

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	02	1
ILLINOIS		CONTRACT NO. 61C22		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

HILL AVENUE (FAU ROUTE 1431)
OVER EAST BRANCH DUPAGE RIVER
BRIDGE REPLACEMENT
SECTION 10-00154-00-BR
PROJECT BRM-9003(698)
VILLAGE OF LOMBARD
DUPAGE COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

647(40) COLLECTOR (URBAN) 0.86 (FD-20)

TRAFFIC DATA HILL AVENUE:

4,600 (2011)

7,000 (2040)

P.V. = 94.0%

S.U. = 3.0%

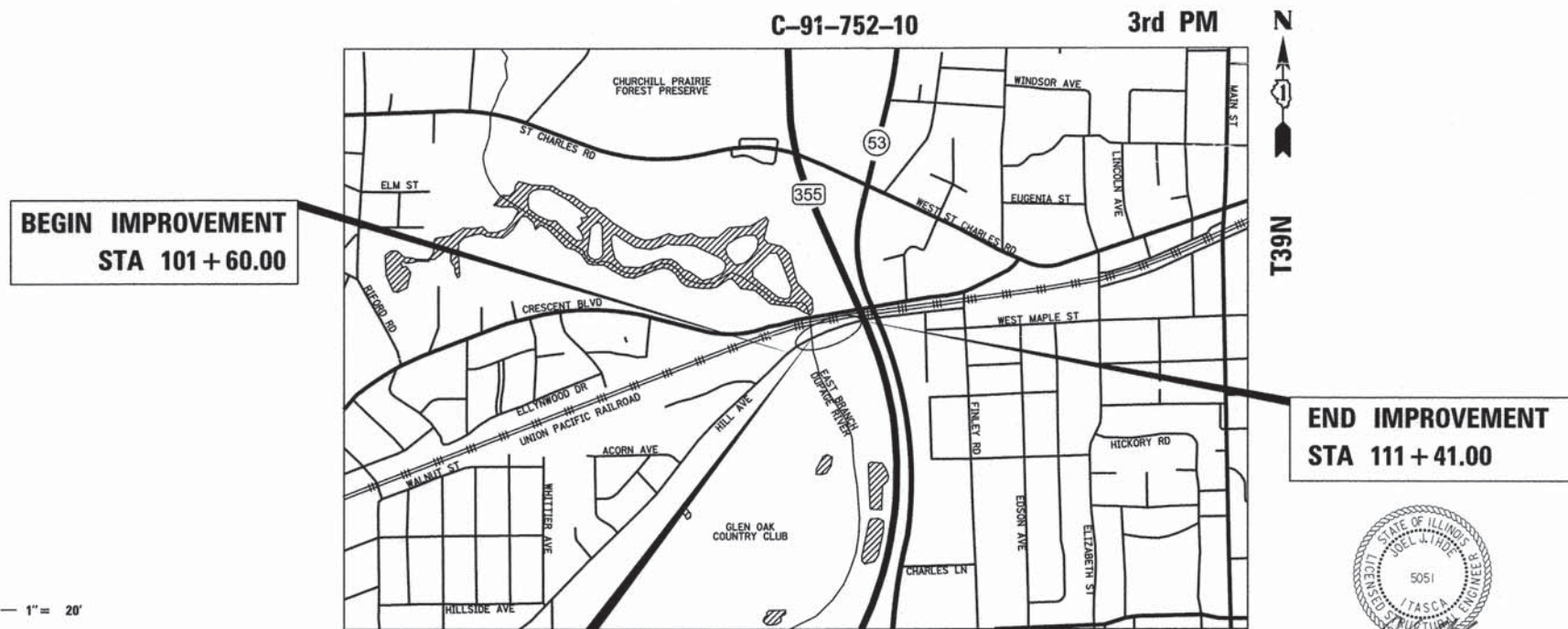
M.U. = 3.0%

SPEED LIMIT HILL AVENUE:

30 MPH (POSTED)

35 MPH (DESIGN)

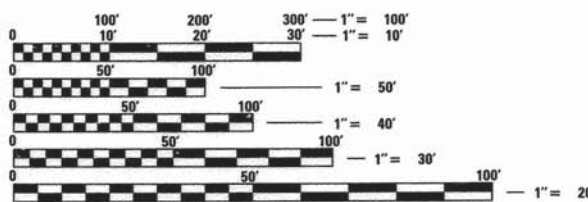
FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, PE, PTOE (847) 705-4021 SCHAUMBURG, IL



BRIDGE REPLACEMENT
STA 105+26.04 TO STA 106+05.14
EX SN 022-3025
PR SN 022-7000

LOCATION MAP
NOT TO SCALE

GROSS LENGTH (HILL AVE.) = 981.0 FT. = 0.186 MILE
NET LENGTH (HILL AVE.) = 981.0 FT. = 0.186 MILE



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

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



DATE SIGNED: 1-21-2016
EXP. DATE: 11-30-2016



Craig A. Lukowicz
CRAIG A. LUKOWICZ
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-041788
MY LICENSE EXPIRES ON 11-30-17.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved: *[Signature]* 1/21/16
VILLAGE OF LOMBARD

Passed: *[Signature]* February 9, 2016
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: *[Signature]* February 11, 2016
Deputy Director of Highways, Region One Engineer

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OF THE STATE OF ILLINOIS**

CONSULTING ENGINEERS **BL** Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P(630) 438 6400 F(630) 438 6444 www.bollingerlach.com
ILLINOIS • INDIANA • WISCONSIN

INDEX OF SHEETS

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GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED APRIL 2016; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, CURRENT EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES, THE VILLAGE OF LOMBARD, THE VILLAGE OF GLEN ELLYN AND GLENBARD WASTEWATER AUTHORITY (GWA). GWA WILL NEED 24-7-365 ACCESS TO THE DRIVEWAY BETWEEN STA 106+65 RT AND STA 106+90 RT FOR OPERATION AND MAINTENANCE.
 VILLAGE OF LOMBARD 630-620-5740
 VILLAGE OF GLEN ELLYN 630-547-5514
 FIRE DEPARTMENT (LOMBARD) 630-620-5738
 FIRE DEPARTMENT (GLEN ELLYN) 630-469-5265
 GLENBARD WASTEWATER AUTHORITY 630-790-1901 (ATTN: MR. ERIK LANPHIER)
 21W551 BEMIS ROAD, GLEN ELLYN, ILLINOIS 60137
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
6. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, OWNER'S AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
8. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OR CURVE, ETC. ARE TOP OF CURB, UNLESS OTHERWISE NOTED.
9. STRUCTURE OFFSET, LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE-TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURES-TO THE CENTER OF THE STRUCTURE; C) FLARED END SECTIONS-TO THE END OF THE CONNECTION PIPE.
10. ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
11. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES; BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
12. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, FROM CONSTRUCTION ACTIVITIES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
13. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
14. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.
15. ALL OPEN LIDS AND GRATES SHALL BE STAMPED WITH DUMP NO WASTE AND DRAINS TO WATERWAY. IF NO ROOM ON THE LID A PLAQUE WITH THIS TEXT SHALL BE IMBEDDED IN THE CURB ADJACENT TO THE FRAME AND GRATE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
16. THE PLANS INDICATE THE LOCATION OF FLAT SLAB TOPS WHEN REQUIRED ON INLETS, MANHOLES, AND CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEM.
17. ALL ABANDONED SEWER AND PIPE CULVERT INVERTS SHALL BE PLUGGED WITH BRICK AND CLASS SI CONCRETE TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM SEWER AND PIPE CULVERTS BEING REMOVED.
18. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
19. THE COST OF MAKING STORM SEWER AND UNDERDRAIN CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING CONSTRUCTED.
20. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE PERFORMED ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
21. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
 - a. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS NEEDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - c. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
 - d. ALL UNUSED SIGNS WILL BE RETURNED TO THE: VILLAGE OF LOMBARD PUBLIC WORKS DEPARTMENT
 - e. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS, THE COST SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

THE EXISTING BRIDGE WEIGHT LIMIT SIGNS SHALL BE REMOVED, SALVAGED, AND TURNED OVER TO: VILLAGE OF LOMBARD PUBLIC WORKS DEPARTMENT
22. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
23. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC.
24. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
25. SAW CUTTING OF PAVEMENT, CURB & GUTTER, SHOULDERS, ETC., SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
26. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
27. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, PCC SIDEWALK, AND AS DIRECTED BY THE ENGINEER.
28. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.



USER NAME = #USER#	DESIGNED - MK	REVISED -
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PLOT SCALE = #SCALE#	DATE - 01/25/2016	REVISED -
PLOT DATE = #DATE#		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HILL AVENUE	
INDEX OF SHEETS, HIGHWAY STANDARDS, GEN NOTES & COMMITMENTS	
SCALE: NONE	SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	2
CONTRACT NO. 61C22				
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GENERAL NOTES (CONT.)

- 32. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES. A 10' TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER, SHOULDERS, AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS, SHOULDERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN OR AS DIRECTED BY THE ENGINEER. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 33. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
- 34. ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN ON THE PLANS.
- 35. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 10 GAL PER SQ. YD FOR SODDED AREAS AND 3 GAL PER SQ. YD FOR SEEDED AREAS.
- 36. THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY.
- 37. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 38. THE COMPENSATORY STORAGE SHALL BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES, OR OTHER MATERIALS IN THE REGULATORY FLOODPLAIN. GRADING IN SPECIAL MANAGEMENT AREAS SHALL BE DONE IN SUCH A MANNER THAT THE EXISTING FLOODPLAIN STORAGE IS MAINTAINED AT ALL TIMES.
- 39. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC, AS-BUILT OR OTHER EXISTING DOCUMENTS AND PLANS MUST CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

THE VILLAGE OF LOMBARD
ATTN: MS. YING MIAO
630-620-5740
- 40. IF UNSUITABLE / UNSTABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION, THEY SHALL BE REPLACED WITH MATERIAL THAT MEETS AGGREGATE SUBGRADE IMPROVEMENT DISTRICT ONE SPECIAL PROVISION. THIS WORK SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR.
- 41. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. THE CONTRACTOR SHALL NOT BE COMPENSATED FOR ANY MATERIAL NOT NEEDED FOR UNDERCUT REPLACEMENT AT THE TIME OF CONSTRUCTION.
- 42. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF LOMBARD. ALL TREE PROTECTION, TREE REMOVAL, PRUNING, AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- 43. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE." REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

HIGHWAY STANDARDS


- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- 442201-03 CLASS C AND D PATCHES
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-03 NAME PLATE FOR BRIDGES
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 601001-05 PIPE UNDERDRAINS
- 601101-02 CONCRETE HEADWALL FOR PIPE DRAIN
- 602001-02 CATCH BASIN TYPE A
- 602011-02 CATCH BASIN TYPE C
- 602301-04 INLET - TYPE A
- 602401-03 MANHOLE TYPE A
- 602601-04 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-04 FRAME AND LIDS TYPE 1
- 604036-03 GRATE TY 8
- 604051-04 FRAME AND GRATE TYPE 11
- 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TY 1 (SPECIAL) GUARDRAIL TERMINALS
- 725001 **OBJECT AND TERMINAL MARKERS**
- 782006 **GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS**
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM EDGE OF PAVEMENT
- 701301-04 LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
- 701901-05 TRAFFIC CONTROL DEVICES
- 704001-08 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-04 TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS

DISTRICT STANDARDS

- BD-01 DRIVEWAY DETAILS - DISTANCE B/W R.O.W. AND CURB OR EDGE • TO 15'
- BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- BD-32 BUTT JOINT AND HMA TAPER DETAILS
- BD-34 DETAILS FOR DEPRESSED CURB & GUTTER & SHLD TREATMENT @ TBT TY 1 SPL
- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTER. & DRIVEWAYS
- TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC-26 DRIVEWAY ENTRANCE SIGNING

COMMITMENTS

NONE

	USER NAME = #USER#	DESIGNED - MK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HILL AVENUE			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = #DATE#	DATE - 01/25/2016	REVISED -		SCALE: NONE SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A			CONTRACT NO. 61C22					
	ILLINOIS FED. AID PROJECT												

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	111	111	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	56	56	
20101000	TEMPORARY FENCE	FOOT	100	100	
20101200	TREE ROOT PRUNING	EACH	5	5	
20200100	EARTH EXCAVATION	CU YD	558	558	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	363	363	
20300100	CHANNEL EXCAVATION	CU YD	540	540	
20400800	FURNISHED EXCAVATION	CU YD	653	653	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	74		74
20800150	TRENCH BACKFILL	CU YD	32	32	
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	2337	2337	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	34	34	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	34	34	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	34	34	

* SPECIALTY ITEM



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 DATE - 01/25/2016

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HILL AVENUE
 SUMMARY OF QUANTITIES
 SCALE: N.T.S. SHEET 1 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	4
ILLINOIS FED. AID PROJECT				

CONTRACT NO. 61C22

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
25100630	EROSION CONTROL BLANKET	SQ YD	2313	2313	
25200110	SODDING, SALT TOLERANT	SQ YD	1466	1466	
25200200	SUPPLEMENTAL WATERING	UNIT	18	18	
28000305	TEMPORARY DITCH CHECKS	FOOT	70	70	
28000315	AGGREGATE DITCH CHECKS	TON	2	2	
28000400	PERIMETER EROSION BARRIER	FOOT	1743	1743	
28000500	INLET AND PIPE PROTECTION	EACH	8	8	
28000510	INLET FILTERS	EACH	7	7	
28100107	STONE RIPRAP, CLASS A4	SQ YD	549		549
28200200	FILTER FABRIC	SQ YD	549		549
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2458	2458	
35501300	HOT-MIX ASPHALT BASE COURSE, 4"	SQ YD	1817	1817	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	647	647	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	15.6	15.6	

* SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HILL AVENUE SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 2 OF 8 SHEETS	STA. N/A	TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 5
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	12	12	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	305.3	305.3	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	307.1	307.1	
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	7207	7207	
42001300	PROTECTIVE COAT	SQ YD	155	155	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	54	54	
44000100	PAVEMENT REMOVAL	SQ YD	1855	1855	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	359	359	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	641	641	
44004000	PAVED DITCH REMOVAL	FOOT	10	10	
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	20	20	
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	108	108	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	293	293	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1

* SPECIALTY ITEM



USER NAME = #USER#	DESIGNED - MK	REVISED -
	DRAWN - MK	REVISED -
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PLOT DATE = #DATE#	DATE - 01/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HILL AVENUE
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 3 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 6
				CONTRACT NO. 61C22
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	
50104650	SLOPE WALL REMOVAL	SQ YD	71		71
50105220	PIPE CULVERT REMOVAL	FOOT	203	203	
50200100	STRUCTURE EXCAVATION	CU YD	106		106
50300225	CONCRETE STRUCTURES	CU YD	99.6		99.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	312.1		312.1
50300260	BRIDGE DECK GROOVING	SQ YD	404		404
50300280	CONCRETE ENCASEMENT	CU YD	16.4		16.4
50300300	PROTECTIVE COAT	SQ YD	635		635
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	99800		99800
* 50901750	PARAPET RAILING	FOOT	140		140
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1065		1065
51201610	FURNISHING STEEL PILES HP12X63	FOOT	468		468
51202305	DRIVING PILES	FOOT	1065		1065

* SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HILL AVENUE
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 4 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 7
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
51203600	TEST PILE STEEL HP12X53	EACH	3		3
51204650	PILE SHOES	EACH	18		18
51500100	NAME PLATES	EACH	1		1
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	155	155	
542A5473	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 18"	FOOT	46	46	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	3	3	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
54214503	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 18"	EACH	2	2	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	322	322	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	71	71	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	46		46
60107600	PIPE UNDERDRAINS 4"	FOOT	420	420	
60200205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	

* SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HILL AVENUE
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 5 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 8
CONTRACT NO. 61C22				ILLINOIS FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	1	
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1	
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1	
60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	4	4	
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2	
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1	
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	2	2	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2	2	
60600605	CONCRETE CURB, TYPE B	FOOT	34	34	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	696	696	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	50	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
* 63200310	GUARDRAIL REMOVAL	FOOT	245	245	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5	

* SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HILL AVENUE
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 6 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 9
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
67100100	MOBILIZATION	LSUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	50	50	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3376	3376	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	552	552	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	50	50	
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	2	2	
X0426200	DEWATERING	LSUM	1	1	
X2500322	SEEDING, CLASS 5A, (MODIFIED)	ACRE	0.25	0.25	
X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.25	0.25	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6	
X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	156	156	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	122		122
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	

* SPECIALTY ITEM



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HILL AVENUE SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 7 OF 8 SHEETS	STA. N/A	TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY	TOTAL SHEETS 82	SHEET NO. 10
CONTRACT NO. 61C22			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 S.N.	0011 022-7000
X7240300	SIGN REMOVAL	EACH	2	2	
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	100	100	
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
Z0022800	FENCE REMOVAL	FOOT	24	24	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102	102	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	114		114
Z0056616	STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH	FOOT	246	246	
Z0065000	SETTING PILES IN ROCK	EACH	6		6
Δ Z0076600	TRAINEES	HOUR	500	500	
Δ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	
XX005968	TURBIDITY CURTAIN	SQ YD	390	390	
XX006821	CONCRETE TRUCK WASHOUT	L SUM	1	1	

* SPECIALTY ITEM
Δ 0042



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HILL AVENUE SUMMARY OF QUANTITIES			
SCALE: N.T.S.	SHEET 8 OF 8 SHEETS	STA. N/A	TO STA. N/A

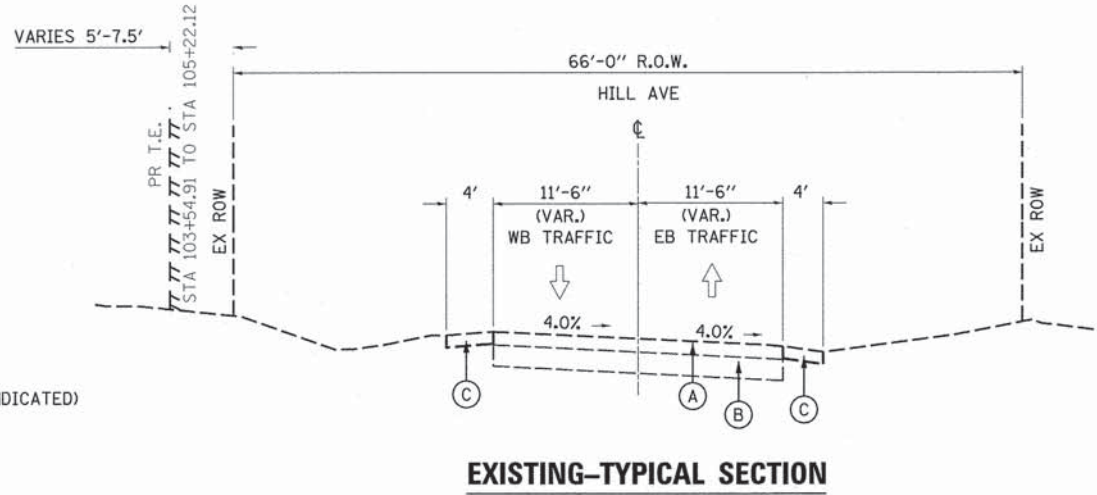
F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 11
CONTRACT NO. 61C22				ILLINOIS FED. AID PROJECT

- EXISTING**
- (A) HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
 - (B) HOT-MIX ASPHALT BASE COURSE, 5"-12" (VARIES) (R-AS INDICATED)
 - (C) AGGREGATE SHOULDER, 4" OR 8" (R)
 - (D) STEEL PLATE BEAM GUARDRAIL (R-AS INDICATED)

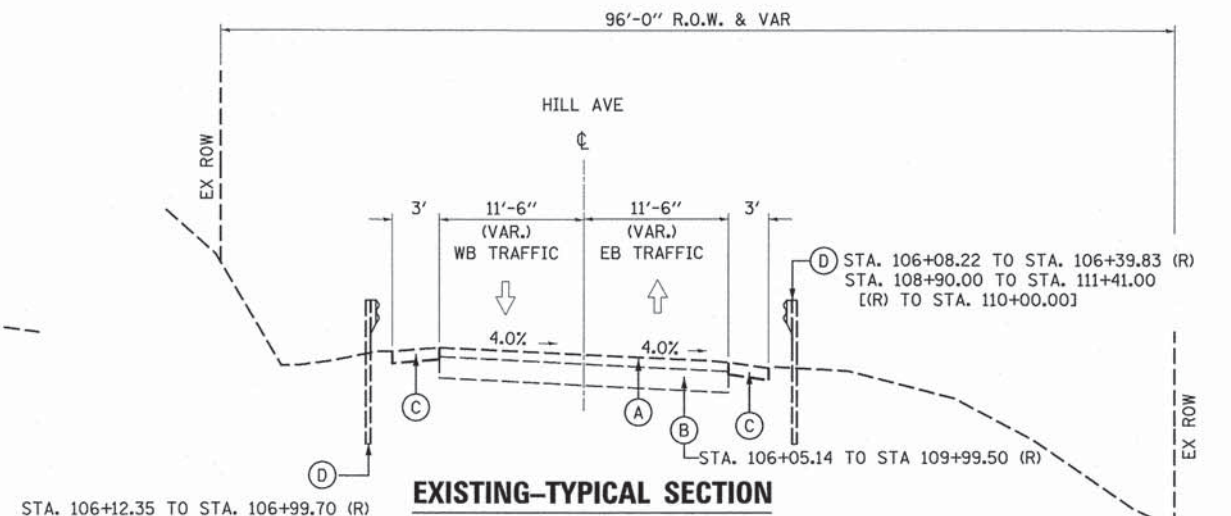
ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN IN THE TYPICAL SECTIONS AND/OR SHOWN ON THE PLANS.

- PROPOSED**
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"
 - (3) HOT-MIX ASPHALT BASE COURSE, IL-19.0, N50, 4"
 - (4) AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - (5) HOT-MIX ASPHALT SHOULDER, 8"
 - (6) COMB. CONCRETE CURB AND GUTTER, TYPE B6.12
 - (7) TOPSOIL FURNISH AND PLACE, 6"
 - (8) STEEL PLATE BEAM GUARDRAIL, TY A
 - (9) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
 - (10) LEVELING BINDER, N50, 3/4"
 - (11) AGGREGATE SHOULDERS, TY B, 4"

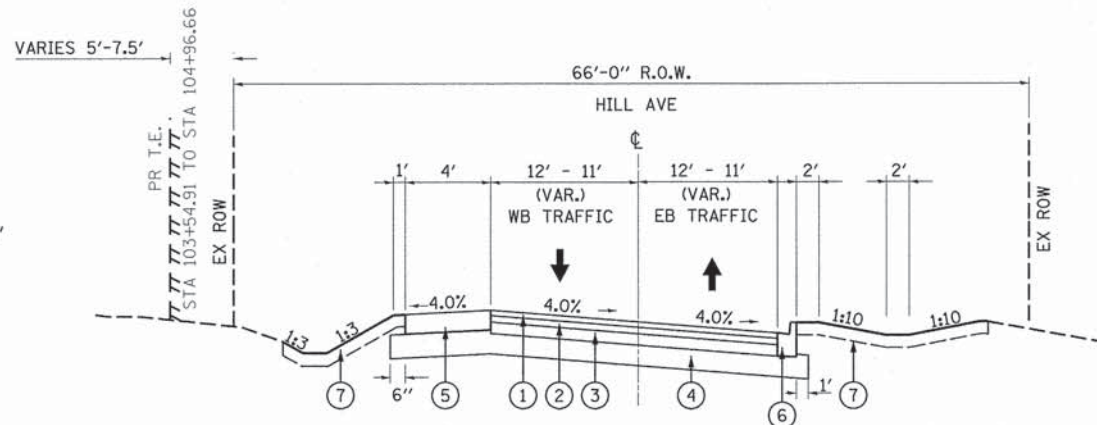
FOR TYPICAL SECTION OF EXISTING AND PROPOSED BRIDGE SEE STRUCTURAL PLANS.



EXISTING-TYPICAL SECTION
STA. 101+60.00 TO STA 105+26.04
BRIDGE OMISSION STA. 105+26.04 TO STA. 106+05.14

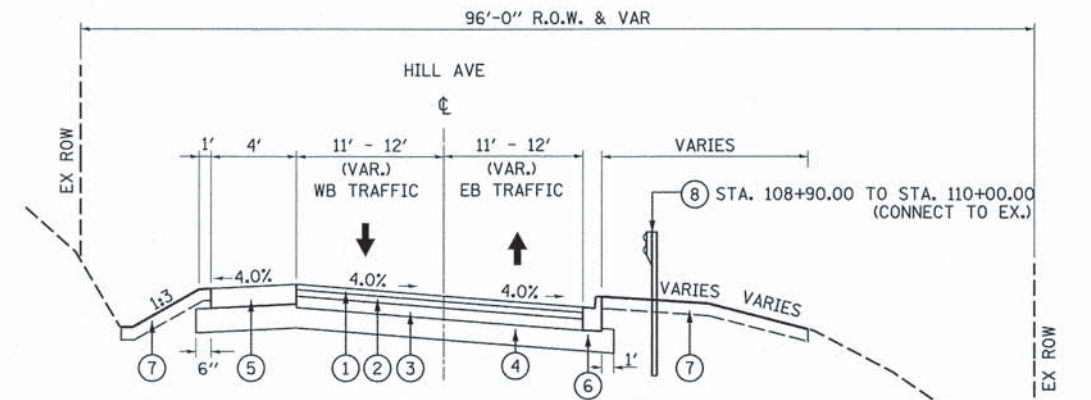


EXISTING-TYPICAL SECTION
STA. 106+12.35 TO STA. 106+99.70 (R)
STA. 106+05.14 TO STA 111+41.00



PROPOSED-TYPICAL SECTION - RECONSTRUCTION

STA. 101+60.00 TO STA 104+97.12
BRIDGE OMISSION STA. 104+97.12 TO STA. 106+34.08



PROPOSED-TYPICAL SECTION - RECONSTRUCTION

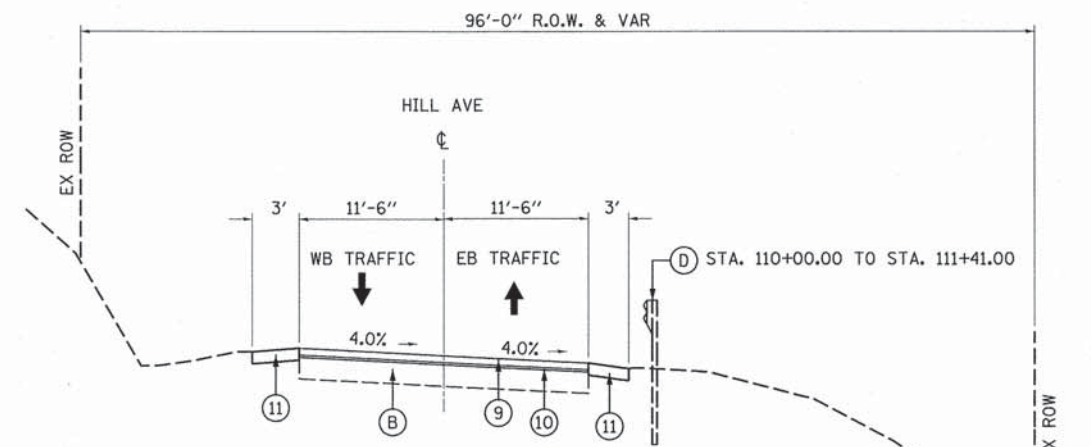
BRIDGE OMISSION STA. 104+97.12 TO STA. 106+34.08
STA. 106+34.08 TO STA 109+99.50

HMA MIXTURE REQUIREMENTS CHART

MIXTURE TYPE	AIR VOIDS @ N _{DES}	THICKNESS
ROADWAY PAVEMENT: (RECONSTRUCTION)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	2.0"
HOT-MIX ASPHALT BINDER COURSE, N50 (HMA BINDER IL-19mm)	4% @ 50 GYR.	3.0"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 50 GYR.	4.0"
ROADWAY PAVEMENT: (RESURFACE)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	1 1/2"
LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm)	4% @ 50 GYR.	3/4"
DRIVEWAY PAVEMENT:		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR.	2.0"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm), CE=8"	4% @ 50 GYR.	8.0"
PAVEMENT PATCHING:		
CLASS D PATCHES (HMA BINDER IL-19 mm), 8"	4% @ 70 GYR.	8.0"

NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE AND BASE MIXTURES IS 112 LBS/SQ YD/IN.
- THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE SBS/SBR PG 76-22 AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE PG 64-22 UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS FOR THE USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
- CONTRACTOR SHALL MILL BEFORE PAVEMENT PATCHING. LOCATIONS FOR PAVEMENT PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD AS CONDITIONS NECESSITATE.



PROPOSED-TYPICAL SECTION - RESURFACING

STA. 109+99.50 TO STA 111+41.00



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HILL AVENUE TYPICAL SECTIONS		F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 12
SCALE: 1"=20' HORIZ. SHEET 1 OF 1 SHEETS		STA. 101+60.00 TO STA. 111+41.00		CONTRACT NO. 61C22		

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 12
ILLINOIS FED. AID PROJECT				

TREE REMOVAL SCHEDULE (6-15 UNITS)			
NO.	STATION	OFFSET	QUANTITY (UNIT)
1	102+73.59	32.27' RT	12
2	105+24.34	20.13' LT	12
3	105+24.35	20.13' LT	12
4	105+24.36	20.13' LT	10
5	105+26.34	34.85' RT	12
6	105+29.90	39.93' RT	12
7	105+98.95	27.48' RT	9
8	105+98.96	27.48' RT	9
9	105+98.97	27.48' RT	9
10	106+01.53	36.95' LT	14
TOTAL			111

INLET FILETERS			
NO.	STATION	OFFSET	QUANTITY (EACH)
1	101+94.96	12.00' RT	1
2	102+71.06	12.00' RT	1
3	102+85.09	12.00' RT	1
4	104+25.54	11.90' RT	1
5	106+36.21	10.61' RT	1
6	107+50.00	12.00' RT	1
7	108+65.50	12.00' RT	1
TOTAL			7

INLET AND PIPE PROTECTION			
NO.	STATION	OFFSET	QUANTITY (EACH)
1	102+00.23	22.05' RT	1
2	102+58.32	22.46' LT	1
3	102+71.18	18.00' RT	1
4	103+56.94	26.06' LT	1
5	104+25.36	19.13' RT	1
6	104+40.09	30.92' LT	1
7	106+34.73	22.62' RT	1
8	107+50.00	17.08' RT	1
TOTAL			8

TREE REMOVAL SCHEDULE (OVER 15 UNITS)			
NO.	STATION	OFFSET	QUANTITY (UNIT)
1	103+39.59	29.15' RT	20
2	105+83.33	32.90' RT	18
3	106+40.47	31.20' LT	18
TOTAL			56

TEMPORARY DITCH CHECKS				
NO.	STATION	OFFSET	QUANTITY (FOOT)	
1	103+28.47	22.74' LT	10	
2	104+17.63	29.49' LT	10	
4	106+38.40	44.05' LT	10	
5	107+41.77	33.53' LT	10	
6	107+72.22	27.09' LT	10	
7	108+15.21	20.21' LT	10	
8	108+26.01	20.31' LT	10	
TOTAL			70	

PIPE CULVERT REMOVAL			
NO.	STATION	OFFSET	QUANTITY (FOOT)
1	102+29.43	20.57' RT	34
2	102+82.13	24.32' LT	42
3	103+74.70	29.21' LT	36
4	104+56.90	28.04' LT	28
5	104+98.45	34.58' RT	63
TOTAL			203

TEMPORARY FENCE (TREE PROTECTION)			
NO.	STATION	OFFSET	LENGTH (FOOT)
1	105+28.71	46.09' RT	20
2	109+06.20	27.34' LT	10
3	109+13.73	27.50' LT	10
4	109+17.84	22.37' LT	10
5	109+32.55	23.89' LT	20
6	109+59.97	28.69' LT	10
7	109+68.83	25.41' LT	10
8	109+97.04	27.83' LT	10
TOTAL			100

FRAMES AND LIDS TO BE ADJUSTED			
STATION	OFFSET	TYPE	QUANTITY
106+56.27	13.55' RT	SAN	1
106+00.76	15.22' RT	SAN	1
TOTAL			2

CONCRETE HEADWALL REMOVAL			
NO.	STATION	OFFSET	QUANTITY (EACH)
1	102+12.95	21.23' RT	1
TOTAL			1

REMOVE EXISTING FLARED END SECTION			
NO.	STATION	OFFSET	QUANTITY (EACH)
1	104+66.89	23.71' RT	1
2	104+73.87	29.00' LT	1
TOTAL			2

LOCATION STATION-STATION	OFFSET	SODDING, SALT TOLERANT (SQ YD)	SEEDING, CL 4A (MODIFIED) SEEDING, CL 5A (MODIFIED) (ACRE) *	TOPSOIL FURNISH AND PLACE, 6" (SQ YD)	EROSION CONTROL BLANKET (SQ YD)	PERIMETER EROSION BARRIER (FOOT)
101+60.00 - 106+50.00	RT	525	0.039	705	749	443
101+60.00 - 106+50.00	LT	392	0.035	551	527	292
106+50.00 - 111+41.00	RT	167	0.100	651	634	596
106+50.00 - 111+41.00	LT	382	0.010	430	403	412
TOTAL		1466	0.184	2337	2313	1743

* MINIMUM CONTRACT AMOUNT = 0.25 ACRES



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HILL AVENUE SCHEDULE OF QUANTITIES			
SCALE: N.T.S.	SHEET 1 OF 3 SHEETS	STA. N/A	TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 13
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

PROPOSED DRIVEWAY PAVEMENT			
LOCATION STATION-STATION	HMA SURFACE COURSE, MIX "D", N50 (TON)	HMA BASE COURSE, 8" (SQ YD)	BITUMINOUS MATERIALS (TACK COAT) POUND)
102+29.43 RT	12.0	106	271
102+82.13 LT	7.0	61	156
103+74.70 LT	9.0	81	207
103+91.39 RT	14.0	125	319
104+56.90 LT	19.5	180	459
106+79.60 RT	11.0	94	240
TOTAL	72.5	647	1652

EARTHWORK SUMMARY TABLE					
	EARTH EX (CU YD)	ADJ. EARTH EX. (15% SHRINKAGE)	EMBANKMENT (CU YD)	BALANCE WASTE (+) OR SHORTAGE (-)	UNSUITABLE (CU YD)
HILL AVENUE	558	474	1128	-653	363
TOTALS	558	474	1128	-653	363

HILL AVENUE EARTHWORK QUANTITY TOTALS

EARTH EXCAVATION	558 CU YD
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	363 CU YD
FURNISHED EXCAVATION	653 CU YD

PROPOSED PAVEMENT MARKING - 4"			
LOCATION	OFFSET	THERMOPLASTIC (FOOT)	POLYUREA (FOOT)
101+60.00 - 106+50.00	RT	333	138
101+60.00 - 106+50.00	LT	340	136
101+60.00 - 106+50.00	CL	674	278
106+50.00 - 111+41.00	RT	510	---
106+50.00 - 111+41.00	LT	505	---
106+50.00 - 111+41.00	CL	1014	---
TOTAL		3376	552

LOCATION STATION-STATION	OFFSET	PAVEMENT REMOVAL (SQ YD)	HMA SURFACE REMOVAL 2" (SQ YD)	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	AGGREGATE SHOULDER REMOVAL (CU YD)
101+60.00 - 106+50.00	RT	469	---	220	24
101+60.00 - 106+50.00	LT	468	---	315	46
106+50.00 - 111+41.00	RT	459	179	106	33
106+50.00 - 111+41.00	LT	459	180	---	53
TOTAL		1855	359	641	156

LOCATION STATION-STATION	OFFSET	AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD)	HMA BASE COURSE 4" (SQ YD)	HMA BINDER COURSE IL 19.0 N 50 (TON)	HMA SURFACE COURSE MIX "D" N50 (TON)	BITUMINOUS MATERIALS (TACK COAT) (POUND)	LEVELING BINDER (MACHINE METHOD) N50 (TON)	AGGREGATE SHOULDERS TYPE B 4" (SQ YD)	HMA SHOULDERS 8" (SQ YD)
101+60.00 - 106+50.00	RT	582	443	74.4	49.5	1160	---	---	---
101+60.00 - 106+50.00	LT	582	442	74.3	49.5	1160	---	---	112
106+50.00 - 111+41.00	RT	647	466	78.3	67.8	1618	7.8	38	---
106+50.00 - 111+41.00	LT	647	466	78.3	67.7	1617	7.8	70	181
TOTAL		2458	1817	305.3	234.5	5555	15.6	108	293



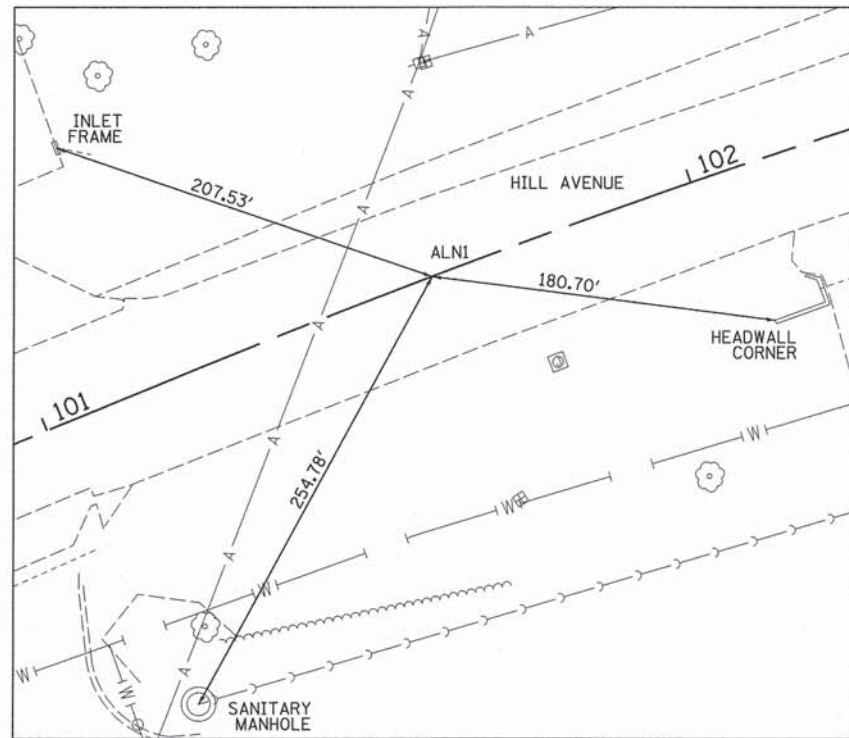
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

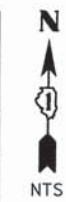
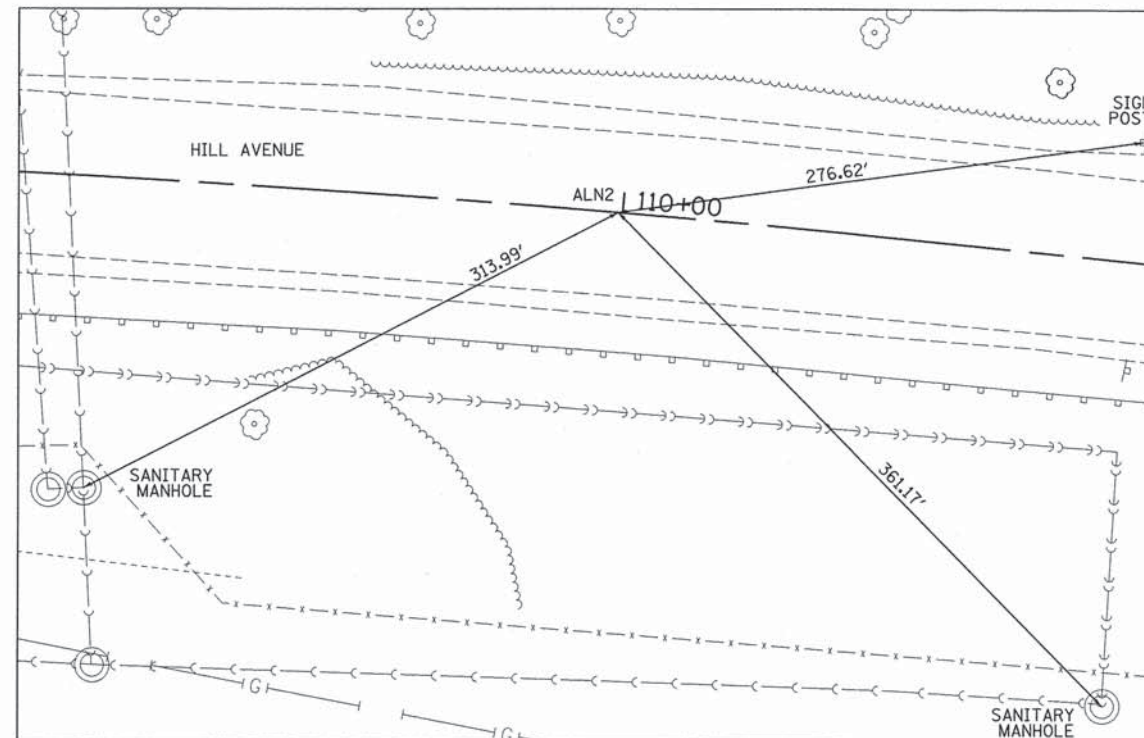
HILL AVENUE
SCHEDULE OF QUANTITIES

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. N/A TO STA. N/A

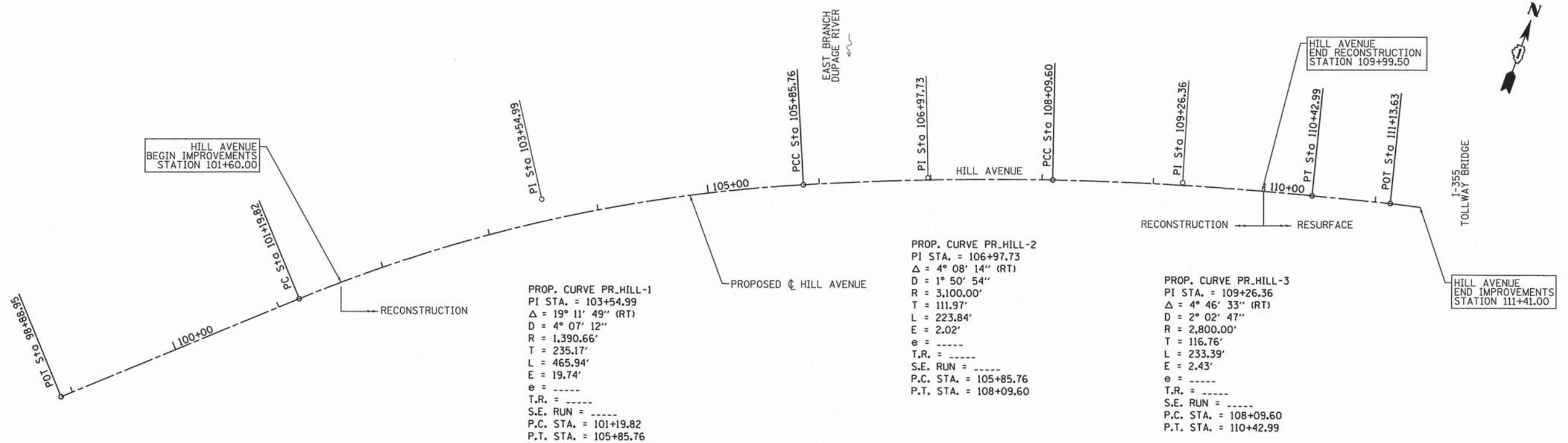
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	14
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				



ALIGNMENT TIE (ALN1)
 BEGIN RECONSTRUCTION STA. 101+60.00
 HILL AVENUE
 N: 1899980.8972
 E: 1064720.8791



ALIGNMENT TIE (ALN2)
 END RECONSTRUCTION STA. 109+99.50
 HILL AVENUE
 N: 1900343.1307
 E: 1065469.9811



PROP. CURVE PR-HILL-1
 PI STA. = 103+54.99
 $\Delta = 19^\circ 11' 49''$ (RT)
 $D = 4^\circ 07' 12''$
 $R = 1,390.66'$
 $T = 235.17'$
 $L = 465.94'$
 $E = 19.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 101+19.82$
 $P.T. STA. = 105+85.76$

PROP. CURVE PR-HILL-2
 PI STA. = 106+97.73
 $\Delta = 4^\circ 08' 14''$ (RT)
 $D = 1^\circ 50' 54''$
 $R = 3,100.00'$
 $T = 111.97'$
 $L = 223.84'$
 $E = 2.02'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 105+85.76$
 $P.T. STA. = 108+09.60$

PROP. CURVE PR-HILL-3
 PI STA. = 109+26.36
 $\Delta = 4^\circ 46' 33''$ (RT)
 $D = 2^\circ 02' 47''$
 $R = 2,800.00'$
 $T = 116.76'$
 $L = 233.39'$
 $E = 2.43'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 108+09.60$
 $P.T. STA. = 110+42.99$

BENCHMARK:
 BM #1:
 M112001 - FOUND DUPAGE COUNTY BRONZE DISK SET
 IN NW WING WALL OF CRESCENT BLVD. BRIDGE OVER
 EAST BRANCH DUPAGE RIVER
 ELEVATION 690.831 (NGVD 29)



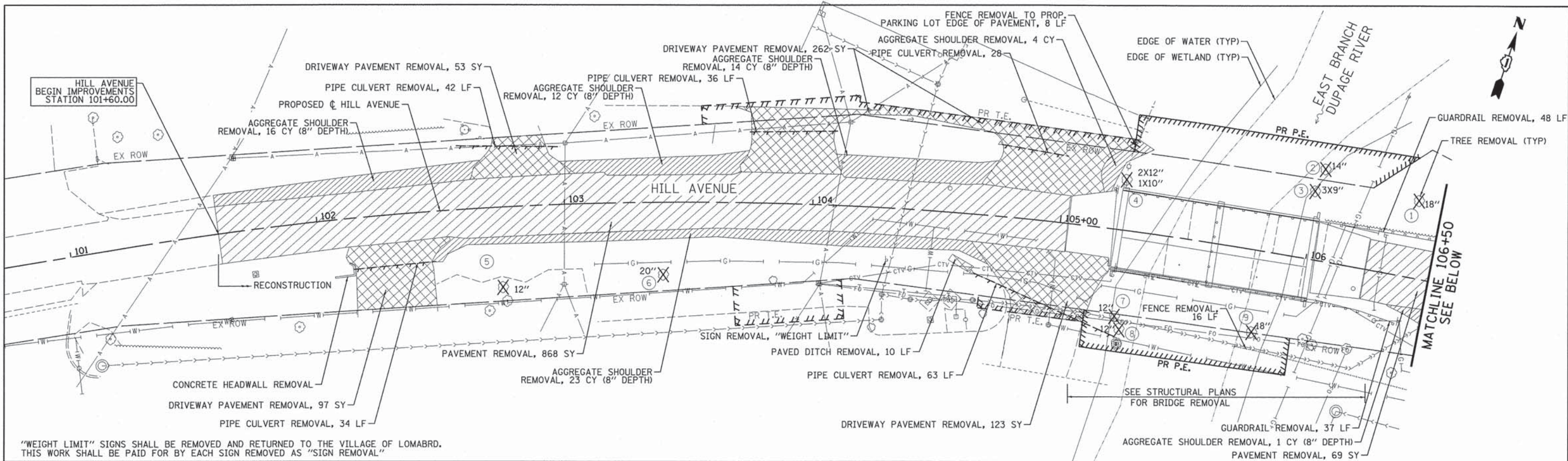
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

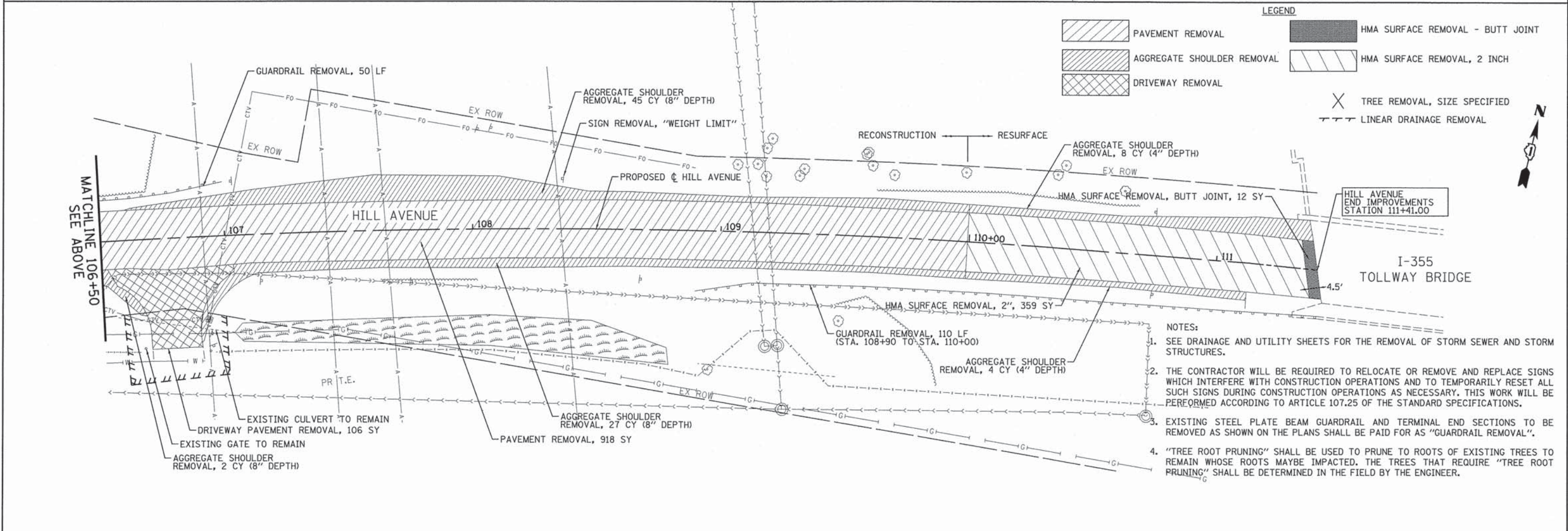
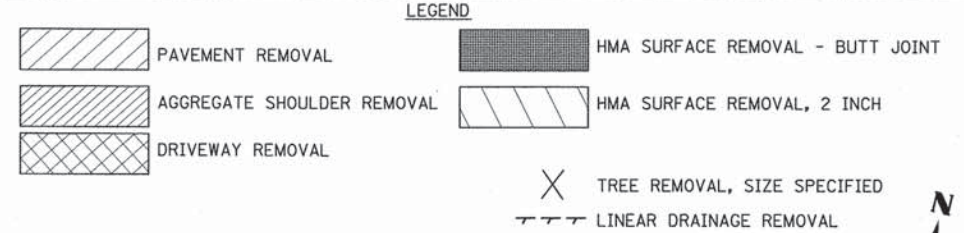
HILL AVENUE
 ALIGNMENT TIES & BENCHMARKS

SCALE: 1"=50' HORIZ. SHEET 1 OF 1 SHEETS STA. 101+60.00 TO STA. 111+41.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	16
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				



"WEIGHT LIMIT" SIGNS SHALL BE REMOVED AND RETURNED TO THE VILLAGE OF LOMABRD. THIS WORK SHALL BE PAID FOR BY EACH SIGN REMOVED AS "SIGN REMOVAL"



- NOTES:
- SEE DRAINAGE AND UTILITY SHEETS FOR THE REMOVAL OF STORM SEWER AND STORM STRUCTURES.
 - THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS AS NECESSARY. THIS WORK WILL BE PERFORMED ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
 - EXISTING STEEL PLATE BEAM GUARDRAIL AND TERMINAL END SECTIONS TO BE REMOVED AS SHOWN ON THE PLANS SHALL BE PAID FOR AS "GUARDRAIL REMOVAL".
 - "TREE ROOT PRUNING" SHALL BE USED TO PRUNE TO ROOTS OF EXISTING TREES TO REMAIN WHOSE ROOTS MAYBE IMPACTED. THE TREES THAT REQUIRE "TREE ROOT PRUNING" SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME = #USER#	DESIGNED - MK	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">HILL AVENUE REMOVAL PLAN</p>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = #DATE#	CHECKED - MTC	REVISED -			SCALE: 1"=20' HORIZ. SHEET 1 OF 1 SHEETS STA. 101+60.00 TO STA. 111+41.00			CONTRACT NO. 61C22	
	DATE - 01/25/2016	REVISED -		ILLINOIS FED. AID PROJECT						

DATE	
BY	
REVISION	
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PLANNING	
DESIGN	
CHECKING	
DATE	
BY	
REVISION	
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PLAN	
NOTE BOOK	
NO.	
DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	
PROFILE	
NOTE BOOK	
NO.	
DATE	
BY	
REVISION	
NO.	

