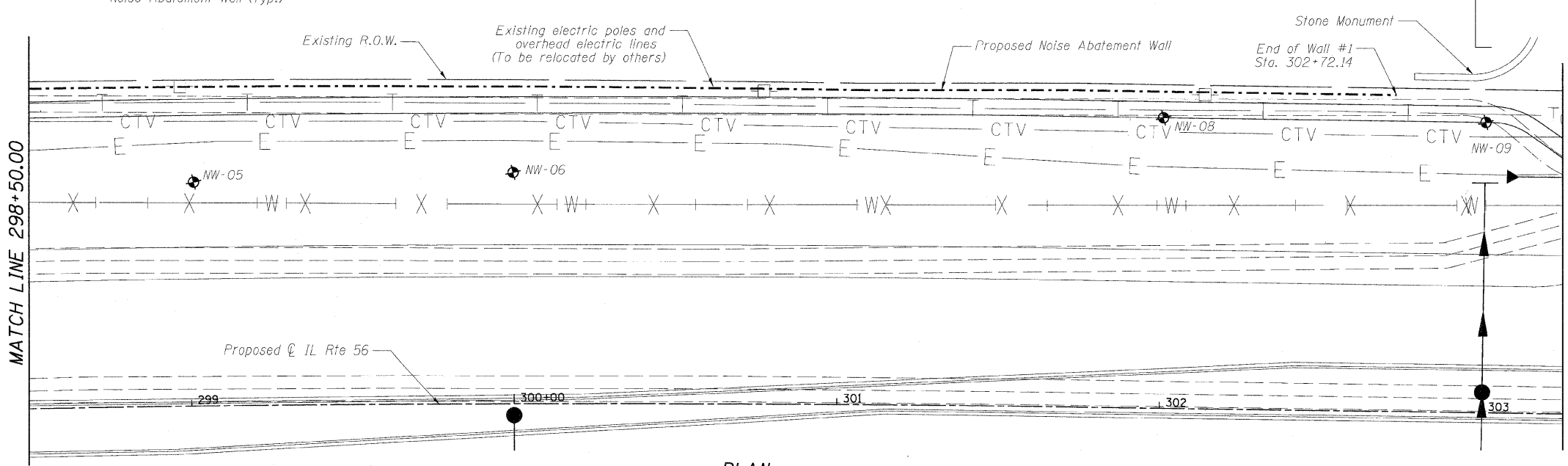
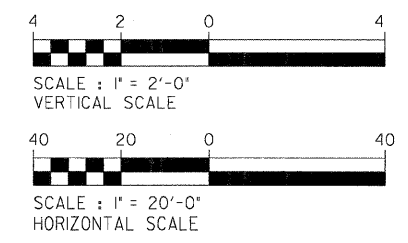
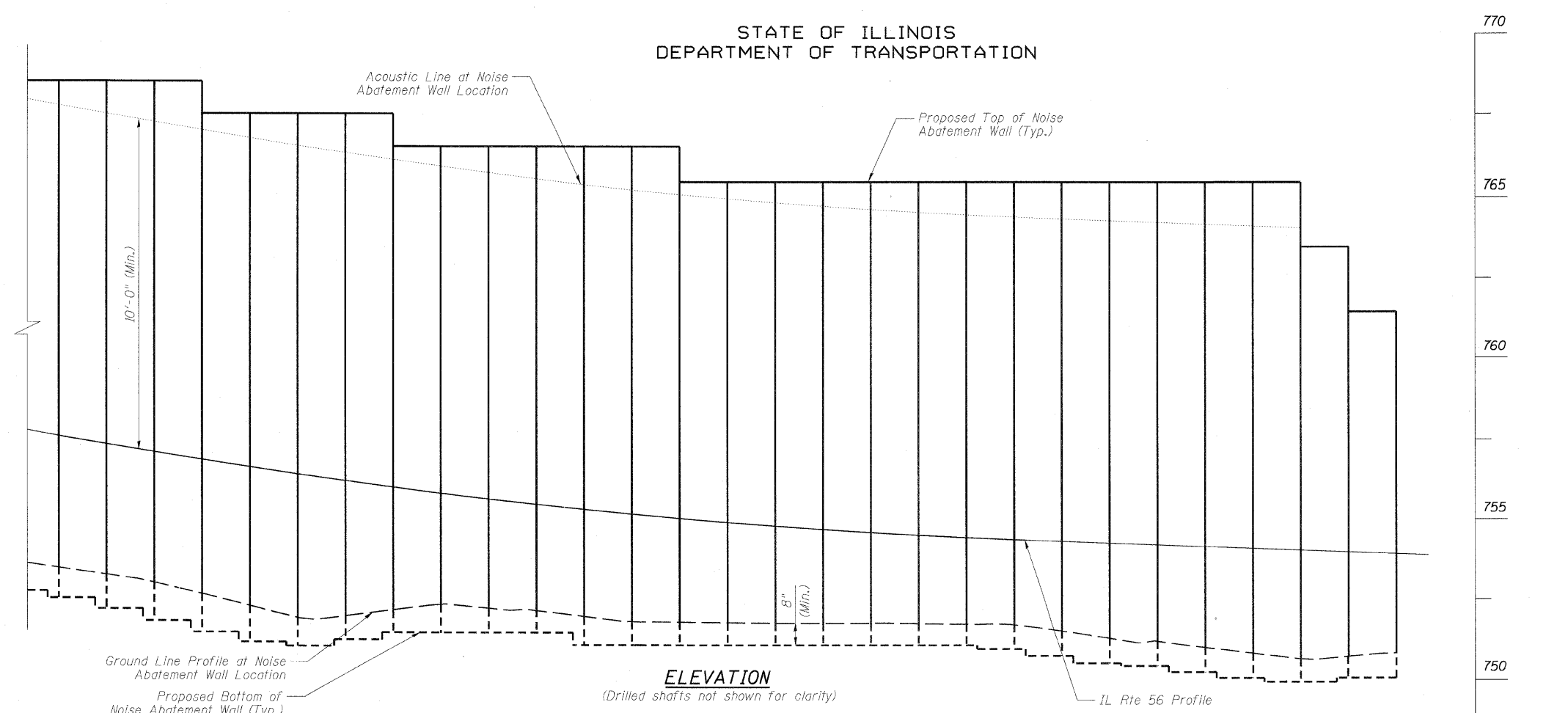


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**NOTE:**  
1. Field verify location of existing stone monument. End of wall #1 shall not interfere with or overlap the stone monument.

GENERAL PLAN AND ELEVATION 2 OF 17  
NOISE ABATEMENT WALL

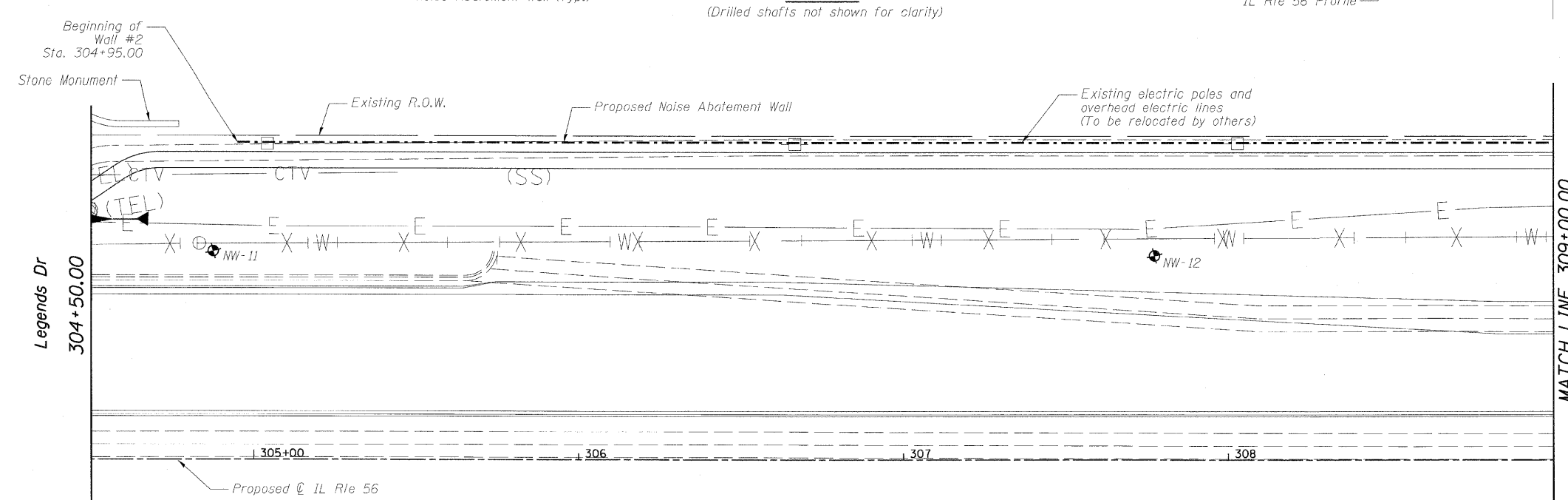
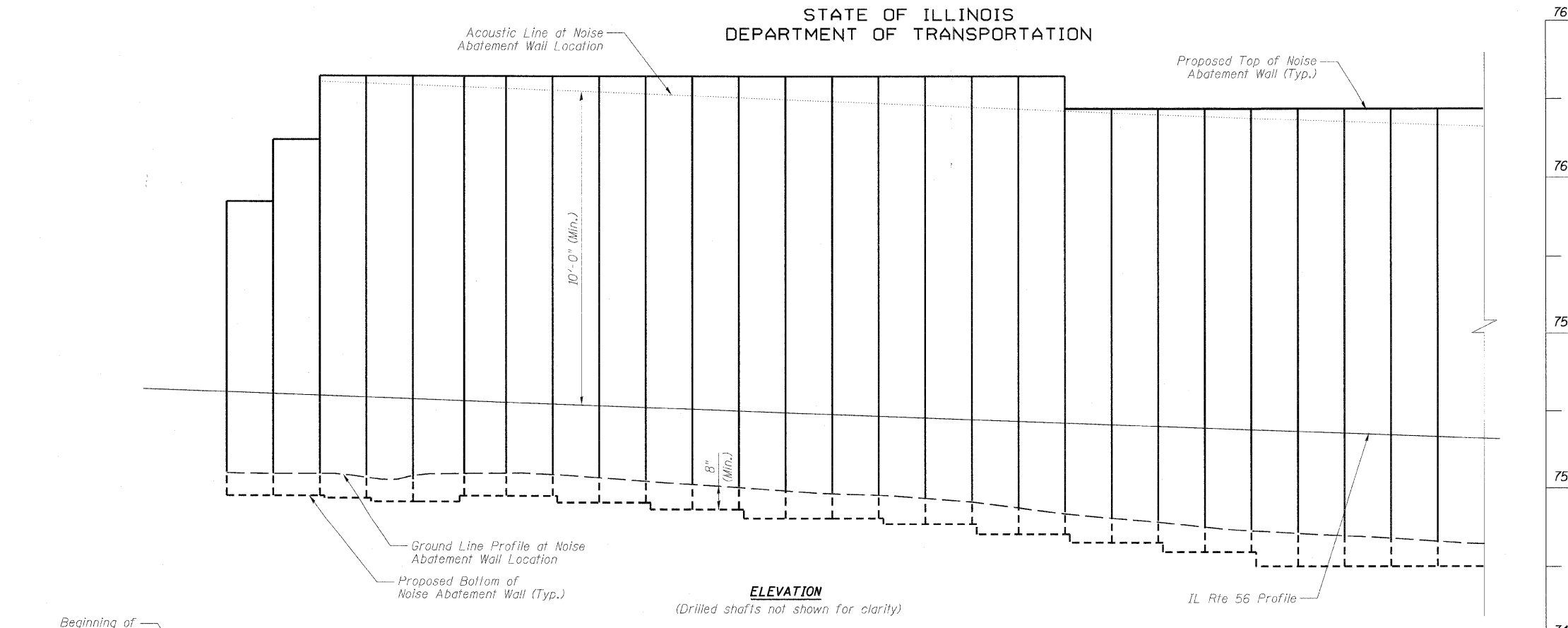
DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

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312-566-0450 Job No. 3733

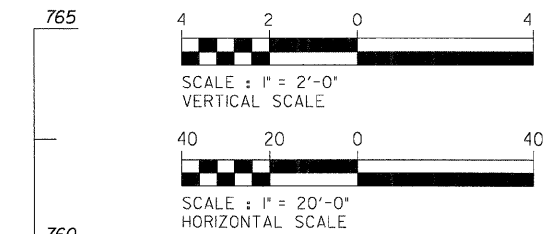
SHEET NO. N2 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN



**NOTE:**

1. Field verify location of existing stone monument. Start of wall #2 shall not interfere with or overlap the stone monument.

GENERAL PLAN AND ELEVATION 3 OF 17  
NOISE ABATEMENT WALL

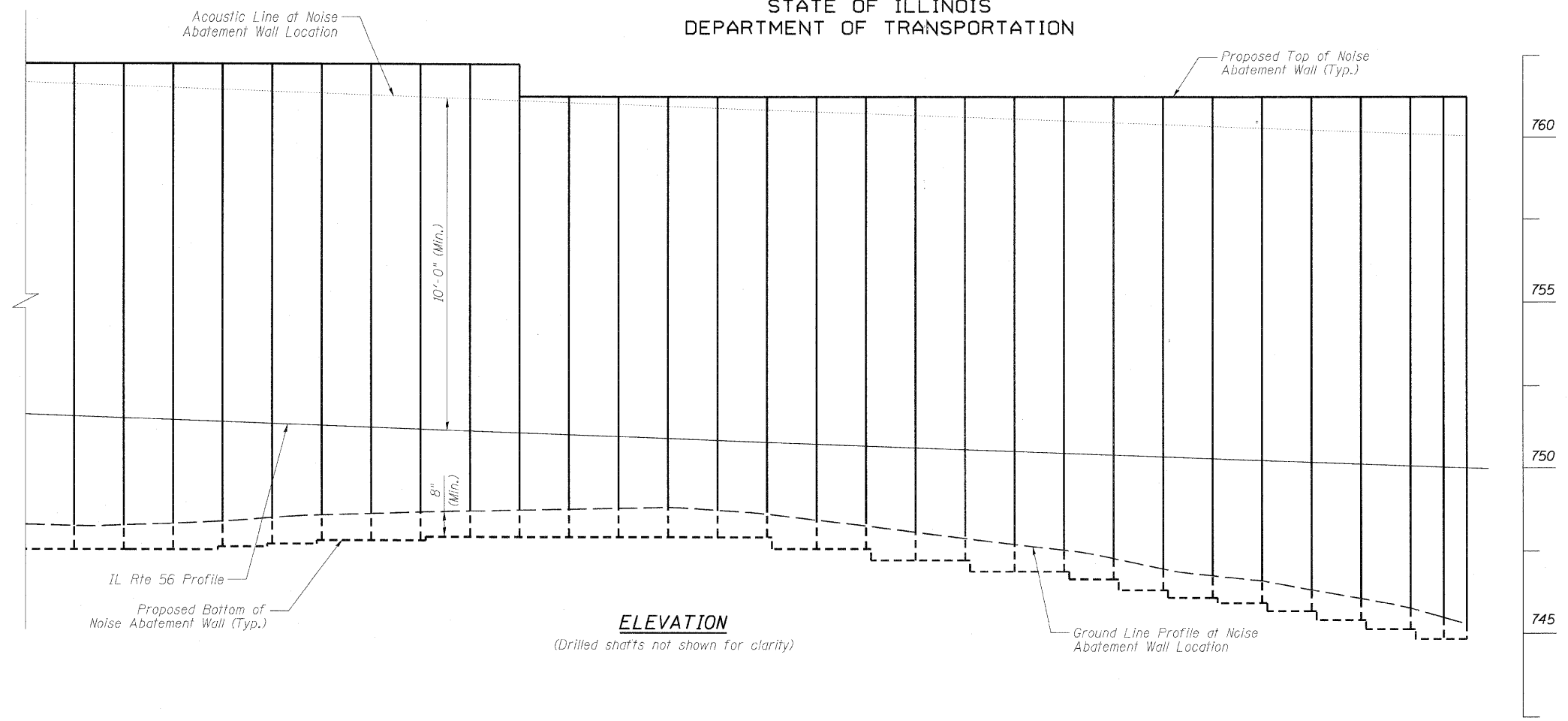
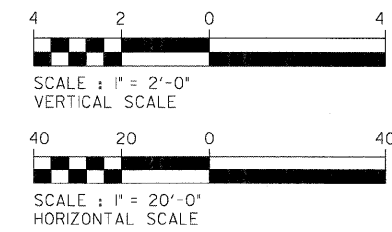
DESIGNED	-	RJT
CHECKED	-	MRB
DRAWN	-	MB
CHECKED	-	MRB

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205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

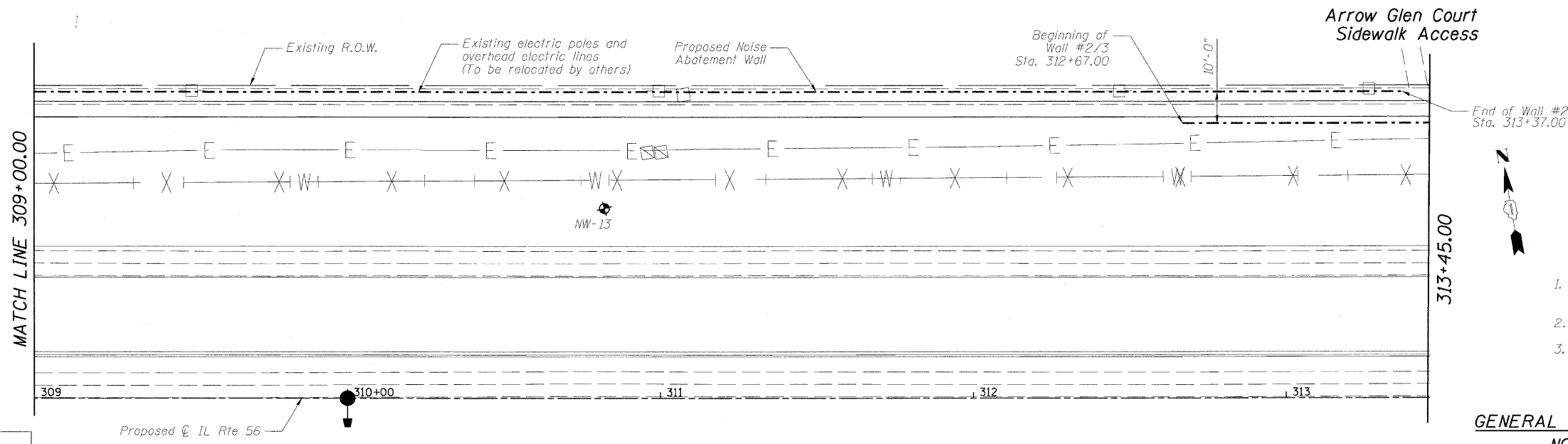
SHEET NO. N3 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**  
(Drilled shafts not shown for clarity)



**PLAN**

**NOTES:**

- Elevation for Wall 2/3 not shown for clarity, see sheet N20 for elevation.
- End of Wall 2 shall not be stepped.
- Walls 2 and 3 shall be centered around existing access sidewalk. Adjust wall ends as required.

**GENERAL PLAN AND ELEVATION 4 OF 17  
NOISE ABATEMENT WALL**

DESIGNED	- RJT
CHECKED	- MRB
DRAWN	- MB
CHECKED	- MRB

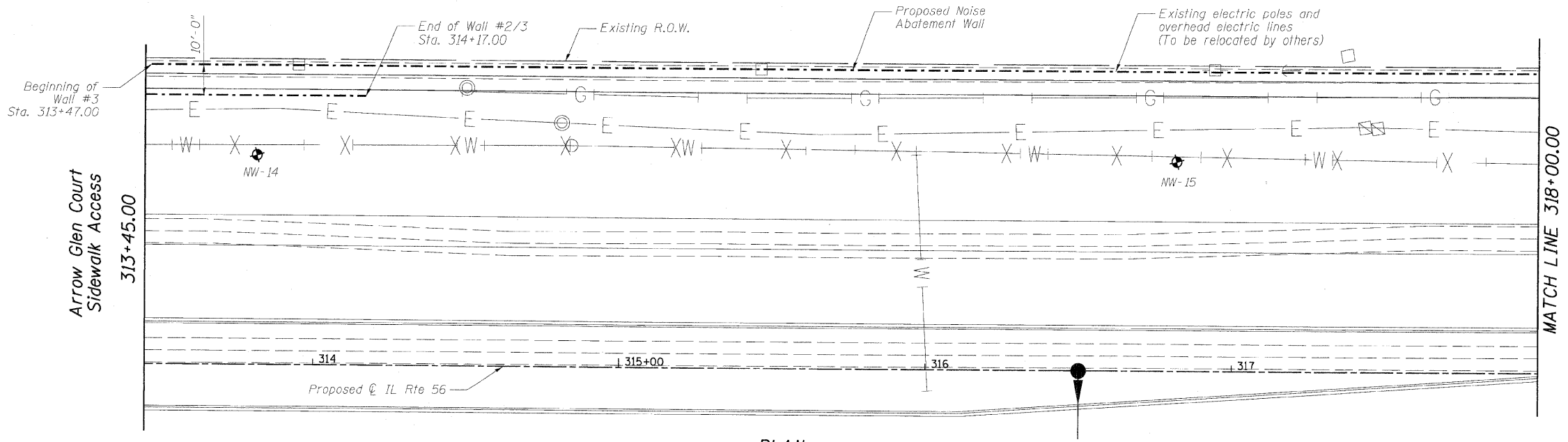
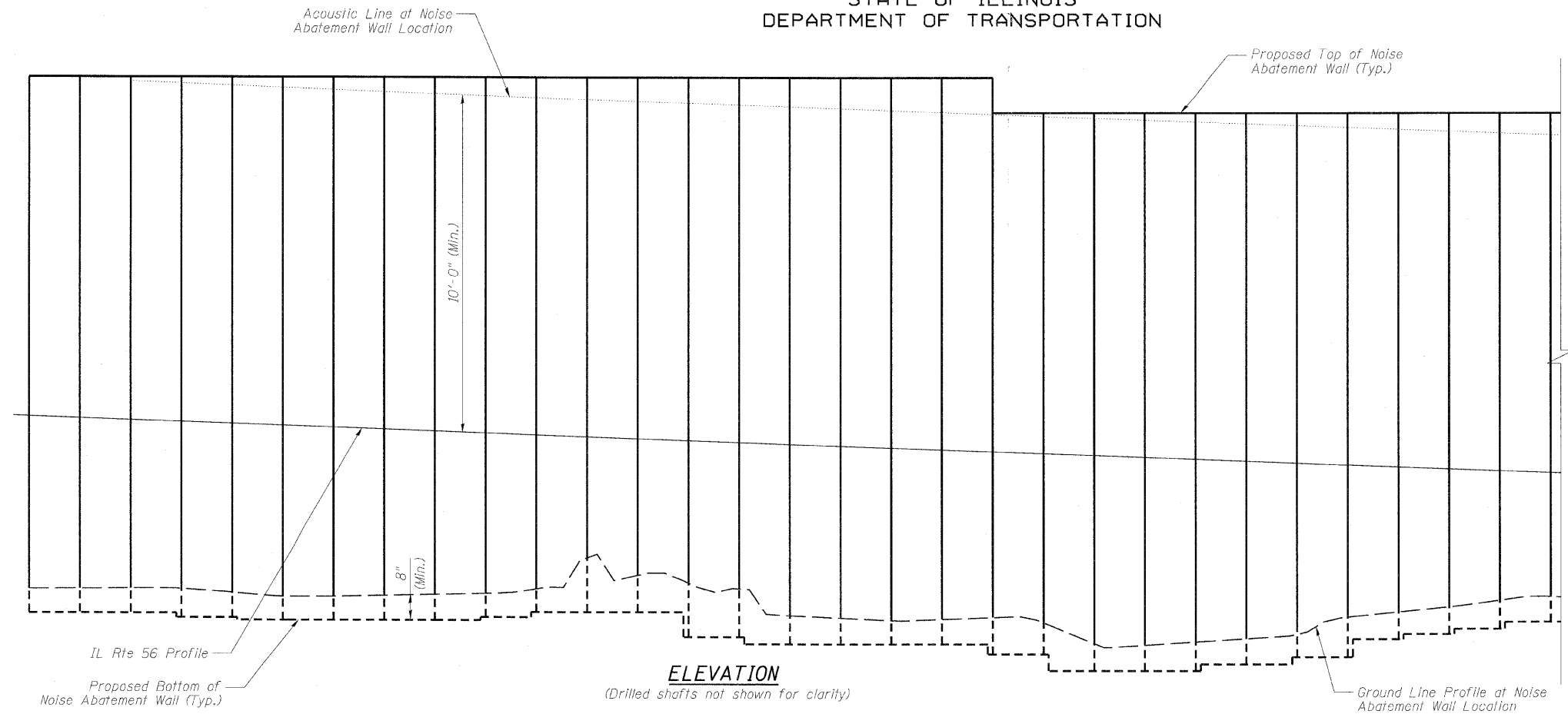
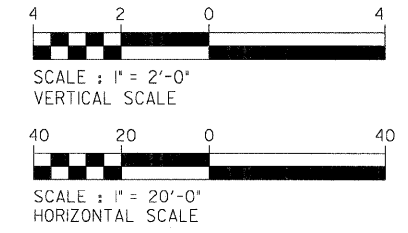
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SHEET NO. N4 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	403
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



- NOTES:**
1. Elevation for Wall 2/3 not shown for clarity, see sheet N20 for elevation.
  2. Beginning of Wall 3 shall not be stepped.
  3. Walls 2 and 3 shall be centered around access sidewalk. Adjust wall ends as required.

**GENERAL PLAN AND ELEVATION 5 OF 17  
NOISE ABATEMENT WALL**

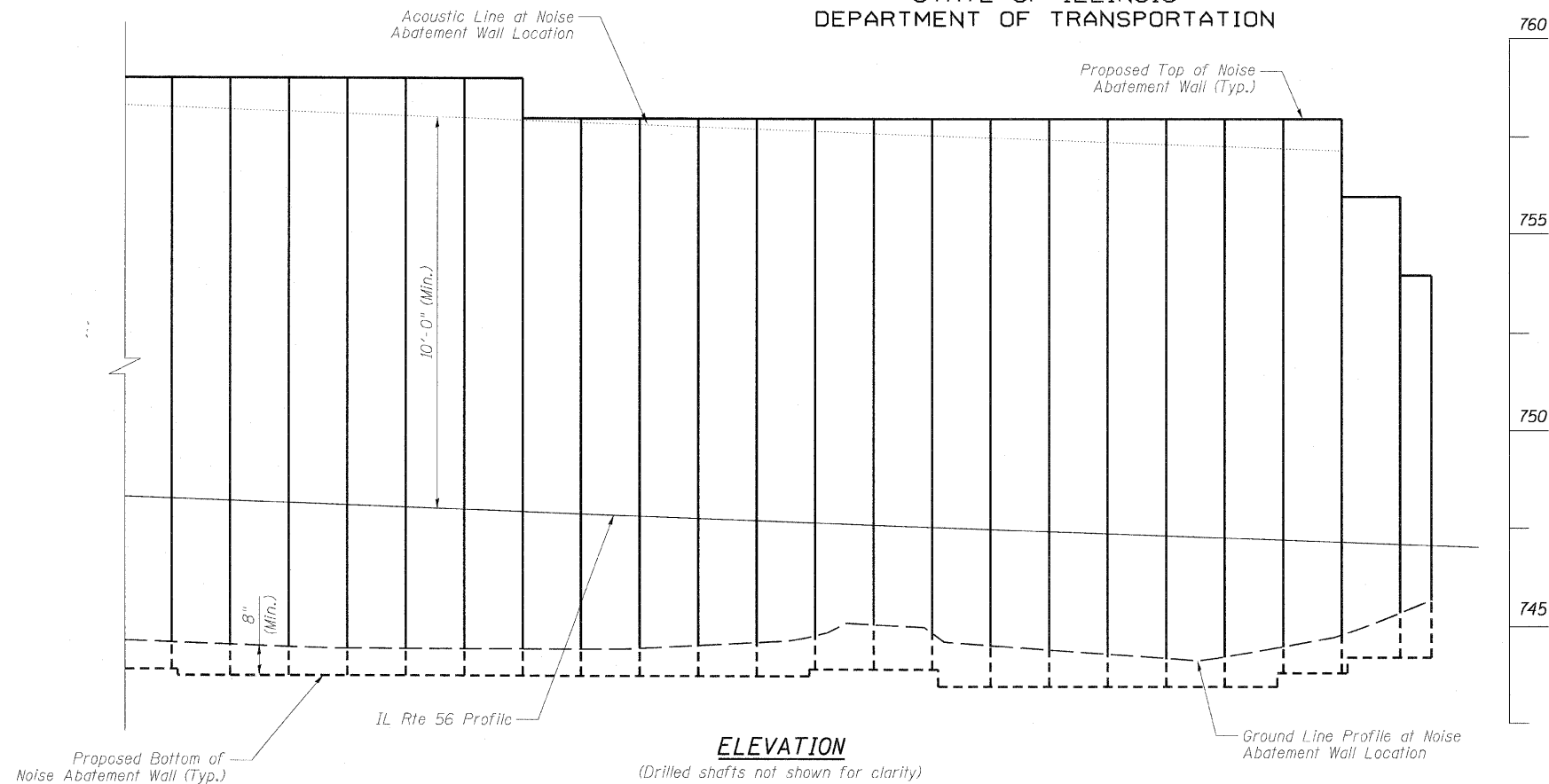
DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

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SHEET NO. N5 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	404
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

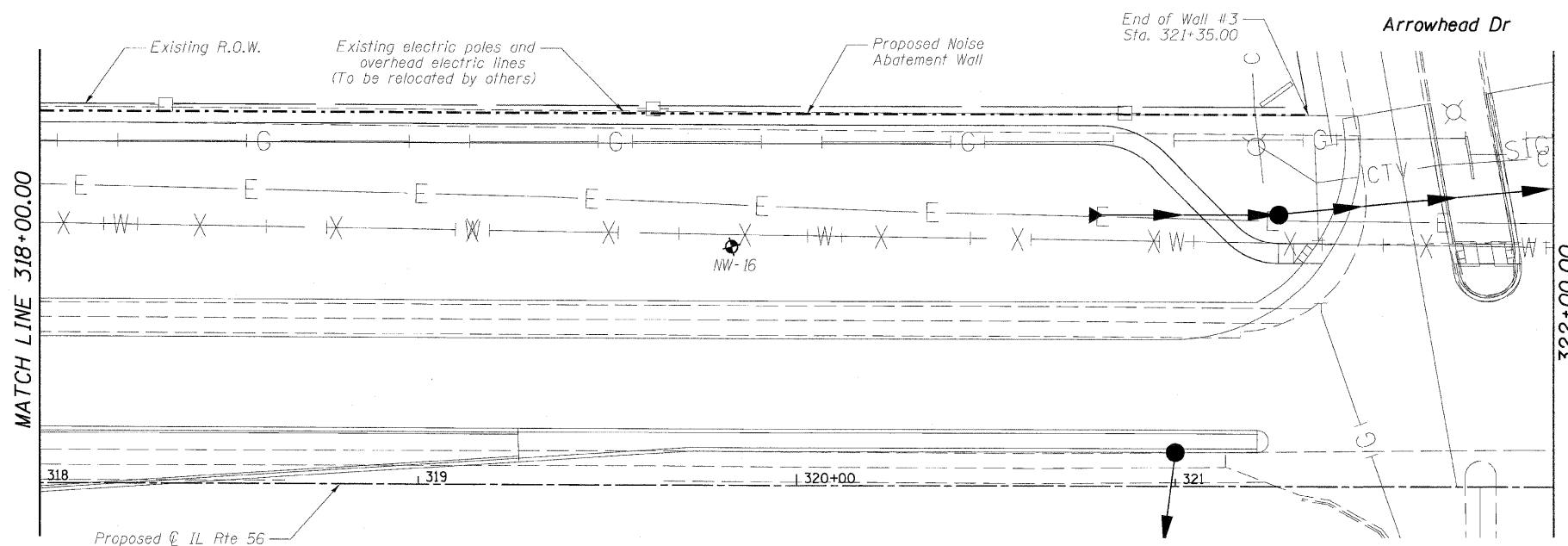
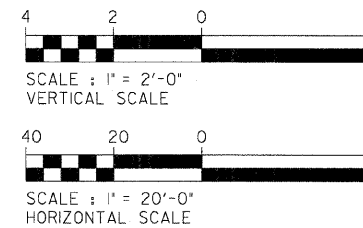
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**

(Drilled shafts not shown for clarity)



**PLAN**

DESIGNED	- RJT
CHECKED	- MRB
DRAWN	- MB
CHECKED	- MRB

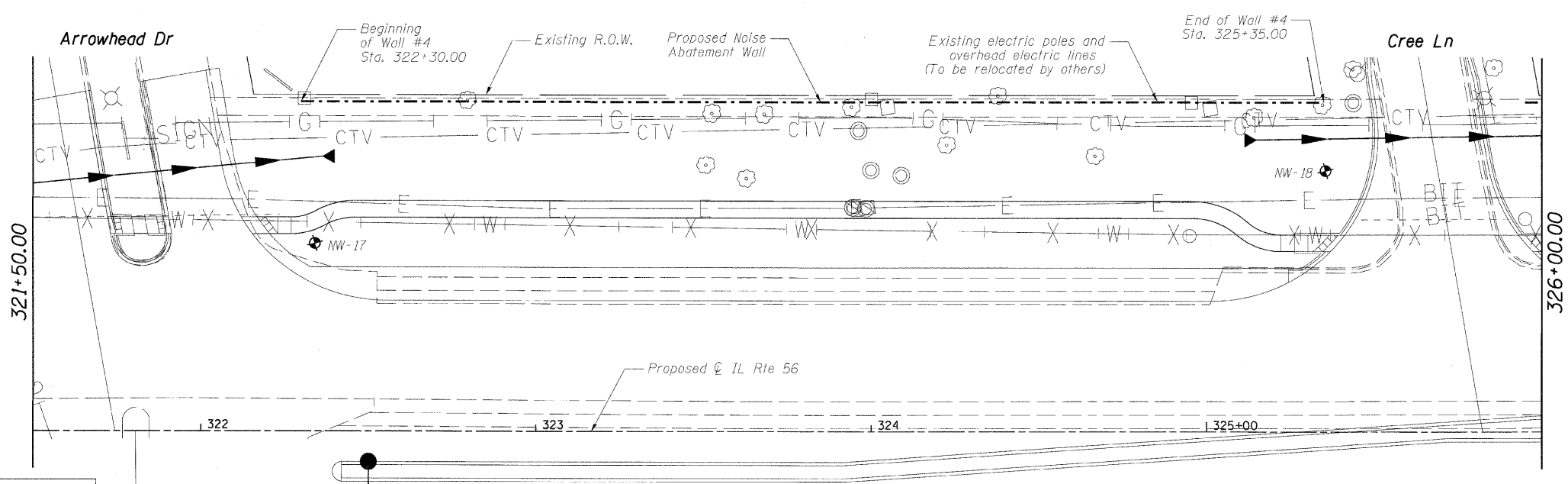
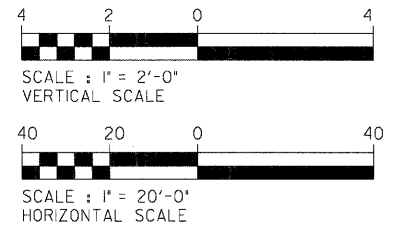
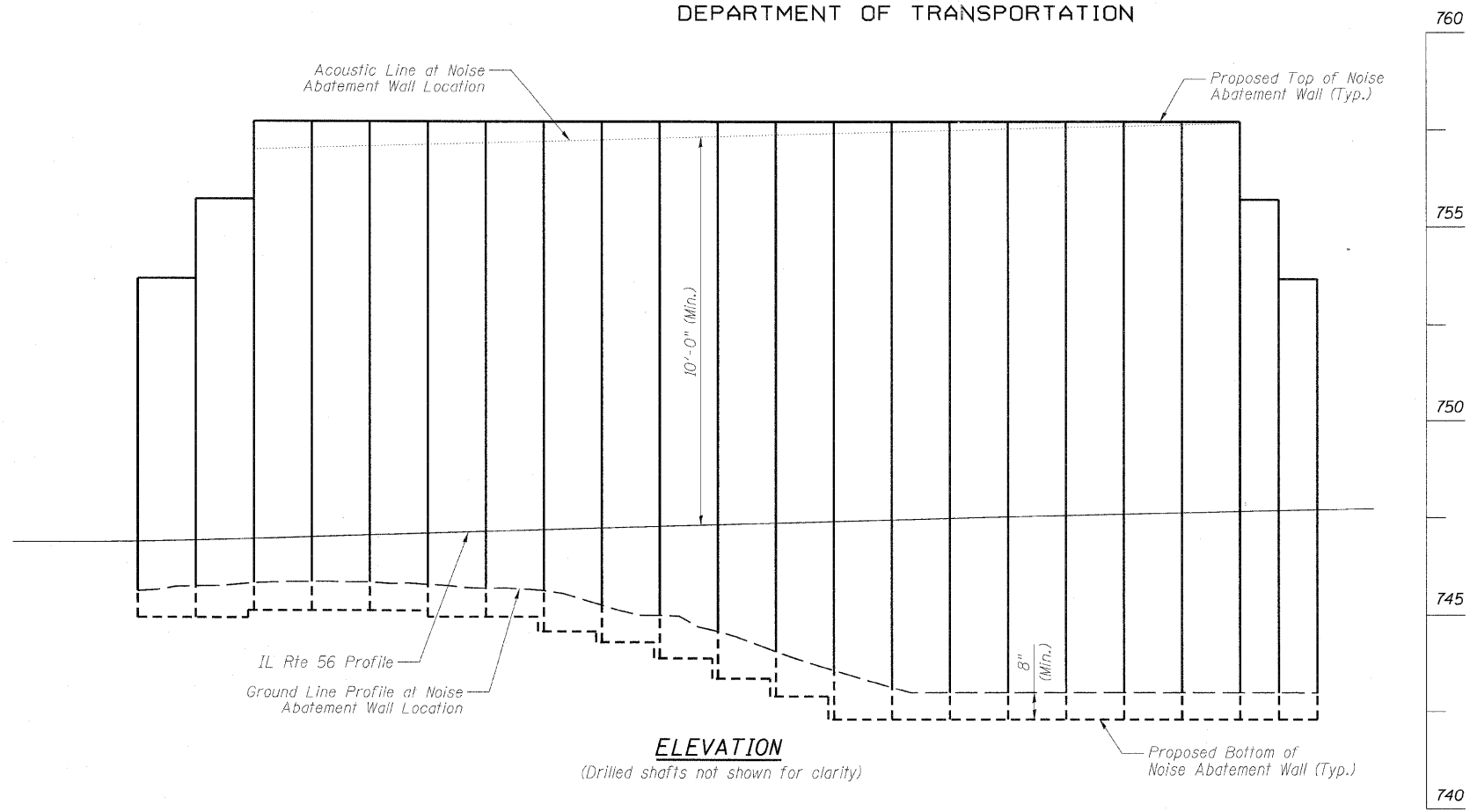
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SHEET NO. N6 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	405
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

**GENERAL PLAN AND ELEVATION 6 OF 17  
NOISE ABATEMENT WALL**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

GENERAL PLAN AND ELEVATION 7 OF 17  
NOISE ABATEMENT WALL

DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

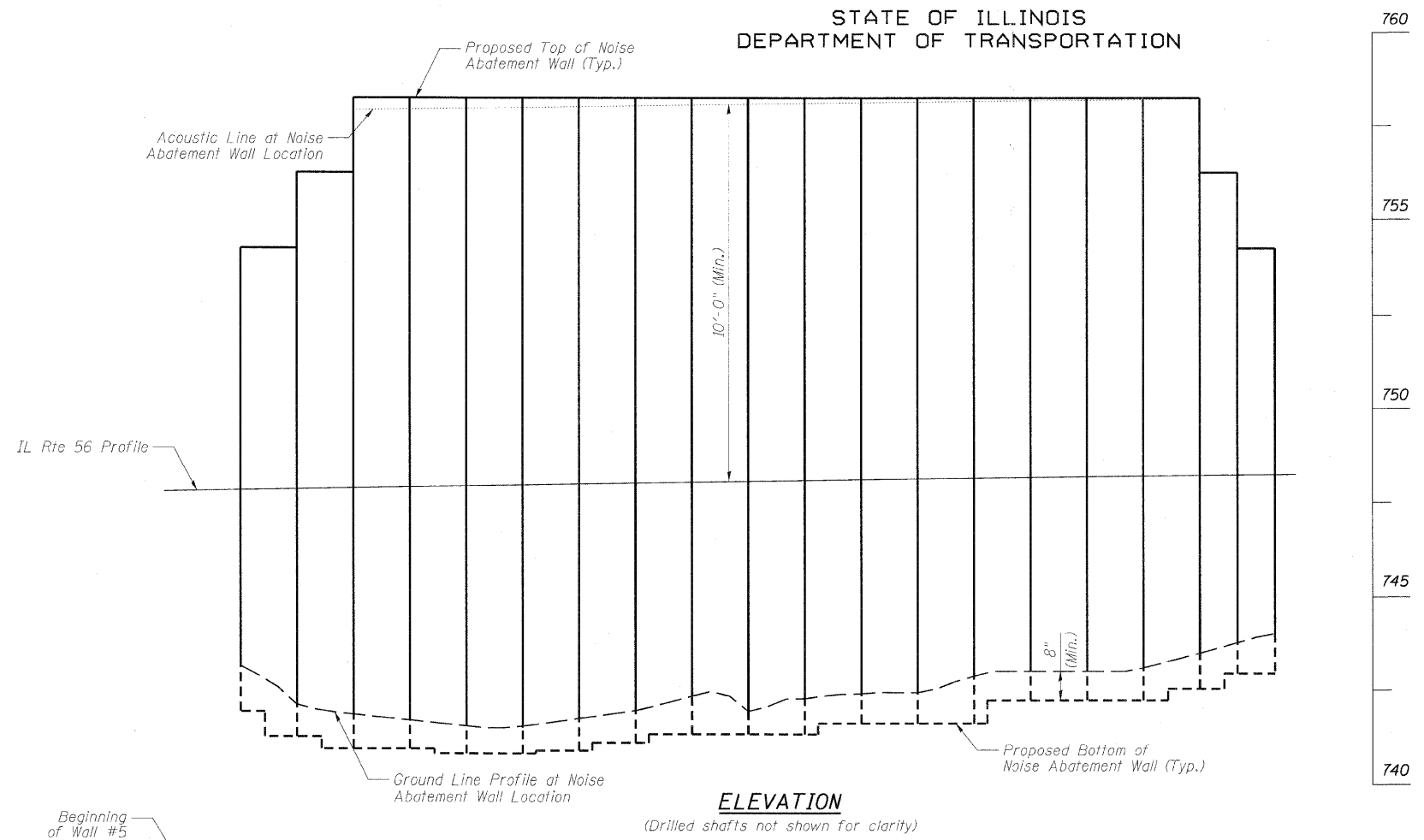
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SHEET NO. N7 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

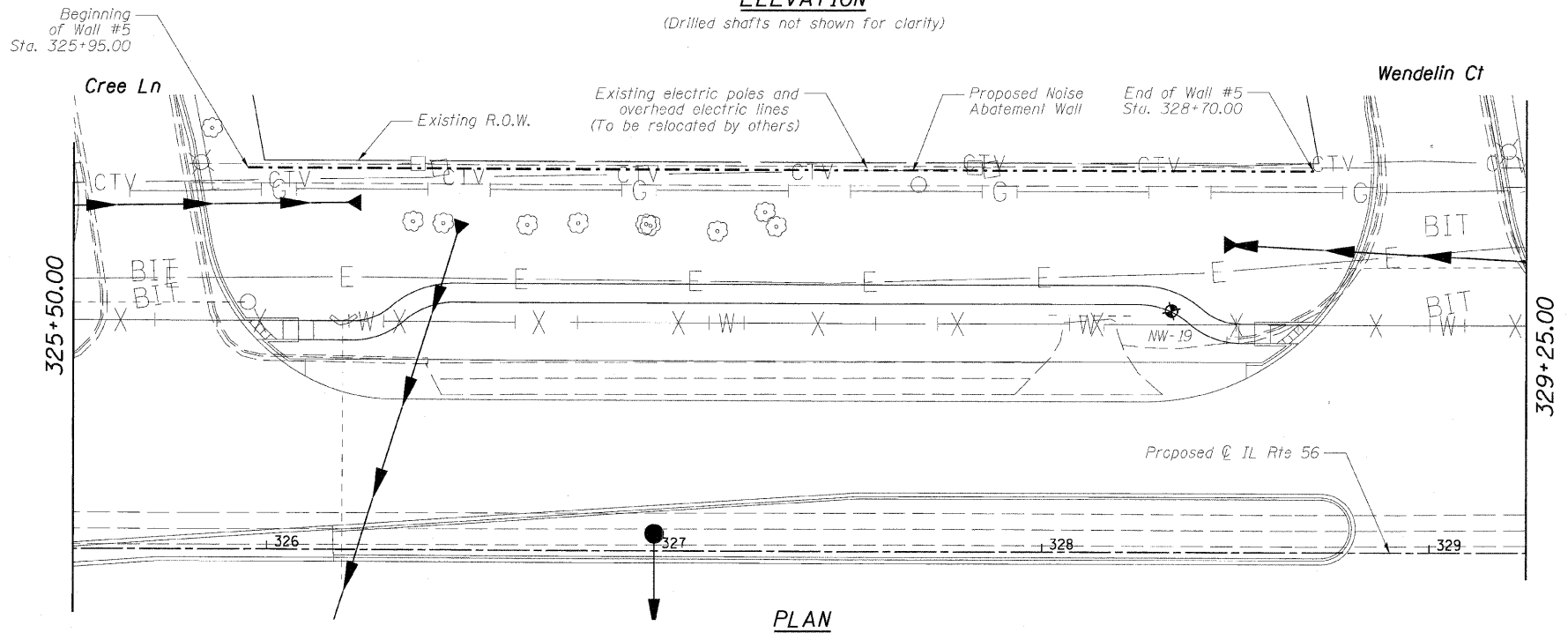
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DEPARTMENT OF TRANSPORTATION

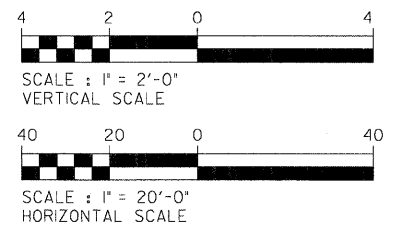


**ELEVATION**

(Drilled shafts not shown for clarity)



**PLAN**



DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

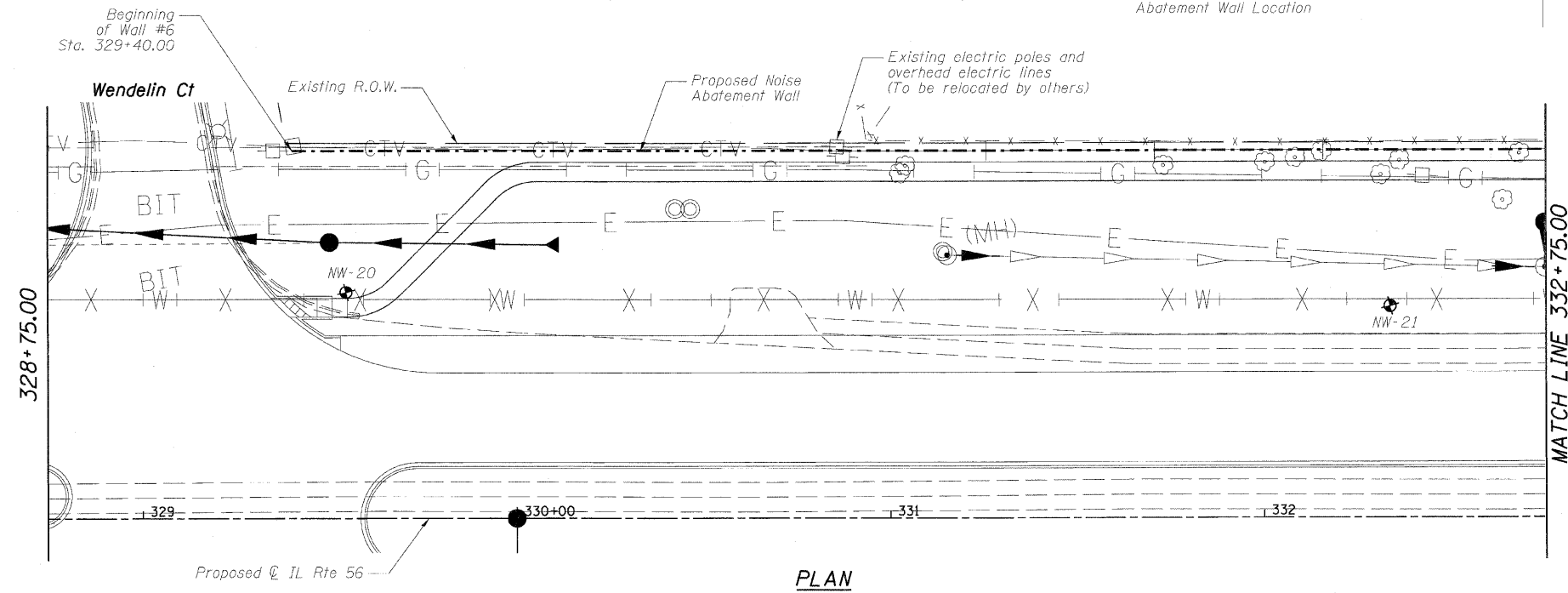
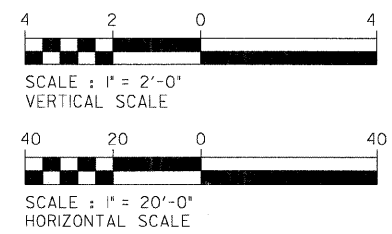
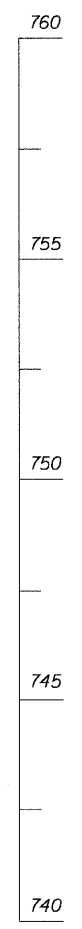
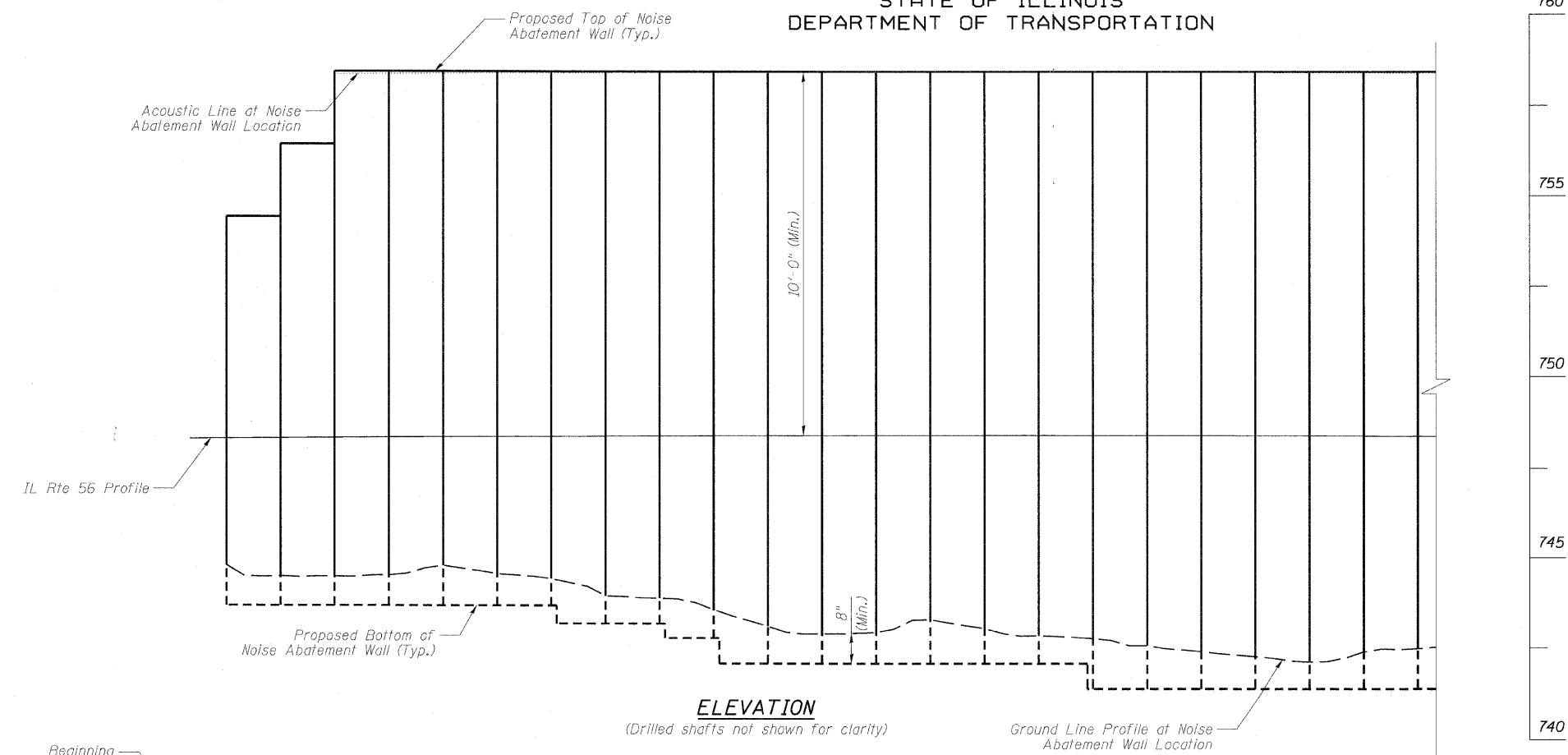
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SHEET NO. N8 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	407
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

