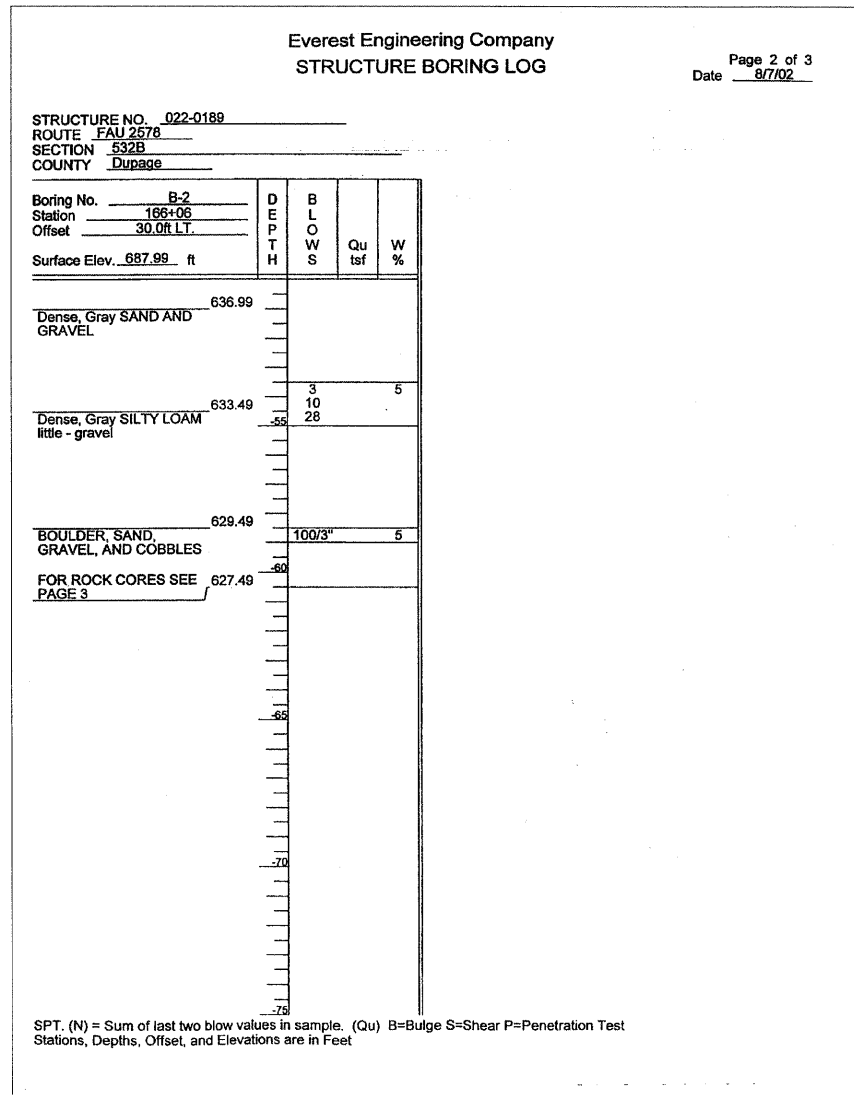
**SOIL BORING LOGS - I**  
ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCEK  
DATE: 6/12/09 CHECKED BY: G. HATLESTAD

REVISIONS	
NAME	DATE







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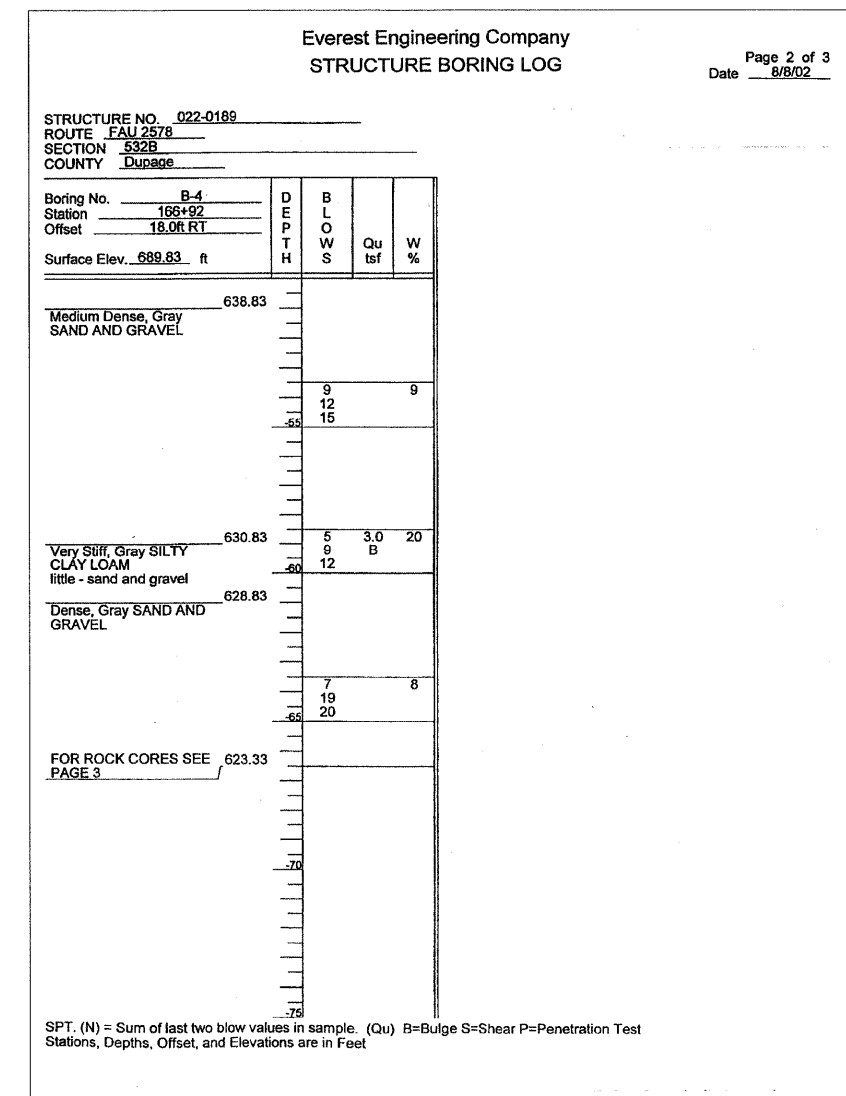
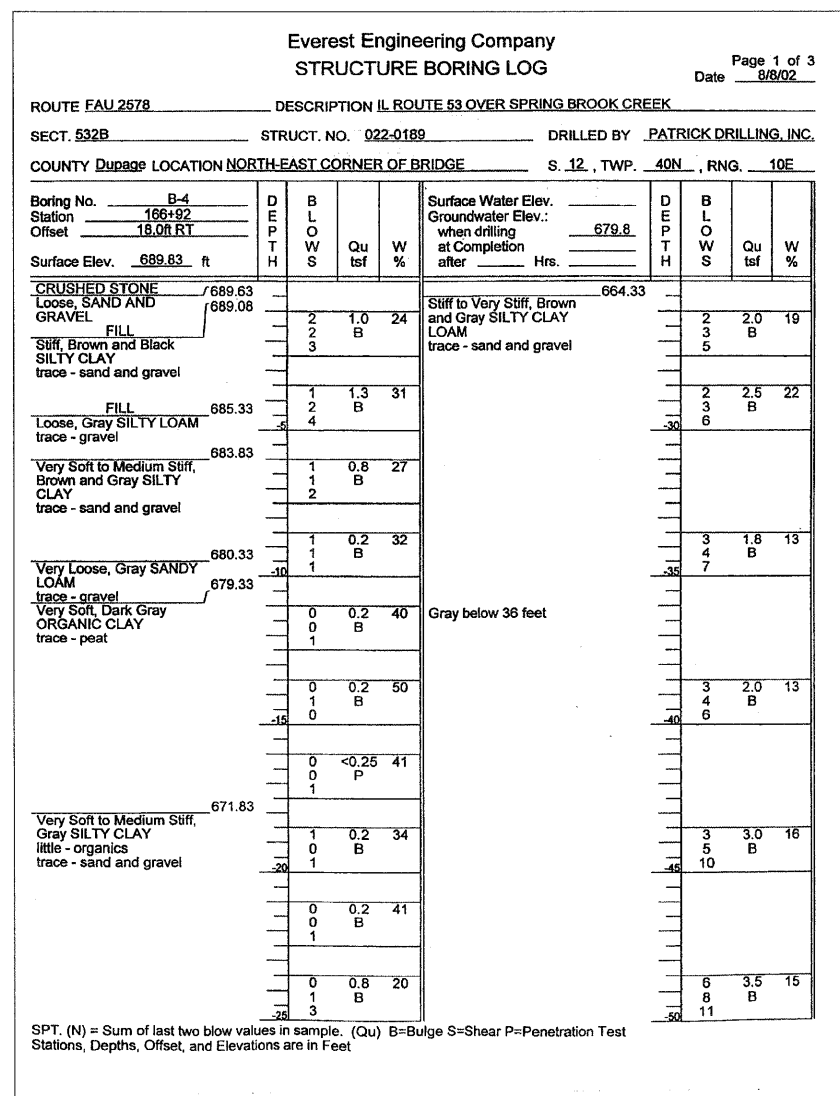
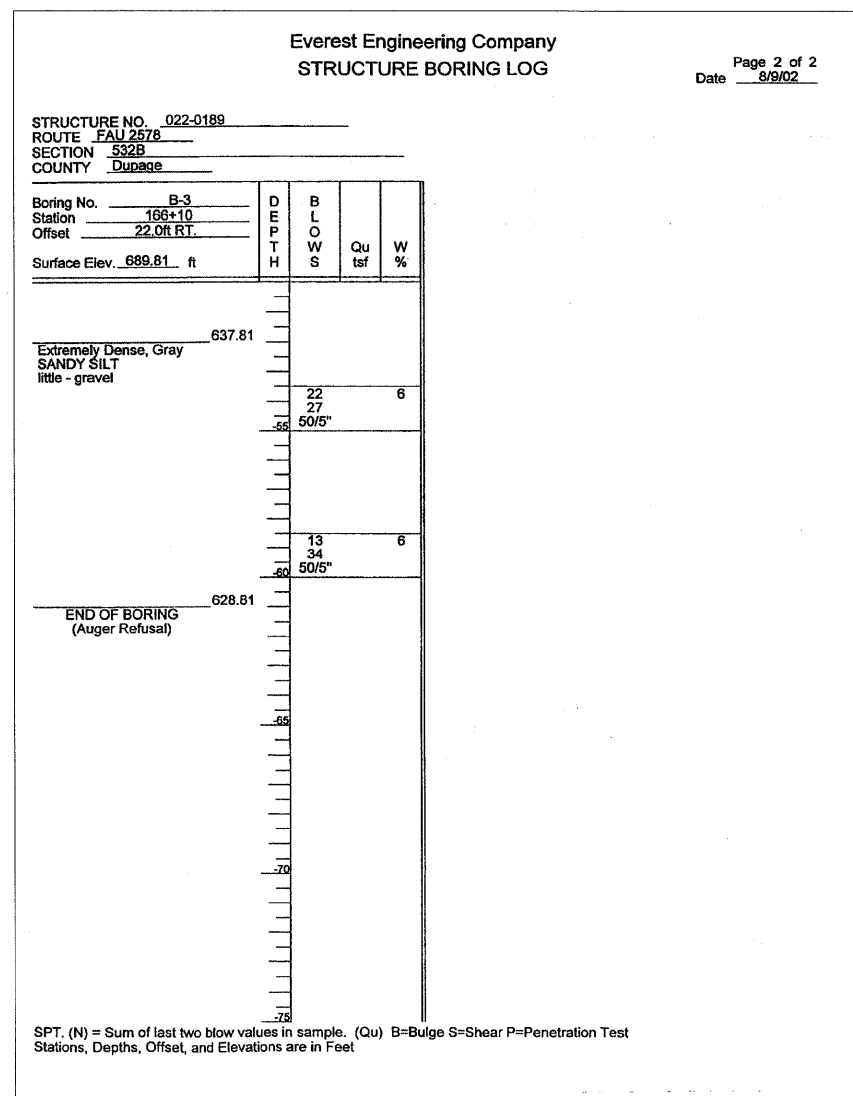
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SOIL BORING LOGS - II**  
ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCEK  
DATE: 6/12/09 CHECKED BY: G. HATLESTAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	66
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



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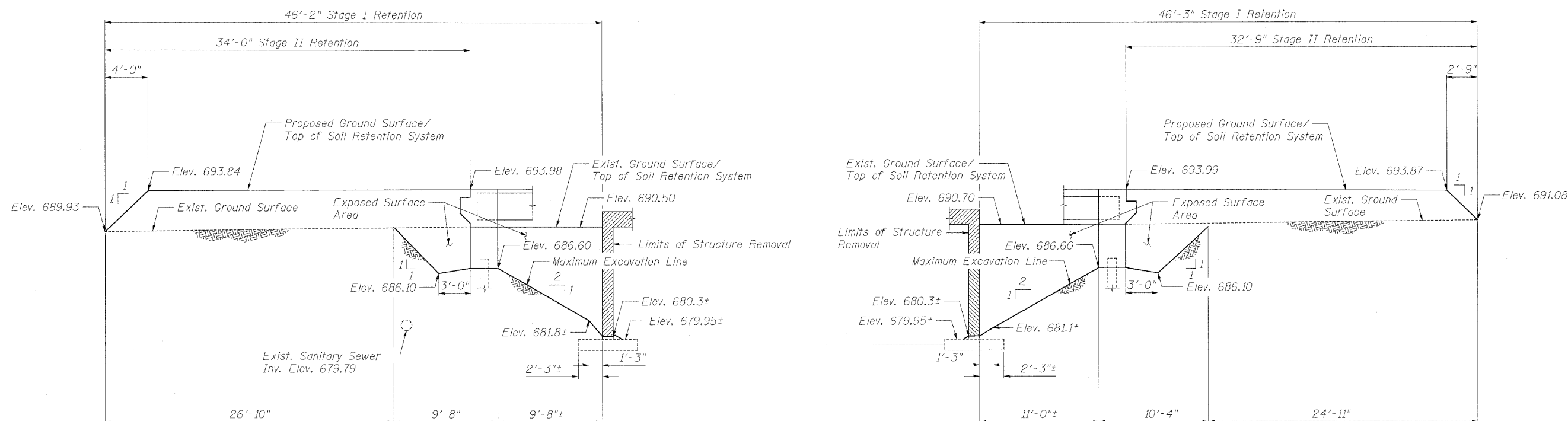
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SOIL BORING LOGS - III**  
ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B-1  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY STATION 166+46.79

SCALE: NONE DRAWN BY: E. MROCEK  
DATE: 6/12/09 CHECKED BY: G. HATLESTAD





**SOUTH TEMPORARY SOIL RETENTION SYSTEM**

(Looking West)  
Slopes and Distances Along Alignment of Sheet Piling (for proposed structure with 7°30" skew)

**NORTH TEMPORARY SOIL RETENTION SYSTEM**

(Looking West)  
Slopes and Distances Along Alignment of Sheet Piling (for proposed structure with 7°30" skew)

**Notes:**

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

For Plan location of Temporary Soil Retention Systems, see "General Plan" sheet of Bridge Plans.

**BILL OF MATERIAL**

Item	Unit	Quantity
Temporary Soil Retention System	Sq Ft	416

**BRANCO & ZROKA**  
ENGINEERING, P.C.



*Deborah A. Zroka*  
DEBORAH A. ZROKA, S.E.  
NO. 081-005152  
EXP. DATE: 11/30/2010

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TEMPORARY SOIL RETENTION SYSTEM  
ILLINOIS ROUTE 53 OVER  
SPRING BROOK CREEK  
FAU 2578 SECTION 532B  
STRUCTURE NO. 022-0189  
DUPAGE COUNTY  
STA. 166+46.79

SCALE: NONE  
DATE 6/12/09  
DRAWN BY SAW  
CHECKED BY LAS

**Bench Marks:**  
 Iron Pin in shoulder on East side of IL RT. 53. 32.76' North of PK Nail in end post of guardrail and 29.82' West of Light Pole with PK Nail. Sta. 158+55.45, Offset 19.19' RI, Elev. 690.34.

**Existing Structure:**  
 The existing structure is a 2'x2' precast concrete box culvert.  
 The existing structure is to be removed and replaced. Traffic is to be maintained on the existing roadway during construction by staging the construction.

No salvage.

**WATERWAY INFORMATION TABLE**

Proposed Low Grade Elev. = 691.1 @ Sta. 162+00  
 Existing Low Grade Elev. = 688.6 @ Sta. 162+00  
 Drainage Area = 28.0 Acres

Flood	Freq. Yr.	Q (C.F.S.)	Opening (Sq. Ft.)		Nat. H.W.E.	Head (Ft.)		Headwater Elev.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	30	4	11	687.3	1.7	0.2	689.0	687.5
Base	100	51	4	12	688.1	4.1	0.3	691.9	688.1
Overtopping	Ex. Less than 10 years, Pr. 500+ years								
Max. Calc.	500	87	4	12	688.9	18.7	1.5	707.6	690.4

Exist. Freeboard 0.0 Prop. Freeboard 3.0

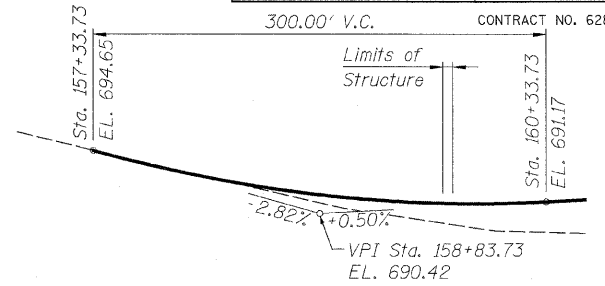
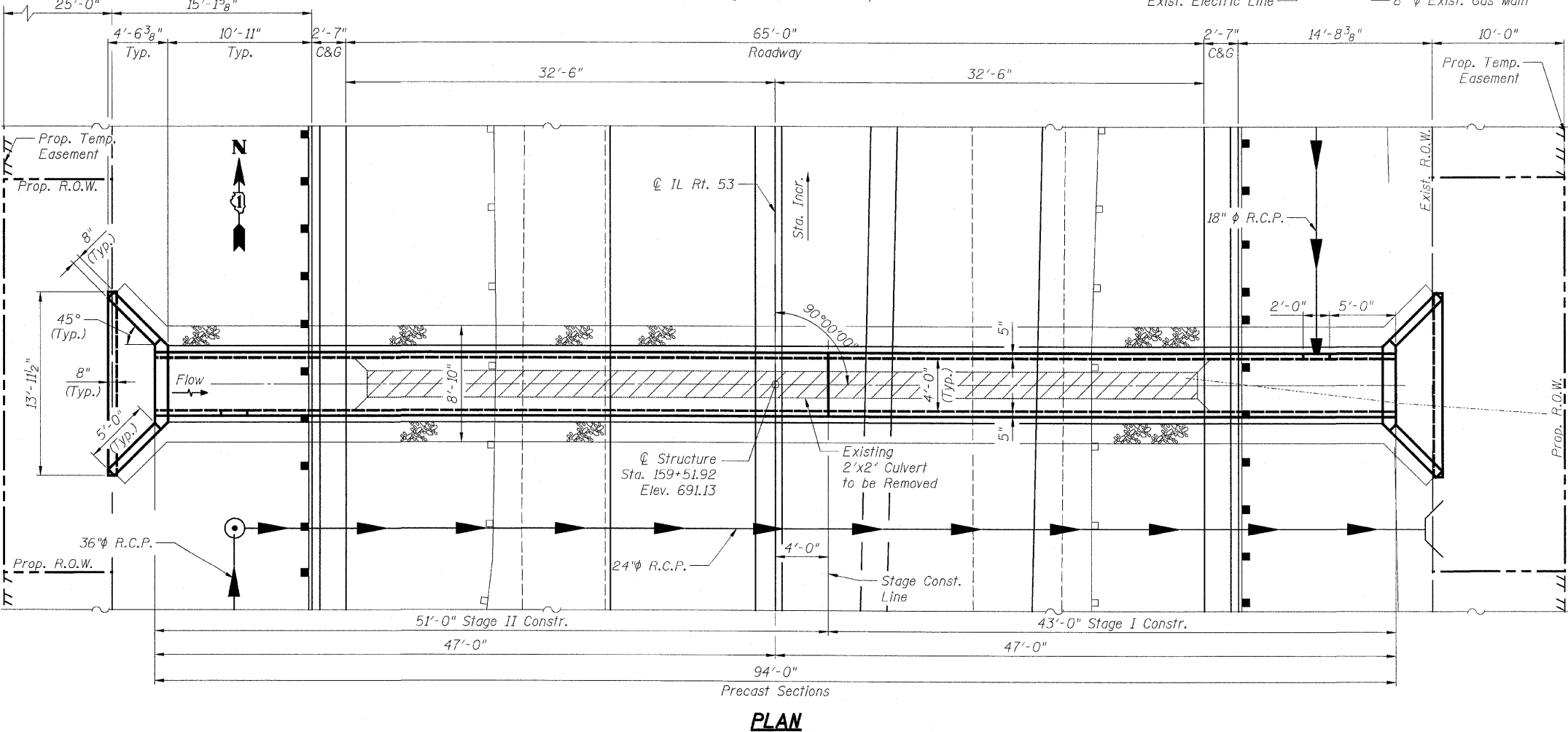
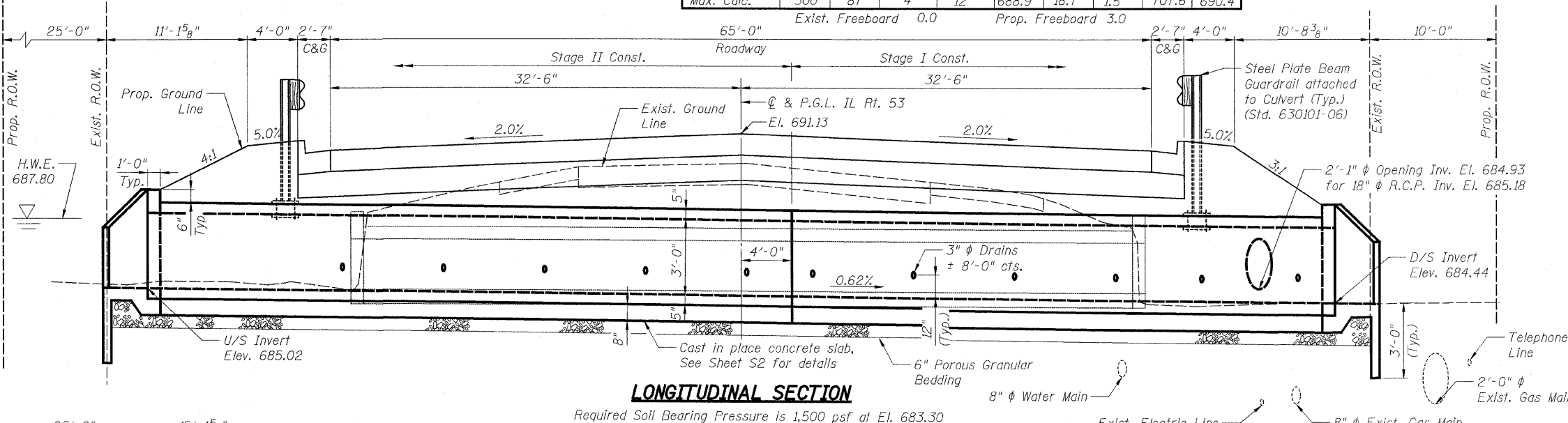
**INDEX OF SHEETS**

- B1 - General Plan & Elevation
- B2 - Culvert Details

Sheet B1 of B2

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	69

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT  
 CONTRACT NO. 62881



**GENERAL NOTES**

- The Precast Concrete Box Culvert shall conform to the requirements of AASHTO M-259.
- Reinforcement Bars shall conform to the requirements of AASHTO M-31, M-322, Grade 60. The cost of reinforcement is included with "Box Culvert End Sections".
- Welded wire fabric shall conform to the requirements of ASTM A185.
- The porous granular bedding material shall be gradation CA-7, CA-11, or CA-18 and shall be compacted to the satisfaction of the Engineer by mechanical means. Cost for porous granular bedding under the precast concrete portion of the culvert shall be included with "Precast Concrete Box Culverts 4' x 3'".
- Work this sheet with B2 for details of Cast-in-Place Sections.
- All exposed concrete edges shall be chamfered 3/4" unless otherwise noted.



*Paul M Lopez*  
 PAUL M. LOPEZ, P.E., S.E.  
 NO. 081-005231  
 EXP. DATE: 11/30/10

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges

**LOADING HS20-44**

Allowance for Future Wearing Surface=50 lb/ft

**DESIGN STRESSES**

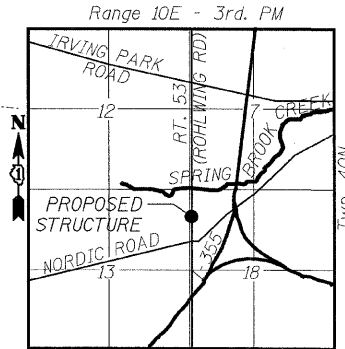
**Precast Units**  
 f'c=5,000 psi  
 fy=65,000 psi (welded wire fabric)

**Field Units**  
 f'c=3,500 psi  
 fy=60,000 psi (Reinf.)  
 fy=65,000 psi (welded wire fabric)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Box Culvert End Sections	Each	2
Precast Concrete Box Culvert 4'x3'	Foot	94
Box Culvert Removal	Foot	59
Concrete Slab	Sq.Yd.	60

\* See Special Provisions



REVISIONS	
NAME	DATE

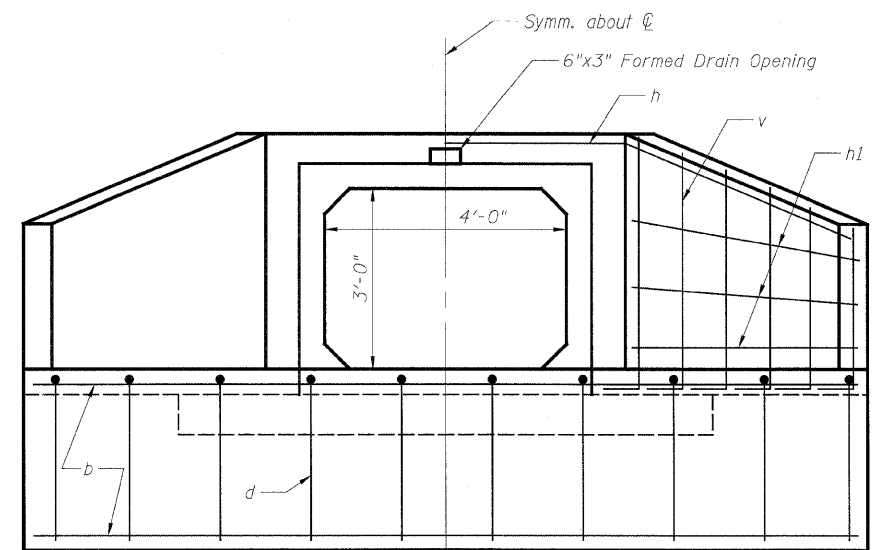
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**4'x3' BOX CULVERT GP&E**  
 ILLINOIS ROUTE 53  
 FAU 2578 SECTION 532B-1  
 DUPAGE COUNTY STATION 159+51.92  
 SCALE: NONE DRAWN BY: M.T./ E.M.  
 DATE: 6/12/09 CHECKED BY: A. YARGICOGLU



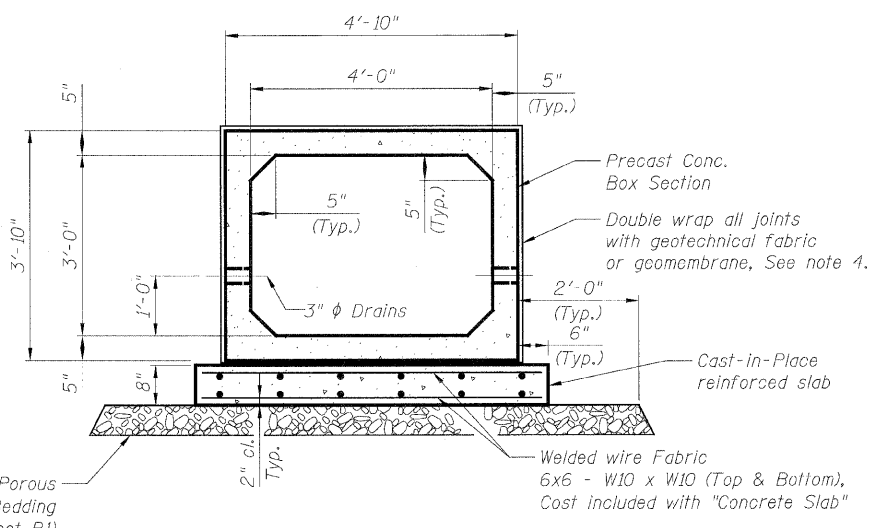
0A:\001\3556\_40\_IL53\Springbrook\Drawings\STRUCT\4x3\_Box\_Culvert\01\_4x3\_culvert.dgn  
 6/12/2009 10:24 AM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	70
FED. ROAD DIST. NO. 7 ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 62881				

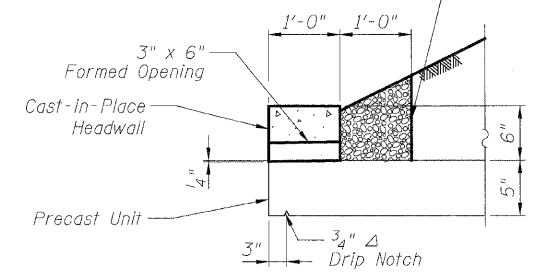
Coarse aggregate full length of both headwalls. To be placed by Grading Contractor. Cost included with Concrete Box Culverts.



VIEW A-A



SECTION THRU PRECAST CULVERT

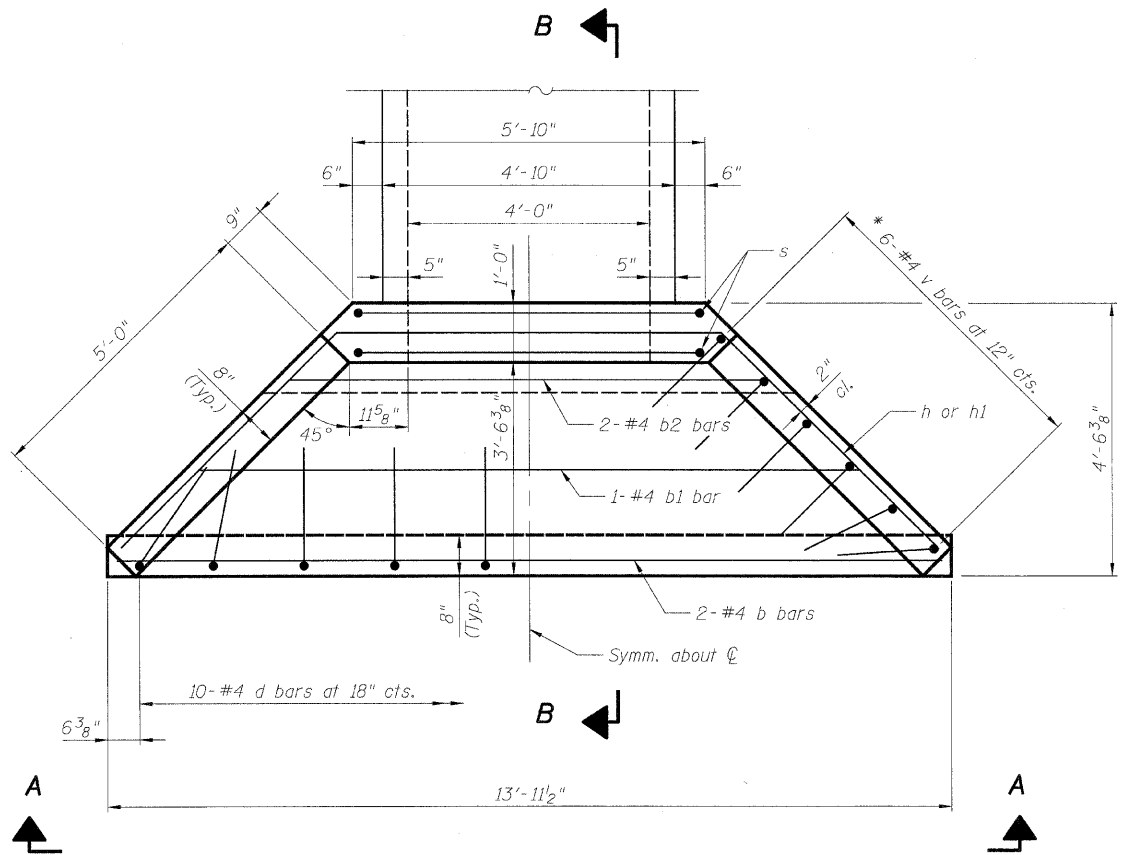


SECTION THRU HEADWALL

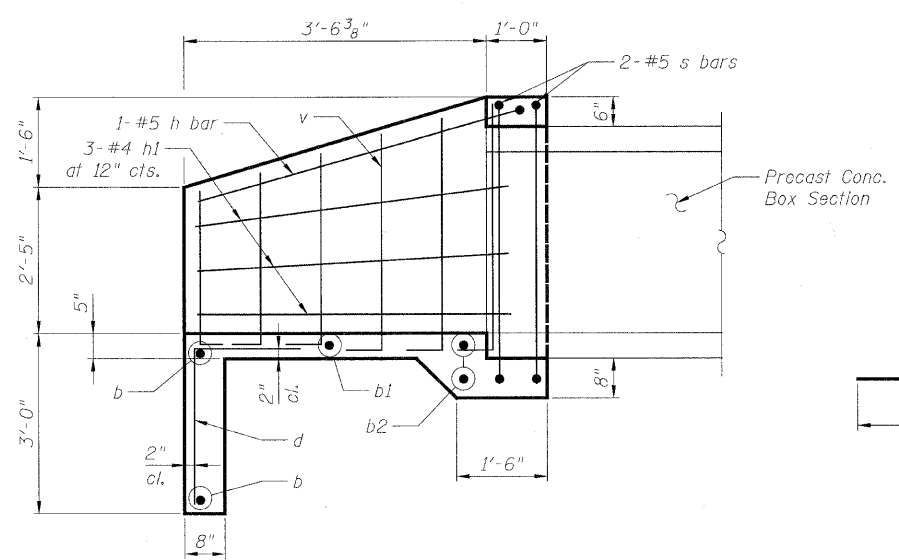
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* b	4	# 4	13' - 7"	—
* b1	2	# 4	10' - 11"	—
* b2	4	# 4	7' - 11"	—
* d	20	# 4	4' - 4"	—
* h	2	# 5	16' - 10"	—
* h1	12	# 4	5' - 6"	—
* s	4	# 5	21' - 3"	—
* v	24	# 4	5' - 9"	—
Box Culvert End Sections			Each	2
Concrete Slab			Sq. Yd.	60

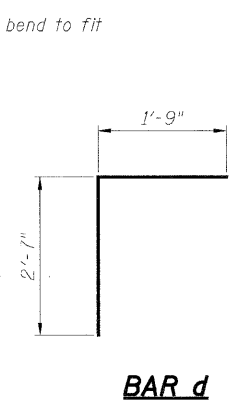
\* For information only. The cost of reinforcement is included with "Box Culvert End Sections".



