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:- ■

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, P.E.
NO. 062-050473
EXP. DATE: 11/30/09
SHEETS: 1-40 AND 81-117

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.E.
NO. 062-034993
EXP. DATE: 11/30/09
SHEETS: 41-45

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

0 100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

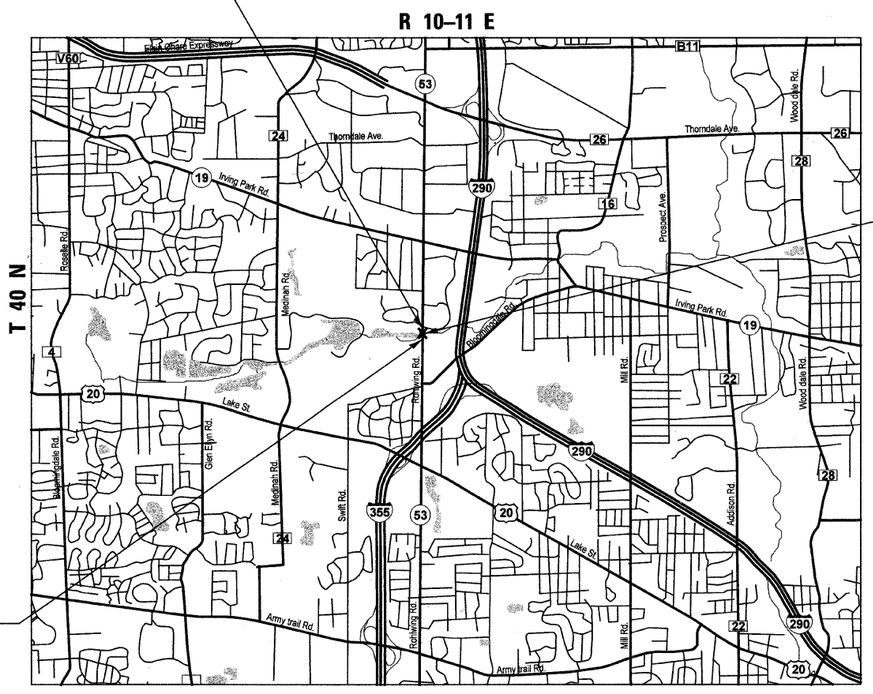
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 OR 811

CONTRACT NO. 62881

IMPROVEMENT LOCATED IN THE VILLAGE OF ITASCA

END IMPROVEMENT STA. 170+85.00

BEGIN IMPROVEMENT STA. 156+00.00



LOCATION MAP
SCALE
1" = 2500'

N

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JUNE 17 20 09
Diane 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

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DU PAGE	117	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

INDEX OF SHEETS

SHEET NO.

DISTRICT ONE 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
DRAWN BY: CPK
DATE: 6/12/09
CHECKED BY: JJC

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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

1. 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)

2. 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.

3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES INCLUDING THE VILLAGE OF ITASCA.

4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.

5. 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.

6. 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.

7. USE NO. 25 (#8) EPOXY-COATED TIE BARS CONFORMING TO ART. 1006.10(a)(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.

8. 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).

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

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)

COMMITMENTS

1. 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/

REVISIONS NAME	DATE

Rev.

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

GENERAL NOTES AND COMMITMENTS

SCALE: NONE DRAWN BY: CPK

DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	4
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
	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

PATRICK ENGINEERING INC.

Rev.

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	5
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
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

PATRICK ENGINEERING INC.

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		
	~~50300510~~	~~RUSTICATION FINISH~~	~~SQ FT~~	~~1,542~~				~~1,542~~		
	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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

REVISIONS NAME	DATE

Rev.

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	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	5328-1	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	940	940	1				
*	66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1					
1	~~66900510~~	~~BETX, PNAS SOIL ANALYSIS~~	~~EACH~~	~~1~~	~~1~~					
	~~66900520~~	~~PRIORITY POLLUTANTS SOIL ANALYSIS~~	~~EACH~~	~~1~~	~~1~~					
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4	1				
1	~~66900555~~	~~PRIORITY POLLUTANTS METALS AND PH SOIL ANALYSIS~~	~~EACH~~	~~1~~	~~1~~					
	~~66900695~~	~~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

1 Rev. 9-2-09

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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
					RDWY	BRIDGE	LANDSCAPING	RETAINING WALL	GUARD RAIL	TRAFFIC SIGNAL
					J000-2A	X071-2A				Y031-1F
*	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

Rev.

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SUMMARY OF QUANTITIES

SCALE: NONE
DATE:

DRAWN BY: CPK
CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DU PAGE	117	10
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
*	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

Rev.

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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 PLANTS, 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	500	500					
*	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), 5' HEIGHT, 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

Rev.

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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

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 (-)		
			PRESTAGE	STAGE 1	STAGE 2	PRESTAGE	STAGE 1	STAGE 2	PRESTAGE	STAGE 1	STAGE 2	PRESTAGE	STAGE 1	STAGE 2	PRESTAGE	STAGE 1	STAGE 2
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	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	38.47	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
		TOTALS =	**747.48**	**972.84**	**739.73**	**1035.48**	**1012.13**	**0.00**	635.36	826.92	628.77	1912.44	6359.80	4507.84	**-1277.08**	**-5532.88**	**-3879.07**

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 (-)
			STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	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
		TOTALS =	**18.18**	**89.24**	15.45	328.27	**-312.82**

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 (-)
			STAGE 1	STAGE 1	STAGE 1	STAGE 1	STAGE 1
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	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
		TOTALS =	**20.09**	**166.31**	17.08	221.30	**-204.22**

EARTH EXCAVATION = 20 **CU YD**

FURNISHED EXCAVATION = 204 **CU YD**

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 166 **CU YD**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SCHEDULE OF QUANTITIES

SCALE: NONE DRAWN BY: CPK

DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	13
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

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
						SUB-TOTAL=	81733.25 SQ FT
						TOTAL =	**2.00 ACRE**

1 ACRE = 43560 SQ FT

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	10X59X10	79
167+82.94	72		
168+06.93	76	22X91X19	132
169+17.46	76		
169+47.86	68	10X31X10	51
169+65.23	79		
		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

440000600 - 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 SHOULDERS 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 DRAWN BY: CPK
DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

SCHEDULE OF LANDSCAPE ITEMS
IL 53 Over Springbrook Creek

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

SCHEDULE OF LANDSCAPE ITEMS
IL 53 Over Springbrook Creek

Item	Common Name	Size	Unit	Total
SHADE TREES				
Acer rubrum 'Red Sunset'	Red Sunset Red Maple	8' clump	each	**7**
Acer saccharum 'Morton'	Crescendo Sugar Maple	2-1/2" caliper	each	1
Betula nigra 'Heritage'	Heritage River Birch	6' clump	each	**32**
Prunus serotina	Black Cherry	1-1/2" caliper	each	2
Quercus alba	White Oak	2" caliper	each	2
Quercus bicolor	Swamp White Oak	7' clump	each	**13**
Quercus imbricaria	Shingle Oak	2-1/2" caliper	each	5
Quercus macrocarpa	Bur Oak	2" caliper	each	**8**
Taxodium distichum	Bald Cypress	6' clump	each	3
INTERMEDIATE TREES				
Alnus rugosa	Speckled Alder	**5' clump**	each	**7**
Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	6' clump	each	7
Malus 'Donald Wyman'	Donald Wyman Crabapple	2" caliper	each	6
Prunus virginiana 'Schubert'	Schubert Chokecherry	6' clump	each	7
EVERGREEN TREES				
Psuedotsuga menziesii	Douglas Fir	6' height	each	2
Tsuga canadensis	Canadian Hemlock	6' height	each	6
SHRUBS				
Chionanthus virginicus	White Fringetree	4' height	each	7
Cornus racemosa	Grey Dogwood	3' height	each	15
Corylus americana	American Filbert	3' height	each	27
Ilex glabra	Inkberry	2' height	each	24
Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	2' height	each	5
Ilex verticillata ' Winter Red'	Winter Red Winterberry	2' height	each	13
Physocarpus opulifolius 'Monlo'	Diablo Common Ninebark	3' height	each	5
Rosa 'Radrazz'	Knockout Rose	2' height	each	7
Sambucus canadensis	American Elder	3' height	each	21
Symphoricarpos albus	Common Snowberry	2' height	each	12
Symphoricarpos orbiculatus	Indiancurrant Coralberry	2' height	each	12
Viburnum dentatum 'Ralph Senior'	Autumn Jazz Arrowwood Viburnum	3' Height	each	63
VINES				
Campsis radicans	Trumpet Vine	1 - gallon	each	21
Parthenocissus quinquefolia	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
			TOTAL =	3119

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

STATION	EACH
165+88.38	1
167+08.76	1
TOTAL =	2

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

STATION	EACH
165+88.38	1
167+08.76	1
TOTAL =	2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SCHEDULE OF QUANTITIES

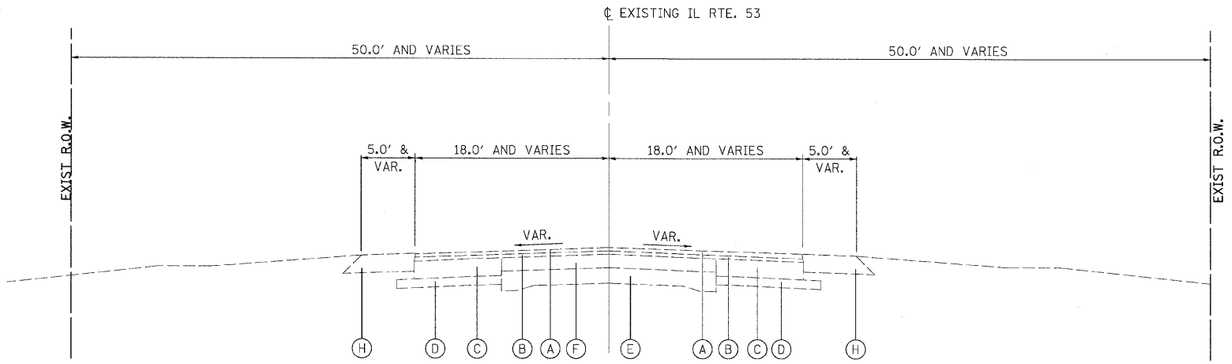
SCALE: NONE DRAWN BY: CPK

DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

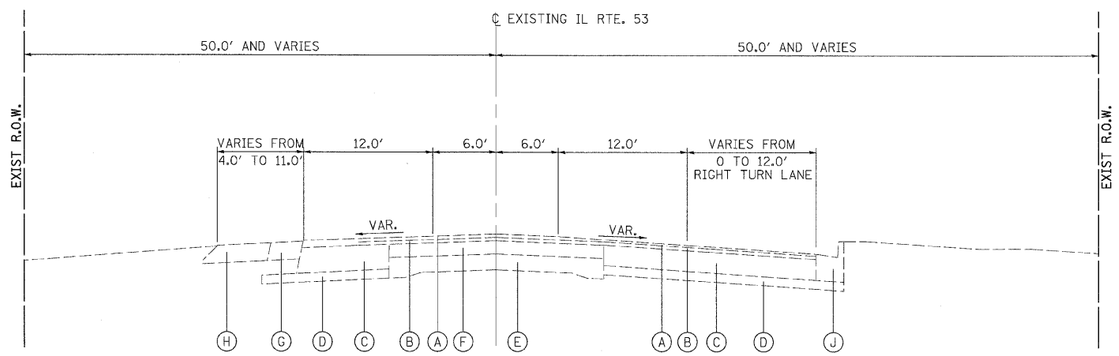
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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)



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

LEGEND

EXISTING

- (A) HMA CONCRETE SURFACE COURSE, 1½"
- (B) HMA CONCRETE BINDER COURSE, 1½"
- (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

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 NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

EXISTING TYPICAL SECTIONS

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

TS 1 OF 3

PATRICK ENGINEERING INC. LISLE, ILLINOIS

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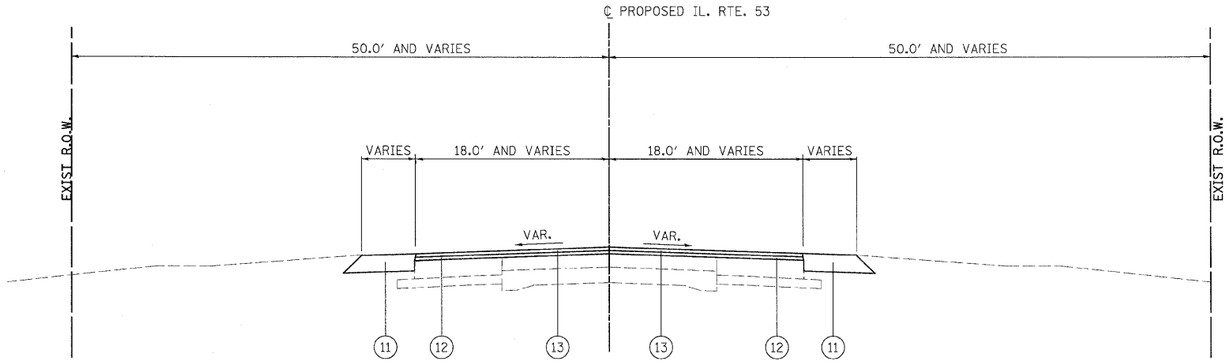
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

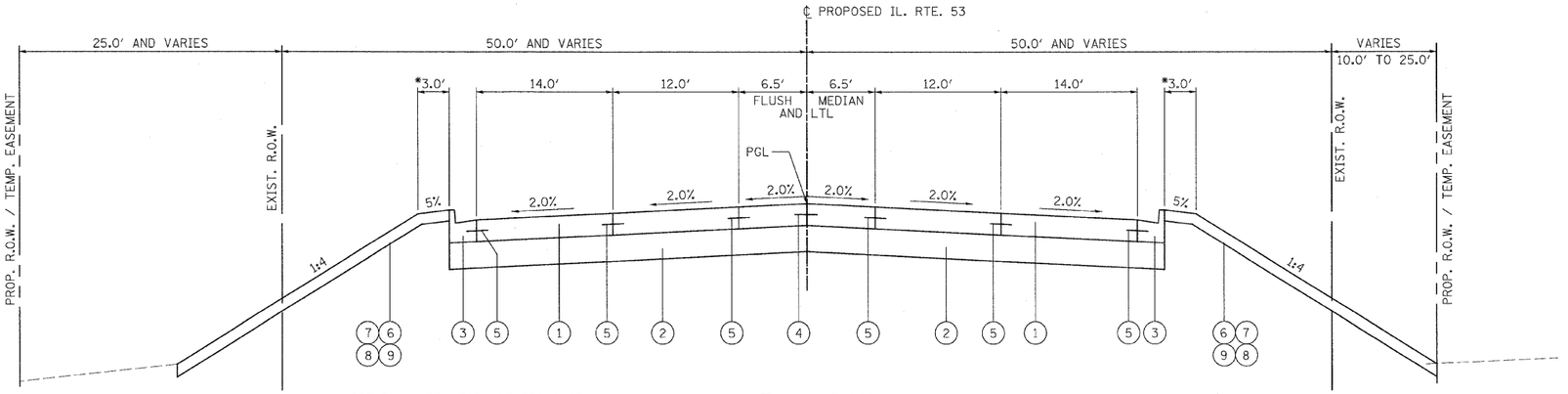


P-1

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 (1¾″)
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 OMMISSION
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	AC/PG 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	1¾″
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	1½″

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)

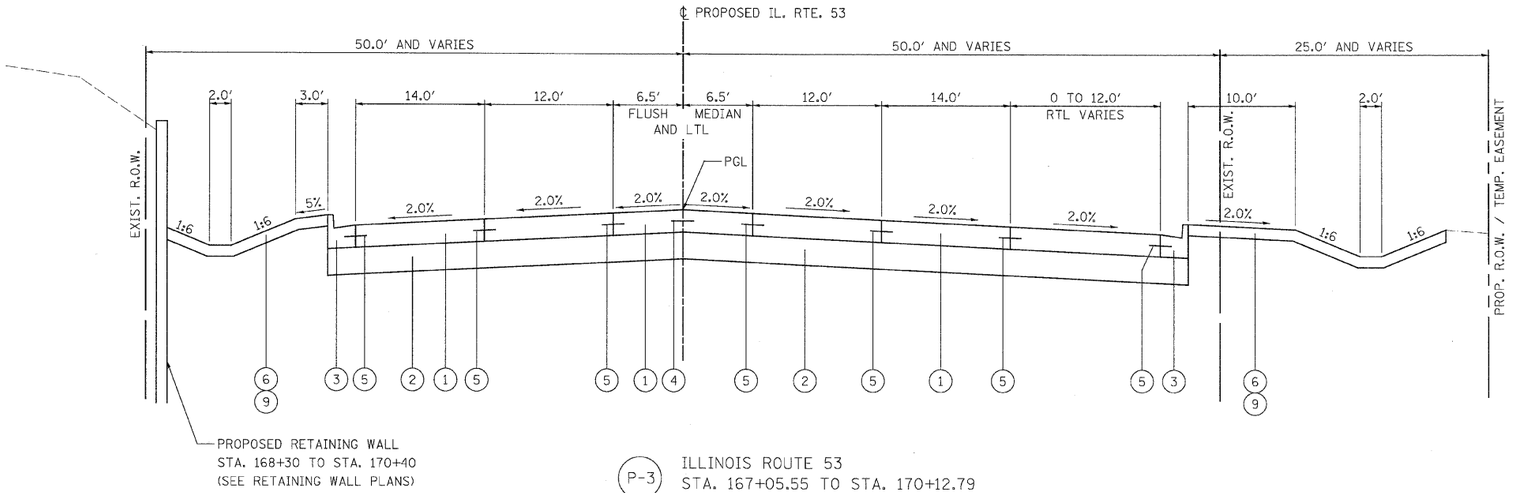
PROPOSED TYPICAL SECTIONS

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

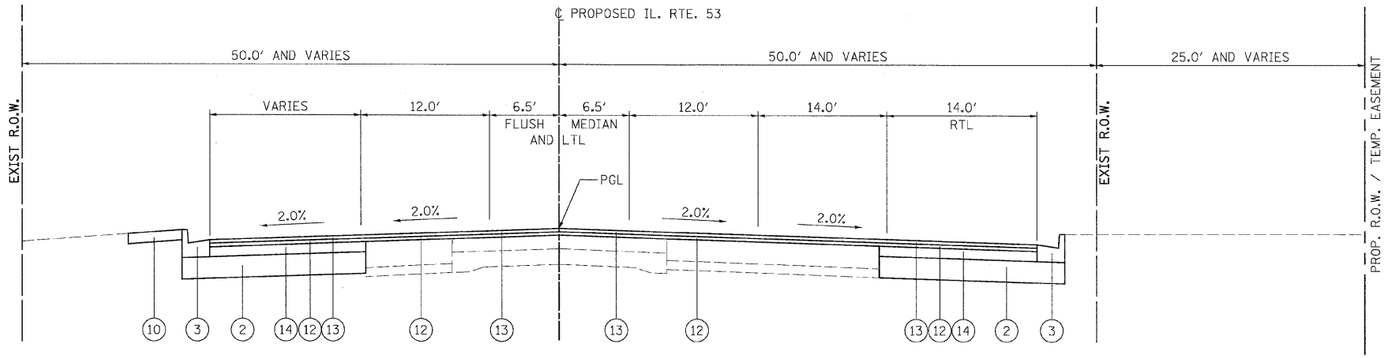
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DU PAGE	117	17
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

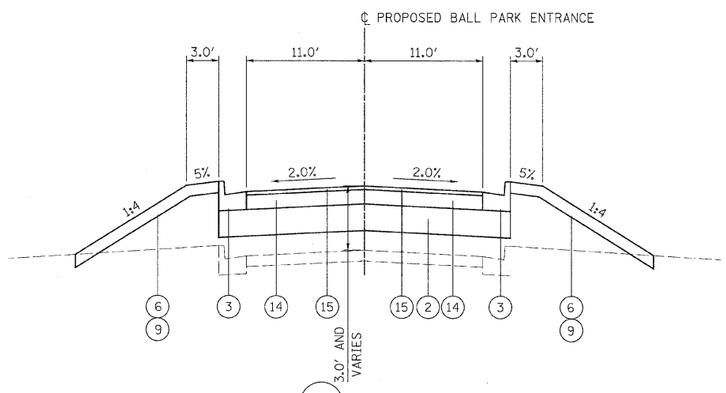


PROPOSED RETAINING WALL
STA. 168+30 TO STA. 170+40
(SEE RETAINING WALL PLANS)

P-3 ILLINOIS ROUTE 53
STA. 167+05.55 TO STA. 170+12.79
SEE NOTE 3



P-4 ILLINOIS ROUTE 53
STA. 170+12.79 TO STA. 170+85.00
WIDENING AND RESURFACING



P-5 BALL PARK ROAD

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
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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 (1¾″)
14. HOT-MIX ASPHALT BASE COURSE 8″ (IN 3 LIFTS)
15. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (2″)

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)
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REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

PROPOSED TYPICAL SECTIONS

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

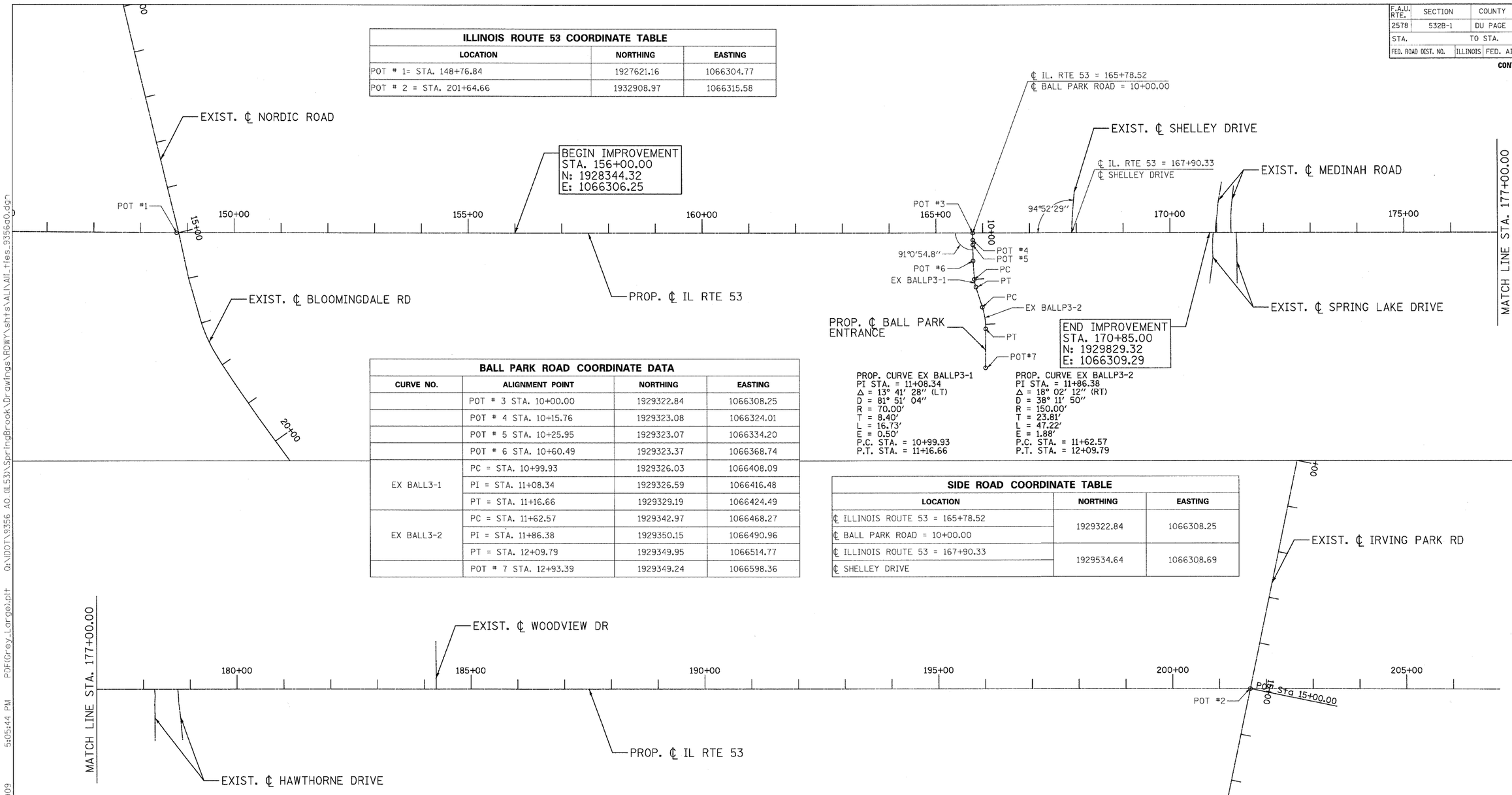
PATRICK ENGINEERING INC. LISLE, ILLINOIS

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

ILLINOIS ROUTE 53 COORDINATE TABLE

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



PROP. CURVE EX BALLP3-1
PI STA. = 11+08.34
Δ = 13° 41' 28" (LT)
D = 81° 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

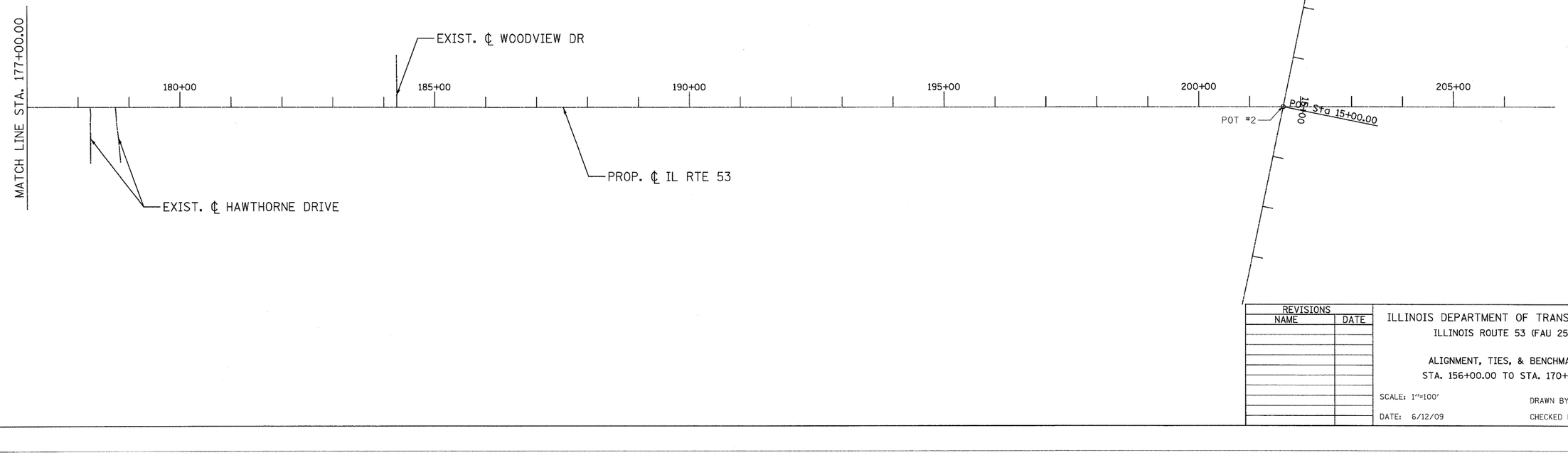
PROP. CURVE EX BALLP3-2
PI STA. = 11+86.38
Δ = 18° 02' 12" (RT)
D = 38° 11' 50"
R = 150.00'
T = 23.81'
L = 47.22'
E = 1.88'
P.C. STA. = 11+62.57
P.T. STA. = 12+09.79

BALL PARK ROAD COORDINATE DATA

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
EX BALL3-1	PC = STA. 10+99.93	1929326.03	1066408.09
	PI = STA. 11+08.34	1929326.59	1066416.48
	PT = STA. 11+16.66	1929329.19	1066424.49
EX BALL3-2	PC = STA. 11+62.57	1929342.97	1066468.27
	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

SIDE ROAD COORDINATE TABLE

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



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

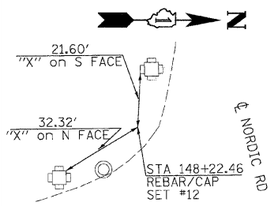
ALIGNMENT, TIES, & BENCHMARKS
STA. 156+00.00 TO STA. 170+85.00

SCALE: 1"=100'
DRAWN BY: CPK
DATE: 6/12/09
CHECKED BY: JJC

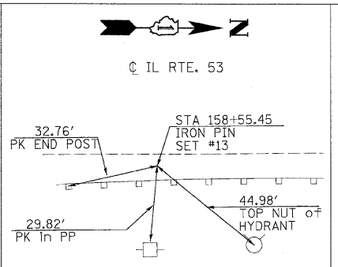
PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DU PAGE	117	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

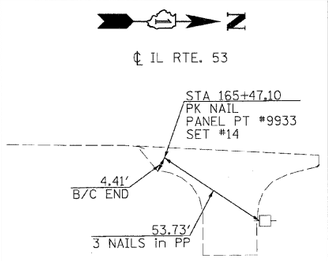
CONTRACT #62881



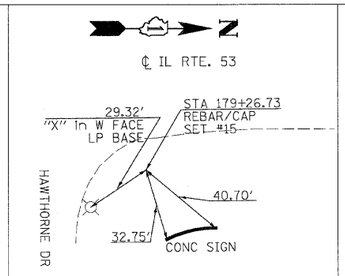
STA. 148+22.46 EL. 718.22'
N: 1927657.8560 52.48' LT
E: 1066301.8633



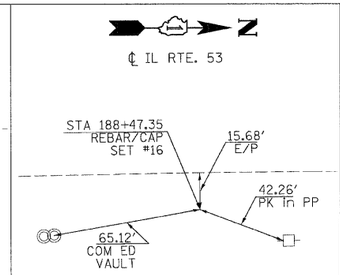
STA. 158+55.45 EL. 690.34'
N: 1928690.3334 19.19' RT
E: 1066376.0654



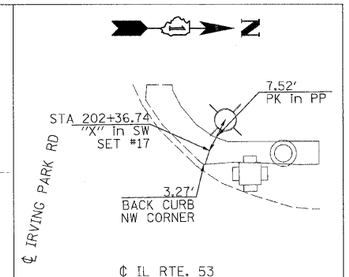
STA. 165+47.10 EL. 689.60'
N: 1929382.0150 22.84' RT
E: 1066381.1273



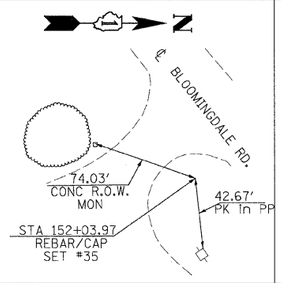
STA. 179+26.73 EL. 703.43'
N: 1930761.6635 44.72' RT
E: 1066405.8260



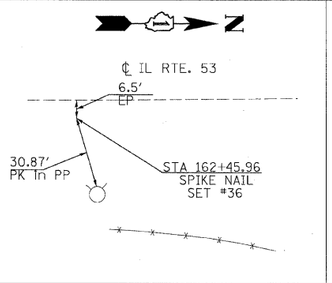
STA. 188+47.35 EL. 710.35'
N: 1931682.3521 32.81' RT
E: 1066395.8072



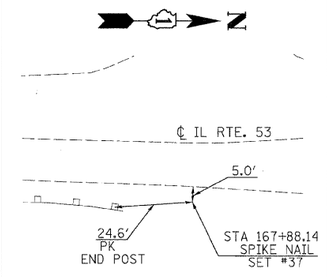
STA. 202+36.74 EL. 727.57'
N: 1933072.0058 45.35' LT
E: 1066320.5564



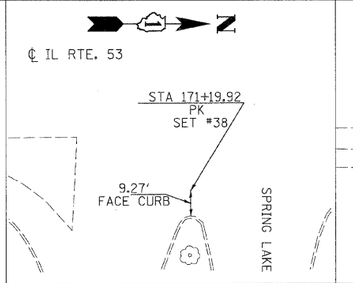
STA. 152+03.97 EL. 714.35'
N: 1928037.530 655.52' RT
E: 1067011.085



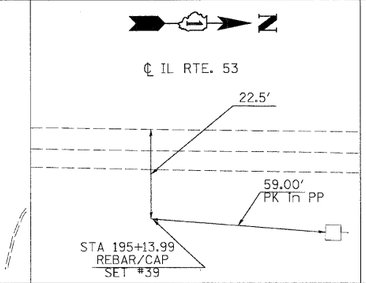
STA. 162+45.96 EL. 687.80'
N: 1929080.865 21.15' RT
E: 1066378.820



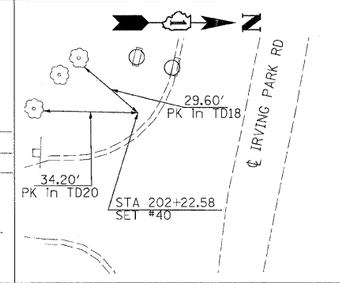
STA. 167+88.14 EL. 691.31'
N: 1929623.055 25.54' RT
E: 1066384.315



STA. 171+19.92 EL. 694.30'
N: 1929954.825 41.39' RT
E: 1066400.845



STA. 195+13.99 EL. 717.73'
N: 1932348.995 44.87' RT
E: 1066409.225



STA. 202+22.58 EL. 732.99'
N: 1933059.250 494.33' LT
E: 1065871.510

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 DRAWN BY: CPK
DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

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

BEGIN IMPROVEMENT STA. 156+00.00

END IMPROVEMENT STA. 170+85.00

WETLAND AREA #5

WETLAND AREA #6

WETLAND AREA #11

SEE TREE REMOVAL SCHEDULE (TYP)

GUARDRAIL REMOV STA. 159+15.88 TO STA. 160+55.76

GUARDRAIL REMOV STA. 158+21.74 TO STA. 159+87.26

GUARDRAIL REMOV STA. 165+07.42 TO STA. 167+66.39 40.00

GUARDRAIL REMOV STA. 165+96.32 TO STA. 167+65.50

PROP. ℄ ILLINOIS ROUTE 53

℄ SHELLEY DR

℄ MEDINAH DR

SPRING LAKE DR

EX ROW

EX R.O.W.

AGG. SHLDR.

NON-SPECIAL WASTE DISPOSAL LIMITS

STA. 162+40.00 60.00 RT

STA. 166+20.00 60.00 RT

SEE BRIDGE PLANS

8" VCP

12" VCP

PILE

SCRUB

RAY FRANZEN BIRD SANCTUARY

SPRING BROOK CREEK

TEMPORARY FENCE (TYP)

COMB CURB GUTTER REM (TYP)

HMA SURF REM 2 3/4

PAVEMENT REMOVAL

DRIVEWAY PAVEMENT REMOVAL

SIDEWALK REMOVAL

TREE REMOVAL

EXISTING

PROPOSED

℄ IL RTE 53 STA. 165+78.52 = ℄ BALL PARK RD STA. 10+00.00

℄ IL RTE 53 STA. 167+90.33= ℄ SHELLEY DR

TRAF BAR TERM T2

TRAF BAR TERM T6

TR BAR TRM T1 SPL TAN

TEMP EASEMENT

PERM EASEMENT

PR ROW

EX R.O.W.

BIT SURF REM BUTT JT

CC&G TRANSITION (10 FT MAX LENGTH)

COMB CC&G TB6.24 (TYP)

6.75:1 TAPER

6:1 TAPER

BR APPR PAVT SPL

IMP ATTEN FRD NAR TL3 (SEE NOTE 3)

HMA SHOULDERS 8"

RECONSTRUCTION LIMIT STA. 157+28.40

PCC PVT 10 (TYP)

PROP. 4' X 3' BOX CULVERT SEE CULVERT PLANS

SEE STRUCTURE PLANS

RECONSTRUCTION LIMIT O/S = 72.00' LT

RECONSTRUCTION LIMIT STA. 170+12.79

PC CONC SIDEWALK 5 (TYP)

SEE RETAINING WALL PLANS STA. 168+30 TO STA. 170+40

PR R.O.W. 20'x20'

PR R.O.W. STA. 170+30.00

BIT SURF REM BUTT JT

DETECTABLE WARNINGS (TYP)

STA. 164+50.00 125.00' RT REMOVE AND RE-ERECT WOOD GUARDRAIL

STA. 165+65.00 230.00' RT

STA. 165+97.00

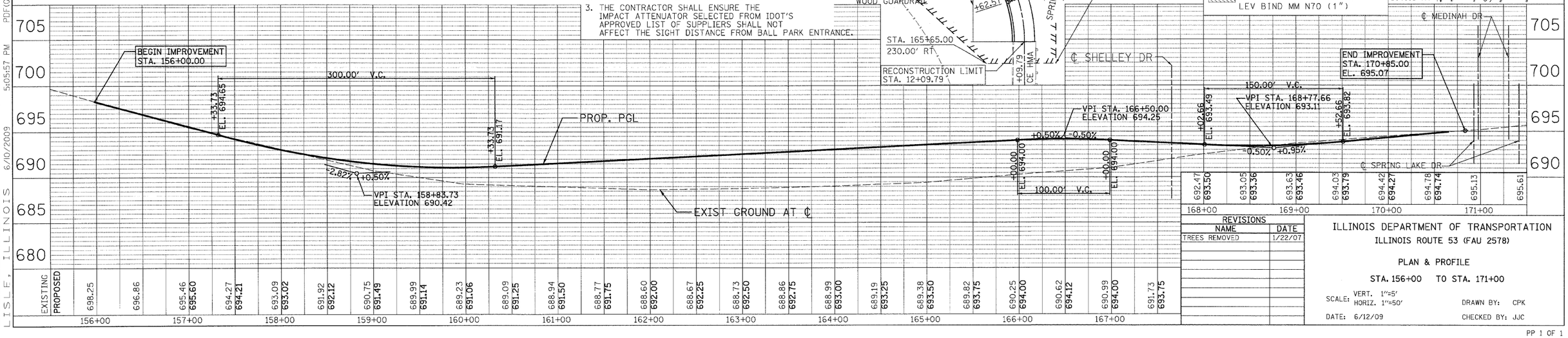
STA. 166+40.00 230.00' RT

CLASS SI CONCRETE (OUTLET)

RECONSTRUCTION LIMIT STA. 12+09.79

P HMA SC "F" N90 (1 3/4") LEV BIND MM N70 (1")
HMA BASE CSE 8
AGG SUBGRADE (12")
P HMA SC "F" N90 (1 3/4") LEV BIND MM N70 (1")

NOTES:
1. SEE R.O.W. PLATS FOR ROW INFORMATION.
2. ALL COMMERCIAL ENTRANCES (CE) SHALL BE HMA SC "C" N50 (2") HMA BASE CSE 8"
2. (SEE DISTRICT ONE STANDARD BD-01)
3. 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.



EXISTING	698.25		696.86		695.46	695.60	694.27	694.21	693.09	693.02	691.92	692.12	690.75	691.49	689.99	691.14	689.23	691.06	689.09	691.25	688.94	691.50	688.77	691.75	688.60	692.00
PROPOSED																									
	688.67	692.25	688.73	692.50	688.86	692.75	688.99	693.00	689.19	693.25	689.38	693.50	689.82	693.75	690.25	694.00	690.62	694.12	690.99	694.00	691.73	693.75			
	156+00		157+00		158+00		159+00		160+00		161+00		162+00		163+00		164+00		165+00		166+00		167+00		

EXISTING	692.47		693.05		693.63		694.03		694.42		694.78		695.13												
PROPOSED	693.50		693.36		693.46		693.79		694.27		694.74		695.61												
	168+00				169+00				170+00				171+00												

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'

DRAWN BY: CPK

DATE: 6/12/09

CHECKED BY: JJC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

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

1. 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.

2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE STAGING PLANS.

3. CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGHOUT THE PROJECT AREA AT ALL TIMES.

4. 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).

5. 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.

6. 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.

7. 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".

8. 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".

9. 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.

10. 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.

11. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY IN THE UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNS".

12. 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.

13. FOR BRIDGE CONSTRUCTION STAGING, SEE SPRINGBROOK CREEK STRUCTURAL PLANS.

14. ANY SAW CUTTING OF THE EXISTING PAVEMENT FOR STAGE CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "PAVEMENT REMOVAL".

15. 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"

16. 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"

17. 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

1. REMOVE TREES IN CONFLICT WITH PROPOSED WORK AS SHOWN IN THE PLANS. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701006.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. CONSTRUCT TEMPORARY ACCESS ROAD.

STAGE 1

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.

2. INSTALL TEMPORARY CONCRETE BARRIER AND SHEET PILE AT LOCATIONS SHOWN IN THE PLANS.
3. REMOVE PORTIONS OF THE EXISTING NORTHBOUND PAVEMENT AND CONSTRUCT EMBANKEMENT. 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.
4. CONSTRUCT THE EAST HALF OF THE PROPOSED STRUCTURE AT STA. 166+46.79 (SEE BRIDGE PLANS FOR STAGING INFORMATION).
5. 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

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

STAGE 2

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 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.

2. 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).
3. REMOVE PORTIONS OF THE EXISTING SOUTHBOUND PAVEMENT AND CONSTRUCT EMBANKEMENT. 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.
4. CONSTRUCT THE WEST HALF OF THE PROPOSED STRUCTURE AT STA. 166+46.79 (SEE BRIDGE PLANS FOR STAGING INFORMATION).

STAGE 3

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.
2. 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.

   TRAFFIC SHALL BE MAINTAINED AS PER PLAN.

3. REMOVE REMAINING EXISTING PAVEMENT AND CONSTRUCT THE PROPOSED CENTER FLUSH MEDIAN/LEFT TURN LANE PAVEMENT.
4. COMPLETE REINSTALLATION OF TRAFFIC SIGNALS AT IL RTE 53 AND MEDINAH DRIVE/SPRING LAKE DRIVE.

   REMOVE TEMPORARY TRAFFIC SIGNALS.

   INSTALL PERMANENT PAVEMENT MARKINGS, RAISED PAVEMENT REFLECTORS AND LANDSCAPING.
   TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701311 and 701701.

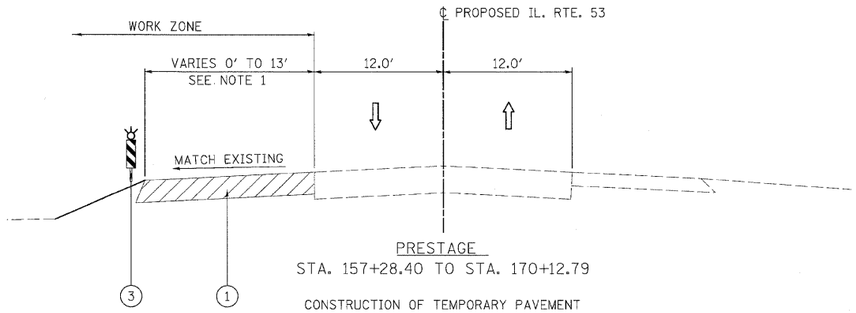
REVISIONS NAME	DATE

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

SCALE: N/A — DRAWN BY: JAH
DATE: 6/12/09 — CHECKED BY: JJC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

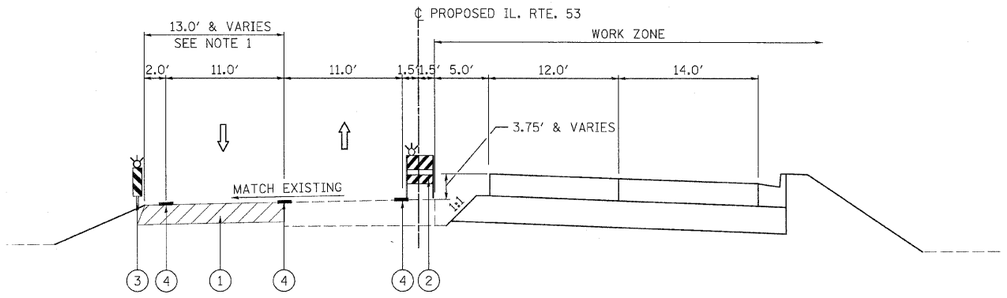


PRESTAGE
STA. 157+28.40 TO STA. 170+12.79

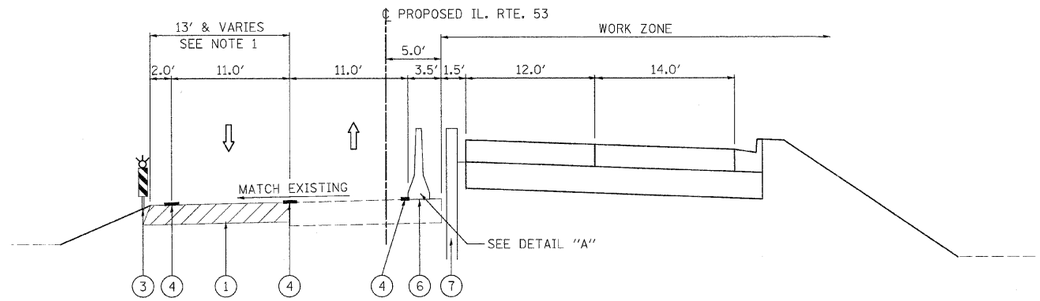
CONSTRUCTION OF TEMPORARY PAVEMENT SHALL BE IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701326.

LEGEND

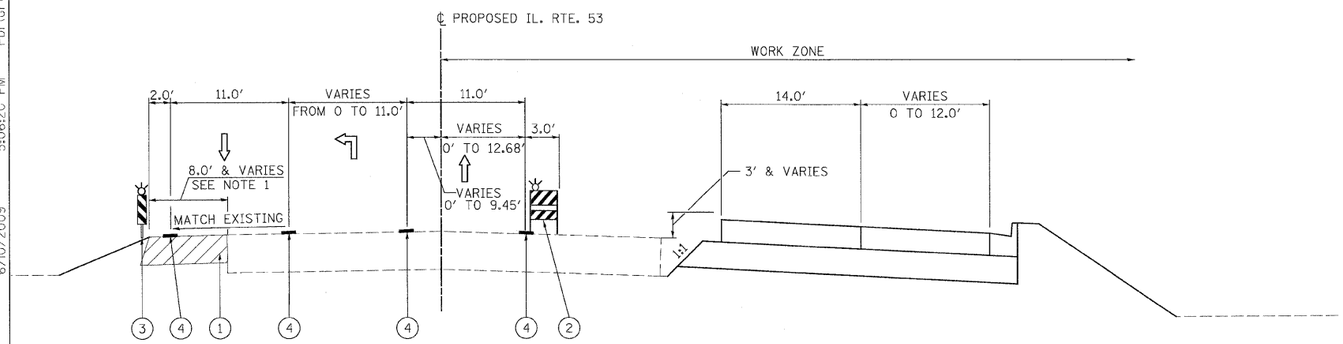
1. TEMPORARY PAVEMENT (SEE SPECIAL PROVISION)
2. TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS (50 FT C-C; 25 FT @ TAPERS & 12 FT ALONG RADII)
3. VERTICAL PANELS @ 50 FT C-C WITH STEADY BURNING LIGHTS
4. TEMPORARY PAVEMENT MARKING
5. WET PAVEMENT MARKING TAPE, TY III
6. TEMPORARY CONCRETE BARRIER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



STAGE 1
STA. 157+28.40 TO STA. 165+88.03



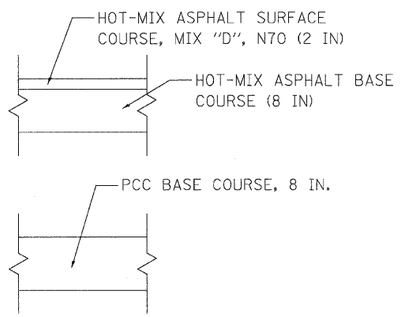
STAGE 1
BRIDGE APPROACH PAVEMENTS
STA. 165+88.03 TO 167+05.55
BRIDGE OMISSION
STA. 166+18.03 TO STA. 166+75.55
(SEE BRIDGE PLANS FOR STAGING DETAILS)

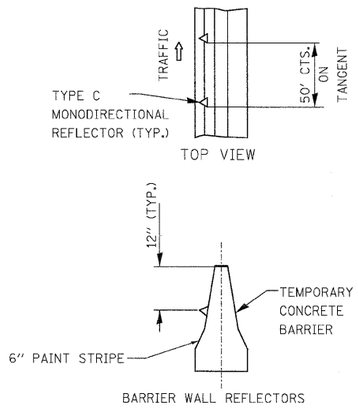


STAGE 1
STA. 167+05.55 TO STA. 170+12.79

TEMPORARY PAVEMENT DETAILS

(CONTRACTOR HAS THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT)





DETAIL A

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

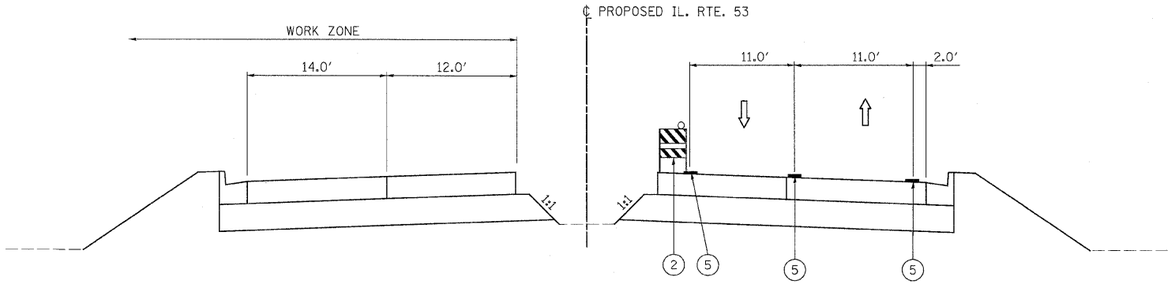
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL TYPICAL SECTIONS PRESTAGE AND STAGE 1

SCALE: NONE
DRAWN BY: CPK
DATE:
CHECKED BY: JJC

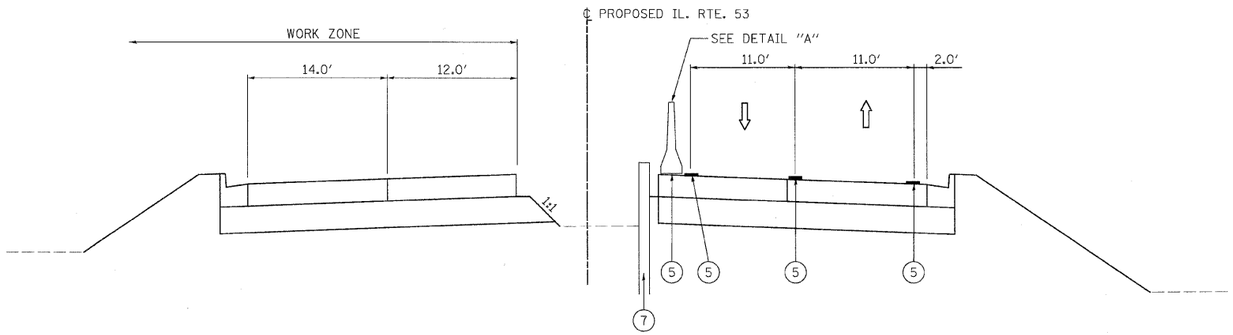
PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DU PAGE	117	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

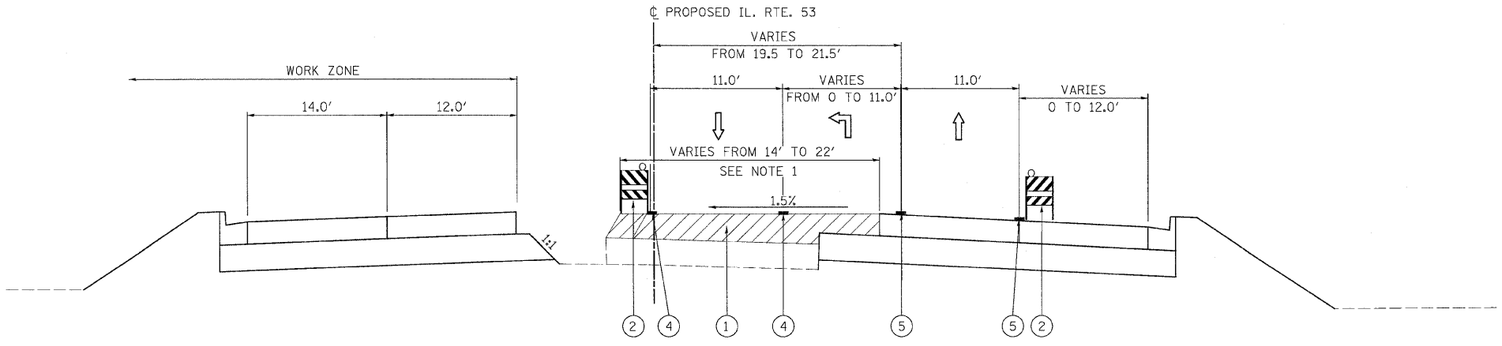
CONTRACT #62881



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)



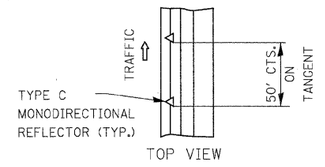
STAGE 2
STA. 167+05.55 TO STA. 170+12.79

LEGEND

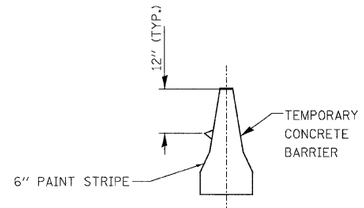
1. TEMPORARY PAVEMENT
2. TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS (50 FT C-C; 25 FT @ TAPERS & 12 FT ALONG RADII)
3. VERTICAL PANELS @ 50 FT C-C WITH STEADY BURNING LIGHTS
4. TEMPORARY PAVEMENT MARKING
5. WET PAVEMENT MARKING TAPE, TY III
6. TEMPORARY CONCRETE BARRIER WITH VERTICAL PANELS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



TOP VIEW



BARRIER WALL REFLECTORS
DETAIL A

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

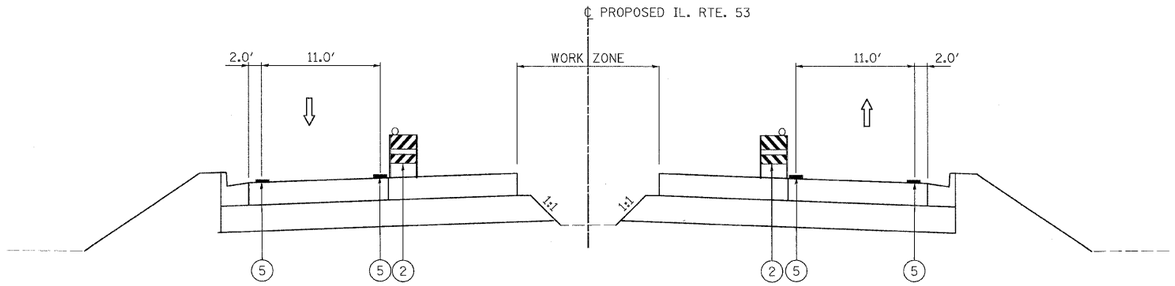
SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL TYPICAL SECTIONS
STAGE 2

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

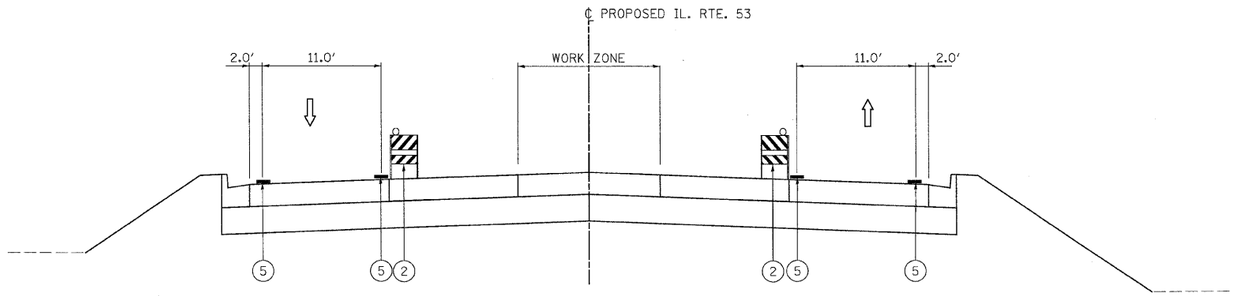
PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

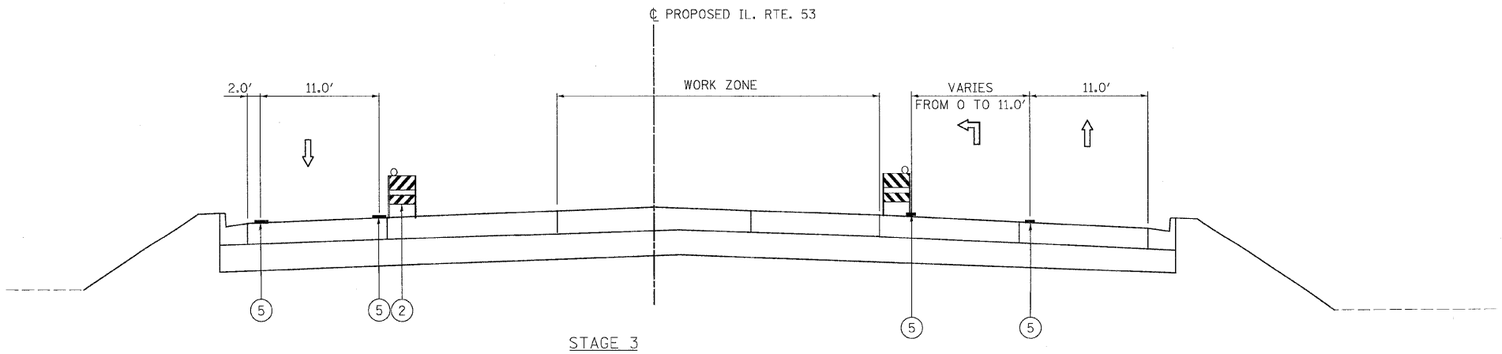


STAGE 3
STA. 157+28.40 TO STA. 165+88.03



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

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)

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
DRAWN BY: CPK
DATE: 6/12/09
CHECKED BY: JJC

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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.

ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
M6-1(0)-2115
END CONSTRUCTION G20-2a(0)-6024 60 x 24 in.
℄ NORDIC ROAD
WET PAVT MARK TAPE T3 6 W LANE LINE (TYP.)
WET PAVT MARK TAPE T3 12 Y DIAGONAL 20' C-C (TYP.)
WET PAVT MARK TAPE T3 4 W EDGE LINE (TYP.)
TEMP. PAVT (SEE SPECIAL PROVISION)
W1-4L 48 x 48 in. STA. 159+00.00
TEMP. GUARDRAIL
TEMP EAS.
WET PAVT MARK TAPE T3 4 DBL Y LINES 11 C-C (TYP.)
EXIST. R.O.W.
MATCH LINE STA. 164+00
W6-3(0)-48 48 x 48 in. STA. 157+40.00
WORK ZONE / SPEED LIMIT 35 / BEGINS / *XXX FINE MINIMUM
W2-I115(0)-3618
R2-1-3648
W2-I113(0)-3612
R2-I106-3618
ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
M6-1(0)-2115
ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
W1-4L 48 x 48 in.
W21-1a(0) 48 x 48 in.
ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
W1-4R 48 x 48 in.
W21-1a(0) 48 x 48 in.
ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
M6-1 21 X 15 in.
ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
M6-1 21 X 15 in.
℄ SHELLEY DRIVE
℄ MEDINAH LANE
R3-2 24 x 24 in.
TEMP. CONC. BARRIER
TEMP PAVT. (TYP.) (SEE SPECIAL PROVISIONS)
PERM. EAS.
WET PAVT MARK TAPE T3 4 W EDGE LINE (TYP.)
WET PAVT MARK TAPE T3 6 W SKIP DASH (2' LINE, 6' SKIP)
WET PAVT MARK TAPE T3 LTR & SYM (TYP.)
WET PAVT MARK TAPE T3 24 W STOP BAR (TYP.)
WET PAVT MARK TAPE T3 LTR & SYM (TYP.)
WET PAVT MARK TAPE T3 6 W LANE LINE (TYP.)
WET PAVT MARK TAPE T3 4 DBL Y LINES 11 C-C (TYP.)
R3-8 30 in. X 30 in.
WET PAVT MARK TAPE T3 12 Y DIAGONAL 20' C-C (TYP.)
WET PAVT MARK TAPE T3 4 W EDGE LINE (TYP.)
WET PAVT MARK TAPE T3 6 W SKIP DASH (2' LINE - 6' SPACE)
℄ HAWTHORN DRIVE
℄ SPRING LAKE DRIVE
IMP ATTN TEMP FRN TL3
PROP. R.O.W.
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).