EXISTING 100 YR B.F.E.
ELEVATION=691.30

MATCHLINE
106+50.00

DEPRESSED CURB
+52.85
13.58' RT

PROPOSED 100 YR B.F.E.
ELEVATION=691.14

HMA DRIVEWAY
C.E. STA. 106+79.60

HILL AVENUE

PROPOSED HILL AVENUE

HMA SURFACE COURSE, MIX "D" N50, 2", 104.4 TON
HMA BINDER COURSE, N50, 3", 156.6 TONS
HMA BASE COURSE, IL-19.0, N50, 4", 932 SY

HMA SURFACE COURSE, MIX "D" N50, 1 1/2", 31.1 TON
LEVELING BINDER (MACHINE METHOD), N50, 3/4", 15.6 TON

HILL AVENUE
END IMPROVEMENTS
STATION 111+41.00

I-355
TOLLWAY BRIDGE

+89.32
27.65' RT

+68.03
26.75' RT

+68.94
44.59' RT

+02.78
13.58' RT

PR T.E.

EDGE OF WETLAND (TYP)

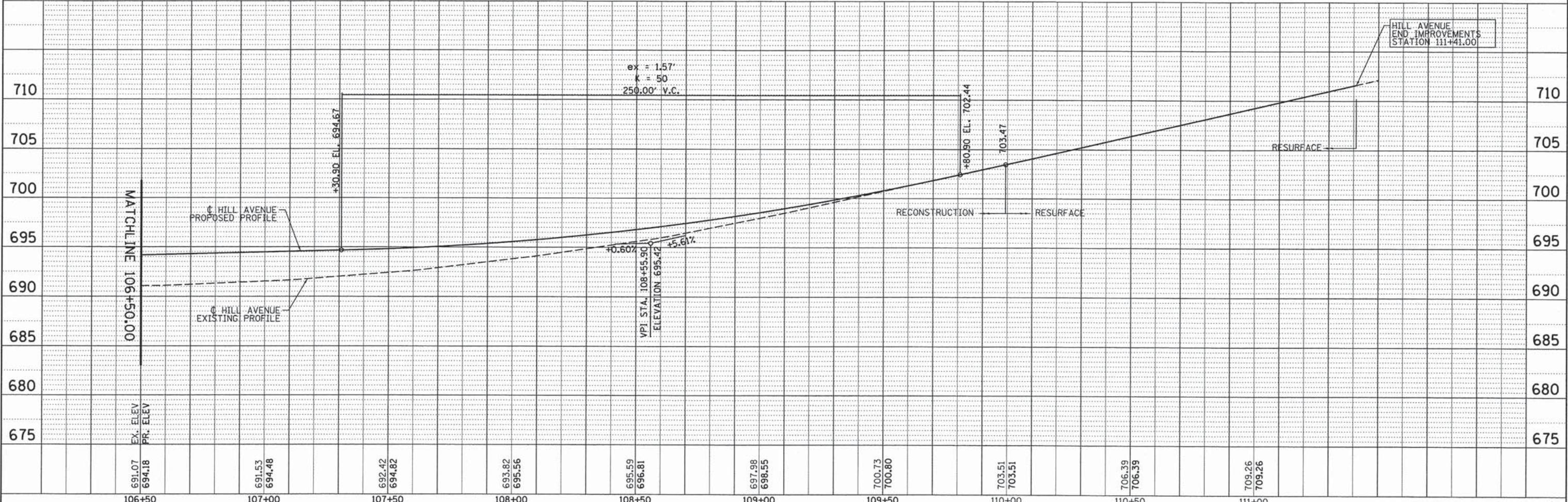
COMB. CONC. C&G,
TY B-6.12, 348 LF

TRAFFIC BARRIER TERMINAL
TY 1 (SPECIAL) TANGENT

STEEL PLATE BEAM GUARDRAIL, TY A
(50 FT - 4 STICKS)

AGGREGATE SHOULDERS, TYPE B 4", 38 SY

NOTE:
PAVEMENT PATCHING LOCATIONS SHALL BE DETERMINED IN THE FIELD
BY THE ENGINEER IN THE AREA OF HILL AVENUE RESURFACING.



106+50	107+00	108+00	109+00	109+50	110+00	110+50	111+00
EX. ELEV 691.07 PR. ELEV 694.18	691.53 694.48	692.42 694.82	693.82 695.56	695.59 696.81	697.98 698.55	700.73 700.80	703.51 703.51 706.39 706.39 709.26 709.26
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B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE
1"=5' VERT.
SCALE: 1"=20' HORIZ. SHEET 2 OF 2 SHEETS STA. 106+50.00 TO STA. 111+41.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	19
CONTRACT NO. 61C22			ILLINOIS FED. AID PROJECT	

SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES:

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION AND SHALL BE INCIDENTAL TO THE COST OF EACH RESPECTIVE EROSION/SEDIMENT CONTROL PAY ITEM.
2. TEMPORARY FENCE FOR TREE TRUNK PROTECTION SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
3. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE CONTRACTOR WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
4. HILL AVENUE AND ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. THESE STREETS SHALL BE INSPECTED DAILY AND CLEANED WHEN NECESSARY.
5. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE RESIDENT ENGINEER.
6. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION
7. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) AND THE CORPS OF ENGINEERS MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
8. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
9. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KANE DUPAGE SWCD AND CORPS OF ENGINEERS.
10. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY THE VILLAGE OF LOMBARD OR THE VILLAGE'S REPRESENTATIVE, AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2" RAIN EVENT OR EQUIVALENT SNOWFALL.
11. IN AREAS WHERE WORK IS COMPLETED, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7TH DAY AFTER WORK HAS CEASED.
12. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. THE STREAM BANKS SHOULD BE STABILIZED AT THE END OF EACH DAY. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
13. ALL DISTURBED AREAS AND WORK AREAS MUST BE ISOLATED FROM CHANNEL FLOWS AT ALL TIMES. THE DIVERSION/ISOLATION OF THE CHANNEL FLOWS MUST BE CONSTRUCTED FROM NON-ERODIBLE MATERIALS. THE VILLAGE OF LOMBARD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
14. DURING CONSTRUCTION ON THE BANKS AND IN THE RIVER, WORK MUST BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
15. IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE FLOW OF THE RIVER.
16. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
17. IF WINTER SHUTDOWN IS NECESSARY, IT SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
18. IF DEWATERING THE CONSTRUCTION AREA IS NECESSARY, PLEASE BE SURE TO FILTER ALL WATER BY USING FILTER BAGS OR AN ALTERNATIVE MEASURE. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING ALLOWED TO RETURN TO THE ORIGINAL FLOW OF THE RIVER.
19. IF DEWATERING OF THE SITE IS REQUIRED IN ORDER TO PERFORM WORK IN WATERWAYS, THE SITE SHALL BE DEWATERED FOR WORK IN THE DRY SEASON AND DEWATERING WILL BE TEMPORARY ONLY. NO IN-STREAM WORK SHALL BE AUTHORIZED UNLESS SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE ACCEPTABLE BY THE ENGINEER.
20. THE SIDE SLOPES MUST BE RESEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE SWALE MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.
21. THE CONTRACTOR SHALL MAKE SURE THAT NO DEBRIS BE DROPPED INTO THE CHANNEL WHEN THE BRIDGE IS DEMOLISHED. NO ADDITIONAL COMPENSATION WILL BE PROVIDED AND THE COST FOR THIS TASK WILL BE INCLUDED IN THE COST OF THE REMOVAL OF EXISTING STRUCTURES.

22. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR CONTRACTOR TO INFORM ANY-SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS, ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
23. ALL IN-STREAM WORK, SUCH AS REMOVAL OF ACCUMULATED SEDIMENTS, AND DEMOLITION WORK, SUCH AS THE REMOVAL OF EXISTING STRUCTURES, SHALL BE CLEARLY LABELED ON THE CONSTRUCTION DRAWINGS AND INCLUDED IN THE PROJECT NARRATIVE.
24. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY SO THAT THE NATURAL FLOW OF WATER IS NOT OBSTRUCTED.
25. INLETS EXPOSED TO TRAFFIC WITH INLET FILTER PROTECTION SHALL HAVE FILTER BASKETS WITH OVERFLOW TO ALLOW FOR THE POSITIVE DRAINAGE OF WATER OFF THE ROADWAY. THESE INLETS SHALL BE CLEANED WHEN NECESSARY.

SOIL EROSION AND SEDIMENT CONTROL SPECIFICATIONS:






A. GENERAL

1. THIS SOIL EROSION AND SEDIMENT CONTROL PLAN IS THE MINIMUM TO GET THIS PROJECT STARTED. IT IS EXPECTED TO CHANGE AS THE PROJECT PROCEEDS. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE OWNER/DEVELOPERS RESPONSIBILITY, UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS.
2. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL POLLUTION CONTROL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE AT LEAST 70 PERCENT.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. BEST MANAGEMENT PRACTICES SHALL BE PERFORMED AND REVISED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE ENGINEER.

B. IMPLEMENTATION

1. BEFORE STARTING CLEARING AND SITE GRADING WORK, A STABILIZED CONSTRUCTION ENTRANCE AND SILT FENCES SHALL BE INSTALLED AS SHOWN ON THE PLANS. IF DIRECTED BY THE DESIGNATED EROSION CONTROL INSPECTOR OR LOCAL ENFORCEMENT OFFICER AND/OR COUNTY ENGINEER, THE OWNER/DEVELOPER SHALL INSTALL ADDITIONAL SOIL AND EROSION CONTROL MEASURES AS NEEDED UTILIZING BEST MANAGEMENT PRACTICES.
2. THE STABILIZED CONSTRUCTION ENTRANCES SHALL BE MONITORED PERIODICALLY FOR ITS EFFECTIVENESS TO COLLECT DIRT WHICH COULD LEAVE THE SITE VIA CONSTRUCTION VEHICLES. ANY DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
3. INLET FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E. INLETS AND CATCH BASINS.)
4. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 14 DAYS MUST BE PROTECTED WITH TEMPORARY SOLID AND EROSION CONTROL MEASURES WITHIN 7 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
5. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, INCLUDING STORM WATER RUNOFF, SHALL BE FILTERED PRIOR TO DISCHARGING TO THE STORM WATER SYSTEM.

SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION LEGEND:







-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION / INLET FILTERS
-  STONE RIP RAP CLASS A4, WITH FILTER FABRIC
-  EROSION CONTROL BLANKET
-  DITCH FLOW / RIVER FLOW

C. MAINTENANCE AND INSPECTION

1. THE OWNER/DEVELOPER IS ULTIMATELY RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
2. QUALIFIED PERSONNEL SHALL INSPECT THE DISTURBED AREAS OF THE CONTRASTING SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINT ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
4. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S), AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENCE OF NONCOMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE, AN INCIDENCE OF NON-COMPLIANCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

IN-STREAM WORK NOTES FOR CONSTRUCTION:

1. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
2. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
3. WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA CONCRETE ENCASMENTS. EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
4. THE CONCRETE ENCASEMENTS MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE CONCRETE ENCASEMENTS CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER.
5. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
6. DURING DEWATERING OF THE ENCASEMENT WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
7. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPES SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.
8. THE CONTRACTOR SHALL PROVIDE A DEWATERING PLAN TO DUPAGE COUNTY PRIOR TO THE START OF CONSTRUCTION FOR REVIEW.

-  TURBIDITY CURTAIN
-  STABILIZED CONSTRUCTION ENTRANCE
-  CONCRETE TRUCK WASHOUT
-  TEMPORARY FENCE
-  SILT BAG FOR DEWATERING
-  FABRIC-LINED STRAW BALE DITCH



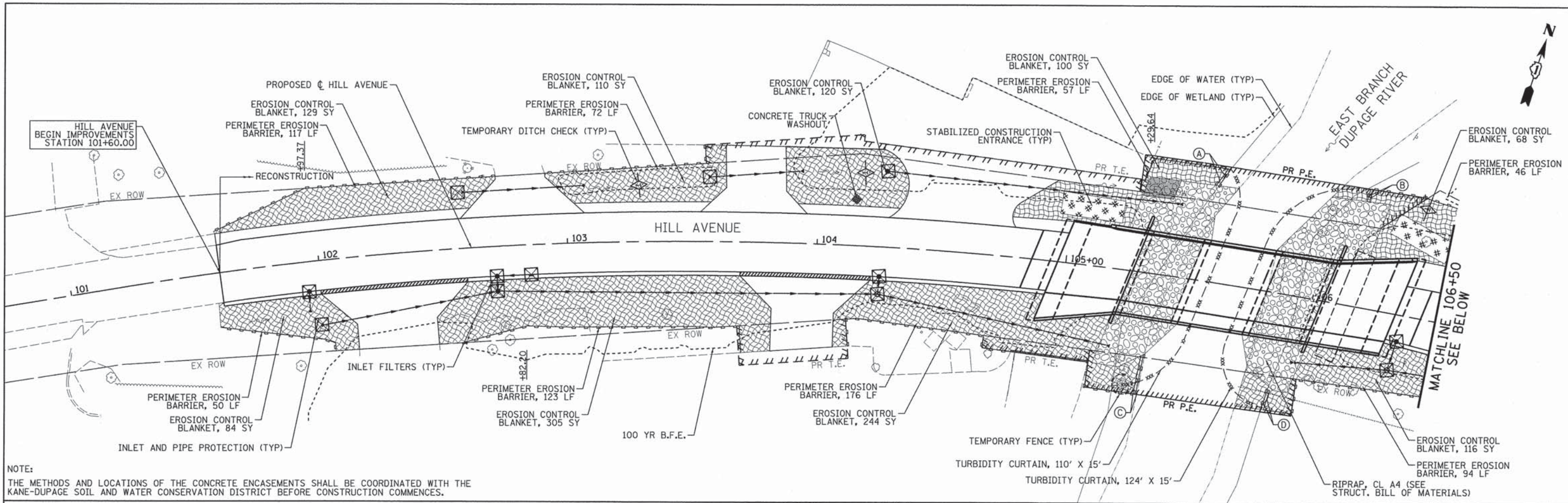
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HILL AVENUE
EROSION & SEDIMENT CONTROL NOTES

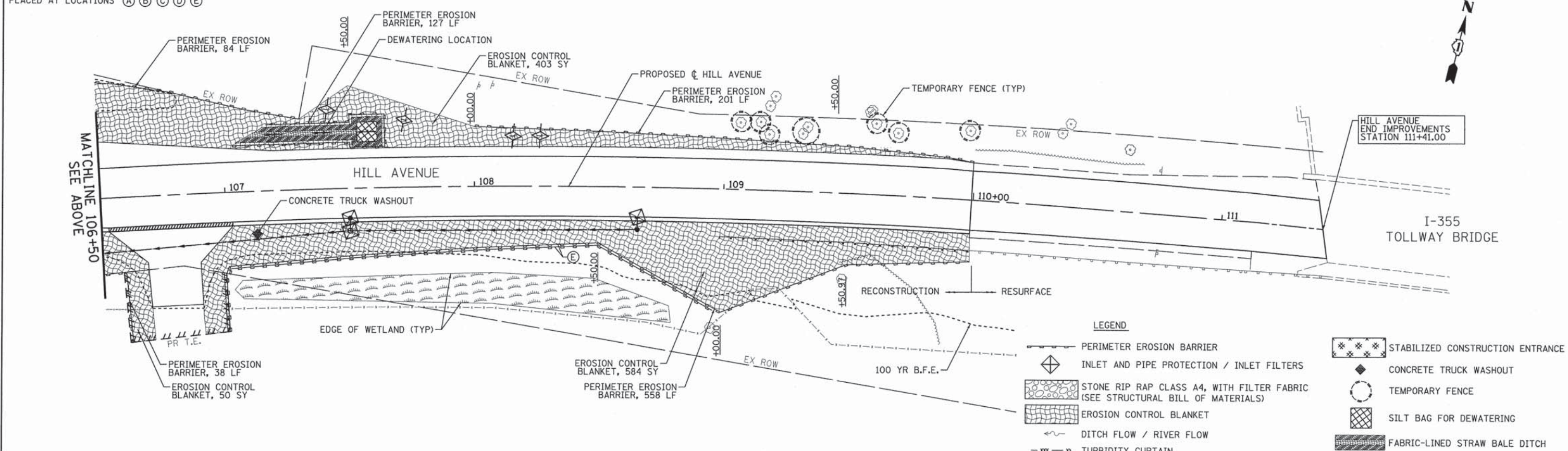
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	21
CONTRACT NO. 61C22			ILLINOIS FED. AID PROJECT	



NOTE:
THE METHODS AND LOCATIONS OF THE CONCRETE ENCASEMENTS SHALL BE COORDINATED WITH THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT BEFORE CONSTRUCTION COMMENCES.

NOTE:
THE DOUBLE ROWS OF PERIMETER EROSION BARRIER SHALL BE OF HIGH VISIBILITY MATERIAL AND PLACED AT LOCATIONS (A) (B) (C) (D) (E)



- LEGEND**
- PERIMETER EROSION BARRIER
 - ◆ INLET AND PIPE PROTECTION / INLET FILTERS
 - ⊠ STONE RIP RAP CLASS A4, WITH FILTER FABRIC (SEE STRUCTURAL BILL OF MATERIALS)
 - ▨ EROSION CONTROL BLANKET
 - DITCH FLOW / RIVER FLOW
 - TURBIDITY CURTAIN
 - ⊠ STABILIZED CONSTRUCTION ENTRANCE
 - ◆ CONCRETE TRUCK WASHOUT
 - TEMPORARY FENCE
 - ▨ SILT BAG FOR DEWATERING
 - ▨ FABRIC-LINED STRAW BALE DITCH

B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

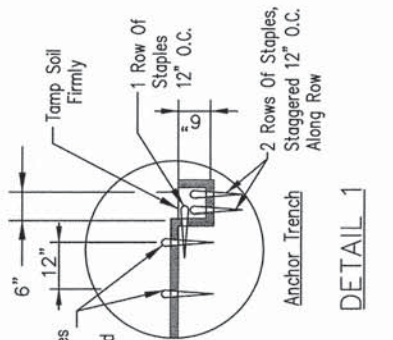
**HILL AVENUE
EROSION & SEDIMENT CONTROL PLAN**
SCALE: 1"=20'
SHEET 1 OF 1 SHEETS STA. 101+60.00 TO STA. 111+41.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	22
			CONTRACT NO. 61C22	
ILLINOIS FED. AID PROJECT				

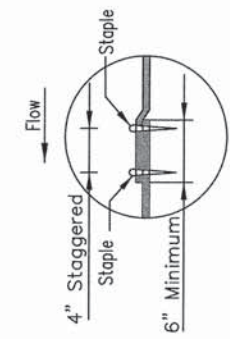
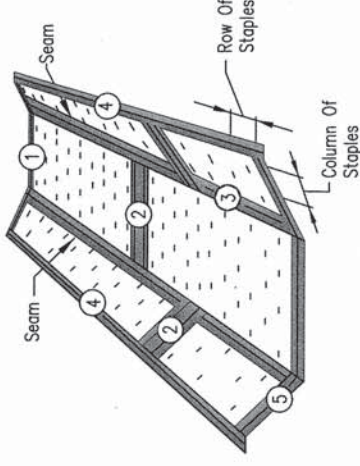
**EROSION BLANKET
INSTALLATION DETAILS**

NOTES:

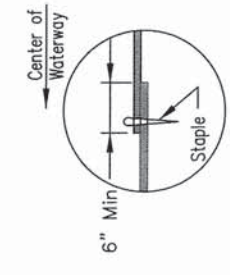
1. Install erosion control blanket (ECB) over waterway. Waterway Width _____ ft
ECB width _____ ft
length _____ ft
Sta. _____ to _____ 2. The erosion control blanket shall consist of a machine produced mat of cutted wood cocoanut fibers, shall have an expected material life of a least 12 months, shall be new and unused, shall be furnished in rolls, and shall meet the minimum requirements stated in Table 1 below. Alternative material may be used as long as the expected material life is at least 12 months. 3. Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application. 4. The erosion control blanket shall be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket shall not be stretched. 5. Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. There shall not be an overlap of blankets at the center of the waterway. 6. The erosion control blanket shall be anchored, overlapped, and stapled according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows: a. Staples shall be "U" shaped, 0.12 in diameter wire or greater (#11 gauge), 4 inches apart, as shown in Detail 2. b. Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1. c. For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2. d. Blankets on side slopes shall overlap a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3. e. The outer edge along sides of the blanket shall be stapled every 12 inches. See Detail 4. f. Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket. g. Downstream (terminal) end of blanket shall be stapled with a double row of staggered staples 12 inches apart. See Detail 5.



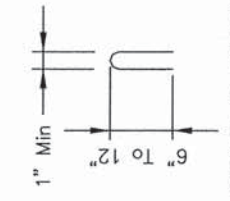
DETAIL 1



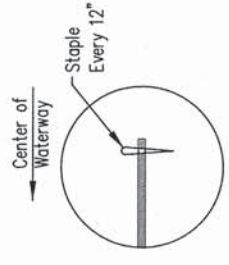
DETAIL 2



DETAIL 3

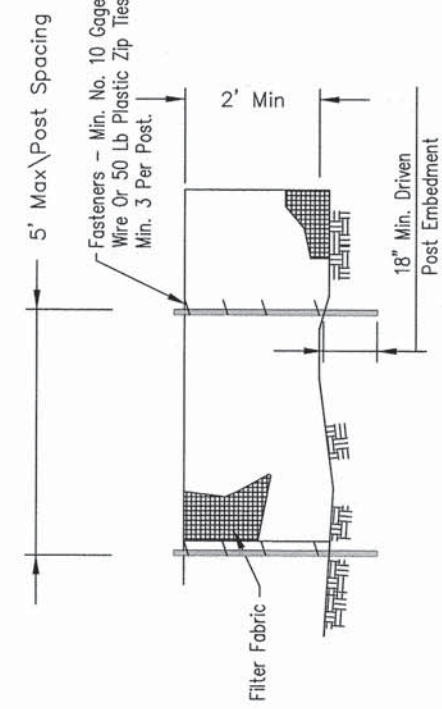


DETAIL 4

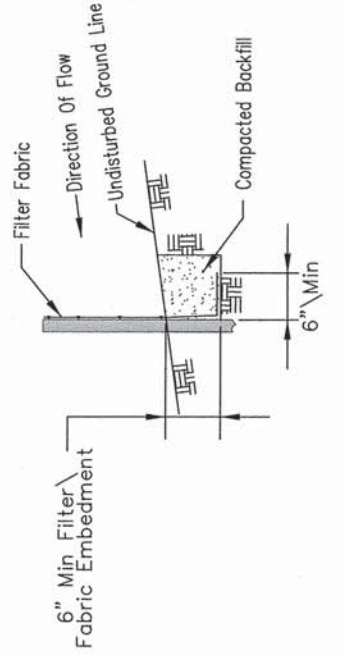


DETAIL 5

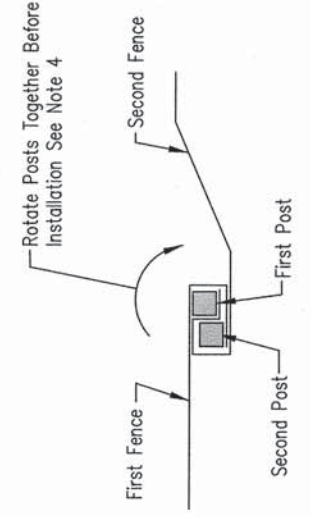
SILT FENCE



ELEVATION



FABRIC ANCHOR DETAIL



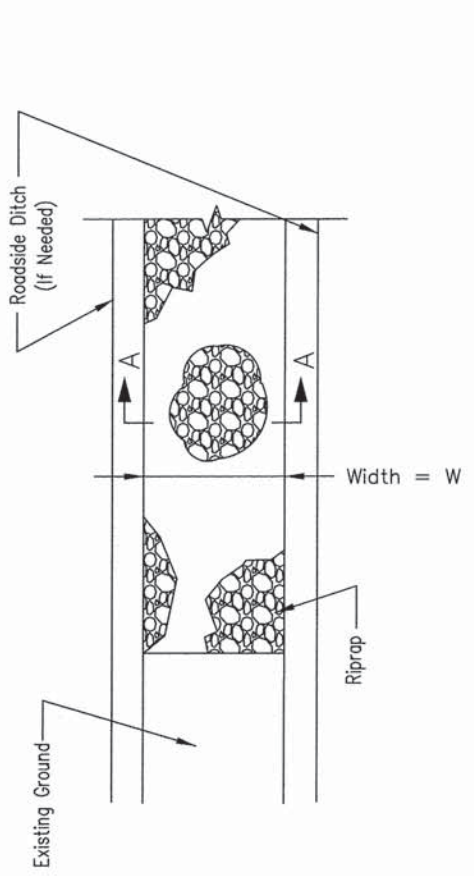
SPLICE DETAIL-PLAN VIEW

- NOTES:**
1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Filter fabric shall meet the requirements of Article 1080.03.
 3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
 4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a light seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

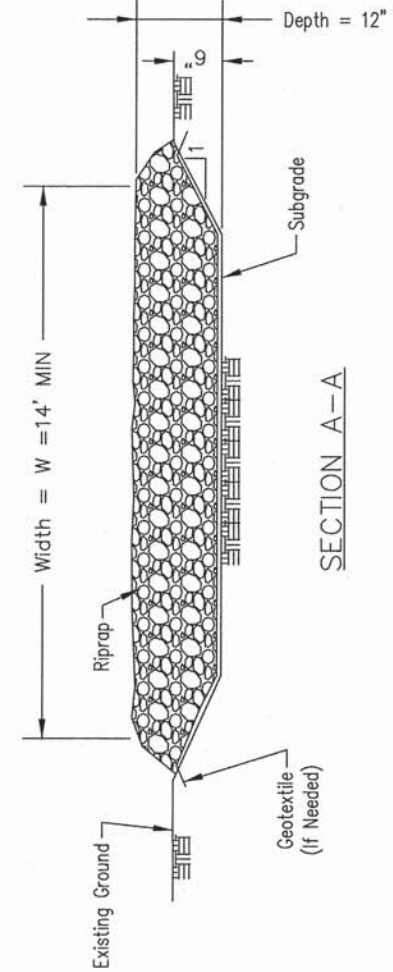
CONSTRUCTION ROAD
STABILIZATION

Designed	M. QUINONES	Date	10/1/13
Drawn			
Checked			
Approved			

- NOTES:
1. Rock shall meet the following IDOT coarse aggregate gradations: CA-3.
 2. See plans for construction road location, D and W dimensions.
 3. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
 4. Roadway shall follow the contour of the natural terrain to the extent possible.
 5. Filter Fabric shall meet the requirements of specification 1080.03. Filter Fabric to be included in the cost of Stabilized Construction Entrance.
 6. Any fabric splices shall overlap a minimum of 18" with upstream or upslope overlapping abutting fabric.



PLAN VIEW

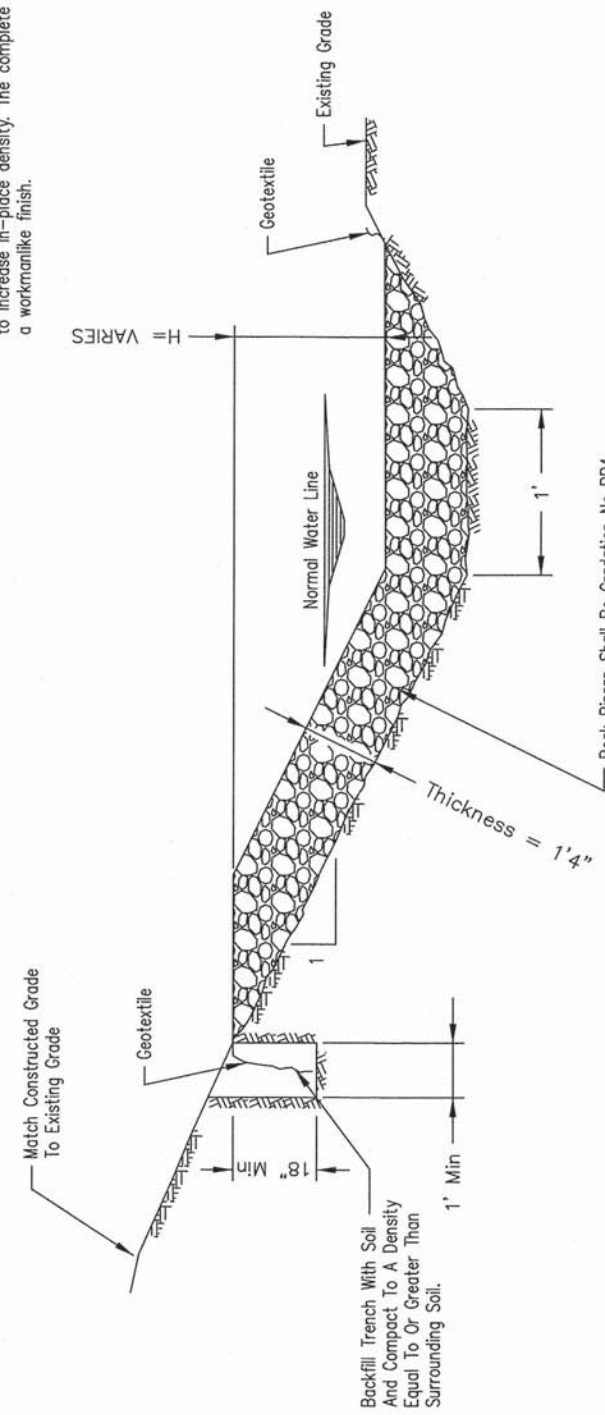


SECTION A-A

ROCK RIPRAP STREAMBANK
PROTECTION DETAIL

Designed	M. QUINONES	Date	10/1/13
Drawn			
Checked			
Approved			

- NOTES:
1. Geotextile (non-woven, needle punched) min. criteria:
 Grab Tensile strength (lb) ASTM D 4632 _____ 202
 Elongation at failure (%) ASTM D 4632 _____ 50
 Trapezoidal tear strength (lb) ASTM D 4533 _____ 79
 Puncture strength (lb) ASTM D 6241 _____ 433
 Ultraviolet light (% retained strength) ASTM 4355 _____ min 50
 Apparent opening size (AOS) ASTM D 4751 _____
 max 0.22 mm (US sieve size 70)
 Permittivity sec/ ASTM D 4491 _____ min 0.7 2.
 Any geotextile splices shall overlap a minimum of 18 inches, with upstream or upslope geotextile overlapping the abutting downslope geotextile.
 3. The rock shall be compacted with the placement equipment to increase in-place density. The complete job shall present a workmanlike finish.



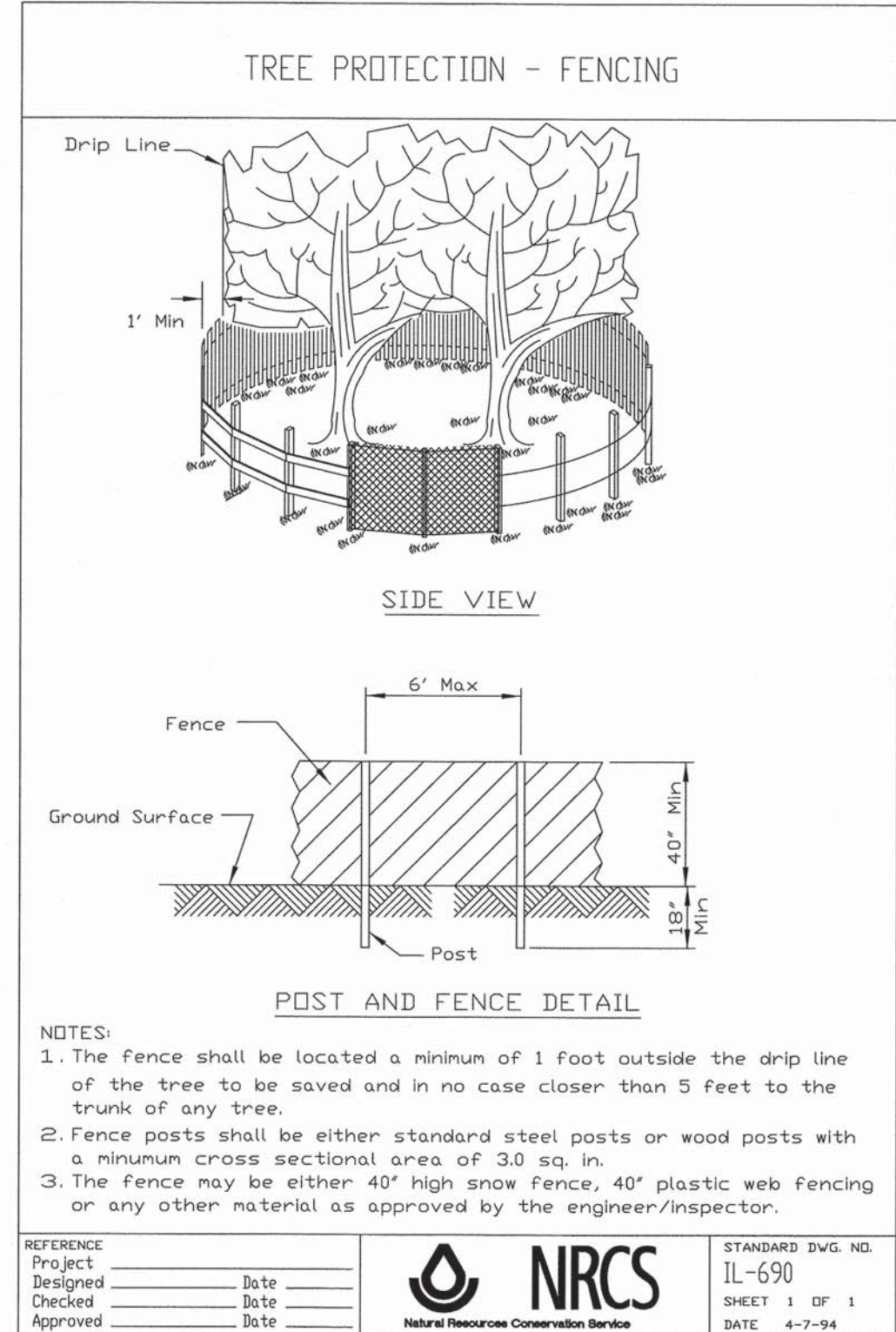
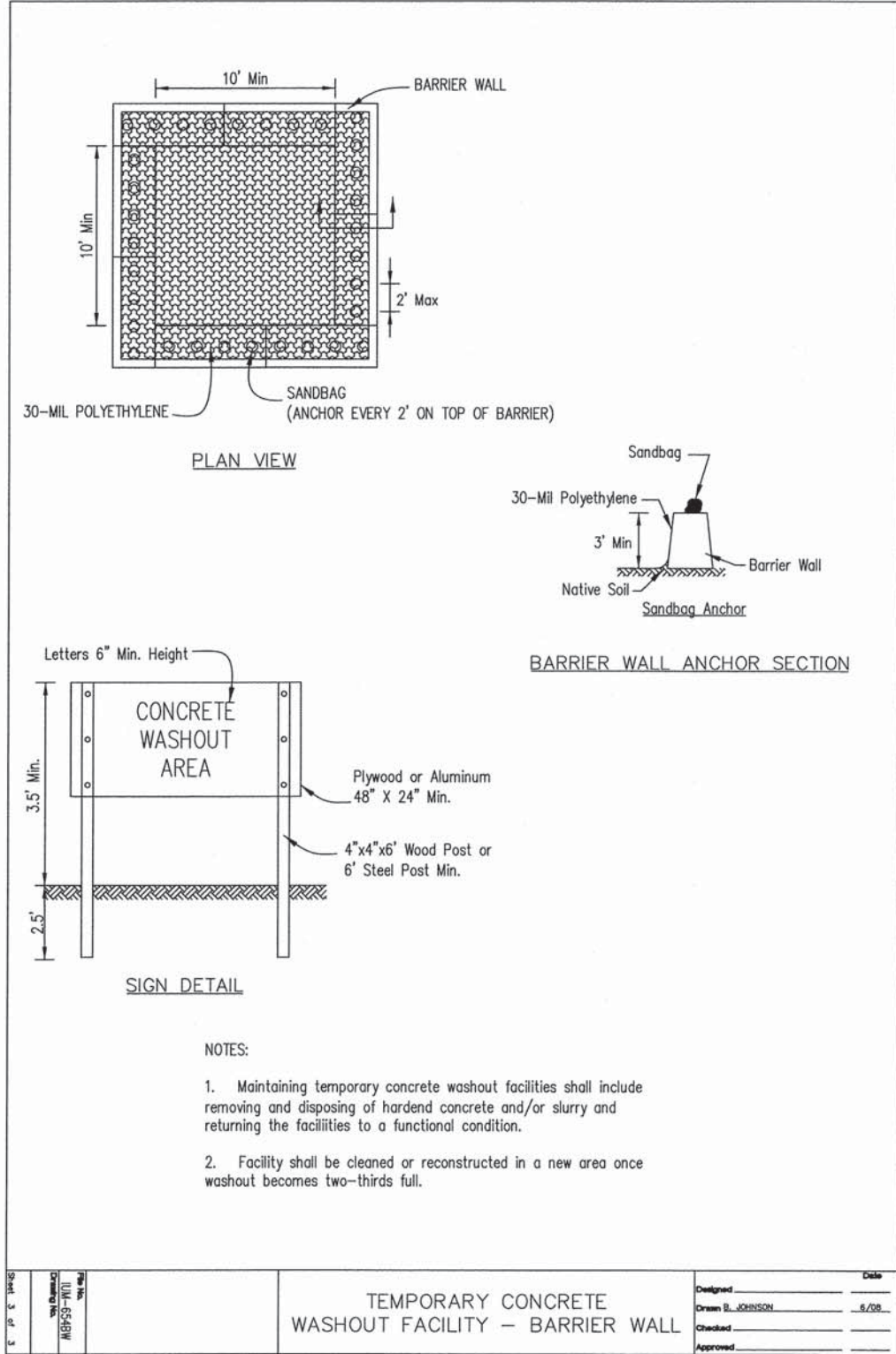
Rock Riprap Shall Be Gradation No RR-4 Quality Designation "A" As Per IDOT Standard Specification.

SECTION

Adapted from Standard Drawing IL-640 in the Illinois Urban Manual.

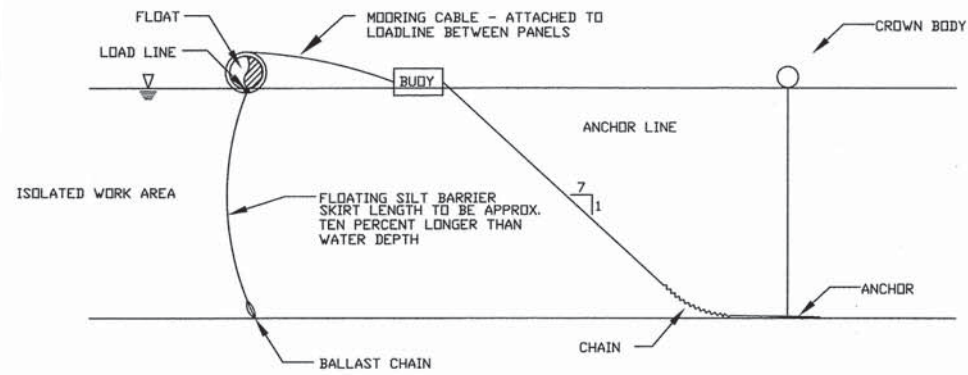
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	24
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

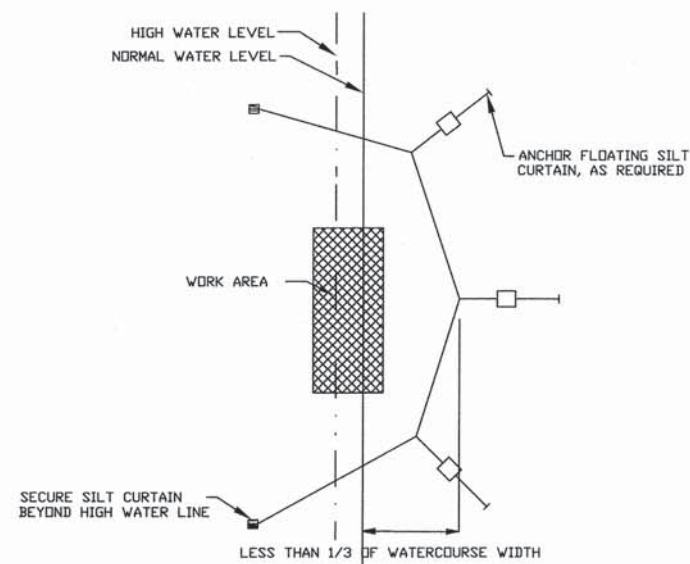


TURBIDITY CURTAIN DETAIL

FLOATING SILT CURTAIN - TYPICAL LAYOUT



TYPICAL COMPONENTS / ANCHORAGE SYSTEM



TYPICAL PLAN VIEW

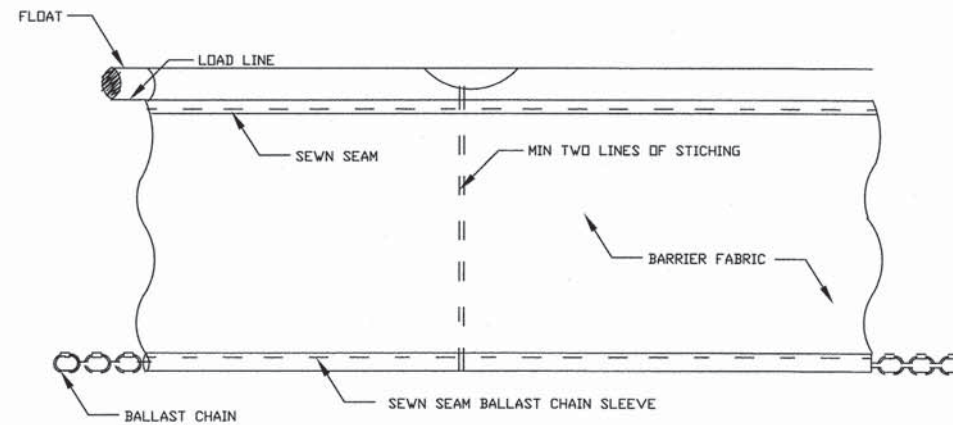
Maximum flow for waterbody shall be less than 5fps.
 Isolated work area shall not exceed more than 1/3 stream width.
 Silt curtain shall be placed parallel to stream flow.

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

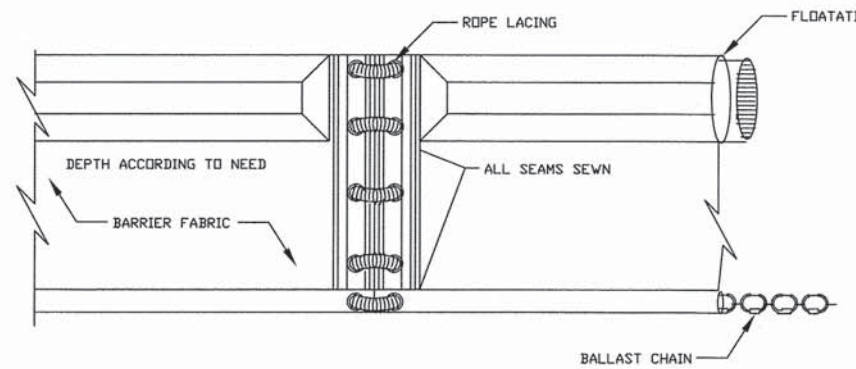


STANDARD DWG. NO.
IUM-617A
 SHEET 1 OF 1
 DATE 1-06-2012

FLOATING SILT CURTAIN - PANEL CONNECTORS



SEWN SEAM



GROMMETED HOLES WITH ROPE LACING

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

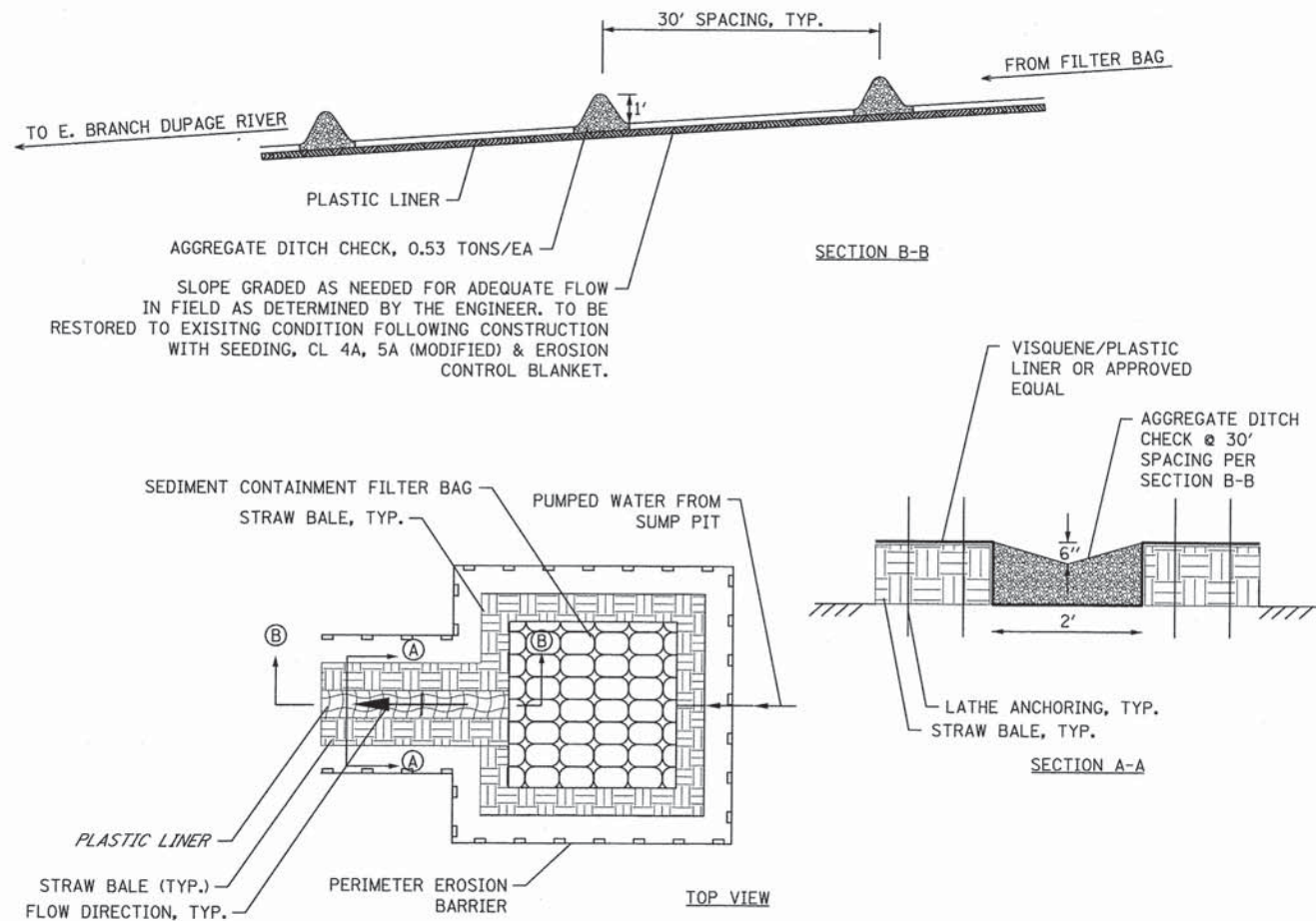


STANDARD DWG. NO.
IUM-617B
 SHEET 1 OF 1
 DATE 1-06-2012

NOTES:

1. THE TURBIDITY CURTAIN SHALL BE A MAXIMUM OF 100 FEET LONG FOR EACH SECTION OF CURTAIN REQUIRED. LAST SECTION SHALL CONNECT TO PERIMETER EROSION BARRIER AT EACH END FOR ANCHORING.
2. THE TURBIDITY CURTAIN SHALL BE PLACED AS CLOSE TO THE WORK AS POSSIBLE WITHOUT INTERFERING WITH CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL CONTINUALLY MONITOR THE INSTALLATION TAKING INTO ACCOUNT WEATHER PATTERNS AND PREVAILING WIND DIRECTIONS THAT MAY AFFECT WATER LEVELS, VELOCITY, AND MOVEMENT OF THE TURBIDITY CURTAIN.
3. THE TURBIDITY CURTAIN SHALL BE REMOVED BY PULLING TOWARDS THE SHORE TO MINIMIZE ESCAPE OF SEDIMENTS INTO THE WATERWAY.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE THAT ALLOWED THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY. THE WEIGHTED ANCHOR SYSTEM SHALL BE INCLUDED IN THE COST OF THE TURBIDITY CURTAIN.
5. THE ADJACENT DETAIL SHALL BE USED FOR TURBIDITY CURTAIN INSTALLATION.

TEMPORARY DEWATERING DITCH DETAIL



TEMPORARY DEWATERING SUMP NOTES:

- IF DEWATERING IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AT THE LOCATION SHOWN ON THE EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER, AND PUMPED INTO A DEWATERING SYSTEM PRIOR TO REJOINING THE FLOW OF THE RIVER.
- REFER TO PROJECT SPECIFICATIONS FOR DEWATERING SUMP USE AND METHODOLOGY. SUMP PIT AND ALL APPURTENANCES SHOWN IN THE DETAIL SHALL BE PAID FOR IN THE COST FOR DEWATERING.

NOTE:

TEMPORARY DEWATERING DITCH AND ALL ITEMS SHOWN HEREIN WITH THE EXCEPTION OF AGGREGATE DITCH CHECKS AND PERIMETER EROSION BARRIER TO BE PAID FOR AS "DEWATERING" - LUMP SUM AS DESCRIBED IN THE PROJECT SPECIFICATIONS.