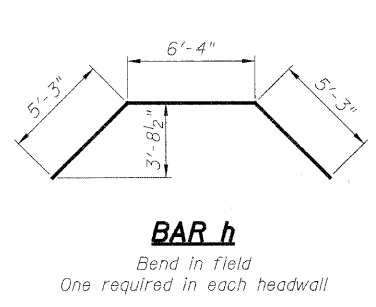
END SECTION - PARTIAL PLAN



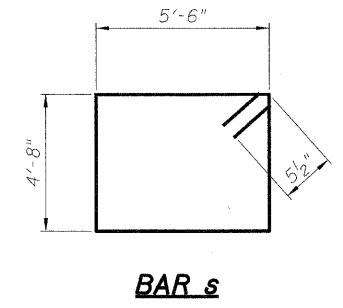
SECTION B-B



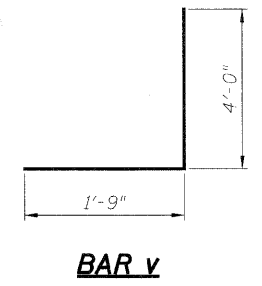
BAR d



BAR h



BAR s



BAR v

**NOTES:**

1. Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
2. See Sheet B1 for Culvert Plan and Elevation.
3. All Construction Joints shall be bonded.
4. Geotechnical Fabric or geomembrane shall be in accordance with Section 540.06 of Standard Specifications. Cost is included with "Precast Concrete Box Culvert 4'x3'".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**4'x3' BOX CULVERT DETAILS**  
 ILLINOIS ROUTE 53  
 FAU 2578 SECTION 532B-1  
 DUPAGE COUNTY STATION 159+51.92  
 SCALE: NONE DRAWN BY: M.T./ E.M.  
 DATE: 6/12/09 CHECKED BY: A. YARGICOLU



**Bench Mark**  
Cut Square in SW corner of parapet on existing bridge over Spring Brook Creek Elev. 690.92

**Existing Structure**  
None

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

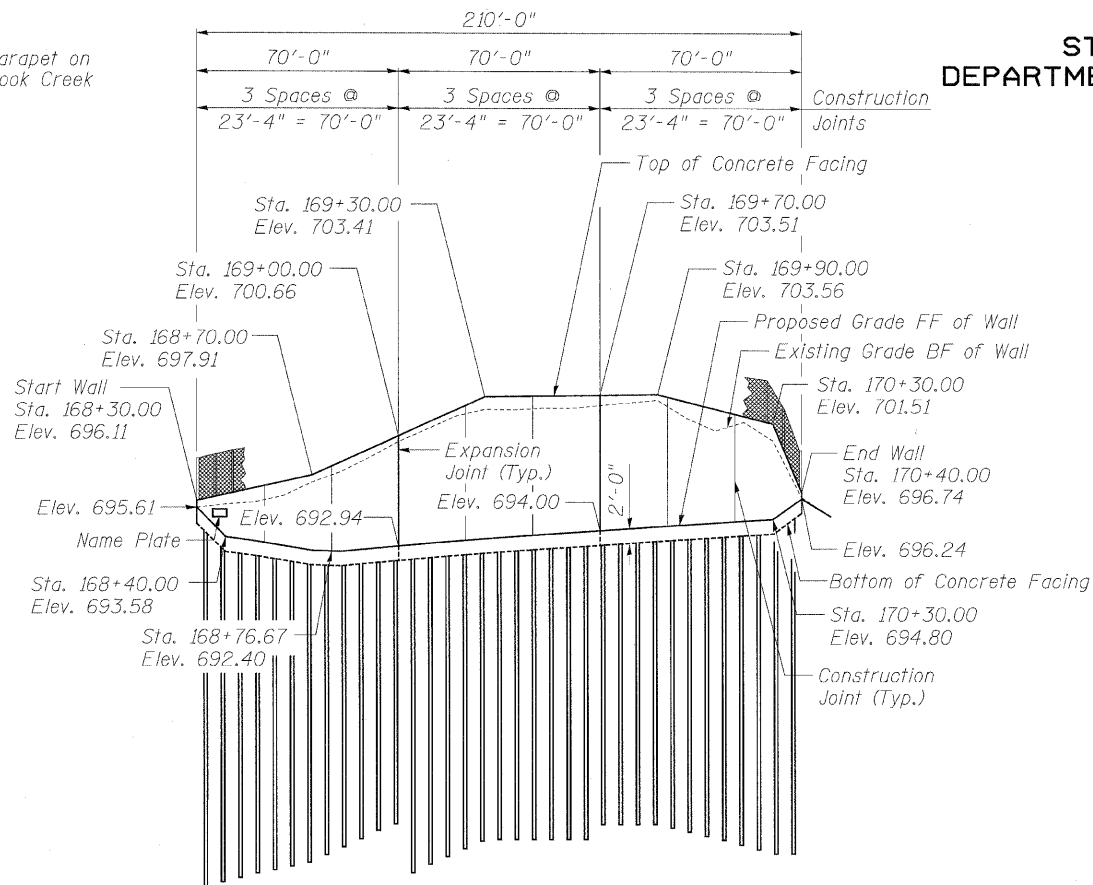
**GENERAL NOTES**

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. All construction joints shall be bonded.
3. The Contractor is responsible for the design and performance of the untreated timber lagging using no less than 3" nominal rough-sawn thickness and timber with a minimum allowable bending stress  $f_b$  of 1000 psi.
4. Protective coat shall be applied to exposed surfaces of the front face of wall above the finished grade.
5. Reinforcement bars designated (E) shall be epoxy coated.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	280
Concrete Structures	Cu. Yd.	114.6
<b>Form Liner Textured Surface</b>	Sq. Ft.	1,542
Stud Shear Connectors	Each	352
Untreated Timber Lagging	Sq. Ft.	1,857
Furnishing Soldier Piles (HP14x117)	Foot	1,011
Reinforcement Bars, Epoxy Coated	Pound	12,110
Driving Soldier Piles	Foot	1,011
Name Plates	Each	1
Geocomposite Wall Drain	Sq. Yd.	195
Pipe Underdrains for Structures, 4"	Foot	210
* Chain Link Fence, 4' Attached to Structure	Foot	210
Protective Coat	Sq.Yd.	171

\* SEE THE SPECIAL PROVISIONS



STATION 168+30.00  
BUILT 200\_ BY  
STATE OF ILLINOIS  
F.A.U. RT. 2578 SEC. 532B  
STR. NO. 022-W031

**NAME PLATE**  
(See Std. 515001)

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Ralph E. Anderson (P.E.)*  
ENGINEER OF BRIDGES AND STRUCTURES

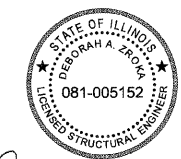
**HIGHWAY CLASSIFICATION**  
F.A.U. Route 2578 - Illinois Route 53  
Functional Class: Suburban Minor Arterial  
ADT: 25,800 (2000), 31,000 (2020)  
Design Speed: 45 mph  
Posted Speed: 45 mph

**DESIGN SPECIFICATIONS**  
2002 AASHTO Standard  
Specifications for Highway Bridges

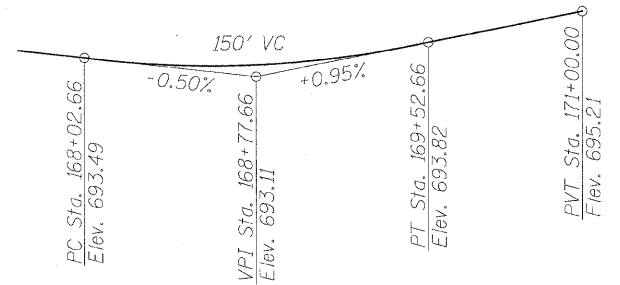
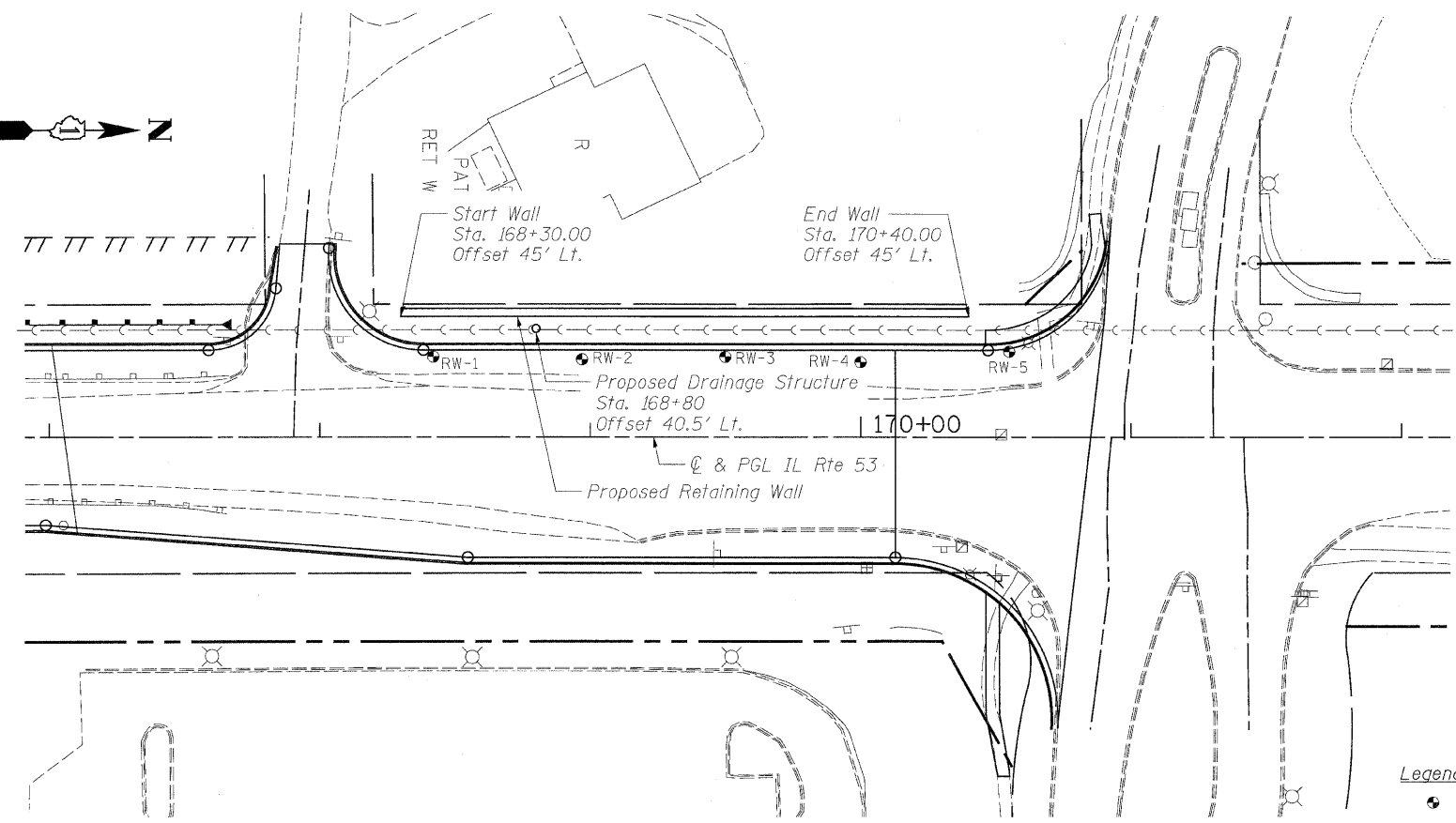
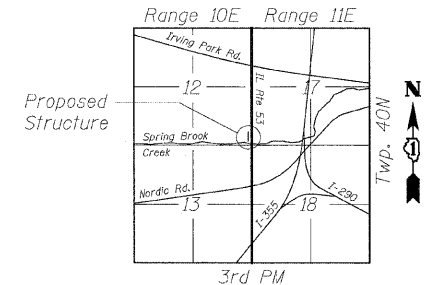
**DESIGN STRESSES**  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 36,000$  psi (M270 Grade 36, Soldier Pile)

**INDEX OF SHEETS**

Sheet	Title
1	General Plan & Elevation
2	Soldier Pile Layout
3	Typical Sections & Details
4	Concrete Facing
5	Concrete Facing & Details
6	Rustication Details
7-10	Boring Logs



*Deborah A. Zroka*  
DEBORAH A. ZROKA, S.E.  
NO. 081-005152  
EXP. DATE: 11/30/2010



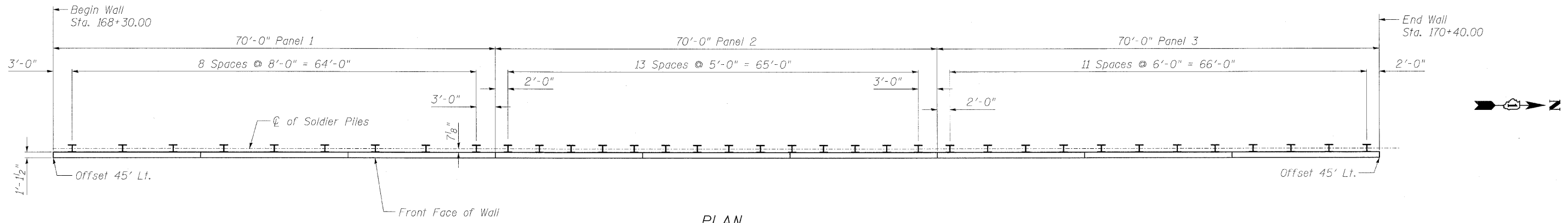
- Legend**
- Soil Boring
  - FF Front Face
  - BF Back Face
  - 8" Sanitary Sewer

**GENERAL PLAN & ELEVATION**  
**ILLINOIS ROUTE 53 (FAU 2578)**  
**RETAINING WALL**  
**FAU 2578 SECTION 532B**  
**STRUCTURE NO. 022-W031**  
**DUPAGE COUNTY**  
**STA. 168+30.00 TO STA. 170+40.00**

SHEET NO. 1 OF 10 SHEETS	F.A.U. RTE. 2578	SECTION 532B	COUNTY DUPAGE	TOTAL SHEETS 117	SHEET NO. 71
	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

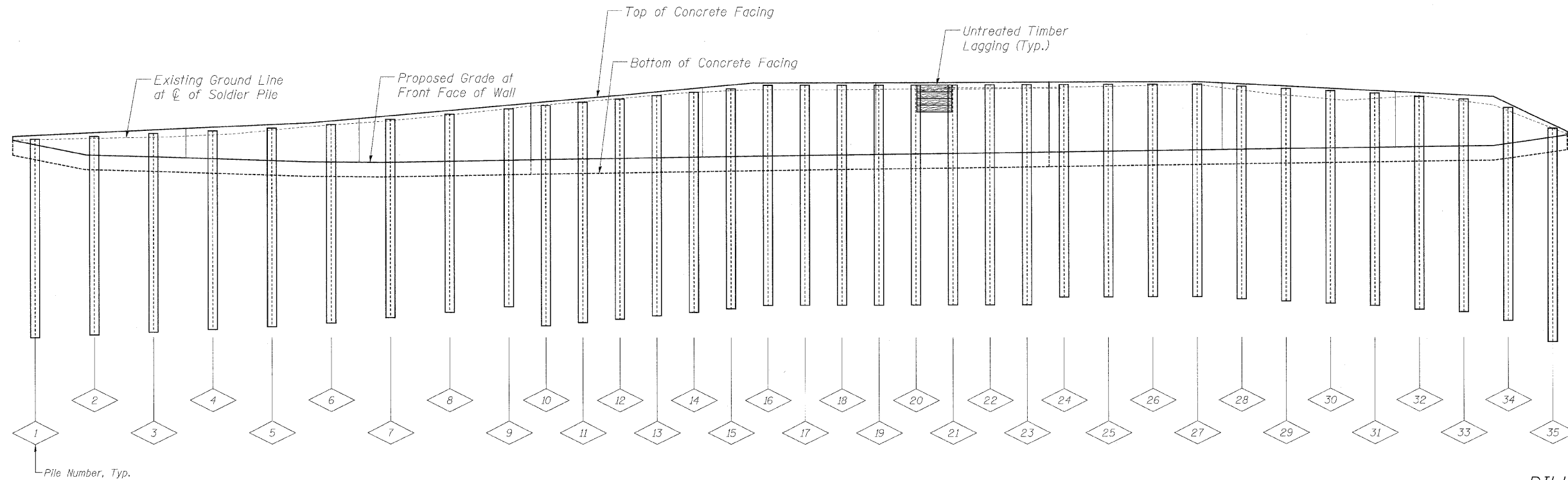
Note:  
All stations and offsets are given at the front face of the concrete facing.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

Note: All piles are HP14x117 with offset = 46.72' to centerline of pile.  
Concrete cap not shown for clarity.



ELEVATION

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing Soldier Piles (HP14x117)	Foot	1,011
Driving Soldier Piles	Foot	1,011
Untreated Timber Lagging	Sq Ft	1,857
Stud Shear Connectors	Each	352

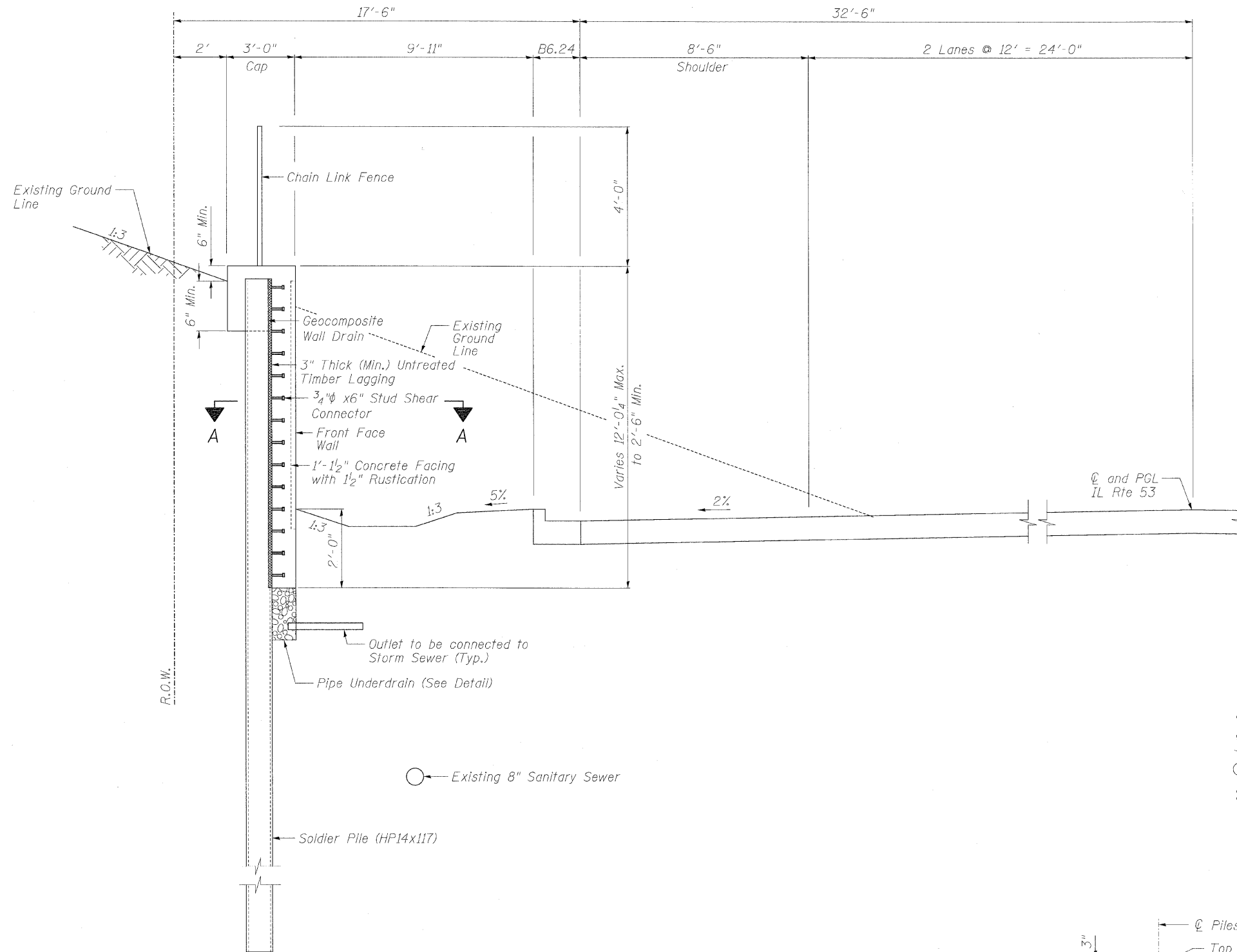
PILE SUMMARY

Pile No.	Station	Length	Bottom Elevation	Top Elevation	Pile No.	Station	Length	Bottom Elevation	Top Elevation	Pile No.	Station	Length	Bottom Elevation	Top Elevation
1	168+33.00	27'-0"	668.75	695.75	13	169+17.00	30'-0"	671.72	701.72	25	169+78.00	29'-0"	674.03	703.03
2	168+41.00	27'-0"	669.11	696.11	14	169+22.00	30'-0"	672.18	702.18	26	169+84.00	29'-0"	674.05	703.05
3	168+49.00	27'-0"	669.47	696.47	15	169+27.00	30'-0"	672.64	702.64	27	169+90.00	29'-0"	674.06	703.06
4	168+57.00	27'-0"	669.83	696.83	16	169+32.00	30'-0"	672.92	702.92	28	169+96.00	29'-0"	673.75	702.75
5	168+65.00	27'-0"	670.19	697.19	17	169+37.00	30'-0"	672.93	702.93	29	170+02.00	29'-0"	673.44	702.44
6	168+73.00	27'-0"	670.69	697.69	18	169+42.00	30'-0"	672.94	702.94	30	170+08.00	29'-0"	673.14	702.14
7	168+81.00	27'-0"	671.42	698.42	19	169+47.00	30'-0"	672.95	702.95	31	170+14.00	29'-0"	672.83	701.83
8	168+89.00	27'-0"	672.15	699.15	20	169+52.00	30'-0"	672.97	702.97	32	170+20.00	29'-0"	672.52	701.52
9	168+97.00	27'-0"	672.89	699.89	21	169+57.00	30'-0"	672.98	702.98	33	170+26.00	29'-0"	672.21	701.21
10	169+02.00	30'-0"	670.34	700.34	22	169+62.00	30'-0"	672.99	702.99	34	170+32.00	29'-0"	671.05	700.05
11	169+07.00	30'-0"	670.80	700.80	23	169+67.00	30'-0"	673.00	703.00	35	170+38.00	29'-0"	668.19	697.19
12	169+12.00	30'-0"	671.26	701.26	24	169+72.00	29'-0"	674.02	703.02					

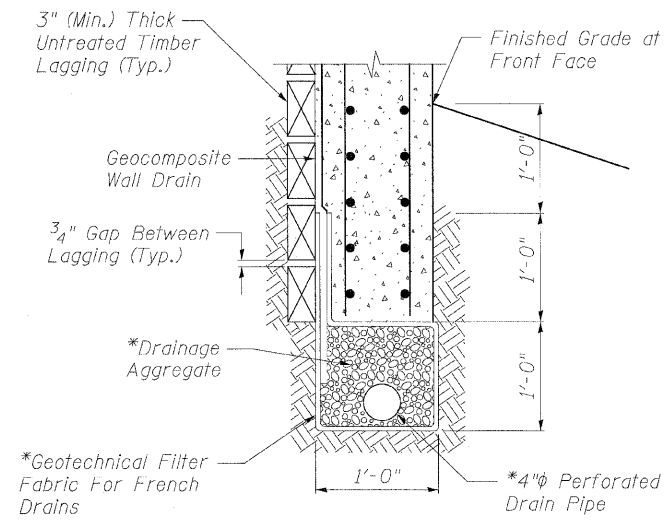
**SOLDIER PILE LAYOUT**  
**ILLINOIS ROUTE 53 (FAU 2578)**  
**RETAINING WALL**  
**FAU 2578 SECTION 532B**  
**STRUCTURE NO. 022-W031**  
**DUPAGE COUNTY**  
**STA. 168+30.00 TO STA. 170+40.00**

SHEET NO. 2	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	72
OF 10 SHEETS	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

6/10/2009 5:12:17 PM G:\DOT\9356\_A0\_ILL53\SprngBrck\Drawings\Brnco\_Zroka\022W031-SoldierPile.dwg

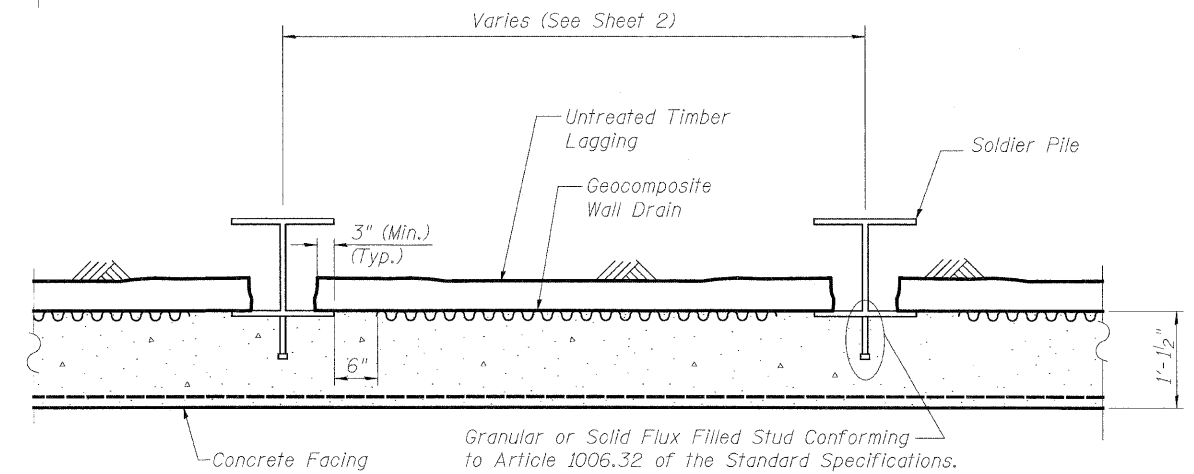


**TYPICAL SECTION THRU SOLDIER PILE & LAGGING WALL**  
(Looking North)

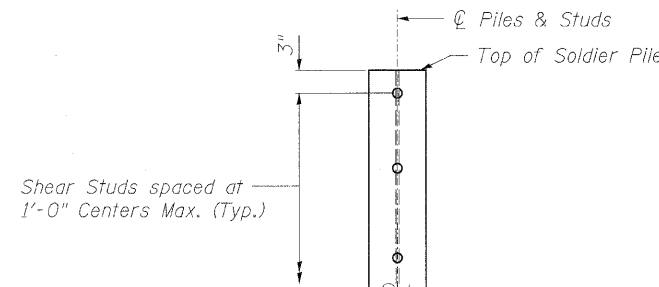


**PIPE UNDERDRAIN DETAIL**

\*Included in the cost of "Pipe Underdrain for Structures, 4"φ"



**SECTION A-A**

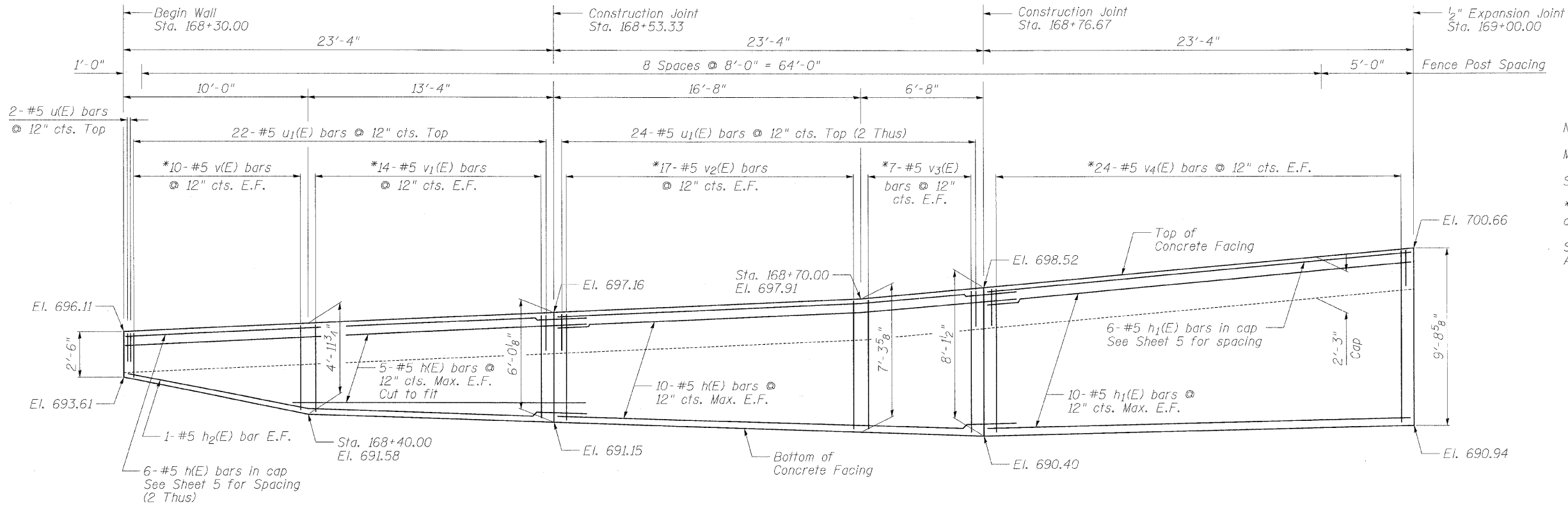


**DETAIL OF SHEAR STUD PLACEMENT**

**TYPICAL SECTIONS & DETAILS**  
**ILLINOIS ROUTE 53 (FAU 2578)**  
**RETAINING WALL**  
**FAU 2578 SECTION 532B**  
**STRUCTURE NO. 022-W031**  
**DUPAGE COUNTY**  
**STA. 168+30.00 TO STA. 170+40.00**

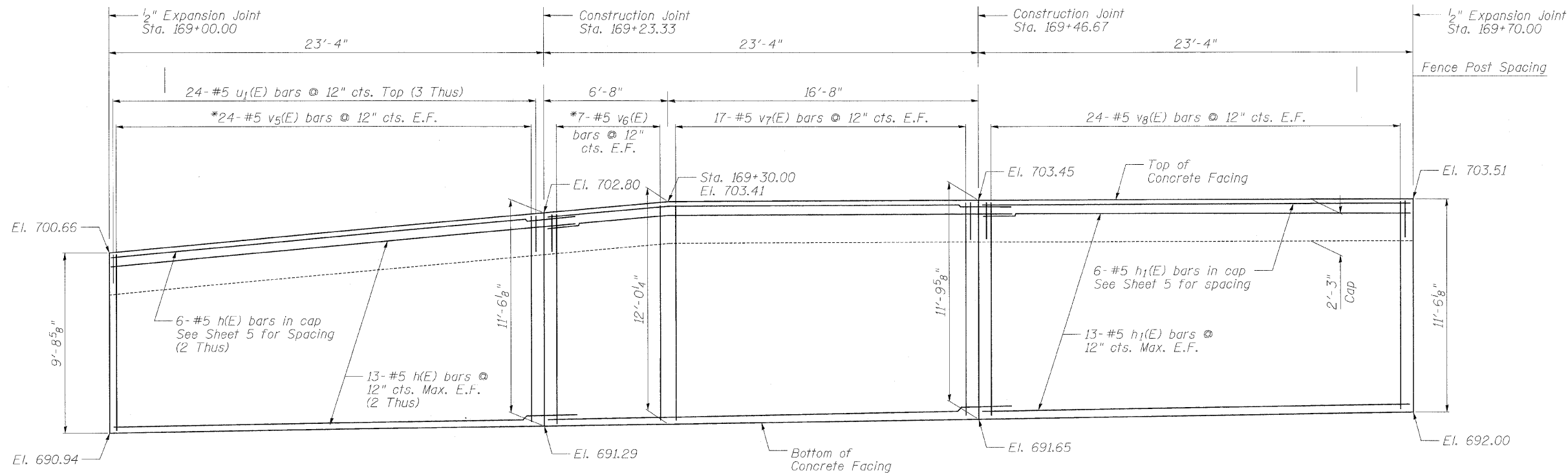
SHEET NO. 3 OF 10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	73
DATE: 6/12/09	SN 022-W031		CONTRACT NO. 62881		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Notes:  
Minimum lap for #5 bar is 2'-2".  
Space reinforcement in wall to miss shear studs.  
\* signifies cut bar. Order per length on Bill of Material. Cut as shown in Cutting Diagram and use half of bars in each face.  
See Sheet 5 for Concrete Facing Details, Fence Post Anchor Assembly Details, and Bill of Material.

**ELEVATION**

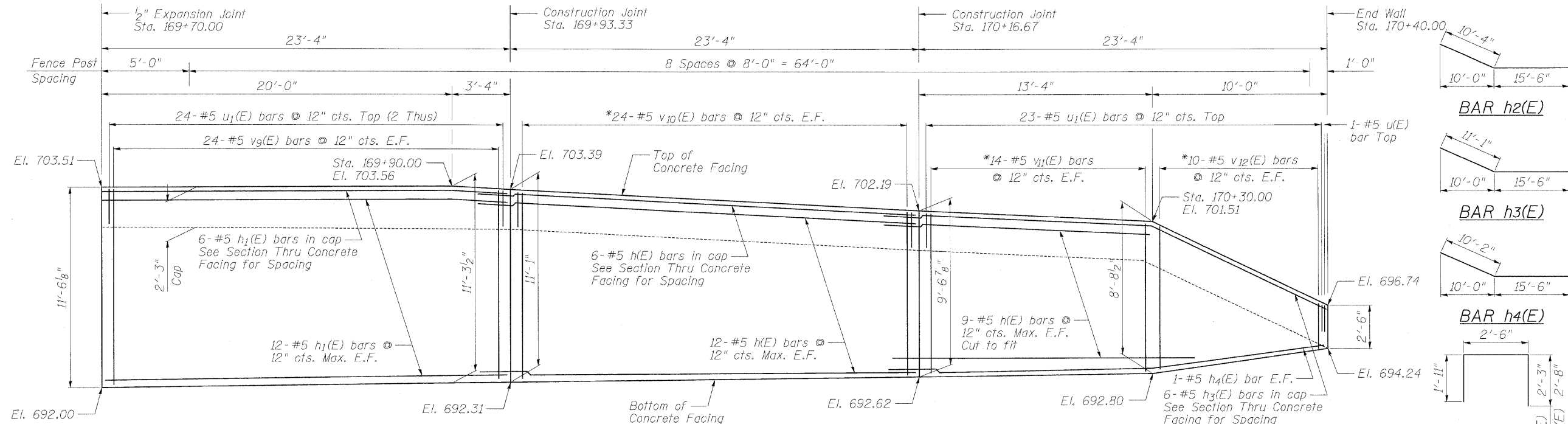


**ELEVATION**

**CONCRETE FACING**  
**ILLINOIS ROUTE 53 (FAU 2578)**  
**RETAINING WALL**  
**FAU 2578 SECTION 532B**  
**STRUCTURE NO. 022-W031**  
**DUPAGE COUNTY**  
**STA. 168+30.00 TO STA. 170+40.00**

SHEET NO. 4 OF 10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	74
SN 022-W031			CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

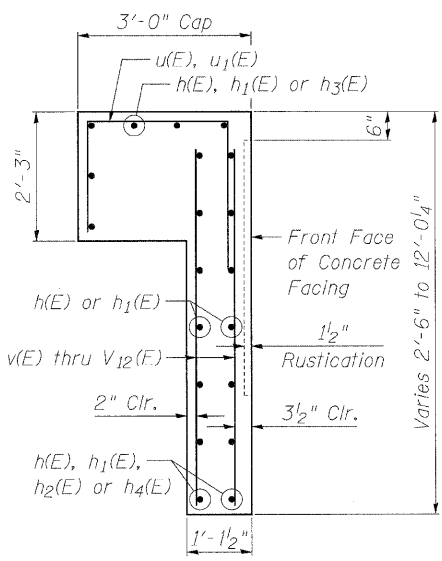
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



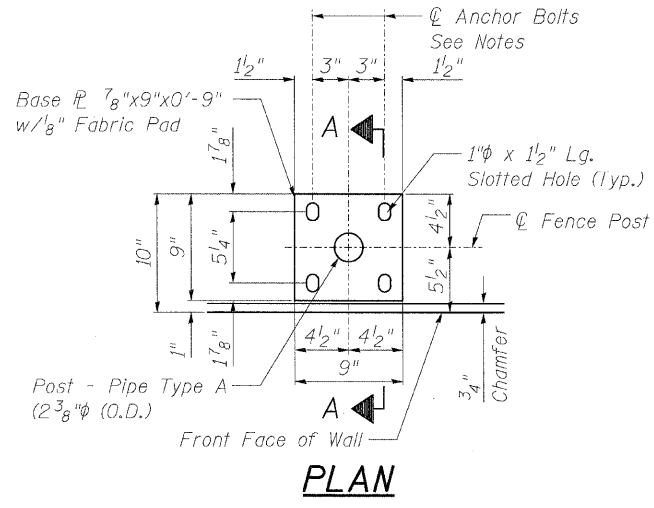
**ELEVATION**

**BILL OF MATERIAL**

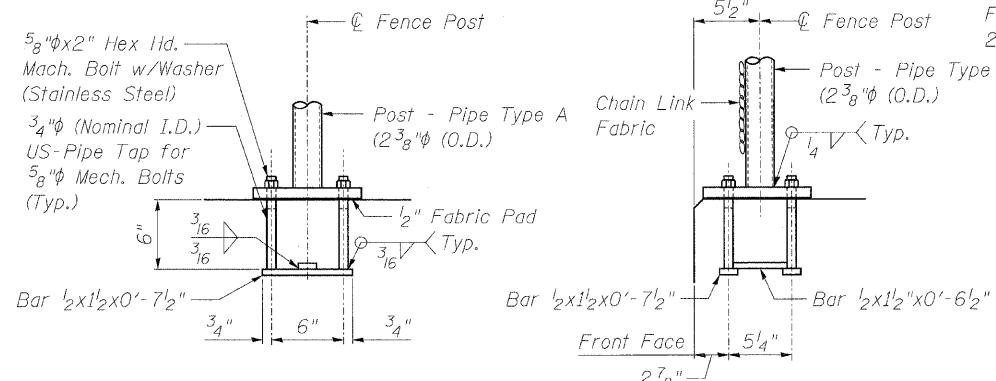
Bar	No.	Size	Length	Shape
h(E)	154	#5	25'-6"	—
h1(E)	88	#5	23'-0"	—
h2(E)	2	#5	25'-10"	—
h3(E)	6	#5	26'-7"	—
h4(E)	2	#5	25'-8"	—
u(E)	3	#5	6'-8"	□
u1(E)	213	#5	7'-1"	□
v(E)	10	#5	6'-8"	—
v1(E)	14	#5	10'-4"	—
v2(E)	17	#5	12'-8"	—
v3(E)	7	#5	14'-9"	—
v4(E)	24	#5	17'-1"	—
v5(E)	24	#5	20'-6"	—
v6(E)	7	#5	22'-9"	—
v7(E)	34	#5	11'-6"	—
v8(E)	48	#5	11'-3"	—
v9(E)	48	#5	10'-10"	—
v10(E)	24	#5	20'-0"	—
v11(E)	14	#5	17'-7"	—
v12(E)	10	#5	10'-6"	—
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	114.6		
Reinforcement Bars (Epoxy Coated)	Pound	12,110		
Pipe Underdrains for Structures, 4"	Foot	210		
Geocomposite Wall Drain	Sq. Yd.	195		
Form Liner Textured Surface	Sq. Ft.	1,542		



**SECTION THRU CONCRETE FACING**



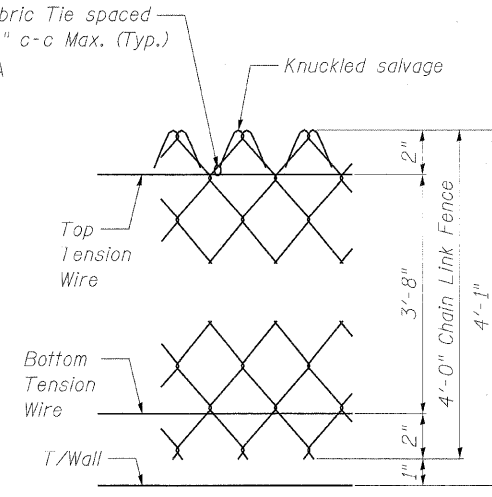
**PLAN**



**ELEVATION**

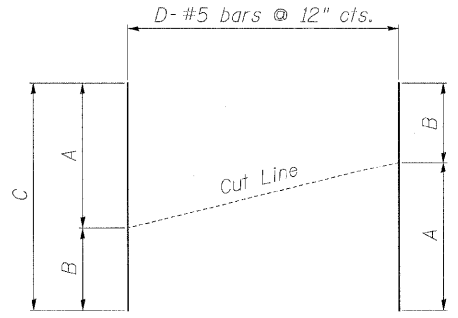
**SECTION A-A**

**FENCE POST ANCHOR ASSEMBLY DETAILS**



**DETAIL 1**

Notes:  
 Minimum lap for #5 bar is 2'-2".  
 Space reinforcement in wall to miss shear studs.  
 \* signifies cut bar. Order per length on Bill of Material. Cut as shown in Cutting Diagram and use half of bars in each face.  
 Anchor Bolts: In lieu of the Cast in Place Anchor Bolt Assembly shown, the Contractor has the option of Drilling and Grouting 1/2" Anchor Rods with Hex Nuts 1/4" Washers. Embedment shall be according to Adhesive Anchor Manufacturers Specifications. Weld nuts to Anchor Bolt after installation. Cost included with Chain Link Fence, 4' Attached to Structure.