**GENERAL PLAN AND ELEVATION 8 OF 17  
NOISE ABATEMENT WALL**

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN

GENERAL PLAN AND ELEVATION 9 OF 17  
NOISE ABATEMENT WALL

DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

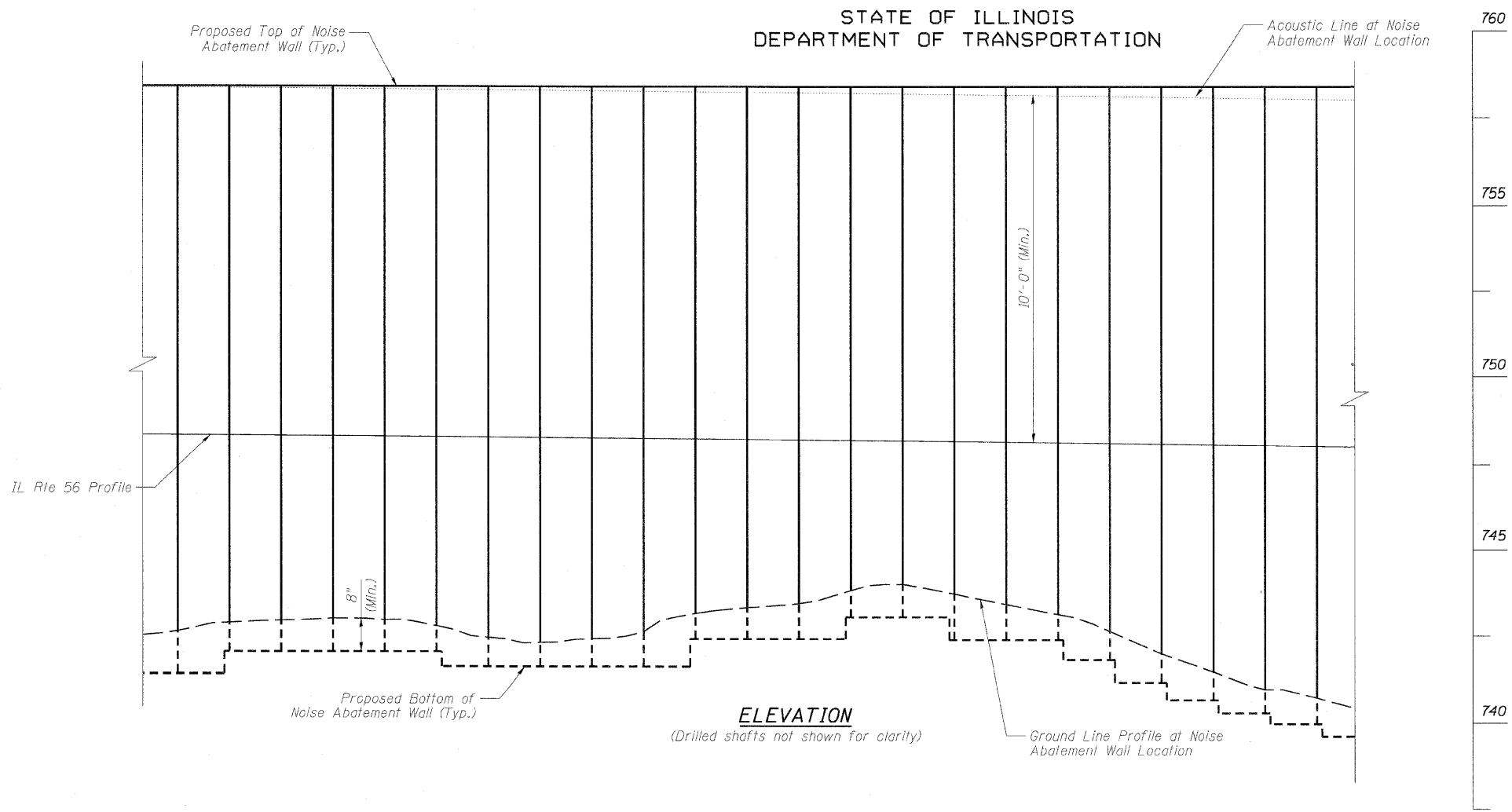
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SHEET NO. N9 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	408
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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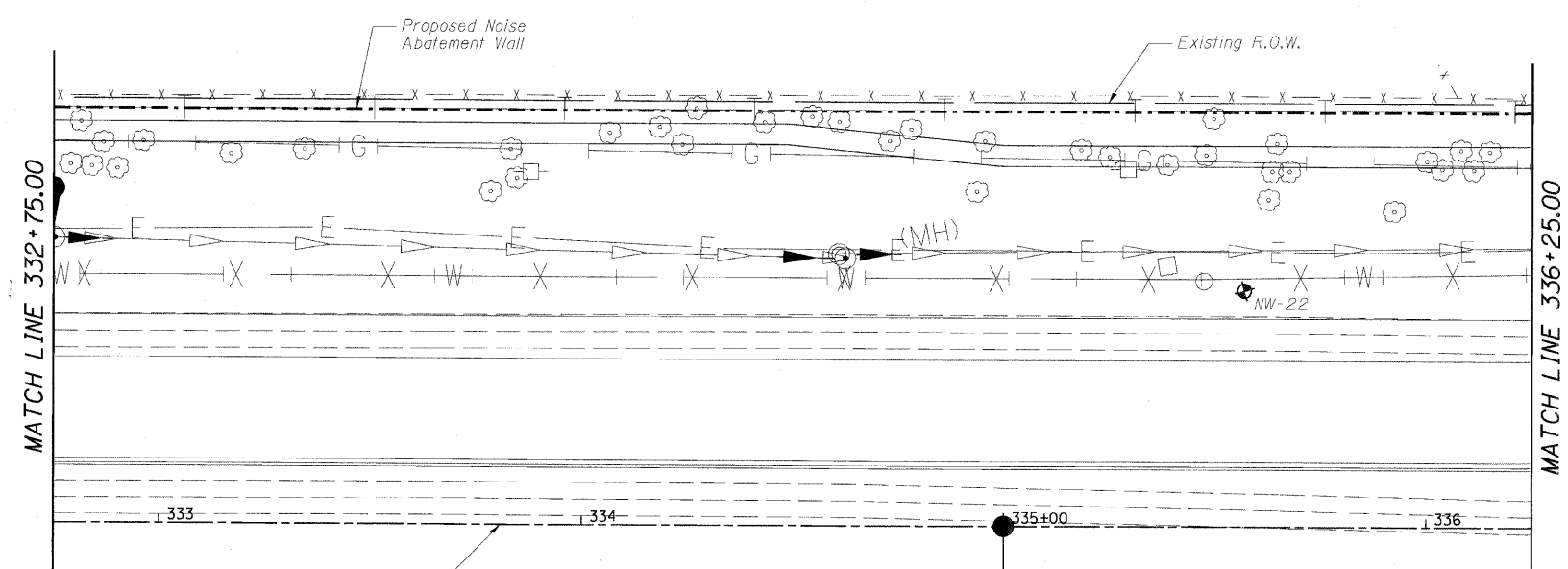


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DEPARTMENT OF TRANSPORTATION

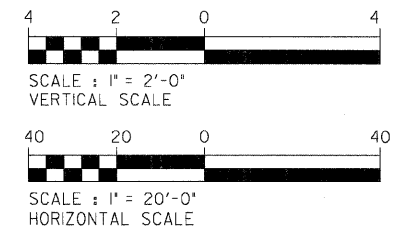


**ELEVATION**

(Drilled shafts not shown for clarity)



**PLAN**



DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

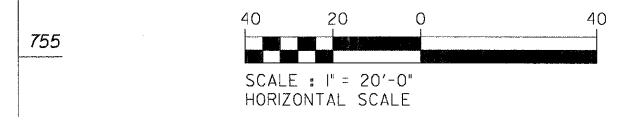
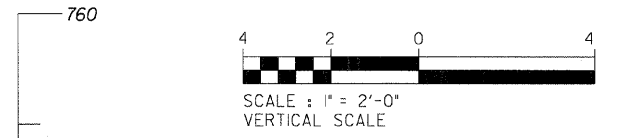
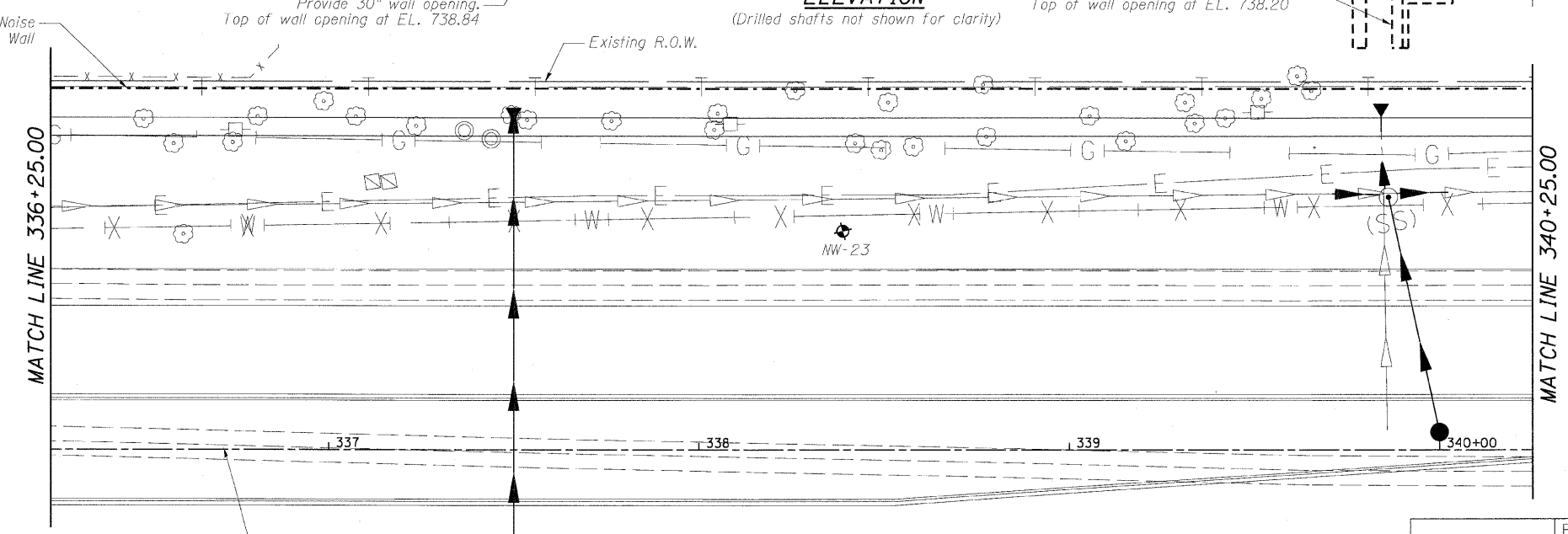
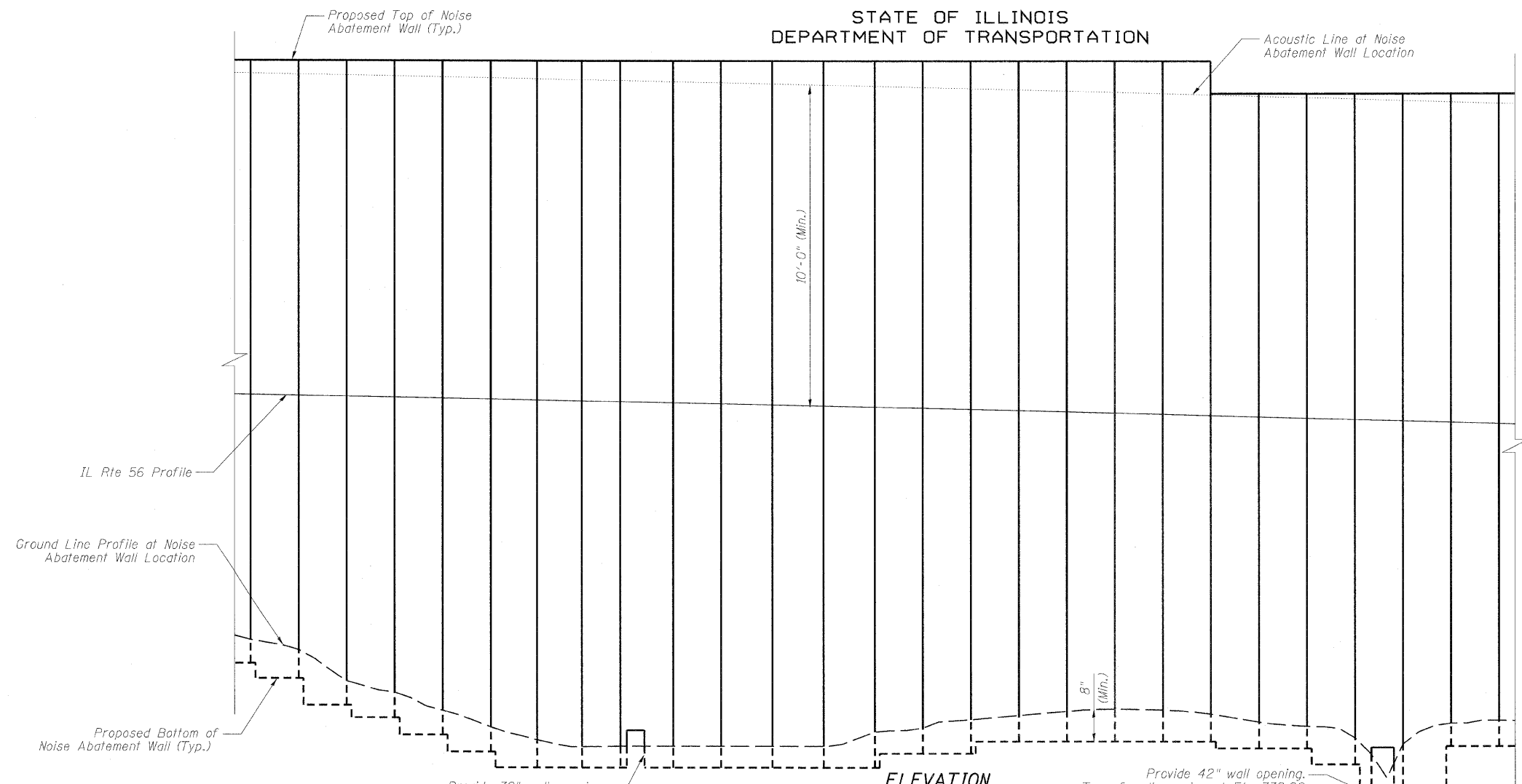
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**GENERAL PLAN AND ELEVATION 10 OF 17  
NOISE ABATEMENT WALL**

SHEET NO. N10 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



GENERAL PLAN AND ELEVATION 11 OF 17  
NOISE ABATEMENT WALL

DESIGNED	-	RJT
CHECKED	-	MRB
DRAWN	-	MB
CHECKED	-	MRB

Proposed @ IL Rte 56

PLAN

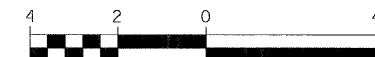
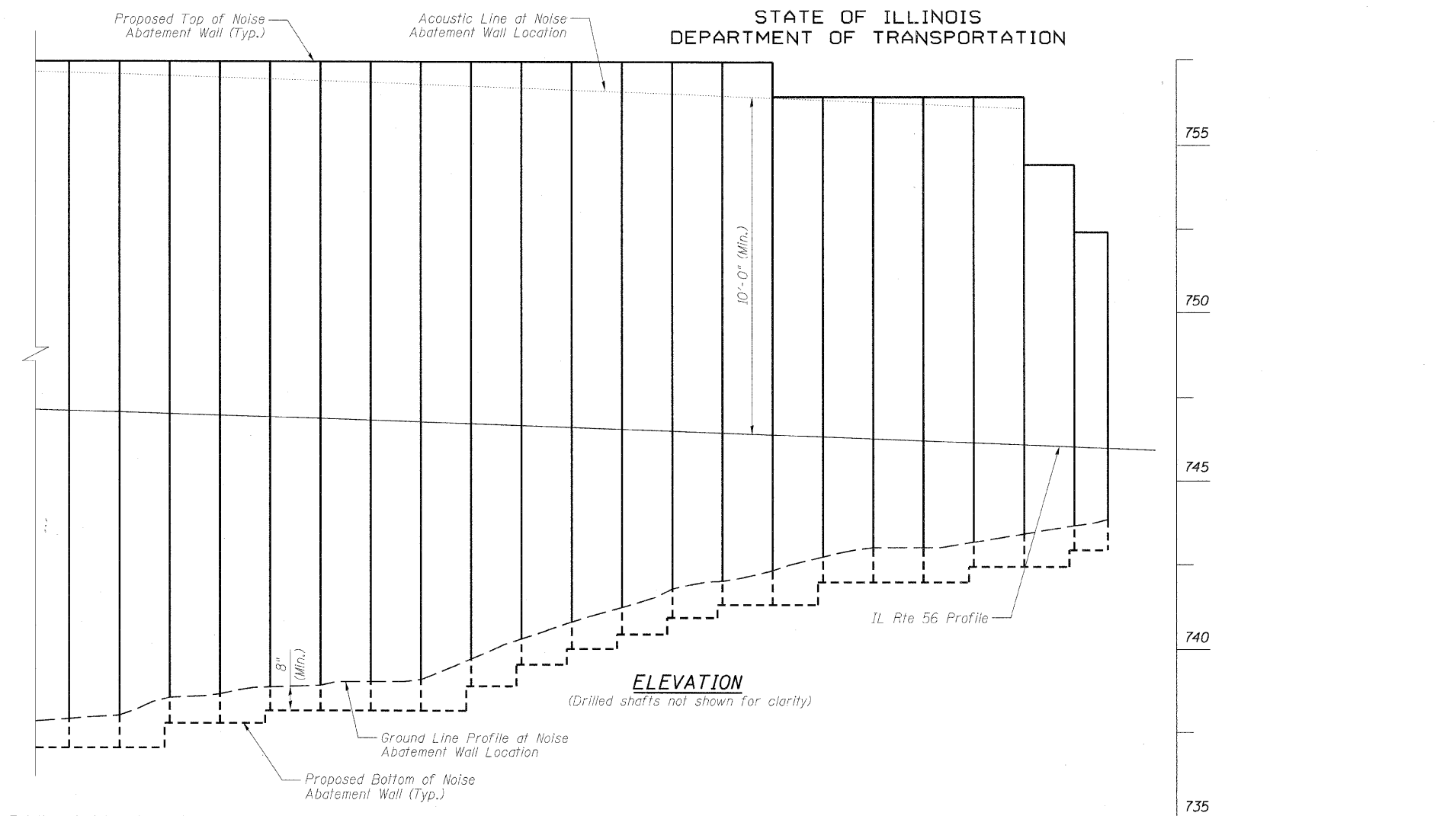
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Chicago, Illinois 60601  
312-565-0450 Job No. 3733

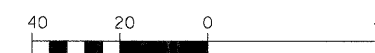
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ILLINOIS FED. AID PROJECT					

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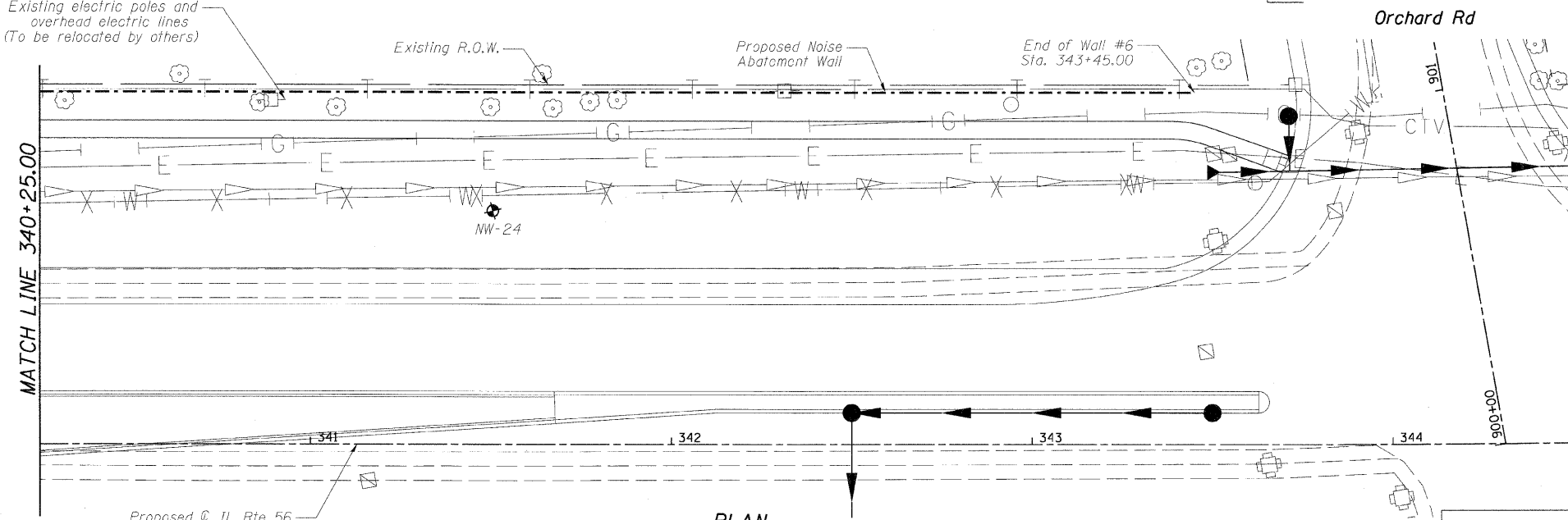
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SCALE : 1" = 2'-0"  
VERTICAL SCALE



SCALE : 1" = 20'-0"  
HORIZONTAL SCALE



GENERAL PLAN AND ELEVATION 12 OF 17  
NOISE ABATEMENT WALL

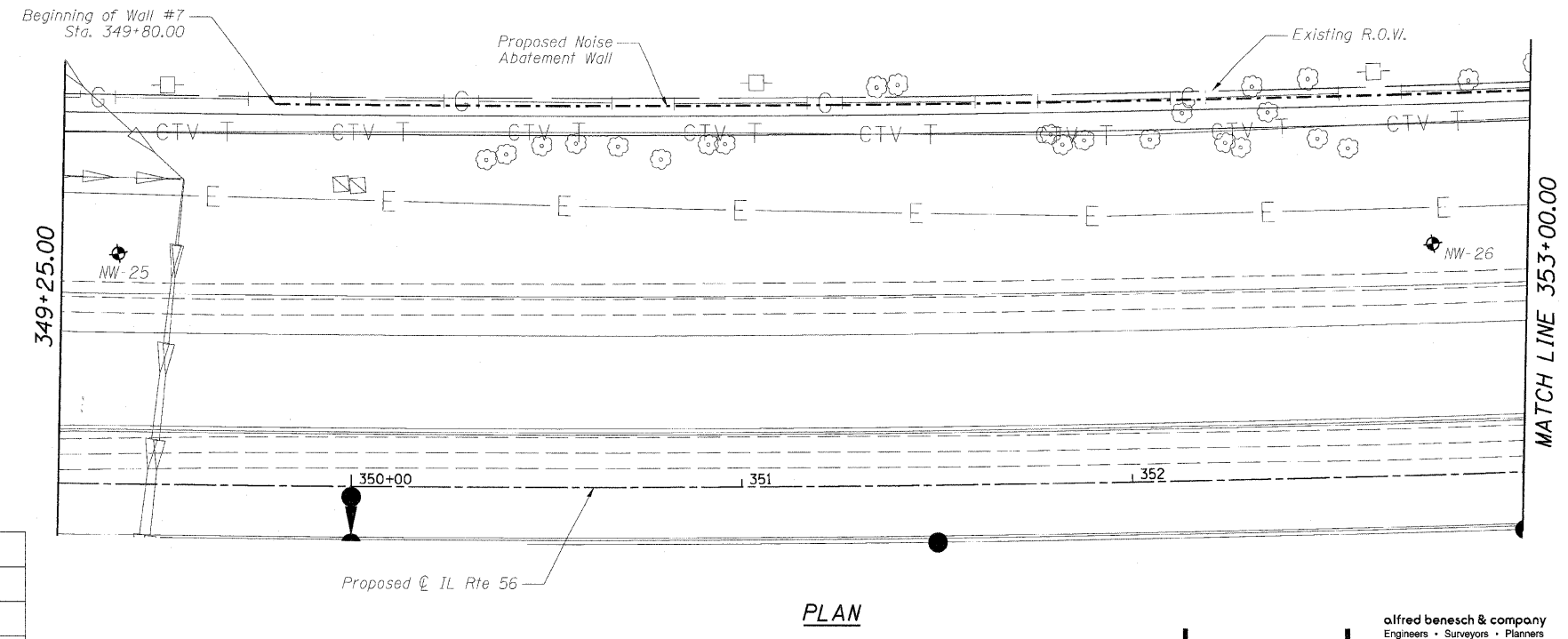
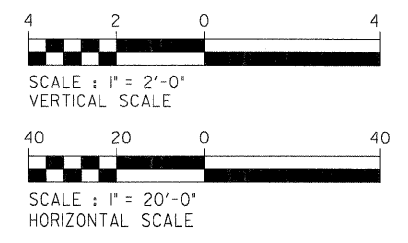
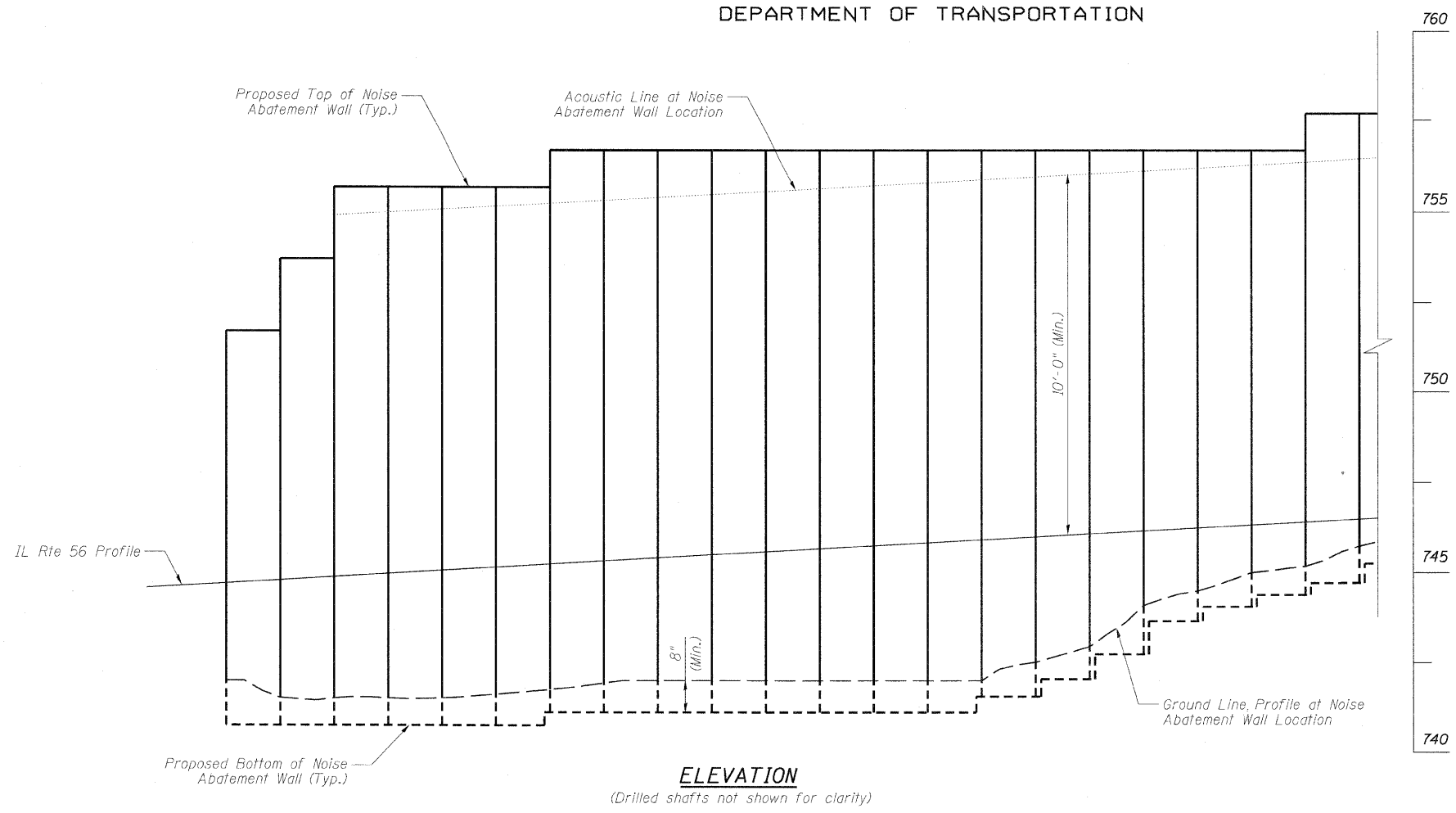
DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

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SHEET NO. N12 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	411
				CONTRACT NO. 62419	
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DESIGNED	-	RJT
CHECKED	-	MRB
DRAWN	-	MB
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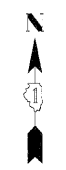
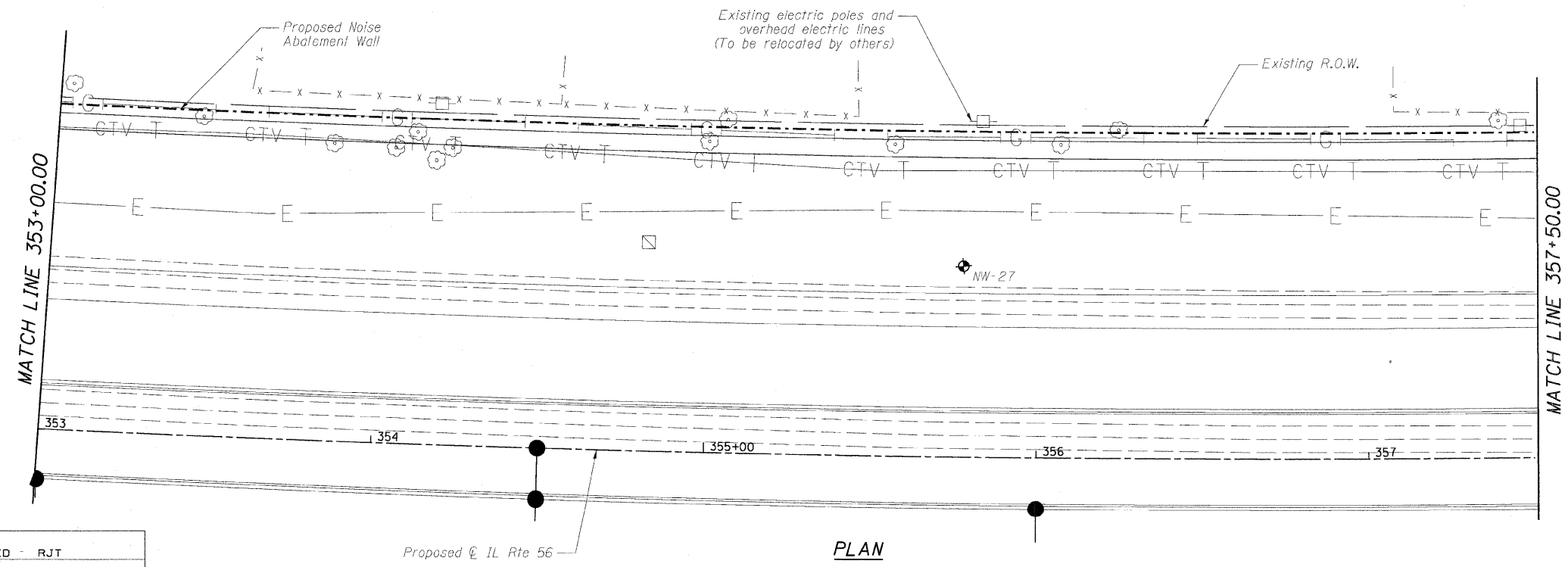
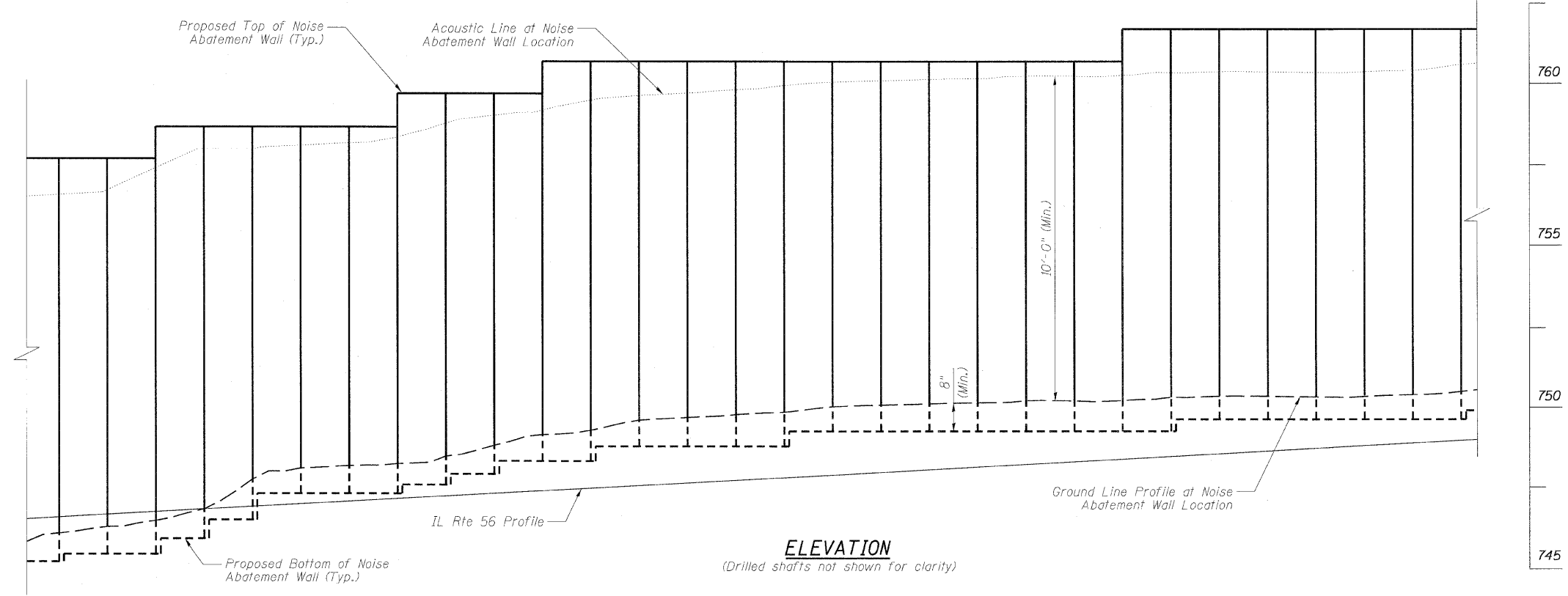
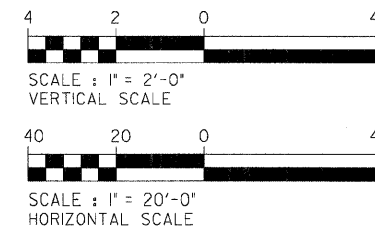
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GENERAL PLAN AND ELEVATION 13 OF 17  
NOISE ABATEMENT WALL

SHEET NO. N13 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	412
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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DEPARTMENT OF TRANSPORTATION



GENERAL PLAN AND ELEVATION 14 OF 17  
NOISE ABATEMENT WALL

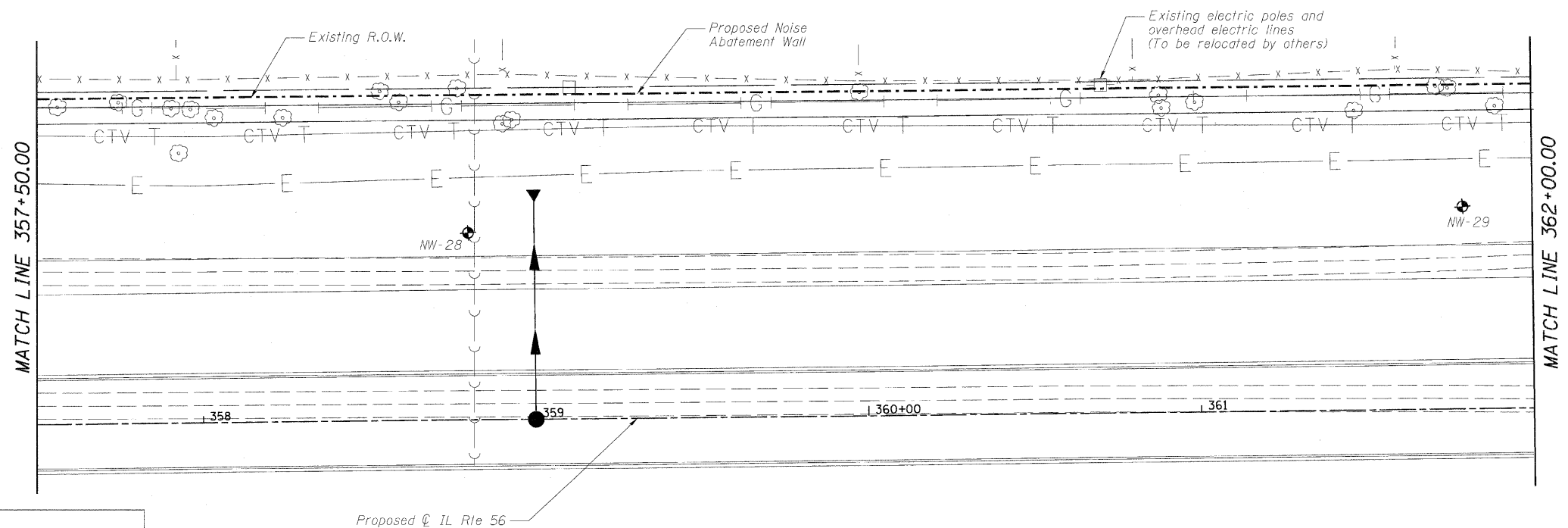
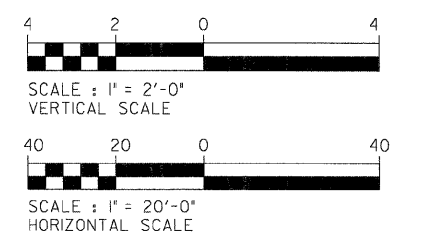
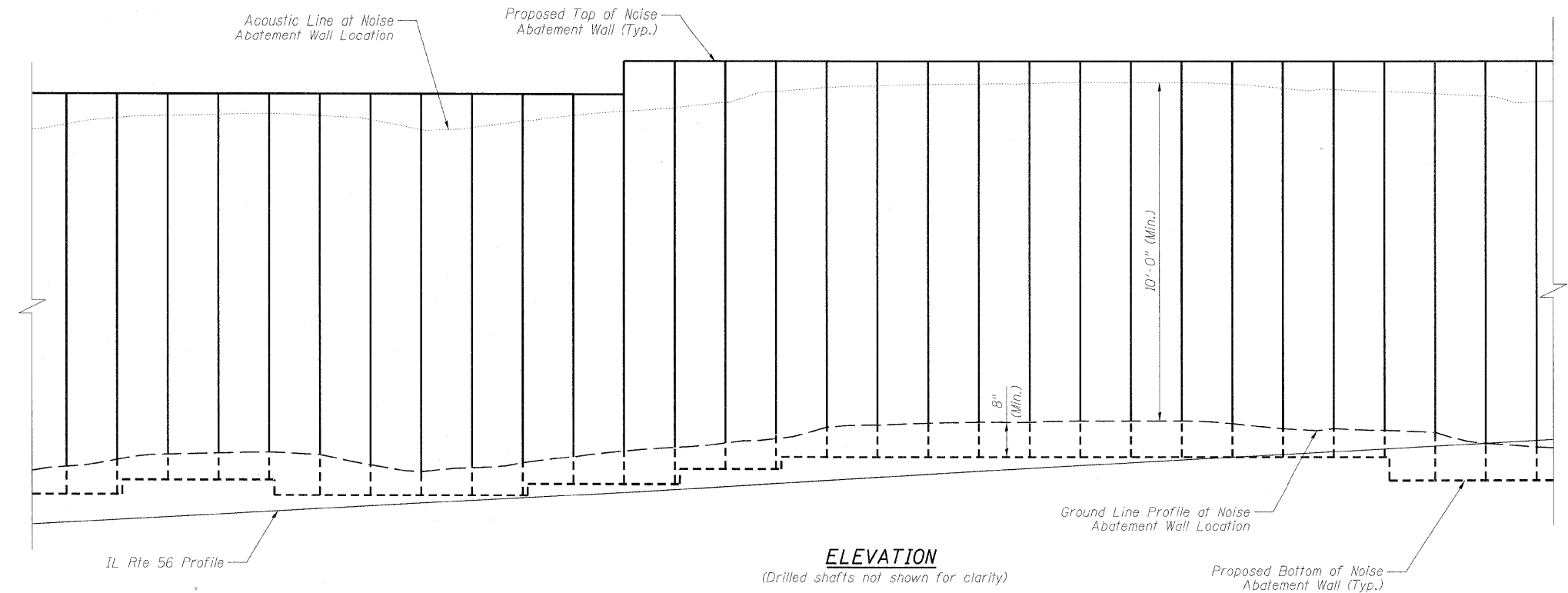
DESIGNED	- RJT
CHECKED	- MRB
DRAWN	- MB
CHECKED	- MRB

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SHEET NO. N14 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	413
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
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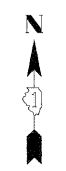
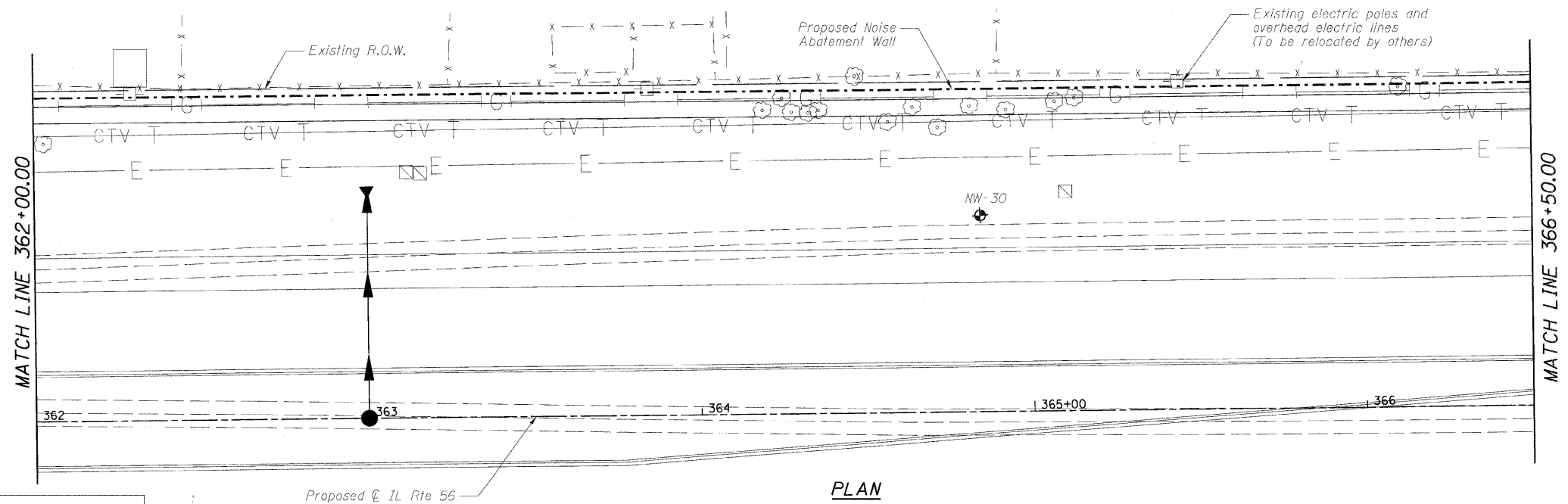
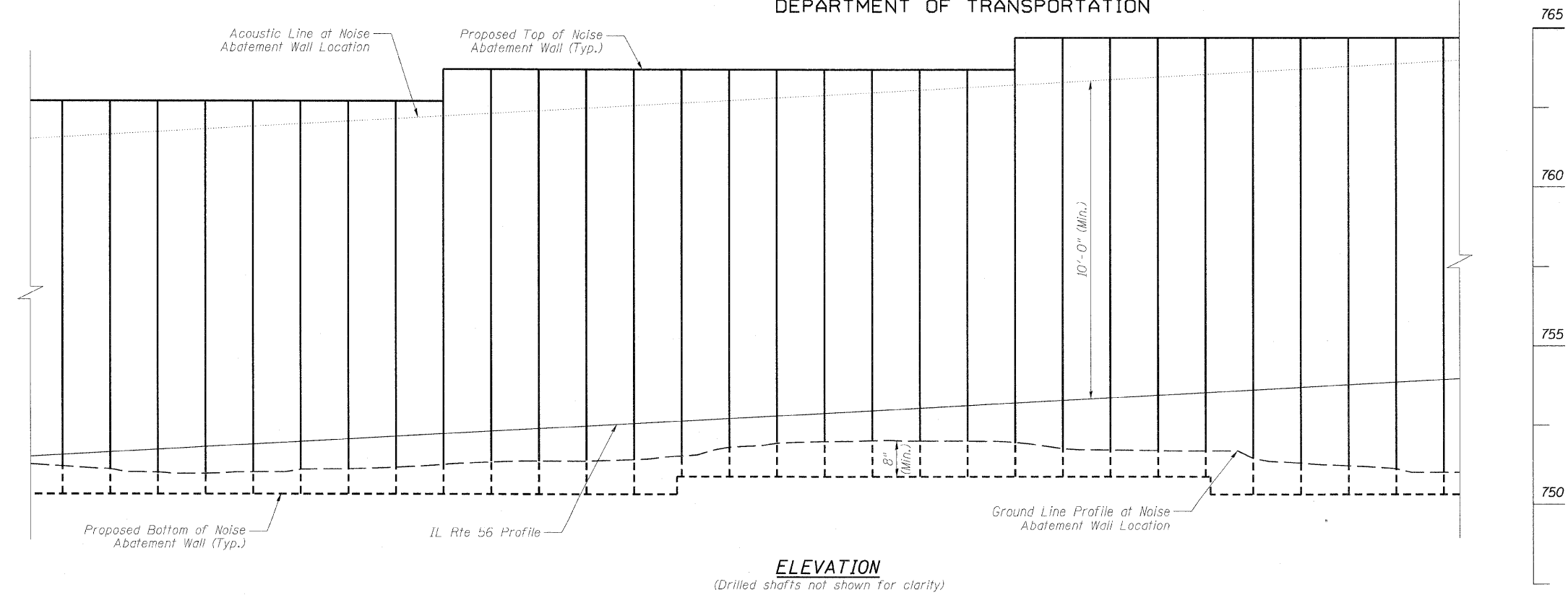
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205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N15 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	414
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

GENERAL PLAN AND ELEVATION 15 OF 17  
NOISE ABATEMENT WALL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



GENERAL PLAN AND ELEVATION 16 OF 17  
NOISE ABATEMENT WALL

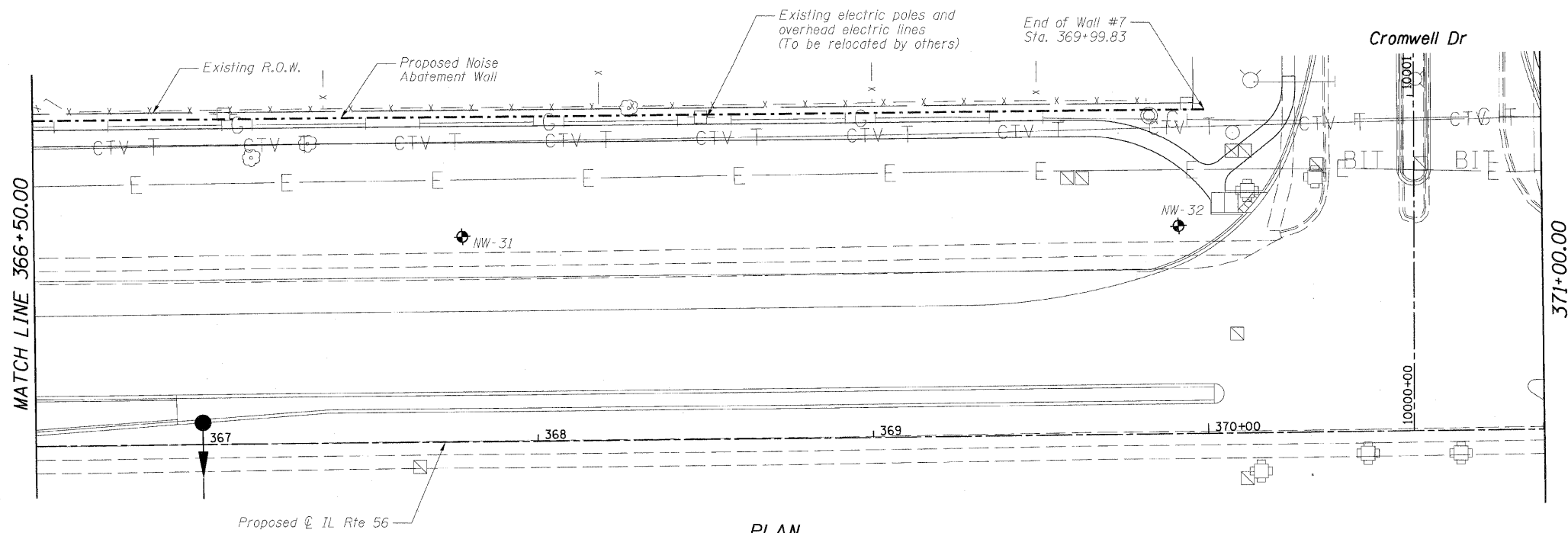
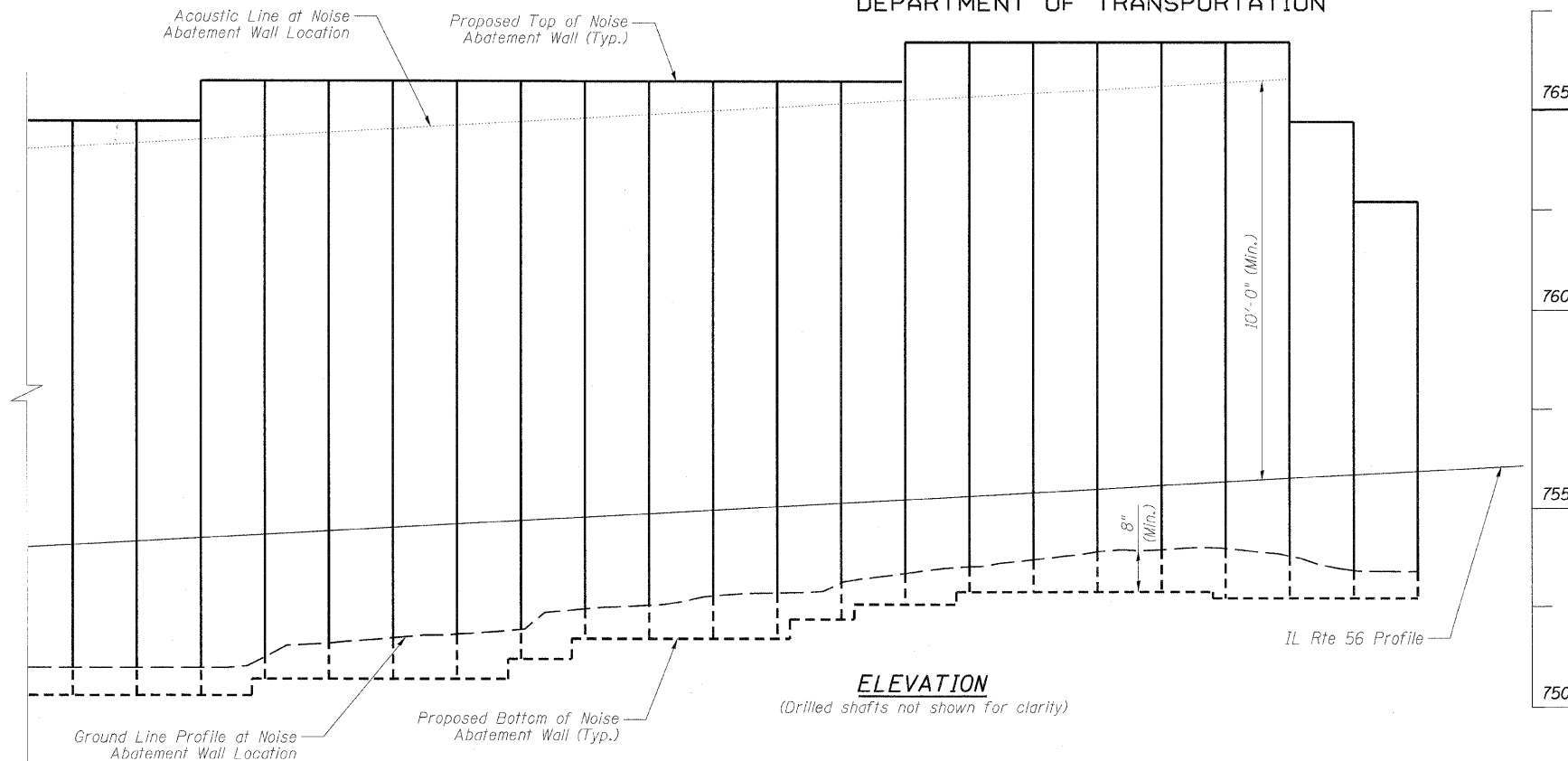
DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

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alfred benesch & company  
Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N16 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	415
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

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205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N17 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	416
				CONTRACT NO. 62419	
ILLINOIS FED. AID PROJECT					

GENERAL PLAN AND ELEVATION 17 OF 17  
NOISE ABATEMENT WALL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

- All Reinforcement including the Welded Wire Fabric shall be Epoxy Coated.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See special provisions.
- Welded Wire Fabric shall be according to AASHTO 55M.
- The stresses developed in the Precast Panels and Posts during shipping, storage, transportation and erection shall be accounted for. It is the responsibility of the Contractor to provide additional reinforcement or bracing if necessary to address these items as suitable to his operations subject to approval by the Engineer. Cost included with Noise Abatement Wall, Ground Mounted.
- Existing fence along the ROW shall remain. Any damage to the fence shall be repaired by the contractor at no additional expense to the Department.
- Contractor to space drilled shafts to avoid existing and proposed underground utilities and drainage structures.
- The contractor shall verify and consider the locations of overhead utilities prior to wall erection.
- All panel tops shall be placed horizontally with any changes in elevation accomplished by stepping adjacent panel sections at posts. Steps shall not exceed 1 ft. in height, except within the last 50 ft. where 2 ft. steps will be permitted. See special provisions.
- Any removal of existing trees and utilities are to be performed prior to construction of Noise Abatement Wall. Refer to General Notes and Project Commitments Sheet for additional information.

**LOADING**

Wind = 25 pst (Ground Mounted)

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges  
1989 Guide Specifications for Structural Design of  
Sound Barriers with 1992 and 2002 interims.

**DESIGN STRESSES**

**FIELD UNITS**

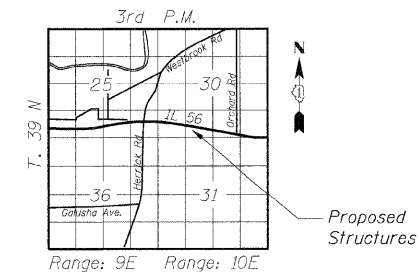
$f'_c = 3,500$  psi  
 $f'_c = 3,500$  (Drilled Shafts)  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (Structural Steel) (M270 Grade 50)

**PRECAST UNITS**

$f'_c = 5,000$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 65,000$  psi (Welded Wire Fabric)

**ADDITIONAL DESIGN CRITERIA**

- The architectural rustication to an extent of the maximum groove depth on each face of the Panel is considered structurally ineffective and shall not be considered for strength except when checking for crack control.
- (a) Post Base Plate and connection to Drilled Shafts shall be designed for strength for both erection loads and service loads.  
(b) Shop or field welding of reinforcement bars is not allowed.  
(c) Grouted pockets in the Post on Panel shall be considered ineffective for strength or serviceability design.  
(d) The coefficient of friction between steel and grout is 0.45.



**LOCATION SKETCH**

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Noise Abatement Wall, Ground Mounted	Sq. ft	95,140

Note: For the method of measurement of the Noise Abatement Wall, see sheet N20 of N30 and Special Provisions.

**GENERAL DATA  
NOISE ABATEMENT WALL**

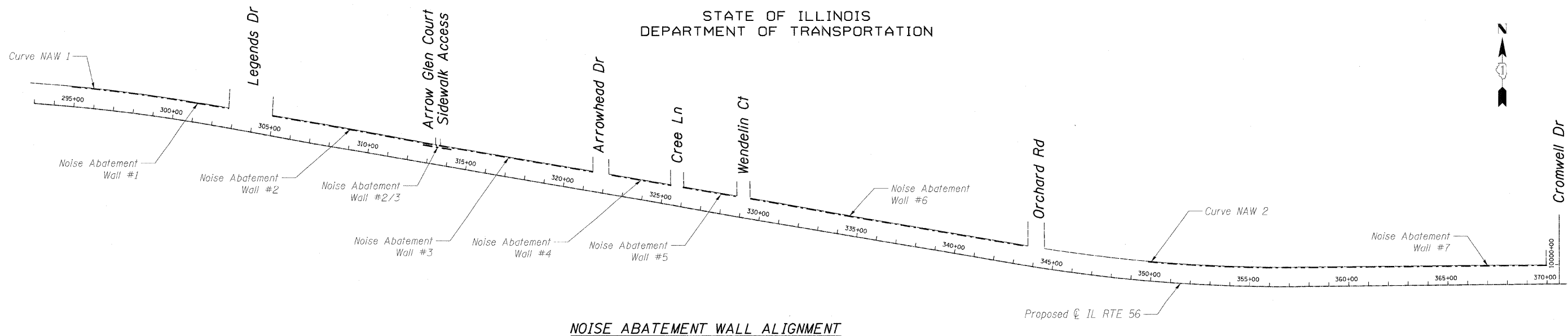
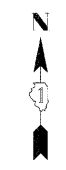
DESIGNED - RJT
CHECKED - MRB
DRAWN - MB
CHECKED - MRB

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Chicago, Illinois 60601  
312-565-0460 Job No. 3733

SHEET NO. N18 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	417
CONTRACT NO. 62419				ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**NOISE ABATEMENT WALL ALIGNMENT**

**COORDINATE DATA**

WALL	STATION *	OFFSET	REMARKS
Noise Abatement Wall 1	294+80.00	-100.81	Beginning of Wall 1/PC of Curve NAW1
Noise Abatement Wall 1	301+05.78	-97.24	PT of Curve NAW1
Noise Abatement Wall 1	301+71.77	-98.00	Kink Point
Noise Abatement Wall 1	302+72.14	-98.00	End of Wall 1
Noise Abatement Wall 2	304+95.00	-98.00	Beginning of Wall 2
Noise Abatement Wall 2	313+37.00	-98.00	End of Wall 2
Noise Abatement Wall 2/3	312+67.00	-88.00	Beginning of Overlapping Wall 2/3
Noise Abatement Wall 2/3	314+17.00	-88.00	End of Overlapping Wall 2/3
Noise Abatement Wall 3	313+47.00	-98.00	Beginning of Wall 3
Noise Abatement Wall 3	321+35.00	-98.00	End of Wall 3
Noise Abatement Wall 4	322+30.00	-98.00	Beginning of Wall 4
Noise Abatement Wall 4	325+35.00	-98.00	End of Wall 4
Noise Abatement Wall 5	325+95.00	-98.00	Beginning of Wall 5
Noise Abatement Wall 5	328+70.00	-98.00	End of Wall 5
Noise Abatement Wall 6	329+40.00	-98.00	Beginning of Wall 6
Noise Abatement Wall 6	343+45.00	-98.00	End of Wall 6
Noise Abatement Wall 7	349+80.00	-97.67	Beginning of Wall 7/PC of Curve NAW2
Noise Abatement Wall 7	357+70.94	-97.66	PT of Curve NAW2
Noise Abatement Wall 7	369+99.83	-96.70	End of Wall 7

**NOTE:**

For Butterfield Rd. alignment and ties, see Roadway Plans.