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL STAGE 1

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

PATRICK ENGINEERING INC. LISLE, ILLINOIS

tkoeppen(Rdwy_Lisle) 6/10/2009 5:06:30 PM PDF(Grey_Large).pit O:\IDOT\9356_AO_(IL53)\SprIngBrook\Drawings\ROWY\snts\MOT\S_MOT_01.dgn

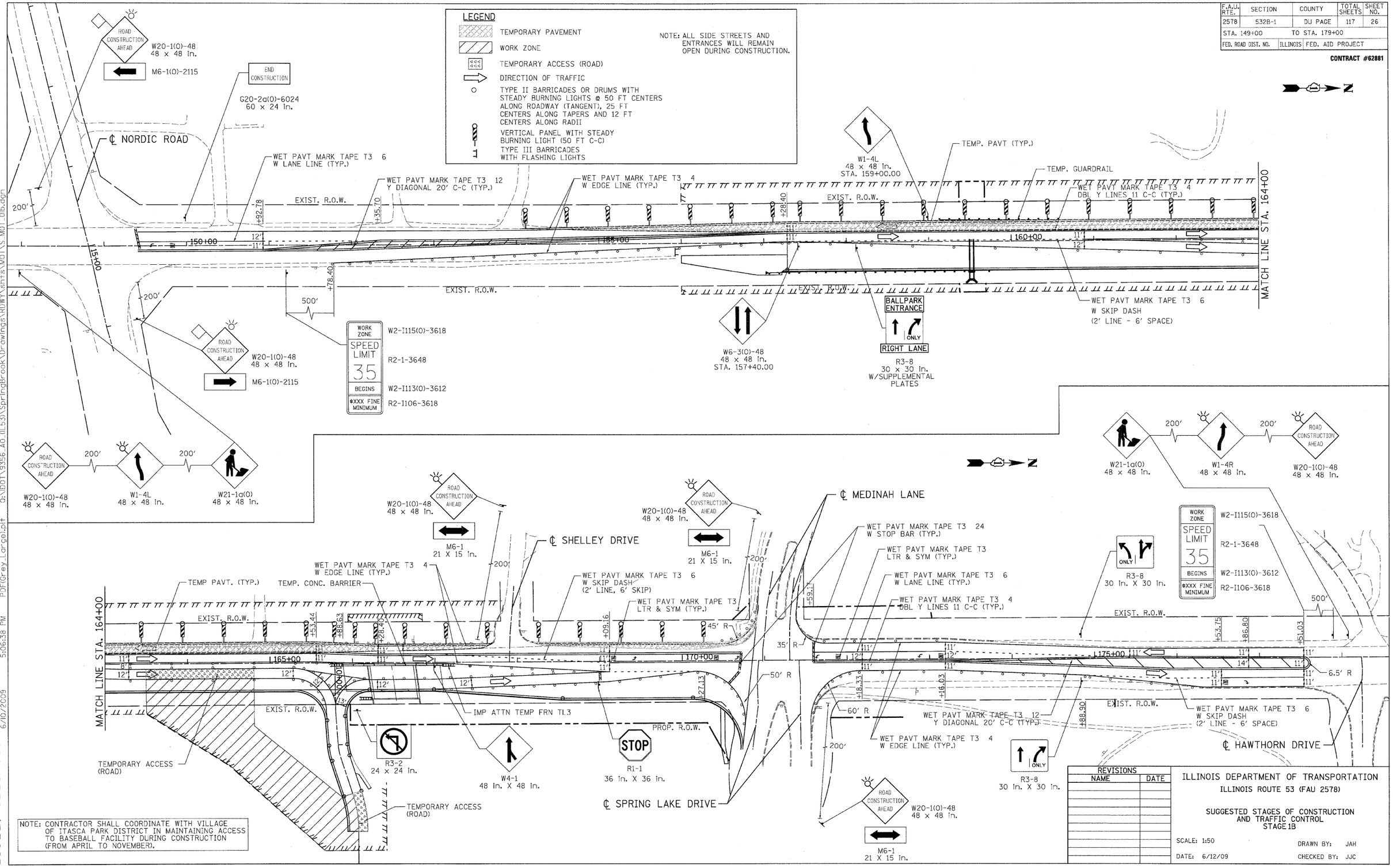
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	26
STA. 149+00	TO STA. 179+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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 DRAWN BY: JAH

DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

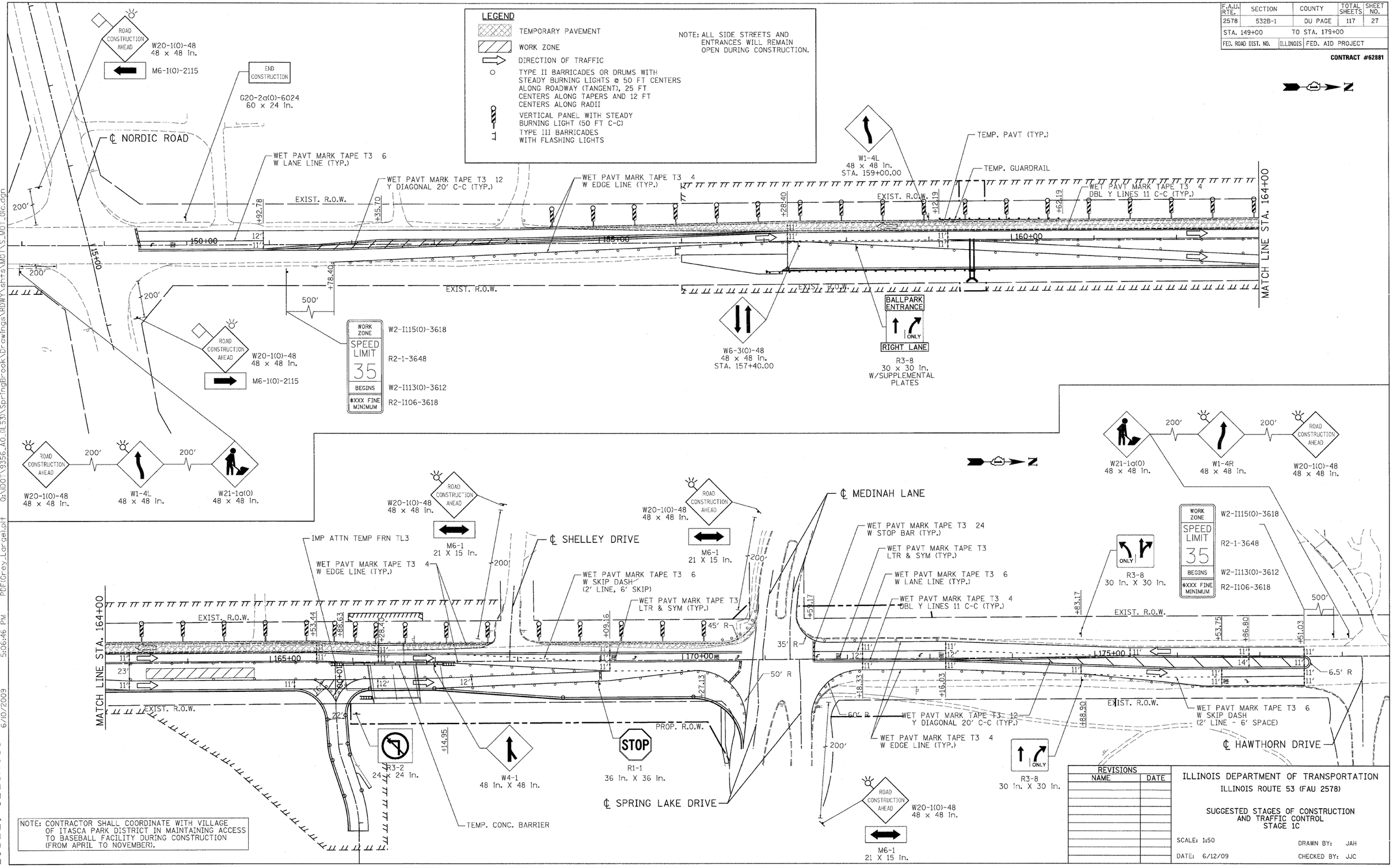
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DU PAGE	117	27
STA. 149+00	TO STA. 179+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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.



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 DRAWN BY: JAH

DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	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.

℄ NORDIC ROAD

ROAD CONSTRUCTION AHEAD — W20-1(0)-48, 48 x 48 in.
M6-1(0)-2115

END CONSTRUCTION — G20-2a(0)-6024, 60 x 24 in.

WET PAVT MARK TAPE T3 6 W LANE LINE (TYP.)
WET PAVT MARK TAPE T3 12 Y DIAGONAL 20' C-C (TYP.)
WET PAVT MARK TAPE T3 4 W EDGE LINE (TYP.)
WET PAVT MARK TAPE T3 4 DBL Y LINES 11 C-C (TYP.)

EXIST. R.O.W.
TEMP. PAVT (TYP.) SEE SPECIAL PROVISIONS)

W1-4R, 48 x 48 in., STA. 159+00.00
W6-3(0)-48, 48 x 48 in., STA. 157+40.00

MATCH LINE STA. 164+00

WORK ZONE / SPEED LIMIT 35 / BEGINS / ⊗XXX FINE MINIMUM
W2-I115(0)-3618
R2-1-3648
W2-I113(0)-3612
R2-I106-3618

W21-1a(0) 48 x 48 in. — 200' — W1-4R 48 x 48 in. — 200' — ROAD CONSTRUCTION AHEAD — W20-1(0)-48 48 x 48 in.

℄ SHELLEY DRIVE
℄ MEDINAH LANE
℄ SPRING LAKE DRIVE
℄ HAWTHORN DRIVE

TEMP. CONCRETE BARRIER
TEMPORARY ACCESS (COMMERCIAL ENTRANCE)
TEMPORARY ACCESS (ROAD)
IMP ATTN TEMP FRN TL3
PROP. R.O.W.
WET PAVT MARK TAPE T3 6 W SKIP DASH (2' LINE, 6' SKIP)
WET PAVT MARK TAPE T3 24 W STOP BAR (TYP.)
WET PAVT MARK TAPE T3 LTR & SYM (TYP.)

M6-1, 21 X 15 in.
W6-3(0)-48, 48 x 48 in., STA. 167+15.00
W1-4L, 48 x 48 in., STA. 170+00.00
R3-8, 30 in. X 30 in.
W21-1a(0), W1-4R, W20-1(0)-48, 48 x 48 in.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 2

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

PATRICK ENGINEERING INC. LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	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.

ROAD CONSTRUCTION AHEAD W20-1(0)-48 48 x 48 in.
M6-1(0)-2115
END CONSTRUCTION G20-2a(0)-6024 60 x 24 in.
℄ NORDIC ROAD
WET PAVT MARK TAPE T3 4 Y LANE LINE (TYP.)
WET PAVT MARK TAPE T3 4 W EDGE LINE (TYP.)
WET PAVT MARK TAPE T3 4 Y EDGE LINE (TYP.)
EXIST. R.O.W.
MATCH LINE STA. 164+00
WORK ZONE / SPEED LIMIT 35 / BEGINS / ♦XXX FINE MINIMUM
W2-I115(0)-3618
R2-1-3648
W2-I113(0)-3612
R2-I106-3618
W1-4L 48 x 48 in. STA. 159+90.00
W21-1a(0) 48 x 48 in.
W1-4R 48 x 48 in.
W20-1(0)-48 48 x 48 in.
℄ SHELLEY DRIVE
M6-1 21 X 15 in.
STA. 169+95.00
STA. 166+90.00
℄ MEDINAH LANE
R3-100L LEFT TURN LANE
WET PAVT MARK TAPE T3 LTR & SYM (TYP.)
WET PAVT MARK TAPE T3 6 W LANE LINE (TYP.)
WET PAVT MARK TAPE T3 4 DBL Y LINES 11 C-C (TYP.)
WET PAVT MARK TAPE T3 12 Y DIAGONAL 20' C-C (TYP.)
WET PAVT MARK TAPE T3 6 W SKIP DASH (2' LINE, 6' SKIP)
WET PAVT MARK TAPE T3 6 W SKIP DASH (2' LINE - 6' SPACE)
PROP. R.O.W.
TEMP. PAVEMENT
℄ SPRING LAKE DRIVE
℄ HAWTHORN DRIVE
R3-8 30 in. X 30 in.
STA. 173+25.00

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL STAGE 3

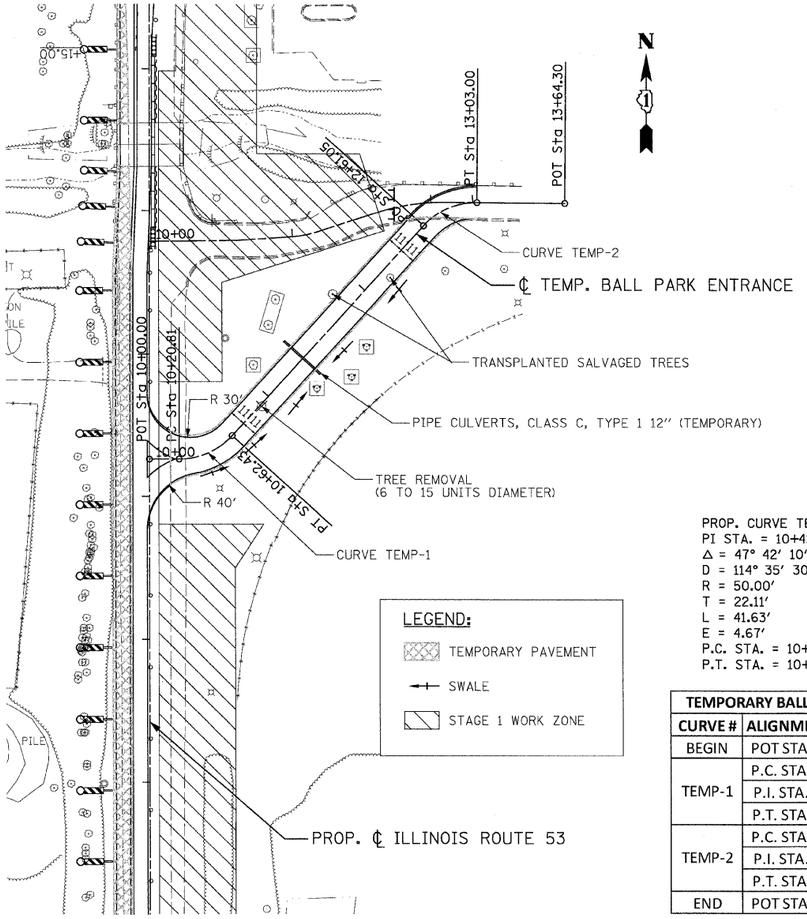
SCALE: 1:50 DRAWN BY: JAH
DATE: 6/12/09 CHECKED BY: JJC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

tkoeppen(Rdwy_Lisle) 6/10/2009 5:07:01 PM PDF(Grey_Large).plt Q:\IDOT\9356_A0_(IL53)\SpringBrook\Drawings\RDWY\sht s\MOT\S_MOT_03.dgn

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	30
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881



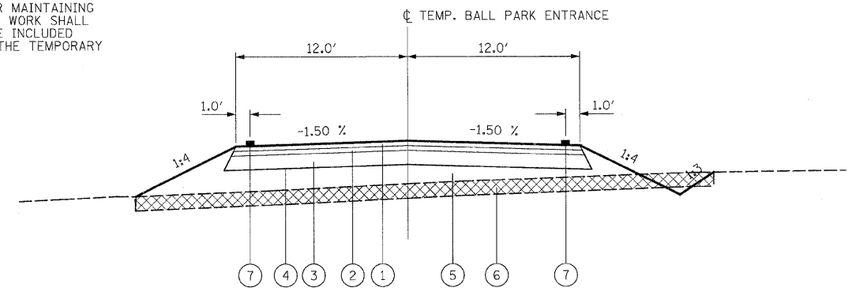
NOTES:

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.



TYPICAL SECTION FOR
TEMPORARY BALL PARK ROAD

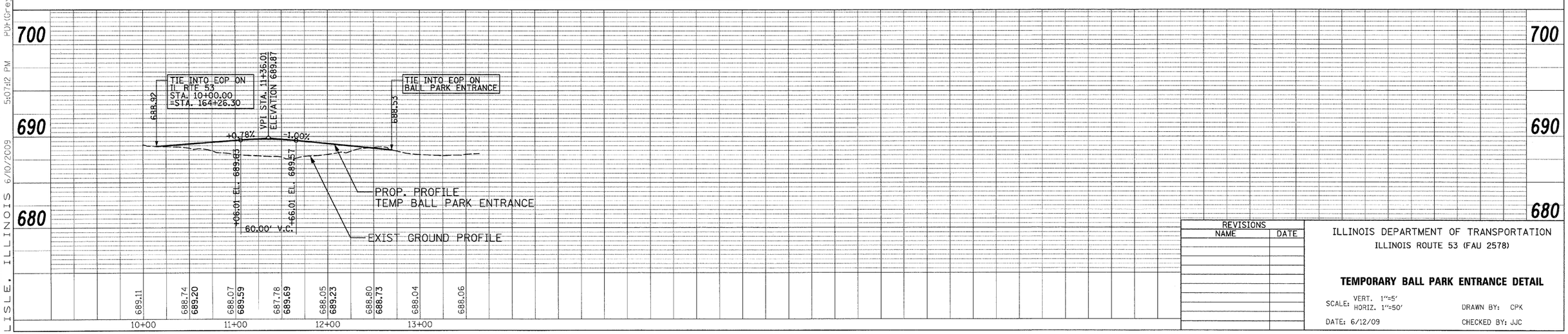
TYPICAL SECTION LEGEND:

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

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

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
TEMP-1	P.C. STA. 10+20.81	1,929,170.57	1,066,328.75
	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
TEMP-2	P.C. STA. 12+61.05	1,929,333.49	1,066,499.73
	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	1929349.242	1,066,598.36



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

TEMPORARY BALL PARK ENTRANCE DETAIL

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

DRAWN BY: CPK

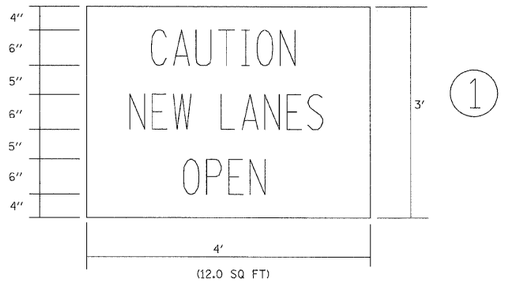
DATE: 6/12/09

CHECKED BY: JJC

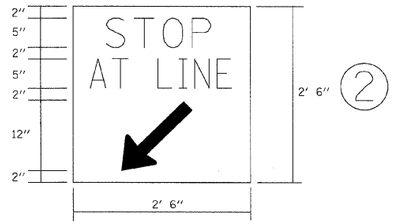
PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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



①



AT SIDE ROADS
(MOUNTED SEPARATELY)
(6.25 SQ FT)

②

NOTE:
ABOVE SIGNS SHALL BE BLACK ON ORANGE REFLECTIVE BACKGROUND

AT COMMERCIAL ENTRANCES
(12.0 SQ FT)

③

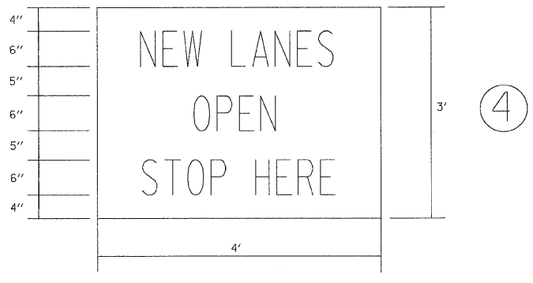
NOTE:
SIGN SHALL BE GREEN ON WHITE REFLECTIVE BACKGROUND WITH .50 in. BORDER.

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.

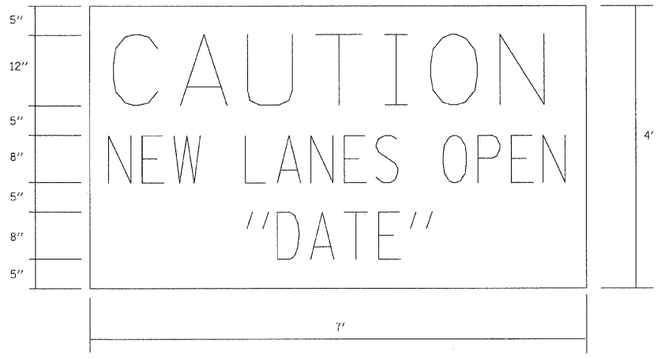
ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN.



AT ENTRANCES
(12.0 SQ FT)

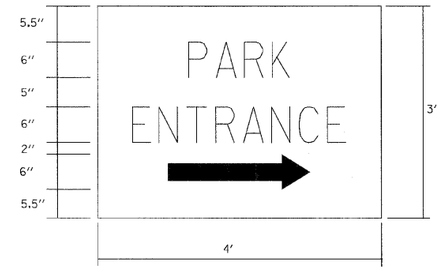
④

NOTE:
ABOVE SIGNS SHALL BE BLACK ON ORANGE REFLECTIVE BACKGROUND



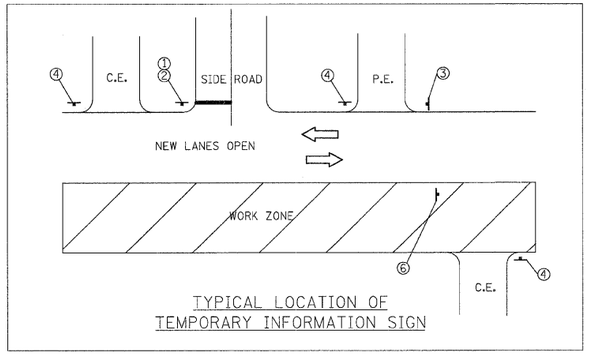
AT ENDS OF PROJECT
(28.0 SQ FT)

⑤



AT COMMERCIAL ENTRANCES
(12.0 SQ FT)

⑥



TYPICAL LOCATION OF
TEMPORARY INFORMATION SIGN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGING OF CONSTRUCTION
& TRAFFIC CONTROL
TEMPORARY INFORMATION SIGNS

SCALE: NONE — DRAWN BY TCK
DATE 6/12/09 — CHECKED BY JC

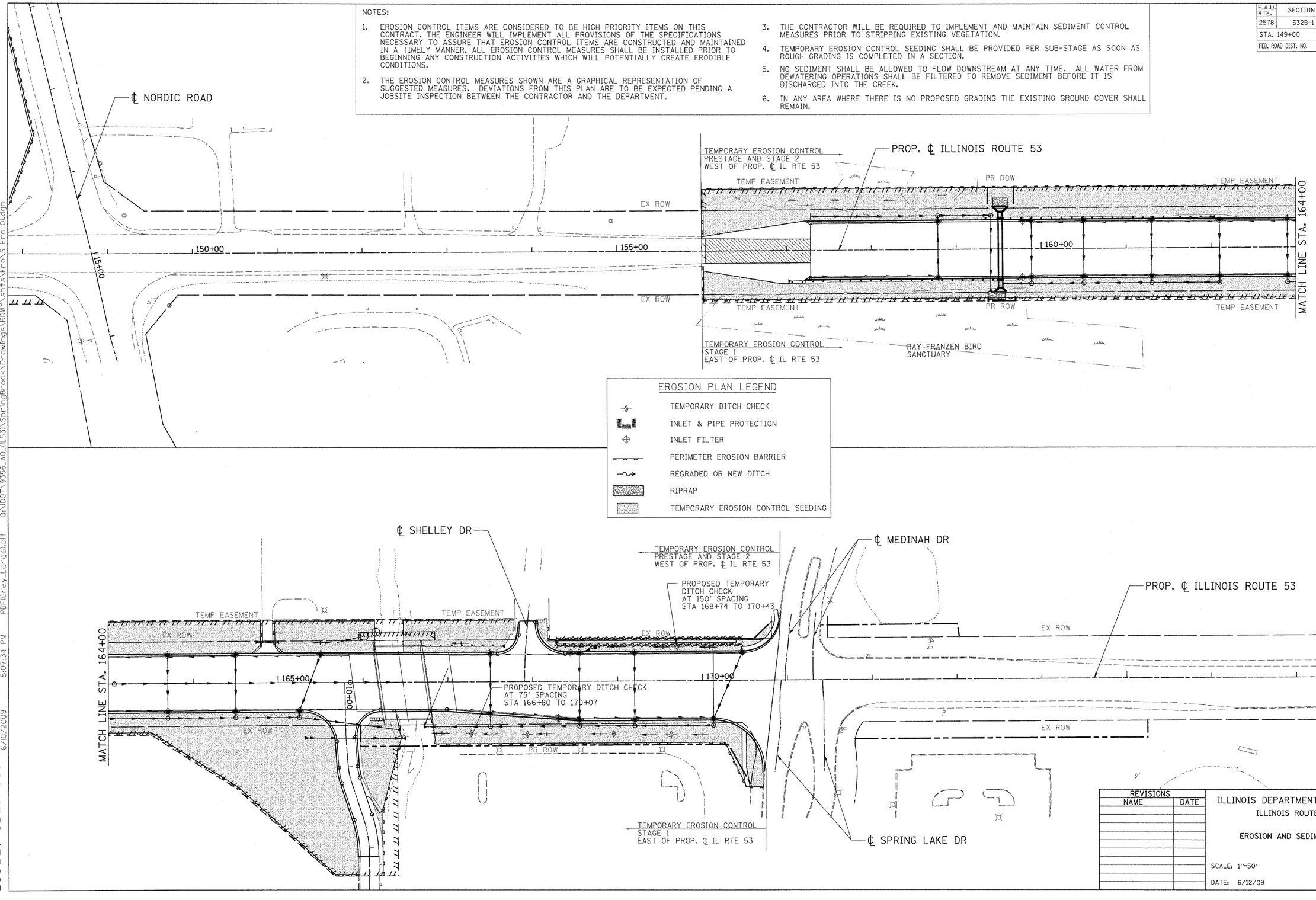
PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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.



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=50'
DRAWN BY: MJP
DATE: 6/12/09
CHECKED BY: DES

EC 1 OF 1

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

tkoeppen(Rdwy_Lisle) 6/10/2009 5:07:34 PM PDF(Grey_Large).plt O:\IDOT\9356_A0 (IL53)\SpringBrook\Drawings\RDWY\shts\Ero\S_Ero_01.dgn

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		

CONTRACT #62281

PIPE CULVERT REMOVAL - 27 FT

PIPE CULVERT REMOVAL - 20 FT

PIPE CULVERT REMOVAL - 47 FT

BEGIN IMPROVEMENT STA. 156+00.00

EXIST. R.O.W.

BOX CULVERT REMOVAL

PROPOSED ℄ IL RTE 53

SEE STRUCTURAL PLANS

℄ MEDINAH LANE

℄ SHELLEY DRIVE

℄ SPRING LAKE DRIVE

SPRING BROOK CREEK

EXISTING / PROPOSED

PUD INV. ELEV. = 688.77

PUD INV. ELEV. = 688.10

FLOODPLAIN

TEMP. EASEMENT

RECONSTRUCTION LIMIT STA. 157+28.40

PRECAST CONCRETE BOX CULVERT 4'x3' STA. 159+52 (SEE CULVERT PLANS)

FLOODWAY

PUD INV. ELEV. = 691.75

RECONSTRUCTION LIMIT STA. 170+12.79

PUD INV. ELEV. = 691.19

END IMPROVEMENT STA. 170+85.00

EXISTING GROUND AT ℄

PROP. PGL

148'-36" SS @ 0.8%

59'-36" SS @ 0.8%

PROVIDE 12" DIA. RESTRICTOR

30'-18" SS @ 0.5%

58'-18" SS @ 0.5%

76'-18" SS @ 0.5%

76'-15" SS @ 0.5%

112'-15" SS @ 0.5%

272'-54" SS @ 0.1%

48'-12" SS @ 0.1%

38'-12" SS @ 0.3%

℄ SPRING BROOK CREEK

PROP. LEFT DITCH PROFILE

100-YR H.W.E. 689.6

10-YR H.W.E. 687.9

71'-24" SS @ 0.4%

101'-24" SS @ 0.4%

61'-18" SS @ 0.4%

89'-18" SS @ 0.4%

PROP. RIGHT DITCH PROFILE

℄ MEDINAH LN

℄ SHELLEY DR

℄ SPRING LAKE DR

12" INV. 687.90

N.W.E. 682.60

12" W/ FLAP GATE INV. 682.80

	156+00	157+00	158+00	159+00	160+00	161+00	162+00	163+00	164+00	165+00	166+00	167+00
EXISTING	698.25	696.86	695.46	694.27	693.09	691.92	690.75	689.99	689.23	689.09	688.94	688.77
PROPOSED	698.42	697.01	695.60	694.21	693.02	692.12	691.49	691.14	691.06	691.25	691.50	691.75
	688.60	688.67	688.73	688.86	688.99	689.19	689.38	689.82	690.25	690.62	690.99	691.73
	692.00	692.25	692.50	692.75	693.00	693.25	693.50	693.75	694.00	694.12	694.00	693.75

	168+00	169+00	170+00	171+00
	692.47	693.05	693.63	694.03	694.42	694.78	695.13	695.61
	693.50	693.36	693.46	693.79	694.27	694.74	695.21	

695 / 690 / 685 / 680 / 675

REVISIONS NAME	DATE

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'
DRAWN BY: CDT
DATE: 6/12/09
CHECKED BY: EYC

PATRICK ENGINEERING INC. LISLE, ILLINOIS

DU 1 OF 2

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	34
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

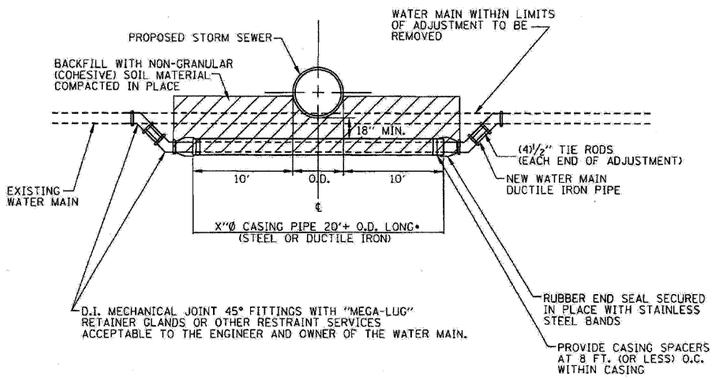
STORM SEWER / PIPE CULVERT SCHEDULE

PIPE NO.	FROM	TO	LENGTH (FT)	DIA. (IN)	TYPE FF	SLOPE (%)	TRENCH BACKFILL (CU YD)
1A	1-1	1-2	61	12	SS 2 RCP CL III 12	0.97	15.68
1B	1-2	1-3	4	12	SS 2 RCP CL III 12	0.75	1.07
1C	1-3	1-4	59	36	SS 1 RCP CL III 36	0.81	0.00
1UU	1-4	1-51	77	36	SS 1 RCP CL III 36	0.81	0.00
1D	1-10	N/A	30	18	SS 2 RCP CL III 18	0.50	6.15
1E	1-6	1-8	6	12	SS 2 RCP CL III 12	1.00	1.10
1F	1-7	1-9	6	12	SS 2 RCP CL III 12	1.00	1.48
1G	1-8	1-9	61	12	SS 2 RCP CL III 12	1.03	13.76
1H	1-9	1-10	5	12	SS 2 RCP CL III 12	0.60	1.18
1I	1-13	1-10	58	18	SS 1 RCP CL IV 18	0.45	0.00
1J	1-11	1-12	61	12	SS 2 RCP CL III 12	1.03	10.55
1K	1-12	1-13	5	12	SS 2 RCP CL III 12	0.60	0.92
1L	1-16	1-13	76	18	SS 1 RCP CL IV 18	0.46	0.00
1M	1-14	1-15	61	12	SS 1 RCP CL IV 12	1.03	8.05
1N	1-15	1-16	5	12	SS 1 RCP CL IV 12	0.60	0.71
1O	1-19	1-16	76	18	SS 1 RCP CL IV 18	0.46	0.00
1P	1-17	1-18	61	12	SS 1 RCP CL IV 12	0.87	8.66
1Q	1-18	1-19	5	12	SS 2 RCP CL III 12	0.60	0.81
1R	1-20	1-21	61	12	SS 1 RCP CL IV 12	1.03	8.05
1S	1-21	1-22	5	12	SS 1 RCP CL IV 12	0.60	0.66
1T	1-22	1-25	76	15	SS 1 RCP CL IV 15	0.47	0.00
1U	1-23	1-24	61	12	SS 2 RCP CL III 12	1.03	10.55
1V	1-24	1-25	5	12	SS 2 RCP CL III 12	0.60	0.92
1W	1-25	1-28	76	15	SS 2 RCP CL III 15	0.47	0.00
1X	1-26	1-27	61	12	SS 2 RCP CL III 12	1.03	15.04
1Y	1-27	1-28	5	12	SS 2 RCP CL III 12	0.60	1.34
1Z	1-28	1-30	71	15	SS 2 RCP CL III 15	0.46	0.00
1AA	1-29	1-30	5	12	SS 2 RCP CL III 12	1.00	1.71
1BB	1-31	1-29	66	12	SS 2 RCP CL III 12	1.03	21.81
1CC	1-30	1-32	112	15	SS 1 RCP CL IV 15	0.47	5.42
1DD	1-36	1-33	71	24	SS 1 RCP CL IV 24	0.41	0.00
1EE	1-34	1-35	65	12	SS 2 RCP CL III 12	1.03	16.02
1FF	1-35	1-36	13	12	SS 2 RCP CL III 12	0.85	1.60
1GG	1-41	1-36	101	24	SS 1 RCP CL IV 24	0.39	0.00
1HH	1-37	1-40	21	12	SS 2 RCP CL III 12	1.19	3.63
1II	1-38	1-39	6	12	SS 1 RCP CL IV 12	1.00	0.79
1JJ	1-39	1-40	73	12	SS 2 RCP CL III 12	1.03	11.10
1KK	1-40	1-41	5	12	SS 2 RCP CL III 12	0.60	1.13
1LL	1-42	1-39	16	12	SS 1 RCP CL IV 12	1.00	2.11
1MM	1-45	1-41	61	18	SS 2 RCP CL III 18	0.38	0.00
1NN	1-43	1-44	73	12	SS 1 RCP CL IV 12	1.03	11.10
1OO	1-44	1-45	5	12	SS 2 RCP CL III 12	0.60	0.97
1PP	1-47	1-45	89	18	SS 2 RCP CL III 18	0.37	0.00
1QQ	1-46	1-47	5	12	SS 2 RCP CL III 12	1.20	1.23
1RR	1-48	1-46	80	12	SS 2 RCP CL III 12	1.03	17.20
1SS	1-49	1-50	272	54	SS 2 RCP CL III 54	0.10	413.85
1TT	1-50	N/A	38	12	SS 2 RCP CL III 12	-0.26	12.63
1VV	1-50	1-58	48	12	SS 2 RCP CL III 12	0.08	30.20
1WW	1-56	1-3	148	36	SS 1 RCP CL III 36	0.80	0.00
1XX	1-53	1-52	20	15	P CUL CL A 1 15	0.70	2.42
1YY	1-54	1-55	27	15	P CUL CL A 1 15	5.93	3.27
						TOTAL	664.86

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	STATION	OFFSET		RIM ELEV.	INVERT (N)	INVERT (S)	INVERT (W)	INVERT (E)
1-1	CB TA 4 DIA T24F&G	158+78.40	32.50	RT	691.02			686.38	
1-2	CB TA 4 DIA T24F&G	158+78.40	32.50	LT	691.02			685.75	685.79
1-3	MAN TA 5 DIA T1F CL	158+78.40	40.00	LT	690.71	685.69	685.71		685.72
1-4	MAN TA 7D T1FCL R-PLT	159+41.00	40.00	LT	690.26		685.21		685.16
1-51	PRC FLAR END SEC 36	159+40.29	43.29	RT				684.54	
1-51A	GRATING-C FL END S 36	159+40.29	43.29	RT				684.54	
1-6	INLETS TA T24F&G	159+78.40	32.50	LT	690.35	686.12			
1-7	INLETS TA T24F&G	159+78.40	32.50	RT	690.35	685.46			
1-8	CB TA 4 DIA T24F&G	159+88.50	32.50	LT	690.35		686.06		686.03
1-9	CB TA 4 DIA T24F&G	159+88.50	32.50	RT	690.35		685.40	685.40	685.39
1-10	MAN TA 5 DIA T1F CL	159+88.50	41.00	RT	689.88	685.71	685.33	685.36	
1-11	CB TA 4 DIA T24F&G	160+50.00	32.50	LT	690.54				686.69
1-12	CB TA 4 DIA T24F&G	160+50.00	32.50	RT	690.54			686.06	686.02
1-13	MAN TA 5 DIA T1F CL	160+50.00	41.00	RT	690.08	685.99	685.97	685.99	
1-14	CB TA 4 DIA T24F&G	161+30.00	32.50	LT	690.94				687.56
1-15	CB TA 4 DIA T24F&G	161+30.00	32.50	RT	690.94			686.93	686.89
1-16	MAN TA 5 DIA T1F CL	161+30.00	41.00	RT	690.48	686.37	686.34	686.86	
1-17	CB TA 4 DIA T24F&G	162+10.00	32.50	LT	691.34				687.74
1-18	CB TA 4 DIA T24F&G	162+10.00	32.50	RT	691.34			687.21	687.07
1-19	MAN TA 5 DIA T1F CL	162+10.00	41.00	RT	690.88		686.72	687.04	
1-20	CB TA 4 DIA T24F&G	162+90.00	32.50	LT	691.74				688.46
1-21	CB TA 4 DIA T24F&G	162+90.00	32.50	RT	691.74			687.83	687.79
1-22	MAN TA 5 DIA T1F CL	162+90.00	41.00	RT	691.28	687.73		687.76	
1-23	CB TA 4 DIA T24F&G	163+70.00	32.50	LT	692.14				688.32
1-24	CB TA 4 DIA T24F&G	163+70.00	32.50	RT	692.14			687.69	687.65
1-25	MAN TA 5 DIA T1F CL	163+70.00	41.00	RT	691.68	687.35	687.37	687.62	
1-26	CB TA 4 DIA T24F&G	164+50.00	32.50	LT	692.54				687.94
1-27	CB TA 4 DIA T24F&G	164+50.00	32.50	RT	692.54			687.31	687.27
1-28	MAN TA 5 DIA T1F CL	164+50.00	41.00	RT	692.08	686.96	686.99	687.24	
1-29	CB TA 4 DIA T24F&G	165+25.00	32.50	RT	692.92			686.93	686.89
1-30	MAN TA 5 DIA T1F CL	165+25.00	41.00	RT	692.40	686.60	686.63	686.84	
1-31	CB TA 4 DIA T24F&G	165+50.00	32.50	LT	693.04				687.61
1-32	PRC FLAR END SEC 15	166+40.00	55.88	RT			686.07		
1-33	PRC FLAR END SEC 24	166+74.94	53.33	RT		686.84			
1-34	CB TA 4 DIA T24F&G	167+50.00	32.50	LT	693.04				688.47
1-35	CB TA 4 DIA T24F&G	167+50.00	36.45	RT	692.96			687.80	687.26
1-36	MAN TA 5 DIA T1F CL	167+50.00	53.00	RT	691.23	687.15	687.13	687.15	
1-37	INLETS TA T24F&G	168+30.07	42.61	RT	692.45	688.38			
1-38	INLETS TA T24F&G	168+45.00	32.50	LT	692.67	688.97			
1-39	CB TA 4 DIA T24F&G	168+55.00	32.50	LT	692.65	688.91	688.91		688.88
1-40	CB TA 4 DIA T24F&G	168+55.00	44.50	RT	692.41		688.13	688.13	688.09
1-41	MAN TA 5 DIA T1F CL	168+55.00	53.00	RT	693.06	688.06	687.54	688.06	
1-42	CB TC T8G	168+74.00	40.00	LT	692.22		689.07		
1-43	CB TA 4 DIA T24F&G	169+20.00	32.50	LT	692.85				689.13
1-44	CB TA 4 DIA T24F&G	169+20.00	44.50	RT	692.61			688.38	688.34
1-45	MAN TA 5 DIA T1F CL	169+20.00	53.00	RT	692.87	688.31	688.29	688.31	
1-46	CB TA 4 DIA T24F&G	170+12.79	44.50	RT	693.44			688.76	688.72
1-47	MAN TA 5 DIA T1F CL	170+12.79	53.00	RT	693.70		688.64	688.66	
1-48	CB TA 4 DIA T24F&G	170+47.20	32.50	LT	694.00				689.58
1-49	MAN TA 7 DIA T1F CL	163+06.00	0.00	LT	692.51	683.12			
1-50	MAN TA 7 DIA T1F CL	165+85.00	0.00	LT	693.93	682.85	682.84		
1-52	PRC FLAR END SEC 15	164+77.73	48.00	LT		689.67			
1-53	PRC FLAR END SEC 15	164+97.73	48.00	LT			689.81		
1-54	PRC FLAR END SEC 15	165+70.20	47.30	LT		691.25			
1-55	PRC FLAR END SEC 15	165+96.83	53.70	LT			689.65		
1-56	TEMP SS PLUG 36	157+28.41	40.00	LT	691.06				
*1-57	FLAP GATE, 12	166+33.40	0.00	LT			682.80		
1-58	CIP RC END SEC 15	166+33.40	0.00	LT			682.80		

• PROVIDE REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS AT FLAP GATE LOCATION.



WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE BOTTOM OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE.

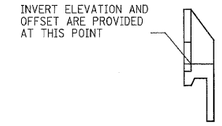
ARRANGE CROSSING SO THAT THE SEWER PIPE JOINTS AND THE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING).

•WHERE PROPOSED STORM SEWER MEETS WATER MAIN REQUIREMENTS, CASING PIPE SHALL BE OMITTED.

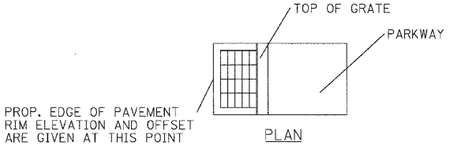
WATER MAIN ADJUSTMENT/CASING DETAIL

LEGEND:

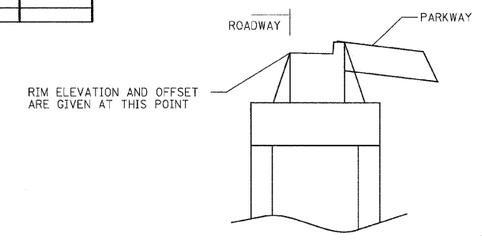
BOUNDARY LINES/SYMBOLS	EXISTING	PROPOSED
REFERENCE LINE/CENTERLINE AND STATIONING	10+00	
SWALE		
DITCH		
CULVERT SIZE - TYPE	2 X 2 BOX	2 X 2 BOX
BRIDGE LOCATION		
STORM SEWER		
SANITARY SEWER		
END SECTION		
CATCH BASIN		
HEADWALL/ENDWALL		
INLET		
MANHOLE		
RIGHT OF WAY LINE		
PROP. TEMPORARY EASEMENT LINE		
FLOODPLAIN BOUNDARY		
FLOODWAY BOUNDARY		
OUTLET		
FORCE MAIN MANHOLE		
PIPE UNDERDRAIN		



FLARED END SECTION AND HEADWALL DETAIL



PLAN



ELEVATION

DRAINAGE STRUCTURE LAYOUT DETAIL

OFFSETS FOR THE DRAINAGE STRUCTURES NOTED IN THE PLANS ARE AT EDGE OF PAVEMENT FOR DRAINAGE STRUCTURES WITHIN THE PAVEMENT. FOR DRAINAGE STRUCTURES OUTSIDE THE PAVEMENT, THE OFFSETS ARE TO THE CENTER OF OPENING.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

DRAINAGE SCHEDULE

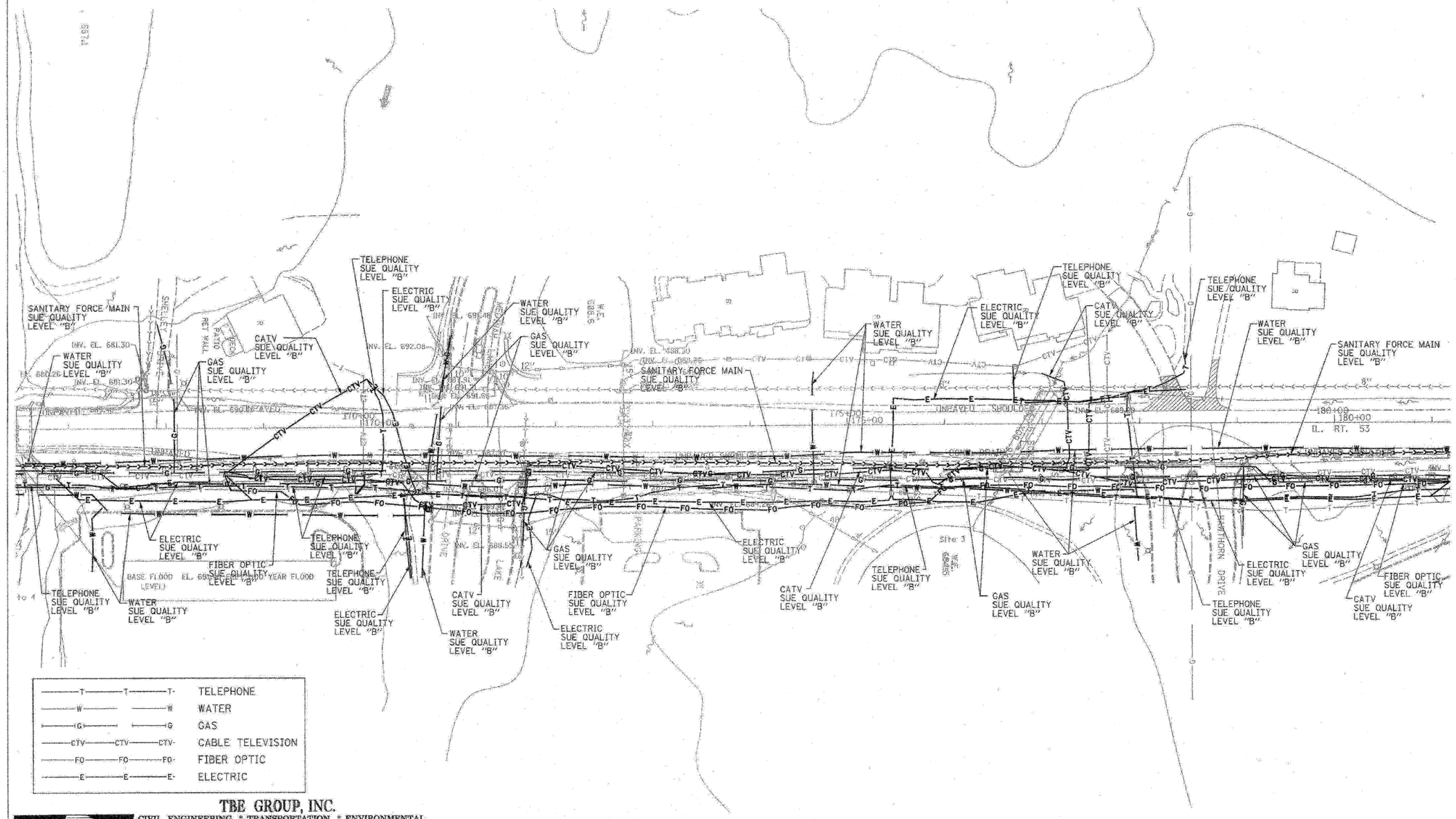
SCALE: NONE
DRAWN BY: CDT
DATE: 6/12/09
CHECKED BY: EYC

DU 2 OF 2

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

tkeppen(Rwy_Lisle) 6/10/2009 5:08:14 PM PDF(Grey_Large).plt O:\IDOT\9356_A0_(IL53)\SpringBrook\Drawings\RDWY\shts\Drwls_drn_sched.dgn

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	



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: 13 OF 20
Signature _____
SUE Quality Level "B" : Designating

DE-NASTY GROUP, INC. ENGINEERS AND SURVEYORS

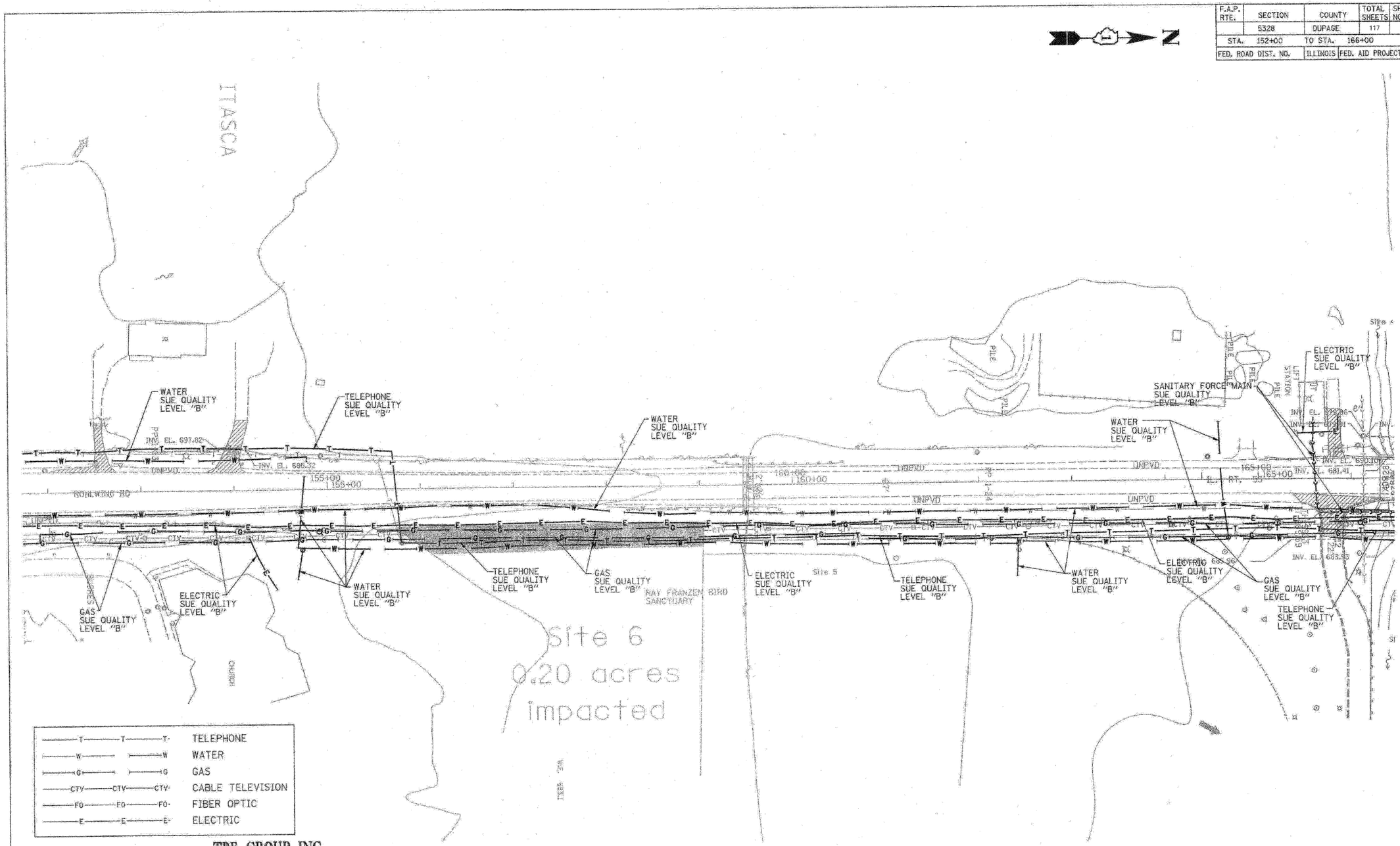
205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

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 DRAWN BY - KLC
DATE - 7/14/03 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		



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 ---

SUE Quality Level "B" : Designating

DYNASTY GROUP, INC. ENGINEERS AND SURVEYORS

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.

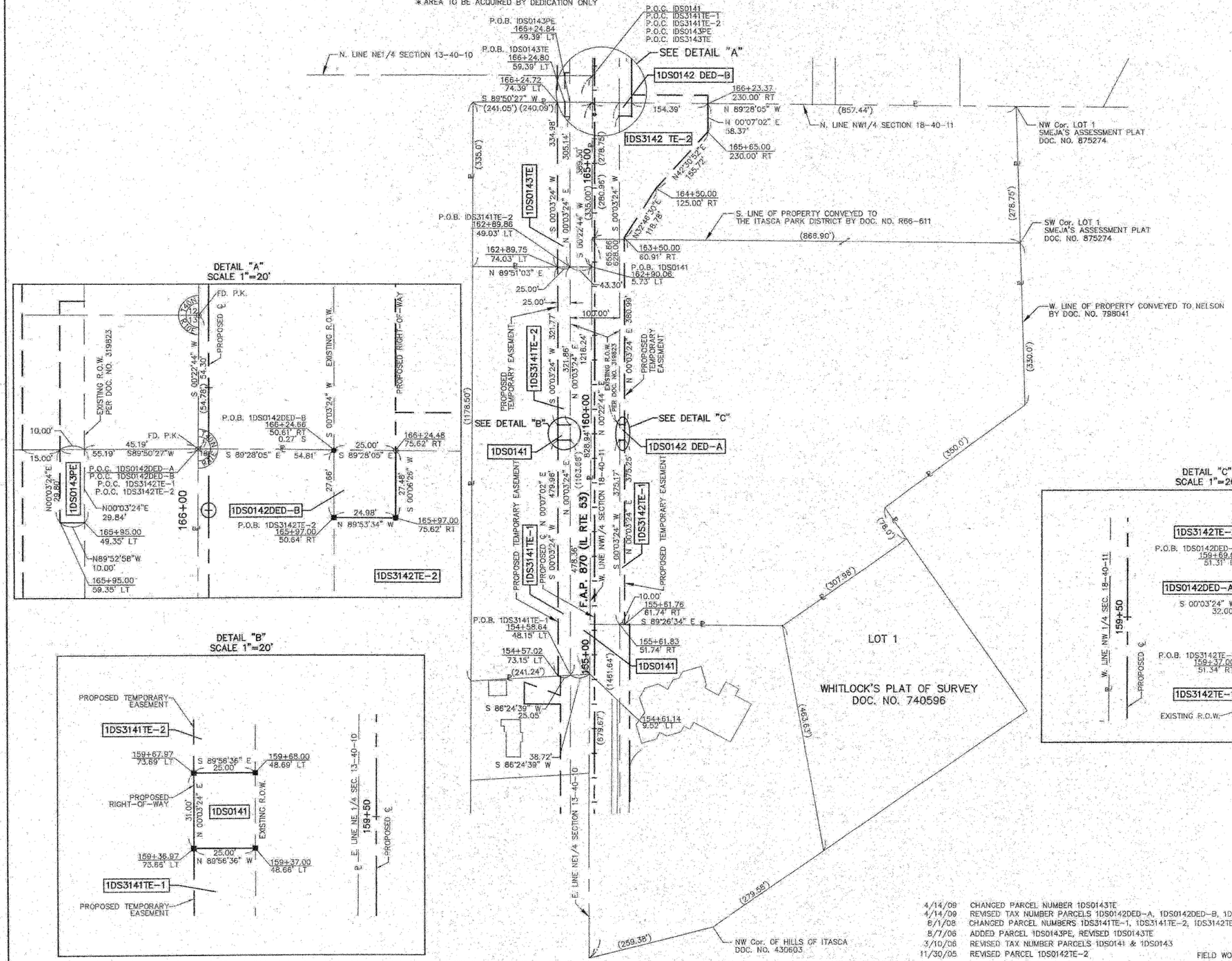
REVISIONS	
NAME	DATE

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

PART OF SECTION 13, TWP 40 NORTH, RANGE 10 EAST & SECTION 18, TWP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DuPAGE COUNTY, ILLINOIS.

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 Pt.	
1DS3141TE-1			NA	NA	NA	0.275 AC±	GRADING		
1DS3141TE-2			NA	NA	NA	0.185 AC±	GRADING		
1DS0142 DED-A	ITASCA PARK DISTRICT	18.738 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			NA	NA	NA	0.746 AC±	GRADING & DRIVE	03-18-100-016 & 017	
1DS0143PE	VILLAGE OF ITASCA	1.853 AC±	NA	NA	NA	0.007 AC± (298 SF)	BRIDGE	02-13-200-015	
1DS0143TE			NA	NA	NA	0.185 AC±	GRADING		

*AREA TO BE ACQUIRED BY DEDICATION ONLY



LEGEND

SECTION CORNER

QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTERLINE
EXISTING RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA
ENGLISH EQUIVALENT
EXISTING BUILDINGS

39.417m
39.417m(COMP)
( )
[129.32']

N

100 0 50 100

- IRON PIPE OR ROD FOUND
- PK NAIL FOUND OR SET
- + CUT CROSS FOUND OR SET
- ○ 5/8" REBAR SET
- ● T1, T2, T3 — THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH THE GROUND TO TIE MONUMENTATION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ● BT1, BT2, BT3 — THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH ROD 20 INCHES BELOW GROUND TO TIE 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.
- ■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 } SS
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 1st DAY OF May, 2009 A.D.

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

REJENA H. LYON 3302 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ELGIN, ILLINOIS

LICENSE EXPIRES 11/30/2010

RECEIVED
MAY 0 7 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
380 SHEPARD DRIVE
ELGIN, ILLINOIS 60123
847.697.6700 www.hlrengineering.com
184.000955
ILLINOIS PROFESSIONAL DESIGN FIRM & STRUCTURAL ENGINEERING CORP.

4/14/09	CHANGED PARCEL NUMBER 1DS0143TE
4/14/09	REVISED TAX NUMBER PARCELS 1DS0142DED-A, 1DS0142DED-B, 1DS3142TE-1, & 1DS3142TE-2
8/1/08	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

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

PART OF SECTION 12, TWP 40 NORTH, RANGE 10 EAST & SECTION 7, TWP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DuPAGE COUNTY, ILLINOIS.

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	2.965 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 (183 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
- 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
- CUT CROSS FOUND OR SET
- PK NAIL FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3: THESE STAKES REFERENCE, FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH THE GROUND TO TIE MONUMENTATION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3: THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH ROD 20 INCHES BELOW GROUND TO TIE 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.
- 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)
)SS
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 1ST DAY OF May, 2009 A.D.