**CUTTING DIAGRAM**

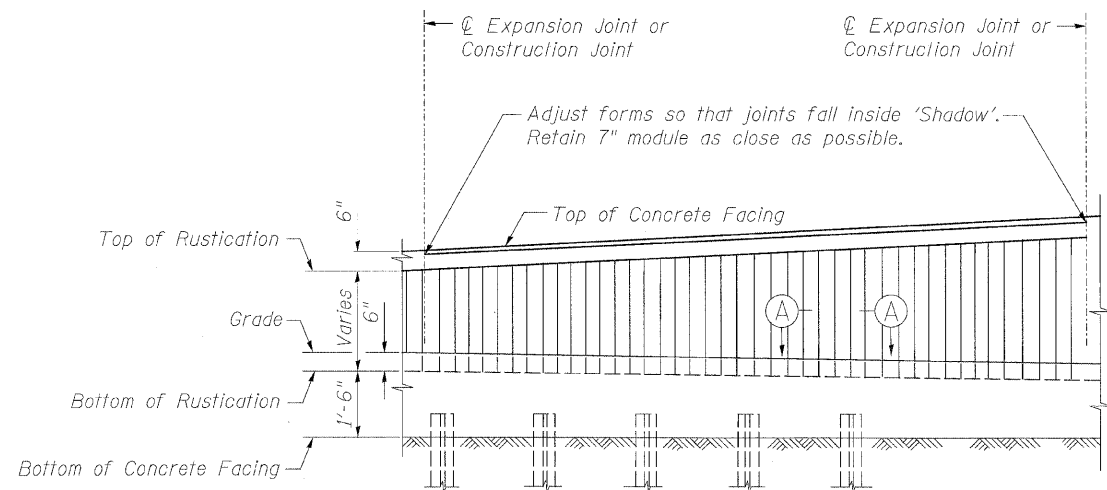
Order bars full length. Cut as shown and use half of bars in each face.

Bar	A	B	C	D
v(E)	2'-3"	4'-5"	6'-8"	10
v1(E)	4'-8"	5'-8"	10'-4"	14
v2(E)	5'-8"	7'-0"	12'-8"	17
v3(E)	7'-0"	7'-9"	14'-9"	7
v4(E)	7'-9"	9'-4"	17'-1"	24
v5(E)	9'-4"	11'-2"	20'-6"	24
v6(E)	11'-2"	11'-7"	22'-9"	7
v10(E)	10'-9"	9'-3"	20'-0"	24
v11(E)	9'-3"	8'-4"	17'-7"	14
v12(E)	8'-3"	2'-3"	10'-6"	10

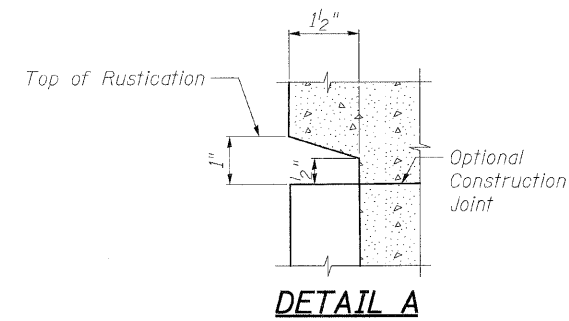
**CONCRETE FACING & DETAILS**  
**ILLINOIS ROUTE 53 (FAU 2578)**  
**RETAINING WALL**  
**FAU 2578 SECTION 532B**  
**STRUCTURE NO. 022-W031**  
**DUPAGE COUNTY**  
**STA. 168+30.00 TO STA. 170+40.00**

SHEET NO. 5	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	75
OF 10 SHEETS	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

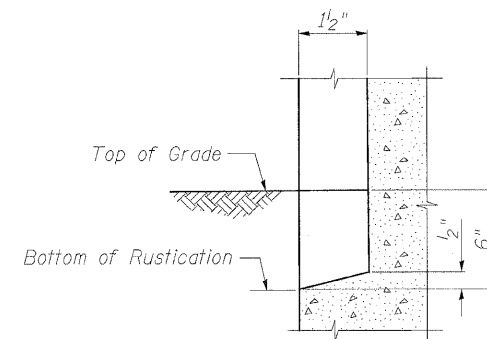
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION-TYPICAL ARCHITECTURAL FINISH**



**DETAIL A**



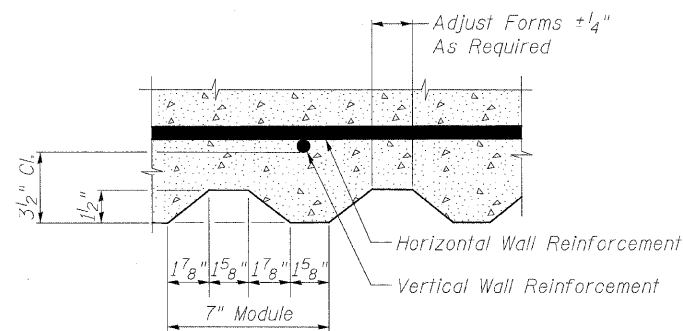
**DETAIL B**

**RUSTICATION ELEVATION TABLE**

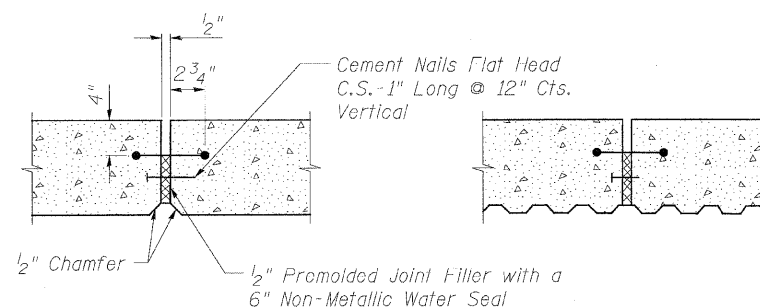
Station	Rustication Top Elevation	Rustication Bottom Elevation
168+30.00	696.11	693.61
168+40.00	696.56	691.58
168+53.33	697.16	691.15
168+70.00	697.91	690.61
168+76.67	698.52	690.40
169+00.00	700.66	690.94
169+23.33	702.80	691.29
169+30.00	703.41	691.39
169+46.67	703.45	691.65
169+70.00	703.51	692.00
169+90.00	703.56	692.27
169+93.33	703.39	692.31
170+16.67	702.19	692.62
170+30.00	701.51	692.80
170+40.00	696.74	694.24

**LOCATION OF EXPANSION AND CONSTRUCTION JOINT TABLE**

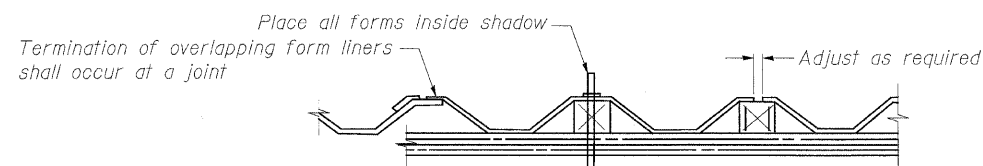
Station	Type of Joint
168+30.00	Start of Wall
168+53.33	Construction
168+76.67	Construction
169+00.00	Expansion
169+23.33	Construction
169+46.67	Construction
169+70.00	Expansion
169+93.33	Construction
170+16.67	Construction
170+40.00	End of Wall



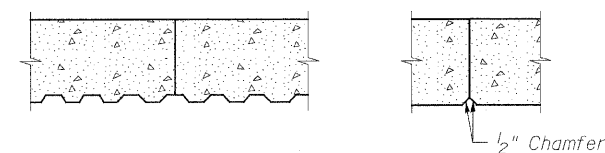
**SECTION A-A**



**EXPANSION JOINT DETAIL**



**SUGGESTED FORMWORK DETAIL**



**CONSTRUCTION JOINT DETAIL**

Rustication Finish shall refer to Form Liner Textured Surface

**RUSTICATION DETAILS  
ILLINOIS ROUTE 53 (FAU 2578)  
RETAINING WALL  
FAU 2578 SECTION 532B  
STRUCTURE NO. 022-W031  
DUPAGE COUNTY  
STA. 168+30.00 TO STA. 170+40.00**

SHEET NO. 6 OF 10 SHEETS	F.A.U. RTE. 2578	SECTION 532B	COUNTY DUPAGE	TOTAL SHEETS 117	SHEET NO. 76
	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING RW-1 (1 OF 2)

BORING RW-1 (2 OF 2)

BORING RW-2 (1 OF 2)

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2  
 Date 10/21/05  
 ROUTE F.A.U. 2578 (IL53) DESCRIPTION Retaining Wall, sta. 169+00 Lt. LOGGED BY M. Esposito  
 SECTION 532B LOCATION SW 1/4, SEC. 7, TWP. 40N, RNG. 11E, 3<sup>rd</sup> PM  
 COUNTY DuPage DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T U R E	Surface Water Elev.		D E P T H	B L O W S	U C S	M O I S T U R E
					ft	ft				
BORING NO. RW-1 Station 169+42 Offset 30.00 ft Lt Ground Surface Elev. 692.68 ft										
Dark Brown SILTY CLAY w/Organics and trace Fine Sand										
Soft to Very Stiff Brown/Gray SILTY CLAY w/trace Fine Sand										
Encountered a Cobble @ approx. 5.5 ft.										
Grades to Gray w/more Sand										
1 inch Sand Seam @ approx. 17.8 ft.										
Loose Gray Coarse SAND										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2  
 Date 10/21/05  
 ROUTE F.A.U. 2578 (IL53) DESCRIPTION Retaining Wall, sta. 169+00 Lt. LOGGED BY M. Esposito  
 SECTION 532B LOCATION SW 1/4, SEC. 7, TWP. 40N, RNG. 11E, 3<sup>rd</sup> PM  
 COUNTY DuPage DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T U R E	Surface Water Elev.		D E P T H	B L O W S	U C S	M O I S T U R E
					ft	ft				
BORING NO. RW-1 Station 169+42 Offset 30.00 ft Lt Ground Surface Elev. 692.68 ft										
Loose Gray SANDY LOAM (continued)										
Stiff Gray SILTY CLAY w/trace Coarse Sand										
Very Loose Gray Coarse SAND										
Very Soft to Stiff Gray SANDY CLAY LOAM										
1 inch Gravel Seam @ approx. 71.0 ft. Note: Washed Boring From 24 ft. to 30.5 ft., and 56.5 ft. to 71.5 ft. State Plane Coordinates: Northing 1929585.556, Easting 1066299.238 End of Boring										
Note: Begin Washing @ 56.5 ft.										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2  
 Date 10/20/05  
 ROUTE F.A.U. 2578 (IL53) DESCRIPTION Retaining Wall, sta. 169+00 Lt. LOGGED BY M. Esposito  
 SECTION 532B LOCATION SW 1/4, SEC. 7, TWP. 40N, RNG. 11E, 3<sup>rd</sup> PM  
 COUNTY DuPage DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E P T H	B L O W S	U C S	M O I S T U R E	Surface Water Elev.		D E P T H	B L O W S	U C S	M O I S T U R E
					ft	ft				
BORING NO. RW-2 Station 169+97 Offset 28.00 ft Lt Ground Surface Elev. 693.47 ft										
Brown SILTY CLAY w/Organics and Coarse Sand										
Hard Brown SILTY CLAY w/trace Fine Sand										
Grades to Gray										
Medium Stiff Gray SILTY LOAM										
Loose Gray Coarse SAND										
2 inch Silt Seam @ Approx. 11.3 ft.										
Medium Dense Gray Coarse SAND and GRAVEL										
Note: Begin Washing @ 17 ft.										
Very Stiff Gray SILTY CLAY w/trace Fine Sand										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

SOIL BORING LOGS (1 OF 4)  
 ILLINOIS ROUTE 53 (FAU 2578)  
 RETAINING WALL  
 FAU 2578 SECTION 532B  
 STRUCTURE NO. 022-W031  
 DUPAGE COUNTY  
 STA. 168+30.00 TO STA. 170+40.00

SHEET NO. 7	F.A.U. RTE. 2578	SECTION 532B	COUNTY DUPAGE	TOTAL SHEETS 117	SHEET NO. 77
OF 10 SHEETS	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORING RW-2 (2 OF 2)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2

ROUTE F.A.U. 2578 (IL53) DESCRIPTION Retaining Wall, sta. 169+00 Lt. LOGGED BY M. Esposito

SECTION 532B LOCATION SW 1/4, SEC. 7, TWP. 40N, RNG. 11E, 3<sup>rd</sup> PM

COUNTY DuPage DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. Station 169+37 BORING NO. RW-2 Station 169+37 Offset 30.00ft Lt. Ground Surface Elev. 893.47 ft

DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
D	B	U	M	D	B	U	M	D	B
P	L	C	O	P	L	C	O	P	L
T	O	S	I	T	O	S	I	T	O
H	W	Q	T	H	W	Q	T	H	W
S	S	u	S	S	S	u	S	S	S
(ft)	(ft)	(tsf)	(%)	(ft)	(ft)	(tsf)	(%)	(ft)	(ft)
3				3				3	
2			23.0	4	0.2		20.0	4	B
3									
550.47				630.47					
3				10			20.0	3	
4	0.2		22.0	18			20.0	4	B
8	B			19			20.0	6	P
3				30				3	
4	0.0		21.0	30				4	0.0
6	P			30				6	P
3				35				8	P
6	0.0		20.0	35					
8	P			35					
3				35					
6	0.0		20.0	35					
8	P			35					
3				35					
6	0.0		20.0	35					
8	P			35					

Very Soft Gray SILT w/trace Fine Sand (continued)

Very Soft Gray SANDY CLAY LOAM

Very Soft Gray SILT w/trace Fine Sand

Note: Washed Boring From 17 ft. to 21.5 ft., and 36.5 ft. to 66.5 ft. State Plane Coordinates: Northing 1929656.416, Easting 1066300.498 End of Boring

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

BORING RW-3 (1 OF 2)

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2

ROUTE F.A.U. 2578 (IL53) DESCRIPTION Retaining Wall, sta. 169+00 Lt. LOGGED BY M. Esposito

SECTION 532B LOCATION SW 1/4, SEC. 7, TWP. 40N, RNG. 11E, 3<sup>rd</sup> PM

COUNTY DuPage DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. Station 169+50 BORING NO. RW-3 Station 169+50 Offset 30.00ft Lt. Ground Surface Elev. 694.12 ft

DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
D	B	U	M	D	B	U	M	D	B
P	L	C	O	P	L	C	O	P	L
T	O	S	I	T	O	S	I	T	O
H	W	Q	T	H	W	Q	T	H	W
S	S	u	S	S	S	u	S	S	S
(ft)	(ft)	(tsf)	(%)	(ft)	(ft)	(tsf)	(%)	(ft)	(ft)
				14.0					
692.12				4			14.0	4	2.0
				4				4	P
				4	2.0		14.0		
				4				4	P
				4				4	P
				4	0.4		18.0	4	B
				4				4	B
				8				8	
				14			4.0	14	
				10				10	
				9				9	
				10	2.5		5.0	10	2.5
				8	P			8	P
				4				4	
				6			21.0	6	
				10				10	
				0				0	
				3			24.0	3	
				4				4	
				1			20.0	1	
				3			24.0	3	
				3			24.0	3	

Brown SILTY CLAY w/Organics and trace Fine Sand

Loose Gray SANDY LOAM (continued)

Soft Gray SILTY LOAM

1 inch Sand Seam @ approx. 3.5 ft. Grades to Gray

Grades w/more Sand

1 inch Sand Seam @ approx. 6.0 ft.

Encountered a Cobble @ approx. 8.0 ft.

Encountered a Cobble @ approx. 10.0 ft.

Very Stiff Gray SILTY CLAY w/trace Coarse Sand

Loose to Medium Dense Gray Coarse SAND

Note: Begin Washing @ 17 ft.

Loose Gray SANDY LOAM

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

BORING RW-3 (2 OF 2)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2

ROUTE F.A.U. 2578 (IL53) DESCRIPTION Retaining Wall, sta. 169+00 Lt. LOGGED BY M. Esposito

SECTION 532B LOCATION SW 1/4, SEC. 7, TWP. 40N, RNG. 11E, 3<sup>rd</sup> PM

COUNTY DuPage DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. Station 169+50 BORING NO. RW-3 Station 169+50 Offset 30.00ft Lt. Ground Surface Elev. 694.12 ft

DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
D	B	U	M	D	B	U	M	D	B
P	L	C	O	P	L	C	O	P	L
T	O	S	I	T	O	S	I	T	O
H	W	Q	T	H	W	Q	T	H	W
S	S	u	S	S	S	u	S	S	S
(ft)	(ft)	(tsf)	(%)	(ft)	(ft)	(tsf)	(%)	(ft)	(ft)
				5	1.0		24.0	5	1.0
				7	P			7	P
				11				11	
				4				4	
				7			23.0	7	
				11				11	
				6			21.0	6	
				10			10.0	10	
				11			10.0	11	
				5			20.0	5	
				9				9	

Loose Gray SANDY LOAM (continued)

Soft Gray SANDY CLAY LOAM (continued)

Medium Dense Gray Fine to Coarse SAND

Stiff Gray SANDY CLAY LOAM

Loose Gray Coarse SAND and GRAVEL

Note: Washed Boring From 17 ft. to 71.5 ft. State Plane Coordinates: Northing 1929717.097, Easting 1066295.175 End of Boring

Soft Gray SANDY CLAY LOAM

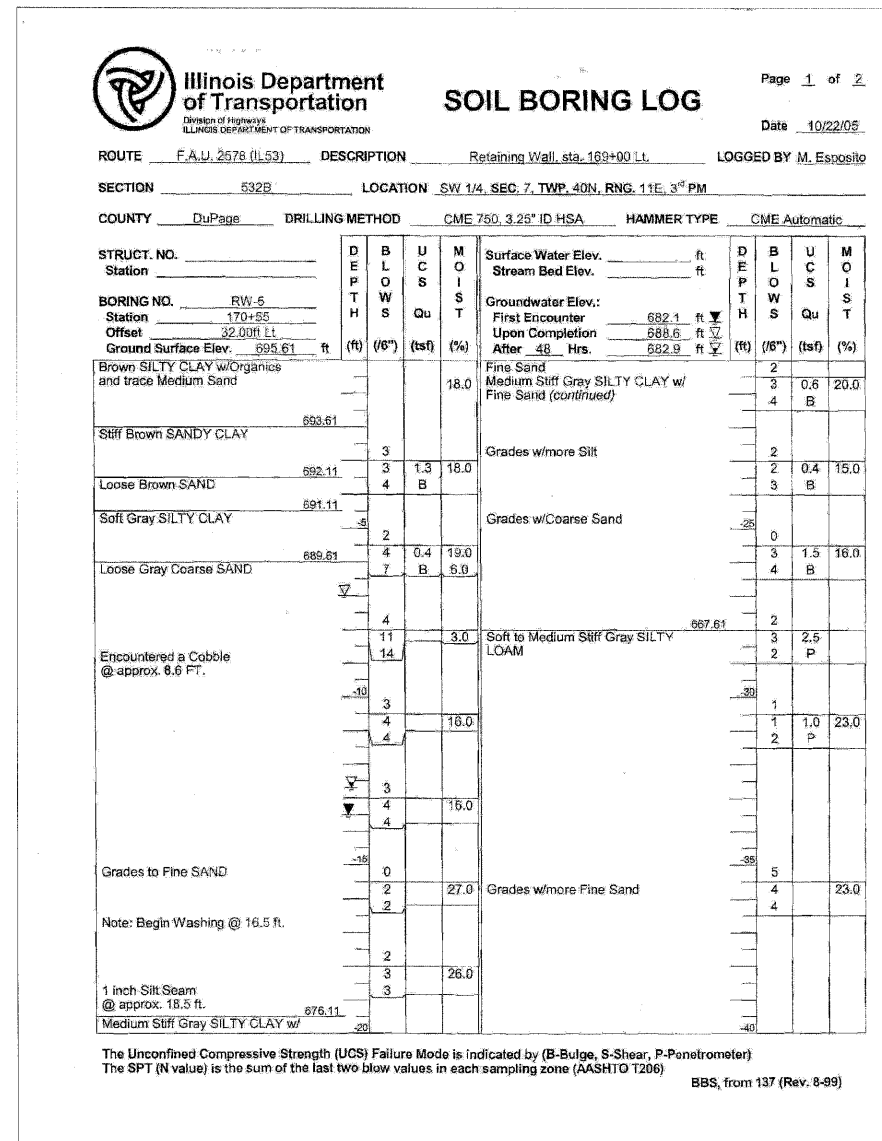
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

SOIL BORING LOGS (2 OF 4)  
ILLINOIS ROUTE 53 (FAU 2578)  
RETAINING WALL  
FAU 2578 SECTION 532B  
STRUCTURE NO. 022-W031  
DUPAGE COUNTY  
STA. 168+30.00 TO STA. 170+40.00

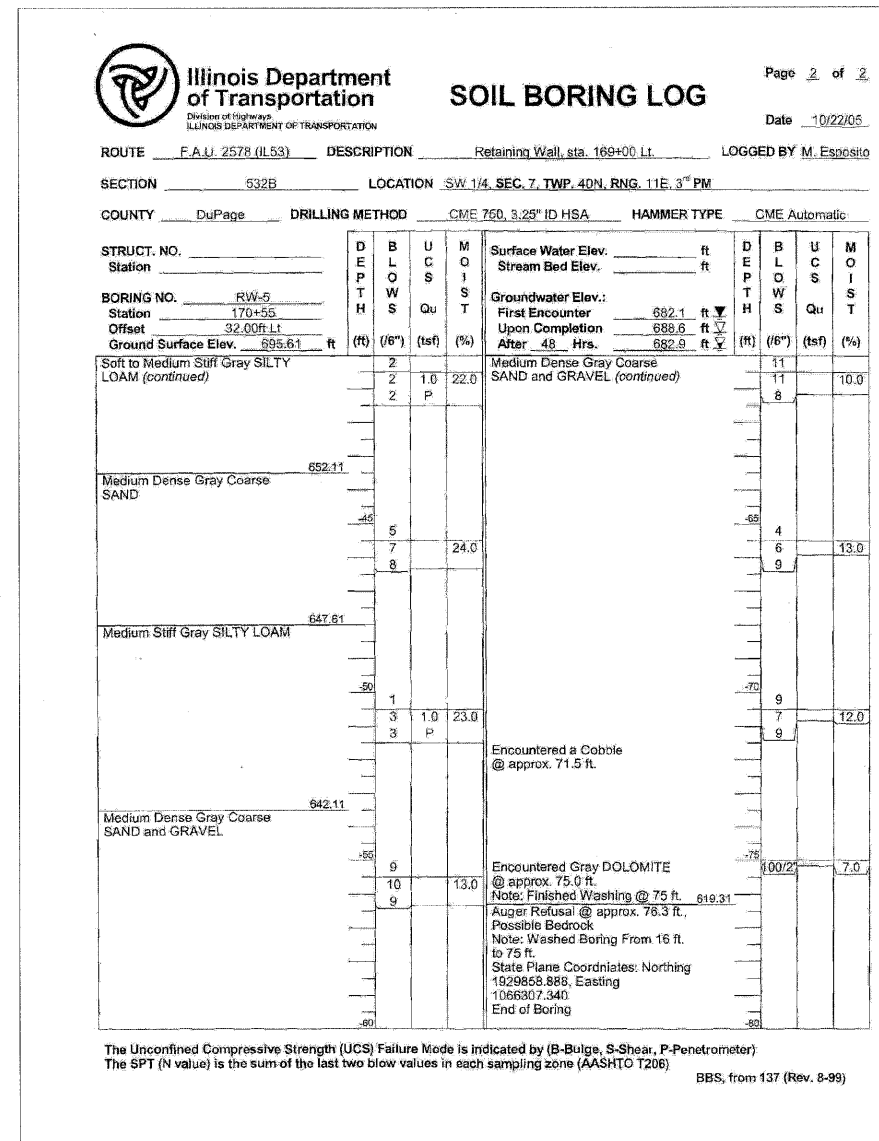
SHEET NO. 8	F.A.U. RTE. 2578	SECTION 532B	COUNTY DUPAGE	TOTAL SHEETS 117	SHEET NO. 78
OF 10 SHEETS	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BORING RW-5 (1 OF 2)



BORING RW-5 (2 OF 2)






**SOIL BORING LOGS (4 OF 4)**  
**ILLINOIS ROUTE 53 (FAU 2578)**  
**RETAINING WALL**  
**FAU 2578 SECTION 532B**  
**STRUCTURE NO. 022-W031**  
**DUPAGE COUNTY**  
**STA. 168+30.00 TO STA. 170+40.00**

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	2578	532B	DUPAGE	117	80
OF 10 SHEETS		SN 022-W031	CONTRACT NO. 62881		
DATE:	6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
257B	532B-1	DU PAGE	117	81
STA.	156+00	TO STA.	171+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

**LEGEND:**

-  PRESTAGE EMBANKMENT/WICK DRAIN INSTALLATION
-  STAGE 1 EMBANKMENT/WICK DRAIN INSTALLATION
-  STAGE 2 EMBANKMENT/WICK DRAIN INSTALLATION

**WICK DRAIN INSTALLATION (UNDER EMBANKMENTS AND WIDENINGS)**

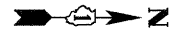
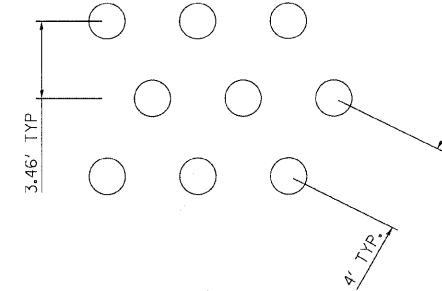
- ① LIMITS: STA. 156+00 TO STA. 157+35  
SPACING: 4 FT  
APPROX TIP ELEV: 672.5  
APPROX SETTLEMENT TIME = 2 MONTHS  
APPROX SETTLEMENT = 5 TO 10 IN

**WICK DRAIN INSTALLATION (FULL WIDTH)**

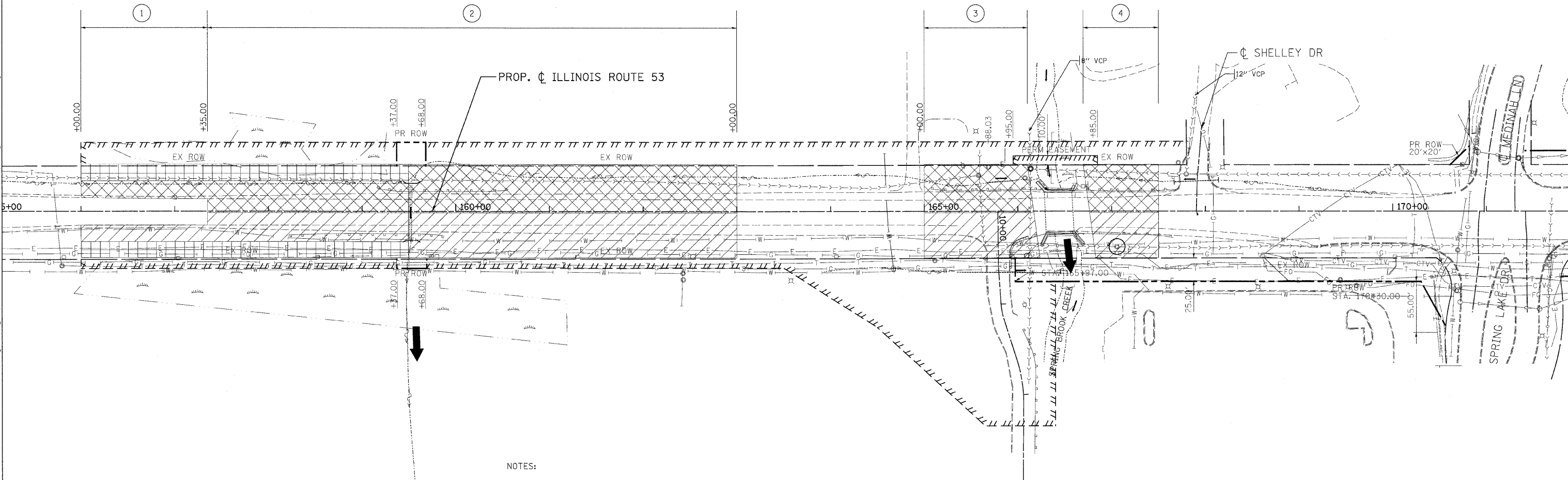
- ② LIMITS: STA. 157+35 TO STA. 163+00  
SPACING: 4 FT  
APPROX TIP ELEV: 660.0  
APPROX SETTLEMENT TIME = 2 MONTHS  
APPROX SETTLEMENT = 5 TO 10 IN
- ③ LIMITS: STA. 165+00 TO BRIDGE  
SPACING: 4 FT  
APPROX TIP ELEV: 675.0  
APPROX SETTLEMENT TIME = 2 MONTHS  
APPROX SETTLEMENT = 3 IN
- ④ LIMITS: BRIDGE TO STA. 167+50  
SPACING: 4 FT  
APPROX TIP ELEV: 665.0  
APPROX SETTLEMENT TIME = 2 MONTHS  
APPROX SETTLEMENT = 3 IN

**WICK DRAIN LAYOUT DETAIL**

(EQUILATERAL TRIANGLE PATTERN)



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 PDFCrey\_Large.plt  
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 6/10/2009  
 hkoepfer(Rdwy\_11.se)



**NOTES:**

1. SEE THE SPECIAL PROVISIONS AND ROADWAY GEOTECHNICAL REPORT. THE ROADWAY GEOTECHNICAL REPORT IS AVAILABLE UPON REQUEST, CONTACT THE DISTRICT GEOTECHNICAL ENGINEER.
2. DRAINAGE BLANKETS CONSISTING OF A 1-FOOT FA-1 OR FA-2 POROUS GRANULAR EMBANKMENT MATERIAL, PER SECTIONS 1003.04 PR 1004.06 OF THE STANDARD SPECIFICATIONS SHALL BE PLACED BEFORE THE WICK DRAINS ARE INSTALLED AND AN ADDITIONAL 1-FOOT PLACED AFTER THE WICK DRAINS ARE INSTALLED. THE DRAINAGE BLANKETS SHALL BE INCLUDED IN THE COST OF THE EMBANKMENT.
3. DRAINAGE BLANKETS SHALL BE PLACED AT BOTH THE EXISTING ROADWAY GRADE AS WELL AS THE ELEVATION (S) OF THE TOES OF THE EMBANKMENT SLOPES FROM STA. 156+00 TO STA. 159+52.
4. CARE SHALL BE TAKEN NOT TO CONTAMINATE THE DRAINAGE BLANKETS DURING WICK DRAIN INSTALLATION OR BY CONSTRUCTION TRAFFIC.
5. UNDERDRAINS SHALL BE PLACED EVERY 100-FEET WITHIN THE DRAINAGE BLANKETS TO DIRECT DRAINAGE FROM THE WICK DRAINS TO THE EDGE OF THE EMBANKMENTS.
6. THE GRANULAR DRAINAGE BLANKET LAYERS SHALL BE CAPPED WHERE THEY DAYLIGHT ALONG THE EMBANKMENT SLOPE WITH A TYPICAL CLAY FILL, WHILE STILL ALLOWING THE UNDERDRAINS TO EXIT THE EMBANKMENT.
7. IF THE WICK DRAINS WILL BE IN PLACE DURING THE WINTER MONTHS, PROVIDE A PROTECTIVE LAYER (18" MINIMUM OF COHESIVE OR 12" MINIMUM OF GRANULAR) OVER THE DRAINAGE BLANKET AND PIPE UNDERDRAINS.

REVISIONS	
NAME	DATE

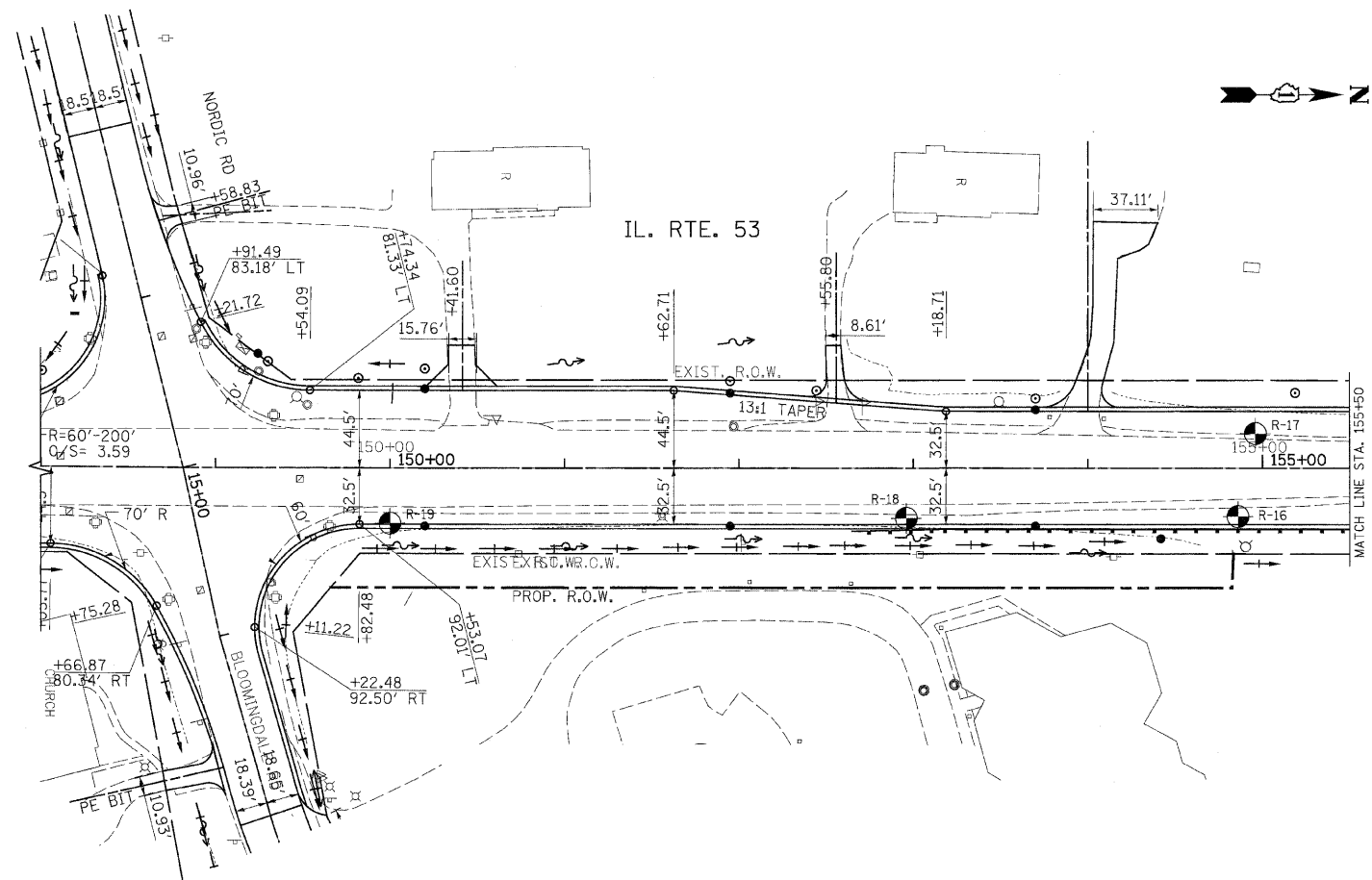
ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS ROUTE 53 (FAU 257B)  
**WICK DRAIN DETAIL**

SCALE: VERT. 1"=5'  
HORIZ. 1"=50'