**CURVE DATA**

CURVE	PI STATION *	Δ	D	T	L	R	E	PC STATION *	PT STATION *	M	CHORD
NAW1	297+96.59	4° 16' 29.09"	0° 40' 31.57"	316.59	632.89	8482.80	5.91	294+80.00	301+05.78	5.90	632.74
NAW2	353+70.89	5° 46' 17.87"	0° 44' 23.89"	390.89	781.11	7743.00	9.86	349+80.00	357+70.94	9.85	780.78

\* Stations along Proposed IL Rte 56 (Butterfield Rd.)

DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

**ALIGNMENT PLAN  
NOISE ABATEMENT WALL**

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Chicago, Illinois 60601  
312-565-0450 Job No. 3733

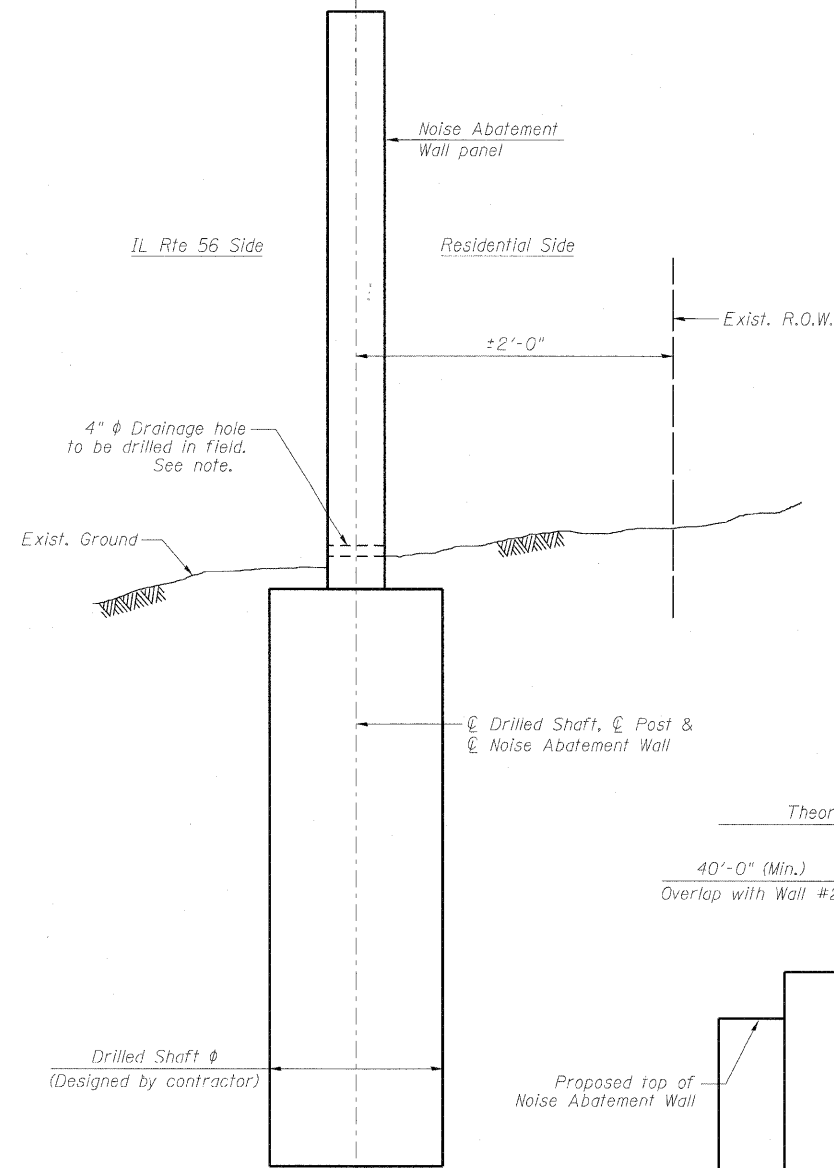
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	365	(57 & 58)WRS-2	DUPAGE	681	418
N30 SHEETS			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

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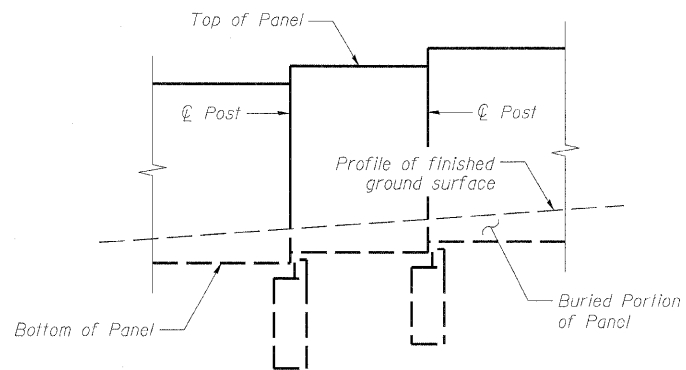
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

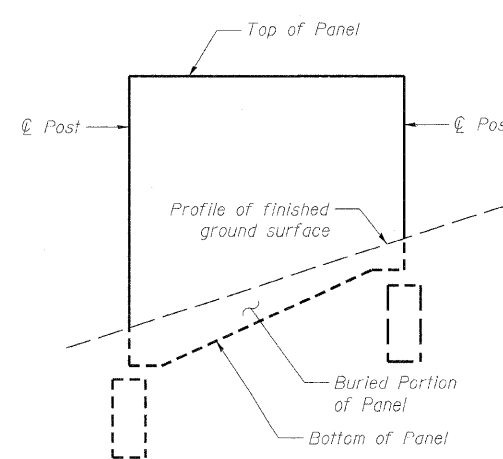


**TYPICAL CROSS SECTION**

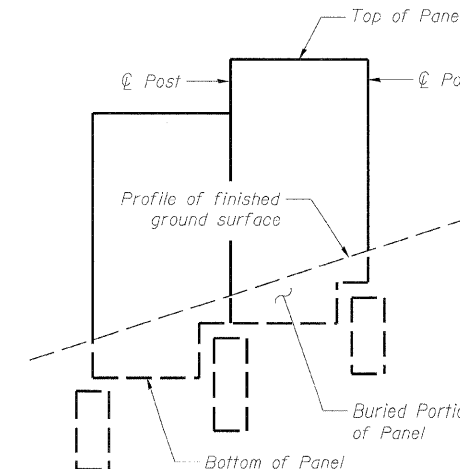


**METHOD OF MEASUREMENT OF WALL AREA  
FOR GROUND MOUNTED WALL**

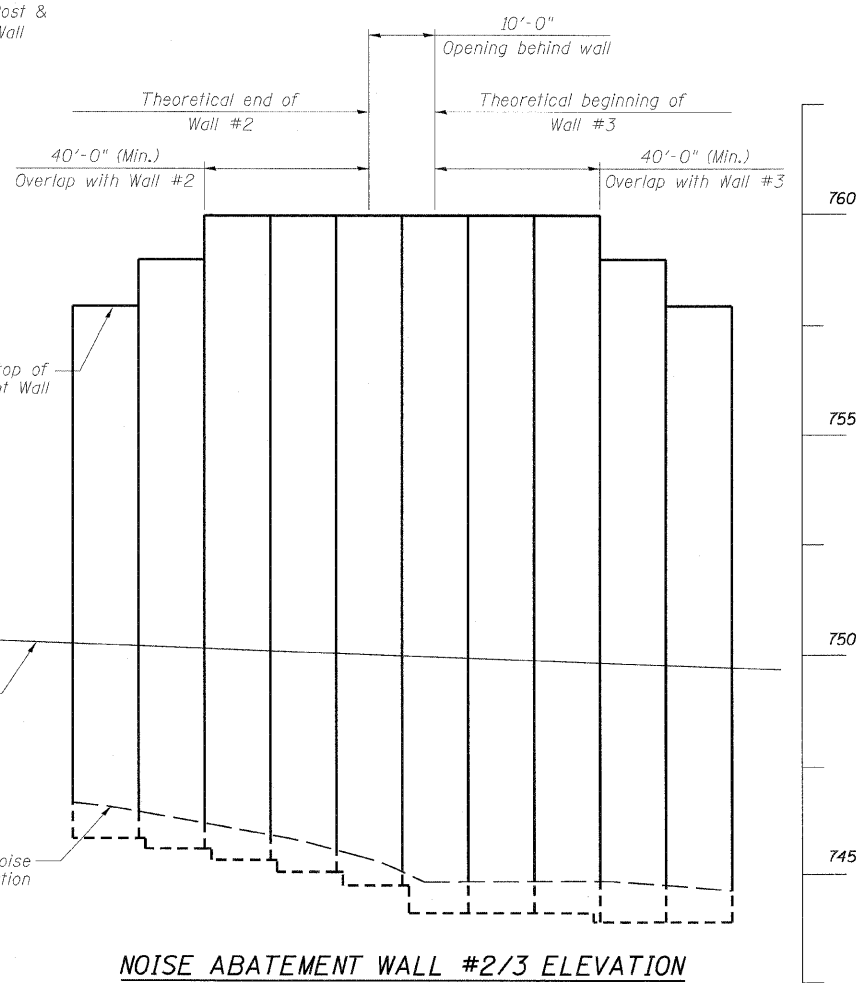
The Method of Measurement of quantity of Noise Abatement Wall is based on the cumulative area of Panels in Elevation View bounded by the C Posts, Top of Panel & Bottom of Panel. Alternates 1 and 2 apply to the contract options. See Special Provisions.



**ALTERNATE DETAIL 1**

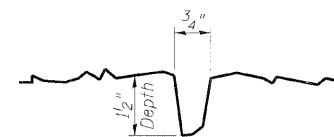


**ALTERNATE DETAIL 2**

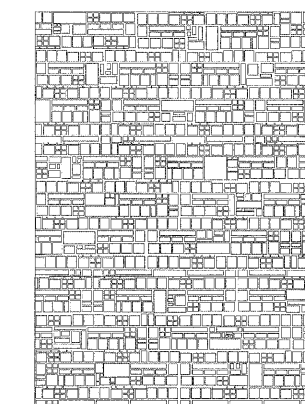


**NOISE ABATEMENT WALL #2/3 ELEVATION**

(Overlapping Walls #2 and #3, see sheets N4 and N5)



**ASHLAR STONE RUSTICATION DETAIL**



**ASHLAR STONE RUSTICATION  
ARCHITECTURAL TREATMENT**

**NOTES:**

1. Type, size and spacing of posts, noise wall panels, drilled shaft size and embedment length, reinforcement details, lifting bars and wall limits including top and bottom of wall shall be determined by the noise wall supplier during construction.
2. 4" φ drainage holes shall be field drilled through wall panels as required to facilitate surface drainage with a maximum of one hole per panel. Location to be determined by the engineer. Cost included with Noise Abatement Wall, Ground Mounted.

**NOISE ABATEMENT WALL DETAILS  
NOISE ABATEMENT WALL**

DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

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205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-555-0450 Job No. 3733

SHEET NO. N20 N30 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	419
			CONTRACT NO. 62419		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Page 1 of 1

**SOIL BORING LOG**

Date 4/11/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57-58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	DEPTHS	BLOW COUNTS	UCS	M	SOILS	Surface Water Elev. ft	DEPTHS	BLOW COUNTS	UCS	M	SOILS
Station	ft	(ft)	(6")	(tsf)	(%)	ft	ft	(ft)	(6")	(tsf)	(%)
BORING NO. <u>NW-1</u>											
Station <u>295+10.68</u>											
Offset <u>73.05 ft LT</u>											
Ground Surface Elev. <u>763.35 ft</u>											
Silty clay & topsoil, dark brown	762.35	4									
Silty clay, topsoil & sand, trace gravel, dark brown, very stiff (FILL)	5	2.2	21.0			741.85	5	7	4.3	14.8	
Silty loam, some organic, trace gravel, brown-gray, very stiff	760.35	5				739.85	6	9	3.0	14.6	
		6	3.1	30.6							
		9									
		12	2.0	31.9							
		18									
		9				735.35	7	9	3.4	15.4	
Fine gravel & clay, wet, very dense	754.35	12		14.9							
		23									
		10									
Sandy loam, trace gravel, gray, very stiff	752.35	5									
		6	3.0	9.3							
		7									
		5									
Silty loam, trace gravel, gray, very stiff	748.85	6	2.5	17.5							
		8									
		10	3.8	19.9							
		11									
		3									
		6	2.7	19.1							
		11									

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)

Page 1 of 1

**SOIL BORING LOG**

Date 4/11/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	DEPTHS	BLOW COUNTS	UCS	M	SOILS	Surface Water Elev. ft	DEPTHS	BLOW COUNTS	UCS	M	SOILS
Station	ft	(ft)	(6")	(tsf)	(%)	ft	ft	(ft)	(6")	(tsf)	(%)
BORING NO. <u>NW-2</u>											
Station <u>295+95.07</u>											
Offset <u>72.01 ft LT</u>											
Ground Surface Elev. <u>761.42 ft</u>											
Topsoil, sandy loam, black	760.42	3									
Silty clay, trace gravel, brown-gray, very stiff to hard		6	2.8	16.5		740.42	3	4	3.4	12.2	
		11									
		5				738.42	4	5	3.4	22.5	
		7	7.7	17.0							
		9									
		10	5.2	16.1							
		13									
		4				733.42	11	9	4.5	12.9	
		7	6.2	14.5							
		12									
Silty sand, trace gravel, gray, wet	751.42	12									
Silty clay, trace gravel, gray, very stiff	749.92	5	3.1	20.5							
		9									
		5									
		7	3.9	19.8							
		9									
		3									
		5	2.7	22.3							
		8									
		5									
		7	3.2	22.9							
		8									

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)

Page 1 of 1

**SOIL BORING LOG**

Date 8/4/09

ROUTE FAP 365 - IL56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57 & 58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	DEPTHS	BLOW COUNTS	UCS	M	SOILS	Surface Water Elev. ft	DEPTHS	BLOW COUNTS	UCS	M	SOILS
Station	ft	(ft)	(6")	(tsf)	(%)	ft	ft	(ft)	(6")	(tsf)	(%)
BORING NO. <u>NW-03</u>											
Station <u>297+00</u>											
Offset <u>90.00 ft LT</u>											
Ground Surface Elev. <u>757.24 ft</u>											
Clay, trace silt & gravel, gray, very stiff (continued)	756.24	3									
Clay, some silt, trace stone, brown, very stiff to hard		6	2.8	17.1		735.24	3	4	2.8	20.4	
		6									
		3									
		6	2.4	15.4							
		6									
		7	7.5	16.5							
		10									
		4				748.24	8	3.2	14.4		
Clay, gray & brown, very stiff		10									
		10									
		4				746.24	4	5	1.5	15.5	
Clay, some silt, trace sand & gravel, gray, stiff		7									
		2									
		5	2.0	19.2							
		7									
Clay, trace silt & gravel, gray, very stiff	742.24	3									
		3									
		4	3.8	18.7							
		7									
		3									
		6	3.7	18.6							
		8									

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)

DESIGNED - RJT  
CHECKED - MRB  
DRAWN - MB  
CHECKED - MRB

SOIL BORING LOGS 1 OF 10  
NOISE ABATEMENT WALL

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312-555-0450 Job No. 3733

SHEET NO. N21	F.A.P. RTE. 365	SECTION (57 & 58) WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 420
	CONTRACT NO. 62419				ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SOIL BORING LOG**

Page 1 of 1

ROUTE IL Route 56 DESCRIPTION Butterfield Rd. (Winfield Rd to Naperville Rd) LOGGED BY MG  
SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	Station	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)
	NW-4										
	288+08.23										
	69.36ft LT										
	753.12										
	752.12										
	750.12										
	747.12										
	745.12										
	743.12										
	724.12										
	723.12										
	741.25										
	741.25										
	722.25										
	721.25										
	739.47										
	737.47										
	733.47										
	730.47										
	720.47										

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 LOG**

Page 1 of 1

ROUTE IL Route 56 DESCRIPTION Butterfield Rd. (Winfield Rd to Naperville Rd) LOGGED BY MG  
SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	Station	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)
	NW-5										
	299+01.68										
	69.20ft LT										
	751.25										
	750.25										
	748.25										
	746.25										
	743.25										
	741.25										
	722.25										
	721.25										
	739.47										
	737.47										
	733.47										
	730.47										
	720.47										

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 LOG**

Page 1 of 1

ROUTE IL Route 56 DESCRIPTION Butterfield Rd. (Winfield Rd to Naperville Rd) LOGGED BY MG  
SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	Station	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (ft)	UCS (tsf)	MOIST (%)
	NW-6										
	300+00.40										
	71.49ft LT										
	750.47										
	749.47										
	747.47										
	741.97										
	739.47										
	737.47										
	733.47										
	720.47										

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)

DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

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Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-555-4450 Job No. 3733

SHEET NO. N22	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	421
N30 SHEETS	CONTRACT NO. 62419			ILLINOIS FED. AID PROJECT	

SOIL BORING LOGS 2 OF 10  
NOISE ABATEMENT WALL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Illinois Department of Transportation  
Division of Highways  
Applied GeoScience

SOIL BORING LOG

Page 1 of 1  
Date 8/4/09

ROUTE FAP 365 - IL56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57 & 58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage County DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	DEPTH		UCS	M	Surface Water Elev.	DEPTH		UCS	M																																																																																																																																																																																																																																																
Station	(ft)	(ft)	(tsf)	(%)	ft	(ft)	(ft)	(tsf)	(%)																																																																																																																																																																																																																																																
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Applied GeoScience

SOIL BORING LOG

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Date 8/4/09

ROUTE FAP 365 - IL56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57 & 58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage County DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	DEPTH		UCS	M	Surface Water Elev.	DEPTH		UCS	M																																																																																																																																																																																																																																																																				
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SOIL BORING LOG

Page 1 of 1  
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ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO.	DEPTH		UCS	M	Surface Water Elev.	DEPTH		UCS	M																																																																																																																																																																																																																																																																																																																						
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<table border="1"> <tr> <td>Silt &amp; clay, some topsoil</td> <td></td> <td></td> <td></td> <td></td> <td>Silty clay, trace stone, gray, hard to very stiff (continued)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>748.86</td> <td></td> <td></td> <td></td> <td></td> <td>728.86</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Silty clay &amp; topsoil, some stone &amp; sand, dark gray, very stiff</td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>7</td> <td>3.0</td> <td>23.6</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Silty clay, some gravel &amp; sand, brown, stiff to very stiff</td> <td>745.86</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>3</td> <td>1.1</td> <td>12.4</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>3</td> <td>2.0</td> <td>17.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sandy loam, with gravel, brown, wet, medium dense</td> <td>741.86</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td>24.3</td> <td></td> <td></td> <td>720.86</td> <td>11</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td></td> <td>719.86</td> <td>30</td> <td>19.8</td> <td></td> </tr> <tr> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Fine to medium sand, some stone, trace clay, moist, medium dense</td> <td>738.86</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>12</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Silty clay, trace stone, gray, hard to very stiff</td> <td>736.86</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td>4.3</td> <td>16.9</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>4</td> <td>2.5</td> <td>14.9</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>7</td> <td>3.1</td> <td>18.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>										Silt & clay, some topsoil					Silty clay, trace stone, gray, hard to very stiff (continued)						748.86					728.86				Silty clay & topsoil, some stone & sand, dark gray, very stiff		5										7	3.0	23.6								9										2								Silty clay, some gravel & sand, brown, stiff to very stiff	745.86											3	1.1	12.4								4										2										3	2.0	17.5								4								Sandy loam, with gravel, brown, wet, medium dense	741.86											3										5	24.3			720.86	11					8				719.86	30	19.8				2										4								Fine to medium sand, some stone, trace clay, moist, medium dense	738.86	4										9										12										4								Silty clay, trace stone, gray, hard to very stiff	736.86	4										5	4.3	16.9								8										3										4	2.5	14.9								7										5										7	3.1	18.5								9							
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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)

DESIGNED - RJT
CHECKED - MRB
DRAWN - MB
CHECKED - MRB

SOIL BORING LOGS 3 OF 10  
NOISE ABATEMENT WALL



alfred benesch & company  
Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N23	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	422
N30 SHEETS					
CONTRACT NO. 62419					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Illinois Department of Transportation  
Division of Highways  
Applied GeoScience, Inc.

SOIL BORING LOG

Page 1 of 1

Date 4/13/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH H	BLOW W S	UCS Qu	MOIST S T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion	ft ft	DEPTH H	BLOW W S	UCS Qu	MOIST S T	Description	
													(ft)	(/6")
														Topsoil & silty clay, dark gray
		745.62												Silty loam, gray, very stiff (continued)
														Silty clay, trace gravel, gray, very stiff
														Silt & fine sand, some clay, trace stone, brown-gray, loose
														Silty clay, trace gravel, dark brown, stiff
														Silty clay, trace gravel, gray, very stiff
														Fine to coarse sand, some silt & gravel, gray, medium dense
														End of Boring
														Silty loam, gray, very stiff

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 T208) BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Applied GeoScience, Inc.

SOIL BORING LOG

Page 1 of 1

Date 4/13/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH H	BLOW W S	UCS Qu	MOIST S T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion	ft ft	DEPTH H	BLOW W S	UCS Qu	MOIST S T	Description	
													(ft)	(/6")
														Silt & clay, dark brown
														Silt & fine sand, trace gravel, gray, wet, medium dense (continued)
														Silty loam, trace gravel & organic, brown-gray, stiff (FILL)
														Silty clay, some stone, brown, hard
														Silty clay, trace gravel, gray, very stiff
														Silty clay, trace gravel, brown-gray, hard
														Silty clay, trace gravel, brown-gray, stiff
														Silt loam, trace gravel, gray, moist, dense
														End of Boring
														Silty clay, trace gravel, brown-gray, hard
														Sandy loam, some gravel, gray-brown, very stiff
														Silt & fine sand, trace gravel, gray, wet, medium dense

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 T208) BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Applied GeoScience, Inc.

SOIL BORING LOG

Page 1 of 1

Date 4/14/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH H	BLOW W S	UCS Qu	MOIST S T	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter Upon Completion	ft ft	DEPTH H	BLOW W S	UCS Qu	MOIST S T	Description	
													(ft)	(/6")
														Topsoil, trace roots, dark brown
														Silty clay, trace topsoil, dark brown, stiff
														Silty loam, trace sand, brown-gray, medium stiff
														Silty clay, gray-brown, soft
														Silty clay with silt layers, brown & gray, stiff to medium stiff
														Silty clay, trace gravel, gray, very stiff
														End of Boring
														Silty clay with sand seams & with silt layer, gray, medium stiff
														Fine to coarse sand, some fine gravel & clay, gray, wet, medium dense
														Silty clay, trace gravel, gray, very stiff to hard

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 T208) BBS, from 137 (Rev. 8-99)

DESIGNED -	RJT
CHECKED -	MRB
DRAWN -	MB
CHECKED -	MRB

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Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N24	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	423
N30 SHEETS		CONTRACT NO. 62419			
ILLINOIS FED. AID PROJECT					

SOIL BORING LOGS 4 OF 10  
NOISE ABATEMENT WALL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 1

Date 4/14/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH ft	BLOW COUNT	UCS tsf	MOISTURE %	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH ft	BLOW COUNT	UCS tsf	MOISTURE %
	741.82									
	3									
	4	1.1	28.8							
	738.82									
	4			23.4						
	5									
	736.82									
	6									
	8	4.9	17.8							
	12									
	6									
	10	4.0	16.2							
	13									
	732.82									
	6									
	8	3.8	9.9							
	9									
	7									
	11	1.9	23.0							
	9									
	726.32									
	3									
	4			20.0						
	4									
	724.82									
	3									
	5	1.7	15.5							
	6									

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 LOG

Page 1 of 1

Date 4/19/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH ft	BLOW COUNT	UCS tsf	MOISTURE %	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH ft	BLOW COUNT	UCS tsf	MOISTURE %
	743.02									
	3									
	4	1.4	28.3							
	5									
	740.52									
	2									
	5	4.6	19.0							
	7									
	4									
	7	4.6	17.1							
	11									
	7									
	7	4.6	16.9							
	10									
	734.02									
	5									
	6	3.7	18.9							
	8									
	3									
	5	1.9	25.6							
	6									
	729.02									
	5									
	7			15.0						
	11									
	8									
	9			15.7						
	11									

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 LOG

Page 1 of 1

Date 4/19/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH ft	BLOW COUNT	UCS tsf	MOISTURE %	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH ft	BLOW COUNT	UCS tsf	MOISTURE %
	743.88									
	3									
	4	2.4	15.0							
	4									
	721.88									
	2									
	7	0.6	21.6							
	2									
	739.88									
	4									
	5	4.9	17.2							
	7									
	4									
	7	5.1	20.3							
	10									
	718.88									
	4									
	7	3.6	20.6							
	10									
	731.88									
	7									
	8			8.5						
	10									
	728.88									
	7									
	9			18.7						
	10									
	726.88									
	5									
	7			17.9						
	8									

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)

DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

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205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N25	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	365	(57 & 58)WRS-2	DUPAGE	681	424
N30 SHEETS	CONTRACT NO. 62419			ILLINOIS FED. AID PROJECT	

SOIL BORING LOGS 5 OF 10  
NOISE ABATEMENT WALL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SOIL BORING LOG**

Page 1 of 1

Date 4/16/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH (ft)	BLOW COUNT (6")	UCS (tsf)	MOIST CONTENT (%)	Surface Water Elev. Stream Bed Elev. ft	DEPTH (ft)	BLOW COUNT (6")	UCS (tsf)	MOIST CONTENT (%)	Description
	0				742.48					Topsoil, trace roots & wood, black, stiff (FILL)
	3		1.1	31.8						
	4				739.46					
	2		1.2	31.0						Silty clay, some topsoil, dark brown & dark gray, stiff (FILL)
	3				737.46					
	1									Sandy clay loam, trace gravel, brown, wet, loose (FILL)
	2				734.46					
	2									Silty clay, trace gravel, brown-gray, very stiff to stiff
	3		2.9	17.7						
	5									
	6									
	4		1.8	17.8						Silty clay, trace gravel, gray, very stiff to stiff
	5									
	7									
	3									
	4		2.5	18.0						
	5									
	4		2.5	16.2						
	5									
	3		1.5	19.6						
	4									

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 LOG**

Page 1 of 1

Date 4/16/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH (ft)	BLOW COUNT (6")	UCS (tsf)	MOIST CONTENT (%)	Surface Water Elev. Stream Bed Elev. ft	DEPTH (ft)	BLOW COUNT (6")	UCS (tsf)	MOIST CONTENT (%)	Description
	0				743.39					Topsoil, sandy loam, black
	4									
	4		1.4	20.0						
	5				740.39					
	3									Silty loam, trace gravel, brown-gray, stiff
	4		1.0	25.6						
	5									
	4		3.4	16.7						Silty clay, trace sand & gravel, brown-gray, very stiff to hard
	5									
	8									
	3									
	6		5.4	18.2						
	9									
	6		7.8	17.2						
	8									
	15									
	5									
	7		6.2	15.4						
	9									
	4		6.5	15.5						
	7									
	10									
	4									
	5		4.7	15.4						
	8									

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 LOG**

Page 1 of 1

Date 4/14/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG

SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 30, TWP. 39N, RNG. 10E

COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH (ft)	BLOW COUNT (6")	UCS (tsf)	MOIST CONTENT (%)	Surface Water Elev. Stream Bed Elev. ft	DEPTH (ft)	BLOW COUNT (6")	UCS (tsf)	MOIST CONTENT (%)	Description
	0				745.45					6" Topsoil, sandy loam, black
	2									
	3		2.0	21.7						
	3				744.45					
	2									Silty clay, trace topsoil & gravel, dark brown, very stiff (FILL)
	3		2.2	14.8						
	4									
	2		1.1	26.8						
	3									
	3									
	6									Silty clay, trace shale & gravel, brown-gray, hard
	5		4.7	27.9						
	7									
	4		4.3	17.1						
	6									
	8									
	5									
	7		5.8	15.6						
	8									
	3		3.8	16.4						
	5									
	7									
	4									
	6		3.9	14.6						
	9									

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)

DESIGNED	RJT
CHECKED	MRB
DRAWN	MB
CHECKED	MRB

benesch

alfred benesch & company  
Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 3733

SHEET NO. N26  N30 SHEETS	F.A.P. RTE. 365	SECTION (57 & 58) WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 425
	CONTRACT NO. 62419				ILLINOIS FED. AID PROJECT

SOIL BORING LOGS 6 OF 10  
NOISE ABATEMENT WALL

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 1

Date 4/16/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG  
SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 29, TWP. 39N, RNG. 10E  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Description
											Topsoil, sandy loam, black
	738.05										
		3						4	2.0	20.9	Silty clay, some topsoil, dark brown, some black, very stiff (FILL)
		4	3.5	36.3				9			
	736.05										Silty clay, trace organic, gray, soft
		2						5	1.8	13.7	
		1	0.4	33.5				7			
		5						9			
	731.05										Silty sandy loam, some organic, dark gray, moist to wet, soft
		1	0.3	31.7				7	1.8	17.1	
		1						5			
		4	0.5	20.1				8			
		4						8			
	728.05										Sand & gravel, some clay, gray, moist, medium dense
		4						4	3.6	24.6	
		5		10.6				3			
		6						6			
	726.05										Sandy loam, with coarse sand seam, gray, wet, medium dense
		4						3	3.4	21.0	
		9		20.4				9			
	724.55										Silty loam, gray, stiff
		9						4	2.8	21.4	
								5			
		6	1.8	20.2				6			
	721.05										Silty clay loam, gray, wet, stiff
		5						3	1.8	18.1	
		7	1.8	20.0				6			
		9						5			
	719.05										End of Boring

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



SOIL BORING LOG

Page 1 of 1

Date 4/19/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG  
SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 32, TWP. 39N, RNG. 10E  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Description
											Topsoil & silty clay, black
	740.52										
		2						4	2.9	16.0	Silty clay, trace topsoil & gravel, dark brown & gray, soft (FILL)
		3	0.5	26.8				10			
		4									
	739.52										Silty clay, some topsoil, trace gravel, dark brown & black, stiff
		1						3	2.0	16.5	
		1	1.0	23.0				5			
		1						6			
	735.52										Silty sandy loam, some organic, dark gray, moist to wet, stiff
		3						4	1.8	18.3	
		4	1.0	14.6				5			
		6						4	1.9	14.5	
		3						4			
	731.52							4			Silty clay, trace sand & gravel seam, gray, very stiff
		4						4			
		3	3.6	24.6				3			
		6									
	728.52										Silty clay, trace gravel, gray, very stiff to stiff
		3						3	3.1	22.2	
		8	3.4	21.0				6			
		9						8			
		4						4	2.2	20.8	
		5	2.8	21.4				6			
		6						8			
		3						4			
		6	1.8	18.1				6	3.4	25.6	
		5						9			
	723.76										End of Boring

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



SOIL BORING LOG

Page 1 of 1

Date 4/20/10

ROUTE IL Route 56 DESCRIPTION Butterfield Rd (Winfield Rd to Naperville Rd) LOGGED BY MG  
SECTION (57+58) WRS-2 LOCATION Butterfield Road, SEC. 32, TWP. 39N, RNG. 10E  
COUNTY DuPage DRILLING METHOD Hollow Stem Auger HAMMER TYPE Auto

STRUCT. NO. Station	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Surface Water Elev. ft	Stream Bed Elev. ft	DEPTH (ft)	BLOW (6")	UCS (tsf)	MOIST (%)	Description
											Topsoil & silty clay, dark gray
	742.26										
		2						3	2.9	16.4	Silty clay, some topsoil, trace roots & gravel, dark gray, very stiff
		4	3.2	16.4				7			
		7									
	740.26										Silty clay, trace gravel, brown, very stiff
		4						5	2.8	12.9	
		5	3.1	16.1				7			
		7						6			
	737.76										Silt & fine sand, trace clay & gravel, brown, wet, medium dense
		3						7			
		6						7			
		7									
	735.26										Silty clay, trace gravel, gray-brown, very stiff
		3						7			
		4	2.9	12.4				5			
		5						3			
		3						6	3.4	21.7	
		6						9			
		3						3	3.1	22.2	
		6						8			
		4						4	2.2	20.8	
		6						8			
		4						4	3.4	25.6	
		6	3.4	25.6				9			
		9									
	723.76										End of Boring

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

DESIGNED - RJT  
CHECKED - MRB  
DRAWN - MB  
CHECKED - MRB

SOIL BORING LOGS 8 OF 10  
NOISE ABATEMENT WALL



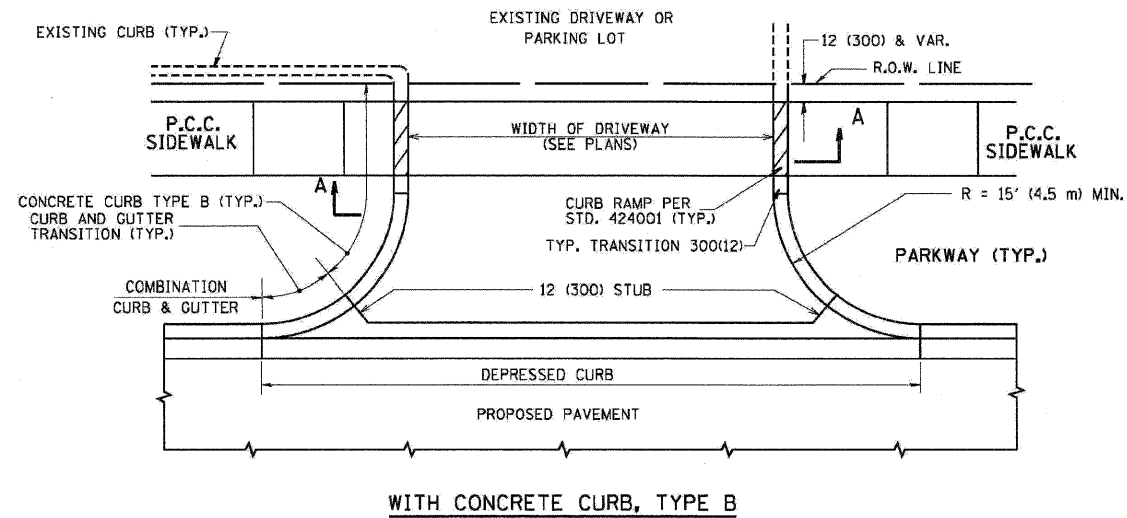
alfred benesch & company  
Engineers • Surveyors • Planners  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-556-0450 Job No. 3733

SHEET NO. N28	F.A.P. RTE. 365	SECTION (57 & 58)WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 427
N30 SHEETS					CONTRACT NO. 62419
ILLINOIS FED. AID PROJECT					

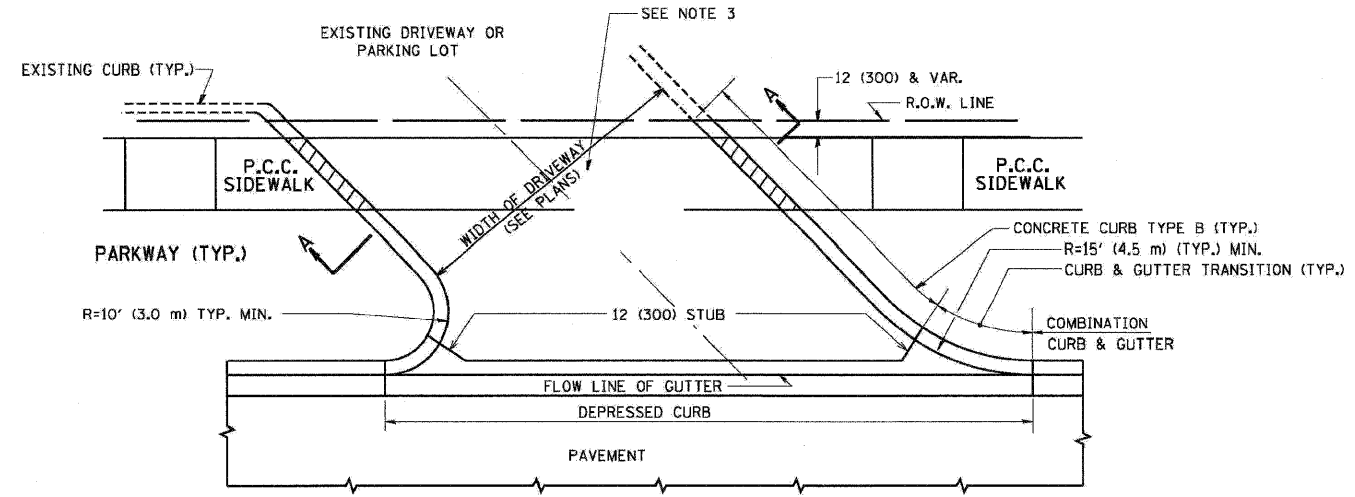
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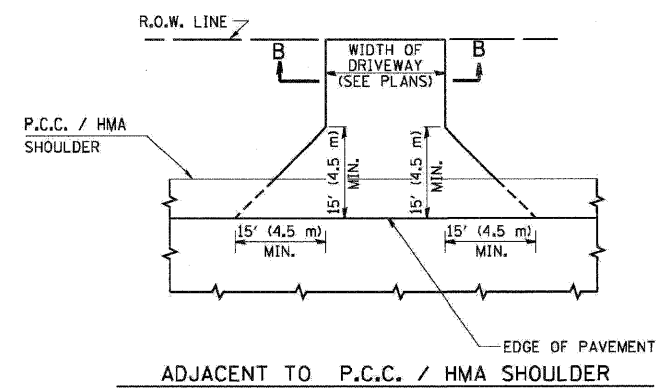




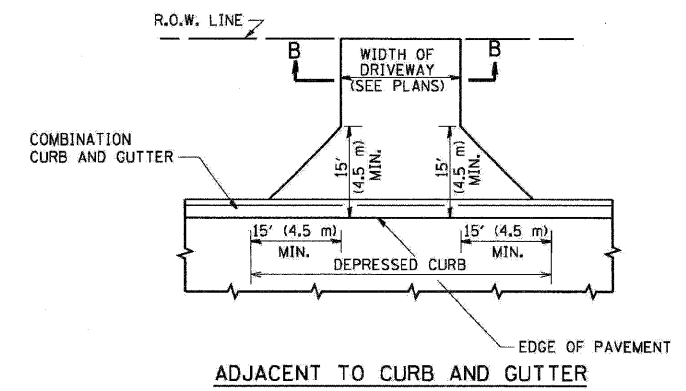
WITH CONCRETE CURB, TYPE B



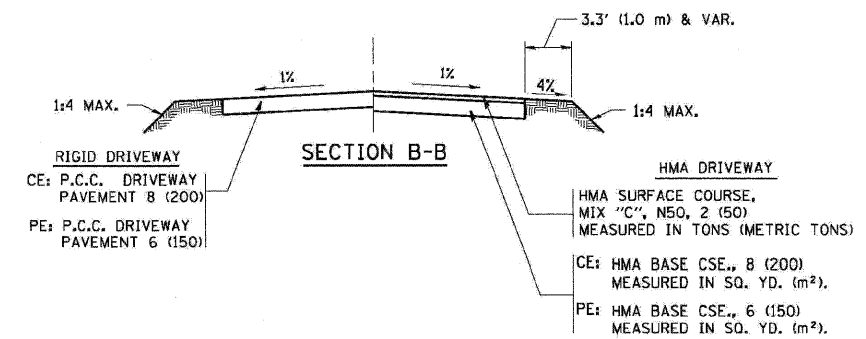
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

**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.

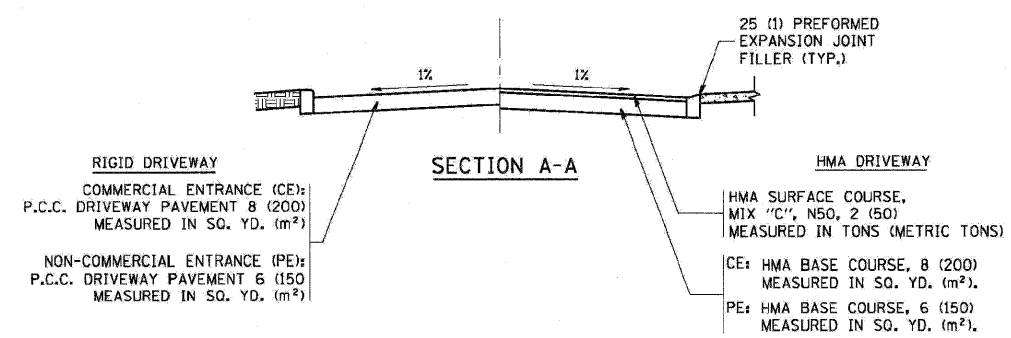
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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.

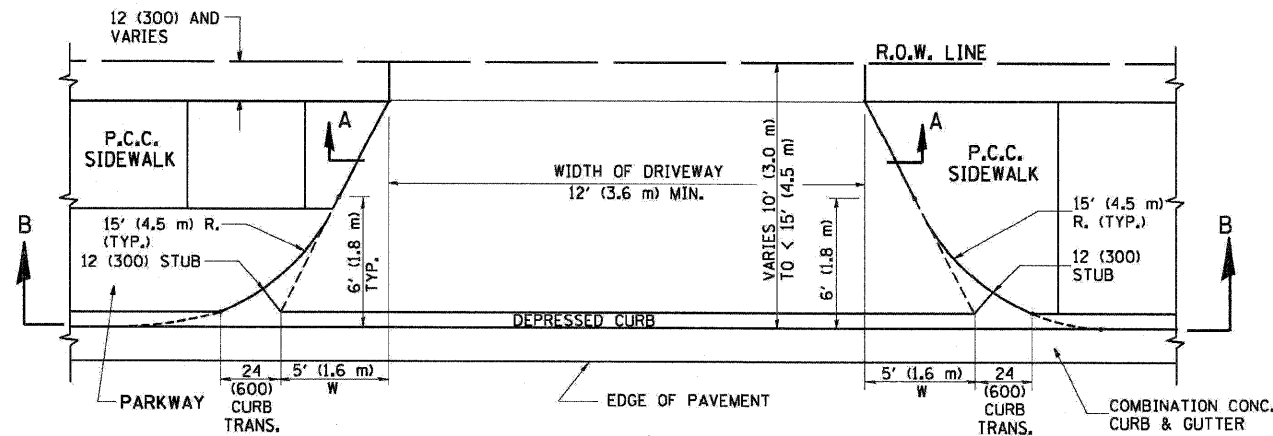
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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.

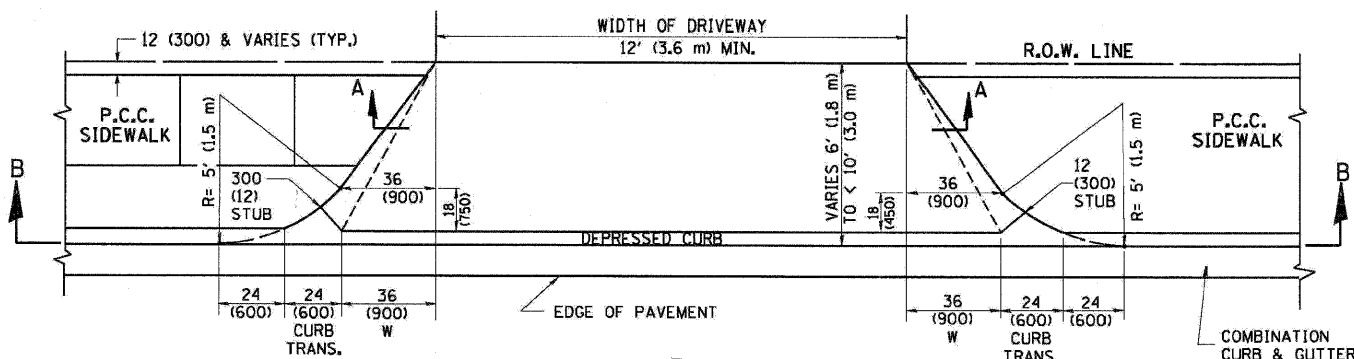


SECTION A-A

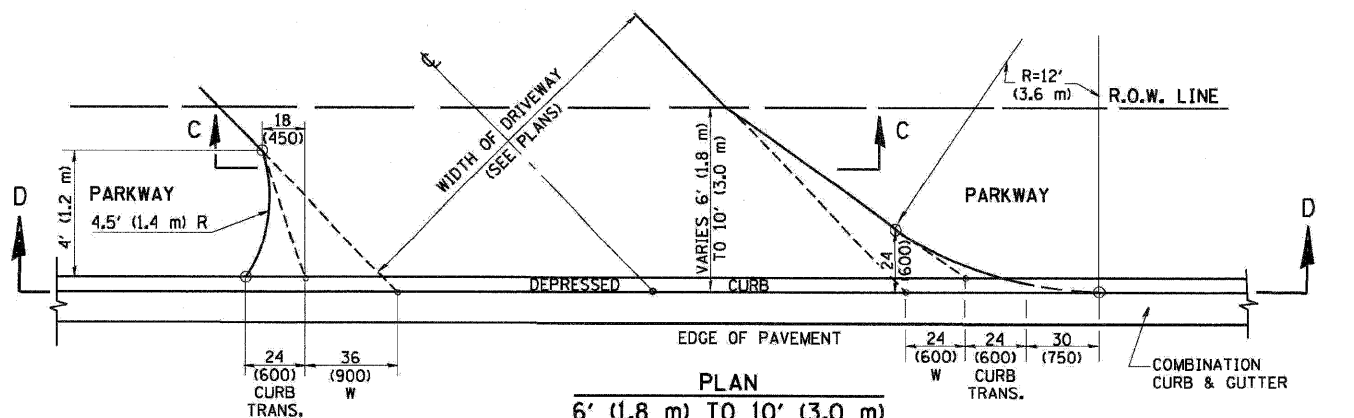
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PLOT SCALE = 49,9999' / IN.	DRAWN -	CHECKED -	REVISED - P. LOFLUER 04-15-03			BDD156-07 (BD-01)	681	430		
PLOT DATE = 8/12/2008	DATE - 11-04-95	REVISED - R. BORO 01-01-07	REVISED - R. BORO 06-11-08			CONTRACT NO.				
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



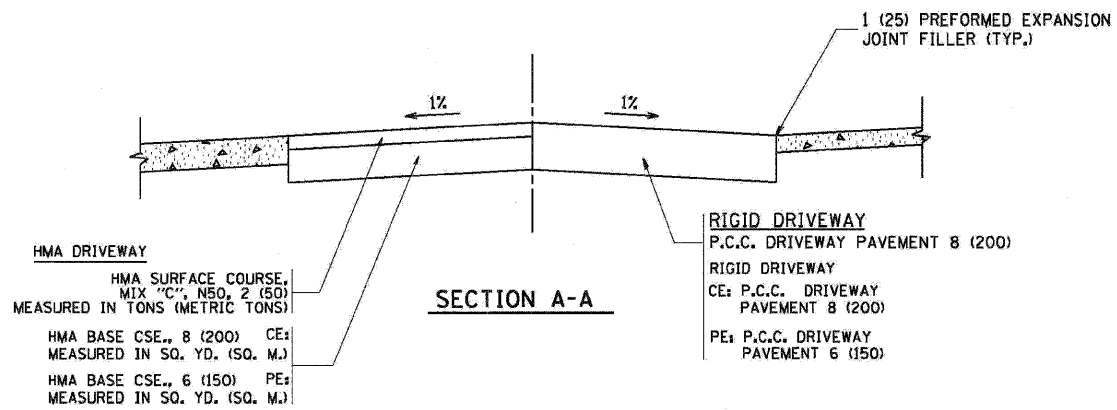
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



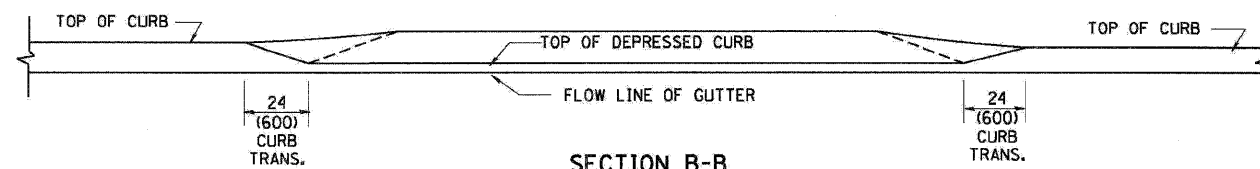
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



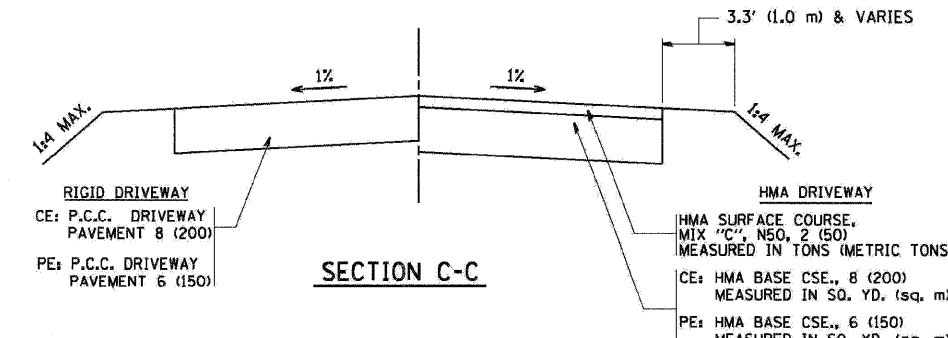
PLAN  
6' (1.8 m) TO 10' (3.0 m)



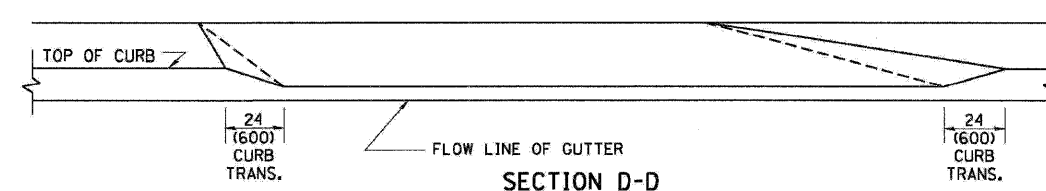
SECTION A-A



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.