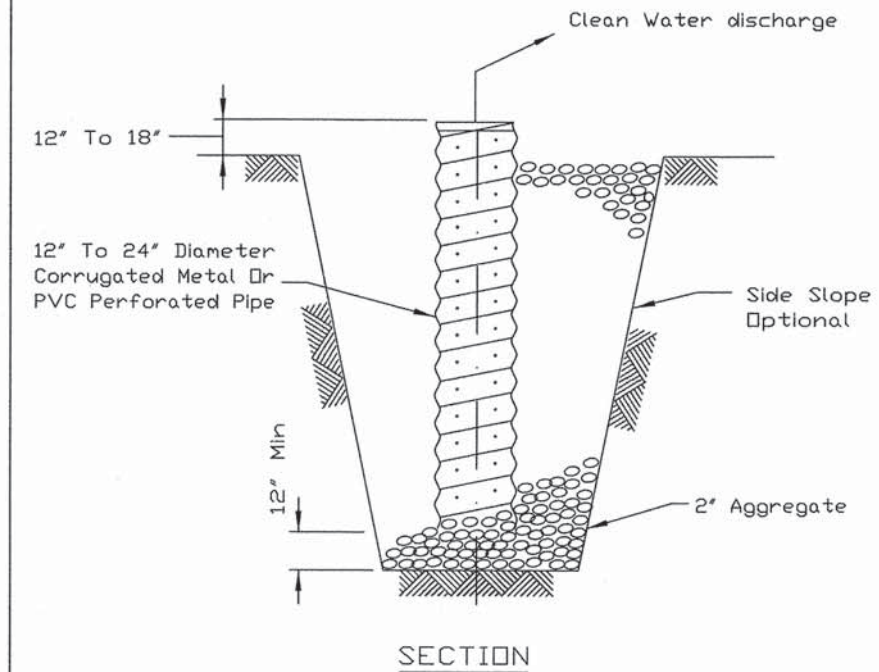
SOIL PROTECTION CHART

STABILIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SODDING**	A		**	**	**			A				
SEEDING CL 4A (MODIFIED)**	A		**	**	**			A				
SEEDING CL 5A (MODIFIED)**	A		**	**	**			A				

** SUPPLEMENTAL WATERING AS NECESSARY TO ESTABLISH GROWTH REFER TO LANDSCAPE PLANS FOR LOCATIONS OF SOIL PROTECTION

CONTROL MEASURE GROUP	CONTROL MEASURE	APPL.	KEY	CONTROL MEASURE CHARACTERISTICS	TEMP.	PERMIT
VEGETATIVE SOIL COVER	TEMPORARY SEEDING	X	TS	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE.	X	
	PERMANENT SEEDING		PS	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION, FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.		X
	DORMANT SEEDING		DS	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED.	X	X
	SODDING	X	SO	QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTABLISH VEGETATION FILTER STRIP. CAN BE USED ON STEEP SLOPES OR IN DRAINAGEWAYS WHERE SEEDING MAY BE DIFFICULT.	X	X
	GROUND COVER		GC	PROVIDES GROUND COVER, SHRUBS AND TREES IN ADDITION TO PERMANENT VEGETATION. MAY BE USED AS PART OF A FINAL LANDSCAPE PLAN ALONG WITH SHRUBS AND TREES.		X
NON VEGETATIVE SOIL COVER	MULCHING		M	ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEEDING. CONTROLS UNWANTED VEGETATION AND PRESERVES MOISTURE. PROVIDES COVER WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
	AGGREGATE COVER	X	AG	PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND TRANSPORTED OFF-SITE.	X	X
	PAVING	X	P	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED.		X
DIVERSIONS	RIDGE DIVERSION		RD	TYPICALLY USED ABOVE SLOPES. USED WHERE AN EXCESS OF SOIL IS AVAILABLE.	X	X
	CHANNEL DIVERSION		CD	TYPICALLY USED AT TOP OR BASE OF SLOPES. USED WHEN EXCESS SOIL IS NOT AVAILABLE.	X	X
	COMBINATION DIVERSION		DC	TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF CHANNEL IS USED TO BUILD THE RIDGE.	X	X
	CURB AND GUTTER	X	CG	SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A STREET TO DIVERT WATER FROM AN AREA NEEDING PROTECTION.		X
	BENCHES		B	SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND ADD SLOPE STABILITY.	X	X
WATERWAYS	BARE CHANNEL		BC	PROVIDES MEANS OF CONVEYING RUNOFF TO DESIRED LOCATION. MAY BE USED TO DRAIN DEPRESSIONAL AREAS. ONLY APPLICABLE WHEN VELOCITY OF FLOW IS VERY LOW.	X	
	VEGETATIVE CHANNEL		VC	PROVIDES ADDED STABILITY TO CHANNEL. USED WHEN VELOCITY OF FLOW IS NOT EXTREMELY FAST.	X	X
	LINED CHANNEL		LC	USED WHEN VEGETATION WILL NOT PROTECT THE CHANNEL AGAINST HIGH VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
ENCLOSED DRAINAGE	STORM SEWER	X	ST	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY.		X
	UNDERDRAIN	X	UD	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X
SPILLWAYS	STRAIGHT PIPE SPILLWAY		SS	USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER.		X
	DROP INLET PIPE SPILLWAY		DIS	SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED.		X
	WEIR SPILLWAY		W	USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS MUCH GREATER THAN PIPE STRUCTURES.	X	X
	BOX INLET WEIR SPILLWAY		BS	SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED BECAUSE OF LOWER WEIR LENGTH.	X	X
OUTLETS	LINED APRON	X	LA	PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM STRUCTURES.	X	X
SEDIMENT BASINS	EMBANKMENT SEDIMENT BASIN		ES	USED WHERE TOPOGRAPHY LENDS ITSELF TO CONSTRUCTING A DAM AND EARTH FILL IS AVAILABLE.	X	X
	EXCAVATED SEDIMENT BASIN		XS	USED WHERE EMBANKMENT COULD CAUSE A HAZARD DOWNSTREAM IN CASE OF FAILURE AND WHEN EXCESS EARTH FILL IS NOT AVAILABLE.	X	X
	COMBINATION SEDIMENT BASIN		CS	USED WHEN TOPOGRAPHY IS SUITABLE BUT ADDITIONAL CAPACITY IS NEEDED.	X	X
SEDIMENT FILTERS	BARRIER FILTER		BF	USED FOR SINGLE LOTS OR DRAINAGE AREAS LESS THAN 1/4 ACRE TO FILTER SEDIMENT FROM RUNOFF.	X	
	VEGETATIVE FILTER		VF	USED ALONG DRAINAGEWAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE AREA.	X	X
	INLET AND PIPE PROTECTION INLET FILTERS	X	IF	PREVENT SEDIMENT FROM ENTERING STORM STRUCTURES.	X	
MUD AND DUST CONTROL	STABILIZED CONST. ENTRANCE	X	SE	PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.	X	X
	DUST AND TRAFFIC CONTROL	X	DT	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE.	X	X

SUMP PIT PLAN



NOTES:

1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

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



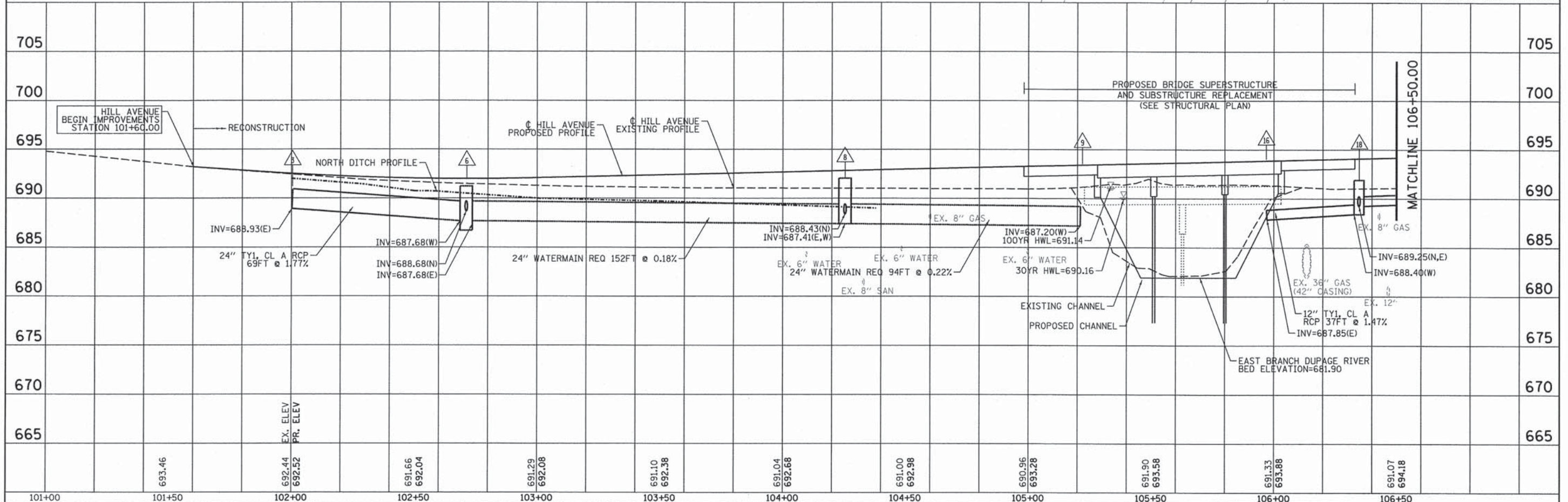
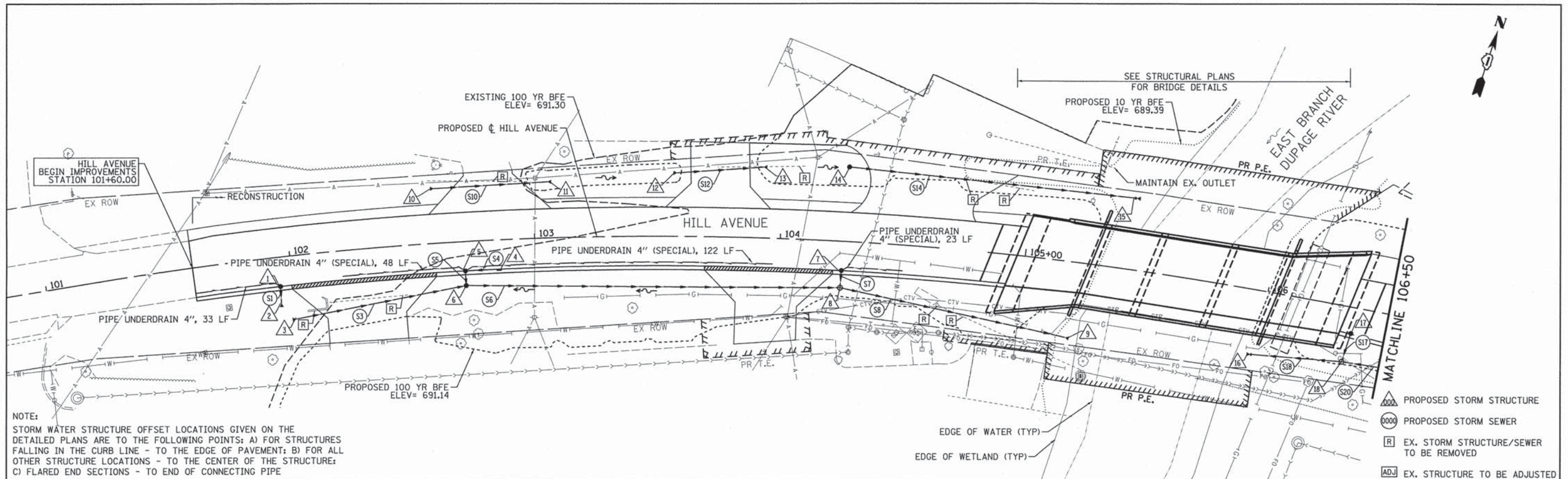
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DATE	8-11-94

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	28
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

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

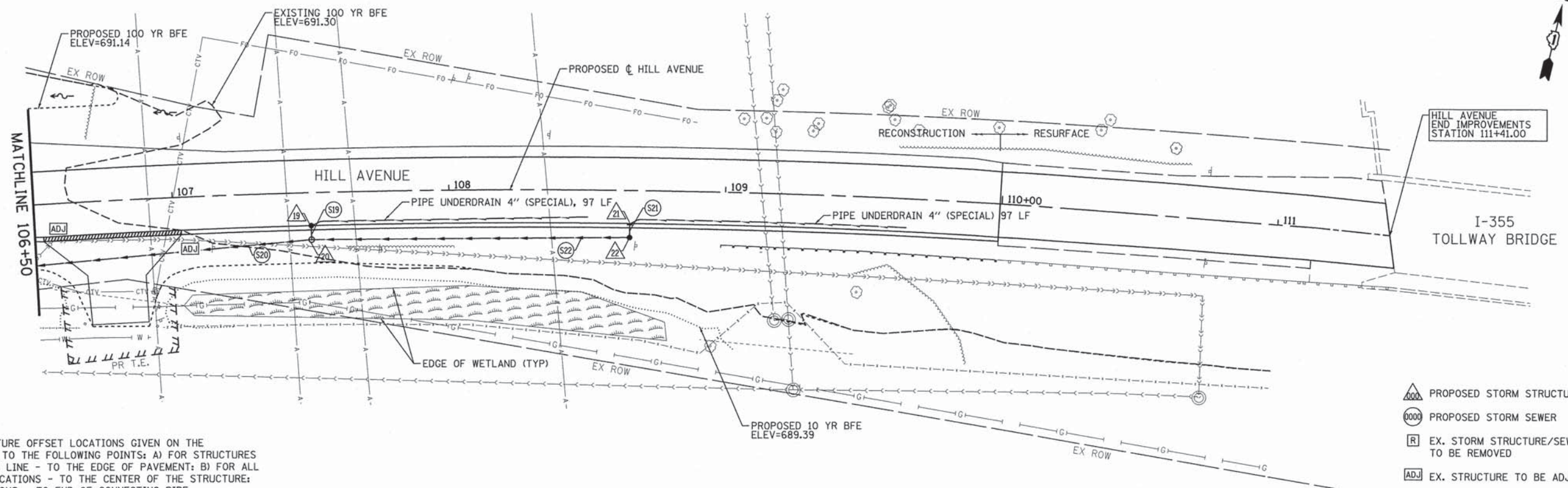
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	BY	
	NOTATION	
	NO.	



	USER NAME = #USER#	DESIGNED - MK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HILL AVENUE DRAINAGE AND UTILITY	F.A.U. RTE. 1431 SECTION 10-00154-00-BR COUNTY DUPAGE TOTAL SHEETS 82 SHEET NO. 29 CONTRACT NO. 61C22 ILLINOIS FED. AID PROJECT
	PLOT SCALE = #SCALE#	DRAWN - MK	REVISED -			
	PLOT DATE = #DATE#	CHECKED - MTC	REVISED -			
	DATE - 01/25/2016	REVISOR -	REVISED -			

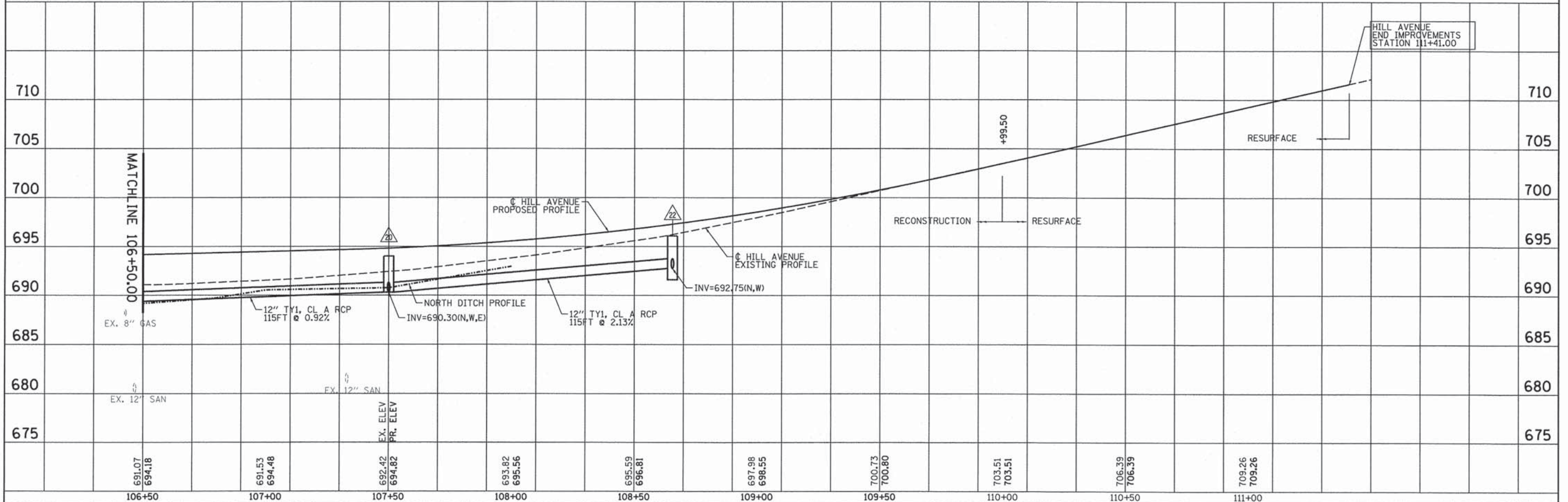
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	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	FILE NAME	
	NO.	

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



NOTE:
 STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE; C) FLARED END SECTIONS - TO END OF CONNECTING PIPE

- ▲ PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- EX. STORM STRUCTURE/SEWER TO BE REMOVED
- ADJ EX. STRUCTURE TO BE ADJUSTED



BL	Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = #USER#	DESIGNED - MK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HILL AVENUE DRAINAGE AND UTILITY	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLLOT SCALE = #SCALE#	CHECKED - MTC	REVISED -			1431	10-00154-00-BR	DUPAGE	82	30
		PLLOT DATE = #DATE#	DATE - 01/25/2016	REVISED -			CONTRACT NO. 61C22				
							ILLINOIS FED. AID PROJECT				

SCALE: 1"=5' VERT., 1"=20' HORIZ. SHEET 2 OF 2 SHEETS STA. 106+50.00 TO STA. 111+41.00

STORM SEWER STRUCTURE TABLE

Structure No.	Station	Offset	Structure Type				F&G	Invert Elevation	Rim Elevation
			MH	CB	IN	Other			
1	101+94.96	12.00' RT		TY C			11	690.00 (S)	692.12
2	101+94.52	19.86' RT				FES 12"	---	689.92 (N)	---
3	101+98.98	26.00' RT				FES 24"	---	688.93 (E)	---
4	102+85.00	12.00' RT			TY A		11	688.78 (W)	691.53
* 5	102+71.14	12.00' RT		4' TY A			11	688.71 (E,S)	691.51
* 6	102+71.14	18.00' RT		5' TY A			TY 8	688.18 (W) , 687.68 (E) , 688.68 (N)	691.22
7	104+25.54	11.96' RT		TY C			11	688.74 (S)	692.35
* 8	104+25.36	19.00' RT	5' TY A				TY 8	687.41 (E,W) , 688.43(N)	692.05
9	105+21.15	31.13' RT				FES 24"	---	687.20 (W)	---
10	102+59.11	22.50' LT				FES 18" (ELL)	---	690.13 (E)	---
11	103+06.89	23.00' LT				FES 18" (ELL)	---	689.95 (W)	---
12	103+56.85	26.05' LT				FES 18"	---	689.65 (E)	---
13	103+93.23	29.09' LT				FES 18"	---	689.39 (W)	---
14	104+26.48	30.57' LT		TY C			TY 8	686.00 (E)	689.00
15	105+42.72	29.31' LT				FES 18"	---	685.16 (W)	---
16	105+96.24	26.44' RT				FES 12"	---	687.85 (E)	---
17	106+36.21	10.61' RT		TY C			11	689.45 (S)	693.66
* 18	106+34.69	22.62' RT	4' TY A				1 OL	689.25 (N,E) , 688.40 (W)	691.90
19	107+50.00	12.00' RT		TY C			11	690.45 (S)	694.34
* 20	107+50.00	17.08' RT	4' TY A				1 OL	690.30 (N,E,W)	694.00
21	108+65.50	12.00' RT			TY A		11	692.81 (S)	696.81
* 22	108+65.50	17.08' RT		4' TY A			1 CL	692.75 (N,W)	696.10

* FLAT SLAB TOP

STORM SEWER PIPE TABLE

Pipe No.	From Str.	To Str.	Description	Dia (Inch)	Length (ft)	Slope (%)	T.B.F (CU YD)
S1	1	2	SS, CLASS A, TYPE 1	12	7	1.10%	---
S3	3	6	SS, CLASS A, TYPE 1	24	71	1.77%	9.3
S4	4	5	SS, CLASS A, TYPE 1	12	14	0.51%	1.9
S5	5	6	SS, CLASS A, TYPE 1	12	6	0.50%	---
S6	6	8	SS WATERMAIN REQUIREMENTS	24	152	0.18%	16.9
S7	7	8	SS, CLASS A, TYPE 1	12	6	1.16%	---
S8	8	9	SS WATERMAIN REQUIREMENTS	24	94	0.22%	---
S10	10	11	PIPE CUL, CLASS A, TYPE 1 (EQ. ROUND)	18	46	0.42%	---
S12	12	13	PIPE CUL, CLASS A, TYPE 1	18	37	0.71%	---
S14	14	15	PIPE CUL, CLASS A, TYPE 1	18	118	0.71%	7.2
S17	17	18	SS, CLASS A, TYPE 1	12	12	2.64%	---
S18	18	16	SS, CLASS A, TYPE 1	12	37	1.47%	---
S19	19	20	SS, CLASS A, TYPE 1	12	5	2.95%	---
S20	20	18	SS, CLASS A, TYPE 1	12	115	0.92%	---
S21	21	22	SS, CLASS A, TYPE 1	12	5	1.18%	---
S22	22	20	SS, CLASS A, TYPE 1	12	115	2.13%	---



USER NAME = #USER#	DESIGNED - MK	REVISED -
DRAWN - MK	CHECKED - MTC	REVISED -
PLOT SCALE = #SCALE#	DATE - 01/25/2016	REVISED -
PLOT DATE = #DATE#		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HILL AVENUE
DRAINAGE AND UTILITY TABLES**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 31
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAT OF HIGHWAYS

HILL AVENUE OVER THE EAST BRANCH OF THE DUPAGE RIVER DUPAGE COUNTY

LIMITS

BEGIN PROJECT: STA. 103+54.91

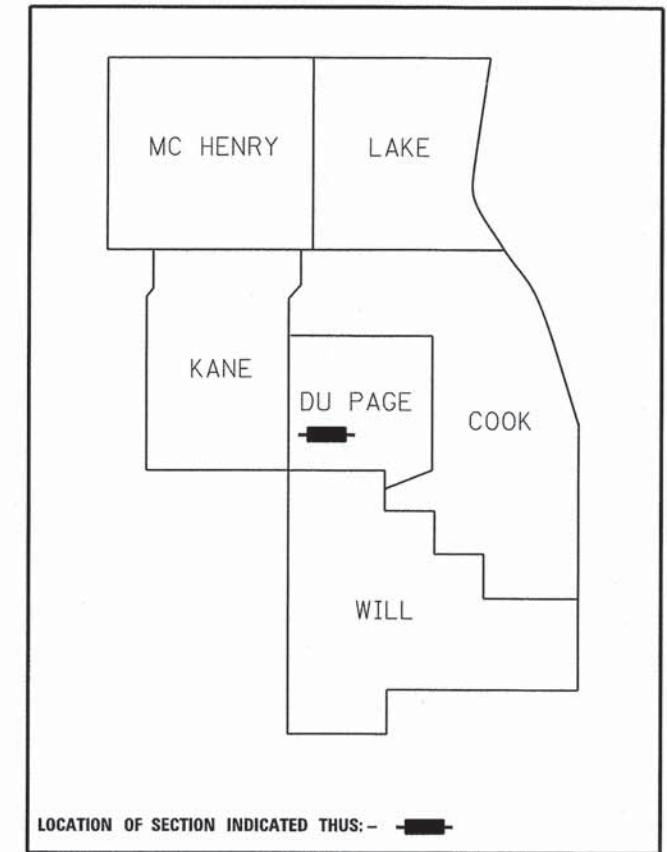
END PROJECT: STA. 107+00.16

JOB NO. : R-55-001-97

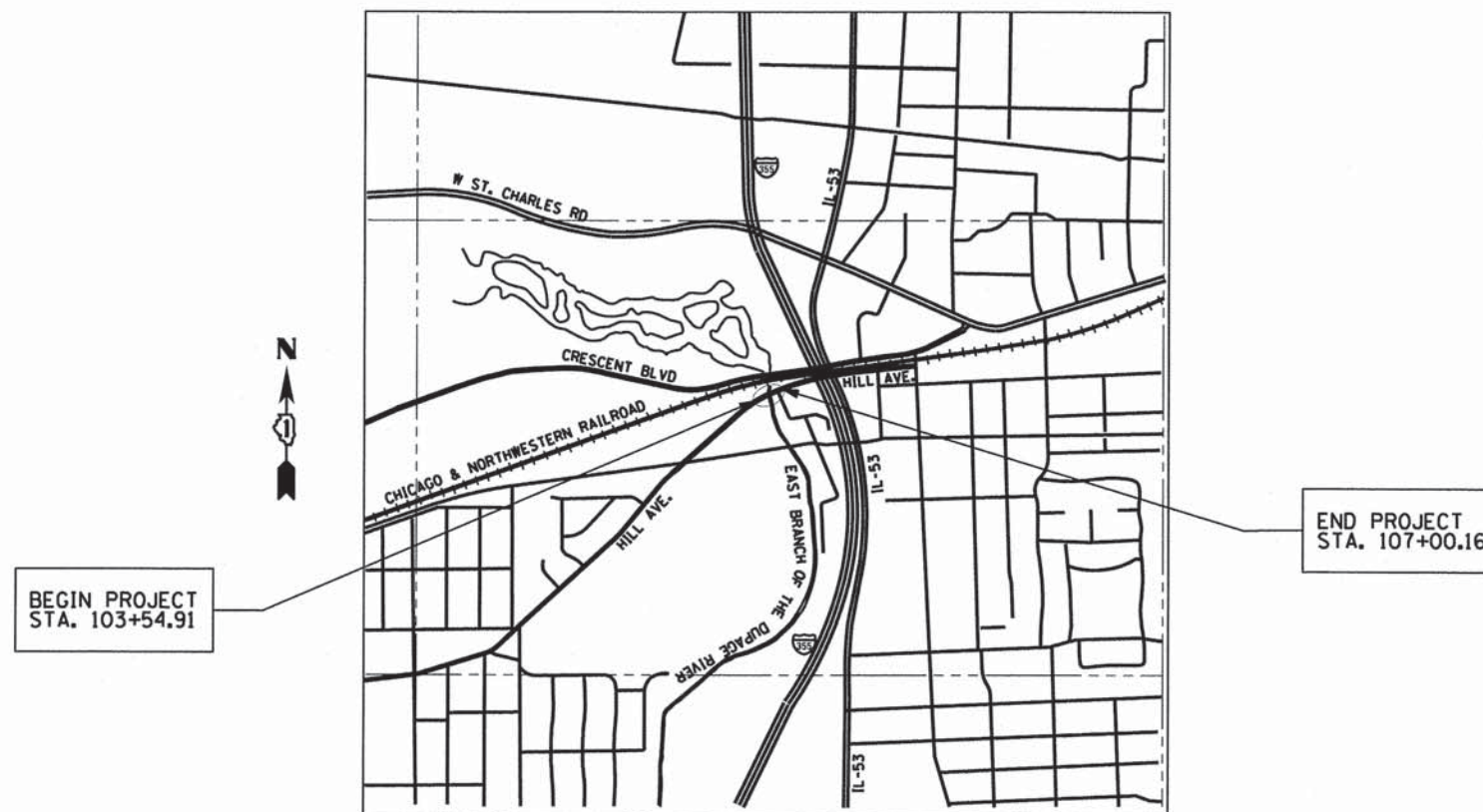
SECTION: 10-00154-00-BR

T39 N, R10, E OF 3RD P.M

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
0001E-A 0001E-B 0001PE	ELLIOT & ELLIOT, L.L.C., AN ILLINOIS LIMITED LIABILITY COMPANY	3 & 4	
0002TE 0002PE	G. VINCENT CUYLER AND BARBARA J. CUYLER, HUSBAND AND WIFE, AS JOINT TENANTS, AS TO PARCEL 1, AND G. VINCENT CUYLER AND BARBARA J. CUYLER, HIS WIFE, AS TO PARCEL 2	2	
0003TE 0003PE	VILLAGE OF LOMBARD	5 & 6	
0004PE	NICOR GAS aka NORTHERN ILLINOIS GAS COMPANY, AN ILLINOIS CORPORATION	2	



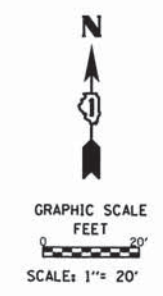
**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**



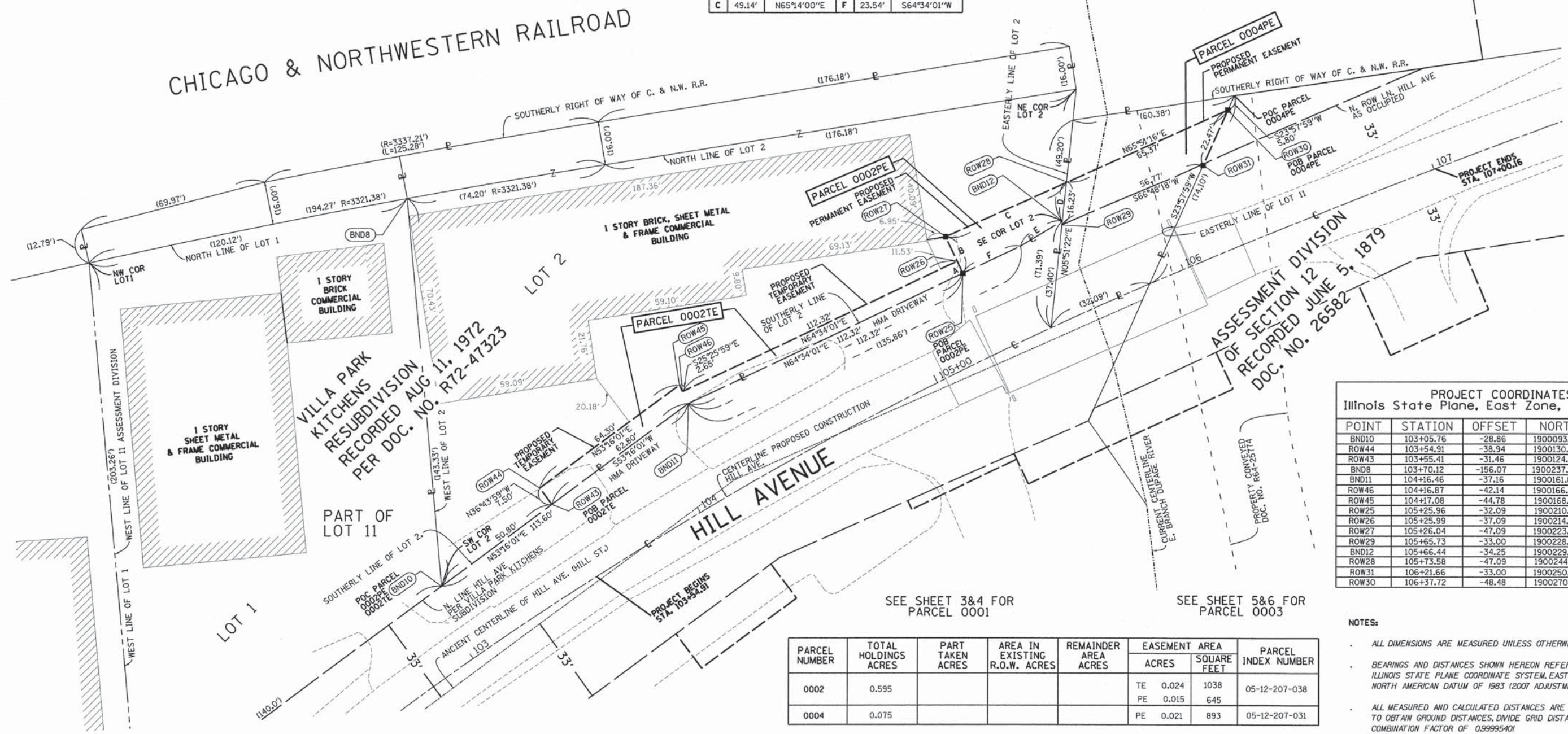
LOCATION MAP

IDOT USE ONLY

F.A.U. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL 82	SHEET 32
		CONTRACT 61C22		



LINE TABLE					
A	5.00'	S25°25'29"E	D	14.79'	S05°51'22"W
B	15.00'	N25°25'59"W	E	18.00'	S58°52'14"W
C	49.14'	N65°14'00"E	F	23.54'	S64°34'01"W



PROJECT COORDINATES Illinois State Plane, East Zone, NAD 83 (2007)				
POINT	STATION	OFFSET	NORTH	EAST
BND10	103+05.76	-28.86	1900093.864	1064819.355
ROW44	103+54.91	-38.94	1900130.255	1064855.580
ROW43	103+55.41	-31.46	1900124.244	1064860.065
BND8	103+70.12	-156.07	1900237.787	1064806.385
BND11	104+16.46	-37.16	1900161.806	1064910.398
ROW46	104+16.87	-42.14	1900166.322	1064908.251
ROW45	104+17.08	-44.78	1900168.714	1064907.114
ROW25	105+25.96	-32.09	1900210.041	1065011.829
ROW26	105+25.99	-37.09	1900214.557	1065009.682
ROW27	105+26.04	-47.09	1900223.587	1065005.387
ROW29	105+65.73	-33.00	1900228.026	1065048.353
BND12	105+66.44	-34.25	1900229.458	1065048.500
ROW28	105+73.58	-47.09	1900244.174	1065050.009
ROW31	106+21.66	-33.00	1900250.387	1065100.539
ROW30	106+37.72	-48.48	1900270.916	1065109.664

NOTES:

- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
- BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2007 ADJUSTMENT) GRID.
- ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.99995401
- AREAS SHOWN ON THIS PLAT ARE "GROUND".

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0002	0.595				TE 0.024	1038	05-12-207-038
					PE 0.015	645	
0004	0.075				PE 0.021	893	05-12-207-031

LEGEND

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

	IRON PIPE OR ROD FOUND		*MAG* NAIL SET
	CUT CROSS FOUND OR SET		5 / 8" REBAR SET
	EXISTING CONIFEROUS TREE		EXISTING DECIDUOUS TREE
	POWER POLE-UTILITY		
	STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.		
	STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.		
	PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)		
	RIGHT OF WAY STAKING PROPOSED TO BE SET		

STATE OF ILLINOIS)
 COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, LANCE A VINSEL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE EXCESS RIGHT OF WAY PLAT SHOWN HEREON IN SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT DOWNERS GROVE, ILLINOIS THIS _____ DAY OF _____ 2014 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2891
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

2600 Warrenville Road, Suite 203, Downers Grove, IL 60515
 630.705.0119 voice, 630.839.2566 fax
 www.mps-ill.com

MILLENNIA PROFESSIONAL SERVICES

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 HILL AVENUE

LIMITS: HILL AVENUE COUNTY: DUPAGE
 SECTION: 10-00154-00-BR JOB NO.: R-55-001-97
 STA. 103+54.91 TO STA. 106+37.72
 SCALE: 1"=20' SHEET 2 OF 6 SHEETS

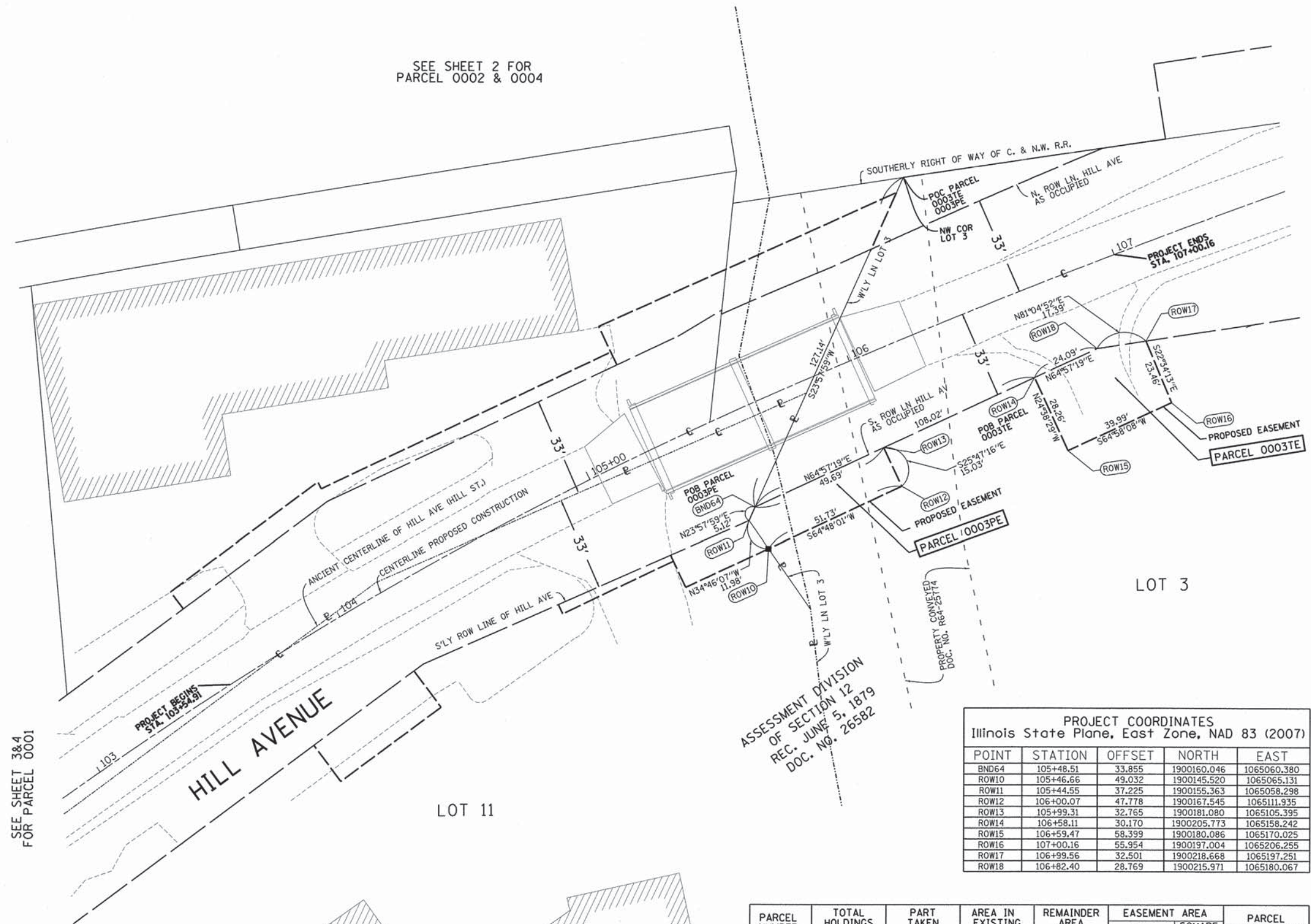
BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT CONTRACT
 SCHAMBURG, ILLINOIS 60196 61C22

PLOT DATE = 3/12/2015
 PLOT SCALE = 1.00000 "/ 1"
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REVISION DATE: / / REVISION MADE BY:

PART OF SECTION 12, TOWNSHIP 39 N., RANGE 10 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

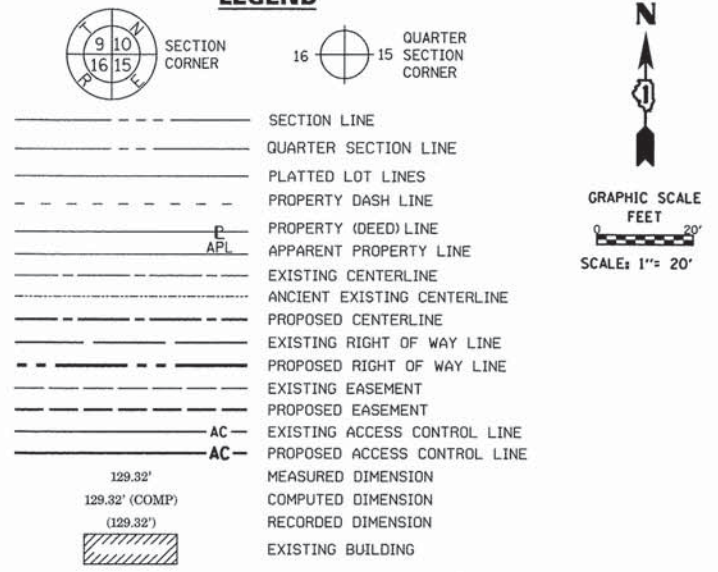
SEE SHEET 2 FOR
PARCEL 0002 & 0004



SEE SHEET 3&4
FOR PARCEL 0001

SEE SHEET 6
FOR TOTAL HOLDING

LEGEND



- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- ⊕ EXISTING CONIFEROUS TREE
- ⊖ POWER POLE-UTILITY
- ⊙ *MAG' NAIL SET
- 5 / 8" REBAR SET
- ⊙ EXISTING DECIDUOUS TREE
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

NOTES:

- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
- BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2007 ADJUSTMENT) GRID.
- ALL MEASURED AND CALCULATED DISTANCES ARE 'GRID' NOT 'GROUND'. TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.99995401
- AREAS SHOWN ON THIS PLAT ARE 'GROUND'.

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, LANCE A VINSEL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE EXCESS RIGHT OF WAY PLAT SHOWN HEREON IN SECTION 12, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT DOWNERS GROVE, ILLINOIS THIS DAY OF 2014 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2891
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

PROJECT COORDINATES
Illinois State Plane, East Zone, NAD 83 (2007)

POINT	STATION	OFFSET	NORTH	EAST
BND64	105+48.51	33.855	1900160.046	1065060.380
ROW10	105+46.66	49.032	1900145.520	1065065.131
ROW11	105+44.55	37.225	1900155.363	1065058.298
ROW12	106+00.07	47.778	1900167.545	1065111.935
ROW13	105+99.31	32.765	1900181.080	1065105.395
ROW14	106+58.11	30.170	1900205.773	1065158.242
ROW15	106+59.47	58.399	1900180.086	1065170.025
ROW16	107+00.16	55.954	1900197.004	1065206.255
ROW17	106+99.56	32.501	1900218.668	1065197.251
ROW18	106+82.40	28.769	1900215.971	1065180.067

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0003	9.336				TE 0.025 PE 0.018	1104 792	05-12-209-005

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

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
HILL AVENUE

TOTAL SHEET
82 36

IDOT USE ONLY

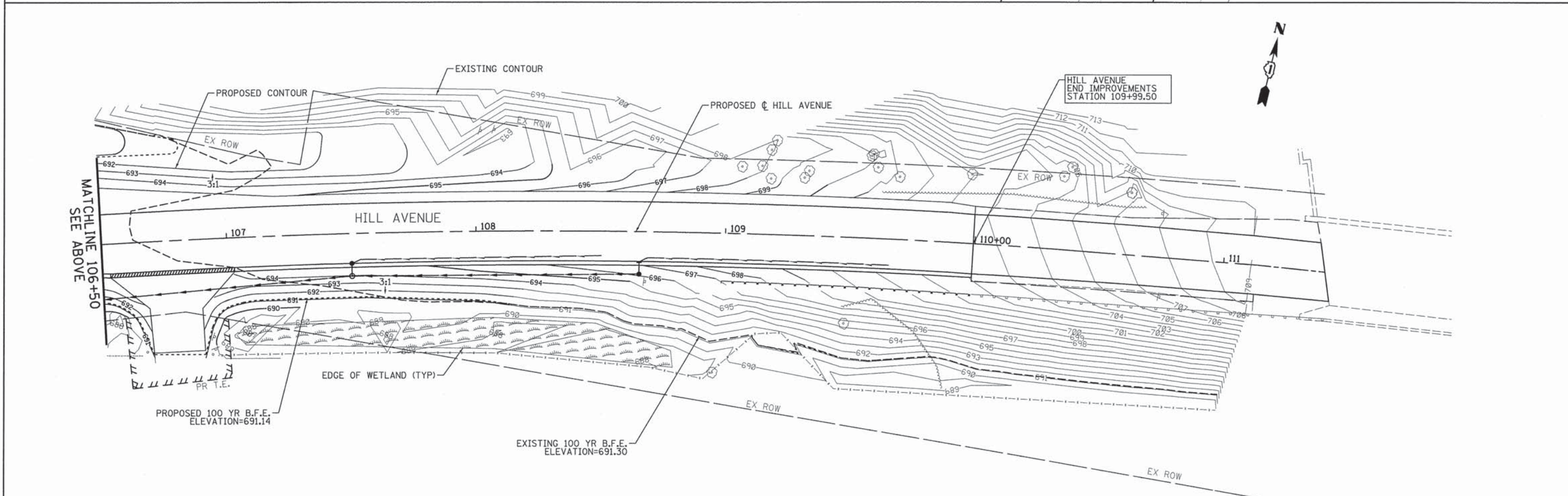
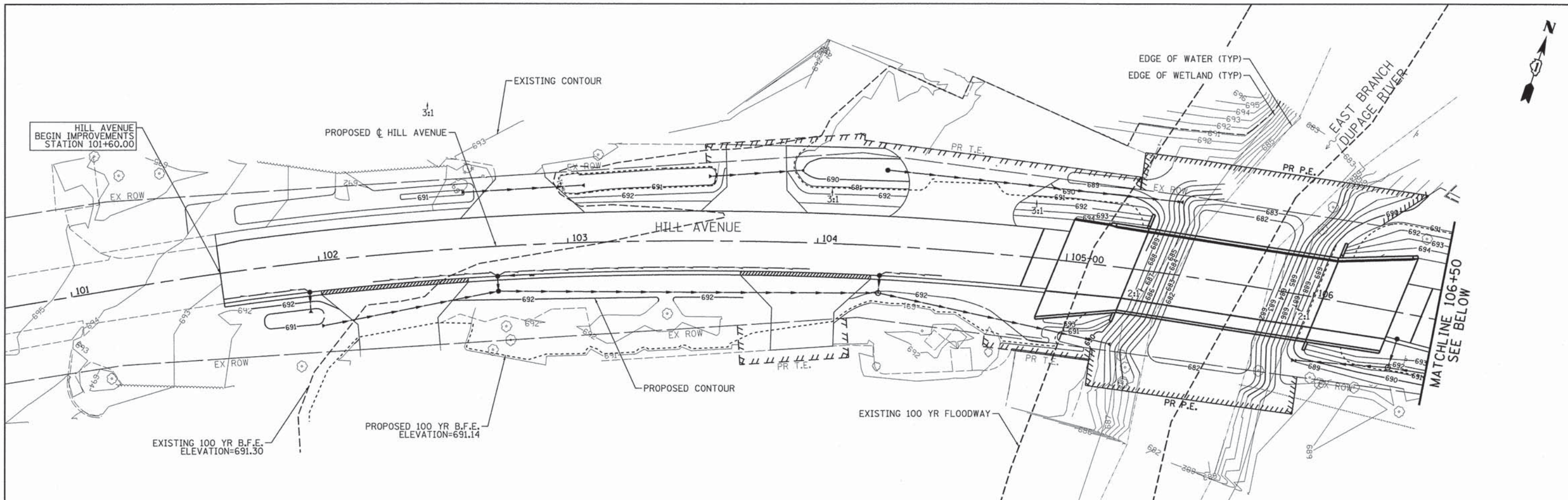
LIMITS: HILL AVENUE COUNTY: DUPAGE
SECTION: 10-00154-00-BR JOB NO.: R-55-001-97
STA. 105+44.55 TO STA. 107+00.16
SCALE: 1"=20' SHEET 5 OF 6 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT CONTRACT
SCHAUMBURG, ILLINOIS 60196 61C22

PLOT DATE = 3/12/2015
PLOT SCALE = 1:8000 / in.
FILE NAME = P:\2010\ME10013.HillAve_BLA\CADD\Base\HillAve_SHT05_PARCEL3_Token.dgn

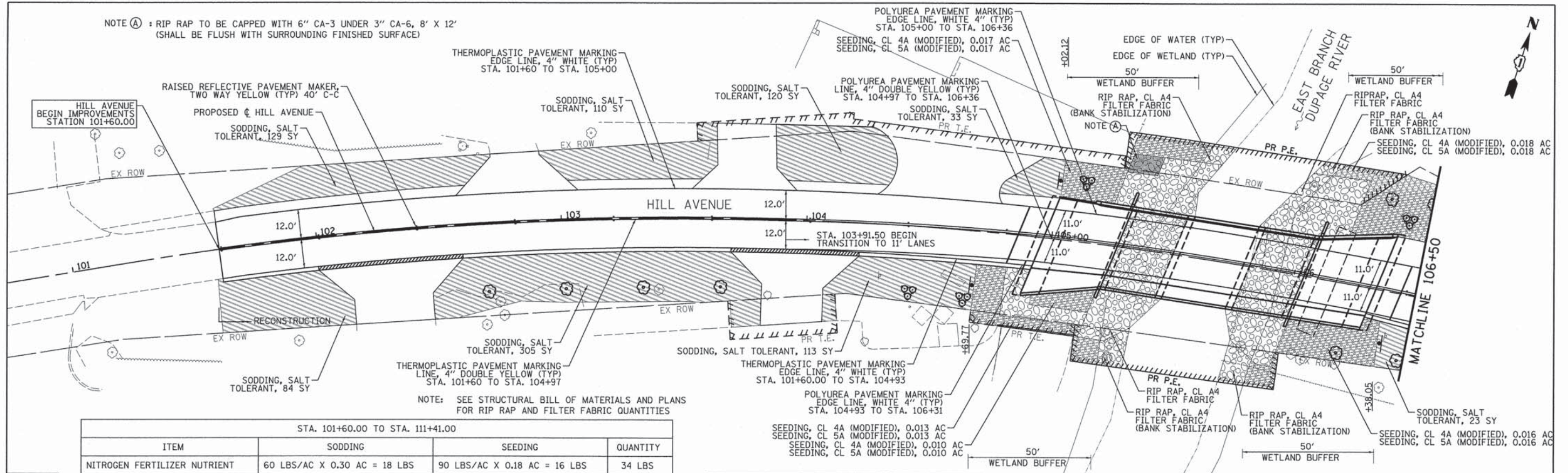
2600 Warrenville Road, Suite 203, Downers Grove, IL 60515
630.705.0110 voice, 630.839.2566 fax
www.mps-il.com
MILLENNIA PROFESSIONAL SERVICES

REVISION DATE: / / REVISION MADE BY:



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = #USER#	DESIGNED - MK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HILL AVENUE GRADING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - MK	REVISED -			1431	10-00154-00-BR	DUPAGE	82	38
	PLOT DATE = #DATE#	CHECKED - MTC	REVISED -			CONTRACT NO. 61C22				
DATE - 01/25/2016				SCALE: 1"=20' HORIZ. SHEET 1 OF 1 SHEETS STA. 101+60.13 TO STA. 109+99.33		ILLINOIS FED. AID PROJECT				

NOTE (A) : RIP RAP TO BE CAPPED WITH 6" CA-3 UNDER 3" CA-6, 8' X 12' (SHALL BE FLUSH WITH SURROUNDING FINISHED SURFACE)



NOTE: SEE STRUCTURAL BILL OF MATERIALS AND PLANS FOR RIP RAP AND FILTER FABRIC QUANTITIES

STA. 101+60.00 TO STA. 111+41.00			
ITEM	SODDING	SEEDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.30 AC = 18 LBS	90 LBS/AC X 0.18 AC = 16 LBS	34 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.30 AC = 18 LBS	90 LBS/AC X 0.18 AC = 16 LBS	34 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.30 AC = 18 LBS	90 LBS/AC X 0.18 AC = 16 LBS	34 LBS

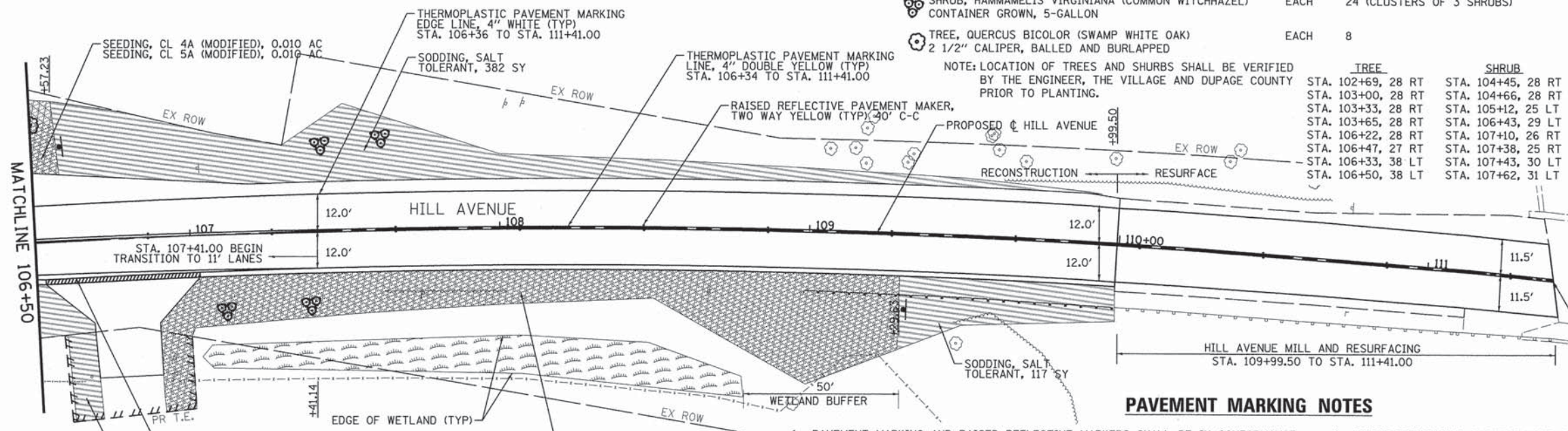
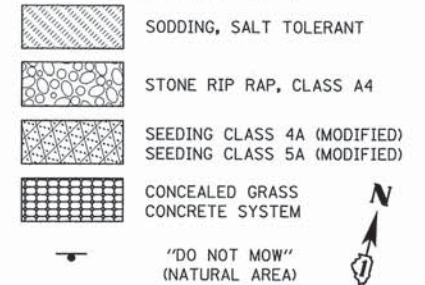
PROPOSED TREE REPLACEMENT

DESCRIPTION	UNIT	QUANTITY
SHRUB, HAMMAMELIS VIRGINIANA (COMMON WITCHHAZEL) CONTAINER GROWN, 5-GALLON	EACH	24 (CLUSTERS OF 3 SHRUBS)
TREE, QUERCUS BICOLOR (SWAMP WHITE OAK) 2 1/2" CALIPER, BALLED AND BURLAPPED	EACH	8

NOTE: LOCATION OF TREES AND SHRUBS SHALL BE VERIFIED BY THE ENGINEER, THE VILLAGE AND DUPAGE COUNTY PRIOR TO PLANTING.