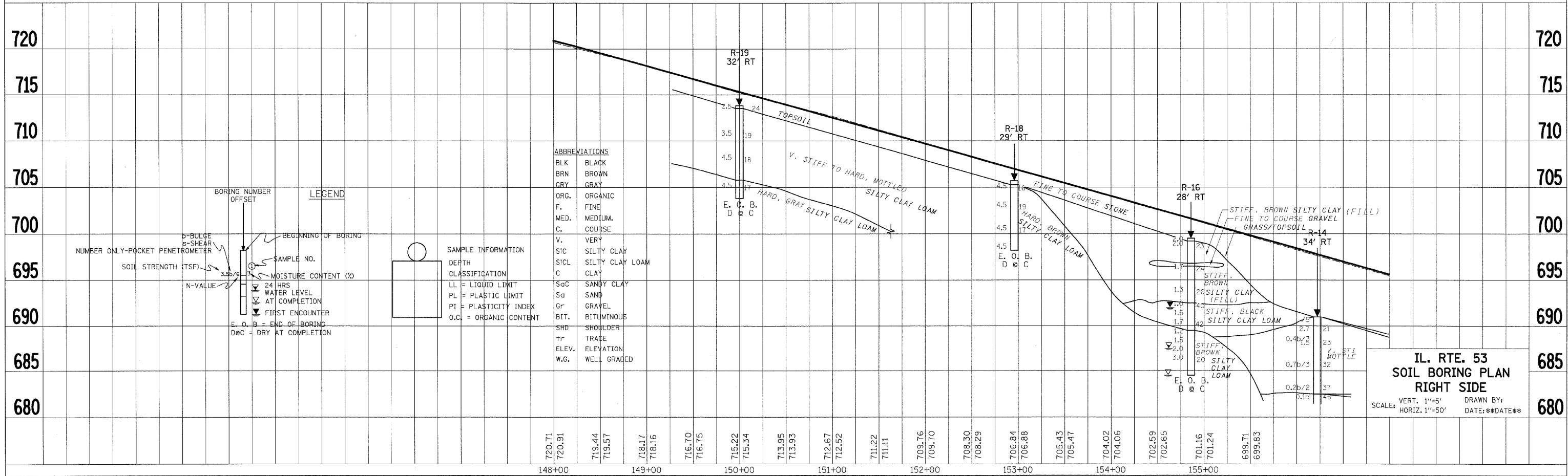
DATE: 6/12/09

DRAWN BY: CPK  
CHECKED BY: JJC





**FOR INFORMATION ONLY**

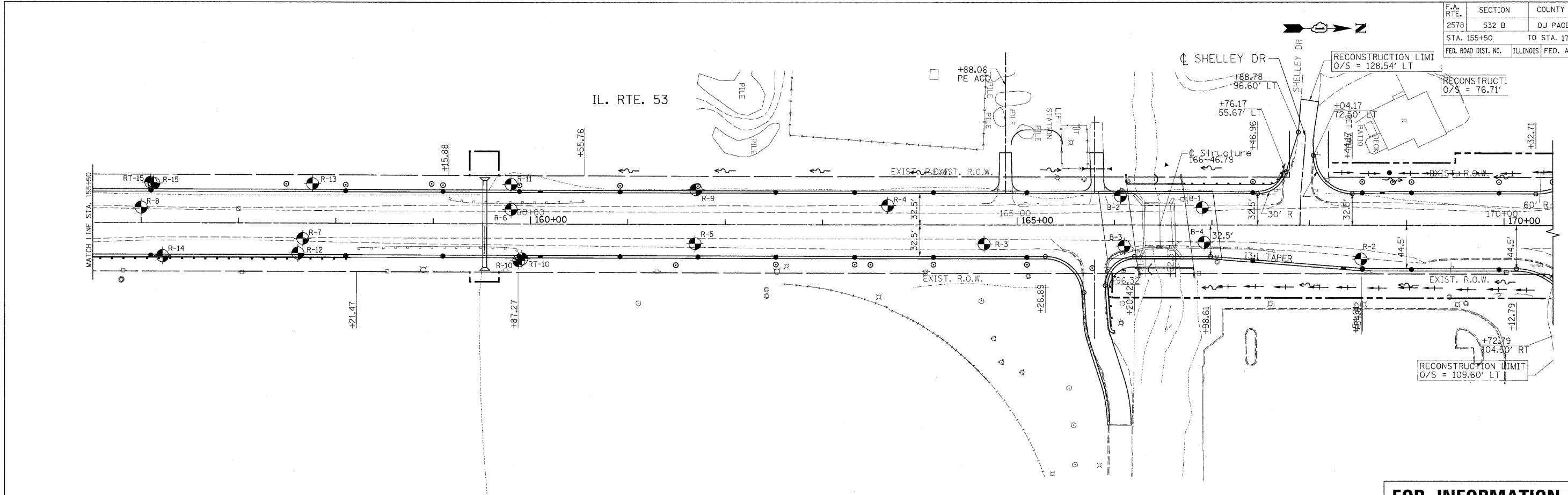


**IL. RTE. 53  
SOIL BORING PLAN  
RIGHT SIDE**  
 VERT. 1"=5'  
 SCALE: HORIZ. 1"=50'  
 DRAWN BY:  
 DATE: \*\*DATE\*\*

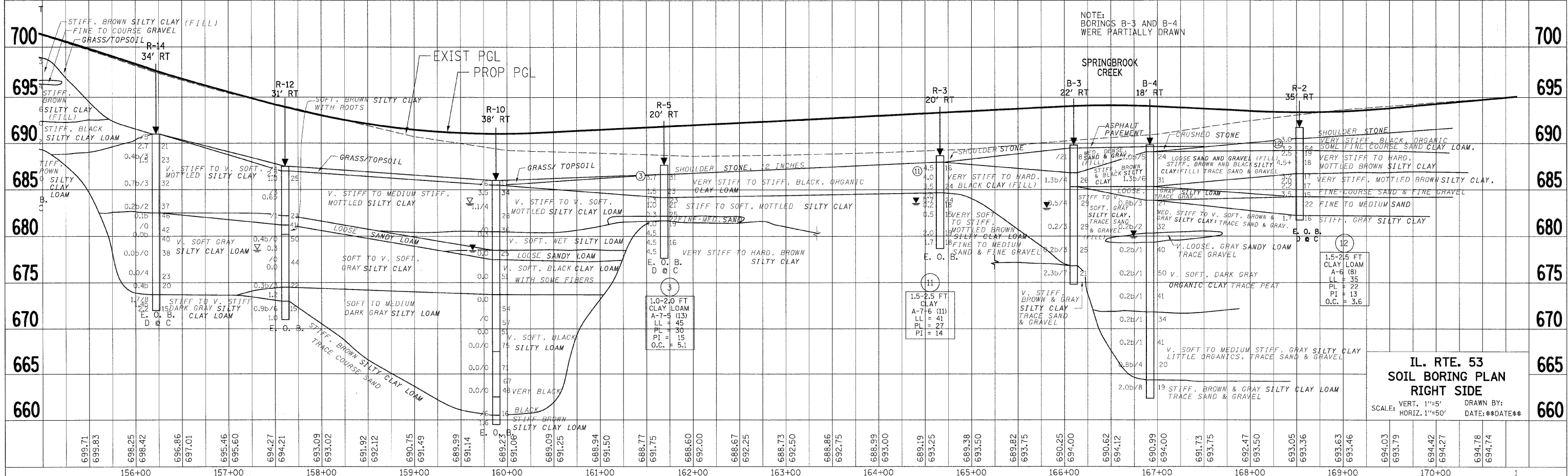
\*DATE-TIME\*  
 \*DRG-SPEC\*  
 \*USER\*



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 155+50		TO STA. 170+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

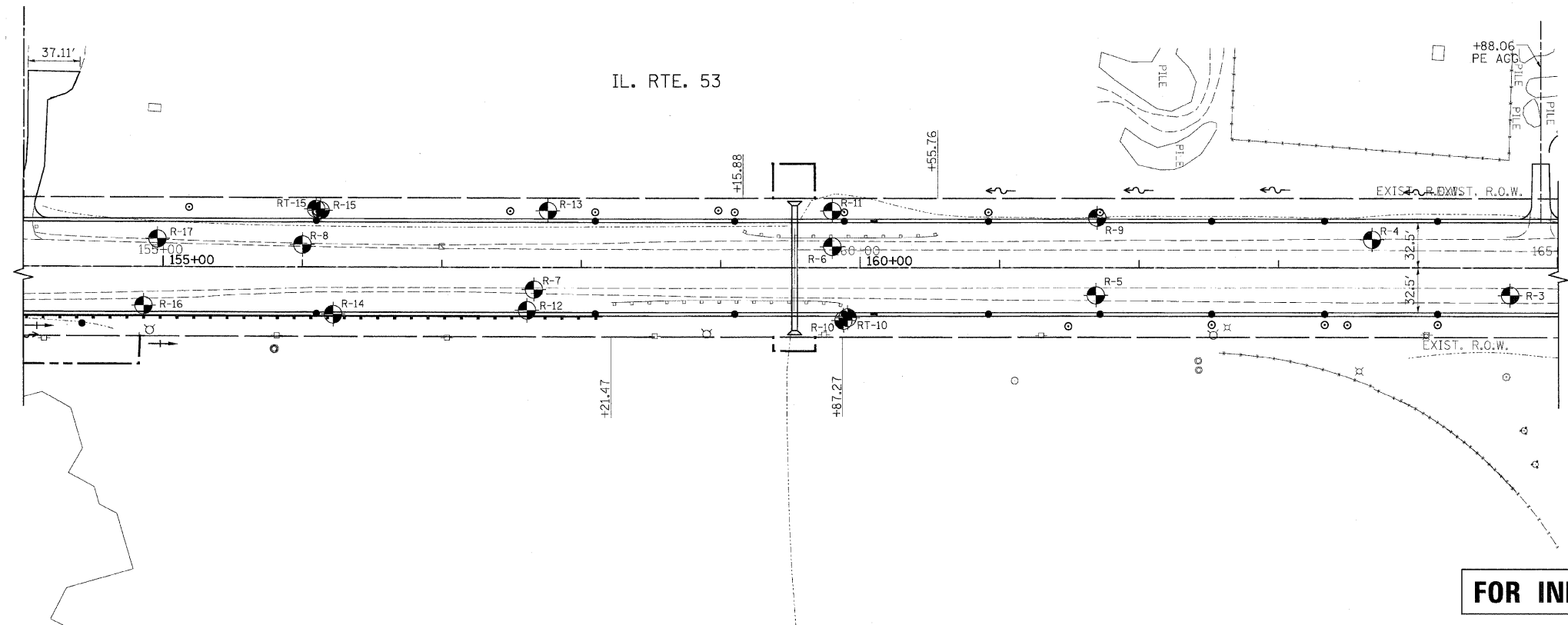


**FOR INFORMATION ONLY**

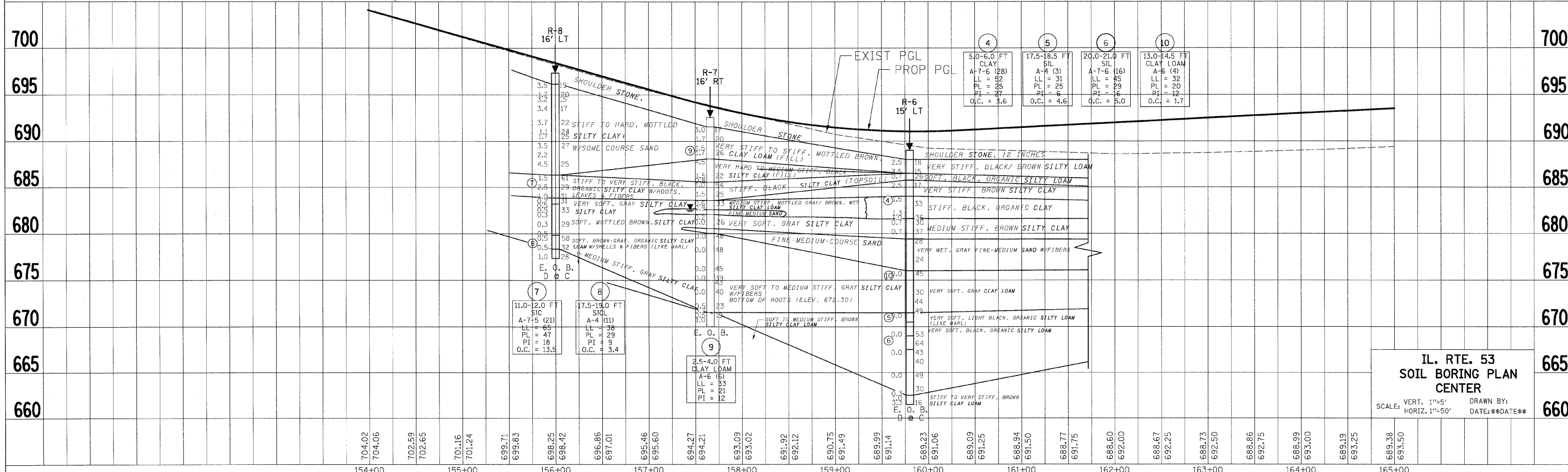


DATE-TIME  
DCN-SPEC  
USCR

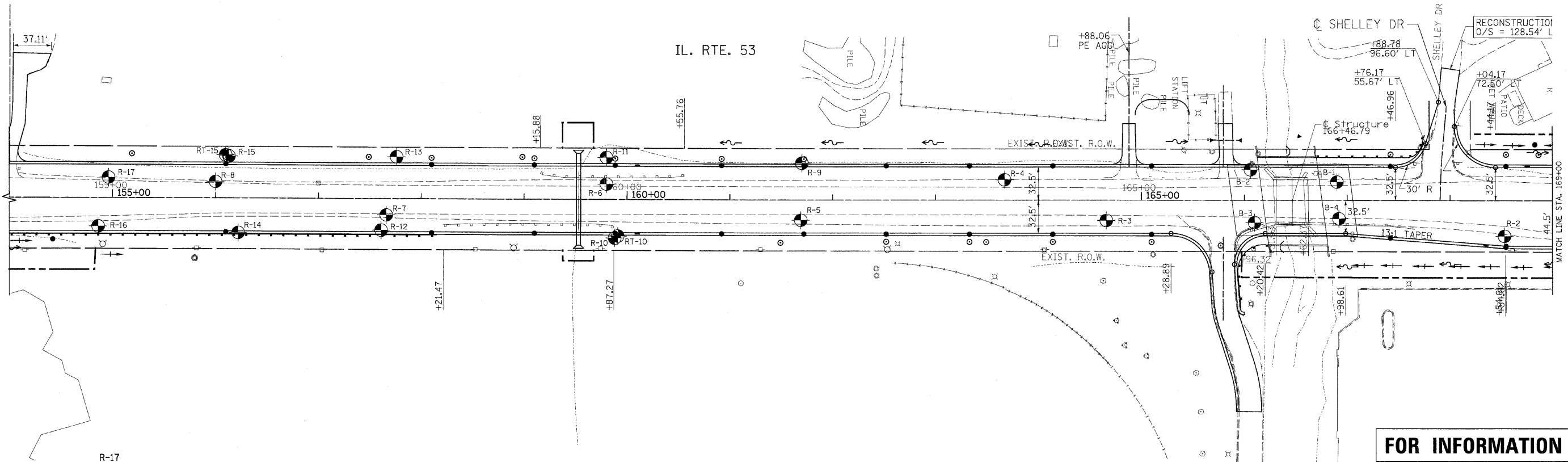
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STA. 154+00		TO STA. 165+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



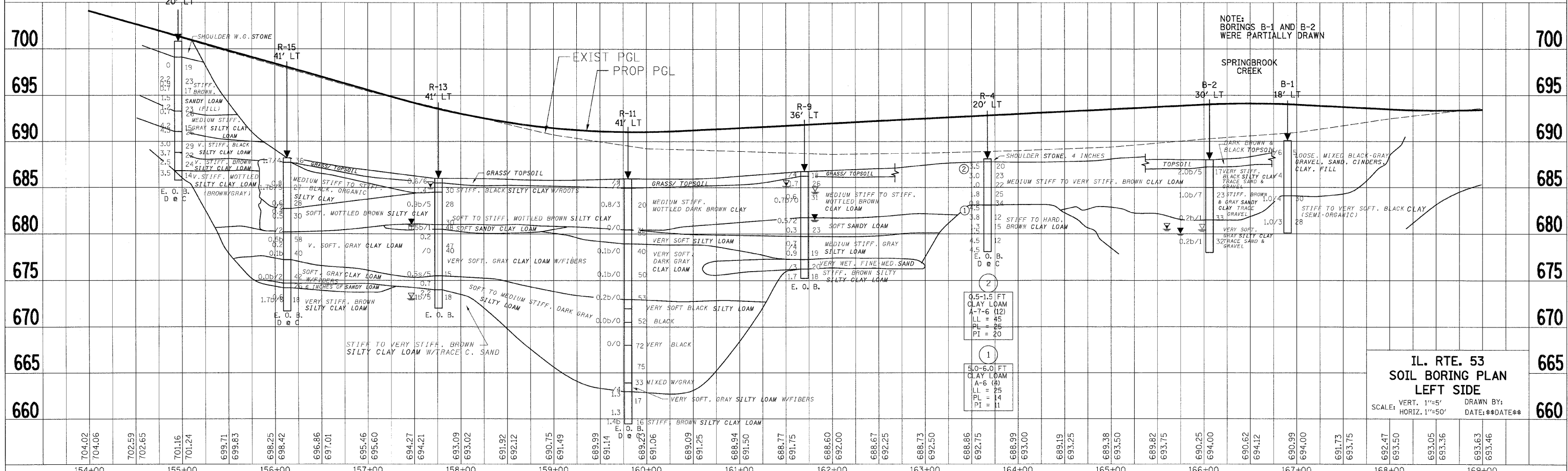
**FOR INFORMATION ONLY**



**IL. RTE. 53  
SOIL BORING PLAN  
CENTER**  
SCALE: VERT. 1"=5'  
HORIZ. 1"=50'  
DRAWN BY: \*\*DATE\*\*



**FOR INFORMATION ONLY**



NOTE: BORINGS B-1 AND B-2 WERE PARTIALLY DRAWN

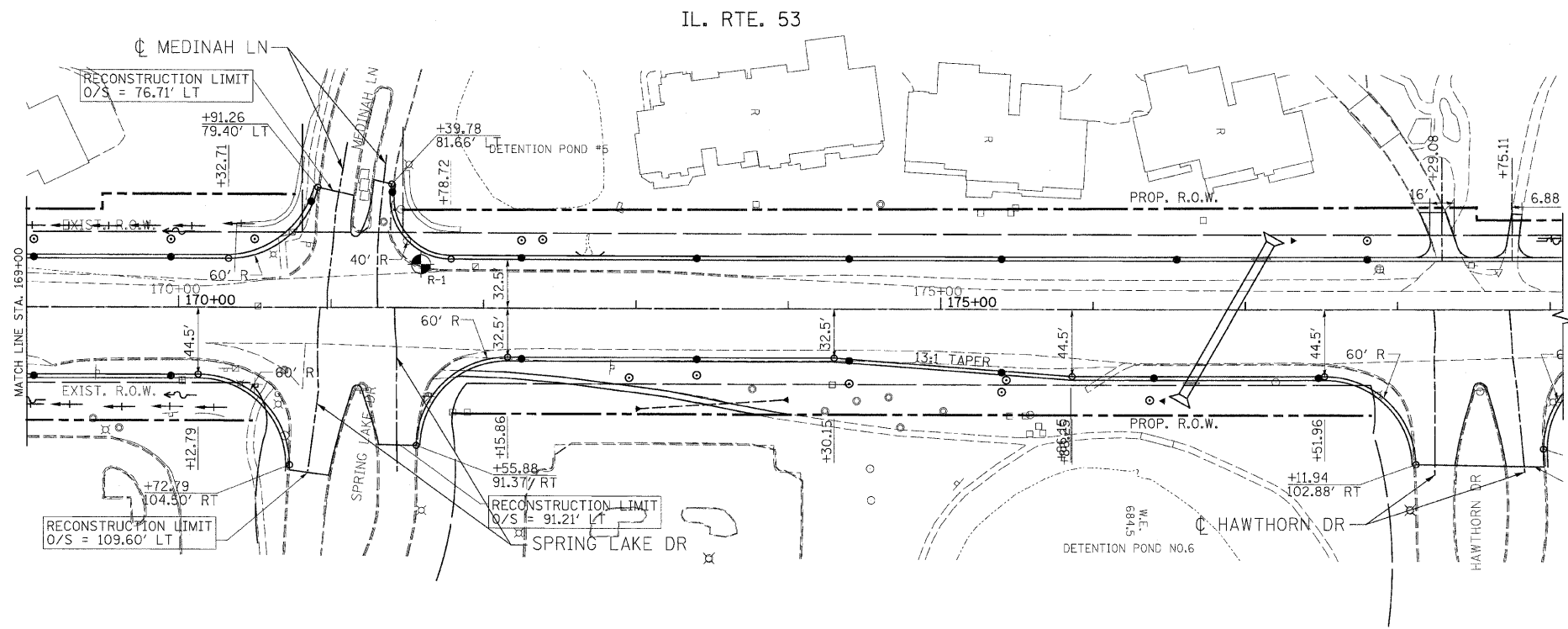
**IL. RTE. 53  
SOIL BORING PLAN  
LEFT SIDE**

SCALE: VERT. 1"=5'  
HORIZ. 1"=50'

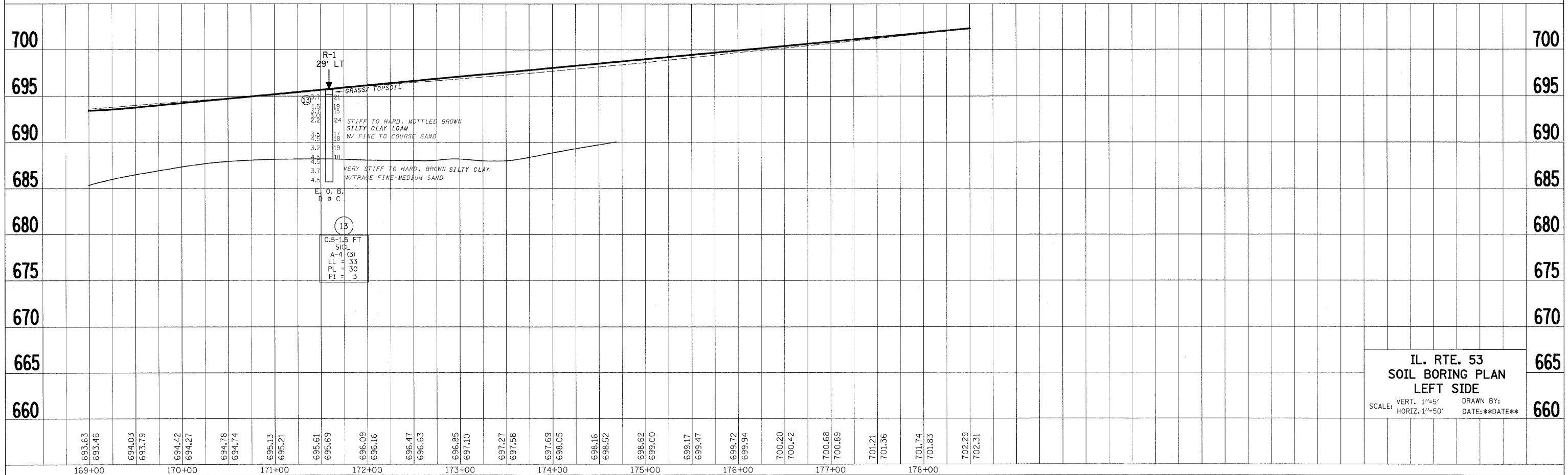
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DATE: ##DATE##

\*DATE-TIME\*  
\*DGN-SPEC\*  
\*USER\*

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 169+00		TO STA. 179+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



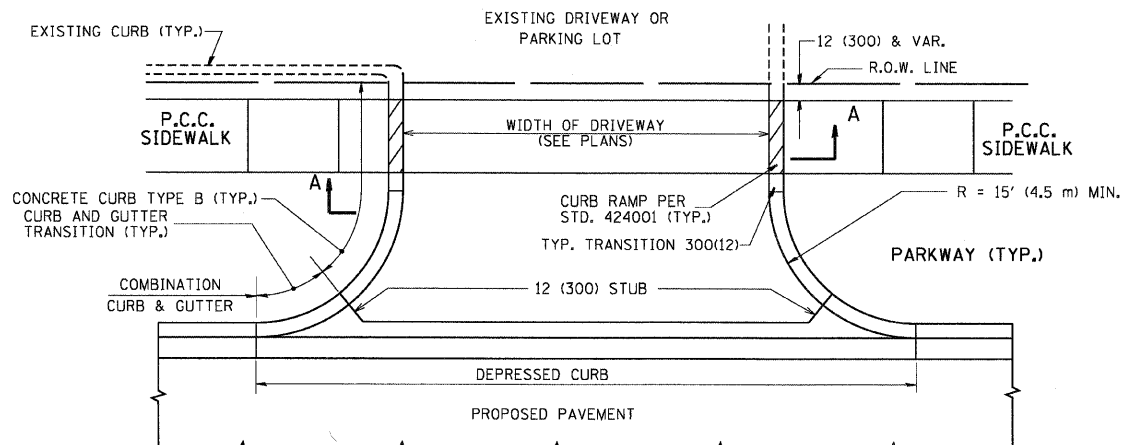
**FOR INFORMATION ONLY**



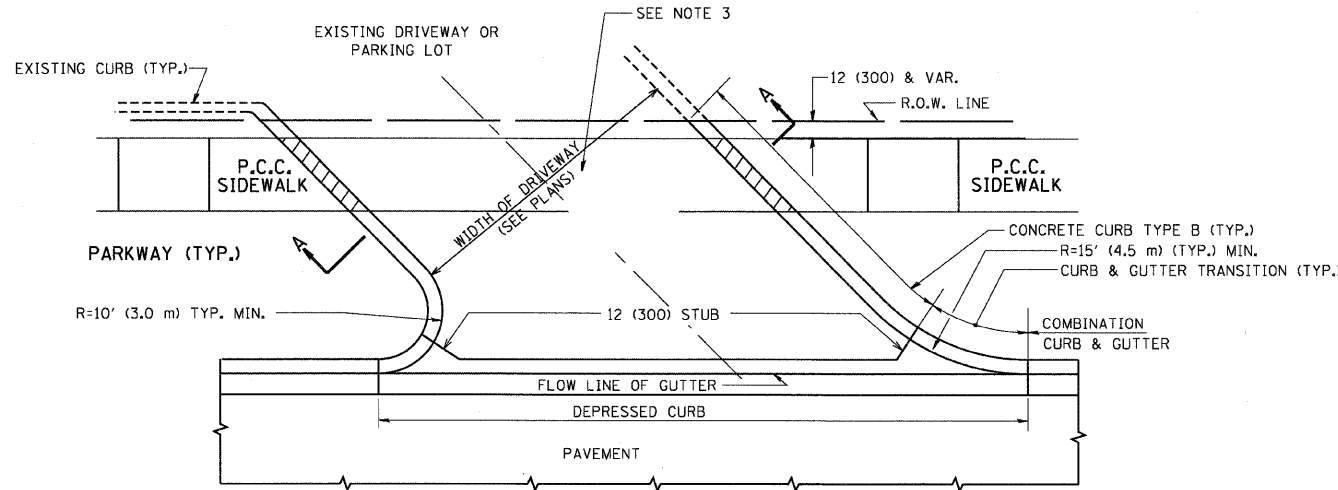
IL. RTE. 53  
SOIL BORING PLAN  
LEFT SIDE  
SCALE: VERT. 1"=5' HORIZ. 1"=50'  
DRAWN BY: DATE: \*\*DATE\*\*

\*DATE-TIME\*  
\*DGN-SPEC\*  
\*USER\*

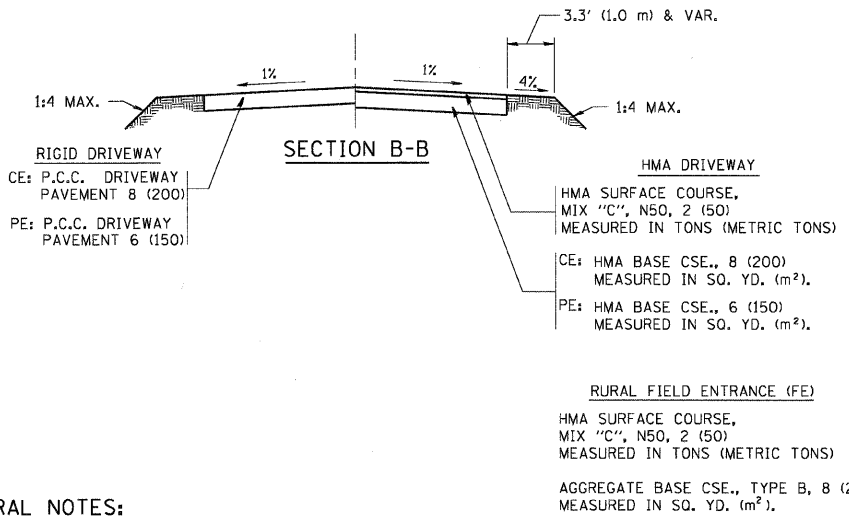
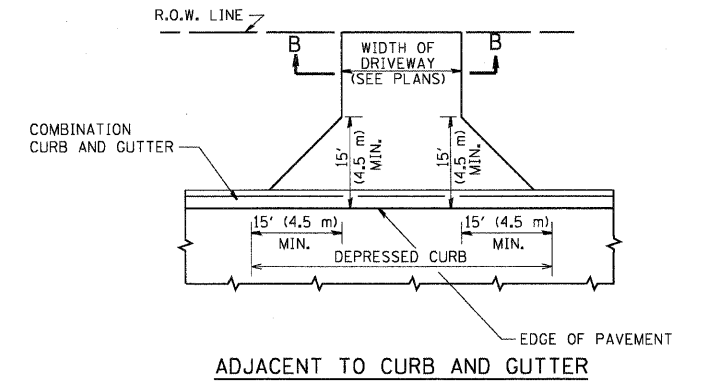
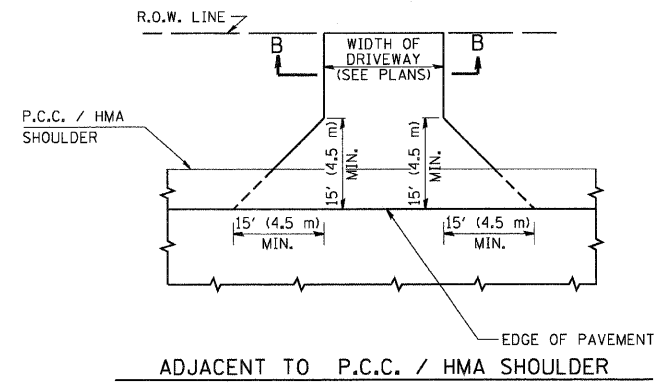
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	87
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

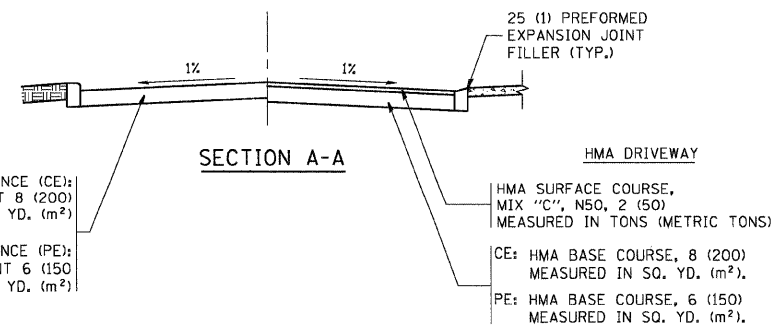
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LAFLEUR	04-15-03
R. BORO	01-01-07
R. BORO	06-11-08

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

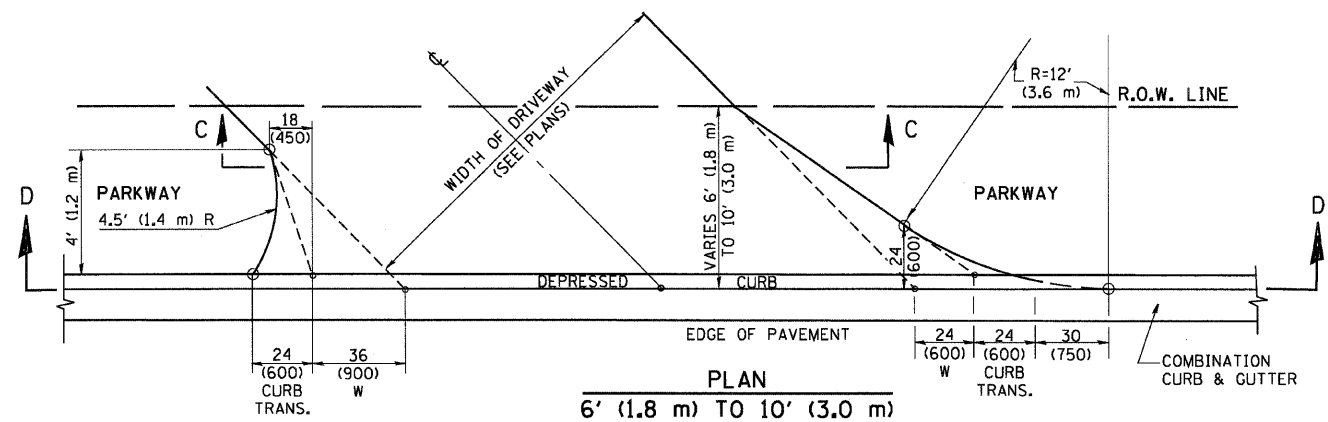
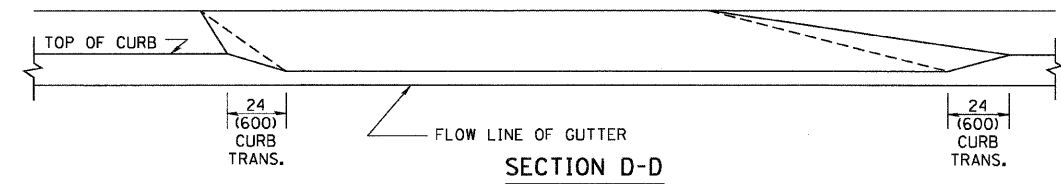
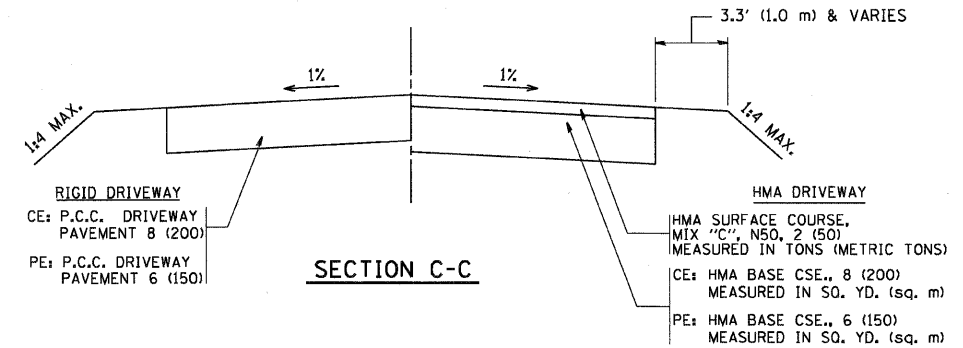
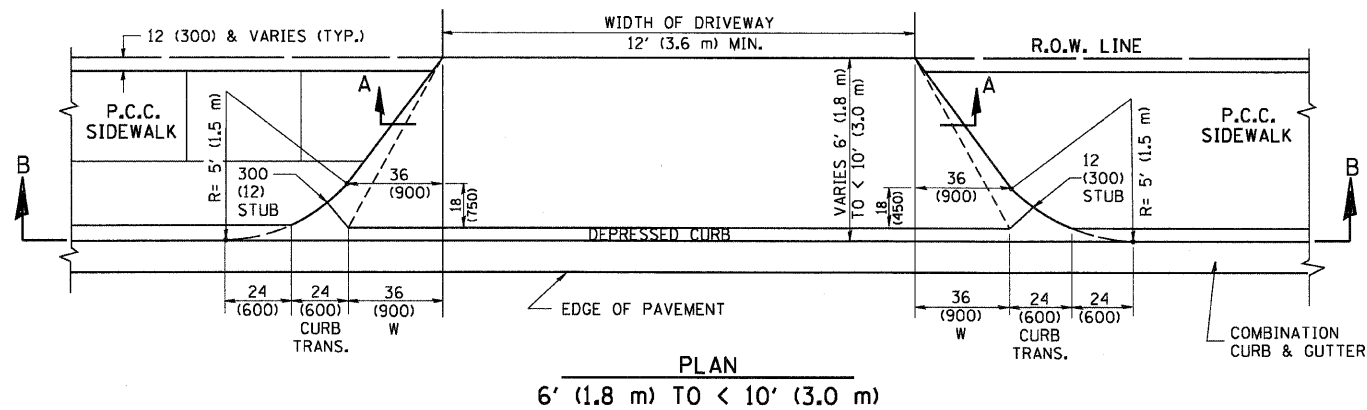
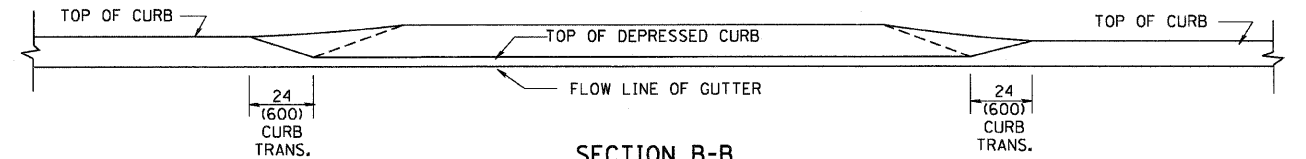
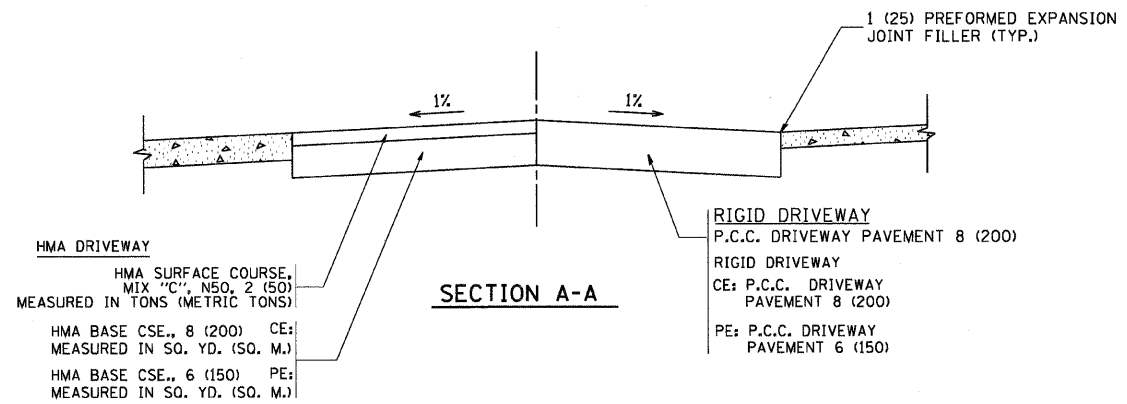
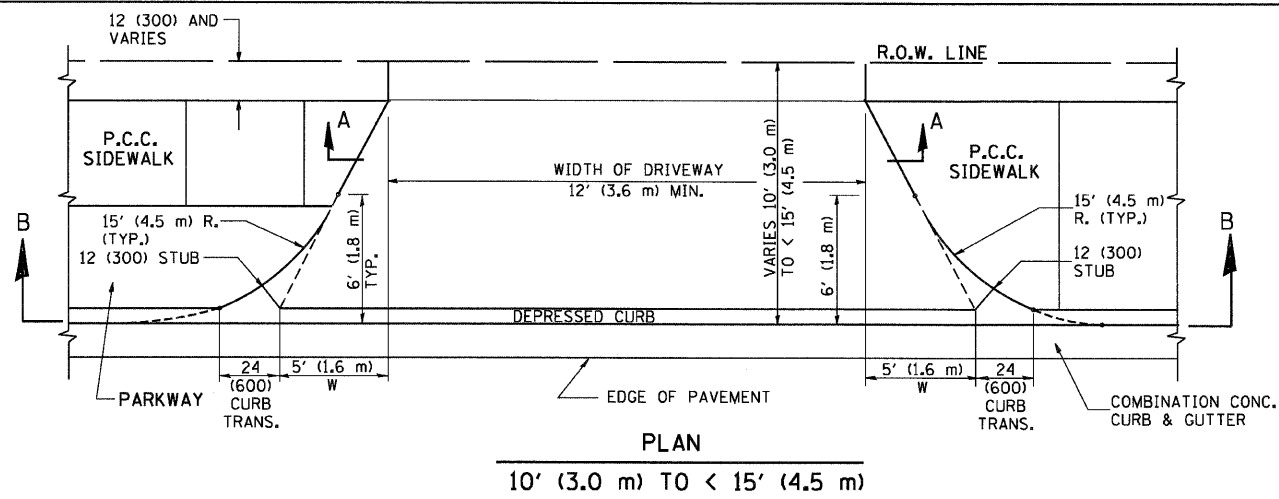
SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