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

REJENA H. LYON 3302 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ELGIN, ILLINOIS

LICENSE EXPIRES 11/30/2010

RECEIVED
MAY 07 2009
PLATS & LEGALS

MEDINAH DR.
SPRING LAKE DR.
SHELLEY DR.
F.A.P. 870 (IL RTE 53)
EXISTING ROW PER DOC. NO. 319824
EXISTING ROW PER DOC. NO. 327506
PROPOSED ℄ N 00°07'02" E
W. LINE SW1/4 SECTION 7-40-11
E. LINE SE1/4 SECTION 12-40-10
N 00°06'34" E
PROPOSED RIGHT-OF-WAY
S 00°06'26" W 405.52'
N 00°06'26" E 422.34'
0.70' S
0.27' S

THE MEDINAH WOODS CLUB AMENDED SUB
REC. FEB. 6, 1991
DOC. NO. R91-013414
LOT 1
LOT 30
CASE RESUB
REC. DEC. 12, 1990
DOC. NO. R90-169347
LOT 2
LOT 1
DEMAY'S SURVEY
REC. MARCH 19, 1953
DOC. NO. 676910
FCL-SPRING LAKE BUSINESS PARK
ASSESSMENT PLAT
REC. DEC. 2, 1997
DOC. NO. 97-184554
LOT 1
1 STORY BRICK COMM. BLDG.
2-STORY FRAME RESIDENCE ZONED O
STONE SIGN & PLANTER
BIT. SIDEWALK
CONC. SIGN
EARTH BERM
STONE SIGN

1DS0147
1DS0145
1DS3144TE
1DS2144PE
1DS3145TE

P.O.B. 1DS0147 170+81.12 49.69' LT
P.O.C. 1DS2144PE
P.O.C. 1DS3144TE
P.O.B. 1DS3144TE 167+79.95 49.55' LT
P.O.B. 1DS2144PE 166+24.84 49.39' LT
P.O.B. 1DS3145TE 166+24.48 75.62' RT
P.O.B. 1DS0145 P.O.C. 1DS3145TE 166+24.39 50.62' RT

PROPOSED TEMPORARY EASEMENT
PROP. TEMP. EASEMENT
PROP. PERM. EASEMENT
E. LINE LOT 1 OF SPRING LAKE BUSINESS PARK RESUB. NO. 10
S. LINE SW1/4 SECTION 7-40-11
E. LINE LOT 1 OF FCL-SPRING LAKE BUSINESS PARK ASSESSMENT PLAT

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

FIELD WORK COMPLETED 6/27/03

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

HAMPTON, LENZINI AND RENWICK, INC.
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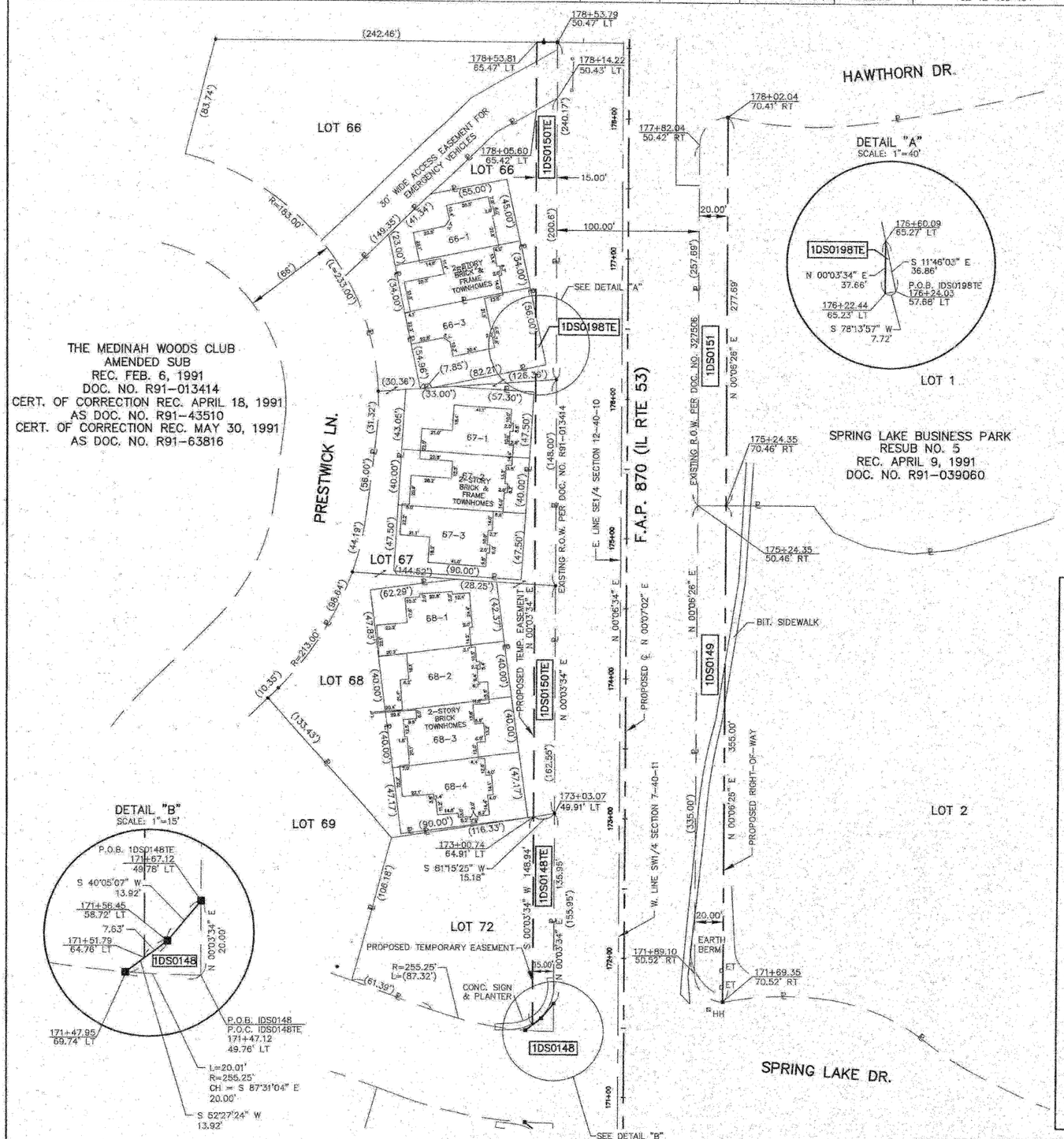
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 870 (IL RTE 53)

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

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

PART OF SECTION 12, TWP 40 NORTH, RANGE 10 EAST & SECTION 7, TWP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DuPAGE COUNTY, ILLINOIS.

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. F89-167	0.401 AC±	0.004 AC (152 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 02-12-405-152 & 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	



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	32.39'
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	49.25'
L19	85.48'
L20	31.62'
L21	10.82'
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'

TOTAL HOLDING PARCELS 1DS0149 & 1DS0151
SCALE: 1"=100'

LEGEND

SECTION CORNER

QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
P PROPERTY (DEED) LINE
API APPARENT PROPERTY LINE
CENTERLINE
EXISTING RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
39.417m MEASURED DIMENSION
39.417m(COMP) COMPUTED DIMENSION
( ) [129.32'] RECORD DATA
ENGLISH EQUIVALENT
EXISTING BUILDINGS

N

● IRON PIPE OR ROD FOUND ⊕ PK NAIL FOUND OR SET
+ CUT CROSS FOUND OR SET ○ 5/8" REBAR SET
● T1 T2 T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH THE GROUND TO TIE MONUMENTATION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS }
}SS
COUNTY OF KANE }

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DATED AT ELGIN, ILLINOIS, THIS 1st DAY OF May, 2009 A.D.

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

REJENA H. LYON 3302 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ELGIN, ILLINOIS

RECEIVED
MAY 07 2009
PLATS & LEGALS

LICENSE EXPIRES 11/30/2010

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

FIELD WORK COMPLETED 6/27/03

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184.000898
ILLINOIS PROFESSIONAL DESIGN FIRM & STRUCTURAL ENGINEERING CORP.

REVISED 1/13/04 REVISED PARCEL 1DS0148 & ADDED TE; CHANGED PARCELS 1DS0150 & 1DS198 TO TE'S

PLAT OF HIGHWAYS

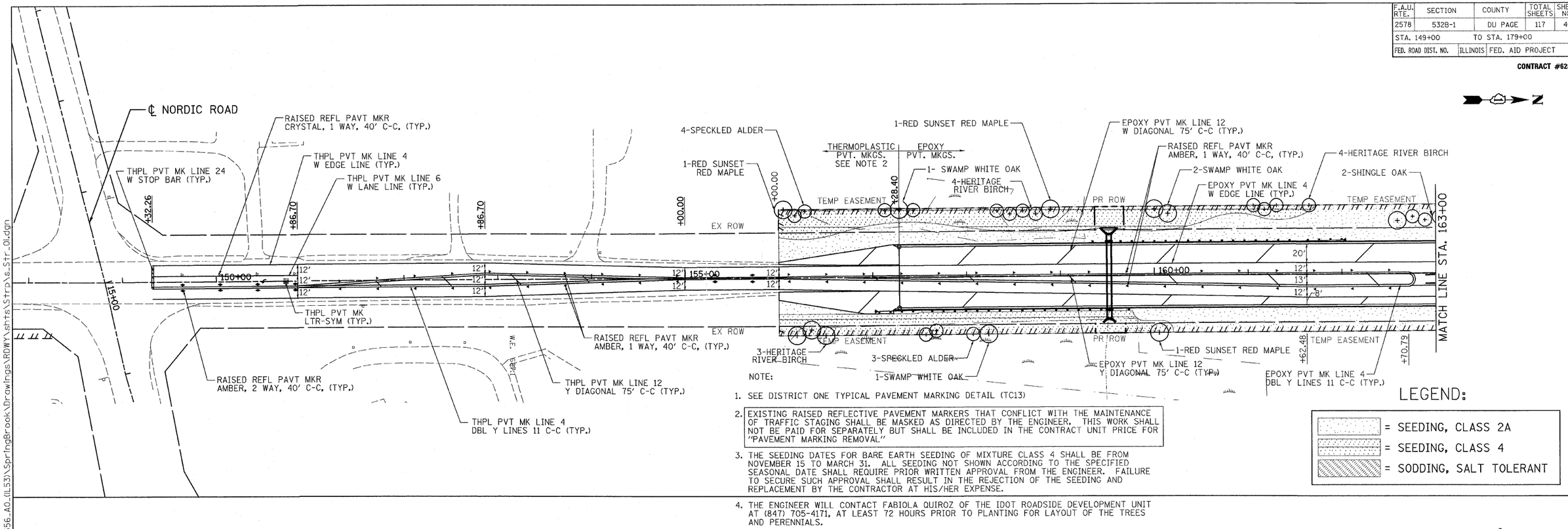
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 870 (IL RTE 53)

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

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

CONTRACT #62881

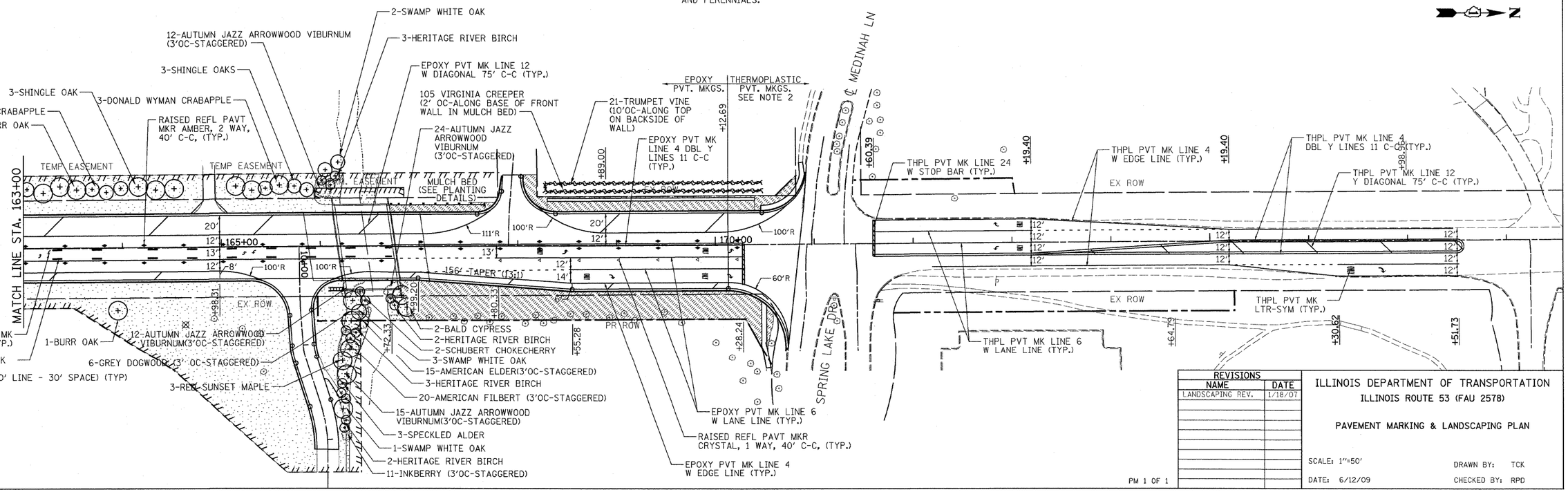


NOTE:

1. SEE DISTRICT ONE TYPICAL PAVEMENT MARKING DETAIL (TC13)
2. 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"
3. 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.
4. 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

SCALE: 1"=50'
DRAWN BY: TCK
DATE: 6/12/09
CHECKED BY: RPD

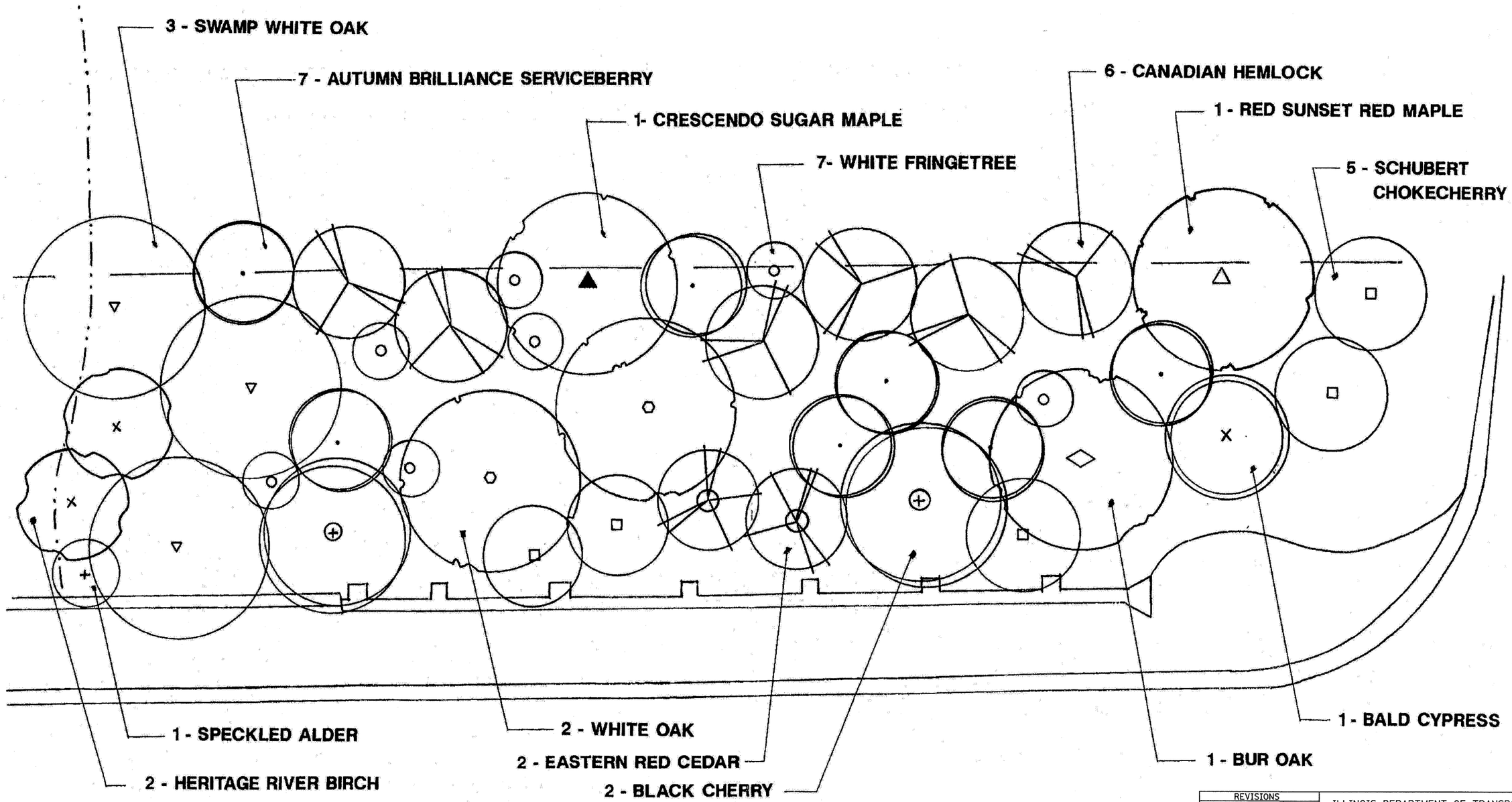
PM 1 OF 1

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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

SCALE 0 5' 10' 15' 20' 30' 40'



PATRICK ENGINEERING INC.
LISLE, ILLINOIS

tkoeppen(Rdwy_Lisle)
7/28/2009 5:02:23 PM PDF(Grey-Large).plt G:\IDOT\9356_A0_(IL53)\SpringBrook\Drawings\RDWY\shts\Strp\s_Plant_01.dgn

REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

PLANTING DETAIL
CANOPY LAYER

SCALE: NTS
DRAWN BY: TCK
DATE: 6/12/09
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 #62881

SCALE 0 5' 10' 15' 20' 30' 40'

3 - WINTER RED WINTERBERRY AND
1 - JIM DANDY WINTERBERRY

6 - INDIANCURRANT CORALBERRY

4 - INKBERRY

3 - GREY DOGWOOD

6 - INKBERRY

6 - INDIANCURRANT CORALBERRY

3 - GREY DOGWOOD

4 - WINTER RED WINTERBERRY AND
2 - JIM DANDY WINTERBERRY

4 - AMERICAN FILBERT

3 - AMERICAN FILBERT

SEE ENTRANCE DETAIL

SODDING, SALT TOLERANT

6 - AMERICAN ELDER

3 - GREY DOGWOOD

4 - SNOWBERRY

9 - AUTUMN JAZZ ARROWWOOD VIBURNUM

6 - AUTUMN JAZZ ARROWWOOD VIBURNUM

3 -INKBERRY

8 - SNOWBERRY

5 - DIABLO COMMON NINEBARK

6 - WINTER RED WINTERBERRY AND
2 - JIM DANDY WINTERBERRY

REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

PLANTING DETAIL
GROUND LAYER

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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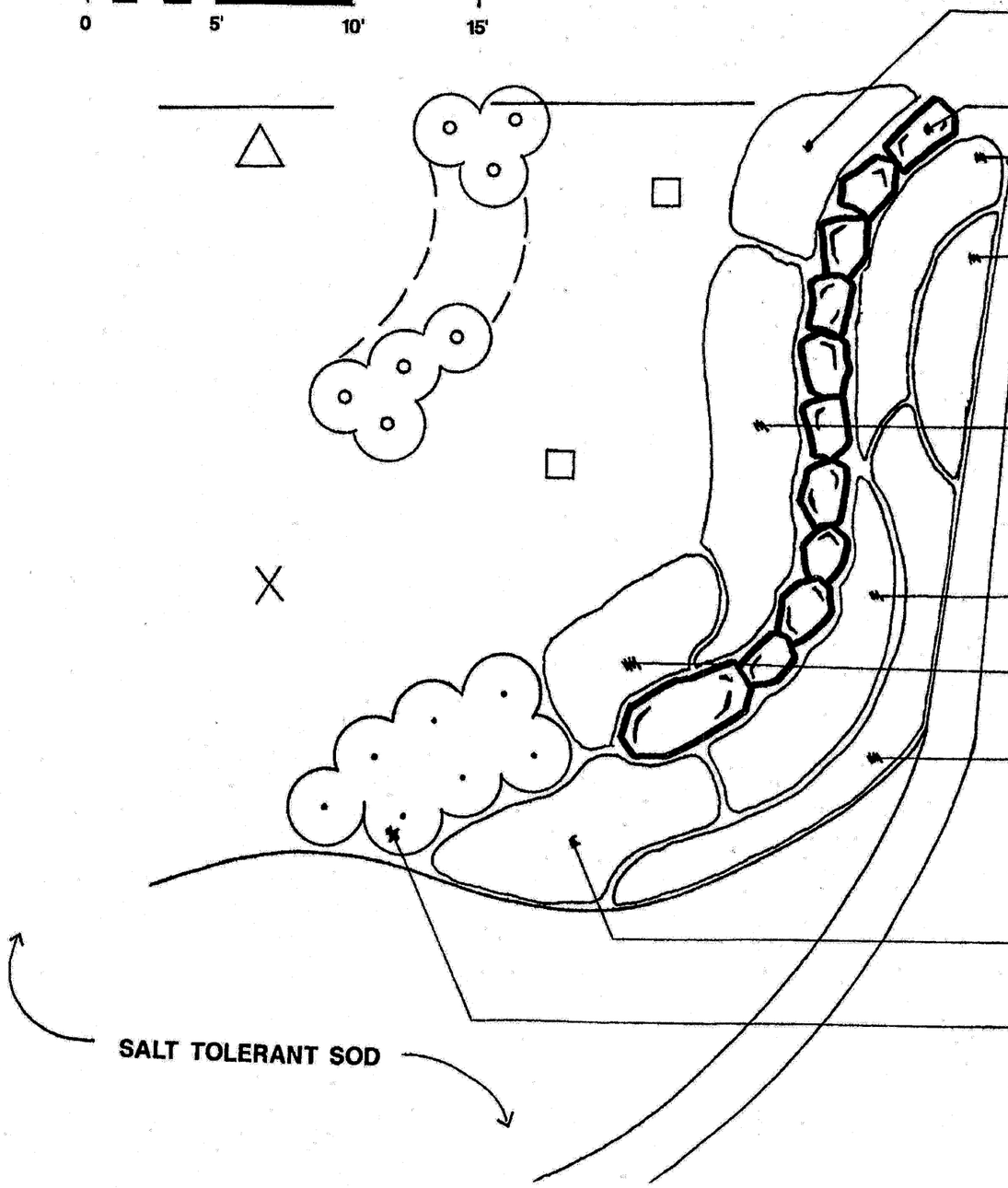
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	40C
STA. 149+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

SCALE

0 5' 10' 15'



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)

REVISIONS	
NAME	DATE
LANDSCAPING REV.	1/18/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 53 (FAU 2578)

PLANTING DETAIL
ENTRANCE

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

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

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.

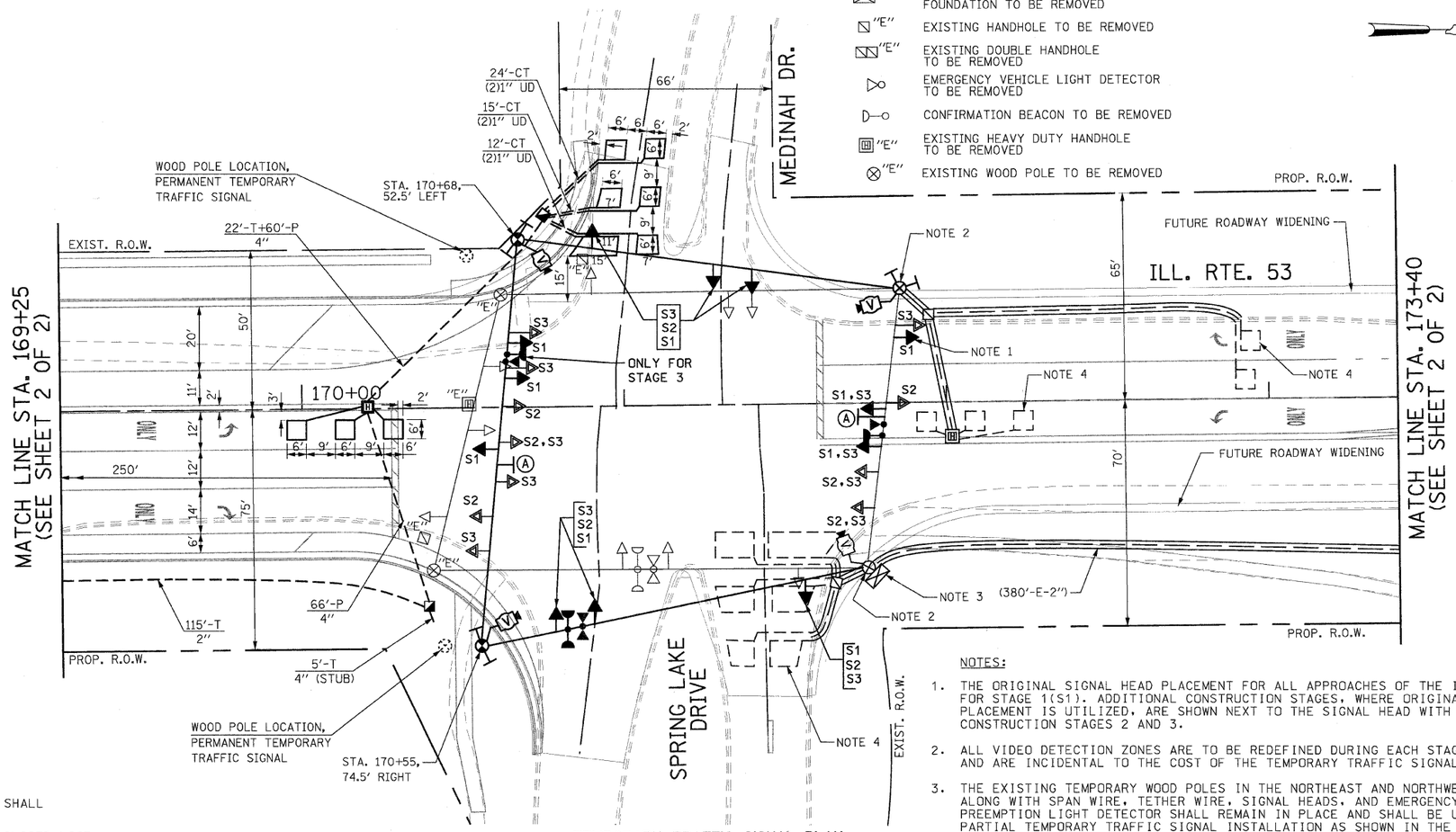
6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED
3 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, SPAN WIRE MOUNTED
2 EACH WOOD POLE
1 L SUM SPAN WIRE, TETHER WIRE CABLES
1 L SUM ELECTRIC CABLES

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.

THE DETECTOR LOOPS ON THE SOUTH APPROACH SHALL BE PREFORMED 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
- 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



TEMPORARY TRAFFIC SIGNAL PLAN

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.

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
HD	HD	HEAVY DUTY HANDHOLE
▨▨	▨▨	DOUBLE HANDHOLE
V	V	VIDEO CAMERA ASSEMBLY
[ ]	□	VEHICLE DETECTOR, INDUCTION LOOP

Ⓐ LEFT ON GREEN ARROW ONLY

R10-5
24" X 30"
(ONLY FOR STAGE 3)

NOTES:

1. 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.
2. 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.
3. 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".
4. 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.
5. 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.

REVISIONS	
NAME	DATE

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

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

SCALE: 1"=20'
DATE: 05/18/2007
DRAWN BY: KGP/RDP
DESIGNED BY: PKG
CHECKED BY:

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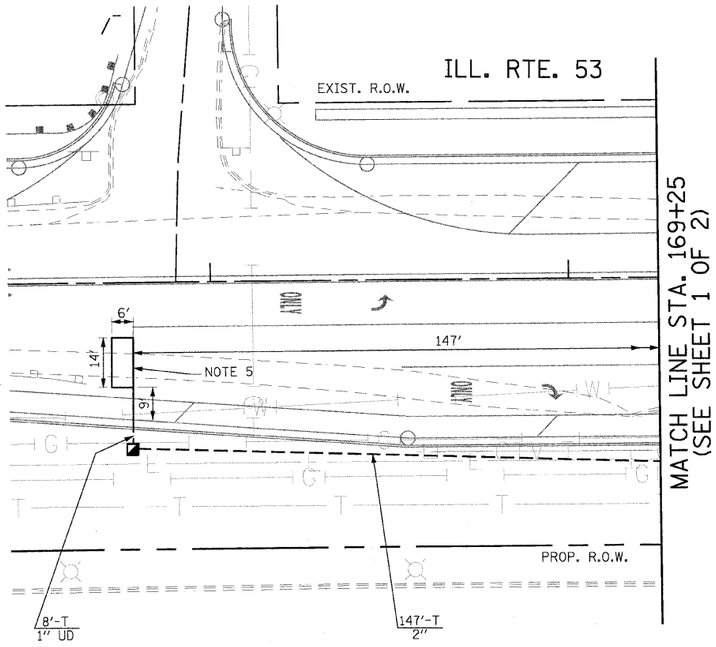
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

CONTRACT # 62881

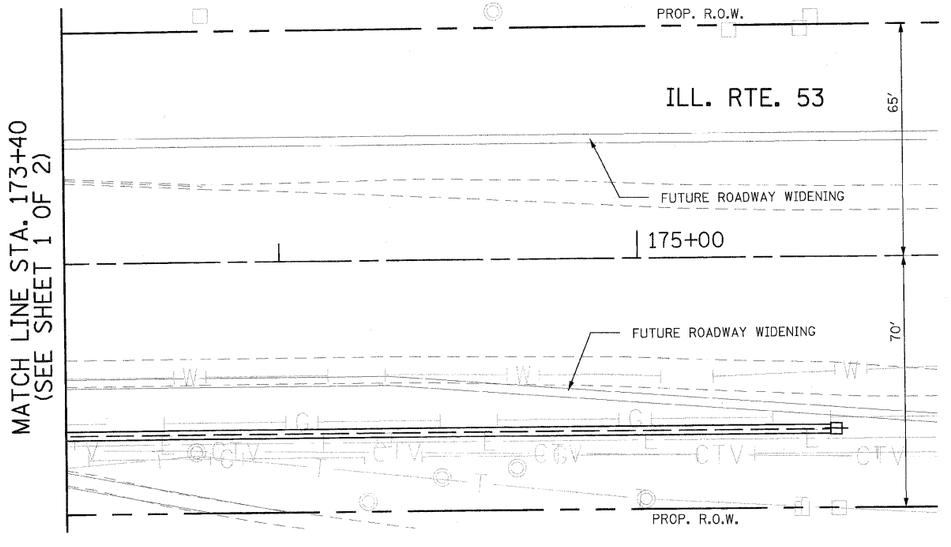


EXISTING EQUIPMENT TO BE REMOVED LEGEND

- 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

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



REVISIONS	
NAME	DATE

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6039 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

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:

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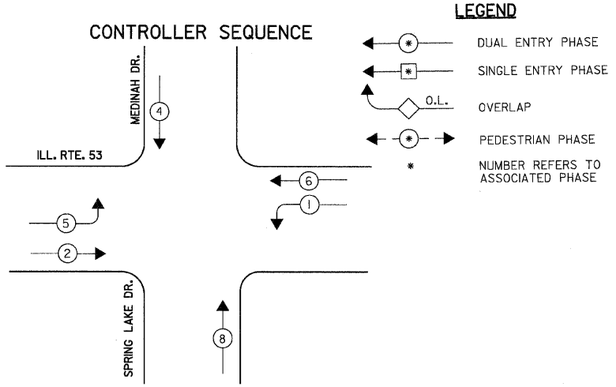
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

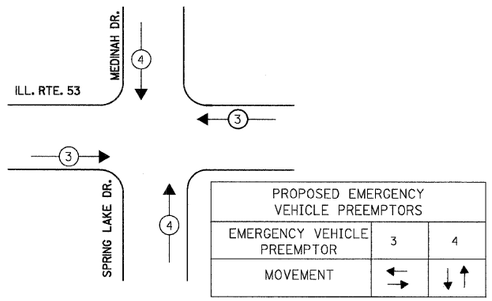
CONTRACT • 62881

LEGEND



PHASE DESIGNATION DIAGRAM

PRE-CONSTRUCTION STAGE, STAGE 1, STAGE 2 AND AFTER
ALL PROPOSED GEOMETRICS ARE BUILT AND OPEN TO TRAFFIC



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑

EMERGENCY VEHICLE PREEMPTION SEQUENCE

PRE-CONSTRUCTION STAGE, STAGE 1, STAGE 2 AND AFTER
ALL PROPOSED GEOMETRICS ARE BUILT AND OPEN TO TRAFFIC

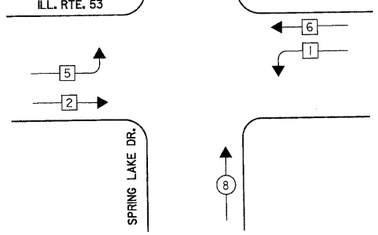
SCHEDULE OF QUANTITIES

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

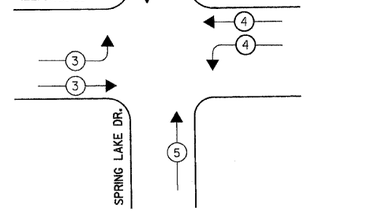
- R — TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- EXISTING TEMPORARY CONTROLLER CABINET
- EXISTING TEMPORARY SERVICE INSTALLATION
- (5) — INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- EMERGENCY VEHICLE LIGHT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

LEGEND



PHASE DESIGNATION DIAGRAM

STAGE 3



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	↑ →	← ↓	↓ ↑

EMERGENCY VEHICLE PREEMPTION SEQUENCE

STAGE 3

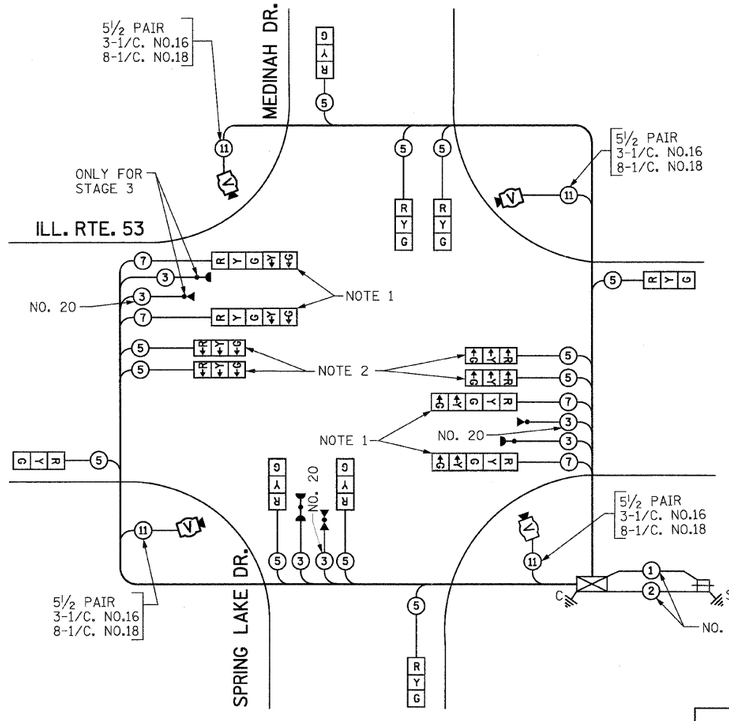
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS						TOTAL WATTAGE
TYPE	NO LAMPS	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION		
SIGNAL (RED)	16	135	17	0.50		1080.0
(YELLOW)	16	135	25	0.25		540.0
(GREEN)	16	135	15	0.25		540.0
ARROW	-	135	12	0.10		0.0
PED. SIGNAL	-	90	25	1.00		0.0
CONTROLLER	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

REVISIONS	
NAME	DATE

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

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
DATE: 05/18/2007
DRAWN BY: KGP/RDP
DESIGNED BY: PKG
CHECKED BY:

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10 MAY 2007
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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

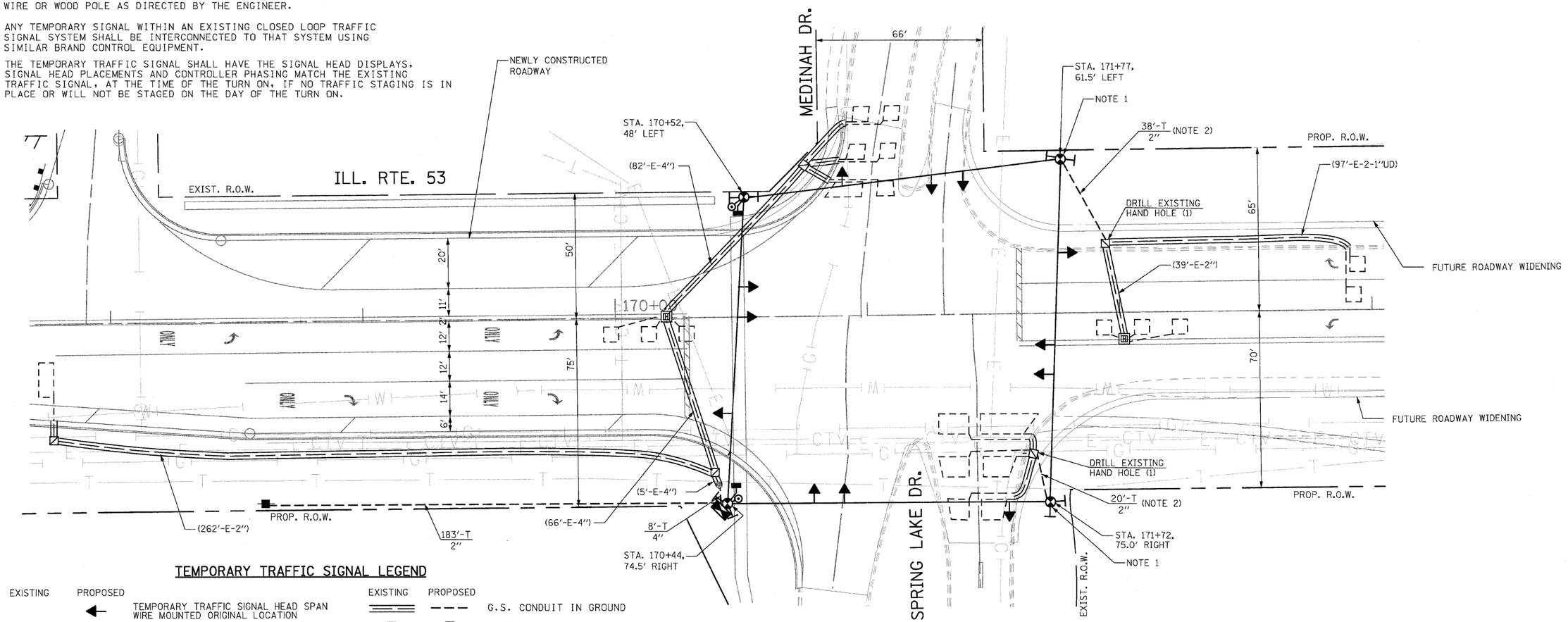
NOTES FOR TEMPORARY TRAFFIC SIGNALS

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.

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 PLAN

TEMPORARY TRAFFIC SIGNAL LEGEND

EXISTING	PROPOSED		EXISTING	PROPOSED	
	◄	TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION	═══	- - -	G.S. CONDUIT IN GROUND
⊗	⊗	TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 60 FOOT (18.3m) MINIMUM	▨	◪	HANDHOLE
⊠	⊠	TEMPORARY CONTROLLER CABINET	▣	▣	HEAVY DUTY HANDHOLE
		TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	▨▨	◪◪	DOUBLE HANDHOLE
⊟	⊟	TEMPORARY SERVICE INSTALLATION	V	V	VIDEO CAMERA ASSEMBLY
	◄	EMERGENCY VEHICLE LIGHT DETECTOR	[ ]	□	VEHICLE DETECTOR, INDUCTION LOOP
	◄	CONFIRMATION BEACON		⊙	PEDESTRIAN PUSHBUTTON DETECTOR
				┣	TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
			═══	═══	CONDUIT SPLICE

REVISIONS	
NAME	DATE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PERMAMENT 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:

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10 MAY 2007
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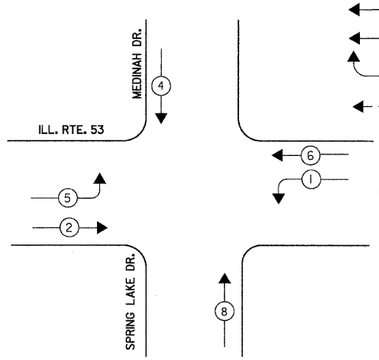
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2578	532B-1	DuPAGE	117	45
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

CONTRACT • 62881

CONTROLLER SEQUENCE



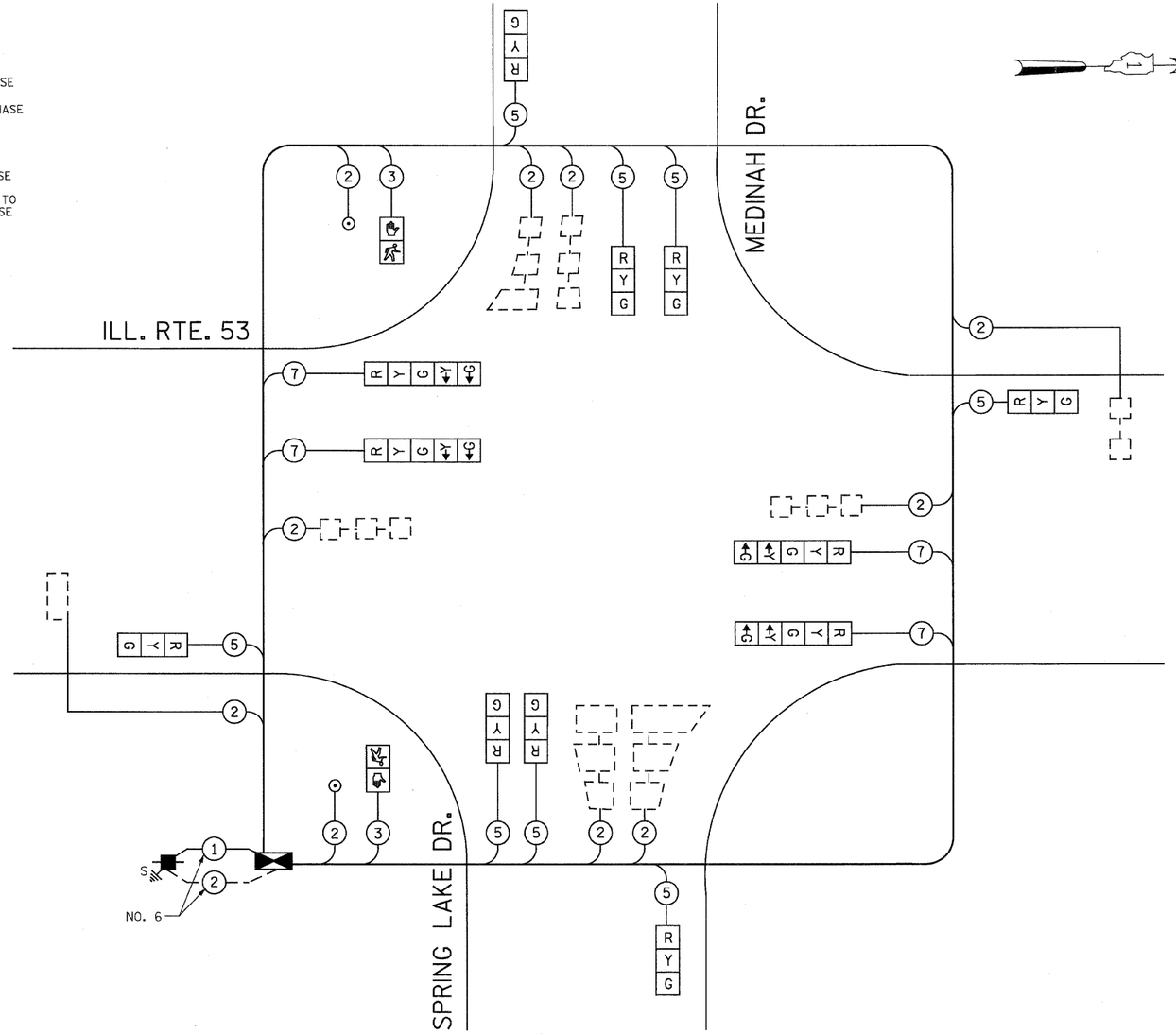
LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION



TEMPORARY CABLE PLAN

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
- V — VIDEO CAMERA ASSEMBLY
- S — GROUND ROD AT ELECTRIC SERVICE INSTALLATION
- C — GROUND ROD AT TRAFFIC SIGNAL CONTROLLER

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION	TOTAL WATTAGE
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

REVISIONS	
NAME	DATE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

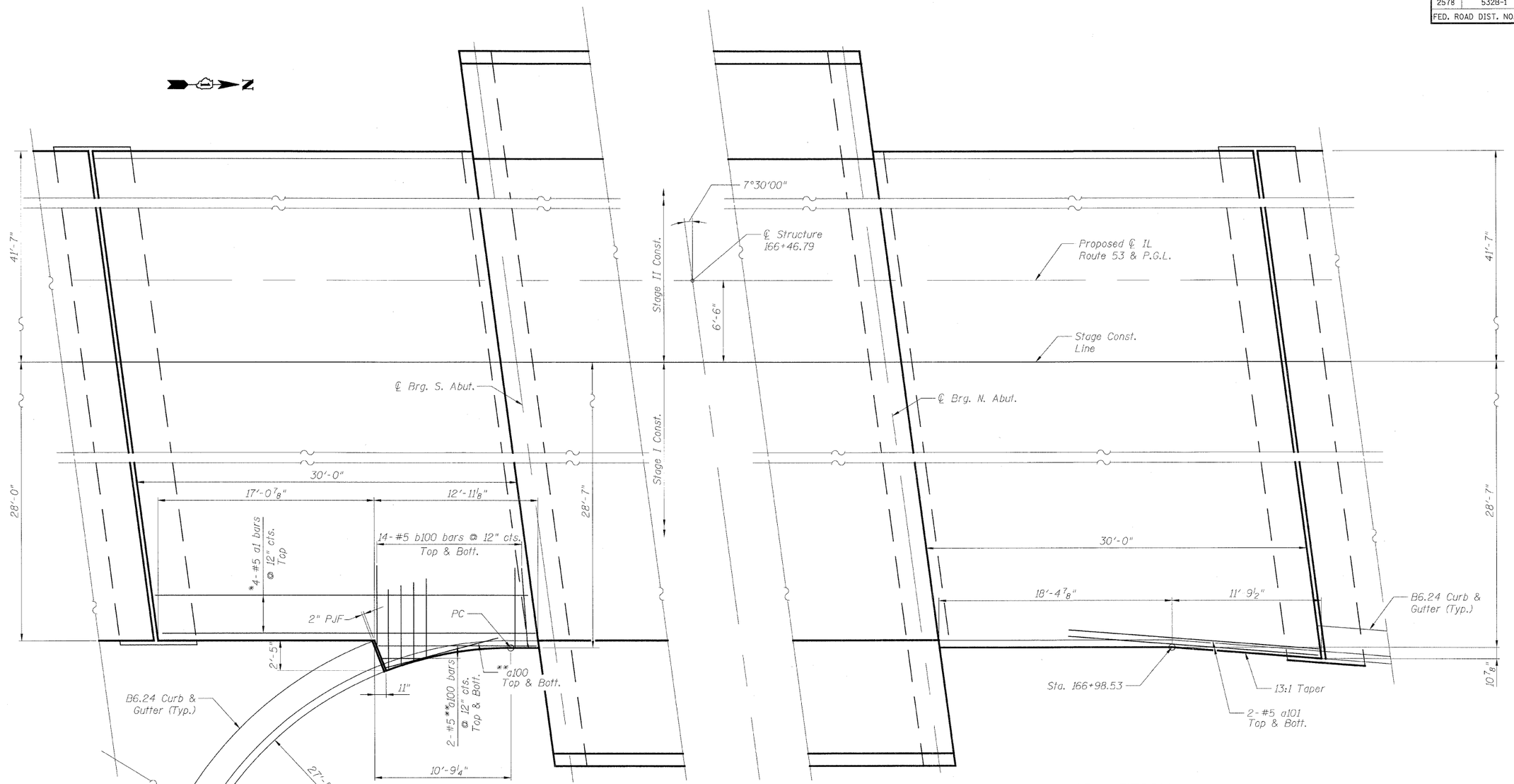
PERMANENT TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DESIGNATION DIAGRAM, ILLINOIS ROUTE 53 AT SPRING LAKE DRIVE

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

j:#projects#projects 2006#il_rte_53_springlake-medinah_patrick#09_rte53_spr_lk_od_permanent_temp.dgn
10 MAY 2007
10:53:09

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	46
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881



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

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

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:

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

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. MROCZEK
CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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		

CONTRACT NO. 62881

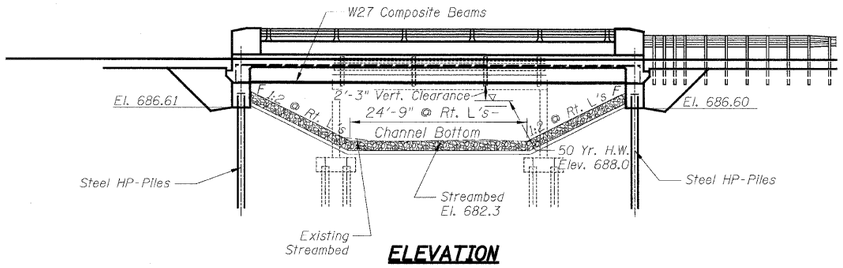
Bench Mark:

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

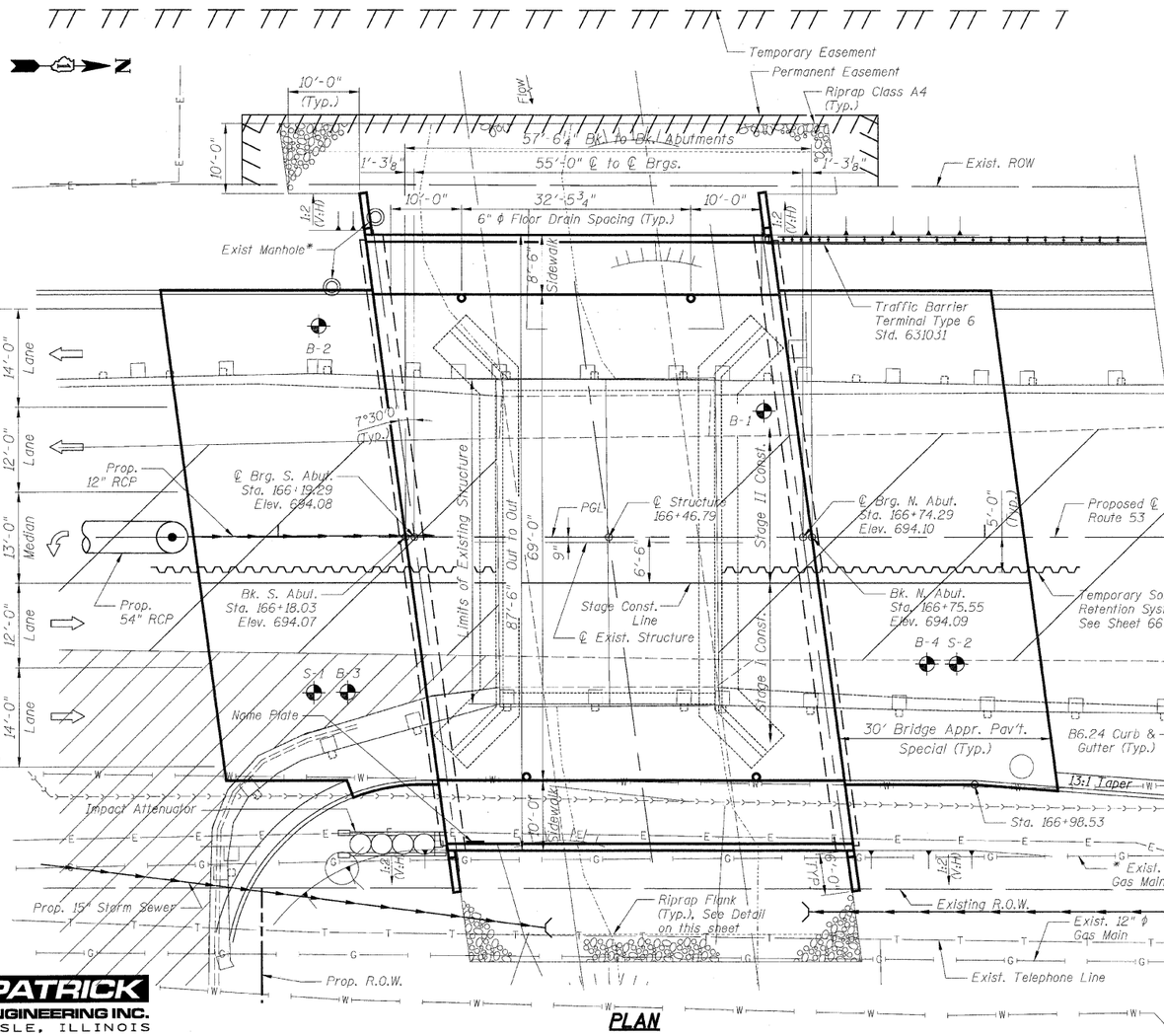
Existing Structure

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



ELEVATION



PLAN

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

WATERWAY INFORMATION

Drainage Area = 12.0 SQ. Miles

Proposed Low Grade Elev. 691.06 @ Sta. 159+88.53

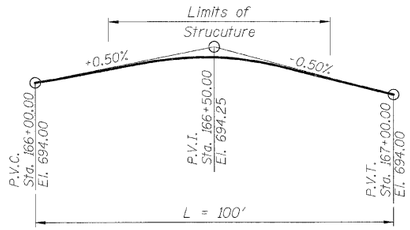
Existing Low Grade Elev. 688.6 @ Sta. 162+00

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

DESIGN SCOUR ELEVATION (ft)

S. Abut	N. Abut
686.61	686.60

INDEX OF SHEETS



PROFILE GRADE

(Along PGL Roadway)

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

LOADING HS20-44

Allowance for Future Wearing Surface=50 lb/ft²

DESIGN STRESSES

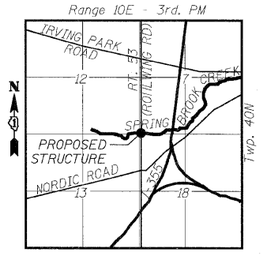
f'c=3500 psi
fy=60,000 psi (Reinf.)
fy=50,000 psi (M270 Grade 50W)

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

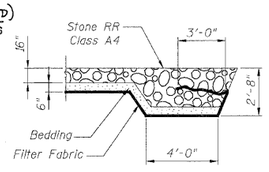


LOCATION SKETCH

STATE OF ILLINOIS
PAUL M. LOPEZ
081-005231
LICENSED STRUCTURAL ENGINEER
CHICAGO, ILLINOIS

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

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



RIPRAP FLANK DETAIL

* -To Be Relocated by Others

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
DATE: 6/12/09

DRAWN BY: E. MROCZEK
CHECKED BY: G. HATLESTAD

tkrespen#ltrary_L1slel
6/17/2009 1:45:22 PM
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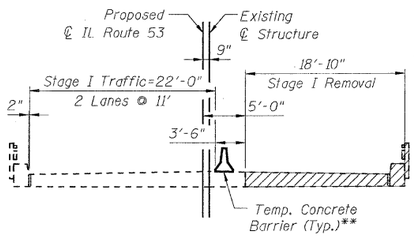
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	48
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

GENERAL NOTES

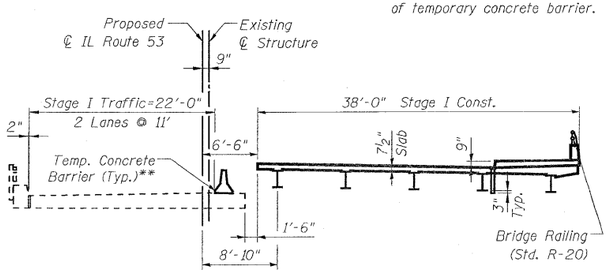
1. Fasteners shall be AASHTO M 164, Type 1, mechanically galvanized bolts in painted areas and AASHTO M 164, Type 3 in unpainted areas. Bolts $\frac{3}{4}$"ϕ, open holes $\frac{15}{16}$"ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel: M 270 Grade 50W = 85,500 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50W
4. No field welding is permitted except as specified in the contract documents.
5. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
6. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
7. Reinforcement bars designated (E) shall be epoxy coated.
8. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
9. 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.
10. All construction joints shall be bonded.
11. 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".
12. Excavation behind the exsting 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.
13. 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.
14. Slipforming of the concrete barriers will not be allowed
15. 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.
16. 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.
17. The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions.
18. Current Ratings on File for Existing Structure:
    Inventory: 11.5
    Operating: 19.1
    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.

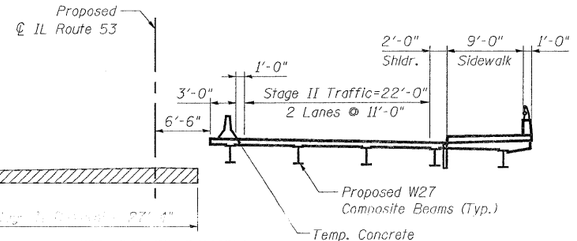


STAGE I REMOVAL
(Looking North)

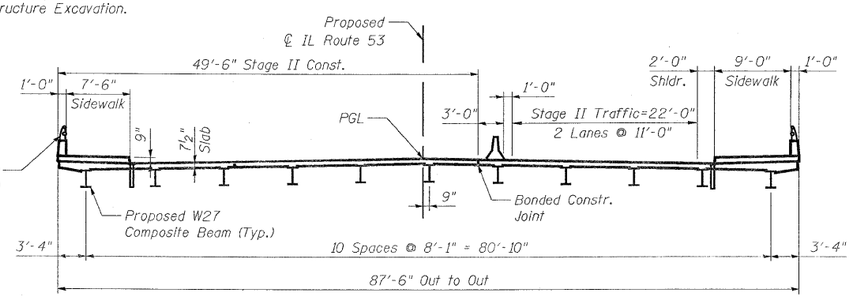
** See Roadway plans for the quantity of temporary concrete barrier.



