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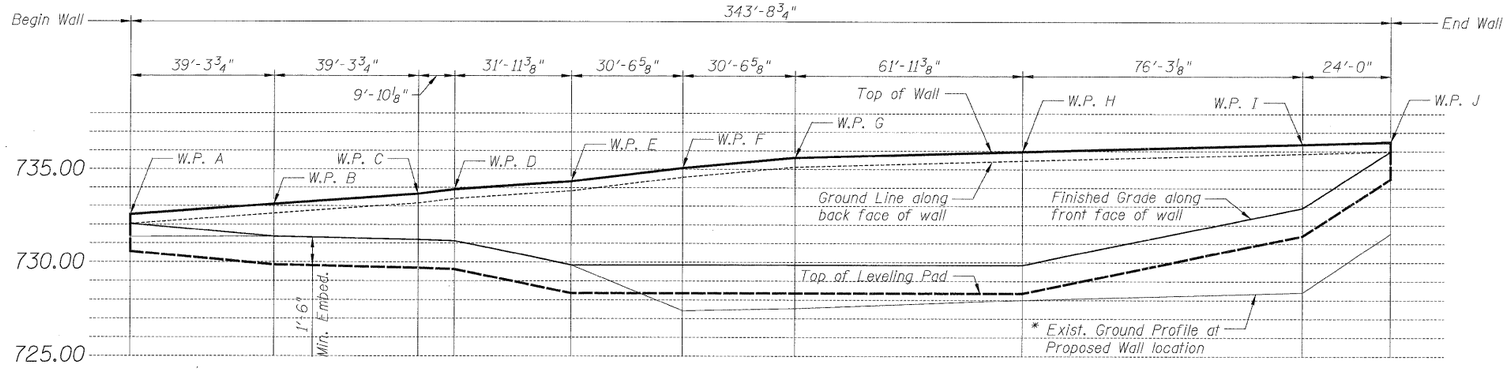
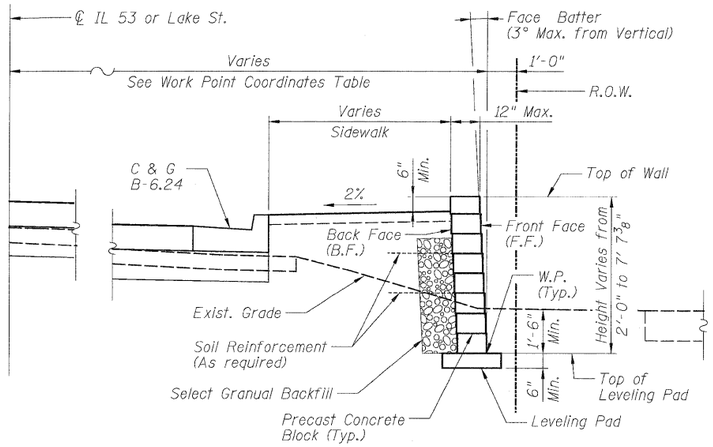


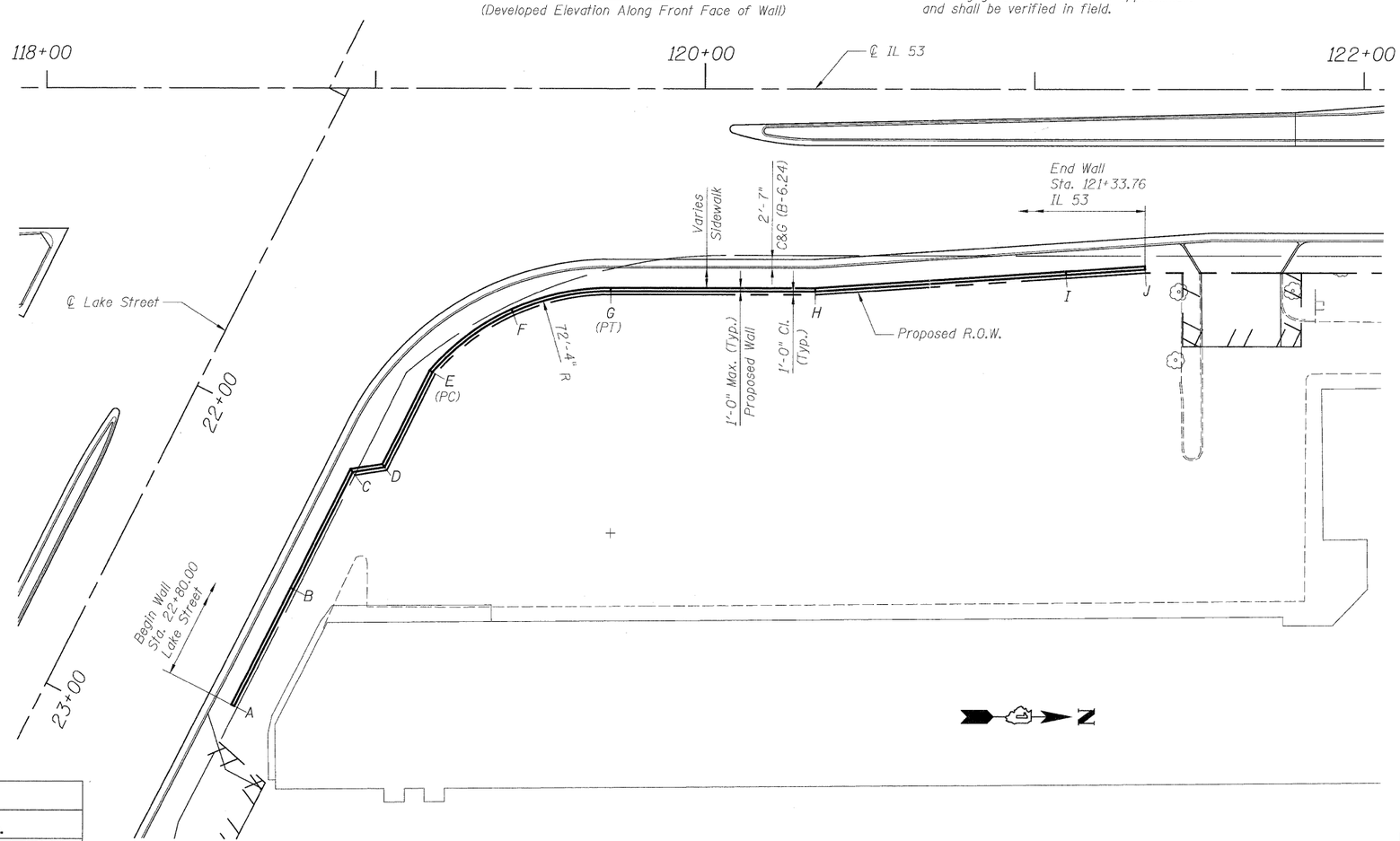
ELEVATION

(Developed Elevation Along Front Face of Wall)

* Existing grade elevations are approximate and shall be verified in field.



TYPICAL SECTION



PLAN

WORK POINT COORDINATES TABLE

Work Point (W.P.)	IL 53 Station	IL 53 Offset	Lake St. Station	Lake St. Offset
A	---	---	22+80.00	53.97
B	---	---	22+40.69	53.86
C	---	---	22+01.37	53.76
D	---	---	21+95.62	61.74
E	119+17.69	84.81	21+63.68	61.66
F	119+42.13	66.86	---	---
G	119+71.78	60.50	---	---
H	120+33.73	60.50	---	---
I	121+09.82	55.43	---	---
J	121+33.76	53.83	---	---

TABLE OF WALL ELEVATIONS

Work Point (W.P.)	Existing Grade	Finished Grade (F.F.)	Finished Grade (B.F.)	Top of Block Wall	Top of Leveling Pad
A	731.34	732.04	732.04	732.54	730.54
B	731.36	731.36	732.60	733.10	729.86
C	731.19	731.19	733.16	733.66	729.69
D	731.12	731.12	733.40	733.90	729.62
E	729.85	729.85	733.83	734.33	728.35
F	727.42	729.85	734.56	735.06	728.35
G	727.54	729.85	735.14	735.64	728.35
H	728.00	729.85	735.46	735.96	728.35
I	728.41	732.92	735.86	736.36	731.42
J	731.54	735.99	735.99	736.49	734.49

BILL OF MATERIAL

	ITEM	UNIT	TOTAL
*	Segmental Concrete Block Wall	Sq Ft	1,881

* See Special Provisions

SEGMENTAL CONCRETE BLOCK WALL

DESIGNED	A.Y.
CHECKED	R.L.D.
DRAWN	A.Y.
CHECKED	R.L.D.

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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S22 OF S25	2578	532B	DUPAGE	781	601
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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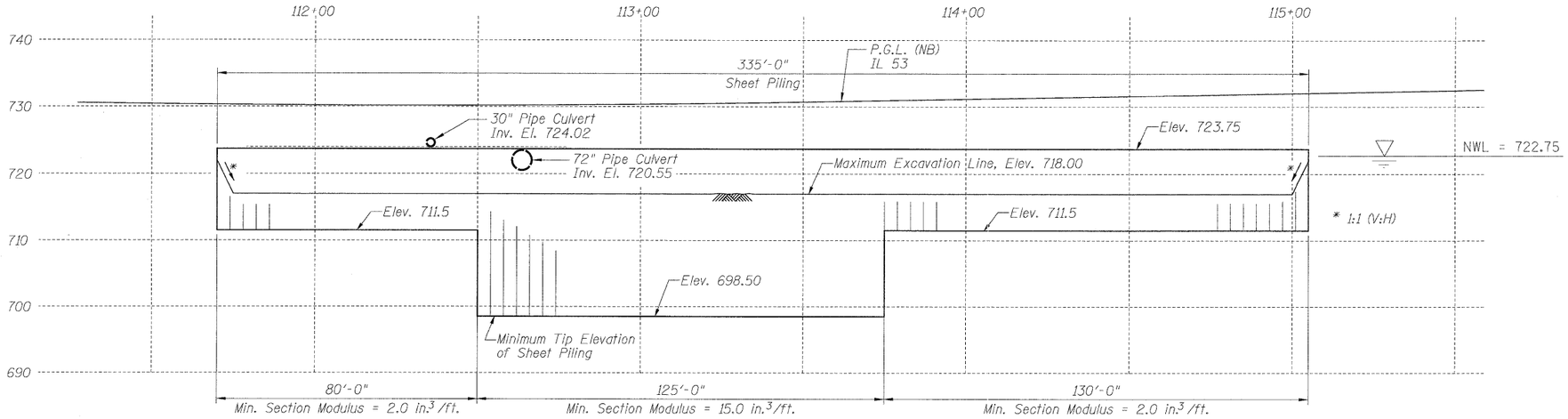
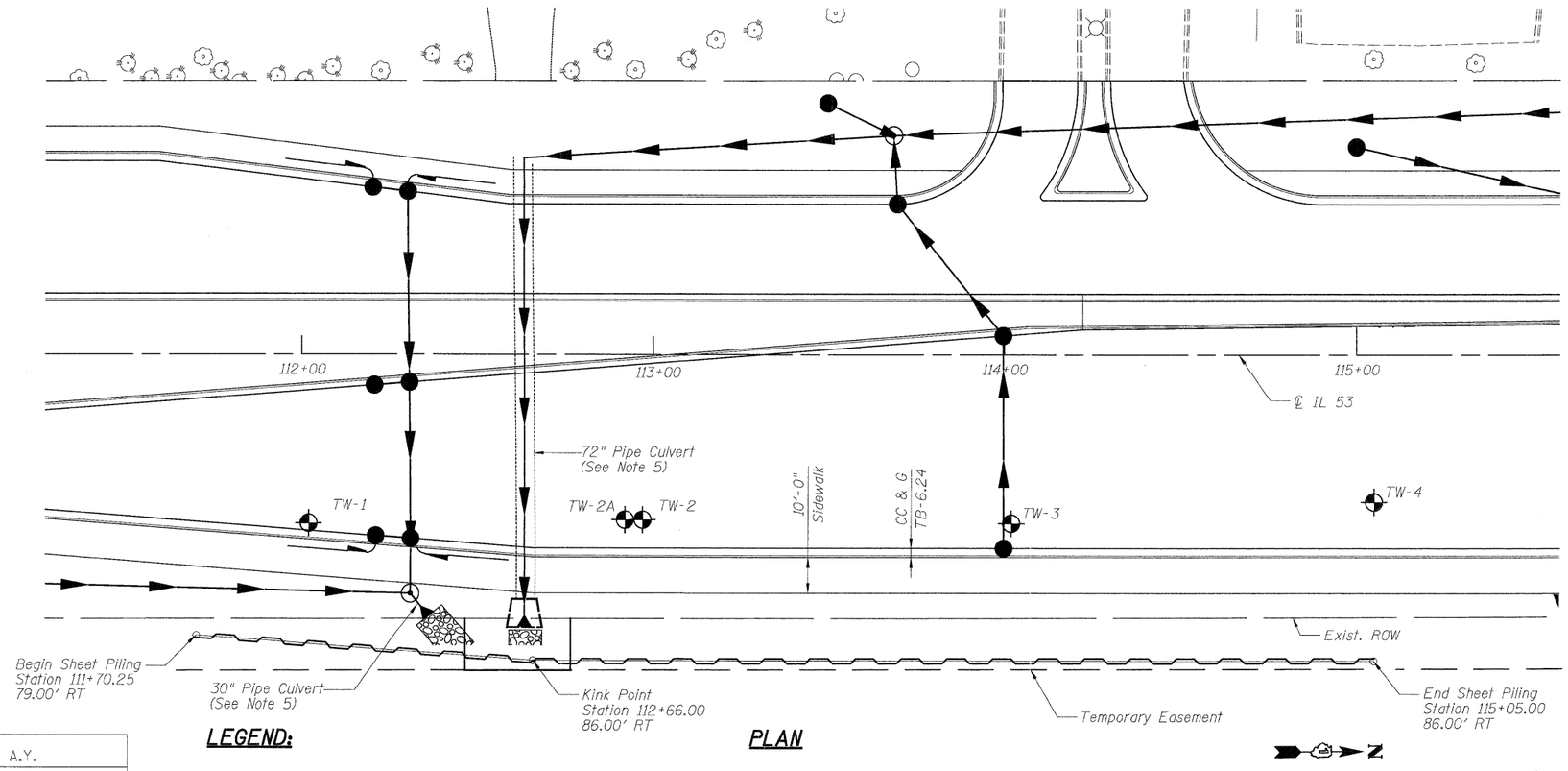


ELEVATION



PLAN

NOTES:

1. For Soil Boring Logs, see Sheet S24 and S25 of S25.
2. Work this sheet with Cross Section sheets within this plan set.
3. Offsets are given to the centerline of sheeting.
4. Removal of unsuitable sediment and replacement with Porous Granular Embankment (Subgrade) shall be performed in the dry, not under water. Cost of pumping the excavation dry and maintaining dry conditions will be included with the item "Temporary Sheet Piling".
5. See Drainage Plans within this plan set for other drainage requirements.

BILL OF MATERIAL

	ITEM	UNIT	TOTAL
*	Temporary Sheet Piling	Sq Ft	5,729

* See Special Provisions

DESIGNED	- A.Y.
CHECKED	- R.D.W
DRAWN	- A.Y.
CHECKED	- R.D.W.

LEGEND:

- Boring Location
- Sheet Piling
- Storm Sewer

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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S23 OF S25	2578	532B	DUPAGE	781	602
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

TEMPORARY SHEET PILING

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Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 4/12/10

ROUTE FAU 2578 (IL 53) DESCRIPTION Near US Route 20 LOGGED BY M. Dell

SECTION 532B LOCATION SW 1/4, SEC. 18, TWP. 40 N, RNG. 11 E, 3rd PM

COUNTY Cook DRILLING METHOD CME 750; 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. ____ Station ____

BORING NO. TW-1 Station 112+02 Offset 47.00ft Rt Ground Surface Elev. 726.44 ft

Surface Water Elev. 721.76 ft Stream Bed Elev. ____ ft

Groundwater Elev.: First Encounter 706.4 ft ▼ Upon Completion 715.9 ft ▽ After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
726.11				Topsoil (Approx. 4 inches)
			7	Brown SAND and GRAVEL
	2		8	
723.44				
	3	2.8	28	Very Stiff Dark Gray SILTY CLAY
	5	P		
721.44 -5				
	1			Medium Stiff to Stiff Gray and Brown SILTY CLAY Sample 2 - Partially disturbed; pushed rock
	2	1.3	26	
	2	P		
	0			
	1	0.5	30	
716.94	2	P		
-10				Stiff to Very Stiff Brown and Gray CLAY, trace sand and gravel
▽	3			
	4	2.2	20	
	5	B		
	2			
	4	3.1	17	Grades to gray
	5	B		
-15				Silty sand seam at 13.5 ft
	3			
	4	3.0	16	
	5	B		
	2			
	2	1.8	18	Silty sand seam at 18.5 ft
	3	P	16	
706.94 -20				
			20	Stiff Gray CLAY LOAM, with sand seams *(continued)*
703.94 -25				
	1			Medium Stiff to Stiff gray CLAY, with sand, trace gravel
	2	0.8	17	
	3	P		
	2			Grades to trace sand
700.19 -30				
	3	1.5	18	End of Boring
	4	B		
-35				
-40				

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

BBS, from 137 (Rev. 8-99)

S:\GEOTECH PROGRAMS\GINT\PROJECTS\COOK\IL 53 TEMP SHEET PILE WALL GPJ 4/27/10

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 3/31/10

ROUTE FAU 2578 (IL 53) DESCRIPTION Near US Route 20 LOGGED BY M. Esposito

SECTION 532B LOCATION SW 1/4, SEC. 18, TWP. 40 N, RNG. 11 E, 3rd PM

COUNTY Cook DRILLING METHOD CME 750; 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. ____ Station ____

BORING NO. TW-2 Station 112+97 Offset 46.00ft Rt Ground Surface Elev. 727.20 ft

Surface Water Elev. 721.76 ft Stream Bed Elev. ____ ft

Groundwater Elev.: First Encounter 710.2 ft ▼ Upon Completion ____ ft After 24 Hrs. 722.2 ft ▽

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Dense Brown SAND and GRAVEL, with clay and organics (Fill)
	14			
	17		4	
722.70	17			
-5				Medium Stiff Black SILTY CLAY, trace to with organics
▽	2			
	4	1.0	37	
	4	P		
	0			Grades with some gray
	0	0.8	29	
718.45	2	B		
-10				Medium stiff Gray ORGANIC CLAY
	0			
	0	0.8	57	
	0	B		
715.20				Very Soft Gray CLAY
	0			
	1	<0.25	25	
	1	P		
712.20 -15				
	0			Medium Stiff Gray LOAM Approx. 2-inch thick gray fine sand seam at 15.5 ft
	0	0.6	25	
	0	B		
710.20 ▼				Loose Gray Coarse SAND
	2			
	4		14	
707.20 -20	3			
-25				
-30				
-35				
-40				

Note: Sand entered HSA at a depth of about 20 ft. Boring terminated due to the inability to drill with water.
End of Boring

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

BBS, from 137 (Rev. 8-99)

S:\GEOTECH PROGRAMS\GINT\PROJECTS\COOK\IL 53 TEMP SHEET PILE WALL GPJ 4/27/10

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 3/8/10

ROUTE FAU 2578 (IL 53) DESCRIPTION Near US Route 20 LOGGED BY M. Dell

SECTION 532B LOCATION SW 1/4, SEC. 18, TWP. 40 N, RNG. 11 E, 3rd PM

COUNTY Cook DRILLING METHOD CME 750; 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. ____ Station ____

BORING NO. TW-2A Station 112+92 Offset 46.00ft Rt Ground Surface Elev. 727.20 ft

Surface Water Elev. 721.76 ft Stream Bed Elev. ____ ft

Groundwater Elev.: First Encounter NA ft Upon Completion NA ft After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Boring TW-2A was drilled at an offset of about 5 ft south of Boring TW-2 in order to gain additional deeper subsurface information. Sampling in Boring TW-2A began at 20 feet.
				Loose Gray SILTY LOAM, with gravel
706.20	1			
	3		18	
	2	1.3	18	Stiff Gray CLAY LOAM
		P		
704.70				
	4			Very Stiff Gray CLAY, with sand, trace gravel
	5	2.5	17	
	6	P		
-5				
-25				
	3			With occasional sand seams
	5	2.5	25	Grades to trace sand
701.20	7	P	17	
		2.0		Stiff Gray and Brown CLAY LOAM, with occasional silt seams
699.70		B		
	3			Stiff to Very Stiff Gray CLAY, trace sand and gravel
	4	2.0	18	
	4	P		
-10				
-30				
	2			With occasional sand seams
	4	2.0	17	
	7	P		
-15				
-35				
	2			Grades to with sand
	5	2.3	15	
	5	P		
707.20 -20				
-40				

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

BBS, from 137 (Rev. 8-99)

S:\GEOTECH PROGRAMS\GINT\PROJECTS\COOK\IL 53 TEMP SHEET PILE WALL GPJ 4/27/10

DESIGNED	- N/A
CHECKED	- N/A
DRAWN	- A.Y.
CHECKED	- R.L.D.

BORING LOGS

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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S24 OF S25	2578	532B	DUPAGE	781	603
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 3/8/10

ROUTE FAU 2578 (IL 53) DESCRIPTION Near US Route 20 LOGGED BY M. Dell

SECTION 532B LOCATION SW 1/4, SEC. 18, TWP. 40 N, RNG. 11 E, 3rd PM

COUNTY Cook DRILLING METHOD CME 750; 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. ____ Station ____

BORING NO. TW-2A Station 112+92 Offset 46.00ft Rt Ground Surface Elev. 727.20 ft

Surface Water Elev. 721.76 ft Stream Bed Elev. ____ ft

Groundwater Elev.: First Encounter NA ft Upon Completion NA ft After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff to Very Stiff Gray CLAY, trace sand and gravel *(continued)*		2		
		3	1.9	18
		6	B	
Grades to trace sand	685.70			
Note: Accurate water levels not possible due to the addition of drilling water.				
End of Boring				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 3/31/10

ROUTE FAU 2578 (IL 53) DESCRIPTION Near US Route 20 LOGGED BY M. Esposito

SECTION 532B LOCATION SW 1/4, SEC. 18, TWP. 40 N, RNG. 11 E, 3rd PM

COUNTY Cook DRILLING METHOD CME 750; 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. ____ Station ____

BORING NO. TW-3 Station 114+02 Offset 47.00ft Rt Ground Surface Elev. 729.30 ft

Surface Water Elev. 721.76 ft Stream Bed Elev. ____ ft

Groundwater Elev.: First Encounter 704.3 ft Upon Completion Dry ft After 24 Hrs. 719.5 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard Brown SILTY CLAY, with trace organics				19
		2	4.5	16
	726.05	3	P	5
Medium Dense Brown Coarse SAND and GRAVEL		12		
	724.80			
Very Stiff to Hard Brown/Gray SILTY CLAY	-5	3		
		4	3.6	19
		5	B	
		3		
		5	4.3	17
	-10	5	B	
		4		
		6	5.8	16
		8	B	
	717.30			
Very Stiff Gray SILTY CLAY		3		
		4	3.5	15
		5	B	
	-15	3		
		4	2.5	17
		5	B	
Possible sand seam at 16.5 ft		2		
		3	3.0	16
		5	B	
	-20			
Very Stiff Gray SILTY CLAY *(continued)*		1		
		3	1.9	18
		3	B	
		2		
		2	1.7	18
		4	B	
	704.80			
Loose Gray Fine SAND	-25			
	703.80	2		21
Stiff Gray SILTY CLAY		2	1.2	17
	702.80	4	B	
End of Boring				
	-30			
	-35			
	-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1

Date 4/12/10

ROUTE FAU 2578 (IL 53) DESCRIPTION Near US Route 20 LOGGED BY M. Dell

SECTION 532B LOCATION SW 1/4, SEC. 18, TWP. 40 N, RNG. 11 E, 3rd PM

COUNTY Cook DRILLING METHOD CME 750; 3.25" ID HSA HAMMER TYPE CME Automatic

STRUCT. NO. ____ Station ____

BORING NO. TW-4 Station 115+05 Offset 41.00ft Rt Ground Surface Elev. 729.99 ft

Surface Water Elev. 721.76 ft Stream Bed Elev. ____ ft

Groundwater Elev.: First Encounter Dry ft Upon Completion Dry ft After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphalt Pavement	728.99			
Brown SAND and GRAVEL	727.99			
Medium Stiff Dark Gray SILTY CLAY, trace sand and gravel (Fill)		1		
		2	0.8	23
		2	P	
	-5			
	724.49	2		27
Stiff to Very Stiff Brown and Gray CLAY, trace sand		5	2.7	22
		5	B	
Sample 3 - Partially disturbed; tree root in sample		2		
		3	2.0	19
		3	P	
With occasional sand seams	-10	2		
		3	2.6	20
		2	B	
	717.99			
Stiff to Very Stiff Gray CLAY, trace sand and gravel		2		
		3	2.5	17
		5	P	
Grades to with sand	-15	2		
		2	1.8	18
Approx. 6 inch thick sand seam at 16 ft		4	P	15
Sand seam at 17.5 ft		3		
		3	3.8	16
		6	B	
	-20			
Stiff to Very Stiff Gray CLAY, trace sand and gravel *(continued)*		3		
		4	2.9	16
		6	B	
		3		
		4	4.3	15
		7	B	
	-25			
		3		
		4	2.2	16
	703.91	6	B	
End of Boring				
	-30			
	-35			
	-40			

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

BBS, from 137 (Rev. 8-99)

DESIGNED	- N/A
CHECKED	- N/A
DRAWN	- A.Y.
CHECKED	- R.L.D.

BORING LOGS

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PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S25 OF S25	2578	532B	DUPAGE	781	604
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Benchmark: BM #22 Elev. 716.50 rebar with cap at Sta. 245+33.52, 37.88' Rt.

Existing Structure: None. Proposed Structure number is 022-0012. Each unit is four spans of 27'-6" for a back-to-back of abutments length of 552'-6" and an out-to-out of deck width of 92'-2". Slab increases in thickness over pile bent piers. Traffic to be maintained using staged construction.

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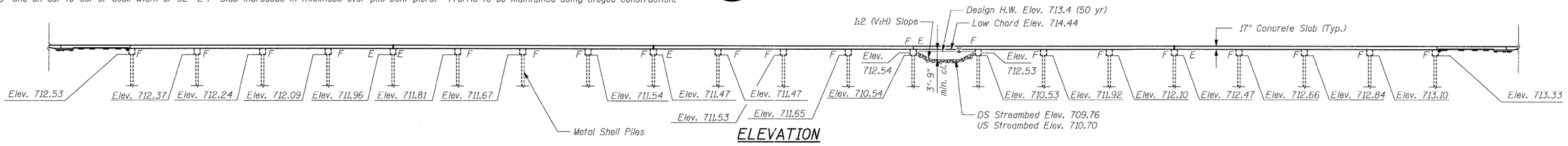
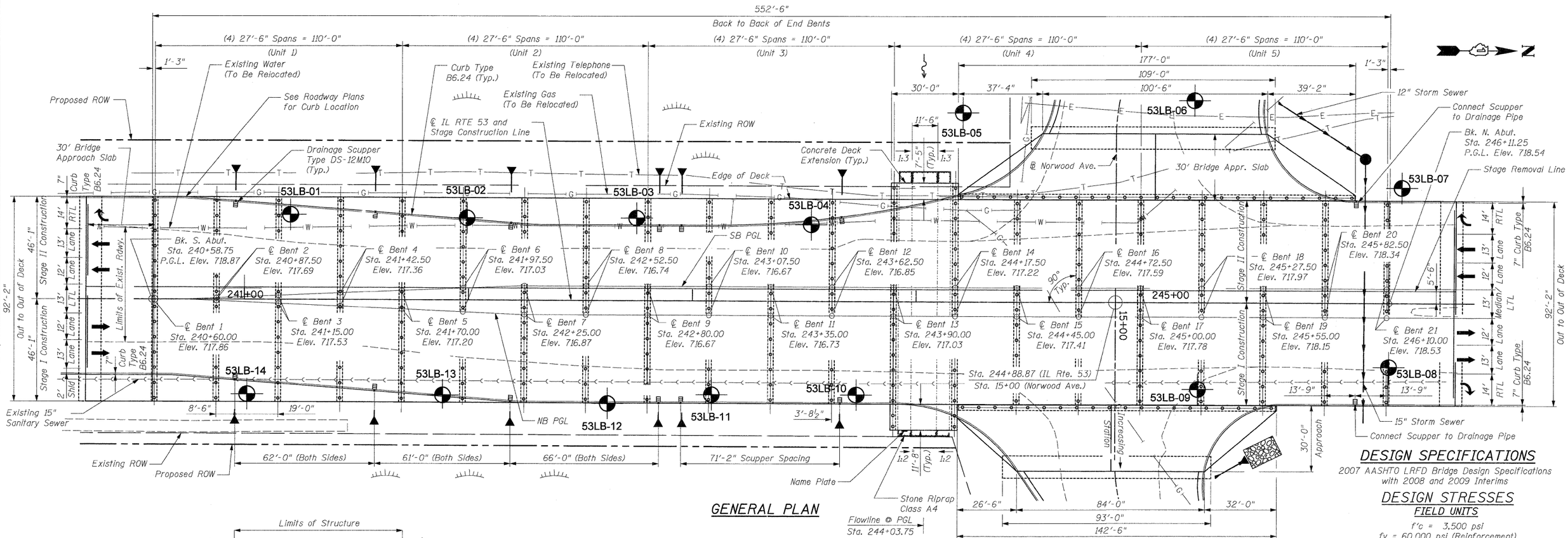
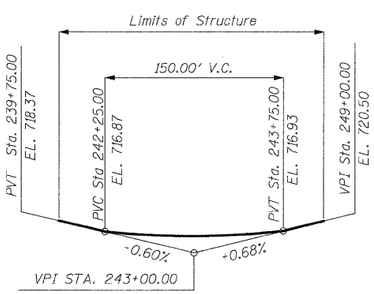


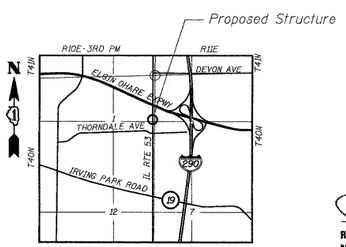
ELEVATION



GENERAL PLAN



PROFILE GRADE (IL RTE 53)



LOCATION SKETCH

DESIGNED	= J. Vermillion
CHECKED	= J. Refvik
DRAWN	= J. Vermillion
CHECKED	= J. Refvik

PATRICK ENGINEERING, INC.

STATE OF ILLINOIS 5197 CHICAGO STRUCTURAL

Roger Di Giulio

ROGER DI GIULIO, S.E.
NO. 5197
EXP. DATE: 11/30/10
APPLY TO DRAWINGS. SA1-SA37

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.085g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.150g
Soil Site Class = D

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 and 2009 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

GENERAL PLAN & ELEVATION
DRY LAND BRIDGE
ILLINOIS ROUTE 53
F.A.U. RTE 2578 - SEC. 532B
DUPAGE COUNTY
STATION 244+88.87
STRUCTURE NO. 022-0012

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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA1 OF SA37	2578	532B	DUPAGE	781	605
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

2. Reinforcement bars designated (E) shall be epoxy coated.

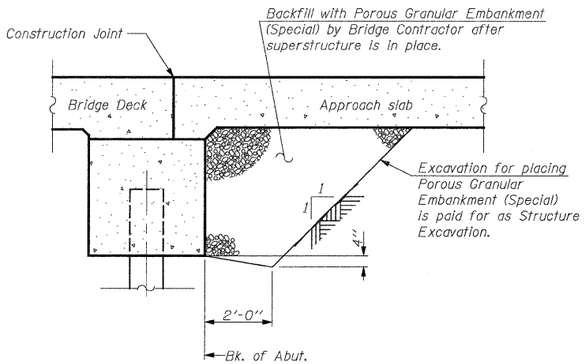
3. Concrete Sealer shall be applied to the designated areas of the Expansion Bent Caps. See Sheet SA21, SA22, SA23, SA24, and SA25 for Locations.

4. 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.

5. Piles shall be driven through 18" diameter precored holes extending to elevations shown on sheets SA21, SA23, SA24, and SA25 according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.

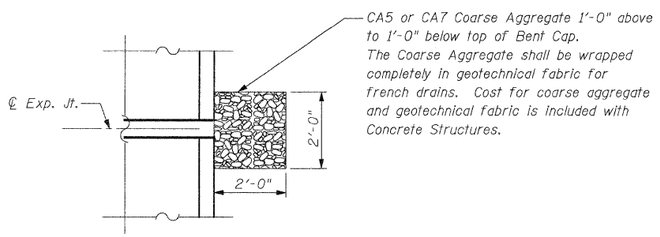
6. Refer to Roadway Plans for type and quantity of fill material required within the limits of Dry Land Bridge.

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



SECTION THRU APPROACH BENT

(IL RTE 53 Approach Bents Shown, Norwood Ave. Similar)



END OF EXPANSION JOINT DETAIL

(At Bents 5, 9, 13, & 17)

DESIGNED	- J. Vermillion
CHECKED	- J. Refvik
DRAWN	- J. Vermillion
CHECKED	- J. Refvik

Illinois Department of Transportation

INDEX OF SHEETS

SA 1 General Plan & Elevation
SA 2 General Notes and Total Bill of Material
SA 3 Construction Staging
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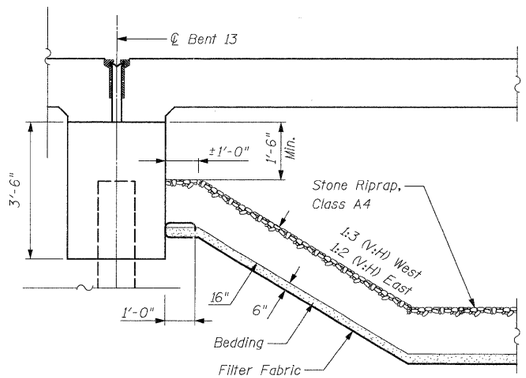


SLOPE PROTECTION DETAILS

Symmetric about the ℄ between Bents 13 and 14
Length of slope protection = 110'
(Looking upstream)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	-	251	251
STONE RIPRAP, CLASS A4	SQ YD	-	318	318
FILTER FABRIC	SQ YD	-	318	318
STRUCTURE EXCAVATION	CU YD	-	2,763	2,763
CONCRETE STRUCTURES	CU YD	-	798.3	798.3
CONCRETE SUPERSTRUCTURE	CU YD	3,480.5	-	3,480.5
BRIDGE DECK GROOVING	SQ YD	7,195	-	7,195
PROTECTIVE COAT	SQ YD	7,378	-	7,378
REINFORCEMENT BARS, EPOXY COATED	POUND	1,022,690	89,190	1,111,880
BAR SPLICERS	EACH	1,751	252	2,003
FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	-	20,006	20,006
DRIVING PILES	FOOT	-	20,006	20,006
TEST PILE METAL SHELLS	EACH	-	14	14
NAME PLATES	EACH	1	-	1
PREFORMED JOINT STRIP SEAL	FOOT	688.5	-	688.5
CONCRETE SEALER	SQ FT	-	6340	6340
DRAINAGE SCUPPERS, DS-12M10	EACH	14	-	14
DRAINAGE SYSTEM	L SUM	1	-	1

WATERWAY INFORMATION

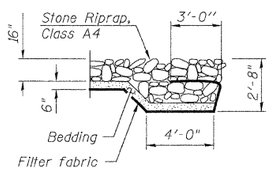
Drainage Area = 31.8 acres

Existing Low Grade Elev. 716.10 @ Sta. 243+00.00
Proposed Low Grade Elev. 715.81 @ Sta. 243+00.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	62	7	40.2	712.9	0.8	0.0	713.7	712.9
Design	50	88	8	52.7	713.4	1.3	0.0	714.7	713.4
Base	100	102	9	60.0	713.7	1.8	0.0	715.5	713.7
Overtop Existing	>100								
Max. Calc.	500	172	14	80.9	715.4	4.5	0.0	719.9	715.4
Overtop Proposed	>500								

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Bent 13	Bent 14
	708.43	710.53



SECTION THRU END OF OPEN DITCH

Typical at West and East end of ditch between Bents 13 and 14

STATION 244+88.87
BUILT 201_ BY
STATE OF ILLINOIS
FAP RTE 2578, SEC. 532B
LOADING HL-93
STRUCTURE NO. 022-0012

NAME PLATE

See Std. 515001

GENERAL NOTES AND TOTAL BILL OF MATERIAL STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA2 OF SA37	2578	532B	DUPAGE	781	606
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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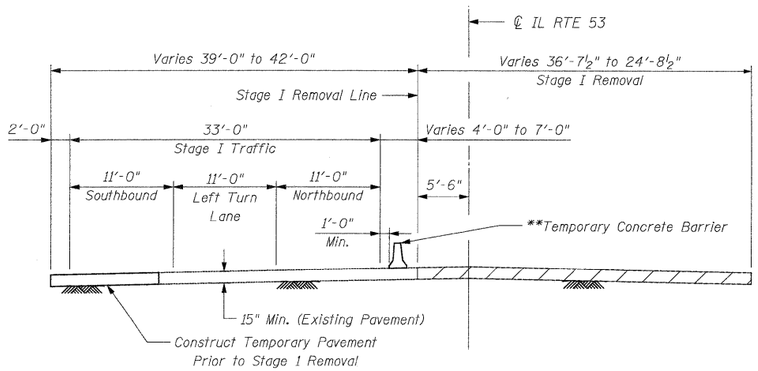
Illinois Department of Transportation

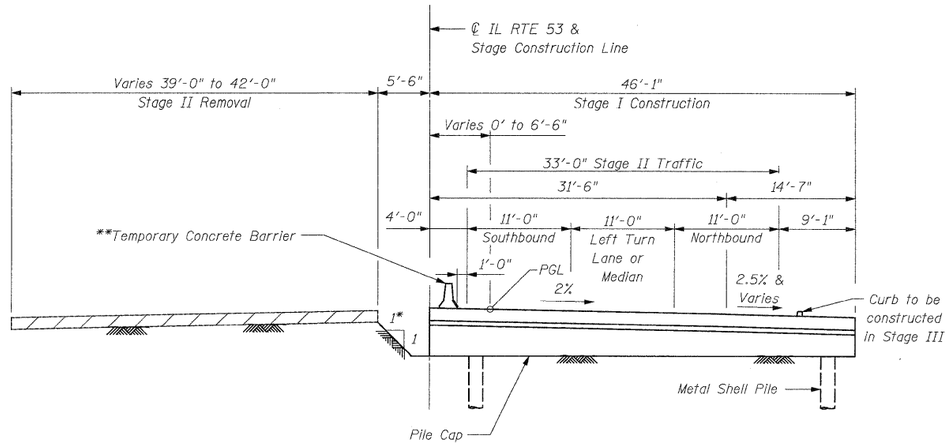


STAGE I REMOVAL

(Looking North)

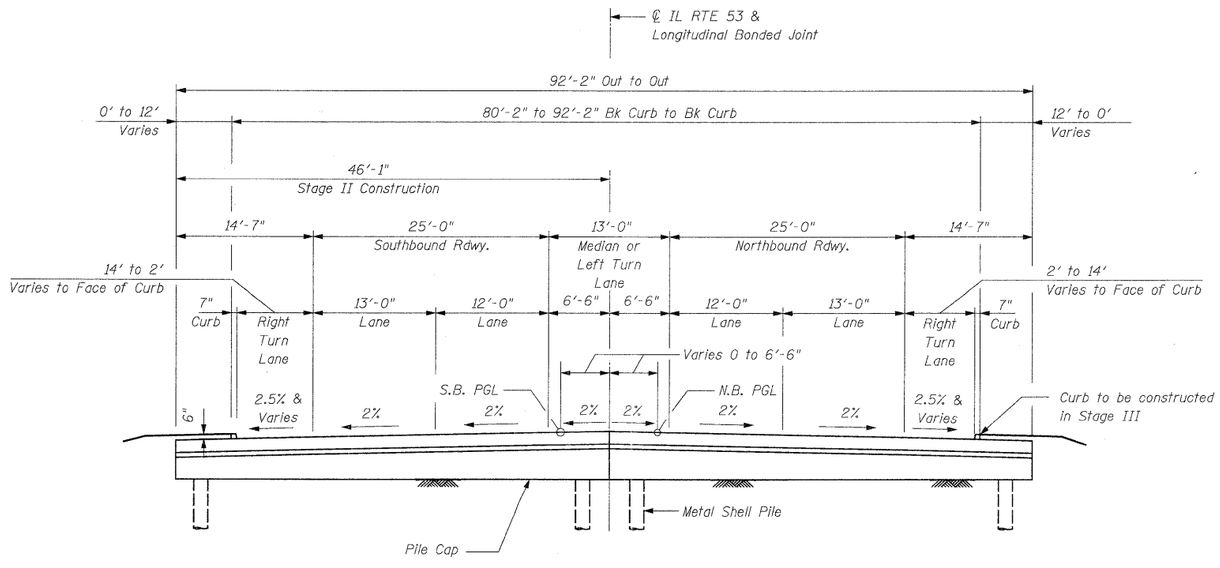
* or as required for stable slope

** See Roadway Plans for Quantity



STAGE I CONSTRUCTION & STAGE II REMOVAL

(Looking North)



STAGE II CONSTRUCTION AND FINAL CROSS-SECTION

(Looking North)

CONSTRUCTION STAGING
STRUCTURE NO. 022-0012

DESIGNED	- J. Vermillion
CHECKED	- J. Refvik
DRAWN	- J. Vermillion
CHECKED	- J. Refvik

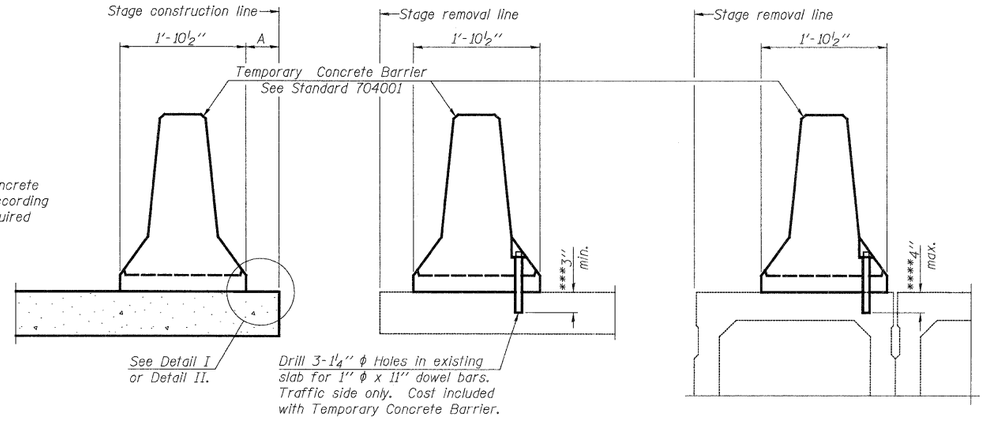
PATRICK ENGINEERING

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA3 OF SA37	2578	532B	DUPAGE	781	607
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

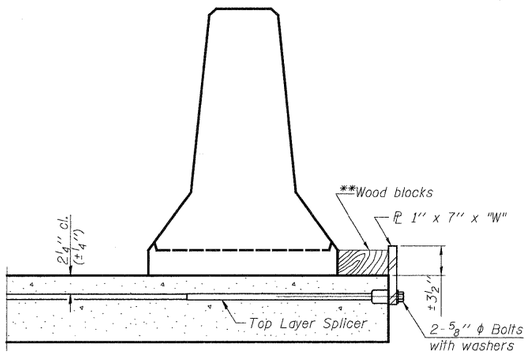
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

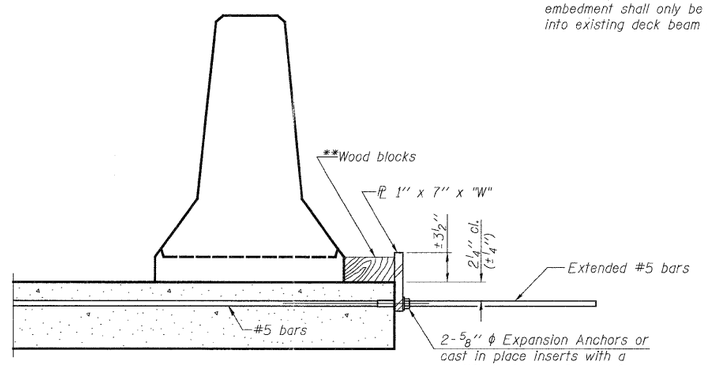
SECTIONS THRU SLAB OR DECK BEAM

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

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



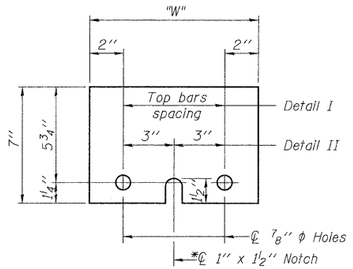
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x "W"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA4 OF SA37	2578	532B	DUPAGE	781	608
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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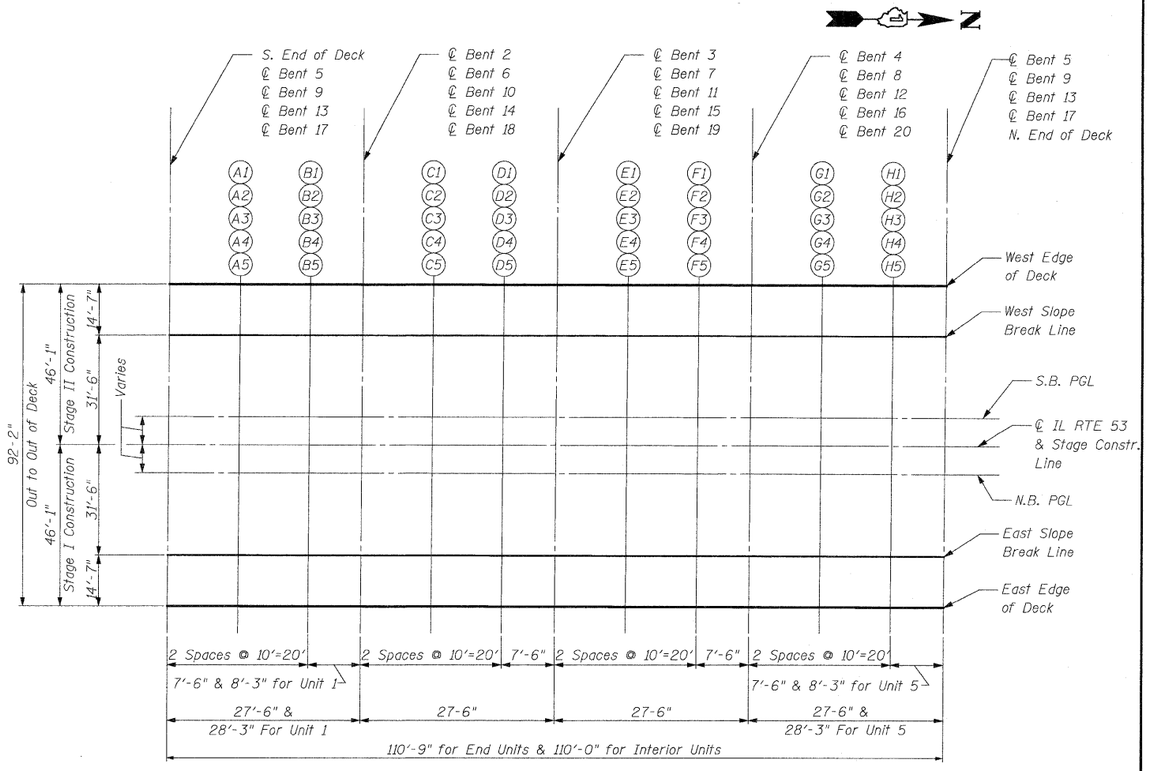
Illinois Department of Transportation

WEST EDGE OF DECK

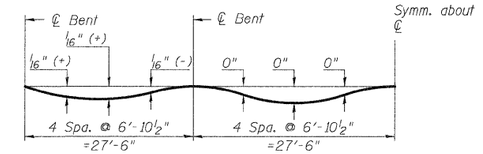
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	-46.08	716.87	716.87
A1	240+69.25	-46.08	716.81	716.81
B1	240+79.25	-46.08	716.75	716.75
℄ Bent 2	240+87.50	-46.08	716.71	716.71
C1	240+97.50	-46.08	716.66	716.66
D1	241+07.50	-46.08	716.61	716.61
℄ Bent 3	241+15.00	-46.08	716.57	716.57
E1	241+25.00	-46.08	716.52	716.52
F1	241+35.00	-46.08	716.47	716.47
℄ Bent 4	241+42.50	-46.08	716.43	716.43
G1	241+52.50	-46.08	716.37	716.38
H1	241+62.50	-46.08	716.32	716.33
℄ Bent 5	241+70.00	-46.08	716.29	716.29
A2	241+80.00	-46.08	716.24	716.24
B2	241+90.00	-46.08	716.19	716.19
℄ Bent 6	241+97.50	-46.08	716.14	716.14
C2	242+07.50	-46.08	716.09	716.09
D2	242+17.50	-46.08	716.04	716.04
℄ Bent 7	242+25.00	-46.08	716.01	716.01
E2	242+35.00	-46.08	715.95	715.95
F2	242+45.00	-46.08	715.91	715.91
℄ Bent 8	242+52.50	-46.08	715.88	715.88
G2	242+62.50	-46.08	715.84	715.84
H2	242+72.50	-46.08	715.82	715.82
℄ Bent 9	242+80.00	-46.08	715.81	715.81
A3	242+90.00	-46.08	715.80	715.80
B3	243+00.00	-46.08	715.80	715.80
℄ Bent 10	243+07.50	-46.08	715.81	715.81
C3	243+17.50	-46.08	715.82	715.82
D3	243+27.50	-46.08	715.84	715.84
℄ Bent 11	243+35.00	-46.08	715.87	715.87
E3	243+45.00	-46.08	715.90	715.90
F3	243+55.00	-46.08	715.95	715.95
℄ Bent 12	243+62.50	-46.08	715.99	715.99
G3	243+72.50	-46.08	716.05	716.05
H3	243+82.50	-46.08	716.12	716.12
℄ Bent 13	243+90.00	-46.08	716.17	716.17
A4	244+00.00	-46.08	716.18	716.18
B4	244+10.00	-46.08	716.16	716.16
℄ Bent 14	244+17.50	-46.08	716.15	716.15
C4	244+27.50	-46.08	716.13	716.14
D4	244+37.50	-46.08	716.19	716.19
℄ Bent 15	244+45.00	-46.08	716.25	716.25
E4	244+55.00	-46.08	716.31	716.32
F4	244+65.00	-46.08	716.38	716.38
℄ Bent 16	244+72.50	-46.08	716.43	716.43
G4	244+82.50	-46.08	716.59	716.60
H4	244+92.50	-46.08	716.66	716.67
℄ Bent 17	245+00.00	-46.08	716.80	716.80
A5	245+10.00	-46.08	716.93	716.93
B5	245+20.00	-46.08	717.06	717.06
℄ Bent 18	245+27.50	-46.08	717.11	717.11
C5	245+37.50	-46.08	717.17	717.17
D5	245+47.50	-46.08	717.24	717.24
℄ Bent 19	245+55.00	-46.08	717.29	717.29
E5	245+65.00	-46.08	717.36	717.36
F5	245+75.00	-46.08	717.43	717.43
℄ Bent 20	245+82.50	-46.08	717.48	717.48
G5	245+92.50	-46.08	717.55	717.55
H5	246+02.50	-46.08	717.62	717.62
N. End of Deck	246+10.75	-46.08	717.67	717.67

WEST SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	-31.50	717.23	717.23
A1	240+69.25	-31.50	717.17	717.18
B1	240+79.25	-31.50	717.12	717.12
℄ Bent 2	240+87.50	-31.50	717.07	717.07
C1	240+97.50	-31.50	717.02	717.02
D1	241+07.50	-31.50	716.97	716.97
℄ Bent 3	241+15.00	-31.50	716.94	716.94
E1	241+25.00	-31.50	716.88	716.89
F1	241+35.00	-31.50	716.83	716.83
℄ Bent 4	241+42.50	-31.50	716.79	716.79
G1	241+52.50	-31.50	716.74	716.74
H1	241+62.50	-31.50	716.69	716.69
℄ Bent 5	241+70.00	-31.50	716.65	716.65
A2	241+80.00	-31.50	716.60	716.61
B2	241+90.00	-31.50	716.55	716.55
℄ Bent 6	241+97.50	-31.50	716.51	716.51
C2	242+07.50	-31.50	716.46	716.46
D2	242+17.50	-31.50	716.40	716.41
℄ Bent 7	242+25.00	-31.50	716.37	716.37
E2	242+35.00	-31.50	716.31	716.31
F2	242+45.00	-31.50	716.27	716.27
℄ Bent 8	242+52.50	-31.50	716.24	716.24
G2	242+62.50	-31.50	716.20	716.20
H2	242+72.50	-31.50	716.18	716.19
℄ Bent 9	242+80.00	-31.50	716.17	716.17
A3	242+90.00	-31.50	716.16	716.17
B3	243+00.00	-31.50	716.16	716.16
℄ Bent 10	243+07.50	-31.50	716.17	716.17
C3	243+17.50	-31.50	716.18	716.18
D3	243+27.50	-31.50	716.20	716.20
℄ Bent 11	243+35.00	-31.50	716.23	716.23
E3	243+45.00	-31.50	716.26	716.26
F3	243+55.00	-31.50	716.31	716.31
℄ Bent 12	243+62.50	-31.50	716.35	716.35
G3	243+72.50	-31.50	716.41	716.41
H3	243+82.50	-31.50	716.48	716.49
℄ Bent 13	243+90.00	-31.50	716.53	716.53
A4	244+00.00	-31.50	716.60	716.61
B4	244+10.00	-31.50	716.67	716.67
℄ Bent 14	244+17.50	-31.50	716.72	716.72
C4	244+27.50	-31.50	716.79	716.79
D4	244+37.50	-31.50	716.85	716.85
℄ Bent 15	244+45.00	-31.50	716.91	716.91
E4	244+55.00	-31.50	716.97	716.97
F4	244+65.00	-31.50	717.04	717.04
℄ Bent 16	244+72.50	-31.50	717.09	717.09
G4	244+82.50	-31.50	717.16	717.16
H4	244+92.50	-31.50	717.23	717.24
℄ Bent 17	245+00.00	-31.50	717.28	717.28
A5	245+10.00	-31.50	717.35	717.36
B5	245+20.00	-31.50	717.42	717.42
℄ Bent 18	245+27.50	-31.50	717.47	717.47
C5	245+37.50	-31.50	717.53	717.53
D5	245+47.50	-31.50	717.60	717.60
℄ Bent 19	245+55.00	-31.50	717.65	717.65
E5	245+65.00	-31.50	717.72	717.72
F5	245+75.00	-31.50	717.79	717.79
℄ Bent 20	245+82.50	-31.50	717.84	717.84
G5	245+92.50	-31.50	717.91	717.91
H5	246+02.50	-31.50	717.98	717.99
N. End of Deck	246+10.75	-31.50	718.03	718.03



PLAN DECK UNITS



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.

The bridge Conctractor shall be responsible for any finish grading of the subgrade required to account for Dead Load Deflection and/or settlement of the subgrade prior to concrete curing. The cost for this grading shall not be paid for separately but shall be included in the Pay Item for Concrete Superstructure.