TREE	SHRUB
STA. 102+69, 28 RT	STA. 104+45, 28 RT
STA. 103+00, 28 RT	STA. 104+66, 28 RT
STA. 103+33, 28 RT	STA. 105+12, 25 LT
STA. 103+65, 28 RT	STA. 106+43, 29 LT
STA. 106+22, 28 RT	STA. 107+10, 26 RT
STA. 106+47, 27 RT	STA. 107+38, 25 RT
STA. 106+33, 38 LT	STA. 107+43, 30 LT
STA. 106+50, 38 LT	STA. 107+62, 31 LT

LANDSCAPING LEGEND



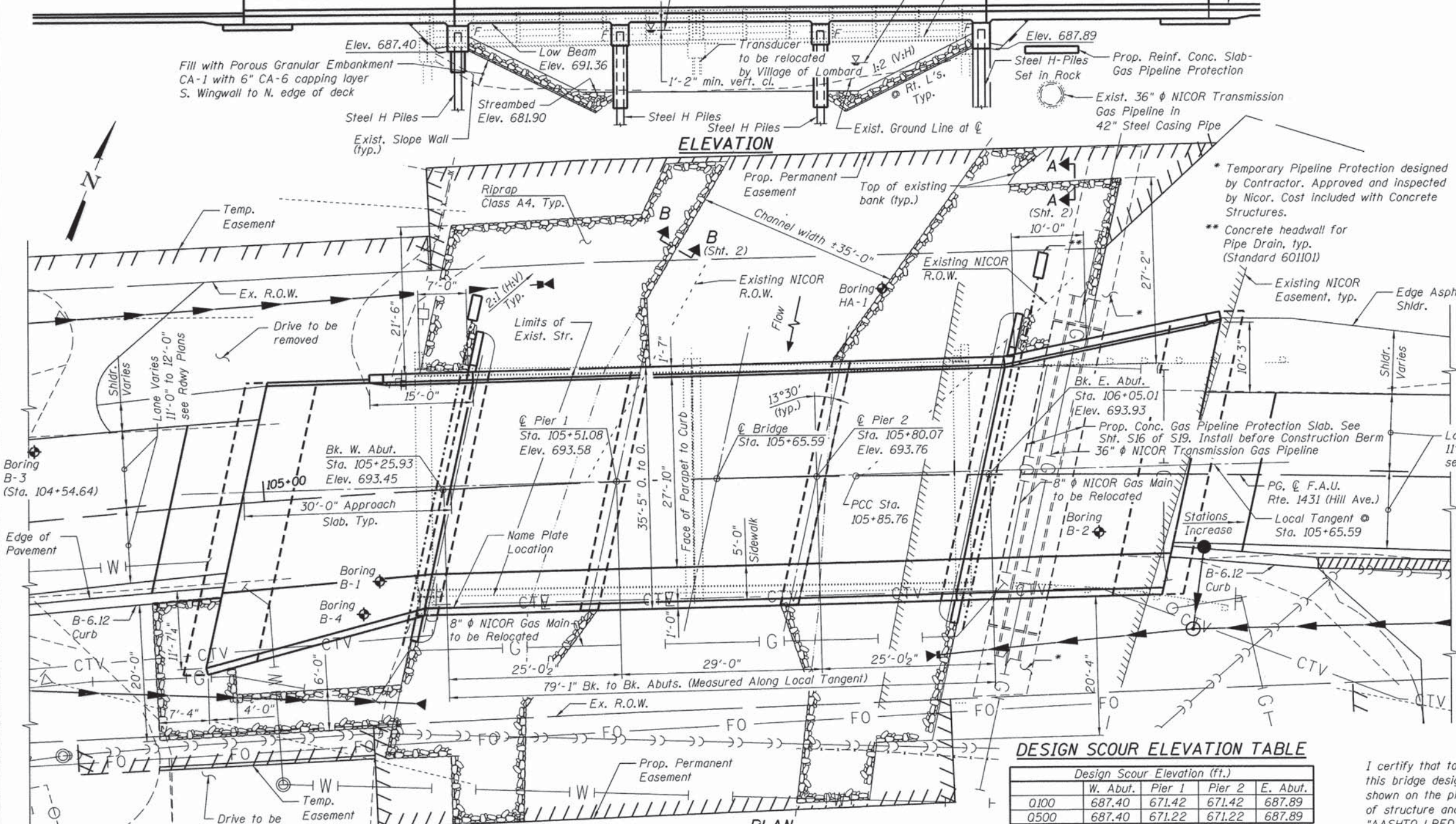
PAVEMENT MARKING NOTES

- PAVEMENT MARKING AND RAISED REFLECTIVE MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, STANDARD DETAIL 78001, DISTRICT ONE STANDARDS, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- ALL FINAL PAVEMENT MARKING MATERIALS TO BE USED ON CONCRETE PAVEMENT SHALL BE POLYUREA EXCEPT WHERE NOTED IN THE PLANS.
- ALL 4 INCH EDGE LINES SHALL TERMINATE WHEN THEY MEET BARRIER CURB EXCEPT WHERE OTHERWISE INDICATED IN THE PLANS.
- RAISED REFLECTIVE MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.) EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
- RAISED REFLECTIVE MARKERS USED WITH BROKEN (DASHED) LINES SHALL BE SPACED AT 80' ON CENTER (O.C.) IN THE GAP BETWEEN SEGMENTS.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

Bench Mark: DuPage Benchmark disk M112001 in N.W. corner of concrete headwall of Crescent Blvd. over E. Branch DuPage River (SN 022-3042). Elev. 690.83

Existing Structure: S.N. 022-3025 built in 1956 at Station 105+62.90 as a 2-span PPC Deck bridge 81'-0" Bk. to Bk. of abutments 33'-3" Out to Out width on Stub abutments supported on timber piles and a pier supported on metal shell piles. Existing structure to be removed and replaced. Traffic to be detoured.

No Salvage.

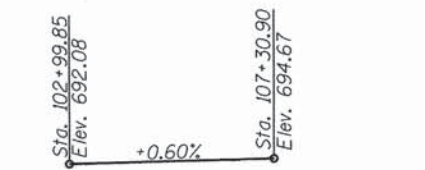


LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

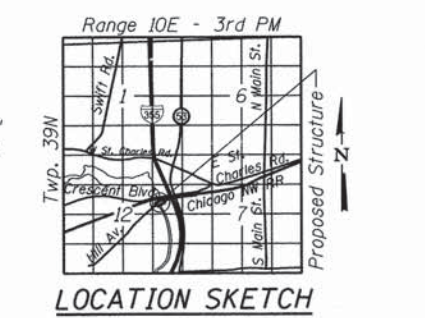
DESIGN SPECIFICATIONS
2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 Interims

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.10g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.16g
Soil Site Class = D



PROFILE GRADE
(along centerline roadway)



LOCATION SKETCH

Professional Engineer Seal: STATE OF ILLINOIS, LICENSED STRUCTURAL ENGINEER, 5051, JASCA.

DATE SIGNED: 1-20-2016
EXP. DATE: 11-30-2016

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)					
	W. Abut.	Pier 1	Pier 2	E. Abut.	
0100	687.40	671.42	671.42	687.89	
0500	687.40	671.22	671.22	687.89	

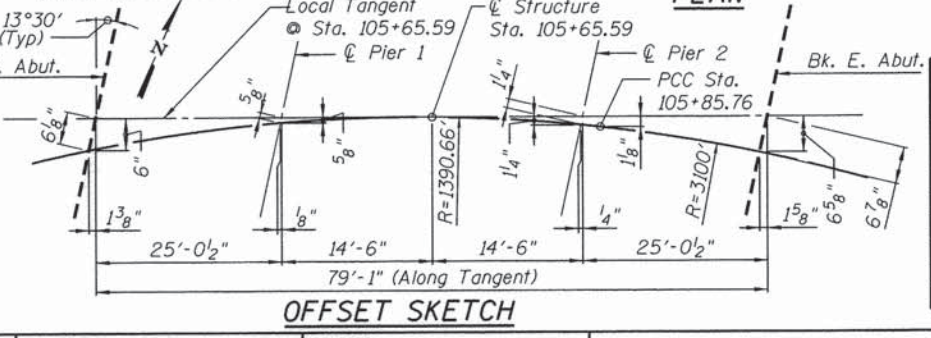
I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO LRFD Bridge Design Specifications."

WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	30	1113	419	437	690.13	0.00	0.03	690.12	690.16
Base	100	1435	419	502	691.09	0.12	0.05	691.21	691.14
Overtopping	---	---	---	---	---	---	---	---	---
Max. Calc.	500	1820	419	538	691.82	0.06	0.12	691.88	691.94

CURVE DATA

PROP. CURVE HILL PCL-1	PROP. CURVE HILL PCL-2
Δ = 19° 11' 49" (RT)	Δ = 4° 08' 14" (RT)
D = 4° 07' 12"	D = 1° 50' 54"
T = 235.17'	T = 111.97'
L = 465.94'	L = 223.84'
E = 19.74'	E = 2.02'
R = 1,390.66'	R = 3,100.00'
S.E. = 4.0%	S.E. = 4.0%
P.C. = Sta. 101+19.82	P.C. = Sta. 105+85.76
P.T. = Sta. 105+85.76	P.T. = Sta. 108+09.60
P.I. = Sta. 103+54.99	P.I. = Sta. 106+97.73



OFFSET SKETCH

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME	DESIGNED	REVISIONS
NS	NS	---
JJI	JJI	---
GM	GM	---
JJI	JJI	---

VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER

SHEET NO. S1 OF S19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	40

CONTRACT NO. 61C22
ILLINOIS FED. AID PROJECT

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

The Contractor shall exercise care during construction to locate existing substructure elements to prevent damage or conflicts with the new pile locations. If conflicts arise and modifications are required of the pile locations or design shown on the plans, the Structural Engineer or record should be notified for approval of revisions.

The cost of removing the existing railing and bituminous overlay shall be included in the cost of "Removal of Existing Structures"

The Contractor is advised that existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for the removal and replacement of the structure.

The Illinois Department of Transportation is NOT the owner of record for this bridge. Those seeking historic, as-built or other existing documents and plans must contact the owner of record to make arrangements for access to this information.

Removal and disposal of debris (logs and branches) under the bridge and lodged against the substructure is included in Removal of Existing Structures. Removal and disposal of the existing timber and steel at the perimeter of the northwest stream bank is included in Removal of Existing Structures.

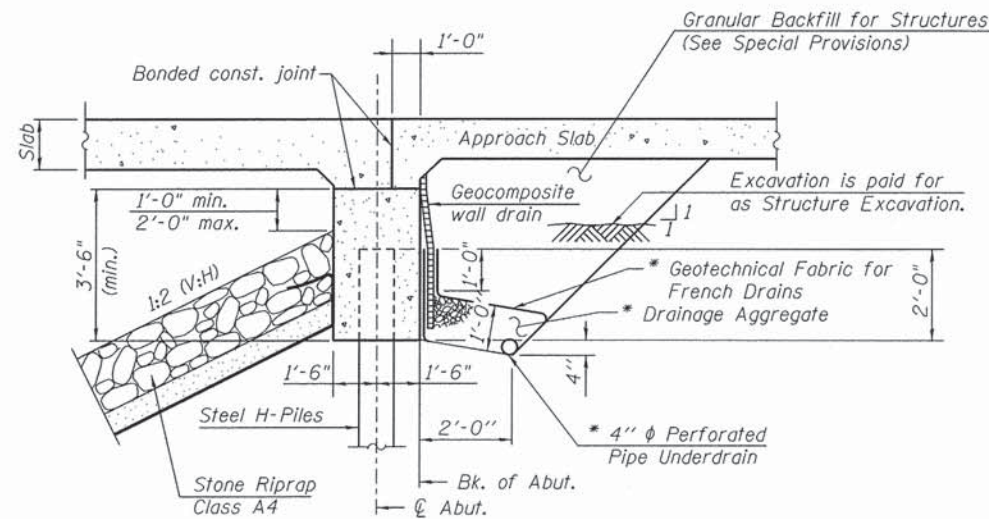
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
S1	General Plan
S2	General Data
S3	Top of Slab Elevations
S4	Top of Approach Slab Elevations
S5	Superstructure Plan
S6	Superstructure Cross Section
S7	Sidewalk and Parapet Plan and Elevation
S8	Superstructure Details
S9	West Bridge Approach Slab
S10	East Bridge Approach Slab
S11	Bridge Approach Slab Details
S12	Bicycle Railing
S13	West Abutment
S14	East Abutment
S15	Pier 1 & 2
S16	Gas Pipeline Protection Slab
S17	HP Pile Details
S18	Boring Logs I
S19	Boring Logs II

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.		74	74
Stone Riprap, Class A4	Sq. Yd.		549	549
Filter Fabric	Sq. Yd.		549	549
Removal of Existing Structures	Each	1		1
Slope Wall Removal	Sq. Yd.		71	71
Structure Excavation	Cu. Yd.		106	106
Concrete Structures	Cu. Yd.		99.6	99.6
Concrete Superstructure	Cu. Yd.	312.1		312.1
Bridge Deck Grooving	Sq. Yd.	404		404
Concrete Encasement	Cu. Yd.		16.4	16.4
Protective Coat	Sq. Yd.	635		635
Reinforcement Bars, Epoxy Coated	Pound	85,320	14,480	99,800
Parapet Railing	Foot	140		140
Furnishing Steel Piles HP 12x53	Foot		1,065	1,065
Furnishing Steel Piles HP 12x63	Foot		468	468
Driving Piles	Foot		1,065	1,065
Test Piles Steel HP 12x53	Each		3	3
Pile Shoes	Each		18	18
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		46	46
Granular Backfill for Structures	Cu. Yd.		122	122
Pipe Underdrains for Structures 4"	Foot		114	114
Setting Piles in Rock	Each		6	6



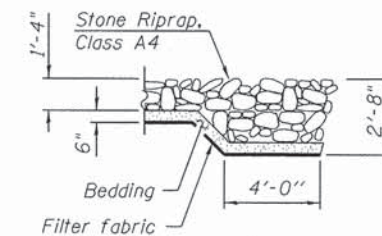
SECTION THRU ABUTMENT

* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

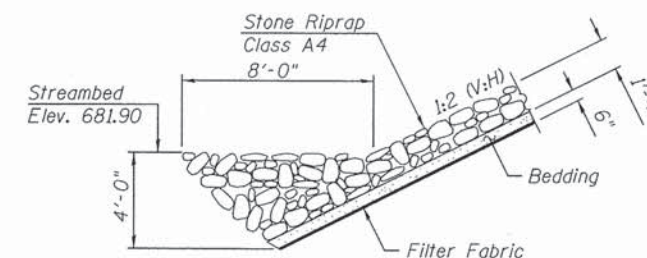
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

EAST BRANCH DUPAGE RIVER
 BUILT 201_ BY
 VILLAGE OF LOMBARD
 SEC. 10-00154-00-BR
 STA. 105+65.59
 STR. NO. 022-7000 LOADING HL93

NAME PLATE
 See Std. 515001



SECTION A-A



SECTION B-B

FILE NAME = N:\755-008 - Lombard - Hill Ave Bridge Phase II\CADD_Sheets\STRUCT\DRAL\755-008-002 Gen. Data.dgn

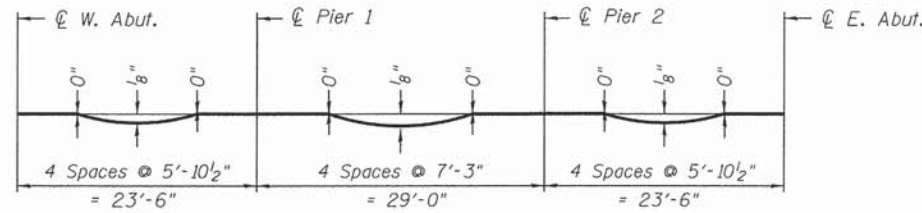


USER NAME =	DESIGNED - NS	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 1/20/2016	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
 HILL AVENUE OVER
 EAST BRANCH DUPAGE RIVER**

**GENERAL DATA
 STRUCTURE NO. 022-7000
 SHEET NO. S2 OF S19 SHEETS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	41
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

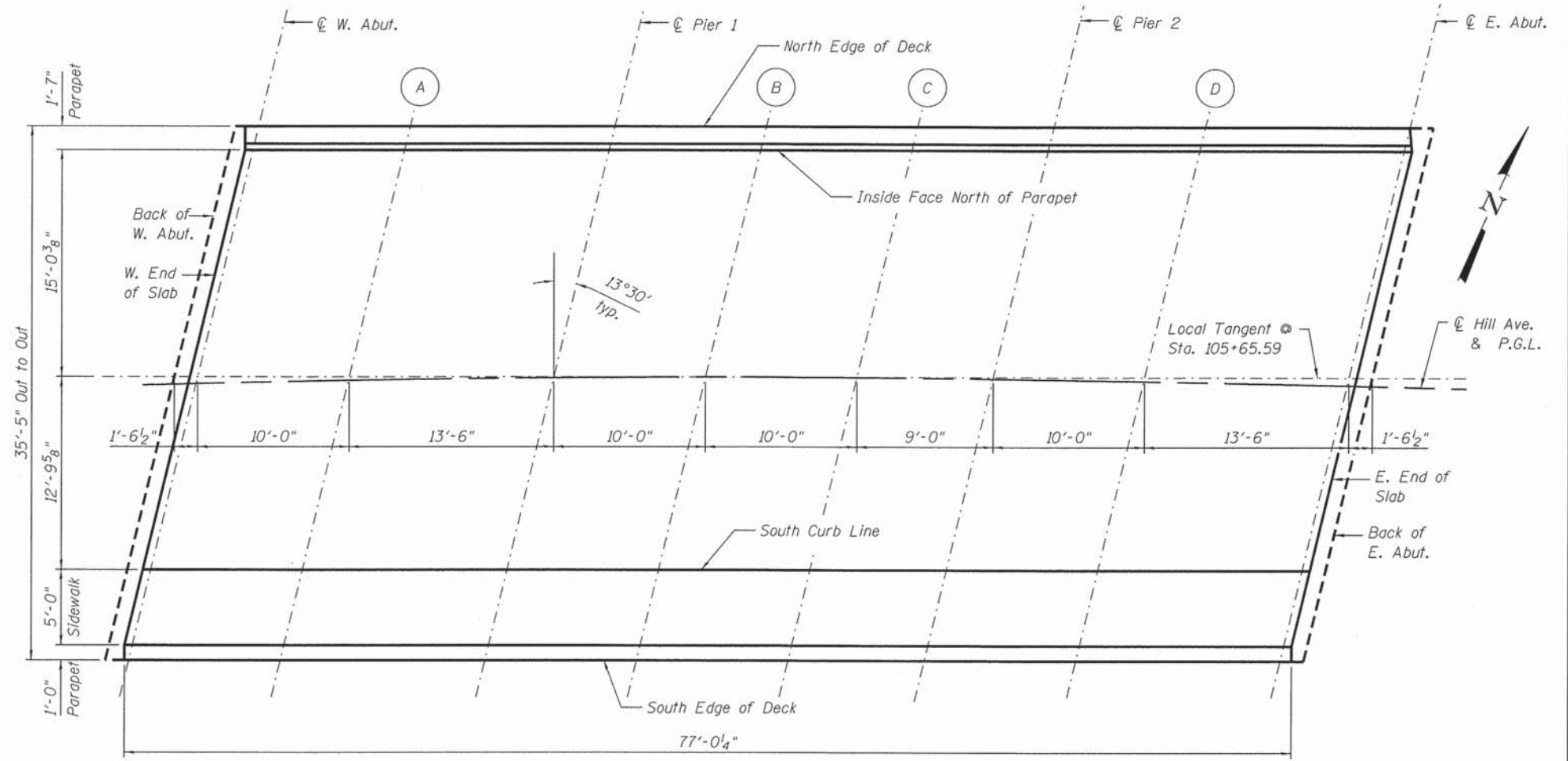


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



PLAN

INSIDE FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	105+30.02	-15.43	694.07	694.07
℄ W. Abut.	105+31.55	-15.39	694.08	694.08
A	105+41.43	-15.20	694.13	694.14
℄ Pier 1	105+54.79	-15.06	694.21	694.21
B	105+64.68	-15.08	694.27	694.27
C	105+74.57	-15.08	694.33	694.33
℄ Pier 2	105+83.48	-15.18	694.39	694.39
D	105+93.42	-15.35	694.45	694.46
℄ E. Abut.	106+06.85	-15.64	694.54	694.54
Bk. of E. Abut.	106+08.38	-15.67	694.56	694.56

LOCAL TANGENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	105+26.05	-0.49	693.45	693.45
℄ W. Abut.	105+27.60	-0.45	693.46	693.46
A	105+37.59	-0.23	693.51	693.52
℄ Pier 1	105+51.09	-0.05	693.59	693.59
B	105+61.09	0.00	693.64	693.65
C	105+71.09	-0.02	693.71	693.71
℄ Pier 2	105+80.09	-0.10	693.76	693.76
D	105+90.09	-0.26	693.83	693.83
℄ E. Abut.	106+03.59	-0.53	693.92	693.92
Bk. of E. Abut.	106+05.12	-0.56	693.93	693.93

℄ HILL AVE. & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	105+25.92	0.00	693.43	693.43
℄ W. Abut.	105+27.48	0.00	693.44	693.44
A	105+37.48	0.00	693.51	693.51
℄ Pier 1	105+51.08	0.00	693.58	693.58
B	105+61.08	0.00	693.64	693.65
C	105+71.08	0.00	693.70	693.71
℄ Pier 2	105+80.07	0.00	693.76	693.76
D	105+90.08	0.00	693.82	693.82
℄ E. Abut.	106+03.47	0.00	693.90	693.90
Bk. of E. Abut.	106+05.00	0.00	693.91	693.91

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	105+22.61	12.22	692.92	692.92
℄ W. Abut.	105+24.17	12.26	692.93	692.93
A	105+34.26	12.51	692.98	692.99
℄ Pier 1	105+47.88	12.72	693.06	693.06
B	105+57.97	12.79	693.11	693.12
C	105+68.06	12.80	693.17	693.18
℄ Pier 2	105+77.15	12.73	693.23	693.23
D	105+87.23	12.60	693.30	693.30
℄ E. Abut.	106+00.78	12.34	693.39	693.39
Bk. of E. Abut.	106+02.34	12.31	693.40	693.40

FILE NAME = W:\755-088 - Lombard - Hill Ave Bridge Phase II\CADD_Sheets\STRUCTURAL\755-088-003 Top of Slab Elevations.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 022-7000**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	42
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

SHEET NO. 53 OF 519 SHEETS

INSIDE FACE OF N. PARAPET - W. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	105+01.39	-16.42	693.94
A	105+11.26	-16.01	693.99
B	105+21.15	-15.67	694.03
Bk. of W. Abut.	105+30.02	-15.43	694.07
E. End of W. Appr.	105+31.03	-15.40	694.08

LOCAL TANGENT - W. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	104+97.12	-1.56	693.32
A	105+07.10	-1.13	693.37
B	105+17.09	-0.76	693.41
Bk. of W. Abut.	105+26.05	-0.50	693.45
E. End of W. Appr.	105+27.08	-0.47	693.46

SOUTH EDGE OF SLAB - W. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	104+88.33	24.73	692.89
A	105+00.56	22.61	692.93
B	105+11.76	20.40	692.98
Bk. of W. Abut.	105+20.77	18.57	693.01
E. End of W. Appr.	105+21.99	18.30	693.02

CL HILL AVE. & P.G.L. - W. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	104+96.67	0.00	693.26
A	105+06.67	0.00	693.32
B	105+16.67	0.00	693.38
Bk. of W. Abut.	105+25.92	0.00	693.43
E. End of W. Appr.	105+26.96	0.00	693.44

SOUTH CURB LINE - W. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr.	104+92.88	12.87	692.72
A	105+02.97	12.74	692.79
B	105+13.06	12.54	692.85
Bk. of W. Abut.	105+22.58	12.28	692.92
E. End of W. Appr.	105+23.65	12.25	692.93

INSIDE FACE OF N. PARAPET - E. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	106+07.36	-15.65	694.55
Bk. of E. Abut.	106+08.43	-15.87	694.56
C	106+18.16	-17.91	694.70
D	106+27.89	-19.99	694.84
E. End of E. Appr.	106+38.37	-22.26	695.00

LOCAL TANGENT - E. APPROACH

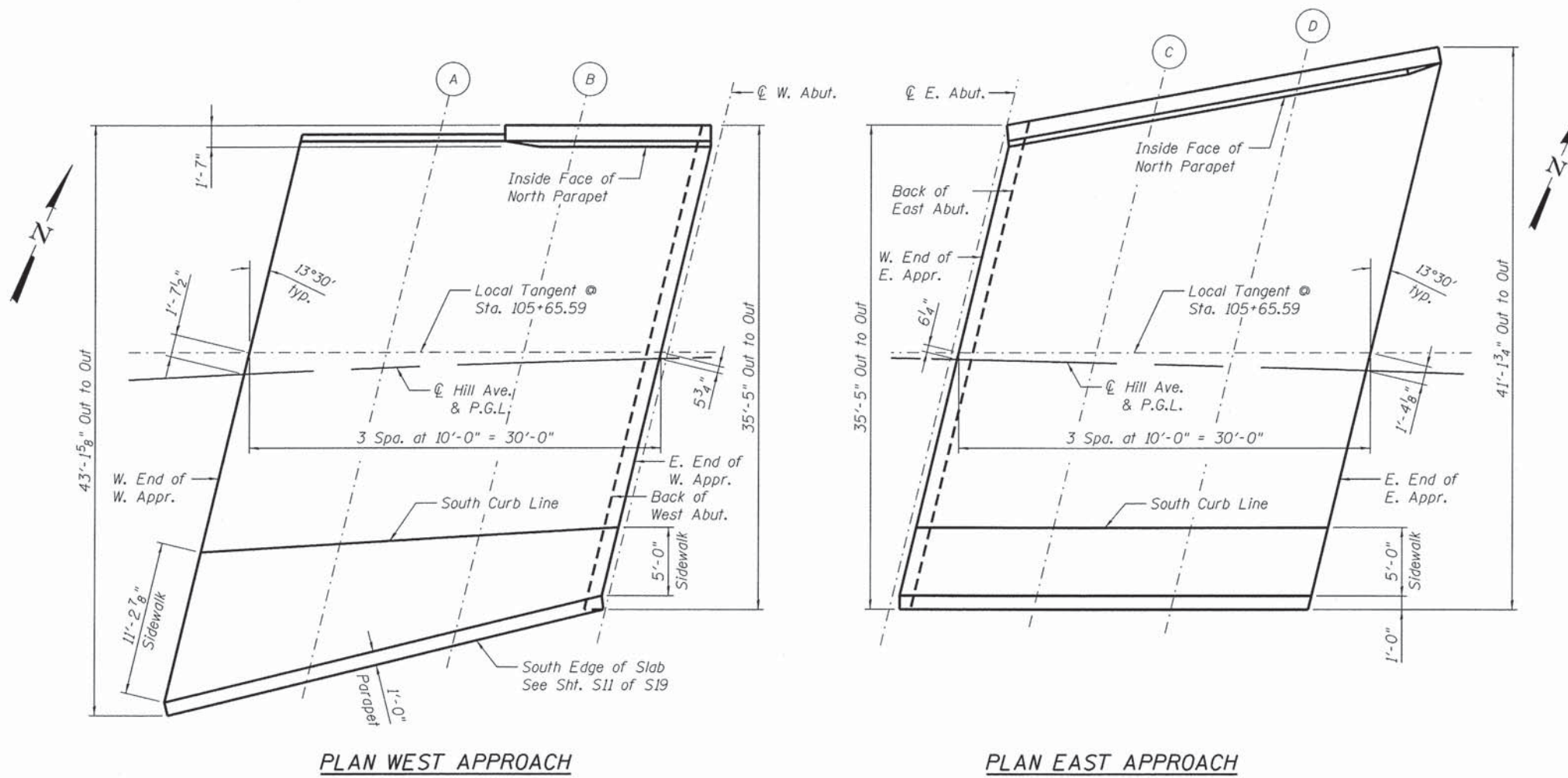
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	106+04.10	-0.54	693.92
Bk. of E. Abut.	106+05.14	-0.56	693.93
C	106+15.13	-0.80	694.00
D	106+25.12	-1.08	694.07
E. End of E. Appr.	106+34.08	-1.35	694.14

CL HILL AVE. & P.G.L. - E. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	106+03.98	0.00	693.90
Bk. of E. Abut.	106+05.02	0.00	693.91
C	106+15.02	0.00	693.97
D	106+25.03	0.00	694.03
E. End of E. Appr.	106+33.80	0.00	694.08

SOUTH CURB LINE - E. APPROACH

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr.	106+01.29	12.33	693.39
Bk. of E. Abut.	106+02.35	12.31	693.40
C	106+12.38	12.08	693.47
D	106+22.42	11.81	693.54
E. End of E. Appr.	106+31.40	11.54	693.60



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ITASCA, ILLINOIS

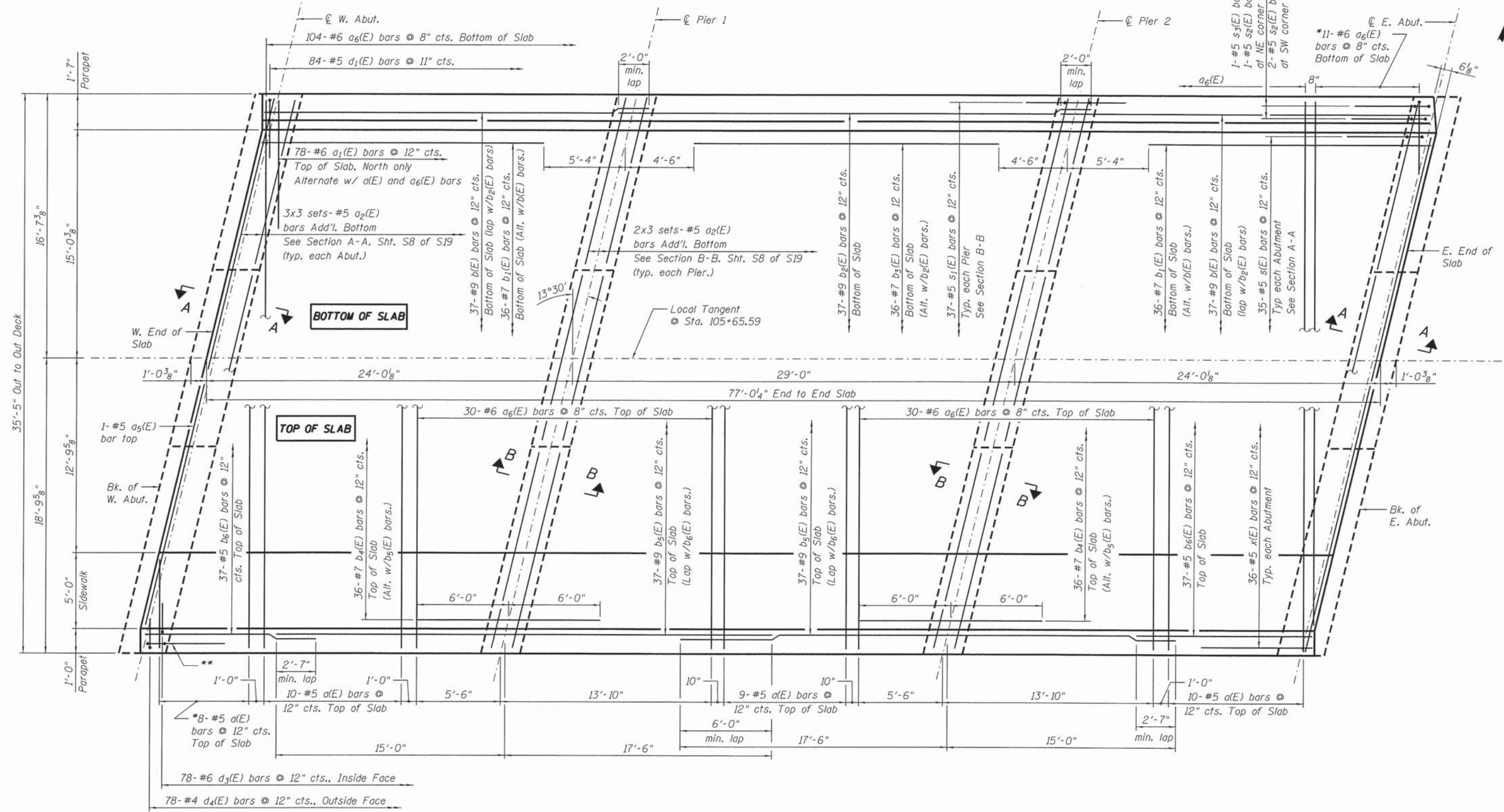
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-7000**
SHEET NO. 54 OF 519 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	43
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

* Order a(E) and a₆(E) bars full length. Cut to fit skew and use remainder of bars at opposite end.



- Notes:
1. Bars indicated thus 2x3 sets - #5 etc. indicates 2 lines of bars with 3 lengths per line.
 2. See Sheets S6 and S7 of S19 for Sidewalk and Parapet Details.
 3. See Sheet S8 of S19 for Bill of Materials.
 4. See Sheet S8 of S19 for Sections A-A and B-B.

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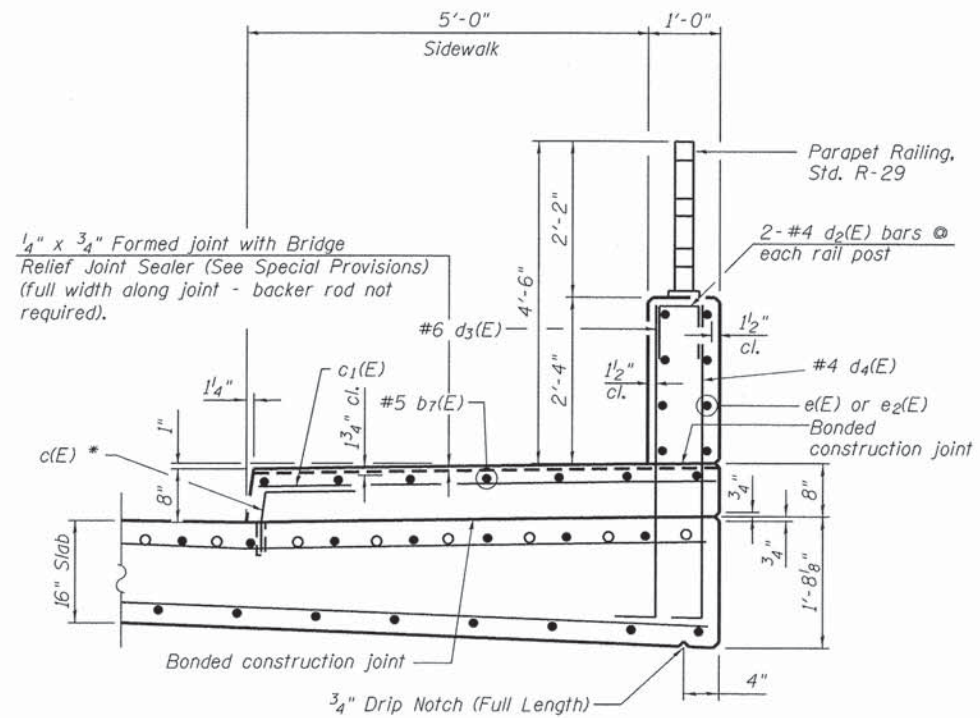
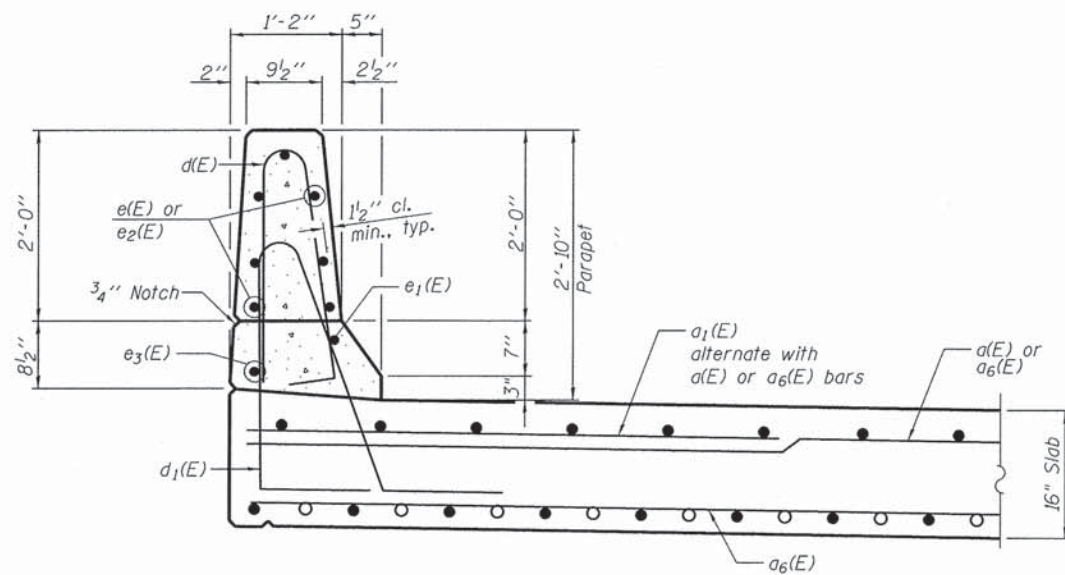
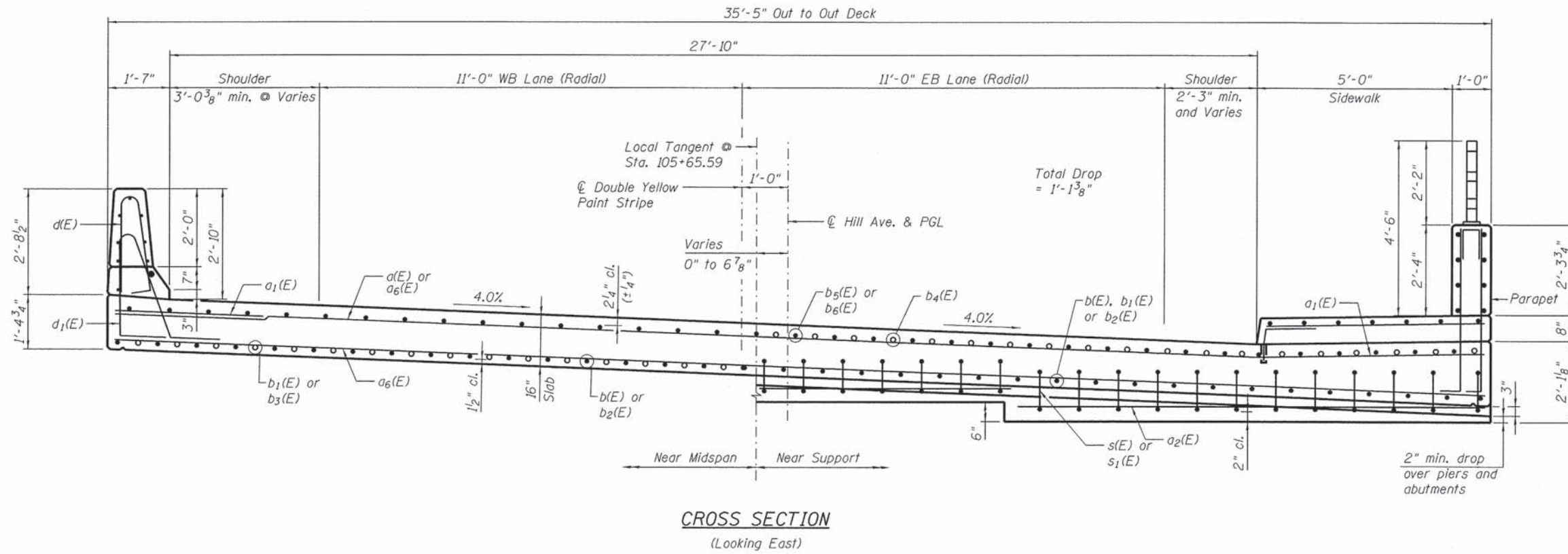
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PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

**SUPERSTRUCTURE PLAN
STRUCTURE NO. 022-7000**

SHEET NO. 55 OF S19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	44
CONTRACT NO. 61C22			ILLINOIS FED. AID PROJECT	



* Drill and set bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Cost included with Concrete Superstructure.

Notes:
See Sheet S8 of S19 for superstructure details and Bill of Material.
See Sheet S7 of S19 for sidewalk and parapet reinforcement.

FILE NAME = W:\756-008 Lombard - Hill Ave Bridge Phase I\CAD\Drawings\STRUCTURAL\756-008-006 Superstructure Cross Section.dgn

B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

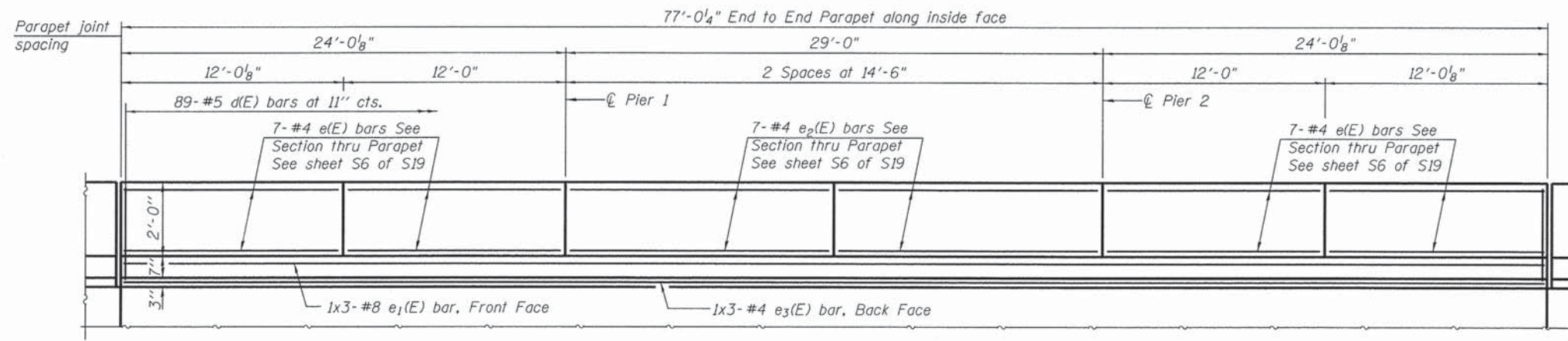
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PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER

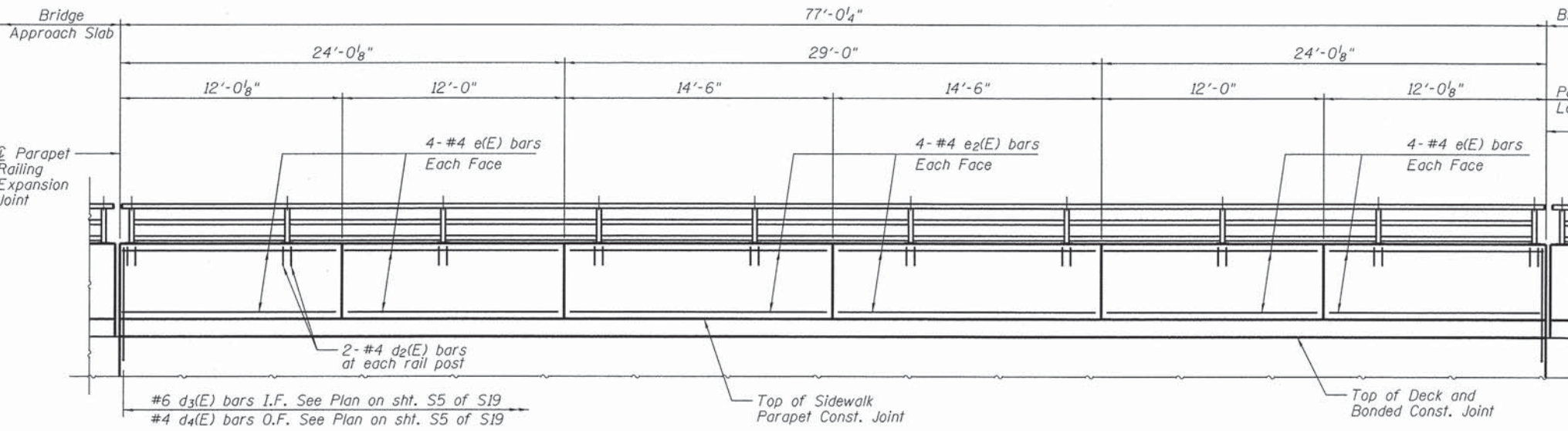
SUPERSTRUCTURE CROSS SECTION
STRUCTURE NO. 022-7000

SHEET NO. S6 OF S19 SHEETS

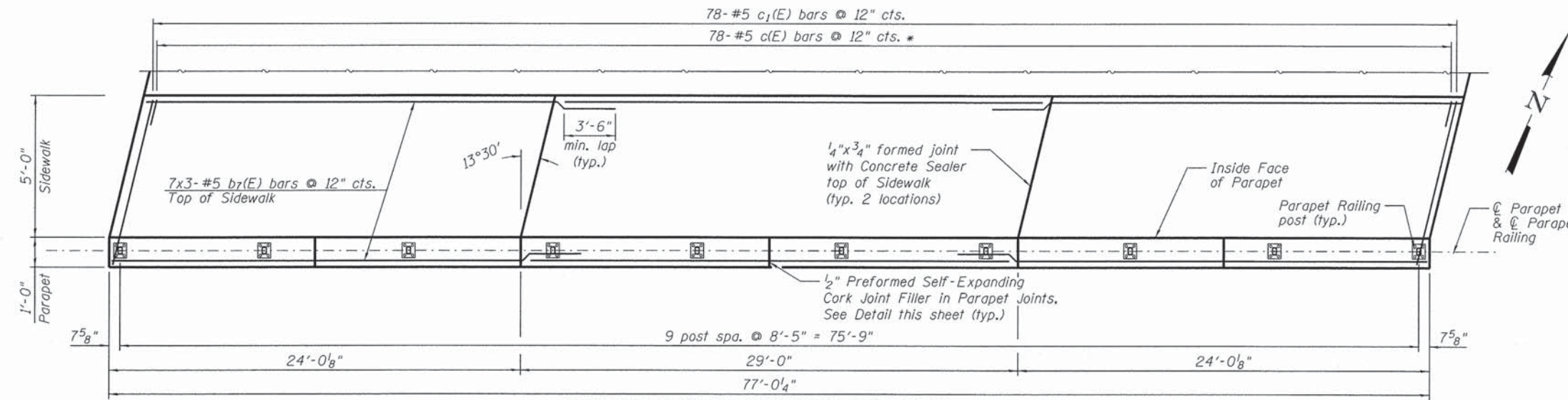
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	45
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				



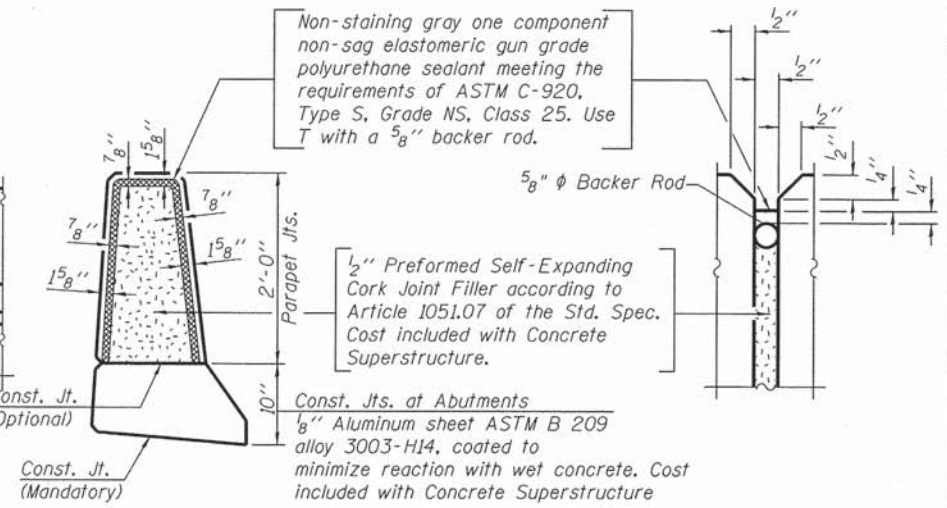
INSIDE ELEVATION OF NORTH PARAPET



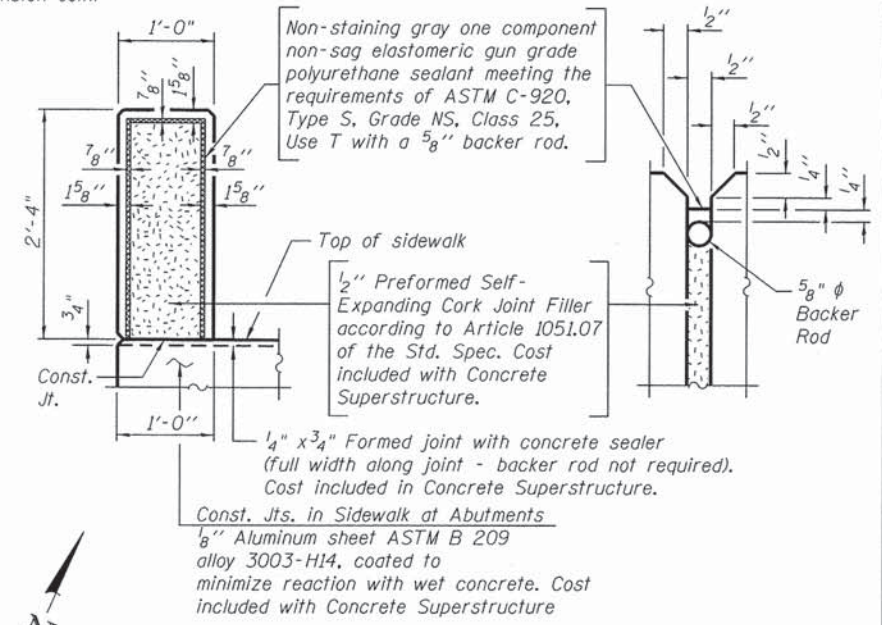
OUTSIDE ELEVATION OF SOUTH PARAPET



SIDEWALK PLAN AND PARAPET PLAN
(South Sidewalk)



NORTH PARAPET JOINT DETAILS



SOUTH PARAPET JOINT DETAILS

* Drill and set bars, see sht. S6 of S19.