STAGE I CONSTRUCTION
(Looking North)



STAGE II REMOVAL
(Looking North)

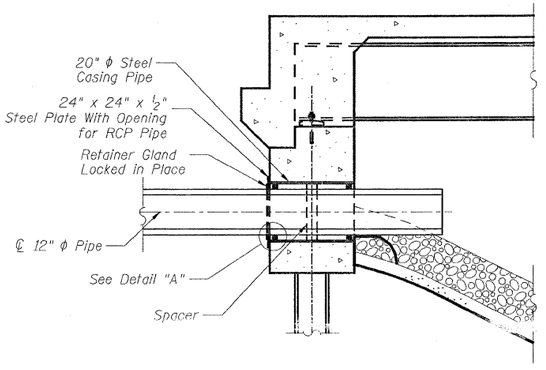


STAGE II CONSTRUCTION
(Looking North)

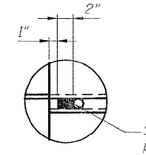
BRIDGE BILL OF MATERIAL

	ITEM	UNIT	SUPER.	SUB.	TOTAL
*	Porous Granular Embankment, Special	Cu. Yd.		237	237
	Stone Riprap, Class A4	Sq. Yd.		784	784
	Filter Fabric	Sq. Yd.		839	839
	Removal of Existing Structures	Each			1
	Structure Excavation	Cu. Yd.		193	193
	Floor Drains	Each	4		4
	Concrete Structures	Cu. Yd.		68.1	68.1
	Concrete Superstructure	Cu. Yd.	209.9		209.9
	Bridge Deck Grooving	Sq. Yd.	429		429
	Protective Coat	Sq. Yd.	592		592
	Furnishing and Erecting Strutcural Steel	L. Sum	1		1
	Stud Shear Connectors	Each	3,201		3,201
	Reinforcement Bars, Epoxy Coated	Lb.	40,550	7,030	47,580
	Bar Splicers	Each	379	16	395
	Aluminum Railing, Type L	Foot	99		99
	Furnishing Steel Piles HP12x53	Ft.		1,768	1,768
	Driving Piles	Ft.		1,768	1,768
	Test Pile Steel HP12x53	Each		1	1
	Pile Shoes	Each		28	28
	Name Plates	Each	1		1
	Geocomposite Wall Drain	Sq. Yd.		140	140
*	Pipe Underdrains for Structures, 4"	Foot		236	236
	Anchor Bolts, 1"	Each		44	44

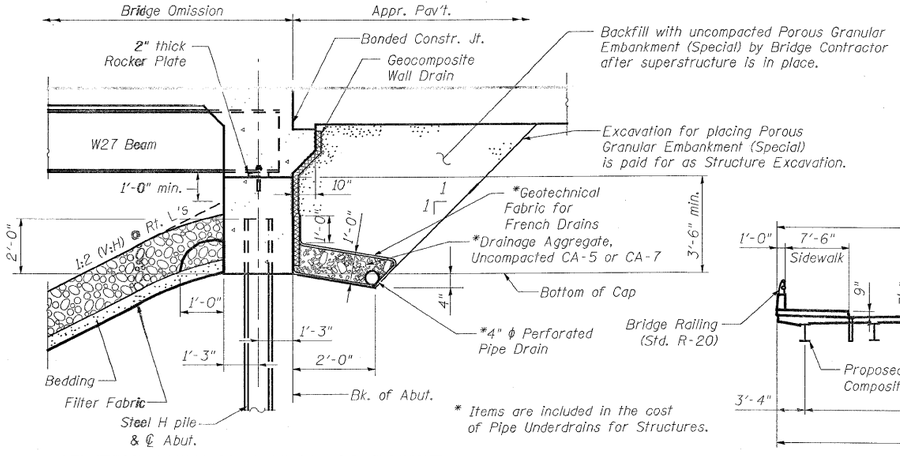
* See Special Provisions



SECTION THRU S. ABUTMENT
Showing 12" ϕ RCP Isolation Detail



DETAIL "A"



* Items are included in the cost of Pipe Underdrains for Structures.

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).

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

REVISIONS	
NAME	DATE
R. SHAH	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. MROCZEK
DATE: 6/12/09 CHECKED BY: G. HATLESTAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	49
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

BEAM #1

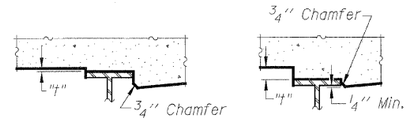
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+12.81	-39.67	693.26	693.26
℄ Brg. S. Abut.	166+14.07	-39.67	693.27	693.27
A	166+24.07	-39.67	693.30	693.36
B	166+34.07	-39.67	693.32	693.43
C	166+44.07	-39.67	693.33	693.45
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



At Minimum Fillet — At Maximum Fillet

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.

FILLET HEIGHTS

BEAM #3

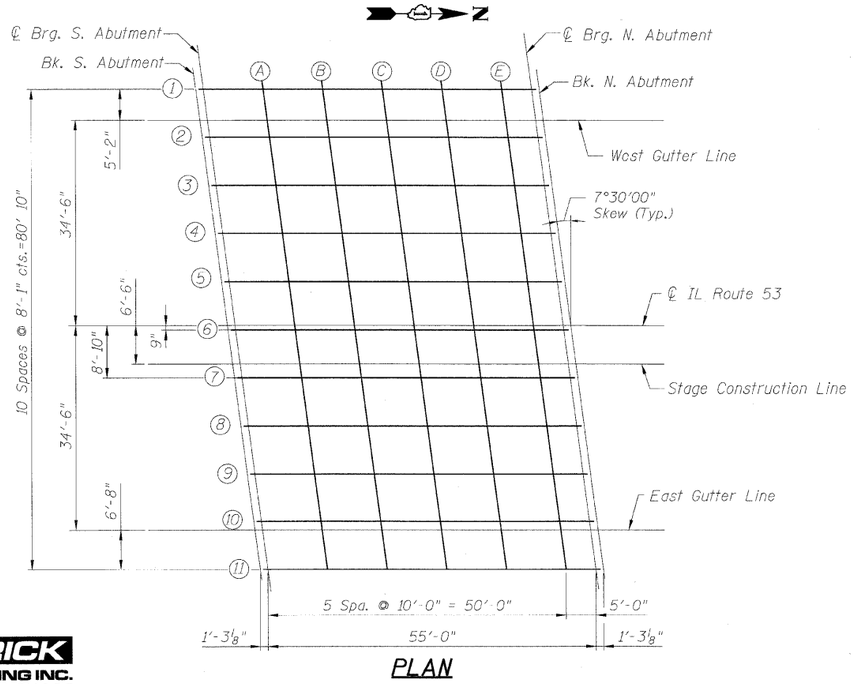
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+14.94	-23.50	693.59	693.59
℄ Brg. S. Abut.	166+16.20	-23.50	693.60	693.60
A	166+26.20	-23.50	693.63	693.69
B	166+36.20	-23.50	693.65	693.75
C	166+46.20	-23.50	693.65	693.76
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

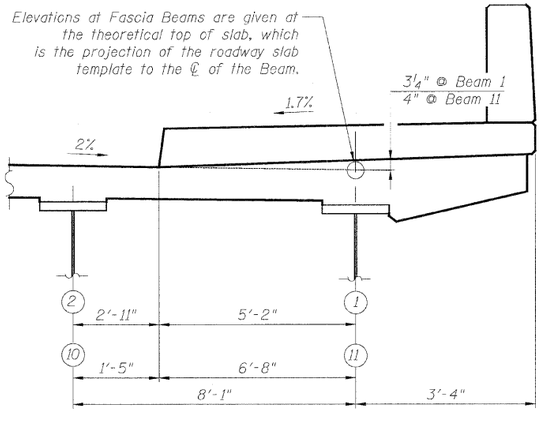
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+16.00	-15.42	693.76	693.76
℄ Brg. S. Abut.	166+17.26	-15.42	693.76	693.76
A	166+27.26	-15.42	693.79	693.85
B	166+37.26	-15.42	693.81	693.91
C	166+47.26	-15.42	693.82	693.93
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

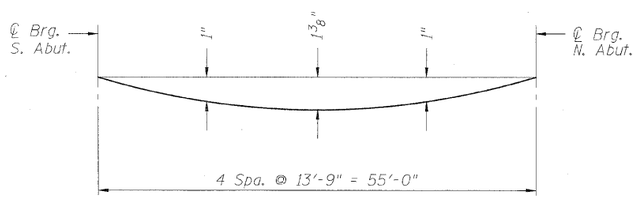
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	166+17.06	-7.33	693.92	693.92
℄ Brg. S. Abut.	166+18.32	-7.33	693.93	693.93
A	166+28.32	-7.33	693.95	694.02
B	166+38.32	-7.33	693.97	694.07
C	166+48.32	-7.33	693.98	694.09
D	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



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.

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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. MROCZEK
DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	50
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

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

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. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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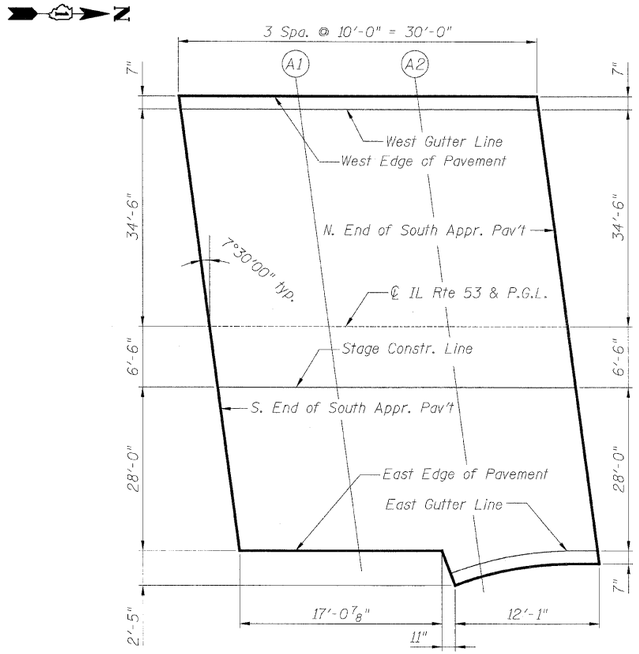
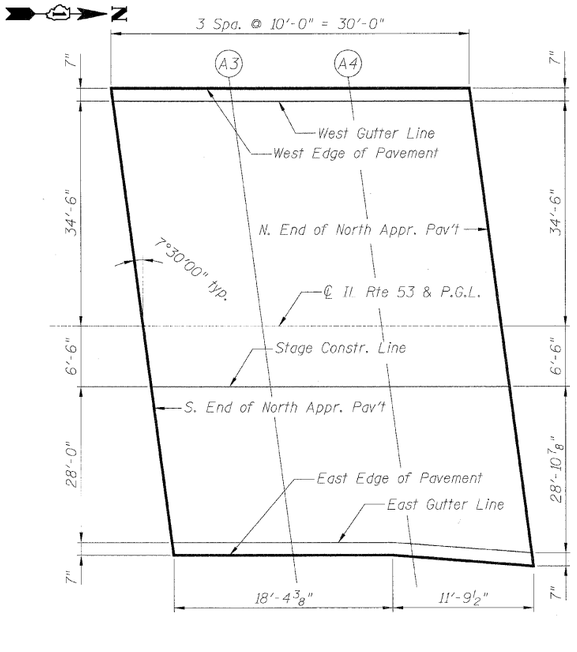
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881



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

REVISIONS	
NAME	DATE

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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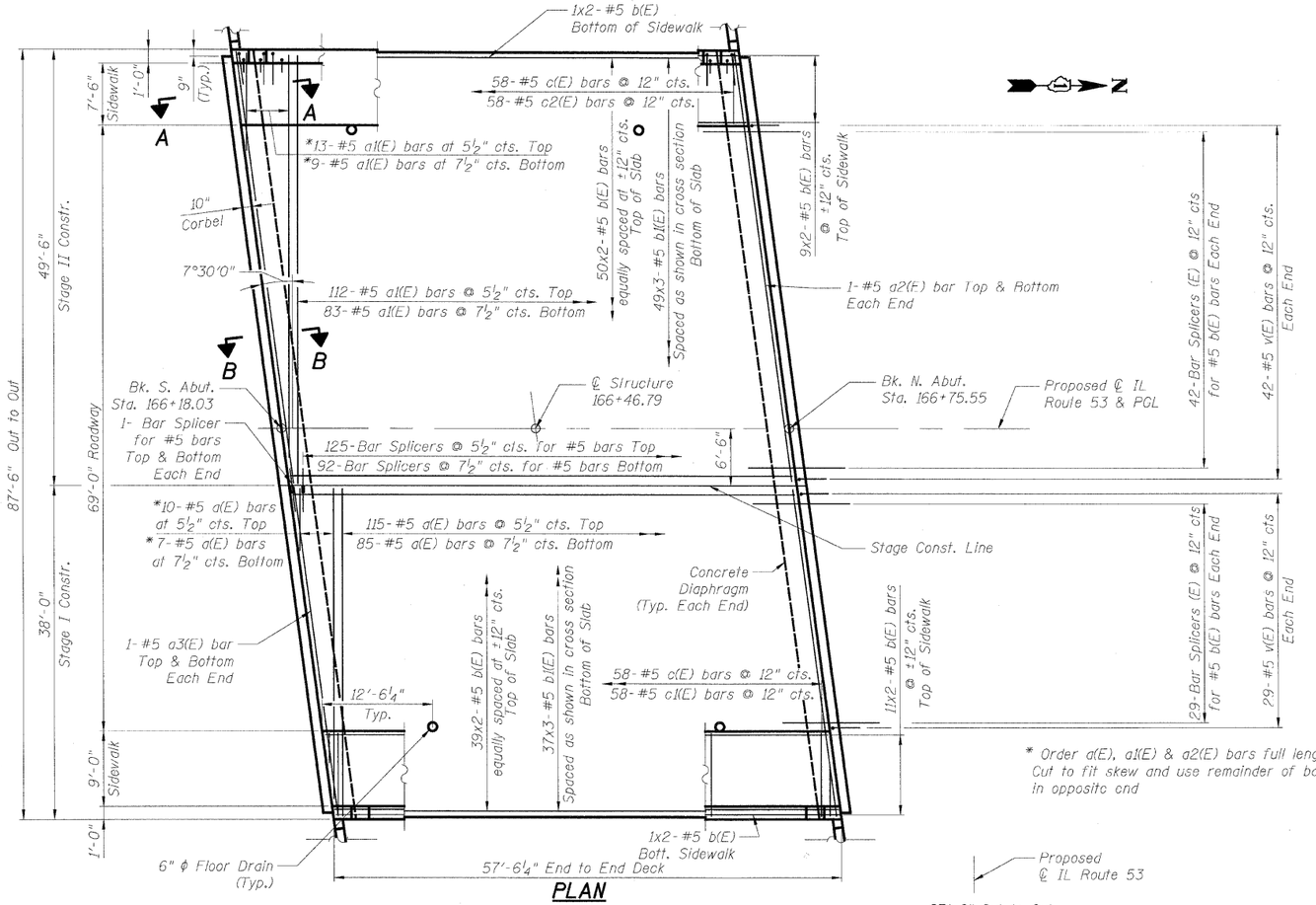
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328-1	DUPAGE	117	52
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881



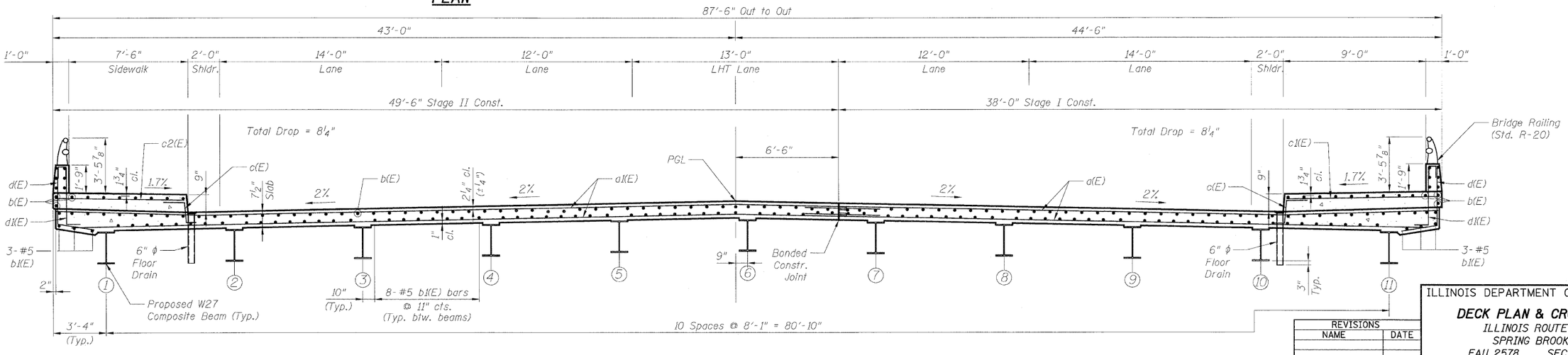
PLAN

* Order a(E), a1(E) & a2(E) bars full length. Cut to fit skew and use remainder of bars in opposite end

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

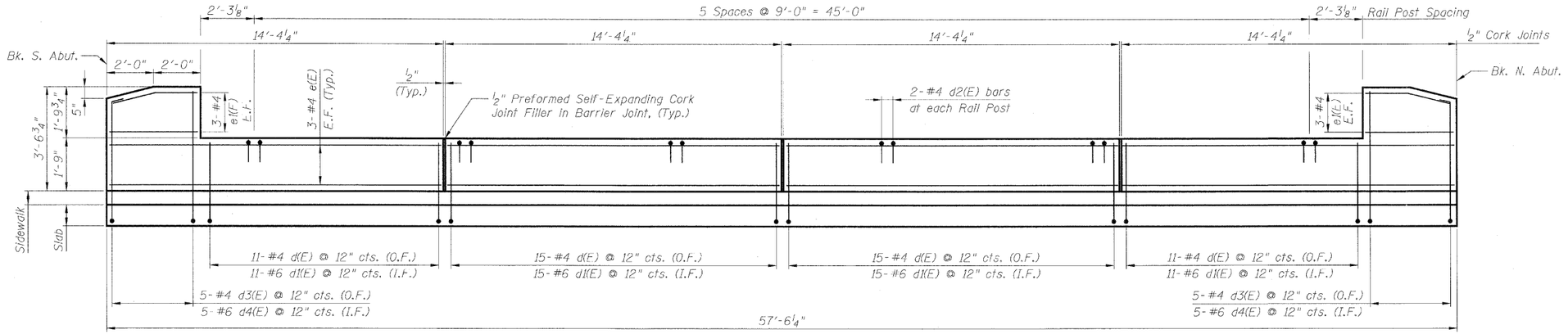
ILLINOIS ROUTE 53 OVER
SPRING BROOK CREEK
FAU 2578 SECTION 5328-1
STRUCTURE NO. 022-0189
DUPAGE COUNTY STATION 166+46.79

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

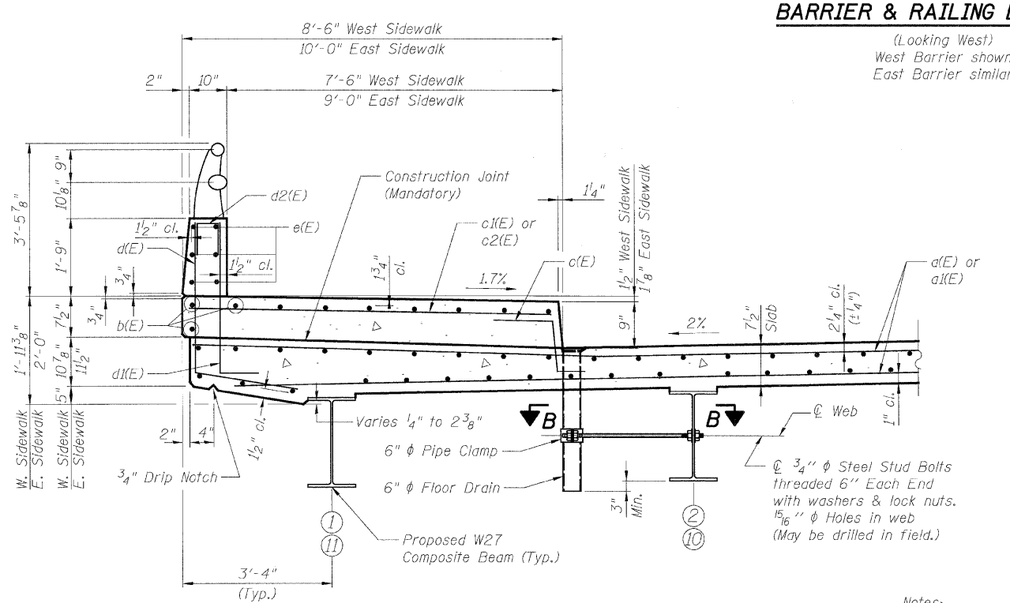
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

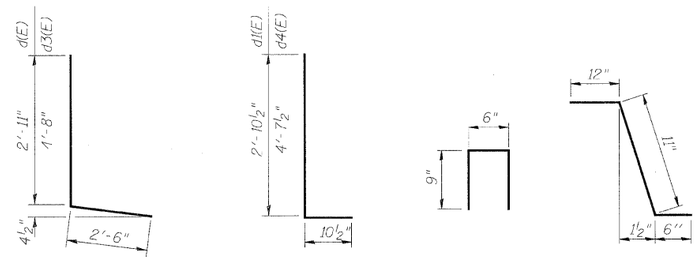


BARRIER & RAILING ELEVATION

(Looking West)
West Barrier shown
East Barrier similar



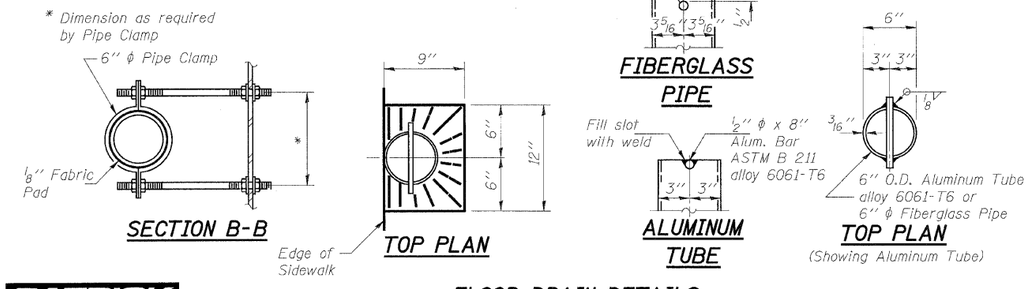
SECTION THRU PARAPET



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

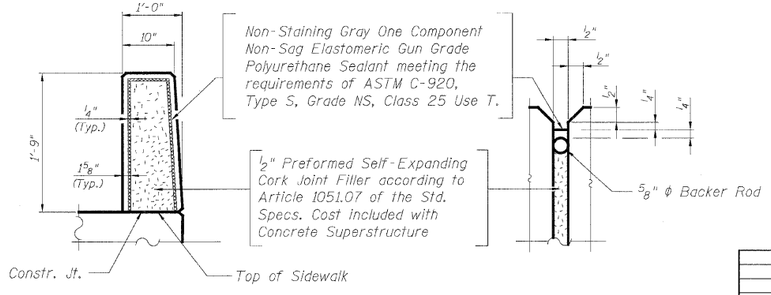
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	217	#5	37'- 6"	
d1(E)	217	#5	49'- 0"	
d2(E)	4	#5	49'- 4"	
d3(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	



FLOOR DRAIN DETAILS

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



BARRIER JOINT DETAILS

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 ¾" chamfer, except as noted.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

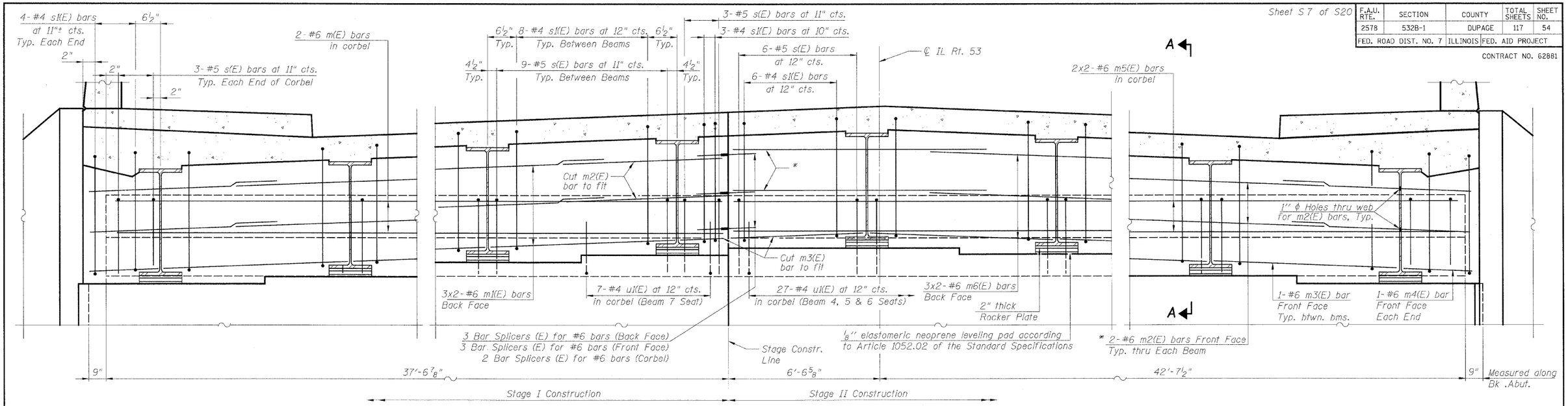
SUPERSTRUCTURE DETAILS
ILLINOIS ROUTE 53 OVER
SPRING BROOK CREEK
FAU 2578 SECTION 532B-1
STRUCTURE NO. 022-0189
DUPAGE COUNTY STATION 166+46.79

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	54
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

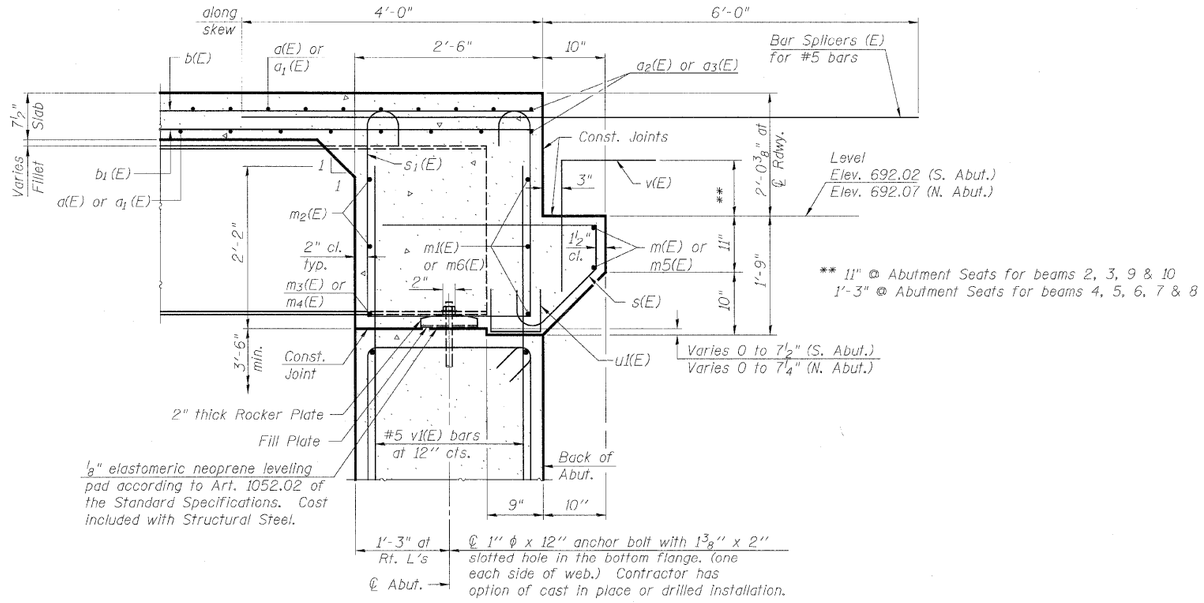
CONTRACT NO. 62881



DIAPHRAGM ELEVATION AT ABUTMENT

South Abutment - Looking South
North Abutment similar

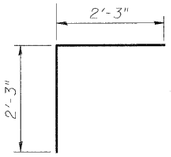
* Shift m2(E) bars towards the Stage Line as required for min. bar lap.



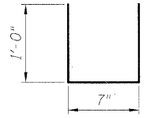
** 11" @ Abutment Seats for beams 2, 3, 9 & 10
1'-3" @ Abutment Seats for beams 4, 5, 6, 7 & 8

SECTION A-A

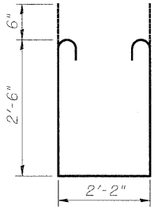
Dimensions at right angles to abutment, except as shown.



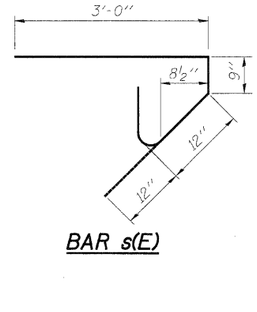
BAR v(E)



BAR u1(E)



BAR s1(E)



BAR s(E)

MIN. BAR LAP

#6 bar = 2'-9"

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), s1(E) and u1(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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS

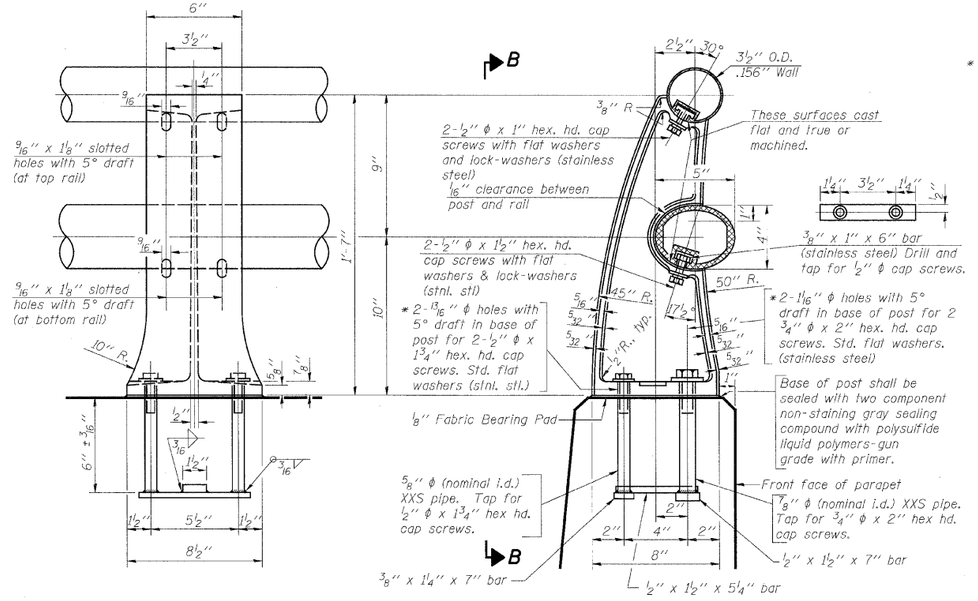
ILLINOIS ROUTE 53 OVER
SPRING BROOK CREEK
FAU 2578 SECTION 532B-1
STRUCTURE NO. 022-0189
DUPAGE COUNTY STATION 166+46.79

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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		

CONTRACT NO. 62881

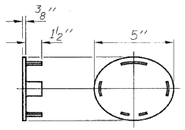


VIEW B-B

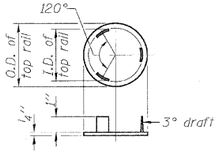
SECTION A-A

RAIL POST DETAILS

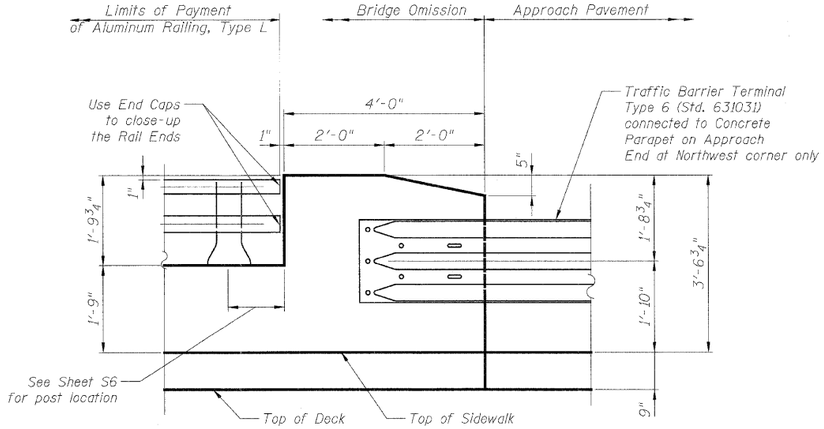
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's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



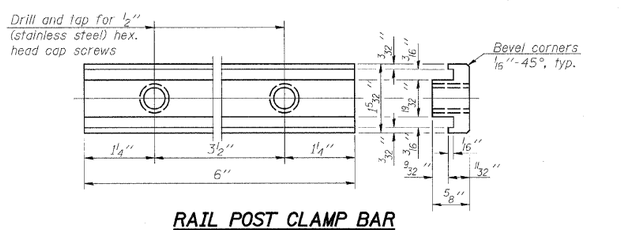
CAST END CAP
For bottom rail
DRIVE FIT TYPE
4 Required



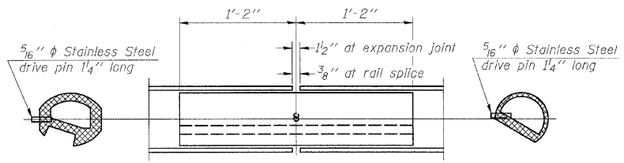
CAST END CAP
For top rail
4 Required



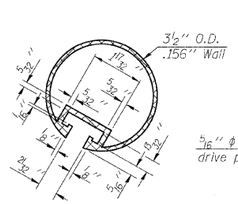
RAIL TERMINAL AT CONCRETE PARAPET



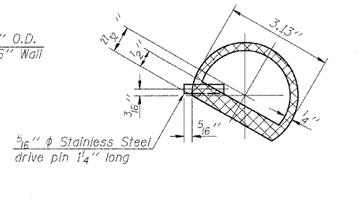
RAIL POST CLAMP BAR
For Top Rail



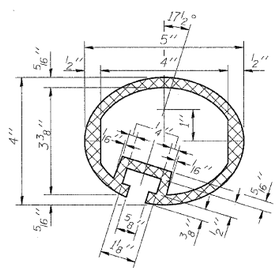
RAIL SPLICE



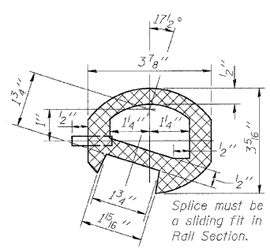
SECTION THRU TOP RAIL



SECTION THRU SPLICE
For Top Rail



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

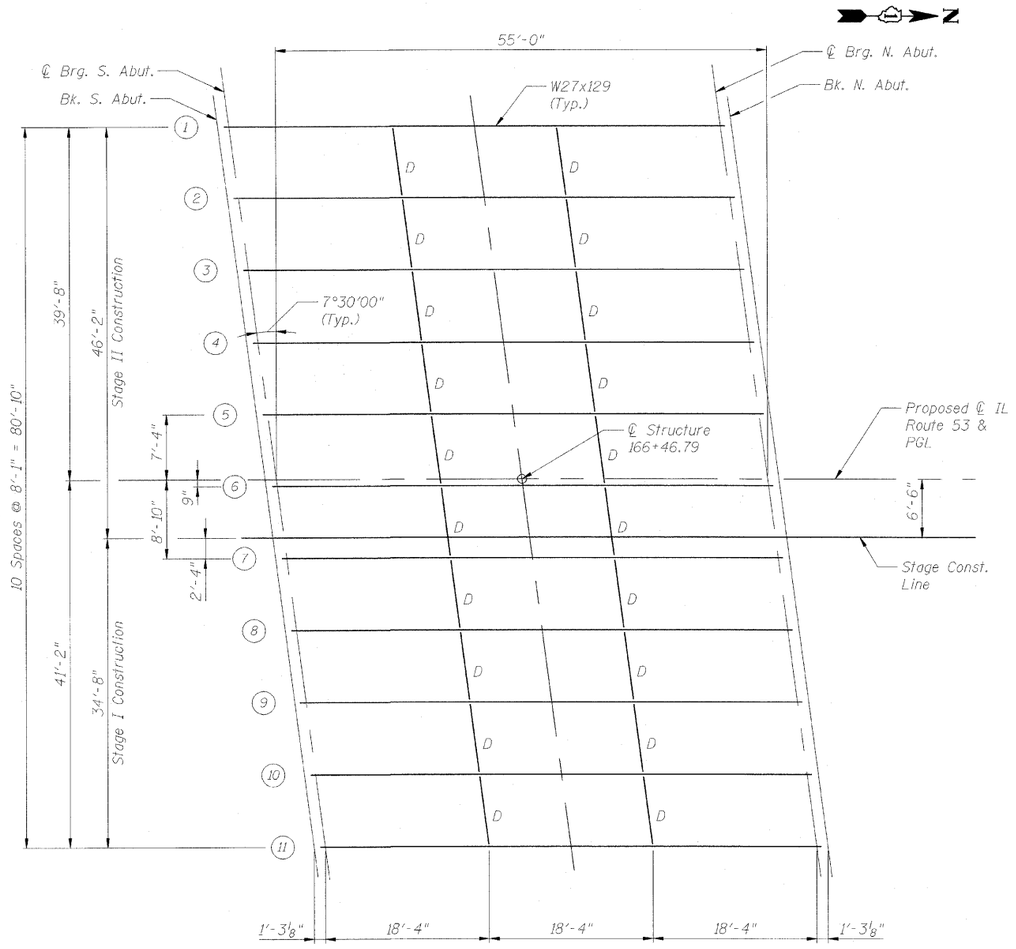
SCALE: NONE DRAWN BY: E. MROCZEK
DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

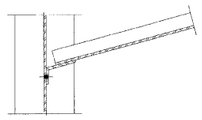
10-1-08

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		

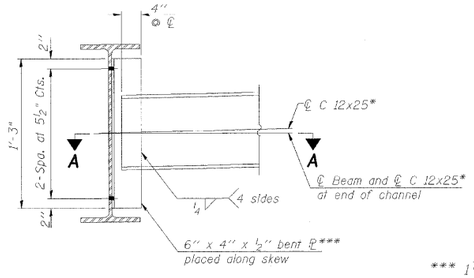
CONTRACT NO. 62881



PLAN



SECTION A-A



DIAPHRAGM D

(20 Required)

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

INTERIOR GIRDER MOMENT TABLE		0.5 Span
Is	(in^4)	4,760
Ic (n)	(in^4)	12,772
Ic (3n)	(in^4)	9,462
Ss	(in^3)	345
Sc (n)	(in^3)	503
Sc (3n)	(in^3)	456
℄	(k/')	0.92
M℄	('k)	348
s℄	(k/')	0.54
Ms℄	('k)	203
M℄	('k)	522
M (Imp)	('k)	145
5/3[M℄+M(Imp)]	('k)	1,111
Ma	('k)	2,161
Mu	('k)	2,497
fs℄ non-comp	(ksi)	12.1
fs℄ (comp)	(ksi)	5.3
fs 5/3[M℄+M(Imp)]	(ksi)	26.5
fs (Overload)	(ksi)	44.0
fs (Total)	(ksi)	
VR	(k)	62

INTERIOR GIRDER REACTION TABLE		Abutments
R℄	(k)	73.1 **
R℄	(k)	48.6
Imp.	(k)	13.5
R (Total)	(k)	135.3

** - Includes weight of concrete Diaphragms and Approach Slab

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).
Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to live load.
Ic(3n) and Sc(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.
Ma (Applied Moment) = 1.3[M℄ + 5/3 (M℄ + M(Imp.)].
The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 & 10.50.1.1.
fs (Overload) is the sum of the stresses due to M℄ + Ms℄ + 5/3 (M℄ + M(Imp.)].
fs(Total) is the sum of teh stresses due to 1.3[M℄ + ms℄ + 5/3 (M℄ + M(Imp.)].
M℄- Moment due to dead loads on non-composite section.
Ms℄ - Moment due to dead loads on composite section.
M℄ - Moment due to live load on composite section.
M(Imp)-Moment ue to live load impact on composite section.

BILL OF MATERIAL

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

NOTES:

1. Two hardened washers shall be required over all oversized holes for diaphragms.
2. *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. 3-¾" ℄ HS bolts, 15/16" ℄ holes
3. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
4. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as noted otherwise.
5. 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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN

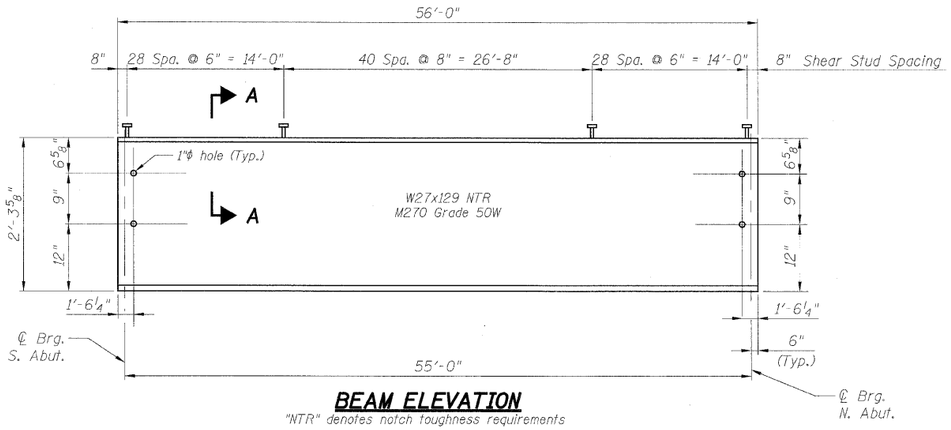
ILLINOIS ROUTE 53 OVER
SPRING BROOK CREEK
FAU 2578 SECTION 532B-1
STRUCTURE NO. 022-0189
DUPAGE COUNTY STATION 166+46.79

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

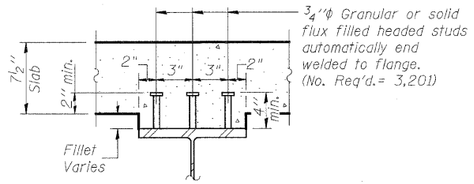
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	57
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881



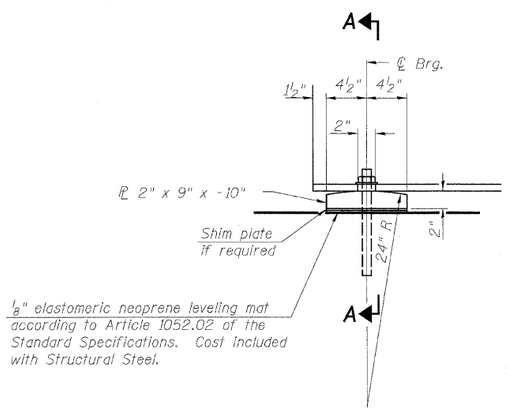
BEAM ELEVATION

"NTR" denotes notch toughness requirements

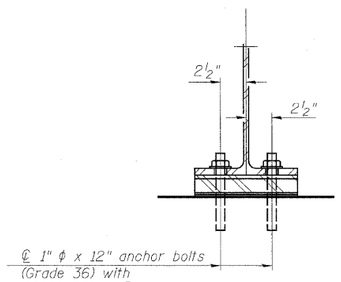


SECTION A-A

TOP OF BEAM ELEVATION (For Fabrication Only)		
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



ELEVATION AT ABUTMENT



SECTION A-A

FIXED BEARING

BILL OF MATERIAL

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

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.

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

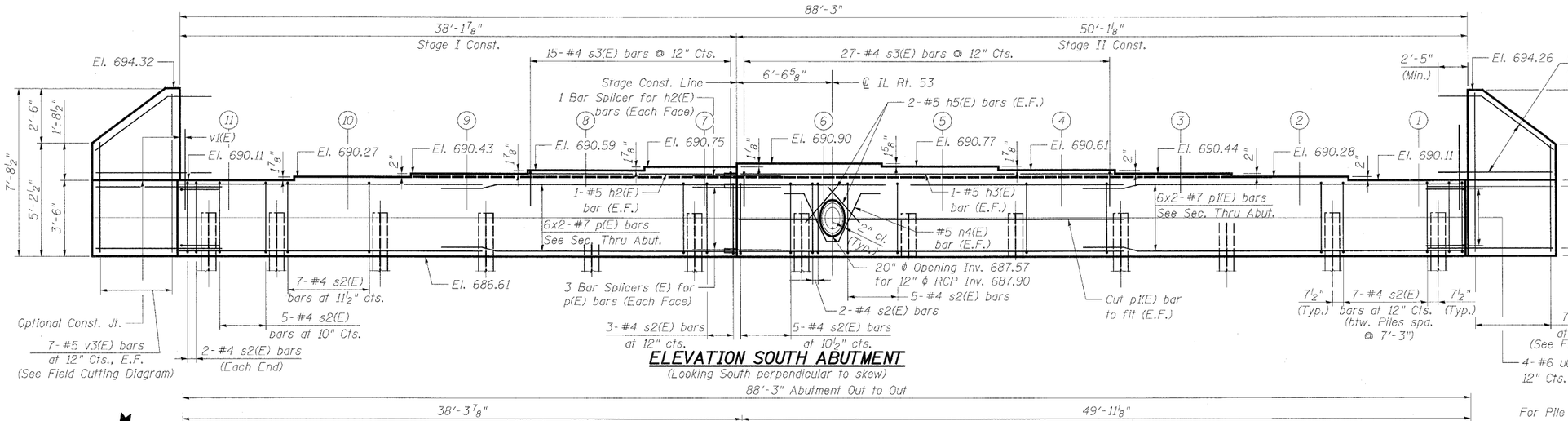
Blank Sheet

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. YARGICOGLU

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	59
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

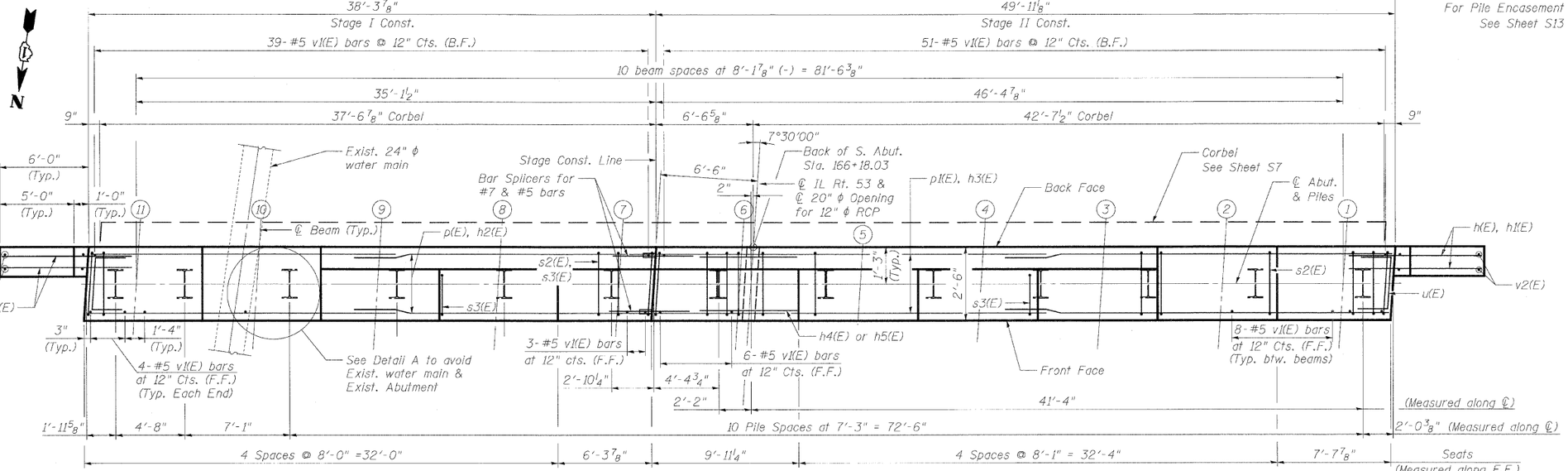


ELEVATION SOUTH ABUTMENT

(Looking South perpendicular to skew)

SECTION THRU ABUTMENT

88'-3" Abutment Out to Out



PLAN

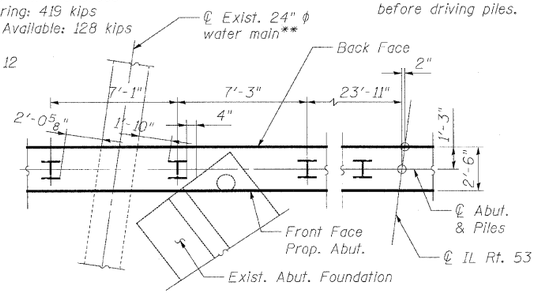
BILL OF MATERIAL

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	

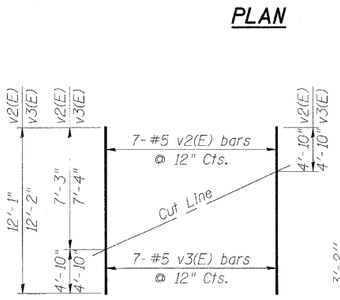
* See Special Provisions

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

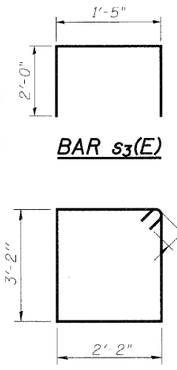


DETAIL A

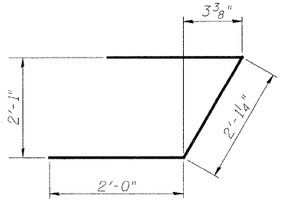


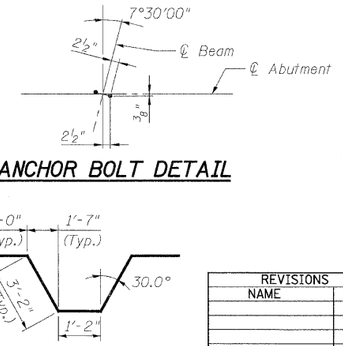
FIELD CUTTING DIAGRAM

Order v2(E) & v3(E) full length. Cut as shown and use remainder of bars in opposite face.



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.

REVISIONS	
NAME	DATE

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

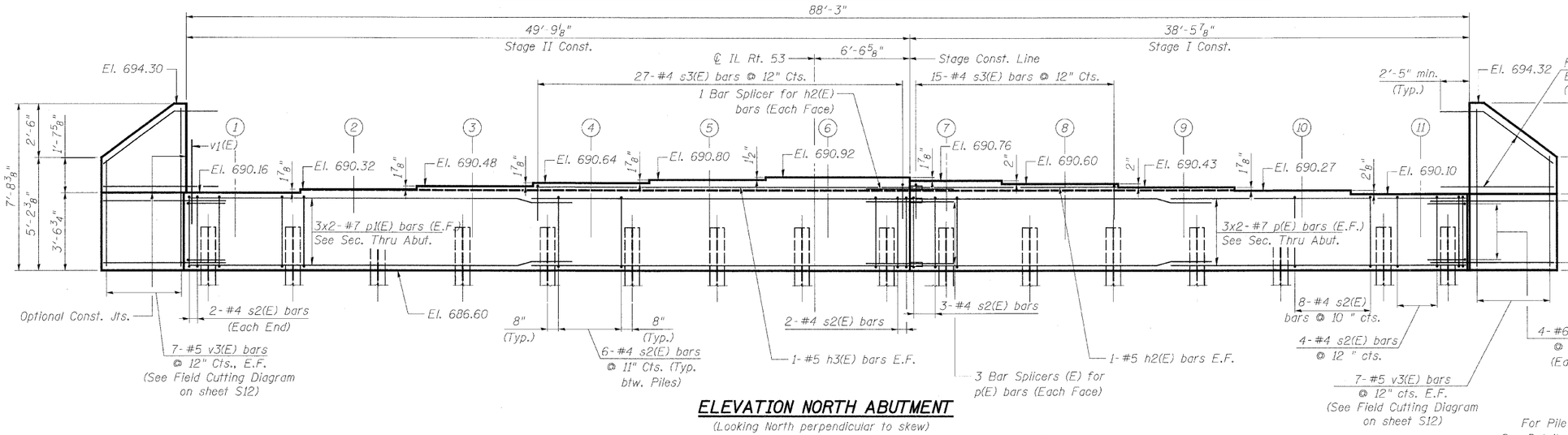
SCALE: NONE DRAWN BY: M.T / E.M.

DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC. LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	60
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881



ELEVATION NORTH ABUTMENT

(Looking North perpendicular to skew)

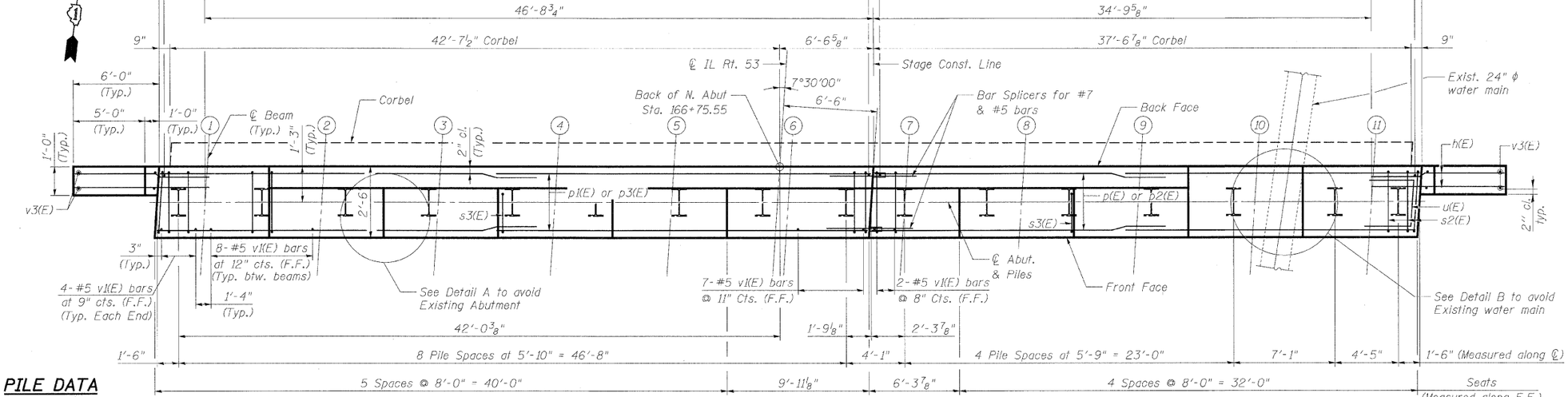
SECTION THRU ABUTMENT

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

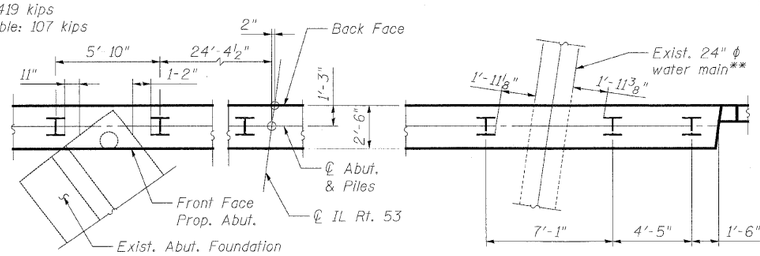


PLAN

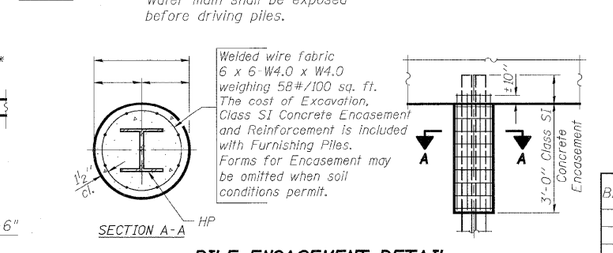
** Water main shall be exposed before driving piles.

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

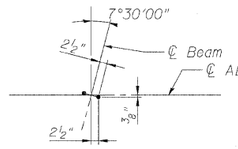


DETAIL A



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"

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.

REVISIONS	
NAME	DATE

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
DATE: 6/12/09
DRAWN BY: M.T. / E.M.
CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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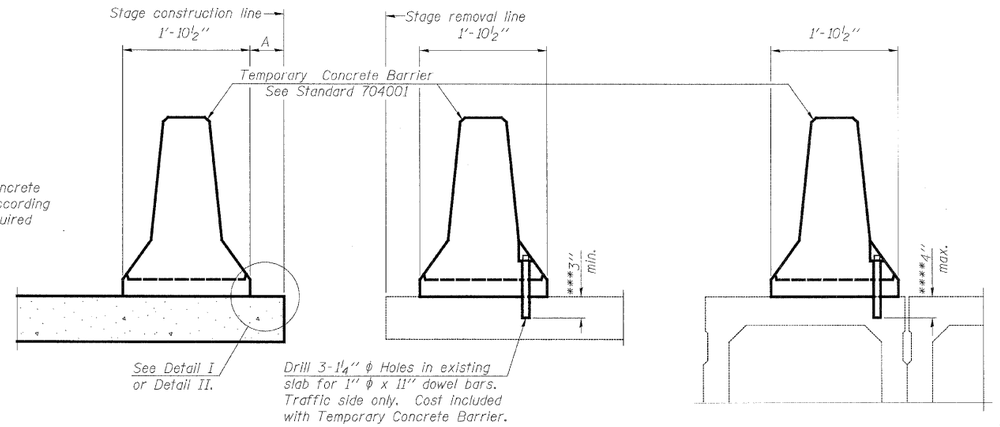
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

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".



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

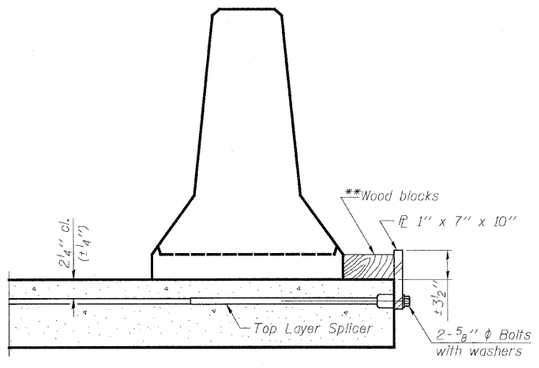
Cost of anchorage is included with Temporary Concrete Barrier.

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.

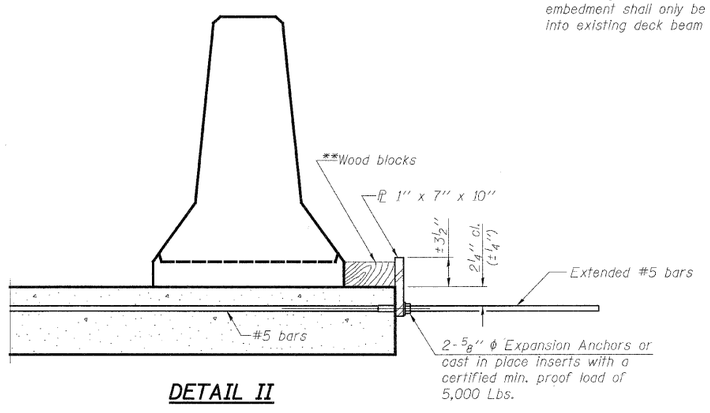
SECTIONS THRU SLAB OR DECK BEAM

*** 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.

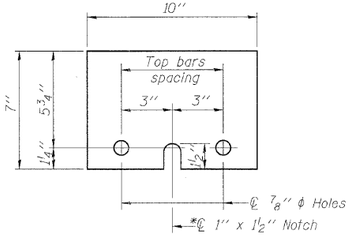


DETAIL I



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.



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO.

REVISIONS	
NAME	DATE

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

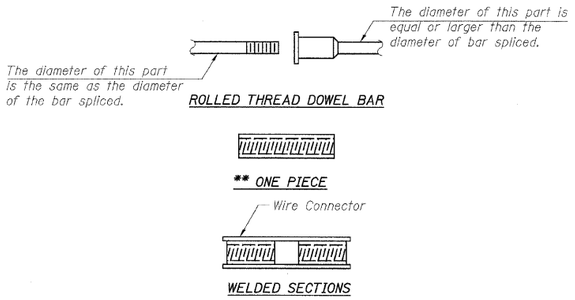
SCALE: NONE DRAWN BY: E. MROCZEK
DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

10-1-08

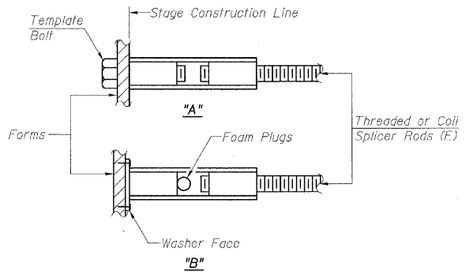
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881



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.