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PLOT DATE = 1/4/2008

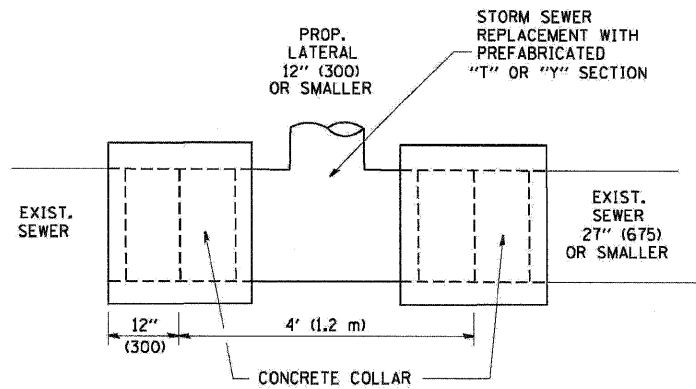
DESIGNED - R. SHAH  
DRAWN -  
CHECKED -  
DATE - 11-06-95

REVISED - T. HOLTZ 04-08-97  
REVISED - M. GOMEZ 04-06-01  
REVISED - P. LaFLEUR 04-15-03  
REVISED - R. BORO 01-01-07

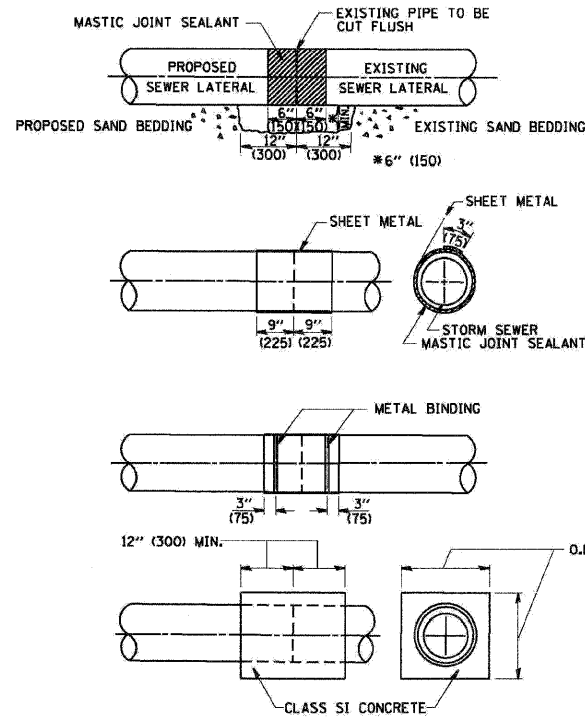
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS  
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)  
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-02 (BD-02)		681	431
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



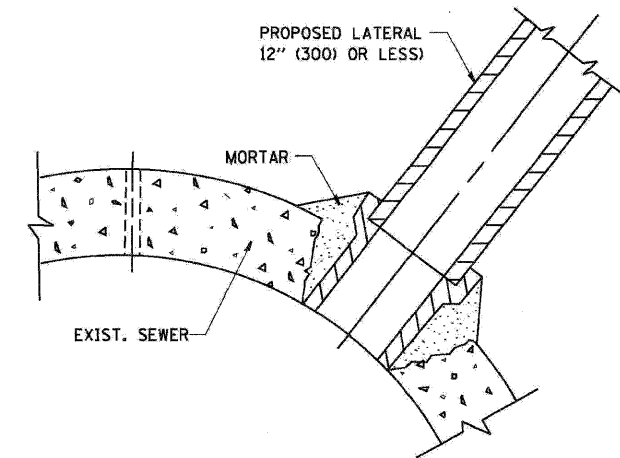
**DETAIL "A"**  
LATERAL CONNECTION TO EXISTING SEWER  
OF 27" (675) OR SMALLER



**DETAIL "B"**  
CLASS SI CONCRETE COLLAR

**CONSTRUCTION SEQUENCE**

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



**DETAIL "C"**  
PROPOSED LATERAL  
CONNECTION TO EXISTING SEWER  
OF 30" (750) OR LARGER

**NOTES**

**MATERIAL**

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

**CONSTRUCTION METHODS**

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

**GENERAL**

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

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

**BASIS OF PAYMENT**

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

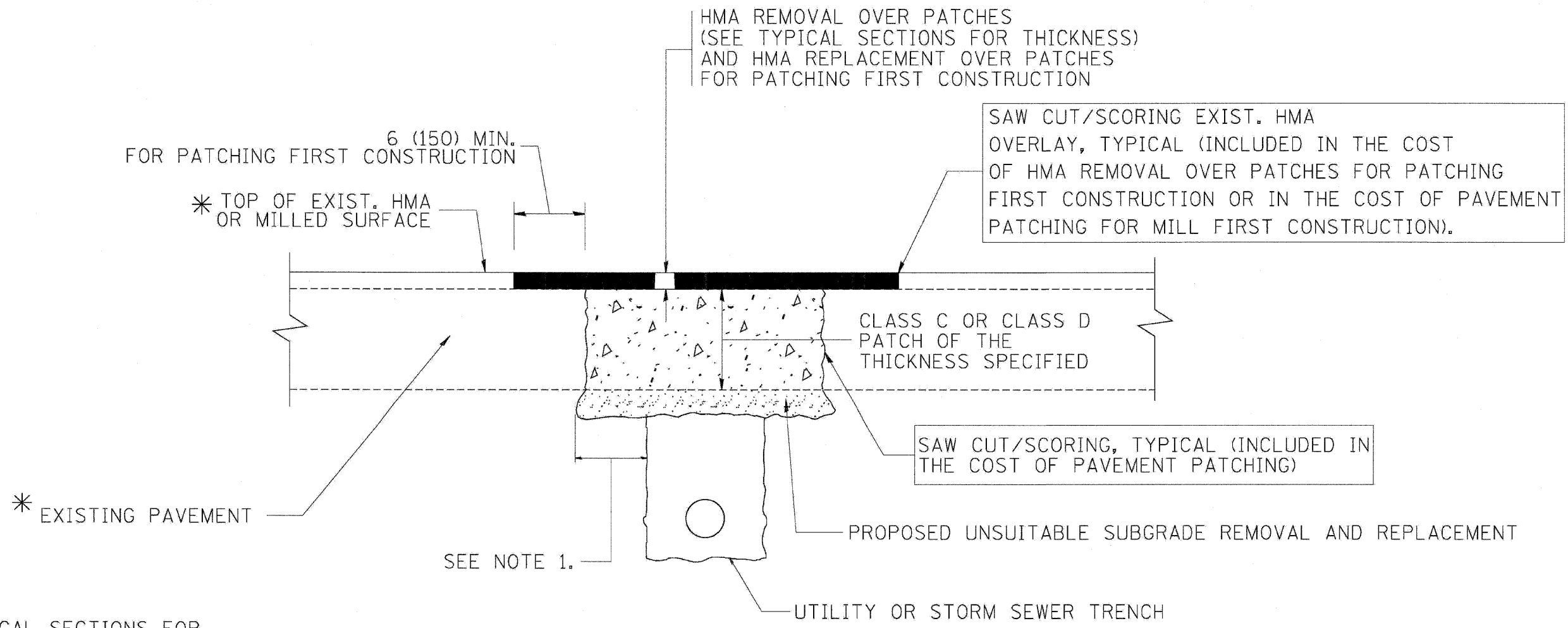
TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\distrstd\22x34\bd07.dgn	USER NAME = geg:ianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD500-01 (BD-7)	CONTRACT NO.	681	432
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. SHAH 10-25-94									
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96		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)

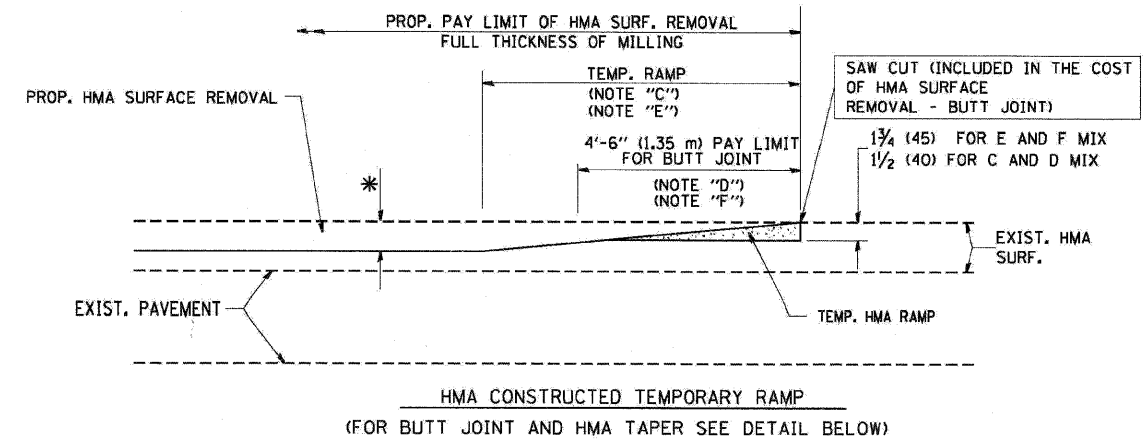
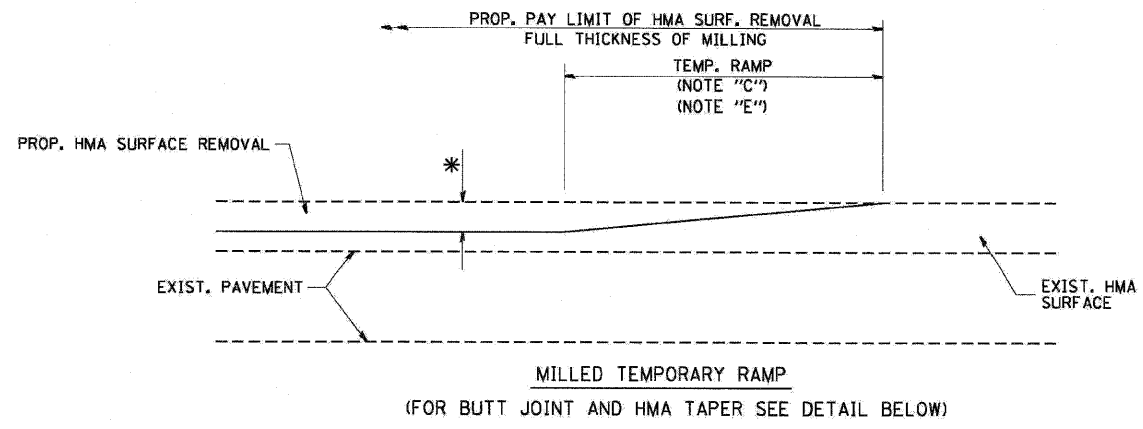
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

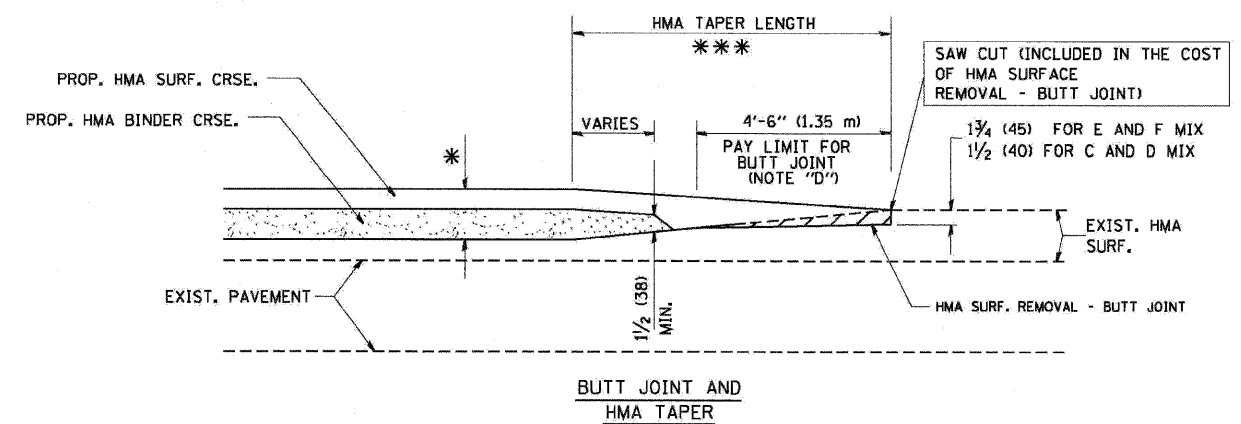
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

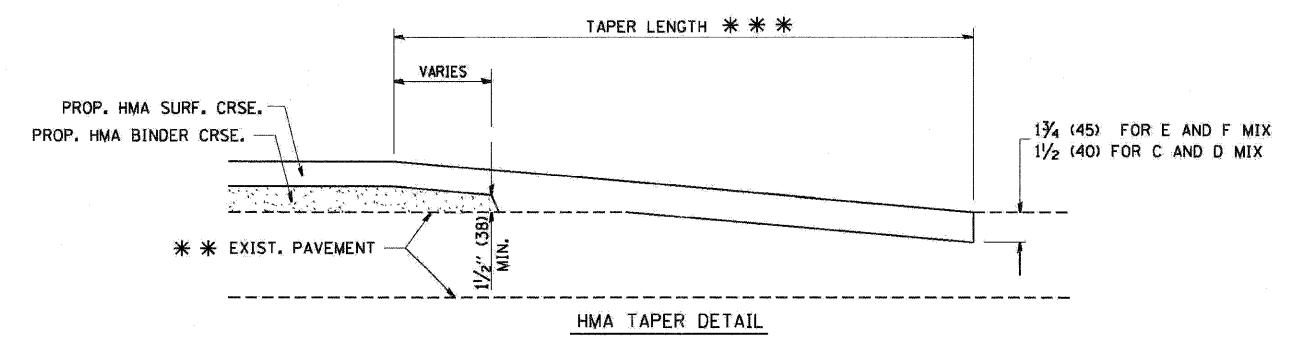
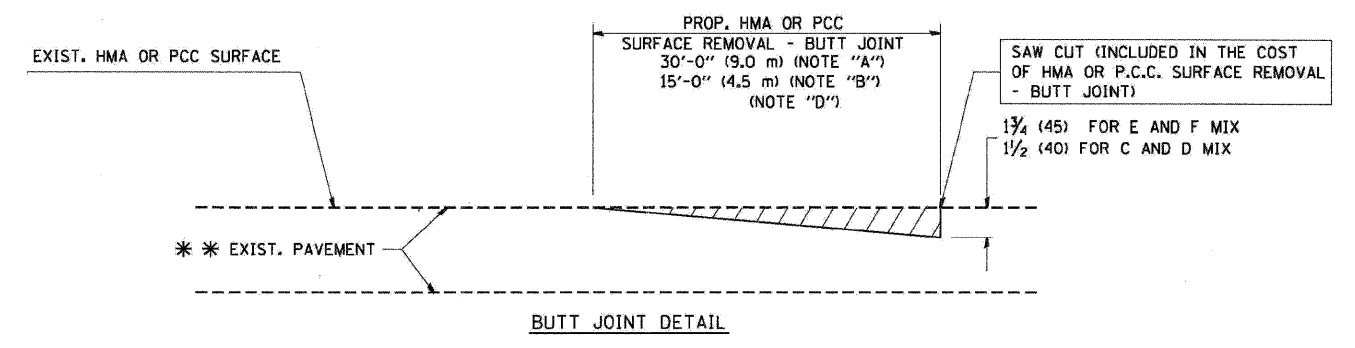
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		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)	CONTRACT NO.	681	433
		CHECKED -	REVISED - R. BORO 09-04-07									
		DATE - 10-25-94	REVISED - K. ENG 10-27-08									
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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")

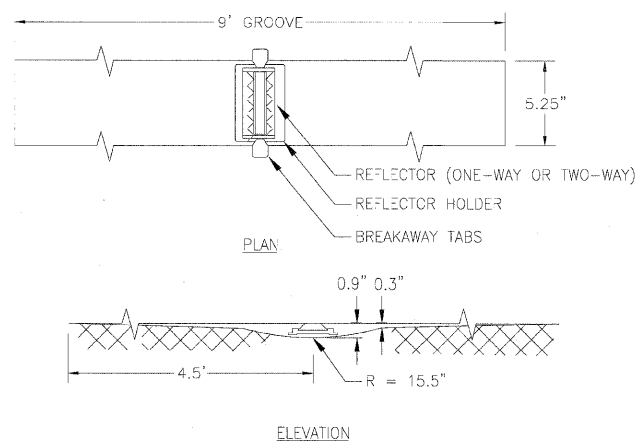
BASIS OF PAYMENT:

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".

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

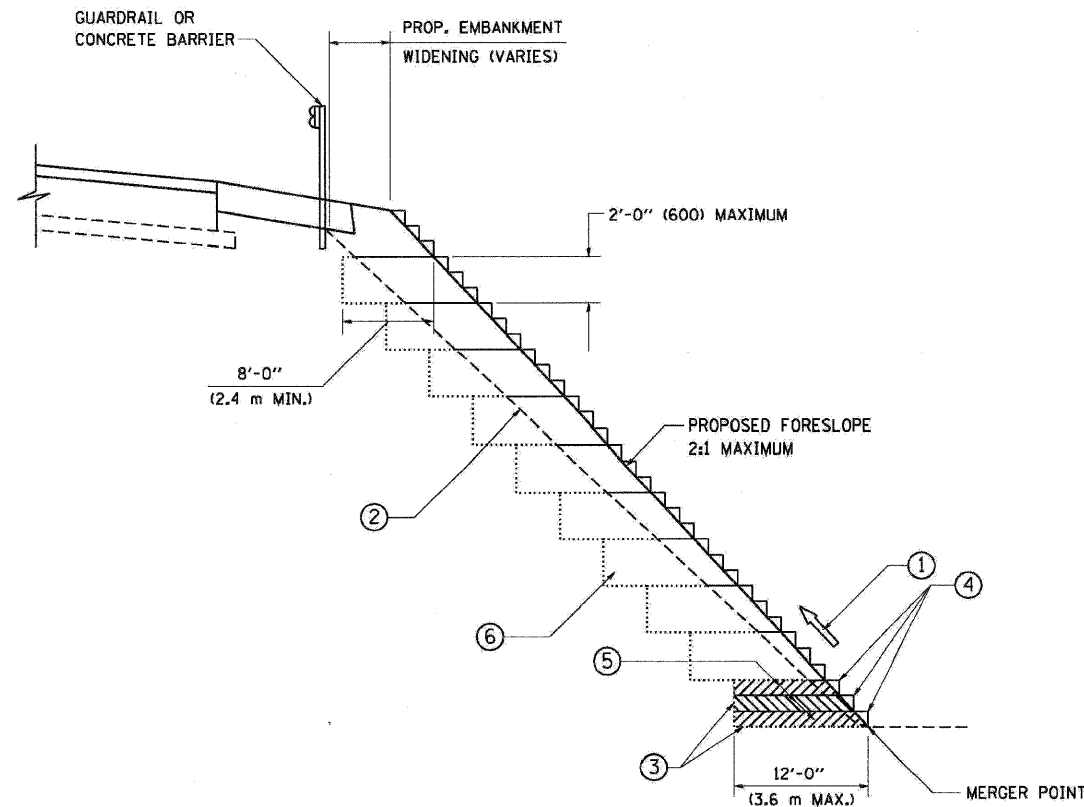
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		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-05	BD32	681	434
		PLOT SCALE = 80.0000' / IN.	REVISED - M. GOMEZ 04-06-01					CONTRACT NO.				
		PLOT DATE = 1/4/2008	REVISED - R. BORO 01-01-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**TYPICAL RECESSED REFLECTIVE PAVEMENT MARKERS**



**NOTES**

1. SAW CUT TO DIMENSIONS SHOWN.
2. SAW CUT AREAS ARE TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. REFLECTOR SHALL BE 3M SERIES 190 OR ENGINEER APPROVED EQUIVALENT.
5. THE REFLECTOR HOLDER SHALL BE A MARKERONE SERIES R100 REFLECTOR HOLDER OR ENGINEER APPROVED EQUIVALENT.
6. FOR 1-WAY MARKERS HEADING UPHILL, UPHILL GRIND TAPER MAY BE OMITTED.



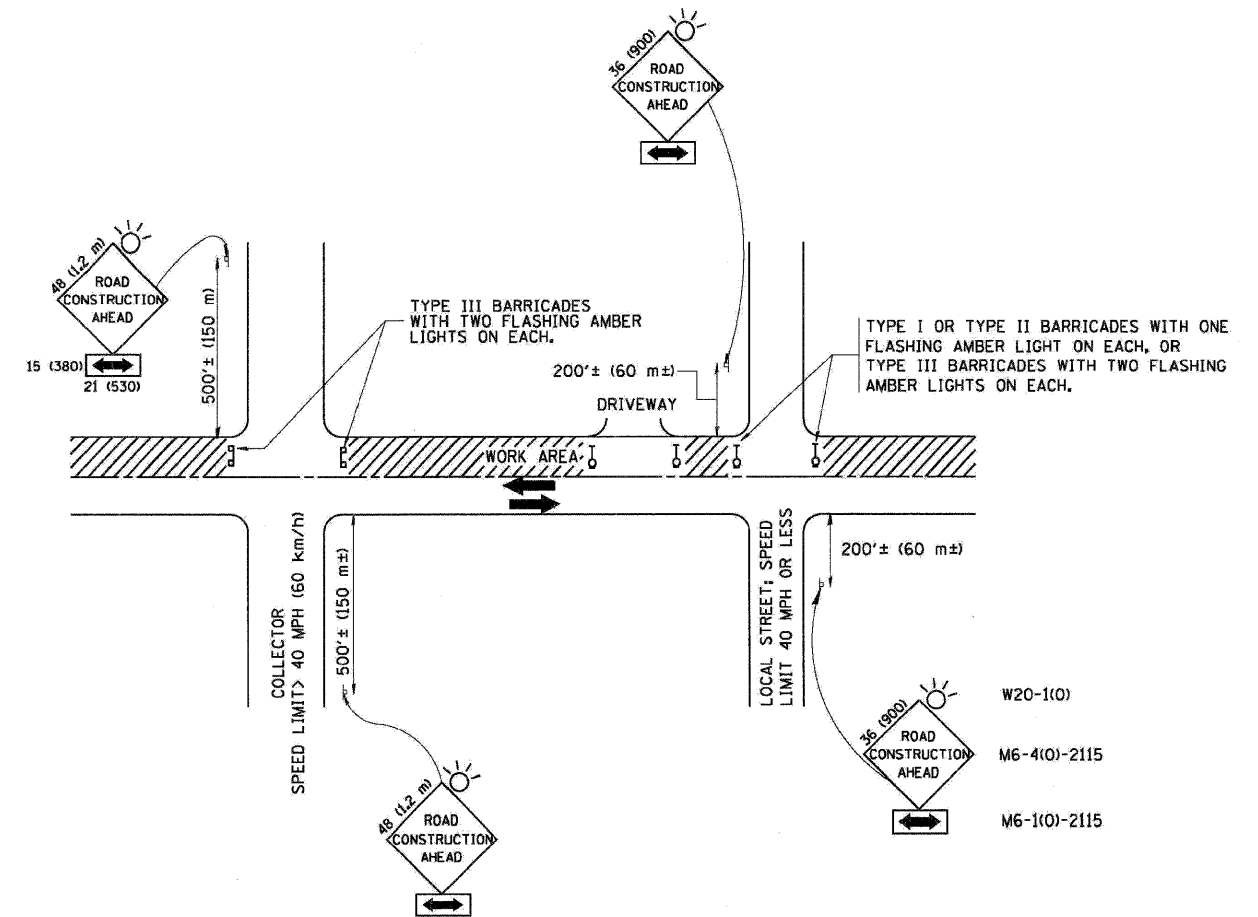
**TYPICAL BENCHING DETAIL FOR EMBANKMENT**

**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.

FILE NAME = W:\diststd\22x34\bd51.dgn	USER NAME = gpgluenobt	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BENCHING DETAIL FOR EMBANKMENT WIDENING AND RECESSED REFLECTIVE PAVEMENT MARKERS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CADD	REVISED -						681	435
		CHECKED - S.E.B.	REVISED -			BD-51		CONTRACT NO.		
		DATE - 06-16-04	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



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

NOTES:

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

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

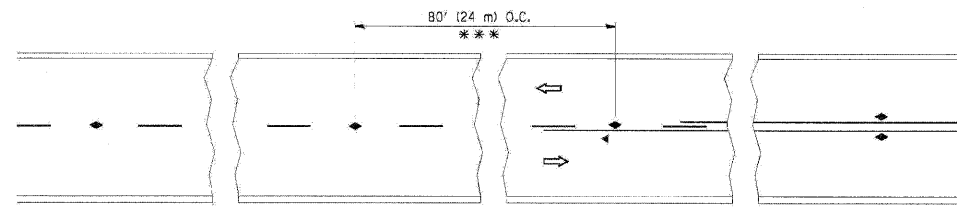
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		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

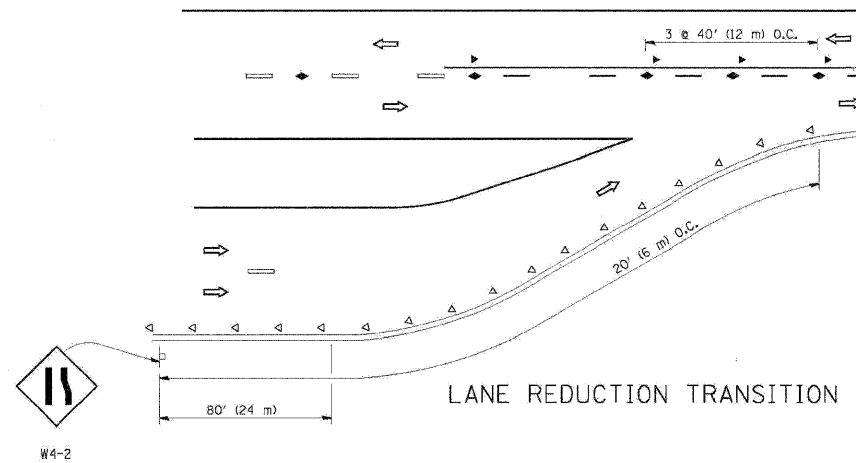
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

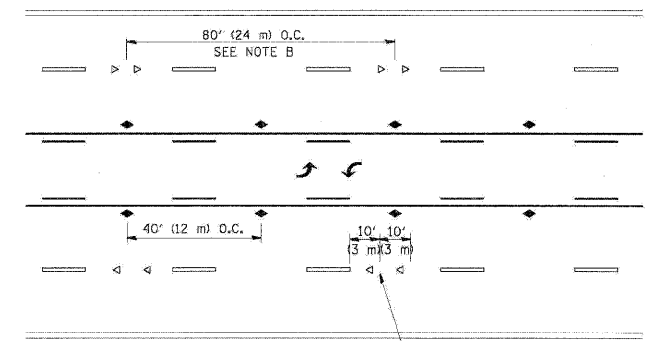


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

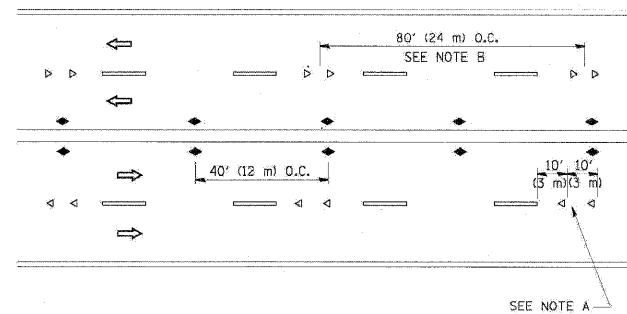
TWO-LANE/TWO-WAY



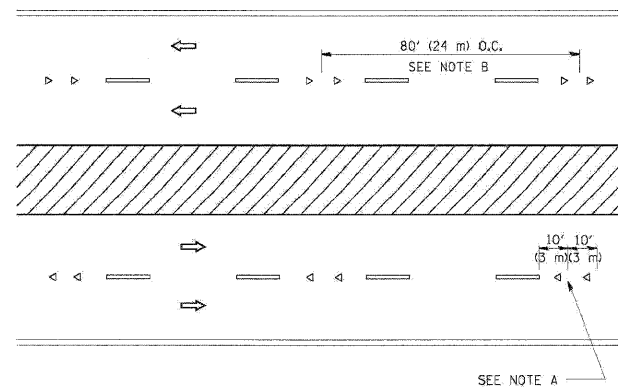
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

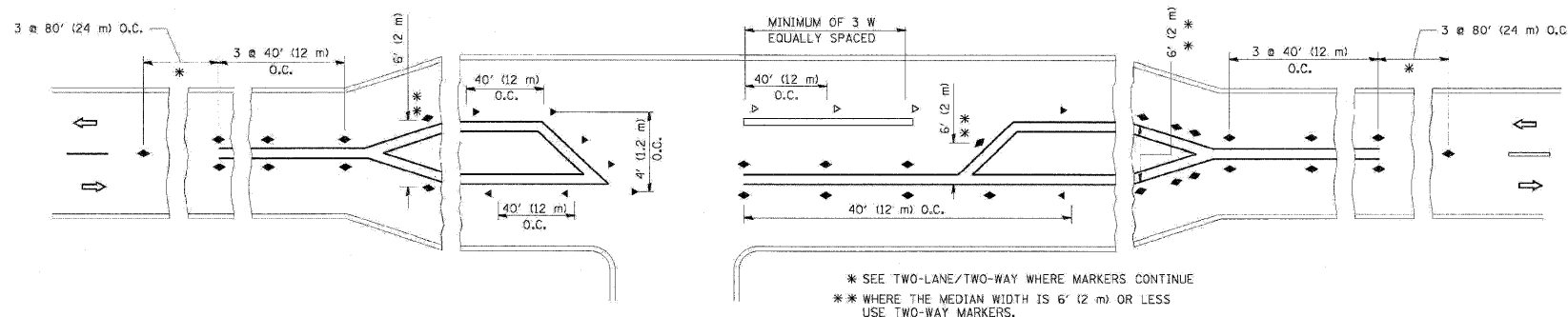
- YELLOW STRIPE
- ▬ WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (16 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (1.2 m) OR LESS USE TWO-WAY MARKERS.

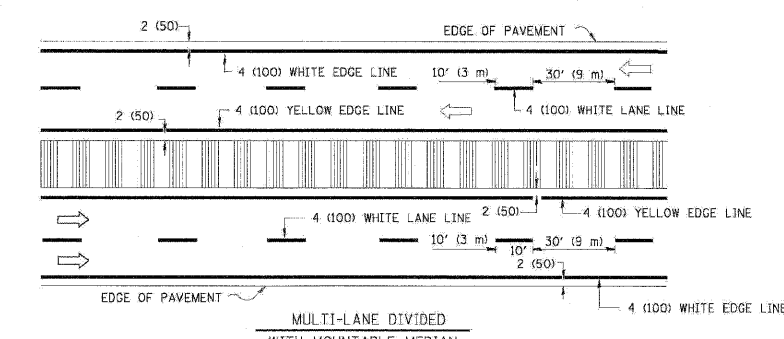
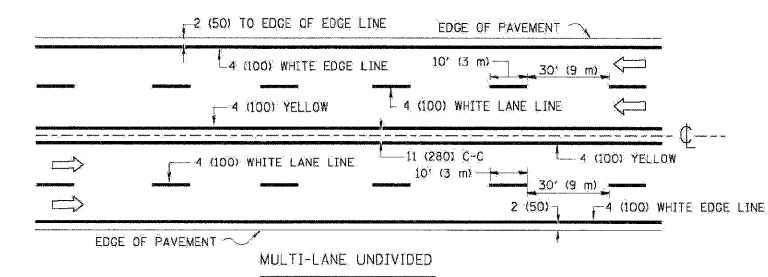
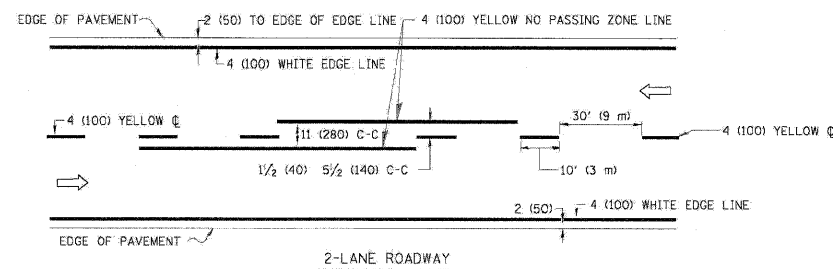
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivokasn	DESIGNED =	REVISED - T. RAMMACHER 09-19-94
or\pwwork\pwwork\drivokasn\08106315\...	LDgn	DRAWN =	REVISED - T. RAMMACHER 03-12-99
		CHECKED =	REVISED - T. RAMMACHER 01-06-00
		DATE =	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

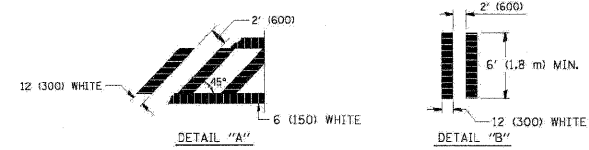
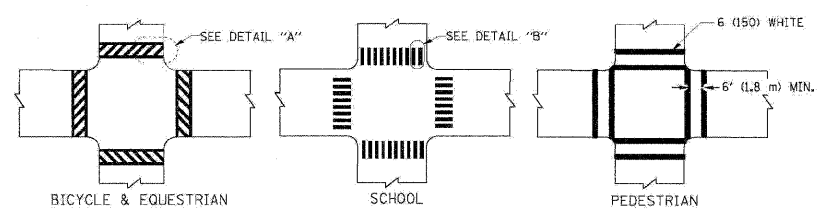
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			681	437
TC-11			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

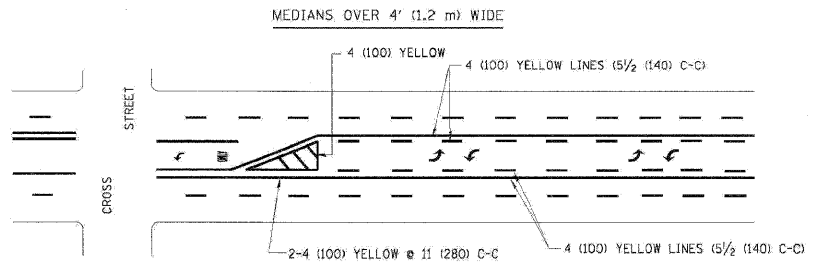
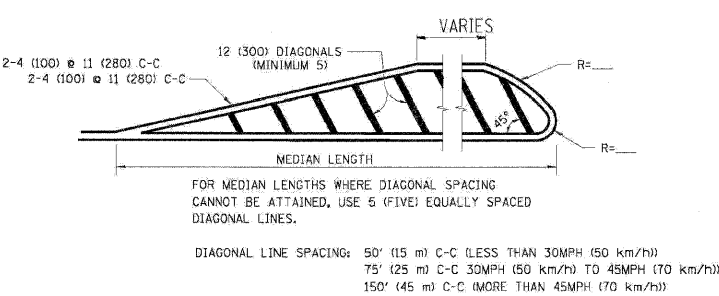
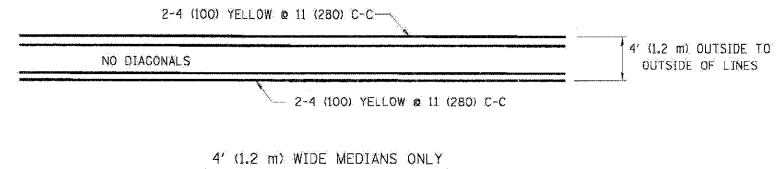


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

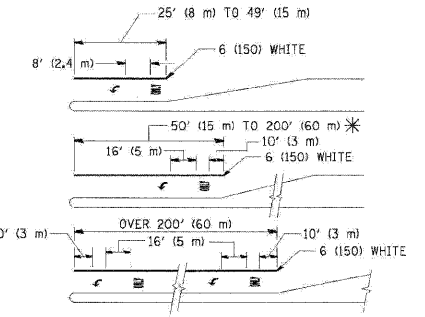
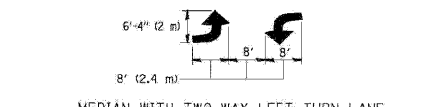
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



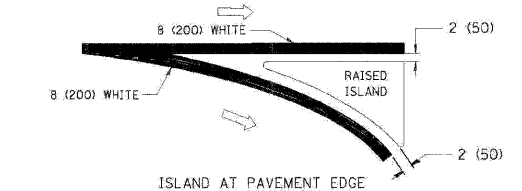
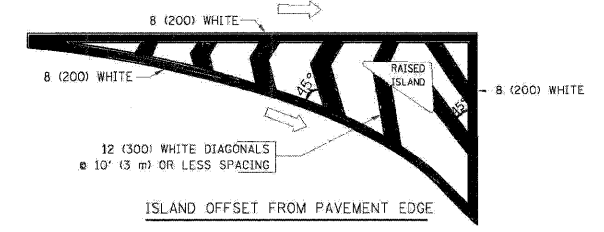
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

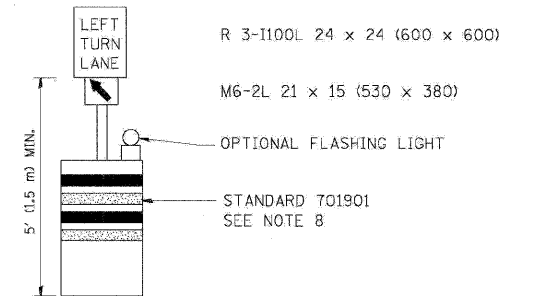
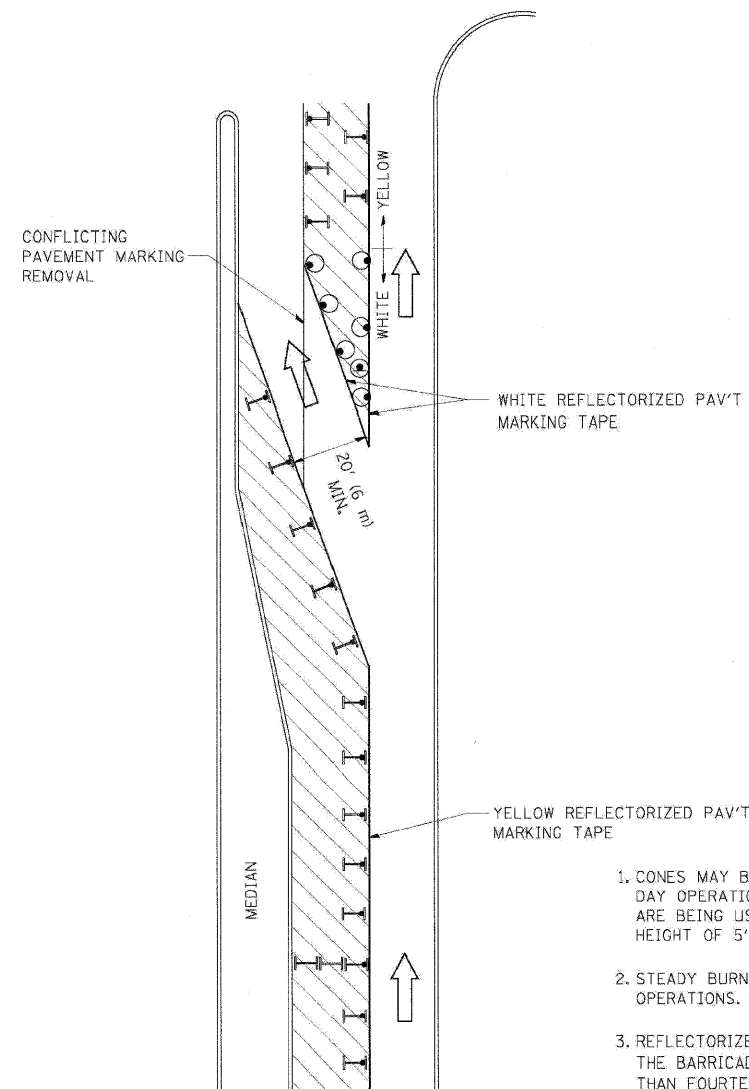


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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.









**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 OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

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

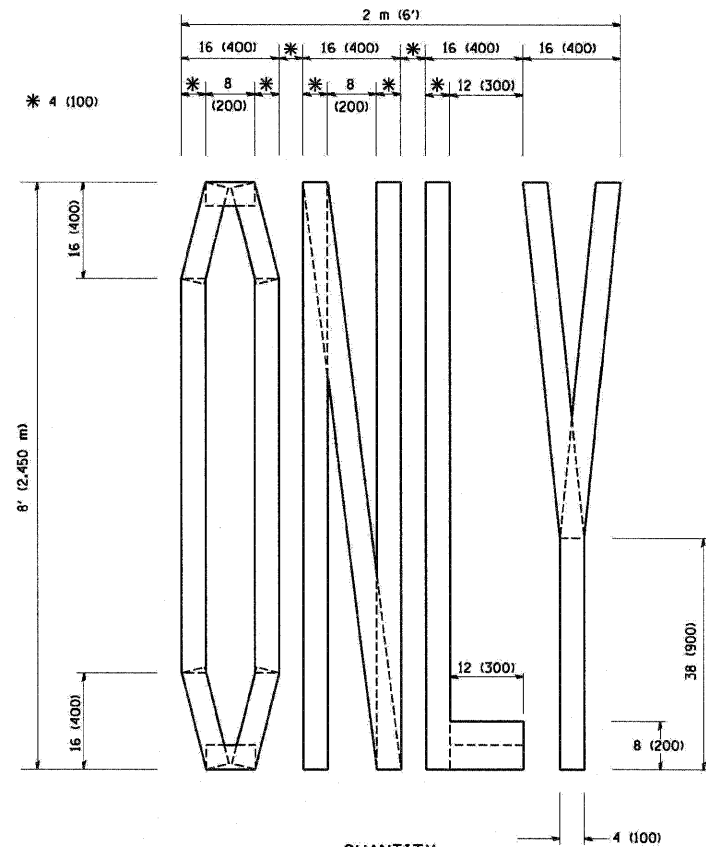
FILE NAME =	USER NAME = drvakobgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
er:\p\work\PM\DOT\DRIVAKUSGN\00189315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 49.9999" = 1"	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

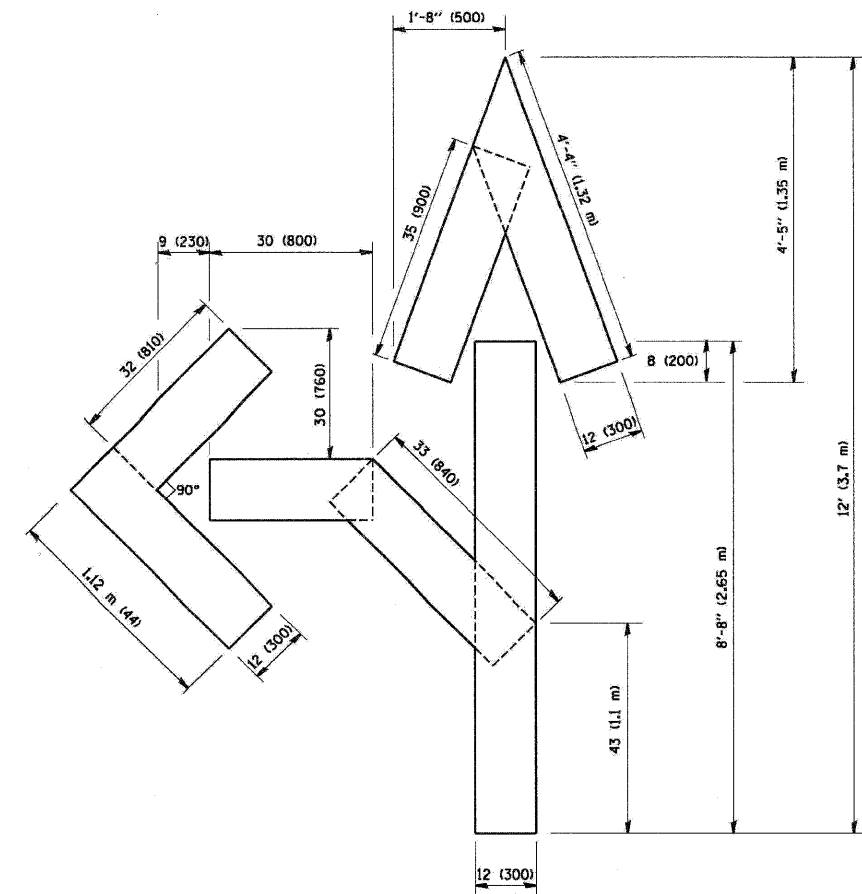
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

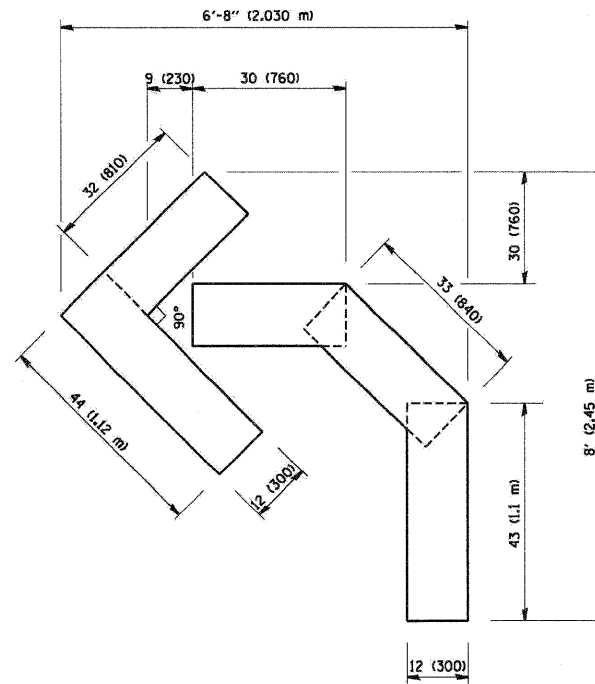
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			681	439
TC-14		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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

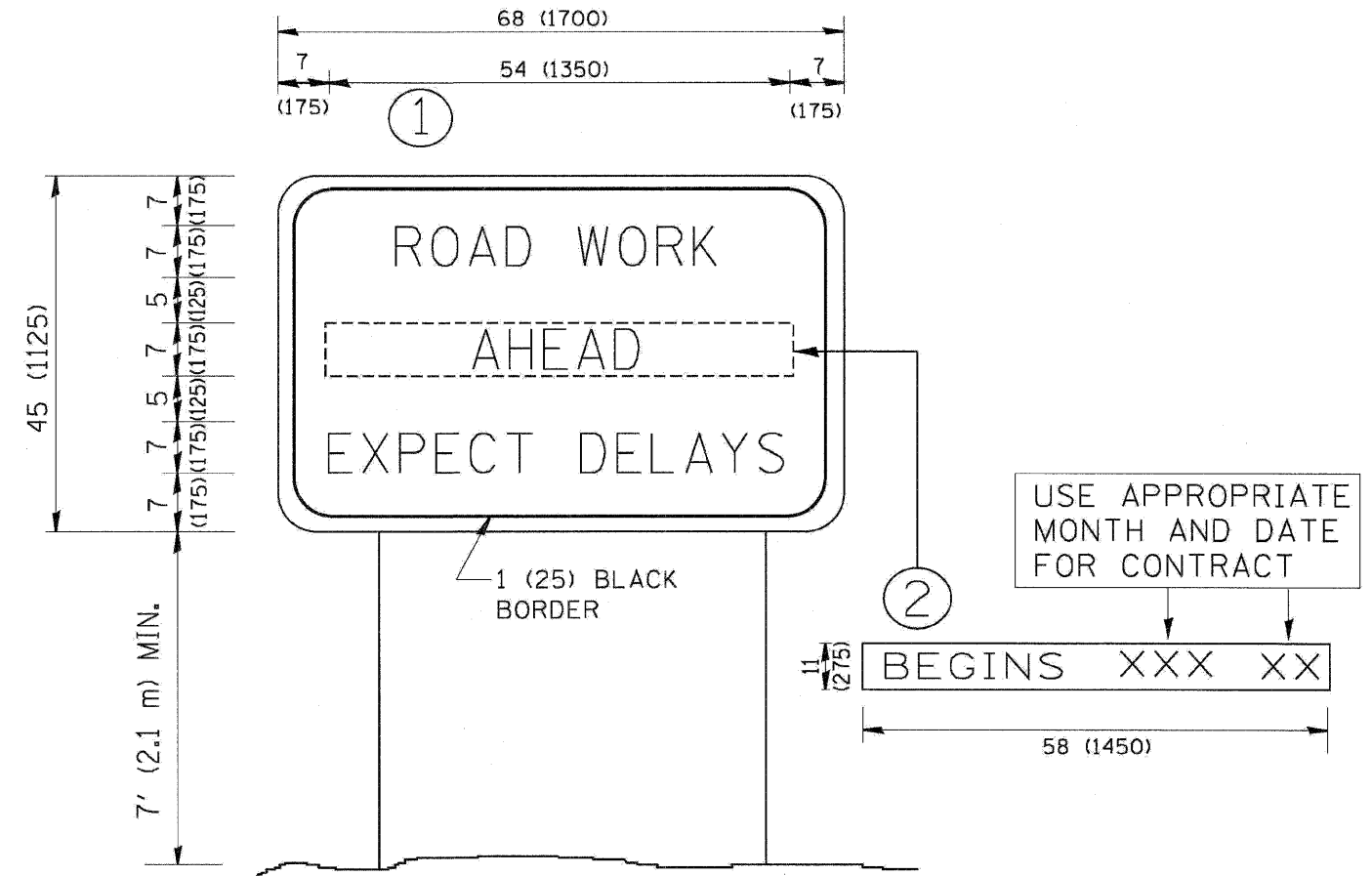


QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\distad\22x34\to16.dgn	USER NAME = gaglianob	DESIGNED -	REVISED - T. RAMMACHER 06-05-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 60.0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 11-04-97					TC-16			681	440
	PLOT DATE = 1/4/2028	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00		REVISED - T. RAMMACHER 03-02-98	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT		
								CONTRACT NO.				



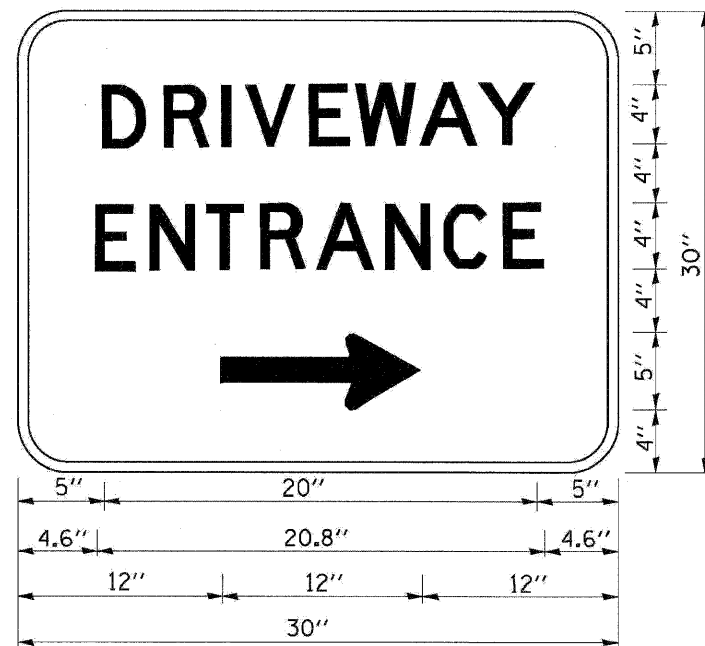


**NOTES:**

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.

FILE NAME = W:\dtdatad\22v34\to22.dgn	USER NAME = geglennob1	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	681	441
		CHECKED -	REVISED - T. RAMMACHER 02-02-99		TC-22			CONTRACT NO.				
		DATE -	REVISED - C. JUCIUS 01-31-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



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

**NOTES:**

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

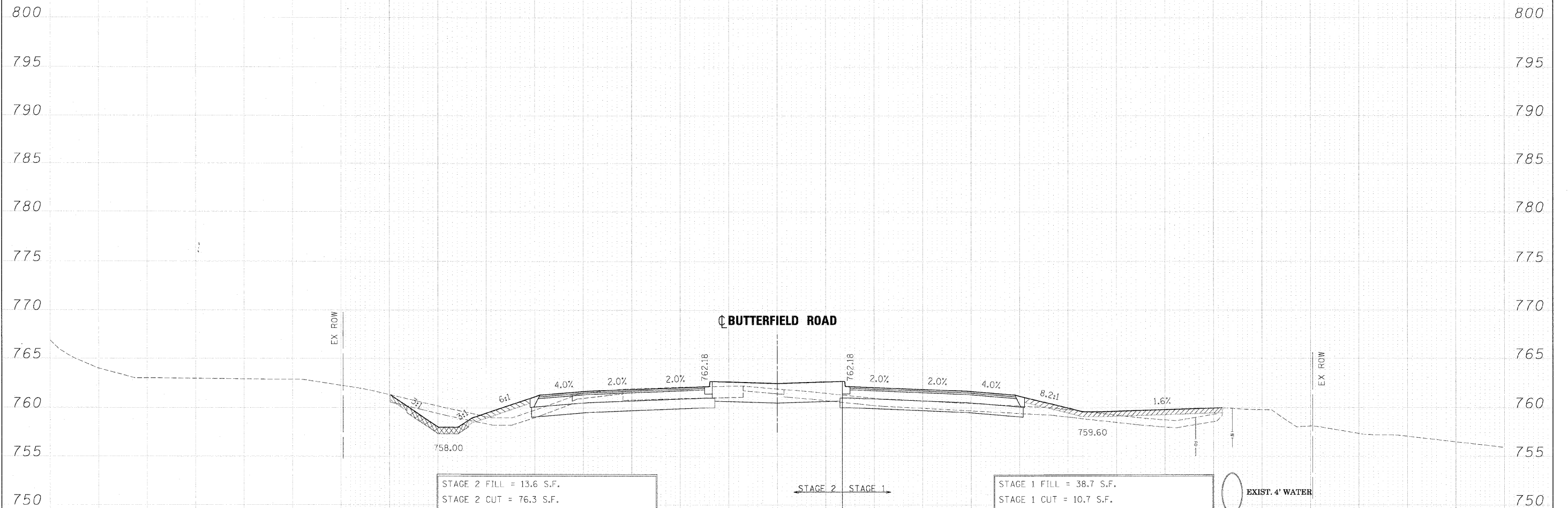
FILE NAME = W:\data\td\22x34\to26.dgn	USER NAME = geglioniobt	DESIGNED - DRAWN -	REVISED - C. JUCIUS 02-15-07 REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY ENTRANCE SIGNING</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-26	CONTRACT NO.	681	442
	PLOT DATE = 1/4/2008	DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

NOTE: HORIZONTAL UTILITY LOCATIONS ARE SHOWN ACCORDING TO SUBSURFACE UTILITY EXPLORATION PLANS. VERTICAL UTILITY LOCATIONS TO BE FIELD VERIFIED.

THE CROSS SECTIONS SHOW THE TOPSOIL FURNISH AND PLACE, 24". REFER TO LANDSCAPING PLANS FOR LOCATIONS AND DETAIL OF MEDIAN BERMS.

FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
INC.	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
INC.	



**LEGEND**

- TOPSOIL FURNISH AND PLACE, 6"
- TOPSOIL FURNISH AND PLACE, 8"

STAGE 2 FILL = 13.6 S.F.  
 STAGE 2 CUT = 76.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 8.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 37.7 S.F.

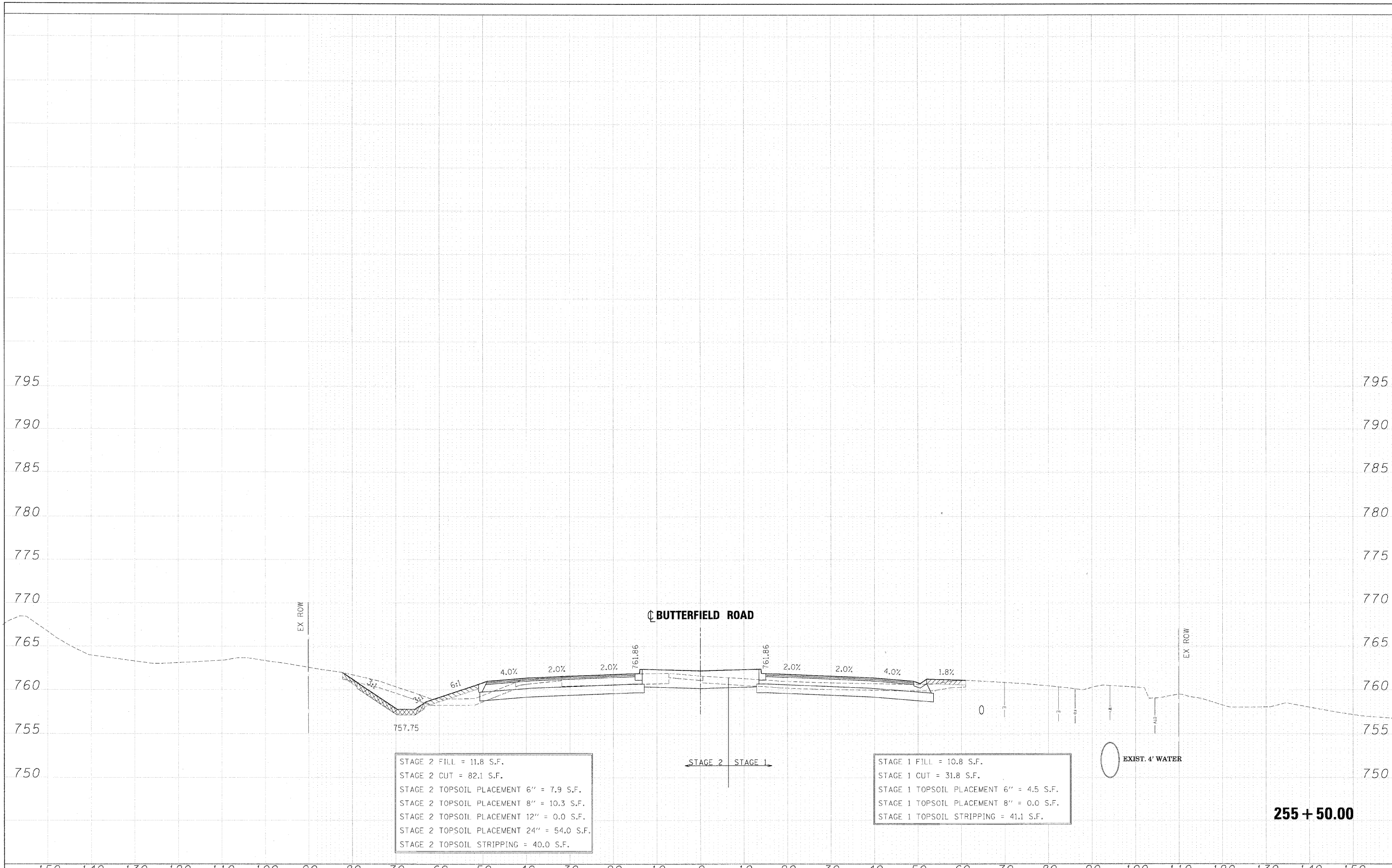
STAGE 1 FILL = 38.7 S.F.  
 STAGE 1 CUT = 10.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 20.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 61.7 S.F.

**255 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D162419-KS-56.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	443				
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PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -			ILLINOIS FED. AID PROJECT								

FINAL SURVEY NOTE BOOK NO.	SURVEYED	DATE
	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED	DATE
	TEMPLATE	
	AREAS	
	CHECKED	



STAGE 2 FILL = 11.8 S.F.  
 STAGE 2 CUT = 82.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 7.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 10.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 54.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 40.0 S.F.

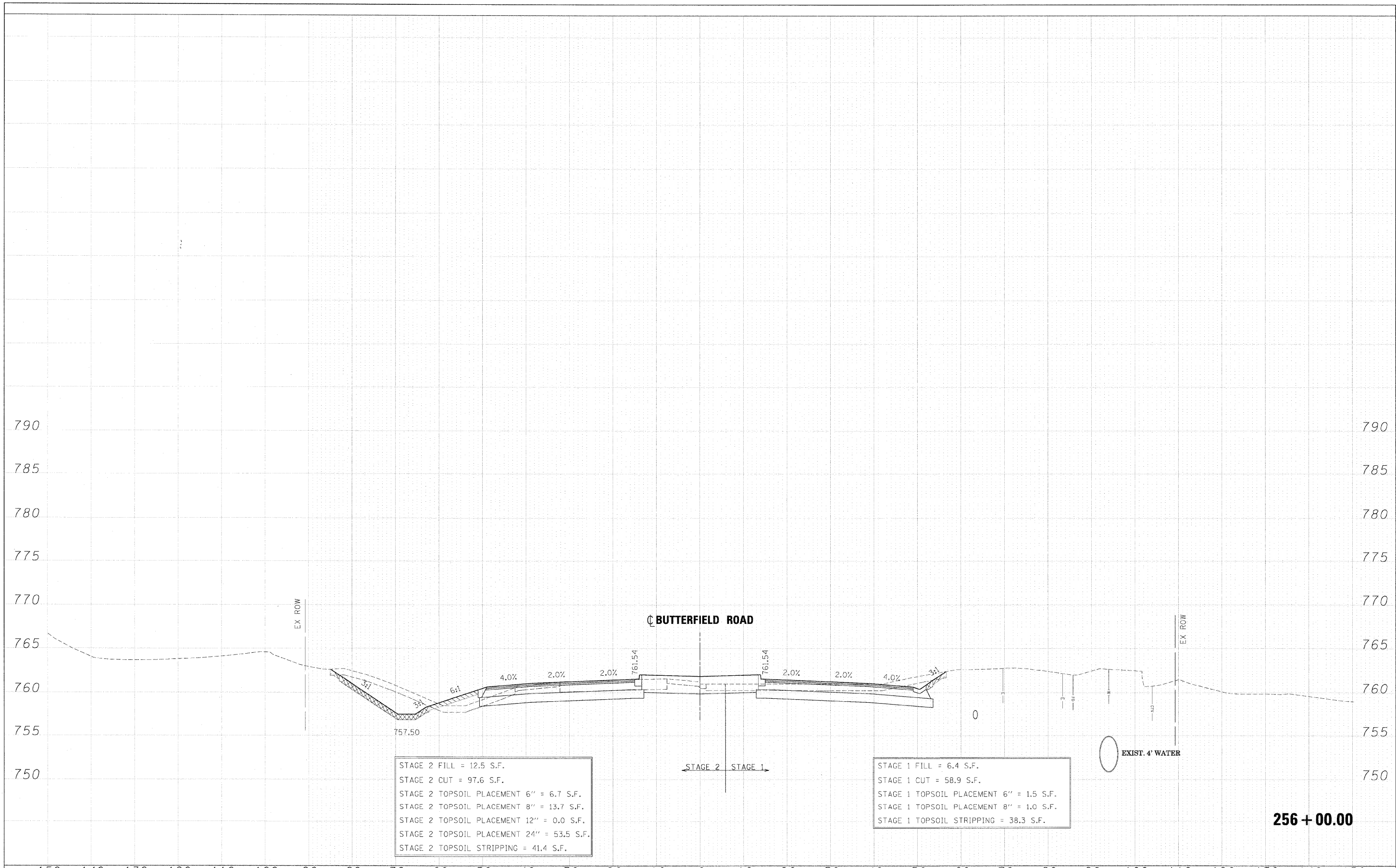
STAGE 1 FILL = 10.8 S.F.  
 STAGE 1 CUT = 31.8 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 4.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 41.1 S.F.