TOP OF SLAB ELEVATIONS I STRUCTURE NO. 022-0012

DESIGNED	J. Refvik
CHECKED	J. Vermillion
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA5 OF SA37	2578	532B	DUPAGE	781	609
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

S.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	0.00	717.86	717.86
A1	240+69.25	0.00	717.80	717.80
B1	240+79.25	-0.26	717.74	717.74
℄ Bent 2	240+87.50	-0.61	717.69	717.69
C1	240+97.50	-1.05	717.63	717.63
D1	241+07.50	-1.48	717.57	717.57
℄ Bent 3	241+15.00	-1.80	717.53	717.53
E1	241+25.00	-2.24	717.47	717.47
F1	241+35.00	-2.67	717.41	717.41
℄ Bent 4	241+42.50	-2.99	717.36	717.36
G1	241+52.50	-3.43	717.30	717.30
H1	241+62.50	-3.86	717.24	717.25
℄ Bent 5	241+70.00	-4.18	717.20	717.20
A2	241+80.00	-4.62	717.14	717.15
B2	241+90.00	-5.05	717.08	717.08
℄ Bent 6	241+97.50	-5.37	717.03	717.03
C2	242+07.50	-5.81	716.97	716.97
D2	242+17.50	-6.24	716.91	716.91
℄ Bent 7	242+25.00	-6.50	716.87	716.87
E2	242+35.00	-6.50	716.81	716.81
F2	242+45.00	-6.50	716.77	716.77
℄ Bent 8	242+52.50	-6.50	716.74	716.74
G2	242+62.50	-6.50	716.70	716.70
H2	242+72.50	-6.50	716.68	716.69
℄ Bent 9	242+80.00	-6.50	716.67	716.67
A3	242+90.00	-6.50	716.66	716.67
B3	243+00.00	-6.50	716.66	716.66
℄ Bent 10	243+07.50	-6.50	716.67	716.67
C3	243+17.50	-6.50	716.68	716.68
D3	243+27.50	-6.50	716.70	716.70
℄ Bent 11	243+35.00	-6.50	716.73	716.73
E3	243+45.00	-6.50	716.76	716.76
F3	243+55.00	-6.50	716.81	716.81
℄ Bent 12	243+62.50	-6.50	716.85	716.85
G3	243+72.50	-6.50	716.91	716.91
H3	243+82.50	-6.50	716.98	716.99
℄ Bent 13	243+90.00	-6.50	717.03	717.03
A4	244+00.00	-6.50	717.10	717.11
B4	244+10.00	-6.50	717.17	717.17
℄ Bent 14	244+17.50	-6.50	717.22	717.22
C4	244+27.50	-6.50	717.29	717.29
D4	244+37.50	-6.50	717.35	717.35
℄ Bent 15	244+45.00	-6.50	717.41	717.41
E4	244+55.00	-6.50	717.47	717.47
F4	244+65.00	-6.50	717.54	717.54
℄ Bent 16	244+72.50	-6.50	717.59	717.59
G4	244+82.50	-6.50	717.66	717.66
H4	244+92.50	-6.50	717.73	717.74
℄ Bent 17	245+00.00	-6.50	717.78	717.78
A5	245+10.00	-6.50	717.85	717.86
B5	245+20.00	-6.50	717.92	717.92
℄ Bent 18	245+27.50	-6.50	717.97	717.97
C5	245+37.50	-6.50	718.03	718.03
D5	245+47.50	-6.50	718.10	718.10
℄ Bent 19	245+55.00	-6.50	718.15	718.15
E5	245+65.00	-6.50	718.22	718.22
F5	245+75.00	-6.50	718.29	718.29
℄ Bent 20	245+82.50	-6.50	718.34	718.34
G5	245+92.50	-6.50	718.41	718.41
H5	246+02.50	-6.50	718.48	718.49
N. End of Deck	246+10.75	-6.50	718.53	718.53

℄ IL RTE 53 & STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	0.00	717.86	717.86
A1	240+69.25	0.00	717.80	717.81
B1	240+79.25	0.00	717.75	717.75
℄ Bent 2	240+87.50	0.00	717.70	717.70
C1	240+97.50	0.00	717.65	717.65
D1	241+07.50	0.00	717.60	717.60
℄ Bent 3	241+15.00	0.00	717.57	717.57
E1	241+25.00	0.00	717.51	717.52
F1	241+35.00	0.00	717.46	717.46
℄ Bent 4	241+42.50	0.00	717.42	717.42
G1	241+52.50	0.00	717.37	717.37
H1	241+62.50	0.00	717.32	717.32
℄ Bent 5	241+70.00	0.00	717.28	717.28
A2	241+80.00	0.00	717.23	717.24
B2	241+90.00	0.00	717.18	717.18
℄ Bent 6	241+97.50	0.00	717.14	717.14
C2	242+07.50	0.00	717.09	717.09
D2	242+17.50	0.00	717.03	717.04
℄ Bent 7	242+25.00	0.00	717.00	717.00
E2	242+35.00	0.00	716.94	716.94
F2	242+45.00	0.00	716.90	716.90
℄ Bent 8	242+52.50	0.00	716.87	716.87
G2	242+62.50	0.00	716.83	716.83
H2	242+72.50	0.00	716.81	716.82
℄ Bent 9	242+80.00	0.00	716.80	716.80
A3	242+90.00	0.00	716.79	716.80
B3	243+00.00	0.00	716.79	716.79
℄ Bent 10	243+07.50	0.00	716.80	716.80
C3	243+17.50	0.00	716.81	716.81
D3	243+27.50	0.00	716.83	716.83
℄ Bent 11	243+35.00	0.00	716.86	716.86
E3	243+45.00	0.00	716.89	716.89
F3	243+55.00	0.00	716.94	716.94
℄ Bent 12	243+62.50	0.00	716.98	716.98
G3	243+72.50	0.00	717.04	717.04
H3	243+82.50	0.00	717.11	717.12
℄ Bent 13	243+90.00	0.00	717.16	717.16
A4	244+00.00	0.00	717.23	717.24
B4	244+10.00	0.00	717.30	717.30
℄ Bent 14	244+17.50	0.00	717.35	717.35
C4	244+27.50	0.00	717.42	717.42
D4	244+37.50	0.00	717.48	717.48
℄ Bent 15	244+45.00	0.00	717.54	717.54
E4	244+55.00	0.00	717.60	717.60
F4	244+65.00	0.00	717.67	717.67
℄ Bent 16	244+72.50	0.00	717.72	717.72
G4	244+82.50	0.00	717.79	717.79
H4	244+92.50	0.00	717.86	717.87
℄ Bent 17	245+00.00	0.00	717.91	717.91
A5	245+10.00	0.00	717.98	717.99
B5	245+20.00	0.00	718.05	718.05
℄ Bent 18	245+27.50	0.00	718.10	718.10
C5	245+37.50	0.00	718.16	718.16
D5	245+47.50	0.00	718.23	718.23
℄ Bent 19	245+55.00	0.00	718.28	718.28
E5	245+65.00	0.00	718.35	718.35
F5	245+75.00	0.00	718.42	718.42
℄ Bent 20	245+82.50	0.00	718.47	718.47
G5	245+92.50	0.00	718.54	718.54
H5	246+02.50	0.00	718.61	718.62
N. End of Deck	246+10.75	0.00	718.66	718.66

N.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	0.00	717.86	717.86
A1	240+69.25	0.00	717.80	717.80
B1	240+79.25	0.26	717.74	717.74
℄ Bent 2	240+87.50	0.61	717.69	717.69
C1	240+97.50	1.05	717.63	717.63
D1	241+07.50	1.48	717.57	717.57
℄ Bent 3	241+15.00	1.80	717.53	717.53
E1	241+25.00	2.24	717.47	717.47
F1	241+35.00	2.67	717.41	717.41
℄ Bent 4	241+42.50	2.99	717.36	717.36
G1	241+52.50	3.43	717.30	717.30
H1	241+62.50	3.86	717.24	717.25
℄ Bent 5	241+70.00	4.18	717.20	717.20
A2	241+80.00	4.62	717.14	717.15
B2	241+90.00	5.05	717.08	717.08
℄ Bent 6	241+97.50	5.37	717.03	717.03
C2	242+07.50	5.81	716.97	716.97
D2	242+17.50	6.24	716.91	716.91
℄ Bent 7	242+25.00	6.50	716.87	716.87
E2	242+35.00	6.50	716.81	716.81
F2	242+45.00	6.50	716.77	716.77
℄ Bent 8	242+52.50	6.50	716.74	716.74
G2	242+62.50	6.50	716.70	716.70
H2	242+72.50	6.50	716.68	716.69
℄ Bent 9	242+80.00	6.50	716.67	716.67
A3	242+90.00	6.50	716.66	716.67
B3	243+00.00	6.50	716.66	716.66
℄ Bent 10	243+07.50	6.50	716.67	716.67
C3	243+17.50	6.50	716.68	716.68
D3	243+27.50	6.50	716.70	716.70
℄ Bent 11	243+35.00	6.50	716.73	716.73
E3	243+45.00	6.50	716.76	716.76
F3	243+55.00	6.50	716.81	716.81
℄ Bent 12	243+62.50	6.50	716.85	716.85
G3	243+72.50	6.50	716.91	716.91
H3	243+82.50	6.50	716.98	716.99
℄ Bent 13	243+90.00	6.50	717.03	717.03
A4	244+00.00	6.50	717.10	717.11
B4	244+10.00	6.50	717.17	717.17
℄ Bent 14	244+17.50	6.50	717.22	717.22
C4	244+27.50	6.50	717.29	717.29
D4	244+37.50	6.50	717.35	717.35
℄ Bent 15	244+45.00	6.50	717.41	717.41
E4	244+55.00	6.50	717.47	717.47
F4	244+65.00	6.50	717.54	717.54
℄ Bent 16	244+72.50	6.50	717.59	717.59
G4	244+82.50	6.50	717.66	717.66
H4	244+92.50	6.50	717.73	717.74
℄ Bent 17	245+00.00	6.50	717.78	717.78
A5	245+10.00	6.50	717.85	717.86
B5	245+20.00	6.50	717.92	717.92
℄ Bent 18	245+27.50	6.50	717.97	717.97
C5	245+37.50	6.50	718.03	718.03
D5	245+47.50	6.50	718.10	718.10
℄ Bent 19	245+55.00	6.50	718.15	718.15
E5	245+65.00	6.50	718.22	718.22
F5	245+75.00	6.50	718.29	718.29
℄ Bent 20	245+82.50	6.50	718.34	718.34
G5	245+92.50	6.50	718.41	718.41
H5	246+02.50	6.50	718.48	718.49
N. End of Deck	246+10.75	6.50	718.53	718.53

DESIGNED	- J. Refvik
CHECKED	- J. Vermillion
DRAWN	- J. Vermillion
CHECKED	- R. DiGiulio

TOP OF SLAB ELEVATIONS II
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA6 OF SA37	2578	532B	DUPAGE	781	610
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

EAST SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	31.50	717.23	717.23
A1	240+69.25	31.50	717.17	717.18
B1	240+79.25	31.50	717.12	717.12
℄ Bent 2	240+87.50	31.50	717.07	717.07
C1	240+97.50	31.50	717.02	717.02
D1	241+07.50	31.50	716.97	716.97
℄ Bent 3	241+15.00	31.50	716.94	716.94
E1	241+25.00	31.50	716.88	716.89
F1	241+35.00	31.50	716.83	716.83
℄ Bent 4	241+42.50	31.50	716.79	716.79
G1	241+52.50	31.50	716.74	716.74
H1	241+62.50	31.50	716.69	716.69
℄ Bent 5	241+70.00	31.50	716.65	716.65
A2	241+80.00	31.50	716.60	716.61
B2	241+90.00	31.50	716.55	716.55
℄ Bent 6	241+97.50	31.50	716.51	716.51
C2	242+07.50	31.50	716.46	716.46
D2	242+17.50	31.50	716.40	716.41
℄ Bent 7	242+25.00	31.50	716.37	716.37
E2	242+35.00	31.50	716.31	716.31
F2	242+45.00	31.50	716.27	716.27
℄ Bent 8	242+52.50	31.50	716.24	716.24
G2	242+62.50	31.50	716.20	716.20
H2	242+72.50	31.50	716.18	716.19
℄ Bent 9	242+80.00	31.50	716.17	716.17
A3	242+90.00	31.50	716.16	716.17
B3	243+00.00	31.50	716.16	716.16
℄ Bent 10	243+07.50	31.50	716.17	716.17
C3	243+17.50	31.50	716.18	716.18
D3	243+27.50	31.50	716.20	716.20
℄ Bent 11	243+35.00	31.50	716.23	716.23
E3	243+45.00	31.50	716.26	716.26
F3	243+55.00	31.50	716.31	716.31
℄ Bent 12	243+62.50	31.50	716.35	716.35
G3	243+72.50	31.50	716.41	716.41
H3	243+82.50	31.50	716.48	716.49
℄ Bent 13	243+90.00	31.50	716.53	716.53
A4	244+00.00	31.50	716.60	716.61
B4	244+10.00	31.50	716.67	716.67
℄ Bent 14	244+17.50	31.50	716.72	716.72
C4	244+27.50	31.50	716.79	716.79
D4	244+37.50	31.50	716.85	716.85
℄ Bent 15	244+45.00	31.50	716.91	716.91
E4	244+55.00	31.50	716.97	716.97
F4	244+65.00	31.50	717.04	717.04
℄ Bent 16	244+72.50	31.50	717.09	717.09
G4	244+82.50	31.50	717.16	717.16
H4	244+92.50	31.50	717.23	717.24
℄ Bent 17	245+00.00	31.50	717.28	717.28
A5	245+10.00	31.50	717.35	717.36
B5	245+20.00	31.50	717.42	717.42
℄ Bent 18	245+27.50	31.50	717.47	717.47
C5	245+37.50	31.50	717.53	717.53
D5	245+47.50	31.50	717.60	717.60
℄ Bent 19	245+55.00	31.50	717.65	717.65
E5	245+65.00	31.50	717.72	717.72
F5	245+75.00	31.50	717.79	717.79
℄ Bent 20	245+82.50	31.50	717.84	717.84
G5	245+92.50	31.50	717.91	717.91
H5	246+02.50	31.50	717.98	717.99
N. End of Deck	246+10.75	31.50	718.03	718.03

EAST EDGE OF DECK

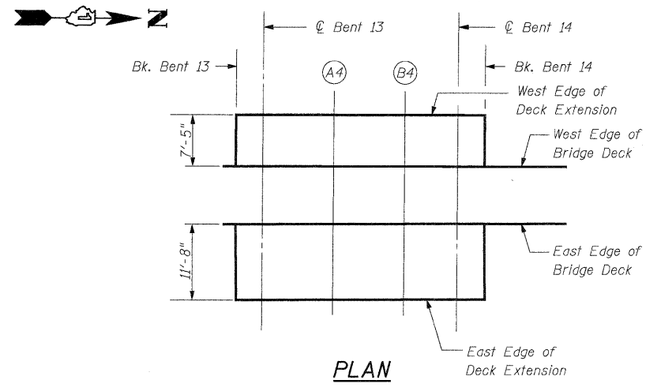
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	240+59.25	46.08	716.87	716.87
A1	240+69.25	46.08	716.81	716.81
B1	240+79.25	46.08	716.75	716.75
℄ Bent 2	240+87.50	46.08	716.71	716.71
C1	240+97.50	46.08	716.66	716.66
D1	241+07.50	46.08	716.61	716.61
℄ Bent 3	241+15.00	46.08	716.57	716.57
E1	241+25.00	46.08	716.52	716.52
F1	241+35.00	46.08	716.47	716.47
℄ Bent 4	241+42.50	46.08	716.43	716.43
G1	241+52.50	46.08	716.37	716.38
H1	241+62.50	46.08	716.32	716.33
℄ Bent 5	241+70.00	46.08	716.29	716.29
A2	241+80.00	46.08	716.24	716.24
B2	241+90.00	46.08	716.19	716.19
℄ Bent 6	241+97.50	46.08	716.14	716.14
C2	242+07.50	46.08	716.09	716.09
D2	242+17.50	46.08	716.04	716.04
℄ Bent 7	242+25.00	46.08	716.01	716.01
E2	242+35.00	46.08	715.95	715.95
F2	242+45.00	46.08	715.91	715.91
℄ Bent 8	242+52.50	46.08	715.88	715.88
G2	242+62.50	46.08	715.84	715.84
H2	242+72.50	46.08	715.82	715.82
℄ Bent 9	242+80.00	46.08	715.81	715.81
A3	242+90.00	46.08	715.80	715.80
B3	243+00.00	46.08	715.80	715.80
℄ Bent 10	243+07.50	46.08	715.81	715.81
C3	243+17.50	46.08	715.82	715.82
D3	243+27.50	46.08	715.84	715.84
℄ Bent 11	243+35.00	46.08	715.87	715.87
E3	243+45.00	46.08	715.90	715.90
F3	243+55.00	46.08	715.95	715.95
℄ Bent 12	243+62.50	46.08	715.99	715.99
G3	243+72.50	46.08	716.05	716.05
H3	243+82.50	46.08	716.12	716.12
℄ Bent 13	243+90.00	46.08	716.17	716.17
A4	244+00.00	46.08	716.24	716.24
B4	244+10.00	46.08	716.31	716.31
℄ Bent 14	244+17.50	46.08	716.36	716.36
C4	244+27.50	46.08	716.43	716.43
D4	244+37.50	46.08	716.49	716.49
℄ Bent 15	244+45.00	46.08	716.55	716.55
E4	244+55.00	46.08	716.61	716.61
F4	244+65.00	46.08	716.68	716.68
℄ Bent 16	244+72.50	46.08	716.73	716.73
G4	244+82.50	46.08	716.80	716.80
H4	244+92.50	46.08	716.87	716.87
℄ Bent 17	245+00.00	46.08	716.89	716.89
A5	245+10.00	46.08	716.93	716.93
B5	245+20.00	46.08	716.94	716.94
℄ Bent 18	245+27.50	46.08	716.99	716.99
C5	245+37.50	46.08	717.05	717.05
D5	245+47.50	46.08	717.12	717.12
℄ Bent 19	245+55.00	46.08	717.17	717.17
E5	245+65.00	46.08	717.24	717.24
F5	245+75.00	46.08	717.37	717.37
℄ Bent 20	245+82.50	46.08	717.43	717.43
G5	245+92.50	46.08	717.55	717.55
H5	246+02.50	46.08	717.62	717.62
N. End of Deck	246+10.75	46.08	717.67	717.67

WEST EDGE OF WEST EXTENSION

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Bent 13	243+88.75	-53.50	715.97	715.97
℄ Bent 13	243+90.00	-53.50	715.98	715.98
A4	244+00.00	-53.50	715.96	715.97
B4	244+10.00	-53.50	715.90	715.90
℄ Bent 14	244+17.50	-53.50	715.86	715.86
Bk Bent 14	244+18.75	-53.50	715.87	715.87

EAST EDGE OF EAST EXTENSION

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Bent 13	243+88.75	57.75	715.86	715.86
℄ Bent 13	243+90.00	57.75	715.87	715.87
A4	244+00.00	57.75	715.94	715.95
B4	244+10.00	57.75	716.01	716.02
℄ Bent 14	244+17.50	57.75	716.06	716.06
Bk Bent 14	244+18.75	57.75	716.07	716.07



PLAN

TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 022-0012

DESIGNED	- J. Refvik
CHECKED	- J. Vermillion
DRAWN	- J. Vermillion
CHECKED	- R. DiGiulio

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA7 OF SA37	2578	532B	DUPAGE	781	611
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

WEST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	-46.08	717.05
A	240+39.25	-46.08	716.99
B	240+49.25	-46.08	716.93
N. End of S. Appr. Slab	240+59.25	-46.08	716.87
S. End of N. Appr. Slab	246+10.75	-46.08	717.67
C	246+20.75	-46.08	717.74
D	246+30.75	-46.08	717.81
N. End of N. Appr. Slab	246+40.75	-46.08	717.88

WEST SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	-31.50	717.41
A	240+39.25	-31.50	717.35
B	240+49.25	-31.50	717.29
N. End of S. Appr. Slab	240+59.25	-31.50	717.23
S. End of N. Appr. Slab	246+10.75	-31.50	718.03
C	246+20.75	-31.50	718.10
D	246+30.75	-31.50	718.17
N. End of N. Appr. Slab	246+40.75	-31.50	718.24

S.B. PGL

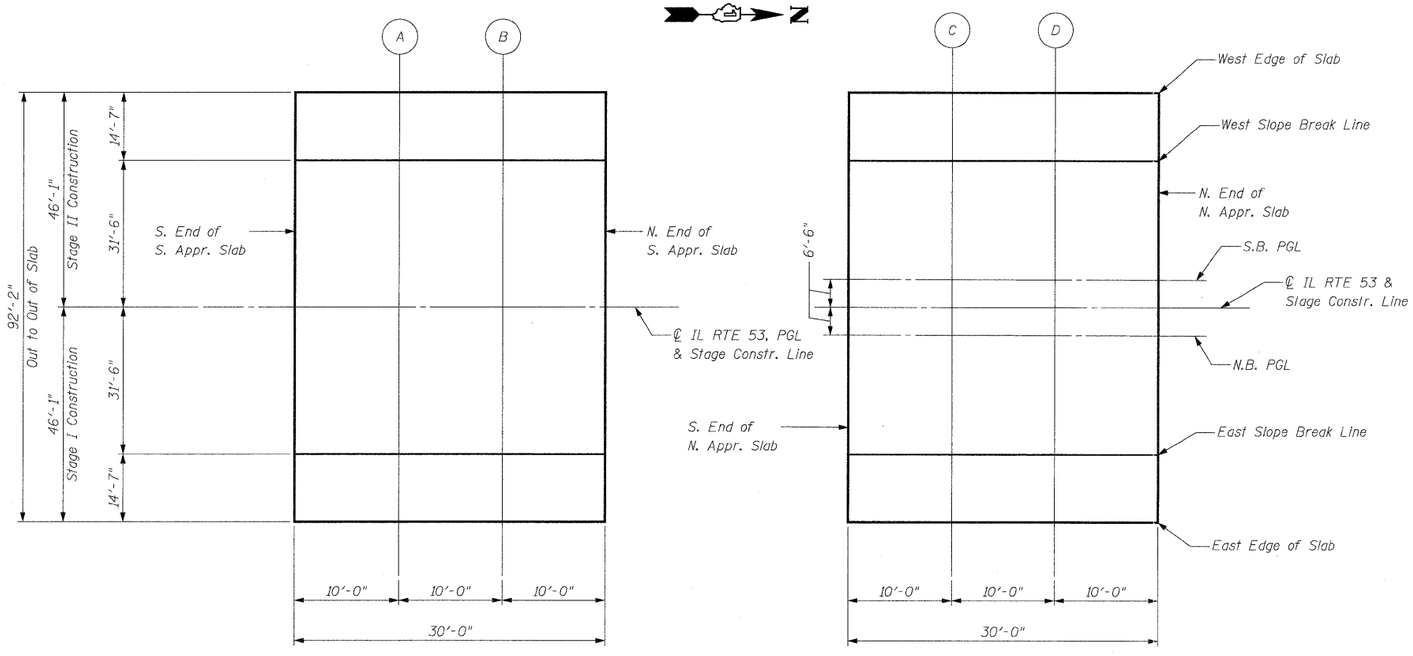
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	0.00	718.04
A	240+39.25	0.00	717.98
B	240+49.25	0.00	717.92
N. End of S. Appr. Slab	240+59.25	0.00	717.86
S. End of N. Appr. Slab	246+10.75	-6.50	718.53
C	246+20.75	-6.50	718.60
D	246+30.75	-6.50	718.67
N. End of N. Appr. Slab	246+40.75	-6.50	718.74

℄ IL RTE 53 & STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	0.00	718.04
A	240+39.25	0.00	717.98
B	240+49.25	0.00	717.92
N. End of S. Appr. Slab	240+59.25	0.00	717.86
S. End of N. Appr. Slab	246+10.75	0.00	718.66
C	246+20.75	0.00	718.73
D	246+30.75	0.00	718.80
N. End of N. Appr. Slab	246+40.75	0.00	718.87

N.B. PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	0.00	718.04
A	240+39.25	0.00	717.98
B	240+49.25	0.00	717.92
N. End of S. Appr. Slab	240+59.25	0.00	717.86
S. End of N. Appr. Slab	246+10.75	6.50	718.53
C	246+20.75	6.50	718.60
D	246+30.75	6.50	718.67
N. End of N. Appr. Slab	246+40.75	6.50	718.74



PLAN

EAST SLOPE BREAK

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	31.50	717.41
A	240+39.25	31.50	717.35
B	240+49.25	31.50	717.29
N. End of S. Appr. Slab	240+59.25	31.50	717.23
S. End of N. Appr. Slab	246+10.75	31.50	718.03
C	246+20.75	31.50	718.10
D	246+30.75	31.50	718.17
N. End of N. Appr. Slab	246+40.75	31.50	718.24

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Slab	240+29.25	46.08	717.05
A	240+39.25	46.08	716.99
B	240+49.25	46.08	716.93
N. End of S. Appr. Slab	240+59.25	46.08	716.87
S. End of N. Appr. Slab	246+10.75	46.08	717.67
C	246+20.75	46.08	717.74
D	246+30.75	46.08	717.81
N. End of N. Appr. Slab	246+40.75	46.08	717.88

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-0012

DESIGNED	J. Refvik
CHECKED	J. Vermillion
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

E-AS 11-1-09

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PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA8 OF SA37	2578	532B	DUPAGE	781	612
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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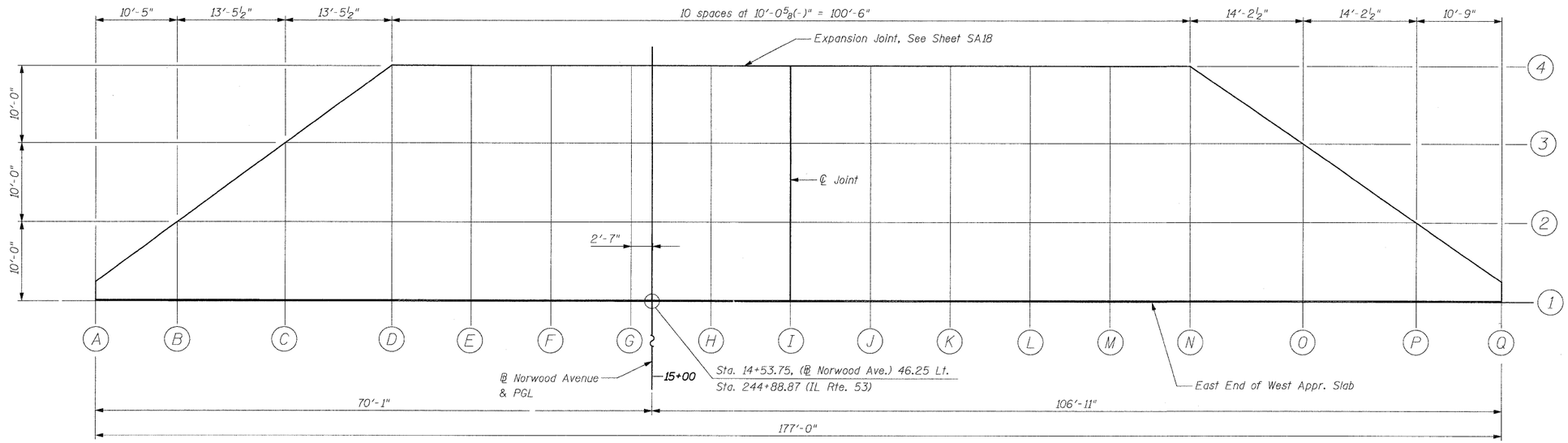
Illinois Department of Transportation



WEST APPROACH SLAB (NORWOOD AVE.)

Location	Station	Offset	Theoretical Grade Elevations
A1	14+53.75	70.08	716.15
B1	14+53.75	59.65	716.14
C1	14+53.75	46.19	716.23
D1	14+53.75	32.73	716.32
E1	14+53.75	22.68	716.39
F1	14+53.75	12.63	716.49
G1	14+53.75	2.58	716.62
H1	14+53.75	-7.47	716.73
I1	14+53.75	-17.52	716.88
J1	14+53.75	-27.57	717.01
K1	14+53.75	-37.62	717.10
L1	14+53.75	-47.67	717.16
M1	14+53.75	-57.72	717.23
N1	14+53.75	-67.77	717.30
O1	14+53.75	-81.98	717.40
P1	14+53.75	-96.18	717.49
Q1	14+53.75	-106.93	717.57

Location	Station	Offset	Theoretical Grade Elevations
B2	14+43.75	59.65	715.81
C2	14+43.75	46.19	715.90
D2	14+43.75	32.73	715.99
E2	14+43.75	22.68	716.10
F2	14+43.75	12.63	716.23
G2	14+43.75	2.58	716.38
H2	14+43.75	-7.47	716.51
I2	14+43.75	-17.52	716.64
J2	14+43.75	-27.57	716.75
K2	14+43.75	-37.62	716.83
L2	14+43.75	-47.67	716.90
M2	14+43.75	-57.72	716.97
N2	14+43.75	-67.77	717.05
O2	14+43.75	-81.98	717.16
P2	14+43.75	-96.18	717.27

Location	Station	Offset	Theoretical Grade Elevations
C3	14+33.75	46.19	715.57
D3	14+33.75	32.73	715.65
E3	14+33.75	22.68	715.81
F3	14+33.75	12.63	715.98
G3	14+33.75	2.58	716.15
H3	14+33.75	-7.47	716.29
I3	14+33.75	-17.52	716.39
J3	14+33.75	-27.57	716.48
K3	14+33.75	-37.62	716.56
L3	14+33.75	-47.67	716.63
M3	14+33.75	-57.72	716.72
N3	14+33.75	-67.77	716.80
O3	14+33.75	-81.98	716.91

Location	Station	Offset	Theoretical Grade Elevations
D4	14+23.75	32.73	715.32
E4	14+23.75	22.68	715.52
F4	14+23.75	12.63	715.72
G4	14+23.75	2.58	715.92
H4	14+23.75	-7.47	716.07
I4	14+23.75	-17.52	716.15
J4	14+23.75	-27.57	716.22
K4	14+23.75	-37.62	716.29
L4	14+23.75	-47.67	716.37
M4	14+23.75	-57.72	716.46
N4	14+23.75	-67.77	716.55

Note:
Stations and offsets are given with respect to ℄ Norwood Avenue.

DESIGNED	J. Refvik
CHECKED	J. Vermillion
DRAWN	J. Refvik
CHECKED	R. DiGiulio

WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 022-0012

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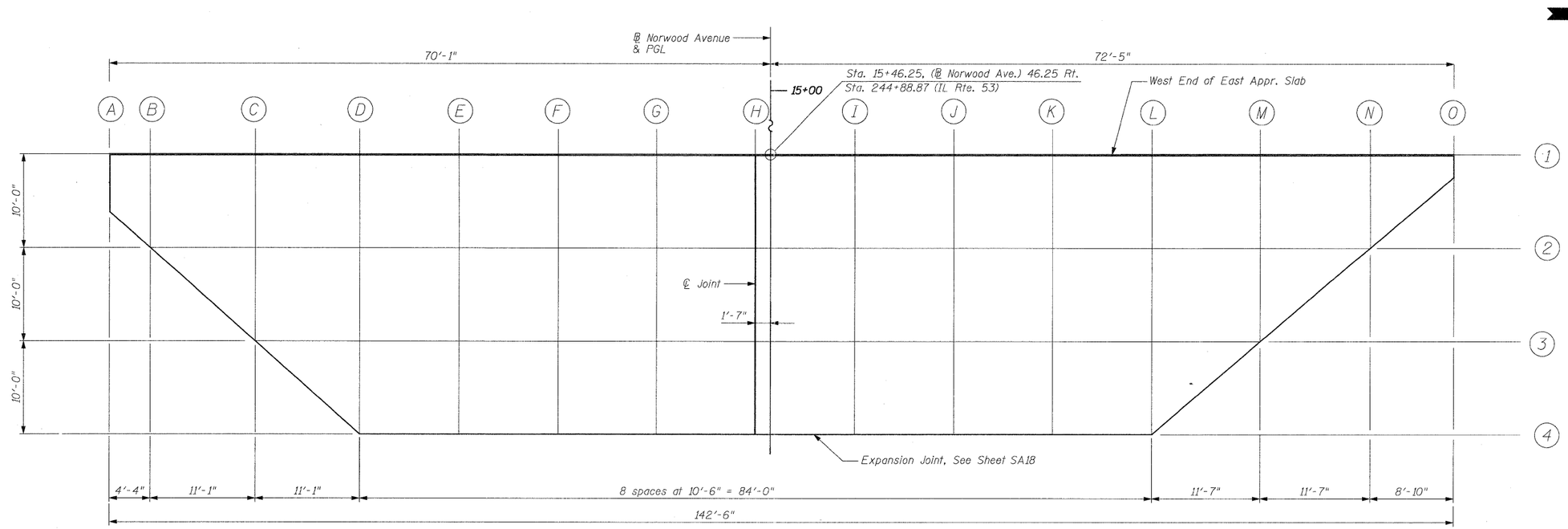
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA9 OF SA37	2578	532B	DUPAGE	781	613
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation



EAST APPROACH SLAB (NORWOOD AVE.)

Location	Station	Offset	Theoretical Grade Elevations
A1	15+46.25	70.08	716.36
B1	15+46.25	65.75	716.39
C1	15+46.25	54.67	716.47
D1	15+46.25	43.58	716.55
E1	15+46.25	33.08	716.61
F1	15+46.25	22.58	716.68
G1	15+46.25	12.08	716.76
H1	15+46.25	1.58	716.83
I1	15+46.25	-8.92	716.88
J1	15+46.25	-19.42	716.92
K1	15+46.25	-29.92	716.94
L1	15+46.25	-40.42	717.00
M1	15+46.25	-52.00	717.07
N1	15+46.25	-63.58	717.15
O1	15+46.25	-72.42	717.21

Location	Station	Offset	Theoretical Grade Elevations
B2	15+56.25	65.75	716.18
C2	15+56.25	54.67	716.28
D2	15+56.25	43.58	716.38
E2	15+56.25	33.08	716.48
F2	15+56.25	22.58	716.57
G2	15+56.25	12.08	716.65
H2	15+56.25	1.58	716.74
I2	15+56.25	-8.92	716.73
J2	15+56.25	-19.42	716.73
K2	15+56.25	-29.92	716.71
L2	15+56.25	-40.42	716.73
M2	15+56.25	-52.00	716.81
N2	15+56.25	-63.58	716.89

Location	Station	Offset	Theoretical Grade Elevations
C3	15+66.25	54.67	716.09
D3	15+66.25	43.58	716.22
E3	15+66.25	33.08	716.34
F3	15+66.25	22.58	716.45
G3	15+66.25	12.08	716.55
H3	15+66.25	1.58	716.66
I3	15+66.25	-8.92	716.59
J3	15+66.25	-19.42	716.54
K3	15+66.25	-29.92	716.49
L3	15+66.25	-40.42	716.47
M3	15+66.25	-52.00	716.54

Location	Station	Offset	Theoretical Grade Elevations
D4	15+76.25	43.58	716.06
E4	15+76.25	33.08	716.21
F4	15+76.25	22.58	716.34
G4	15+76.25	12.08	716.45
H4	15+76.25	1.58	716.57
I4	15+76.25	-8.92	716.44
J4	15+76.25	-19.42	716.35
K4	15+76.25	-29.92	716.26
L4	15+76.25	-40.42	716.20

Note:
Stations and offsets are given with respect to ℄ Norwood Avenue.

EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 022-0012

DESIGNED	J. Refvik
CHECKED	J. Vermillion
DRAWN	J. Refvik
CHECKED	R. DiGiulio

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4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA10 OF SA37	2578	532B	DUPAGE	781	614
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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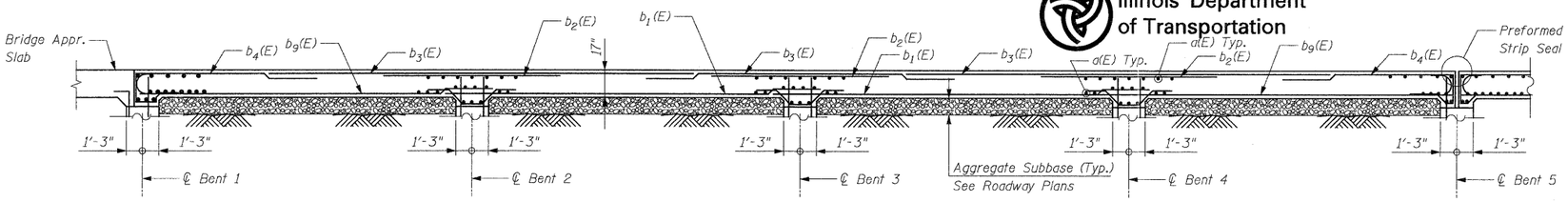
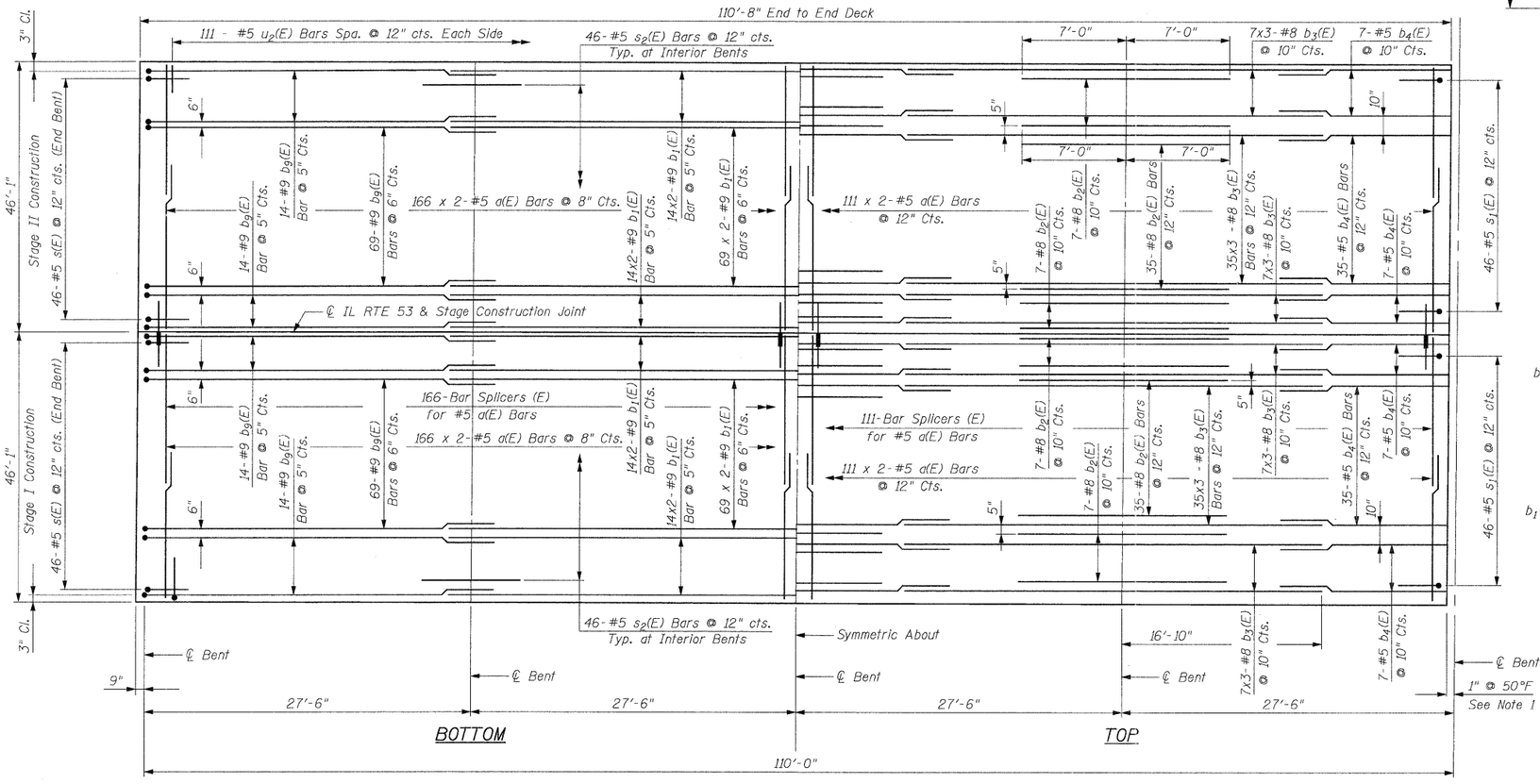
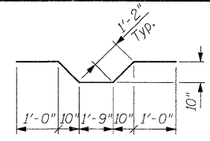
Illinois Department of Transportation



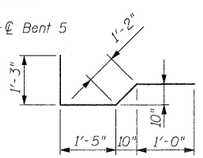
END UNIT ELEVATION

Unit 1 Shown, Unit 5 Similar by Opposite Hand

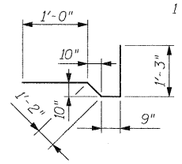




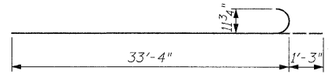
$s_2(E)$ Bar



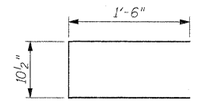
s(E) Bar



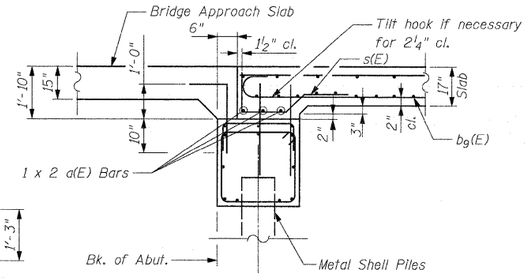
$s_1(E)$ Bar



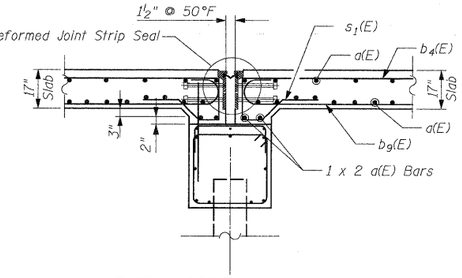
$b_9(E)$ Bar



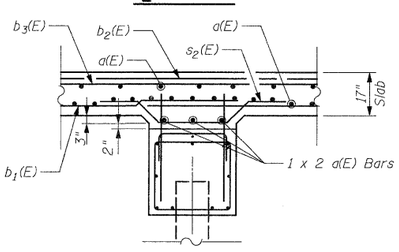
$u_2(E)$ Bar



END PILE BENT CAP SECTION



EXPANSION PILE BENT



INTERIOR PILE BENT CAP SECTION

TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#5	2'-11"
#8	6'-2"
#9	5'-3"

BILL OF MATERIAL FOR ONE UNIT

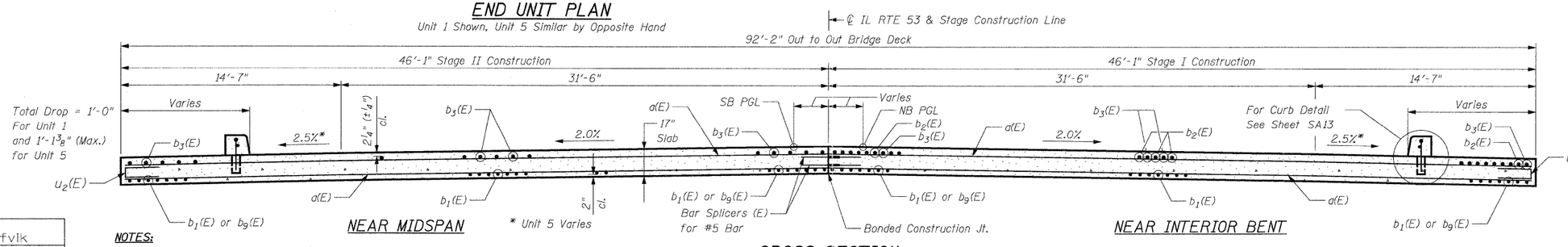
(Two Units Required, Unit 1 and 5)

Bar	No.	Size	Length	Shape
a(E)	1164	#5	24'- 5"	
$b_1(E)$	388	#9	32'- 9"	
$b_2(E)$	294	#8	14'- 0"	
$b_3(E)$	294	#8	33'- 8"	
$b_4(E)$	196	#5	14'- 3"	
$b_9(E)$	388	#9	34'- 7"	
s(E)	92	#5	4'- 10"	
$s_1(E)$	92	#5	4'- 2"	
$s_2(E)$	276	#5	6'- 1"	
$u_2(E)$	222	#5	3'- 11"	

Concrete Superstructure	Cu. Yd.	551.8
Reinforcement Bars, Epoxy Coated	Pound	162,330
Bar Splicers	Each	277
Protective Coat	Sq. Yd.	1,135
Bridge Deck Grooving	Sq. Yd.	1,135

END UNIT PLAN

Unit 1 Shown, Unit 5 Similar by Opposite Hand



NEAR MIDSPAN * Unit 5 Varies

CROSS SECTION (Looking North)

NEAR INTERIOR BENT

DECK PLAN & CROSS-SECTION (END UNITS)

STRUCTURE NO. 022-0012

NOTES:

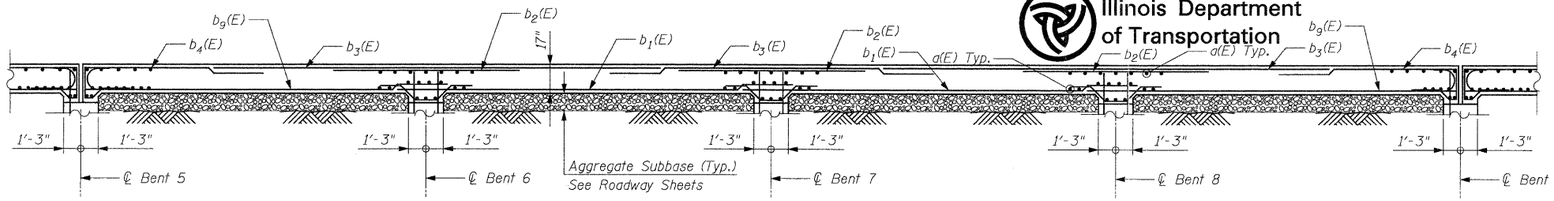
1. Dimensions are based on a Rolled Rail Joint. If the Contractor elects to use the Welded Rail Joint, the dimensions may require adjustments to satisfy the details on Sheet SA19.
2. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per bar.
3. See Sheet SA27 for Bar Splicers Details.
4. See Sheet SA1 for location of Drainage Scuppers and Curb Location.
5. See Sheet SA13 for additional Superstructure Details.

DESIGNED	J. Refvik
CHECKED	R. DiGiulio
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

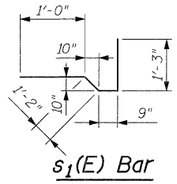
SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA11 OF SA37	2578	532B	DUPAGE	781	615
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

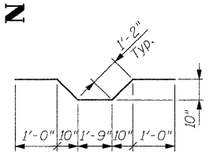


INTERIOR UNIT ELEVATION

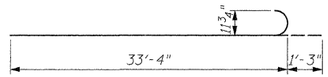
Unit 2 Shown, Unit 3 and Unit 4 Similar



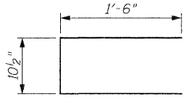
s_1(E) Bar



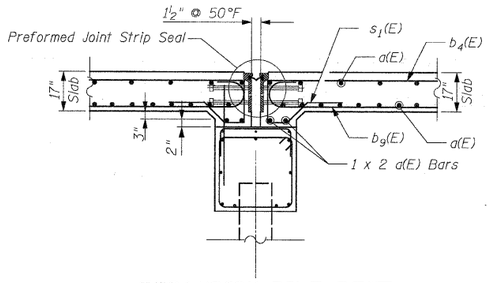
s_2(E) Bar



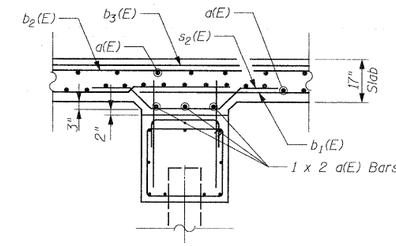
b_9(E) Bar



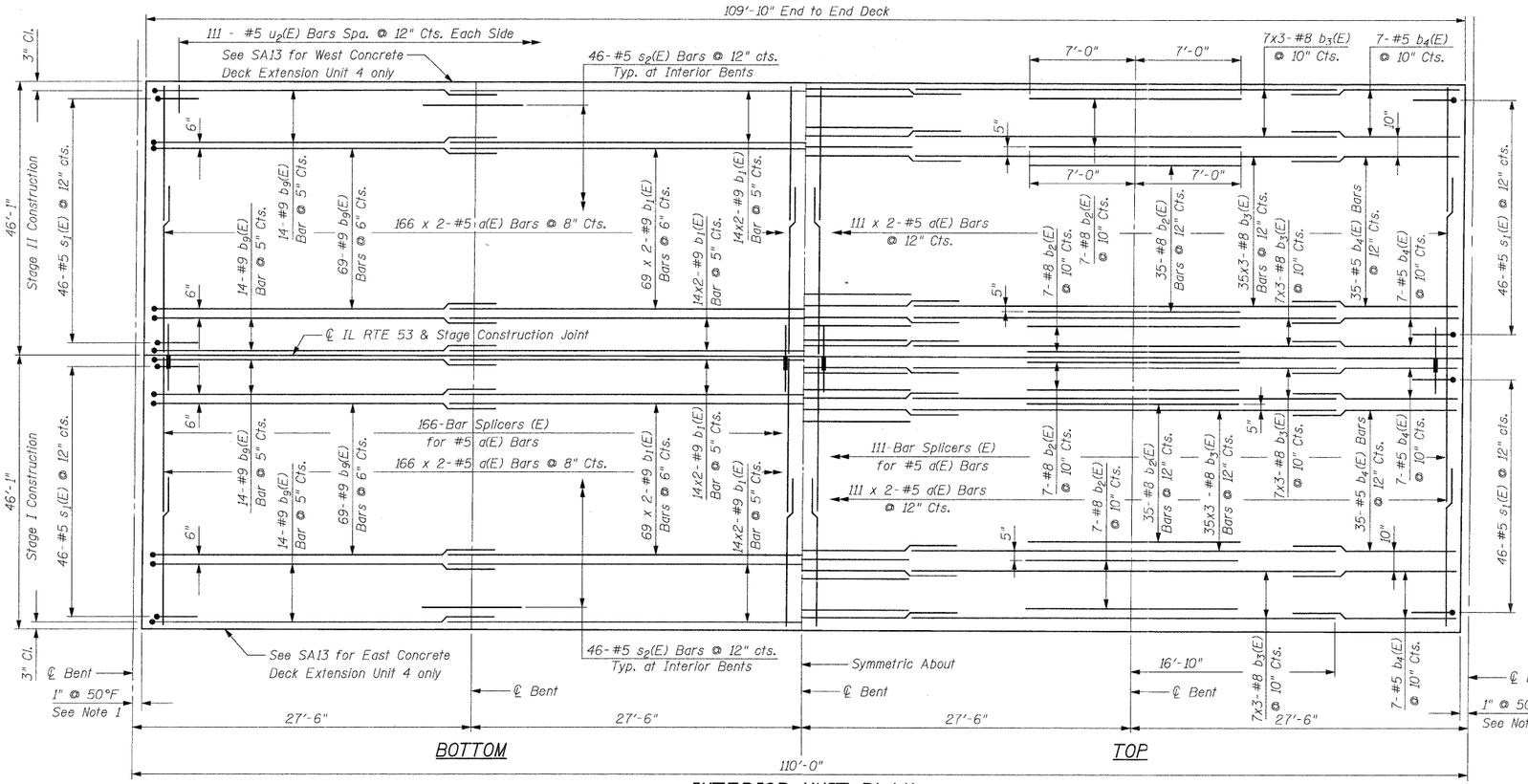
u_2(E) Bar



EXPANSION PILE BENT

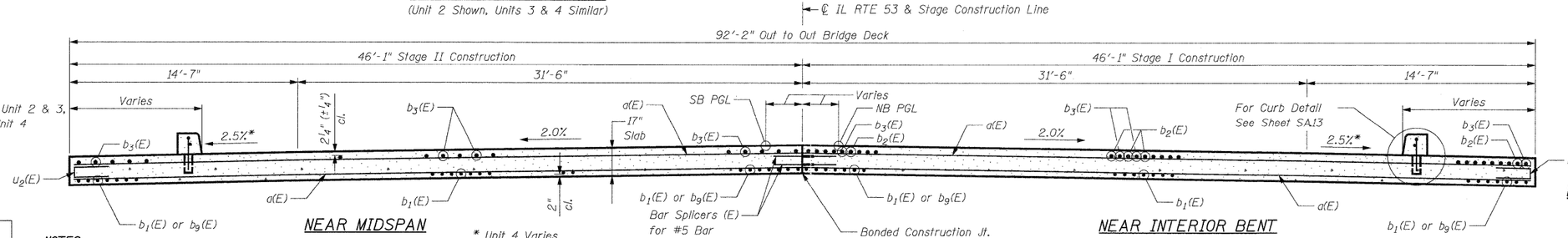


INTERIOR PILE BENT CAP SECTION



INTERIOR UNIT PLAN

(Unit 2 Shown, Units 3 & 4 Similar)



NEAR MIDSPAN * Unit 4 Varies

CROSS SECTION (Looking North)

NEAR INTERIOR BENT

DECK PLAN & CROSS-SECTION (INTERIOR UNITS) STRUCTURE NO. 022-0012

TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#5	2'-11"
#8	6'-2"
#9	5'-3"

NOTES:

1. Dimensions are based on a Rolled Rail Joint. If the Contractor elects to use the Welded Rail Joint, the dimensions may require adjustments to satisfy the details on Sheet SA19.
2. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per bar.
3. See Sheet SA27 for Bar Splicers Details.
4. See Sheet SA1 for location of Drainage Scuppers and Curb Location.
5. See Sheet SA13 for additional Superstructure Details and Bill of Materials.

DESIGNED	J. Refvik
CHECKED	R. DiGiulio
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA12 OF SA37	2578	532B	DUPAGE	781	616
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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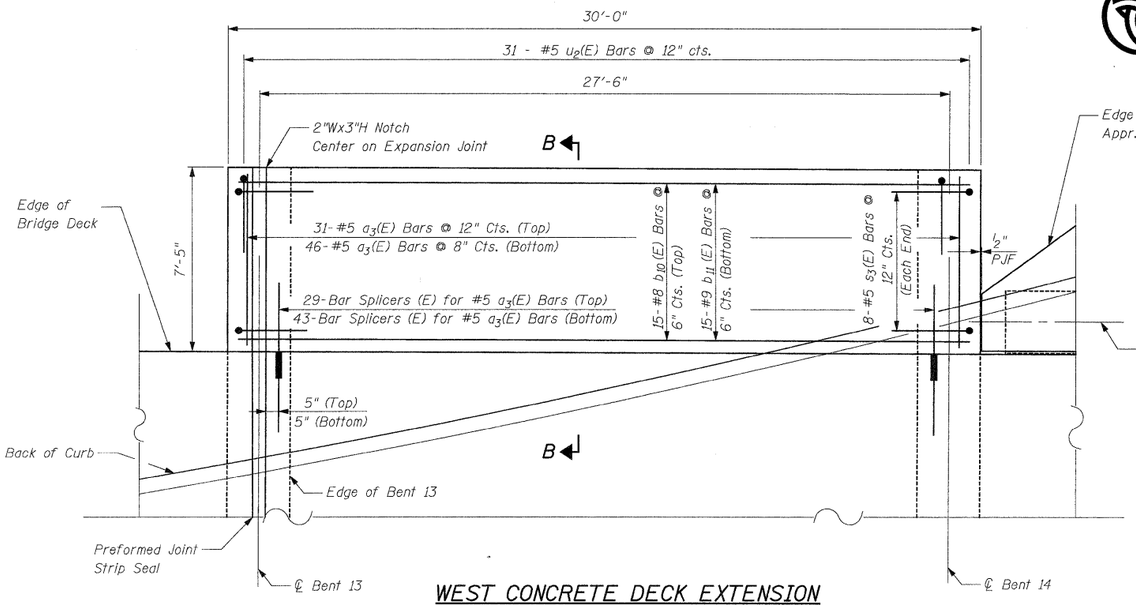
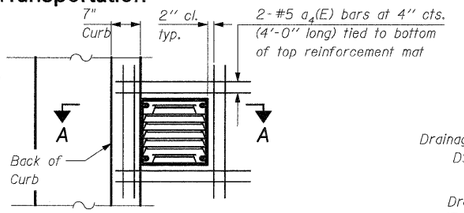
Illinois Department of Transportation

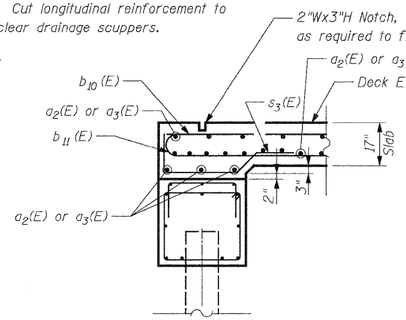


WEST CONCRETE DECK EXTENSION

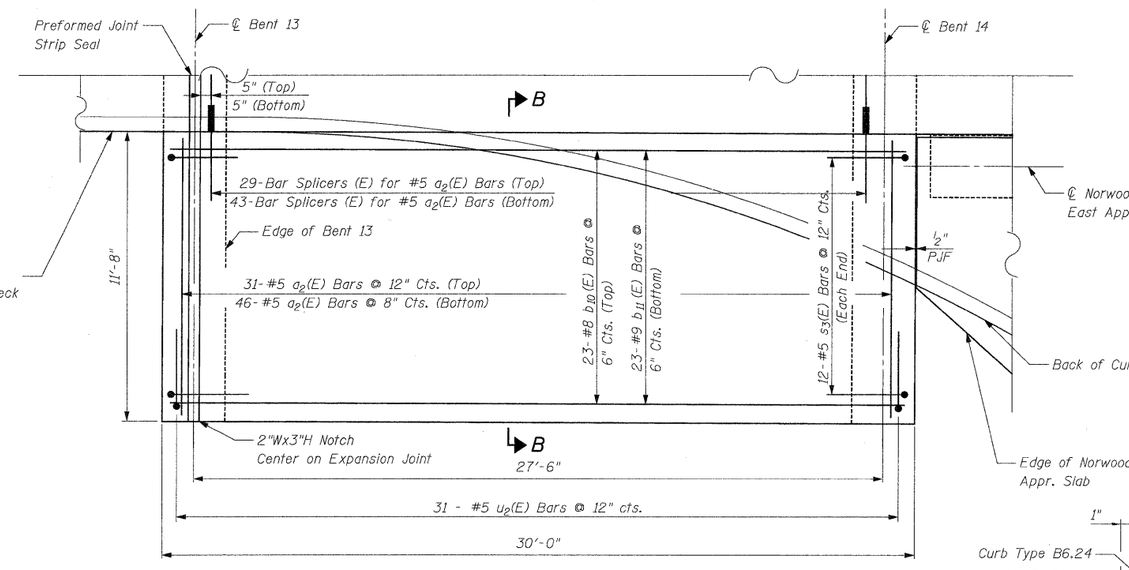


SCUPPER REINFORCEMENT

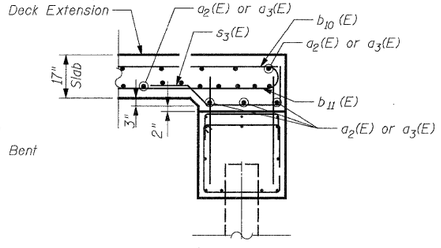
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



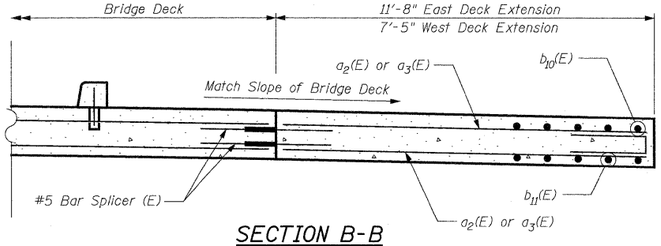
SECTION THRU BENT 13



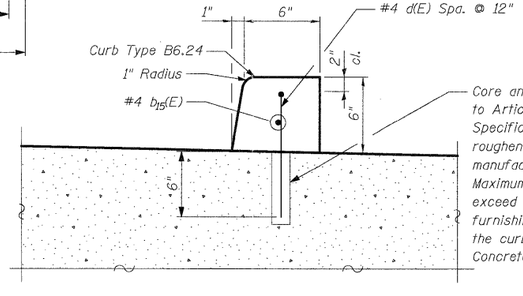
EAST CONCRETE DECK EXTENSION



SECTION THRU BENT 14

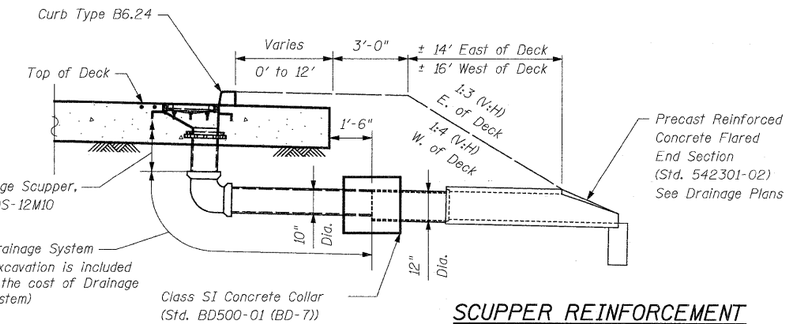


SECTION B-B



Core and set #4 d(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per adhesive manufacturer's recommendations. Maximum depth of hole shall not exceed 7". The cost associated with furnishing, coring, and setting bars for the curbshall be included in Concrete Superstructure.