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:

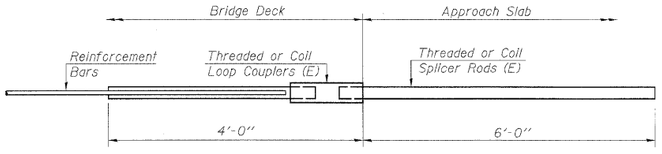
① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

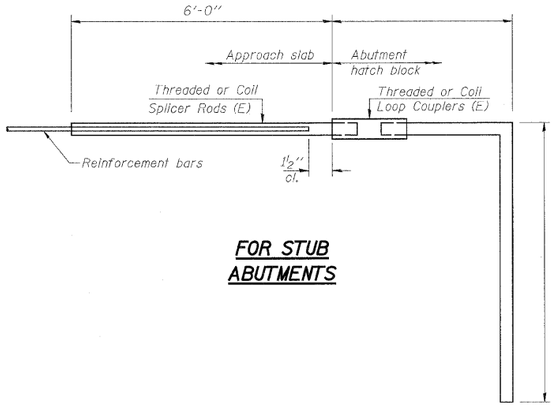
BAR SPLICER ASSEMBLIES

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



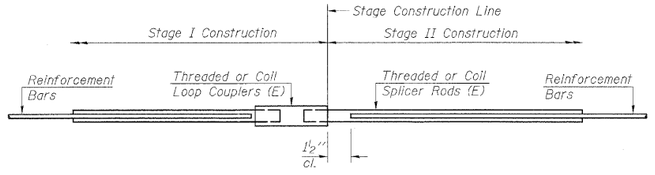
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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.

REVISIONS	
NAME	DATE

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

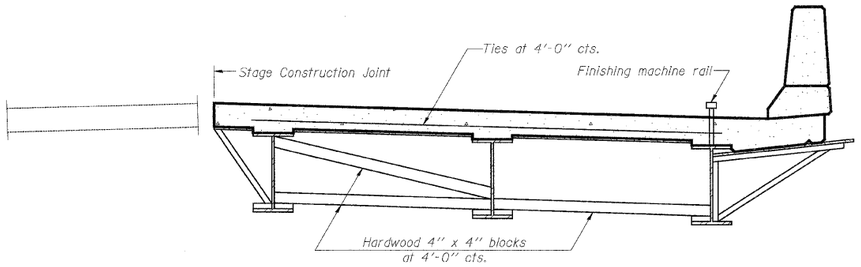
SCALE: NONE DRAWN BY: E. MROCZEK
DATE: 6/12/09 CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

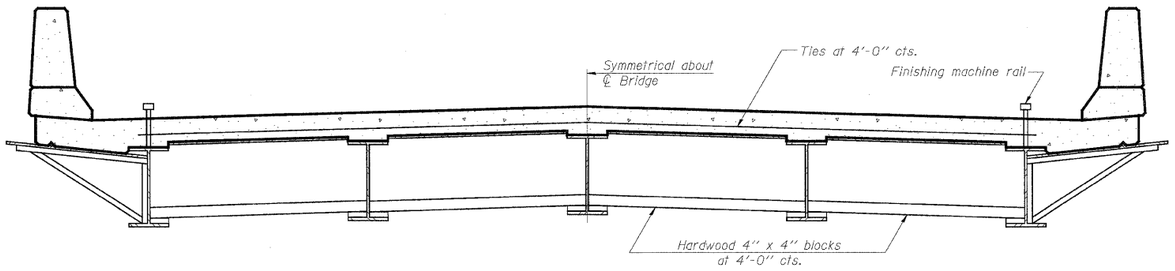
10-1-08

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		

CONTRACT NO. 62881



FORM BRACES FOR STAGE CONSTRUCTION



FORM BRACES FOR STANDARD 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.

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

10-1-08

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		

CONTRACT NO. 62881

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 Rohwing Rd./Spr.brook Ck S. 13, TWP. 40N, RNG. 10E, 3rd P

Boring No. B-1'
Station 166+69
Offset 18.0 ft W of CL
Surface Elev. 690.1 ft

Surface Water Elev. ____
Groundwater Elev.:
when drilling ____
at Completion ____
after ____ Hrs. ____

DEPTH	BLOWS	Qu tsf	W %
Loose mixed black-gray gravel, sand, cinders, clay, FILL	5 3 3		5
	1 2 2		8
684.1			
Stiff to very soft black CLAY (Semi-Organic) LL=42% PI=18 A-7-6 (10)	1 2 2	1.0 P	30
	1 1 2	1.0 P	28
	1 2 1	1.2 P	36
	0 1 0	<0.25 P	39
	0 0 0	<0.25 P	38
669.6			
Loose gray-brown fine SAND	1 2 3		7
667.1			
Very stiff brown to gray SANDY CLAY LOAM	3 3 5	2.2 P	26
	3 4 6	2.3 B	25
662.1			
Loose gray brown med. coarse SAND	4 2 3		19
659.1			
Very stiff gray SILTY LOAM	3 4 5	2.7 B	
	3 5 9	2.9 B	16
	4 7 10	3.1 B	17
	3 4 5	2.0 P	19
648.6			
Med. dense dark gray fine to coarse SAND, tr. gravel, with seams of clay @ 54 feet	4 8 8		14
	3 5 5		17
	18 14 10		18
640.6	7 6 32		15

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. B-1'
Station 166+69
Offset 18.0 ft W of CL
Elevation 640.1 ft

DEPTH	BLOWS	Qu tsf	W %
Dense to med. dense gray med. coarse SAND, GRAVEL & COBBLES	5 7 8		15
	9 6 4		11
628.1			
Dense light gray med. coarse SAND & FRACTURED ROCK	39 18 12		9
623.6			
Rock @ 66.5 feet Drilled to 67.5 feet			
622.6			
END OF BORING			

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. B-2
Station 166+06
Offset 30.0ft LT.
Surface Elev. 687.99 ft

Surface Water Elev. ____
Groundwater Elev.:
when drilling 680.0
at Completion ____
after 24 Hrs. 680.5

DEPTH	BLOWS	Qu tsf	W %
Dark Brown and Black TOPSOIL 687.19			
Very Stiff, Black SILTY CLAY trace - sand and gravel	2 2 3	2.0 B	17
FILL 684.99			
Stiff, Brown and Gray SANDY CLAY trace - gravel	3 3 4	1.0 B	23
681.49			
Very Soft, Gray SILTY CLAY trace - sand and gravel	2 0 1	0.2 B	33
	0 0 1	0.2 B	32
	0 1 2		14
675.99			
Very loose, Gray SILTY LOAM trace - gravel 674.99			
Loose, Gray SANDY LOAM trace - gravel	2 3 3		10
672.49			
Stiff to Very Stiff, Brown and Gray SILTY CLAY LOAM trace - sand and gravel	2 5 6	2.5 S	22
Gray below 18.5 feet	2 5 7	3.0 B	13
	10 12 13		
	1 5 8	2.3 B	18
655.99			
Medium Dense, Gray SANDY LOAM little - gravel	3 3 6	1.5 B	18
	3 4 7	1.6 B	17
	5 8 11		19
648.99			
Stiff, Gray SILTY CLAY LOAM trace - sand and gravel	5 6 7	1.5 B	21
	5 5 7	1.8 B	17
	2 2 3	1.0 B	14

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

REVISIONS	
NAME	DATE

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. MROCZEK
DATE: 6/12/09 CHECKED BY: G. HATLESTAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	65
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

Everest Engineering Company
STRUCTURE BORING LOG

Page 2 of 3
Date 8/7/02

STRUCTURE NO. 022-0189
ROUTE FAU 2578
SECTION 532B
COUNTY Dupage

Boring No. B-2
Station 166+06
Offset 30.0ft LT.
Surface Elev. 687.99 ft

DEPTH	BLOWS	Qu tsf	W %
636.99 Dense, Gray SAND AND GRAVEL			
	3 10 28		5
633.49 Dense, Gray SILTY LOAM little - gravel			
629.49 BOULDER, SAND, GRAVEL, AND COBBLES	100/3"		5
FOR ROCK CORES SEE PAGE 3 627.49			

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 ROCK CORING LOG

Page 3 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

Boring No. B-2
Station 166+06
Offset 30.00ft LT.
Surface Elev. 687.99 ft

Core Type NX
Core Diameter 2 in
Core Length 10 ft

Top Elev. ft	Coring Notes and Rock Description	Core Run (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min/ft)	COMP. STRNGTH (tsf)
627.49	DOLOMITE: Light gray to gray, fine grained, scattered small vugs, occasional subvertical fractures, thin to thick bedded	1	96	54	2.8	1030
617.49	END OF BORING					

-65.0 -70.0 -75.0 -80.0

Color pictures of the cores YES
Cores will be stored for examination until DECEMBER, 2002

Everest Engineering Company
STRUCTURE BORING LOG

Page 1 of 2
Date 8/9/02

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-EAST CORNER OF BRIDGE S. 12 , TWP. 40N , RNG. 10E

Boring No. B-3
Station 166+10
Offset 22.0ft RT.
Surface Elev. 689.81 ft

Surface Water Elev.
Groundwater Elev.: when drilling 682.8
at Completion
after Hrs.

DEPTH	BLOWS	Qu tsf	W %
ASPHALT PAVEMENT 689.48 Medium Dense, SAND AND GRAVEL	6 10 11		8
FILL 686.81 Stiff, Brown and Black SILTY CLAY trace - sand and gravel	2 2 2	1.3 B	26
FILL 685.31 Very Soft to Stiff, Gray SILTY CLAY trace - sand, gravel, and organics	2 3 1	0.5 B	29
	1 1 2	<0.25 P	29
	1 2 1	0.2 B	25
676.81 Very Stiff, Brown and Gray SILTY CLAY trace - sand and gravel	3 3 4	2.3 B	21
	2 3 4	2.0 P	23
671.81 Medium Stiff to Very Stiff, Gray SILTY CLAY LOAM trace - sand and gravel	1 3 4	1.8 B	19
	1 2 3	0.8 B	14
	2 4 5	2.5 B	16

DEPTH	BLOWS	Qu tsf	W %
	3 5 7	2.5 B	15
	3 6 6	3.8 B	12
657.81 Medium Dense to Dense, Gray SANDY LOAM little - gravel	8 22 24		16
647.81 Very Stiff, Gray SILTY CLAY LOAM little - sand and gravel	7 8 10		11
	4 7 11	3.5 B	15
643.81 Medium Dense, Gray SAND AND GRAVEL	2 14 15		19

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

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. MROCZEK
DATE: 6/12/09 CHECKED BY: G. HATLESTAD

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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		

CONTRACT NO. 62881

Everest Engineering Company
STRUCTURE BORING LOG

Page 2 of 2
Date 8/9/02

STRUCTURE NO. 022-0189
ROUTE FAU 2578
SECTION 532B
COUNTY Dupage

Boring No. B-3
Station 166+10
Offset 22.0ft RT.
Surface Elev. 689.81 ft

DEPTH	BLOWS	Qu tsf	W %
637.81 Extremely Dense, Gray SANDY SILT little - gravel			
-55	22 27 50/5"		6
-60	13 34 50/5"		6
628.81 END OF BORING (Auger Refusal)			
-65			
-70			
-75			

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 8/8/02

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 NORTH-EAST CORNER OF BRIDGE S. 12 , TWP. 40N , RNG. 10E

Boring No. B-4
Station 166+92
Offset 18.0ft RT
Surface Elev. 689.83 ft

DEPTH	BLOWS	Qu tsf	W %
CRUSHED STONE 689.63 Loose, SAND AND GRAVEL FILL 689.08	2 2 3	1.0 B	24
Stiff, Brown and Black SILTY CLAY trace - sand and gravel			
	1 2 4	1.3 B	31
-5 FILL 685.33 Loose, Gray SILTY LOAM trace - gravel			
683.83 Very Soft to Medium Stiff, Brown and Gray SILTY CLAY trace - sand and gravel	1 1 2	0.8 B	27
	1 1 1	0.2 B	32
-10 680.33 Very Loose, Gray SANDY LOAM 679.33 trace - gravel / Very Soft, Dark Gray ORGANIC CLAY trace - peat	0 0 1	0.2 B	40
	0 1 0	0.2 B	50
-15	0 0 1	<0.25 P	41
671.83 Very Soft to Medium Stiff, Gray SILTY CLAY little - organics trace - sand and gravel	1 0 1	0.2 B	34
-20	0 0 1	0.2 B	41
	0 1 3	0.8 B	20

Gray below 36 feet

Surface Water Elev. ____
Groundwater Elev.: when drilling 679.8
at Completion ____
after ____ Hrs. ____

DEPTH	BLOWS	Qu tsf	W %
664.33 Stiff to Very Stiff, Brown and Gray SILTY CLAY LOAM trace - sand and gravel			
	2 3 5	2.0 B	19
-30	2 3 6	2.5 B	22
-35	3 4 7	1.8 B	13
-40	3 4 6	2.0 B	13
-45	3 5 10	3.0 B	16
-50	6 8 11	3.5 B	15

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 2 of 3
Date 8/8/02

STRUCTURE NO. 022-0189
ROUTE FAU 2578
SECTION 532B
COUNTY Dupage

Boring No. B-4
Station 166+92
Offset 18.0ft RT
Surface Elev. 689.83 ft

DEPTH	BLOWS	Qu tsf	W %
638.83 Medium Dense, Gray SAND AND GRAVEL			
-55	9 12 15		9
630.83 Very Stiff, Gray SILTY CLAY LOAM little - sand and gravel	5 9 12	3.0 B	20
-60 628.83 Dense, Gray SAND AND GRAVEL			
-65	7 19 20		8
FOR ROCK CORES SEE PAGE 3 623.33			
-70			
-75			

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

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
DATE: 6/12/09
DRAWN BY: E. MROCZEK
CHECKED BY: G. HATLESTAD

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

Everest Engineering Company
STRUCTURE ROCK CORING LOG

Page 3 of 3
Date 8/8/02

ROUTE FAU 2578 DESCRIPTION IL ROUTE 53 OVER SPRING BROOK CREEK

SECT. 532B STRUCT. NO. 022-0189 DRILLED BY PATRICK DRILLING, INC.

COUNTY Dupage

Boring No. B-4 Core Type NX
Station 166+92 Core Diameter 2 in
Offset 18.00ft RT Core Length 10 ft

Surface Elev. 689.83 ft

Top Elev. ft	Coring Notes and Rock Description	Core Run (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min/ft)	COMP. STRNGTH (tsf)
623.33	DOLOMITE: Light gray to gray, thin to thick bedded, fine grained, scattered small vugs, occasional shale partings	1	100	87	3.2	951
613.33	END OF BORING					

Color pictures of the cores YES

Cores will be stored for examination until DECEMBER, 2002

Everest Engineering Company
STRUCTURE BORING LOG

Page 1 of 1
Date 10/15/02

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 NORTH-EAST CORNER OF BRIDGE S. 13 , TWP. 40N , RNG. 10E

Boring No. S-1
Station 166+05
Offset 22.0ft RT.

Surface Elev. 689.80 ft

Surface Water Elev. ____
Groundwater Elev.:
when drilling 680.8
at Completion ____
after ____ Hrs. ____

DEPTH	BLOWS	Qu tsf	W %
689.47 ASPHALT PAVEMENT			
688.30 Brown SAND AND GRAVEL FILL		2.5 S	29
Stiff to Very Stiff, Brown and Black SILTY CLAY trace - sand and gravel		1.4 S	24
-5 684.80 FILL			
Medium Stiff to Stiff, Brown/Gray SILTY CLAY/CLAY trace - sand, gravel, and organics		0.5 P	29
		0.65 B	34
-10		0.55 S	17
		0.9 B	21
		1.7 S	24
674.80 Gray SANDY LOAM			
-15 673.80 Stiff to Very Stiff, Gray SILTY CLAY LOAM trace - sand and gravel		1.5 P	23
		2.2 B	26
-20		1.7 B	14
		2.35 B	18
		1.9 B	18
-25 664.80			

END OF BORING @ 25 FEET

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 1
Date 10/15/02

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-EAST CORNER OF BRIDGE S. 13 , TWP. 40N , RNG. 10E

Boring No. S-2
Station 166+96
Offset 18 ft RT.

Surface Elev. 689.80 ft

Surface Water Elev. ____
Groundwater Elev.:
when drilling 681.8
at Completion ____
after ____ Hrs.

DEPTH	BLOWS	Qu tsf	W %
689.5 ASPHALT PAVEMENT			
688.8 Brown SAND AND GRAVEL FILL		1.15 S	30
Medium Stiff to Stiff, Brown and Black SILTY CLAY little to some - sand and gravel		0.85 S	36
-5 684.8 FILL			
Very Soft to Medium Stiff, Brown/Gray ORGANIC CLAY trace - sand and gravel		0.5 P	27
		0.35 S	40
-10 679.3		0.24 S	24
Brown and Gray SANDY LOAM			
678.3 Very Soft to Medium Stiff, Gray ORGANIC SILTY CLAY LOAM trace - sand and gravel		0.9	33
		0.8	40
-15		<0.25 P	41
		0.27 B	38
		0.4 S	45
-20		0.62 S	49
		0.73 S	17
-25 664.8			

END OF BORING @ 25 FEET

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

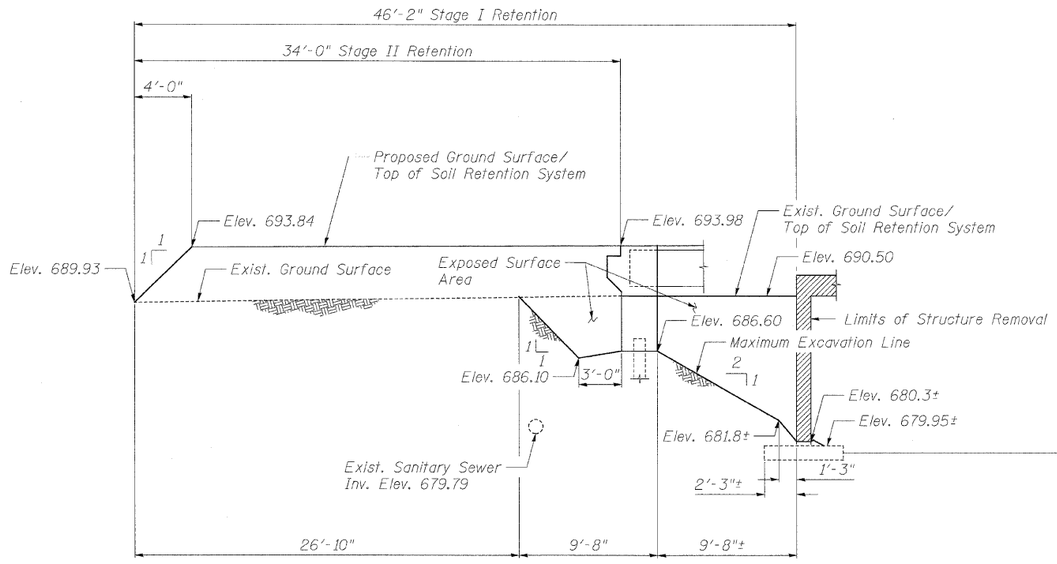
SOIL BORING LOGS - IV

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	DUPAGE	117	68
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

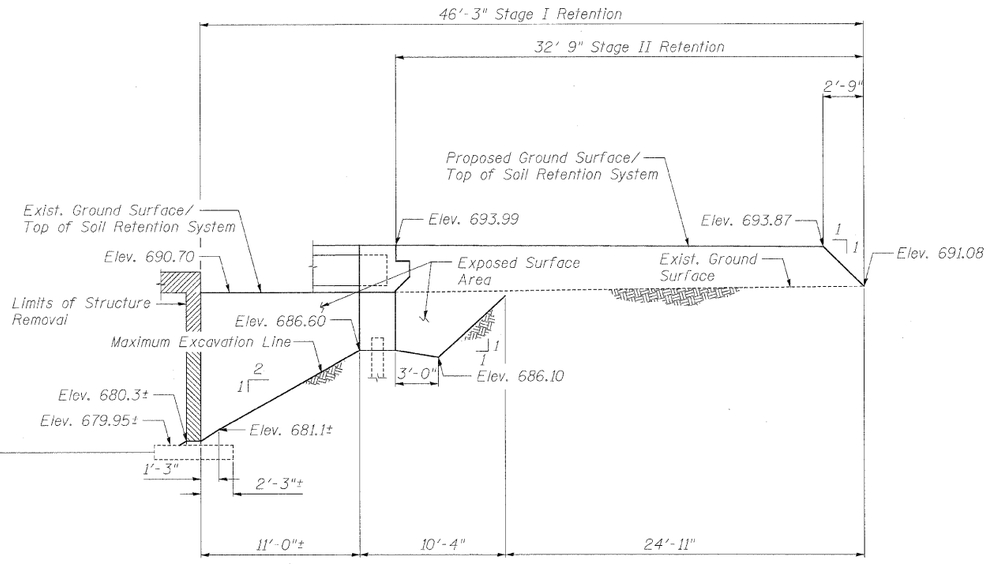
CONTRACT *62881



SOUTH TEMPORARY SOIL RETENTION SYSTEM

(Looking West)

Slopes and Distances Along Alignment of Sheeting (for proposed structure with 7°30" skew)



NORTH TEMPORARY SOIL RETENTION SYSTEM

(Looking West)

Slopes and Distances Along Alignment of Sheeting (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

STATE OF ILLINOIS
DEBORAH A. ZROKA
081-005152
LICENSED STRUCTURAL ENGINEER

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

BRANCO & ZROKA
ENGINEERING, P.C.

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 DRAWN BY SAW
DATE 6/12/09 CHECKED BY LAS

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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

Bench Mark:
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' Rt, 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.

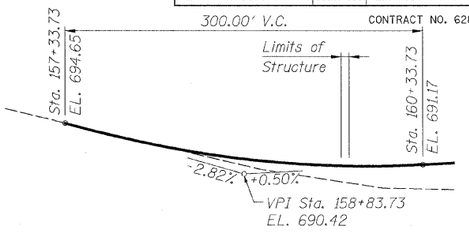
WATERWAY INFORMATION TABLE

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

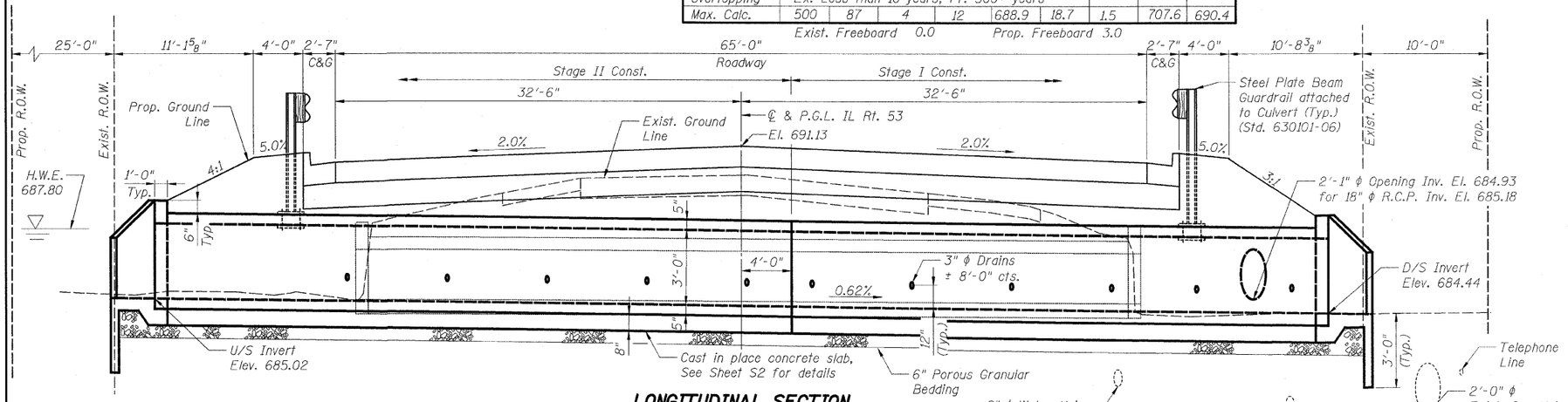
Flood	Freq. Yr.	Q (C.F.S.)	Opening (Sq. Ft.) Exist.	Opening (Sq. Ft.) Prop.	Nat. H.W.E.	Head (Ft.) Exist.	Head (Ft.) Prop.	Headwater Elev. Exist.	Headwater Elev. Prop.
	10	30	4	11	687.3	1.7	0.2	689.0	687.5
Design	50	45	4	11	687.8	4.1	0.3	691.9	688.1
Base	100	51	4	12	688.1	5.7	0.3	693.8	688.4
Overtopping	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

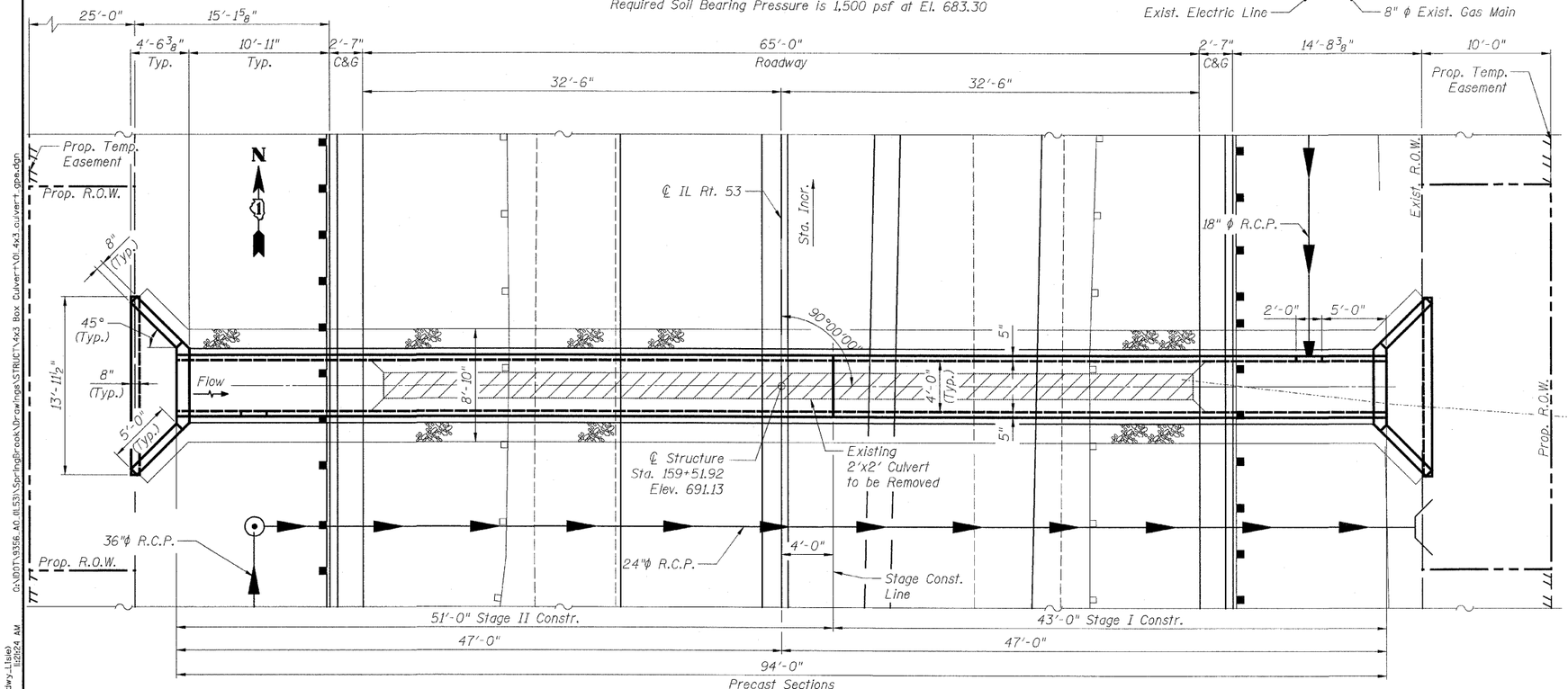


PROFILE GRADE - IL RT. 53



LONGITUDINAL SECTION

Required Soil Bearing Pressure is 1,500 psf at El. 683.30



PLAN

GENERAL NOTES

1. The Precast Concrete Box Culvert shall conform to the requirements of AASHTO M-259.
2. 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".
3. Welded wire fabric shall conform to the requirements of ASTM A185.
4. 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'."
5. Work this sheet with B2 for details of Cast-in-Place Sections.
6. All exposed concrete edges shall be chamfered ¾" unless otherwise noted.

STATE OF ILLINOIS · PAUL M. LOPEZ · 081-005231 · LICENSED STRUCTURAL ENGINEER · NAPERVILLE, ILLINOIS

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

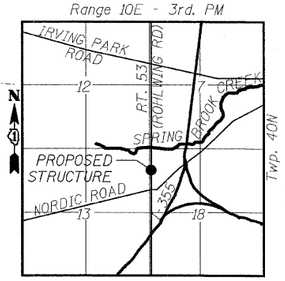
DESIGN STRESSES

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)

SEISMIC DATA

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



LOCATION SKETCH

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

G:\001\9356.A0.IL53\Springbrook\Drawings\STRUCT\4x3 Box Culvert\001_4x3_culvert_gpa.dgn
*koesper(Roxy-Lisle)
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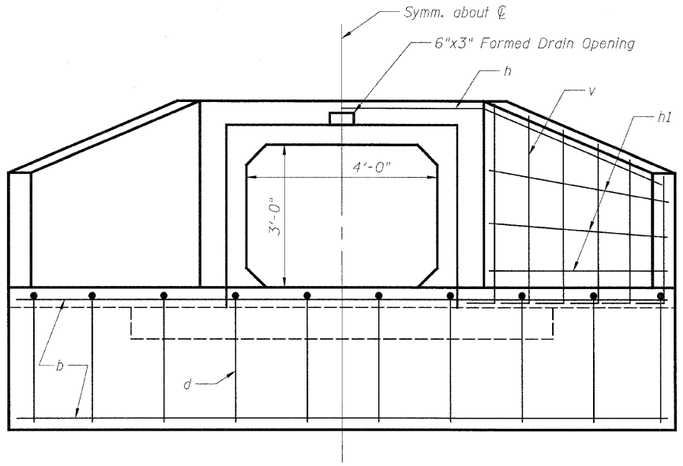
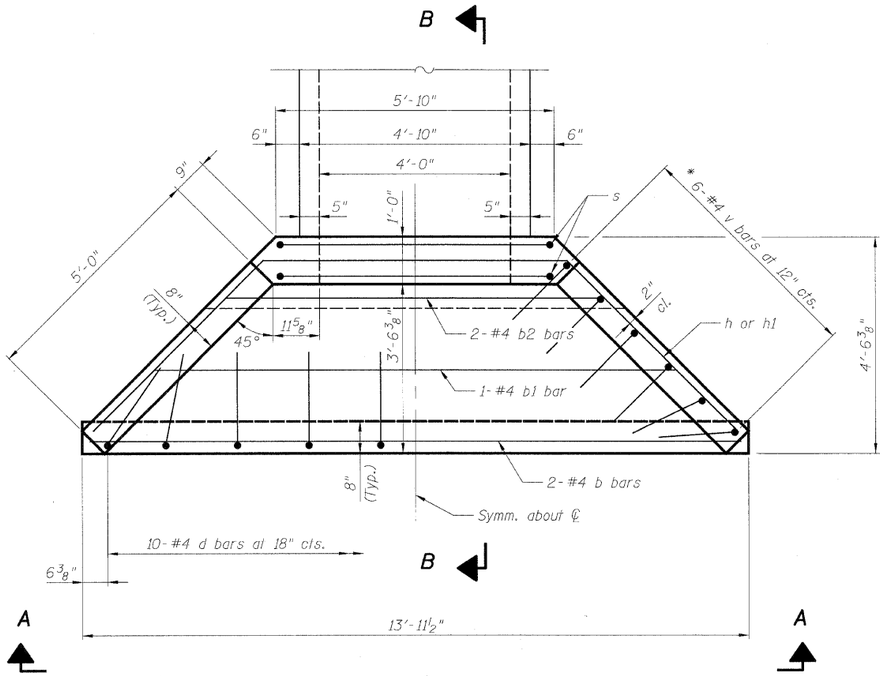
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DUPAGE	117	70
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62881

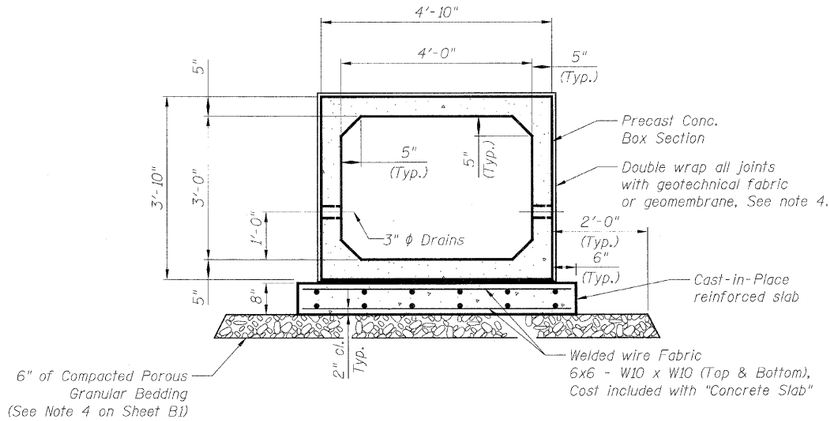


VIEW A-A



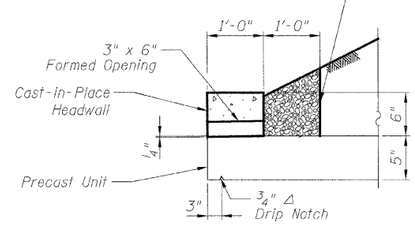
* Cut or bend to fit

END SECTION - PARTIAL PLAN

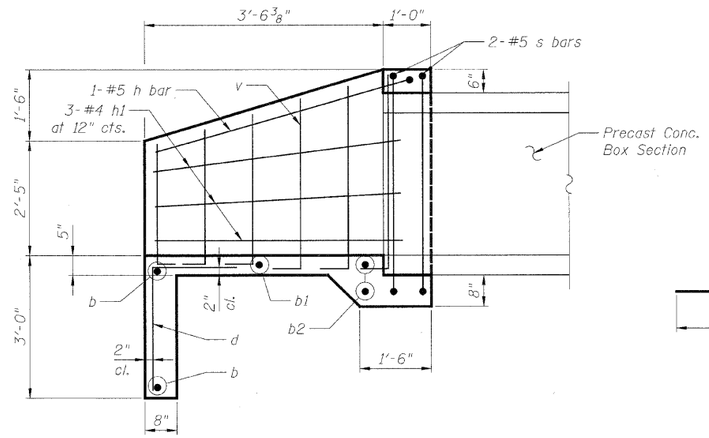


SECTION THRU PRECAST CULVERT

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

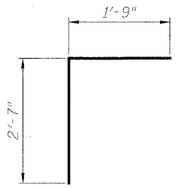


SECTION THRU HEADWALL

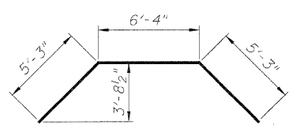


SECTION B-B

BAR v

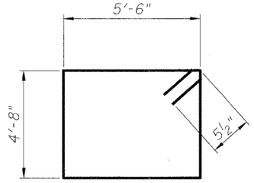


BAR d



BAR h

Bend in field
One required in each headwall



BAR s

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".

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
DATE: 6/12/09

DRAWN BY: M.T./ E.M.
CHECKED BY: A. YARGICOGLU

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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CONTRACT #62881

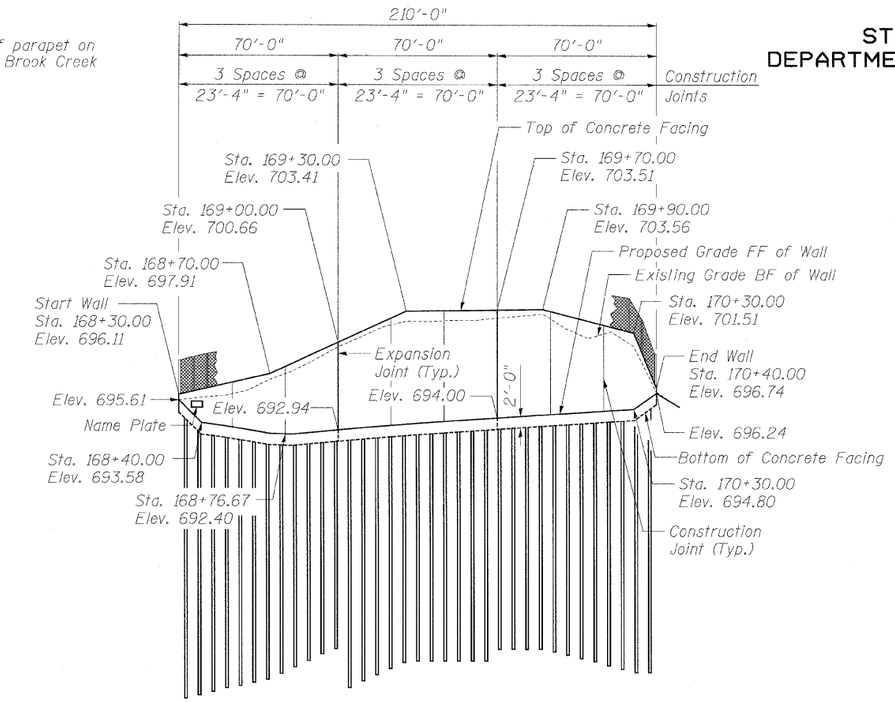
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bench Mark

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

Existing Structure

None



ELEVATION

TOTAL BILL OF MATERIAL

	ITEM	UNIT	TOTAL
	Structure Excavation	Cu. Yd.	280
	Concrete Structures	Cu. Yd.	114.6
	Form Liner Textured Surface	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)

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.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph W. Anderson (RTD)
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

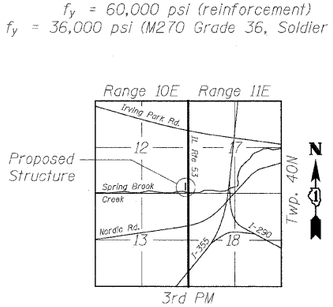
DESIGN STRESSES

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

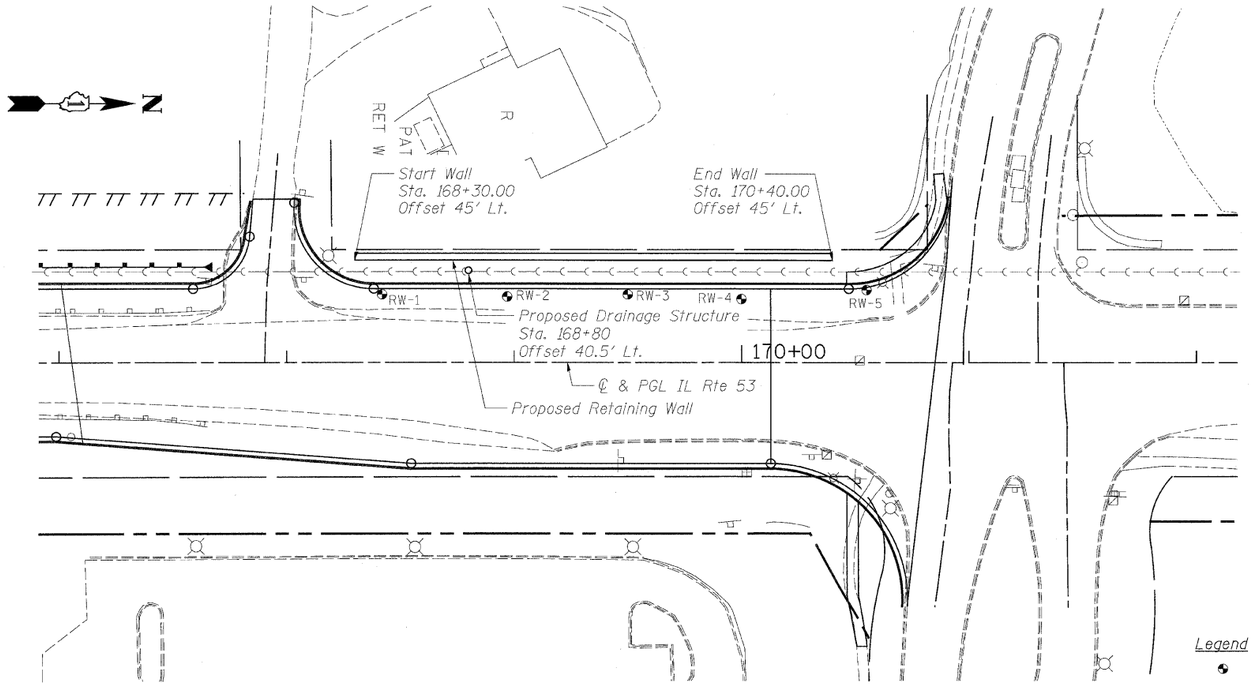
INDEX OF SHEETS

STATE OF ILLINOIS
DEBORAH A. ZROKA
081-005152
LICENSED STRUCTURAL ENGINEER

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

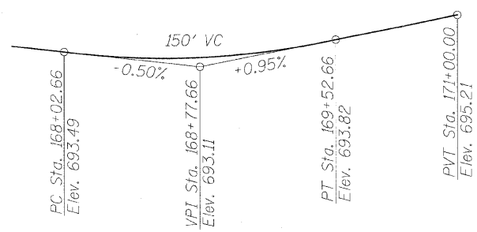


LOCATION SKETCH



PLAN

Legend
- Soil Boring
- FF Front Face
- BF Back Face
- Sanitary Sewer



PROFILE GRADE
(Along ℄ IL Rte 53)

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

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

ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

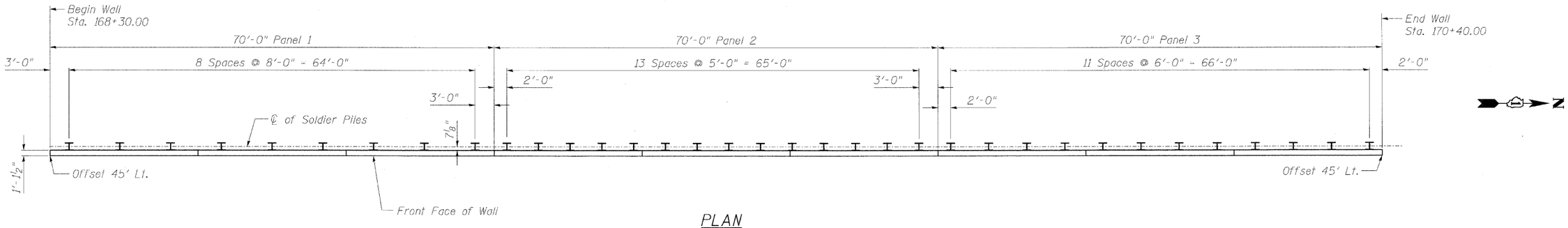
Date: 04-10-09 Drawn By: SW Checked By: LS

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

6/11/2009 1:42:12 PM G:\IDOT\9356_AO_IL53\SpringBrook\Drawings\Branco_Zroka\62881-00-GPE.dgn

CONTRACT #62881

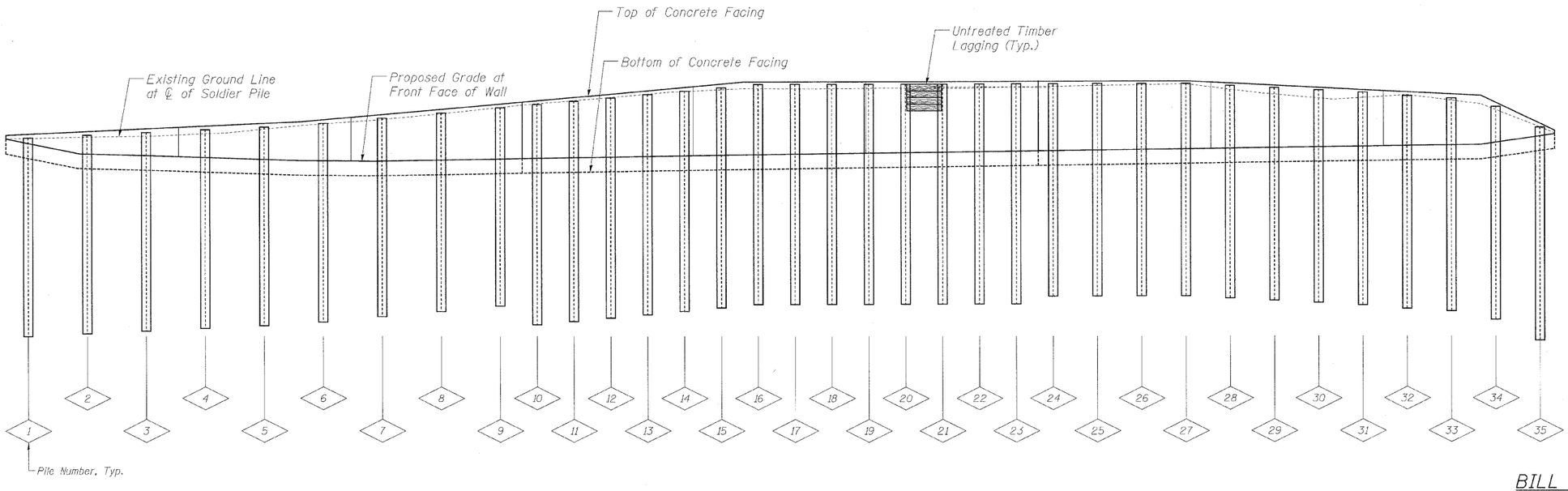
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

Note: All piles are HP14x117 with offset = 46.72' to ℄ pile

Concrete cap not shown for clarity.



ELEVATION

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					

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

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

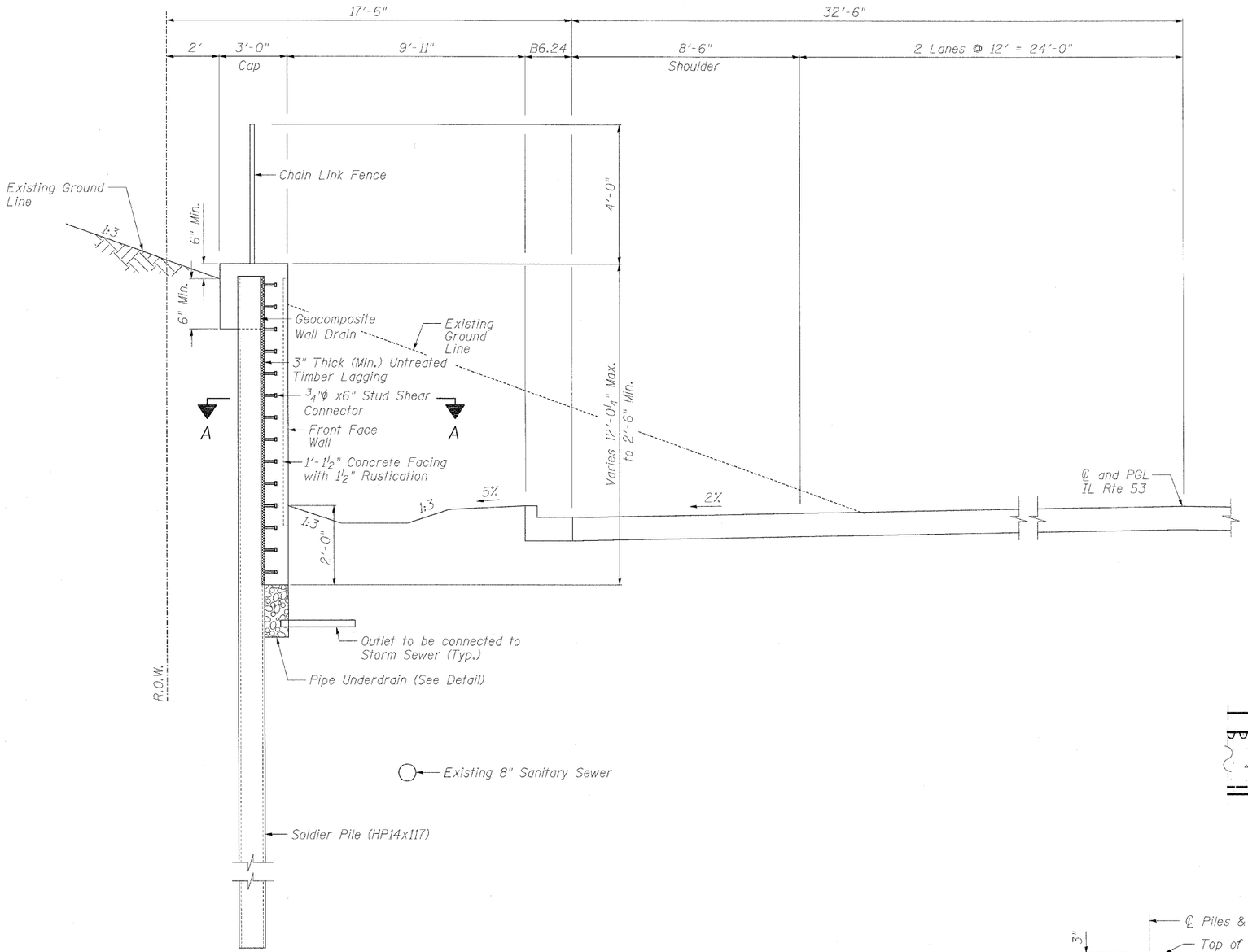
ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

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

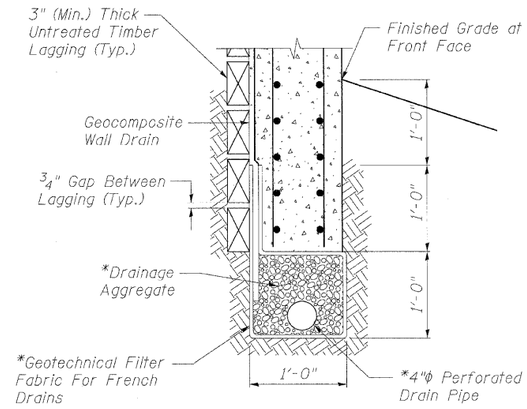
CONTRACT #62881

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



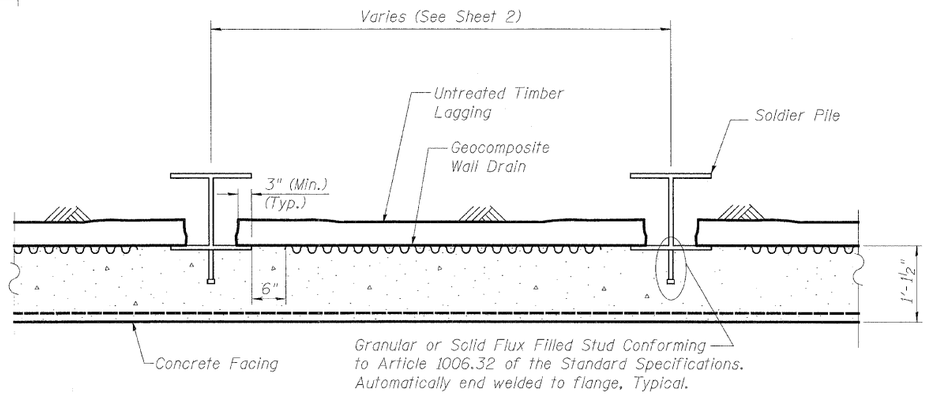
TYPICAL SECTION THRU SOLDIER PILE & LAGGING WALL

(Looking North)

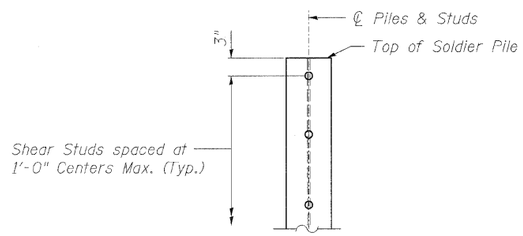


PIPE UNDERDRAIN DETAIL

*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

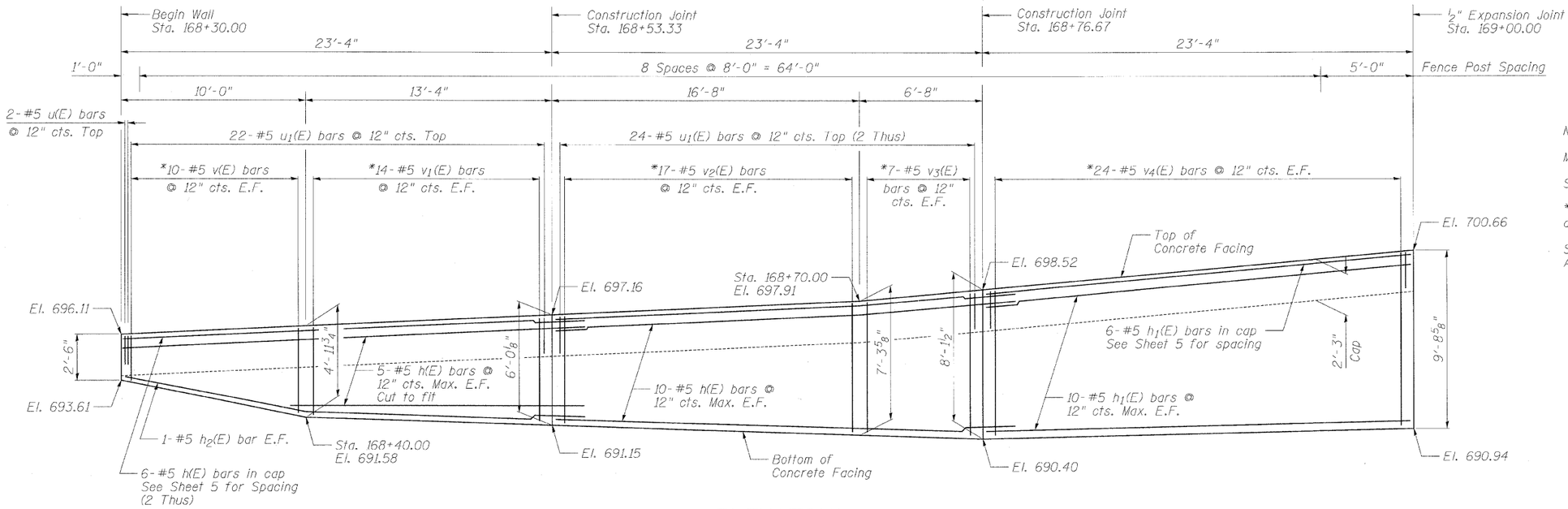
ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

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

CONTRACT #62881

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:

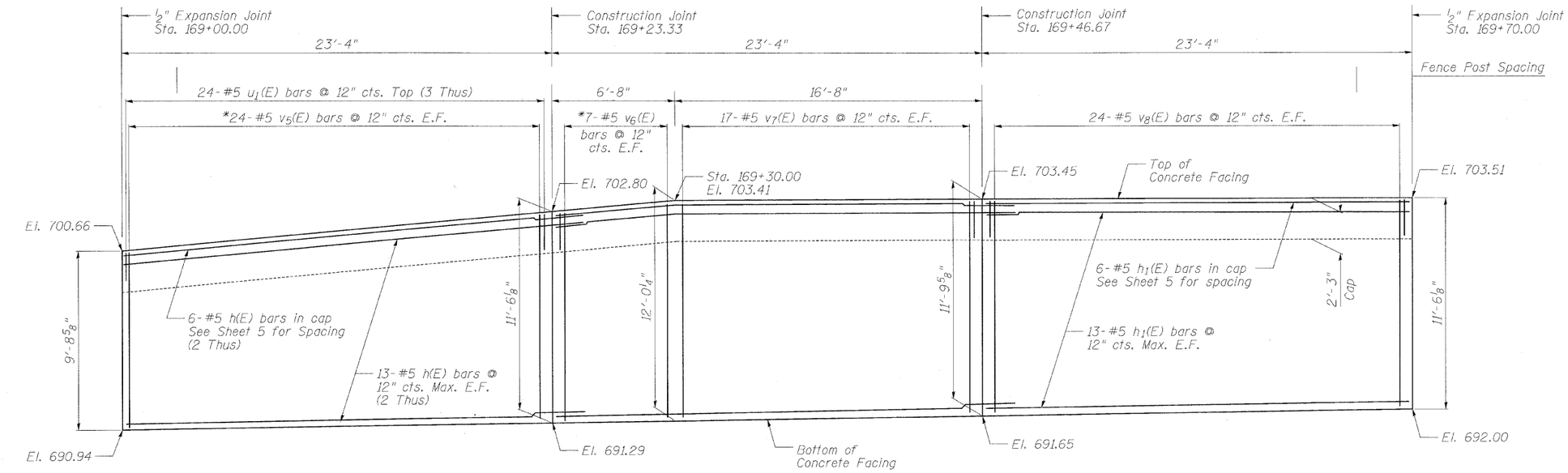
Minimum lap for #5 bar is 2'-2".