**255 + 50.00**

FILE NAME = ...\\162419-XS_56.DGN	DESIGNED - JMM	REVISED -	<b>benesch</b> STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	444	
PLT DATE = 12/7/2010	CHECKED - RMT	REVISED -		SCALE: SHEET NO. 2 OF 189 SHEETS STA. 255+50.00 TO STA. 255+50.00		CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT	
	DATE - 12/6/10	REVISED -							

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

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



STAGE 2 FILL = 12.5 S.F.  
 STAGE 2 CUT = 97.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 6.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 13.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 41.4 S.F.

STAGE 1 FILL = 6.4 S.F.  
 STAGE 1 CUT = 58.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 1.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 38.3 S.F.

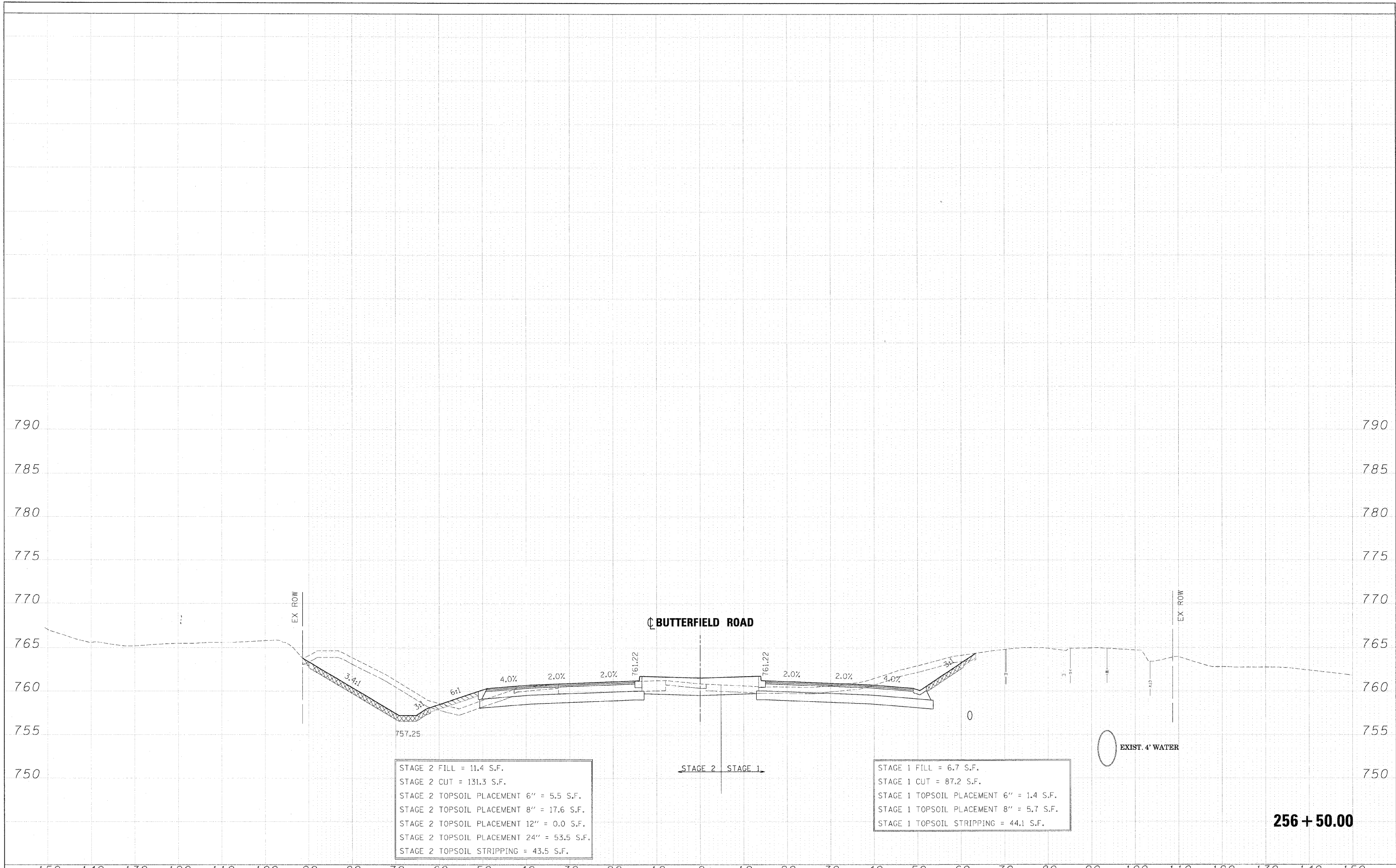
**256 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		ILLINOIS FED. AID PROJECT								

SCALE: SHEET NO. 3 OF 189 SHEETS STA. 256+00.00 TO STA. 256+00.00

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

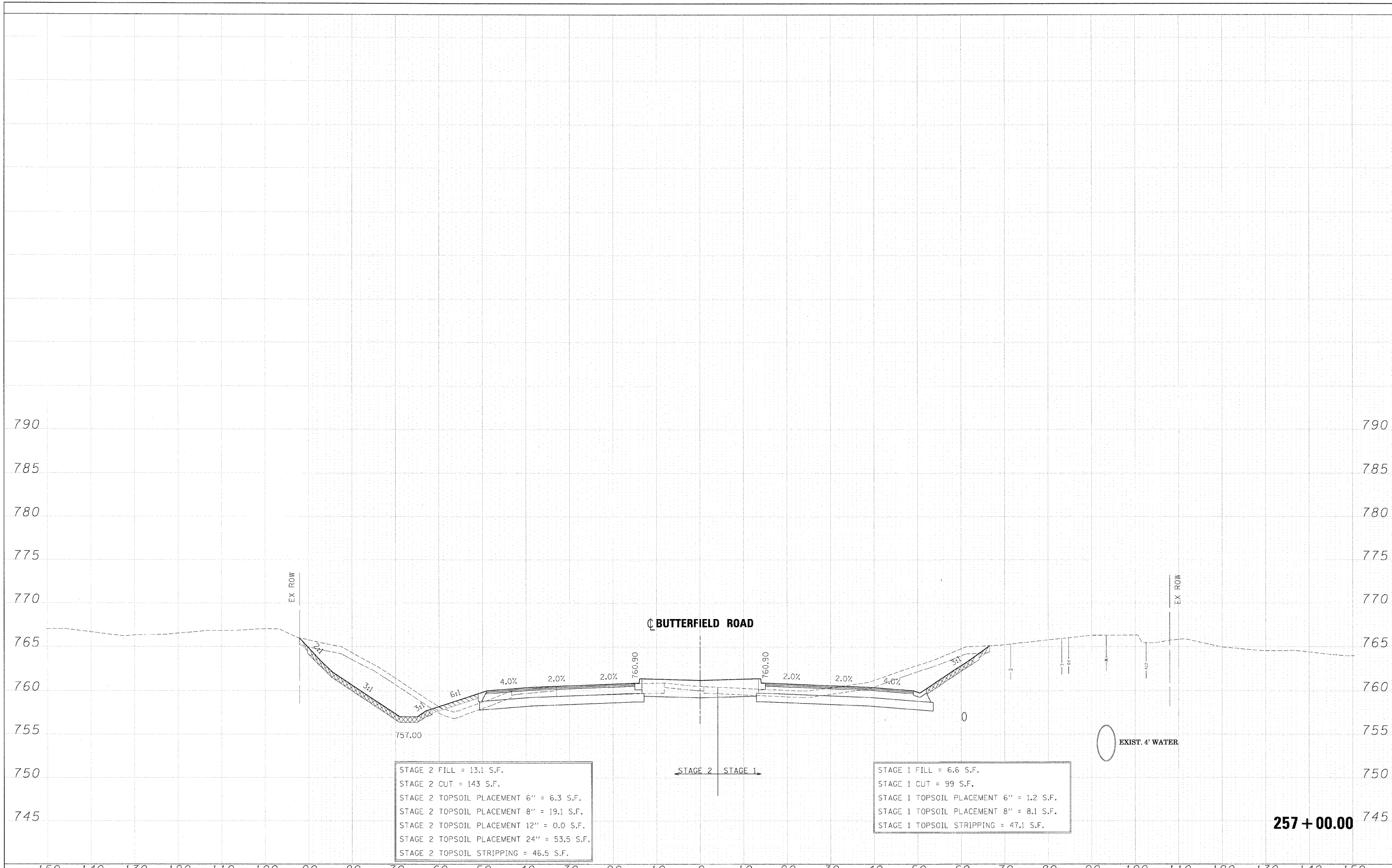
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	TEMPLATE	BY
NO.	AREAS	CHECKED
	AREAS	



FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\DIB2419-XS_E6.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	446			
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PLDT DATE = 12/7/2010	DATE - 12/6/10	REVISED -			SCALE: SHEET NO. 4 OF 189 SHEETS STA. 256+50.00 TO STA. 256+50.00							

FINAL	DATE
SURVEY	BY
NO. 1	
BOOK	
NO.	
AREAS CHECKED	

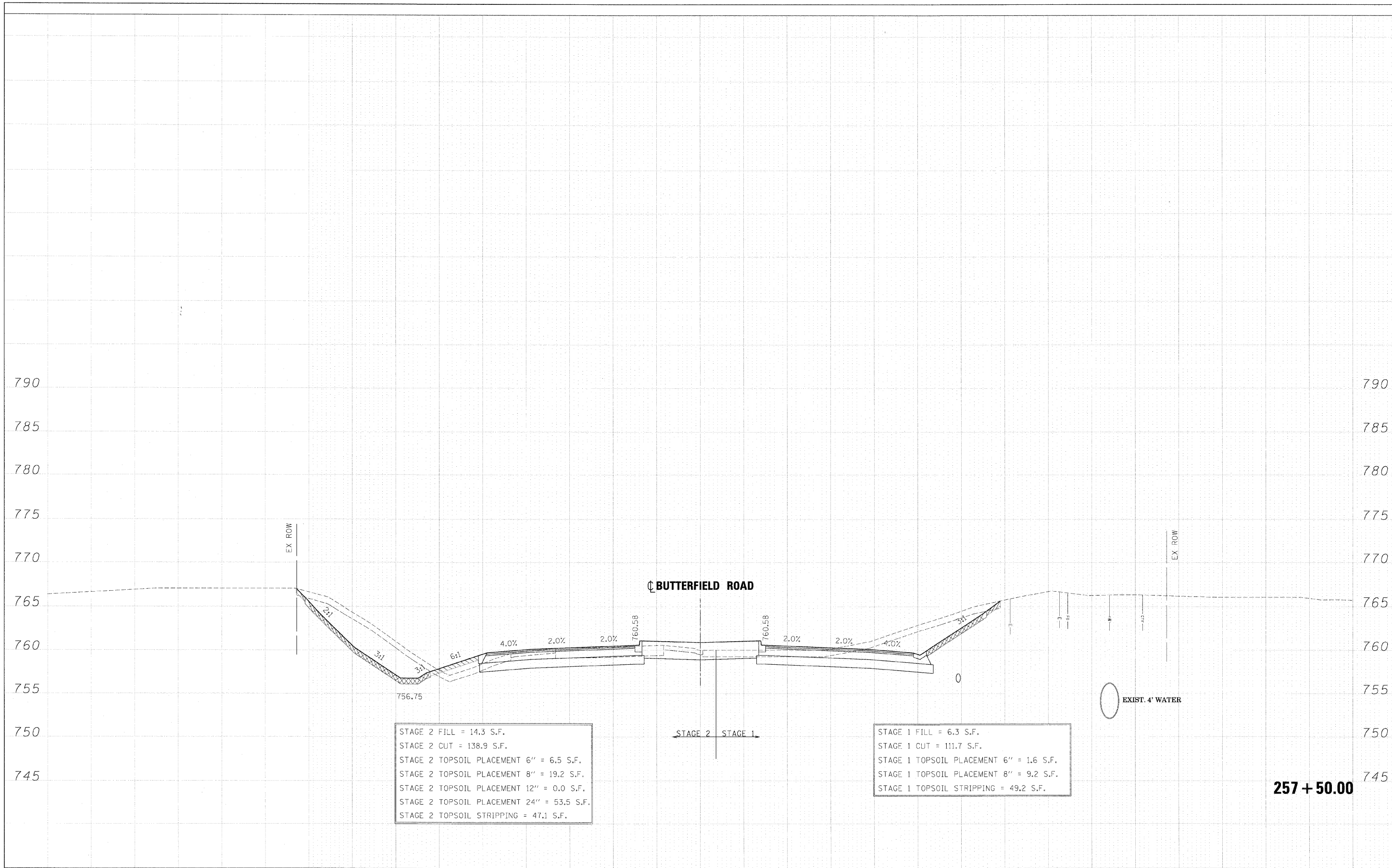
ORIGINAL	DATE
SURVEY	BY
NO. 1	
BOOK	
NO.	
AREAS CHECKED	



FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\0162419-XS_56.DGN	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	447
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PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -				SCALE:		SHEET NO. 5 OF 189 SHEETS		STA. 257+00.00 TO STA. 257+00.00

FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	



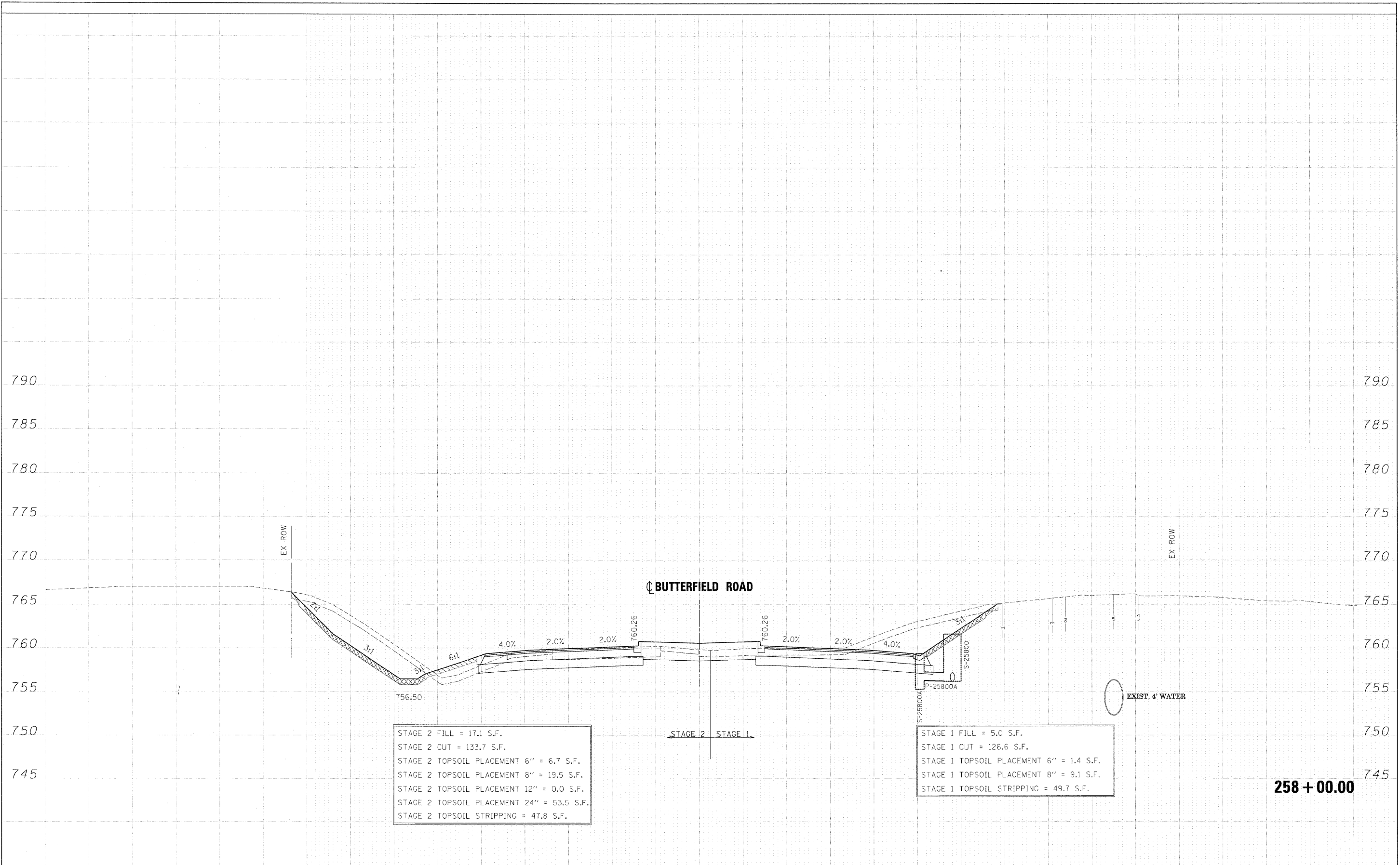
**257 + 50.00**

FILE NAME = ...\\D62419-XS_56.DGN	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE. 365	SECTION (57 & 58WRS-2)	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 448		
USER NAME = tblank	DRAWN - BMH	REVISED -			SCALE:	SHEET NO. 6 OF 189 SHEETS	STA. 257+50.00 TO STA. 257+50.00	CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT				
CHECKED - RMT	DATE - 12/6/10	REVISED -												
PLOT DATE = 12/7/2010														



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

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



STAGE 2 FILL = 17.1 S.F.  
 STAGE 2 CUT = 133.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 6.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 19.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 47.8 S.F.

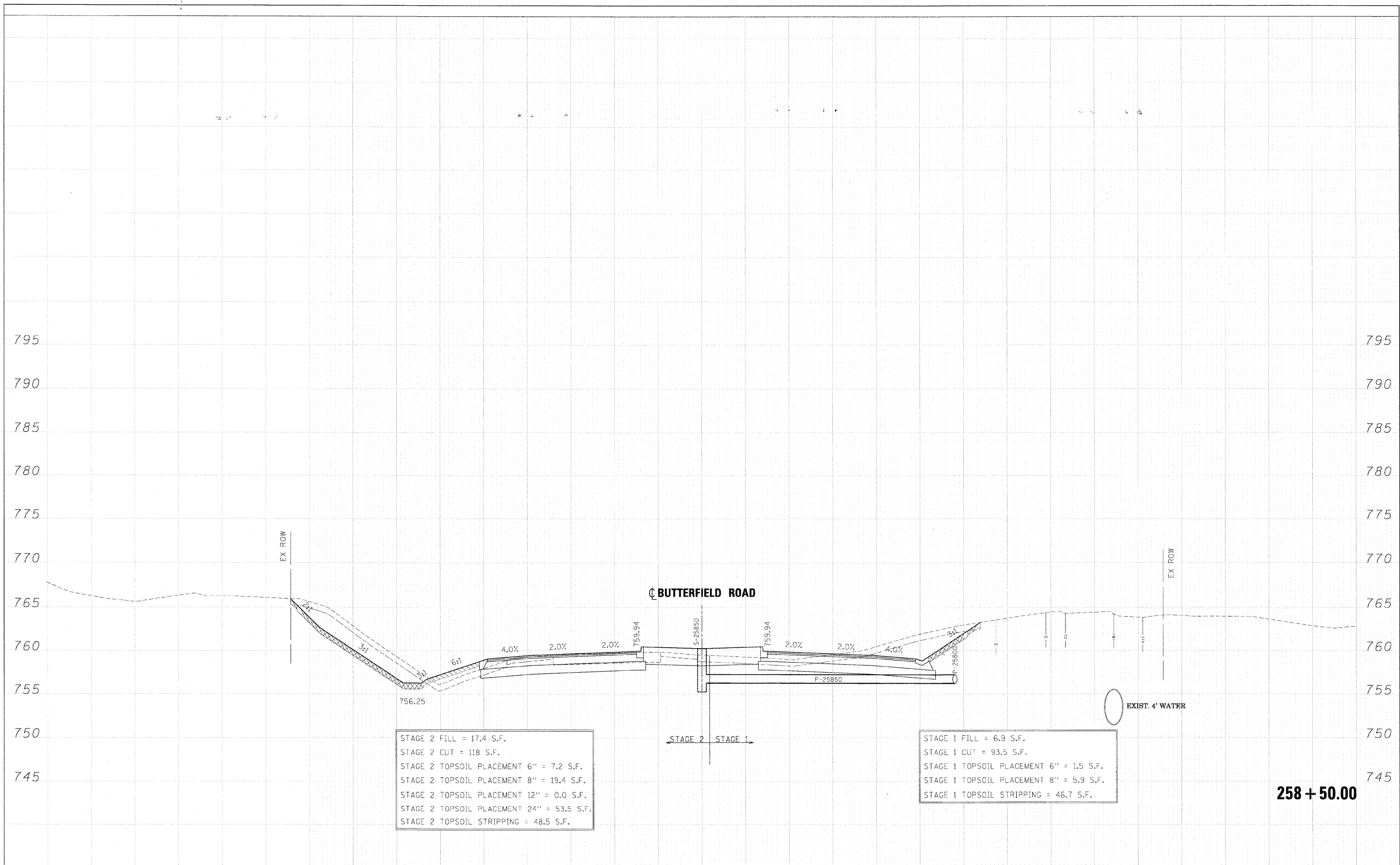
STAGE 1 FILL = 5.0 S.F.  
 STAGE 1 CUT = 126.6 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 9.1 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 49.7 S.F.

**258 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE. 365	SECTION (57 & 58)WRS-2	COUNTY	TOTAL SHEETS 681	SHEET NO. 449
...\\162419-XS_56.DGN	DRAWN - BMH	REVISED -		SCALE:		SHEET NO. 7 OF 189 SHEETS	STA. 258+00.00 TO STA. 258+00.00	ILLINOIS FED. AID PROJECT				
USER NAME = tblank	CHECKED - RMT	REVISED -										
PLD DATE = 12/7/2010	DATE - 12/6/10	REVISED -										

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

ORIGINAL SURVEY	DATE
SCANNED	BY
NOTE BOOK	NO.
TEMPLATE	AREAS CHECKED



STAGE 2 FILL = 17.4 S.F.  
 STAGE 2 CUT = 118 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 7.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 19.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 48.5 S.F.

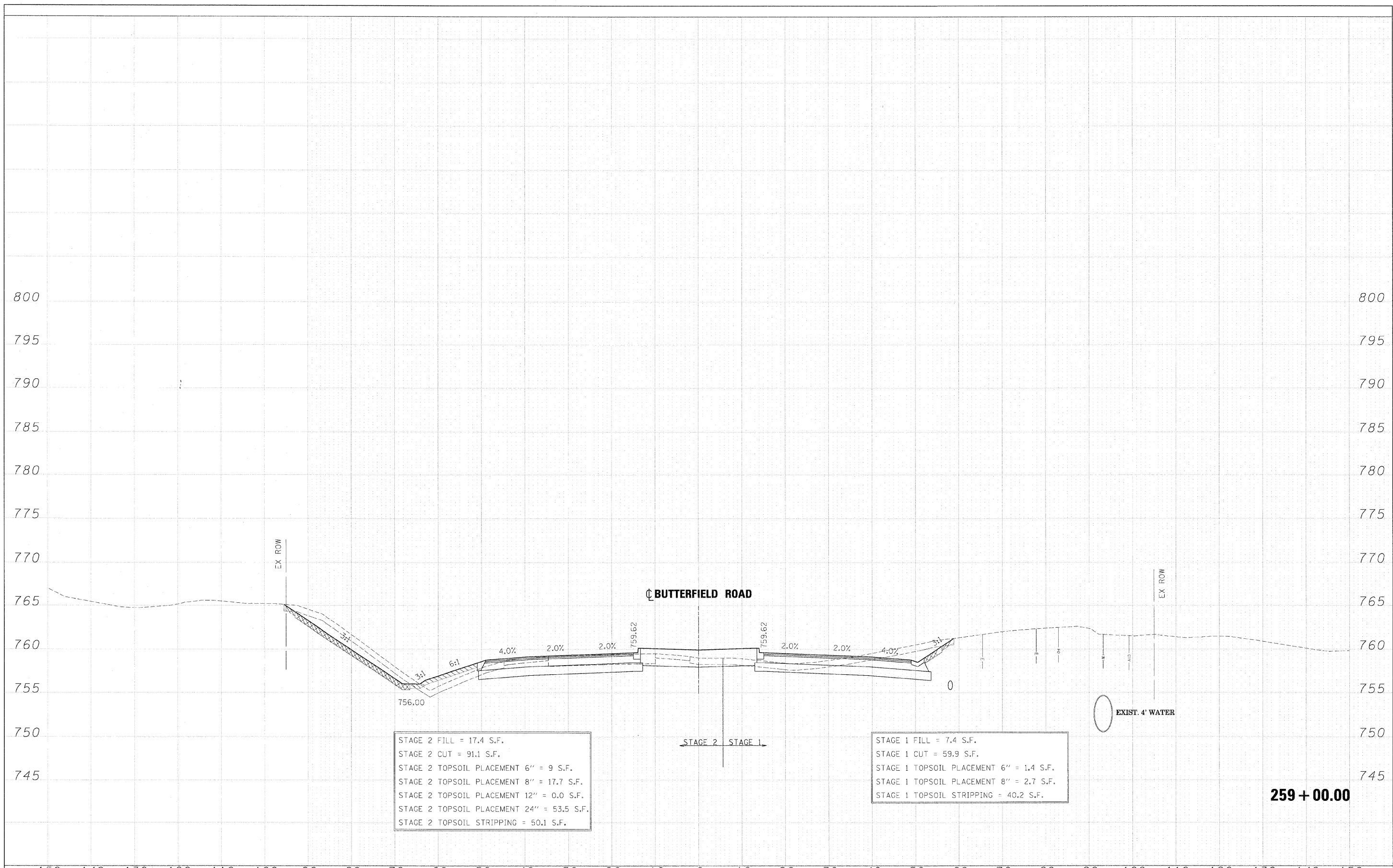
STAGE 1 FILL = 6.9 S.F.  
 STAGE 1 CUT = 93.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 5.9 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 46.7 S.F.

**258 + 50.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\0162419-XS-56.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	450			
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PLOT DATE = 12/7/2018	DATE - 12/6/10	REVISED -			SCALE:	SHEET NO. 8 OF 189 SHEETS	STA. 258+50.00 TO STA. 258+50.00					

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

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



STAGE 2 FILL = 17.4 S.F.  
 STAGE 2 CUT = 91.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 17.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 50.1 S.F.

STAGE 1 FILL = 7.4 S.F.  
 STAGE 1 CUT = 59.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 2.7 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 40.2 S.F.

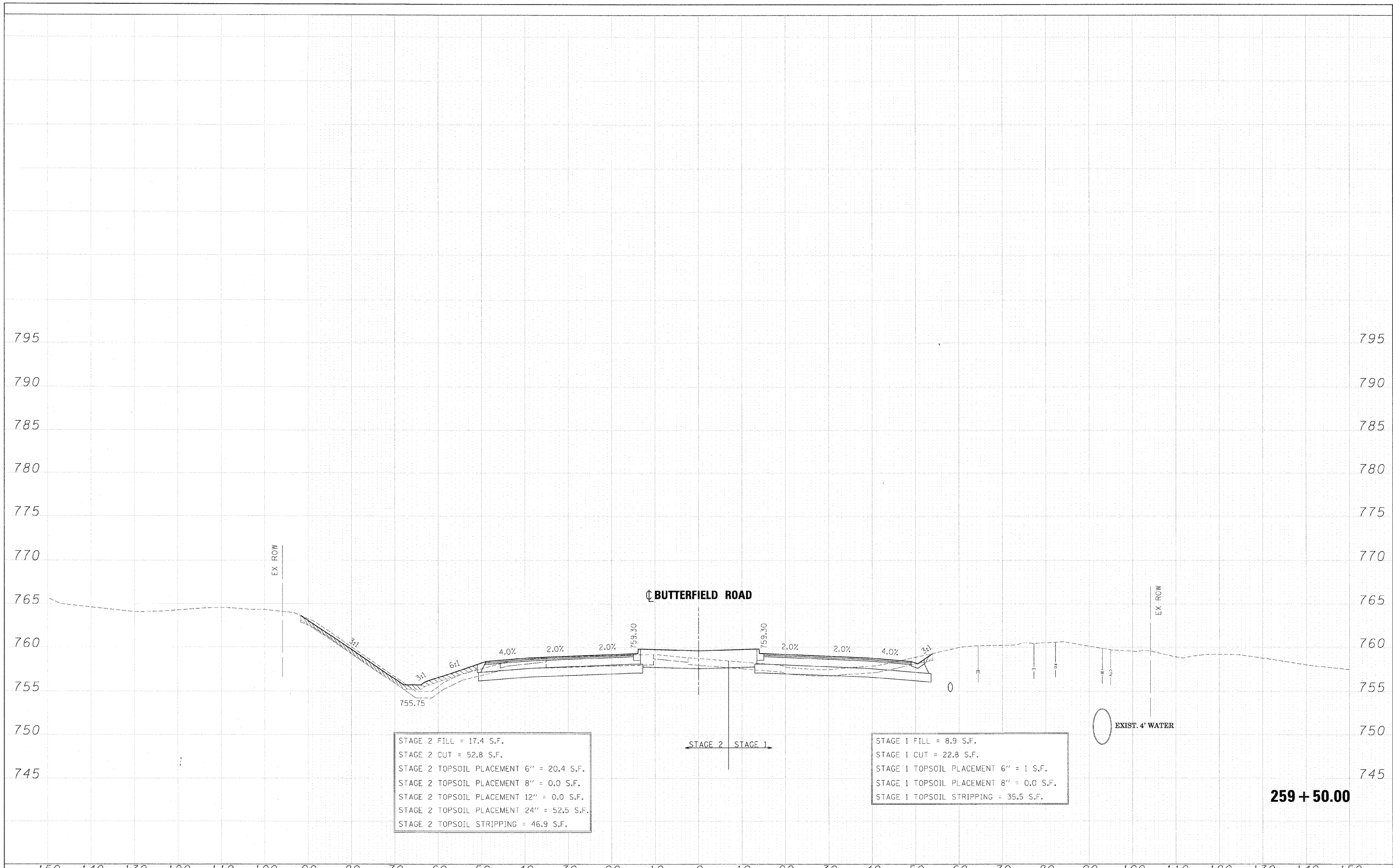
**259 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS		CROSS SECTIONS - IL RTE 56	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D162419-XS.56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2		DUPAGE	681	451		
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PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		ILLINOIS FED. AID PROJECT							

SCALE: SHEET NO. 9 OF 189 SHEETS STA. 259+00.00 TO STA. 259+00.00

FINAL SURVEY NOTE BOOK NO.	SURVEYED BY	DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED BY	DATE



STAGE 2 FILL = 17.4 S.F.  
 STAGE 2 CUT = 52.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 20.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 46.9 S.F.

STAGE 1 FILL = 8.9 S.F.  
 STAGE 1 CUT = 22.8 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 35.5 S.F.

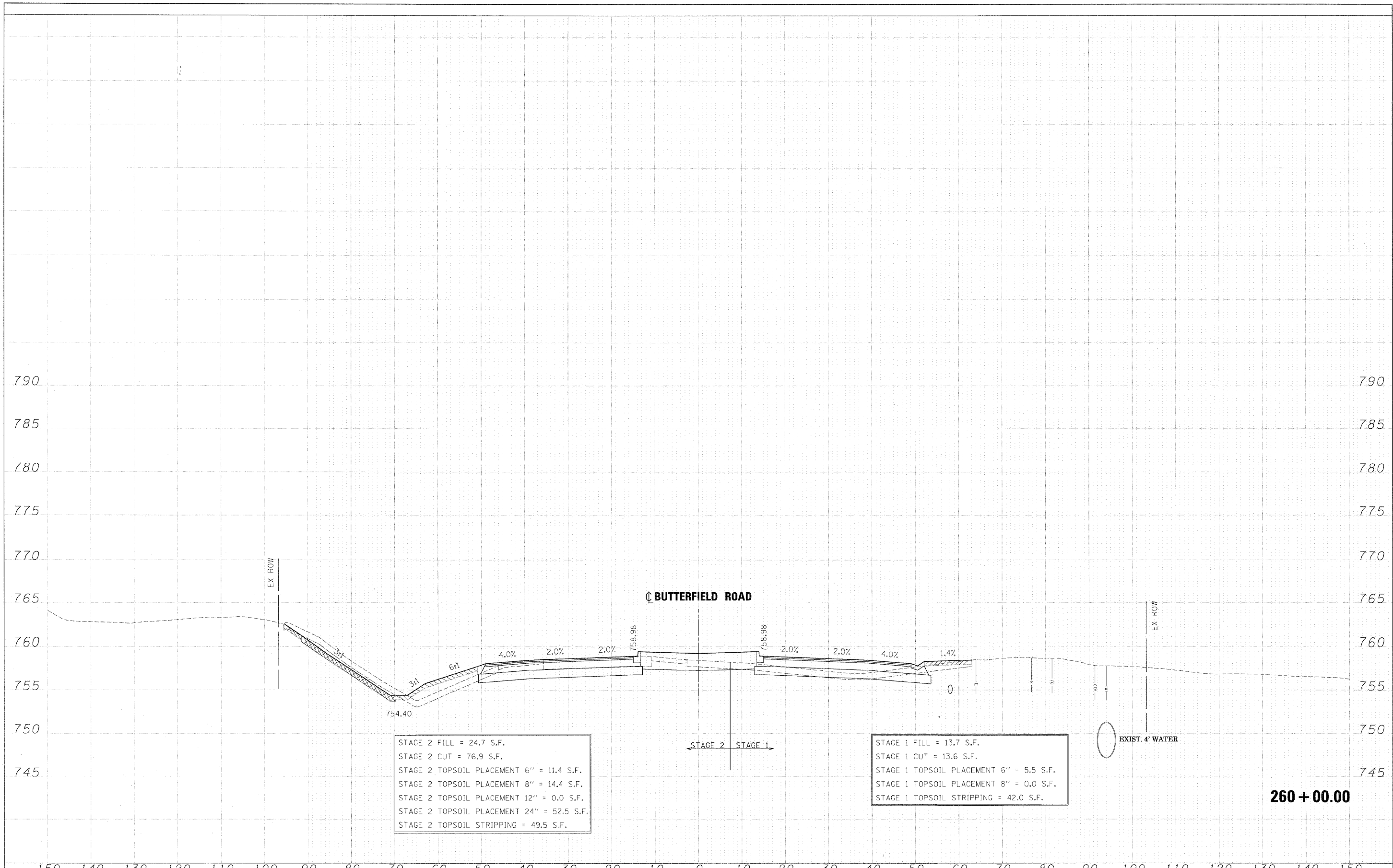
EXIST. 4' WATER

259 + 50.00

FILE NAME = ...\\162419-XS_56.DGN	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56		F.A. RTE. 365 SECTION (57 & 58)WRS-2 COUNTY DUPAGE TOTAL SHEETS 681 SHEET NO. 452 CONTRACT NO. 62419 ILLINOIS FED. AID PROJECT	
USER NAME = tblank	DRAWN - BMH	REVISED -			SCALE:	SHEET NO. 10 OF 189 SHEETS		STA. 259+50.00 TO STA. 259+50.00
PLOT DATE = 12/7/2010	CHECKED - RMT	REVISED -						
	DATE - 12/6/10	REVISED -						

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

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



STAGE 2 FILL = 24.7 S.F.  
 STAGE 2 CUT = 76.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 11.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 14.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 49.5 S.F.

STAGE 1 FILL = 13.7 S.F.  
 STAGE 1 CUT = 13.6 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 5.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 42.0 S.F.

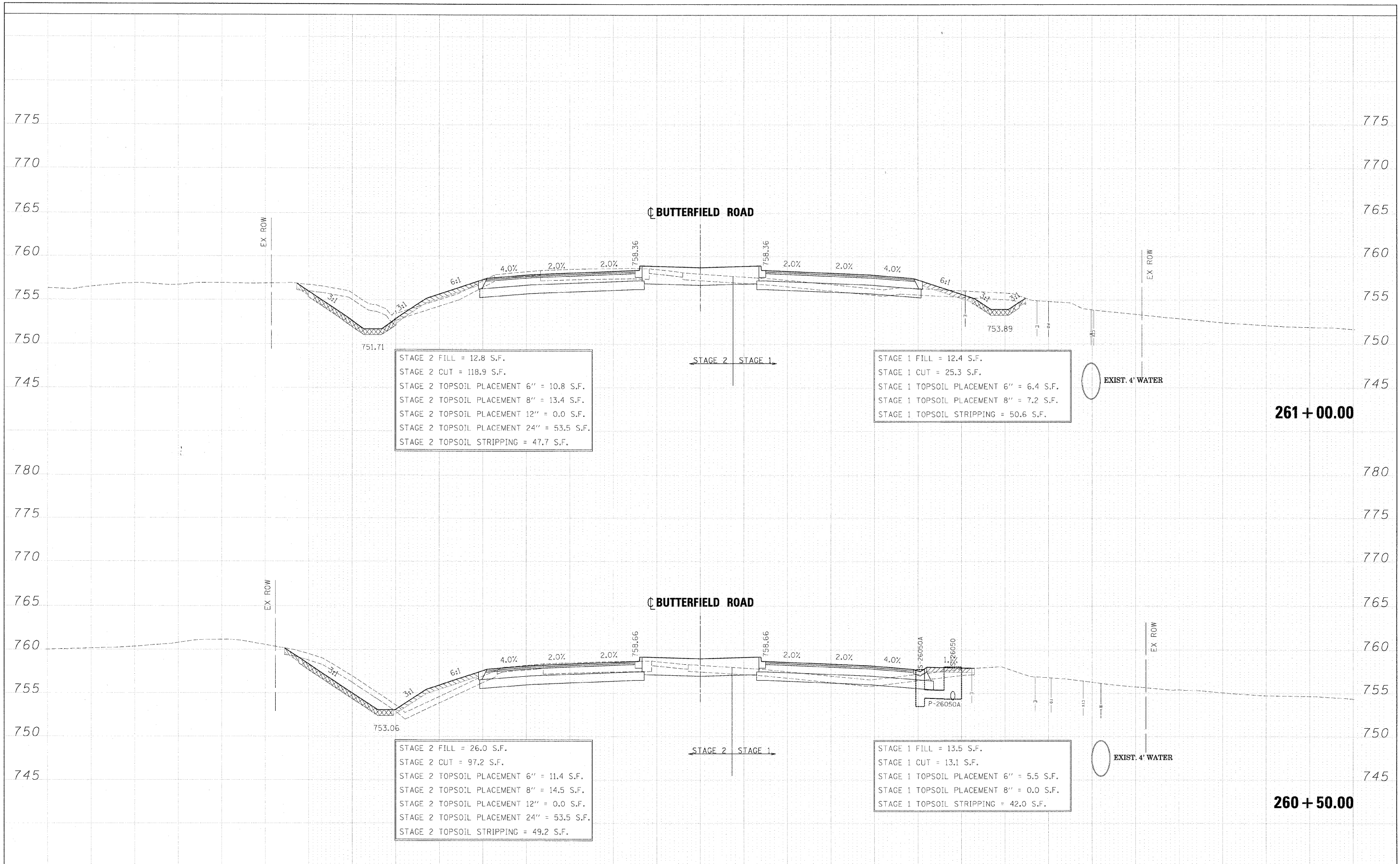
**260 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>		<b>CROSS SECTIONS - IL RTE 56</b>		F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\0162419-XS_56.DGN	DRAWN - BMH	REVISED -						365	(57 & 58)WRS-2	DUPAGE	681	453
USER NAME = tblank	CHECKED - RMT	REVISED -						CONTRACT NO. 62419				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -						ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 11 OF 189 SHEETS STA. 260+00.00 TO STA. 260+00.00

DATE	
BY	
SURVEYED	
NOTE BOOK	
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AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	



STAGE 2 FILL = 12.8 S.F.  
 STAGE 2 CUT = 118.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 13.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 47.7 S.F.

STAGE 1 FILL = 12.4 S.F.  
 STAGE 1 CUT = 25.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 6.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 7.2 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 50.6 S.F.

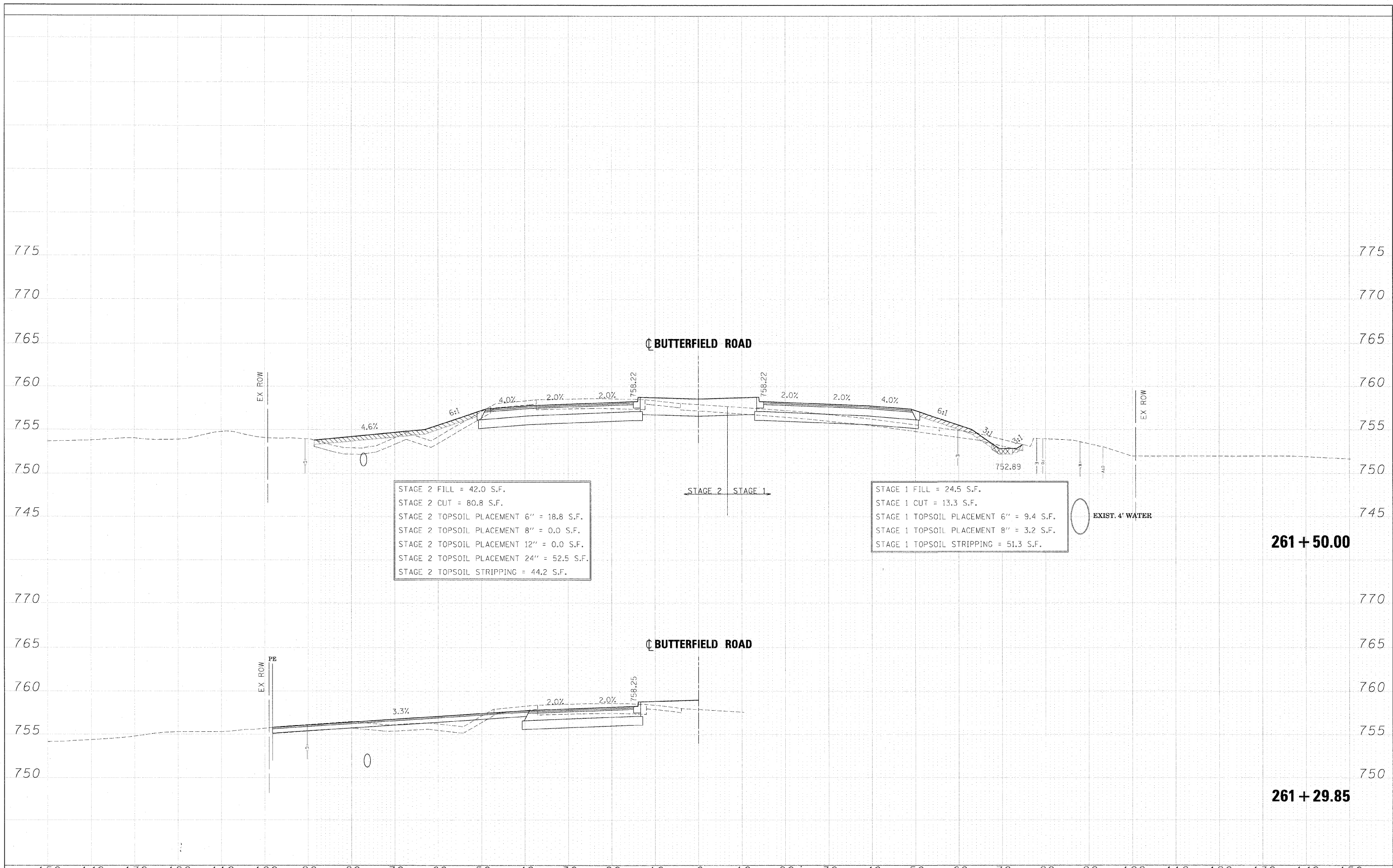
STAGE 2 FILL = 26.0 S.F.  
 STAGE 2 CUT = 97.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 11.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 14.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 49.2 S.F.

STAGE 1 FILL = 13.5 S.F.  
 STAGE 1 CUT = 13.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 5.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 42.0 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND162419-XS_56.DGN	DRAWN - BMH	REVISED -		DEPARTMENT OF TRANSPORTATION		365	(57 & 58)WRS-2	DUPAGE	681	454		
USER NAME = tblank	CHECKED - RMT	REVISED -				CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -				SCALE:	SHEET NO. 12 OF 189 SHEETS	STA. 260+50.00 TO STA. 261+00.00				

FINAL SURVEY NO.	DATE
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TEMPLATE	
AREAS CHECKED	

ORIGINAL SURVEY NO.	DATE
SURVEYED	BY
TEMPLATE	
AREAS CHECKED	



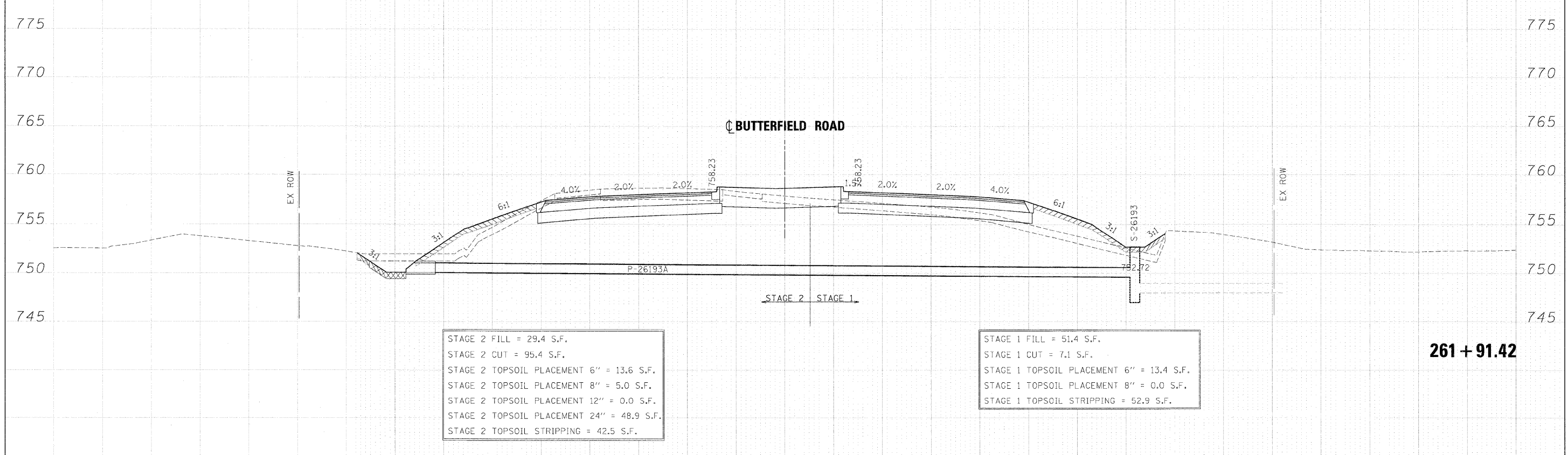
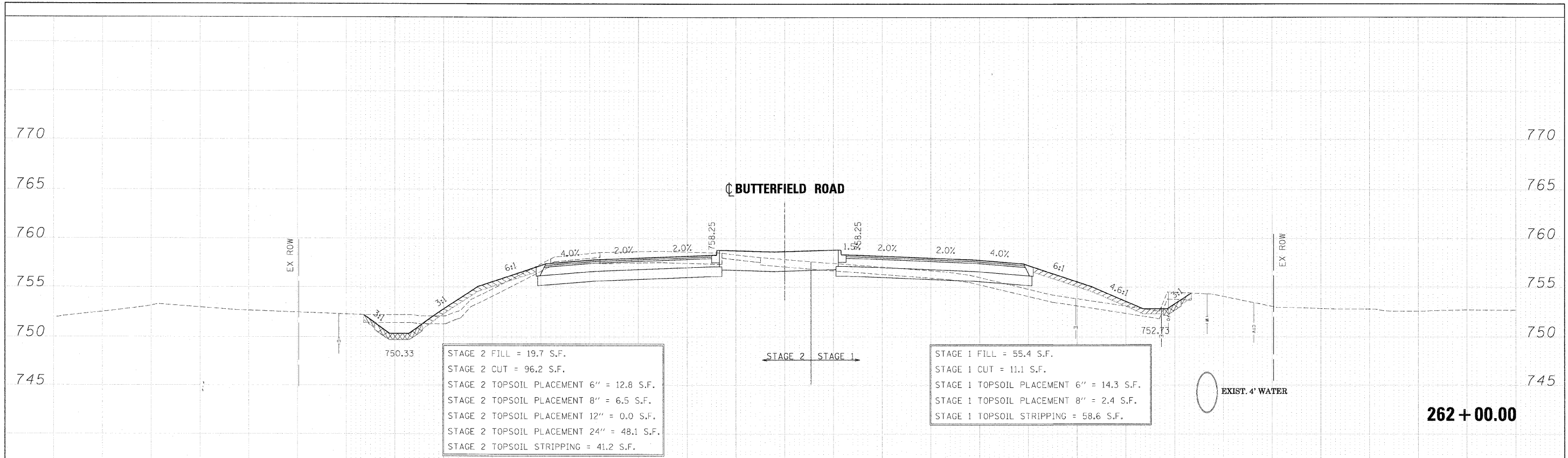
STAGE 2 FILL = 42.0 S.F.  
 STAGE 2 CUT = 80.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 18.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 44.2 S.F.

STAGE 1 FILL = 24.5 S.F.  
 STAGE 1 CUT = 13.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 9.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 3.2 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 51.3 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b> STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\DJ162419-XS_56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	455			
USER NAME = tblank	CHECKED - RMT	REVISED -		SCALE:			SHEET NO. 13 OF 189 SHEETS STA. 261+29.85 TO STA. 261+50.00				
PLT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		ILLINOIS FED. AID PROJECT			CONTRACT NO. 62419				

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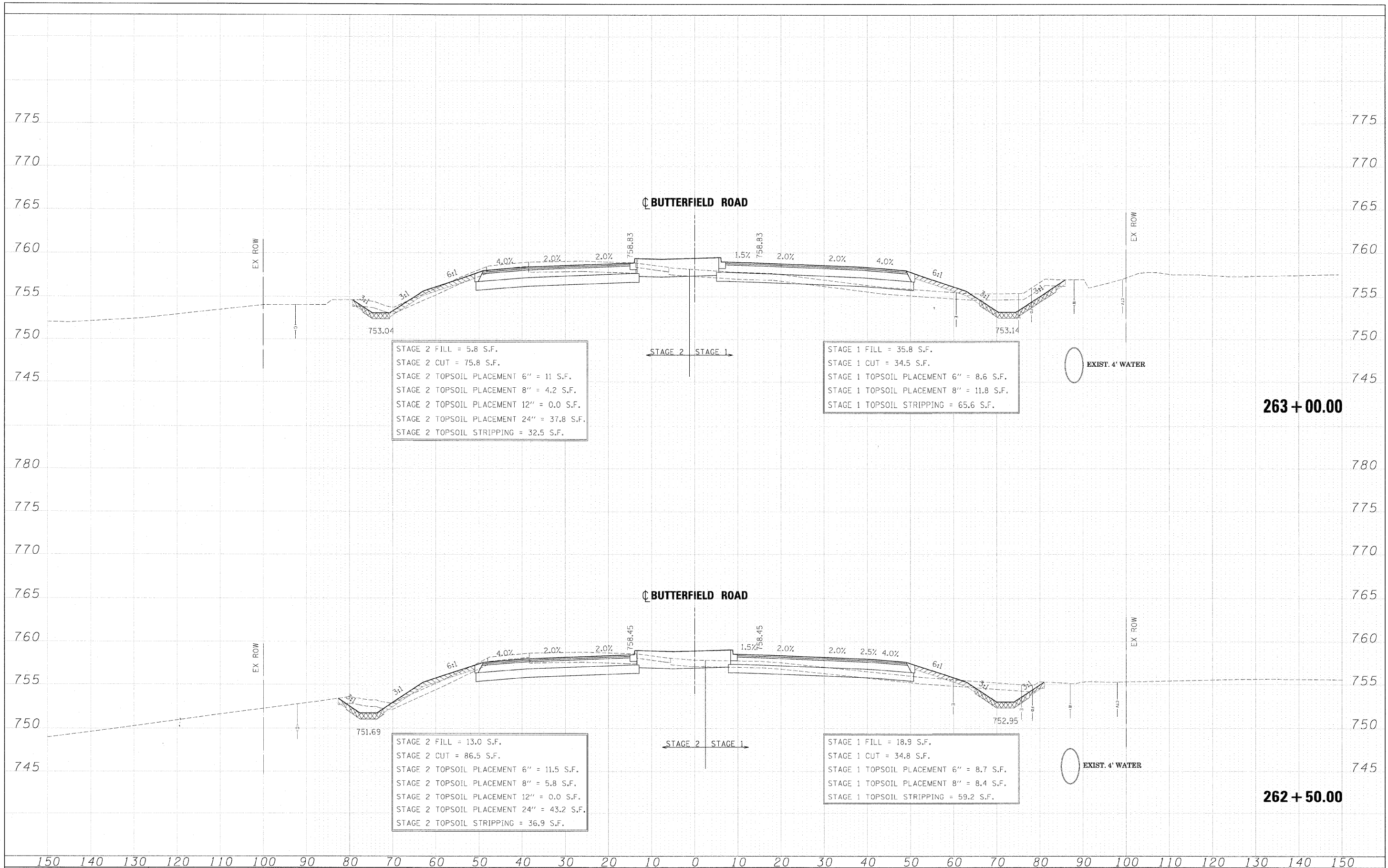


FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE. 365	SECTION (57 & 58)WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 456	
USER NAME = tblank	DRAWN - BMH	REVISED -		SCALE:		SHEET NO. 14 OF 189 SHEETS	STA. 261+91.42 TO STA. 262+00.00	CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT			
PLT DATE = 12/7/2010	CHECKED - RMT	REVISED -											
	DATE - 12/6/10	REVISED -											



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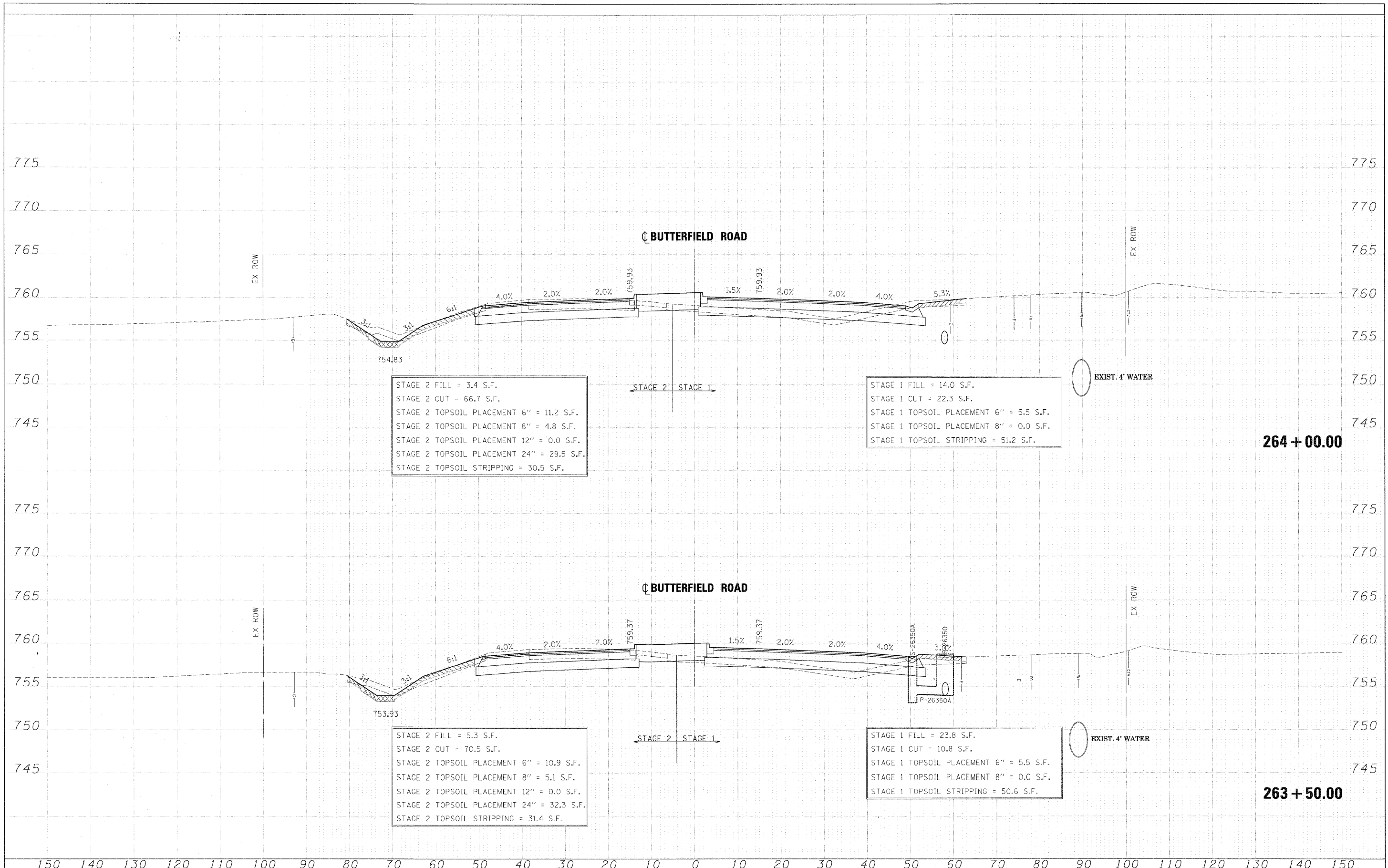
**263 + 00.00**

**262 + 50.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\162419-XS 56.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	457			
USER NAME = tblank	CHECKED - RMT	REVISED -			SCALE:			CONTRACT NO. 62419				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -			SHEET NO. 15 OF 189 SHEETS			ILLINOIS FED. AID PROJECT				

DATE	
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SUBMITTED	
SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
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SUBMITTED	
SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	



STAGE 2 FILL = 3.4 S.F.  
 STAGE 2 CUT = 66.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 11.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 4.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 29.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 30.5 S.F.