PLOT DATE = 6/12/2008  
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 USER NAME = baur-dl

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	88
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DRIVEWAY DETAILS**  
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

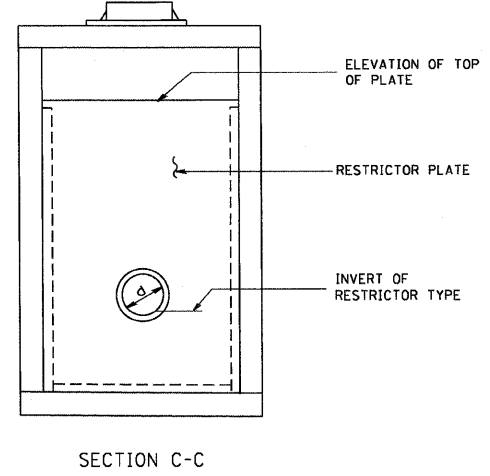
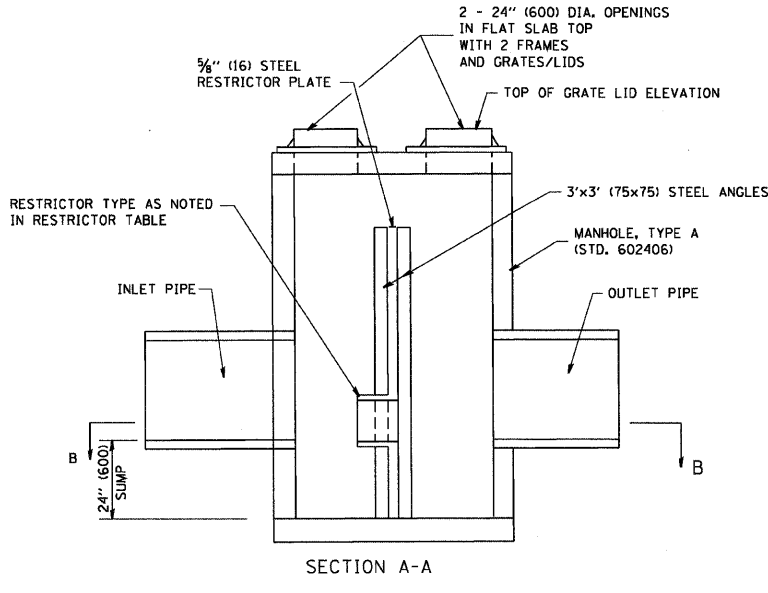
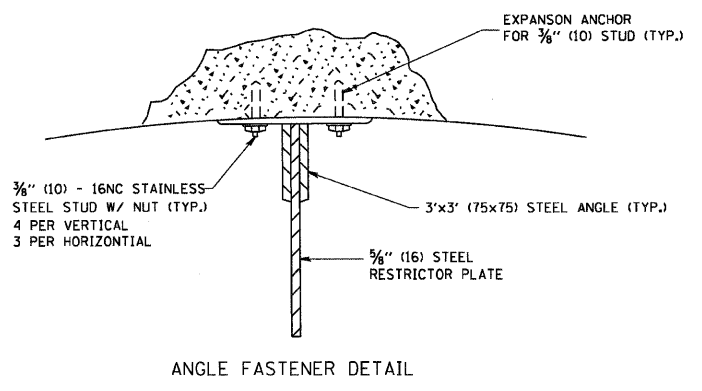
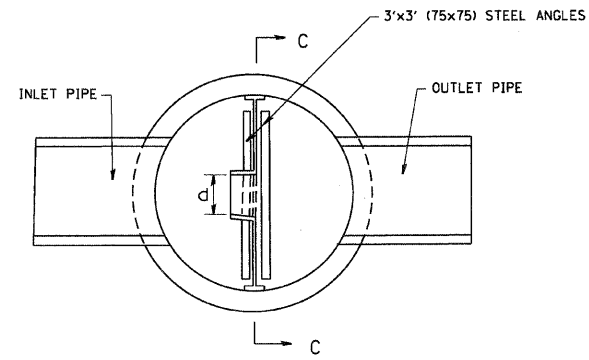
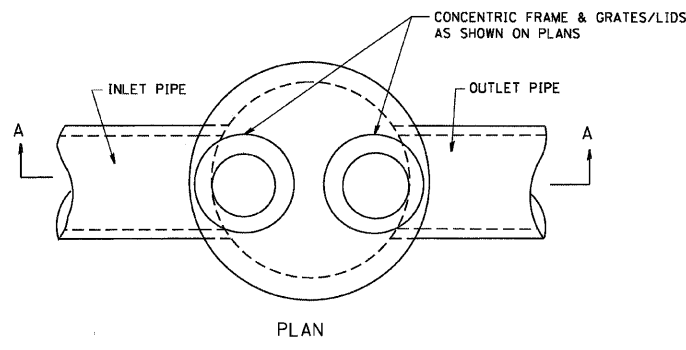
REVISIONS	
NAME	DATE
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97
M. GOMEZ	04/06/01
P. LAFLEUR	04/15/03
R. BORO	01/01/07

SCALE: VERT. NONE  
HORIZ.

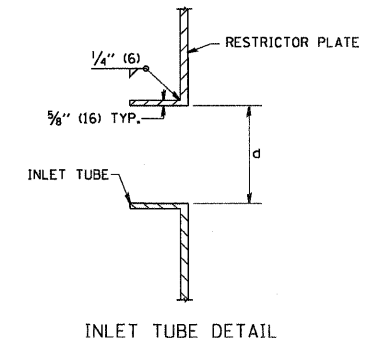
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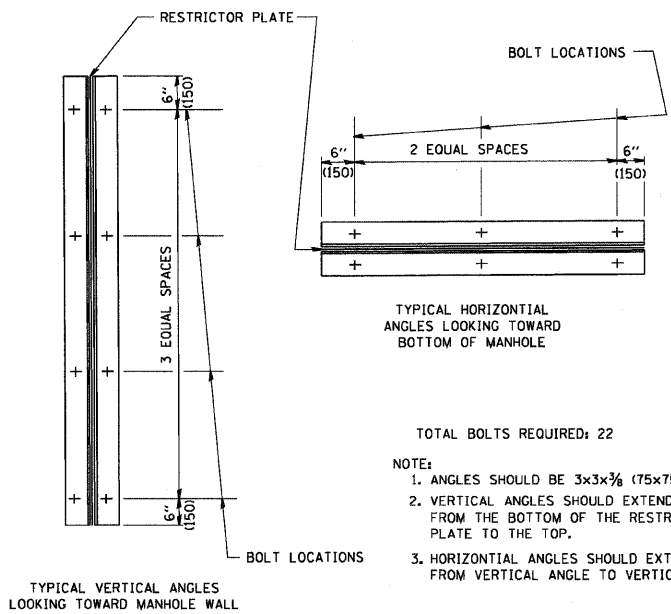
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	89
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- NOTES:
- ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
  - ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
  - BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
159+41.0	7'	TYPE 1	2	12"	686.91	691.26



- TOTAL BOLTS REQUIRED: 22
- NOTE:
- ANGLES SHOULD BE 3x3x3/8 (75x75x75)
  - VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
  - HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94
E. GOMEZ	08/28/00
M. GOMEZ	01/08/01

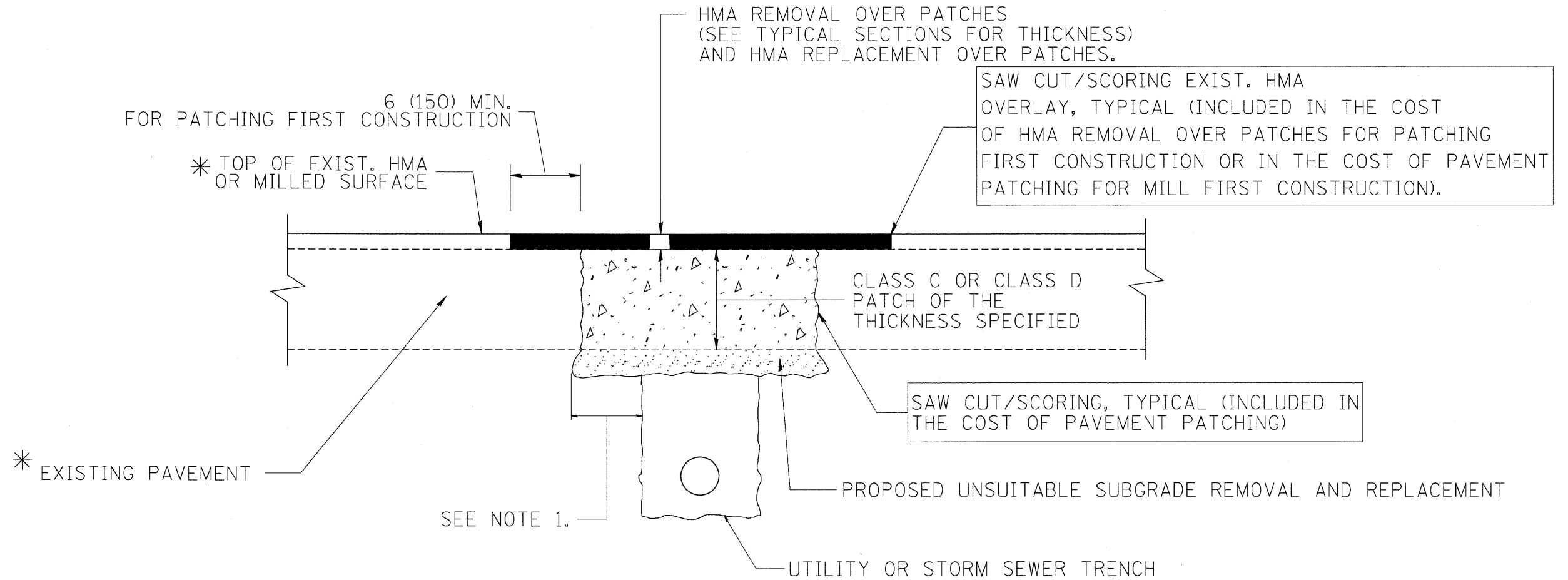
ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

SCALE: VERT. NONE  
HORIZ. NONE

DRAWN BY  
CHECKED BY

PLT DATE = 01/02/07  
FILE NAME = K:\cassidy\12.dgn  
PLT SCALE = 50/800 / IN.  
USER NAME = baur-dl



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

REVISIONS	
NAME	DATE
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07
R. BORO	09/04/07
K. ENG	10/27/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

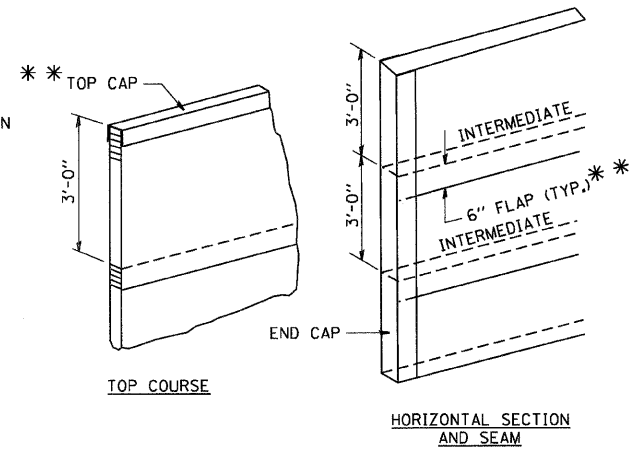
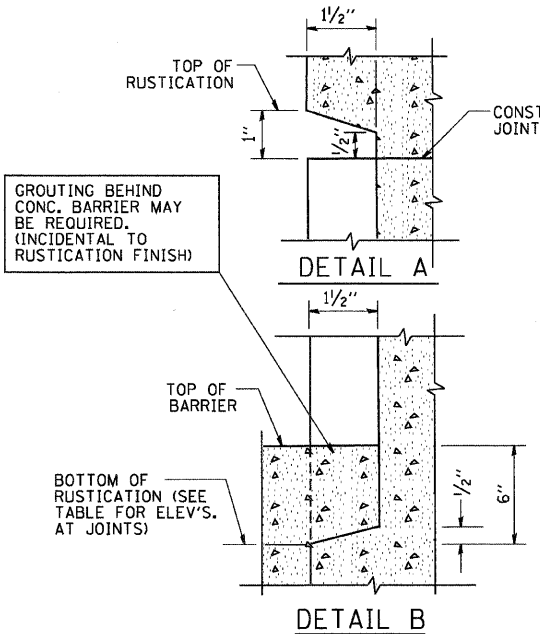
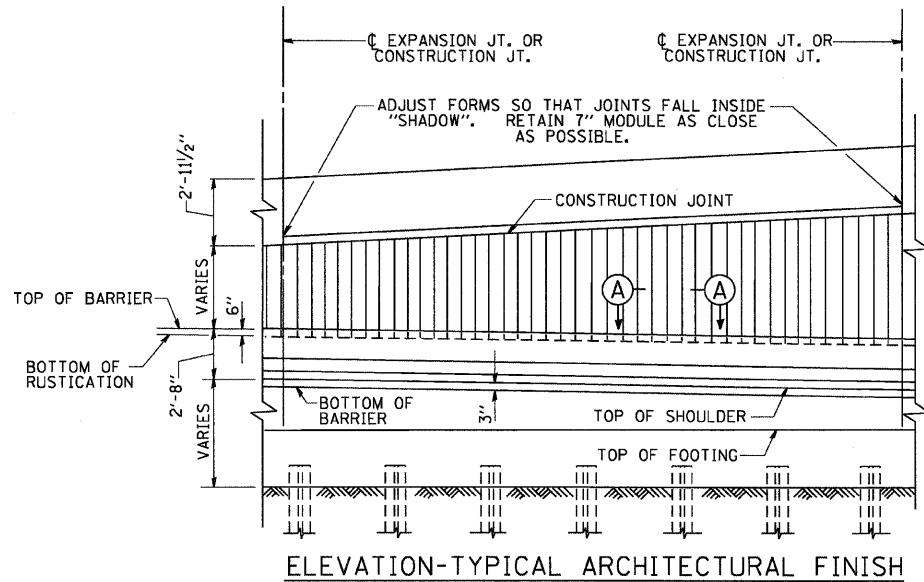
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CHECKED BY

BD400-04 (BD-22)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	91

STA.	TO STA.
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



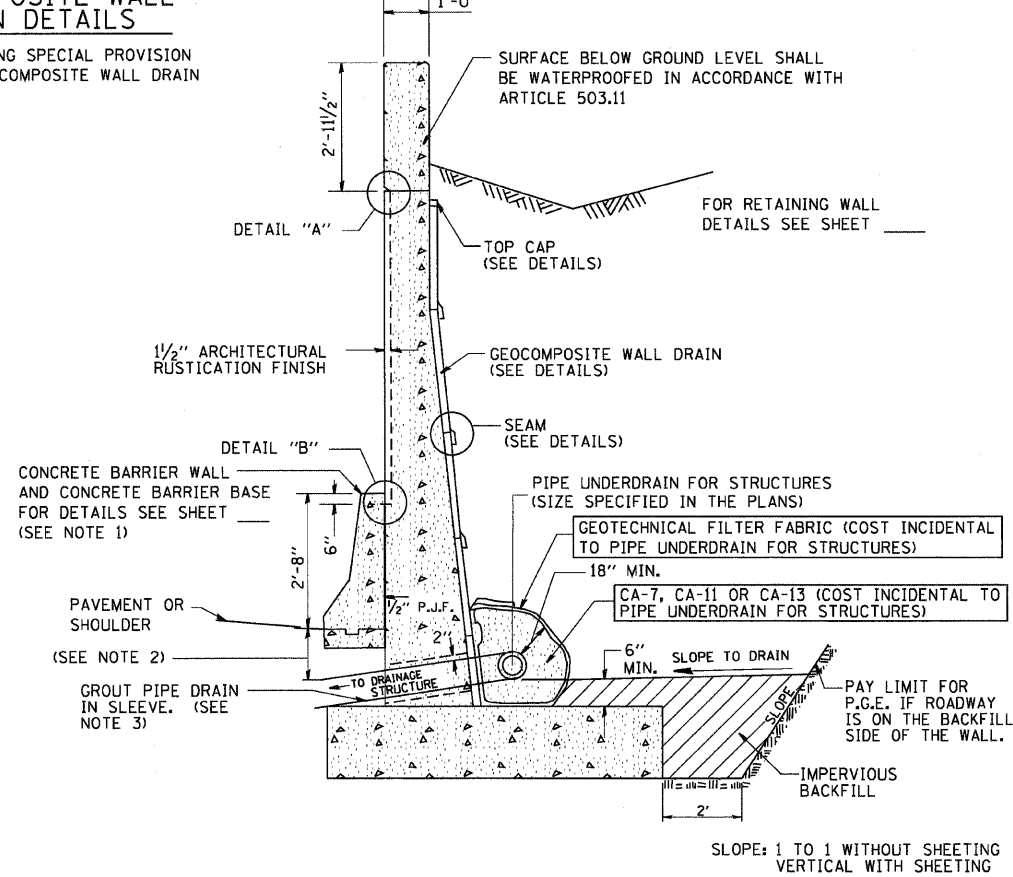
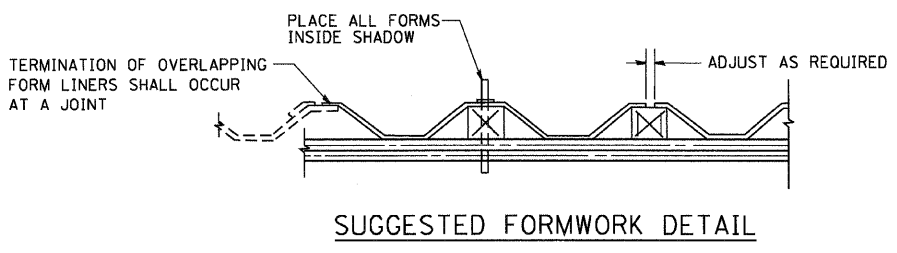
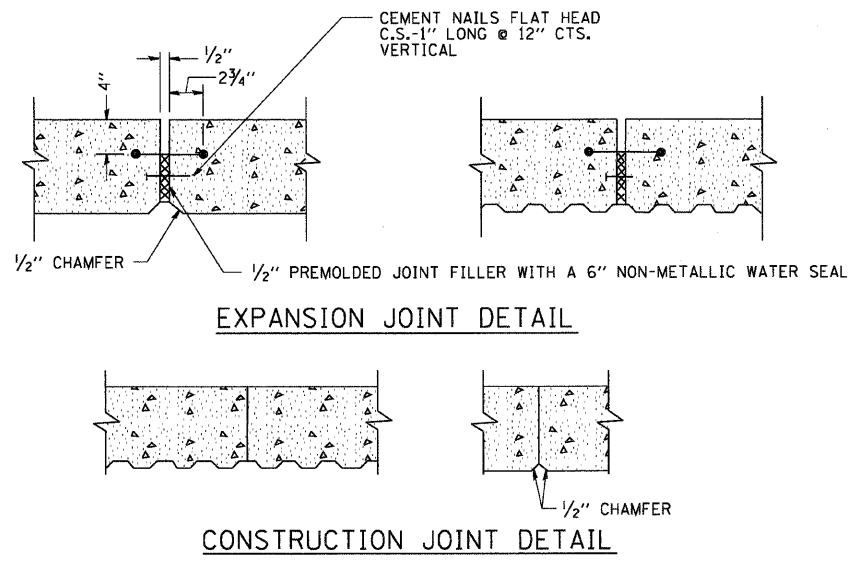
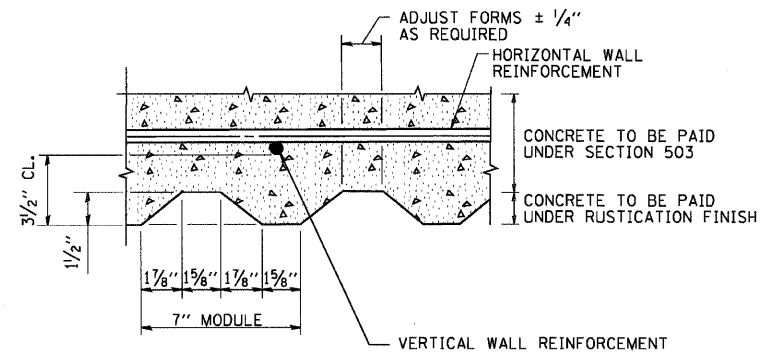
GEOCOMPOSITE WALL DRAIN DETAILS

\* \* SEE RECURRING SPECIAL PROVISION #43 FOR GEOCOMPOSITE WALL DRAIN

PREFERRED PAY ITEMS

50400850	* CLASS X CONCRETE (RETAINING WALL)	(C.Y.)
50400510	* RUSTICATION FINISH	(S.F.)
60709582	* PIPE UNDERDRAINS FOR STRUCTURES 6"	(L.F.)
Z0027750	* GEOCOMPOSITE WALL DRAIN	(S.Y.)
60700200	* PIPE DRAINS 6"	(L.F.)

\* SEE SPECIAL PROVISIONS



NOTE 1.  
CONCRETE BARRIER CONSTRUCTION:  
WHEN THE CONCRETE BARRIER WALL IS TO BE CONSTRUCTED MONOLITHIC WITH THE RETAINING WALL THE DETAILS SHOWN IN THE RETAINING WALL SECTION SHALL GOVERN.

NOTE 2.  
PIPE DRAIN SLOPE:  
PRIOR TO THE PLACEMENT OF THE PIPE UNDERDRAIN SLEEVE THE ENGINEER SHALL DETERMINE THE SLOPE REQUIRED FOR THE PIPE UNDERDRAIN TO ENTER BELOW THE DRAINAGE STRUCTURE LID AT OR BELOW THE MINIMUM DISTANCE SHOWN ON THE DETAILS FOR THE STRUCTURE.

NOTE 3.  
PIPE DRAIN  
THE PIPE DRAIN SHALL TERMINATE AT A DRAINAGE STRUCTURE.  
THE COST OF THE SLEEVE AND GROUT SHALL BE INCIDENTAL TO PIPE DRAINS.

REVISIONS	
NAME	DATE
FORD	11/30/88
FORD	05/15/89
DE YONG	09/07/89
DE YONG	07/11/90
DE YONG	08/18/90
DE YONG	07/09/91
R. WEIDEMAN	02/20/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

RUSTICATION FINISH AND GEOCOMPOSITE DRAIN FOR RETAINING WALLS

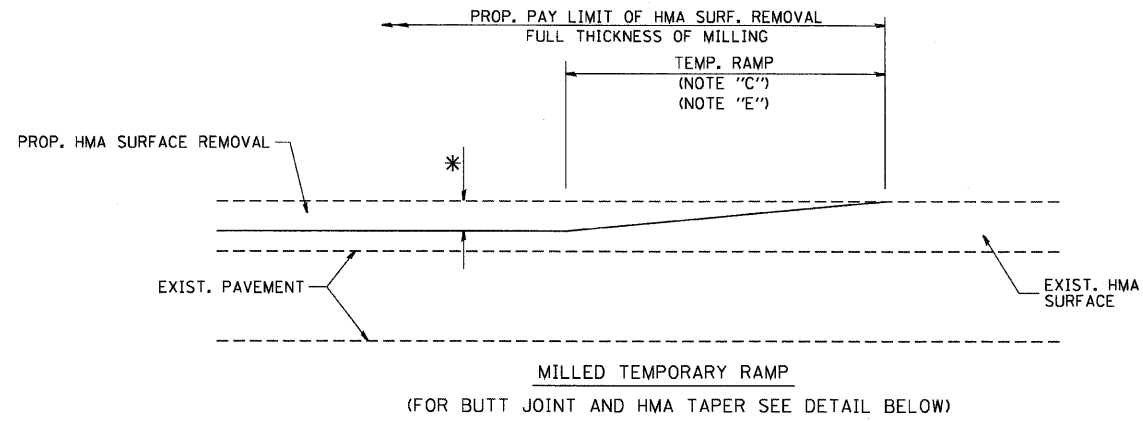
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HORIZ. NONE

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CHECKED BY

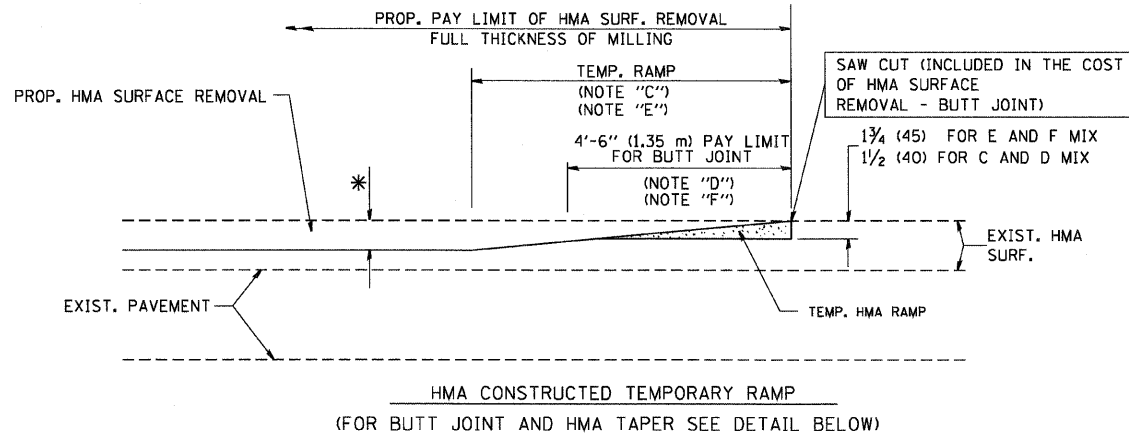
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USER NAME = baur-dl

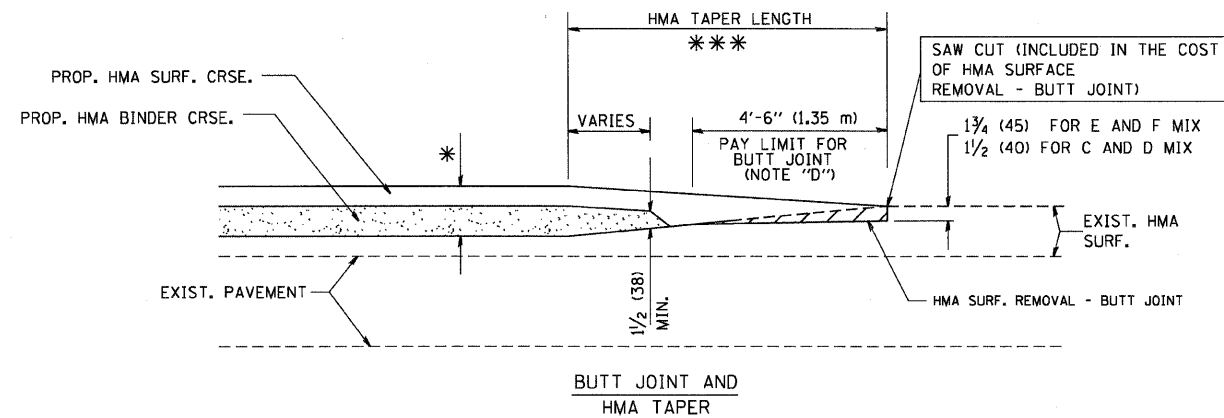
CONTRACT NO.			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
2578	532B-1	DU PAGE	117
STA.	TO STA.		SHEET NO.
			92
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



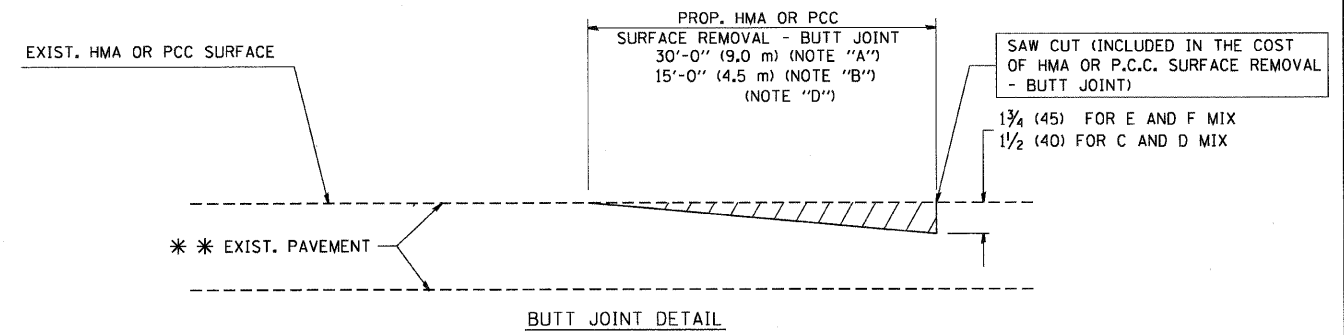
**OPTION 1**



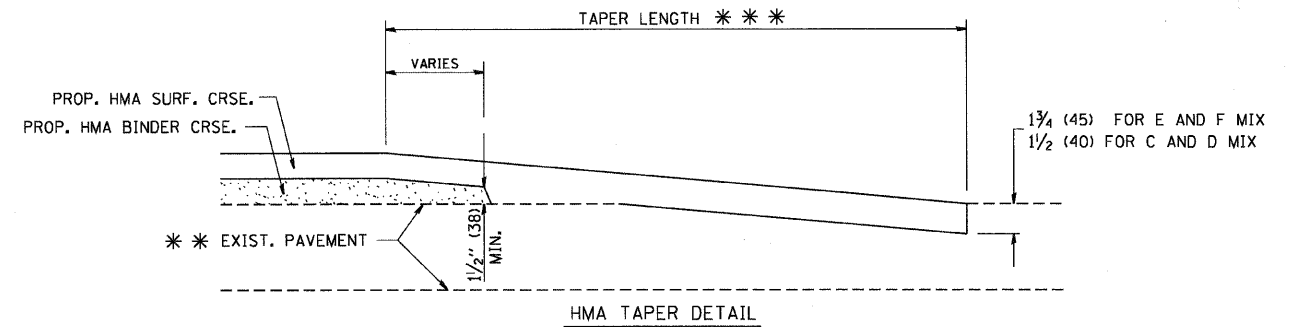
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

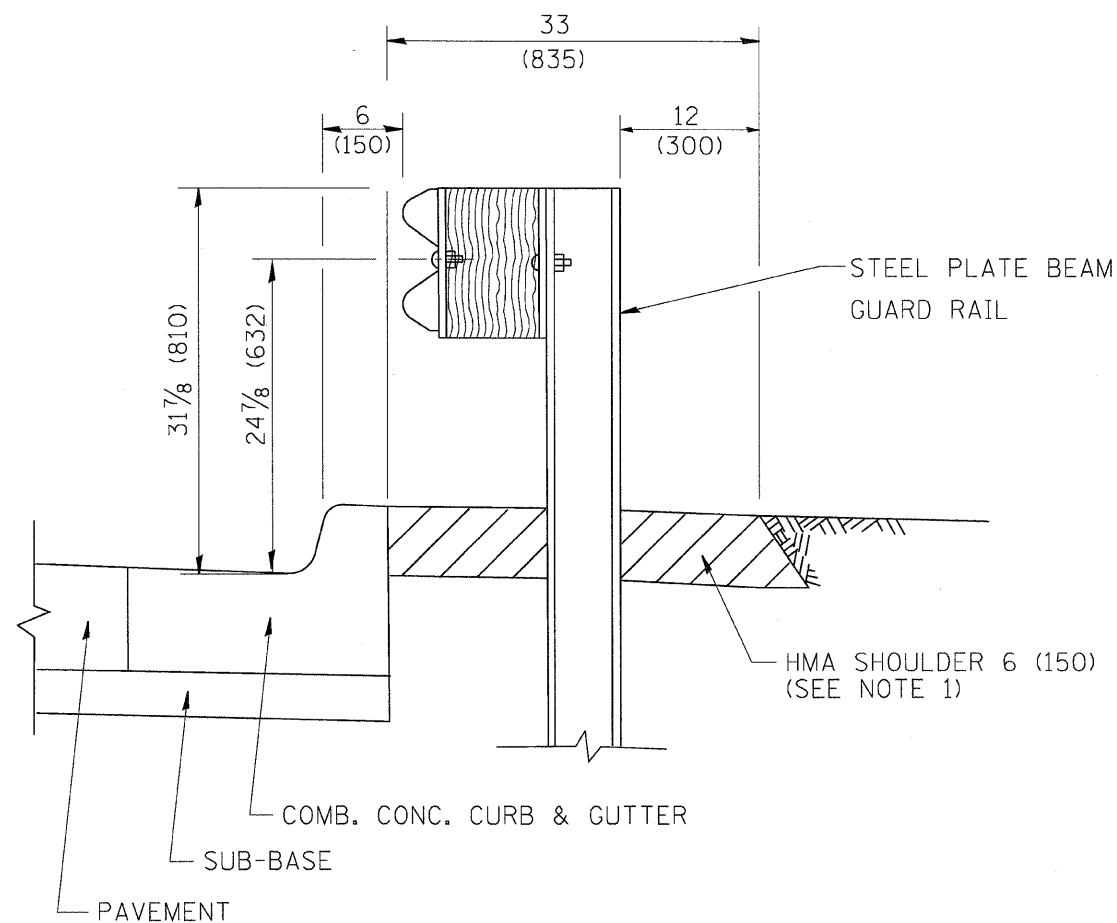
**BUTT JOINT AND HMA TAPER DETAILS**

SCALE: VERT. NONE  
HORIZ.

DRAWN BY  
CHECKED BY

BD400-05 (VI-BD32)

PLOT DATE = 7/1/2007  
FILE NAME = K:\projects\bd400\bd400.dgn  
PLOT SCALE = 0.500000 / IN.  
USER NAME = bmaurd

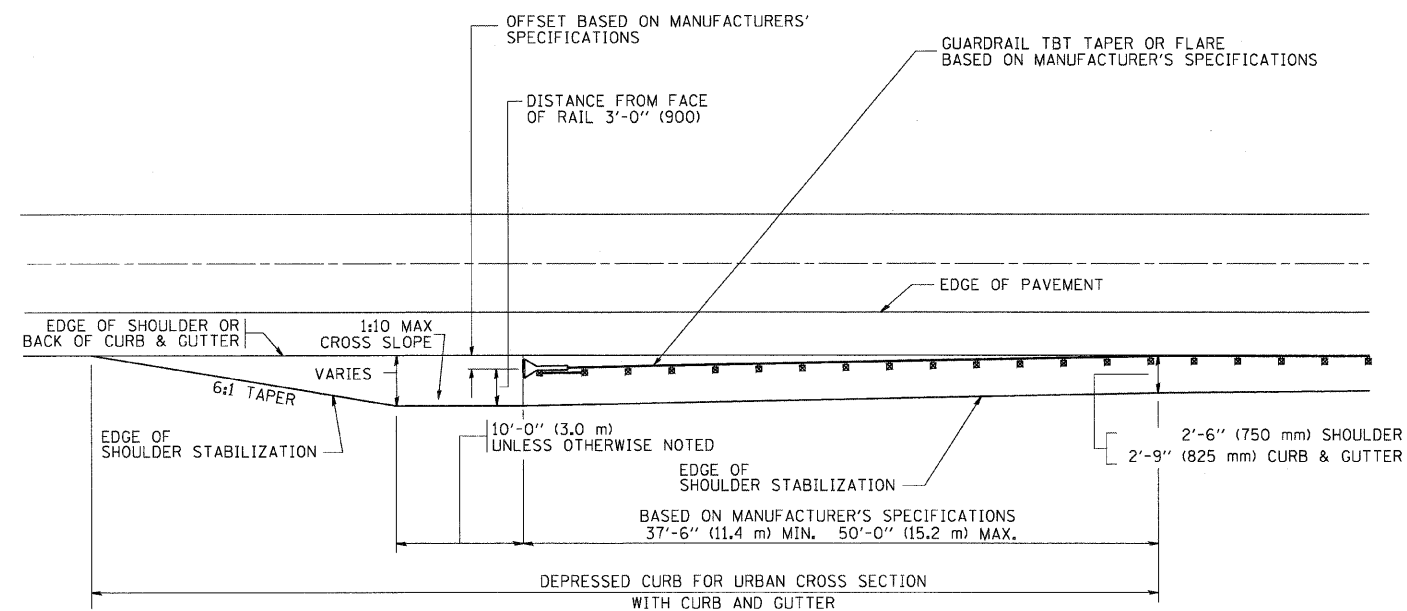


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

**DETAILS FOR STEEL PLATE BEAM  
GUARD RAIL ADJACENT TO CURB AND GUTTER  
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**STABILIZATION AT TBT TY. 1 SPL.**

TBT = TRAFFIC BARRIER TERMINAL  
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = C:\Projects\22x34\bd34.dgn	USER NAME = geglianobt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
		DRAWN -	REVISED - E. GOMEZ 08-28-00
	PLDT SCALE = 49.9999' / IN.	CHECKED -	REVISED - R. BORO 01-01-07
	PLDT DATE = 12/11/2008	DATE - 09-22-90	REVISED - R. BORO 12-08-2008

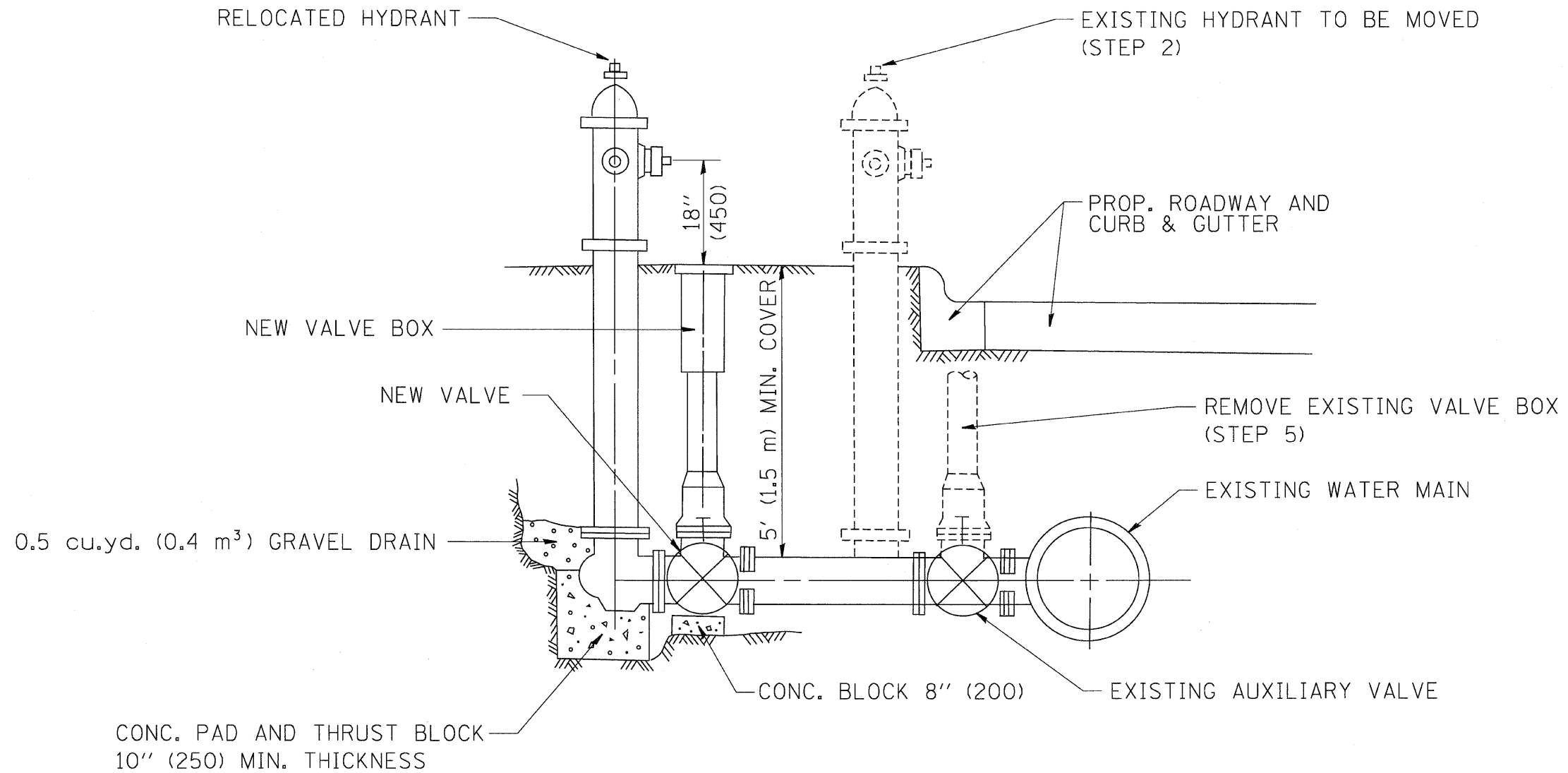
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT  
TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.**

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

F.A. RTE. 2578	SECTION 532B-1	COUNTY DU PAGE	TOTAL SHEETS 117	SHEET NO. 93
BD600-10 (BD 34)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	94
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

SCALE: VERT. NONE  
HORIZ.