CURB REINFORCEMENT DETAIL



SECTION A-A

SCUPPER REINFORCEMENT BILL OF MATERIAL

(For One Scupper, 14 Required)

Bar	No.	Size	Length	Shape
a_4(E)	8	#5	4'-0"	——
Reinforcement Bars, Epoxy Coated			Pound	35

BILL OF MATERIAL FOR ONE UNIT

(Unit 4)

Bar	No.	Size	Length	Shape
a(E)	1160	#5	24'- 5"	——
a_2(E)	83	#5	11'- 4"	——
a_3(E)	83	#5	7'- 1"	——
b_1(E)	388	#9	32'- 9"	——
b_2(E)	294	#8	14'- 0"	——
b_3(E)	294	#8	33'- 8"	——
b_4(E)	196	#5	14'- 3"	——
b_9(E)	388	#9	34'- 7"	——
b_{10}(E)	38	#8	29'- 6"	——
b_{11}(E)	38	#9	32'- 0"	——
s_1(E)	184	#5	4'- 2"	——
s_2(E)	276	#5	6'- 1"	——
s_3(E)	40	#5	5'- 6"	——
u_2(E)	284	#5	3'- 11"	——
Concrete Superstructure			Cu. Yd.	578.3
Reinforcement Bars, Epoxy Coated			Pound	171,370
Bar Splicers			Each	421
Protective Coat			Sq. Yd.	1,191
Bridge Deck Grooving			Sq. Yd.	1,191

BILL OF MATERIAL FOR ONE UNIT

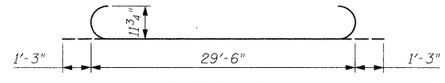
(Two Units Required, Units 2 and 3)

Bar	No.	Size	Length	Shape
a(E)	1160	#5	24'- 5"	——
b_1(E)	388	#9	32'- 9"	——
b_2(E)	294	#8	14'- 0"	——
b_3(E)	294	#8	33'- 8"	——
b_4(E)	196	#5	14'- 3"	——
b_9(E)	388	#9	34'- 7"	——
s_1(E)	184	#5	4'- 2"	——
s_2(E)	276	#5	6'- 1"	——
u_2(E)	222	#5	3'- 11"	——
Concrete Superstructure			Cu. Yd.	547.1
Reinforcement Bars, Epoxy Coated			Pound	162,160
Bar Splicers			Each	277
Protective Coat			Sq. Yd.	1,127
Bridge Deck Grooving			Sq. Yd.	1,127

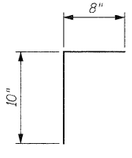
TYPE B6.24 CURB BILL OF MATERIAL

(IL RTE 53 Mainline Curb)

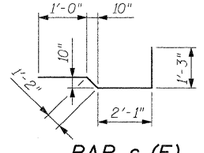
Bar	No.	Size	Length	Shape
b_{15}(E)	31	#4	30'-0"	——
d(E)	788	#4	1'- 6"	⌐
Concrete Superstructure			Cu. Yd.	7.9
Reinforcement Bars, Epoxy Coated			Pound	1,420
Protective Coat			Sq. Yd.	132



BAR b_{11} E)



d(E) CURB BAR



BAR s_3(E)

SUPERSTRUCTURE REINFORCING DETAILS
STRUCTURE NO. 022-0012

DESIGNED	J. Refvik
CHECKED	R. DiGiulio
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

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4970 VARSITY DRIVE
LISLE, IL 60532
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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA13 OF SA37	2578	532B	DUPAGE	781	617
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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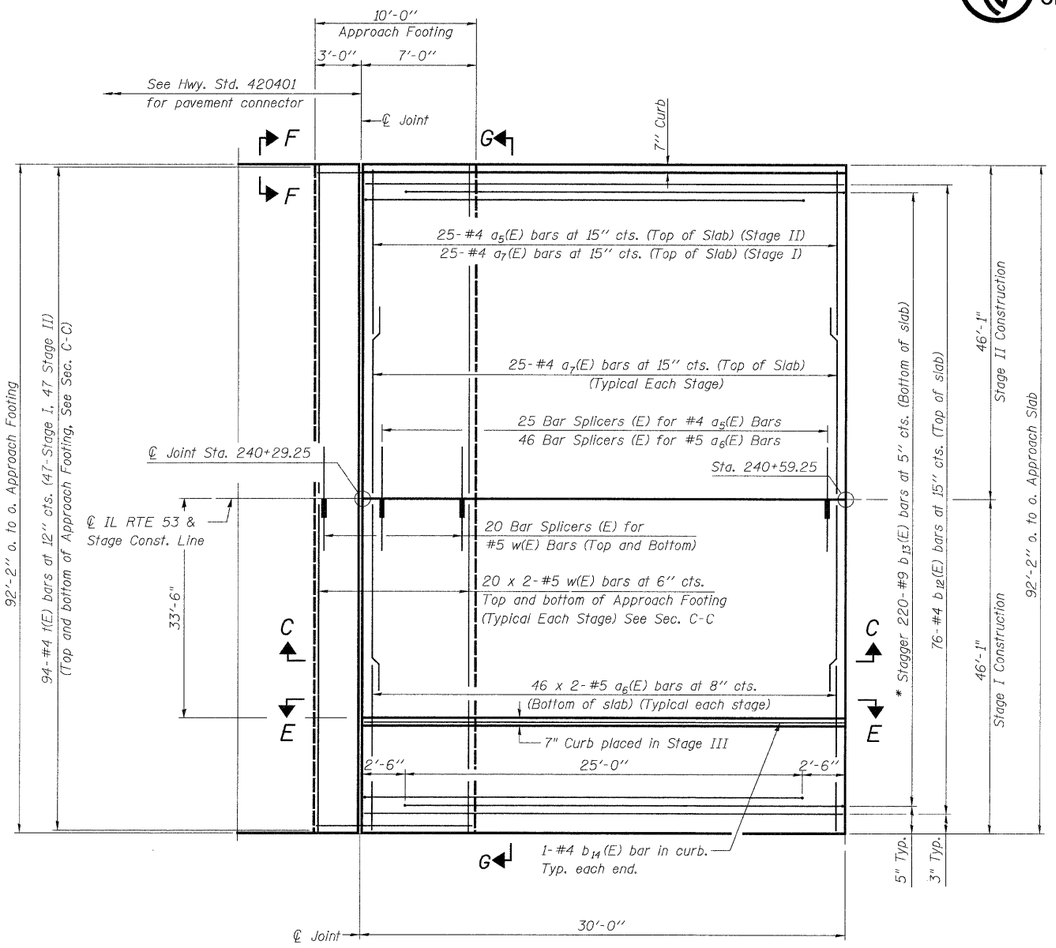
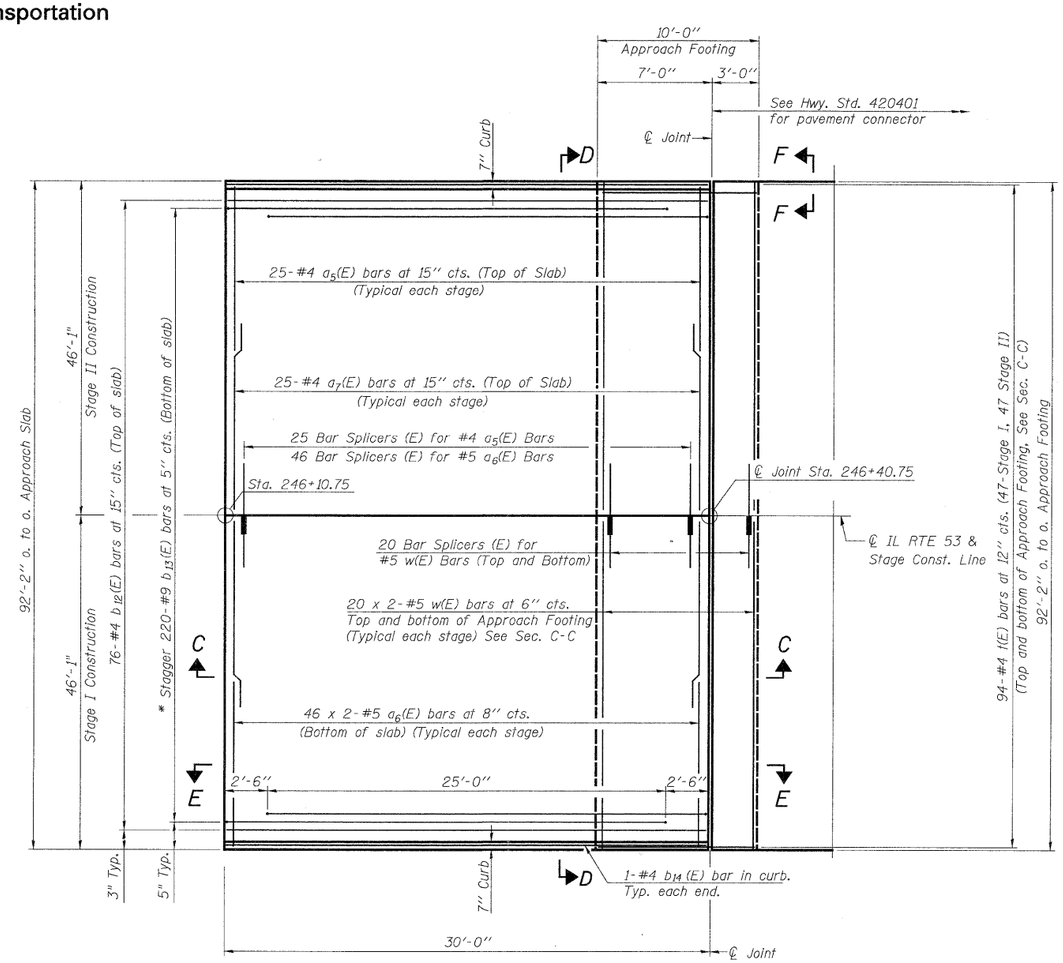
Illinois Department of Transportation



SOUTH APPROACH PLAN

* Tilt #9 b_{13}(E) bars as required to maintain clearance.

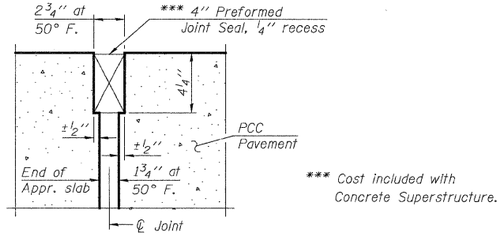


NORTH APPROACH PLAN

* Tilt #9 b_{13}(E) bars as required to maintain clearance.

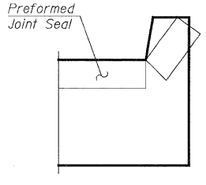
TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#4	2'-4"
#5	2'-7"



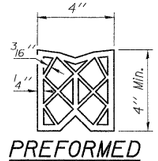
*** Cost included with Concrete Superstructure.

RIGID PAVEMENT DETAIL A



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



PREFORMED JOINT SEAL

Notes:
See Sheet SA15 for Sections C-C, D-D, & G-G and View E-E.
a_5(E), a_6(E), & a_7(E) bar spacings measured along ℄ Rdwy.

IL 53 APPROACH SLAB I STRUCTURE NO. 022-0012

DESIGNED	J. Vermillion
CHECKED	J. Refvik
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

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LISLE, IL 60532
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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA14 OF SA37	2578	532B	DUPAGE	781	618
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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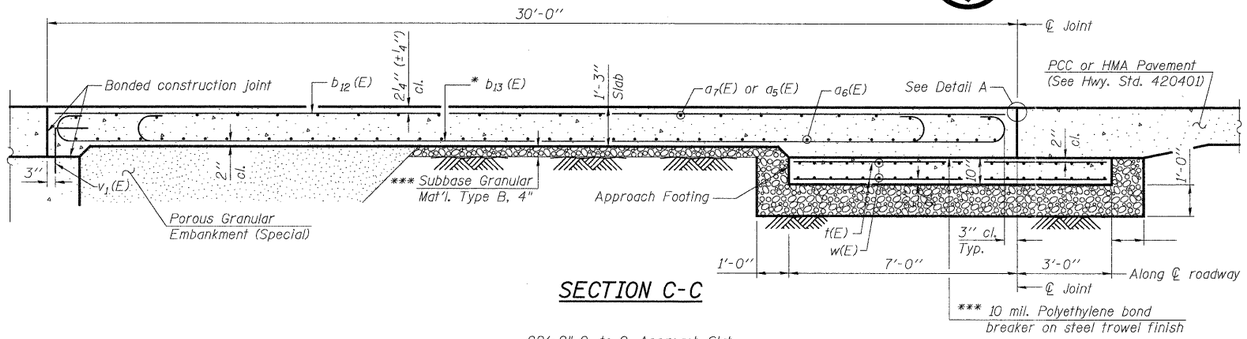
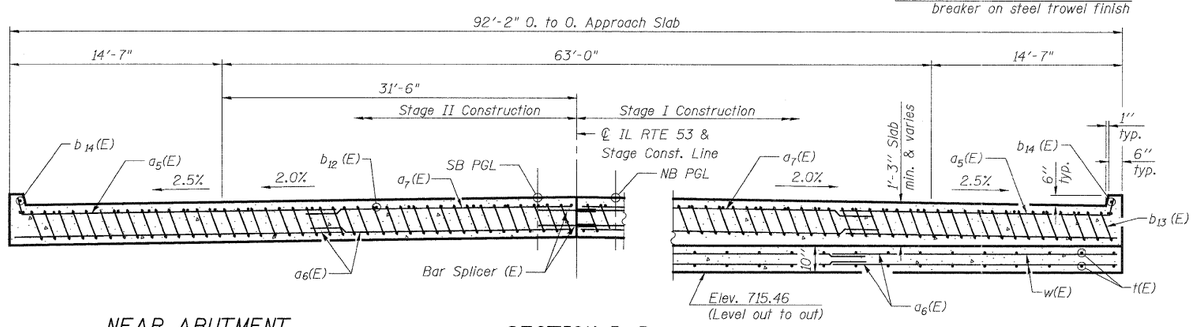
Illinois Department of Transportation



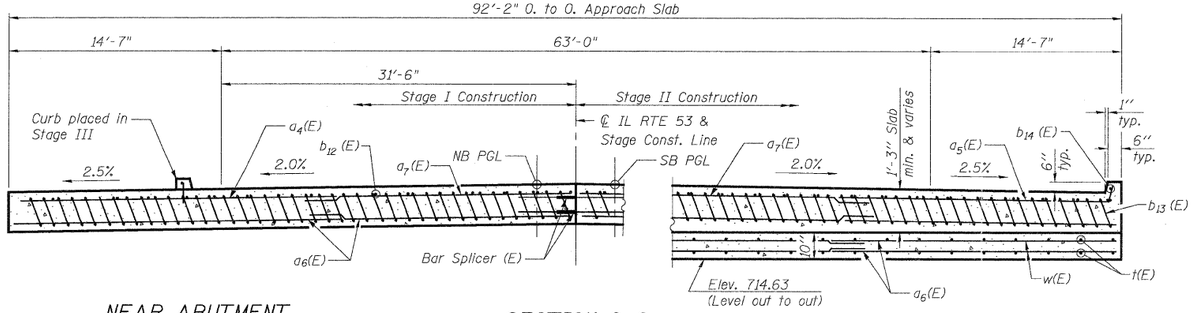
SECTION C-C



NEAR ABUTMENT

SECTION D-D
(See Plan for dimensions not shown)

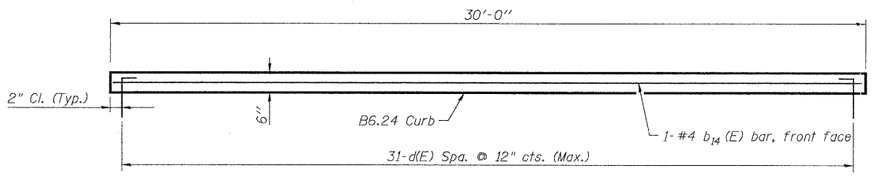
AT APPROACH FOOTING



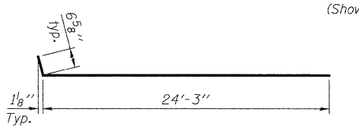
NEAR ABUTMENT

SECTION G-G
(See Plan for dimensions not shown)

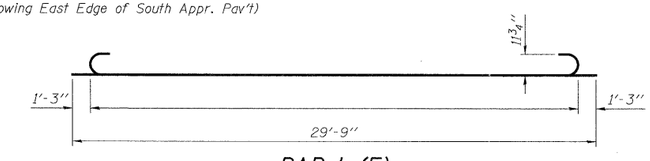
AT APPROACH FOOTING



VIEW E-E
(Showing East Edge of South Appr. Pav't)



BAR a_5(E)

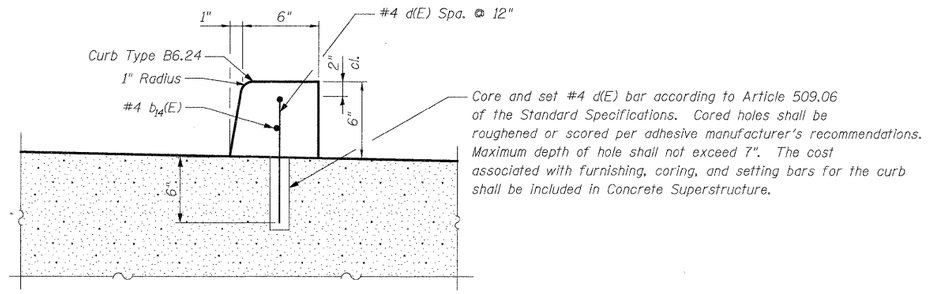


BAR b_{13}(E)

Notes:
1. See sheet SA14 for Detail A.
2. Approach slab and curb concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v_1(E) bar details, see sheet SA21 .
6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
7. For bar splicer details, see sheet SA27 .
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Porous Granular Embankment (Special) details, see sheet SA2.

* Tilt #9 b_{13} (E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



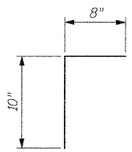
CURB REINFORCEMENT DETAIL

SOUTH APPROACH SLAB
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_5(E)	25	#4	24'- 10"	
a_6(E)	184	#5	24'- 4"	
a_7(E)	75	#4	24'- 1"	
b_{12}(E)	76	#4	29'- 8"	
b_{13}(E)	220	#9	29'- 9"	
b_{14}(E)	2	#4	29'- 8"	
d(E)	31	#4	1'- 6"	
t(E)	94	#4	9'- 8"	
w(E)	160	#5	24'- 3"	
Concrete Superstructure			Cu. Yd.	150.7
Concrete Structures			Cu. Yd.	28.5
Reinforcement Bars, Epoxy Coated			Pound	34,780
Bar Splicers			Each	111
Protective Coat			Sq. Yd.	318
Bridge Deck Grooving			Sq. Yd.	308

NORTH APPROACH SLAB
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_5(E)	50	#4	24'- 10"	
a_6(E)	184	#5	24'- 4"	
a_7(E)	50	#4	24'- 1"	
b_{12}(E)	76	#4	29'- 8"	
b_{13}(E)	220	#9	29'- 9"	
b_{14}(E)	2	#4	29'- 8"	
t(E)	94	#4	9'- 8"	
w(E)	160	#5	24'- 3"	
Concrete Superstructure			Cu. Yd.	150.7
Concrete Structures			Cu. Yd.	28.5
Reinforcement Bars, Epoxy Coated			Pound	34,760
Bar Splicers			Each	111
Protective Coat			Sq. Yd.	318
Bridge Deck Grooving			Sq. Yd.	308



d(E) CURB BAR

DESIGNED	- J. Vermillion
CHECKED	- J. Refvik
DRAWN	- J. Vermillion
CHECKED	- R. DiGiulio

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IL 53 APPROACH SLAB II
STRUCTURE NO. 022-0012

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA15 OF SA37	2578	532B	DUPAGE	781	619
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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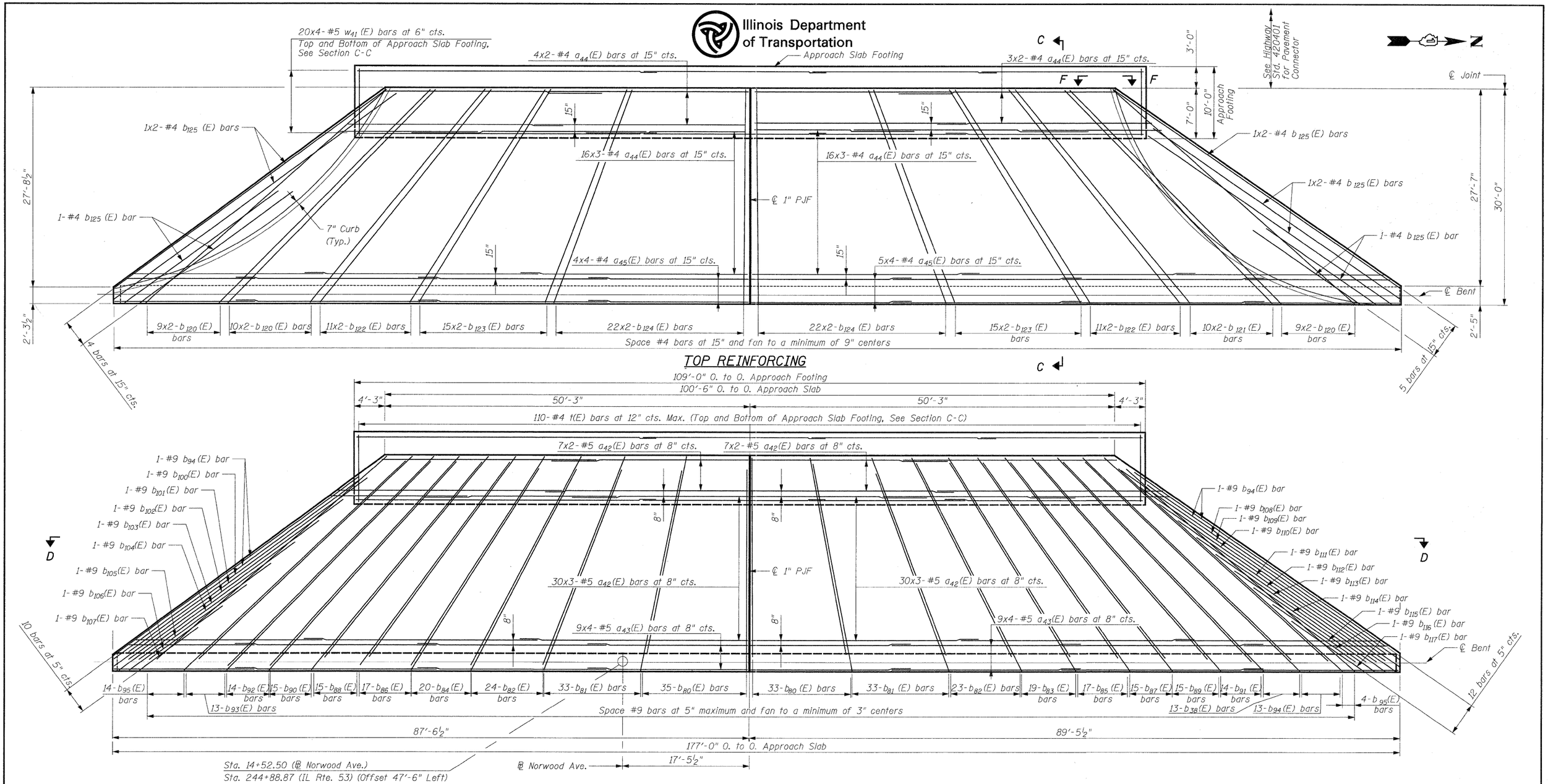
Illinois Department of Transportation



TOP REINFORCING

BOTTOM REINFORCING

DESIGNED	- J. Refvik
CHECKED	- R. DiGiulio
DRAWN	- J. Refvik
CHECKED	- R. DiGiulio

NOTES:

1. For Bar List and Bill of Material see Sheet SA18.
2. Bars indicated thus 18x4-#5 etc. indicates 18 lines of bars with 4 lengths per line.
3. For Sections C-C and D-D see Sheet SA18.
4. For Section F-F see Sheet SA14.

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NORWOOD AVENUE
WEST APPROACH SLAB DETAILS
STRUCTURE NO. 022-0012

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA16 OF SA37	2578	532B	DUPAGE	781	620
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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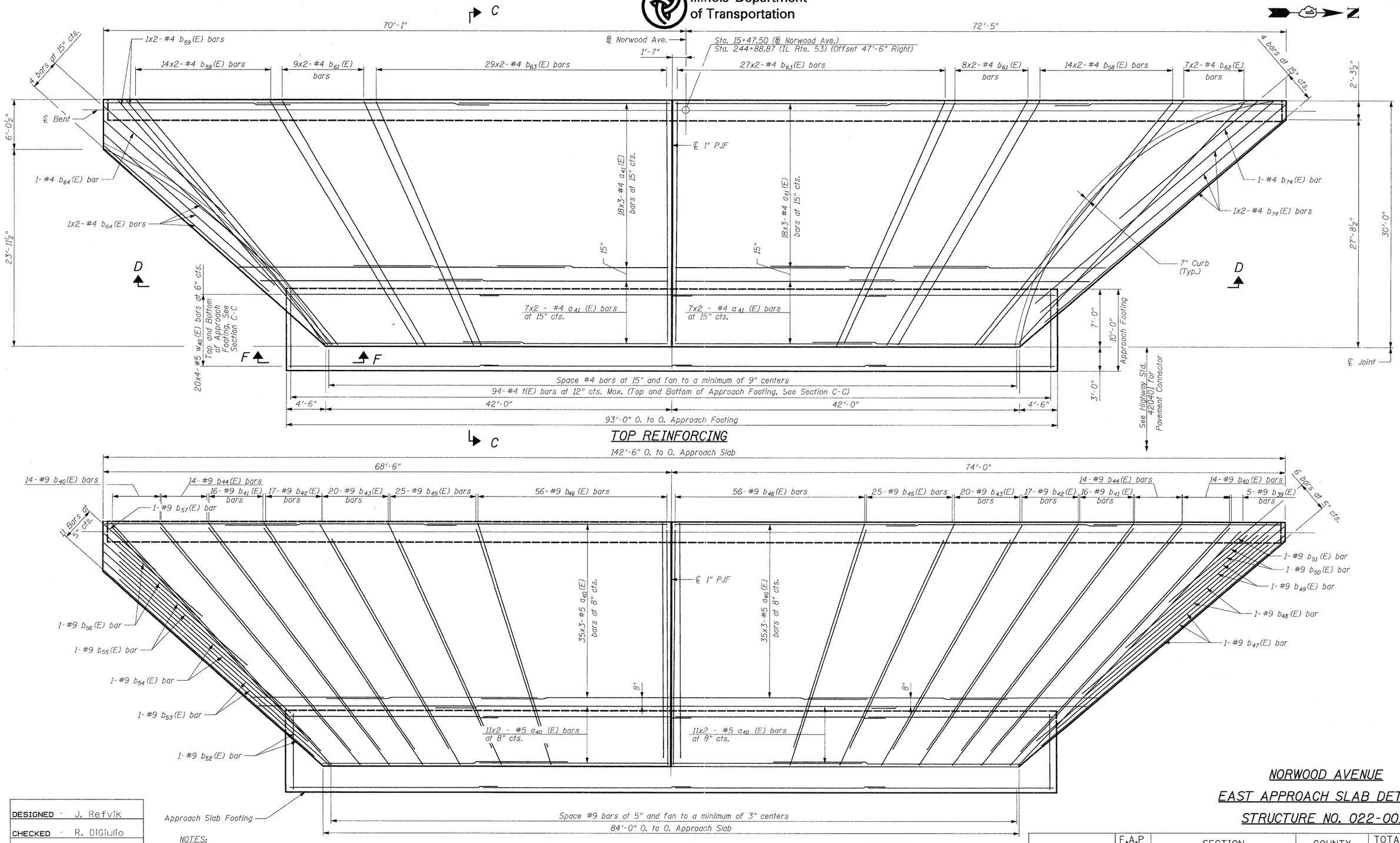
Illinois Department of Transportation



TOP REINFORCING

BOTTOM REINFORCING

DESIGNED	J. Refvik
CHECKED	R. DiGiulio
DRAWN	J. Refvik
CHECKED	R. DiGiulio

NOTES:

1. For Bar List and Bill of Material see Sheet SA18.
2. Bars indicated thus 18x4-#5 etc. indicates 18 lines of bars with 4 lengths per line.
3. For Sections C-C and D-D see Sheet SA18.
4. For Section F-F see Sheet SA14.

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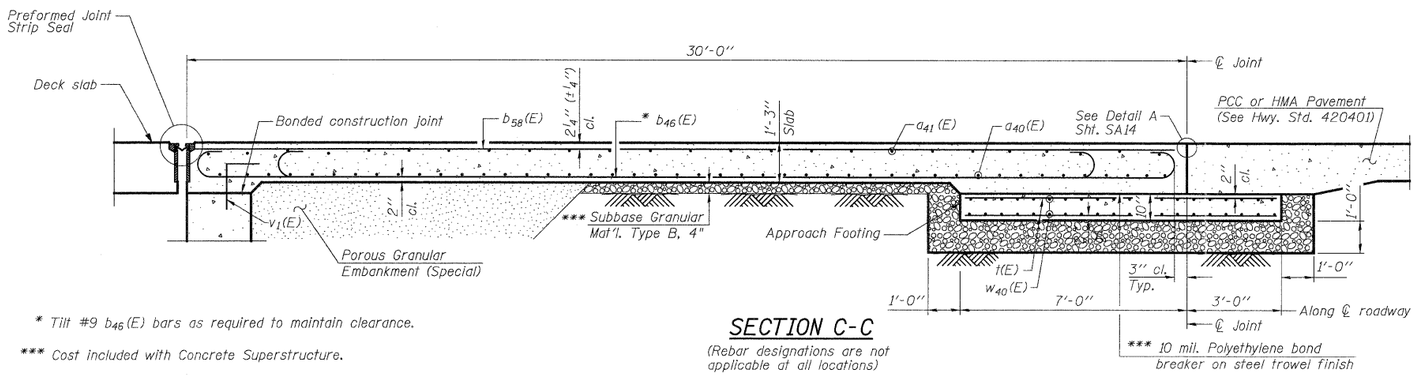
NORWOOD AVENUE
EAST APPROACH SLAB DETAILS
STRUCTURE NO. 022-0012

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA17 OF SA37	2578	532B	DUPAGE	781	621
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

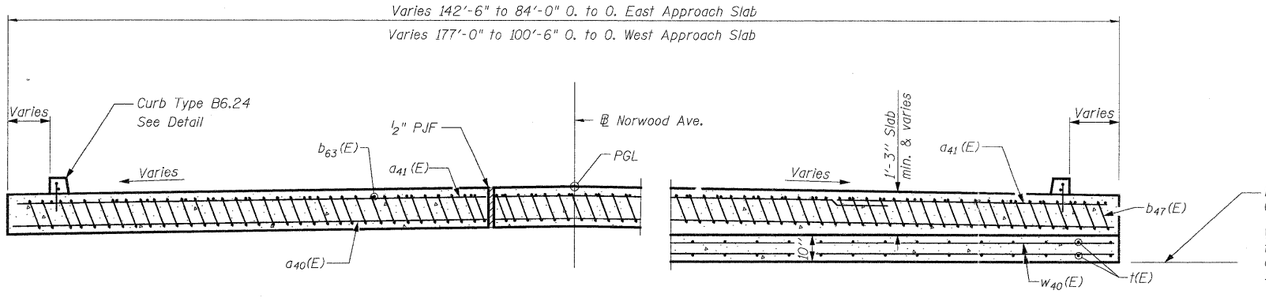


* Tilt #9 b_{46}(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

SECTION C-C

(Rebar designations are not applicable at all locations)



East Approach Elev. 713.70 (Level out-to-out)

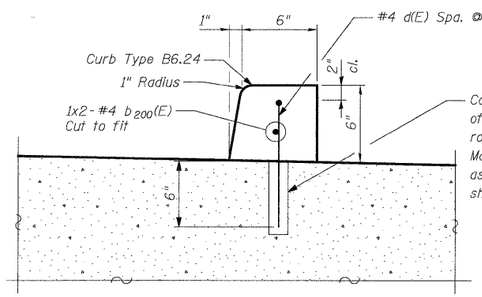
West Approach sloped from Elev. 714.20 at North end to Elev. 713.00 at South end

NEAR APPROACH BENT

SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING



Core and set #4 d(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per adhesive manufacturer's recommendations. Maximum depth of hole shall not exceed 7". The cost associated with furnishing, coring, and setting bars for the curb shall be included in Concrete Superstructure.

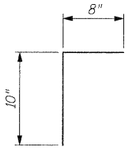
CURB REINFORCEMENT DETAIL

EAST

Bar	"L"
b39(E)	39'-3"
b40(E)	37'-9"
b41(E)	34'-9"
b42(E)	33'-3"
b43(E)	31'-9"
b44(E)	36'-3"
b45(E)	30'-3"
b46(E)	28'-9"
b47(E)	43'-5"
b48(E)	36'-7"
b49(E)	29'-0"
b50(E)	20'-5"
b51(E)	11'-10"
b52(E)	34'-0
b53(E)	32'-10"
b54(E)	34'-10"
b55(E)	27'-9"
b56(E)	20'-7"
b57(E)	13'-4"

WEST

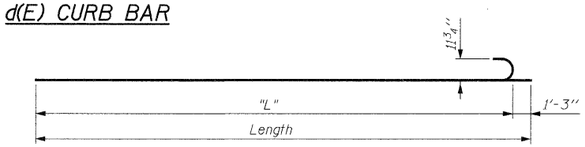
Bar	"L"	Bar	"L"
b38(E)	40'-0"	b100(E)	40'-7"
b80(E)	27'-8"	b101(E)	39'-0"
b81(E)	29'-2"	b102(E)	32'-5"
b82(E)	31'-0"	b103(E)	29'-11"
b83(E)	32'-3"	b104(E)	22'-5"
b84(E)	32'-8"	b105(E)	19'-11"
b85(E)	33'-10"	b106(E)	12'-5"
b86(E)	34'-1"	b107(E)	9'-11"
b87(E)	35'-4"	b108(E)	44'-5"
b88(E)	35'-7"	b109(E)	43'-9"
b89(E)	36'-11"	b110(E)	38'-1"
b90(E)	37'-2"	b111(E)	36'-9"
b91(E)	38'-5"	b112(E)	30'-3"
b92(E)	38'-9"	b113(E)	28'-8"
b93(E)	40'-4"	b114(E)	22'-2"
b94(E)	41'-7"	b115(E)	20'-7"
b95(E)	42'-0"	b116(E)	14'-0"
		b117(E)	12'-6"



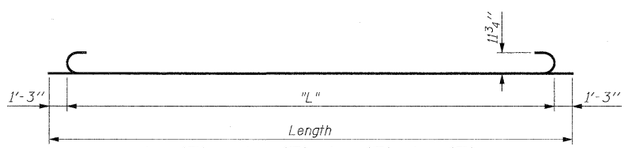
TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#4	2'-4"
#5	2'-7"

d(E) CURB BAR



b47(E) - b51(E), b54(E) - b57(E), b100(E) - b117(E) BARS



b38(E) - b46(E), b52(E), b53(E), b80(E) - b95(E) BARS

EAST APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a40(E)	254	#5	26'-6"	———
a41(E)	136	#4	26'-7"	———
b39(E)	5	#9	41'-9"	⊂——⊃
b40(E)	28	#9	40'-3"	⊂——⊃
b41(E)	32	#9	37'-3"	⊂——⊃
b42(E)	34	#9	35'-9"	⊂——⊃
b43(E)	40	#9	34'-3"	⊂——⊃
b44(E)	28	#9	38'-9"	⊂——⊃
b45(E)	50	#9	32'-9"	⊂——⊃
b46(E)	112	#9	31'-3"	⊂——⊃
b47(E)	3	#9	44'-8"	⊂———
b48(E)	2	#9	36'-7"	⊂———
b49(E)	2	#9	30'-3"	⊂———
b50(E)	2	#9	21'-8"	⊂———
b51(E)	1	#9	13'-1"	⊂———
b52(E)	2	#9	36'-6"	⊂——⊃
b53(E)	2	#9	35'-4"	⊂——⊃
b54(E)	2	#9	36'-1"	⊂———
b55(E)	2	#9	29'-0"	⊂———
b56(E)	2	#9	21'-10"	⊂———
b57(E)	1	#9	14'-7"	⊂———
b58(E)	56	#4	20'-10"	———
b59(E)	4	#4	23'-6"	———
b61(E)	34	#4	18'-10"	———
b62(E)	14	#4	22'-0"	———
b63(E)	112	#4	17'-10"	———
b64(E)	7	#4	15'-3"	———
b74(E)	7	#4	18'-3"	———
b200(E)	4	#4	28'-0"	———
d (E)	85	#4	1'-6"	⌊—⌋
t(E)	188	#4	9'-8"	———
w40(E)	160	#5	26' 0"	———
Concrete Superstructure			Cu. Yd.	175.7
Concrete Structures			Cu. Yd.	28.8
Reinforcement Bars, Epoxy Coated			Pound	58,890
Protective Coat			Sq. Yd.	405
Bridge Deck Grooving			Sq. Yd.	391

WEST APPROACH SLAB BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a42(E)	208	#5	30'-0"	———
a43(E)	54	#5	24'-3"	———
a44(E)	110	#4	30'-0"	———
a45(E)	36	#4	24'-7"	———
b38(E)	13	#9	42'-6"	⊂——⊃
b80(E)	68	#9	30'-2"	⊂——⊃
b81(E)	66	#9	31'-8"	⊂——⊃
b82(E)	47	#9	33'-6"	⊂——⊃
b83(E)	19	#9	34'-9"	⊂——⊃
b84(E)	20	#9	35'-2"	⊂——⊃
b85(E)	17	#9	36'-4"	⊂——⊃
b86(E)	17	#9	36'-7"	⊂——⊃
b87(E)	15	#9	37'-10"	⊂——⊃
b88(E)	15	#9	38'-1"	⊂——⊃
b89(E)	15	#9	39'-5"	⊂——⊃
b90(E)	15	#9	39'-8"	⊂——⊃
b91(E)	14	#9	40'-11"	⊂——⊃
b92(E)	14	#9	41'-3"	⊂——⊃
b93(E)	13	#9	42'-10"	⊂——⊃
b94(E)	17	#9	44'-1"	⊂——⊃
b95(E)	18	#9	44'-6"	⊂——⊃
b100(E)	1	#9	41'-10"	⊂———
b101(E)	1	#9	40'-3"	⊂———
b102(E)	1	#9	33'-8"	⊂———
b103(E)	1	#9	31'-2"	⊂———
b104(E)	1	#9	23'-8"	⊂———
b105(E)	1	#9	21'-2"	⊂———
b106(E)	1	#9	13'-8"	⊂———
b107(E)	1	#9	11'-2"	⊂———
b108(E)	1	#9	45'-8"	⊂———
b109(E)	1	#9	45'-0"	⊂———
b110(E)	1	#9	39'-4"	⊂———
b111(E)	1	#9	38'-0"	⊂———
b112(E)	1	#9	31'-6"	⊂———
b113(E)	1	#9	29'-11"	⊂———
b114(E)	1	#9	23'-5"	⊂———
b115(E)	1	#9	21'-10"	⊂———
b116(E)	1	#9	15'-3"	⊂———
b117(E)	1	#9	13'-9"	⊂———
b120(E)	56	#4	24'-0"	———
b121(E)	20	#4	22'-6"	———
b122(E)	44	#4	20'-10"	———
b123(E)	60	#4	19'-3"	———
b124(E)	88	#4	17'-6"	———
b125(E)	14	#4	25'-7"	———
b200(E)	4	#4	28'-0"	———
d (E)	103	#4	1'-6"	⌊—⌋
t(E)	220	#4	9'-8"	———
w41(E)	160	#5	29'-9"	———
Concrete Superstructure			Cu. Yd.	216.0
Concrete Structures			Cu. Yd.	33.7
Reinforcement Bars, Epoxy Coated			Pound	72,000
Protective Coat			Sq. Yd.	490
Bridge Deck Grooving			Sq. Yd.	473

Notes:

1. See sheet SA14 of SA37 for Detail A.
2. Approach slab shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v_1(E) bar details, see sheets SA24 and SA25 of SA37.
6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
7. Cost of excavation for approach footing included with Concrete Structures.
8. For Porous Granular Embankment (Special) and drainage treatment details, see sheet SA2 of SA37.

DESIGNED	- J. Refvik
CHECKED	- R. DiGiulio
DRAWN	- J. Refvik
CHECKED	- R. DiGiulio

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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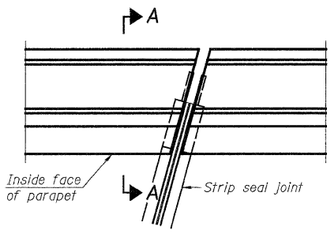
NORWOOD AVENUE APPROACH SLAB SECTIONS STRUCTURE NO. 022-0012

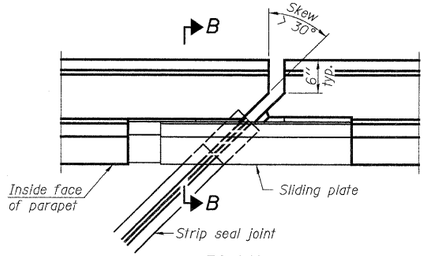
SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA18 OF SA37	2578	532B	DUPAGE	781	622
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

q:\idot\9356_a0_(1153)\drawings\cadd sheets\D19139797-sht-220012_622.dgn

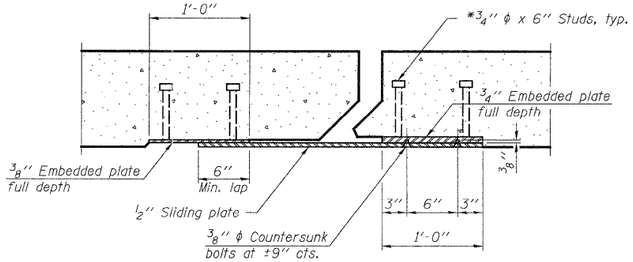
Illinois Department of Transportation



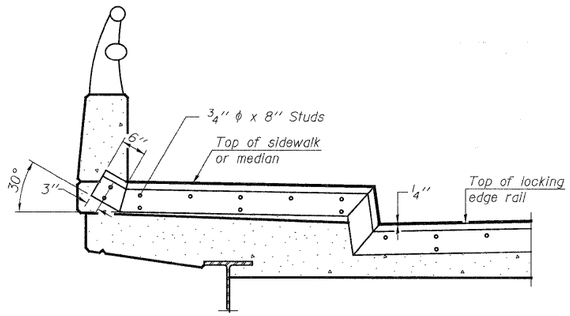
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

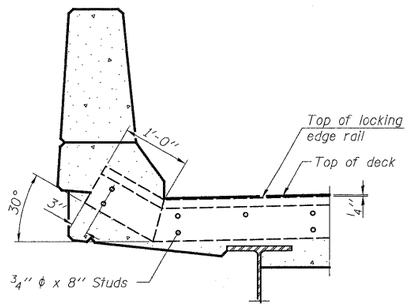


SECTION C-C

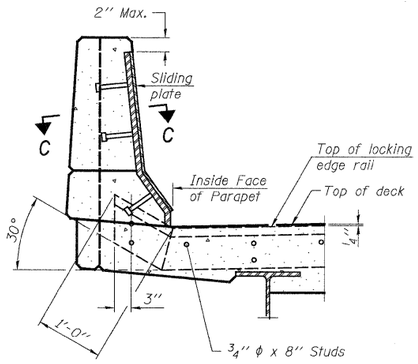


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

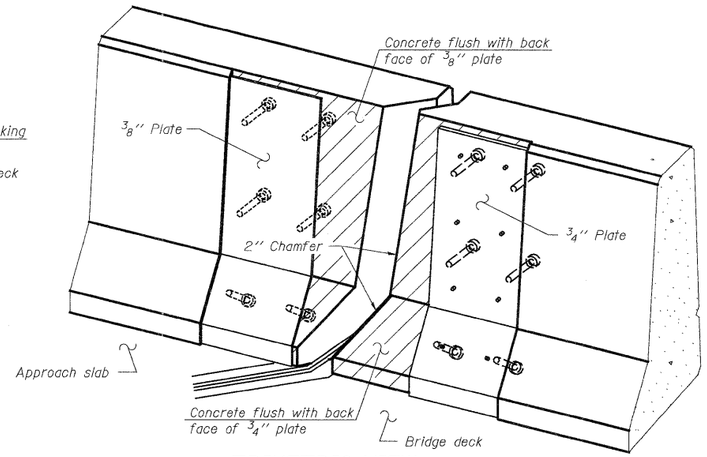
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

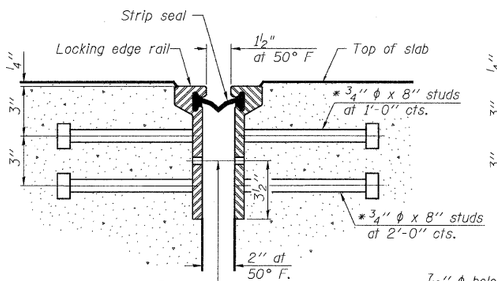
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

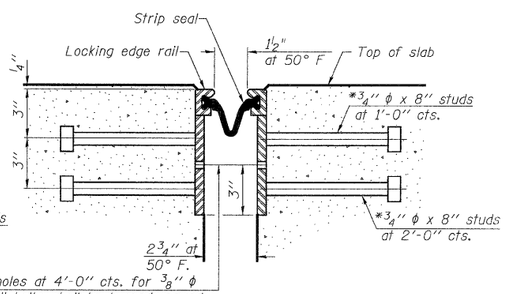
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

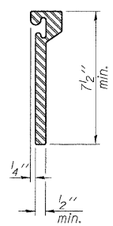
SECTION THRU ROLLED RAIL JOINT



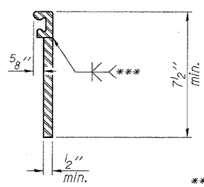
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

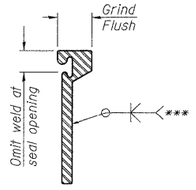
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	688.5

DESIGNED	- J. Refvik
CHECKED	- R. DiGiulio
DRAWN	- J. Vermillion
CHECKED	- R. DiGiulio

EJ-SSJ 7-1-10

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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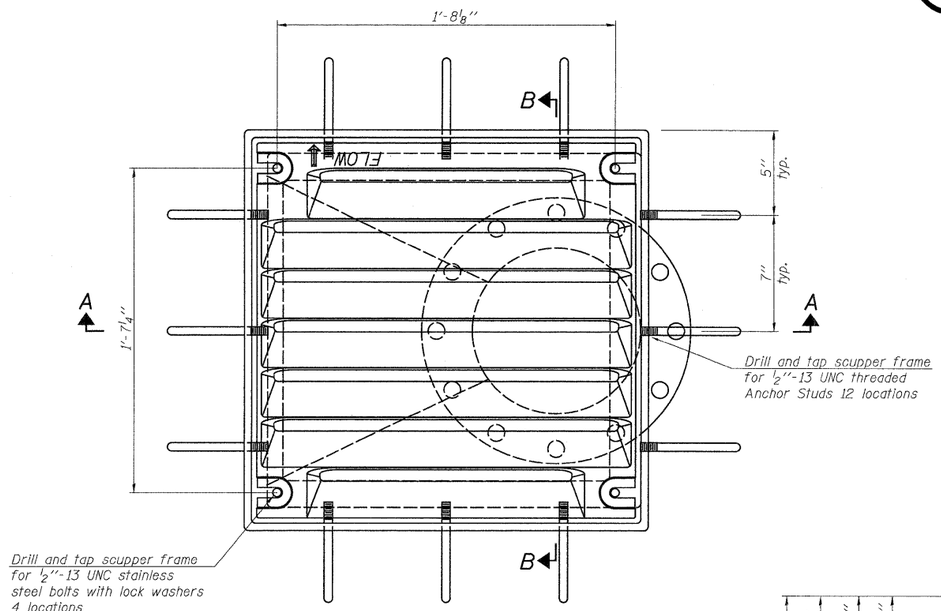
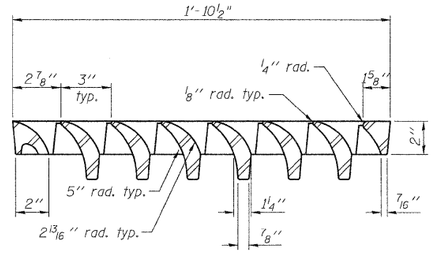
SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA19 OF SA37	2578	532B	DUPAGE	781	623
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

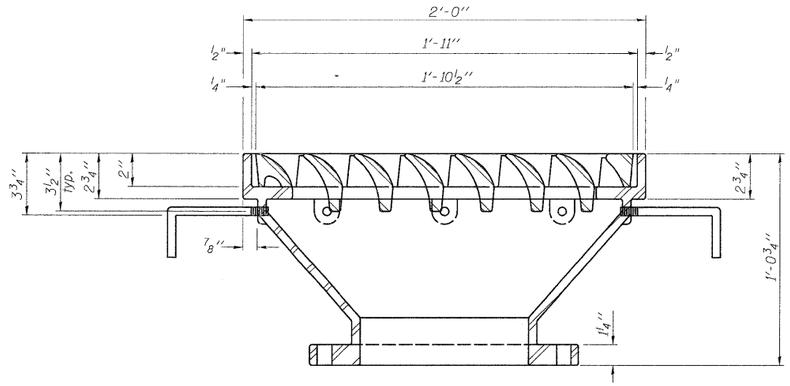
Illinois Department of Transportation



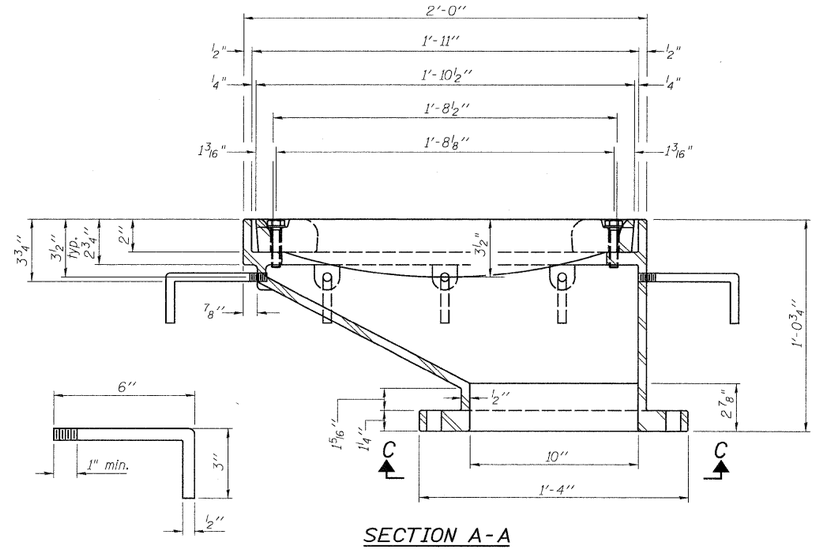
PLAN



VANE GRATE DETAIL

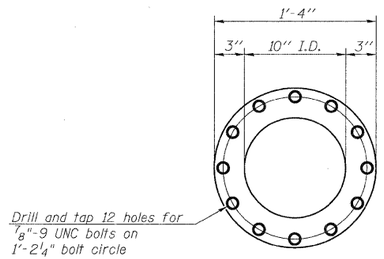


SECTION B-B

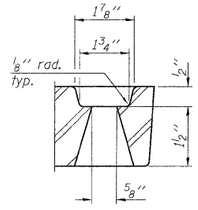


SECTION A-A

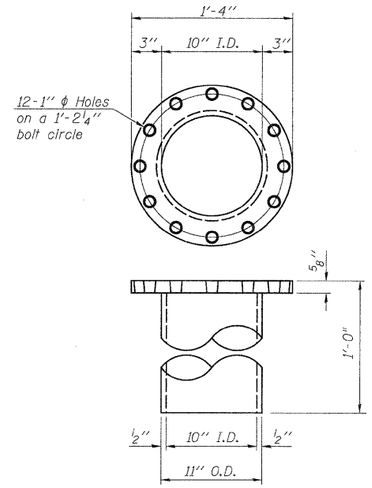
ANCHOR STUD DETAIL



VIEW C-C



GRATE BOLT HOLE DETAIL



DOWNSPOUT

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

All castings shall conform to the requirements of AASHTO M 306.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12M10.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12M10	Each	14

DESIGNED -	J. Vermillion
CHECKED -	R. DiGiulio
DRAWN -	J. Vermillion
CHECKED -	R. DiGiulio

DS-12M10 7-1-10

DRAINAGE SCUPPER DS-12M10
STRUCTURE NO. 022-0012

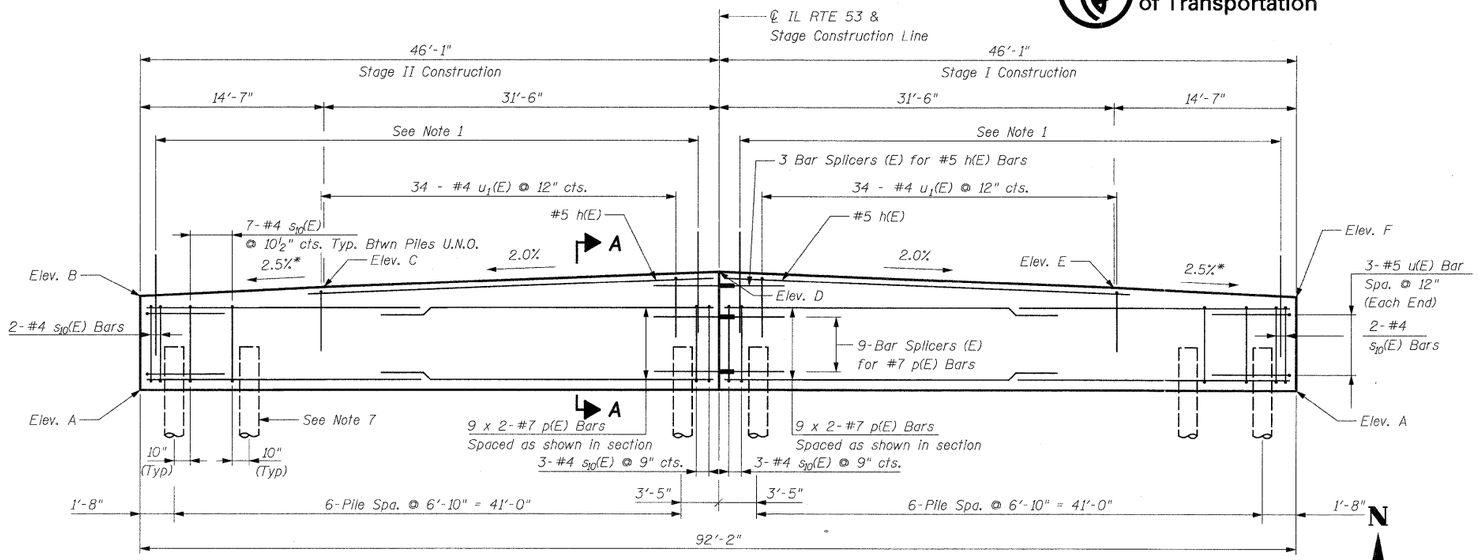
PATRICK ENGINEERING

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA20 OF SA37	2578	532B	DUPAGE	781	624
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

q:\idot\9356_a0_(153)\drawings\cadd sheets\D19139797-sht-220012_624.dgn

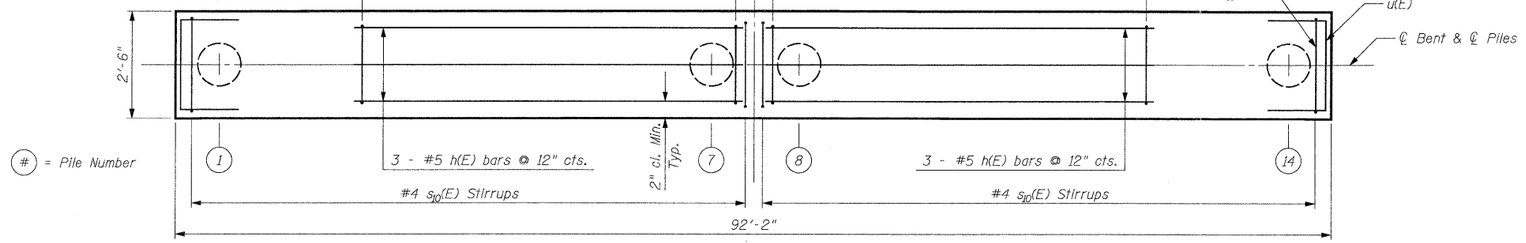
Illinois Department of Transportation



ELEVATION

(Looking North)

*For all bents except 15, 16, 17, 18, 19, and 20.



PLAN

NOTES:

1. 46 - #5 v(E) Bars @ 12" Cts. Each Face (Fixed and Abutment Bents)
   46 - #5 v(E) Bars @ 12" Cts. One Face (Bents 9 & 17)
   46 - #5 v_1(E) Bars @ 12" Cts. One Face (Abutment Bents)
2. For detail of Piles, see Sheet SA26.
3. For details of Bar Splicers, see Sheet SA27.
4. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per bar.
5. Piles are numbered sequentially as shown. See Pile Data Table for Test Pile Locations.
6. Apply Concrete Sealer to top and sides of Bents 5, 9, & 17.
7. See Sheet SA26 for Metal Shell Reinforcement Detail. Typical all piles.
8. See Sheet SA22 for additional Bill of Materials.