STAGE 1 FILL = 14.0 S.F.  
 STAGE 1 CUT = 22.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 5.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 51.2 S.F.

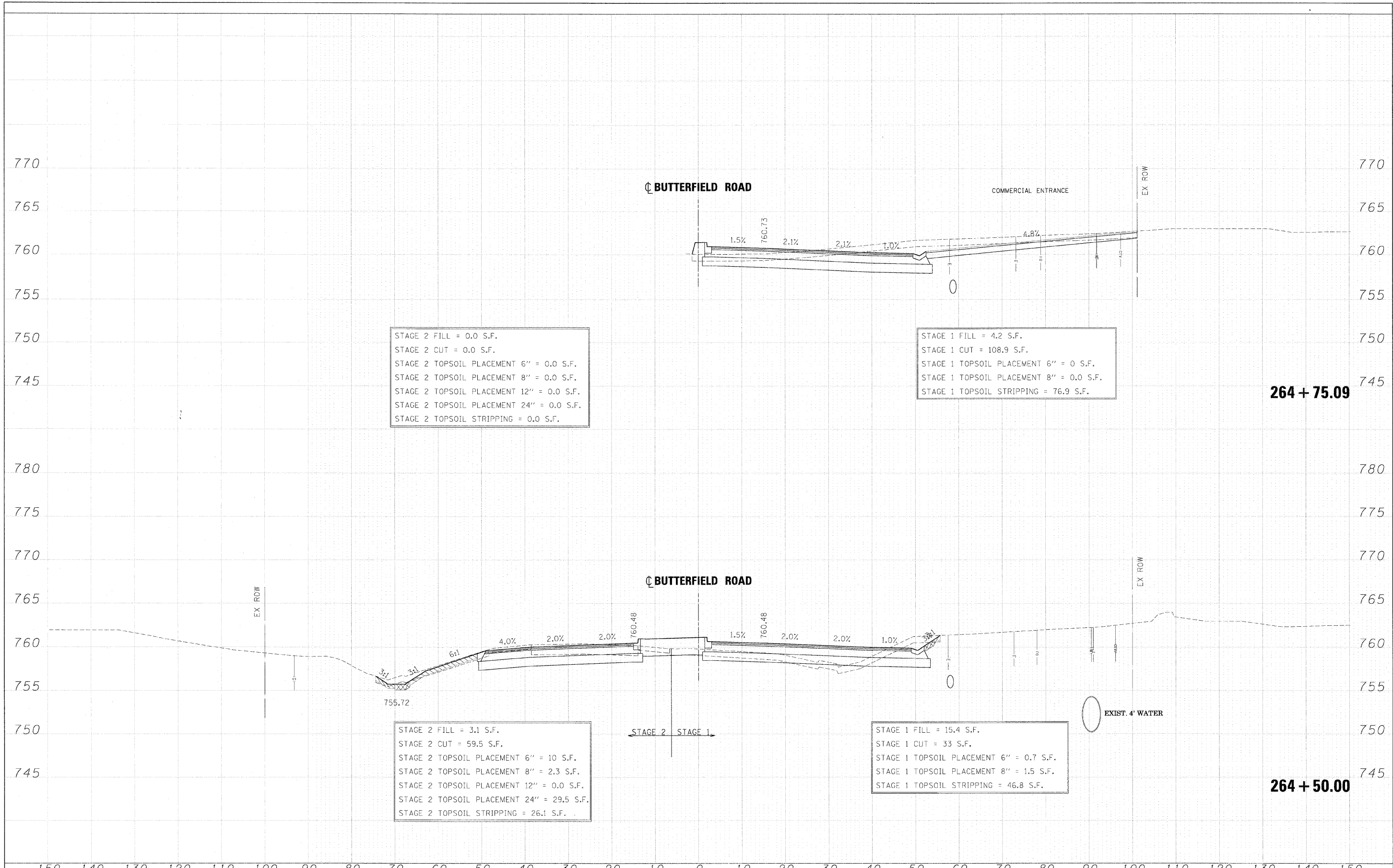
STAGE 2 FILL = 5.3 S.F.  
 STAGE 2 CUT = 70.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 5.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 32.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 31.4 S.F.

STAGE 1 FILL = 23.8 S.F.  
 STAGE 1 CUT = 10.8 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 5.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 50.6 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	458				
USER NAME = #USER#	CHECKED - RMT	REVISED -		CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT						
PLOT DATE = #DATE#	DATE - 12/6/10	REVISED -		SCALE: SHEET NO. 16 OF 189 SHEETS STA. 263+50.00 TO STA. 264+00.00								

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



STAGE 2 FILL = 0.0 S.F.  
 STAGE 2 CUT = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 0.0 S.F.

STAGE 1 FILL = 4.2 S.F.  
 STAGE 1 CUT = 108.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 76.9 S.F.

**264 + 75.09**

STAGE 2 FILL = 3.1 S.F.  
 STAGE 2 CUT = 59.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 2.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 29.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 26.1 S.F.

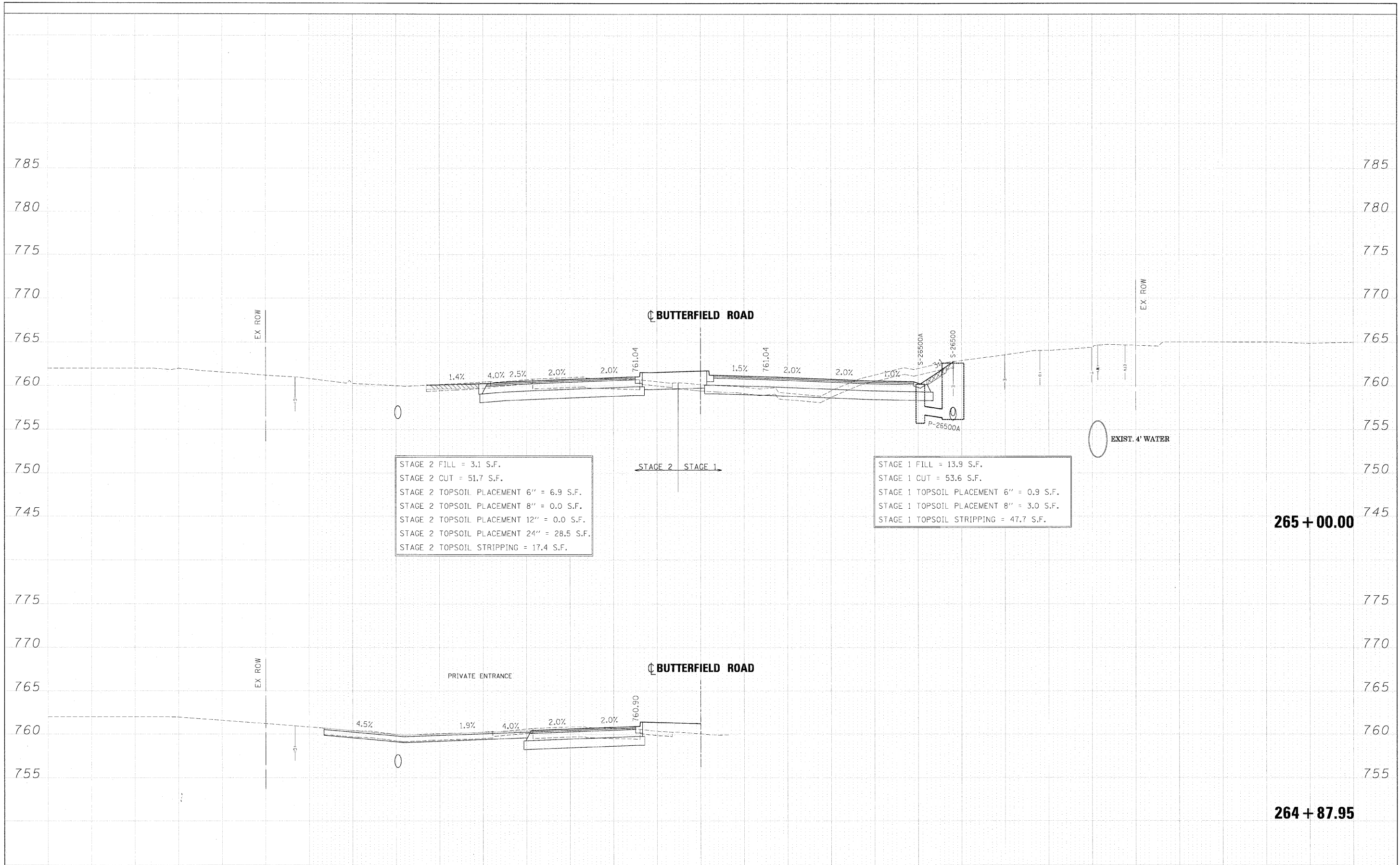
STAGE 1 FILL = 15.4 S.F.  
 STAGE 1 CUT = 33 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 0.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 1.5 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 46.8 S.F.

**264 + 50.00**

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			CROSS SECTIONS - IL RTE 56			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\DIB2419-X5_56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	459						
USER NAME = tblank	CHECKED - RMT	REVISED -		CONTRACT NO. 62419										
PLT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		ILLINOIS FED. AID PROJECT										

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NOTE BOOK	
NO. TEMPLATE	
AREAS CHECKED	

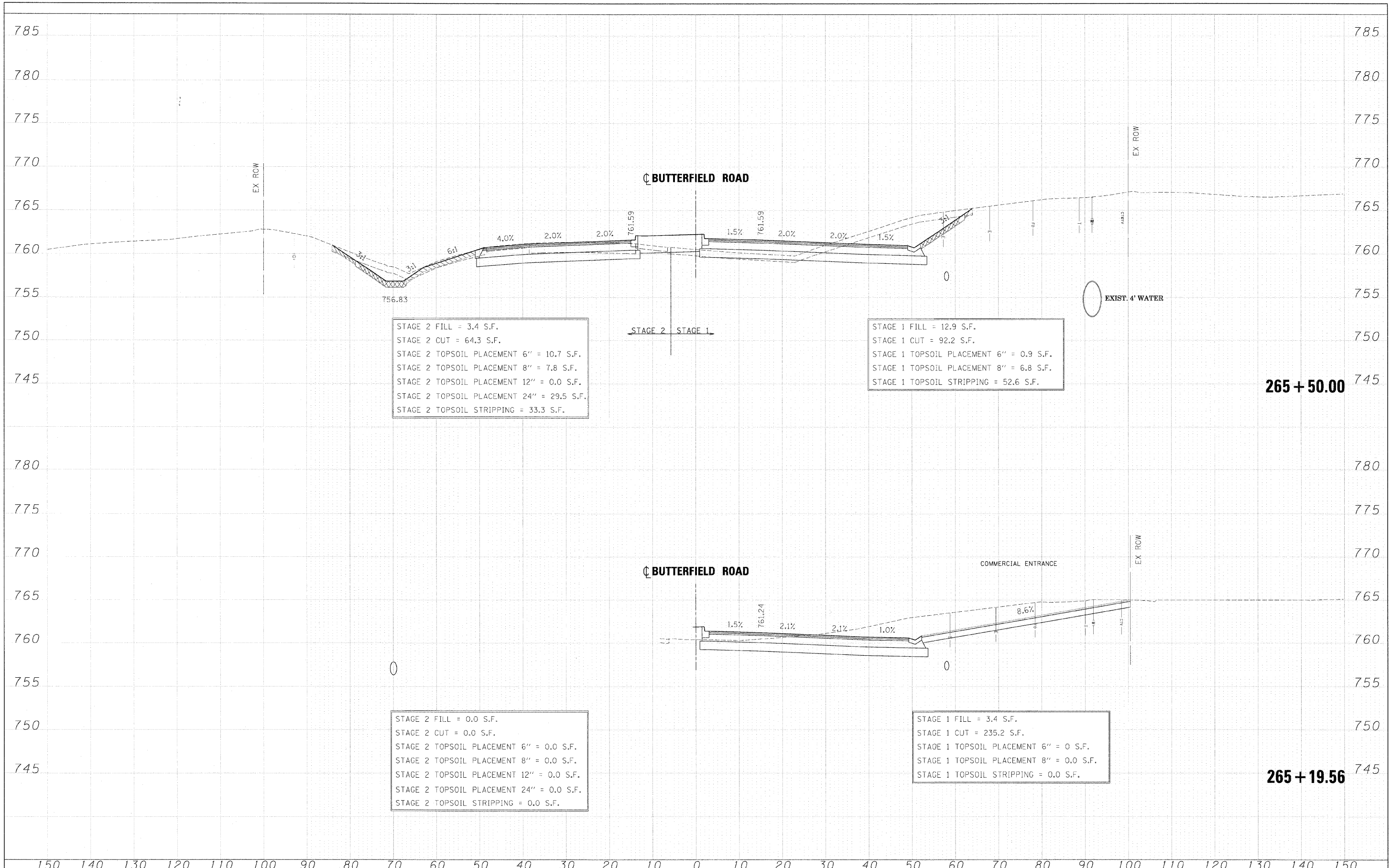
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SURVEYED	
NOTE BOOK	
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AREAS CHECKED	



FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\162419-XS_56.DGN	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	460
USER NAME = tblank	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
PLDT DATE = 12/7/2010	DATE - 12/6/10	REVISED -				ILLINOIS FED. AID PROJECT				
			SCALE:	SHEET NO. 18 OF 189 SHEETS	STA. 264+87.95 TO STA. 265+00.00					

DATE	
BY	
SURVEYED	
NO. OF	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
NO. OF	
AREAS CHECKED	



STAGE 2 FILL = 3.4 S.F.  
 STAGE 2 CUT = 64.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 7.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 29.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 33.3 S.F.

STAGE 1 FILL = 12.9 S.F.  
 STAGE 1 CUT = 92.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 0.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 6.8 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 52.6 S.F.

STAGE 2 FILL = 0.0 S.F.  
 STAGE 2 CUT = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 0.0 S.F.

STAGE 1 FILL = 3.4 S.F.  
 STAGE 1 CUT = 235.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 0.0 S.F.

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

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



STAGE 2 FILL = 10.2 S.F.  
 STAGE 2 CUT = 56.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 9.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 5.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 29.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 29.2 S.F.

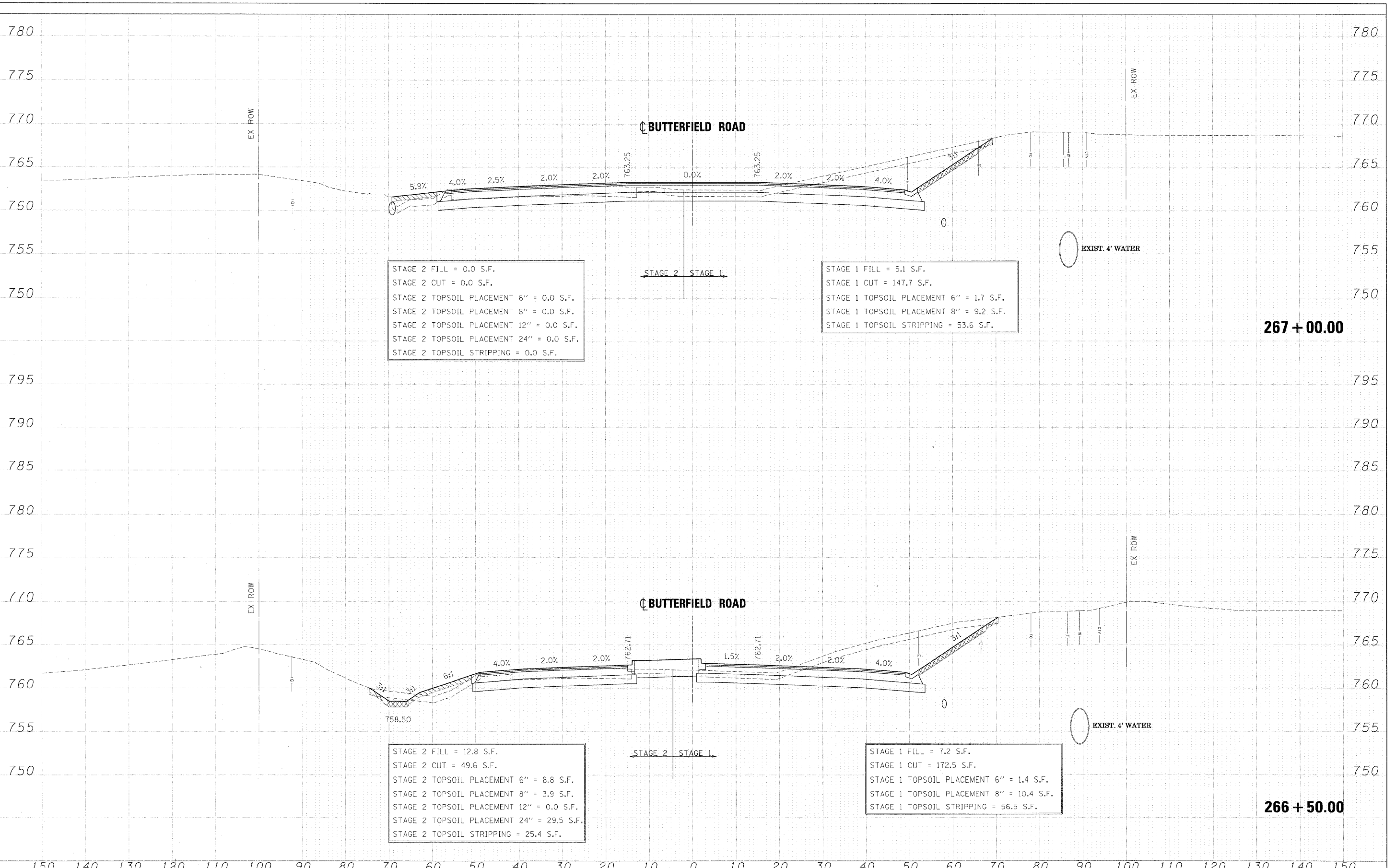
STAGE 1 FILL = 8.1 S.F.  
 STAGE 1 CUT = 147.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 9.4 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 55.7 S.F.

**266 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b> STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...DI62419-XS-56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	462		
USER NAME = tblank	CHECKED - RMT	REVISED -		SCALE:		SHEET NO. 20 OF 189 SHEETS	STA. 266+00.00 TO STA. 266+00.00	CONTRACT NO. 62419		
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		ILLINOIS FED. AID PROJECT						

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
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STAGE 2 FILL = 0.0 S.F.  
 STAGE 2 CUT = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 0.0 S.F.

STAGE 1 FILL = 5.1 S.F.  
 STAGE 1 CUT = 147.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 9.2 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 53.6 S.F.

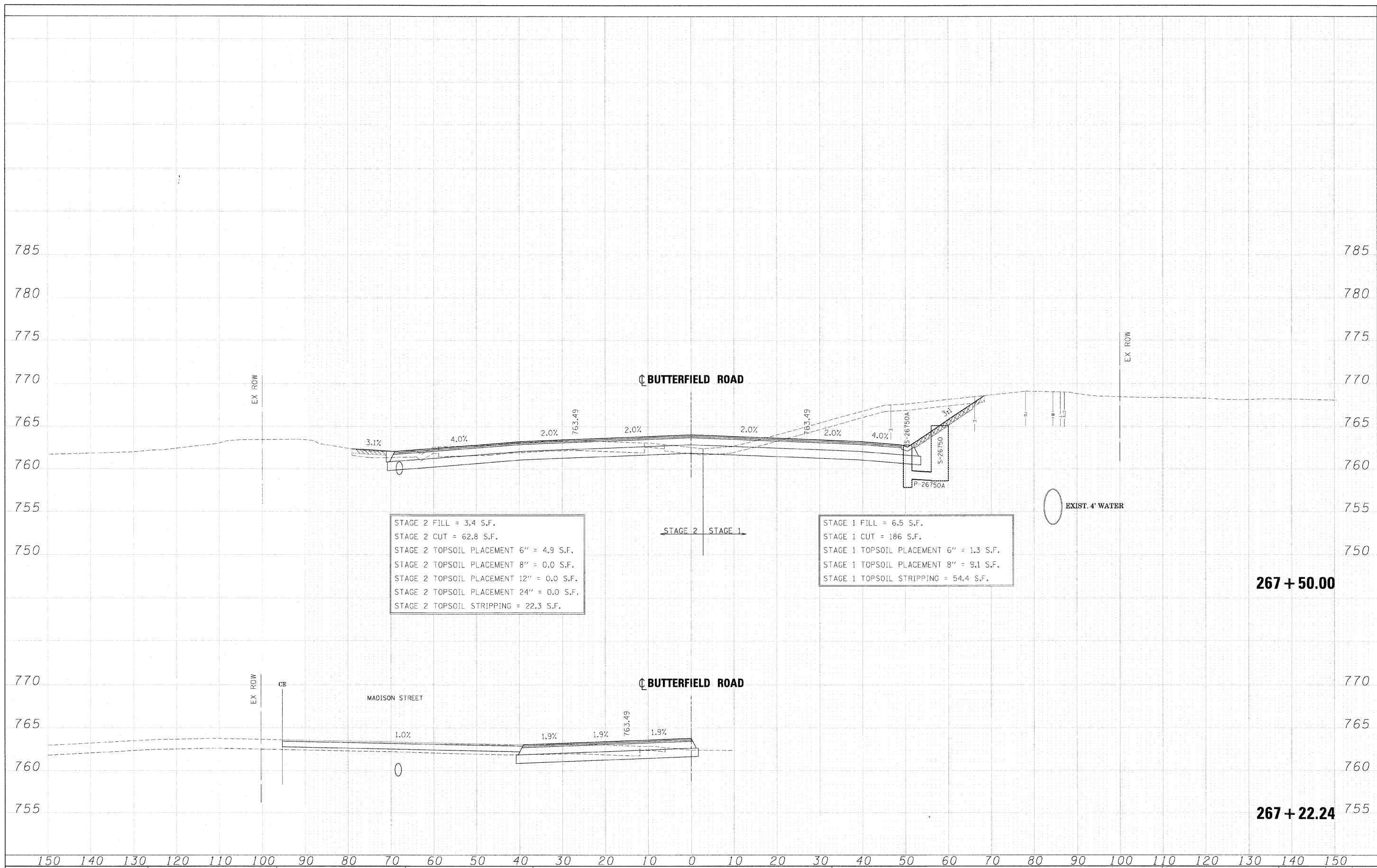
STAGE 2 FILL = 12.8 S.F.  
 STAGE 2 CUT = 49.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 29.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 25.4 S.F.

STAGE 1 FILL = 7.2 S.F.  
 STAGE 1 CUT = 172.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 10.4 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 56.5 S.F.

FILE NAME = ...ND162419-XS_56.DGN	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	463
PLOT DATE = 12/7/2010	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
DATE - 12/6/10	REVISED -	ILLINOIS FED. AID PROJECT								

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

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



STAGE 2 FILL = 3.4 S.F.  
 STAGE 2 CUT = 62.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 4.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 22.3 S.F.

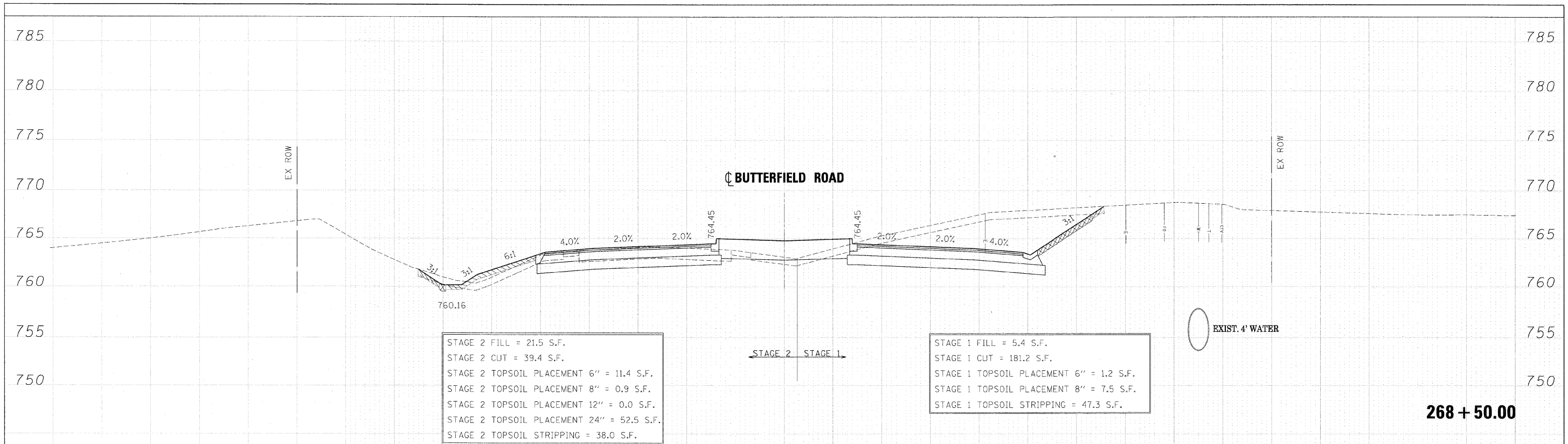
STAGE 1 FILL = 6.5 S.F.  
 STAGE 1 CUT = 186 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 9.1 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 54.4 S.F.

FILE NAME = ...\\D162419-XS.56.DGN	DESIGNED - JMM	REVISD -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56				F.A. RTE. 365	SECTION (57 & 58)WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 464
USER NAME = tblank	CHECKED - RMT	REVISD -			SCALE:	SHEET NO. 22 OF 189 SHEETS	STA. 267+22.24	TO STA. 267+50.00	CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISD -											



FINAL	DATE
SURVEY	BY
NOTE BOOK	
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SURVEYED	AREAS CHECKED
TEMPLATE	
AREAS	

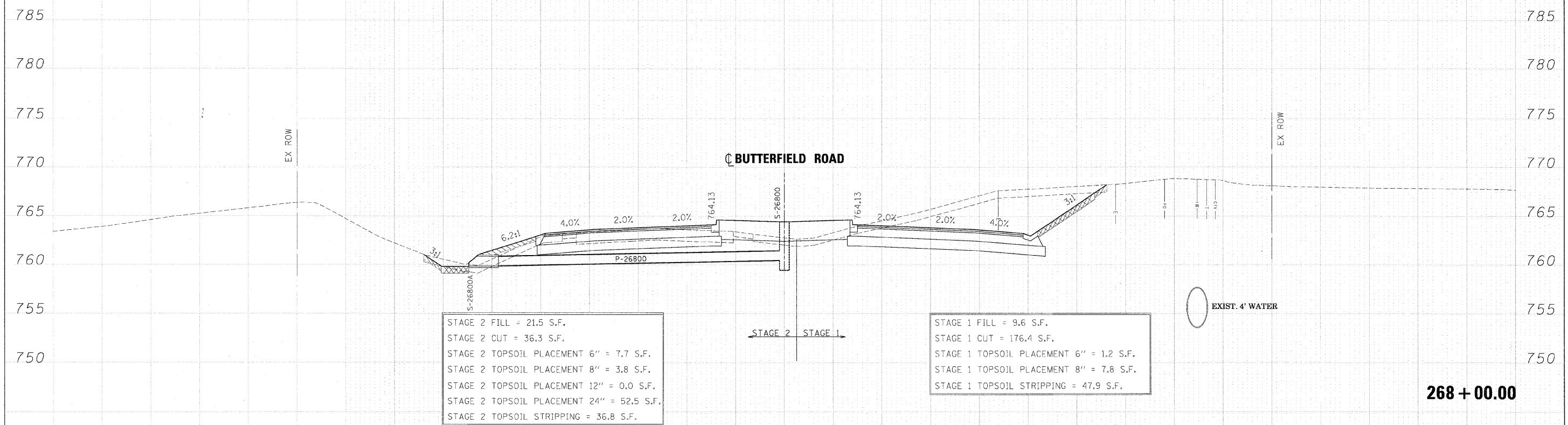
ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	
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SURVEYED	AREAS CHECKED
TEMPLATE	
AREAS	



STAGE 2 FILL = 21.5 S.F.  
 STAGE 2 CUT = 39.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 11.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 38.0 S.F.

STAGE 1 FILL = 5.4 S.F.  
 STAGE 1 CUT = 181.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 7.5 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 47.3 S.F.

**268 + 50.00**



STAGE 2 FILL = 21.5 S.F.  
 STAGE 2 CUT = 36.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 7.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 36.8 S.F.

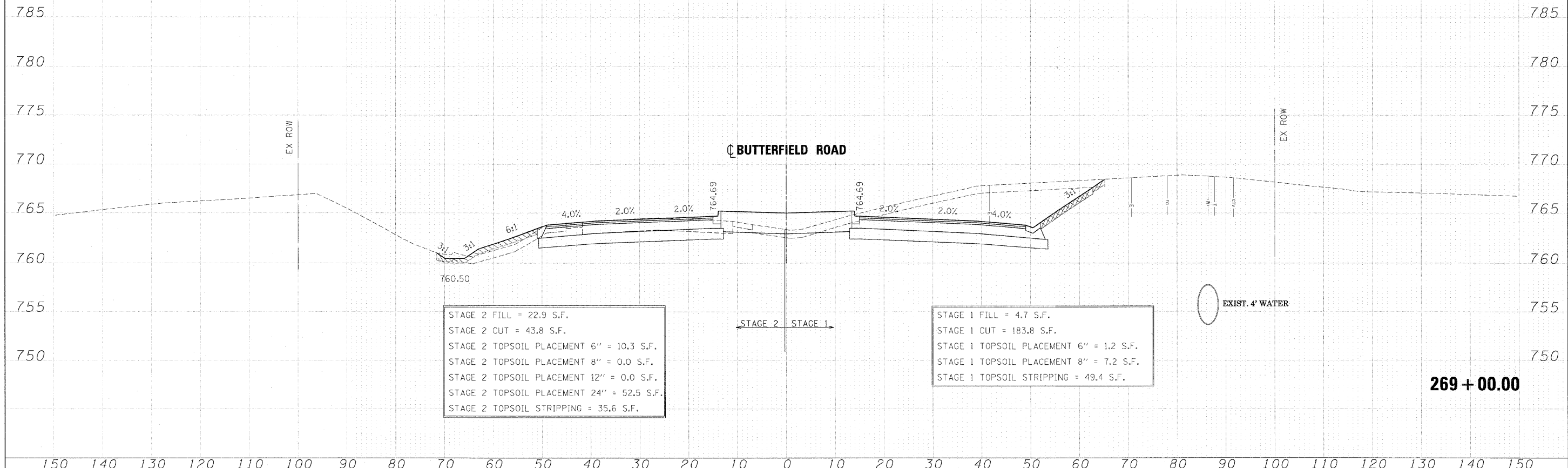
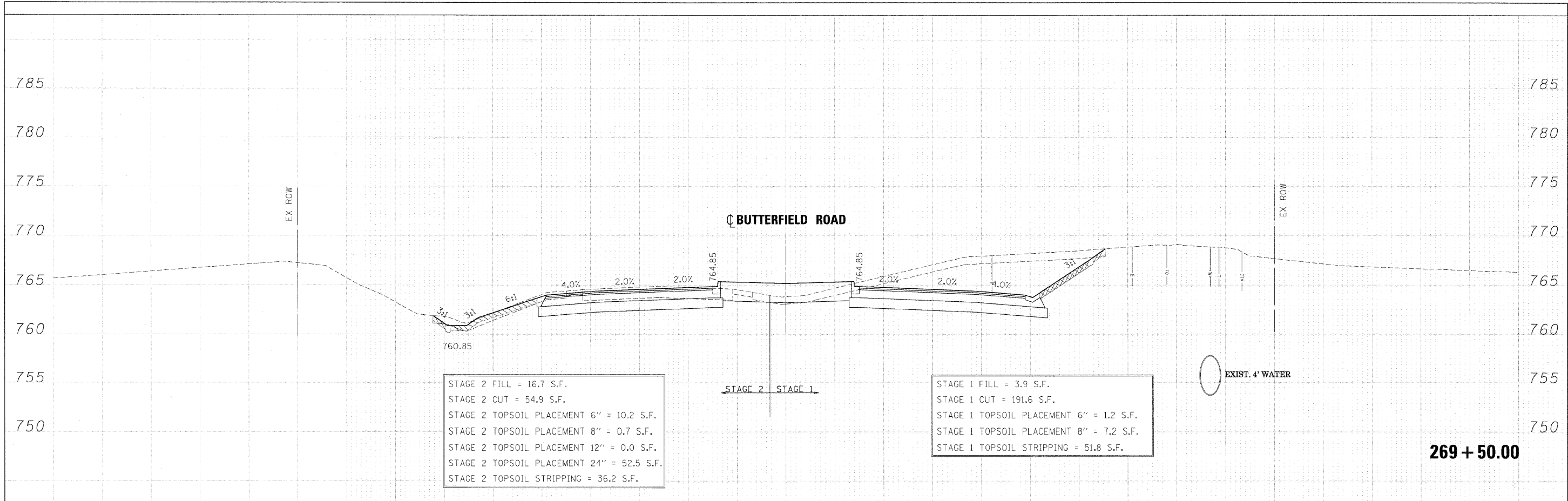
STAGE 1 FILL = 9.6 S.F.  
 STAGE 1 CUT = 176.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 7.8 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 47.9 S.F.

**268 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D162419-XS_56.DGN	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	465
USER NAME = tblank	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -				ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
SURVEY	BY
NOTE BOOK	
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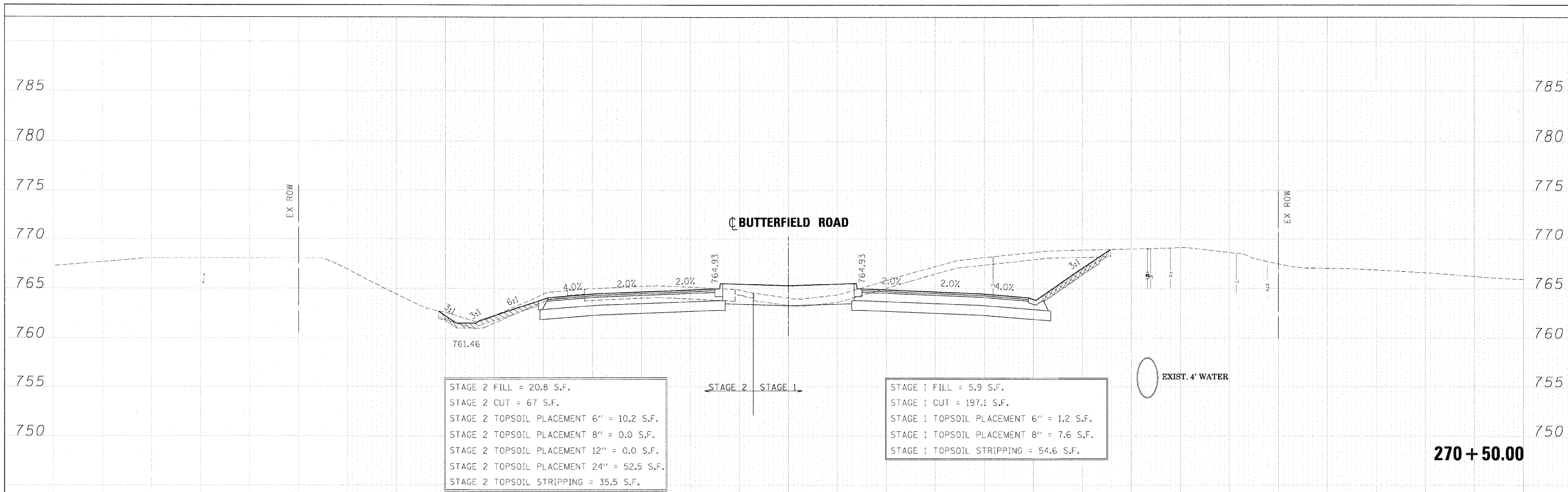
ORIGINAL SURVEY	DATE
SURVEY	BY
NOTE BOOK	
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AREAS CHECKED	
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150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
FILE NAME = ...\\162419-XS_56.DGN USER NAME = tblank PLO DATE = 12/7/2010			DESIGNED - JMM DRAWN - BMH CHECKED - RMT DATE - 12/6/10			REVISED - REVISED - REVISED - REVISED -			<b>benesch</b>			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			CROSS SECTIONS - IL RTE 56												F.A. RTE 365 SECTION (57 & 58) WRS-2 COUNTY DUPAGE TOTAL SHEETS 681 SHEET NO. 466			
SCALE:															SHEET NO. 24 OF 189 SHEETS			STA. 269+00.00 TO STA. 269+50.00									ILLINOIS FED. AID PROJECT			

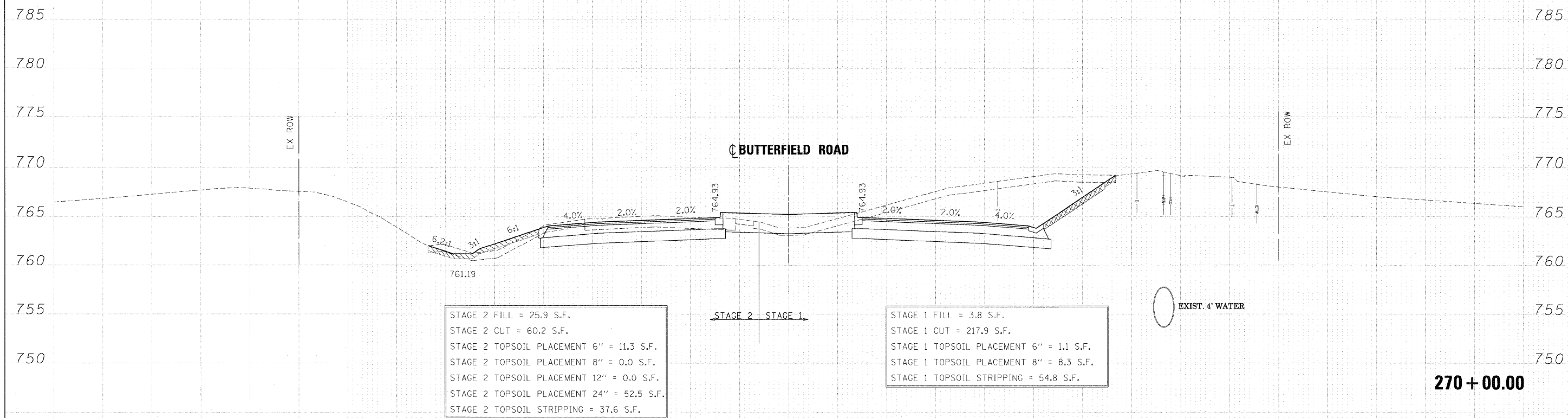
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NOTE BOOK	
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ORIGINAL	DATE
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NOTE BOOK	
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AREAS CHECKED	
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STAGE 2 FILL = 20.8 S.F.  
 STAGE 2 CUT = 67 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 35.5 S.F.

STAGE 1 FILL = 5.9 S.F.  
 STAGE 1 CUT = 197.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 7.6 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 54.6 S.F.



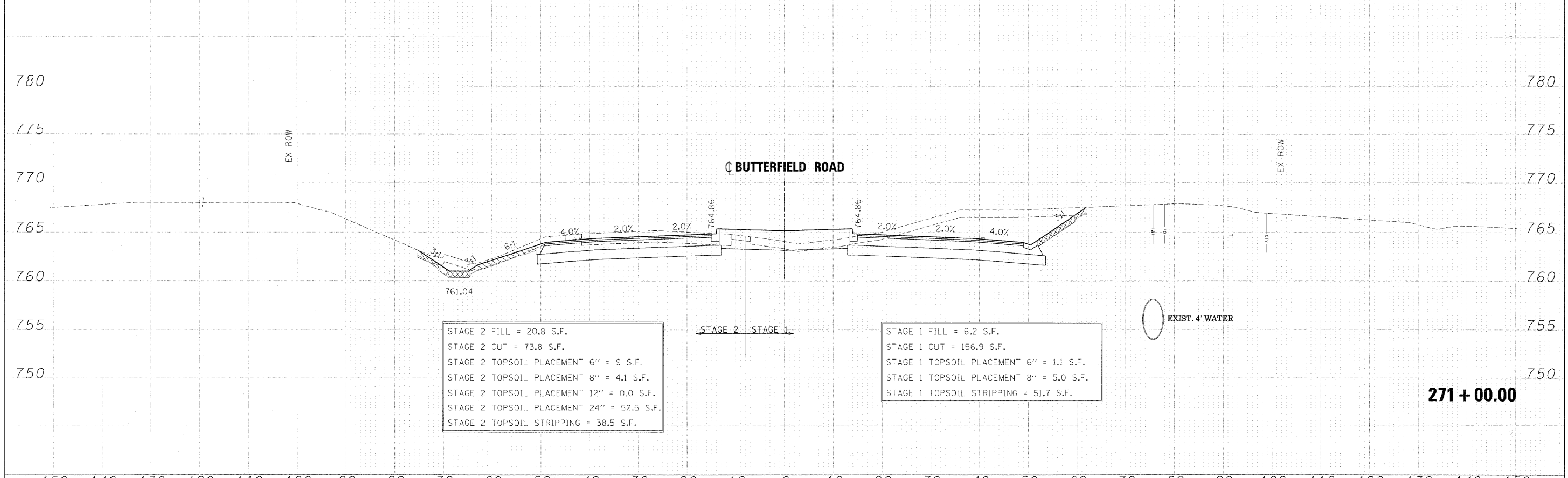
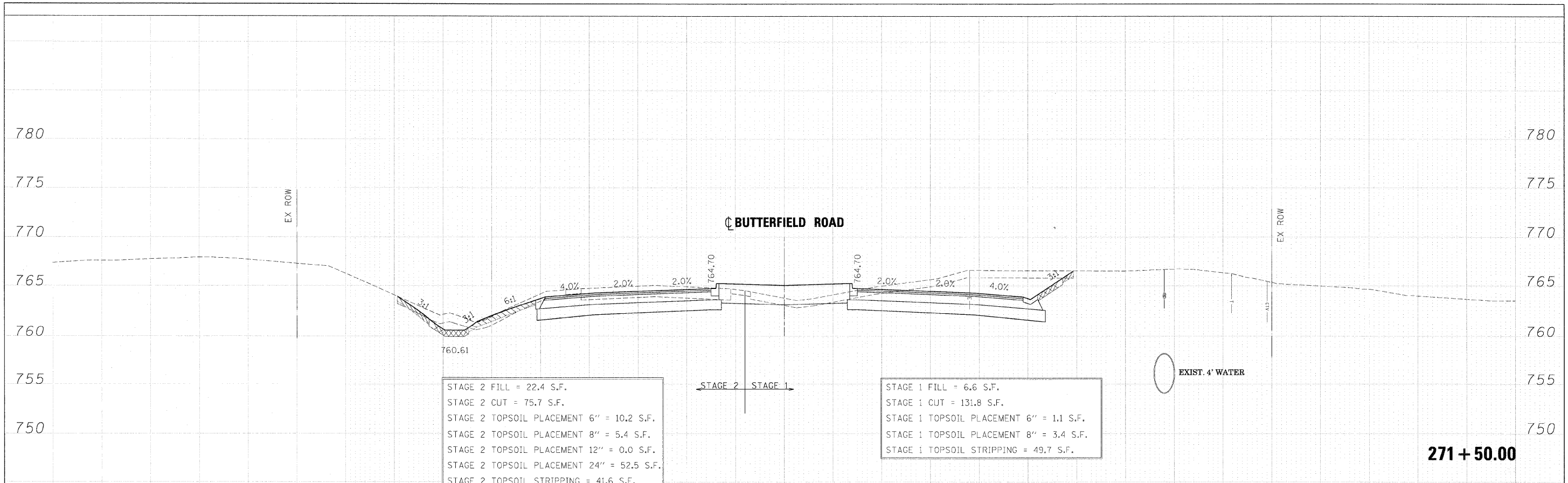
STAGE 2 FILL = 25.9 S.F.  
 STAGE 2 CUT = 60.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 11.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 37.6 S.F.

STAGE 1 FILL = 3.8 S.F.  
 STAGE 1 CUT = 217.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 8.3 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 54.8 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D162419-XS_56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	467				
USER NAME = tblank	CHECKED - RMT	REVISED -		SCALE:		SHEET NO. 25 OF 189 SHEETS	STA. 270+00.00 TO STA. 270+50.00	ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		CONTRACT NO. 62419								

FINAL	DATE
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AREAS CHECKED	

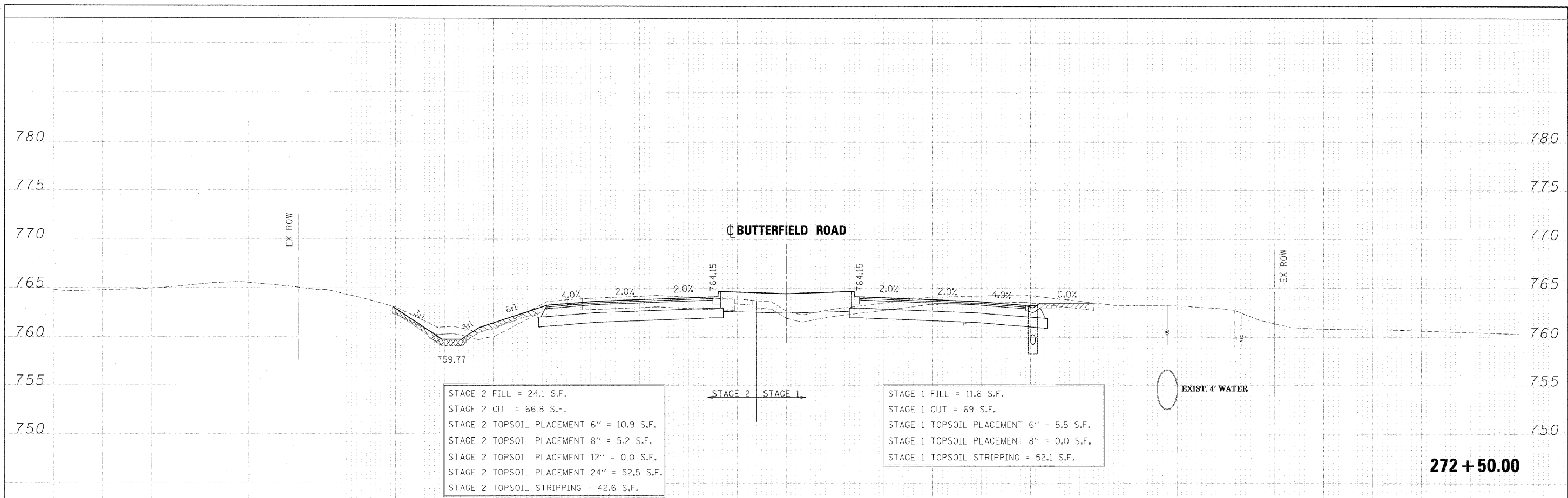
ORIGINAL	DATE
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NOTE BOOK	
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FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D162419-XS.56.DGN	DRAWN - BMH	REVISED -		DEPARTMENT OF TRANSPORTATION				365	(57 & 58)WRS-2	DUPAGE	681	468
USER NAME = tblank	CHECKED - RMT	REVISED -						CONTRACT NO. 62419				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -				SCALE:		SHEET NO. 26 OF 189 SHEETS		STA. 271+00.00 TO STA. 271+50.00		ILLINOIS FED. AID PROJECT

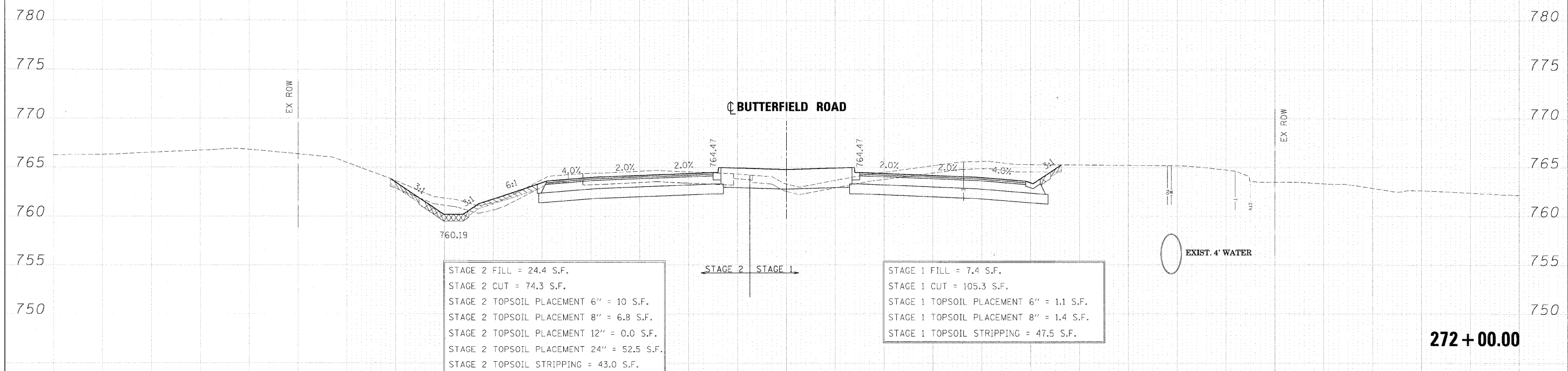
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SUPERVISOR	
DESIGNED	
DRAWN	
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DATE	
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STAGE 2 FILL = 24.1 S.F.  
 STAGE 2 CUT = 66.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 5.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 42.6 S.F.

STAGE 1 FILL = 11.6 S.F.  
 STAGE 1 CUT = 69 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 5.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 52.1 S.F.



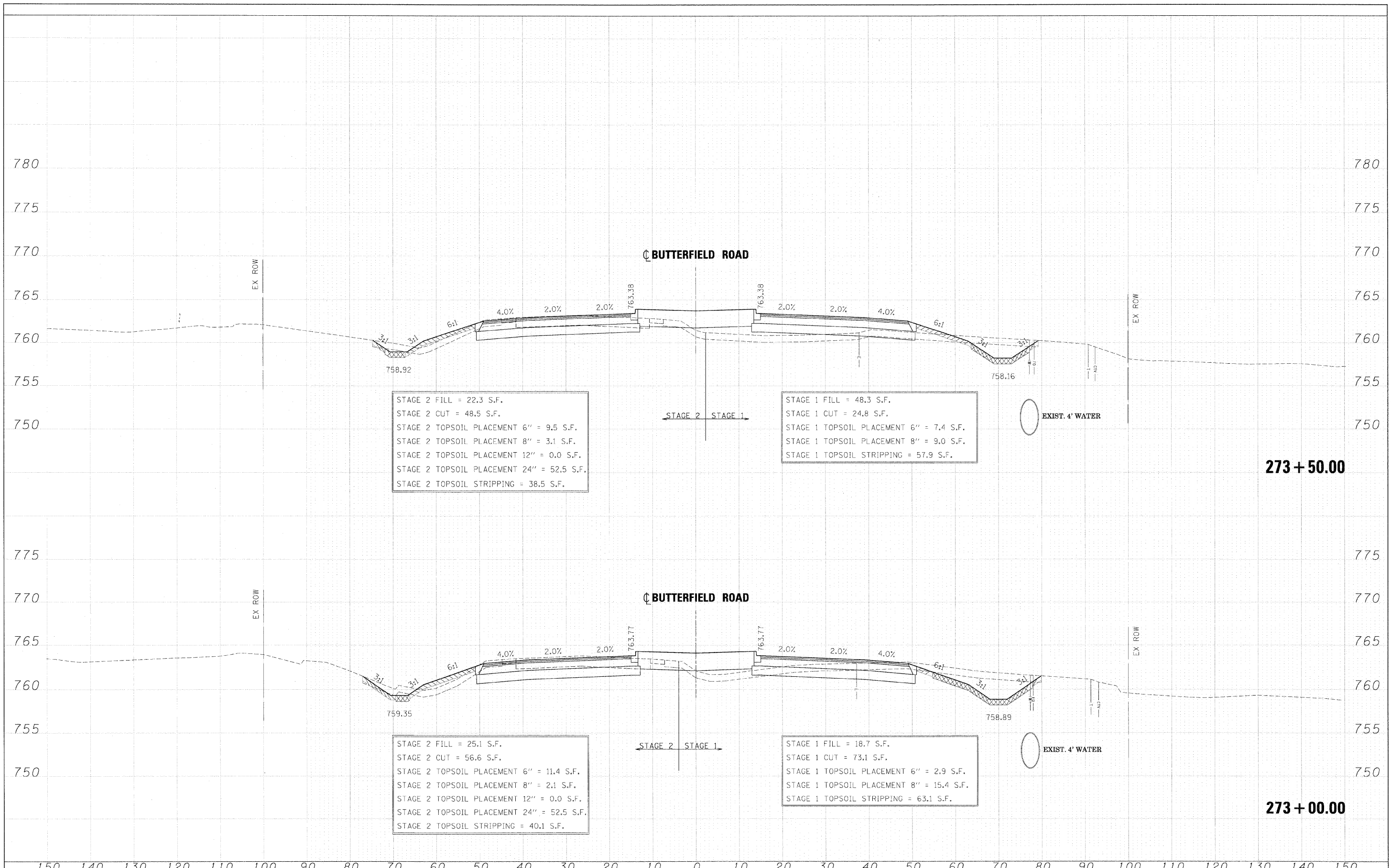
STAGE 2 FILL = 24.4 S.F.  
 STAGE 2 CUT = 74.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 10 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 6.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 43.0 S.F.