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

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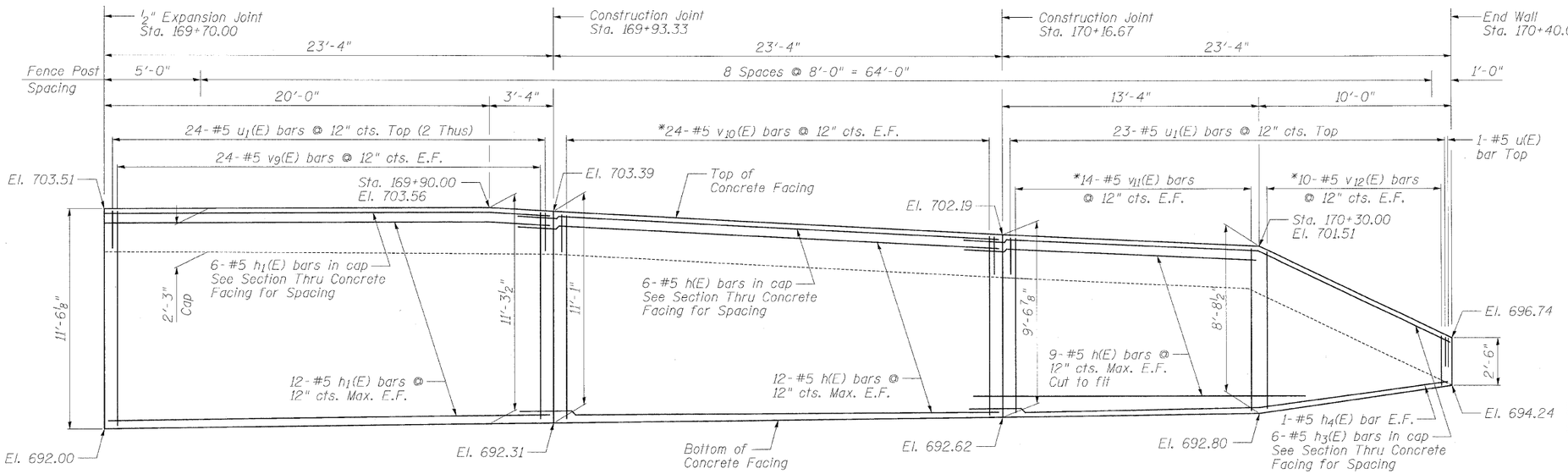
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

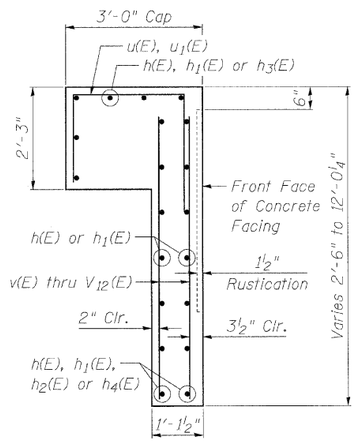
SHEET NO. 4	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	74
OF 10 SHEETS		SN 022-W031	CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

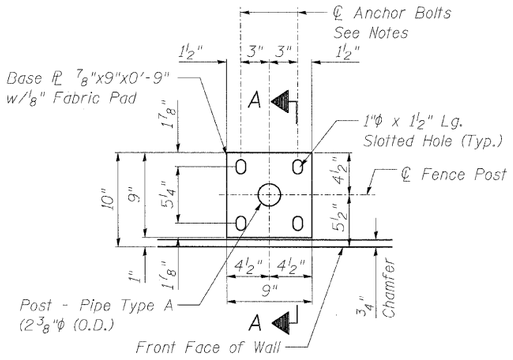
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



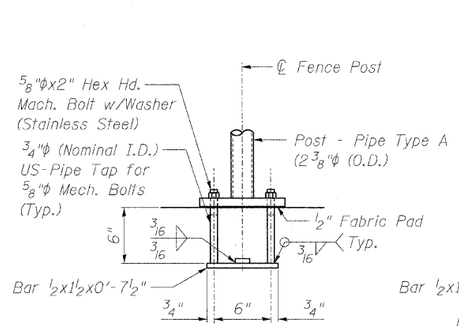
ELEVATION



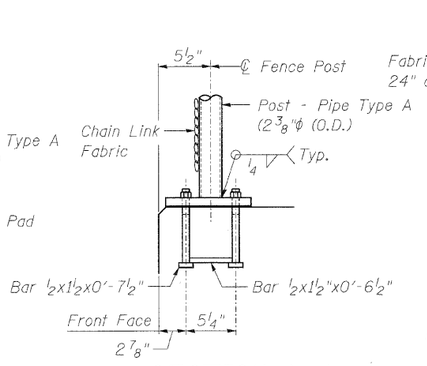
SECTION THRU CONCRETE FACING



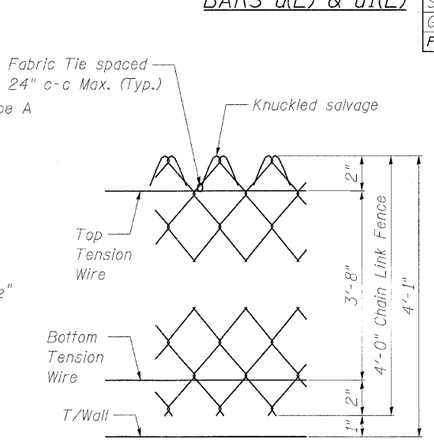
PLAN



ELEVATION



SECTION A-A



DETAIL 1

FENCE POST ANCHOR ASSEMBLY DETAILS

Notes:

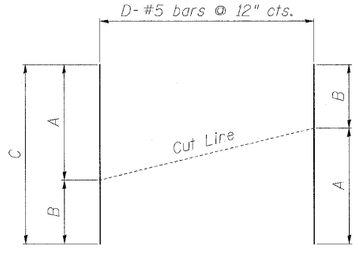
Minimum lap for #5 bar is 2'-2".

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"ϕ Anchor Rods with Hex Nuts 1 1/4"ϕ 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.

For additional Chain Link Fence Details, see Std. 664001.



CUTTING DIAGRAM

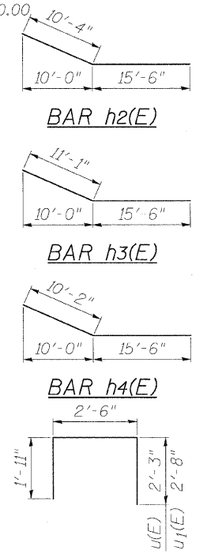
Order bars full length. Cut as shown and use half of bars in each face.

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

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



BARS u(E) & u1(E)

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Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

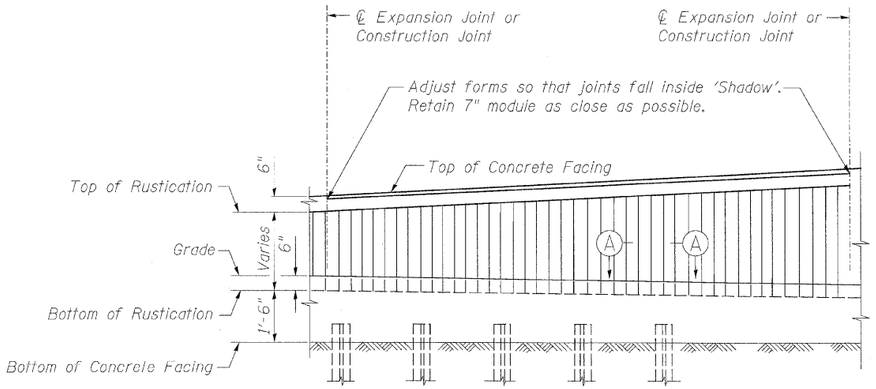
Date: 04-10-09 Drawn By: SW Checked By: LS

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

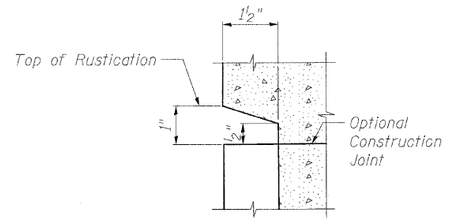
SHEET NO. 5	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	75
OF 10 SHEETS	SN 022-W031		CONTRACT NO. 62881		
DATE: 6/12/09	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

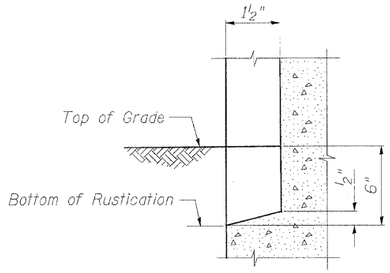
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION-TYPICAL ARCHITECTURAL FINISH



DETAIL A



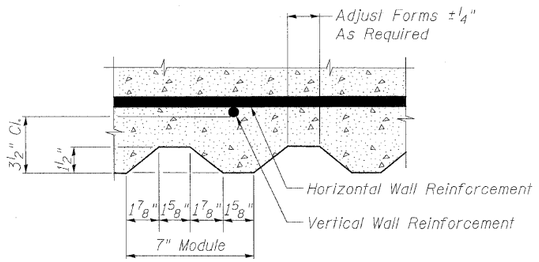
DETAIL B

RUSTICATION ELEVATION TABLE

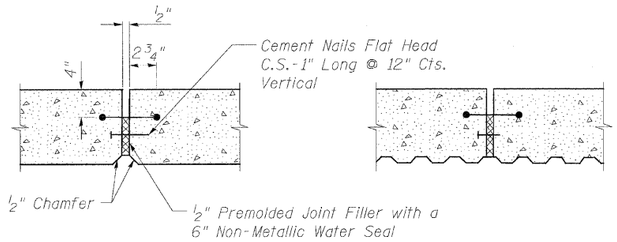
Station	Rustication Top Elevation	Rustication Bottom Elevation
168+30.00	696.11	693.61
168+40.00	696.56	691.58
168+53.33	697.16	691.15
168+70.00	697.91	690.61
168+76.67	698.52	690.40
169+00.00	700.66	690.94
169+23.33	702.80	691.29
169+30.00	703.41	691.39
169+46.67	703.45	691.65
169+70.00	703.51	692.00
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

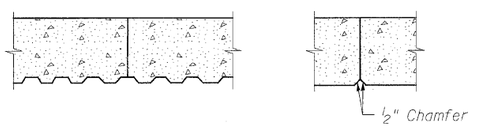
Station	Type of Joint
168+30.00	Start of Wall
168+53.33	Construction
168+76.67	Construction
169+00.00	Expansion
169+23.33	Construction
169+46.67	Construction
169+70.00	Expansion
169+93.33	Construction
170+16.67	Construction
170+40.00	End of Wall



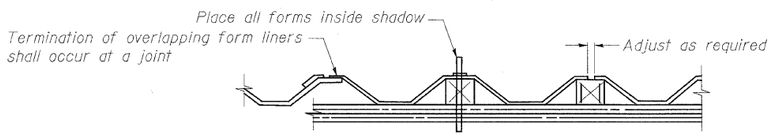
SECTION A-A



EXPANSION JOINT DETAIL



CONSTRUCTION JOINT DETAIL



SUGGESTED FORMWORK 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

ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

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

CONTRACT #62881

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING RW-1 (1 OF 2)

Illinois Department of Transportation
Division of Highways
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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-1
Station 168+42
Offset 30.00ft Lt
Ground Surface Elev. 692.68 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 672.7 ft
Upon Completion 680.7 ft
After 24 Hrs. 682.2 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Dark Brown SILTY CLAY w/Organics and trace Fine Sand			
690.68			16.0
Soft To Very Stiff Brown/Gray SILTY CLAY w/trace Fine Sand	2		
	3	2.4	16.0
	4	B	
-5	3		
Encountered a Cobble @ approx. 5.5 ft.	5	2.8	24.0
	5	S @15%	
	3		
	3	2.3	16.0
	4	B	
-10 Grades to Gray w/more Sand	2		
	2	1.0	13.0
	3	B	
	0		
	2	0.4	21.0
-15	3	B	
	2		
	3	1.9	17.0
	4	B	
1 inch Sand Seam @ approx. 17.8 ft.			
	6		
	10	2.5	13.0
	14	B	
573.18 Loose Gray Coarse SAND -20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Gray Coarse SAND (continued)	0		
	2		26.0
	5		
669.18	2		23.0
Medium Dense Gray SANDY LOAM	11		22.0
Note: Begin Washing @ 24 ft. 668.18			
-25 Medium Dense To Dense Gray Fine GRAVEL	13		10.0
Encountered a Cobble @ approx. 29.5 ft.	14		
Note: Poor Recovery	12		
	15		
Grades to Coarse GRAVEL	8		12.0
663.18	5		
-30 Very Stiff Gray SILTY CLAY w/trace Coarse Sand	3		
Note: Finished Washing @ 30.5 ft. 661.68	5	2.8	22.0
Loose Gray Coarse SAND	9	B	
-35	3		29.0
656.68	4		
Loose Gray SANDY LOAM	6		21.0
-40			

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-1 (2 OF 2)

Illinois Department of Transportation
Division of Highways
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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-1
Station 168+42
Offset 30.00ft Lt
Ground Surface Elev. 692.68 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 672.7 ft
Upon Completion 680.7 ft
After 24 Hrs. 682.2 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Gray SANDY LOAM (continued) 652.18	1		
	3	1.2	16.0
Stiff Gray SILTY CLAY w/trace Coarse Sand	3	B	
649.68			
Very Loose Gray Coarse SAND			
-45			
647.18	3		
Very Soft to Stiff Gray SANDY CLAY LOAM	5		21.0
	3		
-50	0		
	2	1.5	17.0
	4	P	
-55	0		
	0	0.0	25.0
Note: Begin Washing @ 56.5 ft.	0	P	
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Soft to Stiff Gray SANDY CLAY LOAM (continued)	5		
	8		20.0
	10		
-65	8		
	10		10.0
	10		
-70	7		
	10	0.4	17.0
	3	S @15%	
1 inch Gravel Seam @ approx. 71.0 ft. 621.18			
Note: Washed Boring From 24 ft. to 30.5 ft., and 56.5 ft. to 71.5 ft.			
State Plane Coordniates: Northing 1929585.556, Easting 1066299.236			
End of Boring			
-75			
-80			

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-2 (1 OF 2)

Illinois Department of Transportation
Division of Highways
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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-2
Station 168+97
Offset 29.00ft Lt
Ground Surface Elev. 693.47 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 680.5 ft
Upon Completion 681.5 ft
After 24 Hrs. 682.0 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown SILTY CLAY w/Organics and Coarse Sand			
691.47			13.0
Hard Brown SILTY CLAY w/trace Fine Sand	4		
	5	5.0	16.0
	7	B	
-5	4		
Grades to Gray	7	4.1	15.0
	10	B	
685.47	5		13.0
Medium Stiff Gray SILTY LOAM 684.97	7	4.5	14.0
Loose Gray Coarse SAND	6	P	9.0
-10	3		
	4		21.0
2 inch Silt Seam @ Approx. 11.3 ft. 681.47	5		
Medium Dense Gray Coarse SAND and GRAVEL	3		
	6		13.0
	6		
-15	3		
	6		13.0
	6		
Note: Begin Washing @ 17 ft.			
	5		14.0
674.97	3		
Very Stiff Gray SILTY CLAY w/trace Fine Sand	4	2.4	20.0
673.47 -20		B	

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Gray Coarse SAND	2		
	3		18.0
	4		
Note: Finished Washing @ 21.5 ft. 671.47			
Loose Gray SANDY LOAM	1		
	2		24.0
	3		
-25	1		
2 inch Sand Seam @ approx. 25.3 ft.	2		22.0
	4		
666.47			
Loose Gray Coarse SAND			
665.47	3		
Soft to Stiff Gray SILTY CLAY w/trace Fine Sand	5	1.4	13.0
	9	B	
-30	2		
Grades w/more Silt 662.47	4	0.4	23.0
Very Loose Gray Fine SAND	2	B	
660.47			
Very Soft Gray SANDY CLAY LOAM			
-35	0		
	0	0.4	22.0
Note: Begin Washing @ 36.5 ft.	2	B	
655.47			
Loose Gray Fine to Coarse SAND			
-40			

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

ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

SHEET NO. 7 OF 10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	77
	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
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 2 of 2

Date 10/20/06

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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-2
Station 168+97
Offset 29.00ft Lt
Ground Surface Elev. 693.47 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 680.5 ft ▼
Upon Completion 681.5 ft ▽
After 24 Hrs. 682.0 ft ▽

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Gray Fine to Coarse SAND *(continued)*	3		
	2		23.0
	3		
650.47			
Very Soft Gray SANDY CLAY LOAM	-45		
	3		
	4	0.2	22.0
	8	B	
	-50		
	3		
	4	0.0	21.0
	6	P	
	-55		
	3		
	6	0.0	20.0
	8	P	
635.47			
Very Soft Gray SILT w/trace Fine Sand	-60		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very Soft Gray SILT w/trace Fine Sand *(continued)*	3		
	3	0.2	20.0
	4	B	
630.47			
Medium Dense Gray Coarse SAND	-65		
	10		20.0
627.47	18		
Stiff Gray SILTY LOAM 626.97	19		20.0
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	-70		
	-75		
	-80		

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
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 1 of 2

Date 10/24/05

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, 3rd PM

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

STRUCT. NO. _____
Station _____

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

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 681.6 ft ▼
Upon Completion 690.1 ft ▽
After 24 Hrs. 683.1 ft ▽

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Brown SILTY CLAY w/Organics and trace Fine Sand			14.0
692.12			
Soft Brown SANDY CLAY LOAM	4		
	4	2.0	14.0
1 inch Sand Seam @ approx. 3.5 ft. Grades to Gray	4	P	
	-65		
Grades w/more Sand	4		
	4	0.4	18.0
1 inch Sand Seam @ approx. 6.0 ft.	4	B	
Encountered a Cobble @ approx. 8.0 ft.	8		
	14		4.0
	10		
	-10		
Encountered a Cobble @ approx. 10.0 ft. 683.62	9		
	10	2.5	5.0
Very Stiff Gray SILTY CLAY w/trace Coarse Sand	8	P	
681.12			
	4		
Loose to Medium Dense Gray Coarse SAND	6		21.0
	10		
	-15		
	0		
	3		24.0
	4		
Note: Begin Washing @ 17 ft.			
	1		20.0
675.87	3		
Loose Gray SANDY LOAM	3		24.0
	-20		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Gray SANDY LOAM *(continued)*	8		
	4	0.5	22.0
	3	P	
672.12			
Soft Gray SILTY LOAM	-25		
	2		
	2	1.0	20.0
	2	P	
	-30		
	2		
	2	0.5	25.0
	2	P	
667.12			
Loose Gray SANDY LOAM	-30		
	2		
	2		25.0
	3		
	-35		
	3		
	3		23.0
	4		
	-40		

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
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 2 of 2

Date 10/24/05

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, 3rd PM

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

STRUCT. NO. _____
Station _____

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

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 681.6 ft ▼
Upon Completion 690.1 ft ▽
After 24 Hrs. 683.1 ft ▽

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Loose Gray SANDY LOAM *(continued)*	4		
	4		25.0
	5		
	-45		
	4		
	4		21.0
	4		
646.12			
Medium Dense Gray Coarse SAND	-50		
	7		
	10		20.0
	11		
638.12			
Soft Gray SANDY CLAY LOAM	-55		
	5		
	5		20.0
	9		
	-60		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Soft Gray SANDY CLAY LOAM 633.62 *(continued)*	5	1.0	
	7	P	24.0
Medium Dense Gray Fine to Coarse SAND	11		
	-65		
	4		
	7		23.0
	11		
626.12			
Stiff Gray SANDY CLAY LOAM	-70		
623.12	5		21.0
	10	1.0	
Loose Gray Coarse SAND and GRAVEL 622.62	10	P	10.0
Note: Washed Boring From 17 ft. to 71.5 ft. State Plane Coordinates: Northing 1929717.097, Easting 1066285.175 End of Boring	-75		
	-80		

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

ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

SHEET NO. 8 OF 10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	78
	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-4 (1 OF 2)

Illinois Department of Transportation
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 1 of 2

Date 10/19/05

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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-4
Station 170+00
Offset 28.00ft Lt
Ground Surface Elev. 695.04 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 682.0 ft ▼
Upon Completion 684.5 ft ▽
After 24 Hrs. 683.0 ft ▼

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
			6.0	Brown SILTY CLAY w/Organics and Coarse Sand & Gravel
693.04				
	4			Loose Brown Fine SAND w/ trace Organics
	3		11.0	
	3			
-5				
689.54	3			
	3	1.1	18.0	Medium Stiff Gray SILTY CLAY w/ fine Sand
	9	B		Encountered a Cobble @ approx. 6.4 ft.
			3.0	
	11			Encountered a Cobble @ approx. 7.5 ft. Note: Poor Recovery
	10		27.0	
	5			
685.54				
-10				Loose Gray Fine to Course SAND
▽	6			
	6	3.8	9.0	
	5	P		
▽				
	2			
▼	2		23.0	
	2			
	4			
-15				
	2			
	3		25.0	
	4			
				Note: Begin Washing @ 16.5 ft.
	2			
678.54	3			
	2	0.5	22.0	Soft Gray SANDY CLAY LOAM w/ trace fine sand
-20		P		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
674.54	2			
	3	0.2	19.0	Very Soft SILT w/ trace Fine Sand
	4	B		
				Note: Finished Washing @ 21.5 ft.
673.04				Soft to Medium Stiff Gray SILTY CLAY
	2			w/ Coarse Sand and Pebbles
	5	0.6	13.0	
	5	B		
-25				
	0			
669.04	0	0.2	16.0	
	3	B		Very Loose Gray SILT LOAM
	0			
	1		27.0	
	2			
-30				
	2			
	2		24.0	
	1			
662.04				
	0			Very Loose Gray Fine SAND
	0		23.0	
	2			
-35				
	0			
	0		23.0	
	2			
-40				

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-4 (2 OF 2)

Illinois Department of Transportation
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 2 of 2

Date 10/19/05

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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-4
Station 170+00
Offset 28.00ft Lt
Ground Surface Elev. 695.04 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 682.0 ft ▼
Upon Completion 684.5 ft ▽
After 24 Hrs. 683.0 ft ▼

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	2			Very Loose Gray Fine SAND
	4		24.0	(continued)
	5			Note: Begin Washing @ 41 ft.
-45				
	6			2 inch Silt Seam
	8		25.0	@ approx. 45 ft.
	11			
-50				
	8			
	10		22.0	
	11			
623.54				
				Note: Washed Boring From 18 ft. to 21.5 ft. and 41 ft to 71.5 ft. State Plane Coordinates: Northing 1929788.006, Easting 1066300.035 End of Boring
-55				
	9		24.0	
	9			
	8		13.0	Grades to Coarse
				1 inch Silt Seam @ approx. 56.5 ft.
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
	11			Very Loose Gray Fine SAND
	8		10.0	(continued)
634.04	9			Medium Dense Gray Fine GRAVEL
-65				
	8			
	9		11.0	
	8			
-70				
	11			
	10		10.0	
	14			
-75				
-80				

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 (3 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

ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

SHEET NO. 9	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2578	532B	DUPAGE	117	79
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

BORING RW-5 (1 OF 2)

Illinois Department of Transportation
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 1 of 2

Date 10/22/05

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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-5
Station 170+55
Offset 32.00ft Lt
Ground Surface Elev. 695.61 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 682.1 ft
Upon Completion 688.6 ft
After 48 Hrs. 682.9 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
			18.0	Brown SILTY CLAY w/Organics and trace Medium Sand
593.61				
	3			Stiff Brown SANDY CLAY
592.11	3	1.3	18.0	
	4	B		Loose Brown SAND
691.11				
-5	2			Soft Gray SILTY CLAY
	4	0.4	19.0	
689.61	7	B	6.0	Loose Gray Coarse SAND
	4			
	11		3.0	Encountered a Cobble @ approx. 8.6 FT.
-10	14			
	3			
	4		18.0	
	4			
	3			
	4		16.0	
-15	4			
	0			Grades to Fine SAND
	2		27.0	
	2			Note: Begin Washing @ 16.5 ft.
	2			
	3		26.0	1 inch Silt Seam @ approx. 18.5 ft.
676.11	3			
-20				Medium Stiff Gray SILTY CLAY w/

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	2			Fine Sand
	3	0.6	20.0	Medium Stiff Gray SILTY CLAY w/ Fine Sand *(continued)*
	4	B		
	2			Grades w/more Silt
	2	0.4	15.0	
	3	B		
-25				Grades w/Coarse Sand
	0			
	3	1.5	16.0	
	4	B		
667.61	2			
	3	2.5		Soft to Medium Stiff Gray SILTY LOAM
	2	P		
-30				
	1			
	1	1.0	23.0	
	2	P		
-35				
	5			
	4		23.0	Grades w/more Fine Sand
	4			
-40				

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-5 (2 OF 2)

Illinois Department of Transportation
Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG

Page 2 of 2

Date 10/22/05

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, 3rd PM

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

STRUCT. NO. _____
Station _____

BORING NO. RW-5
Station 170+55
Offset 32.00ft Lt
Ground Surface Elev. 695.61 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 682.1 ft
Upon Completion 688.6 ft
After 48 Hrs. 682.9 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	2			Soft to Medium Stiff Gray SILTY LOAM *(continued)*
	2	1.0	22.0	
	2	P		
652.11				
				Medium Dense Gray Coarse SAND
-45				
	5			
	7		24.0	
	8			
647.61				
				Medium Stiff Gray SILTY LOAM
-50				
	1			
	3	1.0	23.0	
	3	P		
642.11				
				Medium Dense Gray Coarse SAND and GRAVEL
-55				
	9			
	10		13.0	
	9			
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	11			Medium Dense Gray Coarse SAND and GRAVEL *(continued)*
	11		10.0	
	8			
-65				
	4			
	6		13.0	
	9			
-70				
	9			
	7		12.0	Encountered a Cobble @ approx. 71.5 ft.
	9			
-75				
	100/2"		7.0	Encountered Gray DOLOMITE @ approx. 75.0 ft.
619.31				Note: Finished Washing @ 75 ft.
				Auger Refusal @ approx. 76.3 ft., Possible Bedrock
				Note: Washed Boring From 16 ft. to 75 ft.
				State Plane Coordinates: Northing 1929858.888, Easting 1066307.340
				End of Boring
-80				

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 (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

ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 04-10-09 Drawn By: SW Checked By: LS

	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		

6/10/2009 5:43:47 PM G:\IDOT\9356_AD_IL53\SpringBrook\Drawings\Branco_Zroka\62881\010-Soil Boring Logs4.dgn

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	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)

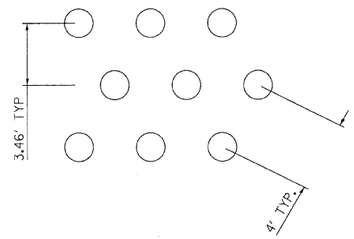
(2) LIMITS: STA. 157+35 TO STA. 163+00
SPACING: 4 FT
APPROX TIP ELEV: 660.0
APPROX SETTLEMENT TIME = 2 MONTHS
APPROX SETTLEMENT = 5 TO 10 IN

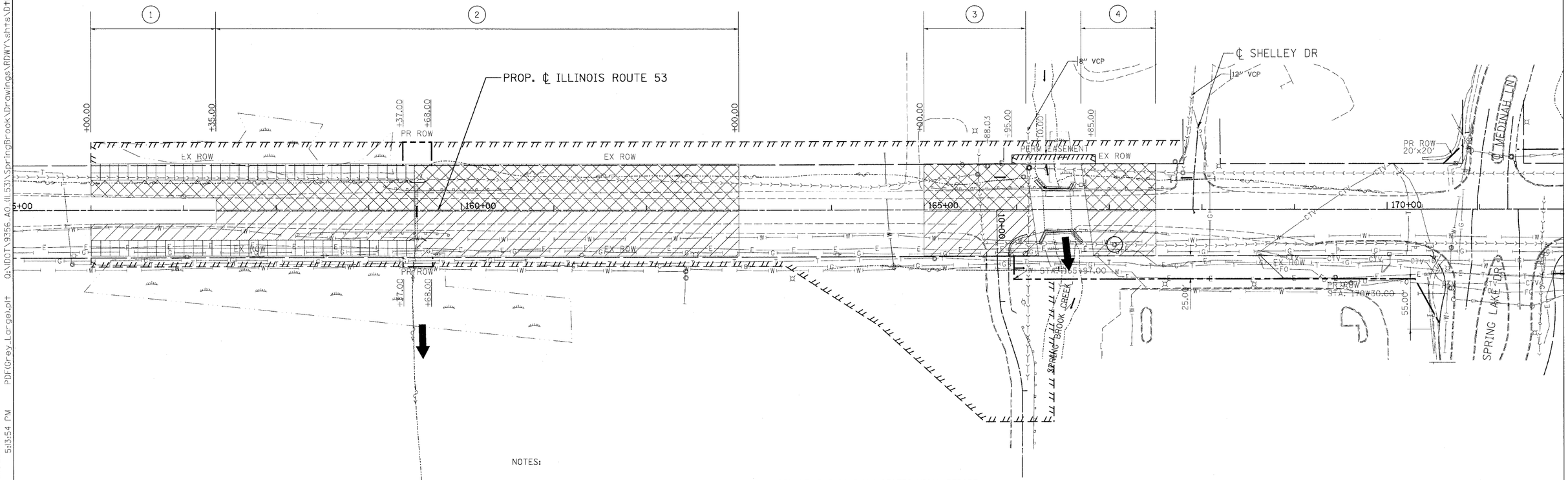
(3) LIMITS: STA. 165+00 TO BRIDGE
SPACING: 4 FT
APPROX TIP ELEV: 675.0
APPROX SETTLEMENT TIME = 2 MONTHS
APPROX SETTLEMENT = 3 IN

(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)





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 2578)

WICK DRAIN DETAIL

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

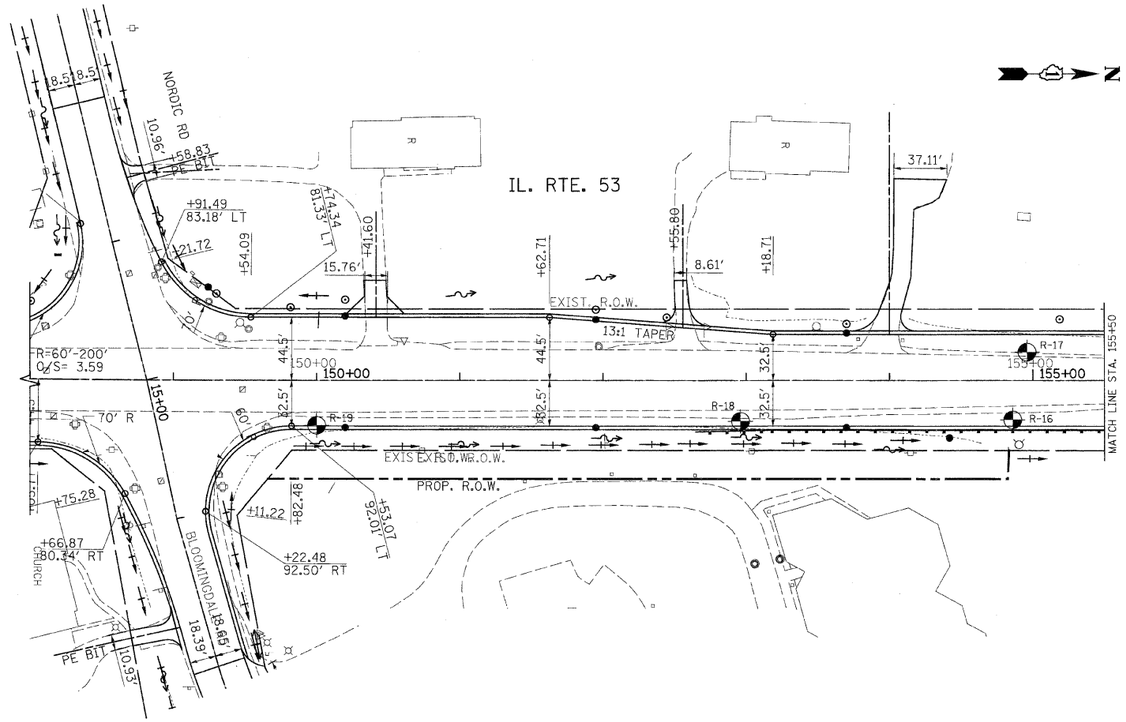
DRAWN BY: CPK

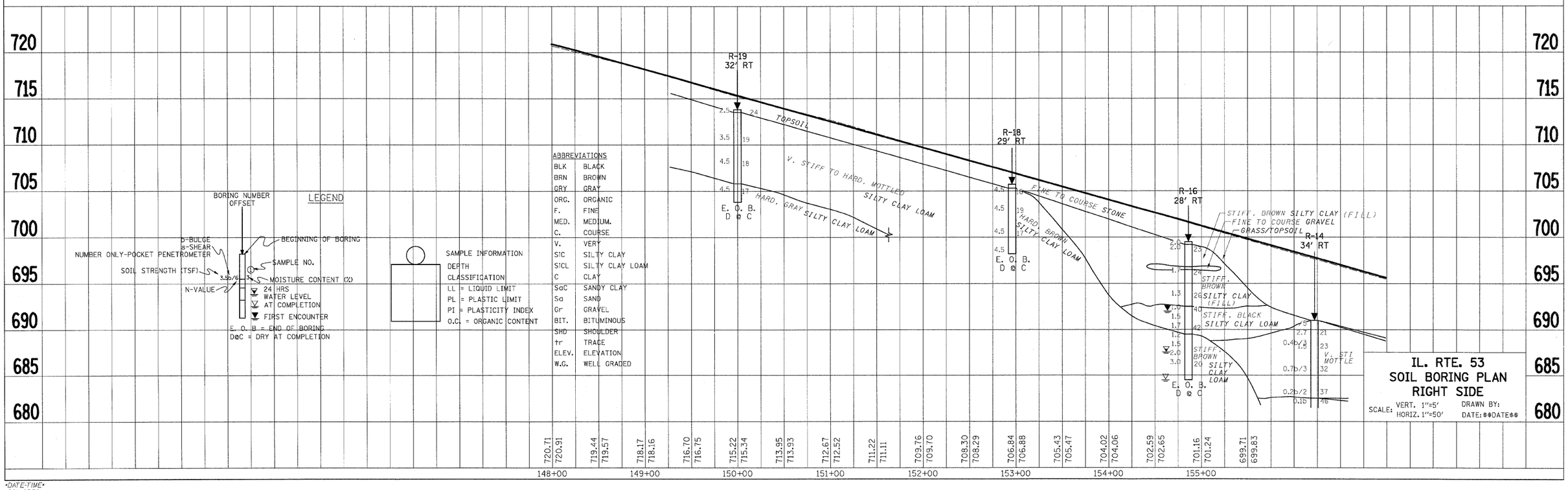
DATE: 6/12/09

CHECKED BY: JJC

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532 B	DU PAGE	117	82
STA. 148+00	TO STA. 155+50			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





BORING NUMBER
OFFSET

LEGEND

B-BULGE
S-SHEAR
NUMBER ONLY-POCKET PENETROMETER
SOIL STRENGTH (TSF)
N-VALUE
3.5b/6
BEGINNING OF BORING
SAMPLE NO.
MOISTURE CONTENT (%)
24 HRS WATER LEVEL AT COMPLETION
FIRST ENCOUNTER
E. O. B = END OF BORING
D@C = DRY AT COMPLETION

SAMPLE INFORMATION
DEPTH
CLASSIFICATION
LL = LIQUID LIMIT
PL = PLASTIC LIMIT
PI = PLASTICITY INDEX
O.C. = ORGANIC CONTENT

ABBREVIATIONS

BLK	BLACK
BRN	BROWN
GRY	GRAY
ORG.	ORGANIC
F.	FINE
MED.	MEDIUM.
C.	COURSE
V.	VERY
SiC	SILTY CLAY
SiCL	SILTY CLAY LOAM
C	CLAY
SaC	SANDY CLAY
Sa	SAND
Gr	GRAVEL
BIT.	BITUMINOUS
SHD	SHOULDER
tr	TRACE
ELEV.	ELEVATION
W.G.	WELL GRADED

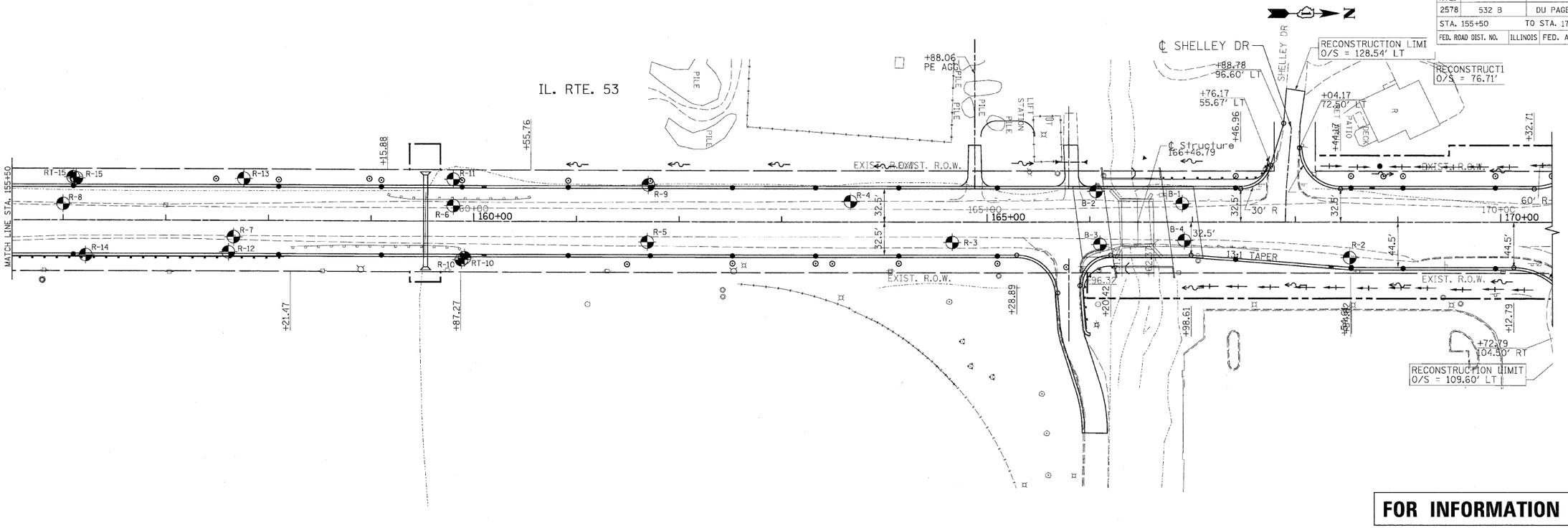
FOR INFORMATION ONLY

IL. RTE. 53
SOIL BORING PLAN
RIGHT SIDE

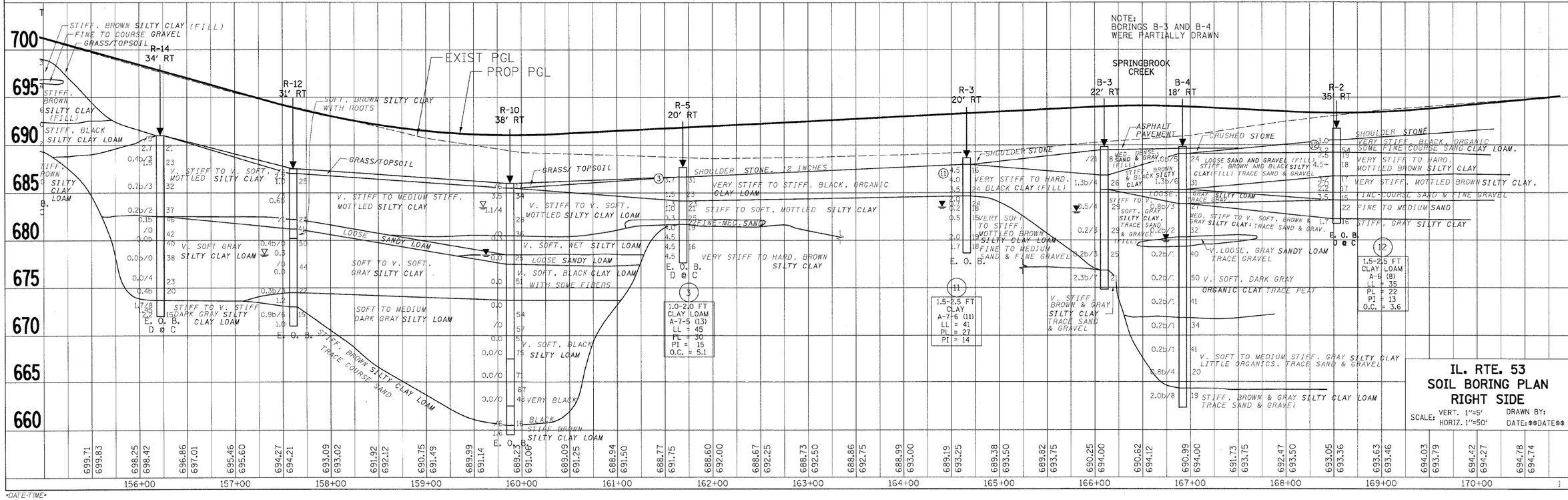
SCALE: VERT. 1"=5' HORIZ. 1"=50'
DRAWN BY:
DATE:$$DATE$$

DATE-TIME
DGN-SPEC
USER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532 B	DU PAGE	117	83
STA. 155+50		TO STA. 170+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FOR INFORMATION ONLY



IL. RTE. 53
SOIL BORING PLAN
RIGHT SIDE

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

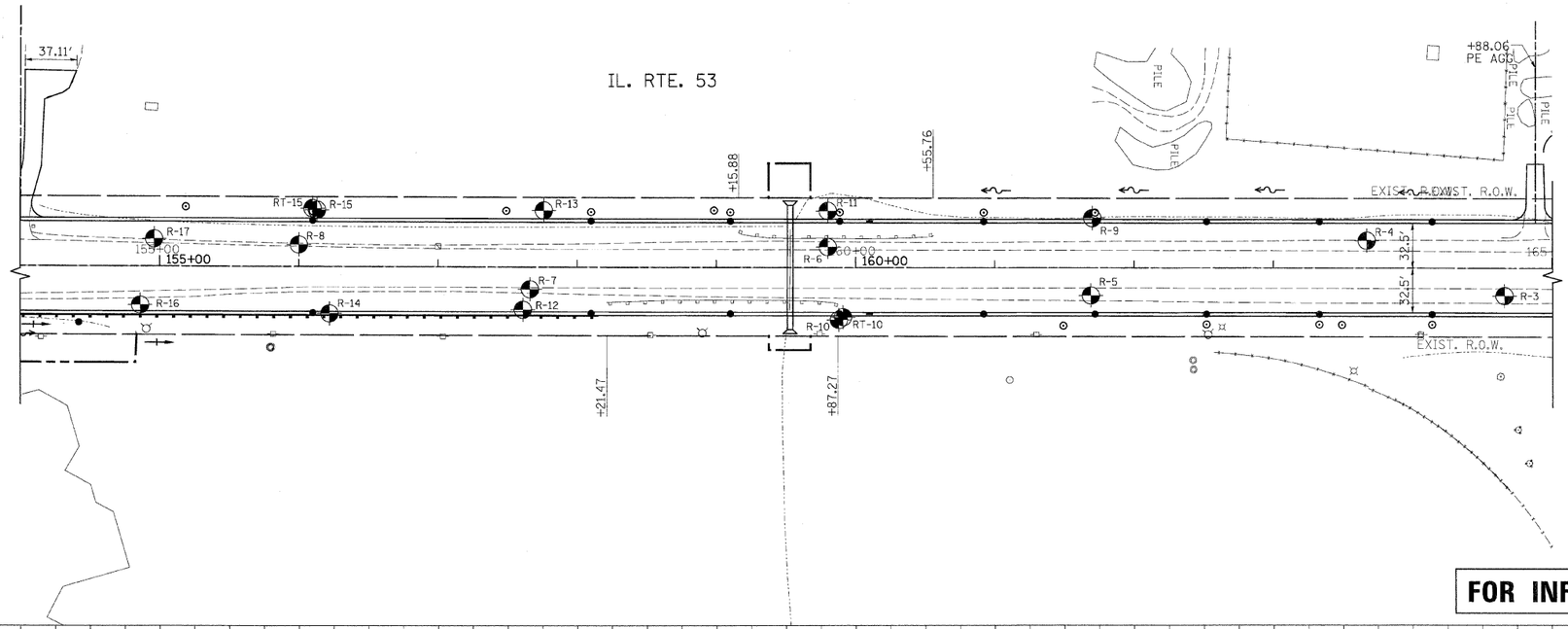
DRAWN BY:

DATE:$$DATE$$

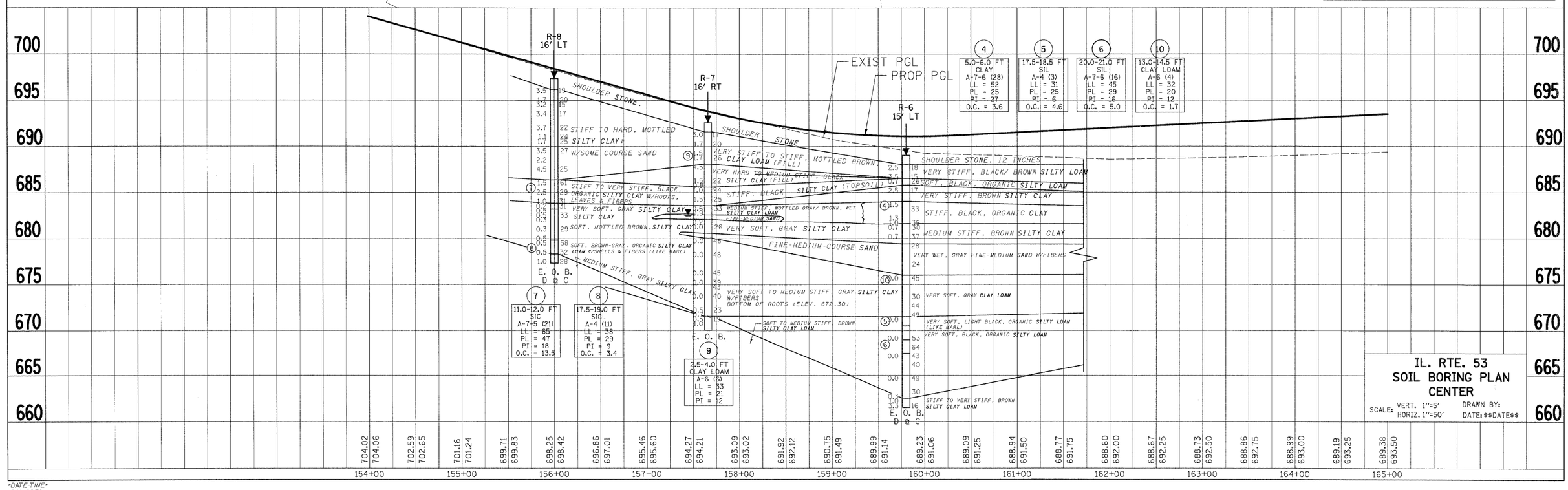
DATE-TIME
DGN-SPEC
USER

•REF-pp03
•REF-prof03

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532 B	DU PAGE	117	84
STA. 154+00		TO STA. 165+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FOR INFORMATION ONLY

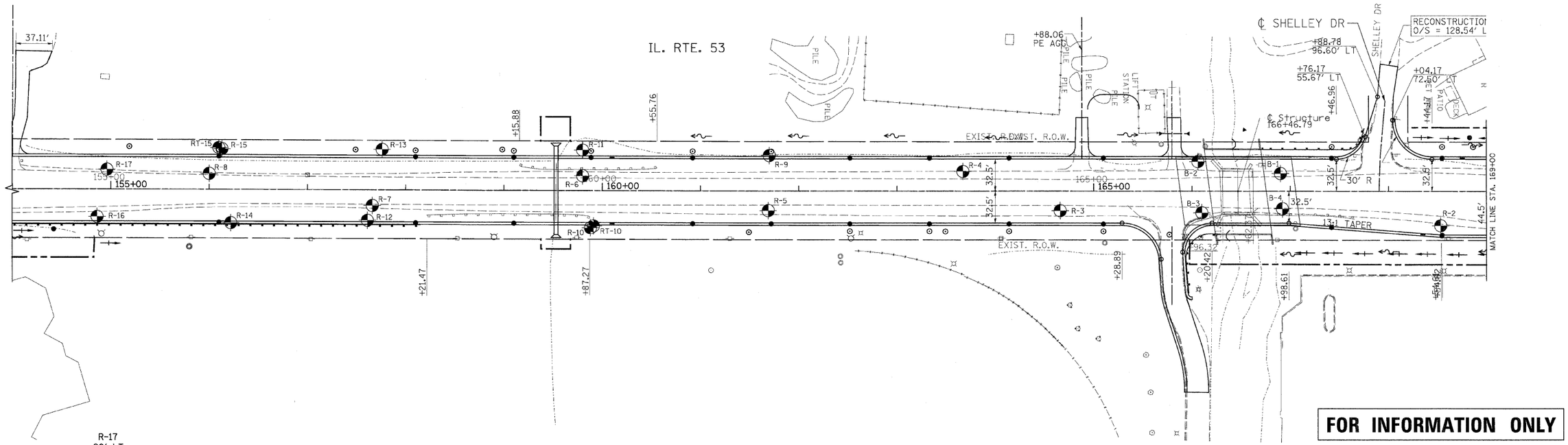


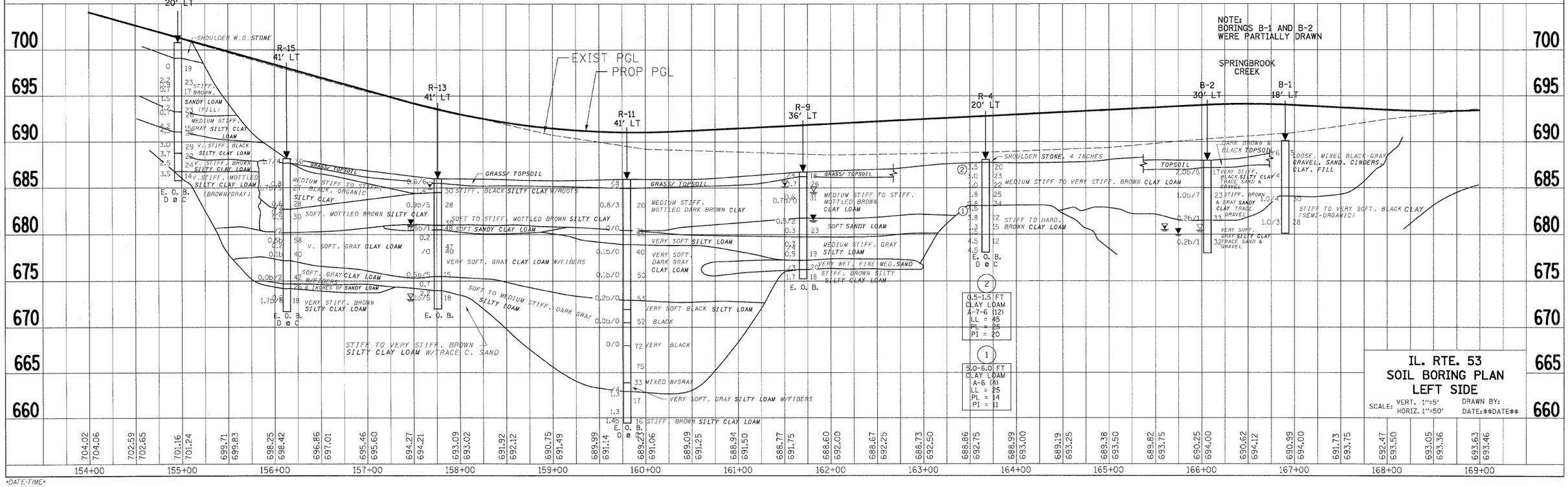
IL. RTE. 53
SOIL BORING PLAN
CENTER

SCALE: VERT. 1"=5' HORIZ. 1"=50'
DRAWN BY:
DATE: $$DATE$$

•DATE-TIME•
•DGN-SPEC•
•USER•

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532 B	DU PAGE	117	85
STA. 154+00		TO STA. 169+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'

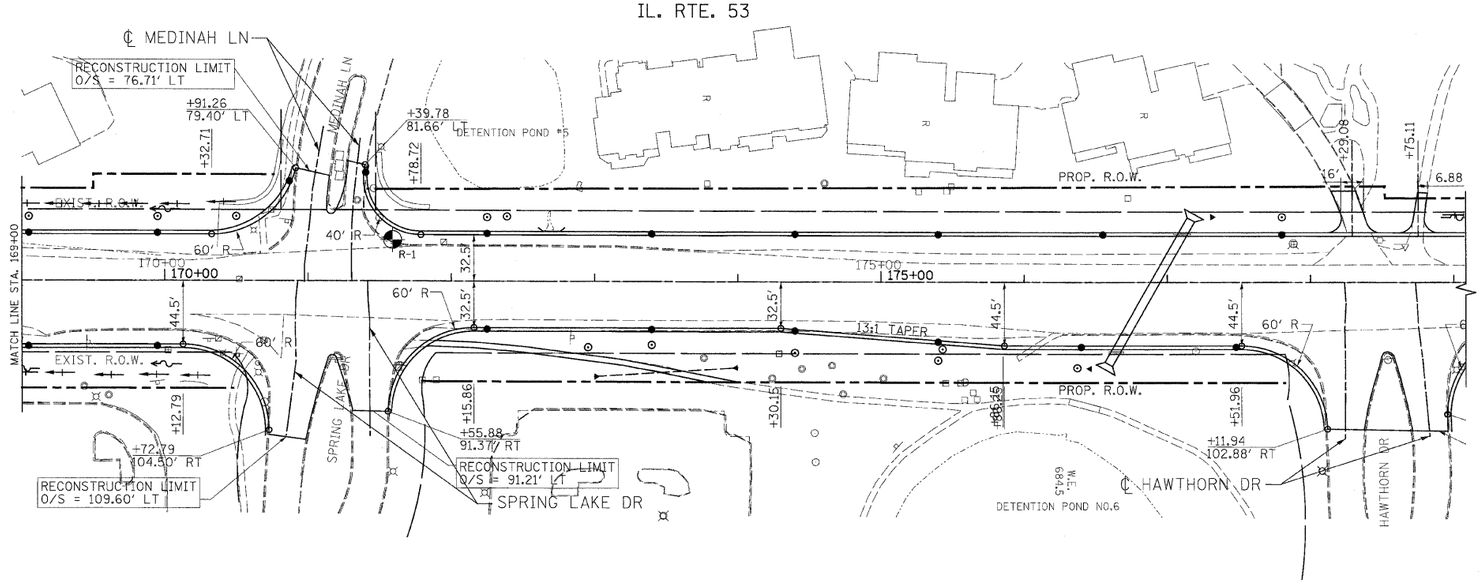
DRAWN BY:

DATE: $$DATE$$

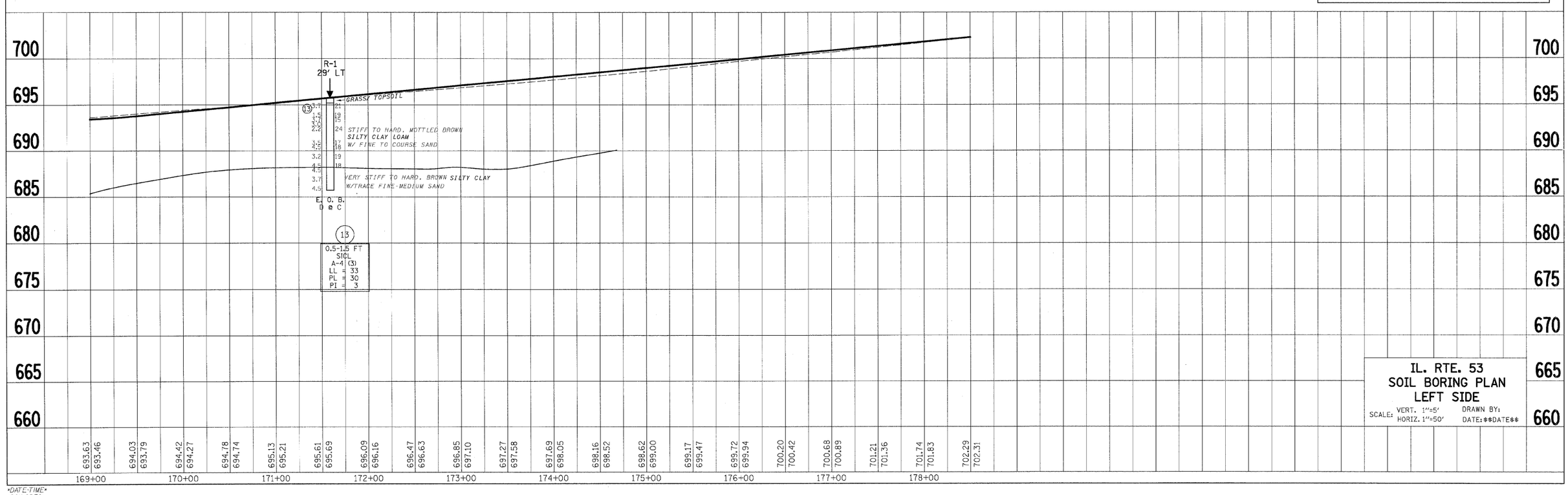
DATE-TIME
DGN-SPEC
USER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532 B	DU PAGE	117	86
STA. 169+00		TO STA. 179+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

IL. RTE. 53



FOR INFORMATION ONLY



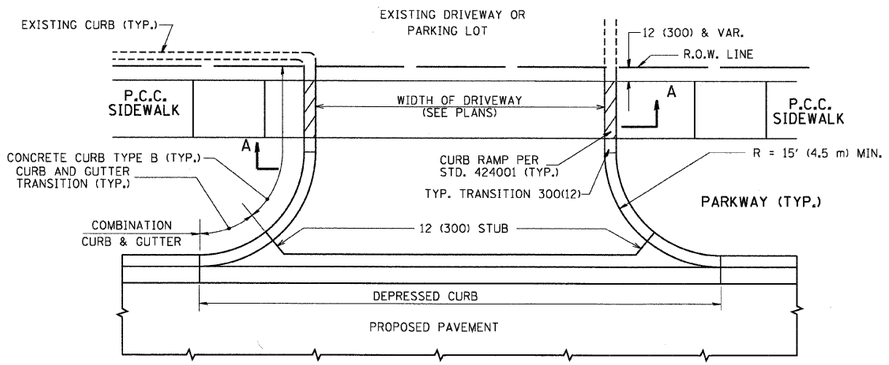
IL. RTE. 53
SOIL BORING PLAN
LEFT SIDE

SCALE: VERT. 1"=5' HORIZ. 1"=50'
DRAWN BY:
DATE:$$DATE$$

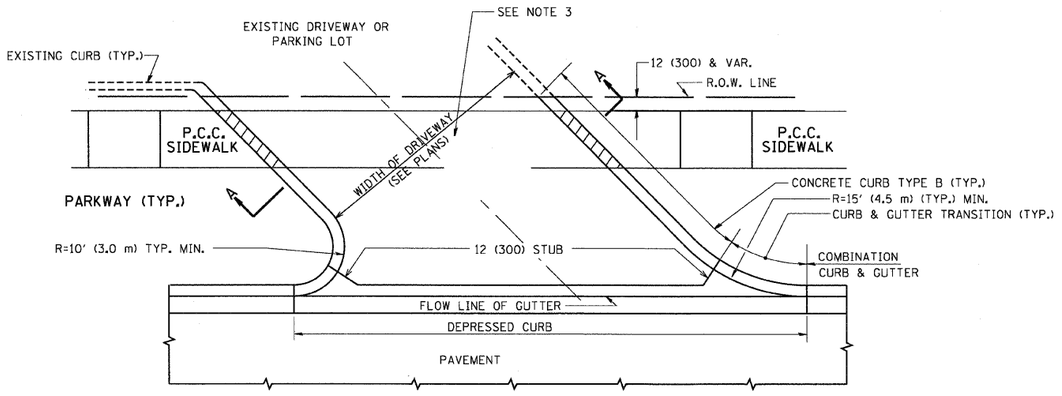
DATE-TIME
DGN-SPEC
USER

CONTRACT NO.