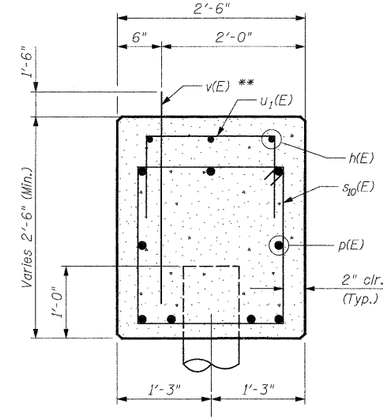
PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. wall
Nominal Required Bearing: 418 kips
Factored Resistance Available: 230 kips
Est. Length: See Table
No. Production Piles: See Table
No. Test Piles: See Table

DESIGNED	J. Vermillion
CHECKED	J. Refvik
DRAWN	J. Vermillion
CHECKED	J. Refvik

TABLE

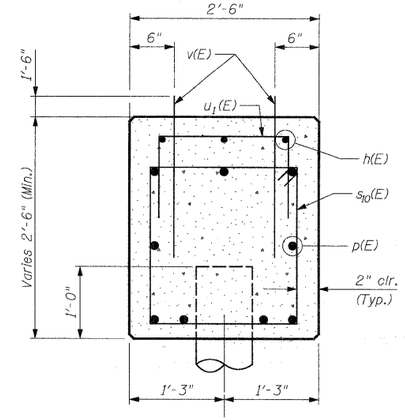
BENT CAP TABLE							PILE DATA TABLE						
							Est. Pile Length (ft.)		Precore To Elev.				
Bent #	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Elev. F	Stage I (NB)	Stage II (SB)	Stage I (NB)	Stage II (SB)	No. Prod. Piles	No. Test Piles	Location of Test Piles
1	712.53	715.03	715.40	716.03	715.40	715.03	63	57	701.83	710.90	13	1	10
2	712.37	714.87	715.24	715.87	715.24	714.87	63	57	701.83	710.90	14	0	-
3	712.24	714.74	715.10	715.73	715.10	714.74	63	57	701.83	710.90	13	1	3
4	712.09	714.59	714.96	715.59	714.96	714.59	63	57	701.83	710.90	13	1	12
5	711.96	714.46	714.82	715.45	714.82	714.46	65	54	699.45	705.60	14	0	-
6	711.81	714.31	714.67	715.30	714.67	714.31	65	54	699.45	705.60	13	1	3
7	711.67	714.17	714.54	715.17	714.54	714.17	65	54	699.45	705.60	13	1	12
8	711.54	714.04	714.41	715.04	714.41	714.04	63	66	698.61	699.60	14	0	-
9	711.47	713.97	714.34	714.97	714.34	713.97	63	66	698.61	699.60	13	1	3
10	711.47	713.97	714.34	714.97	714.34	713.97	63	66	693.63	699.60	13	1	12
11	711.53	714.03	714.40	715.03	714.40	714.03	63	70	693.63	694.80	14	0	-
12	711.65	714.15	714.52	715.15	714.52	714.15	68	70	692.38	694.80	13	1	3
15	711.92	714.42	715.08	715.71	715.08	714.71	52	62	712.70	702.10	13	1	3
16	712.10	714.60	715.26	715.89	715.26	714.89	52	62	712.70	702.10	13	1	13
17	712.47	714.97	715.45	716.08	715.45	715.05	52	70	712.70	702.08	14	0	-
18	712.66	715.27	715.64	716.27	715.64	715.16	52	70	712.70	702.08	13	1	2
19	712.84	715.45	715.82	716.45	715.82	715.34	52	70	712.70	702.08	13	1	12
20	713.10	715.64	716.01	716.64	716.01	715.60	48	44	713.25	712.09	14	0	-
21	713.33	715.83	716.20	716.83	716.20	715.83	48	44	713.25	712.09	13	1	5



SECTION A-A THRU EXPANSION BENT

(Bents 5, 9, & 17)

** At Bents 9 & 17 only.

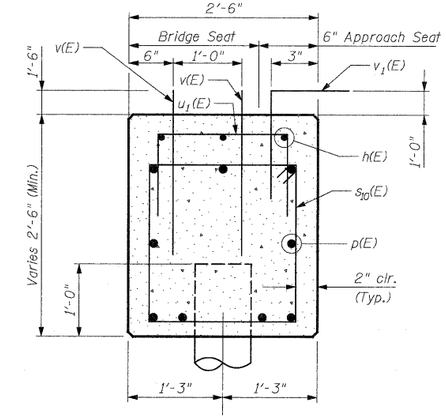


SECTION A-A THRU FIXED BENT

(Bents 2, 3, 4, 6, 7, 8, 10, 11, 12, 15, 16, 18, 19, & 20)

TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#7	5'-10"

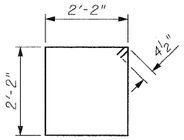


SECTION A-A THRU ABUTMENT BENT

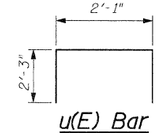
(Bents 1 & 21) (Bent 1 Shown, Bent 21 Opp. Hand)

BILL OF MATERIAL-BENT 1

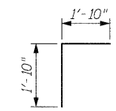
Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	——
h(E)	6	#5	32'- 9"	——
s10(E)	94	#4	9'- 5"	□
u(E)	6	#5	6'- 7"	⊔
u1(E)	68	#4	7'- 2"	⊔
v(E)	184	#5	3'- 0"	——
v1(E)	92	#5	3'- 8"	∟
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	4,000
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	117
Porous Granular Embankment (Special)			Cu. Yd.	48
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	777
Driving Piles			Foot	777



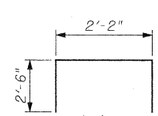
s10(E) Bar



u(E) Bar



v1(E) Bar



u1(E) Bar

TYPICAL BENT DETAILS I
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA21 OF SA37	2578	532B	DUPAGE	781	625
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

q:\idot\9356_a0_(1153)\drawings\cadd sheets\D19139797-sht-220012_625.dgn

Illinois Department of Transportation

BILL OF MATERIAL-BENT 2

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	116
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	840
Driving Piles			Foot	840

BILL OF MATERIAL-BENT 3

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	116
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	783
Driving Piles			Foot	783

BILL OF MATERIAL-BENT 4

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	117
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	777
Driving Piles			Foot	777

BILL OF MATERIAL-BENT 5

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'-11"	
h(E)	6	#5	32'-9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,080
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	117
Concrete Sealer			Sq. Ft.	789
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	833
Driving Piles			Foot	833

BILL OF MATERIAL-BENT 6

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	118
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	779
Driving Piles			Foot	779

BILL OF MATERIAL-BENT 7

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	116
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	768
Driving Piles			Foot	768

BILL OF MATERIAL-BENT 8

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	113
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	903
Driving Piles			Foot	903

BILL OF MATERIAL-BENT 9

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	92	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,360
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	109
Concrete Sealer			Sq. Ft.	789
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	837
Driving Piles			Foot	837

BILL OF MATERIAL-BENT 10

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	106
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	840
Driving Piles			Foot	840

BILL OF MATERIAL-BENT 11

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	106
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	931
Driving Piles			Foot	931

BILL OF MATERIAL-BENT 12

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	104
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	896
Driving Piles			Foot	896

BILL OF MATERIALS-BENT 15

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	28.2
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	111
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	736
Driving Piles			Foot	736

BILL OF MATERIALS-BENT 16

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	28.2
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	113
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	746
Driving Piles			Foot	746

BILL OF MATERIAL-BENT 17

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	92	#5	3'- 0"	
Concrete Structures			Cu. Yd.	26.7
Reinforcement Bars, Epoxy Coated			Pound	3,360
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	111
Concrete Sealer			Sq. Ft.	789
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	854
Driving Piles			Foot	854

BILL OF MATERIALS-BENT 18

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	26.7
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	111
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	784
Driving Piles			Foot	784

BILL OF MATERIALS-BENT 19

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	26.7
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	111
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	802
Driving Piles			Foot	802

BILL OF MATERIALS-BENT 20

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
Concrete Structures			Cu. Yd.	26.2
Reinforcement Bars, Epoxy Coated			Pound	3,650
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	108
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	644
Driving Piles			Foot	644

BILL OF MATERIAL-BENT 21

Bar	No.	Size	Length	Shape
p(E)	36	#7	25'- 11"	
h(E)	6	#5	32'- 9"	
s_{10}(E)	94	#4	9'- 5"	
u(E)	6	#5	6'- 7"	
u_1(E)	68	#4	7'- 2"	
v(E)	184	#5	3'- 0"	
v_1(E)	92	#5	3'- 8"	
Concrete Structures			Cu. Yd.	25.9
Reinforcement Bars, Epoxy Coated			Pound	4,000
Bar Splicers			Each	12
Structure Excavation			Cu. Yd.	103
Porous Granular Embankment (Special)			Cu. Yd.	48
Furnishing Metal Shell Piles - 14" x 0.312"			Foot	600
Driving Piles			Foot	600

DESIGNED	- J. Vermillion
CHECKED	- J. Refvik
DRAWN	- J. Vermillion
CHECKED	- R. DiGiulio

TYPICAL BENT DETAILS II
STRUCTURE NO. 022-0012

PATRICK ENGINEERING

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA22 OF SA37	2578	532B	DUPAGE	781	626
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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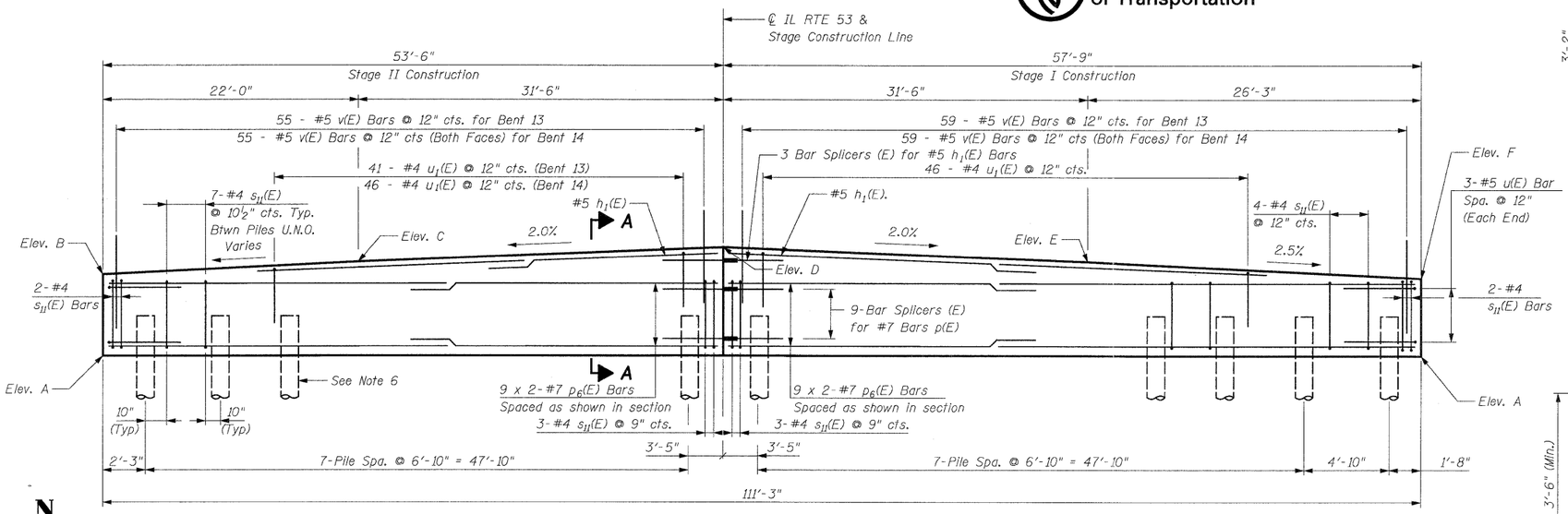
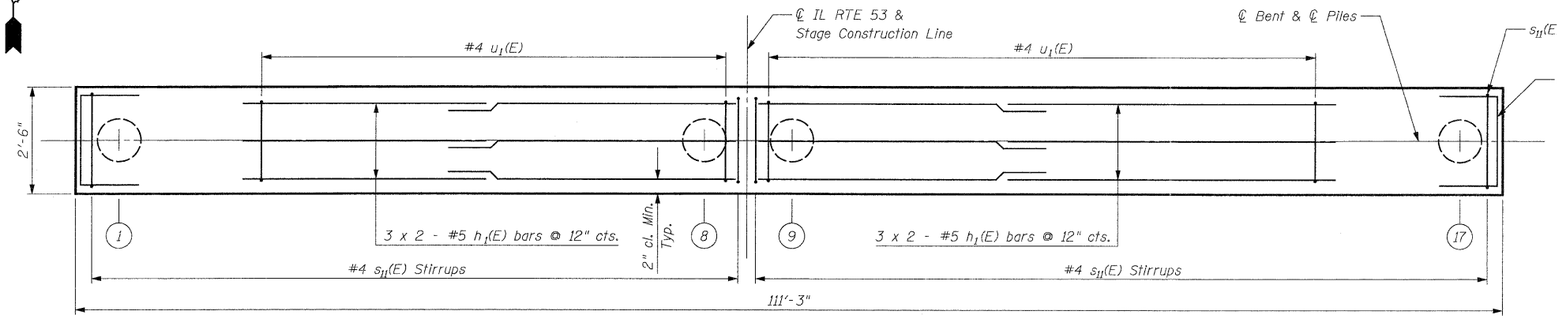
Illinois Department of Transportation



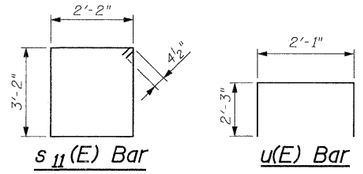
ELEVATION

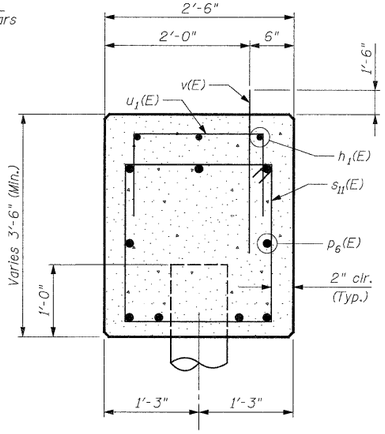
(Looking North)



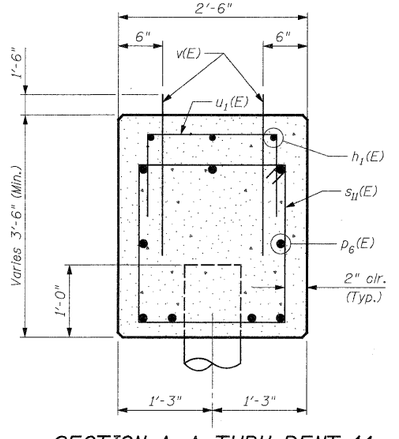
PLAN

(#) = Pile Number





SECTION A-A THRU BENT 13



SECTION A-A THRU BENT 14

BILL OF MATERIAL

Bent 13

(1 Required)

Bar	No.	Size	Length	Shape
p6(E)	36	#7	31'- 9"	
h1(E)	12	#5	24'- 0"	
sII(E)	112	#4	11'- 5"	
u(E)	6	#5	6'- 7"	
u1(E)	87	#4	7'- 2"	
v(E)	114	#5	3'- 0"	
Structure Excavation		Cu. Yd.	158	
Concrete Structures		Cu. Yd.	43.4	
Reinforcement Bars, Epoxy Coated		Pound	4,310	
Bar Splicers		Each	12	
Furnishing Metal Shell Piles, 14" x 0.312"		Foot	1,104	
Driving Piles		Foot	1,104	
Test Piles		Each	1	
Concrete Sealer		Sq. Ft.	1,215	

Bent 14

(1 Required)

Bar	No.	Size	Length	Shape
p6(E)	36	#7	31'- 9"	
h1(E)	12	#5	24'- 0"	
sII(E)	112	#4	11'- 5"	
u(E)	6	#5	6'- 7"	
u1(E)	92	#4	7'- 2"	
v(E)	228	#5	3'- 0"	
Structure Excavation		Cu. Yd.	164	
Concrete Structures		Cu. Yd.	45.1	
Reinforcement Bars, Epoxy Coated		Pound	4,690	
Bar Splicers		Each	12	
Furnishing Metal Shell Piles, 14" x 0.312"		Foot	1,108	
Driving Piles		Foot	1,108	

NOTES:

1. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per bar.
2. For details of piles, see Sheet SA26.
3. For details of Bar Splicers, see Sheet SA27.
4. Piles are numbered sequentially as shown. See Bent Cap Table for Test Pile Locations.
5. Apply Concrete Sealer to top and sides of Bent 13.
6. See Sheet SA26 for Metal Shell Reinforcement Detial. Typical for all piles.

TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#5	2'-11"
#7	5'-10"

BENT 13 PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. wall
Nominal Required Bearing: 418 kips
Factored Resistance Available: 230 kips
Est. Length: Piles 1-8: 70 ft., Piles 9-17: 68 ft.
No. Production Piles: 16
No. Test Piles: 1

BENT 14 PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. wall
Nominal Required Bearing: 418 kips
Factored Resistance Available: 230 kips
Est. Length: Piles 1-8: 62 ft., Piles 9-17: 68 ft.
No. Production Piles: 17
No. Test Piles: 0

BENT CAP TABLE

Bent #	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Elev. F	Precore To Elevation		Test Pile Location
							Stage I (NB)	Stage II (SB)	
13	710.54	714.15	714.70	715.33	714.70	714.04	692.38	694.80	13
14	710.53	714.03	714.89	715.52	714.89	714.23	692.38	702.10	-

DESIGNED	J. Vermillion
CHECKED	J. Refvik
DRAWN	J. Vermillion
CHECKED	J. Refvik

BENTS 13 & 14 DETAILS STRUCTURE NO. 022-0012

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LISLE, IL 60532
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SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA23 OF SA37	2578	532B	DUPAGE	781	627
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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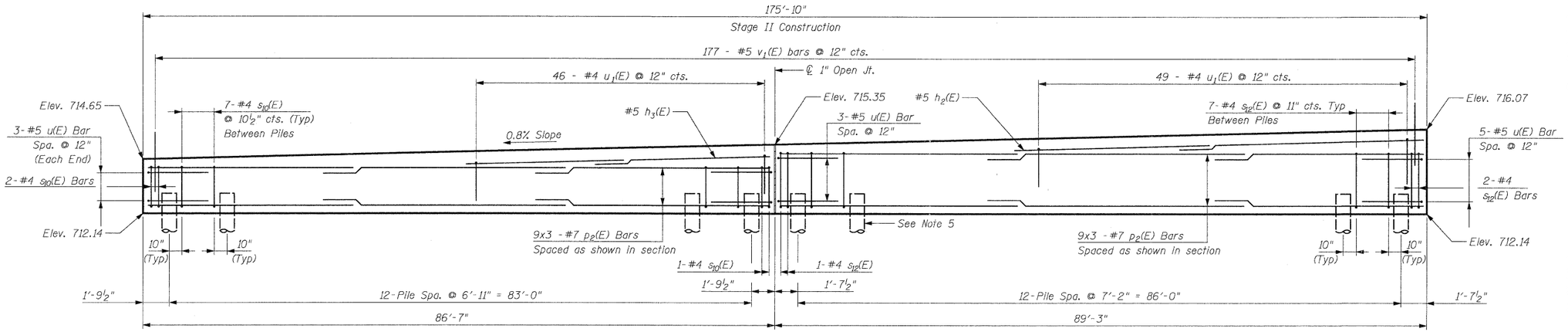
Illinois Department of Transportation

NOTES:

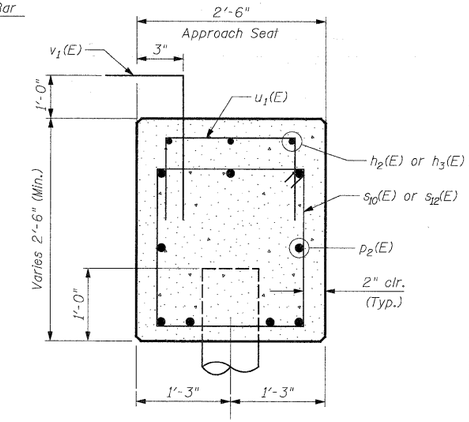
1. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per bar.
2. For details of piles see Sheet SA26.
3. For details of Bar Splicers, see Sheet SA27.
4. Piles are numbered sequentially as shown.
5. See Sheet SA26 for Metal Shell Reinforcement Detail. Typical for all piles.
6. Apply Concrete Sealer to top and sides of Cap.



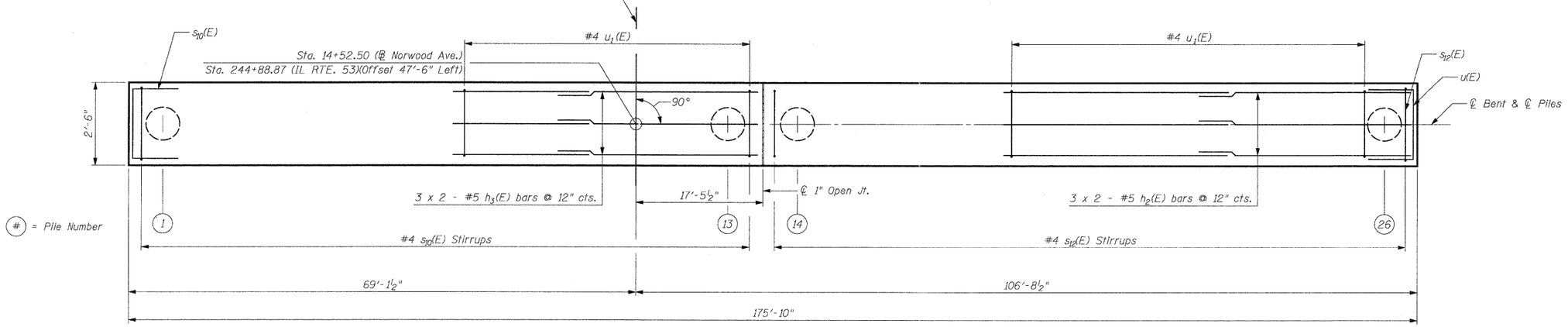
ELEVATION
(Looking West)

TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#5	2'-11"
#7	5'-10"



SECTION THRU CAP
(Looking North)



PLAN

BILL OF MATERIAL

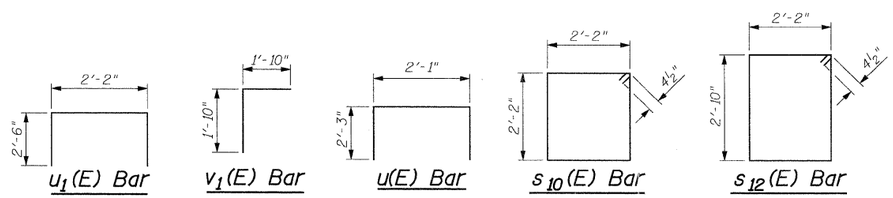
Bar	No.	Size	Length	Shape
p_2(E)	54	#7	33'- 7"	——
h_2(E)	6	#5	25'- 6"	——
h_3(E)	6	#5	24'- 0"	——
s_{10}(E)	88	#4	9'- 5"	⌐
s_{12}(E)	88	#4	10'- 9"	⌐
u(E)	14	#5	6'- 7"	⊔
u_1(E)	95	#4	7'- 2"	⊔
v_1(E)				⌊
Porous Granular Embankment (Special)			Cu. Yd.	93
Structure Excavation			Cu. Yd.	193
Concrete Structures			Cu. Yd.	52.5
Reinforcement Bars, Epoxy Coated			Pound	6,430
Furnishing Metal Shell Piles, 14" x 0.312"			Foot	1,624
Driving Piles			Foot	1,624
Concrete Sealer			Sq. Ft.	1,574

PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. wall
Nominal Required Bearing: 382 kips
Factored Resistance Available: 210 kips
Est. Length: Piles 1-8: 59', Piles 9-26: 64'
No. Production Piles: 26
No. Test Piles: 0

BENT CAP TABLE

Precore To Elevation	
Piles 1-8	Piles 9-26
702.10	702.08



DESIGNED	J. Vermillion
CHECKED	J. Refvik
DRAWN	J. Vermillion
CHECKED	J. Refvik

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LISLE, IL 60532
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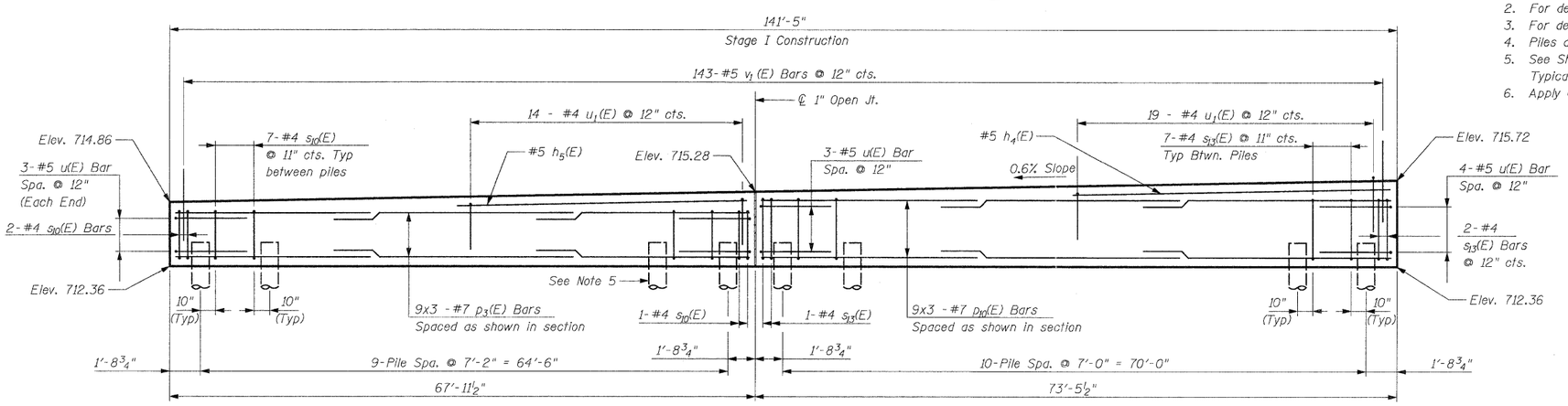
NORWOOD AVE. WEST APPROACH BENT
STRUCTURE NO. 022-0012

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA24 OF SA37	2578	532B	DUPAGE	781	628
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

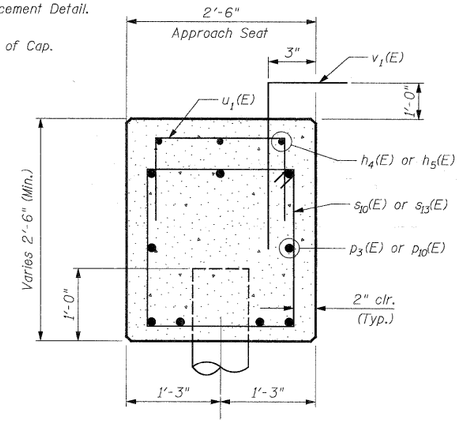
Illinois Department of Transportation



ELEVATION
(Looking West)

NOTES:

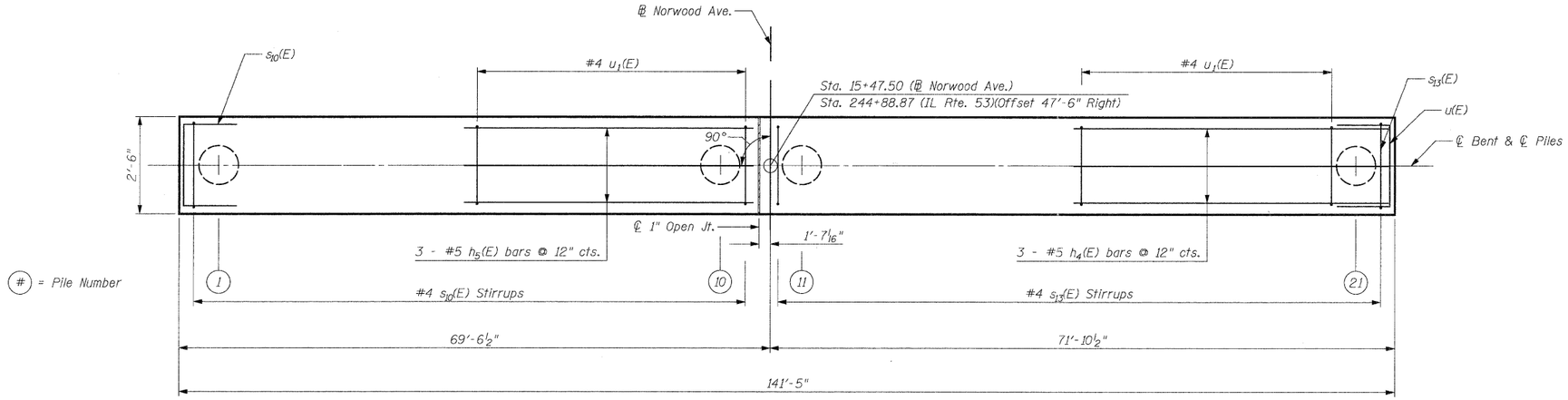
1. Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per bar.
2. For details of piles see Sheet SA26 .
3. For details of Bar Splicers, see Sheet SA27 .
4. Piles are numbered sequentially as shown.
5. See Sheet SA26 for Metal Shell Reinforcement Detail. Typical for all piles.
6. Apply Concrete Sealer to top and sides of Cap.



SECTION THRU CAP
(Looking North)

TYP. LAP SPLICE

BAR SIZE	MIN. LAP
#5	2'-11"
#7	5'-10"



PLAN

BILL OF MATERIAL

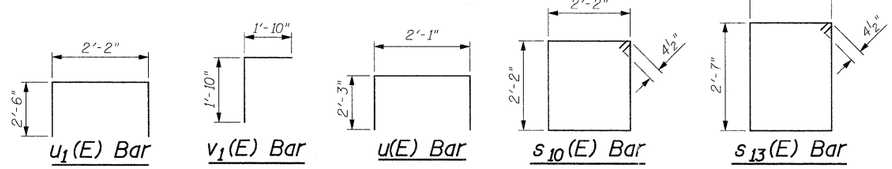
Bar	No.	Size	Length	Shape
p_3(E)	27	#7	26'- 6"	——
p_{10}(E)	27	#7	28'- 4"	——
h_4(E)	3	#5	20'- 0"	——
h_5(E)	3	#5	13'- 0"	——
s_{10}(E)	67	#4	9'- 5"	⌐
s_{13}(E)	74	#4	10'- 3"	⌐
u(E)	13	#5	6'- 7"	⊔
u_1(E)	33	#4	7'- 2"	⊔
v_1(E)				L
Porous Granular Embankment (Special)		Cu. Yd.	62	
Structure Excavation		Cu. Yd.	125	
Concrete Structures		Cu. Yd.	38.4	
Reinforcement Bars, Epoxy Coated		Pound	4,860	
Furnishing Metal Shell Piles, 14" x 0.312"		Foot	1,040	
Driving Piles		Foot	1,040	
Concrete Sealer		Sq. Ft.	1,184	

PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. wall
Nominal Required Bearing: 382 kips
Factored Resistance Available: 210 kips
Est. Length: Piles 1-4: 56', Piles 5-21: 48'
No. Production Piles: 21
No. Test Piles: 0

BENT CAP TABLE

Precore To Elevation	
Piles 1-4	Piles 5-20
692.38	712.70



DESIGNED	- J. Vermillion
CHECKED	- J. Refvik
DRAWN	- J. Vermillion
CHECKED	- J. Refvik

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NORWOOD AVE. EAST APPROACH BENT
STRUCTURE NO. 022-0012

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA25 OF SA37	2578	532B	DUPAGE	781	629
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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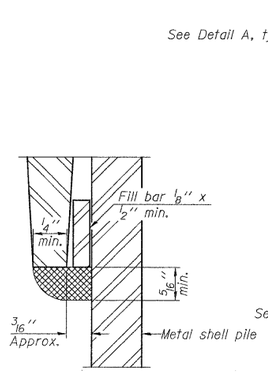
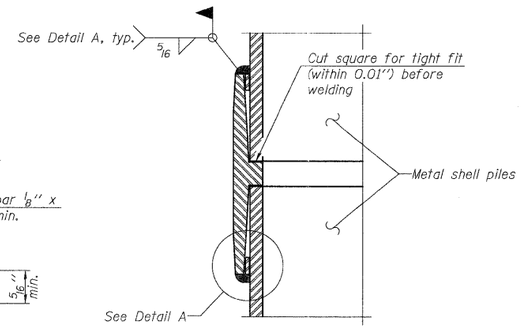
Illinois Department of Transportation

METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume ($yd.^3/ft.$)
PP12	0.179″	22.60	0.0274
PP12	0.250″	31.37	0.0267
PP14	0.250″	36.71	0.0368
PP14	0.312″	45.61	0.0361

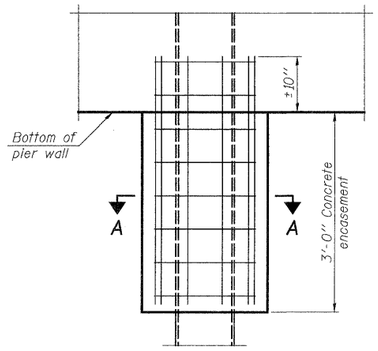


DETAIL A

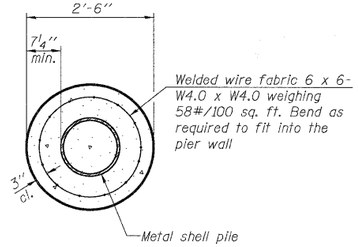


Notes:
The 1/8″ x 1/2″ min. fill bar may be constructed of 2 bars with a 1/8″ max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



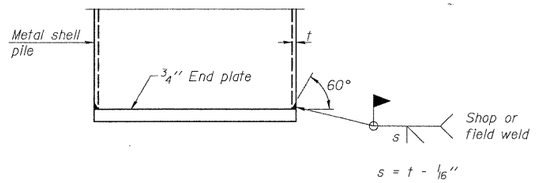
ELEVATION



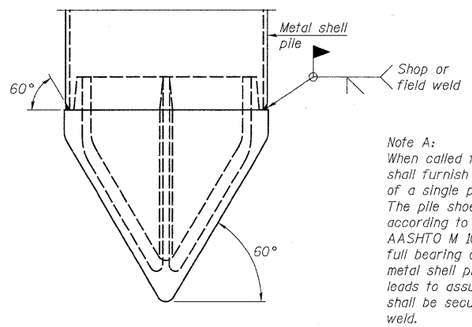
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



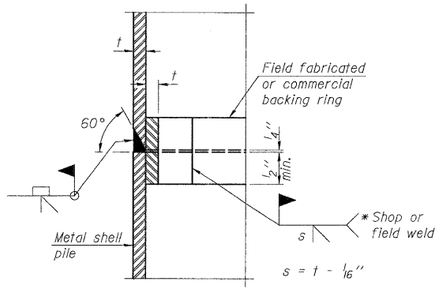
END PLATE ATTACHMENT



Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

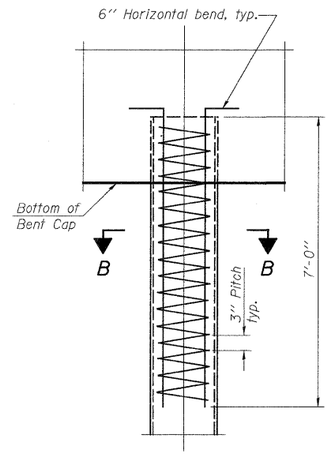
METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

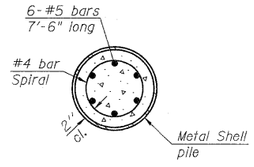


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT BENTS

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

METAL SHELL PILE DETAILS
STRUCTURE NO. 022-0012

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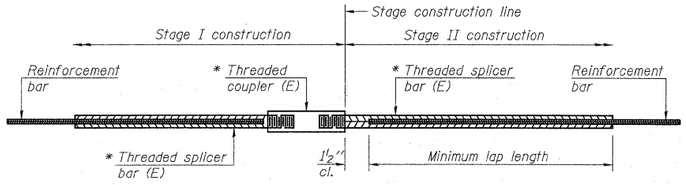
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA26 OF SA37	2578	532B	DUPAGE	781	630
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

F-MS 7-1-10

Illinois Department of Transportation



STANDARD BAR SPLICER ASSEMBLY

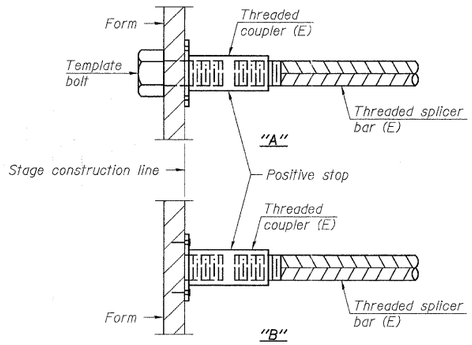
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1½" + thread length

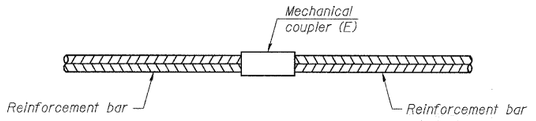
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Superstructure (Top)	#5	613	Table 4
Superstructure (Bottom)	#5	916	Table 3
Approach Slab (Footing)	#5	80	Table 3
Approach Slab (Top)	#4	50	Table 4
Approach Slab (Bottom)	#5	92	Table 3
Substructure	#7	252	Table 4



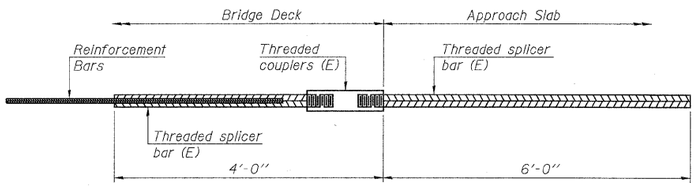
INSTALLATION AND SETTING METHODS

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



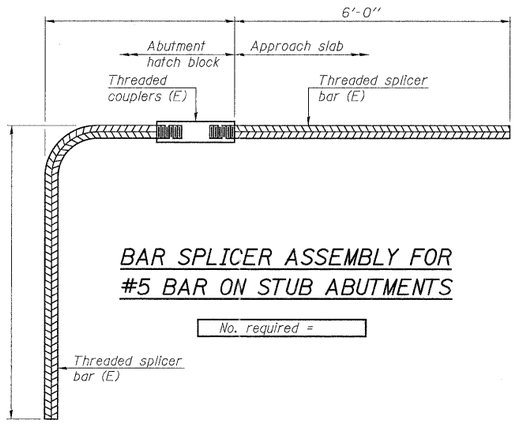
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BAR SPLICER ASSEMBLY STRUCTURE NO. 022-0012

DESIGNED	J. Vermillion
CHECKED	R. DiGiulio
DRAWN	J. Vermillion
CHECKED	R. DiGiulio

BSD-1 7-1-10

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA27 OF SA37	2578	532B	DUPAGE	781	631
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-01

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 716.36 ft
North: 1936864.62 ft
East: 1066289.70 ft
Station: 241+20.21
Offset: 38.24 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
715.9	5-inch thick black SILTY CLAY LOAM –TOPSOIL–						
	Stiff, brown and black CLAY LOAM, trace organic matter –FILL–			1	6 6 5	1.50 P	43
		5		2	3 3 3	1.00 P	42
710.9	Stiff, brown and gray SILTY CLAY LOAM			3	2 2 2	1.25 P	24
708.4	Medium stiff, gray CLAY			4	2 2 3	0.50 P	24
705.9	Stiff to very stiff, gray SILTY CLAY, trace gravel	10		5	2 3 5	2.54 B	17
		15		6	3 3 5	3.53 B	18
				7	3 4 6	2.13 B	20
		20		8	3 3 6	1.56 B	20
				9	2 3 3	1.64 B	19
		25		10	3 4 4	1.31 B	19
674.9	Medium dense, gray medium SAND	40		11	3 3 3	2.54 B	18
669.9	Very stiff, gray SILTY CLAY, trace gravel			12	6 6 6	1.23 B	19
		45		13	3 4 5	1.07 B	21
				14	4 5 6	2.62 B	20
				15	4 4 7	NP	21
		50		16	10 9 9	3.00 P	14

GENERAL NOTES

Begin Drilling: 05-11-2010 Complete Drilling: 05-11-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 42.00 ft
At Completion of Drilling: ▼ 68.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-01

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 716.36 ft
North: 1936864.62 ft
East: 1066289.70 ft
Station: 241+20.21
Offset: 38.24 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
650.9	Very stiff to hard, gray CLAY	55		17	11 16 16	3.77 B	10
		60		18	7 8 14	3.44 B	15
		65		19	4 6 11	2.79 B	20
		70		20	8 13 20	5.74 B	20
641.4	Very stiff, gray SILTY CLAY	75		21	5 6 13	2.62 B	14
	Boring terminated at 75.00 ft.						

GENERAL NOTES

Begin Drilling: 05-11-2010 Complete Drilling: 05-11-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 42.00 ft
At Completion of Drilling: ▼ 68.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-02

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 716.05 ft
North: 1936943.85 ft
East: 1066291.25 ft
Station: 241+99.25
Offset: 36.94 LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
715.6	5-inch thick black SILTY CLAY LOAM –TOPSOIL–						
	Very stiff, brown and black CLAY LOAM, trace gravel –FILL–			1	3 4 5	2.00 P	19
712.6	Stiff, black SILTY CLAY LOAM	5		2	3 3 4	1.75 P	40
710.6	Very soft, ORGANIC SILTY CLAY			3	2 1 1	0.25 P	43
705.6	Medium stiff, gray CLAY	10		4	0 1 1	0.25 P	60
				5	2 3 3	0.74 B	21
		15		6	2 2 3	0.74 B	22
700.6	Stiff to hard, gray SILTY CLAY, trace to little gravel			7	3 5 7	3.69 B	17
		20		8	3 3 6	3.53 B	17
				9	3 3 6	1.89 B	19
		25		10	3 4 6	1.97 B	19
669.1	Medium dense, gray medium SAND	40		11	3 3 3	1.64 B	18
666.6	Very stiff, gray SILTY CLAY			12	6 6 6	2.50 P	16
		45		13	6 7 13	5.74 B	15
				14	4 5 8	2.51 B	20
				15	6 7 11	3.20 B	21
		50		16	5 7 10	NP	18

GENERAL NOTES

Begin Drilling: 05-10-2010 Complete Drilling: 05-10-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 23.00 ft
At Completion of Drilling: ▼ 68.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS I
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA28 OF SA37	2578	532B	DUPAGE	781	632
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

BORING LOG 53LB-02

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Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 716.05 ft
North: 1936943.85 ft
East: 1066291.25 ft
Station: 241+99.25
Offset: 36.94 LT

Elevation (ft)	Depth (ft)	Soil and Rock Description	Sample Type	Sample No.	SPT Values (bw/6 in)	Qu (tsf)	Moisture Content (%)
699.6	55	Medium dense, gray GRAVELLY SAND		17	5 7 13	3.26 B	17
695.3	60	Very stiff, gray SILTY CLAY, trace gravel		18	5 5 9	NP	10
	65			19	5 6 17	3.77 B	13
647.6	70	Very stiff, gray CLAY		20	6 7 11	2.30 B	28
642.6	75	Very stiff to hard, gray SILTY CLAY		21	10 11 14	3.38 B	12
696.1	80	Boring terminated at 80.00 ft		22	7 13 12	4.26 B	14
	85						
	90						
	95						
	100						

GENERAL NOTES

Begin Drilling: 05-10-2010 Complete Drilling: 05-10-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling ▽ 23.00 ft
At Completion of Drilling ▼ 68.00 ft
Time After Drilling: NA
Depth to Water ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGNC 456101GPJ WANGENG.GDT 1/24/10

BORING LOG 53LB-03

Page 1 of 2

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 715.06 ft
North: 1937019.39 ft
East: 1066291.30 ft
Station: 242+74.97
Offset: 37.12 LT

Elevation (ft)	Depth (ft)	Soil and Rock Description	Sample Type	Sample No.	SPT Values (bw/6 in)	Qu (tsf)	Moisture Content (%)
714.65	0	5-inch thick black SILTY CLAY LOAM –TOPSOIL–		1	4 5 5	2.75 P	22
	5	Stiff to very stiff, brown SILTY CLAY –FILL–		2	2 3 3	1.00 P	29
709.6	10	Very soft to medium stiff, brown to black FIBROUS PEAT		3	2 1 1	0.50 P	137
				4	WOH	<0.25 P	309
				5	WOH	<0.25 P	257
	15			6	WOH	<0.25 P	129
699.6		Stiff, gray CLAY, trace gravel		7	1 3 3	1.07 B	23
	20			8	2 3 3	1.15 B	22
694.6		Stiff to very stiff, gray SILTY CLAY, trace gravel		9	4 4 6	2.54 B	17
	25			10	4 4 6	2.62 B	17
666.1		Medium dense, gray medium SAND		11	3 5 6	1.31 B	20
	30			12	3 3 4	1.25 P	19
	35			13	4 6 7	2.71 B	18
	40			14	6 7 9	3.03 B	16
	45			15	4 6 9	2.21 B	20
	50			16	6 6 6	NP	15

GENERAL NOTES

Begin Drilling: 05-07-2010 Complete Drilling: 05-07-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling ▽ 47.50 ft
At Completion of Drilling ▼ 69.00 ft
Time After Drilling: 48 hours
Depth to Water ▼ 5.00 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGNC 456101GPJ WANGENG.GDT 1/24/10

BORING LOG 53LB-03

Page 2 of 2

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 715.06 ft
North: 1937019.39 ft
East: 1066291.30 ft
Station: 242+74.97
Offset: 37.12 LT

Elevation (ft)	Depth (ft)	Soil and Rock Description	Sample Type	Sample No.	SPT Values (bw/6 in)	Qu (tsf)	Moisture Content (%)
680.1	35	Very stiff to hard, gray SILTY CLAY		17	5 5 12	2.21 B	10
	40			18	11 11 15	4.43 B	15
632.6	45	Very stiff, gray CLAY		19	6 8 12	3.03 B	29
645.6	50	Very stiff to hard, gray SILTY CLAY LOAM, trace gravel		20	7 10 10	4.84 B	10
	55			21	8 12 18	4.35 B	14
693.1	60	Boring terminated at 80.00 ft		22	38 50/2"	3.75 P	12
	65						
	70						
	75						
	80						
	85						
	90						
	95						
	100						

GENERAL NOTES

Begin Drilling: 05-07-2010 Complete Drilling: 05-07-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling ▽ 47.50 ft
At Completion of Drilling ▼ 69.00 ft
Time After Drilling: 48 hours
Depth to Water ▼ 5.00 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGNC 456101GPJ WANGENG.GDT 1/24/10

NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS II
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA29 OF SA37	2578	532B	DUPAGE	781	633
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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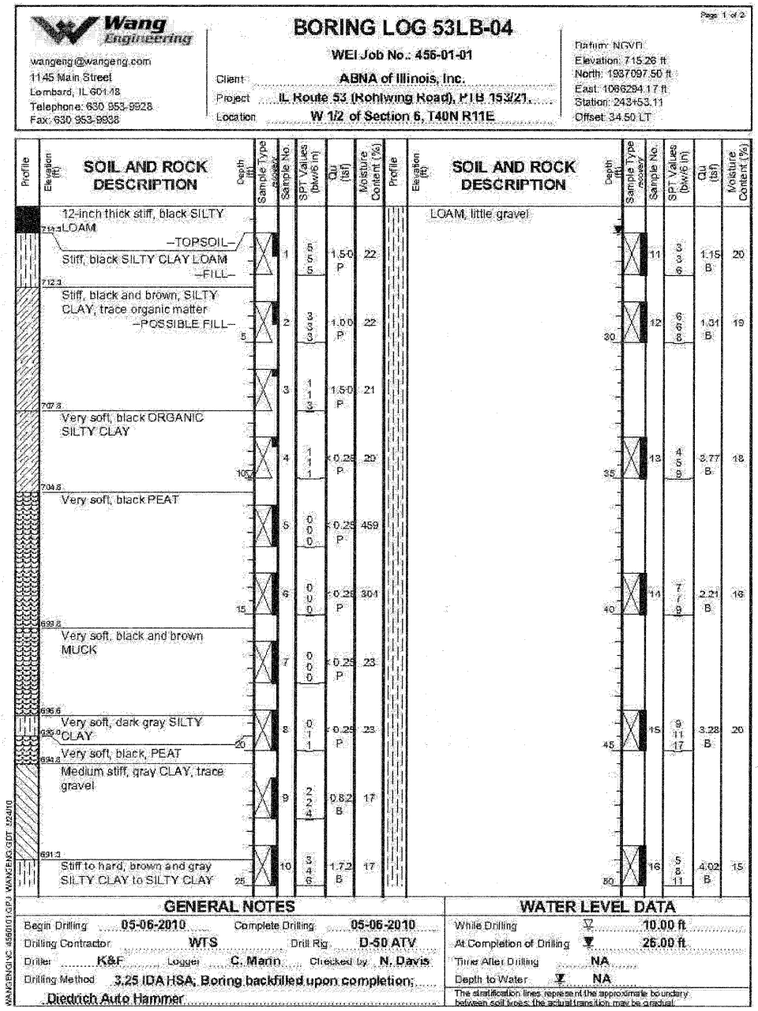
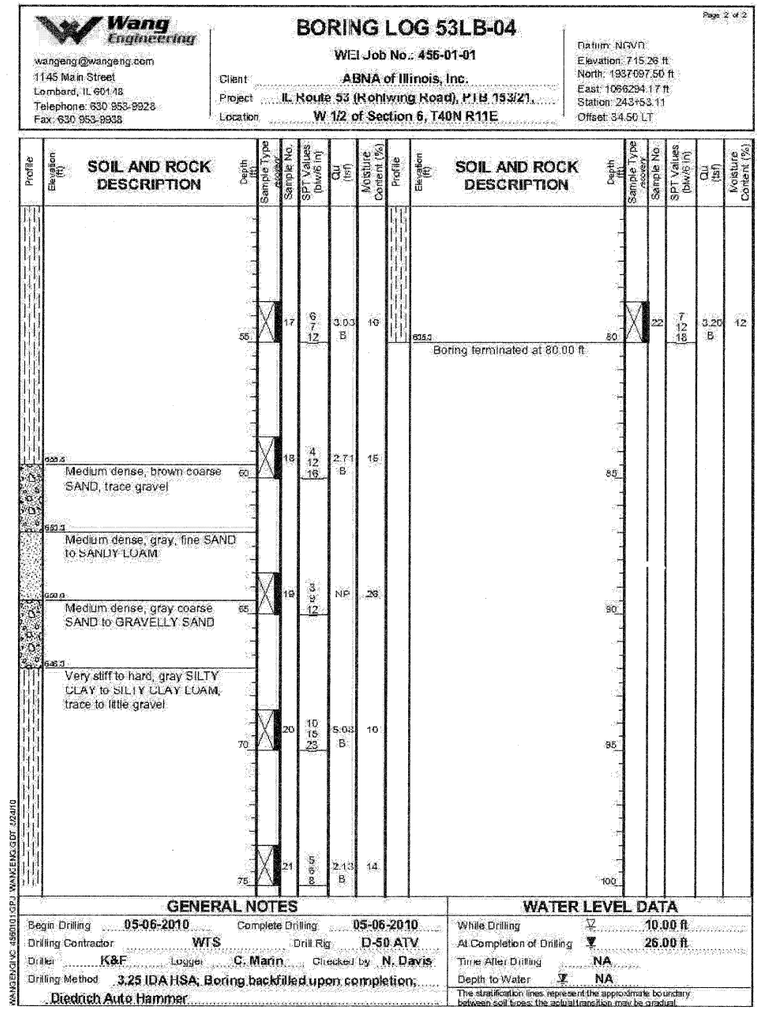
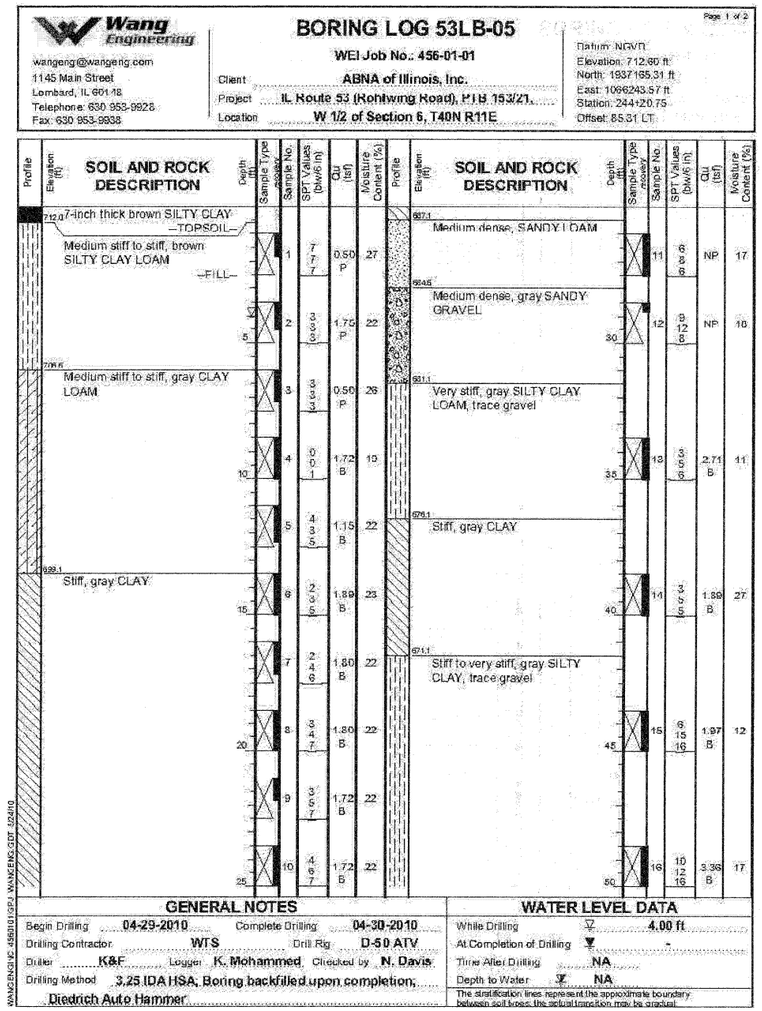
Illinois Department of Transportation







NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS III
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA30 OF SA37	2578	532B	DUPAGE	781	634
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

Wang Engineering

wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-05

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 712.60 ft
North: 1937165.31 ft
East: 1066243.57 ft
Station: 244+20.75
Offset: 85.31 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
			55		17	5 5 6	1.09 B	21
			60		18	13 11 16	3.26 B	14
	651.1	Dense, brown fine SAND						
			65		19	6 16 14	NP	21
	647.6	Very stiff to hard, gray SILTY CLAY, little gravel and cobbles						
			70		20	7 9 14	3.53 B	9
			75		21	18 24 21	4.50 P	12
	637.6	Boring terminated at 75.00 ft						

GENERAL NOTES

Begin Drilling: 04-29-2010 Complete Drilling: 04-30-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&F Logger: K. Mohammed Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: 4.00 ft
At Completion of Drilling: -
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456N01GPJ WANGENG.GDT 12/4/10

Wang Engineering

wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-06

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 715.08 ft
North: 1937268.59 ft
East: 1066238.09 ft
Station: 245+24.02
Offset: 91.12 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	714.8	3.75-inch thick brown SILTY CLAY --TOPSOIL--						
		Brown SILTY CLAY, trace organic matter --FILL--			1	6 6 6	N/A	20
			5		2	6 4 4	N/A	25
	709.8	Very soft, gray ORGANIC SILTY CLAY			3	WOH WOH 2	0.25 P	78
	708.1	Very soft, brown FIBROUS PEAT			4	1 1 2	0.25 P	106
	706.1	Very soft, gray ORGANIC SILTY CLAY	10		5	1 2 2	0.25 P	28
	702.1	Medium stiff to hard, brown and gray SILTY CLAY, trace gravel			6	2 2 4	0.90 B	21
			15		7	3 4 6	1.80 B	18
			20		8	3 5 7	2.62 B	19
					9	3 4 6	1.89 B	20
			25		10	4 5 9	1.80 B	19
			30		11	6 6 7	2.46 B	8
					12	4 6 7	1.69 B	10
			35		13	6 6 7	2.06 B	19
			40		14	4 6 10	1.80 B	23
			45		15	8 10 13	3.28 B	21
			50		16	9 9 13	2.48 B	21

GENERAL NOTES

Begin Drilling: 04-30-2010 Complete Drilling: 05-03-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&F Logger: K Mohammed Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: 18.50 ft
At Completion of Drilling: 37.00 ft
Time After Drilling: 48 hours
Depth to Water: 15.00 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456N01GPJ WANGENG.GDT 12/4/10

Wang Engineering

wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-06

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 715.08 ft
North: 1937268.59 ft
East: 1066238.09 ft
Station: 245+24.02
Offset: 91.12 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
			55		17	11 21 19	4.43 B	10
			60		18	12 12 19	4.50 B	14
			65		19	6 6 6	2.05 B	26
			70		20	6 18 32	2.50 P	12
			75		21	14 14 17	3.20 B	17
	655.1	Boring terminated at 60.00 ft	80		22	6 14 18	2.30 B	21
			85					
			90					
			95					
			100					

GENERAL NOTES

Begin Drilling: 04-30-2010 Complete Drilling: 05-03-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&F Logger: K Mohammed Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: 18.50 ft
At Completion of Drilling: 37.00 ft
Time After Drilling: 48 hours
Depth to Water: 15.00 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456N01GPJ WANGENG.GDT 12/4/10

NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS IV
STRUCTURE NO. 022-0012

PATRICK ENGINEERING

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA31 OF SA37	2578	532B	DUPAGE	781	635
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

BORING LOG 53LB-07

Page 1 of 2

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 717.59 ft
North: 1937361.01 ft
East: 1066277.54 ft
Station: 246+16.56
Offset: 51.95 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type & Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	717.5	25-inch thick black SILTY CLAY --TOPSOIL--						
		Medium stiff to stiff, gray CLAY LOAM, with root fibers --FILL--			1	6 6 6	1.25 P	16
			5		2	2 2 3	0.50 P	30
	712.1	Very stiff, brown CLAY LOAM			3	7 7 9	2.54 B	19
			10		4	3 3 5	2.05 B	19
	707.1	Very stiff, gray SILTY CLAY, trace gravel			5	4 6 8	3.36 B	18
			15		6	3 5 5	3.77 B	18
	702.1	Stiff, gray CLAY, trace gravel			7	4 4 6	1.15 B	19
			20		8	2 3 5	1.56 B	18
	697.1	Stiff to hard, gray SILTY CLAY, trace gravel			9	4 7 10	3.03 B	18
			25		10	3 6 8	2.87 B	16
			30		11	6 6 7	2.79 B	22
			35		12	3 3 4	2.13 B	22
			40		13	5 7 11	4.84 B	18
					14	6 8 11	3.91 B	21
			45		15	7 12 17	2.46 B	20
			50		16	6 9 10	5.66 B	16

GENERAL NOTES

Begin Drilling: 05-03-2010 Complete Drilling: 05-03-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 20.50 ft
At Completion of Drilling: ▼ 20.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456I01.GPJ WANGENG.GDT 12/4/10

BORING LOG 53LB-07

Page 2 of 2

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 717.59 ft
North: 1937361.01 ft
East: 1066277.54 ft
Station: 246+16.56
Offset: 51.95 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type & Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	690.6	Medium dense, brown SILT	55		17	7 7 9	1.04 B	15
	685.6	Very stiff, gray SILTY CLAY, trace gravel	60		18	7 12 11	NP	23
	682.6	Boring terminated at 65.00 ft	65		19	7 12 13	2.95 B	13
			70					
			75					

GENERAL NOTES

Begin Drilling: 05-03-2010 Complete Drilling: 05-03-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 20.50 ft
At Completion of Drilling: ▼ 20.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456I01.GPJ WANGENG.GDT 12/4/10

BORING LOG 53LB-08

Page 1 of 2

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 717.41 ft
North: 1937355.27 ft
East: 1066358.25 ft
Station: 246+11.07
Offset: 28.78 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type & Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	717.4	11-inch thick CONCRETE --PAVEMENT--						
	716.5	Medium dense, brown GRAVELLY LOAM --BASE COURSE--			1	5 10 13	NP	5
	715.2	Very stiff, black CLAY LOAM --FILL--			2	5 5 6	2.00 P	34
	713.0	Very stiff, brown CLAY LOAM, trace gravel --FILL--			3	4 4 4	2.00 P	19
	710.2	Stiff to very stiff, brown CLAY LOAM, trace gravel			4	3 4 5	2.00 P	18
					5	3 3 4	1.97 B	20
					6	2 4 4	1.23 B	21
	701.2	Very stiff, gray CLAY, trace gravel			7	2 3 5	2.05 B	18
					8	2 3 5	2.05 B	19
	695.8	Stiff to hard, gray SILTY CLAY, trace gravel			9	3 5 10	2.62 B	18
					10	4 5 9	2.46 B	14
					11	2 4 5	1.85 B	19
					12	3 5 7	2.30 B	19
					13	3 3 3	2.76 B	17
					14	3 4 4	2.95 B	19
					15	3 5 8	3.03 B	17
					16	4 7 11	3.53 B	21

GENERAL NOTES

Begin Drilling: 05-14-2010 Complete Drilling: 05-14-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 44.50 ft
At Completion of Drilling: ▼ 55.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456I01.GPJ WANGENG.GDT 12/4/10

NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS V
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA32 OF SA37	2578	532B	DUPAGE	781	636
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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Illinois Department of Transportation

Wang Engineering

wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9828
Fax: 630 953-9838

BORING LOG 53LB-08

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21,
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 717.41 ft
North: 1937355.27 ft
East: 1066358.25 ft
Station: 246+11.07
Offset: 28.78 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
			55		17	7 10 17	5.41 B	19
			60		18	10 36 17	3.20 B	17
			65		19	5 6 10	3.03 B	20
	647.4	Boring terminated at 70.00 ft	70		20	8 9 15	2.75 B	13
			75					

GENERAL NOTES

Begin Drilling: 05-14-2010 Complete Drilling: 05-14-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 44.50 ft
At Completion of Drilling: ▼ 55.00 ft
Time After Drilling: NA
Depth to Water: ▽ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456B01GPJ WANGENG.GDT 3/24/10

Wang Engineering

wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9828
Fax: 630 953-9838

BORING LOG 53LB-09

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21,
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 717.15 ft
North: 1937270.05 ft
East: 1066368.21 ft
Station: 245+25.88
Offset: 39.00 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	716.6	4-inch thick, black SILTY CLAY LOAM --TOPSOIL--						
		Stiff, black and brown CLAY LOAM, trace gravel --FILL--	5		1	4 6 6	1.75 P	31
	711.7	Stiff to very stiff, gray SILTY CLAY, trace gravel			2	5 6 6	1.25 P	22
			10		3	6 6 6	1.75 P	19
					4	4 4 4	2.75 P	18
					5	4 6 6	1.84 B	19
			15		6	4 5 6	1.59 B	17
					7	2 4 6	2.50 P	14
			20		8	3 4 6	3.12 B	17
	696.7	Very stiff, gray CLAY			9	2 4 6	2.05 B	24
			25		10	4 6 6	2.38 B	22
	654.9	Very stiff, gray CLAY LOAM, trace gravel	30		11	5 6 6	2.30 B	22
					12	5 6 6	2.54 B	22
	680.9	Very stiff, gray SILTY CLAY, trace to little gravel	35		13	2 3 5	2.00 P	11
			40		14	5 6 12	3.53 B	17
			45		15	6 11 15	2.95 B	22
			50		16	5 5 8	2.13 B	14

GENERAL NOTES

Begin Drilling: 05-12-2010 Complete Drilling: 05-12-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 33.00 ft
At Completion of Drilling: ▼ 59.00 ft
Time After Drilling: NA
Depth to Water: ▽ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456B01GPJ WANGENG.GDT 3/24/10

Wang Engineering

wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9828
Fax: 630 953-9838

BORING LOG 53LB-09

WEI Job No.: 456-01-01
Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/21,
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 717.15 ft
North: 1937270.05 ft
East: 1066368.21 ft
Station: 245+25.88
Offset: 39.00 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--HARD DRILLING ON COBBLES OBSERVED FROM 52.75' TO 53.5'--	55		17	36 12 15	2.79 B	19
			60		18	10 13 15	2.87 B	16
	654.7	Very stiff, gray CLAY, with cobbles	65		19	6 17 20	3.03 B	20
	648.7	Very stiff, gray SILTY CLAY, with cobbles	70		20	8 18 32	3.12 B	16
	642.2	Boring terminated at 75.00 ft	75		21	7 9 13	3.53 B	11

GENERAL NOTES

Begin Drilling: 05-12-2010 Complete Drilling: 05-12-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&J Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA, Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 33.00 ft
At Completion of Drilling: ▼ 59.00 ft
Time After Drilling: NA
Depth to Water: ▽ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINC 456B01GPJ WANGENG.GDT 3/24/10

NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS VI
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA33 OF SA37	2578	532B	DUPAGE	781	637
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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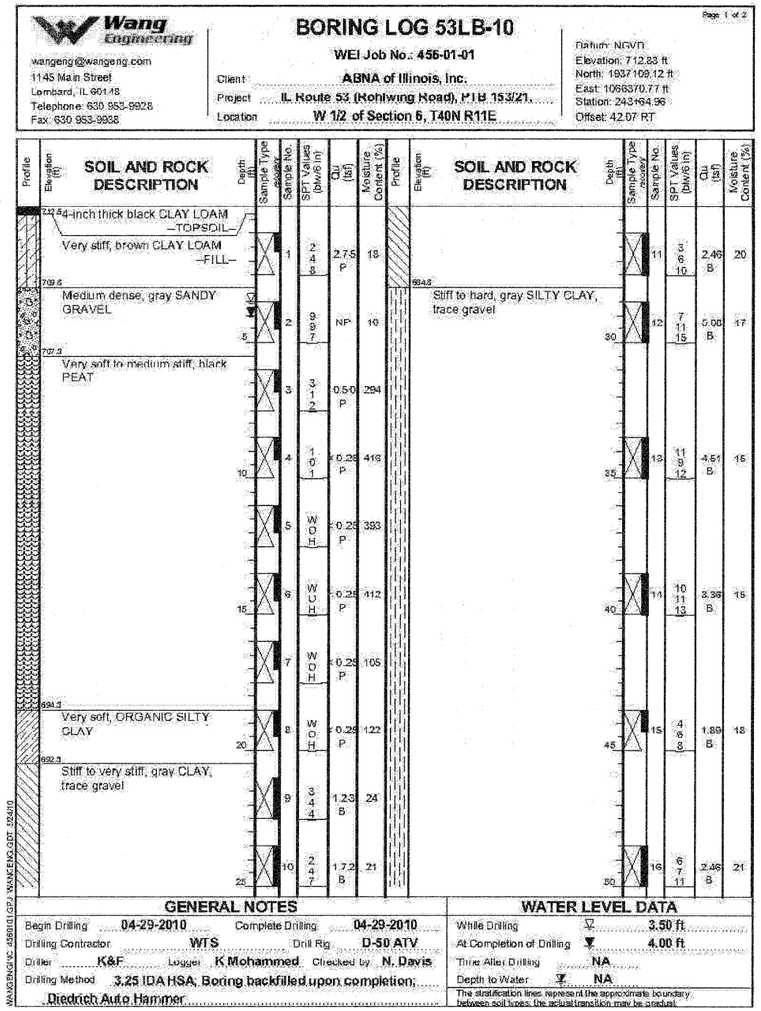
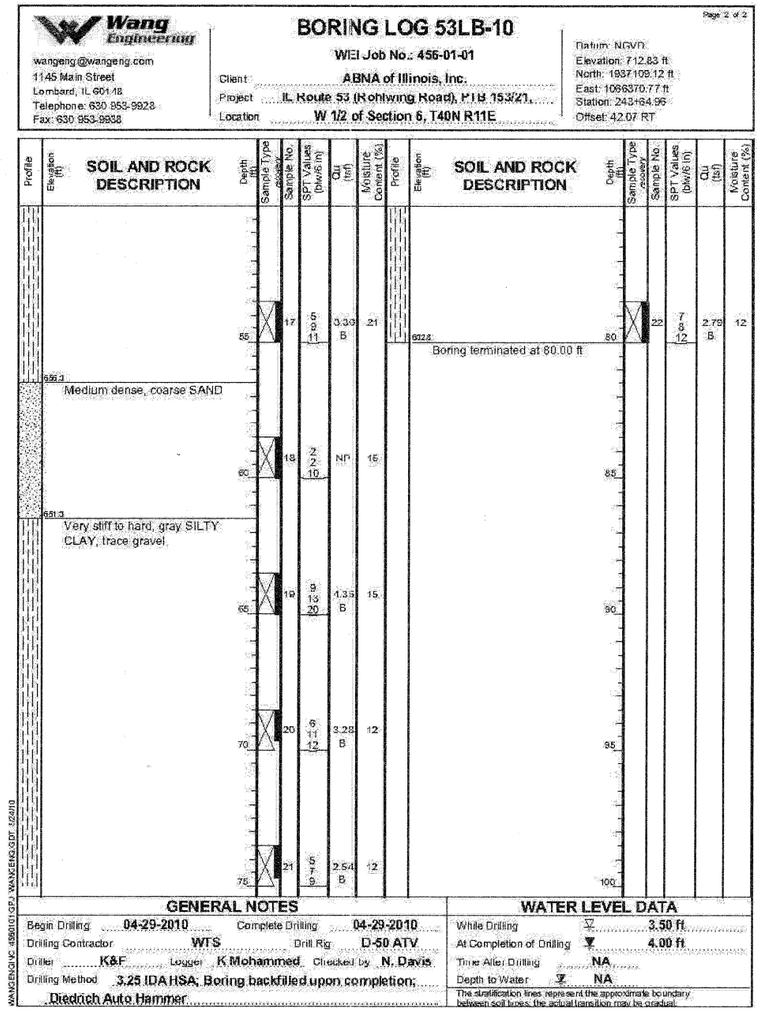
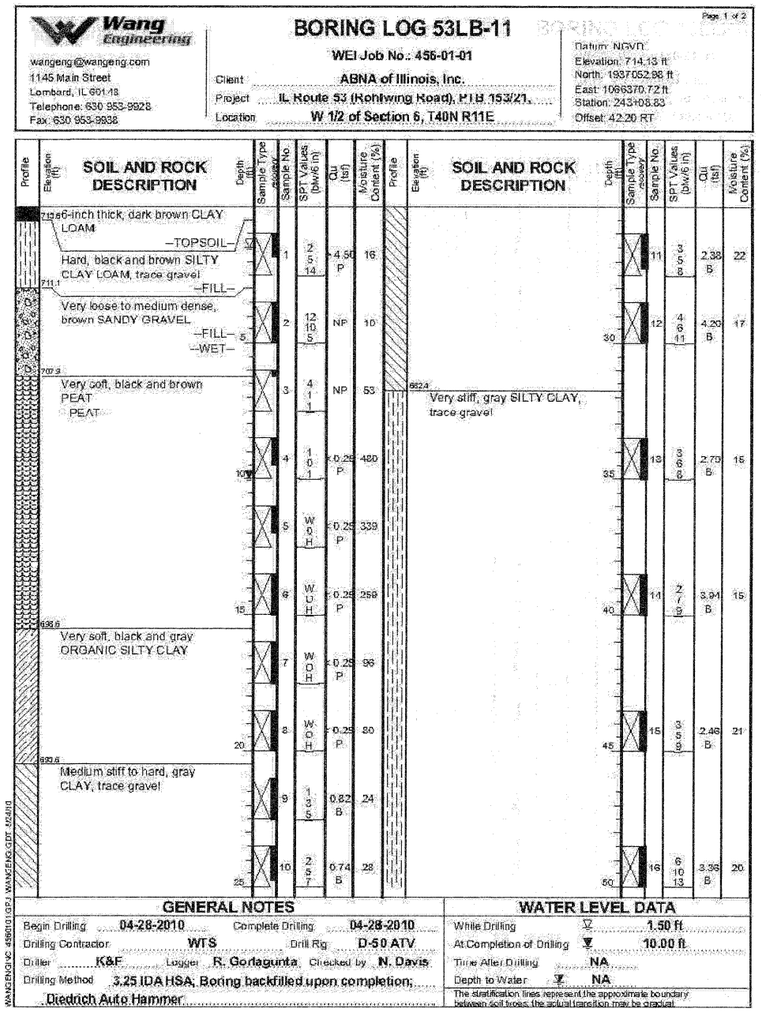
Illinois Department of Transportation







NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS VII
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA34 OF SA37	2578	532B	DUPAGE	781	638
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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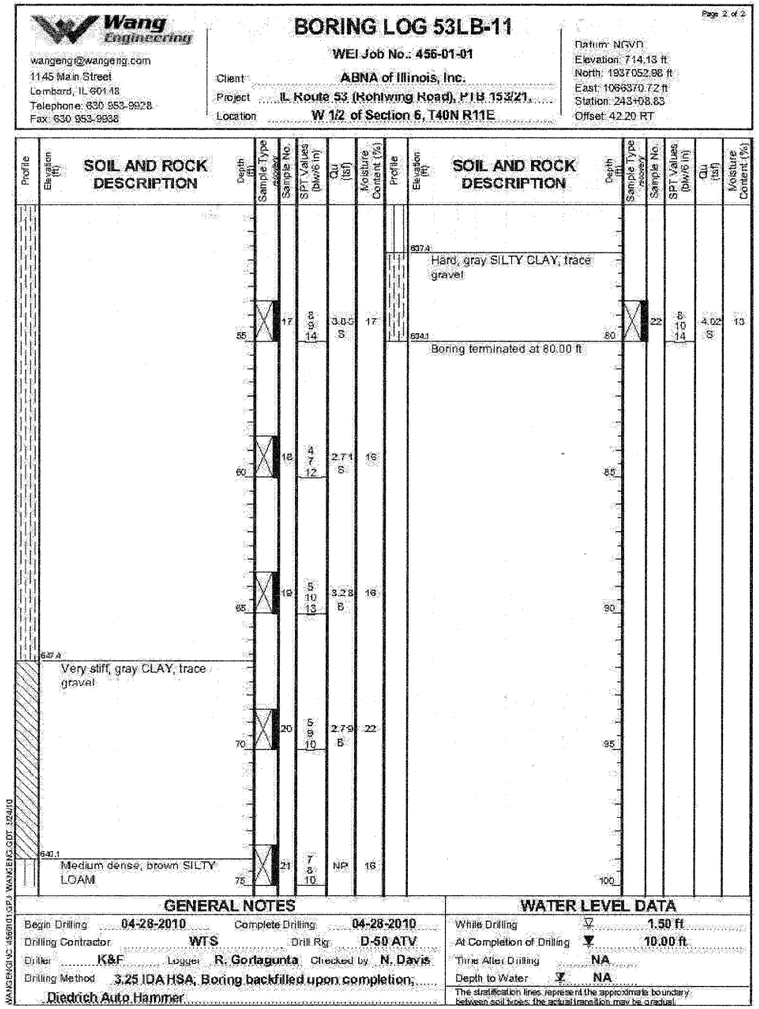
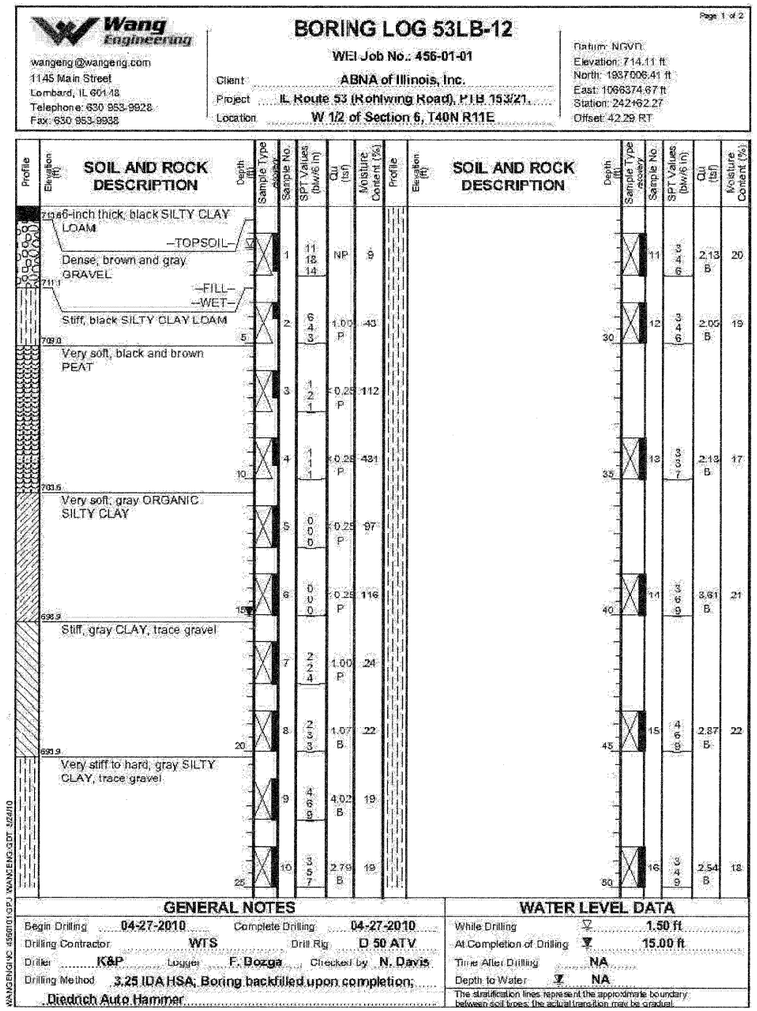
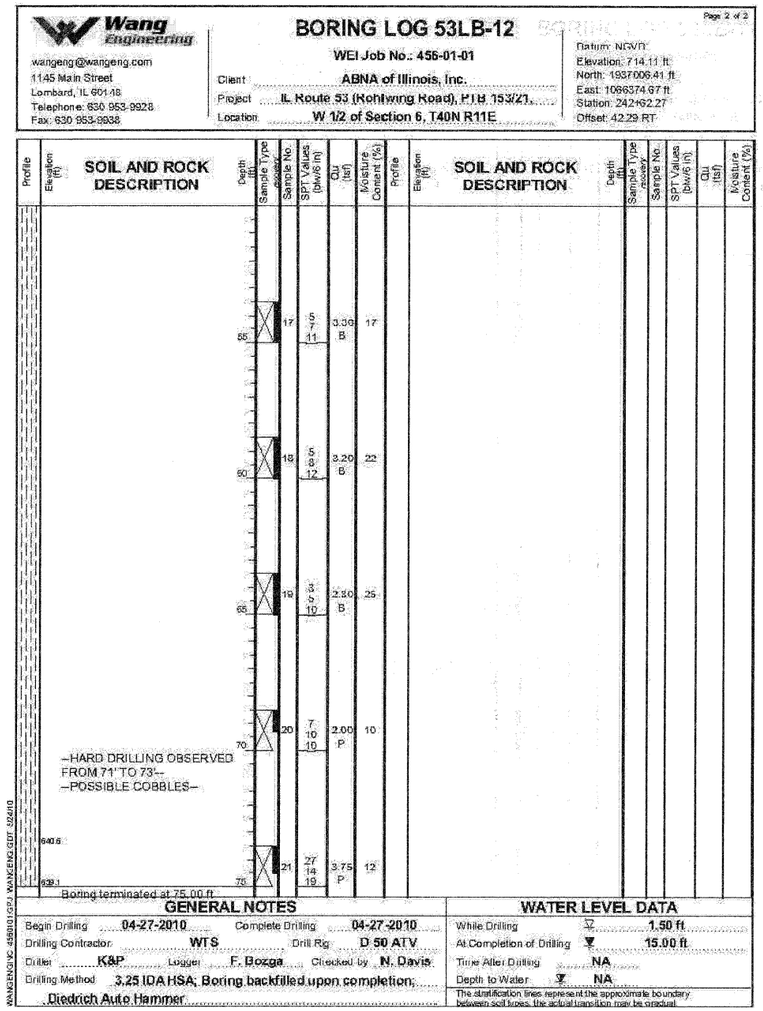
Illinois Department of Transportation







NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS VIII
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA35 OF SA37	2578	532B	DUPAGE	781	639
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

Wang Engineering
wangeng@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 53LB-13

WEI Job No.: 456-01-01

Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 714.45 ft
North: 1936932.82 ft
East: 1066370.94 ft
Station: 241+88.66
Offset: 42.79 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (bw/6 in)	Qu (tsf)	Moisture Content (%)
	715.3	7-inch thick, black SILTY CLAY LOAM –TOPSOIL–	0					
	712.5	Medium dense, brown SANDY GRAVEL –FILL–	3		1	28 9 8	NP	13
	711	Stiff, brown CLAY LOAM –FILL–	5		2	5 6 6	1.00 P	37
	709.8	Very soft to stiff, black and gray ORGANIC SILTY CLAY						
		Very soft black PEAT			3	1 2 2	< 0.25 P	186
	704.0		10		4	2 2 1	< 0.25 P	217
		Very soft, gray ORGANIC SILTY CLAY			5	1 1 1	< 0.25 P	79
	701.5	Soft to very stiff, gray SILTY CLAY, trace to little	15		6	2 3 2	0.25 P	22
					7	2 3 5	1.48 B	20
			20		8	4 6 7	2.62 B	16
					9	4 5 7	2.54 B	17
			25		10	4 4 7	1.48 B	19
			30		11	3 3 5	1.15 B	17
					12	3 6 7	2.30 B	16
			35		13	4 6 7	2.13 B	21
			40		14	4 6 8	3.03 B	21
			45		15	5 6 9	2.05 B	22
			50		16	4 6 9	2.13 B	16

GENERAL NOTES

Begin Drilling: 04-26-2010 Complete Drilling: 04-27-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&P Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 30.00 ft
At Completion of Drilling: ▼ 69.00 ft
Time After Drilling: 24 hours
Depth to Water: ▼ 30.00 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

BORING LOG 53LB-13

WEI Job No.: 456-01-01

Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 714.45 ft
North: 1936932.82 ft
East: 1066370.94 ft
Station: 241+88.66
Offset: 42.79 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (bw/6 in)	Qu (tsf)	Moisture Content (%)
		–SPOON REFUSAL ON COBBLE OR BOULDER– –HARD DRILLING FROM 53' TO 55'–	55		17	50/1	NP	13
			60		18	5 6 5	3.38 B	15
			65		19	6 9 11	3.25 B	21
		–HARD DRILLING OBSERVED FROM 73' TO 76'–	70		20	8 11 15	2.62 B	13
			75		21	14 12 14	3.75 P	11
	638.0	Medium dense, gray, medium GRAVELLY SAND	80		22	17 14 14	NP	20
	634.5	Boring terminated at 80.00 ft						
			85					
			90					
			95					
			100					

GENERAL NOTES

Begin Drilling: 04-26-2010 Complete Drilling: 04-27-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&P Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 30.00 ft
At Completion of Drilling: ▼ 69.00 ft
Time After Drilling: 24 hours
Depth to Water: ▼ 30.00 ft

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

BORING LOG 53LB-14

WEI Job No.: 456-01-01

Client: ABNA of Illinois, Inc.
Project: IL Route 53 (Rohlwing Road), PTB 153/Z1
Location: W 1/2 of Section 6, T40N R11E

Datum: NGVD
Elevation: 714.33 ft
North: 1936845.50 ft
East: 1066370.44 ft
Station: 241+01.34
Offset: 42.56 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (bw/6 in)	Qu (tsf)	Moisture Content (%)
	713.8	6-inch thick SILTY CLAY LOAM –TOPSOIL–						
		Medium stiff, brown, black and gray CLAY LOAM, trace gravel –FILL–	5		1	2 3 3	0.50 P	23
	709.2	Very soft, black FIBROUS PEAT			2	2 2 3	0.75 P	23
	708.4	Very soft, black and brown ORGANIC SILTY CLAY			3	2 2 2	< 0.25 P	203
			10		4	1 1 2	< 0.25 P	67
	701.8	Medium stiff, gray CLAY			5	1 1 3	< 0.25 P	85
			15		6	1 2 3	0.98 B	21
					7	2 3 4	0.98 B	20
	698.0	Stiff, gray SILTY CLAY, trace gravel	20		8	3 5 5	1.89 B	18
					9	3 3 5	1.15 B	18
			25		10	3 4 6	1.50 P	19
	692.1	Stiff, gray SILTY CLAY LOAM, trace gravel			11	2 4 6	1.15 B	16
	689.6	Stiff to very stiff, gray SILTY CLAY, trace gravel	30		12	3 4 7	2.05 B	16
	667.6	Hard, gray SILTY CLAY LOAM, trace to little gravel	35		13	2 5 6	1.80 B	20
			40		14	3 3 8	2.05 B	20
			45		15	5 6 10	2.54 B	21
			50		16	6 10 14	4.84 B	14

GENERAL NOTES

Begin Drilling: 04-26-2010 Complete Drilling: 04-26-2010
Drilling Contractor: WTS Drill Rig: D-50 ATV
Driller: K&P Logger: F. Bozga Checked by: N. Davis
Drilling Method: 3.25 IDA HSA; Boring backfilled upon completion; Diedrich Auto Hammer

WATER LEVEL DATA

While Drilling: ▽ 47.00 ft
At Completion of Drilling: ▼ 73.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS IX
STRUCTURE NO. 022-0012

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA36 OF SA37	2578	532B	DUPAGE	781	640
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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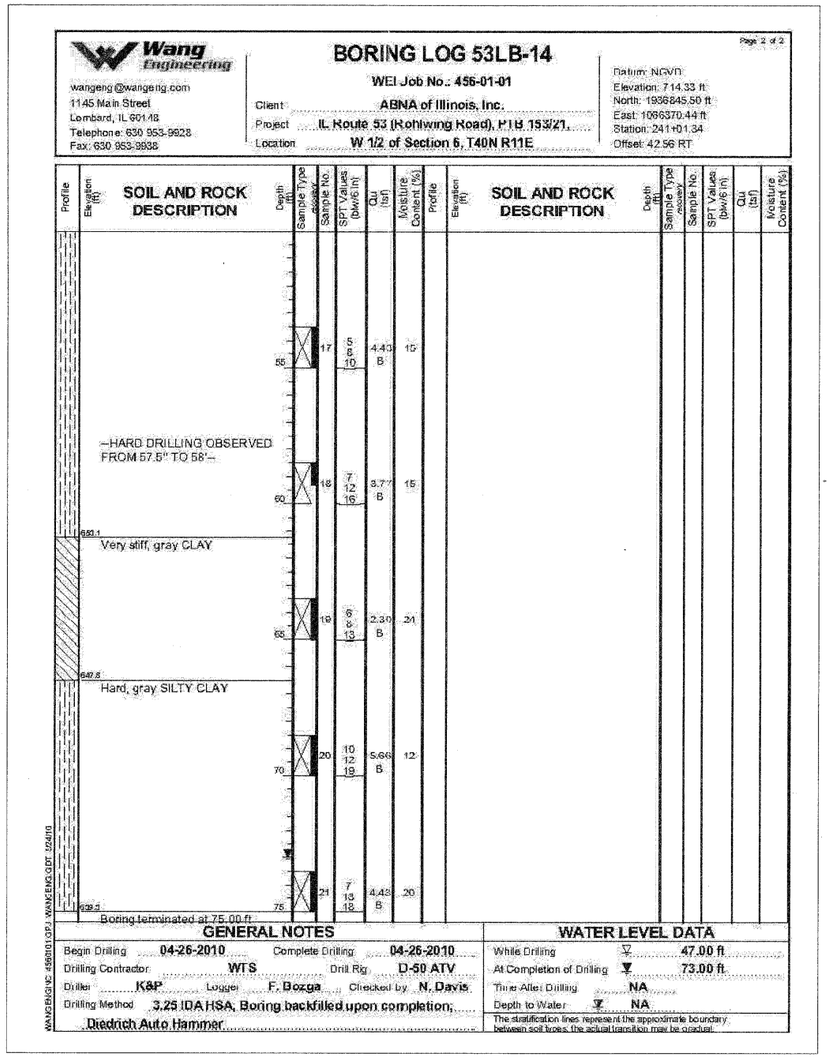
Illinois Department of Transportation



NOTE: Additional geotechnical information is available upon request from IDOT.

SOIL BORINGS X
STRUCTURE NO. 022-0012

PATRICK ENGINEERING

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SA37 OF SA37	2578	532B	DUPAGE	781	641
			CONTRACT NO. 60477		
	12/3/2010	ILLINOIS	FED. AID PROJECT		

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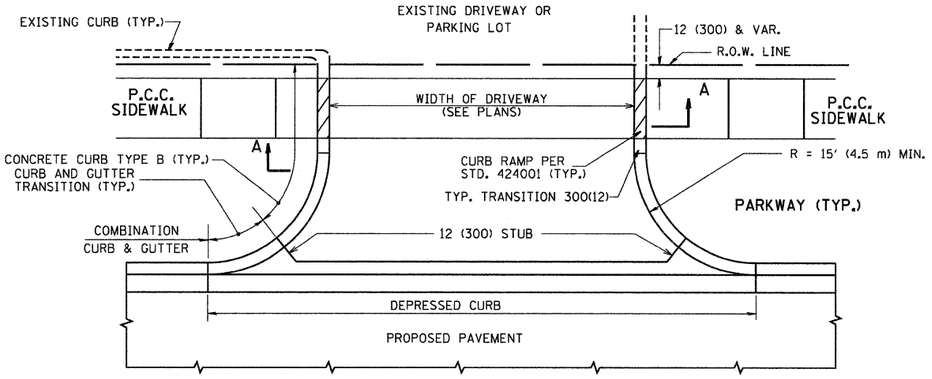
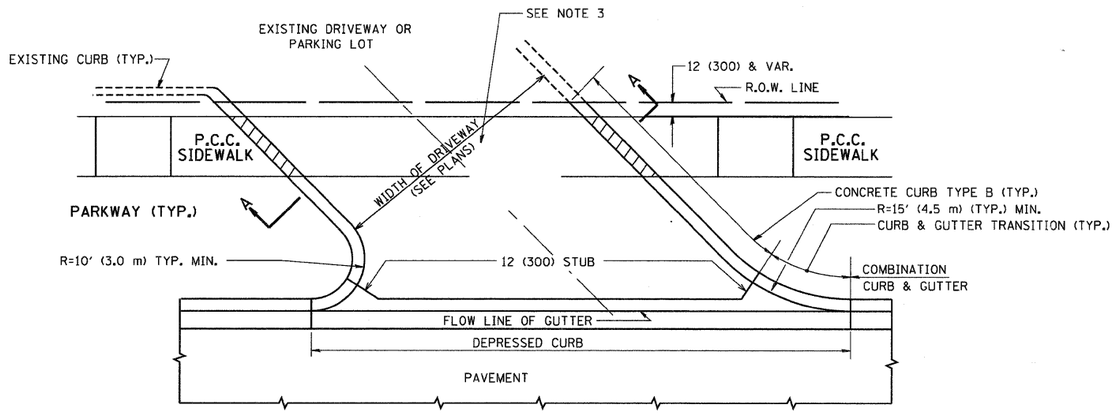


WITH CONCRETE CURB, TYPE B



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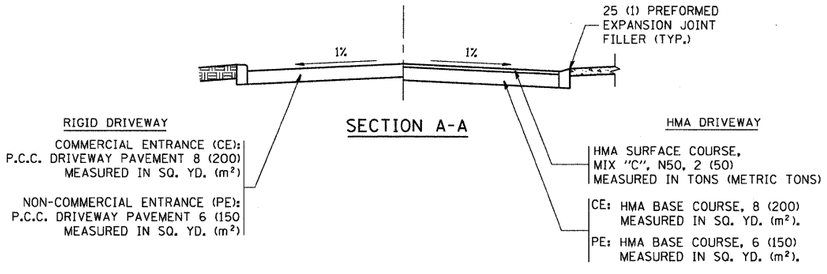
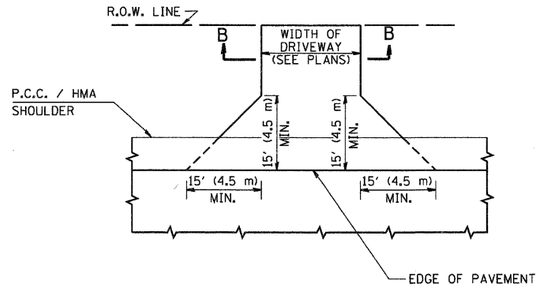
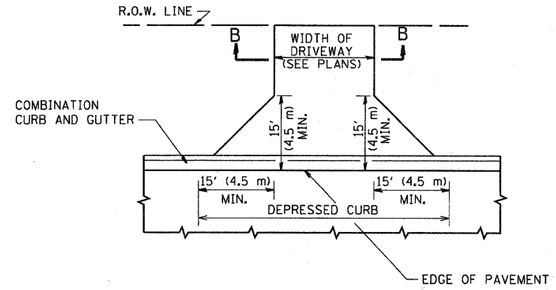
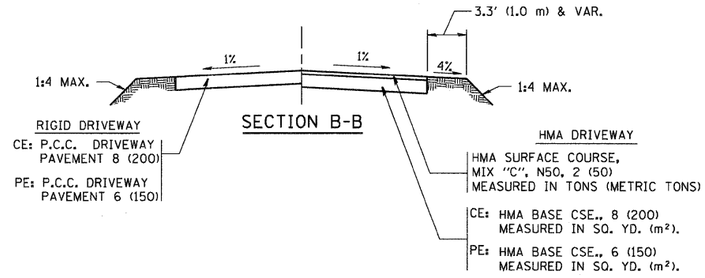




ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

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

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

GENERAL NOTES:

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

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

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

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

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

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

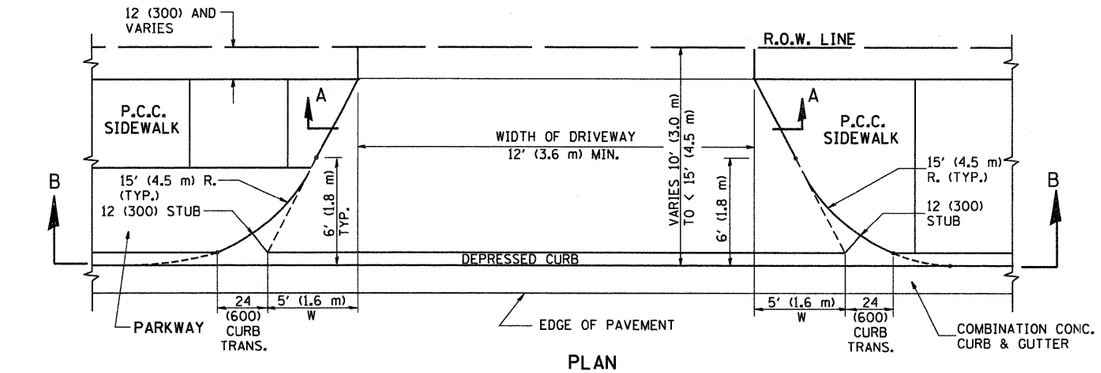
FILE NAME = c:\projects\diststd22x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
		DRAWN -	REVISED - P. LaFLUER 04-15-03
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

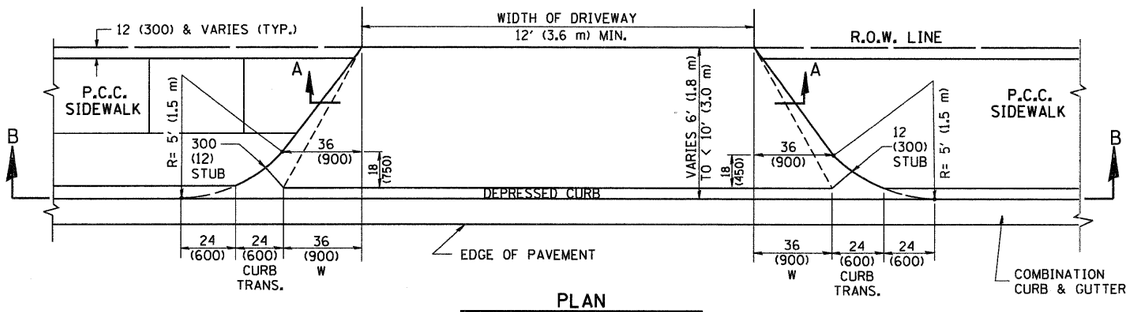
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	642
	BD0156-07 (BD-01)		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



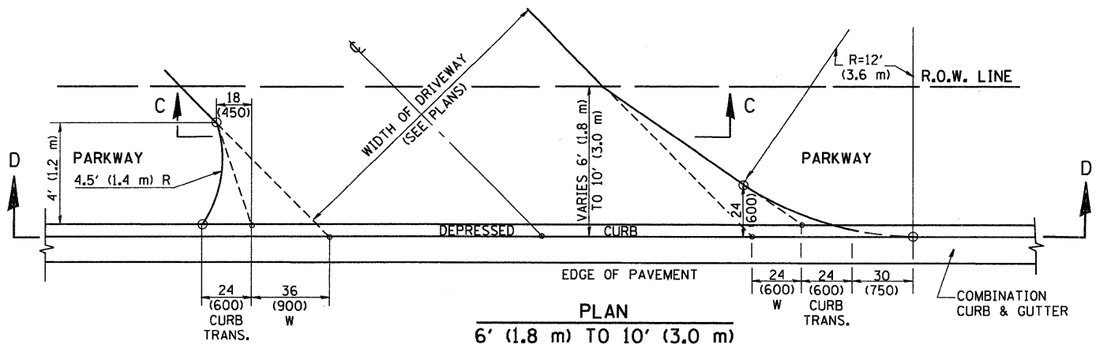
PLAN

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



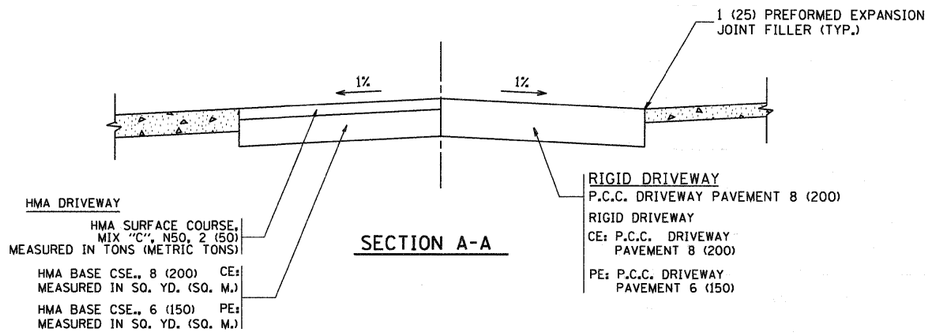
PLAN

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

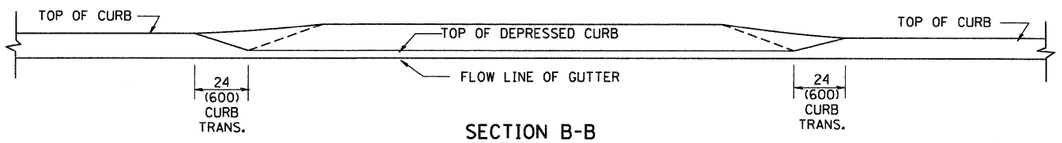


PLAN

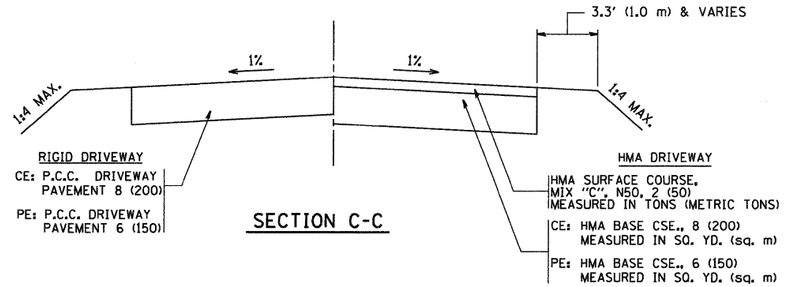
6' (1.8 m) TO 10' (3.0 m)



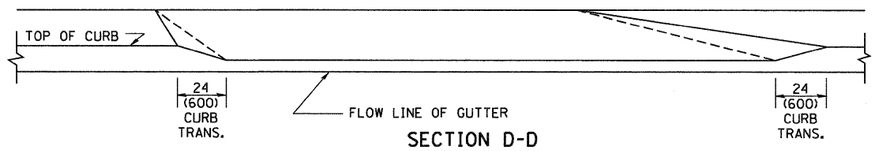
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

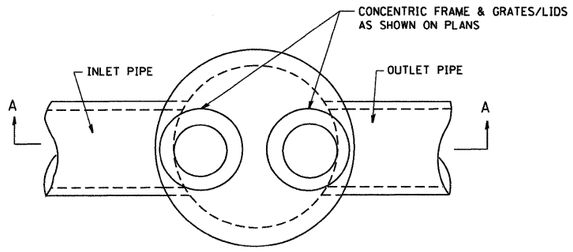
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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

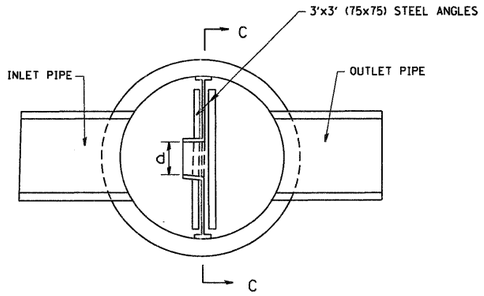
"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

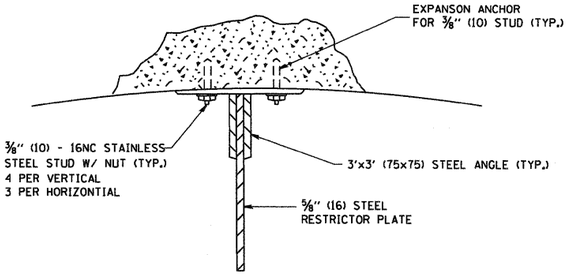
FILE NAME = W:\diststd\22x34\bd02.dgn	USER NAME = gaglionobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 04-06-01								781	643
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - P. LaFLEUR 04-15-03						BD400-02 (BD-02)	CONTRACT NO.		
	PLOT DATE = 1/4/2008	DATE - 11-06-95	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



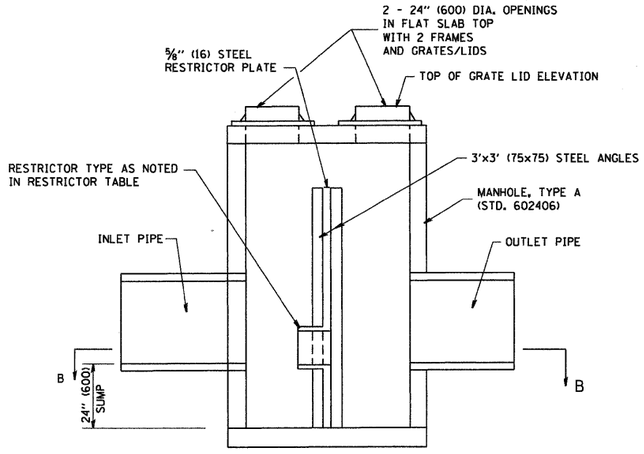
PLAN



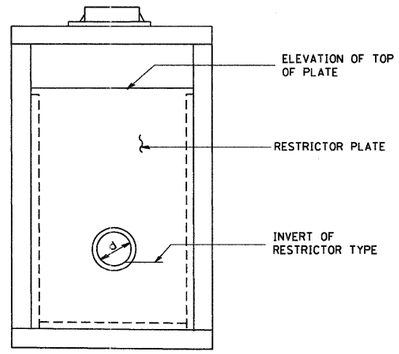
SECTION B-B



ANGLE FASTENER DETAIL



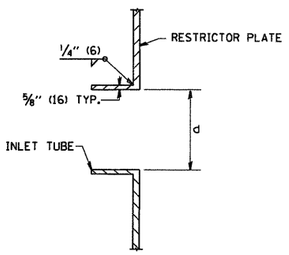
SECTION A-A



SECTION C-C

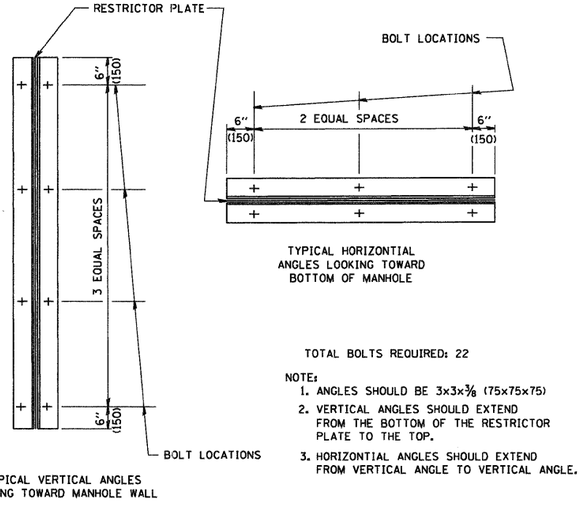
NOTES:

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



INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL

TYPICAL HORIZONTIAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

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

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: ½ TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-½ DIA.	LENGTH: 2-½ DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

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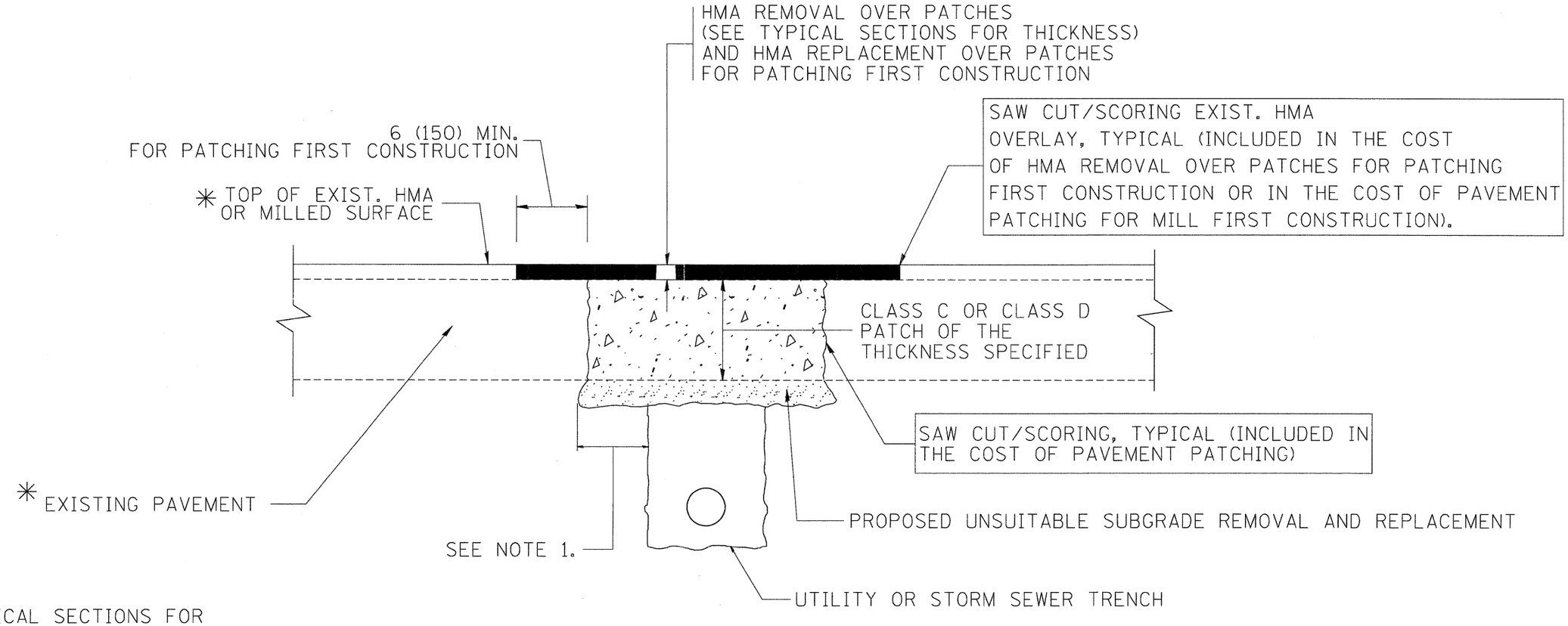
		DRAWN -	REVISED - E. GOMEZ 08-28-00
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-08-01
	PLOT DATE = 1/4/2008	DATE - 09-09-94	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	644
	BD600-04 (BD-12)	CONTRACT NO.		
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 $4\frac{1}{2}$ 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.

FILE NAME = c:\projects\d:ststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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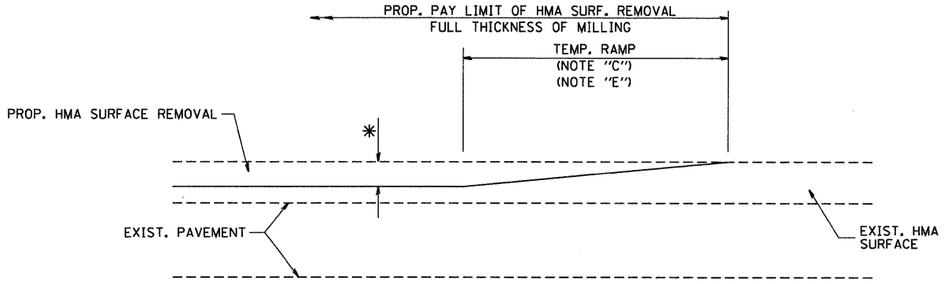
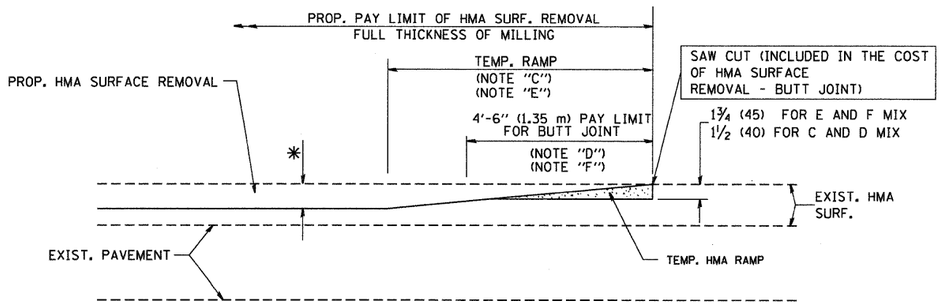
	BD400-04 (BD-22)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

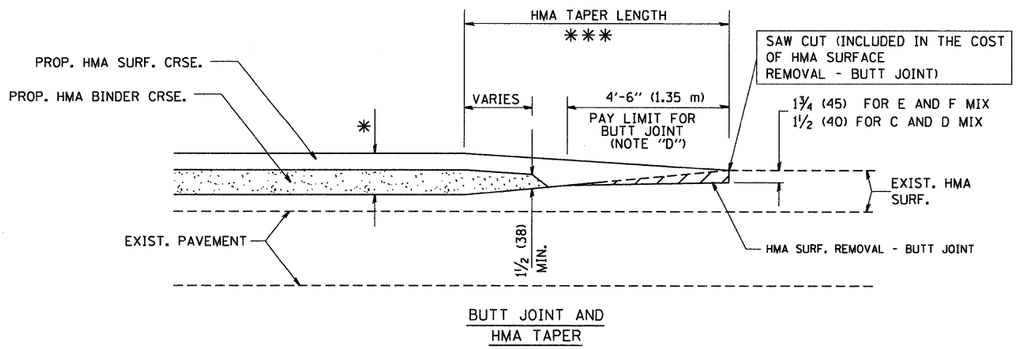


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

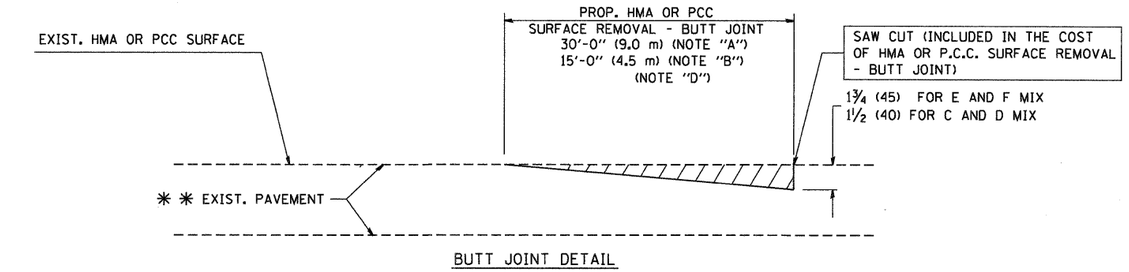
OPTION 2

TYPICAL TEMPORARY RAMP

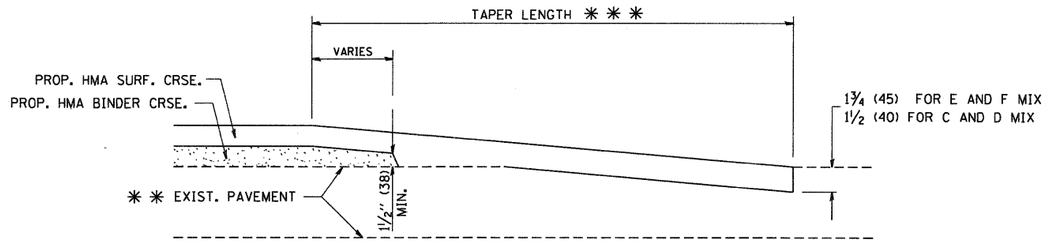


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	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.
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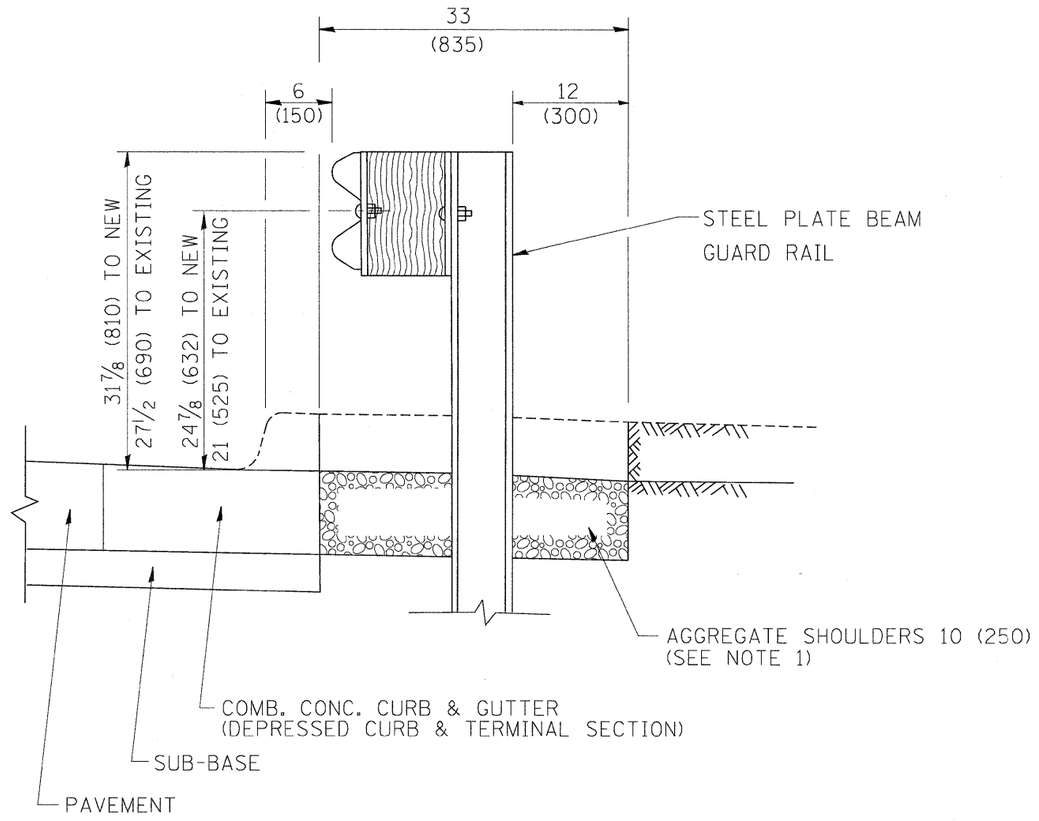
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

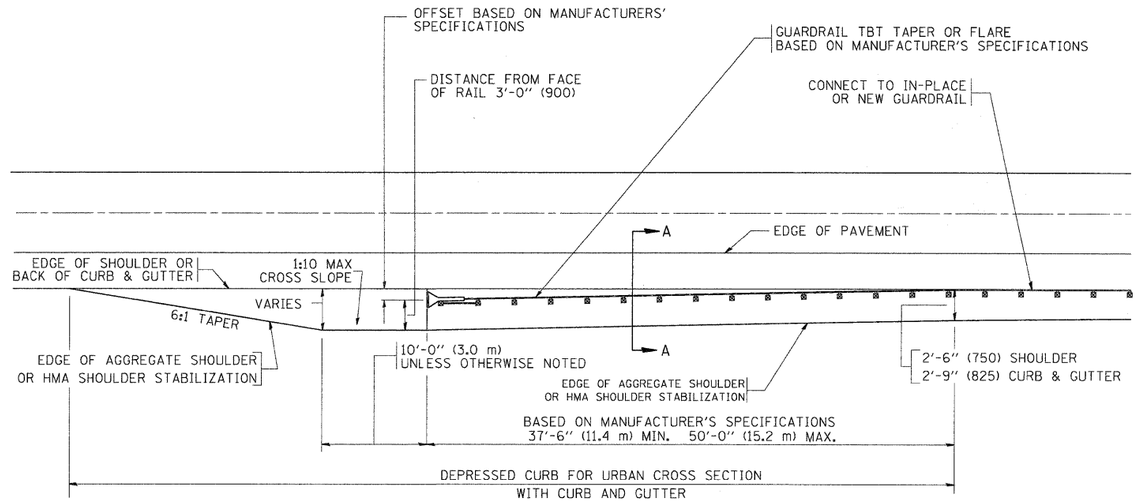


SECTION A-A

NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (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.

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

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.

FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\bd34.dgn	USER NAME = drivakosgn	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED - R. BORO 12-08-2008
	PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

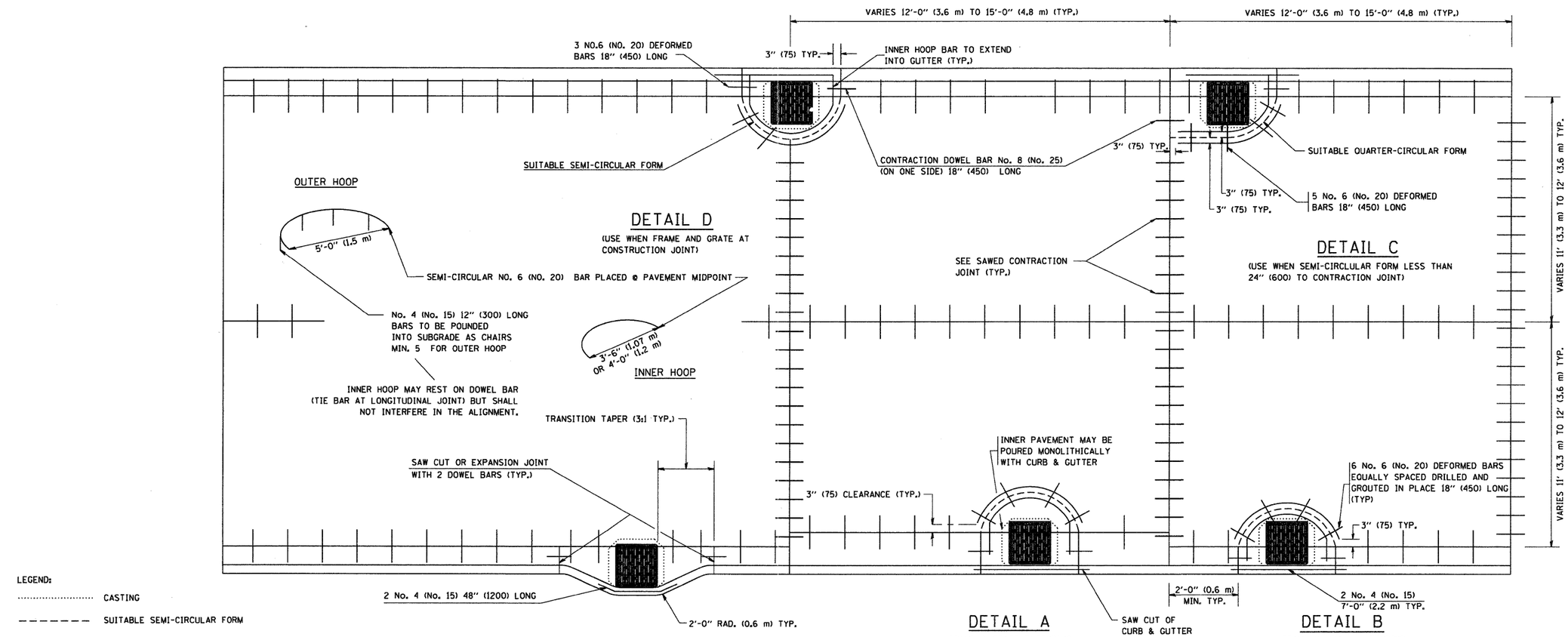
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	647
	BD600-10 (BD 34)		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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

NOTES :

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



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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

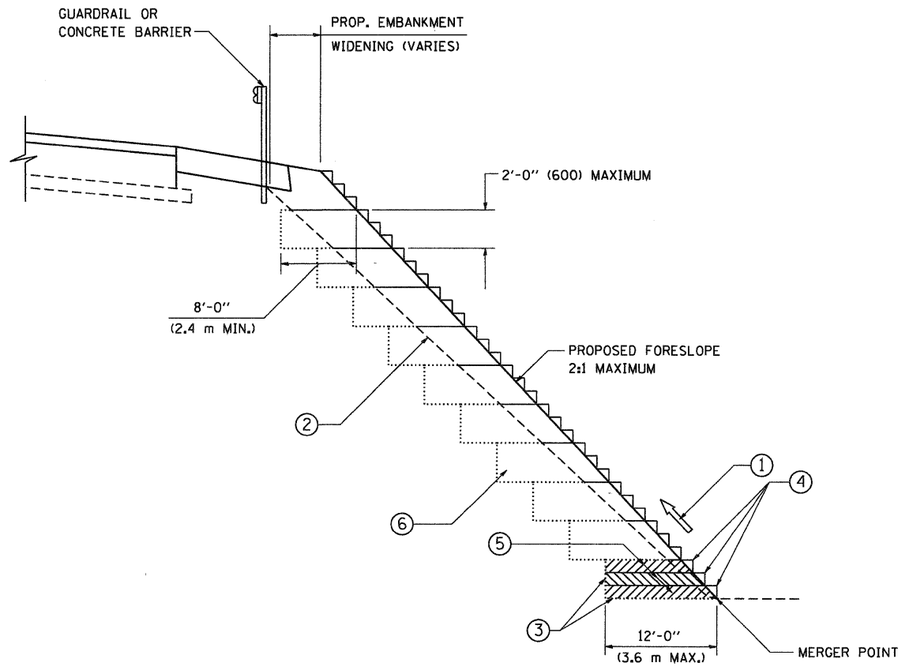
FILE NAME = W:\diststd\22x34\bd48.dgn	USER NAME = gaglianobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00
		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
	PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	648
	BD-48		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

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

FILE NAME = W:\diststd\22x34\bd51.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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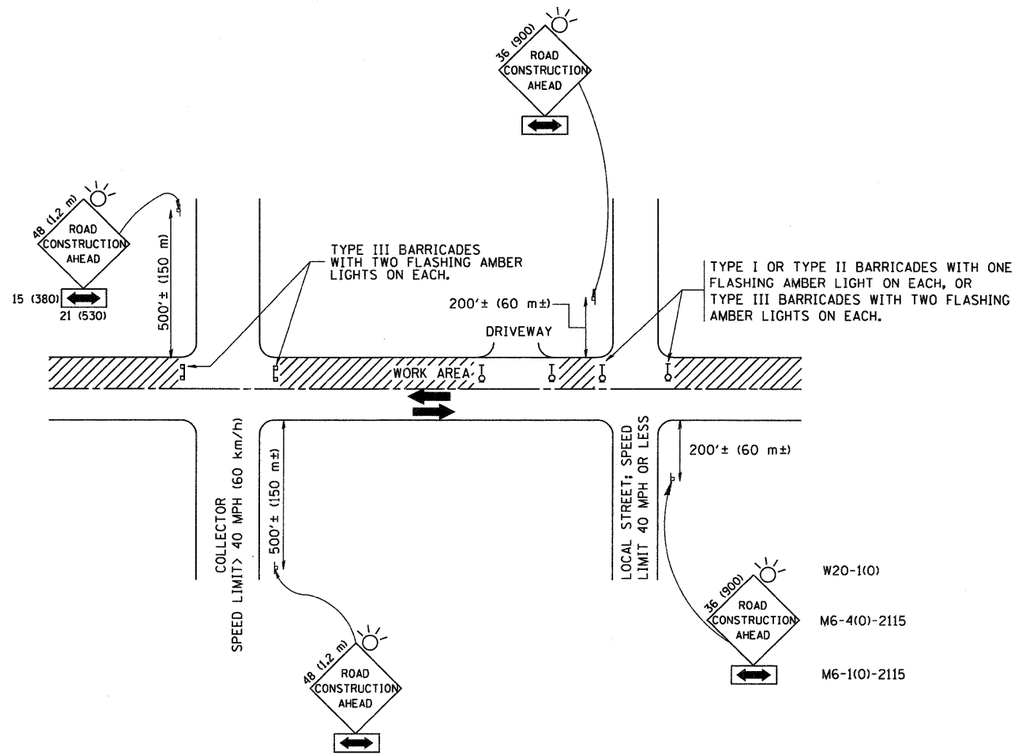
	BD-51		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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.