STAGE 1 FILL = 7.4 S.F.  
 STAGE 1 CUT = 105.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 1.4 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 47.5 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...DIG2419-X5_56.DGN	DRAWN - BMH	REVISED -		DEPARTMENT OF TRANSPORTATION		365	(57 & 58)WRS-2	DUPAGE	681	469		
USER NAME = tblank	CHECKED - RMT	REVISED -				SHEET NO. 27 OF 189 SHEETS		CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -				STA. 272+00.00 TO STA. 272+50.00						

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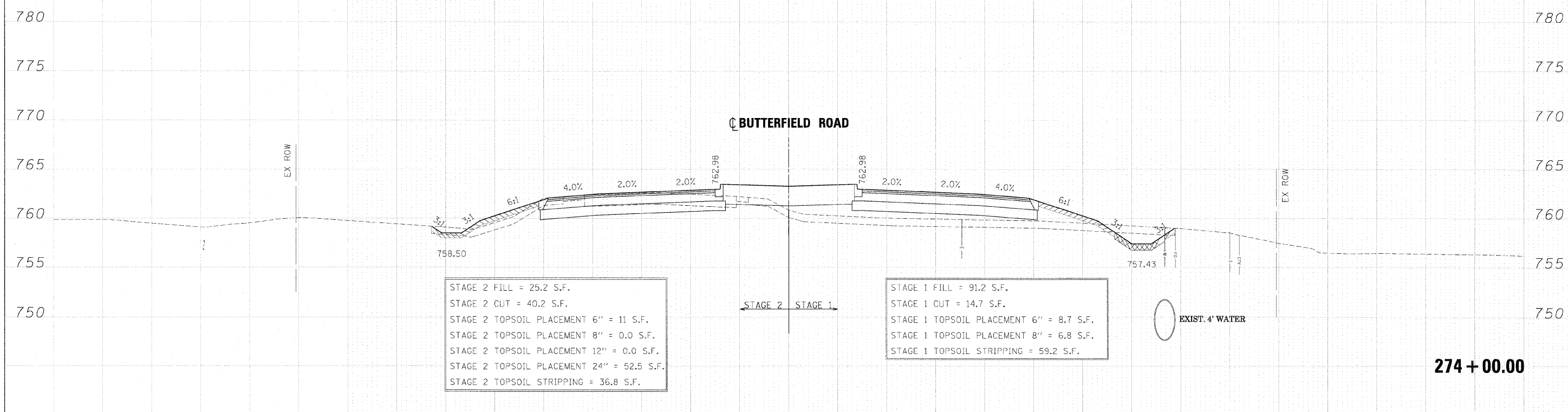
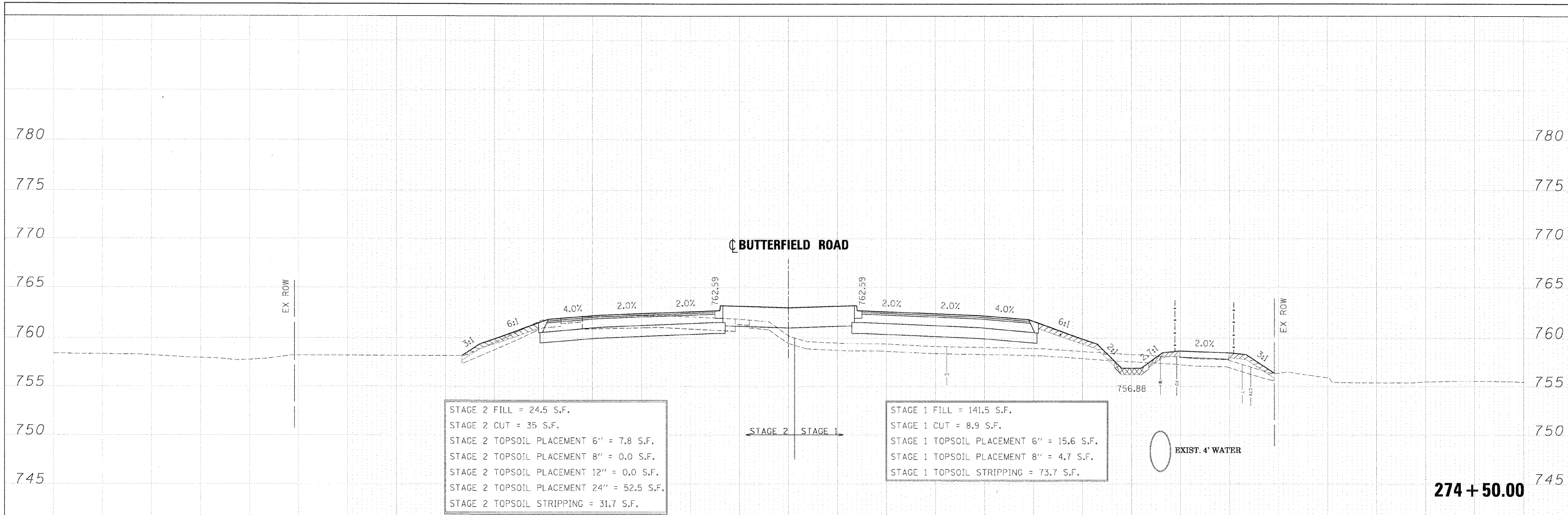
**273 + 50.00**

**273 + 00.00**

FILE NAME = ...DI02419-XS-56.DGN	DESIGNED - JMM	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>		<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - BMH	REVISED -							365	(57 & 58)WRS-2	DUPAGE	681	470
PLOT DATE = 12/7/2010	CHECKED - RMT	REVISED -							CONTRACT NO. 62419				
DATE - 12/6/10	REVISED -	ILLINOIS FED. AID PROJECT											

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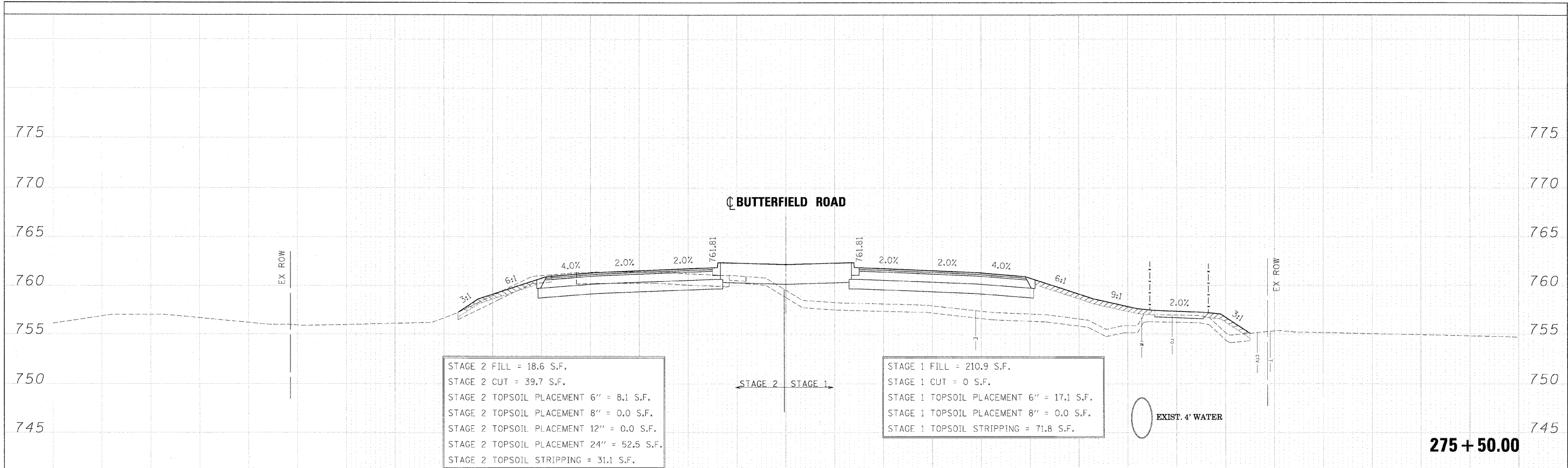
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SURVEYED	
NOTE BOOK	
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AREAS CHECKED	
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FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...ND162419-XS_56.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	471				
USER NAME = tblank	CHECKED - RMT	REVISED -			SCALE:			SHEET NO. 29 OF 189 SHEETS			STA. 274+00.00 TO STA. 274+50.00	CONTRACT NO. 62419	
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -			ILLINOIS FED. AID PROJECT								

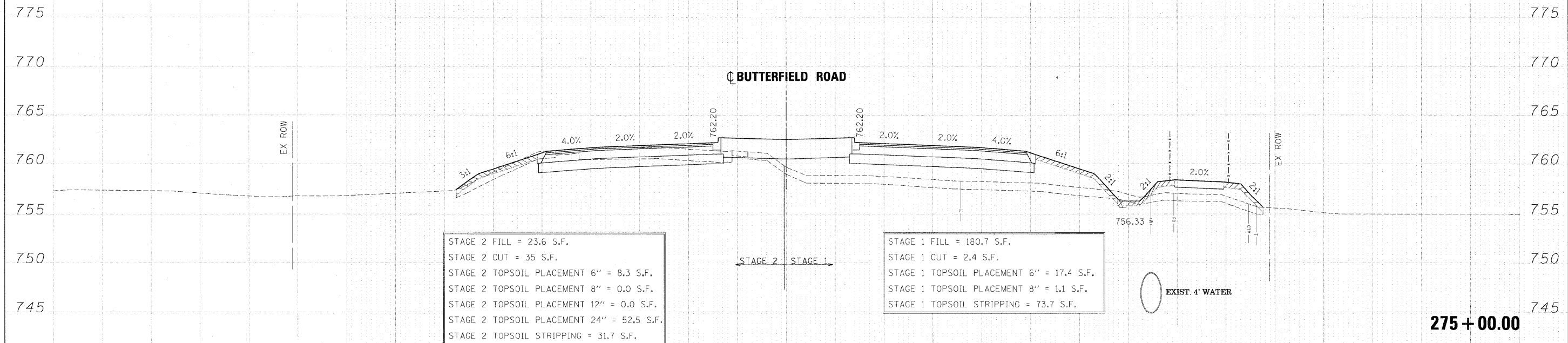
DATE	BY
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DRAWN	BY
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DATE	BY
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STAGE 2 FILL = 18.6 S.F.  
 STAGE 2 CUT = 39.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 31.1 S.F.

STAGE 1 FILL = 210.9 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 17.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 71.8 S.F.



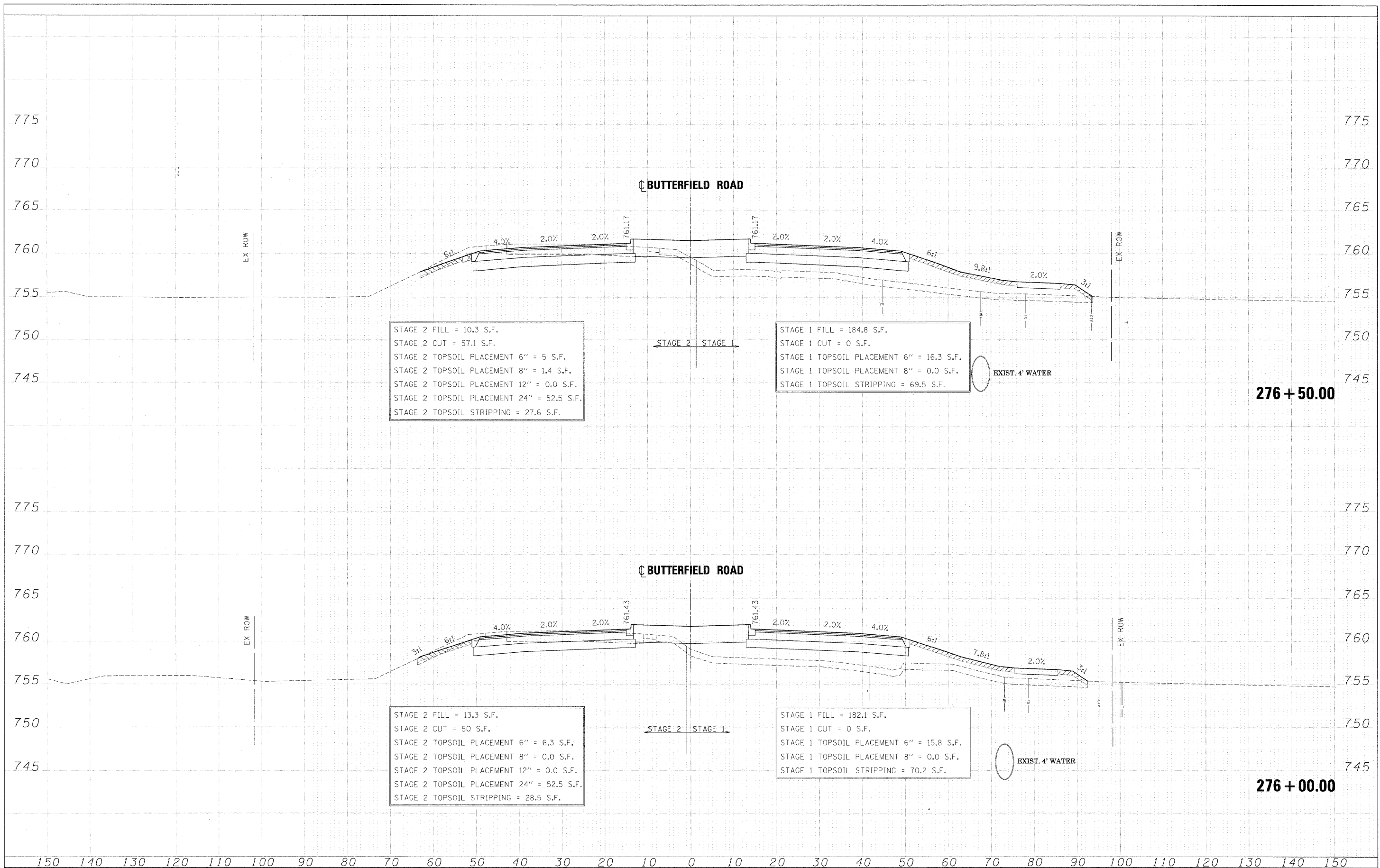
STAGE 2 FILL = 23.6 S.F.  
 STAGE 2 CUT = 35 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 31.7 S.F.

STAGE 1 FILL = 180.7 S.F.  
 STAGE 1 CUT = 2.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 17.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 1.1 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 73.7 S.F.



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NOTE BOOK	
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STAGE 2 FILL = 10.3 S.F.  
 STAGE 2 CUT = 57.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 1.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 27.6 S.F.

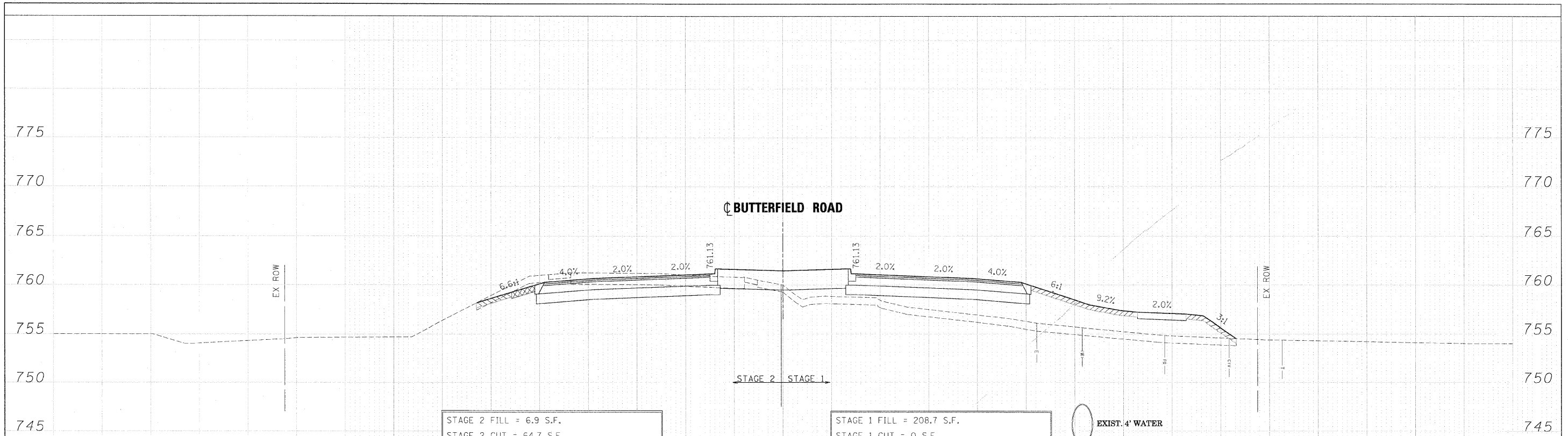
STAGE 1 FILL = 184.8 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 16.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 69.5 S.F.

STAGE 2 FILL = 13.3 S.F.  
 STAGE 2 CUT = 50 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 6.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 28.5 S.F.

STAGE 1 FILL = 182.1 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 15.8 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 70.2 S.F.

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

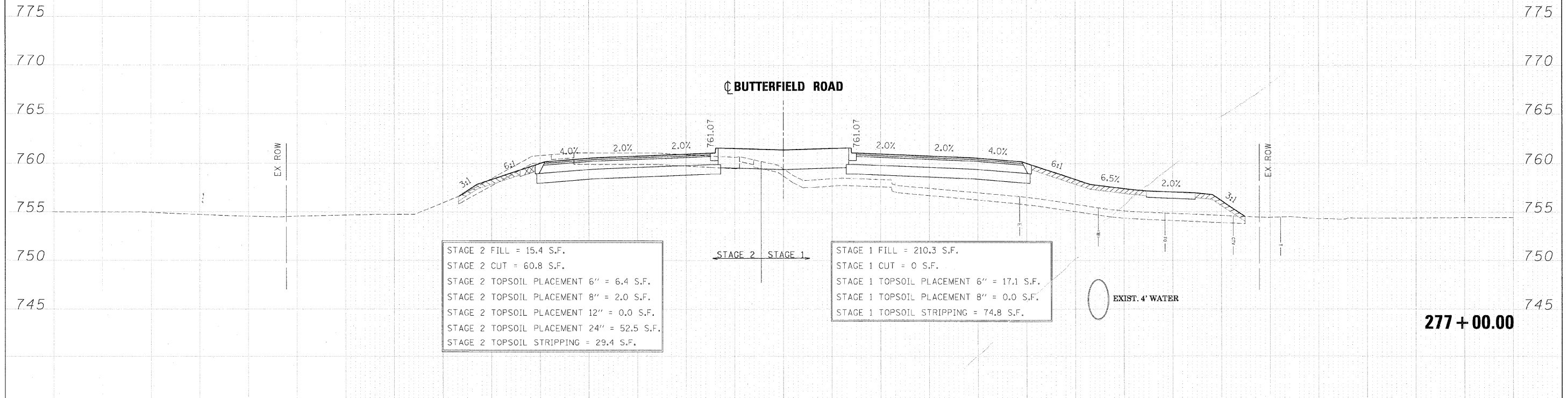
ORIGINAL	SURVEYED	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



STAGE 2 FILL = 6.9 S.F.  
 STAGE 2 CUT = 64.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 3.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 25.5 S.F.

STAGE 1 FILL = 208.7 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 16.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 70.5 S.F.

**277 + 50.00**



STAGE 2 FILL = 15.4 S.F.  
 STAGE 2 CUT = 60.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 6.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 2.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 52.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 29.4 S.F.

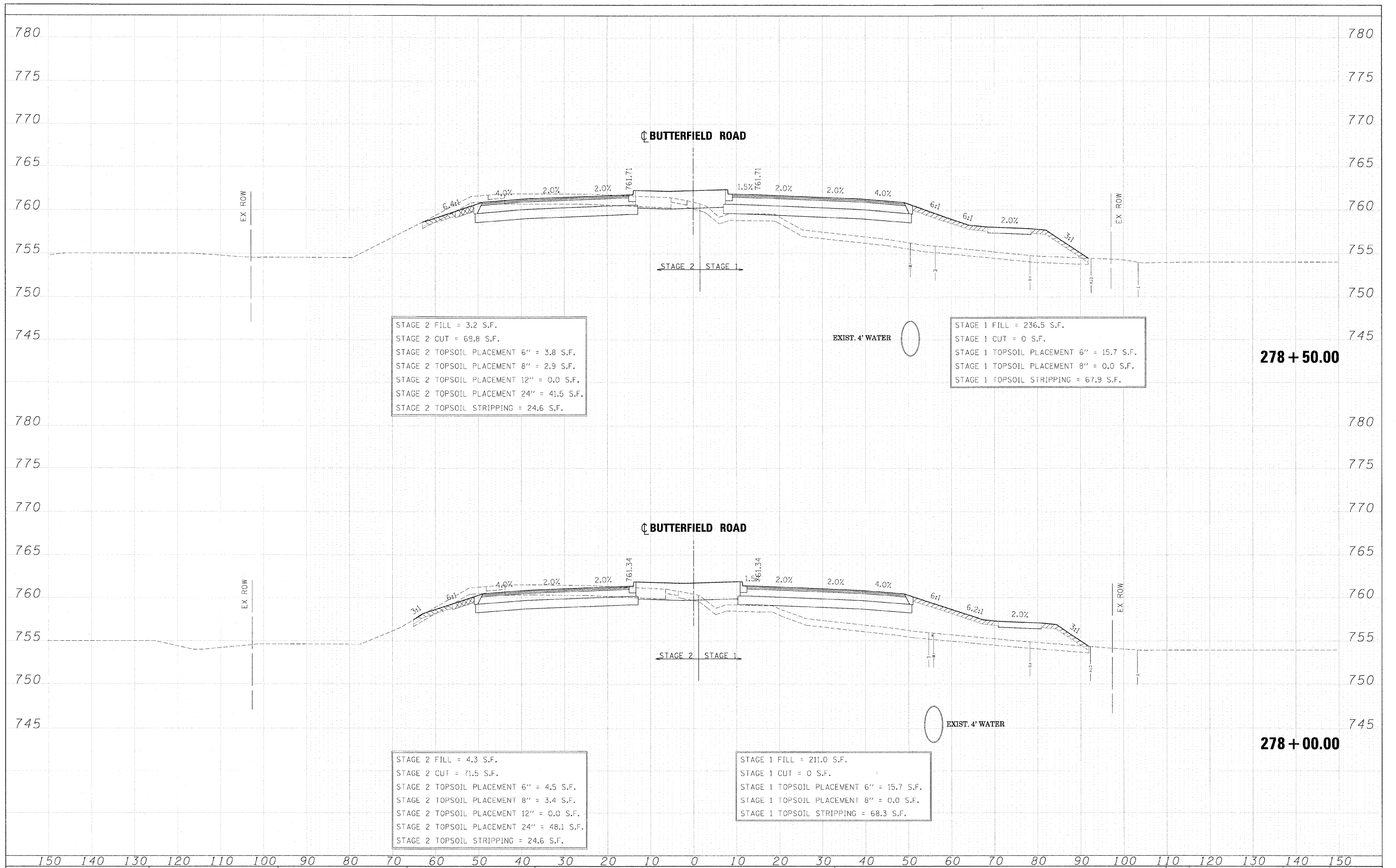
STAGE 1 FILL = 210.3 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 17.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 74.8 S.F.

**277 + 00.00**

FILE NAME = ...DI62419-XS_56.DGN	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE. 365	SECTION (57 & 58)WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 474			
USER NAME = tblank	CHECKED - RMT	REVISED -				SCALE:	SHEET NO. 32 OF 189 SHEETS	STA. 277+00.00 TO STA. 277+50.00	ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -											

FINAL SURVEY	DATE
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NOTE BOOK	
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ORIGINAL SURVEY	DATE
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FILE NAME =	DESIGNED - JMM	REVISED -
...D162419-XS_56.DGN	DRAWN - BMH	REVISED -
USER NAME = tblank	CHECKED - RMT	REVISED -
PLOT DATE = 12/7/2018	DATE - 12/6/10	REVISED -

**benesch**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

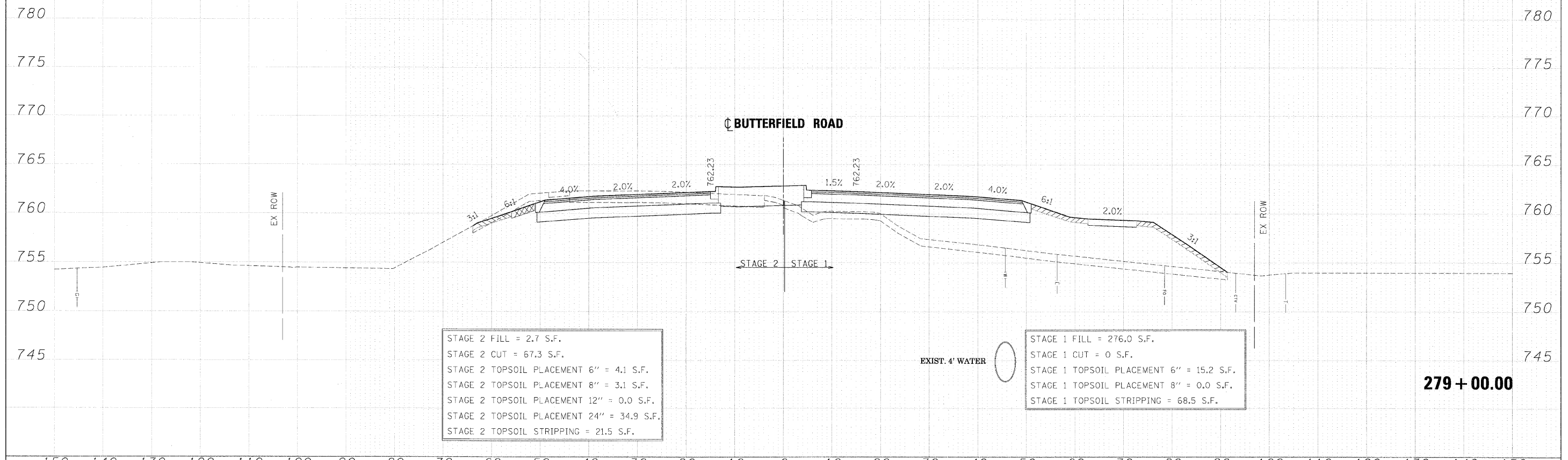
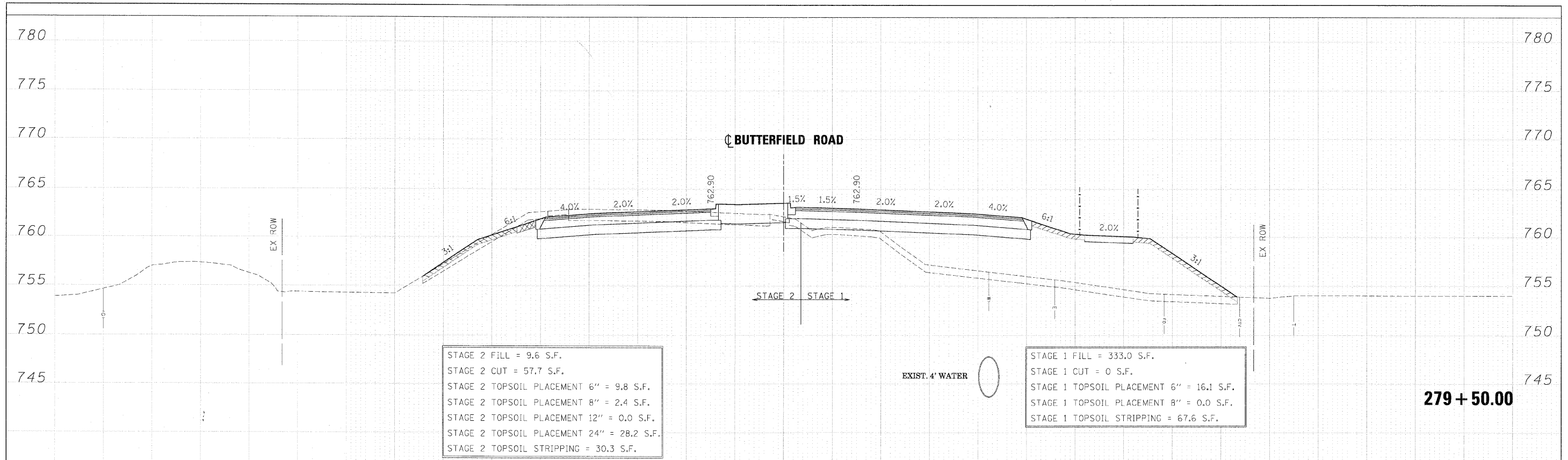
**CROSS SECTIONS - IL RTE 56**

SCALE: SHEET NO. 33 OF 189 SHEETS STA. 278+00.00 TO STA. 278+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
365	(57 & 58)WRS-2	DUPAGE	681	475
				CONTRACT NO. 62419
ILLINOIS FED. AID PROJECT				

DATE	BY
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NOTE BOOK	TEMPERATURE
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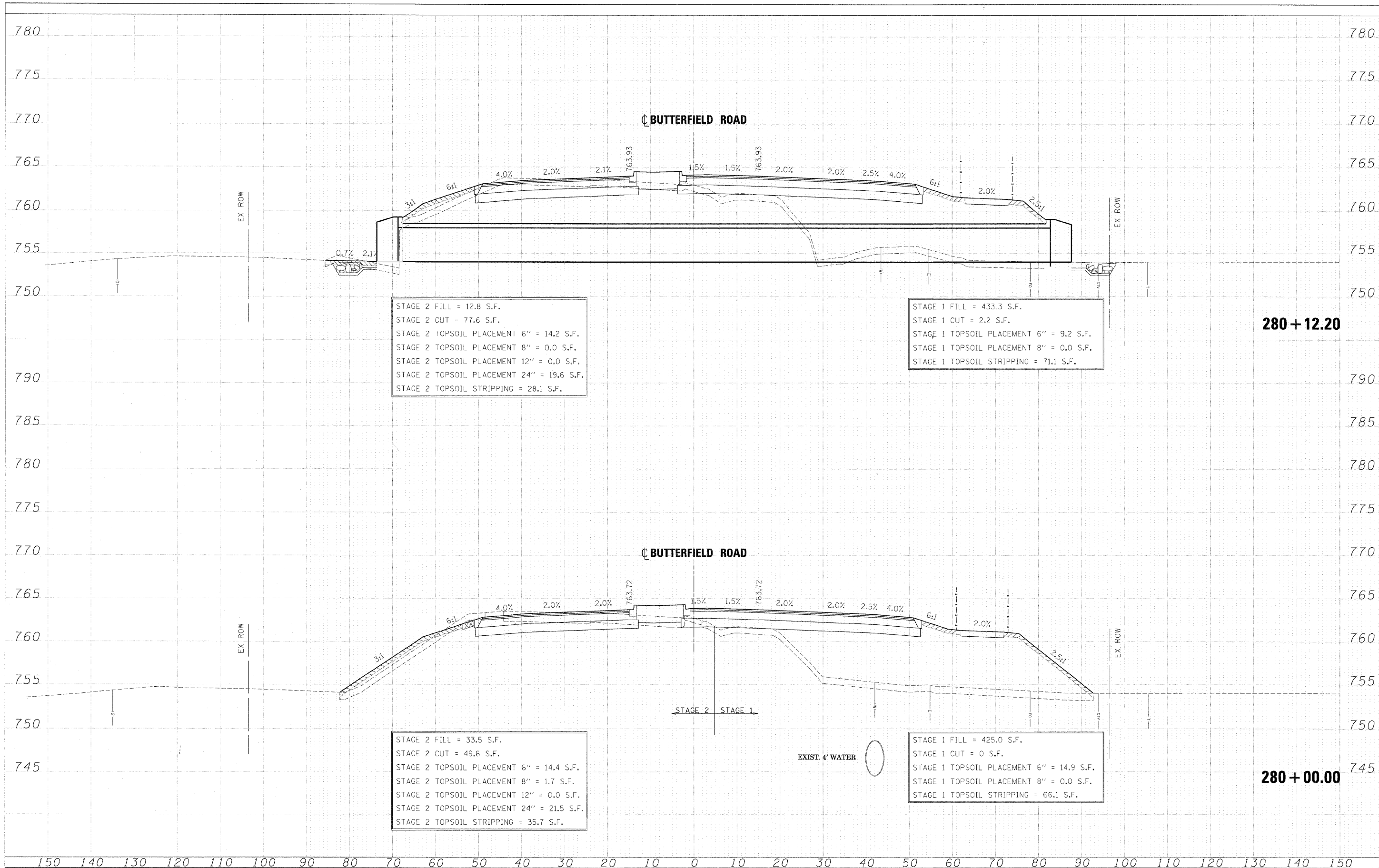


FILE NAME =	DESIGNED - JVM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D162415-XS.56.DGN	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	476
USER NAME = tblan	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
PLOT DATE = 12/7/2018	DATE - 12/6/10	REVISED -				ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 34 OF 189 SHEETS STA. 279+00.00 TO STA. 279+50.00

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

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



STAGE 2 FILL = 12.8 S.F.  
 STAGE 2 CUT = 77.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 14.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 19.6 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 28.1 S.F.

STAGE 1 FILL = 433.3 S.F.  
 STAGE 1 CUT = 2.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 9.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 71.1 S.F.

280 + 12.20

STAGE 2 FILL = 33.5 S.F.  
 STAGE 2 CUT = 49.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 14.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 1.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 21.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 35.7 S.F.

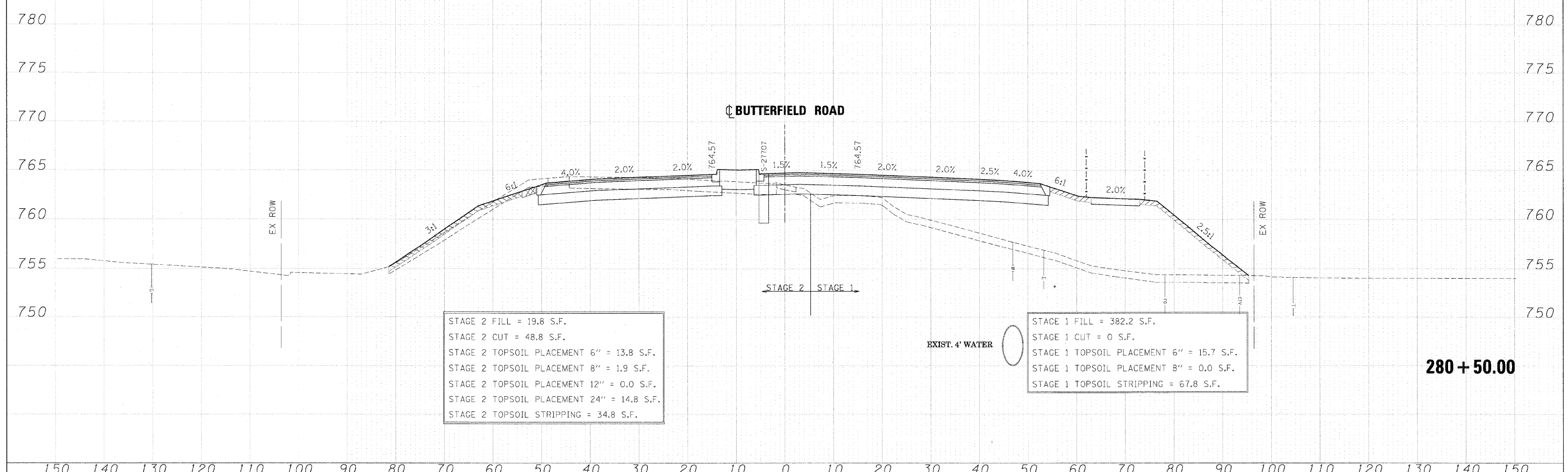
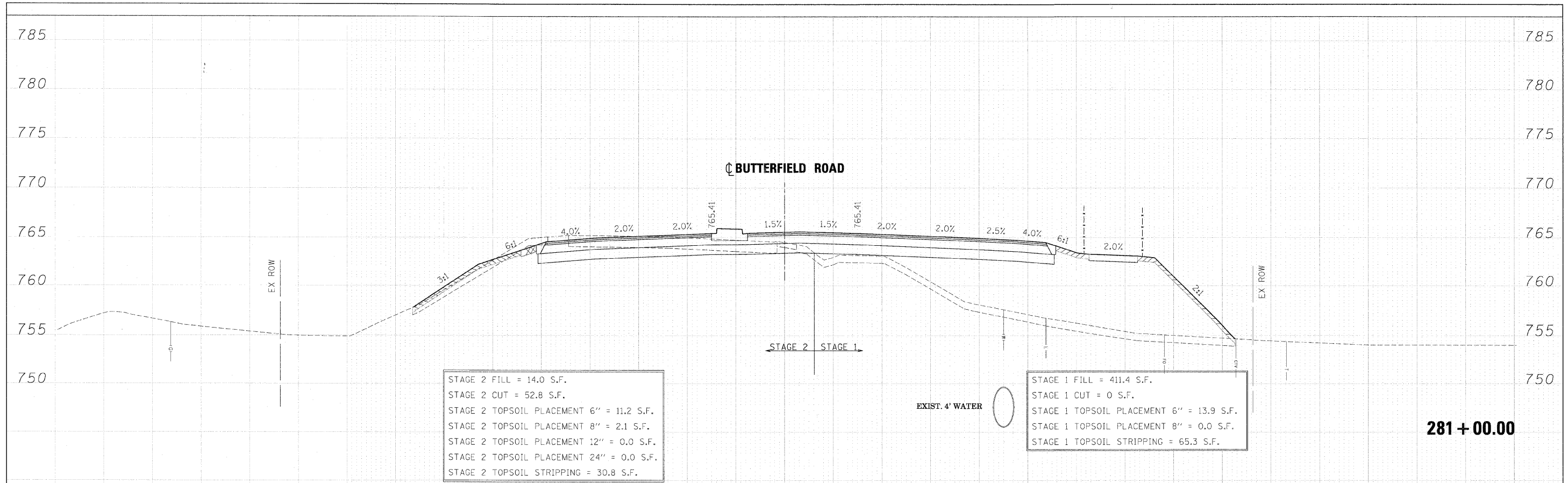
STAGE 1 FILL = 425.0 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 14.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 66.1 S.F.

280 + 00.00

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D162419-XS_56.DGN	DRAWN - BMH	REVISED -		365	157 & 581WRS-2	DUPAGE	681	477				
USER NAME = tbleink	CHECKED - RMT	REVISED -		CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT						
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		SCALE: SHEET NO. 35 OF 189 SHEETS STA. 280+00.00 TO STA. 280+12.20								

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

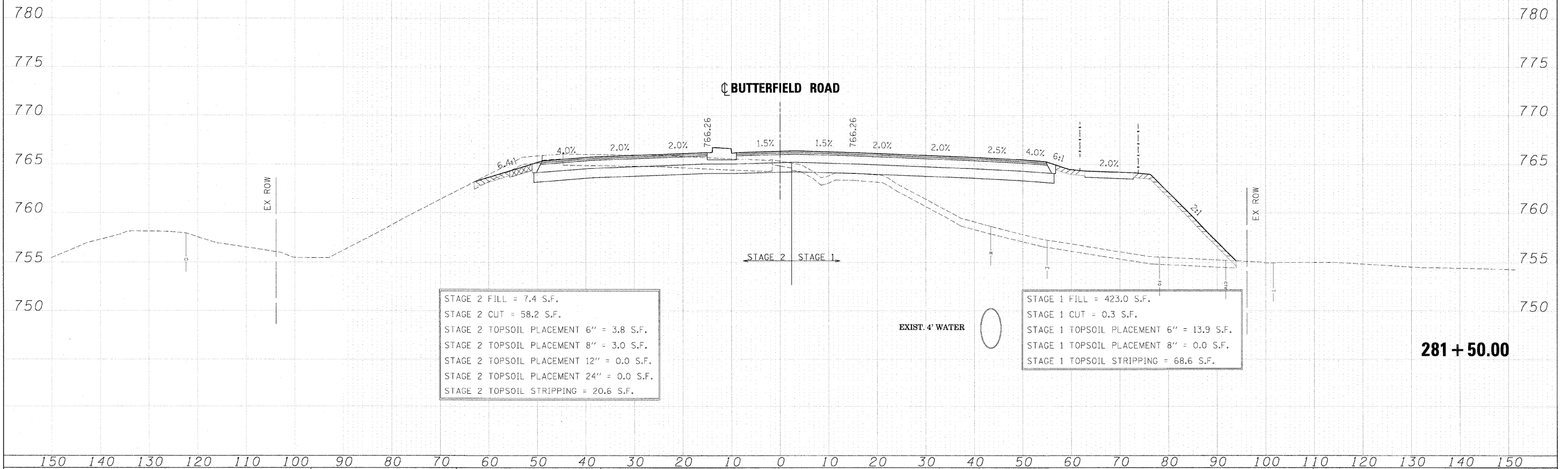
ORIGINAL	SURVEY	DATE
SURVEY	BY	
PLOTTED		
TEMPLATE		
NOTE BOOK		
AREAS		
CHECKED		
NO.		



FILE NAME -	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...X01B2419-X5.56.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	478			
USER NAME - tblank	CHECKED - RMT	REVISED -			CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT					
PLLOT DATE = 12/7/2012	DATE - 12/6/10	REVISED -			SCALE: SHEET NO. 36 OF 189 SHEETS STA. 280+50.00 TO STA. 281+00.00							

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

ORIGINAL SURVEY	DATE
NOTE BOOK	BY
NO.	



STAGE 2 FILL = 7.4 S.F.  
 STAGE 2 CUT = 58.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 3.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 20.6 S.F.

STAGE 1 FILL = 423.0 S.F.  
 STAGE 1 CUT = 0.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 13.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 68.6 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -
...NDIG2419-XS_56.DGN	DRAWN - BMH	REVISED -
USER NAME = tblank	CHECKED RMT	REVISED -
PLOT DATE = 12/7/22:2	DATE - 12/6/10	REVISED -

**benesch**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

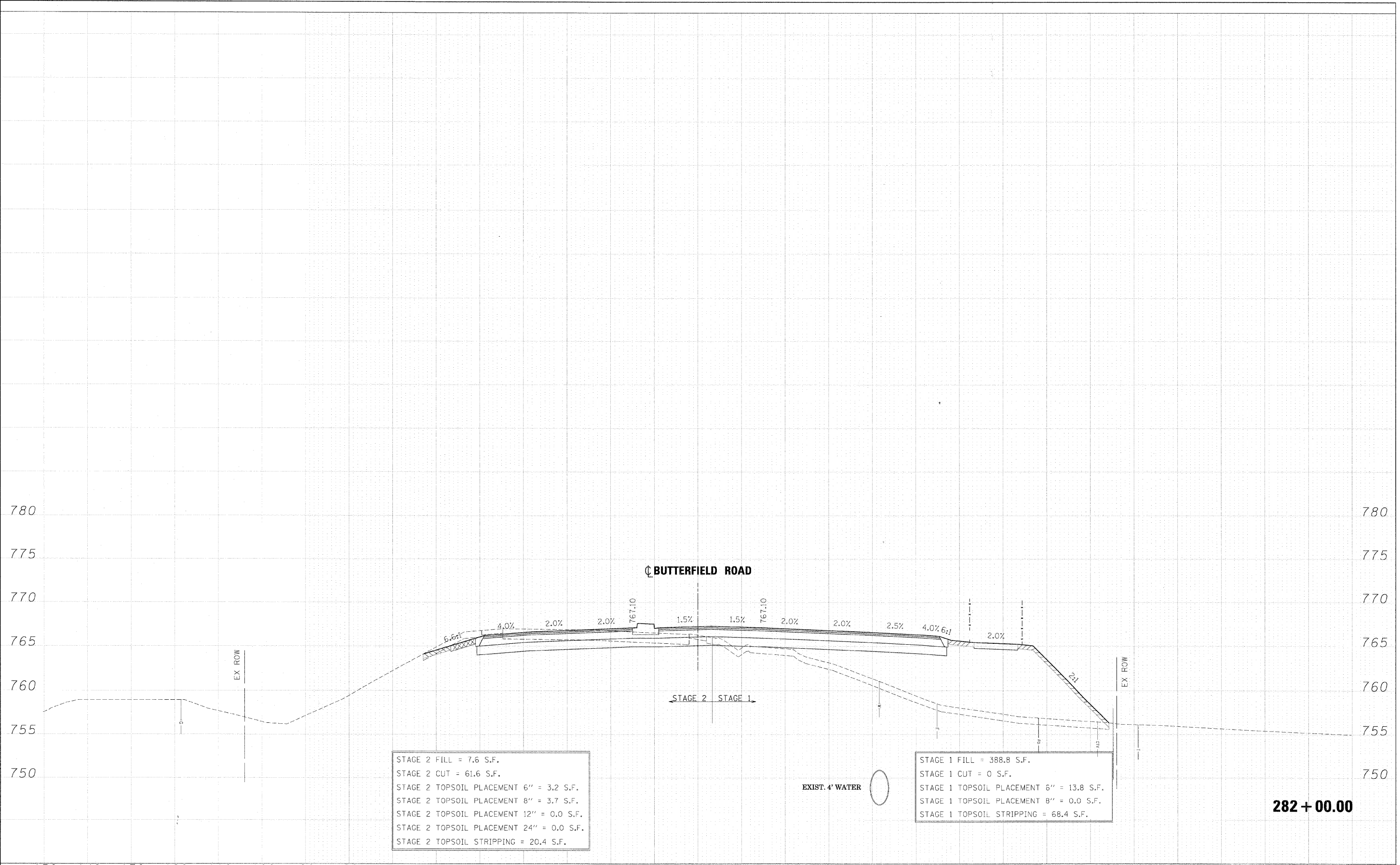
**CROSS SECTIONS - IL RTE 56**

SCALE: SHEET NO. 37 OF 189 SHEETS STA. 281+50.00 TO STA. 281+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
365	(57 & 58)WRS-2	DUPAGE	681	479
			CONTRACT NO. 62419	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
NO.	
DESIGNED	BY
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

ORIGINAL SURVEY	DATE
NO.	
DESIGNED	BY
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	



STAGE 2 FILL = 7.6 S.F.  
 STAGE 2 CUT = 61.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 3.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 20.4 S.F.

STAGE 1 FILL = 388.8 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 13.8 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 68.4 S.F.

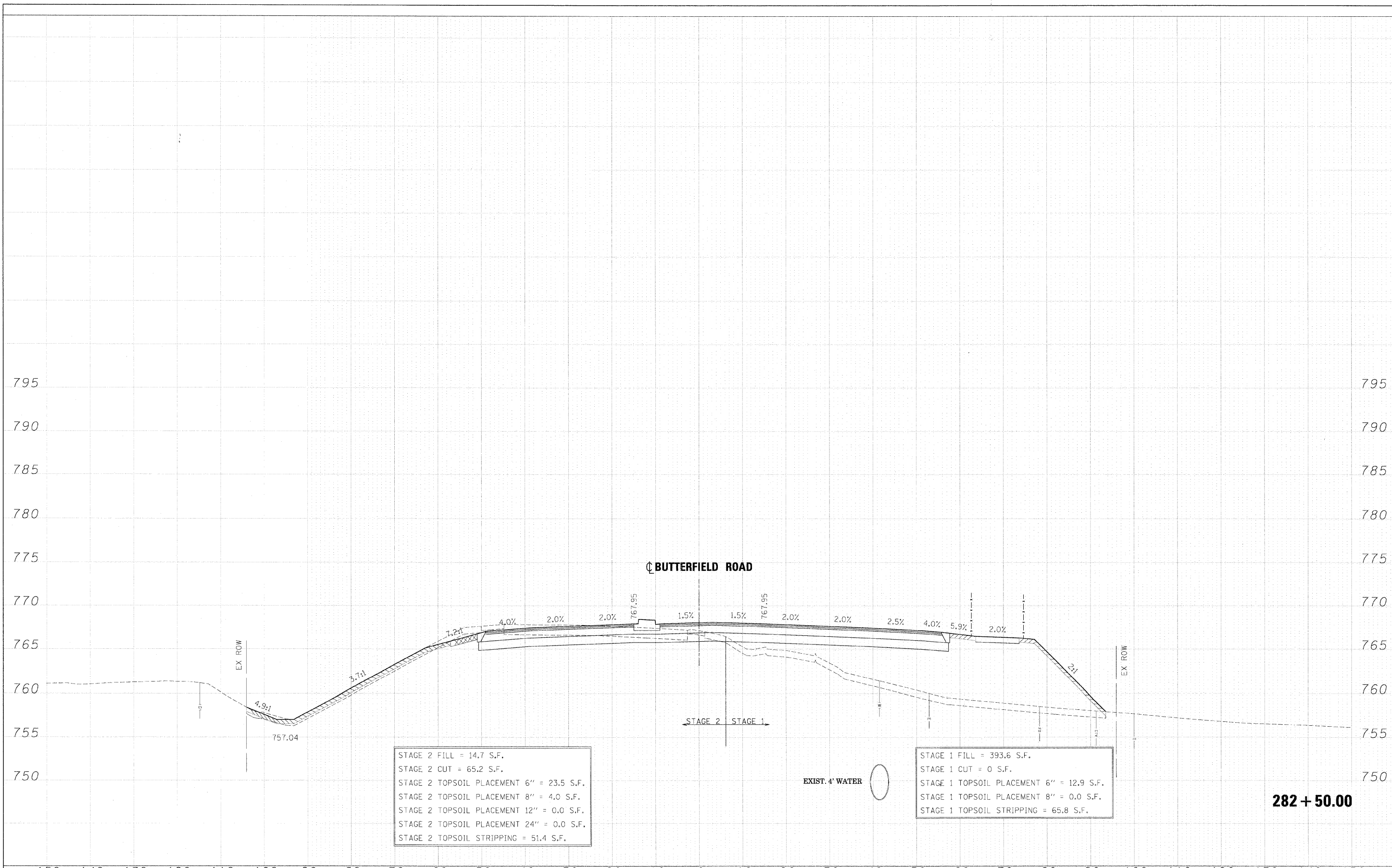
**282 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b> STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	<b>CROSS SECTIONS - IL RTE 56</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND162419-XS_56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	480		
USER NAME = wjmsk	CHECKED - RMT	REVISED -		CONTRACT NO. 62419						
PLDT DATE = 12/7/2010	DATE - 12/6/10	REVISED -		ILLINOIS FED. AID PROJECT						



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

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



STAGE 2 FILL = 14.7 S.F.  
 STAGE 2 CUT = 65.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 23.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 4.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 51.4 S.F.

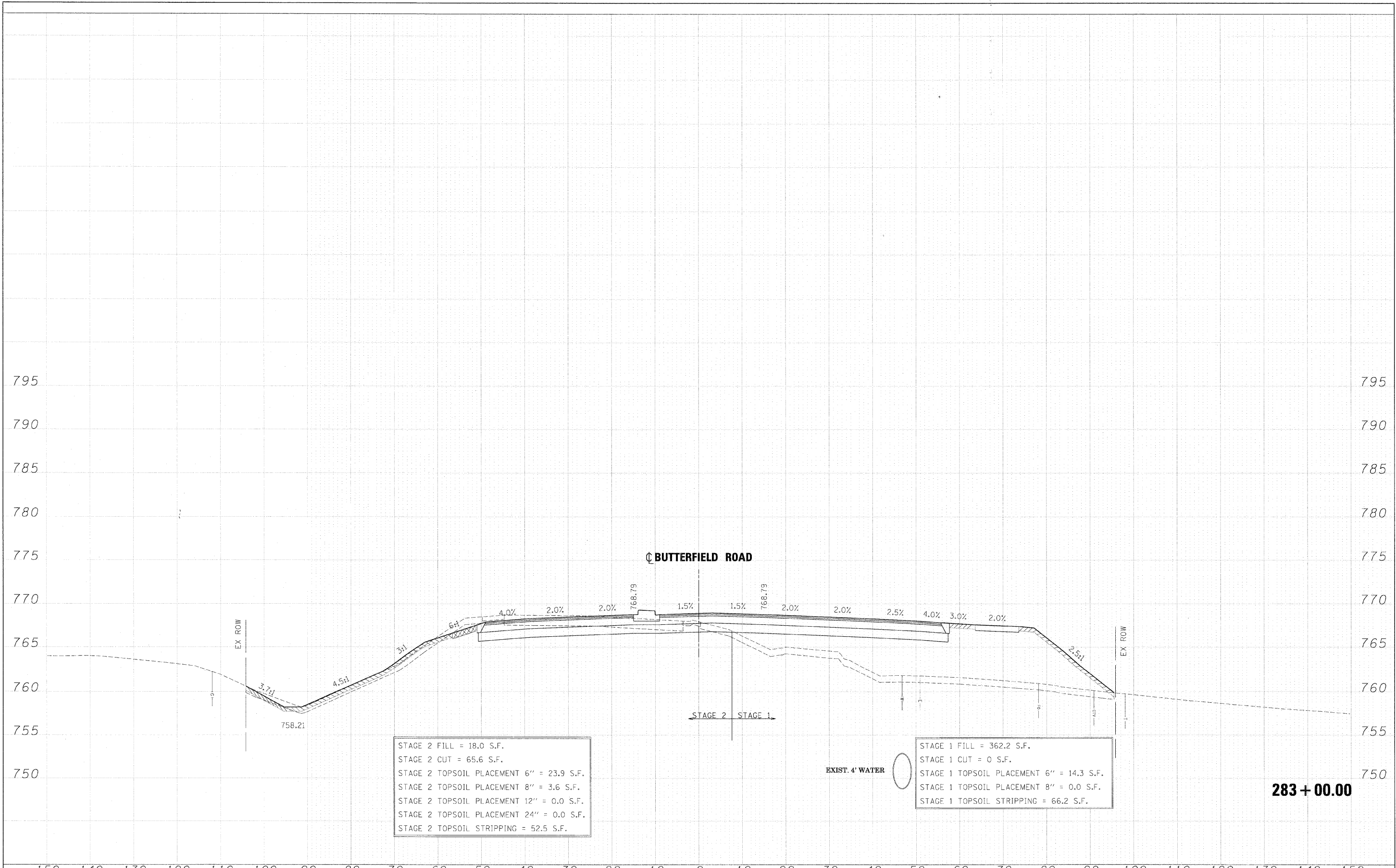
STAGE 1 FILL = 393.6 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 12.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 65.8 S.F.

**282 + 50.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND182419-X5_56.DGN	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	481
USER NAME = tb_ank	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
SCALE:	DATE - 12/7/2010	REVISED -				ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -	SHEET NO. 39 OF 189 SHEETS		STA. 282+50.00 TO STA. 282+50.00					

DATE	
BY	
FINISHED	
SURVEY	
PROFIT	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL	
SURVEY	
PROFIT	
TEMPLATE	
AREAS	
CHECKED	
NO.	



STAGE 2 FILL = 18.0 S.F.  
 STAGE 2 CUT = 65.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 23.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 52.5 S.F.

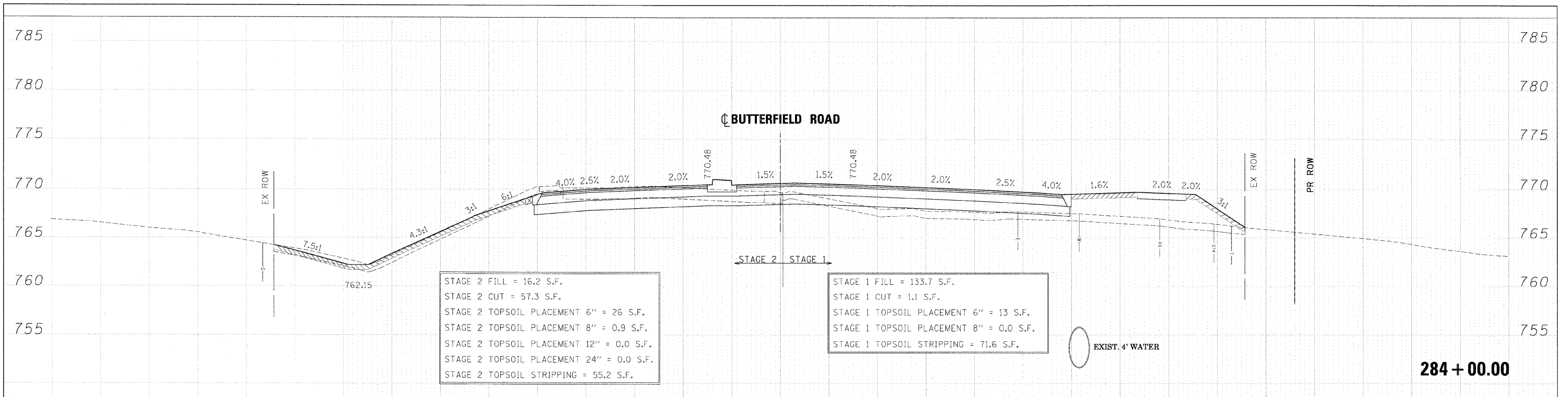
STAGE 1 FILL = 362.2 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 14.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 66.2 S.F.

**283+00.00**

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b> STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...ND162419-XS_56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	482		
USER NAME = tblank	CHECKED - RMT	REVISED -		SCALE:		SHEET NO. 40 OF 189 SHEETS	STA. 283+00.00 TO STA. 283+00.00	ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -								

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
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DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
NO.	

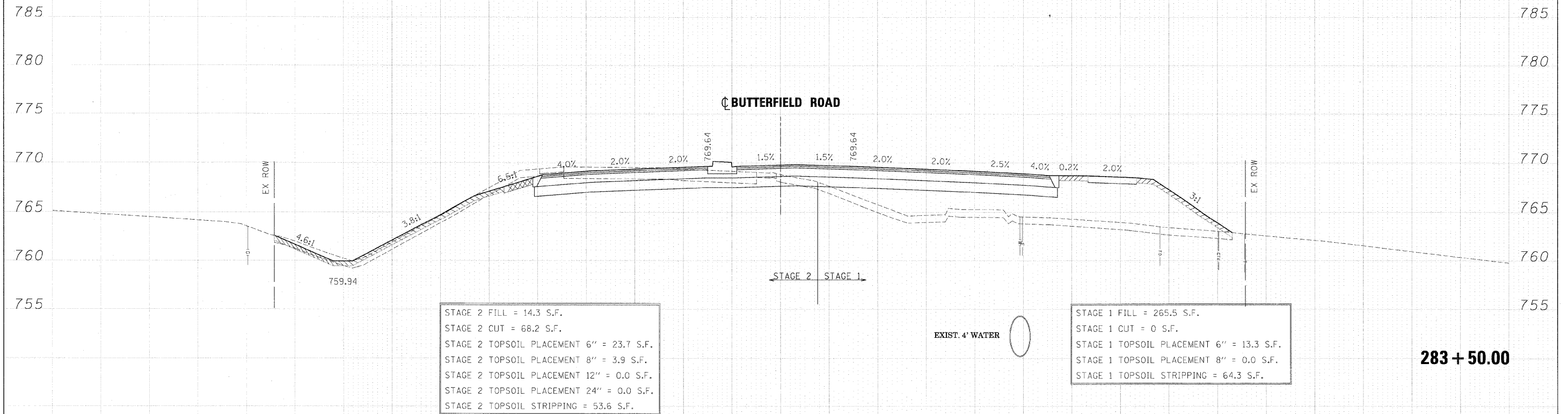


STAGE 2 FILL = 16.2 S.F.  
 STAGE 2 CUT = 57.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 26 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 55.2 S.F.