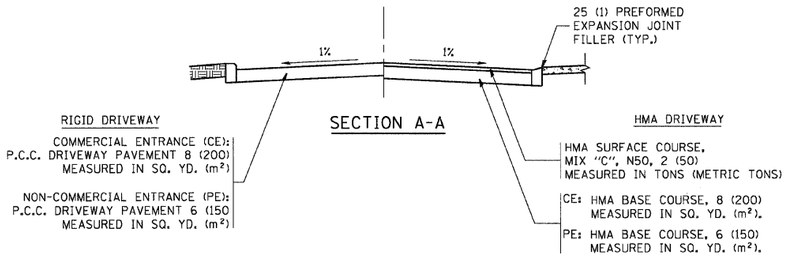
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	87
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

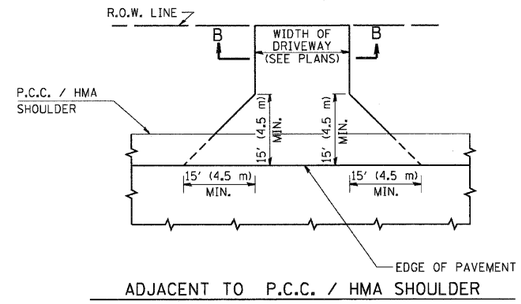


WITH CONCRETE CURB, TYPE B

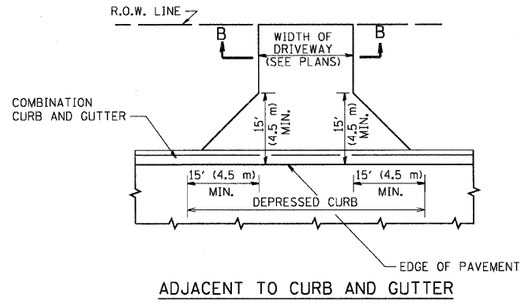


WITH CONCRETE CURB, TYPE B

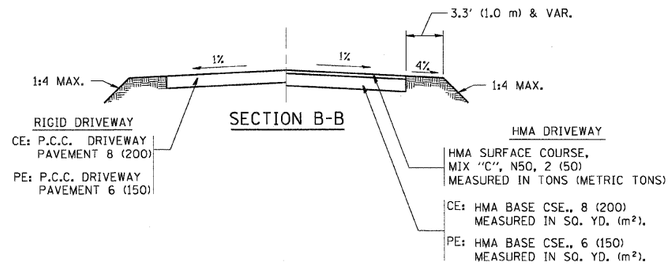




ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

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

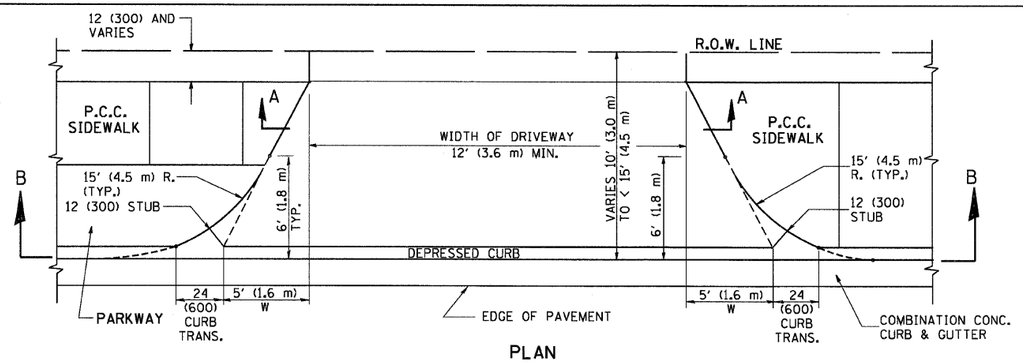
CHECKED BY

BD0156-07 (BD-01)

PLOT DATE = 6/12/2008
FILE NAME = c:\projects\distsd24x36\bd01.dgn
PLOT SCALE = 49.9999 '/ IN.
USER NAME = baurdi

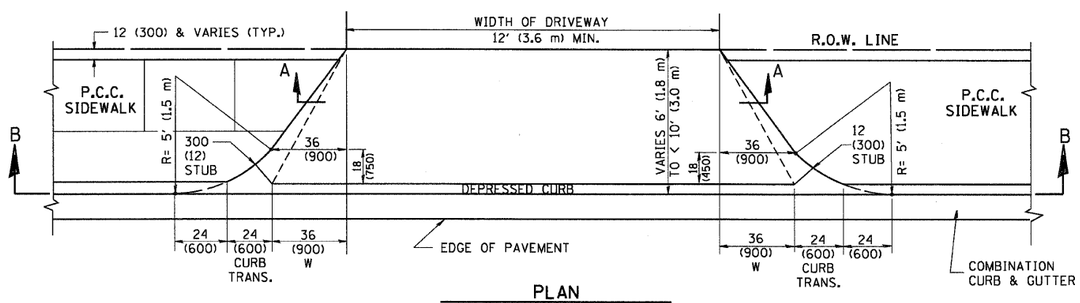
CONTRACT NO.

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		



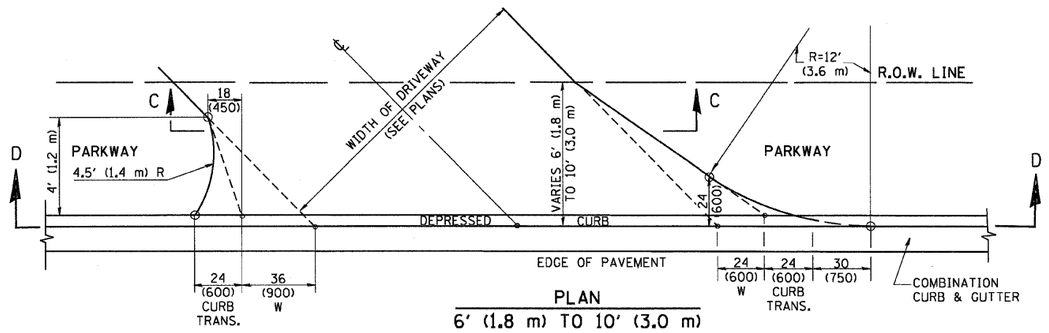
PLAN

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



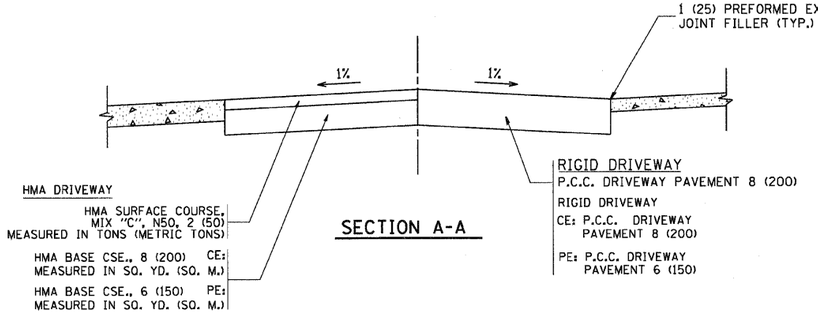
PLAN

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

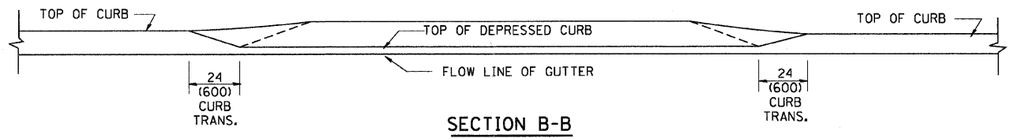


PLAN

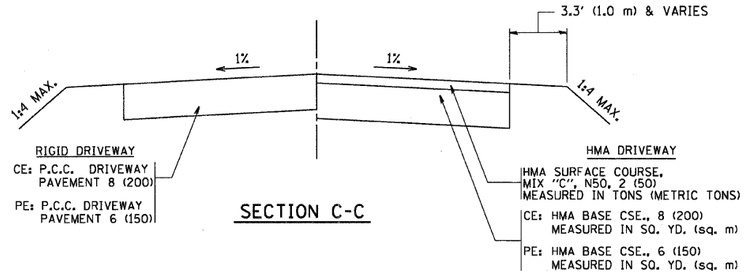
6' (1.8 m) TO 10' (3.0 m)



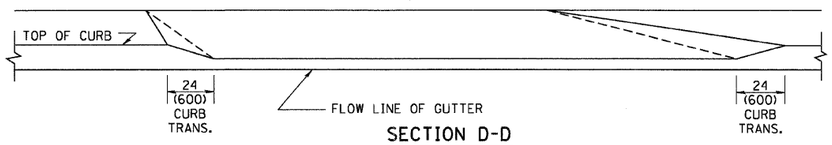
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

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. LoFLEUR	04/15/03
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

BD400-02 (BD-02)

PLOT DATE = 3/5/2007
FILE NAME = K:\dist\std\bd02.dgn
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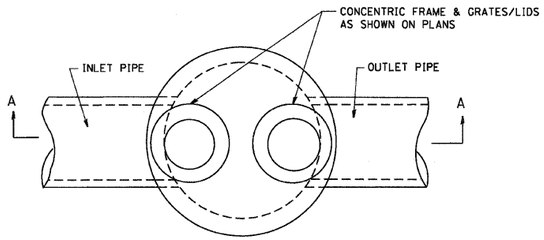
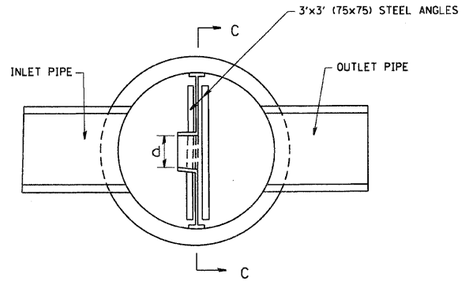
USER NAME = bauerdl

CONTRACT NO.

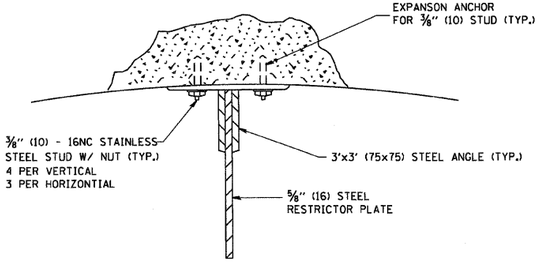
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	89
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



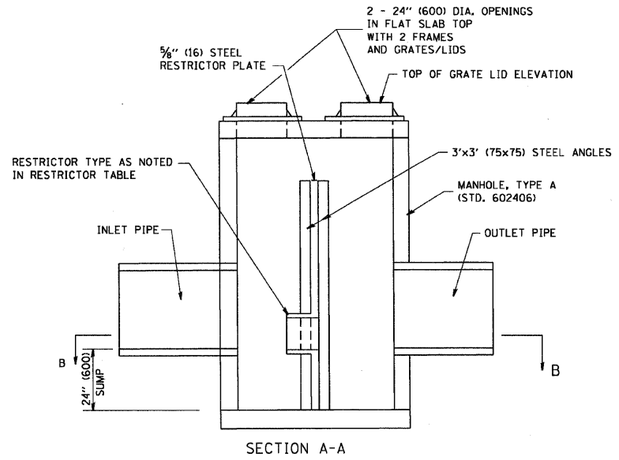
PLAN



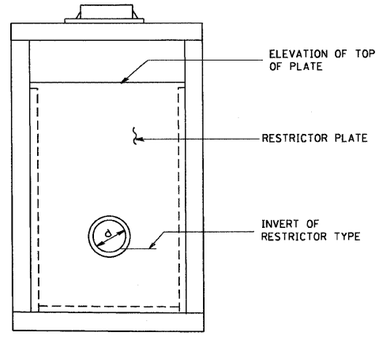
SECTION B-B



ANGLE FASTENER DETAIL



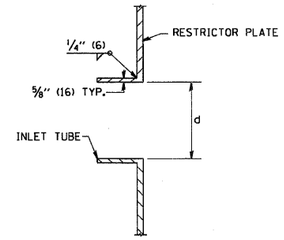
SECTION A-A



SECTION C-C

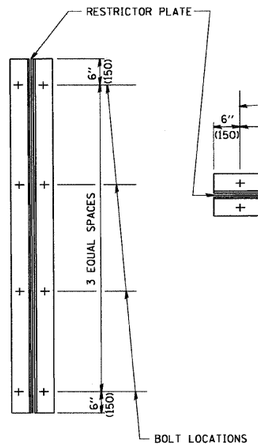
NOTES:

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

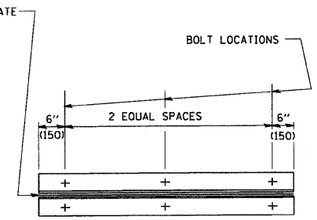


INLET TUBE DETAIL

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



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL



TYPICAL HORIZONTIAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 3x3x⅜ (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTIAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: ½ TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-½ DIA.	LENGTH: 2-½ 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.

DRAWN BY

CHECKED BY

BD600-04 (BD-12)

PLOT DATE = 3/5/2007
FILE NAME = K:\district\bd12.dgn
PLOT SCALE = 50.000 '/ IN.
USER NAME = bauerdl

CONTRACT NO.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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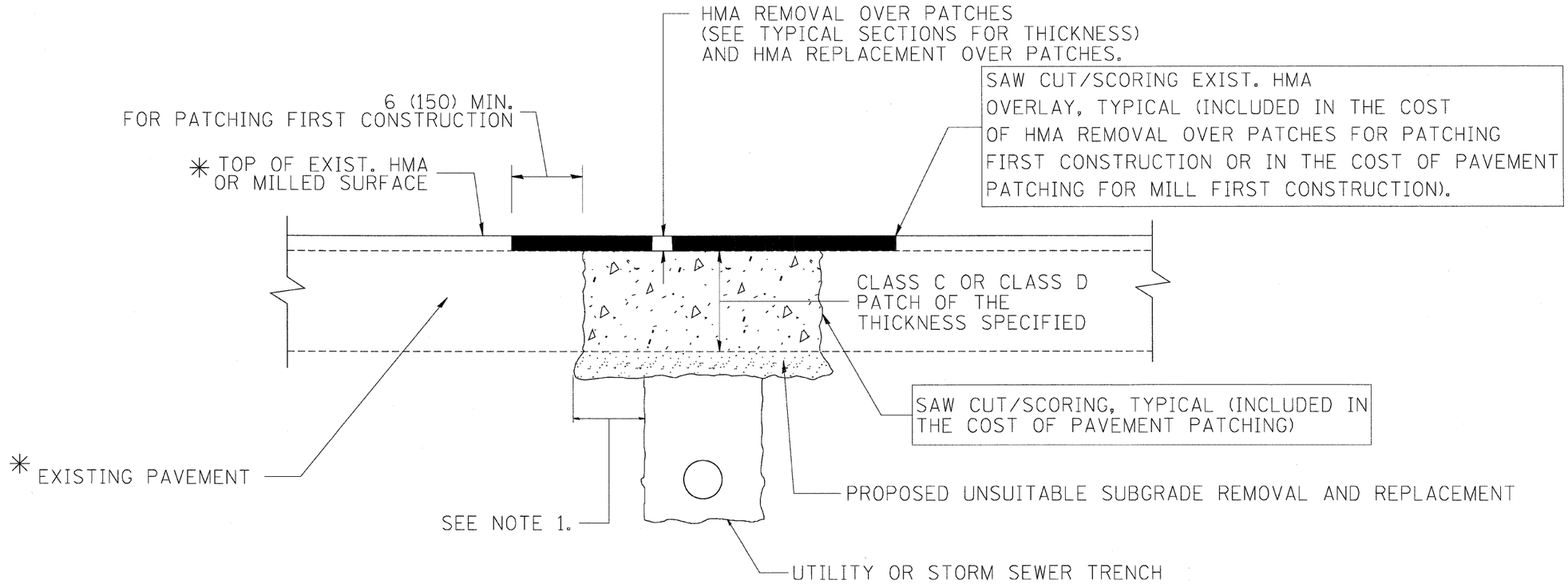
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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 4½ 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

SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

BD400-04 (BD-22)

PLOT DATE = 10/27/2008
FILE NAME = c:\projects\distsd24x36\bd22.dgn
PLOT SCALE = 50.000 '/ IN.
USER NAME = tbaumdl

CONTRACT NO.

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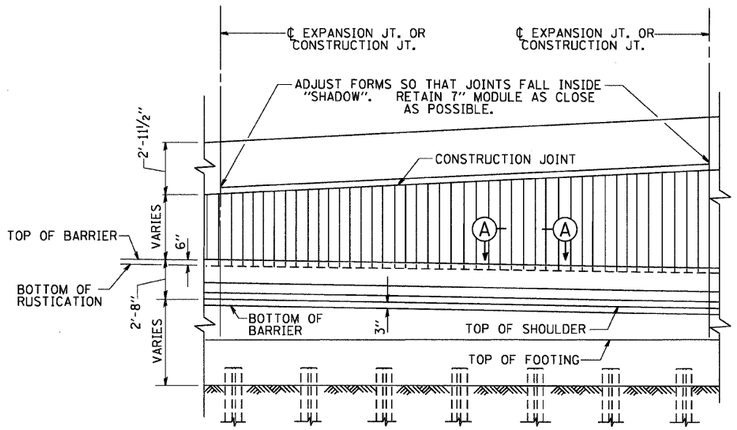
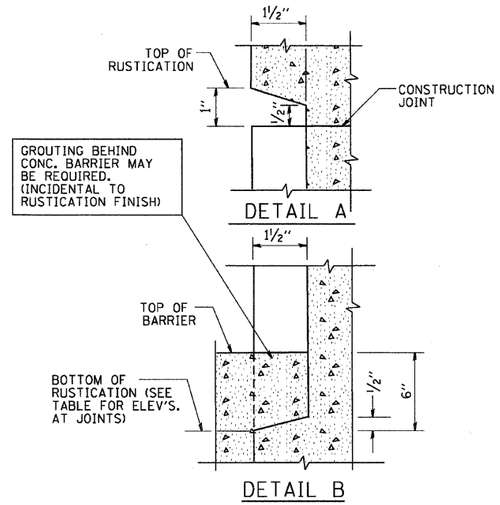
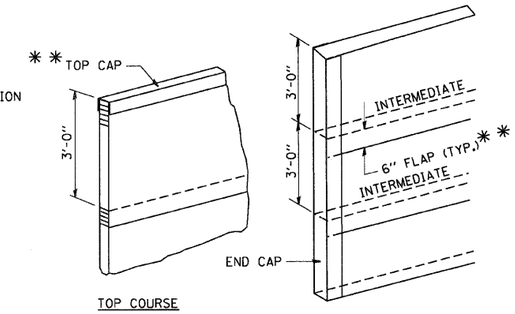
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



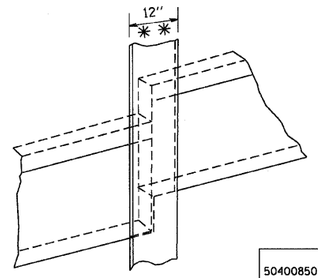
ELEVATION-TYPICAL ARCHITECTURAL FINISH





GEOCOMPOSITE WALL DRAIN DETAILS

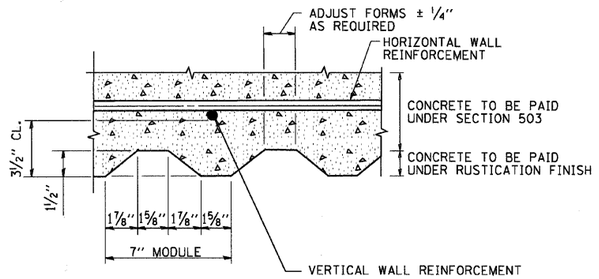
** SEE RECURRING SPECIAL PROVISION #43 FOR GEOCOMPOSITE WALL DRAIN



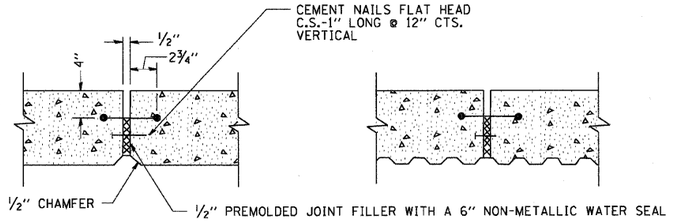
PREFERRED PAY ITEMS

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.)

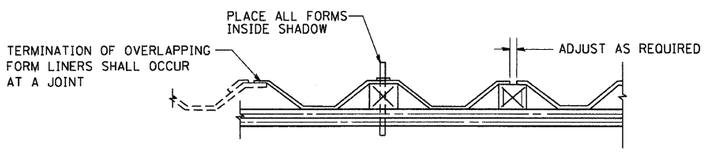
* SEE SPECIAL PROVISIONS



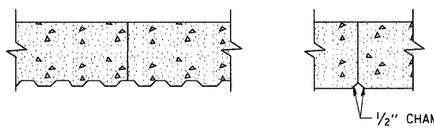
SECTION A-A



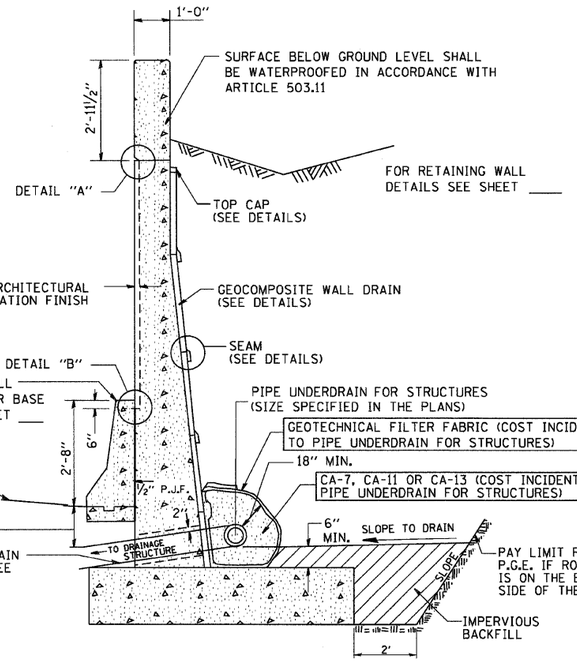
EXPANSION JOINT DETAIL



SUGGESTED FORMWORK DETAIL



CONSTRUCTION JOINT DETAIL



SLOPE: 1 TO 1 WITHOUT SHEETING
VERTICAL WITH SHEETING

WALL #	
STATION	ELEVATION

(Seven additional identical WALL # tables)

TYPICAL SECTION THRU RETAINING WALL

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

SCALE: VERT. NONE HORIZ.

DRAWN BY CADD

CHECKED BY

BD500-02 (BD-28)

PLOT DATE = 3/5/2007
FILE NAME = K:\district\bd28.dgn
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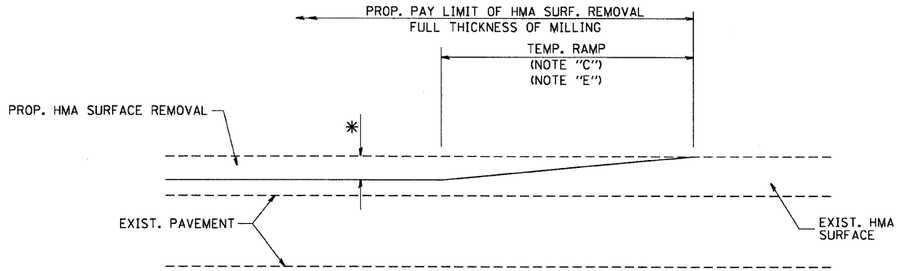
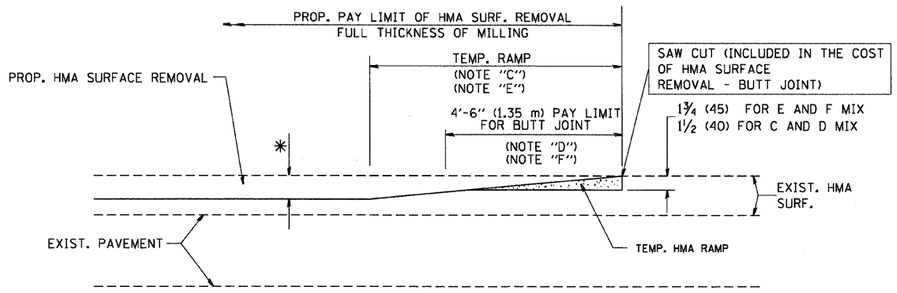


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

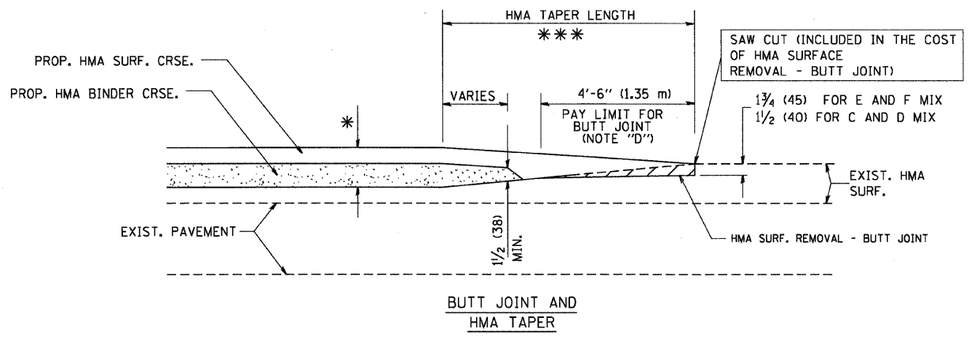


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP

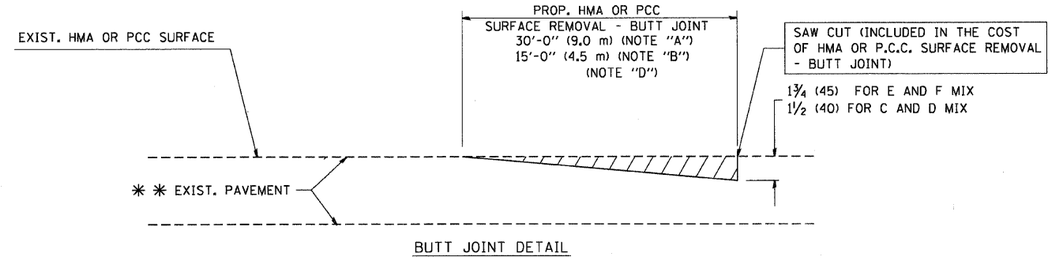


BUTT JOINT AND HMA TAPER

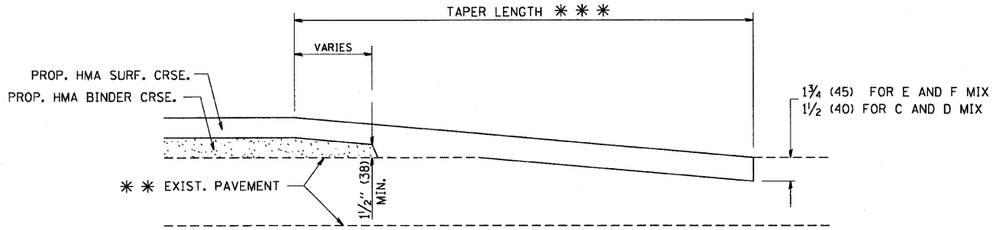
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

CONTRACT NO.

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



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. HORIZ. NONE

DRAWN BY

CHECKED BY

BD400-05 (VI=BD32)

PLOT DATE = 3/6/2007
FILE NAME = K:\district\bd32.dgn
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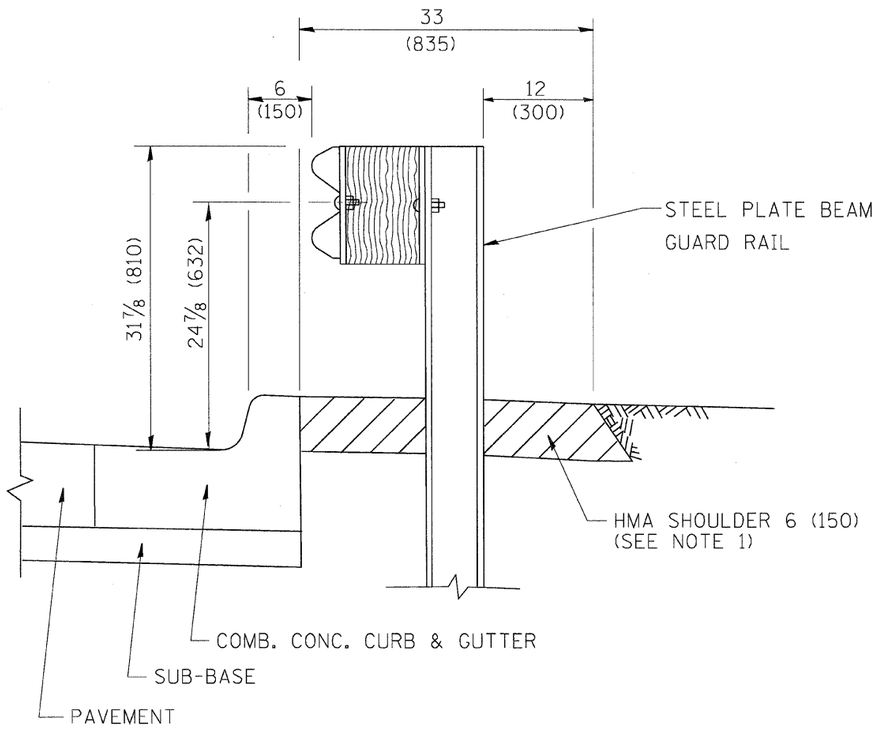


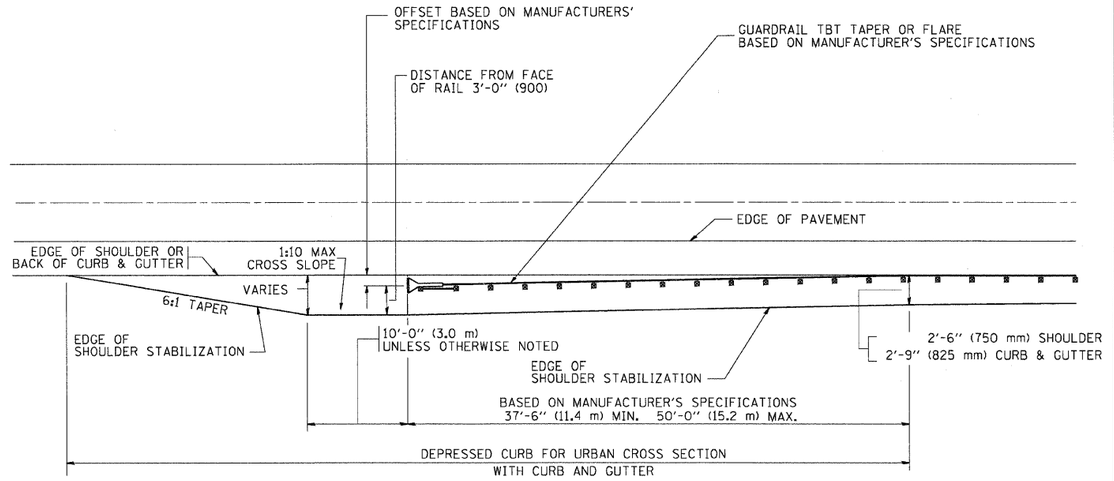
NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL

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

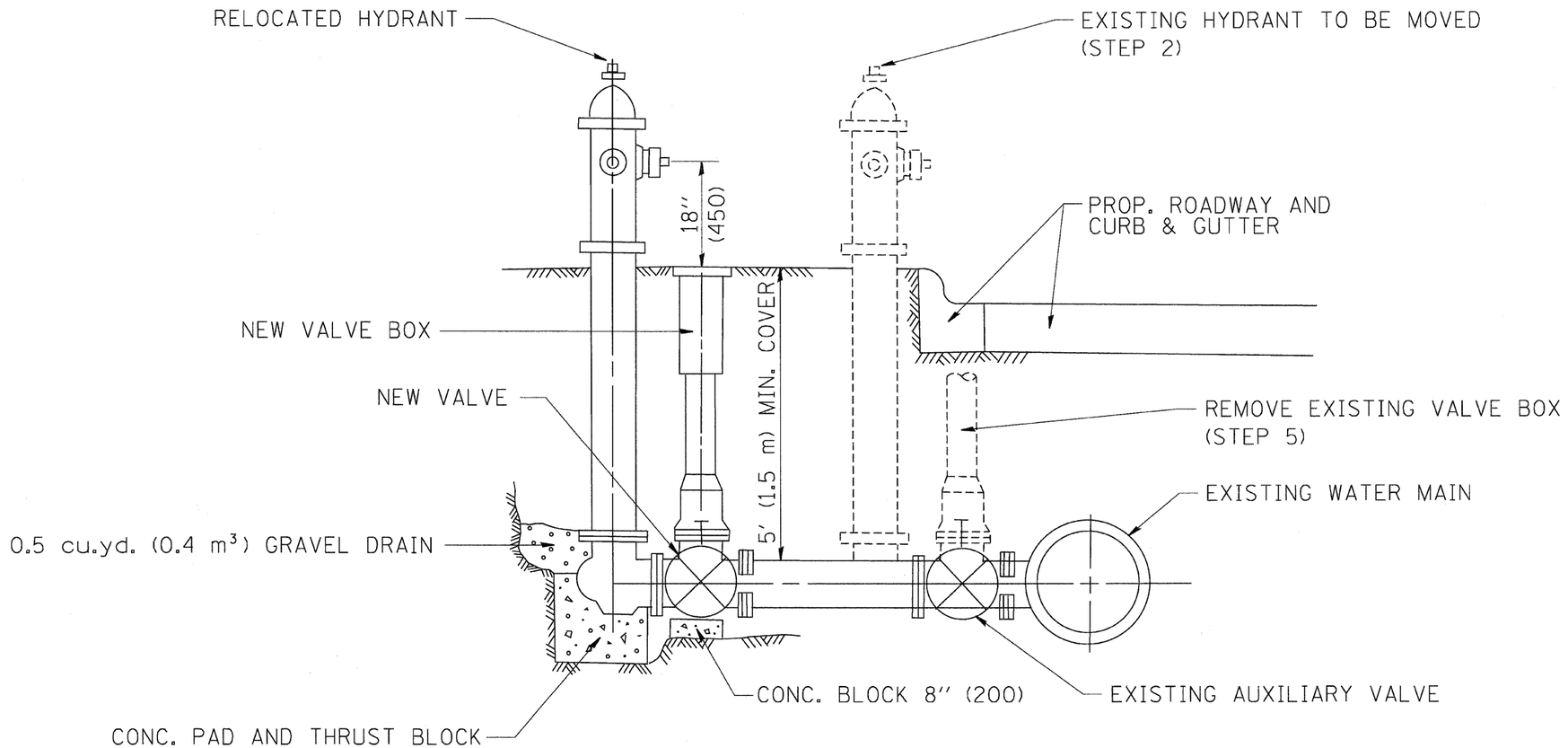
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = C:\Projects\22x34\bd34.dgn	USER NAME = gaglionobt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.
		DRAWN -	REVISED - E. GOMEZ 08-28-00		
	PLOT SCALE = 49.9999 '/ IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 12/11/2008	DATE - 09-22-90	REVISED - R. BORO 12-08-2008		

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

CONTRACT NO.

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

BD500-03 (BD-36)

PLOT DATE = 3/5/2007
FILE NAME = K:\diasscv\bd36.dgn
PLOT SCALE = 88.2000 '/ IN.
USER NAME = bauerdi

CONTRACT NO.

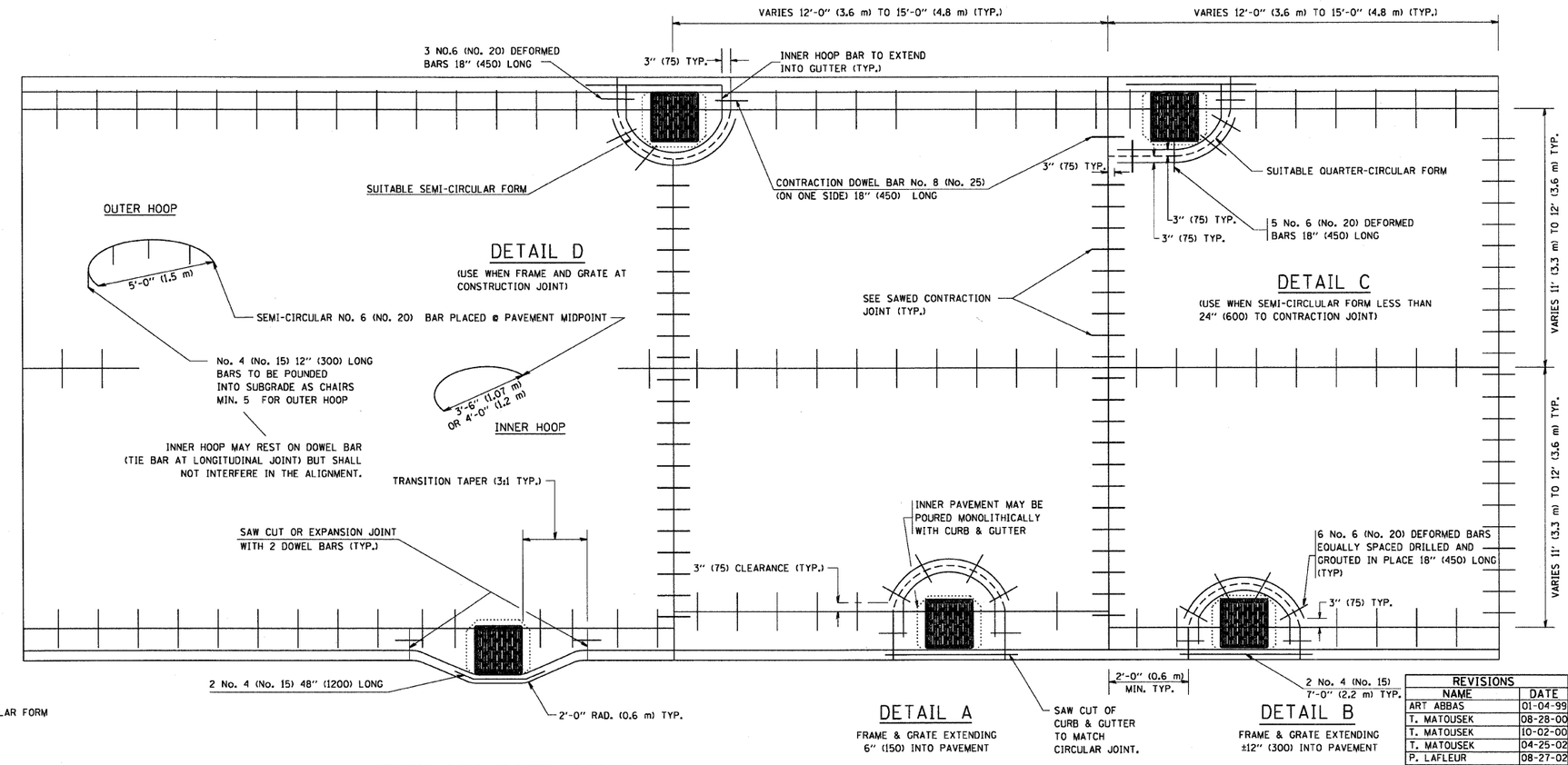
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	95
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

TRANSITION CURB & AND GUTTER INTO PARKWAY
(PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

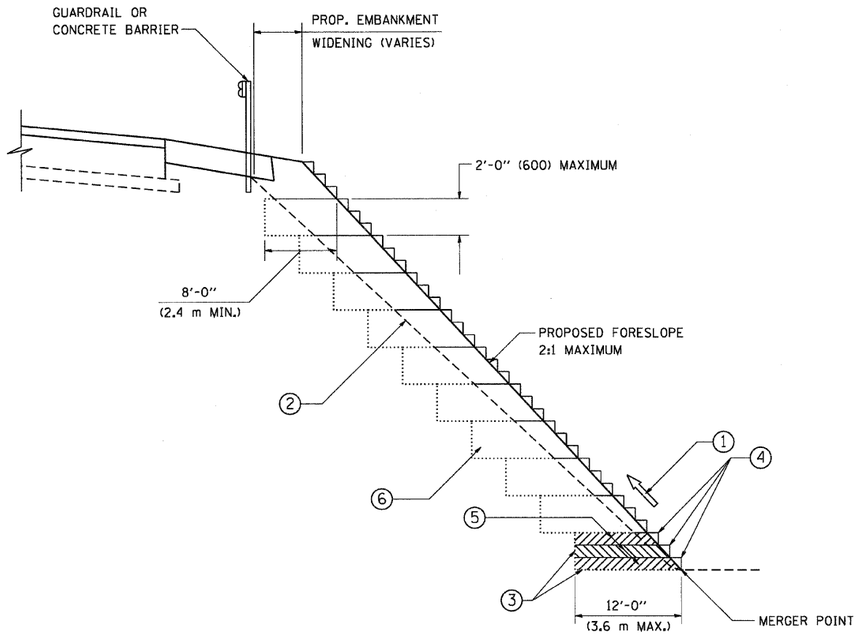
SCALE: VERT. NONE
HORIZ.

DRAWN BY: TOM MATOUSEK
CHECKED BY: A. ABBAS

PLOT DATE = 8/14/2007
FILE NAME = K:\dists\d1\bd48.dgn
PLOT SCALE = 49.9999 ' / IN.
USER NAME = bauerdl

CONTRACT NO.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	96
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

PLOT DATE = 3/6/2007
FILE NAME = K:\dist6cd\bd51.dgn
PLOT SCALE = 80.0000 ' / IN.
USER NAME = bauerdl

CONTRACT NO.

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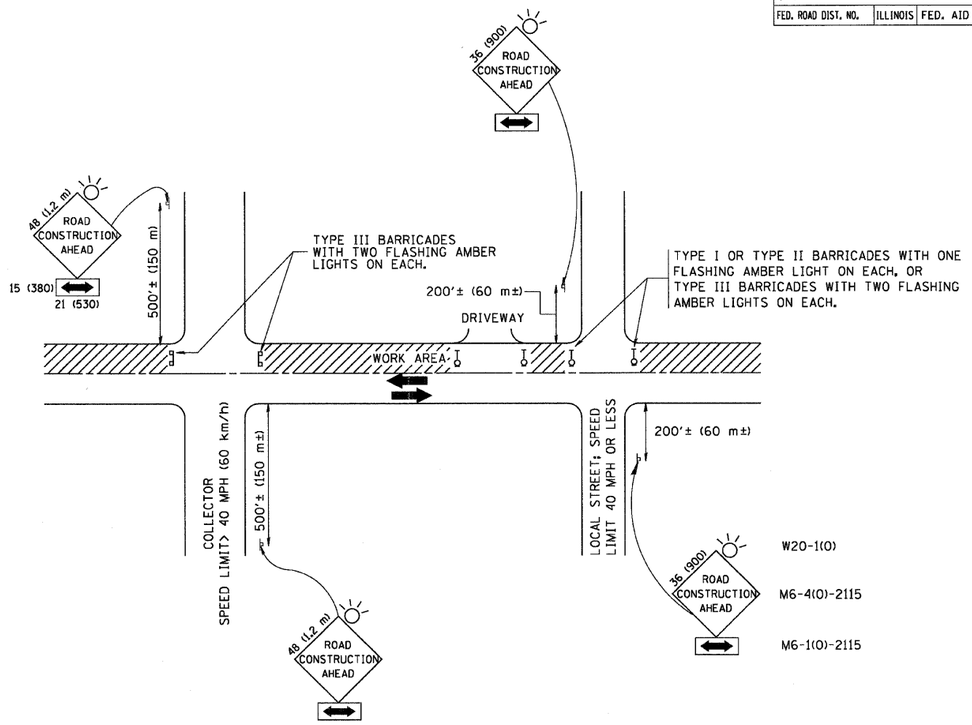
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

SCALE: NONE

DRAWN BY

CHECKED BY

TC-10

PLOT DATE = 3/6/2007
FILE NAME = k:\dist\stat\tc10.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = bauerdl

CONTRACT NO.

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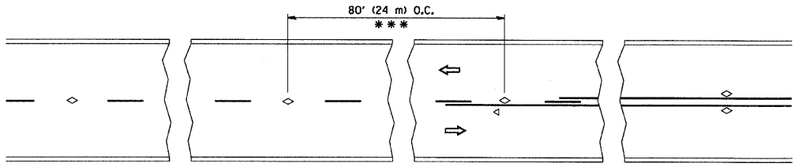
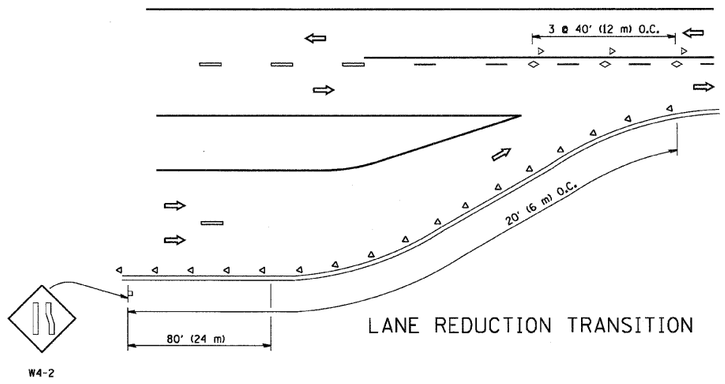
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

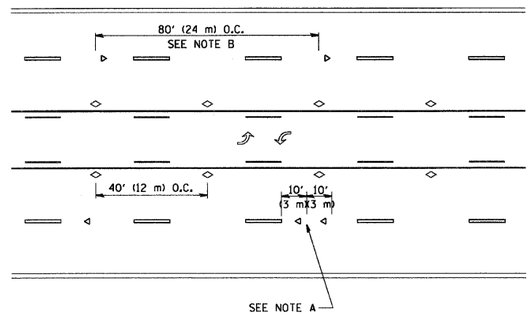


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

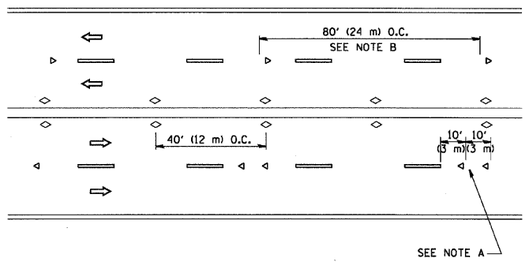
TWO-LANE/TWO-WAY



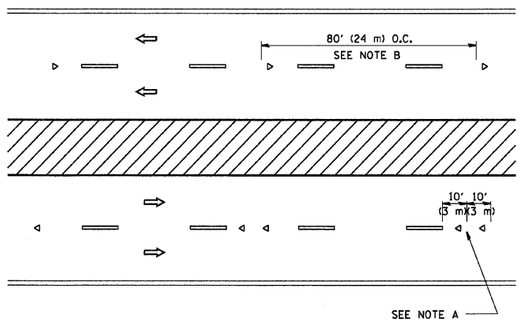
LANE REDUCTION TRANSITION



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.

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.

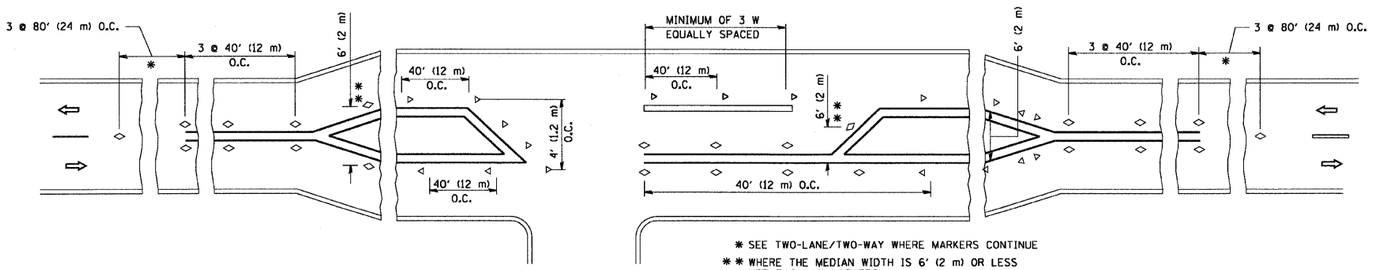
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

SYMBOLS

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

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.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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

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

PLOT DATE = 3/6/2007
FILE NAME = K:\diasscd\tc11.dgn
PLOT SCALE = 50.000 '/ IN.
USER NAME = baderdi

CONTRACT NO.

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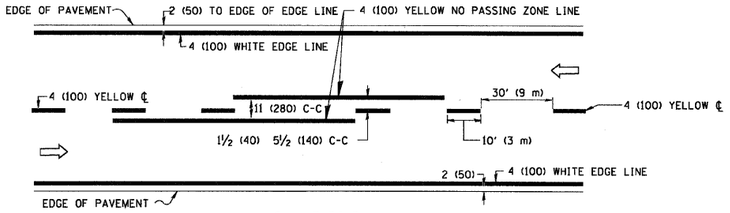
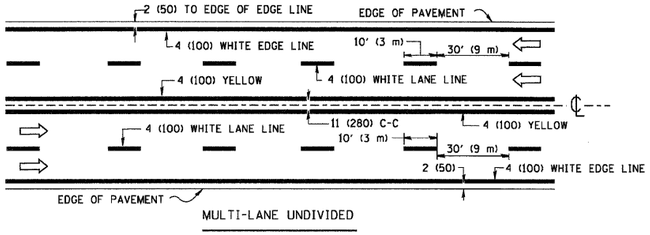
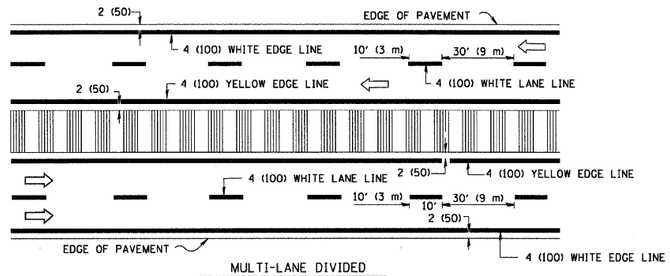
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



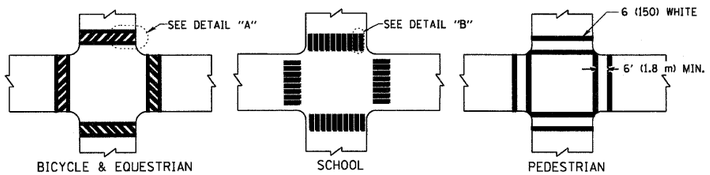
MULTI-LANE UNDIVIDED



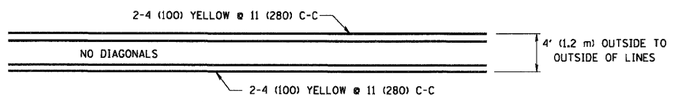
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

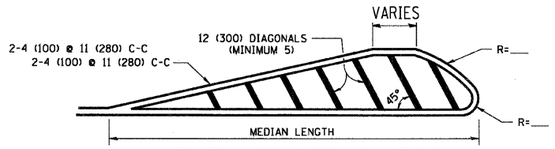
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



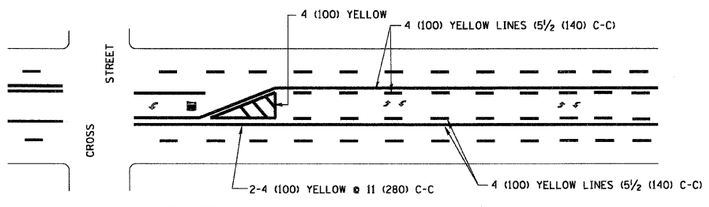
4' (1.2 m) WIDE MEDIANS ONLY



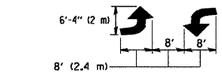
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

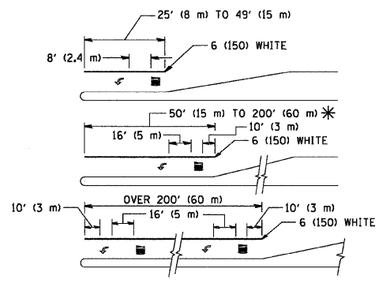


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

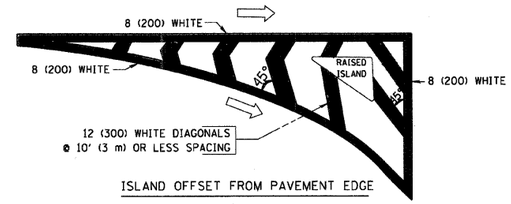


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

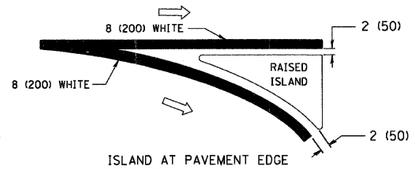
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
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

PLOT DATE = 3/6/2007
FILE NAME = K:\diasstd\tc13.dgn
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USER NAME = bauerdl

CONTRACT NO.

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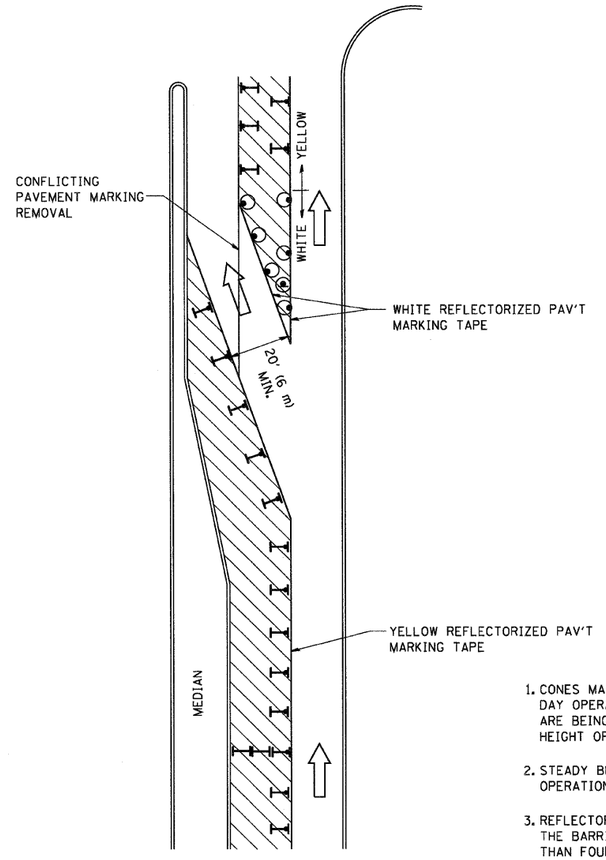
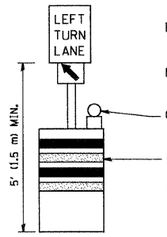
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





R 3-1100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 702001
DRUM FILLED WITH ENOUGH
SAND (BAGS) FOR STABILIZATION

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

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.

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

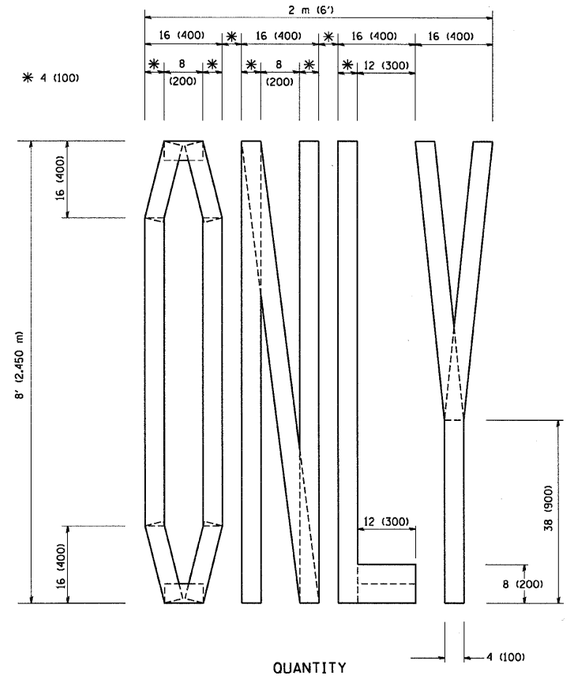
CHECKED BY LHA

TC-14

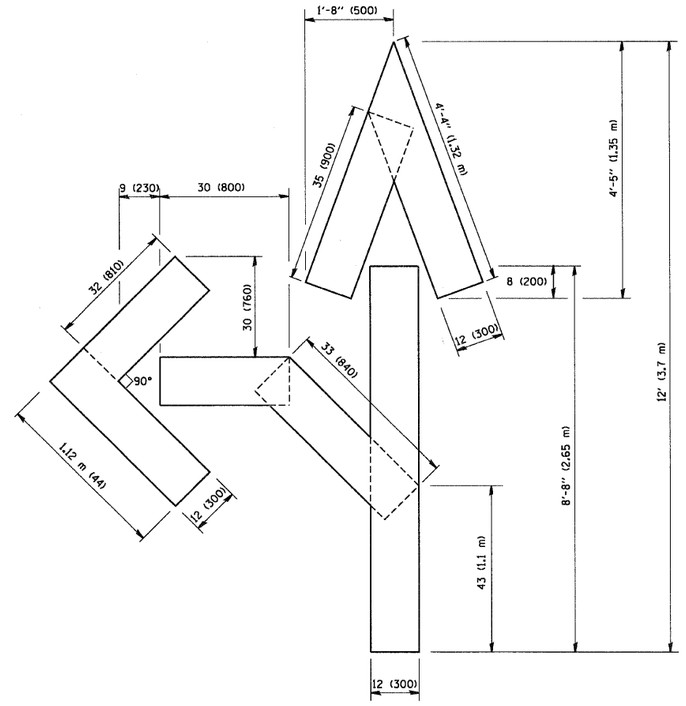
PLOT DATE = 3/6/2007
FILE NAME = K:\district\tc14.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = bourdi

CONTRACT NO.

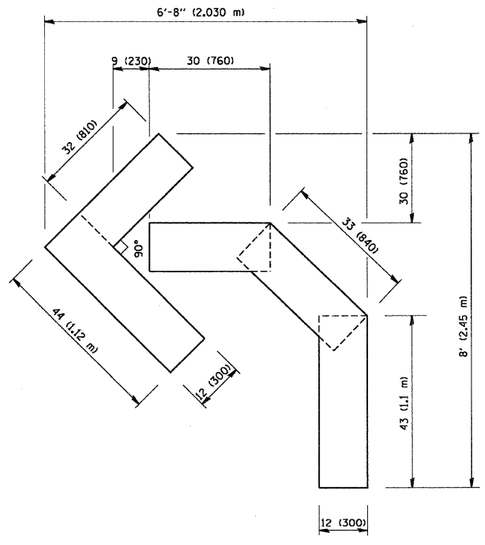
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	101
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

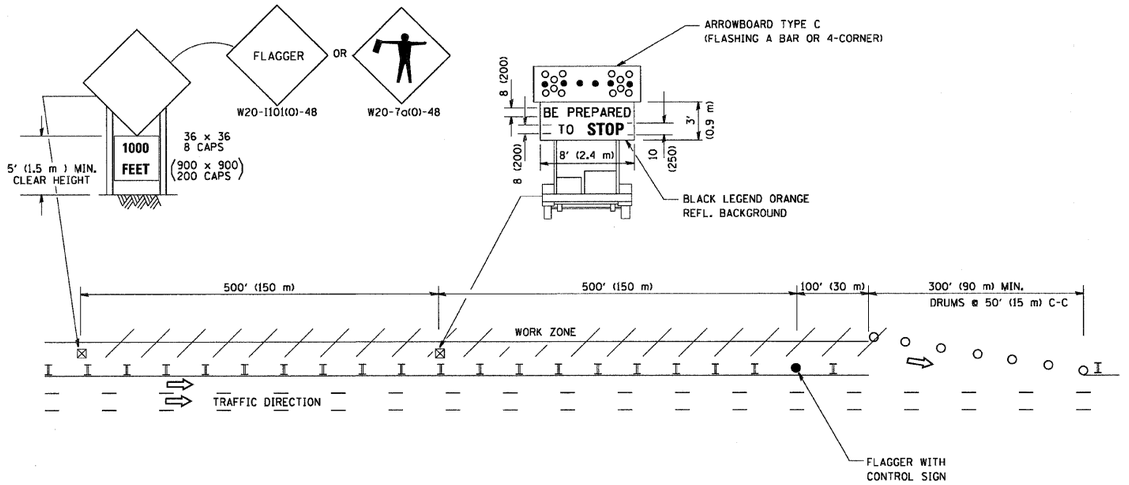
PLOT DATE = 3/7/2007
FILE NAME = k:\diststd\tc16.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = bauerdl

CONTRACT NO.

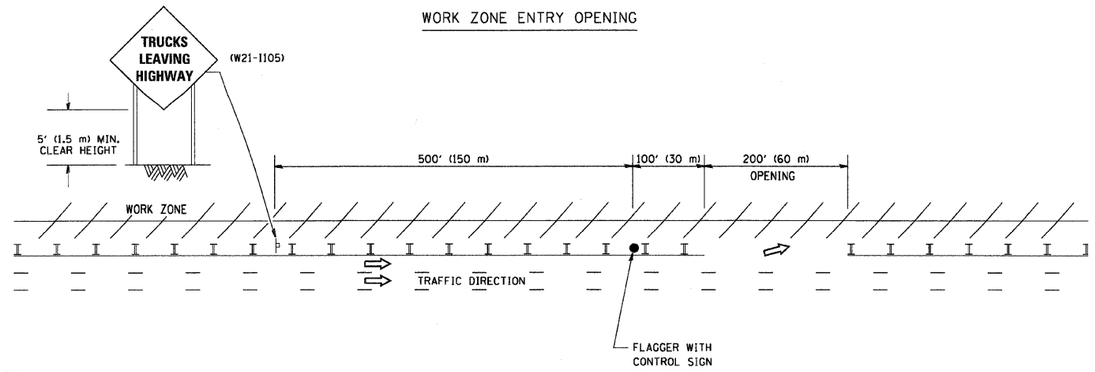
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	102
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

PLOT DATE = 3/7/2007
FILE NAME = K:\diststd\tc18.dgn
PLOT SCALE = 96.000 ' / IN.
USER NAME = bauer-dl

CONTRACT NO.