- Notes:**
- For bar details see sheet S8 of S19.
 - For Railing details see sheet S12 of S19.
 - For Parapet and Sidewalk cross-section see sheet S6 of S19.
 - Bars indicated thus 7x3-#5 etc. indicates 7 lines of bars with 3 lengths per line.
 - #4 min. lap = 2'-8"
 - #5 min. lap = 3'-6"
 - #8 min. lap = 5'-11"

FILE NAME = H:\1755-008 Lombard - Hill Ave Bridge Phase II\CADD\Sheets\STRUCT\UPR\1755-008-007 Sidewalk and Parapet.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DUPAGE RIVER**

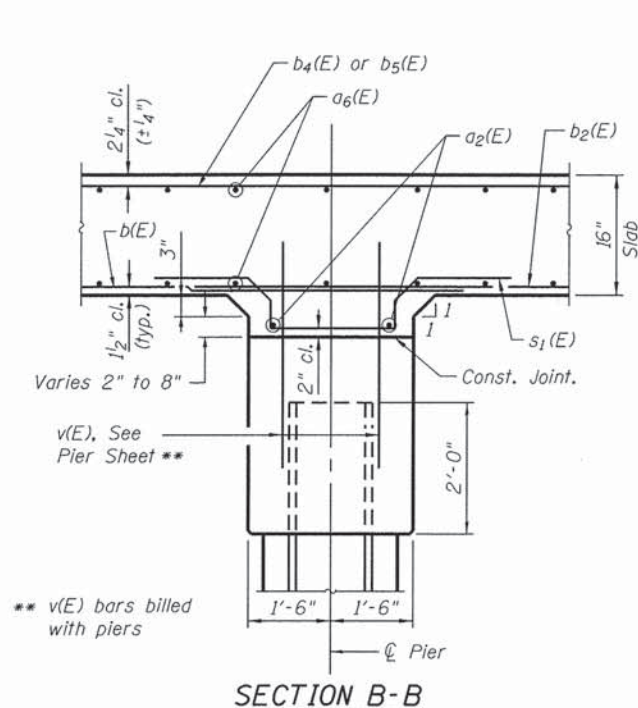
**SIDEWALK AND PARAPET PLAN AND ELEVATION
STRUCTURE NO. 022-7000**

SHEET NO. S7 OF S19 SHEETS

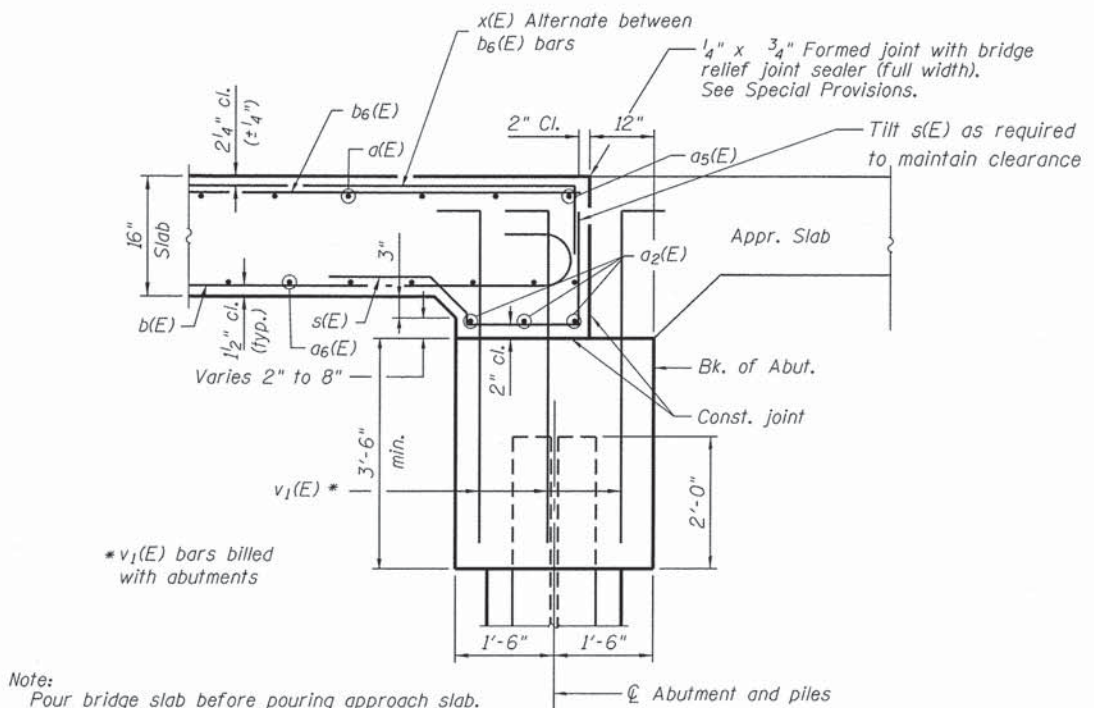
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	46
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

**SUPERSTRUCTURE
BILL OF MATERIAL**

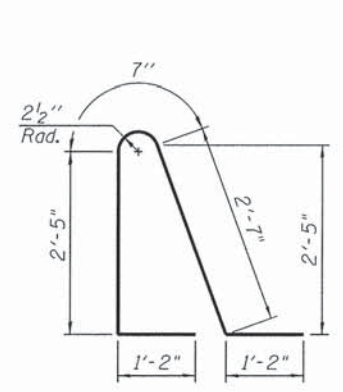
Bar	No.	Size	Length	Shape
a(E)	37	#5	35'-1"	—
a ₁ (E)	78	#6	6'-6"	—
a ₂ (E)	30	#5	11'-9"	—
a ₅ (E)	2	#5	34'-6"	—
a ₆ (E)	175	#6	35'-1"	—
b(E)	74	#9	27'-9"	—
b ₁ (E)	72	#7	18'-6"	—
b ₂ (E)	37	#9	31'-0"	—
b ₃ (E)	36	#7	20'-0"	—
b ₄ (E)	72	#7	12'-0"	—
b ₅ (E)	74	#9	32'-6"	—
b ₆ (E)	74	#5	11'-1"	—
b ₇ (E)	21	#5	27'-11"	—
c(E)	78	#4	2'-0"	—
c ₁ (E)	78	#5	5'-9"	—
d(E)	84	#5	5'-7"	—
d ₁ (E)	84	#5	7'-11"	—
d ₂ (E)	20	#4	2'-2"	—
d ₃ (E)	78	#6	5'-3"	—
d ₄ (E)	78	#4	4'-11"	—
e(E)	60	#4	11'-8"	—
e ₁ (E)	3	#8	29'-6"	—
e ₂ (E)	30	#4	14'-2"	—
e ₃ (E)	3	#4	27'-4"	—
s(E)	70	#5	6'-2"	—
s ₁ (E)	74	#5	8'-6"	—
s ₂ (E)	3	#5	5'-11"	—
s ₃ (E)	1	#5	5'-8"	—
x(E)	72	#5	8'-10"	—
Concrete Superstructure			Cu. Yd.	170.6
Bridge Deck Grooving			Sq. Yd.	221
Protective Coat			Sq. Yd.	348
Reinforcement Bars, Epoxy Coated			Pound	43,760



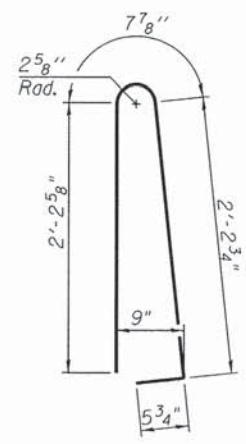
SECTION B-B



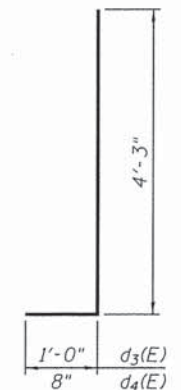
SECTION A-A



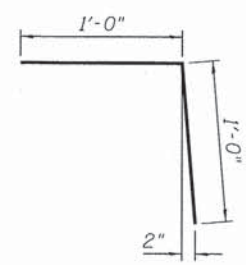
BAR d₁(E)



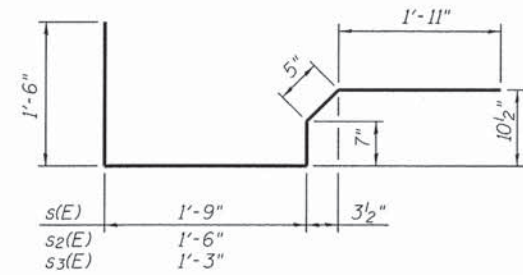
BAR d(E)



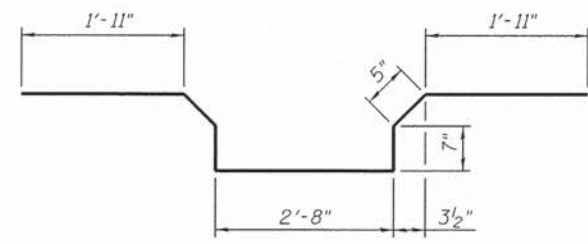
BAR d₃(E) & d₄(E)



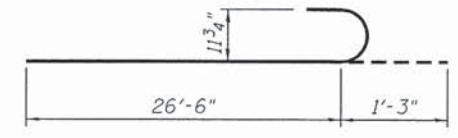
BAR c(E)



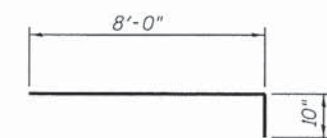
BARS s(E), s₂(E) & s₃(E)



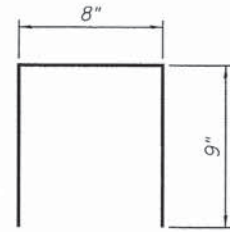
BAR s₁(E)



BAR b(E)



BAR x(E)



BAR d₂(E)

Note: Pour bridge slab before pouring approach slab.

** v(E) bars billed with piers

* v₁(E) bars billed with abutments

FILE NAME = W:\755-008 Lombard - Hill Ave Bridge Phase 1\CAD\Drawings\STRUCTURAL\755-008-008 Superstructure Details.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

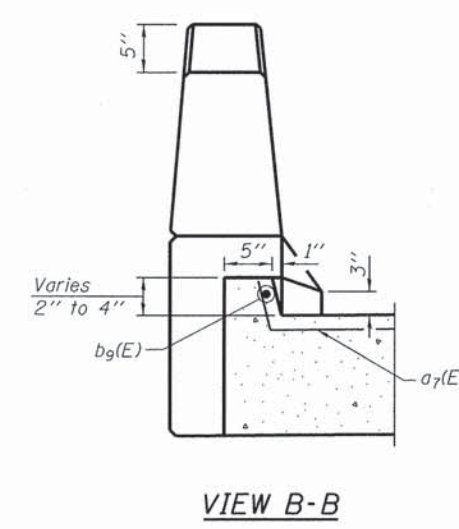
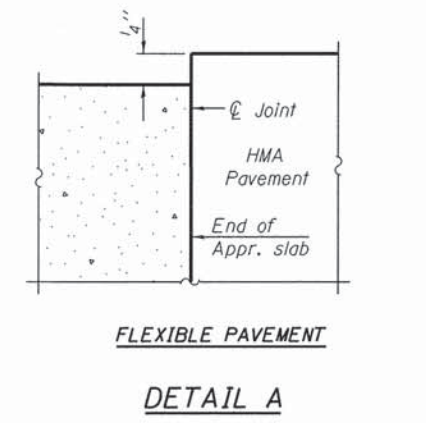
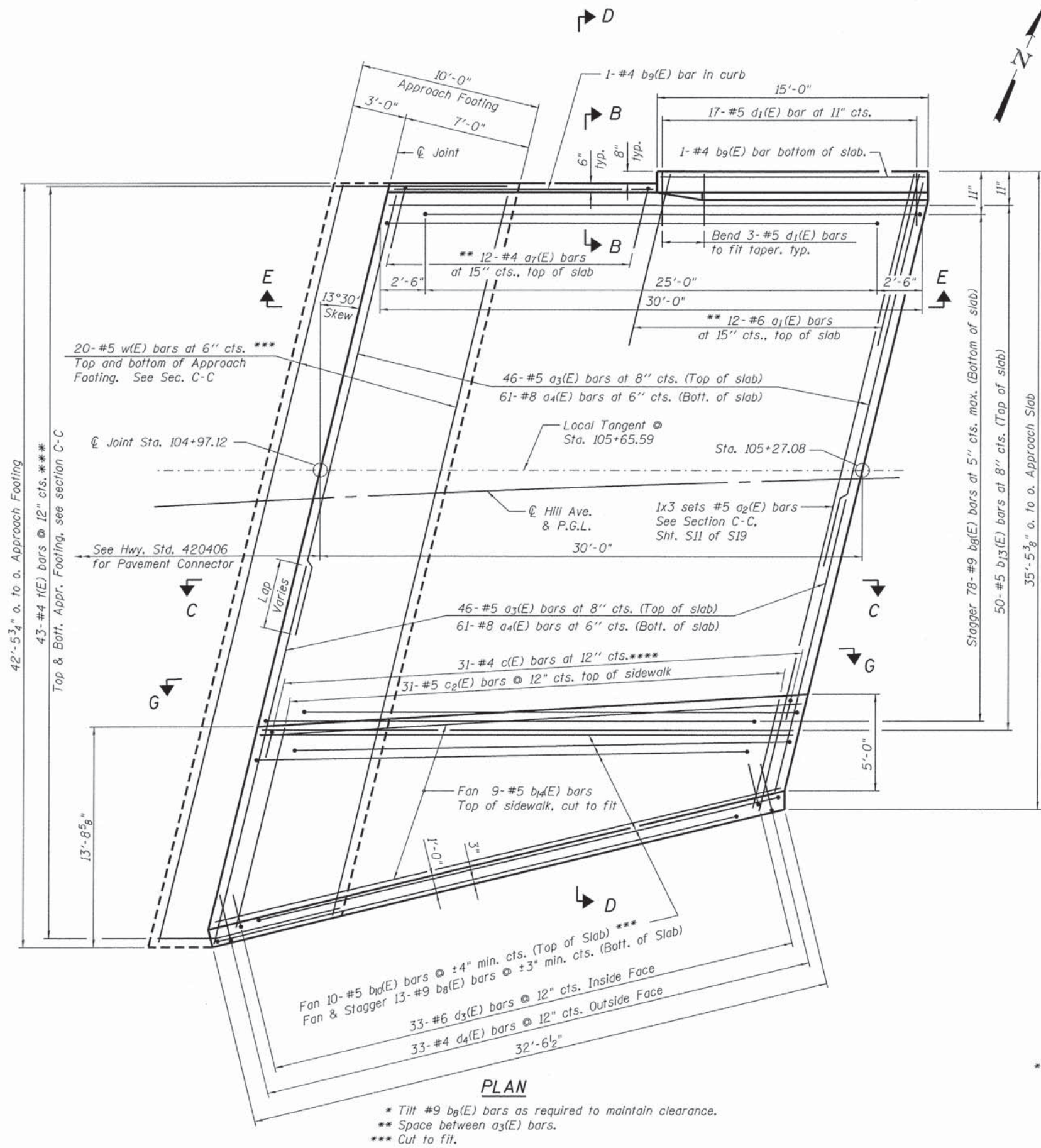
USER NAME =	DESIGNED - NS	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 1/20/2016	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 022-7000**
SHEET NO. 58 OF 519 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	47
			CONTRACT NO. 61C22	
ILLINOIS FED. AID PROJECT				

Notes:
See sheet S11 of S19 for Sections C-C & D-D and Views E-E & G-G.
a₃(E) and a₄(E) bar spacings measured along Local Tangent.



**** Drill and set bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendation. Cost included in Concrete Superstructure.

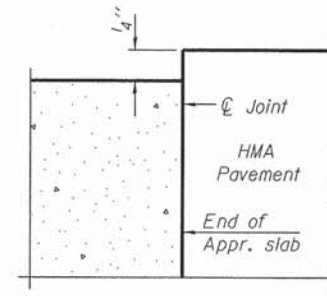
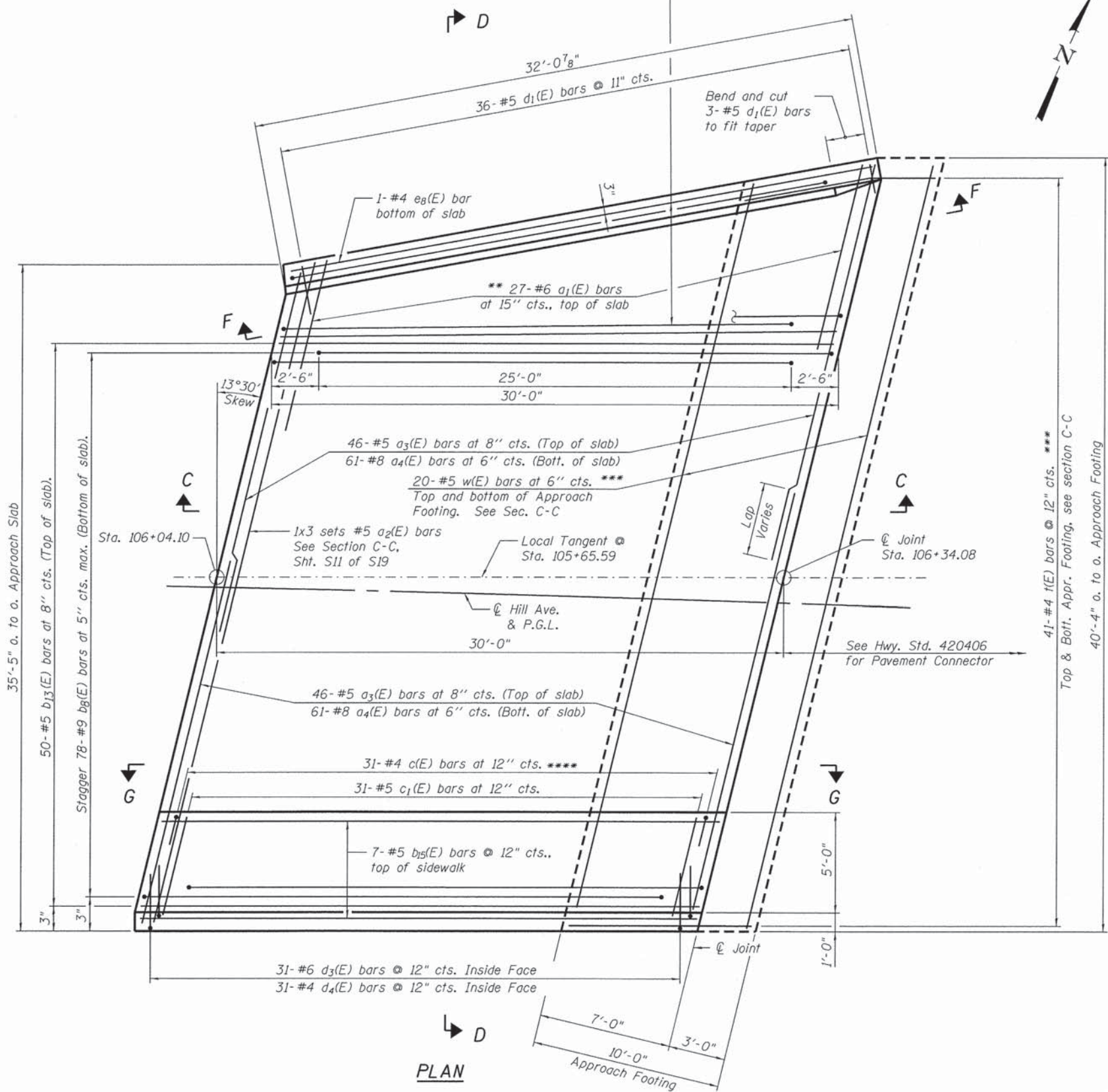
* Tilt #9 b₈(E) bars as required to maintain clearance.
** Space between a₃(E) bars.
*** Cut to fit.

FILE NAME = W1756-008 Lombard - Hill Ave Bridge Phase I\CAD\DWG\STRUCTURAL\1756-008-001 West Bridge Approach Slab.dwg

	USER NAME =	DESIGNED - NS	REVISED -	VILLAGE OF LOMBARD HILL AVENUE OVER EAST BRANCH DuPAGE RIVER	WEST BRIDGE APPROACH SLAB STRUCTURE NO. 022-7000	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BOLLINGER, LACH & ASSOCIATES, INC. ITASCA, ILLINOIS	1/28/2016	- JJI - GM - JJI			- - -	1431	10-00154-00-BR	DUPAGE	82
SHEET NO. S9 OF S19 SHEETS						ILLINOIS FED. AID PROJECT				

Fan 10-#5 b₁₀(E) bars @ ±4" min. cts. (Top of Slab) ****
 Fan & Stagger 13-#9 b₈(E) bars @ ±3" min. cts. (Bott. of Slab)

Notes:
 See sheet S11 of S19 for Sections C-C & D-D and Views F-F & G-G.
 a₃(E) and a₄(E) bar spacings measured along Local Tangent.



FLEXIBLE PAVEMENT
DETAIL A

PLAN

- * Tilt #9 b₈(E) bars as required to maintain clearance.
- ** Space between a₃(E) bars.
- *** Cut to fit.

**** Drill and set bars according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendation. Cost included in Concrete Superstructure.

FILE NAME = W:\756-808 Lombard - Hill Ave Bridge Phase II\CADD_Sheets\STRUCTURAL\756-808-810 East Bridge Approach Slab.dgn

Bollinger, Lach & Associates, Inc.
 ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
	CHECKED - JJI	REVISED -
PLOT SCALE =	DRAWN - GM	REVISED -
PLOT DATE = 1/28/2016	CHECKED - JJI	REVISED -

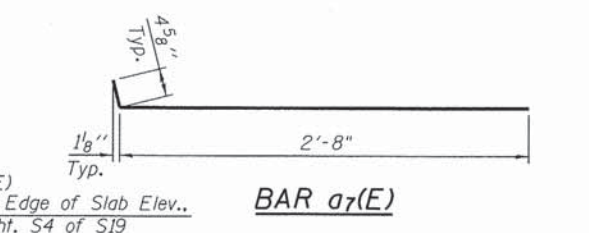
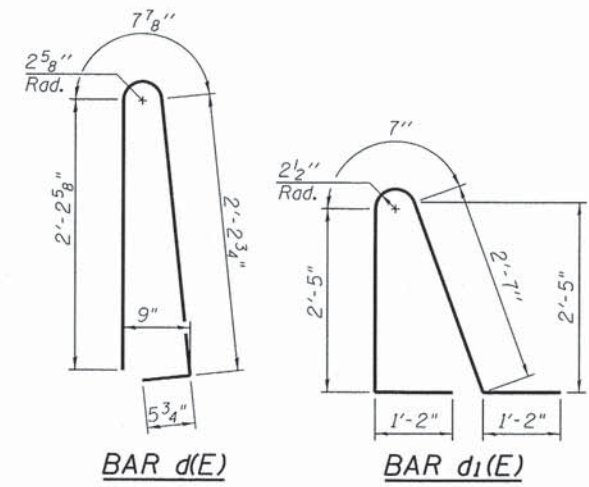
VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER

EAST BRIDGE APPROACH SLAB
STRUCTURE NO. 022-7000
 SHEET NO. S10 OF S19 SHEETS

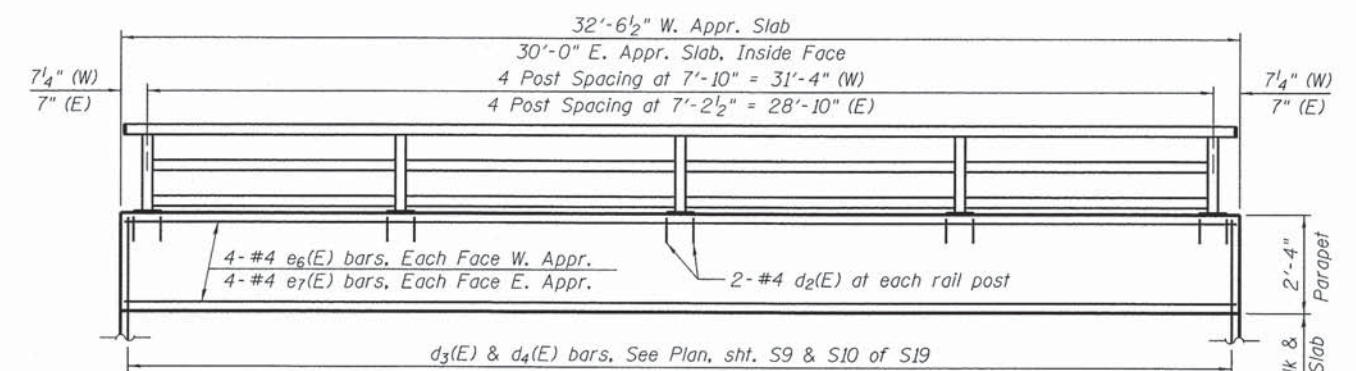
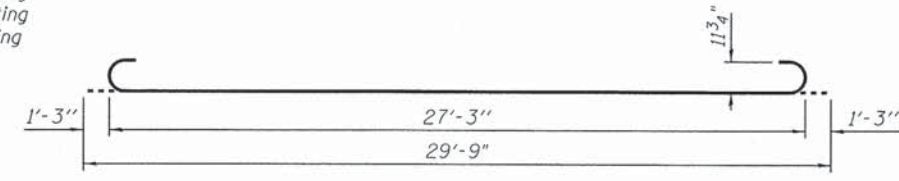
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	49
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	39	#6	6'-6"	—
a2(E)	6	#5	11'-9"	—
a3(E)	184	#5	23'-5"	—
a4(E)	244	#8	24'-1"	—
a7(E)	12	#4	3'-1"	—
b8(E)	182	#9	29'-9"	—
b9(E)	1	#4	14'-8"	—
b10(E)	20	#5	32'-2"	—
b13(E)	100	#5	29'-8"	—
b4(E)	9	#5	32'-4"	—
b5(E)	7	#5	29'-8"	—
c(E)	62	#4	2'-0"	—
c1(E)	31	#5	5'-9"	—
c2(E)	31	#5	13'-4"	—
d(E)	53	#5	5'-7"	—
d1(E)	53	#5	7'-11"	—
d2(E)	20	#4	2'-2"	—
d3(E)	64	#6	5'-3"	—
d4(E)	64	#4	4'-11"	—
e4(E)	8	#4	14'-8"	—
e5(E)	1	#8	14'-8"	—
e6(E)	8	#4	32'-4"	—
e7(E)	8	#4	29'-8"	—
e8(E)	9	#4	31'-9"	—
e9(E)	1	#8	31'-9"	—
t(E)	168	#4	9'-11"	—
w(E)	80	#5	43'-3"	—
Concrete Structures		Cu. Yd.	26.6	
Concrete Superstructure		Cu. Yd.	141.5	
Bridge Deck Grooving		Sq. Yd.	183	
Protective Coat		Sq. Yd.	287	
Reinforcement Bars, Epoxy Coated		Pound	51,000	



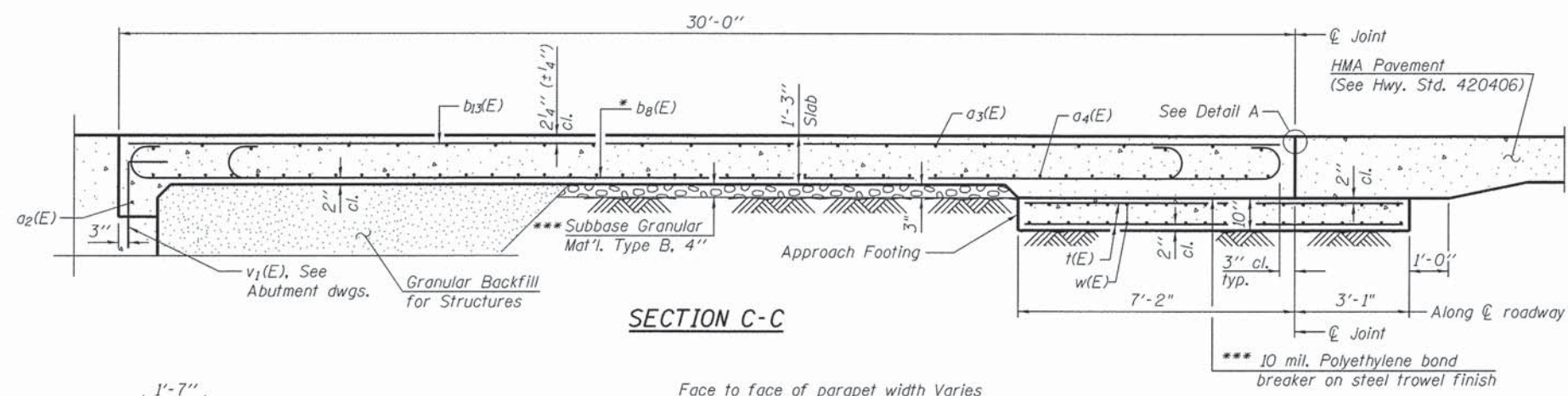
* Tilt #9 b8(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.



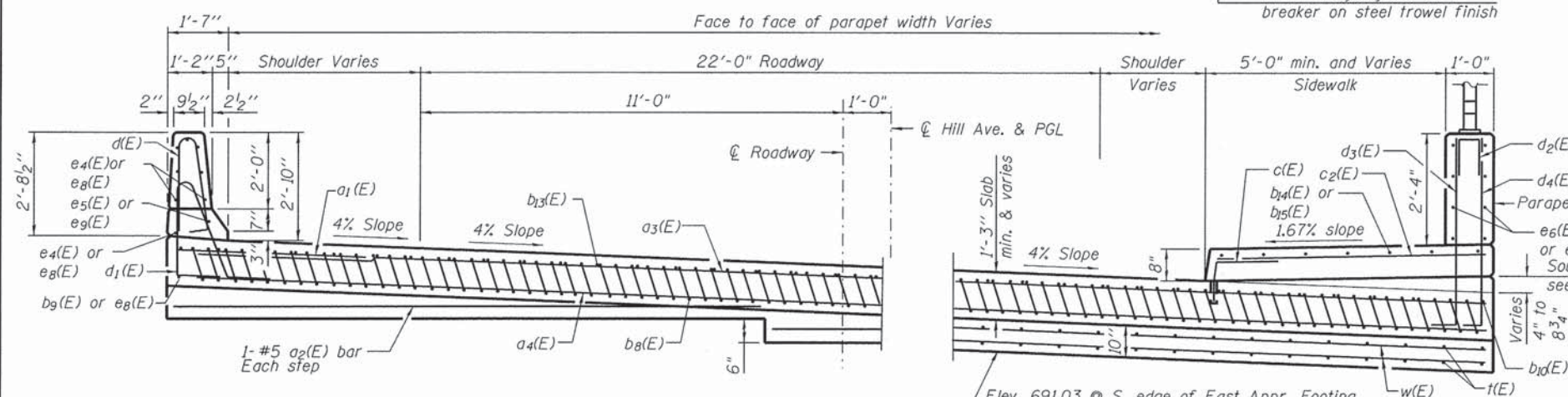
VIEW G-G

Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v1(E) bar details, see sheet S13 & S14 of S19.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet S2 of S19.
For additional parapet and sidewalk details, see sheet S6 of S19.

BAR d3(E) & d4(E) BAR c(E) BAR d2(E)



SECTION C-C

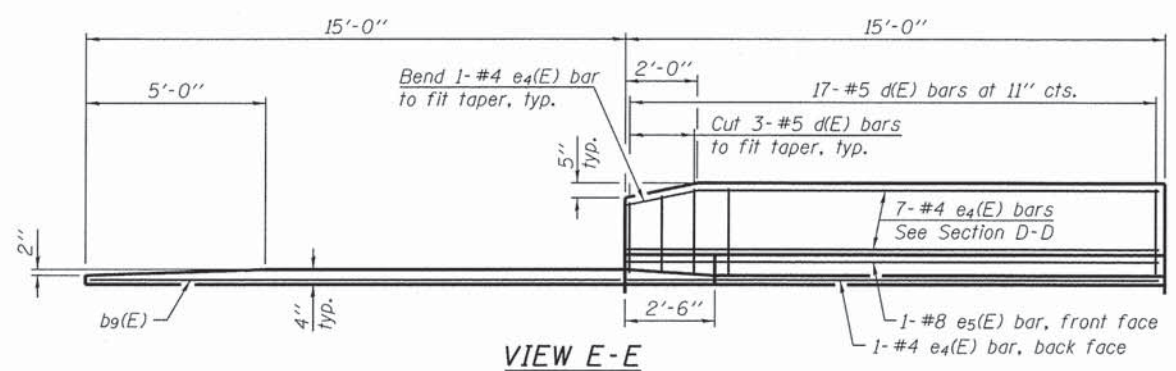


NEAR ABUTMENT

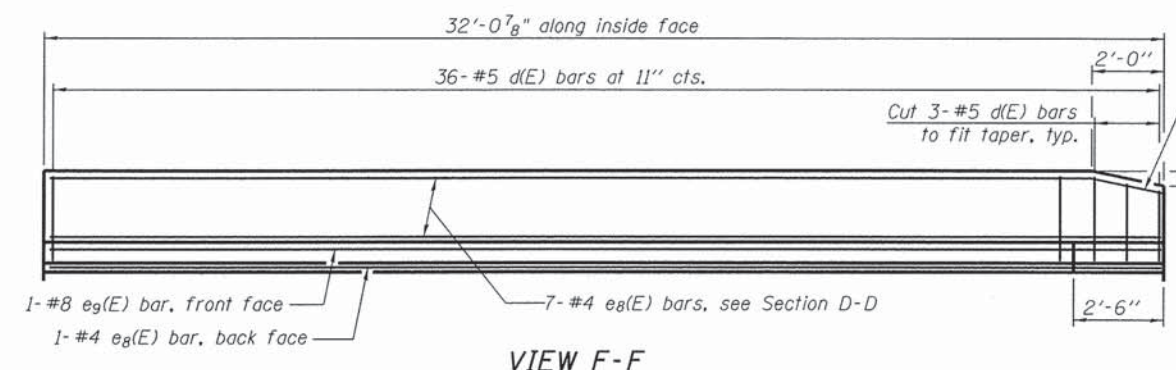
SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING
Elev. 691.03 @ S. edge of East Appr. Footing
Elev. 692.73 @ N. edge of East Appr. Footing
Elev. 689.94 @ S. edge of West Appr. Footing
Elev. 691.67 @ N. edge of West Appr. Footing



VIEW E-E

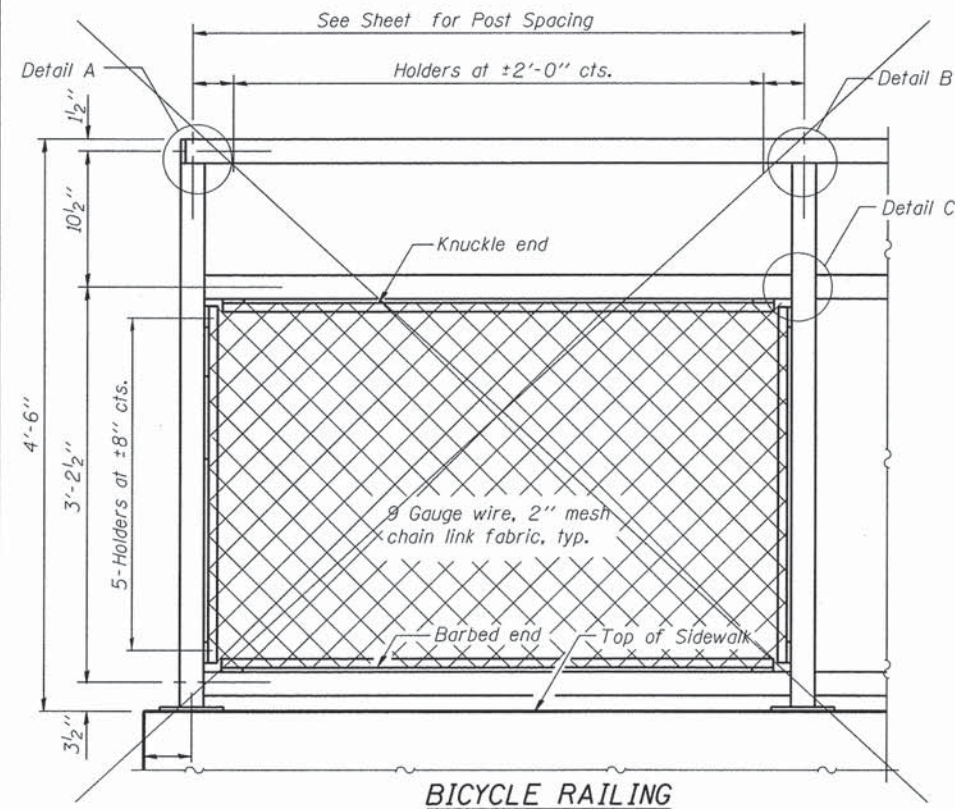


VIEW F-F

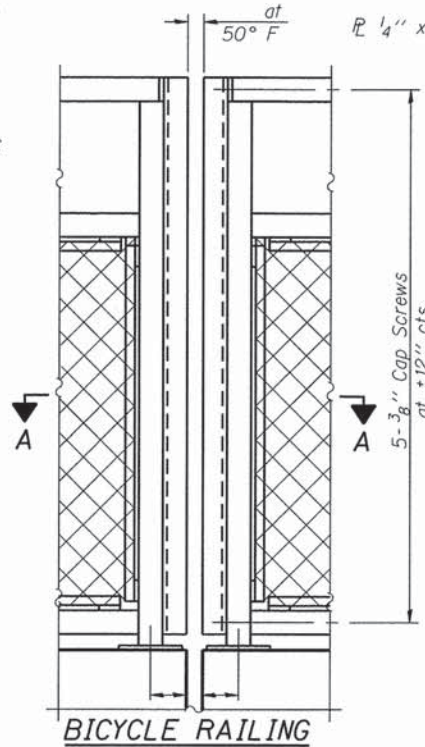
FILE NAME = W:\755-088_Lombard - Hill Ave Bridge Phase II\CADD\Struct\TUBAL\755-088-011 Bridge Approach Slab Details.dwg

<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME =	DESIGNED - NS	REVISED -	<p align="center">VILLAGE OF LOMBARD HILL AVENUE OVER EAST BRANCH DUPAGE RIVER</p>	<p align="center">BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 022-7000</p>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - JJI	REVISED -			1431	10-00154-00-BR	DUPAGE	82	50
	PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -			CONTRACT NO. 61C22				
		CHECKED - JJI	REVISED -			ILLINOIS FED. AID PROJECT				

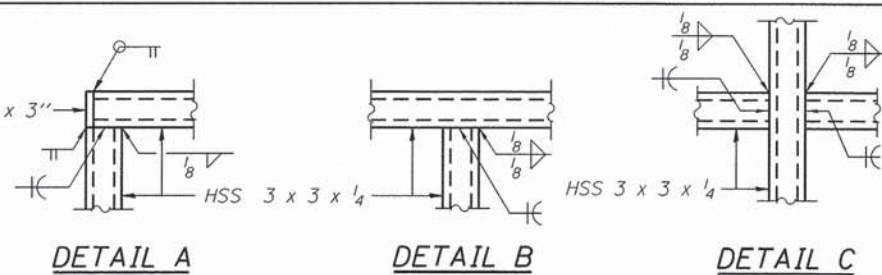
FILE NAME = W1755-008 Lombar Hill Ave Bridge Phase II CAD Sheets STRUCTURAL 1755-008-012 Bicycle Railing.dgn



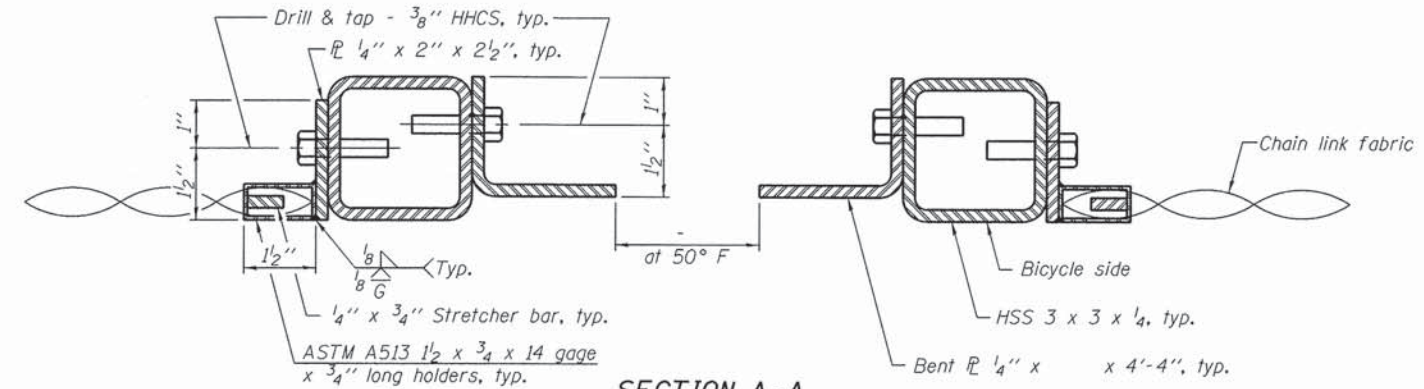
BICYCLE RAILING



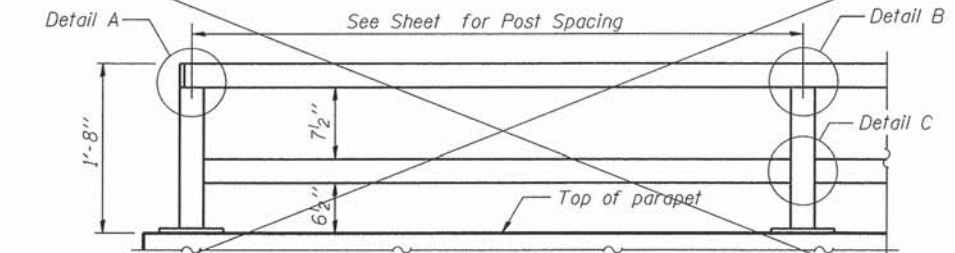
BICYCLE RAILING



Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

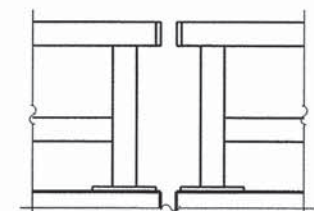


SECTION A-A



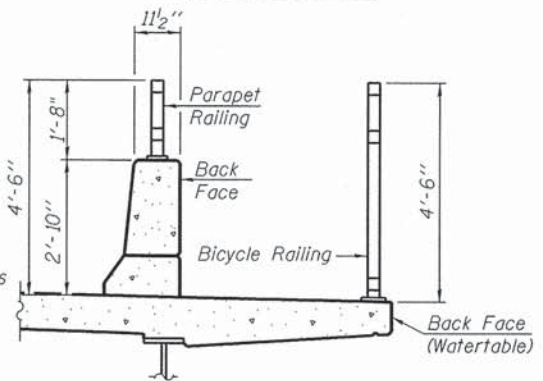
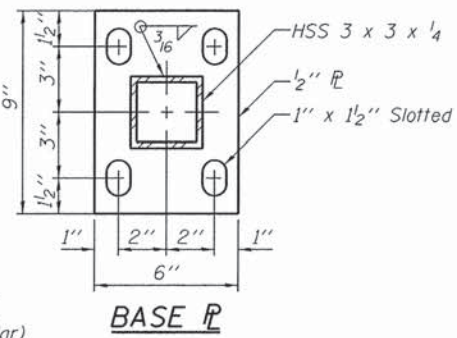
PARAPET RAILING

(Inside Face of Two Element Rail)

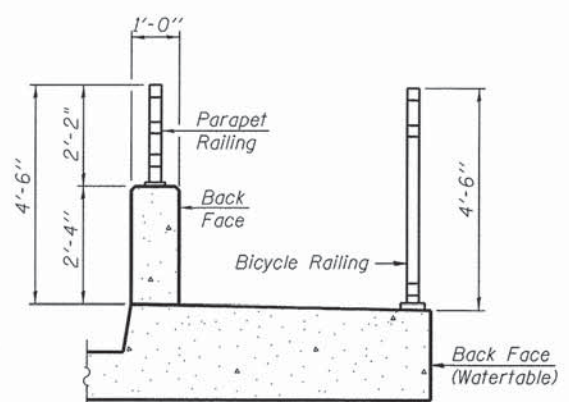


PARAPET RAILING

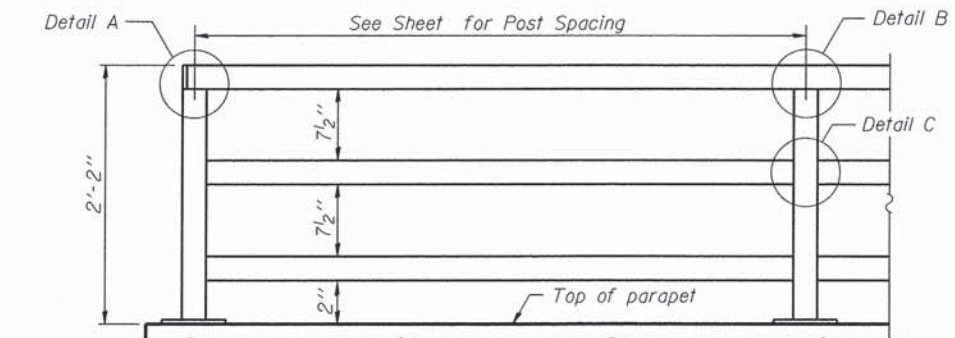
ELEVATION AT EXPANSION JOINT
(Two Element Rail Shown - Three Element Rail Similar)



SECTION THRU DECK

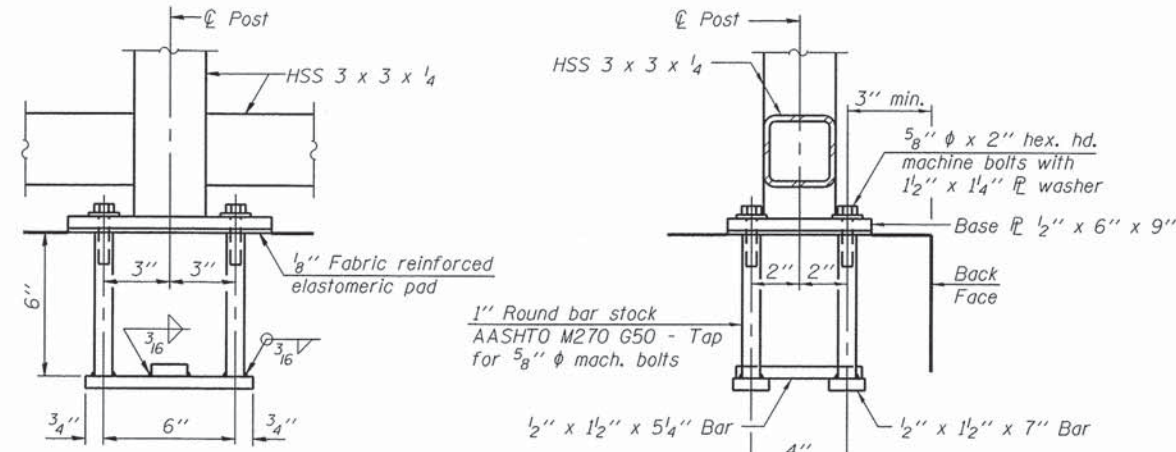
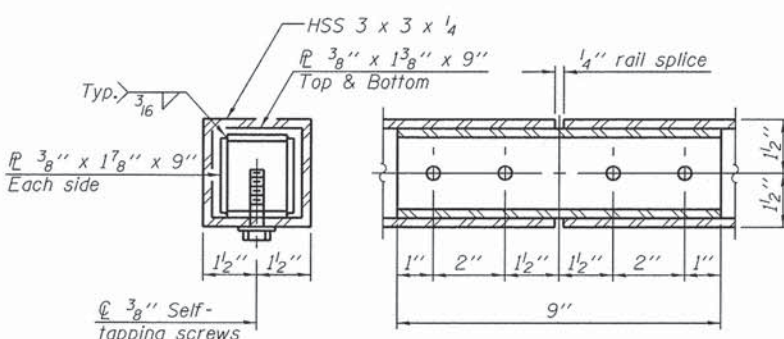


SECTION THRU SIDEWALK



PARAPET RAILING

(Inside Face of Three Element Rail)



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

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	140

R-29

1-12-15 (10'-0" Maximum Post Spacing)

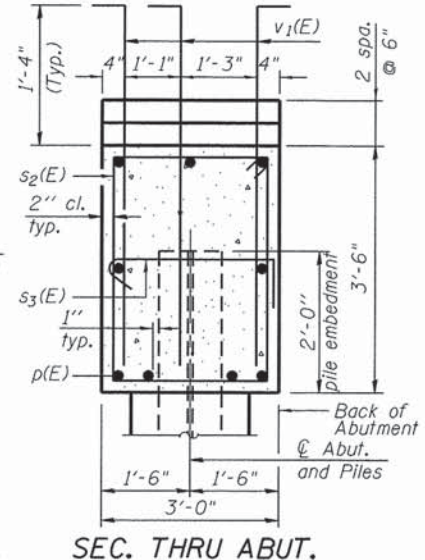
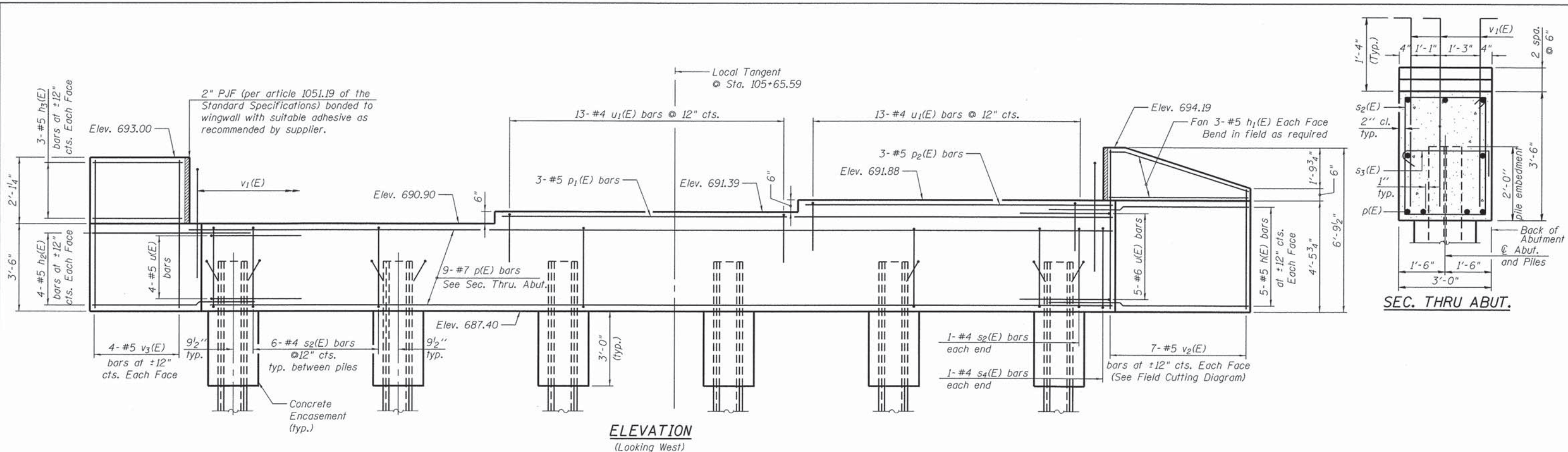
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/20/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

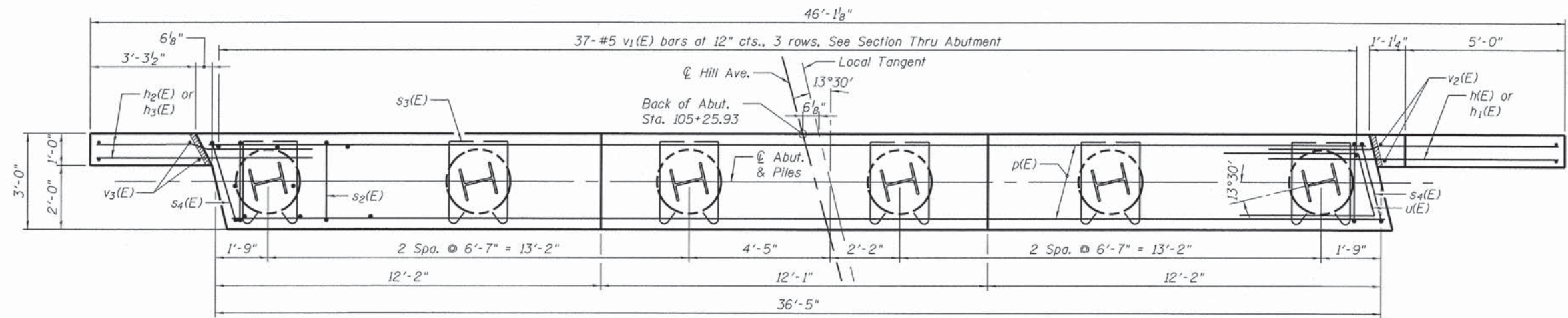
**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

**BICYCLE RAILING
STRUCTURE NO. 022-7000**
SHEET NO. S12 OF S19 SHEETS

F.A. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 51
				CONTRACT NO. 61C22
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking West)



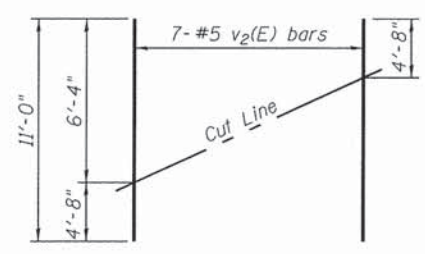
PLAN

**BILL OF MATERIAL
WEST ABUTMENT**

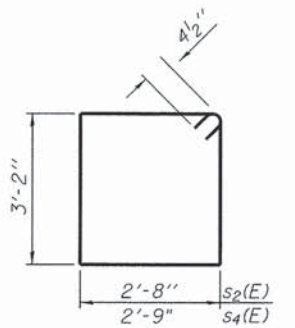
Bar	No.	Size	Length	Shape
h(E)	10	#5	9'-0"	—
h1(E)	6	#5	5'-9"	—
h2(E)	8	#5	7'-0"	—
h3(E)	6	#5	3'-0"	—
p(E)	9	#7	36'-1"	—
p1(E)	3	#5	23'-10"	—
p2(E)	3	#5	11'-9"	—
s2(E)	32	#4	12'-5"	□
s3(E)	14	#4	3'-9"	□
s4(E)	2	#4	12'-7"	□
u(E)	9	#6	10'-4"	—
u1(E)	26	#4	8'-2"	—
v1(E)	111	#5	5'-2"	—
v2(E)	7	#5	11'-0"	—
v3(E)	8	#5	5'-3"	—
Structure Excavation		Cu. Yd.	8	
Concrete Structures		Cu. Yd.	18.1	
Concrete Encasement		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	2,310	
Furnishing - Steel Piles, HP 12x53		Foot	355	
Driving Piles		Foot	355	
Test Piles		Each	1	
Pile Shoes		Each	6	

PILE DATA

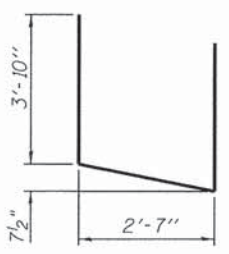
Type: HP 12x53 with Pile Shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 223 kips
 Est. Length: 71 ft
 No. Production Piles: 5
 No. Test Piles: 1



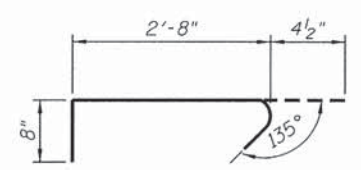
FIELD CUTTING DIAGRAM
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



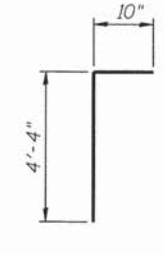
BAR s2(E) & s4(E)



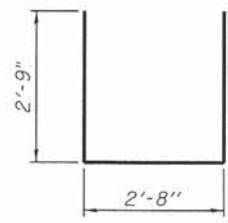
BAR u(E)



BAR s3(E)



BAR v1(E)



BAR u1(E)

For details of piles see sheet S17 of S19.