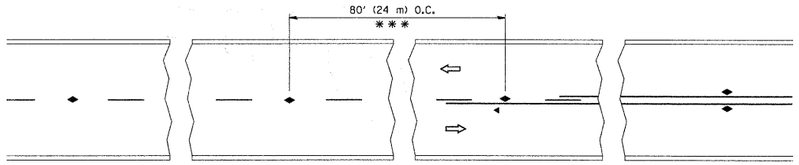
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

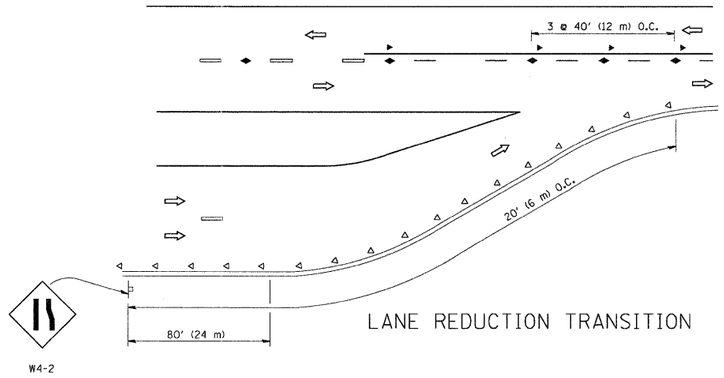
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	650
	TC-10		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

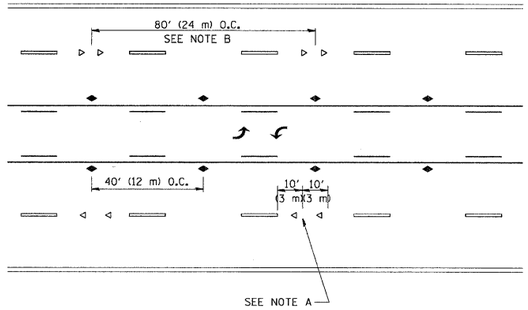


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

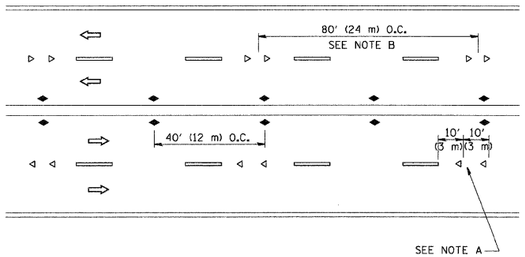
TWO-LANE/TWO-WAY



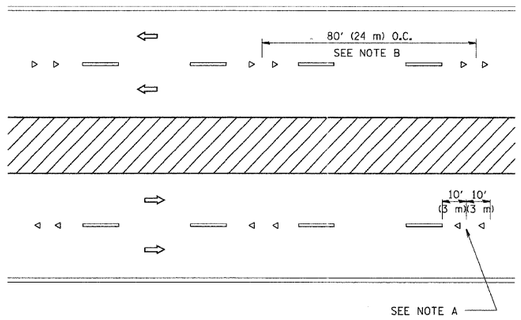
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

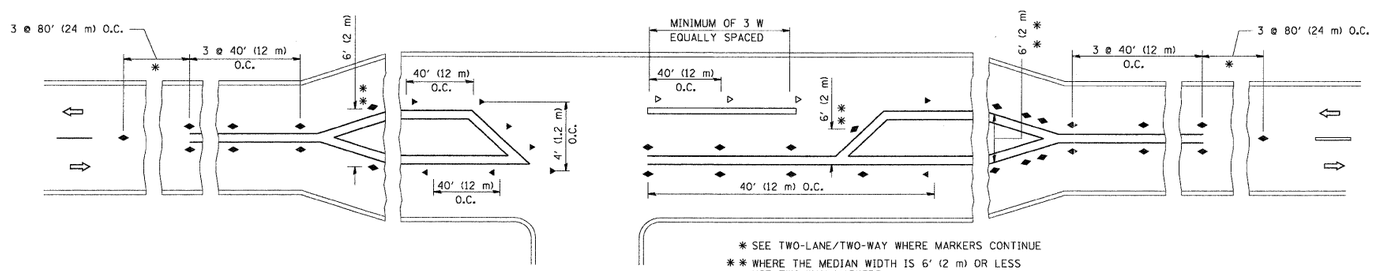
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



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

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

LEFT TURN

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

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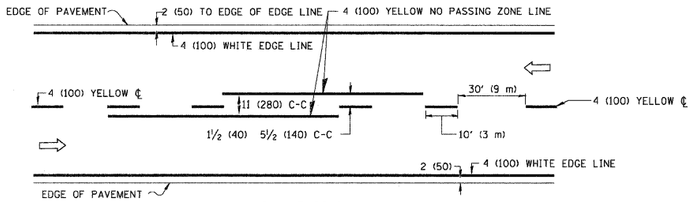
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

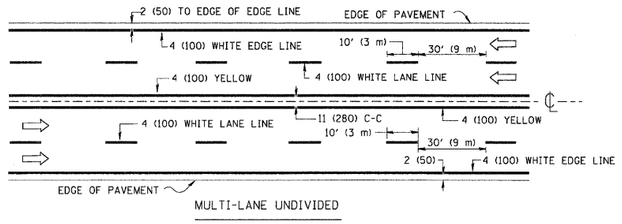
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

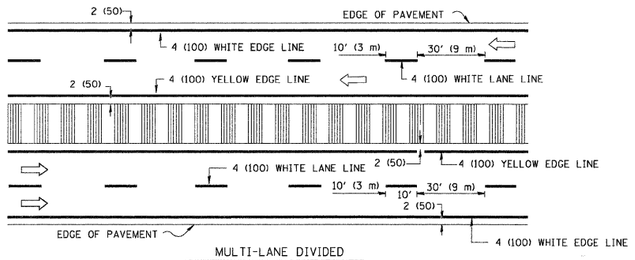
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	651
	TC-11		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



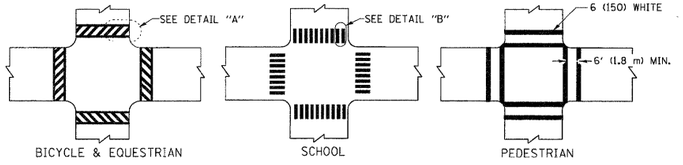
MULTI-LANE UNDIVIDED

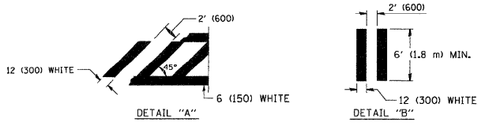


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

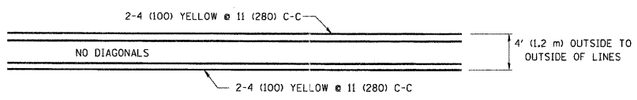
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

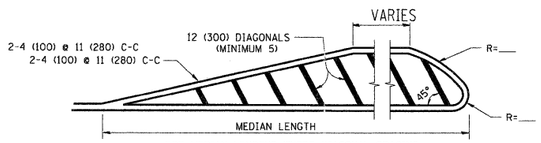




TYPICAL CROSSWALK MARKING



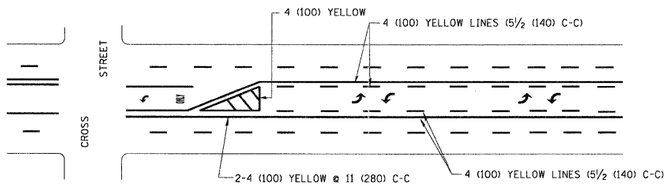
4' (1.2 m) WIDE MEDIANS ONLY



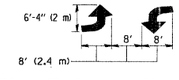
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

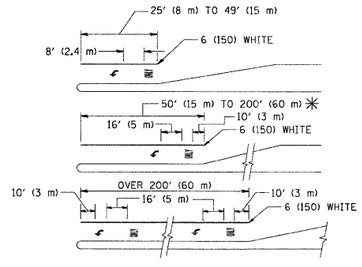


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

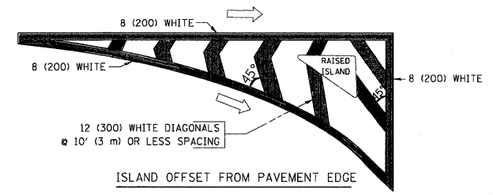


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

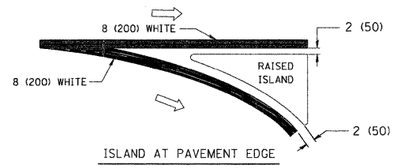
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE 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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ℄ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ℄ 6 (150) 12 (300) ℄ 45° 12 (300) ℄ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ℄ 4 (100) WITH 12 (300) DIAGONALS ℄ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ℄ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ℄ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

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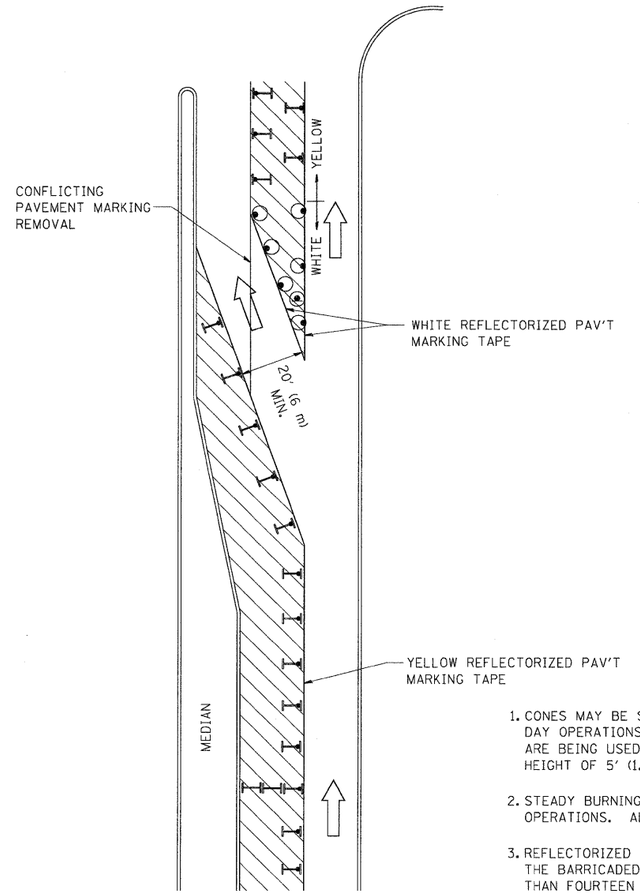
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

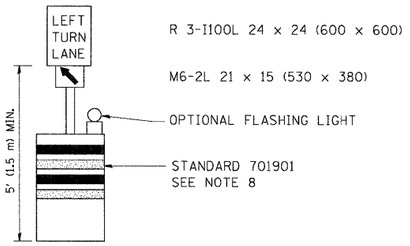
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	652
	TC-13	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

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

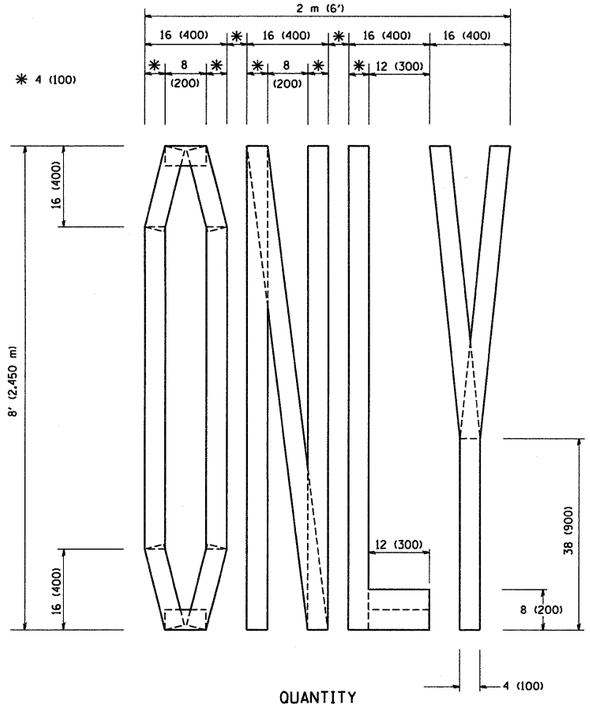
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 9/14/2009	REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

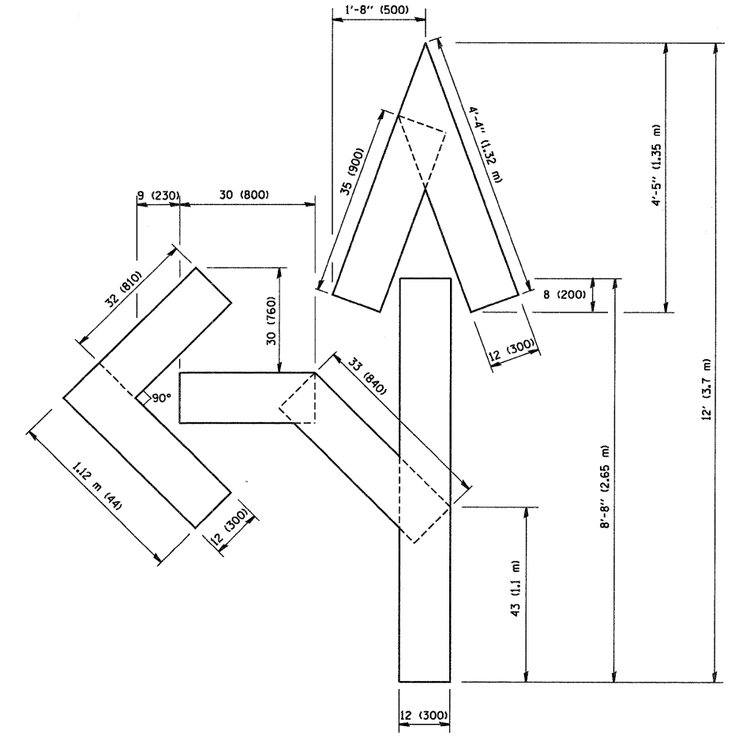
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	653
TC-14		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

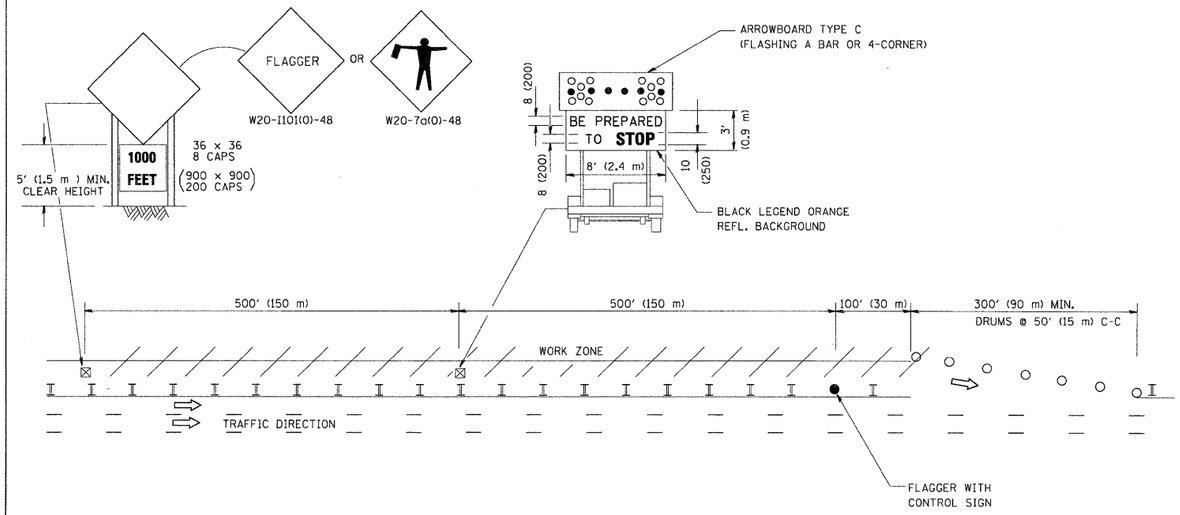
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

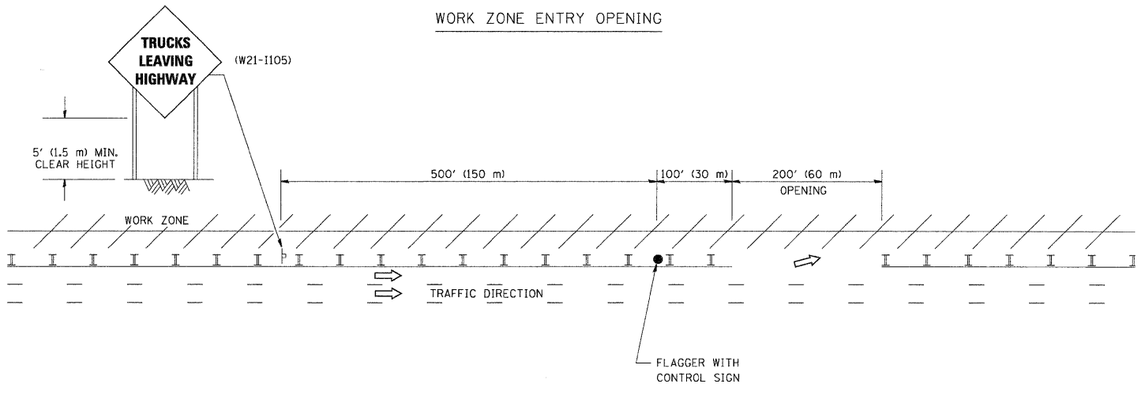
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	654
	TC-16	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

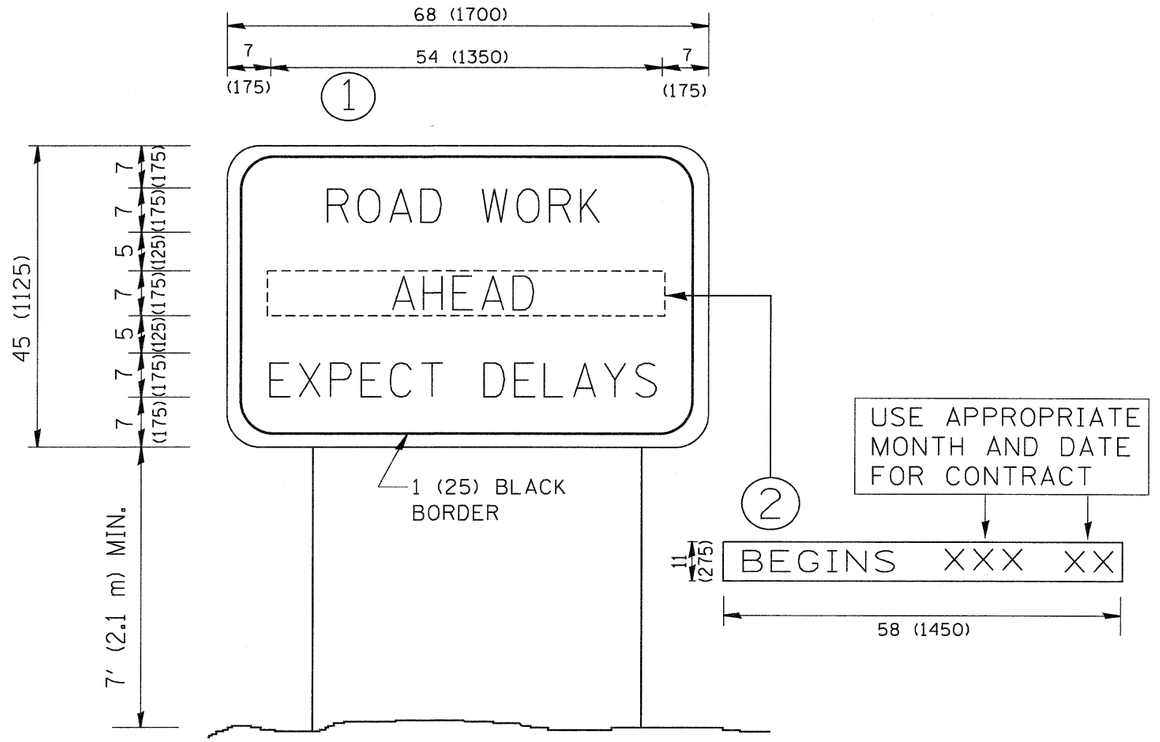
FILE NAME = W:\diststd\22x34\tc18.dgn	USER NAME = leyse	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	655
	TC-18	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

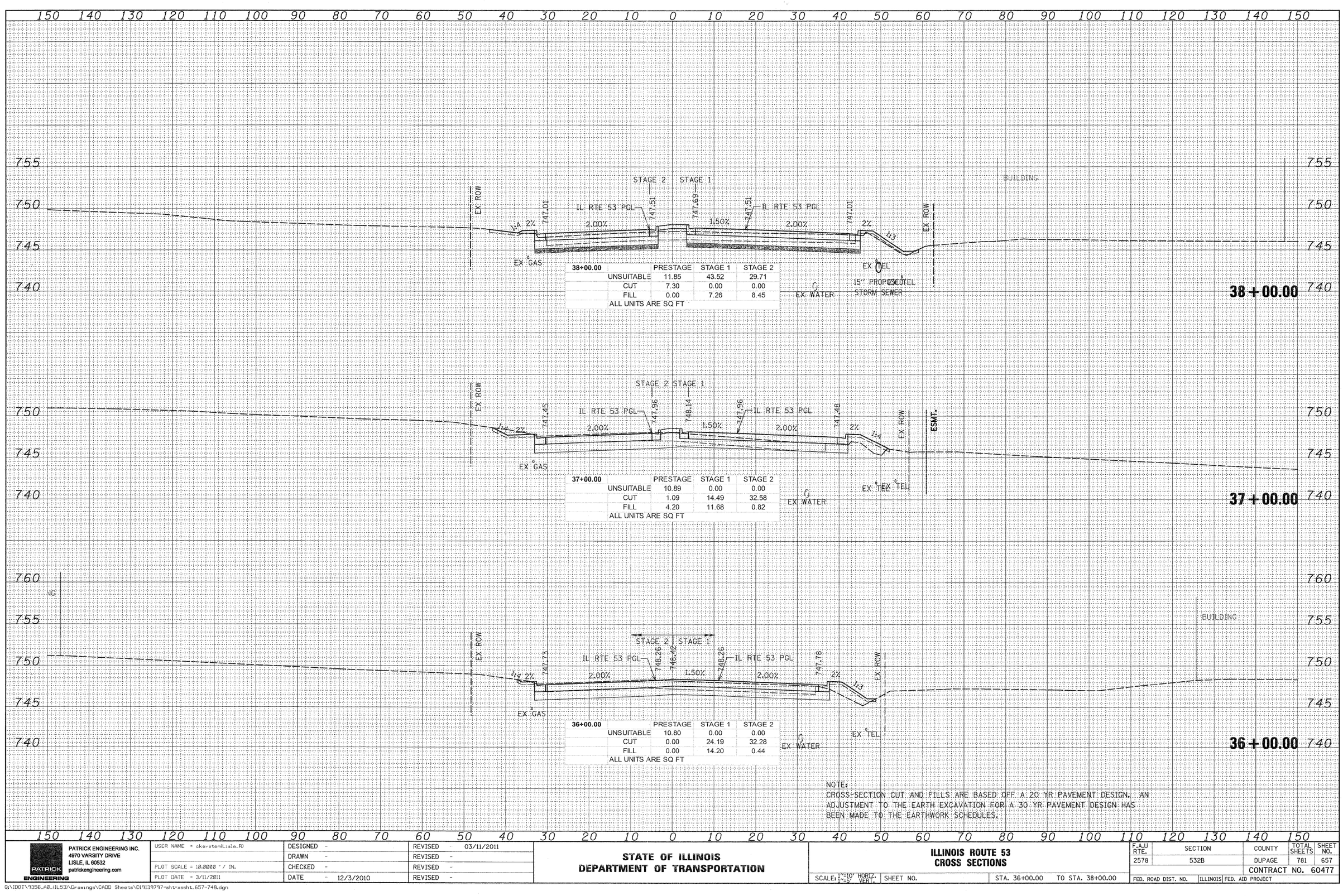
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			781	656
	TC-22		CONTRACT NO.	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



38+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	11.85	43.52	29.71
CUT	7.30	0.00	0.00
FILL	0.00	7.26	8.45

ALL UNITS ARE SQ FT

37+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	10.89	0.00	0.00
CUT	1.09	14.49	32.58
FILL	4.20	11.68	0.82

ALL UNITS ARE SQ FT

36+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	10.80	0.00	0.00
CUT	0.00	24.19	32.28
FILL	0.00	14.20	0.44

ALL UNITS ARE SQ FT

NOTE:
CROSS-SECTION CUT AND FILLS ARE BASED OFF A 20 YR PAVEMENT DESIGN. AN ADJUSTMENT TO THE EARTH EXCAVATION FOR A 30 YR PAVEMENT DESIGN HAS BEEN MADE TO THE EARTHWORK SCHEDULES.

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

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

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = ckersten(Lisle.R)	DESIGNED -	REVISED - 03/11/2011	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 3/11/2011	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 36+00.00 TO STA. 38+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	657
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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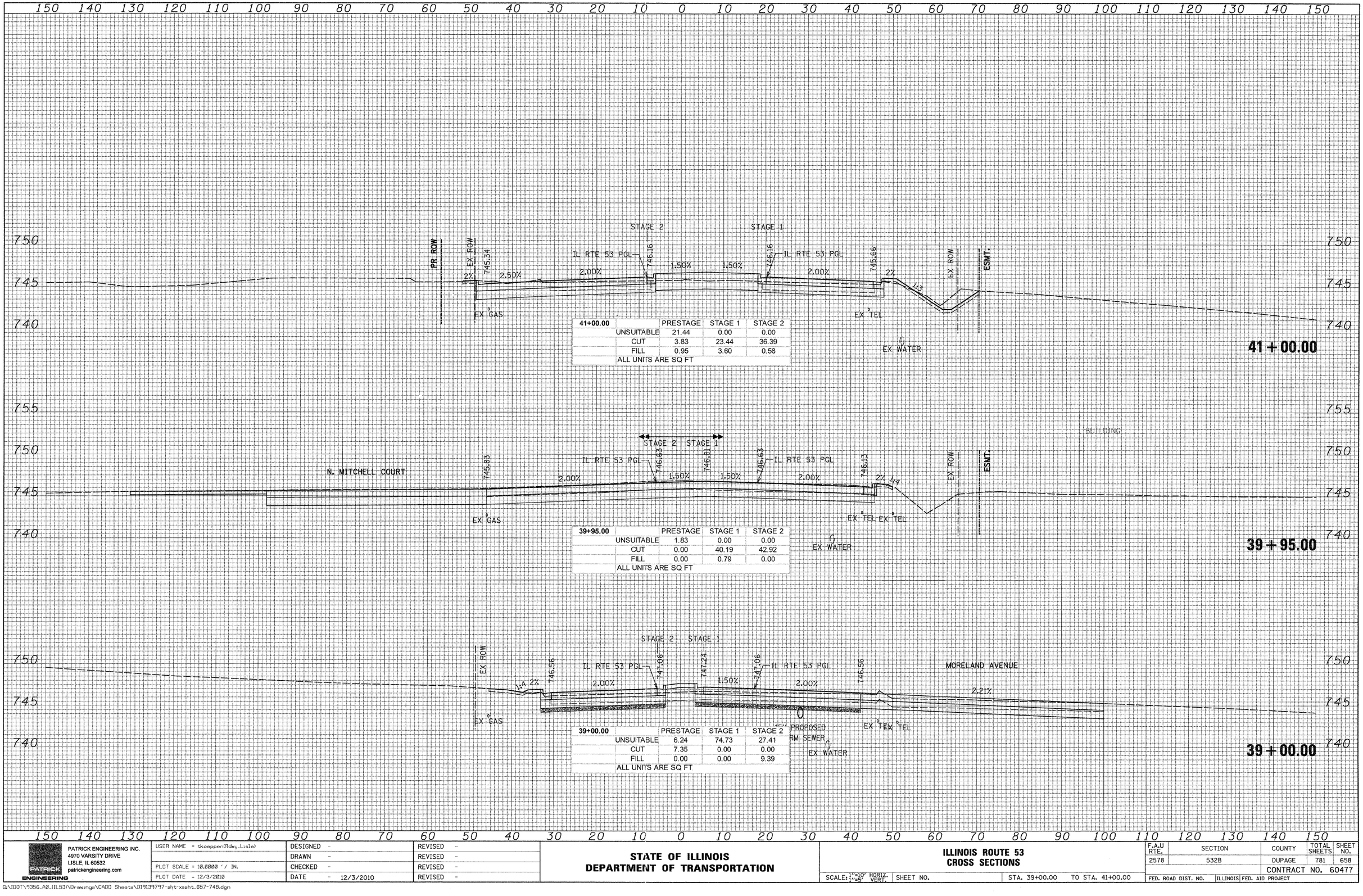

FINAL SURVEY / ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 39+00.00 | TO STA. 41+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	658
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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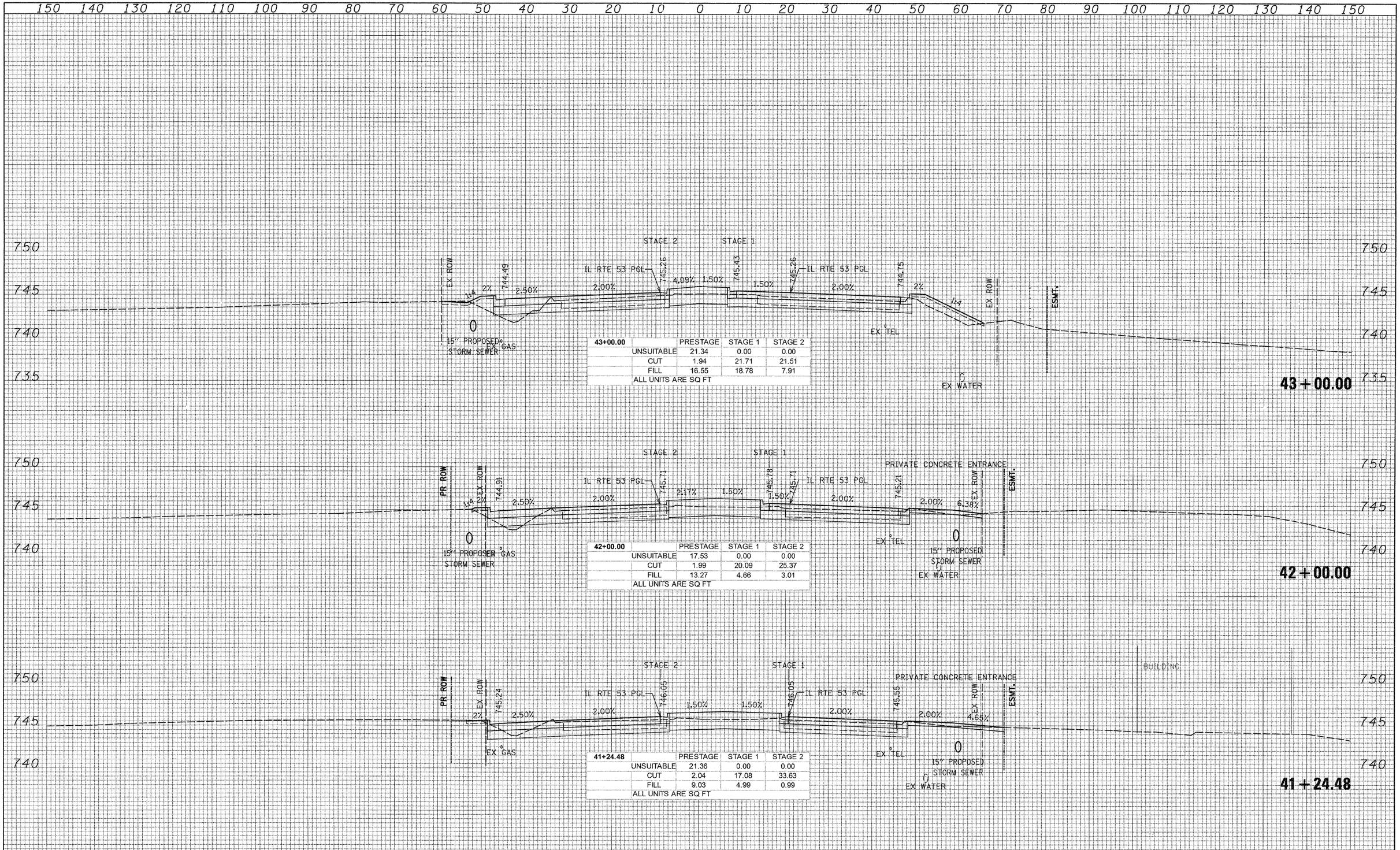

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

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

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4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 41+24.48 | TO STA. 43+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328	DUPAGE	781	659
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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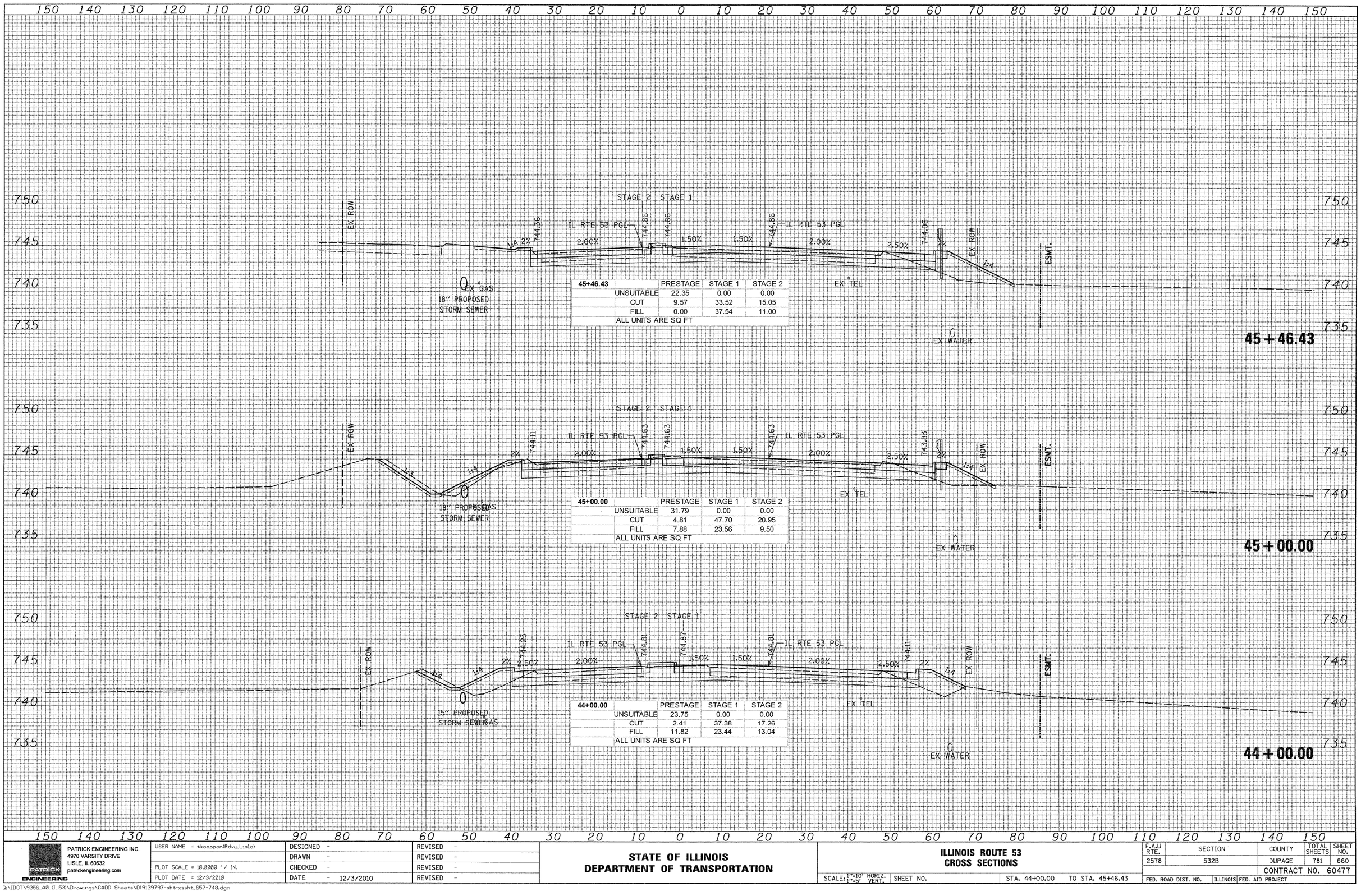

45+46.43	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	22.35	0.00	0.00
CUT	9.57	33.52	15.05
FILL	0.00	37.54	11.00
ALL UNITS ARE SQ FT			

45+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	31.79	0.00	0.00
CUT	4.81	47.70	20.95
FILL	7.88	23.56	9.50
ALL UNITS ARE SQ FT			

44+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	23.75	0.00	0.00
CUT	2.41	37.38	17.26
FILL	11.82	23.44	13.04
ALL UNITS ARE SQ FT			

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

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

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PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 44+00.00 TO STA. 45+46.43

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	660
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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46+29.09	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	29.72	0.00	0.00
CUT	3.55	4.22	27.04
FILL	4.36	75.91	22.14
ALL UNITS ARE SQ FT			

46+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	34.52	0.00	0.00
CUT	6.19	8.06	9.15
FILL	2.97	68.87	61.05
ALL UNITS ARE SQ FT			

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

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

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PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 46+00.00 TO STA. 46+81.03

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	661
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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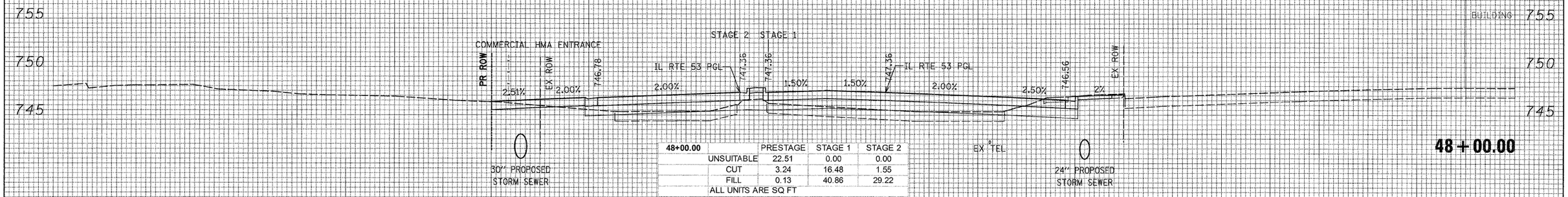
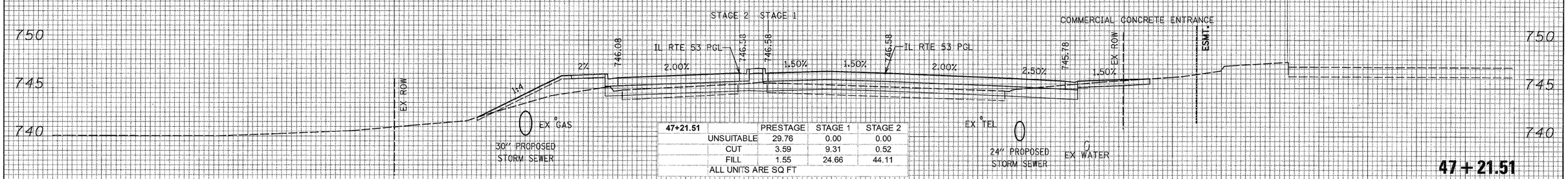
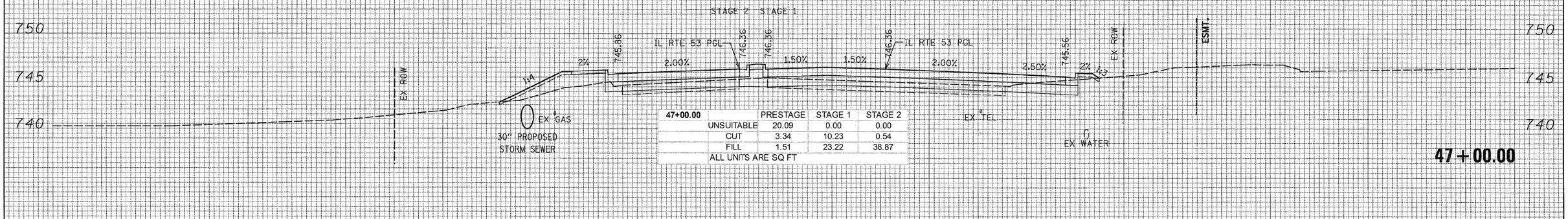
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



48+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	22.51	0.00	0.00
	CUT	3.24	16.48	1.55
	FILL	0.13	40.86	29.22
ALL UNITS ARE SQ FT				



47+21.51		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	29.76	0.00	0.00
	CUT	3.59	9.31	0.52
	FILL	1.55	24.66	44.11
ALL UNITS ARE SQ FT				



47+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	20.09	0.00	0.00
	CUT	3.34	10.23	0.54
	FILL	1.51	23.22	38.87
ALL UNITS ARE SQ FT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -		REVISED -
	DRAWN -		REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -		REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 47+00.00 | TO STA. 48+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	662
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

G:\IDOT\9356_A0_(IL53)\Drawings\CADD Sheets\D19139797-sht-xssht_657-748.dgn

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

760
755
750
745

ESMT.
EX ROW
4:1
2%
751.16
2.00%
IL RTE 53 PGL
751.90
STAGE 2
STAGE 1
1.50%
1.50%
751.90
751.90
IL RTE 53 PGL
2.00%
751.40
COMMERCIAL CONCRETE ENTRANCE
2.00%
EX ROW
7.68%
PR ROW
ESMT.
EX TEL
EX GAS
15" PROPOSED STORM SEWER
EX WATER

52+54.49		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	30.20	0.00	0.00
	CUT	16.84	25.74	48.48
	FILL	0.00	6.04	3.13
	ALL UNITS ARE SQ FT			

52 + 54.49

755
750
745

ESMT.
EX ROW
4:1
2%
4:1
750.62
IL RTE 53 PGL
751.36
STAGE 2
STAGE 1
2.00%
1.50%
1.50%
751.36
751.36
IL RTE 53 PGL
2.00%
750.79
EX ROW
2%
4:1
PR ROW
EX TEL
EX GAS
15" PROPOSED STORM SEWER
EX WATER

52+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	24.38	80.12	61.72
	CUT	7.15	0.00	31.88
	FILL	0.00	6.07	3.37
	ALL UNITS ARE SQ FT			

52 + 00.00

755
750
745

EX ROW
4:1
2%
750.20
IL RTE 53 PGL
750.94
STAGE 2
STAGE 1
2.00%
1.50%
1.50%
750.94
750.94
IL RTE 53 PGL
2.00%
750.32
EX ROW
2.00%
5.52%
PR ROW
ESMT.
BUILDING
EX TEL
EX GAS
15" PROPOSED STORM SEWER
EX WATER

51+58.40		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	22.43	80.04	63.08
	CUT	0.77	0.00	0.00
	FILL	1.02	4.33	8.86
	ALL UNITS ARE SQ FT			

51 + 58.40

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 51+58.40 | TO STA. 52+54.49

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	663
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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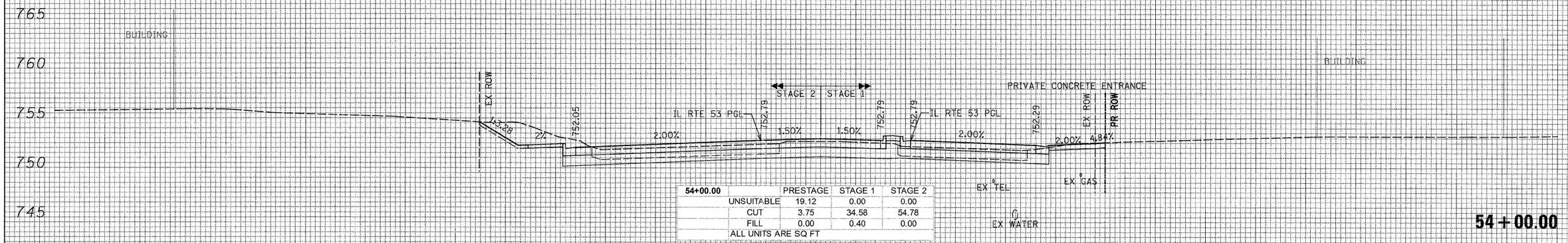
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

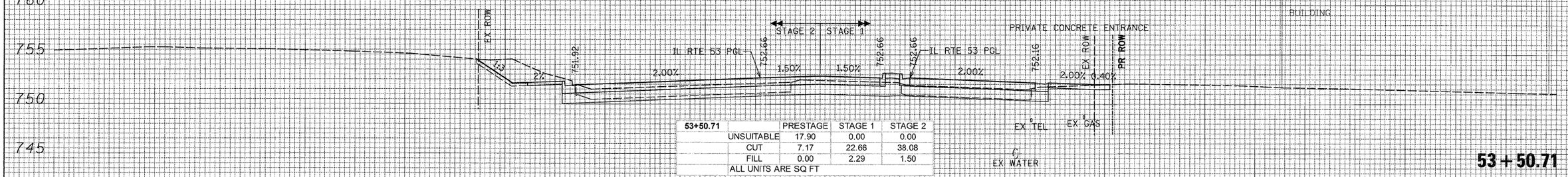
765 760 755 750 745



54+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	19.12	0.00	0.00
	CUT	3.75	34.58	54.78
	FILL	0.00	0.40	0.00
	ALL UNITS ARE SQ FT			

54+00.00

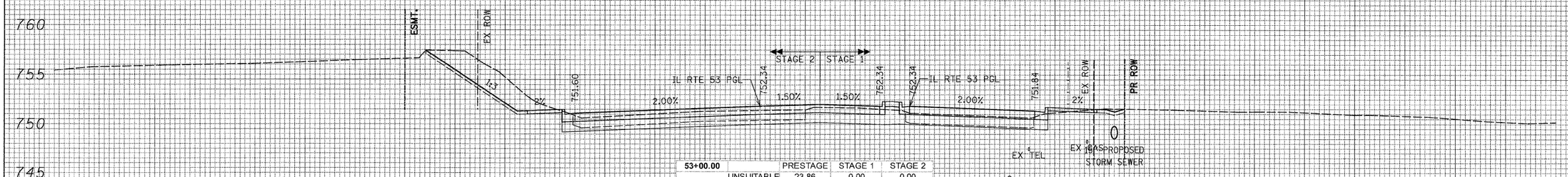
760 755 750 745



53+50.71		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	17.90	0.00	0.00
	CUT	7.17	22.66	38.08
	FILL	0.00	2.29	1.50
	ALL UNITS ARE SQ FT			

53+50.71

760 755 750 745



53+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	23.86	0.00	0.00
	CUT	20.81	26.34	47.95
	FILL	0.00	5.02	2.59
	ALL UNITS ARE SQ FT			

53+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 53+00.00 TO STA. 54+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	664
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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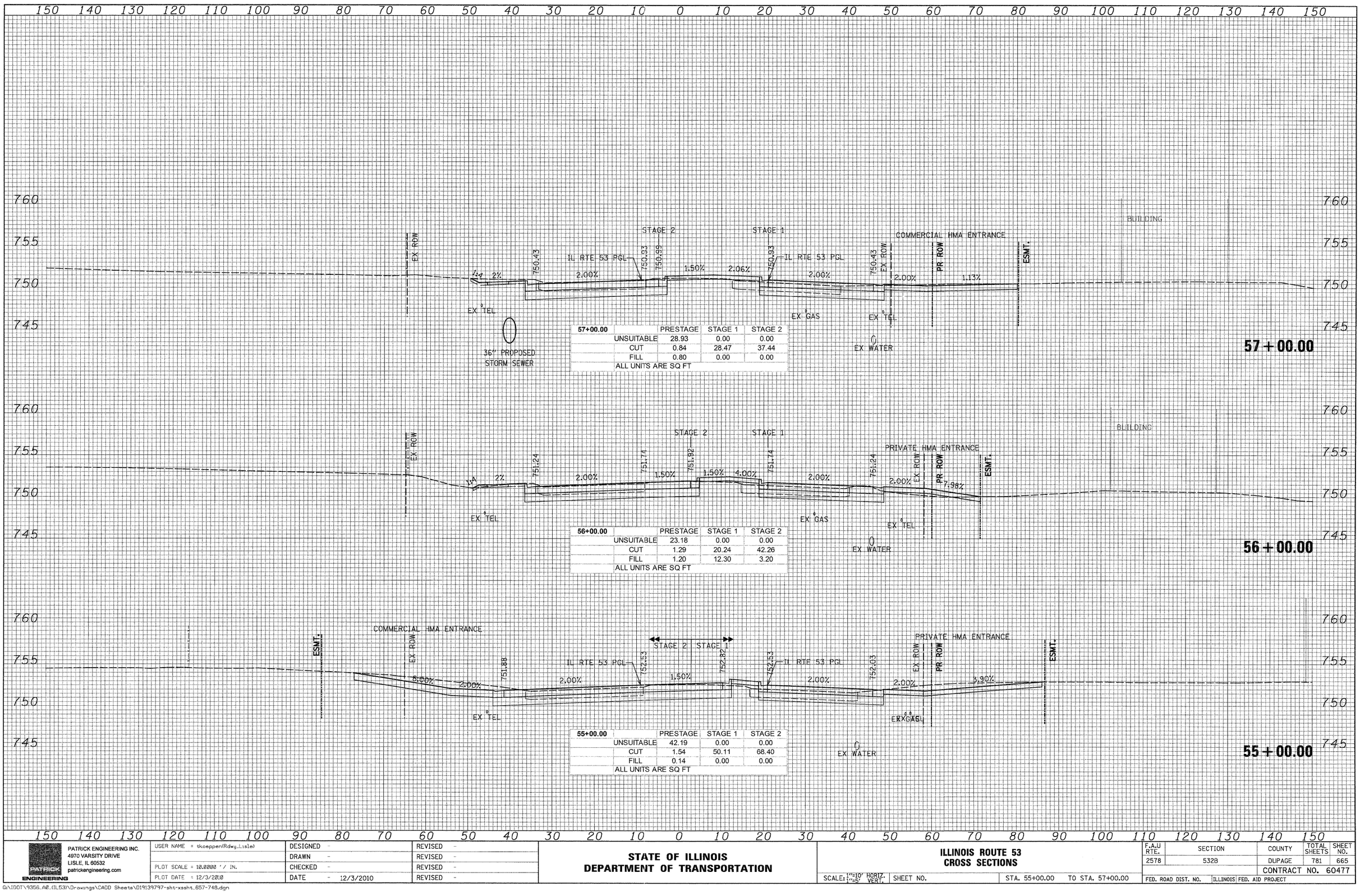
FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



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

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com
PATRICK ENGINEERING

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 55+00.00 TO STA. 57+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328	DUPAGE	781	665
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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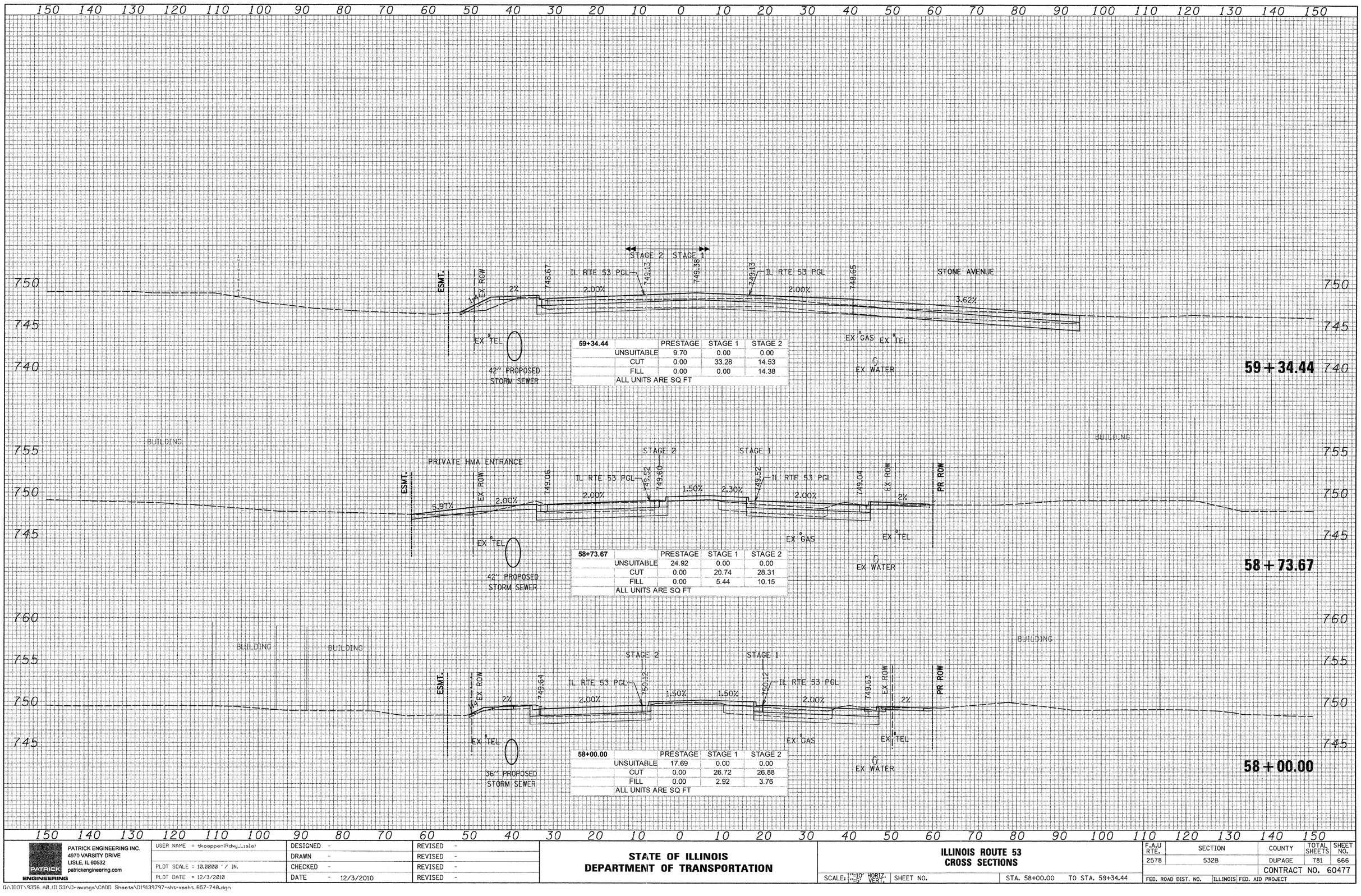

FINAL SURVEY NOTE BOOK NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY NOTE BOOK NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 58+00.00 TO STA. 59+34.44

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	666
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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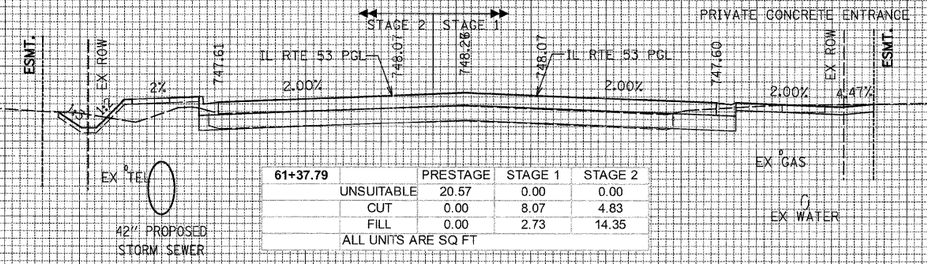
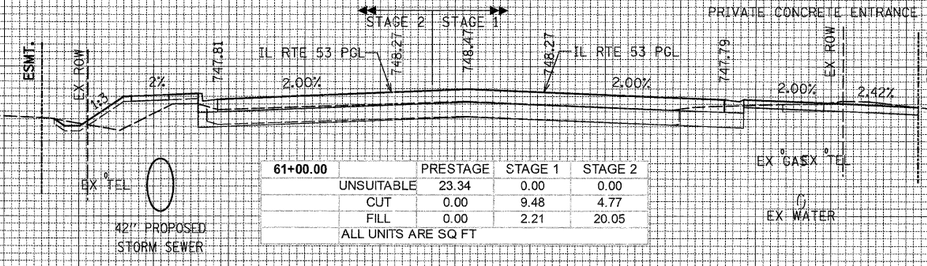
755 750 745 740



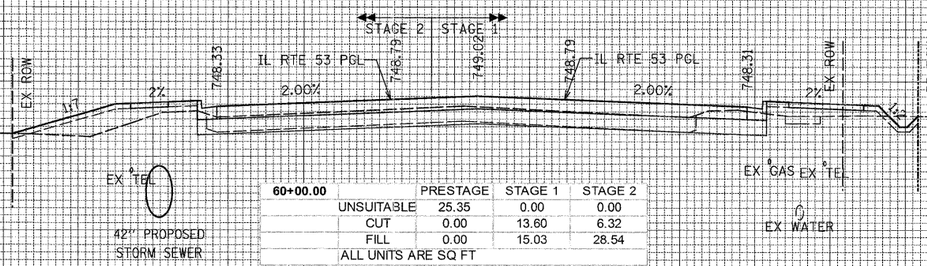
61+37.79		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	20.57	0.00	0.00
	CUT	0.00	8.07	4.83
	FILL	0.00	2.73	14.35
	ALL UNITS ARE SQ FT			

61+37.79



61+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	23.34	0.00	0.00
	CUT	0.00	9.48	4.77
	FILL	0.00	2.21	20.05
	ALL UNITS ARE SQ FT			

61+00.00



60+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	25.35	0.00	0.00
	CUT	0.00	13.60	6.32
	FILL	0.00	15.03	28.54
	ALL UNITS ARE SQ FT			

60+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 60+00.00 TO STA. 61+37.79