STAGE 1 FILL = 133.7 S.F.  
 STAGE 1 CUT = 1.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 13 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 71.6 S.F.

EXIST. 4' WATER

284 + 00.00



STAGE 2 FILL = 14.3 S.F.  
 STAGE 2 CUT = 68.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 23.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 3.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 53.6 S.F.

STAGE 1 FILL = 265.5 S.F.  
 STAGE 1 CUT = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 13.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 64.3 S.F.

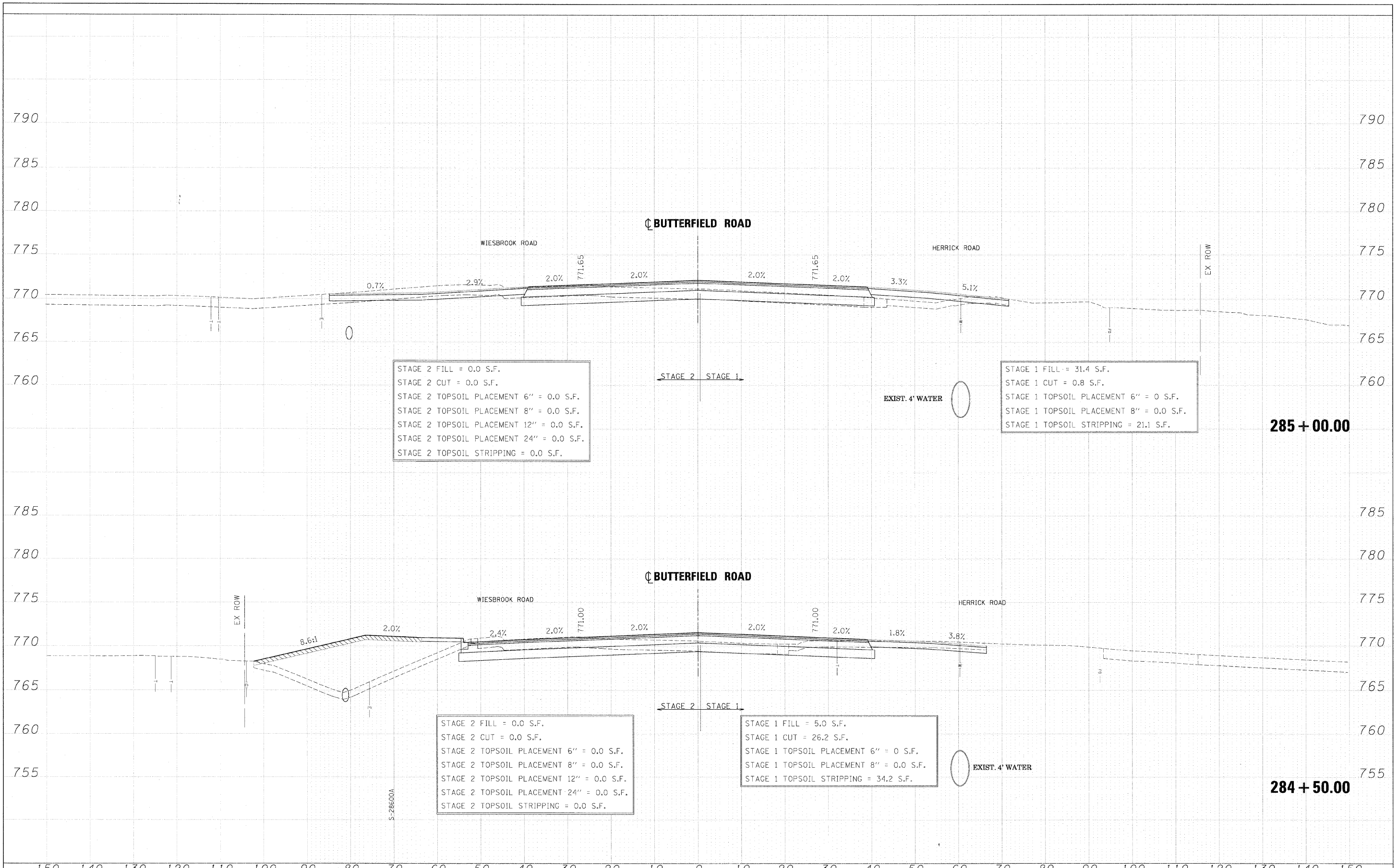
EXIST. 4' WATER

283 + 50.00

FILE NAME = ...	DESIGNED - JMM	REVISED -	<b>benesch</b>	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - IL RTE 56	F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = sbank	DRAWN - BMH	REVISED -				365	157 & 581WRS-2	DUPAGE	681	483
PLLOT DATE = 12/7/2010	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
DATE - 12/6/10	REVISED -	ILLINOIS FED. AID PROJECT								

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

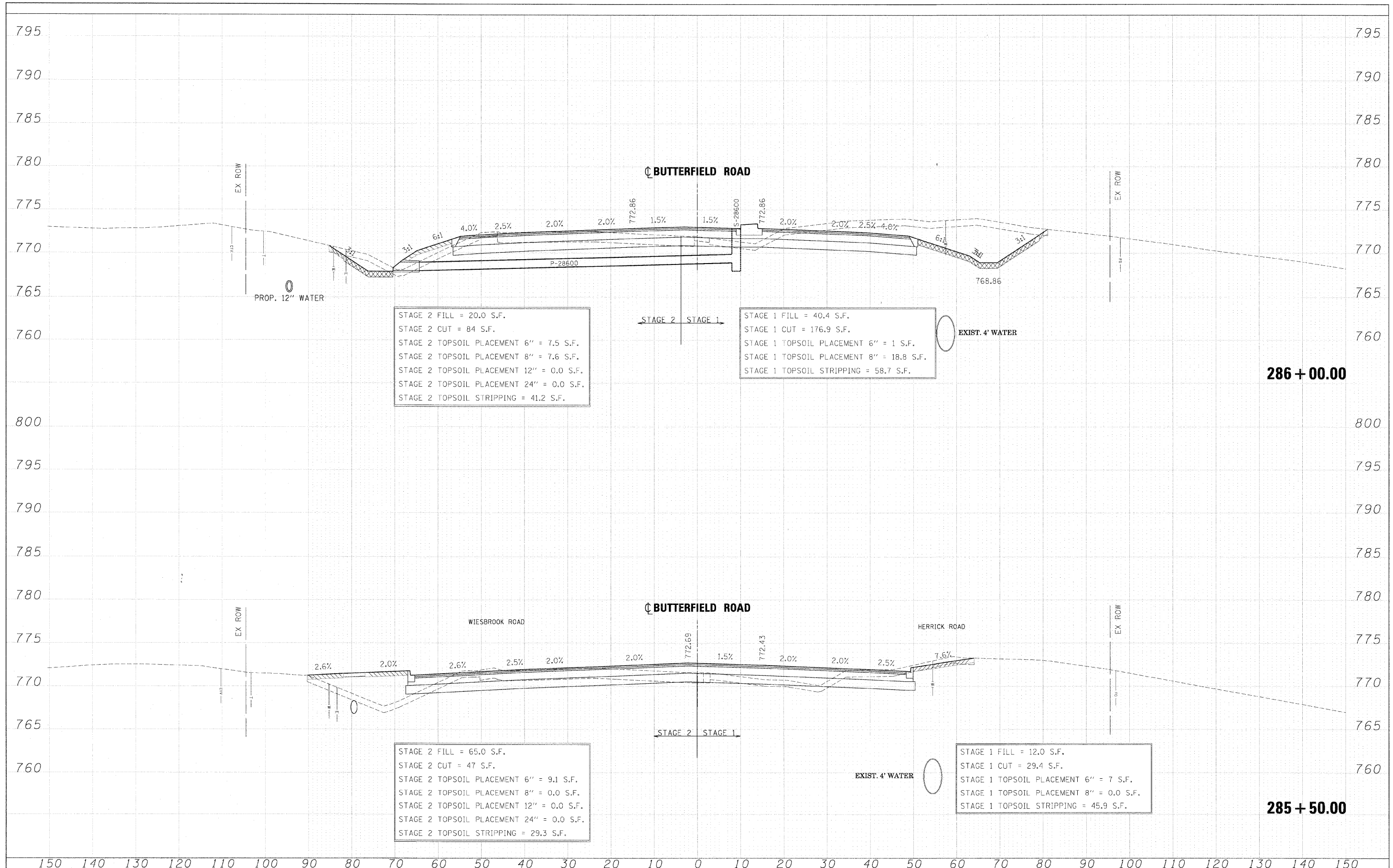
ORIGINAL	SURVEY	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
AREAS	CHECKED	
NO.		



FILE NAME =	DESIGNED - JMM	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
... \D162419-XS_56.DGN	DRAWN - BMH	REVISED -						365	(57 & 58)WRS-2	DUPAGE	681 484
USER NAME = tbtank	CHECKED - RMT	REVISED -						CONTRACT NO. 62419			
PLT DATE = 12/7/2010	DATE - 12/6/10	REVISED -						ILLINOIS FED. AID PROJECT			
SCALE:		SHEET NO. 42 OF 189 SHEETS						STA. 284+50.00 TO STA. 285+00.00			

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

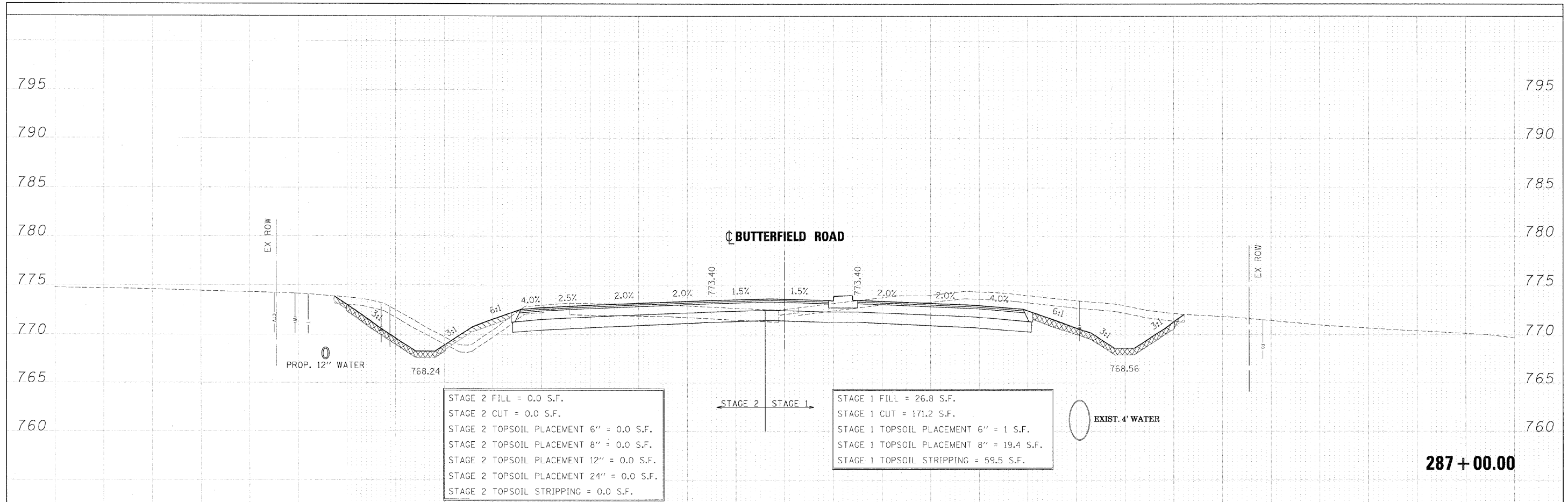
ORIGINAL SURVEY	DATE
REVISIONS	BY
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\162419-X5_56.DGN	DRAWN - BMH	REVISED -						365	(57 & 58)WRS-2	DUPAGE	681	485
USER NAME = tblank	CHECKED - RMT	REVISED -			CONTRACT NO. 62419							
DATE = 12/7/2010	DATE - 12/6/10	REVISED -			ILLINOIS FED. AID PROJECT							
PLOT DATE = 12/7/2010			SCALE:			SHEET NO. 43 OF 189 SHEETS			STA. 285+50.00 TO STA. 286+00.00			

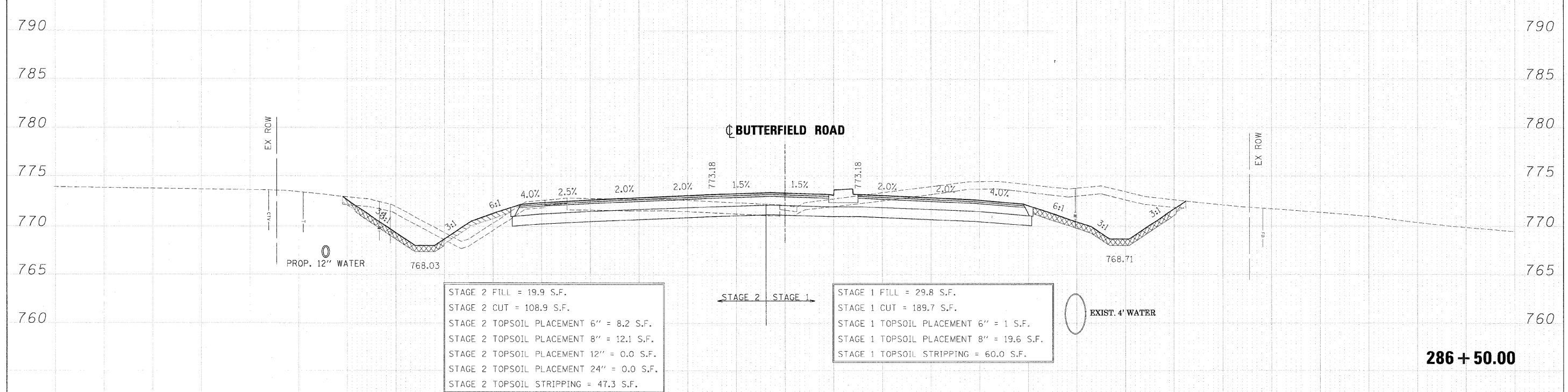
DATE	
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DESIGNED	
DRAWN	
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DATE	
FILE NAME	
USER NAME	
PLOT DATE	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
FILE NAME	
USER NAME	
PLOT DATE	



STAGE 2 FILL = 0.0 S.F.  
 STAGE 2 CUT = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 0.0 S.F.

STAGE 1 FILL = 26.8 S.F.  
 STAGE 1 CUT = 171.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 19.4 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 59.5 S.F.



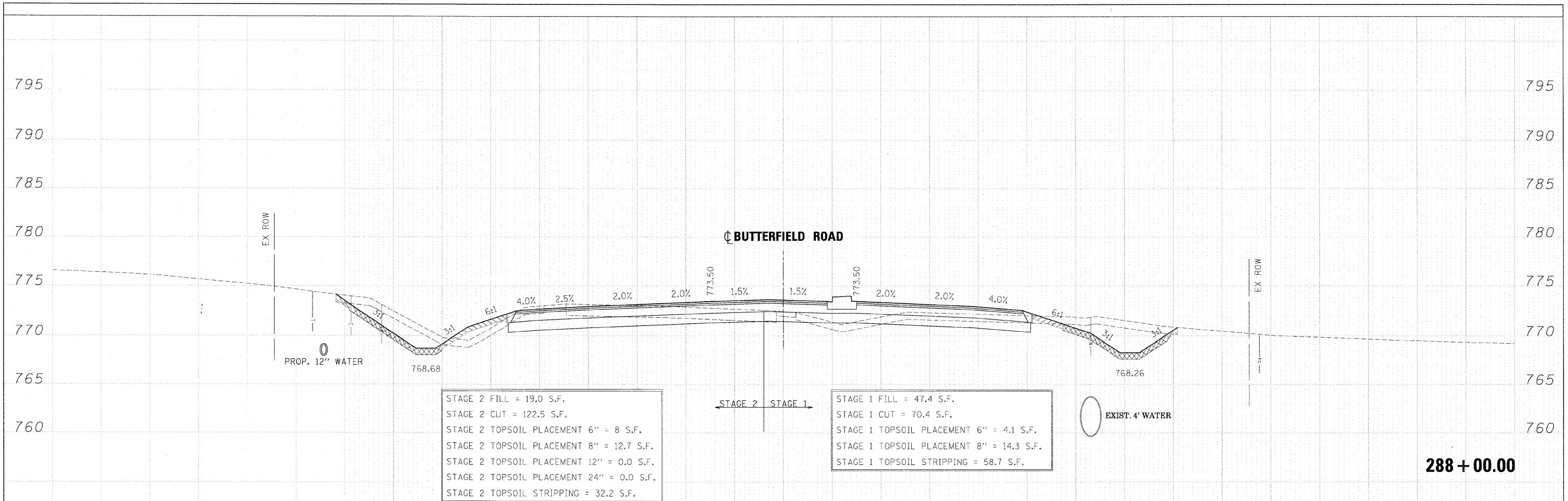
STAGE 2 FILL = 19.9 S.F.  
 STAGE 2 CUT = 108.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 12.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 47.3 S.F.

STAGE 1 FILL = 29.8 S.F.  
 STAGE 1 CUT = 189.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 19.6 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 60.0 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \162419-X5_56.DGN	DRAWN - BMH	REVISED -		DEPARTMENT OF TRANSPORTATION		365	(57 & 58)WRS-2	DUPAGE	681	486		
USER NAME = w1mk	CHECKED - RMT	REVISED -				CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/7/2012	DATE - 12/6/10	REVISED -				SCALE:	SHEET NO. 44 OF 189 SHEETS	STA. 286+50.00 TO STA. 287+00.00				

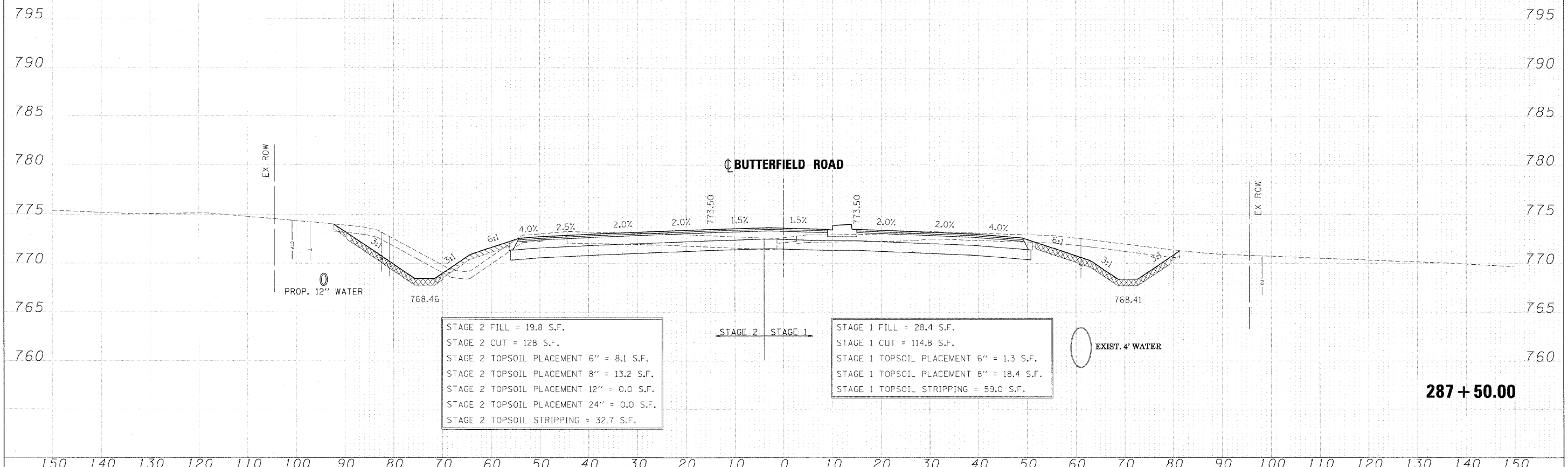
DATE	
BY	
FINAL SURVEY	
SUBMITTED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

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



STAGE 2 FILL = 19.0 S.F.  
 STAGE 2 CUT = 122.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 12.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 32.2 S.F.

STAGE 1 FILL = 47.4 S.F.  
 STAGE 1 CUT = 70.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 4.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 14.3 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 58.7 S.F.



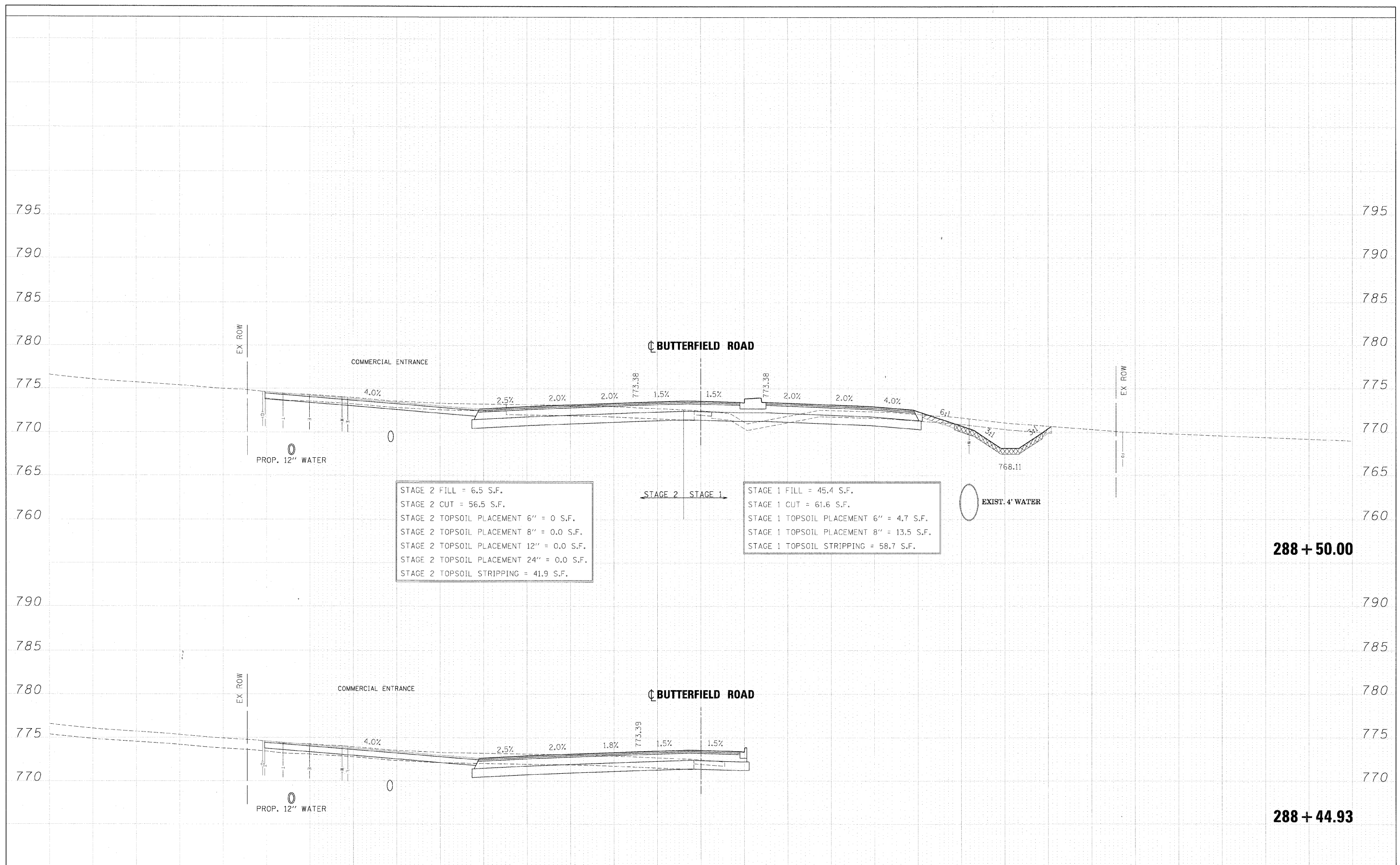
STAGE 2 FILL = 19.8 S.F.  
 STAGE 2 CUT = 128 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 8.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 13.2 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 32.7 S.F.

STAGE 1 FILL = 28.4 S.F.  
 STAGE 1 CUT = 114.8 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 18.4 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 59.0 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\DIB2419-XS_56.DGN	DRAWN - BMH	REVISED -		365	(57 & 58)WRS-2	DUPAGE	681	487				
USER NAME = wblenk	CHECKED - RMT	REVISED -		CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT						
PLOT DATE = 12/7/2018	DATE - 12/6/10	REVISED -		SCALE: SHEET NO. 45 OF 189 SHEETS STA. 287+50.00 TO STA. 288+00.00								

DATE	
BY	
FINISHED	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

DATE	
BY	
FINISHED	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	



STAGE 2 FILL = 6.5 S.F.  
 STAGE 2 CUT = 56.5 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 41.9 S.F.

STAGE 1 FILL = 45.4 S.F.  
 STAGE 1 CUT = 61.6 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 4.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 13.5 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 58.7 S.F.

**288 + 50.00**

**288 + 44.93**

FILE NAME =	DESIGNED - JMM	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...NC162419-XS-56.DGN	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	488
USER NAME = tblank	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
DATE = 12/7/2010	DATE - 12/6/10	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. 46 OF 189 SHEETS STA. 288+44.93 TO STA. 288+50.00										





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

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



STAGE 2 FILL = 12.0 S.F.  
 STAGE 2 CUT = 87.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 11.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 21.5 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 26.4 S.F.

STAGE 1 FILL = 11.9 S.F.  
 STAGE 1 CUT = 116.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 2.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 17.1 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 61.8 S.F.

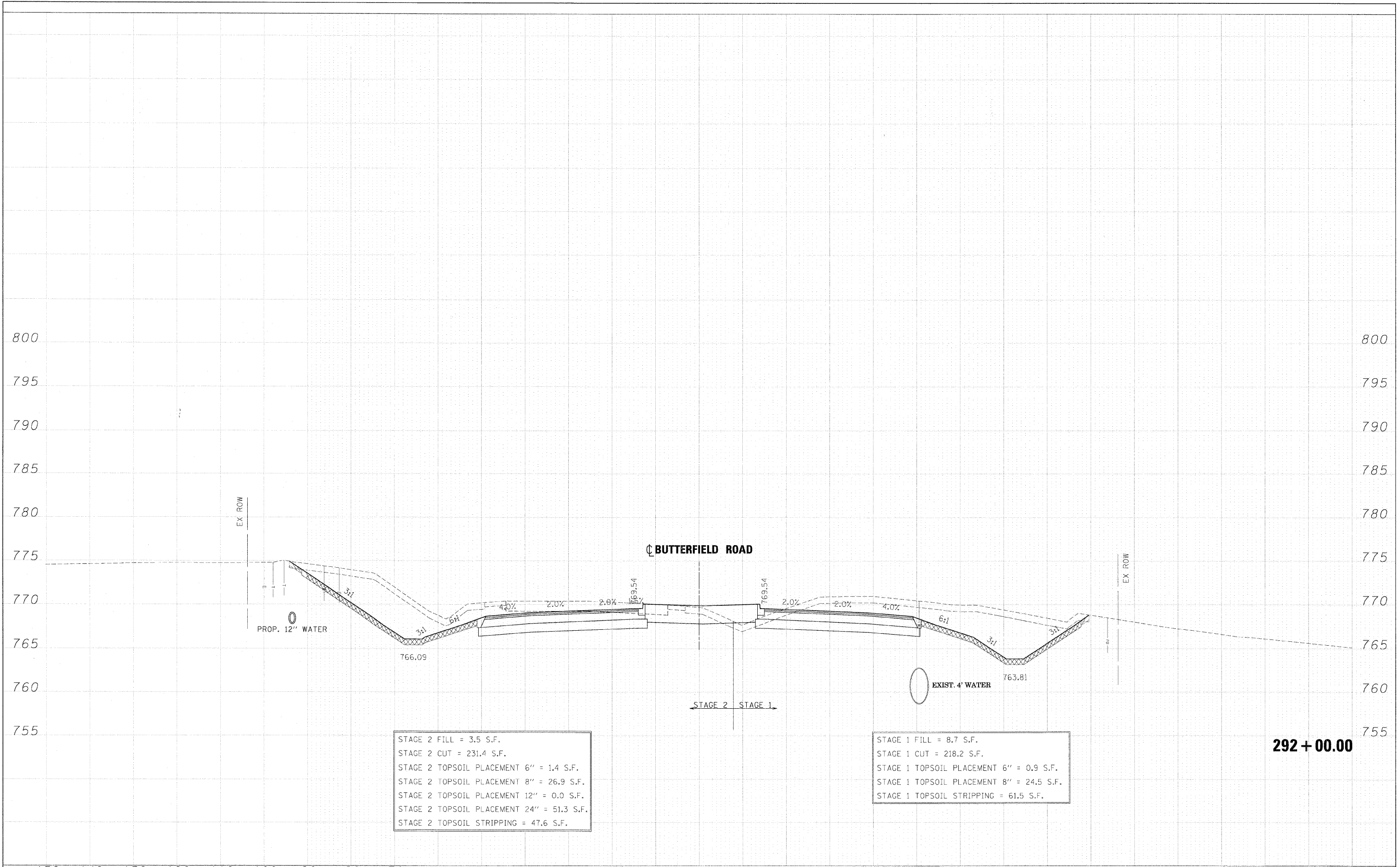
FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D162419\XS_56.DGN	DRAWN - BMH	REVISED -						365	(57 & 58)WRS-2	DUPAGE	681	490
USER NAME = tbenk	CHECKED - RMT	REVISED -			CONTRACT NO. 62419							
PLT DATE = 12/7/2010	DATE = 12/6/10	REVISED -			ILLINOIS FED. AID PROJECT							





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BY	
DESIGNED	
DRAWN	
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STAGE 2 FILL = 3.5 S.F.  
 STAGE 2 CUT = 231.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 1.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 26.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 51.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 47.6 S.F.

STAGE 1 FILL = 8.7 S.F.  
 STAGE 1 CUT = 218.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 0.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 24.5 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 61.5 S.F.

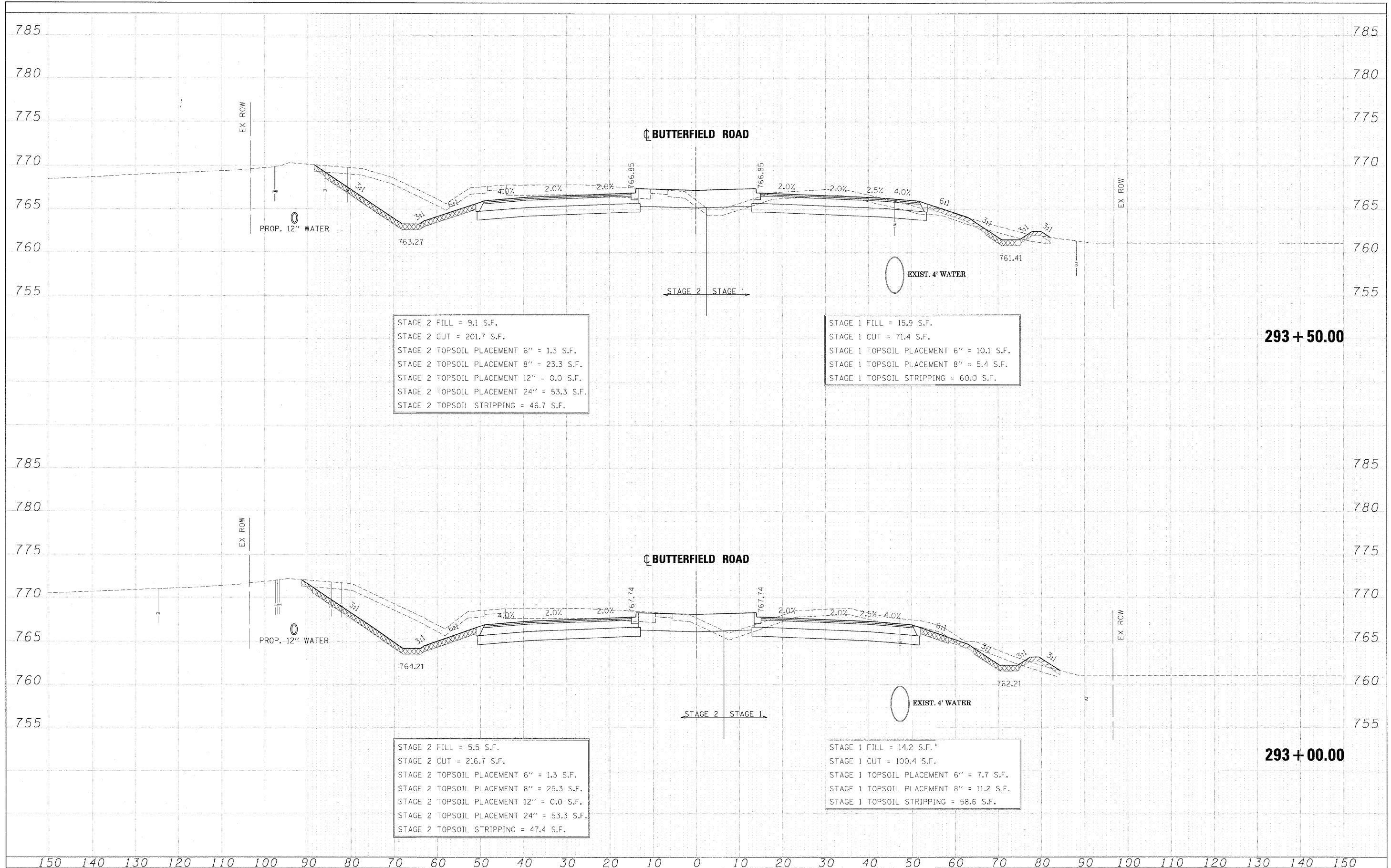
**292 + 00.00**

FILE NAME = ...ND162419-XS.56.DGN	DESIGNED - JMM	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	493
PLOT DATE = 12/7/2010	CHECKED - RMT	REVISED -				CONTRACT NO. 62419				
DATE = 12/6/10	REVISIED -	REVISIED -				ILLINOIS FED. AID PROJECT				



FINAL SURVEY	DATE
BY	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
BY	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



STAGE 2 FILL = 9.1 S.F.  
 STAGE 2 CUT = 201.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 1.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 23.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 46.7 S.F.

STAGE 1 FILL = 15.9 S.F.  
 STAGE 1 CUT = 71.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 10.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 5.4 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 60.0 S.F.

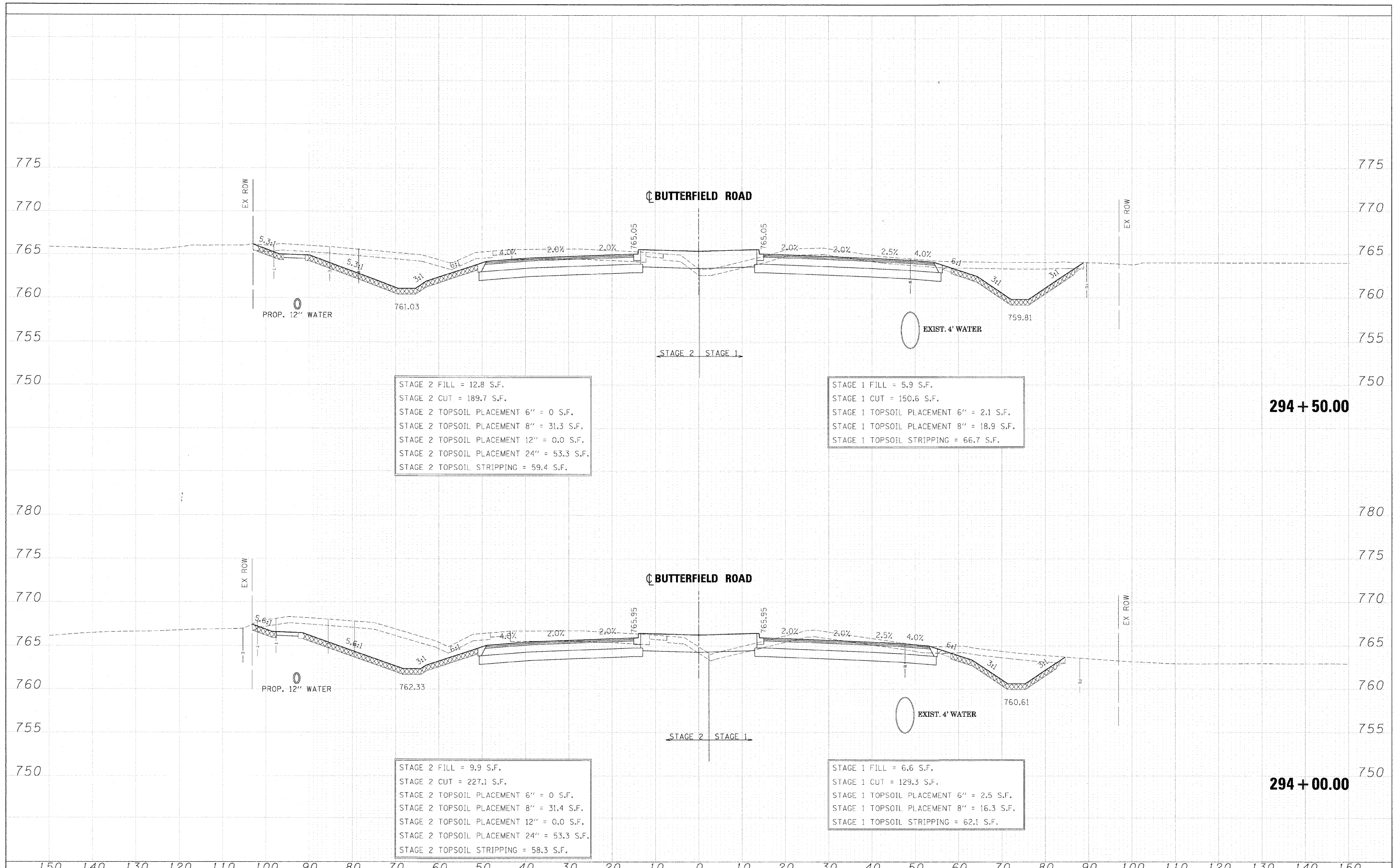
STAGE 2 FILL = 5.5 S.F.  
 STAGE 2 CUT = 216.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 1.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 25.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 47.4 S.F.

STAGE 1 FILL = 14.2 S.F.  
 STAGE 1 CUT = 100.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 7.7 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 11.2 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 58.6 S.F.

FILE NAME = ...ND162419-XS_56.DGN	DESIGNED - JMM	REVISÉD -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - BMH	REVISÉD -				365	(57 & 58)WRS-2	DUPAGE	681	495
PLÓT DATE = 12/7/2010	CHECKED - RMT	REVISÉD -				CONTRACT NO. 62419				
DATE - 12/6/10	REVISÉD -	ILLINOIS FED. AID PROJECT								
SCALE:						SHEET NO. 53 OF 189 SHEETS		STA. 293+00.00 TO STA. 293+50.00		

FINAL	DATE
SURVEY	BY
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	
NO.	



STAGE 2 FILL = 12.8 S.F.  
 STAGE 2 CUT = 189.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 31.3 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 59.4 S.F.

STAGE 1 FILL = 5.9 S.F.  
 STAGE 1 CUT = 150.6 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 2.1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 18.9 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 66.7 S.F.

STAGE 2 FILL = 9.9 S.F.  
 STAGE 2 CUT = 227.1 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 31.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 0.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 58.3 S.F.

STAGE 1 FILL = 6.6 S.F.  
 STAGE 1 CUT = 129.3 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 2.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 16.3 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 62.1 S.F.

FILE NAME =	DESIGNED - JMM	REVISED -		STATE OF ILLINOIS		CROSS SECTIONS - IL RTE 56		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...NDIG2419-XS_56.DGN	DRAWN - BMH	REVISED -		DEPARTMENT OF TRANSPORTATION				365	(57 & 58)WRS-2	DUPAGE	681	496	
USER NAME = tmlank	CHECKED - RMT	REVISED -				SCALE:		SHEET NO. 54 OF 189 SHEETS		STA. 294+00.00 TO STA. 294+50.00		CONTRACT NO. 62419	
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -										ILLINOIS FED. AID PROJECT	

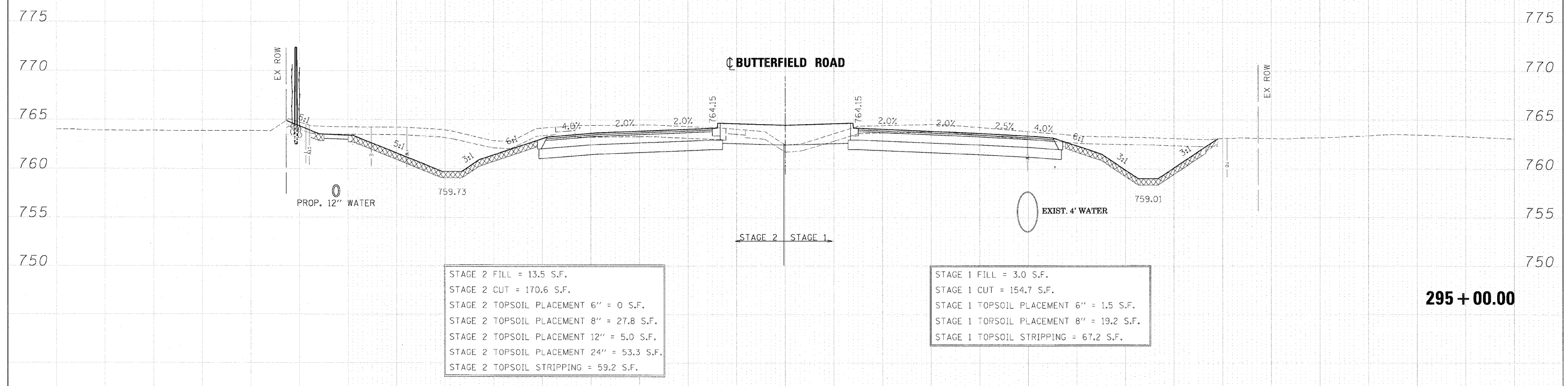


FINAL	SURVEY	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
AREAS	CHECKED	
NO.		



295 + 50.00

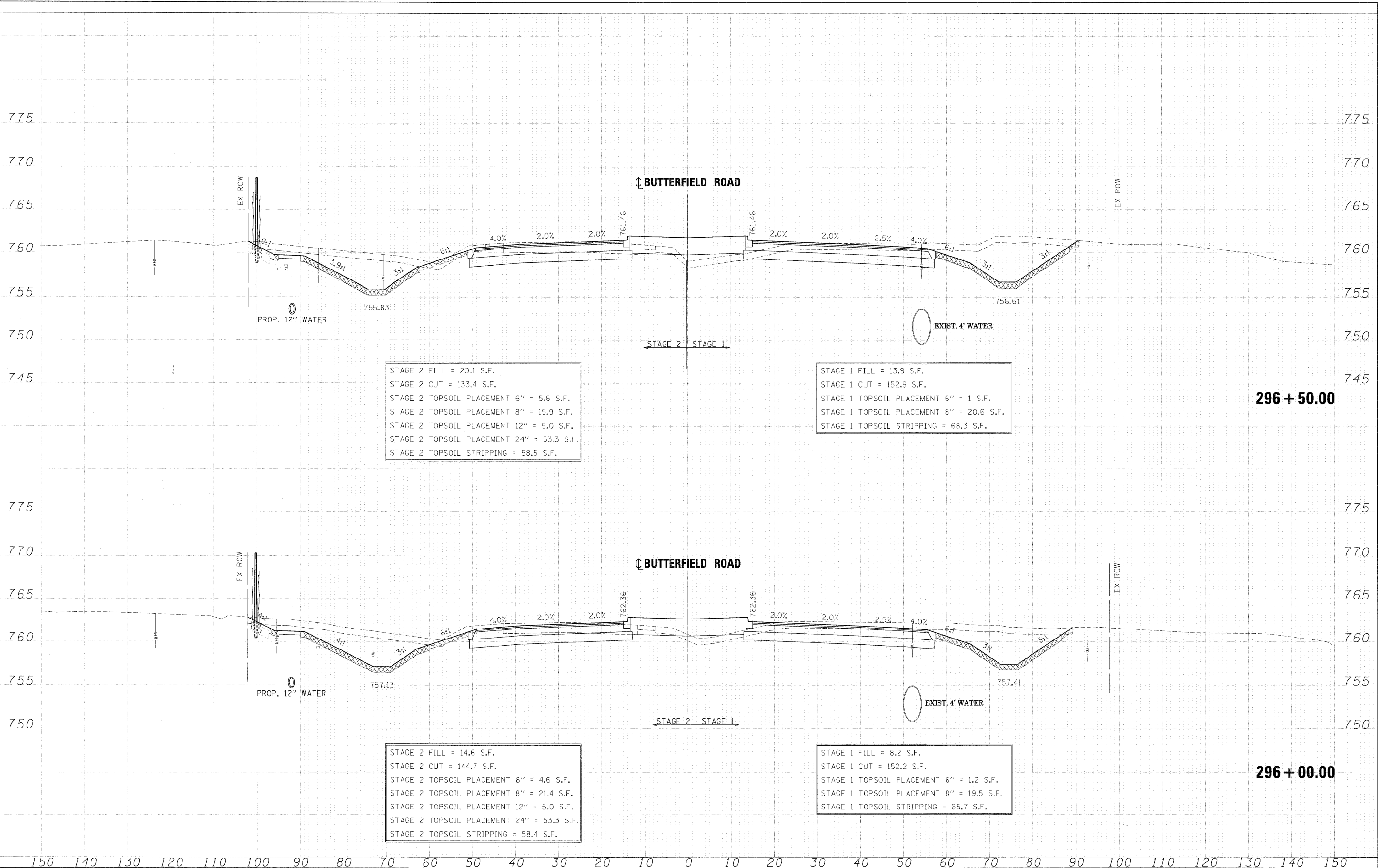
ORIGINAL	SURVEY	DATE
SURVEY	PLOTTED	BY
NOTE BOOK	TEMPLATE	
AREAS	CHECKED	
NO.		



295 + 00.00

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



STAGE 2 FILL = 20.1 S.F.  
 STAGE 2 CUT = 133.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 5.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 19.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 5.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 58.5 S.F.

STAGE 1 FILL = 13.9 S.F.  
 STAGE 1 CUT = 152.9 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 20.6 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 68.3 S.F.

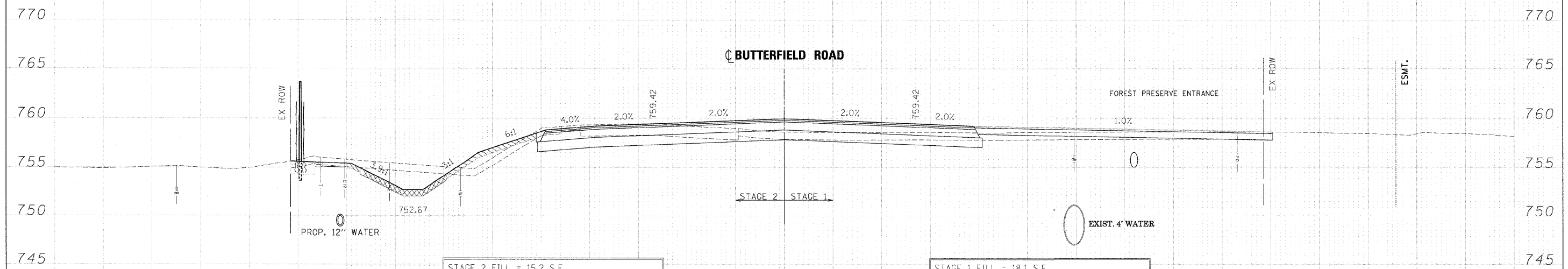
STAGE 2 FILL = 14.6 S.F.  
 STAGE 2 CUT = 144.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 4.6 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 21.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 5.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 58.4 S.F.

STAGE 1 FILL = 8.2 S.F.  
 STAGE 1 CUT = 152.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.2 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 19.5 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 65.7 S.F.

FILE NAME = ...NDI62419-XS_56.DGN	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - BMH	REVISED -				365	(57 & 58)WRS-2	DUPAGE	681	498
PLT DATE = 12/7/2010	CHECKED - RMT	REVISED -				CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT		
DATE - 12/6/10	REVISIONS	REVISIONS				SCALE: SHEET NO. 56 OF 189 SHEETS STA. 296+00.00 TO STA. 296+50.00				

FINAL	DATE
SURVEY	BY
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

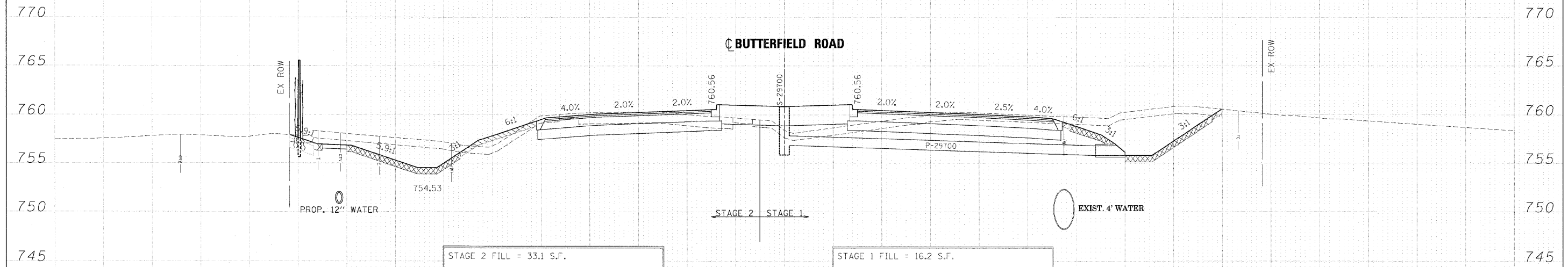
ORIGINAL	DATE
SURVEY	BY
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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STAGE 2 FILL = 15.2 S.F.  
 STAGE 2 CUT = 86.7 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 11.4 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 11.9 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 5.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 0.0 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 46.0 S.F.

STAGE 1 FILL = 18.1 S.F.  
 STAGE 1 CUT = 16.4 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 0 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 0.0 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 77.4 S.F.

**297 + 50.00**



STAGE 2 FILL = 33.1 S.F.  
 STAGE 2 CUT = 102 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 6" = 7.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 8" = 16.8 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 12" = 5.0 S.F.  
 STAGE 2 TOPSOIL PLACEMENT 24" = 53.3 S.F.  
 STAGE 2 TOPSOIL STRIPPING = 58.1 S.F.

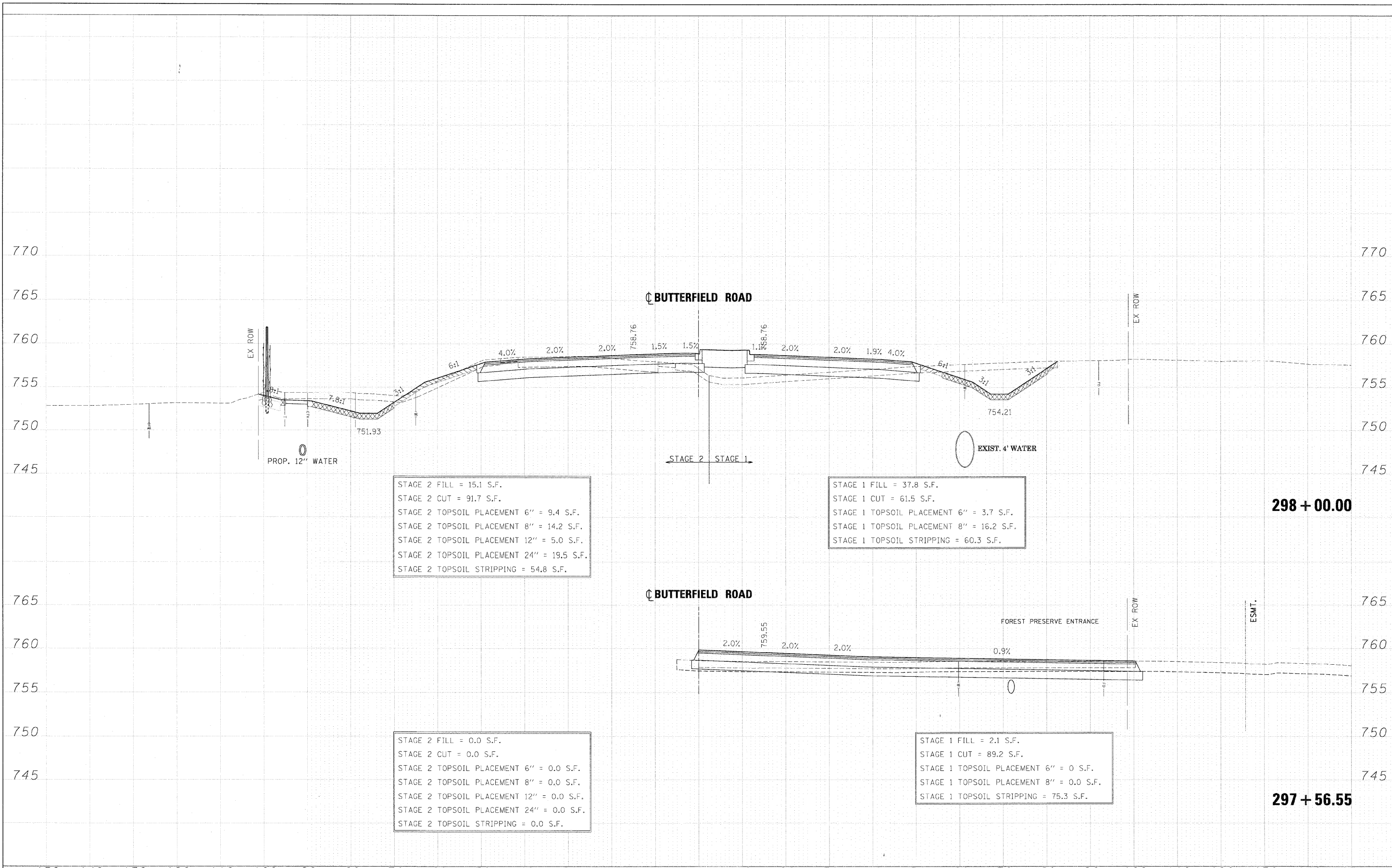
STAGE 1 FILL = 16.2 S.F.  
 STAGE 1 CUT = 130.5 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 6" = 1.6 S.F.  
 STAGE 1 TOPSOIL PLACEMENT 8" = 18.3 S.F.  
 STAGE 1 TOPSOIL STRIPPING = 71.3 S.F.

**297 + 00.00**

FILE NAME =	DESIGNED - JMM	REVISED -		<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D0162419-XS.56.DGN	DRAWN - BMH	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	499			
USER NAME = tblank	CHECKED - RMT	REVISED -			CONTRACT NO. 62419		ILLINOIS FED. AID PROJECT					
PLLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -			SCALE: SHEET NO. 57 OF 189 SHEETS STA. 297+00.00 TO STA. 297+50.00							

FINAL SURVEY	SUBJECT	DATE
NO. _____	NO. _____	NO. _____
NOTE BOOK	FLATTED	AREAS CHECKED
NO. _____	NO. _____	NO. _____

ORIGINAL SURVEY	SUBJECT	DATE
NO. _____	NO. _____	NO. _____
NOTE BOOK	FLATTED	AREAS CHECKED
NO. _____	NO. _____	NO. _____



FILE NAME = ...ND182419-X5_56.DGN	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - IL RTE 56</b>	F.A. RTE. 365	SECTION (57 & 58)WRS-2	COUNTY DUPAGE	TOTAL SHEETS 681	SHEET NO. 500			
USER NAME = tblank	CHECKED - RMT	REVISED -				SCALE:	SHEET NO. 58 OF 189 SHEETS	STA. 297+56.55 TO STA. 298+00.00	ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/7/2010	DATE - 12/6/10	REVISED -											