FILE NAME: W-756-008 Lombard - Hill Ave Bridge Phase II CAD02 Sheets STRUCTURAL 756-008-013 West Abutment.dwg

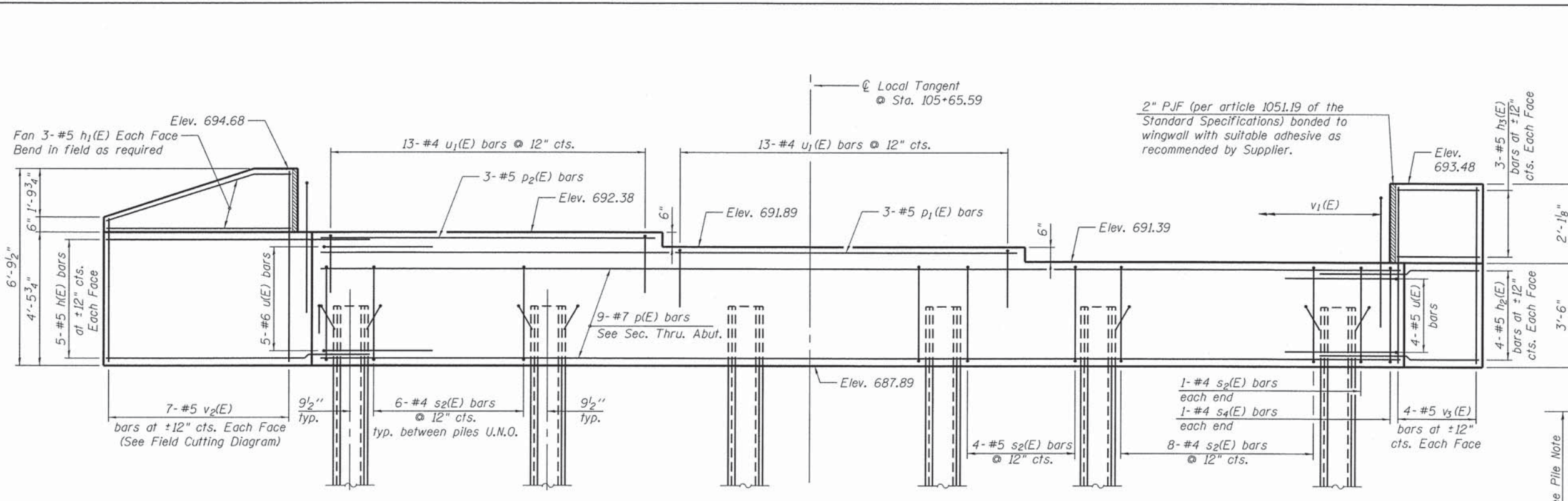
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

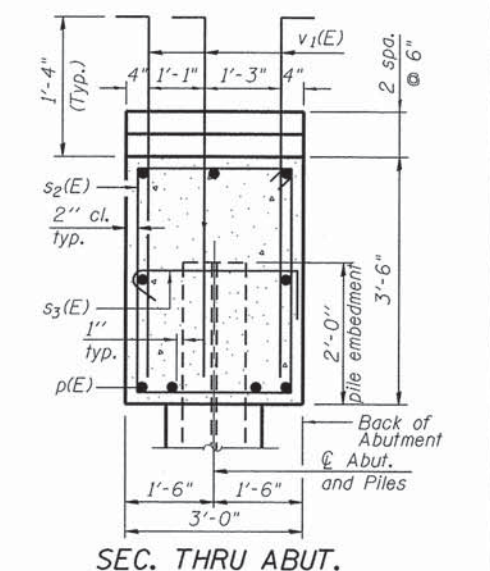
**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

**WEST ABUTMENT
STRUCTURE NO. 022-7000**
SHEET NO. S13 OF S19 SHEETS

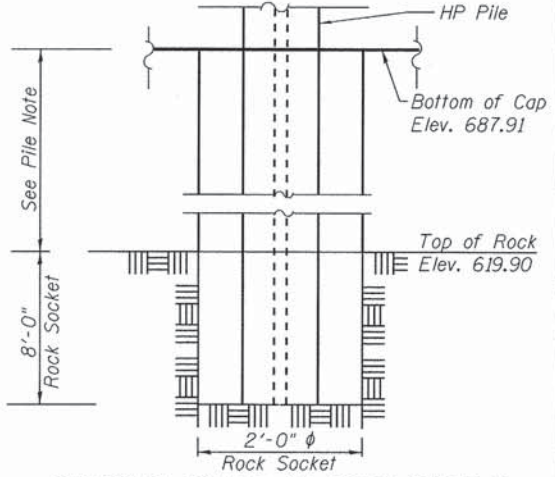
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	52
				CONTRACT NO. 61C22
ILLINOIS FED. AID PROJECT				



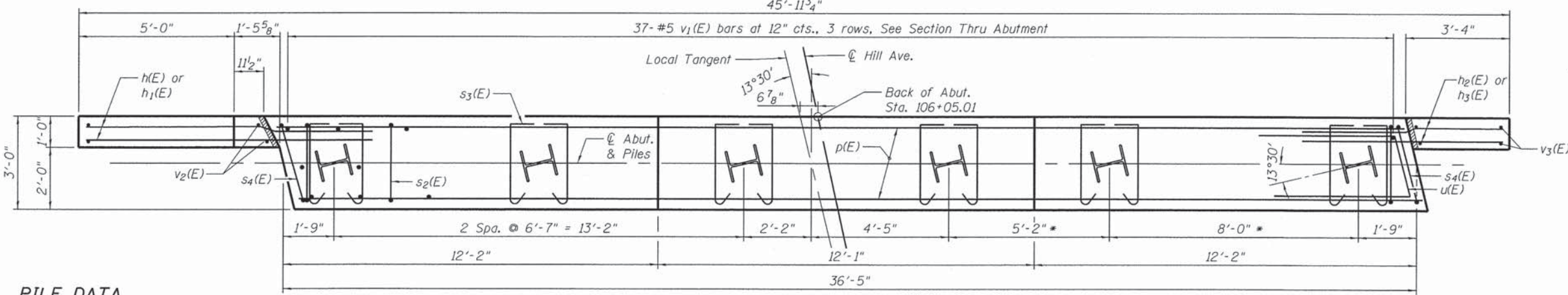
ELEVATION
(Looking East)



SEC. THRU ABUT.



SETTING PILES IN ROCK DETAIL

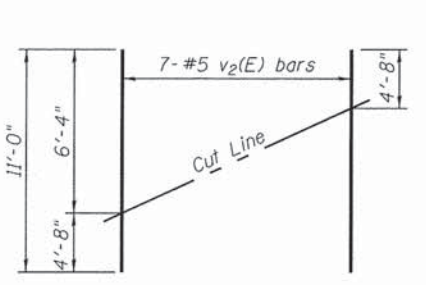


PLAN

PILE DATA

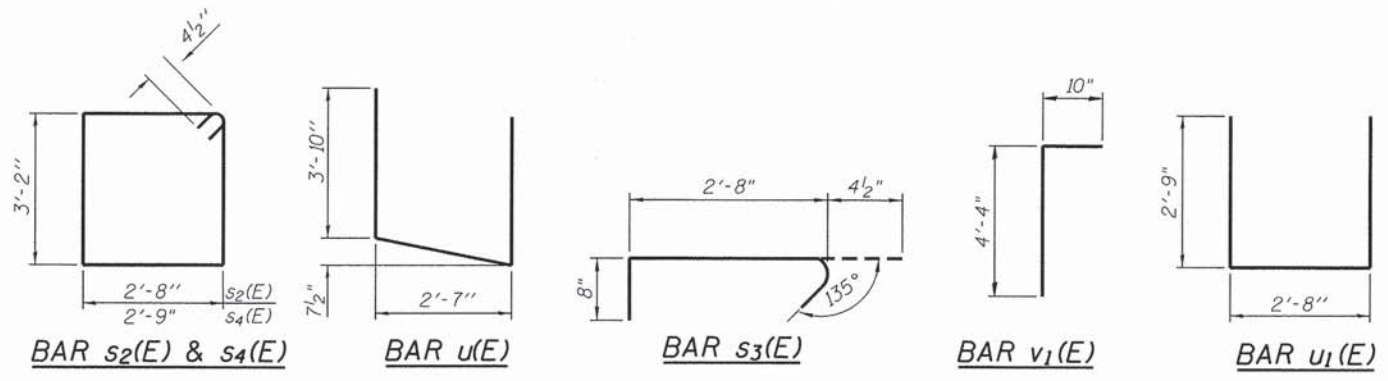
Type: HP 12x63
 Nominal Required Bearing: 920 kips
 Factored Resistance Available: 162 kips
 Est. Length: 78 ft (Setting Piles in Rock)
 No. Setting Piles in Rock: 6
 No. Test Piles: 0
 Est. Top of Rock Elev. 619.90
 Rock Socket Depth: 8'-0"
 Rock Socket Diameter: 2'-0"

Pile Notes:
 The piles at East Abutment shall be set in rock according to the special provision 'Setting Piles in Rock' and as described herein. The piles shall be set in 24 inch diameter holes, in sound bedrock, for a depth of 8 feet. The rock socket shall be filled with Class SI Concrete to the top of sound bedrock. The remainder of the hole shall be filled with Class SI Concrete or Controlled Low-Strength Material (CLSM). If CLSM is used to fill the remainder of the hole, the cost is included in the item Setting Piles in Rock.



FIELD CUTTING DIAGRAM

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



* Contractor to field verify existing pile location prior to driving new piles and adjust pile location as required and approved by the Engineer. Cost included in "Driving Piles".

BILL OF MATERIAL EAST ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	10	#5	9'-0"	—
h1(E)	6	#5	5'-9"	—
h2(E)	8	#5	7'-0"	—
h3(E)	6	#5	3'-0"	—
p(E)	9	#7	36'-1"	—
p1(E)	3	#5	23'-10"	—
p2(E)	3	#5	11'-9"	—
s2(E)	32	#4	12'-5"	□
s3(E)	14	#4	3'-9"	□
s4(E)	2	#4	12'-7"	□
u(E)	9	#6	10'-4"	—
u1(E)	26	#4	8'-2"	—
v1(E)	111	#5	5'-2"	—
v2(E)	7	#5	11'-0"	—
v3(E)	8	#5	5'-3"	—
Structure Excavation	Cu. Yd.		24	
Concrete Structures	Cu. Yd.		18.1	
Reinforcement Bars, Epoxy Coated	Pound		2,310	
Furnishing - Steel Piles, HP 12x63	Foot		468	
Setting Piles in Rock	Each		6	

For details of piles see sheet S17 of S19.

FILE NAME = W:\756-028_Lombard - Hill Ave Bridge Phase II\CADD\Sheets\STRUCTURAL\756-028-014_East_Abutment.dgn

Bollinger, Lach & Associates, Inc.
 ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

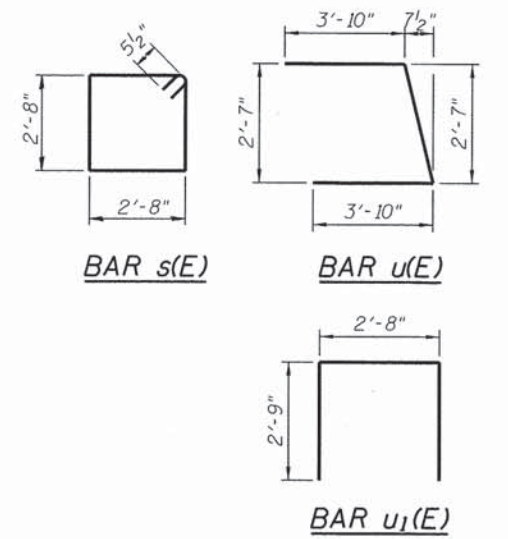
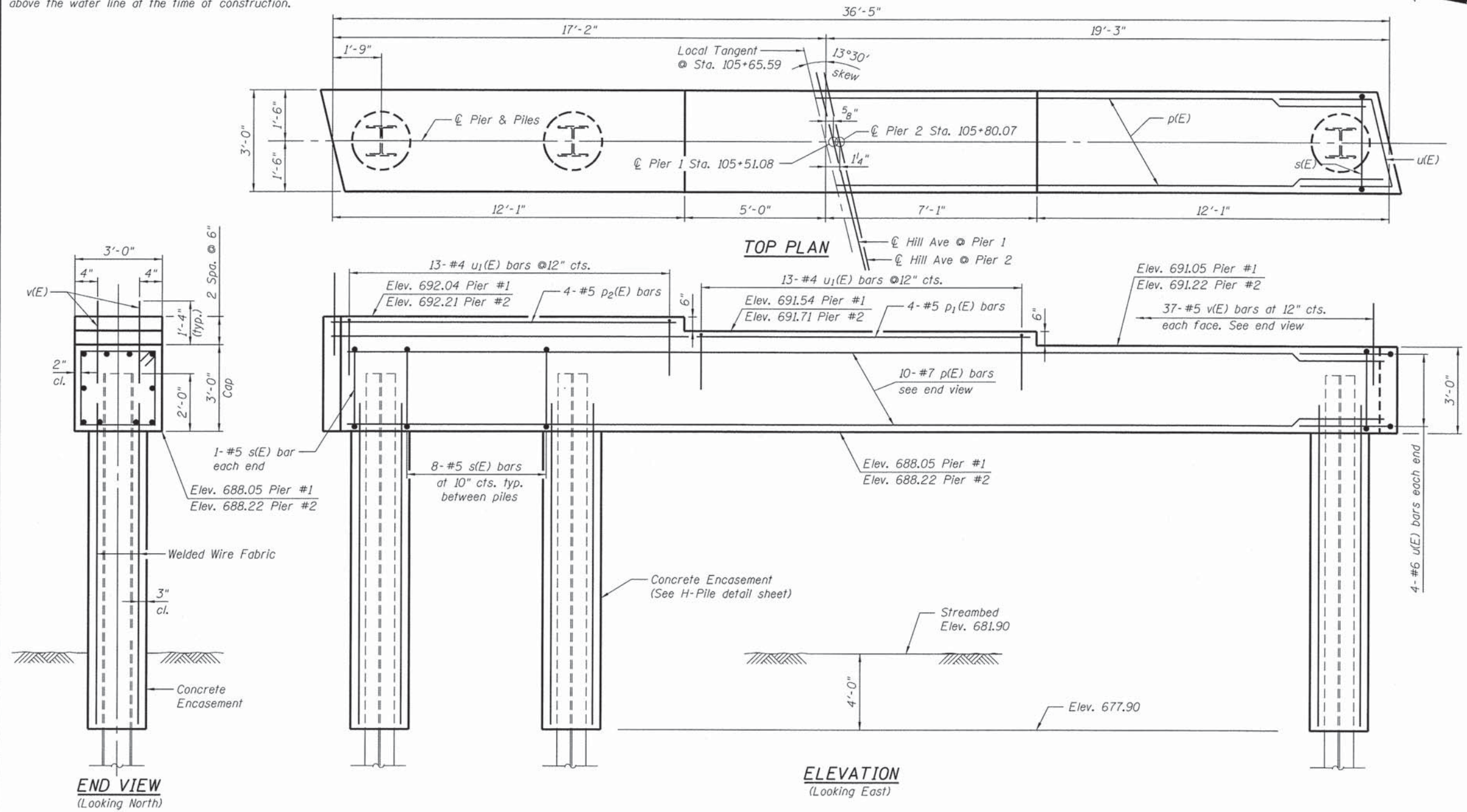
**VILLAGE OF LOMBARD
 HILL AVENUE OVER
 EAST BRANCH DuPAGE RIVER**

**EAST ABUTMENT
 STRUCTURE NO. 022-7000**

SHEET NO. S14 OF S19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	53
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

Notes:
 For details of piles, see sheet S17 of S19.
 If a portion of the concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.



PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
p(E)	10	#7	36'-1"	—
p ₁ (E)	3	#5	23'-10"	—
p ₂ (E)	3	#5	11'-9"	—
s(E)	42	#5	11'-7"	□
u(E)	8	#6	10'-4"	U
u ₁ (E)	26	#4	8'-2"	U
v(E)	74	#5	3'-0"	—
Concrete Structures		Cu. Yd.	14.2	
Concrete Encasement		Cu. Yd.	7.1	
Reinforcement Bars, Epoxy Coated		Pound	1,860	
Furnishing - Steel Piles, HP 12x53		Foot	355	
Driving Piles		Foot	355	
Test Pile, Steel HP 12x53		Each	1	
Pile Shoes		Each	6	

PIER 2 BILL OF MATERIAL

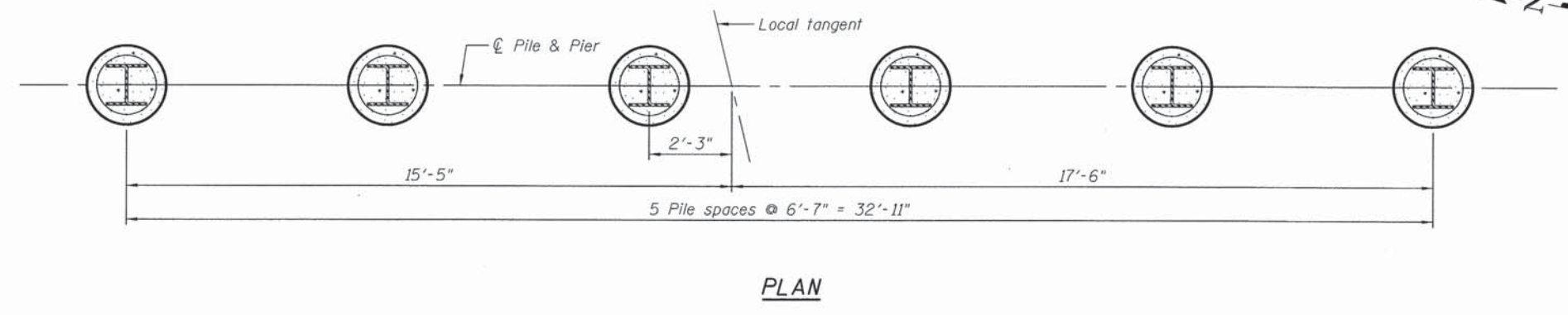
Bar	No.	Size	Length	Shape
p(E)	10	#7	36'-1"	—
p ₁ (E)	3	#5	23'-10"	—
p ₂ (E)	3	#5	11'-9"	—
s(E)	42	#5	11'-7"	□
u(E)	8	#6	10'-4"	U
u ₁ (E)	26	#4	8'-2"	U
v(E)	74	#5	3'-0"	—
Concrete Structures		Cu. Yd.	14.2	
Concrete Encasement		Cu. Yd.	7.2	
Reinforcement Bars, Epoxy Coated		Pound	1,860	
Furnishing - Steel Piles, HP 12x53		Foot	355	
Driving Piles		Foot	355	
Test Pile, Steel HP 12x53		Each	1	
Pile Shoes		Each	6	

PIER 1 PILE DATA

Type: HP 12x53 with Pile Shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 221 kips,
 Est. Length: 71 Feet
 No. Production Piles: 5
 No. Test Piles: 1
 Minimum Pile Tip Elev.: 619.56

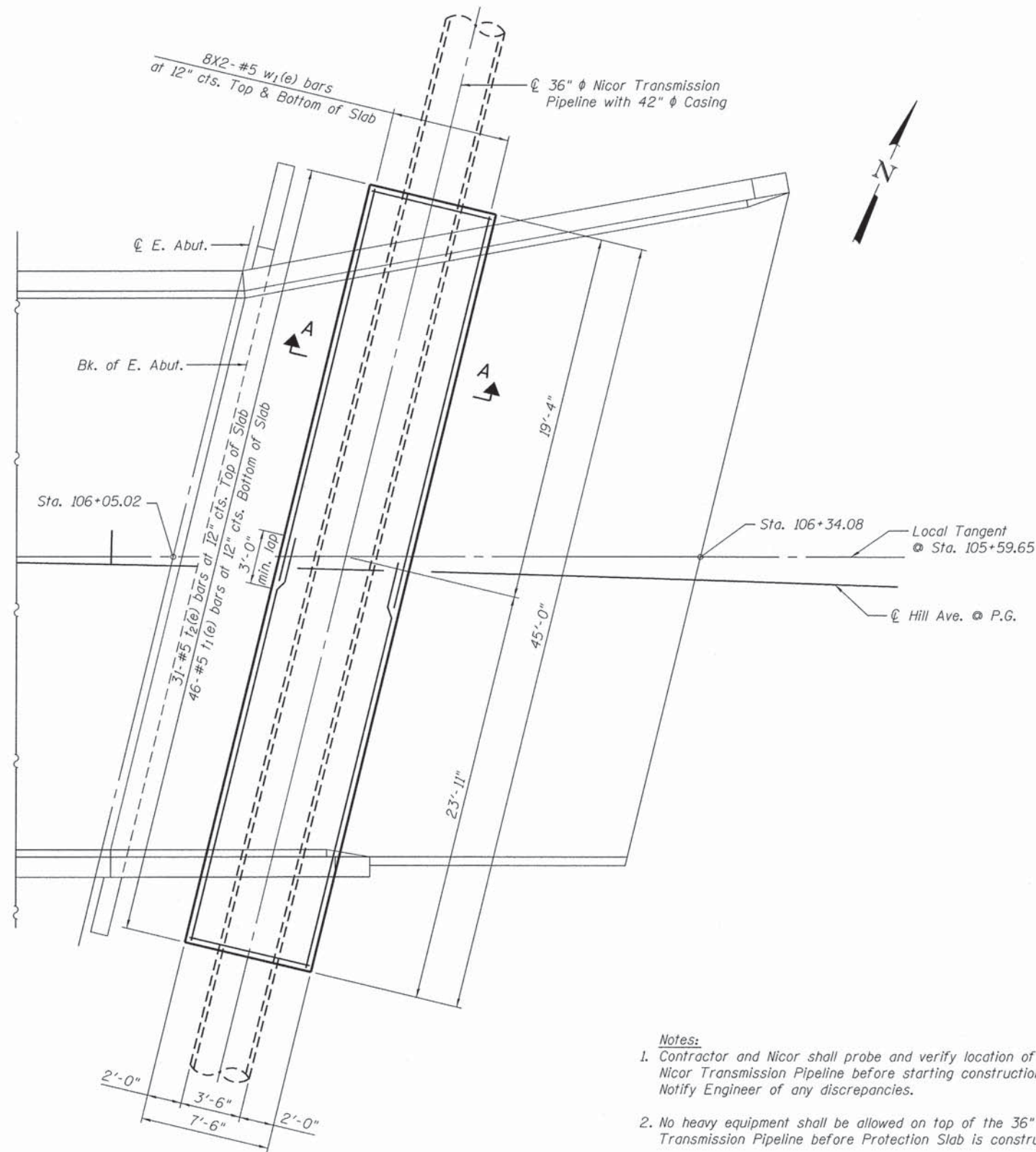
PIER 2 PILE DATA

Type: HP 12x53 with Pile Shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 221 kips,
 Est. Length: 71 Feet
 No. Production Piles: 5
 No. Test Piles: 1
 Minimum Pile Tip Elev.: 619.77



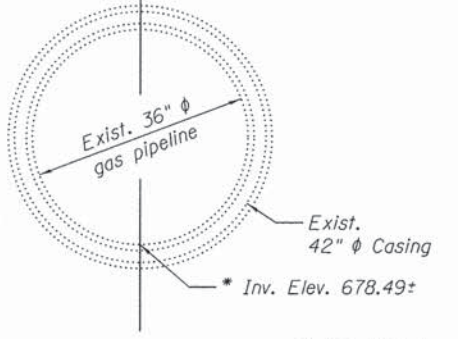
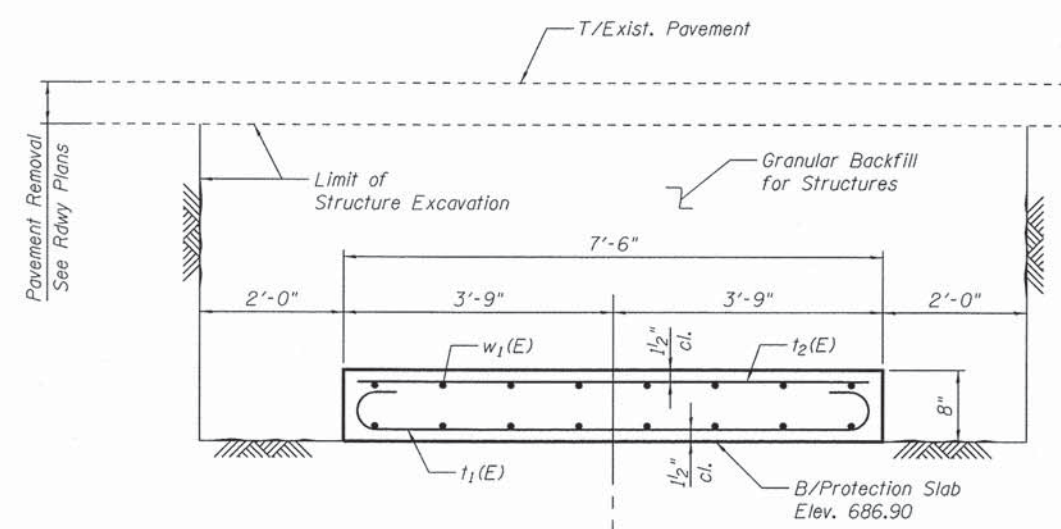
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<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME =	DESIGNED - NS	REVISED -	VILLAGE OF LOMBARD HILL AVENUE OVER EAST BRANCH DuPAGE RIVER	PIER 1 & 2 STRUCTURE NO. 022-7000	F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - JJI	REVISED -			1431	10-00154-00-BR	DUPAGE	82	54
	PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -			CONTRACT NO. 61C22				
		CHECKED - JJI	REVISED -			ILLINOIS FED. AID PROJECT				



PLAN

- Notes:**
- Contractor and Nicor shall probe and verify location of 36" ϕ Nicor Transmission Pipeline before starting construction. Notify Engineer of any discrepancies.
 - No heavy equipment shall be allowed on top of the 36" ϕ Nicor Transmission Pipeline before Protection Slab is constructed
 - Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.

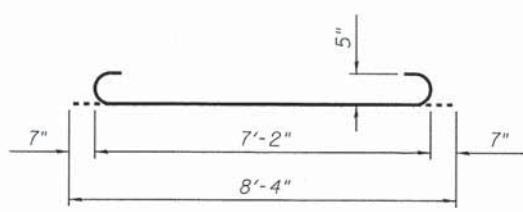


SECTION A-A

* See Note 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
t ₁ (E)	31	#5	8'-4"	
t ₂ (E)	46	#5	7'-2"	
w ₁ (E)	32	#5	23'-11"	
Structure Excavation			Cu. Yd.	74
Concrete Structures			Cu. Yd.	8.4
Reinforcement Bars, Epoxy Coated			Pound	1420
Granular Backfill for Structures			Cu. Yd.	68



BAR t₁(E)

FILE NAME = N:\1755-008 Lombard - Hill Ave Bridge Phase II\1755-008-016 Gas Pipeline Protection Slab.dgn

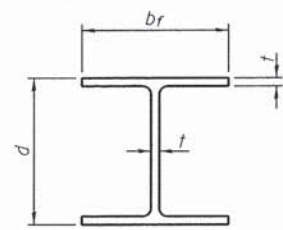
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME =	DESIGNED - NS	REVISED -
PLOT SCALE =	CHECKED - JJI	REVISED -
PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -
	CHECKED - JJI	REVISED -

**VILLAGE OF LOMBARD
HILL AVENUE OVER
EAST BRANCH DuPAGE RIVER**

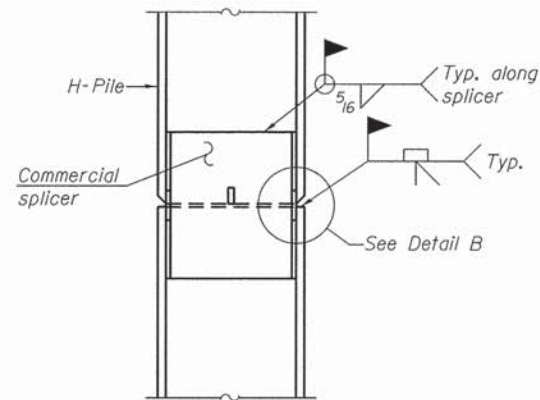
**GAS PIPELINE PROTECTION SLAB
STRUCTURE NO. 022-7000**
SHEET NO. S16 OF S19 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	55
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

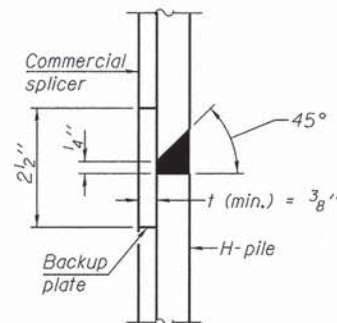


STEEL PILE TABLE

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

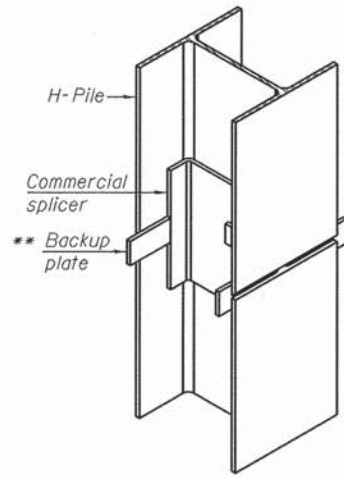


ELEVATION

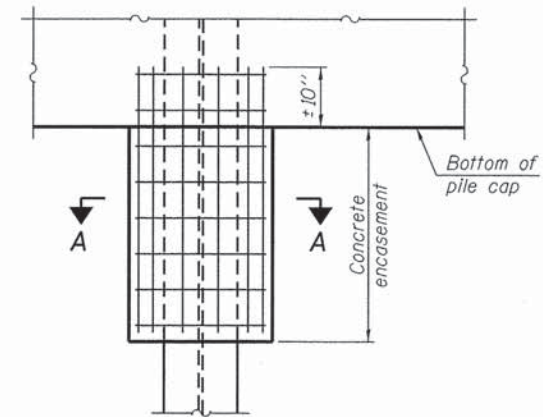


DETAIL "B"

WELDED COMMERCIAL SPLICE

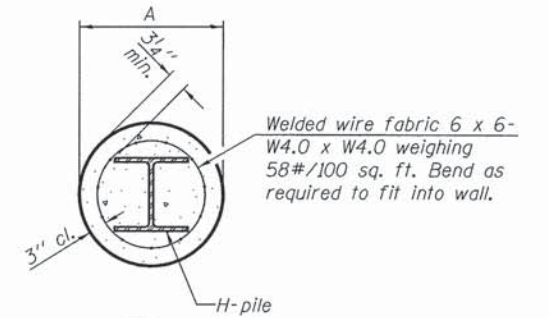


ISOMETRIC VIEW



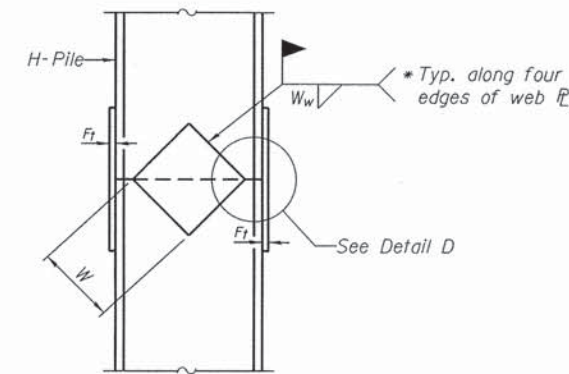
ELEVATION

PILE ENCASEMENT

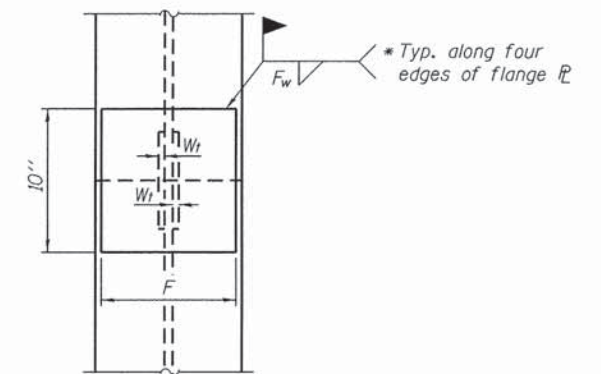


SECTION A-A

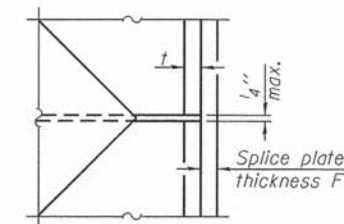
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



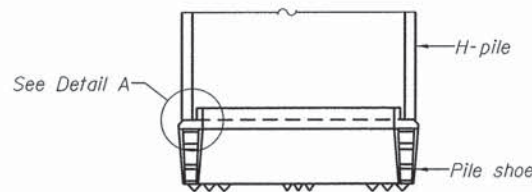
END VIEW



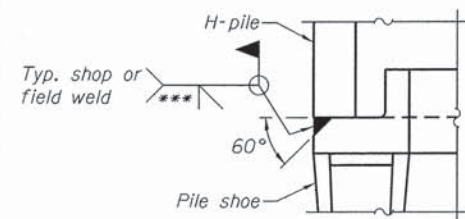
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

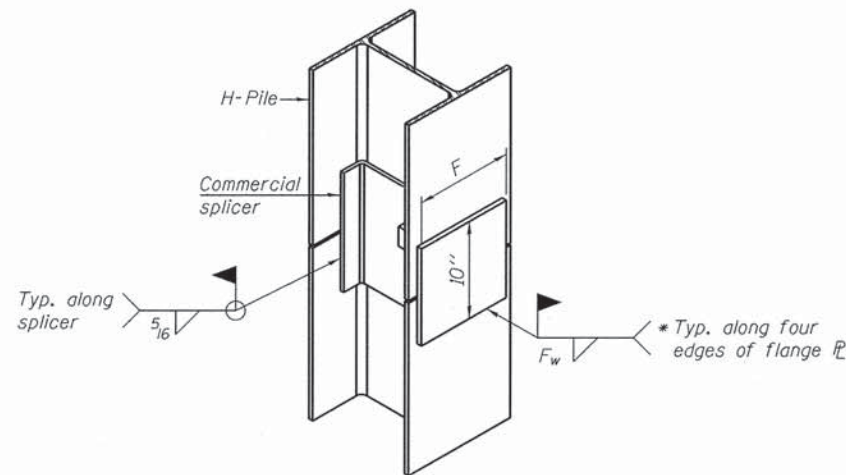


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

F-HP 1-27-12

	USER NAME =	DESIGNED - NS	REVISED -	VILLAGE OF LOMBARD HILL AVENUE OVER EAST BRANCH DuPAGE RIVER	HP PILE DETAILS STRUCTURE NO. 022-7000	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - JJI	REVISED -			1431	10-00154-00-BR	DUPAGE	82	56
	PLOT DATE = 1/28/2016	DRAWN - GM	REVISED -			CONTRACT NO. 61C22				
	CHECKED - JJI	REVISED -	ILLINOIS FED. AID PROJECT							

FILE NAME = W:\755-008 Lombard - Hill Ave Bridge Phase II\CADD\Sheets\STRUCTURAL\755-008-017 HP Pile Details.dgn

ILLINOIS DEPARTMENT OF TRANSPORTATION SOIL BORING LOG										Page 1 of 1
ROUTE FAU 1431 DESCRIPTION Proposed Bridge and Pavement Improvements										Date 6/21/11
SECTION 10-00154-00-BR LOCATION Hill Avenue Over Dupage River in Lombard, Illinois										Logged By GG
COUNTY Dupage										
STRUCTURE NO. (Exist.) (Prop.)										
Drilling Method AASHTO T 206-09 Hammer Type Automatic Hammer										
Boring No.	Station	Offset	Ground Surface El.	Surf. Wat. El.	Groundwater Elev.:	When Drilling	at Completion	After	Hrs	
B-1	105+16.00	12.82' RT	+690.95'± M.S.L.		679.65	683.65				
E	D	S	U	M	E	D	S	U	M	
L	P	P	P	O	L	P	P	P	O	
E	T	C	C	I	E	T	C	C	I	
V.	H	N	Qu	S	V.	H	N	Qu	S	
(ft.)	(blows)	(TSF)	(%)	(%)	(ft.)	(blows)	(TSF)	(%)	(%)	
4" BITUMINOUS CONCRETE PAVEMENT	1.0				41.0	13				
FILL: CLAY, Brown, Gray, Black, Little Gravel (A-6)	2.0	3	0.75	27.0	42.0	18			11.5	
2" BITUMINOUS CONCRETE PAVEMENT	3.0				43.0	50				
12" SAND AND GRAVEL BASE COURSE, Brown, Loose, Dry (A-1-b)	4.0	4	0.75	26.0	44.0	10		1.27	14.0	
FILL: CLAY LOAM, Black, Dark Gray, Trace Brown, Trace Organics, Medium, Moist (A-6(S))	5.0	3			45.0	16		B		
(Combined Analysis) (Atterberg Limits Test) (Standard Proctor) (IBR) (Contains Pieces of Glass at 3.5'-5')	6.0	2	0.28	23.0	46.0	10		2.40	10.8	
ORGANIC CLAY, Dark Gray, Trace Shells, Medium, Wet (A-7-5) and (A-8)	7.0	2			47.0	10		B/S		
(Trace Clay from 12.25' to 12.5')	8.0	3			48.0	11				
SANDY GRAVEL, Gray, Dense to Medium Dense, Very Dense, Saturated (A-1-a)	9.0	3	0.60	74.9	49.0	5		1.00	12.2	
(Combined Analysis) (Trace Clay from 13.5' to 28')	10.0	4			50.0	11		P		
PEAT, Black, Fibrous, Contains Shells, Loose, Wet (A-8)	11.0	3		17.5	51.0					
ORGANIC CLAY, Dark Gray, Some Peat, Contains Shells, Medium, Wet (A-7-5) and (A-8)	12.0	3			52.0					
SAND AND GRAVEL, Gray and Brown, Loose, Saturated (A-1-b)	13.0	3			53.0					
(Trace Clay from 12.25' to 12.5')	14.0	17		11.5	54.0					
SANDY GRAVEL, Gray, Dense to Medium Dense, Very Dense, Saturated (A-1-a)	15.0	19			55.0					
(Combined Analysis) (Trace Clay from 13.5' to 28')	16.0	12		9.5	56.0					
PEAT, Black, Fibrous, Contains Shells, Loose, Wet (A-8)	17.0	20			57.0					
ORGANIC CLAY, Dark Gray, Some Peat, Contains Shells, Medium, Wet (A-7-5) and (A-8)	18.0	16			58.0					
SAND AND GRAVEL, Gray and Brown, Loose, Saturated (A-1-b)	19.0	11		10.5	59.0					
(Trace Clay from 12.25' to 12.5')	20.0	12			60.0					
SANDY GRAVEL, Gray, Dense to Medium Dense, Very Dense, Saturated (A-1-a)	21.0	14		10.1	61.0					
(Combined Analysis) (Trace Clay from 13.5' to 28')	22.0	19			62.0					
PEAT, Black, Fibrous, Contains Shells, Loose, Wet (A-8)	23.0	22			63.0					
ORGANIC CLAY, Dark Gray, Some Peat, Contains Shells, Medium, Wet (A-7-5) and (A-8)	24.0	23		6.7	64.0					
SAND AND GRAVEL, Gray and Brown, Loose, Saturated (A-1-b)	25.0	31			65.0					
(Trace Clay from 12.25' to 12.5')	26.0	37			66.0					
SANDY GRAVEL, Gray, Dense to Medium Dense, Very Dense, Saturated (A-1-a)	27.0	19		8.8	67.0					
(Combined Analysis) (Trace Clay from 13.5' to 28')	28.0	24			68.0					
PEAT, Black, Fibrous, Contains Shells, Loose, Wet (A-8)	29.0	13		10.3	69.0					
ORGANIC CLAY, Dark Gray, Some Peat, Contains Shells, Medium, Wet (A-7-5) and (A-8)	30.0	15			70.0					
SAND AND GRAVEL, Gray and Brown, Loose, Saturated (A-1-b)	31.0	15			71.0					
(Trace Clay from 12.25' to 12.5')	32.0	6			72.0					
SANDY GRAVEL, Gray, Dense to Medium Dense, Very Dense, Saturated (A-1-a)	33.0	10			73.0					
(Combined Analysis) (Trace Clay from 13.5' to 28')	34.0	7		9.3	74.0					
PEAT, Black, Fibrous, Contains Shells, Loose, Wet (A-8)	35.0	9			75.0					
ORGANIC CLAY, Dark Gray, Some Peat, Contains Shells, Medium, Wet (A-7-5) and (A-8)	36.0	15			76.0					
SAND AND GRAVEL, Gray and Brown, Loose, Saturated (A-1-b)	37.0	8		11.3	77.0					
(Trace Clay from 12.25' to 12.5')	38.0	12			78.0					
SANDY GRAVEL, Gray, Dense to Medium Dense, Very Dense, Saturated (A-1-a)	39.0	9			79.0					
(Combined Analysis) (Trace Clay from 13.5' to 28')	40.0	6		9.8	80.0					

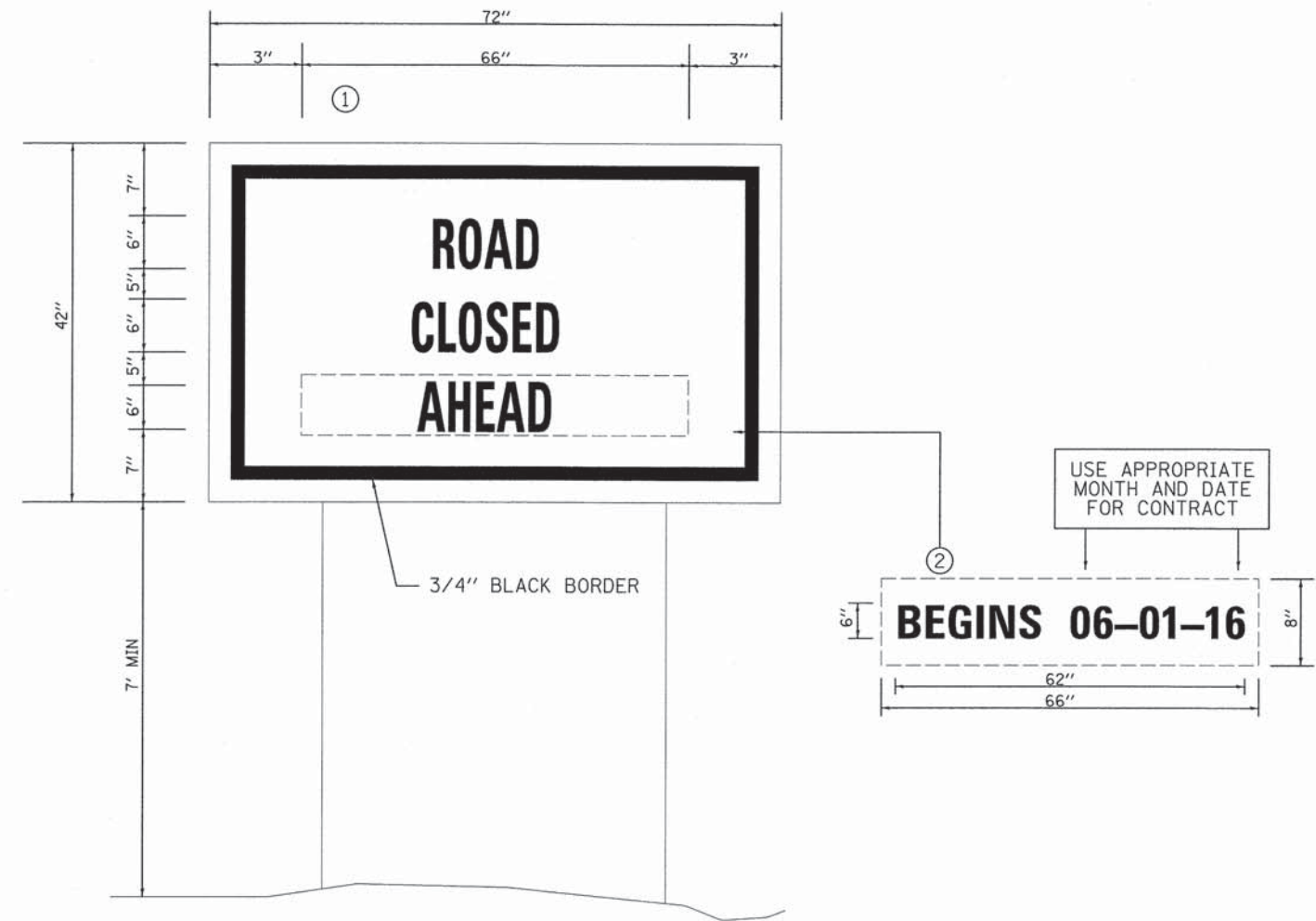
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N=Standard Penetration Test-Blows per six inches to drive 2" O.D. (QU)B=Bulge S=Shear P=Penetrometer Test
 Split Spoon Sampler 24" with 140lb hammer falling 30"
 4.25" Diameter Hollow Stem Augers used between Split Spoon Sample intervals unless noted otherwise.
 SEECO Job No. 10060G

ILLINOIS DEPARTMENT OF TRANSPORTATION SOIL BORING LOG										Page 1 of 1
ROUTE FAU 1431 DESCRIPTION Proposed Bridge and Pavement Improvements										Date 7/7/11
SECTION 10-00154-00-BR LOCATION Hill Avenue Over Dupage River in Lombard, Illinois										Logged By VLM
COUNTY Dupage										
STRUCTURE NO. (Exist.) (Prop.)										
Drilling Method AASHTO T 206-09 Hammer Type Automatic Hammer										
Boring No.	Station	Offset	Ground Surface El.	Surf. Wat. El.	Groundwater Elev.:	When Drilling	at Completion	After	Hrs	
B-2	106+20.97	8.44' RT	+690.88'± M.S.L.		679.88	683.38				
E	D	S	U	M	E	D	S	U	M	
L	P	P	P	O	L	P	P	P	O	
E	T	C	C	I	E	T	C	C	I	
V.	H	N	Qu	S	V.	H	N	Qu	S	
(ft.)	(blows)	(TSF)	(%)	(%)	(ft.)	(blows)	(TSF)	(%)	(%)	
8.5" ASPHALT PAVEMENT	1.0				41.0	7				
5.5" SAND BASE COURSE, Brown	2.0	3	1.50	8.1	42.0	9			13.2	
FILL: CLAY, Black, Brown, Some Sand, Some Gravel, Petroleum Odor, Stiff, Dry (A-6)	3.0	10			43.0	13				
2" BITUMINOUS CONCRETE PAVEMENT	4.0	9			44.0	12			7.8	
12" SAND AND GRAVEL BASE COURSE, Brown, Loose, Dry (A-1-b)	5.0	11		5.6	45.0	24				
FILL: SAND, Brown and Gray, Some Gravel, Medium Dense, Dry (A-1-b)	6.0	10			46.0	8				
ORGANIC CLAY, Dark Gray, Some Peat, Trace Shells, Soft, Wet (A-7-5) and (A-8)	7.0	3	0.25	61.0	47.0	14			11.5	
PEAT, Black, Trace Fibers and Shells, Medium to Soft, Wet (A-8)	8.0	3			48.0	23				
(Gray Organic Silt @ 11.0' to 11.5')	9.0	2	0.61	145.2	49.0	7			11.1	
SANDY GRAVEL, Gray to Gray and Brown, Dense to Medium Dense to Dense, Saturated (A-1-a)	10.0	3			50.0	11				
(Combined Analysis)	11.0				51.0					
CLAY LOAM, Brownish Gray, Trace Sand and Gravel, Stiff, Moist (A-6)	12.0	3	0.32	17.9	52.0	4	1.38	10.9		
SAND, Gray and Brown, Trace Gravel, Loose to Medium Dense, Saturated (A-1-b)	13.0	3			53.0	6		B	14.5	
(Combined Analysis)	14.0	5		15.2	54.0	3				
SANDY GRAVEL, Gray to Gray and Brown, Dense to Medium Dense to Dense, Saturated (A-1-a)	15.0	8			55.0	4			15.1	
(Combined Analysis)	16.0	9			56.0	4				
SANDY GRAVEL, Gray to Gray and Brown, Dense to Medium Dense to Dense, Saturated (A-1-a)	17.0	15		11.4	57.0	4			12.7	
(Combined Analysis)	18.0	17			58.0	3				
SANDY GRAVEL, Gray, Dense, Saturated (A-1-a)	19.0	10		21.3	59.0	3			15.2	
(Combined Analysis)	20.0	11		7.3	60.0	3				
SANDY GRAVEL, Gray, Dense, Saturated (A-1-a)	21.0	17		12.8	61.0	14			10.8	
(Combined Analysis)	22.0	17			62.0	16				
SANDY GRAVEL, Gray, Medium Dense to Dense to Medium Dense, Saturated (A-1-a)	23.0	15			63.0	16				
(Combined Analysis)	24.0	12		15.2	64.0	11			9.7	
(Combined Analysis)	25.0	19			65.0	15				
SANDY GRAVEL, Gray, Little Silt, Very Dense to Extremely Dense, Saturated (A-1-a)	26.0	23			66.0	27			9.3	
(Combined Analysis)	27.0	7			67.0	31				
SANDY GRAVEL, Gray, Medium Dense to Dense to Medium Dense, Saturated (A-1-a)	28.0	11		12.1	68.0	39				
(Combined Analysis)	29.0	6			69.0	33			3.6	
POSSIBLE DOLOMITIC LIMESTONE BEDROCK	30.0	14			70.0	44				
End of Boring 72.0 feet	31.0	7			71.0	50				
Note: Apparent top of possible weathered bedrock at 71 feet below existing grade. Total split spoon refusal encountered at 71.0 feet. Total auger refusal encountered at 72.0 feet. Apparent top of solid bedrock at 72.0 feet. (Driller's Observation).	32.0	9		10.9	72.0					
(Combined Analysis)	33.0	12			73.0					
SANDY GRAVEL, Gray, Medium Dense to Dense to Medium Dense, Saturated (A-1-a)	34.0	5		12.3	74.0					
(Combined Analysis)	35.0	9			75.0					
POSSIBLE DOLOMITIC LIMESTONE BEDROCK	36.0	5			76.0					
End of Boring 72.0 feet	37.0	7		9.4	77.0					
Note: Apparent top of possible weathered bedrock at 71 feet below existing grade. Total split spoon refusal encountered at 71.0 feet. Total auger refusal encountered at 72.0 feet. Apparent top of solid bedrock at 72.0 feet. (Driller's Observation).	38.0	9			78.0					
(Combined Analysis)	39.0	5		6.9	79.0					
(Combined Analysis)	40.0	7			80.0					

N=Standard Penetration Test-Blows per six inches to drive 2" O.D. (QU)B=Bulge S=Shear P=Penetrometer Test
 Split Spoon Sampler 24" with 140lb hammer falling 30"
 4.25" Diameter Hollow Stem Augers used between Split Spoon Sample intervals unless noted otherwise.
 SEECO Job No. 10060G

ILLINOIS DEPARTMENT OF TRANSPORTATION SOIL BORING LOG										Page 1 of 1
ROUTE FAU 1431 DESCRIPTION Proposed Bridge and Pavement Improvements										Date 6/21/11
SECTION 10-00154-00-BR LOCATION Hill Avenue Over Dupage River in Lombard, Illinois										Logged By GG
COUNTY Dupage										
STRUCTURE NO. (Exist.) (Prop.)										
Drilling Method AASHTO T 206-09 Hammer Type Automatic Hammer										
Boring No.	Station	Offset	Ground Surface El.	Surf. Wat. El.	Groundwater Elev.:	When Drilling	at Completion	After	Hrs	
B-3	104+54.64	9.64' LT	+691.00'± M.S.L.		680	684				
E	D	S	U	M	E	D	S	U	M	
L	P	P	P	O	L	P	P	P	O	
E	T	C	C	I	E	T	C	C	I	
V.	H	N	Qu	S	V.	H	N	Qu	S	
(ft.)	(blows)	(TSF)	(%)	(%)	(ft.)	(blows)	(TSF)	(%)	(%)	
2" BITUMINOUS PAVEMENT	1.0				41.0	7				
6" SAND AND GRAVEL BASE COURSE, Brown (A-1-b)	2.0	5	1.25	14.4	42.0	9			13.2	
FILL: SILTY CLAY, Brownish Gray, Trace Dark Gray, Trace Gravel, Contains Wood, Stiff, Moist (A-6)	3.0	3			43.0	13				
PEAT, Black, Some Organic Clay, Fibrous, Contains Roots, Soft, Wet (A-8)	4.0	6		16.3	44.0	12			7.8	
ORGANIC SILT, Black, Some Clay, Contains Roots and Shells, Medium, Wet (A-7-5)	5.0	3			45.0	24				
SANDY GRAVEL, Gray, Medium Dense to Very Dense, Moist (A-1-a)	6.0	2	0.43	67.9	46.0	8			11.5	
(Saturated below 11 ft depth).	7.0	2			47.0	14				
End of Boring @ 15'	8.0	2			48.0	23				
ORGANIC SILT, Black, Some Clay, Contains Roots and Shells, Medium, Wet (A-7-5)	9.0	2	0.50	40.7	49.0	7			11.1	
(Saturated below 11 ft depth).	10.0	3			50.0	9				
SANDY GRAVEL, Gray, Medium Dense to Very Dense, Moist (A-1-a)	11.0	6		12.6	51.0	4	1.38	10.9		
(Saturated below 11 ft depth).	12.0	7			52.0	5		B	14.5	
End of Boring @ 15'	13.0	8			53.0	6				
PEAT, Black, Some Organic Clay, Fibrous, Contains Roots, Soft, Wet (A-8)	14.0	10		13.5	54.0	3			15.1	
(Saturated below 11 ft depth).	15.0	20			55.0	4				
End of Boring @ 15'	16.0	4			56.0	4				
ORGANIC SILT, Black, Some										