DRAWN BY  
CHECKED BY



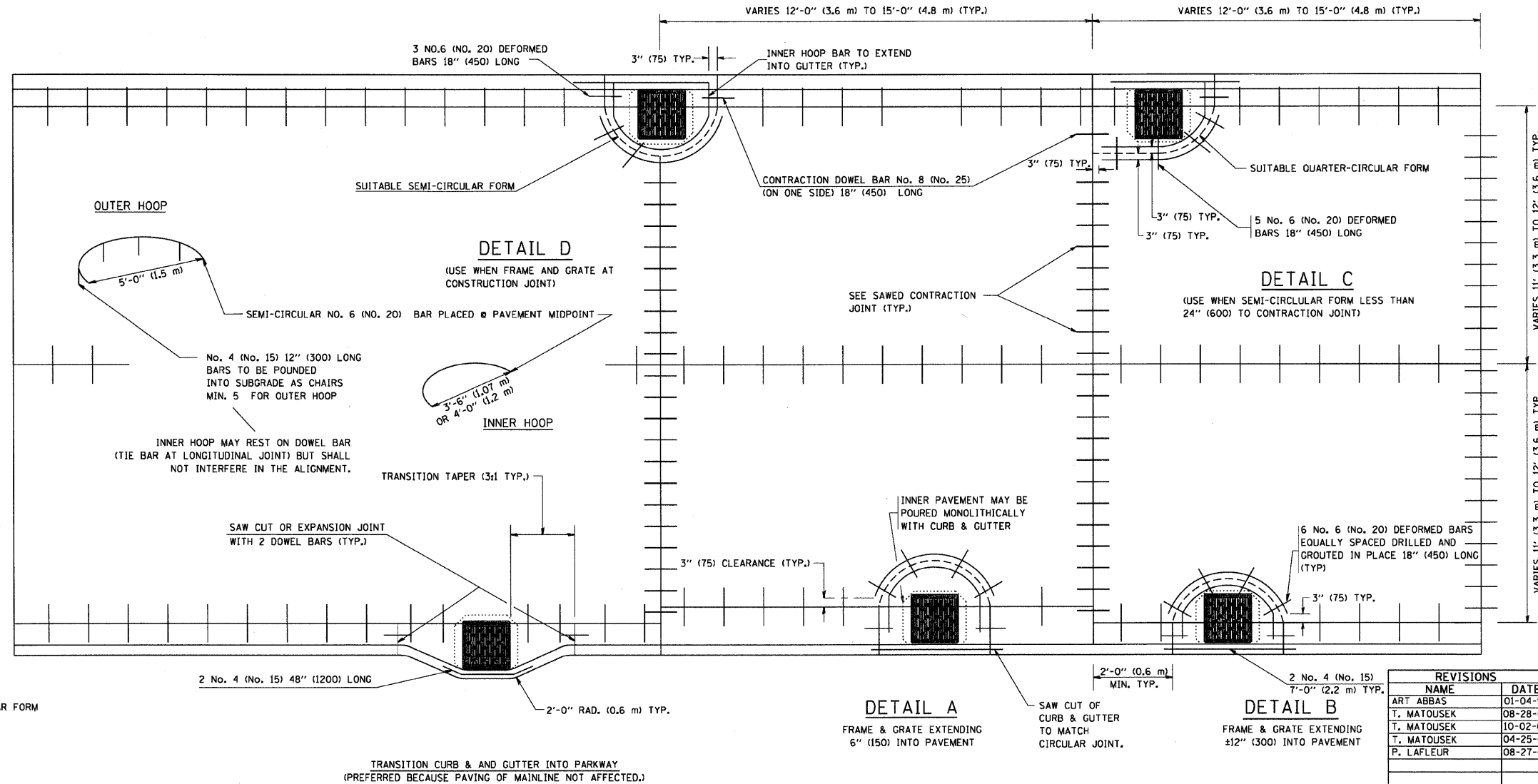
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	95
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

**DESIGNER NOTE:**  
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

**NOTES:**

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



**LEGEND:**  
..... CASTING  
----- SUITABLE SEMI-CIRCULAR FORM

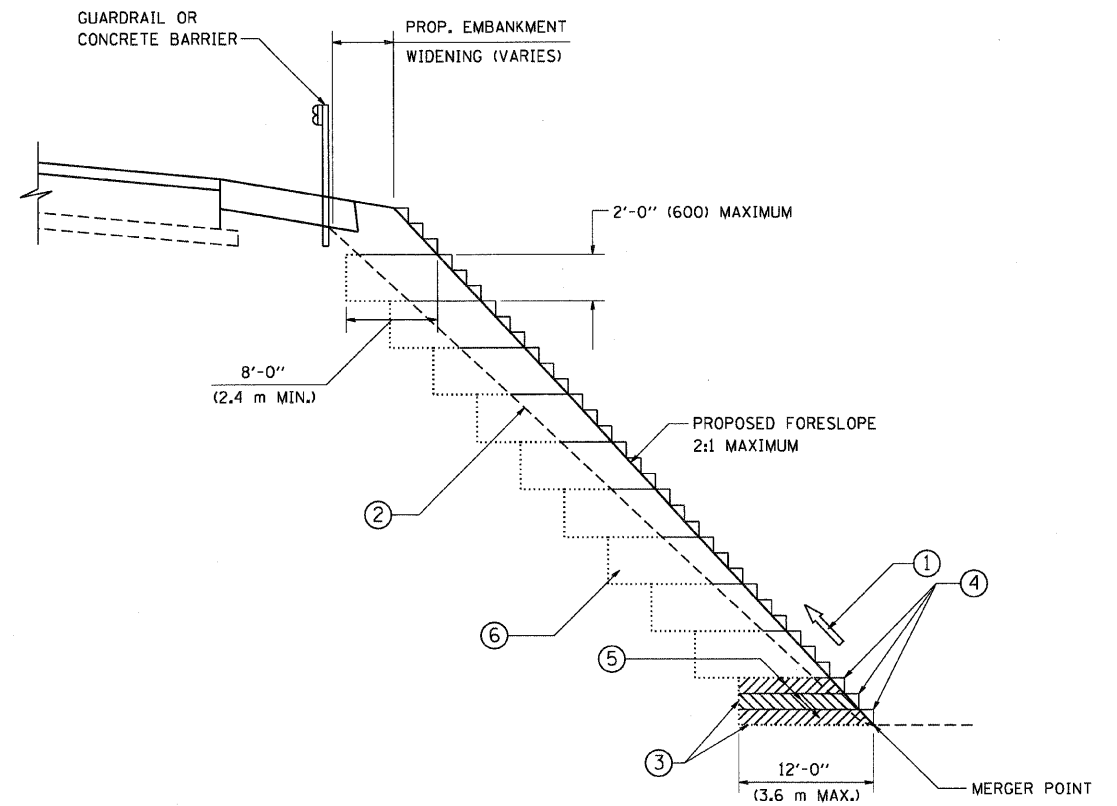
REVISIONS	
NAME	DATE
ART ABBAS	01-04-99
T. MATOUSEK	08-28-00
T. MATOUSEK	10-02-00
T. MATOUSEK	04-25-02
P. LAFLEUR	08-27-02

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER**

SCALE: VERT. NONE  
HORIZ. NONE  
DRAWN BY: TOM MATOUSEK  
CHECKED BY: A. ABBAS

PLOT DATE = 8/14/2007  
FILE NAME = K:\14\2007\140848.dgn  
PLOT SCALE = 475,9999 / IN.  
USER NAME = baurnd

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	98
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL  
FOR EMBANKMENT

**NOTES:**

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

REVISIONS	
NAME	DATE
	06/16/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

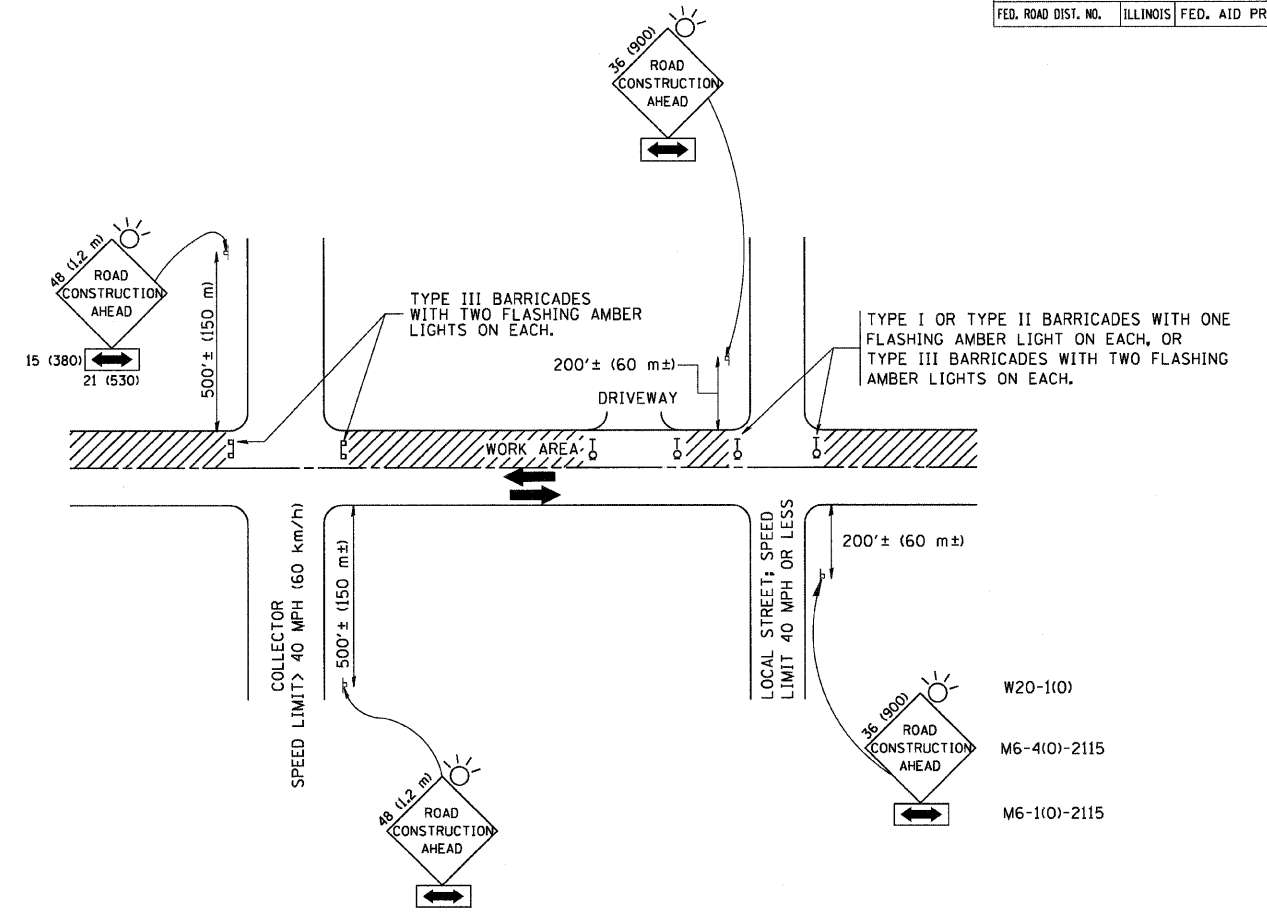
**BENCHING DETAIL  
FOR EMBANKMENT  
WIDENING**

SCALE: VERT. NONE  
HORIZ.

DRAWN BY: CADD  
CHECKED BY: S.E.B.

BD-51

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	97
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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 AND FLAG 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.
  - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

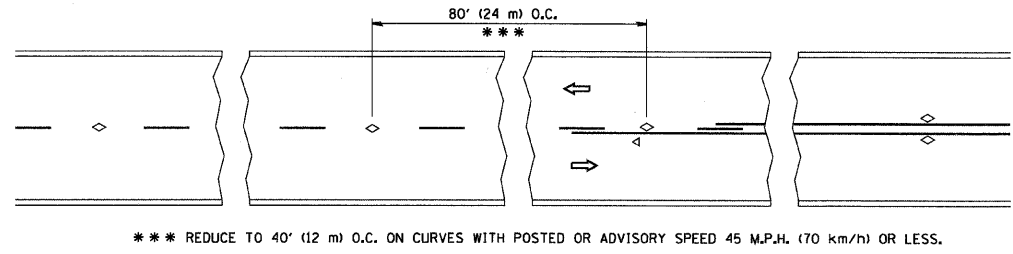
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 FOR  
 SIDE ROADS, INTERSECTIONS, AND  
 DRIVEWAYS

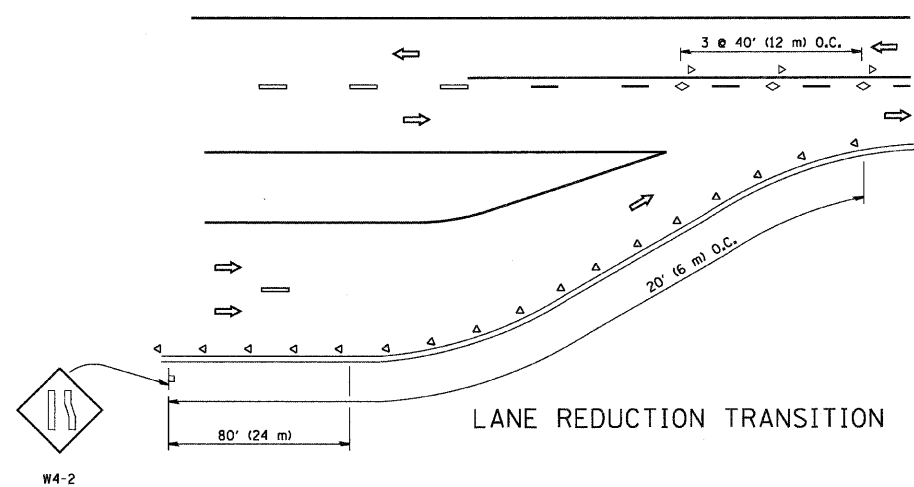
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 CHECKED BY  
 TC-10

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 USER NAME = bauer-dl

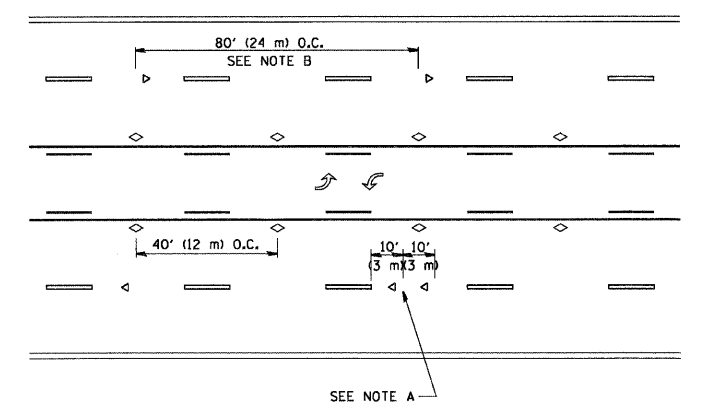
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



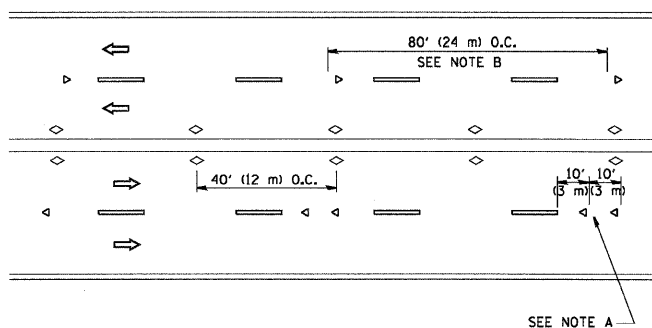
TWO-LANE/TWO-WAY



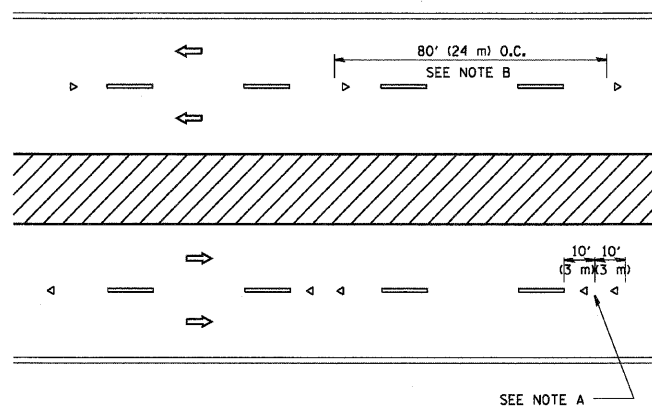
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

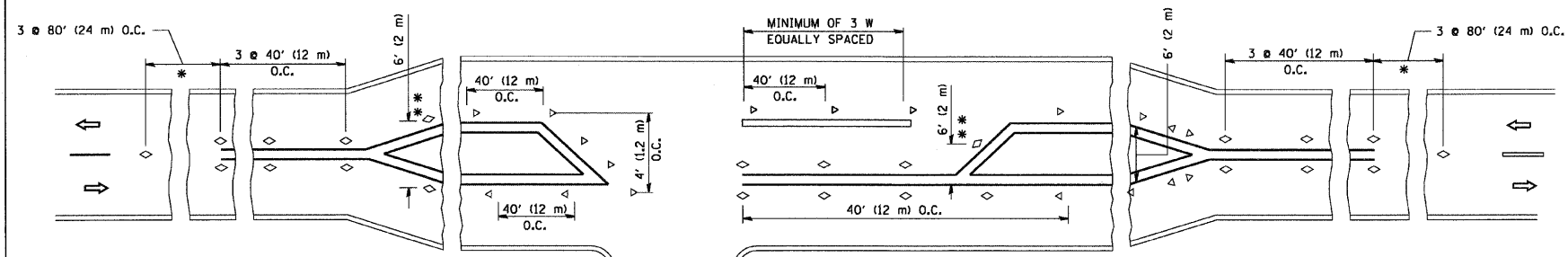
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

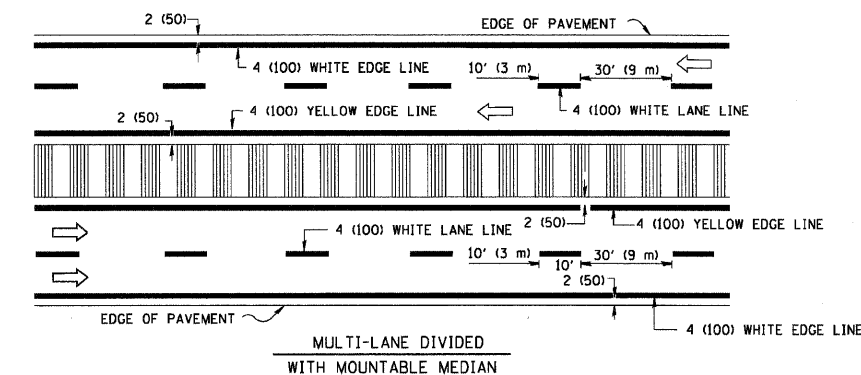
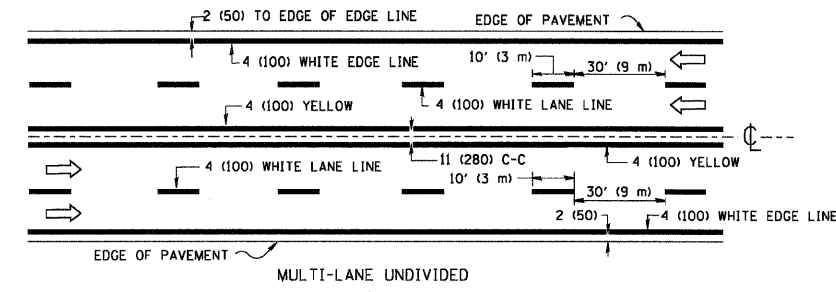
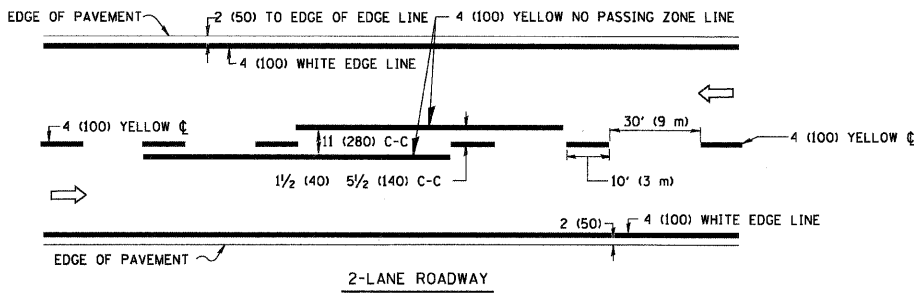
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TYPICAL APPLICATIONS  
RAISED REFLECTIVE PAVEMENT  
MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE  
DRAWN BY CADD  
CHECKED BY  
TC-11

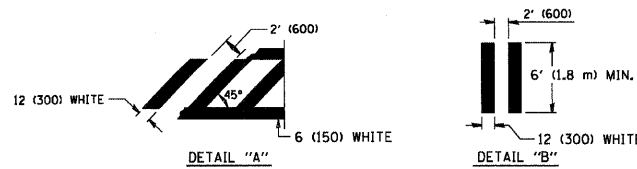
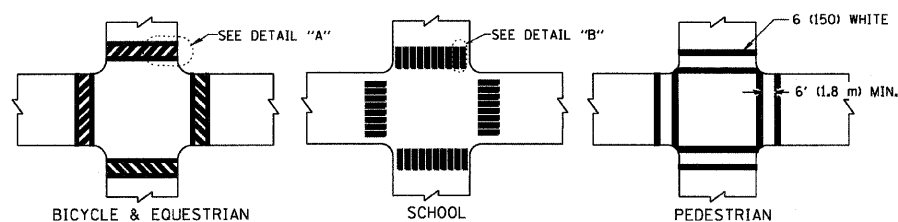
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USER NAME = bauer-dl

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	99
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

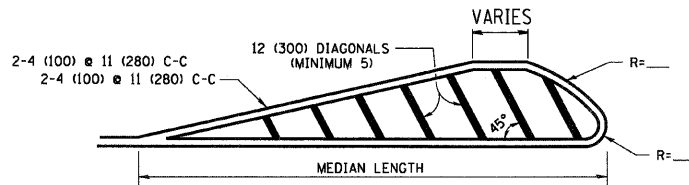
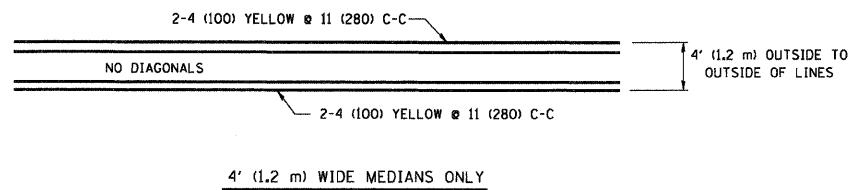


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



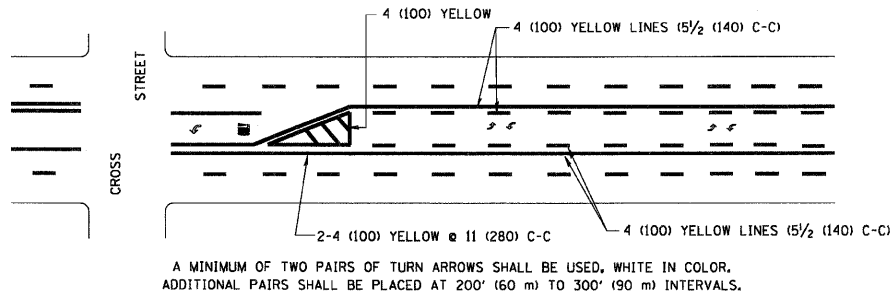
TYPICAL CROSSWALK MARKING



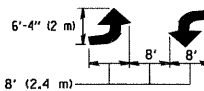
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

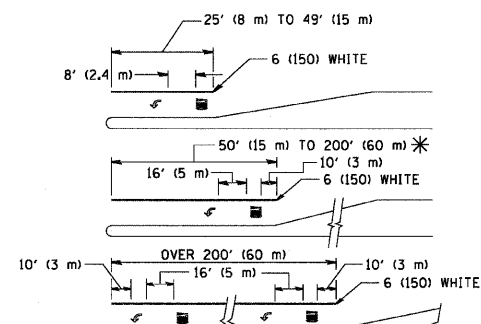


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

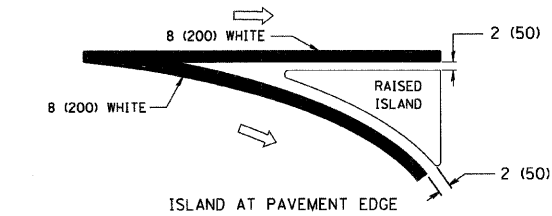
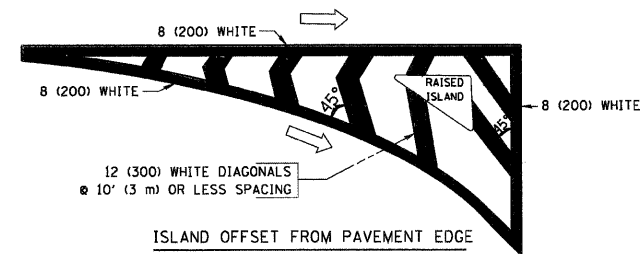


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°  NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT  
MARKINGS

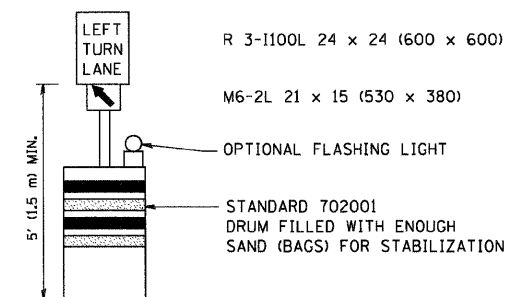
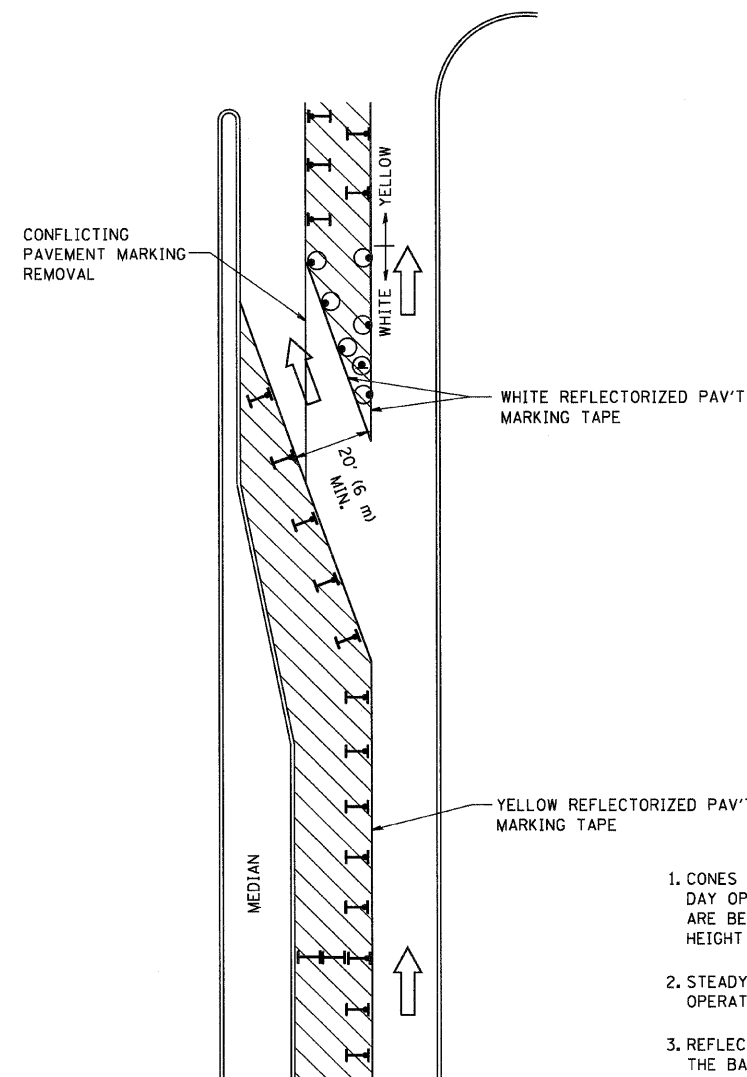
SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-13

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	100
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	


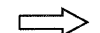






**GENERAL NOTES**

1. 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 CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

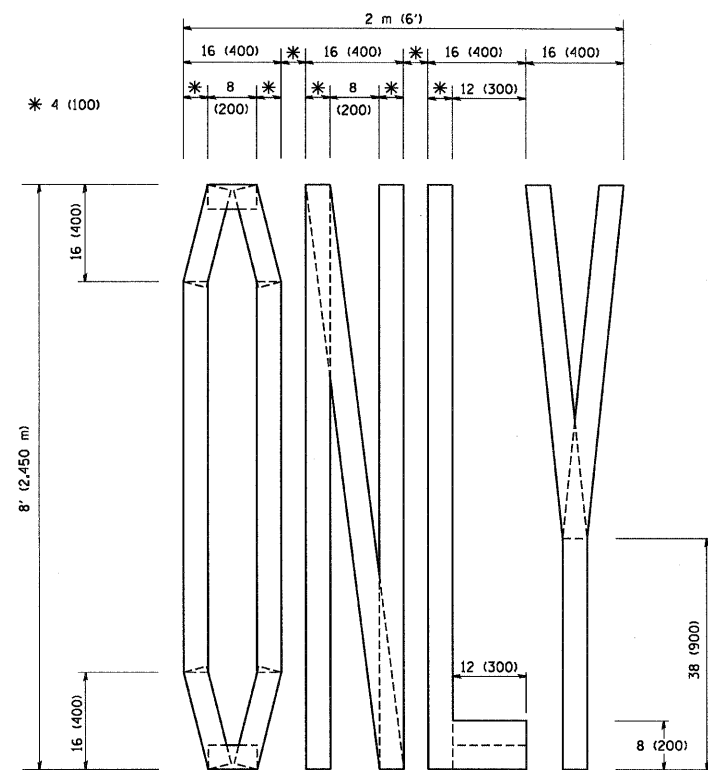
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL AND PROTECTION  
 AT TURN BAYS  
 (TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE

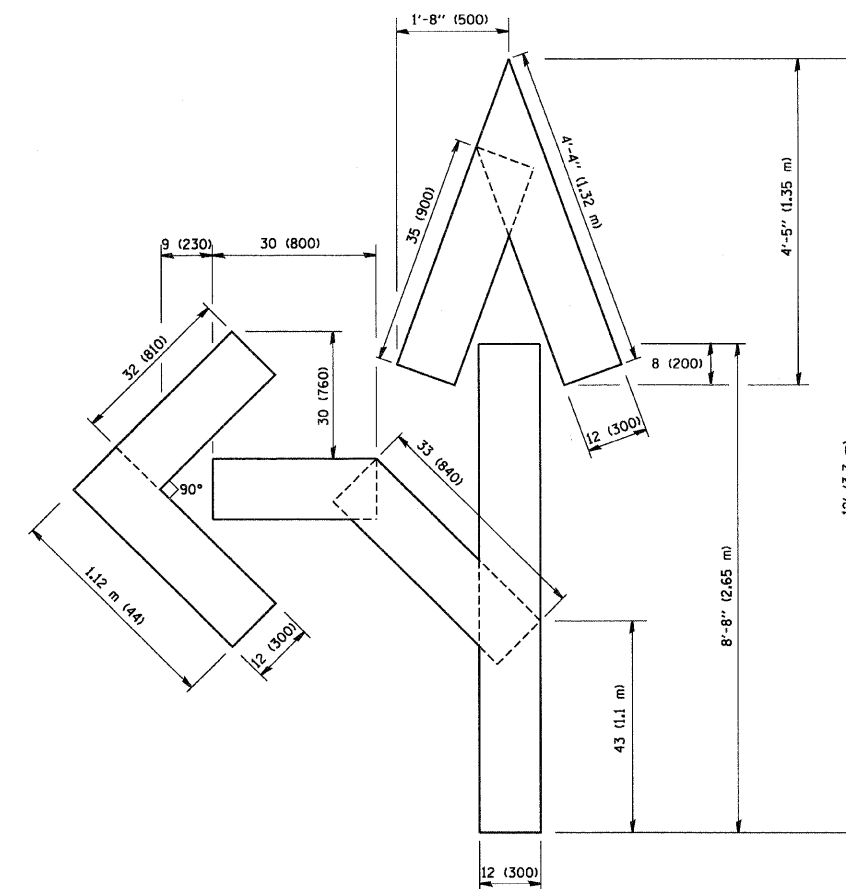
DRAWN BY  
 CHECKED BY LHA



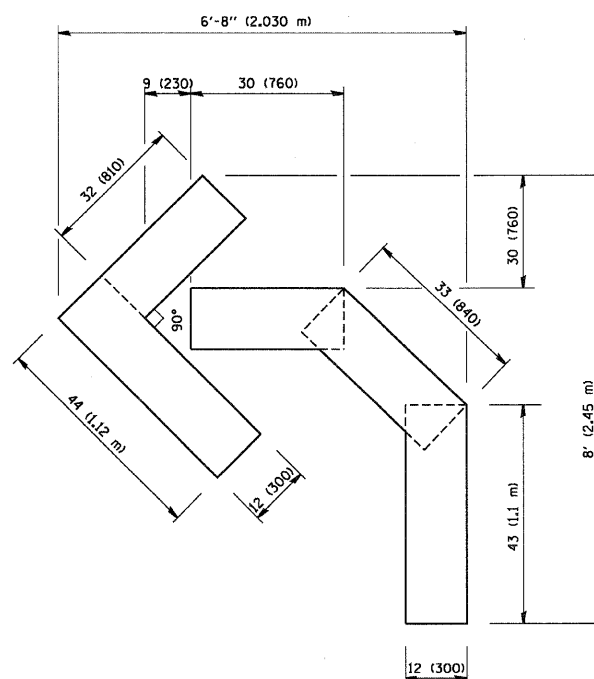
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	101
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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



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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
 LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD