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	667
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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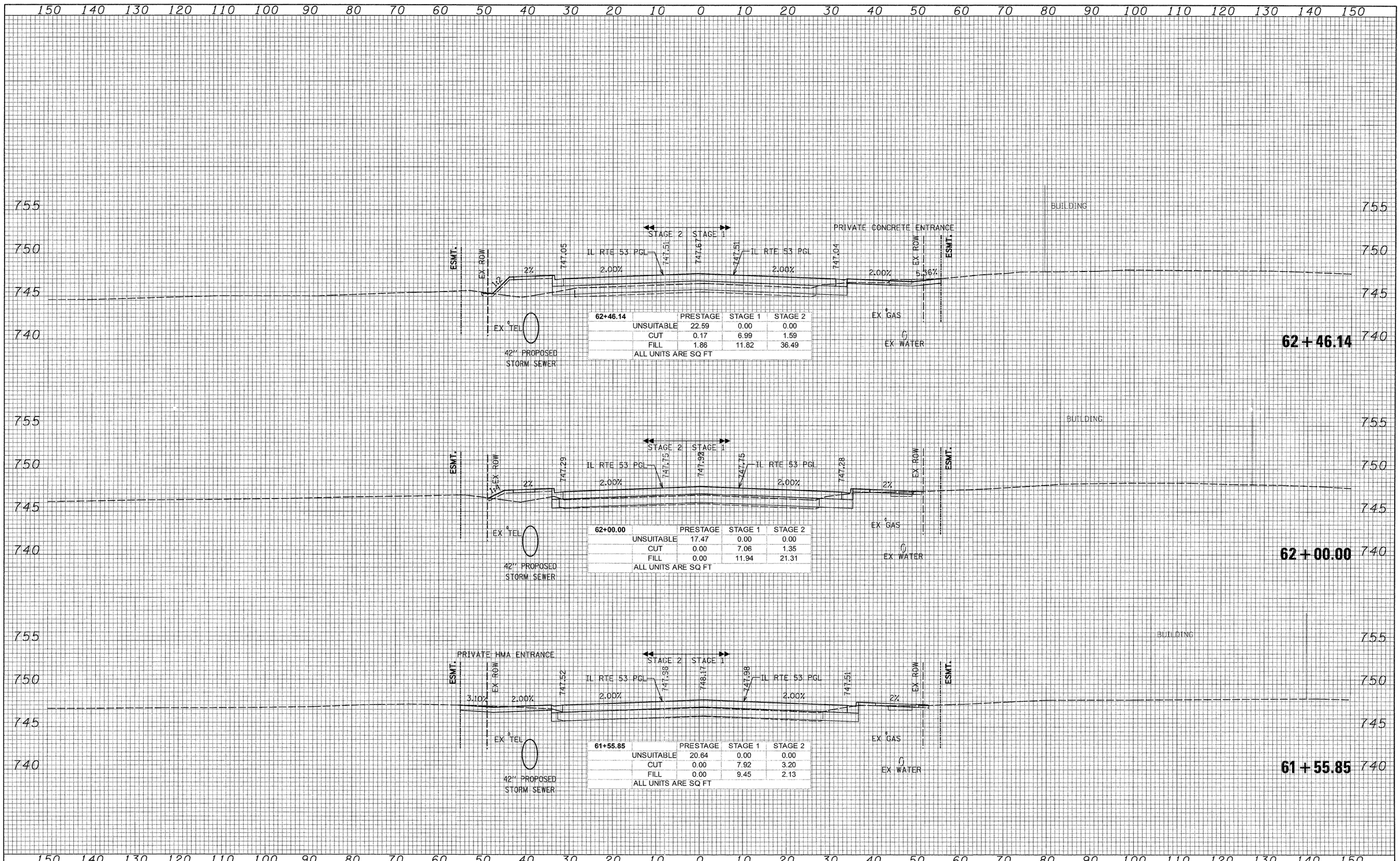

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED - | REVISED -
DRAWN - | REVISED -
CHECKED - | REVISED -
DATE - 12/3/2010 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 61+55.85 TO STA. 62+46.14

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	668
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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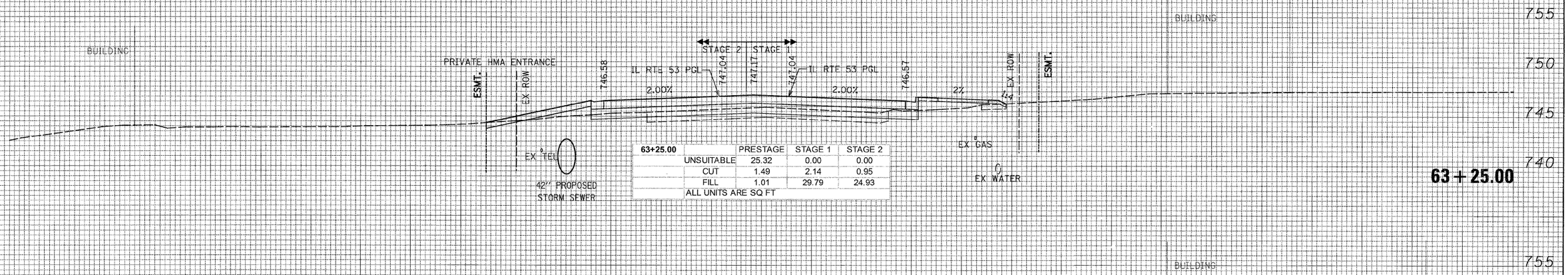
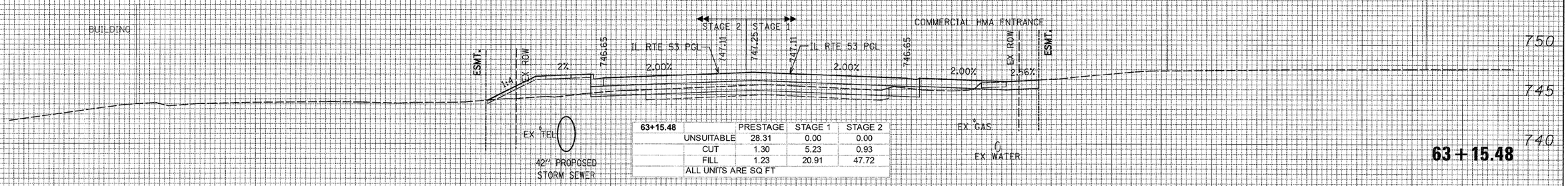
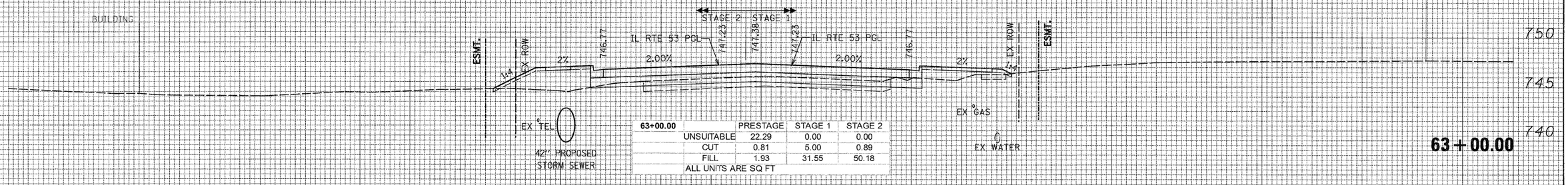


63+25.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	25.32	0.00	0.00
	CUT	1.49	2.14	0.95
	FILL	1.01	29.79	24.93
	ALL UNITS ARE SQ FT			



63+15.48		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	28.31	0.00	0.00
	CUT	1.30	5.23	0.93
	FILL	1.23	20.91	47.72
	ALL UNITS ARE SQ FT			



63+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	22.29	0.00	0.00
	CUT	0.81	5.00	0.89
	FILL	1.93	31.55	50.18
	ALL UNITS ARE SQ FT			

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 63+00.00 | TO STA. 63+25.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	669
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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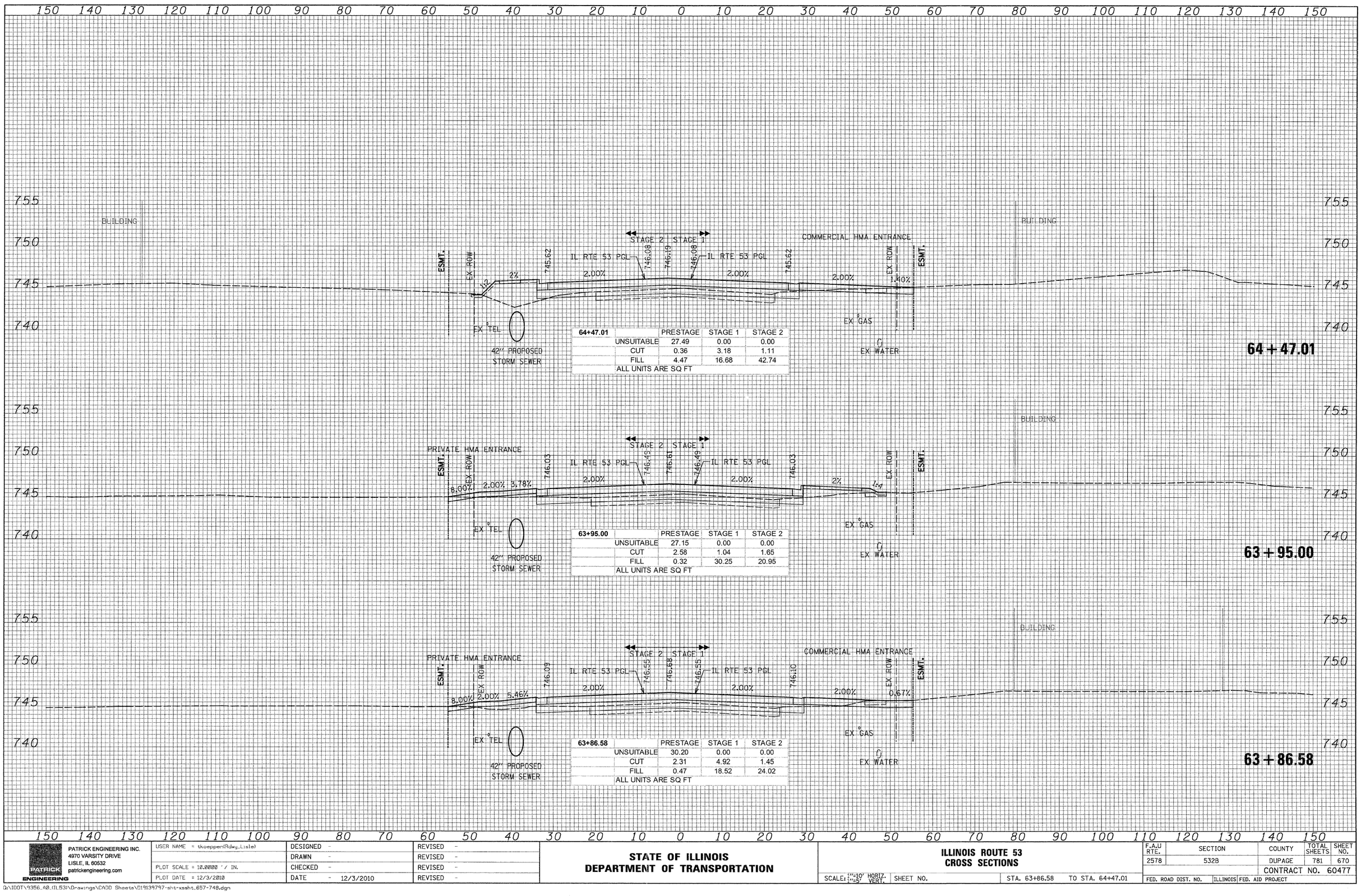

64+47.01		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	27.49	0.00	0.00
	CUT	0.36	3.18	1.11
	FILL	4.47	16.68	42.74
ALL UNITS ARE SQ FT				

63+95.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	27.15	0.00	0.00
	CUT	2.58	1.04	1.65
	FILL	0.32	30.25	20.95
ALL UNITS ARE SQ FT				

63+86.58		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	30.20	0.00	0.00
	CUT	2.31	4.92	1.45
	FILL	0.47	18.52	24.02
ALL UNITS ARE SQ FT				

64 + 47.01

63 + 95.00

63 + 86.58

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

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

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle) | PLOT SCALE = 12.0000 ' / IN. | PLOT DATE = 12/3/2010

DESIGNED - | DRAWN - | CHECKED - | DATE - 12/3/2010

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 63+86.58 TO STA. 64+47.01

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	670
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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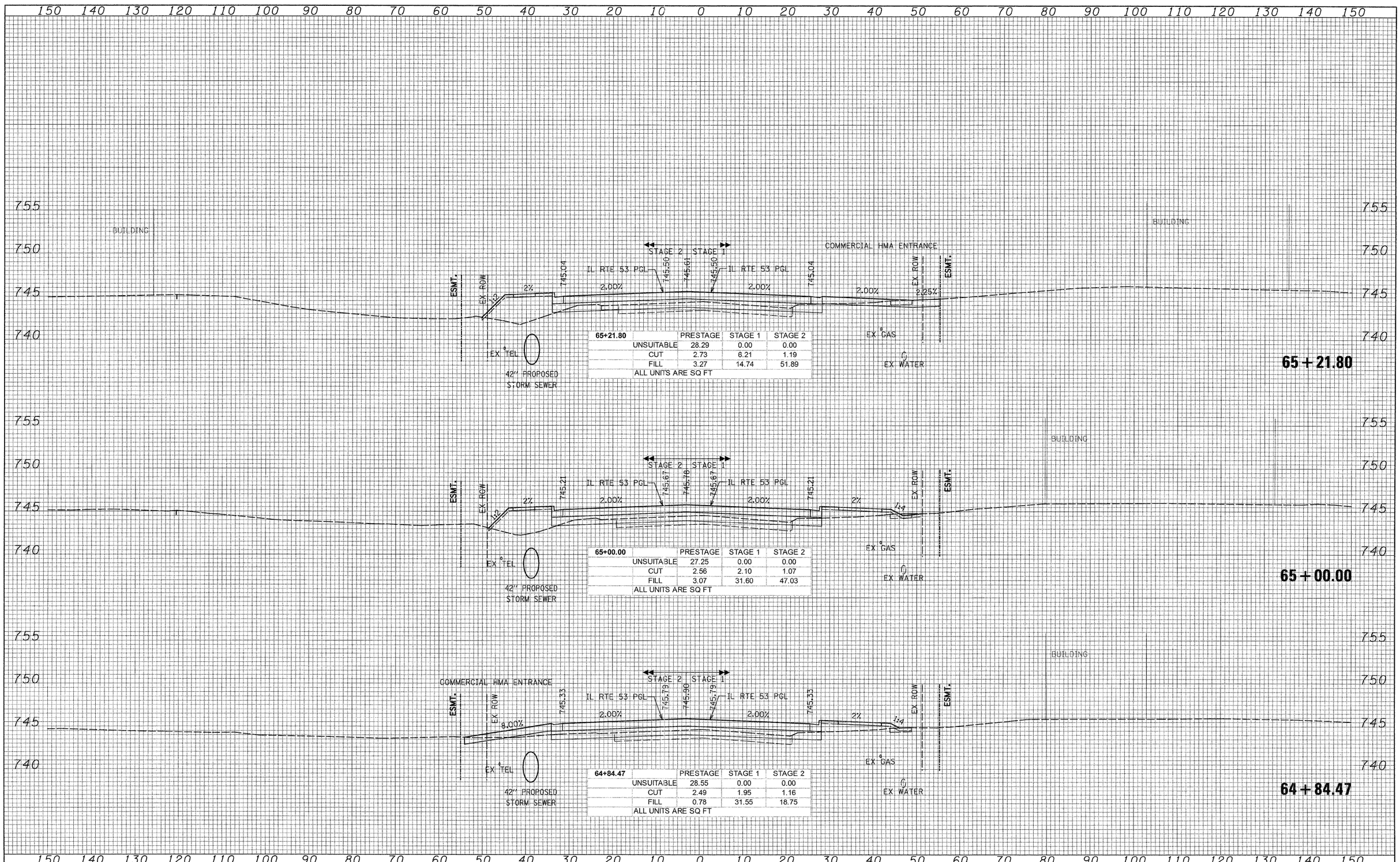
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		BY
PLOTTED		
TEMPLATE		
AREAS		DATE
AREAS CHECKED		



65+21.80	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	28.29	0.00	0.00
CUT	2.73	6.21	1.19
FILL	3.27	14.74	51.89
ALL UNITS ARE SQ FT			

65+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	27.25	0.00	0.00
CUT	2.56	2.10	1.07
FILL	3.07	31.60	47.03
ALL UNITS ARE SQ FT			

64+84.47	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	28.55	0.00	0.00
CUT	2.49	1.95	1.16
FILL	0.78	31.55	18.75
ALL UNITS ARE SQ FT			

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

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USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
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CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 64+84.47 | TO STA. 65+21.80

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	671
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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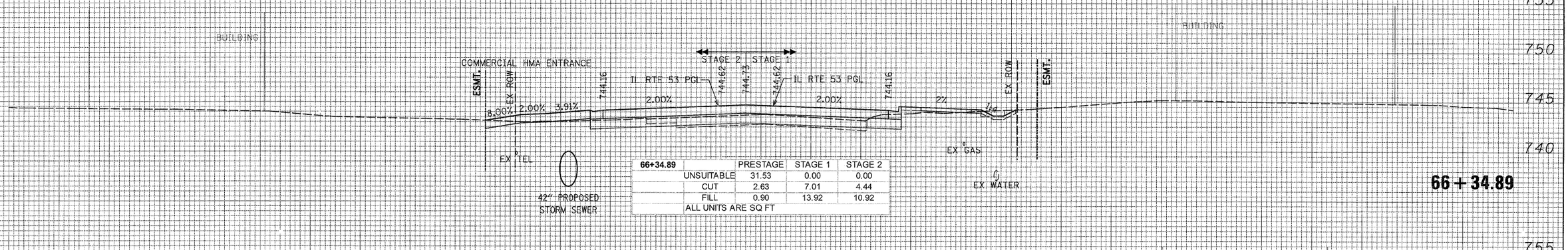
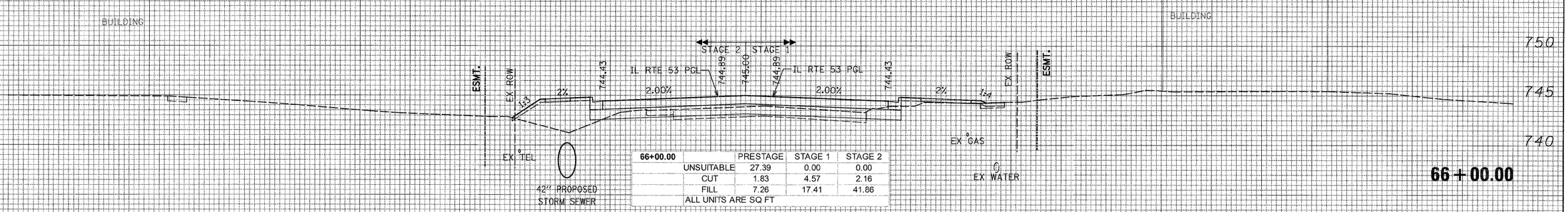


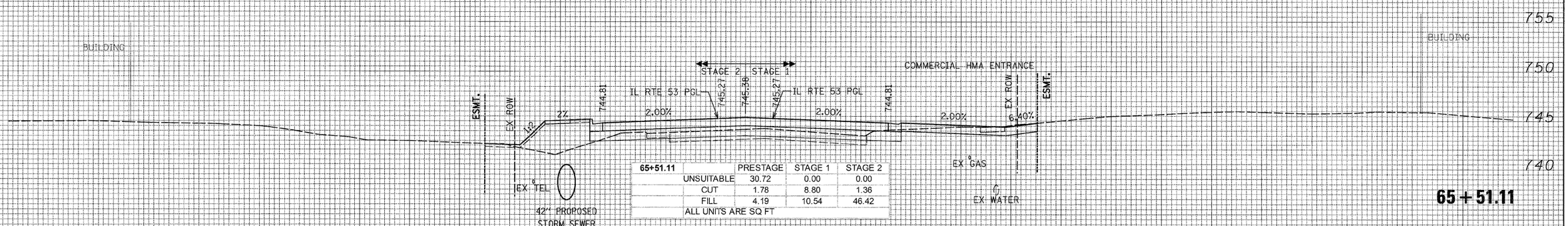
66+34.89		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	31.53	0.00	0.00
	CUT	2.63	7.01	4.44
	FILL	0.90	13.92	10.92
	ALL UNITS ARE SQ FT			

66 + 34.89



66+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	27.39	0.00	0.00
	CUT	1.83	4.57	2.16
	FILL	7.26	17.41	41.86
	ALL UNITS ARE SQ FT			

66 + 00.00



65+51.11		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	30.72	0.00	0.00
	CUT	1.78	8.80	1.36
	FILL	4.19	10.54	46.42
	ALL UNITS ARE SQ FT			

65 + 51.11

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 65+51.11 | TO STA. 66+34.89

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	672
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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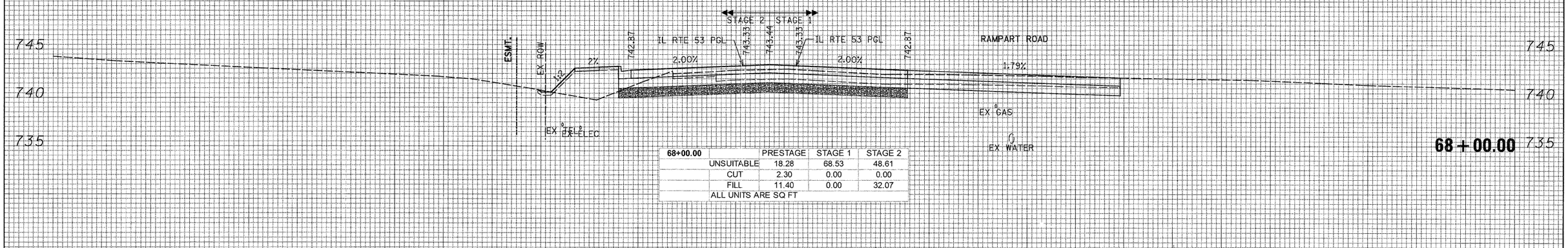
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



68+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	18.28	68.53	48.61
	CUT	2.30	0.00	0.00
	FILL	11.40	0.00	32.07
ALL UNITS ARE SQ FT				

67+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	30.81	0.00	0.00
	CUT	1.74	8.13	7.80
	FILL	11.82	5.97	34.87
ALL UNITS ARE SQ FT				

66+68.48		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	32.22	0.00	0.00
	CUT	2.90	14.41	5.55
	FILL	6.40	1.96	32.68
ALL UNITS ARE SQ FT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY / ORIGINAL SURVEY

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

PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com
PATRICK ENGINEERING

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 66+68.48 | TO STA. 68+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	673
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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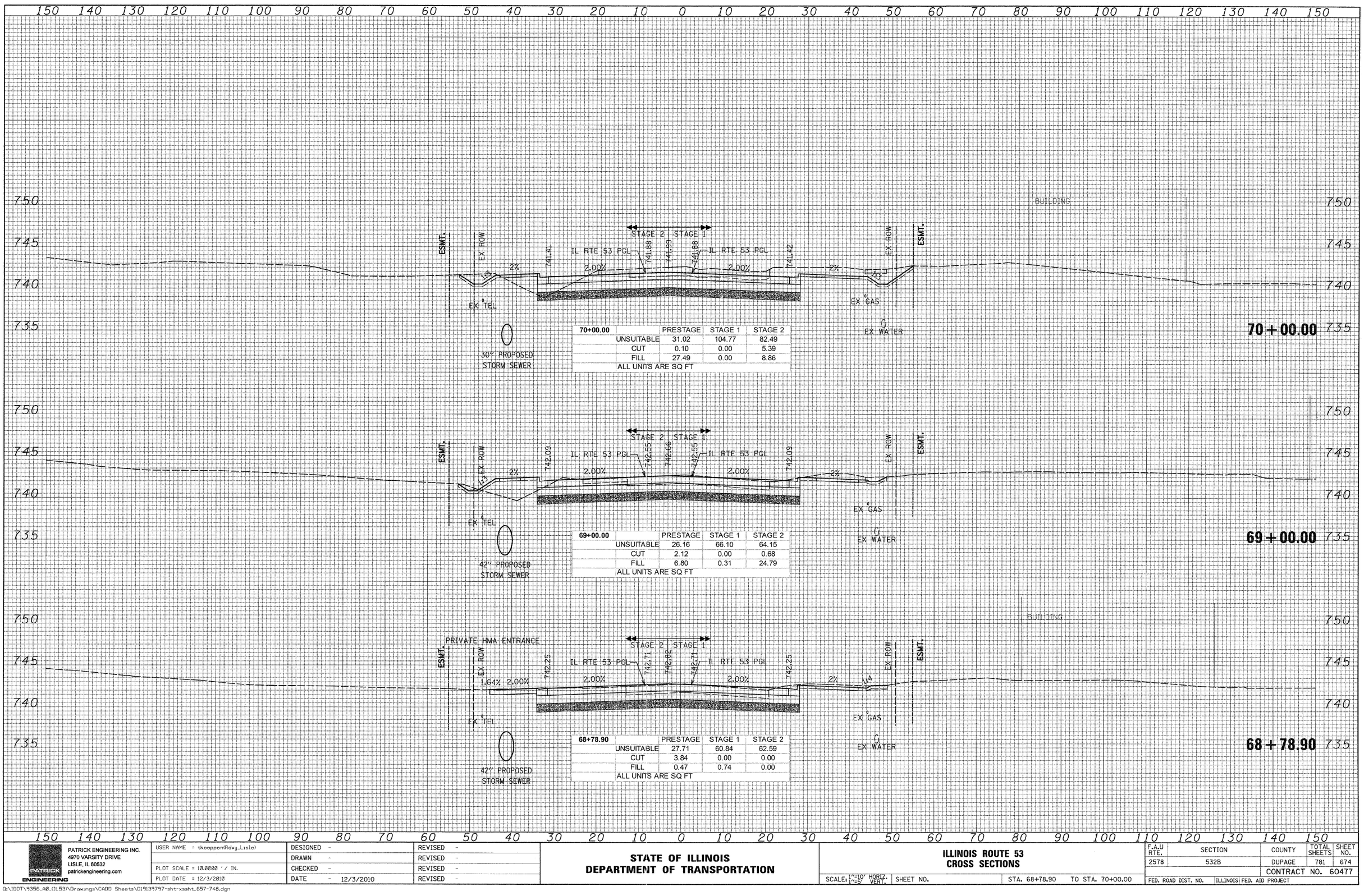

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK	AREAS CHECKED	
NO.		

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED - | REVISED -
DRAWN - | REVISED -
CHECKED - | REVISED -
DATE - 12/3/2010 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 68+78.90 TO STA. 70+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	674
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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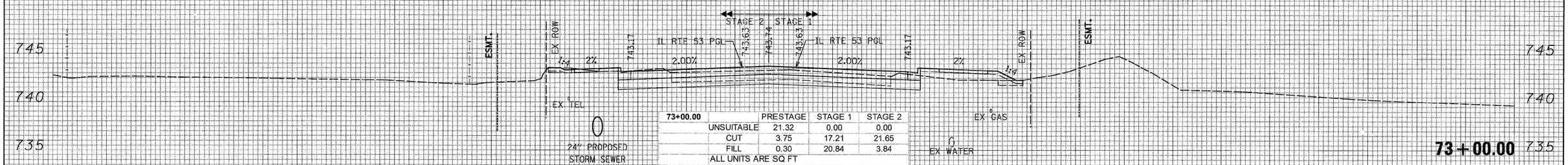
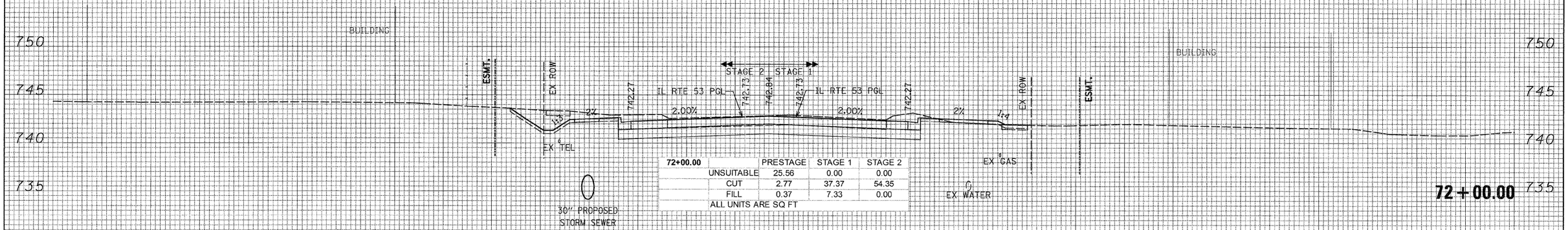
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK	AREAS	
NO.	AREAS CHECKED	

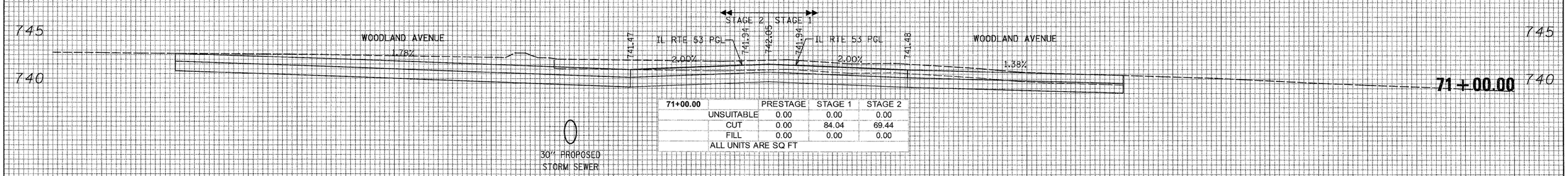
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



73+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	21.32	0.00	0.00
	CUT	3.75	17.21	21.65
	FILL	0.30	20.84	3.84
ALL UNITS ARE SQ FT				



72+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	25.56	0.00	0.00
	CUT	2.77	37.37	54.35
	FILL	0.37	7.33	0.00
ALL UNITS ARE SQ FT				



71+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	0.00	0.00	0.00
	CUT	0.00	84.04	69.44
	FILL	0.00	0.00	0.00
ALL UNITS ARE SQ FT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 71+00.00 TO STA. 73+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	675
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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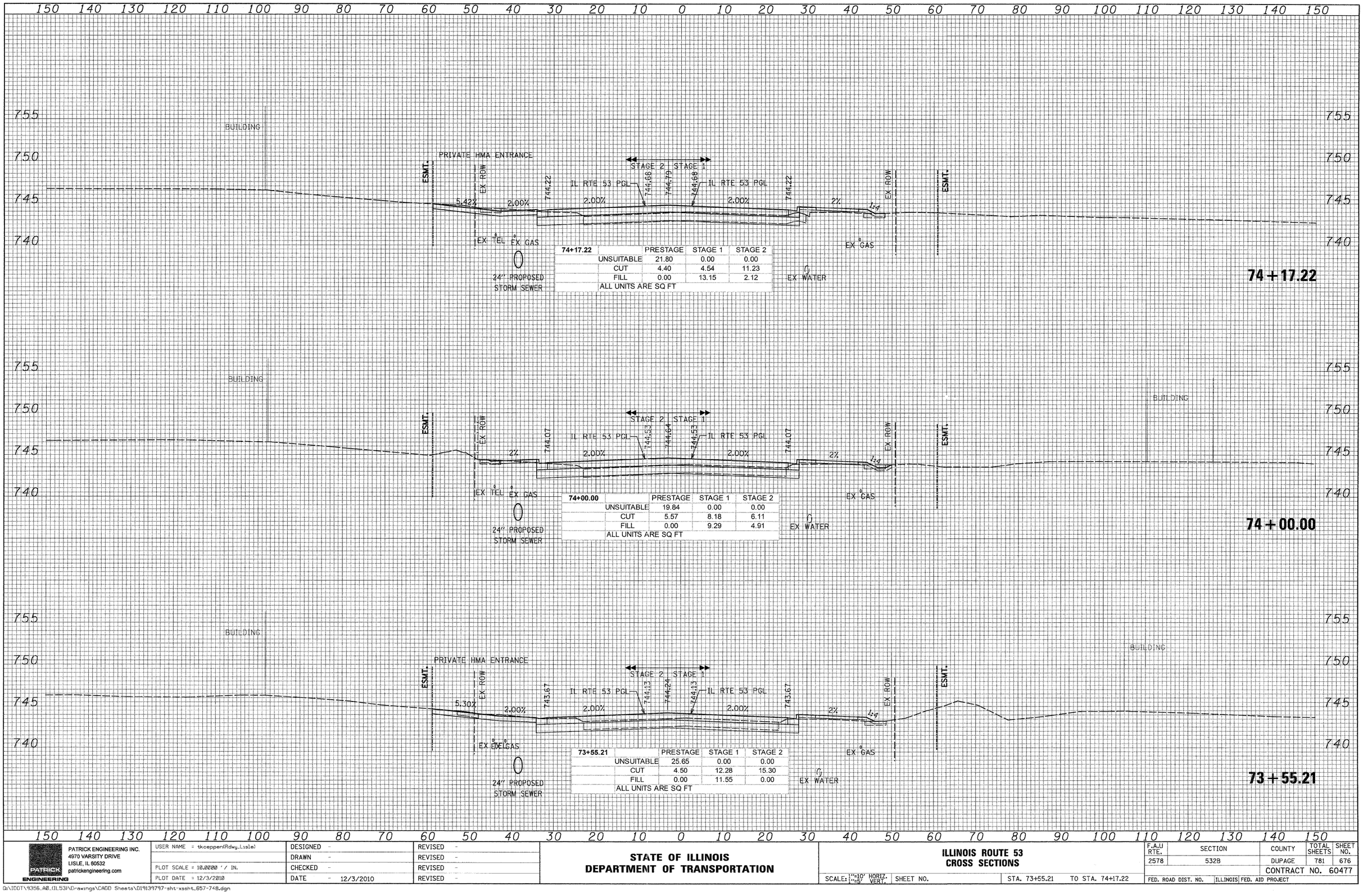

FINAL SURVEY

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

ORIGINAL SURVEY

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkceppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 73+55.21 | TO STA. 74+17.22

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	676
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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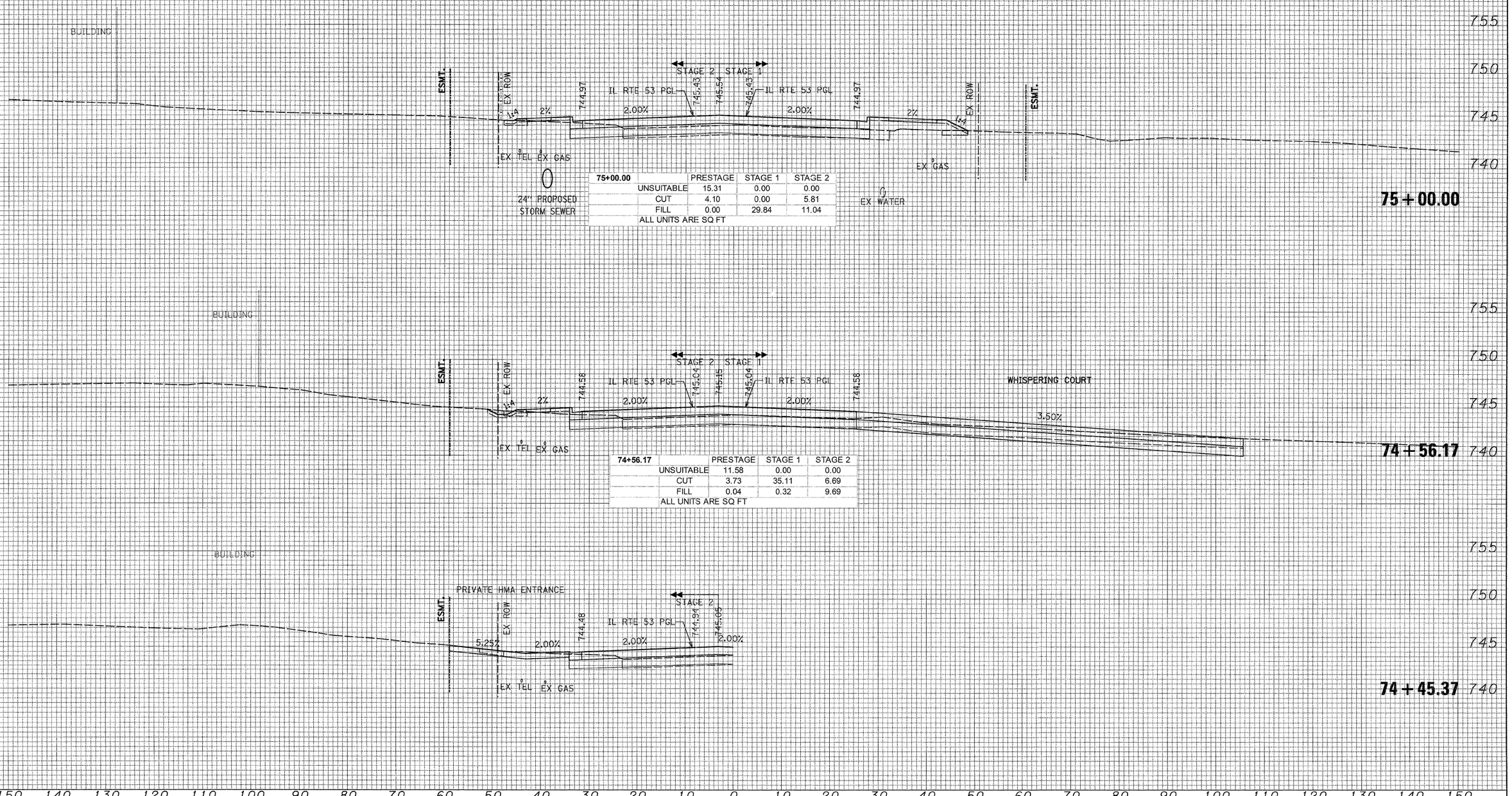

75+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	15.31	0.00	0.00
	CUT	4.10	0.00	5.81
	FILL	0.00	29.84	11.04
ALL UNITS ARE SQ FT				

74+56.17		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	11.58	0.00	0.00
	CUT	3.73	35.11	6.69
	FILL	0.04	0.32	9.69
ALL UNITS ARE SQ FT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

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USER NAME = tkoepper(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 74+45.37 TO STA. 75+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	677
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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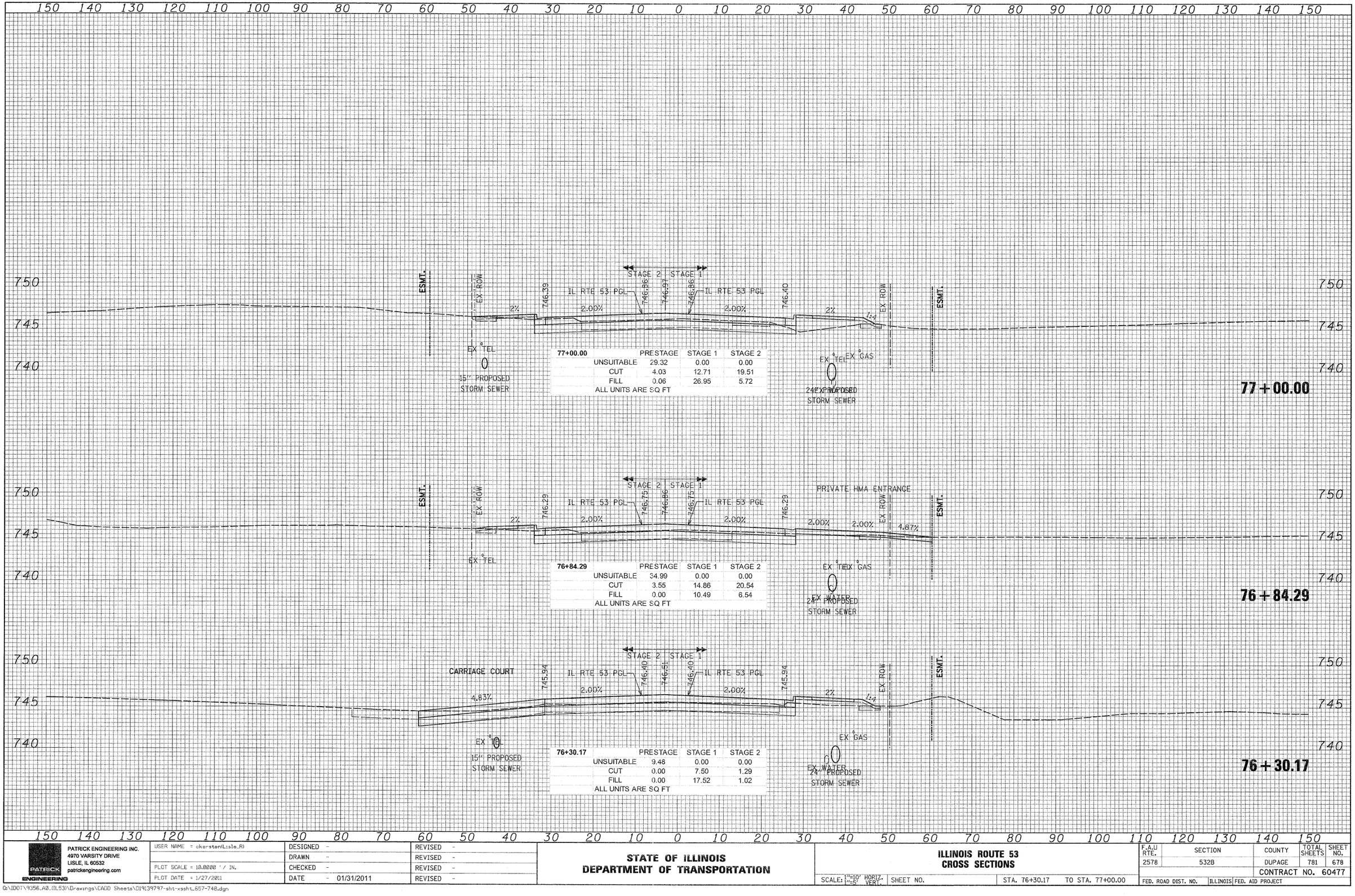
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = ckersten(Lisle_R)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 1/27/2011	DATE - 01/31/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 76+30.17 | TO STA. 77+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	678
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

755
750
745
740

BUILDING

ESMT.
EX ROW
7.52%
2.00%
747.33
IL RTE 53 PGL
2.00%
747.79
747.90
EX TEL
0
12" PROPOSED STORM SEWER

78+43.49

PRIVATE HMA ENTRANCE
747.65
IL RTE 53 PGL
2.00%
747.19
2.00%
EX ROW
4.31%
ESMT.
EX TEL
EX GAS
0
EX WATER

78+22.43

BUILDING

PRIVATE HMA ENTRANCE
ESMT.
EX ROW
4.04%
2.00%
747.11
IL RTE 53 PGL
2.00%
STAGE 2
STAGE 1
747.57
747.68
EX TEL
0
12" PROPOSED STORM SEWER

78+09.65

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 78+09.65 | TO STA. 78+43.49

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	679
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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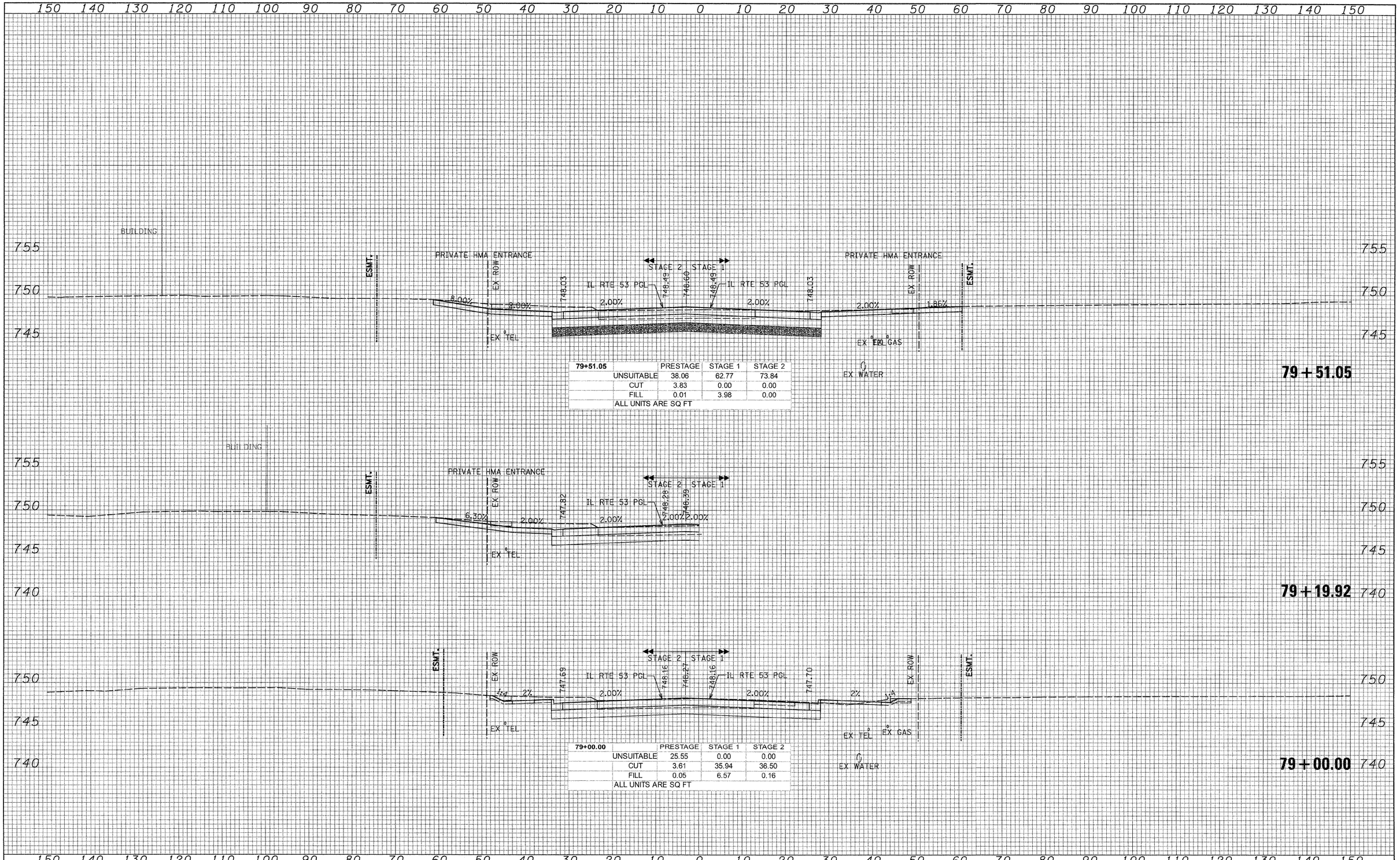
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK	AREAS	AREAS CHECKED
NO.		



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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
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LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 79+00.00 | TO STA. 79+51.05

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	680
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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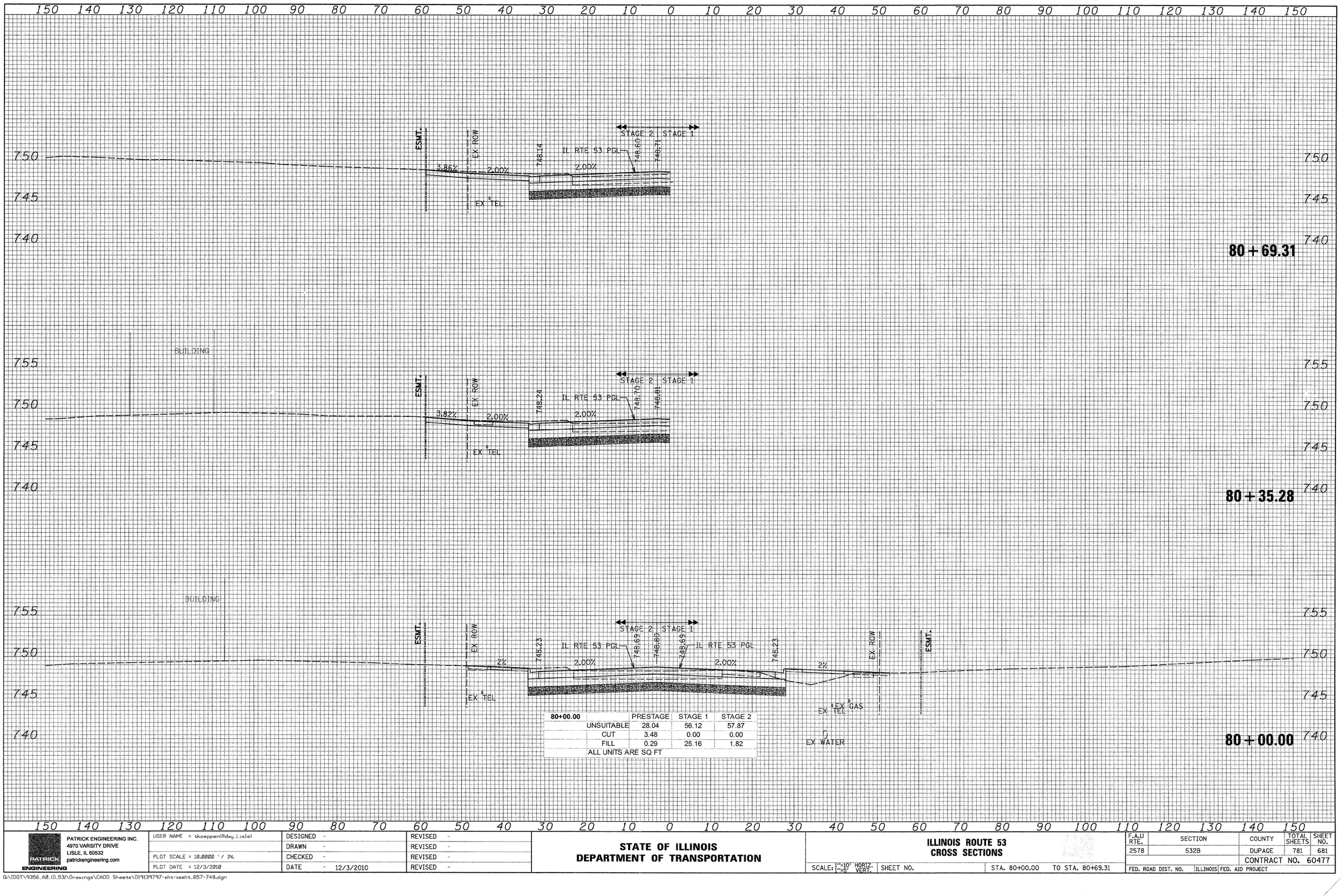
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



80+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	28.04	56.12	57.87
CUT	3.48	0.00	0.00
FILL	0.29	25.16	1.82
ALL UNITS ARE SQ FT			

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

PATRICK ENGINEERING
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4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 80+00.00 | TO STA. 80+69.31

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	681
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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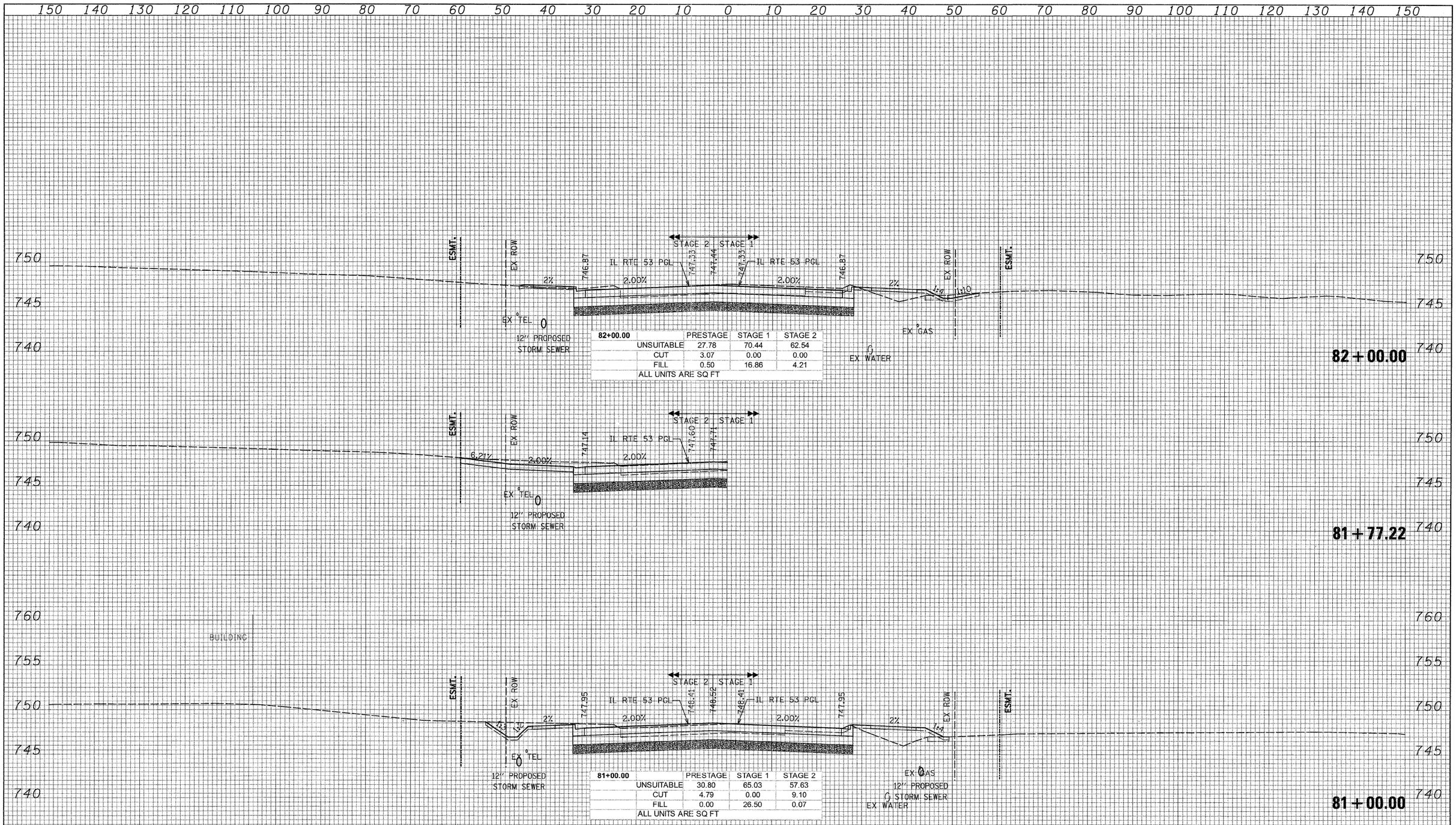
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TITLE SHT.		
AREAS		
AREAS CHECKED		

BY	DATE



ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TITLE SHT.		
AREAS		
AREAS CHECKED		

BY	DATE

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 81+00.00 TO STA. 82+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	682
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

BUILDING

755
750
745
740

ESMT.
EX ROW
STAGE 2
STAGE 1
IL RTE 53 PGL
745.67
746.13
746.24
746.13
745.67
2%
4:1
2.00%
2.00%
2%
4:1
EX ROW
ESMT.
EX TEL
EX GAS
EX WATER
18" PROPOSED STORM SEWER

83+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	29.05	0.00	0.00
	CUT	3.43	34.91	30.93
	FILL	0.00	0.64	0.35
ALL UNITS ARE SQ FT				

83+00.00

ESMT.
EX ROW
STAGE 2
STAGE 1
IL RTE 53 PGL
746.32
746.78
746.89
746.78
746.32
4:1
2%
2.00%
2.00%
2.00%
WINDMILL COURT
EX TEL
EX GAS
EX WATER
12" PROPOSED STORM SEWER

82+45.61		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	11.03	0.00	0.00
	CUT	3.07	59.71	29.29
	FILL	0.23	0.00	1.39
ALL UNITS ARE SQ FT				

82+45.61

755
750
745
740

ESMT.
EX ROW
STAGE 2
STAGE 1
IL RTE 53 PGL
746.54
747.00
747.18
4.09%
2.00%
2.00%
EX TEL
12" PROPOSED STORM SEWER

82+27.24

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

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PATRICK ENGINEERING
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4970 VARSITY DRIVE
LISLE, IL 60532
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USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 82+27.24 | TO STA. 83+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	683
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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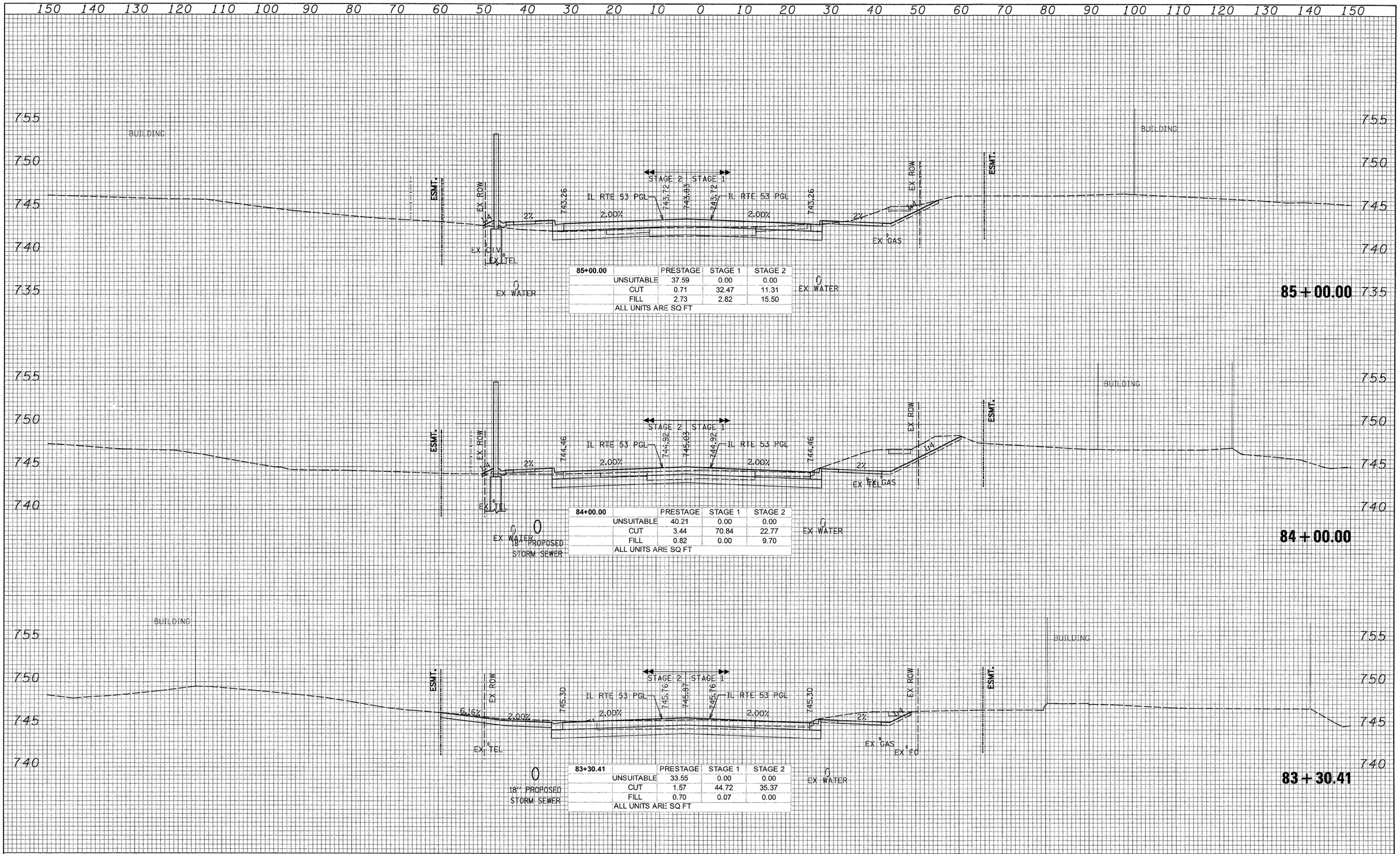