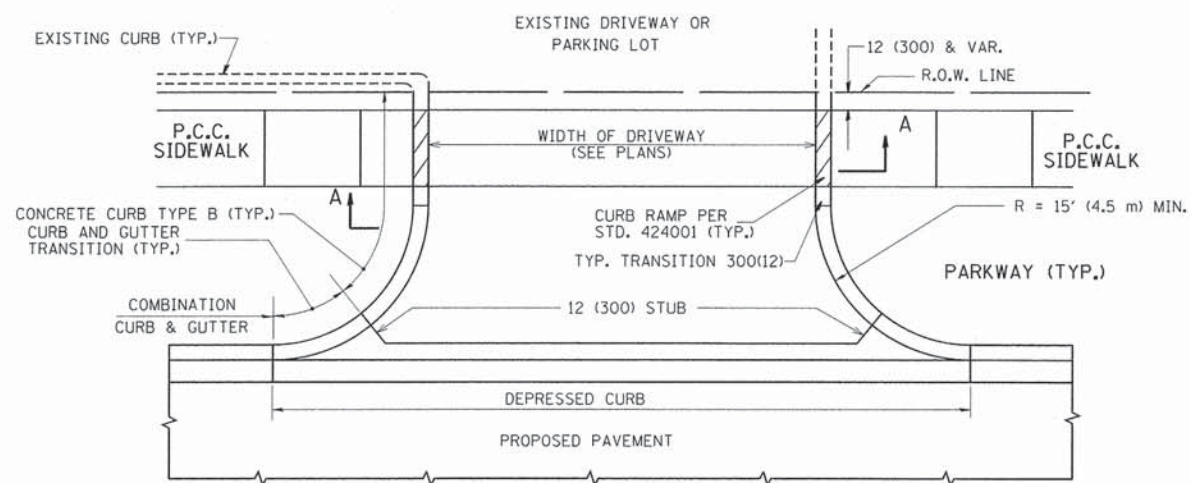
TEMPORARY INFORMATION SIGNING

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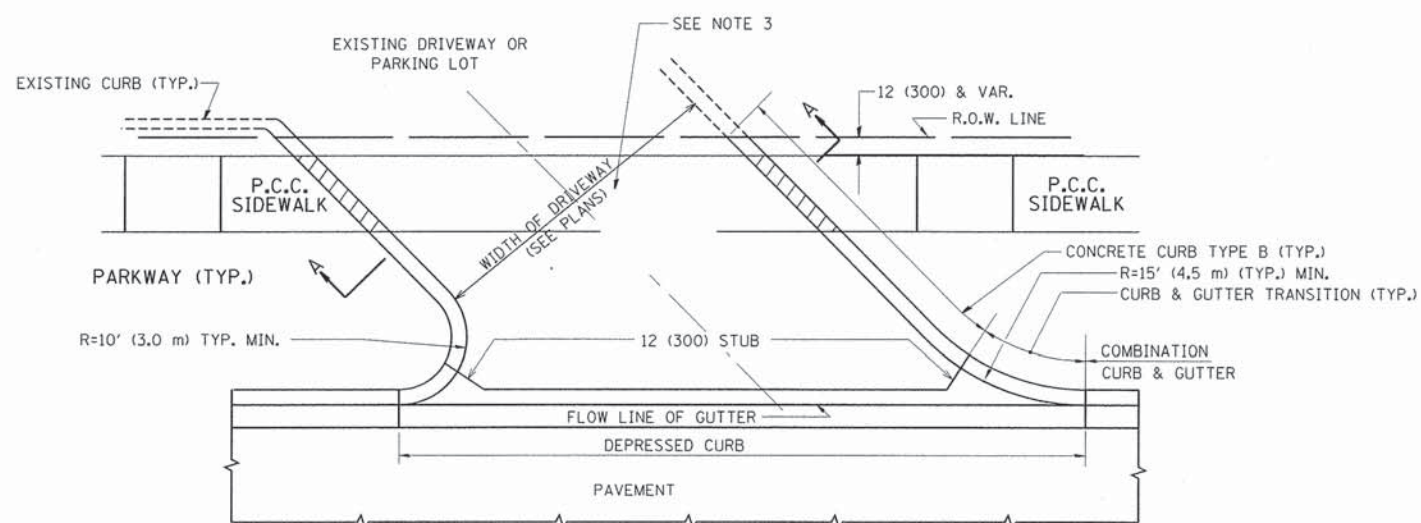
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2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCITON AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE ROAD CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING" EACH SIGN=21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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	DRAWN - MK	REVISED -
PLOT SCALE = \$SCALE#	CHECKED - MTC	REVISED -
PLOT DATE = \$DATE#	DATE - 01/25/2016	REVISED -

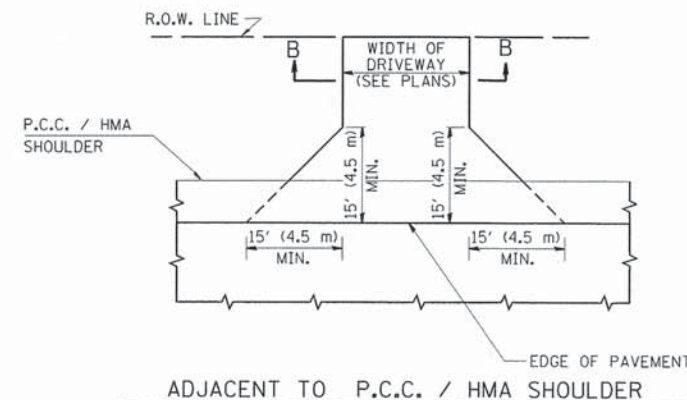
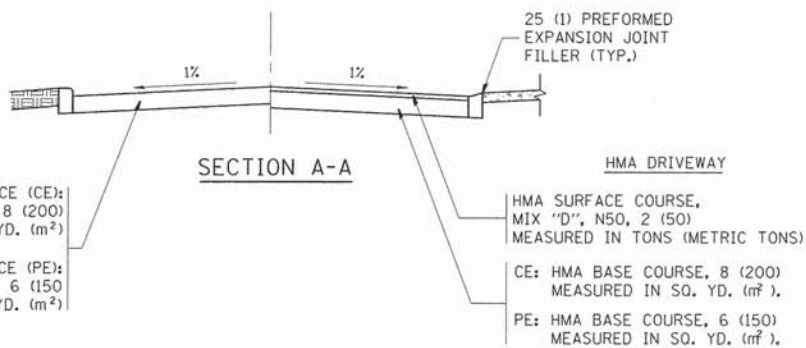
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CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				



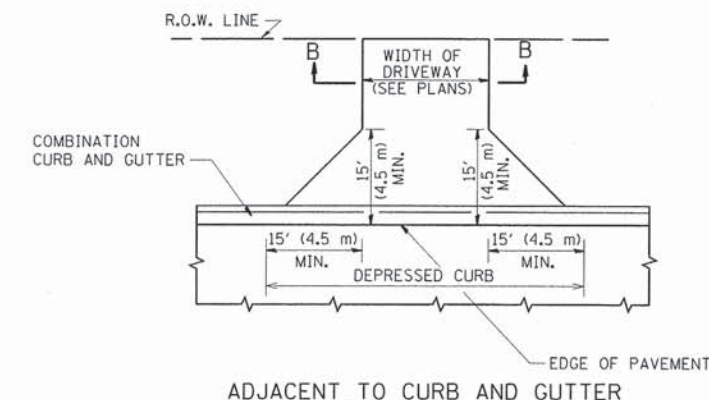
WITH CONCRETE CURB, TYPE B



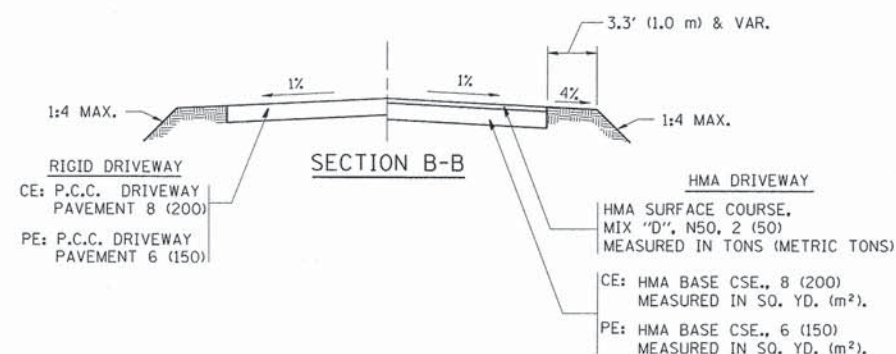
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



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.

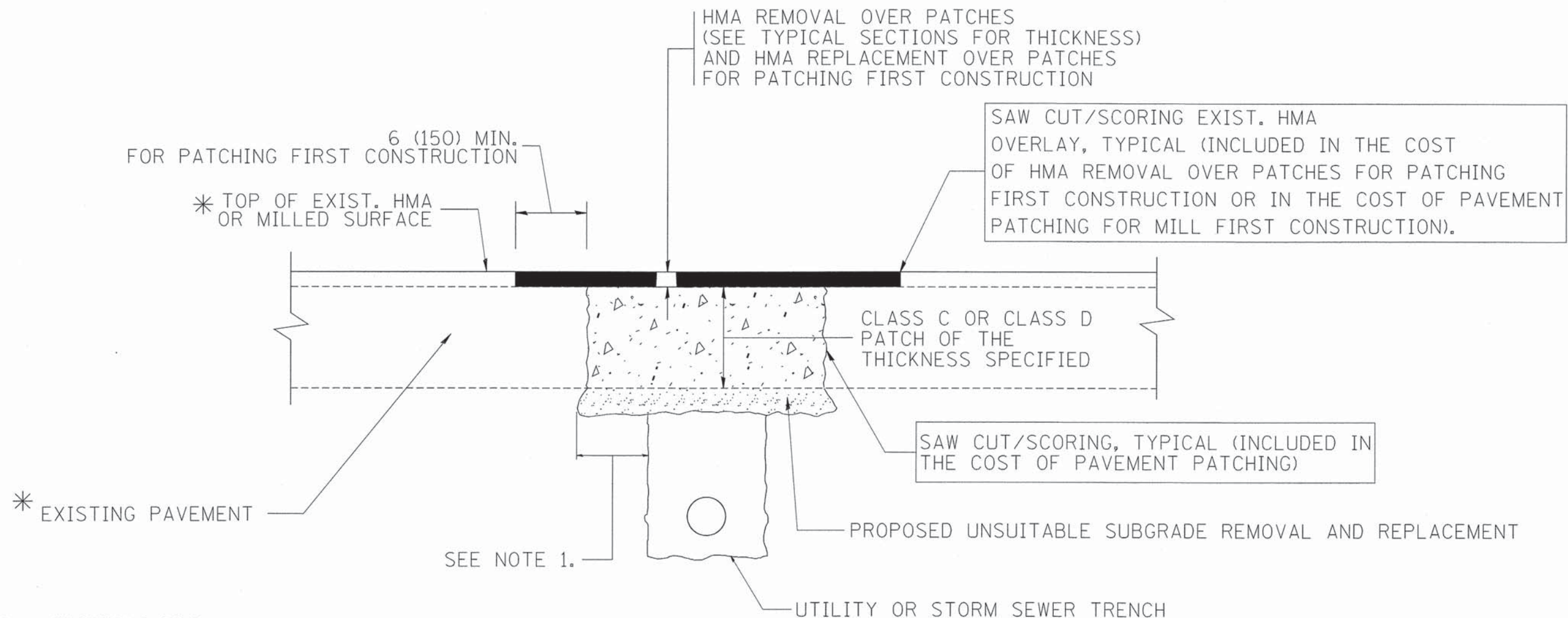
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = lcyao	DESIGNED - R. SHAH	REVISED - P. LoFLUER 04-15-03
ca\pwwork\pwwdot\lcyao\d0108315\bd01.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	60
BD0156-07 (BD-01)			CONTRACT NO. 61C22	
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)

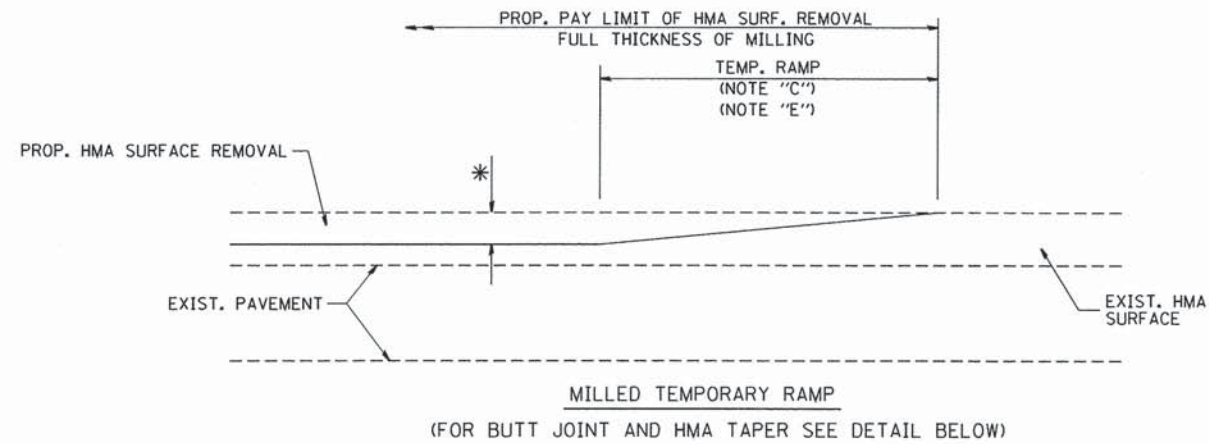
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

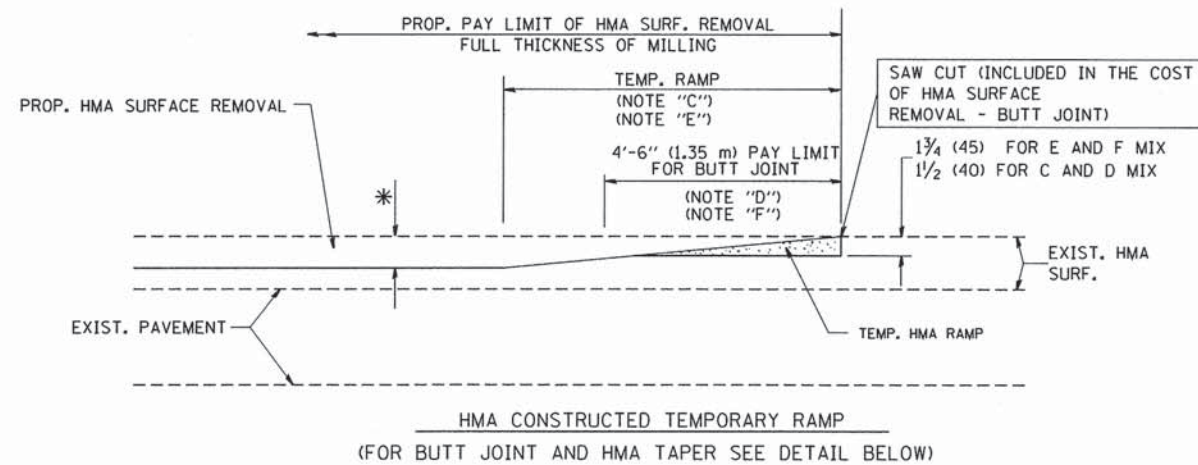
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

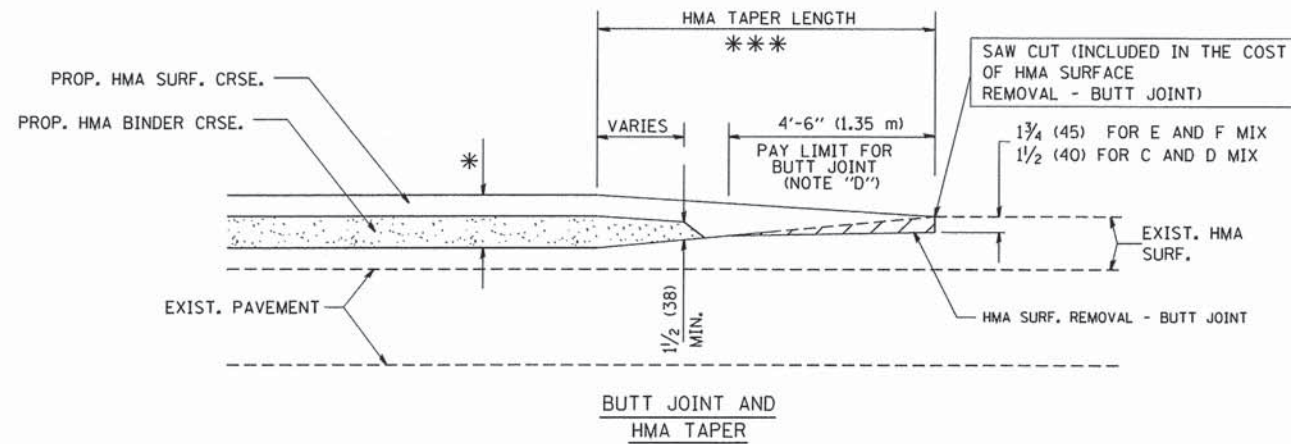
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	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO.	61C22
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 10-25-94	REVISED - K. ENG 10-27-08									



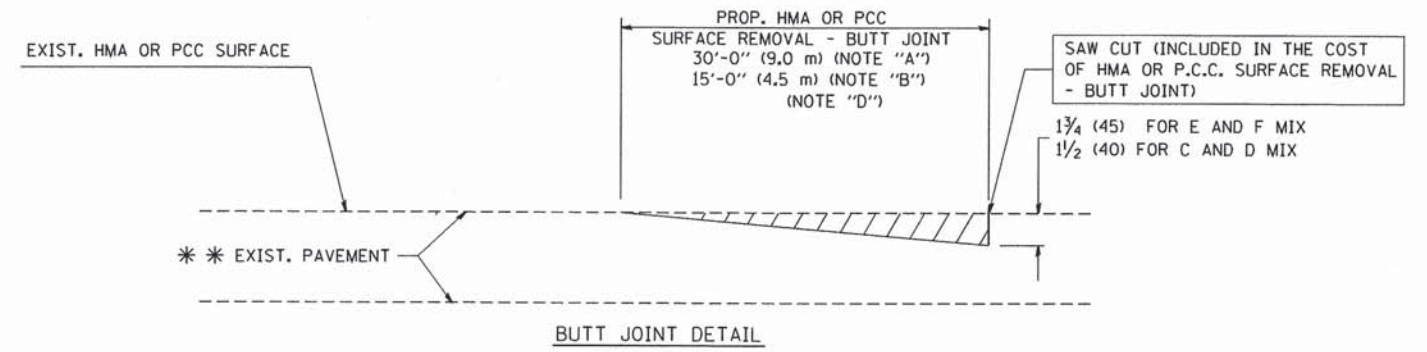
OPTION 1



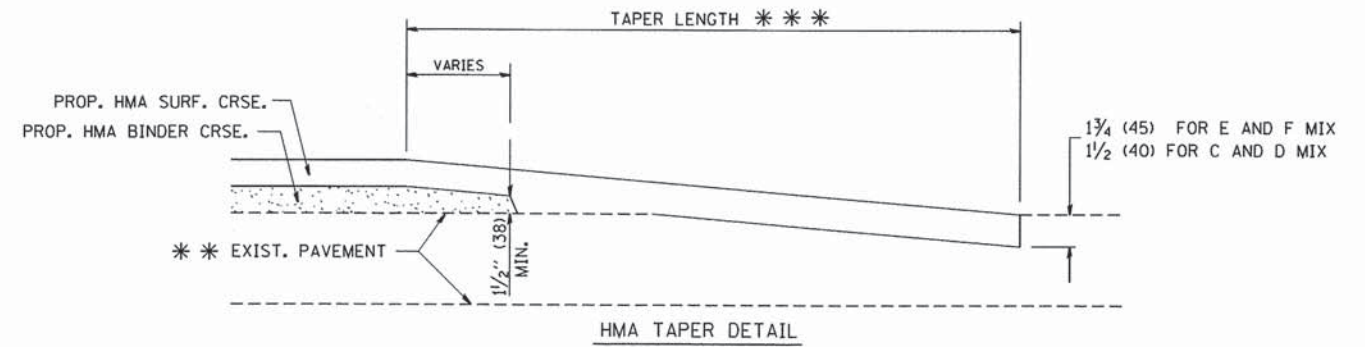
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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.

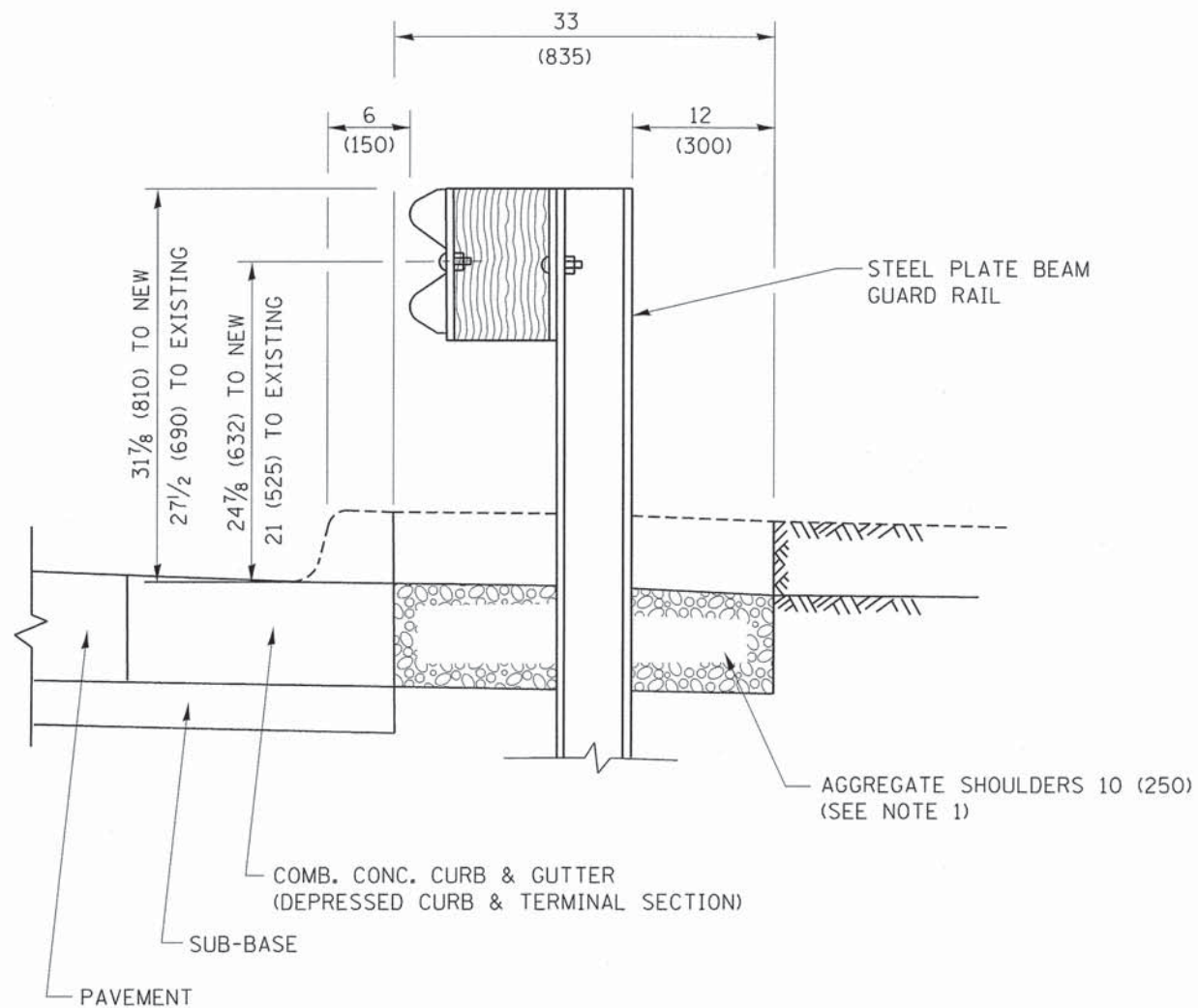
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

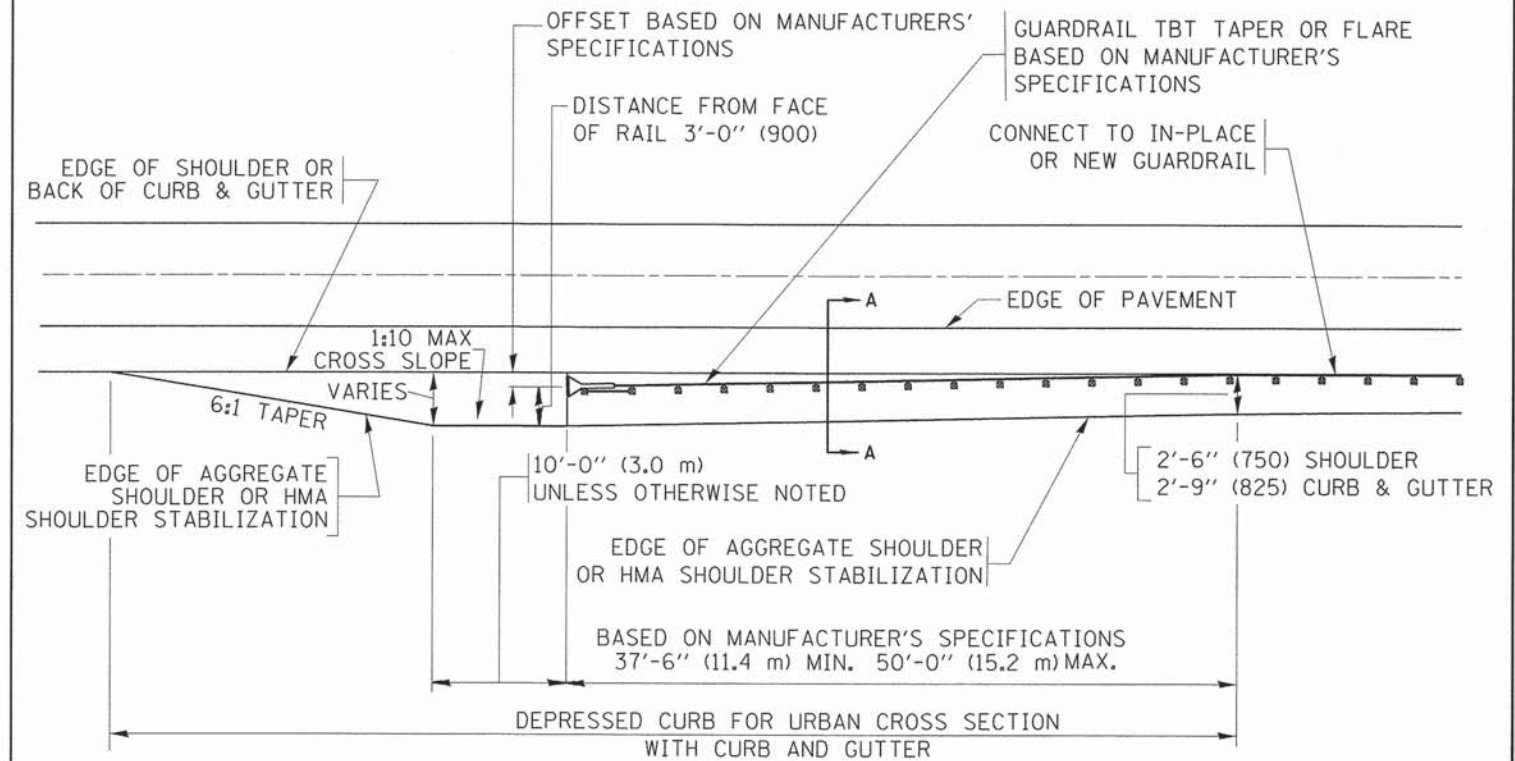
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	62
BD400-05 BD32			CONTRACT NO. 61C22	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

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



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

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

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

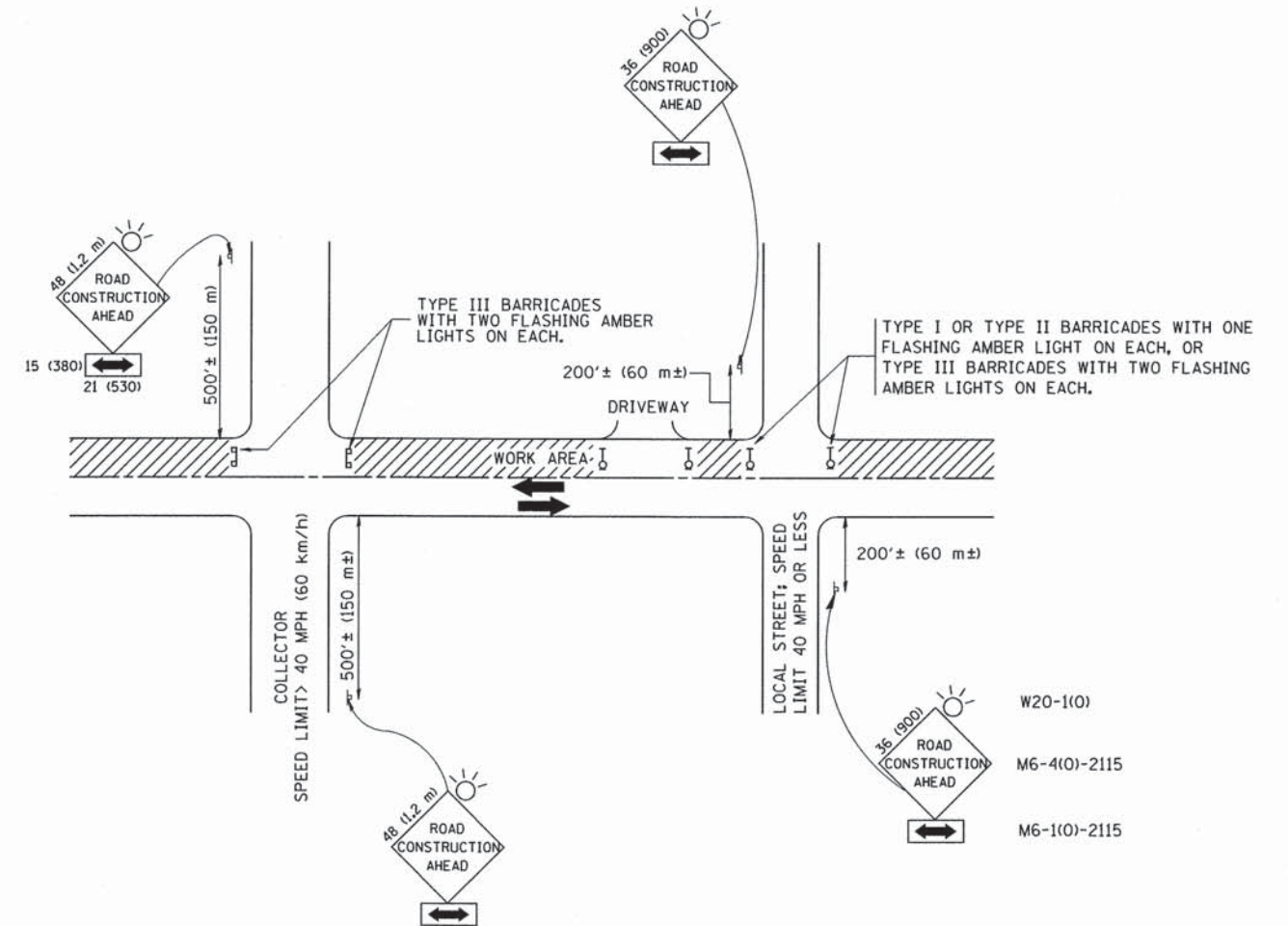
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Default	PLOT SCALE = 50.0000' / 1in.	CHECKED -	REVISED - R. BORO 08-06-2012
	PLOT DATE = 12/21/2015	DATE - 09-22-90	REVISED - R. BORO 05-08-2015

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	63
BD600-10 (BD 34)			CONTRACT NO. 61C22	
ILLINOIS FED. AID PROJECT				



W20-1(0)
M6-4(0)-2115
M6-1(0)-2115

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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

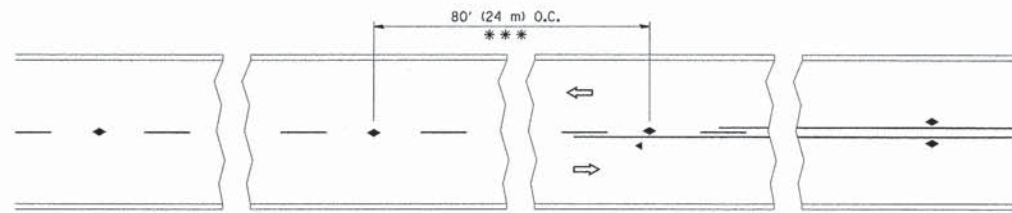
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

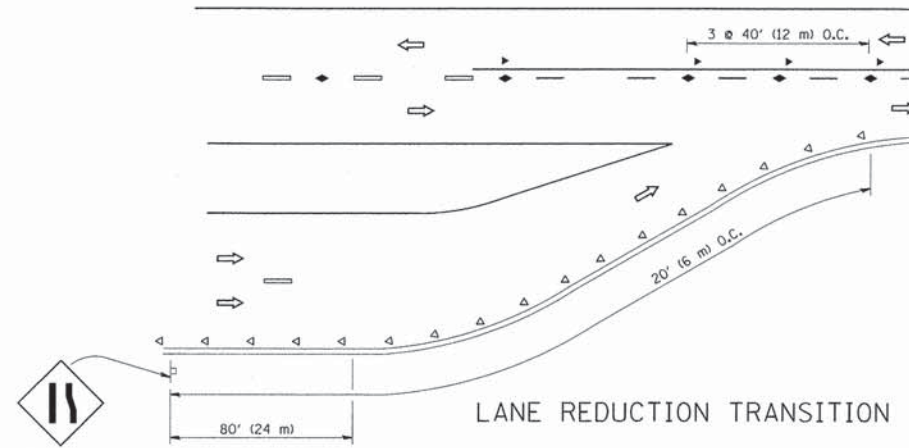
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F.A. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 64
TC-10			CONTRACT NO. 61C22	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

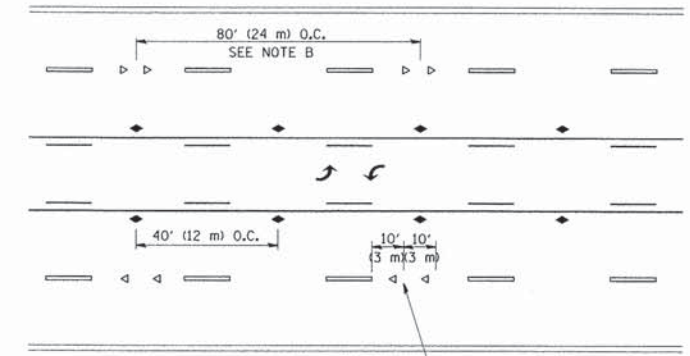


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

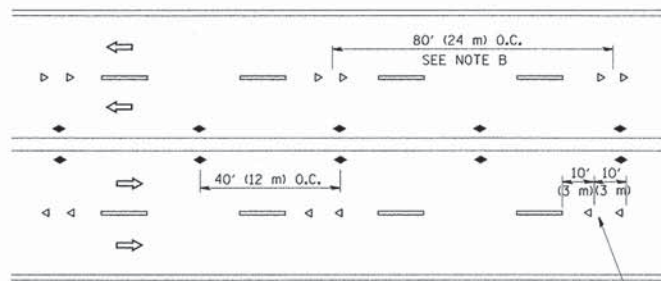
TWO-LANE/TWO-WAY



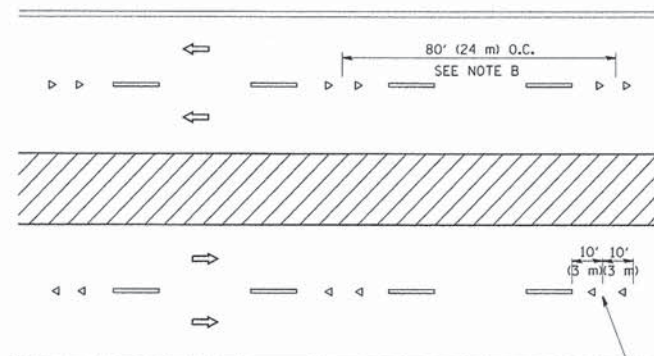
LANE REDUCTION TRANSITION



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

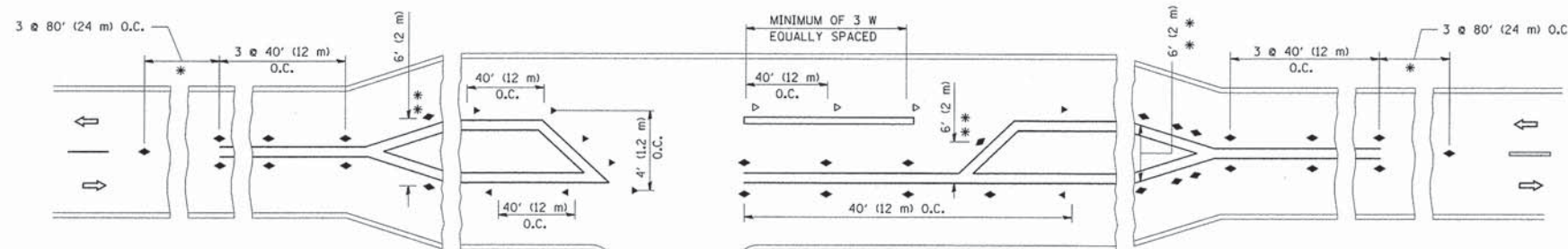
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

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

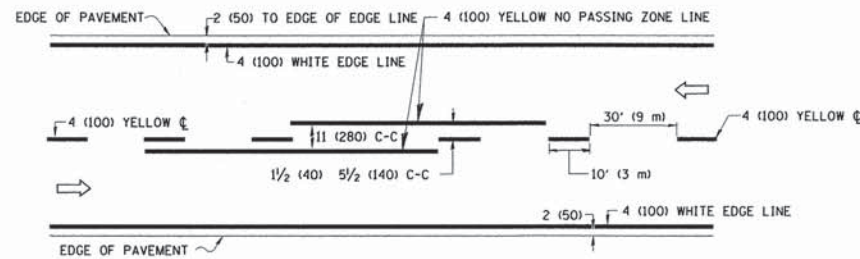
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

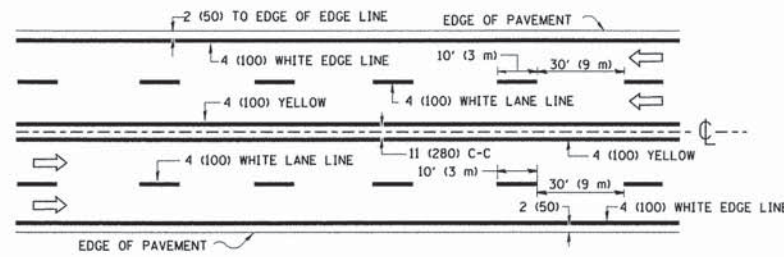
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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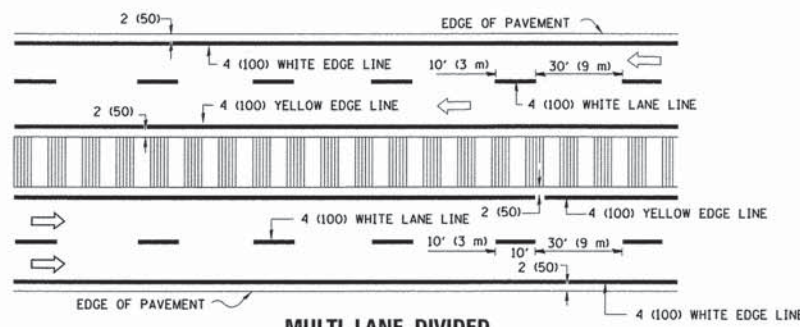
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TC-11			CONTRACT NO. 61C22	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

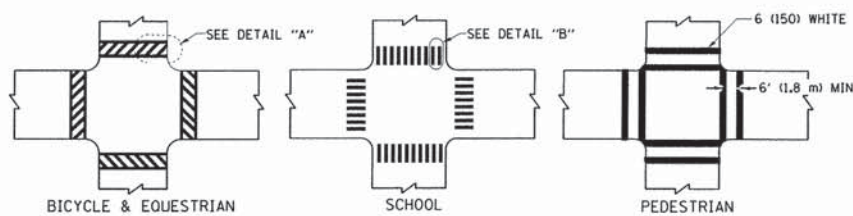


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

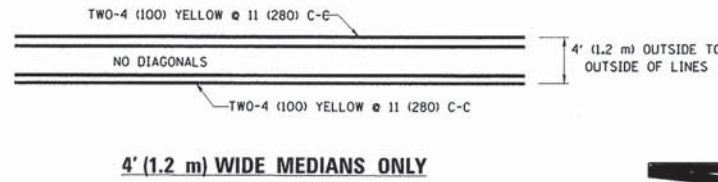


DETAIL "A"

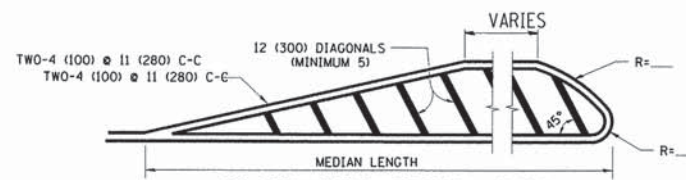
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

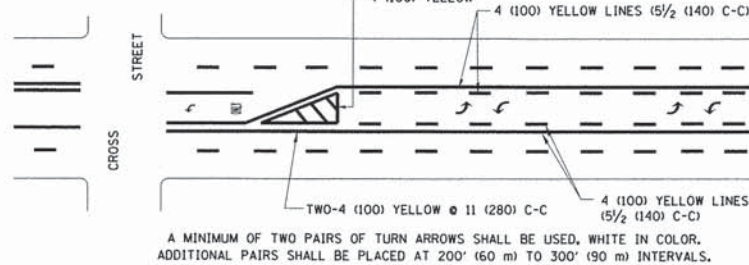


4' (1.2 m) WIDE MEDIANS ONLY



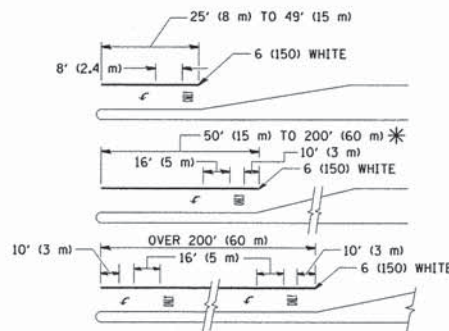
MEDIANS OVER 4' (1.2 m) WIDE

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



MEDIAN WITH TWO-WAY LEFT TURN LANE

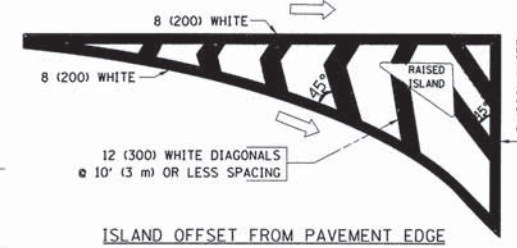
TYPICAL PAINTED MEDIAN MARKING



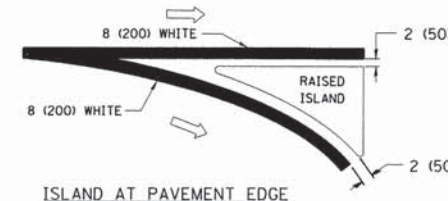
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

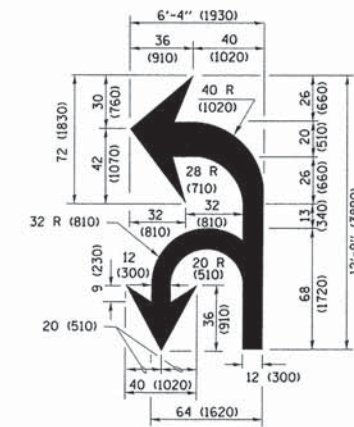


ISLAND OFFSET FROM PAVEMENT EDGE

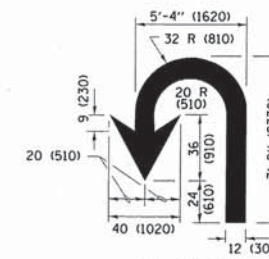


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 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 MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINES: 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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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



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".