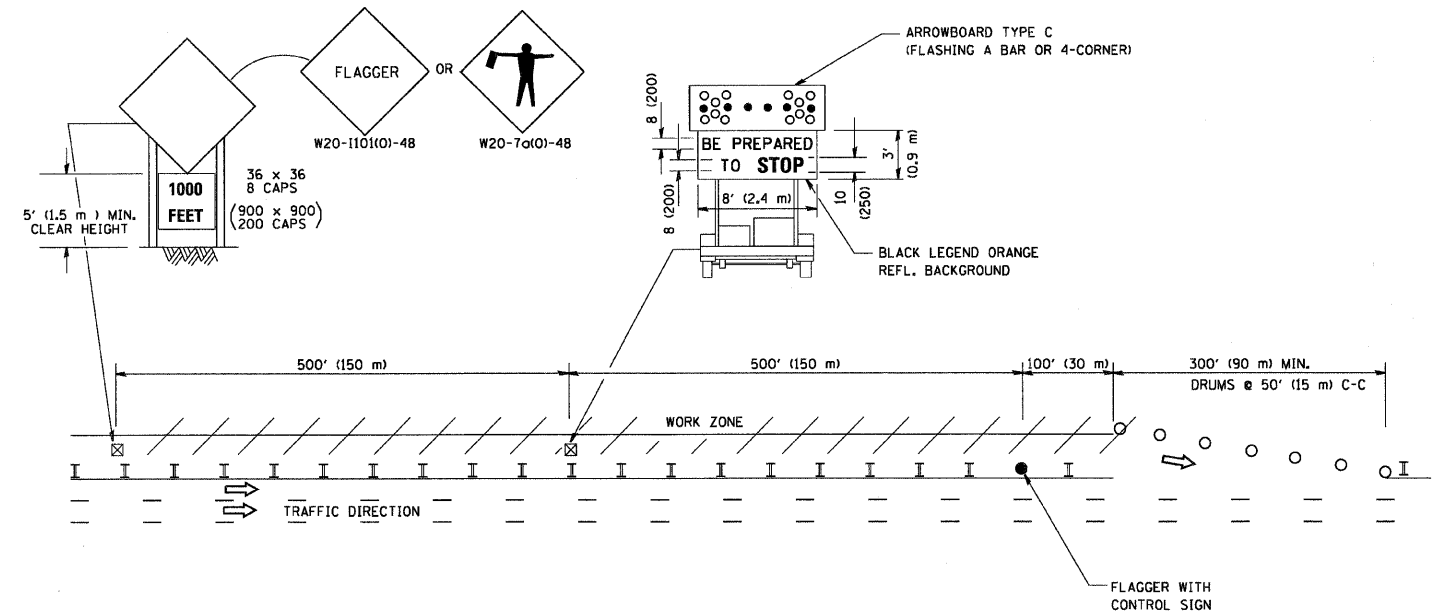
CHECKED BY

TC-16

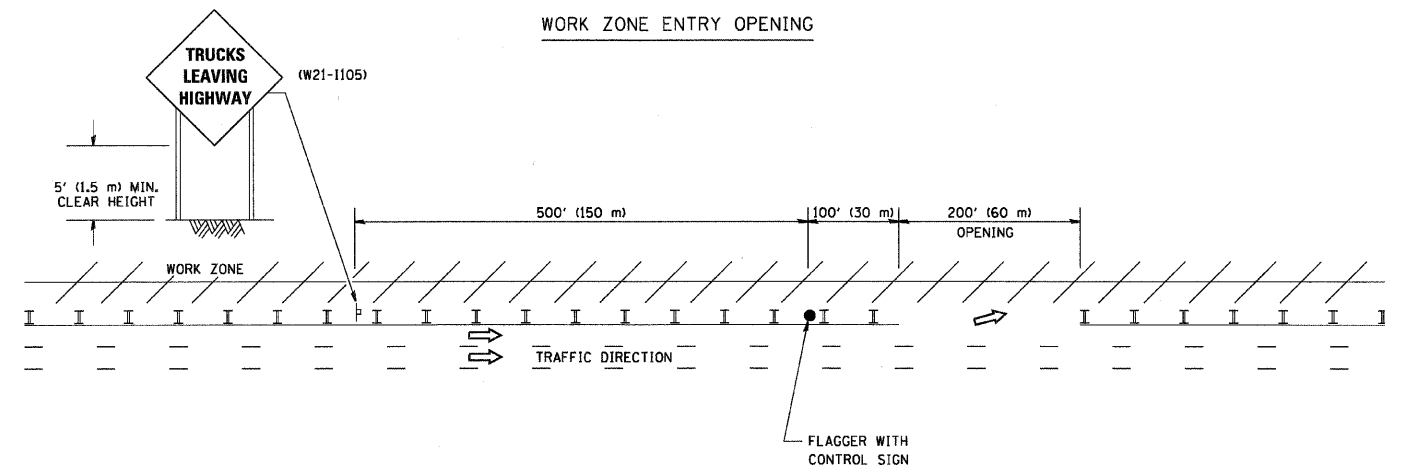
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	102
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

#### WORK ZONE EXIT OPENING



#### WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS		
NAME	DATE	
DWS	8/98	
JAF	4/03	
JAF	2/06	
SPB	1/07	

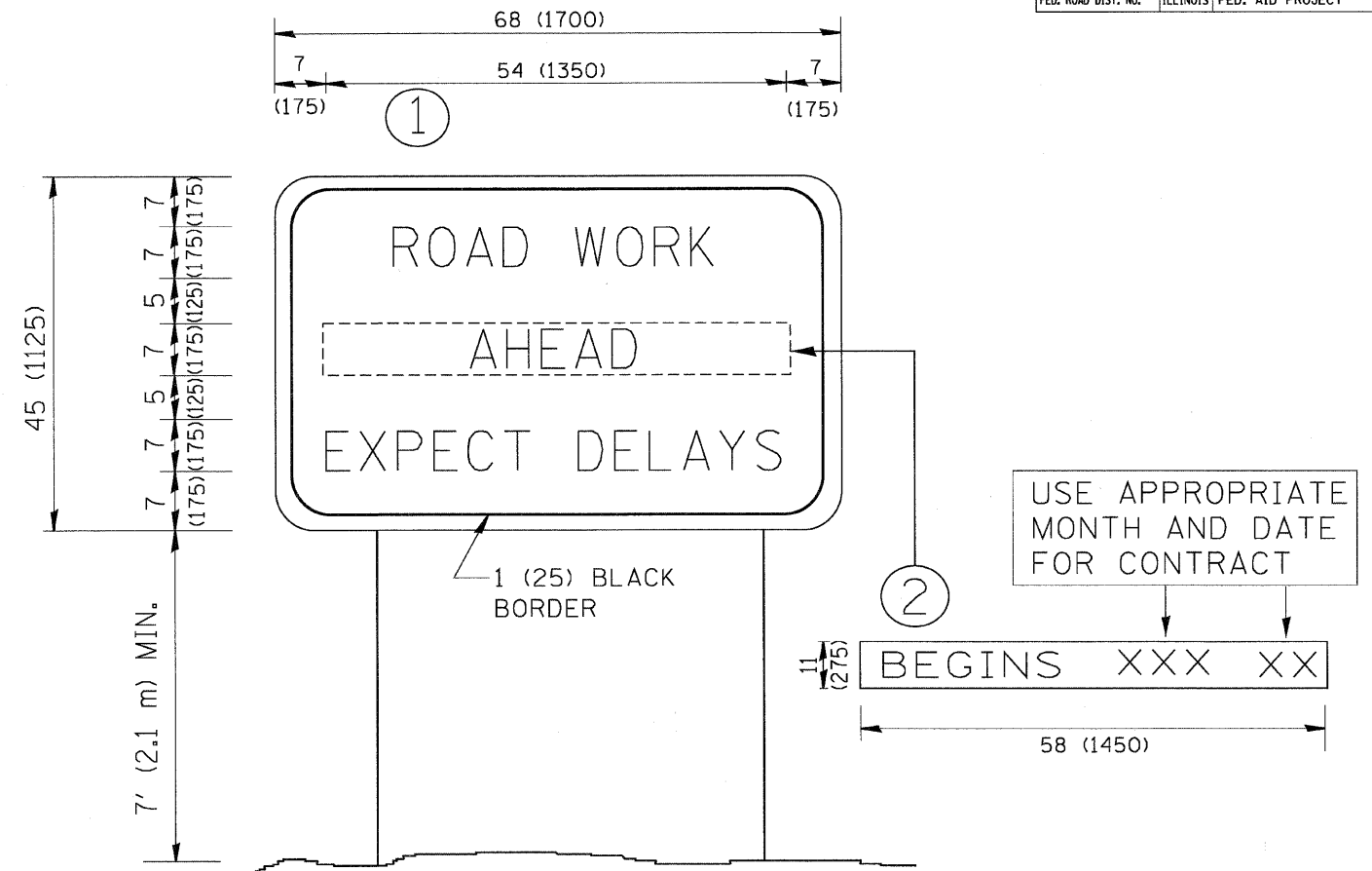
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS**

SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-18



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

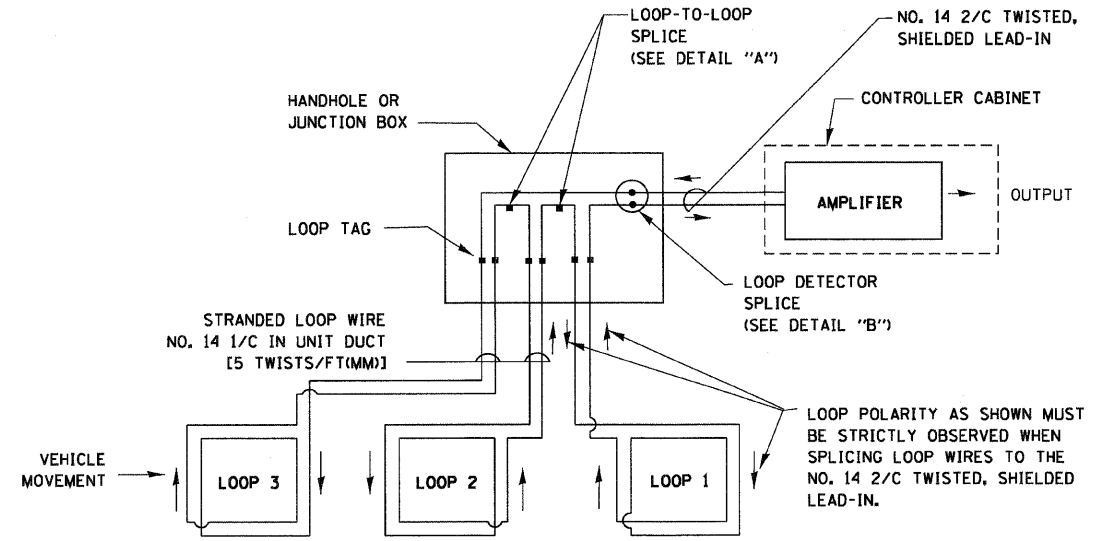
CHECKED BY

TC22

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	104
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

### LOOP DETECTOR NOTES

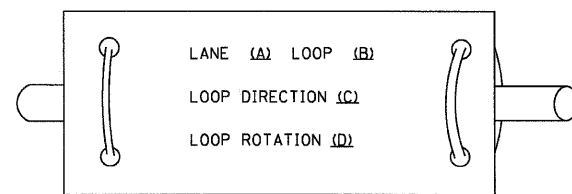
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



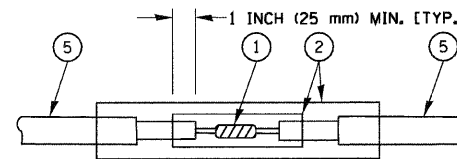
**DETECTOR LOOP WIRING SCHEMATIC**

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

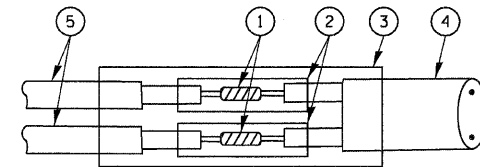
**LOOP LEAD-IN CABLE TAG**



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



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



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

**LOOP DETECTOR SPLICE**

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**

SCALE: NONE

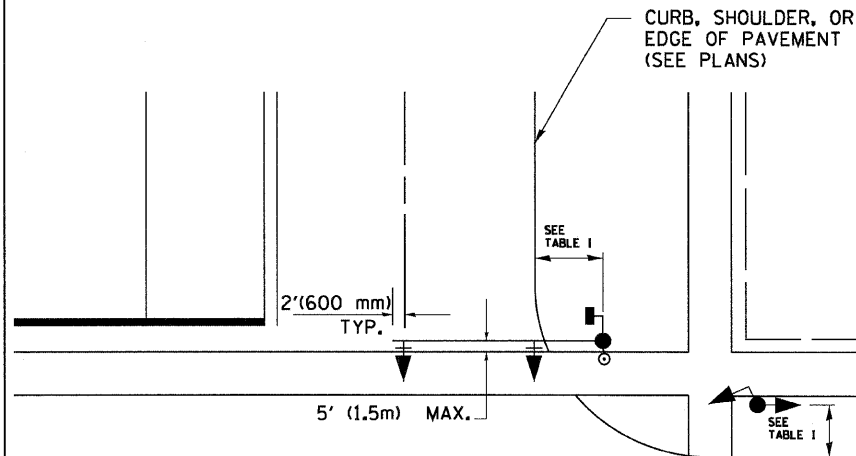
DRAWN BY: RWP  
DESIGNED BY: DAD  
CHECKED BY: DAZ  
SHEET 1 OF 4

TS05

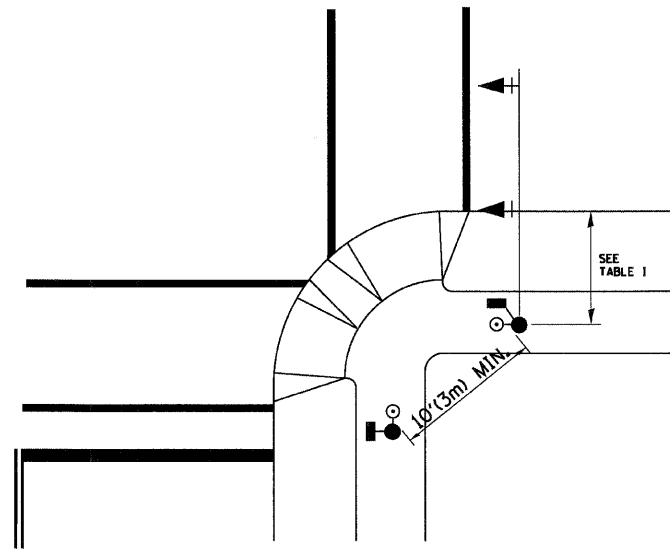
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**TRAFFIC SIGNAL MAST ARM AND POST**

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



**PEDESTRIAN SIGNAL PUSHBUTTON**



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

**NOTES:**

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.  
  
AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.  
  
PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:  
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.  
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.  
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.  
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).  
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

**PEDESTRIAN SIGNAL POST**

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

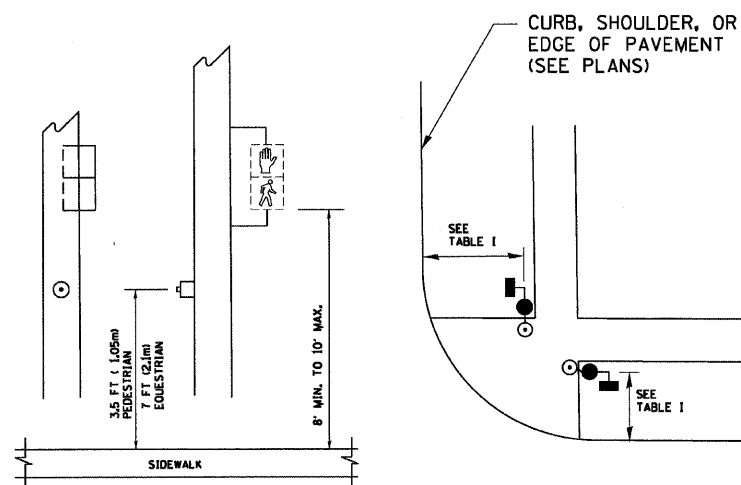


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

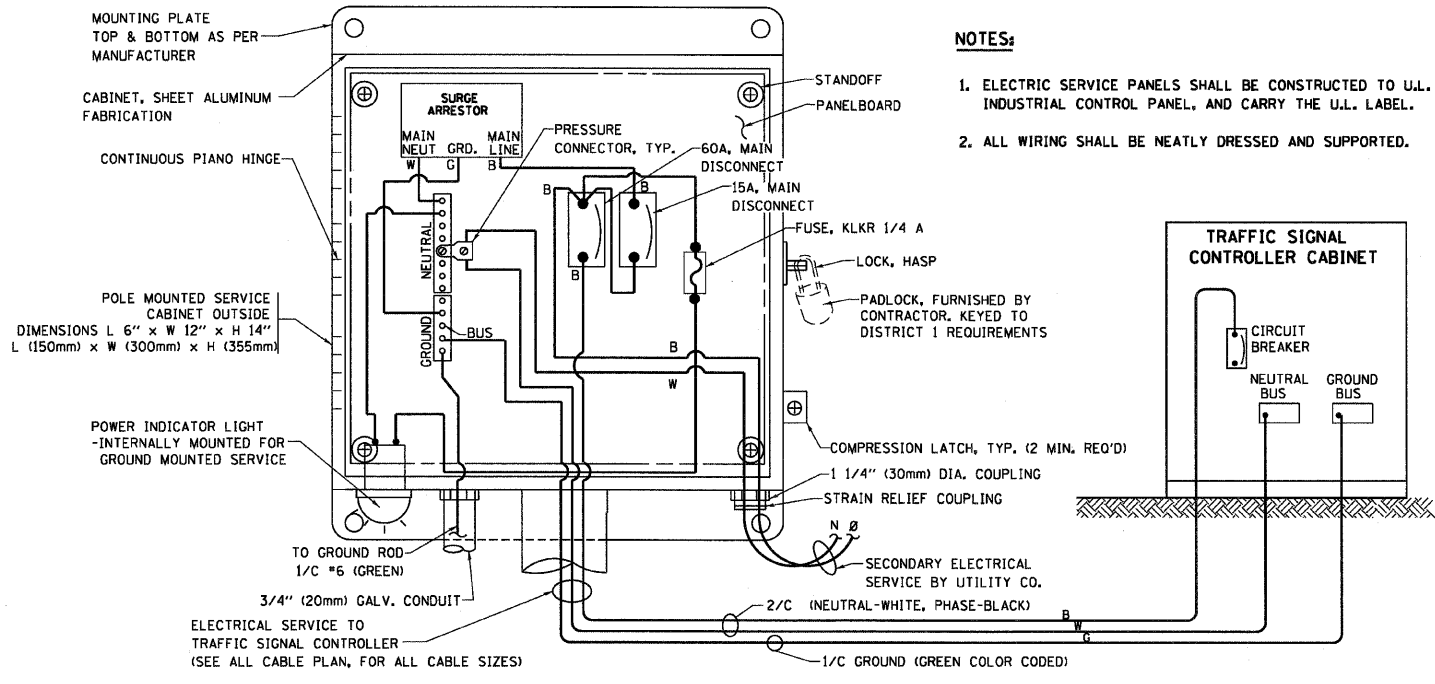
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS

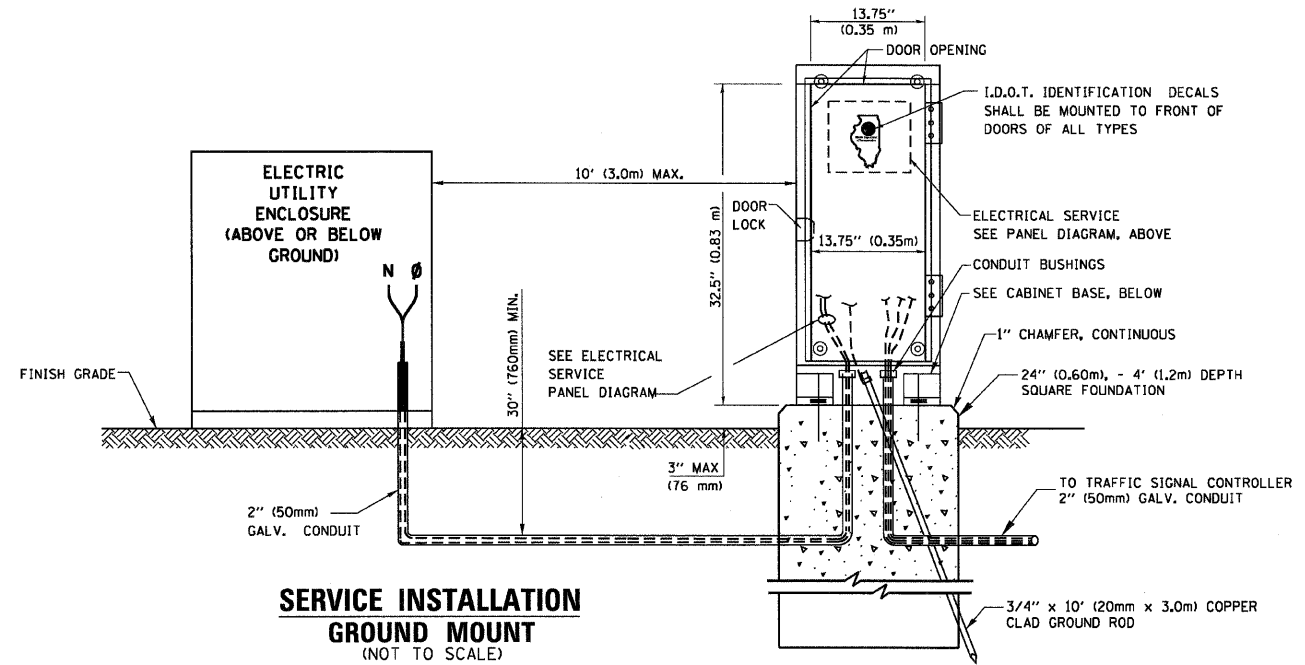
SCALE: NONE

DRAWN BY: RWP  
DESIGNED BY: DAD  
CHECKED BY: DAZ  
SHEET 2 OF 4

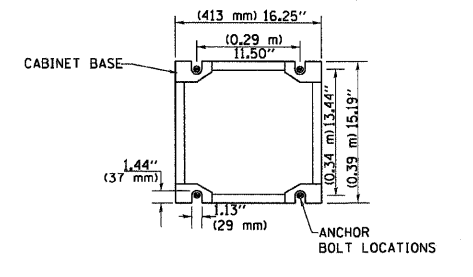
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	108
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



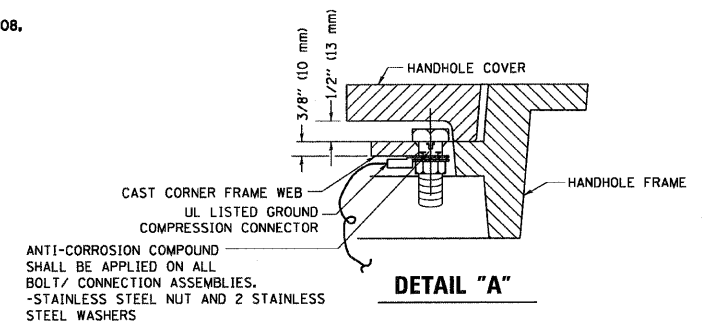
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



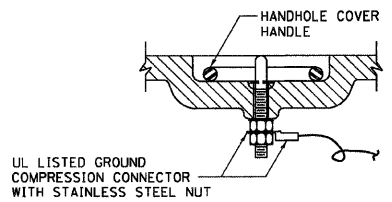
**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)



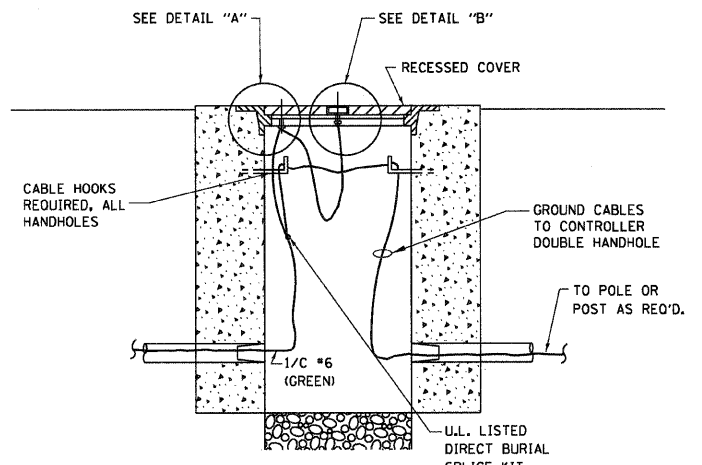
**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



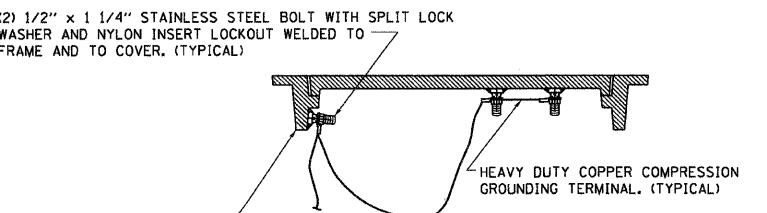
**DETAIL "A"**



**DETAIL "B"**



**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

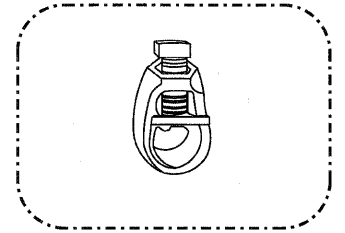
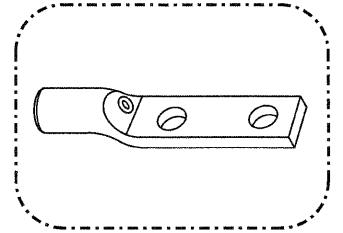


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

**NOTES:**

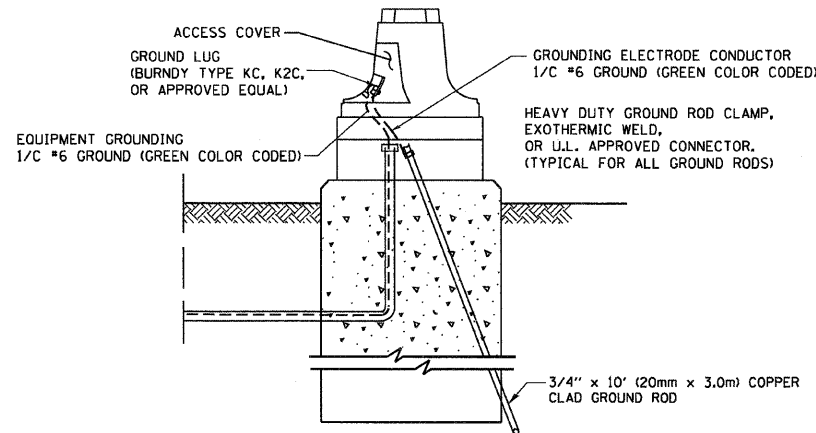
**GROUNDING SYSTEM**

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



**NOTES:**

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



**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL**  
**DESIGN DETAILS**

SCALE: NONE

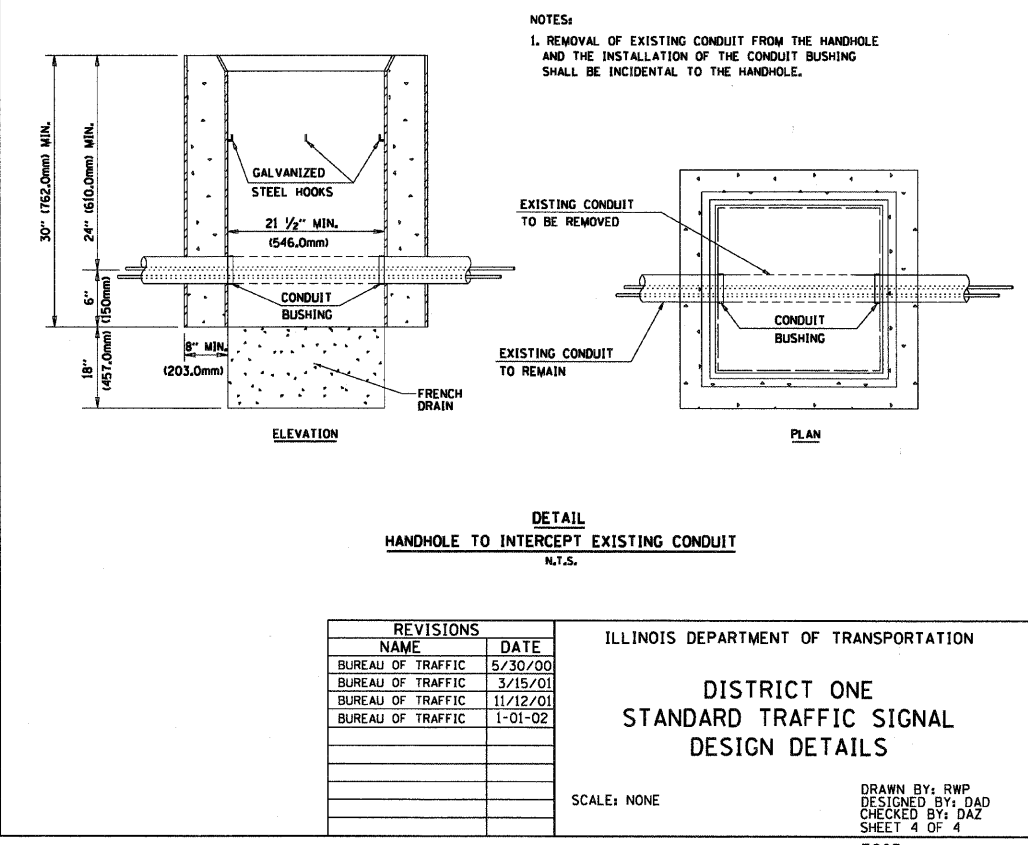
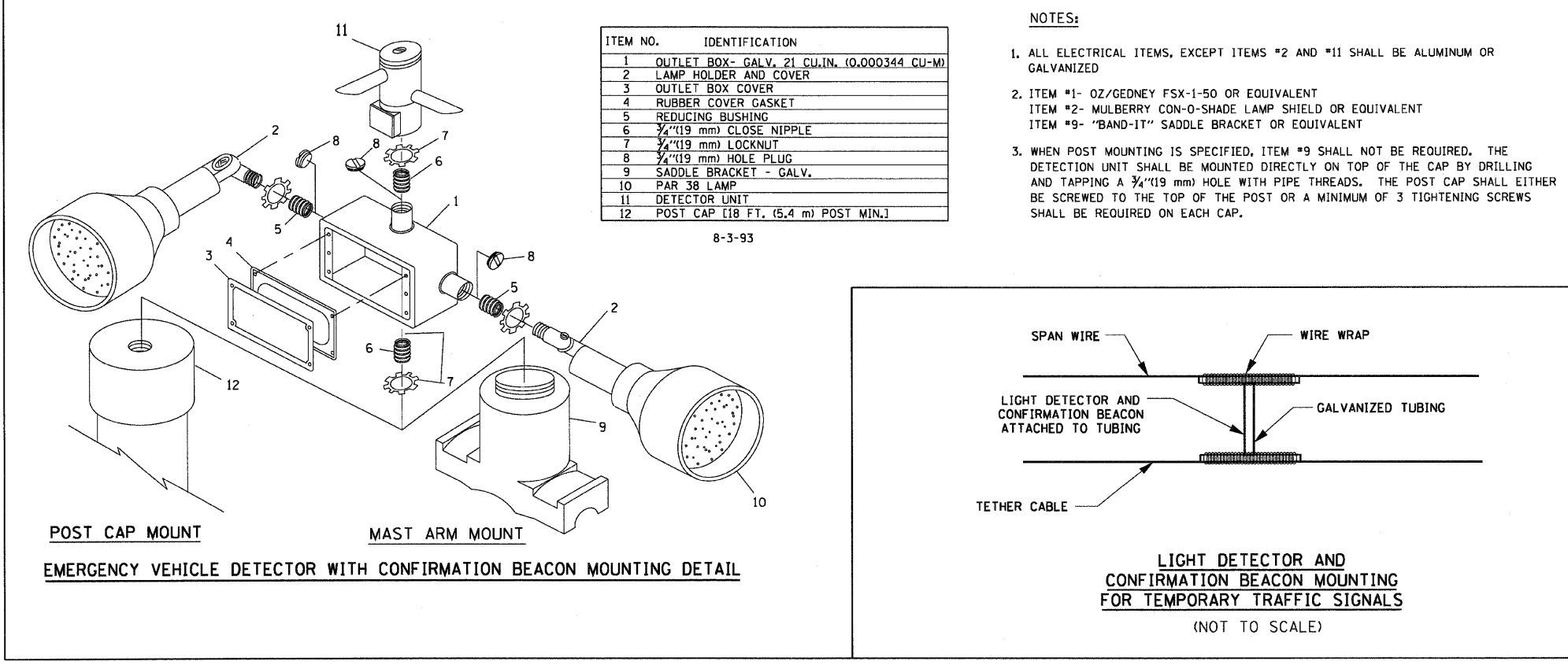
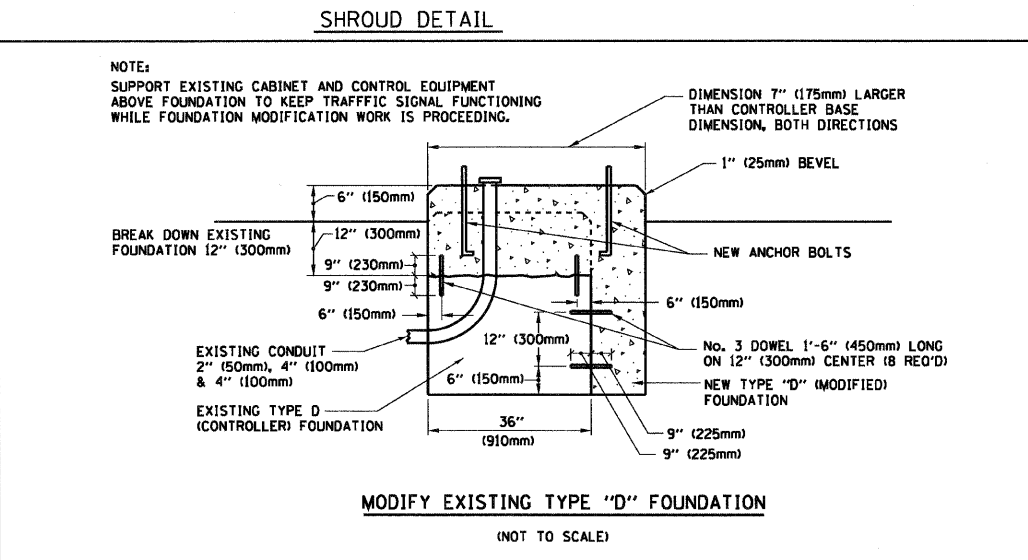
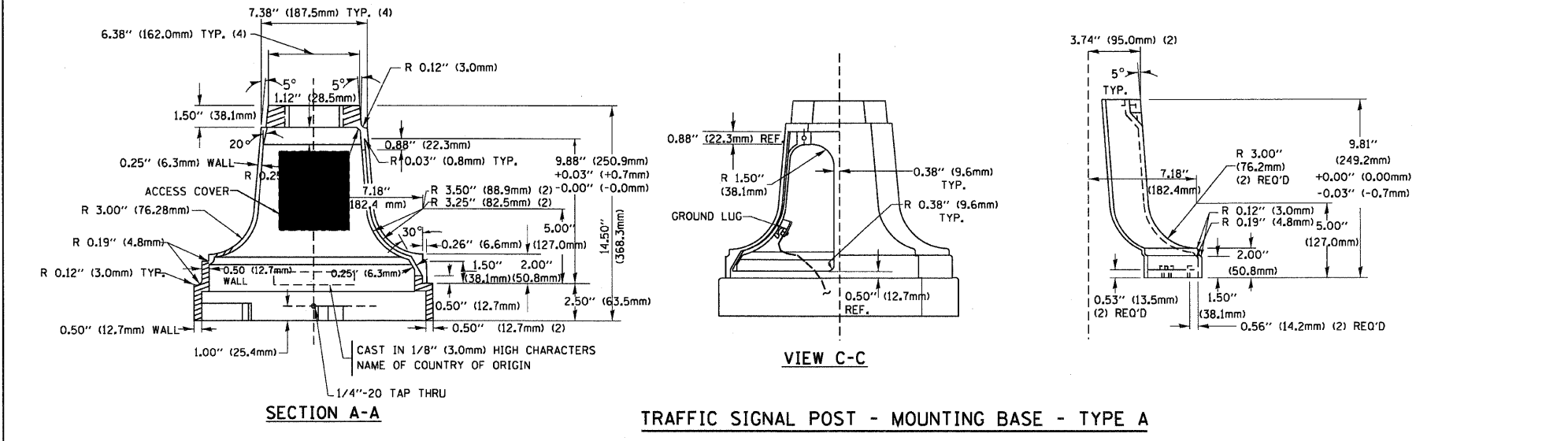
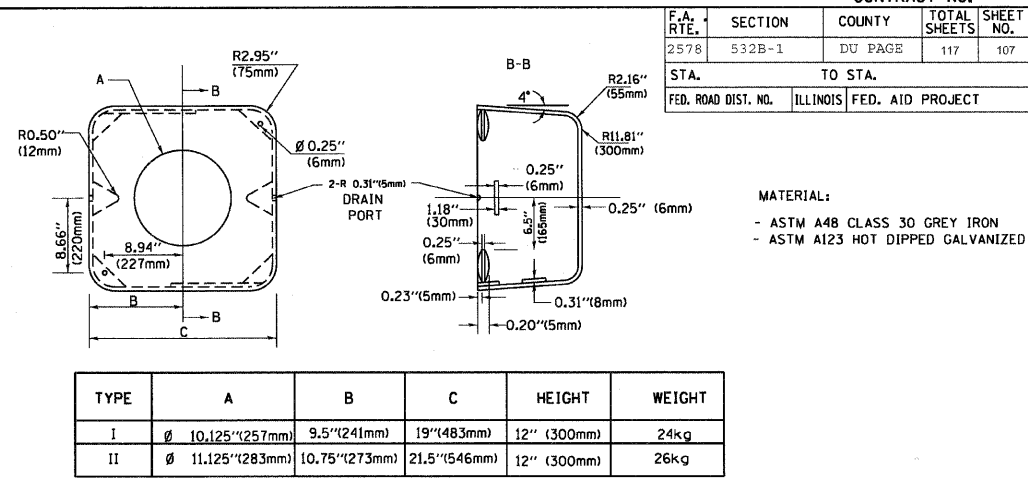
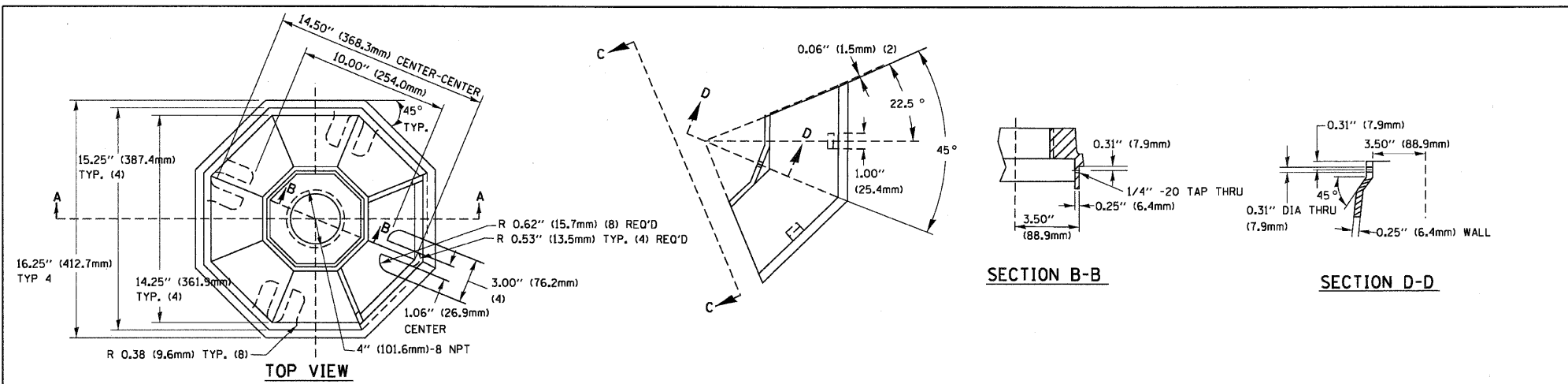
DRAWN BY: RWP  
 DESIGNED BY: DAD  
 CHECKED BY: DAZ  
 SHEET 3 OF 4