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
NO.	AREAS CHECKED	

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 83+30.41 TO STA. 85+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	684
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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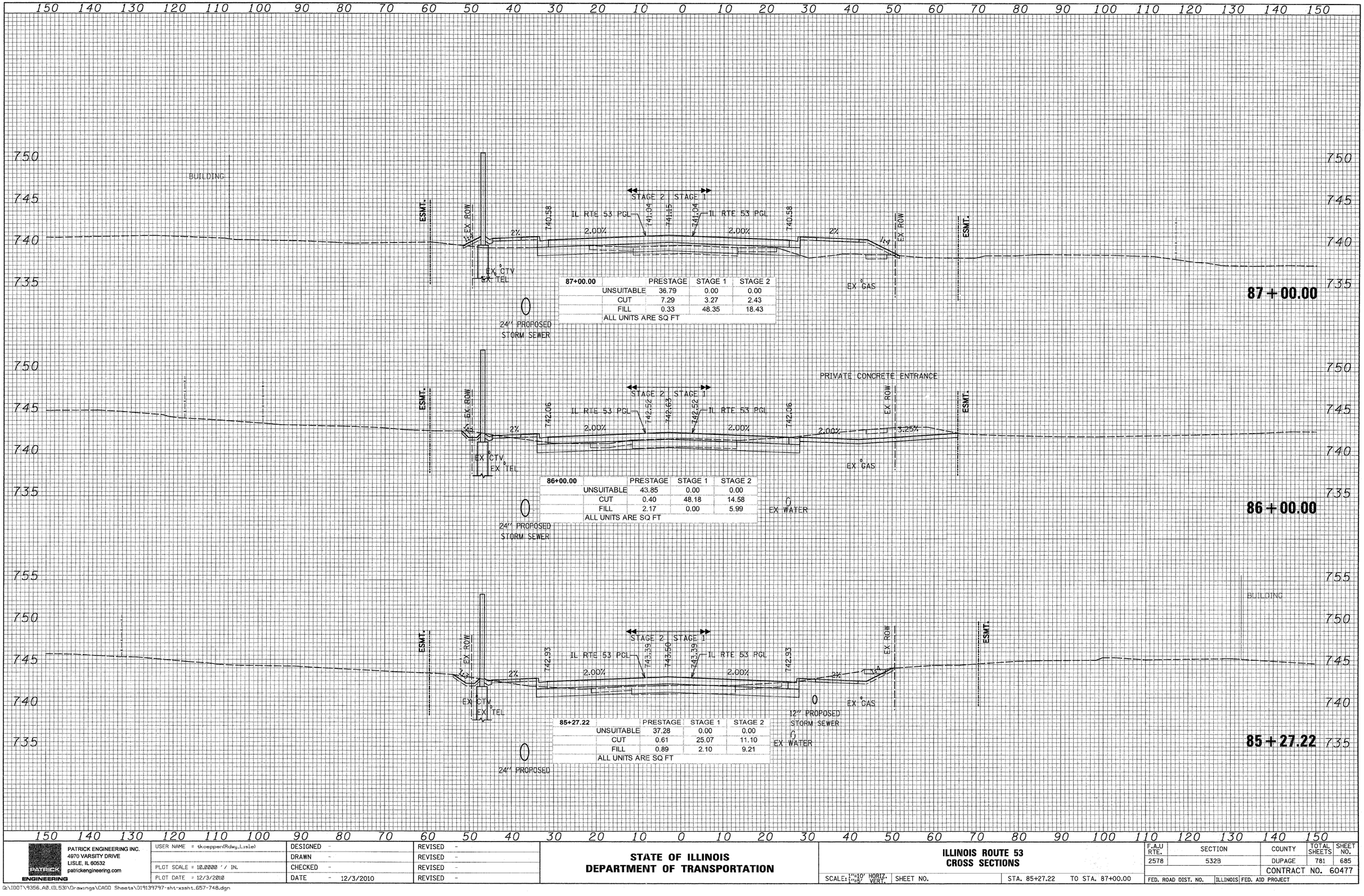

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

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USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 85+27.22 TO STA. 87+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328	DUPAGE	781	685
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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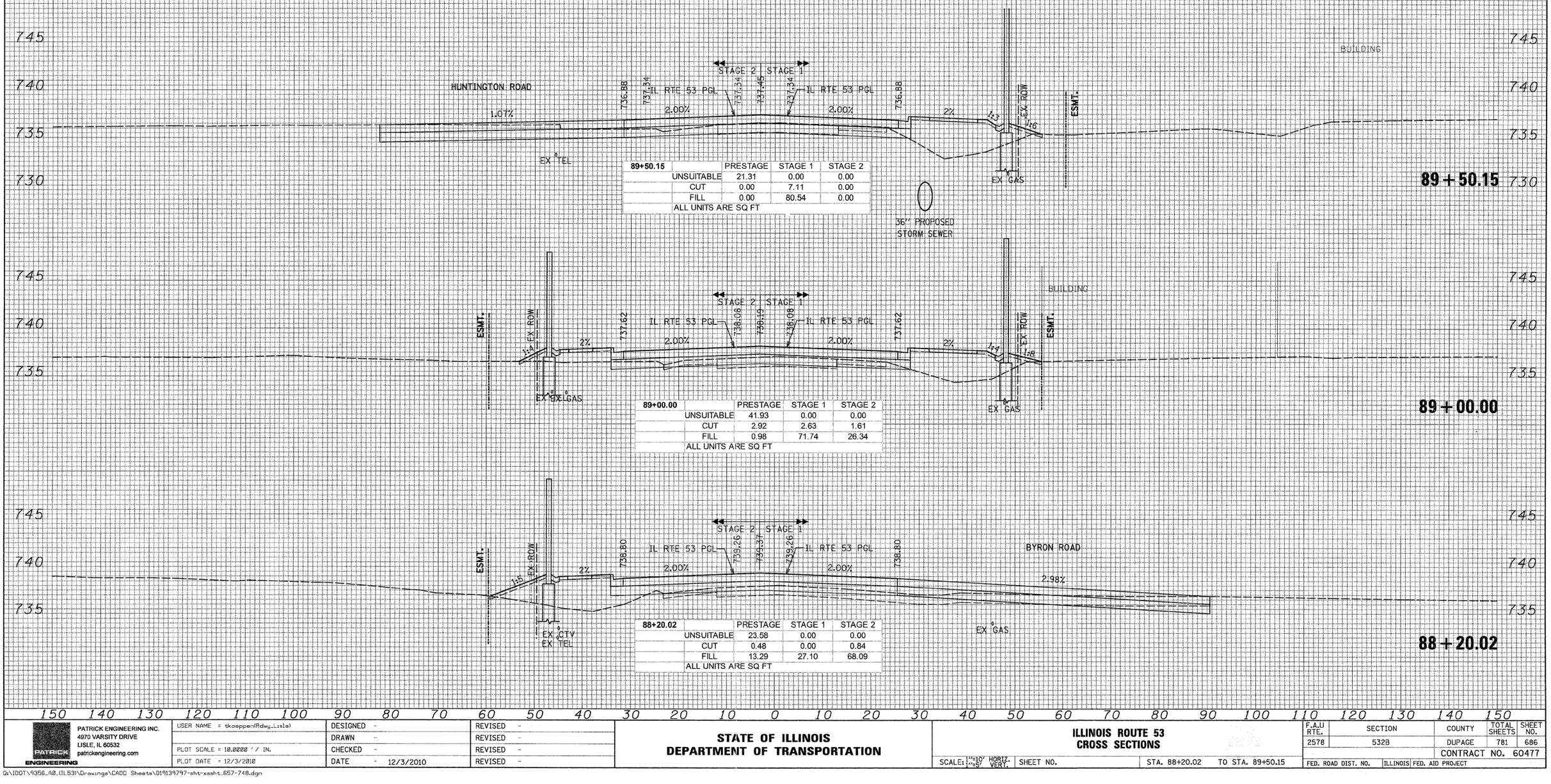

89+50.15		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	21.31	0.00	0.00
	CUT	0.00	7.11	0.00
	FILL	0.00	80.54	0.00
ALL UNITS ARE SQ FT				

89+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	41.93	0.00	0.00
	CUT	2.92	2.63	1.61
	FILL	0.98	71.74	26.34
ALL UNITS ARE SQ FT				

88+20.02		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	23.58	0.00	0.00
	CUT	0.48	0.00	0.84
	FILL	13.29	27.10	68.09
ALL UNITS ARE SQ FT				

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 88+20.02 TO STA. 89+50.15

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	686
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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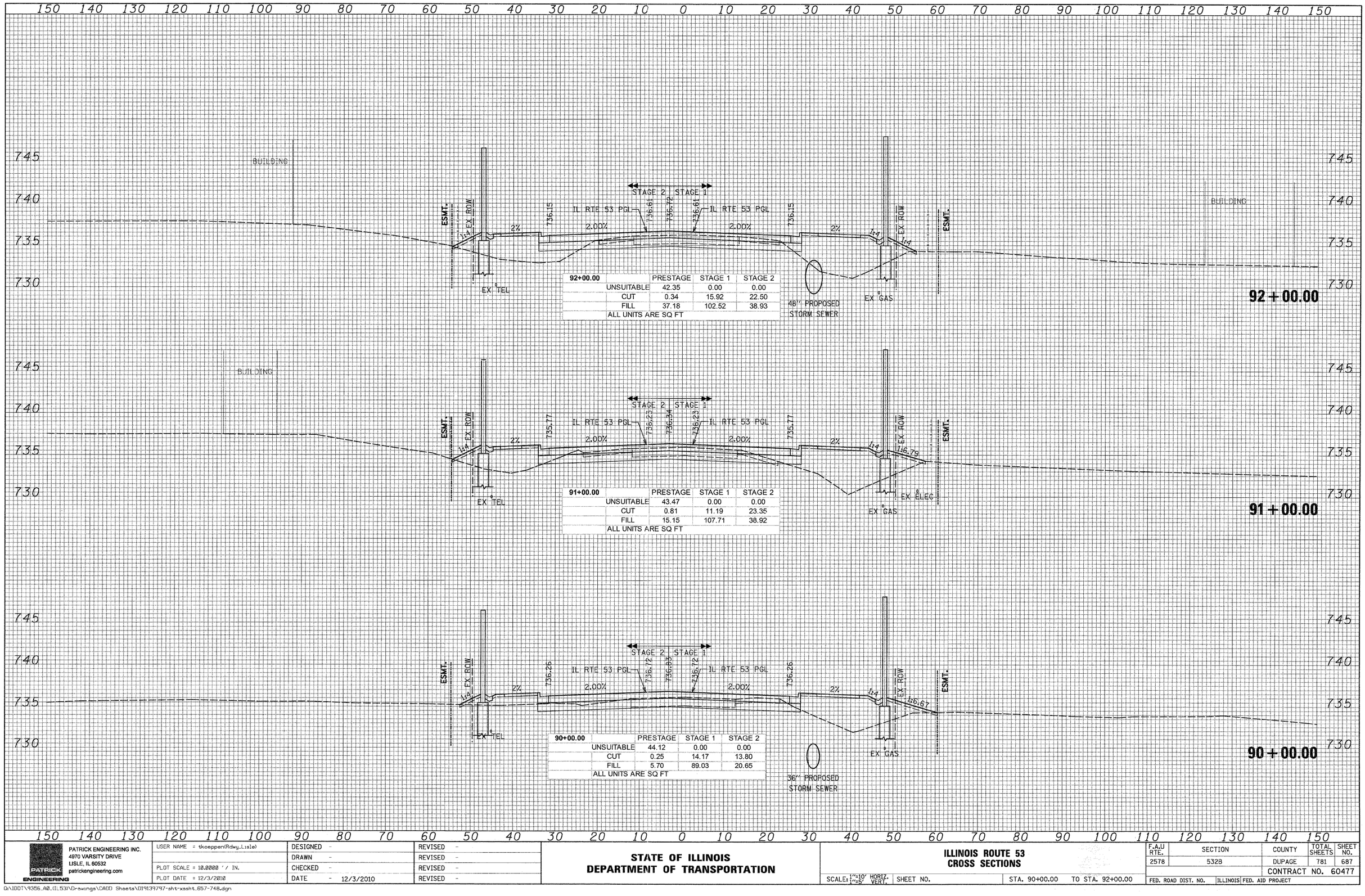

92+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	42.35	0.00	0.00
CUT	0.34	15.92	22.50
FILL	37.18	102.52	38.93
ALL UNITS ARE SQ FT			

91+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	43.47	0.00	0.00
CUT	0.81	11.19	23.35
FILL	15.15	107.71	38.92
ALL UNITS ARE SQ FT			

90+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	44.12	0.00	0.00
CUT	0.25	14.17	13.80
FILL	5.70	89.03	20.65
ALL UNITS ARE SQ FT			

FINAL SURVEY
ORIGINAL SURVEY

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

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	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 90+00.00 | TO STA. 92+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328	DUPAGE	781	687
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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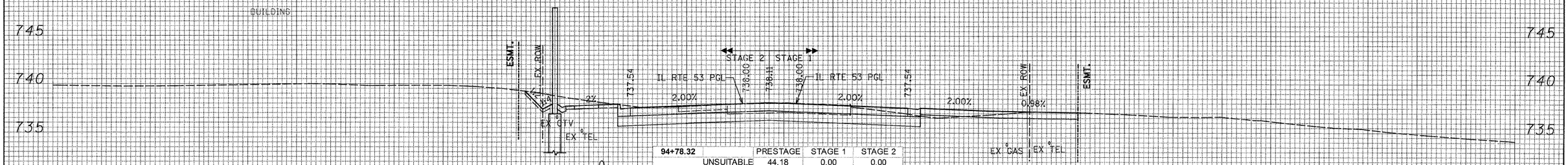
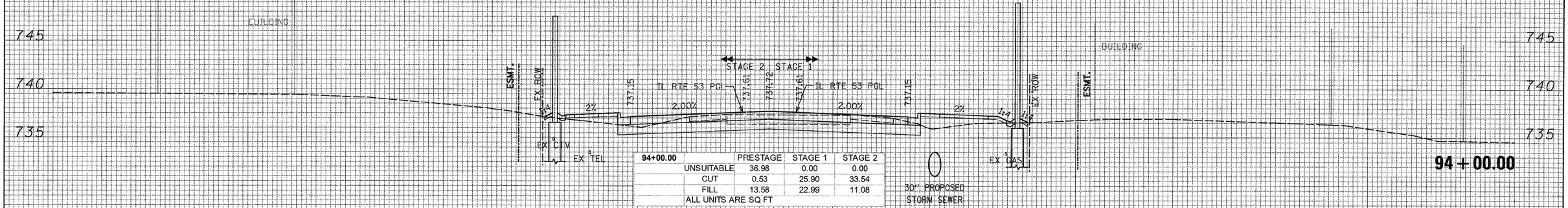
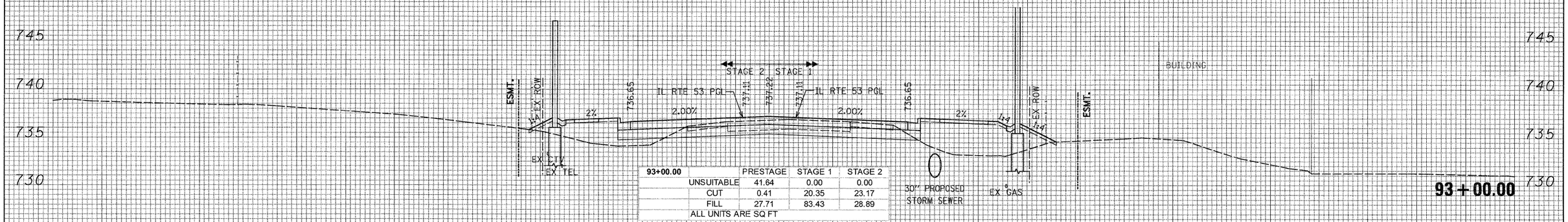


94+78.32		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	44.18	0.00	0.00
	CUT	1.90	29.98	44.97
	FILL	0.71	8.57	0.23
	ALL UNITS ARE SQ FT			



94+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	36.98	0.00	0.00
	CUT	0.53	25.90	33.54
	FILL	13.58	22.99	11.08
	ALL UNITS ARE SQ FT			



93+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	41.64	0.00	0.00
	CUT	0.41	20.35	23.17
	FILL	27.71	83.43	28.89
	ALL UNITS ARE SQ FT			

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 93+00.00 | TO STA. 94+78.32

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328	DUPAGE	781	688
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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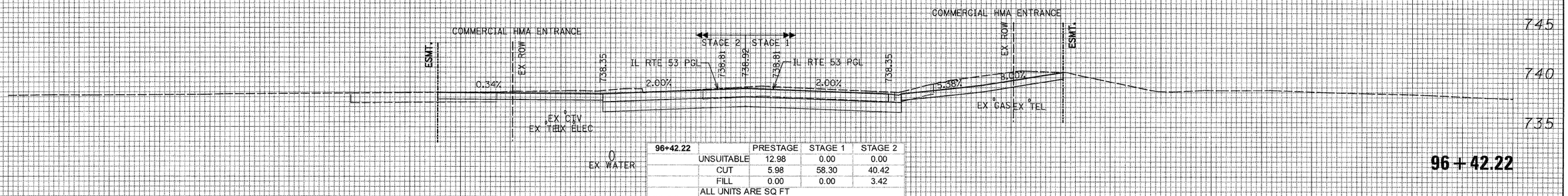
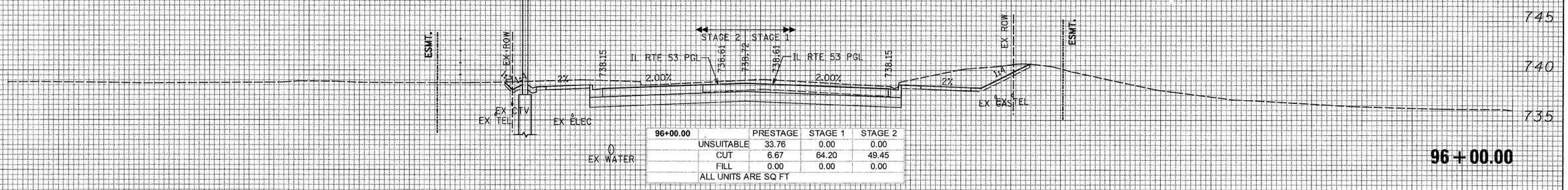


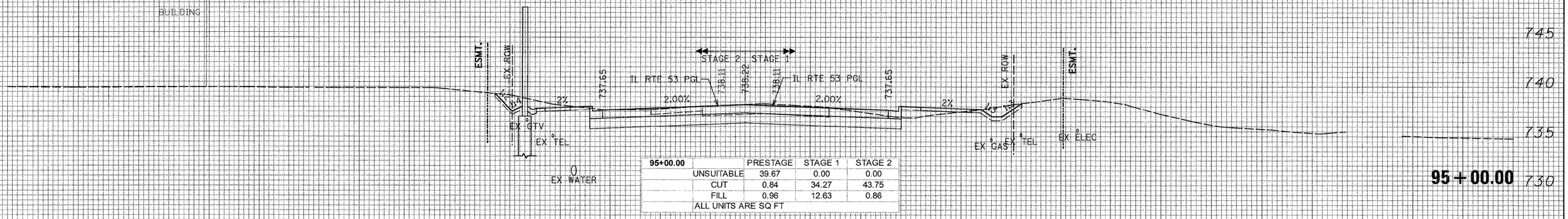
96+42.22		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	12.98	0.00	0.00
	CUT	5.98	58.30	40.42
	FILL	0.00	0.00	3.42
ALL UNITS ARE SQ FT				

96 + 42.22



96+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	33.76	0.00	0.00
	CUT	6.67	64.20	49.45
	FILL	0.00	0.00	0.00
ALL UNITS ARE SQ FT				

96 + 00.00



95+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	39.67	0.00	0.00
	CUT	0.84	34.27	43.75
	FILL	0.96	12.63	0.86
ALL UNITS ARE SQ FT				

95 + 00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY / ORIGINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK
NO.

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USER NAME = tkoeppen(Rdwg_Lisle)	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 95+00.00 TO STA. 96+42.22

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	689
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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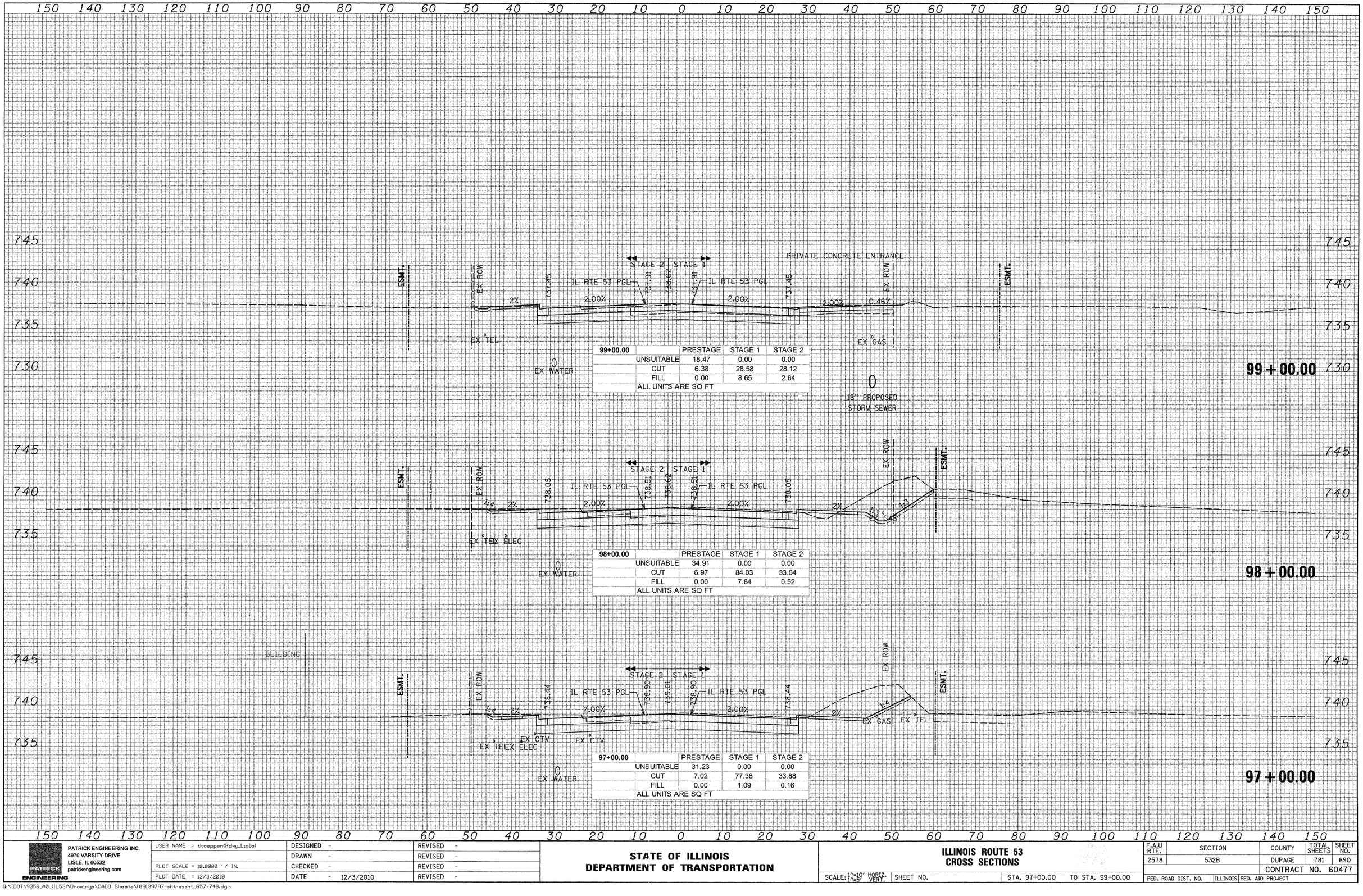
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK	AREAS	
NO.	AREAS CHECKED	



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

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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 97+00.00 TO STA. 99+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	690
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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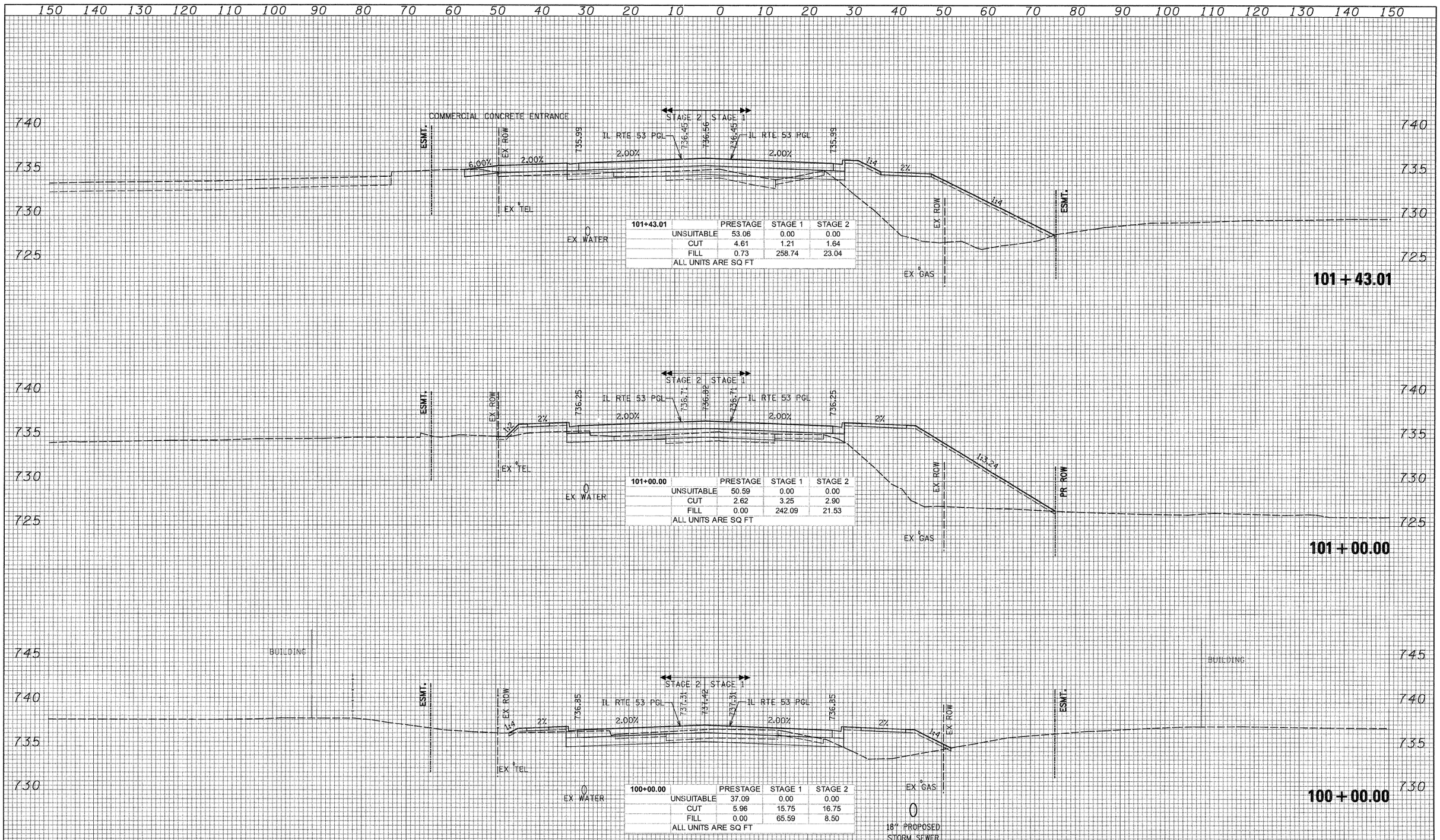
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED	DATE	



101+43.01		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	53.06	0.00	0.00
	CUT	4.61	1.21	1.64
	FILL	0.73	258.74	23.04
ALL UNITS ARE SQ FT				

101+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	50.59	0.00	0.00
	CUT	2.62	3.25	2.90
	FILL	0.00	242.09	21.53
ALL UNITS ARE SQ FT				

100+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	37.09	0.00	0.00
	CUT	5.96	15.75	16.75
	FILL	0.00	65.59	8.50
ALL UNITS ARE SQ FT				

101 + 43.01

101 + 00.00

100 + 00.00

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

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4970 VARSITY DRIVE
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	DRAWN -	REVISED -	
PLOT SCALE = 10.2000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 100+00.00 TO STA. 101+43.01

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	691
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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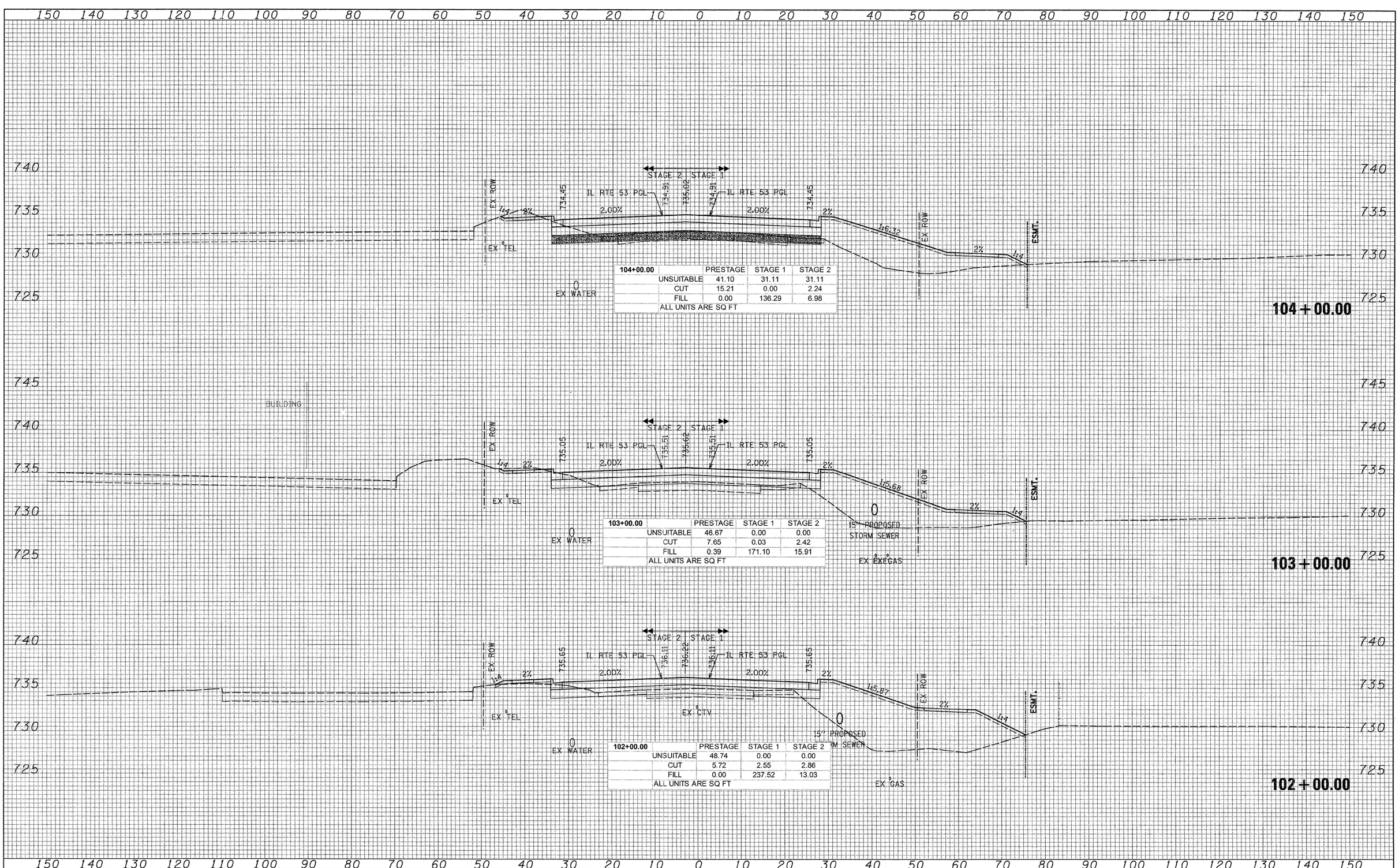

FINAL SURVEY | NOTE BOOK | NO. | BY | DATE
SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED

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

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PLOT SCALE = 10.0000 ' / IN. | DRAWN - | REVISED -
PLOT DATE = 12/3/2010 | CHECKED - | REVISED -
DATE - 12/3/2010 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 102+00.00 TO STA. 104+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	692
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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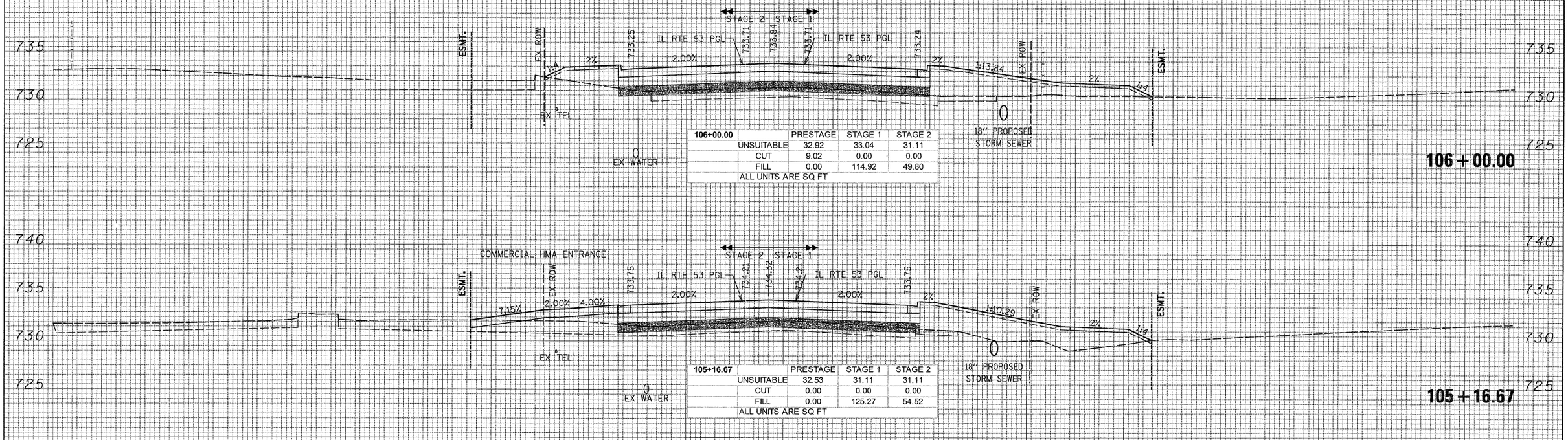
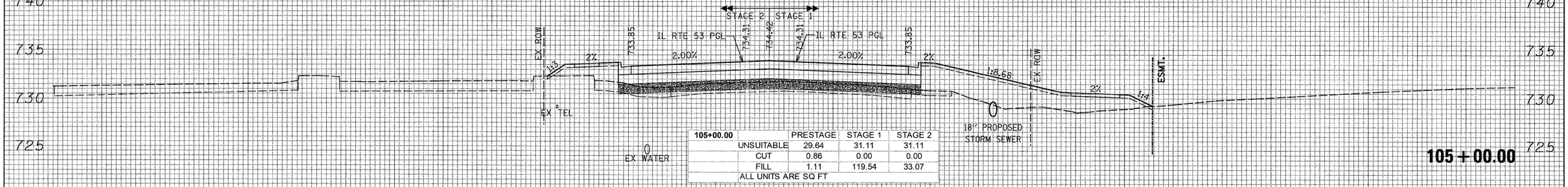


106+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	32.92	33.04	31.11
	CUT	9.02	0.00	0.00
	FILL	0.00	114.92	49.80
	ALL UNITS ARE SQ FT			

106 + 00.00

105+16.67		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	32.53	31.11	31.11
	CUT	0.00	0.00	0.00
	FILL	0.00	125.27	54.52
	ALL UNITS ARE SQ FT			

105 + 16.67



105+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	29.64	31.11	31.11
	CUT	0.86	0.00	0.00
	FILL	1.11	119.54	33.07
	ALL UNITS ARE SQ FT			

105 + 00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

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USER NAME = tkoeppen(Rdwy_Lisle)
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REVISED -
REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 105+00.00 TO STA. 106+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	693
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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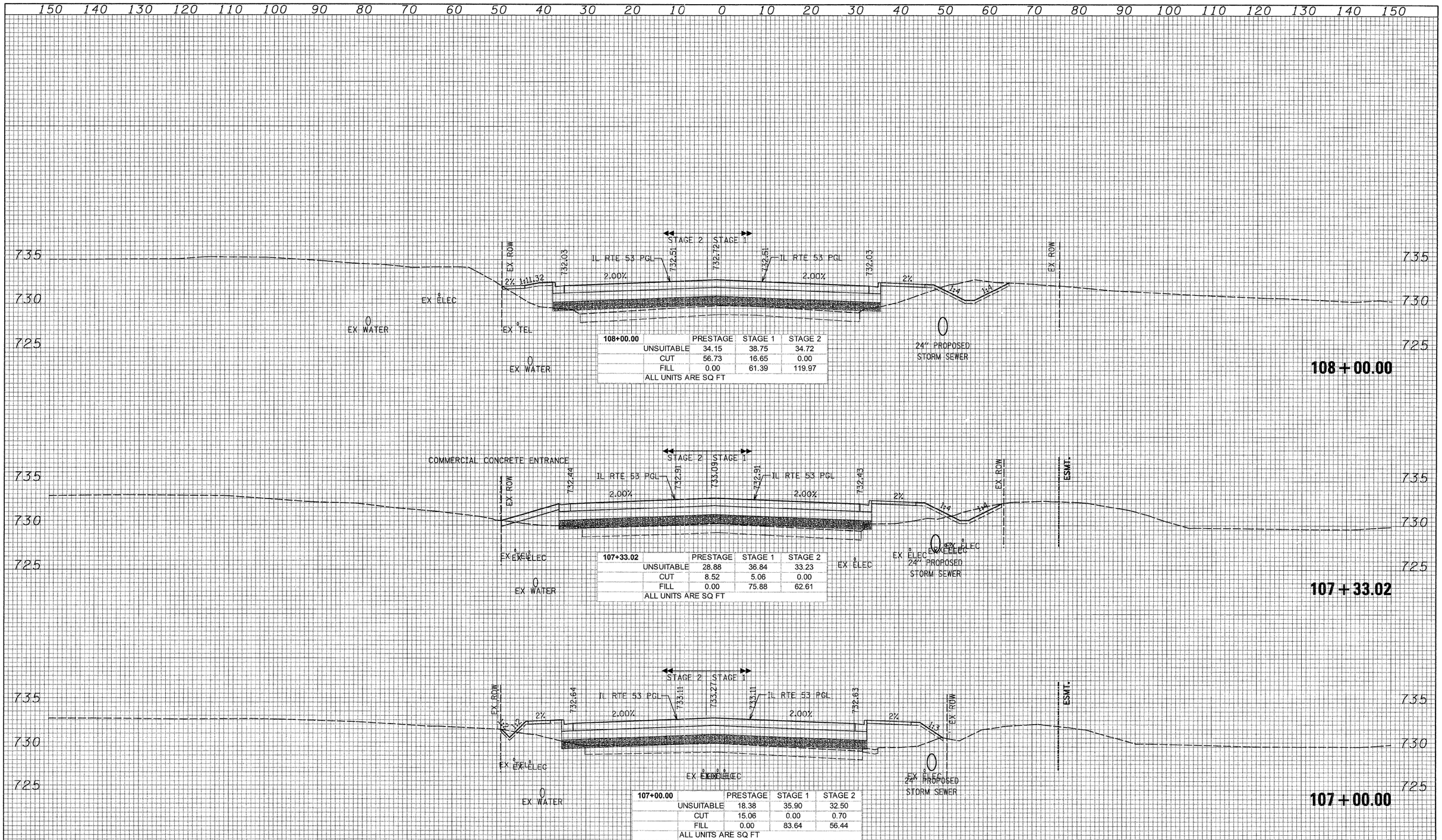
FINAL SURVEY	NOTE BOOK	NO.	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED



ORIGINAL SURVEY	NOTE BOOK	NO.	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
CHECKED -
DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 107+00.00 TO STA. 108+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	694
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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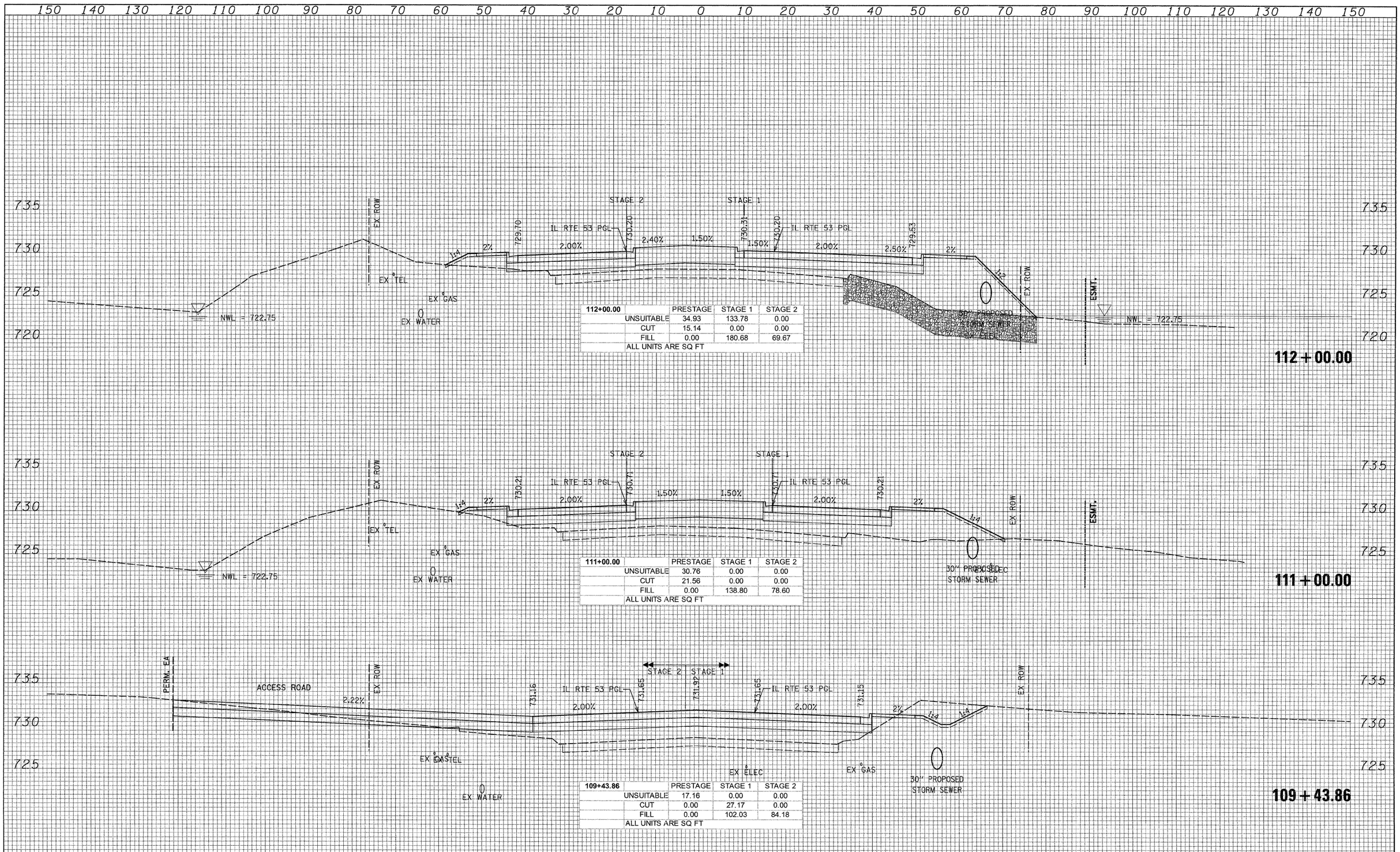
FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TYPIST/DATE	
	AREAS	
	AREAS CHECKED	



112+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	34.93	133.78	0.00
CUT	15.14	0.00	0.00
FILL	0.00	180.68	69.67
ALL UNITS ARE SQ FT			

111+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	30.76	0.00	0.00
CUT	21.56	0.00	0.00
FILL	0.00	138.80	78.60
ALL UNITS ARE SQ FT			

109+43.86	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	17.16	0.00	0.00
CUT	0.00	27.17	0.00
FILL	0.00	102.03	84.18
ALL UNITS ARE SQ FT			

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

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LISLE, IL 60532
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PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 109+43.86 TO STA. 112+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	695
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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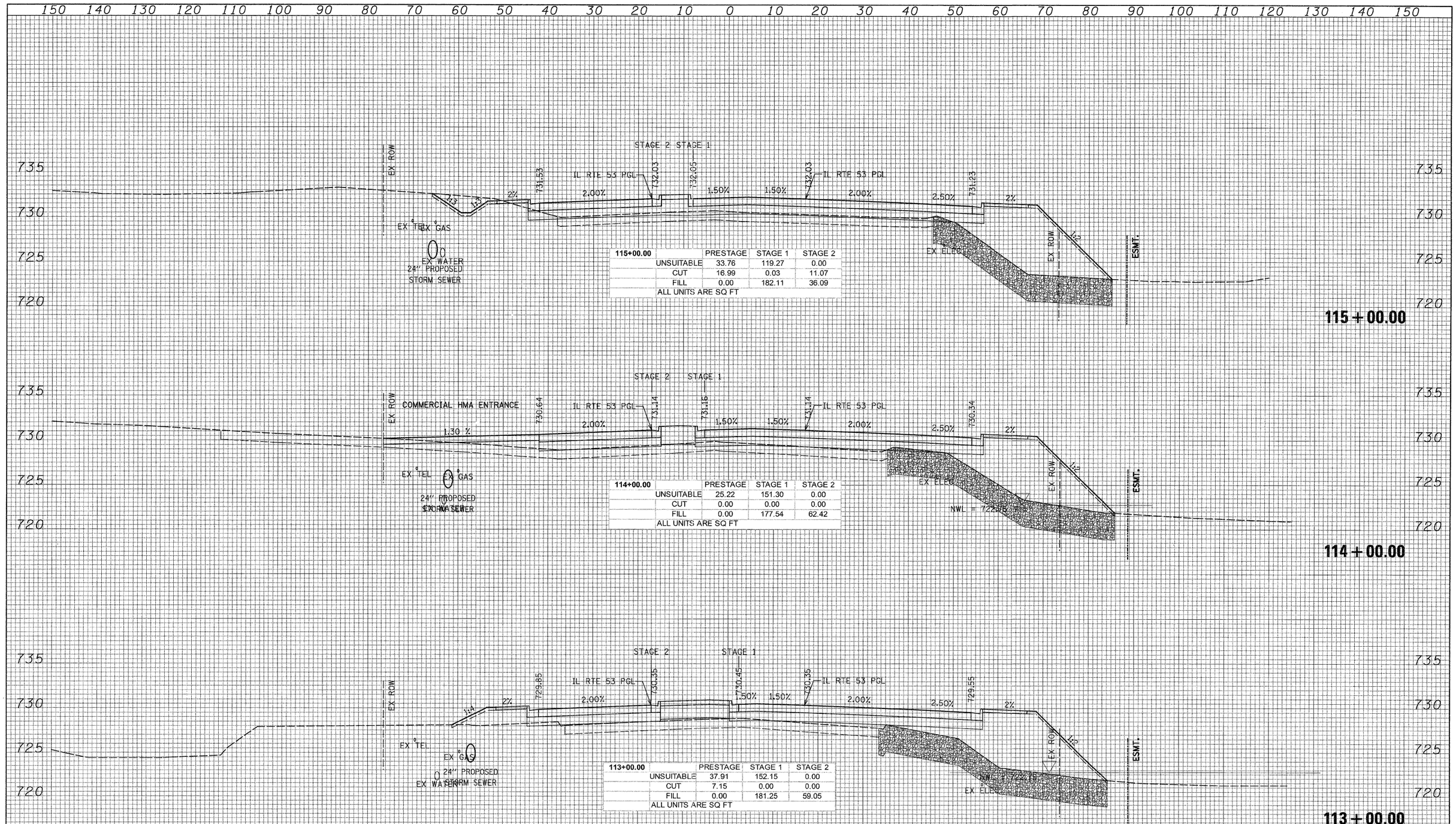
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TYPE PLATE		
NOTE BOOK		
AREAS		
NO.	AREAS CHECKED	



115+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	33.76	119.27	0.00
CUT	16.99	0.03	11.07
FILL	0.00	182.11	36.09
ALL UNITS ARE SQ FT			

114+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	25.22	151.30	0.00
CUT	0.00	0.00	0.00
FILL	0.00	177.54	62.42
ALL UNITS ARE SQ FT			

113+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	37.91	152.15	0.00
CUT	7.15	0.00	0.00
FILL	0.00	181.25	59.05
ALL UNITS ARE SQ FT			

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

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PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 113+00.00 TO STA. 115+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	696
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

740
735
730

COMMERCIAL CONCRETE ENTRANCE

PR ROW

6.42%

2.00% 2.00%

EX ROW

735.18

EX TEL EX GAS

24" PROPOSED STORM SEWER

STAGE 2 STAGE 1

IL RTE 53 PGL

733.81

733.86

2.00%

1.50%

1.50%

733.81

IL RTE 53 PGL

2.00%

2.50%

733.01

EX ROW

2%

1:4

PR ROW

EX ELEC

15" PROPOSED STORM SEWER

BUILDING

117 + 00.00

117+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	39.36	0.00	0.00
	CUT	7.25	13.62	13.46
	FILL	0.00	50.35	11.88
	ALL UNITS ARE SQ FT			

745
740
735
730

BUILDING

EX ROW

1:4

2%

732.84

EX TEL EX GAS

EX WATER

24" PROPOSED STORM SEWER

STAGE 2 STAGE 1

IL RTE 53 PGL

733.41

733.45

2.00%

1.50%

1.50%

733.41

IL RTE 53 PGL

2.00%

2.50%

732.61

EX ROW

2%

1:4

PR ROW

EX ELEC

15" PROPOSED STORM SEWER

BUILDING

116 + 54.68

116+54.68		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	24.75	0.00	0.00
	CUT	16.40	3.50	1.53
	FILL	0.00	54.55	23.08
	ALL UNITS ARE SQ FT			

745
740
735
730

BUILDING

EX ROW

1:4

2%

732.42

EX ELEC

EX TEL EX GAS

EX WATER

24" PROPOSED STORM SEWER

STAGE 2 STAGE 1

IL RTE 53 PGL

732.92

732.96

2.00%

1.50%

1.50%

732.92

IL RTE 53 PGL

2.00%

2.50%

732.12

EX ROW

2%

1:4

PR ROW

EX TEL

EX ELEC

15" PROPOSED STORM SEWER

BUILDING

116 + 00.00

116+00.00		PRESTAGE	STAGE 1	STAGE 2
	UNSUITABLE	21.80	0.00	0.00
	CUT	19.12	3.48	0.00
	FILL	0.00	54.79	36.76
	ALL UNITS ARE SQ FT			

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
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LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Ridwy_Lisle)
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 12/3/2010

DESIGNED -
DRAWN -
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DATE - 12/3/2010

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 116+00.00 TO STA. 117+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	697
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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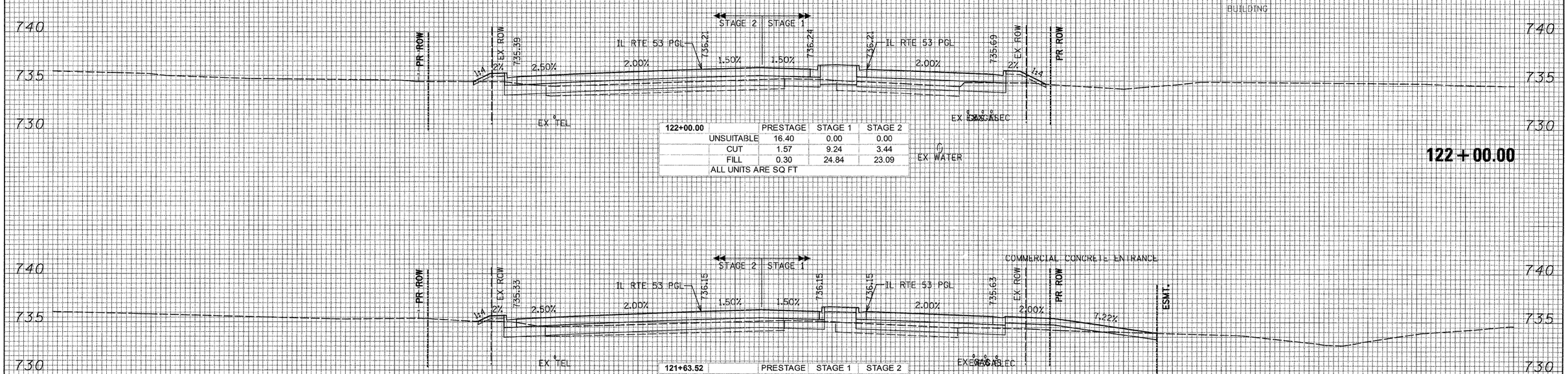
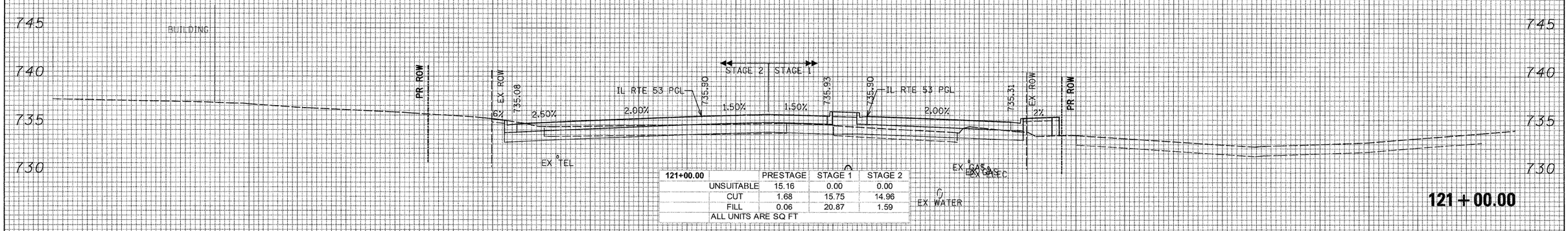
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



122+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	16.40	0.00	0.00
CUT	1.57	9.24	3.44
FILL	0.30	24.84	23.09
ALL UNITS ARE SQ FT			

121+63.52	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	27.42	0.00	0.00
CUT	1.69	7.61	5.01
FILL	0.08	35.00	15.96
ALL UNITS ARE SQ FT			



121+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	15.16	0.00	0.00
CUT	1.68	15.75	14.96
FILL	0.06	20.87	1.59
ALL UNITS ARE SQ FT			

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

PATRICK ENGINEERING
PATRICK ENGINEERING INC.
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LISLE, IL 60532
patrickengineering.com

USER NAME = tkoeppen(Rdwy_Lisle)	DESIGNED -	REVISED -	
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PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 121+00.00 TO STA. 122+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	698
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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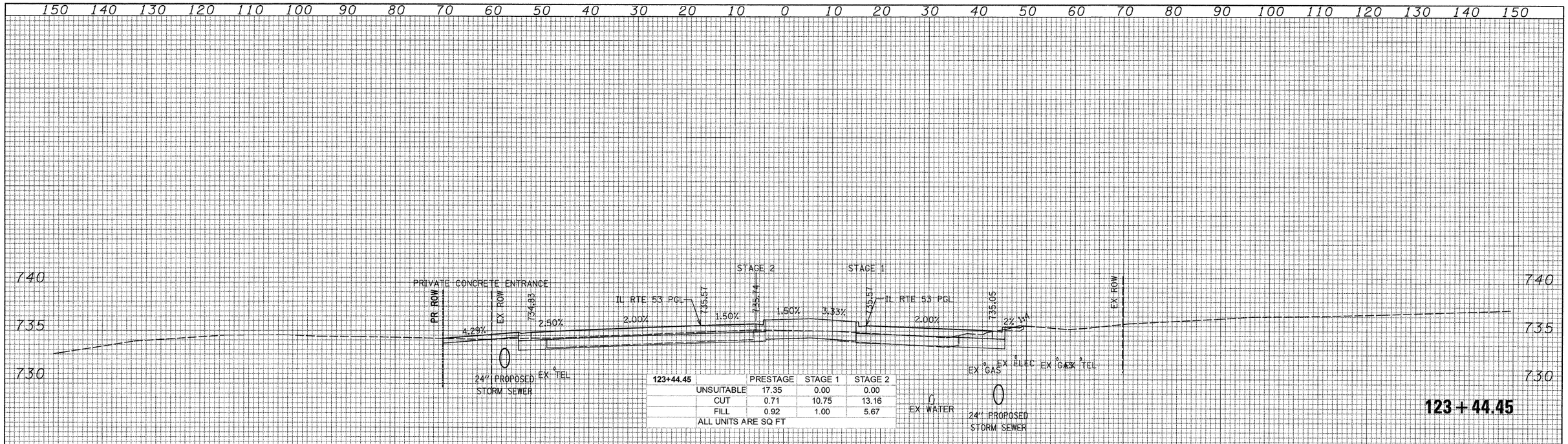
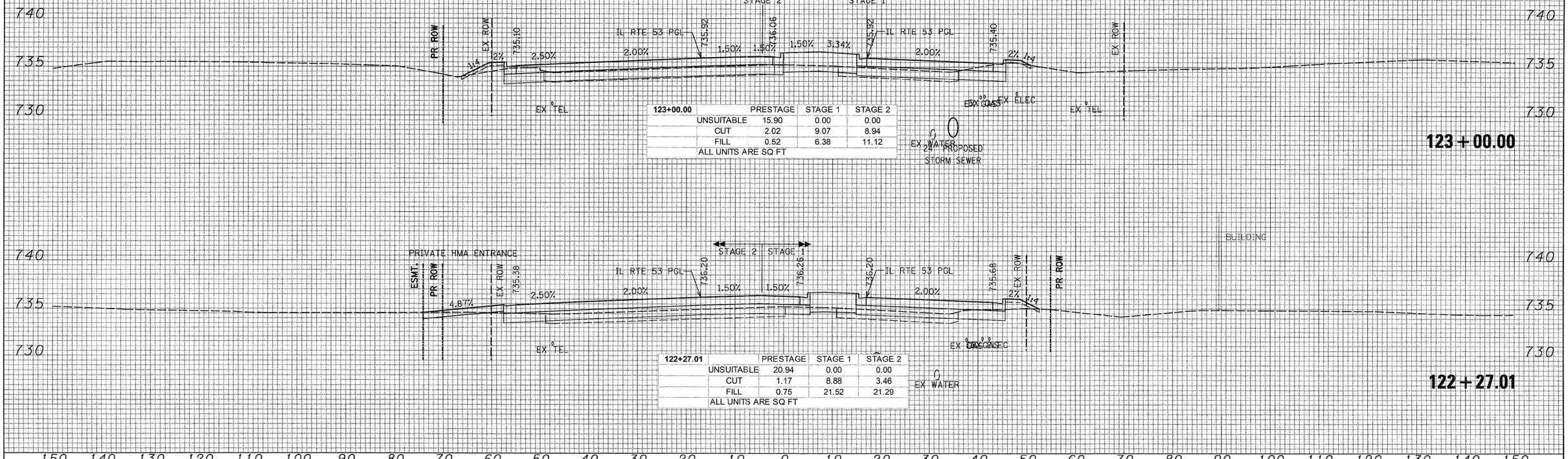
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TYPICALS	
NO.	AREAS	
	AREAS CHECKED	



123+44.45	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	17.35	0.00	0.00
CUT	0.71	10.75	13.16
FILL	0.92	1.00	5.67
ALL UNITS ARE SQ FT			



123+00.00	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	15.90	0.00	0.00
CUT	2.02	9.07	8.94
FILL	0.52	6.38	11.12
ALL UNITS ARE SQ FT			

122+27.01	PRESTAGE	STAGE 1	STAGE 2
UNSUITABLE	20.94	0.00	0.00
CUT	1.17	8.88	3.46
FILL	0.75	21.52	21.29
ALL UNITS ARE SQ FT			

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

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LISLE, IL 60532
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PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 122+27.01 TO STA. 123+44.45

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	5328	DUPAGE	781	699
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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NO.	NOTE BOOK	FINAL SURVEY

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

NO.	NOTE BOOK	ORIGINAL SURVEY

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

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PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 12/3/2010	DATE - 12/3/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 1"=10' HORIZ. 1"=5' VERT. | SHEET NO. | STA. 124+00.00 TO STA. 124+40.13

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2578	532B	DUPAGE	781	700
		CONTRACT NO. 60477		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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