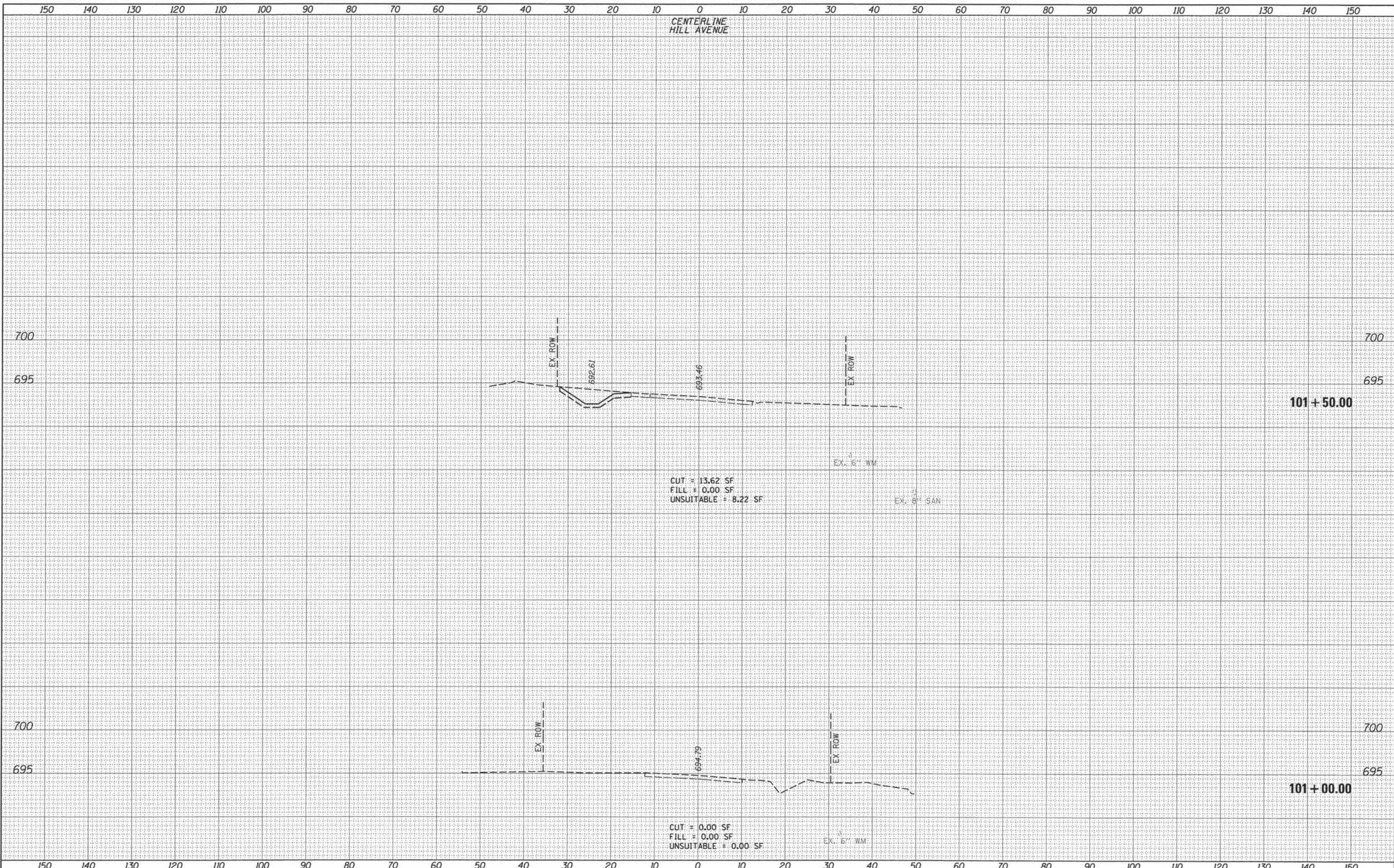
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	PLOT DATE = 12/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1431	10-00154-00-BR	DUPAGE	82	67
TC-26			CONTRACT NO. 61C22	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CENTERLINE
HILL AVENUE

101 + 50.00

101 + 00.00

CUT = 13.62 SF
FILL = 0.00 SF
UNSUITABLE = 8.22 SF

CUT = 0.00 SF
FILL = 0.00 SF
UNSUITABLE = 0.00 SF

EX. 8" WM

EX. 8" SAN

EX. 6" WM

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

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

B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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PLOT SCALE = #SCALE#	DRAWN - MK	REVISED -
PLOT DATE = #DATE#	CHECKED - MC	REVISED -
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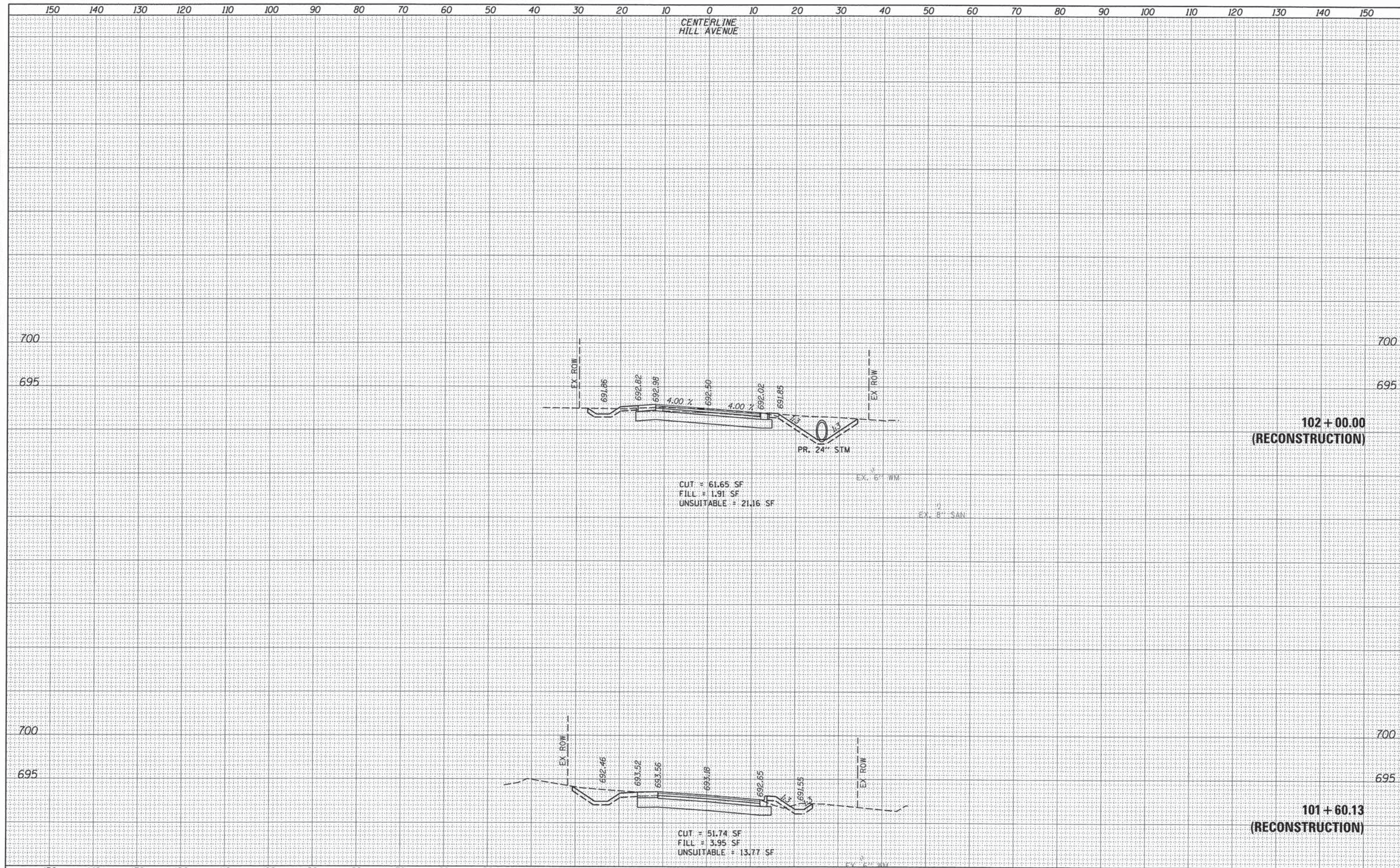
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HILL AVENUE CROSS SECTIONS	
VERT: 1"=5'	SHEET 1 OF 15 SHEETS
SCALE: HORZ: 1"=10'	STA. 101+00.00 TO STA. 101+50.00

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 68
CONTRACT NO. 61C22				ILLINOIS FED. AID PROJECT

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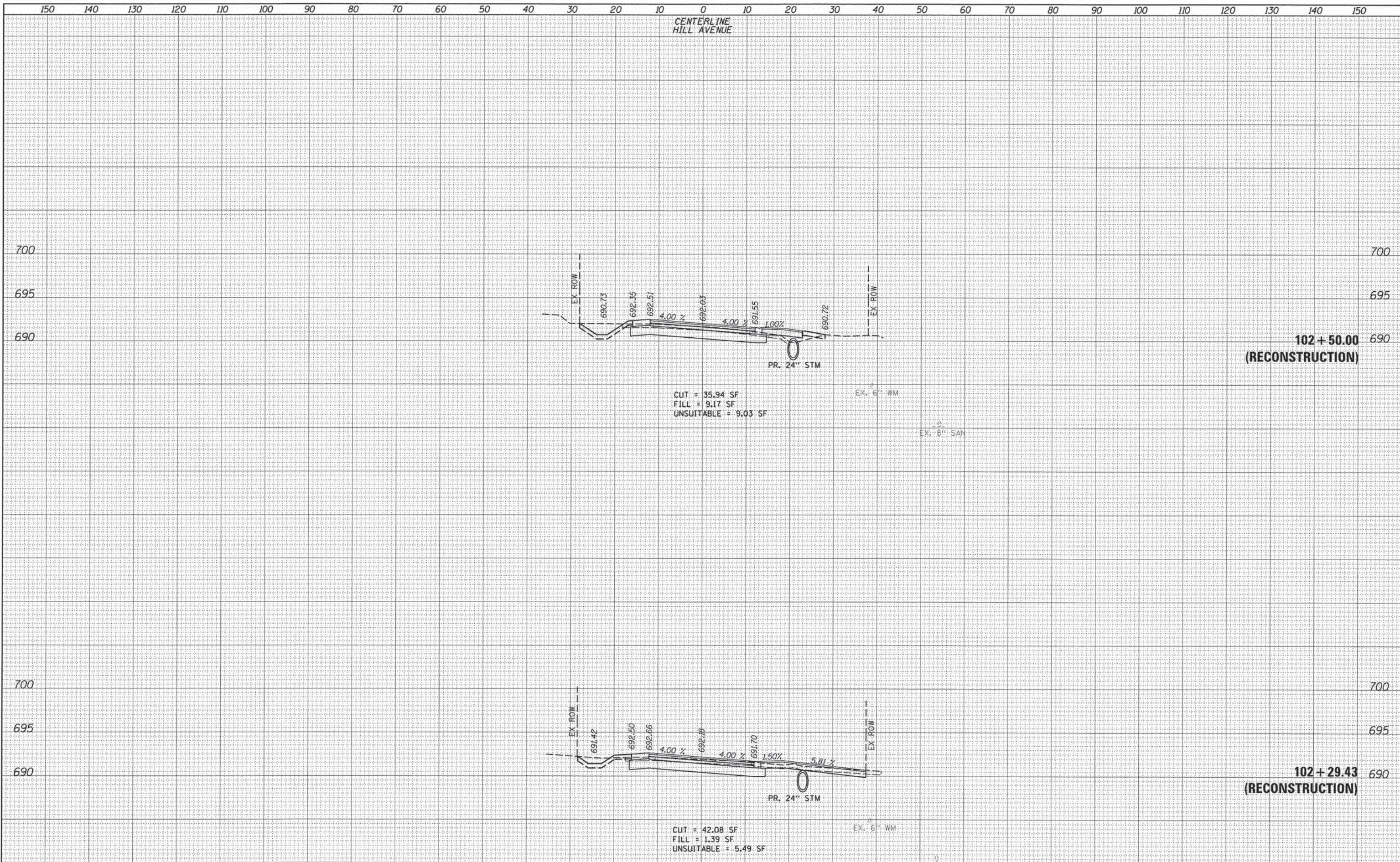
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NOTE BOOK	
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Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = #USER#	DESIGNED - MK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HILL AVENUE CROSS SECTIONS		F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY	TOTAL SHEETS 82	SHEET NO. 69	
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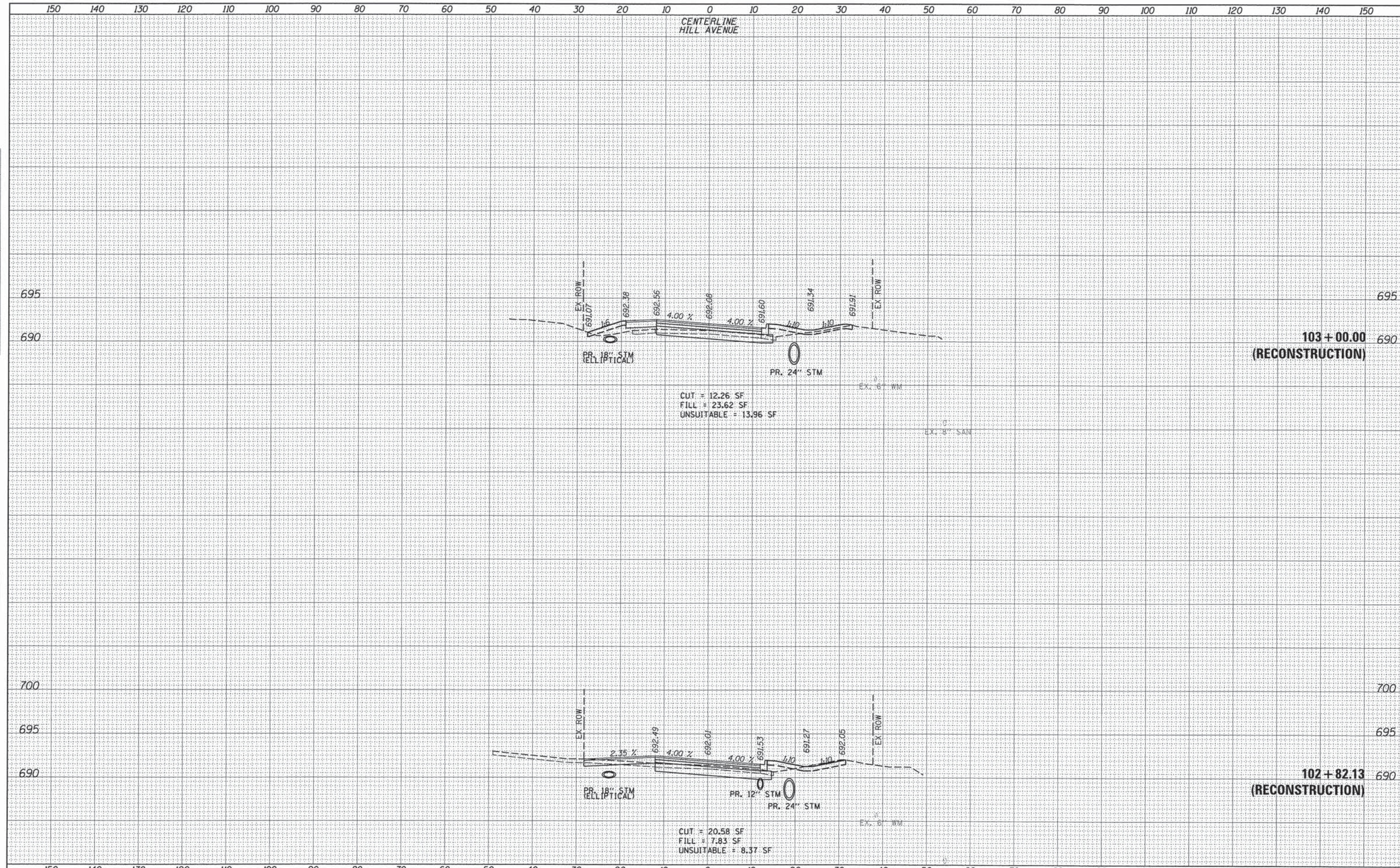
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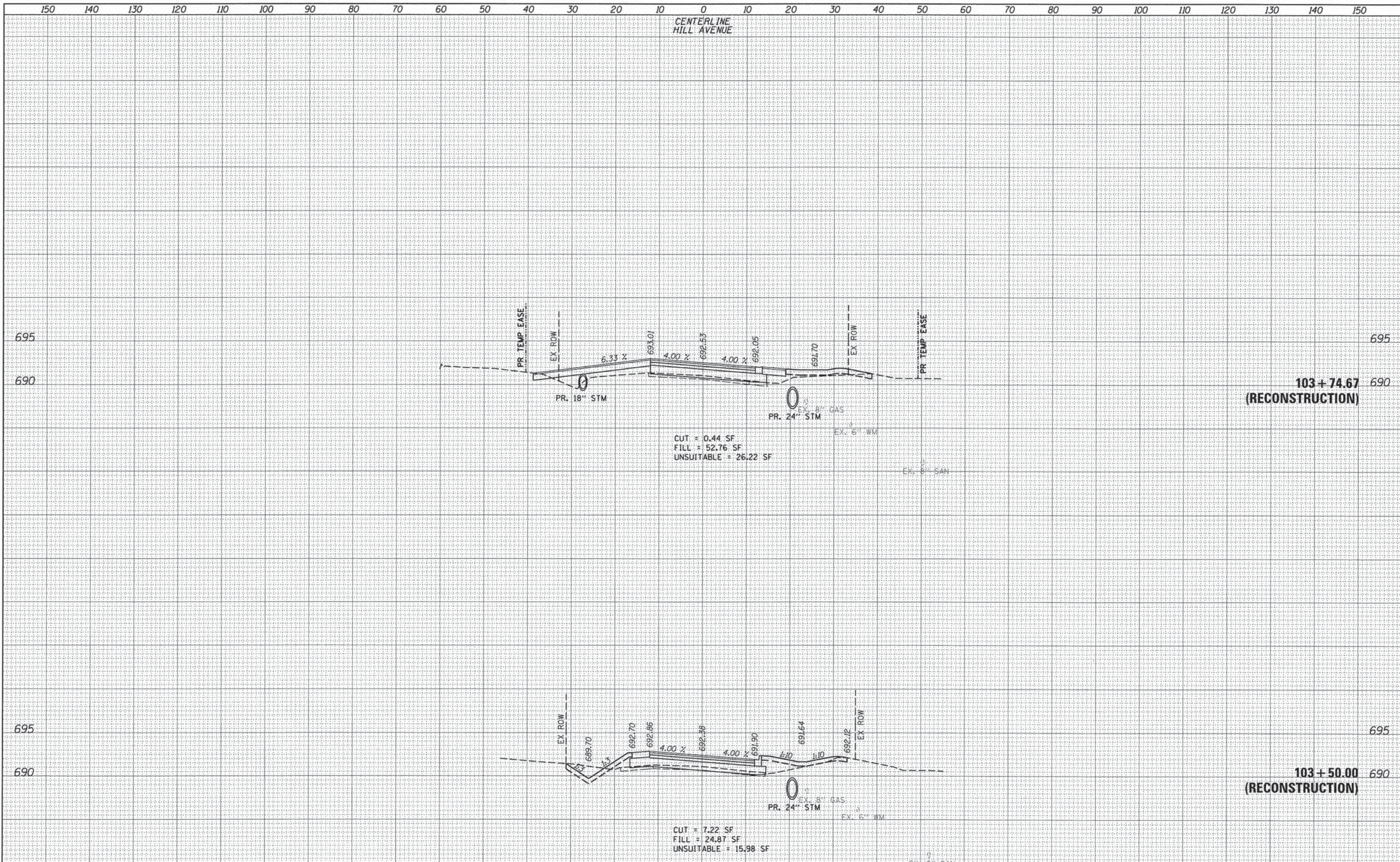
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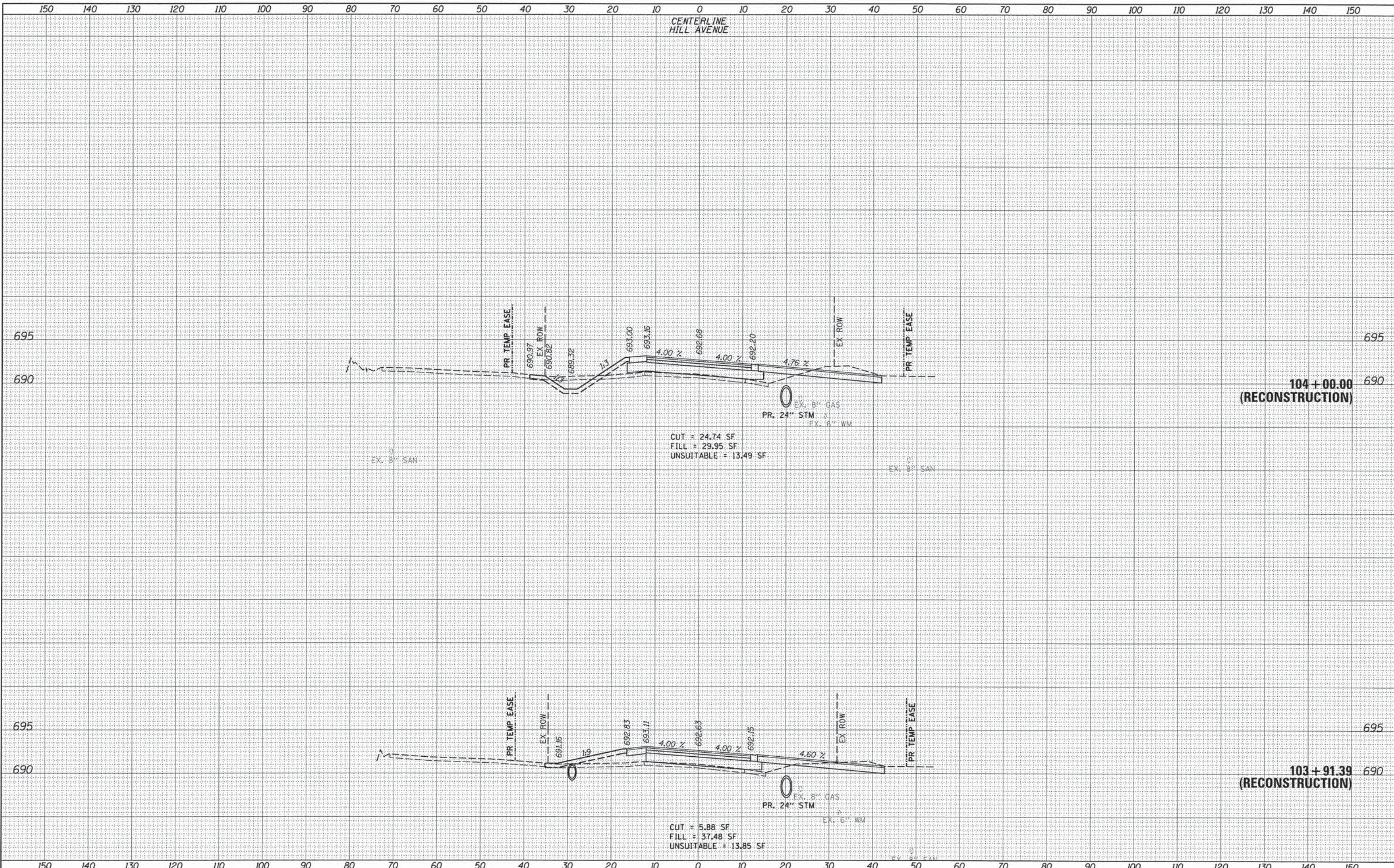
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NOTE BOOK	
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AREAS CHECKED	



DATE	
BY	
FINAL SURVEY	
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NOTE BOOK	
TEMPLATE	
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NO.	

DATE	
BY	
ORIGINAL SURVEY	
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AREAS CHECKED	
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CENTERLINE
HILL AVENUE

104 + 00.00
(RECONSTRUCTION)

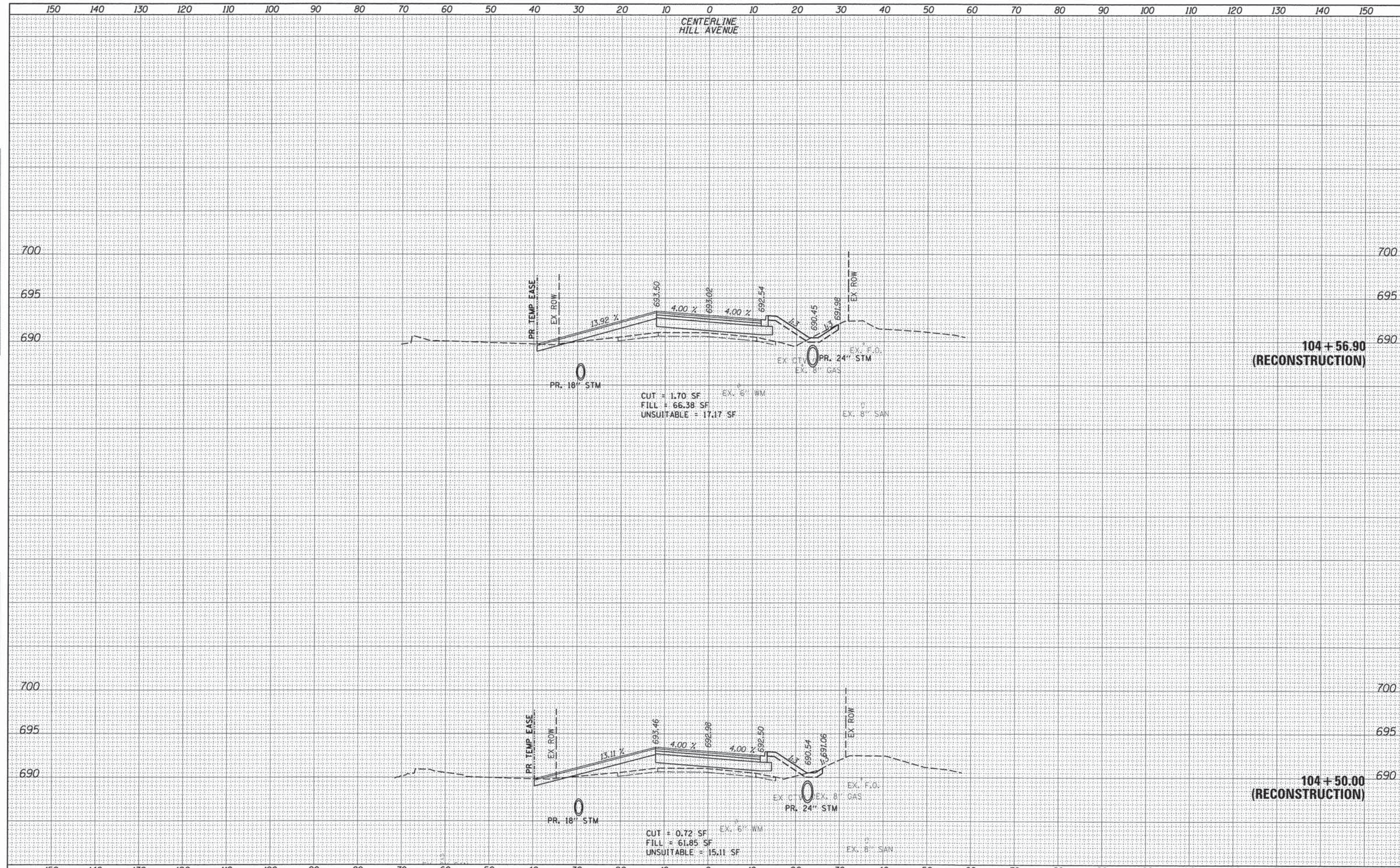
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FILL = 29.95 SF
UNSUITABLE = 13.49 SF

103 + 91.39
(RECONSTRUCTION)

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UNSUITABLE = 13.85 SF

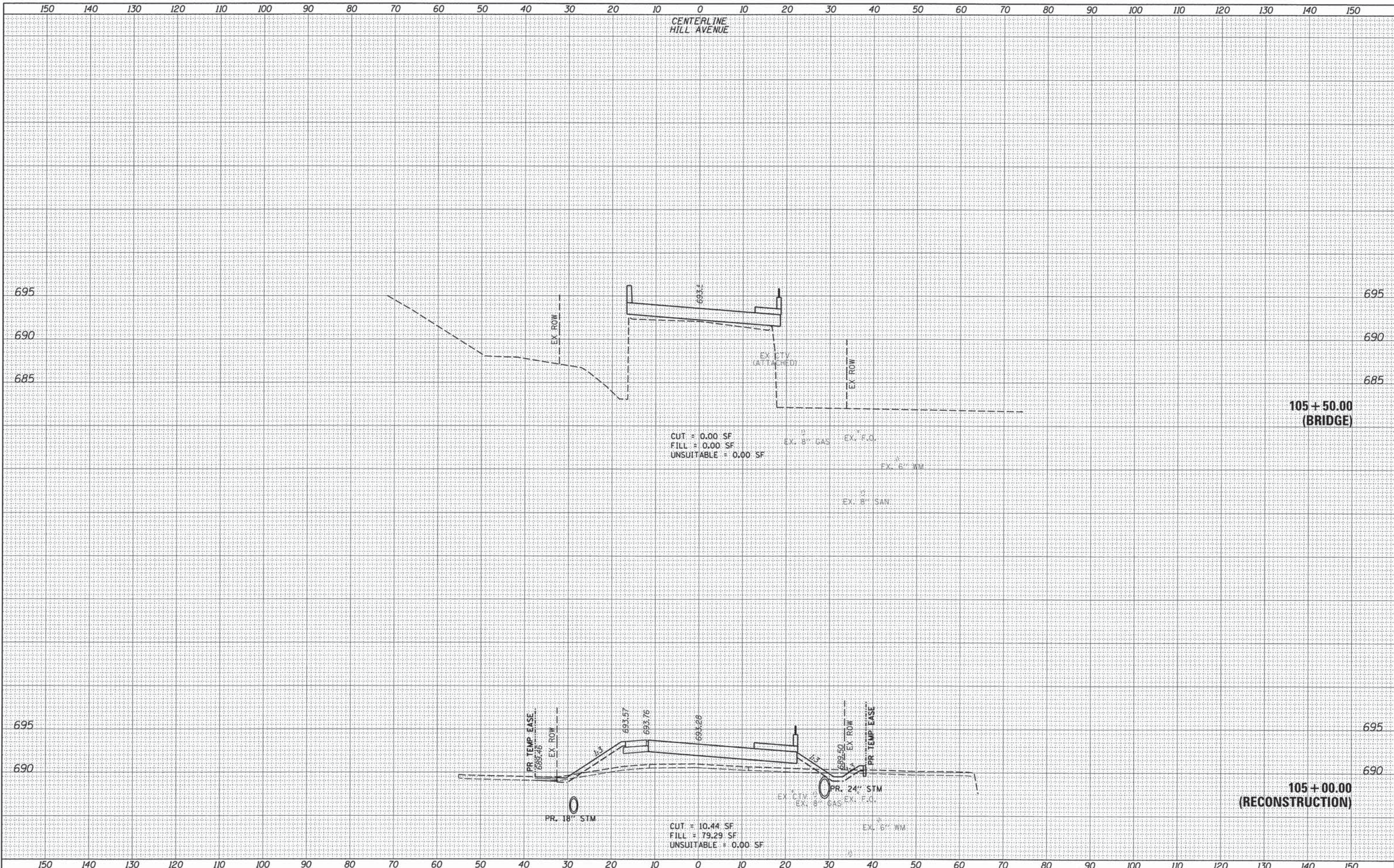
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BY	
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SURVEY	
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TEMPLATE	
AREAS CHECKED	

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BY	
EXISTING SURVEY	
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NOTE BOOK	
TEMPLATE	
AREAS CHECKED	



DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
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DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
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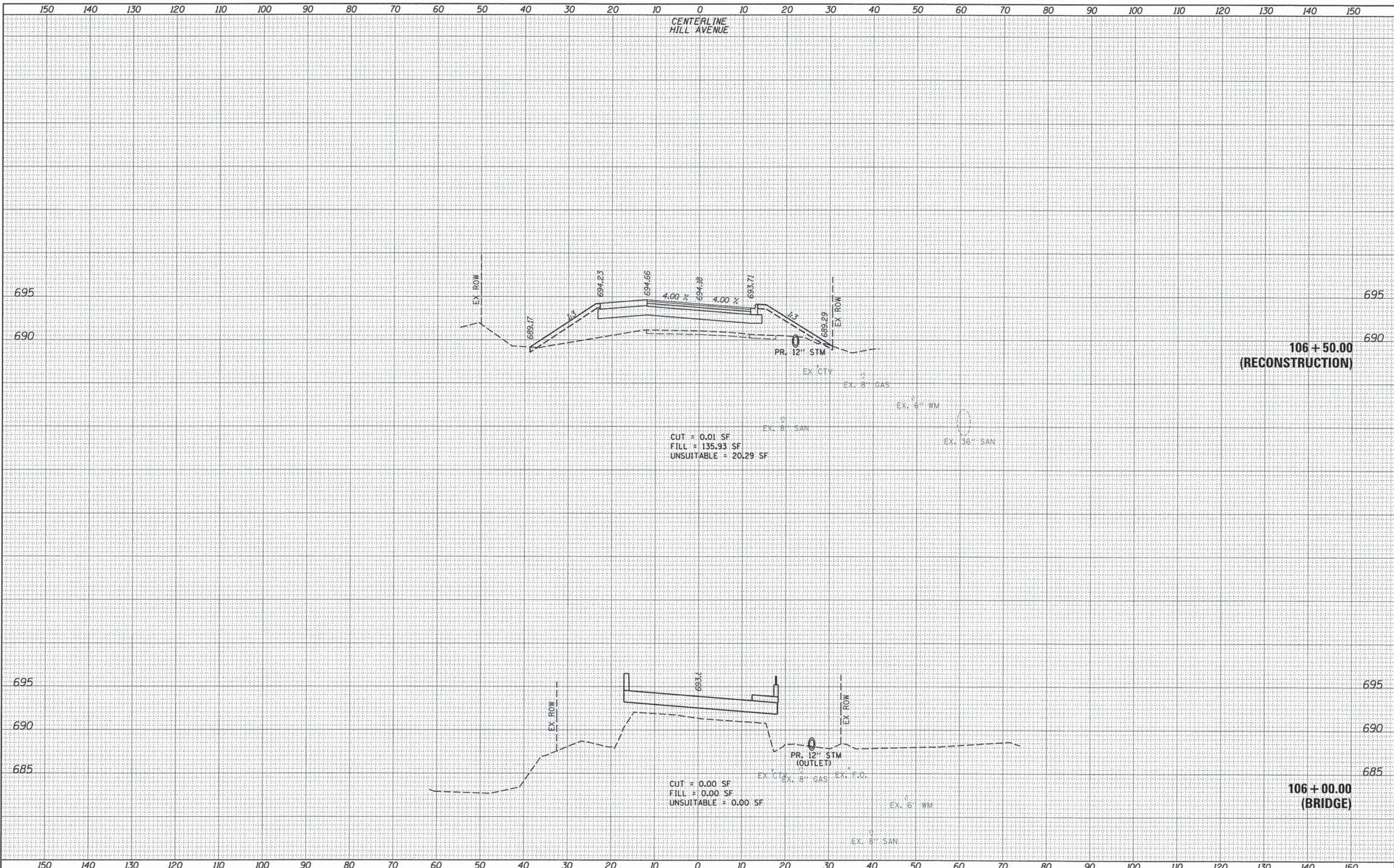
BL Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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PLOT DATE = #DATE#	CHECKED - MC	REVISED -
	DATE - 01/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HILL AVENUE CROSS SECTIONS	
VERT: 1"=5'	SHEET 8 OF 15 SHEETS
SCALE: HORZ: 1"=10'	STA. 105+00.00 TO STA. 105+50.00

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 75
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				



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

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

BL Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MK	REVISED -
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	DATE - 01/25/2016	REVISED -

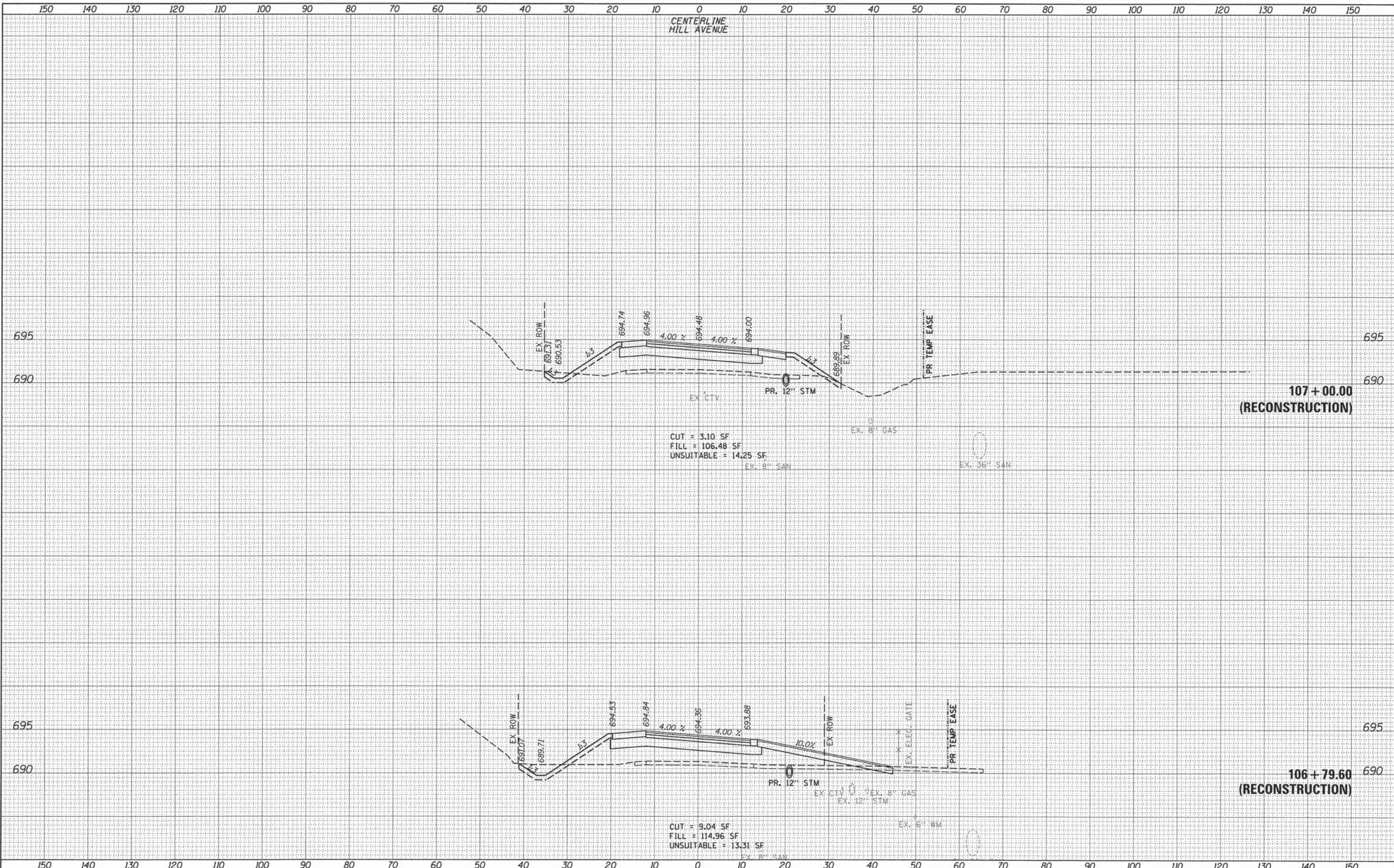
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HILL AVENUE CROSS SECTIONS	
VERT: 1"=5'	SHEET 9 OF 15 SHEETS
SCALE: HORZ: 1"=10'	STA. 106+00.00 TO STA. 106+50.00

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY	TOTAL SHEETS 82	SHEET NO. 76
CONTRACT NO. 61C22				ILLINOIS FED. AID PROJECT

DATE	
BY	
FINAL SURVEY	
SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = #USER#	DESIGNED - MK	REVISED -
PLLOT SCALE = #SCALE#	DRAWN - MK	REVISED -
PLLOT DATE = #DATE#	CHECKED - MC	REVISED -
	DATE - 01/25/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HILL AVENUE
CROSS SECTIONS**

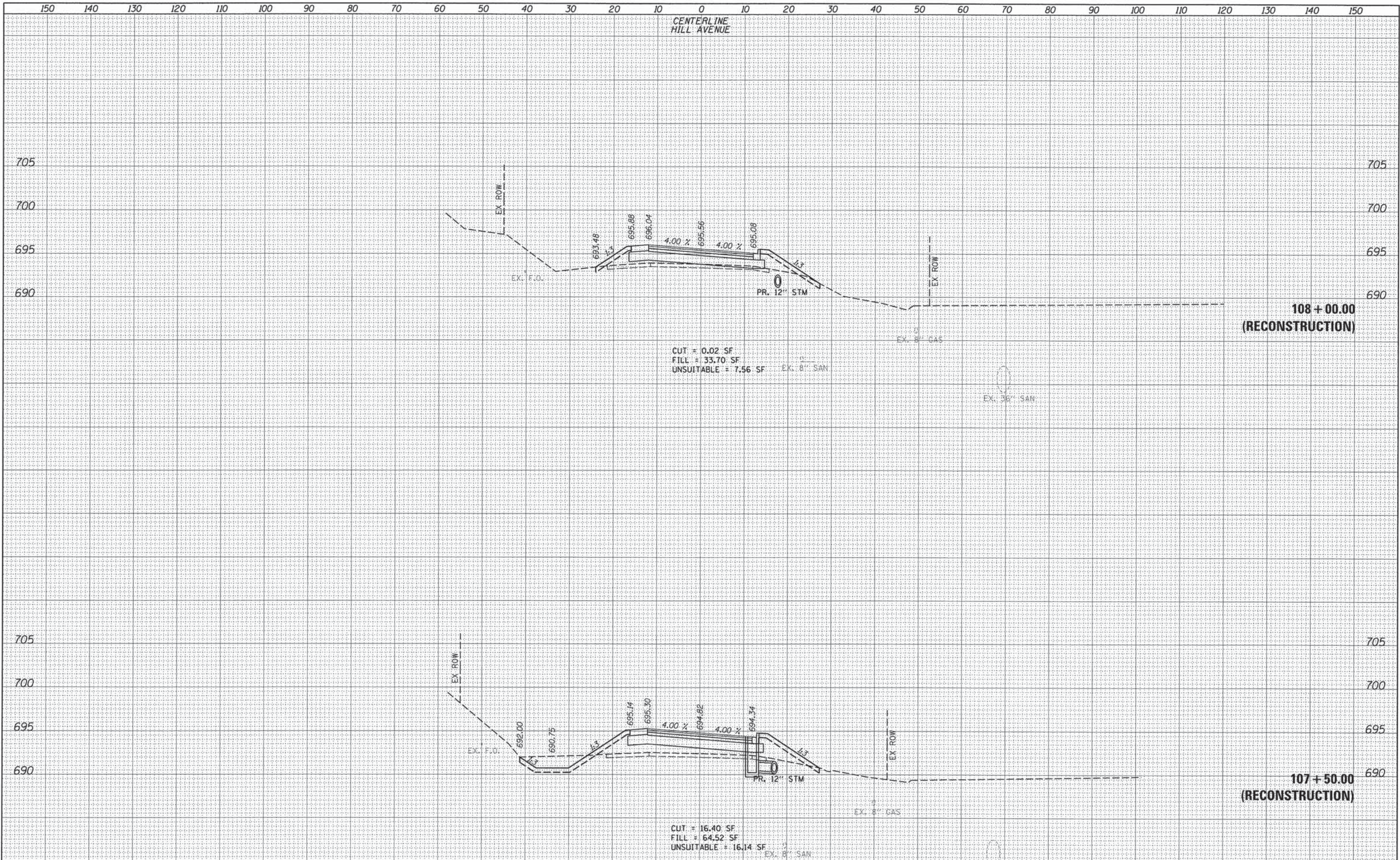
VERT: 1"=5'
SCALE: HORZ: 1"=10'

SHEET 10 OF 15 SHEETS STA. 106+79.60 TO STA. 107+00.00

F.A.U. RTE. 1431	SECTION 10-00154-00-BR	COUNTY	TOTAL SHEETS 82	SHEET NO. 77
CONTRACT NO. 61C22				
ILLINOIS FED. AID PROJECT				

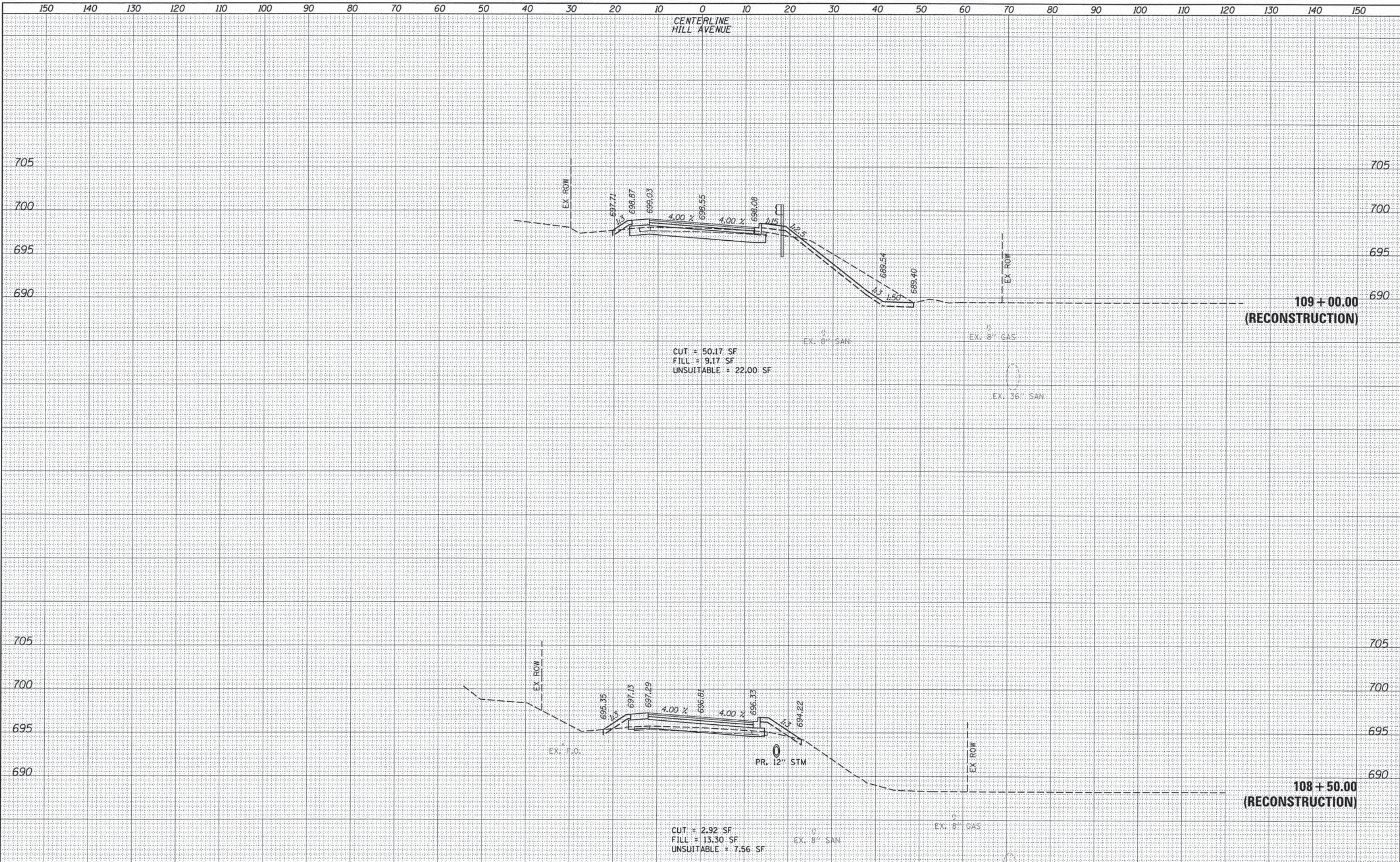
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BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
NO.	
AREAS CHECKED	
AREAS	
TEMPLATE	
NO.	

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



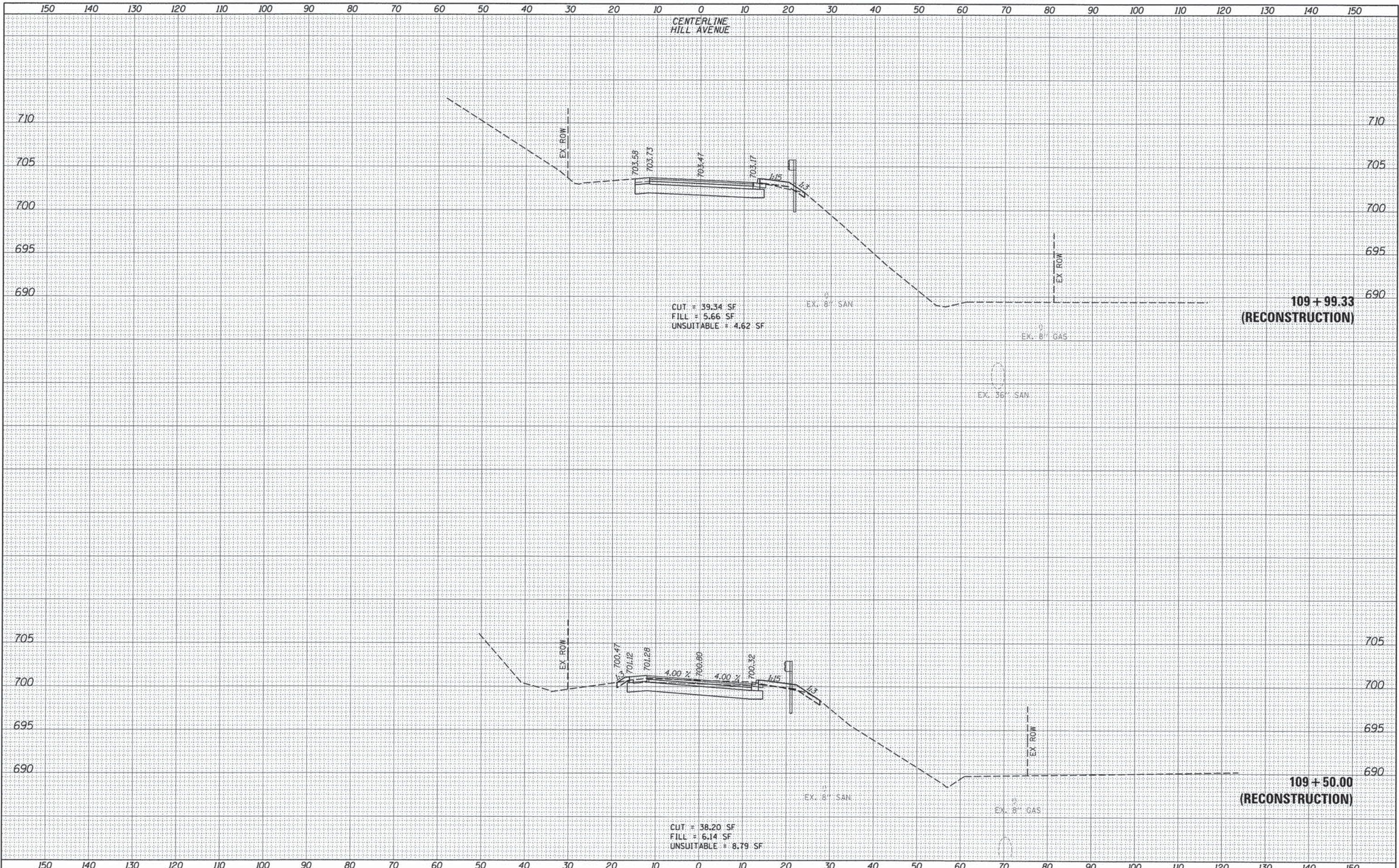
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FINAL SURVEY	
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NOTE BOOK	
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DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
TEMPLATE	
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NO.	



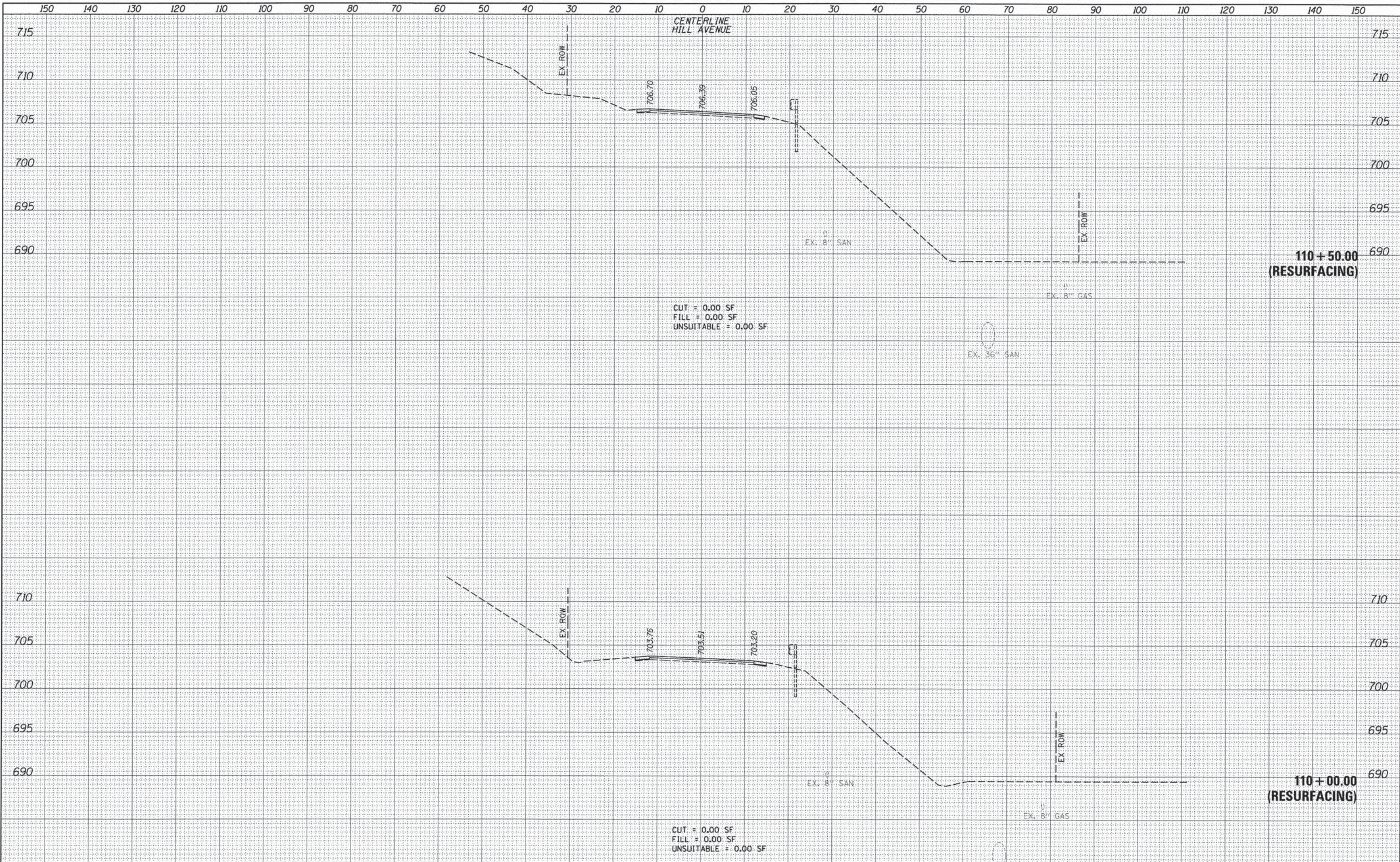
DATE	
BY	
FINAL SURVEY	
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IN FIELD	
TEMPLATE	
NOTE BOOK	
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NO.	

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



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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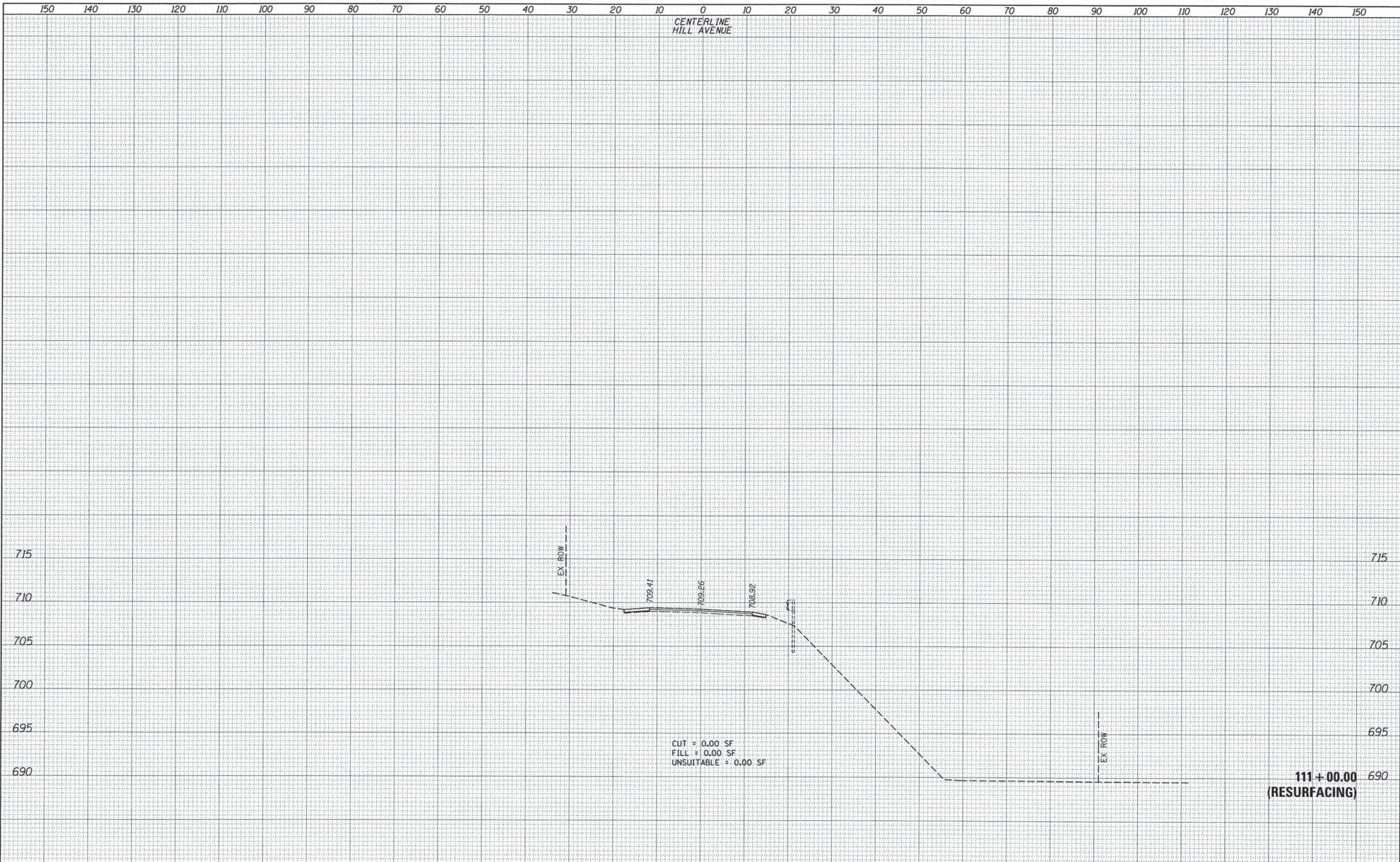


CUT = 0.00 SF
 FILL = 0.00 SF
 UNSUITABLE = 0.00 SF

CUT = 0.00 SF
 FILL = 0.00 SF
 UNSUITABLE = 0.00 SF

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

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



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = #USER# DESIGNED - MK DRAWN - MK CHECKED - MC DATE - 01/25/2016	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		HILL AVENUE CROSS SECTIONS		F.A.U. RTE. 1431 SECTION 10-00154-00-BR COUNTY TOTAL SHEETS 82 SHEET NO. 82	CONTRACT NO. 61C22 ILLINOIS FED. AID PROJECT
	PLOT SCALE = #SCALE# PLOT DATE = #DATE#	VERT: 1"=5' SCALE: HORZ: 1"=10' SHEET 15 OF 15 SHEETS STA. 111+00.00 TO STA. 111+00.00						