TS05

PLOT DATE = 2/7/2007  
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 PLOT SCALE = 50.00000 / IN.  
 USER NAME = bbaer-el



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	107
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



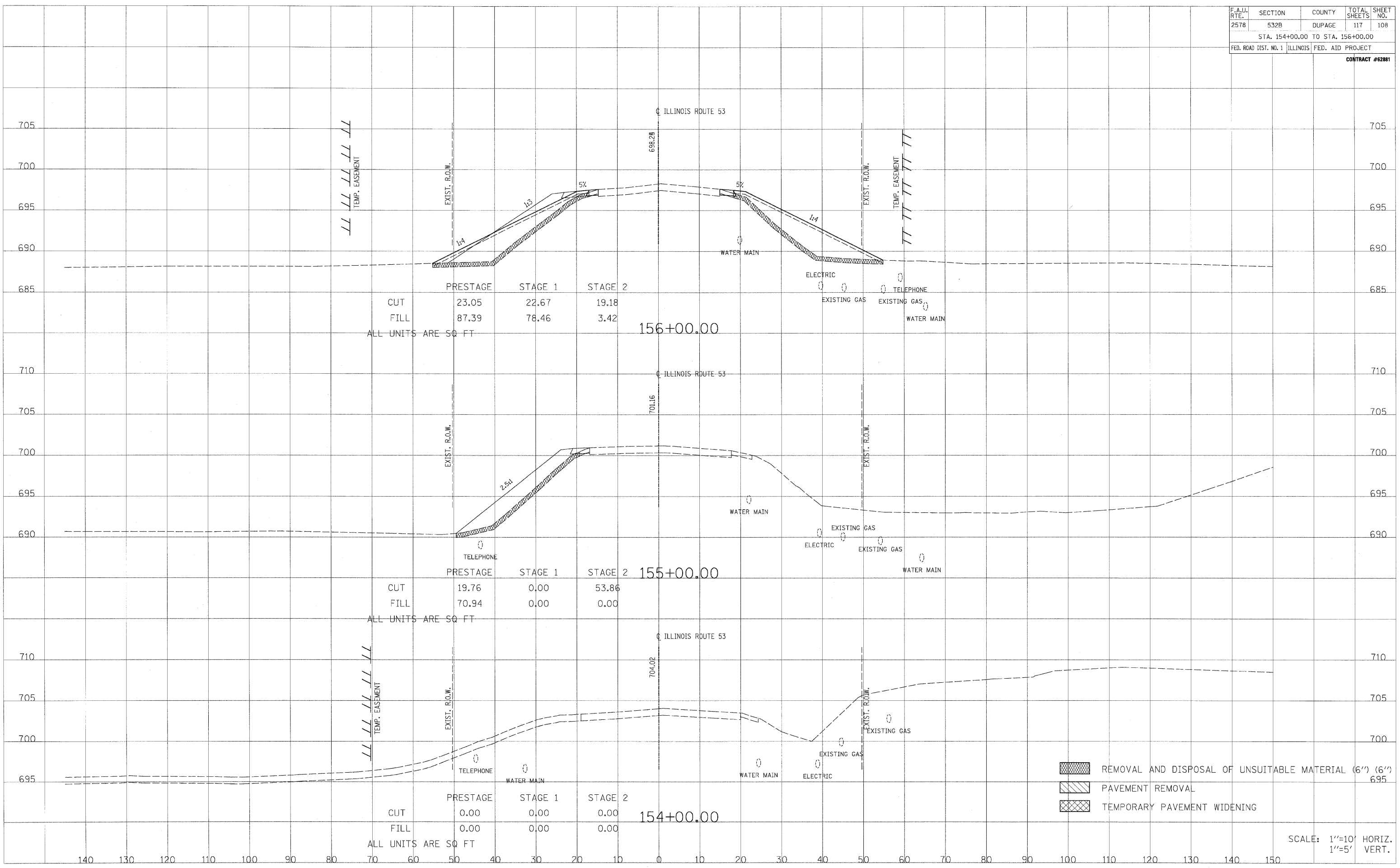
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	108
STA. 154+00.00 TO STA. 156+00.00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY

**PATRICK**  
ENGINEERING INC.  
LISLE, ILLINOIS

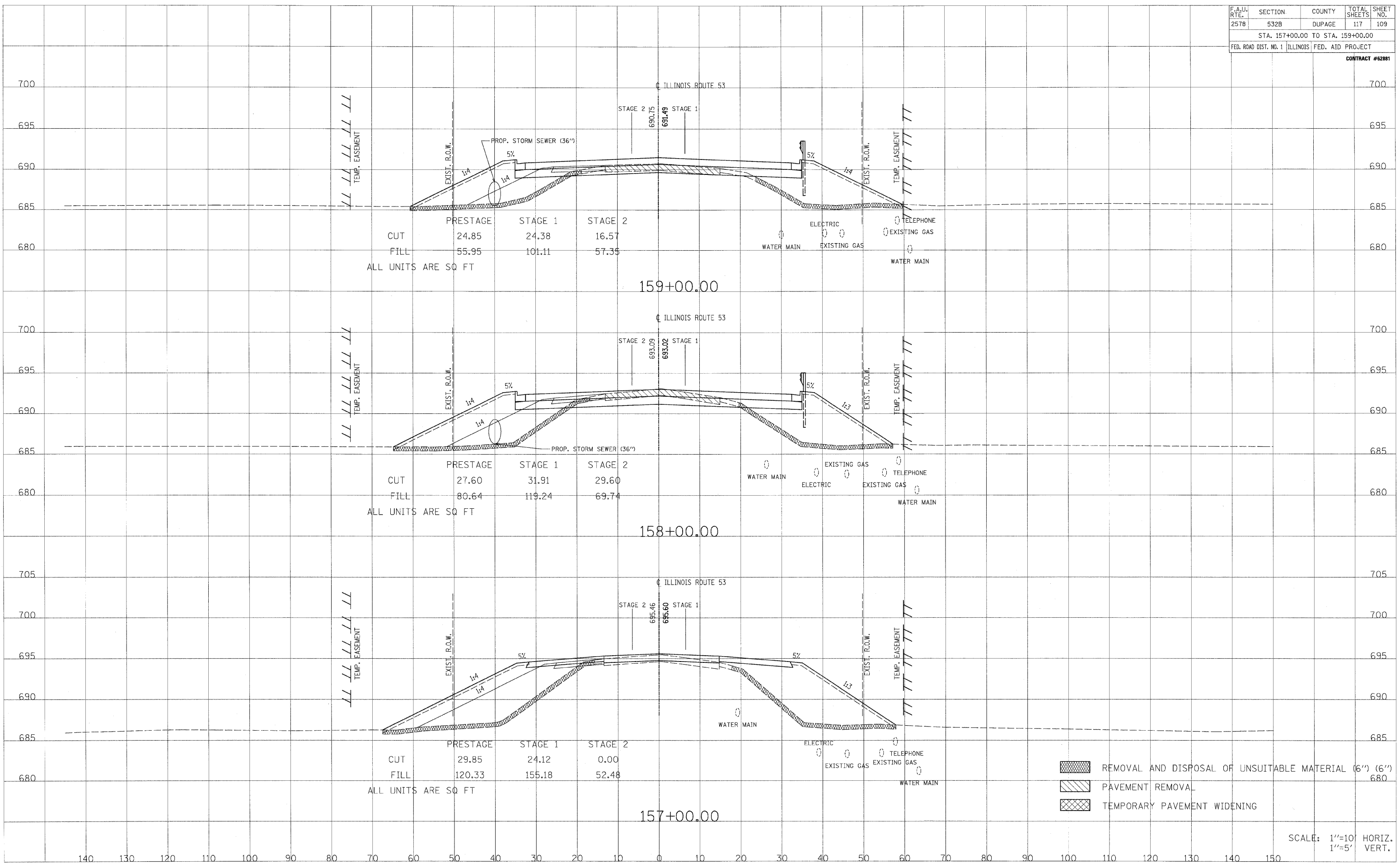


SCALE: 1"=10' HORIZ.  
1"=5' VERT.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	109
STA. 157+00.00 TO STA. 159+00.00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

DATE	BY
DATE	BY
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DATE	BY



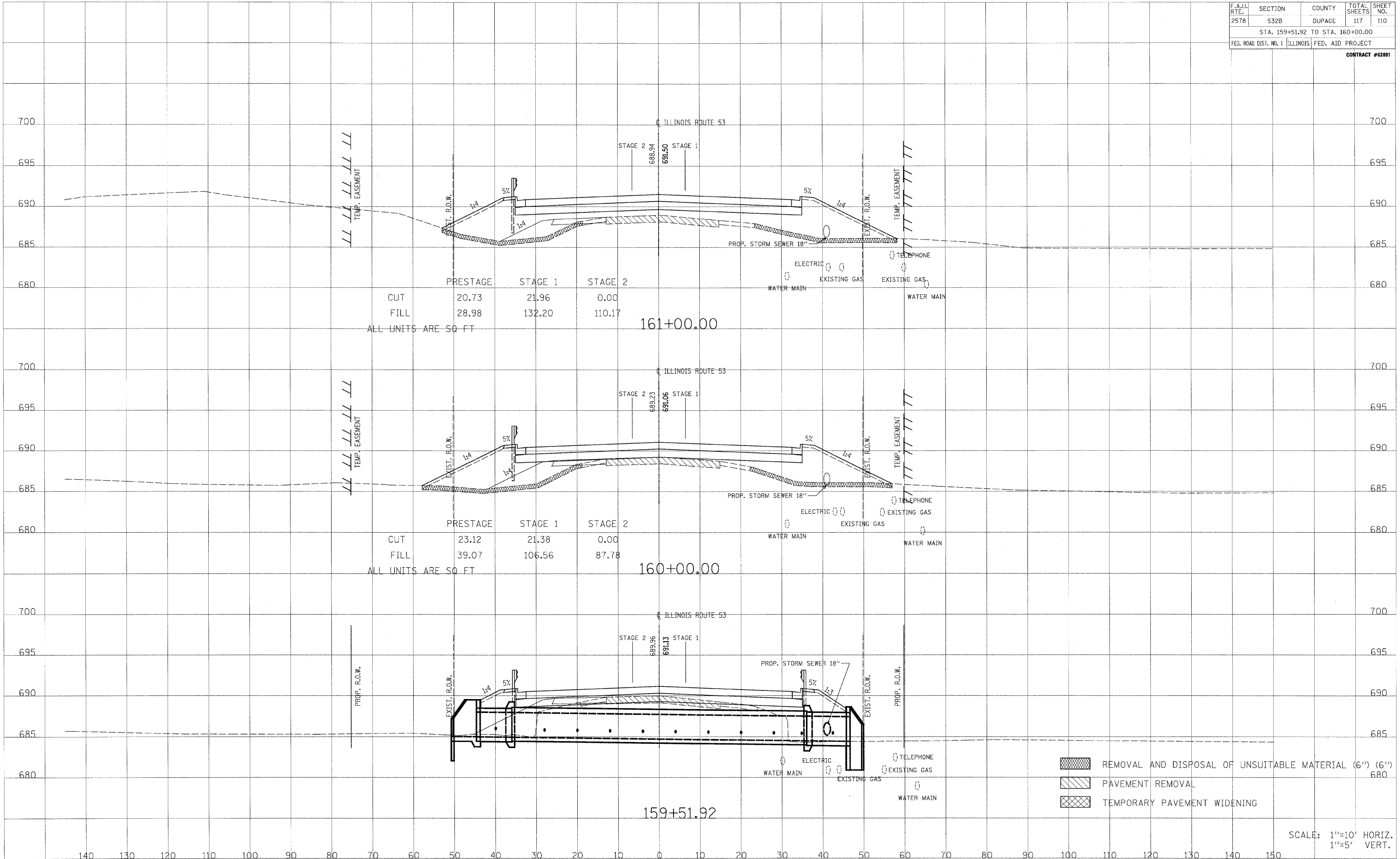
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (6") (6")
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	110
STA. 159+51.92 TO STA. 160+00.00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

BY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	

BY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	



ALL UNITS ARE SQ. FT

	PRESTAGE	STAGE 1	STAGE 2
CUT	20.73	21.96	0.00
FILL	28.98	132.20	110.17

ALL UNITS ARE SQ. FT

	PRESTAGE	STAGE 1	STAGE 2
CUT	23.12	21.38	0.00
FILL	39.07	106.56	87.78

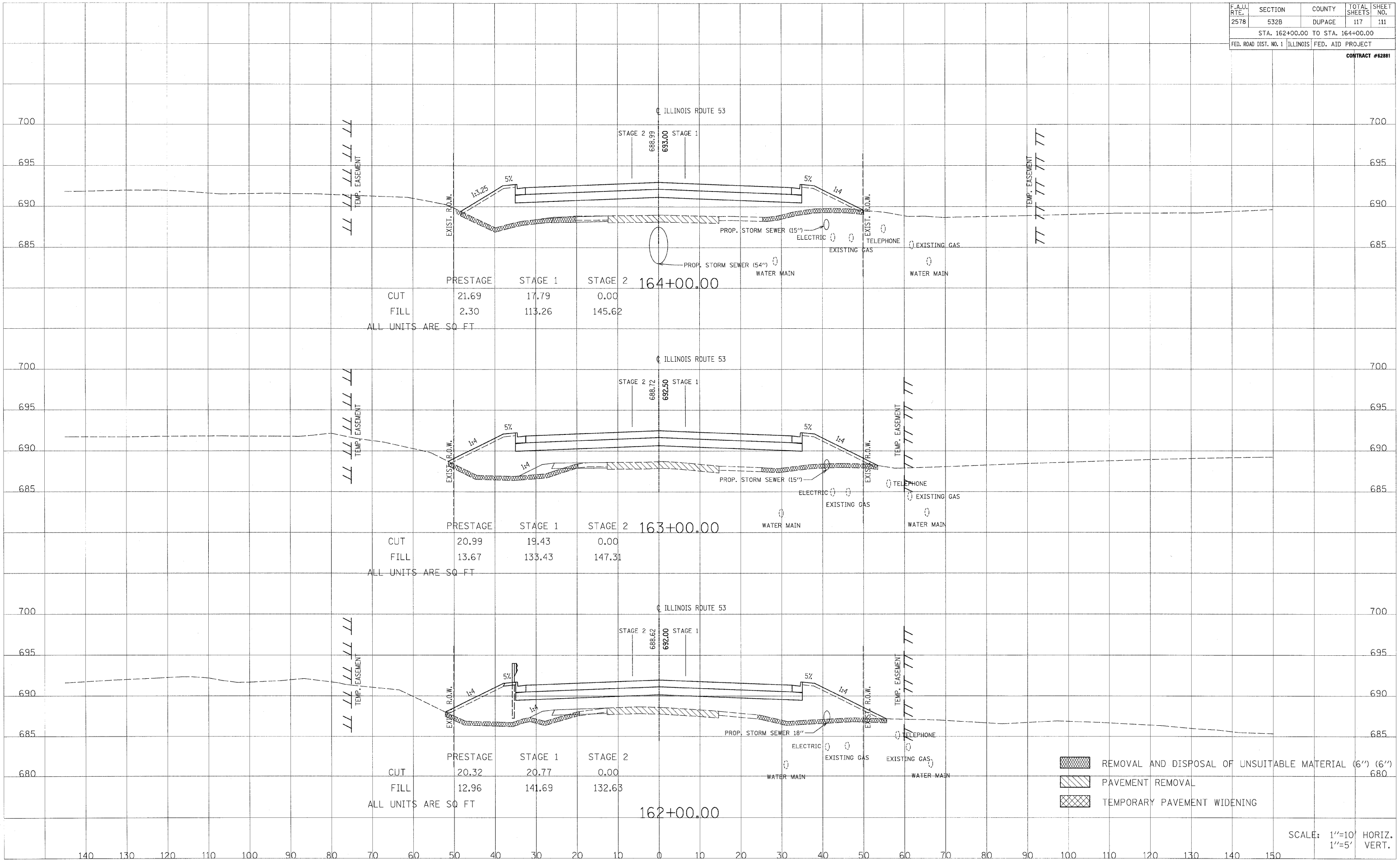
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (6") (6")
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	111
STA. 162+00.00 TO STA. 164+00.00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

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

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



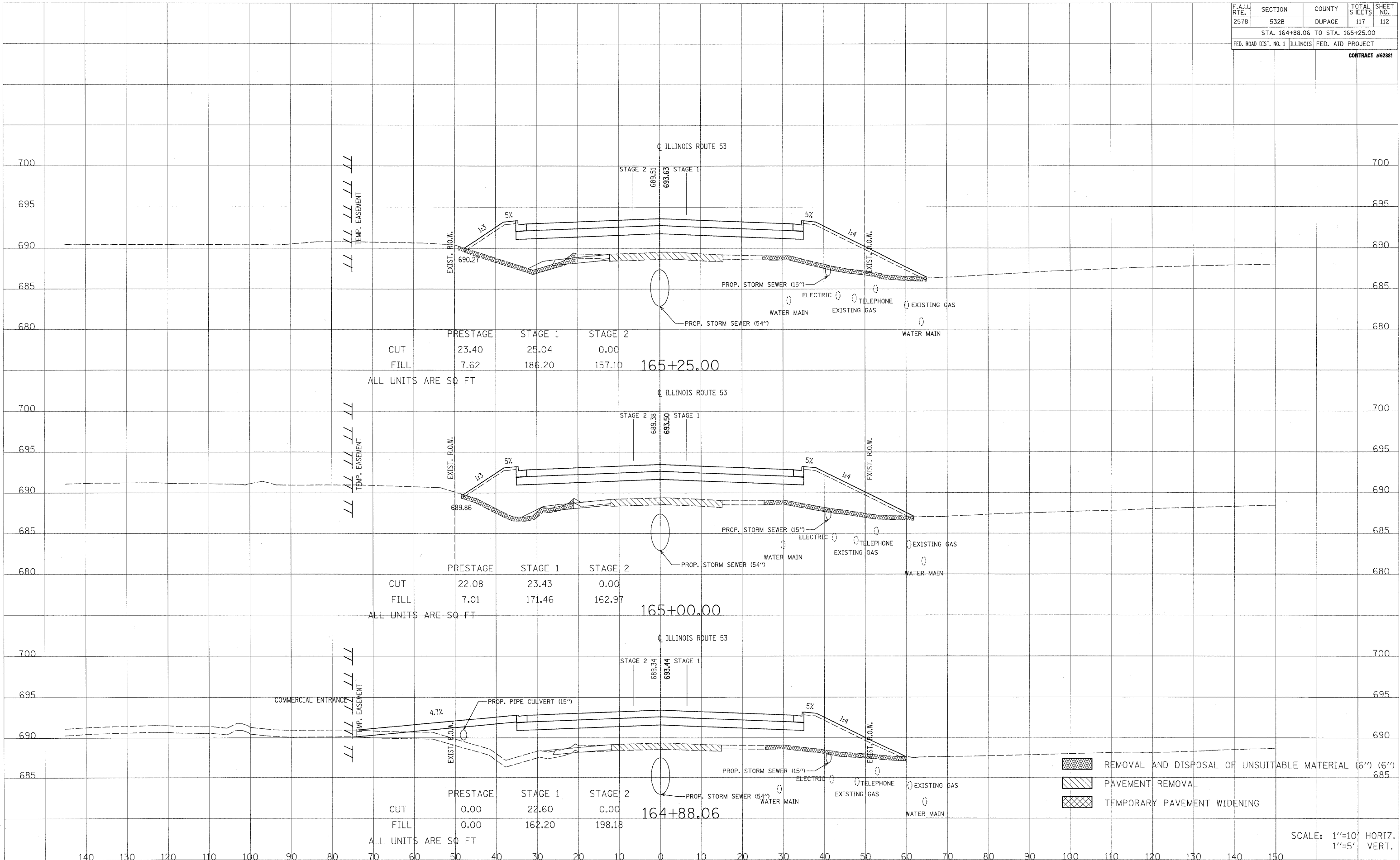
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (6") (6")
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	112
STA. 164+88.06 TO STA. 165+25.00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

DATE	BY
DATE	BY
SURVEYED	PLOTTED
NO. _____	NO. _____
AREAS CHECKED	AREAS CHECKED

DATE	BY
DATE	BY
SURVEYED	PLOTTED
NO. _____	NO. _____
AREAS CHECKED	AREAS CHECKED

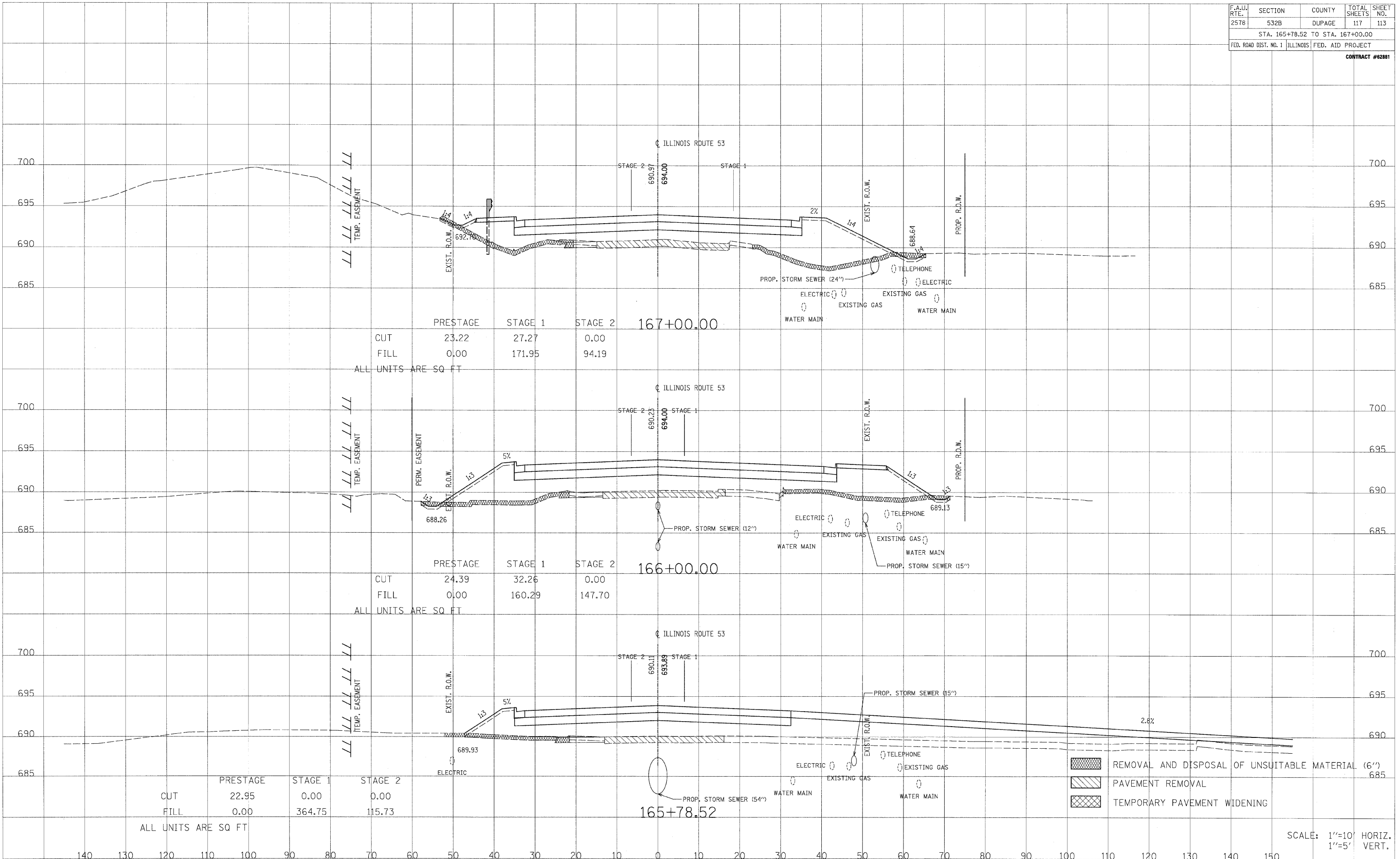




DATE \_\_\_\_\_ BY \_\_\_\_\_  
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 SURVEY \_\_\_\_\_ PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_ DATE \_\_\_\_\_  
 NO. \_\_\_\_\_ AREAS CHECKED \_\_\_\_\_

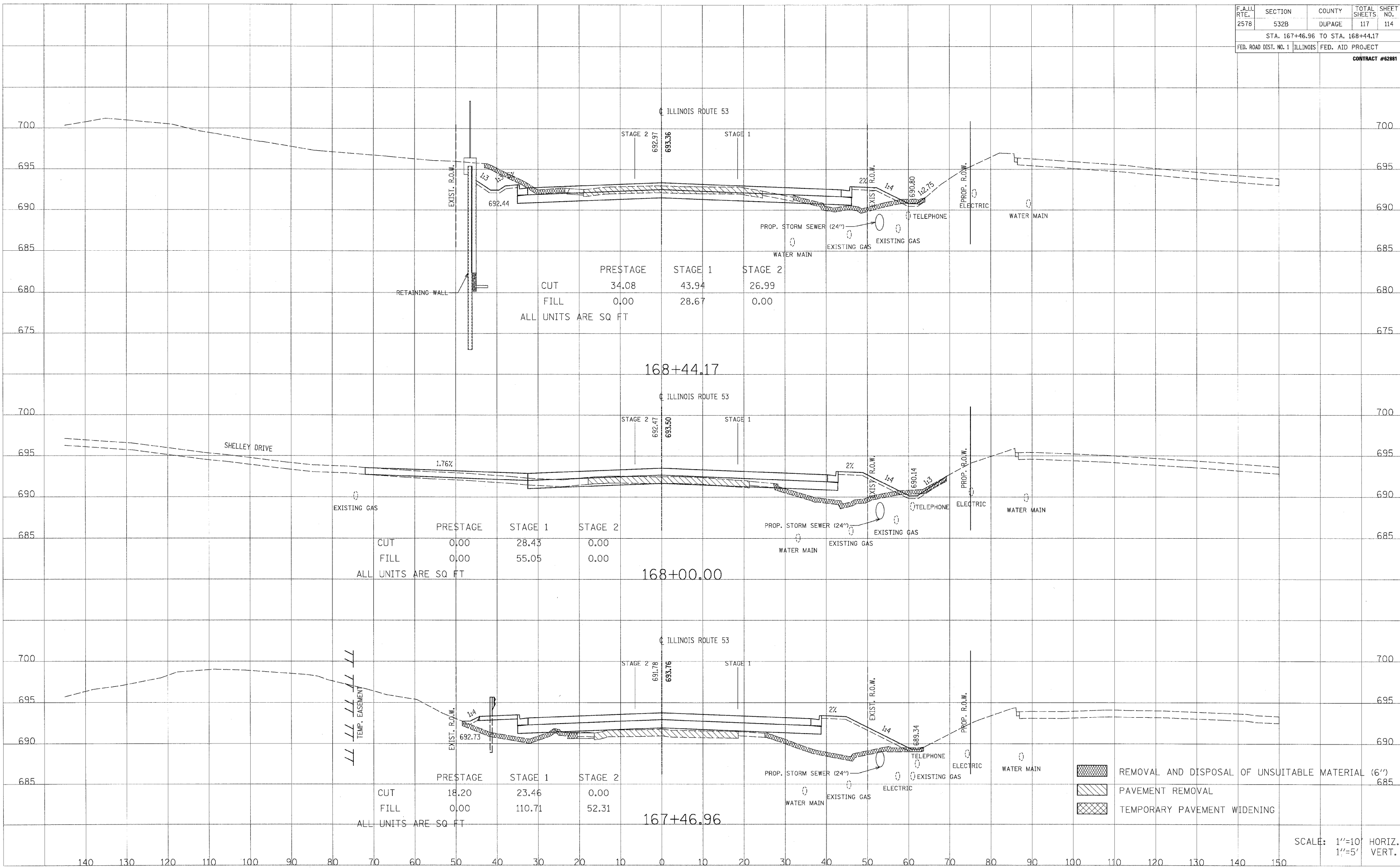
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 SURVEY \_\_\_\_\_ PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_ DATE \_\_\_\_\_  
 NO. \_\_\_\_\_ AREAS CHECKED \_\_\_\_\_

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

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





F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	116
STA. 10+60.49 TO 11+16.66				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

BY	DATE

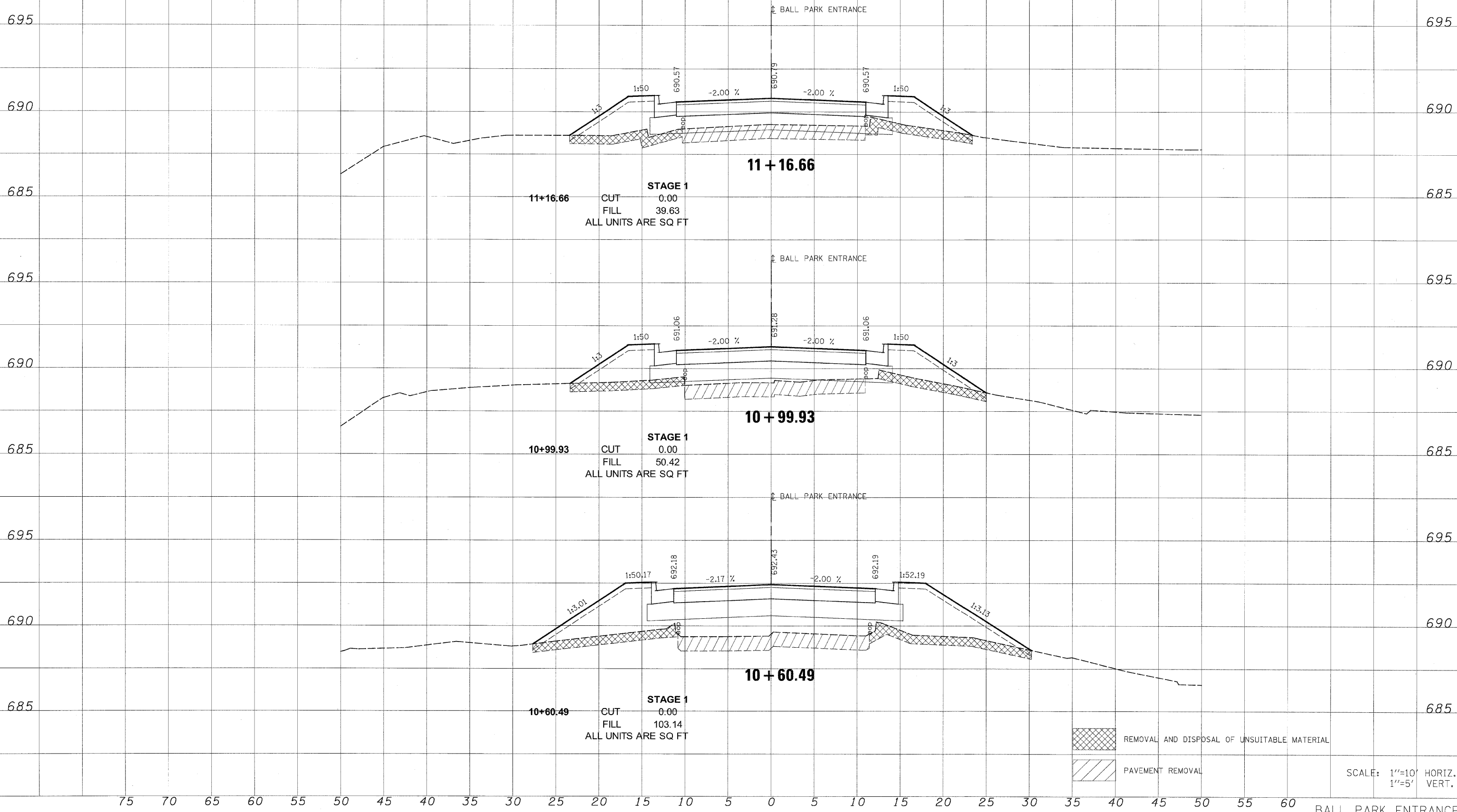
  

NO.	AREAS CHECKED	TEMPLATE	PLOTTED	SURVEYED

BY	DATE

NO.	AREAS CHECKED	TEMPLATE	PLOTTED	SURVEYED



**11+16.66**  
STAGE 1  
CUT 0.00  
FILL 39.63  
ALL UNITS ARE SQ FT

**10+99.93**  
STAGE 1  
CUT 0.00  
FILL 50.42  
ALL UNITS ARE SQ FT

**10+60.49**  
STAGE 1  
CUT 0.00  
FILL 103.14  
ALL UNITS ARE SQ FT

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL  
PAVEMENT REMOVAL

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

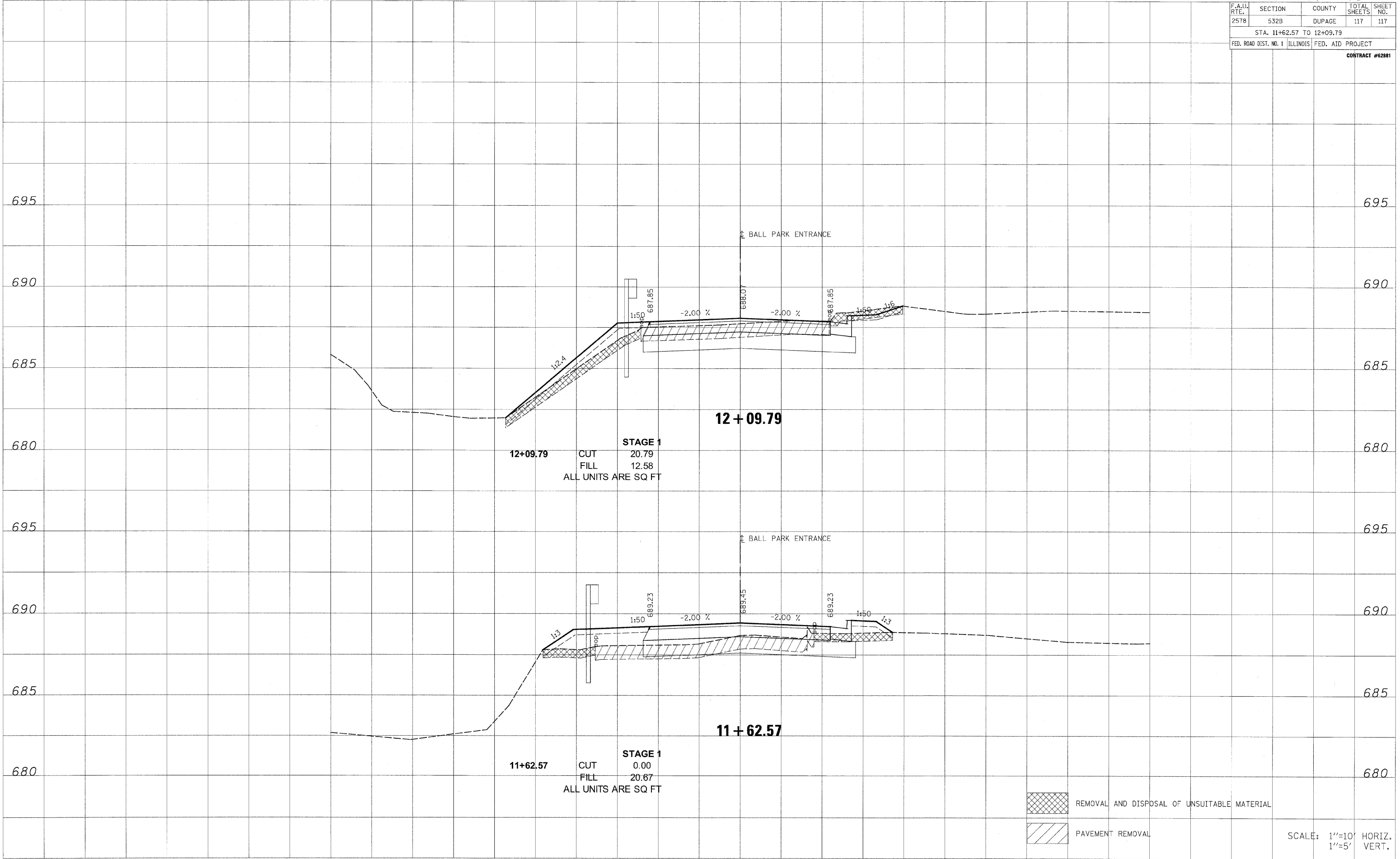
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	117
STA. 11+62.57 TO 12+09.79				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT #62881				

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_

**PATRICK**  
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BALL PARK ENTRANCE