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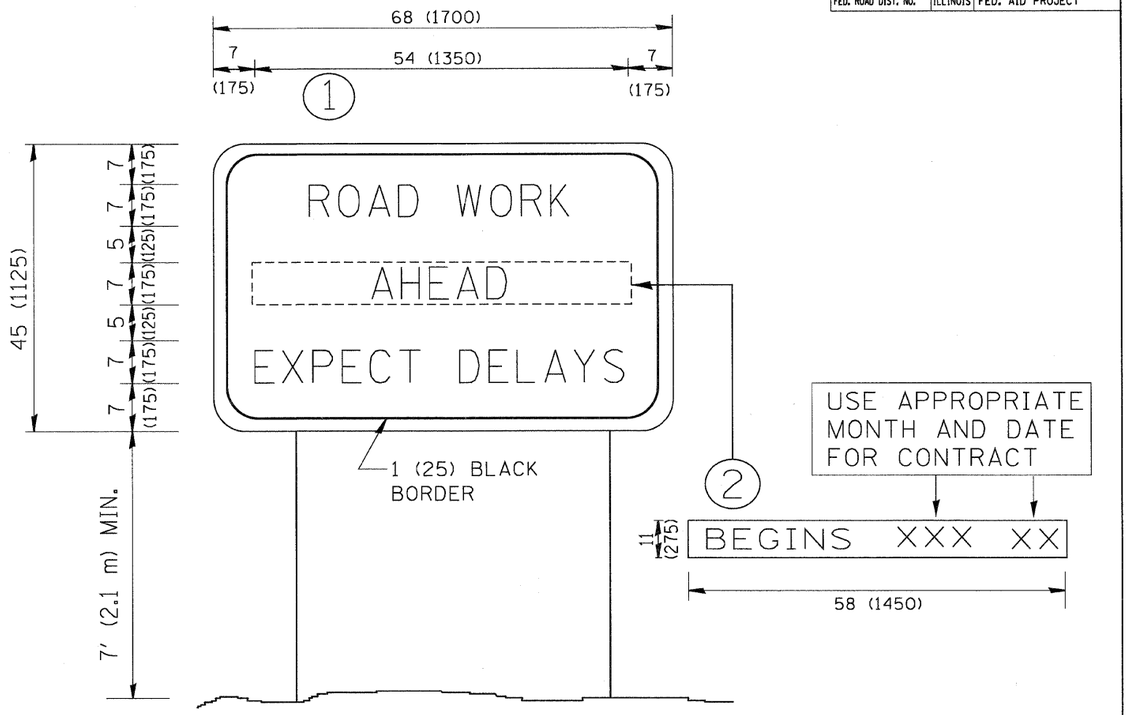
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

PLOT DATE = 3/8/2007
FILE NAME = K:\dist\std\tc22.dgn
PLOT SCALE = 50.000 '/ IN.
USER NAME = bauerdl

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

1. 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.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

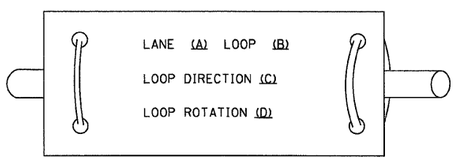
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

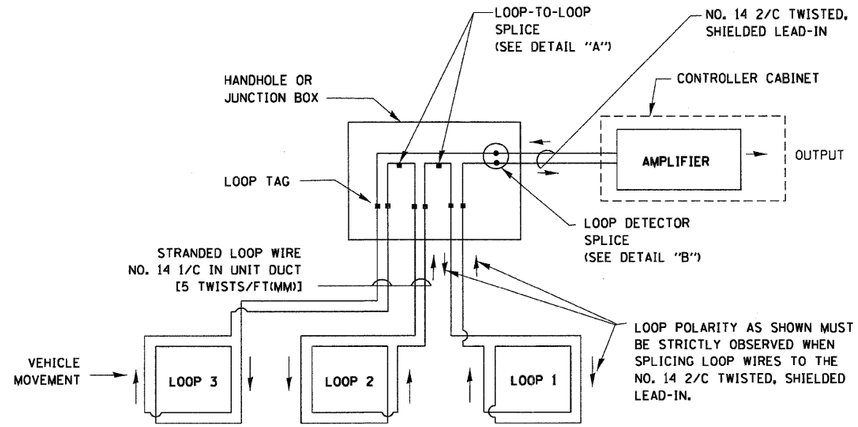


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

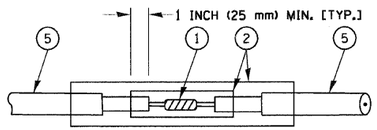
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

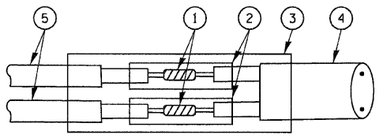


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

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

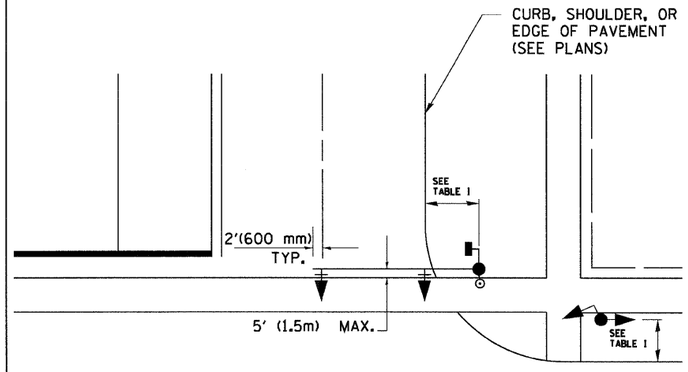
PLOT DATE = 3/7/2007
FILE NAME = K:\diskd\ts05.dgn
PLOT SCALE = 100.0000 '/ IN.
USER NAME = bauerd

CONTRACT NO.

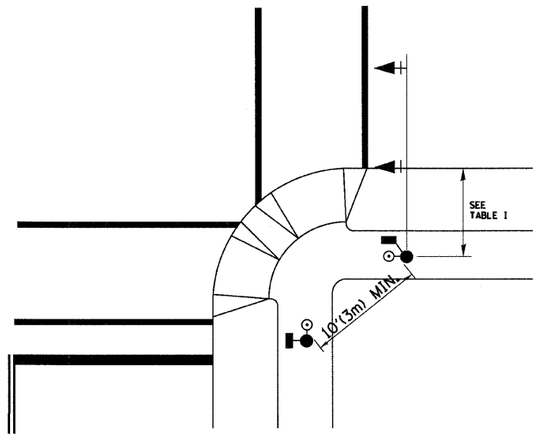
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B-1	DU PAGE	117	105
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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:

1. 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

2. 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.

3. 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.

4. 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

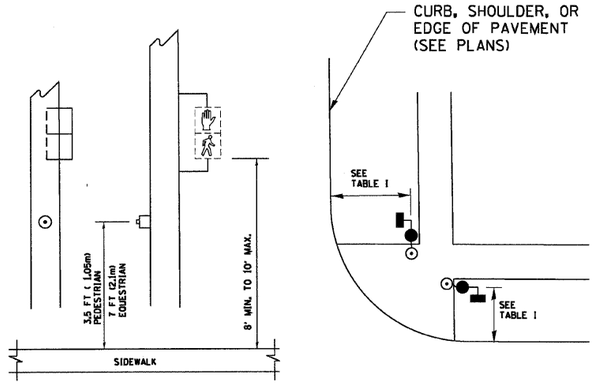


TABLE I

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

TS05

PLOT DATE = 3/7/2007
FILE NAME = K:\dista\d\ts02.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = bauerd

CONTRACT NO.

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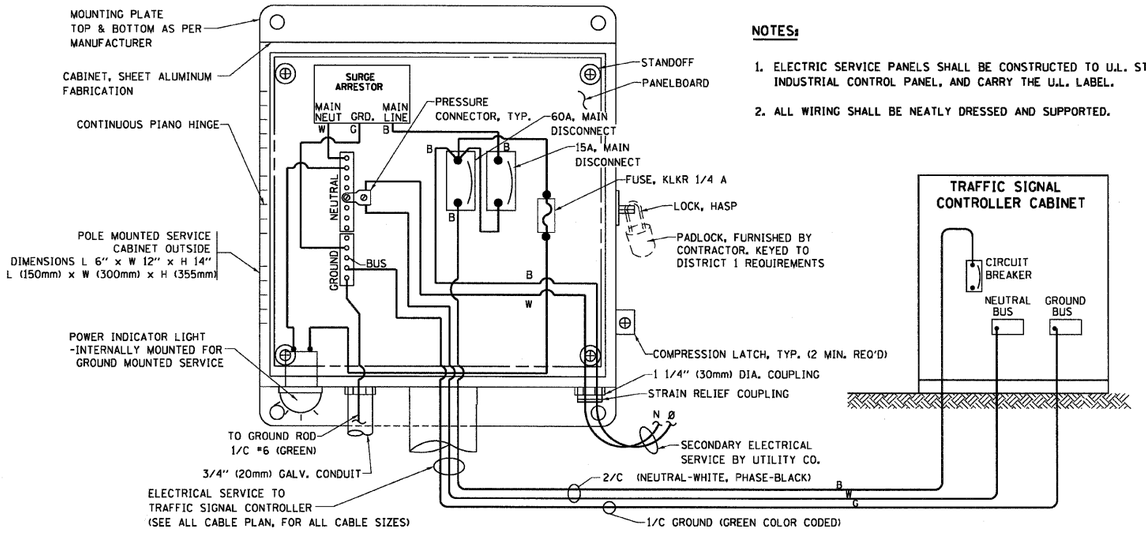
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



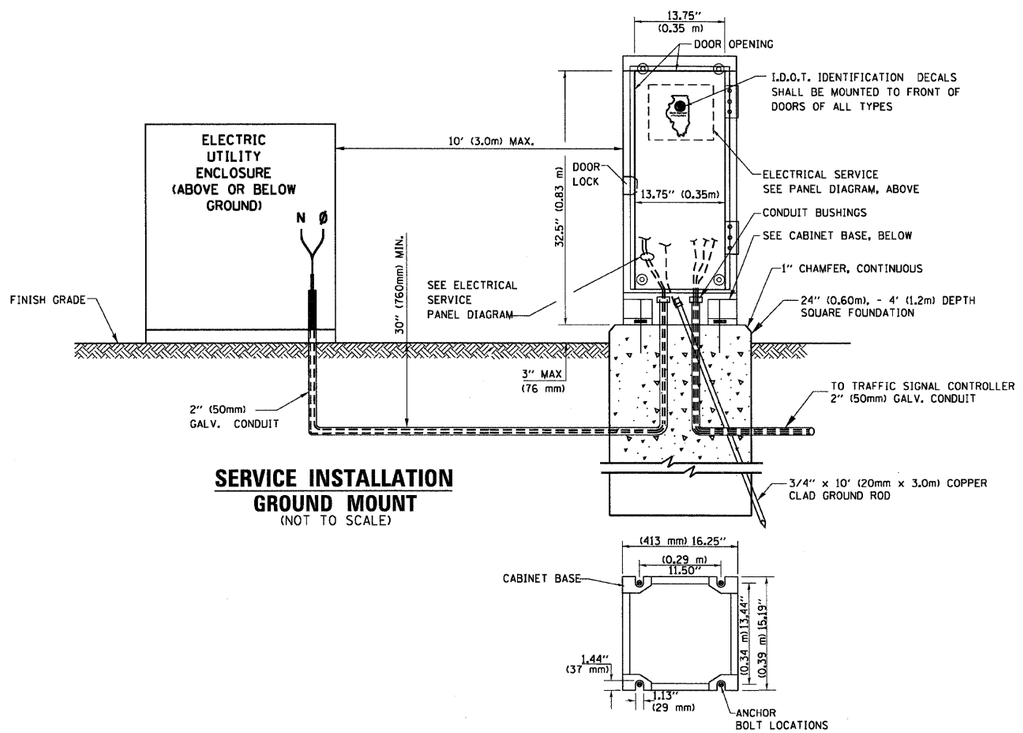
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

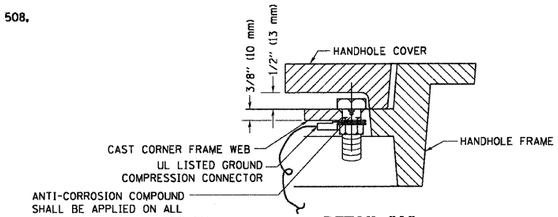


SERVICE INSTALLATION GROUND MOUNT

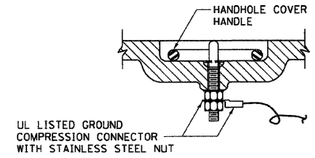
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

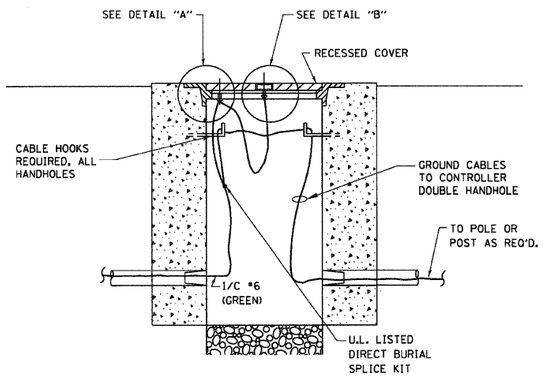
(NOT TO SCALE)



DETAIL "A"

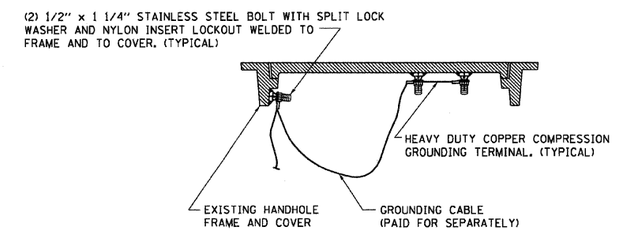


DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



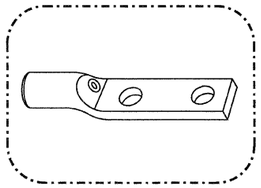
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

NOTES:

GROUNDING SYSTEM

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

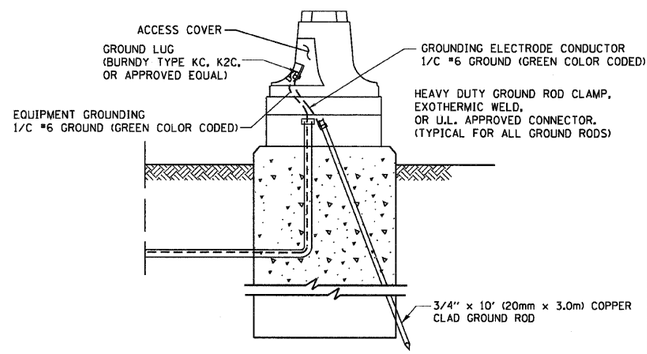


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EUAL)

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

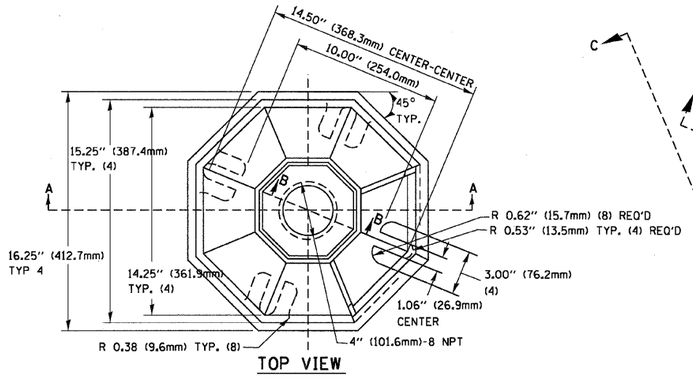
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

TS05

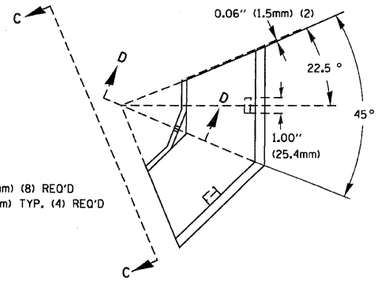
PLOT DATE = 3/7/2007
FILE NAME = K:\diasad\ts05.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = bauerdl

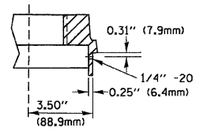
CONTRACT NO.

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		

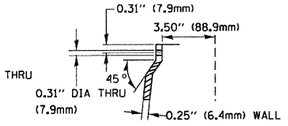


TOP VIEW

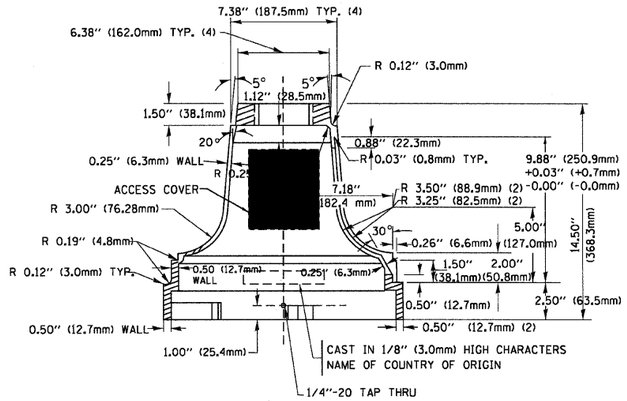




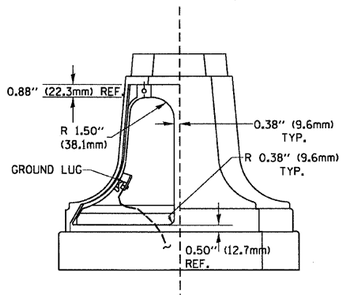
SECTION B-B



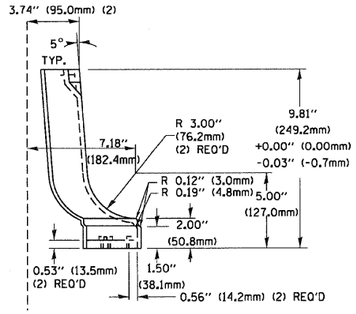
SECTION D-D



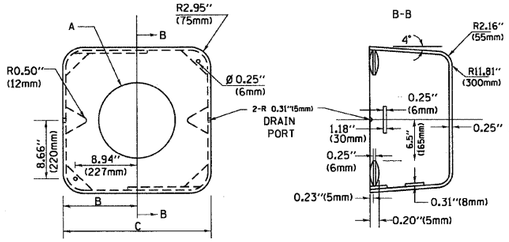
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

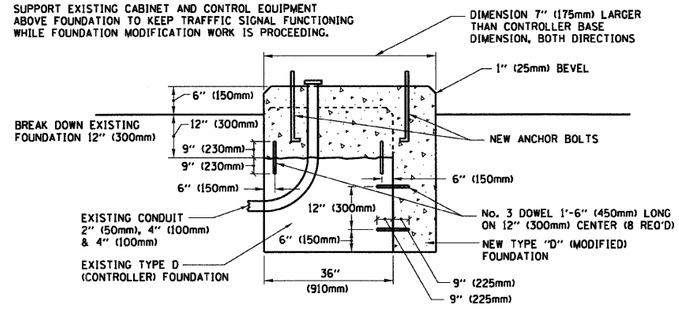


MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125"(257mm)	9.5"(241mm)	19"(483mm)	12" (300mm)	24kg
II	Ø 11.125"(283mm)	10.75"(273mm)	21.5"(546mm)	12" (300mm)	26kg

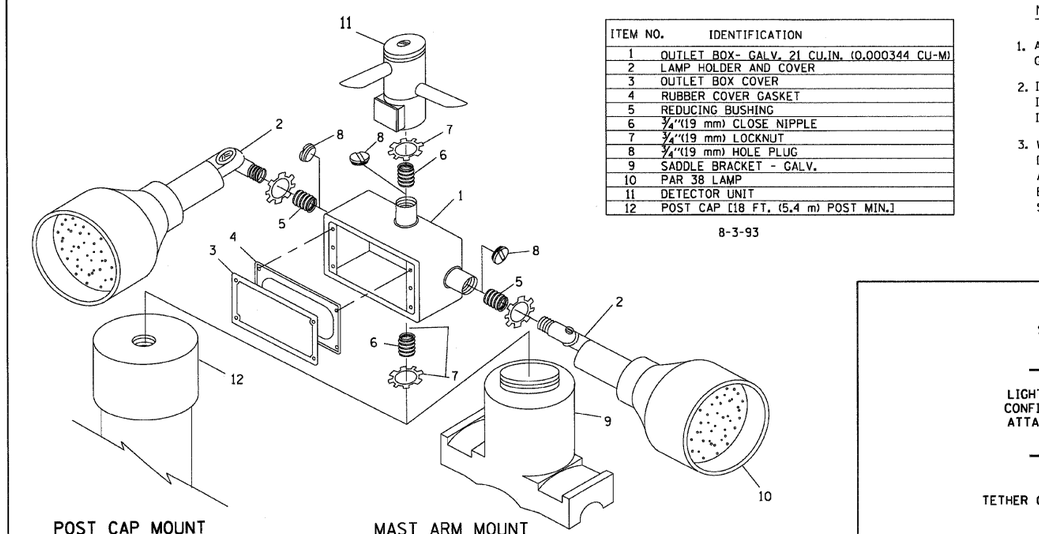
SHROUD DETAIL

NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

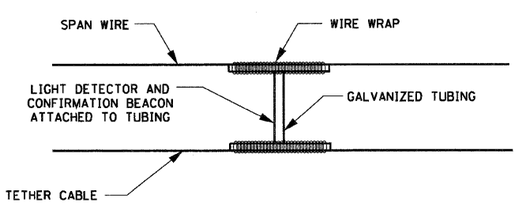
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

NOTES:

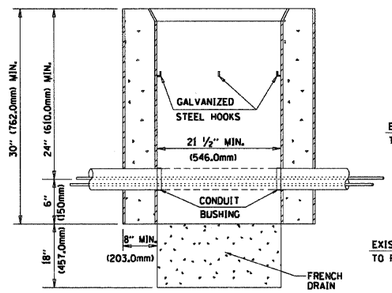
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



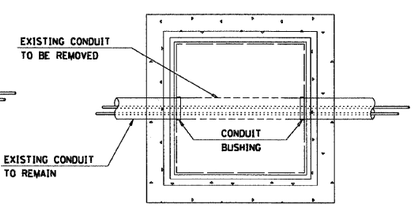
LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

NOTES:
1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



ELEVATION



PLAN

DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	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 4 OF 4

TS05

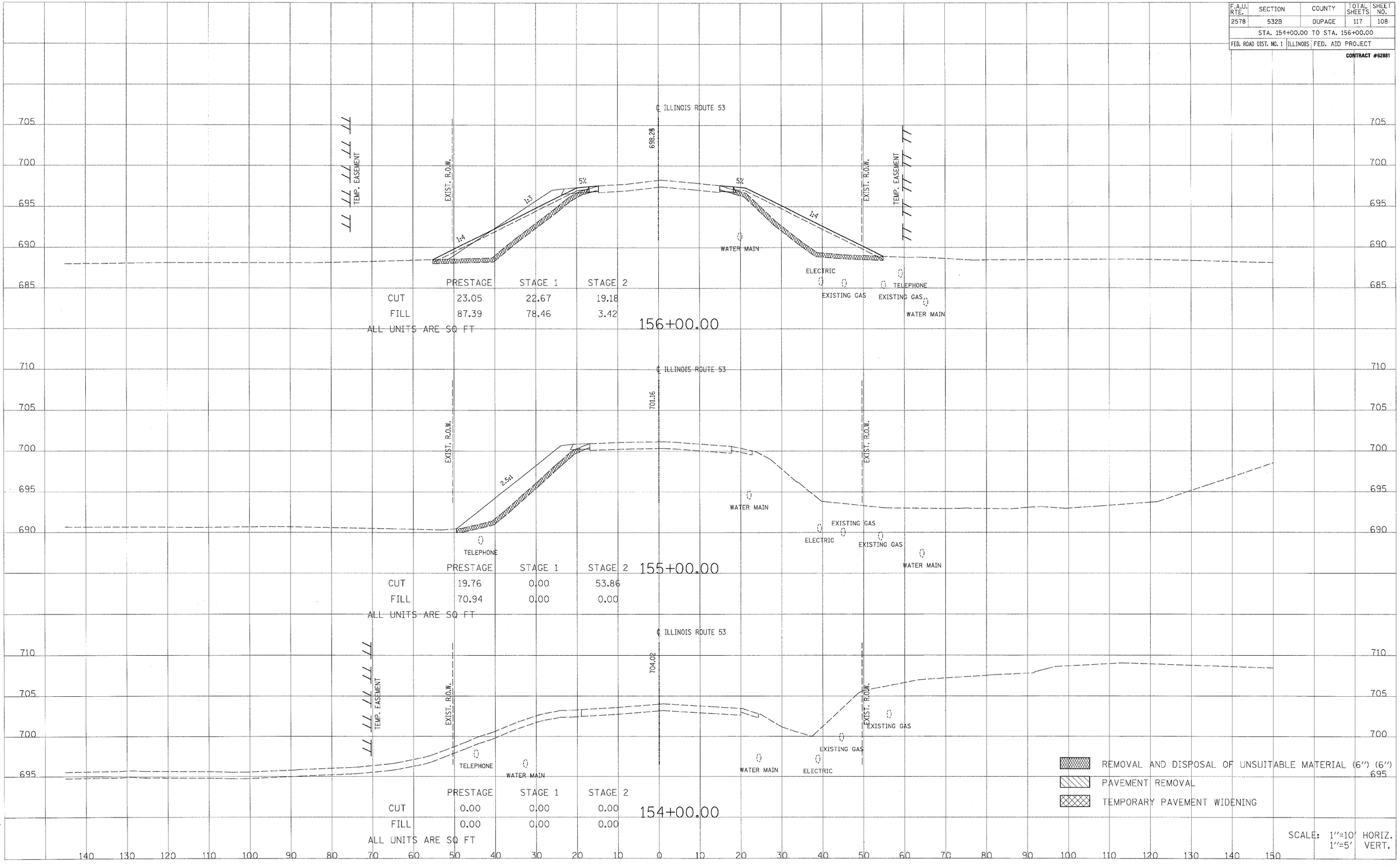
PLOT DATE = 3/7/2007
FILE NAME = K:\dist\std\ts05.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = bauerdl

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

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

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

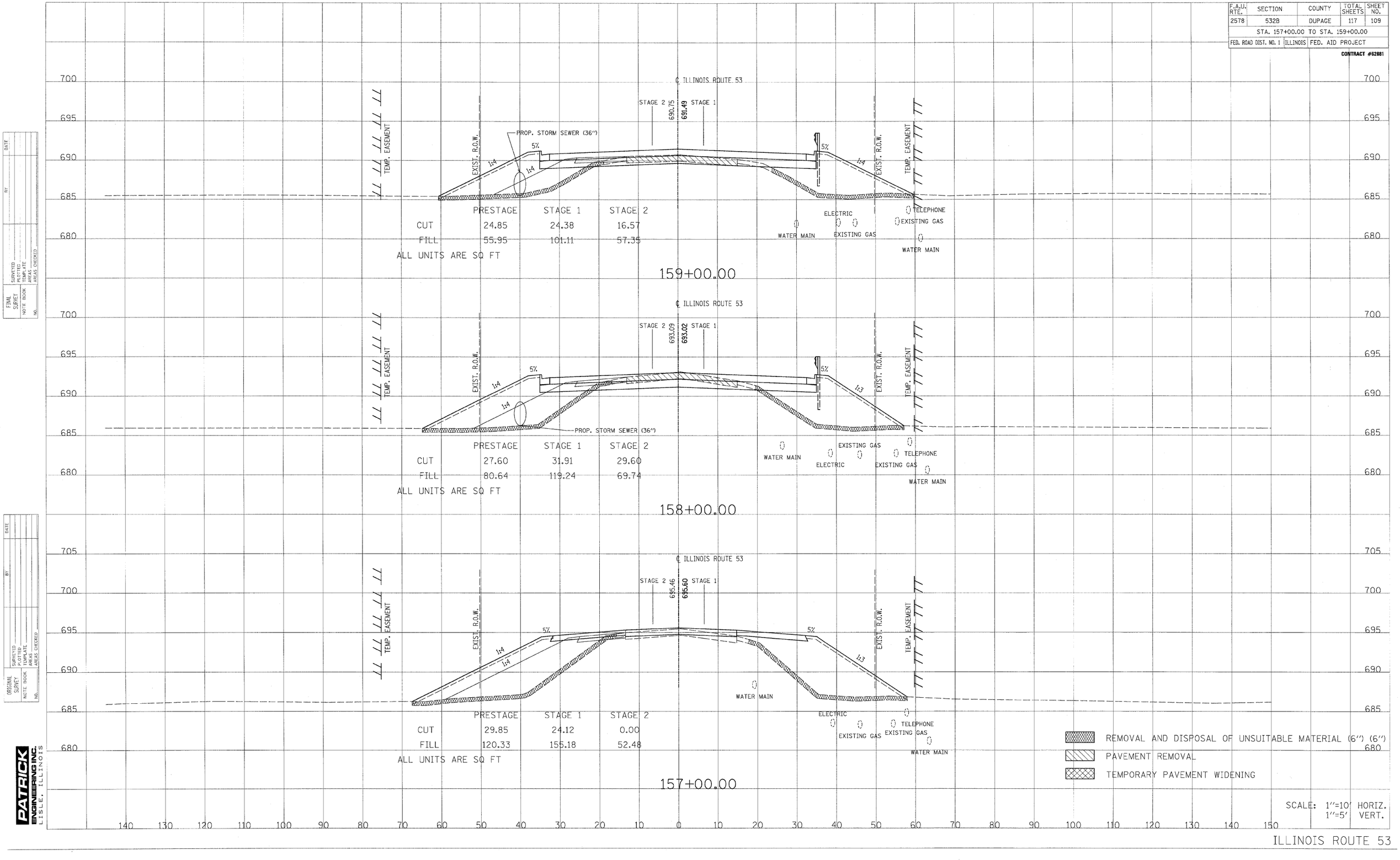


PATRICK ENGINEERING INC.
LISLE, ILLINOIS

ILLINOIS ROUTE 53

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



REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (6") (6")

PAVEMENT REMOVAL

TEMPORARY PAVEMENT WIDENING

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

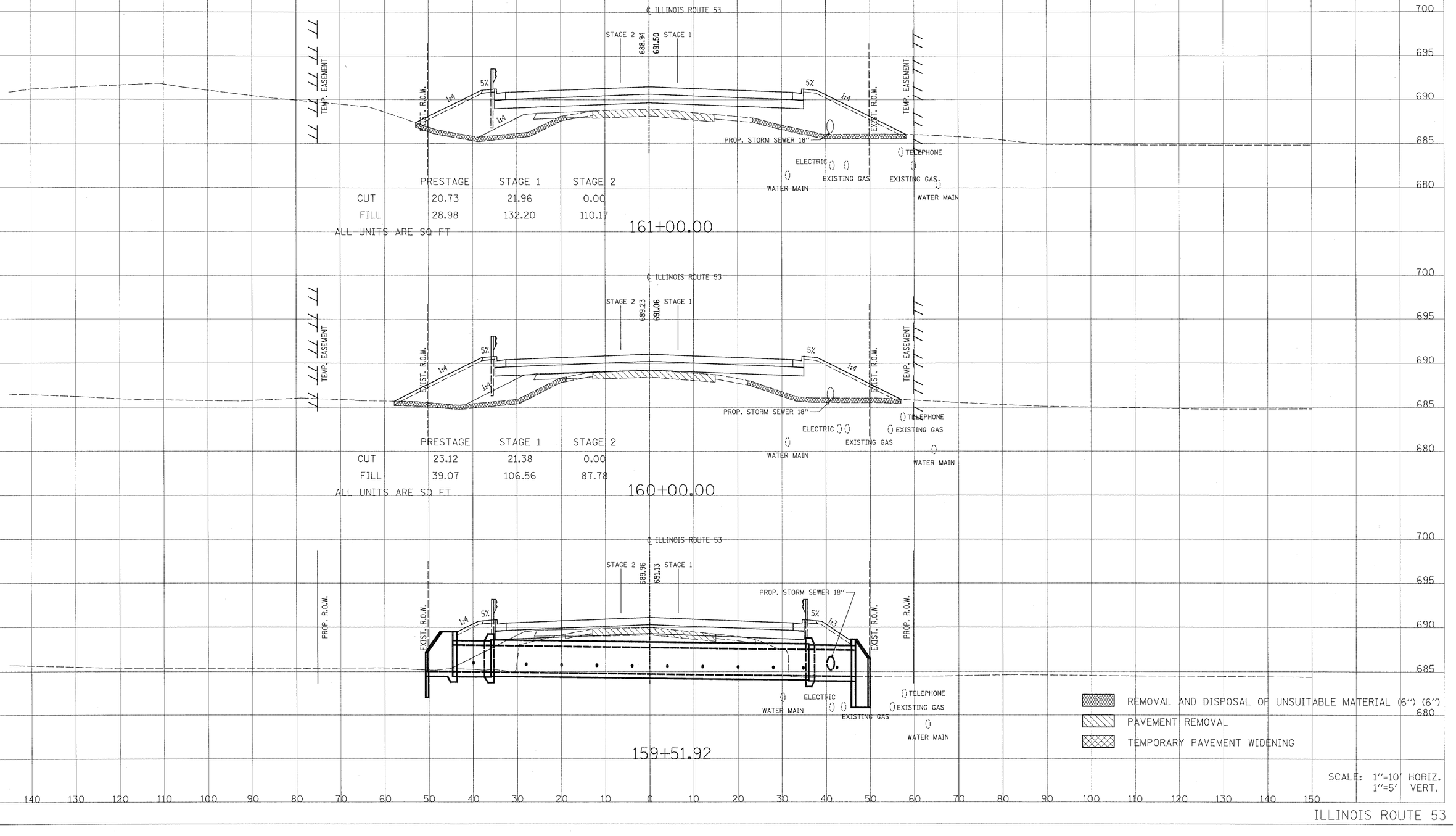
ILLINOIS ROUTE 53

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

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

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



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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

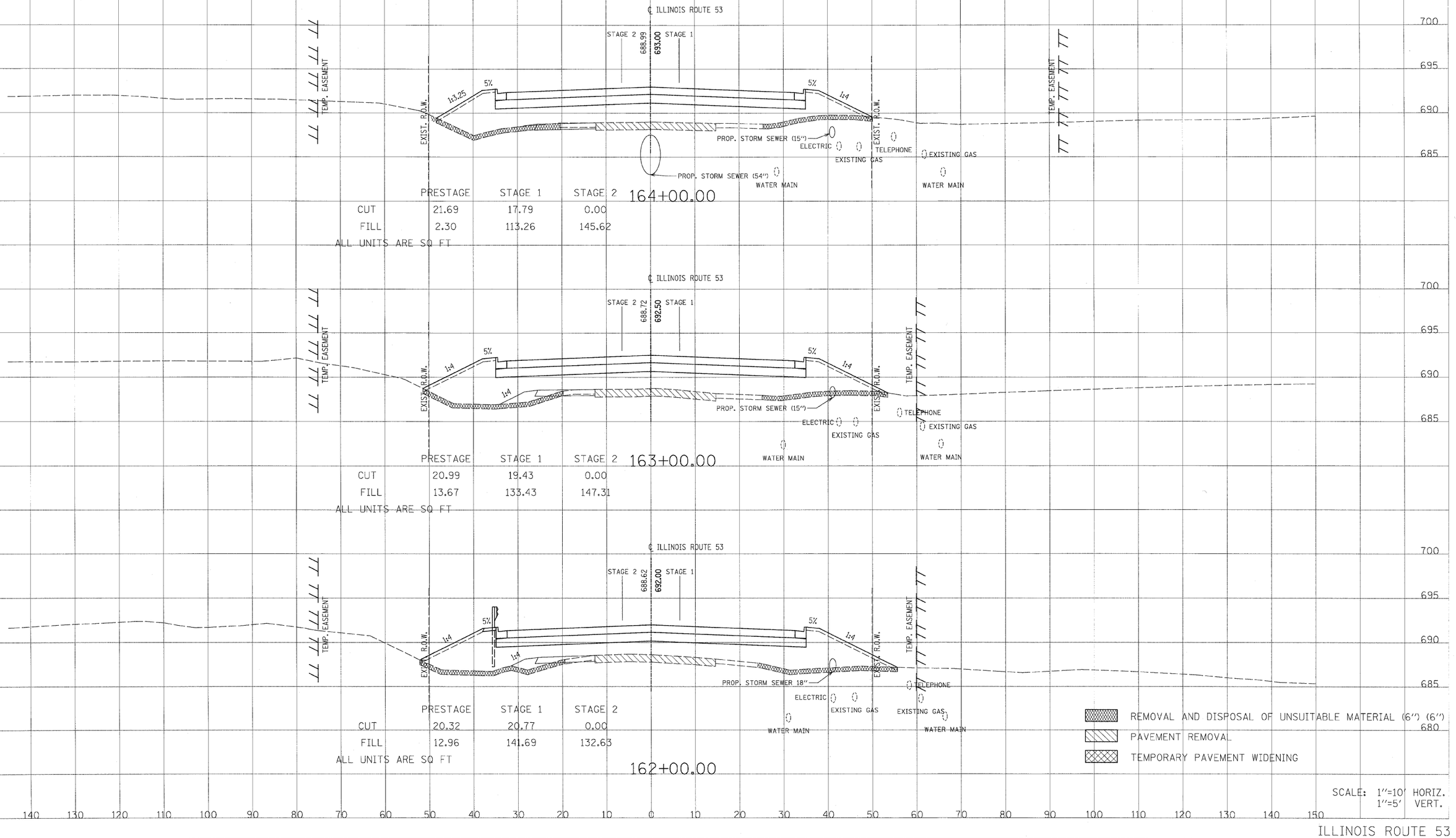
ILLINOIS ROUTE 53

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

FINAL SURVEY — NOTE BOOK — VOL. — SURVEYED — PLOTTED — TYPED — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — VOL. — SURVEYED — PLOTTED — TYPED — AREAS — AREAS CHECKED — BY — DATE



REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (6") (6")

PAVEMENT REMOVAL

TEMPORARY PAVEMENT WIDENING

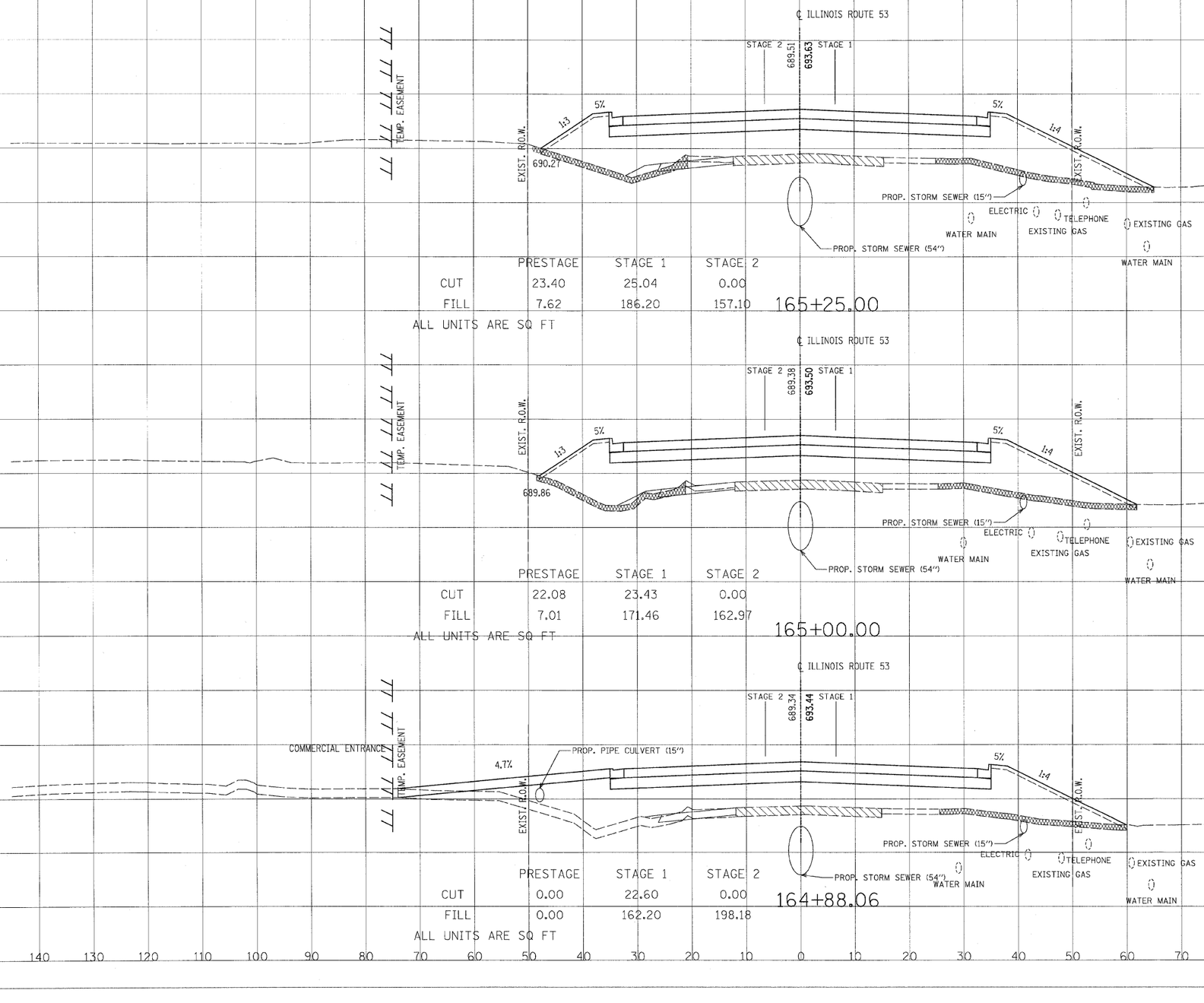
SCALE: 1"=10' HORIZ.
1"=5' VERT.

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

ILLINOIS ROUTE 53

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

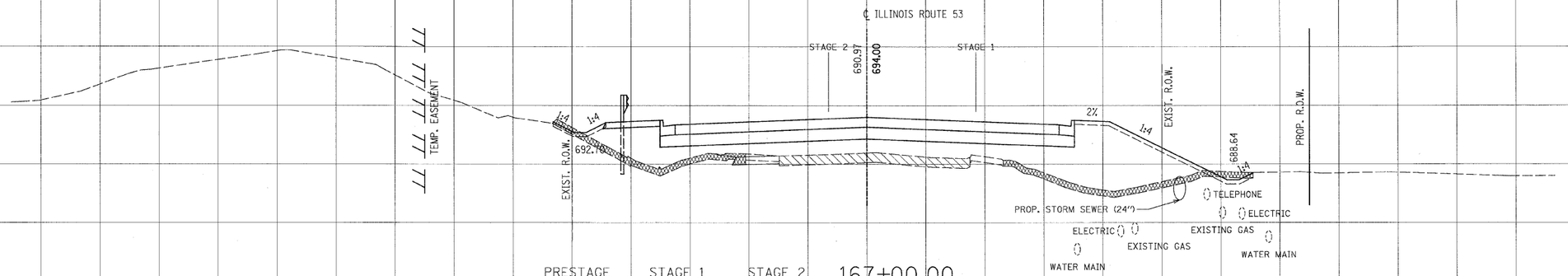


PATRICK ENGINEERING INC.
LISLE, ILLINOIS

ILLINOIS ROUTE 53

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	113
STA. 165+78.52 TO STA. 167+00.00				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

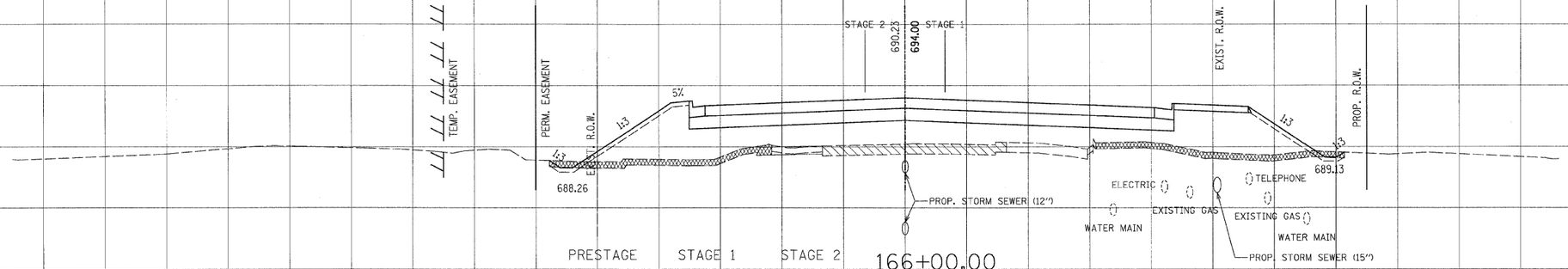
CONTRACT #62881



	PRESTAGE	STAGE 1	STAGE 2
CUT	23.22	27.27	0.00
FILL	0.00	171.95	94.19

167+00.00

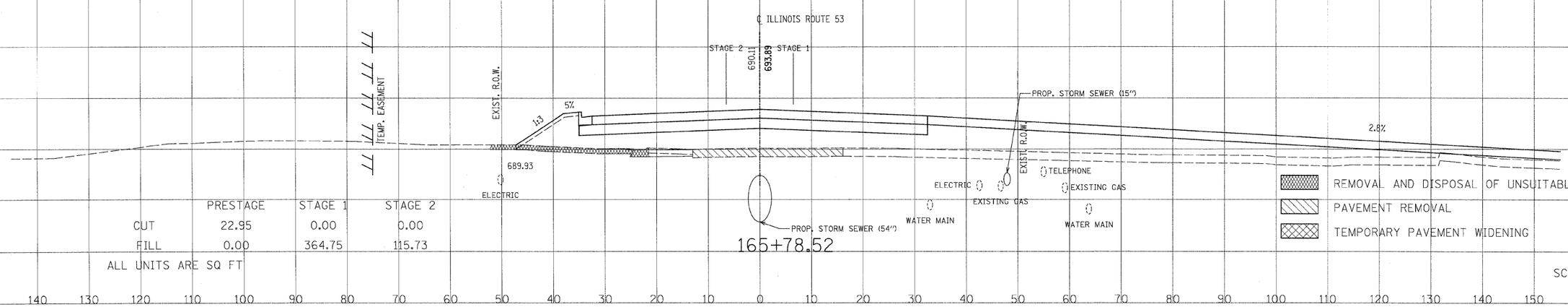
ALL UNITS ARE SQ FT



	PRESTAGE	STAGE 1	STAGE 2
CUT	24.39	32.26	0.00
FILL	0.00	160.29	147.70

166+00.00

ALL UNITS ARE SQ FT



	PRESTAGE	STAGE 1	STAGE 2
CUT	22.95	0.00	0.00
FILL	0.00	364.75	115.73

165+78.52

ALL UNITS ARE SQ FT

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

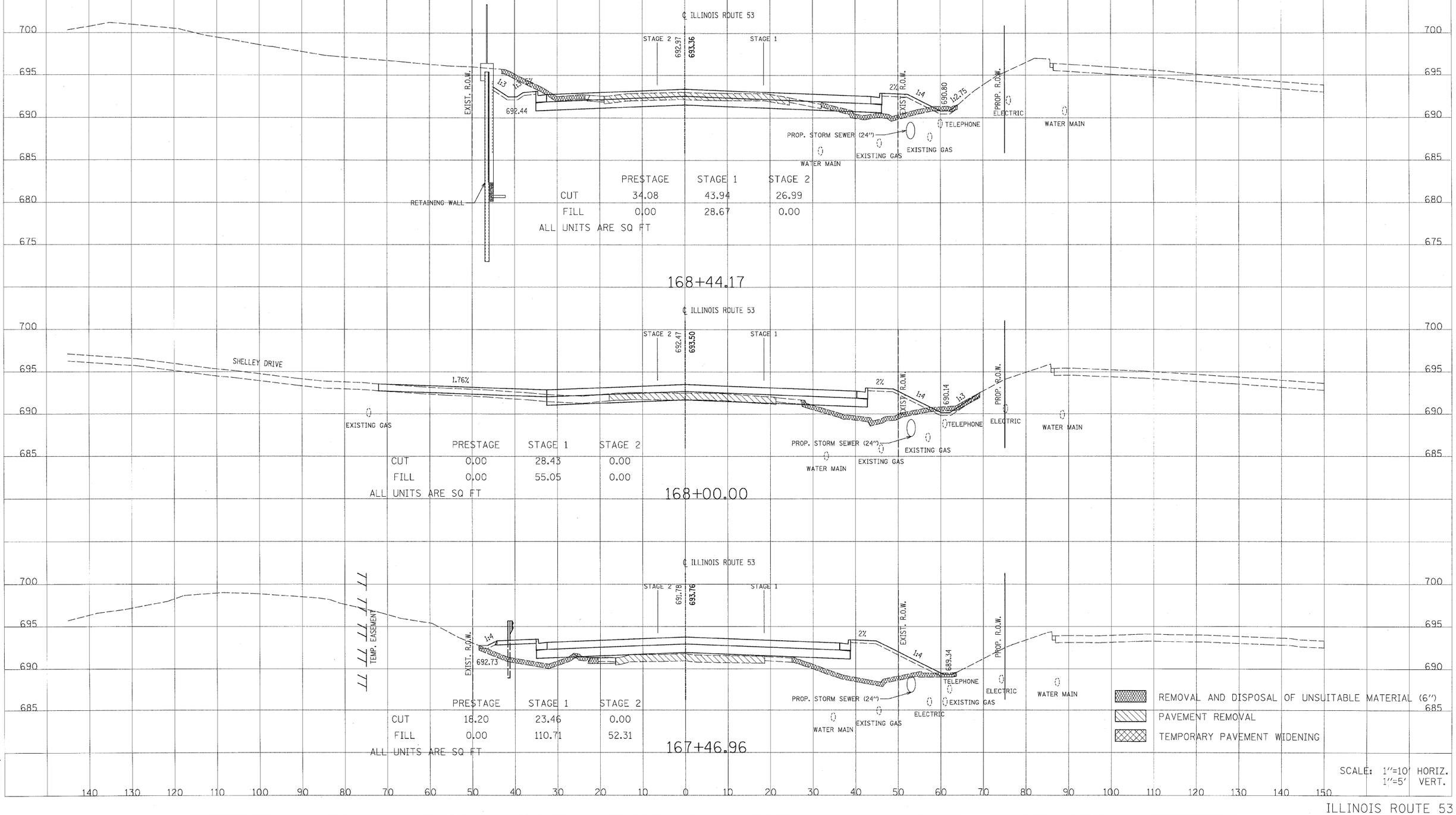
FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TYPICAL — AREAS — DATE — BY — AREAS CHECKED

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	114
STA. 167+46.96 TO STA. 168+44.17				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881



PATRICK ENGINEERING INC.
LISLE, ILLINOIS

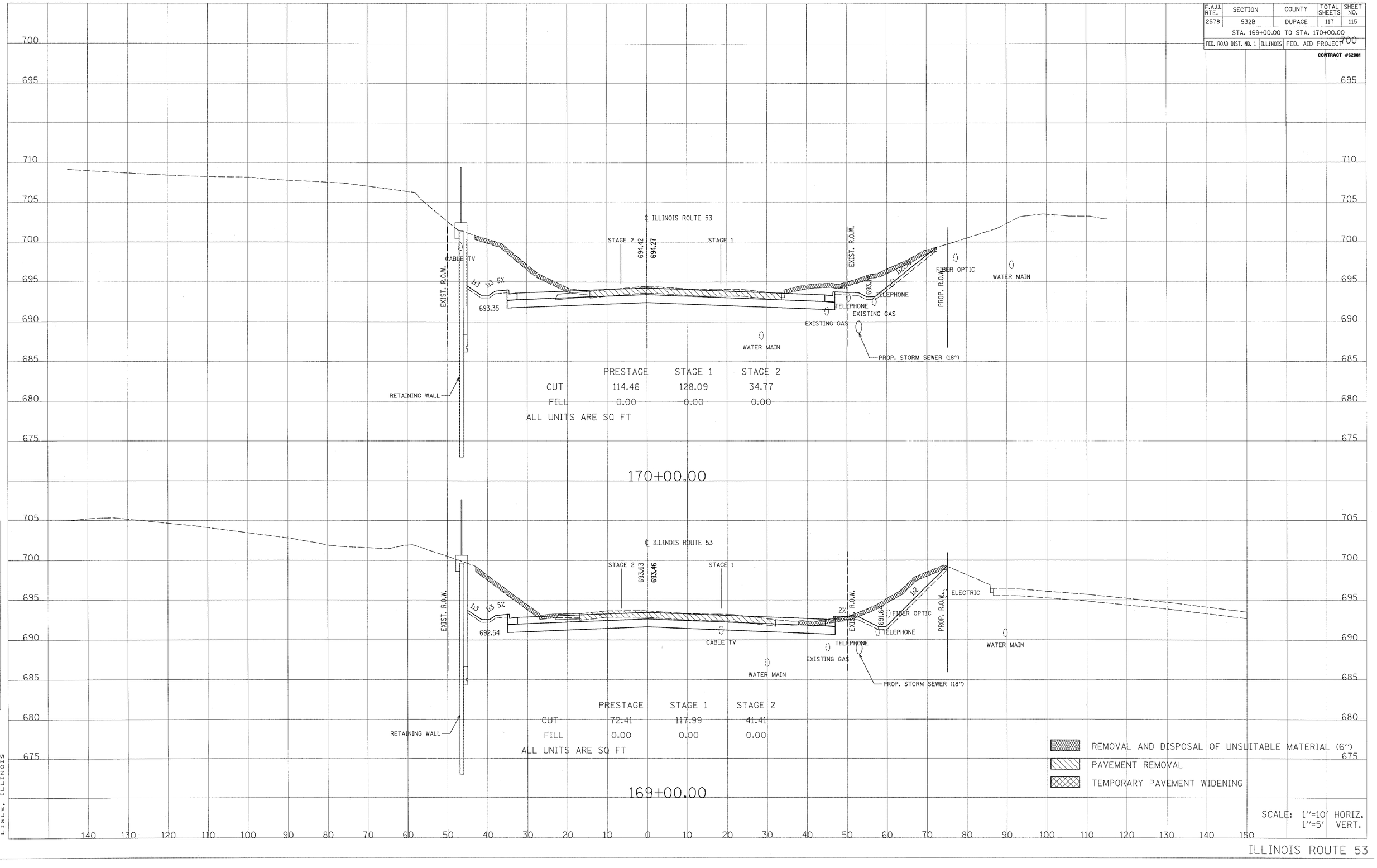
ILLINOIS ROUTE 53

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	117	115
STA. 169+00.00 TO STA. 170+00.00				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT #62881

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

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



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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

ILLINOIS ROUTE 53

F.A.U. RTE.	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

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

695 690 685

℄ BALL PARK ENTRANCE

690.57 690.79 690.57

1:50 -2.00 % -2.00 % 1:50

1:3 1:3

Drop Drop

11 + 16.66

STAGE 1

11+16.66	CUT	0.00
	FILL	39.63

ALL UNITS ARE SQ FT

℄ BALL PARK ENTRANCE

691.06 691.28 691.06

1:50 -2.00 % -2.00 % 1:50

1:3 1:3

Drop Drop

10 + 99.93

STAGE 1

10+99.93	CUT	0.00
	FILL	50.42

ALL UNITS ARE SQ FT

℄ BALL PARK ENTRANCE

692.18 692.43 692.19

1:50.17 -2.17 % -2.00 % 1:52.19

1:3.01 1:3.13

Drop Drop

10 + 60.49

STAGE 1

10+60.49	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.

BALL PARK ENTRANCE

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

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

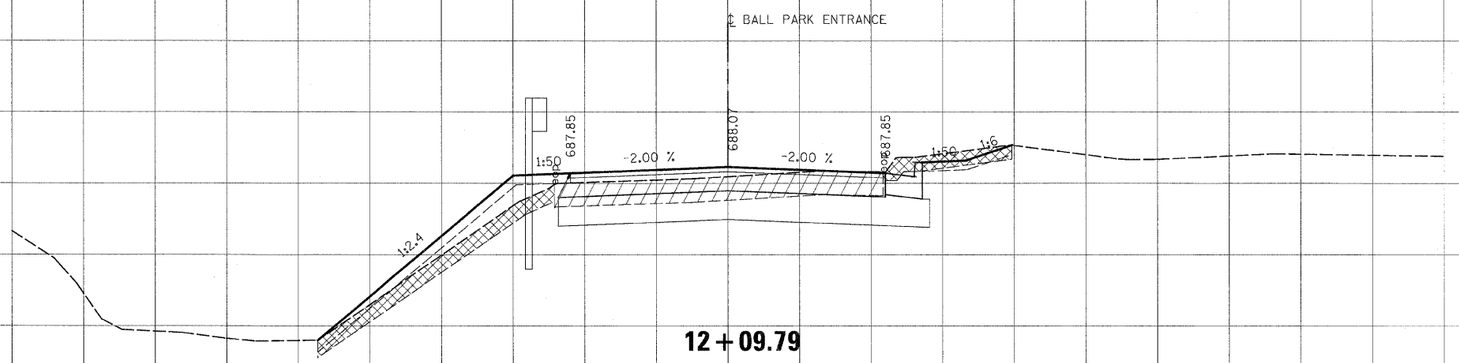
PATRICK ENGINEERING INC.
LISLE, ILLINOIS

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

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

ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS	
AREAS CHECKED	
NO.	

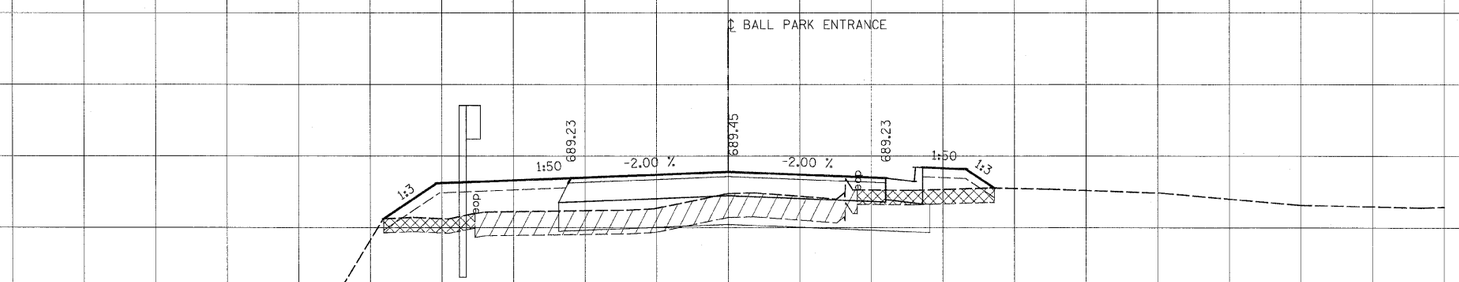


12 + 09.79

STAGE 1

12+09.79		
	CUT	20.79
	FILL	12.58

ALL UNITS ARE SQ FT



11 + 62.57

STAGE 1

11+62.57		
	CUT	0.00
	FILL	20.67

ALL UNITS ARE SQ FT

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

PAVEMENT REMOVAL

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

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

BALL PARK ENTRANCE